LAX MAR 11

PROJECT ID: 1650-06-71

WITH: NA

COUNTY: GRANT

ORDER OF SHEETS

Section No.	1	Title
Section No.	2	Typical Sections and Details (Includes Erosion Control Plans)
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 = 206

03

DESIGN DESIGNATION

A.A.D.T. (2011)	=	5,600 (DICKEYVILLE-TENNYSON) 3,700 (TENNYSON-STH 81) 6,800 (STH 81-STH 129) 5,000 (STH 129-LANCASTER)
A.A.D.T. (2031)	=	6,900 (DICKEYVILLE-TENNYSON) 4,900 (TENNYSON-STH 81) 8,500 (STH 81-STH 129) 6,300 (STH 129-LANCASTER)
D.H.V. (2031)	=	10.6%
D.D.	=	62-38
T. (A.A.D.T.)	=	16.6%
DESIGN SPEED	=	30, 35, 40, 50, 55 MPH
ESALS	=	2,730,200 (DICKEYVILLE-TENNYSON) 2,730,200 (TENNYSON-STH 81) 3,343,400 (STH 81-STH 129) 2,730,200 (STH 129-LANCASTER)

CONVENTIONAL SYMBOLS

PLAN

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

PROFILE

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

UTILITIES

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

DICKEYVILLE - LANCASTER

HICKORY LANE - ALONA LANE

USH 61

GRANT COUNTY

STATE PROJECT NUMBER

1650-06-71

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
1650-06-71	WISC 2011116	1

AS BUILT PLANS

CONTRACTOR: MATHY CONSTRUCTION CO.

PROJECT LEADER: RALPH J. LIEGEL - JEWELL ASSOC. ENGS.

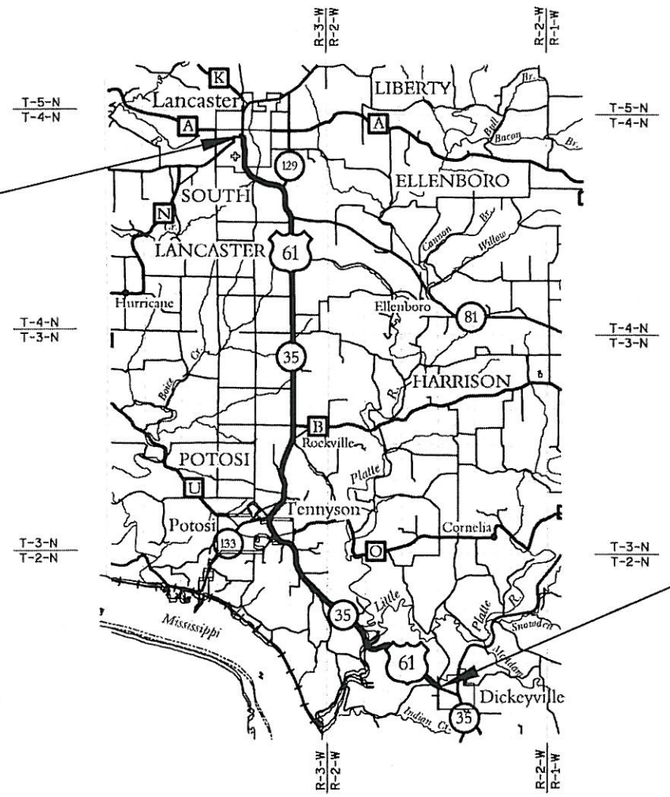
PROJECT MANAGER: TIM MAEDKE - WDOT LACROSSE

PROJECT SUPERVISOR: IAN WINGER - WDOT LACROSSE

START DATE: 6/13/2011

TIME STOP DATE: 12/21/2011

COMPLETE WORK DATE: 11/16/2012



END PROJECT
STA. 1394+92

BEGIN PROJECT
STA. 461+77
Y = 444,215.45
X = 847,995.63

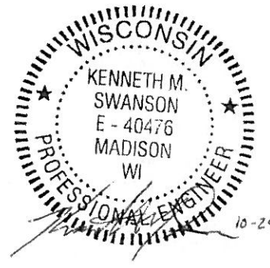
LAYOUT
SCALE 0 2 MI.

TOTAL NET LENGTH OF CENTERLINE = 17.673 MI.

COORDINATES ON THIS PLAN ARE REFERENCED TO THE WISCONSIN COUNTY COORDINATE SYSTEM (WCCS), GRANT COUNTY.

ORIGINAL PLANS PREPARED BY:

STRAND ASSOCIATES, INC.
ENGINEERS
910 WEST WINGRA DRIVE
MADISON, WISCONSIN 53715
(608) 251-4843



STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY	
Surveyor	JEWELL ASSOC. ENGINEERS, INC.
Designer	STRAND ASSOCIATES, INC.
Project Manager	TIMOTHY MAEDKE
Regional Examiner	
Regional Supervisor	OSCAR WINGER
C.O. Examiner	JANE ENGLEBRETSEN

APPROVED FOR THE DEPARTMENT

DATE: 10-26-2010 Oscar A. Winger (Signature)

E

2

GENERAL NOTES

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

DISTURBED AREAS WITHIN THE RIGHT-OF-WAY SHALL BE RESTORED AS DIRECTED BY THE ENGINEER.

ALL SIGNS ARE TO BE INSTALLED IN THEIR EXISTING LOCATIONS. THE LOCATION OF THE PROPOSED SIGNS AS SHOWN IN THE PLANS ARE APPROXIMATE. THE EXACT NUMBER OF SIGNS AND SIGN LOCATIONS ARE TO BE APPROVED BY THE ENGINEER IN THE FIELD.

WHEN THE QUANTITY OF BASE AGGREGATE DENSE IS MEASURED FOR PAYMENT IN TONS, THE DEPTH OR THICKNESS AS SHOWN ON THE PLAN IS APPROXIMATE AND THE ACTUAL THICKNESS WILL DEPEND UPON THE DISTRIBUTION OF THE MATERIAL AS DIRECTED BY THE ENGINEER IN THE FIELD.

A UNIT WEIGHT OF 110 POUNDS PER SQUARE YARD PER INCH OF THICKNESS WAS USED TO ESTIMATE ALL ASPHALT QUANTITIES.

LIMITS AND LOCATIONS OF BEAM GUARD REPLACEMENTS AND ADJUSTMENTS MAY BE ADJUSTED BY THE ENGINEER. COORDINATE EXACT LOCATIONS WITH THE ENGINEER IN THE FIELD.

EXACT LOCATIONS OF DRIVEWAYS AND PRIVATE FIELD ENTRANCES SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD.

WARRANTED HMA PAVEMENT ANCILLARY LOCATIONS ARE DEFINED BY TYPICAL FINISHED SECTIONS AND CONSTRUCTION DETAILS.

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

ALL SIGN LOCATIONS SHALL BE REVIEWED BY THE ENGINEER PRIOR TO INSTALLATION.

EROSION CONTROL FEATURES WILL BE DETERMINED BY THE EROSION CONTROL IMPLEMENTATION PLAN (ECIP). ALL EROSION CONTROL MEASURES SHALL BE MAINTAINED UNTIL SUCH TIME AS THE ENGINEER DETERMINES THE MEASURE IS NO LONGER NECESSARY.

ANY SIGNS THAT CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE COVERED OR REMOVED AS NEEDED AND AS APPROVED BY THE ENGINEER. COVERING SIGNS SHALL BE PAID FOR AS TRAFFIC CONTROL COVERING SIGNS. REMOVING SIGNS SHALL BE PAID FOR AS REMOVING SIGNS TYPE II.

THE CENTERLINE OF USH 61 IS APPROXIMATELY THE MAINLINE REFERENCE LINE.

EXISTING PIPE CULVERT AND CONCRETE BOX CULVERT SIZES SHOWN ARE APPROXIMATE AND THE CONTRACTOR WILL BASE IT'S BID ON THE ACTUAL FIELD SIZES.

A SAWED JOINT WILL BE REQUIRED WHERE NEW PAVEMENT IS TO MEET AN EXISTING PAVED SURFACE.

REMOVAL ITEMS SHALL BE REMOVED TO AN EXISTING JOINT, SAWCUT WHERE SHOWN ON THE PLANS, OR AS DIRECTED BY THE ENGINEER.

FILL QUANTITIES HAVE BEEN EXPANDED BY A FACTOR OF 1.25 ON YARDAGE SHEETS.

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, PASSING, OR PARKING LANE.

ABBREVIATIONS

AECP	APRON ENDWALL FOR CULVERT PIPE
B.	BARN
B.P.	BREAK POINT
BOC	BACK OF CURB
BOS	BACK-OF-SIDEWALK
CABC	CRUSHED AGGREGATE BASE COURSE
C.E.	COMMERCIAL ENTRANCE
COR.	CORNER
CP	CONTROL POINT
CPCM	CULVERT PIPE CORRUGATED PIPE
C.S.C.P.	CORRUGATED STEEL CULVERT PIPE
C.S.P.A.	CORRUGATED STEEL PIPE ARCH
D.H.V.	DESIGN HOURLY VOLUME
V.	DESIGN SPEED
Dα	DEGREE OF CURVE
DIA.	DIAMETER
DIM.	DIMENSION
e.	EXTERNAL DISTANCE
E.	EAST
EL. OR ELEV.	ELEVATION
E.S.A.L.	EQUIVALENT SINGLE AXLE LOAD
E.O.P.	EDGE OF PAVEMENT
EXIST.	EXISTING
F.E.	FIELD ENTRANCE
FOS	FRONT-OF-SIDEWALK
G.	GARAGE
H.	HOUSE
H.P.	HIGH POINT
H.E.S.	HIGH EARLY STRENGTH
I.P.	IRON PIN
D.	LANE DISTRIBUTION
L.	LENGTH (OF CURVE)
L.H.F.	LEFT HAND FORWARD
L.C.	LONG CHORD
L.P.	LOW POINT
LT.	LEFT
LPOL	LIGHT POLE
MAX.	MAXIMUM
M.D.	MEDIAN DRAIN
ML	MAINLINE
MIN.	MINIMUM
NOR.	NORMAL
N.	NORTH
T.	PERCENT OF TRUCKS
P.E.	PRIVATE ENTRANCE
P.L.E.	PERMANENT LIMITED EASEMENT
P.L.	PROPERTY LINE
R.C.A.P.	REINFORCED CONCRETE ARCH PIPE
R.C.C.P.	REINFORCED CONCRETE CULVERT PIPE
R.C.P.	REINFORCED CONCRETE PIPE
R.H.F.	RIGHT HAND FORWARD
RD.	ROAD
RT.	RIGHT
R/W	RIGHT-OF-WAY
S.	SHED
SHR.	SHRINKAGE
S.E.	SUPERELEVATION
S.P.B.G.	STEEL PLATE BEAM GUARD
SL. ST.	SLOPED STEEL
TEL.	TELEPHONE
T.L.E.	TEMPORARY LIMITED EASEMENT
TN.	TOWN
T.O.C.	TOP OF CURB
TRANS.	TRANSITION
TWLTL	TWO-WAY-LEFT-TURN LANE
VOL.	VOLUME
W.	WEST

WISDOT REGION CONTACT

TIMOTHY MAEDKE
WISDOT SOUTHWEST REGION
LA CROSSE OFFICE
3550 MORMON COURT
LA CROSSE, WI 54601
PH: (608) 789-6317
TIMOTHY.MAEDKE@DOT.WI.GOV

WISDNR CONTACT

ERIC HEGGELUND
WISCONSIN DEPARTMENT OF NATURAL RESOURCES
SOUTH CENTRAL REGION
3911 FISH HATCHERY ROAD
FITCHBURG, WI 53711
PH: (608) 275-3283
ERIC.HEGGELUND@WISCONSIN.GOV

DESIGN CONSULTANT

KEN SWANSON
STRAND ASSOCIATES, INC.
910 W. WINGRA DRIVE
MADISON, WI 53715
PH: (608) 251-4843
KEN.SWANSON@STRAND.COM

SECTION 2 ORDER OF SHEETS

GENERAL NOTES
ROADWAY BORING SUMMARY TABLES
TYPICAL SECTIONS
SUPERELEVATION DATA TABLES
CONSTRUCTION DETAILS
PERMANENT SIGNING (INCLUDES SIGN REMOVAL)
PAVEMENT MARKING DETAIL
TRAFFIC CONTROL
CONTROL POINT DATA SHEETS

DIGGERS HOTLINE
Dial 811 Or Toll Free (800) 242-8511
Hearing Impaired TDD (800) 542-2289
www.DiggersHotline.com

UTILITIES

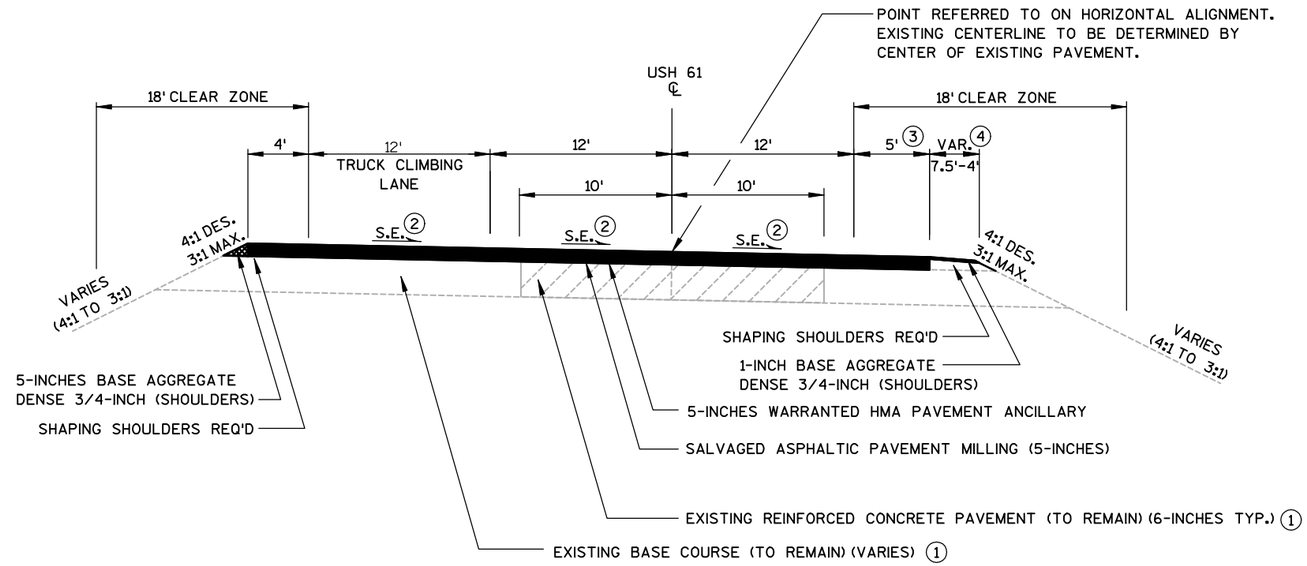
UTILITY OR MUNICIPALITY	ADDRESS	CONTACT	UTILITY TYPE
ALLIANT ENERGY	4902 N BILTMORE LANE, SUITE 1000 MADISON, WI 53718-2148 OFFICE: (608) 458-4871 MOBILE: (608) 395-7395 EMAIL: JASONHOGAN@ALLIANTENERGY.COM	JASON HOGAN	ELECTRICITY
ATC MANAGEMENT INC	801 O'KEEFE RD DE PERE, WI 54115-6113 OFFICE: (920) 338-6582 MOBILE: (920) 660-2390 EMAIL: MOLSEN@ATCLLC.COM	MICHAEL OLSEN	ELECTRICITY
CHARTER COMMUNICATIONS	2701 DANIELS ST MADISON, WI 53718 OFFICE: (608) 274-3822 MOBILE: (608) 576-2613 EMAIL: STEVE.HEGGE@CHARTERCOM.COM	STEVE HEGGE	COMMUNICATION LINE
CITY OF LANCASTER	206 S MADISON ST LANCASTER. WI 53813 OFFICE: (608) 723-4246 EMAIL: JCARROLL@PCII.NET	JERRY CARROLL	SEWER
CITY OF LANCASTER	206 S MADISON ST LANCASTER, WI 53813 OFFICE: (608) 723-4246 EMAIL: JCARROLL@PCII.NET	JERRY CARROLL	WATER
TDS- TELECOM	140 N MONROE ST P.O. BOX 467 LANCASTER, WI 53813 OFFICE: (608) 723-3633 MOBILE: (608) 778-5134 KENNETH.KLAAS@TDSTELECOM.COM	KEN KLAAS	COMMUNICATION LINE
DAIRYLAND POWER CO-OP	3200 EAST AVE S P.O. BOX 817 LA CROSSE, WI 54602-0817 OFFICE: (608) 787-1367	KURT CHILDS	ELECTRICITY
DICKEYVILLE WATER UTILITY	130 SECOND ST P.O. BOX 219 DICKEYVILLE, WI 53808 OFFICE: (608) 568-3151 MOBILE: (608) 568-3333 EMIAL: NEISGUY@CHORUS.NET	DALE NEIS	WATER
FARMERS TELEPHONE COMPANY LLC	P.O. BOX 5158 MADISON, WI 53705-0158	GARON MEYER	COMMUNICATION LINE
LANCASTER MUNICIPAL AIRPORT	206 S MADISON ST LANCASTER, WI 53813 OFFICE: (608) 723-7543 EMAIL: JCARROLL@PCII.NET	JERRY CARROLL	AIRPORT FACILITY
MEDIACOM COMMUNICATIONS CORPORATION	808 E NORTH ST ELBURN, IL 60119 OFFICE: (630) 365-0045x6004 EMAIL: MFORGAS@MEDIACOMCC.COM	MATT FORGAS	COMMUNICATION LINE

UTILITIES

UTILITY OR MUNICIPALITY	ADDRESS	CONTACT	UTILITY TYPE
SCENIC RIVERS ENERGY COOPERATIVE	231 N SHERIDAN ST LANCASTER, WI 53813-1342 OFFICE: (608) 723-2121x110 EMAIL: PSCHNEIDER@SREC.NET	PHIL SCHNEIDER	ELECTRICITY
TENNYSON WATER UTILITY	144 CRESTVIEW DR POTOSI, WI 53820 OFFICE: (608) 763-2451	HENRY STOHLMEYER	WATER
VILLAGE OF POTOSI	100 PLANT ST P.O. BOX 116 POTOSI, WI 53820 OFFICE: (608) 763-2830 MOBILE: (608) 642-2258	CASEY SCHAEFER	WATER
WE ENERGIES	333 W EVERETT ST, A279 MILWAUKEE, WI 53203 OFFICE: (414) 362-5183 MOBILE: (414) 587-5191 EMAIL: GERARD.HEJLIK@WE-ENERGIES.COM	GERARD HEJLIK	GAS/PETROLEUM
WISDOT	3550 MORMON COULEE ROAD LA CROSSE, WI 54601 OFFICE: (608) 785-9966 EMAIL: DALE.OESTREICH.DOT.WI.GOV	STEPHEN MCGOVERN	ATR STATION

BORING #	APPROX. STATION	OFFSET (FT)	PAVEMENT STRUCTURE THICKNESSES					
			BITUM. (IN)	CONCRETE (IN)	BASE (IN)	BITUM. (IN)	CONCRETE (IN)	BASE(IN)
1	462+21	5' RT	7	6	---	---	---	---
2	471+71	10' LT	6.5	---	13.5	---	---	---
3	482+27	3' RT	7	---	+24	---	---	---
3A	482+27	18' RT	6	---	+24	---	---	---
4	492+83	18' LT	6.5	---	+24	---		---
5	503+76	4' RT	6	---	12	---	6	---
5A	503+76	17' RT	---	---	22	---	---	---
6	514+58	7' LT	2.75	---	11.25	---	8	---
7	524+56	20' LT	5.5	---	13.5	---	---	---
8	535+70	5' LT	4.75	---	11.25	---	5	---
9	546+42	5' RT	6	---	9	---	8	---
10	556+40	8' RT	6.5	---	11.5	---	6	---
11	567+44	6' LT	4.75	---	10.25	---	7	---
12	577+84	8' LT	4.75	---	9.25	---	6	---
13	590+83	5' RT	6.5	---	11.5	---	---	---
14	598+43	8' RT	7.24	---	10.75	---	---	---
15	609+10	4' LT	7	---	11	---	---	---
15A	609+10	18' LT	6.5	---	11.5	---	---	---
16	620+18	9' LT	8.5	---	9.5	---	---	---
17	630+69	4' RT	7.5	---	11.5	---	---	---
17A	630+69	18' RT	---	---	18	---	---	---
18	640+67	19' RT	5	---	19	---	---	---
19	651+60	7' RT	7	---	9	---	7	---
20	661+79	6' LT	6.5	---	8.5	---	8	---
21	672+35	8' LT	6.5	---	13.5	---	8	---
22	685+55	19' RT	5.5	---	12	6	---	12
23	693+47	7' RT	7.5	---	20.5	---	---	---
23A	704+08	10' LT	7	---	17	---	8	---
24	714+70	3' LT	7	---	16	---	---	---
24A	714+70	18' LT	---	---	24	---	---	---
25	725+15	7' RT	6	---	24	---	7	---
25A	725+15	27' RT	---	---	24	---	---	---
26	735+71	18' RT	7.5	---	31.5	---	---	---
27	746+43	4' LT	6	---	8	---	6	---
28	756+88	12' LT	6.5	---	23.5	---	---	---
29	767+39	5' RT	6.5	---	7	---	6	---
30	777+74	6' RT	6	5	---	---	---	---
30A	777+74	20' RT	5.5	---	12.5	---	---	---
31	783+23	6' LT	5	6	---	---	---	---
32	788+62	7' RT	5	6	---	---	---	---
33	794+05	5' LT	6	9	---	---	---	---
33A	794+05	18' LT	6.5	---	17.5	---	---	---
34	799+07	8' RT	6	6	---	---	---	---
35	804+35	5' LT	5.5	6.5	---	---	---	---
36	809+58	5' RT	5.5	7.5	---	---	---	---
36A	809+58	18' RT	5	---	8	---	---	---
37	815+28	6' LT	5.5	5	---	---	---	---
37A	815+28	16' LT	5	---	13	---	---	---
38	825+68	7' RT	7	5	----	---	---	---
39	836+24	6' LT	6	---	12	---	---	---
40	846+59	6' RT	6.5	---	21.5	---	---	---
41	857+15	6' LT	4.5	---	16.5	---	7	---
42	867+23	18' LT	4	---	+24	---	---	---
43	879+01	5' RT	6	---	16	---	---	---
43A	879+01	21' RT	---	---	18	---	---	---
44	889+36	19' RT	4	---	+24	---	---	---
45	899+55	7' LT	7.5	---	10.5	---	---	---
46	909+95	8' RT	7	---	22	---	---	---

BORING #	APPROX. STATION	OFFSET (FT)	PAVEMENT STRUCTURE THICKNESSES					
			BITUM. (IN)	CONCRETE (IN)	BASE (IN)	BITUM. (IN)	CONCRETE (IN)	BASE(IN)
47	920+62	19' RT	6.5	---	+24	---	---	---
48	931+28	7' LT	6.5	---	13.5	---	---	---
49	---	---	---	---	---	---	---	---
50	941+74	19' RT	6	---	15	---	---	---
51	952+19	8' RT	9	---	15	---	---	---
52	963+54	4' LT	7	---	13	---	---	---
52A	963+54	20' LT	---	---	18	---	---	---
53	973+42	8' LT	5	---	12	---	---	---
54	984+98	4' RT	9	---	9	---	8	---
54A	984+98	21' RT	---	---	+24	---	---	---
55	994+54	9' RT	4.5	---	12.5	---	6	---
56	1005+47	6' LT	5.5	---	9.5	---	6	---
57	1015+55	8' LT	3.5	---	9	---	7.5	---
58	1028+59	4' RT	5.5	---	8.5	---	7	---
59	1038+25	4' RT	5	---	8	---	5.5	---
59A	1038+25	18' RT	---	---	21	---	---	---
60	1047+23	4' LT	5	---	7.5	---	6	---
61	1057+84	11' LT	4	---	8	11	---	---
62	1068+35	4' RT	4.5	---	8.5	---	6	---
63	1078+91	10' RT	5.5	---	9	---	8.5	---
64	1089+79	5' LT	4.5	---	8.5	---	7	---
64A	1089+79	17 'LT	---	---	15	---	---	---
65	1100+03	9' LT	5.5	---	12.5	---	7	---
66	1110+59	5' RT	4	---	10.5	---	7	9
67	1121+26	9' LT	3.5	---	9.5	---	8	---
68	1131+71	3' LT	4.5	---	10.5	---	6	3
69	1142+27	10' LT	4	---	10	---	8	4
70	1153+31	5' RT	4	---	8.5	---	7.5	3
70A	1153+31	17' RT	3.5	---	13.5	---	---	---
71	1163+44	6' LT	4.5	---	10.5	---	7	7
72	1174+06	4' RT	4	---	10	---	7	8
73	1184+72	10' RT	6	---	9	---	8	7
74	1195+07	3' LT	6.5	---	8	---	7.5	8
74A	1195+07	18' LT	---	---	24	---	---	---
75	1205+63	8' LT	6.5'	---	11.5	---	7	6
76	1216+19	3' RT	6	---	7	---	7	8
76A	1216+19	18' RT	---	---	20	---	---	---
77	1228+39	10' RT	5.5	---	7.5	---	7	8
78	1237+63	3' LT	6	---	8	---	8	7
79	1250+19	12' LT	5	---	13	---	---	---
80	1259+17	5' RT	8	---	2	7	---	18
81	1269+04	8' RT	6	---	12	---	---	---
82	1279+60	20' RT	6	---	14	---	---	---
83	1291+06	27' LT	6.5	---	14.5	---	---	---
84	1302+36	21' RT	2	---	18	---	---	---
85	1312+02	7' RT	6	---	12	---	---	---
86	1321+79	3' RT	6	---	5	3	8	14
86A	1321+79	16' RT	---	---	+24	---	---	---
87	1333+72	9' RT	7	---	4	3	8	+24
88	1342+96	5' RT	6	---	+24	---	---	---
88A	1342+96	15' LT	---	---	+24	---	---	---
89	1353+58	8' LT	6	---	+24	---	---	---
90	1364+08	8' RT	6	---	+24	---	---	---
91	1374+70	8' RT	6.5	---	12	---	---	---
92	1385+15	8' LT	5	---	15	---	---	---
92A	1385+15	18' LT	3.75	---	6	---	---	---
93	1395+29	18' RT	7	---	11	---	---	---



TYPICAL SECTION

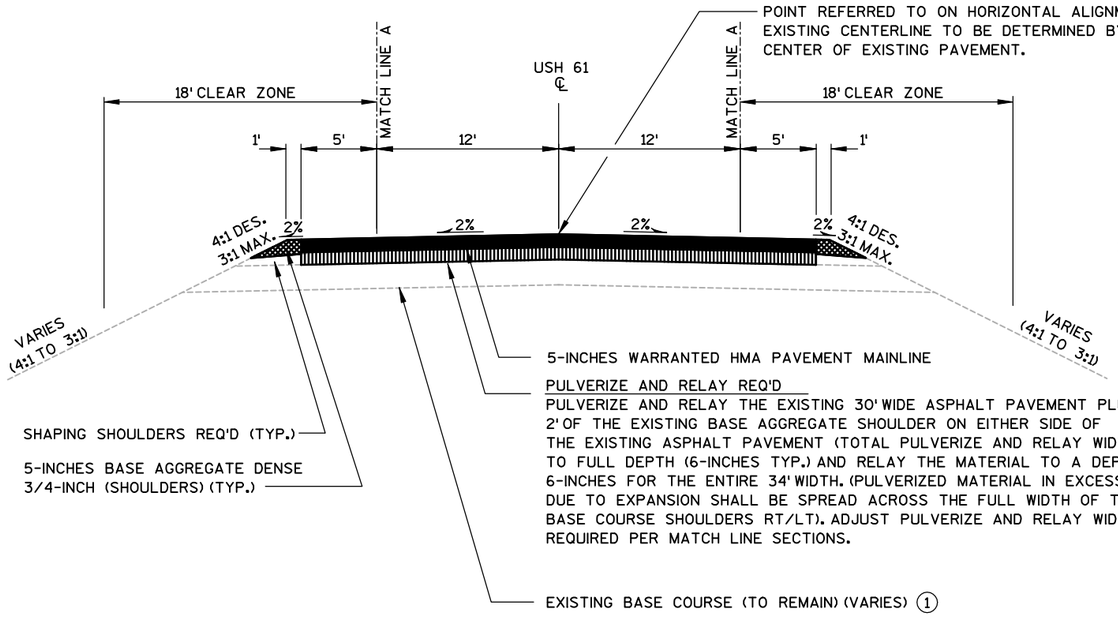
STA. 461+77 - STA. 465+00 ②

① REFER TO ROADWAY BORING SUMMARY TABLE PLAN SHEETS FOR ADDITIONAL INFORMATION.

② REFER TO SUPERELEVATION DATA TABLE FOR SURERELEVATION INFORMATION.

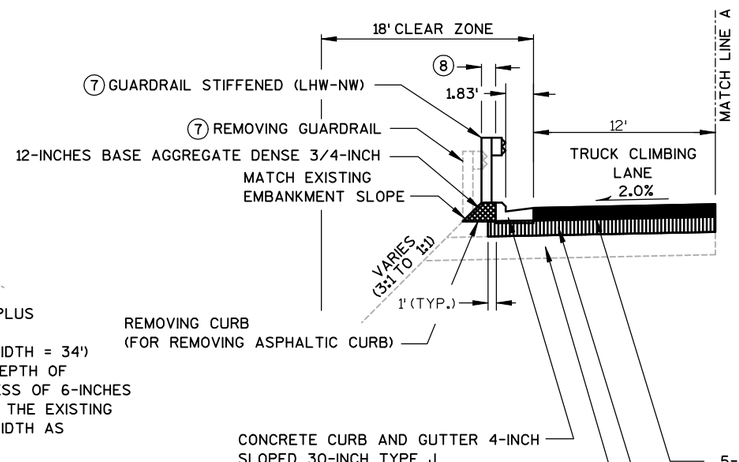
③ 6' PAVED SHOULDER AND 6' LATERAL CLEARANCE OFFSET FROM DRIVING LANE AT GUARDRAIL STIFFENED (LHW) LOCATIONS.

④ BASE AGGREGATE DENSE 3/4-INCH WIDTH VARIES AT GUARDRAIL STIFFENED (LHW) LOCATIONS BASED ON EXISTING EMBANKMENT SLOPES. 2' BEHIND BACK-OF-BEAM GUARD POSTS DES./0' BEHIND BACK-OF-BEAM GUARD POSTS MIN.



TYPICAL SECTION

STA. 465+00 - STA. 773+05 LT/772+66 RT ④



STA. 508+50 - STA. 525+36 (LT)

① REFER TO ROADWAY BORING SUMMARY TABLE PLAN SHEETS FOR ADDITIONAL INFORMATION.

② CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE J.

③ MIRROR IMAGE.

④ REFER TO SUPERELEVATION DATA TABLE FOR SURERELEVATION INFORMATION.

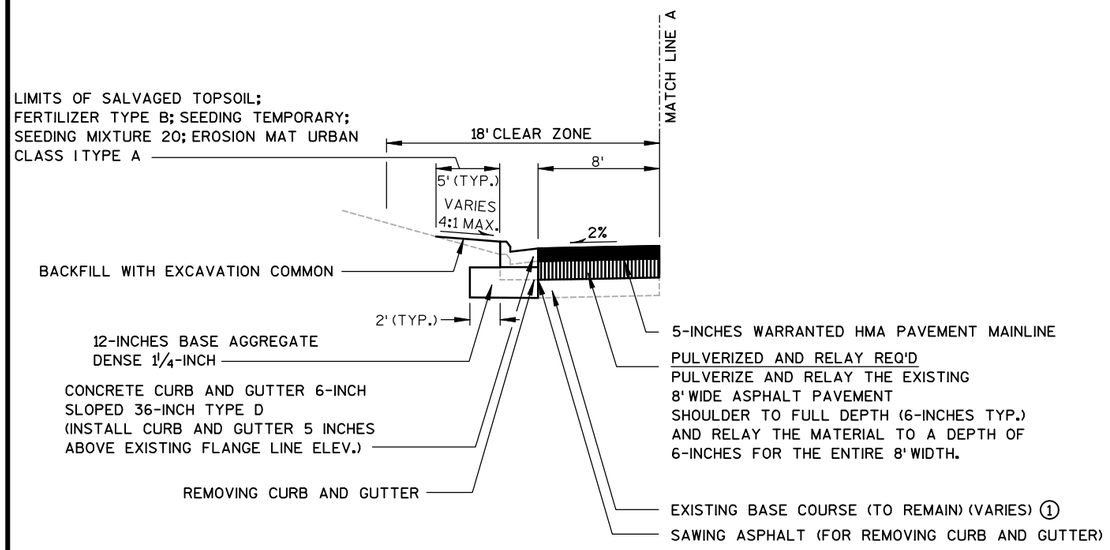
⑤ EXISTING 3' ASPHALT SHOULDER
STA. 644+70 - STA. 649+10
STA. 668+17 - STA. 684+41.

⑥ 4' PAVED SHOULDER AND 4' LATERAL CLEARANCE OFFSET FROM TRUCK CLIMBING LANE AT GUARDRAIL STIFFENED (LHW) LOCATIONS

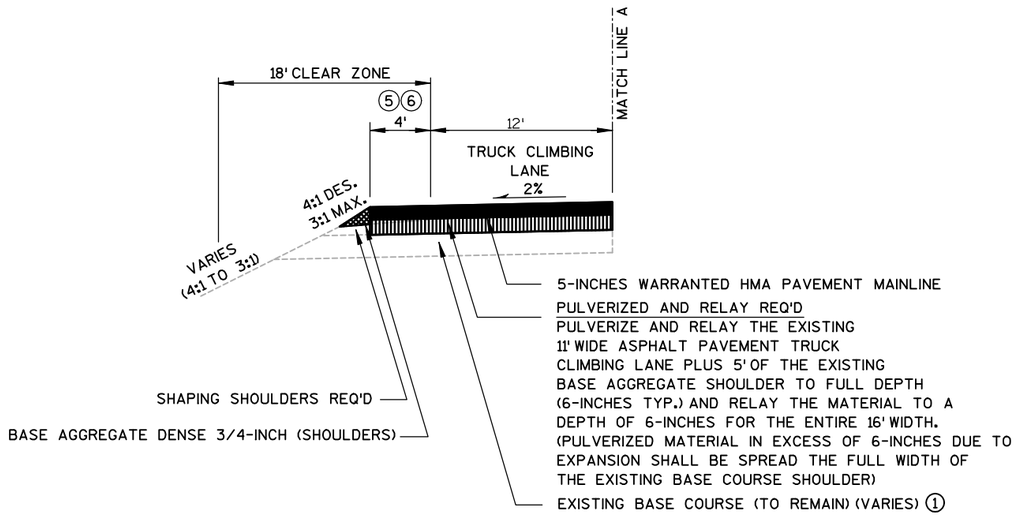
STA. 508+45 - 511+70 LT - PAVED SHOULDER AND 3' LATERAL CLEARANCE OFFSET FROM TRUCK CLIMBING LANE AT GUARDRAIL STIFFENED (LHW) LOCATIONS.

⑦ REFER TO THE MISCELLANEOUS QUANTITIES FOR ADDITIONAL INFORMATION.

⑧ BASE AGGREGATE DENSE 3/4-INCH WIDTH VARIES AT GUARDRAIL STIFFENED (LHW) LOCATIONS BASED ON EXISTING EMBANKMENT SLOPES. 2' BEHIND BACK-OF-BEAM GUARD POSTS DES./0' BEHIND BACK-OF-BEAM GUARD POSTS MIN.



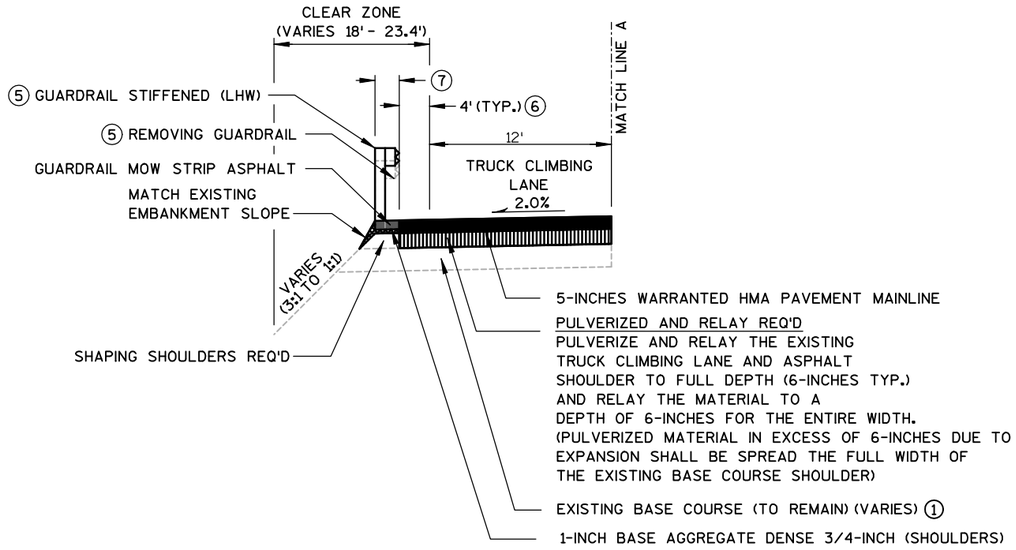
STA. 688+86 - STA. 693+69 (LT) ②④ STA. 478+56 - STA. 483+51 (RT) ③④



STA. 465+00 - STA. 497+25 (LT) ④
STA. 504+38 - STA. 508+50 (LT) ④
STA. 545+65 - STA. 553+19 (LT) ④
STA. 553+43 - STA. 562+66 (LT) ④
STA. 639+97 - STA. 649+50 (RT) ③④
STA. 660+75 - STA. 676+68 (RT) ③④
STA. 688+88 - STA. 738+48 (RT) ③④

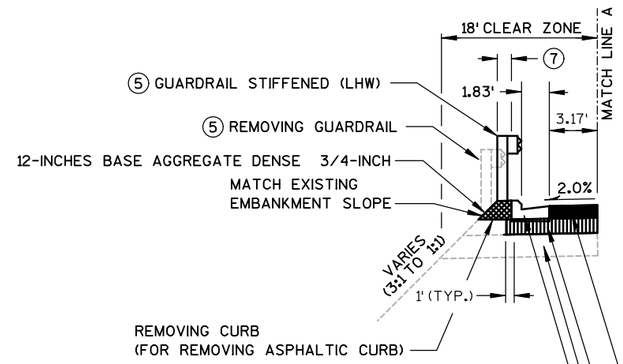
NOTE: SEE NEXT PAGE FOR ADDITIONAL HALF SECTIONS.

PROJECT NO: 1650-06-71	HWY: USH 61	COUNTY: GRANT	TYPICAL SECTIONS	SHEET 6	E



STA. 497+25 - STA. 504+38 (LT) ③
STA. 525+36 - STA. 540+00 (LT) ③⑥
STA. 540+00 - STA. 545+65 (LT) ③
STA. 553+19 - STA. 558+43 (LT) ③

STA. 649+50 - STA. 660+75 (RT) ②③⑥
STA. 676+68 - STA. 686+88 (RT) ②③



STA. 648+55 - STA. 667+07 (LT) ③

① REFER TO ROADWAY BORING SUMMARY TABLE PLAN SHEETS FOR ADDITIONAL INFORMATION.

② MIRROR IMAGE.

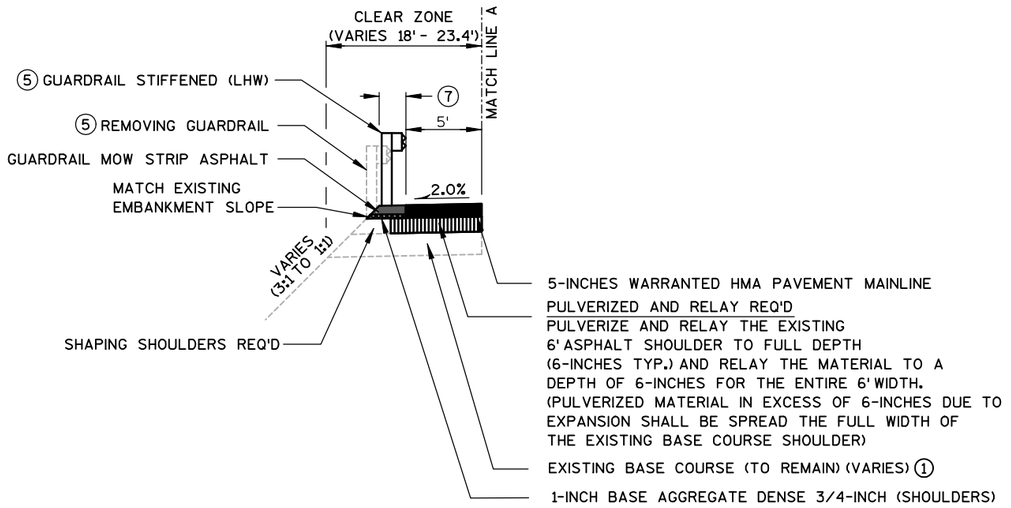
③ REFER TO SUPERELEVATION DATA TABLE FOR SURERELEVATION INFORMATION.

④ PULVERIZE AND RELAY THE EXISTING ASPHALT SHOULDER THE ENTIRE WIDTH TO A DEPTH OF 6-INCHES AND RELAY TO A DEPTH OF 6-INCHES FOR THE ENTIRE WIDTH.

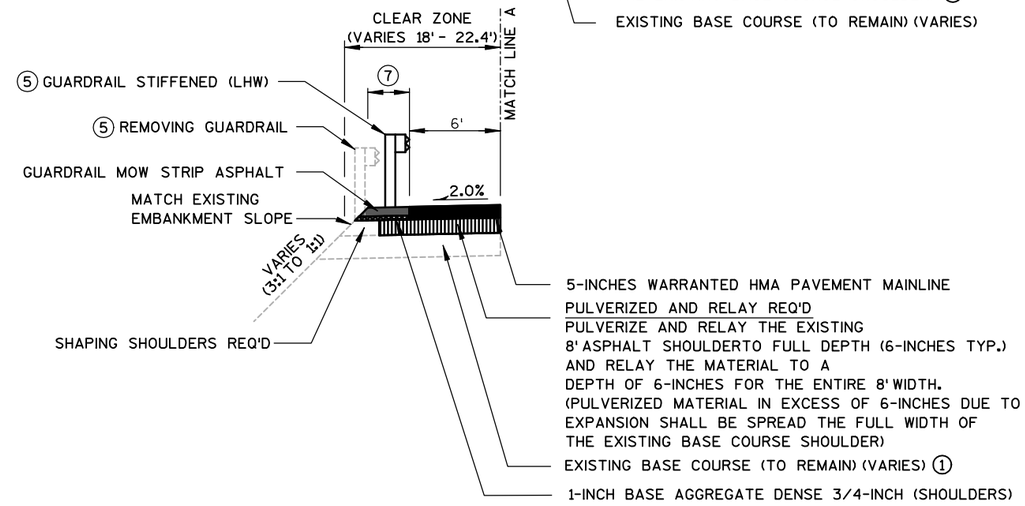
⑤ REFER TO MISCELLANEOUS QUANTITIES FOR ADDITIONAL INFORMATION.

⑥ 3' STA. 508+51 - STA. 511+70 (LT).
2' STA. 525+36 - STA. 540+00 (LT).
3' STA. 649+50 - STA. 660+75 (RT).

⑦ BASE AGGREGATE DENSE 3/4-INCH WIDTH VARIES AT GUARDRAIL STIFFENED (LHW) LOCATIONS BASED ON EXISTING EMBANKMENT SLOPES. 2' BEHIND BACK-OF-BEAM GUARD POSTS DES./0' BEHIND BACK-OF-BEAM GUARD POSTS MIN.



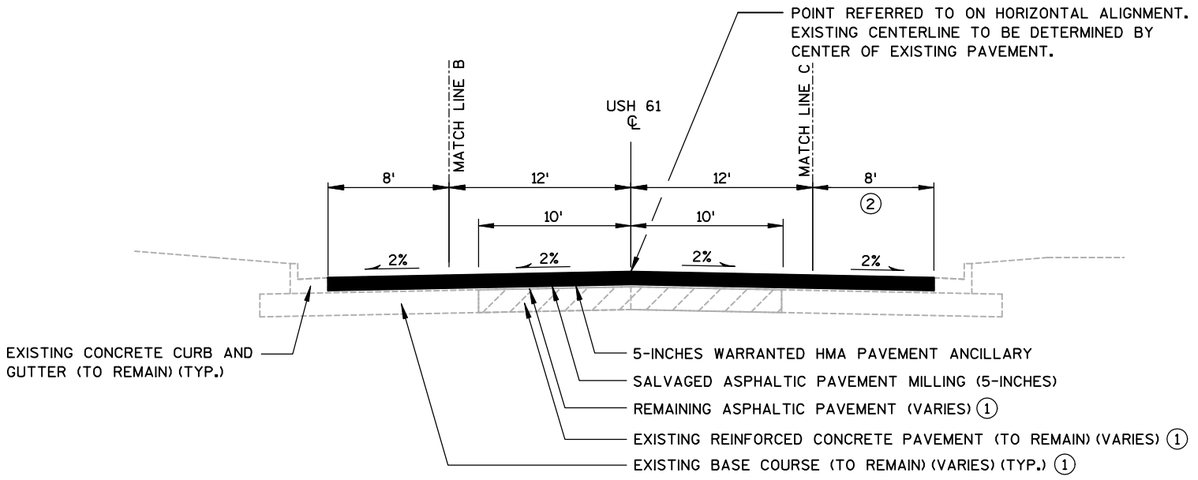
STA. 566+90 - STA. 577+92 (LT) ③
STA. 581+00 - STA. 583+89 (LT) ③
STA. 639+82 - STA. 645+79 (LT) ③
STA. 667+07 - STA. 686+60 (LT) ③



STA. 583+89 - STA. 587+49 (LT) ③④
STA. 590+27 - STA. 599+78 (LT) ③
STA. 606+49 - STA. 616+42 (LT) ③
STA. 632+50 - STA. 636+50 (LT)
STA. 767+42 - STA. 771+09 (LT) ③

STA. 465+00 - STA. 468+27 (RT) ②③
STA. 509+10 - STA. 513+08 (RT) ②③
STA. 586+13 - STA. 587+41 (RT) ②③
STA. 590+26 - STA. 600+97 (RT) ②③
STA. 605+22 - STA. 616+41 (RT) ②③
STA. 632+74 - STA. 635+39 (RT) ②

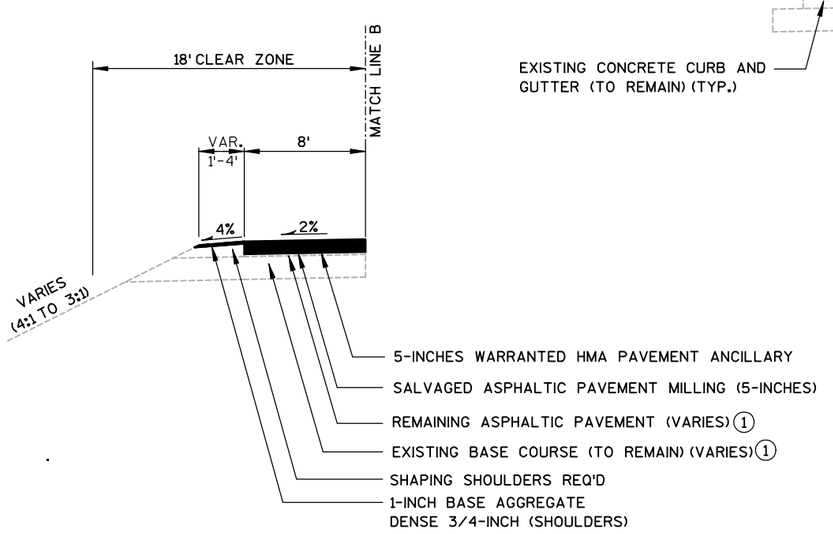
PROJECT NO: 1650-06-71	HWY: USH 61	COUNTY: GRANT	TYPICAL SECTIONS	SHEET 7	E



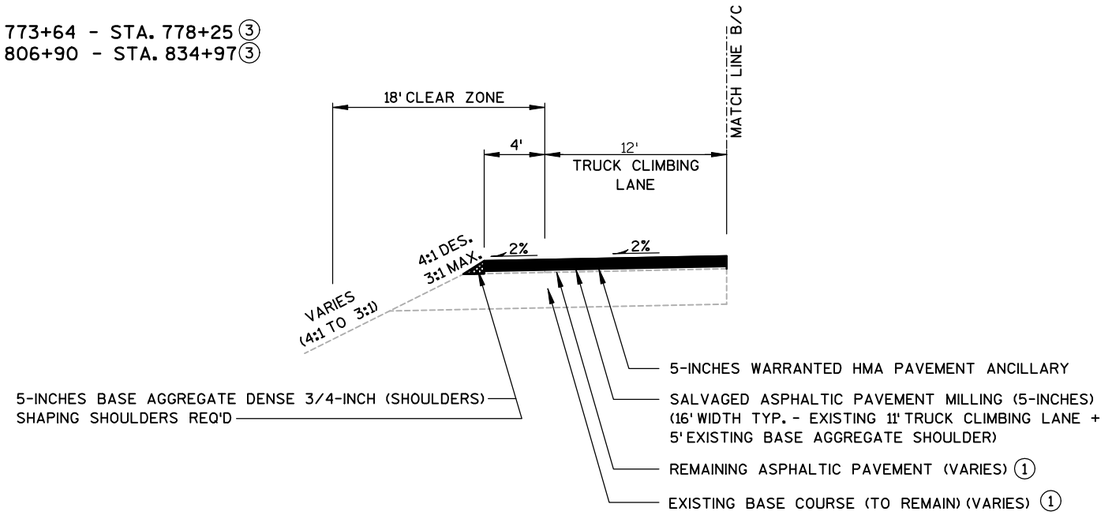
TYPICAL SECTION

STA. 773+05 (LT)/772+66 (RT) - STA. 841+72 ③
STA. 927+00 - STA. 930+25 ③

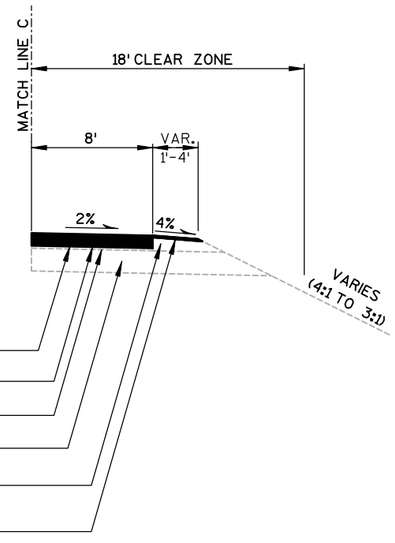
1. REFER TO ROADWAY BORING SUMMARY TABLE PLAN SHEETS FOR ADDITIONAL INFORMATION.
2. 12' BYPASS LANE STA. 837+59 TO STA. 841+72.
3. REFER TO SUPERELEVATION DATA TABLE FOR SURERELEVATION INFORMATION.
4. MIRROR IMAGE.



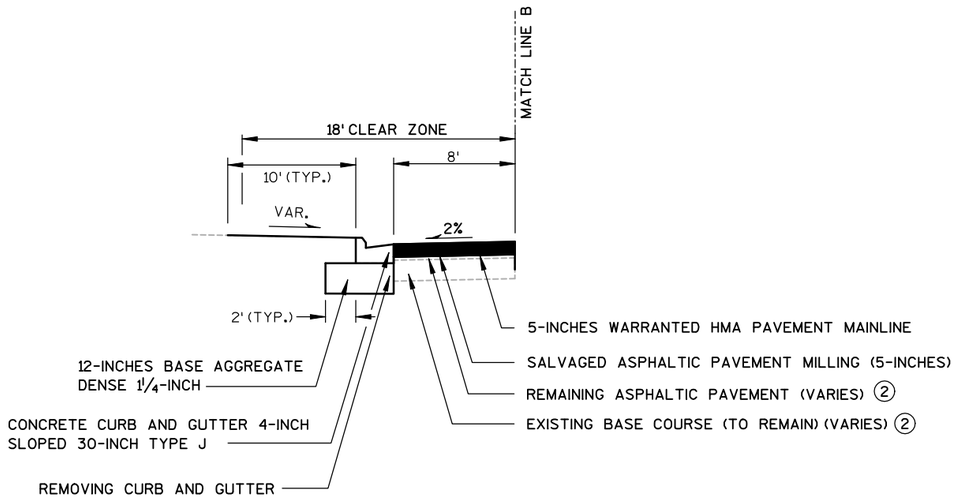
STA. 773+64 - STA. 778+25 ③
STA. 806+90 - STA. 834+97 ③



STA. 834+97 - STA. 841+72, (LT) ③
STA. 927+00 - STA. 930+25, (RT) ③ ④

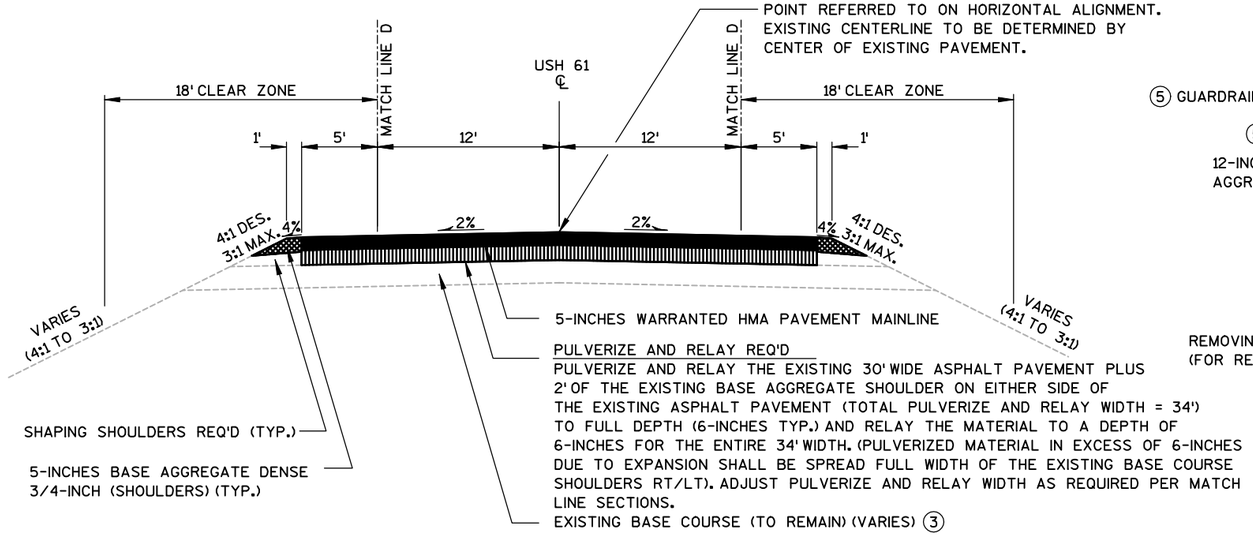


STA. 807+01 - STA. 837+59 ③



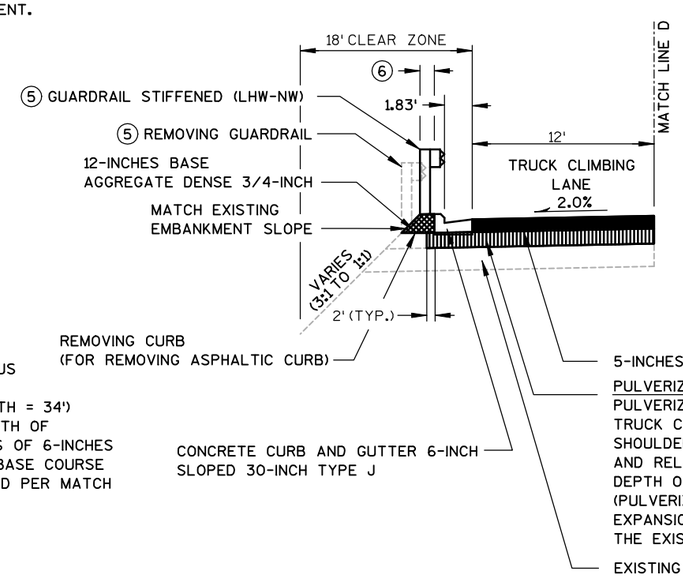
STA. 927+00 - STA. 930+25 (LT) ①

PROJECT NO: 1650-06-71	HWY: USH 61	COUNTY: GRANT	TYPICAL SECTIONS	SHEET 8	E



TYPICAL SECTION

STA. 841+72 - STA. 927+00 ②
STA. 930+25 - STA. 955+08 ②



① MIRROR IMAGE.

② REFER TO SUPERELEVATION DATA TABLE FOR SURERELEVATION INFORMATION.

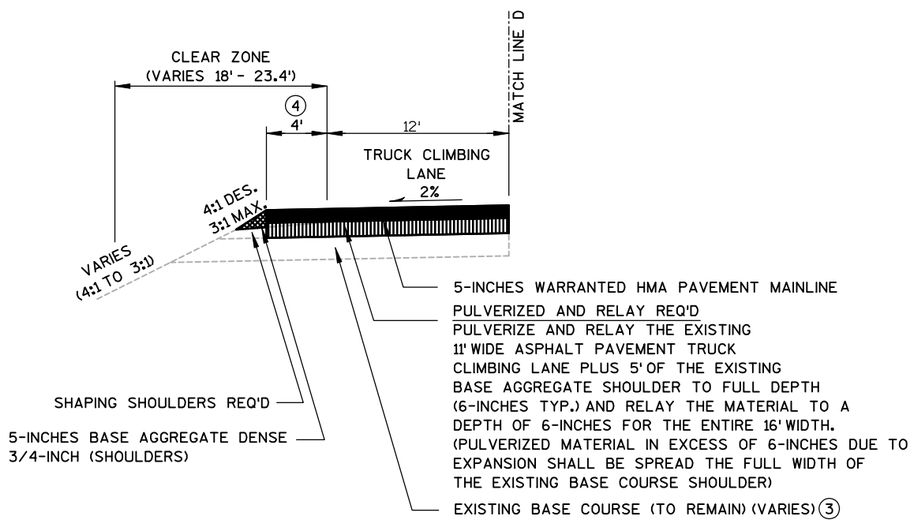
③ REFER TO ROADWAY BORING SUMMARY TABLE PLAN SHEETS FOR ADDITIONAL INFORMATION.

④ 4' PAVED SHOULDER AND 4' LATERAL CLEARANCE OFFSET FROM TRUCK CLIMBING LANE AT GUARDRAIL STIFFENED (LHW) LOCATIONS.

⑤ REFER TO MISCELLANEOUS QUANTITIES FOR ADDITIONAL INFORMATION.

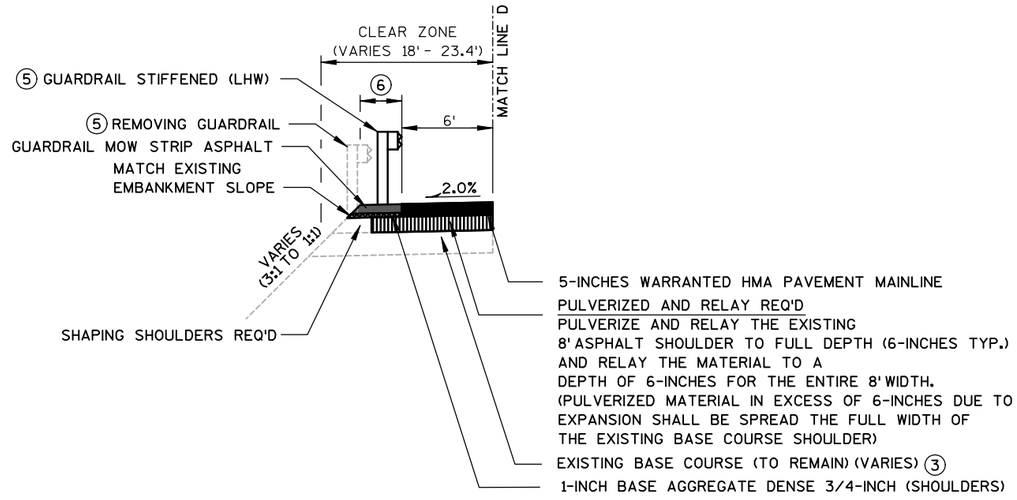
⑥ BASE AGGREGATE DENSE 3/4-INCH WIDTH VARIES AT GUARDRAIL STIFFENED (LHW) LOCATIONS BASED ON EXISTING EMBANKMENT SLOPES. 2' BEHIND BACK-OF-BEAM GUARD POSTS DES./0' BEHIND BACK-OF-BEAM GUARD POSTS MIN.

STA. 869+71 - STA. 870+96 (LT) ②



STA. 841+72 - STA. 843+90 (LT) ②
STA. 871+69 - STA. 872+75 (LT) ②
STA. 854+85 - STA. 869+71 (LT) ②

STA. 888+70 - STA. 940+50 (RT) ②①



STA. 873+77 - STA. 889+00 (LT)
STA. 896+63 - STA. 907+86 (LT) ②
STA. 917+50 - STA. 922+00 (LT)
STA. 945+13 - STA. 949+88 (LT) ②

STA. 871+42 - STA. 879+94 (RT) ①②
STA. 948+72 - STA. 949+75 (RT) ①②

NOTE: SEE NEXT PAGE FOR ADDITIONAL HALF SECTIONS.

PROJECT NO: 1650-06-71	HWY: USH 61	COUNTY: GRANT	TYPICAL SECTIONS	SHEET 9	E

2

(1) REFER TO SUPERELEVATION DATA TABLE FOR SURERELEVATION INFORMATION.

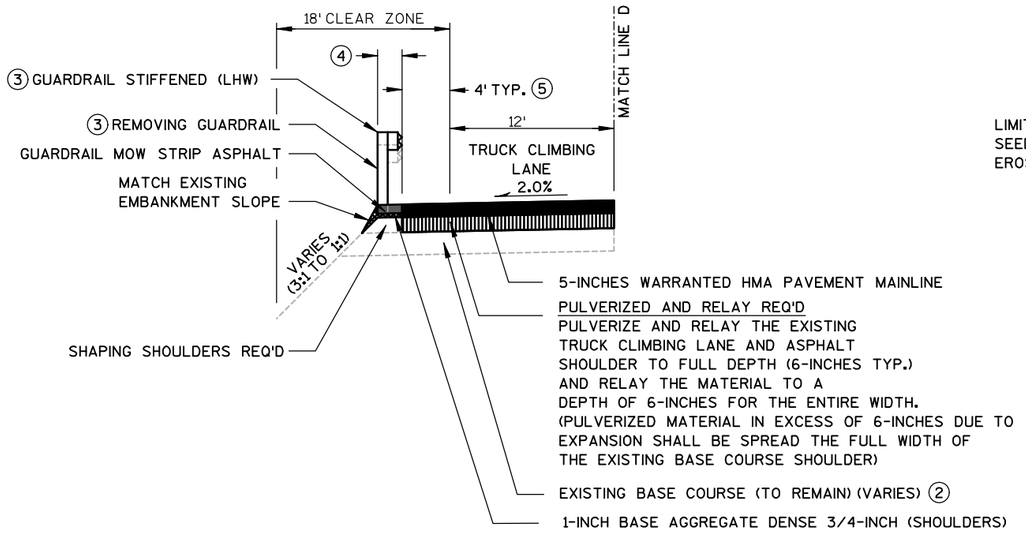
(2) REFER TO ROADWAY BORING SUMMARY TABLE PLAN SHEETS FOR ADDITIONAL INFORMATION.

(3) REFER TO MISCELLANEOUS QUANTITIES FOR ADDITIONAL INFORMATION.

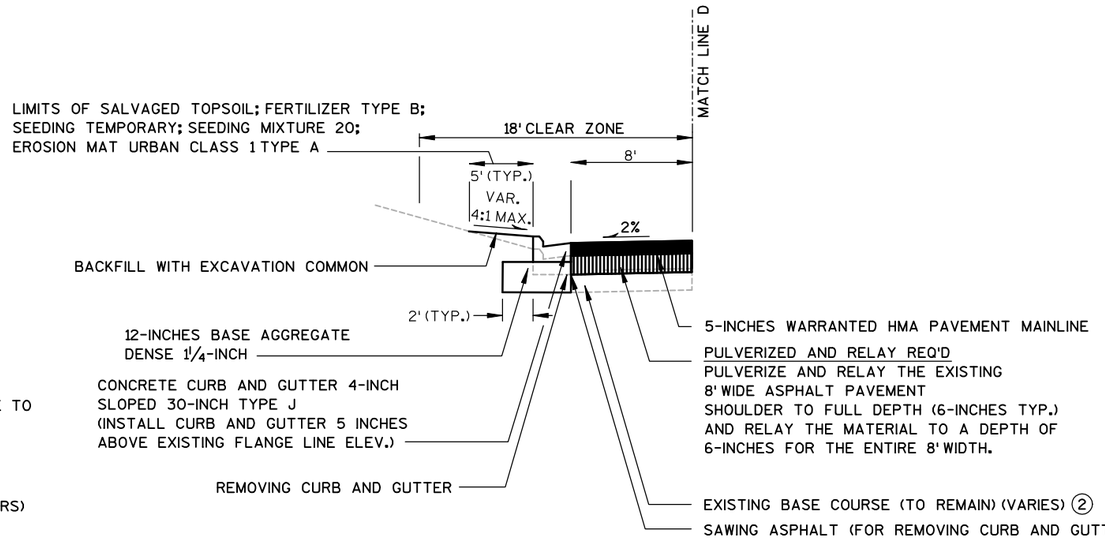
(4) BASE AGGREGATE DENSE 3/4-INCH WIDTH VARIES AT GUARDRAIL STIFFENED (LHW) LOCATIONS BASED ON EXISTING EMBANKMENT SLOPES. 2' BEHIND BACK-OF-BEAM GUARD POSTS DES./0' BEHIND BACK-OF-BEAM GUARD POSTS MIN.

(5) 2' STA. 870+96 - STA. 871+69 (LT).
2' STA. 872+75 - STA. 873+77 (LT).

(6) MIRROR IMAGE



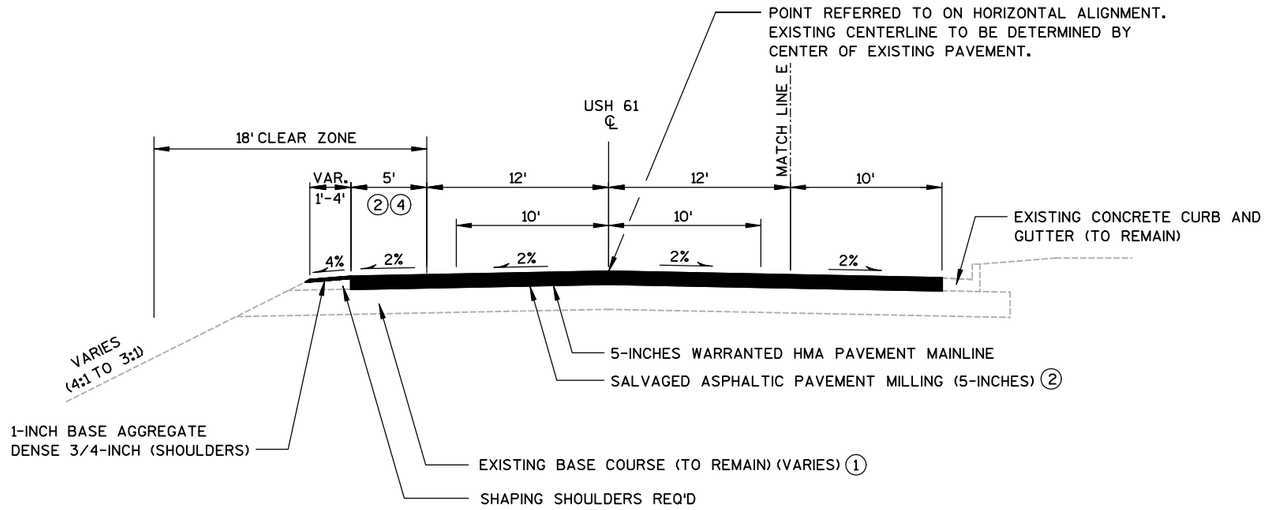
STA. 843+90 - STA. 854+85 (LT)(1)
STA. 870+96 - STA. 871+69 (LT)(1)(5)
STA. 872+75 - STA. 873+77 (LT)(1)(5)



STA. 940+50 - STA. 948+72 (RT)(1)(6)

STA. 936+51 - STA. 939+62 (LT)

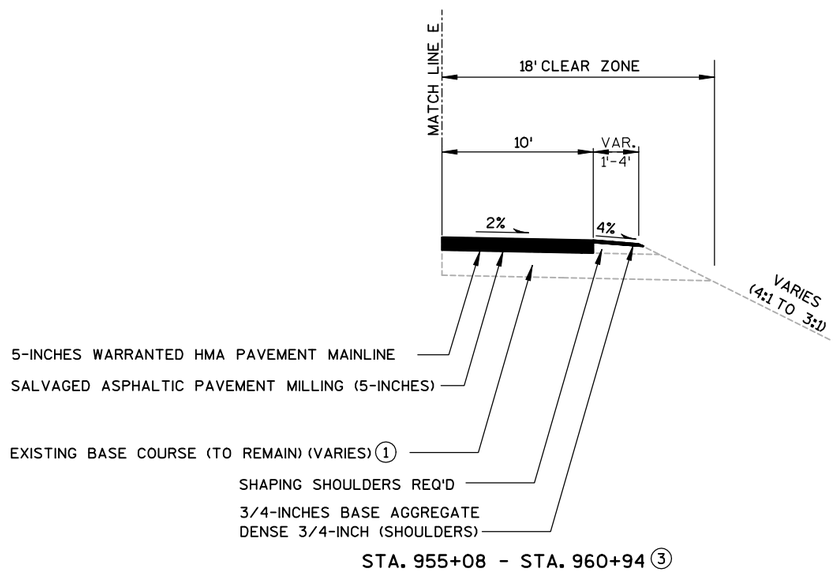
PROJECT NO: 1650-06-71	HWY: USH 61	COUNTY: GRANT	TYPICAL SECTIONS	SHEET 10	E



TYPICAL SECTION

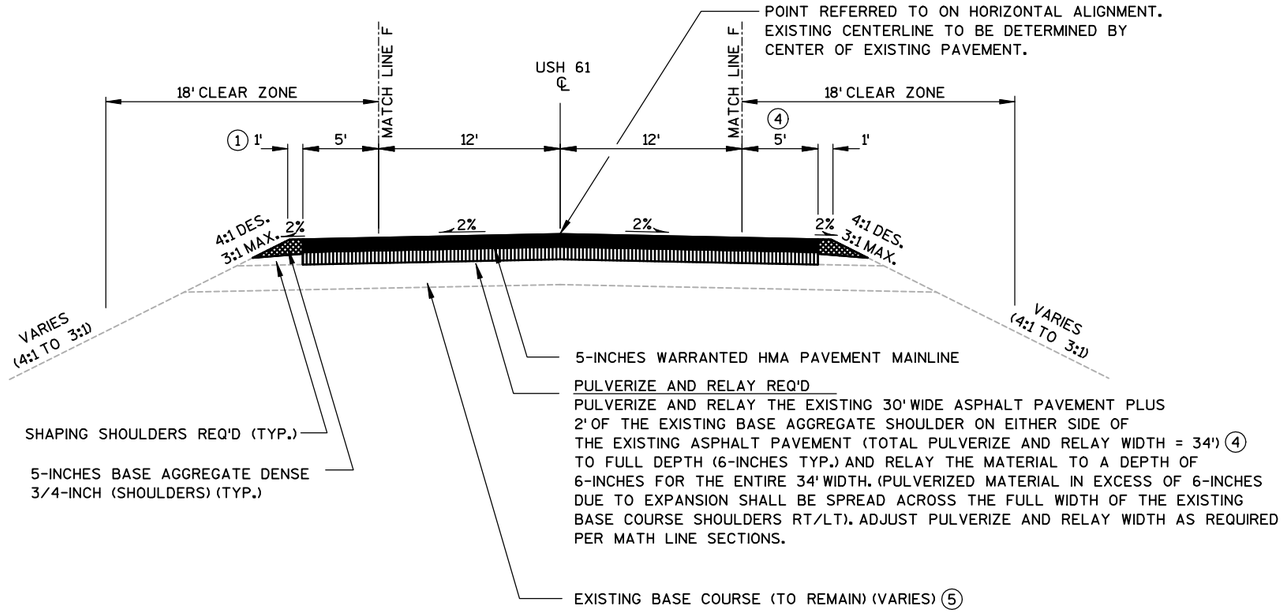
STA. 955+08 - STA. 962+75 ③

1. REFER TO ROADWAY BORING SUMMARY TABLE PLAN SHEETS FOR ADDITIONAL INFORMATION.
2. MILL EXISTING 3' PAVED SHOULDER PLUS 2' OF EXISTING BASE AGGREGATE SHOULDER
3. REFER TO SUPERELEVATION DATA TABLE FOR SURERELEVATION INFORMATION
4. 6' PAVED SHOULDER AND 6' LATERAL CLEARANCE OFFSET FROM DRIVING LANE AT GUARDRAIL STIFFENED (LHW) LOCATIONS



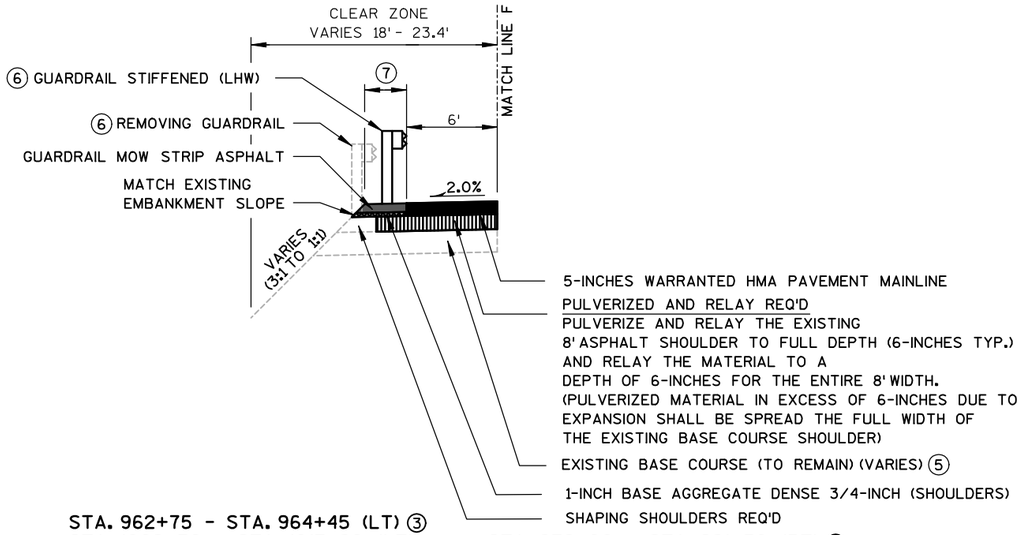
STA. 955+08 - STA. 960+94 ③

PROJECT NO: 1650-06-71	HWY: USH 61	COUNTY: GRANT	TYPICAL SECTIONS	SHEET 11	E



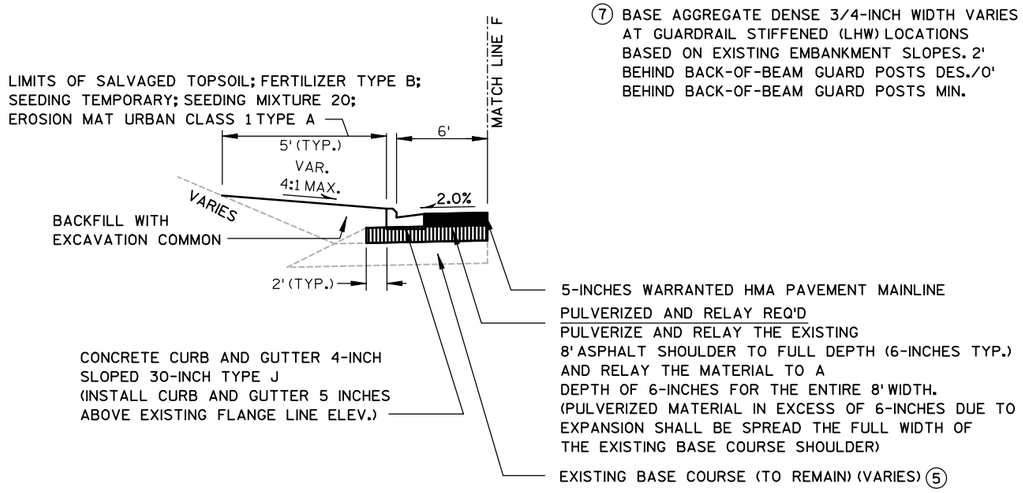
TYPICAL SECTION

STA. 962+75 - STA. 1275+00 (3)
STA. 1329+64 - STA. 1381+83 (3)

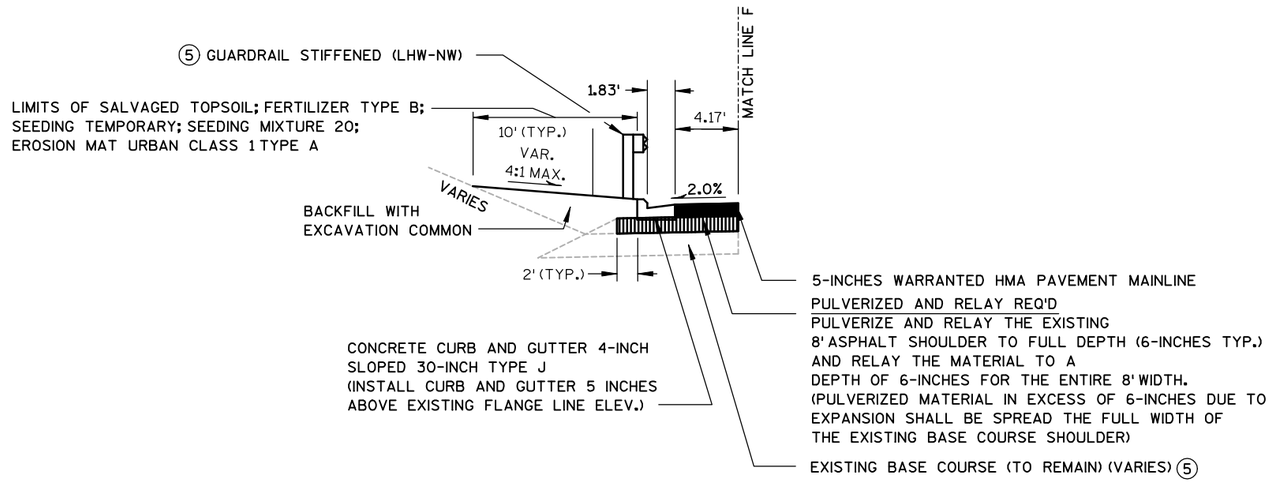


STA. 962+75 - STA. 964+45 (LT) (3)
STA. 1009+30 - STA. 1017+80 (LT)
STA. 1037+65 - STA. 1040+15 (LT)
STA. 1048+53 - STA. 1053+65 (LT)
STA. 1062+33 - STA. 1067+91 (LT)
STA. 1091+13 - STA. 1111+38 (LT)
STA. 1244+33 - STA. 1249+95 (LT)
STA. 1254+33 - STA. 1259+58 (LT)
STA. 1332+00 - STA. 1341+09 (LT) (3)
STA. 1368+41 - STA. 1373+65 (LT) (3)

STA. 976+00 - STA. 981+50 (RT) (2)
STA. 986+80 - STA. 991+05 (RT) (2)
STA. 1043+55 - STA. 1047+42 (RT) (2)
STA. 1093+25 - STA. 1098+63 (RT) (2)(3)
STA. 1101+75 - STA. 1111+50 (RT) (2)(3)
STA. 1225+08 - STA. 1232+08 (RT) (2)
STA. 1242+50 - STA. 1259+47 (RT) (2)
STA. 1329+07 - STA. 1335+00 (RT) (2)(3)
STA. 1364+61 - STA. 1373+90 (RT) (2)(3)



STA. 1068+08 - STA. 1069+60 (LT)



STA. 1067+91 - STA. 1068+08 (LT)

(1) 2' FROM STA. 1329+64 TO STA. 1330+97.

(2) MIRROR IMAGE.

(3) REFER TO SUPERELEVATION DATA TABLE FOR SURERELEVATION INFORMATION.

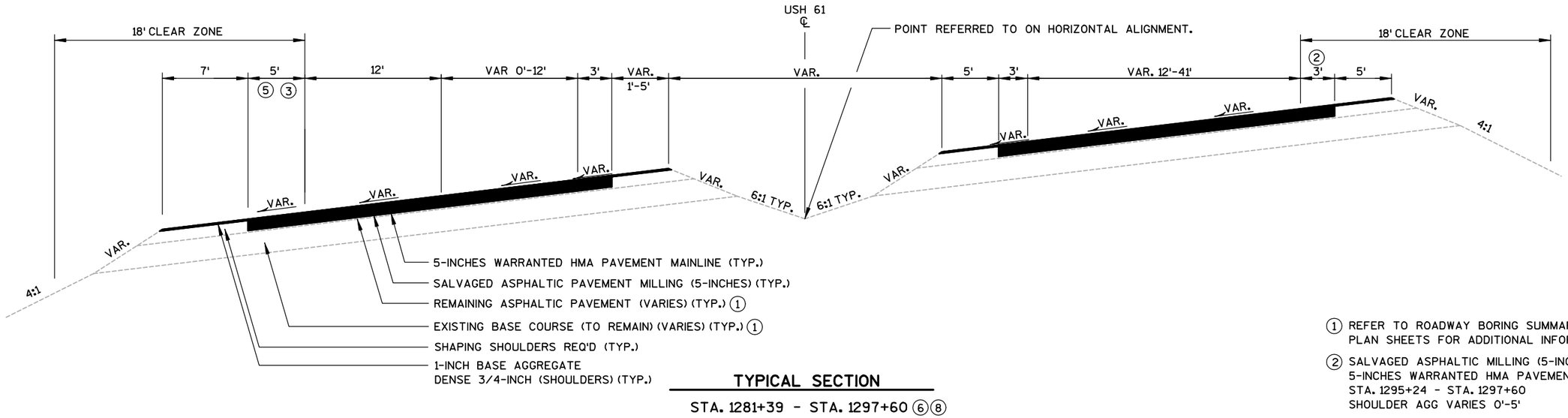
(4) PULVERIZE AND RELAY THE EXISTING MATERIAL FULL WIDTH STA. 1144+13 - STA. 1171+89.

(5) REFER TO ROADWAY BORING SUMMARY TABLE PLAN SHEETS FOR ADDITIONAL INFORMATION.

(6) REFER TO MISCELLANEOUS QUANTITIES FOR ADDITIONAL INFORMATION.

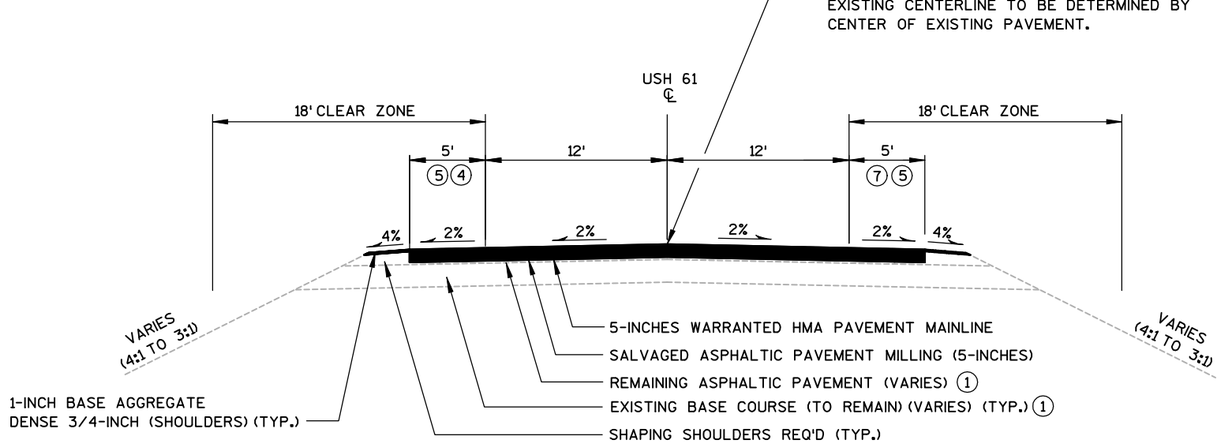
(7) BASE AGGREGATE DENSE 3/4-INCH WIDTH VARIES AT GUARDRAIL STIFFENED (LHW) LOCATIONS BASED ON EXISTING EMBANKMENT SLOPES. 2' BEHIND BACK-OF-BEAM GUARD POSTS DES./0' BEHIND BACK-OF-BEAM GUARD POSTS MIN.

PROJECT NO: 1650-06-71	HWY: USH 61	COUNTY: GRANT	TYPICAL SECTIONS	SHEET 12	E



TYPICAL SECTION

STA. 1281+39 - STA. 1297+60 6 8



TYPICAL SECTION

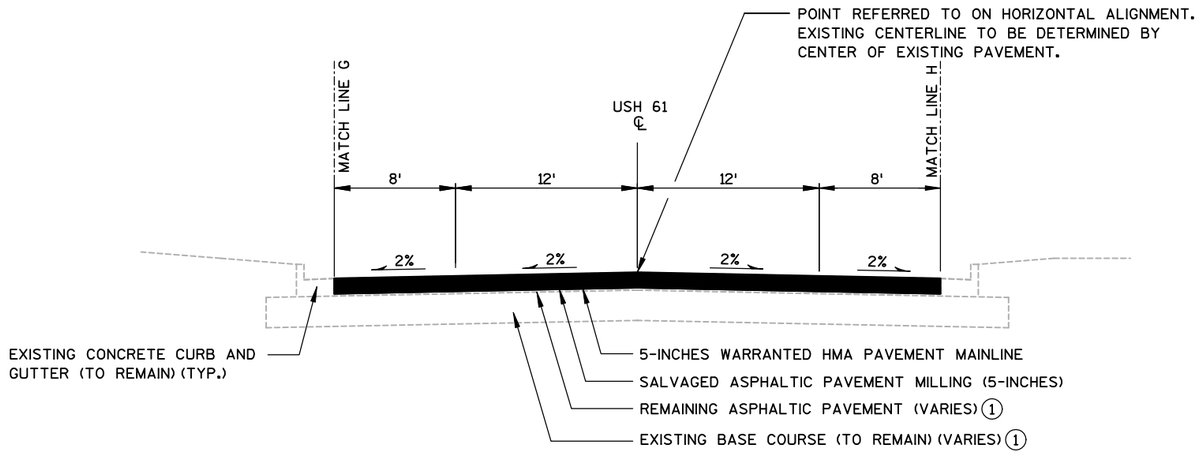
STA. 1275+00 - STA. 1281+39 7
STA. 1297+60 - STA. 1329+64 7 8

1. REFER TO ROADWAY BORING SUMMARY TABLE PLAN SHEETS FOR ADDITIONAL INFORMATION.
2. SALVAGED ASPHALTIC MILLING (5-INCHES) (FULL WIDTH)
   5-INCHES WARRANTED HMA PAVEMENT MAINLINE (FULL WIDTH)
   STA. 1295+24 - STA. 1297+60
   SHOULDER AGG VARIES 0'-5'
3. SALVAGED ASPHALTIC MILLING (5-INCHES) (FULL WIDTH)
   5-INCHES WARRANTED HMA PAVEMENT MAINLINE (FULL WIDTH)
   STA. 1287+25 - STA. 1291+32
4. VARIES 5'-13' STA. 1306+95 - STA. 1312+79
   STA. 1325+14 - STA. 1329+64
5. MILL EXISTING 3' PAVED SHOULDER PLUS
   2' OF EXISTING BASE AGGREGATE SHOULDER
6. CURB AND GUTTER STA. 1281+39 - STA. 1284+50
7. VARIES 5'-12' STA. 1323+69 - STA. 1327+48
   VARIES 5'-15' STA. 1276+27 - STA. 1281+39
   VARIES 0'-24' STA. 1297+60 - STA. 1309+29
8. REFER TO SUPERELEVATION DATA TABLE FOR ADDITIONAL INFORMATION

PROJECT NO: 1650-06-71	HWY: USH 61	COUNTY: GRANT	TYPICAL SECTIONS	SHEET 13	E

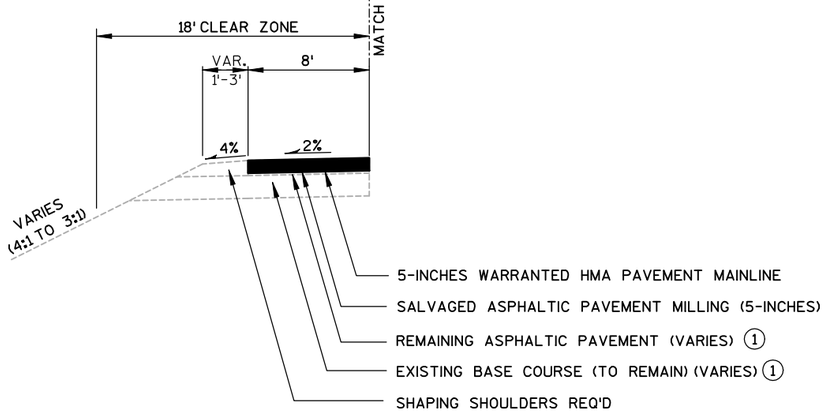
(1) REFER TO ROADWAY BORING SUMMARY TABLE PLAN SHEETS FOR ADDITIONAL INFORMATION.

(2) REFER TO SUPERELEVATION DATA TABLE FOR ADDITIONAL INFORMATION

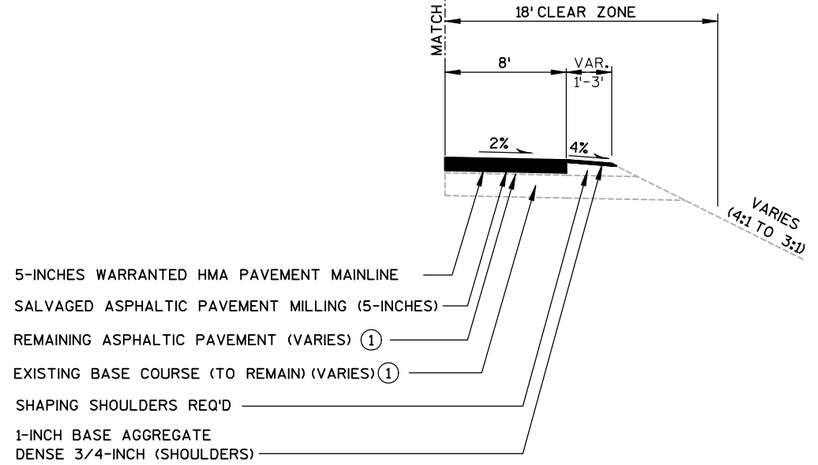


TYPICAL SECTION

STA. 1381+83 - STA. 1394+92 (2)



STA. 1381+83 - STA. 1382+87
STA. 1390+80- STA. 1394+92 (2)



STA. 1386+96 - STA 1394+92 (2)

PROJECT NO: 1650-06-71	HWY: USH 61	COUNTY: GRANT	TYPICAL SECTIONS	SHEET 14	E

2

STATION	LEFT	RIGHT	DESCRIPTION
CURVE #1	(e=5.0%, T=267, L=191)		
*	*	*	NORMAL CROWN
*	*	*	0% SUPER
*	*	*	REVERSE CROWN
BEGIN PROJECT 461+77	2.75	-2.75	BEGIN TRANSITION
462+63	5.0	-5.0	FULL SUPER
468+82	5.0	-5.0	FULL SUPER
469+97	2.0	-2.0	REVERSE CROWN
470+73	0.0	-2.0	0% SUPER
471+49	NC	NC	NORMAL CROWN

*MATCH EXISTING SUPERELEVATION AND TRANSITIONS WITHIN MILLING LIMTS. FIELD VERIFY.

STATION	LEFT	RIGHT	DESCRIPTION
CURVE #2	(e=5.1%, T=271, L=195)		
501+10	NC	NC	NORMAL CROWN
501+86	-2.0	0.0	0% SUPER
502+62	-2.0	2.0	REVERSE CROWN
503+81	-5.1	5.1	FULL SUPER
510+57	-5.1	5.1	FULL SUPER
511+76	-2.0	2.0	REVERSE CROWN
512+52	-2.0	0.0	0% SUPER
513+28	NC	NC	NORMAL CROWN

STATION	LEFT	RIGHT	DESCRIPTION
CURVE #3	(e=5.9%, T=303, L=226)		
523+95	NC	NC	NORMAL CROWN
524+72	0.0	-2.0	0% SUPER
525+49	2.0	-2.0	REVERSE CROWN
526+98	5.9	-5.9	FULL SUPER
535+90	5.9	-5.9	FULL SUPER
537+39	2.0	-2.0	REVERSE CROWN
538+16	0.0	-2.0	0% SUPER
538+93	NC	NC	NORMAL CROWN

STATION	LEFT	RIGHT	DESCRIPTION
CURVE #4	(e=6.1%, T=311, L=234)		
543+53	NC	NC	NORMAL CROWN
544+30	-2.0	0.0	0% SUPER
545+07	-2.0	2.0	REVERSE CROWN
546+64	-6.1	6.1	FULL SUPER
561+88	-6.1	6.1	FULL SUPER
563+45	-2.0	2.0	REVERSE CROWN
564+22	-2.0	0.0	0% SUPER
564+99	NC	NC	NORMAL CROWN

STATION	LEFT	RIGHT	DESCRIPTION
CURVE #5	(e=6.0%, T=204, L=153)		
571+35	NC	NC	NORMAL CROWN
571+86	0.0	-2.0	0% SUPER
572+37	2.0	-2.0	REVERSE CROWN
573+39	6.0	-6.0	FULL SUPER
596+91	6.0	-6.0	FULL SUPER
597+98	2.0	-2.0	REVERSE CROWN
598+51	0.0	0.0	0% SUPER
*	*	*	NORMAL CROWN

*SEE CURVE DATA FOR CURVE 5 AND CURVE 6 FOR TRANSITION OVERLAP

STATION	LEFT	RIGHT	DESCRIPTION
CURVE #6	(e=4.1%, T=156, L=105)		
*	*	*	NORMAL CROWN
598+51	0.0	0.0	0% SUPER
599+05	-2.0	2.0	REVERSE CROWN
599+61	-4.1	4.1	FULL SUPER
620+22	-4.1	4.1	FULL SUPER
620+76	-2.0	2.0	REVERSE CROWN
621+27	-2.0	0.0	0% SUPER
621+78	NC	NC	NORMAL CROWN

*SEE CURVE DATA FOR CURVE 5 AND CURVE 6 FOR TRANSITION OVERLAP

STATION	LEFT	RIGHT	DESCRIPTION
CURVE #7	(e=4.5%, T=248, L=172)		
638+51	NC	NC	NORMAL CROWN
639+27	0.0	-2.0	0% SUPER
640+03	2.0	-2.0	REVERSE CROWN
640+99	4.5	-4.5	FULL SUPER
648+12	4.5	-4.5	FULL SUPER
649+18	2.0	-2.0	REVERSE CROWN
650+02	0.0	0.0	0% SUPER
*	*	*	NORMAL CROWN

*SEE CURVE DATA FOR CURVE 7 AND CURVE 8 FOR TRANSITION OVERLAP

STATION	LEFT	RIGHT	DESCRIPTION
CURVE #8	(e=5.9%, T=303, L=226)		
*	*	*	NORMAL CROWN
650+02	0.0	0.0	0% SUPER
650+87	-2.0	2.0	REVERSE CROWN
652+53	-5.9	5.9	FULL SUPER
664+12	-5.9	5.9	FULL SUPER
665+61	-2.0	2.0	REVERSE CROWN
666+38	0.0	0.0	0% SUPER
*	*	*	NORMAL CROWN

*SEE CURVE DATA FOR CURVE 7 AND CURVE 8 FOR TRANSITION OVERLAP
**SEE CURVE DATA FOR CURVE 8 AND CURVE 9 FOR TRANSITION OVERLAP

STATION	LEFT	RIGHT	DESCRIPTION
CURVE #9	(e=6.3%, T=318 ,L=241)		
**	**	**	NORMAL CROWN
666+38	0.0	0.0	0% SUPER
667+15	2.0	-2.0	REVERSE CROWN
668+80	6.3	-6.3	FULL SUPER
681+17	6.3	-6.3	FULL SUPER
682+81	2.0	-2.0	REVERSE CROWN
683+58	0.0	-2.0	0% SUPER
684+35	NC	NC	NORMAL CROWN

**SEE CURVE DATA FOR CURVE 8 AND CURVE 9 FOR TRANSITION OVERLAP

STATION	LEFT	RIGHT	DESCRIPTION
CURVE #10	(e=4.7%, T=257, L=180)		
726+05	NC	NC	NORMAL CROWN
726+82	0.0	-2.0	0% SUPER
727+59	2.0	-2.0	REVERSE CROWN
728+62	4.7	-4.7	FULL SUPER
738+50	4.7	-4.7	FULL SUPER
739+53	2.0	-2.0	REVERSE CROWN
740+30	0.0	-2.0	0% SUPER
741+07	NC	NC	NORMAL CROWN

STATION	LEFT	RIGHT	DESCRIPTION
CURVE #11	(e=4.7%, T=171, L=120)		
746+81	NC	NC	NORMAL CROWN
747+32	0.0	-2.0	0% SUPER
747+83	2.0	-2.0	REVERSE CROWN
748+52	4.7	-4.7	FULL SUPER
758+20	4.7	-4.7	FULL SUPER
758+89	2.0	-2.0	REVERSE CROWN
759+40	0.0	-2.0	0% SUPER
759+91	NC	NC	NORMAL CROWN

STATION	LEFT	RIGHT	DESCRIPTION
CURVE #12	(e=4.2%, T=128, L=87)		
763+50	NC	NC	NORMAL CROWN
763+91	-2.0	0.0	0% SUPER
764+32	-2.0	2.0	REVERSE CROWN
764+78	-4.2	4.2	FULL SUPER
*	*	*	FULL SUPER
*	*	*	REVERSE CROWN
*	*	*	0% SUPER
*	*	*	NORMAL CROWN

*MATCH EXISTING SUPERELEVATION AND TRANSITIONS WITHIN MILLING LIMITS. FIELD VERIFY.

STATION	LEFT	RIGHT	DESCRIPTION
CURVE #13	(e=*, T=*, L=*)		
*	*	*	NORMAL CROWN
*	*	*	0% SUPER
*	*	*	REVERSE CROWN
*	*	*	FULL SUPER
*	*	*	FULL SUPER
*	*	*	REVERSE CROWN
*	*	*	0% SUPER
*	*	*	NORMAL CROWN

*MATCH EXISTING SUPERELEVATION AND TRANSITIONS WITHIN MILLING LIMITS. FIELD VERIFY.

STATION	LEFT	RIGHT	DESCRIPTION
CURVE #14	(e=*, T=*, L=*)		
*	*	*	NORMAL CROWN
*	*	*	0% SUPER
*	*	*	REVERSE CROWN
*	*	*	FULL SUPER
*	*	*	FULL SUPER
*	*	*	REVERSE CROWN
*	*	*	0% SUPER
*	*	*	NORMAL CROWN

*MATCH EXISTING SUPERELEVATION AND TRANSITIONS WITHIN MILLING LIMITS. FIELD VERIFY.

STATION	LEFT	RIGHT	DESCRIPTION
CURVE #15	(e=3.5%, T=211, L=134)		
*	*	*	NORMAL CROWN
*	*	*	0% SUPER
*	*	*	REVERSE CROWN
*	*	*	FULL SUPER
845+70	3.5	-3.5	FULL SUPER
846+27	2.0	-2.0	REVERSE CROWN
847+04	0.0	-2.0	0% SUPER
847+81	NC	NC	NORMAL CROWN

*MATCH EXISTING SUPERELEVATION AND TRANSITIONS WITHIN MILLING LIMITS. FIELD VERIFY.

STATION	LEFT	RIGHT	DESCRIPTION
CURVE #16	*(e=5.9%, T=303, L=226); **(e=5.9%, T=202, L=151)		
*863+78	NC	NC	NORMAL CROWN
*864+55	-2.0	0.0	0% SUPER
*865+32	-2.0	2.0	REVERSE CROWN
*866+81	-5.9	5.9	FULL SUPER
**876+15	-5.9	5.9	FULL SUPER
**877+15	-2.0	2.0	REVERSE CROWN
**877+66	-2.0	0.0	0% SUPER
**878+17	NC	NC	NORMAL CROWN

STATION	LEFT	RIGHT	DESCRIPTION
CURVE #17	(e=5.6%, T=290, L=214)		
887+70	NC	NC	NORMAL CROWN
888+46	-2.0	0.0	0% SUPER
889+22	-2.0	2.0	REVERSE CROWN
890+60	-5.6	5.6	FULL SUPER
899+58	-5.6	5.6	FULL SUPER
900+96	-2.0	2.0	REVERSE CROWN
901+73	0.0	0.0	0% SUPER
*	*	*	NORMAL CROWN

*SEE CURVE DATA FOR CURVE 17 AND CURVE 18 TRANSITION OVERLAP

STATION	LEFT	RIGHT	DESCRIPTION
CURVE #18	(e=6.3%, T=318, L=241)		
*	*	*	NORMAL CROWN
901+73	0.0	0.0	0% SUPER
902+50	2.0	-2.0	REVERSE CROWN
904+15	6.3	-6.3	FULL SUPER
913+68	6.3	-6.3	FULL SUPER
915+32	2.0	-2.0	REVERSE CROWN
916+09	0.0	-2.0	0% SUPER
916+86	NC	NC	NORMAL CROWN

*SEE CURVE DATA FOR CURVE 17 AND CURVE 18 FOR TRANSITION OVERLAP

STATION	LEFT	RIGHT	DESCRIPTION
CURVE #19	(e=4.6%, T=253, L=176)		
922+88	NC	NC	NORMAL CROWN
923+65	0.0	-2.0	0% SUPER
924+42	2.0	-2.0	REVERSE CROWN
925+41	4.6	-4.6	FULL SUPER
929+16	4.6	-4.6	FULL SUPER
930+15	2.0	-2.0	REVERSE CROWN
930+92	0.0	-2.0	0% SUPER
931+69	NC	NC	NORMAL CROWN

STATION	LEFT	RIGHT	DESCRIPTION
CURVE #20	*(e=4.5%, T=248, L=172); **(e=4.5%, T=207, L=143)		
*946+82	NC	NC	NORMAL CROWN
*947+58	0.0	-2.0	0% SUPER
*948+34	2.0	-2.0	REVERSE CROWN
*949+30	4.5	-4.5	FULL SUPER
**952+98	4.5	-4.5	FULL SUPER
**953+77	2.0	-2.0	REVERSE CROWN
**954+41	0.0	-2.0	0% SUPER
**955+05	NC	NC	NORMAL CROWN

2

PROJECT NO: 1650-06-71	HWY: USH 61	COUNTY: GRANT	SUPERELEVATION DATA TABLE	SHEET 15	E

STATION	LEFT	RIGHT	DESCRIPTION
CURVE #21	(e=4.5%, T=156, L=108)		
955+26	NC	NC	NORMAL CROWN
955+98	-2.0	0.0	0% SUPER
956+70	-2.0	2.0	REVERSE CROWN
957+60	-4.5	4.5	FULL SUPER
966+80	-4.5	4.5	FULL SUPER
967+70	-2.0	2.0	REVERSE CROWN
968+42	-2.0	0.0	0% SUPER
969+14	NC	NC	NORMAL CROWN

ROTATION ABOUT OUTSIDE (CURB) EDGE. FIELD VERIFY.

CURVE #22

NOTE: MAINTAIN NORMAL CROWN THROUGHOUT CURVE LIMITS.

CURVE #23

NOTE: MAINTAIN NORMAL CROWN THROUGHOUT CURVE LIMITS.

STATION	LEFT	RIGHT	DESCRIPTION
CURVE #24	(e=*, T=*, L=*)		
*	*	*	NORMAL CROWN
*	*	*	0% SUPER
*	*	*	REVERSE CROWN
*	*	*	FULL SUPER
*	*	*	FULL SUPER
*	*	*	REVERSE CROWN
*	*	*	0% SUPER
*	*	*	NORMAL CROWN

*MATCH EXISTING SUPERELEVATION AND TRANSITIONS WITHIN MILLING LIMITS. FIELD VERIFY.

STATION	LEFT	RIGHT	DESCRIPTION
CURVE #25	(e=*, T=*, L=*)		
*	*	*	NORMAL CROWN
*	*	*	0% SUPER
*	*	*	REVERSE CROWN
*	*	*	FULL SUPER
*	*	*	FULL SUPER
*	*	*	REVERSE CROWN
*	*	*	0% SUPER
*	*	*	NORMAL CROWN

*MATCH EXISTING SUPERELEVATION AND TRANSITIONS WITHIN MILLING LIMITS. FIELD VERIFY.

STATION	LEFT	RIGHT	DESCRIPTION
CURVE #26	(e=5.8%, T=199, L=148)		
*	*	*	NORMAL CROWN
*	*	*	0% SUPER
*	*	*	REVERSE CROWN
*	*	*	FULL SUPER
1339+12	-5.8	5.8	FULL SUPER
1340+18	-2.0	2.0	REVERSE CROWN
1340+74	-2.0	0.0	0% SUPER
**	**	**	NORMAL CROWN

*MATCH EXISTING SUPERELEVATION AND TRANSITIONS WITHIN MILLING LIMITS. FIELD VERIFY.

**SEE CURVE DATA FOR CURVE 26 AND CURVE 27 FOR TRANSITION OVERLAP

STATION	LEFT	RIGHT	DESCRIPTION
CURVE #27	(e=5.4%, T=189, L=138)		
**	**	**	NORMAL CROWN
1340+74	0.0	-2.0	0% SUPER
1341+30	2.0	-2.0	REVERSE CROWN
1342+25	5.4	-5.4	FULL SUPER
1350+44	5.4	-5.4	FULL SUPER
1351+31	2.0	-2.0	REVERSE CROWN
1351+82	0.0	-2.0	0% SUPER
1352+33	NC	NC	NORMAL CROWN

**SEE CURVE DATA FOR CURVE 26 AND CURVE 27 FOR TRANSITION OVERLAP

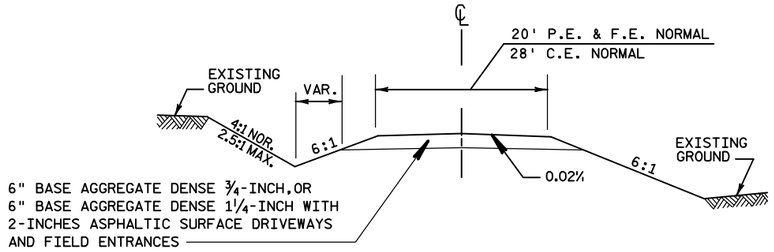
STATION	LEFT	RIGHT	DESCRIPTION
CURVE #28	(e=5.2%, T=184, L=133)		
1366+58	NC	NC	NORMAL CROWN
1367+09	0.0	-2.0	0% SUPER
1367+60	2.0	-2.0	REVERSE CROWN
1368+42	5.2	-5.2	FULL SUPER
*	*	*	FULL SUPER
*	*	*	REVERSE CROWN
*	*	*	0% SUPER
*	*	*	NORMAL CROWN

*MATCH EXISTING SUPERELEVATION AND TRANSITIONS WITHIN MILLING LIMITS. FIELD VERIFY.

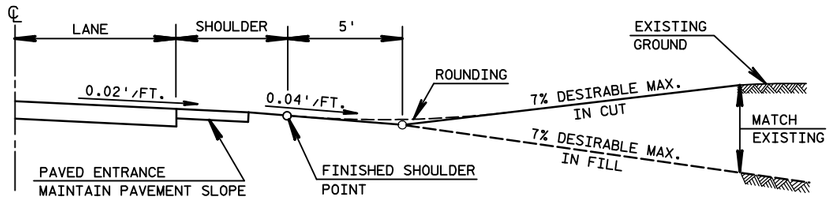
STATION	LEFT	RIGHT	DESCRIPTION
CURVE #29	(e=*, T=*, L=*)		
*	*	*	NORMAL CROWN
*	*	*	0% SUPER
*	*	*	REVERSE CROWN
*	*	*	FULL SUPER
END PROJECT 1394+92	*	*	FULL SUPER

*MATCH EXISTING SUPERELEVATION AND TRANSITIONS WITHIN MILLING LIMITS. FIELD VERIFY.

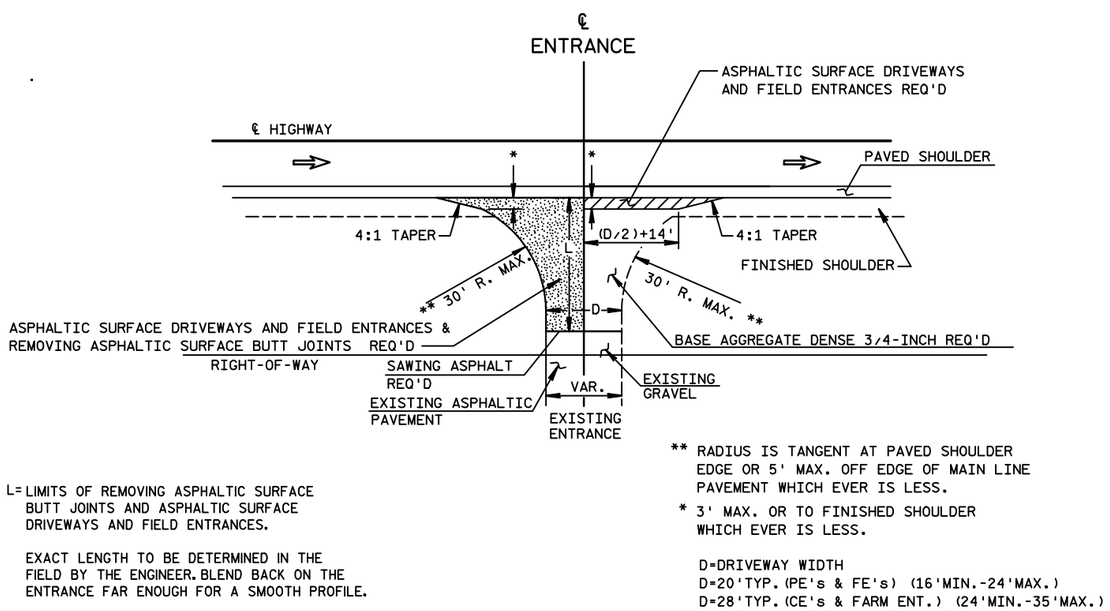
PROJECT NO: 1650-06-71	HWY: USH 61	COUNTY: GRANT	SUPERELEVATION DATA TABLE	SHEET 16	E



TYPICAL CROSS SECTION



PROFILE VIEW



L= LIMITS OF REMOVING ASPHALTIC SURFACE BUTT JOINTS AND ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES.

EXACT LENGTH TO BE DETERMINED IN THE FIELD BY THE ENGINEER. BLEND BACK ON THE ENTRANCE FAR ENOUGH FOR A SMOOTH PROFILE.

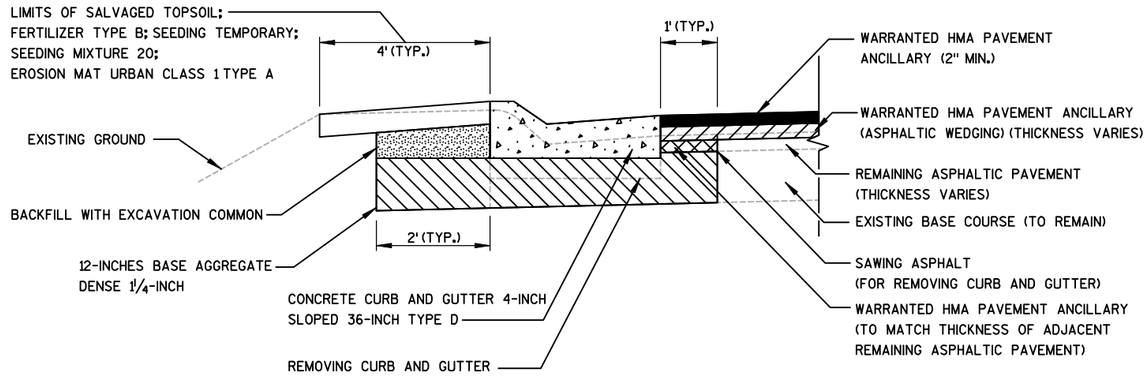
** RADIUS IS TANGENT AT PAVED SHOULDER EDGE OR 5' MAX. OFF EDGE OF MAIN LINE PAVEMENT WHICH EVER IS LESS.

* 3' MAX. OR TO FINISHED SHOULDER WHICH EVER IS LESS.

D=DRIVEWAY WIDTH
D=20'TYP. (PE's & FE's) (16'MIN.-24'MAX.)
D=28'TYP. (CE's & FARM ENT.) (24'MIN.-35'MAX.)

PLAN VIEW

RURAL DRIVEWAY DETAIL



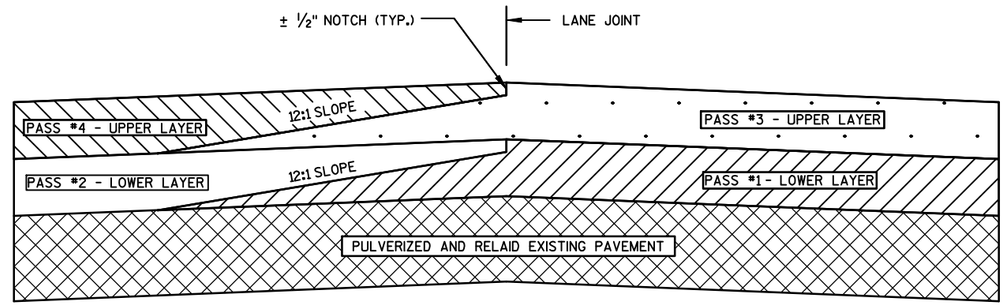
INTERSECTION CURB AND GUTTER REPLACEMENT

NOTE: TO BE UTILIZED FOR TEMPORARY INSTALLATIONS IN WORK AREAS INVOLVING PULVERIZE AND RELAY AND PAVING OPERATIONS.

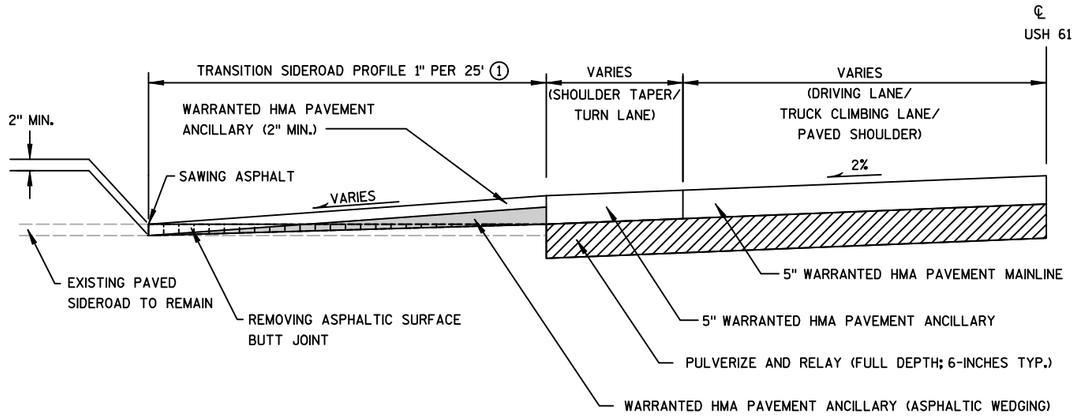
SIGNS SHALL BE PLACED AT THE BEGINNING OF JOINT AND AT ½ MILE INCREMENTS.

"WO" SERIES SIGNS ARE "W" SERIES EXCEPT THE BACKGROUND IS ORANGE.

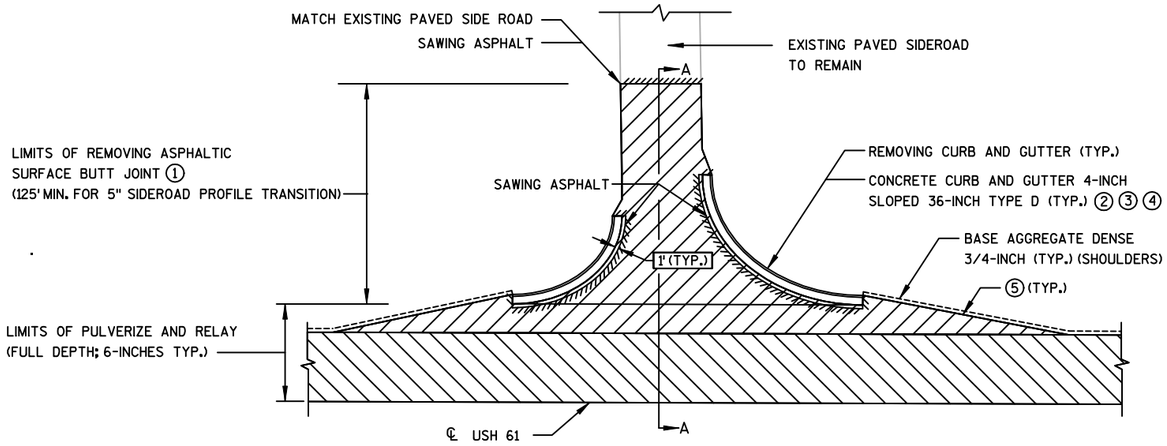
SIGNS WILL BE PAID AS TRAFFIC CONTROL SIGNS



TYPICAL PAVEMENT CROSS SECTION OF TAPERED AND NOTCHED LONGITUDINAL JOINTS



SECTION A - A



WARRANTED HMA PAVEMENT MAINLINE WARRANTED HMA PAVEMENT ANCILLARY

① LIMITS AS DIRECTED BY THE ENGINEER

② MATCH THE EXISTING CURB AND GUTTER RADIUS, BEGIN LOCATION, AND END LOCATION. REFER TO PLAN SHEETS - MAINLINE FOR ADDITIONAL CONCRETE CURB AND GUTTER LAYOUT INFORMATION. THE ITEM "CONSTRUCTION STAKING INTERSECTION RADII" HAS BEEN INCLUDED TO STAKE THE EXISTING RADII.

③ REESTABLISH CURB GRADES PRIOR TO PLACING CONCRETE CURB AND GUTTER. PAID FOR AS "CONSTRUCTION STAKING INTERSECTION RADII."

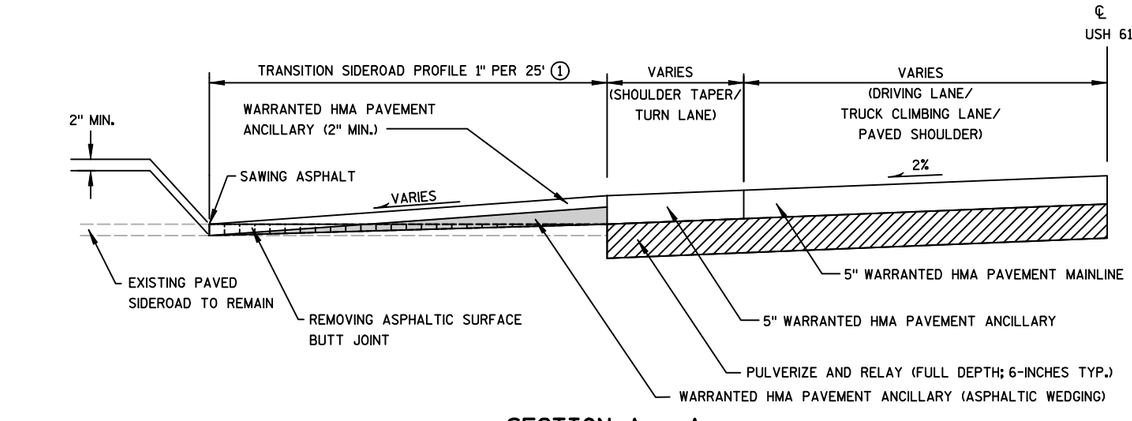
④ REFER TO CONSTRUCTION DETAIL - INTERSECTION CURB AND GUTTER REPLACEMENT FOR ADDITIONAL INFORMATION

⑤ MATCH EXISTING TAPER RATES. THE ITEM "CONSTRUCTION STAKING EXISTING TAPERS" HAS BEEN INCLUDED TO STAKE THE EXISTING TAPERS.

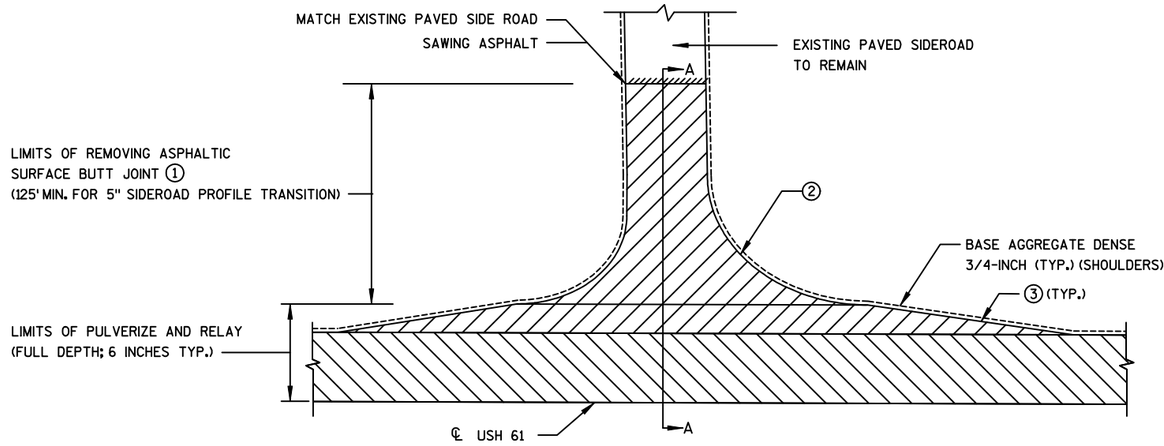
DETAIL FOR RURAL PAVED SIDE ROAD WITH CONCRETE CURB AND GUTTER

INDIAN CREEK ROAD (STA. 470+00, LT)
LONG BRANCH ROAD (STA. 694+50, LT)
ABING ROAD (STA. 983+50, LT)
CTH B (STA. 983+50, RT)
LONE ELM TREE ROAD (STA. 1036+62, LT/RT)
SUBSTATION ROAD (STA. 1117+00, LT)
AIRPORT ROAD (STA. 1143+50, RT)
WEST AIRPORT ROAD (STA. 1170+00, LT)
STAGE ROAD (STA. 1367+75, LT (SE QUADRANT))

2



SECTION A - A



WARRANTED HMA PAVEMENT MAINLINE WARRANTED HMA PAVEMENT ANCILLARY

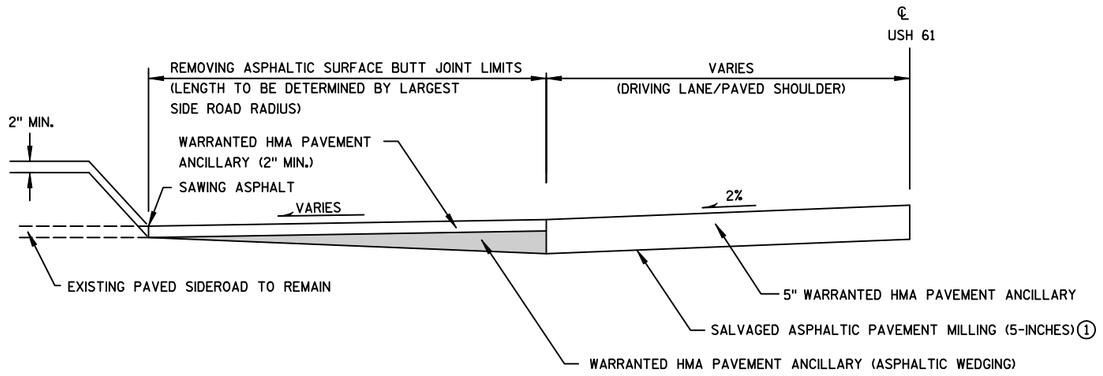
① LIMITS AS DIRECTED BY THE ENGINEER

② MATCH THE EXISTING EDGE-OF-PAVEMENT RADIUS, BEGIN LOCATION, AND END LOCATION. REFER TO PLAN SHEETS - MAINLINE FOR ADDITIONAL EDGE-OF-PAVEMENT RADIUS INFORMATION. THE ITEM " CONSTRUCTION STAKING INTERSECTION RADII" HAS BEEN INCLUDED TO STAKE THE EXISTING RADII.

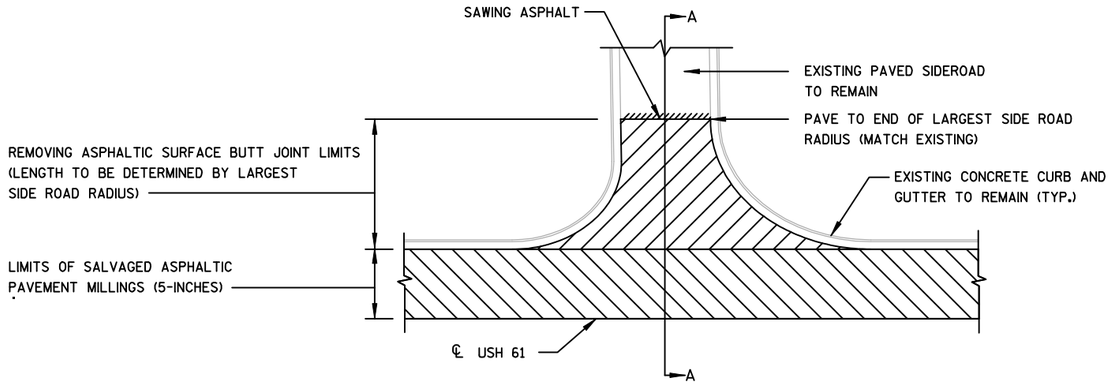
③ MATCH EXISTING TAPER RATES. THE ITEM "CONSTRUCTION STAKING EXISTING TAPERS" HAS BEEN INCLUDED TO STAKE THE EXISTING TAPERS.

DETAIL FOR RURAL PAVED SIDE ROAD WITHOUT CONCRETE CURB AND GUTTER

WAYSIDE PARKING LOT (STA. 709+25, LT)
RIVER LANE ROAD (STA. 715+15, LT)
TOBINS EIGHTY LANE (STA. 735+65, LT)
ABING LANE (STA. 739+00, RT)
KEENE DRIVE (STA. 869+00, LT)
HIPPY HOLLOW ROAD (STA. 870+50, RT)
BRITISH HOLLOW ROAD (STA. 880+75, LT/RT)
BUENA VISTA (STA. 908+75, LT)
SUBSTATION ROAD (STA. 1117+00, RT)
HUDSON HOLLOW ROAD (STA. 1223+90, RT)
AUPPERLE ROAD (STA. 1276+15, LT)
STAGE ROAD (STA. 1367+75, LT (SW QUADRANT))



SECTION A - A

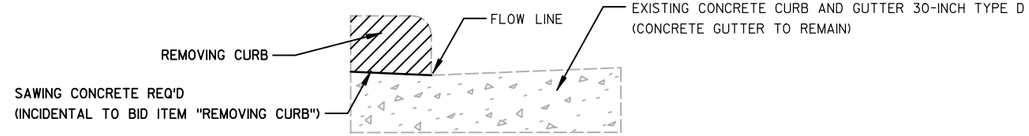


WARRANTED HMA PAVEMENT MAINLINE WARRANTED HMA PAVEMENT ANCILLARY

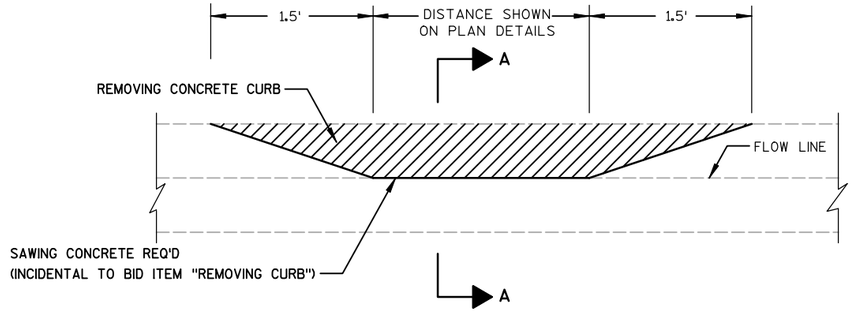
1 ROADWAY BORINGS BETWEEN STA. 774+74 AND STA. 825+68 HAVE IDENTIFIED EXISTING CONCRETE PAVEMENT LOCATED DIRECTLY BENEATH THE EXISTING ASPHALTIC PAVEMENT. REFER TO THE ROADWAY BORING SUMMARY TABLE FOR ADDITIONAL INFORMATION.

DETAIL FOR URBAN PAVED SIDE ROAD WITH CONCRETE CURB AND GUTTER

SCHAEFER LANE (STA. 774+15, RT)
BUNKER HILL STREET (STA. 781+50, RT)
CRESTVIEW DRIVE (STA. 832+80, RT)
COMMERCIAL ENTRANCE (STA. 1310+00, RT)
MEADOWVIEW DRIVE (STA. 1390+20, LT)

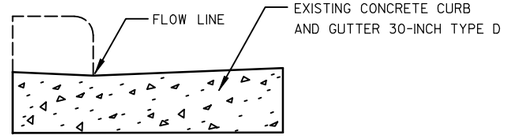


SECTION A-A

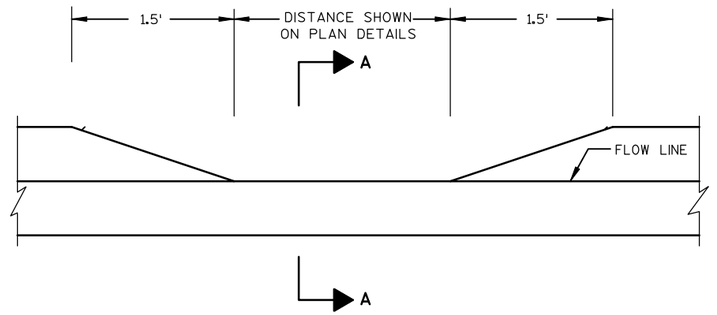


DETAIL FOR REMOVING EXISTING CONCRETE CURB HEAD AT EXISTING ENERGY ABSORBING TERMINAL END TO REMAIN

STA. 959+70 - STA. 959+98, RT



SECTION A-A



DETAIL FOR CURB HEAD DEPRESSION FOR CURB & GUTTER SECTION AT ENERGY ABSORBING TERMINAL

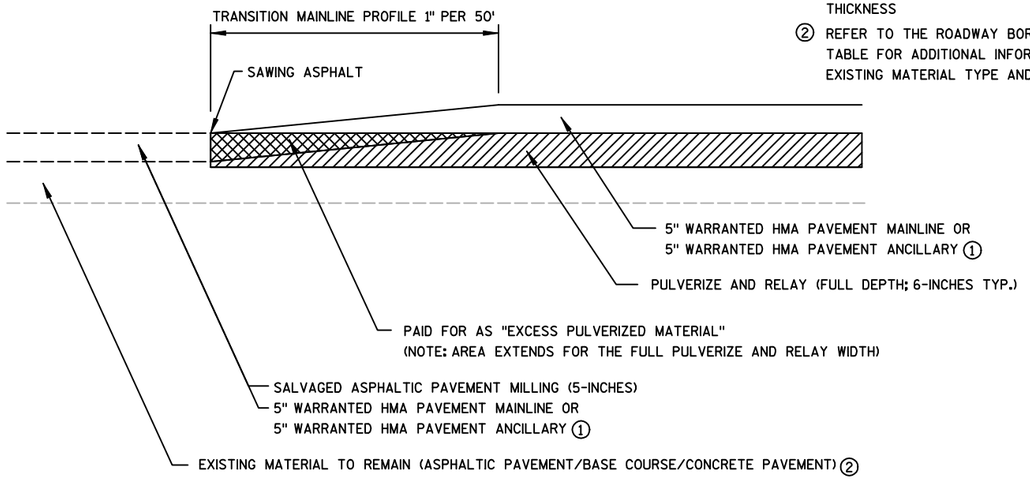
STA. 648+55 - STA. 649+05, LT

FILE NAME : s:\mad\1000--1099\1089\319\micros\0601\021003_cd.dgn PLOT DATE : 10/29/2010 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

2

① REFER TO PLAN SHEETS - MAINLINE FOR ADDITIONAL INFORMATION INCLUDING WARRANTED HMA PAVEMENT TYPE AND THICKNESS

② REFER TO THE ROADWAY BORING SUMMARY TABLE FOR ADDITIONAL INFORMATION INCLUDING EXISTING MATERIAL TYPE AND THICKNESS



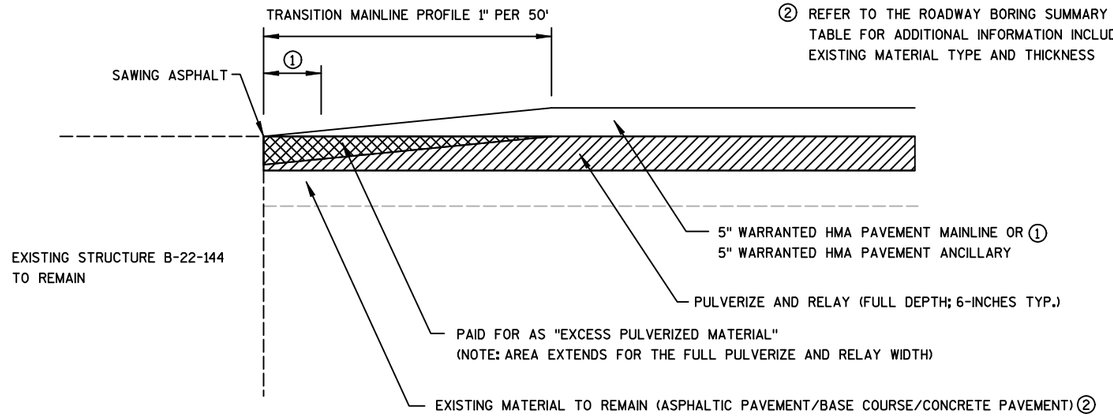
MILLING/PULVERIZE AND RELAY TRANSITION DETAIL

STA. 465+00	STA. 1086+91
STA. 773+64	STA. 1090+04
STA. 841+72	STA. 1275+00
STA. 955+08	STA. 1329+64
STA. 962+75	STA. 1381+83

① REFER TO PLAN SHEETS - MAINLINE FOR ADDITIONAL INFORMATION INCLUDING WARRANTED HMA PAVEMENT TYPE

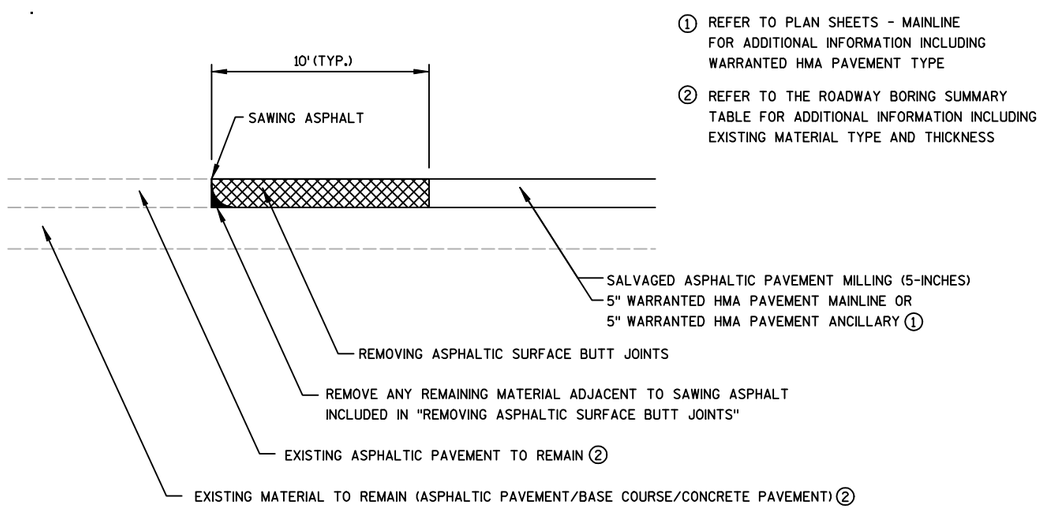
WARRANTED HMA PAVEMENT ANCILLARY REQ'D FOR THE FIRST 50' OF THE STRUCTURE APPROACH ADJACENT TO STRUCTURE B-22-144

② REFER TO THE ROADWAY BORING SUMMARY TABLE FOR ADDITIONAL INFORMATION INCLUDING EXISTING MATERIAL TYPE AND THICKNESS



PAVING DETAIL AT STRUCTURE B-22-144

STA. 585+14.2 - STA. 587+64.2
STA. 590+07.3 - STA. 592+57.3

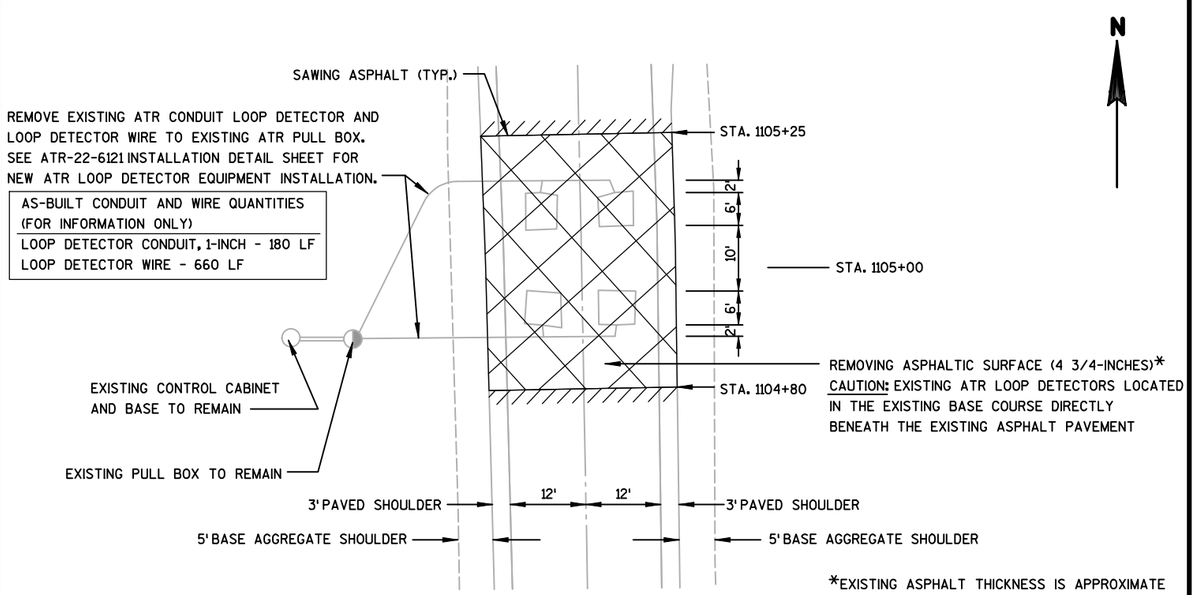


① REFER TO PLAN SHEETS - MAINLINE FOR ADDITIONAL INFORMATION INCLUDING WARRANTED HMA PAVEMENT TYPE

② REFER TO THE ROADWAY BORING SUMMARY TABLE FOR ADDITIONAL INFORMATION INCLUDING EXISTING MATERIAL TYPE AND THICKNESS

DETAIL FOR BEGIN/END PROJECT

BEGIN PROJECT: STA. 461+77
END PROJECT: STA. 1394+92



PAVEMENT REMOVAL FOR ATR

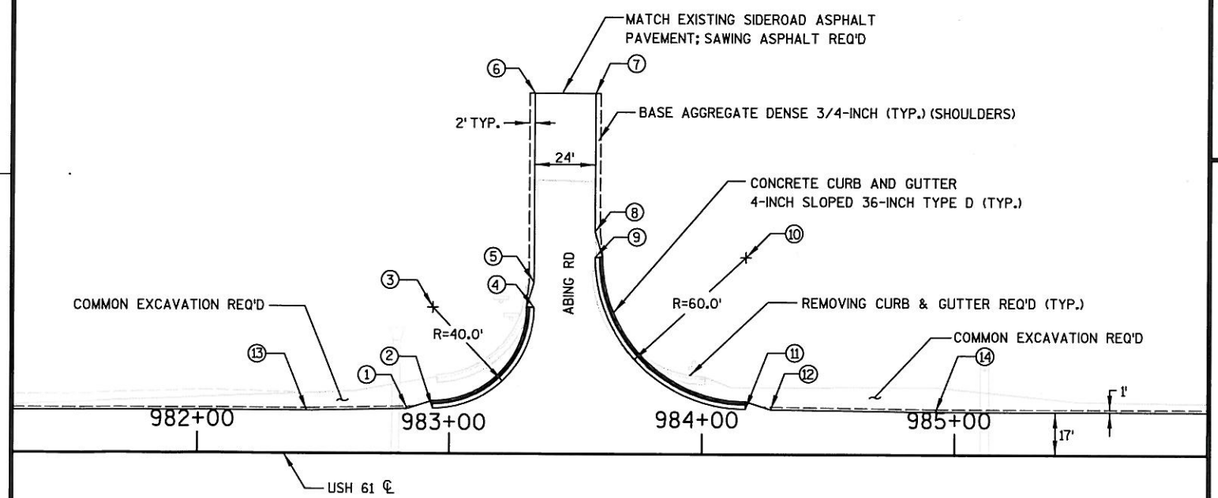
STA. 1105+00

PROJECT NO: 1650-06-71	HWY: USH 61	COUNTY: GRANT	CONSTRUCTION DETAILS	SHEET 20	E

N

MODIFIED TYPE D INTERSECTION

POINT	X	Y	REMARKS
1	826,794.99	481,740.87	EDGE OF ASPHALT
2	826,794.73	481,750.86	FLANGE LINE
3	826,754.73	481,750.61	R=40.0'; FLANGE LINE
4	826,754.44	481,790.61	FLANGE LINE
5	826,744.44	481,790.54	EDGE OF ASPHALT
6	826,669.46	481,789.99	MATCH EXISTING
7	826,669.34	481,813.99	MATCH EXISTING
8	826,724.15	481,814.39	EDGE OF ASPHALT
9	826,734.38	481,814.46	FLANGE LINE
10	826,733.94	481,874.46	R=60.0'; FLANGE LINE
11	826,793.94	481,874.84	FLANGE LINE
12	826,794.01	481,884.84	EDGE OF ASPHALT
13	826,796.05	481,700.87	EDGE OF ASPHALT
14	826,794.46	481949.85	EDGE OF ASPHALT

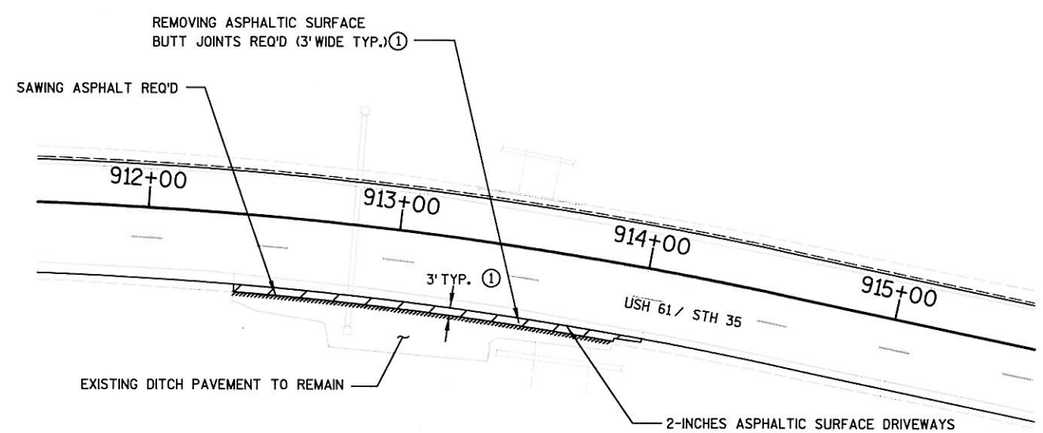


NOTE: REFER TO CONSTRUCTION DETAIL- DETAIL FOR RURAL PAVED SIDE ROAD WITH CONCRETE CURB AND GUTTER FOR ADDITIONAL INFORMATION.

REFER TO TYPICAL SECTIONS FOR MAINLINE PAVEMENT INFORMATION.

ABING ROAD BYPASS LANE REMOVAL DETAIL

N

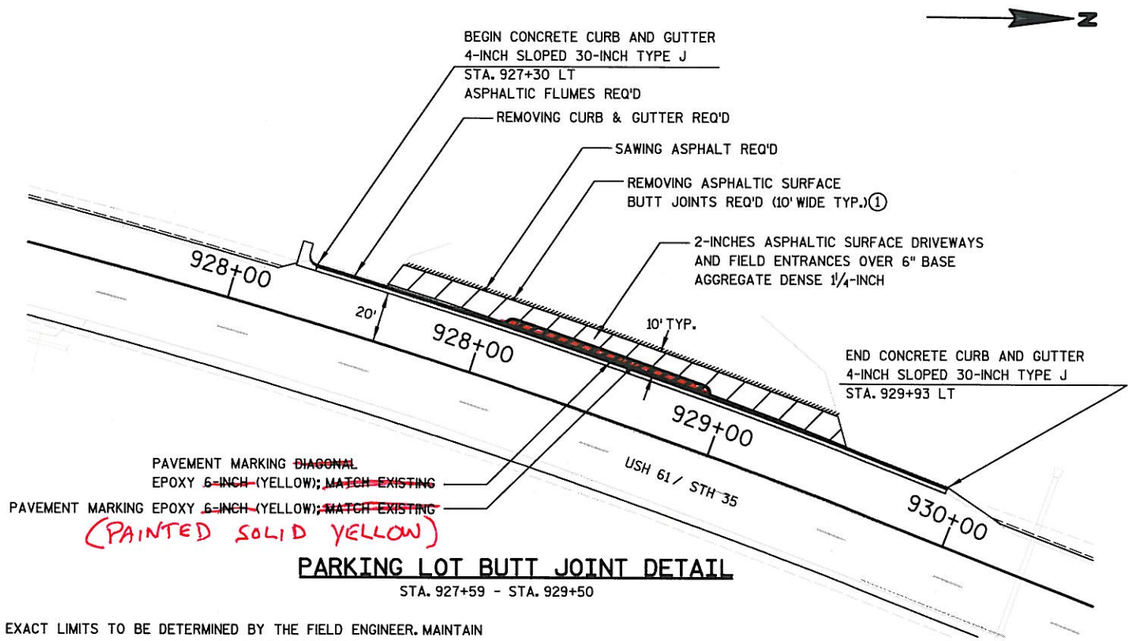


① EXACT LIMITS TO BE DETERMINED BY THE FIELD ENGINEER. MAINTAIN EXISTING DRAINAGE CHARACTERISTICS

PAVED DITCH BUTT JOINT DETAIL

STA. 912+36 - STA. 914+02

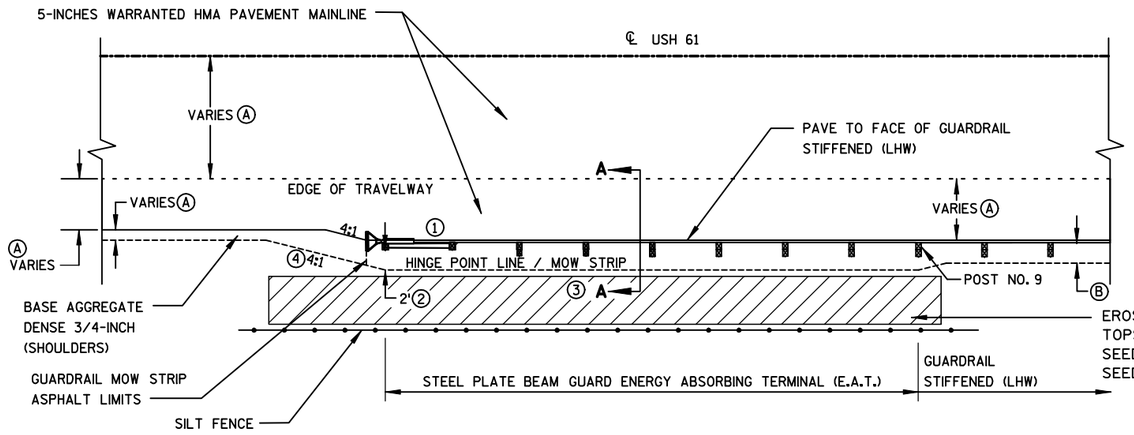
N

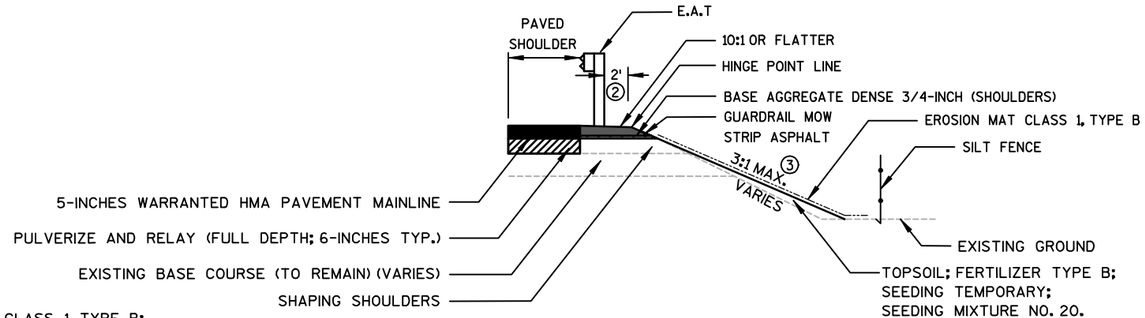


PARKING LOT BUTT JOINT DETAIL

STA. 927+59 - STA. 929+50

① EXACT LIMITS TO BE DETERMINED BY THE FIELD ENGINEER. MAINTAIN EXISTING PARKING LOT DRAINAGE CHARACTERISTICS





SECTION A-A

REFER TO MISCELLANEOUS QUANTITIES FOR ADDITIONAL GRADING, SHAPING AND FINISHING FOR BEAM GUARD ANCHORAGES INFORMATION INCLUDING ITEMS AND QUANTITIES FOR INFORMATION ONLY.

