

LAX

PROJECT ID: 5190-00-70

WITH: N/A

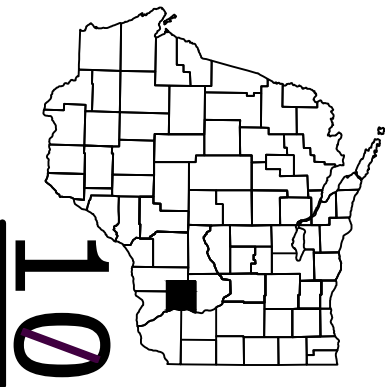
COUNTY: RICHLAND

Dec 14, 2021

ORDER OF SHEETS

Section No.	1	Title
Section No.	2	Typical Sections and Details
Section No.	3	Estimate of Quantities
Section No.	3	Miscellaneous Quantities
Section No.	4	Right of Way Plat
Section No.	5	Plan and Profile
Section No.	6	Standard Detail Drawings
Section No.	7	Sign Plates
Section No.	8	Structure Plans
Section No.	9	Computer Earthwork Data
Section No.	9	Cross Sections

TOTAL SHEETS = 102



DESIGN DESIGNATION		
A.A.D.T.	2023	= 2,300
A.A.D.T.	2043	= 2,580
D.H.V.		= 10.5
D.D.		= 60/40
T.		= 12.5%
DESIGN SPEED		= 55 M.P.H.
ESALS		= 630,000

CONVENTIONAL SYMBOLS

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

PROFILE	
GRADE LINE	
ORIGINAL GROUND	
MARSH OR ROCK PROFILE (To be noted as such)	
SPECIAL DITCH	
GRADE ELEVATION	
CULVERT (Profile View)	
UTILITIES	
ELECTRIC	
FIBER OPTIC	
GAS	
SANITARY SEWER	
STORM SEWER	
TELEPHONE	
WATER	
UTILITY PEDESTAL	
POWER POLE	
TELEPHONE POLE	

STATE OF WISCONSIN

DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

BOSCOBEL - GOTHAM

CTH W TO STH 80

STH 60

RICHLAND COUNTY

STATE PROJECT NUMBER
5190-00-70

EXCEPTION TO NET C/L LENGTH
STA 192+37.85 - 192+88.35 (B-52-255)

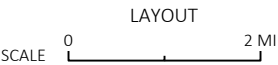
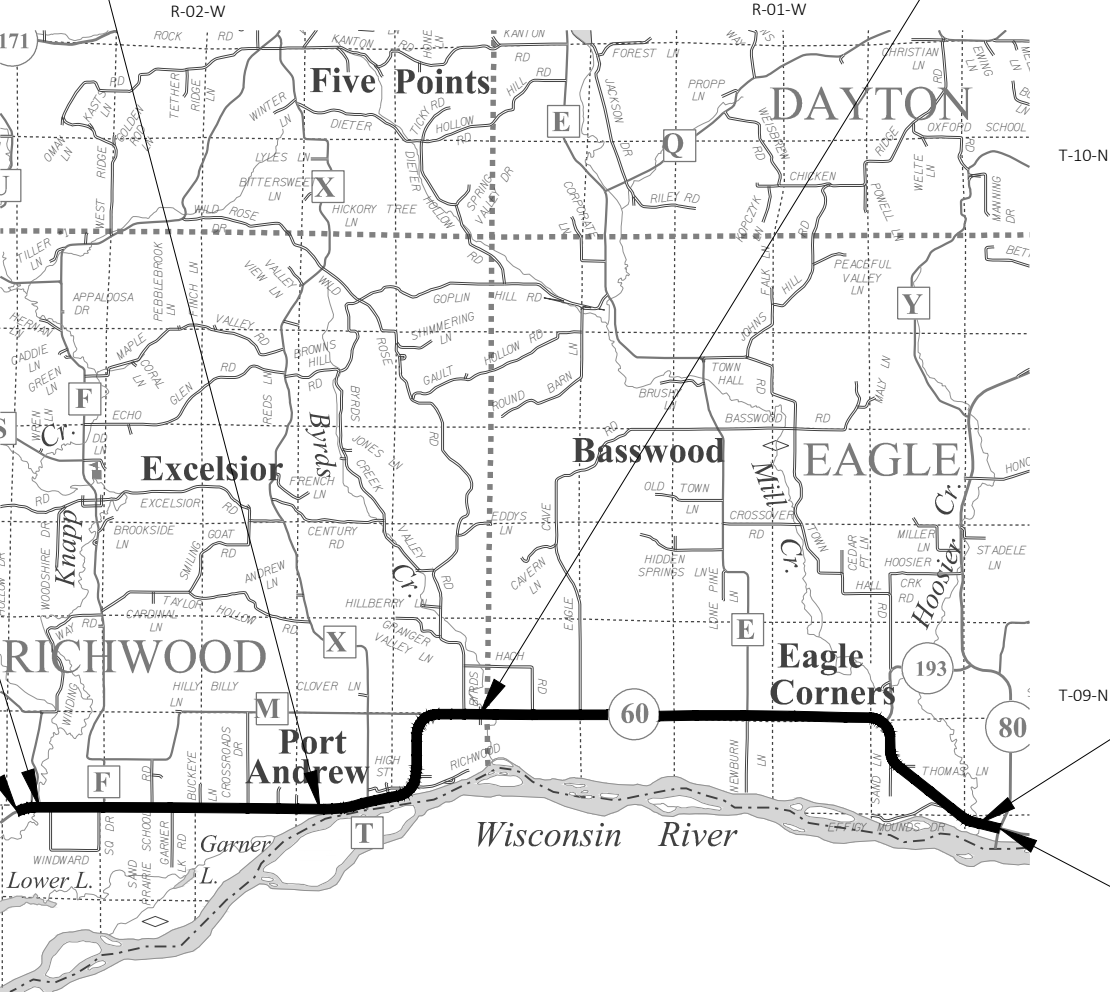
EXCEPTION TO NET C/L LENGTH
STA 318+72.33 - 319+36.23 (B-52-175)

EXCEPTION TO NET C/L LENGTH
STA 33+87.57- 34+89.89 (B-52-177)

BEGIN PROJECT 5190-00-70
STA 22+08.00
Y=397,669.59
X=607,127.21

EXCEPTION TO NET C/L LENGTH
STA 615+33.70 - 616+28.03 (B-52-123)

END PROJECT
STA 625+67.10



TOTAL NET LENGTH OF CENTERLINE = 11.391 MI

HORIZONTAL POSITIONS SHOWN ON THIS PLAN ARE WISCONSIN COORDINATE REFERENCE SYSTEM (WISCRS), RICHLAND COUNTY, NAD83 (2011), IN U.S. SURVEY FEET. POSITIONS SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES ARE THE SAME AS GROUND DISTANCES. ELEVATIONS ARE REFERENCED TO NAVD 88 (2012). GPS DERIVED ELEVATIONS ARE BASED ON GEOID 12A.

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
5190-00-70	WISC 2022070	1

STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
PREPARED BY	
Surveyor	N/A
Designer	DIEGO SILVA, P.E.
Project Manager	FRANK PRITZLAFF, P.E.
Regional Examiner	SOUTHEAST REGION
Regional Supervisor	MANOJOY NAG, P.E.
APPROVED FOR THE DEPARTMENT	
DATE: 07-19-2021	Frank J. Pritzlaff (Signature)

STANDARD ABBREVIATIONS

AP	ACCESS POINT	PI	POINT OF INTERSECTION
AC	ACRE	PRC	POINT OF REVERSE CURVATURE
AGG	AGGREGATE	PT	POINT OF TANGENCY
AADT	ANNUAL AVERAGE DAILY TRAFFIC	PVC	POLYVINYL CHLORIDE
ASPH	ASPHALTIC	PCC	PORTLAND CEMENT CONCRETE
AVG	AVERAGE	LB	POUND
B/L	BASE LINE	PE	PRIVATE ENTRANCE
C/L	CENTER LINE	PROJ	PROJECT
CC	CENTER TO CENTER	R	RADIUS
CE	COMMERCIAL ENTRANCE	RR	RAILROAD
CONC	CONCRETE	R/L	REFERENCE LINE
CO	COUNTY	REQD	REQUIRED
CTH	COUNTY TRUNK HIGHWAY	RT	RIGHT
CABC	CRUSHED AGGREGATE BASE COURSE	RD	ROAD
CY	CUBIC YARD	RDWY	ROADWAY
C & G	CURB AND GUTTER	SEC	SECTION
DHV	DESIGN HOUR VOLUME	SHLDR	SHOULDER
DD	DIRECTIONAL DISTRIBUTION	S	SOUTH
DWY	DRIVEWAY	SB	SOUTHBOUND
E	EAST	SP	SPECIAL
X	EAST GRID COORDINATE	SPECS	SPECIFICATIONS
EB	EASTBOUND	SF	SQUARE FEET
ELEV	ELEVATION	SY	SQUARE YARD
ESALS	EQUIVALENT SINGLE AXLE LOADS	STD	STANDARD
EXC	EXCAVATION	SDD	STANDARD DETAIL DRAWINGS
EBS	EXCAVATION BELOW SUBGRADE	STH	STATE TRUNK HIGHWAYS
EXIST	EXISTING	STA	STATION
FERT	FERTILIZE	SSD	STOPPING SIGHT DISTANCE
FE	FIELD ENTRANCE	STR	STRUCTURE OR STRUCTURAL
FAB	FLASHING ARROW BOARD	SE	SUPERELEVATION
FT	FOOT	SURF	SURFACE
HES	HIGH EARLY STRENGTH	S/L	SURVEY LINE
CWT	HUNDREDWEIGHT	TEMP	TEMPORARY
IN DIA	INCH DIAMETER	TPM	TEMPORARY PAVEMENT MARKING
IP	IRON PIPE OR PIN	MBM	THOUSAND FEET BOARD MEASURE
LT	LEFT	T	TON
LF	LINEAR FOOT	TC	TOP OF CURB
LS	LUMP SUM	T OR TN	TOWN
MP	MARKER POST	T	TRUCKS (PERCENT OF)
M/L	MATCH LINE	TYP	TYPICAL
MB	MESSAGE BOARD	UG	UNDERGROUND
NC	NORMAL CROWN	USH	UNITED STATES HIGHWAY
N	NORTH	VAR	VARIABLE
Y	NORTH GRID COORDINATE	V	VELOCITY OR DESIGN SPEED
NB	NORTHBOUND	VERT	VERTICAL
NO	NUMBER	VOL	VOLUME
PAVT	PAVEMENT	W	WEST
PT	POINT	WB	WESTBOUND
PCC	POINT OF COMPOUND CURVE		
PC	POINT OF CURVATURE		

GENERAL NOTES

DO NOT REMOVE ANY TREES OR SHRUBS WITHOUT APPROVAL OF THE ENGINEER.

THERE ARE UTILITY FACILITIES WITHIN THE PROJECT AREA THAT ARE NOT SHOWN ON THE PLANS. COORDINATE CONSTRUCTION ACTIVITIES WITH A CALL TO DIGGERS HOTLINE AND/OR A CALL TO THE UTILITIES THAT HAVE INSTALLATIONS WITHIN THE PROJECT AREA. NOT ALL UTILITIES ARE MEMBERS OF DIGGER'S HOTLINE.

SAWCUT EXISTING ASPHALT PAVEMENT AT THE MATCHLINE AS INDICATED ON THE PLAN OR AS DIRECTED BY THE ENGINEER.

DISTURBED AREAS WITHIN THE RIGHT OF WAY ARE TO BE TOPSOILED, FERTILIZED, SEEDED, AND MULCHED AS DIRECTED BY THE ENGINEER.

CONSTRUCTION LIMITS ON SIDE ROADS AND PRIVATE ENTRANCES SHALL BE DETERMINED BY THE ENGINEER AND SHALL BE RESTORED IN KIND.

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

NO MILLING ON STH 60 FROM STATION 33+87.57 TO STA 34+89.89 (B-52-177), FROM STA 192+37.85 TO STA 192+88.35 (B-52-255), FROM STA 318+72.33 TO STA 319+36.23 (B-52-175), FROM STA 615+33.70 TO STA 616+28.03 (B-52-123) .

CONTACT THE PROJECT ENGINEER, AND THE COUNTY SURVEYOR AT LEAST TWO WEEKS BEFORE WORKING NEAR ANY SECTION CORNER MONUMENT.

HMA PAVEMENT WEIGHT CALCULATIONS ARE BASED ON 112 LB/SY/IN.

APPLY TACK COAT BETWEEN LAYERS OF PAVEMENT AND TO MILLED SURFACES. THE APPLICATION RATE IS 0.07 GALLONS PER SQUARE YARD BETWEEN THE MILLED SURFACE, 0.05 GALLONS PER SQUARE YARD BETWEEN NEW HMA PAVEMENT LAYERS, OR AS DIRECTED BY THE ENGINEER.

PAVING LIMITS AT INTERSECTIONS ARE TO BE DETERMINED IN THE FIELD BY THE ENGINEER.

THE EXACT LOCATIONS AND LIMITS OF PRIVATE ENTRANCES, COMMERCIAL, AND FIELD ENTRANCES SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD.

THE LOWER LAYER OF HMA PAVEMENT IS TO BE PLACED ON THE SAME DAY OF MILLING TO MINIMIZE DAMAGE TO THE REMAINING PAVEMENT.

CONSTRUCT PAVEMENT CONSISTENT WITH THE PLAN TYPICAL SECTIONS. LOCATE LONGITUDINAL JOINTS IN ASPHALT PAVEMENT OUTSIDE OF DRIVING, TURNING, OR PARKING LANE UNLESS DIRECTED OTHERWISE BY THE ENGINEER.

ALL LAYOUT DATA IS REFERENCED TO THE C/L UNLESS OTHERWISE NOTED.

SECTION CORNER MONUMENTS ARE BASED ON GIS INFORMATION. THEY HAVE NOT BEEN FIELD VERIFIED.

COORDINATE PAVEMENT MARKING, PAVEMENT MARKING REMOVAL AND TRAFFIC CONTROL ON STH 193 WITH PROJECT ID 5555-02-63. CONTACT PROJECT MANAGER JIM SIMPSON AT JIM.SIMPSON@DOT.WI.GOV

HMA PAVEMENT SHALL BE CONSTRUCTED WITH THE FOLLOWING LAYERS AND GRADATION:

HMA PAVEMENT

LOCATION	HMA	LOWER LAYER	UPPER LAYER
STH 60 - MAINLINE AND SIDE ROADS	3 LT 58-28 S	2 ½"	X
	4 LT 58-28 S	X	1 ¾"

ORDER OF SECTION 2 SHEETS

GENERAL NOTES

PROJECT OVERVIEW

TYPICAL SECTIONS

CONSTRUCTION DETAILS

PAVEMENT MARKING

TRAFFIC CONTROL

UTILITY CONTACTS

ALLIANT ENERGY - ELECTRICITY
KAI GRAFF
ALLIANT ENERGY
900 PRAIRIE DR
SPRING GREEN , WI 53588
PHONE: 608-459-5797
EMAIL: KAIGRAFF@ALLIANTENERGY.COM

CENTURYLINK - COMMUNICATION LINE
DOUG MCGOWAN
CENTURY LINK
135 N BONSON ST
PLATTEVILLE, WI 53818
PHONE: 608-482-5377
EMAIL: DOUG.MCGOWAN1@LUMEN.COM

MUSCODA UTILITIES - ELECTRICITY
TROY WARDELL
MUSCODA UTILITIES
109 NORTH 2ND ST
MUSCODA, WI 53573
PHONE: 608-739-3390
EMAIL: TWARDELL@WPPIENERGY.ORG

RICHLAND GRANT TELEPHONE COOPERATIVE - COMMUNICATION LINE
JOHN BARTZ
RICHLAND GRANT TELEPHONE COOPERATIVE
202 N EAST ST
P.O. BOX 67
BLUE RIVER, WI 53518
PHONE: 608-537-2461
EMAIL: JBARTZ@MWT.NET

NORTHERN NATURAL GAS COMPANY - GAS/PETROLEUM
LENNY KLAAS
NORTHERN NATURAL GAS COMPANY
5557 COUNTY HIGHWAY D
PLATTEVILLE, WI 53818
PHONE: 402-530-2806
EMAIL: LEONARD.KLAAS@NNGCO.COM

RICHLAND ELECTRIC COOPERATIVE - ELECTRICITY
LARRY HALLETT
RICHLAND ELECTRIC COOPERATIVE
P.O. BOX 439
RICHLAND CENTER, WI 53581
PHONE: 608-647-3173
EMAIL: LHALLETT@REC.COOP

OTHER CONTACTS

WISDOT SOUTHEAST REGION
FRANK PRITZLAFF
WISDOT PROJECT MANAGER
141 NW BARSTOW ST
PO BOX 798
WAUKESHA, WI 53187
PHONE: 262-548-5683
EMAIL: FRANK.PRITZLAFF@DOT.WI.GOV

ENVIRONMENTAL COORDINATOR
ANDREW BARTA
WISCONSIN DNR LIAISON
3911 FISH HATCHERY RD
FITCHBURG WI 53711
PHONE: 608-275-3308
EMAIL: ANDREW.BARTA@WISCONSIN.GOV

RICHLAND COUNTY SHERIFF
JAMES BINDL
RICHLAND COUNTY SHERIFF
181 W SEMINARY ST
RICHLAND CENTER, WI 53581
PHONE: 608-647-8906
EMAIL: JAMES.BINDL@CO.RICHLAND.WI.US

RICHLAND COUNTY
ROGER PETRICK
RICHLAND COUNTY HIGHWAY COMISSIONER
120 BOWEN CIRCLE
RICHLAND CENTER, WI 53581
PHONE: 608-647-4707
EMAIL: ROGER.PETRICK@CO.RICHLAND.WI.US

BLUE RIVER JOINT FIRE DISTRICT
JUSTIN DEGENHARDT
BLUE RIVER JOINT FIRE DISTRICT CHIEF
201 EXCHANGE ST
BLUE RIVER, WI 53518
PHONE: 608-537-2357
EMAIL: BRFIRE@MWT.NET

MUSCODA JOINT FIRE DISTRICT
JEFF HACKL
MUSCODA JOINT FIRE & RESCUE CHIEF
701 N WISCONSIN AVE
MUSCODA, WI 53573
PHONE: 608-739-3006
EMAIL: MFD663@CENTURYTEL.NET

RICHLAND COUNTY
TODD RUMMLER
RICHLAND COUNTY SURVEYOR
181 WEST SEMINARY ST
RICHLAND CENTER, WI 53581
PHONE: 608-647-9050
EMAIL: TODDRUMMLER@DRIFTLESSAREALLC.COM

EAGLE TOWNSHIP
BRIAN MCGRAW
EAGLE TOWNSHIP CHAIRMAN
20273 EFFIGY MOUNDS LN
MUSCODA, WI 53573
PHONE: 608-739-3592

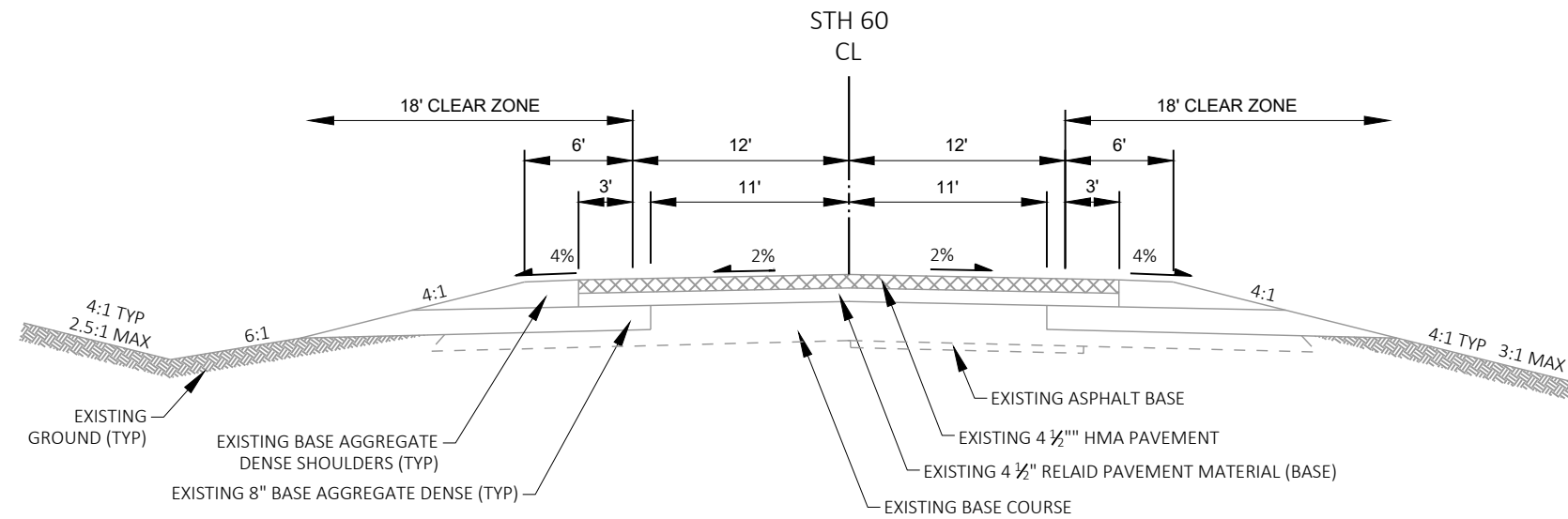
RICHWOOD TOWNSHIP
JESSE ZIMPEL
RICHWOOD TOWNSHIP CHAIRMAN
30160 MISTI LN
BLUE RIVER, WI 53518
PHONE: 608-537-2910

DIGGERSHOTLINE

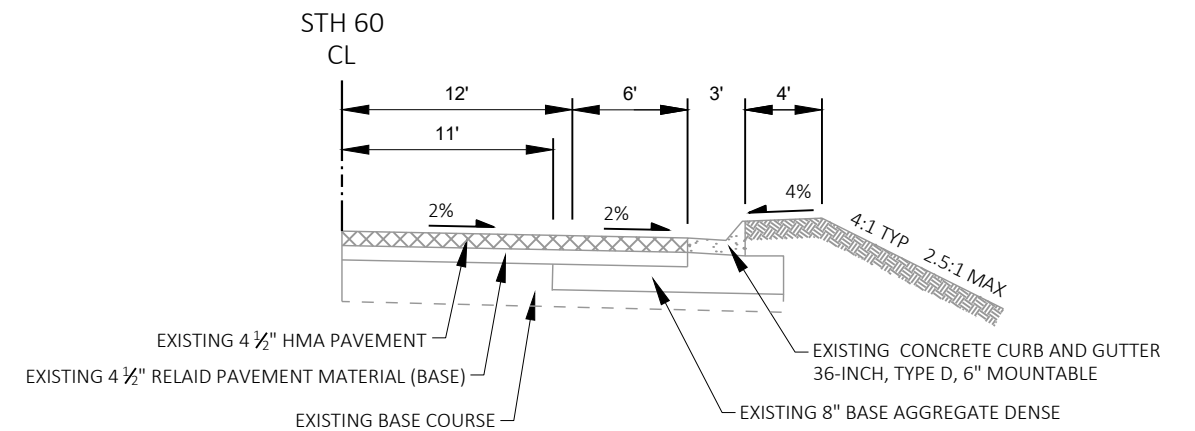
Dial 811 or (800)242-8511

www.DiggersHotline.com

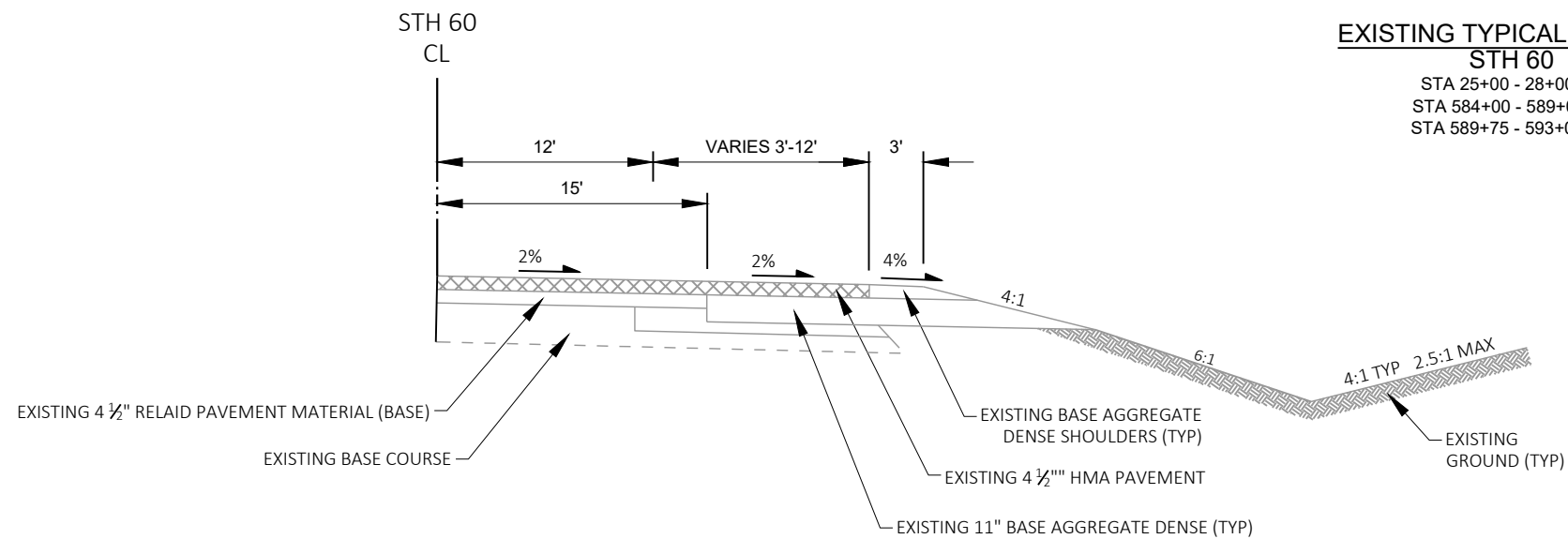


**EXISTING TYPICAL SECTION****STH 60**

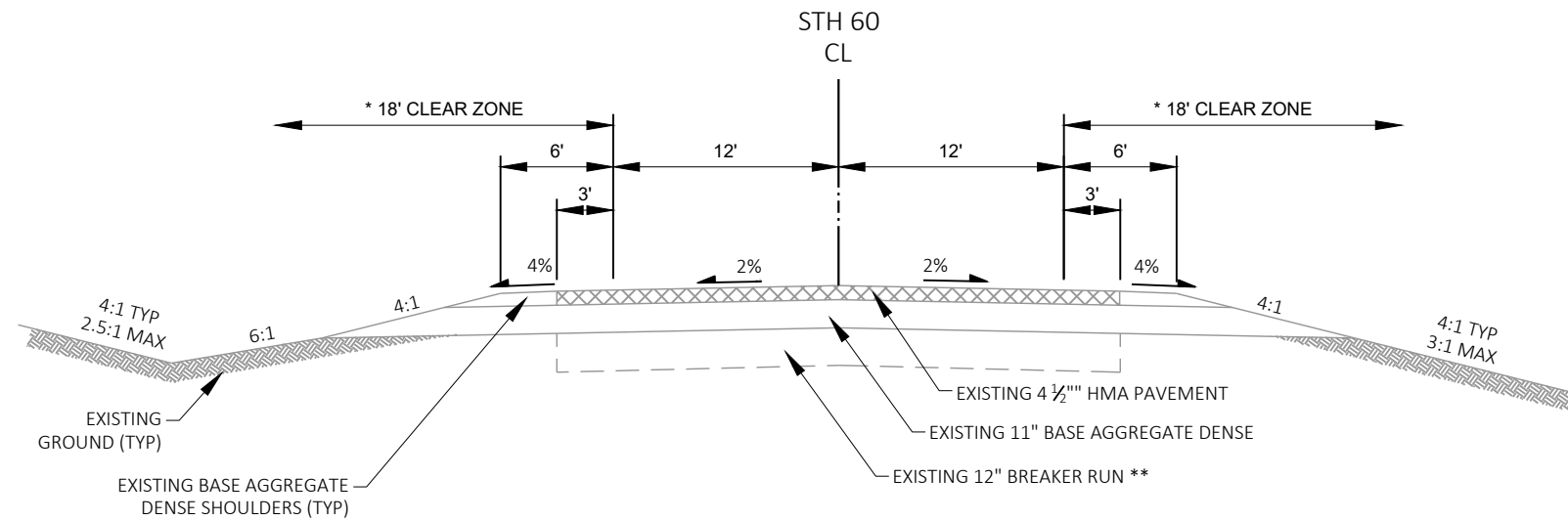
STA 22+08 - 33+87.57
STA 34+89.89 - 44+50
STA 62+00 - 73+25
STA 100+00 - 104+50
STA 125+00 - 130+50
STA 135+50 - 174+00
STA 208+00 - 213+84.70
STA 581+00 - 615+33.70
STA 616+28.03 - 625+67.11

**EXISTING TYPICAL SECTION****STH 60**

STA 25+00 - 28+00 RT
STA 584+00 - 589+00 LT
STA 589+75 - 593+00 RT

**EXISTING TYPICAL RIGHT TURN LANE SECTION****STH 60**

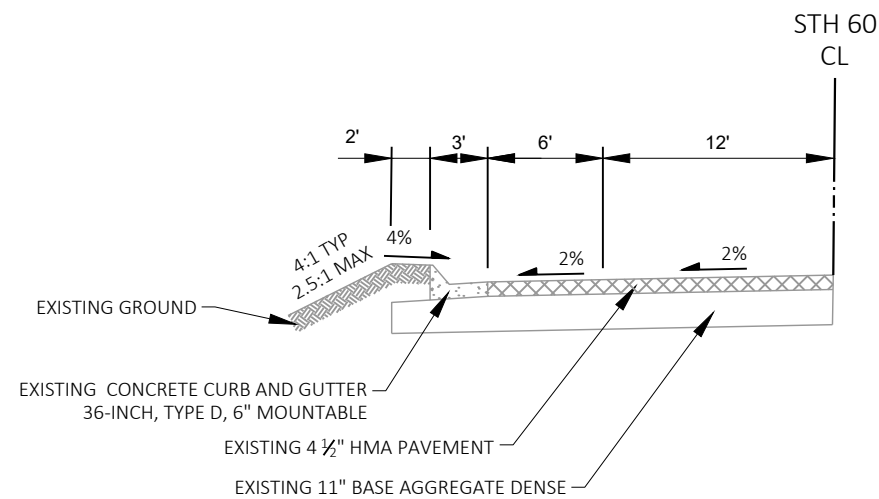
CTH W
CTH F
CTH T
CTH X
BOAT LANDING



**EXISTING TYPICAL SECTION
STH 60**

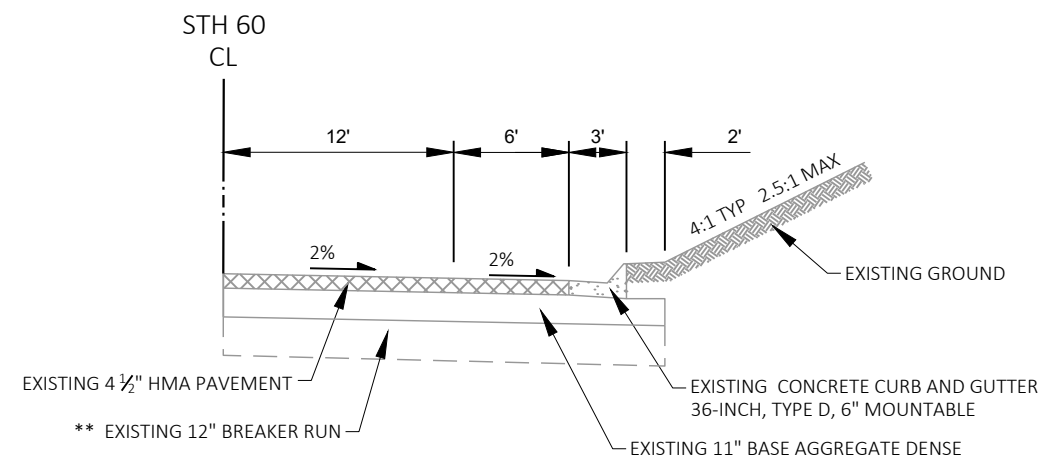
STA 44+50 - 62+00
* STA 73+25 - 100+00
STA 104+50 - 125+00
STA 130+50 - 135+50
STA 174+00 - 191+00
STA 194+50 - 195+75
STA 539+90.23 - 576+50

NOTES:
* 30' CLEAR ZONE: STA 73+25 - 100+00
** 12" BREAKER RUN FROM: STA 50+00 - 61+00
STA 85+00 - 89+00
STA 112+00 - 119+00
STA 182+00 - 185+00