Ⓐ REFER TO TYPICAL SECTIONS FOR ADDITIONAL INFORMATION

Ⓑ BASE AGGREGATE DENSE 3/4-INCH WIDTH VARIES AT GUARDRAIL STIFFENED (LHW) LOCATIONS BASED ON EXISTING EMBANKMENT SLOPES. 2' BEHIND BACK-OF-BEAM GUARD POSTS DES./ 0' BEHIND BACK-OF-BEAM GUARD POSTS MIN.

MODIFICATIONS TO SDD STEEL PLATE BEAM GUARD ENERGY ABSORBING TERMINAL

① 0-FOOT E.A.T. FLARE AT THE TERMINAL ENDS

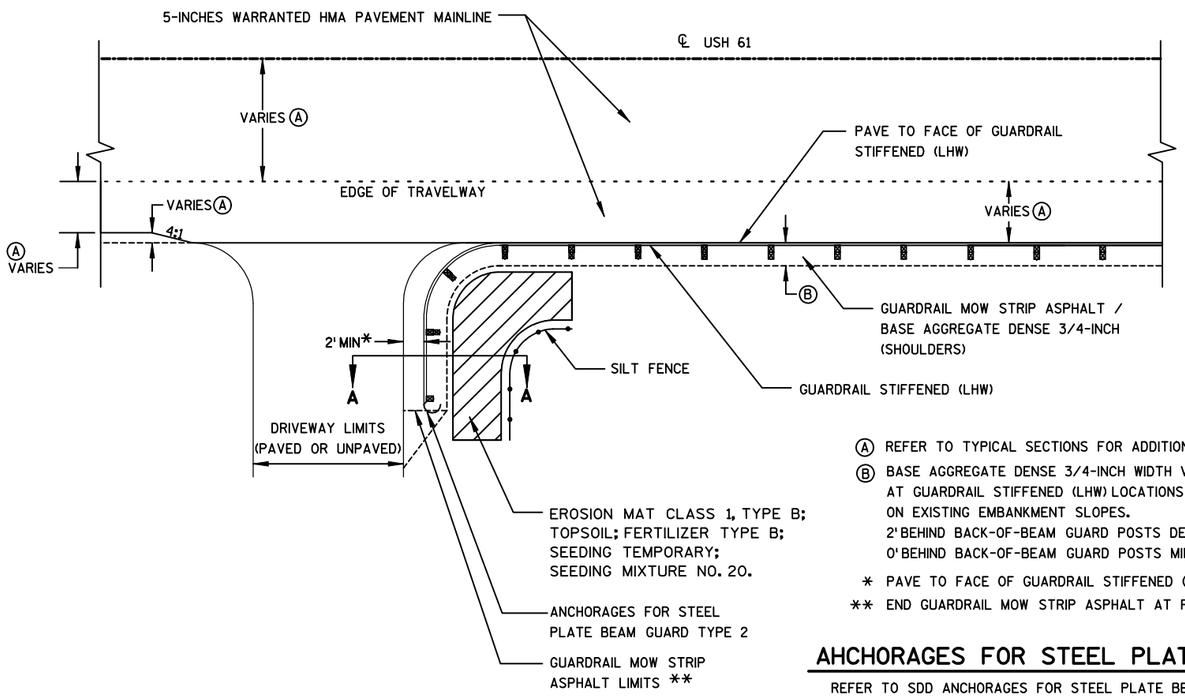
② HINGE POINT LOCATED 2 FEET BEHIND THE E.A.T. FOR 10:1 GRADING LIMITS

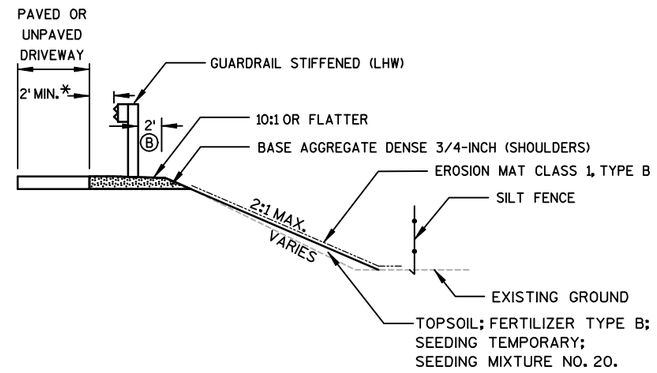
③ 3:1 EMBANKMENT SLOPE BEHIND HINGE POINT (MAX.)

④ 4:1 HINGE POINT TAPER

ENERGY ABSORBING TERMINAL (E.A.T.) DETAIL

REFER TO SDD STEEL PLATE BEAM GUARD ENERGY ABSORBING TERMINAL FOR ADDITIONAL INFORMATION.





SECTION A-A

REFER TO MISCELLANEOUS QUANTITIES FOR ADDITIONAL GRADING, SHAPING AND FINISHING FOR BEAM GUARD ANCHORAGES INFORMATION INCLUDING ITEMS AND QUANTITIES FOR INFORMATION ONLY.

Ⓐ REFER TO TYPICAL SECTIONS FOR ADDITIONAL INFORMATION

Ⓑ BASE AGGREGATE DENSE 3/4-INCH WIDTH VARIES AT GUARDRAIL STIFFENED (LHW) LOCATIONS BASED ON EXISTING EMBANKMENT SLOPES. 2' BEHIND BACK-OF-BEAM GUARD POSTS DES./ 0' BEHIND BACK-OF-BEAM GUARD POSTS MIN.

* PAVE TO FACE OF GUARDRAIL STIFFENED (LHW) AT PAVED DRIVEWAY LOCATIONS

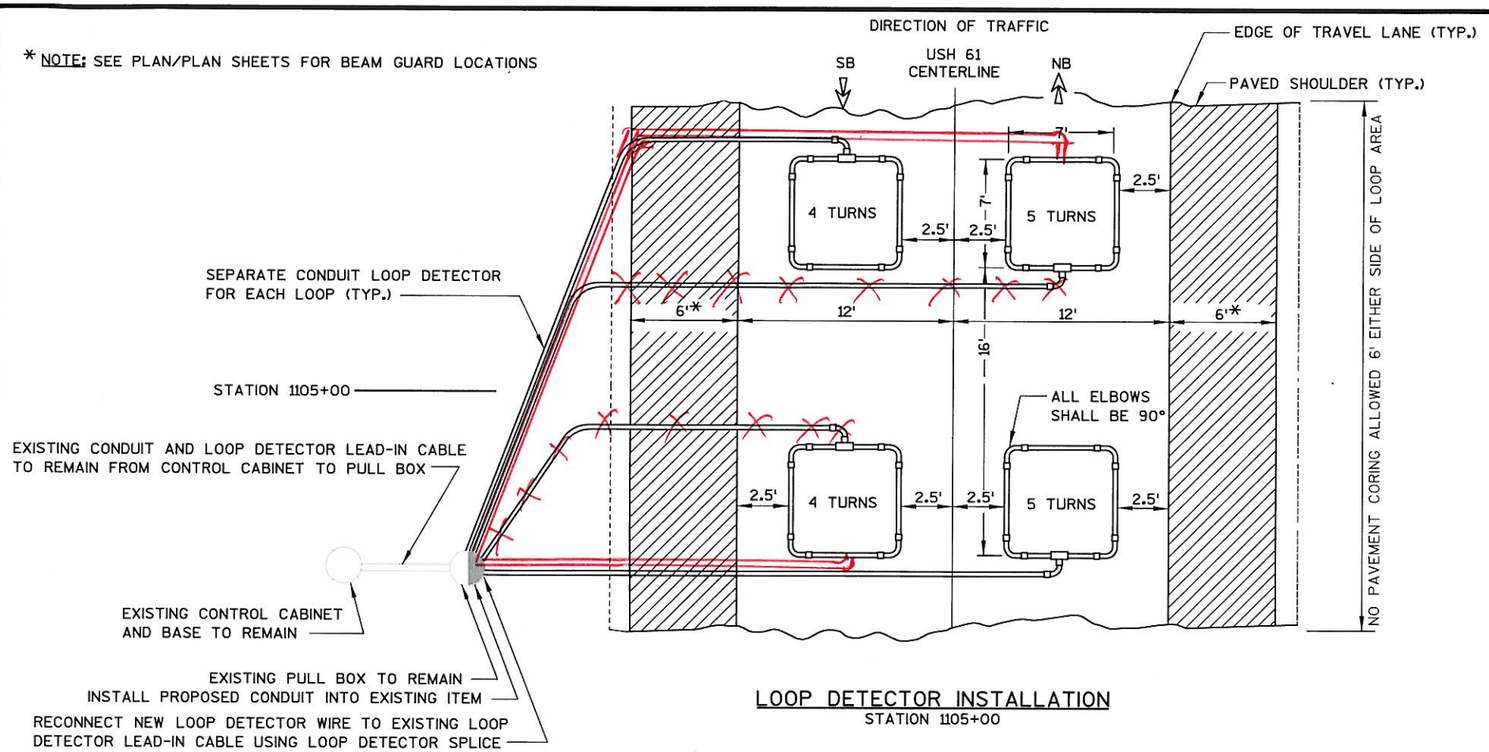
** END GUARDRAIL MOW STRIP ASPHALT AT FACE OF GUARDRAIL STIFFENED (LHW) AT UNPAVED DRIVEWAY LOCATIONS

AHCHORAGES FOR STEEL PLATE BEAM GUARD TYPE 2 DETAIL

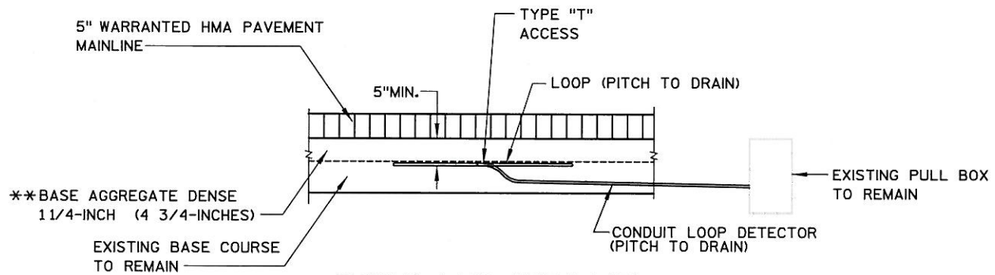
REFER TO SDD ANCHORAGES FOR STEEL PLATE BEAM GUARD TYPE 2 FOR ADDITIONAL INFORMATION.

2

* NOTE: SEE PLAN/PLAN SHEETS FOR BEAM GUARD LOCATIONS



LOOP DETECTOR INSTALLATION
STATION 1105+00



TYPICAL LOOP INSTALLATION
(CROSS SECTIONAL VIEW)

** THICKNESS BASED ON REMOVING ASPHALTIC SURFACE (4 3/4-INCHES). EXISTING ASPHALT THICKNESS IS APPROXIMATE AND IS BASED ON ROADWAY BORING INFORMATION.

GENERAL NOTES

NO TRANSVERSE SAW JOINTS OR PAVEMENT CORING IS ALLOWED 6-FEET EITHER SIDE OF THE LOOP AREA.

ALL LOOP INSTALLATIONS SHALL HAVE THE 1-INCH SCHEDULE 40 PVC CONDUIT PITCHED TO DRAIN TOWARD THE PULL BOX.

EACH LOOP CIRCUIT SHALL BE CONTINUOUS TO THE PULL BOX WITHOUT SPLICES AND FREE FROM GROUNDS. THE RESISTANCE TO GROUND SHALL BE INFINITY AS DETERMINED WITH A MEGGER.

ALL LOOPS TO HAVE THE NUMBER OF TURNS INDICATED ON DETAIL. LOOP WIRE SHALL BE NO. 12 AWG STRANDED COPPER TYPE USE WITH XLP INSTALLATION. THE TWO SINGLE CONDUCTOR STRANDED LOOP WIRES, FROM THE CONDUIT TO PULL BOX SHALL BE TWISTED AT A RATE OF THREE TURNS PER FOOT.

LOOPS SHALL BE INSTALLED IN THE BASE AGGREGATE DENSE, NOT THE PAVEMENT.

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

SPLICES OF LOOP WIRE TO LEAD-IN CABLE SHALL BE MADE ONLY IN THE PULL BOX WHICH IS NEAR THE EDGE OF THE ROAD. ALL SPLICES SHALL BE MADE AS SOON AS POSSIBLE AFTER THE WIRES ARE INSTALLED. THE PROPER SPLICE OF A TWO CONDUCTOR CABLE CONSISTS OF TWO SOLDERED JOINTS ENCLOSED IN SINGLE SPLICE KIT. EACH SOLDERED CONNECTION SHALL BE INSULATED FROM ONE ANOTHER. ALL SPLICES SHALL BE MADE WITH EPOXY TYPE SPLICE KITS SUCH AS (3M 82A1) OR APPROVED EQUAL.

IF A SPLICE TO THE LEAD-IN WIRE CANNOT BE MADE THE SAME DAY THAT THE LOOP WIRE OR LEAD-IN CABLE IS INSTALLED, THE WIRE/CABLE ENDS SHALL BE SEALED WITH TAR, 3M SCOTCHKOTE, OR APPROVED EQUAL TO KEEP WATER OUT OF THE INSULATING JACKET OF THE WIRE.

DETECTOR LEADS SHALL BE IDENTIFIED WITH THEIR ASSOCIATED LOOP BY USE OF WATER PROOF TAGS IN THE PULL BOX AND CABINET.

A COMPLETE "AS BUILT" WIRING DIAGRAM SHOWING LOOP CONNECTIONS AND LEAD-IN CABLES SHALL BE PROVIDED TO STEVEN MCGOVERN, WISCONSIN DOT, TEL. 608-785-9073, UPON COMPLETION OF THE SYSTEM INSTALLATION.

ITEM DESCRIPTION	QUANTITY
CONDUIT LOOP DETECTOR	~~305~~ LF
LOOP DETECTOR WIRE	~~920~~ LF
TYPE "T" ACCESS (INCIDENTAL TO CONDUIT)	4 EACH
INSTALL PROPOSED CONDUIT INTO EXISTING ITEM	1 EACH
LOOP DETECTOR SPLICE	4 EACH

* THESE ITEMS & QUANTITIES ARE INCLUDED IN THE MISCELLANEOUS QUANTITY LISTING.

LEGEND

"T" ACCESS

PULL BOX 24" X 36"

CONTROL CABINET BASE

PROJECT NO: 1650-06-71	HWY: USH 61	COUNTY: GRANT	ATR - 22-6121 LOOP DETECTOR INSTALLATION (STA. 1105+00)	SHEET 23	E

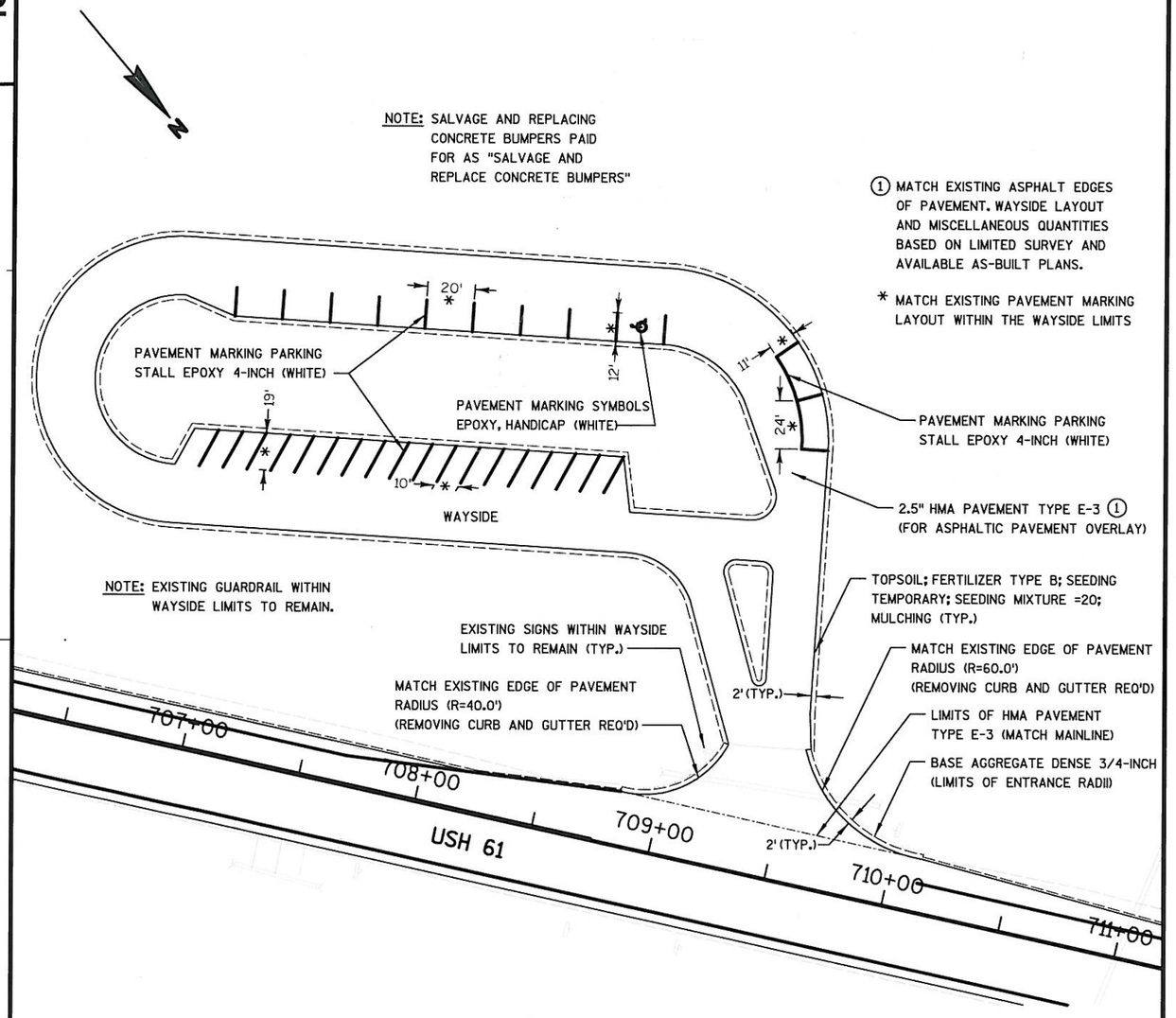
2

EXISTING MAINLINE PAVEMENT TAPERS FOR USH 61 (LT)						
BEGIN STA	BEGIN WIDTH	END STA	END WIDTH	OVERALL LENGTH	REMARKS	CURVE/TANGENT
461+77	18.8	464+27	28.0	250	TRUCK CLIMB LANE	CURVE
468+93	24.4	469+37	31.5	44	INTERSECTION	TANGENT
470+61	29.2	471+38	24.6	77	INTERSECTION	TANGENT
562+66	28.0	565+16	17.0	250	TRUCK CLIMB LANE	TANGENT
688+42	17.0	688+78	22.5	36	CURB TAPER	TANGENT
694+92	20.2	695+46	16.0	54	INTERSECTION	TANGENT
708+23	17.0	708+83	22.5	61	INTERSECTION	TANGENT
710+13	22.3	711+29	17.0	116	INTERSECTION	TANGENT
714+35	17.0	714+65	20.0	30	INTERSECTION	TANGENT
716+02	20.0	716+47	17.0	45	INTERSECTION	TANGENT
734+85	17.0	735+13	20.0	28	INTERSECTION	TANGENT
736+39	20.0	736+84	17.0	45	INTERSECTION	TANGENT
773+05	17.0	773+51	20.0	45	TRANSITION TO TOWN	CURVE
831+31	20.0	834+97	28.0	366	TRUCK CLIMB LANE	CURVE
837+70	28.0	838+39	36.6	70	INTERSECTION	TANGENT
839+83	33.3	840+57	28.0	74	INTERSECTION	TANGENT
873+77	24.0	875+27	17.0	150	TRUCK CLIMB LANE	CURVE
879+94	18.0	880+29	21.5	35	INTERSECTION	TANGENT
881+23	21.1	881+75	18.0	52	INTERSECTION	TANGENT
908+07	18.0	908+26	20.0	19	INTERSECTION	TANGENT
909+12	20.0	909+52	17.0	40	INTERSECTION	TANGENT
927+16	17.0	927+22	20.9	6	CURB TAPER	TANGENT
929+93	22.5	930+18	17.0	25	CURB TAPER	TANGENT
936+37	17.0	936+51	22.5	14	CURB TAPER	TANGENT
939+62	22.5	940+17	17.0	55	CURB TAPER	TANGENT
1035+85	17.0	1036+10	23.1	25	INTERSECTION	TANGENT
1037+25	24.1	1037+59	18.0	34	INTERSECTION	TANGENT
1116+15	17.0	1116+51	22.5	35	INTERSECTION	TANGENT
1169+15	17.0	1169+49	23.2	34	INTERSECTION	TANGENT
1170+71	23.0	1171+17	17.0	45	INTERSECTION	TANGENT
1279+37	17.0	1291+32	38.5	1195	STH 81	CURVE
1293+33	38.7	1299+28	16.0	595	STH 81	CURVE
1304+42	15.5	1304+57	17.0	15	SHOULDER WIDENING	TANGENT
1306+95	17.0	1308+95	25.0	200	BYPASS LANE	TANGENT
1311+45	25.0	1312+79	17.0	134	BYPASS LANE	TANGENT
1325+14	17.0	1327+14	25.0	200	BYPASS LANE	CURVE
1329+64	25.0	1330+97	17.0	134	BYPASS LANE	CURVE
1366+57	17.0	1367+05	23.1	48	INTERSECTION	TANGENT
1382+37	17.0	1382+87	26.3	50	CURB TAPER	TANGENT
1394+20	20.0	1394+92	23.2	72	END OF PROJECT	CURVE

EXISTING MAINLINE PAVEMENT TAPERS FOR USH 61 (RT)						
BEGIN STA	BEGIN WIDTH	END STA	END WIDTH	OVERALL LENGTH	REMARKS	CURVE/TANGENT
478+19	17.0	478+56	23.0	37	CURB TAPER	TANGENT
483+51	23.0	484+72	17.0	120	CURB TAPER	TANGENT
637+47	17.0	639+97	28.0	250	TRUCK CLIMB LANE	TANGENT
739+81	28.1	742+86	17.0	305	TRUCK CLIMB LANE	TANGENT
772+66	17.0	773+66	21.7	99	INTERSECTION	TANGENT
807+01	22.8	807+42	20.0	41	INTERSECTION	TANGENT
836+93	20.0	837+59	23.8	66	BYPASS LANE	CURVE
841+72	25.7	844+72	17.0	300	BYPASS LANE	CURVE
869+68	17.1	870+23	24.3	55	INTERSECTION	TANGENT
879+88	18.0	880+27	20.0	40	INTERSECTION	TANGENT
881+27	20.0	881+57	17.0	30	INTERSECTION	TANGENT
887+37	17.0	888+70	28.0	133	TRUCK CLIMB LANE	TANGENT
948+72	28.0	955+08	22.0	635	TRUCK CLIMB LANE	CURVE
957+08	22.0	960+94	23.0	386	INTERSECTION	CURVE
962+06	23.7	962+74	17.0	68	INTERSECTION	TANGENT
980+54	18.0	982+70	21.8	215	INTERSECTION	TANGENT
983+99	23.8	984+59	17.0	60	INTERSECTION	TANGENT
1086+51	17.0	1086+66	20.7	15	CURB TAPER	TANGENT
1090+04	22.7	1090+50	17.0	46	CURB TAPER	TANGENT
1115+99	17.0	1116+45	20.0	45	INTERSECTION	TANGENT
1117+37	20.0	1117+67	17.0	30	INTERSECTION	TANGENT
1142+09	15.8	1142+89	23.6	80	INTERSECTION	TANGENT
1144+13	22.9	1144+42	17.0	29	INTERSECTION	TANGENT
1276+28	17.0	1278+78	27.0	250	RIGHT TURN FOR STH 81	TANGENT
1295+25	53.2	1305+09	20.0	984	LANE MERGE FROM STH 81	CURVE
1310+63	28.1	1311+52	17.0	89	INTERSECTION	TANGENT
1323+69	17.0	1325+48	24.0	179	INTERSECTION R-TURN	CURVE
1328+94	28.9	1329+57	18.0	62	INTERSECTION	TANGENT
1381+33	17.0	1381+83	24.6	50	CURB TAPER	TANGENT
1393+35	20.0	1394+92	27.0	157	END OF PROJECT	CURVE

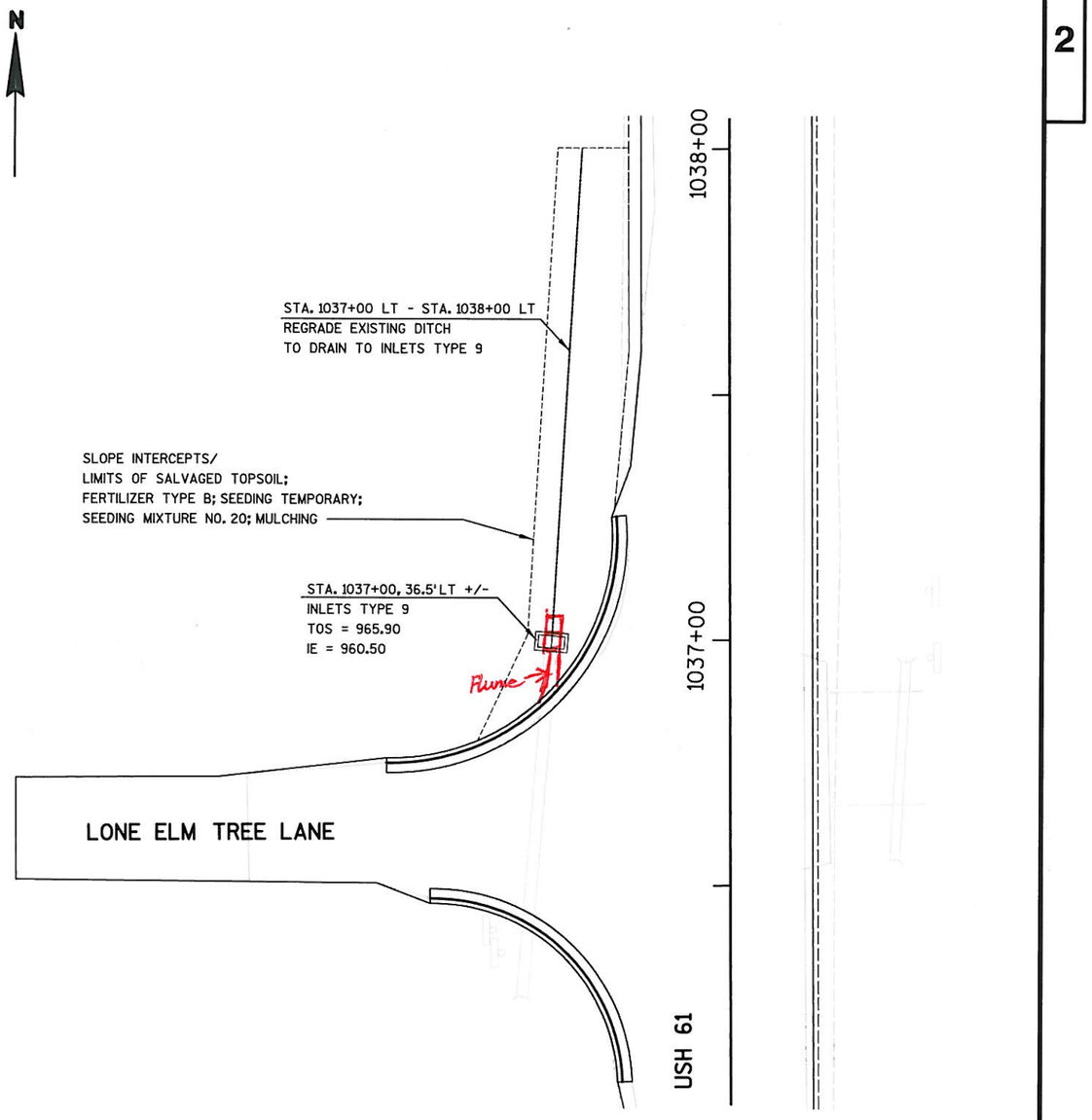
NOTE: EXISTING MAINLINE TAPER TABLES FOR INFORMATION ONLY.
REESTABLISHING EXISTING MAINLINE TAPERS PAID FOR AS CONSTRUCTION STAKING EXISTING TAPERS.

2



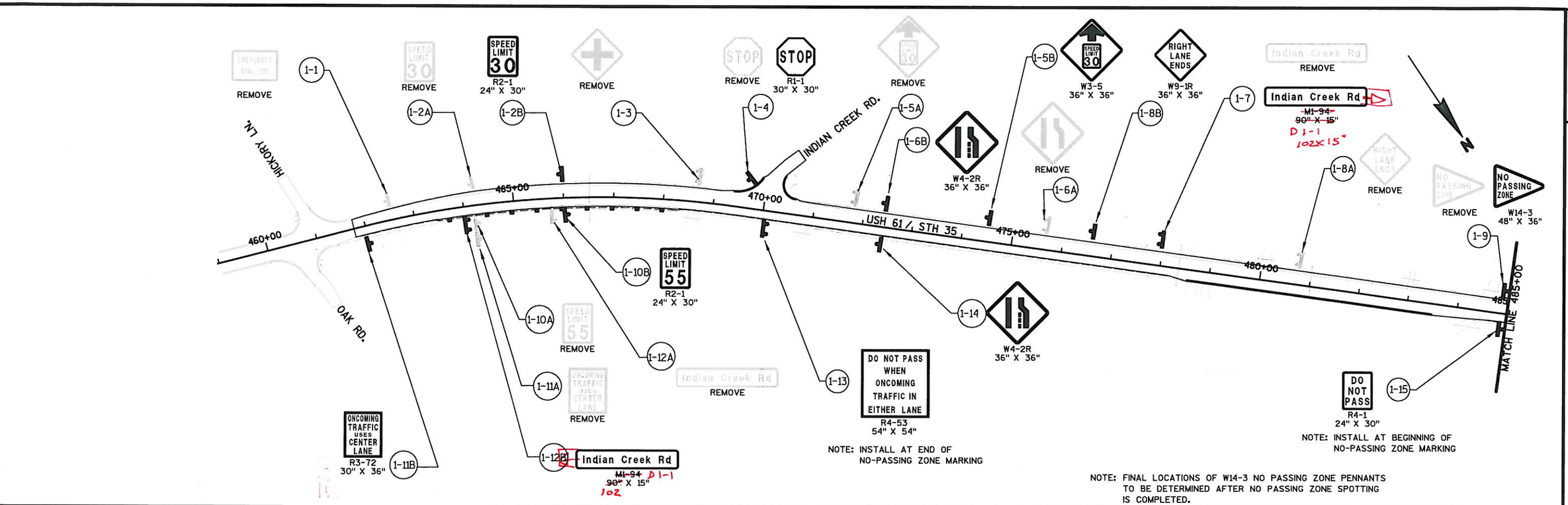
WAYSIDE PAVING AND PAVEMENT MARKING DETAIL

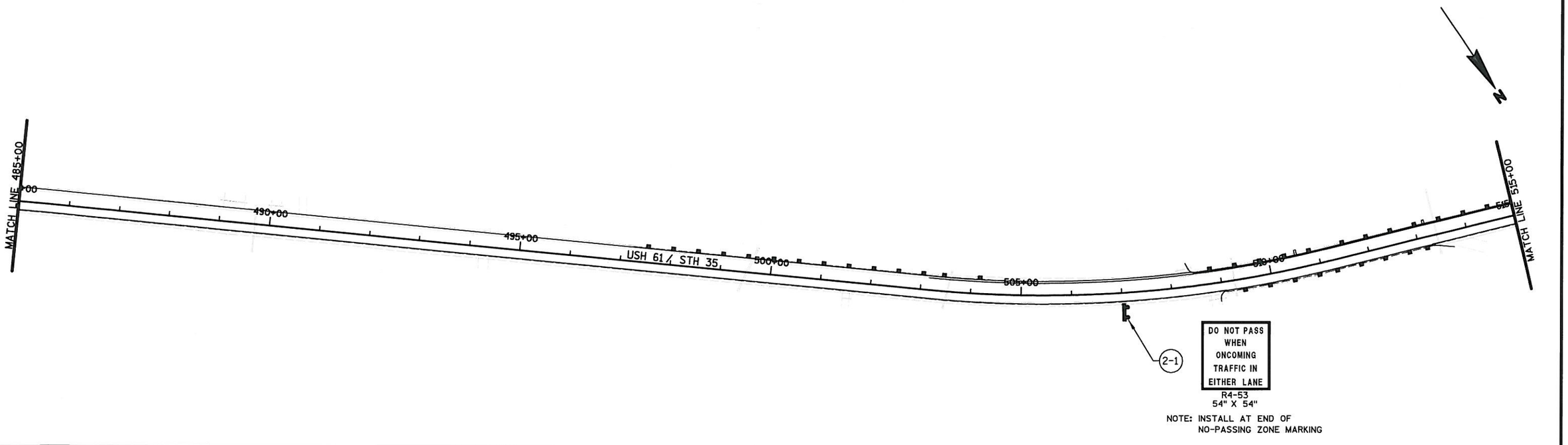
STA. 709+39 LT



INLET TYPE 9 INSTALLATION DETAIL-LONE ELM TREE LANE

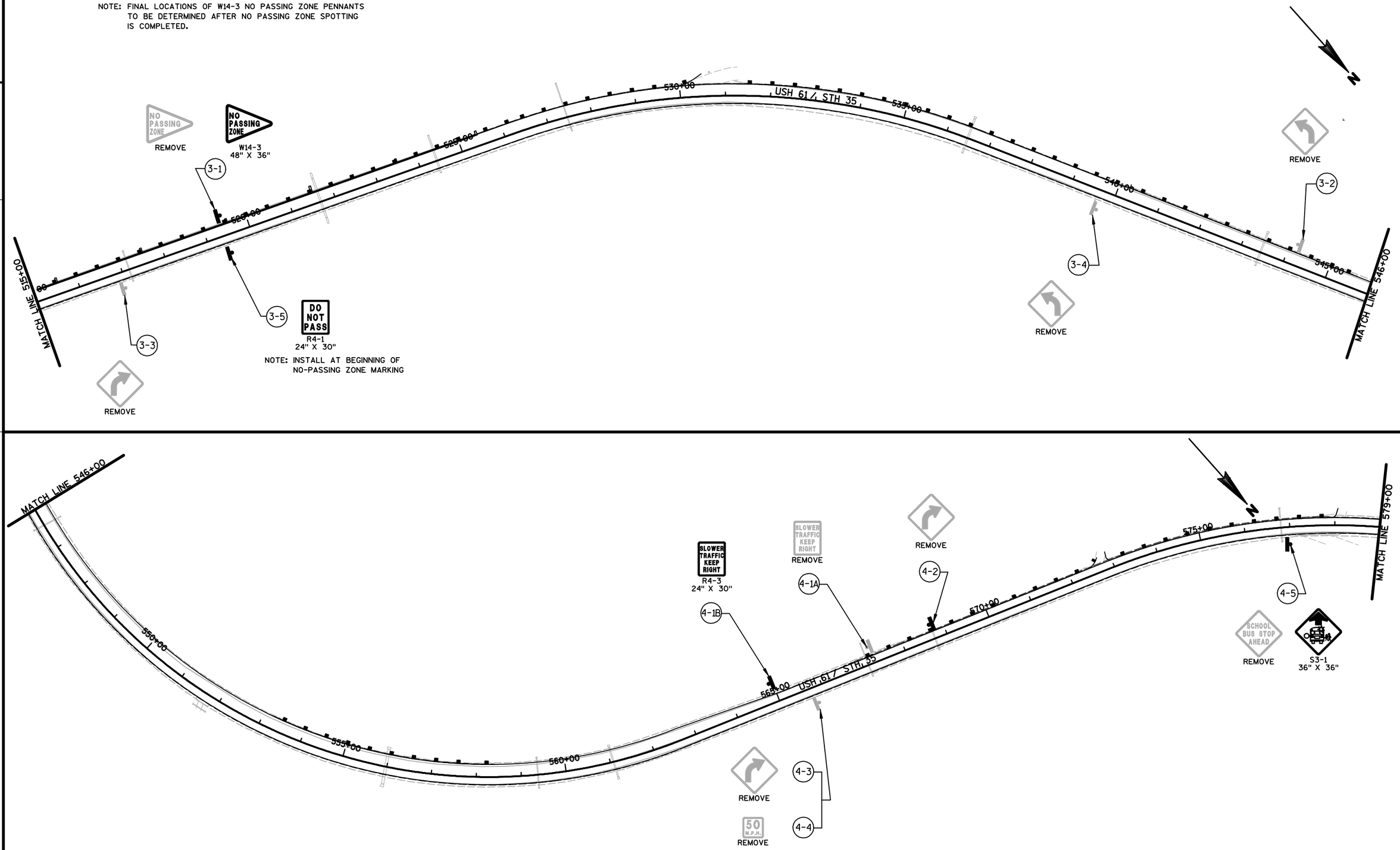
STA. 1037+00, 36.5'LT +/-





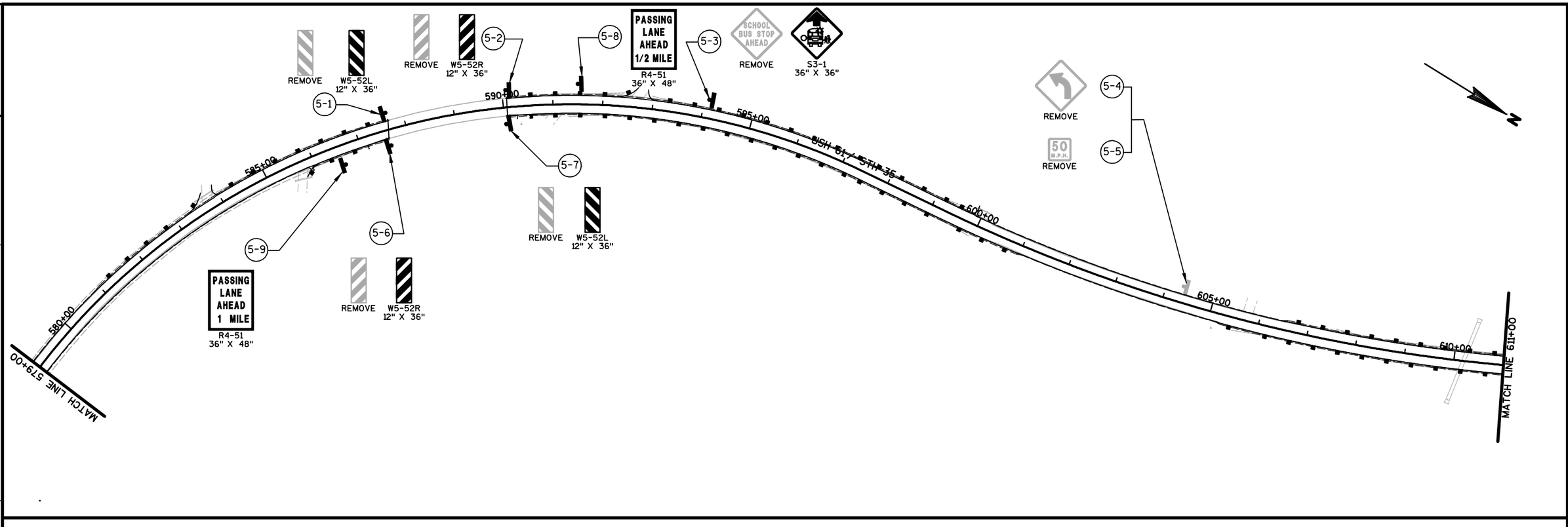
PROJECT NO: 1650-06-71	HWY: USH 61	COUNTY: GRANT	PERMANENT SIGNING	SHEET 26	E

NOTE: FINAL LOCATIONS OF W14-3 NO PASSING ZONE PENNANTS TO BE DETERMINED AFTER NO PASSING ZONE SPOTTING IS COMPLETED.

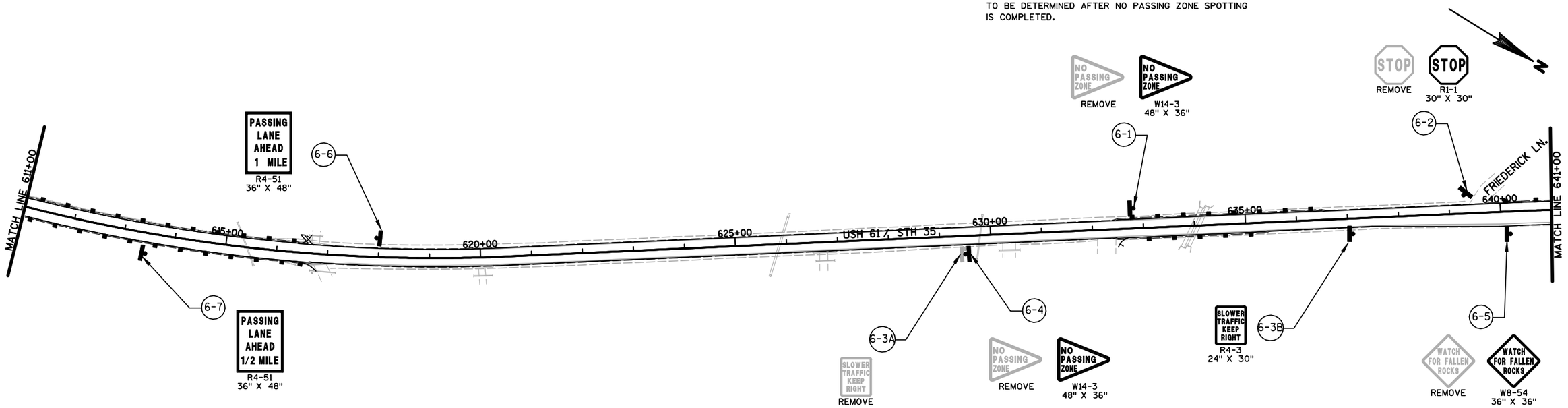


PROJECT NO: 1650-06-71	HWY: USH 61	COUNTY: GRANT	PERMANENT SIGNING	SHEET	E

FILE NAME : s:\mad\1000--1099\1089\319\micros\0601\023202_ps.dgn PLOT DATE : 10/29/2010 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

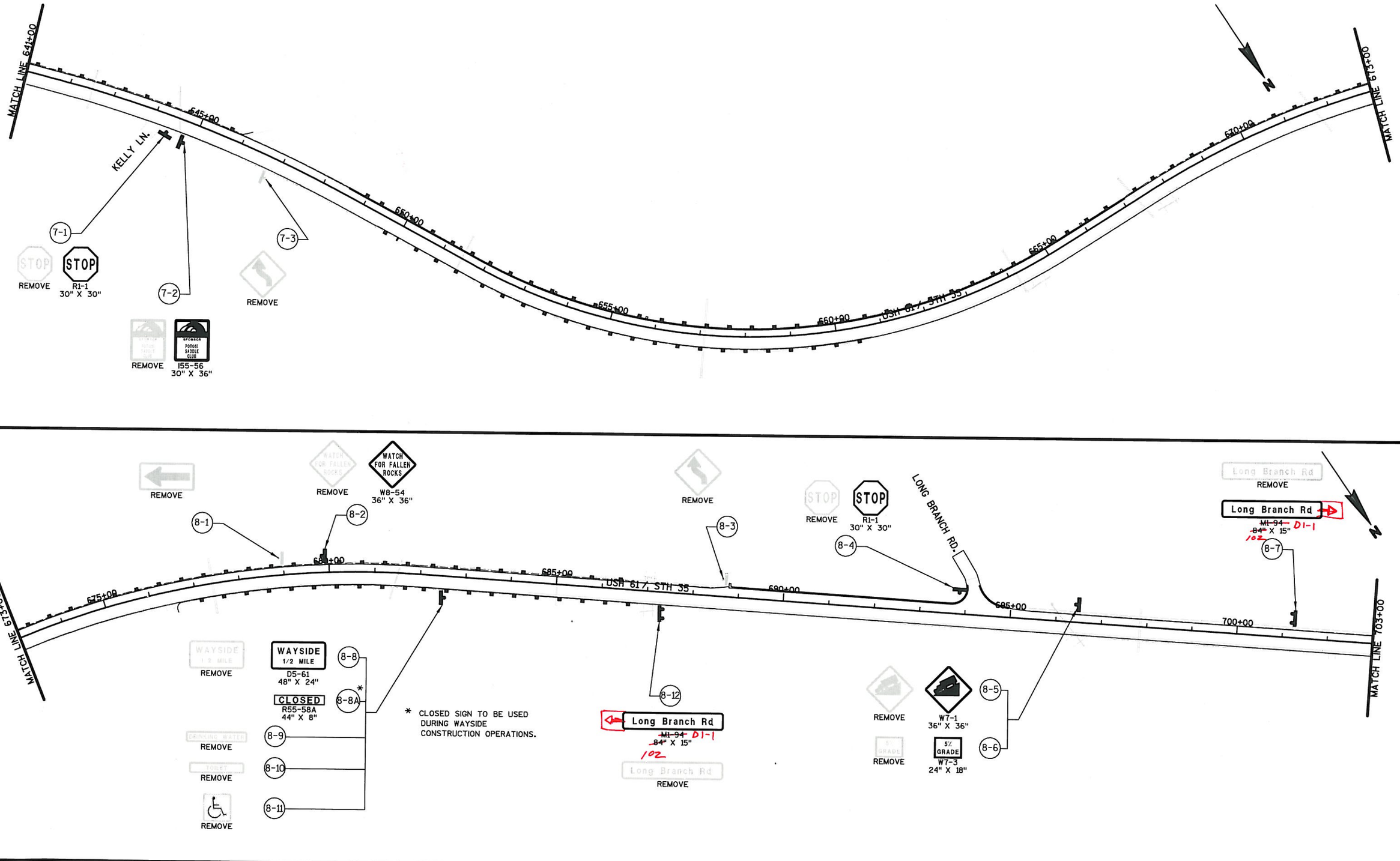


NOTE: FINAL LOCATIONS OF W14-3 NO PASSING ZONE PENNANTS TO BE DETERMINED AFTER NO PASSING ZONE SPOTTING IS COMPLETED.



PROJECT NO: 1650-06-71	HWY: USH 61	COUNTY: GRANT	PERMANENT SIGNING	SHEET	E

FILE NAME : s:\mad\1000--1099\1089\319\micros\0601\023203_ps.dgn PLOT DATE : 10/29/2010 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42



PROJECT NO: 1650-06-71	HWY: USH 61	COUNTY: GRANT	PERMANENT SIGNING	SHEET 29	E

FILE NAME : s:\mad\1000--1099\1089\319\micros\0601\023204_ps.dgn
PLOT DATE : 10/29/2010
PLOT BY : _username_
PLOT NAME :
PLOT SCALE : $$.....plotscale.....$$
WISDOT/CADDS SHEET 42

NOTE: EXISTING WAYSIDE SIGNS TO REMAIN

DO NOT PASS R4-1 24" X 30" (9-10)

STOP R1-1 30" X 30" (9-1) — REMOVE

WAYSIDE ENTRANCE

WAYSIDE → D5-62R 48" X 24" — REMOVE

CLOSED R55-58A 44" X 8" (9-2)

9-2A * CLOSED SIGN TO BE USED DURING WAYSIDE CONSTRUCTION OPERATIONS.

STOP R1-1 30" X 30" (9-3) — REMOVE

RIVER LANE RD.

DO NOT PASS WHEN ONCOMING TRAFFIC IN EITHER LANE R4-53 54" X 54"

NOTE: INSTALL AT END OF NO-PASSING ZONE MARKING

9-11

River Lane Rd ~~M1-94~~ 78" X 15" (9-4) D1-1 96 — REMOVE

Sign Added.

W2-2 36"X30"

W4-2R 36" X 36" (9-12)

MATCH LINE 703+00

705+00

710+00

715+00

720+00

USH 61 / STH 35

725+00

730+00

MATCH LINE 733+00

River Lane Rd ~~M1-94~~ 78" X 15" (9-6B) D1-1 96

NO PASSING ZONE — REMOVE (9-5)

River Lane Rd — REMOVE

9-6A

9-7

WAYSIDE ← — REMOVE

WAYSIDE ← D5-62L 48" X 24"

9-7A * CLOSED R55-58A 44" X 8"

NO PASSING ZONE W14-3 48" X 36"

NOTE: FINAL LOCATIONS OF W14-3 NO PASSING ZONE PENNANTS TO BE DETERMINED AFTER NO PASSING ZONE SPOTTING IS COMPLETED.

RIGHT LANE ENDS — REMOVE (9-8A)

RIGHT LANE ENDS W9-1R 36" X 36" (9-8B)

9-9A

9-9B

W4-2R 36" X 36"

REMOVE

WAYSIDE 1/2 MILE — REMOVE

WAYSIDE 1/2 MILE D5-61 48" X 24" (10-1)

CLOSED R55-58A 44" X 8" (10-1A) *

DRINKING WATER — REMOVE (10-2)

TOILET — REMOVE (10-3)

REMOVE (10-4)

TOBINS EIGHTY LN.

MATCH LINE 731+00

735+00

740+00

745+00

750+00

USH 61 / STH 35

755+00

760+00

MATCH LINE 763+00

STOP — REMOVE

STOP R1-1 30" X 30" (10-5)

REMOVE (10-6A)

SPONSOR POTOSI SADDLE CLUB 155-56 30" X 36" (10-6B)

ONCOMING TRAFFIC USES CENTER LANE R3-72 30" X 36" (10-7B)

ONCOMING TRAFFIC USES CENTER LANE — REMOVE (10-7A)

REDUCED SPEED AHEAD — REMOVE (10-12A)

40 MPH — REMOVE (10-13)

SPEED LIMIT 40 W3-5 36" X 36" (10-12B)

SPEED LIMIT 55 — REMOVE

SPEED LIMIT 55 R2-1 24" X 30" (10-8)

10-14 — REMOVE

SPEED LIMIT 40 R2-1 24" X 30" (10-15)

SPEED LIMIT 40 — REMOVE

ABING LN.

10-9

REMOVE

SPONSOR POTOSI - TENTOWN CHAMBER OF COMMERCE 155-56 30" X 36"

10-10

STOP — REMOVE

STOP R1-1 30" X 30"

10-11

NO PASSING ZONE — REMOVE

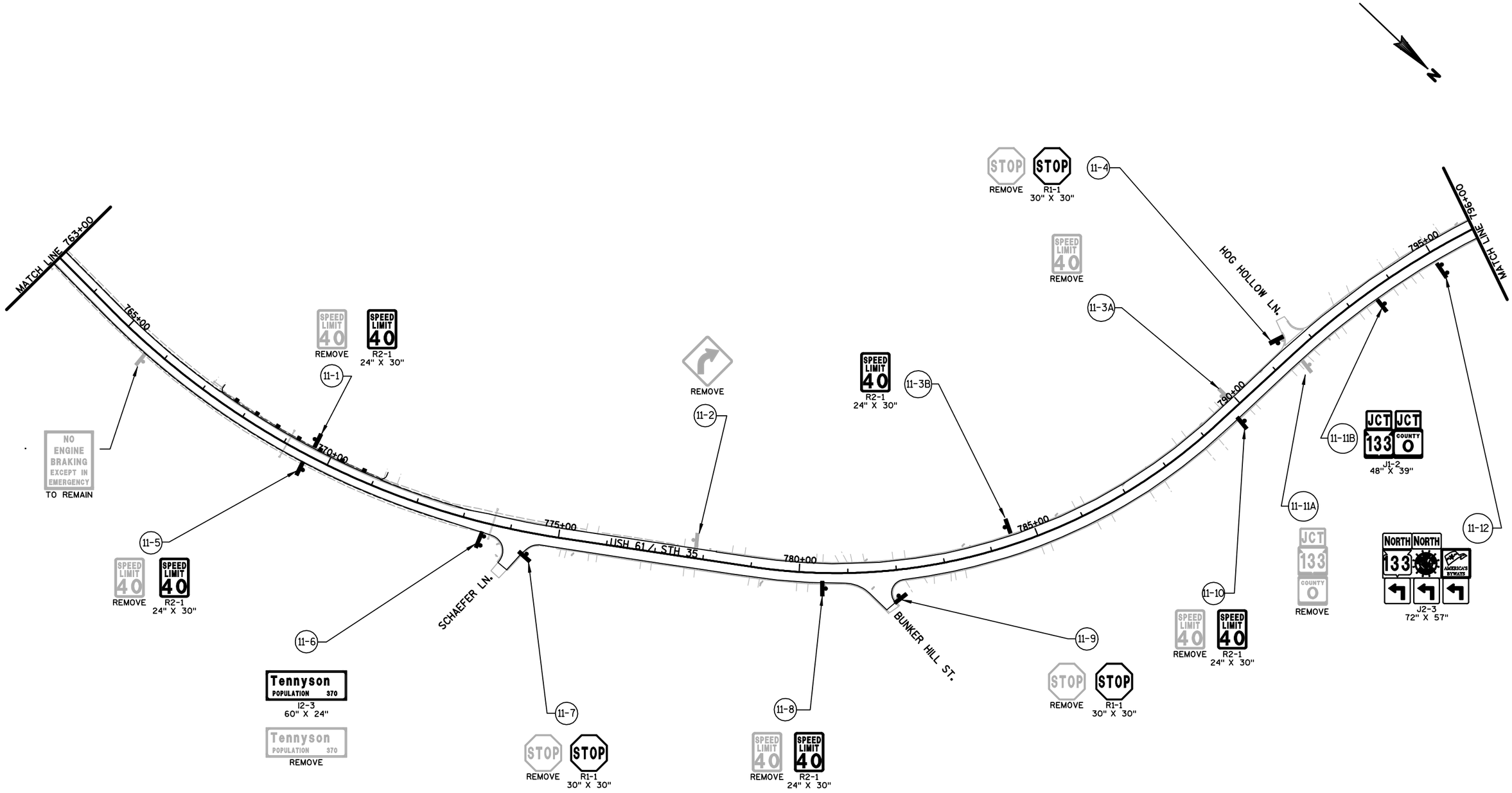
NO PASSING ZONE W14-3 48" X 36"

NOTE: FINAL LOCATIONS OF W14-3 NO PASSING ZONE PENNANTS TO BE DETERMINED AFTER NO PASSING ZONE SPOTTING IS COMPLETED.

PROJECT NO: 1650-06-71	HWY: USH 61	COUNTY: GRANT	PERMANENT SIGNING	SHEET 30	E

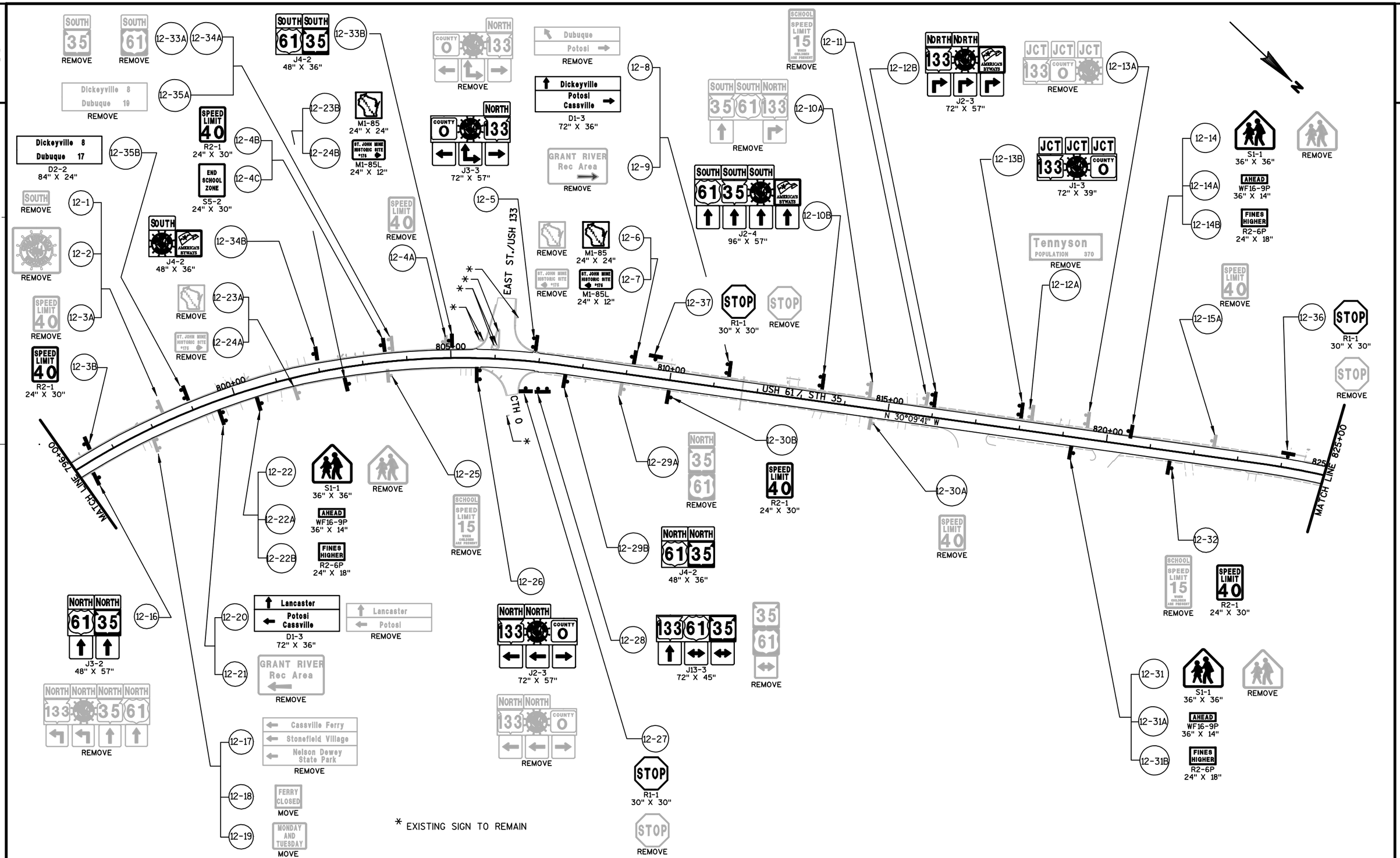
FILE NAME : s:\mad\1000--1099\1089\319\micros\0601\023205_ps.dgn PLOT DATE : 10/29/2010 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

2



PROJECT NO: 1650-06-71	HWY: USH 61	COUNTY: GRANT	PERMANENT SIGNING	SHEET	E

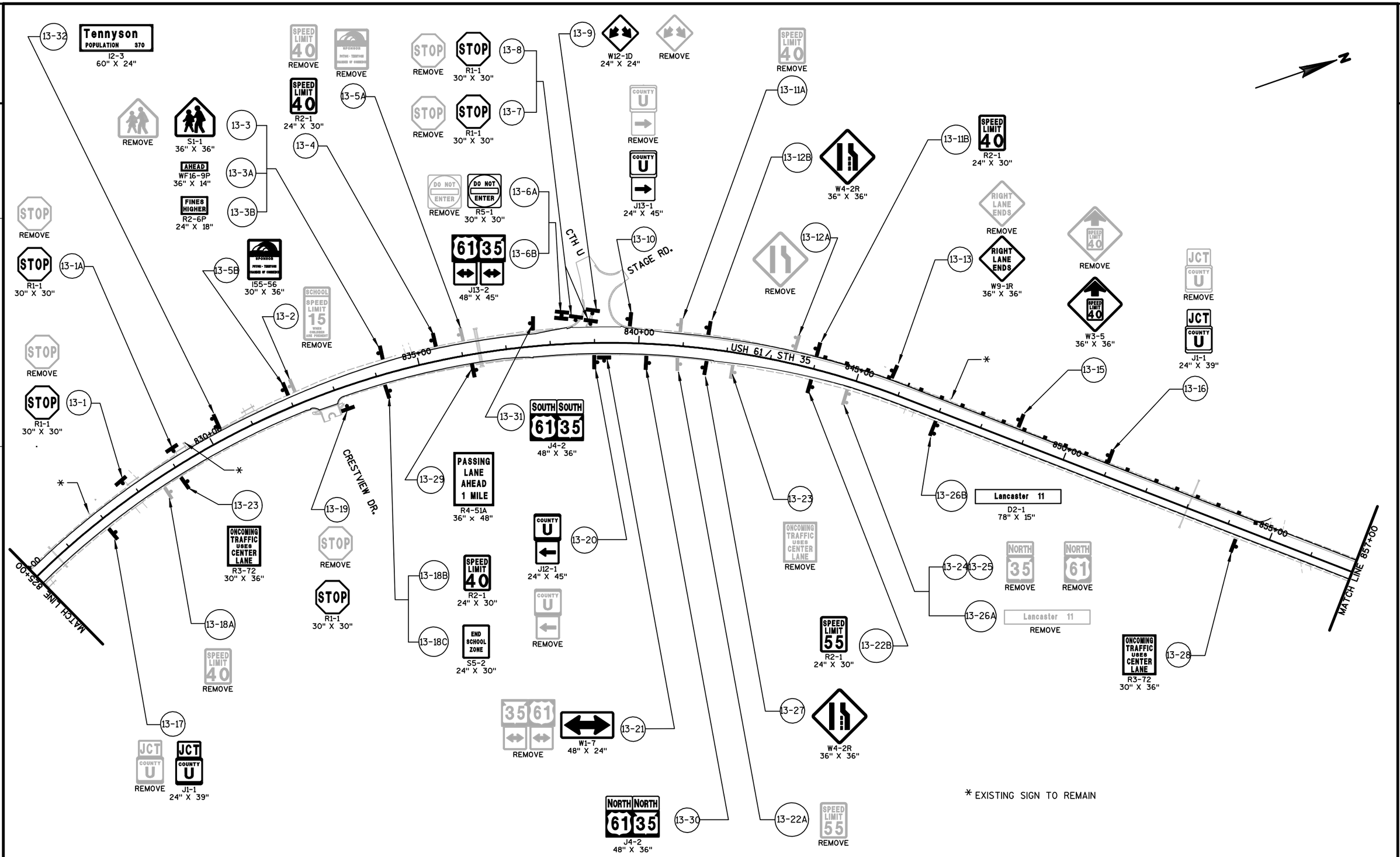
FILE NAME : s:\mad\1000--1099\1089\319\micros\0601\023206_ps.dgn PLOT DATE : 10/29/2010 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42



PROJECT NO: 1650-06-71	HWY: USH 61	COUNTY: GRANT	PERMANENT SIGNING	SHEET	E

FILE NAME : s:\mad\1000--1099\1089\319\micros\0601\023206a_ps.dgn PLOT DATE : 10/29/2010 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

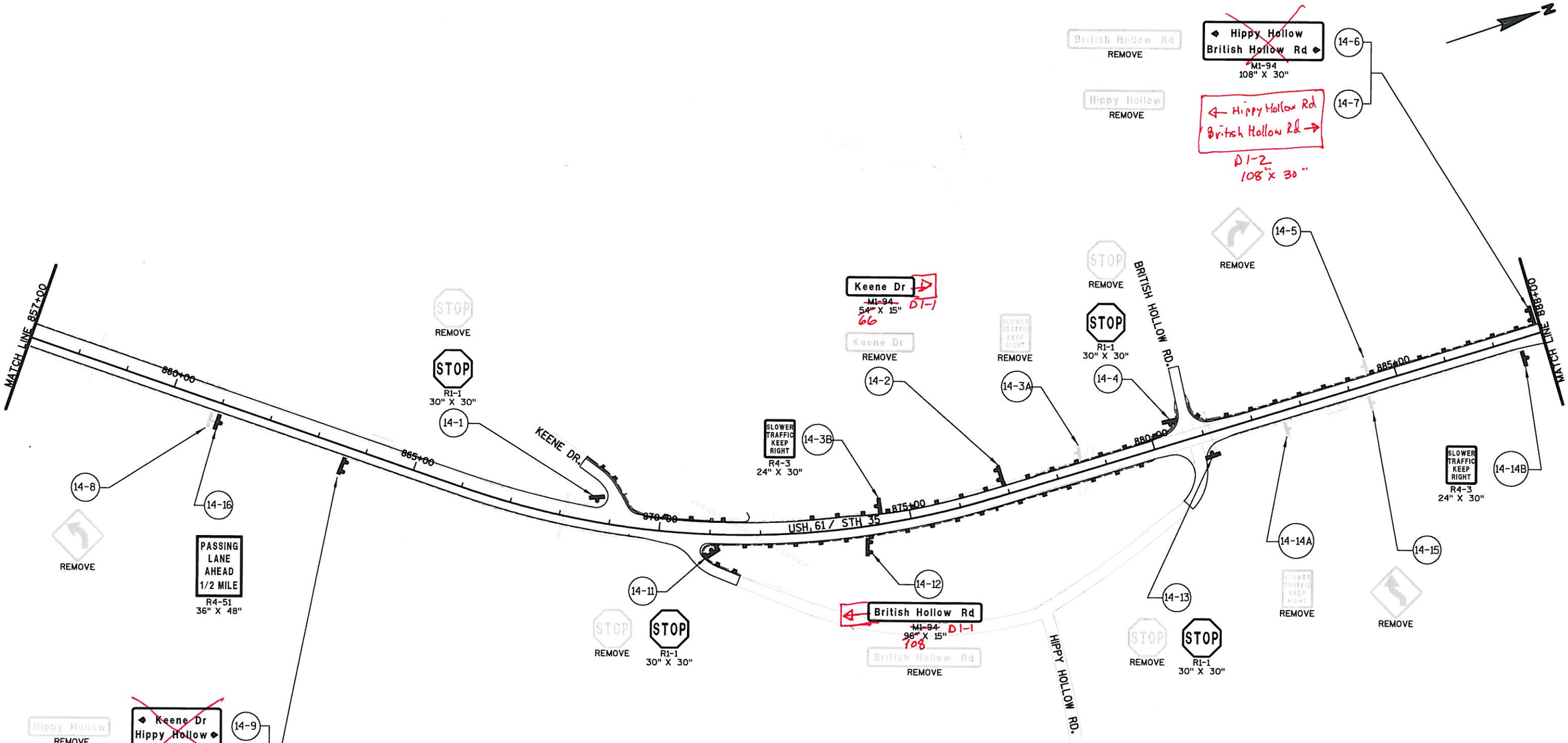
WISDOT/CADDS SHEET 42



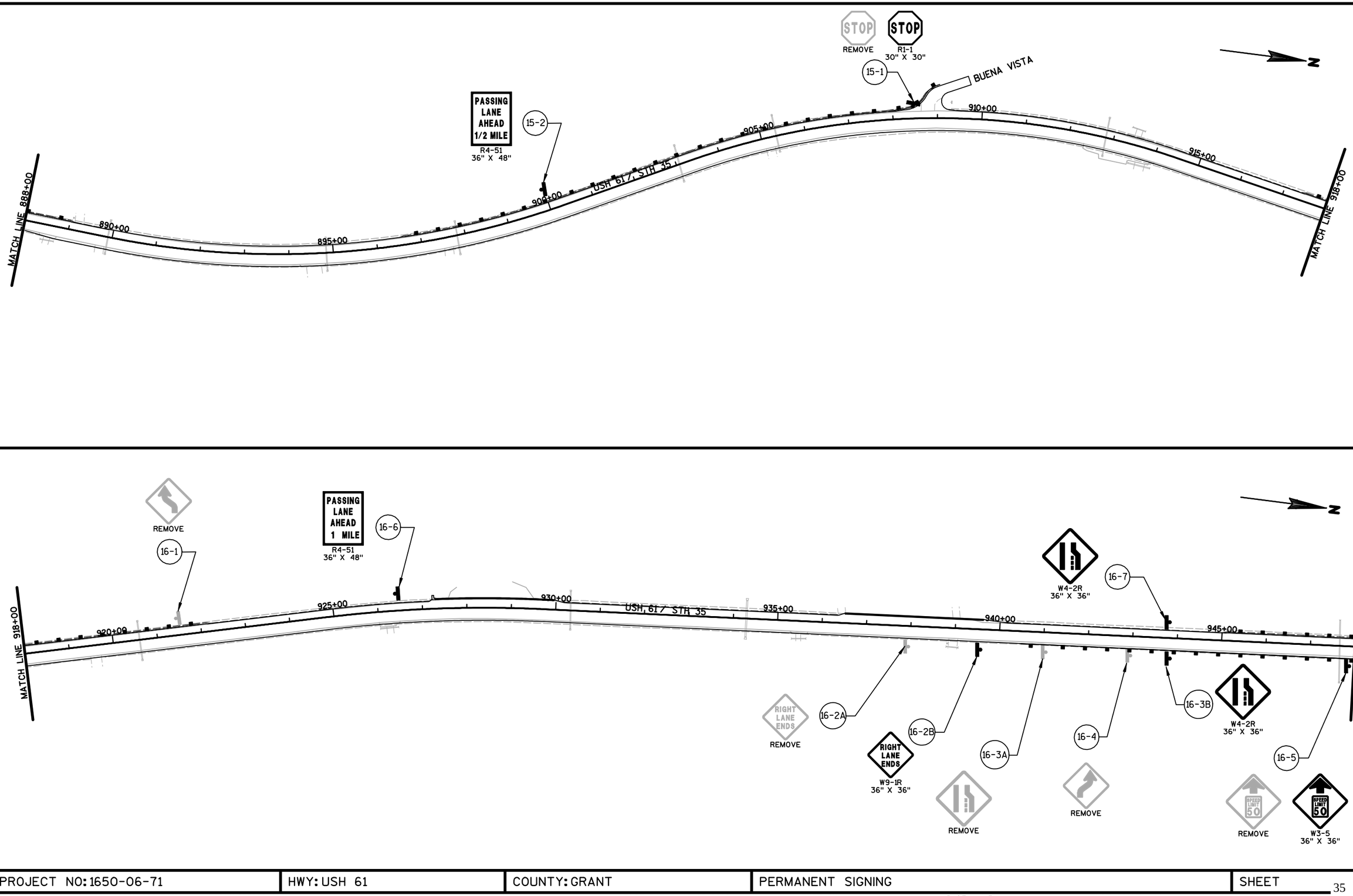
PROJECT NO: 1650-06-71	HWY: USH 61	COUNTY: GRANT	PERMANENT SIGNING	SHEET	E

FILE NAME : s:\mad\1000--1099\1089\319\micros\0601\023207_ps.dgn PLOT DATE : 10/29/2010 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

2



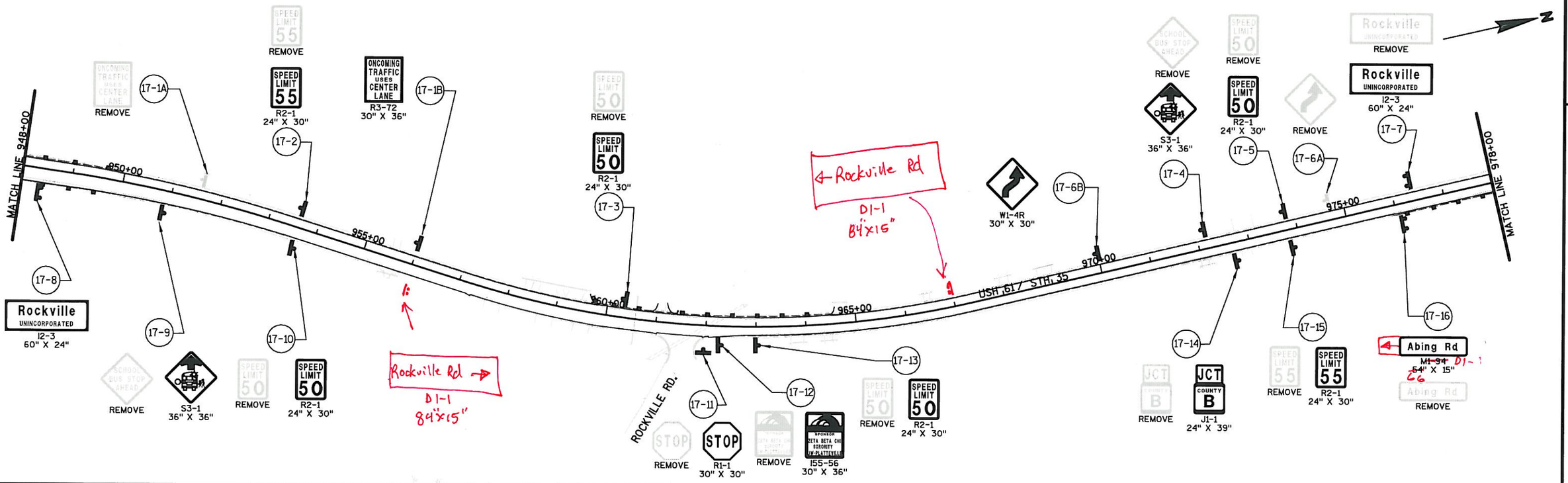
PROJECT NO: 1650-06-71	HWY: USH 61	COUNTY: GRANT	PERMANENT SIGNING	SHEET 34	E

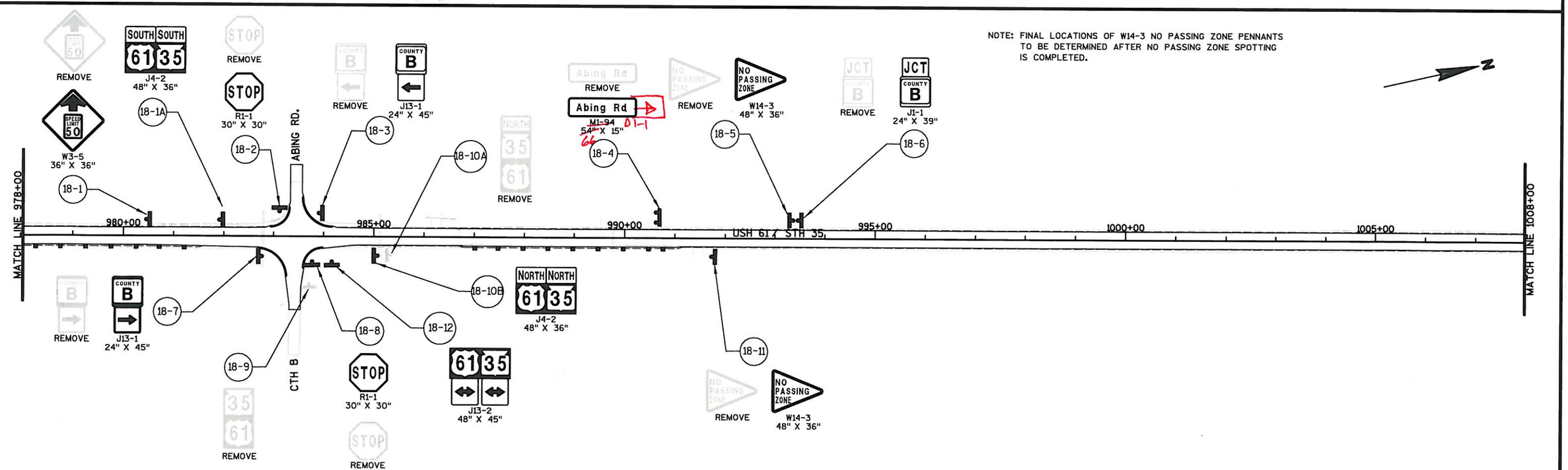


2

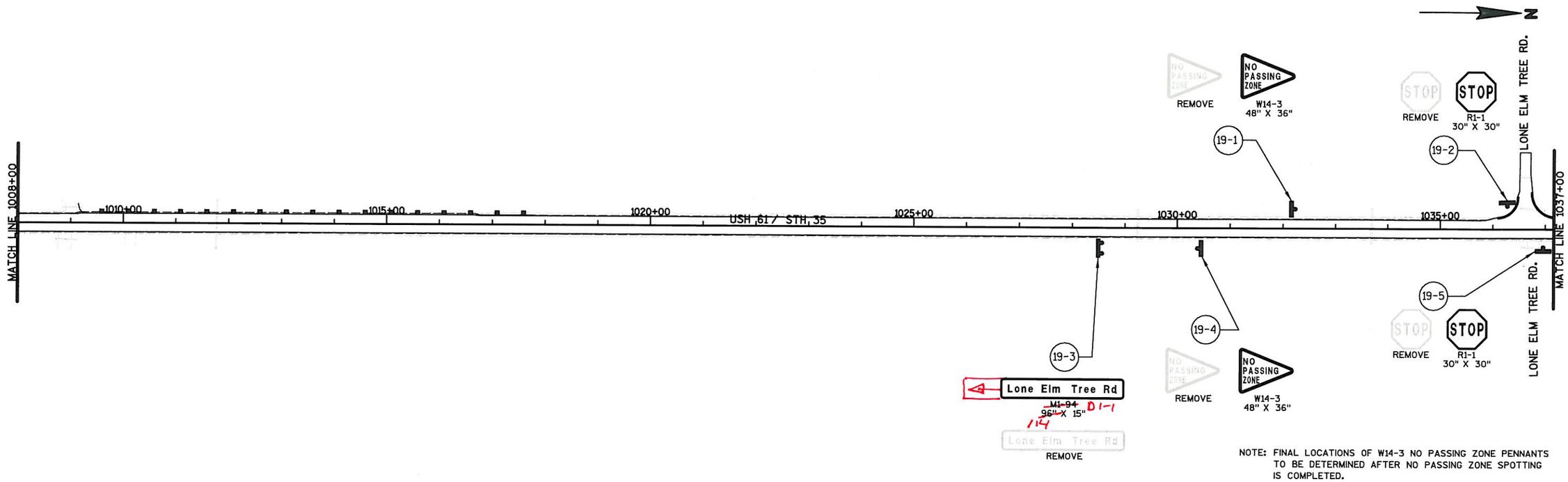
PROJECT NO: 1650-06-71	HWY: USH 61	COUNTY: GRANT	PERMANENT SIGNING	SHEET	E

FILE NAME : s:\mad\1000--1099\1089\319\micros\0601\023208_ps.dgn PLOT DATE : 10/29/2010 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

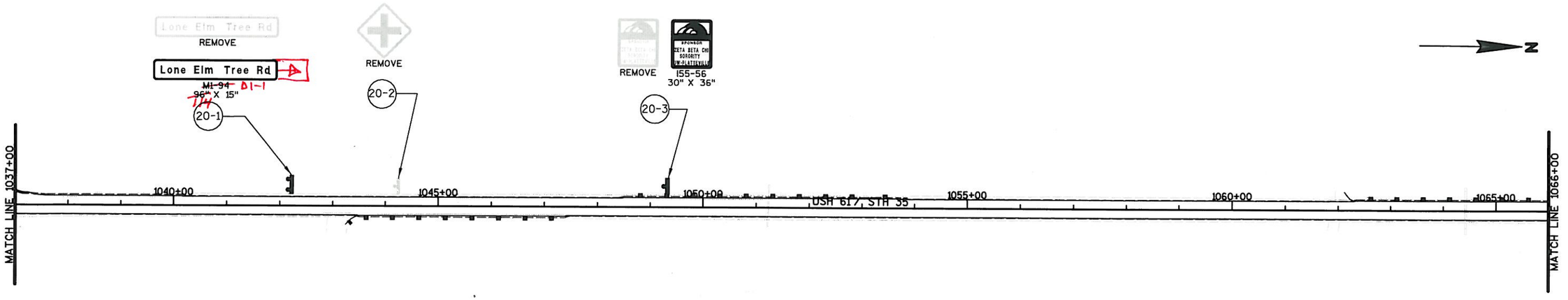


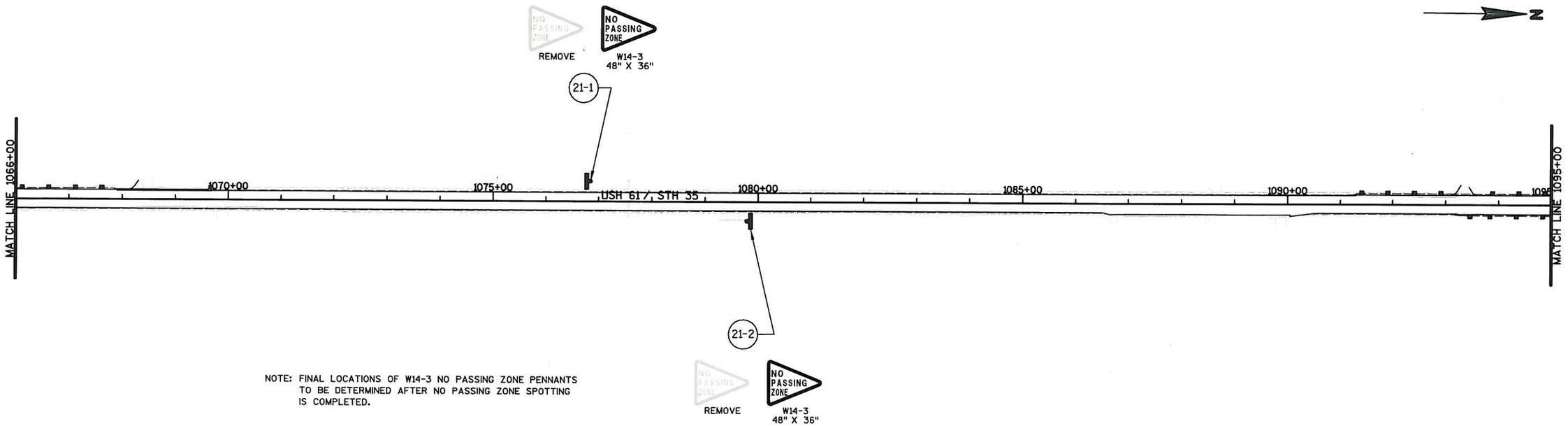


PROJECT NO: 1650-06-71	HWY: USH 61	COUNTY: GRANT	PERMANENT SIGNING	SHEET 36 E

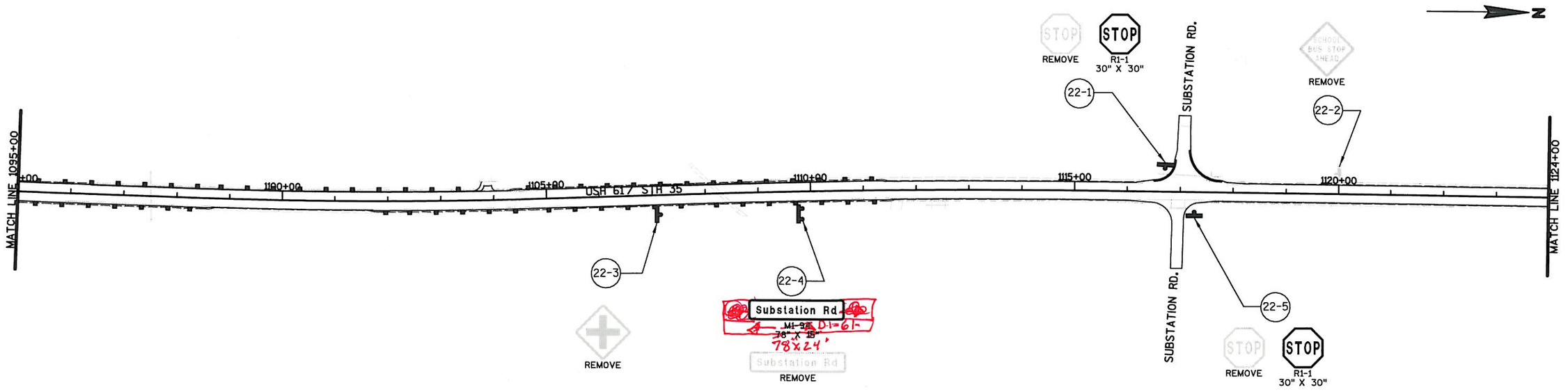


NOTE: FINAL LOCATIONS OF W14-3 NO PASSING ZONE PENNANTS TO BE DETERMINED AFTER NO PASSING ZONE SPOTTING IS COMPLETED.

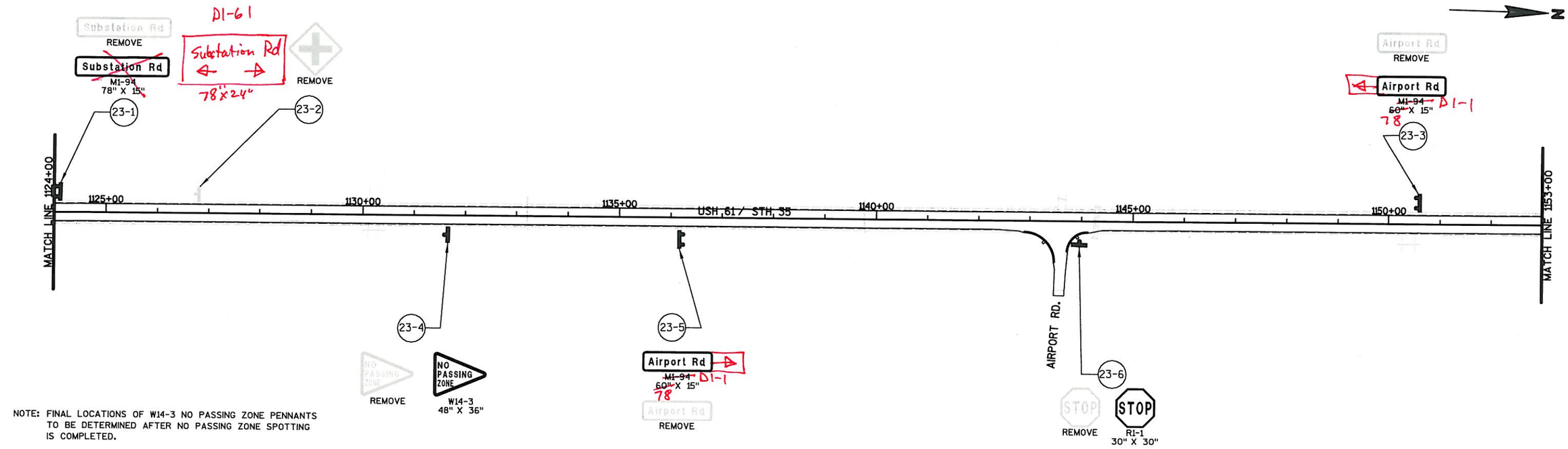




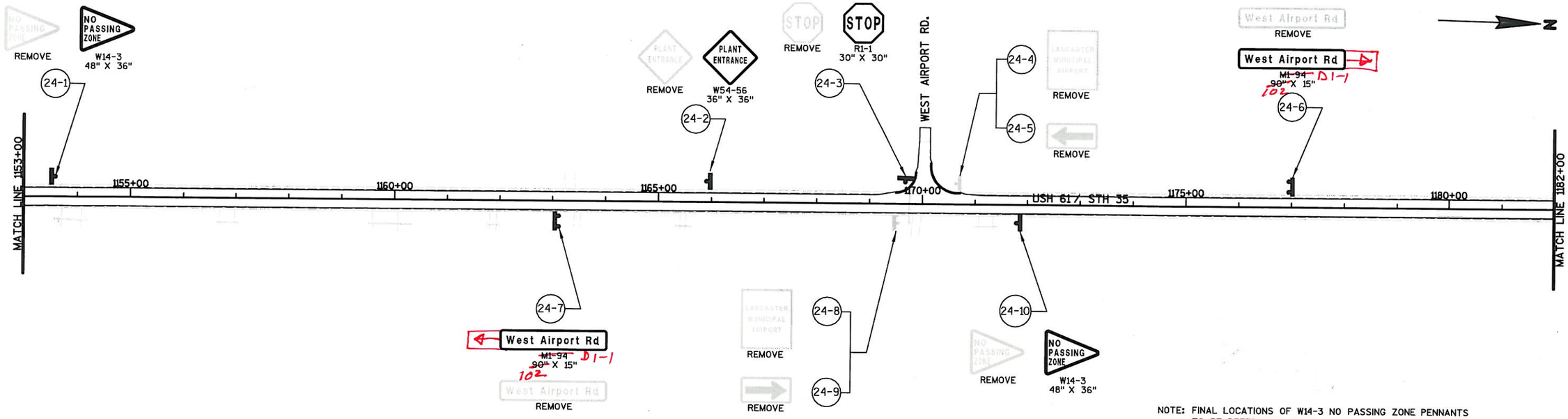
NOTE: FINAL LOCATIONS OF W14-3 NO PASSING ZONE PENNANTS TO BE DETERMINED AFTER NO PASSING ZONE SPOTTING IS COMPLETED.



PROJECT NO: 1650-06-71	HWY: USH 61	COUNTY: GRANT	PERMANENT SIGNING	SHEET 38	E



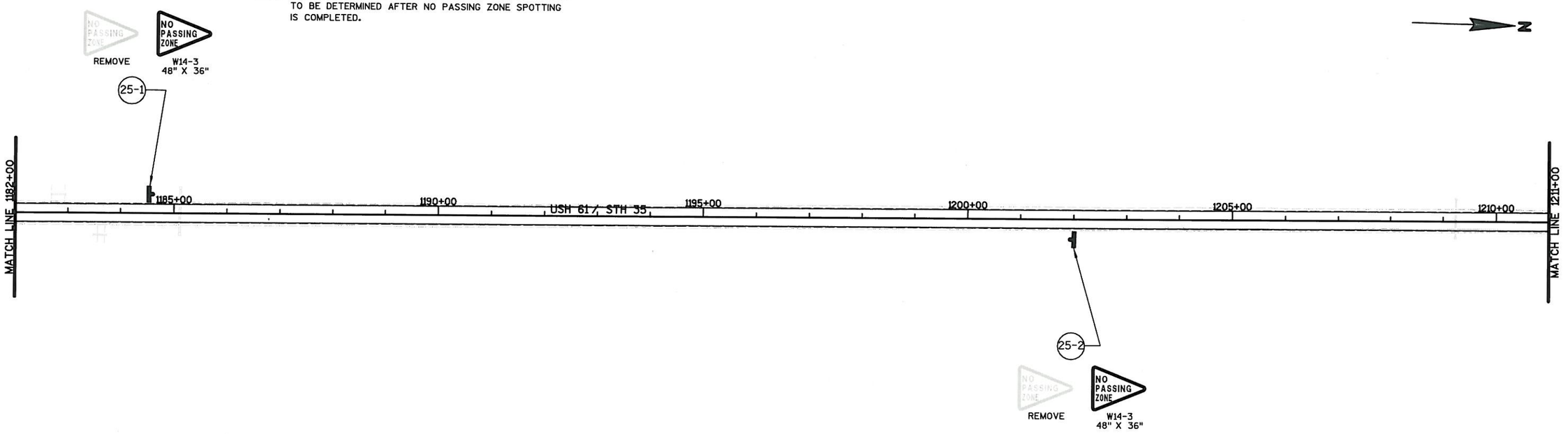
NOTE: FINAL LOCATIONS OF W14-3 NO PASSING ZONE PENNANTS TO BE DETERMINED AFTER NO PASSING ZONE SPOTTING IS COMPLETED.



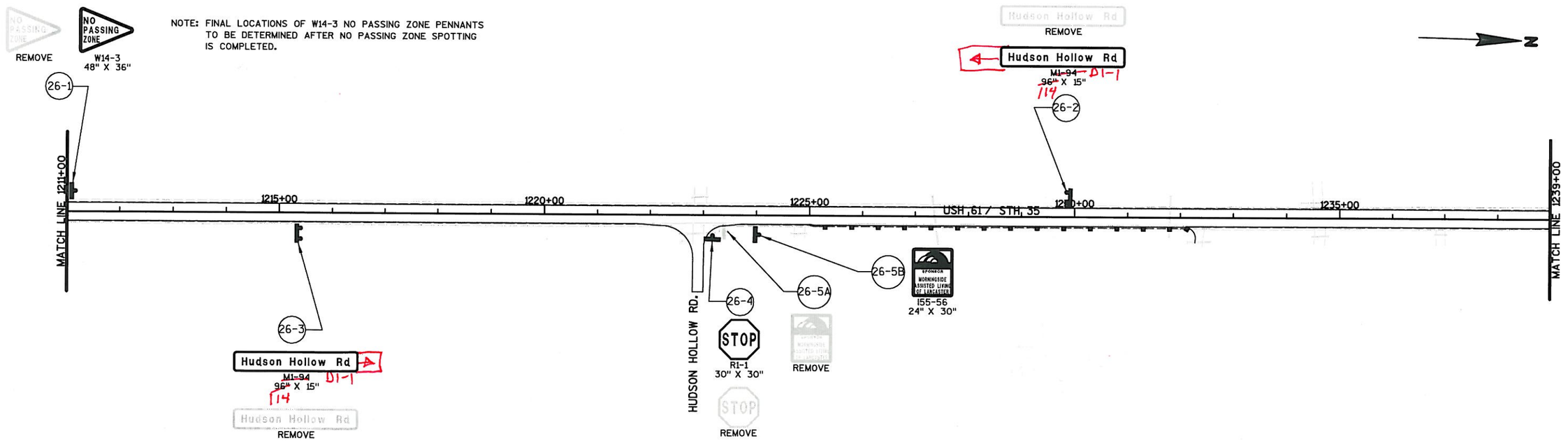
NOTE: FINAL LOCATIONS OF W14-3 NO PASSING ZONE PENNANTS TO BE DETERMINED AFTER NO PASSING ZONE SPOTTING IS COMPLETED.

PROJECT NO: 1650-06-71	HWY: USH 61	COUNTY: GRANT	PERMANENT SIGNING	SHEET 39	E

NOTE: FINAL LOCATIONS OF W14-3 NO PASSING ZONE PENNANTS TO BE DETERMINED AFTER NO PASSING ZONE SPOTTING IS COMPLETED.



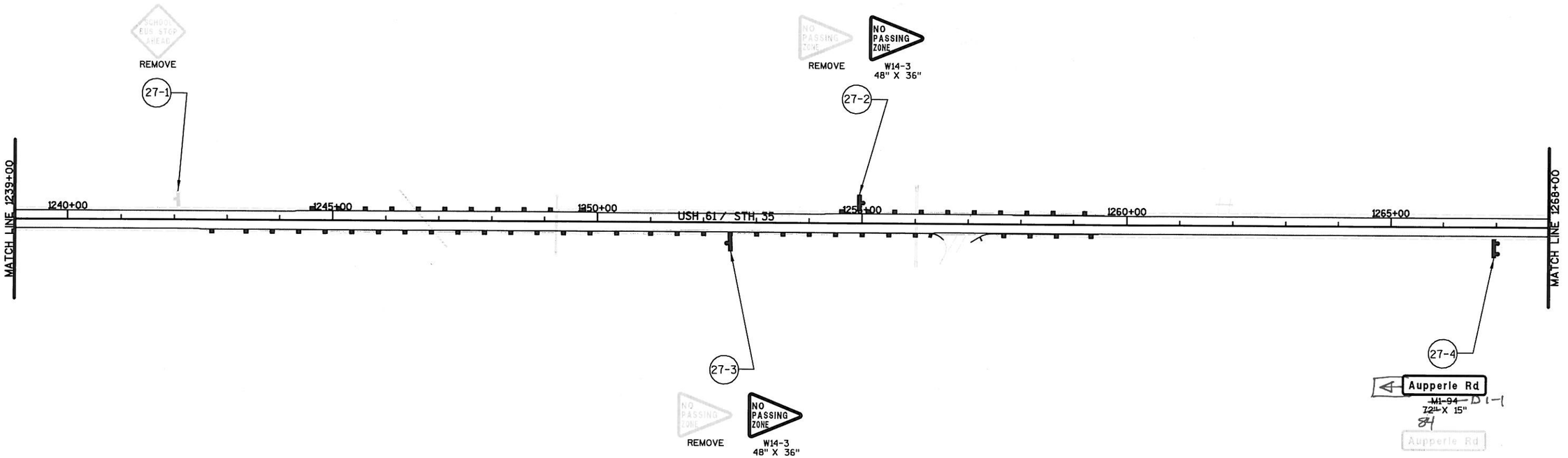
NOTE: FINAL LOCATIONS OF W14-3 NO PASSING ZONE PENNANTS TO BE DETERMINED AFTER NO PASSING ZONE SPOTTING IS COMPLETED.



PROJECT NO: 1650-06-71	HWY: USH 61	COUNTY: GRANT	PERMANENT SIGNING	SHEET 40	E

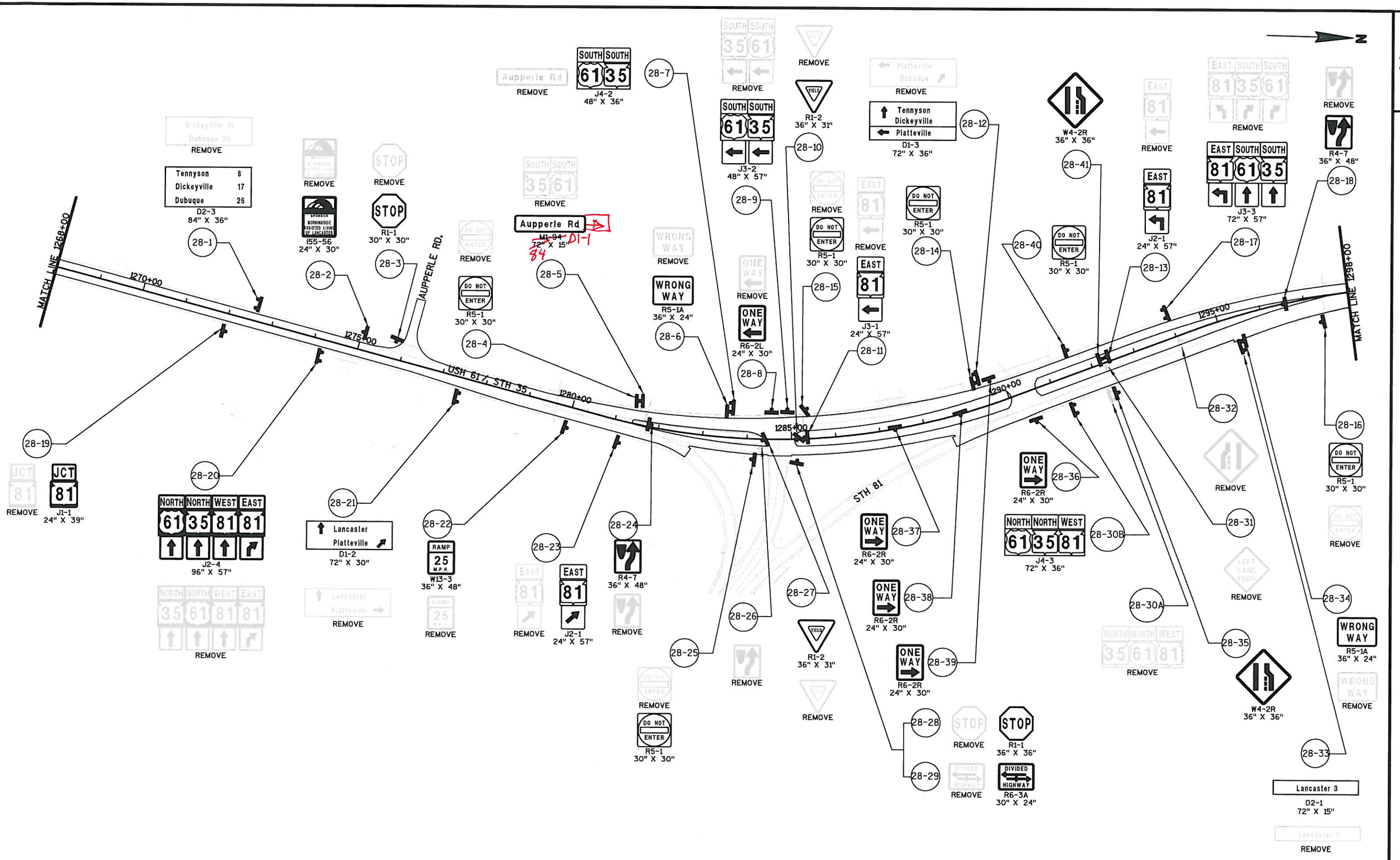
NOTE: FINAL LOCATIONS OF W14-3 NO PASSING ZONE PENNANTS TO BE DETERMINED AFTER NO PASSING ZONE SPOTTING IS COMPLETED.

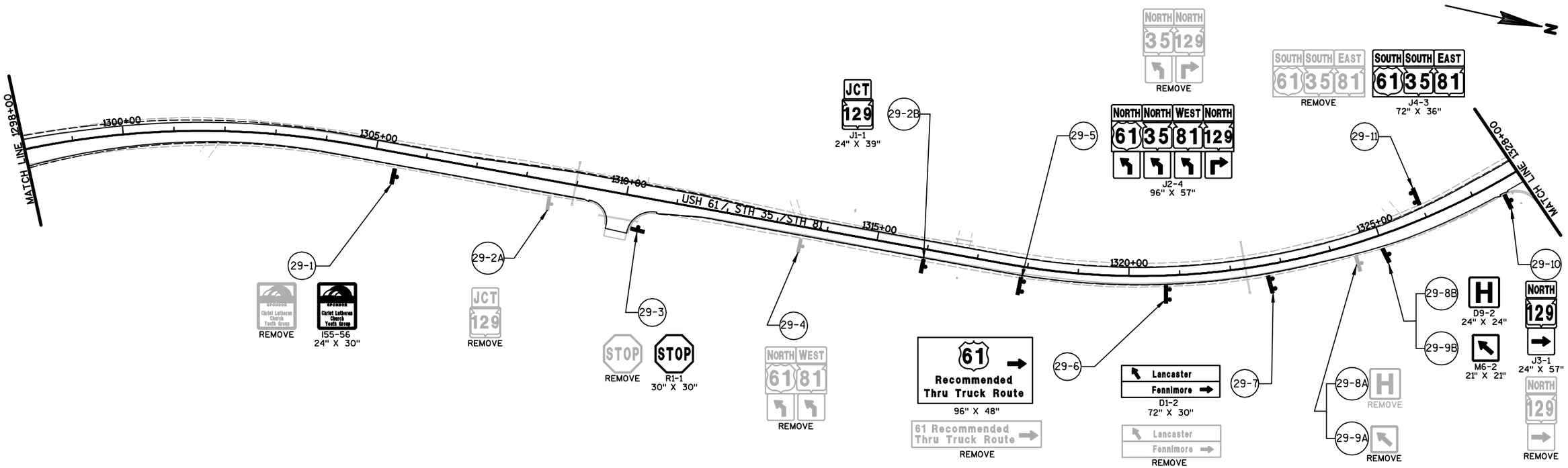
N

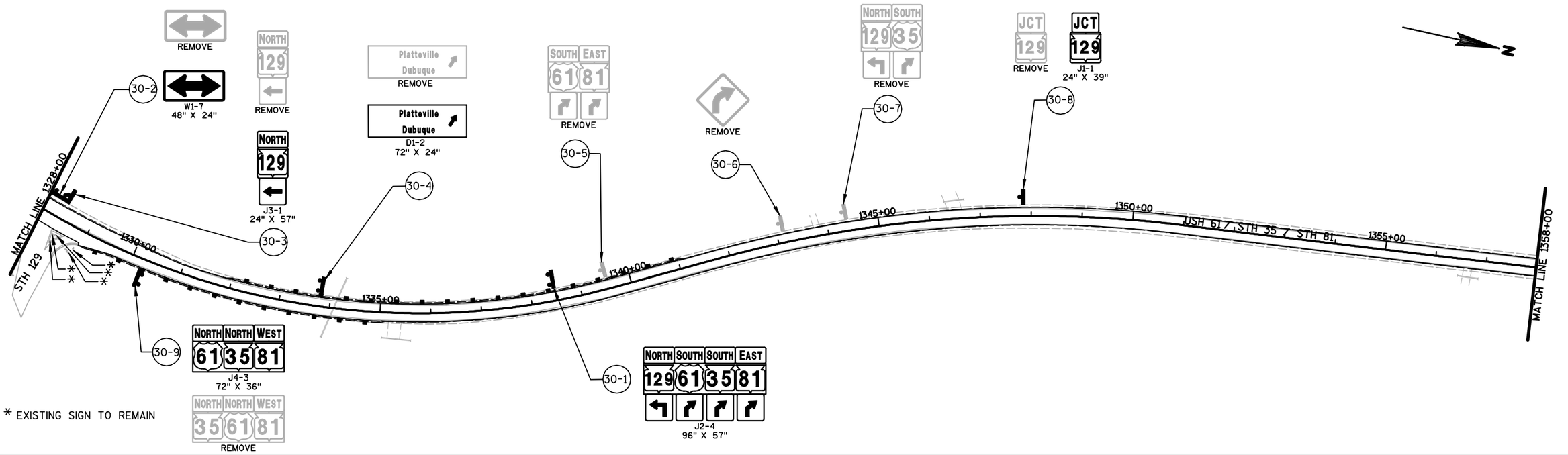


PROJECT NO: 1650-06-71	HWY: USH 61	COUNTY: GRANT	PERMANENT SIGNING	SHEET 41	E

FILE NAME : s:\mad\1000--1099\1089\319\micros\0601\023214_ps.dgn PLOT DATE : 10/29/2010 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42


N
MATCH LINE 1268+00
1270+00
1275+00
USH 61/ STH 35
1280+00
1285+00
1290+00
1295+00
MATCH LINE 1298+00
AUPPERLE RD.
STH 81
28-1
28-2
28-3
28-4
28-5
28-6
28-7
28-8
28-9
28-10
28-11
28-12
28-13
28-14
28-15
28-16
28-17
28-18
28-19
28-20
28-21
28-22
28-23
28-24
28-25
28-26
28-27
28-28
28-29
28-30A
28-30B
28-31
28-32
28-33
28-34
28-35
28-36
28-37
28-38
28-39
28-40
28-41
REMOVE
Tennyson 8
Dickeyville 17
Dubuque 26
D2-3
84" X 36"
BROMSON MORNINGSIDE ASSISTED LIVING OF LANCASTER
I55-56
24" X 30"
STOP
R1-1
30" X 30"
Aupperle Rd
M1-94
72" X 15"
D1-1
84
DO NOT ENTER
R5-1
30" X 30"
WRONG WAY
R5-1A
36" X 24"
ONE WAY
R6-2L
24" X 30"
SOUTH SOUTH 61 35
J4-2
48" X 36"
SOUTH SOUTH 35 61
SOUTH SOUTH 61 35
J3-2
48" X 57"
YIELD
R1-2
36" X 31"
Platteville
Dubuque
Tennyson
Dickeyville
Platteville
D1-3
72" X 36"
EAST 81
J3-1
24" X 57"
J2-1
24" X 57"
W4-2R
36" X 36"
EAST SOUTH SOUTH 81 61 35
J3-3
72" X 57"
R4-7
36" X 48"
ONE WAY
R6-2R
24" X 30"
NORTH NORTH WEST 61 35 81
J4-3
72" X 36"
DIVIDED HIGHWAY
R6-3A
30" X 24"
LEFT LANE ENDS
JCT 81
J1-1
24" X 39"
NORTH NORTH WEST EAST 61 35 81 81
J2-4
96" X 57"
NORTH NORTH WEST EAST 35 61 81 81
RAMP 25 M.P.H.
W13-3
36" X 48"
Lancaster
Platteville
D1-2
72" X 30"
Lancaster 3
D2-1
72" X 15"

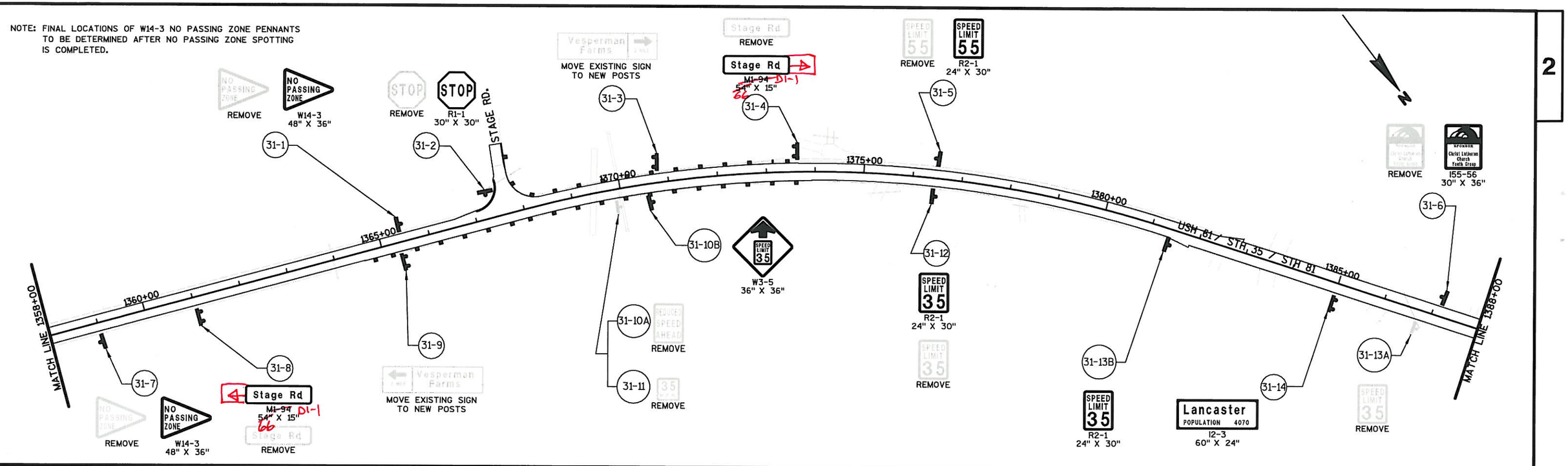


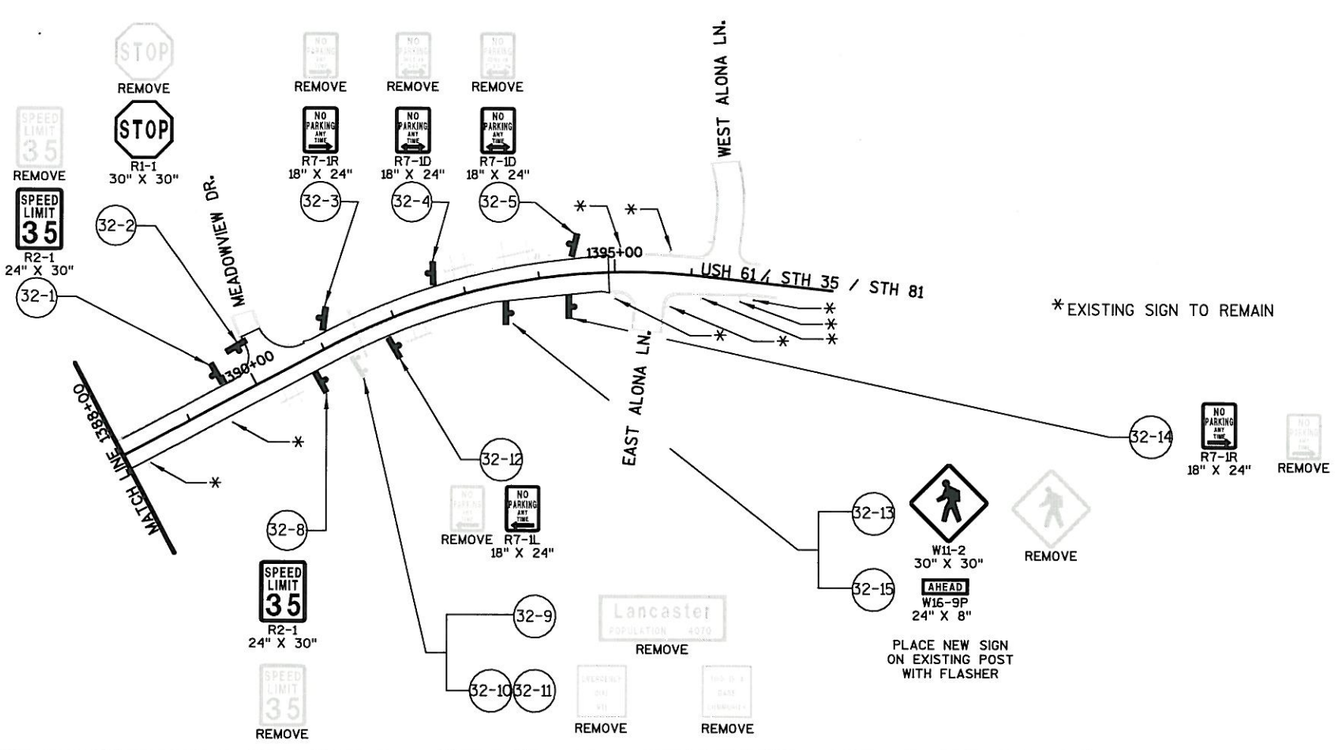


PROJECT NO: 1650-06-71	HWY: USH 61	COUNTY: GRANT	PERMANENT SIGNING	SHEET	E

FILE NAME : s:\mad\1000--1099\1089\319\micros\0601\023215_ps.dgn PLOT DATE : 10/29/2010 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

NOTE: FINAL LOCATIONS OF W14-3 NO PASSING ZONE PENNANTS TO BE DETERMINED AFTER NO PASSING ZONE SPOTTING IS COMPLETED.

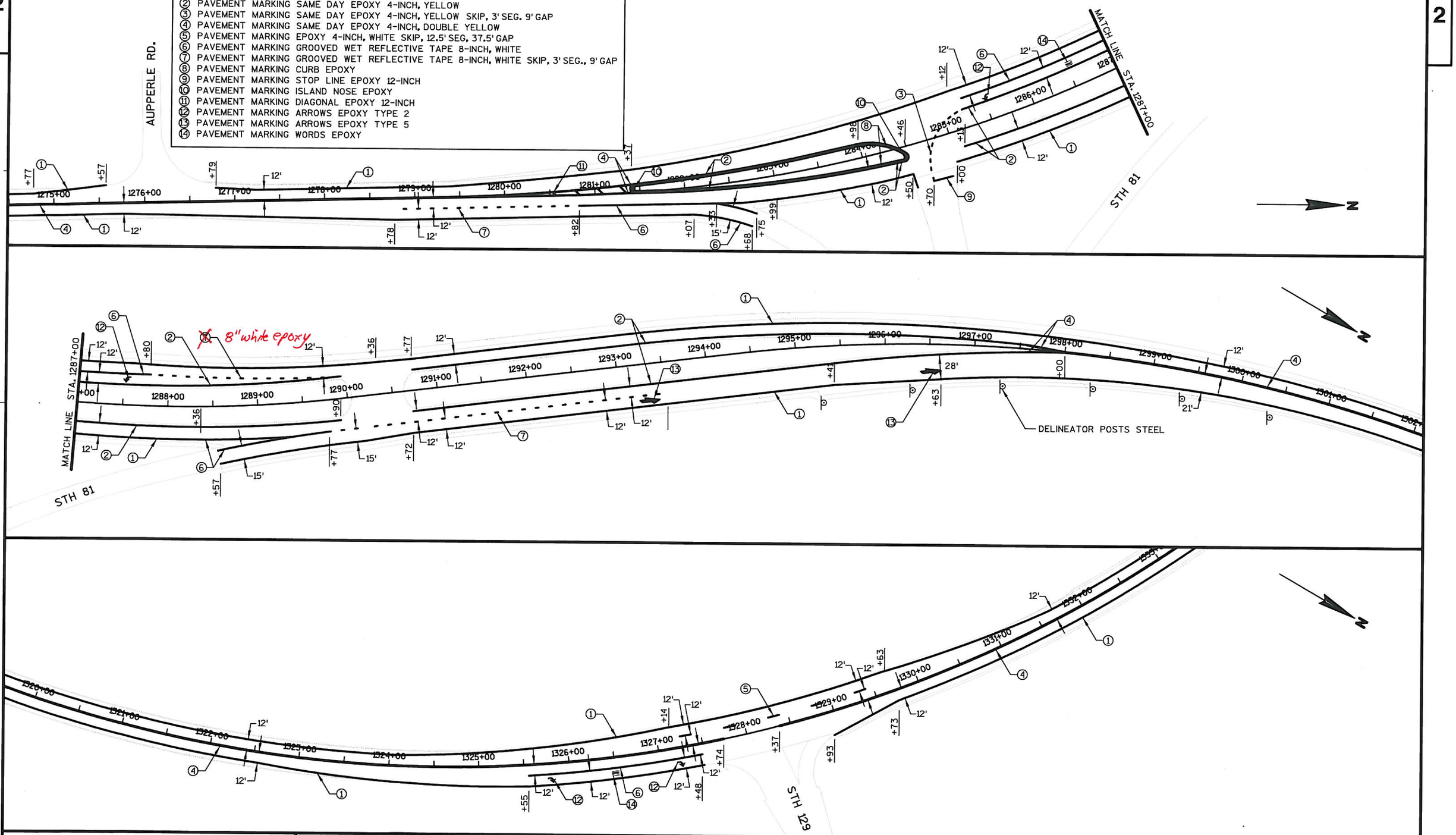




PROJECT NO: 1650-06-71	HWY: USH 61	COUNTY: GRANT	PERMANENT SIGNING	SHEET 44	E

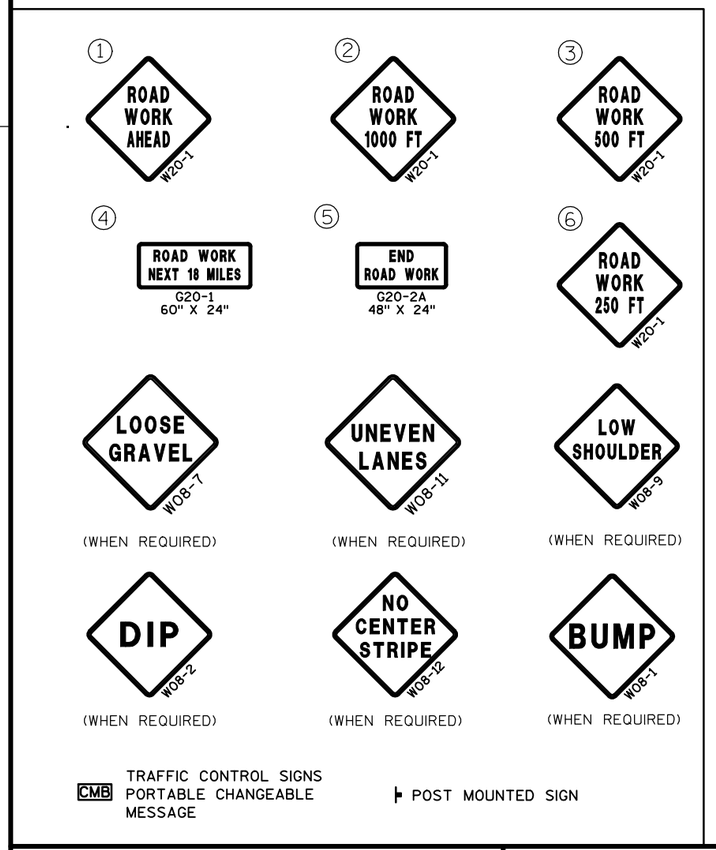
PAVEMENT MARKING LEGEND

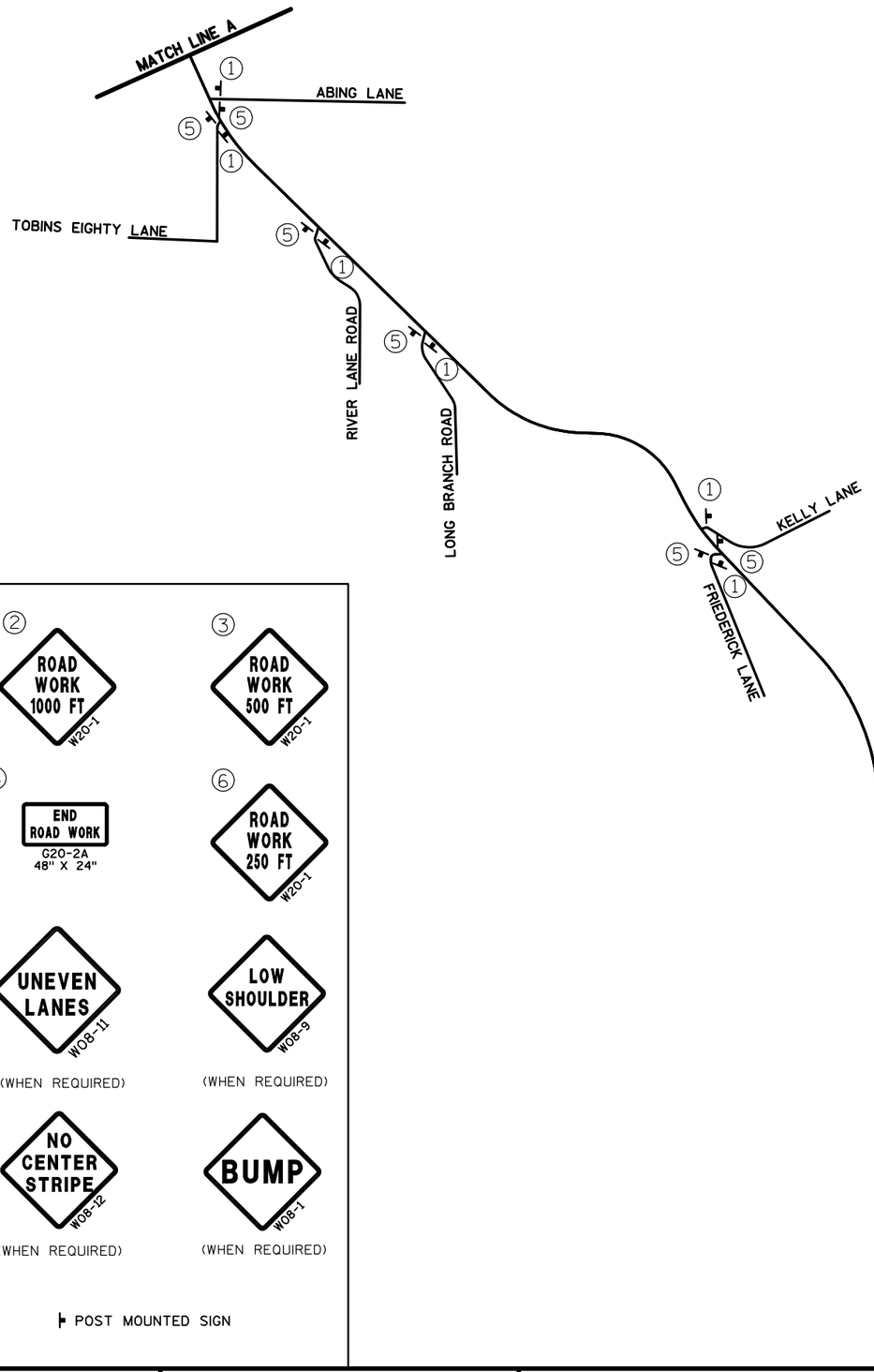
1. PAVEMENT MARKING EPOXY 4-INCH, WHITE
2. PAVEMENT MARKING SAME DAY EPOXY 4-INCH, YELLOW
3. PAVEMENT MARKING SAME DAY EPOXY 4-INCH, YELLOW SKIP, 3' SEG. 9' GAP
4. PAVEMENT MARKING SAME DAY EPOXY 4-INCH, DOUBLE YELLOW
5. PAVEMENT MARKING EPOXY 4-INCH, WHITE SKIP, 12.5' SEG, 37.5' GAP
6. PAVEMENT MARKING GROOVED WET REFLECTIVE TAPE 8-INCH, WHITE
7. PAVEMENT MARKING GROOVED WET REFLECTIVE TAPE 8-INCH, WHITE SKIP, 3' SEG., 9' GAP
8. PAVEMENT MARKING CURB EPOXY
9. PAVEMENT MARKING STOP LINE EPOXY 12-INCH
10. PAVEMENT MARKING ISLAND NOSE EPOXY
11. PAVEMENT MARKING DIAGONAL EPOXY 12-INCH
12. PAVEMENT MARKING ARROWS EPOXY TYPE 2
13. PAVEMENT MARKING ARROWS EPOXY TYPE 5
14. PAVEMENT MARKING WORDS EPOXY

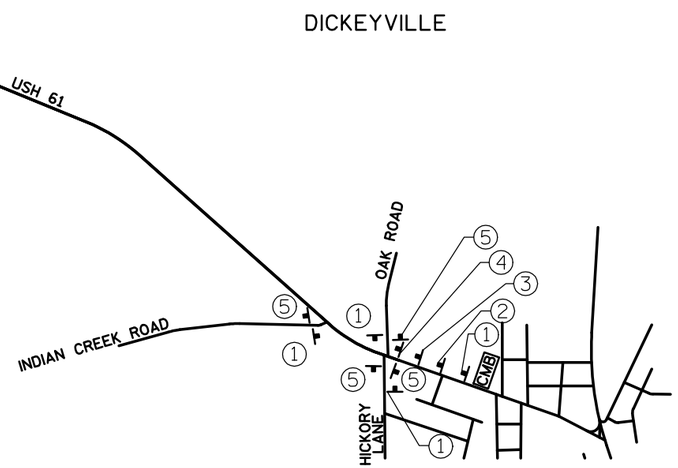


PROJECT NO: 1650-06-71	HWY: USH 61	COUNTY: GRANT	PAVEMENT MARKING DETAIL	SHEET 45	E

FILE NAME : s:\mad\1000--1099\1089\319\micros\0601\024501_pm.DGN
PLOT DATE : 10/29/2010 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$







GENERAL NOTES FOR TRAFFIC CONTROL

ALL SIGN LOCATIONS ARE APPROXIMATE. THE ACTUAL LOCATION WILL BE DETERMINED IN THE FIELD BY THE ENGINEER.

DRAWINGS SHOW TRAFFIC CONTROL FOR A TYPICAL SITUATION. ADDITIONAL TRAFFIC CONTROL DEVICES MAY BE REQUIRED AND/OR LAYOUT DETAILS MODIFIED DEPENDING ON CONTRACTORS METHODS OR SEQUENCES OF OPERATION.

TEMPORARY OR PERMANENT SIGNS WHICH CONFLICT WITH THE STAGED TRAFFIC CONTROL PLAN SHALL BE REMOVED OR COVERED.

EXISTING TRAFFIC SIGNS MAY REQUIRE RELOCATION DURING STAGES OF CONSTRUCTION AND SHALL BE LOCATED AS REQURED BY THE ENGINEER IN THE FIELD AND SHALL BE CONSIDERED INCIDENTAL TO THE TRAFFIC CONTROL ITEM.

ROAD MACHINERY, TRUCK ENTRANCE, FLAGMEN AHEAD, ETC., SIGNS SHALL BE USED AS NEEDED AND SHALL BE REMOVED OR COVERED WHEN THE ACTIVITY OR CONDITION DOES NOT EXIST. NO WARNING LIGHT SHALL BE USED WITH A COVERED SIGN.

"WO" SERIES SIGNS ARE "W" SERIES EXCEPT THE BACKGROUND IS ORANGE.

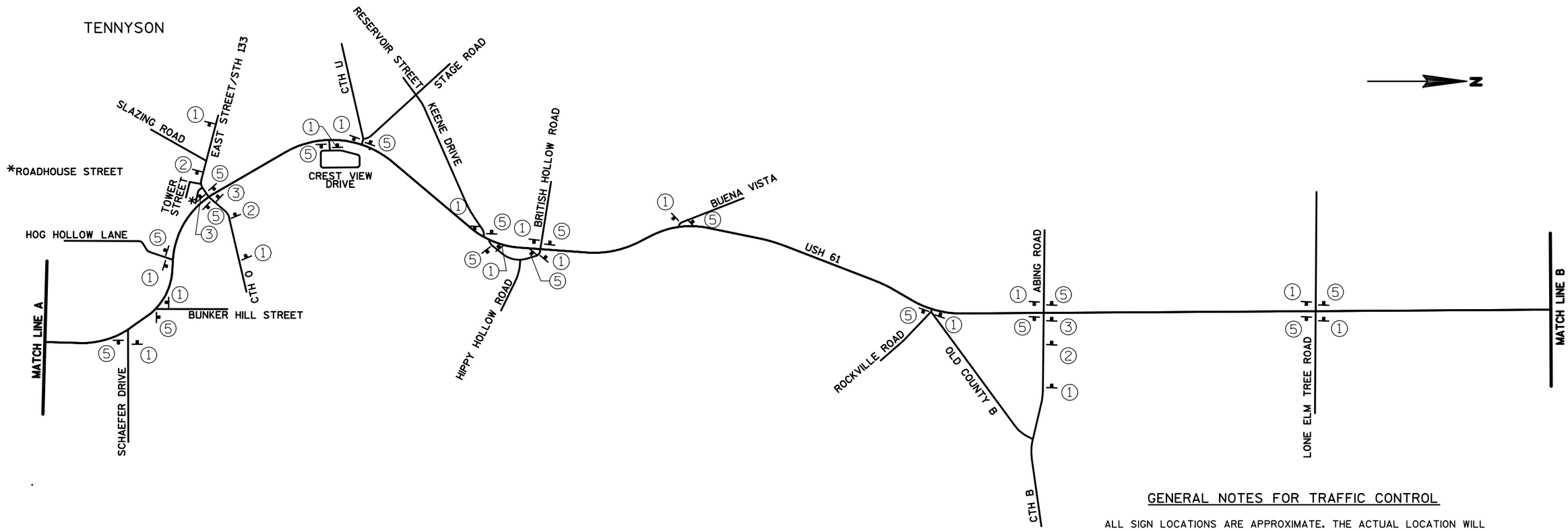
DETAILS FOR MAINTENANCE OF TRAFFIC THROUGH MINOR INTERSECTIONS ARE NOT SHOWN.

LOCAL ACCESS SHALL BE MAINTAINED AT ALL TIMES.

TYPE III BARRICADES MAY BE SUBSTITUTED FOR POST MOUNTED SIGNS IN SITUATIONS WHERE SIGN LOCATIONS ARE CONTINUALLY MOVING. (TEMPORARY SIGN SUPPORT MAY ALSO BE USED.)

DETAILS OF TRAFFIC CONTROL NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS, APPLICABLE SPECIAL PROVISIONS AND THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.

PROJECT NO: 1650-06-71	HWY: USH 61	COUNTY: GRANT	TRAFFIC CONTROL	SHEET 46	E



1. ROAD WORK AHEAD W20-1
2. ROAD WORK 1000 FT W20-1
3. ROAD WORK 500 FT W20-1
4. ROAD WORK NEXT 18 MILES G20-1 60" X 24"
5. END ROAD WORK G20-2A 48" X 24"
6. ROAD WORK 250 FT W20-1

LOOSE GRAVEL W08-7 (WHEN REQUIRED)
UNEVEN LANES W08-11 (WHEN REQUIRED)
LOW SHOULDER W08-9 (WHEN REQUIRED)
DIP W08-2 (WHEN REQUIRED)
NO CENTER STRIPE W08-12 (WHEN REQUIRED)
BUMP W08-1 (WHEN REQUIRED)

CMB TRAFFIC CONTROL SIGNS PORTABLE CHANGEABLE MESSAGE

POST MOUNTED SIGN

GENERAL NOTES FOR TRAFFIC CONTROL

ALL SIGN LOCATIONS ARE APPROXIMATE. THE ACTUAL LOCATION WILL BE DETERMINED IN THE FIELD BY THE ENGINEER.

DRAWINGS SHOW TRAFFIC CONTROL FOR A TYPICAL SITUATION. ADDITIONAL TRAFFIC CONTROL DEVICES MAY BE REQUIRED AND/OR LAYOUT DETAILS MODIFIED DEPENDING ON CONTRACTORS METHODS OR SEQUENCES OF OPERATION.

TEMPORARY OR PERMANENT SIGNS WHICH CONFLICT WITH THE STAGED TRAFFIC CONTROL PLAN SHALL BE REMOVED OR COVERED.

EXISTING TRAFFIC SIGNS MAY REQUIRE RELOCATION DURING STAGES OF CONSTRUCTION AND SHALL BE LOCATED AS REQURED BY THE ENGINEER IN THE FIELD AND SHALL BE CONSIDERED INCIDENTAL TO THE TRAFFIC CONTROL ITEM.

ROAD MACHINERY, TRUCK ENTRANCE, FLAGMEN AHEAD, ETC., SIGNS SHALL BE USED AS NEEDED AND SHALL BE REMOVED OR COVERED WHEN THE ACTIVITY OR CONDITION DOES NOT EXIST. NO WARNING LIGHT SHALL BE USED WITH A COVERED SIGN.

"WO" SERIES SIGNS ARE "W" SERIES EXCEPT THE BACKGROUND IS ORANGE.

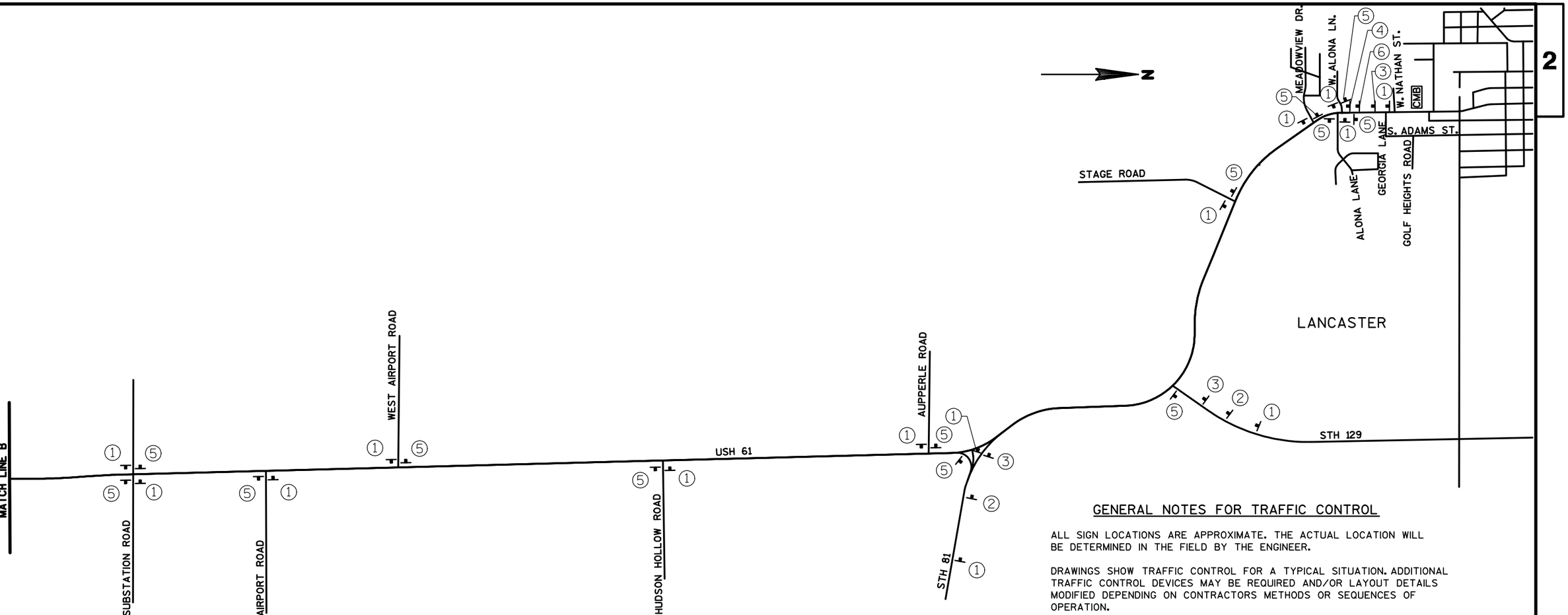
DETAILS FOR MAINTENANCE OF TRAFFIC THROUGH MINOR INTERSECTIONS ARE NOT SHOWN.

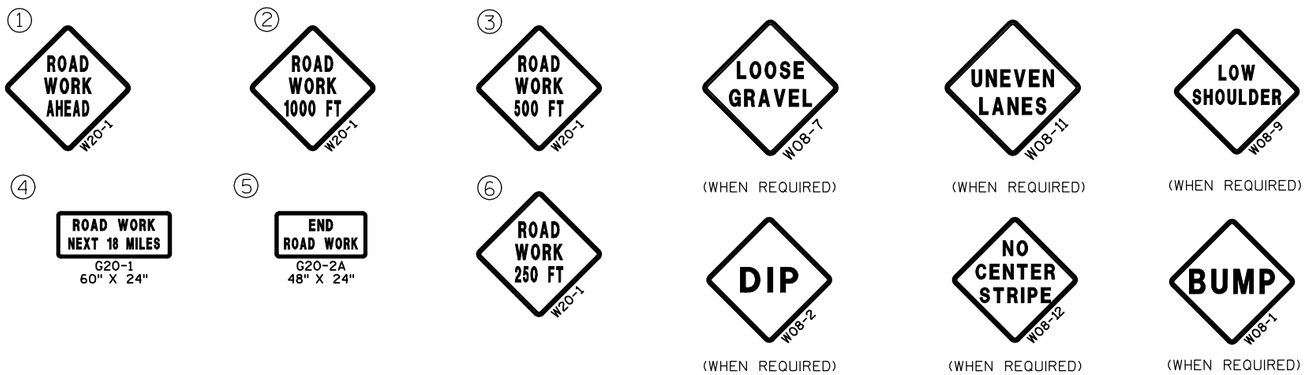
LOCAL ACCESS SHALL BE MAINTAINED AT ALL TIMES.

TYPE III BARRICADES MAY BE SUBSTITUTED FOR POST MOUNTED SIGNS IN SITUATIONS WHERE SIGN LOCATIONS ARE CONTINUALLY MOVING. (TEMPORARY SIGN SUPPORT MAY ALSO BE USED.)

DETAILS OF TRAFFIC CONTROL NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS, APPLICABLE SPECIAL PROVISIONS AND THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.

PROJECT NO: 1650-06-71	HWY: USH 61	COUNTY: GRANT	TRAFFIC CONTROL	SHEET 47	E





GENERAL NOTES FOR TRAFFIC CONTROL

ALL SIGN LOCATIONS ARE APPROXIMATE. THE ACTUAL LOCATION WILL BE DETERMINED IN THE FIELD BY THE ENGINEER.

DRAWINGS SHOW TRAFFIC CONTROL FOR A TYPICAL SITUATION. ADDITIONAL TRAFFIC CONTROL DEVICES MAY BE REQUIRED AND/OR LAYOUT DETAILS MODIFIED DEPENDING ON CONTRACTORS METHODS OR SEQUENCES OF OPERATION.

TEMPORARY OR PERMANENT SIGNS WHICH CONFLICT WITH THE STAGED TRAFFIC CONTROL PLAN SHALL BE REMOVED OR COVERED.

EXISTING TRAFFIC SIGNS MAY REQUIRE RELOCATION DURING STAGES OF CONSTRUCTION AND SHALL BE LOCATED AS REQURED BY THE ENGINEER IN THE FIELD AND SHALL BE CONSIDERED INCIDENTAL TO THE TRAFFIC CONTROL ITEM.

ROAD MACHINERY, TRUCK ENTRANCE, FLAGMEN AHEAD, ETC., SIGNS SHALL BE USED AS NEEDED AND SHALL BE REMOVED OR COVERED WHEN THE ACTIVITY OR CONDITION DOES NOT EXIST. NO WARNING LIGHT SHALL BE USED WITH A COVERED SIGN.

"WO" SERIES SIGNS ARE "W" SERIES EXCEPT THE BACKGROUND IS ORANGE.

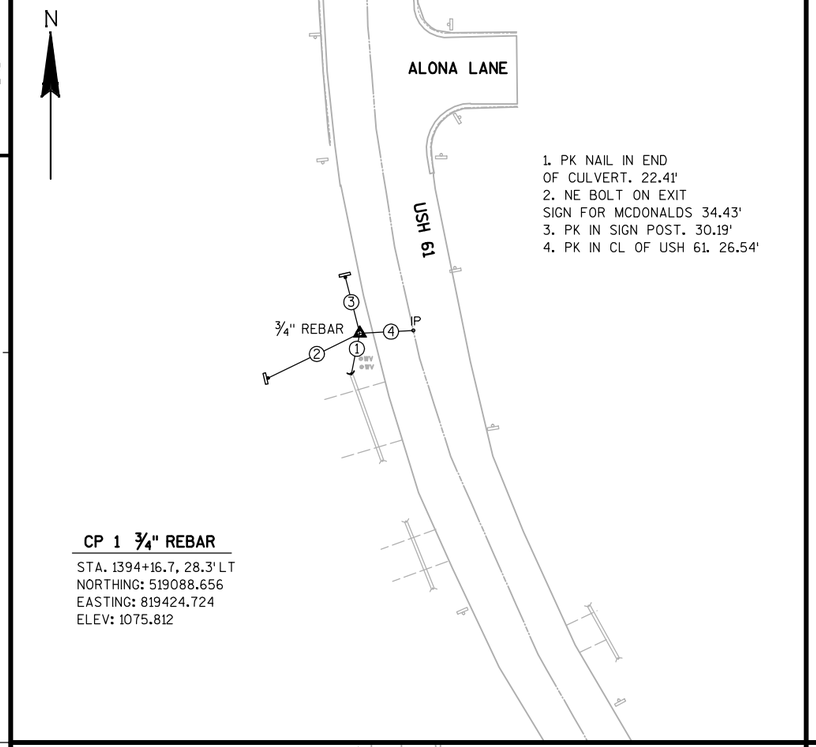
DETAILS FOR MAINTENANCE OF TRAFFIC THROUGH MINOR INTERSECTIONS ARE NOT SHOWN.

LOCAL ACCESS SHALL BE MAINTAINED AT ALL TIMES.

TYPE III BARRICADES MAY BE SUBSTITUTED FOR POST MOUNTED SIGNS IN SITUATIONS WHERE SIGN LOCATIONS ARE CONTINUALLY MOVING. (TEMPORARY SIGN SUPPORT MAY ALSO BE USED.)

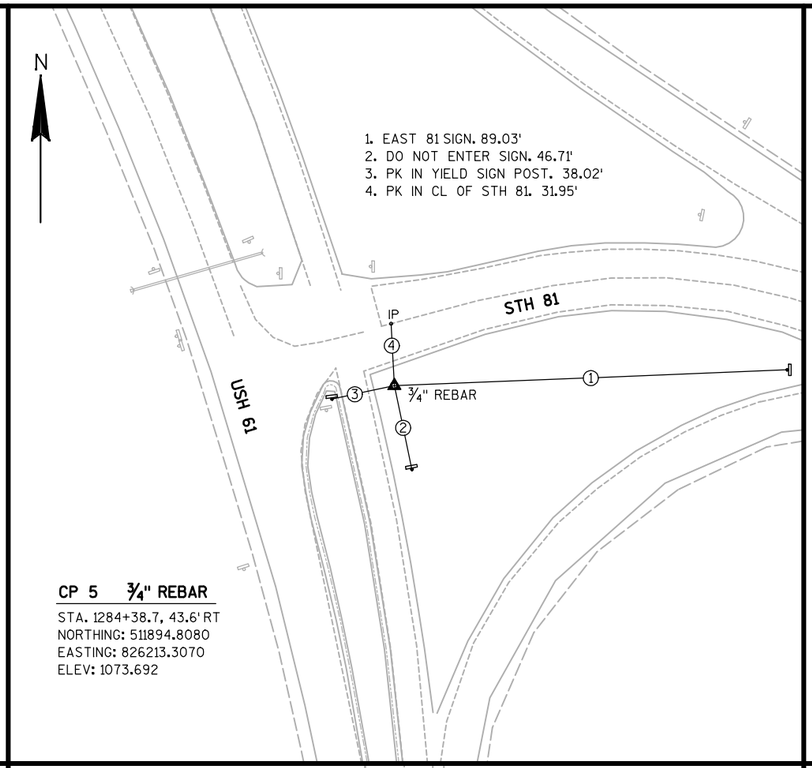
DETAILS OF TRAFFIC CONTROL NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS, APPLICABLE SPECIAL PROVISIONS AND THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.

2



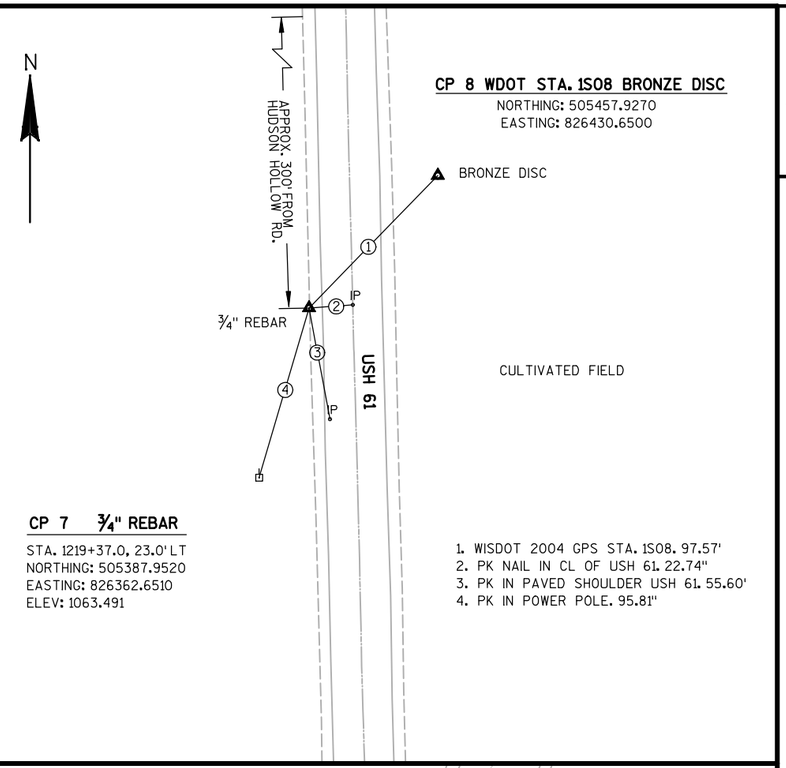
CP 1 3/4" REBAR

STA. 1394+16.7, 28.3' LT
NORTHING: 519088.656
EASTING: 819424.724
ELEV: 1075.812



CP 5 3/4" REBAR

STA. 1284+38.7, 43.6' RT
NORTHING: 511894.8080
EASTING: 826213.3070
ELEV: 1073.692



CP 8 WDOT STA. 1S08 BRONZE DISC

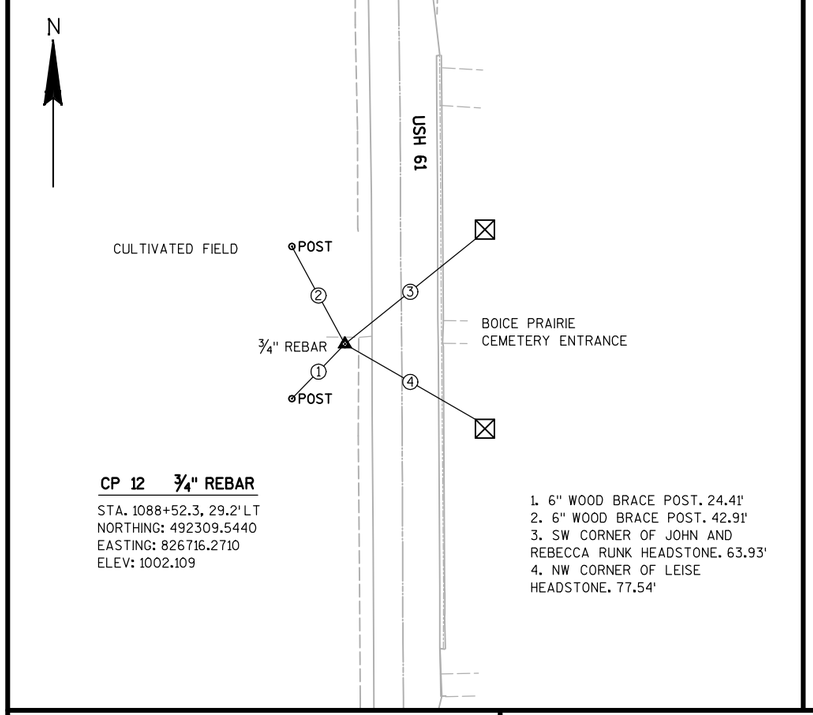
NORTHING: 505457.9270
EASTING: 826430.6500

CP 7 3/4" REBAR

STA. 1219+37.0, 23.0' LT
NORTHING: 505387.9520
EASTING: 826362.6510
ELEV: 1063.491

1. WISDOT 2004 GPS STA. 1S08. 97.57'
2. PK NAIL IN CL OF USH 61. 22.74"
3. PK IN PAVED SHOULDER USH 61. 55.60'
4. PK IN POWER POLE. 95.81"

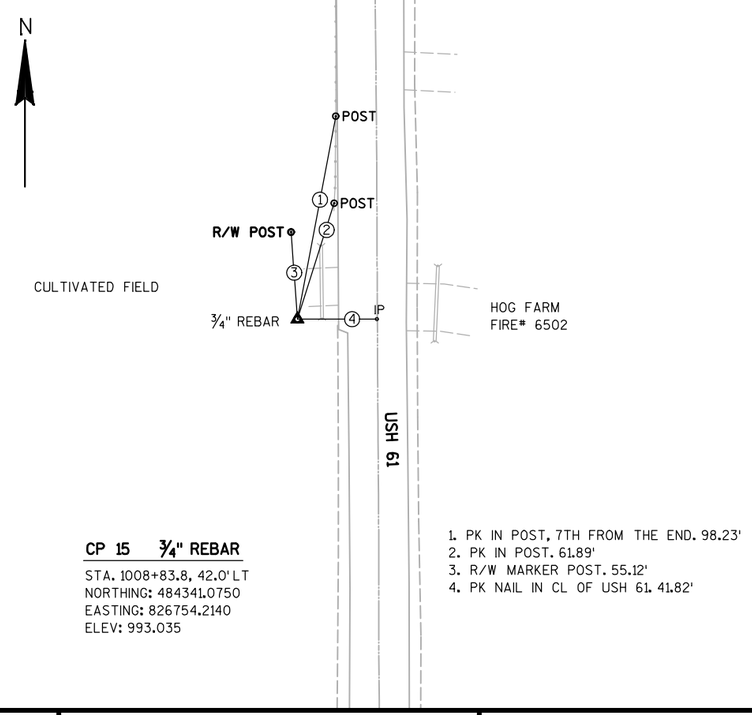
2



CP 12 3/4" REBAR

STA. 1088+52.3, 29.2' LT
NORTHING: 492309.5440
EASTING: 826716.2710
ELEV: 1002.109

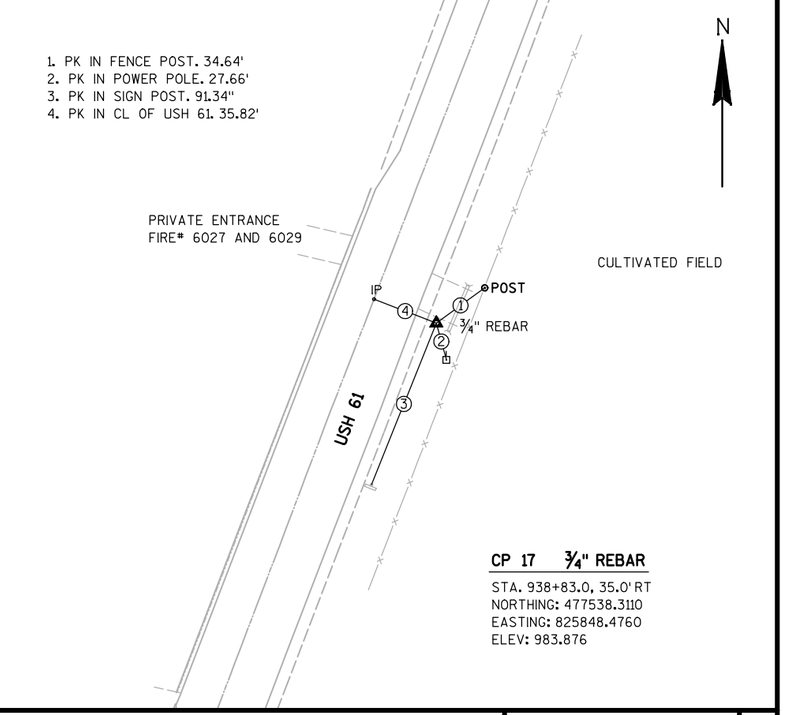
1. 6" WOOD BRACE POST. 24.41'
2. 6" WOOD BRACE POST. 42.91'
3. SW CORNER OF JOHN AND REBECCA RUNK HEADSTONE. 63.93'
4. NW CORNER OF LEISE HEADSTONE. 77.54'



CP 15 3/4" REBAR

STA. 1008+83.8, 42.0' LT
NORTHING: 484341.0750
EASTING: 826754.2140
ELEV: 993.035

1. PK IN POST, 7TH FROM THE END. 98.23'
2. PK IN POST. 61.89'
3. R/W MARKER POST. 55.12'
4. PK NAIL IN CL OF USH 61. 41.82'

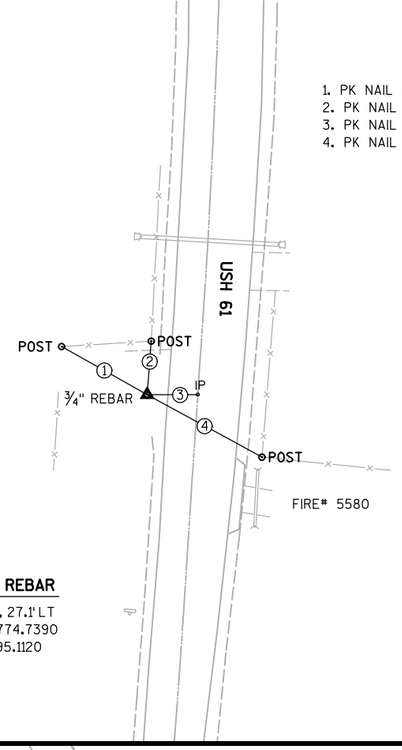


CP 17 3/4" REBAR

STA. 938+83.0, 35.0' RT
NORTHING: 477538.3110
EASTING: 825848.4760
ELEV: 983.876

PROJECT NO: 1650-06-71	HWY: USH 61	COUNTY: GRANT	CONTROL POINT DATA SHEET	SHEET 49	E

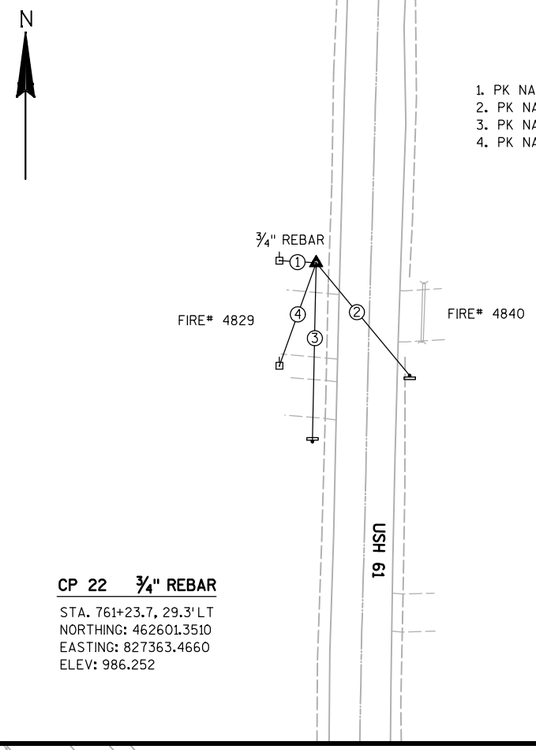
2



1. PK NAIL IN GATE POST. 73.10'
2. PK NAIL IN WOOD FENCE POST. 32.64'
3. PK NAIL IN CL OF USH 61. 26.50'
4. PK NAIL IN WOOD POST. 83.90'

CP 18 3/4" REBAR

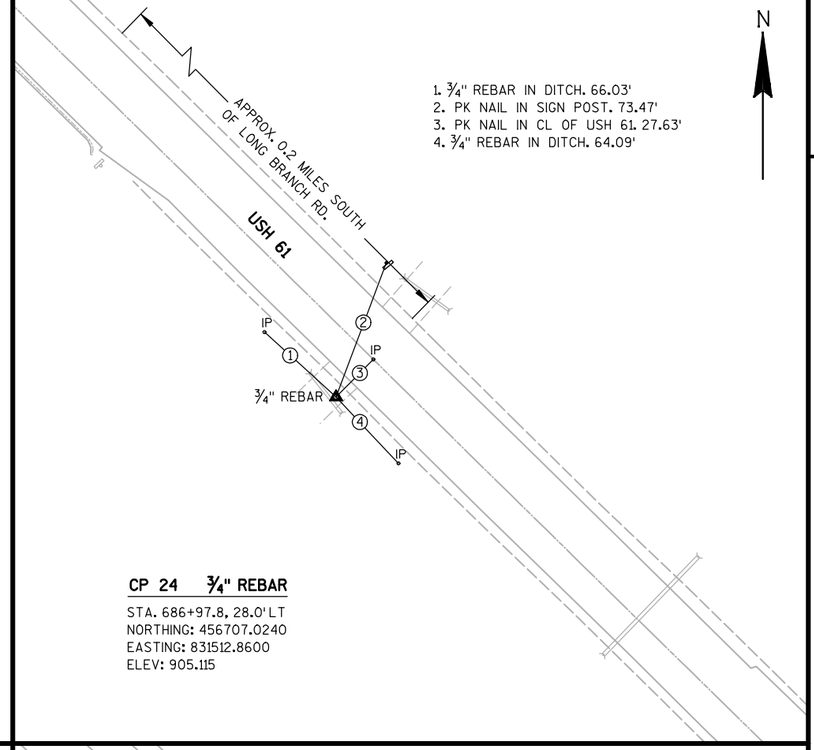
STA. 889+07.0, 27.1' LT
NORTHING: 472774.7390
EASTING: 825595.1120
ELEV: 844.679



1. PK NAIL IN POWER POLE. 12.8'
2. PK NAIL IN SIGN POST. 76.58'
3. PK NAIL IN SIGN POST. 94.40'
4. PK NAIL IN POWER POLE. 56.63'

CP 22 3/4" REBAR

STA. 761+23.7, 29.3' LT
NORTHING: 462601.3510
EASTING: 827363.4660
ELEV: 986.252

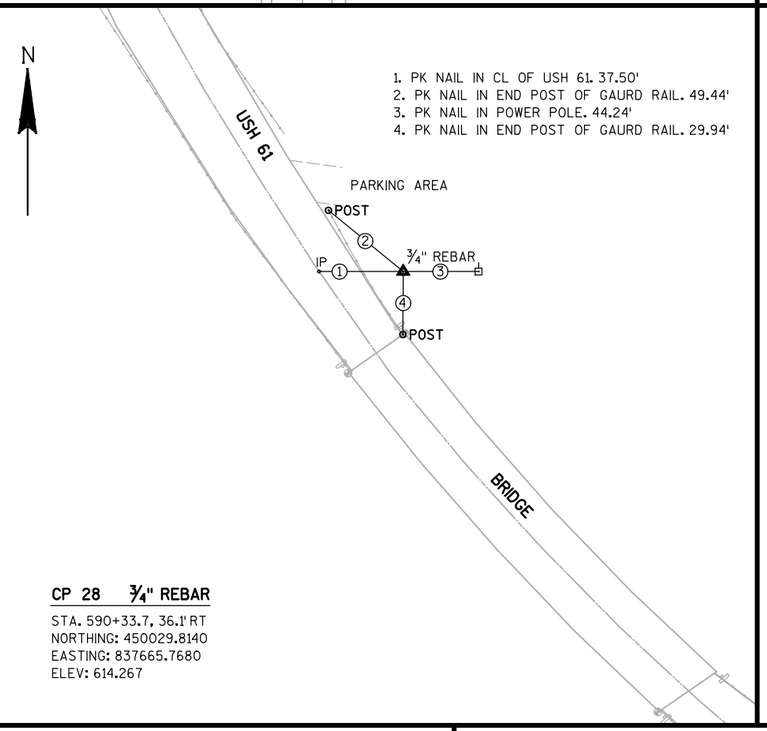


1. 3/4" REBAR IN DITCH. 66.03'
2. PK NAIL IN SIGN POST. 73.47'
3. PK NAIL IN CL OF USH 61. 27.63'
4. 3/4" REBAR IN DITCH. 64.09'

CP 24 3/4" REBAR

STA. 686+97.8, 28.0' LT
NORTHING: 456707.0240
EASTING: 831512.8600
ELEV: 905.115

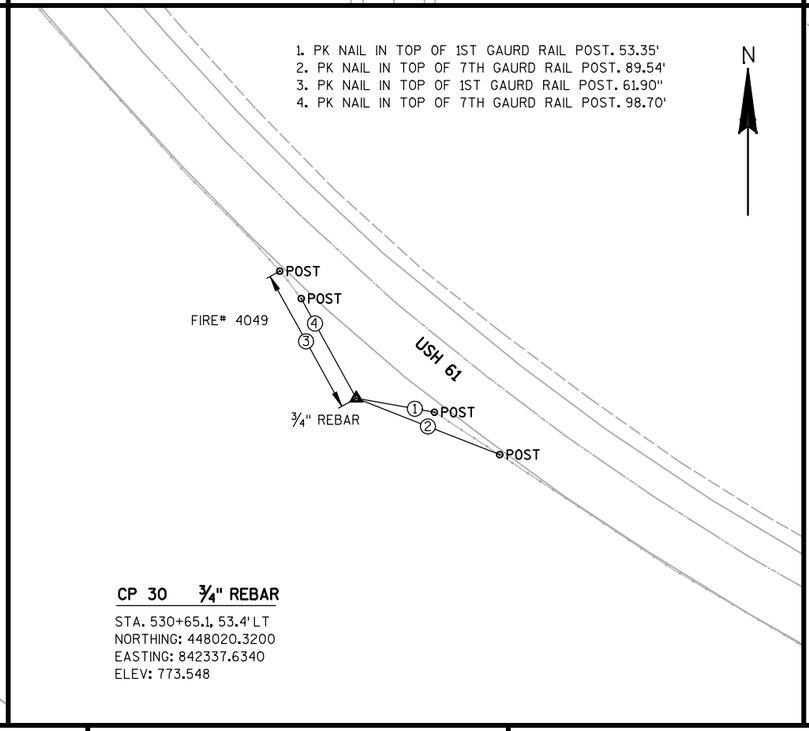
2



1. PK NAIL IN CL OF USH 61. 37.50'
2. PK NAIL IN END POST OF GAURD RAIL. 49.44'
3. PK NAIL IN POWER POLE. 44.24'
4. PK NAIL IN END POST OF GAURD RAIL. 29.94'

CP 28 3/4" REBAR

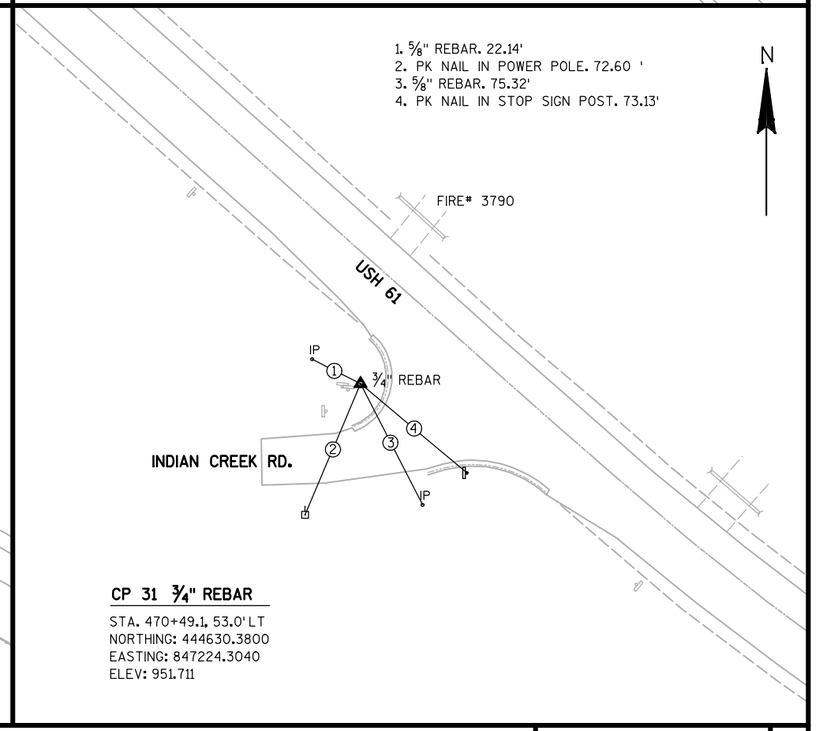
STA. 590+33.7, 36.1' RT
NORTHING: 450029.8140
EASTING: 837665.7680
ELEV: 614.267



1. PK NAIL IN TOP OF 1ST GAURD RAIL POST. 53.35'
2. PK NAIL IN TOP OF 7TH GAURD RAIL POST. 89.54'
3. PK NAIL IN TOP OF 1ST GAURD RAIL POST. 61.90"
4. PK NAIL IN TOP OF 7TH GAURD RAIL POST. 98.70'

CP 30 3/4" REBAR

STA. 530+65.1, 53.4' LT
NORTHING: 448020.3200
EASTING: 842337.6340
ELEV: 773.548



1. 5/8" REBAR. 22.14'
2. PK NAIL IN POWER POLE. 72.60 '
3. 5/8" REBAR. 75.32'
4. PK NAIL IN STOP SIGN POST. 73.13'

CP 31 3/4" REBAR

STA. 470+49.1, 53.0' LT
NORTHING: 444630.3800
EASTING: 847224.3040
ELEV: 951.711

PROJECT NO: 1650-06-71	HWY: USH 61	COUNTY: GRANT	CONTROL POINT DATA SHEET	SHEET	E

FILE NAME : s:\mad\1000--1099\1089\319\micros\0601\027402_cp.dgn PLOT DATE : 10/29/2010 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

DATE 12JAN11

ESTIMATE OF QUANTITIES

LINE NUMBER	ITEM	ITEM DESCRIPTION	UNIT	TOTAL	1650-06-71 QUANTITY	
0010	204.0110	REMOVING ASPHALTIC SURFACE	SY	155.000	155.000	
0020	204.0115	REMOVING ASPHALTIC SURFACE BUTT JOINTS	SY	15,225.000	15,225.000	
0030	204.0130	REMOVING CURB	LF	3,758.000	3,758.000	
0040	204.0150	REMOVING CURB & GUTTER	LF	2,967.000	2,967.000	
0050	204.0165	REMOVING GUARDRAIL	LF	18,884.000	18,884.000	
0060	204.0180	REMOVING DELINEATORS AND MARKERS	EACH	17.000	17.000	
0070	204.9060.S	REMOVING (ITEM DESCRIPTION) 01. ASPHALTIC FLUMES	EACH	25.000	25.000	
0080	204.9105.S	REMOVING (ITEM DESCRIPTION) 01. ATR LOOP DETECTORS	LS	1.000	1.000	
0090	205.0100	EXCAVATION COMMON	CY	9,950.000	9,950.000	
0100	205.9006.S	GRADING SHAPING & FINISHING FOR BARRIER TERMINALS	EACH	101.000	101.000	
0110	213.0100	FINISHING ROADWAY (PROJECT) 01. 1650-06-71	EACH	1.000	1.000	
0120	305.0110	BASE AGGREGATE DENSE 3/4-INCH	TON	17,230.000	17,230.000	
0130	305.0120	BASE AGGREGATE DENSE 1 1/4-INCH	TON	4,350.000	4,350.000	
0140	305.0500	SHAPING SHOULDERS	STA	1,737.000	1,737.000	
0150	312.0110	SELECT CRUSHED MATERIAL	TON	13,800.000	13,800.000	
0160	325.0100	PULVERIZE AND RELAY	SY	339,150.000	339,150.000	
0170	440.4410.S	INCENTIVE IRI RIDE	DOL	82,116.000	82,116.000	
0180	455.0120	ASPHALTIC MATERIAL PG64-28	TON	23.000	23.000	
0190	455.0605	TACK COAT	GAL	76.000	76.000	
0200	460.1103	HMA PAVEMENT TYPE E-3	TON	415.000	~~415.000~~	398.36 TON
0210	460.1905.S	WARRANTED HMA PAVEMENT MAINLINE	TON	102,160.000	~~102,160.000~~	103953.42 TON
0220	460.1955.S	WARRANTED HMA PAVEMENT ANCILLARY	TON	11,843.000	~~11,843.000~~	11,917.40 TON
~~0230~~	~~460.2000~~	~~INCENTIVE DENSITY HMA PAVEMENT~~	~~DOL~~	~~265.000~~	~~265.000~~	DELETED
0240	465.0120	ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES	TON	610.000	~~610.000~~	717.94 TON
0250	465.0315	ASPHALTIC FLUMES	SY	137.000	~~137.000~~	268.08 SY.
0260	490.0200	SALVAGED ASPHALTIC PAVEMENT MILLING	SY	72,640.000	~~72,640.000~~	72,179.2 SY
0270	524.0615	APRON ENDWALLS FOR CULVERT PIPE SALVAGED 15-INCH	EACH	2.000	~~2.000~~	NOT USED.
0280	524.0618	APRON ENDWALLS FOR CULVERT PIPE SALVAGED 18-INCH	EACH	1.000	1.000	
0290	525.0115	CULVERT PIPE CORRUGATED ALUMINUM 15-INCH	LF	16.000	16.000	
0300	525.0118	CULVERT PIPE CORRUGATED ALUMINUM 18-INCH	LF	8.000	8.000	
0310	601.0553	CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE D	LF	1,723.000	1,723.000	
0320	601.0557	CONCRETE CURB AND GUTTER 6-INCH SLOPED 36-INCH TYPE D	LF	495.000	495.000	
0330	601.0576	CONCRETE CURB & GUTTER 4-INCH SLOPED 30-INCH TYPE J	LF	4,380.000	4,380.000	
0340	611.0307	INLETS TYPE 9	EACH	1.000	1.000	
0350	611.0642	INLET COVERS TYPE MS	EACH	2.000	2.000	
0360	611.8110	ADJUSTING MANHOLE COVERS	EACH	3.000	~~3.000~~	NOT USED.
0370	611.8115	ADJUSTING INLET COVERS	EACH	1.000	1.000	
0380	614.0115	ANCHORAGES FOR STEEL PLATE BEAM GUARD TYPE 2	EACH	39.000	39.000	
0390	614.0200	STEEL THRIE BEAM STRUCTURE APPROACH	LF	84.000	84.000	
0400	614.0370	STEEL PLATE BEAM GUARD ENERGY ABSORBING TERMINAL	EACH	62.000	62.000	
0410	614.0396	GUARDRAIL MOW STRIP ASPHALT	SY	16,006.000	~~16,006.000~~	13,285.8 SY.
0420	614.0400	ADJUSTING STEEL PLATE BEAM GUARD	LF	287.000	287.000	
0430	614.0515	GUARDRAIL STIFENED LHW	LF	34,459.000	34,459.000	

DATE 12JAN11

E S T I M A T E O F Q U A N T I T I E S

LINE NUMBER	ITEM	ITEM DESCRIPTION	UNIT	TOTAL	1650-06-71 QUANTITY	
0440	618.0100	MAINTENANCE AND REPAIR OF HAUL ROADS (PROJECT) 01. 1650-06-71	EACH	1.000	1.000	
0450	619.1000	MOBILIZATION	EACH	1.000	1.000	
0460	625.0100	TOPSOIL	SY	475.000	475.000	
0470	625.0500	SALVAGED TOPSOIL	SY	3,740.000	3,740.000	
0480	627.0200	MULCHING	SY	585.000	585.000	
0490	628.1504	SILT FENCE	LF	7,025.000	7,025.000	
0500	628.1520	SILT FENCE MAINTENANCE	LF	14,050.000	~~14,050.000~~	NOT USED
0510	628.1905	MOBILIZATIONS EROSION CONTROL	EACH	3.000	3.000	
0520	628.1910	MOBILIZATIONS EMERGENCY EROSION CONTROL	EACH	3.000	~~3.000~~	NOT USED
0530	628.2004	EROSION MAT CLASS I TYPE B	SY	8,490.000	8,490.000	
0540	628.2006	EROSION MAT URBAN CLASS I TYPE A	SY	3,630.000	3,630.000	
0550	628.2037	EROSION MAT CLASS III TYPE C	SY	130.000	~~130.000~~	NOT USED.
0560	628.7005	INLET PROTECTION TYPE A	EACH	2.000	2.000	
0570	628.7010	INLET PROTECTION TYPE B	EACH	3.000	~~3.000~~	NOT USED
0580	628.7015	INLET PROTECTION TYPE C	EACH	14.000	~~14.000~~	NOT USED
0590	628.7020	INLET PROTECTION TYPE D	EACH	2.000	~~2.000~~	NOT USED.
0600	629.0210	FERTILIZER TYPE B	CWT	2.220	2.220	
0610	630.0120	SEEDING MIXTURE NO. 20	LB	113.000	113.000	
0620	630.0200	SEEDING TEMPORARY	LB	113.000	113.000	
0630	633.0100	DELINEATOR POSTS STEEL	EACH	6.000	6.000	
0640	633.0500	DELINEATOR REFLECTORS	EACH	6.000	6.000	
0650	634.0612	POSTS WOOD 4X6-INCH X 12-FT	EACH	6.000	6.000	
0660	634.0614	POSTS WOOD 4X6-INCH X 14-FT	EACH	126.000	126.000	
0670	634.0616	POSTS WOOD 4X6-INCH X 16-FT	EACH	142.000	142.000	
0680	634.0618	POSTS WOOD 4X6-INCH X 18-FT	EACH	59.000	59.000	
0690	634.0620	POSTS WOOD 4X6-INCH X 20-FT	EACH	5.000	5.000	
0700	637.0202	SIGNS REFLECTIVE TYPE II	SF	2,495.670	2,495.670	
0710	638.2102	MOVING SIGNS TYPE II	EACH	2.000	2.000	
0720	638.2602	REMOVING SIGNS TYPE II	EACH	313.000	313.000	
0730	638.3000	REMOVING SMALL SIGN SUPPORTS	EACH	350.000	350.000	
0740	642.5001	FIELD OFFICE TYPE B	EACH	1.000	1.000	
0750	643.0100	TRAFFIC CONTROL (PROJECT) 01. 1650-06-71	EACH	1.000	1.000	
0760	643.0300	TRAFFIC CONTROL DRUMS	DAY	191,100.000	191,100.000	
0770	643.0900	TRAFFIC CONTROL SIGNS	DAY	48,945.000	48,945.000	
0780	643.0905.S	TRAFFIC CONTROL COVERING SIGNS	EACH	12.000	~~12.000~~	NOT USED
0790	643.1050.S	TRAFFIC CONTROL SIGNS PORTABLE CHANGEABLE MESSAGE	DAY	28.000	28.000	
0800	646.0106	PAVEMENT MARKING EPOXY 4-INCH	LF	190,657.000	190,657.000	
0810	646.0116	PAVEMENT MARKING EPOXY 6-INCH	LF	90.000	90.000	
0820	646.0406	PAVEMENT MARKING SAME DAY EPOXY 4-INCH	LF	158,976.000	158,976.000	
0830	646.0883.S	PAVEMENT MARKING GROOVED WET REFLECTIVE TAPE 8-INCH	LF	1,266.000	1,266.000	
0840	647.0166	PAVEMENT MARKING ARROWS EPOXY TYPE 2	EACH	4.000	4.000	
0850	647.0196	PAVEMENT MARKING ARROWS EPOXY TYPE 5	EACH	2.000	2.000	
0860	647.0256	PAVEMENT MARKING SYMBOLS EPOXY	EACH	1.000	1.000	
0870	647.0356	PAVEMENT MARKING WORDS EPOXY	EACH	2.000	2.000	
0880	647.0456	PAVEMENT MARKING CURB EPOXY	LF	610.000	610.000	
0890	647.0556	PAVEMENT MARKING STOP LINE EPOXY 12-INCH	LF	42.000	~~42.000~~	NOT USED.
0900	647.0606	PAVEMENT MARKING ISLAND NOSE EPOXY	EACH	2.000	2.000	
0910	647.0656	PAVEMENT MARKING PARKING STALL EPOXY	LF	500.000	500.000	
0920	647.0706	PAVEMENT MARKING DIAGONAL EPOXY 6-INCH	LF	68.000	~~68.000~~	NOT USED.
0930	647.0726	PAVEMENT MARKING DIAGONAL EPOXY 12-INCH	LF	38.000	38.000	
0940	648.0100	LOCATING NO-PASSING ZONES	MI	17.670	17.670	

DATE 12JAN11

E S T I M A T E O F Q U A N T I T I E S

LINE NUMBER	ITEM	ITEM DESCRIPTION	UNIT	TOTAL	1650-06-71 QUANTITY	
0950	649.0100	TEMPORARY PAVEMENT MARKING 4-INCH	LF	153,891.000	153,891.000	
0960	650.4000	CONSTRUCTION STAKING STORM SEWER SYSTEM	EACH	1.000	1.000	
0970	650.5500	CONSTRUCTION STAKING CURB GUTTER AND CURB & GUTTER	LF	5,360.000	5,360.000	
0980	650.6000	CONSTRUCTION STAKING PIPE CULVERTS	EACH	3.000	3.000	
0990	650.8000	CONSTRUCTION STAKING RESURFACING REFERENCE	LF	93,300.000	93,300.000	
1000	650.9910	CONSTRUCTION STAKING SUPPLEMENTAL CONTROL (PROJECT) 01. 1650-06-71	LS	1.000	~~1.000~~	NOT USED.
1010	652.0800	CONDUIT LOOP DETECTOR	LF	305.000	305.000	
1020	655.0800	LOOP DETECTOR WIRE	LF	920.000	920.000	
1030	690.0150	SAWING ASPHALT	LF	6,326.000	6,326.000	
1040	ASP.1T0A	ON-THE-JOB TRAINING APPRENTICE AT $5.00/HR	HRS	2,500.000	~~2,500.000~~	NOT USED.
1050	ASP.1T0G	ON-THE-JOB TRAINING GRADUATE AT $5.00/HR	HRS	3,520.000	3,520.000	
1060	SPV.0035	SPECIAL 01. EXCESS PULVERIZED MATERIAL	CY	1,034.000	1,034.000	
1070	SPV.0060	SPECIAL 01. CONSTRUCTION STAKING EXISTING TAPERS	EACH	70.000	70.000	
1080	SPV.0060	SPECIAL 02. CONSTRUCTION STAKING INTERSECTION RADII	EACH	48.000	48.000	
1090	SPV.0060	SPECIAL 03. LOCATE AND REESTABLISH SECTION CORNER MONUMENTS	EACH	14.000	14.000	
1100	SPV.0060	SPECIAL 04. GRADING, SHAPING AND FINISHING FOR BEAMGUARD	EACH	4.000	4.000	
1110	SPV.0060	SPECIAL 05. INSTALL PROPOSED CONDUIT INTO EXISTING ITEM	EACH	1.000	1.000	
1120	SPV.0060	SPECIAL 06. LOOP DETECTOR SPLICE	EACH	4.000	4.000	
1130	SPV.0060	SPECIAL 07. SALVAGE AND REPLACE CONCRETE BUMPERS	EACH	22.000	22.000	
1140	SPV.0090	SPECIAL 01. GUARDRAIL STIFFENED (LHW-NW)	LF	3,666.000	3,666.000	
1150	211.0100	Prepare Foundation For Asphaltic Paving 01. 1650-06-71	LS	1.0	1.0	
1160	624.0100	Water	MGAL	1340.000	1340.000	
1165	SPV.0195	Special Credit For Salvaged Asphaltic Pavement	TON	-20,000.000	-20,000.000	Item Added CCO #1
1170	311.0100	Breaker Run	TON	300.000	300.00	Item Added CCO # 2
1175	803.0100	Non Conforming QMP Base Aggregate Select	TON	-350.000	-350.00	Item Added CCO # 2
1180	204.0100	Removing Pavement	SY	80.000	80.000	Item Added CCO # 2
1185	646.0600	Removing Pavement Markings	LF	878.000	878.000	Item Added CCO # 2
1190	647.0566	Pavement Marking Stop Line Epoxy 18-Inch.	LF	46.200	46.200	Item Added CCO # 2
1195	465.0105	Asphaltic Surface	TON	20.000	20.000	Item Added CCO # 2
1200	SPV.0055	Special Credit For Eliminated Guard Rail Posts	DOL	-1,900.000	-1,900.000	Item Added CCO # 2.
1205	SPV.0075	Special Extra Drilling for Beam Guard Posts	HRS	2.500	2.500	Item Added CCO # 3

REMOVING ASPHALTIC SURFACE

CATEGORY	STATION - STATION	LOCATION	204.0110 SY	REMARKS
0010	1104+80 - 1105+25	ML	155	FOR REMOVING ATR LOOP DETECTORS

REMOVING CURB AND GUTTER

CATEGORY	STATION - STATION	LOCATION	204.0150 LF	REMARKS
0010	469+37 - 469+91	LT	68	INDIAN CREEK ROAD RADII
	470+37 - 470+61	LT	58	INDIAN CREEK ROAD RADII
	478+56 - 483+51	RT	495	MAINLINE
	688+79 - 694+00	LT	555	LONG BRANCH ROAD RADII
	694+29 - 694+92	LT	82	LONG BRANCH ROAD RADII
	708+83 - 719+21	LT	50	WAYSIDE ENTRANCE
	709+58 - 710+13	LT	68	WAYSIDE ENTRANCE
	927+29 - 929+93	LT	265	MAINLINE
	936+52 - 939+37	LT	285	MAINLINE
	982+70 - 983+25	RT	86	ABING ROAD RADII
	982+95 - 983+31	LT	56	ABING ROAD RADII
	983+58 - 984+01	LT	67	ABING ROAD RADII
	983+60 - 983+98	RT	62	ABING ROAD RADII
	1036+10 - 1036+48	LT	60	LONE ELM TREE ROAD RADII
	1036+75 - 1037+26	LT	78	LONE ELM TREE ROAD RADII
	1116+51 - 1116+90	LT	61	SUBSTATION ROAD RADII
	1117+18 - 1117+78	LT	94	SUBSTATION ROAD RADII
	1142+89 - 1143+47	RT	91	AIRPORT ROAD RADII
	1143+73 - 1144+13	RT	61	AIRPORT ROAD RADII
	1169+49 - 1169+88	LT	60	WEST AIRPORT ROAD RADII
	1170+17 - 1170+72	LT	90	WEST AIRPORT ROAD RADII
	1367+05 - 1367+50	LT	80	STAGE ROAD RADII
	1367+87 - 1368+35	LT	95	STAGE ROAD RADII
	TOTAL		2,967	

REMOVING ASPHALTIC FLUMES

CATEGORY	STATION	LOCATION	204.9060.S.01 REMOVING ASPHALTIC FLUMES EACH
0010	513+19	LT	1
	515+55	LT	1
	517+55	LT	1
	519+55	LT	1
	521+55	LT	1
	523+54	LT	1
	525+42	LT	1
	651+33	LT	1
	652+08	LT	1
	653+68	LT	1
	655+78	LT	1
	657+67	LT	1
	659+67	LT	1
	661+67	LT	1
	663+92	LT	1
	665+96	LT	1
	688+80	LT	1
	871+03	LT	1
	927+24	LT	1
	1143+27	RT	1
	1143+92	RT	1
	UNDISTRIBUTED		4
	TOTAL		25

REMOVING ASPHALTIC SURFACE BUTT JOINTS

CATEGORY	INTERSECTION / STATION	LOCATION	204.0115 SY	REMARKS
0010	INDIAN CREEK ROAD	LT	447	FOR INTERSECTION BUTT JOINTS
	LONG BRANCH ROAD	LT	480	FOR INTERSECTION BUTT JOINTS
	RIVER LANE ROAD	LT	536	FOR INTERSECTION BUTT JOINTS
	TOBINS EIGHTY LANE	LT	472	FOR INTERSECTION BUTT JOINTS
	ABING LANE	RT	506	FOR INTERSECTION BUTT JOINTS
	SCHAEFER LANE	RT	275	FOR INTERSECTION BUTT JOINTS
	BUNKER HILL STREET	RT	288	FOR INTERSECTION BUTT JOINTS
	CRESTVIEW DRIVE	RT	60	FOR INTERSECTION BUTT JOINTS
	KEENE DRIVE	LT	358	FOR INTERSECTION BUTT JOINTS
	HIPPY HOLLOW ROAD	RT	328	FOR INTERSECTION BUTT JOINTS
	BRITISH HOLLOW ROAD	LT	358	FOR INTERSECTION BUTT JOINTS
	BRITISH HOLLOW ROAD	RT	419	FOR INTERSECTION BUTT JOINTS
	BUENA VISTA	LT	348	FOR INTERSECTION BUTT JOINTS
	ABING ROAD	LT	472	FOR INTERSECTION BUTT JOINTS
	CTH B	RT	539	FOR INTERSECTION BUTT JOINTS
	LONE ELM TREE ROAD	LT	421	FOR INTERSECTION BUTT JOINTS
	SUBSTATION ROAD	LT	472	FOR INTERSECTION BUTT JOINTS
	SUBSTATION ROAD	RT	370	FOR INTERSECTION BUTT JOINTS
	AIRPORT ROAD	RT	442	FOR INTERSECTION BUTT JOINTS
	WEST AIRPORT ROAD	LT	435	FOR INTERSECTION BUTT JOINTS
	HUDSON HOLLOW ROAD	RT	414	FOR INTERSECTION BUTT JOINTS
	AUPPERLE ROAD	LT	410	FOR INTERSECTION BUTT JOINTS
	STH 81	RT/SOUTH	103	FOR BUTT JOINTS NEAR GORE
	STH 81	RT/NORTH	222	FOR BUTT JOINTS NEAR GORE
	STAGE ROAD	LT	493	FOR INTERSECTION BUTT JOINTS
	MEADOWVIEW DRIVE	LT	204	FOR INTERSECTION BUTT JOINTS
	912+36 - 914+02	RT	55	FOR PAVED DITCH BUTT JOINT
	927+59 - 929+50	LT	213	FOR PARKING LOT BUTT JOINT
	WAYSIDE PARKING LOT	LT	263	FOR ENTRANCE BUTT JOINTS
	DRIVEWAYS	LT	2,420	FOR PAVED DRIVEWAY BUTT JOINTS
	DRIVEWAYS	RT	2,310	FOR PAVED DRIVEWAY BUTT JOINTS
	BEGIN PROJECT	---	40	FOR MAINLINE BUTT JOINTS
	END PROJECT	---	54	FOR MAINLINE BUTT JOINTS
	TOTAL		15,225	

REMOVING DELINEATORS AND MARKERS

CATEGORY	STATION-STATION	LOCATION	204.0180 EACH
0010	906+00 - 908+75	LT	17

REMOVING ATR LOOP DETECTORS

CATEGORY	STATION	LOCATION	204.9105.S.01 LS
0010	1105+00	LT/RT	1

EARTHWORK SUMMARY

CATEGORY	STATION - STATION	LOCATION	205.0100* EXCAVATION COMMON (1) CUT CY	205.0100* EXCAVATION COMMON (1) EBS EXCAVATION (2) CY	312.0110 SELECT CRUSHED MATERIAL TON
0010	458+95-1394+93	MAINLINE	---	6,900	13,800
		TOTALS		6,900	13,800

1) EXCAVATION COMMON IS THE SUM OF THE CUT AND EBS EXCAVATION COLUMNS. EXCESS MATERIAL IS TO BE REMOVED FROM THE SITE.
2) EBS EXCAVATION TO BE BACKFILLED WITH SELECT CRUSHED MATERIAL. ESTIMTATED TO BE 5% OF TOTAL PAVEMENT SURFACE AREA BY A DEPTH OF 1 FOOT.

*ADDITIONAL QUANTITIES LISTED ELSEWHERE

REMOVING CURB

CATEGORY	STATION - STATION	LOCATION	204.0130 LF	REMARKS
0010	511+70 - 525+44	LT	1,370	EXIST. ASPHALTIC CURB
	585+95 - 587+60	RT	165	EXIST. ASPHALTIC CURB
	649+85 - 667+07	LT	1,700	EXIST. ASPHALTIC CURB
	869+70 - 871+04	LT	130	EXIST. ASPHALTIC CURB
	959+70 959+98	RT	28	FOR REMOVAL OF CONCRETE CURB HEAD AT EXIST. EAT TERMINAL END
	1245+62 - 1249+29	RT	365	EXIST. ASPHALTIC CURB
	TOTAL		3,758	

REMOVING GUARDRAIL

CATEGORY	STATION - STATION	LOCATION	204.0165 LF	REMARKS
0010	511+51 - 530+29	LT	1,900	
	531+20 - 540+09	LT	900	
	567+89 - 572+42	LT	450	
	572+89 - 577+98	LT	520	
	583+98 - 587+68	LT	380	
	585+95 - 587+60	RT	160	
	590+08 - 592+43	LT	240	
	590+07 - 590+84	RT	75	
	591+31 - 599+92	RT	850	
	592+96 - 599+66	LT	680	
	605+49 - 616+43	RT	1,100	
	607+55 - 616+38	LT	880	
	640+06 - 645+90	LT	590	
	649+56 - 680+69	LT	3,100	
	654+40 - 658+07	RT	380	
	868+31 - 871+63	LT	360	NEW BEAM GUARD TO TIE INTO REMAINING GUARDRAIL
	871+61 - 874+51	RT	470	NEW BEAM GUARD TO TIE INTO REMAINING GUARDRAIL
	1009+41 - 1016+52	LT	710	
	1062+53 - 1067+91	LT	540	
	1093+97 - 1102+00	LT	800	
	1106+08 - 1109+69	LT	360	
	1106+10 - 1109+75	RT	370	
	1245+07 - 1249+71	LT	460	
	1245+10 - 1249+72	RT	460	
	1253+85 - 1256+53	RT	270	NEW BEAM GUARD TO TIE INTO REMAINING GUARDRAIL
	1255+16 - 1258+02	LT	290	
	1257+12 - 1258+48	RT	140	
	1258+33 - 1259+34	LT	100	
	1365+00 - 1372+92	RT	790	
	1367+93 - 1373+38	LT	559	NEW BEAM GUARD TO TIE INTO REMAINING GUARDRAIL
	TOTAL		18,884	

FINISHING ROADWAY

CATEGORY	PROJECT	213.0100 01. 1650-06-71 EACH
0010	1650-06-71	1

GRADING, SHAPING AND FINISHING FOR BARRIER TERMINALS

CATEGORY	STATION - STATION	LOCATION	205.9006.S GRADING, SHAPING AND FINISHING FOR BARRIER TERMINALS EACH	FOR INFORMATION ONLY: TOPSOIL SY	FERTILIZER TYPE B CWT	SEEDING MIXTURE NO. 20 LB	SEEDING TEMPORARY LB	628.1504 SILT FENCE LF	628.1520 SILT FENCE MAINTENANCE LF	628.2004* EROSION MAT CLASS I TYPE B SY
0010	463+48 - 463+98	RT	1	25	0.02	1	1	75	150	25
	467+77 - 468+27	RT	1	85	0.05	2	2	75	150	85
	497+25 - 497+75	LT	1	120	0.08	3	3	75	150	120
	503+88 - 504+38	LT	1	65	0.04	2	2	75	150	65
	508+32 - ---	LT	1	65	0.04	2	2	25	50	65
	508+95 - ---	RT	1	25	0.02	1	1	25	50	25
	513+69 - ---	RT	1	120	0.08	3	3	25	50	120
	530+48 - ---	LT	1	40	0.03	1	1	25	50	40
	531+25 - 531+74	LT	1	130	0.08	4	4	75	150	130
	545+15 - 545+65	LT	1	260	0.16	7	7	75	150	260
	553+19 - 553+71	LT	1	160	0.10	4	4	75	150	160
	557+93 - 558+43	LT	1	100	0.06	3	3	75	150	100
	566+90 - 567+40	LT	1	95	0.06	3	3	75	150	95
	572+71 - ---	LT	1	20	0.01	1	1	25	50	20
	572+92 - ---	LT	1	15	0.01	0	0	25	50	15
	578+07 - ---	LT	1	15	0.01	0	0	25	50	15
	581+00 - 581+49	LT	1	65	0.04	2	2	75	150	65
	583+71 - ---	LT	1	30	0.02	1	1	25	50	30
	583+98 - ---	LT	1	15	0.01	0	0	25	50	15
	585+77 - ---	RT	1	130	0.08	4	4	25	50	130
	592+69 - ---	LT	1	40	0.03	1	1	25	50	40
	592+89 - ---	LT	1	25	0.02	1	1	25	50	25
	599+87 - ---	LT	1	10	0.01	0	0	25	50	10
	600+48 - 600+97	RT	1	70	0.04	2	2	75	150	70
	605+22 - 605+72	RT	1	80	0.05	2	2	75	150	80
	606+49 - 606+99	LT	1	95	0.06	3	3	75	150	95
	616+16 - ---	RT	1	25	0.02	1	1	25	50	25
	616+66 - ---	LT	1	25	0.02	1	1	25	50	25
	616+80 - ---	RT	1	20	0.01	1	1	25	50	20
	632+49 - ---	RT	1	10	0.01	0	0	25	50	10
	632+50 - 633+00	LT	1	20	0.01	1	1	75	150	20
	634+89 - 635+39	RT	1	70	0.04	2	2	75	150	70
	636+00 - 636+50	LT	1	50	0.03	1	1	75	150	50
	639+82 - 640+32	LT	1	30	0.02	1	1	75	150	30
	646+11 - ---	LT	1	15	0.01	0	0	25	50	15
	648+55 - 649+05	LT	1	85	0.05	2	2	75	150	85
	649+50 - 650+00	RT	1	65	0.04	2	2	75	150	65
	660+25 - 660+75	RT	1	100	0.06	3	3	75	150	100
	676+55 - ---	RT	1	15	0.01	0	0	25	50	15
	686+10 - 686+60	LT	1	45	0.03	1	1	75	150	45
	686+38 - 686+88	RT	1	160	0.10	4	4	75	150	160
	767+31 - ---	LT	1	50	0.03	1	1	25	50	50
	771+22 - ---	LT	1	20	0.01	1	1	25	50	20
	843+90 - 844+40	LT	1	100	0.06	3	3	75	150	100
	854+85 - ---	LT	1	100	0.06	3	3	25	50	100
	871+73 - ---	LT	1	70	0.04	2	2	25	50	70
	872+75 - 873+26	LT	1	130	0.08	4	4	75	150	130
	879+38 - 879+88	RT	1	100	0.06	3	3	75	150	100
	880+62 - ---	LT	1	15	0.01	0	0	25	50	15
	880+89 - ---	LT	1	15	0.01	0	0	25	50	15
	888+50 - 889+00	LT	1	180	0.11	5	5	75	150	180
	896+63 - 897+13	LT	1	75	0.05	2	2	75	150	75
	908+05 - ---	LT	1	15	0.01	0	0	25	50	15
	917+50 - 918+00	LT	1	50	0.03	1	1	75	150	50
SUBTOTALS			54	---	---	---	---	2,750	5,500	3,555

*ADDITIONAL QUANTITIES LISTED ELSEWHERE

CON'T. ABOVE

GRADING, SHAPING AND FINISHING FOR BARRIER TERMINALS (CON'T.)

CATEGORY	STATION - STATION	LOCATION	205.9006.S GRADING, SHAPING AND FINISHING FOR BARRIER TERMINALS EACH	FOR INFORMATION ONLY: TOPSOIL SY	FERTILIZER TYPE B CWT	SEEDING MIXTURE NO. 20 LB	SEEDING TEMPORARY LB	628.1504 SILT FENCE LF	628.1520 SILT FENCE MAINTENANCE LF	628.2004* EROSION MAT CLASS I TYPE B SY
0010	921+50 - 922+00	LT	1	90	0.06	2	2	75	150	90
	940+50 - 941+00	RT	1	85	0.05	2	2	75	150	85
	945+13 - 945+63	LT	1	320	0.20	9	9	75	150	320
	949+25 - 949+75	RT	1	100	0.06	3	3	75	150	100
	949+38 - 949+88	LT	1	90	0.06	2	2	75	150	90
	959+63 - ---	LT	1	20	0.01	1	1	25	50	20
	961+00 - ---	LT	1	70	0.04	2	2	25	50	70
	961+20 - ---	LT	1	85	0.05	2	2	25	50	85
	964+59 - ---	LT	1	10	0.01	0	0	25	50	10
	976+00 - 976+50	RT	1	110	0.07	3	3	75	150	110
	981+00 - 981+50	RT	1	100	0.06	3	3	75	150	100
	986+80 - 987+30	RT	1	130	0.08	4	4	75	150	130
	990+55 - 991+05	RT	1	130	0.08	4	4	75	150	130
	1009+15 - ---	LT	1	15	0.01	0	0	25	50	15
	1017+30 - 1017+80	LT	1	180	0.11	5	5	75	150	180
	1043+24 - ---	RT	1	20	0.01	1	1	25	50	20
	1046+92 - 1047+42	RT	1	65	0.04	2	2	75	150	65
	1048+53 - 1049+03	LT	1	100	0.06	3	3	75	150	100
	1053+15 - 1053+65	LT	1	80	0.05	2	2	75	150	80
	1062+12 - ---	LT	1	45	0.03	1	1	25	50	45
	1068+30 - ---	LT	1	20	0.01	1	1	25	50	20
	1091+13 - 1091+63	LT	1	140	0.09	4	4	75	150	140
	1093+25 - 1093+75	RT	1	100	0.06	3	3	75	150	100
	1093+29 - ---	LT	1	20	0.01	1	1	25	50	20
	1093+45 - ---	LT	1	15	0.01	0	0	25	50	15
	1098+13 - 1098+63	RT	1	75	0.05	2	2	75	150	75
	1101+75 - 1102+25	RT	1	90	0.06	2	2	75	150	90
	1103+77 - ---	LT	1	35	0.02	1	1	25	50	35
	1111+00 - 1111+50	RT	1	150	0.09	4	4	75	150	150
	1104+38 - 1104+88	LT	1	120	0.08	3	3	75	150	120
	1110+88 - 1111+38	LT	1	30	0.02	1	1	75	150	30
	1225+05 - 1225+58	RT	1	95	0.06	3	3	75	150	95
	1232+27 - ---	RT	1	100	0.06	3	3	25	50	100
	1242+50 - 1243+00	RT	1	100	0.06	3	3	75	150	100
	1244+33 - 1244+83	LT	1	55	0.03	1	1	75	150	55
	1249+45 - 1249+95	LT	1	70	0.04	2	2	75	150	70
	1254+33 - 1254+83	LT	1	75	0.05	2	2	75	150	75
	1257+05 - ---	RT	1	75	0.05	2	2	25	50	75
	1258+97 - 1259+47	RT	1	90	0.06	2	2	75	150	90
	1259+08 - 1259+58	LT	1	90	0.06	2	2	75	150	90
	1329+07 - 1329+57	RT	1	100	0.06	3	3	75	150	100
	1334+51 - 1335+00	RT	1	90	0.06	2	2	75	150	90
	1332+00 - 1332+50	LT	1	190	0.12	5	5	75	150	190
	1340+59 - 1341+09	LT	1	40	0.03	1	1	75	150	40
	1364+61 - 1365+11	RT	1	90	0.06	2	2	75	150	90
	1373+15 - 1373+65	LT	1	90	0.06	2	2	75	150	90
	1373+40 - 1373+90	RT	1	130	0.08	4	4	75	150	130
UNDISTRIBUTED	---	---	---	---	---	---	---	1,400	2,800	---
SUBTOTALS			47	---	---	---	---	4,275	8,550	4,120
GRAND TOTALS			101	---	---	---	---	7,025	14,050	7,675

*ADDITIONAL QUANTITIES LISTED ELSEWHERE

3

BASE AGGREGATE DENSE

CATEGORY	STATION - STATION	305.0110 BASE AGGREGATE DENSE 3/4-INCH TON	305.0120* BASE AGGREGATE DENSE 1 1/4-INCH TON	REMARKS
0010	458+95 - 470+00	100	---	
	470+00 - 587+67	1,800	---	
	590+08 - 694+10	1,400	---	
	694+10 - 806+20	1,250	---	
	806+20 - 880+75	700	---	
	880+75 - 961+50	1,150	---	
	961+50 - 983+45	350	---	
	983+45 - 1036+62	890	---	
	1036+62 - 1117+00	1,250	---	
	1117+00 - 1143+55	460	---	
	1143+55 - 1170+05	460	---	
	1170+05 - 1222+90	920	---	
	1222+90 - 1276+10	850	---	
	1276+10 - 1284+65	200	---	
	1284+65 - 1309+91	640	---	
	1309+91 - 1328+50	300	---	
	1328+50 - 1367+75	630	---	
	1367+75 - 1394+93	220	---	
	1104+80 - 1105+25	---	1,100	MAINLINE ATR LOOP DETECTOR REPLACEMENT
	UNPAVED DRIVEWAYS	210	---	
	PAVED DRIVEWAYS	---	45	
	WAYSIDE (STA. 708+00)	---	20	
	UNDISTRIBUTED SUPER CORRECTION	---	190	
	UNDISTRIBUTED	3,450	140	
	TOTALS	17,230	1,495	

*ADDITIONAL QUANTITIES LISTED ELSEWHERE

PULVERIZE AND RELAY/MILLING SUMMARY

CATEGORY	STATION - STATION	325.0100* PULVERIZE AND RELAY SY	490.0200 SALVAGED ASPHALTIC PAVEMENT MILLING SY
0010	458+95 - 470+00	2,550	1,450
	470+00 - 587+67	56,200	---
	590+08 - 694+10	48,500	---
	694+10 - 806+20	36,200	14,500
	806+20 - 880+75	19,000	17,000
	880+75 - 961+50	34,900	4,550
	961+50 - 983+45	8,150	540
	983+45 - 1036+62	20,600	---
	1036+62 - 1117+00	30,600	1,300
	1117+00 - 1143+55	10,100	---
	1143+55 - 1170+05	11,000	---
	1170+05 - 1222+90	20,100	---
	1222+90 - 1276+10	20,600	440
	1276+10 - 1284+65	---	4,400
	1284+65 - 1309+91	---	13,800
	1309+91 - 1328+50	---	8,000
	1328+50 - 1367+75	14,700	610
	1367+75 - 1394+93	5,950	6,050
	TOTALS	339,150	72,640

*EXTEND PULVERIZE AND RELAY LIMITS TO EDGE OF EXISTING ASPHALT SHOULDER AT UNPAVED DRIVEWAY LOCATIONS.

SHAPING SHOULDERS

CATEGORY	STATION - STATION	305.0500 STA
0010	458+95 - 470+00	23
	470+00 - 587+67	214
	590+08 - 694+10	185
	694+10 - 806+20	162
	806+20 - 880+75	145
	880+75 - 961+50	152
	961+50 - 983+45	44
	983+45 - 1036+62	107
	1036+62 - 1117+00	156
	1117+00 - 1143+55	54
	1143+55 - 1170+05	53
	1170+05 - 1222+90	106
	1222+90 - 1276+10	107
	1276+10 - 1284+65	18
	1284+65 - 1309+91	51
	1309+91 - 1328+50	38
	1328+50 - 1367+75	79
	1367+75 - 1394+93	43
	TOTAL	1,737

ASPHALTIC ITEMS

CATEGORY	STATION - STATION	460.1905.S WARRANTED HMA PAVEMENT MAINLINE TON	440.4410.S INCENTIVE IRI RIDE DOL
0010	458+95 - 470+00	700	837
	470+00 - 587+67	15,150	12,614
	590+08 - 694+10	12,700	9,931
	694+10 - 806+20	9,940	10,150
	806+20 - 880+75	5,200	7,117
	880+75 - 961+50	10,850	8,632
	961+50 - 983+45	2,350	1,663
	983+45 - 1036+62	5,580	4,028
	1036+62 - 1117+00	8,540	6,089
	1117+00 - 1143+55	2,780	2,011
	1143+55 - 1170+05	2,770	2,008
	1170+05 - 1222+90	5,510	4,004
	1222+90 - 1276+10	5,630	4,030
	1276+10 - 1284+65	1,210	648
	1284+65 - 1309+91	3,750	1,914
	1309+91 - 1328+50	2,160	1,408
	1328+50 - 1367+75	4,210	2,973
	1367+75 - 1394+93	3,130	2,059
	TOTALS	102,160	82,116

ASPHALTIC ITEMS

CATEGORY	INTERSECTION/ STATION	LOCATION	460.1955.S WARRANTED HMA PAVEMENT ANCILLARY TON	460.1103 HMA PAVEMENT TYPE E-3 TON	455.0120 ASPHALTIC MATERIAL PG64-28 TON	455.0605 TACK COAT GAL	460.2000 INCENTIVE DENSITY HMA PAVEMENT DOL
0010	461+77 - 465+00	ML	415	---	---	---	---
	INDIAN CREEK ROAD	LT	125	---	---	---	---
	B-22-144	ML	110	---	---	---	---
	LONG BRANCH ROAD	LT	130	---	---	---	---
	708+00 (WAYSIDE)	LT	---	415	23	76	265
	RIVER LANE ROAD	LT	145	---	---	---	---
	TOBINS EIGHTY LANE	LT	130	---	---	---	---
	ABING LANE	RT	135	---	---	---	---
	773+64 - 841+72	ML	8,650	---	---	---	---
	SCHAEFER LANE	RT	75	---	---	---	---
	BUNKER HILL STREET	RT	81	---	---	---	---
	CRESTVIEW DRIVE	RT	17	---	---	---	---
	KEENE DRIVE	LT	97	---	---	---	---
	HIPPY HOLLOW ROAD	RT	89	---	---	---	---
	BRITISH HOLLOW ROAD	LT	97	---	---	---	---
	BRITISH HOLLOW ROAD	RT	115	---	---	---	---
	BUENA VISTA	LT	92	---	---	---	---
	ABING ROAD	LT	125	---	---	---	---
	CTH B	RT	145	---	---	---	---
	LONE ELM TREE ROAD	LT	115	---	---	---	---
	SUBSTATION ROAD	LT	125	---	---	---	---
	SUBSTATION ROAD	RT	100	---	---	---	---
	AIRPORT ROAD	RT	120	---	---	---	---
	WEST AIRPORT ROAD	LT	115	---	---	---	---
	HUDSON HOLLOW ROAD	RT	110	---	---	---	---
	AUPPERLE ROAD	LT	110	---	---	---	---
	1310+00	RT	91	---	---	---	---
	STAGE ROAD	LT	130	---	---	---	---
	MEADOWVIEW DRIVE	LT	54	---	---	---	---
	TOTALS		11,843	415	23	76	265

ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES

CATEGORY	STATION - STATION	LOCATION	465.0120 TON
0010	461+77 - 694+00	LT/RT	96
	694+00 - 806+00	LT/RT	54
	806+00 - 881+00	LT/RT	128
	881+00 - 984+00	LT/RT	121
	984+00 - 1036+00	LT/RT	2
	1036+00 - 1117+00	LT/RT	26
	1117+00 - 1222+00	LT/RT	124
	1222+00 - 1328+00	LT/RT	45
	1328+00 - 1394+92	LT/RT	13
	TOTAL		610

ASPHALTIC FLUME SUMMARY

CATEGORY	STATION	LOCATION	465.0315 ASPHALTIC FLUMES SY	628.2037 EROSION MAT CLASS III TYPE C SY	REMARKS
0010	510+55	LT	4	4	
	513+19	LT	3	4	MATCH EXISTING ASPHALTIC FLUME LENGTH
	515+55	LT	5	4	MATCH EXISTING ASPHALTIC FLUME LENGTH
	517+55	LT	4	4	MATCH EXISTING ASPHALTIC FLUME LENGTH
	519+55	LT	4	4	MATCH EXISTING ASPHALTIC FLUME LENGTH
	521+55	LT	6	4	MATCH EXISTING ASPHALTIC FLUME LENGTH
	523+54	LT	3	4	MATCH EXISTING ASPHALTIC FLUME LENGTH
	525+42	LT	6	4	MATCH EXISTING ASPHALTIC FLUME LENGTH
	585+90	RT	6	4	MATCH EXISTING ASPHALTIC FLUME LENGTH
	616+65	LT	15	4	MATCH EXISTING ASPHALTIC FLUME LENGTH
	649+85	LT	2	4	
	651+33	LT	2	4	MATCH EXISTING ASPHALTIC FLUME LENGTH
	652+08	LT	2	4	MATCH EXISTING ASPHALTIC FLUME LENGTH
	653+68	LT	2	4	MATCH EXISTING ASPHALTIC FLUME LENGTH
	655+78	LT	2	4	MATCH EXISTING ASPHALTIC FLUME LENGTH
	657+67	LT	2	4	MATCH EXISTING ASPHALTIC FLUME LENGTH
	659+67	LT	2	4	MATCH EXISTING ASPHALTIC FLUME LENGTH
	661+67	LT	2	4	MATCH EXISTING ASPHALTIC FLUME LENGTH
	663+92	LT	2	4	MATCH EXISTING ASPHALTIC FLUME LENGTH
	665+96	LT	2	4	MATCH EXISTING ASPHALTIC FLUME LENGTH
	688+80	LT	6	4	MATCH EXISTING ASPHALTIC FLUME LENGTH
	871+03	LT	5	4	MATCH EXISTING ASPHALTIC FLUME LENGTH
	927+24	LT	6	4	MATCH EXISTING ASPHALTIC FLUME LENGTH
	1069+66	LT	6	4	
	1143+27	RT	2	4	MID RADIUS; MATCH EXISTING LOCATION
	1143+92	RT	2	4	MID RADIUS; MATCH EXISTING LOCATION
	UNDISTRIBUTED	---	31	29	
	TOTALS		137	130	

CULVERT PIPE ITEMS

CATEGORY	STATION	LOCATION	THICKNESS (INCHES)	524.0615 APRON ENDWALLS FOR CULVERT PIPE SALVAGED 15-INCH EACH	524.0618 APRON ENDWALLS FOR CULVERT PIPE SALVAGED 18-INCH EACH	525.0115 CULVERT PIPE CORRUGATED ALUMINUM 15-INCH LF	525.0118 CULVERT PIPE CORRUGATED ALUMINUM 18-INCH LF	650.6000* CONSTRUCTION STAKING PIPE CULVERTS EACH
0010	583+95	LT	0.060	---	1	---	8	1
	599+86	LT	0.060	1		8	---	1
	1103+74	LT	0.060	1	---	8	---	1
	TOTALS			2	1	16	8	3

*ADDITIONAL QUANTITIES LISTED ELSEWHERE

INLET SUMMARY

CATEGORY	STATION	LOCATION	611.0307 INLETS TYPE 9 EACH	611.0642 INLET COVERS TYPE MS EACH	625.0500* SALVAGED TOPSOIL SY	627.0200* MULCHING SY	629.0210* FERTILIZER TYPE B CWT	630.0120* SEEDING MIXTURE NO. 20 LB	630.0200* SEEDING TEMPORARY LB	650.4000 CONSTRUCTION STAKING STORM SEWER SYSTEM EACH
0010	1037+00	LT	1	2	110	110	0.07	3	3	1

*ADDITIONAL QUANTITIES LISTED ELSEWHERE

ADJUSTING STEEL PLATE BEAM GUARD

CATEGORY	STATION	-	STATION	LOCATION	614.0400 LF	REMARKS
0010	868+05	-	868+30	KEENE DRIVE	25	25 LF BEYOND PROPOSED PAVEMENT LIMITS
	871+61	-	871+83	HIPPY HOLLOW ROAD	25	25 LF BEYOND PROPOSED PAVEMENT LIMITS
	959+86	-	961+25	ROCKVILLE ROAD	185	TO END OF EXISTING RADIUS
	1256+53	-	1256+58	DRIVEWAY	27	TO END OF EXISTING RADIUS
	1367+89.3	-	1367+92.1	STAGE ROAD	25	25 LF BEYOND PROPOSED PAVEMENT LIMITS
	TOTAL				287	

CONCRETE CURB AND GUTTER ITEMS

CATEGORY	STATION - STATION	LOCATION	601.0553 CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE D LF	601.0557 CONCRETE CURB & GUTTER 6-INCH SLOPED 36-INCH TYPE D LF	601.0576 CONCRETE CURB & GUTTER 4-INCH SLOPED 30-INCH TYPE J LF	650.5500 CONSTRUCTION STAKING CURB GUTTER AND CURB & GUTTER LF	205.0100* EXCAVATION COMMON CY	305.0120* BASE AGGREGATE DENSE 1 1/4-INCH TON	625.0500* SALVAGED TOPSOIL SY	628.2006 EROSION MAT URBAN CLASS 1 TYPE A SY	629.0210* FERTILIZER TYPE B CWT	630.0120* SEEDING MIXTURE NO. 20 LB	630.0200* SEEDING TEMPORARY LB
0010	469+38 - 469+93	LT	67	---	---	---	25	25	30	30	0.02	1	1
	470+35 - 470+61	LT	58	---	---	---	20	20	25	25	0.02	1	1
	478+56 - 483+51	RT	---	495	---	495	180	180	220	220	0.14	6	6
	508+50 - 525+36	LT	---	---	1,680	1,680	620	560	750	750	0.47	20	20
	648+55 - 667+07	LT	---	---	1,830	1,830	680	610	810	810	0.51	20	20
	688+86 - 694+02	LT	545	---	---	485	200	200	240	240	0.15	7	7
	694+27 - 694+92	LT	81	---	---	---	30	30	35	35	0.02	1	1
	869+71 - 870+96	LT	---	---	125	125	45	40	55	55	0.04	2	2
	927+30 - 929+93	LT	---	---	265	265	100	90	120	120	0.07	3	3
	936+51 - 939+62	LT	---	---	310	310	110	100	140	140	0.09	4	4
	982+70 - 983+27	RT	86	---	---	---	30	30	40	40	0.02	1	1
	982+93 - 983+33	LT	60	---	---	---	20	20	25	25	0.02	1	1
	983+57 - 984+17	LT	91	---	---	---	35	35	40	40	0.03	1	1
	983+58 - 983+99	RT	62	---	---	---	25	25	30	30	0.02	1	1
	1036+10 - 1036+50	LT	60	---	---	---	20	20	25	25	0.02	1	1
	1036+73 - 1037+26	LT	77	---	---	---	30	30	35	35	0.02	1	1
	1067+91 - 1069+60	LT	---	---	170	170	65	55	75	75	0.05	2	2
	1116+51 - 1116+92	LT	62	---	---	---	25	25	30	30	0.02	1	1
	1117+16 - 1117+78	LT	92	---	---	---	35	35	40	40	0.03	1	1
	1142+89 - 1143+49	RT	91	---	---	---	35	35	40	40	0.03	1	1
	1143+71 - 1144+13	RT	61	---	---	---	25	25	25	25	0.02	1	1
	1169+49 - 1169+89	LT	60	---	---	---	20	20	25	25	0.02	1	1
	1170+15 - 1170+72	LT	90	---	---	---	35	35	40	40	0.03	1	1
	1367+05 - 1367+07	LT	80	---	---	---	30	30	35	35	0.02	1	1
	UNDISTRIBUTED	---	---	---	---	---	610	570	700	700	0.00	20	20
	TOTALS		1,723	495	4,380	5,360	3,050	2,845	3,630	3,630	1.85	97	97

*ADDITIONAL QUANTITIES LISTED ELSEWHERE

ADJUSTING INLET COVERS

CATEGORY	STATION	LOCATION	611.8115 EACH
0010	481+02	RT	1

ADJUSTING MANHOLE COVERS

CATEGORY	STATION	LOCATION	611.8110 EACH
0010	781+52	RT	1
	787+08	LT	1
	790+79	LT	1
	TOTAL		3

GUARDRAIL STIFFENED

CATEGORY	STATION		STATION	LOCATION	614.0515 (LHW) LF	SPV.0090.01 (LHW-NW) LF	REMARKS
0010	463+98.1	-	467+76.5	RT	375	---	
	497+75.0	-	503+88.4	LT	613	---	
	508+32.3	-	525+35.8	LT	---	1,712	15' RADIUS STA. 508+37.2, 35.1' LT TO STA. 508+51.3, 25.8' LT
	525+35.8	-	530+48.2	LT	526	---	99' RADIUS STA. 529+84.75, 26.0' LT TO STA. 530+32.8, 40.0' LT
	508+94.8	-	513+68.5	RT	485	---	15' RADIUS STA. 508+95.4, 31.6' RT TO STA. 509+10.1, 18.0' RT; 115' RADIUS STA. 513+08.2, 18.0' RT TO STA. 513+44.8, 24.0' RT
	531+74.1	-	545+14.6	LT	1,350	---	BEAMGUARD TAPER STA. 540+00.0, 26.0' LT TO STA. 540+25.0, 28.0' LT
	553+70.5	-	557+93.3	LT	413	---	
	567+40.0	-	572+70.6	LT	536	---	35' RADIUS STA. 572+40.0, 17.0' LT TO STA. 572+66.4, 28.7' LT
	572+91.7	-	578+07.1	LT	555	---	8.5' RADIUS STA. 572+90.2, 26.5' LT TO STA. 572+98.5, 17.0' LT; 12' RADIUS FROM STA. 577+92.3, 17.0' LT TO STA. 578+03.5, 25.4' LT
	581+49.4	-	583+71.1	LT	231	---	75' RADIUS STA. 583+19.6, 17.0' LT TO STA. 583+66.6, 35.4' LT
	583+97.6	-	587+49.1	LT	382	---	11' RADIUS STA. 583+93.7, 34.3' LT TO STA. 584+03.1, 18.0' LT
	585+76.7	-	587+40.7	RT	166	---	45' RADIUS STA. 585+81.4, 30.0' RT TO STA. 586+13.1, 18.0' RT; BEAMGUARD TAPER STA. 587+14.8, 18.0' RT TO STA. 587+40.7, 17.2' RT
	590+26.2	-	600+47.6	RT	1,013	---	BEAMGUARD TAPER STA. 590+26.2, 17.0' RT TO STA. 590+52.2, 18.0' RT
	590+27.2	-	592+69.0	LT	252	---	59' RADIUS STA. 592+24.7, 18.0' LT TO STA. 592+64.8, 35.4' LT
	592+88.7	-	599+87.2	LT	732	---	16' RADIUS STA. 592+89.6, 31.5' LT TO STA. 593+05.1, 18.0' LT; 13.5' RADIUS STA. 599+74.2, 18.0' LT TO STA. 599+87.2, 39.1' LT
	605+71.7	-	616+79.7	RT	1,118	---	56' RADIUS STA. 616+40.8, 18.0' RT TO STA. 616+74.9, 30.0' RT
	606+99.4	-	616+66.3	LT	969	---	24' RADIUS STA. 616+42.1, 18.0' LT TO STA. 616+63.1, 30.0' LT
	632+49.1	-	634+88.7	RT	247	---	25' RADIUS STA. 632+52.3, 30.0' RT TO STA. 632+73.7, 18.0' RT
	633+00.0	-	636+00.0	LT	300	---	
	640+32.0	-	646+11.2	LT	587	---	37.5' RADIUS STA. 645+78.8, 17.0' LT TO STA. 646+01.5, 25.1' LT; PROVIDE 3:1 SLOPE TO STA. 640+82, LT
	649+04.9	-	667+06.8	LT	---	1,784	
	667+06.8	-	686+10.4	LT	1,916	---	
	650+00.0		660+25.0	RT	1,043	---	
	676+55.1	-	686+38.1	RT	990	---	13' RADIUS STA. 676+54.6, 42.0' RT TO STA. 676+67.9, 28.0' RT
	767+31.2	-	771+22.0	LT	412	---	10' RADIUS STA. 767+31.9, 28.4' LT TO STA. 767+42.1, 18.0' LT; 13' RADIUS STA. 771+08.7, 18.0' LT TO STA. 771+22.0, 31.0' LT
	844+40.2	-	854+84.9	LT	1,054	---	41' RADIUS STA. 854+50.0, 28.0' LT TO STA. 854+80.8, 42.0' LT
	868+30.2	-	869+60.6	LT	159	---	CONNECT TO EXISTING STA. 868+30.2, 122.6' LT +/-; 103.3' RADIUS STA. 868+69.2, 105.0' LT TO STA. 869+03.0, 79.6' LT; 27' RADIUS STA. 869+34.6, 42.0' LT TO STA. 869+49.3, 32.1' LT
	869+60.6	-	870+96.5	LT	---	124	70' RADIUS STA. 869+60.6, 28.8' LT TO STA. 869+81.6, 25.8' LT
	870+96.5	-	871+73.1	LT	96	---	8.5' RADIUS STA. 871+69.0, 25.8' LT TO STA. 871+76.4, 38.7' LT
	871+60.7	-	879+37.5	RT	964	---	CONNECT TO EXISTING STA. 871+60.7, 80.3' RT +/-; 89' RADIUS STA. 871+22.8, 64.8' RT TO STA. 870+92.0, 47.1' RT; 15' RADIUS STA. 870+92.0, 47.1' RT TO STA. 871+00.4, 20.7' RT; BEAMGUARD TAPER STA. 871+00.4, 20.7' RT TO STA. 871+41.7, 18.0' RT
	873+25.8	-	880+62.4	LT	757	---	BEAMGUARD TAPER STA. 873+77.4, 25.0' LT TO STA. 875+27.3, 18.0' LT; BEAMGUARD TAPER STA. 879+80.5, 18.0' LT TO STA. 880+29.9, 24.6' LT; 37' RADIUS STA. 880+29.9, 24.6' LT TO STA. 880+61.9, 58.3' LT
	880+88.9	-	888+50.0	LT	792	---	37' RADIUS STA. 880+88.4, 64.0' LT TO STA. 881+25.4, 24.0' LT; BEAMGUARD TAPER STA. 881+25.4, 24.0' LT TO STA. 881+75.0, 18.0' LT
	897+13.0	-	908+05.0	LT	1,217	---	BEAMGUARD TAPER STA. 907+86.0, 18.0' LT TO STA. 908+30.5, 23.2' LT; 57' RADIUS STA. 908+30.5, 23.2' LT TO STA. 908+73.1, 51.4' LT; 48' RADIUS STA. 908+73.1, 51.4' LT TO STA. 908+99.3, 73.85' LT
	918+00.0	-	921+50.0	LT	350	---	
	941+00.0	-	949+24.7	RT	824	---	
	945+62.5	-	949+37.8	LT	375	---	
	959+62.7	-	961+00.2	LT	156	---	20' RADIUS STA. 959+65.3, 30.0' LT TO STA. 959+84.0, 18.0' LT; 15' RADIUS STA. 960+84.0, 18.0' LT TO STA. 960+98.9, 30.0' LT
	961+19.6	-	964+59.3	LT	356	---	21' RADIUS STA. 961+21.5, 32.8' LT TO STA. 961+42.0, 18.0' LT; 13' RADIUS STA. 964+44.8, 18.0' LT TO STA. 964+57.5, 27.4' LT
	976+50.0	-	981+00.0	RT	450	---	BEAMGUARD TAPER STA. 980+54.4, 18.0' RT TO STA. 981+00.0, 18.8' RT; TAPER E.A.T. AT SAME TAPER RATE
	987+30.0	-	990+55.0	RT	325	---	PROVIDE 3:1 SLOPE TO STA. 990+10, RT
	1009+14.7	-	1017+30.0	LT	827	---	14.5' RADIUS STA. 1009+15.8, 30.0' LT TO STA. 1009+30.1, 18.0' LT
	1043+24.4	-	1046+92.4	RT	374	---	35' RADIUS STA. 1043+28.5, 30.0' RT TO STA. 1043+54.9, 18.0' RT
	1049+02.5	-	1053+15.0	LT	415	---	
	1062+12.1	-	1067+91.0	LT	586	---	17' RADIUS STA. 1062+19.9, 24.4' LT TO STA. 1062+33.1, 18.0' LT
	1067+91.0	-	1068+30.1	LT	---	47	BEAMGUARD TAPER STA. 1068+08.2, 18.0' LT TO STA. 1068+22.8, 25.5' LT
	1091+62.5	-	1093+29.0	LT	176	---	17.5' RADIUS STA. 1093+07.5, 18.0' LT TO STA. 1093+22.5, 26.5' LT
	1093+75.0	-	1098+12.5	RT	438	---	
	1093+44.5	-	1103+77.3	LT	1,049	---	10.5' RADIUS STA. 1093+50.9, 23.2' LT TO STA. 1093+59.9, 18.0' LT; 15' RADIUS STA. 1103+61.1, 18.0' LT TO STA. 1103+75.5, 28.5' LT
	1102+24.9	-	1111+00.0	RT	875	---	PROVIDE 3:1 SLOPE TO STA. 1110+60, RT
	1104+87.5	-	1110+87.5	LT	600	---	
	1225+58.0	-	1232+27.3	RT	691	---	20' RADIUS STA. 1232+08.4, 18.0' RT TO STA. 1232+28.2, 40.8' RT
	1243+00.0	-	1256+53.2	RT	1,359	---	CONNECT TO EXISTING STA. 1256+53.2, 30.2' RT +/-
	1244+82.5	-	1249+45.0	LT	643	---	
	1254+82.5	-	1259+07.5	LT	425	---	
	1257+05.1	-	1258+96.5	RT	159	---	50' RADIUS STA. 1257+21.2, 24.9' RT TO STA. 1257+46.5, 18.0' RT
	1329+56.7	-	1334+50.6	RT	500	---	E.A.T. TAPER STA. 1329+07.0, 26.6' RT TO STA. 1329+56.7, 18.0' RT; PROVIDE 3:1 SLOPE TO STA. 1330+75, RT
	1332+50.0	-	1340+59.0	LT	800	---	
	1365+10.8	-	1373+40.0	RT	825	---	
	1367+89.3	-	1373+14.8	LT	636	---	CONNECT TO EXISTING STA. 1367+89.3, 142.6' LT +/-; 60' RADIUS STA. 1367+82.8, 84.2' LT TO STA. 1368+41.0, 18.0' LT
				TOTALS	34,459	3,666	

GUARDRAIL MOW STRIP ASPHALT

CATEGORY	STATION		STATION	LOCATION	614.0396 SY
0010	463+47.6	-	468+27.0	RT	185
	497+25.0	-	504+38.4	LT	275
	508+32.3	-	530+48.2	LT	870
	508+94.8	-	513+68.5	RT	190
	531+25.0	-	545+64.6	LT	565
	553+19.2	-	558+43.3	LT	200
	566+90.0	-	572+70.6	LT	230
	572+91.7	-	578+08.9	LT	220
	581+00.0	-	583+71.1	LT	110
	583+97.6	-	587+49.1	LT	150
	585+76.7	-	587+40.7	RT	65
	590+27.2	-	592+69.0	LT	98
	590+26.2	-	600+97.3	RT	415
	592+88.7	-	599+87.2	LT	285
	605+22.0	-	616+79.7	RT	455
	606+49.1	-	616+66.3	LT	395
	632+50.0	-	636+50.0	LT	155
	632+49.0	-	635+38.7	RT	115
	639+82.0	-	646+11.2	LT	250
	648+55.0	-	686+60.4	LT	1,480
	649+50.0	-	660+75.0	RT	445
	676+55.1	-	686+88.0	RT	405
	767+32.2	-	771+22.0	LT	160
	843+90.2	-	854+84.9	LT	430
	868+30.2	-	871+73.1	LT	150
	871+60.7	-	879+94.2	RT	395
	872+75.0	-	880+62.4	LT	315
	881+13.7	-	889+00.0	LT	325
	896+62.5	-	909+05.0	LT	495
	917+50.0	-	922+00.0	LT	175
	940+50.0	-	949+75.2	RT	360
	945+12.5	-	949+87.5	LT	185
	959+62.7	-	961+00.2	LT	60
	961+19.6	-	964+59.3	LT	140
	976+00.0	-	981+50.0	RT	215
	986+80.0	-	991+05.0	RT	165
	1009+14.7	-	1017+80.0	LT	340
	1043+24.4	-	1047+42.4	RT	165
	1048+52.5	-	1053+65.0	LT	200
	1062+12.1	-	1068+30.1	LT	245
	1091+12.5	-	1093+29.0	LT	88
	1093+25.0	-	1098+62.5	RT	210
	1093+44.5	-	1103+77.3	LT	410
	1101+75.0	-	1111+50.0	RT	380
	1104+37.5	-	1111+37.5	LT	270
	1225+08.0	-	1232+27.3	RT	290
	1242+50.0	-	1256+53.2	RT	550
	1244+32.5	-	1249+95.0	LT	220
	1254+32.5	-	1259+57.5	LT	205
	1257+05.1	-	1259+46.5	RT	95
	1329+07.0	-	1335+00.0	RT	235
	1332+00.0	-	1341+09.0	LT	350
	1364+60.8	-	1373+90.0	RT	360
	1367+89.3	-	1373+64.5	LT	265
				TOTAL	16,006

GUARD RAIL STIFFENED (LHW) END TREATMENT SUMMARY

CATEGORY	STATION		STATION	LOCATION	614.0115 ANCHORAGES FOR STEEL PLATE BEAM GUARD TYPE 2 EACH	614.0200 STEEL THRIE BEAM STRUCTURE APPROACH LF	614.0370 STEEL PLATE BEAM GUARD ENERGY ABSORBING TERMINAL EACH
0010	463+47.6	-	463+98.1	RT	---	---	1
	467+76.5	-	468+27.0	RT	---	---	1
	497+25.0	-	497+75.0	LT	---	---	1
	503+88.4	-	504+38.4	LT	---	---	1
	508+32.3	-	---	LT	1	---	---
	508+94.8	-	---	RT	1	---	---
	513+68.5	-	---	RT	1	---	---
	530+48.2	-	---	LT	1	---	---
	531+25.0	-	531+74.1	LT	---	---	1
	545+14.6	-	545+64.6	LT	---	---	1
	553+19.2	-	553+70.5	LT	---	---	1
	557+93.3	-	558+43.3	LT	---	---	1
	566+90.0	-	567+40.0	LT	---	---	1
	572+70.6	-	---	LT	1	---	---
	572+91.7	-	---	LT	1	---	---
	578+07.1	-	---	LT	1	---	---
	581+00.0	-	581+49.4	LT	---	---	1
	583+71.1	-	---	LT	1	---	---
	583+97.6	-	---	LT	1	---	---
	587+49.1	-	587+69.8	LT	---	21	---
	585+76.7	-	---	RT	1	---	---
	587+40.7	-	587+61.9	RT	---	21	---
	590+05.0	-	590+26.2	RT	---	21	---
	590+06.5	-	590+27.2	LT	---	21	---
	592+69.0	-	---	LT	1	---	---
	592+88.7	-	---	LT	1	---	---
	599+87.2	-	---	LT	1	---	---
	600+47.6	-	600+97.3	RT	---	---	1
	605+22.0	-	605+71.7	RT	---	---	1
	606+49.1	-	606+99.4	LT	---	---	1
	616+15.8	-	---	RT	1	---	---
	616+66.3	-	---	LT	1	---	---
	616+79.7	-	---	RT	1	---	---
	632+49.1	-	---	RT	1	---	---
	632+50.0	-	633+00.0	LT	---	---	1
	634+88.7	-	635+38.7	RT	---	---	1
	636+00.0	-	636+50.0	LT	---	---	1
	639+82.0	-	640+32.0	LT	---	---	1
	646+11.2	-	---	LT	1	---	---
	648+55.0	-	649+04.9	LT	---	---	1
	649+50.0	-	650+00.0	RT	---	---	1
	660+25.0	-	660+75.0	RT	---	---	1
	676+55.1	-	---	RT	1	---	---
	686+10.4	-	686+60.4	LT	---	---	1
	686+38.1	-	686+88.1	RT	---	---	1
	767+31.2	-	---	LT	1	---	---
	771+22.0	-	---	LT	1	---	---
	843+90.2	-	844+40.2	LT	---	---	1
	854+84.9	-	---	LT	1	---	---
	871+73.1	-	---	LT	1	---	---
	872+75.0	-	873+25.8	LT	---	---	1
	879+37.5	-	879+87.5	RT	---	---	1
	880+62.4	-	---	LT	1	---	---
	880+88.9	-	---	LT	1	---	---
	SUBTOTALS				25	84	25

CON'T. ABOVE

GUARD RAIL STIFFENED (LHW) END TREATMENT SUMMARY (CON'T.)

CATEGORY	STATION		STATION	LOCATION	614.0115 ANCHORAGES FOR STEEL PLATE BEAM GUARD TYPE 2 EACH	614.0200 STEEL THRIE BEAM STRUCTURE APPROACH LF	614.0370 STEEL PLATE BEAM GUARD ENERGY ABSORBING TERMINAL EACH
0100	888+50.0	-	889+00.0	LT	---	---	1
	896+62.5	-	897+13.0	LT	---	---	1
	908+05.0	-	---	LT	1	---	---
	917+50.0	-	918+00.0	LT	---	---	1
	921+50.0	-	922+00.0	LT	---	---	1
	940+50.0	-	941+00.0	RT	---	---	1
	945+12.5	-	945+62.5	LT	---	---	1
	949+24.7	-	949+75.2	RT	---	---	1
	949+37.8	-	949+87.5	LT	---	---	1
	959+62.7	-	---	LT	1	---	---
	961+00.2	-	---	LT	1	---	---
	961+19.6	-	---	LT	1	---	---
	964+59.3	-	---	LT	1	---	---
	976+00.0	-	976+50.0	RT	---	---	1
	981+00.0	-	981+50.0	RT	---	---	1
	986+80.0	-	987+30.0	RT	---	---	1
	990+55.0	-	991+05.0	RT	---	---	1
	1009+14.7	-	---	LT	1	---	---
	1017+30.0	-	1017+80.0	LT	---	---	1
	1043+24.4	-	---	RT	1	---	---
	1046+92.4	-	1047+42.4	RT	---	---	1
	1048+52.5	-	1049+02.5	LT	---	---	1
	1053+15.0	-	1053+65.0	LT	---	---	1
	1062+12.1	-	---	LT	1	---	---
	1068+30.1	-	---	LT	1	---	---
	1091+12.5	-	1091+62.5	LT	---	---	1
	1093+25.0	-	1093+75.0	RT	---	---	1
	1093+29.0	-	---	LT	1	---	---
	1093+44.5	-	---	LT	1	---	---
	1098+12.5	-	1098+62.5	RT	---	---	1
	1101+75.0	-	1102+24.9	RT	---	---	1
	1103+77.3	-	---	LT	1	---	---
	1111+00.0	-	1111+50.0	RT	---	---	1
	1104+37.5	-	1104+87.5	LT	---	---	1
	1110+87.5	-	1111+37.5	LT	---	---	1
	1225+05.0	-	1225+58.0	RT	---	---	1
	1232+27.3	-	---	RT	1	---	---
	1242+50.0	-	1243+00.0	RT	---	---	1
	1244+32.5	-	1244+82.5	LT	---	---	1
	1249+45.0	-	1249+95.0	LT	---	---	1
	1254+32.5	-	1254+82.5	LT	---	---	1
	1257+05.1	-	---	RT	1	---	---
	1258+96.5	-	1259+46.5	RT	---	---	1
	1259+07.5	-	1259+57.5	LT	---	---	1
	1329+07.0	-	1329+56.7	RT	---	---	1
	1334+50.6	-	1335+00.0	RT	---	---	1
	1332+00.0	-	1332+50.0	LT	---	---	1
	1340+59.0	-	1341+09.0	LT	---	---	1
	1364+60.8	-	1365+10.8	RT	---	---	1
	1373+14.8	-	1373+64.5	LT	---	---	1
	1373+40.0	-	1373+90.0	RT	---	---	1
	SUBTOTALS				14	0	37
	GRAND TOTALS				39	84	62

MAINTENANCE AND REPAIR OF HAUL ROADS

CATEGORY	PROJECT	618.0100 01.1650-06-71 EACH
0010	1650-06-71	1

MOBILIZATION

CATEGORY	PROJECT	619.1000 EACH
0010	1650-06-71	1

PERMANENT SIGNING SUMMARY

CATEGORY	SIGN NO.	APPROX. STA.	LOC.	SIGN CODE	SIGN MESSAGE	SIGN SIZE (W x H) IN	634.0612 POSTS WOOD 4x6-INCH x 12-FT EACH	634.0614 POSTS WOOD 4x6-INCH x 14-FT EACH	634.0616 POSTS WOOD 4x6-INCH x 16-FT EACH	634.0618 POSTS WOOD 4x6-INCH x 18-FT EACH	634.0620 POSTS WOOD 4x6-INCH x 20-FT EACH	637.0202 SIGNS REFLECTIVE TYPE II SF	REMARKS
0100	1-2B	466+00	LT	R2-1	SPEED LIMIT 30 MPH	24 x 30	---	1	---	---	---	5.00	
	1-4	469+76	LT	R1-1	STOP	30 x 30	---	1	---	---	---	5.18	
	1-5B	474+50	LT	W3-5	SPEED LIMIT AHEAD 30 MPH	36 x 36	---	---	---	1	---	9.00	
	1-6B	472+25	LT	W4-2R	RIGHT LANE ENDS SYMBOL	36 x 36	---	---	---	1	---	9.00	
	1-7	478+00	LT	M1-94	INDIAN CREEK RD	90 x 15	---	1	1	---	---	9.38	
	1-8B	476+50	LT	W9-1R	RIGHT LANE ENDS	36 x 36	---	---	---	1	---	9.00	
	1-9	484+86	LT	W14-3	NO PASSING ZONE	48 x 36	---	---	1	---	---	6.00	
	1-10B	466+00	RT	R2-1	SPEED LIMIT 55 MPH	24 x 30	---	---	1	---	---	5.00	
	1-11B	462+00	RT	R3-72	ONCOMING TRAFFIC USE CENTER LANE	30 x 36	---	1	---	---	---	7.50	
	1-12B	464+00	RT	M1-94	INDIAN CREEK RD	90 x 15	1	1	---	---	---	9.38	
	1-13	470+05	RT	R4-53	DO NOT PASS IN TRAFFIC	54 x 54	---	---	1	1	---	20.25	
	1-14	472+25	RT	W4-2R	RIGHT LANE ENDS SYMBOL	36 x 36	---	---	---	1	---	9.00	
	1-15	484+86	RT	R4-1	DO NOT PASS	24 x 30	---	---	1	---	---	5.00	
	2-1	507+00	RT	R4-53	DO NOT PASS IN TRAFFIC	54 x 54	---	---	---	2	---	20.25	
	3-1	519+41	LT	W14-3	NO PASSING ZONE	48 x 36	---	---	1	---	---	6.00	
	3-5	519+40	RT	R4-1	DO NOT PASS	24 x 30	---	---	1	---	---	5.00	
	4-1B	565+00	LT	R4-3	SLOWER TRAFFIC KEEP RIGHT	24 x 30	---	---	1	---	---	5.00	
	4-5	576+95	RT	S3-1	SCHOOL BUS STOP AHEAD	36 x 36	---	---	1	---	---	9.00	
	5-1	587+64	LT	W5-52L	CLEARANCE STRIPER DOWN LEFT	12 x 36	1	---	---	---	---	3.00	MOUNT BOTTOM OF SIGN 4 FEET FROM GRADE
	5-2	590+12	LT	W5-52R	CLEARANCE STRIPER DOWN RIGHT	12 x 36	1	---	---	---	---	3.00	MOUNT BOTTOM OF SIGN 4 FEET FROM GRADE
	5-3	594+16	LT	S3-1	SCHOOL BUS STOP AHEAD	36 x 36	---	---	---	1	---	9.00	
	5-6	587+56	RT	W5-52R	CLEARANCE STRIPER DOWN RIGHT	12 x 36	1	---	---	---	---	3.00	MOUNT BOTTOM OF SIGN 4 FEET FROM GRADE
	5-7	590+10	RT	W5-52L	CLEARANCE STRIPER DOWN LEFT	12 x 36	1	---	---	---	---	3.00	MOUNT BOTTOM OF SIGN 4 FEET FROM GRADE
	5-8	591+50	LT	R4-51	PASSING LANE 1/2 MILE	36 x 48	---	---	---	1	---	12.00	
	5-9	586+50	RT	R4-51	PASSING LANE 1 MILE	36 x 48	---	---	---	1	---	12.00	
	6-1	632+74	LT	W14-3	NO PASSING ZONE	48 x 36	---	---	1	---	---	6.00	
	6-2	639+40	LT	R1-1	STOP	30 x 30	---	---	1	---	---	5.18	
	6-3B	637+00	RT	R4-3	SLOWER TRAFFIC KEEP RIGHT	24 x 30	---	1	---	---	---	5.00	
	6-4	629+51	RT	W14-3	NO PASSING ZONE	48 x 36	---	---	1	---	---	6.00	
	6-5	640+14	RT	W8-54	WATCH FOR FALLEN ROCKS	36 x 36	---	---	1	---	---	9.00	
	6-6	618+00	LT	R4-51	PASSING LANE 1 MILE	36 x 48	---	---	---	1	---	12.00	
	6-7	613+50	RT	R4-51	PASSING LANE 1/2 MILE	36 x 48	---	---	---	1	---	12.00	
	7-1	644+22	RT	R1-1	STOP	30 x 30	---	1	---	---	---	5.18	
	7-2	644+70	RT	I55-56	ADOPT-A-HIGWAY - POTOSI SADDLE CLUB	30 x 36	---	---	1	---	---	7.50	
	8-2	679+90	LT	W8-54	WATCH FOR FALLEN ROCKS	36 x 36	---	---	---	1	---	9.00	
	8-4	693+98	LT	R1-1	STOP	30 x 30	---	1	---	---	---	5.18	
	8-5	696+48	LT	W7-1	HILL	36 x 36	---	---	---	1	---	9.00	
	8-6	696+48	LT	W7-3	5 % GRADE	24 x 18	---	---	---	---	---	3.00	MOUNT ON POST BELOW 8-5
	8-7	687+28	RT	M1-94	LONG BRANCH RD	84 x 15	---	1	1	---	---	8.75	
	8-8	682+50	RT	D5-61	WAY SIDE 1/2 MILE	48 x 24	---	---	1	---	---	8.00	
	8-8A	682+50	RT	R55-58A	CLOSED	44 x 8	---	---	---	---	---	2.44	TO BE USED DURING WAYSIDE CONSTRUCTION OPERATIONS
	8-12	701+24	LT	M1-94	LONG BRANCH RD	84 x 15	---	1	1	---	---	8.75	
	9-1	709+14	LT	R1-1	STOP	30 x 30	---	1	---	---	---	5.18	
	9-2	709+99	LT	D5-62R	WAYSIDE W/ ARROW	48 x 24	---	1	---	---	---	8.00	
	9-2A	709+99	LT	R55-58A	CLOSED	44 x 8	---	---	---	---	---	2.44	TO BE USED DURING WAYSIDE CONSTRUCTION OPERATIONS
	9-3	714+96	LT	R1-1	STOP	30 x 30	---	1	---	---	---	5.18	
	9-4	722+34	LT	M1-94	RIVER LANE RD	78 x 15	---	1	1	---	---	8.13	
	9-5	707+85	RT	W14-3	NO PASSING ZONE	48 x 36	---	---	1	---	---	6.00	
	9-6B	707+85	RT	M1-94	RIVER LANE RD	78 x 15	---	1	1	---	---	8.13	
	9-7	709+22	RT	D5-62L	WAYSIDE W/ ARROW	48 x 24	---	---	1	---	---	8.00	
	9-7A	709+22	RT	R55-58A	CLOSED	44 x 8	---	---	---	---	---	2.44	TO BE USED DURING WAYSIDE CONSTRUCTION OPERATIONS
	9-8B	727+10	RT	W9-1R	RIGHT LANE ENDS	36 x 36	---	---	---	1	---	9.00	
	9-9B	731+35	RT	W4-2R	RIGHT LANE ENDS	36 x 36	---	---	---	1	---	9.00	
	9-10	707+84	LT	R4-1	DO NOT PASS	24 x 30	---	---	1	---	---	5.00	
	9-11	720+50	LT	R4-53	DO NOT PASS IN TRAFFIC	54 x 54	---	---	---	1	1	20.25	
	9-12	731+35	LT	W4-2R	RIGHT LANE ENDS	36 x 36	---	---	---	1	---	9.00	
	10-1	734+32	LT	D5-61	WAY SIDE 1/2 MILE	48 x 24	---	---	1	---	---	8.00	
	10-1A	734+32	LT	R55-58A	CLOSED	44 x 8	---	---	---	---	---	2.44	TO BE USED DURING WAYSIDE CONSTRUCTION OPERATIONS
	10-5	735+33	LT	R1-1	STOP	30 x 30	---	1	---	---	---	5.18	
	10-6B	737+00	LT	I55-56	ADOPT-A-HIGWAY - POTOSI SADDLE CLUB	30 x 36	---	---	1	---	---	7.50	
	10-7B	742+60	LT	R3-72	ONCOMING TRAFFIC USE CENTER LANE	30 x 36	---	---	1	---	---	7.50	
	10-8	760+29	LT	R2-1	SPEED LIMIT 55 MPH	24 x 30	---	1	---	---	---	5.00	
	10-9	736+14	RT	I55-56	ADOPT-A-HIGWAY - POTOSI-TENNYSON CHAMBER OF COMMERCE	30 x 36	---	---	---	1	---	7.50	
	10-10	739+37	RT	R1-1	STOP	30 x 30	---	1	---	---	---	5.18	
	10-11	744+04	RT	W14-3	NO PASSING ZONE	48 x 36	---	---	1	---	---	6.00	
					SHEET TOTALS		5	18	26	19	1	480.96	

CON'T. ON NEXT PAGE

PERMANENT SIGNING SUMMARY (CON'T.)

CATEGORY	SIGN NO.	APPROX. STA.	LOC.	SIGN CODE	SIGN MESSAGE	SIGN SIZE (W x H) IN	634.0612 POSTS WOOD 4x6-INCH x 12-FT EACH	634.0614 POSTS WOOD 4x6-INCH x 14-FT EACH	634.0616 POSTS WOOD 4x6-INCH x 16-FT EACH	634.0618 POSTS WOOD 4x6-INCH x 18-FT EACH	634.0620 POSTS WOOD 4x6-INCH x 20-FT EACH	637.0202 SIGNS REFLECTIVE TYPE II SF	REMARKS
0100	10-12B	754+00	RT	W3-5	REDUCE SPEED AHEAD	36 x 36	---	---	---	1	---	9.00	
	10-15	760+65	RT	R2-1	SPEED LIMIT 40 MPH	24 x 30	---	1	---	---	---	5.00	
	11-1	769+58	LT	R2-1	SPEED LIMIT 40 MPH	24 x 30	---	---	1	---	---	5.00	
	11-3B	784+50	LT	R2-1	SPEED LIMIT 40 MPH	24 x 30	---	1	---	---	---	5.00	
	11-4	791+51	LT	R1-1	STOP	30 x 30	---	1	---	---	---	5.18	
	11-5	769+58	RT	R2-1	SPEED LIMIT 40 MPH	24 x 30	---	1	---	---	---	5.00	
	11-6	773+47	RT	I2-3	TENNYSON - POPULATION 370	60 x 24	---	2	---	---	---	10.00	
	11-7	774+39	RT	R1-1	STOP	30 x 30	---	1	---	---	---	5.18	
	11-8	780+55	RT	R2-1	SPEED LIMIT 40 MPH	24 x 30	---	1	---	---	---	5.00	
	11-9	781+95	RT	R1-1	STOP	30 x 30	---	1	---	---	---	5.18	
	11-10	789+82	RT	R2-1	SPEED LIMIT 40 MPH	24 x 30	---	1	---	---	---	5.00	
	11-11B	793+50	RT	J1-2	JCT STH 133; CTH O	48 x 39	---	---	1	---	---	13.00	
	11-12	795+00	RT	J2-3	NORTH STH 133 W/ ARROW; NORTH GRR W/ ARROW; SCENIC BYWAY W/ ARROW	72 x 57	---	---	---	2	---	28.50	
	12-3B	796+50	LT	R2-1	SPEED LIMIT 40 MPH	24 x 30	---	1	---	---	---	5.00	
	12-4B	803+50	LT	R2-1	SPEED LIMIT 40 MPH	24 x 30	---	---	1	---	---	5.00	
	12-4C	803+50	LT	S5-2	END SCHOOL ZONE	24 x 30	---	---	---	---	---	5.00	MOUNT ON POST BELOW 12-4B
	12-5	806+88	LT	J3-3	CTH O W/ ARROW; GRR W/ ARROW; NORTH STH 133 W/ ARROW	72 x 57	---	---	---	2	---	28.50	
	12-6	809+11	LT	M1-85	WISCONSIN HERITAGE TRAIL	24 x 24	---	---	1	---	---	4.00	
	12-7	809+11	LT	M1-85C	ST. JOHN MINE	24 x 12	---	---	---	---	---	2.00	MOUNT ON POST BELOW 12-6
	12-8	811+32	LT	D1-2	DICKEYVILLE W/ ARROW; CASSEVILLE POTOSI W/ ARROW	72 x 36	---	---	1	1	---	18.00	
	12-10B	813+50	LT	J2-4	SOUTH USH 61 W/ ARROW; SOUTH STH 35 W/ ARROW; GRR W/ ARROW; SCENIC BYWAY W/ ARROW	96 x 57	---	---	---	2	---	38.00	
	12-12B	816+00	LT	J2-3	NORTH STH 133 W/ ARROW; NORTH GRR W/ ARROW; SCENIC BYWAY W/ ARROW	72 x 57	---	---	---	2	---	28.50	
	12-13B	818+00	LT	J1-3	JCT STH 133; GRR; CTH O	72 x 39	---	---	2	---	---	19.50	
	12-14	820+51	LT	S1-1	SCHOOL ZONE	36 x 36	---	---	1	---	---	6.75	
	12-14A	820+51	LT	WF16-9P	AHEAD	36 x 14	---	---	---	---	---	3.50	MOUNT ON POST BELOW 12-14
	12-14B	820+51	LT	R2-6P	FINES HIGHER	24 x 18	---	---	---	---	---	3.00	MOUNT ON POST BELOW 12-14A
	12-16	796+50	RT	J3-2	NORTH USH 61 W/ ARROW; NORTH STH 35 W/ ARROW	48 x 57	---	---	---	1	---	19.00	
	12-20	799+56	RT	D1-3	LANCASTER W/ ARROW; POTOSI CASSVILLE W/ ARROW	72 x 36	---	---	2	---	---	18.00	
	12-22	800+50	RT	S1-1	SCHOOL ZONE	36 x 36	---	---	1	---	---	6.75	
	12-22	800+50	RT	WF16-9P	AHEAD	36 x 14	---	---	---	---	---	3.50	MOUNT ON POST BELOW 12-22
	12-22	800+50	RT	R2-6P	FINES HIGHER	24 x 18	---	---	---	---	---	3.00	MOUNT ON POST BELOW 12-22A
	12-23	802+50	RT	M1-85	WISCONSIN HERITAGE TRAIL	24 x 24	---	1	---	---	---	4.00	
	12-24	802+50	RT	M1-85-C	ST. JOHN MINE	24 x 12	---	---	---	---	---	2.00	MOUNT ON POST BELOW 12-23B
	12-26	805+59	RT	J2-3	NORTH STH 133 W/ ARROW; NORTH GRR W/ ARROW; CTH O W/ ARROW	72 x 57	---	---	---	2	---	28.50	
	12-27	806+63	RT	R1-1	STOP	30 x 30	---	1	---	---	---	5.18	
	12-28	806+69	RT	J13-3	STH 133 W/ ARROW; USH 61 W/ ARROW; STH 35 W/ ARROW	72 x 45	---	---	2	---	---	22.50	
	12-29	807+50	RT	J4-2	NORTH USH 61; NORTH STH 35	48 x 36	---	---	1	---	---	12.00	
	12-30	810+00	RT	R2-1	SPEED LIMIT 40 MPH	24 x 30	---	1	---	---	---	5.00	
	12-31	819+28	RT	S1-1	SCHOOL ZONE	36 x 36	---	---	1	---	---	6.75	
	12-31A	819+28	RT	WF16-9P	AHEAD	36 x 14	---	---	---	---	---	3.50	MOUNT ON POST BELOW 12-31
	12-31B	819+28	RT	R2-6P	FINES HIGHER	24 x 18	---	---	---	---	---	3.00	MOUNT ON POST BELOW 12-31A
	12-32	821+50	RT	R2-1	SPEED LIMIT 40 MPH	24 x 30	---	1	---	---	---	5.00	
	12-33	805+00	LT	J4-2	SOUTH USH 61; SOUTH STH 35	48 x 36	---	1	---	---	---	12.00	
	12-34	802+00	LT	J4-2	SOUTH GGG; SCENIC BYWAY	48 x 36	---	1	---	---	---	12.00	
	12-35	799+00	LT	D2-2	DICKEYVILLE 8; DUBUQUE 17	84 x 24	---	2	---	---	---	14.00	
	12-36	824+10	LT	R1-1	STOP	30 x 30	---	1	---	---	---	5.18	
	12-37	809+60	LT	R1-1	STOP	30 x 30	---	1	---	---	---	5.18	
	13-1	827+83	LT	R1-1	STOP	30 x 30	---	1	---	---	---	5.18	
	13-1A	829+15	LT	R1-1	STOP	30 x 30	---	1	---	---	---	5.18	
	13-3	834+25	LT	S1-1	SCHOOL ZONE	36 x 36	---	---	---	1	---	6.75	
	13-3A	834+25	LT	WF16-9P	AHEAD	36 x 14	---	---	---	---	---	3.50	MOUNT ON POST BELOW 13-3
	13-3B	834+25	LT	R2-6P	FINES HIGHER	24 x 18	---	---	---	---	---	3.00	MOUNT ON POST BELOW 13-3A
	13-4	835+45	LT	R2-1	SPEED LIMIT 40 MPH	24 x 30	---	1	---	---	---	5.00	
	13-5B	832+00	LT	I55-56	ADOPT-A-HIGWAY - POTOSI-TENNYSON CHAMBER OF COMMERCE	30 x 36	---	---	1	---	---	7.50	
	13-6A	838+56	LT	R5-1	DO NOT ENTER	30 x 30	---	1	---	---	---	6.25	
	13-6B	838+56	LT	J13-2	USH 61 W/ ARROW; STH 35 W/ ARROW	48 x 45	---	---	---	---	---	15.00	MOUNT ON POST OPPOSITE 13-6A
	13-7	838+59	LT	R1-1	STOP	30 x 30	---	1	---	---	---	5.18	
	13-8	838+94	LT	R1-1	STOP	30 x 30	---	1	---	---	---	5.18	
	13-9	838+99	LT	W12-1D	DOUBLE DOWN ARROW	24 x 24	1	---	---	---	---	4.00	
	13-10	839+79	LT	J13-1	CTH O W/ ARROW	24 x 45	---	---	1	---	---	7.50	
	13-11B	844+00	LT	R2-1	SPEED LIMIT 40 MPH	24 x 30	---	---	1	---	---	5.00	
	13-12B	841+50	LT	W4-2R	RIGHT LANE ENDS	36 x 36	---	---	---	1	---	9.00	
	13-13	845+72	LT	W9-1R	RIGHT LANE ENDS	36 x 36	---	---	---	1	---	9.00	
	13-15	848+77	LT	W3-5	SPEED LIMIT AHEAD 40 MPH	36 x 36	---	---	---	1	---	9.00	
	13-16	850+97	LT	J1-1	JCT CTH U	24 x 39	---	---	1	---	---	6.50	
	13-17	826+99	RT	J1-1	JCT CTH U	24 x 39	---	---	1	---	---	6.50	
	13-18B	834+10	RT	R2-1	SPEED LIMIT 40 MPH	24 x 30	---	---	1	---	---	5.00	
	13-18C	834+10	RT	S5-2	END SCHOOL ZONE	24 x 30	---	---	---	---	---	5.00	MOUNT ON POST BELOW 13-18B
	13-19	832+99	RT	R1-1	STOP	30 x 30	---	1	---	---	---	5.18	
	13-20	839+03	RT	J12-1	CTH U W/ ARROW	24 x 45	---	---	1	---	---	7.50	
	13-21	839+15	RT	W1-7	DOUBLE NIGHT ARROW	48 x 24	---	1	---	---	---	8.00	
	13-22	844+00	RT	R2-1	SPEED LIMIT 55 MPH	24 x 30	---	---	1	---	---	5.00	
	13-23	842+20	RT	R3-72	ONCOMING TRAFFIC USE CENTER LANE	30 x 36	---	---	1	---	---	7.50	
	13-26	847+00	RT	D2-1	LANCASTER 11	78 x 15	---	1	1	---	---	8.13	
	13-27	841+50	RT	W4-2R	RIGHT LANE ENDS	36 x 36	---	---	1	---	---	9.00	
	13-28	854+25	RT	R3-72	ONCOMING TRAFFIC USE CENTER LANE	30 x 36	---	---	1	---	---	7.50	
	13-29	836+10	RT	R4-51A	PASSING LANE AHEAD 1 MILE	36 x 48	---	---	---	1	---	12.00	
	13-30	840+20	RT	J4-2	NORTH USH 61; NORTH STH 35	48 x 36	---	1	---	---	---	12.00	
	13-31	837+60	LT	J4-2	SOUTH USH 61; SOUTH STH 35	48 x 36	---	---	1	---	---	12.00	
	13-32	830+25	LT	I2-3	TENNYSON - POPULATION 370	60 x 24	---	2	---	---	---	10.00	
	14-1	868+79	LT	R1-1	STOP	30 x 30	---	---	1	---	---	5.18	
	14-2	876+92	LT	M1-94	KEENE DR	54 x 15	---	2	---	---	---	5.63	
	14-3B	874+50	LT	R4-3	SLOWER TRAFFIC KEEP RIGHT	24 x 30	---	---	1	---	---	5.00	
	14-4	880+52	LT	R1-1	STOP	30 x 30	---	---	1	---	---	5.18	
	14-6	887+91	LT	M1-94	BRITISH HOLLOW RD W/ ARROW; HIPPY HOLLOW W/ ARROW	108 x 30	---	---	---	1	1	22.50	REMOVING 2 SIGNS, REPLACING WITH 1
	14-9	863+64	RT	M1-94	HIPPY HOLLOW W/ ARROW; KEENE DR W/ ARROW	90 x 30	---	---	2	---	---	18.75	REMOVING 2 SIGNS, REPLACING WITH 1
	14-11	870+97	RT	R1-1	STOP	30 x 30	---	---	1	---	---	5.18	
	14-12	874+12	RT	M1-94	BRITISH HOLLOW RD	96 x 15	---	1	1	---	---	10.00	
					SHEET TOTALS		1	36	35	19	1	784.25	

CON'T. ON NEXT PAGE

PERMANENT SIGNING SUMMARY (CON'T.)

CATEGORY	SIGN NO.	APPROX. STA.	LOC.	SIGN CODE	SIGN MESSAGE	SIGN SIZE (W x H) IN	634.0612 POSTS WOOD 4x6-INCH x 12-FT EACH	634.0614 POSTS WOOD 4x6-INCH x 14-FT EACH	634.0616 POSTS WOOD 4x6-INCH x 16-FT EACH	634.0618 POSTS WOOD 4x6-INCH x 18-FT EACH	634.0620 POSTS WOOD 4x6-INCH x 20-FT EACH	637.0202 SIGNS REFLECTIVE TYPE II SF	REMARKS
0100	14-13	881+06	RT	R1-1	STOP	30 x 30	---	---	1	---	---	5.18	
	14-14B	887+50	RT	R4-3	SLOWER TRAFFIC KEEP RIGHT	24 x 30	---	---	1	---	---	5.00	
	14-16	862+85	RT	R4-51	PASSING LANE 1/2 MILE	36 x 48	---	---	---	1	---	12.00	
	15-1	908+40	LT	R1-1	STOP	30 x 30	---	1	---	---	---	5.18	
	15-2	900+00	LT	R4-51	PASSING LANE 1/2 MILE	36 x 48	---	---	---	1	---	12.00	
	16-2B	939+50	RT	W9-1R	RIGHT LANE ENDS	36 x 36	---	---	---	1	---	9.00	
	16-3B	943+75	RT	W4-2R	RIGHT LANE ENDS	36 x 36	---	---	---	1	---	9.00	
	16-5	947+84	RT	W3-5	SPEED LIMIT AHEAD 50 MPH	36 x 36	---	---	---	1	---	9.00	
	16-6	926+50	LT	R4-51	PASSING LANE 1 MILE	36 x 48	---	---	---	1	---	12.00	
	16-7	943+75	LT	W4-2R	RIGHT LANE ENDS	36 x 36	---	---	1	---	---	9.00	
	17-1B	956+00	LT	R3-72	ONCOMING TRAFFIC USE CENTER LANE	30 x 36	---	---	1	---	---	7.50	
	17-2	953+60	LT	R2-1	SPEED LIMIT 55 MPH	24 x 30	---	1	---	---	---	5.00	
	17-3	960+35	LT	R2-1	SPEED LIMIT 50 MPH	24 x 30	---	---	1	---	---	5.00	
	17-4	972+16	LT	S3-1	SCHOOL BUS STOP AHEAD	36 x 36	---	---	1	---	---	9.00	
	17-5	973+82	LT	R2-1	SPEED LIMIT 50 MPH	24 x 30	---	---	1	---	---	5.00	
	17-6B	970+00	LT	W1-4R	RIGHT REVERSE CURVE	30 x 30	---	---	1	---	---	6.25	
	17-7	976+40	LT	I2-3	ROCKVILLE UNINCORPORATED	60 x 24	---	1	1	---	---	10.00	
	17-8	948+41	RT	I2-3	ROCKVILLE UNINCORPORATED	60 x 24	---	---	2	---	---	10.00	
	17-9	950+88	RT	S3-1	SCHOOL BUS STOP AHEAD	36 x 36	---	---	1	---	---	9.00	
	17-10	953+60	RT	R2-1	SPEED LIMIT 50 MPH	24 x 30	---	1	---	---	---	5.00	
	17-11	961+86	RT	R1-1	STOP	30 x 30	---	1	---	---	---	5.18	
	17-12	962+23	RT	I55-56	ADOPT-A-HIGWAY - ZETA BETA CHI SORORITY UW-PLATTEVILLE	30 x 36	---	---	1	---	---	7.50	
	17-13	962+99	RT	R2-1	SPEED LIMIT 50 MPH	24 x 30	---	---	1	---	---	5.00	
	17-14	972+67	RT	J1-1	JCT CTH B	24 x 39	---	---	1	---	---	6.50	
	17-15	973+81	RT	R2-1	SPEED LIMIT 55 MPH	24 x 30	---	---	1	---	---	5.00	
	17-16	976+10	RT	M1-94	ABING RD	54 x 15	---	2	---	---	---	5.63	
	18-1	980+48	LT	W3-5	SPEED LIMIT AHEAD 50 MPH	36 x 36	---	---	---	1	---	9.00	
	18-1A	882+00	LT	J4-2	SOUTH USH 61; SOUTH STH 35	48 x 36	---	---	1	---	---	12.00	
	18-2	983+24	LT	R1-1	STOP	30 x 30	---	1	---	---	---	5.18	
	18-3	983+95	LT	J13-1	CTH B W/ ARROW	24 x 45	---	---	1	---	---	7.50	
	18-4	990+68	LT	M1-94	ABING RD	54 x 15	---	2	---	---	---	5.63	
	18-5	993+33	LT	W14-3	NO PASSING ZONE	48 x 36	---	---	1	---	---	6.00	
	18-6	993+33	LT	J1-1	JCT CTH B	24 x 39	---	---	1	---	---	6.50	
	18-7	982+73	RT	J13-1	CTH B W/ ARROW	24 x 45	---	---	1	---	---	7.50	
	18-8	983+64	RT	R1-1	STOP	30 x 30	---	1	---	---	---	5.18	
	18-10B	985+00	RT	J4-2	NORTH USH 61; NORTH STH 35	48 x 36	---	---	1	---	---	12.00	
	18-11	991+81	RT	W14-3	NO PASSING ZONE	48 x 36	---	---	1	---	---	6.00	
	18-12	983+75	RT	J13-2	USH 61 W/ ARROW; STH 35 W/ ARROW	48 x 45	---	---	1	---	---	15.00	
	19-1	1032+14	LT	W14-3	NO PASSING ZONE	48 x 36	---	---	1	---	---	6.00	
	19-2	1036+41	LT	R1-1	STOP	30 x 30	---	1	---	---	---	5.18	
	19-3	1028+50	RT	M1-94	LONE ELM TREE RD	96 x 15	---	1	1	---	---	10.00	
	19-4	1030+48	RT	W14-3	NO PASSING ZONE	48 x 36	---	---	1	---	---	6.00	
	19-5	1036+96	RT	R1-1	STOP	30 x 30	---	1	---	---	---	5.18	
	20-1	1042+21	LT	M1-94	LONE ELM TREE RD	96 x 15	---	2	---	---	---	10.00	
	20-3	1049+32	LT	I55-56	ADOPT-A-HIGWAY - ZETA BETA CHI SORORITY UW-PLATTEVILLE	30 x 36	---	---	1	---	---	7.50	
	21-1	1076+76	LT	W14-3	NO PASSING ZONE	48 x 36	---	---	1	---	---	6.00	
	21-2	1079+86	RT	W14-3	NO PASSING ZONE	48 x 36	---	---	1	---	---	6.00	
	22-1	1116+82	LT	R1-1	STOP	30 x 30	---	1	---	---	---	5.18	
	22-4	1109+78	RT	M1-94	SUBSTATION RD	78 x 15	---	2	---	---	---	8.13	
	22-5	1117+11	RT	R1-1	STOP	30 x 30	---	1	---	---	---	5.18	
	23-1	1124+04	LT	M1-94	SUBSTATION RD	78 x 15	---	2	---	---	---	8.13	
	23-3	1150+59	LT	M1-94	AIRPORT RD	60 x 15	---	1	1	---	---	6.25	
	23-4	1131+69	RT	W14-3	NO PASSING ZONE	48 x 36	---	---	1	---	---	6.00	
	23-5	1136+20	RT	M1-94	AIRPORT RD	60 x 15	---	2	---	---	---	6.25	
	23-6	1143+89	RT	R1-1	STOP	30 x 30	---	1	---	---	---	5.18	
	24-1	1153+49	LT	W14-3	NO PASSING ZONE	48 x 36	---	---	1	---	---	6.00	
	24-2	1165+92	LT	W54-56	PLANT ENTRANCE	36 x 36	---	---	---	1	---	9.00	
	24-3	1169+81	LT	R1-1	STOP	30 x 30	---	1	---	---	---	5.18	
	24-6	1177+02	LT	M1-94	WEST AIRPORT RD	90 x 15	---	1	1	---	---	9.38	
	24-7	1163+04	RT	M1-94	WEST AIRPORT RD	90 x 15	---	1	1	---	---	9.38	
	24-10	1171+89	RT	W14-3	NO PASSING ZONE	48 x 36	---	---	1	---	---	6.00	
	25-1	1184+52	LT	W14-3	NO PASSING ZONE	48 x 36	---	---	1	---	---	6.00	
	25-2	1202+02	RT	W14-3	NO PASSING ZONE	48 x 36	---	---	1	---	---	6.00	
	26-1	1211+05	LT	W14-3	NO PASSING ZONE	48 x 36	---	---	1	---	---	6.00	
	26-2	1229+90	LT	M1-94	HUDSON HOLLOW RD	96 x 15	---	2	---	---	---	10.00	
	26-3	1215+33	RT	M1-94	HUDSON HOLLOW RD	96 x 15	---	2	---	---	---	10.00	
	26-4	1223+09	RT	R1-1	STOP	30 x 30	---	1	---	---	---	5.18	
	26-5B	1224+00	RT	I55-56	ADOPT-A-HIGWAY - MORNINGSIDE ASSISTED LIVING OF LANCASTER	24 x 30	---	---	1	---	---	5.00	
	27-2	1254+93	LT	W14-3	NO PASSING ZONE	48 x 36	---	---	1	---	---	6.00	
	27-3	1252+51	RT	W14-3	NO PASSING ZONE	48 x 36	---	---	1	---	---	6.00	
	27-4	1266+97	RT	M1-94	AUPPERLE RD	72 x 15	---	2	---	---	---	7.50	
	28-1	1272+59	LT	D2-3	TENNYSON 8; DICKEYVILLE 17; DUBUQUE 26	84 x 36	---	---	2	---	---	21.00	
	28-2	1275+10	LT	I55-56	ADOPT-A-HIGWAY - MORNINGSIDE ASSISTED LIVING OF LANCASTER	24 x 30	---	---	1	---	---	5.00	
	28-3	1275+87	LT	R1-1	STOP	30 x 30	---	1	---	---	---	5.18	
					SHEET TOTALS		0	37	45	8	0	547.32	

CON'T. ON NEXT PAGE

PERMANENT SIGNING SUMMARY (CON'T.)

CATEGORY	SIGN NO.	APPROX. STA.	LOC.	SIGN CODE	SIGN MESSAGE	SIGN SIZE (W x H) IN	634.0612 POSTS WOOD 4x6-INCH x 12-FT EACH	634.0614 POSTS WOOD 4x6-INCH x 14-FT EACH	634.0616 POSTS WOOD 4x6-INCH x 16-FT EACH	634.0618 POSTS WOOD 4x6-INCH x 18-FT EACH	634.0620 POSTS WOOD 4x6-INCH x 20-FT EACH	637.0202 SIGNS REFLECTIVE TYPE II SF	REMARKS
0100	28-4	1281+49	LT	R5-1	DO NOT ENTER	30 x 30	---	---	---	---	---	6.25	MOUNT ON POST OPPOSITE 28-5
	28-5	1281+49	LT	M1-94	AUPPERLE RD	72 x 15	---	2	---	---	---	7.50	
	28-6	1283+64	LT	R5-1A	WRONG WAY	36 x 24	---	---	---	---	---	6.00	MOUNTED ON POST OPPOSITE 28-7
	28-7	1283+64	LT	J4-2	SOUTH USH 61; SOUTH STH 35	48 x 36	---	---	1	---	---	12.00	
	28-8	1284+91	LT	R6-2L	ONE WAY LEFT ARROW	24 x 30	---	1	---	---	---	5.00	
	28-9	1284+97	LT	J3-2	SOUTH USH 61 W/ ARROW; SOUTH STH 35 W/ ARROW	48 x 57	---	---	---	1	---	19.00	
	28-10	1285+12	MEDIAN	R1-2	YIELD	36 x 31	---	1	---	---	---	3.88	
	28-11	1285+33	MEDIAN	J3-1	EAST STH 81 W/ ARROW	24 x 57	---	---	1	---	---	9.50	
	28-12	1289+47	LT	D1-3	TENNYSON DICKEYVILLE W/ ARROW; PLATTEVILLE W/ ARROW	72 x 36	---	---	2	---	---	18.00	
	28-13	1292+33	MEDIAN	J2-1	EAST STH 81 W/ ARROW	24 x 57	---	---	---	1	---	9.50	
	28-14	1289+47	LT	R5-1	DO NOT ENTER	30 x 30	---	---	---	---	---	6.25	MOUNTED ON POST OPPOSITE 28-12
	28-15	1284+95	LT	R5-1	DO NOT ENTER	30 x 30	---	1	---	---	---	6.25	
	28-16	1297+37	RT	R5-1	DO NOT ENTER	30 x 30	---	---	1	---	---	6.25	
	28-17	1293+99	LT	J3-3	EAST STH 81 W/ ARROW; SOUTH USH 61 W/ ARROW; SOUTH STH 35 W/ ARROW	72 x 57	---	---	---	2	---	28.50	
	28-18	1296+55	MEDIAN	R4-7	KEEP RIGHT	36 x 48	---	---	1	---	---	12.00	
	28-19	1271+97	RT	J1-1	JCT STH 81	24 x 39	---	---	1	---	---	6.50	
	28-20	1274+19	RT	J2-4	NORTH USH 61 W/ ARROW; NORTH STH 35 W/ ARROW; WEST STH 81 W/ ARROW; EAST STH 81 W/ ARROW	96 x 57	---	---	---	1	1	38.00	
	28-21	1277+41	RT	D1-2	LANCASTER W/ ARROW; PLATTEVILLE W/ ARROW	72 x 30	---	---	2	---	---	15.00	
	28-22	1279+96	RT	W13-3	RAMP SPEED 25 MPH	36 x 48	---	---	1	---	---	12.00	
	28-23	1281+17	RT	J2-1	EAST STH 81 W/ ARROW	24 x 57	---	---	---	1	---	9.50	
	28-24	1281+76	MEDIAN	R4-7	KEEP RIGHT	36 x 48	---	---	1	---	---	12.00	
	28-25	1284+10	RT	R5-1	DO NOT ENTER	30 x 30	---	1	---	---	---	6.25	
	28-27	1284+41	MEDIAN	R1-2	YIELD	36 x 31	---	1	---	---	---	3.88	
	28-28	1285+01	RT	R1-1	STOP	36 x 36	---	---	1	---	---	7.46	
	28-29	1285+01	RT	R6-3A	DIVIDED HIGHWAY CROSSING T INTERSECTION	30 x 24	---	---	---	---	---	5.00	MOUNTED ON POST BELOW 28-28
	28-30	1291+25	RT	J4-3	NORTH USH 61; NORTH STH 35; WEST STH 81	72 x 36	---	---	2	---	---	18.00	
	28-33	1295+35	RT	D2-1	LANCASTER 3	72 x 15	---	2	---	---	---	7.50	
	28-34	1295+35	RT	R5-1A	WRONG WAY	36 x 24	---	---	---	---	---	6.00	MOUNTED ON POST OPPOSITE 28-33
	28-35	1292+25	RT	W4-2R	RIGHT LANE ENDS	36 x 36	---	---	1	---	---	9.00	
	28-36	1290+40	RT	R6-2R	ONE WAY RIGHT ARROW	24 x 30	---	1	1	---	---	5.00	
	28-37	1287+35	MEDIAN	R6-2R	ONE WAY RIGHT ARROW	24 x 30	---	1	---	---	---	5.00	
	28-38	1288+85	MEDIAN	R6-2R	ONE WAY RIGHT ARROW	24 x 30	---	1	---	---	---	5.00	
	28-39	1289+70	LT	R6-2R	ONE WAY RIGHT ARROW	24 x 30	---	1	---	---	---	5.00	
	28-40	1291+60	LT	R5-1	DO NOT ENTER	30 x 30	---	1	---	---	---	6.25	
	28-41	1292+25	MEDIAN	W4-2R	RIGHT LANE ENDS	36 x 36	---	1	---	---	---	9.00	
	29-1	1305+43	RT	I55-56	ADOPT-A-HIGWAY - CHRIST LUTHERAN CHURCH YOUTH GROUP	24 x 30	---	1	---	---	---	5.00	
	29-2B	1316+00	RT	J1-1	JCT STH 129	24 x 39	---	---	1	---	---	6.50	
	29-3	1310+23	RT	R1-1	STOP	30 x 30	---	1	---	---	---	5.18	
	29-5	1317+95	RT	J2-4	NORTH USH 61 W/ ARROW; NORTH STH 35 W/ ARROW; WEST STH 81 W/ ARROW; NORTH STH 129 W/ ARROW	96 x 57	---	---	---	1	1	38.00	
	29-6	1320+72	RT	---	USH 61 RECOMMENDED THRU TRUCK ROUTE	96 x 48	---	---	---	2	---	32.00	
	29-7	1322+73	RT	D1-2	LANCASTER W/ ARROW; FENNIMORE W/ ARROW	72 x 30	---	---	2	---	---	15.00	
	29-8B	1325+00	RT	D9-2	HOSPITAL	24 x 24	---	---	1	---	---	4.00	
	29-9B	1325+00	RT	M6-2	ARROW TILT LEFT	21 x 21	---	---	---	---	---	3.06	MOUNTED ON POST BELOW 29-8
	29-10	1327+57	RT	J3-1	NORTH STH 129 W/ ARROW	24 x 57	---	---	1	---	---	9.50	
	29-11	1325+97	LT	J4-3	SOUTH USH 61; SOUTH STH 35; EAST STH 81	72 x 36	---	1	1	---	---	18.00	
	30-1	1338+50	LT	J2-4	NORTH STH 129 W/ ARROW; SOUTH USH 61 W/ ARROW; SOUTH STH 35 W/ ARROW; EAST STH 81 W/ ARROW	96 x 57	---	---	---	1	1	38.00	
	30-2	1328+06	LT	W1-7	TWO-DIRECTION LARGE ARROW	48 x 24	---	1	---	---	---	8.00	
	30-3	1328+06	LT	J3-1	NORTH STH 129 W/ ARROW	24 x 57	---	---	1	---	---	9.50	
	30-4	1333+80	LT	D1-2	PLATTEVILLE W/ ARROW; DUBUQUE W/ ARROW	72 x 24	---	---	2	---	---	12.00	
	30-8	1347+84	LT	J1-1	JCT STH 129	24 x 39	---	---	1	---	---	6.50	
	30-9	1330+26	RT	J4-3	NORTH USH 61; NORTH STH 35; WEST STH 81	72 x 36	---	---	2	---	---	18.00	
	31-1	1365+41	LT	W14-3	NO PASSING ZONE	48 x 36	---	---	1	---	---	6.00	
	31-2	1367+44	LT	R1-1	STOP	30 x 30	---	1	---	---	---	5.18	
	31-3	1370+78	LT	---	VESPERMAN FARMS 5 MILES	60 x 24	---	---	2	---	---	---	
	31-4	1373+63	LT	M1-94	STAGE RD	54 x 15	---	2	---	---	---	5.63	
	31-5	1376+48	LT	R2-1	SPEED LIMIT 55 MPH	24 x 30	---	---	1	---	---	5.00	
	31-6	1387+15	LT	I55-56	ADOPT-A-HIGWAY - CHRIST LUTHERAN CHURCH YOUTH GROUP	30 x 36	---	1	---	---	---	7.50	
	31-7	1359+03	RT	W14-3	NO PASSING ZONE	48 x 36	---	---	1	---	---	6.00	
	31-8	1361+05	RT	M1-94	STAGE RD	54 x 15	---	2	---	---	---	5.63	
	31-9	1365+37	RT	---	VESPERMAN FARMS 5 MILES	60 x 24	---	---	1	1	---	---	
	31-10B	1370+50	RT	W3-5	REDUCE SPEED AHEAD	36 x 36	---	---	---	1	---	9.00	
	31-12	1376+46	RT	R2-1	SPEED LIMIT 35 MPH	24 x 30	---	---	1	---	---	5.00	
	31-13B	1381+50	RT	R2-1	SPEED LIMIT 35 MPH	24 x 30	---	1	---	---	---	5.00	
	31-14	1385+00	RT	I2-3	LANCASTER - POPULATION 4070	60 x 24	---	2	---	---	---	10.00	
	32-1	1389+61	LT	R2-1	SPEED LIMIT 35 MPH	24 x 30	---	1	---	---	---	5.00	
	32-2	1390+06	LT	R1-1	STOP	30 x 30	---	1	---	---	---	5.18	
	32-3	1391+15	LT	R7-1R	NO PARKING ANY TIME- RIGHT ARROW	18 x 24	---	1	---	---	---	3.00	
	32-4	1392+64	LT	R7-1D	NO PARKING ANY TIME- DOUBLE ARROW	18 x 24	---	1	---	---	---	3.00	
	32-5	1394+46	LT	R7-1D	NO PARKING ANY TIME- DOUBLE ARROW	18 x 24	---	1	---	---	---	3.00	
	32-8	1390+76	RT	R2-1	SPEED LIMIT 35 MPH	24 x 30	---	1	---	---	---	5.00	
	32-12	1391+85	RT	R7-1L	NO PARKING ANY TIME- LEFT ARROW	18 x 24	---	---	1	---	---	3.00	
	32-13	1393+50	RT	W11-2	PEDESTRIAN CROSSING SYMBOL	30 x 30	---	---	1	---	---	6.25	MOUNT NEW SIGN ON EXISTING POST WITH FLASHER
	32-14	1394+39	RT	R7-1R	NO PARKING ANY TIME- RIGHT ARROW	18 x 24	---	1	---	---	---	3.00	
	32-15	1393+50	RT	W16-9P	AHEAD	24 x 8	---	---	---	---	---	1.33	MOUNT ON POST BELOW 32-13
					SHEET TOTALS		0	35	37	12	3	683.14	
					GRAND TOTAL		6	126	143	58	5	2,495.67	

EXISTING SIGNING SUMMARY

CATEGORY	SIGN NO.	APPROX. STA.	LOC.	SIGN CODE	SIGN MESSAGE	SIGN SIZE (W x H) IN	SIGN SIZE SF	638.2102 MOVING SIGNS TYPE II EACH	638.2602 REMOVING SIGNS TYPE II EACH	638.3000 REMOVING SMALL SIGN SUPPORTS EACH
0010	1-1	462+50	LT	---	EMERGENCY DIAL 9-1-1	18 x 12	1.50	---	1	1
	1-2A	464+22	LT	R2-1	SPEED LIMIT 30 MPH	24 x 30	5.00	---	1	1
	1-3	468+71	LT	W2-1	CROSS ROAD	36 x 36	9.00	---	1	2
	1-4	469+76	LT	R1-1	STOP	36 x 36	7.46	---	1	1
	1-5A	471+82	LT	W3-5	SPEED LIMIT AHEAD 30 MPH	36 x 36	9.00	---	1	2
	1-6A	475+67	LT	W4-2R	RIGHT LANE ENDS SYMBOL	36 x 36	9.00	---	1	2
	1-7	478+00	LT	M1-94	INDIAN CREEK RD	90 x 15	9.38	---	1	2
	1-8A	480+76	LT	W9-1R	RIGHT LANE ENDS	36 x 36	9.00	---	1	2
	1-9	484+86	LT	W14-3	NO PASSING ZONE	48 x 36	6.00	---	1	1
	1-10A	464+24	RT	R2-1	SPEED LIMIT 55 MPH	24 x 30	5.00	---	1	1
	1-11A	464+24	RT	R3-72	ONCOMING TRAFFIC USE CENTER LANE	30 x 36	7.50	---	1	1
	1-12A	465+75	RT	M1-94	INDIAN CREEK RD	90 x 15	9.38	---	1	2
	3-1	519+41	LT	W14-3	NO PASSING ZONE	48 x 36	6.00	---	1	1
	3-2	544+22	LT	W1-2L	LEFT CURVE	30 x 30	6.25	---	1	1
	3-3	516+91	RT	W1-2R	RIGHT CURVE	30 x 30	6.25	---	1	1
	3-4	539+63	RT	W1-2L	LEFT CURVE	30 x 30	6.25	---	1	1
	4-1A	567+30	LT	R4-3	SLOWER TRAFFIC KEEP RIGHT	24 x 30	5.00	---	1	1
	4-2	568+76	LT	W1-2R	RIGHT CURVE	30 x 30	6.25	---	1	1
	4-3	565+73	RT	W1-2R	RIGHT CURVE	30 x 30	6.25	---	1	1
	4-4	565+73	RT	W13-1	ADVISORY SPEED 50 MPH (YELLOW)	18 x 18	2.25	---	1	---
	4-5	576+95	RT	S3-1	SCHOOL BUS STOP AHEAD	30 x 30	6.25	---	1	1
	5-1	587+64	LT	W5-52L	CLEARANCE STRIPER DOWN LEFT	12 x 36	3.00	---	1	1
	5-2	590+12	LT	W5-52R	CLEARANCE STRIPER DOWN RIGHT	12 x 36	3.00	---	1	1
	5-3	594+16	LT	S3-1	SCHOOL BUS STOP AHEAD	30 x 30	6.25	---	1	1
	5-4	604+40	LT	W1-2L	LEFT CURVE	30 x 30	6.25	---	1	1
	5-5	604+40	LT	W13-1-W	ADVISORY SPEED 50 MPH (WHITE)	18 x 18	2.25	---	1	---
	5-6	587+56	RT	W5-52R	CLEARANCE STRIPER DOWN RIGHT	12 x 36	3.00	---	1	1
	5-7	590+10	RT	W5-52L	CLEARANCE STRIPER DOWN LEFT	12 x 36	3.00	---	1	1
	6-1	632+74	LT	W14-3	NO PASSING ZONE	48 x 36	6.00	---	1	1
	6-2	639+40	LT	R1-1	STOP	30 x 30	5.18	---	1	1
	6-3A	629+51	RT	R4-3	SLOWER TRAFFIC KEEP RIGHT	24 x 30	5.00	---	1	1
	6-4	629+51	RT	W14-3	NO PASSING ZONE	48 x 36	6.00	---	1	---
	6-5	640+14	RT	W8-54	WATCH FOR FALLEN ROCKS	30 x 30	6.25	---	1	1
	7-1	644+22	RT	R1-1	STOP	36 x 36	7.46	---	1	1
	7-2	644+70	RT	I55-56	ADOPT-A-HIGWAY - POTOSI SADDLE CLUB	30 x 36	7.50	---	1	1
	7-3	646+73	RT	W1-4L	LEFT REVERSE CURVE	30 x 30	6.25	---	1	1
	8-1	678+97	LT	W1-6	SINGLE NIGHT ARROW	48 x 24	8.00	---	1	1
	8-2	679+90	LT	W8-54	WATCH FOR FALLEN ROCKS	30 x 30	6.25	---	1	1
	8-3	688+72	LT	W1-4L	LEFT REVERSE CURVE	30 x 30	6.25	---	1	1
	8-4	693+98	LT	R1-1	STOP	36 x 36	7.46	---	1	1
	8-5	696+48	LT	W7-1	HILL	30 x 30	6.25	---	1	1
	8-6	696+48	LT	W7-3	5 % GRADE	24 x 18	3.00	---	1	---
	8-7	687+28	RT	M1-94	LONG BRANCH RD	84 x 15	8.75	---	1	2
	8-8	682+50	RT	D5-61	WAY SIDE 1/2 MILE	48 x 24	8.00	---	1	1
	8-9	682+50	RT	DB5-69C	DRINKING WATER	48 x 9	3.00	---	1	---
	8-10	682+50	RT	DB5-69A	TOILET	48 x 9	3.00	---	1	---
	8-11	682+50	RT	D9-6	HANDICAPPED SYMBOL	24 x 24	4.00	---	1	---
	8-12	701+24	LT	M1-94	LONG BRANCH RD	84 x 15	8.75	---	1	2
	9-1	709+14	LT	R1-1	STOP	30 x 30	5.18	---	1	1
	9-2	709+99	LT	D5-62R	WAYSIDE W/ ARROW	48 x 24	8.00	---	1	1
	9-3	714+96	LT	R1-1	STOP	36 x 36	7.46	---	1	1
	9-4	722+34	LT	M1-94	RIVER LANE RD	78 x 15	8.13	---	1	2
	9-5	707+84	RT	W14-3	NO PASSING ZONE	48 x 36	6.00	---	1	1
	9-6A	708+75	RT	M1-94	RIVER LANE RD	78 x 15	8.13	---	1	2
	9-7	709+22	RT	D5-62L	WAYSIDE W/ ARROW	48 x 24	8.00	---	1	1
	9-8A	723+67	RT	W9-1R	RIGHT LANE ENDS	36 x 36	9.00	---	1	2
	9-9A	729+24	RT	W4-2R	RIGHT LANE ENDS	36 x 36	9.00	---	1	2
	10-1	734+32	LT	D5-61	WAY SIDE 1/2 MILE	48 x 24	8.00	---	1	1
	10-1A	734+32	LT	R55-58A	CLOSED	44 x 8	2.44	---	1	---
	10-2	734+32	LT	DB5-69C	DRINKING WATER	48 x 9	3.00	---	1	---
	10-3	734+32	LT	DB5-69A	TOILET	48 x 9	3.00	---	1	---
	10-4	734+32	LT	D9-6	HANDICAPPED SYMBOL	24 x 24	4.00	---	1	---
	10-5	735+33	LT	R1-1	STOP	36 x 36	7.46	---	1	1
	10-6A	736+19	LT	I55-56	ADOPT-A-HIGWAY - POTOSI SADDLE CLUB	30 x 36	7.50	---	1	1
	10-7A	748+69	LT	R3-72	ONCOMING TRAFFIC USE CENTER LANE	30 x 36	7.50	---	1	1
	10-8	760+29	LT	R2-1	SPEED LIMIT 55 MPH	24 x 30	5.00	---	1	1
	10-9	736+14	RT	I55-56	ADOPT-A-HIGWAY - POTOSI-TENNYSON CHAMBER OF COMMERCE	30 x 36	7.50	---	1	1
	10-10	739+37	RT	R1-1	STOP	36 x 36	7.46	---	1	1
	10-11	744+04	RT	W14-3	NO PASSING ZONE	48 x 36	6.00	---	1	1
	10-12A	753+17	RT	W3-5	REDUCE SPEED AHEAD	36 x 36	9.00	---	1	1
	10-13	753+17	RT	W13-1-W	ADVISORY SPEED 40 MPH (WHITE)	18 x 18	2.25	---	1	---
	10-14	758+69	rt	W1-2L	LEFT CURVE	30 x 30	6.25	---	1	1
	10-15	760+65	RT	R2-1	SPEED LIMIT 40 MPH	24 x 30	5.00	---	1	1
	11-1	769+58	LT	R2-1	SPEED LIMIT 40 MPH	24 x 30	5.00	---	1	1
	11-2	777+84	LT	W1-2R	RIGHT CURVE	30 x 30	6.25	---	1	1
	11-3A	789+89	LT	R2-1	SPEED LIMIT 40 MPH	24 x 30	5.00	---	1	1
	11-4	791+51	LT	R1-1	STOP	30 x 30	5.18	---	1	1
	11-5	769+58	RT	R2-1	SPEED LIMIT 40 MPH	36 x 48	12.00	---	1	1
	11-6	773+47	RT	I2-3	TENNYSON - POPULATION 370	60 x 24	10.00	---	1	2
	11-7	774+39	RT	R1-1	STOP	36 x 36	7.46	---	1	1
	11-8	780+55	RT	R2-1	SPEED LIMIT 40 MPH	24 x 30	5.00	---	1	1
	11-9	781+95	RT	R1-1	STOP	36 x 36	7.46	---	1	1
	11-10	789+82	RT	R2-1	SPEED LIMIT 40 MPH	24 x 30	5.00	---	1	1
	11-11A	791+59	RT	JV	JCT STH 133; CTH O	24 x 63	10.50	---	1	1
	12-1	798+34	LT	M3-3	SOUTH; GREAT RIVER ROAD	24 x 12	2.00	---	1	1
	12-2	798+34	LT	M1-96	GREAT RIVER ROAD SYMBOL	24 x 24	4.00	---	1	---
	12-3A	798+34	LT	R2-1	SPEED LIMIT 40 MPH	24 x 30	5.00	---	1	---
	12-4A	804+93	LT	R2-1	SPEED LIMIT 40 MPH	24 x 30	5.00	---	1	1
	12-5	806+88	LT	J3-3	CTH O W/ ARROW; GRR W/ ARROW; NORTH STH 111 W/ ARROW	72 x 57	28.50	---	1	2
	12-6	809+11	LT	M1-85	WISCONSIN HERITAGE TRAIL	24 x 24	4.00	---	1	1
					SUBTOTALS	---		---	90	90

EXISTING SIGNING SUMMARY (CON'T.)