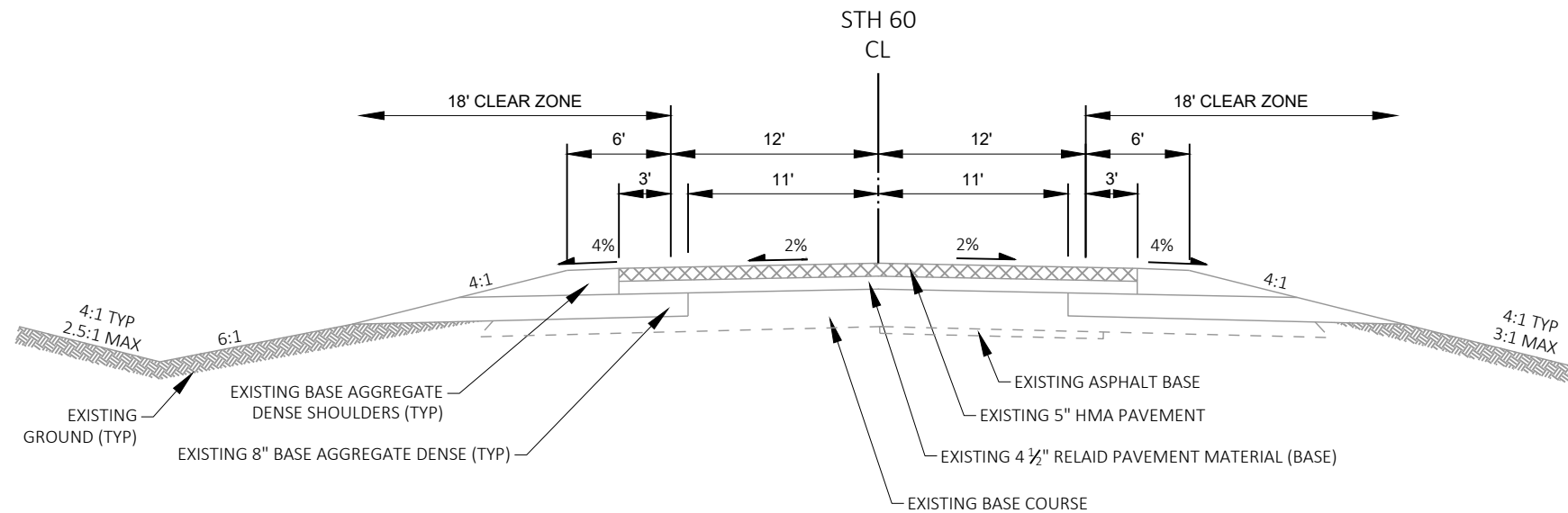
**EXISTING TYPICAL SECTION
STH 60**

STA 132+50 - 135+50 LT



**EXISTING TYPICAL SECTION
STH 60**

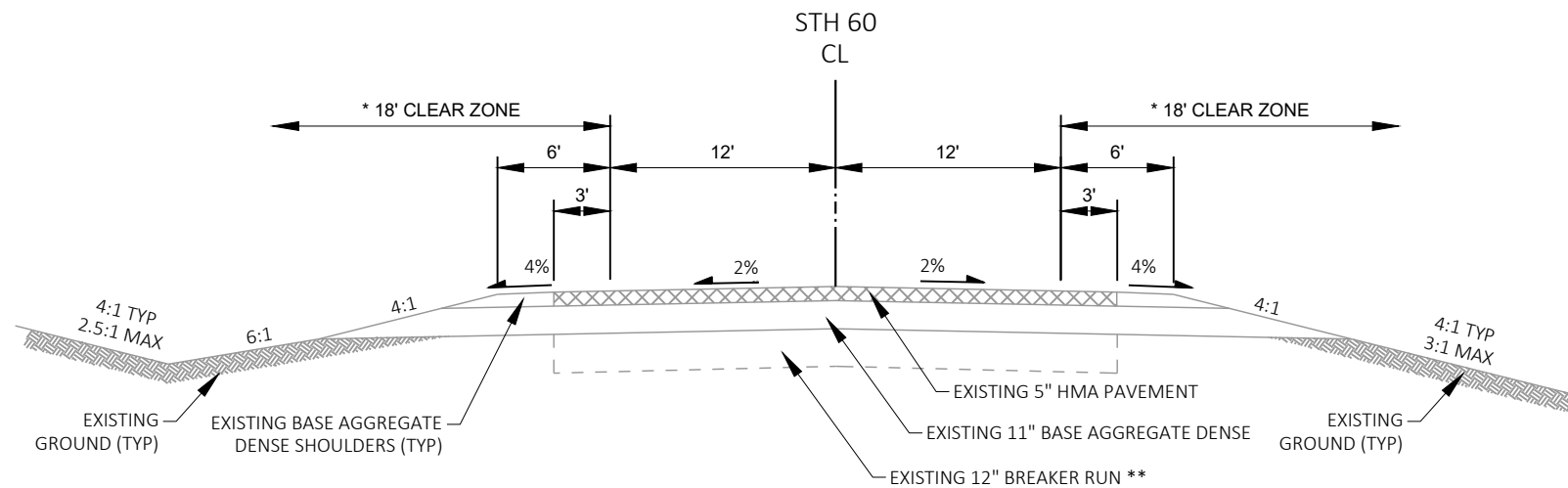
STA 76+50 - 82+75 RT
STA 111+00 - 115+75 LT
STA 182+00 - 186+00 RT
STA 188+75 - 190+75 LT



EXISTING TYPICAL SECTION

STH 60

STA 213+84.70 - 245+50
STA 316+00 - 318+72.33
STA 319+35.23 - 329+20
STA 363+50 - 393+00
STA 418+30 - 426+12
STA 430+92 - 445+84
STA 459+52 - 478+42
STA 484+32 - 519+00



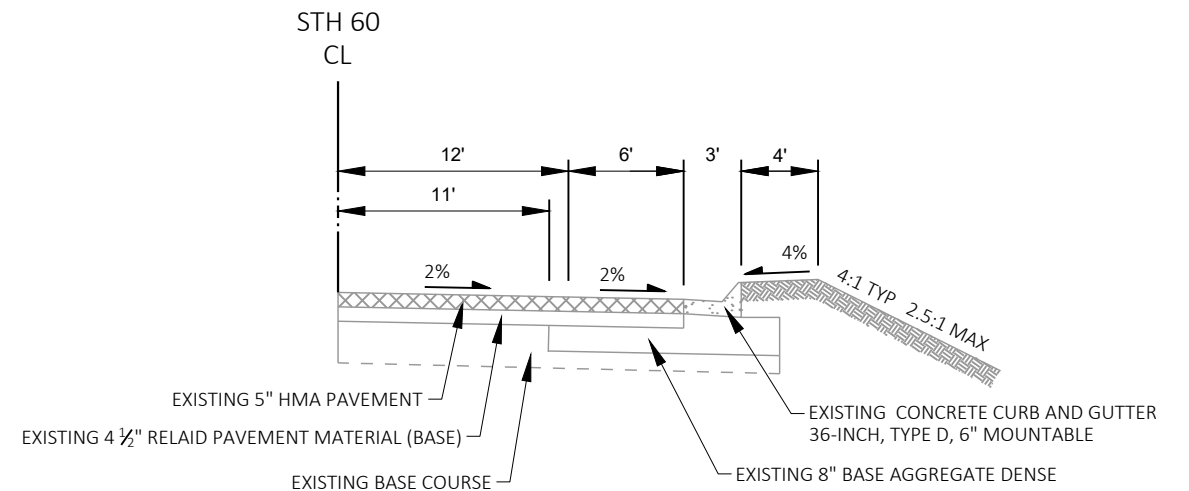
EXISTING TYPICAL SECTION

STH 60

* STA 245+50 - 308+75
* STA 329+20 - 363+50
STA 393+00 - 418+30
STA 426+12 - 430+92
STA 445+84 - 459+52
STA 478+42 - 484+32
STA 519+00 - 539+90.23

NOTES:
* 30' CLEAR ZONE: STA 245+50 - 308+75
STA 329+20 - 363+50
** 12" BREAKER RUN FROM: STA 246+00 - 259+00
STA 264+50 - 270+25
STA 288+00 - 297+00
STA 330+50 - 339+25
STA 355+00 - 363+00
STA 399+00 - 404+50
STA 412+00 - 417+00
STA 427+00 - 430+00
STA 449+50 - 453+50
STA 522+00 - 531+00

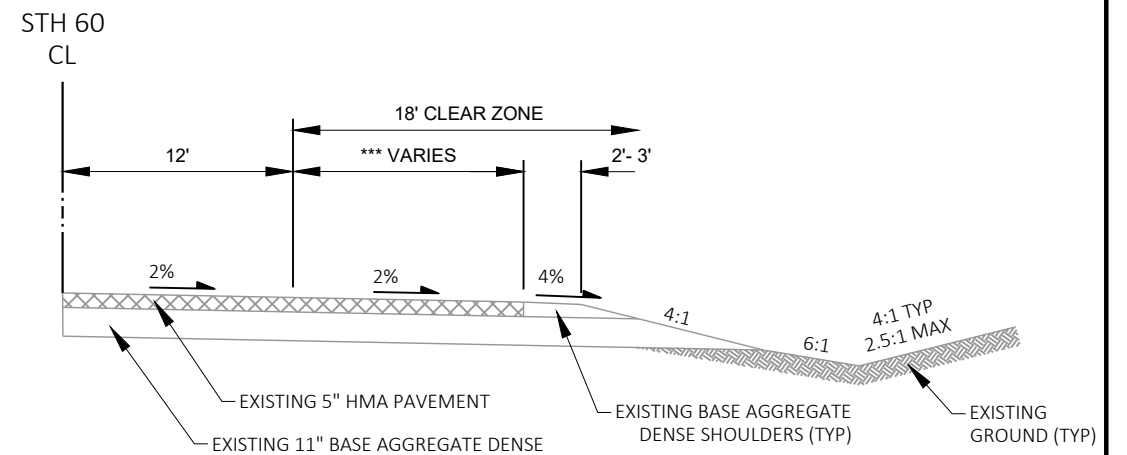
*** WIDTH VARIES 3' - 13' FOR BY PASS LANE AND 3' - 12' FOR TURN LANES IN TAPER TRANSITION AREAS.



EXISTING TYPICAL SECTION

STH 60

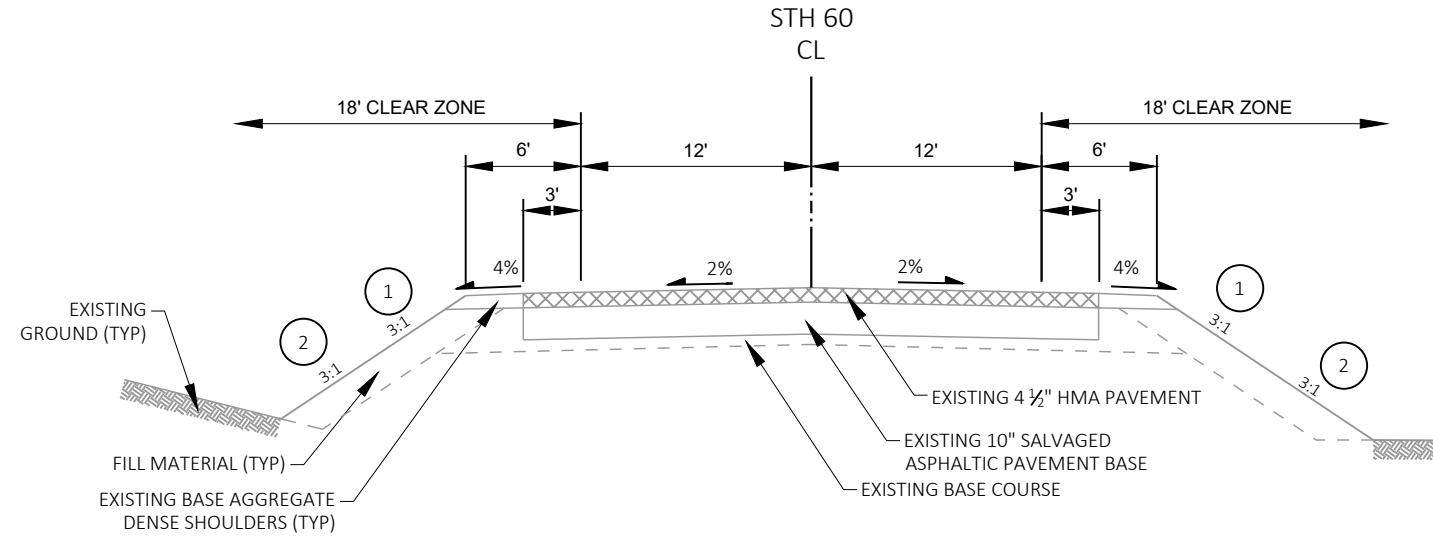
STA 248+15.37 - 249+25 RT
STA 332+00 - 337+00 LT



EXISTING TYPICAL RIGHT TURN AND BY PASS LANE SECTION

STH 60

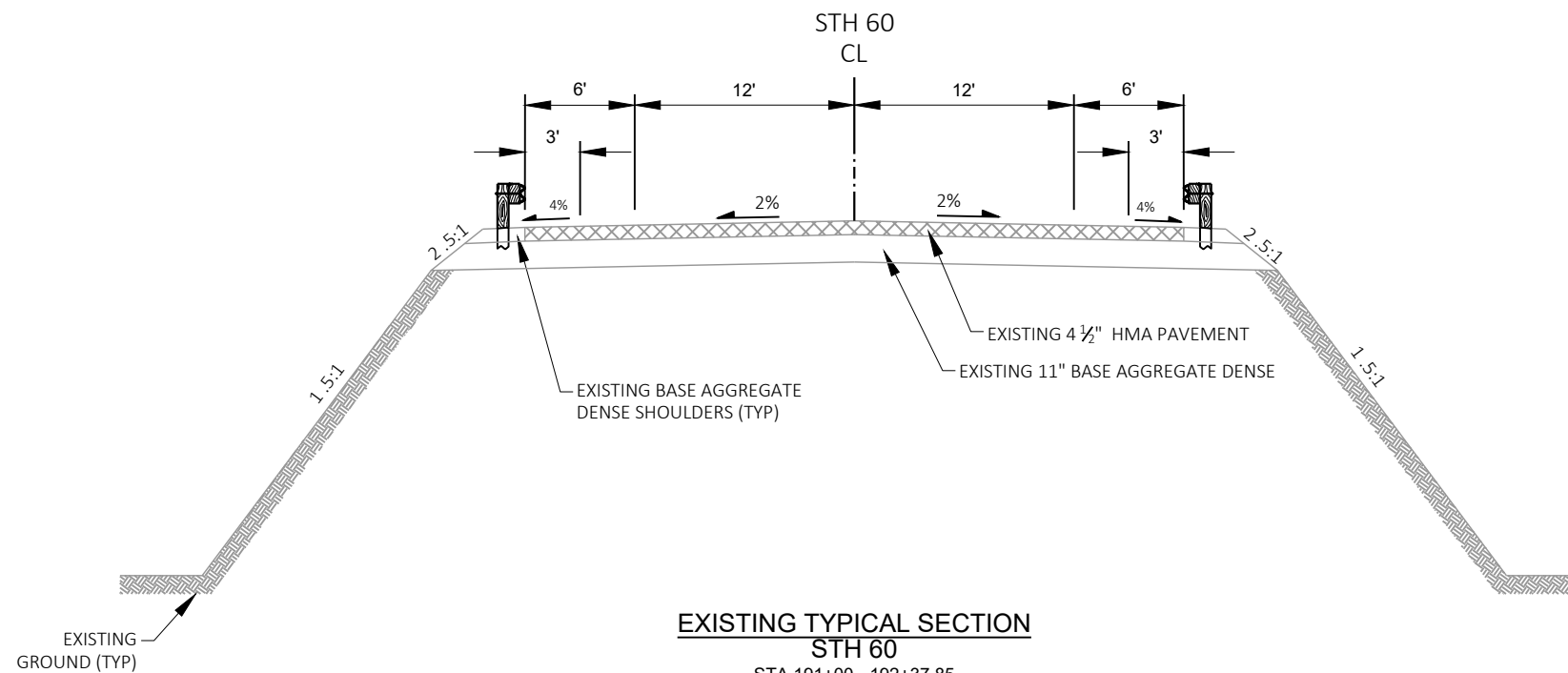
CTH M
CTH E
STH 193 BY PASS LANE
STH 193 RIGHT TURN LANE



EXISTING TYPICAL SECTION
STH 60
STA 195+75 - 208+00

NOTES:

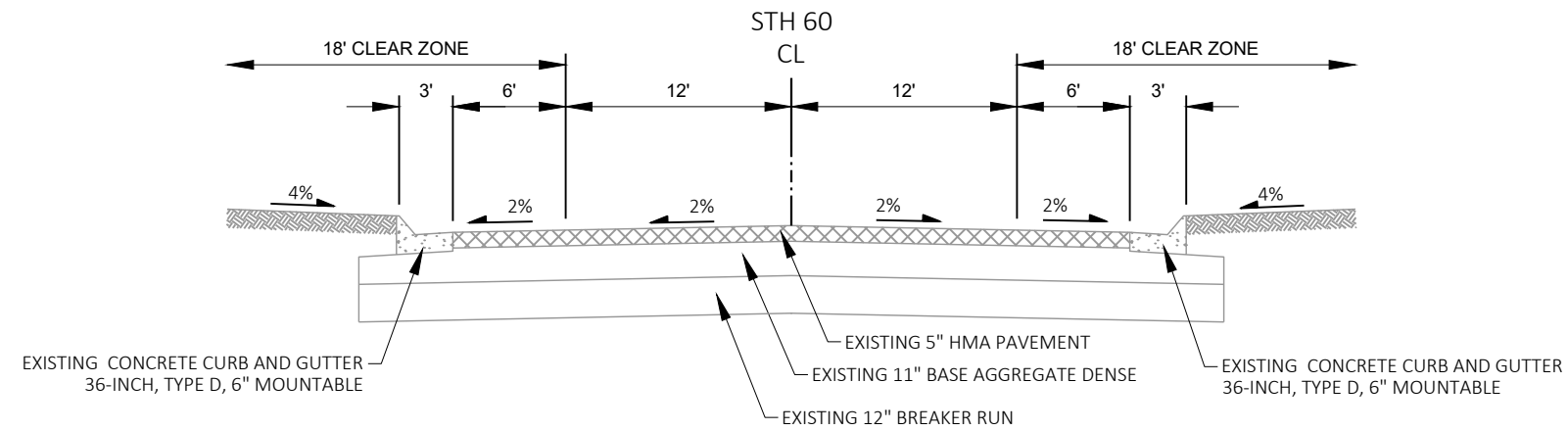
- 1 SLOPES ARE 2.5:1 FROM:
STA 202+50 - 203+50 LT
STA 200+50 - 204+50 RT
- 2 SLOPES ARE 1.5:1 FROM:
STA 202+50 - 203+50 LT
STA 200+50 - 204+50 RT



EXISTING TYPICAL SECTION
STH 60
STA 191+00 - 192+37.85
STA 192+88.35 - 194+50

BEAM GUARD LOCATIONS:

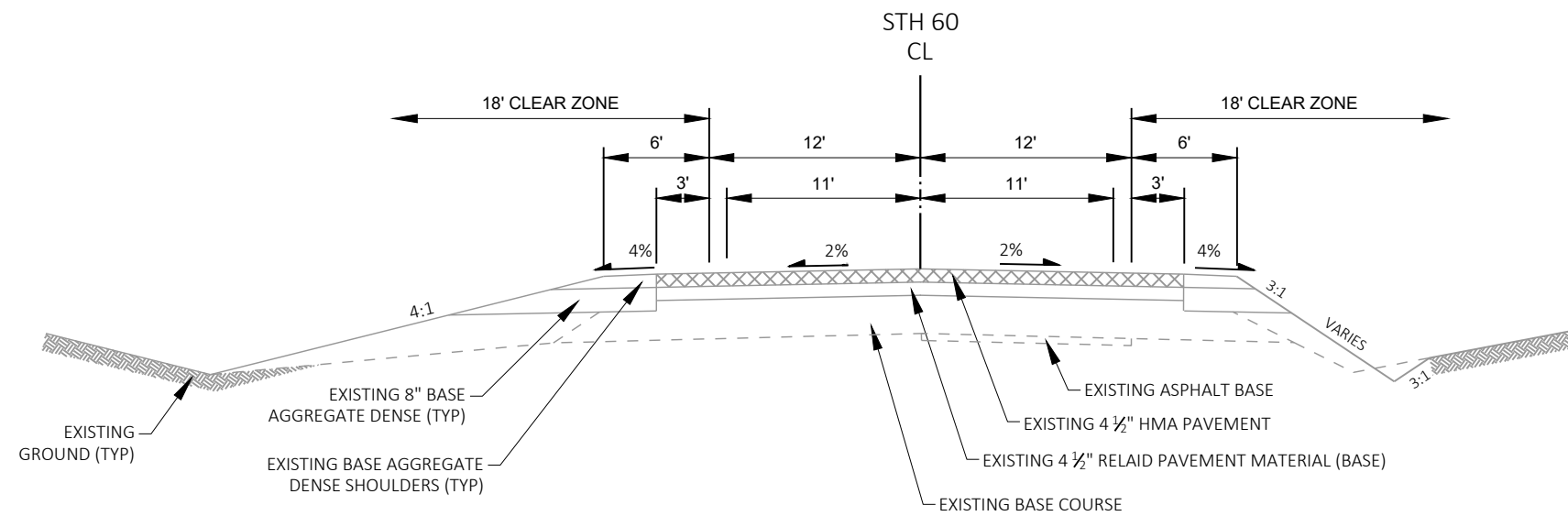
STA 28+42 - 33+87.50 RT
CTH W - STA 33+87.50 LT
STA 34+89.57 - 35+73.50 LT / RT
STA 189+94.45 - 192+37.85 RT
STA 190+95.45 - 192+37.85 LT
STA 192+88.35 - 195+93.25 RT
STA 192+88.35 - 195+05.75 LT
STA 198+50 - 205+00 RT
STA 202+00 - 204+00 LT
CTH T SW QUADRANT
CTH T SE QUADRANT
WAYSIDE
STA 221+00 - 224+50 RT
STA 231+00 - 236+00 RT
STA 231+00 - 232+50 LT
STA 303+84 - 306+46.50 RT
STA 304+21.50 - 306+84 LT
STA 317+92 - 318+72.23 RT/LT
STA 319+35.23 - 320+16 RT/LT
STA 344+54 - 347+66.50 RT
STA 344+79 - 347+91.50 LT
STA 605+50 - 615+33.70 RT
STA 616+28.03 - 617+08.50 RT
STA 614+00 - 615+33.70 LT
STA 616+28.03 - 617+08.50 LT



EXISTING TYPICAL SECTION

STH 60

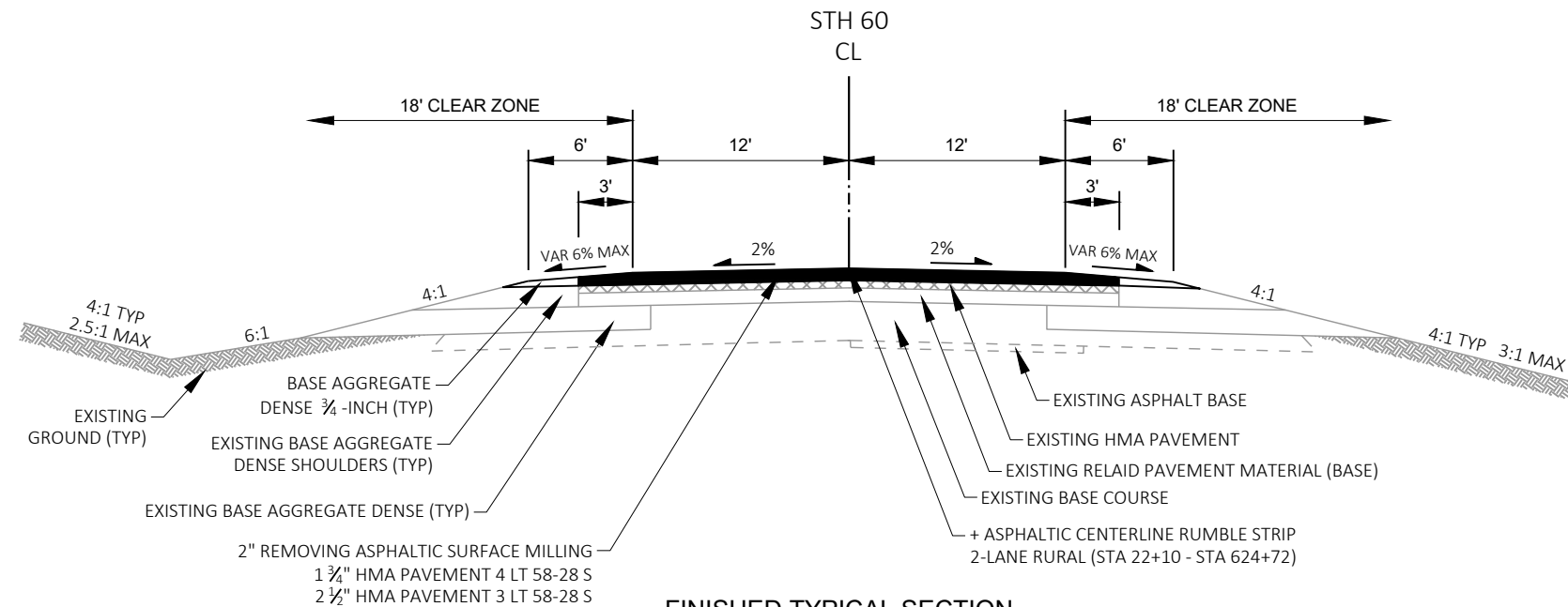
STA 308+75 - 316+00



EXISTING TYPICAL SECTION

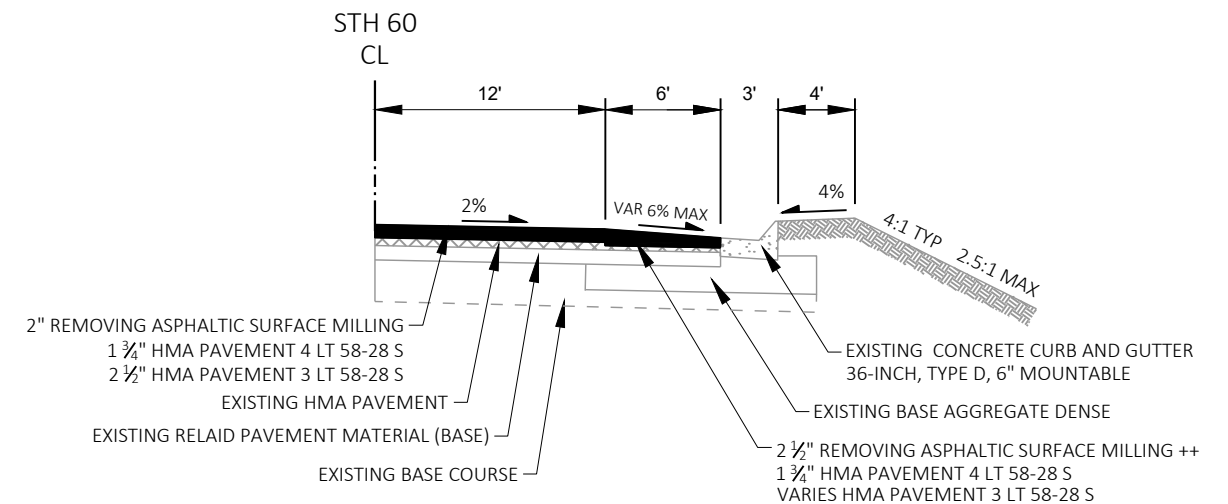
STH 60

STA 576+50 - 581+00

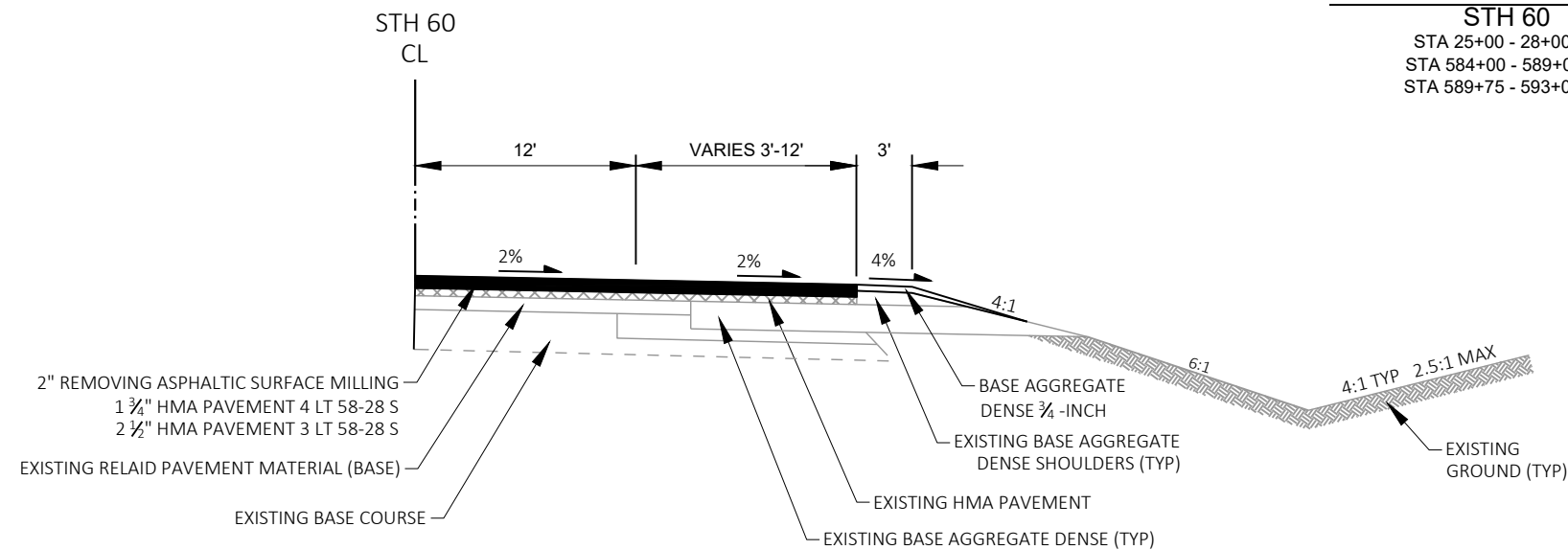
**FINISHED TYPICAL SECTION****STH 60**

STA 22+08 - 33+87.57
STA 34+89.89 - 44+50
STA 62+00 - 73+25
STA 100+00 - 104+50
STA 125+00 - 130+50
STA 135+50 - 174+00
STA 208+00 - 213+84.70
STA 581+00 - 615+33.70
STA 616+28.03 - 625+67.11

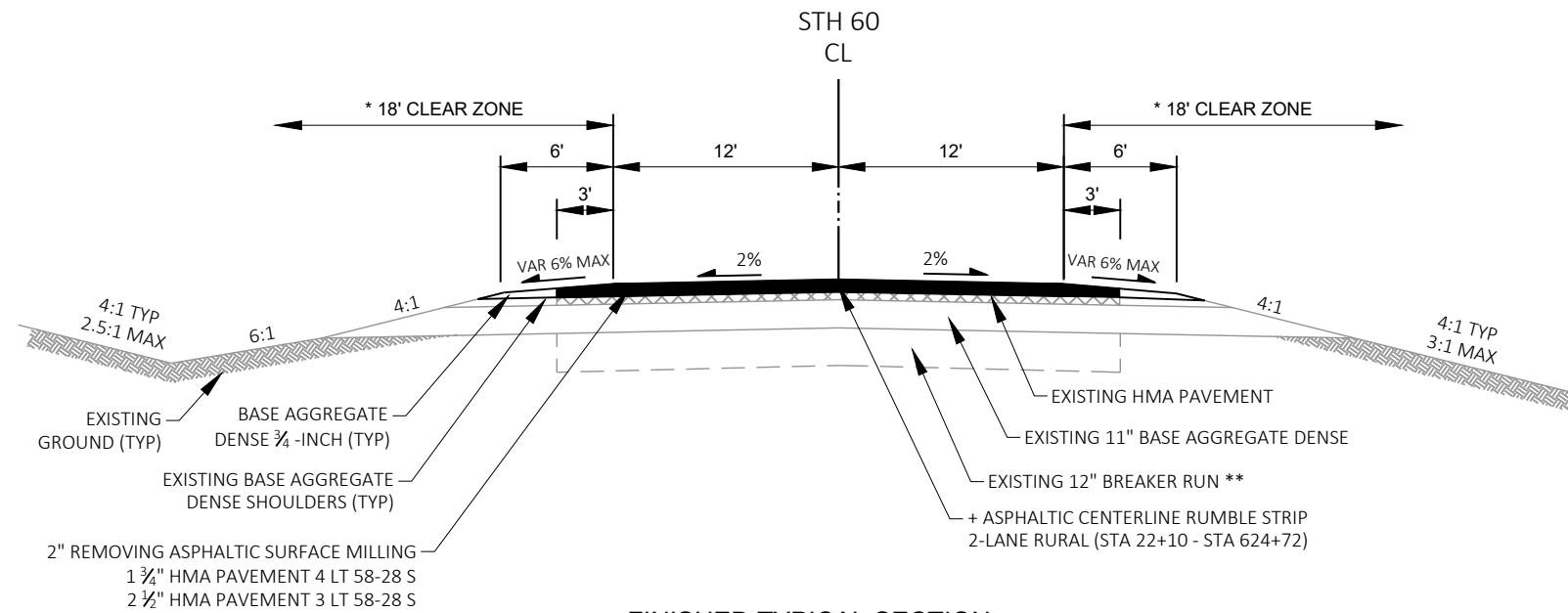
- + SEE SDD "2-LANE RURAL CENTERLINE RUMBLE STRIP, MILLING" FOR GROOVE SPACING AND GAP LOCATIONS.
- ++ VARIABLE MILL AND OVERLAY. WEDGE WITH SURFACE MATERIAL PRIOR TO PLACING SURFACE COURSE. SEE CONSTRUCTION DETAIL.