CATEGORY	SIGN NO.	APPROX. STA.	LOC.	SIGN CODE	SIGN MESSAGE	SIGN SIZE (W x H) IN	SIGN SIZE SF	638.2102 MOVING SIGNS TYPE II EACH	638.2602 REMOVING SIGNS TYPE II EACH	638.3000 REMOVING SMALL SIGN SUPPORTS EACH
0010	12-7	809+11	LT	M1-85C	ST. JOHN MINE	24 x 12	2.00	---	1	---
	12-8	811+32	LT	D1-2	DUBUQUE W/ ARROW; POTOSI W/ ARROW	60 x 30	12.50	---	1	2
	12-9	811+32	LT	D7-53R	GRANT RIVER REC AREA	60 x 36	15.00	---	1	---
	12-10A	814+55	LT	J2-3	SOUTH STH 35 W/ ARROW; SOUTH USH 61 W/ ARROW; NORTH 133 W/ ARROW	72 x 57	28.50	---	1	2
	12-11	815+83	LT	S4-51	SCHOOL SPEED LIMIT 15 MPH	24 x 48	8.00	---	1	1
	12-12A	818+24	LT	I2-3	TENNYSON - POPULATION 370	60 x 24	10.00	---	1	2
	12-13A	819+44	LT	J1-3	JCT STH 133; CTH O; GRR	72 x 39	19.50	---	1	2
	12-14	820+51	LT	S1-1	SCHOOL ZONE	36 x 36	6.75	---	1	1
	12-15A	822+41	LT	R2-1	SPEED LIMIT 40 MPH	24 x 30	5.00	---	1	1
	12-16	796+27	RT	J3-4	NORTH STH 133; NORTH GRR; NORTH STH 35; NORTH USH 61 ALL W/ ARROW	96 x 57	38.00	---	1	2
	12-17	797+91	RT	D1-4	CASVILLE FERRY; STONEFILD VILLAGE; NELSON DEWEY STATE PARK ALL W/ ARROW	108 x 54	40.50	---	1	2
	12-18	797+91	RT	---	FERRY CLOSED	12 x 12	1.00	---	1	---
	12-19	797+91	RT	---	MONDAY AND TUESDAY	12 x 12	1.00	---	1	---
	12-20	799+56	RT	D1-2	LANCASTER W/ ARROW; POTOSI W/ ARROW	72 x 30	15.00	---	1	2
	12-21	799+56	RT	D7-53L	GRANT RIVER REC AREA	60 x 36	15.00	---	1	---
	12-22	800+47	RT	S1-1	SCHOOL ZONE	36 x 36	6.75	---	1	1
	12-23A	801+34	RT	M1-85	WISCONSIN HERITAGE TRAIL	24 x 24	4.00	---	1	1
	12-24A	801+34	RT	M1-85-C	ST. JOHN MINE	24 x 12	2.00	---	1	---
	12-25	803+57	RT	S4-51	SCHOOL SPEED LIMIT 15 MPH	24 x 48	8.00	---	1	1
	12-26	805+59	RT	J2-3	NORTH STH 133 W/ ARROW; NORTH GRR W/ ARROW; CTH O W/ ARROW	72 x 57	28.50	---	1	2
	12-27	806+63	RT	R1-1	STOP	36 x 36	7.46	---	1	1
	12-28	806+69	RT	J13-2	STH 35 USH 61 W/ ARROW; STH 133 W/ ARROW	48 x 45	15.00	---	1	1
	12-29A	808+93	RT	J3-1	NORTH STH 35 USH 61	24 x 60	10.00	---	1	1
	12-30A	814+67	RT	R2-1	SPEED LIMIT 40 MPH	24 x 30	5.00	---	1	1
	12-31	819+28	RT	S1-1	SCHOOL ZONE	36 x 36	6.75	---	1	1
	12-32	821+51	RT	S4-51	SCHOOL SPEED LIMIT 15 MPH	24 x 48	8.00	---	1	1
	12-33A	803+70	LT	J4-1	SOUTH STH 35	24 x 36	6.00	---	1	2
	12-34A	803+70	LT	J4-1	SOUTH USH 61	24 x 36	6.00	---	1	---
	12-35A	803+70	LT	D2-2	DICKEYVILLE 8; DUBUQUE 19	84 x 24	14.00	---	1	---
	12-36	824+10	LT	R1-1	STOP	30 x 30	5.18	---	1	1
	12-37	809+60	LT	R1-1	STOP	30 x 30	5.18	---	1	1
	13-1	827+83	LT	R1-1	STOP	30 x 30	5.18	---	1	1
	13-1A	829+15	LT	R1-1	STOP	30 x 30	5.18	---	1	1
	13-2	832+15	LT	S4-51	SCHOOL SPEED LIMIT 15 MPH	24 x 48	8.00	---	1	1
	13-3	834+24	LT	S1-1	SCHOOL ZONE	36 x 36	6.75	---	1	1
	13-4	835+45	LT	R2-1	SPEED LIMIT 40 MPH	24 x 30	5.00	---	1	1
	13-5A	836+05	LT	I55-56	ADOPT-A-HIGWAY - POTOSI-TENNYSON CHAMBER OF COMMERCE	30 x 36	7.50	---	1	1
	13-6A	838+56	LT	R5-1	DO NOT ENTER	36 x 36	9.00	---	1	1
	13-7	838+59	LT	R1-1	STOP	36 x 36	7.46	---	1	1
	13-8	838+94	LT	R1-1	STOP	36 x 36	7.46	---	1	1
	13-9	838+99	LT	W12-1D	DOUBLE DOWN ARROW	24 x 24	4.00	---	1	1
	13-10	839+79	LT	J13-1	CTH O W/ ARROW	24 x 45	7.50	---	1	1
	13-11A	840+91	LT	R2-1	SPEED LIMIT 40 MPH	36 x 48	12.00	---	1	1
	13-12A	843+49	LT	W4-2R	RIGHT LANE ENDS	36 x 36	9.00	---	1	2
	13-13	845+72	LT	W9-1R	RIGHT LANE ENDS	36 x 36	9.00	---	1	1
	13-15	848+77	LT	W3-5	SPEED LIMIT AHEAD 40 MPH	36 x 36	9.00	---	1	2
	13-16	850+97	LT	J1-1	JCT CTH U	24 x 39	6.50	---	1	1
	13-17	826+99	RT	J1-1	JCT CTH U	24 x 39	6.50	---	1	1
	13-18A	828+57	RT	R2-1	SPEED LIMIT 40 MPH	24 x 30	5.00	---	1	1
	13-19	832+99	RT	R1-1	STOP	36 x 36	7.46	---	1	1
	13-20	839+03	RT	J12-1	CTH U W/ ARROW	24 x 45	7.50	---	1	1
	13-21	839+15	RT	J13-2	STH 35 W/ ARROW; USH 61 W/ ARROW	48 x 45	15.00	---	1	1
	13-22A	840+92	RT	R2-1	SPEED LIMIT 55 MPH	24 x 30	5.00	---	1	1
	13-24	844+93	RT	J4-1	NORTH STH 35	24 x 36	6.00	---	1	---
	13-25	844+93	RT	J4-1	NORTH USH 61	24 x 36	6.00	---	1	---
	13-26A	844+93	RT	D2-1	LANCASTER 11	78 x 15	8.13	---	1	2
	14-1	868+79	LT	R1-1	STOP	36 x 36	7.46	---	1	1
	14-2	876+92	LT	M1-94	KEENE DR	54 x 15	5.63	---	1	2
	14-3A	878+52	LT	R4-3	SLOWER TRAFFIC KEEP RIGHT	24 x 30	5.00	---	1	1
	14-4	880+52	LT	R1-1	STOP	36 x 36	7.46	---	1	1
	14-5	884+43	LT	W1-2R	RIGHT CURVE	30 x 30	6.25	---	1	1
	14-6	887+91	LT	M1-94	BRITISH HOLLOW RD W/ ARROW	108 x 15	11.25	---	1	2
	14-7	887+91	LT	M1-94	HIPPY HOLLOW W/ ARROW	60 x 15	6.25	---	1	---
	14-8	860+89	RT	W1-2L	LEFT CURVE	30 x 30	6.25	---	1	1
	14-9	863+64	RT	M1-94	HIPPY HOLLOW W/ ARROW	90 x 15	9.38	---	1	2
	14-10	863+64	RT	M1-94	KEENE DR W/ ARROW	54 x 15	5.63	---	1	---
	14-11	870+97	RT	R1-1	STOP	36 x 36	7.46	---	1	1
	14-12	874+12	RT	M1-94	BRITISH HOLLOW RD	96 x 15	10.00	---	1	2
	14-13	881+06	RT	R1-1	STOP	30 x 30	5.18	---	1	1
	14-14A	887+50	RT	R4-3	SLOWER TRAFFIC KEEP RIGHT	24 x 30	5.00	---	1	1
	14-15	884+35	RT	W1-4L	LEFT REVERSE CURVE	30 x 30	6.25	---	1	1
	15-1	908+40	LT	R1-1	STOP	30 x 30	5.18	---	1	1
	16-1	921+54	LT	W1-4L	LEFT REVERSE CURVE	30 x 30	6.25	---	1	1
	16-2A	937+91	RT	W9-1R	RIGHT LANE ENDS	36 x 36	9.00	---	1	2
	16-3A	941+01	RT	W4-2R	RIGHT LANE ENDS	36 x 36	9.00	---	1	2
	16-4	942+90	RT	W1-4R	RIGHT REVERSE CURVE	36 x 36	9.00	---	1	1
	16-5	947+84	RT	W3-5	SPEED LIMIT AHEAD 50 MPH	36 x 36	9.00	---	1	2
	17-1A	951+57	LT	R3-72	ONCOMING TRAFFIC USE CENTER LANE	30 x 36	7.50	---	1	1
	17-2	953+60	LT	R2-1	SPEED LIMIT 55 MPH	24 x 30	5.00	---	1	1
	17-3	960+35	LT	R2-1	SPEED LIMIT 50 MPH	24 x 30	5.00	---	1	1
	17-4	972+16	LT	S3-1	SCHOOL BUS STOP AHEAD	30 x 30	6.25	---	1	1
	17-5	973+82	LT	R2-1	SPEED LIMIT 50 MPH	24 x 30	5.00	---	1	1
	17-6A	974+69	LT	W1-4R	RIGHT REVERSE CURVE	30 x 30	6.25	---	1	1
	17-7	976+40	LT	I2-3	ROCKVILL UNINCORPORATED	60 x 36	15.00	---	1	2
	17-8	948+41	RT	I2-3	ROCKVILL UNINCORPORATED	60 x 36	15.00	---	1	2
	17-9	950+88	RT	S3-1	SCHOOL BUS STOP AHEAD	36 x 36	9.00	---	1	2
	17-10	953+60	RT	R2-1	SPEED LIMIT 50 MPH	24 x 30	5.00	---	1	1
	17-11	961+86	RT	R1-1	STOP	30 x 30	5.18	---	1	1
	17-12	962+23	RT	I55-56	ADOPT-A-HIGWAY - ZETA BETA CHI SORORITY UW-PLATTEVILLE	30 x 36	7.50	---	1	1
	17-13	962+99	RT	R2-1	SPEED LIMIT 50 MPH	24 x 30	5.00	---	1	1
					SUBTOTALS	---		---	90	100

CON'T ON NEXT PAGE

EXISTING SIGNING SUMMARY (CON'T)

CATEGORY	SIGN NO.	APPROX. STA.	LOC.	SIGN CODE	SIGN MESSAGE	SIGN SIZE (W x H) IN	SIGN SIZE SF	638.2102 MOVING SIGNS TYPE II EACH	638.2602 REMOVING SIGNS TYPE II EACH	638.3000 REMOVING SMALL SIGN SUPPORTS EACH
0010	17-14	972+67	RT	J1-1	JCT CTH B	24 x 39	6.50	---	1	1
	17-15	973+81	RT	R2-1	SPEED LIMIT 55 MPH	24 x 30	5.00	---	1	1
	17-16	976+10	RT	M1-94	ABING RD	54 x 15	5.63	---	1	2
	18-1	980+48	LT	W3-5	SPEED LIMIT AHEAD 50 MPH	36 x 36	9.00	---	1	2
	18-2	983+24	LT	R1-1	STOP	30 x 30	5.18	---	1	1
	18-3	983+95	LT	JI3-1	CTH B W/ ARROW	24 x 45	7.50	---	1	1
	18-4	990+68	LT	M1-94	ABING RD	54 x 15	5.63	---	1	2
	18-5	993+33	LT	W14-3	NO PASSING ZONE	48 x 36	6.00	---	1	1
	18-6	993+33	LT	J1-1	JCT CTH B	24 x 39	6.50	---	1	---
	18-7	982+73	RT	JI3-1	CTH B W/ ARROW	24 x 45	7.50	---	1	1
	18-8	983+64	RT	R1-1	STOP	30 x 30	5.18	---	1	1
	18-9	983+67	RT	J2-2	STH 35 USH 61 W/ ARROW	24 x 69	11.50	---	1	1
	18-10A	985+28	RT	J4-2	NORTH STH 35 USH 61	24 x 60	10.00	---	1	1
	18-11	991+81	RT	W14-3	NO PASSING ZONE	48 x 36	6.00	---	1	1
	19-1	1032+14	LT	W14-3	NO PASSING ZONE	48 x 36	6.00	---	1	1
	19-2	1036+41	LT	R1-1	STOP	30 x 30	5.18	---	1	1
	19-3	1028+50	RT	M1-94	LONE ELM TREE RD	96 x 15	10.00	---	1	2
	19-4	1030+48	RT	W14-3	NO PASSING ZONE	48 x 36	6.00	---	1	1
	19-5	1036+96	RT	R1-1	STOP	30 x 30	5.18	---	1	1
	20-1	1042+21	LT	M1-94	LONE ELM TREE RD	96 x 15	10.00	---	1	2
	20-2	1044+24	LT	W2-1	CROSS ROAD	30 x 30	6.25	---	1	1
	20-3	1049+32	LT	I55-56	ADOPT-A-HIGWAY - ZETA BETA CHI SORORITY UW-PLATTEVILLE	30 x 36	7.50	---	1	1
	21-1	1076+76	LT	W14-3	NO PASSING ZONE	48 x 36	6.00	---	1	1
	21-2	1079+86	RT	W14-3	NO PASSING ZONE	48 x 36	6.00	---	1	1
	22-1	1116+82	LT	R1-1	STOP	30 x 30	5.18	---	1	1
	22-2	1120+02	LT	S3-1	SCHOOL BUS STOP AHEAD	30 x 30	6.25	---	1	1
	22-3	1107+09	RT	W2-1	CROSS ROAD	30 x 30	6.25	---	1	1
	22-4	1109+78	RT	M1-94	SUBSTATION RD	78 x 15	8.13	---	1	2
	22-5	1117+11	RT	R1-1	STOP	30 x 30	5.18	---	1	1
	23-1	1124+04	LT	M1-94	SUBSTATION RD	78 x 15	8.13	---	1	2
	23-2	1126+80	LT	W2-1	CROSS ROAD	30 x 30	6.25	---	1	1
	23-3	1150+59	LT	M1-94	AIRPORT RD	60 x 15	6.25	---	1	2
	23-4	1131+69	RT	W14-3	NO PASSING ZONE	48 x 36	6.00	---	1	1
	23-5	1136+20	RT	M1-94	AIRPORT RD	60 x 15	6.25	---	1	2
	23-6	1143+89	RT	R1-1	STOP	30 x 30	5.18	---	1	1
	24-1	1153+49	LT	W14-3	NO PASSING ZONE	48 x 36	6.00	---	1	1
	24-2	1165+92	LT	W54-56	PLANT ENTRANCE	36 x 36	9.00	---	1	2
	24-3	1169+81	LT	R1-1	STOP	30 x 30	5.18	---	1	1
	24-4	1170+69	LT	D9-52L	LANCASTER MUNICIPAL AIRPORT W/ ARROW	36 x 42	10.50	---	1	1
	24-5	1170+69	LT	---	ARROW	24 x 12	2.00	---	1	---
	24-6	1177+02	LT	M1-94	WEST AIRPORT RD	90 x 15	9.38	---	1	2
	24-7	1163+04	RT	M1-94	WEST AIRPORT RD	90 x 15	9.38	---	1	2
	24-8	1169+52	RT	D9-52R	LANCASTER MUNICIPAL AIRPORT W/ ARROW	36 x 42	10.50	---	1	1
	24-9	1169+52	RT	---	ARROW	24 x 12	2.00	---	1	---
	24-10	1171+89	RT	W14-3	NO PASSING ZONE	48 x 36	6.00	---	1	1
	25-1	1184+52	LT	W14-3	NO PASSING ZONE	48 x 36	6.00	---	1	1
	25-2	1202+02	RT	W14-3	NO PASSING ZONE	48 x 36	6.00	---	1	1
	26-1	1211+05	LT	W14-3	NO PASSING ZONE	48 x 36	6.00	---	1	1
	26-2	1229+90	LT	M1-94	HUDSON HOLLOW RD	96 x 15	10.00	---	1	2
	26-3	1215+33	RT	M1-94	HUDSON HOLLOW RD	96 x 15	10.00	---	1	2
	26-4	1223+09	RT	R1-1	STOP	30 x 30	5.18	---	1	1
	26-5A	1223+31	RT	I55-56	ADOPT-A-HIGWAY - MORNINGSIDE ASSISTED LIVING OF LANCASTER	24 x 30	5.00	---	1	1
	27-1	1242+08	LT	S3-1	SCHOOL BUS STOP AHEAD	30 x 30	6.25	---	1	1
	27-2	1254+93	LT	W14-3	NO PASSING ZONE	48 x 36	6.00	---	1	1
	27-3	1252+51	RT	W14-3	NO PASSING ZONE	48 x 36	6.00	---	1	1
	27-4	1266+97	RT	M1-94	AUPPERLE RD	72 x 15	7.50	---	1	2
	28-1	1272+59	LT	D2-2	DICKEYVILLE 19; DUBUQUE 28	84 x 24	14.00	---	1	2
	28-2	1275+10	LT	I55-56	ADOPT-A-HIGWAY - MORNINGSIDE ASSISTED LIVING OF LANCASTER	24 x 30	5.00	---	1	1
	28-3	1275+87	LT	R1-1	STOP	30 x 30	5.18	---	1	1
	28-4	1281+49	LT	R5-1	DO NOT ENTER	30 x 30	6.25	---	1	---
	28-5	1281+49	LT	J4-2	SOUTH STH 35; SOUTH USH 61	48 x 36	12.00	---	1	1
	28-6	1283+64	LT	R5-1A	WRONG WAY	36 x 24	6.00	---	1	---
	28-7	1283+64	LT	M1-94	AUPPERLE RD	72 x 15	7.50	---	1	2
	28-8	1284+91	LT	R6-2L	ONE WAY LEFT ARROW	24 x 30	5.00	---	1	1
	28-9	1284+97	LT	J3-2	SOUTH STH 35 W/ ARROW; SOUTH USH 61 W/ ARROW	48 x 57	19.00	---	1	1
	28-10	1285+12	MEDIAN	R1-2	YIELD	36 x 31	3.88	---	1	1
	28-11	1285+33	MEDIAN	J3-1	EAST STH 81 W/ ARROW	24 x 57	9.50	---	1	1
	28-12	1289+47	LT	D1-2	PLATTEVILL W/ ARROW; DUBUQUE W/ ARROW	72 x 30	15.00	---	1	2
	28-13	1292+33	MEDIAN	J2-1	EAST STH 81 W/ ARROW	24 x 57	9.50	---	1	1
	28-15	1284+95	LT	R5-1	DO NOT ENTER	30 x 30	6.25	---	1	1
	28-16	1297+37	RT	R5-1	DO NOT ENTER	30 x 30	6.25	---	1	1
	28-17	1293+99	LT	J3-3	EAST STH 81 W/ ARROW; SOUTH STH 35 W/ ARROW; SOUTH USH 61 W/ ARROW	72 x 57	28.50	---	1	2
	28-18	1296+55	MEDIAN	R4-7	KEEP RIGHT	36 x 48	12.00	---	1	1
	28-19	1271+97	RT	J1-1	JCT STH 81	24 x 39	6.50	---	1	1
	28-20	1274+19	RT	J2-4	NORTH STH 35; NORTH USH 61; WEST STH 81; EAST STH 81 ALL W/ ARROW	96 x 57	38.00	---	1	2
	28-21	1277+41	RT	D1-2	LANCASTER W/ ARROW; PLATTEVILLE W/ ARROW	72 x 30	15.00	---	1	2
	28-22	1279+96	RT	W13-3	RAMP SPEED 25 MPH	36 x 48	12.00	---	1	1
	28-23	1281+17	RT	J2-1	EAST STH 81 W/ ARROW	24 x 57	9.50	---	1	1
	28-24	1281+76	MEDIAN	R4-7	KEEP RIGHT	24 x 30	5.00	---	1	1
	28-25	1284+10	RT	R5-1	DO NOT ENTER	30 x 30	6.25	---	1	1
	28-26	1284+36	MEDIAN	R4-7	KEEP RIGHT	24 x 30	5.00	---	1	1
	28-27	1284+41	MEDIAN	R1-2	YIELD	36 x 31	3.88	---	1	1
	28-28	1285+01	RT	R1-1	STOP	30 x 30	5.18	---	1	1
	28-29	1285+01	RT	R6-3A	DIVIDED HIGHWAY CROSSING T INTERSECTION	30 x 24	5.00	---	1	---
	28-30A	1292+15	RT	J4-3	NORTH STH 35; NORTH USH 61; WEST STH 81	72 x 36	18.00	---	1	2
	28-31	1292+33	MEDIAN	W9-1L	LEFT LANE ENDS	36 x 36	9.00	---	1	2
	28-32	1294+07	MEDIAN	W4-2L	LEFT LANE ENDS	36 x 36	9.00	---	1	2
	28-33	1295+35	RT	D2-1	LANCASTER 3	72 x 15	7.50	---	1	2
	28-34	1295+35	RT	R5-1A	WRONG WAY	36 x 24	6.00	---	1	1
	29-1	1305+43	RT	I55-56	ADOPT-A-HIGWAY - CHRIST LUTHERAN CHURCH YOUTH GROUP	24 x 30	5.00	---	1	1
							SUBTOTALS	---	90	109

EXISTING SIGNING SUMMARY (CON'T)

CATEGORY	SIGN NO.	APPROX. STA.	LOC.	SIGN CODE	SIGN MESSAGE	SIGN SIZE (W x H) IN	SIGN SIZE SF	638.2102 MOVING SIGNS TYPE II EACH	638.2602 REMOVING SIGNS TYPE II EACH	638.3000 REMOVING SMALL SIGN SUPPORTS EACH
0010	29-2A	1308+52	RT	J1-1	JCT STH 129	24 x 39	6.50	---	1	1
	29-3	1310+23	RT	R1-1	STOP	30 x 30	5.18	---	1	1
	29-4	1313+53	RT	J3-2	NORTH USH 61 W/ ARROW; WEST STH 81 W/ ARROW	48 x 57	19.00	---	1	1
	29-5	1317+94	RT	J2-2	NORTH STH 35 W/ ARROW; NORTH STH 129 W/ ARROW	48 x 57	19.00	---	1	1
	29-6	1320+72	RT	---	USH 61 RECOMMENDED THRU TRUCK ROUTE	96 x 48	32.00	---	1	2
	29-7	1322+73	RT	D1-2	LANCASTER W/ ARROW; FENNIMORE W/ ARROW	72 x 30	15.00	---	1	2
	29-8A	1324+46	RT	D9-2	HOSPITAL	24 x 24	4.00	---	1	1
	29-9A	1324+46	RT	M6-2	ARROW TILT LEFT	21 x 21	3.06	---	1	---
	29-10	1327+57	RT	J3-1	NORTH STH 129 W/ ARROW	24 x 57	9.50	---	1	1
	29-11	1325+97	LT	J4-3	SOUTH USH 61; SOUTH STH 35; EAST STH 81	72 x 36	18.00	---	1	2
	30-2	1328+06	LT	W1-7	TWO-DIRECTION LARGE ARROW	48 x 24	8.00	---	1	1
	30-3	1328+06	LT	J3-1	NORTH STH 129 W/ ARROW	24 x 57	9.50	---	1	1
	30-4	1333+80	LT	D1-2	PLATTEVILLE W/ ARROW; DUBUQUE W/ ARROW	72 x 24	12.00	---	1	2
	30-5	1339+53	LT	J2-2	SOUTH USH 61 W/ ARROW; EAST STH 81 W/ ARROW	48 x 57	19.00	---	1	1
	30-6	1343+13	LT	W1-2R	RIGHT CURVE	30 x 30	6.25	---	1	1
	30-7	1344+38	LT	J2-2	NORTH STH 129 W/ ARROW; SOUTH STH 35 W/ ARROW	48 x 57	19.00	---	1	1
	30-8	1347+84	LT	J1-1	JCT STH 129	24 x 39	6.50	---	1	1
	30-9	1330+26	RT	J4-3	NORTH STH 35; NORTH USH 61; WEST STH 81	72 x 36	18.00	---	1	2
	31-1	1365+41	LT	W14-3	NO PASSING ZONE	48 x 36	6.00	---	1	1
	31-2	1367+44	LT	R1-1	STOP	30 x 30	5.18	---	1	1
	31-3	1370+78	LT	E10-82	VESPERMAN FARMS 2 MI.	48 x 36	12.00	1	---	2
	31-4	1373+63	LT	M1-94	STAGE RD	54 x 15	5.63	---	1	2
	31-5	1376+48	LT	R2-1	SPEED LIMIT 55 MPH	24 x 30	5.00	---	1	1
	31-6	1387+15	LT	I55-56	ADOPT-A-HIGWAY - CHRIST LUTHERAN CHURCH YOUTH GROUP	30 x 36	7.50	---	1	1
	31-7	1359+03	RT	W14-3	NO PASSING ZONE	48 x 36	6.00	---	1	1
	31-8	1361+05	RT	M1-94	STAGE RD	54 x 15	5.63	---	1	2
	31-9	1365+37	RT	E10-82	VESPERMAN FARMS 2 MI.	48 x 36	12.00	1	---	2
	31-10	1369+92	RT	W3-5	REDUCE SPEED AHEAD	36 x 36	9.00	---	1	1
	31-11	1369+92	RT	W13-1-W	ADVISORY SPEED 35 MPH (WHITE)	12 x 12	1.00	---	1	---
	31-12	1376+46	RT	R2-1	SPEED LIMIT 35 MPH	24 x 30	5.00	---	1	1
	31-13A	1386+72	RT	R2-1	SPEED LIMIT 35 MPH	24 x 30	5.00	---	1	1
	32-1	1389+61	LT	R2-1	SPEED LIMIT 35 MPH	24 x 30	5.00	---	1	1
	32-2	1390+06	LT	R1-1	STOP	30 x 30	5.18	---	1	1
	32-3	1391+15	LT	R7-1R	NO PARKING ANY TIME- RIGHT ARROW	24 x 30	5.00	---	1	1
	32-4	1392+64	LT	R7-1D	NO PARKING ANY TIME- DOUBLE ARROW	24 x 30	5.00	---	1	1
	32-5	1394+46	LT	R7-1D	NO PARKING ANY TIME- DOUBLE ARROW	24 x 30	5.00	---	1	1
	32-8	1390+76	RT	R2-1	SPEED LIMIT 35 MPH	24 x 30	5.00	---	1	1
	32-9	1391+29	RT	I2-3	LANCASTER - POPULATION 4070	60 x 24	10.00	---	1	2
	32-10	1391+29	RT	---	EMERGENCY DIAL 9-1-1	12 x 12	1.00	---	1	---
	32-11	1391+29	RT	---	THIS IS A DARE COMMUNITY	12 x 12	1.00	---	1	---
	32-12	1391+85	RT	R7-1L	NO PARKING ANY TIME- LEFT ARROW	24 x 30	5.00	---	1	1
	32-13	1393+50	RT	S1-1	SCHOOL ZONE	30 x 30	4.69	---	1	1
	32-14	1394+39	RT	R7-1R	NO PARKING ANY TIME- RIGHT ARROW	24 x 30	5.00	---	1	1
	---	WAYSIDE PARKING LOT	LT	R7-8A	RESERVED PARKING FOR HANDYCAP	12 x 18	1.50	---	1	1
	---	WAYSIDE PARKING LOT	LT	R7-8V	VAN ACCESSIBLE	12 x 6	0.50	---	1	1
							SUBTOTALS	2	43	51
							GRAND TOTALS	2	313	350

3

FINISHING ITEMS

CATEGORY	STATION - STATION	LOCATION	625.0100 TOPSOIL SY	627.0200* MULCHING SY	629.0210* FERTILIZER TYPE B CWT	630.0120* SEEDING MIXTURE NO. 20 LB	630.0200* SEEDING TEMPORARY LB	REMARKS
0010	706+20 - 710+15	LT	380	380	0.2	10	10	WAYSIDE
	UNDISTRIBUTED	---	95	95	0.1	3	3	
	TOTALS		475	475	0.3	13	13	

*ADDITIONAL QUANTITIES LISTED ELSEWHERE

MOBILIZATIONS EROSION CONTROL

CATEGORY	PROJECT	628.1905 MOBILIZATIONS EROSION CONTROL EACH	628.1910 MOBILIZATIONS EMERGENCY EROSION CONTROL EACH
0010	1650-06-71	3	3

INLET PROTECTION

CATEGORY	STATION	LOCATION	628.7005 TYPE A EACH	628.7010 TYPE B EACH	628.7015 TYPE C EACH	628.7020 TYPE D EACH
0010	481+02	RT	1	---	---	1
	778+13	LT	---	1	---	---
	783+60	LT	---	---	1	---
	787+65	LT	---	---	1	---
	790+80	RT	---	---	1	---
	796+58	RT	---	---	1	---
	801+56	RT	---	---	1	---
	805+68	LT	---	1	---	---
	805+77	LT	---	---	1	---
	806+40	LT	---	---	1	---
	806+54	LT	---	---	1	---
	838+59	RT	---	---	1	---
	839+58	RT	---	---	1	---
	1281+65	LT	---	---	1	---
	UNDISTRIBUTED	---	1	1	3	1
	TOTALS		2	3	14	2

DELINEATORS SUMMARY

CATEGORY	STATION - STATION	LOCATION	633.0100 DELINEATOR POSTS STEEL EACH	633.0500 DELINEATOR REFLECTORS (WHITE) EACH	REMARKS
0010	1294+55 - 1300+55	LT	6	6	100' SPACING

FIELD OFFICE TYPE B

CATEGORY	PROJECT	642.5001 EACH
0010	1650-06-71	1

TRAFFIC CONTROL

CATEGORY	PROJECT	643.0100 01. 1650-06-71 EACH
0010	1650-06-71	1

TRAFFIC CONTROL

CATEGORY	STATION - STATION	DURATION (DAYS)	643.0300 DRUMS EACH	643.0300 DRUMS DAYS	643.1050.S SIGNS PORTABLE CHANGEABLE MESSAGE EACH	643.1050.S SIGNS PORTABLE CHANGEABLE MESSAGE DAYS
0010	461+77 - 1394+92	195	980	191,100	---	---
	461+77 - 1394+92	14	---	---	2	28
	TOTALS		980	191,100	2	28

3

TRAFFIC CONTROL SIGNS

CATEGORY	TRAFFIC CONTROL OPERATIONS	CODE	SIGN DESCRIPTION	SIZE	DURATION (DAYS)	643.0900 TRAFFIC CONTROL SIGNS EACH	643.0900 TRAFFIC CONTROL SIGNS DAYS
0010	ADVANCED WARNING	W20-1	ROAD WORK AHEAD	48"X48"	195	41	7,995
		W20-1	ROAD WORK 1000 FT	48"X48"	195	6	1,170
		W20-2	ROAD WORK 500 FT	48"X48"	195	7	1,365
		W20-3	ROAD WORK 250 FT	48"X48"	195	1	195
		G20-1	ROAD WORK NEXT 18 MILES	60"X24"	195	2	390
		G20-2A	END ROAD WORK	48"X24"	195	40	7,800
	MOVING LANE CLOSURE	W3-4	BE PREPARED TO STOP	48"X48"	195	4	780
		W20-4	ONE LANE ROAD AHEAD	48"X48"	195	4	780
		W20-7A	FLAGGER SYMBOL	48"X48"	195	4	780
	UNDISTRIBUTED	W08-7	LOOSE GRAVEL	48"X48"	195	20	3,900
		W08-11	UNEVEN LANES	48"X48"	195	20	3,900
		W08-9	LOW SHOULDER	48"X48"	195	20	3,900
		W08-2	DIP	48"X48"	195	10	1,950
		W08-12	NO CENTER STRIPE	48"X48"	195	20	3,900
		W08-1	BUMP	48"X48"	195	20	3,900
		W3-4	BE PREPARED TO STOP	48"X48"	195	4	780
		W20-4	ONE LANE ROAD AHEAD	48"X48"	195	4	780
		W20-7A	FLAGGER SYMBOL	48"X48"	195	4	780
		W21-5	SHOULDER WORK	48"X48"	195	20	3,900
			TOTALS			251	48,945

TRAFFIC CONTROL COVERING SIGNS

CATEGORY	LOCATION	643.0905.S EACH
0010	UNDISTRIBUTED	12

LOCATING NO-PASSING ZONES

CATEGORY	STATION - STATION	648.0100 MI
0010	461+77 - 1394+92	17.67

CONSTRUCTION STAKING RESURFACING REFERENCE

CATEGORY	STATION - STATION	650.8000 LF
0010	461+77 - 1394+92	93,300

PAVEMENT MARKING ARROWS AND WORDS SUMMARY

CATEGORY	STATION	LOCATION	647.0166 PAVEMENT MARKING ARROWS EPOXY TYPE 2 EACH	647.0196 PAVEMENT MARKING ARROWS EPOXY TYPE 5 EACH	647.0256 PAVEMENT MARKING SYMBOLS EPOXY EACH	647.0356 PAVEMENT MARKING WORDS EPOXY EACH	REMARKS
0010	1285+52	LT	1	---	---	---	
	1286+53	LT	---	---	---	1	ONLY
	1287+54	LT	1	---	---	---	
	1293+33	RT	---	1	---	---	
	1296+51	RT	---	1	---	---	
	1325+80	RT	1	---	---	---	
	1326+50	RT	---	---	---	1	ONLY
	1327+23	RT	1	---	---	---	
	WAYSIDE PARKING LOT (STA. 709+37)	LT	---	---	1	---	HANDICAP SYMBOL
	TOTALS		4	2	1	2	

PAVEMENT MARKING ITEMS

CATEGORY	STATION - STATION	646.0106 PAVEMENT MARKING EPOXY 4-INCH (WHITE) LF	646.0106 (WHITE SKIP) (12.5' SEG., 37.5' GAP)	646.0106 (WHITE SKIP) (3' SEG.,9' GAP)	646.0406 PAVEMENT MARKING SAME DAY EPOXY 4-INCH (YELLOW) LF	646.0406 (YELLOW SKIP) (12.5' SEG., 37.5' GAP) LF	646.0406 (YELLOW SKIP) (3' SEG., 9' GAP)	646.0406 (DOUBLE YELLOW) LF	646.0116 PAVEMENT MARKING EPOXY 6-INCH (YELLOW) LF	646.0883.S PAVEMENT MARKING GROOVED WET REFLECTIVE TAPE 8-INCH (WHITE) LF	646.0883.S (WHITE SKIP) (3' SEG., 9' GAP) LF	647.0456 CURB EPOXY LF	647.0556 STOP LINE EPOXY 12-INCH LF	647.0606 ISLAND NOSE EPOXY EACH	647.0656 PARKING STALL EPOXY LF	647.0706 DIAGONAL EPOXY 6-INCH (YELLOW) LF	647.0726 DIAGONAL EPOXY 12-INCH LF	649.0100 TEMPORARY PAVEMENT MARKING (YELLOW) LF	649.0100 (YELLOW SKIP) (4' SEG., 46' GAP) LF	649.0100 (DOUBLE YELLOW) LF
0010	458+95 - 470+00	1,590	135	---	79	43	---	2,620	---	---	---	---	---	---	---	---	---	---	79	14	2,620
	470+00 - 587+67	23,450	2,310	66	2,730	680	---	18,100	---	---	---	---	---	---	---	---	---	---	2,730	220	18,100
	590+08 - 694+10	20,750	1,350	105	2,330	665	---	15,500	---	---	---	---	---	---	---	---	---	---	2,330	210	15,500
	694+10 - 806+20	21,450	1,110	---	2,020	505	---	18,350	---	---	---	---	---	---	---	---	---	---	2,020	160	18,350
	806+20 - 880+75	14,050	1,070	115	---	---	---	14,850	---	---	---	---	---	---	---	---	---	---	---	---	14,850
	880+75 - 961+50	15,950	1,490	74	---	---	---	16,150	90	---	---	---	---	---	---	---	68	---	---	---	16,150
	961+50 - 983+45	4,270	---	---	1,010	255	---	2,360	---	---	---	---	---	---	---	---	---	---	1,010	81	2,360
	983+45 - 1036+62	10,450	---	---	3,390	925	---	3,220	---	---	---	---	---	---	---	---	---	---	3,390	295	3,220
	1036+62 - 1117+00	15,900	---	---	2,180	545	---	11,700	---	---	---	---	---	---	---	---	---	---	2,180	175	11,700
	1117+00 - 1143+55	5,150	---	---	1,060	560	---	815	---	---	---	---	---	---	---	---	---	---	1,060	180	815
	1143+55 - 1170+05	5,190	---	---	1,290	665	---	---	---	---	---	---	---	---	---	---	---	---	1,290	210	---
	1170+05 - 1222+90	10,450	---	---	2,540	1,280	---	315	---	---	---	---	---	---	---	---	---	---	2,540	410	315
	1222+90 - 1276+10	10,550	---	---	2,270	630	---	5,620	---	---	---	---	---	---	---	---	---	---	2,270	200	5,620
	1276+10 - 1284+65	1,610	---	---	635	---	24	1,460	---	265	51	610	---	2	---	---	38	635	---	1,460
	1284+65 - 1309+91	4,920	---	---	2,330	---	---	2,590	---	610	145	---	22	---	---	---	---	---	2,330	---	2,590
	1309+91 - 1328+50	3,570	34	---	---	---	---	3,590	---	195	---	---	---	---	---	---	---	---	---	---	3,590
	1328+50 - 1367+75	7,710	28	---	1,300	485	---	3,970	---	---	---	---	---	---	---	---	---	---	1,300	155	3,970
	1367+75 - 1394+93	5,280	---	---	775	195	---	3,890	---	---	---	---	20	---	---	---	---	---	775	62	3,890
	B-22-144	480	---	---	480	---	---	---	---	---	---	---	---	---	---	---	---	---	480	---	---
	WAYSIDE PARKING LOT	---	---	---	---	---	---	---	---	---	---	---	---	---	500	---	---	---	---	---	---
	SUBTOTALS	182,770	7,527	360	26,419	7,433	24	125,100	90	1,070	196	610	42	2	500	68	38	26,419	2,372	125,100
	TOTALS		190,657			158,976			90	1,266		610	42	2	500	68	38		153,891	

3

CONSTRUCTION STAKING SUPPLEMENTAL CONTROL

CATEGORY	PROJECT	650.9910 01. 1650-06-71 LS
0010	1650-06-71	1

ATR SUMMARY

CATEGORY	STATION	LOCATION	DESCRIPTION	655.0800 LOOP DETECTOR WIRE LF	652.0800 CONDUIT LOOP DETECTOR LF	SPV.0060.05 INSTALL PROPOSED CONDUIT INTO EXISTING ITEM EACH	SPV.0060.06 LOOP DETECTOR SPLICE EACH
0010	1105+00	ML	ATR 22-6121	920	305	1	4

SAWING ASPHALT

CATEGORY	INTERSCTION/STATION	LOCATION	690.0150 LF	REMARKS
0010	INDIAN CREEK ROAD	LT	155	SIDEROAD MATCH LINE/CURB AND GUTTER REMOVAL
	LONG BRANCH ROAD	LT	180	SIDEROAD MATCH LINE/CURB AND GUTTER REMOVAL
	RIVER LANE ROAD	LT	28	SIDE ROAD MATCH LINE
	TOBINS EIGHTY LANE	LT	20	SIDE ROAD MATCH LINE
	ABING LANE	RT	24	SIDE ROAD MATCH LINE
	SCHAEFER LANE	RT	23	SIDE ROAD MATCH LINE
	BUNKER HILL STREET	RT	23	SIDE ROAD MATCH LINE
	CRESTVIEW DRIVE	RT	44	SIDE ROAD MATCH LINE
	KEENE DRIVE	LT	20	SIDE ROAD MATCH LINE
	HIPPY HOLLOW ROAD	RT	20	SIDE ROAD MATCH LINE
	BRITISH HOLLOW ROAD	LT	20	SIDE ROAD MATCH LINE
	BRITISH HOLLOW ROAD	RT	24	SIDE ROAD MATCH LINE
	BUENA VISTA	LT	20	SIDE ROAD MATCH LINE
	ABING ROAD	LT	145	SIDEROAD MATCH LINE/CURB AND GUTTER REMOVAL
	CTH B	RT	175	SIDEROAD MATCH LINE/CURB AND GUTTER REMOVAL
	LONE ELM TREE ROAD	LT	165	SIDEROAD MATCH LINE/CURB AND GUTTER REMOVAL
	SUBSTATION ROAD	LT	180	SIDEROAD MATCH LINE/CURB AND GUTTER REMOVAL
	SUBSTATION ROAD	RT	22	SIDE ROAD MATCH LINE
	AIRPORT ROAD	RT	180	SIDEROAD MATCH LINE/CURB AND GUTTER REMOVAL
	WEST AIRPORT ROAD	LT	175	SIDEROAD MATCH LINE/CURB AND GUTTER REMOVAL
	HUDSON HOLLOW ROAD	RT	20	SIDE ROAD MATCH LINE
	AUPPERLE ROAD	LT	20	SIDE ROAD MATCH LINE
	STH 81 (STA. 1282+71 RT)	RT	23	MATCH LINE
	STH 81 (STA. 1288+56 RT)	RT	23	MATCH LINE
	STAGE ROAD	LT	205	SIDEROAD MATCH LINE/CURB AND GUTTER REMOVAL
	MEADOWVIEW DRIVE	LT	26	SIDE ROAD MATCH LINE
	478+56 - 483+51	RT	495	CURB AND GUTTER REMOVAL
	688+78 - 693+64	LT	485	CURB AND GUTTER REMOVAL
	912+36 - 914+02 (PAVED DITCH)	RT	165	SEE CONSTRUCTION DETAIL
	927+30 - 929+92	LT	265	CURB AND GUTTER REMOVAL
	927+59 - 929+50 (PARKING LOT)	LT	180	SEE CONSTRUCTION DETAIL
	936+51 - 939+37	LT	285	CURB AND GUTTER REMOVAL
	WAYSIDE PARKING LOT (STA. 709+37, LT)	LT	125	CURB AND GUTTER REMOVAL
	DRIVEWAYS	LT	680	DRIVEWAY MATCH LINE/CURB AND GUTTER REMOVAL
	DRIVEWAYS	RT	525	DRIVEWAY MATCH LINE
	MILLING/PULVERIZE AND RELAY TRANSITIONS	ML	340	SEE CONSTRUCTION DETAIL
	STRUCTURE B-22-144	ML	66	BEGIN/END STRUCTURE
	BEGIN PROJECT	ML	36	MAINLINE MATCH LINE
	END PROJECT	ML	48	MAINLINE MATCHLINE
	ATR LOOP DETECTOR REMOVAL (STA. 1105+00)	ML	105	
	UNDISTRIBUTED	---	566	
	TOTAL		6,326	

EXCESS PULVERIZED MATERIAL

CATEGORY	STATION - STATION	SPV.0035.01 CY
0010	465+00 - 467+50	89
	585+14 - 587+64	69
	590+07 - 592+57	69
	771+14 - 773+64	68
	841+72 - 844+22	94
	924+50 - 927+00	86
	930+25 - 932+75	86
	952+58 - 955+08	74
	962+75 - 965+25	66
	1084+41 - 1086+91	66
	1090+04 - 1092+54	67
	1272+50 - 1275+00	65
	1329+64 - 1332+14	70
	1379+33 - 1381+83	65
	TOTAL	1,034

CONSTRUCTION STAKING INTERSECTION RADII

CATEGORY	INTERSECTION	LOCATION	SPV.0060.02 EACH
0010	INDIAN CREEK ROAD	LT	2
	LONG BRANCH ROAD	LT	2
	WAYSIDE ENTRANCE (STA. 709+37, LT)	LT	2
	RIVER LANE ROAD	LT	2
	TOBINS EIGHTY LANE	LT	2
	ABING LANE	RT	2
	SCHAEFER LANE	RT	2
	BUNKER HILL STREET	RT	2
	KEENE DRIVE	LT	2
	HIPPY HOLLOW ROAD	RT	2
	BRITISH HOLLOW ROAD	LT	2
	BRITISH HOLLOW ROAD	RT	2
	BUENA VISTA	LT	2
	CTH B	RT	2
	ABING ROAD	LT	2
	LONE ELM TREE ROAD	LT	2
	SUBSTATION ROAD	LT	2
	SUBSTATION ROAD	RT	2
	AIRPORT ROAD	RT	2
	WEST AIRPORT ROAD	LT	2
	HUDSON HOLLOW ROAD	RT	2
	AUPPERLE ROAD	LT	2
	STAGE ROAD	LT	2
	MEADOWVIEW DRIVE	LT	2
	TOTAL		48

CONSTRUCTION STAKING EXISTING TAPERS

CATEGORY	STATION - STATION	LOCATION	SPV.0060.01 EACH
0010	461+77 - 464+27	LT	1
	468+93 - 469+37	LT	1
	470+61 - 471+38	LT	1
	562+66 - 565+16	LT	1
	688+42 - 688+78	LT	1
	694+92 - 695+46	LT	1
	708+23 - 708+83	LT	1
	710+13 - 711+29	LT	1
	714+35 - 714+65	LT	1
	716+02 - 716+47	LT	1
	734+85 - 735+13	LT	1
	736+39 - 736+84	LT	1
	773+05 - 773+51	LT	1
	831+31 - 834+97	LT	1
	837+70 - 838+39	LT	1
	839+83 - 840+57	LT	1
	873+77 - 875+27	LT	1
	879+94 - 880+29	LT	1
	881+23 - 881+75	LT	1
	908+07 - 908+26	LT	1
	909+12 - 909+52	LT	1
	927+16 - 927+22	LT	1
	929+93 - 930+18	LT	1
	936+37 - 936+51	LT	1
	939+62 - 940+17	LT	1
	1035+85 - 1036+10	LT	1
	1037+25 - 1037+59	LT	1
	1116+15 - 1116+51	LT	1
	1169+15 - 1169+49	LT	1
	1170+71 - 1171+17	LT	1
	1279+37 - 1291+32	LT	1
	1293+33 - 1299+28	LT	1
	1304+42 - 1304+57	LT	1
	1306+95 - 1308+95	LT	1
	1311+45 - 1312+79	LT	1
	1325+14 - 1327+14	LT	1
	1329+64 - 1330+97	LT	1
	1366+57 - 1367+05	LT	1
	1382+37 - 1382+87	LT	1
	1394+20 - 1394+92	LT	1
	478+19 - 478+56	RT	1
	483+51 - 484+72	RT	1
	637+47 - 639+97	RT	1
	739+81 - 742+86	RT	1
	772+66 - 773+66	RT	1
	807+01 - 807+42	RT	1
	836+93 - 837+59	RT	1
	841+72 - 844+72	RT	1
	869+68 - 870+23	RT	1
	879+88 - 880+27	RT	1
	881+27 - 881+57	RT	1
	887+37 - 888+70	RT	1
	948+72 - 955+08	RT	1
	957+08 - 960+94	RT	1
	962+06 - 962+74	RT	1
	980+54 - 982+70	RT	1
	983+99 - 984+59	RT	1
	1086+51 - 1086+66	RT	1
	1090+04 - 1090+50	RT	1
	1115+99 - 1116+45	RT	1
	1117+37 - 1117+67	RT	1
	1142+09 - 1142+89	RT	1
	1144+13 - 1144+42	RT	1
	1276+28 - 1278+78	RT	1
	1295+25 - 1305+09	RT	1
	1310+63 - 1311+52	RT	1
	1323+69 - 1325+48	RT	1
	1328+94 - 1329+57	RT	1
	1381+33 - 1381+83	RT	1
	1393+35 - 1394+92	RT	1
TOTAL			70

SALVAGE AND REPLACE CONCRETE BUMPERS

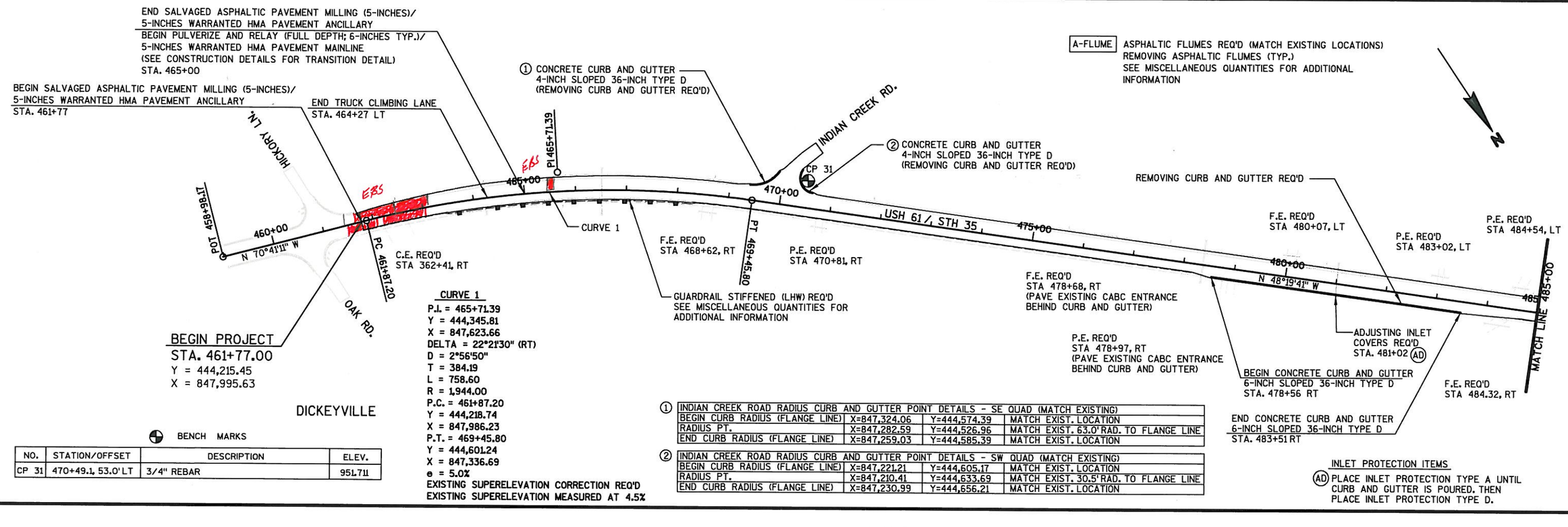
CATEGORY	LOCATION	SPV.0060.07 EACH
0010	WAYSIDE	22

LOCATE AND REESTABLISH SECTION CORNER MONUMENTS

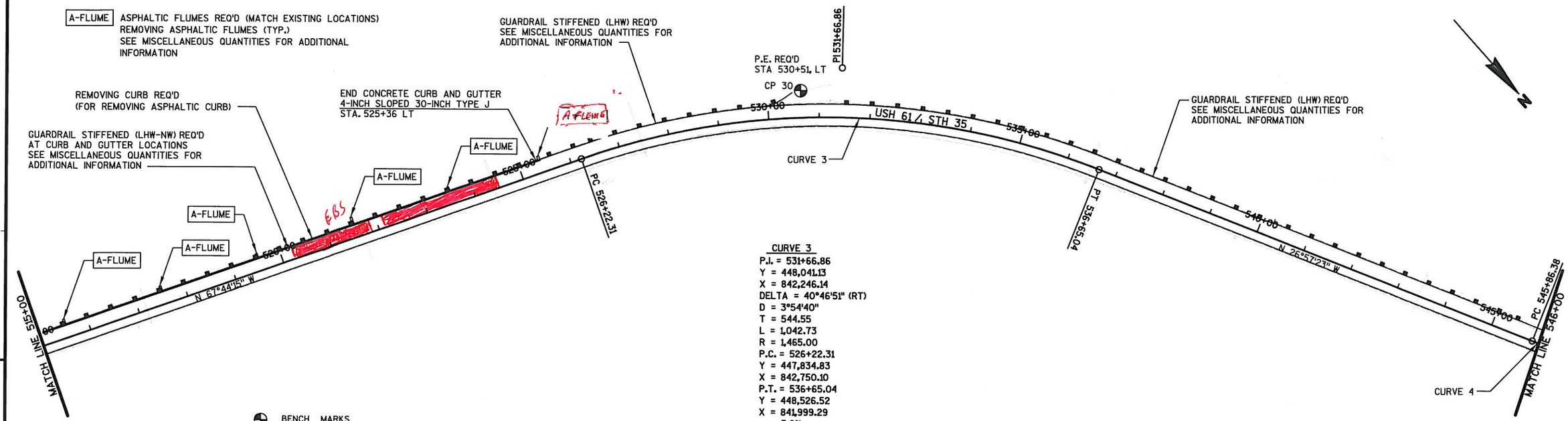
CATEGORY	STATION	SPV.0060.03 EACH
0010	592+30	1
	980+40	1
	1010+00	1
	1036+50	1
	1062+85	1
	1089+90	1
	1117+00	1
	1143+55	1
	1170+00	1
	1195+50	1
	1222+90	1
	1249+50	1
	1276+00	1
	1341+00	1
	TOTALS	14

GRADING, SHAPING AND FINISHING FOR BEAMGUARD

CATEGORY	STATION - STATION	LOCATION	SPV.0060.04 GRADING, SHAPING AND FINISHING FOR BEAMGUARD EACH	FOR INFORMATION ONLY BORROW CY	TOPSOIL SY	FERTILIZER TYPE B CWT	SEEDING MIXTURE NO. 20 LB	SEEDING TEMPORARY LB	628.2004* EROSION MAT CLASS I TYPE B SY
0010	639+50 - 640+82	LT	1	119	252	0.16	7	7	252
	990+10 - 991+50	RT	1	73	222	0.14	6	6	222
	1110+60 - 1111+00	RT	1	25	71	0.04	2	2	71
	1329+00 - 1330+75	RT	1	45	270	0.17	7	7	270
	TOTALS		4						815



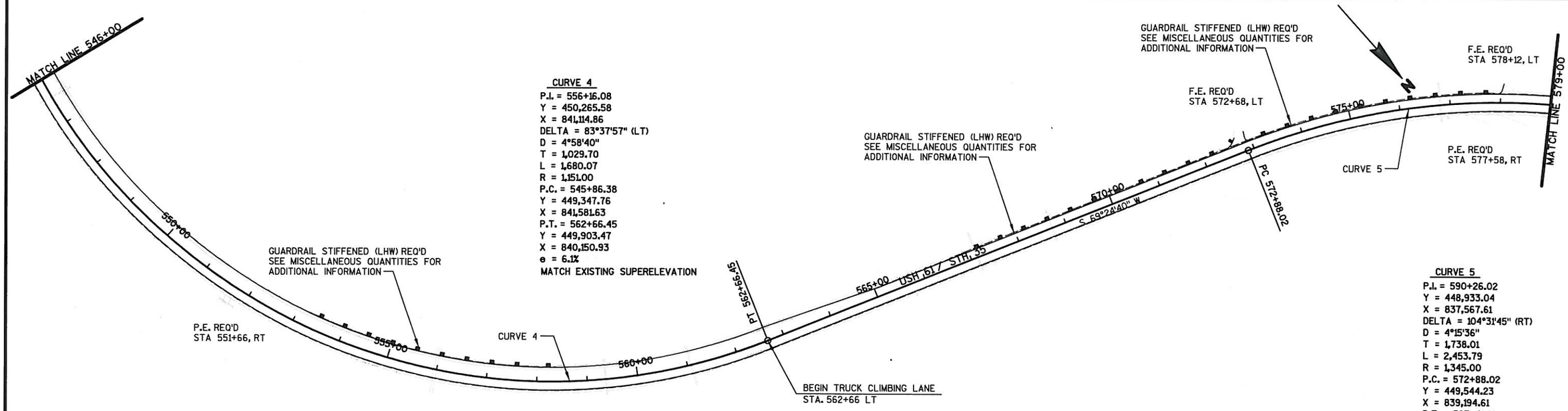
PROJECT NO: 1650-06-71	HWY: USH 61	COUNTY: GRANT	PLAN SHEETS - MAINLINE	SHEET 70	E



BENCH MARKS

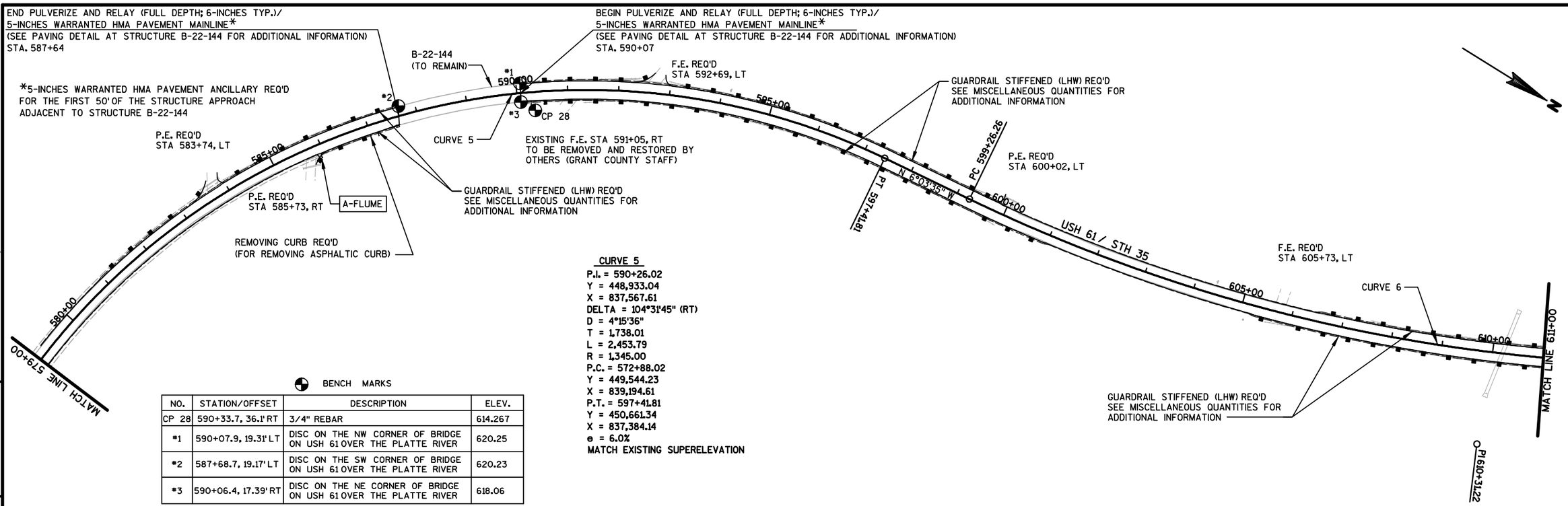
NO.	STATION/OFFSET	DESCRIPTION	ELEV.
CP 30	530+65.1, 53.4' LT	3/4" REBAR	773.548

CURVE 3
P.I. = 531+66.86
Y = 448,041.13
X = 842,246.14
DELTA = 40°46'51" (RT)
D = 3°54'40"
T = 544.55
L = 1,042.73
R = 1,465.00
P.C. = 526+22.31
Y = 447,834.83
X = 842,750.10
P.T. = 536+65.04
Y = 448,526.52
X = 841,999.29
e = 5.9%
MATCH EXISTING SUPERELEVATION



CURVE 4
P.I. = 556+16.08
Y = 450,265.58
X = 841,114.86
DELTA = 83°37'57" (LT)
D = 4°58'40"
T = 1,029.70
L = 1,680.07
R = 1,151.00
P.C. = 545+86.38
Y = 449,347.76
X = 841,581.63
P.T. = 562+66.45
Y = 449,903.47
X = 840,150.93
e = 6.1%
MATCH EXISTING SUPERELEVATION

CURVE 5
P.I. = 590+26.02
Y = 448,933.04
X = 837,567.61
DELTA = 104°31'45" (RT)
D = 4°15'36"
T = 1,738.01
L = 2,453.79
R = 1,345.00
P.C. = 572+88.02
Y = 449,544.23
X = 839,194.61
P.T. = 597+41.81
Y = 450,661.34
X = 837,384.14
e = 6.0%
MATCH EXISTING SUPERELEVATION

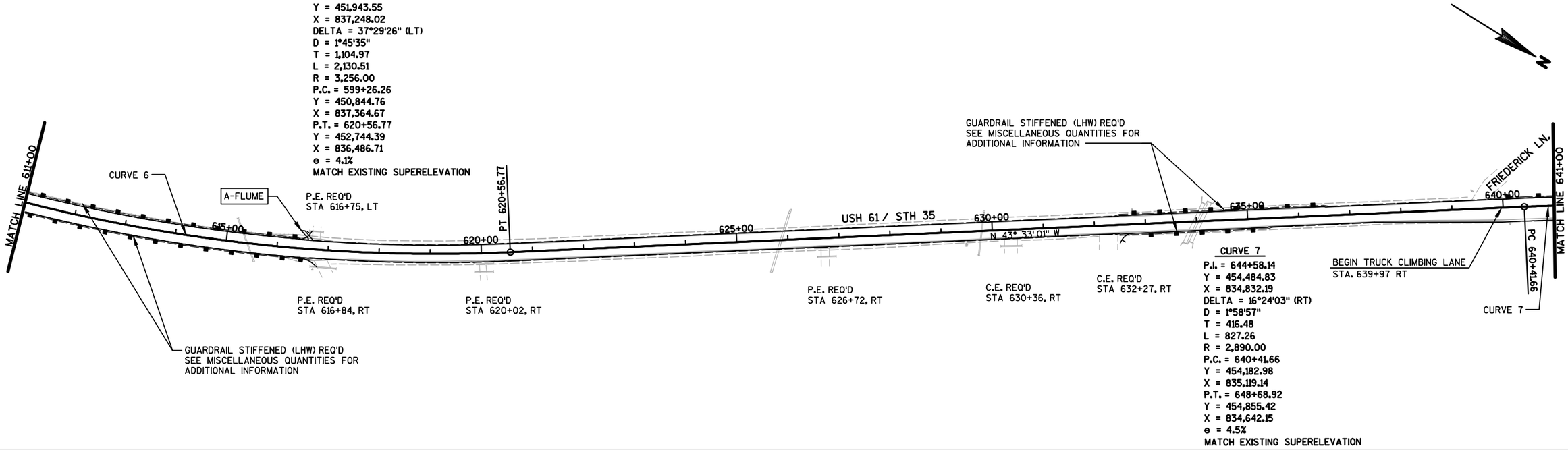


BENCH MARKS

NO.	STATION/OFFSET	DESCRIPTION	ELEV.
CP 28	590+33.7, 36.1' RT	3/4" REBAR	614.267
*1	590+07.9, 19.31' LT	DISC ON THE NW CORNER OF BRIDGE ON USH 61 OVER THE PLATTE RIVER	620.25
*2	587+68.7, 19.17' LT	DISC ON THE SW CORNER OF BRIDGE ON USH 61 OVER THE PLATTE RIVER	620.23
*3	590+06.4, 17.39' RT	DISC ON THE NE CORNER OF BRIDGE ON USH 61 OVER THE PLATTE RIVER	618.06

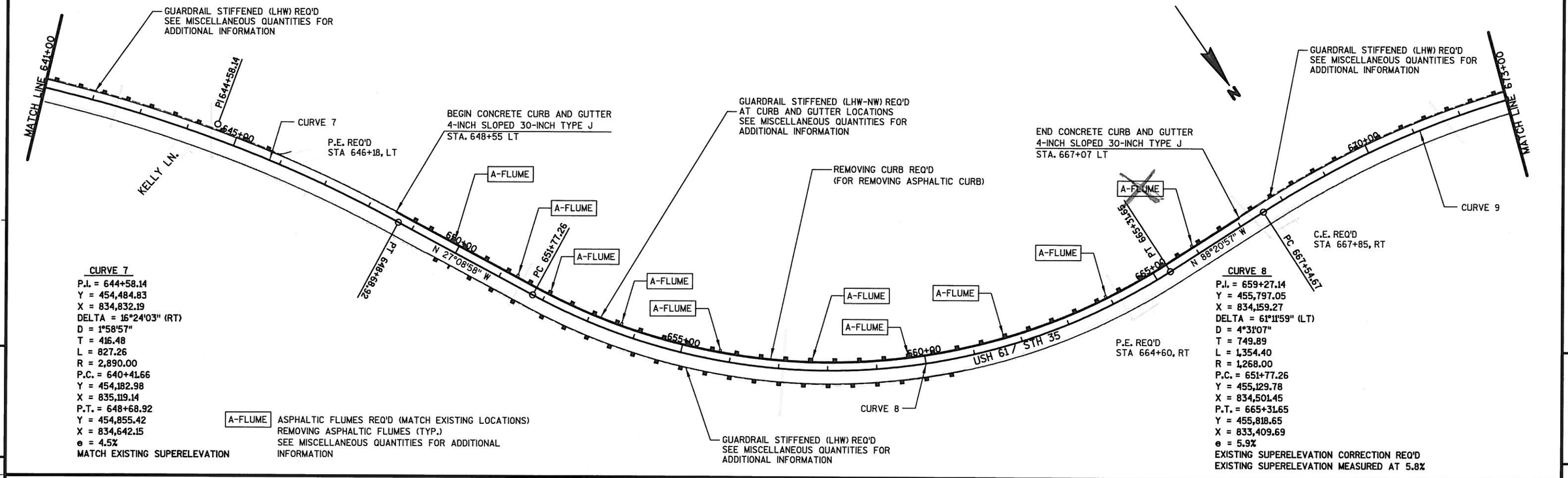
CURVE 5
P.I. = 590+26.02
Y = 448,933.04
X = 837,567.61
DELTA = 104°31'45" (RT)
D = 4°15'36"
T = 1,738.01
L = 2,453.79
R = 1,345.00
P.C. = 572+88.02
Y = 449,544.23
X = 839,194.61
P.T. = 597+41.81
Y = 450,661.34
X = 837,384.14
e = 6.0%
MATCH EXISTING SUPERELEVATION

CURVE 6
P.I. = 610+31.22
Y = 451,943.55
X = 837,248.02
DELTA = 37°29'26" (LT)
D = 1°45'35"
T = 1,104.97
L = 2,130.51
R = 3,256.00
P.C. = 599+26.26
Y = 450,844.76
X = 837,364.67
P.T. = 620+56.77
Y = 452,744.39
X = 836,486.71
e = 4.1%
MATCH EXISTING SUPERELEVATION



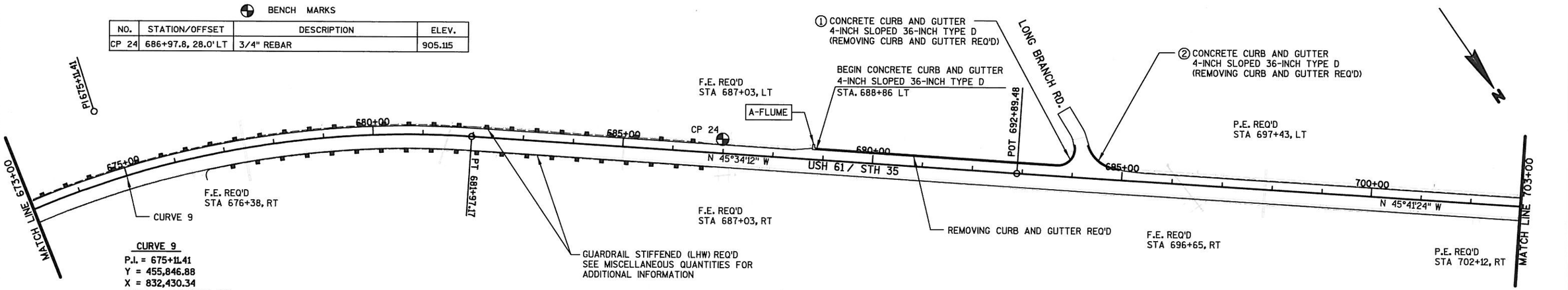
CURVE 7
P.I. = 644+58.14
Y = 454,484.83
X = 834,832.19
DELTA = 15°24'03" (RT)
D = 1°58'57"
T = 416.48
L = 827.26
R = 2,890.00
P.C. = 640+41.66
Y = 454,182.98
X = 835,119.14
P.T. = 648+68.92
Y = 454,855.42
X = 834,642.15
e = 4.5%
MATCH EXISTING SUPERELEVATION

PROJECT NO: 1650-06-71	HWY: USH 61	COUNTY: GRANT	PLAN SHEETS - MAINLINE	SHEET 72	E



BENCH MARKS

NO.	STATION/OFFSET	DESCRIPTION	ELEV.
CP 24	686+97.8, 28.0' LT	3/4" REBAR	905.115



CURVE 9
P.I. = 675+11.41
Y = 455,846.88
X = 832,430.34
DELTA = 42°46'45" (RT)
D = 2°57'56"
T = 756.74
L = 1,442.50
R = 1,932.00
P.C. = 667+54.67
Y = 455,825.08
X = 833,186.76
P.T. = 681+97.17
Y = 456,376.62
X = 831,889.95
e = 6.3%
MATCH EXISTING SUPERELEVATION

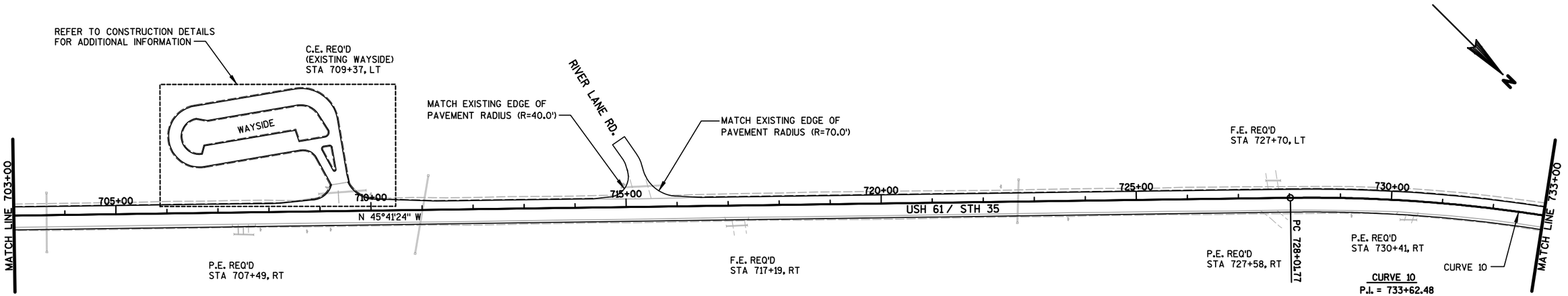
A-FLUME ASPHALTIC FLUMES REQ'D (MATCH EXISTING LOCATIONS)
REMOVING ASPHALTIC FLUMES (TYP.)
SEE MISCELLANEOUS QUANTITIES FOR ADDITIONAL
INFORMATION

① LONG BRANCH ROAD RADIUS CURB AND GUTTER POINT DETAILS - SE QUAD (MATCH EXISTING)

BEGIN CURB RADIUS (FLANGE LINE)	X=831,039.46	Y=457,182.28	MATCH EXIST. LOCATION
RADIUS PT.	X=831,014.84	Y=457,157.23	MATCH EXIST. 35.0' RAD. TO FLANGE LINE
END CURB RADIUS (FLANGE LINE)	X=830,984.06	Y=457,173.89	MATCH EXIST. LOCATION

② LONG BRANCH ROAD RADIUS CURB AND GUTTER POINT DETAILS - SW QUAD (MATCH EXISTING)

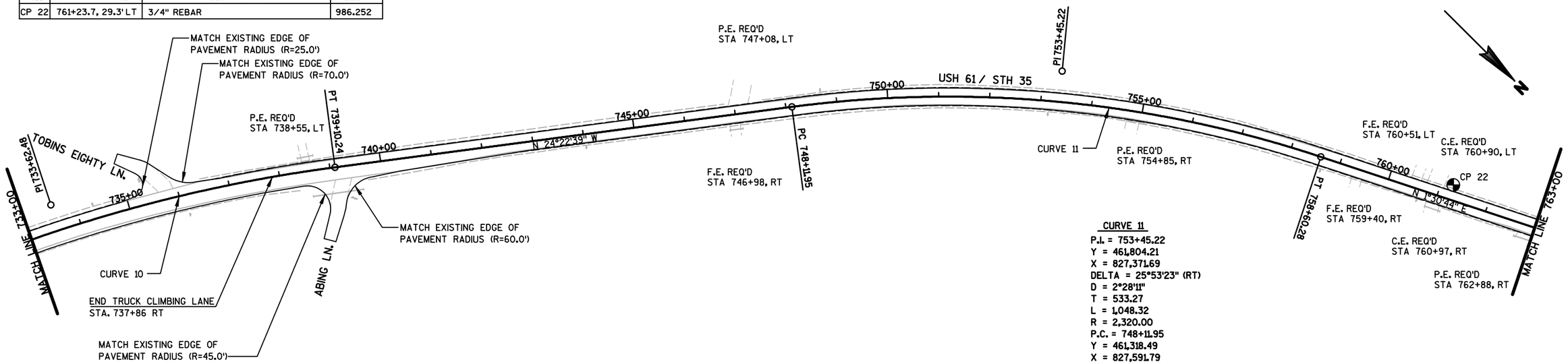
BEGIN CURB RADIUS (FLANGE LINE)	X=830,966.26	Y=457,191.08	MATCH EXIST. LOCATION
RADIUS PT.	X=830,901.83	Y=457,218.44	MATCH EXIST. 70.0' RAD. TO FLANGE LINE
END CURB RADIUS (FLANGE LINE)	X=830,951.17	Y=457,268.08	MATCH EXIST. LOCATION



CURVE 10
P.I. = 733+62.48
Y = 459,986.44
X = 828,195.41
DELTA = 21°18'45" (RT)
D = 1°55'22"
T = 560.72
L = 1,108.47
R = 2,980.00
P.C. = 728+01.77
Y = 459,594.75
X = 828,596.64
P.T. = 739+10.24
Y = 460,497.16
X = 827,963.97
e = 4.7%
MATCH EXISTING SUPERELEVATION

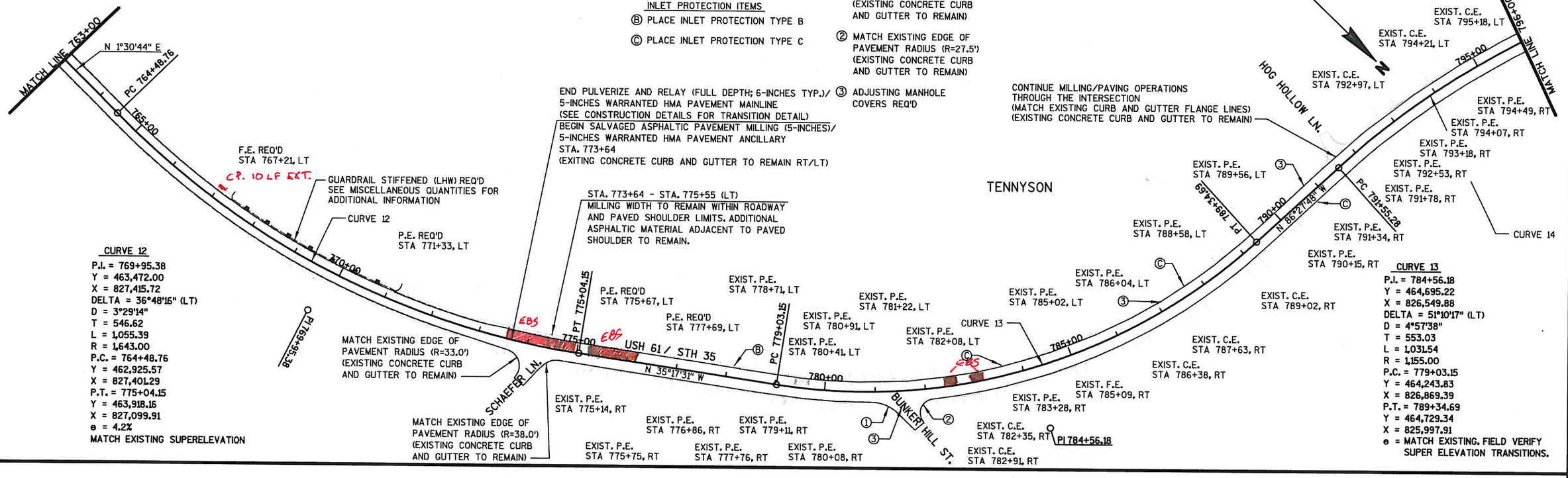
BENCH MARKS

NO.	STATION/OFFSET	DESCRIPTION	ELEV.
CP 22	761+23.7, 29.3' LT	3/4" REBAR	986.252



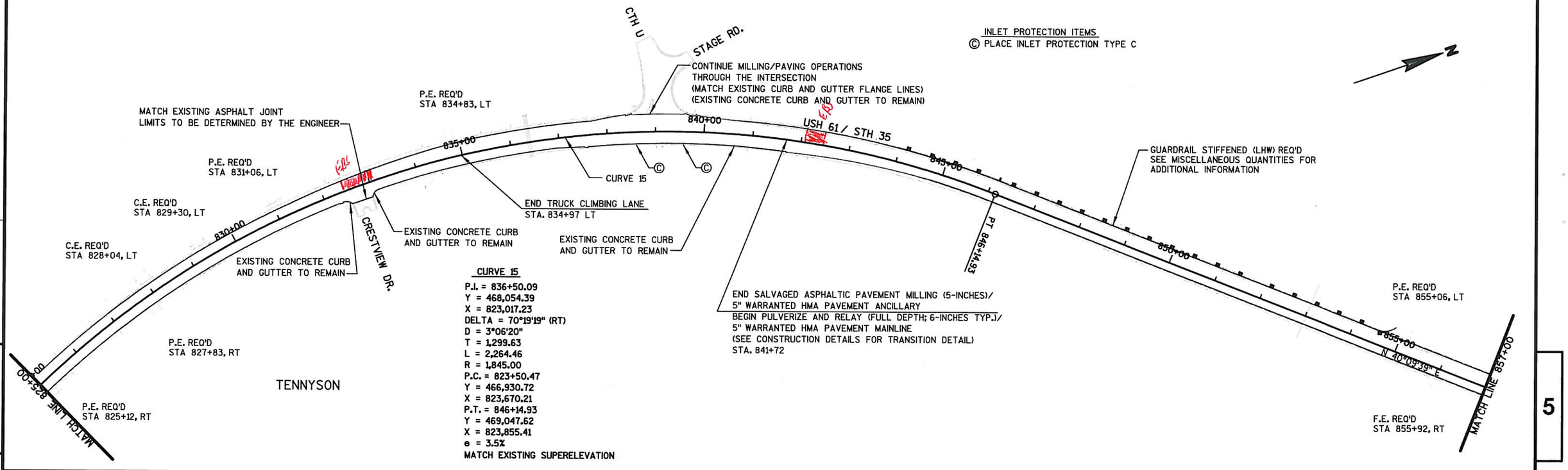
CURVE 11
P.I. = 753+45.22
Y = 461,804.21
X = 827,371.69
DELTA = 25°53'23" (RT)
D = 2°28'11"
T = 533.27
L = 1,048.32
R = 2,320.00
P.C. = 748+11.95
Y = 461,318.49
X = 827,591.79
P.T. = 758+60.28
Y = 462,337.29
X = 827,385.76
e = 4.7%
MATCH EXISTING SUPERELEVATION

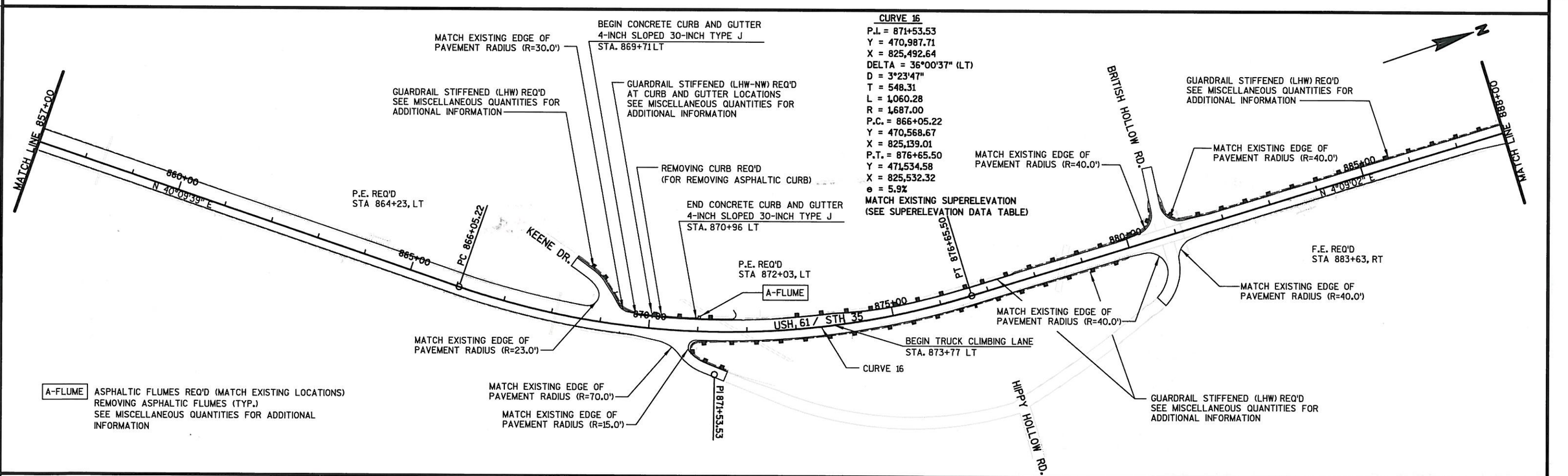
PROJECT NO: 1650-06-71	HWY: USH 61	COUNTY: GRANT	PLAN SHEETS - MAINLINE	SHEET 74	E



PROJECT NO: 1650-06-71	HWY: USH 61	COUNTY: GRANT	PLAN SHEETS - MAINLINE	SHEET 75 E

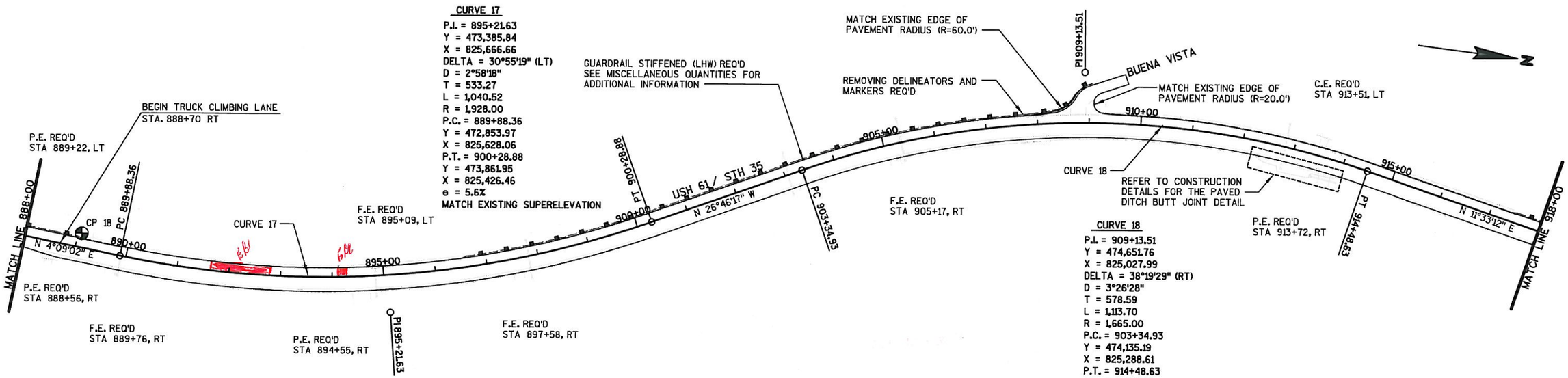
FILE NAME : s:\mad\1000--1099\1089\319\micros\0601\050206_pn.dgn PLOT DATE : 10/29/2010 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$





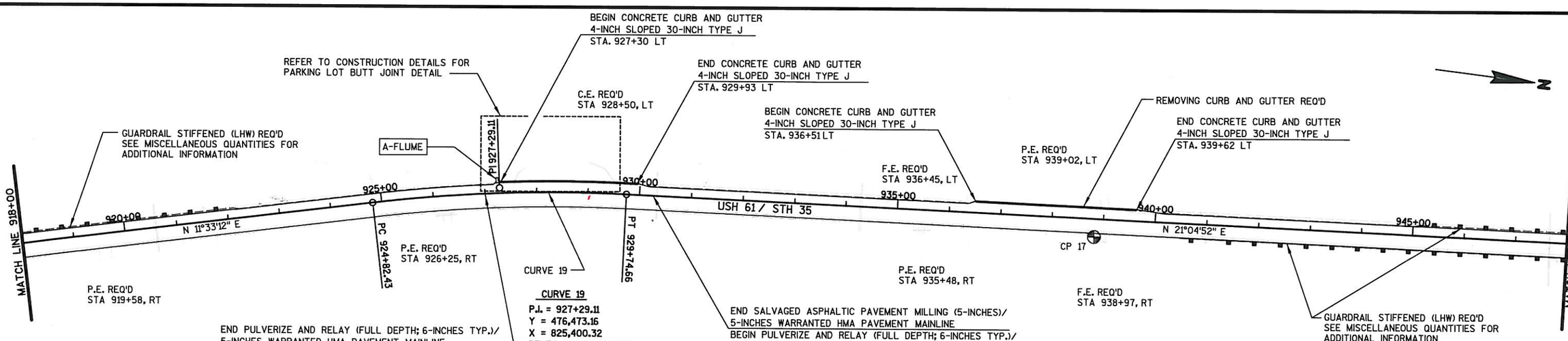
PROJECT NO: 1650-06-71	HWY: USH 61	COUNTY: GRANT	PLAN SHEETS - MAINLINE	SHEET 76 E

FILE NAME : s:\mad\1000--1099\1089\319\micros\0601\050207_pn.dgn PLOT DATE : 10/29/2010 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 44



BENCH MARKS

NO.	STATION/OFFSET	DESCRIPTION	ELEV.
CP 18	889+07.0, 27.1' LT	3/4" REBAR	844.679

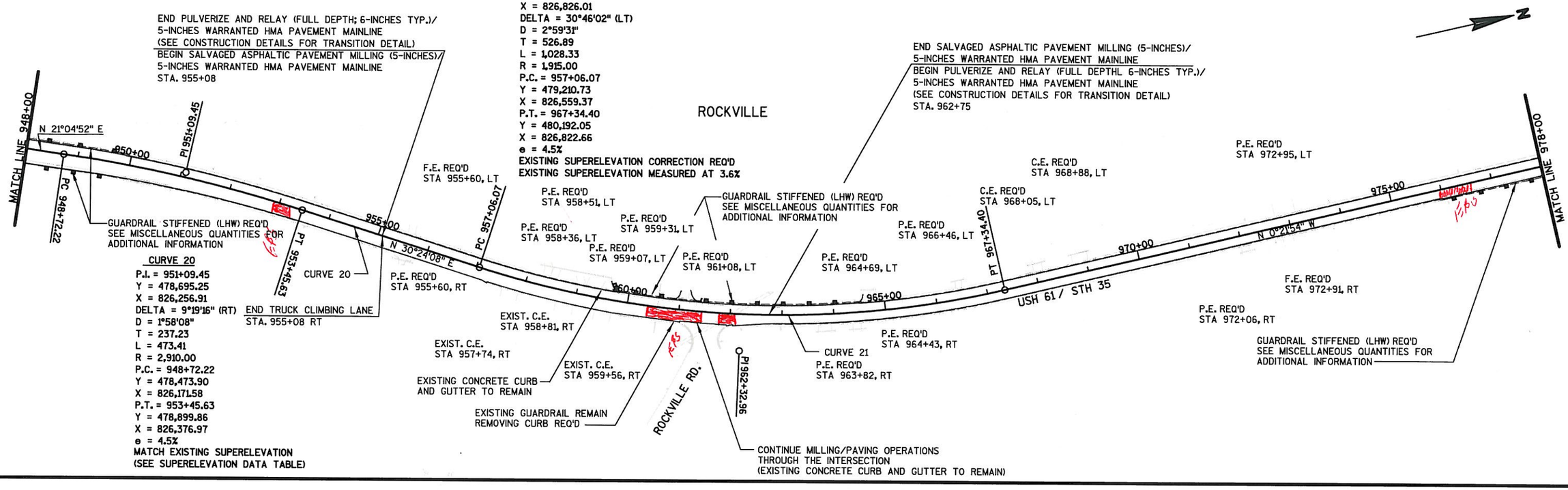


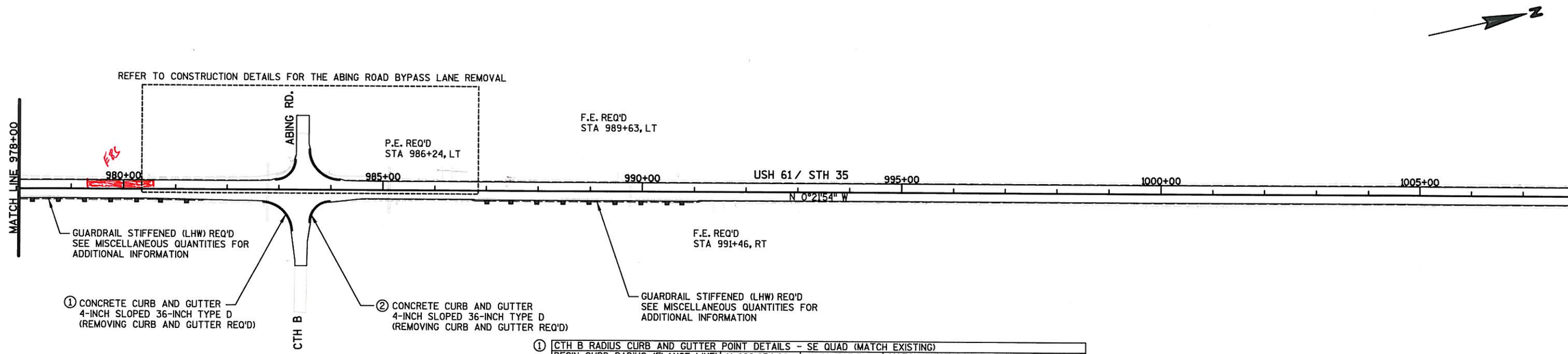
BENCH MARKS

NO.	STATION/OFFSET	DESCRIPTION	ELEV.
CP 17	938+83.0, 35.0' RT	3/4" REBAR	983.876

PROJECT NO: 1650-06-71	HWY: USH 61	COUNTY: GRANT	PLAN SHEETS - MAINLINE	SHEET 77	E

FILE NAME : s:\mad\1000--1099\1089\319\micros\0601\050208_pn.dgn PLOT DATE : 10/29/2010 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 44





① CTH B RADIUS CURB AND GUTTER POINT DETAILS - SE QUAD (MATCH EXISTING)

BEGIN CURB RADIUS (FLANGE LINE)	X=826,834.66	Y=481,727.50	MATCH EXIST. LOCATION
RADIUS PT.	X=826,895.09	Y=481,724.71	MATCH EXIST. 60.5' RAD. TO FLANGE LINE
END CURB RADIUS (FLANGE LINE)	X=826,891.66	Y=481,785.12	MATCH EXIST. LOCATION

② CTH B RADIUS CURB AND GUTTER POINT DETAILS - NE QUAD (MATCH EXISTING)

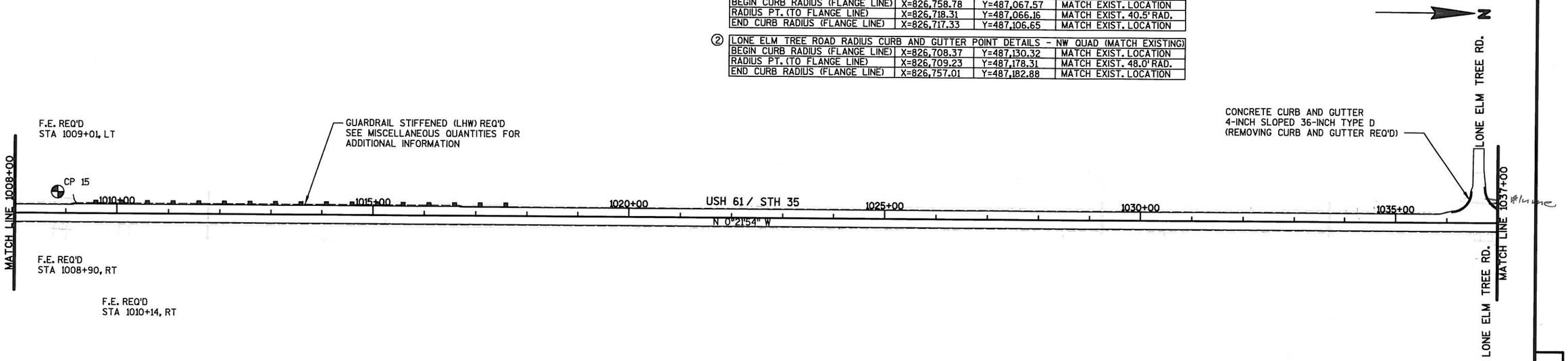
BEGIN CURB RADIUS (FLANGE LINE)	X=826,875.64	Y=481,815.87	MATCH EXIST. LOCATION
RADIUS PT.	X=826,873.83	Y=481,856.83	MATCH EXIST. 41.0' RAD. TO FLANGE LINE
END CURB RADIUS (FLANGE LINE)	X=826,832.84	Y=481,856.26	MATCH EXIST. LOCATION

① LONE ELM TREE ROAD RADIUS CURB AND GUTTER POINT DETAILS - SW QUAD (MATCH EXISTING)

BEGIN CURB RADIUS (FLANGE LINE)	X=826,758.78	Y=487,067.57	MATCH EXIST. LOCATION
RADIUS PT. (TO FLANGE LINE)	X=826,718.31	Y=487,066.16	MATCH EXIST. 40.5' RAD.
END CURB RADIUS (FLANGE LINE)	X=826,717.33	Y=487,106.65	MATCH EXIST. LOCATION

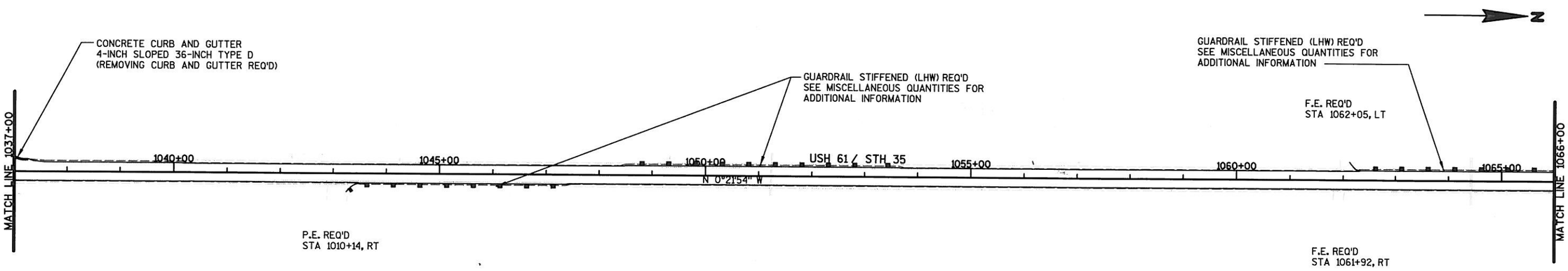
② LONE ELM TREE ROAD RADIUS CURB AND GUTTER POINT DETAILS - NW QUAD (MATCH EXISTING)

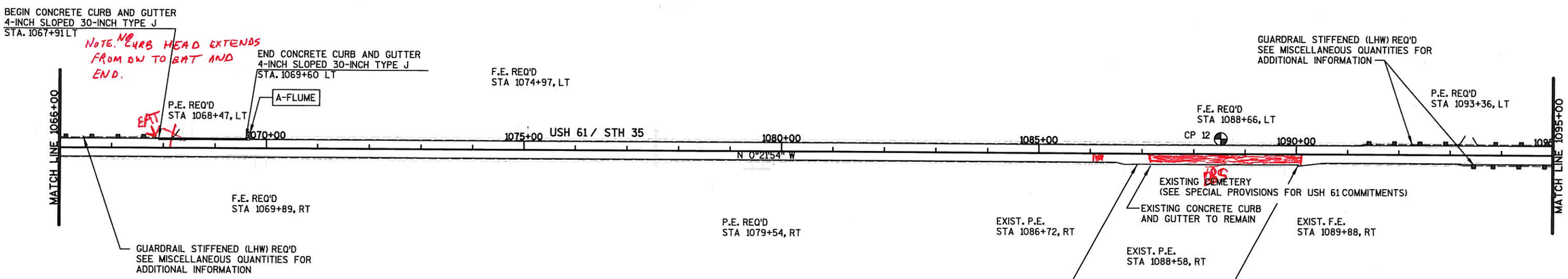
BEGIN CURB RADIUS (FLANGE LINE)	X=826,708.37	Y=487,130.32	MATCH EXIST. LOCATION
RADIUS PT. (TO FLANGE LINE)	X=826,709.23	Y=487,178.31	MATCH EXIST. 48.0' RAD.
END CURB RADIUS (FLANGE LINE)	X=826,757.01	Y=487,182.88	MATCH EXIST. LOCATION



BENCH MARKS

NO.	STATION/OFFSET	DESCRIPTION	ELEV.
CP 15	1008+83.8, 42.0' LT	3/4" REBAR	993.035

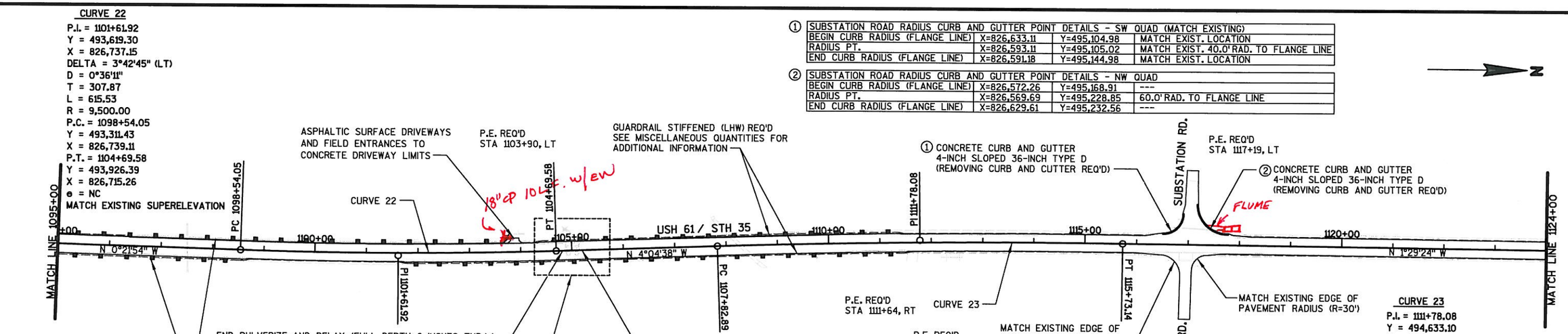




BENCH MARKS

NO.	STATION/OFFSET	DESCRIPTION	ELEV.
CP 12	1088+52.3, 29.2' LT	3/4" REBAR	1002.109

A-FLUME — ASPHALTIC FLUMES REQ'D (MATCH EXISTING LOCATIONS)
REMOVING ASPHALTIC FLUMES (TYP.)
SEE MISCELLANEOUS QUANTITIES FOR ADDITIONAL INFORMATION



*FOR REMOVAL AND REPLACEMENT OF
EXISTING ATR LOOP DETECTORS.
EXISTING ASPHALTIC THICKNESS IS APPROXIMATE
AND IS BASED ON ROADWAY BORING INFORMATION.

① SUBSTATION ROAD RADIUS CURB AND GUTTER POINT DETAILS - SW QUAD (MATCH EXISTING)

BEGIN CURB RADIUS (FLANGE LINE)	X=826,633.11	Y=495,104.98	MATCH EXIST. LOCATION
RADIUS PT.	X=826,593.11	Y=495,105.02	MATCH EXIST. 40.0' RAD. TO FLANGE LINE
END CURB RADIUS (FLANGE LINE)	X=826,591.18	Y=495,144.98	MATCH EXIST. LOCATION

② SUBSTATION ROAD RADIUS CURB AND GUTTER POINT DETAILS - NW QUAD

BEGIN CURB RADIUS (FLANGE LINE)	X=826,572.26	Y=495,168.91	---
RADIUS PT.	X=826,569.69	Y=495,228.85	60.0' RAD. TO FLANGE LINE
END CURB RADIUS (FLANGE LINE)	X=826,629.61	Y=495,232.56	---

CURVE 23
P.I. = 1111+78.08
Y = 494,633.10
X = 826,664.88
DELTA = 2°35'14" (RT)
D = 0°19'39"
T = 395.19
L = 790.24
R = 17,500.00
P.C. = 1107+82.89
Y = 494,238.91
X = 826,692.98
P.T. = 1115+73.14
Y = 495,028.15
X = 826,654.61
e = NC
MATCH EXISTING SUPERELEVATION

PROJECT NO: 1650-06-71	HWY: USH 61	COUNTY: GRANT	PLAN SHEETS - MAINLINE	SHEET 80 E

FILE NAME : s:\mad\1000--1099\1089\319\micros\0601\050211_pn.dgn PLOT DATE : 10/29/2010 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 44

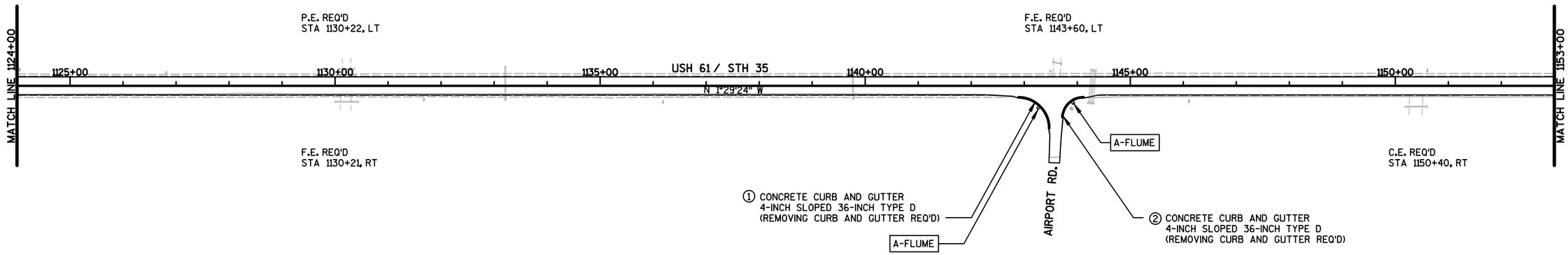
A-FLUME ASPHALTIC FLUMES REQ'D (MATCH EXISTING LOCATIONS)
REMOVING ASPHALTIC FLUMES (TYP.)
SEE MISCELLANEOUS QUANTITIES FOR ADDITIONAL INFORMATION

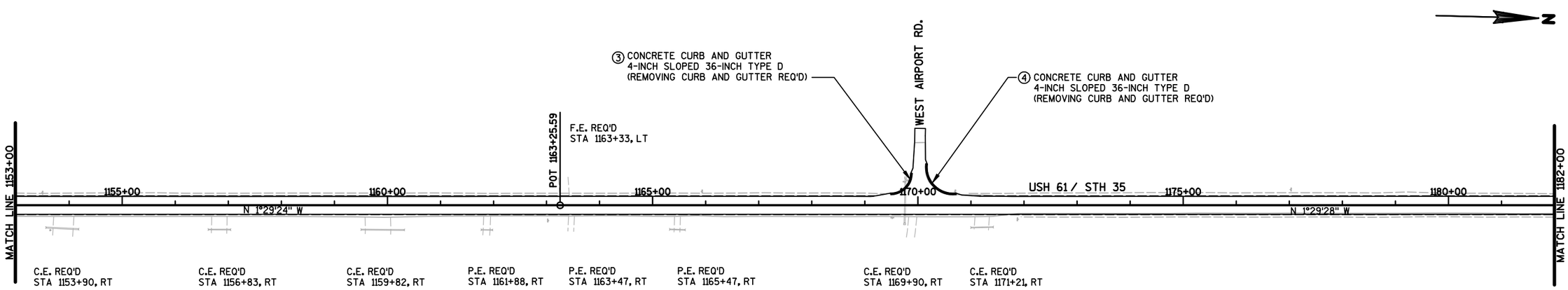
① AIRPORT ROAD RADIUS CURB AND GUTTER POINT DETAILS - SW QUAD (MATCH EXISTING)

BEGIN CURB RADIUS (FLANGE LINE)	X=826,604.09	Y=497,743.35	MATCH EXIST. LOCATION
RADIUS PT.	X=826,664.07	Y=497,744.92	MATCH EXIST. 60.0'RAD. TO FLANGE LINE
END CURB RADIUS (FLANGE LINE)	X=826,662.55	Y=497,804.90	MATCH EXIST. LOCATION

② AIRPORT ROAD RADIUS CURB AND GUTTER POINT DETAILS - NW QUAD (MATCH EXISTING)

BEGIN CURB RADIUS (FLANGE LINE)	X=826,641.35	Y=497,826.13	MATCH EXIST. LOCATION
RADIUS PT.	X=826,641.71	Y=497,867.13	MATCH EXIST. 41.0'RAD. TO FLANGE LINE
END CURB RADIUS (FLANGE LINE)	X=826,600.71	Y=497,867.17	MATCH EXIST. LOCATION





③ WEST AIRPORT ROAD RADIUS CURB AND GUTTER POINT DETAILS - SW QUAD (MATCH EXISTING)

BEGIN CURB RADIUS (FLANGE LINE)	X=826,494.84	Y=500,401.62	MATCH EXIST. LOCATION
RADIUS PT.	X=826,454.85	Y=500,400.74	MATCH EXIST. 40.0'RAD. TO FLANGE LINE
END CURB RADIUS (FLANGE LINE)	X=826,453.69	Y=500,440.72	MATCH EXIST. LOCATION

④ WEST AIRPORT ROAD RADIUS CURB AND GUTTER POINT DETAILS - NW QUAD (MATCH EXISTING)

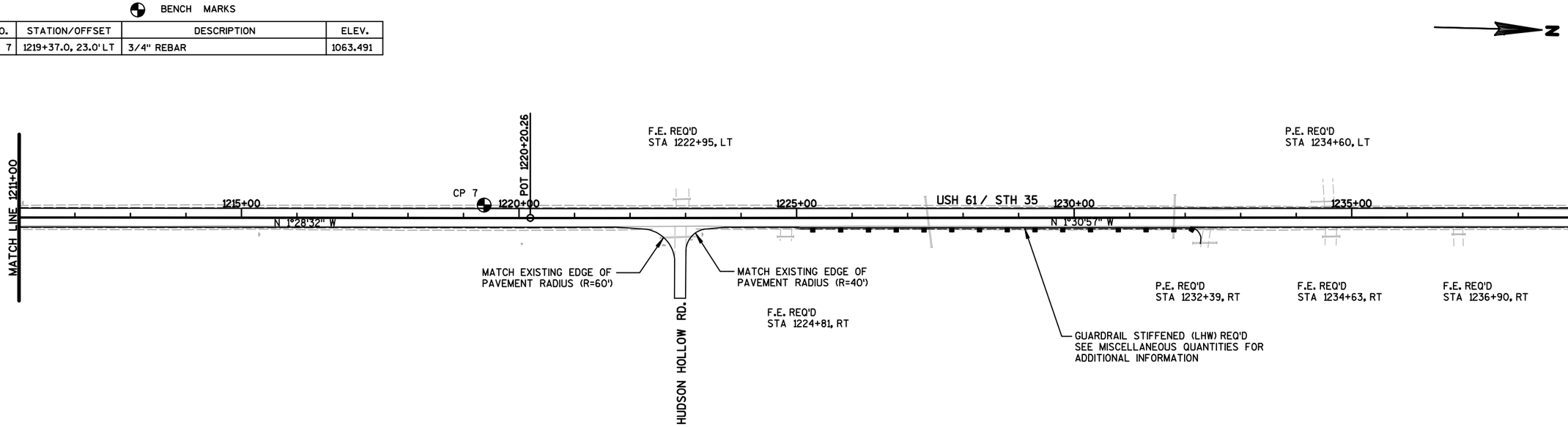
BEGIN CURB RADIUS (FLANGE LINE)	X=826,435.04	Y=500,465.86	MATCH EXIST. LOCATION
RADIUS PT.	X=826,440.08	Y=500,517.62	MATCH EXIST. 52.0'RAD. TO FLANGE LINE
END CURB RADIUS (FLANGE LINE)	X=826,491.64	Y=500,524.39	MATCH EXIST. LOCATION

5

5

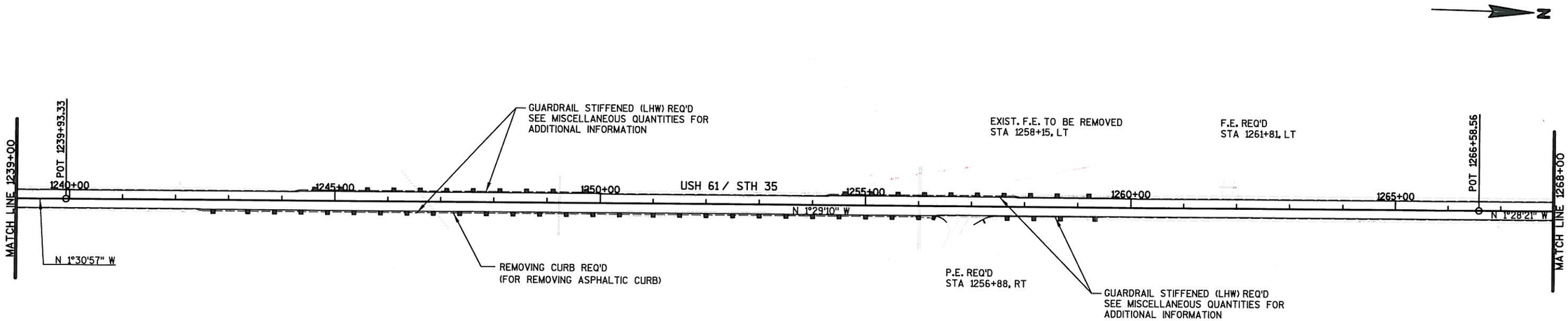
BENCH MARKS

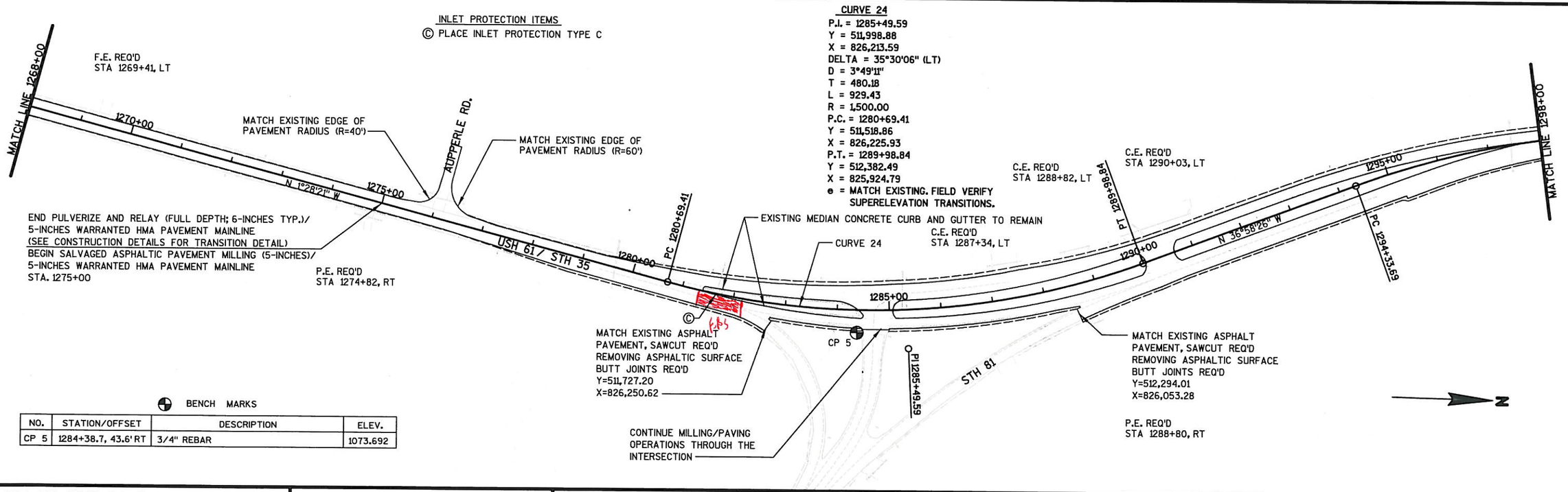
NO.	STATION/OFFSET	DESCRIPTION	ELEV.
CP 7	1219+37.0, 23.0' LT	3/4" REBAR	1063.491



PROJECT NO: 1650-06-71	HWY: USH 61	COUNTY: GRANT	PLAN SHEETS - MAINLINE	SHEET	E

FILE NAME : s:\mad\1000--1099\1089\319\micros\0601\050213_pn.dgn PLOT DATE : 10/29/2010 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 44





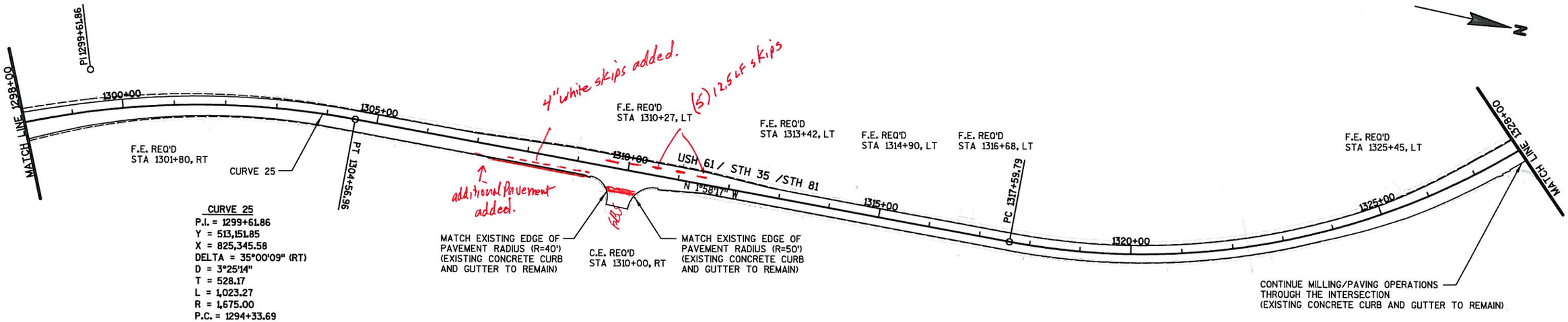
BENCH MARKS

NO.	STATION/OFFSET	DESCRIPTION	ELEV.
CP 5	1284+38.7, 43.6' RT	3/4" REBAR	1073.692

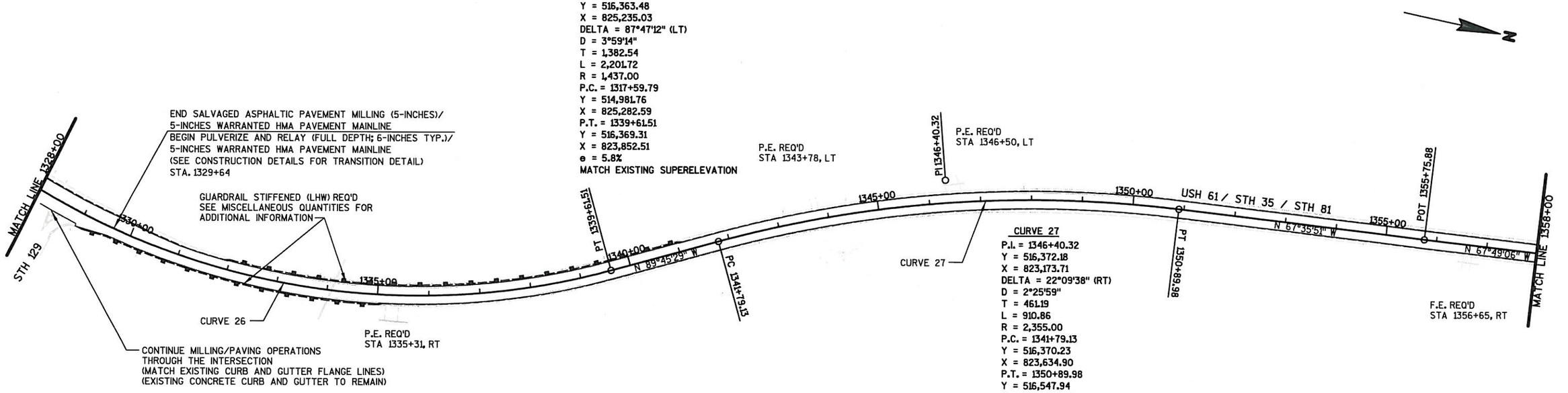
PROJECT NO: 1650-06-71	HWY: USH 61	COUNTY: GRANT	PLAN SHEETS - MAINLINE	SHEET 83 E

FILE NAME : s:\mad\1000--1099\1089\319\micros\0601\050214_pn.dgn PLOT DATE : 10/29/2010 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

WISDOT/CADDS SHEET 44



CURVE 25
P.I. = 1299+61.86
Y = 513,151.85
X = 825,345.58
DELTA = 35°00'09" (RT)
D = 3°25'14"
T = 528.17
L = 1,023.27
R = 1,675.00
P.C. = 1294+33.69
Y = 512,729.90
X = 825,663.25
P.T. = 1304+56.96
Y = 513,679.71
X = 825,327.41
e = MATCH EXISTING. FIELD VERIFY SUPERELEVATION TRANSITIONS.

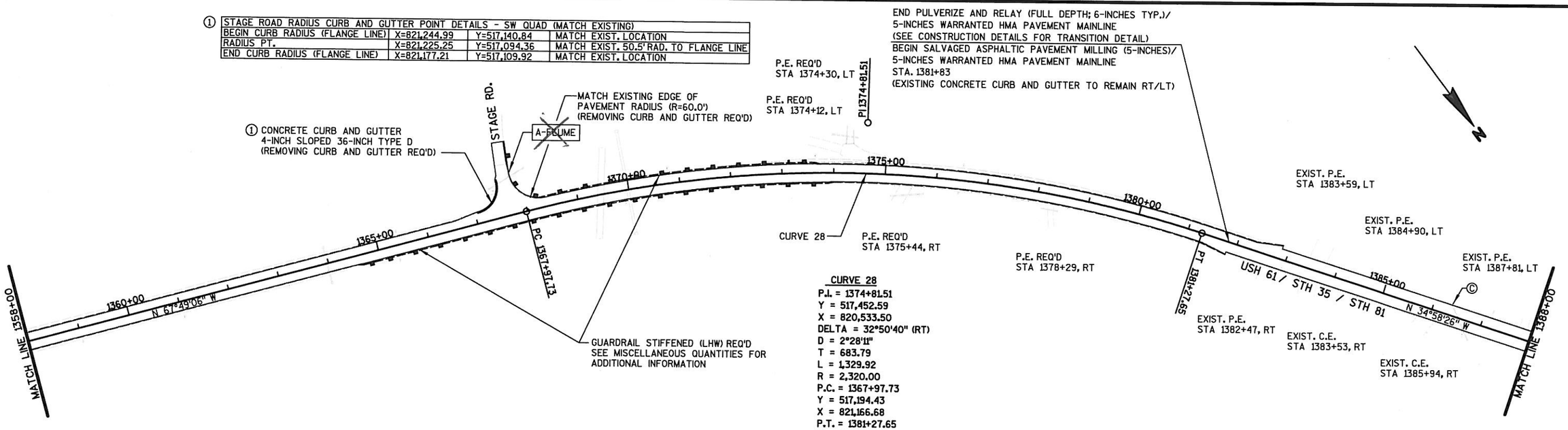


CURVE 26
P.I. = 1331+42.32
Y = 516,363.48
X = 825,235.03
DELTA = 87°47'12" (LT)
D = 3°59'14"
T = 1,382.54
L = 2,201.72
R = 1,437.00
P.C. = 1317+59.79
Y = 514,981.76
X = 825,282.59
P.T. = 1339+61.51
Y = 516,369.31
X = 823,852.51
e = 5.8%
MATCH EXISTING SUPERELEVATION

CURVE 27
P.I. = 1346+40.32
Y = 516,372.18
X = 823,173.71
DELTA = 22°09'38" (RT)
D = 2°25'59"
T = 461.19
L = 910.86
R = 2,355.00
P.C. = 1341+79.13
Y = 516,370.23
X = 823,634.90
P.T. = 1350+89.98
Y = 516,547.94
X = 822,747.32
e = 5.4%
MATCH EXISTING SUPERELEVATION

PROJECT NO: 1650-06-71	HWY: USH 61	COUNTY: GRANT	PLAN SHEETS - MAINLINE	SHEET 84 E

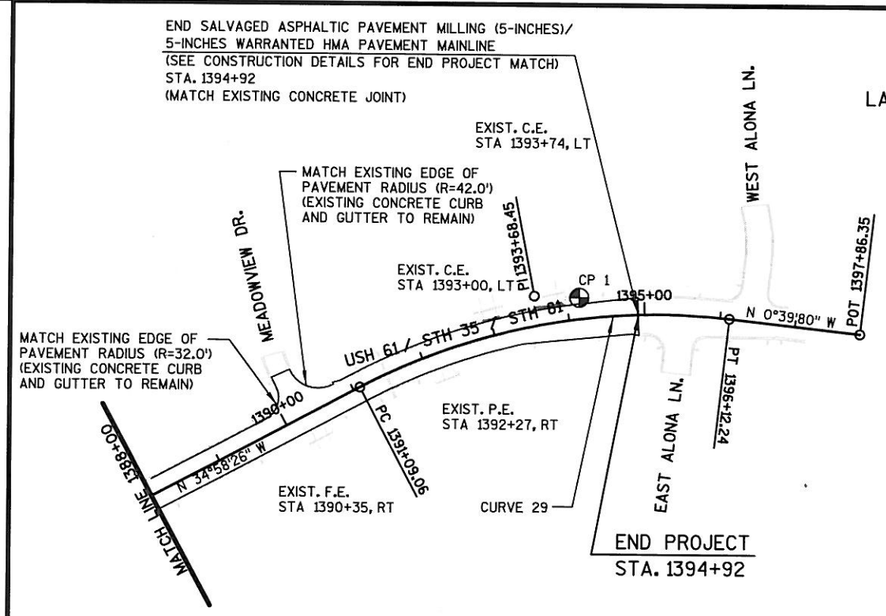
① STAGE ROAD RADIUS CURB AND GUTTER POINT DETAILS - SW QUAD (MATCH EXISTING)			
BEGIN CURB RADIUS (FLANGE LINE)	X=821,244.99	Y=517,140.84	MATCH EXIST. LOCATION
RADIUS PT.	X=821,225.25	Y=517,094.36	MATCH EXIST. 50.5'RAD. TO FLANGE LINE
END CURB RADIUS (FLANGE LINE)	X=821,177.21	Y=517,109.92	MATCH EXIST. LOCATION



CURVE 28
P.I. = 1374+81.51
Y = 517,452.59
X = 820,533.50
DELTA = 32°50'40" (RT)
D = 2°28'11"
T = 683.79
L = 1,329.92
R = 2,320.00
P.C. = 1367+97.73
Y = 517,194.43
X = 821,166.68
P.T. = 1381+27.65
Y = 518,012.89
X = 820,141.55
e = 5.2%
MATCH EXISTING SUPERELEVATION

A-FLUME ASPHALTIC FLUMES REQ'D (MATCH EXISTING LOCATIONS)
REMOVING ASPHALTIC FLUMES (TYP.)
SEE MISCELLANEOUS QUANTITIES FOR ADDITIONAL INFORMATION

INLET PROTECTION ITEMS
© PLACE INLET PROTECTION TYPE C



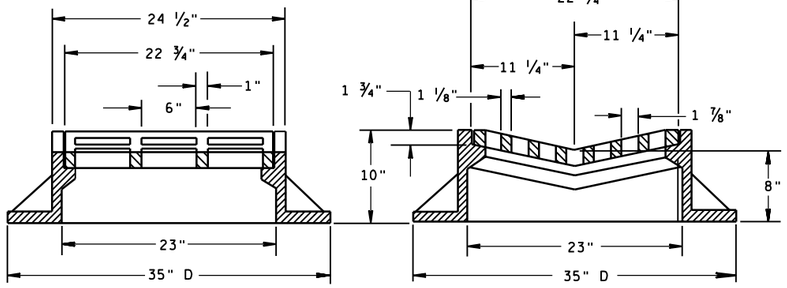
BENCH MARKS

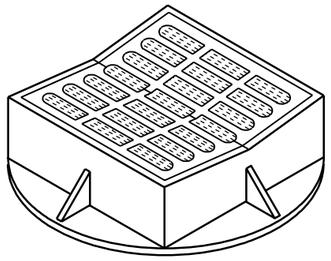
NO.	STATION/OFFSET	DESCRIPTION	ELEV.
CP 1	1394+16.7, 28.3' LT	3/4" REBAR	1075.812

CURVE 29
P.I. = 1393+68.45
Y = 519,029.62
X = 819,430.31
DELTA = 34°19'18" (RT)
D = 6°49'15"
T = 259.39
L = 503.18
R = 840.00
P.C. = 1391+09.06
Y = 518,817.07
X = 819,579.00
P.T. = 1396+12.24
Y = 519,289.00
X = 819,427.36
e = MATCH EXISTING. FIELD VERIFY
SUPERELEVATION TRANSITIONS.

Standard Detail Drawing List

08A5-16B	INLET COVERS TYPE B, B-A, C, MS, MS-A, & WM
08C5-2	INLETS TYPE 8, 9, 10, AND 11
08D1-17	CONCRETE CURB, CONCRETE CURB AND GUTTER AND TIES
08D4-5	CONCRETE SURFACE DRAINS & ASPHALTIC FLUMES
08E9-6	SILT FENCE
08E10-2	INLET PROTECTION TYPE A, B, C AND D
08F1-11	APRON ENDWALLS FOR CULVERT PIPE
09A1-12A	AT-GRADE SIDE ROAD INTERSECTION, TYPES "B1", "B2", "C" AND D AND TEE INTERSECTION BYPASS LANE
09A1-12B	AT-GRADE SIDE ROAD INTERSECTION, TYPE "A1" & "A2"
09B2-7	CONDUIT
14B15-6A	STEEL PLATE BEAM GUARD, CLASS "A" INSTALLATION & ELEMENTS
14B15-6B	STEEL PLATE BEAM GUARD, CLASS "A" INSTALLATION & ELEMENTS
14B15-6C	STEEL PLATE BEAM GUARD, CLASS "A", INSTALLATION & ELEMENTS
14B15-6D	STEEL PLATE BEAM GUARD, CLASS "A", MOW STRIP DETAIL
14B16-4A	ANCHORAGE FOR STEEL PLATE BEAM GUARD TYPE 2
14B16-4B	ANCHORAGE FOR STEEL PLATE BEAM GUARD TYPE 2
14B18-6A	STEEL PLATE BEAM GUARD, CLASS "A" (AT BRIDGES, OBSTACLES AND SIDEROADS/DRIVEWAYS)
14B20-9A	STEEL THRIE BEAM STRUCTURE APPROACH
14B20-9D	STEEL THRIE BEAM STRUCTURE APPROACH, CONNECTION TO BRIDGE RAILING TYPE "F" AND "W"
14B24-7A	STEEL PLATE BEAM GUARD ENERGY ABSORBING TERMINAL
14B24-7B	STEEL PLATE BEAM GUARD ENERGY ABSORBING TERMINAL
14B24-7C	STEEL PLATE BEAM GUARD ENERGY ABSORBING TERMINAL
15A2-6	DELINEATOR POST, DELINEATOR BRACKET AND DELINEATOR
15A6-2	DELINEATOR LAYOUT
15C4-1	TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 M.P.H. OR GREATER TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC
15C5-1	TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 M.P.H. OR LESS
15C7-11A	PAVEMENT MARKING SYMBOLS
15C7-11B	PAVEMENT MARKING WORDS
15C7-11D	PAVEMENT MARKING ARROWS
15C8-13A	PAVEMENT MARKING (MAINLINE)
15C8-13B	PAVEMENT MARKING (INTERSECTIONS)
15C8-13C	PAVEMENT MARKING (CLIMBING LANE & PASSING LANE)
15C8-13D	PAVEMENT MARKING (CLIMBING LANE & PASSING LANE)
15C8-13F	PAVEMENT MARKING (ISLANDS, STOP LINE & CROSS WALK)
15C12-3	TRAFFIC CONTROL FOR LANE CLOSURE (SUITABLE FOR MOVING OPERATIONS)
15C18-3	MEDIAN ISLAND MARKING
15D28-1	TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY
16A1-6	LANDMARK REFERENCE MONUMENTS AND COVERS

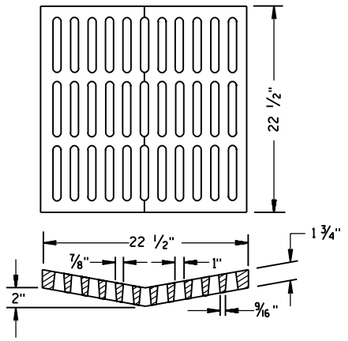




TYPE "B"

(APPROXIMATE WEIGHT 395 LBS.)

FRAME..... 285 LBS.
GRATE..... 110 LBS.

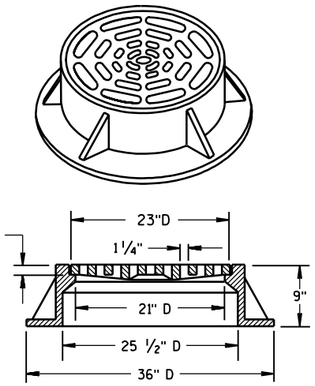


ALTERNATIVE GRATE FOR TYPE "B" COVER

(APPROXIMATE GRATE WEIGHT 125 LBS.)
GRATE.....125 LBS.

USE WHERE PEDESTRIAN OR BICYCLE TRAFFIC IS POSSIBLE.

NOTED AS TYPE B-A ON THE DRAINAGE TABLE



TYPE "C"

(APPROXIMATE WEIGHT 340 LBS.)

FRAME..... 235 LBS.
GRATE..... 105 LBS.

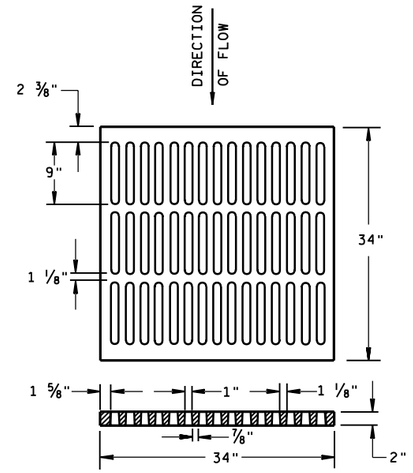
GENERAL NOTES

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

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

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

THE ACTUAL WEIGHT OF COVERS MAY VARY WITHIN 5 PERCENT, PLUS OR MINUS, OF THE APPROXIMATE WEIGHT.

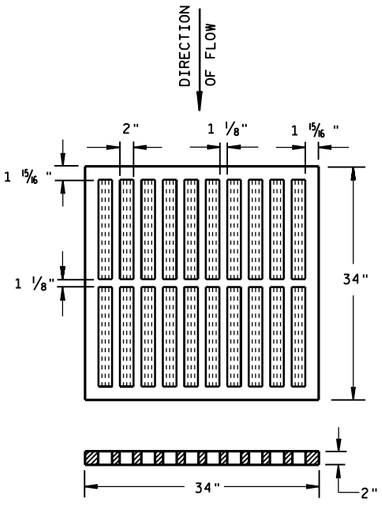


ALTERNATIVE TYPE "MS"

(APPROXIMATE GRATE WEIGHT 365 LBS.)
GRATE.....365 LBS.

USE WHERE PEDESTRIAN OR BICYCLE TRAFFIC IS PERMITTED

NOTED AS TYPE MS-A ON THE DRAINAGE TABLE

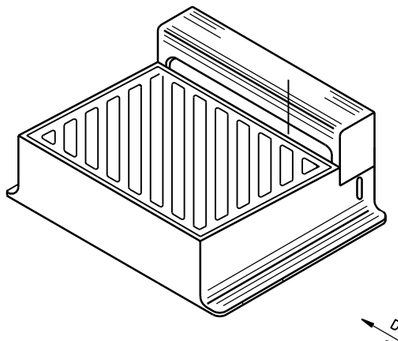


TYPE "MS"

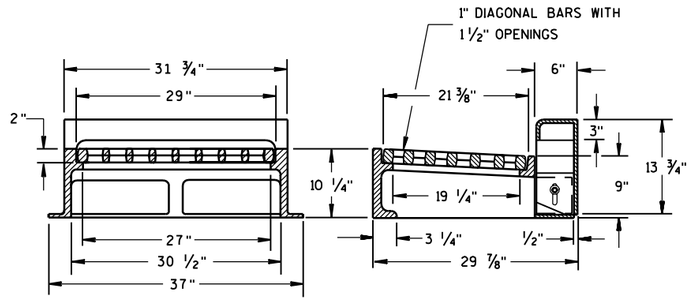
(APPROXIMATE GRATE WEIGHT 270 LBS.)
GRATE.....270 LBS.

USE ON FREEWAYS AND EXPRESSWAYS

NOTED AS TYPE MS ON DRAINAGE TABLE



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



NOTE: CURB BOX HEIGHT ADJUSTABLE 6" TO 9"

TYPE "WM"

(APPROXIMATE WEIGHT 670 LBS.)

FRAME..... 360 LBS.
GRATE..... 160 LBS.
CURB BOX..... 150 LBS.

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

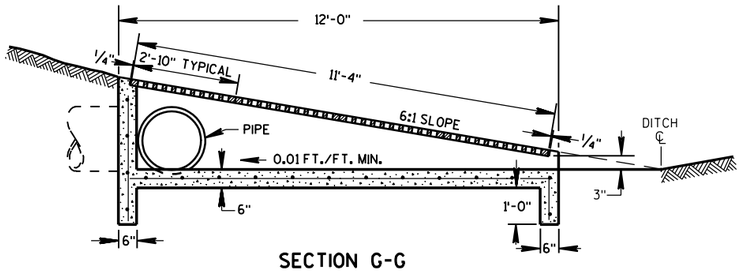
APPROVED
10/4/99
DATE
FHWA

CHIEF ROADWAY DEVELOPMENT ENGINEER

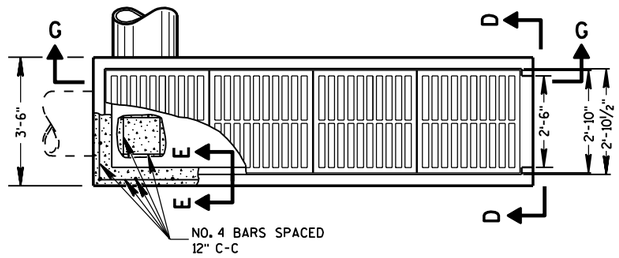
S.D.D. 8 A 5-16b

6

S.D.D. 8 A 5-16b

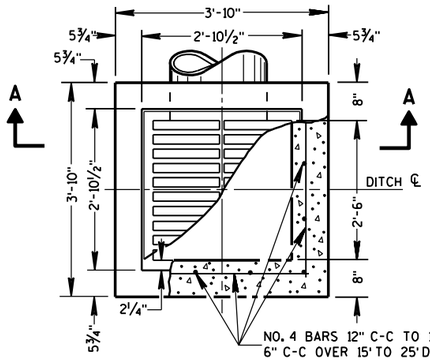


SECTION G-G

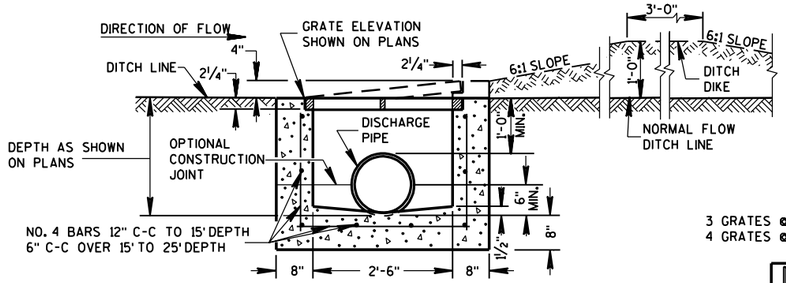


PLAN VIEW

REINFORCED CONCRETE INLET TYPE 11

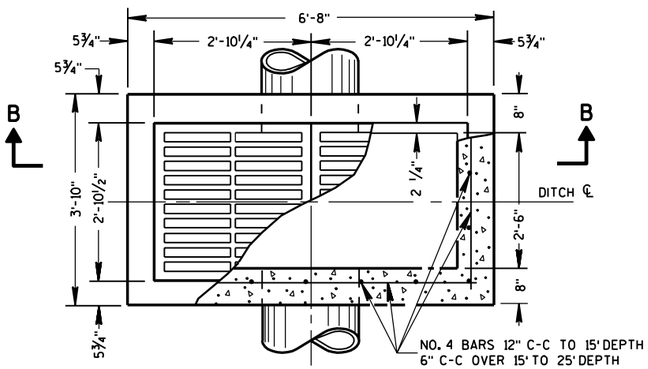


PLAN VIEW

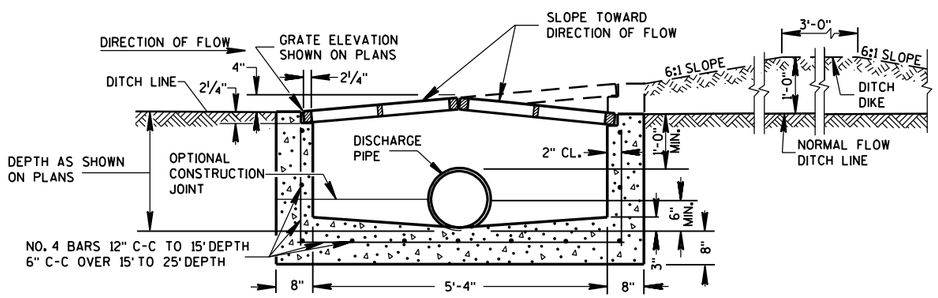


SECTION A-A

REINFORCED CONCRETE INLET TYPE 8



PLAN VIEW



SECTION B-B

REINFORCED CONCRETE INLET TYPE 9

GENERAL NOTES

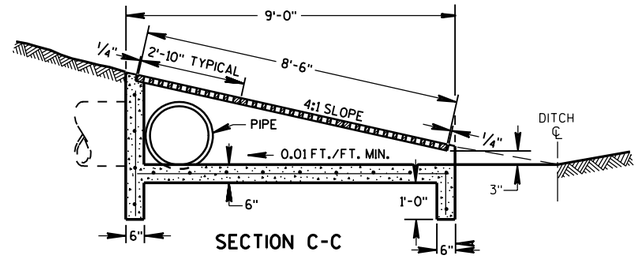
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

DETAILED DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR INLETS WHICH MAY INCLUDE PRECAST REINFORCED CONCRETE INLETS, SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

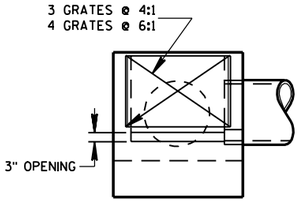
PRECAST REINFORCED CONCRETE INLET UNITS, IF USED, SHALL CONFORM TO THE REQUIREMENTS OF THE CATCH BASINS, MANHOLES AND INLETS SECTION OF THE STANDARD SPECIFICATIONS. UNLESS OTHERWISE AUTHORIZED IN WRITING BY THE ENGINEER, THE CONTRACTOR SHALL NOT ORDER AND DELIVER PRECAST INLET UNITS REQUIRED FOR THE PROJECT UNTIL A CORRECTED LIST OF SIZES IS FURNISHED BY THE ENGINEER.

ALL INLETS ARE DESIGNATED ON THE PLANS AS "INLETS, 8-MS", ETC. THIS DESIGNATION IS INTERPRETED TO MEAN THAT THE NUMBER, OR FIRST DIGIT DESIGNATES THE MASONRY PORTION OF THE STRUCTURE AND THE FOLLOWING LETTER DESIGNATES THE TYPE OF COVER OR IRON CASTING TO BE USED THEREWITH TO COMPRISE THE COMPLETE UNIT.

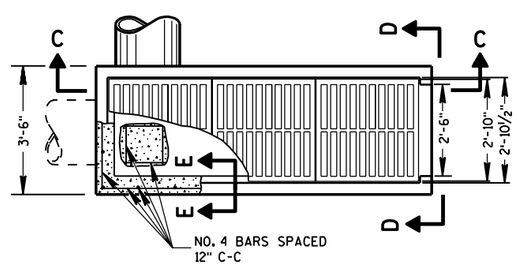
ALL BAR STEEL REINFORCEMENT SHALL BE EMBEDDED 2 INCHES CLEAR UNLESS OTHERWISE SHOWN OR NOTED.



SECTION C-C

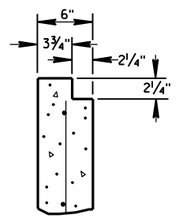


SECTION D-D



PLAN VIEW

REINFORCED CONCRETE INLET TYPE 10



SECTION E-E

INLETS TYPE 8, 9, 10 AND 11

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

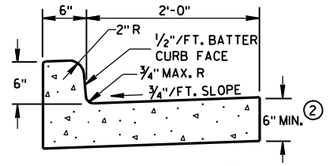
APPROVED
8/10/94
DATE

CHIEF ROADWAY DEVELOPMENT ENGINEER

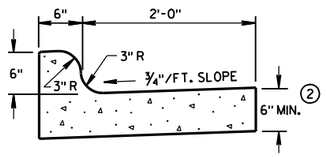
FHWA

6

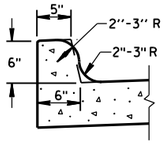
S.D.D. 8 C 5-2



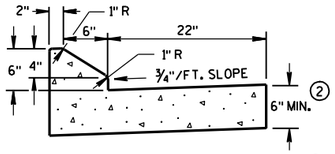
TYPES A & D ①



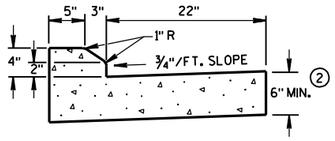
TYPES K & L ①



OPTIONAL CURB SHAPE FOR TYPES K & L ①

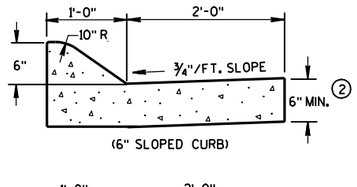


6" SLOPED CURB TYPES G & J ①

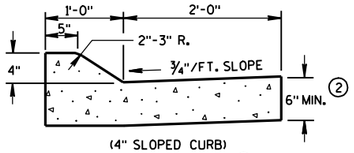


4" SLOPED CURB TYPES G & J ①

CONCRETE CURB & GUTTER 30"

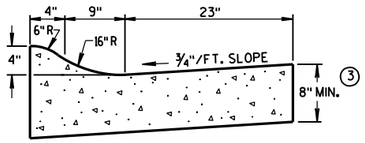


(6" SLOPED CURB)



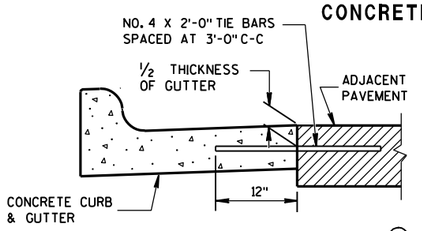
(4" SLOPED CURB)

TYPES A & D ①

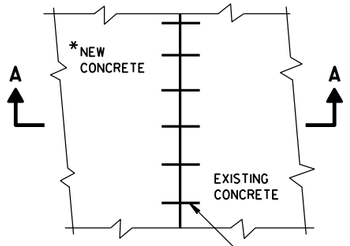


4" SLOPED CURB TYPES R & T ①④

CONCRETE CURB & GUTTER 36"

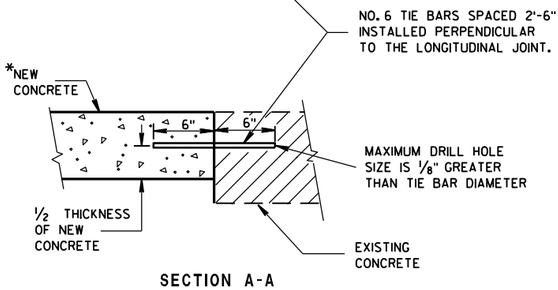


TYPICAL TIE BAR LOCATION ①



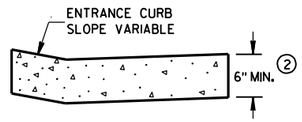
*NEW CURB & GUTTER, SURFACE DRAINS, CONCRETE PAVEMENT OR OTHER NEW CONCRETE.

PLAN VIEW

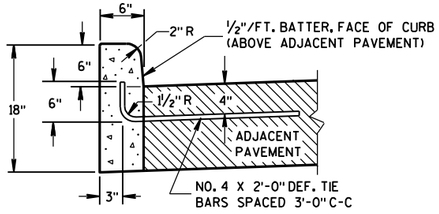


SECTION A-A

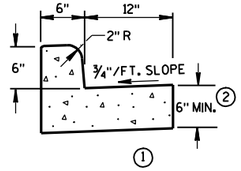
TIE BARS DRILLED INTO EXISTING PAVEMENT



DRIVEWAY ENTRANCE CURB
(WHEN DIRECTED BY THE ENGINEER)

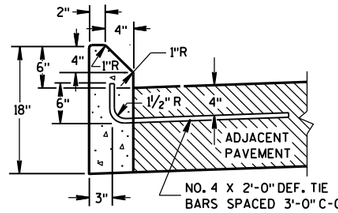


① TYPES A & D



① TYPES A & D

CONCRETE CURB & GUTTER 18"



① TYPES G & J

CONCRETE CURB

GENERAL NOTES

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

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

INTEGRAL CURB & GUTTER SHALL CONFORM TO THE DETAILS SHOWN FOR CONCRETE CURB & GUTTER INCLUDING THE TRANSVERSE GUTTER SLOPE. A LONGITUDINAL CONSTRUCTION JOINT IS NOT REQUIRED WITH INTEGRAL CURB AND GUTTER.

WHERE THE TRANSVERSE JOINTS IN THE PAVEMENT ARE REQUIRED TO BE SEALED, THE JOINTS IN THE INTEGRAL CURB AND GUTTER SHALL BE SEALED TO THE FACE OF CURB WITH THE SAME TYPE OF SEALANT. THE COST OF FURNISHING AND INSTALLING THIS SEALANT SHALL BE INCIDENTAL TO THE ITEM CONCRETE CURB AND GUTTER.

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

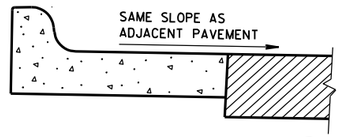
① TIE BARS ARE REQUIRED FOR CURB AND GUTTER TYPES A, G, K AND R.

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.

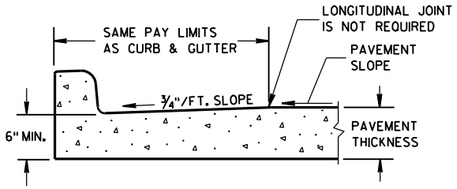
③ THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 8" MINIMUM GUTTER THICKNESS IS MAINTAINED.

④ THE FACE OF CURB IS 6" FROM THE BACK OF CURB.

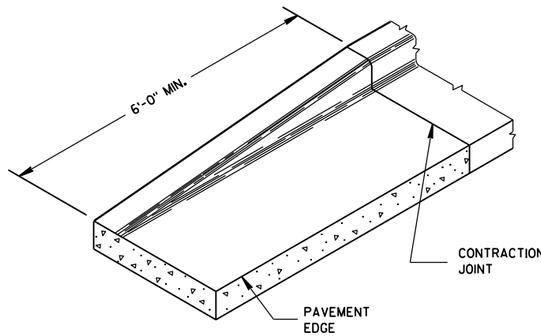
⑤ WHEN REVERSE SLOPE GUTTER IS REQUIRED, THE LOCATION(S) WILL BE SHOWN ELSEWHERE IN THE PLAN.



REVERSE SLOPE GUTTER ⑤
(TYPICAL FOR ALL CURB & GUTTER TYPES)



PARTIAL SECTION OF PAVEMENT WITH INTEGRAL CURB & GUTTER



END SECTION CURB & GUTTER

CONCRETE CURB, CONCRETE CURB & GUTTER AND TIES

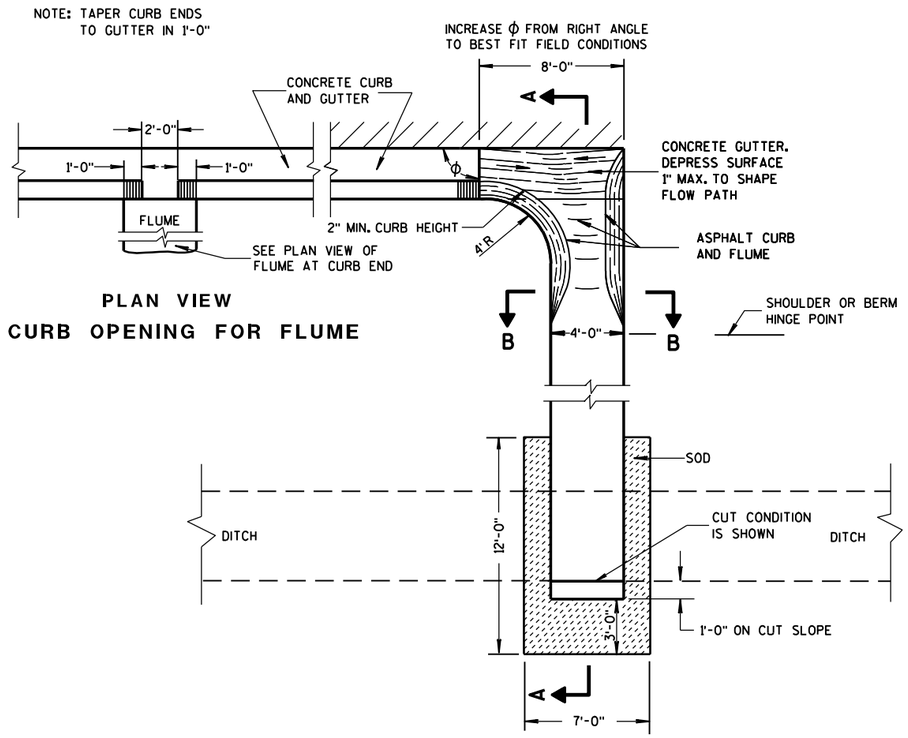
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
9/4/08 DATE
/S/ Jerry H. Zogg
ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA

6

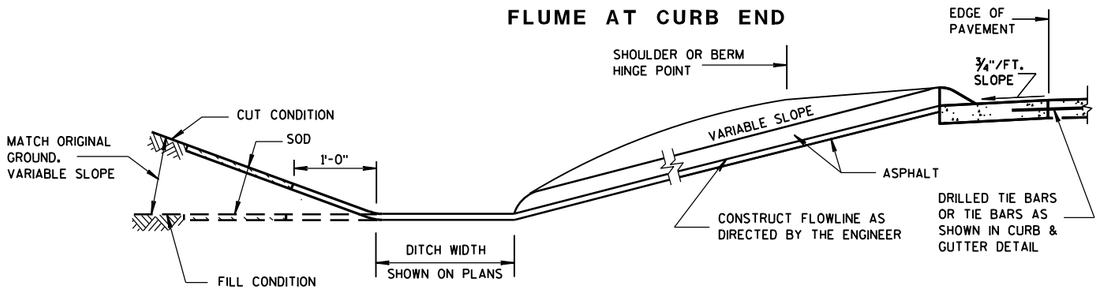
S.D.D. 8 D 1-17

ASPHALTIC FLUME

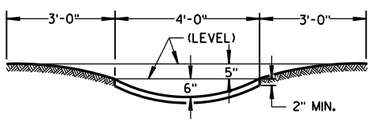


PLAN VIEW
CURB OPENING FOR FLUME

PLAN VIEW
FLUME AT CURB END



SECTION A-A



SECTION B-B

GENERAL NOTES

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

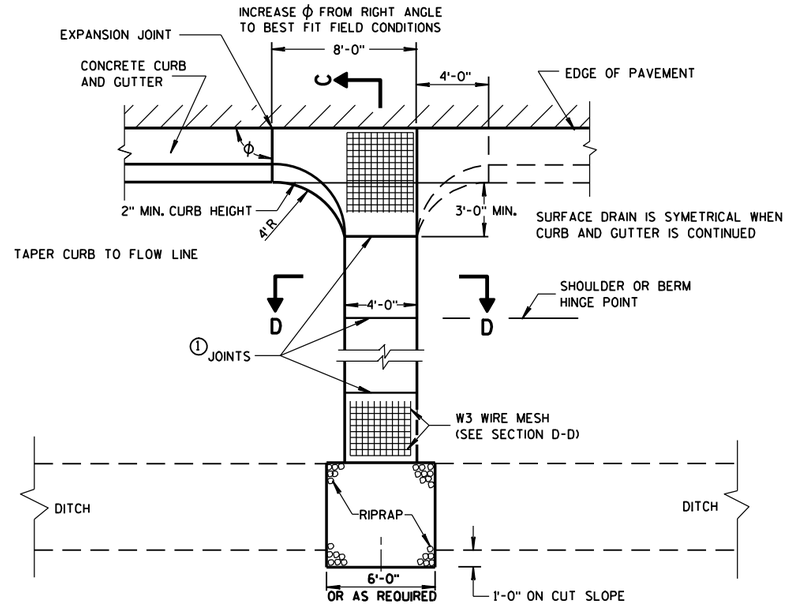
WELDED STEEL WIRE FABRIC SHALL BE IN ACCORDANCE WITH AASHTO SPECIFICATION M55.

① JOINTS SHALL BE ⅛ TO ¼ INCH WIDE BY 1½ INCHES DEEP AND SPACED AT UNIFORM INTERVALS OF APPROXIMATELY 4 FEET.

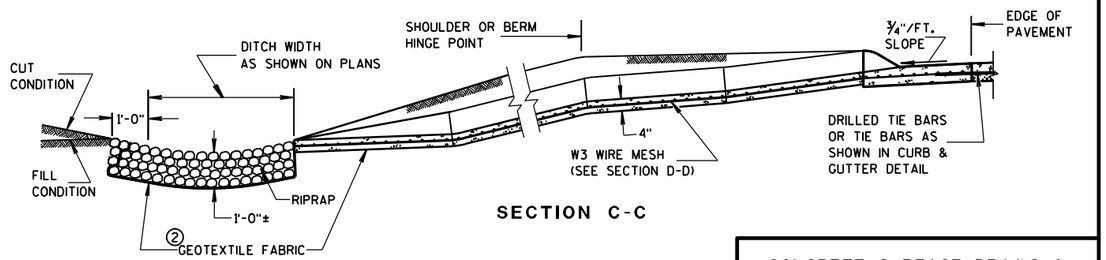
② GEOTEXTILE FABRIC TYPE "R" SHALL UNDERLAY THE FULL LENGTH AND WIDTH OF THE CONCRETE SURFACE DRAIN AND RIPRAP.

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

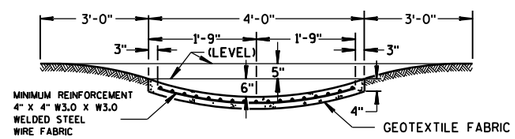
③ CONCRETE SURFACE DRAIN



PLAN VIEW



SECTION C-C



SECTION D-D

CONCRETE SURFACE DRAINS & ASPHALTIC FLUMES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

9-4-08
DATE

/S/ Jerry H. Zogg
ROADWAY STANDARDS DEVELOPMENT ENGINEER

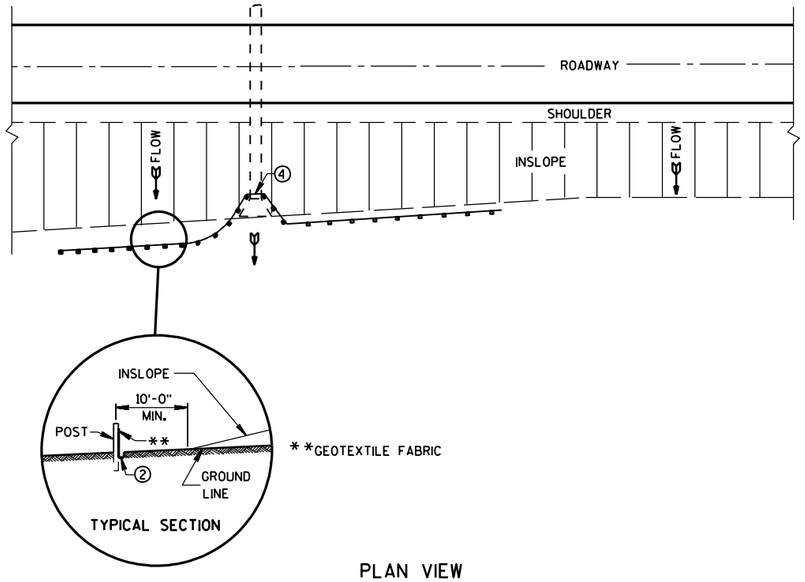
FHWA

6

S.D.D. 8 D 4-5

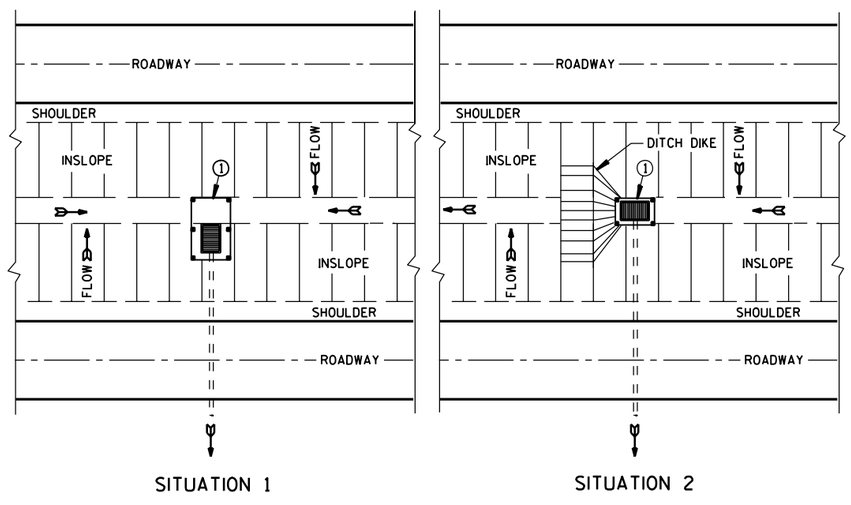
6

S.D.D. 8 D 4-5



PLAN VIEW

TYPICAL APPLICATION OF SILT FENCE



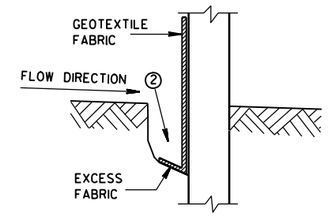
PLAN VIEW

SILT FENCE AT MEDIAN SURFACE DRAINS

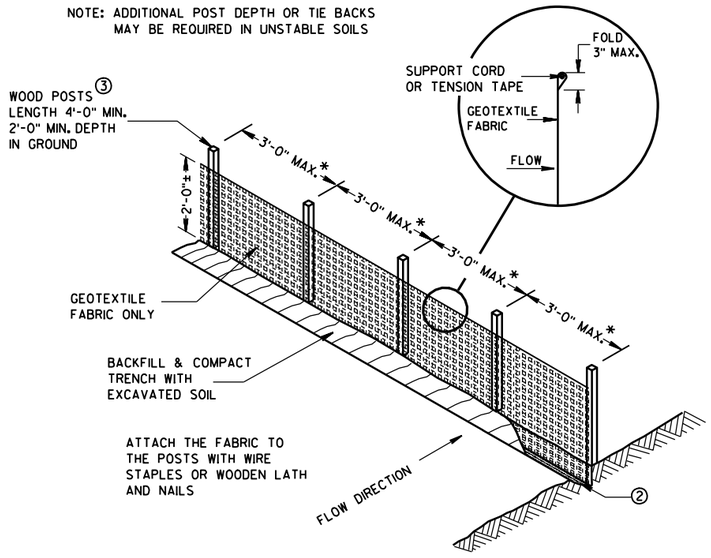
GENERAL NOTES

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

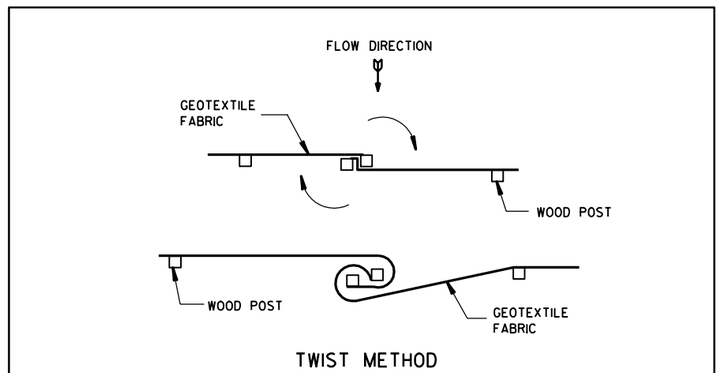
1. HORIZONTAL BRACE REQUIRED WITH 2" X 4" WOODEN FRAME OR EQUIVALENT AT TOP OF POSTS.
2. FOR MANUAL INSTALLATIONS THE TRENCH SHALL BE A MINIMUM OF 4" WIDE & 6" DEEP TO BURY AND ANCHOR THE GEOTEXTILE FABRIC. FOLD MATERIAL TO FIT TRENCH AND BACKFILL & COMPACT TRENCH WITH EXCAVATED SOIL.
3. WOOD POSTS SHALL BE A MINIMUM SIZE OF 1⅛" X 1⅛" OF OAK OR HICKORY.
4. SILT FENCE TO EXTEND ACROSS THE TOP OF THE PIPE.
5. CONSTRUCT SILT FENCE FROM A CONTINUOUS ROLL IF POSSIBLE BY CUTTING LENGTHS TO AVOID JOINTS. IF A JOINT IS NECESSARY USE ONE OF THE FOLLOWING TWO METHODS: A) OVERLAP THE END POSTS AND TWIST, OR ROTATE, AT LEAST 180 DEGREES, B) HOOK THE END OF EACH SILT FENCE LENGTH.



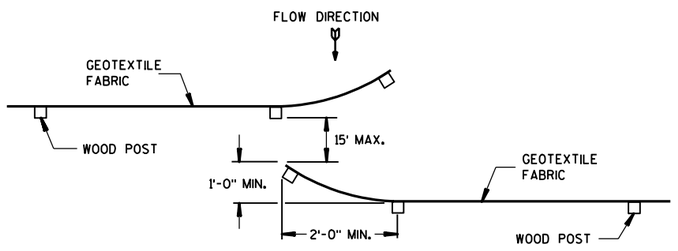
TRENCH DETAIL



SILT FENCE

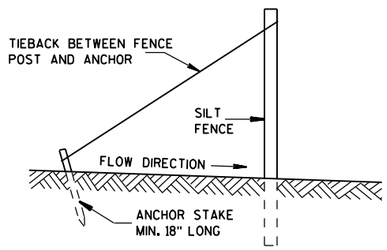


TWIST METHOD



HOOK METHOD

JOINING TWO LENGTHS OF SILT FENCE 5



SILT FENCE TIE BACK

(WHEN REQUIRED BY THE ENGINEER)

6

SILT FENCE

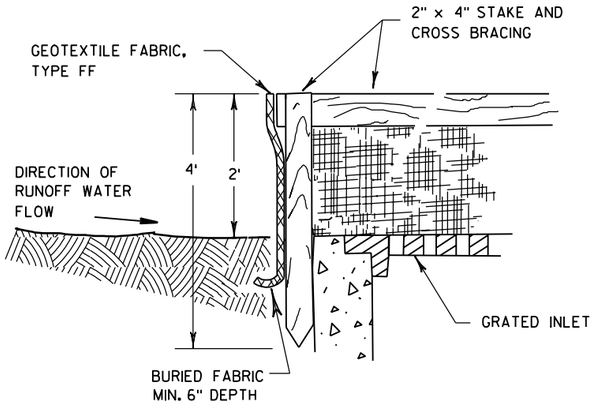
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

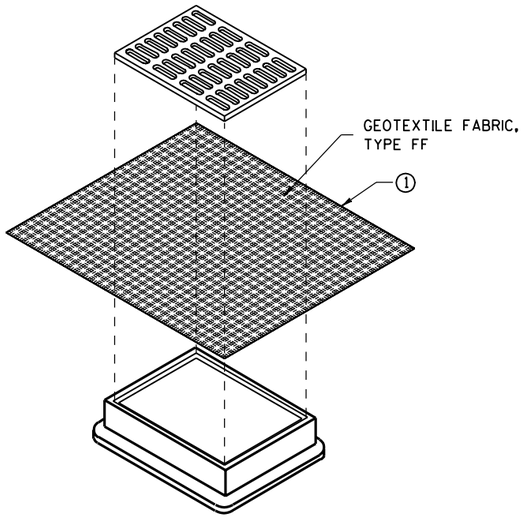
APPROVED
4-29-05
DATE
FHWA

CHIEF ROADWAY DEVELOPMENT ENGINEER

S.D.D. 8 E 9-6

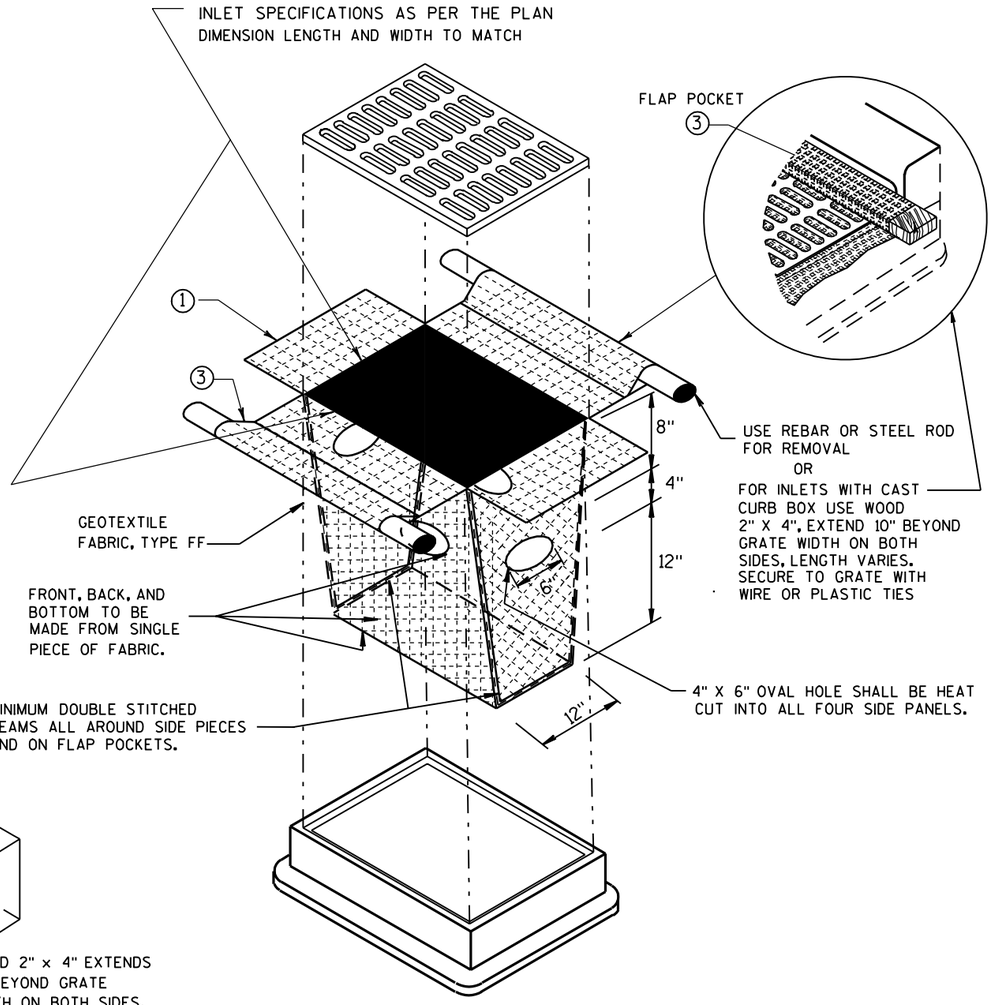
S.D.D. 8 E 9-6





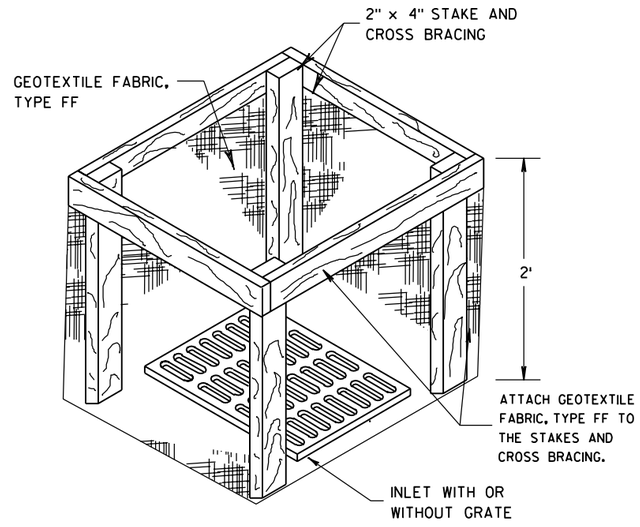
INLET PROTECTION, TYPE B
(WITHOUT CURB BOX)

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

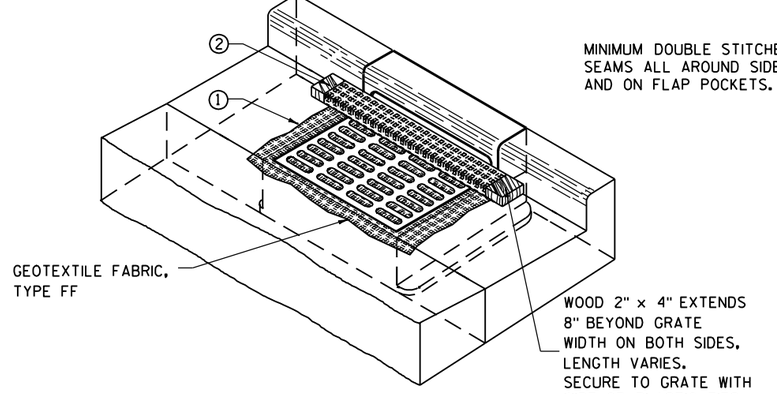


INLET PROTECTION, TYPE D

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



INLET PROTECTION, TYPE A



INLET PROTECTION, TYPE C (WITH CURB BOX)

GENERAL NOTES

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

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

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

① FINISHED SIZE, INCLUDING FLAP POCKETS WHERE REQUIRED, SHALL EXTEND A MINIMUM OF 10" AROUND THE PERIMETER TO FACILITATE MAINTENANCE OR REMOVAL.

② FOR INLET PROTECTION, TYPE C (WITH CURB BOX), AN ADDITIONAL 18" OF FABRIC IS WRAPPED AROUND THE WOOD AND SECURED WITH STAPLES. THE WOOD SHALL NOT BLOCK THE ENTIRE HEIGHT OF THE CURB BOX OPENING.

③ FLAP POCKETS SHALL BE LARGE ENOUGH TO ACCEPT WOOD 2X4.

INSTALLATION NOTES

TYPE B & C

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

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

TYPE D

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

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

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

INLET PROTECTION
TYPE A, B, C, AND D

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
10/16/02
DATE
FHWA

CHIEF ROADWAY DEVELOPMENT ENGINEER

6

S.D.D. 8 E 10-2

METAL APRON ENDWALLS

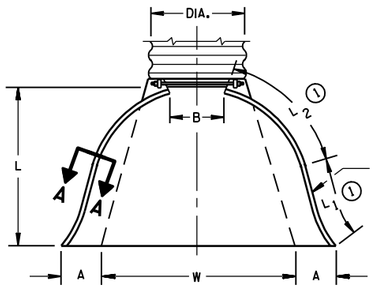
PIPE DIA. (IN.)	MIN. THICK. (inches) STEEL	MIN. THICK. (inches) ALUM.	DIMENSIONS (inches) A (±1")	B (MAX.)	H (±1")	L (±1 1/2")	L1 ①	L2 ①	W (±2")	APPROX. SLOPE	BODY
12	.064	.060	6	6	6	21	12	17 1/2	24	2 1/2 to 1	1 Pc.
15	.064	.060	7	8	6	26	14	21 3/4	30	2 1/2 to 1	1 Pc.
18	.064	.060	8	10	6	31	15	28 1/4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

× EXCEPT CENTER PANEL SEE GENERAL NOTES

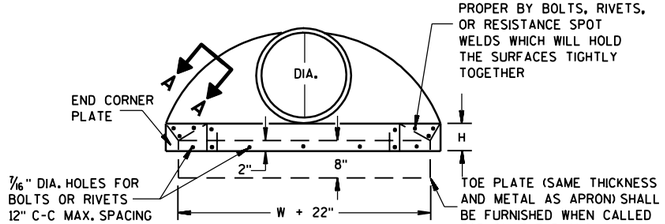
REINFORCED CONCRETE APRON ENDWALLS

PIPE DIA. (IN.)	DIMENSIONS (inches) T	A	B	C	D	E	G	APPROX. SLOPE
12	2	4	24	48 7/8	72 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

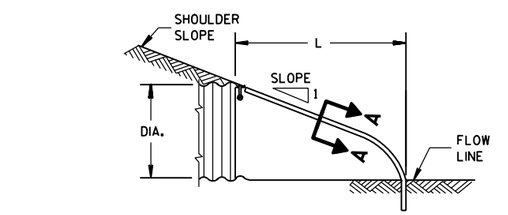
*MINIMUM
**MAXIMUM



PLAN VIEW

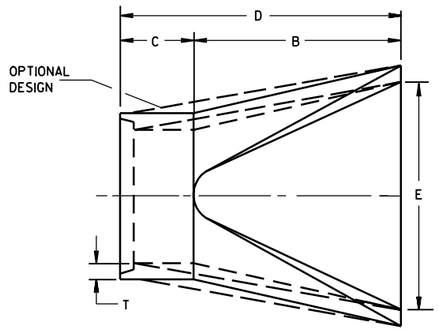


END VIEW

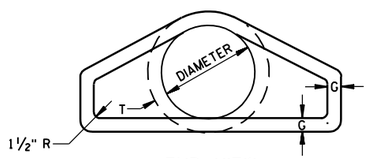


SIDE ELEVATION

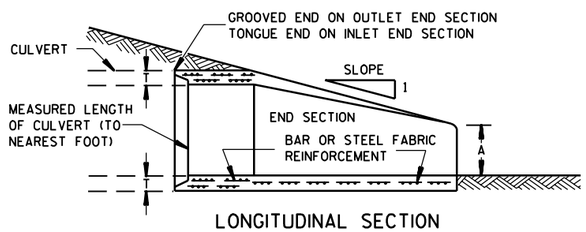
METAL ENDWALLS



PLAN

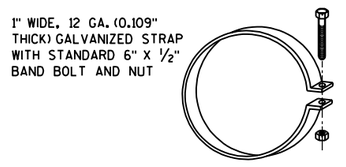


END VIEW



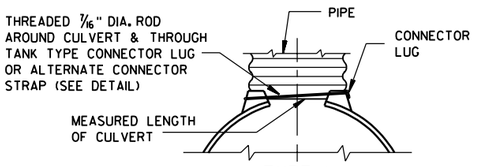
LONGITUDINAL SECTION

CONCRETE ENDWALLS

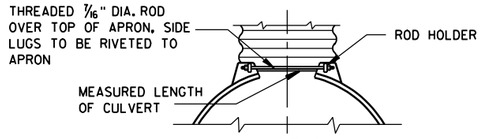


ALTERNATE FOR TYPE 1 CONNECTION

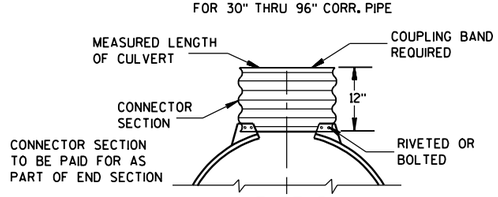
END SECTION CONNECTOR STRAP



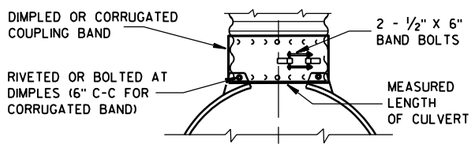
TYPE 1
FOR 12" THRU 24" CORR. PIPE



TYPE 2
FOR 30" THRU 96" CORR. PIPE



TYPE 3
FOR 42" THRU 96" CORR. PIPE



TYPE 5
ALTERNATE FOR:
ALL SIZES CORRUGATED CIRCULAR PIPE

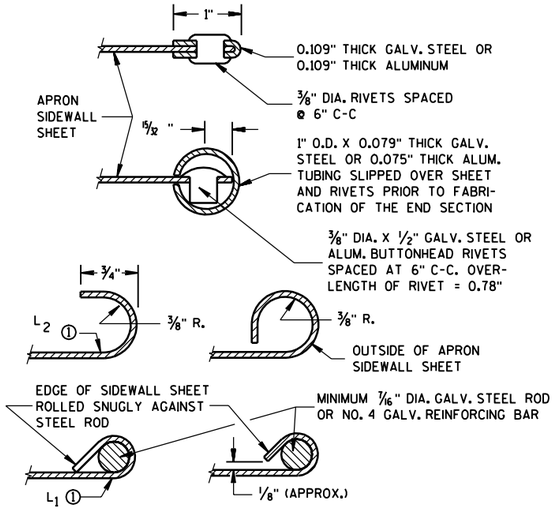
NOTE: DIMPLED BAND FITS OVER OUTSIDE OF ENDWALL. AND CORRUGATED BAND FITS INSIDE ENDWALL. DIMPLED BAND MAY BE USED WITH HELICALLY CORRUGATED PIPE.

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

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

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

CONNECTION DETAILS



SECTION A-A

GENERAL NOTES

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

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

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

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

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

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

APRON ENDWALLS FOR CULVERT PIPE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

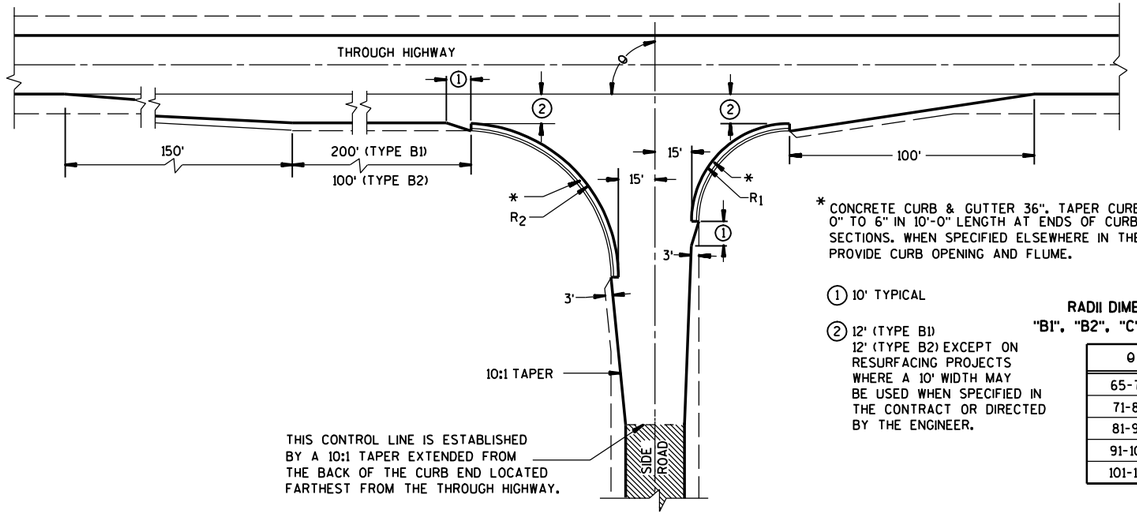
APPROVED
11/30/94
DATE

Roy L. Amundson
CHIEF ROADWAY DEVELOPMENT ENGINEER

FHWA

6

S.D.D. 8 F 1-11



TYPE "B1" AND "B2"

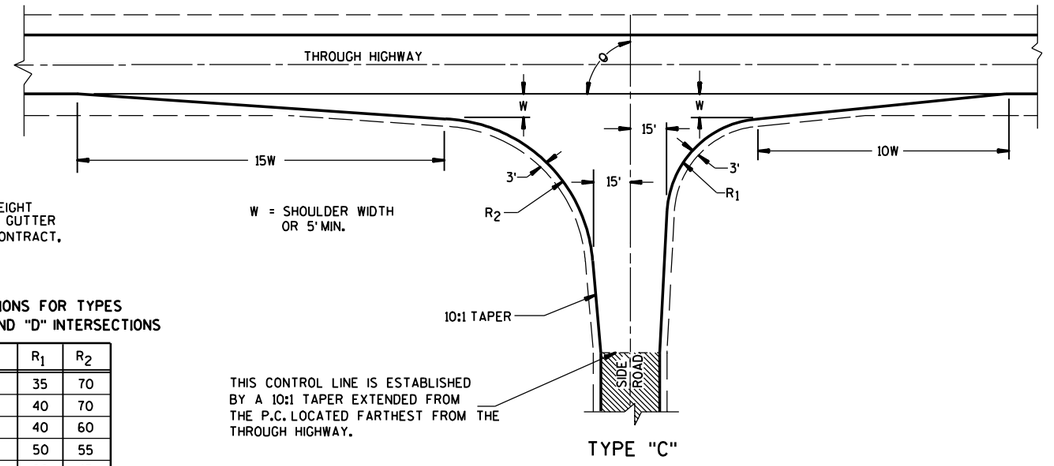
* CONCRETE CURB & GUTTER 36". TAPER CURB HEIGHT 0" TO 6" IN 10'-0" LENGTH AT ENDS OF CURB & GUTTER SECTIONS. WHEN SPECIFIED ELSEWHERE IN THE CONTRACT, PROVIDE CURB OPENING AND FLUME.

① 10' TYPICAL

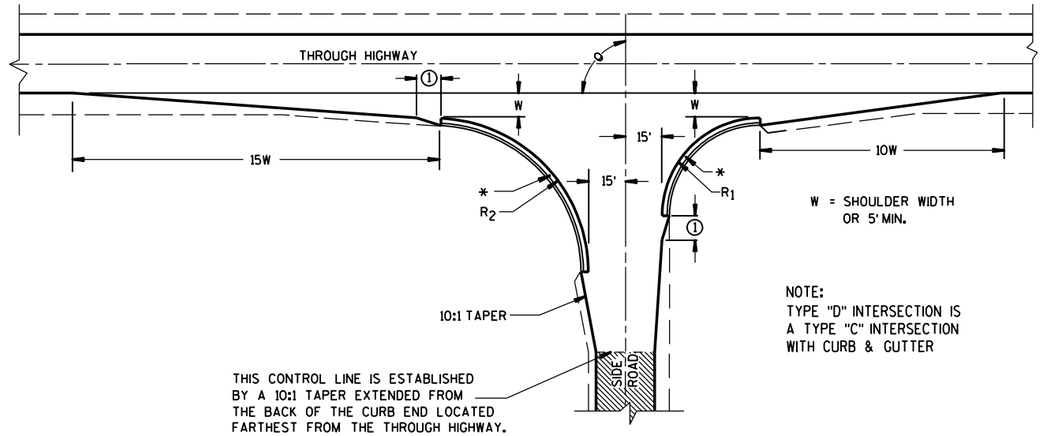
② 12' (TYPE B1)
12' (TYPE B2) EXCEPT ON RESURFACING PROJECTS WHERE A 10' WIDTH MAY BE USED WHEN SPECIFIED IN THE CONTRACT OR DIRECTED BY THE ENGINEER.

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

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



TYPE "C"



TYPE "D"

NOTE:
TYPE "D" INTERSECTION IS A TYPE "C" INTERSECTION WITH CURB & GUTTER

GENERAL NOTES

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

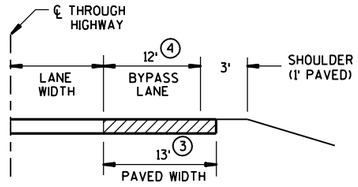
SIDE ROAD SURFACING NOTE

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

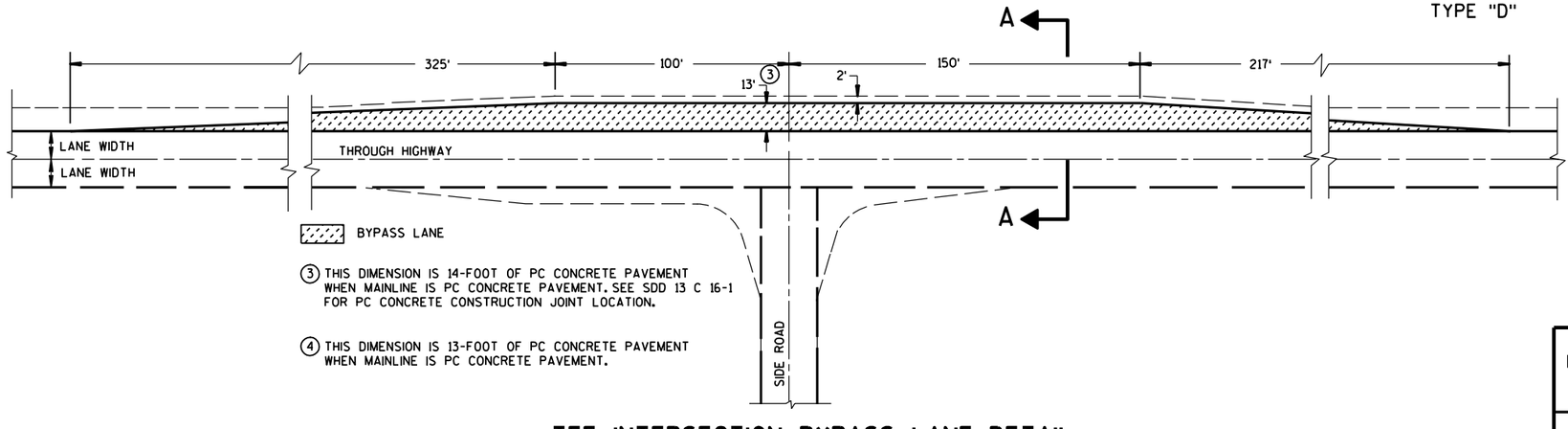
WHEN THE SIDE ROAD IS PRESENTLY PAVED, NEW PAVEMENT SHALL BE PLACED TO THE LIMITS OF DESIGN AS SHOWN AND BEYOND, IF NECESSARY, TO MEET EXISTING PAVEMENT.

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

▨ EXISTING SURFACE



SECTION A-A
(SHOWING BYPASS LANE AND SHOULDER)



③ THIS DIMENSION IS 14-FOOT OF PC CONCRETE PAVEMENT WHEN MAINLINE IS PC CONCRETE PAVEMENT. SEE SDD 13 C 16-1 FOR PC CONCRETE CONSTRUCTION JOINT LOCATION.

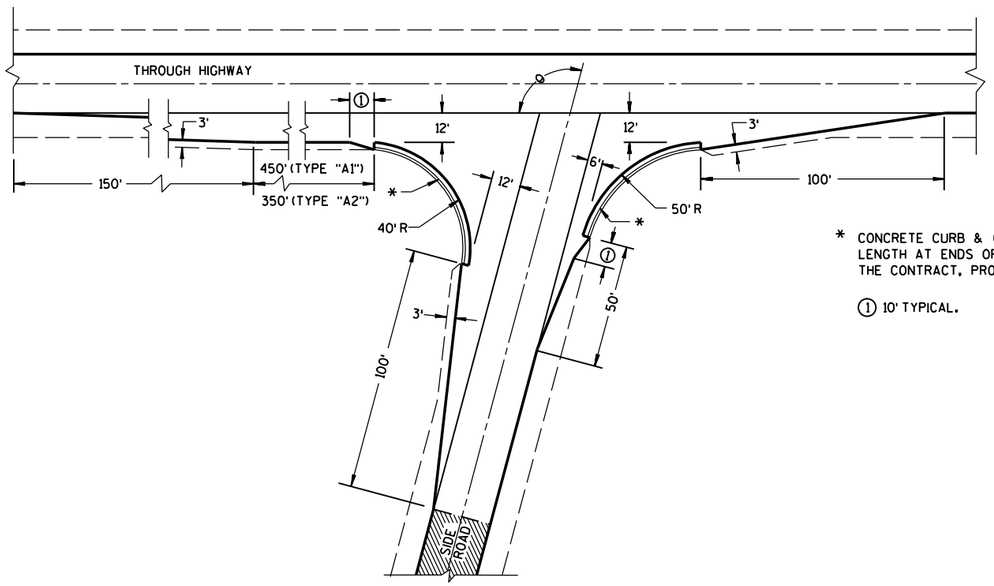
④ THIS DIMENSION IS 13-FOOT OF PC CONCRETE PAVEMENT WHEN MAINLINE IS PC CONCRETE PAVEMENT.

TEE INTERSECTION BYPASS LANE DETAIL

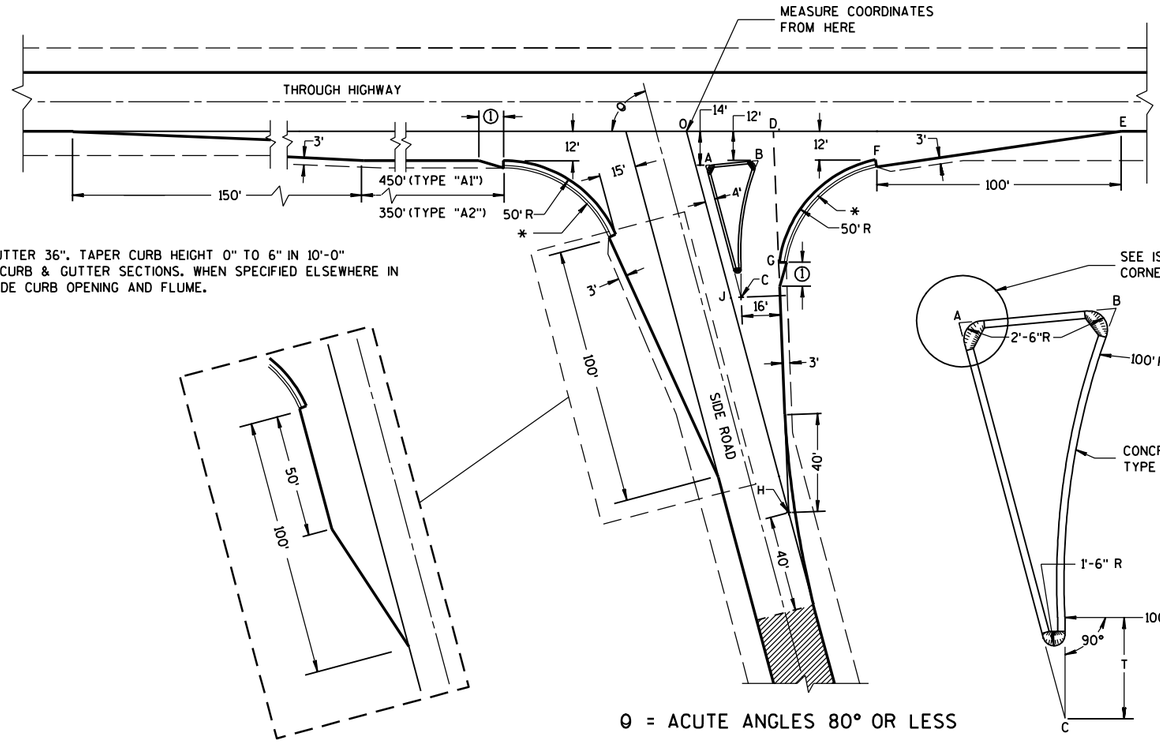
AT-GRADE SIDE ROAD INTERSECTION, TYPES "B1", "B2", "C" AND "D" AND TEE INTERSECTION BYPASS LANE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

S.D.D. 9 A 1-12a



θ = MORE THAN 80°



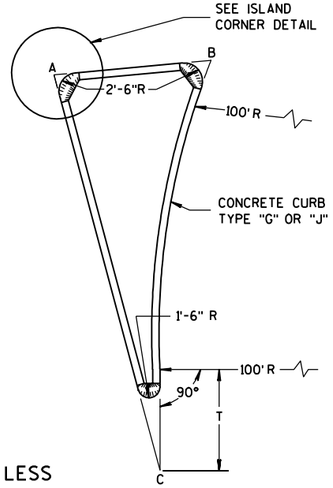
θ = ACUTE ANGLES 80° OR LESS

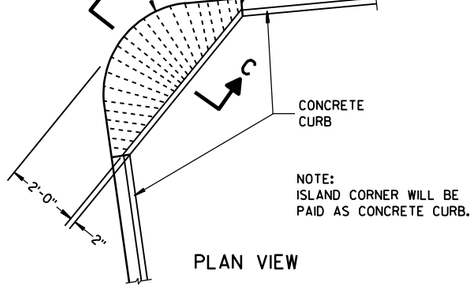
* CONCRETE CURB & GUTTER 36". TAPER CURB HEIGHT 0" TO 6" IN 10'-0" LENGTH AT ENDS OF CURB & GUTTER SECTIONS. WHEN SPECIFIED ELSEWHERE IN THE CONTRACT, PROVIDE CURB OPENING AND FLUME.

① 10' TYPICAL.

EXISTING SURFACE

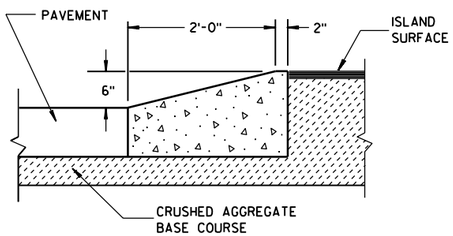
SIDE ROAD WIDENING AND TAPER REQUIRED WHERE THE THROUGH HIGHWAY CARRIES TWO-WAY TRAFFIC
θ = ACUTE ANGLES 70° OR LESS





NOTE:
ISLAND CORNER WILL BE PAID AS CONCRETE CURB.

PLAN VIEW



SECTION C-C

ISLAND CORNER DETAIL

(TO BE CONSTRUCTED AT ALL ISLAND CORNERS)

TABLE OF DIMENSIONS FOR
VARIABLE SIDE ROAD INTERSECTION ANGLES
(INTERPOLATE VALUES FOR ANGLES NOT SHOWN)

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

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

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
12/17/02
DATE
FHWA

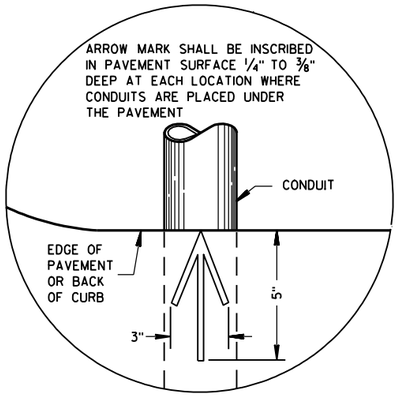
CHIEF ROADWAY DEVELOPMENT ENGINEER

6

S.D.D. 9 A 1-12b

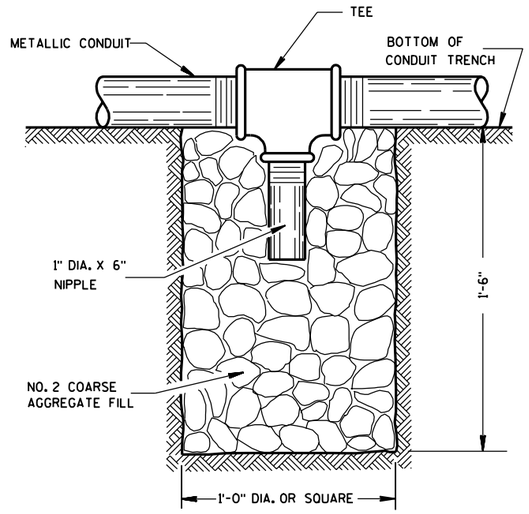
6

S.D.D. 9 A 1-12b



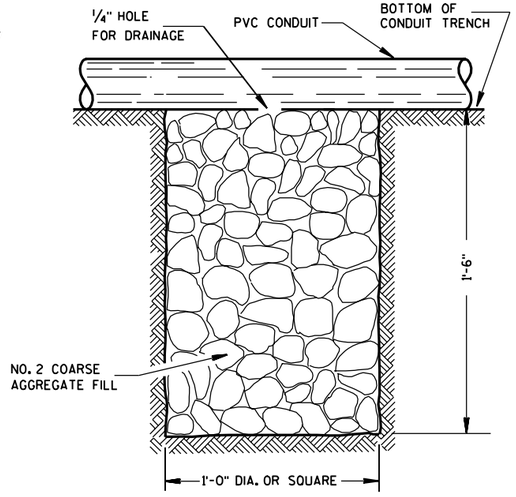
PLAN VIEW

ARROW MARK



NOTE: INSTALL AT LOCATIONS WHERE METALLIC CONDUITS CANNOT BE PITCHED TO DRAIN INTO A PULL BOX.

DRAIN SUMP FOR METALLIC CONDUIT



NOTE: INSTALL AT LOCATIONS WHERE PVC CONDUITS CANNOT BE PITCHED TO DRAIN INTO A PULL BOX.

DRAIN SUMP FOR PVC CONDUIT

GENERAL NOTES

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

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

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

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

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

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

ALL METALLIC CONDUIT RACEWAY ENDS SHALL BE REAMED AND THREADED.

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

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

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

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

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

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

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

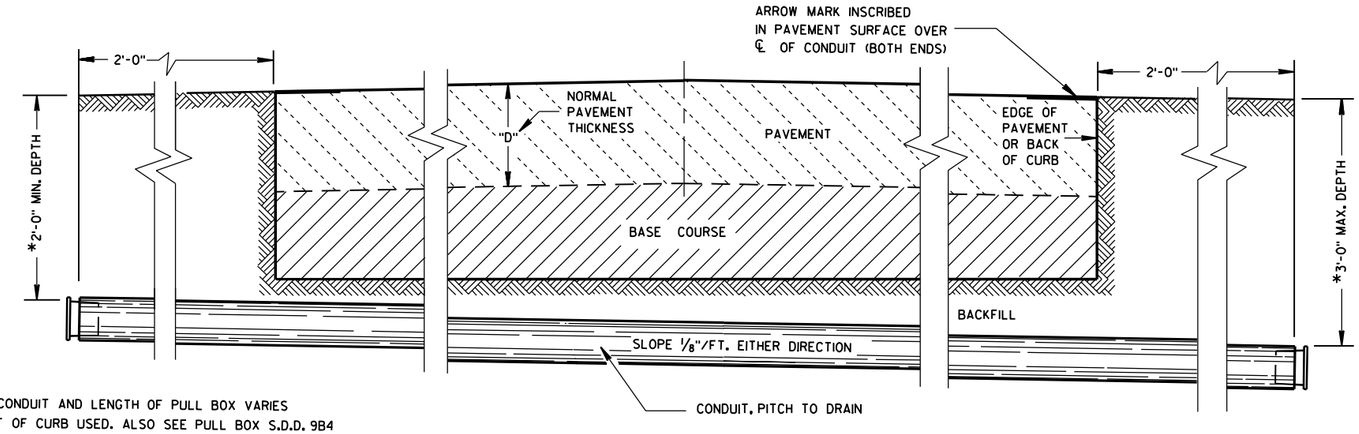
PRIOR TO CONDUIT ACCEPTANCE, CONDUIT CAPS OR PLUGS SHALL BE REMOVED, AND THE CAPS, PLUGS AND CONDUIT ENDS SHALL BE THOROUGHLY CLEANED AND THEN THE CAPS OR PLUGS REINSTALLED TO ENSURE THAT THE CAPS OR PLUGS CAN BE EASILY REMOVED IN THE FUTURE.

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

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

POLY ROPE OR A PULL WIRE SHALL BE INSTALLED AS STATED IN THE STANDARD SPECIFICATION, ITEM 652.3.1.1.

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



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

SIDE ELEVATION

DETAIL FOR CONDUIT UNDER PAVED HIGHWAYS

CONDUIT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
10/23/03
DATE
FHWA

STATE ELECTRICAL ENGINEER FOR HIGHWAYS

6

S.D.D. 9 B 2-7

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) W6 X 9 OR W6 X 8.5 STEEL POSTS AND NOTCHED PLASTIC BLOCKOUTS ARE ACCEPTABLE ALTERNATIVES FOR 6" X 8" WOOD POSTS WITH WOOD OR PLASTIC BLOCKOUTS. USE APPROVED NOTCHED PLASTIC BLOCKOUTS WITH STEEL POSTS. APPROVED PLASTIC BLOCKOUT DESIGNS MAY VARY FROM THIS TYPICAL DETAIL WHEN USED IN CONJUNCTION WITH STEEL POSTS.

DO NOT MIX STEEL POSTS AND WOOD POSTS IN A SINGLE INSTALLATION.

(2) USE STRUCTURAL STEEL POSTS CONFORMING TO ASTM A 36. GALVANIZED POSTS ACCORDING TO AASHTO M 111. EITHER SET THE POSTS IN DRILLED HOLES OR DRIVE TO GRADE. REMOVE MUSHROOMING CAUSED BY DRIVING AND REPAIR DAMAGED SPELTER COATING ON GALVANIZED POSTS.

(3) INSTALL STEEL POSTS WITH HOLES ON APPROACHING TRAFFIC SIDE.

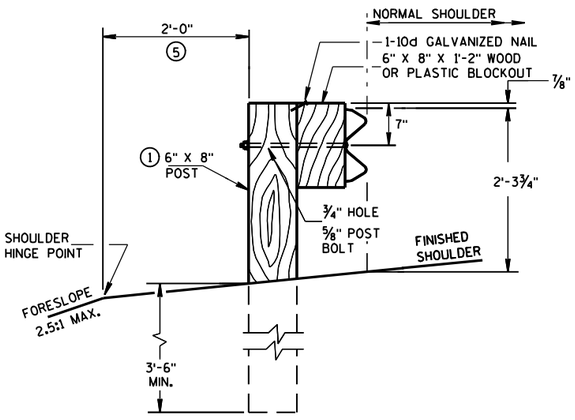
(4) USE EITHER WOOD OR APPROVED PLASTIC BLOCKOUTS ON WOOD POSTS.

(5) IF THE DISTANCE FROM BACK OF POST TO SHOULDER HINGE POINT IS LESS THAN 2 FEET INSTALL LONGER POST AT HALF POST SPACING, W BEAM (LHW).

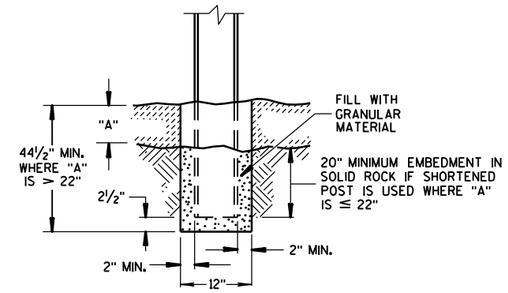
(6) IF ROCK IS ENCOUNTERED DURING EXCAVATION, THE ENGINEER MAY APPROVE USING A 12 INCH DIAMETER POST HOLE EXTENDING 20 INCHES DEEP INTO THE ROCK. PLACE GRANULAR MATERIAL IN THE BOTTOM OF THE HOLE APPROXIMATELY 2½ INCHES DEEP. CUT THE POSTS TO LENGTH AND PLACE IN YHE HOLE. BACKFILL WITH MATERIAL EXCAVATED FROM THE HOLE AND COMPACT ADEQUATEY.

INSTALL BEAM GUARD SECTIONS AND ALL NECESSARY HARDWARE ACCORDING TO THE APPLICABLE PLAN AND CURRENT STANDARD AND SUPPLEMENTAL SPECIFICATIONS.

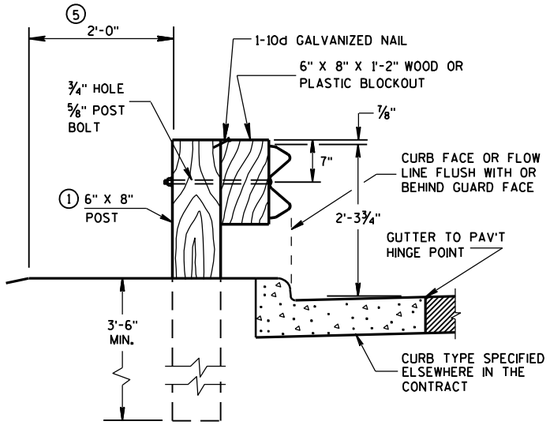
ALL DIMENSIONS ARE SUBJECT TO MANUFACTURER'S TOLERANCES EXCEPT WHERE ALLOWABLE TOLERANCES ARE SHOWN.



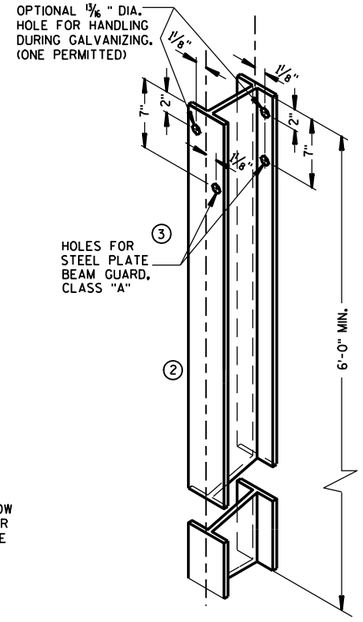
END VIEW
LOCATED ALONG A ROADWAY SHOULDER
STANDARD INSTALLATION



END VIEW
SETTING STEEL OR WOOD POST IN ROCK (6)

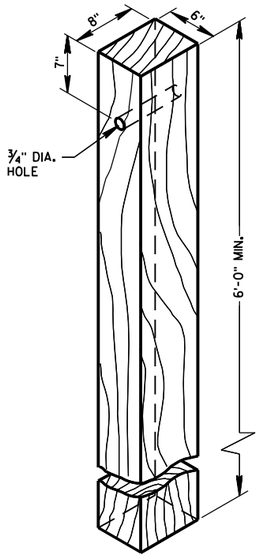


END VIEW
LOCATED ALONG A CURBED ROADWAY

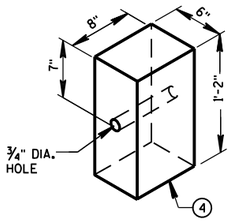


STEEL POST &
HOLE PUNCHING DETAIL
(W6 X 9) (1)

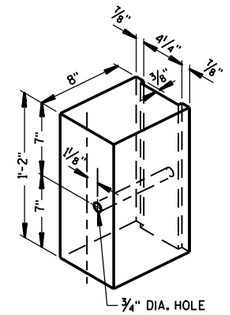
ALL HOLES 13/16" DIAMETER EXCEPT AS NOTED



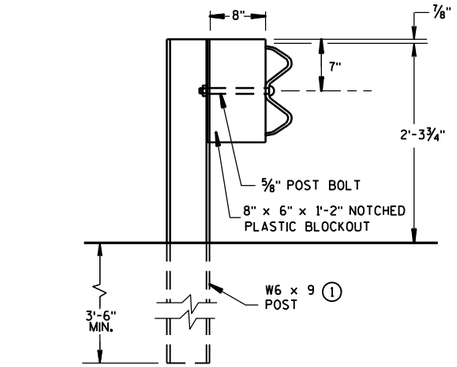
WOOD POST
(6"X8") NOMINAL



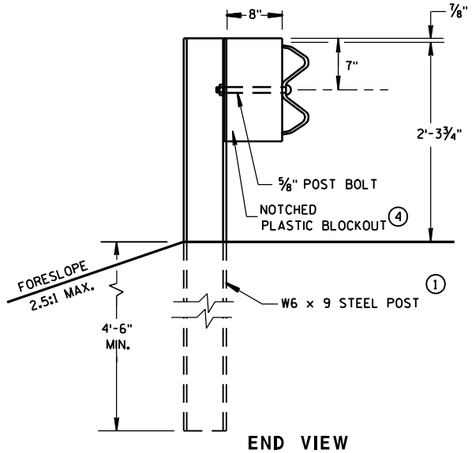
WOOD OR PLASTIC
BLOCKOUT FOR
WOOD POSTS



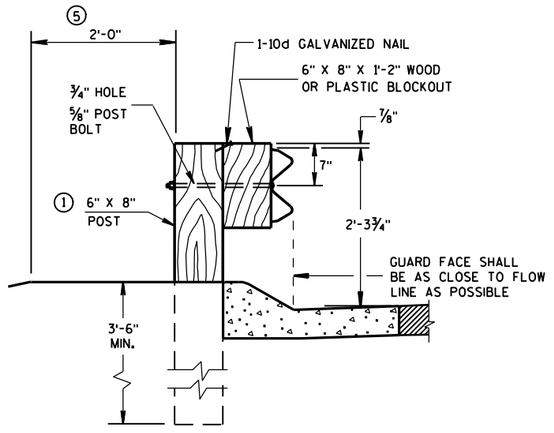
TYPICAL NOTCHED (1)
PLASTIC BLOCKOUT
FOR STEEL POSTS



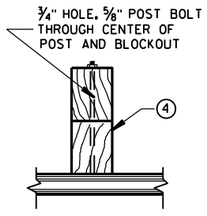
END VIEW
STEEL POST & NOTCHED
PLASTIC BLOCKOUT ALTERNATIVE
STANDARD INSTALLATION



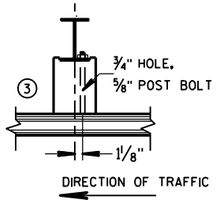
END VIEW
LONGER POST AT HALF
POST SPACING W BEAM
(LHW)



END VIEW
LOCATED ALONG A
MOUNTABLE CURBED ROADWAY



PLAN VIEW
WOOD POST,
BLOCKOUT & BEAM



PLAN VIEW
STEEL POST, NOTCHED
PLASTIC BLOCKOUT & BEAM

TYPICAL INSTALLATION OF STEEL PLATE BEAM GUARD

STEEL PLATE BEAM GUARD,
CLASS "A"
INSTALLATION & ELEMENTS

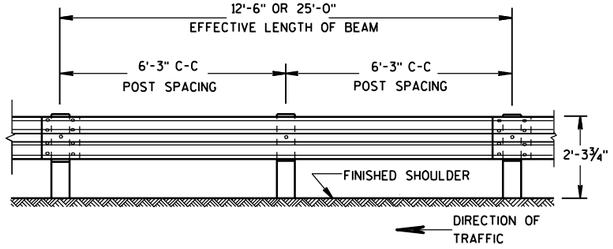
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

S.D.D. 14 B 15-6a

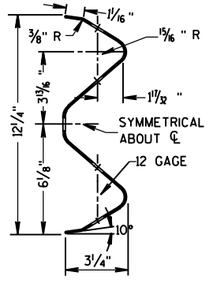
6

S.D.D. 14 B 15-6a

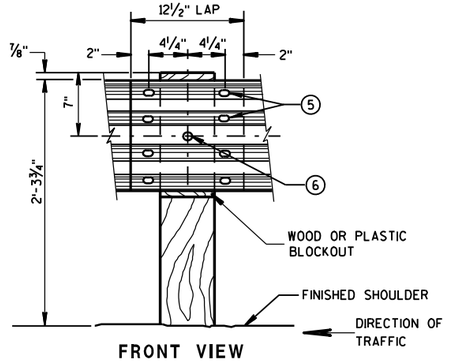


FRONT VIEW

POST SPACING STANDARD INSTALLATION



SECTION THRU W BEAM

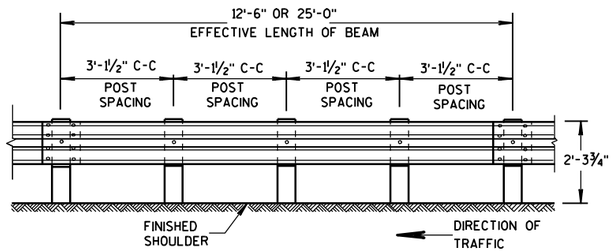


FRONT VIEW

BEAM SPLICE AT WOOD POST AND POST MOUNTING DETAIL

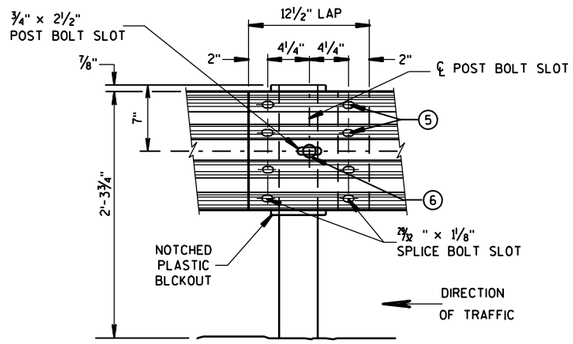
GENERAL NOTES

1. PROVIDE TYPE "H" SILVER REFLECTIVE SHEETING ON ALL REFLECTORS EXCEPT THOSE LOCATED ALONG THE LEFT EDGE OF ONE-WAY ROADWAYS, WHICH SHALL BE PROVIDED WITH TYPE "H" YELLOW REFLECTIVE SHEETING.
2. DO NOT INSTALL REFLECTORS ON THE FIRST 50 FEET OF THE APPROACH END OF THE ENERGY ABSORBING TERMINAL.
3. REVERSE EVERY OTHER REFLECTOR FOR 2-WAY VISIBILITY. THE CONTRACTOR MAY FURNISH TWO-SIDED REFLECTORS IN LIEU OF ONE-SIDED REFLECTORS.
4. PROVIDE AN ANGLE OF BEND OF 90° ± 1° FOR TWO-SIDED REFLECTORS.
5. 8 -⅝" ϕ X 2 " BUTTON HEAD BOLTS WITH OVAL SHOULDERS & RECESS NUTS.
6. ⅝" ϕ X 1'-6" BUTTON HEAD BOLT AND AND RECESS NUT WITH ROUND WASHER UNDER NUT.



FRONT VIEW

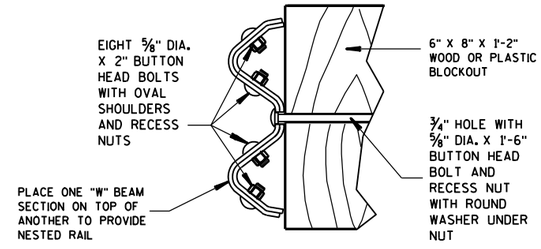
POST SPACING FOR LONGER POST AT HALF POST SPACING W BEAM (LHW)



FRONT VIEW

BEAM SPLICE AT STEEL POST

TYPICAL SPLICING DETAILS OF STEEL PLATE BEAM GUARD

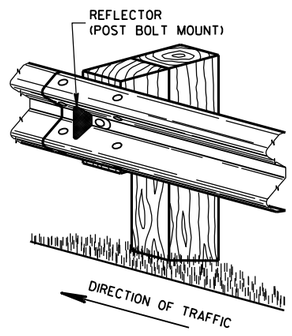


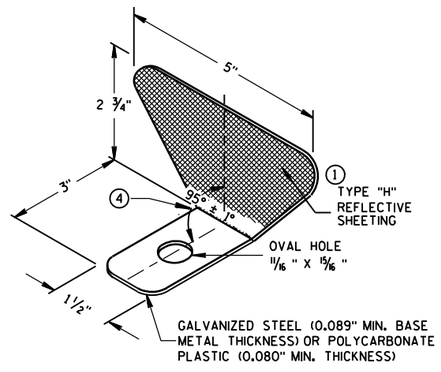
NESTED W BEAM (NW)

USE ALL OTHER STANDARD BEAM GUARD DETAILS FOR CONSTRUCTING NESTED W BEAM (NW)

REFLECTOR SPACING (2)

	BEAM GUARD LENGTH	REFLECTOR SPACING	NO. SURFACES REFLECTORIZED	MIN. NO. REFLECTORS
ONE WAY TRAFFIC	< 200'	50' C-C	1	3
	> 200'	100' C-C	1	
TWO WAY TRAFFIC	< 200'	25' C-C	1 (3)	6
	> 200'	50' C-C	1	
TWO WAY TRAFFIC	< 200'	50' C-C	2 (4)	3
	> 200'	100' C-C	2	





ONE SIDED REFLECTOR DETAIL AND TYPICAL INSTALLATION (1)

STEEL PLATE BEAM GUARD,
CLASS "A",
INSTALLATION & ELEMENTS

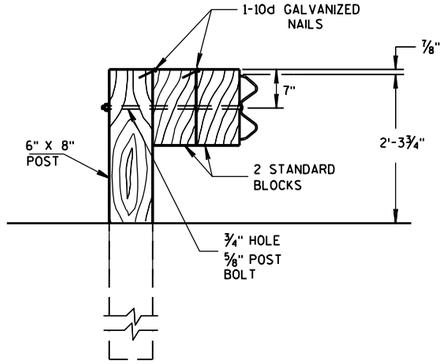
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

S.D.D. 14 B 15-6b

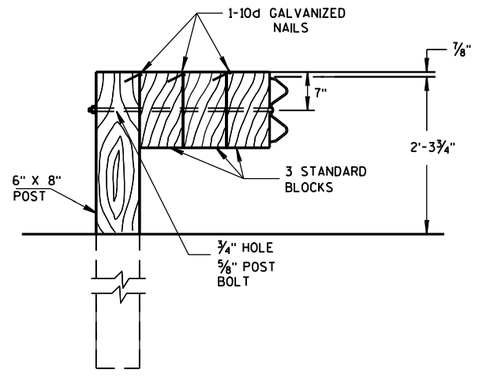
6

S.D.D. 14 B 15-6b



DETAIL FOR DOUBLE BLOCKS

THE NUMBER OF DOUBLE BLOCK POSTS WITHIN A BARRIER RUN IS UNLIMITED

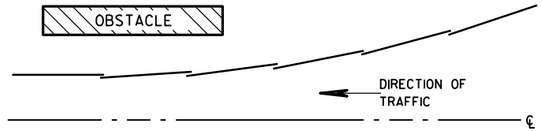


DETAIL FOR TRIPLE BLOCKS

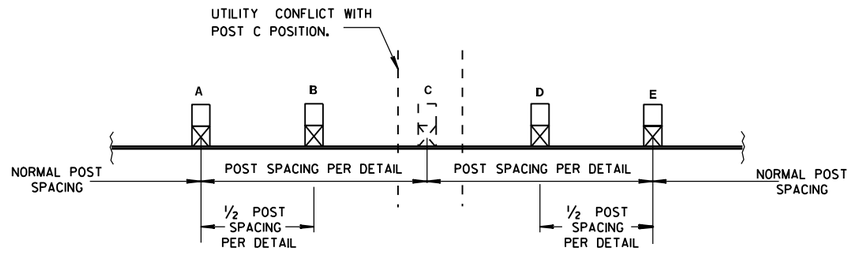
TRIPLE BLOCK DETAIL IS LIMITED TO ONE LOCATION WITHIN A BEAM GUARD RUN.

NOTES: USE DOUBLE OR TRIPLE BLOCKS WHEN UNDERGROUND OBSTACLES PREVENT THE POST FROM BEING INSTALLED.

DO NOT USE EXTRA BLOCKOUTS IF IT CAUSES THE POST TO BE DRIVEN BEYOND SHOULDER HINGE POINT OR CAUSES A FIXED OBJECT TO BE WITHIN THE DEFLECTION DISTANCE OF THE BARRIER.



PLAN VIEW
BEAM LAPPING DETAIL



POST DRIVING FOR CONTINUOUS UNDERGROUND OBSTRUCTION

6

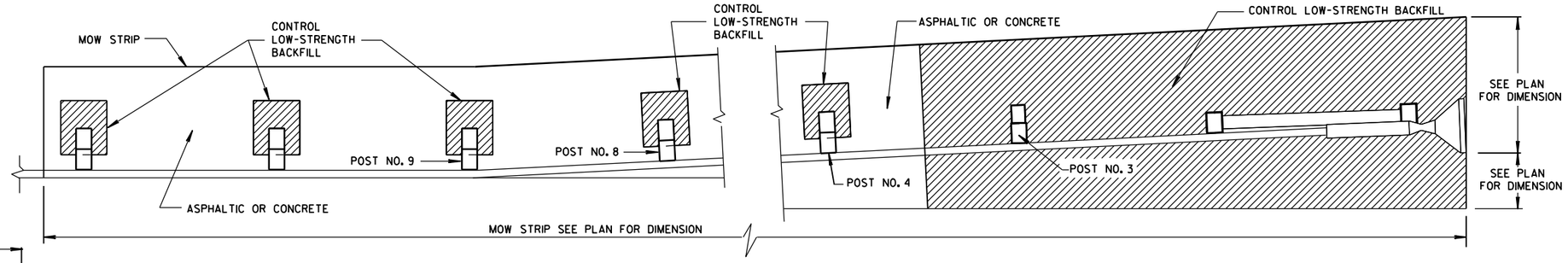
S.D.D. 14 B 15-6c

STEEL PLATE BEAM GUARD, CLASS "A", INSTALLATION & ELEMENTS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

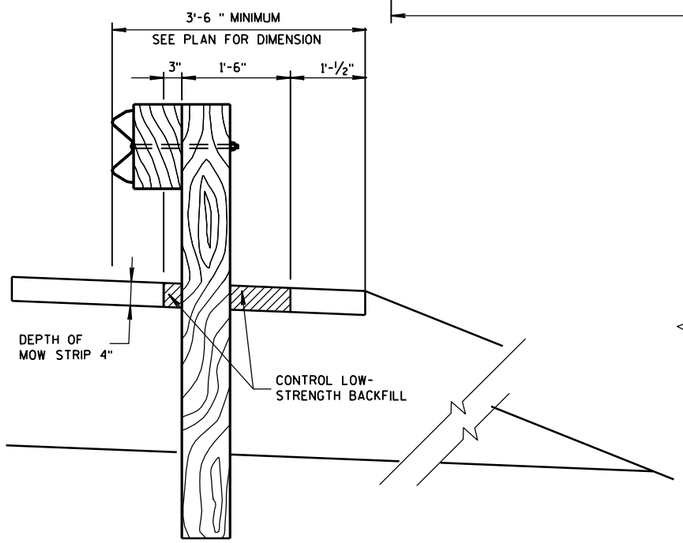
6

S.D.D. 14 B 15-6c

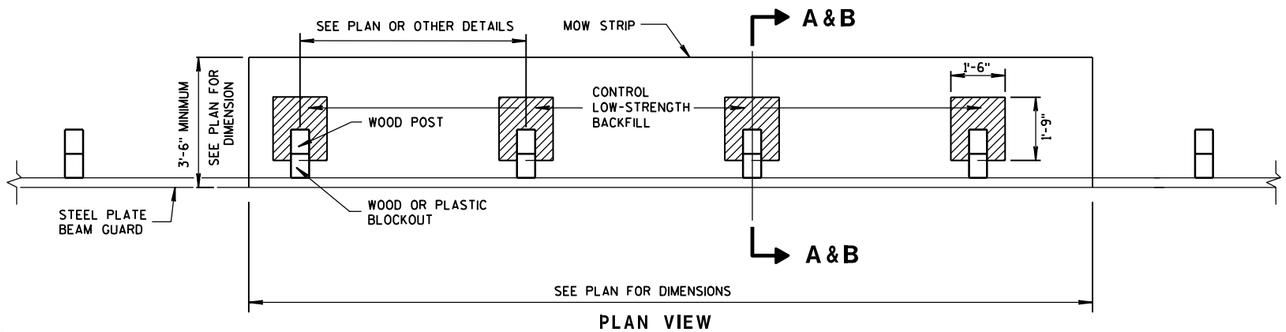


PLAN VIEW

MOW STRIP FOR STEEL PLATE BEAM GUARD ENERGY ABORBING TERMINAL

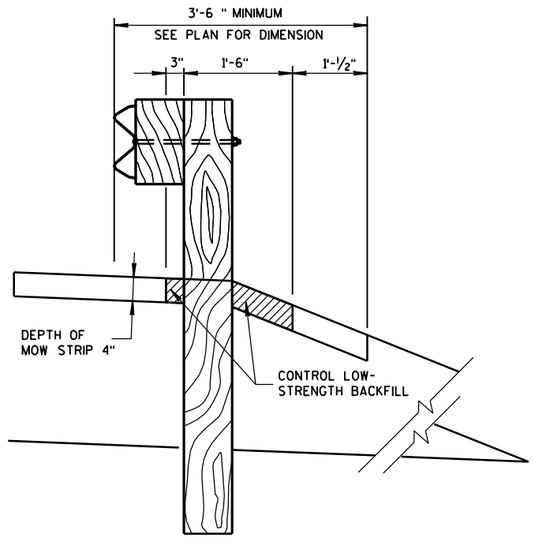


SECTION A-A

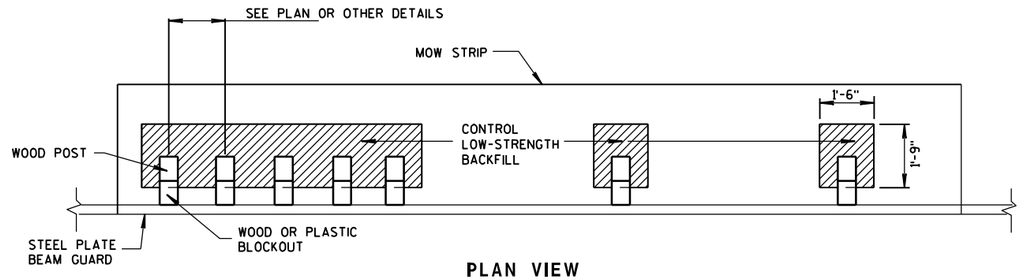


PLAN VIEW

MOW STRIP FOR TYPICAL BLOCKOUT LAYOUT

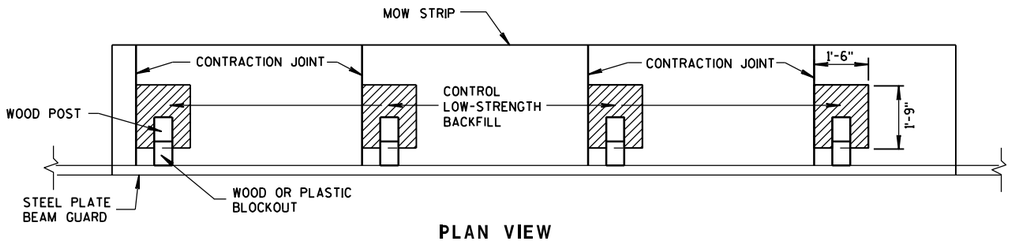


SECTION B-B



PLAN VIEW

MOW STRIP FOR TIGHT SPACING LAYOUT



PLAN VIEW

JOINT PLACEMENT FOR CONCRETE MOW STRIP

STEEL PLATE BEAM GUARD, CLASS "A" MOW STRIP DETAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

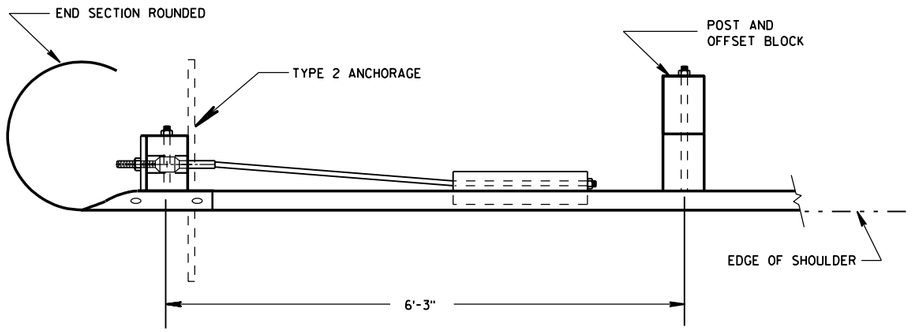
APPROVED
7-13-09
DATE
/S/ Jerry H. Zogg
ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA

6

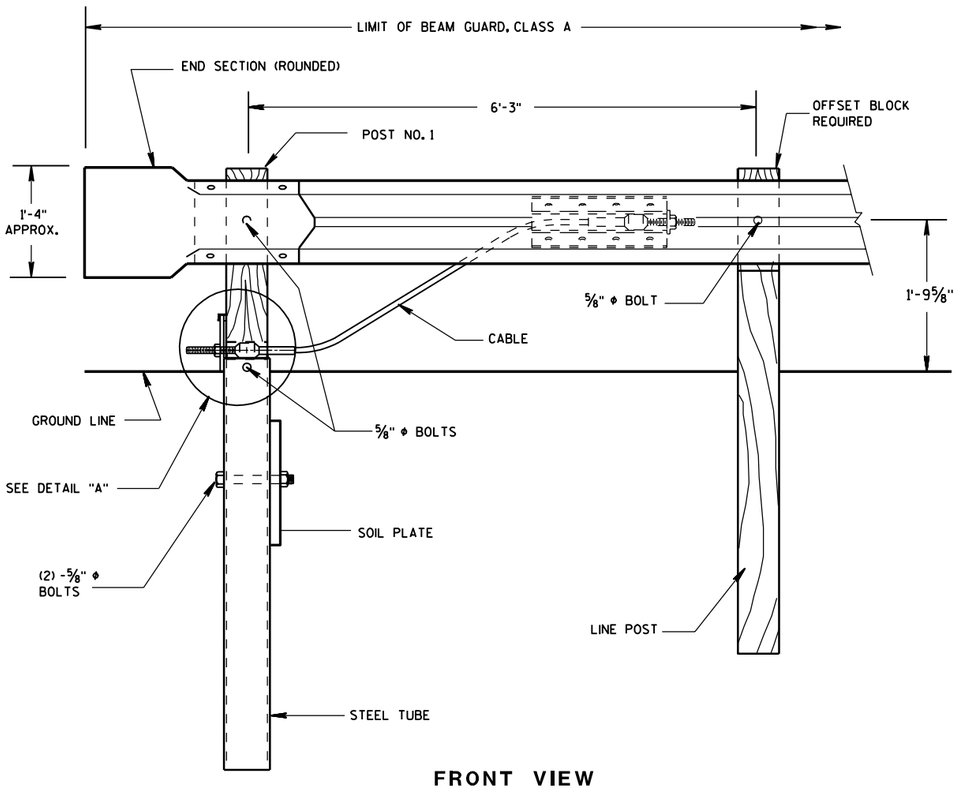
S.D.D. 14 B 15-6d

6

S.D.D. 14 B 15-6d



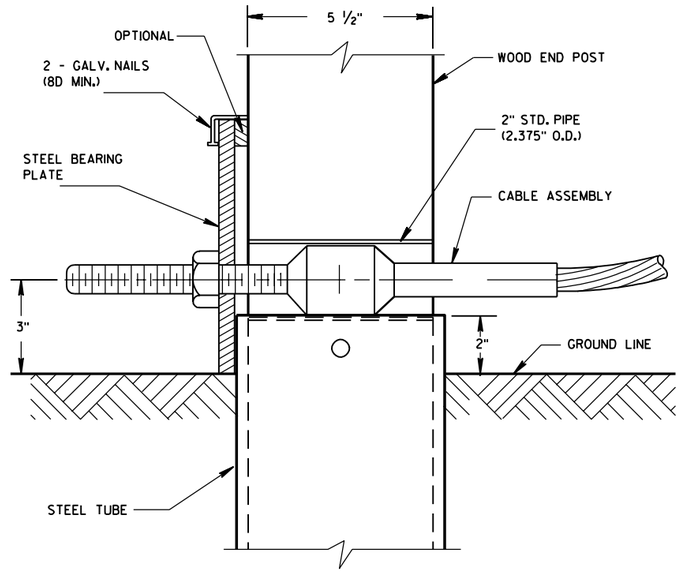
PLAN VIEW



FRONT VIEW

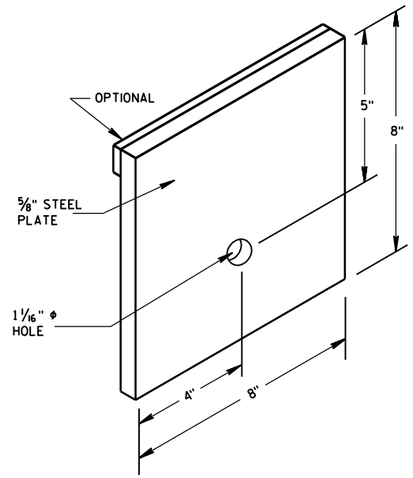
END TREATMENT WITH TYPE 2 ANCHORAGE

(USE ON ONE-WAY ROADWAYS ONLY - DEPARTING END)



DETAIL "A"

POST NO. 1



STEEL BEARING PLATE

ANCHORAGE FOR STEEL
PLATE BEAM GUARD
TYPE 2

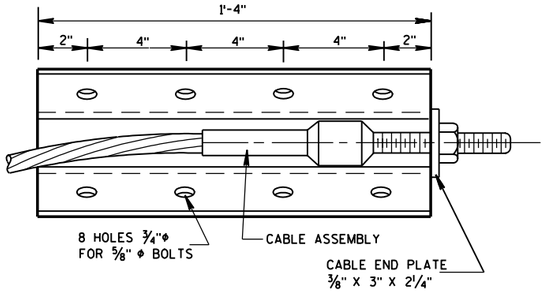
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

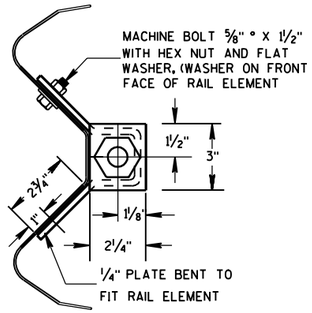
S.D.D. 14 B 16-4a

6

S.D.D. 14 B 16-4a

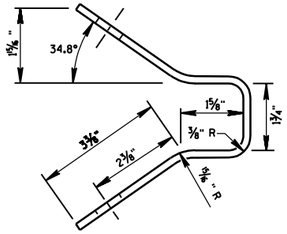


FRONT VIEW

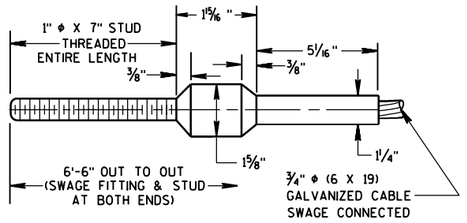


END VIEW

ANCHOR PLATE DETAIL



END VIEW OF BRACKET



CABLE ASSEMBLY

CABLE, SWAGE FITTING, STUD AND NUT SHALL DEVELOP A MINIMUM BREAKING STRENGTH OF 40,000 LB (TIGHTEN UNTIL TAUT)

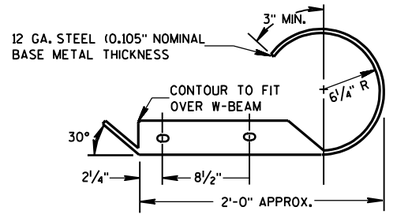
GENERAL NOTES

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

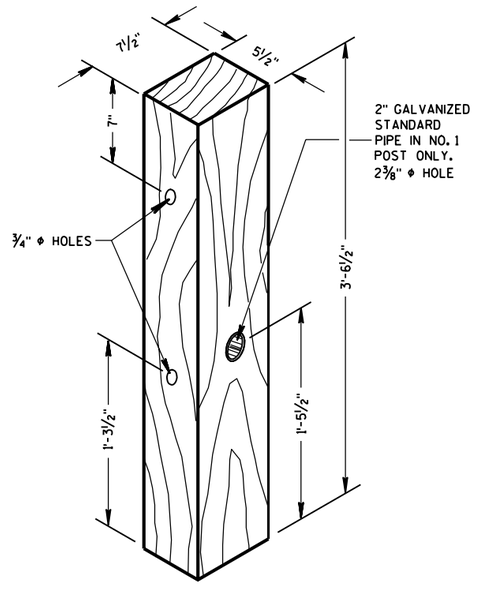
STRUCTURAL TUBING SHALL CONFORM TO THE REQUIREMENTS OF ASTM A-500 GRADE B OR ASTM A-501.

POST NO. 1 SHALL BE WOOD BREAKAWAY POST INSERTED AND BOLTED INTO STEEL TUBE.

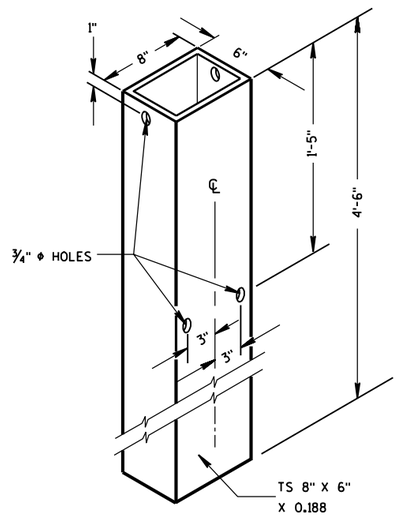
TYPE 2 ANCHORAGE SHALL CONSIST OF A STEEL TUBE, SOIL PLATE WOOD BREAKAWAY POST, BEARING PLATE, ANCHOR PLATE, CABLE ASSEMBLY AND ALL ASSOCIATED HARDWARE, ALL STEEL PARTS SHALL BE GALVANIZED.



PLAN VIEW

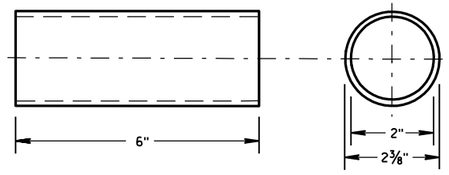


WOOD BREAKAWAY POST



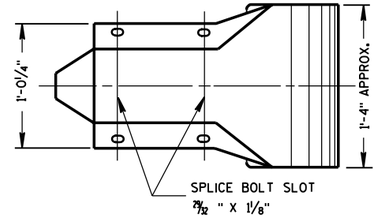
STEEL TUBE

STEEL TUBE SHALL CONFORM TO REQUIREMENTS OF ASTM A500

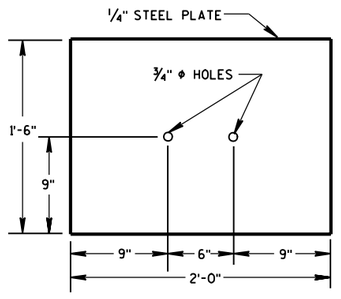


BREAKAWAY TERMINAL POST SLEEVE

GALVANIZED STANDARD STRENGTH STEEL PIPE, ASTM 53 GRADE "B"



FRONT VIEW
W BEAM END SECTION ROUNDED



SOIL PLATE

ANCHORAGE FOR STEEL PLATE BEAM GUARD TYPE 2

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

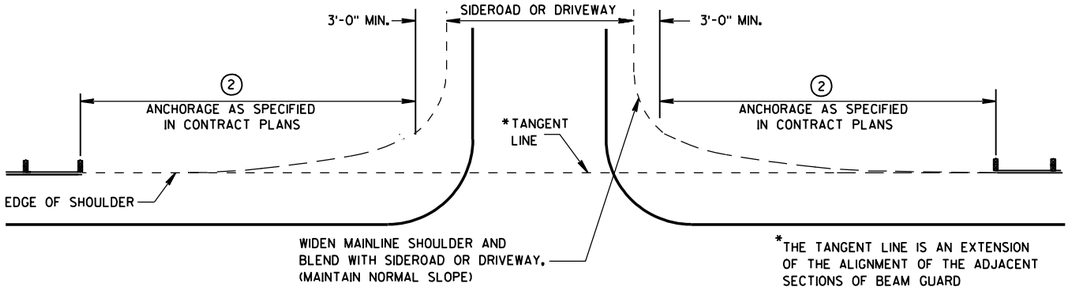
APPROVED
8/21/07 DATE
/S/ Jerry H. Zogg
ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA

6

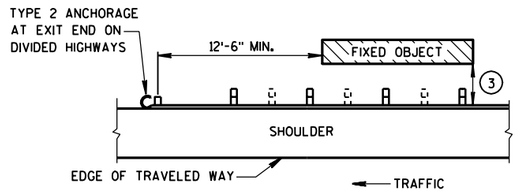
S.D.D. 14 B 16-4b

6

S.D.D. 14 B 16-4b



BEAM GUARD AT SIDEROADS OR DRIVEWAYS



BEAM GUARD AT OBSTACLES EXIT END - ONE WAY TRAFFIC

GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP SHALL CONFORM TO THE PERTINENT STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

W6 X 9 OR W6 X 8.5 STEEL POSTS WITH NOTCHED PLASTIC BLOCKOUTS ARE ACCEPTABLE ALTERNATIVES FOR 6" X 8" WOOD POSTS WITH WOOD OR PLASTIC BLOCKOUTS. USE APPROVED NOTCHED PLASTIC BLOCKOUTS WITH STEEL POSTS.

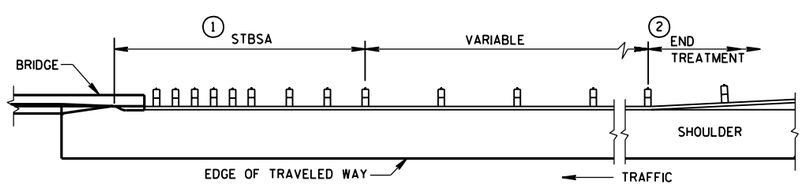
THE LOCATIONS AND LENGTHS OF BEAM GUARD ARE SHOWN ELSEWHERE IN THE PLAN.

(1) STEEL THRIE BEAM STRUCTURAL APPROACH (STBSA) - SEE CURRENT SDD 14B20.

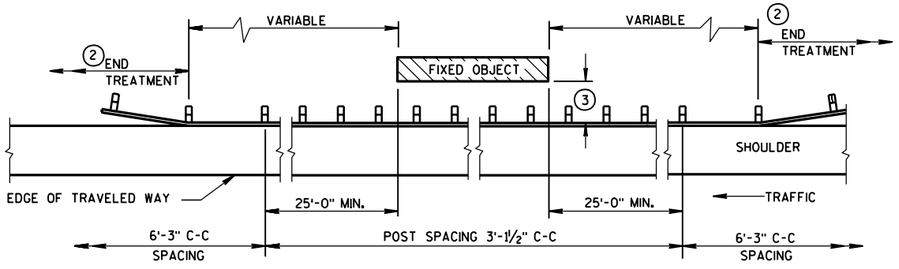
(2) USE AN APPROVED END TREATMENT FOR THE TRAFFIC APPROACH SIDE OF BRIDGE/OBSTACLES. USE TYPE 2 ANCHORAGE ONLY AT THE DOWNSTREAM ENDS OF BEAM GUARD LOCATED ALONG ROADWAYS WITH ONE WAY TRAFFIC.

(3)

MINIMUM LATERAL DISTANCE FROM FACE OF BEAM GUARD TO FIXED OBJECT	POST SPACING
3'-6"	3' - 1½"
4'-6"	6' - 3"

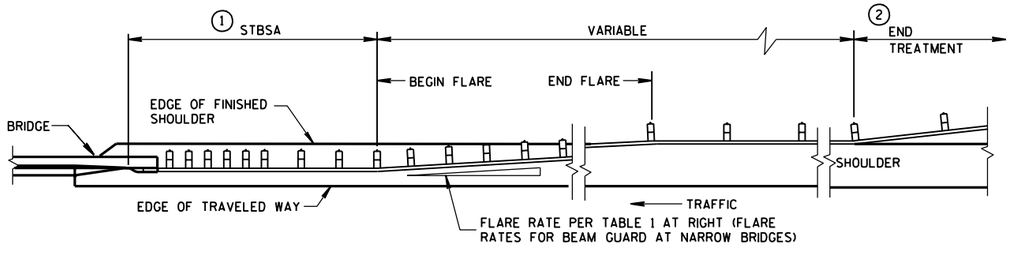


BEAM GUARD AT FULL WIDTH BRIDGES



BEAM GUARD AT OBSTACLES - TWO WAY TRAFFIC

(RAIL TO OBSTACLE CLEARANCE 3'-6" TO 4'-6")



BEAM GUARD AT NARROW BRIDGES

(FLARED TO SHOULDER EDGE, THEN PARALLEL TO ROADWAY)

TABLE 1
FLARE RATES FOR BEAM GUARD AT NARROW BRIDGES

POSTED SPEED (MPH)	FLARE RATE
25	13:1
30	15:1
35	16:1
40	18:1
45	21:1
50	24:1
55	26:1
65	30:1

STEEL PLATE BEAM GUARD, CLASS "A" (AT BRIDGES, OBSTACLES AND SIDEROADS/DRIVEWAYS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

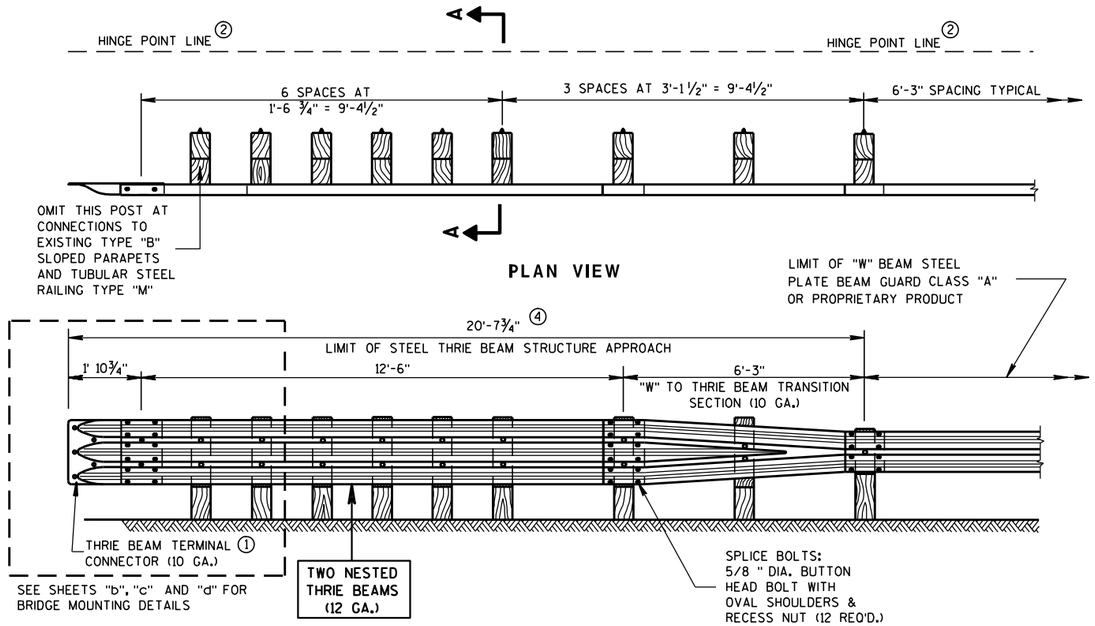
APPROVED
8-21-07 DATE
/S/ Jerry H. Zogg
ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA

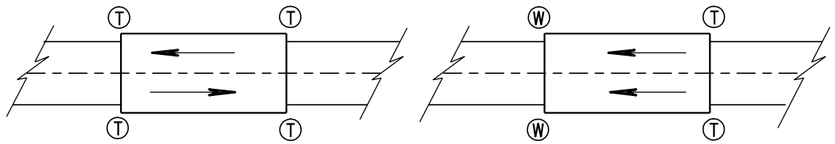
6

S.D.D. 14 B 18-6a

6

S.D.D. 14 B 18-6a





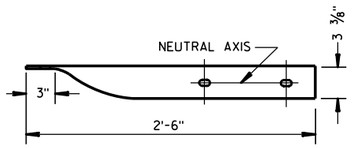
TWO WAY TRAFFIC

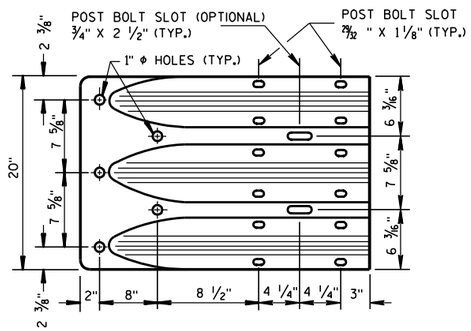
ONE WAY TRAFFIC

Ⓣ THRIE BEAM CONNECTION

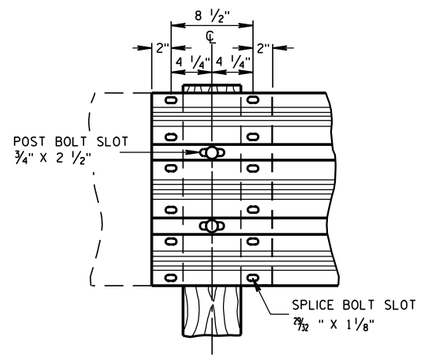
Ⓦ W-BEAM CONNECTION WHEN REQUIRED

TYPICAL LOCATIONS OF THRIE BEAM AND W-BEAM CONNECTIONS TO BRIDGE

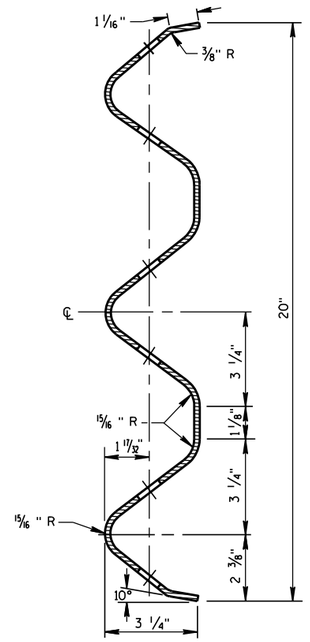




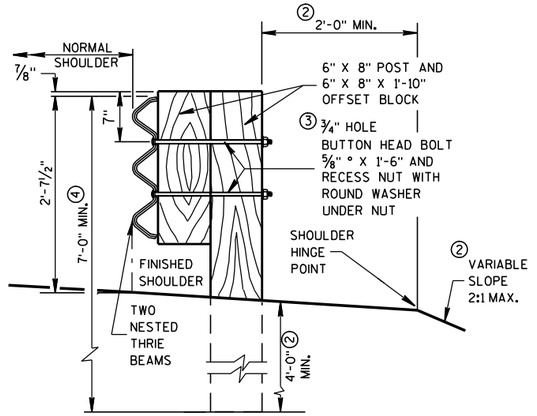
THRIE BEAM TERMINAL CONNECTOR



THRIE BEAM SPLICE



SECTION THRU THRIE BEAM RAIL ELEMENT



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.

FURNISH AND CONSTRUCT THRIE BEAM STRUCTURAL APPROACH ACCORDING TO THE REQUIREMENTS OF SECTION 614 OF THE STANDARD SPECIFICATIONS. THRIE BEAM SECTIONS SHALL CONFORM TO THE REQUIREMENTS OF AASHTO DESIGNATION M180, CLASS "A", TYPE 2.

BOLT THE THRIE BEAM TO ALL POSTS AND BLOCKOUTS. DRILL OR PUNCH BOLT HOLES IN THE BEAM IF THE POST SPACING IS LESS THAN 6'-3.

DO NOT USE STEEL POSTS AND NOTCHED PLASTIC BLOCKOUTS IN THE STEEL THRIE BEAM STRUCTURAL APPROACH AND THE TRANSITION SECTION OF STEEL PLATE BEAM GUARD, CLASS "A" INSTALLATIONS.

IF ROCK IS ENCOUNTERED DURING EXCAVATION, THE ENGINEER MAY APPROVE USING A 12 INCH DIAMETER POST HOLE EXTENDING 20 INCHES DEEP INTO THE ROCK. PLACE GRANULAR MATERIAL IN THE BOTTOM OF THE HOLE APPROXIMATELY 2 1/2 INCHES DEEP. CUT THE POSTS TO LENGTH AND PLACE IN THE HOLE. BACKFILL WITH MATERIAL EXCAVATED FROM THE HOLE AND COMPACT ADEQUATELY. (SEE SDD 14 B 15-4a).

① BRIDGE RAILING TYPE "W" DOES NOT REQUIRE A TERMINAL CONNECTOR.

② MINIMUM EMBEDMENT SHALL BE 4'-0". WHERE EXISTING CONDITIONS DO NOT PERMIT THE APPROPRIATE EARTHWORK SHOWN ON THE PLAN TYPICAL SECTIONS OR DETAILS, THE ENGINEER MAY ALLOW THE REDUCTION OR ELIMINATION OF THE 2 FOOT DISTANCE TO THE HINGE POINT. OTHERWISE BUILD AS THE PLAN SHOWS OR AS THE ENGINEER DIRECTS. IF THE 2 FOOT DISTANCE TO THE HINGE POINT IS REDUCED OR ELIMINATED, INCREASE THE POST EMBEDMENT DEPTH TO 4'-6" OR MORE.

③ BOLTS SHALL CONFORM TO THE REQUIREMENTS OF ASTM F-1554, GRADE 55. NUTS SHALL CONFORM TO THE REQUIREMENTS OF ASTM A-563 DH.

④ ALL WOOD POSTS MUST BE 6" X 8" AND AT LEAST 7'-0" LONG.

STEEL THRIE BEAM STRUCTURE APPROACH

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

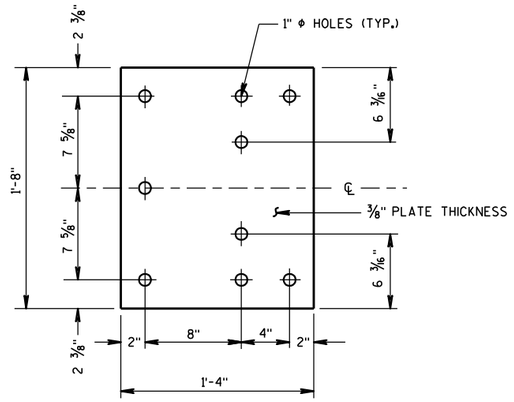
6-3-2010
DATE

/S/ Jerry H. Zogg
ROADWAY STANDARDS DEVELOPMENT ENGINEER

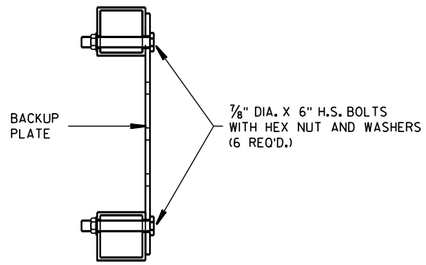
FHWA

6

S.D.D. 14 B 20-9a



BACK-UP PLATE DETAIL



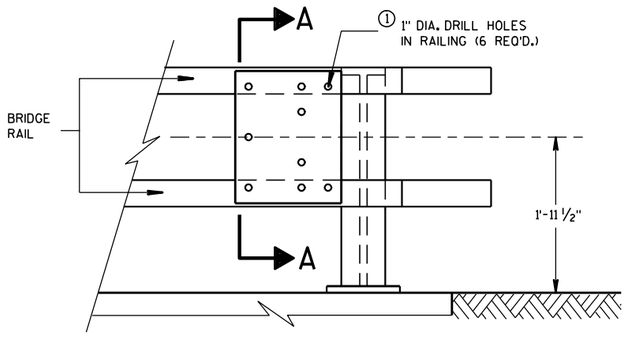
SECTION A-A

GENERAL NOTES

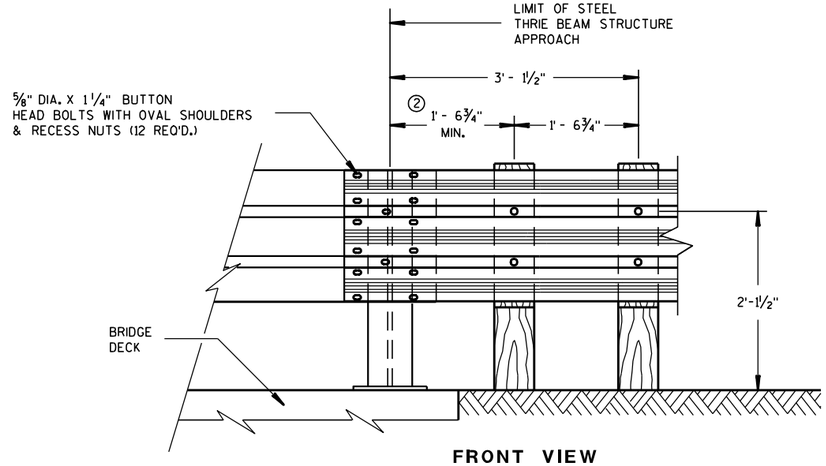
BOLTS, PLATES, NUTS AND WASHERS SHALL CONFORM TO THE REQUIREMENTS OF ASTM SPECIFICATION A 325 AND BE GALVANIZED IN ACCORDANCE WITH ASTM A 153.

① INCLUDE THE PAYMENT FOR DRILLING HOLES IN RAILING IN THE ITEM "STEEL THRIE BEAM STRUCTURE APPROACH".

② VARY THIS DIMENSION DEPENDING ON ABUTMENT TYPE, WINGWALL DETAILS, AND ANGLE OF SKEW. PLACE THE FIRST WOOD POST OFF THE BRIDGE SHALL AS CLOSE AS FEASIBLE TO THE STEEL END POST.

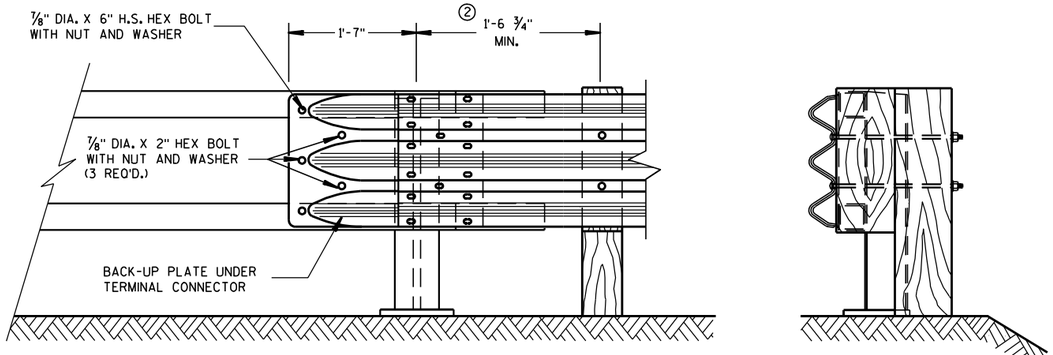


BACK-UP PLATE MOUNTING ONTO BRIDGE RAILING



FRONT VIEW

THRIE BEAM CONNECTION TO STEEL RAILING TYPE "W"



FRONT VIEW

END VIEW

THRIE BEAM CONNECTION TO TUBULAR RAILING TYPE "F"

STEEL THRIE BEAM STRUCTURE APPROACH, CONNECTION TO BRIDGE RAILING TYPES "F" AND "W"	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED	
6-3-2010 DATE	/S/ Jerry H. Zogg ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA	

6

S.D.D. 14 B 20-9d

6

S.D.D. 14 B 20-9d

BILL OF MATERIALS

NOTE NO.	QTY.	DESCRIPTION
①	4	WOOD BREAKAWAY TERMINAL POST: 5½" X 7½" X 3'-9"
②	**	STEEL TUBE: OPTION 1 - QUANITY OF 4 TS 8" X 6" X 0.188", 4'-6" LONG OR OPTION 2 - QUANITY OF 2 TS 8" X 6" X 0.188", 6'-0" AND 2 TS 8" X 6" X 0.188", 4'-6" LONG
③	2	SOIL PLATE: 2'-0" X 1'-6" X ¼" **
④	4	WOOD BREAKAWAY CRT POST: 6" X 8" X 6'-0"
⑤	6	WOOD OFFSET BLOCKS: 6' X 8" X 1'-2"
⑥	1	PIPE SLEEVE: 2" X 5 ½" STANDARD PIPE
⑦	1	BEARING PLATE
⑧	1	BCT CABLE ASSEMBLY
⑨	1	CABLE ANCHOR BOX
⑩	1	STRUT & YOKE
⑪	1	STEEL PLATE BEAM, END PANEL 12 GA. 13'-6½" LONG FOR SKT-350, ET-2000 AND ET-2000 PLUS
⑫	3	STEEL PLATE BEAM: 12 GA. 13'-6½"
⑬	1	ET-2000/ET-2000 PLUS GUARDRAIL EXTRUDER OR SKT-350 IMPACT HEAD: AS FURNISHED BY MANUFACTURER
⑭	1	REFLECTIVE SHEETING TYPE H: 18" X 18"
⑮	1	E.A.T. MARKER POST

GENERAL NOTES

FOLLOW MANUFACTURE'S BOLTING RECOMMENDATIONS. IF NONE ARE AVAILABLE, INSTALL ⅝" ø X 1'-6" BUTTON HEAD BOLTS AT ALL POSTS EXCEPT FOR POST 1.

(A) THE SLOPE IN THE AREA BOUNDED BY THE EXTENDED VEHICLE RUNOUT PATH (EVRP), THE HINGE POINT LINE (HPL),AND THE CLEAR ZONE LIMITS (CZL) SHALL BE 4:1 OR FLATTER.

(B) AFTER FINAL ASSEMBLY, RECHECK CABLE TO BE SURE IT IS TAUT AND HAS NOT RELAXED.

(C) THE 13 SLOT FIRST RAIL PANEL MAY BE USED IN LIEU OF THE 3 SLOT RAIL PANEL ON SKT-350 ONLY.

(D) THE TOP OF THE STEEL TUBE ON POSTS 1 THROUGH 4 SHALL NOT BE MORE THAN 3" ABOVE THE FINISH GROUND ELEVATION.

(E) THE CENTER OF THE UPPER 3½" DIAMETER HOLE ON POST 5 THROUGH 8 SHALL BE ¾" ABOVE THE FINISHED GROUND LINE.

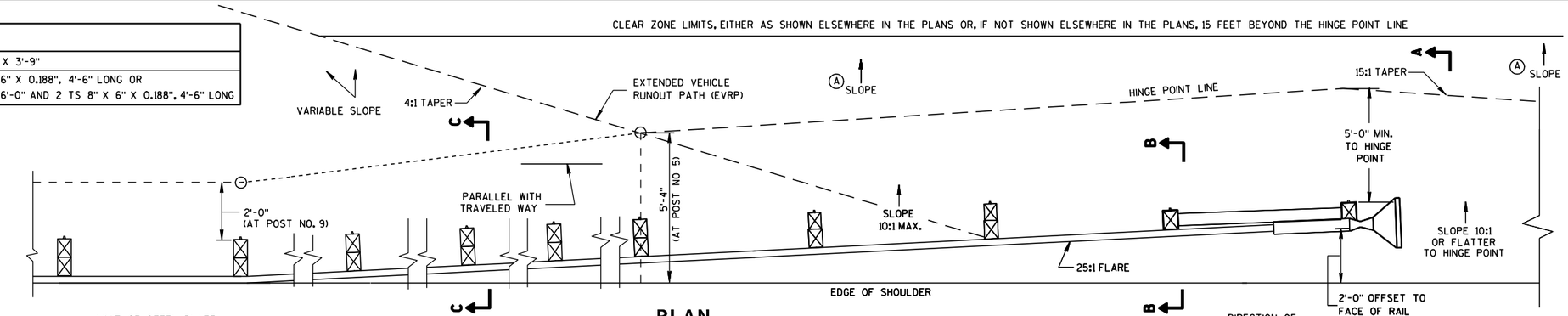
(F) SHEETING IS ATTACHED TO 0.040 ALUMINUM SHEET AND ATTACHED TO E.A.T. HEAD USING 4 STAINLESS STEEL SELF-TAPPING SCREWS. ONE SCREW PER CORNER OF E.A.T.

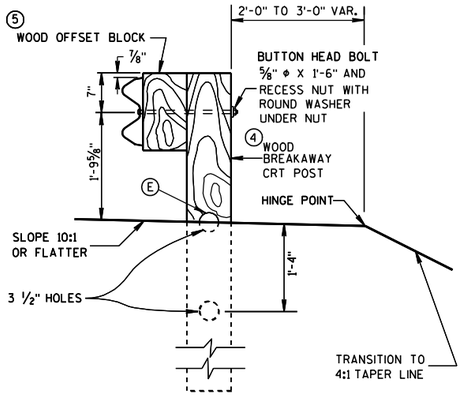
STEEL POSTS SHALL NOT BE ALLOWED FOR USE WITH ENERGY ABSORBING TERMINALS.

DO NOT INSTALL REFLECTORS ON THE FIRST 50 FEET OF THE APPROACH END OF THE ENERGY ABSORBING TERMINAL.

* DO NOT ATTACH BLOCKOUTS TO POSTS 1 AND 2.

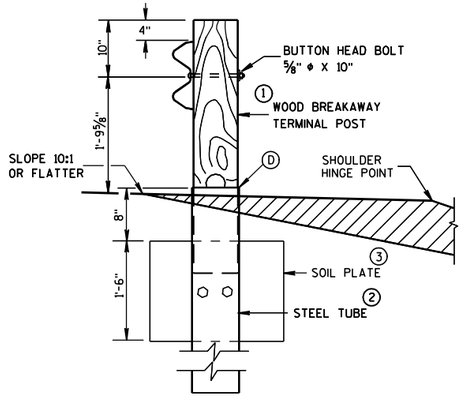
** SDD SHOWS 4 - 54 INCH STEEL TUBES WITH SOIL PLATES INSTALLED ON POST 1 AND POST 2. POST 3 AND 4 DO NOT NEED SOIL PLATES. AN ALTERNATIVE INSTALLATION WOULD CONSIST OF 2 - 72 INCH STEEL TUBES ON POST 1 AND POST 2 AND 54 INCH SOIL TUBES ON POSTS 3 AND 4. THE ALTERNATIVE INSTALLATION DOES NOT REQUIRE SOIL PLATES.





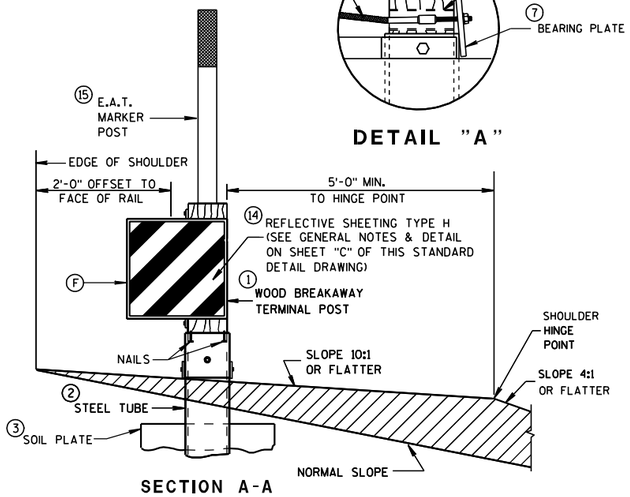
SECTION C-C

TYPICAL AT POST NOS. 6, 8



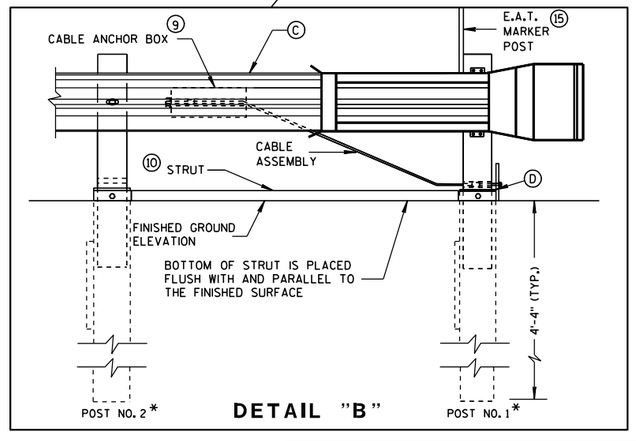
SECTION B-B

TYPICAL AT POST NO. 2*



SECTION A-A

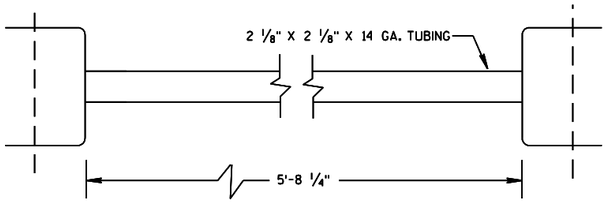
TYPICAL AT POST NO. 1*



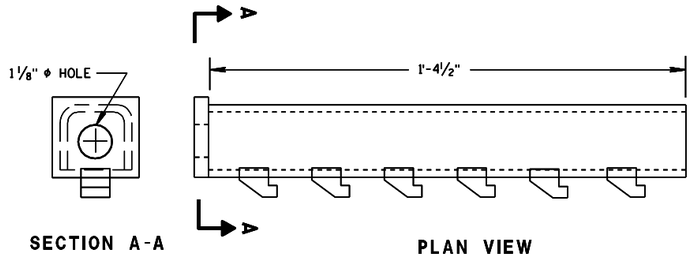
STEEL PLATE BEAM GUARD
ENERGY ABSORBING TERMINAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

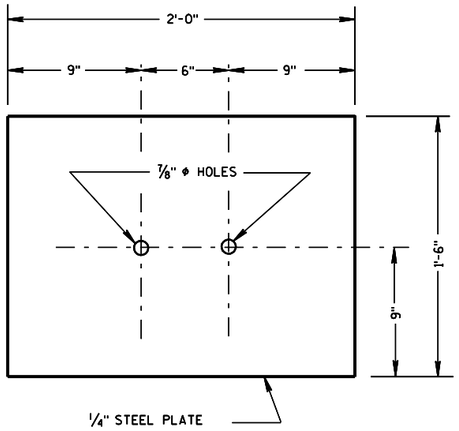
S.D.D. 14 B 24-7a



⑩ STRUT DETAIL (SKT-350)

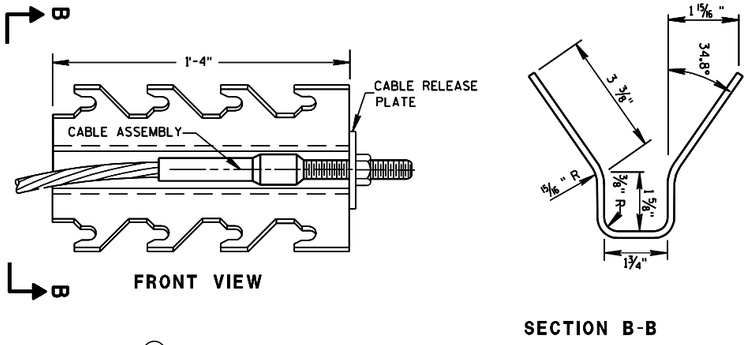


⑨ CABLE ANCHOR BOX (ET-2000/ET-2000 PLUS)



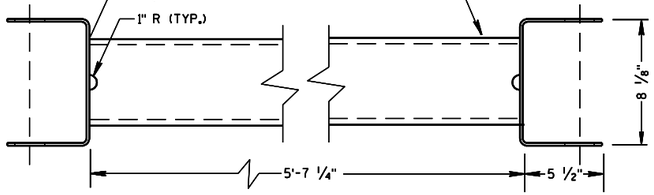
③ SOIL PLATE

(SKT-350, ET-2000/ET-2000 PLUS)



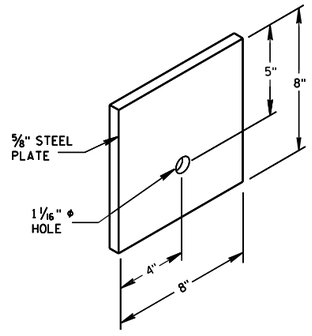
⑨ CABLE ANCHOR BOX (SKT-350)

(SKT-350)



⑩ STRUT DETAIL (ET-2000/ET-2000 PLUS)

(ET-2000/ET-2000 PLUS)



⑦ STEEL BEARING PLATE

(SKT-350, ET-2000/ET-2000 PLUS)

6

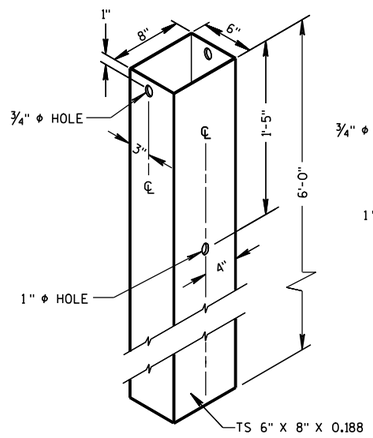
6

S.D.D. 14 B 24-7b

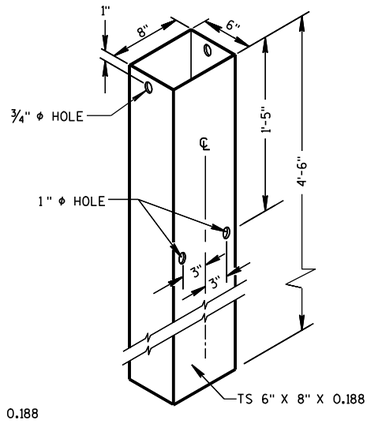
S.D.D. 14 B 24-7b

STEEL PLATE BEAM GUARD
ENERGY ABSORBING TERMINAL

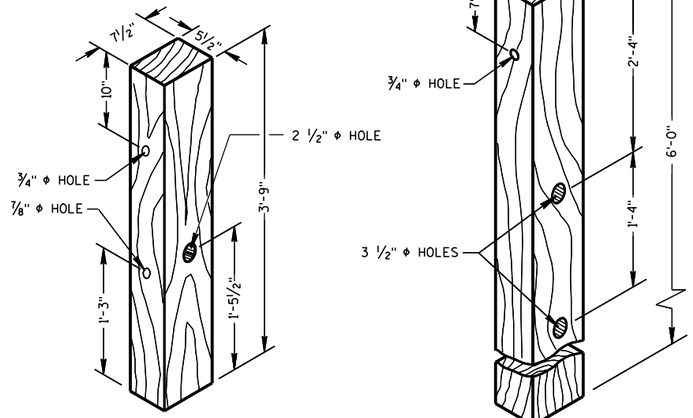
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



② 72" STEEL TUBE
(POSTS NO. 1-4



② 54" STEEL TUBE
(POSTS NO. 1-4



① TERMINAL POST
(POSTS NO. 1-4

④ CRT POST
(POSTS NO'S 5-8

WOOD BREAKAWAY POSTS

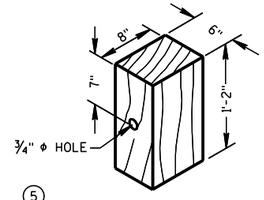
GENERAL NOTES

STEEL PLATE BEAM GUARD, ENERGY ABSORBING TERMINAL SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE EACH, WHICH SHALL INCLUDE HARDWARE, STEEL PLATE BEAM GUARD, POSTS, REFLECTIVE SHEETING AND INSTALLATION AS SHOWN.

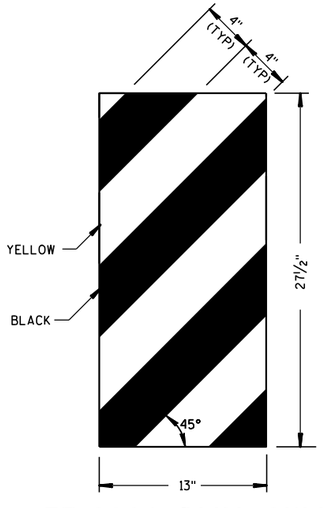
WHEN ROCK IS ENCOUNTERED DURING EXCAVATION, A 12 INCH DIA. POST HOLE EXTENDING 20 INCHES DEEP INTO THE ROCK MAY BE USED IF APPROVED BY THE ENGINEER. GRANULAR MATERIAL SHALL BE PLACED IN THE BOTTOM OF THE HOLE APPROXIMATELY 2 ½" INCHES DEEP TO PROVIDE DRAINAGE. THE SOIL TUBES SHALL BE FIELD CUT TO LENGTH, PLACED IN THE HOLE AND BACKFILLED WITH ADEQUATELY COMPACTED MATERIAL EXCAVATED FROM THE HOLE.

SEE APPROVED PRODUCTS LIST FOR ACCEPTABLE E. A. T. MARKER POST.

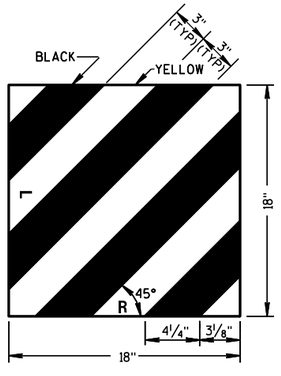
(G) ½" DIA. X 3" LAG BOLT WITH WASHER.



⑤ WOOD OFFSET BLOCK
REQ'D. AT ALL POSTS EXCEPT POST NO'S 1 & 2

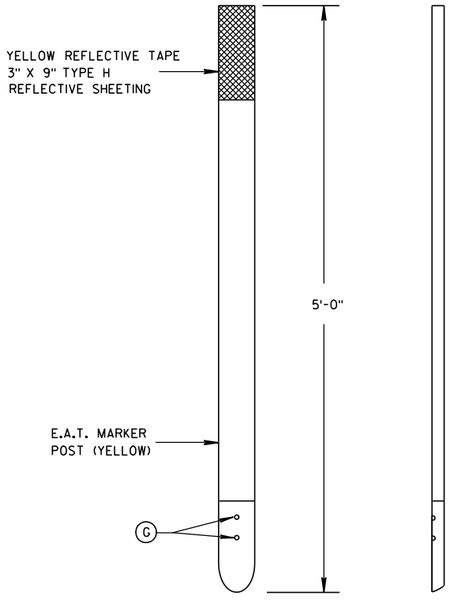


ET-2000 PLUS ONLY



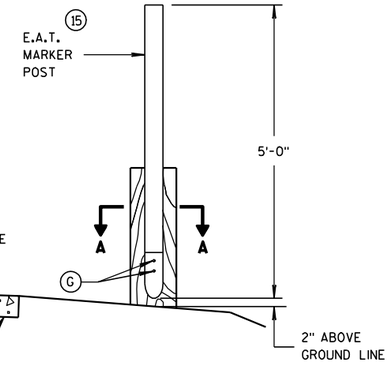
ET-2000 AND SKT-350

⑭ REFLECTIVE SHEETING DETAILS

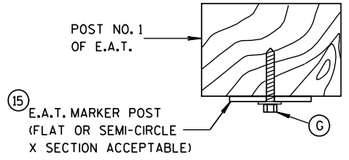


FRONT VIEW SIDE VIEW

⑮ E.A.T. MARKER POST



TYPICAL INSTALLATION OF E.A.T.
MARKER POST BACKSIDE OF POST NO. 1
(E.A.T. AND RAIL REMOVED FOR CLARITY)



SECTION A-A

STEEL PLATE BEAM GUARD
ENERGY ABSORBING TERMINAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

4-12-10
DATE

/S/ Jerry H. Zogg
ROADWAY STANDARDS DEVELOPMENT ENGINEER

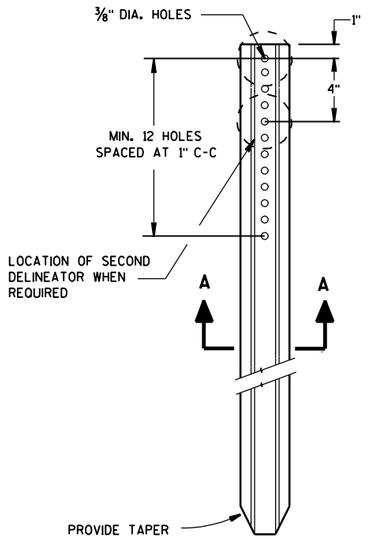
FHWA

6

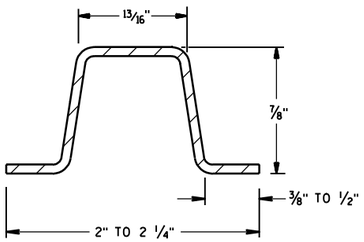
S.D.D. 14 B 24-7c

6

S.D.D. 14 B 24-7c

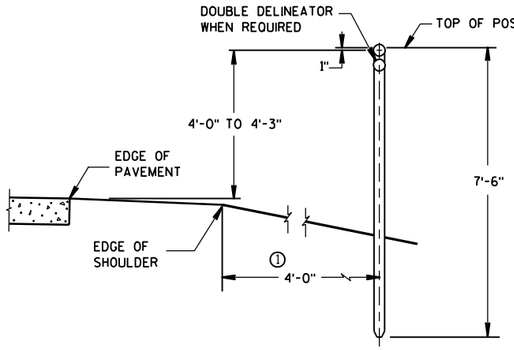


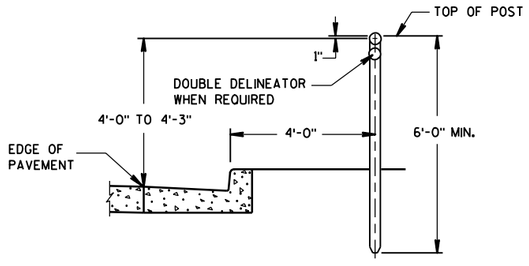
DELINEATOR POST



SECTION A-A

WEIGHT 1.12 LBS PER FT. ± 0.1 LB.



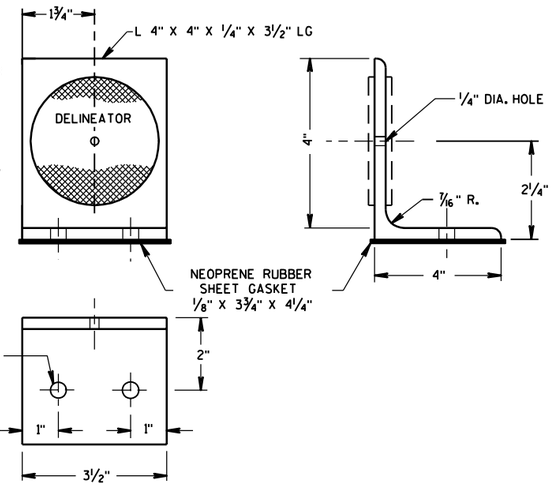


GENERAL NOTES

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

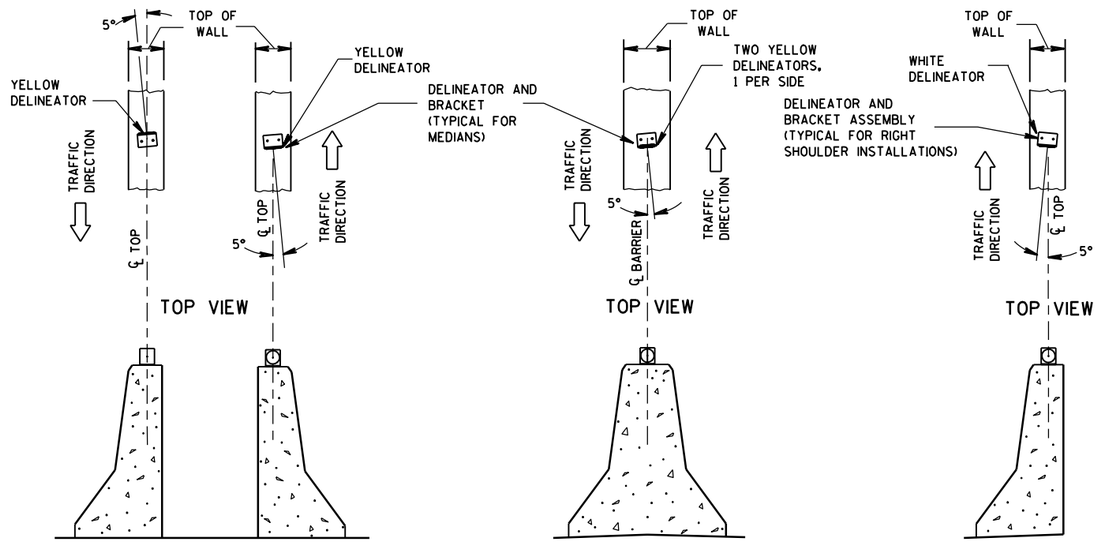
① DELINEATORS SHALL BE PLACED AT A CONSTANT DISTANCE FROM THE EDGE OF THE SHOULDER FOR THE LENGTH OF THE INSTALLATION.

NOTE:
FASTEN DELINEATOR TO BRACKET WITH BOLTS 3/16" DIA. X LENGTH REQ'D. WITH WASHER AND LOCKNUT OR EQUIVALENT RIVETS.



DELINEATOR BRACKET

TYPICAL INSTALLATIONS OF DELINEATOR POSTS

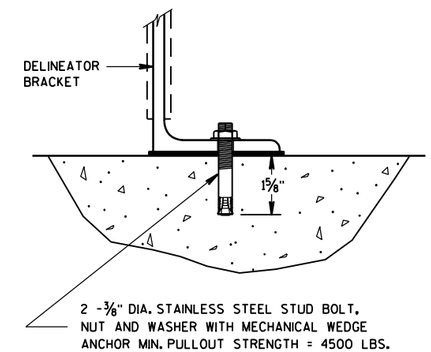


DOUBLE BARRIERS IN MEDIAN

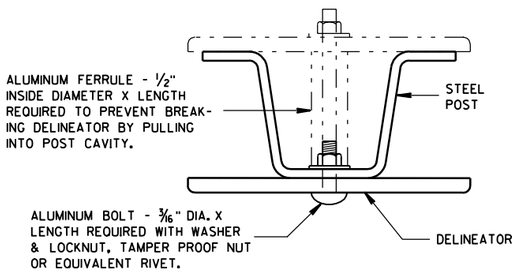
MEDIAN BARRIER

BARRIER LOCATED TO RT. OF TRAFFIC FLOW

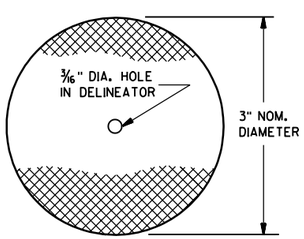
LOCATION AND AIMING DETAILS FOR DELINEATORS MOUNTED ON CONCRETE BARRIERS



DELINEATOR BRACKET MOUNTING DETAIL



MOUNTING DETAIL FOR DELINEATOR



DELINEATOR

DELINEATOR POST, DELINEATOR BRACKET AND DELINEATOR

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
2/19/04
DATE

Thomas N. Notbohm
STATE TRAFFIC ENGINEER OF DESIGN

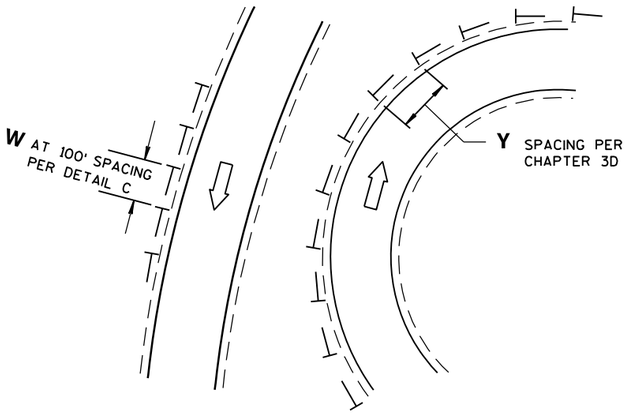
FHWA

6

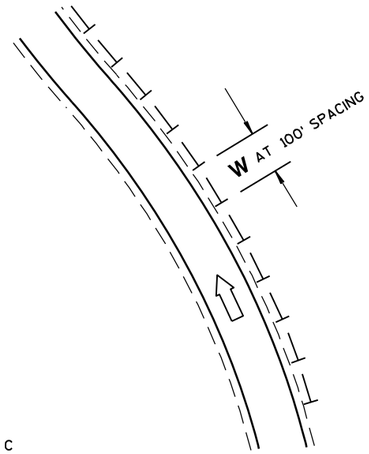
S.D.D. 15 A 2-6

GENERAL NOTES

* USE DOUBLE DELINEATOR ALONG ACCELERATION-DECELERATION LANES AND TAPERS. USE SINGLE DELINEATOR WHEN RAMP PAVEMENT IS FULL WIDTH.



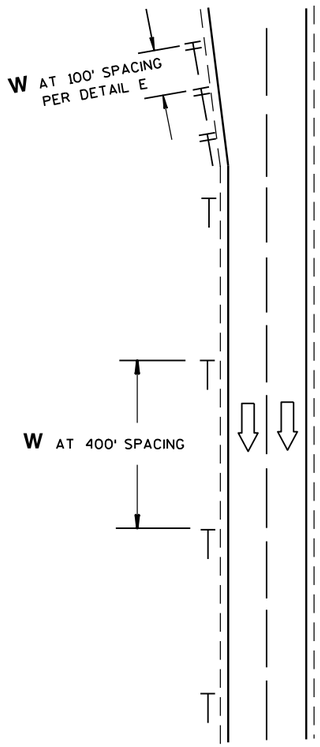
DETAIL A
DELINEATOR LAYOUT AT CURVED RAMP



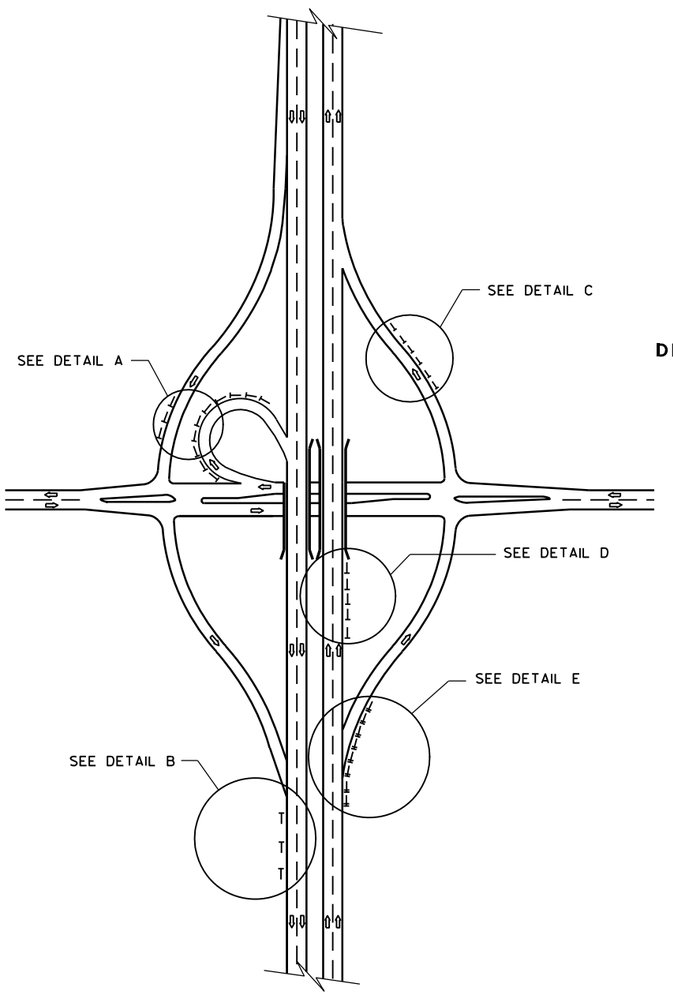
DETAIL C
DELINEATOR LAYOUT ALONG RAMP

LEGEND

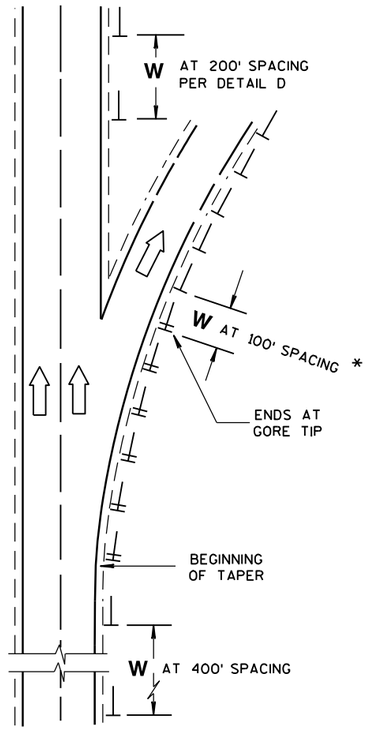
- DIRECTION OF TRAFFIC FLOW
- SINGLE DELINEATOR
- DOUBLE DELINEATOR
- W — WHITE
- Y — YELLOW



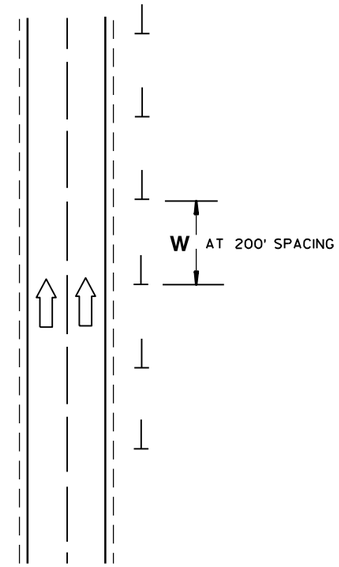
DETAIL B
DELINEATOR LAYOUT ALONG MAINLINE



DELINEATOR LAYOUT



DETAIL E
DELINEATOR LAYOUT FOR ACCELERATION - DECELERATION LANES AND TAPERS AT RAMPS



DETAIL D
DELINEATOR LAYOUT BETWEEN INTERCHANGE RAMPS

DELINEATOR LAYOUT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

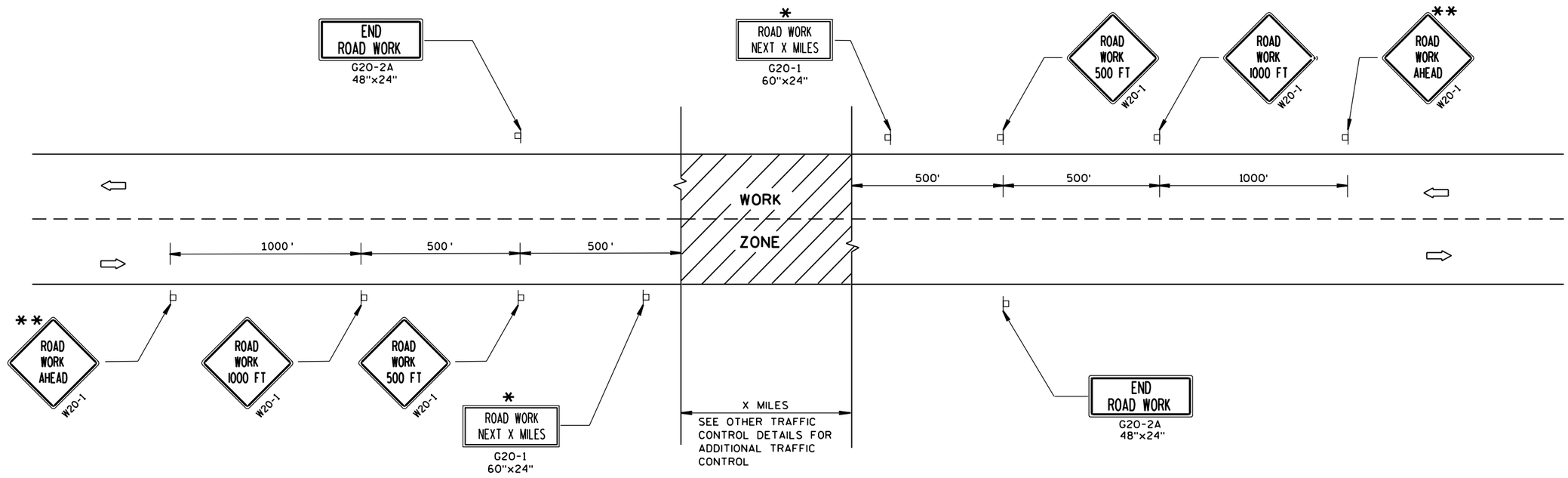
APPROVED
2/5/09 DATE
/S/ Thomas N. Notbohm
STATE TRAFFIC ENGINEER OF DESIGN
FHWA

6

S.D.D. 15 A 6-2

6

S.D.D. 15 A 6-2



GENERAL NOTES

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

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

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED.

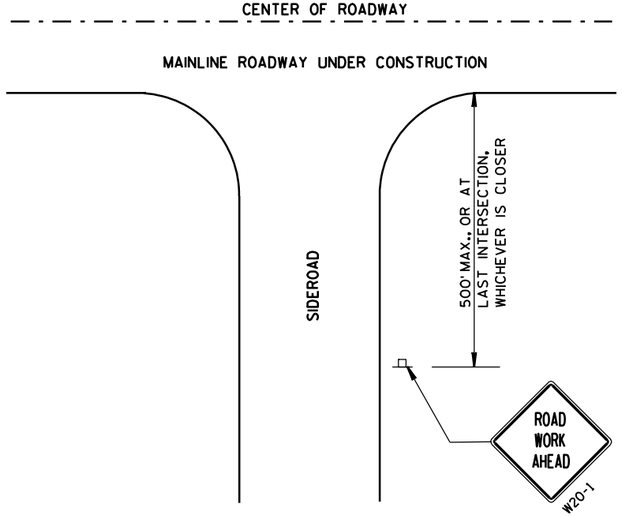
SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

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

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

** PLACE ADDITIONAL W20-1 "ROAD WORK AHEAD" SIGN IF WORK AREA WITHIN THE PROJECT IS SEPARATED BY MORE THAN 2 MILES FROM PREVIOUS WORK AREA OR SIGNING.

TYPICAL SIDEROAD APPROACH WARNING SIGN DETAIL



LEGEND

POST MOUNTED SIGN

DIRECTION OF TRAFFIC FLOW

TRAFFIC CONTROL.
ADVANCE WARNING SIGNS
45 M.P.H. OR GREATER
TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC

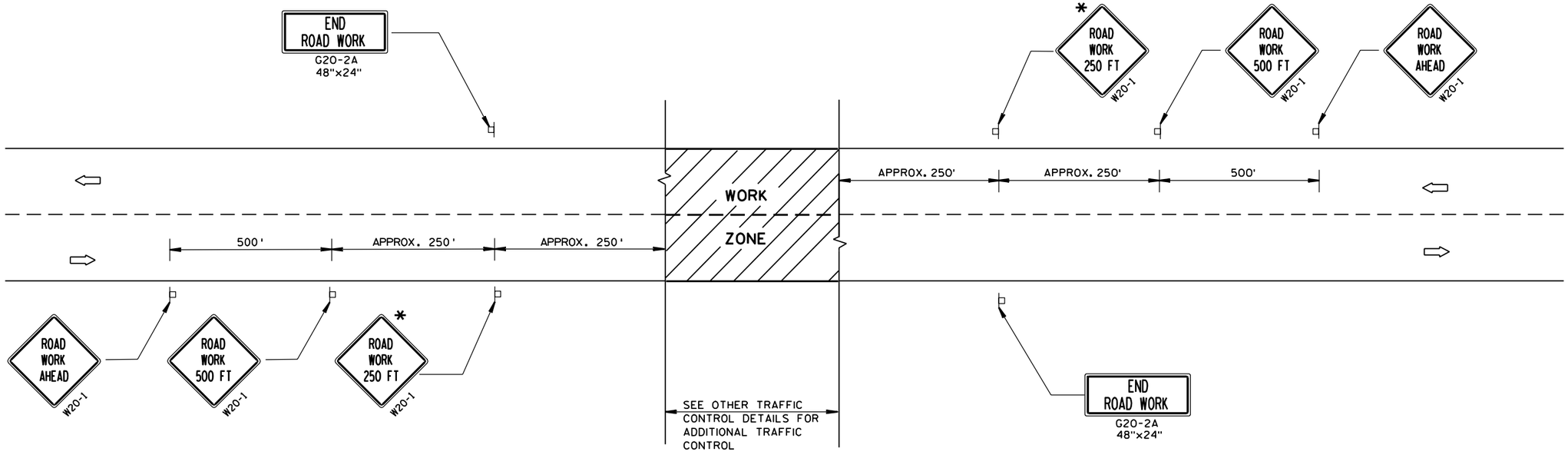
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
5/23/00
DATE
Clinton J. Sparks
CHIEF SIGNS AND MARKING ENGINEER
FHWA

S.D.D. 15 C 4-1

6

S.D.D. 15 C 4-1



GENERAL NOTES

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

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

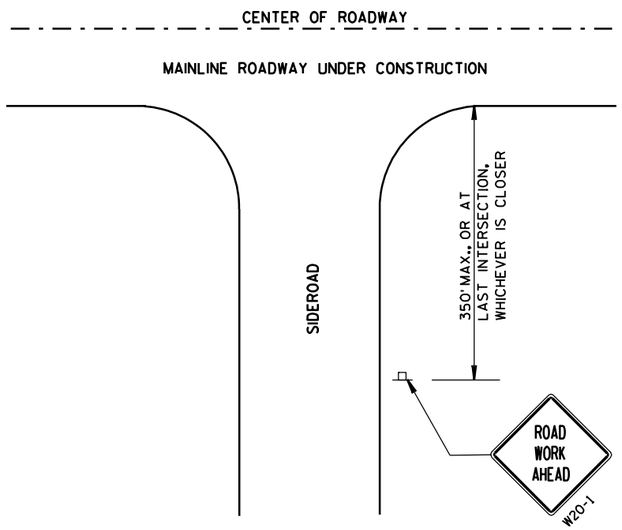
ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS, 36"x36" SIGNS MAY BE USED INSTEAD OF 48"x48" SIGNS, IF APPROVED BY DISTRICT TRAFFIC UNIT.

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

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

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

TYPICAL SIDEROAD APPROACH WARNING SIGN DETAIL



LEGEND

POST MOUNTED SIGN

DIRECTION OF TRAFFIC FLOW

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
5/23/00
DATE

Chester J. Spacy
CHIEF SIGNS AND MARKING ENGINEER

FHWA

S.D.D. 15 C 5-1

6

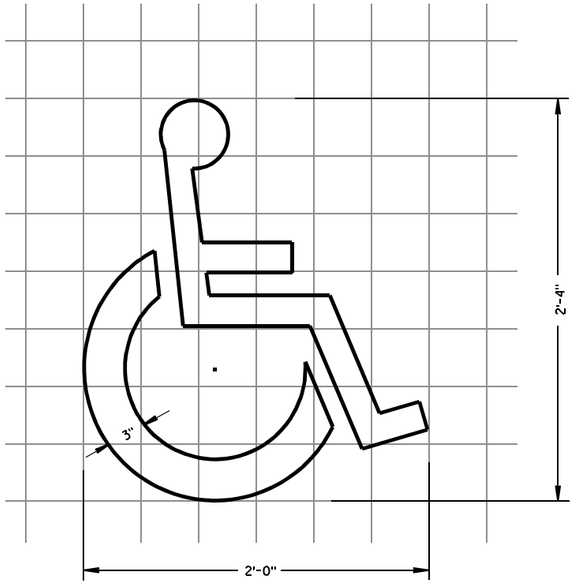
S.D.D. 15 C 5-1

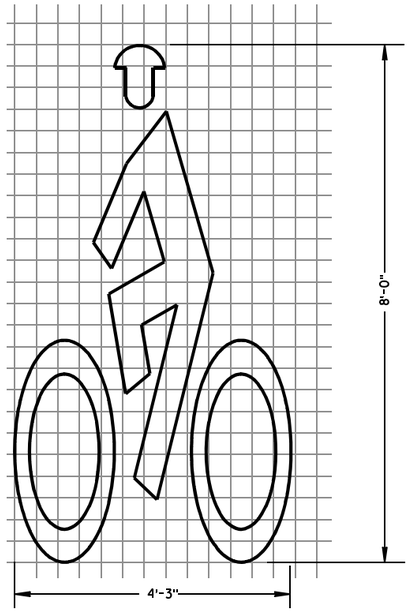
GENERAL NOTES

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

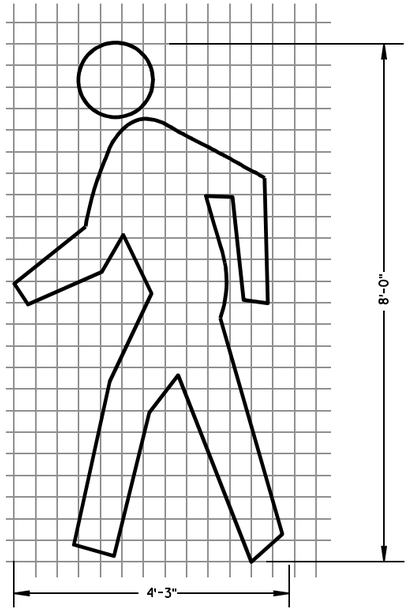
ALL LETTERS, ARROWS AND SYMBOLS SHALL BE IN CONFORMANCE WITH REQUIREMENTS INCLUDED IN "STANDARD ALPHABETS FOR HIGHWAY SIGNS AND PAVEMENT MARKING" BOOK BY THE FEDERAL HIGHWAY ADMINISTRATION. ALL LETTERS, ARROWS AND SYMBOLS SHALL BE WHITE AND REFLECTORIZED. SMALL DIFFERENCES IN DIMENSIONS WITHIN THE TOLERANCES OF THAT BOOK ARE ACCEPTABLE.