**FINISHED TYPICAL SECTION****STH 60**

STA 25+00 - 28+00 RT
STA 584+00 - 589+00 LT
STA 589+75 - 593+00 RT

**FINISHED TYPICAL RIGHT TURN LANE SECTION****STH 60**

CTH W
CTH F
CTH T
CTH X
BOAT LANDING

**FINISHED TYPICAL SECTION****STH 60**

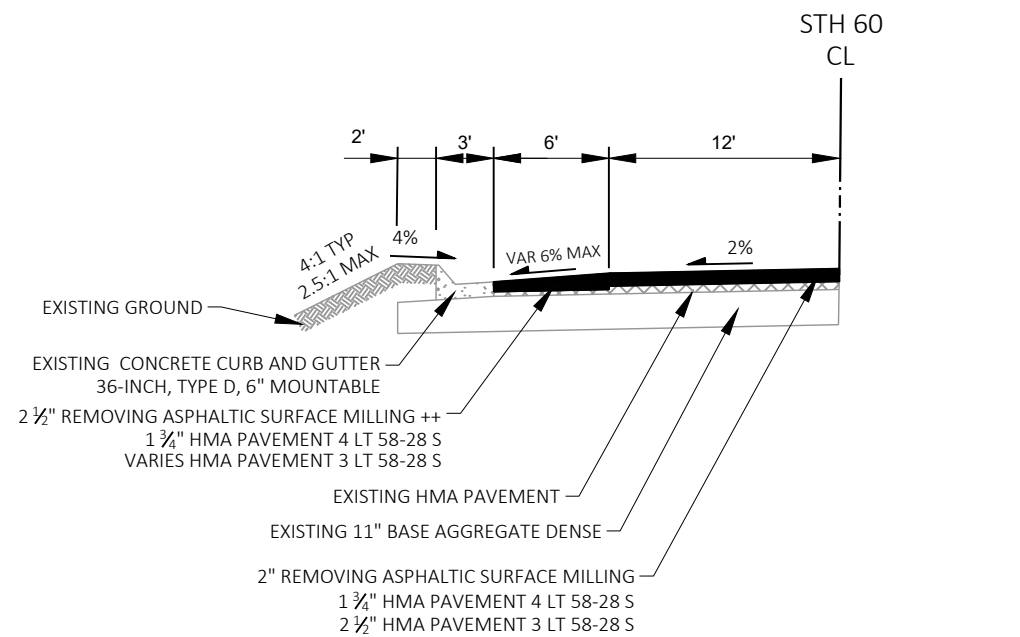
STA 44+50 - 62+00
* STA 73+25 - 100+00
STA 104+50 - 125+00
STA 130+50 - 135+50
STA 174+00 - 191+00
STA 194+50 - 195+75
STA 539+90.23 - 576+50

NOTES:

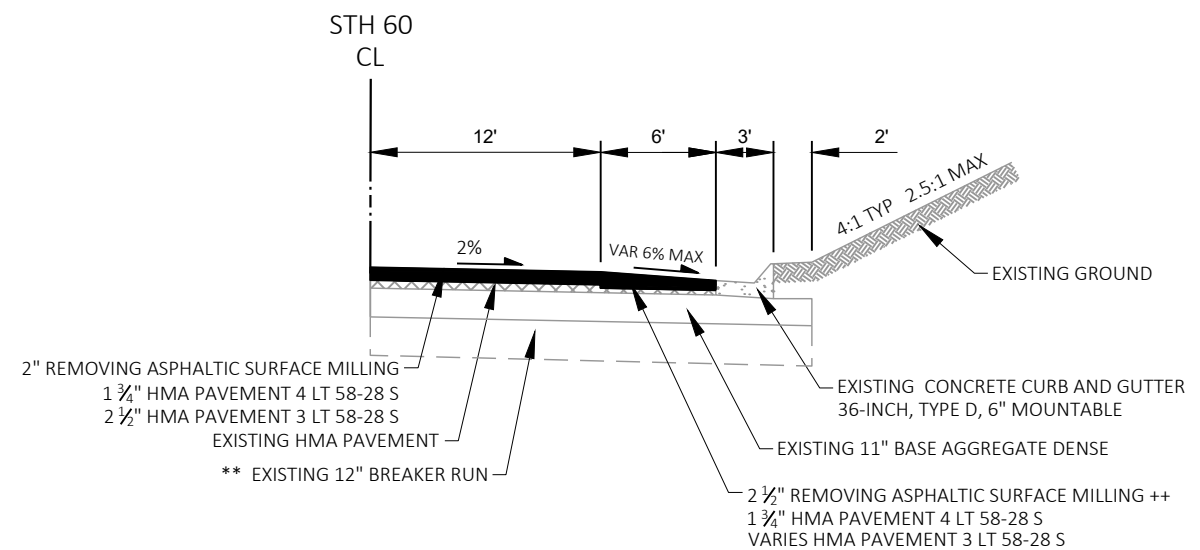
* 30' CLEAR ZONE: STA 73+25 - 100+00
** 12" BREAKER RUN FROM: STA 50+00 - 61+00
STA 85+00 - 89+00
STA 112+00 - 119+00
STA 182+00 - 185+00

+ SEE SDD "2-LANE RURAL CENTERLINE RUMBLE STRIP, MILLING" FOR GROOVE SPACING AND GAP LOCATIONS.

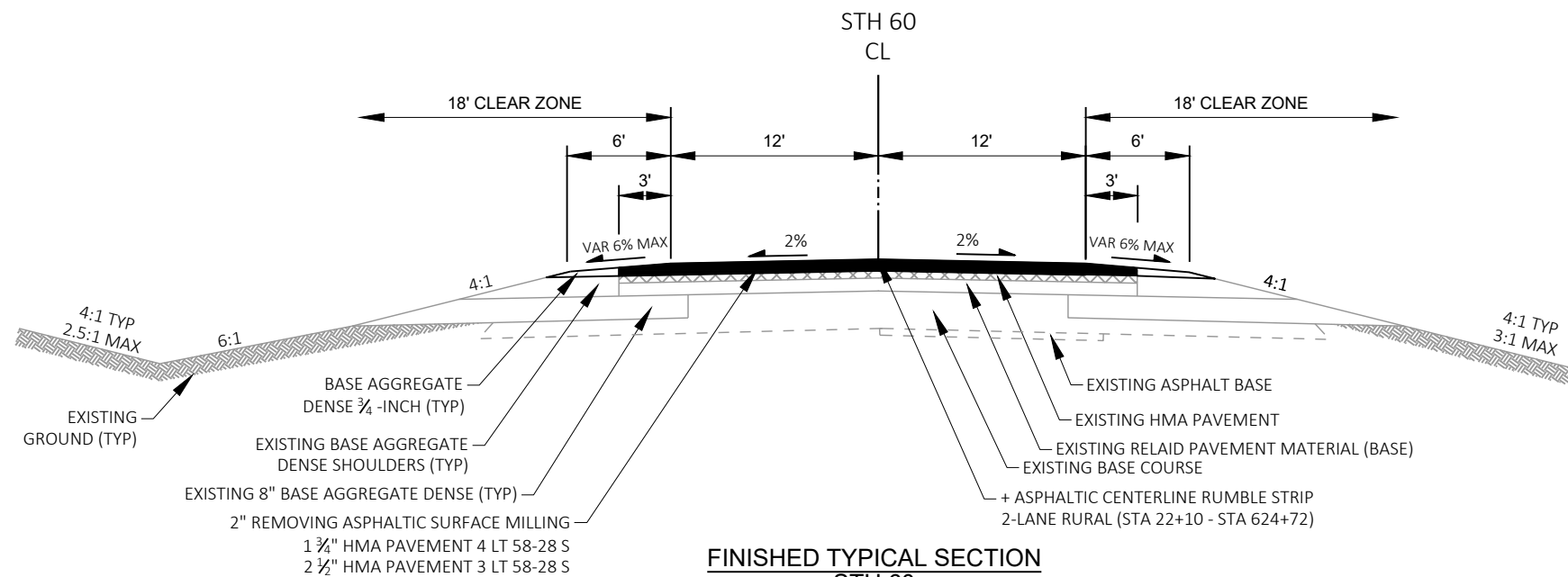
++ VARIABLE MILL AND OVERLAY. WEDGE WITH SURFACE MATERIAL PRIOR TO PLACING SURFACE COURSE. SEE CONSTRUCTION DETAIL.

**FINISHED TYPICAL SECTION****STH 60**

STA 132+50 - 135+50 LT

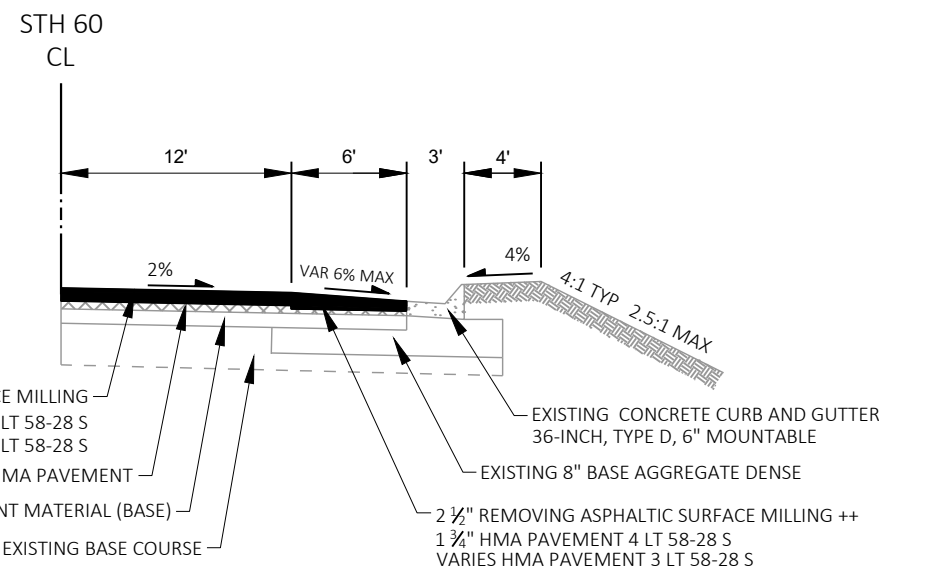
**FINISHED TYPICAL SECTION****STH 60**

STA 76+50 - 82+75 RT
STA 111+00 - 115+75 LT
STA 182+00 - 186+00 RT
STA 188+75 - 190+75 LT

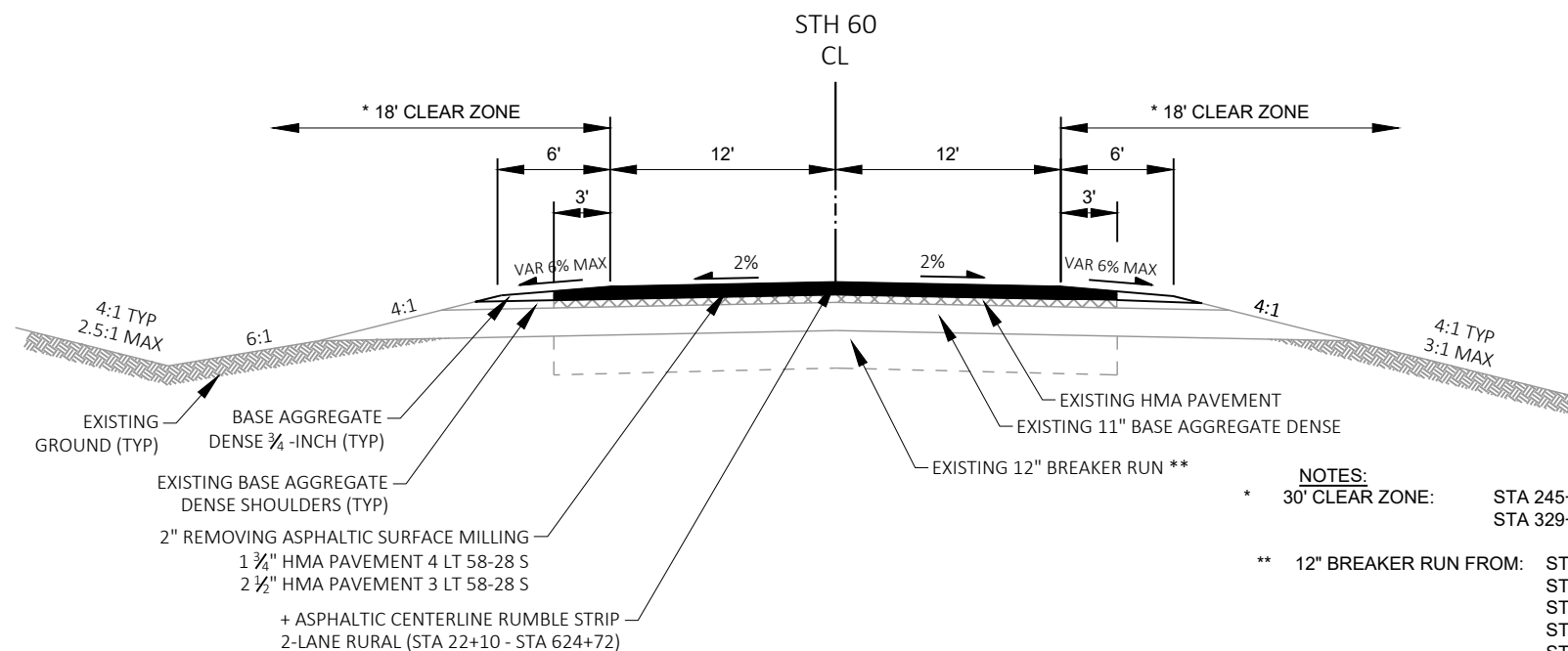
**FINISHED TYPICAL SECTION****STH 60**

STA 213+84.70 - 245+50
STA 316+00 - 318+72.33
STA 319+35.23 - 329+20
STA 363+50 - 393+00
STA 418+30 - 426+12
STA 430+92 - 445+84
STA 459+52 - 478+42
STA 484+32 - 519+00

- + SEE SDD "2-LANE RURAL CENTERLINE RUMBLE STRIP, MILLING" FOR GROOVE SPACING AND GAP LOCATIONS.
- ++ VARIABLE MILL AND OVERLAY. WEDGE WITH SURFACE MATERIAL PRIOR TO PLACING SURFACE COURSE. SEE CONSTRUCTION DETAIL.

**FINISHED TYPICAL SECTION****STH 60**

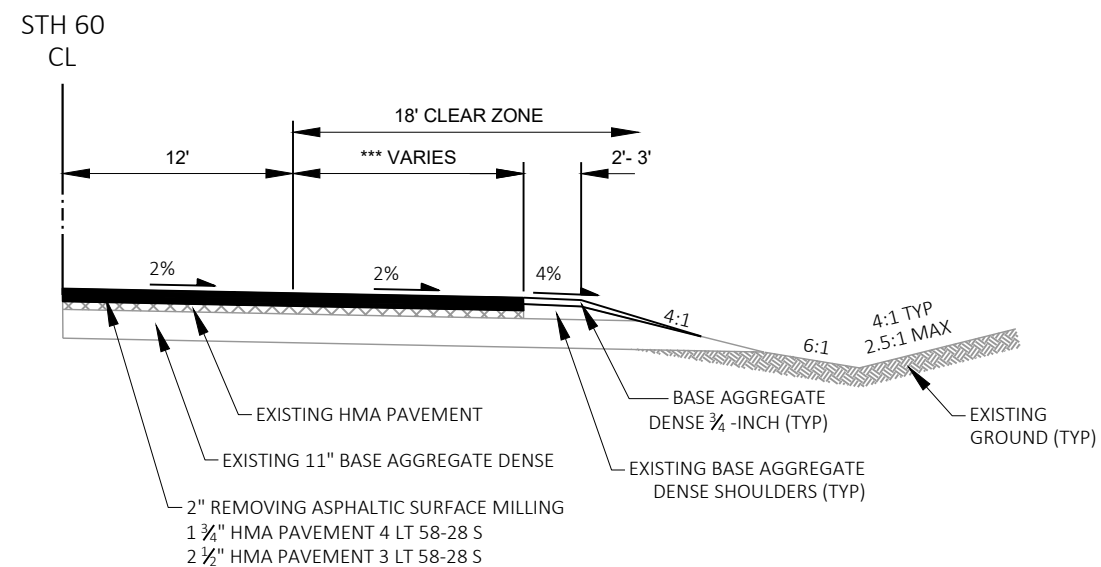
STA 248+15.37 - 249+25 RT
STA 332+00 - 337+00 LT

**FINISHED TYPICAL SECTION****STH 60**

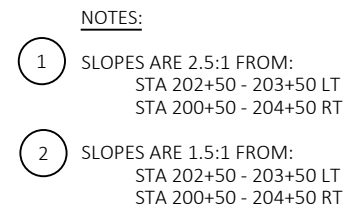
* STA 245+50 - 308+75
* STA 329+20 - 363+50
STA 393+00 - 418+30
STA 426+12 - 430+92
STA 445+84 - 459+52
STA 478+42 - 484+32
STA 519+00 - 539+90.23

- NOTES:
- * 30' CLEAR ZONE: STA 245+50 - 308+75
STA 329+20 - 363+50
- ** 12" BREAKER RUN FROM: STA 246+00 - 259+00
STA 264+50 - 270+25
STA 288+00 - 297+00
STA 330+50 - 339+25
STA 355+00 - 363+00
STA 399+00 - 404+50
STA 412+00 - 417+00
STA 427+00 - 430+00
STA 449+50 - 453+50
STA 522+00 - 531+00

*** WIDTH VARIES 3' -13' FOR BY PASS LANE AND 3'- 12' FOR TURN LANES IN TAPER TRANSITION AREAS.

**FINISHED TYPICAL RIGHT TURN AND BY PASS LANE SECTION****STH 60**

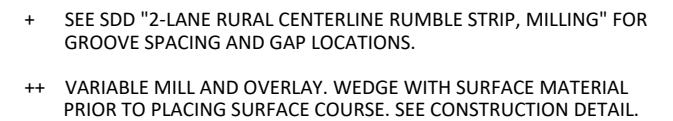
CTH M
CTH E
STH 193 BY PASS LANE
STH 193 RIGHT TURN LANE

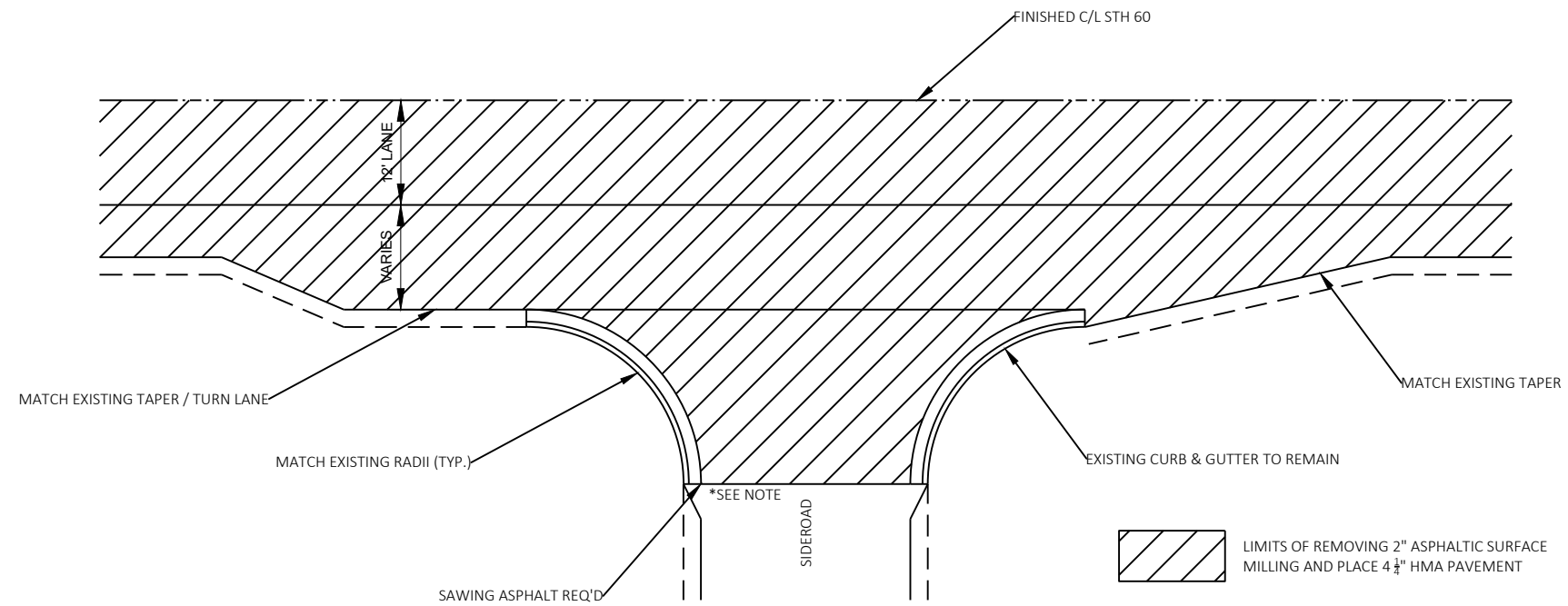


- + SEE SDD "2-LANE RURAL CENTERLINE RUMBLE STRIP, MILLING" FOR GROOVE SPACING AND GAP LOCATIONS.
- ++ VARIABLE MILL AND OVERLAY. WEDGE WITH SURFACE MATERIAL PRIOR TO PLACING SURFACE COURSE. SEE CONSTRUCTION DETAIL.



STA 28+42 - 33+87.50 RT
 CTH W - STA 33+87.50 LT
 STA 34+89.57 - 35+73.50 LT / RT
 STA 189+94.45 - 192+37.85 RT
 STA 190+95.45 - 192+37.85 LT
 STA 192+88.35 - 195+93.25 RT
 STA 192+88.35 - 195+05.75 LT
 STA 198+50 - 205+00 RT
 STA 202+00 - 204+00 LT
 CTH T SW QUADRANT
 CTH T SE QUADRANT
 WAYSIDE
 STA 221+00 - 224+50 RT
 STA 231+00 - 236+00 RT
 STA 231+00 - 232+50 LT
 STA 303+84 - 306+46.50 RT
 STA 304+21.50 - 306+84 LT
 STA 317+92 - 318+72.23 RT/LT
 STA 319+35.23 - 320+16 RT/LT
 STA 344+54 - 347+66.50 RT
 STA 344+79 - 347+91.50 LT
 STA 605+50 - 615+33.70 RT
 STA 616+28.03 - 617+08.50 RT
 STA 614+00 - 615+33.70 LT
 STA 616+28.03 - 617+08.50 LT

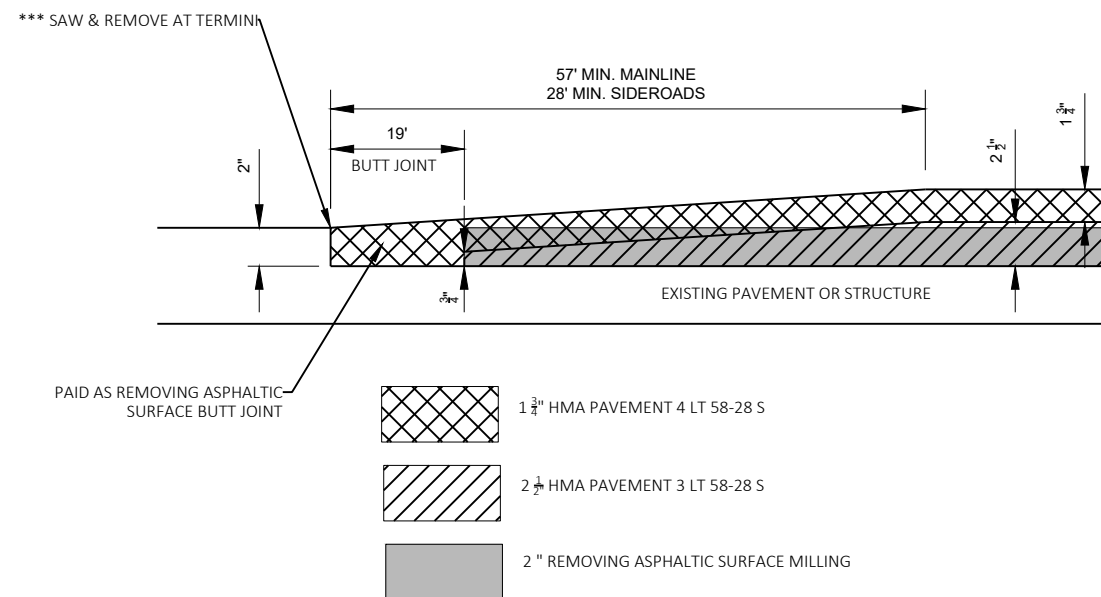




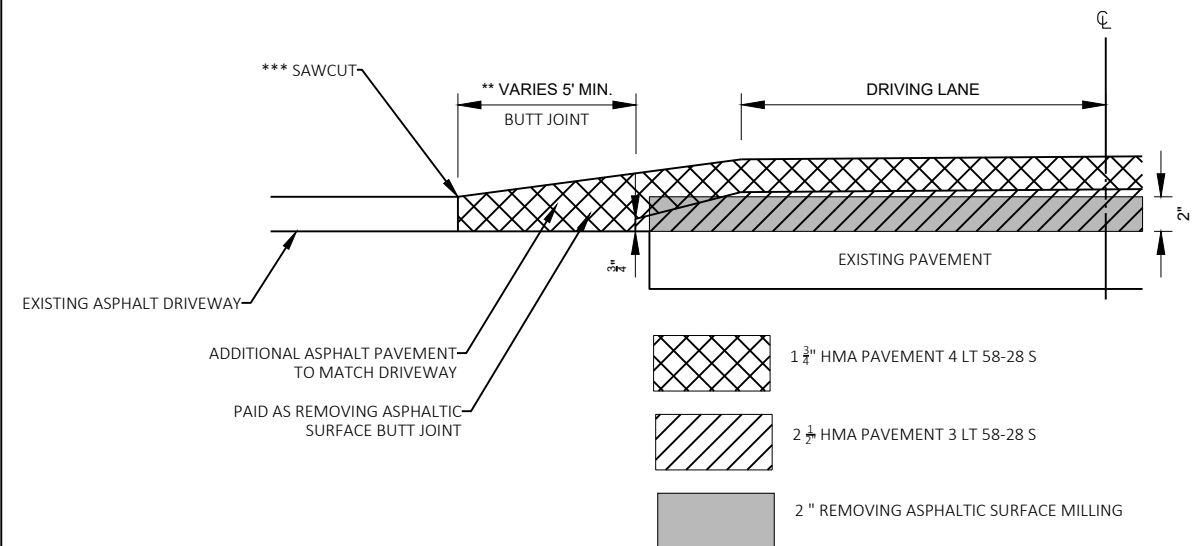
TYPICAL SIDEROAD DETAIL WITH CURB AND GUTTER

NOTES

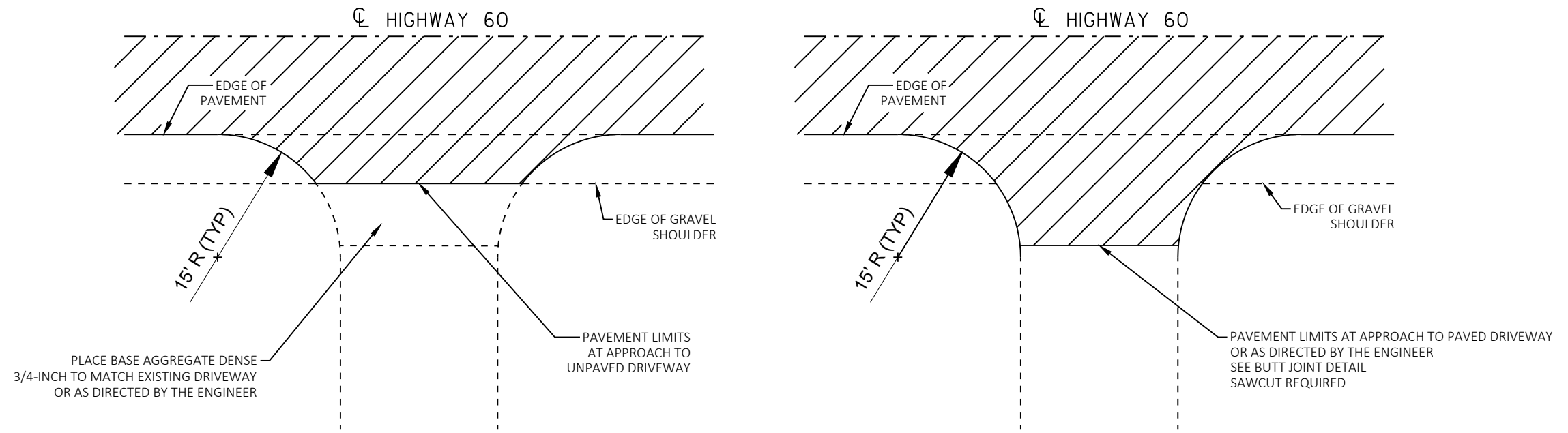
- * MILL TO CURB FARTHEST FROM MAINLINE
- ** TO BE DETERMINED BY THE ENGINEER
- *** ANY SAWCUT USED WILL BE CONSIDERED INCIDENTAL TO THE ITEM "REMOVING ASPHALTIC SURFACE, BUTT JOINT."



BUTT JOINT MAINLINE AND SIDE ROADS



BUTT JOINT RURAL DRIVEWAY

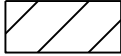


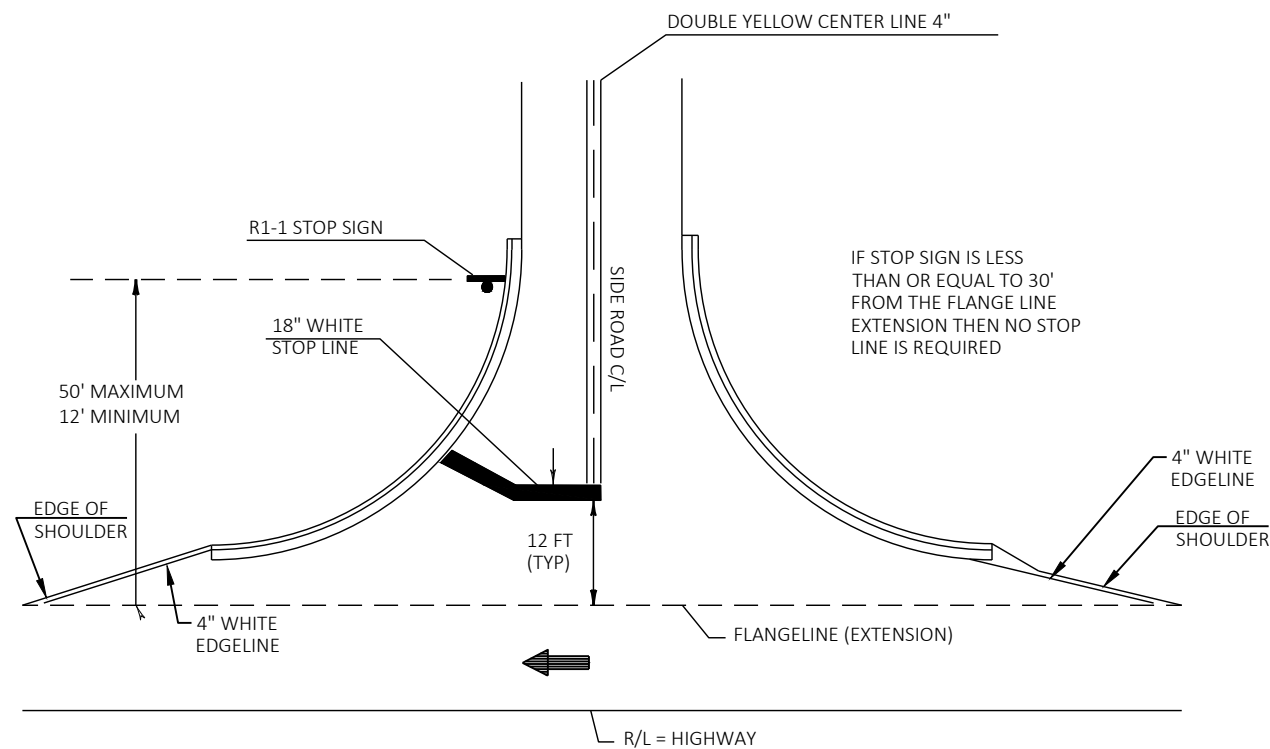
PLAN VIEW

PLAN VIEW

RURAL DRIVEWAY DETAIL RESURFACING LIMITS

NOTE: DRIVEWAY SURFACE TO BE REPLACED IN KIND

 HMA PAVEMENT

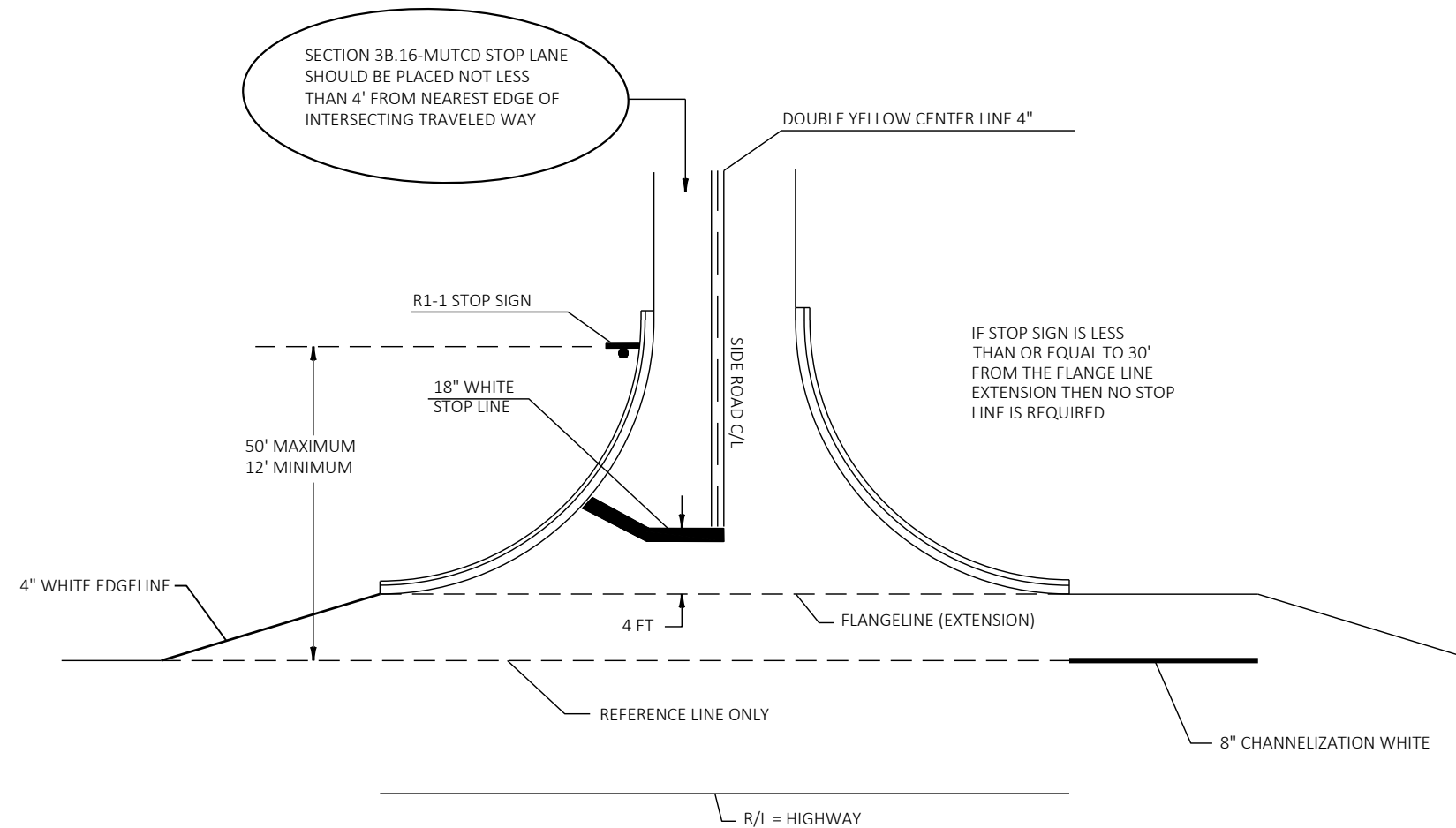


TYPICAL PAVEMENT MARKING FOR SIDEROADS

NOTES:
18-INCH STOP LINES MAY BE DELETED OR ADDED BY THE PROJECT ENGINEER BASED ON VISIBILITY AND SIGHT LINES.

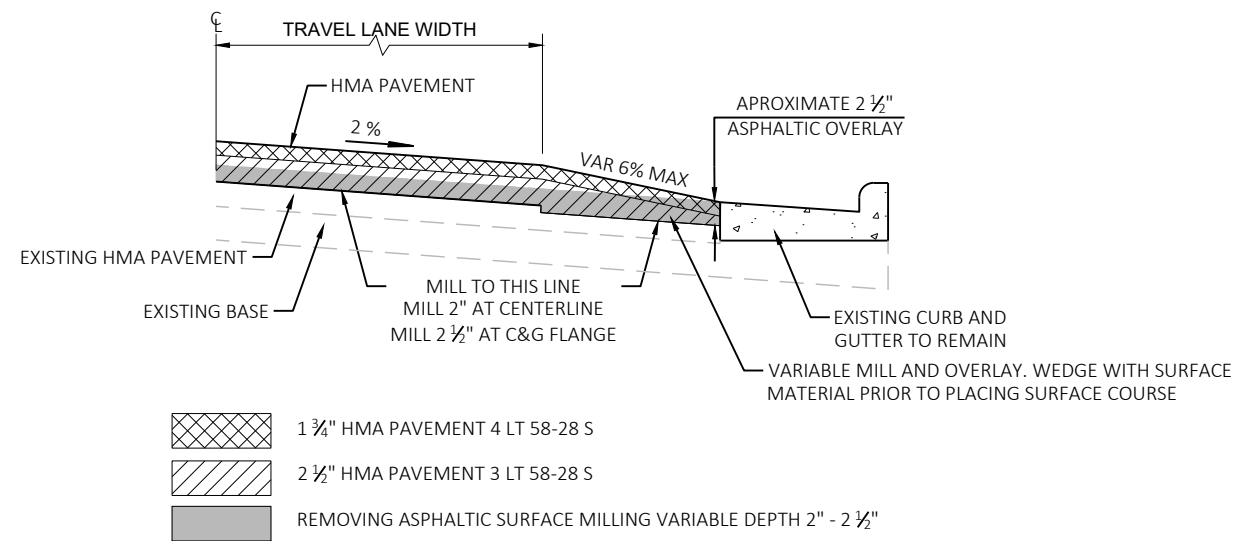
STOP LINES REQUIRED WHERE:

- CROSSWALK MARKINGS EXIST OR BEING PROVIDED
- LARGE RADII
- OFFSET LEFT TURNS WHERE STOP BAR FOR LEFT TURN IS SET BACK FROM THRU MOVEMENT.

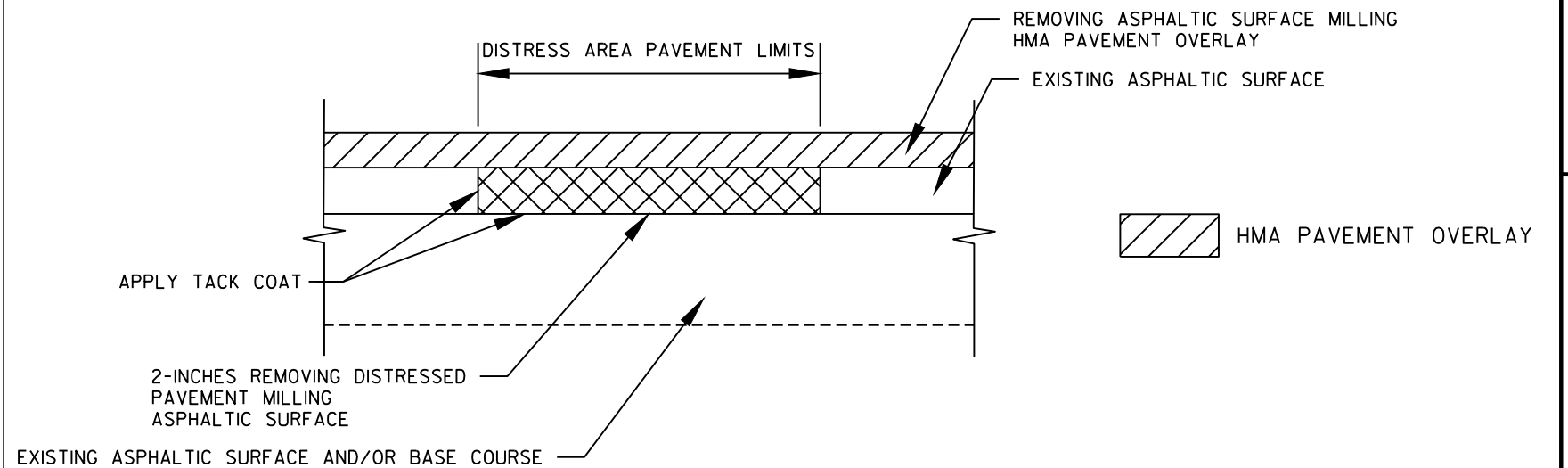


TYPICAL PAVEMENT MARKING FOR SIDEROADS WITH RIGHT TURN LANE

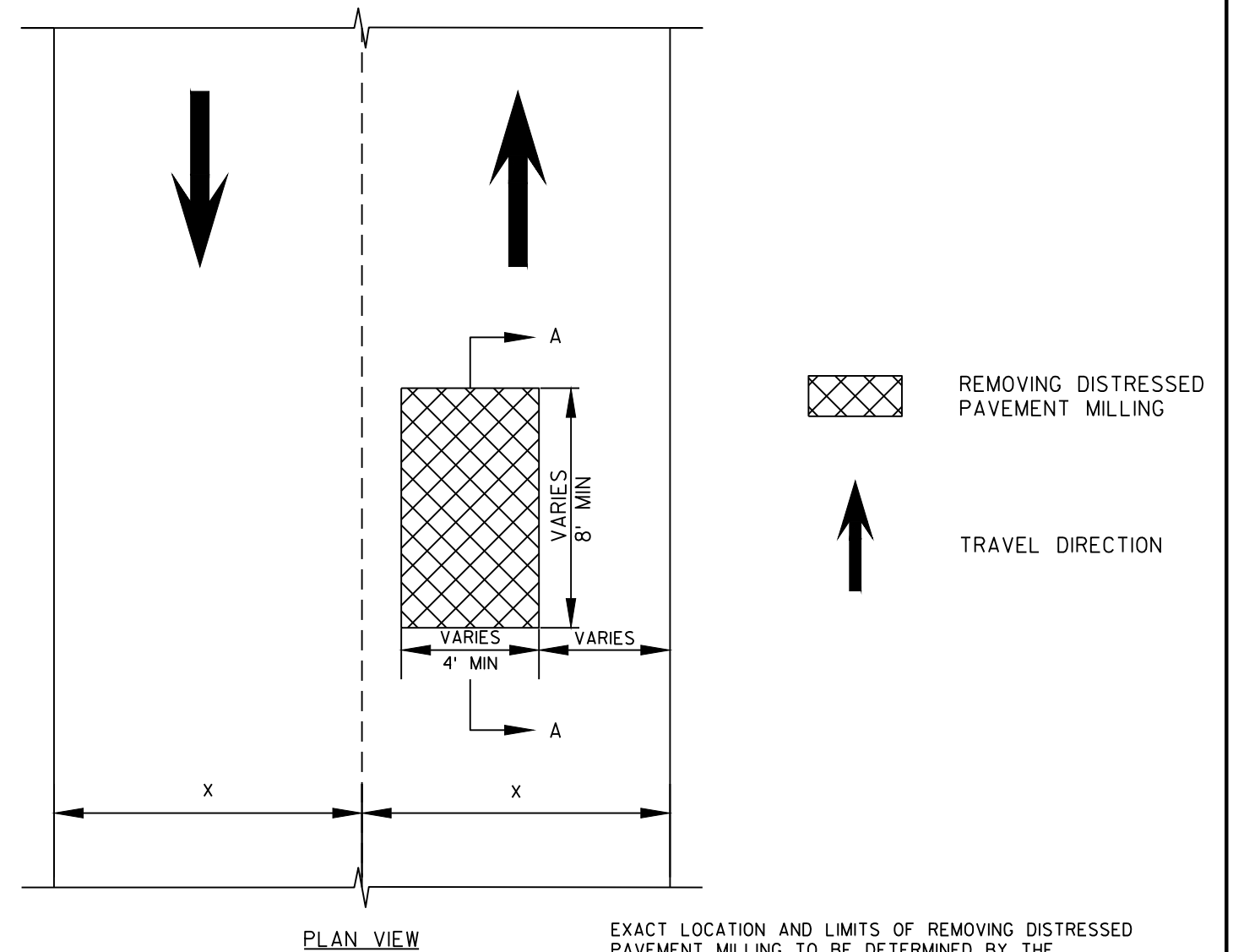
SIDEROADS PAVEMENT MARKING DETAILS



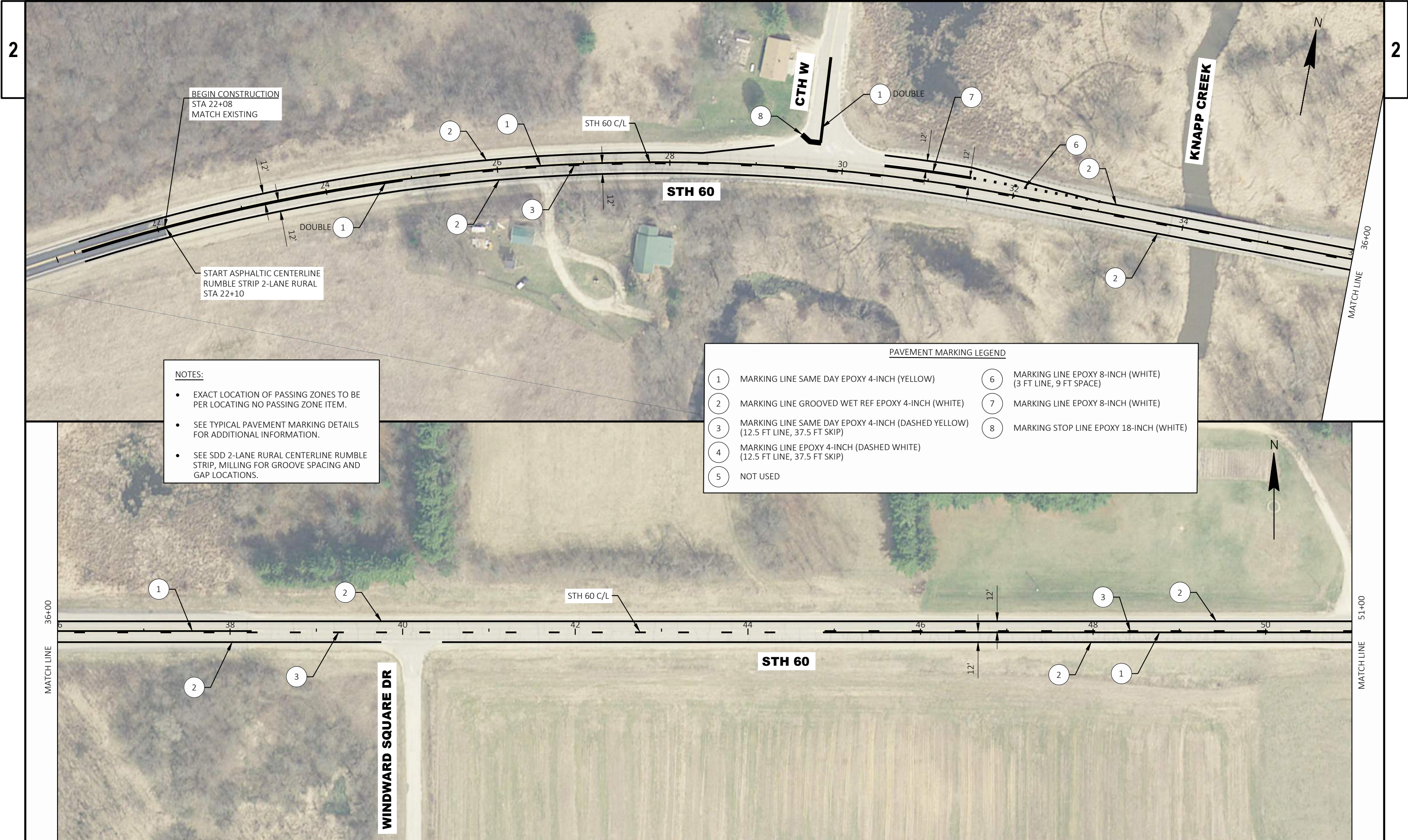
MILLING CONSTRUCTION DETAIL IN CURB AND GUTTER SECTIONS



REMOVING DISTRESS PAVEMENT MILLING
SECTION A-A

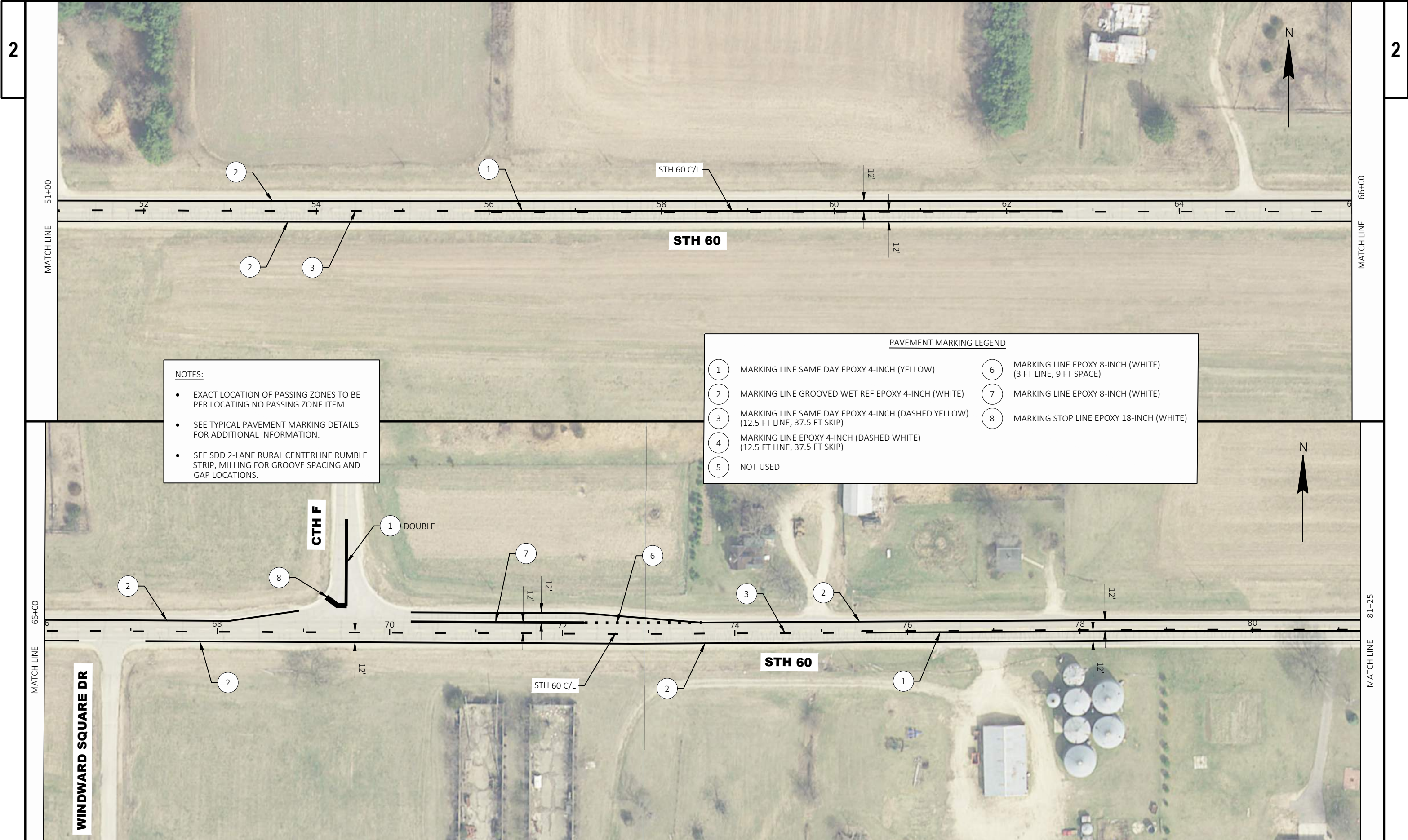


EXACT LOCATION AND LIMITS OF REMOVING DISTRESSED PAVEMENT MILLING TO BE DETERMINED BY THE ENGINEER IN THE FIELD



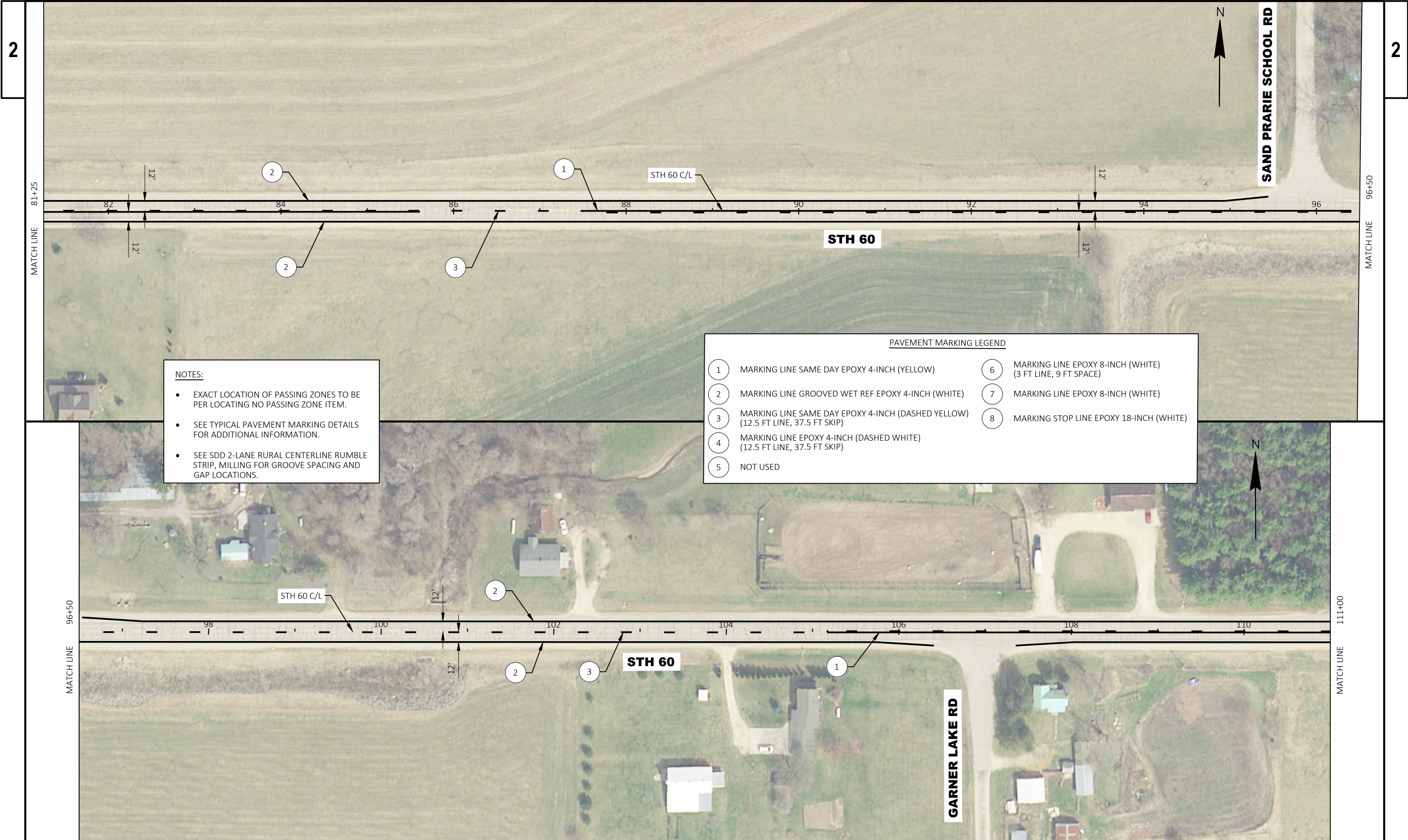
- NOTES:**
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 - SEE TYPICAL PAVEMENT MARKING DETAILS FOR ADDITIONAL INFORMATION.
 - SEE SDD 2-LANE RURAL CENTERLINE RUMBLE STRIP, MILLING FOR GROOVE SPACING AND GAP LOCATIONS.

PAVEMENT MARKING LEGEND			
1	MARKING LINE SAME DAY EPOXY 4-INCH (YELLOW)	6	MARKING LINE EPOXY 8-INCH (WHITE) (3 FT LINE, 9 FT SPACE)
2	MARKING LINE GROOVED WET REF EPOXY 4-INCH (WHITE)	7	MARKING LINE EPOXY 8-INCH (WHITE)
3	MARKING LINE SAME DAY EPOXY 4-INCH (DASHED YELLOW) (12.5 FT LINE, 37.5 FT SKIP)	8	MARKING STOP LINE EPOXY 18-INCH (WHITE)
4	MARKING LINE EPOXY 4-INCH (DASHED WHITE) (12.5 FT LINE, 37.5 FT SKIP)		
5	NOT USED		



- NOTES:**
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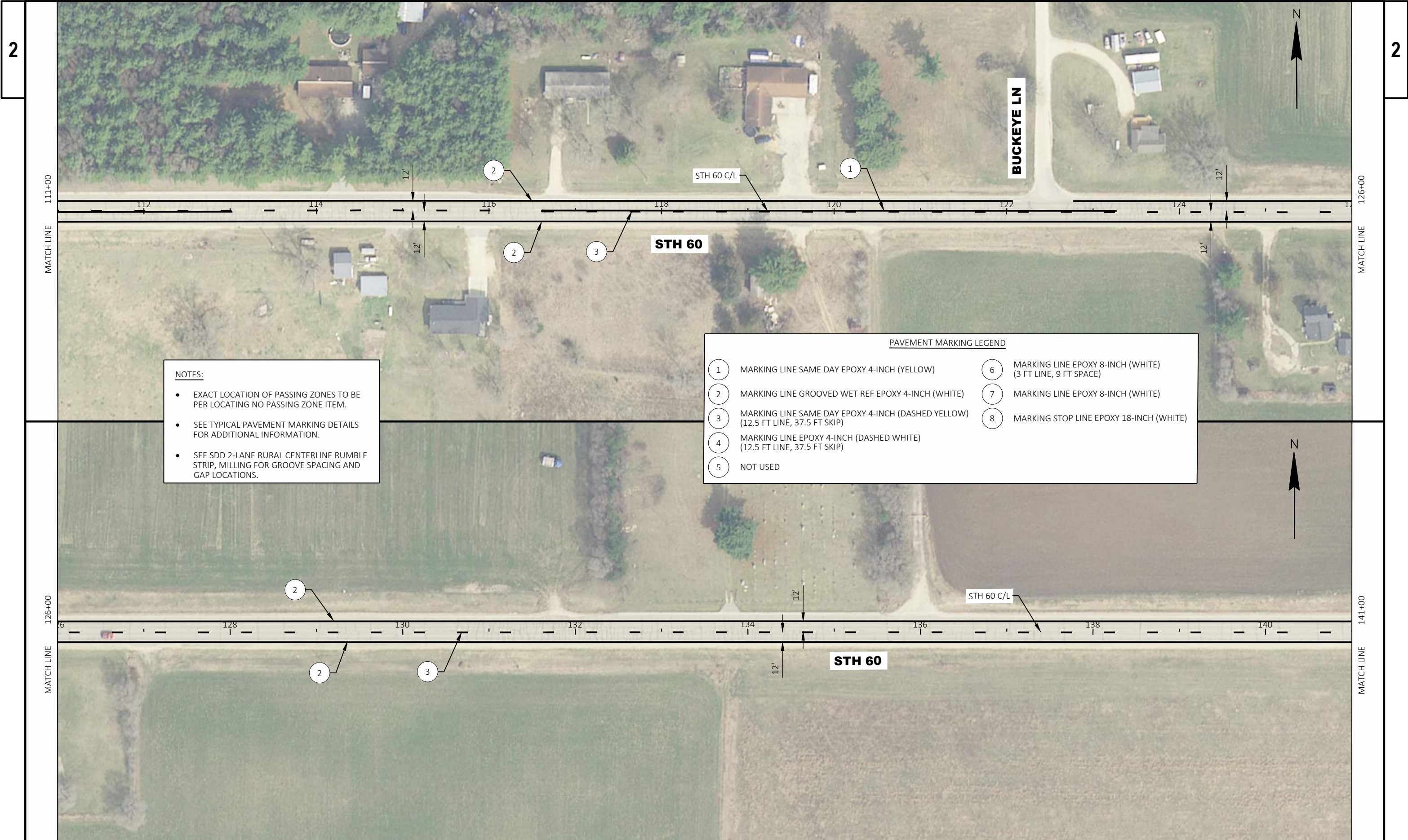
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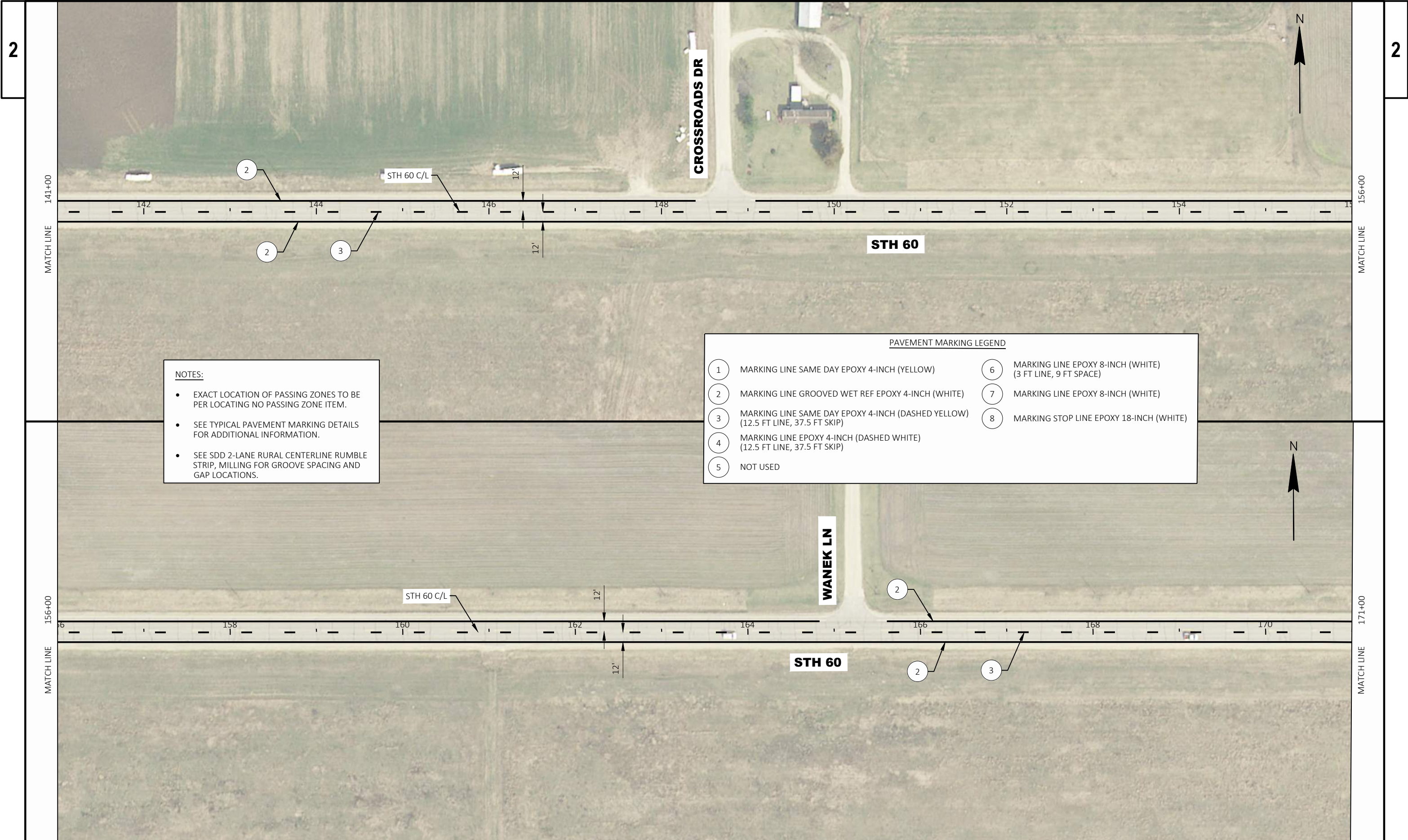
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5	NOT USED		