A DETAILED DRAWING OF THE HANDICAPPED PARKING SYMBOL IS ILLUSTRATED IN THE "STANDARD HIGHWAY SIGNS MANUAL" BY THE FEDERAL HIGHWAY ADMINISTRATION.

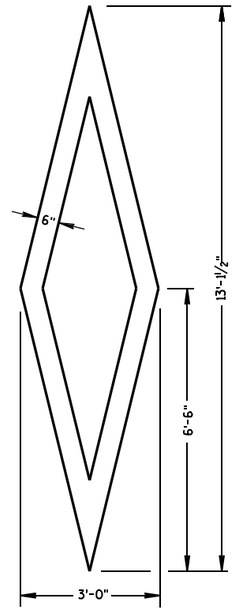




BIKE CROSSING SYMBOL



PEDESTRIAN SYMBOL



PREFERENTIAL LANE SYMBOL

PAVEMENT MARKING SYMBOLS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
5/13/10 DATE
/S/ Thomas N Notbohm
STATE TRAFFIC ENGINEER OF DESIGN
FHWA

6

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

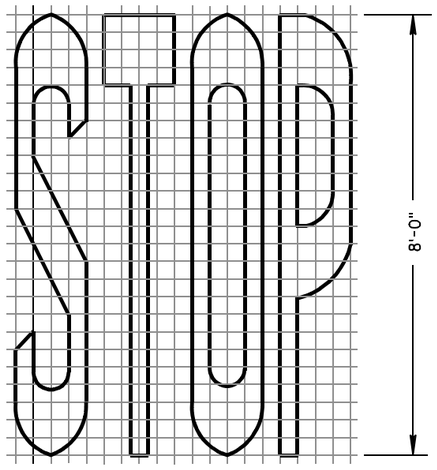
6

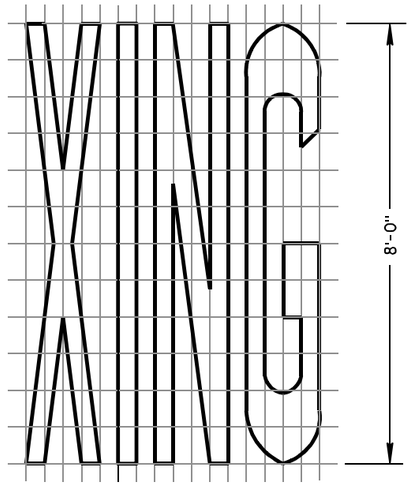
S.D.D. 15 C 7-11a

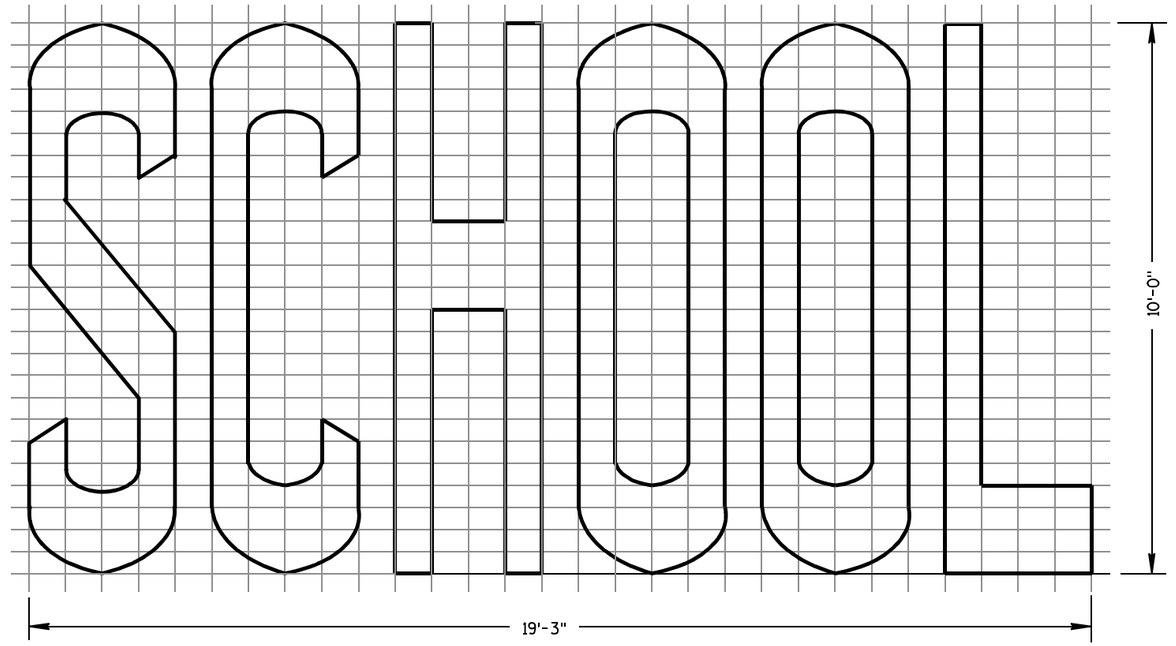
GENERAL NOTES

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

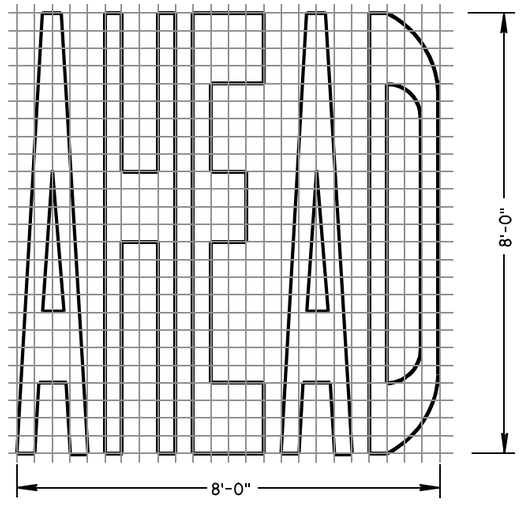
ALL LETTERS, ARROWS AND SYMBOLS SHALL BE IN CONFORMANCE WITH REQUIREMENTS INCLUDED IN "STANDARD ALPHABETS FOR HIGHWAY SIGNS AND PAVEMENT MARKING" BOOK BY THE FEDERAL HIGHWAY ADMINISTRATION. ALL LETTERS, ARROWS AND SYMBOLS SHALL BE WHITE AND REFLECTORIZED. SMALL DIFFERENCES IN DIMENSIONS WITHIN THE TOLERANCES OF THAT BOOK ARE ACCEPTABLE.

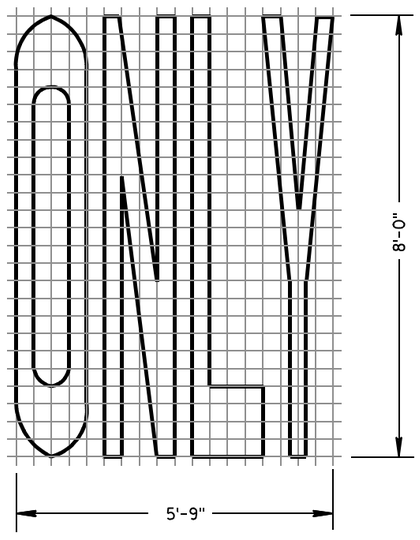


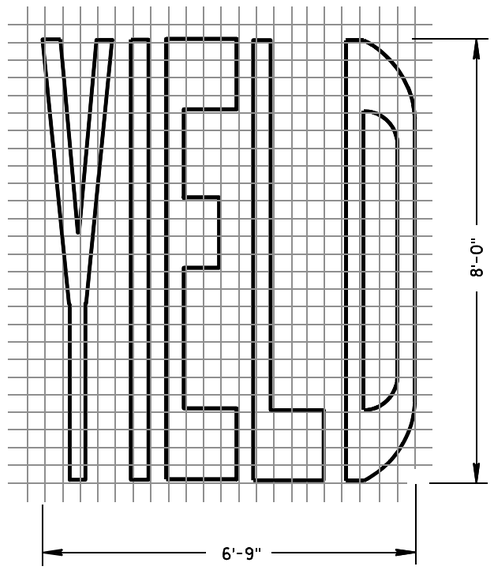


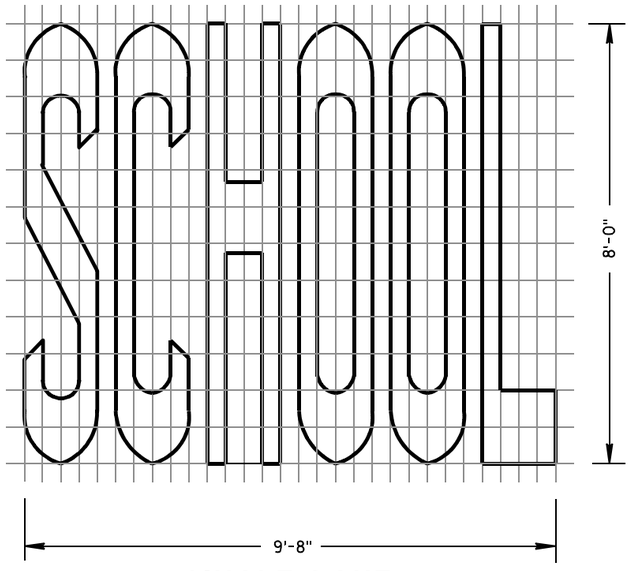


TWO-LANE









SINGLE-LANE

PAVEMENT MARKING WORDS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

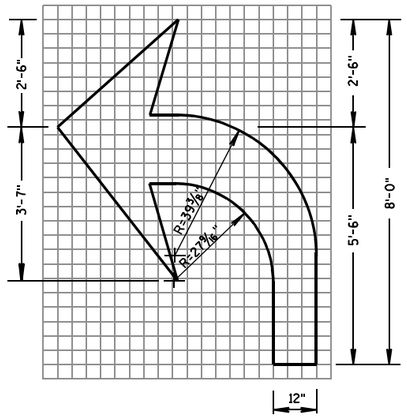
APPROVED
5-13-10 — DATE
/S/ Thomas N. Notbohm — STATE TRAFFIC ENGINEER OF DESIGN
FHWA

6

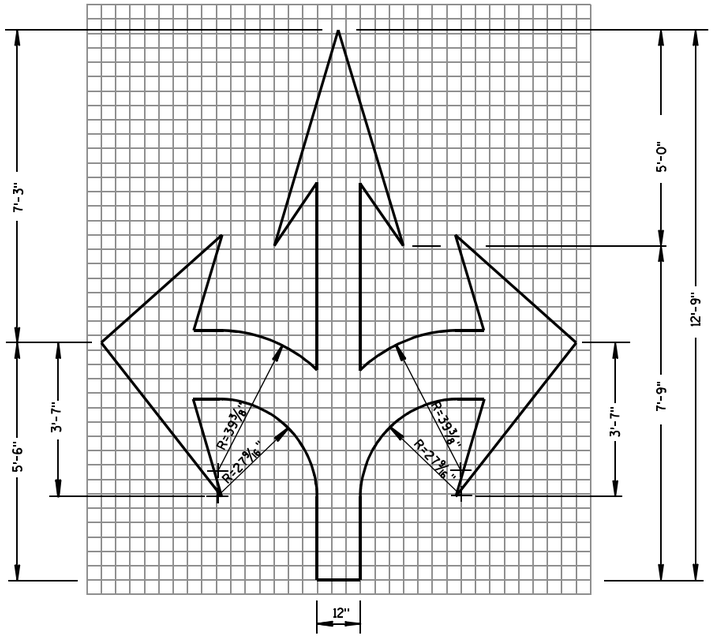
S.D.D. 15 C 7-11b

6

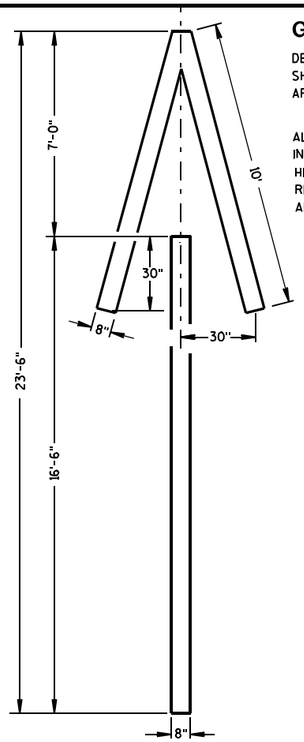
S.D.D. 15 C 7-11b



TYPE 2



TYPE 6

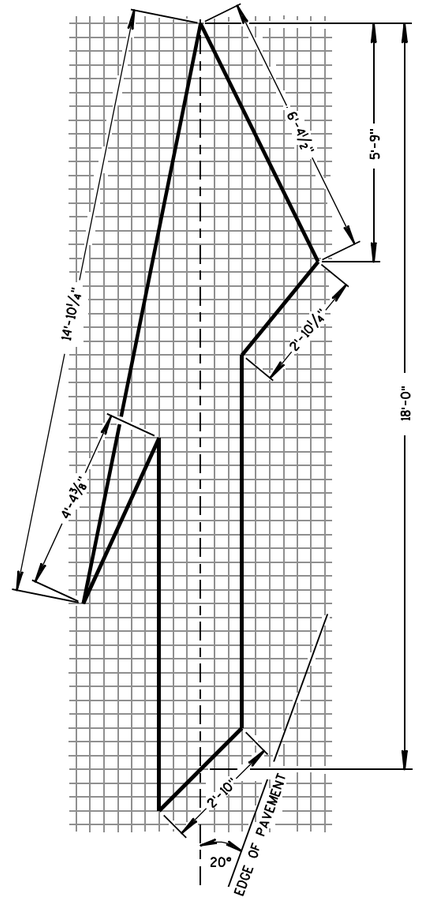


TYPE 4

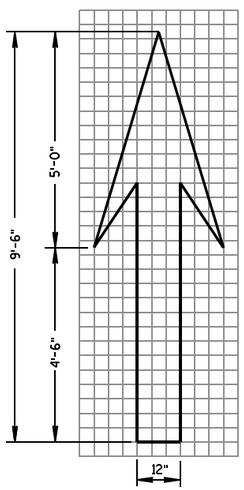
GENERAL NOTES

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

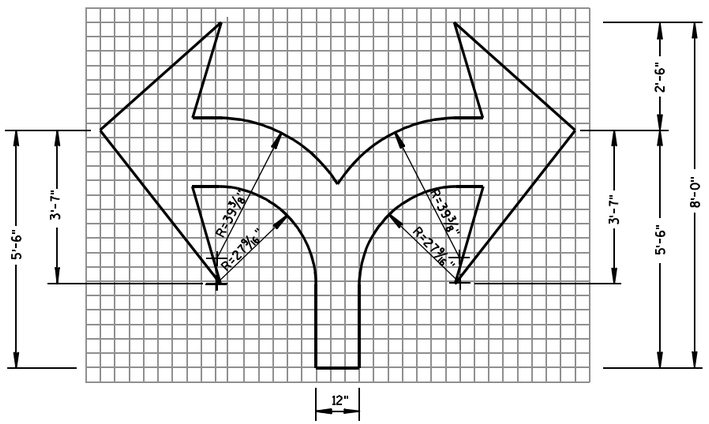
ALL LETTERS, ARROWS AND SYMBOLS SHALL BE IN CONFORMANCE WITH REQUIREMENTS INCLUDED IN "STANDARD ALPHABETS FOR HIGHWAY SIGNS AND PAVEMENT MARKING" BOOK BY THE FEDERAL HIGHWAY ADMINISTRATION. ALL LETTERS, ARROWS AND SYMBOLS SHALL BE WHITE AND REFLECTORIZED. SMALL DIFFERENCES IN DIMENSIONS WITHIN THE TOLERANCES OF THAT BOOK ARE ACCEPTABLE.



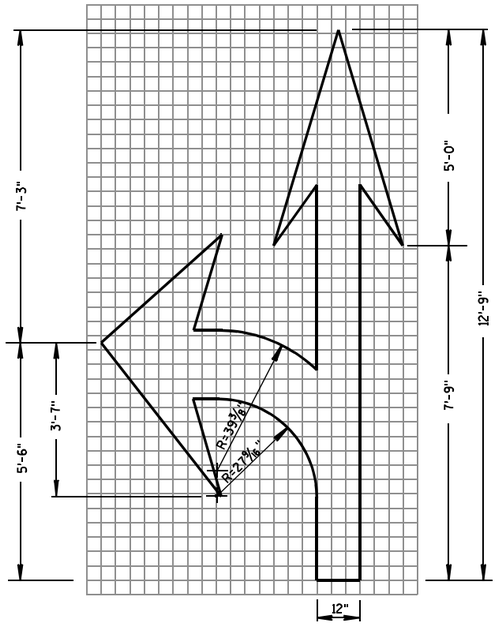
TYPE 5 LANE DROP ARROW



TYPE 1



TYPE 7



TYPE 3

PAVEMENT MARKING ARROWS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

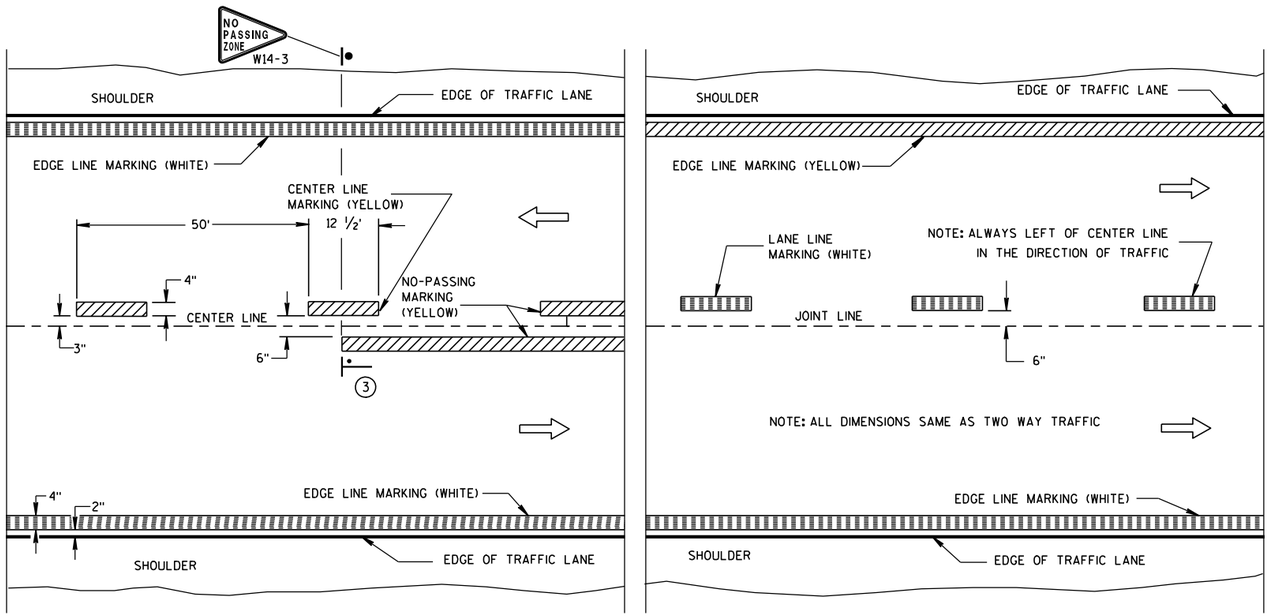
APPROVED
5/13/10 — DATE
/S/ Thomas N. Notbohm — STATE TRAFFIC ENGINEER OF DESIGN
FHWA

6

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

6

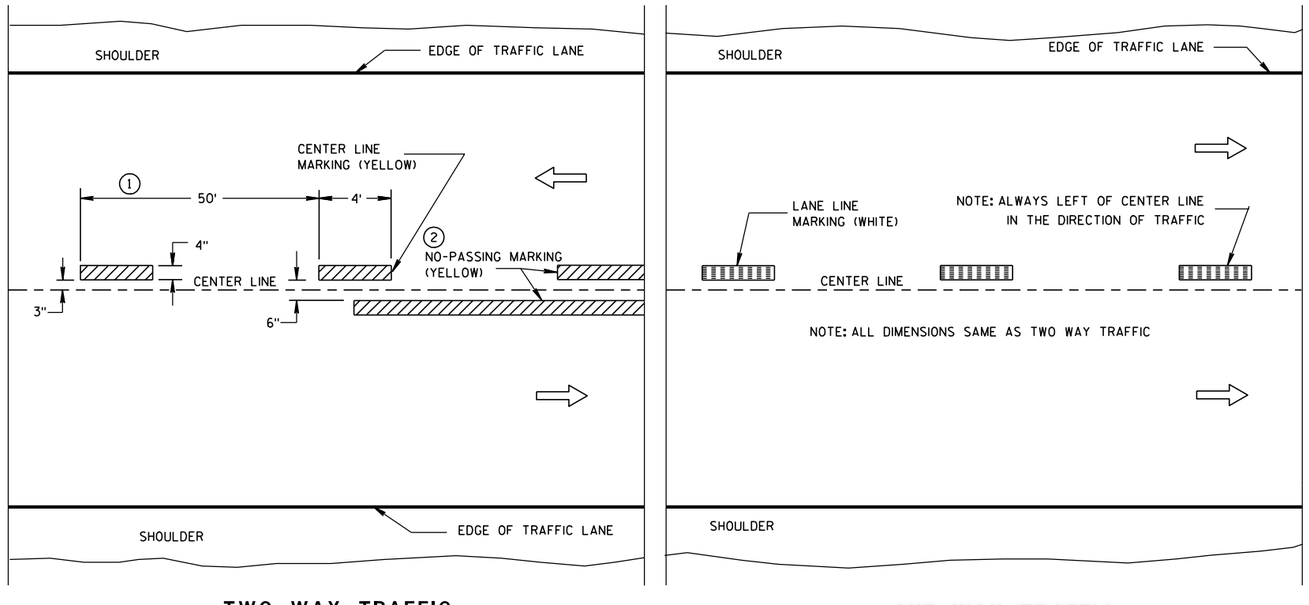
S.D.D. 15 C 7-11d



TWO WAY TRAFFIC

ONE WAY TRAFFIC

PERMANENT PAVEMENT MARKING



TWO WAY TRAFFIC

ONE WAY TRAFFIC

TEMPORARY (INTERMEDIATE) PAVEMENT MARKING

(SHOWS CYCLE FOR TEMPORARY CENTER LINE OR TEMPORARY LANE LINE MARKING)

GENERAL NOTES

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

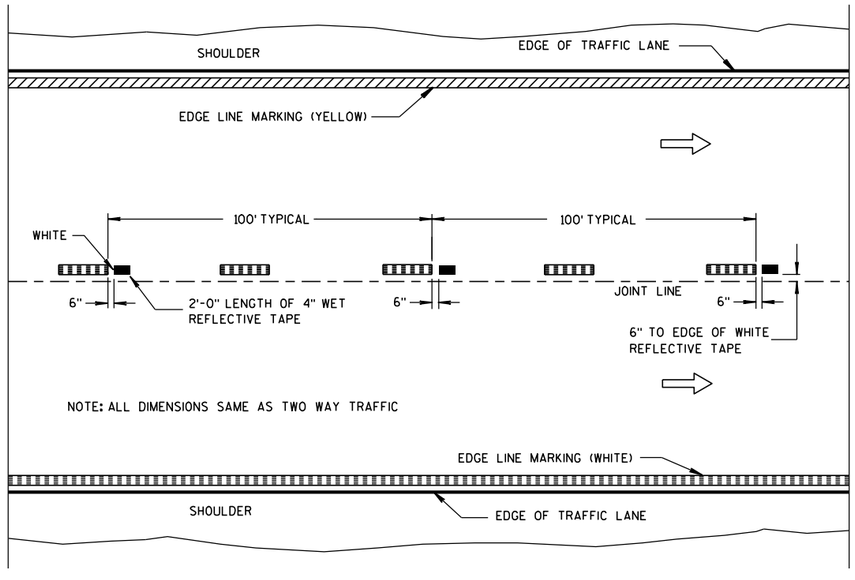
① HALF CYCLE LENGTHS (25'±) WITH 2' MINIMUM STRIPE LENGTHS SHALL BE PROVIDED ON ROADWAYS (INCLUDING TEMPORARY TRAVELED WAYS) WITH REVERSE CURVATURE, CURVATURE OF OVER 5 DEGREES OR WHEN DIRECTED BY THE ENGINEER TO MARK UNUSUAL ALIGNMENT OF THE TRAVELED WAY.

② NO PASSING ZONE TEMPORARY PAVEMENT MARKING IS REQUIRED TO BE PLACED, WHERE APPROPRIATE, ALONG WITH CENTERLINE TEMPORARY PAVEMENT MARKING WHEN A SAME DAY PERMANENT PAVEMENT MARKING ITEM IS INCLUDED IN THE CONTRACT.

③ NO PASSING ZONE MARKINGS ARE PLACED ACCORDING TO "T" MARKINGS. IF EXISTING NO PASSING ZONE W14-3 SIGNS ARE BEYOND 50 FEET IN EITHER DIRECTION, THE SIGNS SHALL BE MOVED TO THE "T" MARKINGS.

NOTE

ARROW SYMBOL (⇨) SHOWS DIRECTION OF TRAVEL



WET REFLECTIVE TAPE SUPPLEMENT TO SPRAYED OR NON WET REFLECTIVE TAPE LANE LINE

LEGEND

"T" MARKING

POST MOUNTED SIGN

PAVEMENT MARKING (MAINLINE)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

5-13-10 DATE

/S/ Thomas N. Notbohm
STATE TRAFFIC ENGINEER OF DESIGN

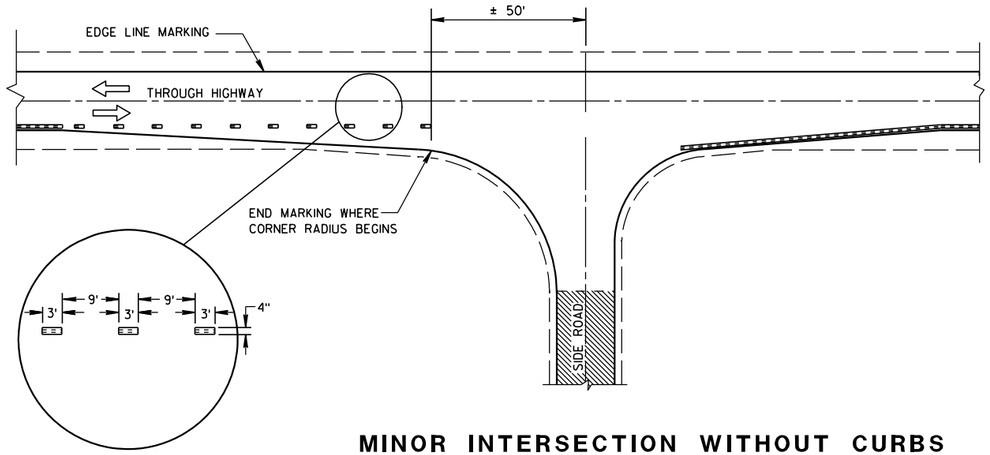
FHWA

6

S.D.D. 15 C 8-13a

6

S.D.D. 15 C 8-13a



MINOR INTERSECTION WITHOUT CURBS

GENERAL NOTES

EDGE LINES SHALL BE OMITTED THROUGH INTERSECTIONS. EDGE LINES SHALL BE CONTINUED 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) ALTERNATIVE MARKING SHALL BE PROVIDED WHEN SPECIFIED IN THE CONTRACT. TYPICAL SITUATIONS WHERE THIS MARKING MAY BE REQUIRED ARE WHERE THE INTERSECTION IS ON A SHARP HORIZONTAL CURVE OR CREST VERTICAL CURVE IN AN UNLIGHTED AREA SUCH THAT THE EDGE LINE MAY BE MISLEADING TO THE MOTORIST OR DISAPPEAR FROM SIGHT.

(4) THE EDGE LINE IN THE TAPER AREAS OF THE BYPASS LANE AND THE BYPASS LANE SHALL BE LOCATED 1-FOOT FROM EDGE OF PAVEMENT TO THE OUTSIDE EDGE OF EDGE LINE.

(5) BARRIER LINE ENDS AT SIDE ROAD PAVEMENT/SURFACE EDGE EXTENSION.

(6) BARRIER LINE STARTS 500 FEET PRIOR TO THE BYPASS TAPER.

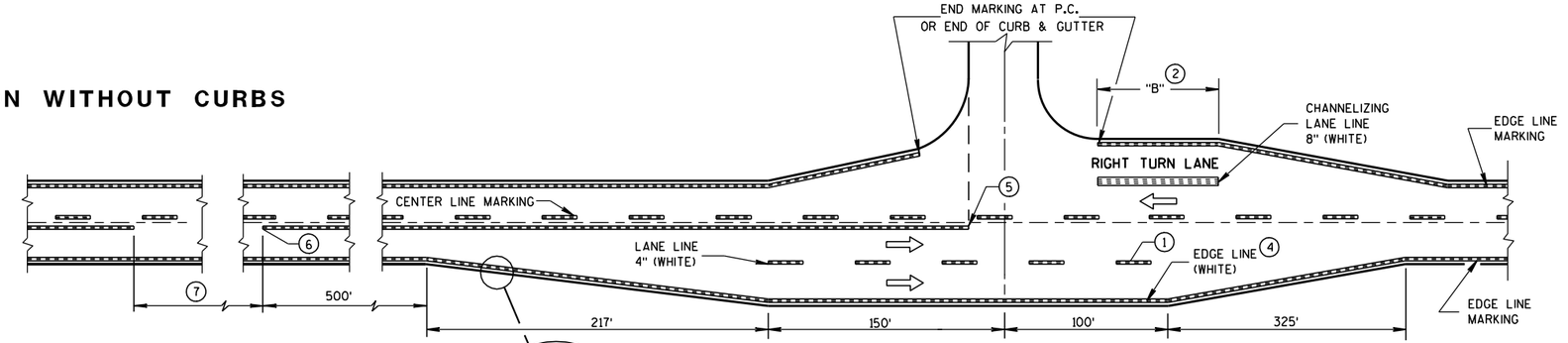
(7) IF THE DISTANCE BETWEEN 2 SUCCESSIVE NO-PASSING ZONES IS LESS THAN THE MINIMUM DISTANCE BETWEEN ZONES, CONNECT THE 2 ZONES.

(8) 3' LINE 9' GAP, EXCEPT RETRACE THE EXISTING LINE - GAP PATTERN WHERE EXISTING MARKINGS ARE IN PLACE.

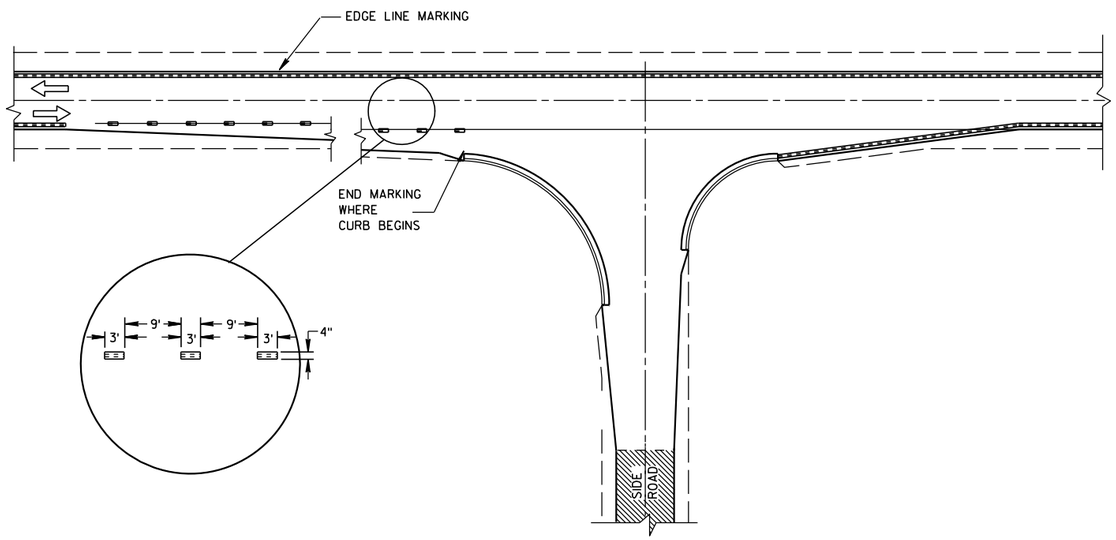
ARROW SYMBOL (⇨) SHOWS DIRECTION OF TRAVEL

(7)

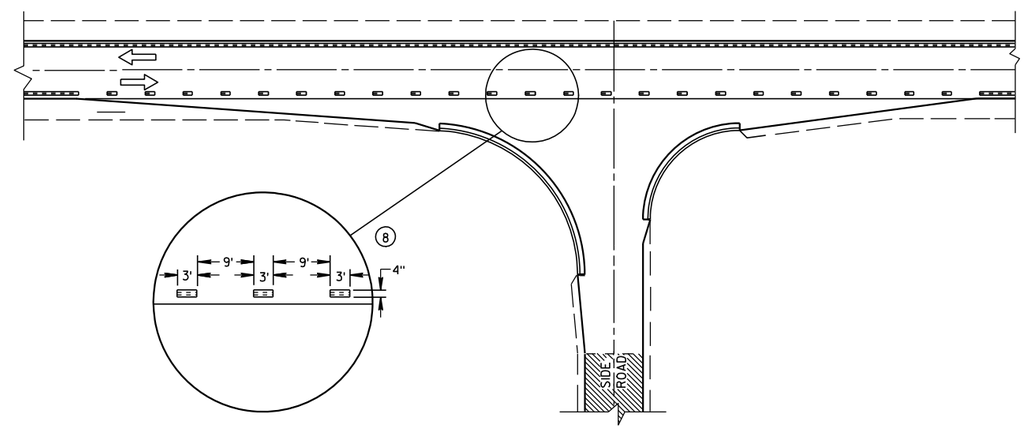
POSTED SPEED (MPH)	MINIMUM DISTANCE BETWEEN ZONES (FEET)
25 - 30	528
35 - 40	528
45 - 50	686
55	792



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



MINOR INTERSECTION WITH CURBS
(TYPICAL MARKING)



MINOR INTERSECTION WITH CURBS
(3) (FOR SPECIAL CONDITIONS AS SPECIFIED)

PAVEMENT MARKING
(INTERSECTIONS)

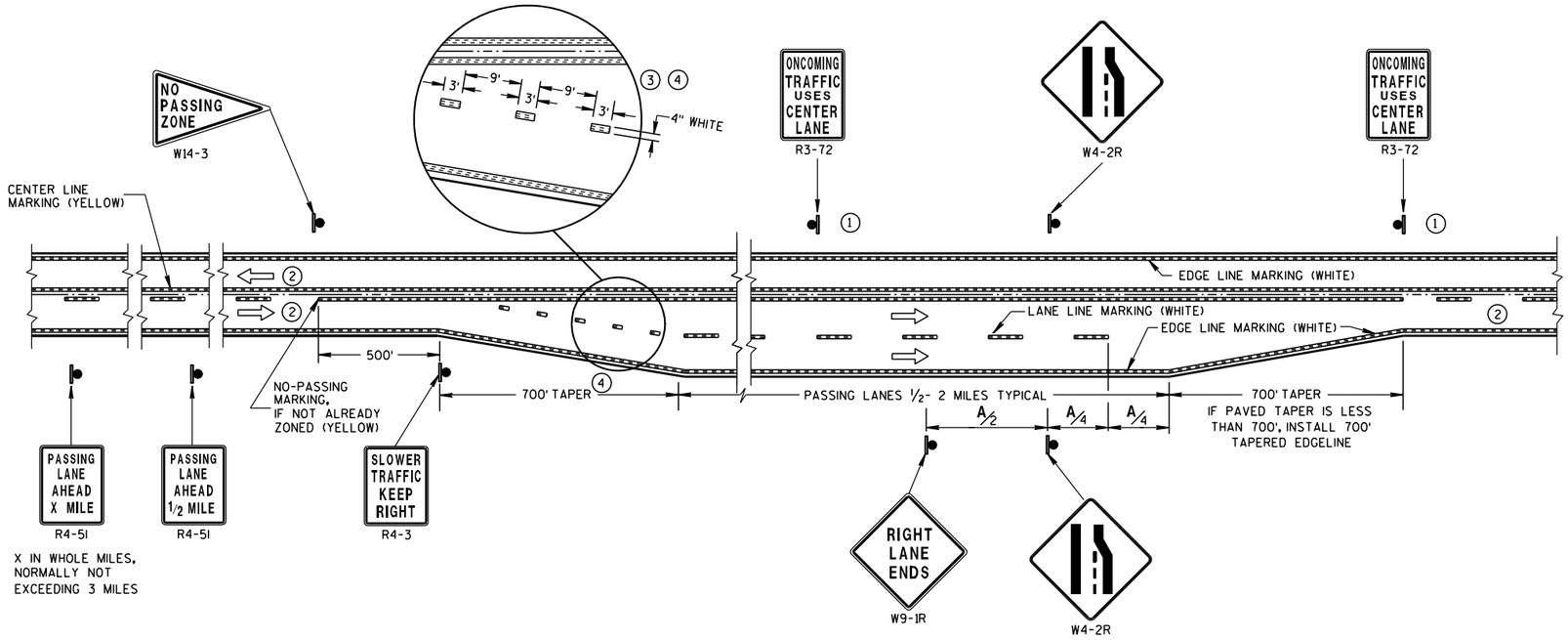
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

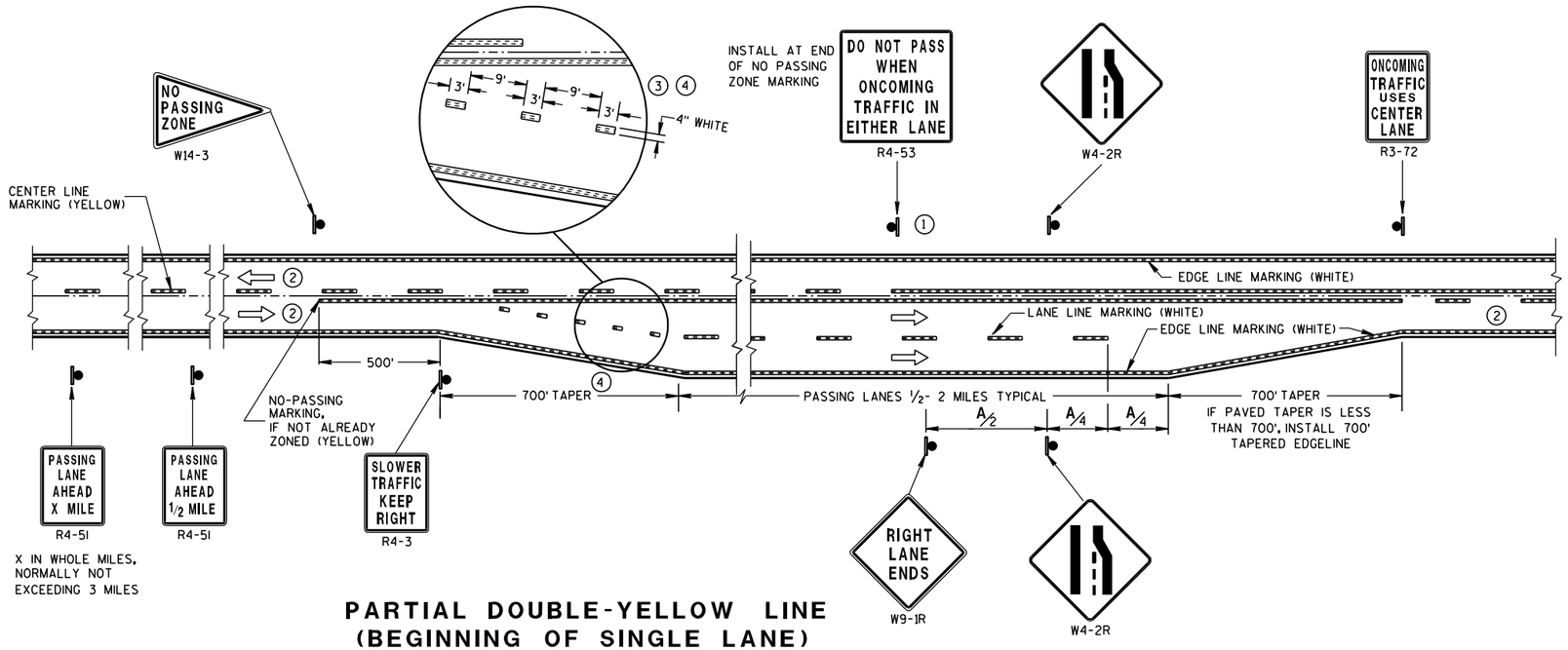
S.D.D. 15 C 8-13b

6

S.D.D. 15 C 8-13b



SOLID DOUBLE-YELLOW LINE
(THROUGHOUT ENTIRE PASSING/CLIMBING LANE)



PARTIAL DOUBLE-YELLOW LINE
(BEGINNING OF SINGLE LANE)

GENERAL NOTES

1. SIGN SHALL BE REPEATED AT 1 MILE INCREMENTS OR AT THE DISCRETION OF THE REGIONAL TRAFFIC ENGINEER.
2. THERE MAY BE SOLID YELLOW ON THE CENTERLINE DUE TO SIGHT CONDITIONS.
3. THE TAPER LENGTH OF THE DOTTED LINE PAVEMENT MARKING SHALL BE 700 FEET, 3'LINE 9'GAP, EXCEPT RETRACE THE EXISTING LINE-GAP PATTERN WHERE EXISTING MARKINGS ARE IN PLACE.
4. WHEN THE ENTRANCE TAPER IS LESS THAN 700 FEET OR THE SHOULDER WIDTH IN THE PASSING/CLIMBING LANE IS LESS THAN THE ADJACENT HIGHWAY, DO NOT INSTALL DOTTED LINE PAVEMENT MARKING.

ARROW SYMBOL (⇨) SHOWS DIRECTION OF TRAVEL

DISTANCE TABLE

POSTED OR 85th PERCENTILE SPEED	DISTANCE "A"
45	750
50	850
55	950

6

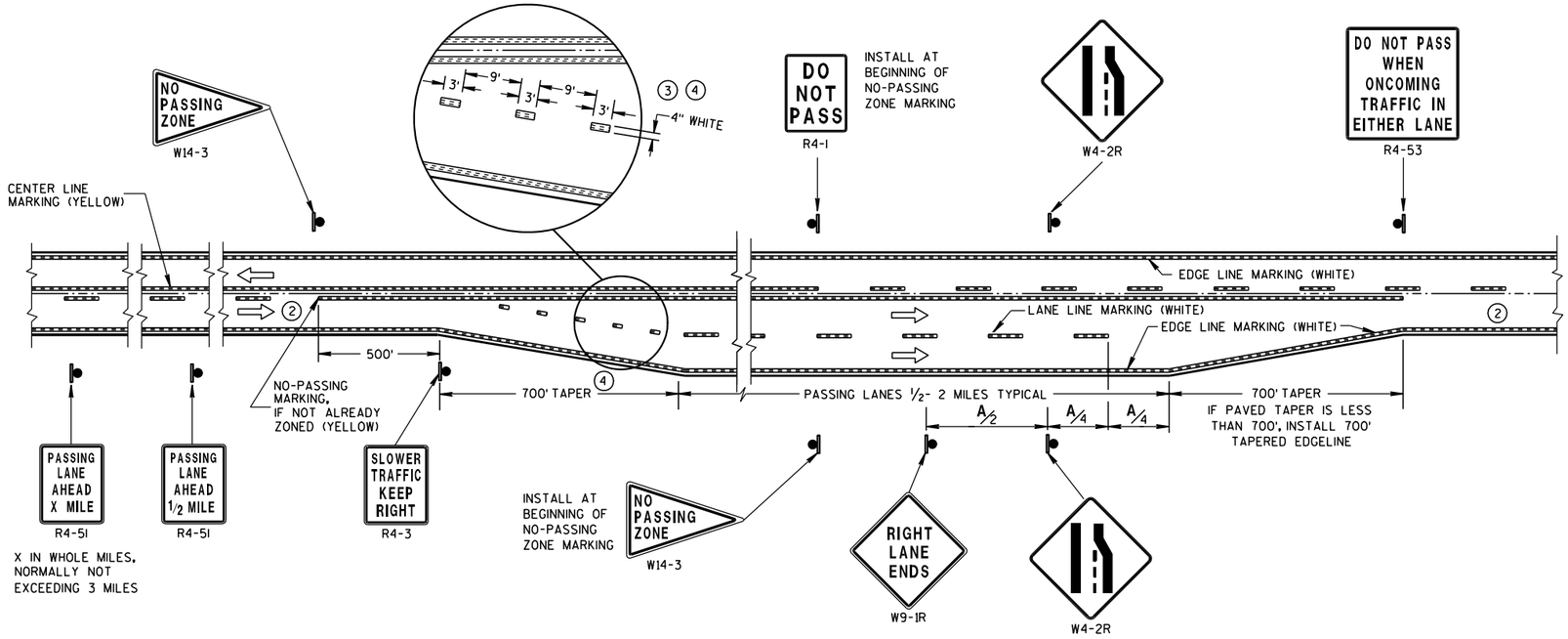
S.D.D. 15 C 8-13c

PAVEMENT MARKING & SIGNING
(CLIMBING LANE & PASSING LANE)

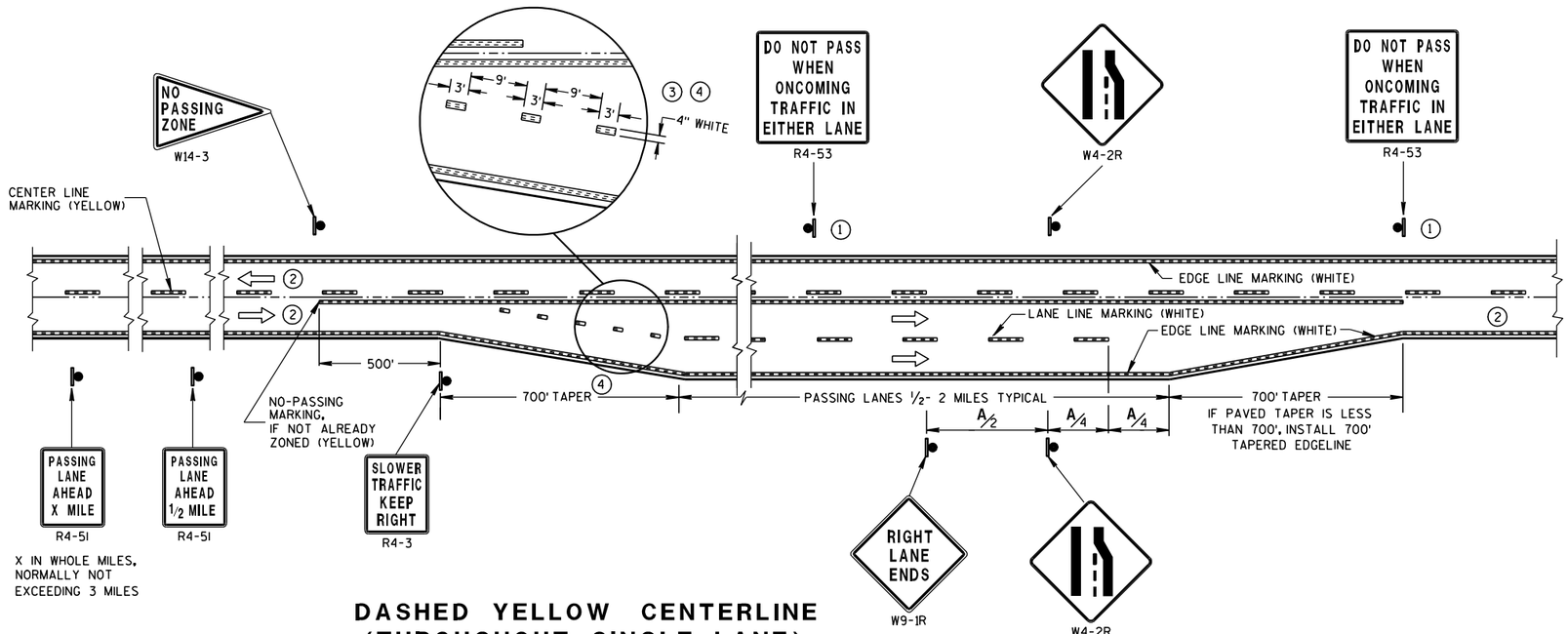
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

S.D.D. 15 C 8-13c



SOLID DOUBLE-YELLOW LINE
(END OF SINGLE LANE)



DASHED YELLOW CENTERLINE
(THROUGHOUT SINGLE LANE)

GENERAL NOTES

1. SIGN SHALL BE REPEATED AT 1/2 MILE INCREMENTS OR AT THE DISCRETION OF THE REGIONAL TRAFFIC ENGINEER.
2. THERE MAY BE SOLID YELLOW ON THE CENTERLINE DUE TO SIGHT CONDITIONS.
3. THE TAPER LENGTH OF THE DOTTED LINE PAVEMENT MARKING SHALL BE 700 FEET, 3' LINE 9' GAP, EXCEPT RETRACE THE EXISTING LINE-GAP PATTERN WHERE EXISTING MARKINGS ARE IN PLACE.
4. WHEN THE ENTRANCE TAPER IS LESS THAN 700 FEET OR THE SHOULDER WIDTH IN THE PASSING/CLIMBING LANE IS LESS THAN THE ADJACENT HIGHWAY, DO NOT INSTALL DOTTED LINE PAVEMENT MARKING.

ARROW SYMBOL (⇨) SHOWS DIRECTION OF TRAVEL

DISTANCE TABLE

POSTED OR 85th PERCENTILE SPEED	DISTANCE "A"
45	750
50	850
55	950

PAVEMENT MARKING & SIGNING (CLIMBING LANE & PASSING LANE)

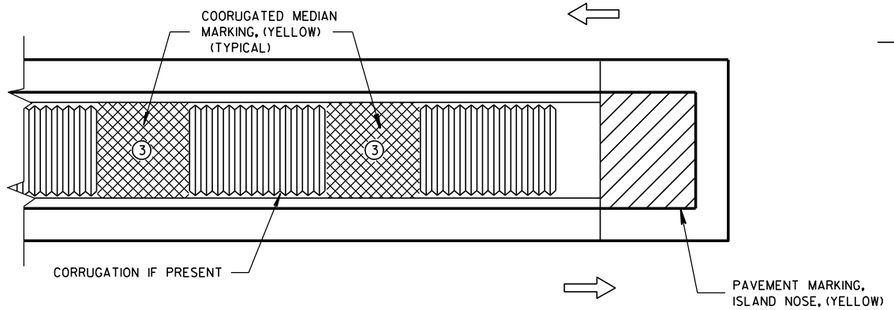
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

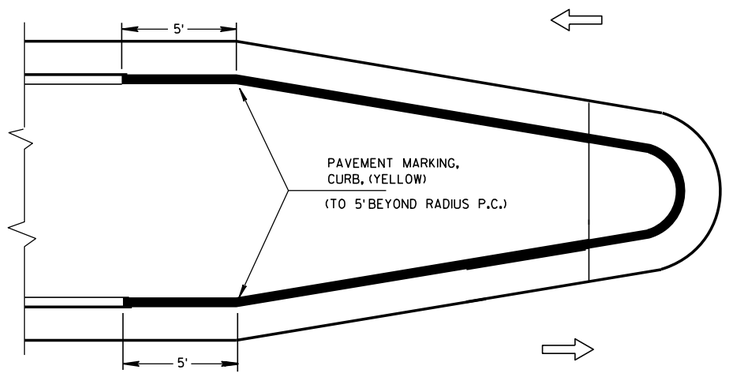
S.D.D. 15 C 8-13d

6

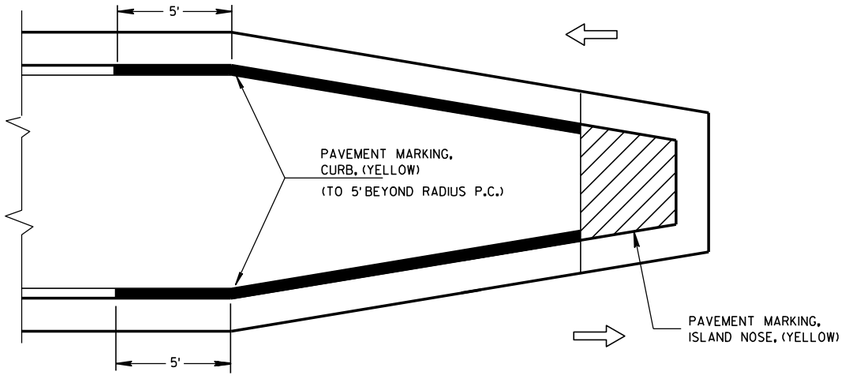
S.D.D. 15 C 8-13d



MEDIAN ISLAND WITH SQUARE BLUNT NOSE

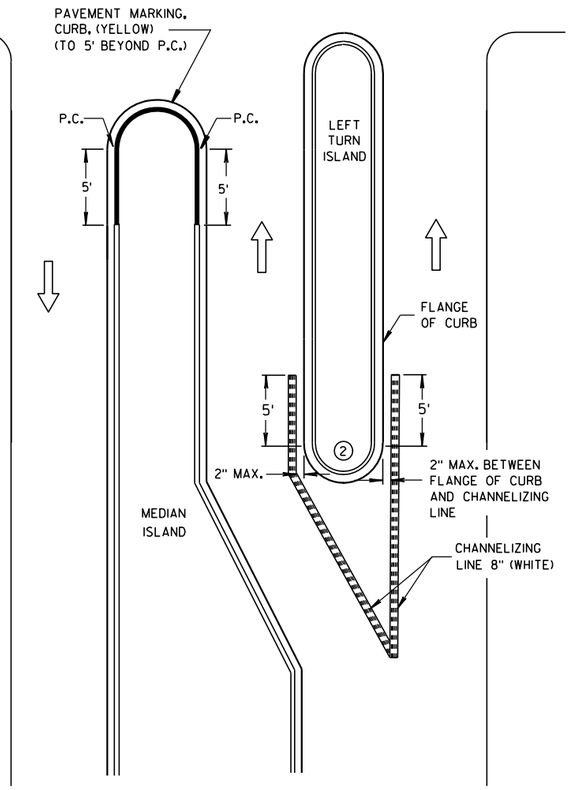


MEDIAN ISLAND WITH ROUND BLUNT NOSE



MEDIAN ISLAND WITH SLOPED NOSE

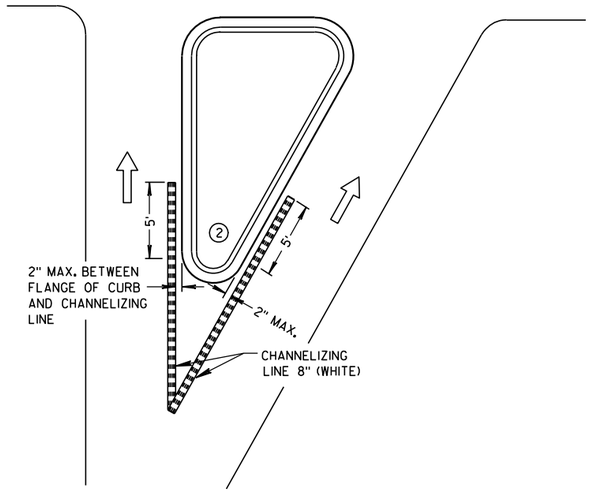
TYPICAL PLACEMENT OF PAVEMENT MARKING ON MEDIAN ISLANDS



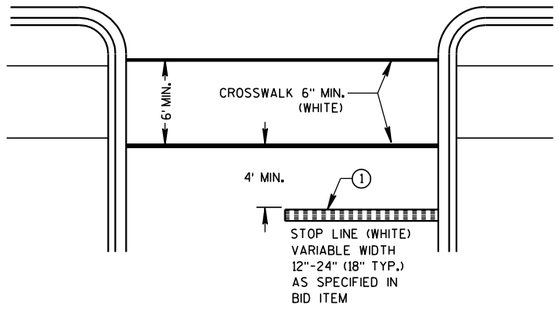
LEFT TURN & MEDIAN ISLAND

GENERAL NOTES

1. STOP LINE IS REQUIRED ONLY WHEN SPECIFIED IN THE CONTRACT.
2. DO NOT MARK CURB NOSES THAT SEPARATE LANES OF TRAFFIC TRAVELING IN THE SAME DIRECTION.
3. WHEN CONCRETE CORRUGATED MEDIAN IS CONSTRUCTED TO SEPARATE TRAFFIC OPERATING IN THE OPPOSING DIRECTION YELLOW PAVEMENT MARKING SHALL BE APPLIED TO THE FLAT PORTION OF THE CONCRETE CORRUGATED MEDIAN. THE ITEM OF PAVEMENT MARKING, CONCRETE CORRUGATED MEDIAN, WILL BE MEASURED IN PLACE AND AND ACCEPTED IN ACCORDANCE WITH THE CONTRACT AND PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE FOOT.



RIGHT TURN ISLAND



STOP LINE AND CROSSWALK

LEGEND

- ISLAND NOSE MARKING
- CURB MAKING
- CORRUGATED MEDIAN MARKING
- DIRECTION OF TRAVEL

PAVEMENT MARKING (ISLANDS, STOP LINE & CROSS WALK)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

S.D.D. 15 C 8-13f

6

S.D.D. 15 C 8-13f

TWO-LANE ROADWAY

SYMBOLS

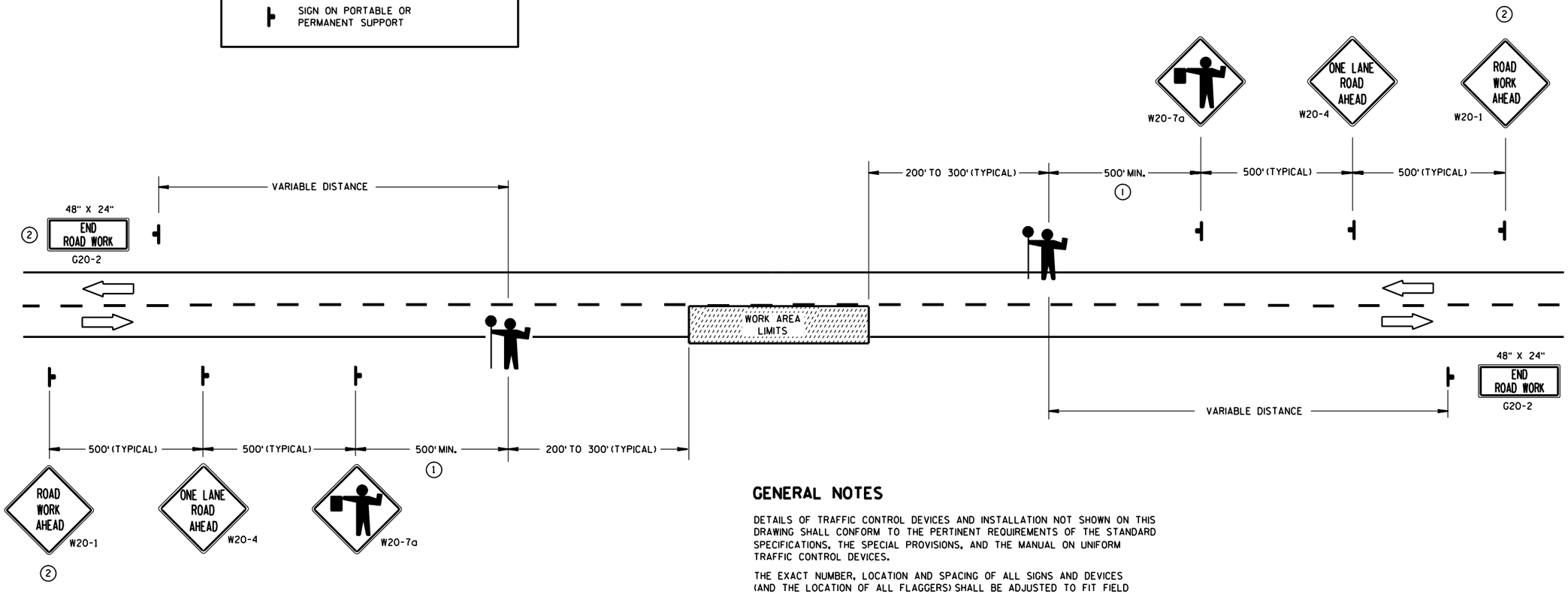
WORK AREA

FLAGGER, EQUIPPED WITH STOP/SLOW PADDLE FASTENED ON SUPPORT STAFF

SIGN ON PORTABLE OR PERMANENT SUPPORT

W3-4

USE OF THE "BE PREPARED TO STOP" SIGN IS OPTIONAL. WHEN USED, THIS SIGN SHALL BE LOCATED BETWEEN THE W20-7a AND W20-4 SIGNS. A 500' TYPICAL SPACING SHALL BE PROVIDED BETWEEN THE SIGNS.



(1) FOR A MOVING WORK OPERATION,
SIGNING FOR BOTH DIRECTIONS SHALL BE REESTABLISHED (AS SIMULTANEOUSLY AS PRACTICAL) AT APPROXIMATELY 3500 FOOT INTERVALS IN THE MOVING WORK OPERATION OR AS APPROVED BY THE ENGINEER.

(2) SIGN NOT REQUIRED IF FLAGGING OPERATION OCCURS WITHIN A SIGNED ROAD WORK ZONE AREA.

GENERAL NOTES

DETAILS OF TRAFFIC CONTROL DEVICES AND INSTALLATION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS, THE SPECIAL PROVISIONS, AND THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.

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

THE FIRST ADVANCE WARNING SIGN SHOULD TYPICALLY BE LOCATED IN ADVANCE OF THE ANTICIPATED TRAFFIC BACKUP OR QUEUE.

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.

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, THE "FLAGGER AHEAD", THE "ROAD WORK AHEAD" AND THE ONE LANE ROAD AHEAD" SIGNS SHALL BE COVERED OR REMOVED AND THE HIGHWAY RESTORED TO NORMAL OPERATION.

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

TRAFFIC CONTROL FOR LANE CLOSURE (SUITABLE FOR MOVING OPERATIONS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

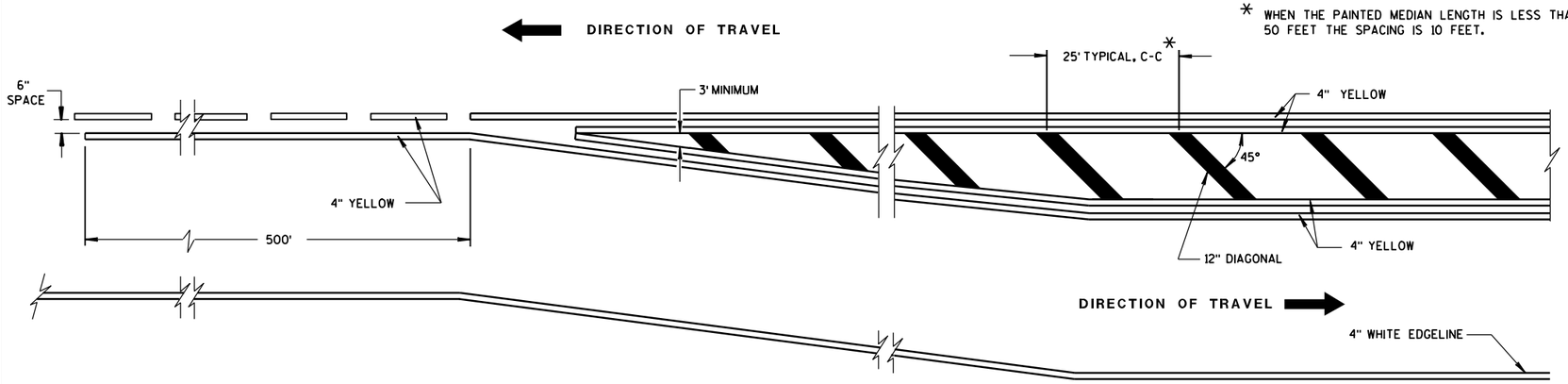
APPROVED
9/5/06 — DATE
/S/ Thomas N. Notbohm — STATE TRAFFIC ENGINEER OF DESIGN
FHWA

6

S.D.D. 15 C 12-3

6

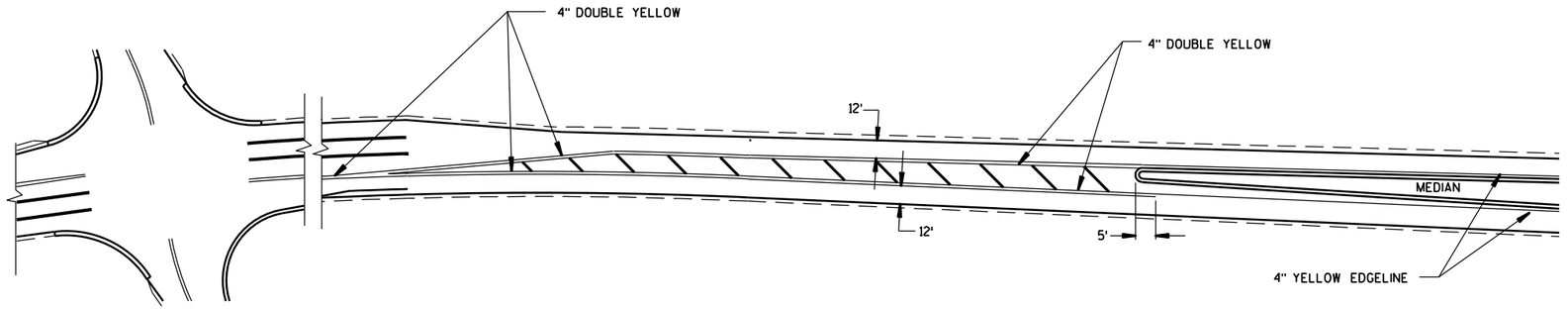
S.D.D. 15 C 12-3



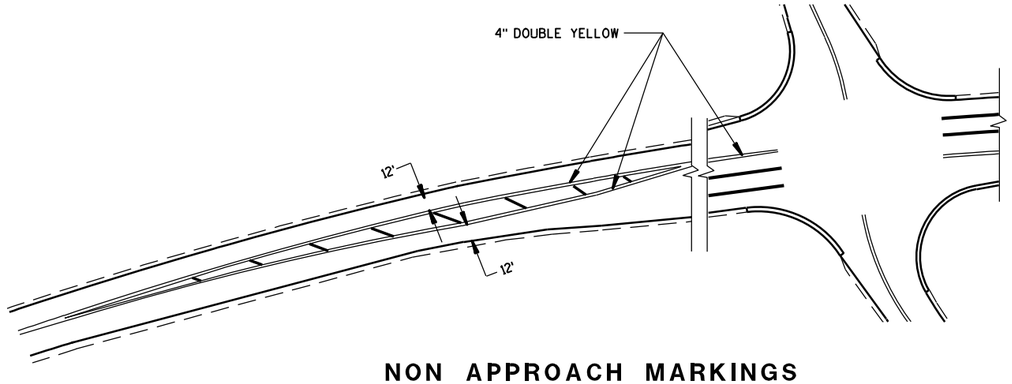
MEDIAN ISLAND DETAIL

GENERAL NOTE

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



APPROACH MARKINGS FOR OTHER MEDIAN TYPES



NON APPROACH MARKINGS

MEDIAN ISLAND MARKING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
2-5-09 DATE
/S/ Thomas N. Notbohm
STATE TRAFFIC ENGINEER OF DESIGN

FHWA

6

S.D.D. 15 C 18-3

6

S.D.D. 15 C 18-3

GENERAL NOTES

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

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

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

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

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

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

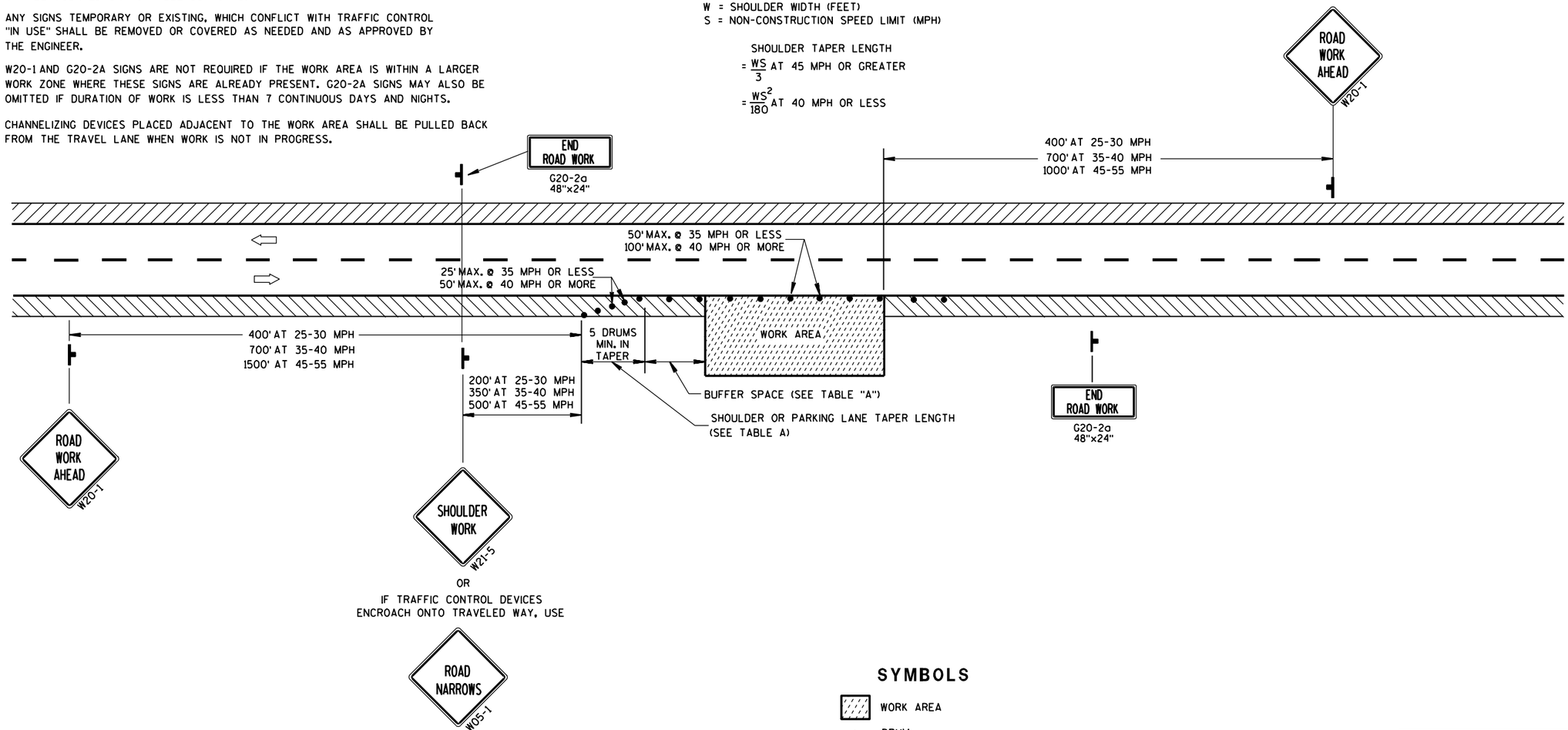
CHANNELIZING DEVICES PLACED ADJACENT TO THE WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

TABLE A

S \ W	SHOULDER TAPER LENGTH (FEET) 4	6	8	10	BUFFER SPACE (FEET)
30	20	30	40	50	85
35	30	45	55	70	120
40	40	55	75	90	170
45	60	90	120	150	220
50	70	100	135	170	280
55	75	110	150	185	335

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

SHOULDER TAPER LENGTH
$= \frac{WS}{3}$ AT 45 MPH OR GREATER
$= \frac{WS^2}{180}$ AT 40 MPH OR LESS



SYMBOLS

- WORK AREA
- DRUM
- POST MOUNTED SIGN
- DIRECTION OF TRAFFIC FLOW

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
5/23/00
DATE

Chester J. Spong
CHIEF SIGNS AND MARKING ENGINEER

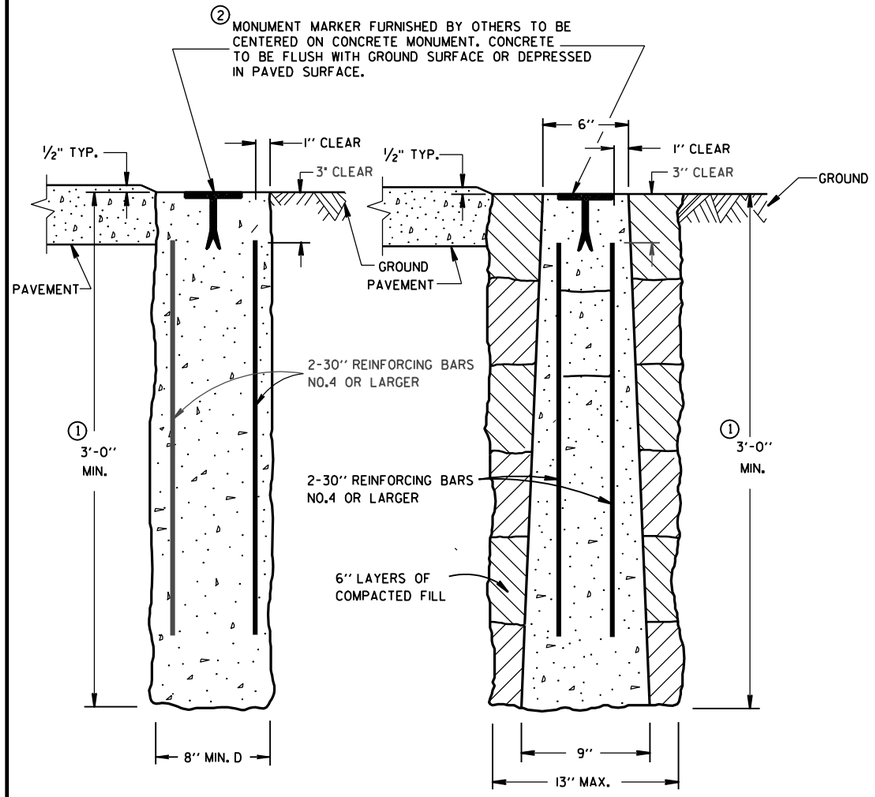
FHWA

6

S.D.D. 15 D 28-1

6

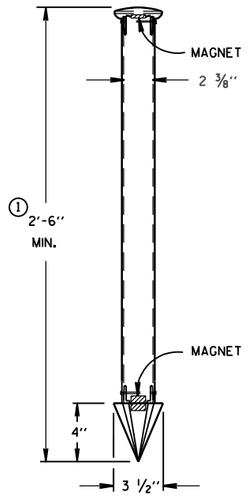
S.D.D. 15 D 28-1



CAST-IN-PLACE PRECAST

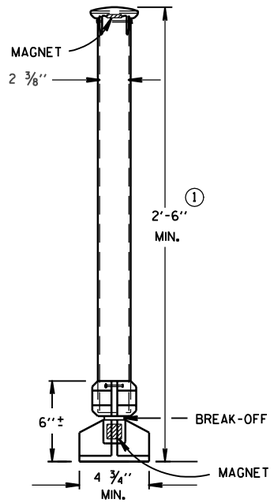
CONCRETE MONUMENTS

TYPE A



TYPE C

DRIVE-IN MONUMENT



TYPE D

BREAK-OFF MONUMENT

ALUMINUM MONUMENTS

(INCLUDES MARKER)

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.

DETAILED DRAWINGS OF PROPOSED ALTERNATE DESIGNS FOR METAL MONUMENTS OR MONUMENT COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL.

INSTALLED METAL MONUMENTS MUST BE EASILY DETECTED WITH A DIP NEEDLE. INSERT PERMANENT MAGNETS SHALL BE ATTACHED NEAR THE TOP AND BOTTOM OF THOSE MONUMENTS CONSTRUCTED OF A METAL ALLOY WHICH IS NOT ATTRACTIVE TO A DIP NEEDLE.

THE CAST IRON MONUMENT COVER SHALL BE A "NON-ROCKING" TYPE. ADJUSTMENT OF THE COVER TO GRADE MAY BE ACCOMPLISHED BY THE USE OF MORTAR AND BRICK, OR BY EITHER PRECAST OR CAST-IN-PLACE REINFORCED CONCRETE GRADE RINGS.

MONUMENTS SHALL BE LOCATED AND PLACED AT THE DIRECTION OF THE ENGINEER.

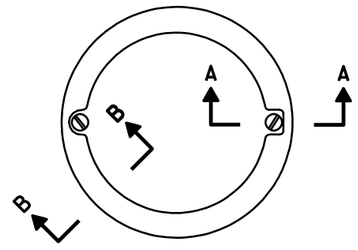
ALUMINUM MONUMENTS AND MONUMENT COVERS SHALL BE MADE FROM AN ALUMINUM AND MAGNESIUM ALLOY AS DETERMINED BY THE MANUFACTURER.

THE MONUMENT COVERS DETAILED ON THIS DRAWING ARE NOT EQUAL ALTERNATES. MONUMENT COVERS SHALL BE CAST IRON UNLESS ALUMINUM IS SPECIFIED ELSEWHERE IN THE CONTRACT.

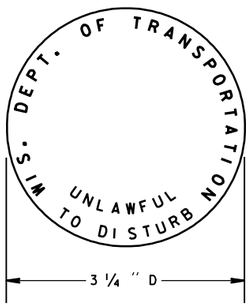
MONUMENT SHALL BE CAST-IN-PLACE CONCRETE UNLESS PRECAST CONCRETE OR ALUMINUM MONUMENTS ARE SPECIFIED IN THE CONTRACT OR PERMITTED BY THE ENGINEER.

① MINIMUM LENGTH SHALL BE 4'-0" FOR MONUMENTS INSTALLED IN PAVED AREAS.

② AN OFFICIAL COUNTY MONUMENT MARKER SUPPLIED BY A COUNTY MAY BE REQUIRED FOR SOME SECTION CORNERS AND WITNESS MONUMENTS INSTEAD OF THIS WIS DOT MARKER.

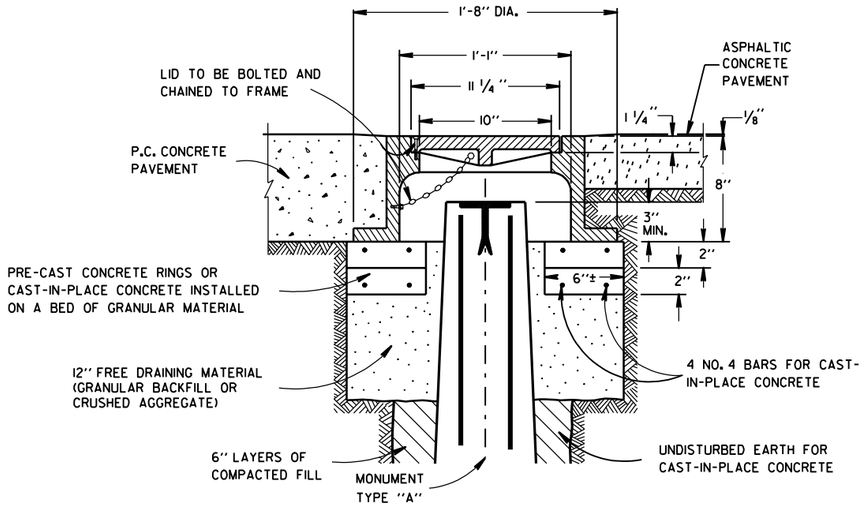


TOP VIEW



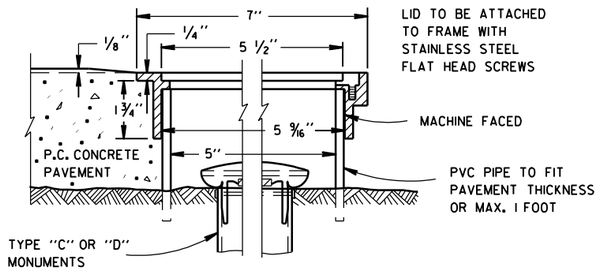
② WIS DOT MONUMENT MARKER LOGO

FOR TYPES "A", "C" & "D"



CAST IRON MONUMENT COVER

(APPROXIMATE WEIGHT - 95 LBS.)



SECTION B-B SECTION A-A

ALUMINUM MONUMENT COVER

(APPROXIMATE WEIGHT 2 LBS)

(FOR CONCRETE PAVEMENT ONLY)

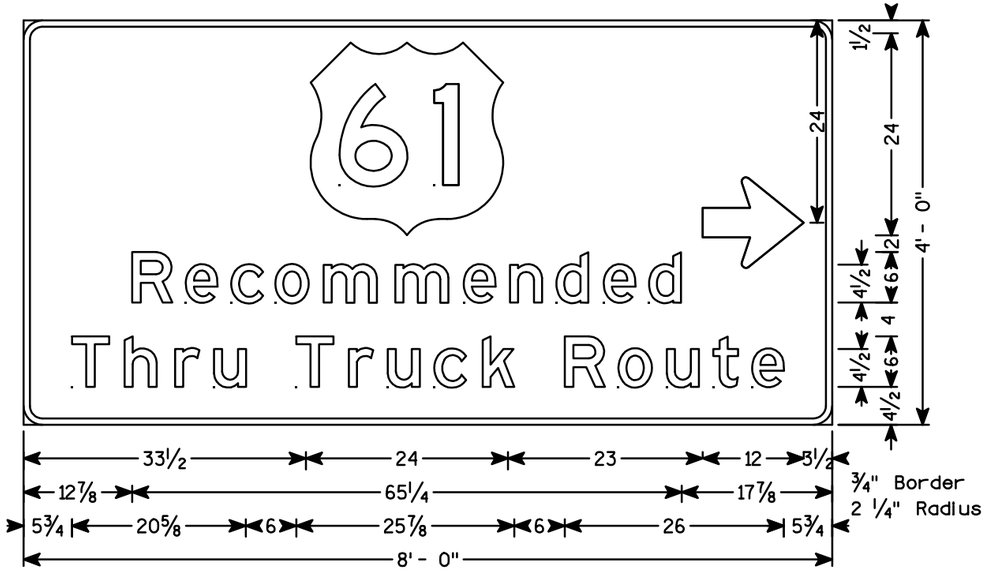
LANDMARK REFERENCE MONUMENTS AND COVERS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED 9/22/99 DATE
FHWA

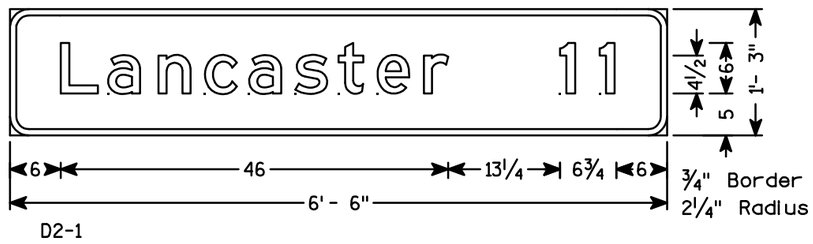
CHIEF ROADWAY DEVELOPMENT ENGINEER

6
S.D.D. 16 A 1-6

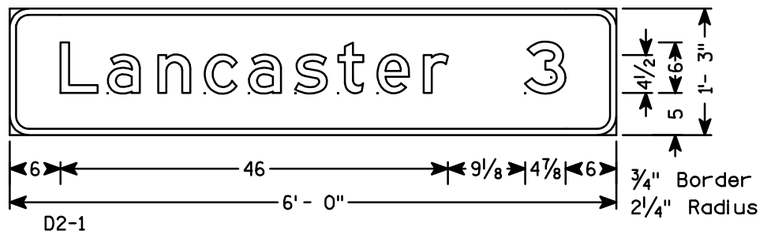


NOTES

1. All Signs Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Green
   Message - White
3. Message Series - E



D2-1



D2-1

7

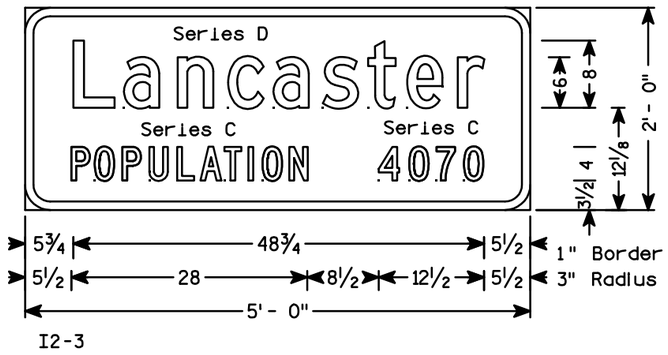
7

PROJECT NO: 1650-06-71	HWY: USH 61	COUNTY: GRANT	PERMANENT SIGNING	SHEET	E

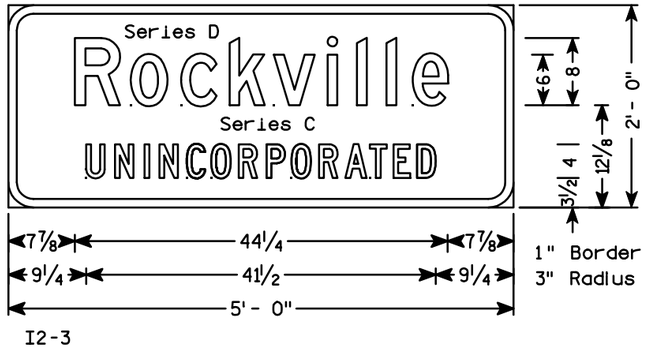
FILE NAME : s:\mad\1000--1099\1089\319\micros\0601\070101_sd.dgn PLOT DATE : 11/30/2010 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

NOTES

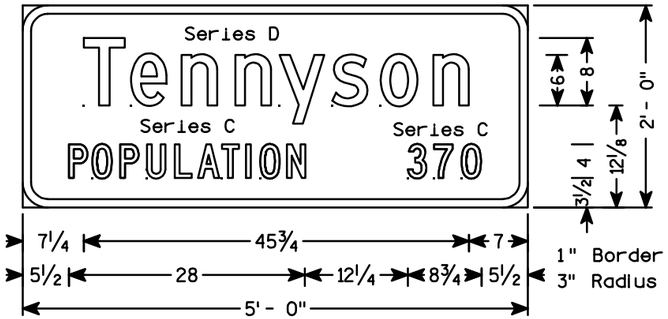
1. All Signs Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Green
   Message - White
3. Message Series - E except as noted



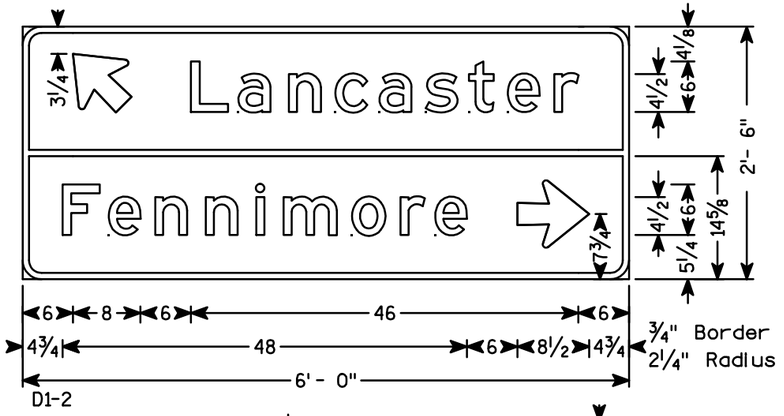
I2-3



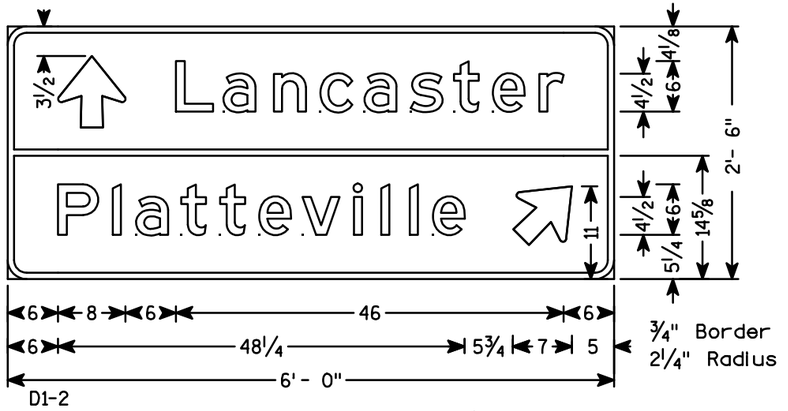
I2-3



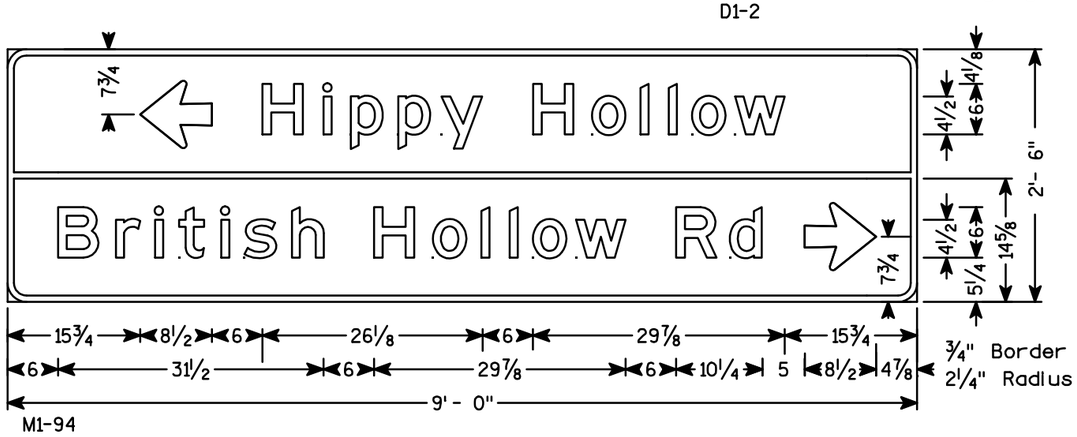
I2-3



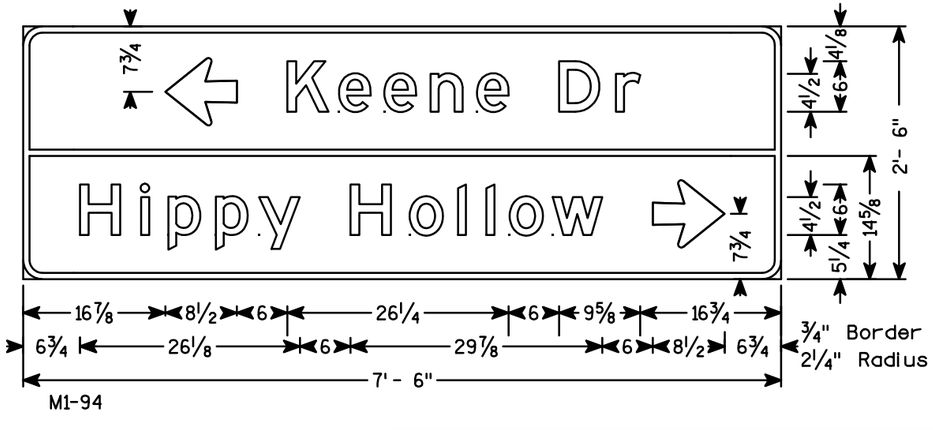
D1-2



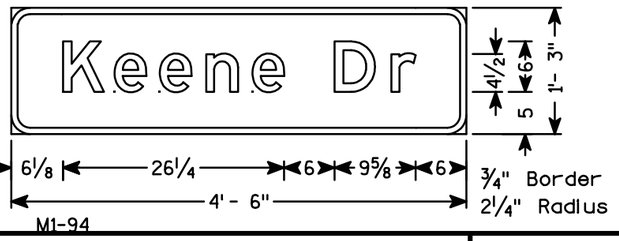
D1-2



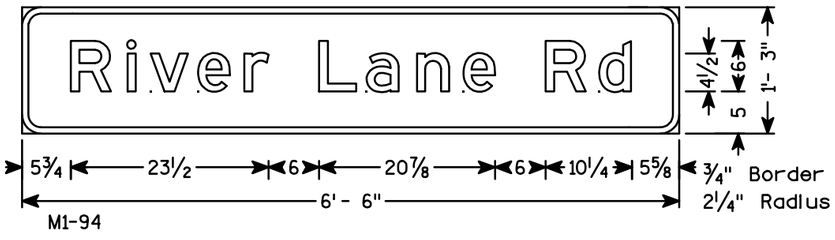
M1-94



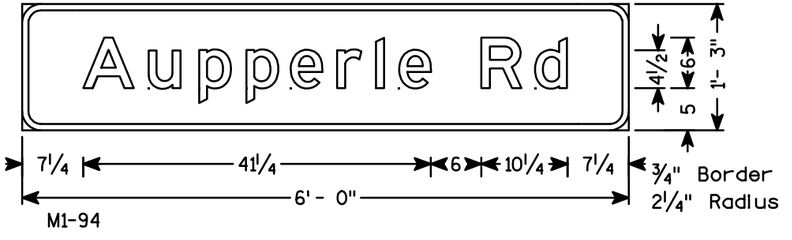
M1-94



M1-94



M1-94

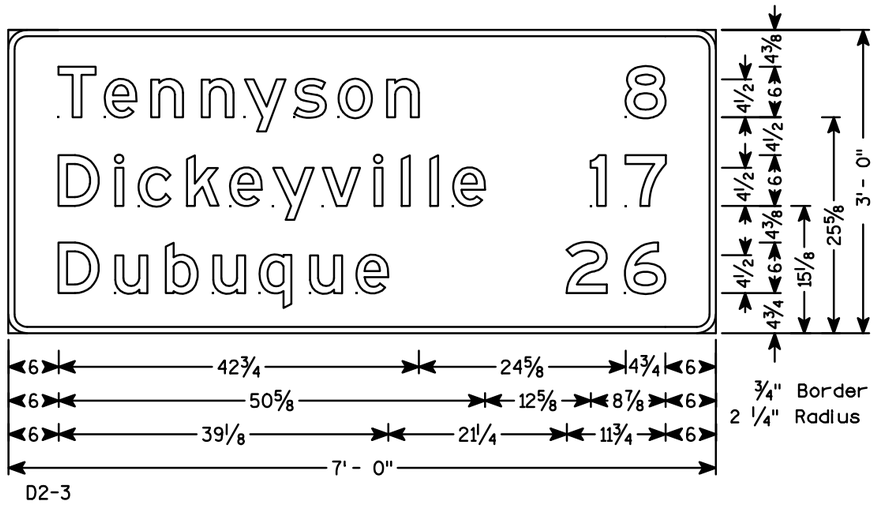


M1-94

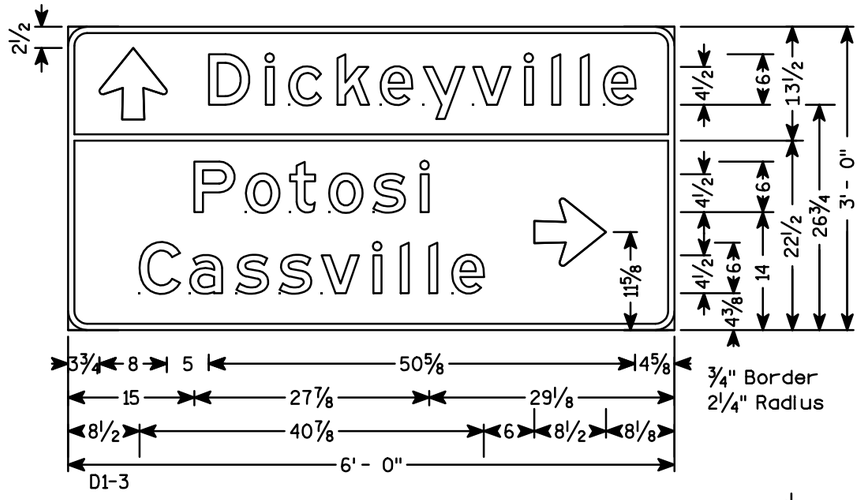
PROJECT NO: 1650-06-71	HWY: USH 61	COUNTY: GRANT	PERMANENT SIGNING	SHEET 126	E

NOTES

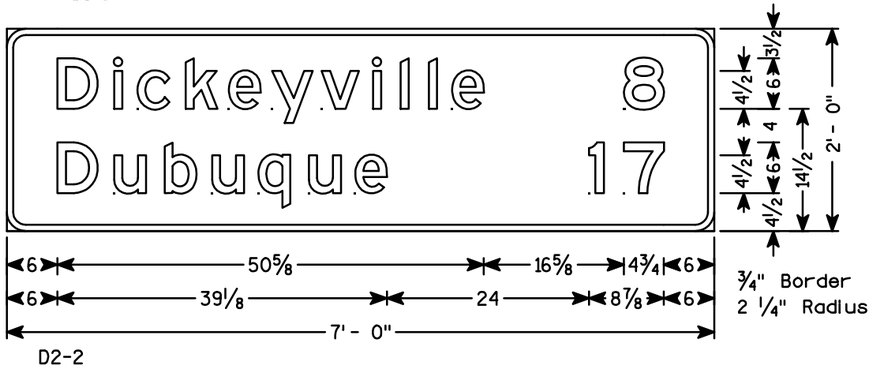
1. All Signs Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Green
   Message - White
3. Message Series - E



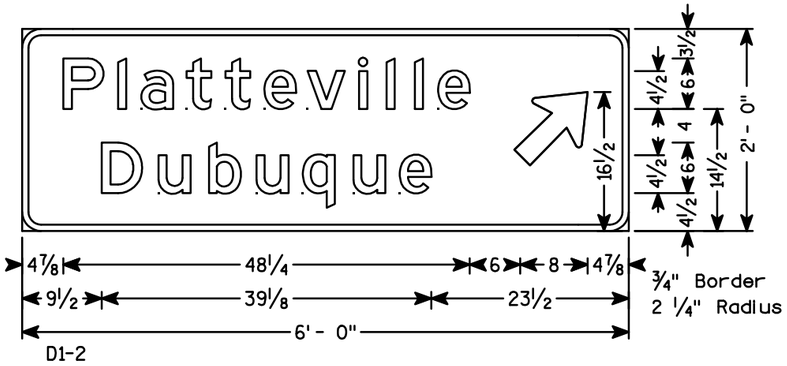
D2-3



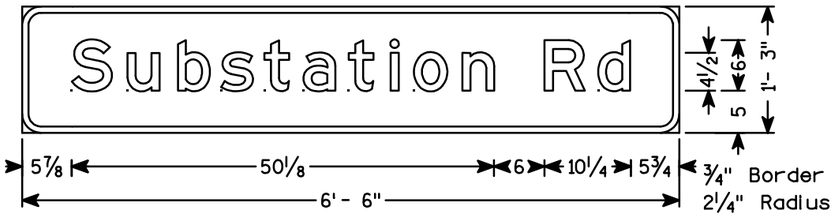
D1-3



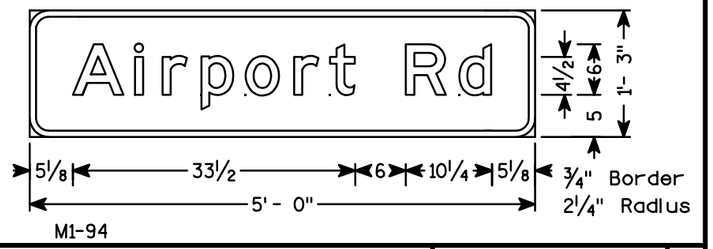
D2-2



D1-2



M1-94



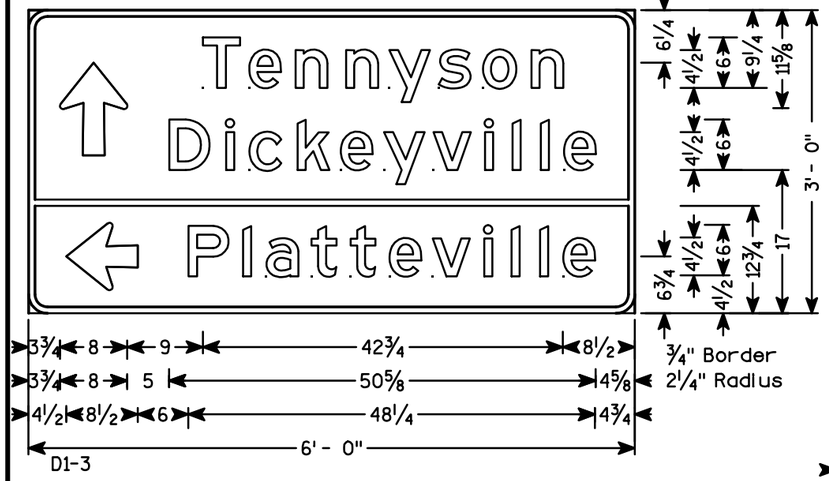
M1-94

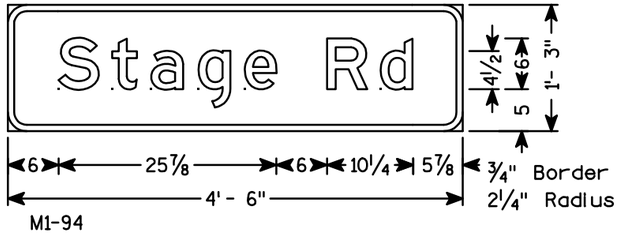
7

7

PROJECT NO: 1650-06-71	HWY: USH 61	COUNTY: GRANT	PERMANENT SIGNING	SHEET	E

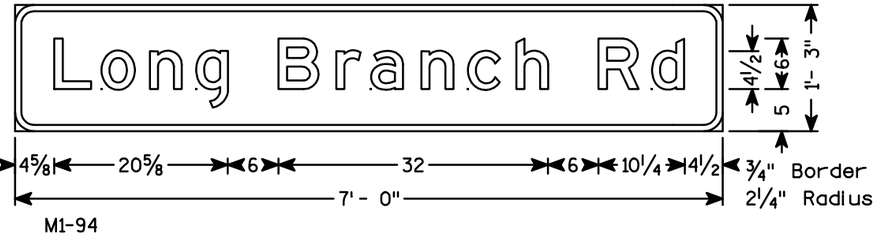
FILE NAME : s:\mad\1000--1099\1089\319\micros\0601\070103_sd.dgn PLOT DATE : 11/30/2010 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

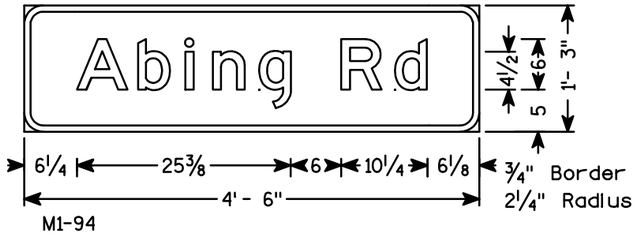


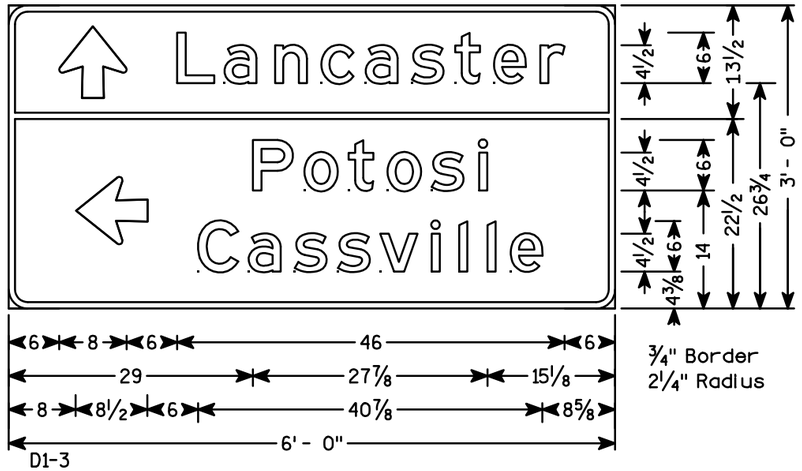


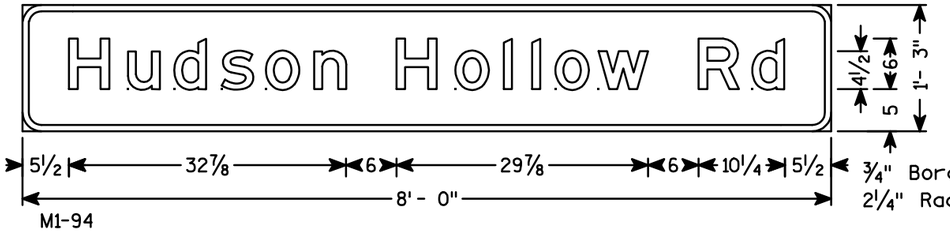
NOTES

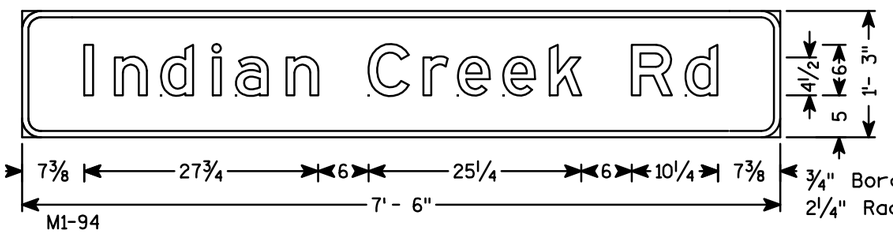
1. All Signs Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Green
   Message - White
3. Message Series - E

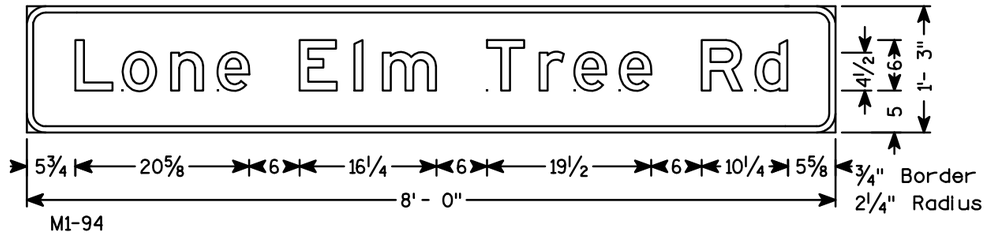


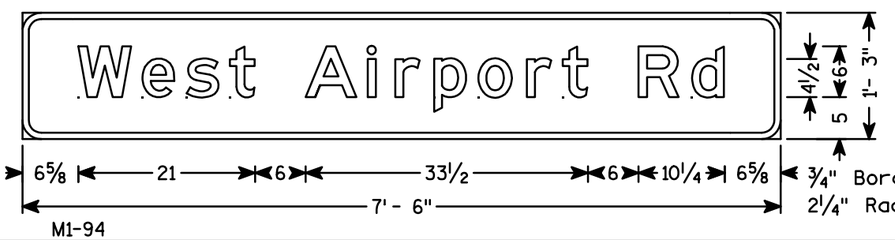


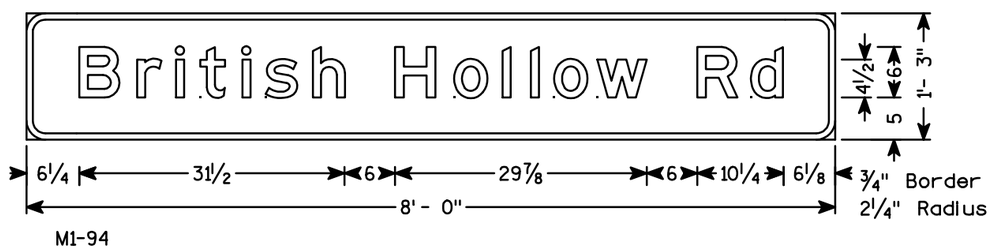










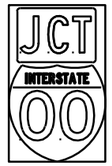


7

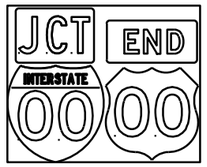
7

PROJECT NO: 1650-06-71	HWY: USH 61	COUNTY: GRANT	PERMANENT SIGNING	SHEET 128	E

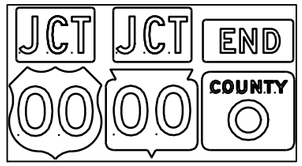
TYPICAL ASSEMBLIES



J1-1

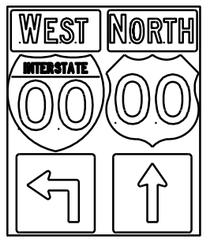


J1-2

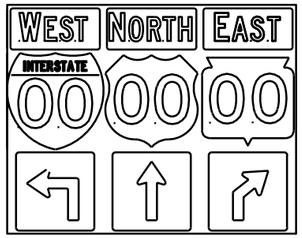


J1-3

J2-1

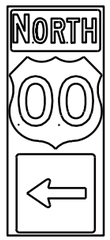


J2-2

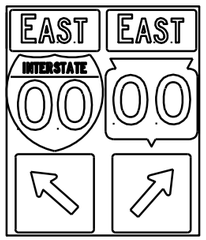


J2-3

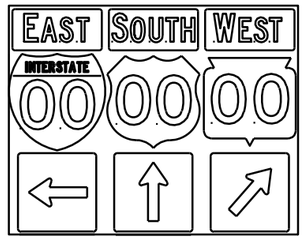
JV



J3-1

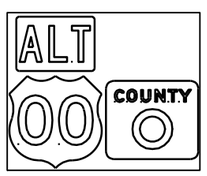


J3-2

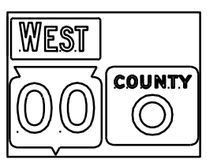


J3-3

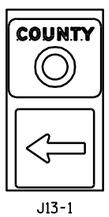
J4-1



J4-2



J4-2



J13-1

J12-1

J32-1

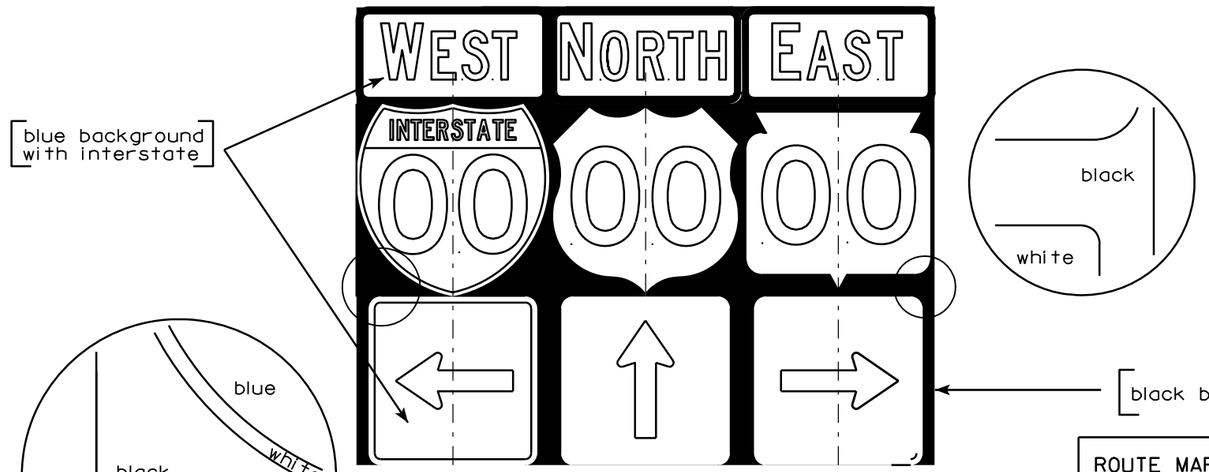
J33-1

J23-1

J22-1

NOTES

1. Signs are Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Black Non-reflective
   Message - see Note 5
3. Message Series - See Note 5
4. Corners shall be square since base material is plywood.
5. The colors and message spacing on each marker shall be according to the applicable route marker panel specifications.
6. Certain marker heads require the component pieces to be the same color. As an example, all the components used with an M1-1 Interstate marker shall be blue.
7. Single panel j-assemblies shall only be used with route marker shields that are same size. If the route marker shields are different size use multiple piece component.
8. Route assemblies that have 24 inch route shields and have dimensions greater than 48 inches (both vertical and horizontal) shall have one horizontal splice between the arrows and route shields. Vertical splices shall not be used on route assemblies with a horizontal dimension of 144 inches or less. The contractor shall not use more than one vertical joint per sign and the joint shall be between route shields.
9. Route assemblies that have 36 inch shields and have dimensions greater than 48 inchs (both vertical and horizontal) shall have two horizontal splices. One horizontal splice shall be between the cardinal direction and route shields and the other horizontal splice shall be between the arrows and route shields. Vertical splices shall not be used on route assemblies with a horizontal dimension of 144 or less. The contractor shall not use more than one vertical joint per sign and the joint shall be between route shields.



ROUTE MARKERS & COMPONENTS IN TYPICAL ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 10/21/09 PLATE NO. A2-1S.6

PROJECT NO:

SHEET NO: 129 E

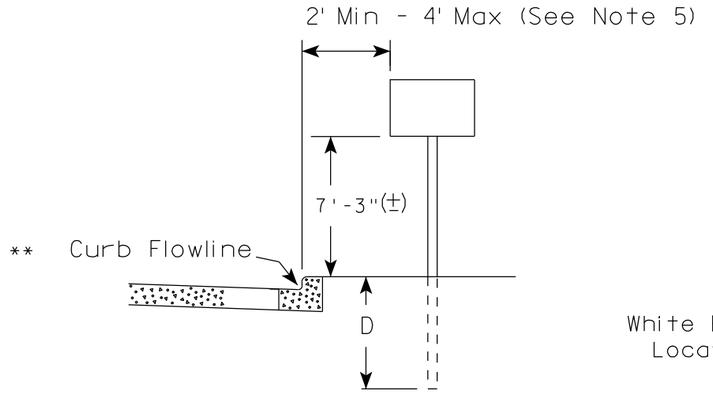
FILE NAME : C:\Users\PROJECTS\tr_stdplate\A21S.DGN PLOT DATE : 21-OCT-2009 09:27 PLOT BY : ditjph PLOT NAME :

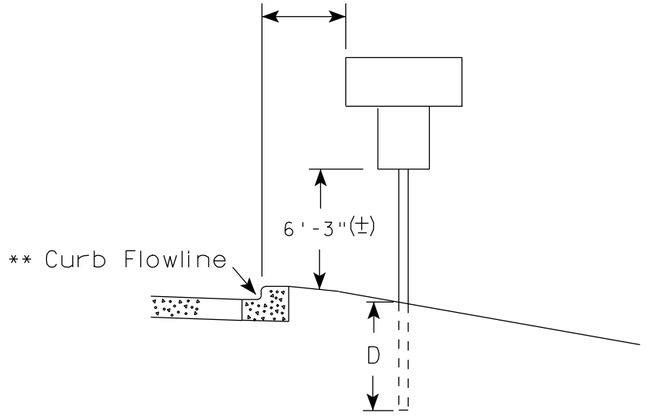
WISDOT/CADDS SHEET 42

7

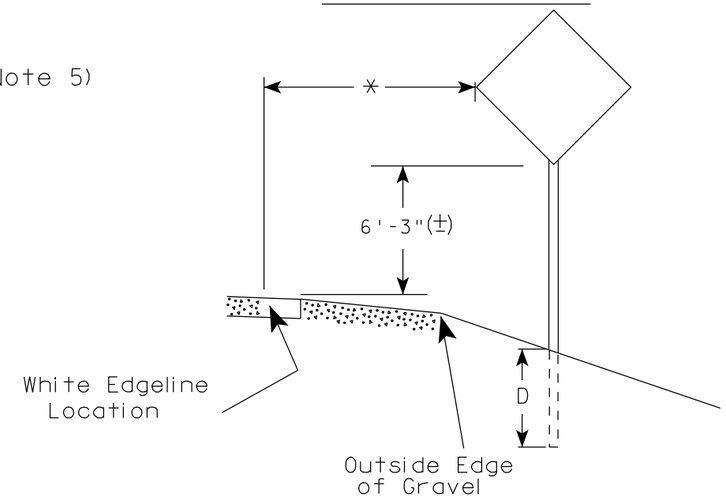
7

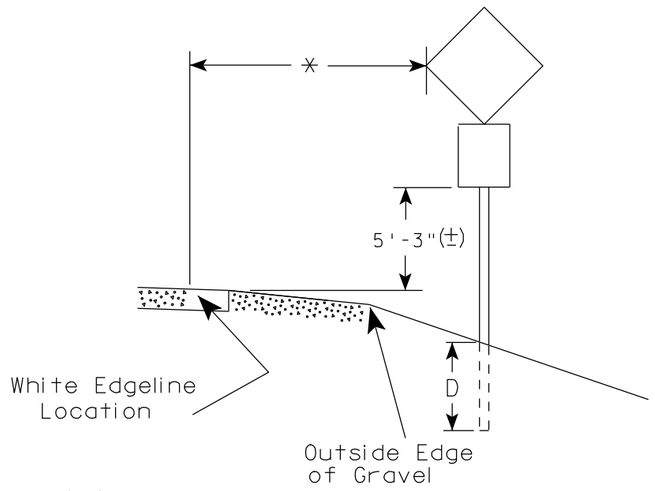
URBAN AREA





RURAL AREA (See Note 2)





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

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

GENERAL NOTES

1. Signs wider than 4 feet or larger than 20 sq. ft. shall be mounted on multiple posts. Refer to plate A4-4.
2. If signs are mounted on barrier wall, see A4-10 sign plate.
3. For expressways and freeways, mounting height is 7'- 3" (±) or 6'-3" (±) depending upon existence of a sub-sign.
4. Minimum mounting height for J assemblies (A4-5) is 7'-3" (±) or 6'-3" (±) per urban or rural detail respectively.
5. Minimum mounting height for signs mounted on traffic signal poles is 5'- 3" (±).
6. Offset distance shall be consistent with existing signs or consistent throughout length of project.
7. The (±) tolerance for mounting height is 3 inches.
8. Folding stop signs (R1-1F) shall be mounted at a height of 5'-3" (±) or as directed by the Engineer.
9. The Double Arrow sign (W12-1) shall be mounted at a height of 2'-3" (±). The Chevron sign (W1-8), Roundabout Chevron panel (W1-8A), Clearance Markers (W5-52), Mile Markers (D10 series) & End of Road Markers (W5-56 & W5-56A) shall be mounted at a height of 4'-3" (±).

POST EMBEDMENT DEPTH

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

TYPICAL INSTALLATION OF PERMANENT TYPE II SIGNS ON SINGLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

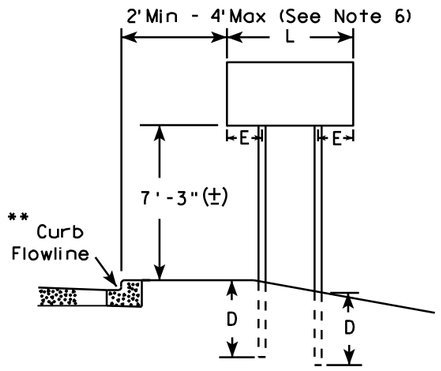
DATE 9/30/09 PLATE NO. A4-3.15

7

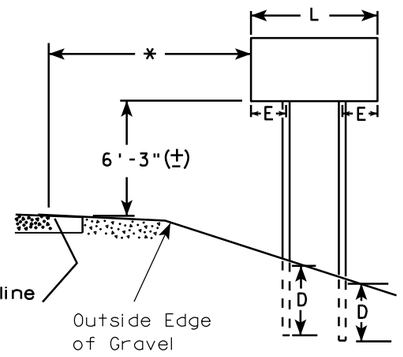
7

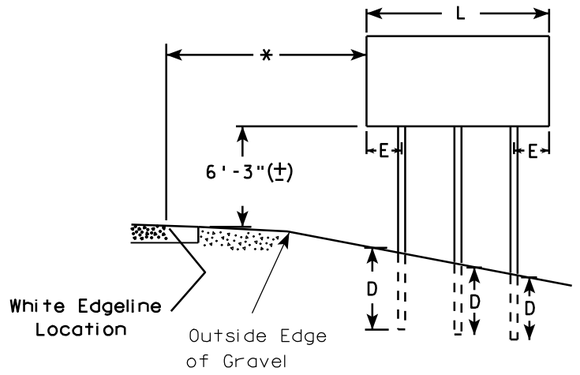
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 130	E

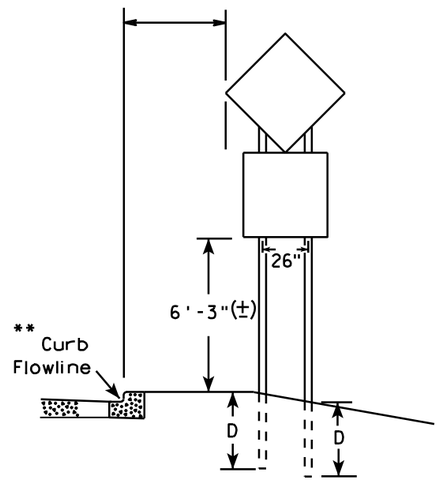
URBAN AREA



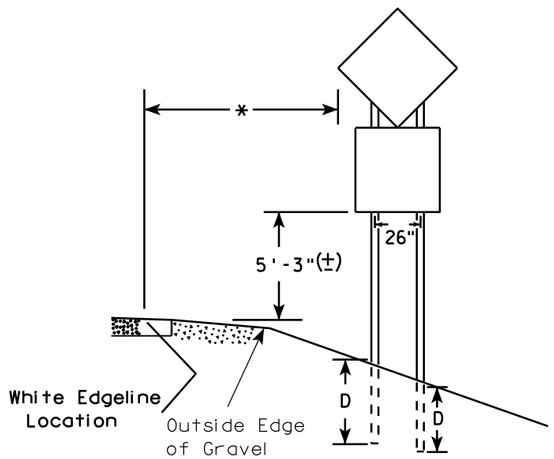
RURAL AREA (See Note 3)







48" DIAMOND WARNING SIGN



48" DIAMOND WARNING SIGN

SIGN SHAPE OTHER THAN DIAMOND (TWO POSTS REQUIRED)	
L	E
Greater than 48" Less than 60"	12"
60" to 120"	L/5

***

SIGN SHAPE OTHER THAN DIAMOND (THREE POSTS REQUIRED)	
L	E
Greater than 120" less than 168"	12"

SIGN SHAPE OTHER THAN DIAMOND (FOUR POSTS REQUIRED)	
L	E
168" and greater	12"

POST EMBEDMENT DEPTH

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

GENERAL NOTES

1. For multiple 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. Minimum mounting height for J assemblies (A4-5) is 7'-3" (±) or 6'-3" (±) per urban or rural detail respectively.
6. Offset distance shall be consistent with existing signs or consistent throughout length of project.
7. Folding stop signs (R1-1F) 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 (W1-8A), Clearance Markers (W5-52), Mile Markers (D10 series) & End of Road Markers (W5-56 & W5-56A) 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 or 20 S.F. or less in area.

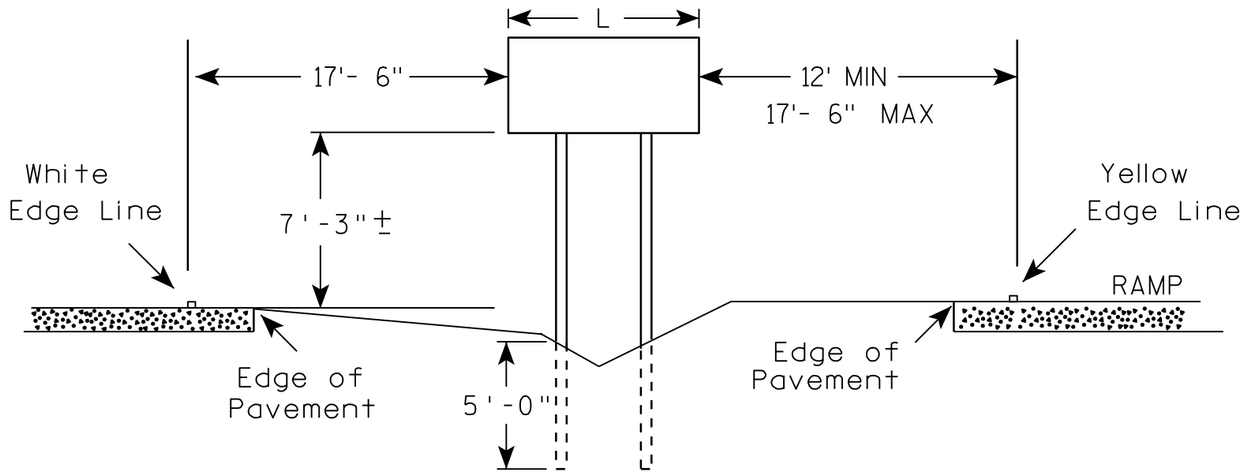
TYPICAL INSTALLATION OF TYPE II SIGNS ON MULTIPLE POSTS

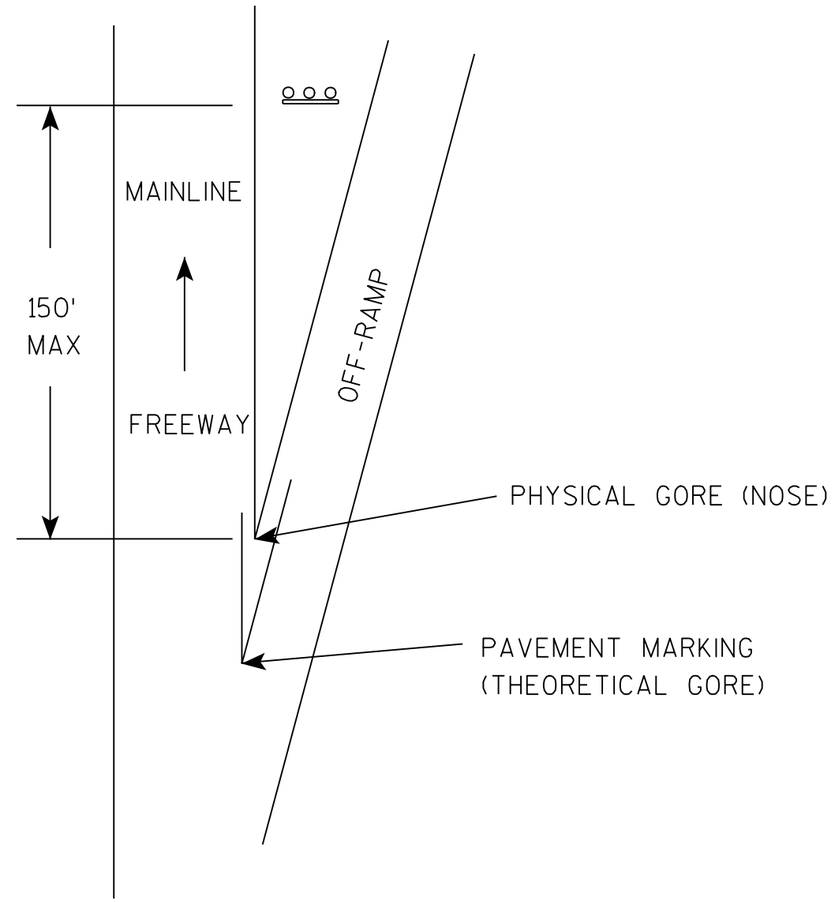
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 9/30/09 PLATE NO. A4-4.10

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 131	E





GENERAL NOTES

1. The 150 foot distance from the physical gore (where pavement ends) will normally provide the offsets as shown.
2. If roadway geometrics permit, the sign may be closer than the 150 foot distance as long as the offsets are maintained.
3. At no time shall the location be greater than 150 feet. If the normal offsets cannot be maintained, they can be reduced to 6 feet from the edge of the paved shoulder (both freeway and ramp).
4. The offset from edge of sign to the yellow edge line on the ramp is shown as a minimum of 12 feet and a maximum of 17 feet, 6 inches. Preference is adhering to the maximum rather than the minimum dimension.
5. When L is equal to or exceeds 9 feet, use 3 posts as per A4-4.
6. The (∓) tolerance for the mounting height is 3 inches.

7

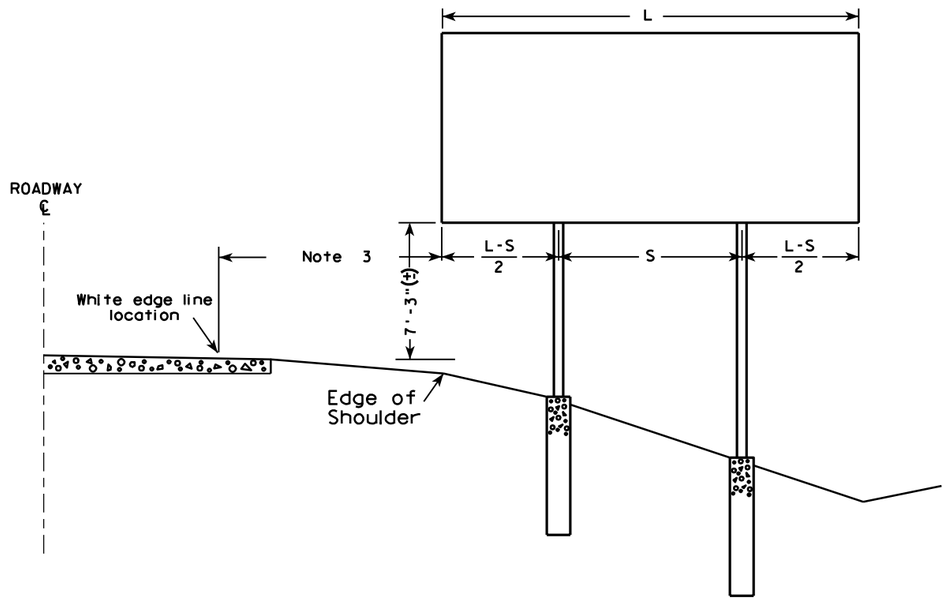
7

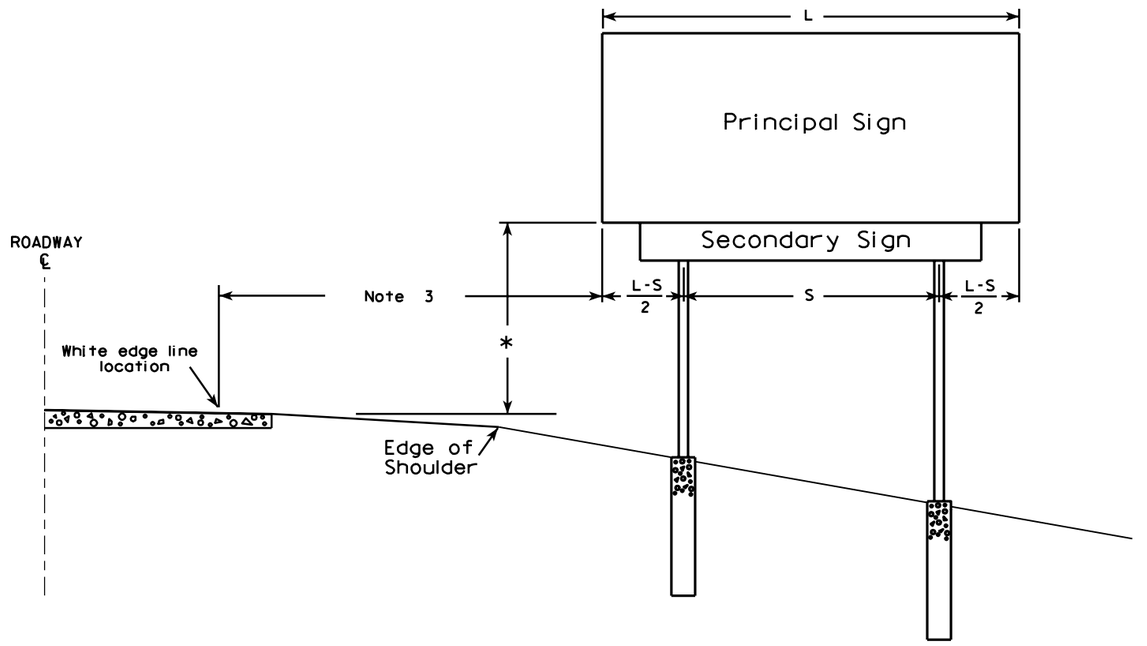
TYPICAL INSTALLATION
OF TYPE II SIGNS ON
WOOD POSTS IN GORE

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Chester J Spang
for State Traffic Engineer

DATE 4/4/00 PLATE NO. A4-2.2





GENERAL NOTES

1. For a 2 post installation, S equals 3L/5, but shall not be less than 9 ft.
2. For a 3 post installation, S equals 5L/7, but shall not be less than 18 ft., and the space between any two posts shall not be less than 9 ft.
3. Unless noted in the plan, the sign offset distance shall be a minimum of 17'-6", desirable 30'-0".
4. The (±) tolerance shown on this sheet is 3 in.
5. The vertical sign height clearance detailed is measured from the bottom of the sign to the near edge of pavement.
6. Post lengths shown in the miscellaneous quantities are estimated lengths. The contractor shall verify post lengths at the time of final grading.
7. Refer to the Traffic Guidelines Manual for further guidance on minimum vertical clearance requirements.

* Clearance is 8'-3"(±) when the secondary sign is 3 ft. or less in height. For secondary signs larger than 3 ft., the clearance to the bottom of the secondary sign shall be 5'-3"(±).

7

7

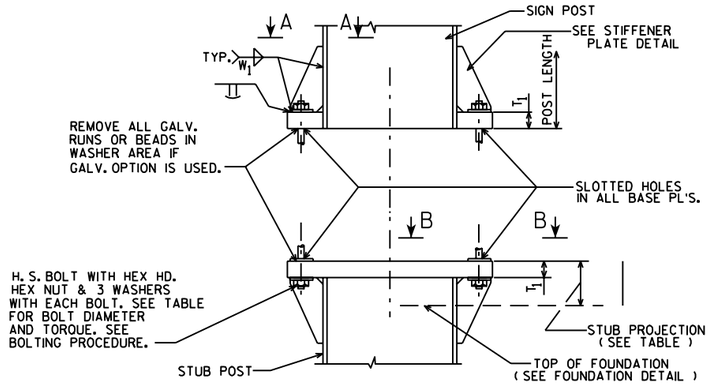
TYPICAL INSTALLATION
OF TYPE I SIGNS

WISCONSIN DEPT OF TRANSPORTATION

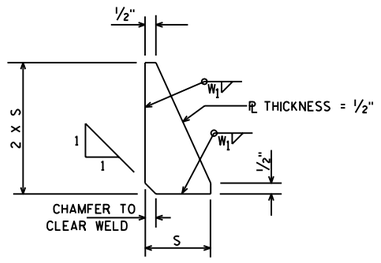
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 4/02/08 PLATE NO. A4-1.9

PROJECT NO:				SHEET NO: 133	E

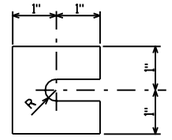


SIGN POST AND STUB POST ELEVATION



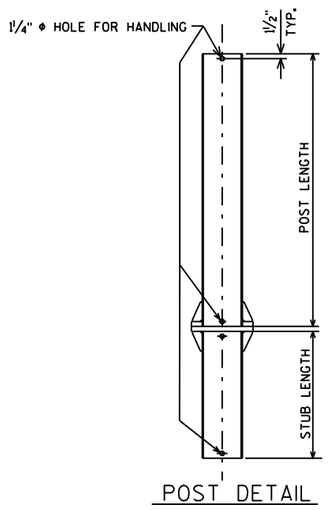
STIFFENER PLATE DETAIL

(SEE TABLE FOR DIMENSIONS)



FURNISH 2 @ .012" ± THICK AND 2 @ .032" ± THICK SHIMS PER POST. SHIMS SHALL BE FABRICATED FROM BRASS SHIM STOCK OR STRIP CONFORMING TO A.S.T.M.- B36.

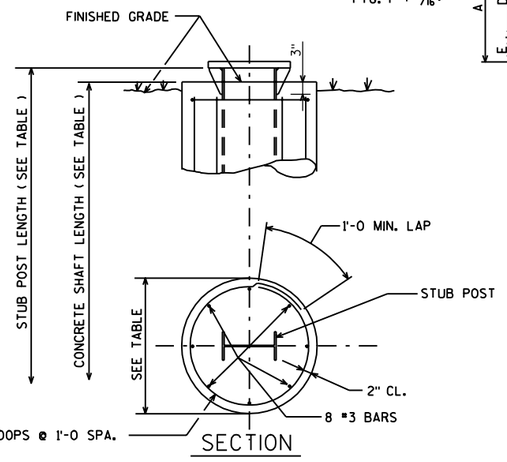
SHIM DETAIL



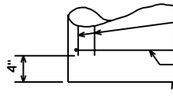
POST DETAIL

	QUANTITIES FOR 1 FOOTING	
	CONC. MASONRY C.Y.	REINF. STEEL LBS.
A	0.6	34
B	0.8	49
C	0.9	50
D	0.9	56
⑦ E	1.0	62

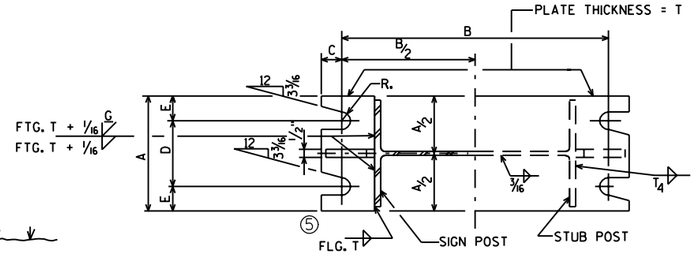
	TYPE	#3	#4
⑦ REINF.	A	8 @ 4'-5	5 @ 6'-3
	B	8 @ 6'-5	7 @ 6'-3
	C	8 @ 6'-11	7 @ 6'-3
	D	8 @ 7'-5	8 @ 6'-3
	E	8 @ 7'-11	9 @ 6'-3



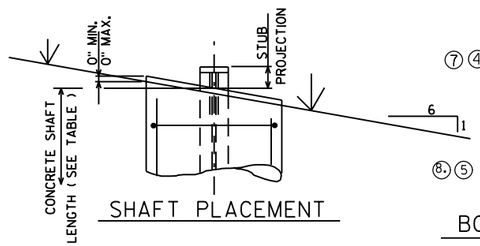
SECTION



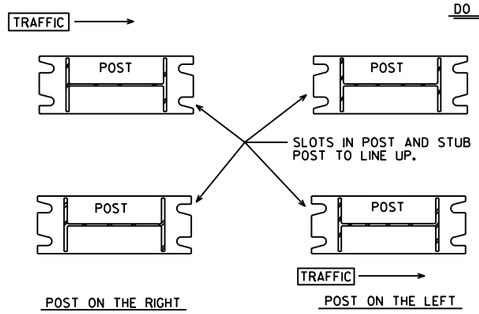
FOUNDATION DETAIL



SECTION A-A SECTION B-B



SHAFT PLACEMENT



POST SLOT ORIENTATION ⑦

DESIGN DATA

WIND PRESSURE = 75 M.P.H.
WIND COMPONENTS - NORMAL = 1.0 TRANSVERSE = 0.0
ICE LOAD = 3 P.S.F.

GROUP LOADS	PERCENT OF ALLOWABLE STRESS
1. DEAD	100
2. DEAD & WIND	140
3. DEAD, ICE & ½ WIND△	140 △25 P.S.F. MIN.

ALLOWABLE SOIL PRESSURE = 1½T / SQ. FT.
WIND LOAD WAS APPLIED TO THE AREA OF THE SIGN AND TO THE SUPPORTING MEMBERS.
ICE LOAD WAS APPLIED TO ONE FACE OF THE SIGN AND AROUND THE SURFACE OF THE SUPPORTING MEMBERS.

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.
DESIGN CONFORMS WITH A.A.S.H.T.O. SPECIFICATIONS 1985.
ALL POSTS, POST STUBS & ATTACHMENTS SHALL BE A.S.T.M. A709 GRADE 50, EXCEPT WHERE CONTRACT REQUIRES A.S.T.M. A709 GRADE 50 W.
IF A709 GRADE 50 MATERIAL IS USED, THE POST, BASE PLATES, UPPER SIX INCHES OF STUB POST, FLANGE SPLICE PLATE AND FUSE PLATE SHALL BE GALVANIZED AFTER FABRICATION.
H.S. BOLTS, WASHERS & NUTS SHALL BE A325 GALVANIZED WHEN POSTS, POST STUBS AND ATTACHMENTS ARE A709 GRADE 50 AND GALVANIZED.
H. S. BOLTS, WASHERS & NUTS SHALL BE A325 TYPE 3 NOT GALVANIZED WHEN CONTRACT REQUIRES A709 GRADE 50 W POSTS, POSTS STUBS AND ATTACHMENTS.

BOLTING PROCEDURE - BASE CONNECTION

1. ASSEMBLE SIGN POST TO STUB POST WITH BOLTS AND ONE OF THE FLAT WASHERS ON EACH BOLT BETW. PLATES.
2. SHIM AS REQ'D. TO PLUMB POST.
3. TIGHTEN ALL BOLTS THE MAXIMUM POSSIBLE WITH 12" OR 15" WRENCH TO BED WASHERS & SHIMS AND TO CLEAN BOLT THREADS, THEN LOOSEN EACH BOLT IN TURN AND RETIGHTEN IN A SYSTEMATIC ORDER TO THE PRESCRIBED TORQUE. (SEE TABLE)
4. BURR THREADS AT JUNCTION WITH NUT USING A CENTER PUNCH TO PREVENT NUT LOOSENING.

NOTE:
TIGHTEN THE HIGH STRENGTH BOLTS TO THE TORQUE SHOWN. DO NOT OVERTIGHTEN.

	TYPE	DIMENSION / POST SIZE	BOLT SIZE & TORQUE	A	B	C	D	E	T_1	T_4	W_1	R	S	STUB LENGTH	STUB PROJECTION	SHAFT DIAMETER	SHAFT LENGTH	K
④	A	W10"X12.0 #/FT.	¾" ϕ @ 75"-FT.	5¼"	1'-0⅜"	⅞"	3½"	⅞"	1"	⅜"	5/16"	13/32 "	2⅛"	3'-6	3"	2'-0 ϕ	5'-0	76.0# ④
④	B	W12"X16.0 #/FT.	⅞" ϕ @ 85"-FT.	5½"	1'-4¼	1"	3½"	1"	1¼"	¼"	5/16"	15/32 "	3"	5'-6	3"	2'-0 ϕ	7'-0	146.5# ④
	C	W12"X19.0 #/FT.	⅞" ϕ @ 85"-FT.	5½"	1'-4¼	1"	3½"	1"	1½"	5/16"	5/16"	15/32 "	3"	6'-0	3"	2'-0 ϕ	7'-6	182.1#
	D	W12"X22.0 #/FT.	⅞" ϕ @ 85"-FT.	5½"	1'-4¼	1"	3½"	1"	1½"	⅜"	5/16"	15/32 "	3"	6'-6	3"	2'-0 ϕ	8'-0	210.5#
③	E	W12"X26.0 #/FT.	1" ϕ @ 90"-FT.	7"	1'-4¼	1¼"	4"	1½"	1½"	⅜"	5/16"	11/32 "	3"	7'-0	3"	2'-0 ϕ	8'-6	293.0# ③

② ① ⑥ ①

STRUCTURAL CARBON STEEL PAY WTS. (1 POST) = K+ (POST LENGTH X POST WT.)
" K " INCLUDES STUB, BASE PLATES, STIFFS., BOLTS, AND WASHERS.

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Chesta J Spey for State Traffic Engineer

DATE 8/26/97 PLATE NO. A3-1.12

NO.	DATE	REVISION
⑧	10-30-96	NOT GALVANIZED/GALVANIZED
⑦	10-30-92	QUANT., A588 EXCEPT., ADD SLOT VIEW
⑥	8-24-87	BASE CONN. WELD
⑤	10-13-81	BASE CONN. WELD & FUSE PL WASHERS
④	10-19-79	POST A & B, A572 GR. 50, & K
②	11-28-78	"K" ③ 4-23-79 TYPE "E"
①	5-4-78	T_1 , T_2 & W_1

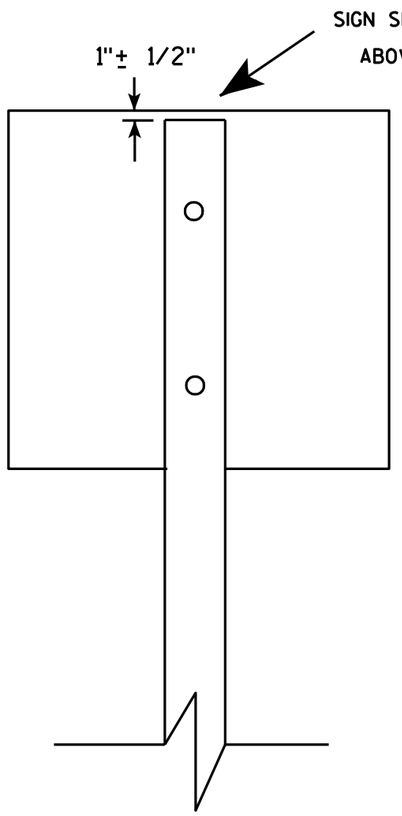
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

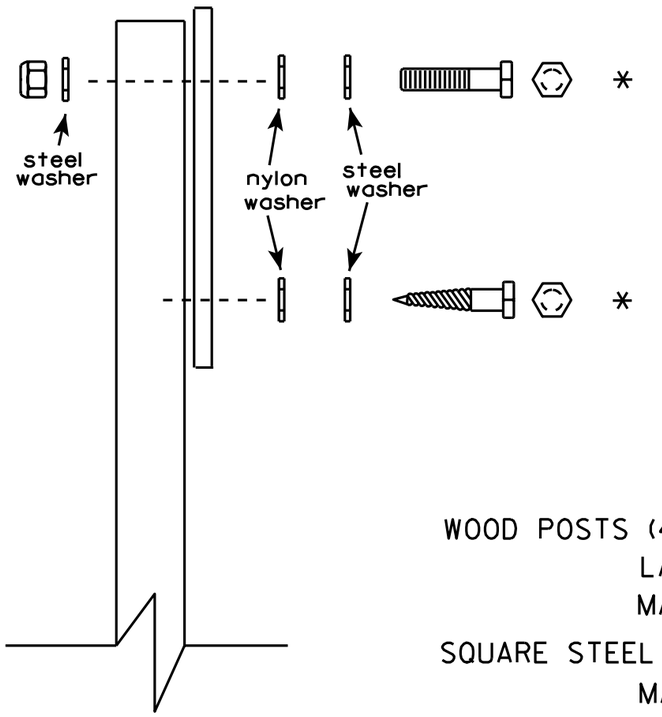
TYPE A, B, C, D, & E

CONST. SPEC. 1989 | DRAWN BY LOY | PLANS CK'D.

FTG. & SIGN SUPPORT DETAILS GROUND MOUNT BREAK-AWAY SIGNS | SHEET

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 134 | E





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

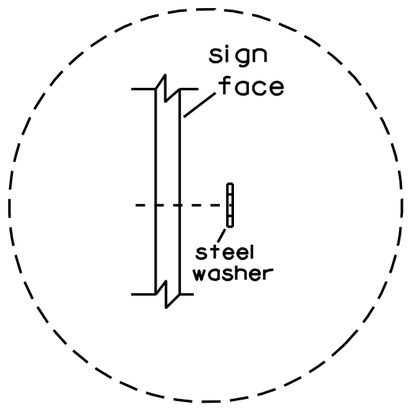
a. Hot dip galvanized in accordance with ASTM Designation: A 153, Class D, or SC 3
b. Electro-galvanized in accordance with ASTM Designation : B 633, TYPE III, SC 3.

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

WOOD POSTS (4" x 4" or 4" x 6")
LAG SCREWS - 3/8" X 3"
MACHINE BOLTS - 5/16" X 6-1/2" or 7" Length w/ nuts

SQUARE STEEL POSTS (2" x 2")
MACHINE BOLTS - 3/8" X 3-1/4" Length w/ nuts
RIVETS - 9/32 " (6605-9-6) BULB-TITE, TRI-FOLD, ALUMINUM BODY/MANDREL
O.D. FLANGE .720-.765 INCH, GRIP RANGE .042-.375 INCH

WASHERS (ALL POSTS) -
1-1/4" O.D. X 3/8" I.D. X 1/16" STEEL
1-1/4" O.D. X 3/8" I.D. X .080 NYLON for all Type H signs.