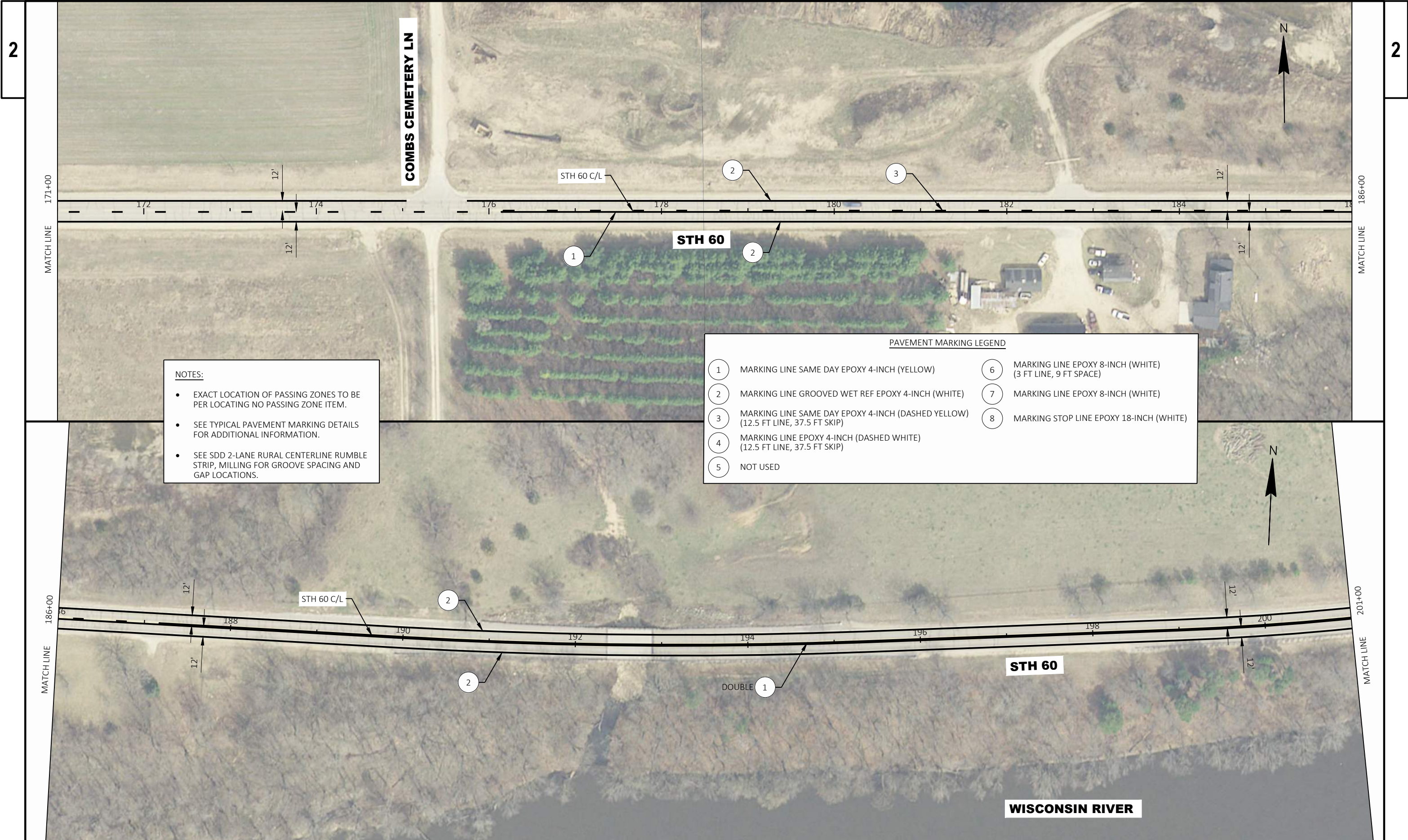
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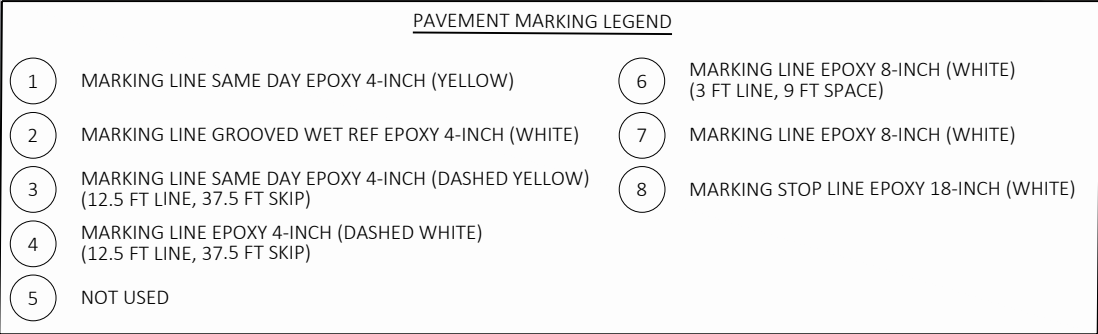
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7	MARKING LINE EPOXY 8-INCH (WHITE)
8	MARKING STOP LINE EPOXY 18-INCH (WHITE)

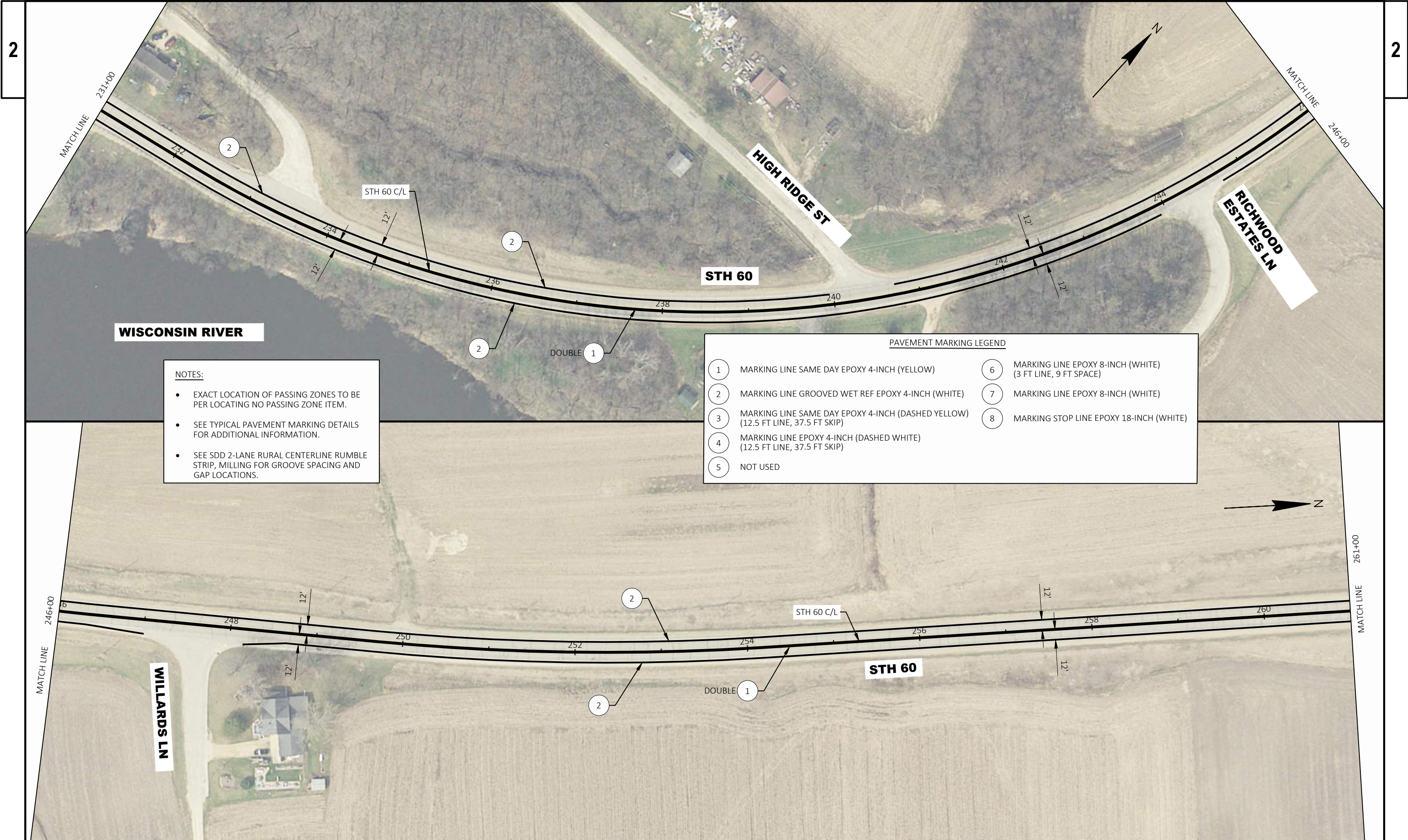


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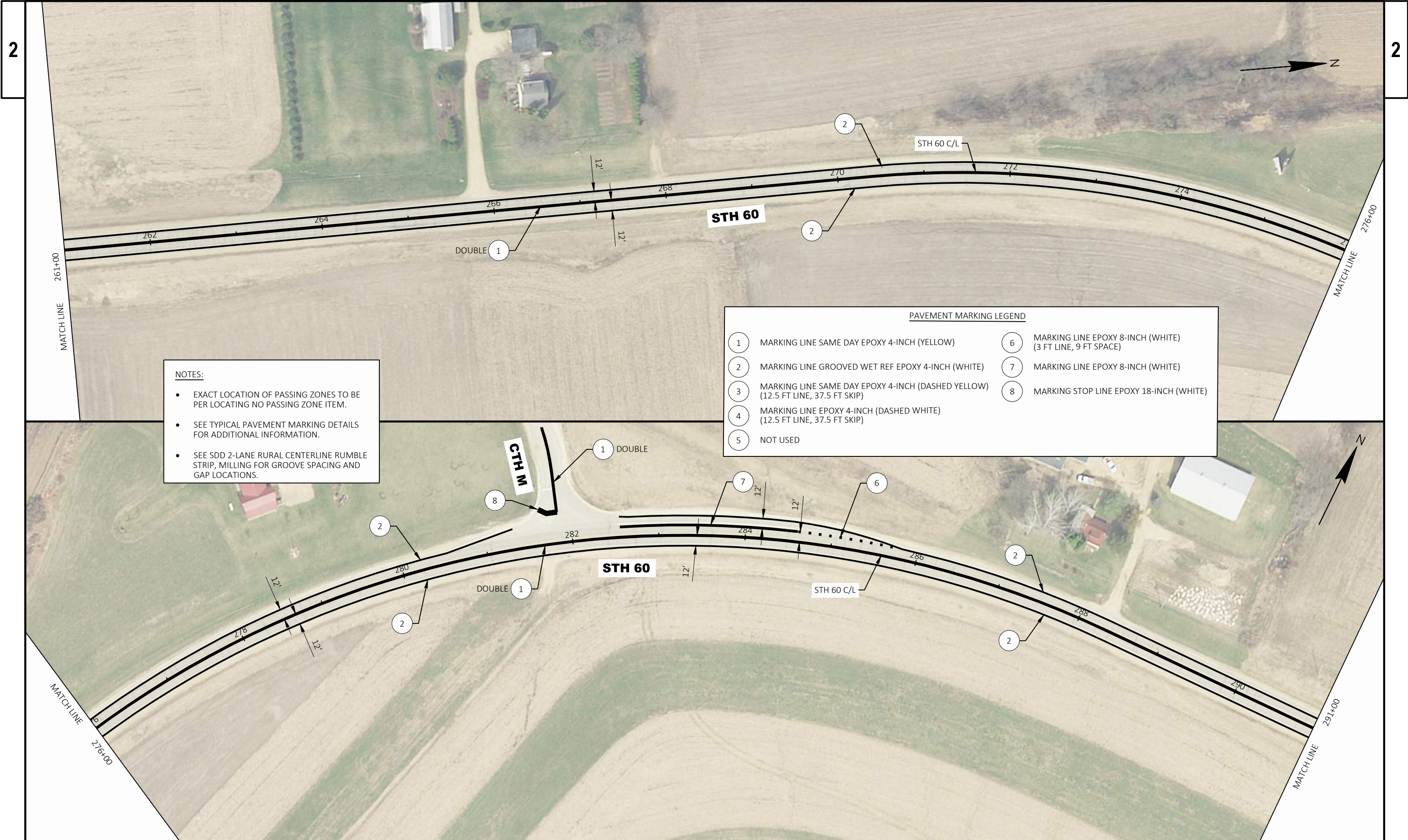






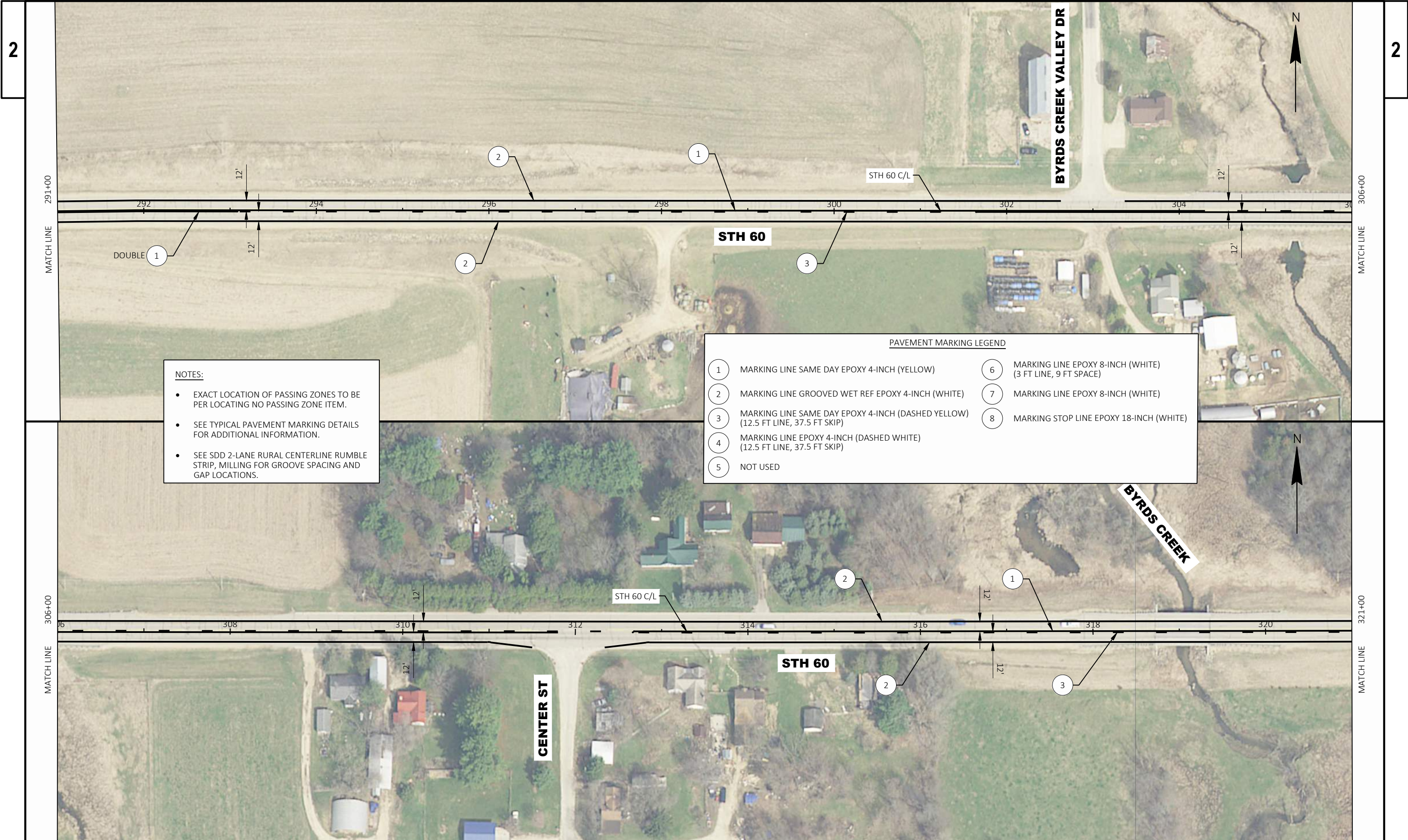
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8	MARKING STOP LINE EPOXY 18-INCH (WHITE)



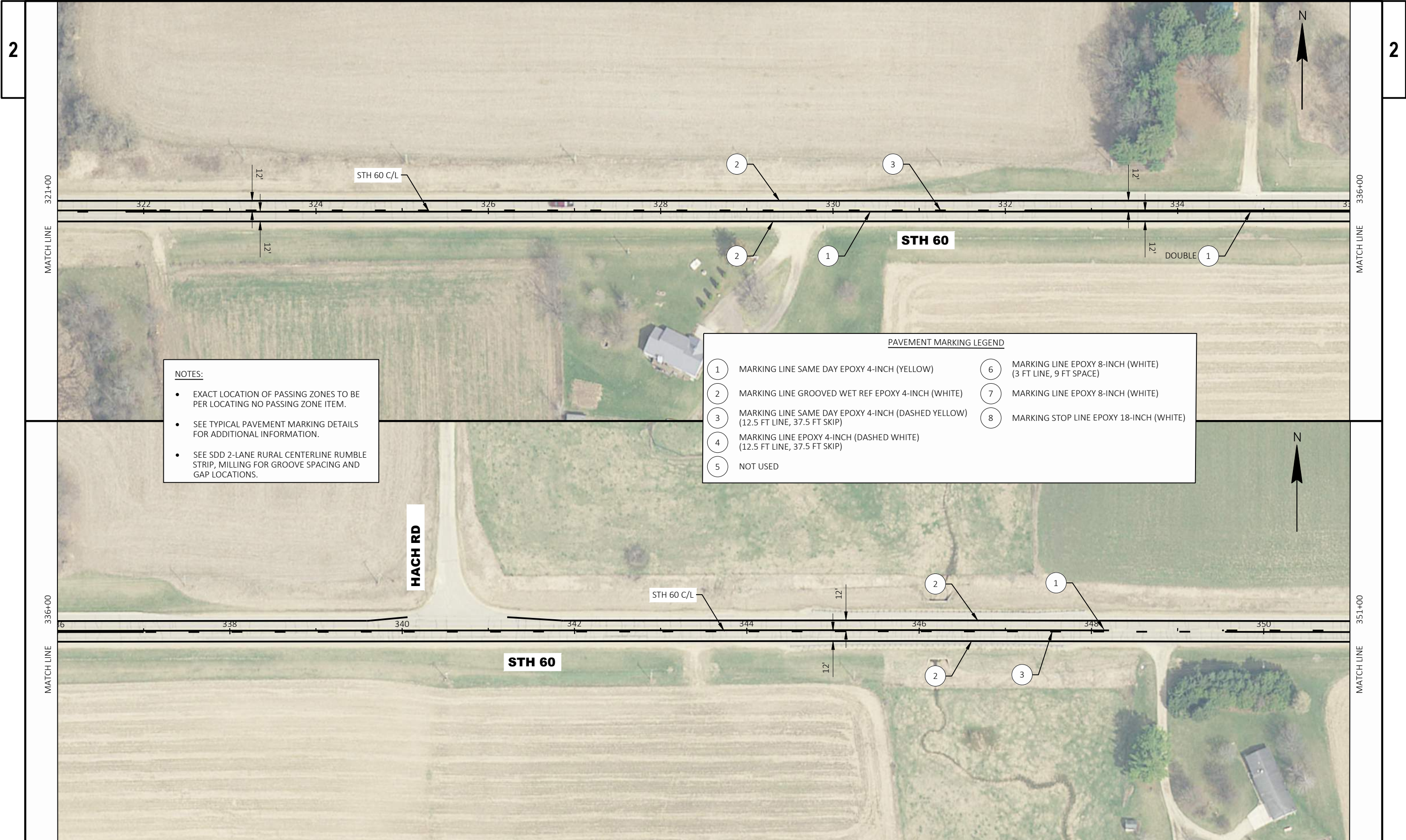
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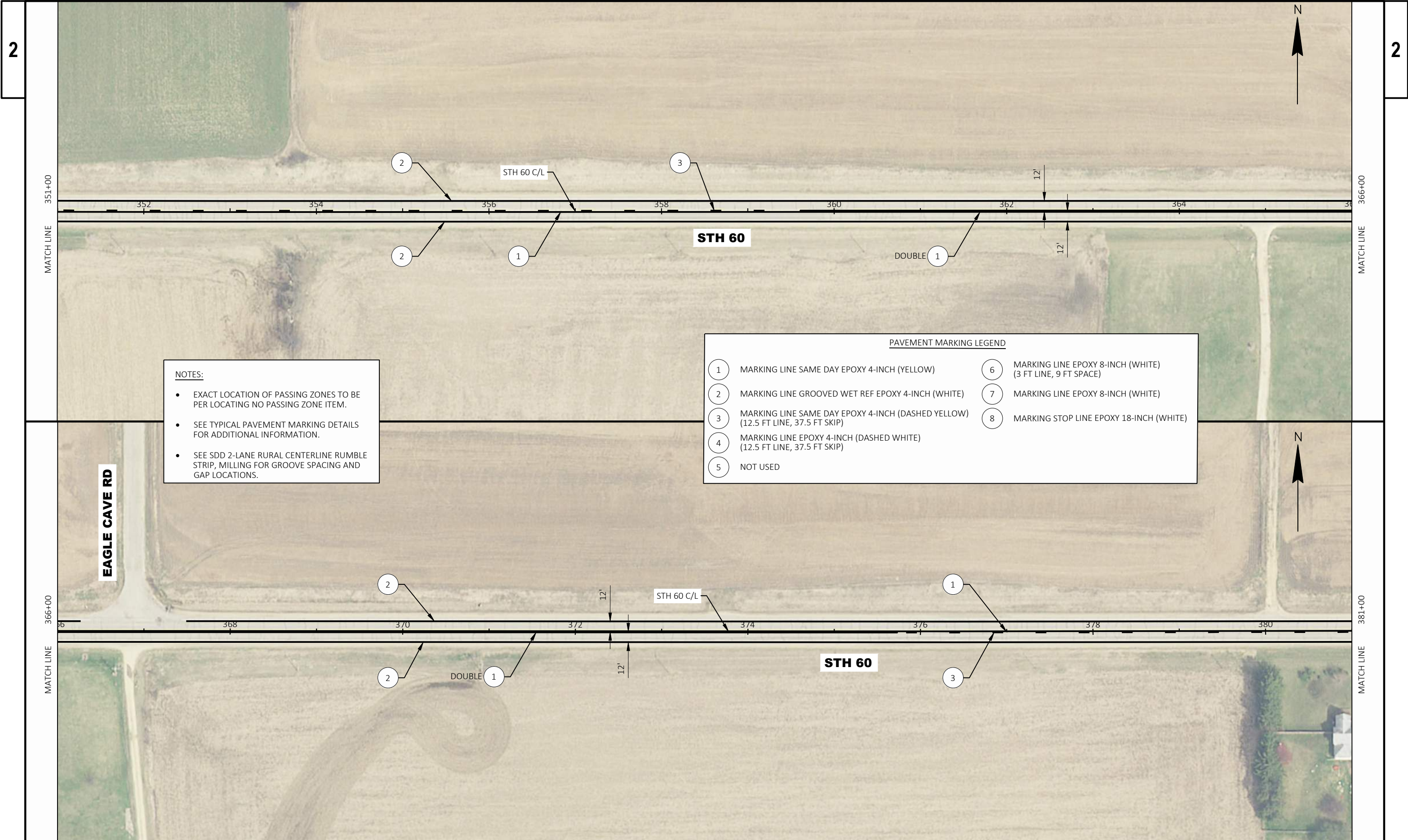
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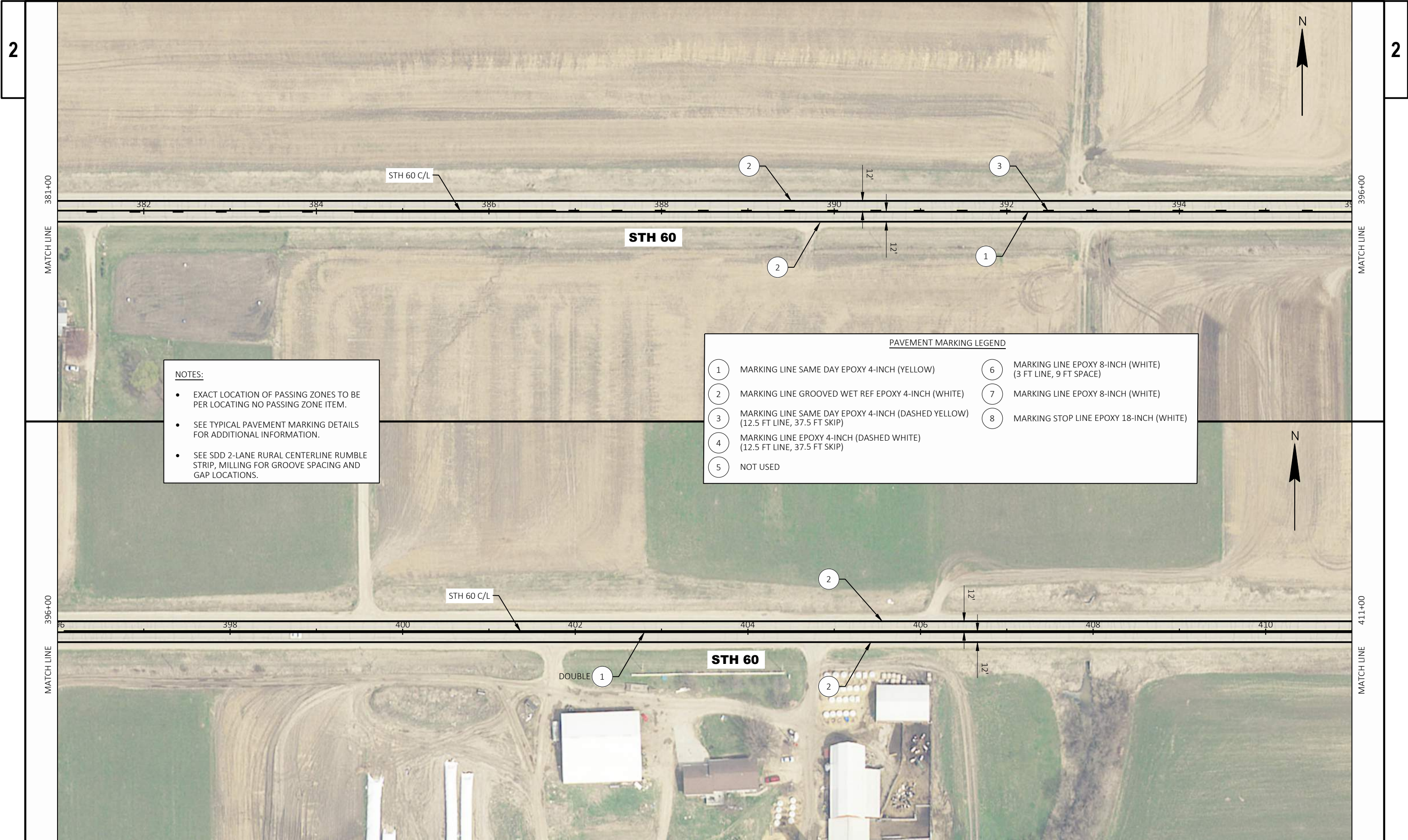
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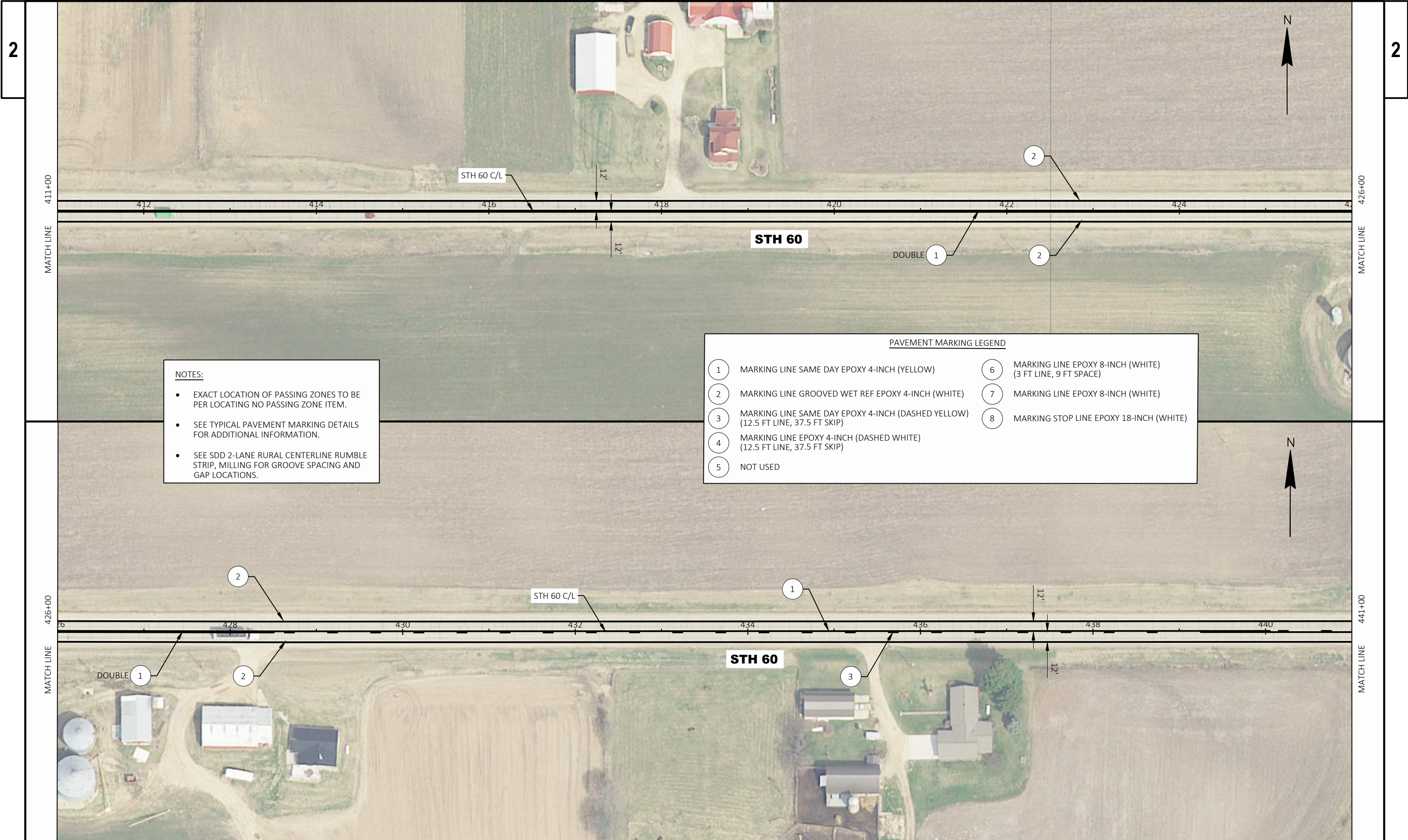
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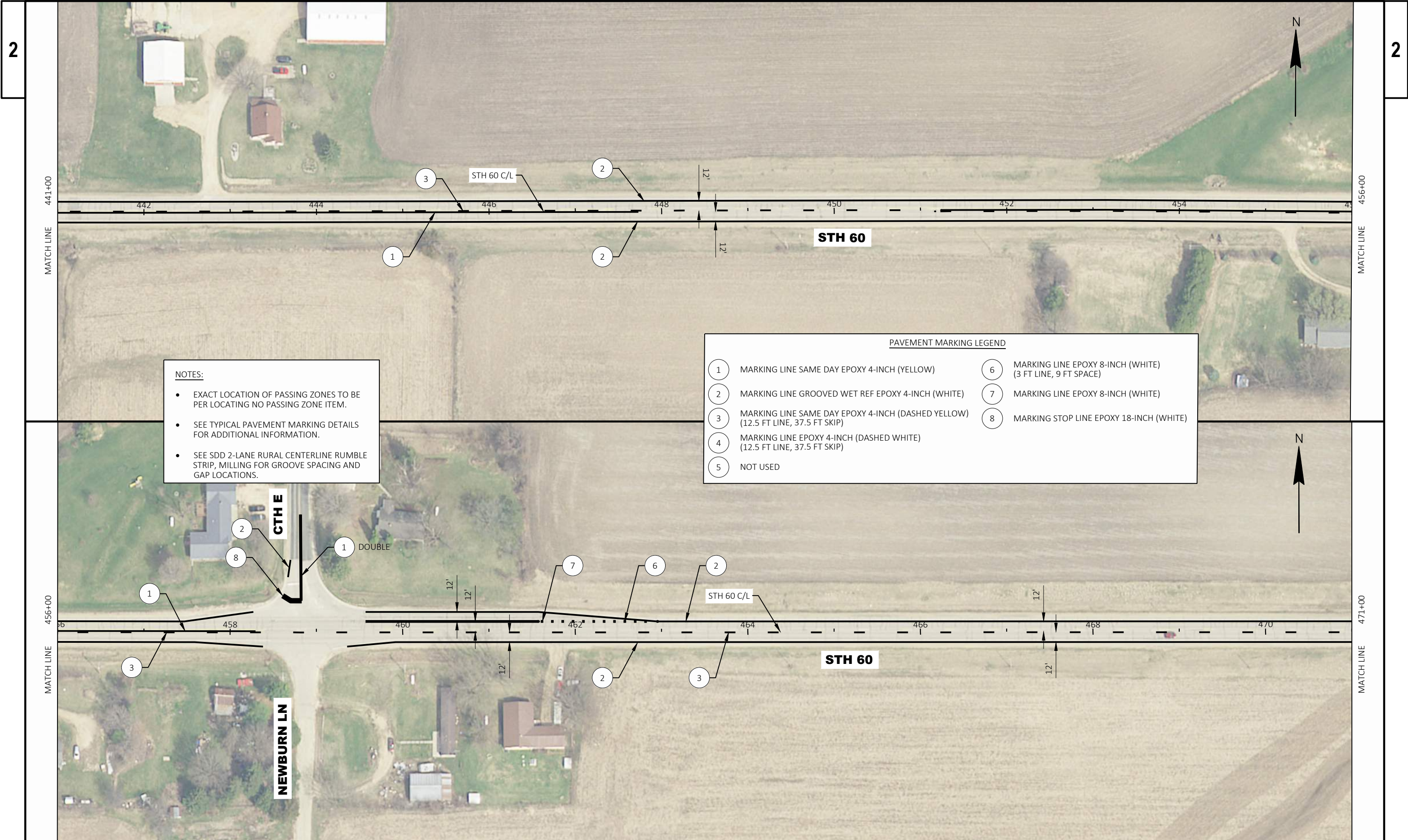
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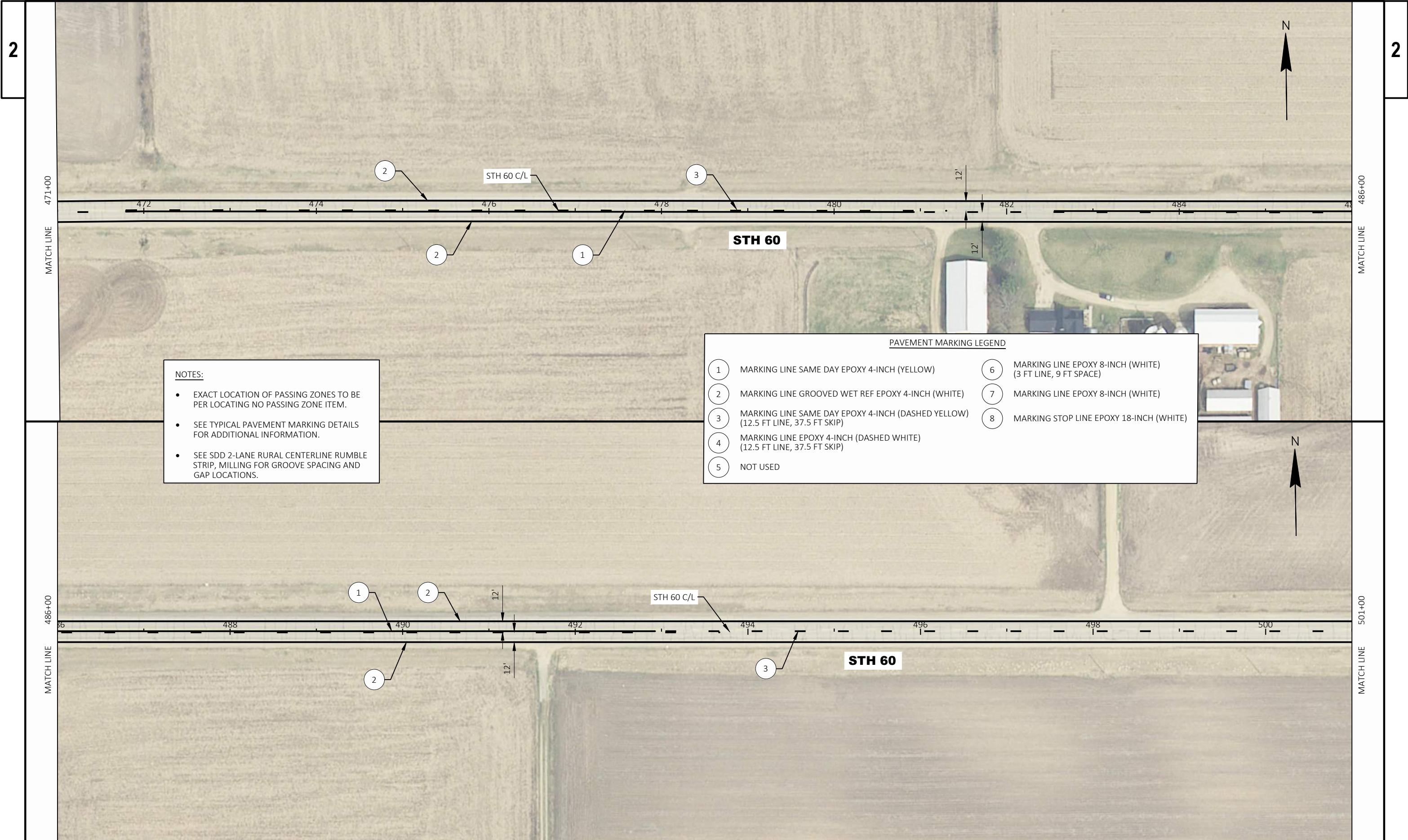
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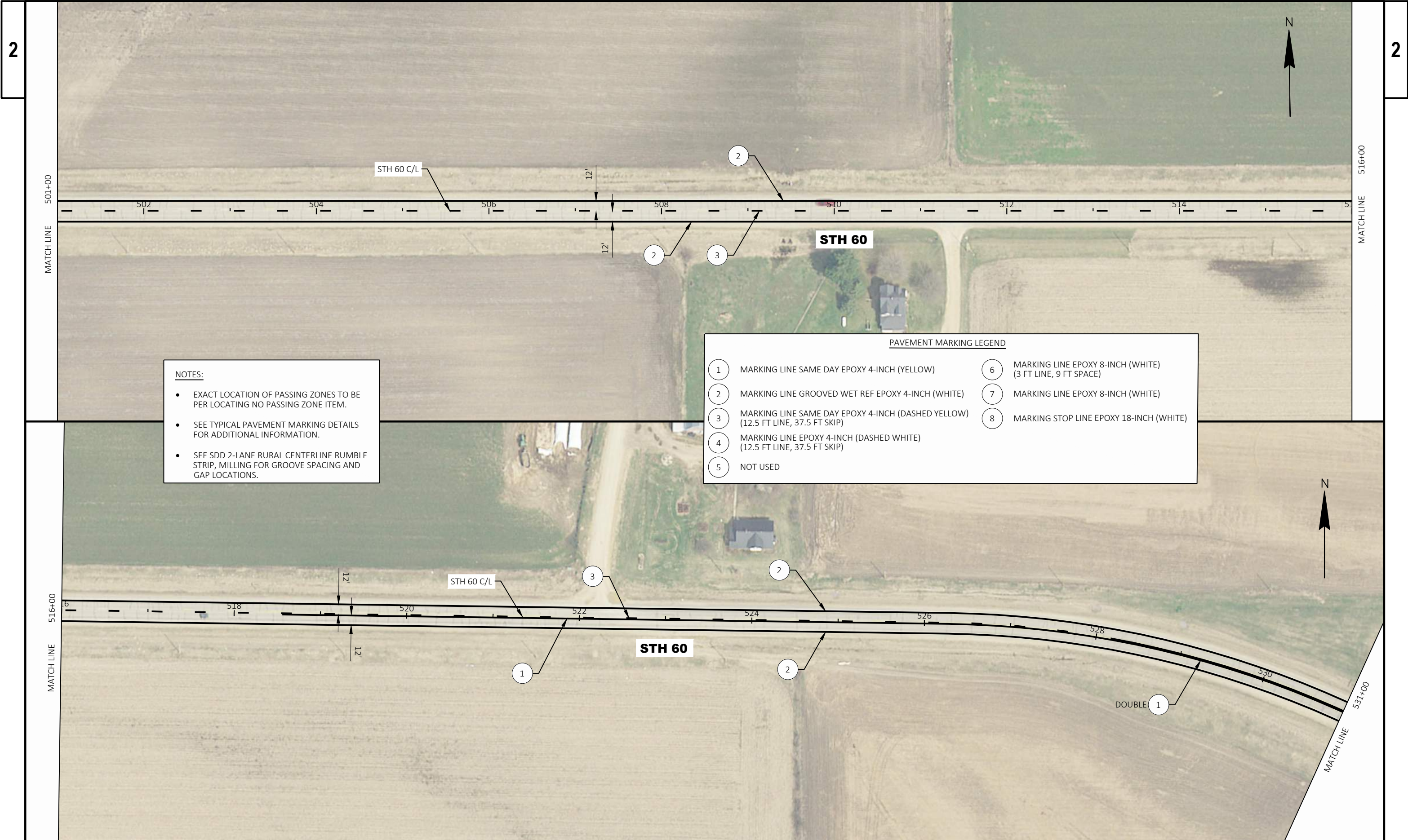
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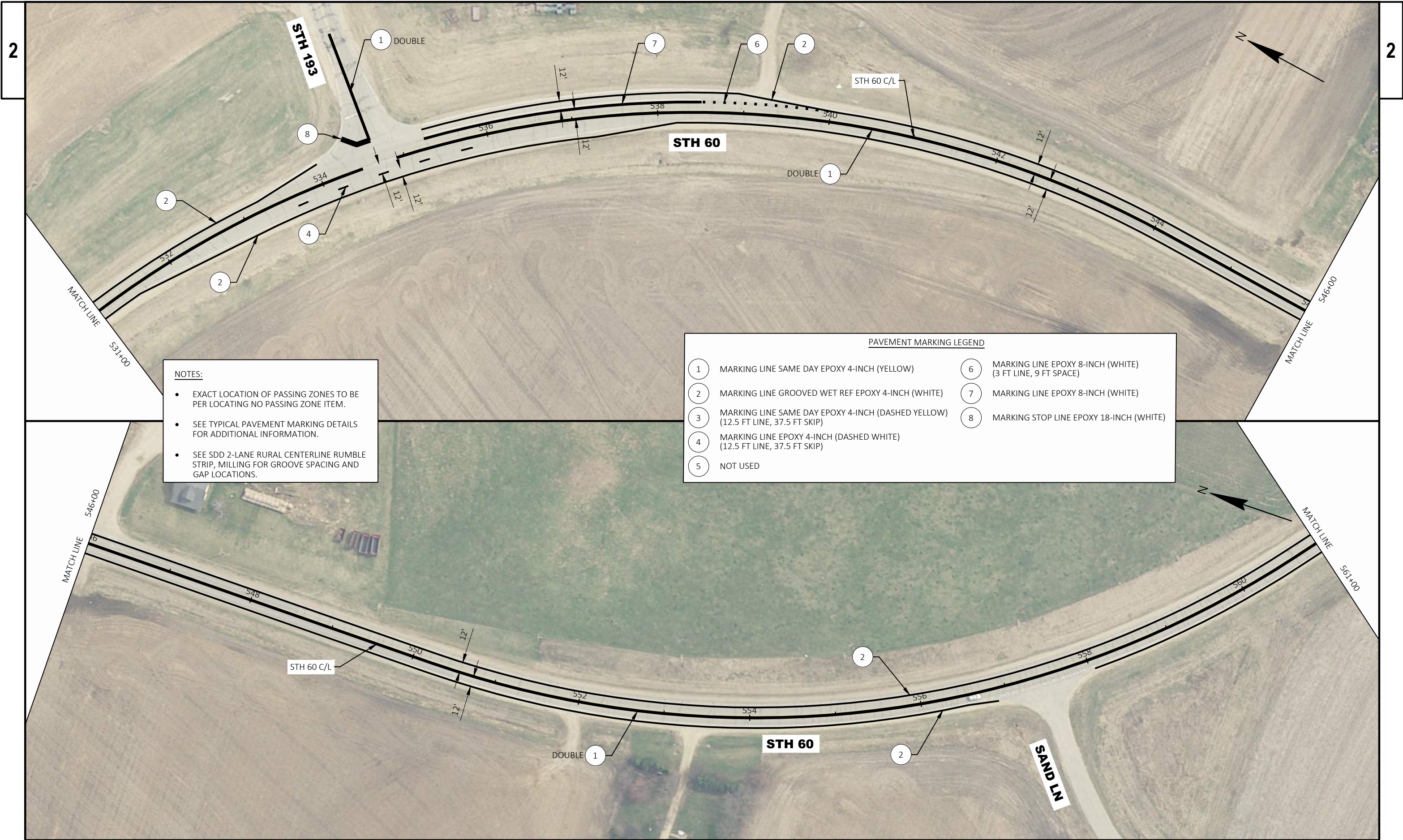
- NOTES:**
- EXACT LOCATION OF PASSING ZONES TO BE PER LOCATING NO PASSING ZONE ITEM.
 - SEE TYPICAL PAVEMENT MARKING DETAILS FOR ADDITIONAL INFORMATION.
 - SEE SDD 2-LANE RURAL CENTERLINE RUMBLE STRIP, MILLING FOR GROOVE SPACING AND GAP LOCATIONS.