Washer Placement when Sign Has Other Than Type H or Type F Face

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

ATTACHMENT OF SIGNS TO POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

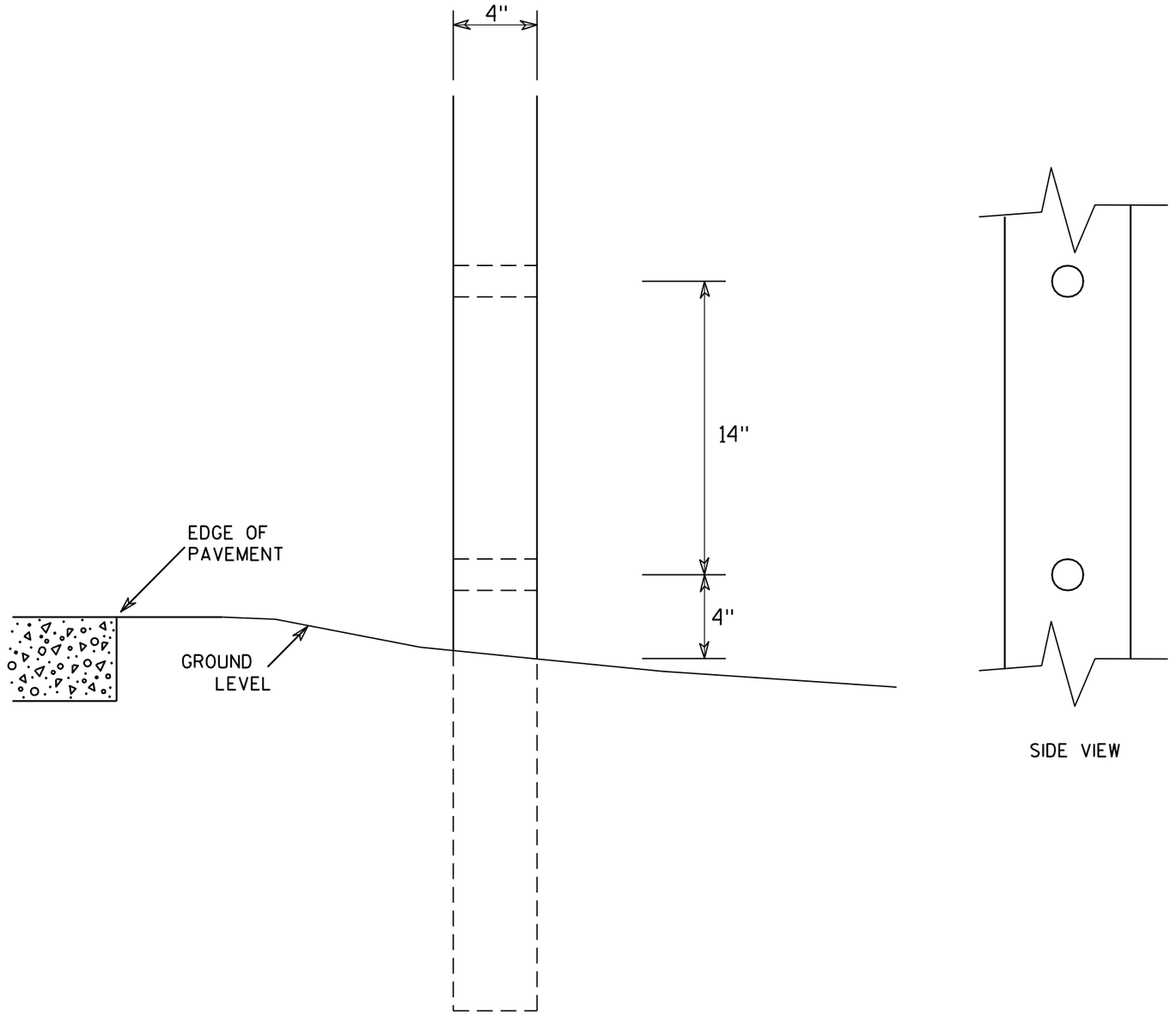
DATE 3/23/10 PLATE NO. A4-8.7

7

7

PROJECT NO:

SHEET NO: 135 E



SIDE VIEW

GENERAL NOTES

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

7

7

4 X 6 WOOD POST MODIFICATIONS

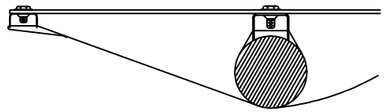
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Chester J Spang
for State Traffic Engineer

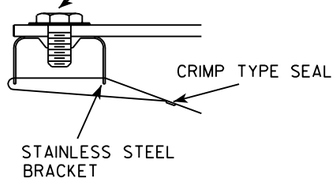
DATE 3/27/97 PLATE NO. A4-11.2

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 136	E

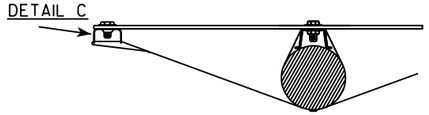
BRACE BANDING

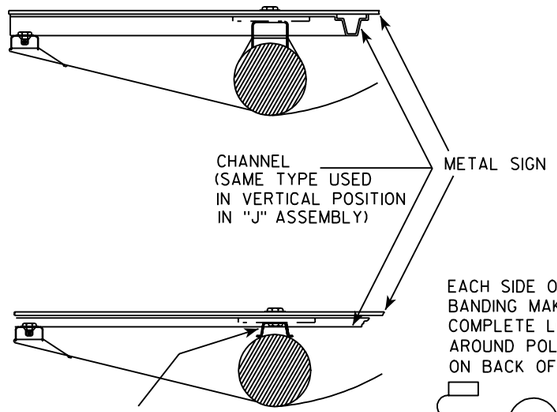


DETAIL C
CADMIUM PLATED STEEL BOLT
THROUGH BLACK BORDER

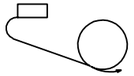


DETAIL C



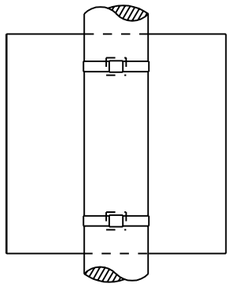


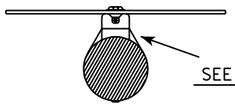
EACH SIDE OF BRACE
BANDING MAKES ONE
COMPLETE LOOP
AROUND POLE-SEAL
ON BACK OF POLE



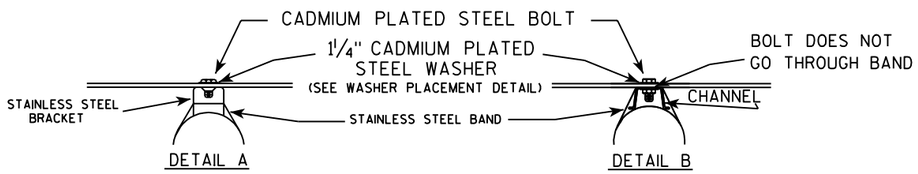
BRACKET BANDING

SINGLE SIGN

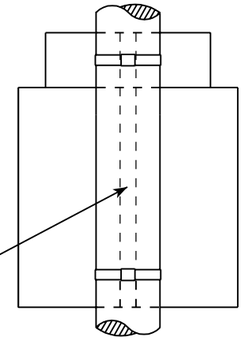




SEE DETAIL A



"J" ASSEMBLY

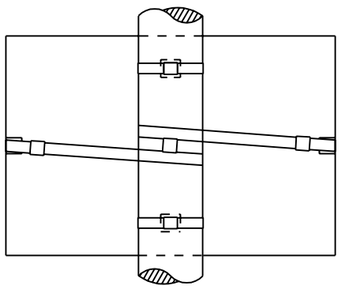


CHANNEL
SEE TYPICAL PANEL
INSTALLATION SHEET

SEE DETAIL B

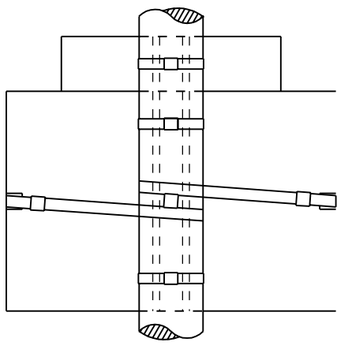
GENERAL NOTES

1. Signs 4' or greater in width shall have one brace band installed at the center of the sign.
2. Signs 3' or greater in height shall have three bracket bands installed. Signs less than 3' in height shall have two bracket bands installed.
3. Banding and assembly bracket shall be stainless steel. All bands shall be ¾" in width and 0.025" thickness.

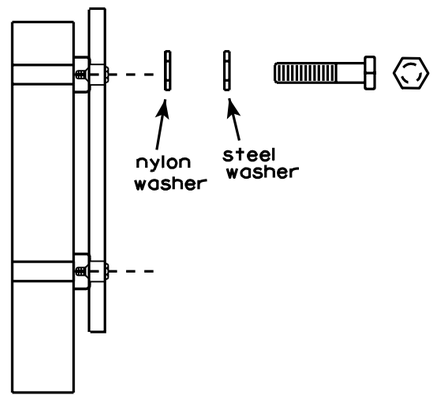


BRACE BANDING

BRACE BANDING SHALL BE TIGHTENED FIRMLY BUT NOT SO TIGHT AS TO APPRECIABLY CURVE FACE OF 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

STANDARD SIGN
SIGN BANDING DETAILS

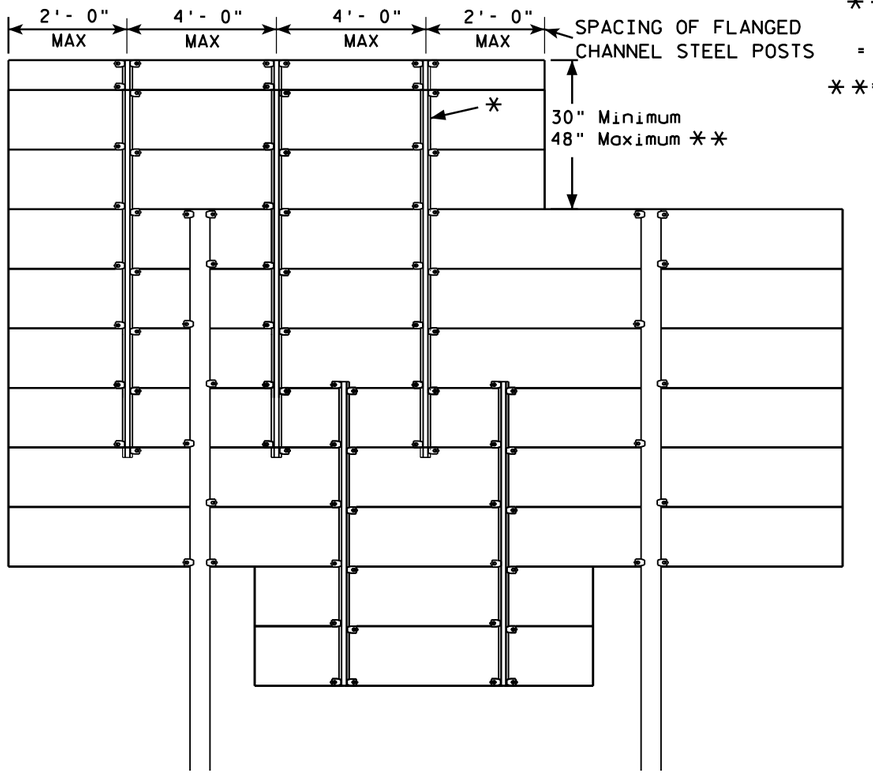
WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R Rauch*
for State Traffic Engineer

DATE 11/08/05 PLATE NO. A5-9.2

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 137	E

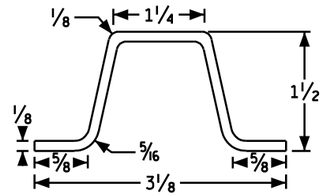
GROUND MOUNTED SIGN



*=2.00 lb/ft FLANGED CHANNEL, MIN. YIELD STRENGTH = 60,000 PSI (GRADE 60) GALVANIZED

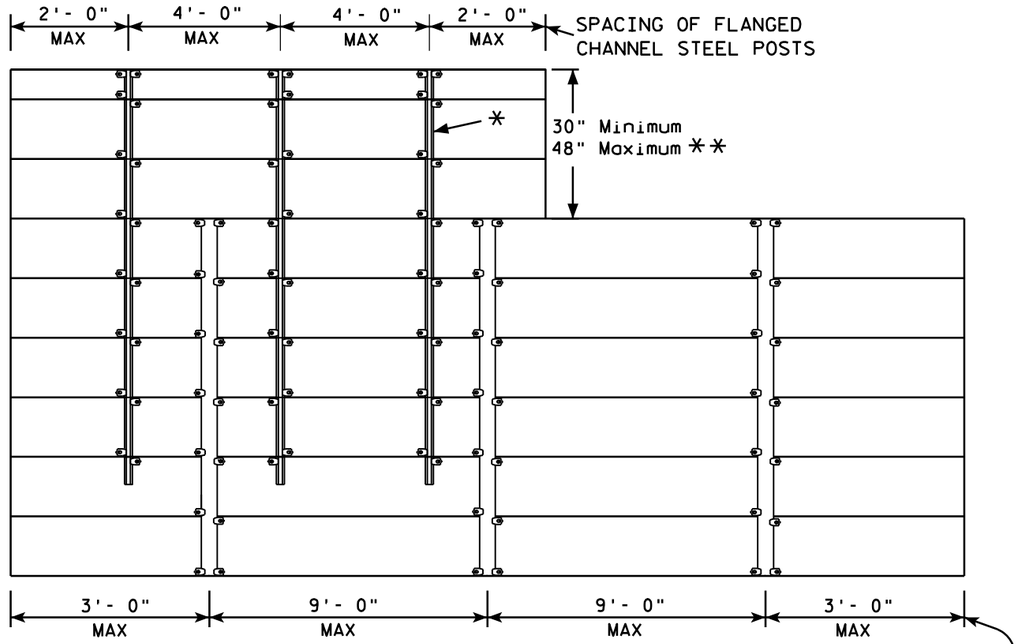
**=FOR 48" HEIGHT PANELS ON OVERHEAD STRUCTURES, ENTIRE SIGN SHALL BE CENTERED VERTICALLY ABOUT THE DEPTH OF THE TRUSS.

FLANGE CHANNEL DETAIL



NOT TO SCALE

SIGN BRIDGE MOUNTED SIGN



GENERAL NOTES

1. Flanged channel steel posts shall conform to size and material above, and shall be considered as incidental to other items in the contract.
2. Number of Flanged channel steel supports varies with length of panel and shall be spaced as shown:

   PANEL LENGTH 8'-0" OR LESS = 2 CHANNELS
   PANEL LENGTH 9'- 0" - 12'- 0" = 3 CHANNELS
   PANEL LENGTH 13'- 0" OR MORE = 4 CHANNELS

   If the flanged channel steel posts can not be horizontally spaced as shown, they can be moved so as to securely hold the sign.
3. The EXIT NUMBER PANEL shall normally be positioned above the guide sign aligned with the right edge of the guide sign. If the guide sign indicates a left exit, the EXIT NUMBER PANEL shall be aligned with the left edge of the guide sign.
4. If the bolt holes in the top panel (EXIT NUMBER), or sub panel (NEXT EXIT) line up with holes in main sign panel, stitch bolts shall be used in addition to the channels.
5. Provide post clips for each sign as shown. (Please note the differences between a ground mounted versus Sign bridge mounted sign as far as number of clips required on the main supports or beams)

7

7

ATTACHMENT OF GUIDE SIGNS TO SUPPORTS

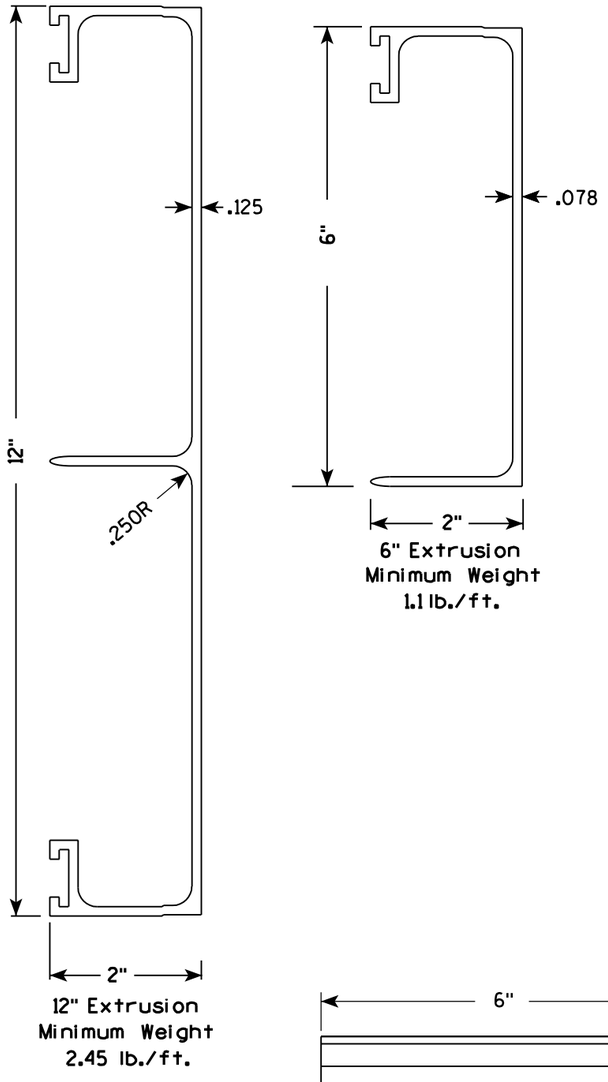
WISCONSIN DEPT OF TRANSPORTATION

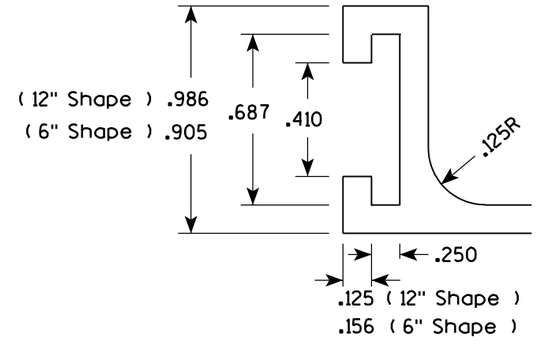
APPROVED Matthew R Rauch for State Traffic Engineer

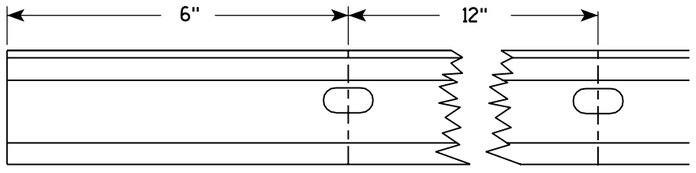
DATE 6/7/10 PLATE NO. A4-6.11

PROJECT NO:				SHEET NO: 138	E

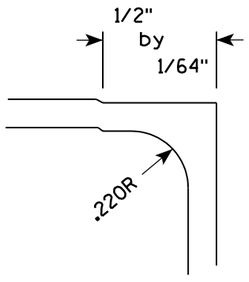
Extruded Shape







Punch 7/16" x 7/8" oval holes beginning 6" in from end of extrusion 12" CC on both edges of 6" and 12" panels.

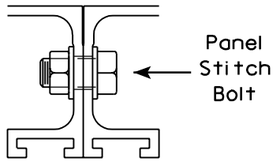


Hardware

STITCH BOLT, WASHER & NUT

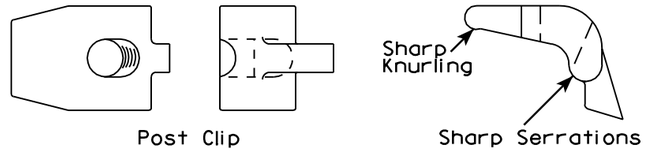
The hardware includes:

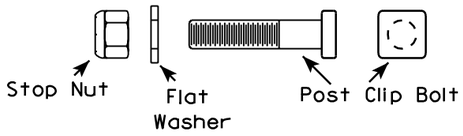
3/8 " - 16 X 3/4 " Economy Bolt 2024-T4 alloy
3/8 " - Stainless steel stop nut
3/8" X .064 Flat Washers, Alclad 2024-T4 alloy



POST CLIP, POST CLIP BOLT, WASHER & NUT

Post Clip shall be Alum. Alloy 356-T6
Post Clip Bolt shall be Stainless Steel.
Flat washer shall be 3/8" X .091, Stainless Steel.
Stop nut shall be stainless steel.





NOTES

1. The contractor may select any brand of extrusion that conforms to the illustrations or meets with the approval of the engineer, but all extrusions used on this contract shall be of the same brand.
2. Panel Stitch Bolts shall be used to assemble adjacent panels. Maximum stitch bolt spacing shall be 24" C-C, and a minimum of 4 bolts shall be used to connect any two extrusions.
3. Post Clips shall be used to attach the sign panel to the sign support.

ALUMINUM EXTRUSIONS FOR TYPE I SIGNS

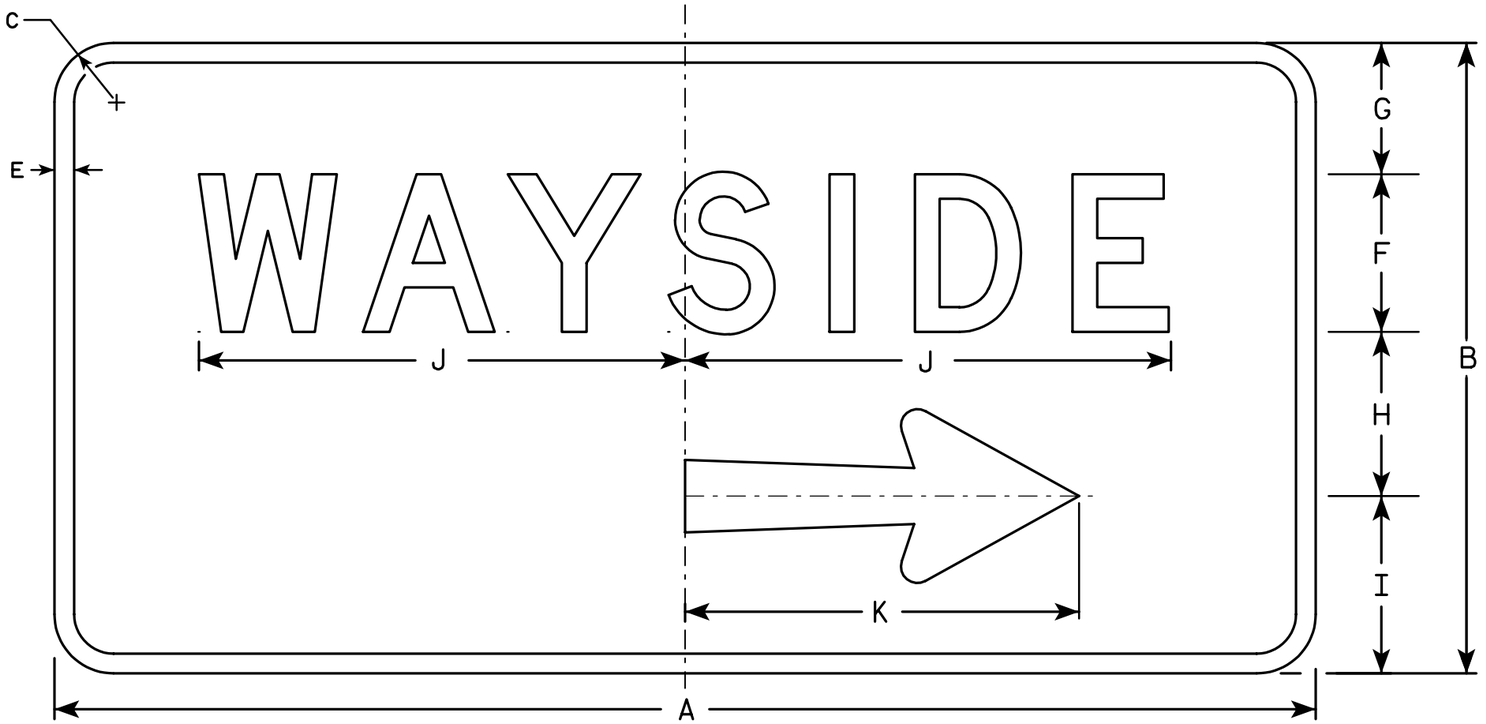
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Chester J Spang
for State Traffic Engineer

DATE 11/18/99 PLATE NO. A5-2.9

PROJECT NO:

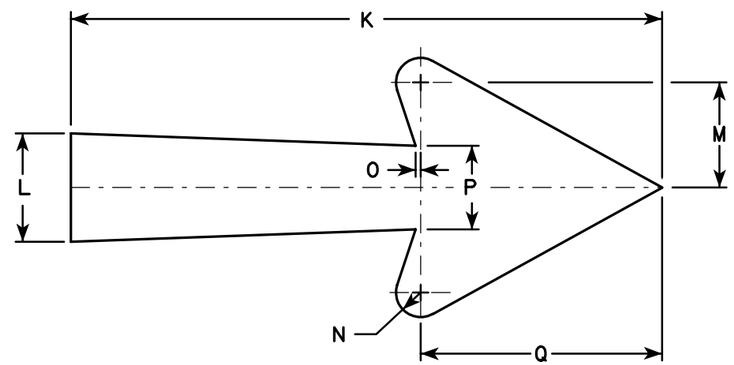
SHEET NO: 139 E



D5-62R

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Blue
   Message - White
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. D5-62L is the same as D5-62R except that the arrow is rotated 180° about the vertical center line.



Arrow Detail

Metric equivalent for this sign is:

SIZE	
1	
2	1200 mm X 600 mm
3	
4	1950 mm X 1050 mm
5	

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.	Area m2
1																												
2	48	24	2 1/4		3/4	6	4	6 1/4	6 3/4	18 1/2	15	2 3/4	3 1/8	5/8	1/8	2 1/8	6 1/8										8.0	0.72
3																												
4	78	42	3		1	10	8 3/4	11	12 1/4	30 1/8	26 1/4	4 3/4	4 5/8	1 1/8	1/4	3 3/4	10 3/4										22.8	2.05
5																												

STANDARD SIGN
D5-62

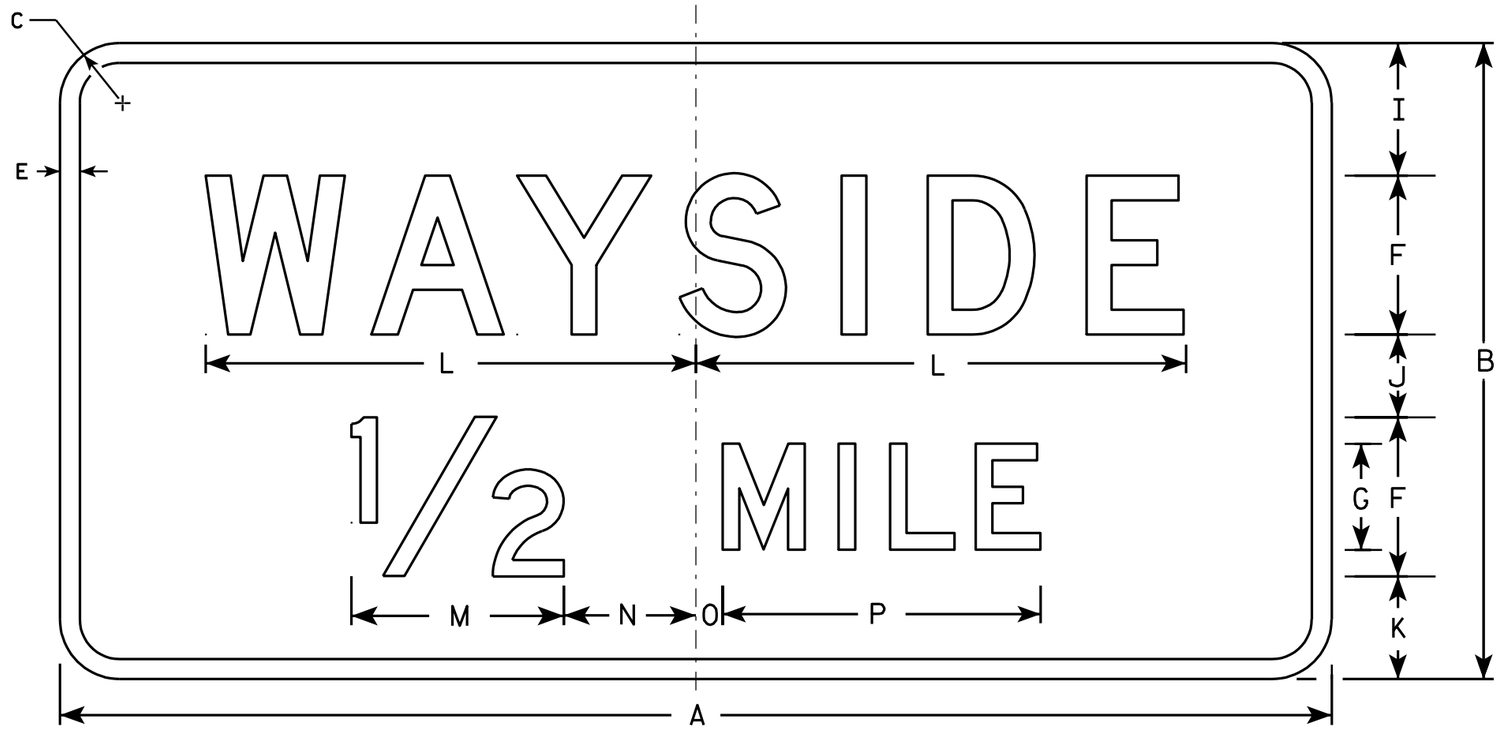
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Chester J Spagg for State Traffic Engineer

DATE 1/09/02 PLATE NO. D5-62.10

STATE PROJECT NUMBER:

SHEET NO: 140 E



D5-61

NOTES

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

Metric equivalent for this sign is:

SIZE	
1	
2	1200 mm X 600 mm
3	
4	1950 mm X 1050 mm
5	

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z		
1																												
2	48	24	2 1/4		3/4	6	4	6	5	3 1/8	3 7/8	18 1/2	8	5	1	12											8.0	0.72
3																												
4	78	42	3		1	10	7	10 1/2	8 3/4	5 3/4	7	30 1/8	14	8 3/4	1 3/4	21											22.8	2.05
5																												

STANDARD SIGN
D5-61

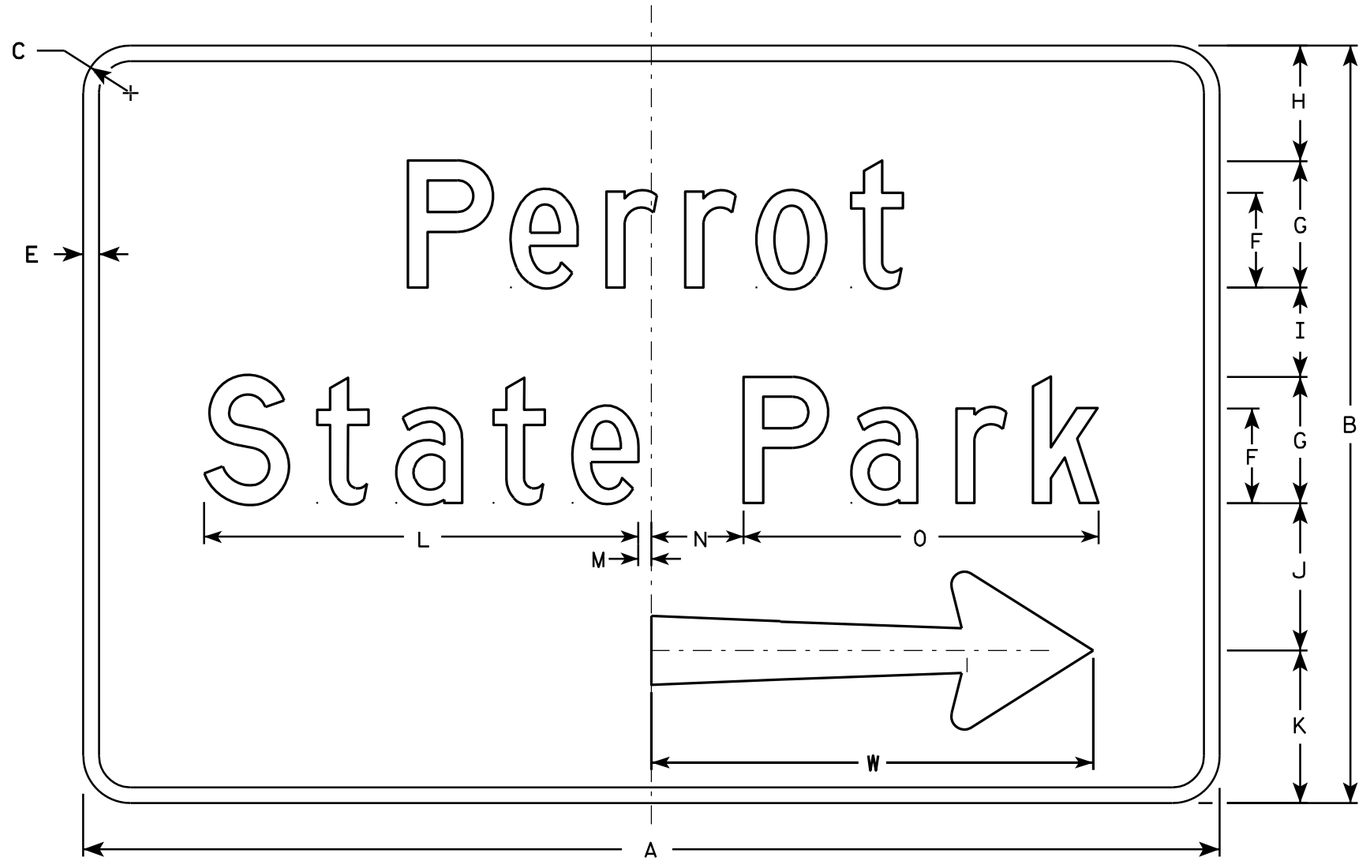
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Chester J Spagg for State Traffic Engineer

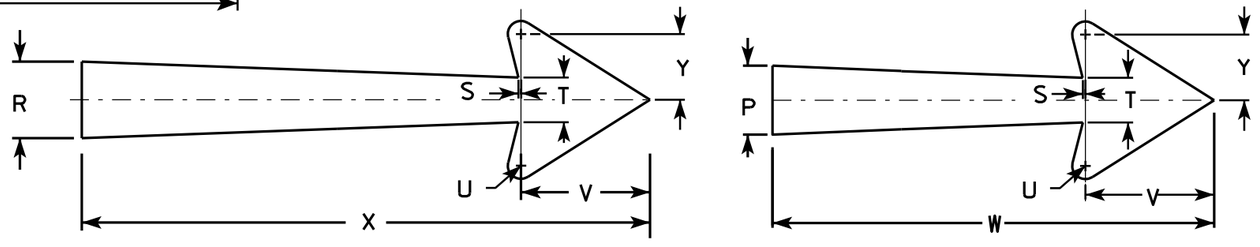
DATE 1/09/02 PLATE NO. D5-61.9

STATE PROJECT NUMBER:

SHEET NO: 141 E



D7-53R



Arrow Details

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Brown
   Message - White
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Substitue appropriate name and optically adjust spacing to achieve proper balance. When necessary to accommodate name, lengthen board by 6" increments. Minimum sign width is 54".
6. Use 21" arrow (dimension W) for lengths of 54" to 72". Use 27" arrow (dimension X) for 78" and longer.
7. D7-53L is the same as D7-53R except the arrow is reversed.

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	Varies	36	2 1/4		3/4	4 1/2	6	5 1/2	4 1/4	7	7 1/4	20 5/8	5/8	4 3/8	16 7/8	3 1/4		3 5/8	1/8	2 1/8	5/8	6 1/8	21	27	3 1/8		Varies
3																											
4																											
5																											

STANDARD SIGN
D7-53

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 8/23/10 PLATE NO. D7-53.8

PROJECT NO:

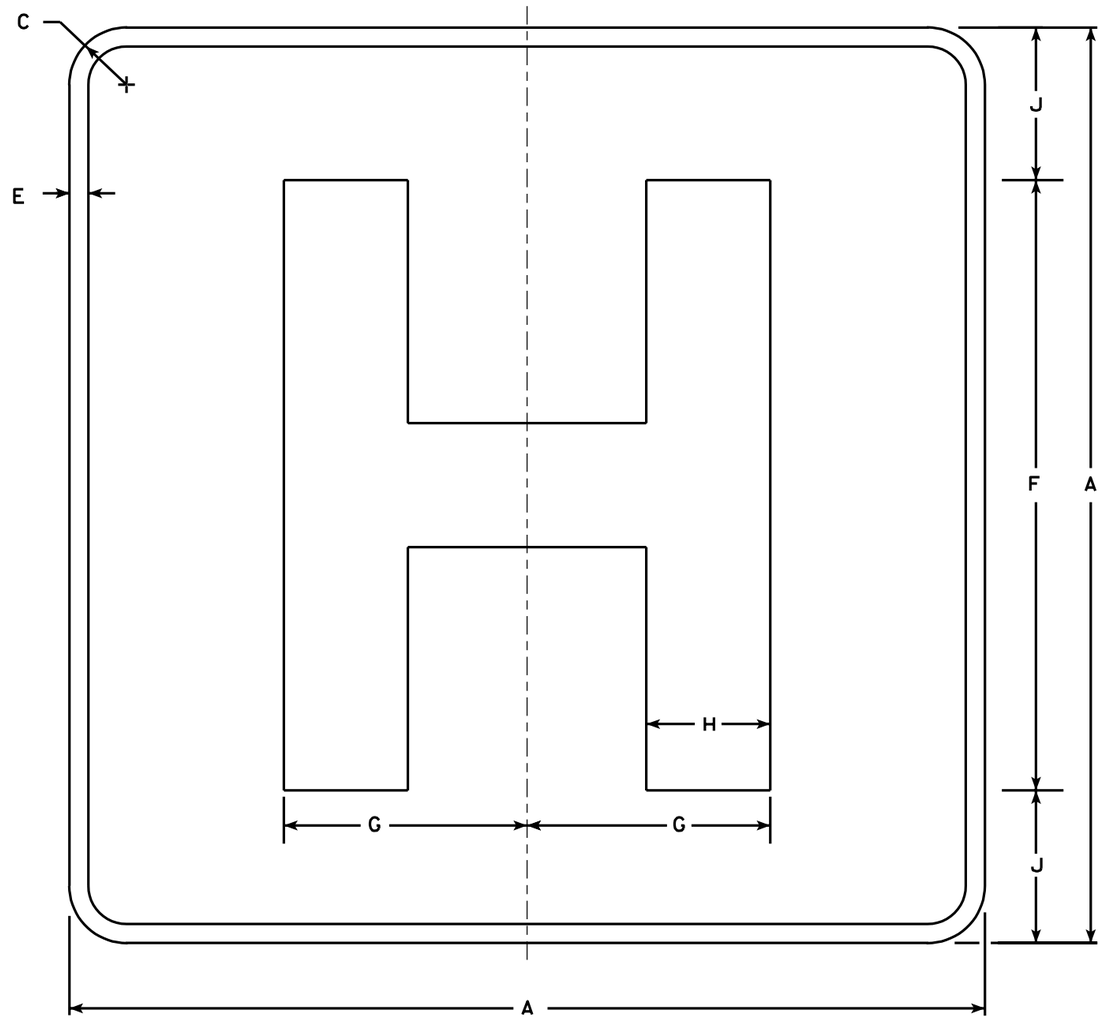
SHEET NO: 142 E

FILE NAME : C:\Users\PROJECTS\tr_stdplate\D753.DGN PLOT DATE : 23-AUG-2010 14:15 PLOT BY : dotsja

WISDOT/CADDS SHEET 42

7

7



D9-2

NOTES

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

Metric equivalent for this sign is:

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

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	18		1 1/8		1/2	12	4 3/4	2 3/8		3																	4.0
2	24		1 1/2		1/2	16	6 3/8	3 1/4		4																	4.0
3	36		2 1/4		3/4	24	9 1/2	4 7/8		6																	9.0
4																											
5																											

STANDARD SIGN
D9-2

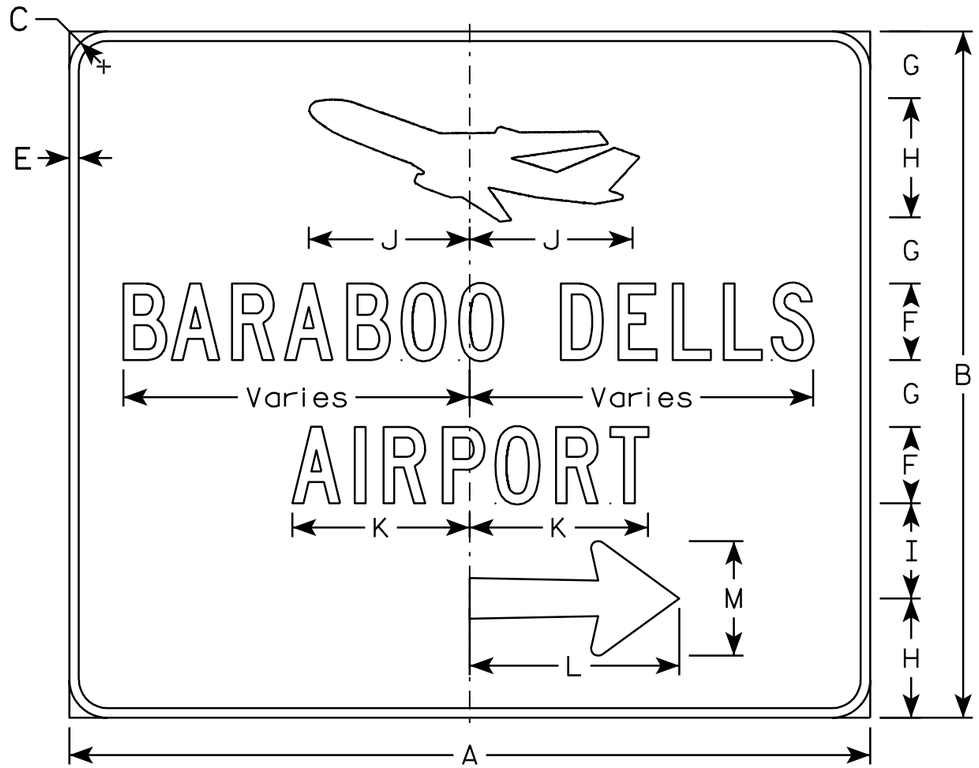
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Chester J Spong for State Traffic Engineer

DATE 1/15/02 PLATE NO. D9-2.4

PROJECT NO:

SHEET NO: 143 E



D9-52R

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Green
   Message - White - Type H Reflective
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. D9-52L is the same as D9-52R except the arrow is reversed.
6. Substitute appropriate site name and optically adjust spacing as required to achieve proper balance. When necessary to accommodate name, lengthen board by 6" increments. Minimum board width is 36".

Metric equivalent for this sign is:

SIZE	
1	
2	Varies mm X 900 mm
3	
4	
5	

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.	Area m²
1																												
2	Varies	36	1 ½		½	4	3 ½	6 ¼	5	8 ½	9 ¼	11	6														Varies	Varies
3																												
4																												
5																												

STANDARD SIGN
D9-52

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 4/16/07 PLATE NO. D9-52.1

PROJECT NO: | SHEET NO: 144 | E

NOTES

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

D9-6

Metric equivalent for this sign is:

SIZE	
1	450 mmX 450 mm
2	600 mmX 600 mm
3	750 mmX 750 mm
4	
5	

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	18		1 1/8	1/2			15	1 1/2																			2.25
2	24		1 1/2	1/2			20	2																			4.0
3	30		1 7/8	3/4			25	2 1/2																			6.25
4																											
5																											

STANDARD SIGN
D9-6

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Chester J Spang
for State Traffic Engineer

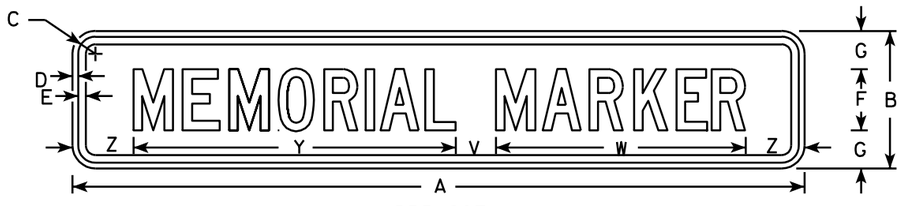
DATE 1/15/02 PLATE NO. D9-6.3

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 145	E

DB5-69B
DG5-69B
DN5-69B

DB5-69E

DB5-69G
DG5-69G
DN5-69G



DB5-69F

NOTES

1. Signs are Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - See note 5
   Message - White - Type H Reflective
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.

DB5-69B, DB5-69E, DB5-69F, DB5-69G	Background BLUE
DG5-69B, DG5-69G	Background GREEN
DN5-69B, DN5-69G	Background BROWN

6. All signs are series D except for DB5-69E & DB5-69F which are Series C.

Metric equivalent for this sign is:

SIZE	
1	1200 mm X 225 mm
2	1200 mm X 225 mm
3	
4	
5	

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.	Area m2
1	48	9	1 1/8	3/8	1/2	4	2 1/2	12	24	5 3/4	12 1/4	2 3/4	22	5 1/4	3			4 1/2	19 1/2	4 1/4	23 1/4	2 5/8	16 3/8	2 7/8	21	2	3.0	.27
2	48	9	1 1/8	3/8	1/2	4	2 1/2	12	24	5 3/4	12 1/4	2 3/4	22	5 1/4	3			4 1/2	19 1/2	4 1/4	23 1/4	2 5/8	16 3/8	2 7/8	21	2	3.0	.27
3																												
4																												
5																												

STANDARD SIGN
DB5-69 & DG5-69
& DN5-69 Series

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

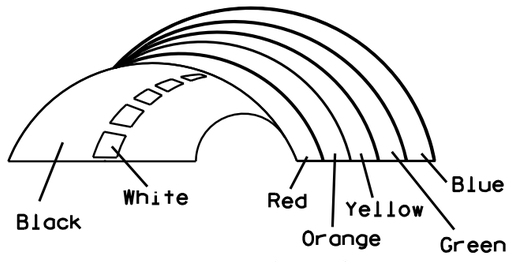
DATE 10/15/04 PLATE NO. DB5-69.5

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 146 | E

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - (See Note 5)
3. Message Series - (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. Border - Blue
   Line 1 - Red
   Line 2 - Black
   Line 3-5 - Blue
6. Line 1 - Dutch 8011L
   Line 2 - Series E
   Line 3-5 - Series C
7. Contractor shall provide and install a new post bracket in accordance with the I55-56B sign detail.

Background Colors of Symbol*



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

Metric equivalent for this sign is:

SIZE	
1	
2	750 mm X 900 mm
3	
4	
5	

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.	Area m2
1																												
2	30	36	1 1/2	1/2	5/8	3	2	3 1/2	2 7/8	1	8	2 1/8	11 1/4	11 1/8	9 3/8	1 1/4		3/4	12 5/8	7 1/2							7.5	.68
3																												
4																												
5																												

STANDARD SIGN
I55-56

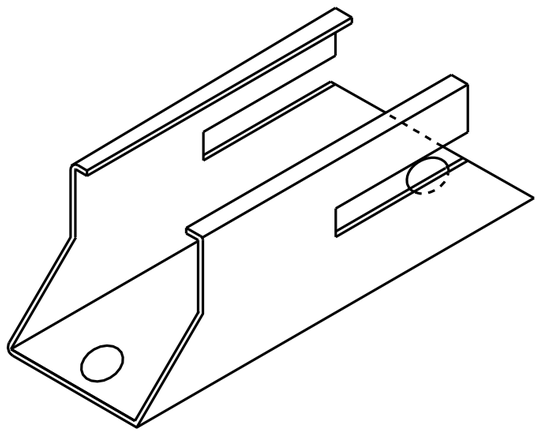
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

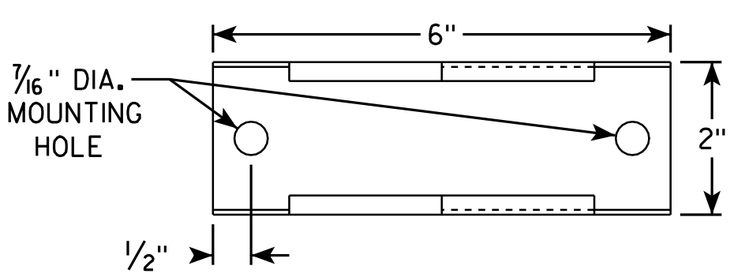
DATE 2/8/10 PLATE NO. 155-56.2

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 147

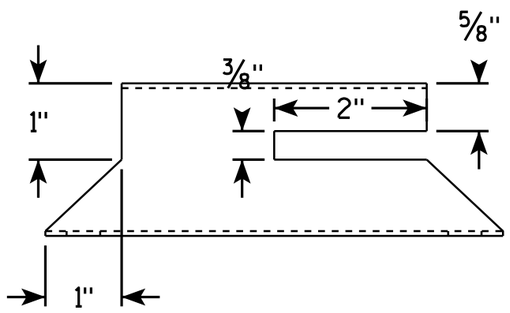
ISOMETRIC VIEW



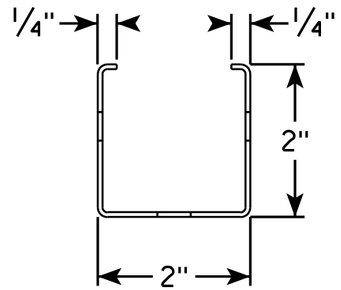
TOP VIEW



SIDE VIEW



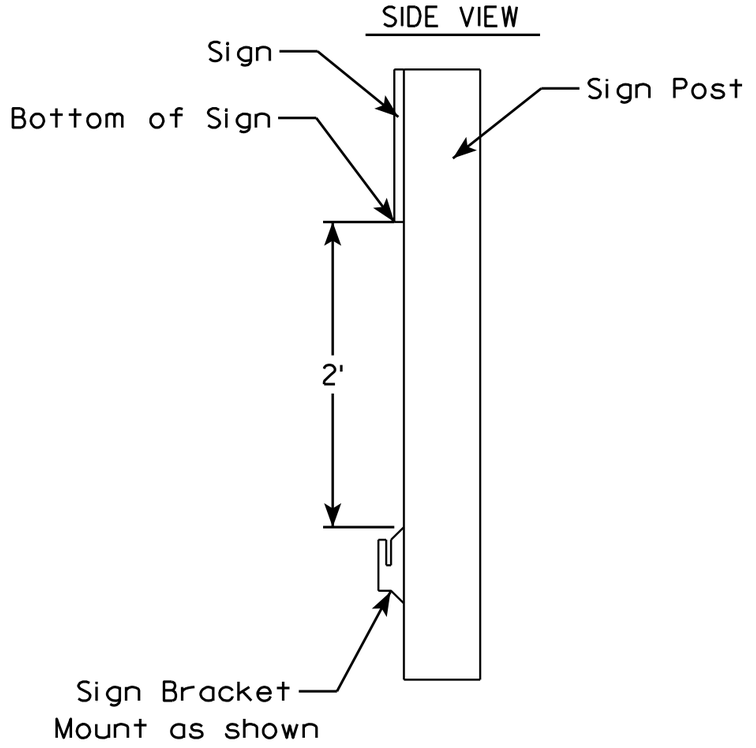
END VIEW



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

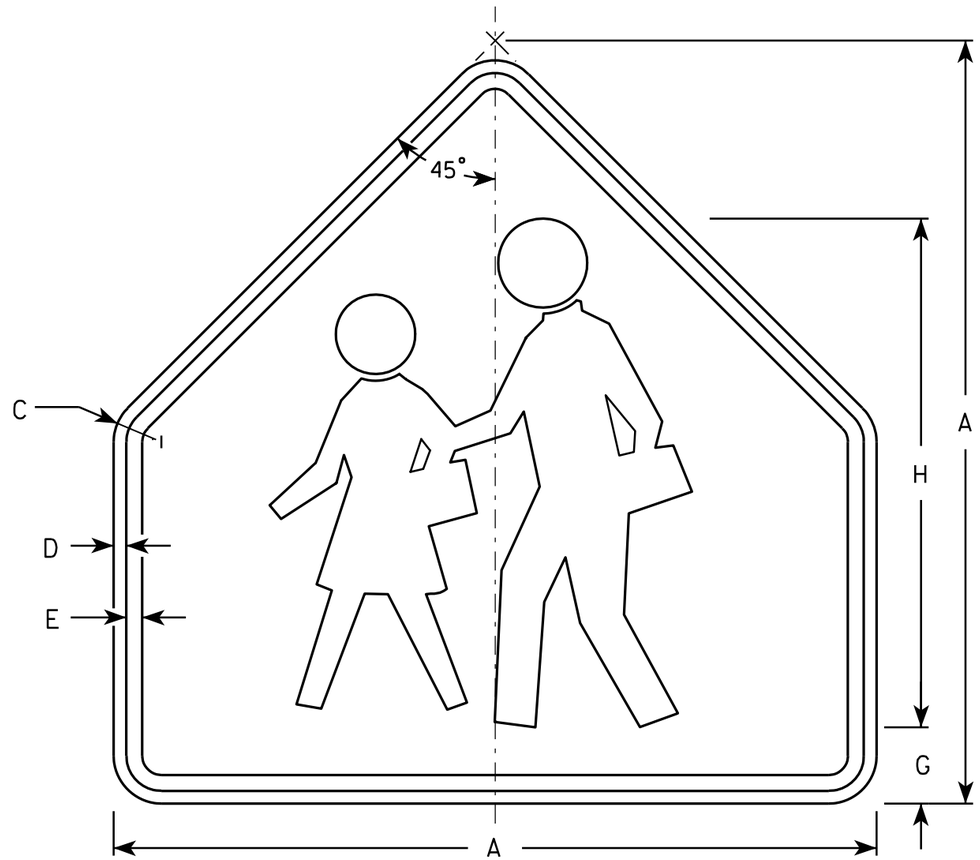
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/5/10 PLATE NO. I55-56B.1

7

7

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 148	E



S1-1

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow-Green
   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	30		1 3/8	1/2	5/8		3	20																			4.69
2	36		1 5/8	5/8	3/4		3 1/2	24																			6.75
3	36		1 5/8	5/8	3/4		3 1/2	24																			6.75
4	48		2 1/4	3/4	1		4 3/4	32																			12
5																											

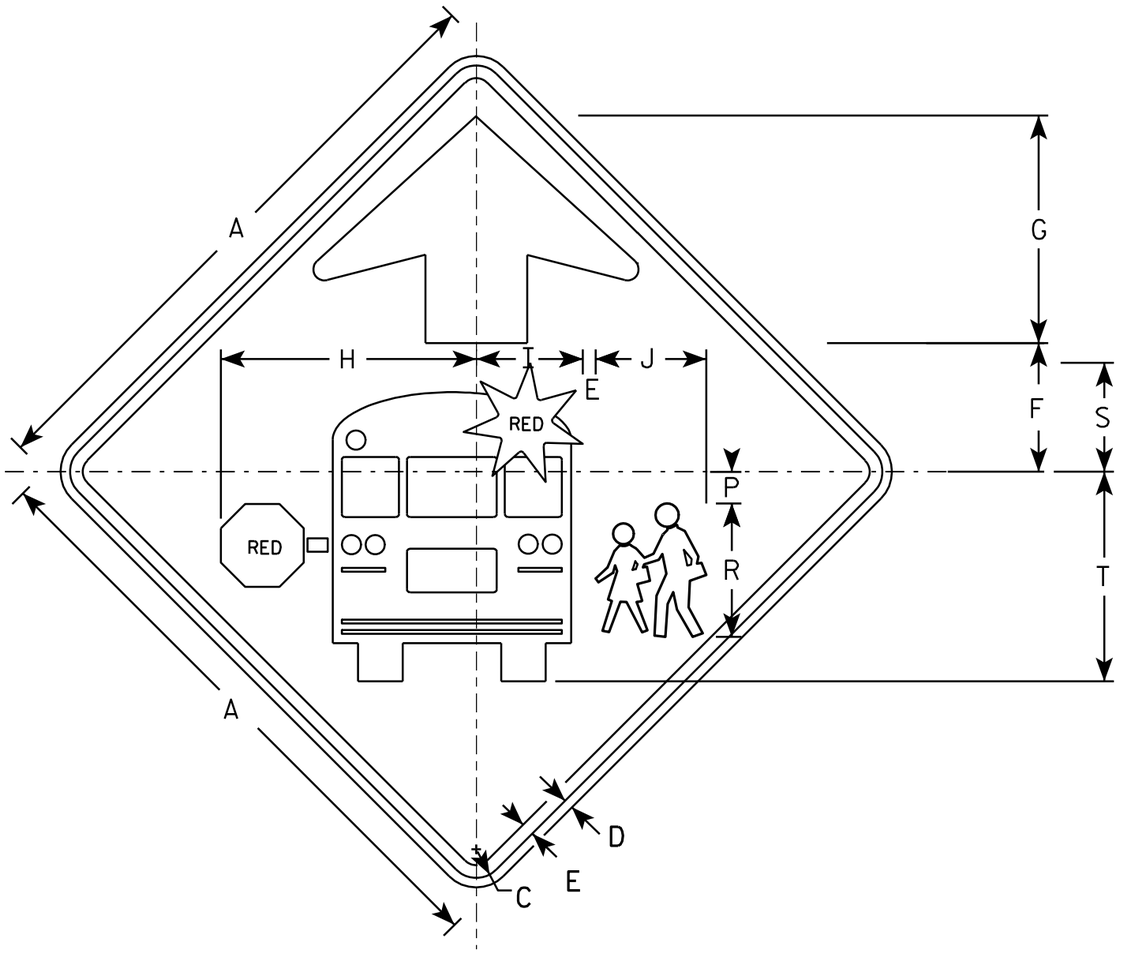
STANDARD SIGN
S1-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 6/30/05 PLATE NO. S1-1.8

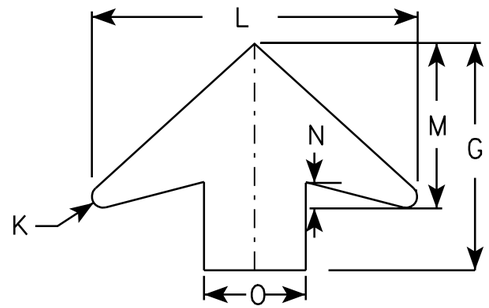
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 149	E



S3-1

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-GREEN
   Message - BLACK except as noted
   Circles except PEDS- RED BACKGROUND
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	30		1 3/8	1/2	5/8	6 1/4	11 1/4	12 1/2	5 1/4	5 1/2	1/2	16	8	1 1/4	5	1 1/2		6 5/8	5 3/8	10 3/8							6.25
2	36		1 5/8	5/8	3/4	7 1/2	13 1/2	15 1/8	6 1/4	6 1/2	5/8	19 1/4	9 3/4	1 5/8	6	1 7/8		7 7/8	6 3/8	12 3/8							9.0
3	48		2 1/4	3/4	1	10	17 7/8	20 1/8	8 3/8	8 3/4	7/8	25 5/8	13	2	8	2 1/2		10 1/2	8 1/2	16 1/2							16.0
4	48		2 1/4	3/4	1	10	17 7/8	20 1/8	8 3/8	8 3/4	7/8	25 5/8	13	2	8	2 1/2		10 1/2	8 1/2	16 1/2							16.0
5																											

STANDARD SIGN
S3-1

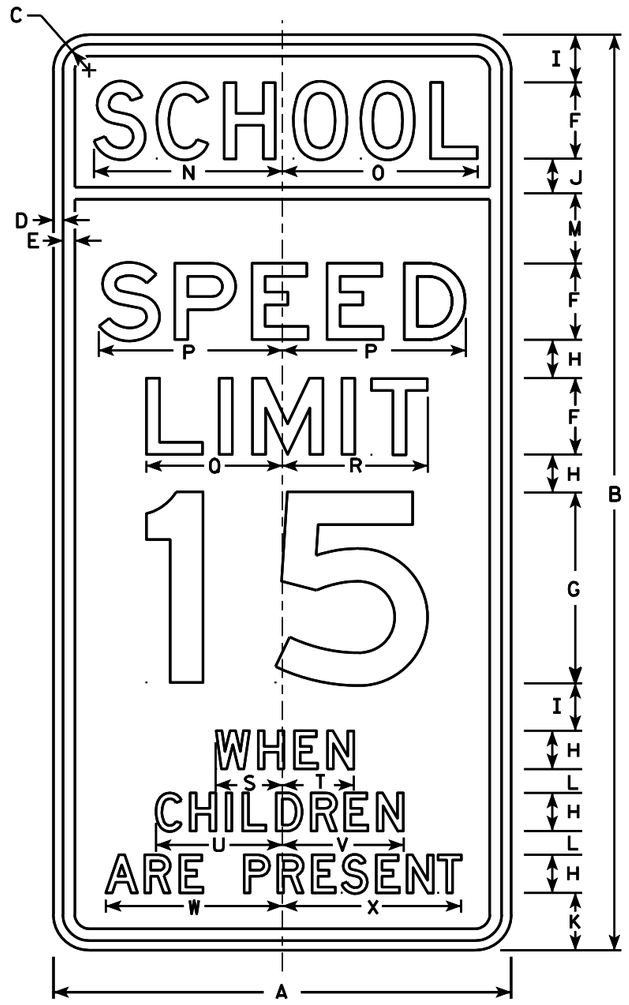
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 6/8/10 PLATE NO. S3-1.6

PROJECT NO:

SHEET NO: 150 E



S4-51

NOTES

1. Sign is Type II - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition. (See note 5).
2. Color:
   Background - See note 5
   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. Top panel (SCHOOL) background - Yellow Green -Type F Reflective.
   Lower panel background - White -Type H Reflective.
6. From top to bottom:
   Lines 1, 5, 6 & 7 are series D
   Lines 2, 3 & 4 are series E
7. Line 4 substitute appropriate numerals and adjust spacing to achieve proper balance.

Metric equivalent for this sign is:

SIZE	
1	
2	600 mm X 1200 mm
3	900 mm X 1800 mm
4	
5	

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.	Area m2
1																												
2	24	48	1 3/8	1/2	5/8	4	10	2	2 1/2	1 3/4	3	1 1/4	3 3/4	9 7/8	10 1/4	9 5/8	7 1/8	7 5/8	3 1/2	3 3/8	6 5/8	6 3/8	9 1/4	9 3/8			8.00	0.72
3	36	72	2 1/4	3/4	1	6	15	3	3 3/4	2 3/4	4 1/2	1 7/8	5 1/2	15	15 1/4	14 1/2	11 1/4	11 1/2	5 1/2	5 3/4	10	9 3/4	14	14 1/8			18.00	1.62
4																												
5																												

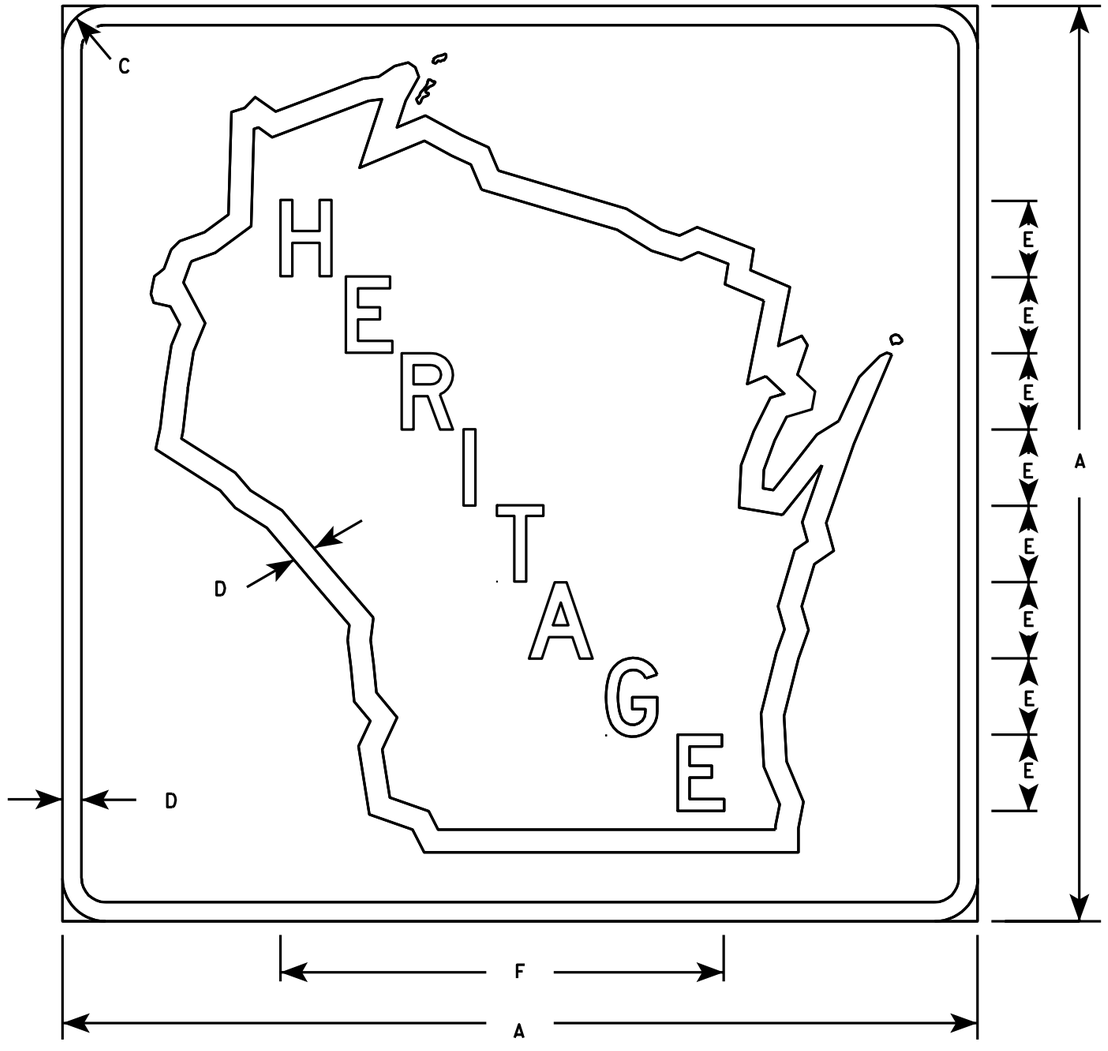
STANDARD SIGN
S4-51

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 4/26/10 PLATE NO. S4-51.9

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 151	E



M1-85

NOTES

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

Metric equivalent for this sign is:

SIZE	
1	
2	600 mm x 600 mm
3	
4	
5	

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.	Area m2
1																												
2	24		1 1/8	1/2	2	11 3/4																					4.0	0.36
3																												
4																												
5																												

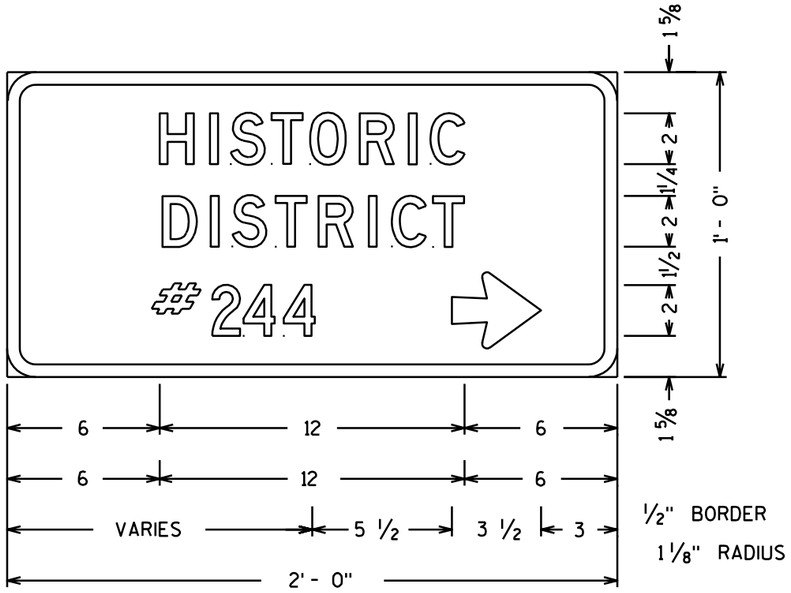
STANDARD SIGN
M1-85

WISCONSIN DEPT OF TRANSPORTATION

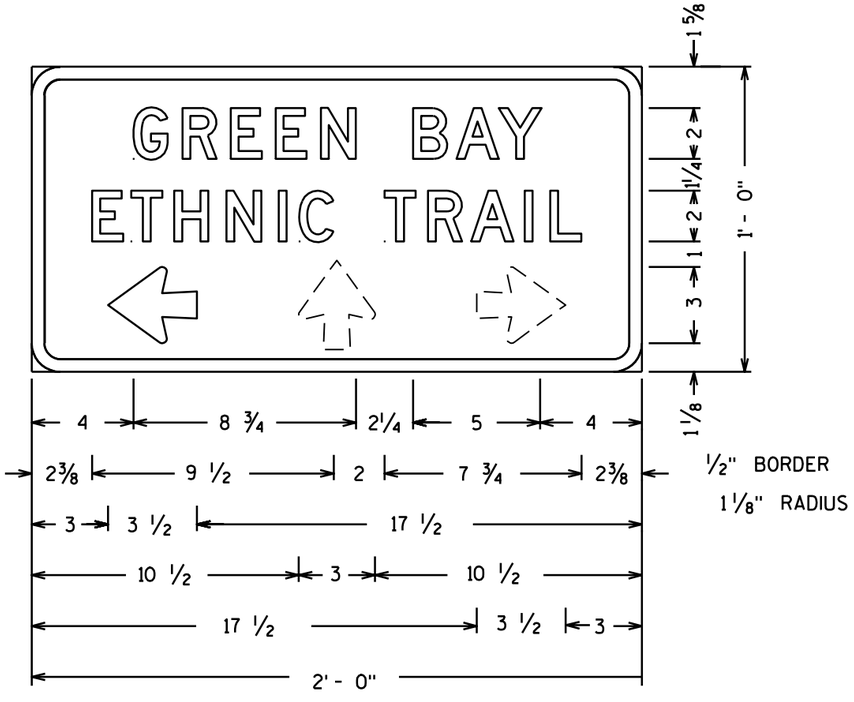
APPROVED Chester J Spang for State Traffic Engineer

DATE 1/30/02 PLATE NO. M1-85.2

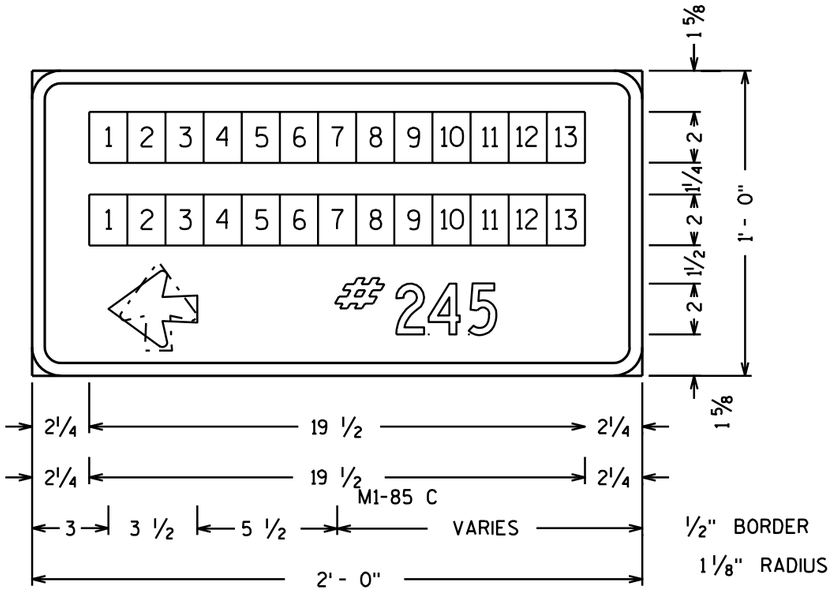
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 152	E



M1-85 D



M1-85 B



M1-85 C

NOTES

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

Metric equivalent for this sign is:

300 mm x 150 mm

For good legibility, 2" Series D copy will allow approximately 13 letters/characters per message line. The message shall be opitically balanced about the centerline of the sign.

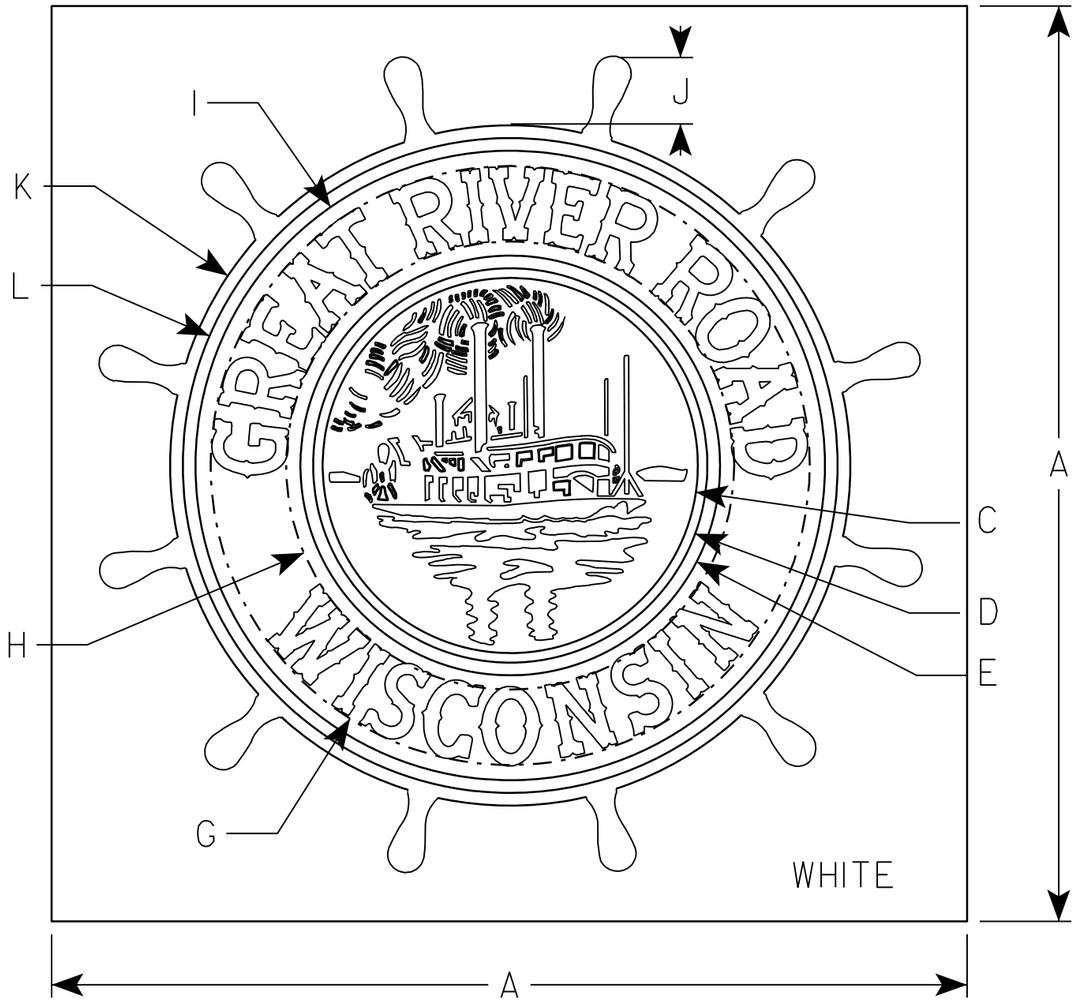
STANDARD SIGN
M1-85 B, C & D

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Chester J Spang for State Traffic Engineer

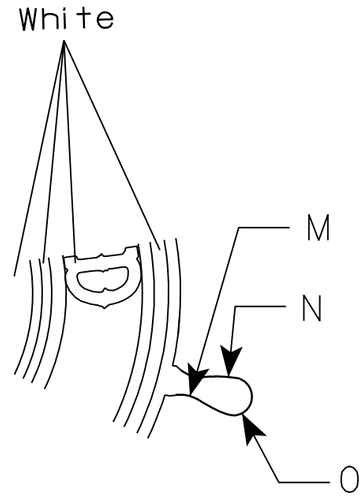
DATE 1/30/02 PLATE NO. M1-85B.2

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 153	E



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 - Words - White - Graphics - Green
3. Message Series - Special
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	24		R 5	R 5 1/4	R 5 1/2		R 7 7/8	R 5 7/8	R 8 1/2	1 3/4	R 4 1/2	R 8 1/2	R 7/8	R 3 1/2	R 1/2												4.0
3																											
4	36		R 7 3/8	R 7 3/4	R 8 1/4		R 11 3/4	R 8 3/4	R 12 3/8	2 5/8	R 13 3/8	R 12 7/8	R 1 3/8	R 5 1/4	R 3/4												9.0
5																											

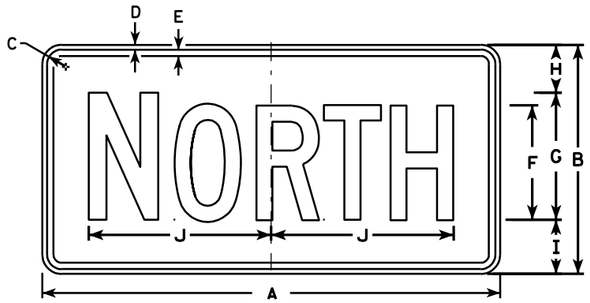
STANDARD SIGN
M1-96

WISCONSIN DEPT OF TRANSPORTATION

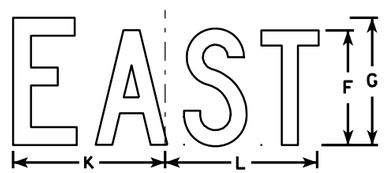
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/23/10 PLATE NO. M1-96.2

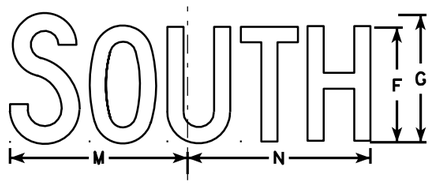
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 154	E



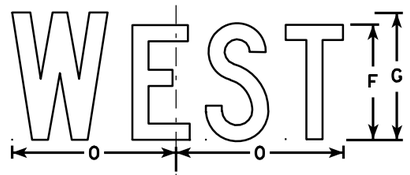
M3-1
MK3-1
MO3-1



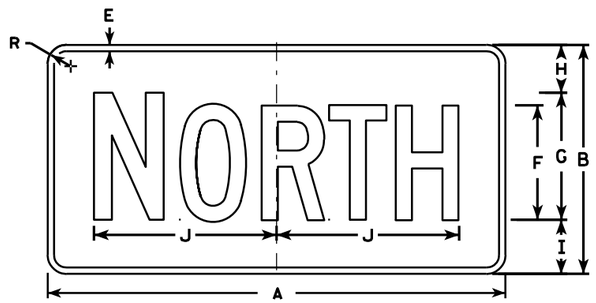
M3-2
MK3-2
MO3-2



M3-3
MK3-3
MO3-3

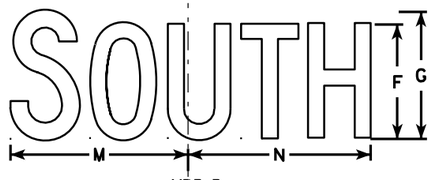


M3-4
MK3-4
MO3-4

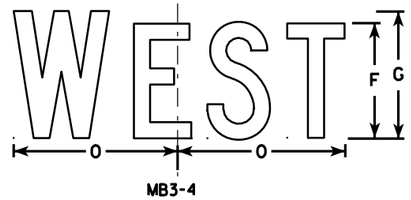


MB3-1
MG3-1
MM3-1
MN3-1

MB3-2
MG3-2
MM3-2
MN3-2



MB3-3
MG3-3
MM3-3
MN3-3



MB3-4
MG3-4
MM3-4
MN3-4

NOTES

1. All Signs Type II - See Note 5 - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - See note 5
   Message - See note 5
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. M3-1 thru M3-4 Background - White - Type H Reflective
   (Detour or temporary signs - Reflective)
   Message - Black
   MB3-1 thru MB3-4 Background - Blue
   Message - White - Type H Reflective
   (Detour or temporary signs - Reflective)
   MG3-1 thru MG3-4 Background - Green
   Message - White - Type H Reflective
   MK3-1 thru MK3-4 Background - Green
   Message - White - Type H Reflective
   MM3-1 thru MM3-4 Background - White - Type H Reflective
   Message - Green
   MN3-1 thru MN3-4 Background - Brown
   Message - White - Type H Reflective
   M03-1 thru M03-4 Background - Orange - Reflective
   Message - Black
6. Note the first letter of each direction is larger than the remainder of the message.

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

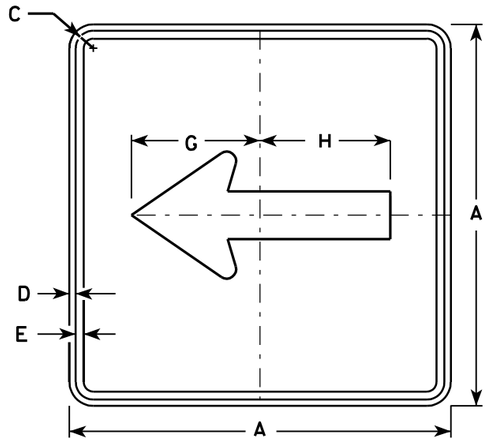
STANDARD SIGNS
M3-1 thur M3-4
SERIES

WISCONSIN DEPT OF TRANSPORTATION

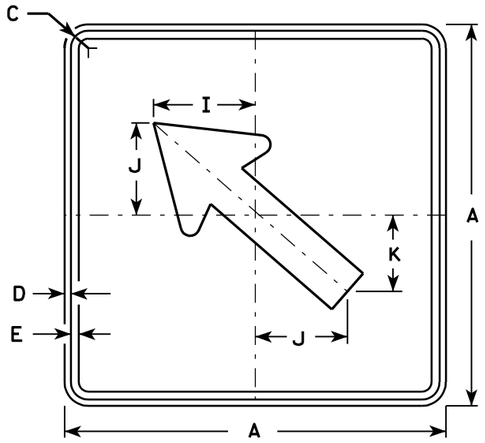
APPROVED Matthew R Rauch for State Traffic Engineer

DATE 11/10/10 PLATE NO. M3-1.12

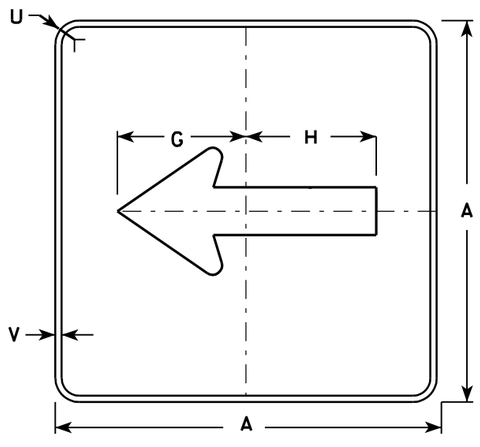
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 155	E



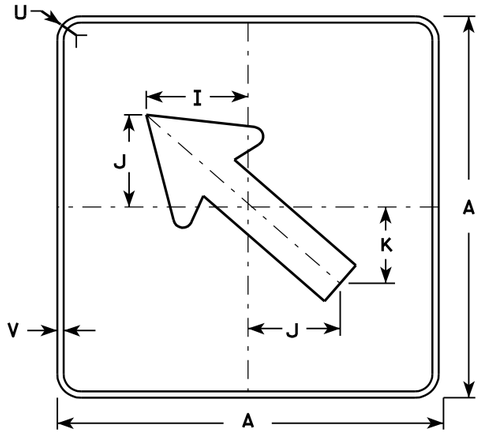
M6-1
MK6-1
MM6-1
MO6-1
MR6-1



M6-2
MK6-2
MM6-2
MO6-2
MR6-2



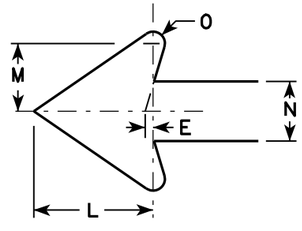
MB6-1
MG6-1
MN6-1



MB6-2
MG6-2
MN6-2

NOTES

1. Signs are Type II - See Note 4 - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - See note 4
   Message - See note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. M6-1 and M6-2 Background - White - Type H Reflective (Detour or temporary Signs - Reflective) Message - Black
   MB6-1 and MB6-2 Background - Blue Message - White - Type H Reflective (Detour or temporary Signs - Reflective)
   MG6-1 and MG6-2 Background - Green Message - White - Type H Reflective
   MK6-1 and MK6-2 Background - Green Message - White - Type H Reflective
   MM6-1 and MM6-2 Background - White - Type H Reflective Message - Green
   MN6-1 and MN6-2 Background - Brown Message - White - Type H Reflective
   MO6-1 and MO6-2 Background - Orange - Reflective Message - Black
   MR6-1 and MR6-2 Background - Brown Message - Yellow - Type H Reflective



Metric equivalent for this sign is:

SIZE	
1	
2	525 mm X 525 mm
3	750 mm X 750 mm
4	750 mm X 750 mm
5	750 mm X 750 mm

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.	Area m2
1																												
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	0.28
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	0.56
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	0.56
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	0.56

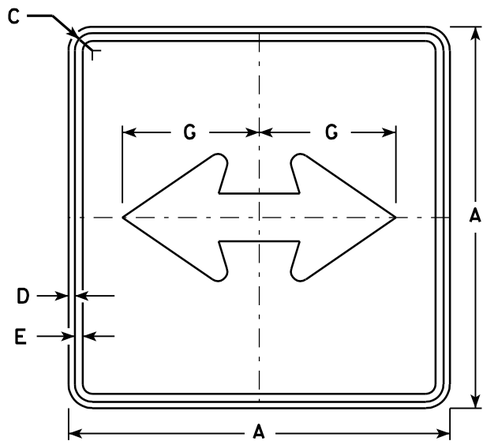
STANDARD SIGN M6-1 & M6-2 SERIES

WISCONSIN DEPT OF TRANSPORTATION

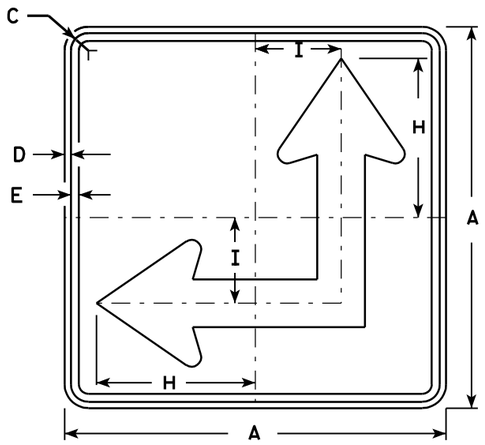
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/16/10 PLATE NO. M6-1.12

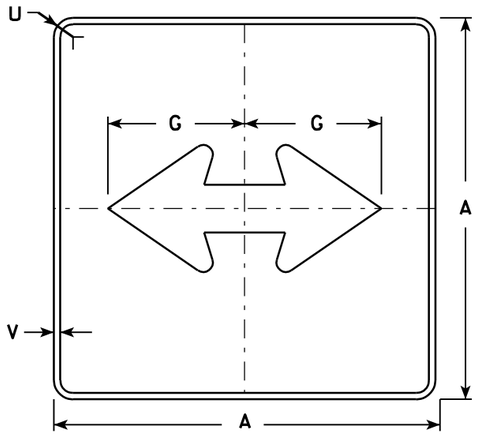
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 156 | E



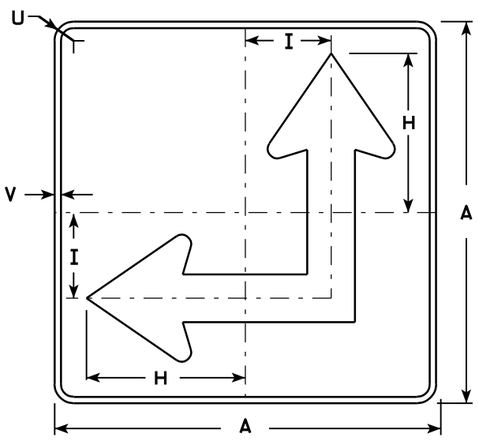
M6-4
MK6-4
MM6-4
MO6-4
MR6-4



M6-6
MK6-6
MM6-6
MO6-6
MR6-6



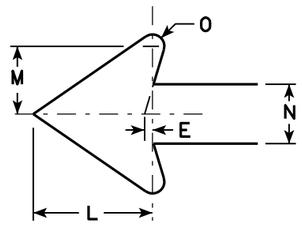
MB6-4
MG6-4
MN6-4



MB6-6
MG6-6
MN6-6

NOTES

1. Signs are Type II - See Note 4 - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - See Note 4
   Message - See Note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. M6-4 and M6-6 Background - White - Type H Reflective
   (Detour or temporary Signs - Reflective)
   Message - Black
   MB6-4 and MB6-6 Background - Blue
   Message - White - Type H Reflective
   (Detour or temporary Signs - Reflective)
   MG6-4 and MG6-6 Background - Green
   Message - White - Type H Reflective
   MK6-4 and MK6-6 Background - Green
   Message - White - Type H Reflective
   MM6-4 and MM6-6 Background - White - Type H Reflective
   Message - Green
   MN6-4 and MN6-6 Background - Brown
   Message - White - Type H Reflective
   MO6-4 and MO6-6 Background - Orange - Reflective
   Message - Black
   MR6-4 and MR6-6 Background - Brown
   Message - Yellow - Type H Reflective
5. M6-6R same as M6-6L except arrow points ahead and right.



Metric equivalent for this sign is:

SIZE	
1	
2	525 mm X 525 mm
3	750 mm X 750 mm
4	750 mm X 750 mm
5	750 mm X 750 mm

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.	Area m2
1																												
2	21		1 1/8	3/8	3/8		7 1/2	8 3/4	4 1/4			5 1/4	3	2 5/8	1/2						1 1/2	1/2					3.06	0.28
3	30		1 3/8	1/2	5/8		10 3/4	12 1/2	6 3/4			7 1/2	4 1/4	3 3/4	3/4						1 7/8	1/2					6.25	0.56
4	30		1 3/8	1/2	5/8		10 3/4	12 1/2	6 3/4			7 1/2	4 1/4	3 3/4	3/4						1 7/8	1/2					6.25	0.56
5	30		1 3/8	1/2	5/8		10 3/4	12 1/2	6 3/4			7 1/2	4 1/4	3 3/4	3/4						1 7/8	1/2					6.25	0.56

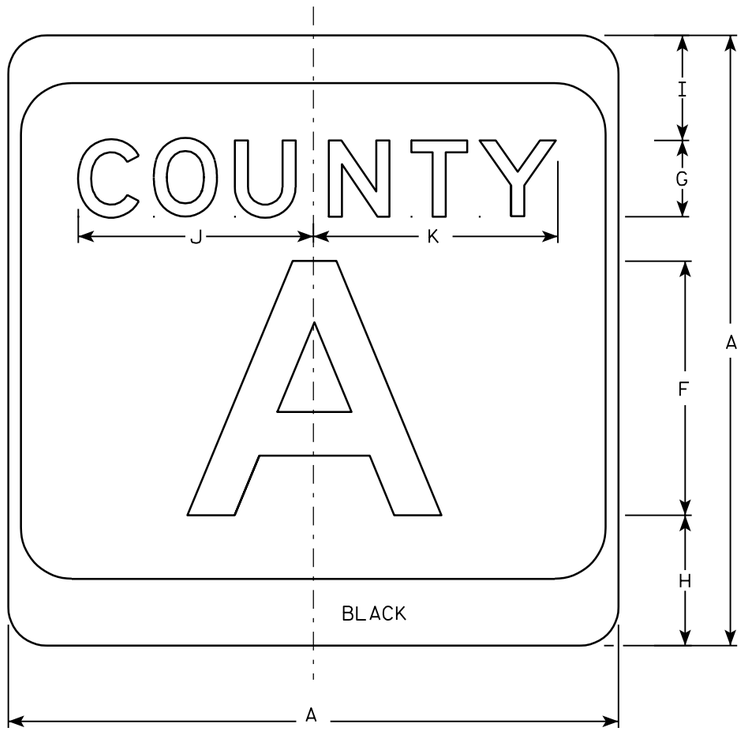
STANDARD SIGN M6-4 & M6-6 SERIES

WISCONSIN DEPT OF TRANSPORTATION

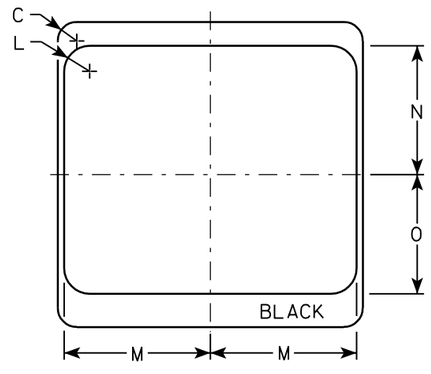
APPROVED Matthew R Rauch for State Traffic Engineer

DATE 3/16/10 PLATE NO. M6-4.7

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 157	E



M1-5A



NOTES

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

Metric equivalent for this sign is:

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

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.	Area m2
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												4.0	.36
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												9.0	.81
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												9.0	.81
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												9.0	.81

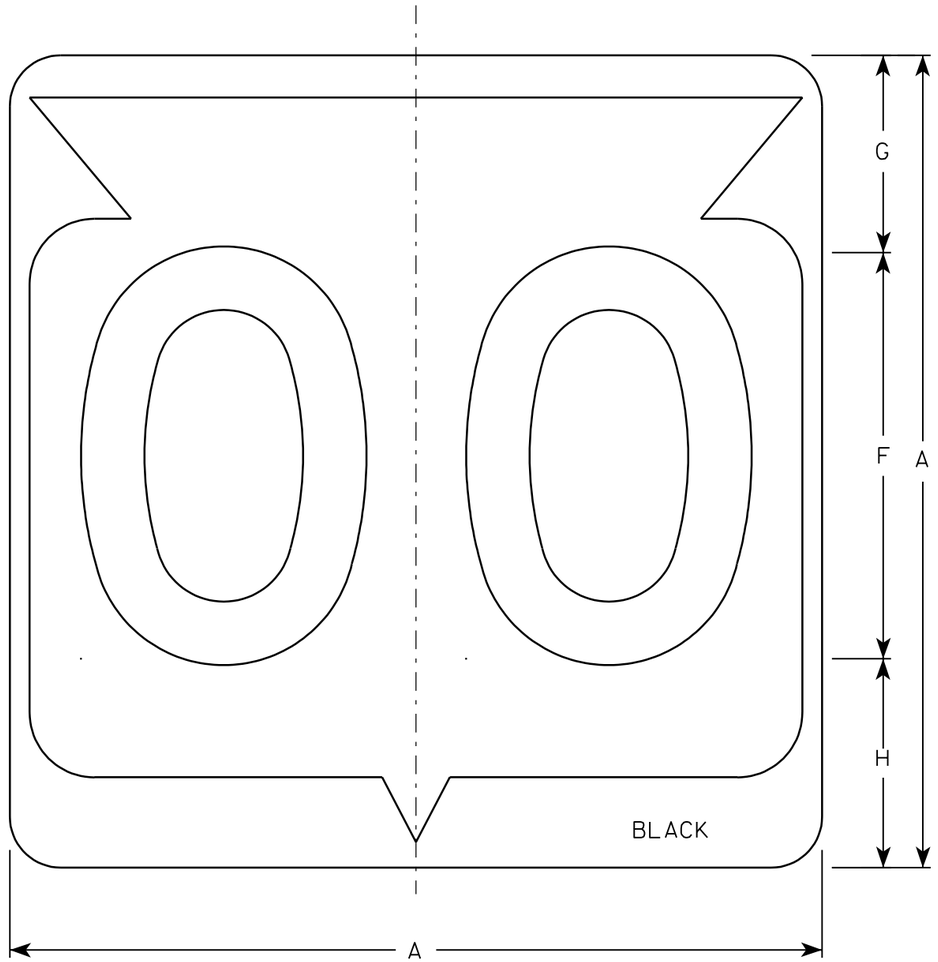
CTH MARKER
M1-5A FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Chester J Spagg for State Traffic Engineer

DATE 3/20/02 PLATE NO. M1-5A.7

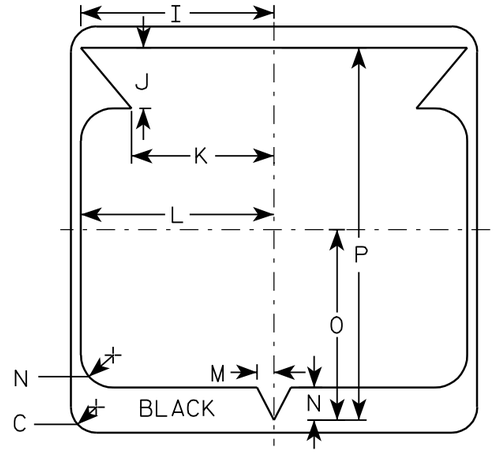
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 158	E



M1-6

NOTES

1. Sign is Type II - See Note 6 - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White & Black - See Note 6
   Message - Black
3. Message Series - See note 5
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Substitute appropriate Series numerals and adjust spacing as per plate A10-1.
6. Permanent Signs
   Background - Type H Reflective
   Detour or temporary Signs
   Background - Reflective



Metric equivalent for this sign is:

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

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.	Area m2
1																												
2	24		1 1/2			12	5 1/2	6 1/2	10 1/4	2 1/2	8 7/8	11 1/2	1	1 7/8	11 1/4	21 7/8											4.0	.36
3	36		2 1/4			18	8 3/4	9 1/4	15 3/8	5 3/8	12 5/8	17 1/8	1 1/2	2 7/8	16 7/8	33											9.0	.81
4	36		2 1/4			18	8 3/4	9 1/4	15 3/8	5 3/8	12 5/8	17 1/8	1 1/2	2 7/8	16 7/8	33											9.0	.81
5	36		2 1/4			18	8 3/4	9 1/4	15 3/8	5 3/8	12 5/8	17 1/8	1 1/2	2 7/8	16 7/8	33											9.0	.81

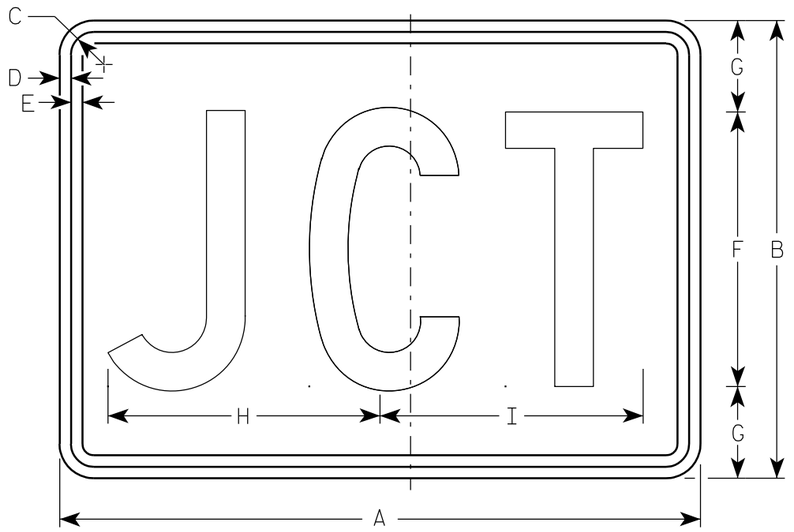
STATE ROUTE MARKER M1-6 FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

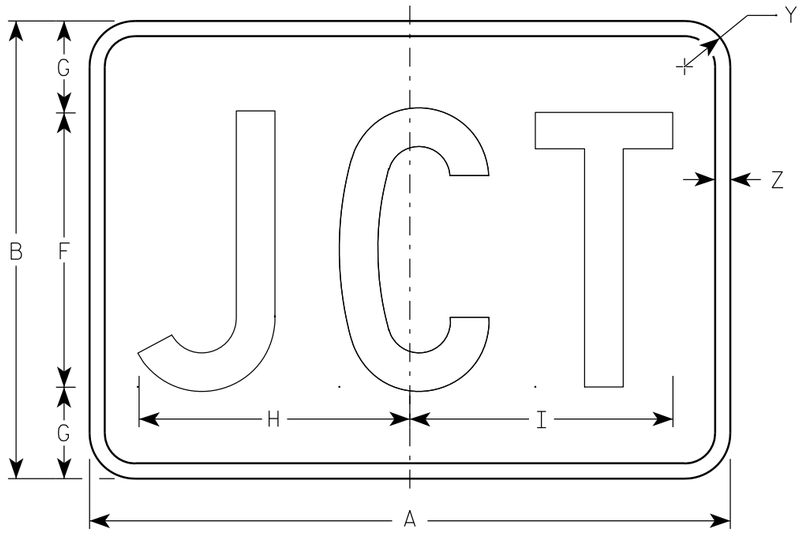
APPROVED Chester J Spang for State Traffic Engineer

DATE 3/20/02 PLATE NO. M1-6.9

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 159	E



M2-1
MK2-1
MM2-1
MR2-1



MB2-1
MG2-1
MN2-1

NOTES

1. Sign is Type II - See Note 5 - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
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 - Type H Reflective
   (Detour or temporary Signs - Reflective)
   Message - Black
   MB2-1 Background - Blue
   Message - White - Type H Reflective
   (Detour or temporary Signs - Reflective)
   MG2-1 Background - Green
   Message - White - Type H Reflective
   MK2-1 Background - Green
   Message - White - Type H Reflective
   MM2-1 Background - White - Type H Reflective
   Message - Green
   MN2-1 Background - Brown
   Message - White - Type H Reflective
   MR2-1 Background - Brown
   Message - Yellow - Type H Reflective

Metric equivalent for this sign is:

SIZE	
1	
2	525 mm X 375 mm
3	750 mm X 525 mm
4	750 mm X 525 mm
5	750 mm X 525 mm

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.	Area m2
1																												
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	0.20
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	0.20
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	0.20
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	0.20

STANDARD SIGN
M2-1

WISCONSIN DEPT OF TRANSPORTATION

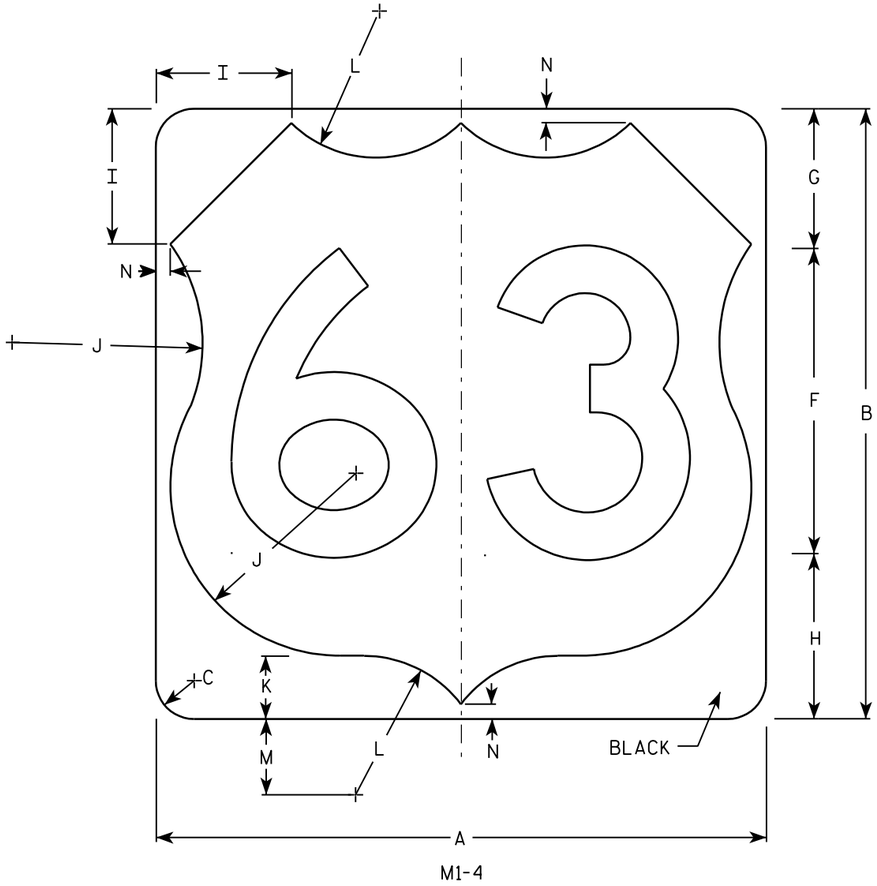
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/16/10 PLATE NO. M2-1.10

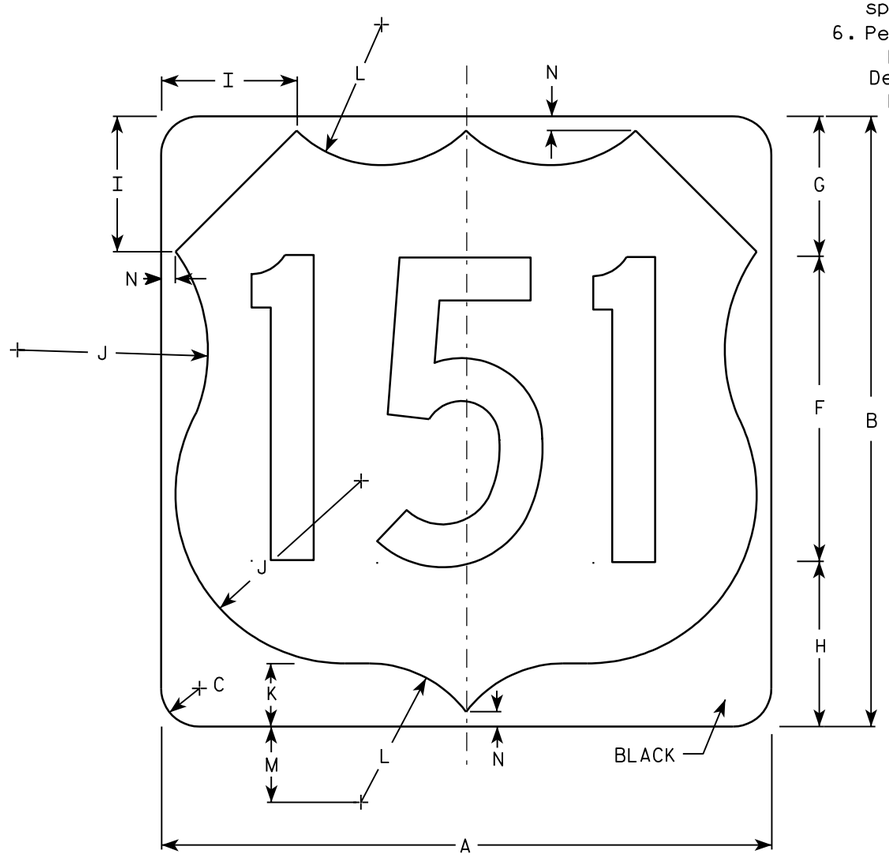
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 160	E

NOTES

1. Sign is Type II - See Note 6 - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White & Black - See Note 6
   Message - Black
3. Message Series - See note 5
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Substitute appropriate numerals and adjust spacing as per Plate A10-1.
6. Permanent Signs
   Background - Type H Reflective
   Detour or other temporary signs
   Background - Reflective



M1-4



M1-4

7

7

Metric equivalent for this sign is:

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

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Areq. sq. ft.	Area m2
1																												
2	24	24	1 1/2			12	5 1/2	6 1/2	5	7 1/2	2 1/2	5 1/2	3	1/2													4.0	.36
3	36	36	2 1/4			18	8 1/4	9 1/4	7 1/4	11 1/4	3 3/4	8 1/4	4 1/2	3/4													9.0	.81
4	36	36	2 1/4			18	8 1/4	9 1/4	7 1/4	11 1/4	3 3/4	8 1/4	4 1/2	3/4													9.0	.81
5	36	36	2 1/4			18	8 1/4	9 1/4	7 1/4	11 1/4	3 3/4	8 1/4	4 1/2	3/4													9.0	.81

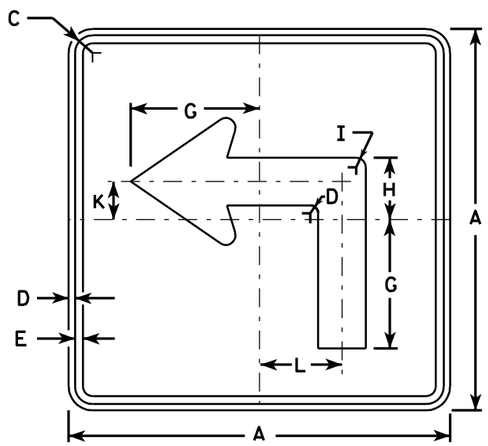
USH MARKER
M1-4 FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

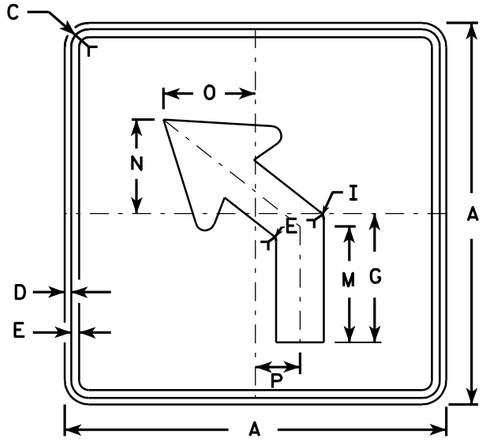
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 08/25/05 PLATE NO. M1-4.9

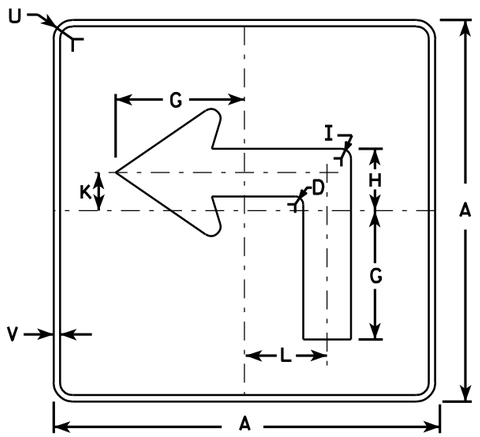
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 161	E



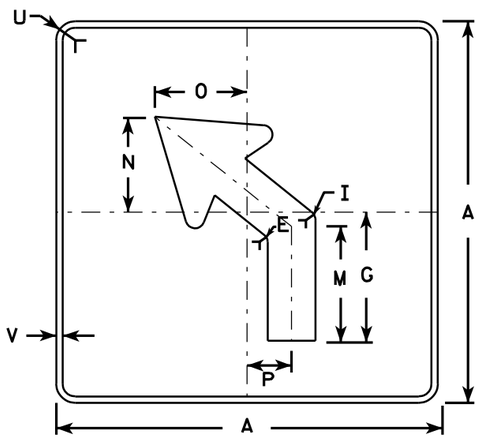
M5-1L
MK5-1L
MM5-1L
MO5-1L
MR5-1L



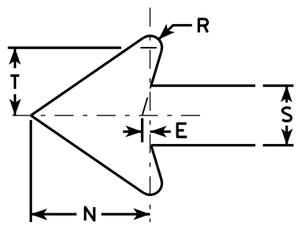
M5-2L
MK5-2L
MM5-2L
MO5-2L
MR5-2L



MB5-1L
MG5-1L
MN5-1L



MB5-2L
MG5-2L
MN5-2L



NOTES

1. Signs are Type II - See Note 4 - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - See note 4
   Message - See note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. M5-1 and M5-2 Background - White - Type H Reflective (Detour or temporary Signs - Reflective) Message - Black
   MB5-1 and MB5-2 Background - Blue Message - White - Type H Reflective (Detour or temporary Signs - Reflective)
   MG5-1 and MG5-2 Background - Green Message - White - Type H Reflective
   MK5-1 and MK5-2 Background - Green Message - White Type H Reflective
   MM5-1 and MM5-2 Background - White - Type H Reflective Message - Green
   MN5-1 and MN5-2 Background - Brown Message - White - Type H Reflective
   MO5-1 and MO5-2 Background - Orange - Reflective Message - Black
   MR5-1 and MR5-2 Background - Brown Message - Yellow - Type H Reflective
5. M5-1R same as M5-1L except arrow points right.
6. M5-2R same as M5-2L except arrow tilts right.

Metric equivalent for this sign is:

SIZE	
1	
2	525 mm X 525 mm
3	750 mm X 750 mm
4	750 mm X 750 mm
5	750 mm X 750 mm

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.	Area m²
1																												
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	0.28
3	30		1 3/8	1/2	5/8		10 1/8	4 1/8	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	0.56
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	0.56
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	0.56

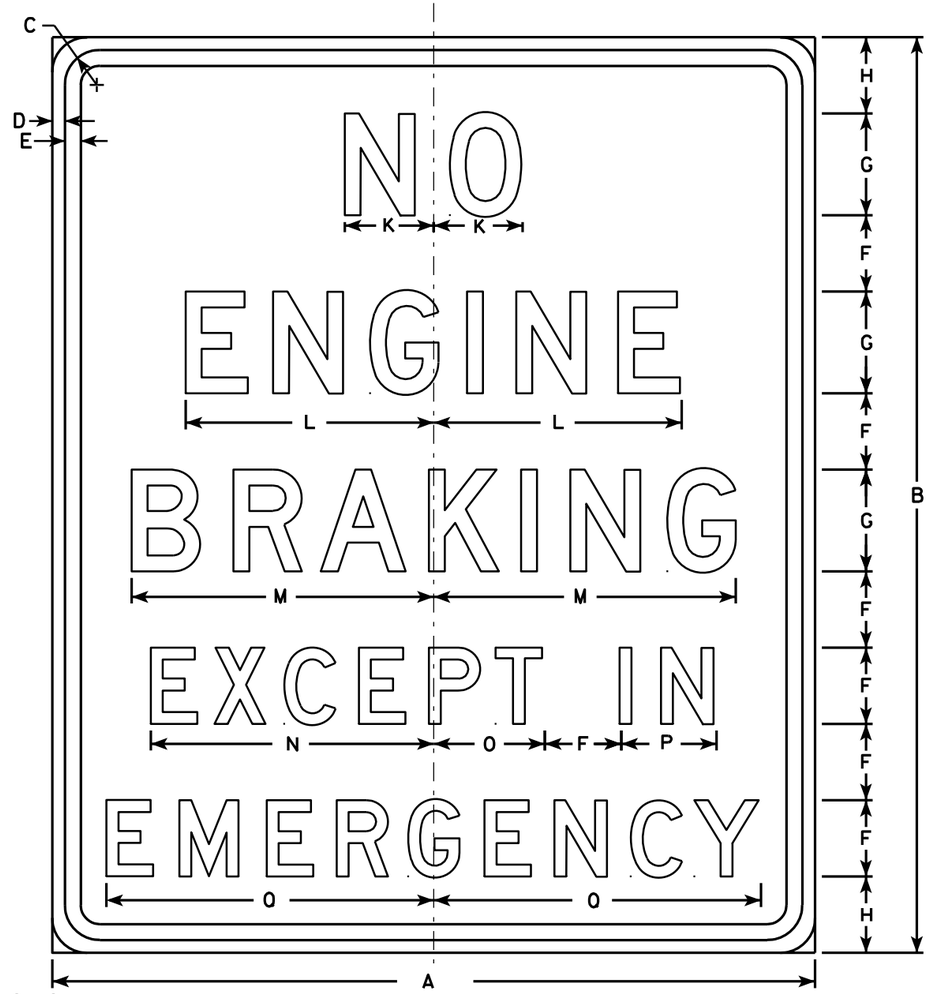
STANDARD SIGN
M5-1 & M5-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/16/10 PLATE NO. M5-1.11

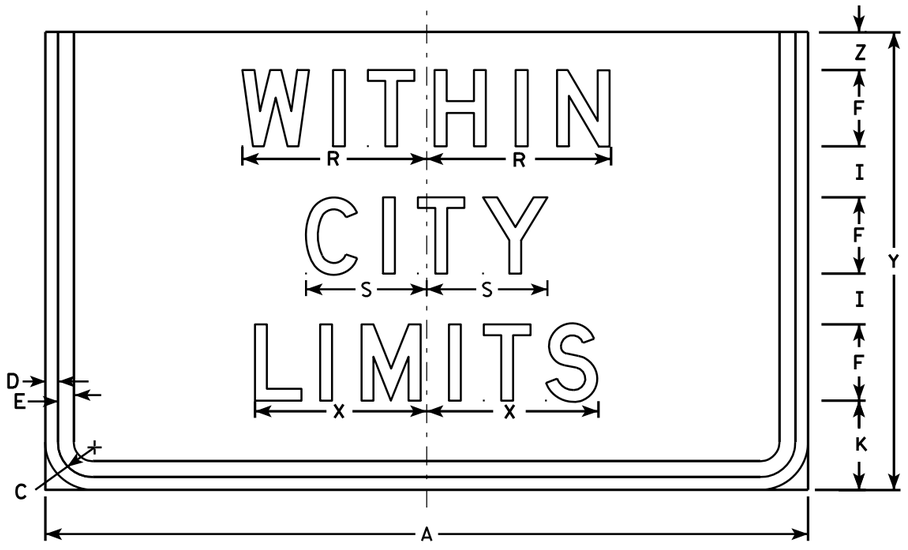
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 162	E



R10-64

NOTES

1. Signs are Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - D 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. Line 2 of R10-64F is Series C for "TOWNSHIP" Only

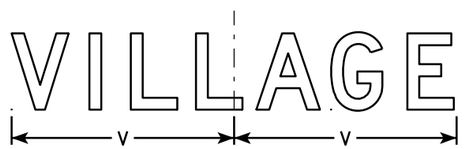


R10-64F

Metric equivalent for this sign is:

R10-64 SIZE		R10-64F SIZE	
1	750 mm X 900 mm	1	750 mm X 450 mm
2	750 mm X 900 mm	2	750 mm X 450 mm
3	1050 mm X 1200 mm	3	1050 mm X 600 mm
4		4	
5		5	

Area sq. ft.	Area m2
3.75	0.34
7.0	0.63



SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.	Area m2
1	30	36	1 3/8	1/2	5/8	3	4	3	2		3 1/2	9 3/4	11 7/8	11 1/8	4 3/8	3 3/4	12 7/8	7 1/4	4 3/4		8 1/4	8 3/4	5/8	6 3/4	18	1 1/2	7.5	0.68
2	30	36	1 3/8	1/2	5/8	3	4	3	2		3 1/2	9 3/4	11 7/8	11 1/8	4 3/8	3 3/4	12 7/8	7 1/4	4 3/4		8 1/4	8 3/4	5/8	6 3/4	18	1 1/2	7.5	0.68
3	42	48	1 3/8	1/2	5/8	4	5	4 1/2	3		4	12 1/4	14 7/8	14 1/8	5 1/4	4 3/4	16 1/4	9	6		11	11 1/4	1 1/2	8 1/2	24	2	14.0	1.26
4																												
5																												

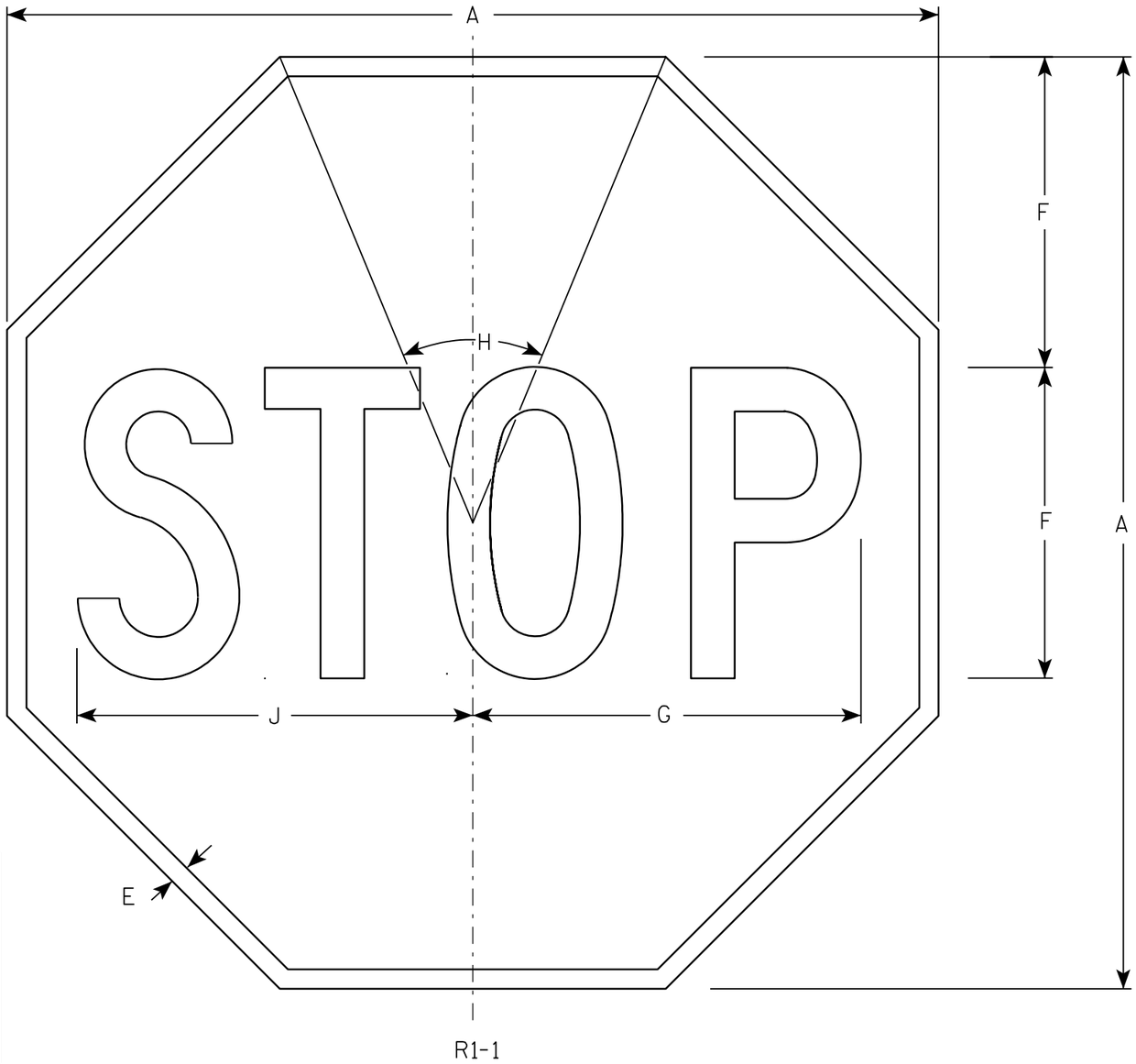
STANDARD SIGN
R10-64 & R10-64F

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 4/20/09 PLATE NO. R10-64.6

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 163	E



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

Metric equivalent for this sign is:

SIZE	
1	600 mm X 600 mm
2	750 mm X 750 mm
3	900 mm X 900 mm
4	1200 mm X 1200 mm
5	1200 mm X 1200 mm
6	450 mm X 450 mm
7	300 mm X 300 mm

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.	Area m2
1	24				3/8	8	10	45°		10 1/4																	3.31	0.31
2	30				5/8	10	12 1/2	45°		12 3/4																	5.18	0.48
3	36				3/4	12	15	45°		15 3/8																	7.46	0.69
4	48				1	16	20	45°		20 1/2																	13.25	1.23
5	48				1	16	20	45°		20 1/2																	13.25	1.23
6	18				3/8	6	7 3/4	45°		7 3/4																	1.86	0.17
7	12				1/4	4	5	45°		5 1/8																	0.78	0.07

STANDARD SIGN
R1-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Chester J Spagy for State Traffic Engineer

DATE 10/15/98 PLATE NO. R1-1.11

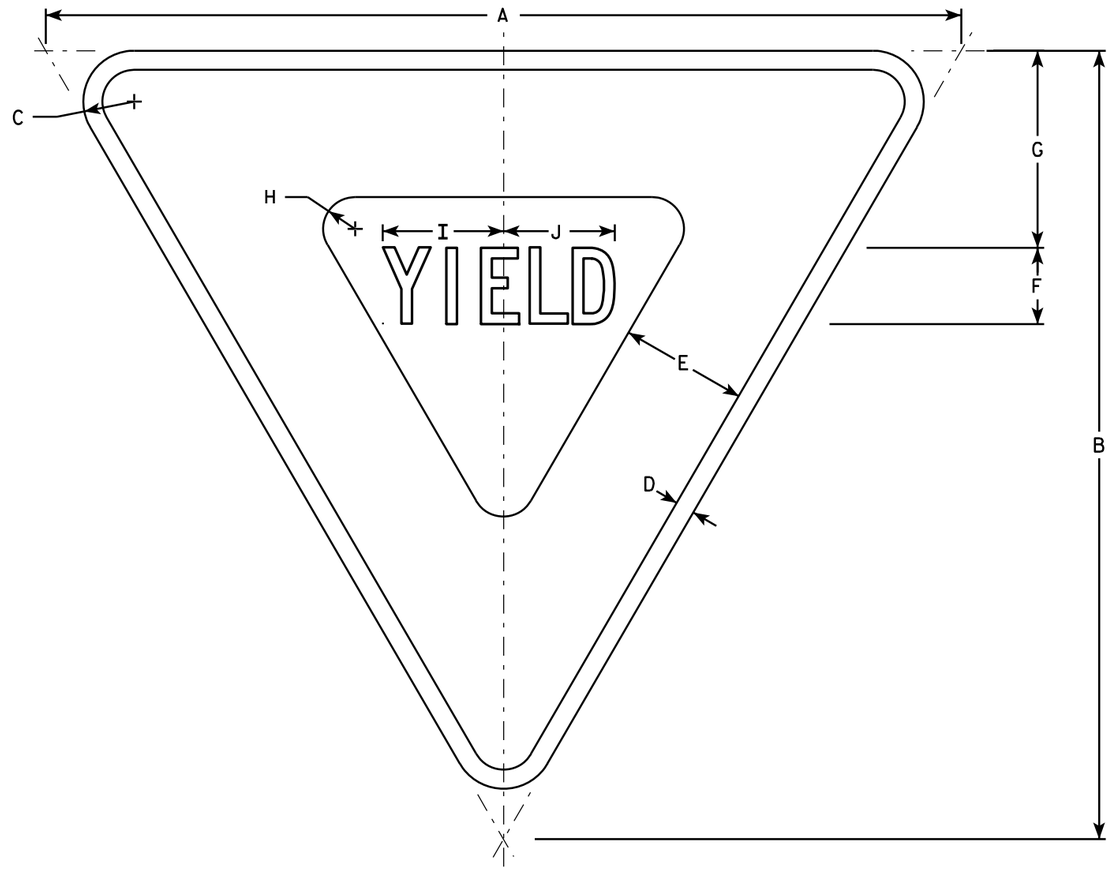
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 164	E

FILE NAME : C:\Users\Projects\tr_stdplate\R11.DGN PLOT DATE : 03-OCT-2005 14:15 PLOT BY : DITJPH PLOT NAME : PLOT SCALE : 4.470624:1.000000

WISDOT/CADDS SHEET 42

7

7



R1-2

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - See note 5
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. The border strip and word message are reflectorized red.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	30	26	1 1/2	5/8	4	2 1/2	6 3/8	7/8	4	3 5/8																	2.71
2S	36	31	2	3/4	5	3	7 3/4	1 1/4	4 3/4	4 3/8																	3.88
2M	48	42	3	1	6	4	9 3/4	2	6 1/4	5 7/8																	7.00
3	48	42	3	1	6	4	9 3/4	2	6 1/4	5 7/8																	7.00
4	48	42	3	1	6	4	9 3/4	2	6 1/4	5 7/8																	7.00
5	60	52	3	1 1/2	8	5	13	2 1/2	7 7/8	7 1/4																	10.83
6	24	21	1 1/2	3/8	3	2	4 3/4	7/8	3 1/4	3																	1.75
7	18	15 1/2	1	3/8	2 1/2	1 1/2	3 7/8	5/8	2 3/8	2 1/4																	0.97

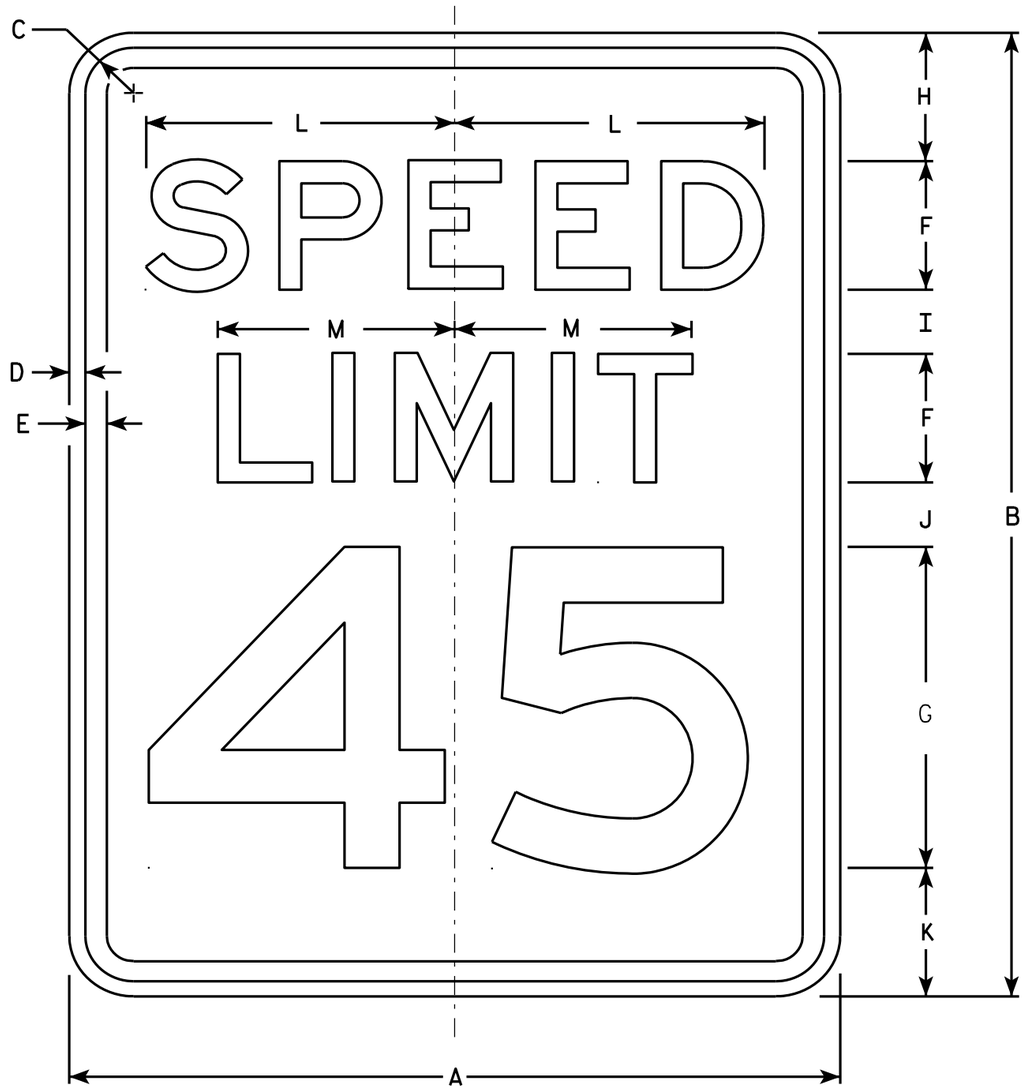
STANDARD SIGN
R1-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/02/10 PLATE NO. R1-2.11

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 165 | E



R2-1

NOTES

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

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

STANDARD SIGN
R2-1

WISCONSIN DEPT OF TRANSPORTATION

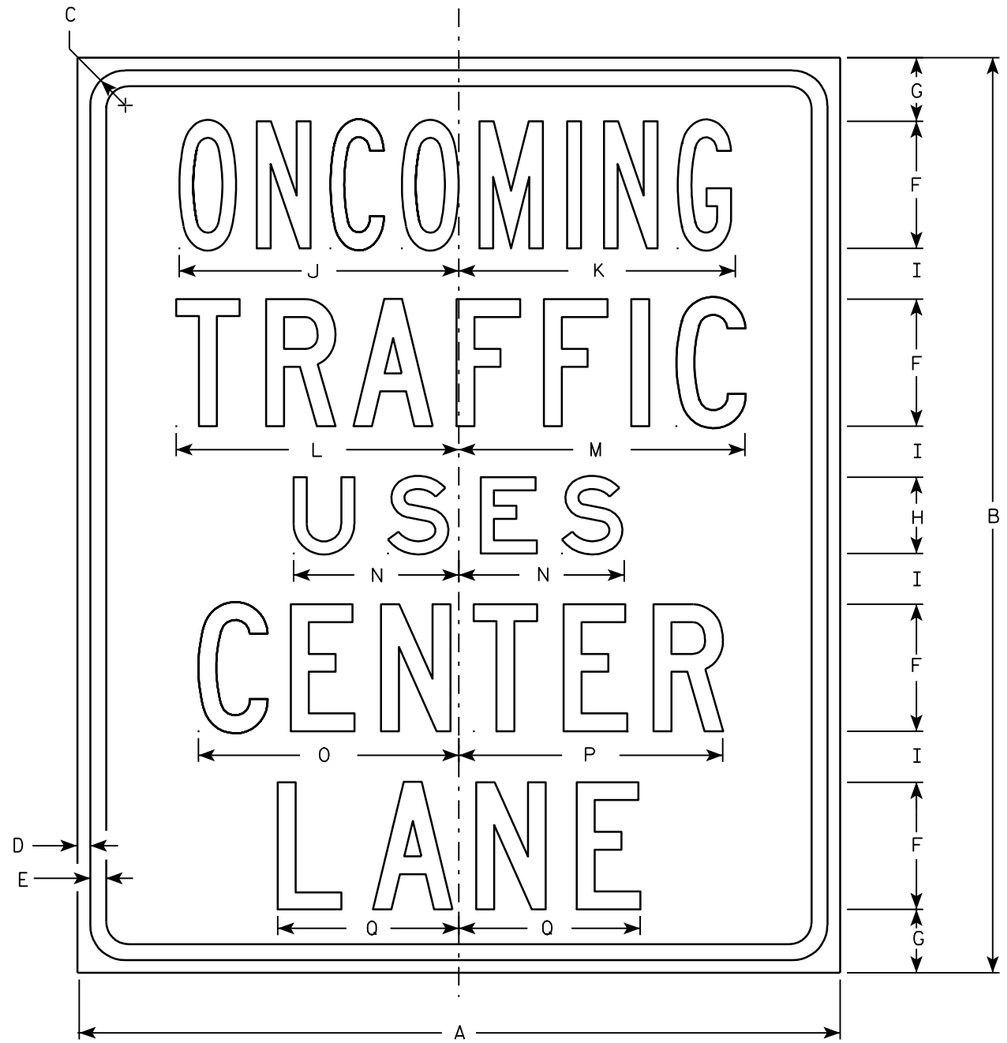
APPROVED Matthew R Rauch
for State Traffic Engineer

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

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 166 | E

FILE NAME : C:\Users\PROJECTS\tr_stdplate\R21.DGN PLOT DATE : 28-MAY-2010 08:32 PLOT BY : ditjph PLOT NAME : PLOT SCALE : 4.717577:1.000000

WISDOT/CADDS SHEET 42



R3-72

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 - Line 1 is Series B, Lines 2, 4 and 5 are Series C, and Line 3 is 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.

Metric equivalent for this sign is:

SIZE	
1	750 mm X 900 mm
2	750 mm X 900 mm
3	
4	
5	

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.	Area m2
1	30	36	1 3/8	1/2	5/8	5	2 1/2	3	2	11	10 7/8	11 1/8	11 1/4	6 1/2	10 1/4	10 3/8	7 1/8										7.50	0.68
2	30	36	1 3/8	1/2	5/8	5	2 1/2	3	2	11	10 7/8	11 1/8	11 1/4	6 1/2	10 1/4	10 3/8	7 1/8										7.50	0.68
3																												
4																												
5																												

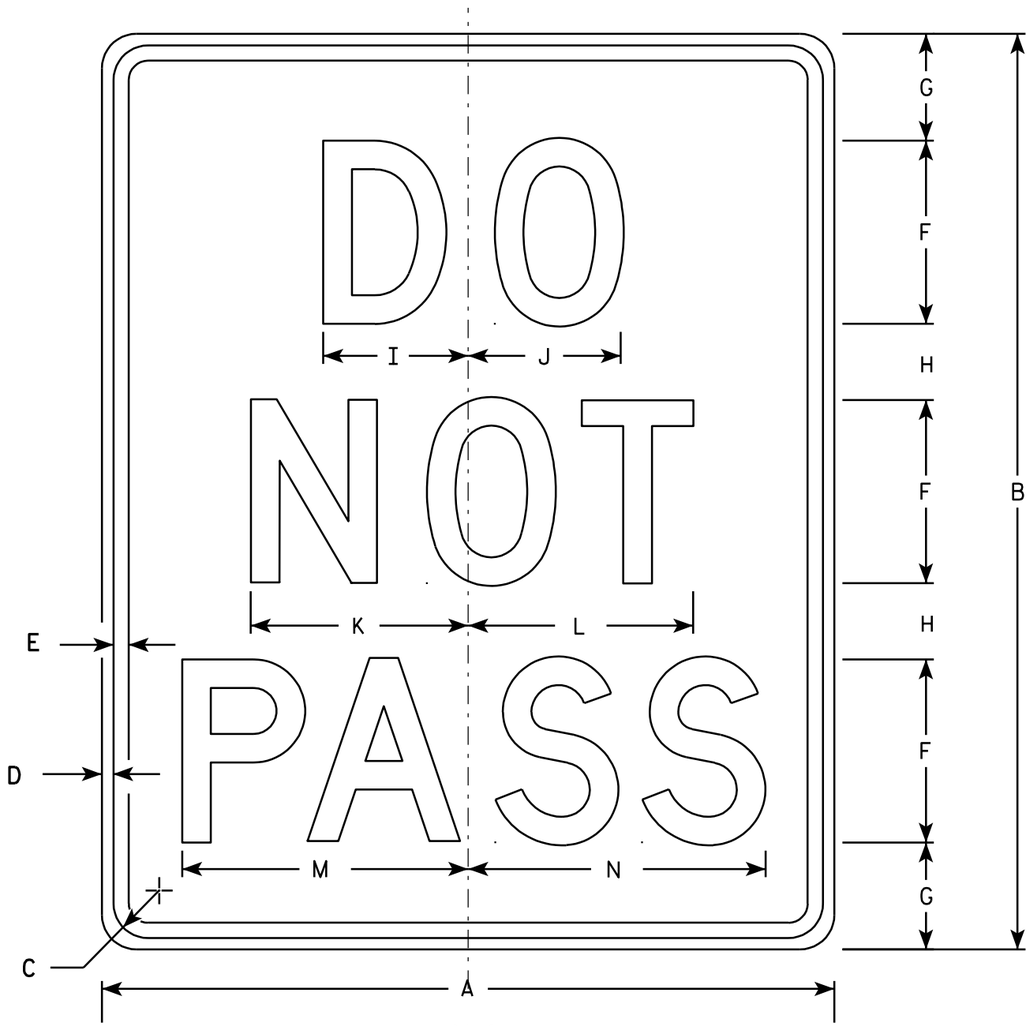
STANDARD SIGN
R3-72

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Chester J Spang for State Traffic Engineer

DATE 2/6/02 PLATE NO. R3-72.4

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 167	E



R4-1

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 - 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.

Metric equivalent for this sign is:

SIZE	
1	450 mm X 600 mm
2	600 mm X 750 mm
3	
4	900 mm X 1200 mm
5	1200 mm X 1500 mm

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.	Area m2
1	18	24	1 1/8	3/8	1/2	4	3 1/2	2 1/2	3 1/8	3 1/4	4 3/4	4 7/8	6 1/4	6 1/2													3.0	0.27
2	24	30	1 1/8	3/8	1/2	6	3 1/2	2 1/2	4 3/4	5	7 1/8	7 3/8	9 3/8	9 3/4													5.0	0.45
3																												
4	36	48	1 5/8	5/8	3/4	8	7	5	6 1/4	6 5/8	9 1/2	9 3/4	12 1/2	13													12.0	1.08
5	48	60	2 1/4	3/4	1	10	8	7	7 3/4	8 3/8	11 7/8	12 1/4	15 5/8	16 1/4													20.0	1.80

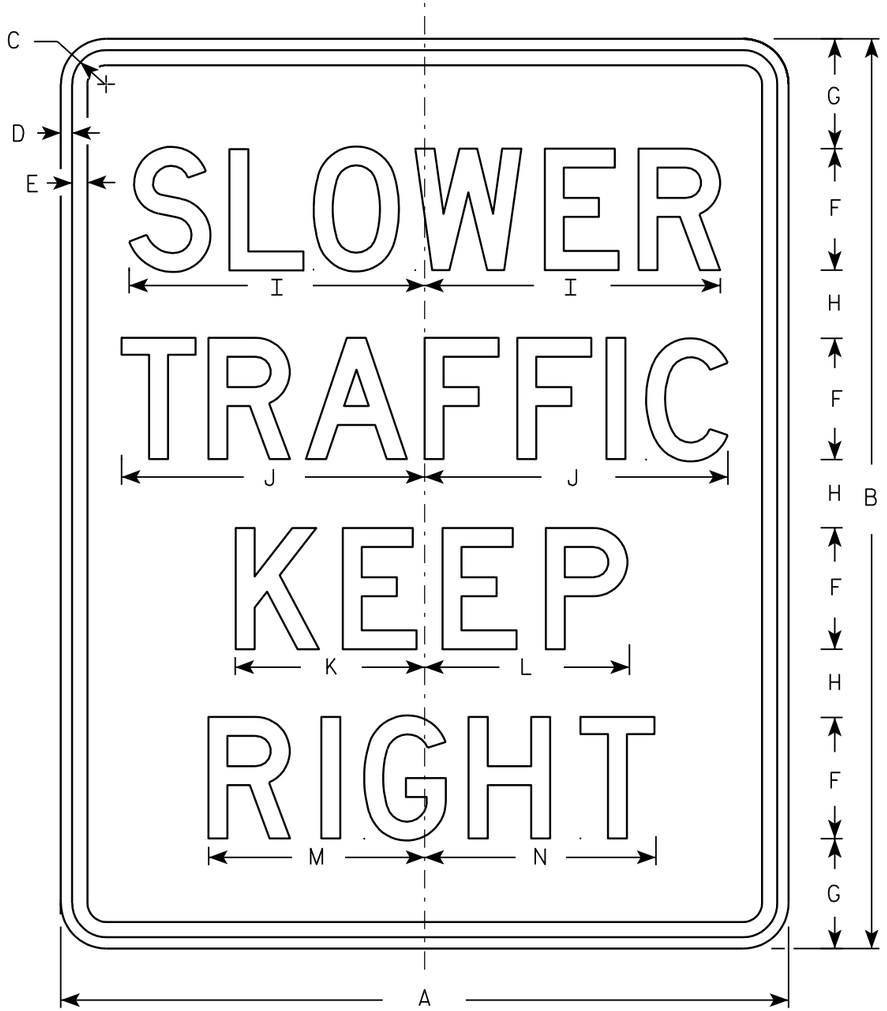
STANDARD SIGN
R4-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Chester J Spang for State Traffic Engineer

DATE 2/6/02 PLATE NO. R4-1.6

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 168	E



R4-3

NOTES

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

Metric equivalent for this sign is:

SIZE	
1	
2	600 mm X 750 mm
3	900 mm X 1200 mm
4	900 mm X 1200 mm
5	1200 mm X 1500 mm

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.	Area m2
1																												
2	24	30	1 1/8	3/8	1/2	4	3 5/8	2 1/4	9 3/4	10	6 1/4	6 3/4	7 1/8	7 5/8													5.0	0.45
3	36	48	1 5/8	5/8	3/4	6	6	4	14 5/8	15	9 3/8	10	10 3/4	11 3/8													12.0	1.08
4	36	48	1 5/8	5/8	3/4	6	6	4	14 5/8	15	9 3/8	10	10 3/4	11 3/8													12.0	1.08
5	48	60	2 1/4	3/4	1	8	7 1/4	4 1/2	19 1/2	20	12 1/2	13 1/2	14 1/4	15 1/4													20.0	1.80

STANDARD SIGN
R4-3

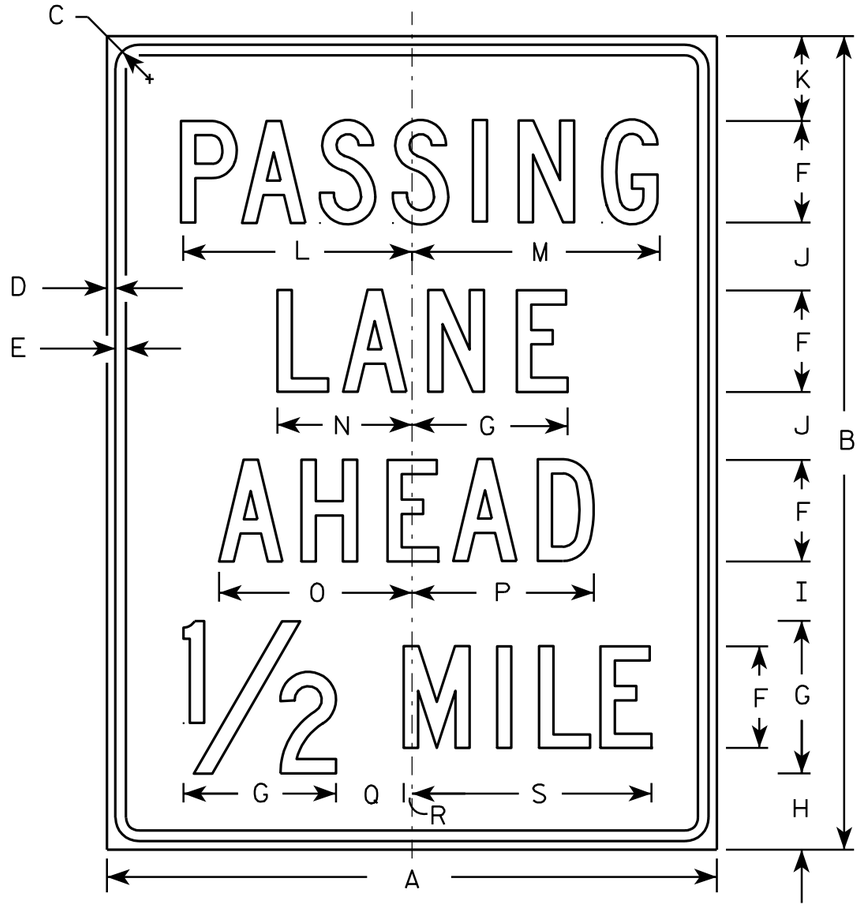
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 9/01/04 PLATE NO. R4-3.7

PROJECT NO:

SHEET NO: 169 E



R4-51

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.

Metric equivalent for this sign is:

SIZE	
1	
2	900 mm X 1200 mm
3	
4	
5	

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.	Area m2
1																												
2	36	48	1 3/8	1/2	5/8	6	9	4 1/2	3 1/2	4	5	13 5/8	14 1/2	8	11 3/8	10 3/4	4	1/2	14 1/8								12.0	1.08
3																												
4																												
5																												

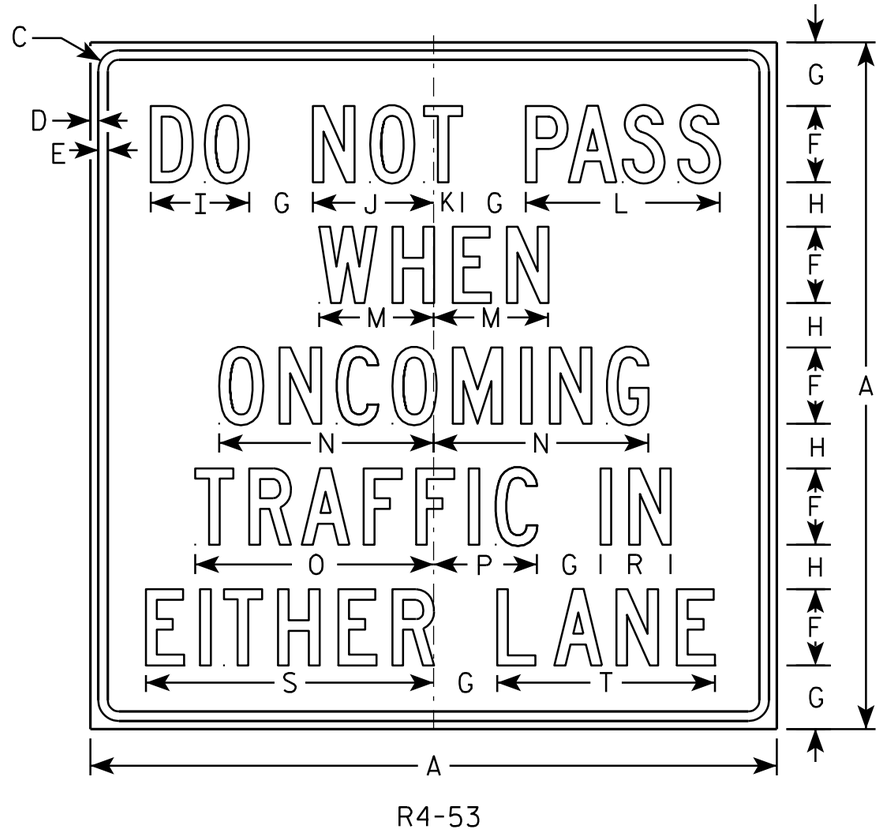
STANDARD SIGN
R4-51

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Chester J Spang for State Traffic Engineer

DATE 1/29/02 PLATE NO. R4-51.3

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 170 | E



R4-53

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	54		1 5/8	5/8	3/4	6	5	3 1/2	7 3/4	9 1/2	2 1/4	15 1/4	9	16 7/8	18 3/4	8 1/8		5 1/2	22 5/8	17 1/8							20.25
2M	54		1 5/8	5/8	3/4	6	5	3 1/2	7 3/4	9 1/2	2 1/4	15 1/4	9	16 7/8	18 3/4	8 1/8		5 1/2	22 5/8	17 1/8							20.25
3																											
4																											
5																											

STANDARD SIGN
R4-53

WISCONSIN DEPT OF TRANSPORTATION

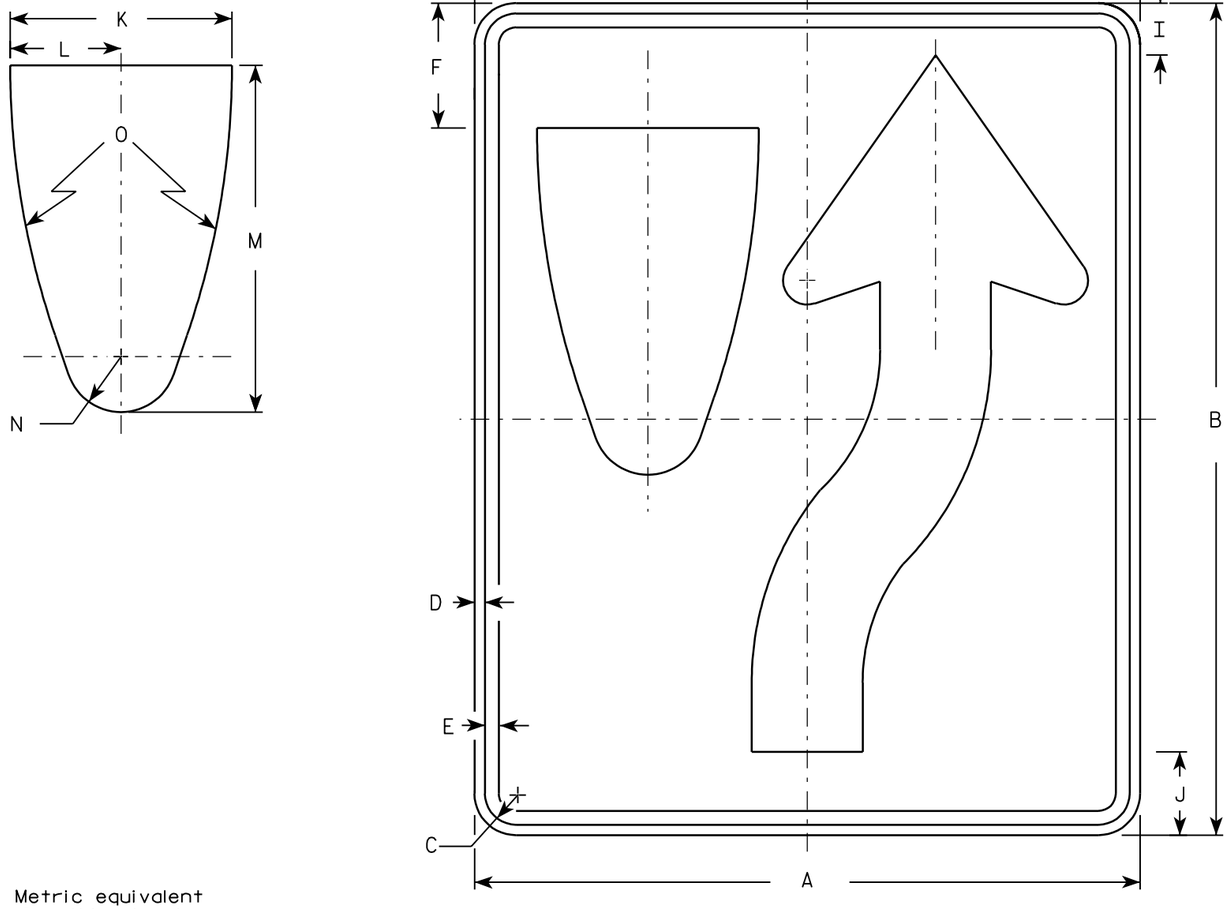
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 6/2/10 PLATE NO. R4-53.1

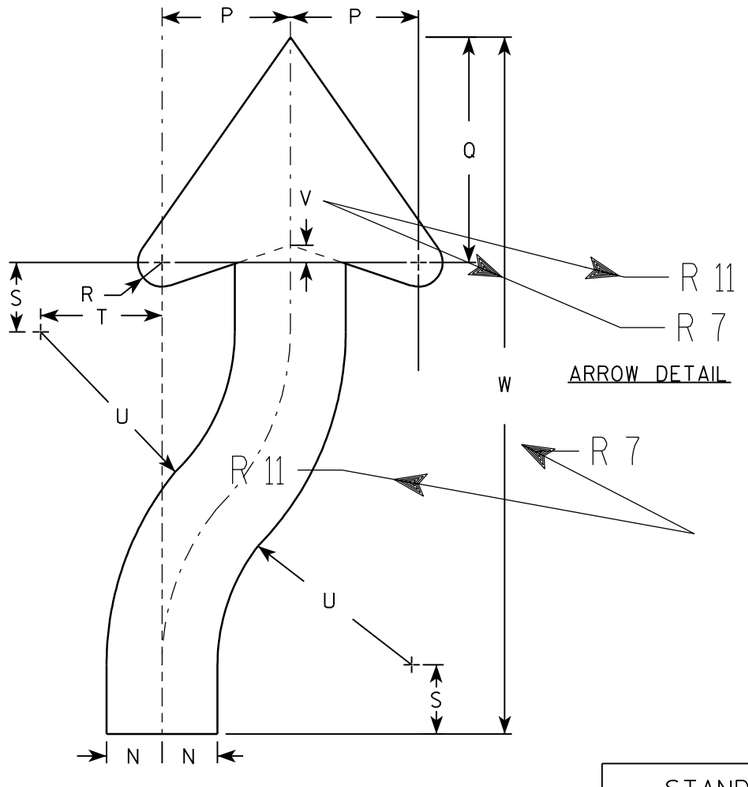
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 171	E

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

Metric equivalent for this sign is:

SIZE	
1	450 mm X 600 mm
2	600 mm X 750 mm
3	900 mm X 1200 mm
4	900 mm X 1200 mm
5	900 mm X 1200 mm

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.	Area m2
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	.27
2	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	.45
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	1.08
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	1.08
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	1.08

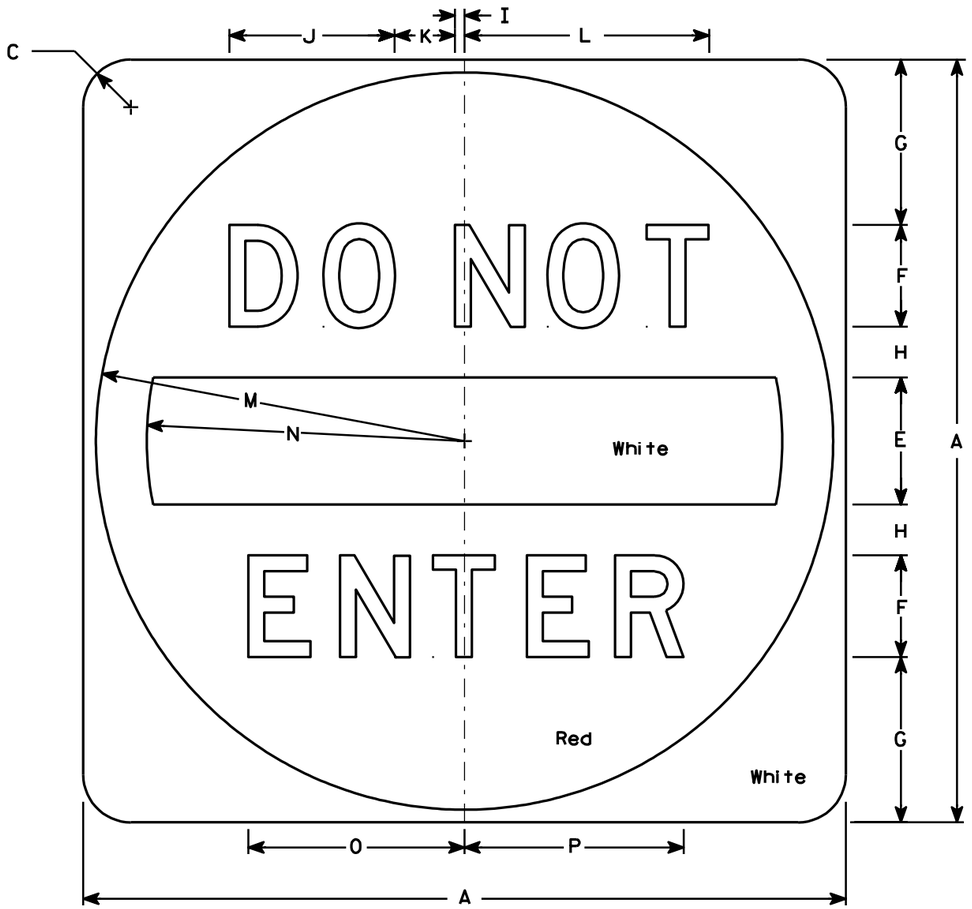
STANDARD SIGN
R4-7 & R4-8

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Chester J Spang for State Traffic Engineer

DATE 2/6/02 PLATE NO. R4-7.7

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 172	E



R5-1

NOTES

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

Metric equivalent for this sign is:

SIZE	
1	
2	750 mm X 750 mm
3	900 mm X 900 mm
4	900 mm X 900 mm
5	1200 mm X 1200 mm

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	O	R	S	T	U	V	W	X	Y	Z	Area sq. ft.	Area m2
1																												
2	30		1 7/8		5	4	6 1/2	2	3/8	6 1/2	2 3/8	9 5/8	14 1/2	12 1/2	8 1/2	8 5/8											6.26	0.56
3	36		2 1/4		6	5	7 1/2	2 1/2	1/2	8 1/8	3	12 1/8	17 1/2	15	10 5/8	10 3/4											9.0	0.81
4	36		2 1/4		6	5	7 1/2	2 1/2	1/2	8 1/8	3	12 1/8	17 1/2	15	10 5/8	10 3/4											9.0	0.81
5	48		3		8	6	11	3	5/8	9 3/4	3 5/8	14 1/2	23 1/2	20	12 3/4	12 7/8											16.0	1.44

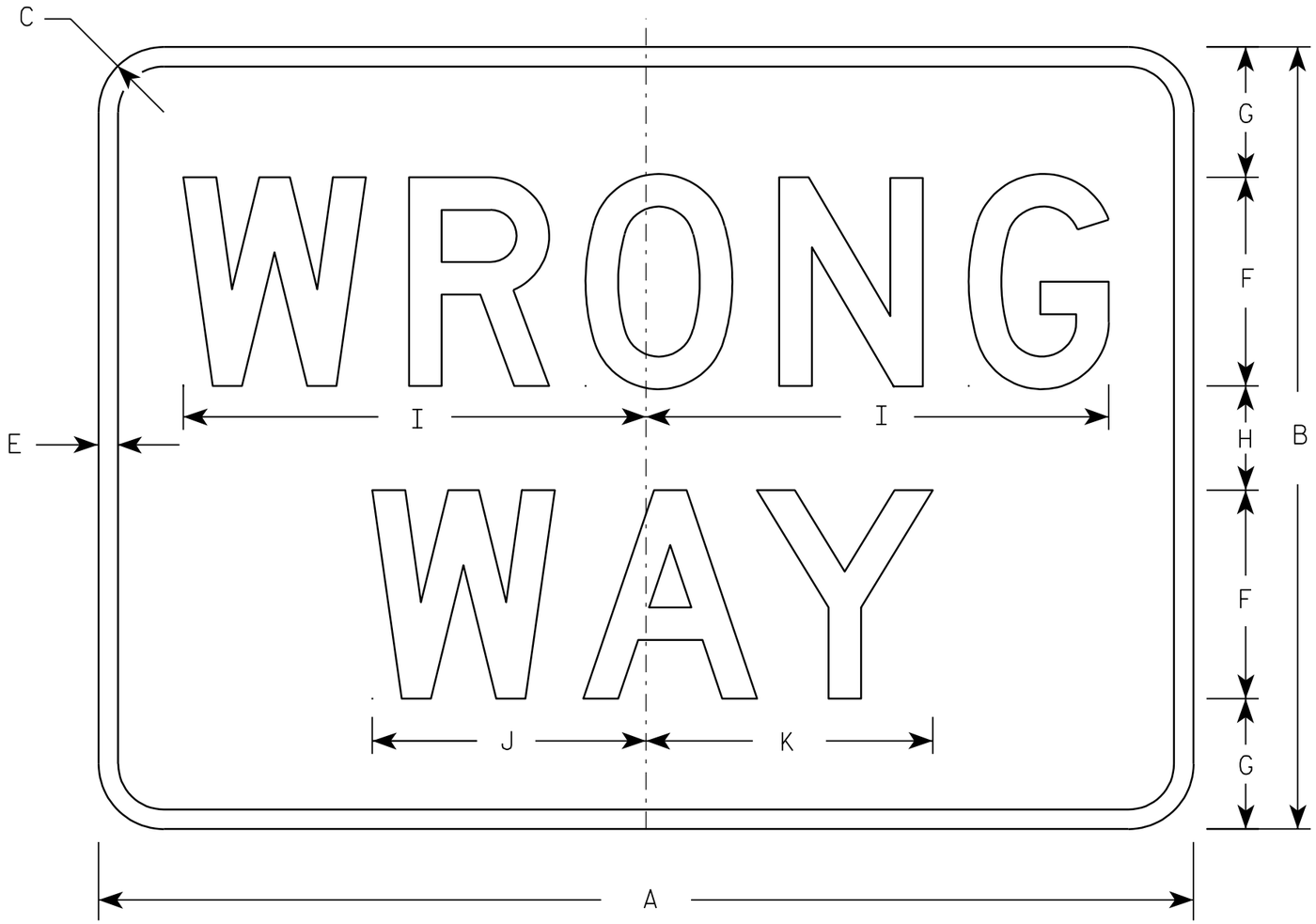
STANDARD SIGN
R5-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 7/05/05 PLATE NO. R5-1.14

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 173 | E



R5-1A

NOTES

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

Metric equivalent for this sign is:

SIZE	
1	750 mm X 450 mm
2	900 mm X 600 mm
3	1050 mm X 750 mm
4	1050 mm X 750 mm
5	1050 mm X 750 mm

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.	Area m2
1	30	18	1 ½		½	5	3	2	11	6 ½	6 ⅞																3.75	0.34
2	36	24	2		⅝	6	4 ½	3	13 ¼	7 ⅞	8 ¼																6.00	0.54
3	42	30	2 ½		¾	8	5	4	17 ¾	10 ½	11																8.75	0.79
4	42	30	2 ½		¾	8	5	4	17 ¾	10 ½	11																8.75	0.79
5	42	30	2 ½		¾	8	5	4	17 ¾	10 ½	11																8.75	0.79

STANDARD SIGN
R5-1A

WISCONSIN DEPT OF TRANSPORTATION

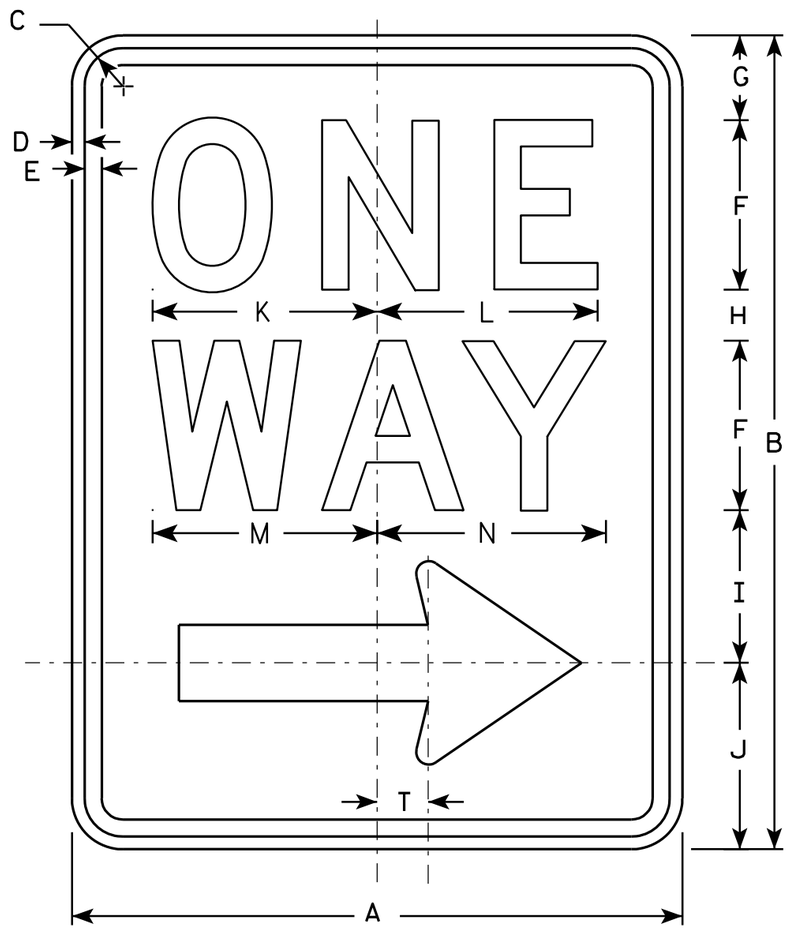
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 10/24/02 PLATE NO. R5-1A.1

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 174	E

FILE NAME : C:\Users\Projects\tr_stdplate\R51A.DGN PLOT DATE : 04-OCT-2005 08:55 PLOT BY : DITJPH PLOT NAME : PLOT SCALE : 5.464098:1.000000

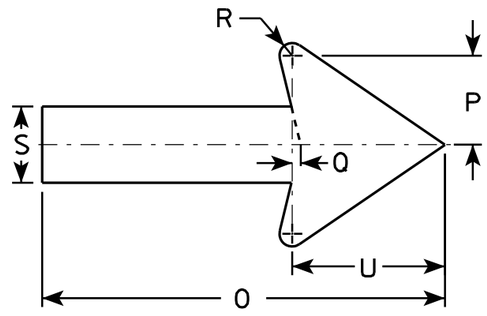
7



R6-2R

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. R6-2L same as R6-2R except arrow points to the left.



SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	O	R	S	T	U	V	W	X	Y	Z
1	18	24	1 1/8	3/8	1/2	5	2 1/2	1 1/2	4 1/2	5 1/2	6 5/8	6 1/2	6 5/8	6 3/4	11 7/8	2 5/8	1/4	3/8	2 1/4	1 1/2	4 1/2					
2S	24	30	1 1/8	3/8	1/2	6	3	2 1/2	5 1/2	7	8 1/8	8 1/8	8 1/2	8 5/8	16	3 1/2	3/8	1/2	3	2	6					
2M	30	36	1 3/8	1/2	5/8	8	2 1/2	2 5/8	6 7/8	8	10 1/2	10 1/2	11 1/4	11 1/4	20	4 3/8	1/2	5/8	3 3/4	2 1/2	7 1/2					
3	36	48	1 7/8	1/2	5/8	10	5 1/4	3 1/4	9	10 1/2	12 3/4	12 3/4	13 1/4	13 1/2	24	5 5/8	1/2	3/4	4 3/4	3	9					
4	36	48	1 7/8	1/2	5/8	10	5 1/4	3 1/4	9	10 1/2	12 3/4	12 3/4	13 1/4	13 1/2	24	5 5/8	1/2	3/4	4 3/4	3	9					
5																										

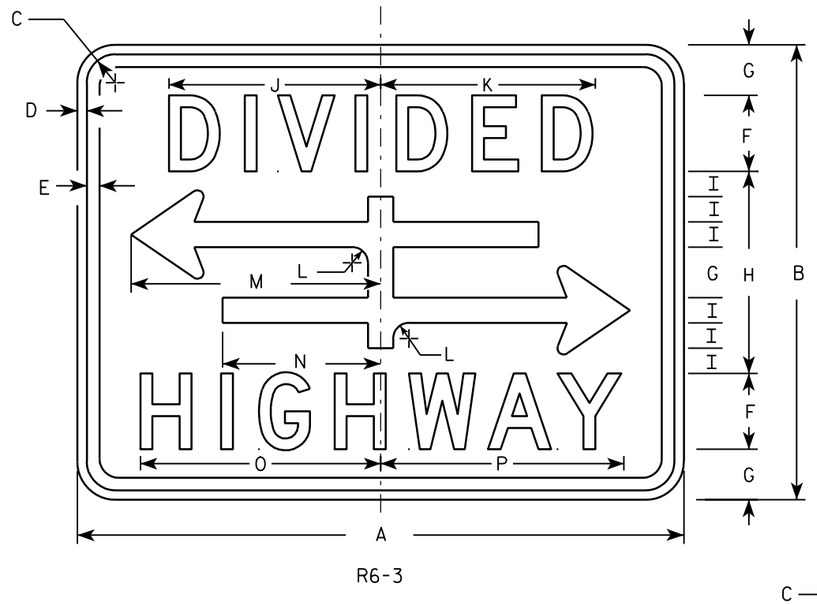
STANDARD SIGN
R6-2 R&L

WISCONSIN DEPT OF TRANSPORTATION

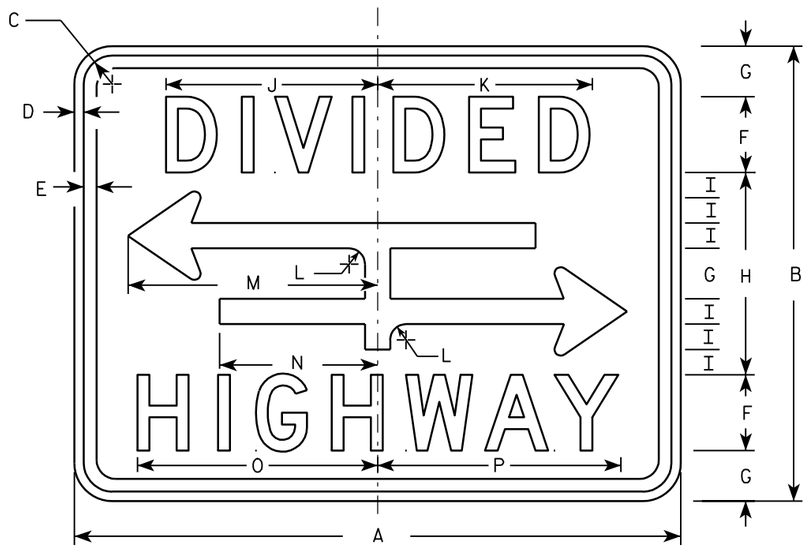
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/2/10 PLATE NO. R6-2.8

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 175 | E



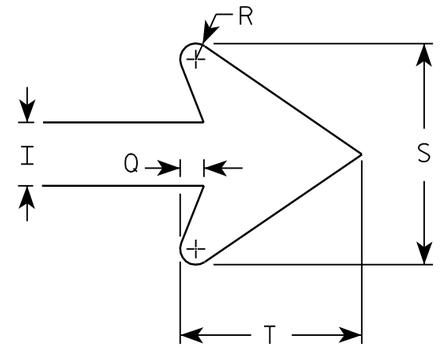
R6-3



R6-3A

NOTES

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



ARROW DETAIL

Metric equivalent for this sign is:

SIZE	
1	600 mm X 450 mm
2	750 mm X 600 mm
3	
4	
5	

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.	Area m2
1	24	18	1 1/8	3/8	3/8	3	2	8	1	8 3/8	8 1/2	5/8	9 7/8	6 1/4	9 1/2	9 5/8	3/8	1/4	3 1/2	2 3/4							3.0	0.27
2	30	24	1 1/8	3/8	1/2	4	2 5/8	10 3/4	1 3/8	10 1/2	10 5/8	7/8	12 1/2	7 7/8	12 1/4	12 3/8	1/2	3/8	4 5/8	3 5/8							5.0	0.45
3																												
4																												
5																												

STANDARD SIGN
R6-3 & R6-3A

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/17/05 PLATE NO. R6-3.4

PROJECT NO:

SHEET NO: 176 E

FILE NAME : C:\Users\Projects\tr_stdplate\R63.DGN PLOT DATE : 18-MAY-2005 08:50 PLOT BY : DOTDZK 5.996250:1.000000

WISDOT/CADDS SHEET 42

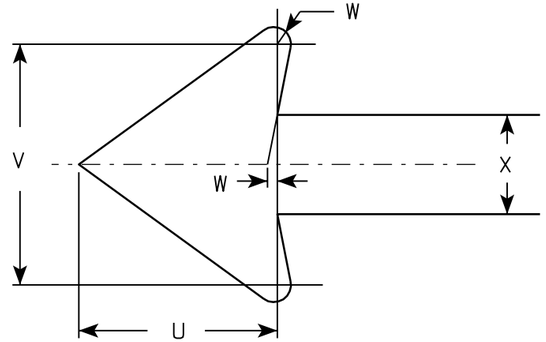
7

7

R7-1

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 - Red
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, 3 and 4 are series C, line 2 is series B.
6. R7-1D (double arrow)
   R7-1L (left arrow)
   R7-1R (right arrow)



Metric equivalent for this sign is:

SIZE	
1	300 mm X 450 mm
2	450 mm X 600 mm
3	600 mm X 750 mm
4	
5	

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.	Area m2
1	12	18	1 1/8	3/8	3/8	3	1 7/8	2	7/8	5/8	1 1/2	2 1/2	2	2	4 7/8	4 7/8	2 1/4	2 1/8	2 1/2	3 7/8	1 1/2	1 3/4	1/8	3/4			1.5	0.14
2	18	24	1 1/8	3/8	1/2	4	2 1/2	2 1/2	1 1/4	1	2	3 1/4	2 3/4	2 5/8	7 1/8	7	2 3/4	2 5/8	3 1/8	5 7/8	2 1/4	2 5/8	1/4	1 1/8			3.0	0.27
3	24	30	1 1/8	3/8	1/2	5	3	3	2	1 1/4	2 1/2	4	3 1/4	3 3/8	9 1/4	9 1/4	3 1/4	3 1/4	3 3/4	7 3/4	3	3 1/2	1/4	1 1/2			5.0	0.45
4																												
5																												

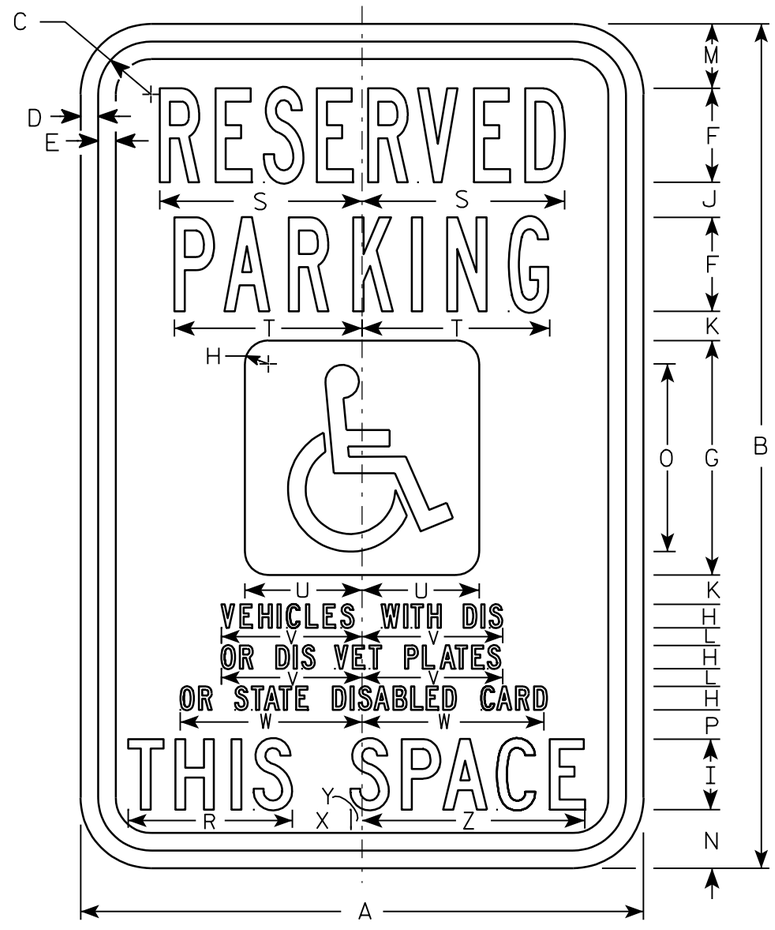
STANDARD SIGN
R7-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Chester J Spong
for State Traffic Engineer

DATE 2/7/02 PLATE NO. R7-1.8

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 177	E



R7-8A

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Sign is white Type H Reflective; paraplegic background is blue.
   Message - Legend and border are green; paraplegic symbol is white
3. Message Series - Lines 1 & 2 are Series B
   Lines 3, 4, 5 & 6 are Series C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

Metric equivalent for this sign is:

SIZE	
1	
2	300 mm X 450 mm
3	450 mm X 600 mm
4	
5	

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.	Area m2
1																												
2	12	18	1 1/8	3/8	3/8	2	5	1/2	1 1/2	3/4	5/8	3/8	1 3/8	1 1/4	4	5/8		3 1/2	4 3/8	4	2 1/2	3	3 7/8	1 1/4	1/4	4 3/4	1.5	.14
3	18	24	1 1/8	3/8	1/2	3	6	3/4	2	7/8	5/8	1/2	1 7/8	2	5	3/4		4 5/8	6 1/2	5 3/8	3	4 1/2	5 7/8	1 1/2	1/4	6 3/8	3.0	.27
4																												
5																												

STANDARD SIGN
R7-8A

WISCONSIN DEPT OF TRANSPORTATION

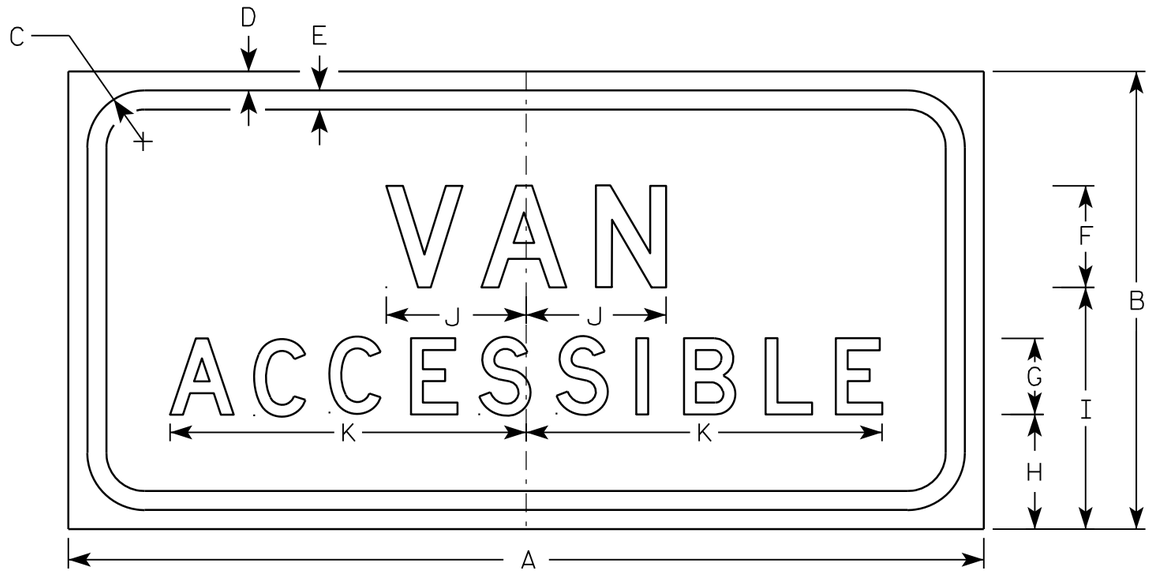
APPROVED Chester J Spacy for State Traffic Engineer

DATE 2/8/02 PLATE NO. R7-8A.5

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 178	E

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 - Green - Type H Reflective
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.



R7-8V

Metric equivalent for this sign is:

SIZE	
1	
2	300 mm X 150 mm
3	300 mm X 225 mm
4	
5	

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.	Area m2
1																												
2	12	6	1 1/8	3/8	3/8	1 1/2	1	1 5/8	3 1/2	2	4 1/4																0.50	0.05
3	18	9	1 1/8	3/8	3/8	2	1 1/2	2 1/4	4 3/4	2 3/4	7																0.75	0.07
4																												
5																												

STANDARD SIGN
R7-8V

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

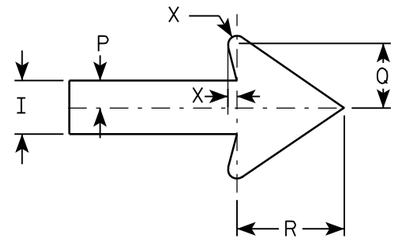
DATE 8/26/09 PLATE NO. R7-8V.4

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 179 | E

R7-8R

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Sign is white Type H Reflective; paraplegic background is blue.
   Message - Legend and border are green; paraplegic symbol is white
3. Message Series - Lines 1 & 2 are Series B
   Lines 3, 4, 5 & 6 are 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. R7-8R (RIGHT ARROW)
   R7-8L (LEFT ARROW)



Arrow Detail

7

7

Metric equivalent for this sign is:

SIZE	
1	
2	300 mm X 450 mm
3	450 mm X 600 mm
4	
5	

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.	Area m2
1																												
2	12	18	1 1/8	3/8	3/8	2	5	1/2	3/4	3/4	5/8	3/8	1 3/8	2	4	3/8	7/8	1 1/2	4 3/8	4	2 1/2	3	3 7/8	3/16			1.5	.14
3	18	24	1 1/8	3/8	1/2	3	6	3/4	1 1/8	7/8	5/8	1/2	1 7/8	2 7/8	5	5/8	1 3/8	2 1/4	6 1/2	5 3/8	3	4 1/2	5 7/8	1/8			3.0	.27
4																												
5																												

STANDARD SIGN
R7-8

WISCONSIN DEPT OF TRANSPORTATION

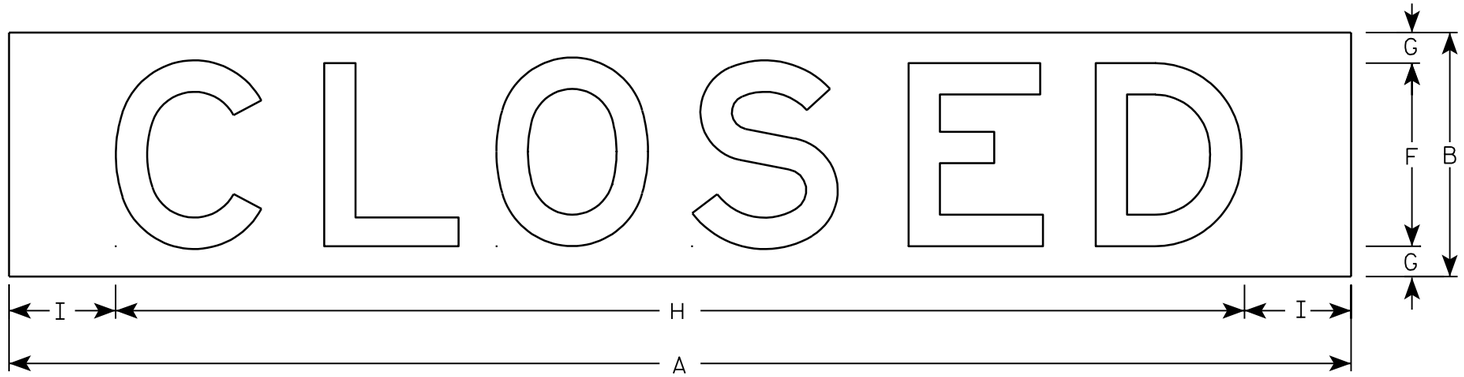
APPROVED Chester J Spagg for State Traffic Engineer

DATE 2/8/02 PLATE NO. R7-8.5

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 180	E

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   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. This plaque to be used with the D5-61& D5-62 for wayside closures.



R55-58A

Metric equivalent for this sign is:

SIZE	
1	
2	1100 mm X 200 mm
3	
4	1900 mm X 300 mm
5	

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.	Area m2
1																												
2	44	8				6	1	37	3 ½																		2.4	0.22
3																												
4	76	12				10	1	58	9																		6.3	0.57
5																												

STANDARD SIGN
R55-58A

WISCONSIN DEPT OF TRANSPORTATION

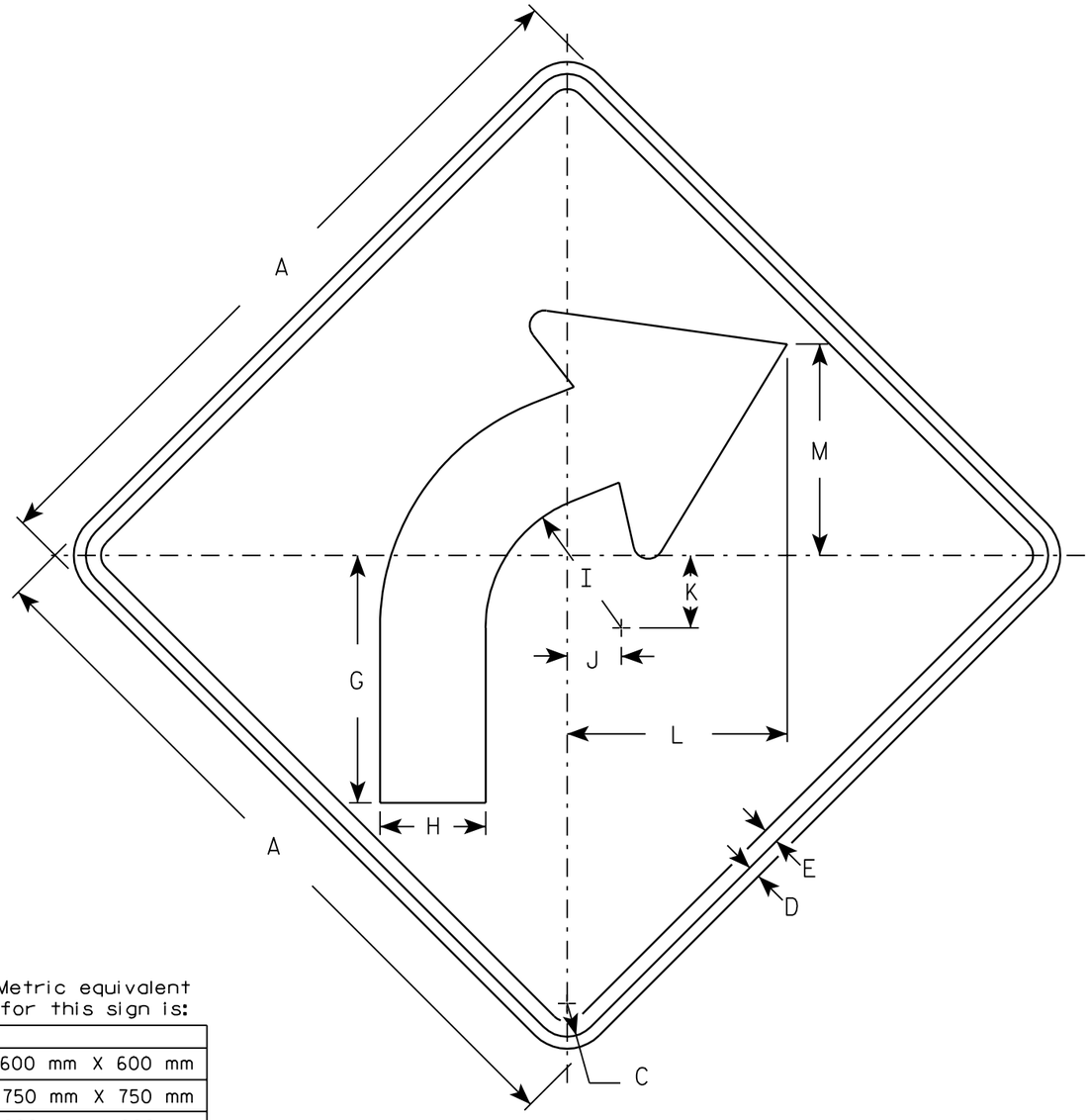
APPROVED Chester J Spange for State Traffic Engineer

DATE 2/14/02 PLATE NO. R55-58A.4

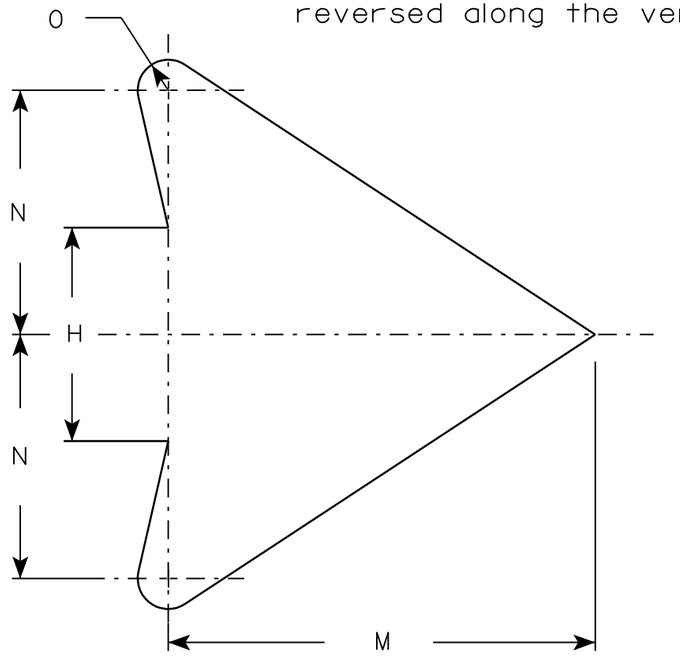
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 181	E

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. W1-2L is the same as W1-2R except the arrow is reversed along the vertical centerline.



W1-2R



ARROW DETAIL

Metric equivalent for this sign is:

SIZE	
1	600 mm X 600 mm
2	750 mm X 750 mm
3	900 mm X 900 mm
4	900 mm X 900 mm
5	1200 mm X 1200 mm

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.	Area m2
1	24		1 1/8	3/8	1/2		8 1/4	3 1/2	4 1/2	1 3/4	2 3/8	7 1/4	7	4	1/2												4.0	0.36
2	30		1 3/8	1/2	5/8		10 1/4	4 3/8	5 5/8	2 1/4	3	9 1/8	8 3/4	5	5/8												6.25	0.56
3	36		1 5/8	5/8	3/4		12 3/8	5 1/4	6 3/4	2 5/8	3 1/2	10 7/8	10 1/2	6	3/4												9.0	0.81
4	36		1 5/8	5/8	3/4		12 3/8	5 1/4	6 3/4	2 5/8	3 1/2	10 7/8	10 1/2	6	3/4												9.0	0.81
5	48		2 1/4	3/4	1		16 1/2	7	9	3 1/2	4 5/8	14 1/2	14	8	1												16.0	1.44

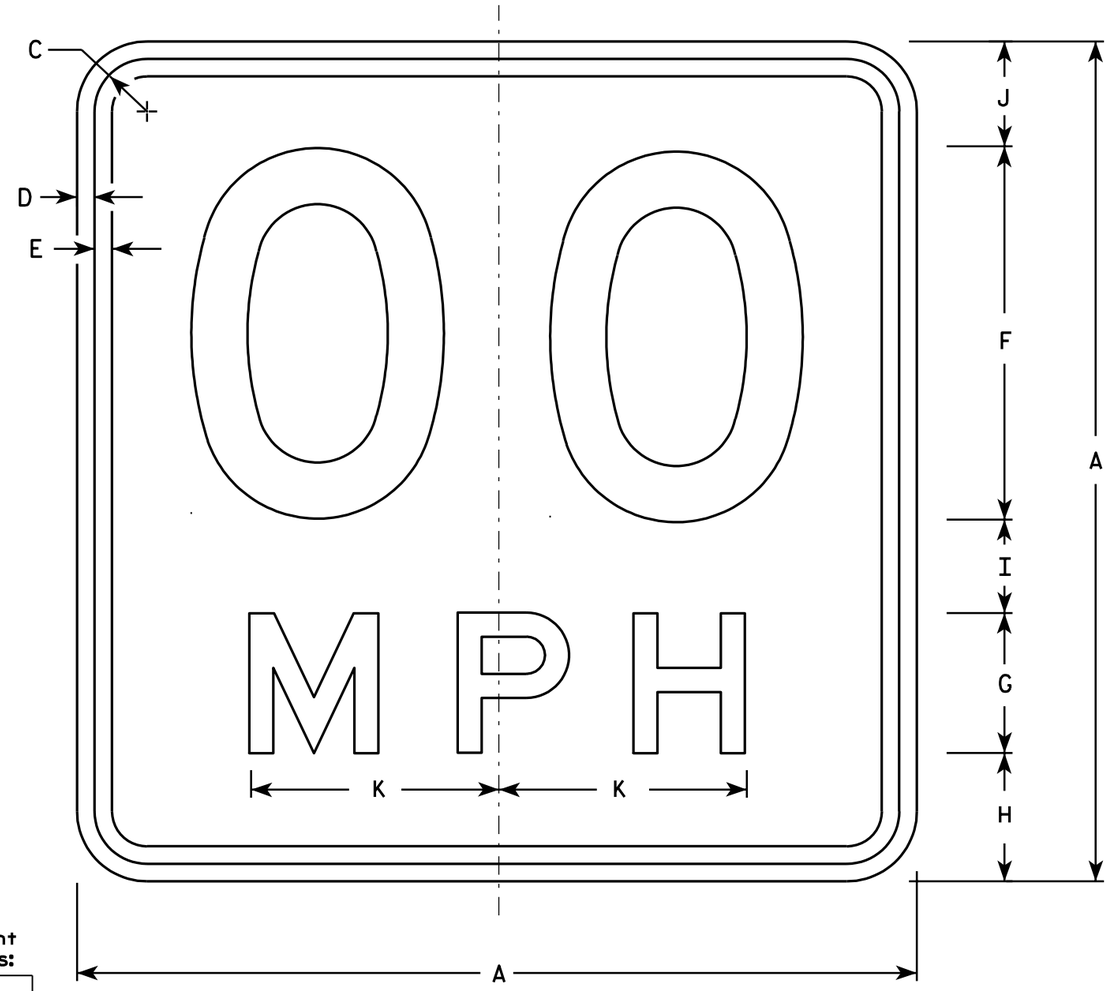
STANDARD SIGN
W1-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Chester J Spang for State Traffic Engineer

DATE 01/14/02 PLATE NO. W1-2.8

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 182	E



W13-1

NOTES

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

Metric equivalent for this sign is:

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

* 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.	Area m²
1	18		1 1/8	3/8	3/8	8	3	2 3/4	2	2 1/4	5 3/8																2.25	0.20
2*	18		1 1/8	3/8	3/8	8	3	2 3/4	2	2 1/4	5 3/8																2.25	0.20
2*	24		1 1/8	3/8	1/2	10	4	4	2 3/4	3 1/4	6 5/8																4.00	0.36
3	24		1 1/8	3/8	1/2	10	4	4	2 3/4	3 1/4	6 5/8																4.00	0.36
4	36		1 5/8	5/8	3/4	16	6	5 1/2	4	4 1/2	10 5/8																9.00	0.81
5	36		1 5/8	5/8	3/4	16	6	5 1/2	4	4 1/2	10 5/8																9.00	0.81

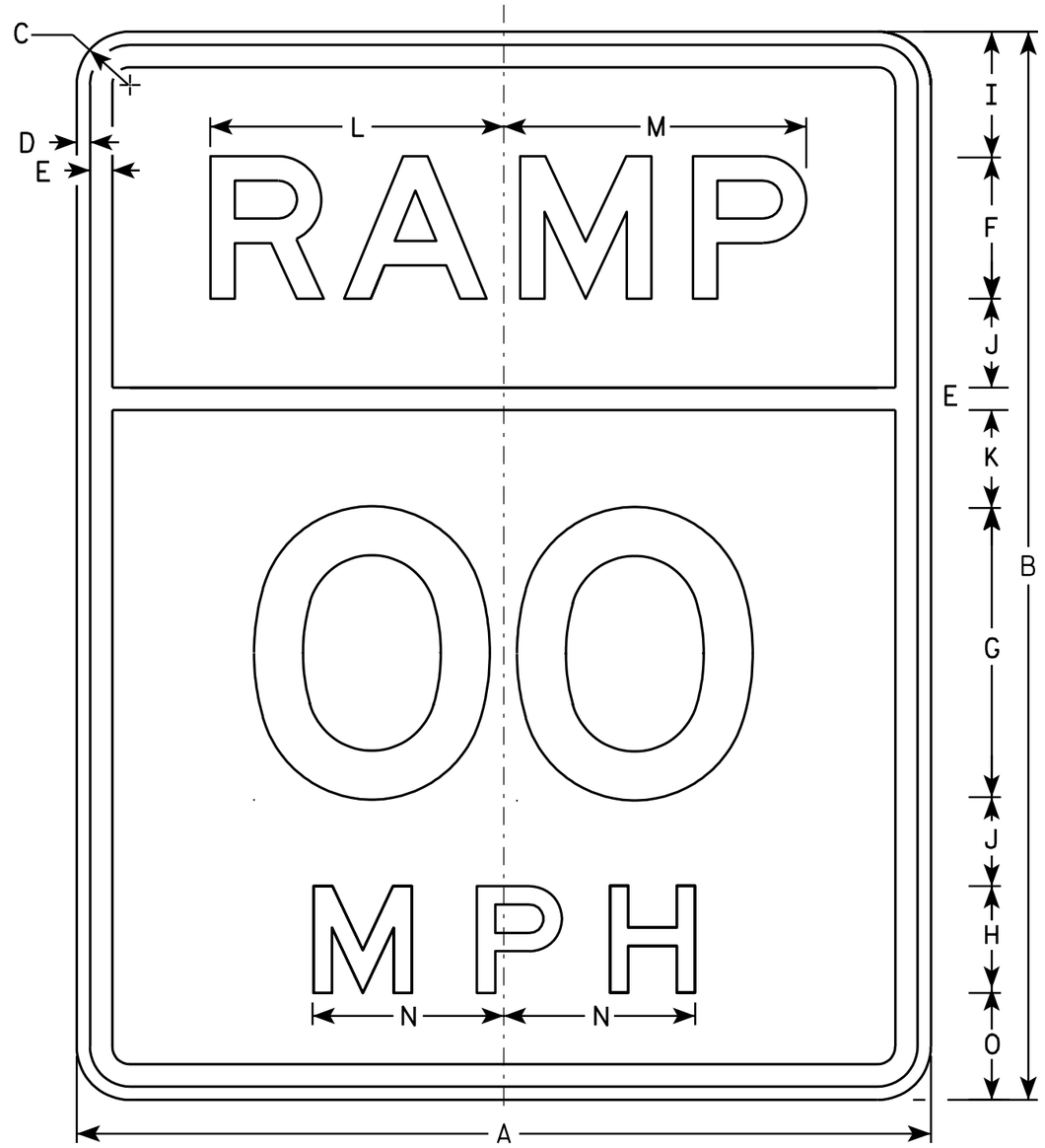
STANDARD SIGN
W13-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 4/05/06 PLATE NO. W13-1.14

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 183	E



W13-3

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   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 space about centerline to achieve proper balance.

Metric equivalent for this sign is:

SIZE	
1	600 mm X 750 mm
2	600 mm X 750 mm
3	
4	900 mm X 1200 mm
5	1200 mm X 1500 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 m^2
1	24	30	1 1/8	3/8	5/8	4	8	3	3 1/2	2 1/2	2 7/8	8 1/4	8 1/2	5 3/8	3												5.0	0.45
2	24	30	1 1/8	3/8	5/8	4	8	3	3 1/2	2 1/2	2 7/8	8 1/4	8 1/2	5 3/8	3												5.0	0.45
3																												
4	36	48	1 5/8	5/8	7/8	6	12	4	6	4 1/8	5 1/8	13 1/2	13 5/8	7 1/8	6												12.0	1.08
5	48	60	2 1/4	3/4	1 1/4	8	16	6	7	5	5 3/4	16 1/2	17	10 5/8	6												20.0	1.80

STANDARD SIGN
W13-3

WISCONSIN DEPT OF TRANSPORTATION

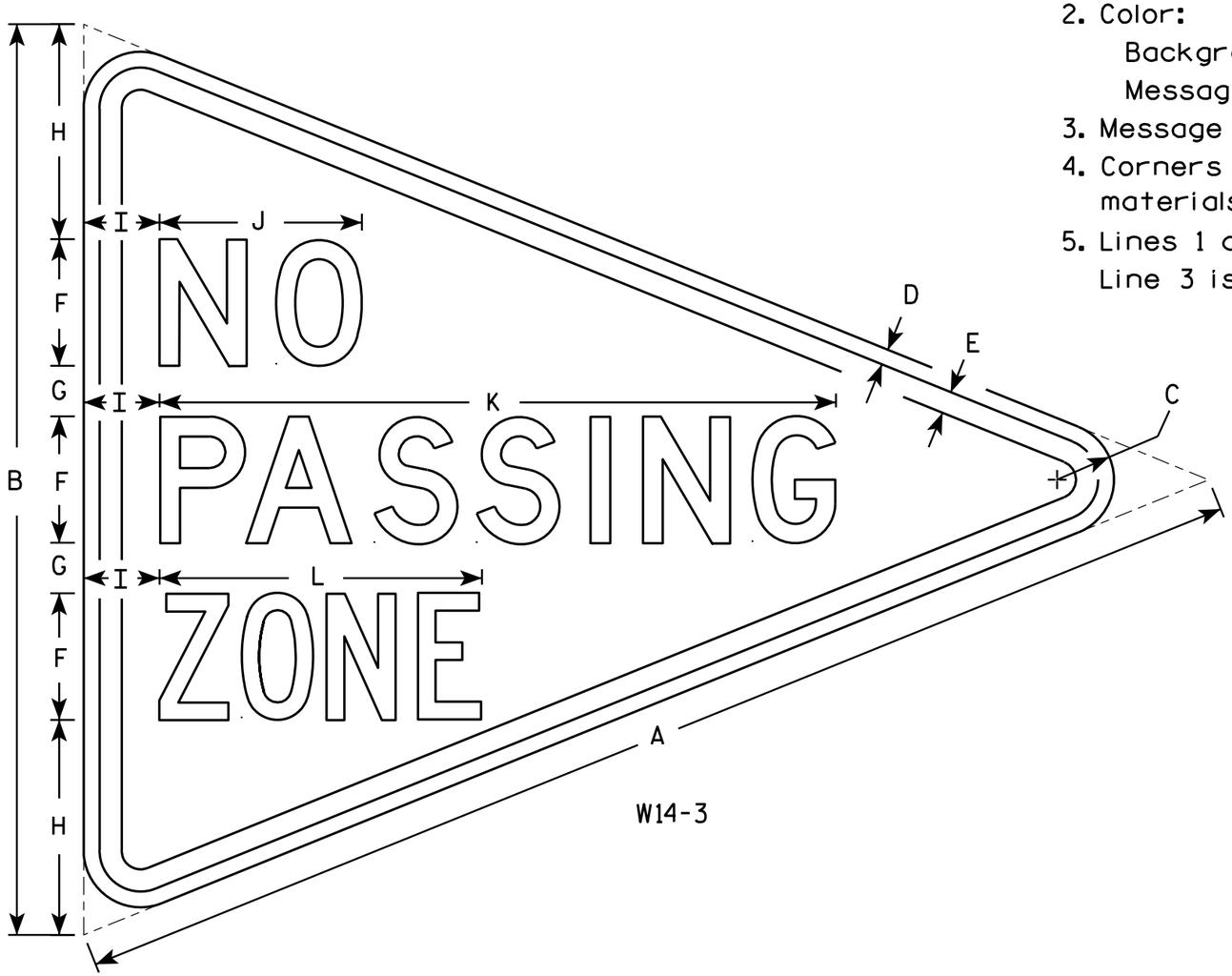
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 4/05/06 PLATE NO. W13-3.6

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 184	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. Message Series - See note 5
4. Corners and borders shall be rounded on all base materials for this sign.
5. Lines 1 and 2 are Series D.
   Line 3 is series C.



W14-3

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	O	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	48	36	2 1/4	5/8	7/8	5	2	8 1/2	3	8	26 3/4	12 3/4															6.0
2M	48	36	2 1/4	5/8	7/8	5	2	8 1/2	3	8	26 3/4	12 3/4															6.0
3	64	48	3	3/4	1 1/4	6	3	12	4	10 3/4	33 5/8	16 1/2															10.7
4																											
5																											

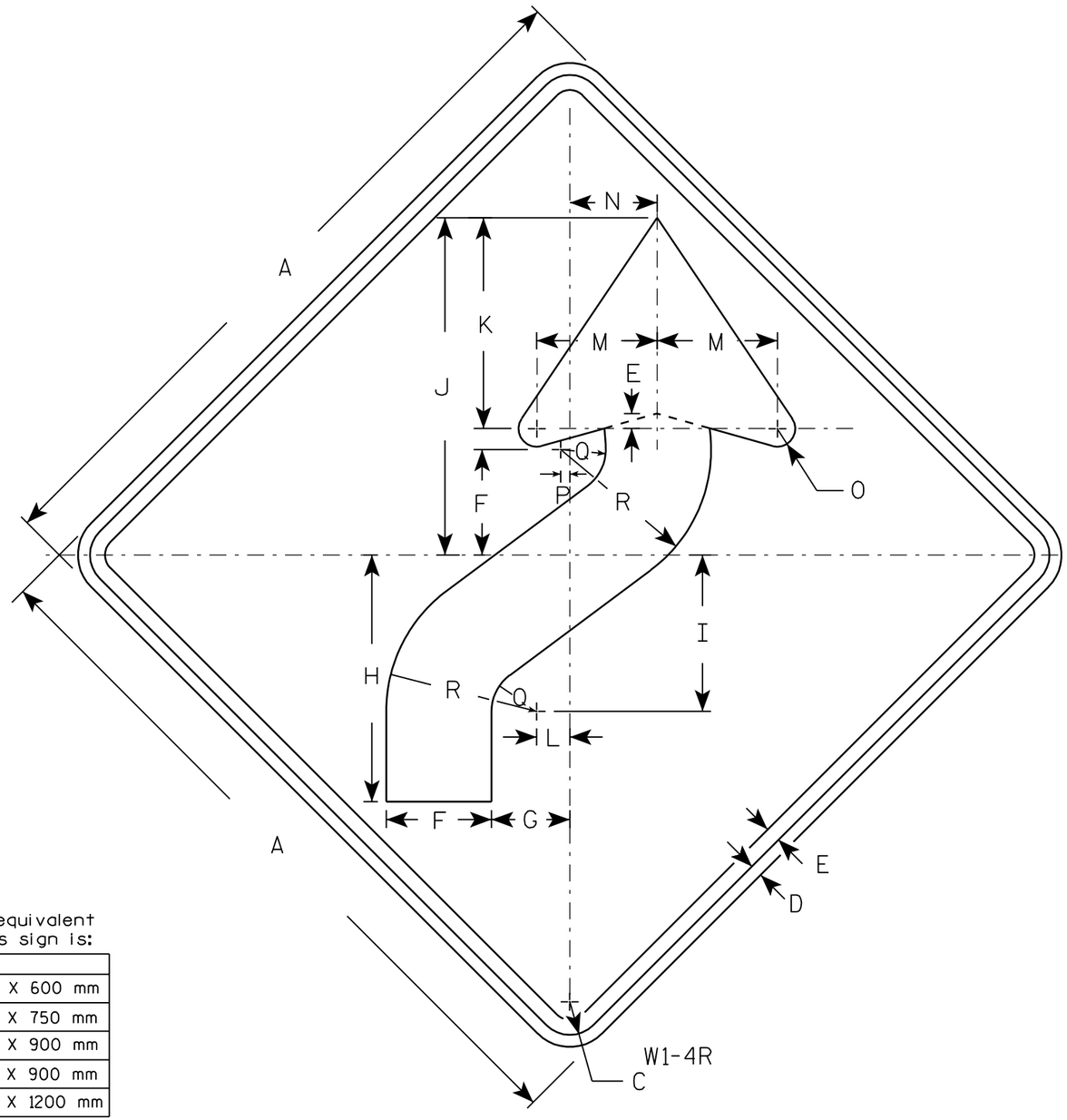
STANDARD SIGN
W14-3

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 6/7/10 PLATE NO. W14-3.9

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 185	E



NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. W1-4L is the same as W1-4R except the arrow is reversed along the vertical centerline.

Metric equivalent for this sign is:

SIZE	
1	600 mm X 600 mm
2	750 mm X 750 mm
3	900 mm X 900 mm
4	900 mm X 900 mm
5	1200 mm X 1200 mm

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.	Area m2
1	24		1 1/8	3/8	1/2	3 1/2	2 5/8	8 1/4	5 1/4	11 1/4	7	1 1/8	4	3	5/8	1/4	1 1/2	5									4.0	0.36
2	30		1 3/8	1/2	5/8	4 3/8	3 1/4	10 1/4	6 1/2	14	8 3/4	1 3/8	5	3 5/8	3/4	3/8	1 7/8	6 1/4									6.25	0.56
3	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	0.81
4	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	0.81
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	1.44

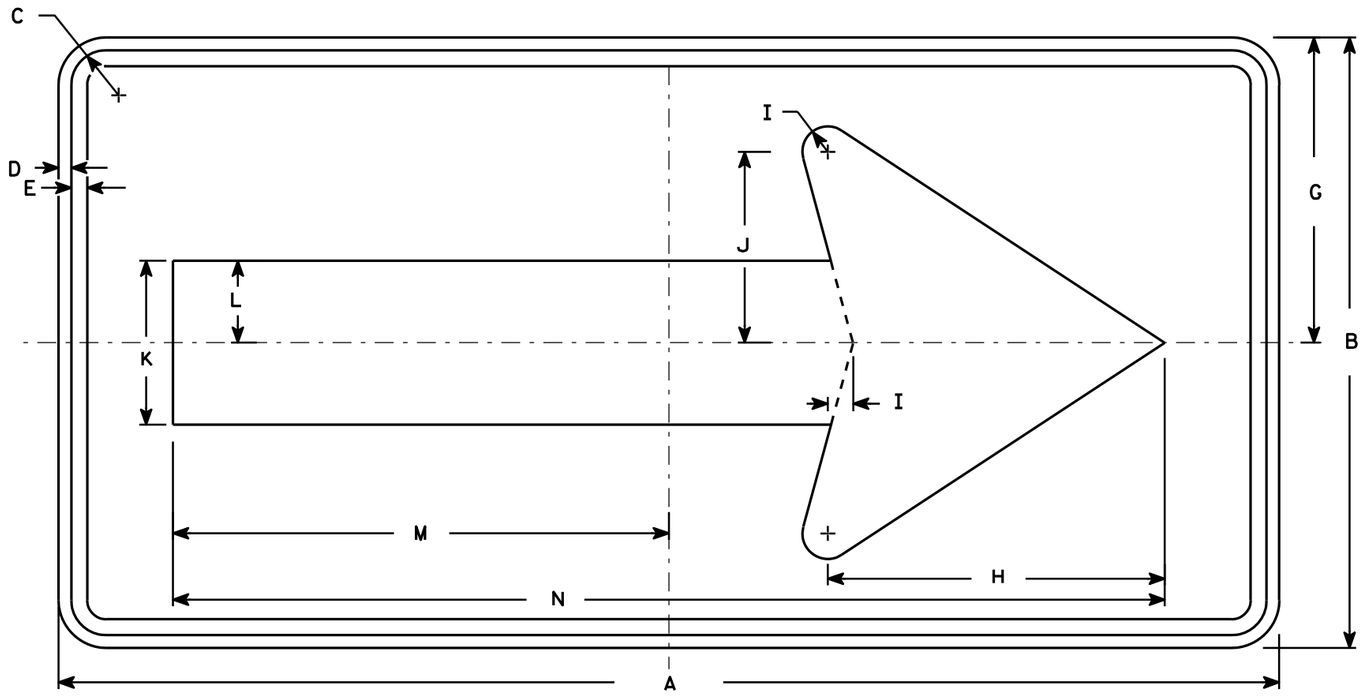
STANDARD SIGN
W1-4

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Chester J Spagg
for State Traffic Engineer

DATE 01/14/02 PLATE NO. W1-4.9

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 186	E



W1-6

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	36	18	1 1/8	3/8	3/8		9	10	3/4	5 5/8	4 3/4	2 3/8	14 5/8	29 1/4													4.5
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	96	48	2 1/4	3/4	1		24	26 1/2	2	15	13	6 1/2	39	78													32.0

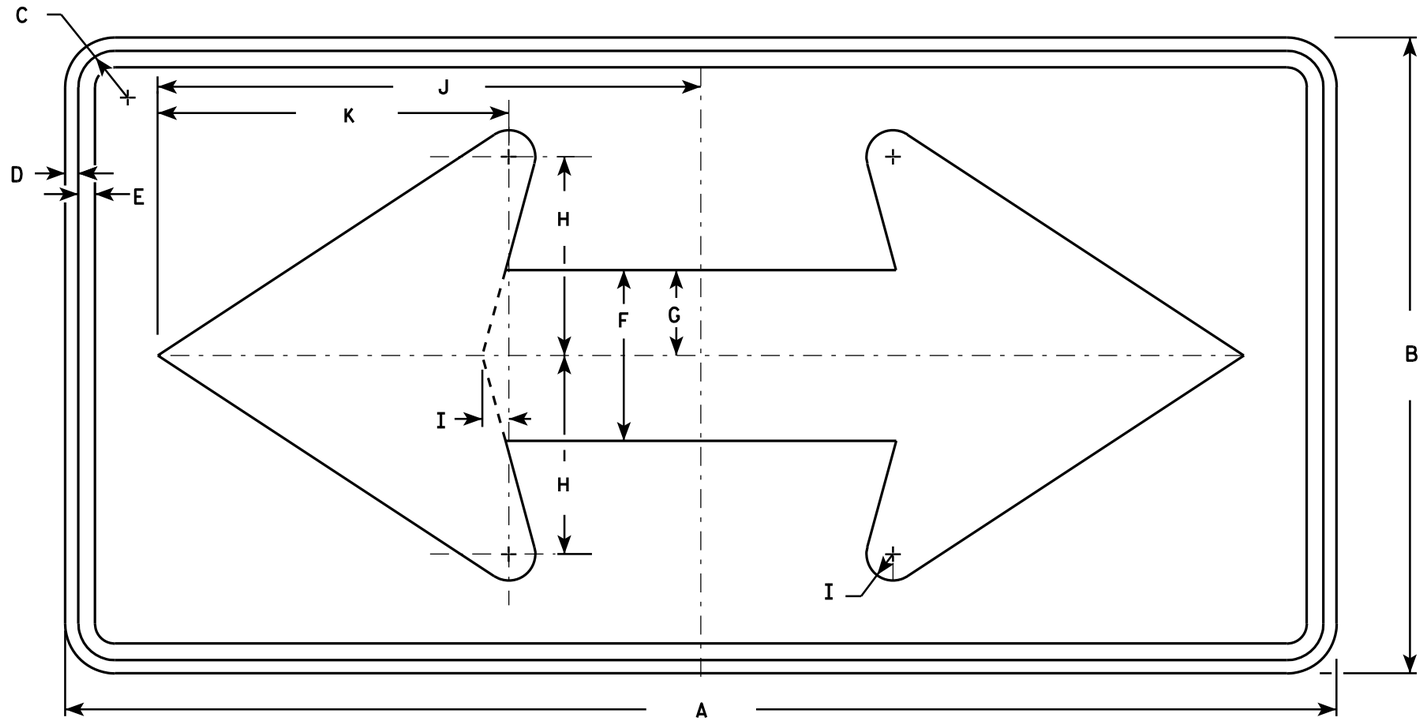
STANDARD SIGN
W1-6

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 6/7/10 PLATE NO. W1-6.8

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 187



W1-7

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	36	18	1 1/8	3/8	1/2	5	2 1/2	5 3/4	3/4	15 5/8	10 1/8																4.5
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	96	48	2 1/4	3/4	1	13	6 1/2	15	2	41	26 1/2																32.0

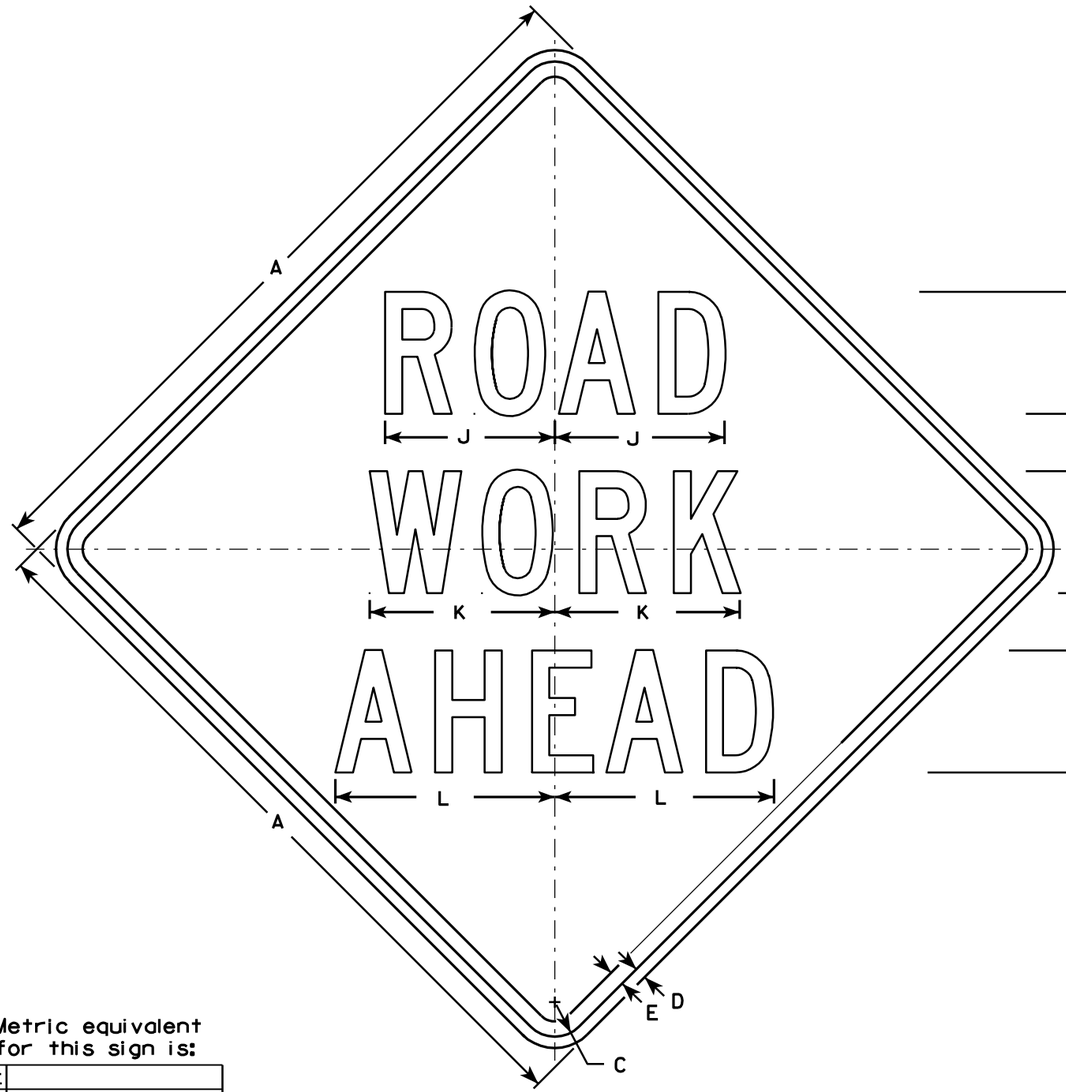
STANDARD SIGN
W1-7

WISCONSIN DEPT OF TRANSPORTATION

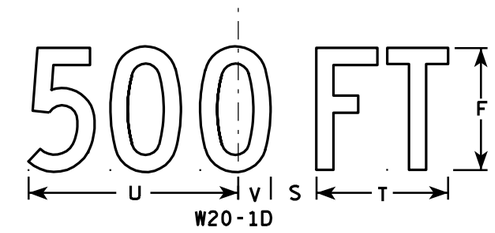
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 6/7/10 PLATE NO. W1-7.7

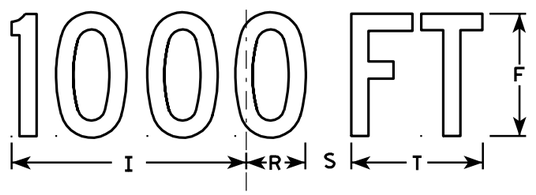
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 188 | E



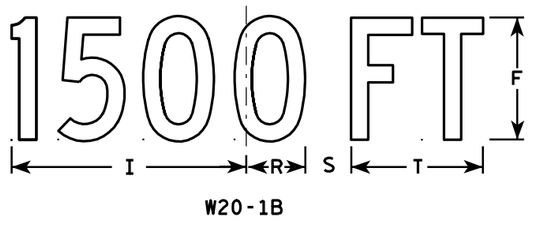
W20-1A



W20-1D

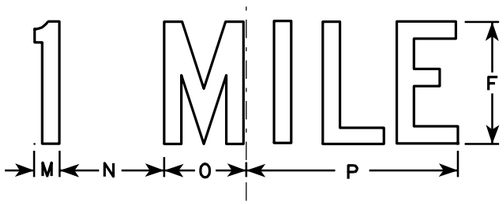


W20-1C



W20-1B

W20-1G



W20-1F

NOTES

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

Metric equivalent for this sign is:

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

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.	Area m2
1	36		1 3/8	1/2	5/8	5	2 5/8	3 1/4	10 1/8	7	7 5/8	8 7/8	1 1/8	4 1/2	3 1/2	9		2 1/2	1 7/8	5 5/8	9	1 3/8	8	1 3/4	10 3/4	6	9.0	.81
2	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		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	1.44
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		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	1.44
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		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	1.44
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		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	1.44

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

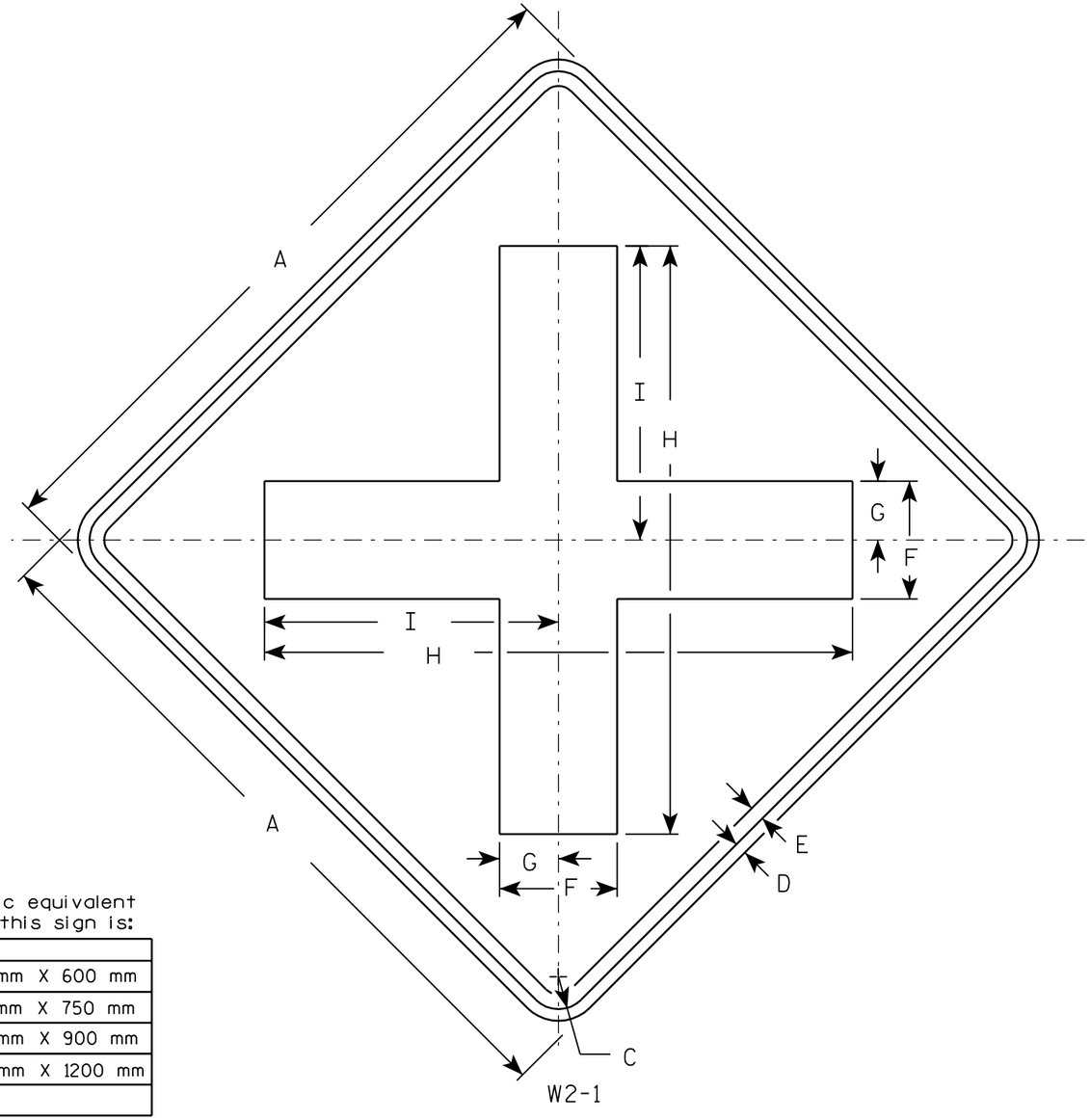
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew L Rauch
for State Traffic Engineer

DATE 12/07/05 PLATE NO. W20-1.8

PROJECT NO:

SHEET NO: 189 E



NOTES

1. Sign is Type II - Type H 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.

Metric equivalent for this sign is:

SIZE	
1	600 mm X 600 mm
2	750 mm X 750 mm
3	900 mm X 900 mm
4	1200 mm X 1200 mm
5	

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.	Area m2
1	24		1 1/8	3/8	1/2	4	2	20	10																		4.0	0.36
2	30		1 3/8	1/2	5/8	5	2 1/2	25	12 1/2																		6.25	0.56
3	36		1 5/8	5/8	3/4	6	3	30	15																		9.0	0.81
4	48		2 1/4	3/4	1	8	4	40	20																		16.0	1.44
5																												

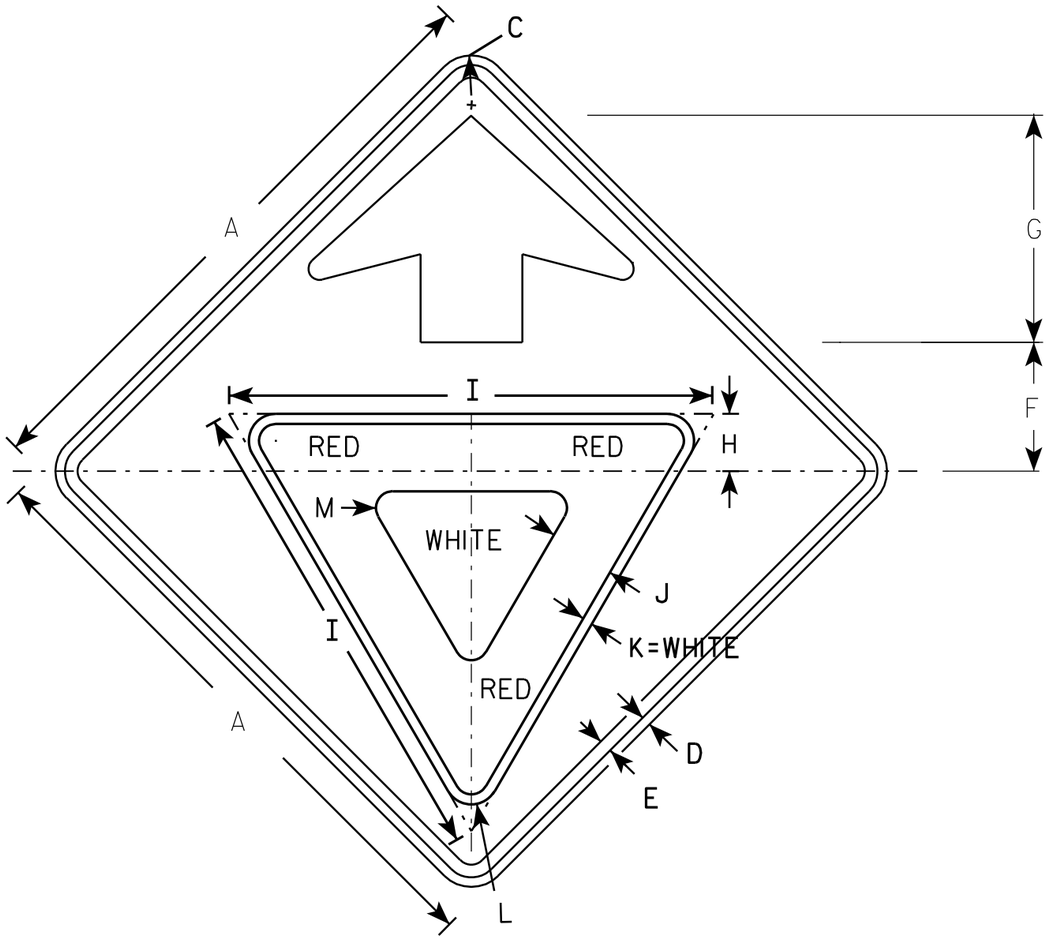
STANDARD SIGN
W2-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Chester J Spang for State Traffic Engineer

DATE 01/14/02 PLATE NO. W2-1.7

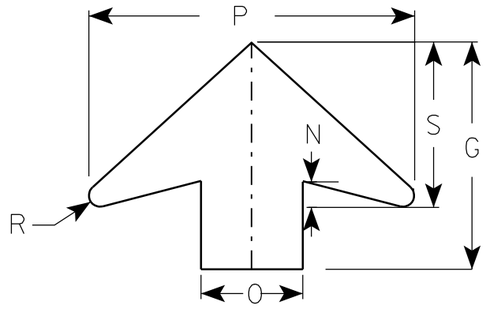
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 190 | E



W3-2

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
   Yield 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	3	25	3 3/8	1/2	1 3/8	7/8	1 1/4	5	16		1/2	8								6.25
2S	36		1 5/8	5/8	3/4	7 1/2	13 1/2	3 3/8	28	3 3/4	5/8	1 1/2	1	1 5/8	6	19 1/4		5/8	9 3/4								9.0
2M	36		1 5/8	5/8	3/4	7 1/2	13 1/2	3 3/8	28	3 3/4	5/8	1 1/2	1	1 5/8	6	19 1/4		5/8	9 3/4								9.0
3	36		1 5/8	5/8	3/4	7 1/2	13 1/2	3 3/8	28	3 3/4	5/8	1 1/2	1	1 5/8	6	19 1/4		5/8	9 3/4								9.0
4	48		2 1/4	3/4	1	10	17 7/8	4 1/2	38	5	3/4	2 1/8	1 3/8	2	8	25 5/8		7/8	13								16.0
5	48		2 1/4	3/4	1	10	17 7/8	4 1/2	38	5	3/4	2 1/8	1 3/8	2	8	25 5/8		7/8	13								16.0

STANDARD SIGN
W3-2

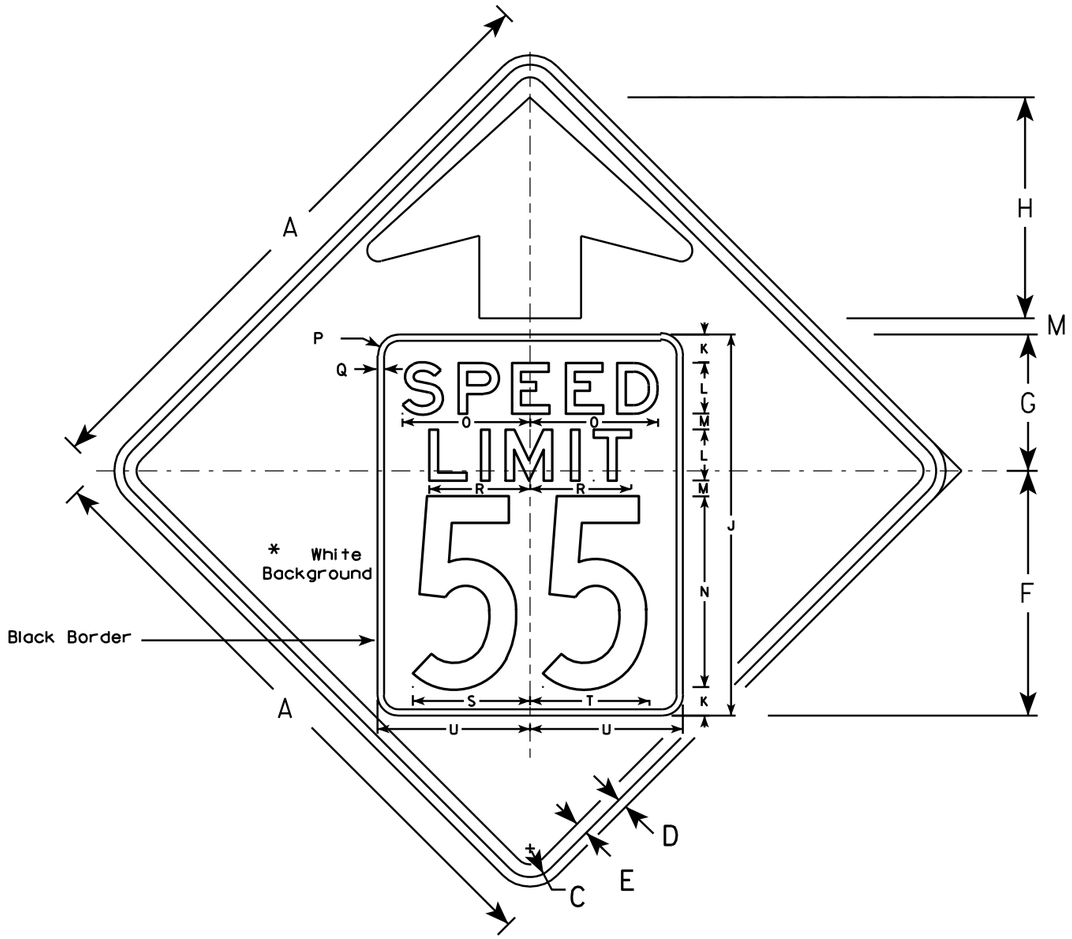
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 6/7/10 PLATE NO. W3-2..9

PROJECT NO:

SHEET NO: 191 E

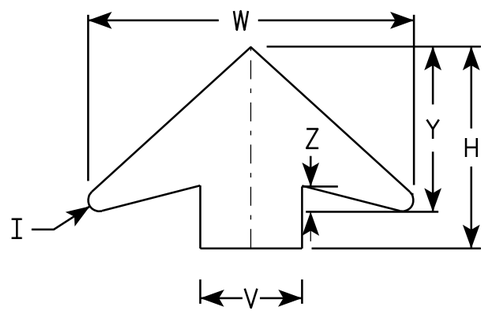


W3-5

NOTES

1. All Signs Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color: *
   Background - YELLOW*
   Message - BLACK
3. Message Series - C
4. Substitute appropriate numerals and optically adjust spacing to achieve proper balance

*Speed Limit Sign shall have a White 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																											
2S	36		1 5/8	5/8	3/4	14 1/2	9 1/2	11 1/2	5/8	24	2	3	1	12	7 1/8	1 1/2	3/8	5 3/4	7 1/4	7 1/8	9	6	19 1/4		9 3/4	1 5/8	9.0
2M	36		1 5/8	5/8	3/4	14 1/2	9 1/2	11 1/2	5/8	24	2	3	1	12	7 1/8	1 1/2	3/8	5 3/4	7 1/4	7 1/8	9	6	19 1/4		9 3/4	1 5/8	9.0
3	36		1 5/8	5/8	3/4	14 1/2	9 1/2	11 1/2	5/8	24	2	3	1	12	7 1/8	1 1/2	3/8	5 3/4	7 1/4	7 1/8	9	6	19 1/4		9 3/4	1 5/8	9.0
4	48		2 1/4	3/4	1	19 1/4	10 3/4	17 3/8	7/8	30	2 1/4	4	1 1/4	15	10	1 5/8	1/2	8	9 1/4	9 3/8	12	8	25 5/8		13	2	16.0
5	48		2 1/4	3/4	1	19 1/4	10 3/4	17 3/8	7/8	30	2 1/4	4	1 1/4	15	10	1 5/8	1/2	8	9 1/4	9 3/8	12	8	25 5/8		13	2	16.0

STANDARD SIGN
W3-5

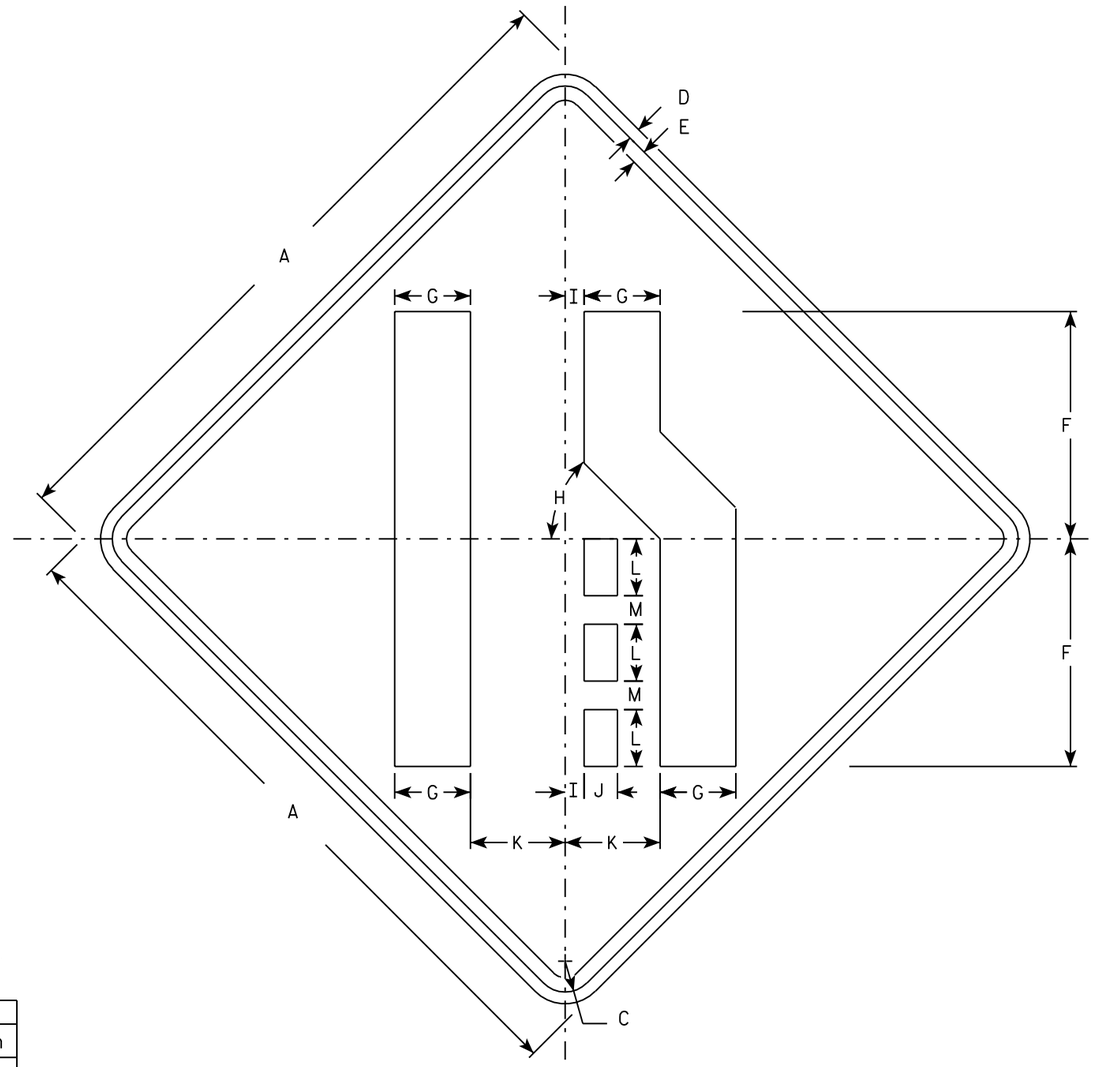
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/08/10 PLATE NO. W3-5.3

PROJECT NO:

SHEET NO: 192 E



W4-2R

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. W4-2L is the same as W4-2R except the message is reversed along the vertical centerline.

Metric equivalent for this sign is:

SIZE	
1	750 mm X 750 mm
2	900 mm X 900 mm
3	1200 mm X 1200 mm
4	1200 mm X 1200 mm
5	1200 mm X 1200 mm

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.	Area m2
1	30		1 3/8	1/2	5/8	10	3 3/8	45°	7/8	1 1/2	4 1/4	2 1/2	1 1/4														6.25	0.56
2	36		1 5/8	5/8	3/4	12	4	45°	1	1 3/4	5	3	1 1/2														9.0	0.81
3	48		2 1/4	3/4	1	16	5 3/8	45°	1 1/4	2 3/8	6 3/4	4	2														16.0	1.44
4	48		2 1/4	3/4	1	16	5 3/8	45°	1 1/4	2 3/8	6 3/4	4	2														16.0	1.44
5	48		2 1/4	3/4	1	16	5 3/8	45°	1 1/4	2 3/8	6 3/4	4	2														16.0	1.44

STANDARD SIGN
W4-2

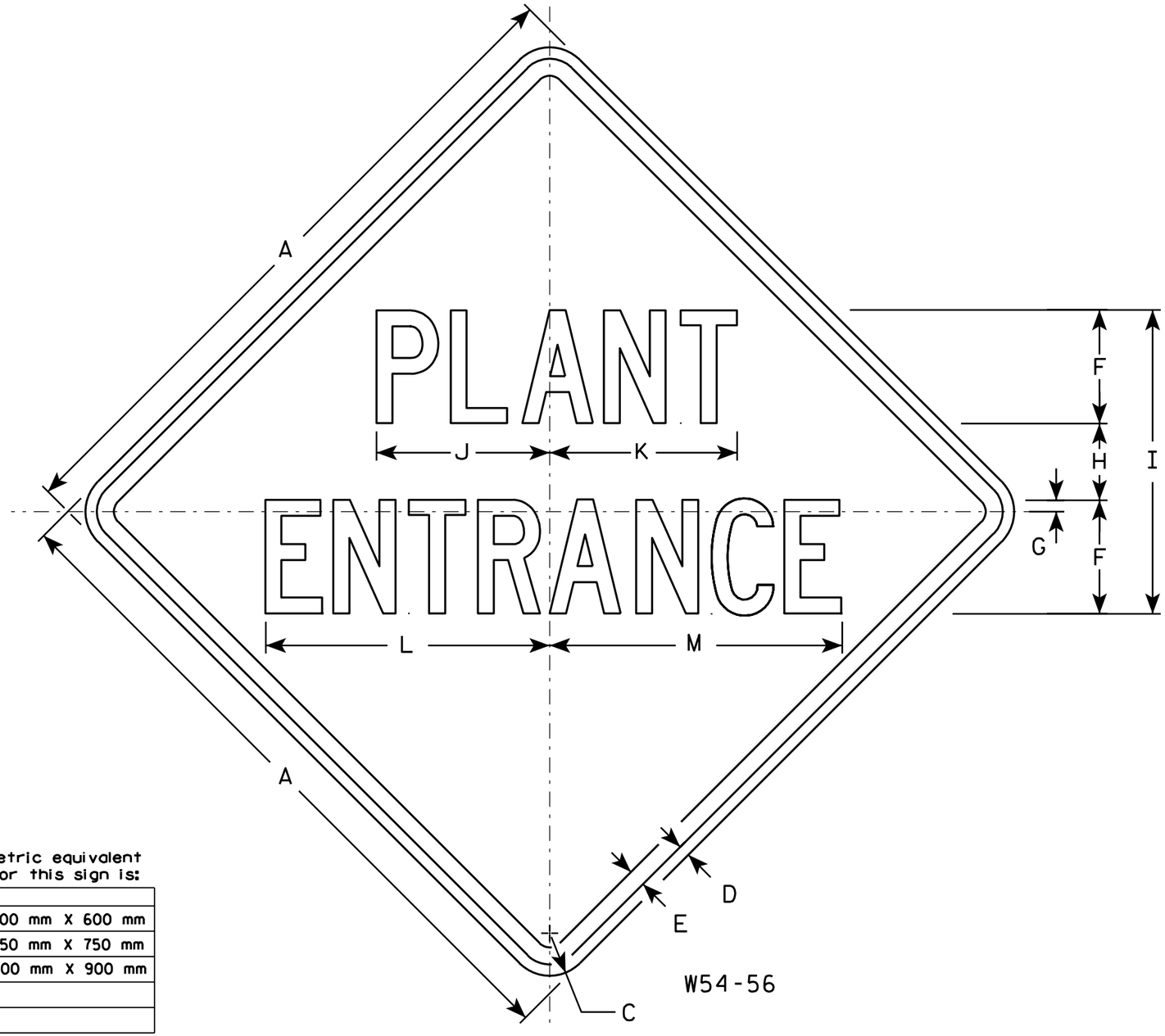
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/08/05 PLATE NO. W4-2.11

PROJECT NO:

SHEET NO: 193 E



NOTES

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

Metric equivalent for this sign is:

SIZE	
1	600 mm X 600 mm
2	750 mm X 750 mm
3	900 mm X 900 mm
4	
5	

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.	Area m²
1	24		1 1/8	3/8	1/2	4	3/8	2 3/4	10 3/4	6 1/8	6 5/8	10	10 3/8														4.00	0.36
2	30		1 3/8	1/2	5/8	5	1/2	3 3/8	13 3/8	7 5/8	8 1/4	12 1/2	12 7/8														6.25	0.56
3	36		1 5/8	5/8	3/4	6	5/8	4 1/8	16 1/8	9 1/8	9 7/8	15	15 3/8														9.00	0.81
4																												
5																												

STANDARD SIGN
W54-56

WISCONSIN DEPT OF TRANSPORTATION

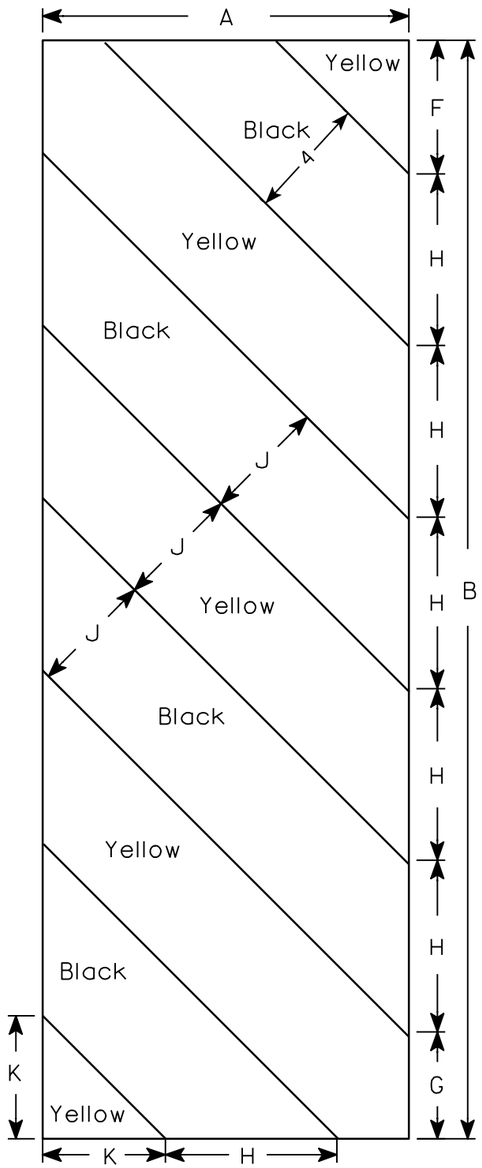
APPROVED Chester J Spragg for State Traffic Engineer

DATE 01/23/02 PLATE NO. W54-56.6

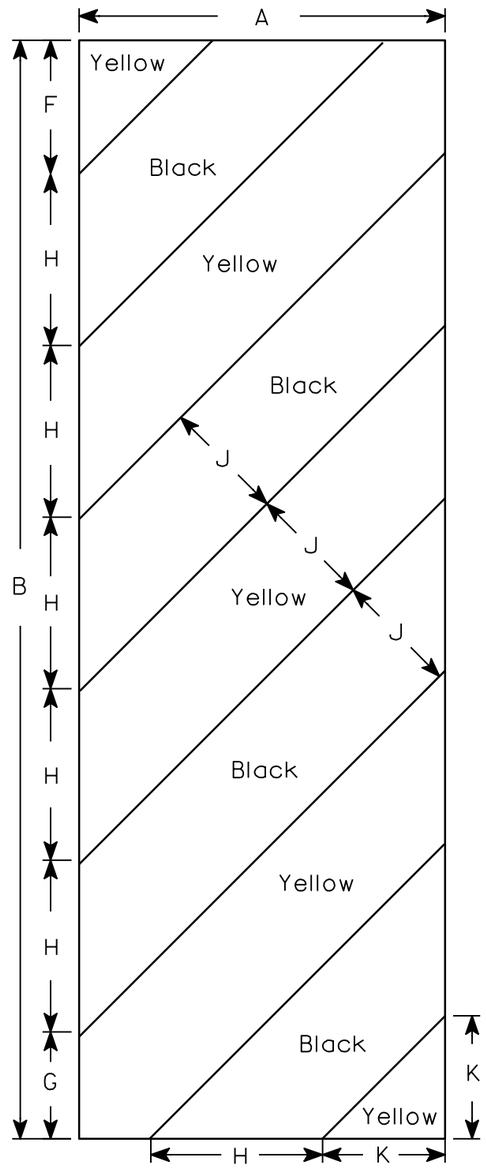
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 194	E

FILE NAME : C:\Users\Projects\tr_stdplate\W5456.DGN PLOT DATE : 07-OCT-2005 11:44 PLOT BY : DITJPH PLOT NAME : PLOT SCALE : 5.464098:1.000000

WISDOT/CADDS SHEET 42



W5-52L



W5-52R

NOTES

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

Metric equivalent for this sign is:

SIZE	
1	
2	300 mm X 900 mm
3	450 mm X 1350 mm
4	
5	

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.	Area m2
1																												
2	12	36				4 3/8	3 1/2	5 5/8	45°	4	4																3.0	0.27
3	18	54				6	5 1/2	8 1/2	45°	6	6 9/16																6.75	0.61
4																												
5																												

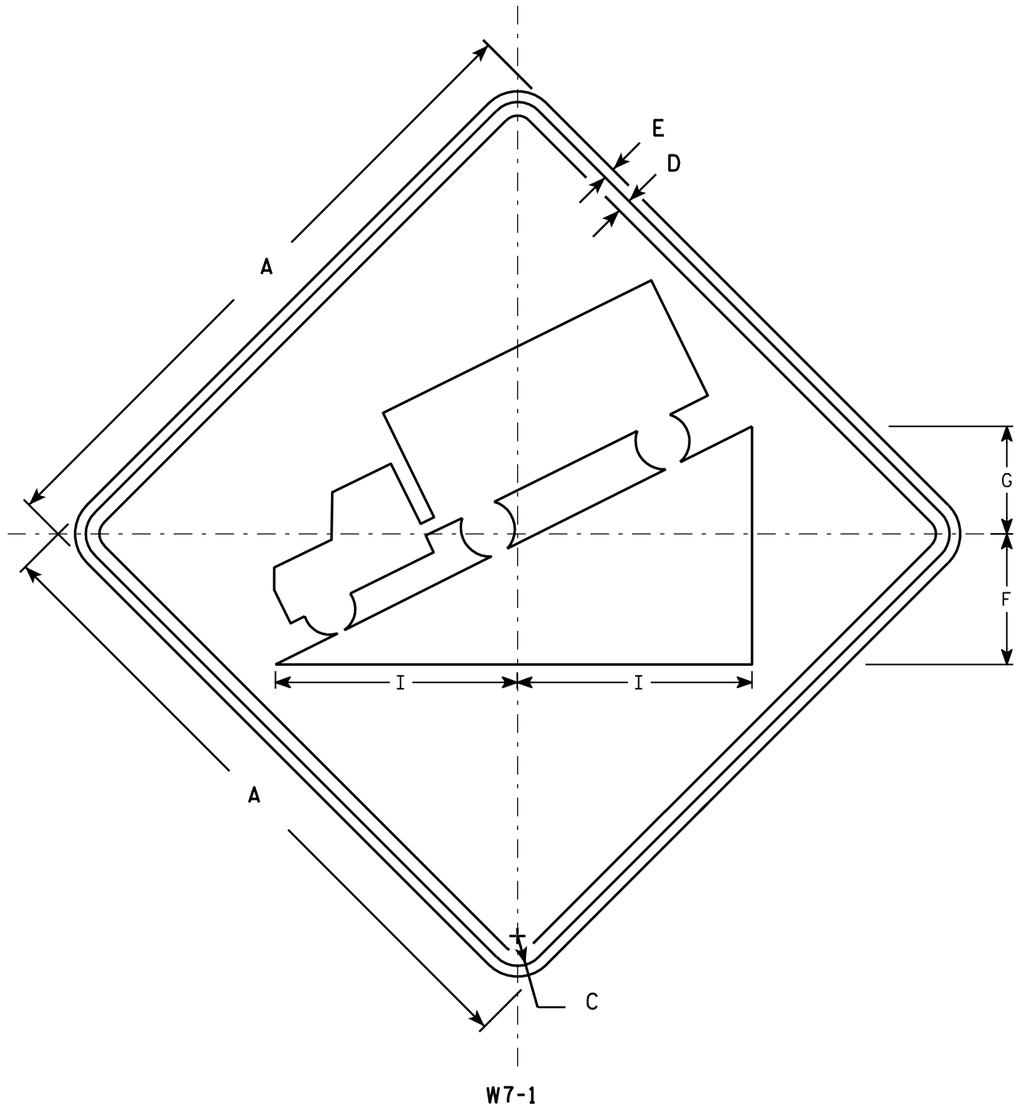
STANDARD SIGN
W5-52L & W5-52R

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Chester J Spang for State Traffic Engineer

DATE 8/13/97 PLATE NO. W5-52.7

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 195	E



W7-1

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   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.

Metric equivalent for this sign is:

SIZE	
1	600 mm X 600 mm
2	750 mm X 750 mm
3	
4	900 mm X 900 mm
5	1200 mm X 1200 mm

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.	Area m2
1	24		1 1/8	3/8	3/8	5	4		8 3/4																		4.0	0.36
2	30		1 3/8	1/2	5/8	6	5		11																		6.25	0.56
3																												
4	36		1 5/8	5/8	3/4	7 1/4	6		13 1/4																		9.0	0.81
5	48		2 1/4	3/4	1	9 3/4	8		17 1/2																		16.0	1.44

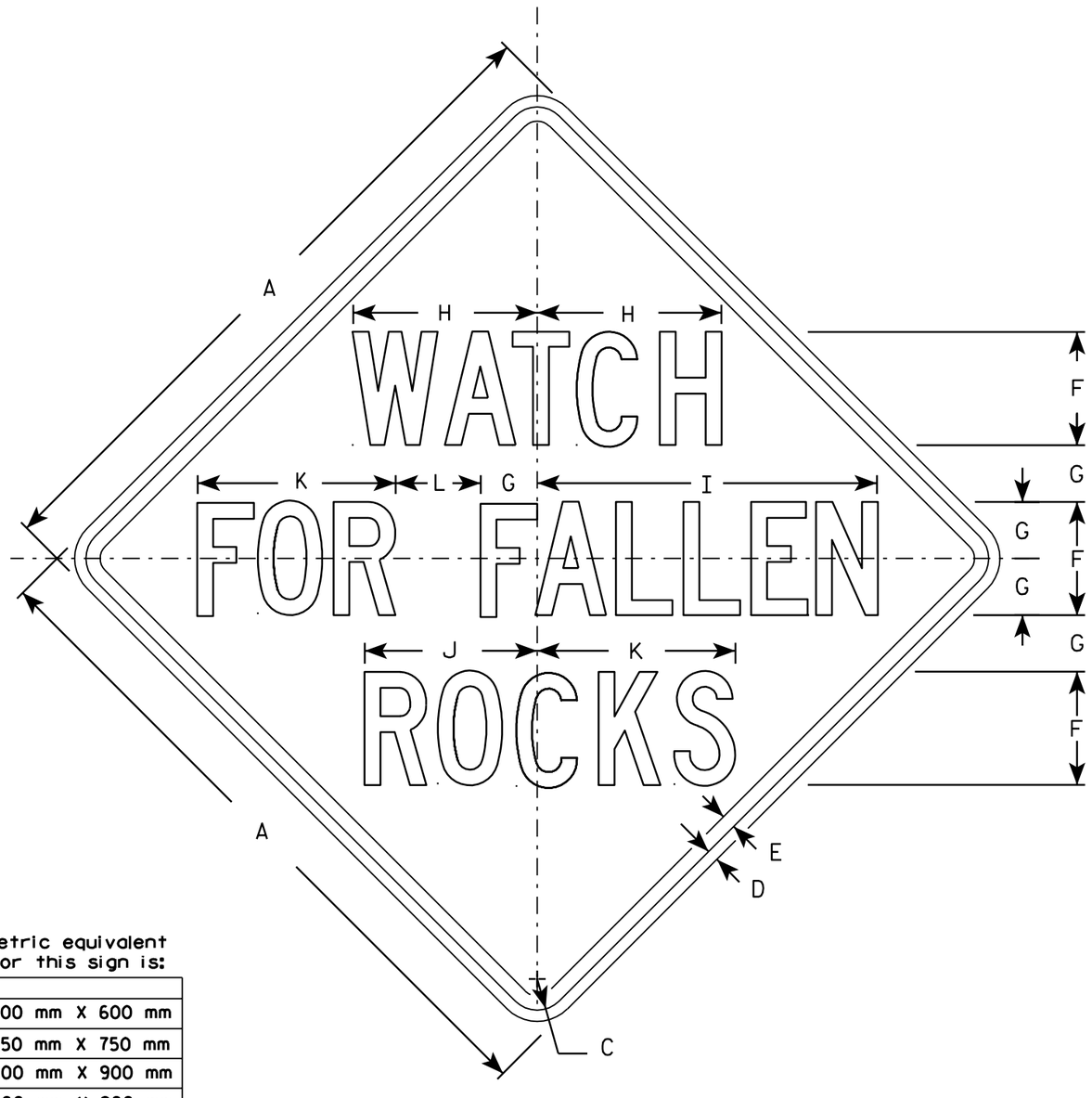
STANDARD SIGN
W7-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 4/7/08 PLATE NO. W7-1.11

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 196	E



W8-54

NOTES

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

Metric equivalent for this sign is:

SIZE	
1	600 mm X 600 mm
2	750 mm X 750 mm
3	900 mm X 900 mm
4	900 mm X 900 mm
5	

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.	Area m2
1	24		1 1/8	3/8	1/2	4	2	6 1/2	12	6 1/8	7	3															4.0	0.36
2	30		1 3/8	1/2	5/8	5	2 1/2	8 1/8	15	7 5/8	8 3/4	3 3/4															6.25	0.56
3	36		1 5/8	5/8	3/4	6	3	9 3/4	18	9 1/8	10 1/2	4 1/2															9.0	0.81
4	36		1 5/8	5/8	3/4	6	3	9 3/4	18	9 1/8	10 1/2	4 1/2															9.0	0.81
5																												

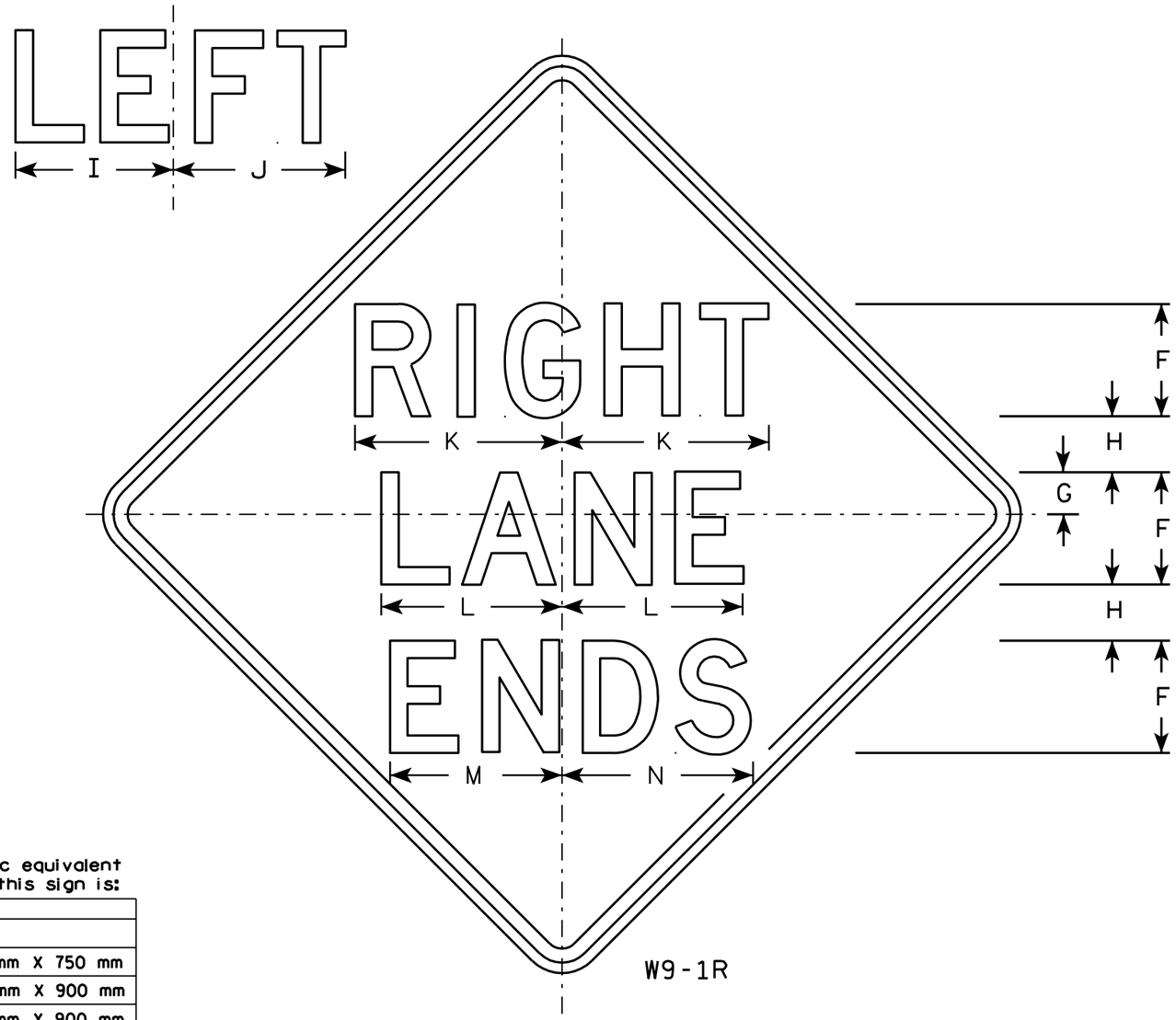
STANDARD SIGN
W8-54

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Chester J Spagg for State Traffic Engineer

DATE 01/15/02 PLATE NO. W8-54.7

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 197 | E



W9-1R

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   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. W9-1L same as W9-1R except the word Left replaces Right.

Metric equivalent for this sign is:

SIZE	
1	
2	750 mm X 750 mm
3	900 mm X 900 mm
4	900 mm X 900 mm
5	1200 mm X 1200 mm

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.	Area m2
1																												
2	30		1 3/8	1/2	5/8	5	1 1/2	2 1/2	7 1/8	7 5/8	9 1/4	8 1/8	7 5/8	8 5/8													6.25	0.56
3	36		1 5/8	5/8	3/4	6	2	3	8 1/2	9 1/8	11	9 3/4	9	10 3/8													9.0	0.81
4	36		1 5/8	5/8	3/4	6	2	3	8 1/2	9 1/8	11	9 3/4	9	10 3/8													9.0	0.81
5	48		2 1/4	3/4	1	8	3	4	11 1/4	12 1/4	14 3/4	12 7/8	12 1/4	13 5/8													16.0	1.44

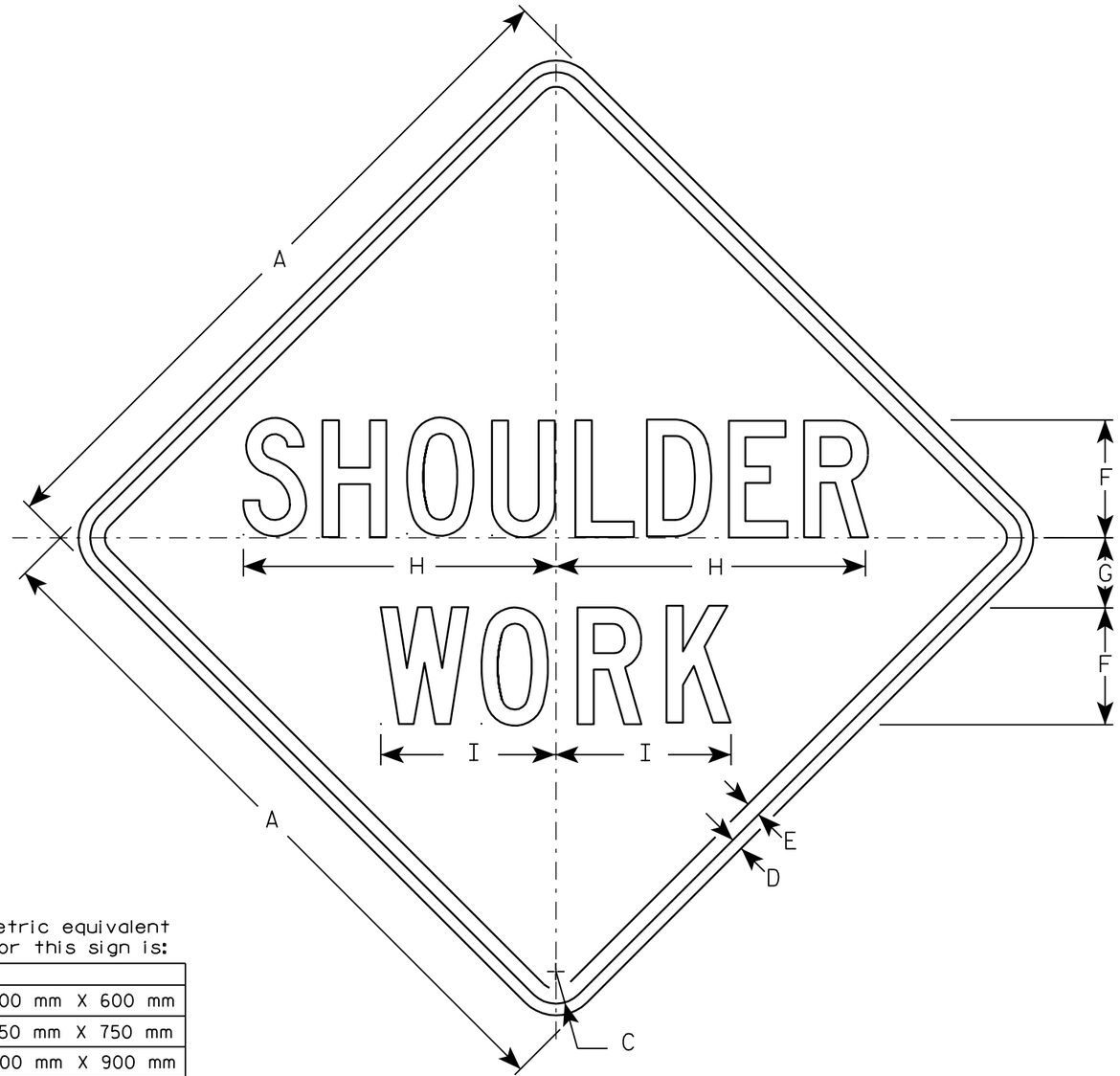
STANDARD SIGN
W9-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Christa J Spang for State Traffic Engineer

DATE 01/16/02 PLATE NO. W9-1.6

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 198	E



W21-5

NOTES

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

Metric equivalent for this sign is:

SIZE	
1	600 mm X 600 mm
2	750 mm X 750 mm
3	900 mm X 900 mm
4	1200 mm X 1200 mm
5	1200 mm X 1200 mm

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.	Area m2
1	24		1 1/8	3/8	1/2	4	2 1/2	10 3/4	6																		4.0	0.36
2	30		1 3/8	1/2	5/8	5	3	13 3/8	7 1/2																		6.25	0.56
3	36		1 5/8	5/8	3/4	6	3 1/2	16	9																		9.0	0.81
4	48		2 1/4	3/4	1	8	5	21 3/8	11 1/4																		16.0	1.44
5	48		2 1/4	3/4	1	8	5	21 3/8	11 1/4																		16.0	1.44

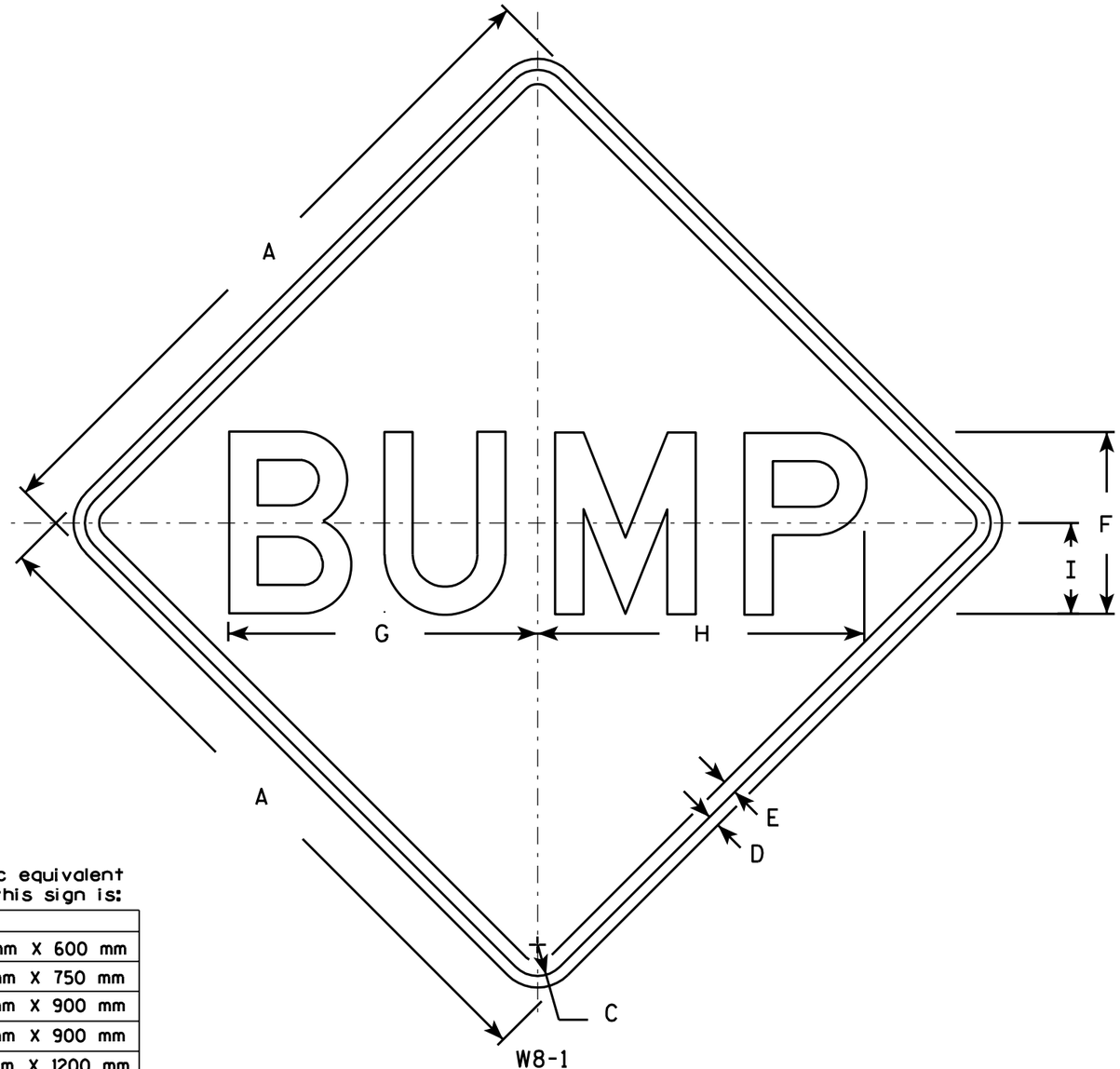
STANDARD SIGN
W21-5

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Chester J Spagg
for State Traffic Engineer

DATE 7/3/97 PLATE NO. W21-5.4

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 199	E



NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   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.

Metric equivalent for this sign is:

SIZE	
1	600 mm X 600 mm
2	750 mm X 750 mm
3	900 mm X 900 mm
4	900 mm X 900 mm
5	1200 mm X 1200 mm

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.	Area m^2
1	24		1 1/8	3/8	1/2	6	10 1/8	10 3/4	3																		4.0	0.36
2	30		1 3/8	1/2	5/8	8	13 5/8	14 3/8	4																		6.25	0.56
3	36		1 5/8	5/8	3/4	10	16 7/8	17 7/8	5																		9.0	0.81
4	36		1 5/8	5/8	3/4	10	16 7/8	17 7/8	5																		9.0	0.81
5	48		2 1/4	3/4	1	12	20 3/8	21 5/8	6																		16.0	1.44

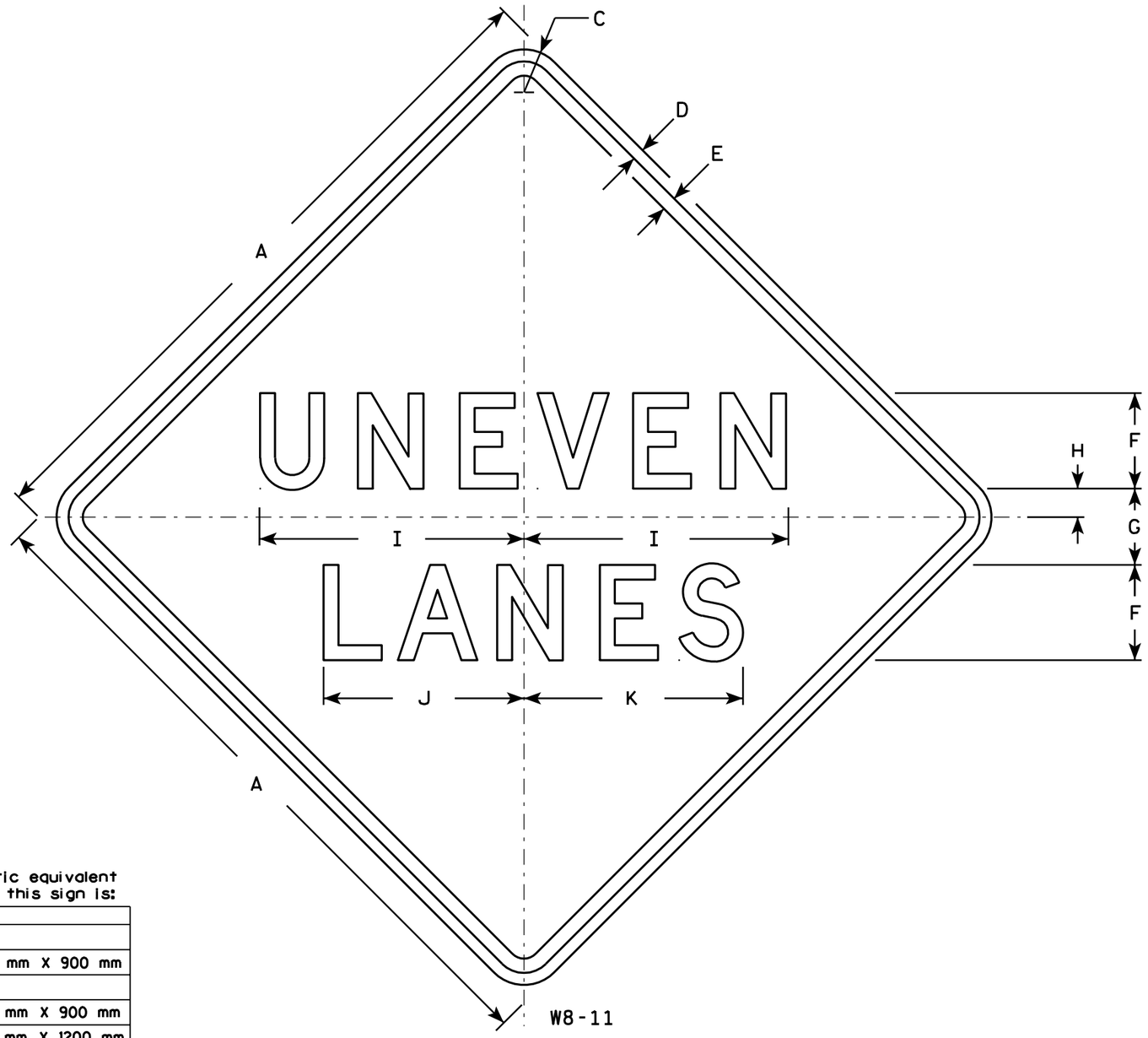
STANDARD SIGN
W8-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Chester J Spong for State Traffic Engineer

DATE 01/15/02 PLATE NO. W8-1.5

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 200	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. 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.

Metric equivalent for this sign is:

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

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.	Area m2
1																												
2	36		1 5/8	5/8	3/4	5	4	1 1/2	13 7/8	10 1/2	11 1/2																9.0	0.81
3																												
4	36		1 5/8	5/8	3/4	5	4	1 1/2	13 7/8	10 1/2	11 1/2																9.0	0.81
5	48		2 1/4	3/4	1	7	5	2	18 1/2	14	15 3/8																16.0	1.44

STANDARD SIGN
W8-11

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Charles J Sprague for State Traffic Engineer

DATE 9/2/97 PLATE NO. W8-11.3

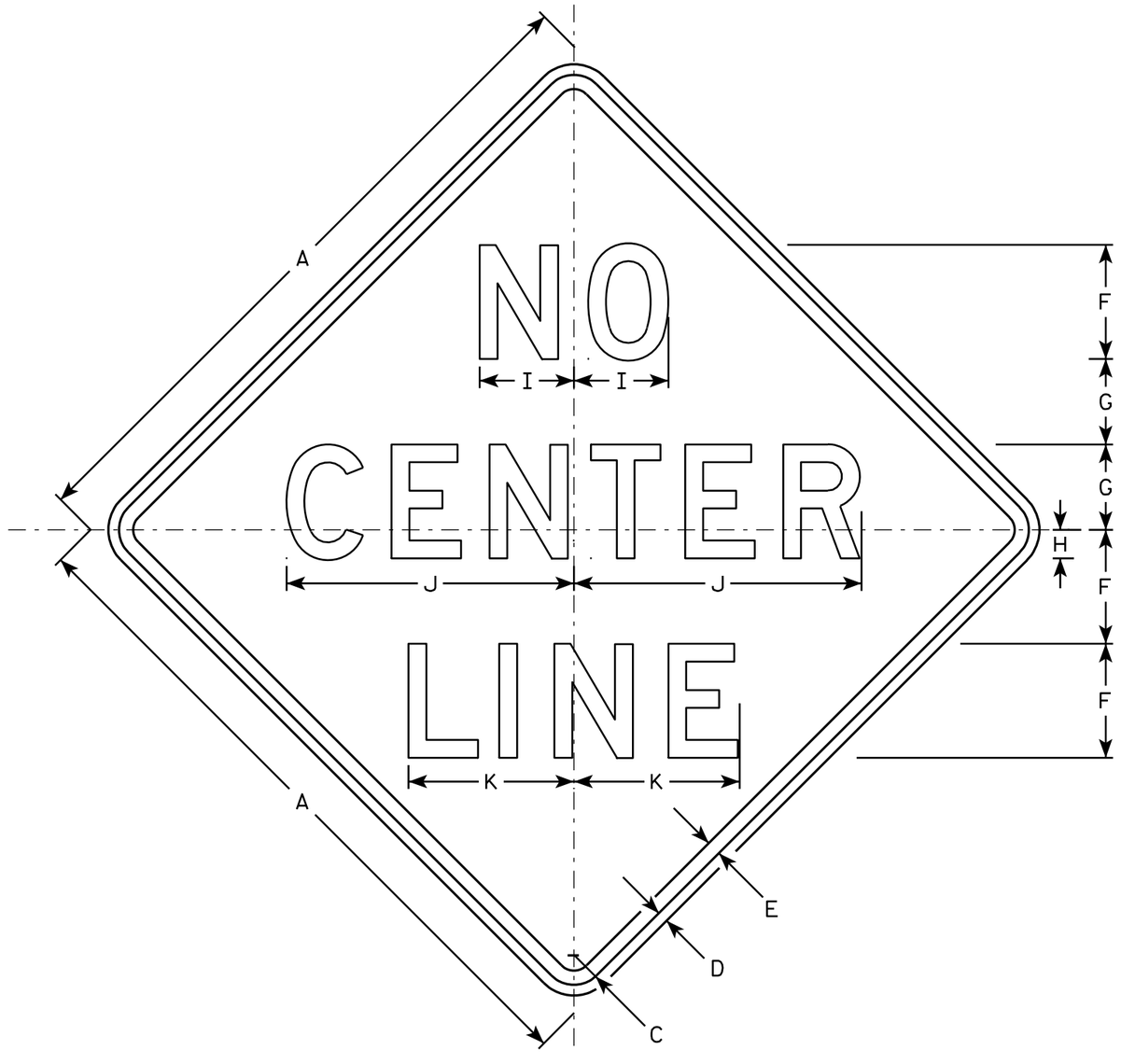
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 201	E

FILE NAME : C:\Users\Projects\tr_stdplate\W811.DGN PLOT DATE : 05-OCT-2005 16:51 PLOT BY : DITJPH PLOT NAME : PLOT SCALE : 6.705938:1.000000

WISDOT/CADDS SHEET 42

7

7



W8-12

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 - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	36		1 5/8	5/8	3/4	6	4 1/2	1 1/2	5 1/8	16	9																9.0
2M	36		1 5/8	5/8	3/4	6	4 1/2	1 1/2	5 1/8	16	9																9.0
3	48		2 1/4	3/4	1	8	6	2	6 5/8	20 1/4	11 5/8																16.0
4	48		2 1/4	3/4	1	8	6	2	6 5/8	20 1/4	11 5/8																16.0
5	48		2 1/4	3/4	1	8	6	2	6 5/8	20 1/4	11 5/8																16.0

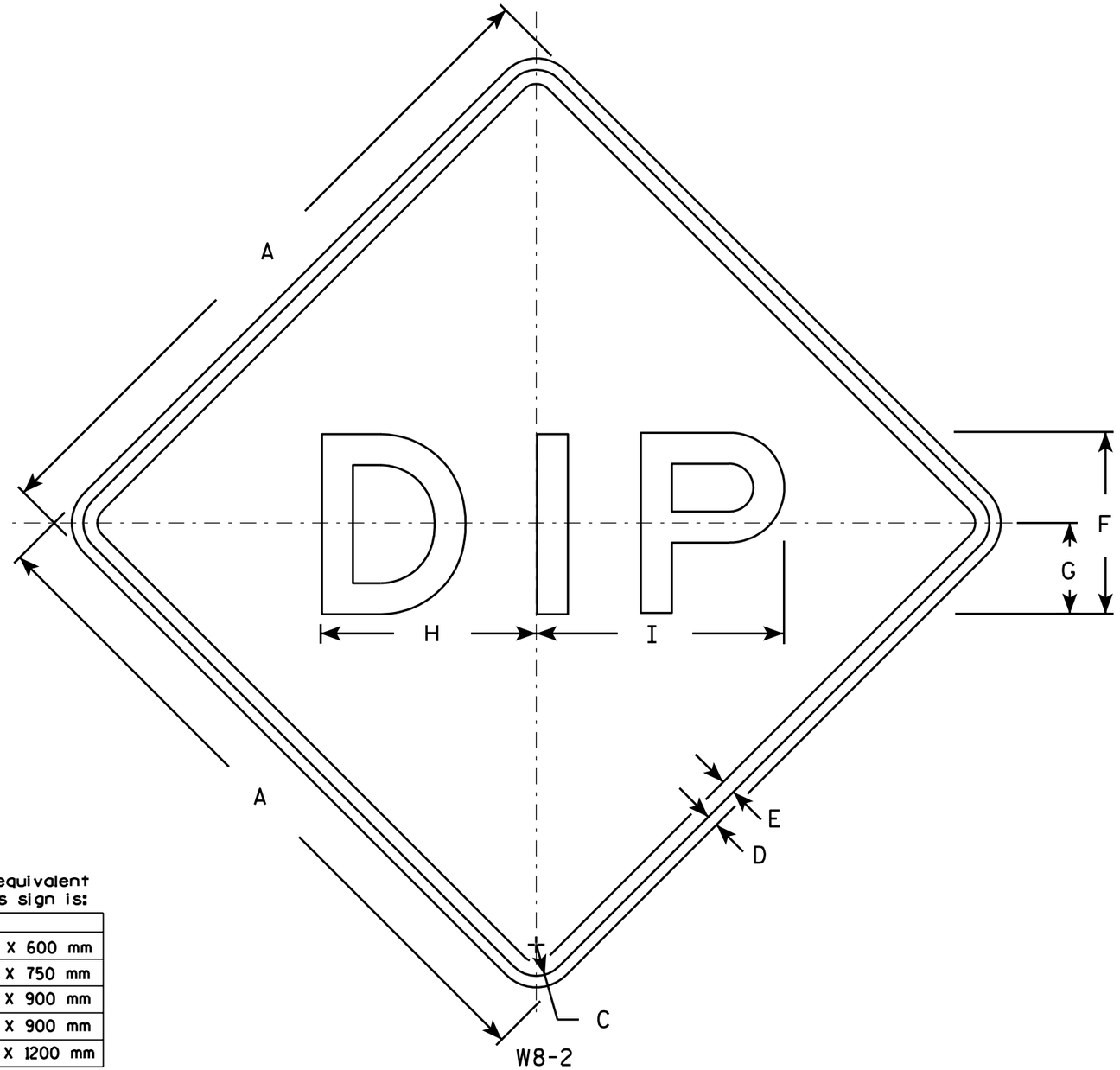
STANDARD SIGN
W8-12

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rausch
for State Traffic Engineer

DATE 8/24/10 PLATE NO. W8-12.3

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 202	E



NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   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.

Metric equivalent for this sign is:

SIZE	
1	600 mm X 600 mm
2	750 mm X 750 mm
3	900 mm X 900 mm
4	900 mm X 900 mm
5	1200 mm X 1200 mm

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.	Area m2
1	24		1 1/8	3/8	1/2	6	3	7 1/8	8 1/8																		4.0	0.36
2	30		1 3/8	1/2	5/8	8	4	9 1/2	10 7/8																		6.25	0.57
3	36		1 5/8	5/8	3/4	10	5	11 7/8	13 1/2																		9.0	0.81
4	36		1 5/8	5/8	3/4	10	5	11 7/8	13 1/2																		9.0	0.81
5	48		2 1/4	3/4	1	12	6	14 1/4	16 1/4																		16.0	1.44

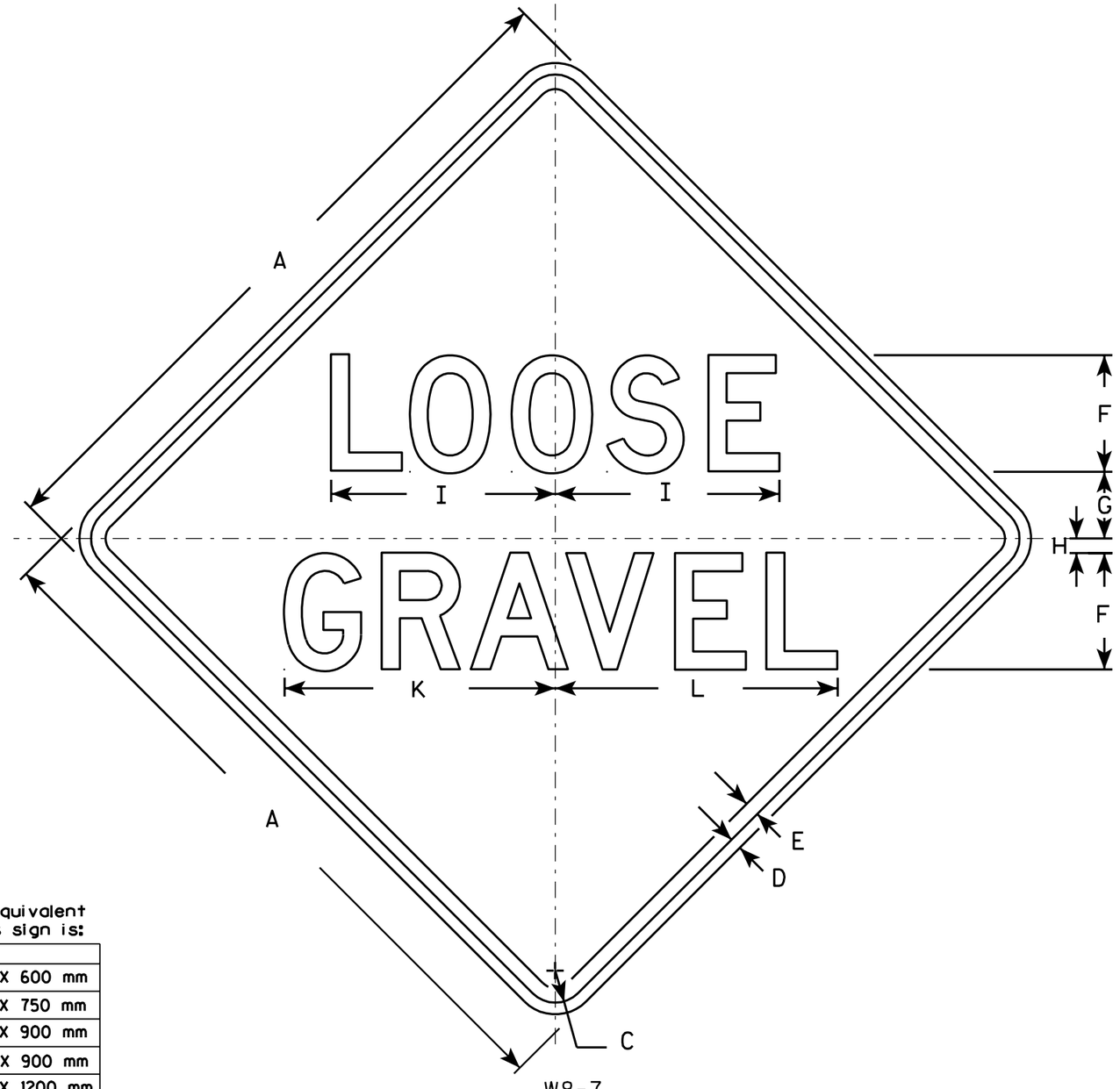
STANDARD SIGN
W8-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Chester J Spong for State Traffic Engineer

DATE 01/15/02 PLATE NO. W8-2.6

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 203 | E



W8-7

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 - 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.

Metric equivalent for this sign is:

SIZE	
1	600 mm X 600 mm
2	750 mm X 750 mm
3	900 mm X 900 mm
4	900 mm X 900 mm
5	1200 mm X 1200 mm

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.	Area m2
1	24		1 1/8	3/8	1/2	4	2 3/4	1/2	7 3/4		9 1/4	9 3/4															4.0	0.36
2	30		1 3/8	1/2	5/8	5	3 1/2	5/8	9 5/8		11 5/8	12 1/8															6.25	0.56
3	36		1 5/8	5/8	3/4	6	4 1/8	3/4	11 5/8		14	14 1/2															9.0	0.81
4	36		1 5/8	5/8	3/4	6	4 1/8	3/4	11 5/8		14	14 1/2															9.0	0.81
5	48		2 1/4	3/4	1	8	5 1/2	1	15 1/2		18 5/8	19 3/8															16.0	1.44

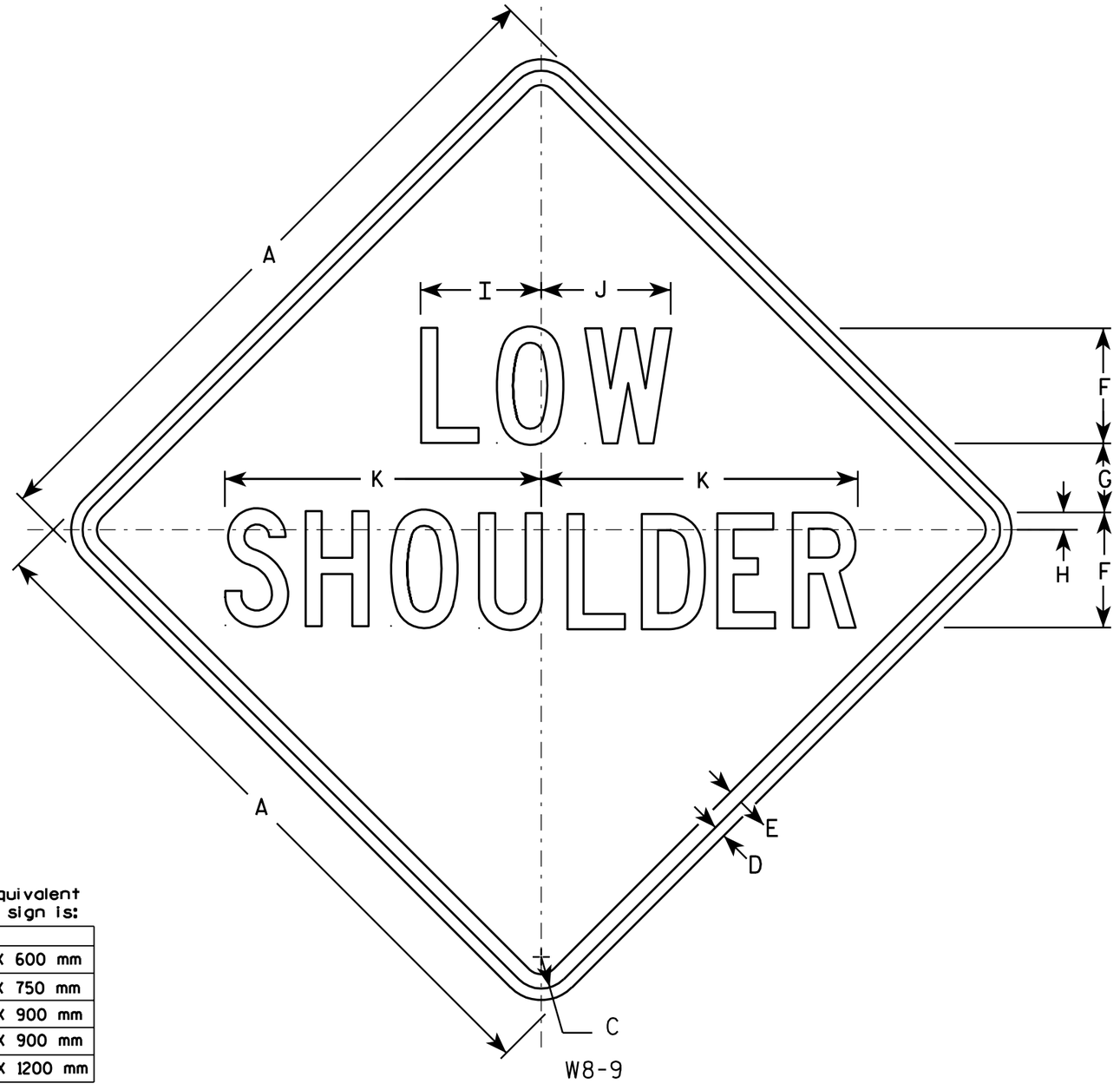
STANDARD SIGN
W8-7

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Chester J Spang for State Traffic Engineer

DATE 8/27/97 PLATE NO. W8-7.5

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 204	E



NOTES

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

Metric equivalent for this sign is:

SIZE	
1	600 mm X 600 mm
2	750 mm X 750 mm
3	900 mm X 900 mm
4	900 mm X 900 mm
5	1200 mm X 1200 mm

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.	Area m²
1	24		1 1/8	3/8	1/2	4	2 1/2	1/2	4 1/8	4 1/2	11																4.0	0.36
2	30		1 3/8	1/2	5/8	5	3	3/4	5 1/4	5 5/8	13 3/4																6.25	0.57
3	36		1 5/8	5/8	3/4	6	3 1/2	1	6 1/4	6 3/4	16 1/2																9.0	0.81
4	36		1 5/8	5/8	3/4	6	3 1/2	1	6 1/4	6 3/4	16 1/2																9.0	0.81
5	48		2 1/4	3/4	1	8	5	1 1/4	8 1/4	9	21 7/8																16.0	1.44

STANDARD SIGN
W8-9

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Chester J Spagg for State Traffic Engineer

DATE 01/15/02 PLATE NO. W8-9.6

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 205	E

Wisconsin Department of Transportation

Dedicated people creating transportation solutions
through innovation and exceptional service.

http://www.dot.wisconsin.gov