PAVEMENT MARKING LEGEND			
1	MARKING LINE SAME DAY EPOXY 4-INCH (YELLOW)	6	MARKING LINE EPOXY 8-INCH (WHITE) (3 FT LINE, 9 FT SPACE)
2	MARKING LINE GROOVED WET REF EPOXY 4-INCH (WHITE)	7	MARKING LINE EPOXY 8-INCH (WHITE)
3	MARKING LINE SAME DAY EPOXY 4-INCH (DASHED YELLOW) (12.5 FT LINE, 37.5 FT SKIP)	8	MARKING STOP LINE EPOXY 18-INCH (WHITE)
4	MARKING LINE EPOXY 4-INCH (DASHED WHITE) (12.5 FT LINE, 37.5 FT SKIP)		
5	NOT USED		



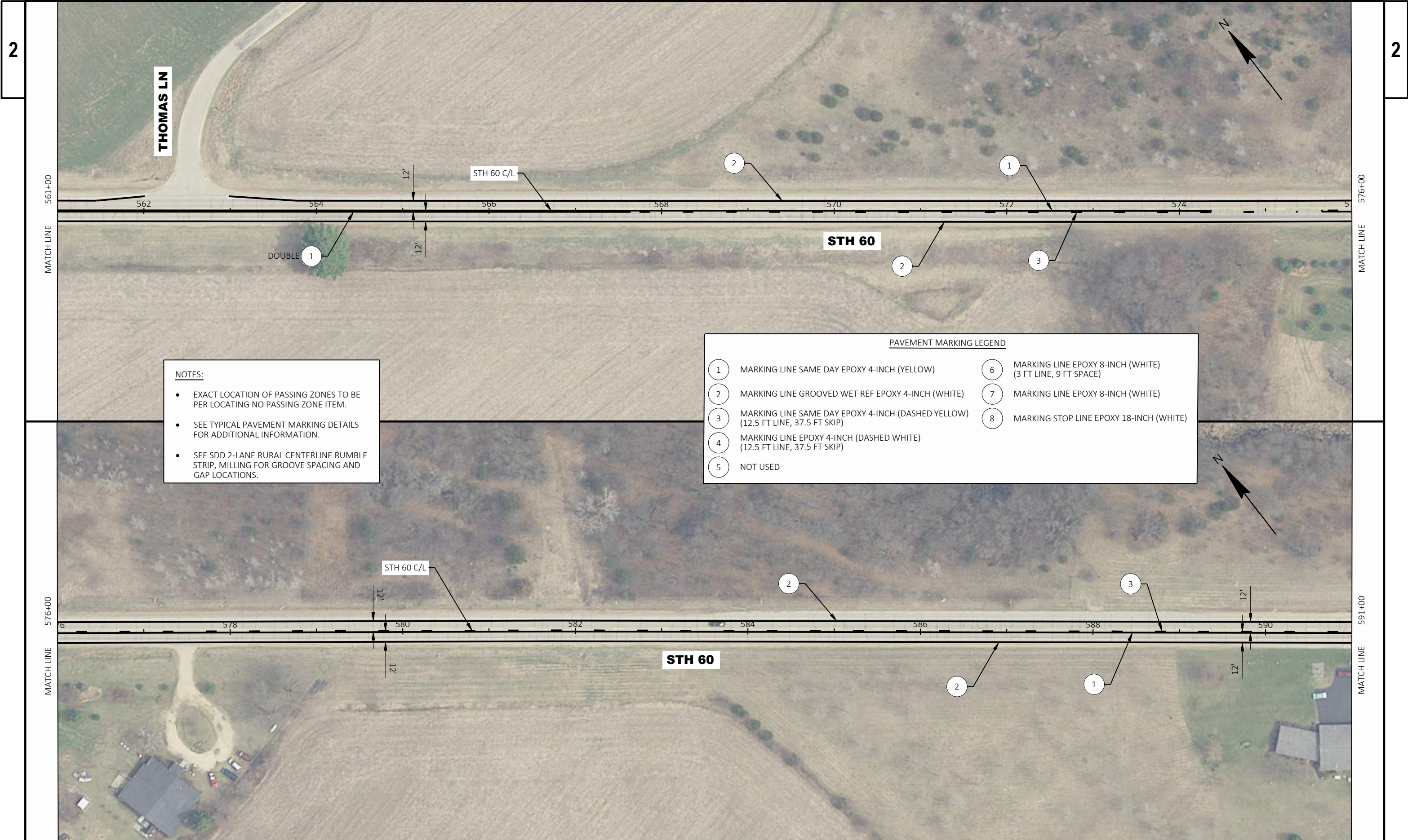
- NOTES:**
- EXACT LOCATION OF PASSING ZONES TO BE PER LOCATING NO PASSING ZONE ITEM.
 - SEE TYPICAL PAVEMENT MARKING DETAILS FOR ADDITIONAL INFORMATION.
 - SEE SDD 2-LANE RURAL CENTERLINE RUMBLE STRIP, MILLING FOR GROOVE SPACING AND GAP LOCATIONS.

PAVEMENT MARKING LEGEND			
1	MARKING LINE SAME DAY EPOXY 4-INCH (YELLOW)	6	MARKING LINE EPOXY 8-INCH (WHITE) (3 FT LINE, 9 FT SPACE)
2	MARKING LINE GROOVED WET REF EPOXY 4-INCH (WHITE)	7	MARKING LINE EPOXY 8-INCH (WHITE)
3	MARKING LINE SAME DAY EPOXY 4-INCH (DASHED YELLOW) (12.5 FT LINE, 37.5 FT SKIP)	8	MARKING STOP LINE EPOXY 18-INCH (WHITE)
4	MARKING LINE EPOXY 4-INCH (DASHED WHITE) (12.5 FT LINE, 37.5 FT SKIP)		
5	NOT USED		



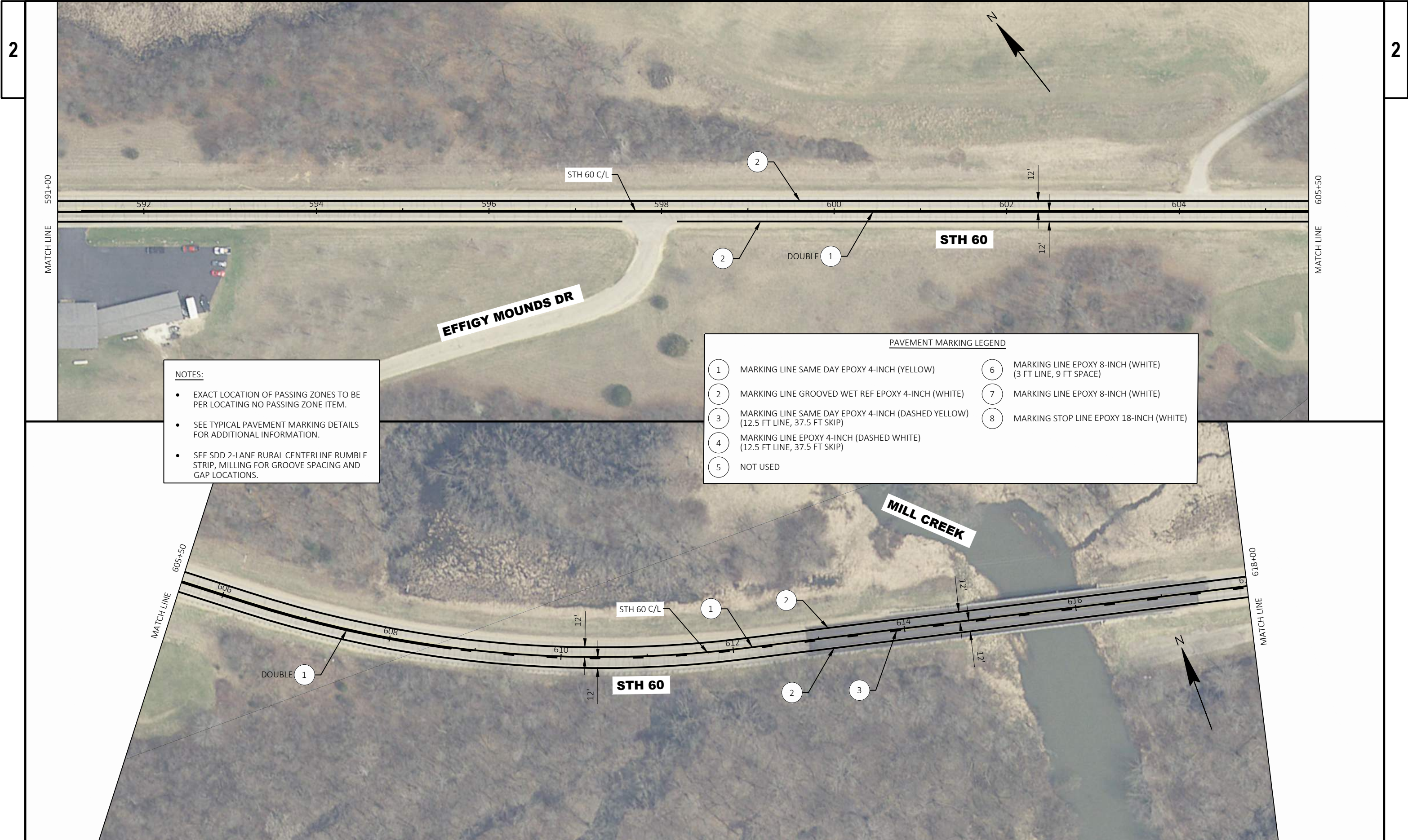
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- EXACT LOCATION OF PASSING ZONES TO BE PER LOCATING NO PASSING ZONE ITEM.
 - SEE TYPICAL PAVEMENT MARKING DETAILS FOR ADDITIONAL INFORMATION.
 - SEE SDD 2-LANE RURAL CENTERLINE RUMBLE STRIP, MILLING FOR GROOVE SPACING AND GAP LOCATIONS.

PAVEMENT MARKING LEGEND			
1	MARKING LINE SAME DAY EPOXY 4-INCH (YELLOW)	6	MARKING LINE EPOXY 8-INCH (WHITE) (3 FT LINE, 9 FT SPACE)
2	MARKING LINE GROOVED WET REF EPOXY 4-INCH (WHITE)	7	MARKING LINE EPOXY 8-INCH (WHITE)
3	MARKING LINE SAME DAY EPOXY 4-INCH (DASHED YELLOW) (12.5 FT LINE, 37.5 FT SKIP)	8	MARKING STOP LINE EPOXY 18-INCH (WHITE)
4	MARKING LINE EPOXY 4-INCH (DASHED WHITE) (12.5 FT LINE, 37.5 FT SKIP)		
5	NOT USED		



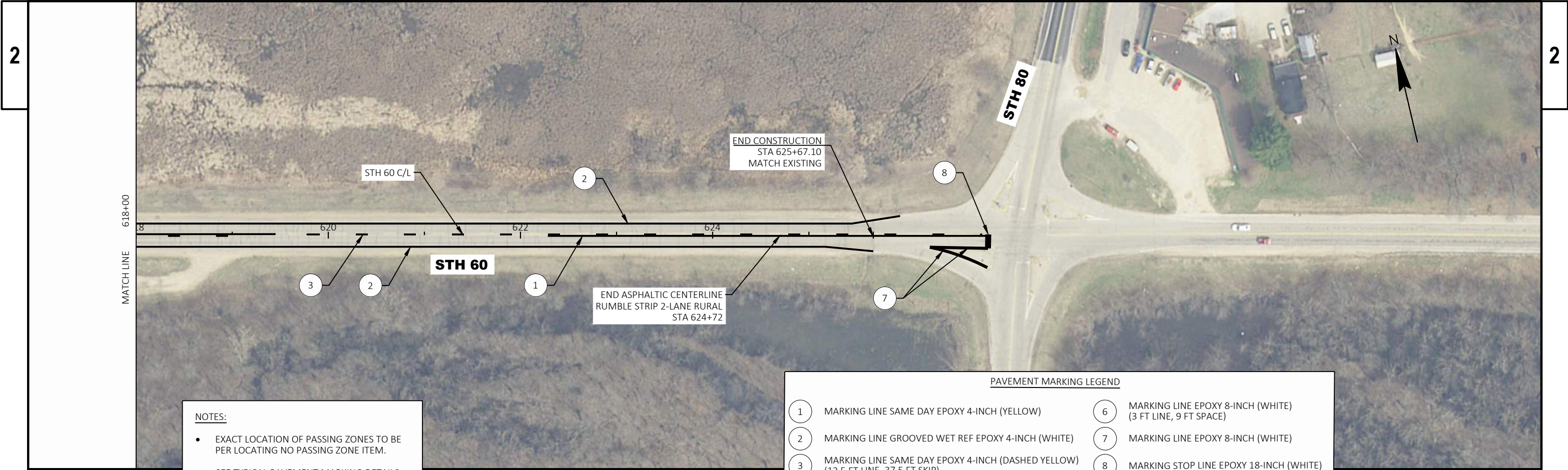
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- EXACT LOCATION OF PASSING ZONES TO BE PER LOCATING NO PASSING ZONE ITEM.
 - SEE TYPICAL PAVEMENT MARKING DETAILS FOR ADDITIONAL INFORMATION.
 - SEE SDD 2-LANE RURAL CENTERLINE RUMBLE STRIP, MILLING FOR GROOVE SPACING AND GAP LOCATIONS.

PAVEMENT MARKING LEGEND			
1	MARKING LINE SAME DAY EPOXY 4-INCH (YELLOW)	6	MARKING LINE EPOXY 8-INCH (WHITE) (3 FT LINE, 9 FT SPACE)
2	MARKING LINE GROOVED WET REF EPOXY 4-INCH (WHITE)	7	MARKING LINE EPOXY 8-INCH (WHITE)
3	MARKING LINE SAME DAY EPOXY 4-INCH (DASHED YELLOW) (12.5 FT LINE, 37.5 FT SKIP)	8	MARKING STOP LINE EPOXY 18-INCH (WHITE)
4	MARKING LINE EPOXY 4-INCH (DASHED WHITE) (12.5 FT LINE, 37.5 FT SKIP)		
5	NOT USED		



- NOTES:**
- EXACT LOCATION OF PASSING ZONES TO BE PER LOCATING NO PASSING ZONE ITEM.
 - SEE TYPICAL PAVEMENT MARKING DETAILS FOR ADDITIONAL INFORMATION.
 - SEE SDD 2-LANE RURAL CENTERLINE RUMBLE STRIP, MILLING FOR GROOVE SPACING AND GAP LOCATIONS.

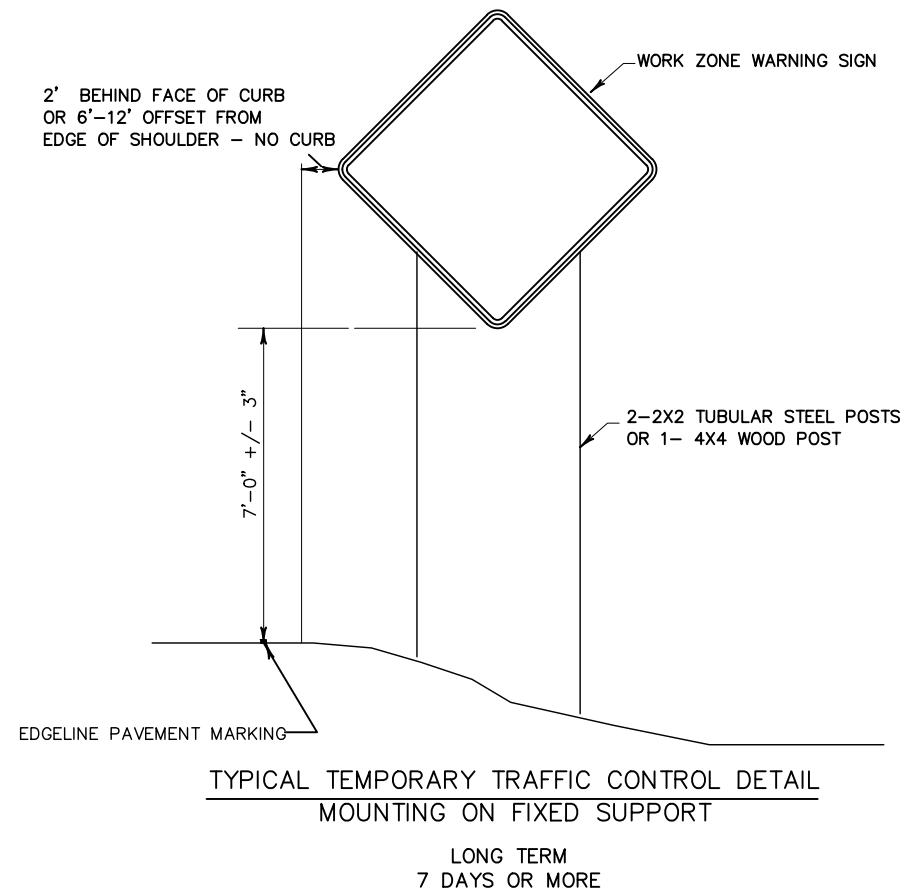
PAVEMENT MARKING LEGEND			
1	MARKING LINE SAME DAY EPOXY 4-INCH (YELLOW)	6	MARKING LINE EPOXY 8-INCH (WHITE) (3 FT LINE, 9 FT SPACE)
2	MARKING LINE GROOVED WET REF EPOXY 4-INCH (WHITE)	7	MARKING LINE EPOXY 8-INCH (WHITE)
3	MARKING LINE SAME DAY EPOXY 4-INCH (DASHED YELLOW) (12.5 FT LINE, 37.5 FT SKIP)	8	MARKING STOP LINE EPOXY 18-INCH (WHITE)
4	MARKING LINE EPOXY 4-INCH (DASHED WHITE) (12.5 FT LINE, 37.5 FT SKIP)		
5	NOT USED		



- NOTES:**
- EXACT LOCATION OF PASSING ZONES TO BE PER LOCATING NO PASSING ZONE ITEM.
 - SEE TYPICAL PAVEMENT MARKING DETAILS FOR ADDITIONAL INFORMATION.
 - SEE SDD 2-LANE RURAL CENTERLINE RUMBLE STRIP, MILLING FOR GROOVE SPACING AND GAP LOCATIONS.

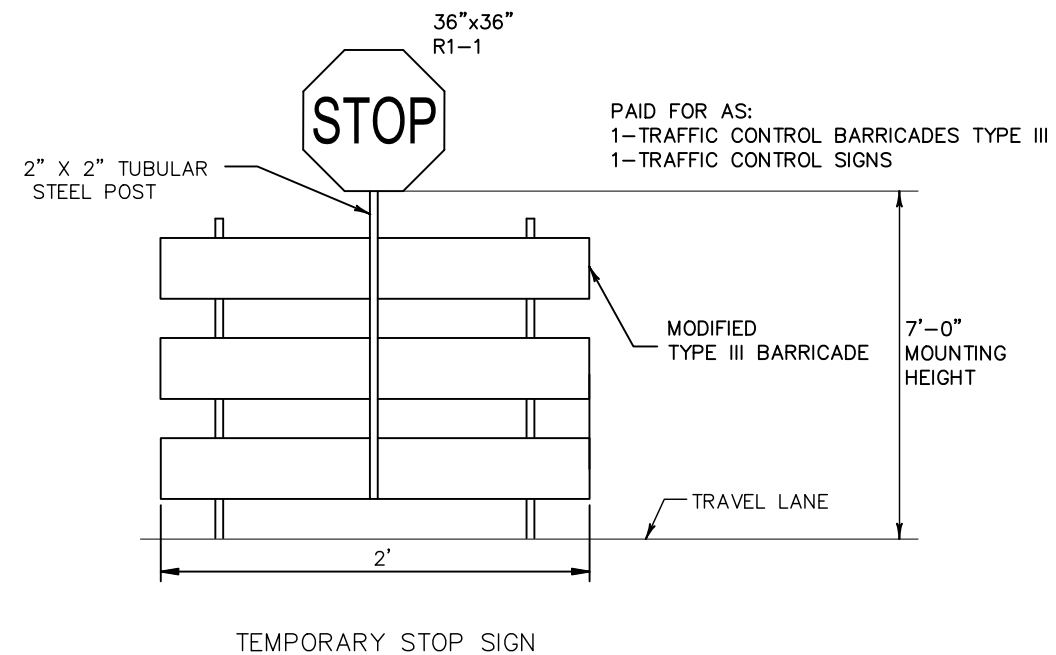
PAVEMENT MARKING LEGEND			
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2	MARKING LINE GROOVED WET REF EPOXY 4-INCH (WHITE)	7	MARKING LINE EPOXY 8-INCH (WHITE)
3	MARKING LINE SAME DAY EPOXY 4-INCH (DASHED YELLOW) (12.5 FT LINE, 37.5 FT SKIP)	8	MARKING STOP LINE EPOXY 18-INCH (WHITE)
4	MARKING LINE EPOXY 4-INCH (DASHED WHITE) (12.5 FT LINE, 37.5 FT SKIP)		
5	NOT USED		

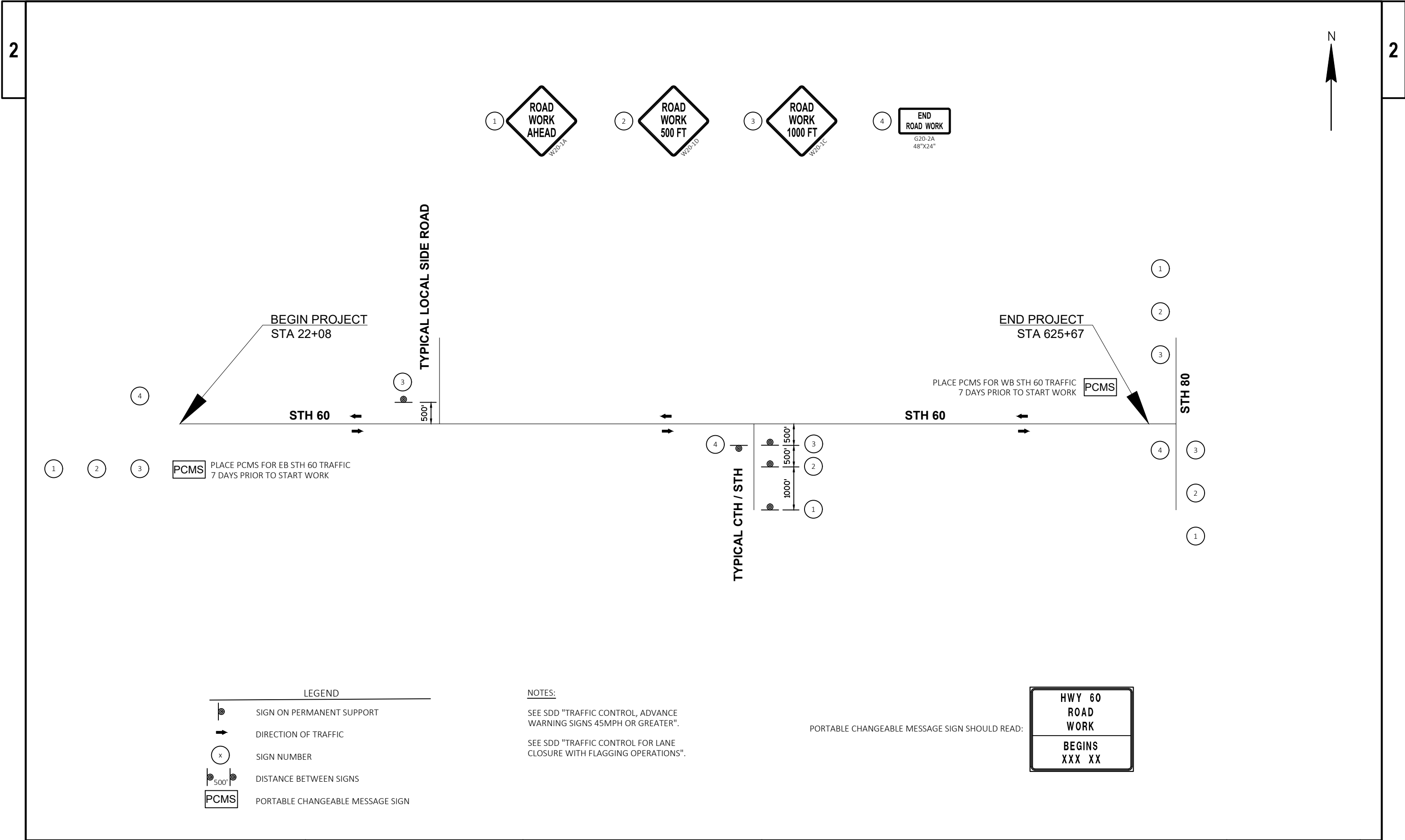
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GENERAL NOTES FOR TRAFFIC CONTROL

1. PCMS SHALL BE IN PLACE 7 CALENDAR DAYS PRIOR TO ANY ROAD WORK.
2. STH 60 SHALL BE OPEN TO TWO-WAY TRAFFIC AT ALL TIMES EXCEPT THROUGH THE WORK ZONE.
3. SEE SDD " TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATIONS" FOR MILL AND OVERLAY OPERATIONS.
4. SIGN LOCATIONS ARE APPROXIMATE. THE ACTUAL LOCATION SPACING MAY BE ADJUSTED AS DIRECTED BY THE ENGINEER TO MEET FIELD CONDITIONS.
5. "WO" SIGNS ARE THE SAME AS "W" SIGNS EXCEPT THE BACKGROUND IS REFLECTIVE ORANGE.
6. ALL TRAFFIC CONTROL SIGNS SHALL BE 48" X 48" UNLESS OTHERWISE NOTED IN THE PLANS.





LEGEND	
	SIGN ON PERMANENT SUPPORT
	DIRECTION OF TRAFFIC
	SIGN NUMBER
	DISTANCE BETWEEN SIGNS
	PORTABLE CHANGEABLE MESSAGE SIGN

NOTES:

SEE SDD "TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45MPH OR GREATER".

SEE SDD "TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATIONS".

PORTABLE CHANGEABLE MESSAGE SIGN SHOULD READ:



Estimate Of Quantities

5190-00-70

Line	Item	Item Description	Unit	Total	Qty
0002	204.0105	Removing Pavement Butt Joints	SY	1,330.000	1,330.000
0004	204.0120	Removing Asphaltic Surface Milling	SY	216,240.000	216,240.000
0006	211.0100	Prepare Foundation for Asphaltic Paving (project) 01. 5190-00-70	LS	1.000	1.000
0008	213.0100	Finishing Roadway (project) 01. 5190-00-70	EACH	1.000	1.000
0010	305.0110	Base Aggregate Dense 3/4-Inch	TON	7,830.000	7,830.000
0012	455.0605	Tack Coat	GAL	30,280.000	30,280.000
0014	460.0105.S	HMA Percent Within Limits (PWL) Test Strip Volumetrics	EACH	2.000	2.000
0016	460.0110.S	HMA Percent Within Limits (PWL) Test Strip Density	EACH	2.000	2.000
0018	460.2005	Incentive Density PWL HMA Pavement	DOL	40,217.000	40,217.000
0020	460.2007	Incentive Density HMA Pavement Longitudinal Joints	DOL	96,232.000	96,232.000
0022	460.2010	Incentive Air Voids HMA Pavement	DOL	54,230.000	54,230.000
0024	460.5223	HMA Pavement 3 LT 58-28 S	TON	31,900.000	31,900.000
0026	460.5224	HMA Pavement 4 LT 58-28 S	TON	22,330.000	22,330.000
0028	465.0110	Asphaltic Surface Patching	TON	970.000	970.000
0030	465.0475	Asphalt Centerline Rumble Strips 2-Lane Rural	LF	49,960.000	49,960.000
0032	619.1000	Mobilization	EACH	1.000	1.000
0034	624.0100	Water	MGAL	80.000	80.000
0036	625.0100	Topsoil	SY	500.000	500.000
0038	627.0200	Mulching	SY	500.000	500.000
0040	628.7015	Inlet Protection Type C	EACH	5.000	5.000
0042	629.0210	Fertilizer Type B	CWT	0.300	0.300
0044	630.0130	Seeding Mixture No. 30	LB	9.000	9.000
0046	634.0618	Posts Wood 4x6-Inch X 18-FT	EACH	5.000	5.000
0048	637.2210	Signs Type II Reflective H	SF	20.000	20.000
0050	637.2230	Signs Type II Reflective F	SF	20.000	20.000
0052	638.2102	Moving Signs Type II	EACH	5.000	5.000
0054	638.3000	Removing Small Sign Supports	EACH	5.000	5.000
0056	642.5001	Field Office Type B	EACH	1.000	1.000
0058	643.0300	Traffic Control Drums	DAY	1,450.000	1,450.000
0060	643.0420	Traffic Control Barricades Type III	DAY	1,450.000	1,450.000
0062	643.0900	Traffic Control Signs	DAY	1,450.000	1,450.000
0064	643.1050	Traffic Control Signs PCMS	DAY	14.000	14.000
0066	643.5000	Traffic Control	EACH	1.000	1.000
0068	646.1020	Marking Line Epoxy 4-Inch	LF	70.000	70.000
0070	646.1040	Marking Line Grooved Wet Ref Epoxy 4-Inch	LF	118,110.000	118,110.000
0072	646.3020	Marking Line Epoxy 8-Inch	LF	1,830.000	1,830.000
0074	646.4520	Marking Line Same Day Epoxy 4-Inch	LF	79,850.000	79,850.000
0076	646.6120	Marking Stop Line Epoxy 18-Inch	LF	210.000	210.000
0078	648.0100	Locating No-Passing Zones	MI	12.000	12.000
0080	649.0105	Temporary Marking Line Paint 4-Inch	LF	159,695.000	159,695.000
0082	649.0120	Temporary Marking Line Epoxy 4-Inch	LF	60,150.000	60,150.000
0084	650.8000	Construction Staking Resurfacing Reference 01. 5190-00-70	LF	60,150.000	60,150.000
0086	650.9910	Construction Staking Supplemental Control (project) 01. 5190-00-70	LS	1.000	1.000
0088	690.0150	Sawing Asphalt	LF	1,060.000	1,060.000
0090	740.0440	Incentive IRI Ride	DOL	22,782.000	22,782.000
0092	ASP.1T0A	On-the-Job Training Apprentice at \$5.00/HR	HRS	2,000.000	2,000.000
0094	ASP.1T0G	On-the-Job Training Graduate at \$5.00/HR	HRS	4,320.000	4,320.000
0096	SPV.0060	Special 01. Verify Landmark Reference Monuments	EACH	21.000	21.000
0098	SPV.0180	Special 01. Removing Distressed Pavement Milling	SY	10,800.000	10,800.000

REMOVING ASPHALTIC SURFACE

		204.0115 REMOVING ASPHALTIC SURFACE BUTT JOINTS		204.0120 REMOVING ASPHALTIC SURFACE MILLING	
STATION	TC	STATION	SY	STATION	SY
22+08	-	81+25	256	22+08	22,106
81+25	-	141+00	114	81+25	21,284
141+00	-	201+00	0	141+00	20,878
201+00	-	261+00	277	201+00	23,640
261+00	-	321+00	165	261+00	21,720
321+00	-	381+00	101	321+00	21,091
381+00	-	441+00	0	381+00	20,106
441+00	-	501+00	108	441+00	21,086
501+00	-	561+00	141	501+00	21,869
561+00	-	618+00	100	561+00	19,890
618+00	-	625+67	68	618+00	2,570
TOTALS			1,330	TOTALS	216,240

BASE AGGREGATE DENSE

		305.0110 BASE AGGREGATE DENSE 3/4-INCH		624.0100 WATER	
STATION	TC	STATION	TON	STATION	MGAL
22+08	-	81+25	767	22+08	8
81+25	-	141+00	775	81+25	8
141+00	-	201+00	778	141+00	8
201+00	-	261+00	778	201+00	8
261+00	-	321+00	778	261+00	8
321+00	-	381+00	778	321+00	8
381+00	-	441+00	778	381+00	8
441+00	-	501+00	778	441+00	8
501+00	-	561+00	778	501+00	8
561+00	-	618+00	739	561+00	7
618+00	-	625+67	100	618+00	1
TOTALS			7,830	TOTALS	80

HMA PAVEMENT

		455.0605 TACK COAT GAL		460.5223 HMA PAVEMENT 3 LT 58-28 S TON		460.5224 HMA PAVEMENT 4 LT 58-28 S TON		465.0110* ASPHALTIC SURFACE PATCHING TON	
STATION	TC	STATION	GAL	STATION	TON	STATION	TON	STATION	TON
22+08	-	81+25	3095	22+08	3261	22+08	2282	22+08	---
81+25	-	141+00	2980	81+25	3139	81+25	2198	81+25	---
141+00	-	201+00	2923	141+00	3080	141+00	2156	141+00	---
201+00	-	261+00	3310	201+00	3487	201+00	2441	201+00	---
261+00	-	321+00	3041	261+00	3204	261+00	2243	261+00	---
321+00	-	381+00	2953	321+00	3111	321+00	2178	321+00	---
381+00	-	441+00	2815	381+00	2966	381+00	2076	381+00	---
441+00	-	501+00	2952	441+00	3110	441+00	2177	441+00	---
501+00	-	561+00	3062	501+00	3226	501+00	2258	501+00	---
561+00	-	618+00	2785	561+00	2934	561+00	2054	561+00	---
618+00	-	625+67	360	618+00	379	618+00	265	618+00	---
UNDISTRIBUTED			---	UNDISTRIBUTED	----	UNDISTRIBUTED	----	UNDISTRIBUTED	970
TOTALS			30,280	TOTALS	31,900	TOTALS	22,330	TOTALS	970

* TO BE USED FOR MINOR REPAIRS AND RAMPING AS DIRECTED BY THE FIELD ENGINEER AFTER MILLING OPERATION IS COMPLETED.

HMA PWL TEST STRIP

		460.0105.S HMA PERCENT WITHIN LIMITS (PWL) TEST STRIP VOLUMETRICS EACH		460.0110.S HMA PERCENT WITHIN LIMITS (PWL) TEST STRIP DENSITY EACH	
STATION	TC	STATION	LOCATION	STATION	LOCATION
22+08	-	625+67	STH 60	22+08	STH 60
TOTALS				TOTALS	

PWL MIXTURE USE TABLE

The following acceptance criteria are applicable for this project:

LOCATION	STATION	MIXTURE USE	UNDERLYING SURFACE	BID ITEM	TONS	THICKNESS	QUALITY MANAGEMENT PROGRAM TO BE USED FOR:	
							MIXTURE ACCEPTANCE	DENSITY ACCEPTANCE
2-12 FOOT DRIVING LANES	22+08 - 625+67	LOWER LAYER	MILLED EXISTING HMA PAVEMENT	3 LT 58-28 S	23,657	2 ½"	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	INCENTIVE DENSITY PWL HMA PAVEMENT 460.2005
2-12 FOOT DRIVING LANES	22+08 - 625+67	UPPER LAYER	3 LT 58-28 S	4 LT 58-28 S	16,560	1¾"	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	INCENTIVE DENSITY PWL HMA PAVEMENT 460.2005
TURN LANES, BYPASS LANES & SHOULDERS	22+08 - 625+67	LOWER LAYER	MILLED EXISTING HMA PAVEMENT	3 LT 58-28 S	8,243	2 ½"	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	ACCEPTANCE TESTING BY THE DEPARTMENT; NOT ELEGIBLE FOR INCENTIVE
TURN LANES, BYPASS LANES & SHOULDERS	22+08 - 625+67	UPPER LAYER	3 LT 58-28 S	4 LT 58-28 S	5,770	1¾"	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	ACCEPTANCE TESTING BY THE DEPARTMENT; NOT ELEGIBLE FOR INCENTIVE

3

RUMBLE STRIPS

465.0475			
ASPHALT CENTERLINE RUMBLE STRIPS 2-LANE RURAL			
STATION	TO	STATION	LF
22+08	-	81+25	4215
81+25	-	141+00	4775
141+00	-	201+00	4749
201+00	-	261+00	4000
261+00	-	321+00	4736
321+00	-	381+00	5200
381+00	-	441+00	6000
441+00	-	501+00	5600
501+00	-	561+00	5200
561+00	-	618+00	4806
618+00	-	625+67	672
TOTALS			49,960

TRAFFIC CONTROL

				643.0300	643.0420	643.0900	643.1050	643.5000
				TRAFFIC CONTROL		TRAFFIC CONTROL		TRAFFIC CONTROL
				DRUMS	BARRICADES TYPE	TRAFFIC	TRAFFIC CONTROL	
				DAY	III	CONTROL SIGNS	SIGNS PCMS	EACH
STATION	TC	STATION	LOCATION	DAY	DAY	DAY	DAY	
22+08	-	625+67	STH 60	1,450	1,450	1,450	14	1
TOTALS				1,450	1,450	1,450	14	1

3

RESTORATION

				625.0100	627.0200	629.0210	630.0130	
				TOPSOIL	MULCHING	FERTILIZER	SEEDING	
				SY	SY	TYPE B	MIXTURE NO. 30	
						CWT	LB	REMARKS
STATION	TC	STATION	LOCATION	SY	SY	CWT	LB	
22+08	-	625+67	STH 60	500	500	0.3	9	UNDISTRIBUTED
TOTALS				500	500	0.3	9	

INLET PROTECTION

628.7015					
INLET PROTECTION TYPE C					
STATION	TC	STATION	LOCATION	EACH	REMARKS
22+08	-	625+67	STH 60	5	UNDISTRIBUTED
TOTALS				5	

PAVEMENT MARKINGS

				646.1020	646.1040	646.3020	646.4520	646.6120	649.0105	649.0120*
				MARKING LINE		MARKING LINE		MARKING STOP	TEMPORARY	TEMPORARY
				GROOVED WET		EPOXY 4-INCH		LINE EPOXY 18-	MARKING LINE	MARKING LINE
				EPOXY 4-INCH		EPOXY 8-INCH		INCH	PAINT 4-INCH	EPOXY 4-INCH
STATION	TC	STATION	LF	LF	LF	LF	LF	LF	LF	LF
22+08	-	81+25	---	11,539	377	5,795	55	11,590	---	---
81+25	-	141+00	---	11,748	---	4,269	---	8,539	---	---
141+00	-	201+00	---	11,782	---	5,019	---	10,038	---	---
201+00	-	261+00	---	11,217	487	12,400	55	24,800	---	---
261+00	-	321+00	---	11,723	236	10,212	25	20,425	---	---
321+00	-	381+00	---	11,761	---	8,966	---	17,932	---	---
381+00	-	441+00	---	12,000	---	10,167	---	20,335	---	---
441+00	-	501+00	---	11,775	235	5,079	25	10,157	---	---
501+00	-	561+00	70	11,756	366	8,323	36	16,647	---	---
561+00	-	618+00	---	11,239	---	8,795	---	17,589	---	---
618+00	-	625+67	---	1,562	124	823	14	1,646	---	---
MAINLINE TEMP DBL YELLOW			---	---	---	---	---	---		60,150
TOTALS			70	118,110	1,830	79,850	210	159,695		60,150

*TO BE USED ON HMA UPPER LAYER BEFORE CENTERLINE RUMBLE STRIPS PLACEMENT OR AS DIRECTED BY THE FIELD ENGINEER.

PROJECT NO: 5190-00-70

HWY: STH 60

COUNTY: RICHLAND

MISCELLANEOUS QUANTITIES

SHEET

45

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3

LOCATING NO PASSING ZONES

648.0100 LOCATING NO-PASSING ZONES				
STATION	TC	STATION	LOCATION	MI
22+08	-	625+67	STH 60	12
TOTALS				12

CONSTRUCTION STAKING

650.8000 CONSTRUCTION STAKING RESURFACING REFERENCE LF						650.9910 CONSTRUCTION STAKING SUPPLEMENTAL CONTROL LS	
STATION	TC	STATION	LOCATION	LF		LS	
22+08	-	625+67	STH 60	60,145		1	
TOTALS				60,145		1	

SAWING ASPHALT

690.0150 SAWING ASPHALT LF			
STATION	TO	STATION	
22+08	-	81+25	140
81+25	-	141+00	80
141+00	-	201+00	90
201+00	-	261+00	390
261+00	-	321+00	80
321+00	-	381+00	50
381+00	-	441+00	---
441+00	-	501+00	55
501+00	-	561+00	70
561+00	-	618+00	65
618+00	-	625+67	40
TOTALS			1,060

3

VERIEY LANDMARK REFERENCE MONUMENTS

SPV.0060.01 VERIFY LANDMARK REEERENCE MONUMENTS EACH				
STATION	TC	STATION	LOCATION	
22+08	-	625+67	STH 60	21
TOTALS				21

REMOVING DISTRESSED PAVEMENT MILLING

SPV.0180.01* REMOVING DISTRESSED PAVEMENT MILLING						REMARKS
STATION	TC	STATION	LOCATION	SY		
22+08	-	625+67	STH 60	10,800		UNDISTRIBUTED
TOTALS				10,800		

* EXACT LOCATIONS TO BE DETERMINED BY THE FIELD ENGINEER AFTER MILLING

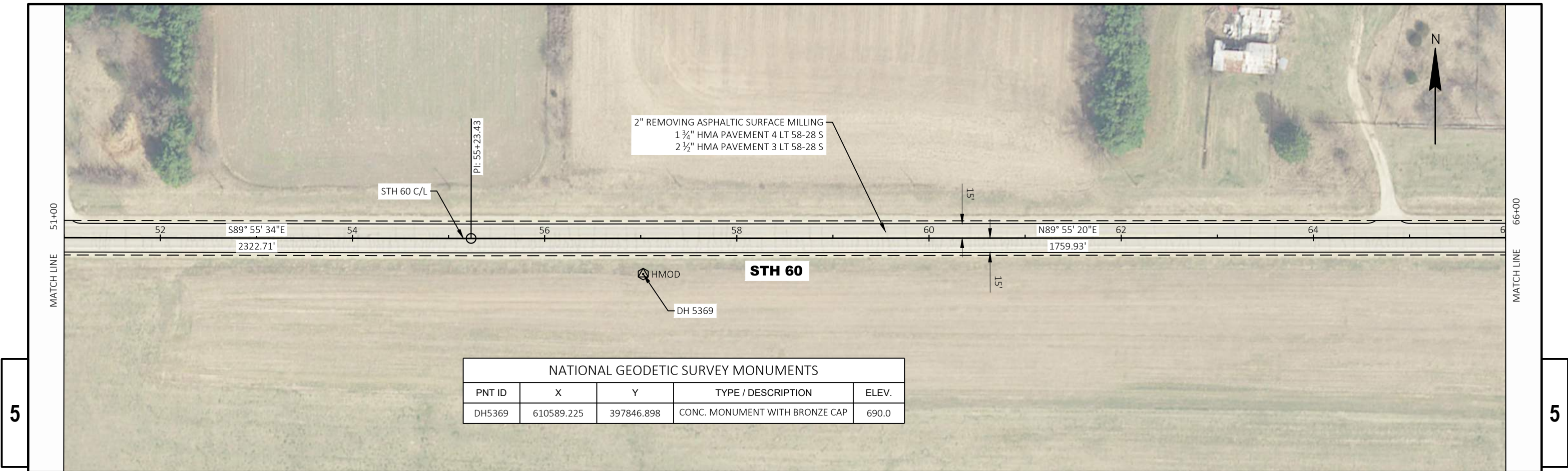
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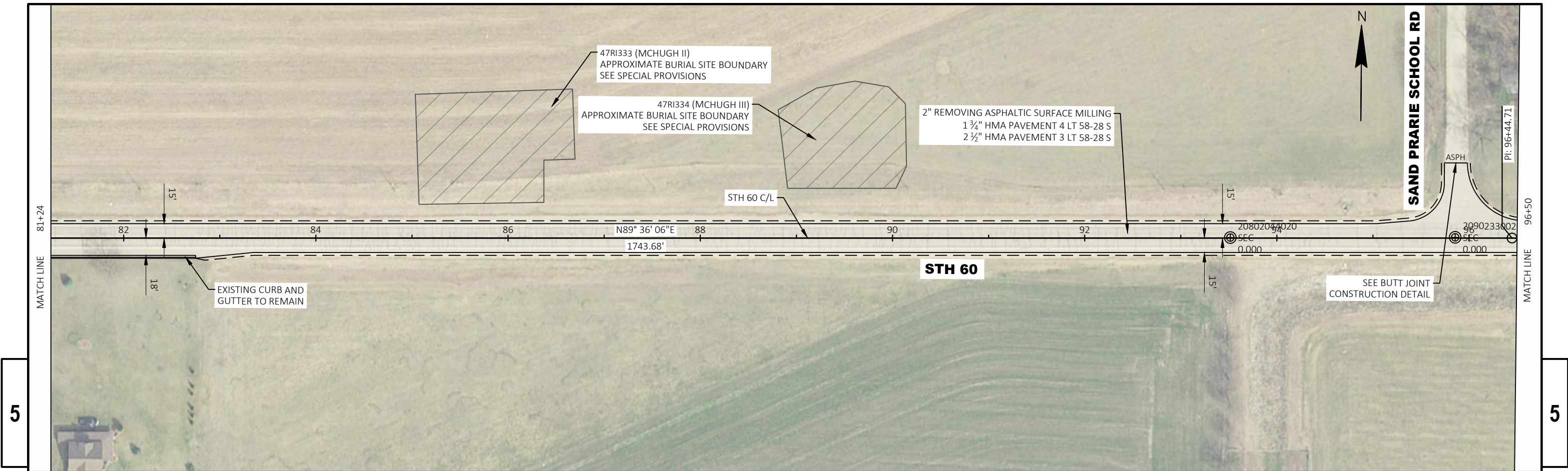
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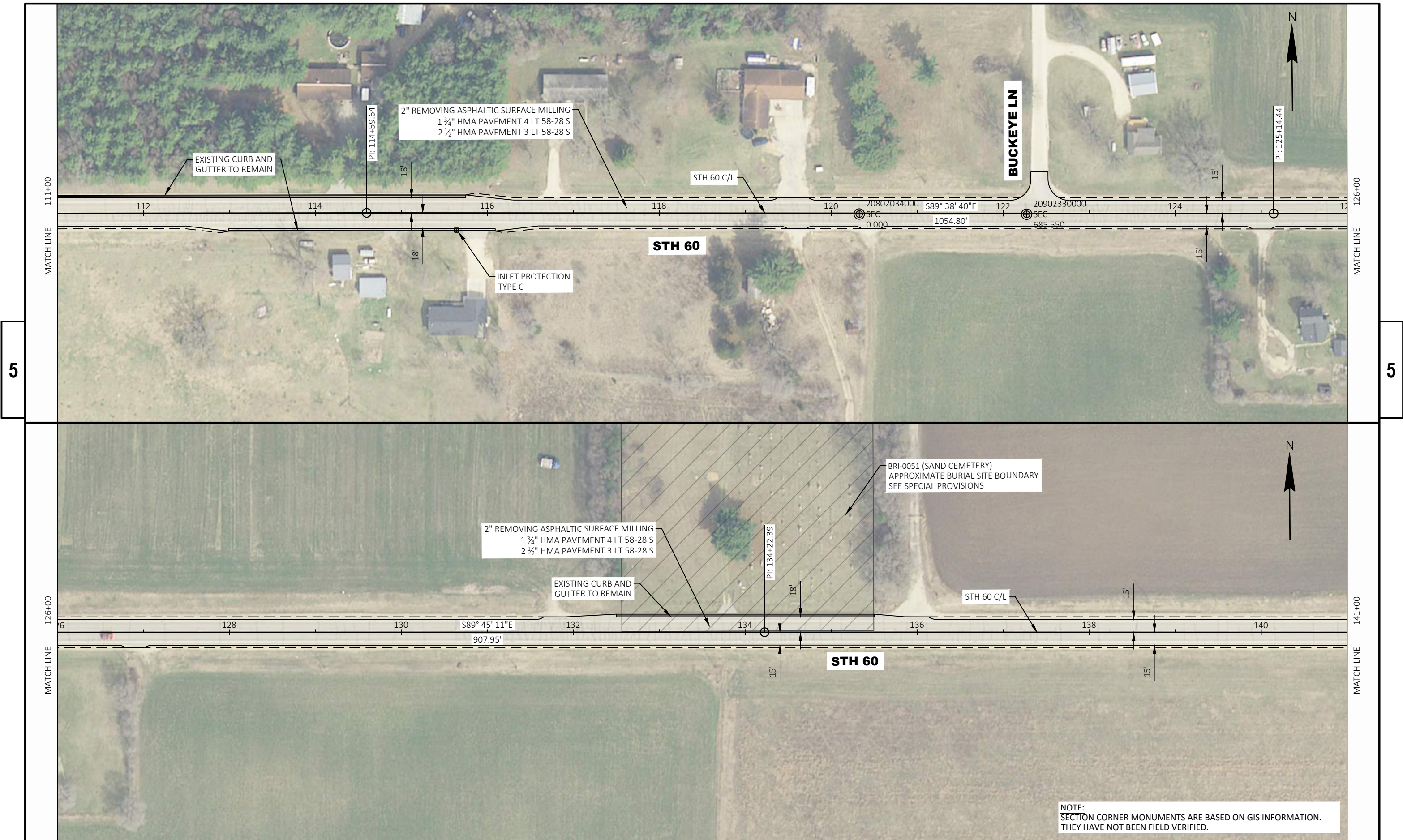
5190-00-70

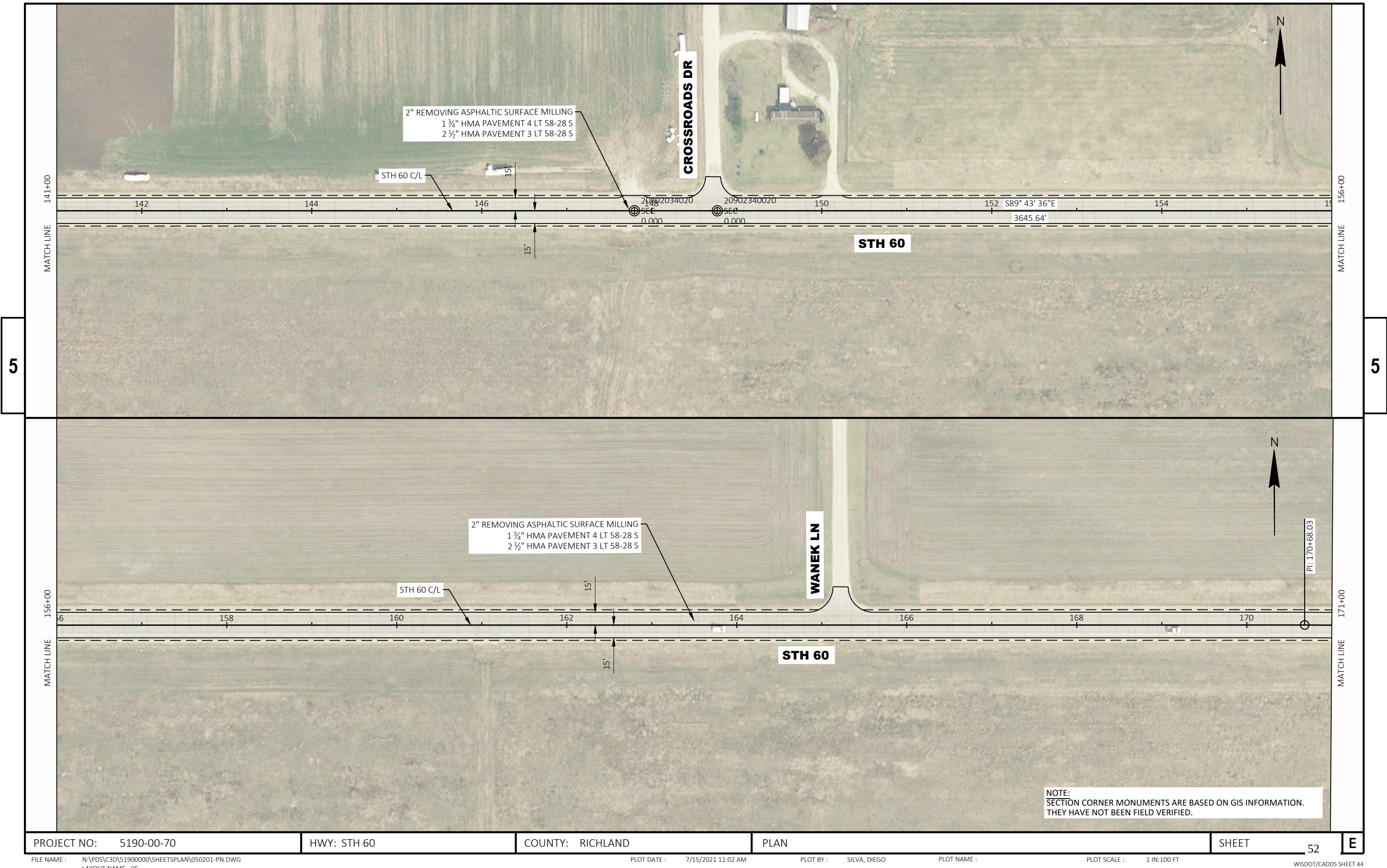
SIGN NO.	SIGN CODE & SIZE	SIGN MESSAGE	SIGN SIZE W x H [IN.] x [IN.]	637.2210 SIGNS TYPE II REFLECTIVE H [SF]	637.2230 SIGNS TYPE II RELFECTIVE F [SF]	638.2102 MOVING SIGNS TYPE II [EA]	638.3000 REM SMALL SIGN SUP [EA]	634.0618 POSTS WOOD 4" X 6" X 18" [EA]	MOUNT ON SAME POST AS SIGN #	REMARKS / NEW SIGN LOCATION
		UNDISTRIBUTED		20.000	20.000	5	5	5		
TOTALS				20.000	20.000	5	5	5		

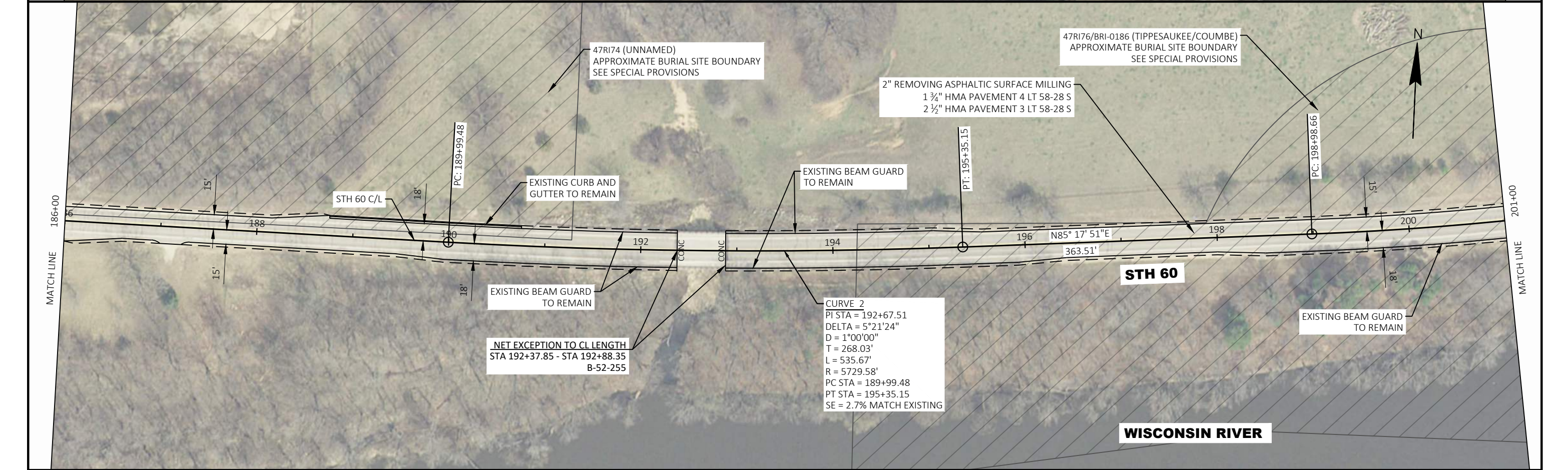
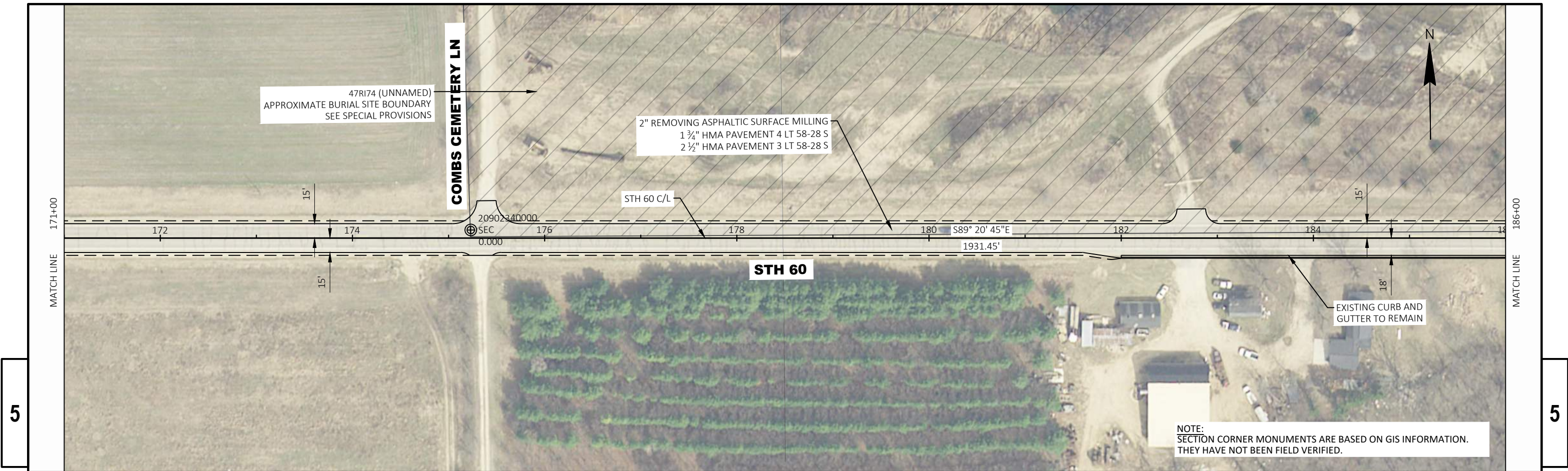
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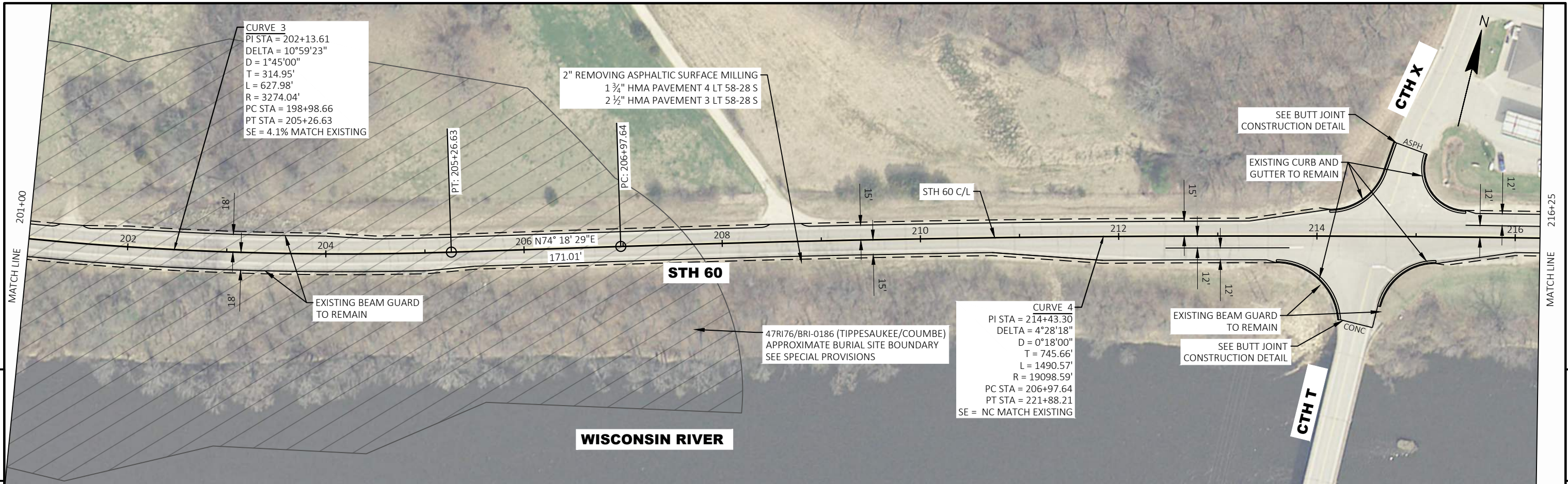


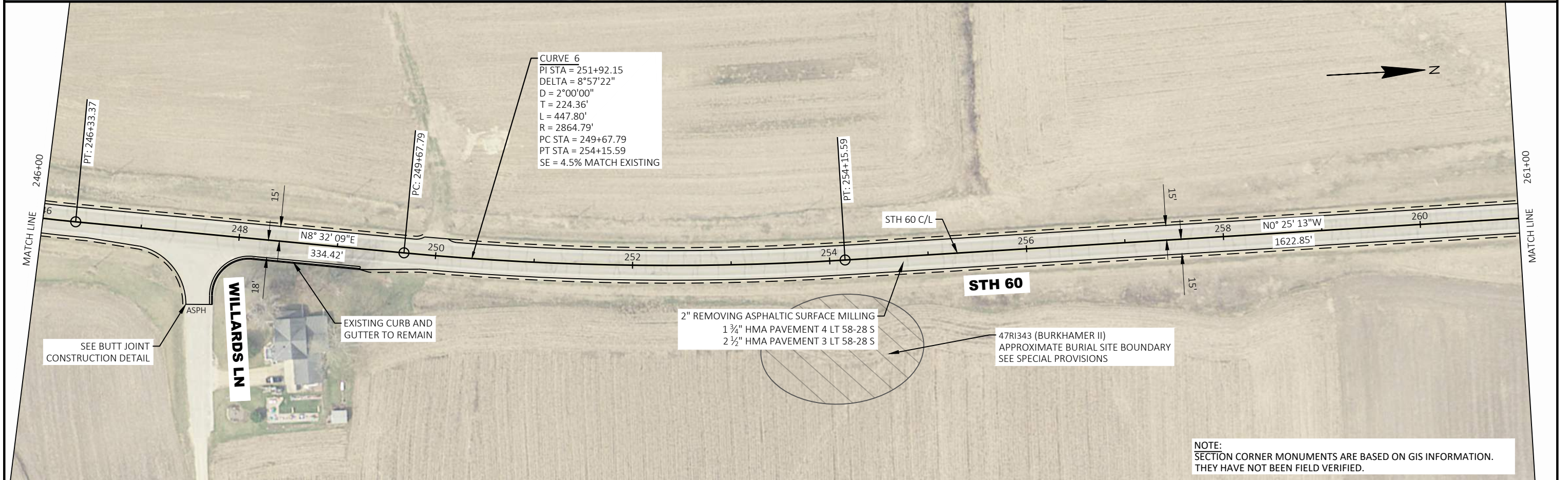
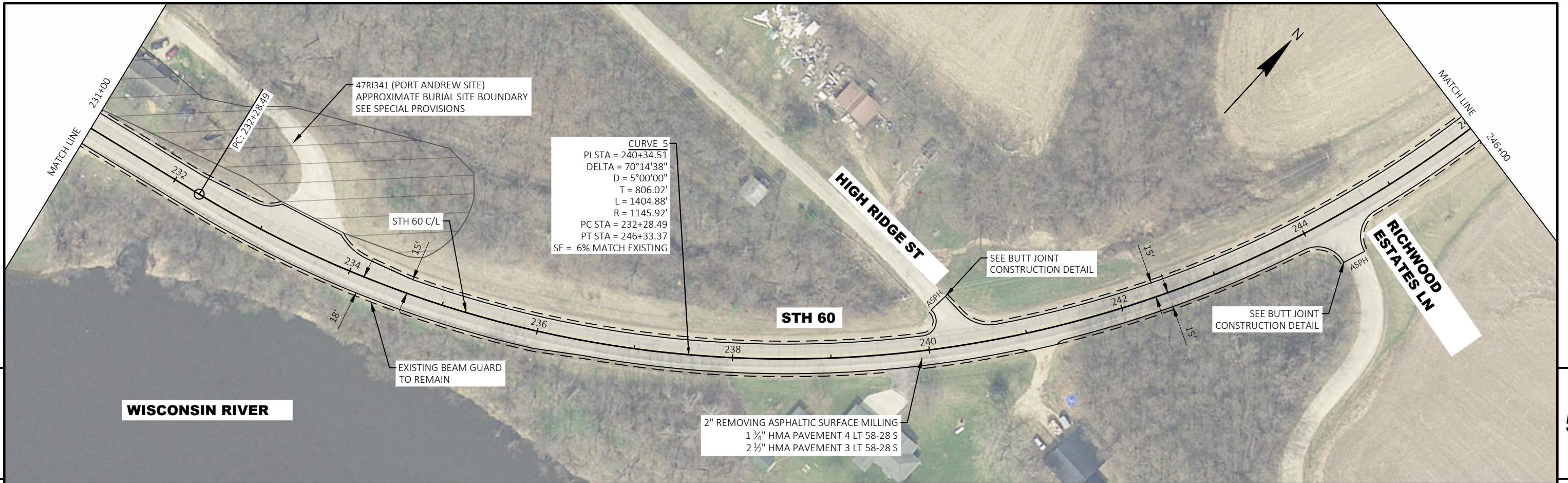




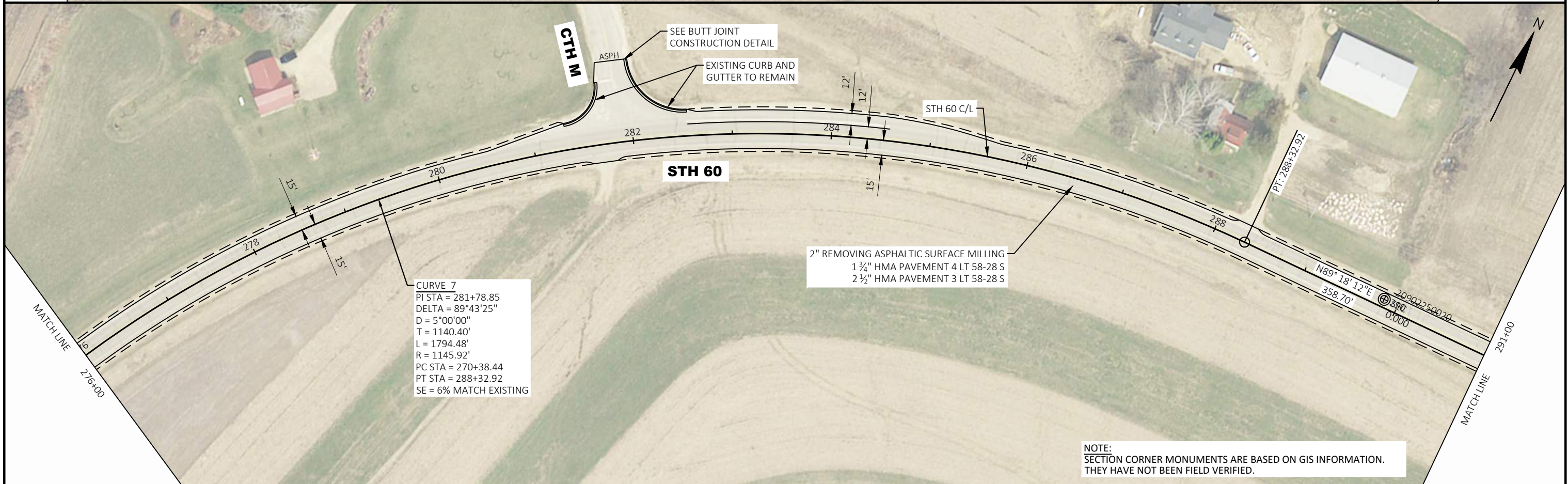
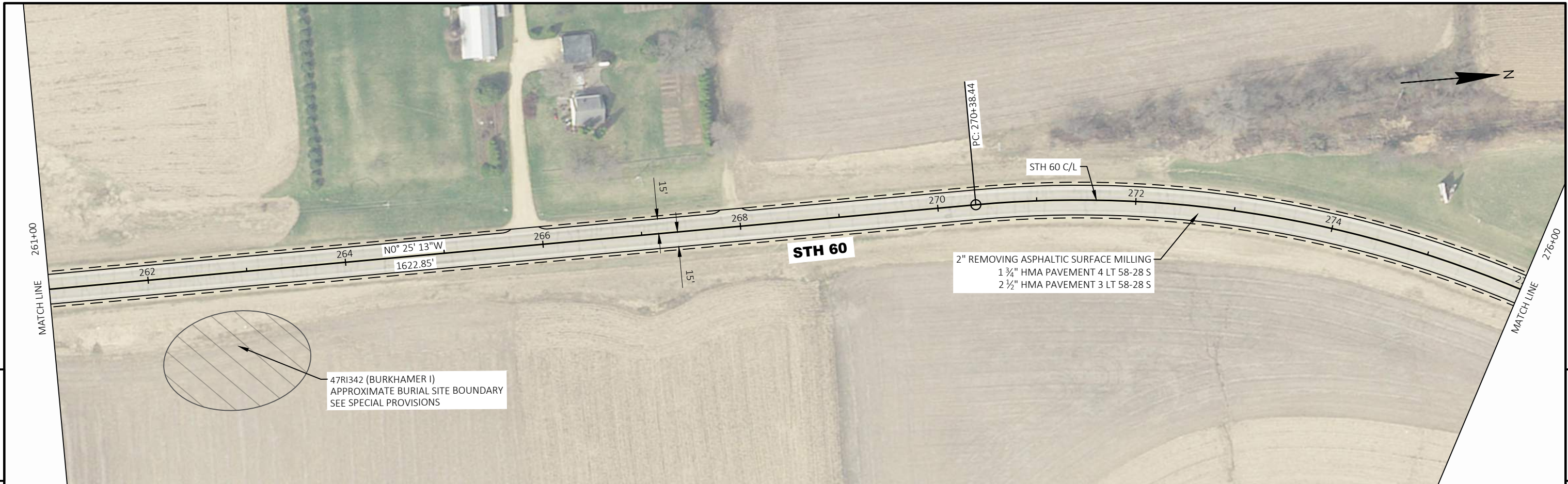




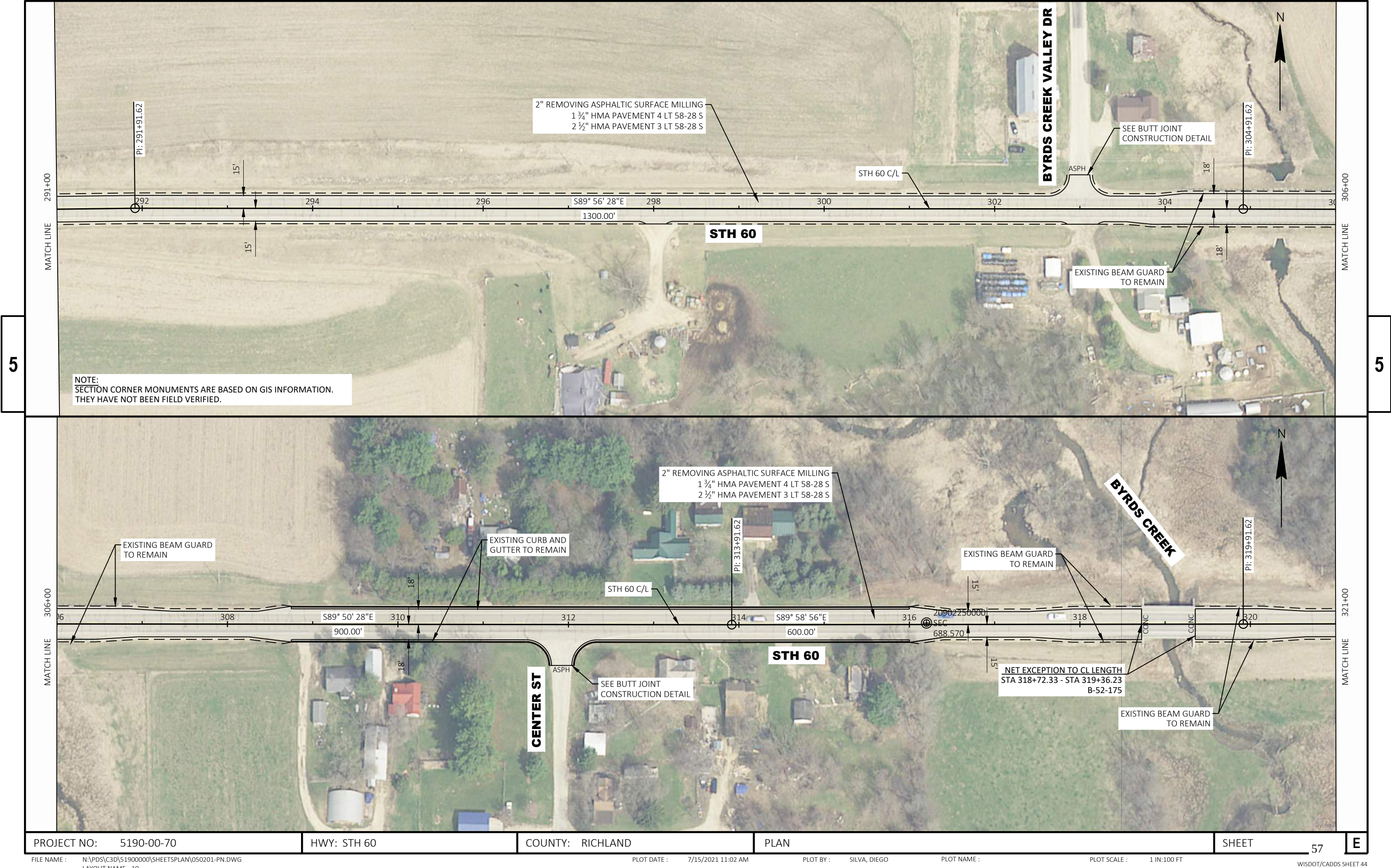


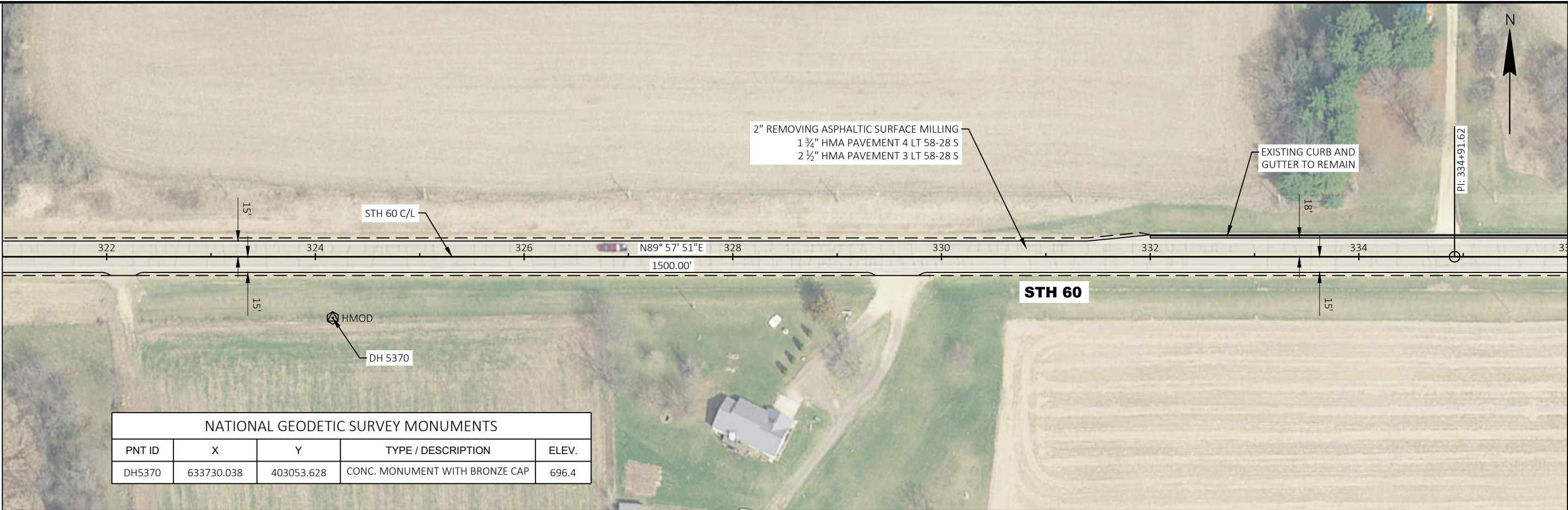


NOTE:
SECTION CORNER MONUMENTS ARE BASED ON GIS INFORMATION.
THEY HAVE NOT BEEN FIELD VERIFIED.

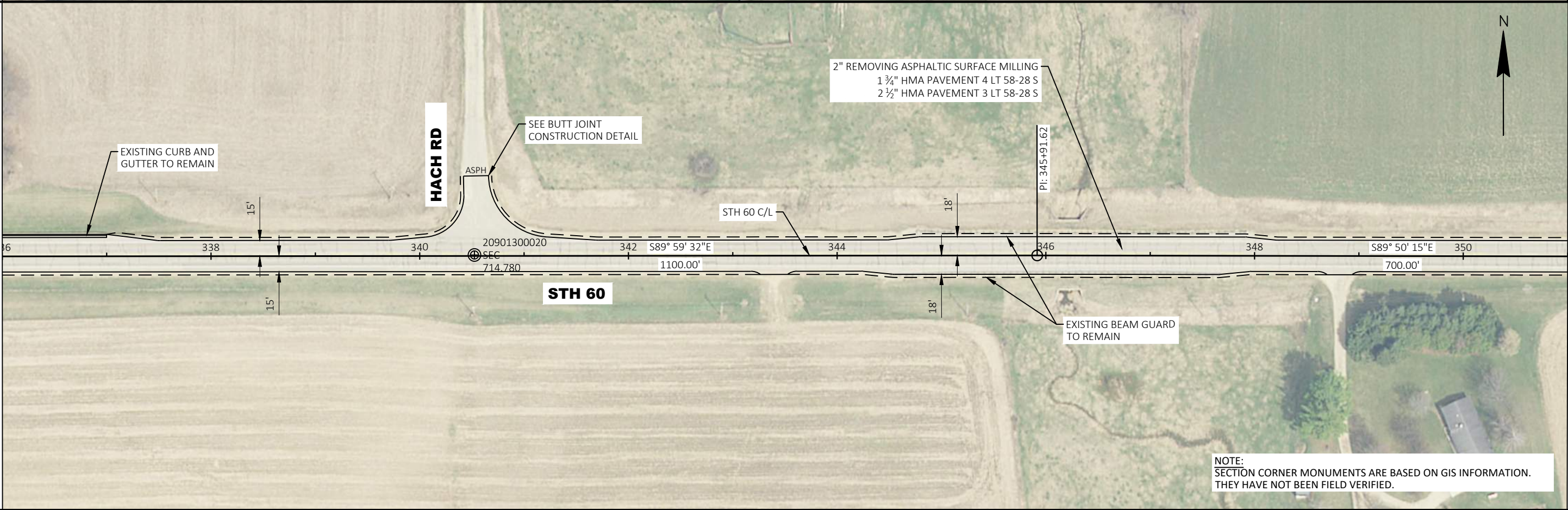


NOTE:
SECTION CORNER MONUMENTS ARE BASED ON GIS INFORMATION.
THEY HAVE NOT BEEN FIELD VERIFIED.

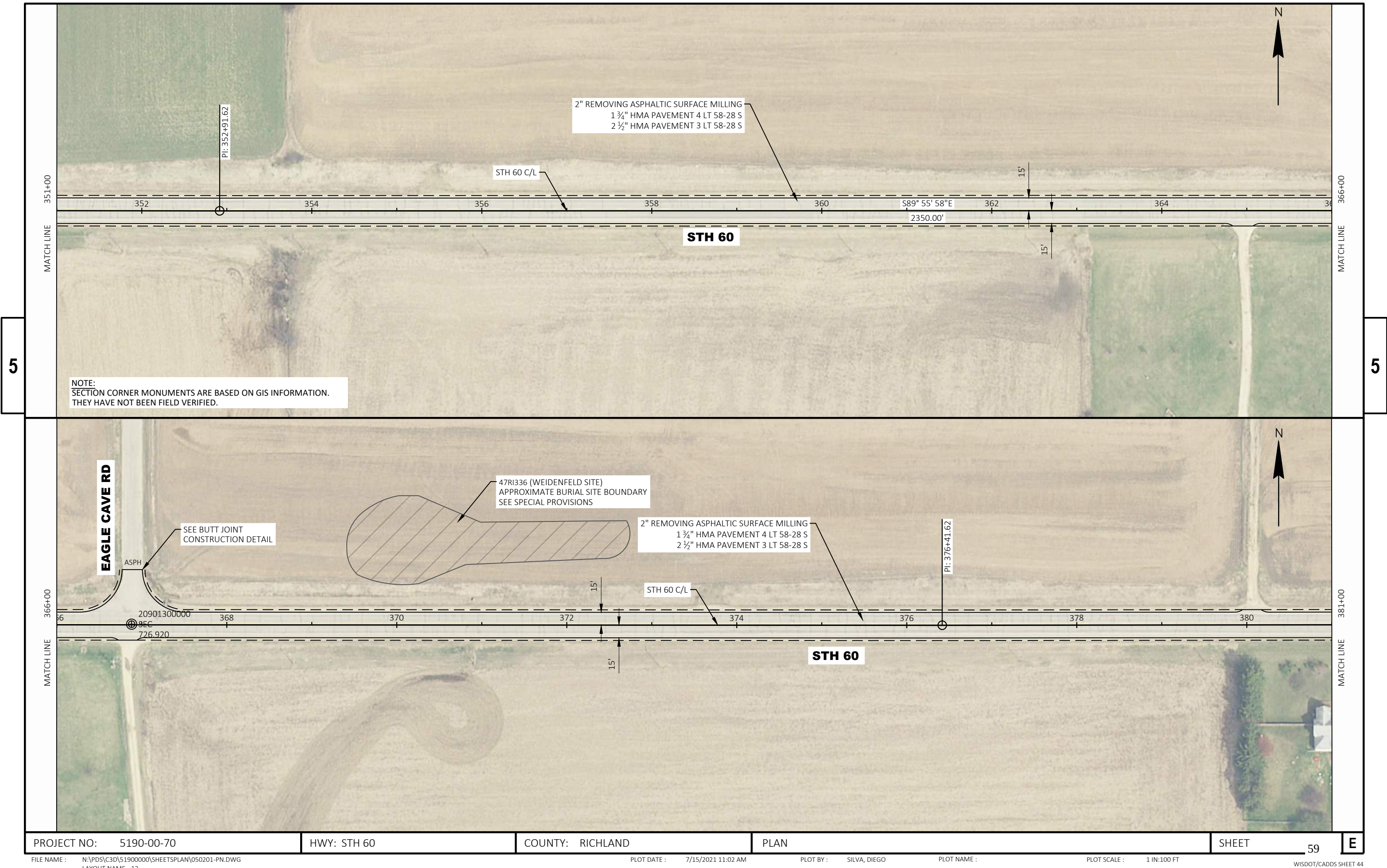




NATIONAL GEODETIC SURVEY MONUMENTS				
PNT ID	X	Y	TYPE / DESCRIPTION	ELEV.
DH5370	633730.038	403053.628	CONC. MONUMENT WITH BRONZE CAP	696.4

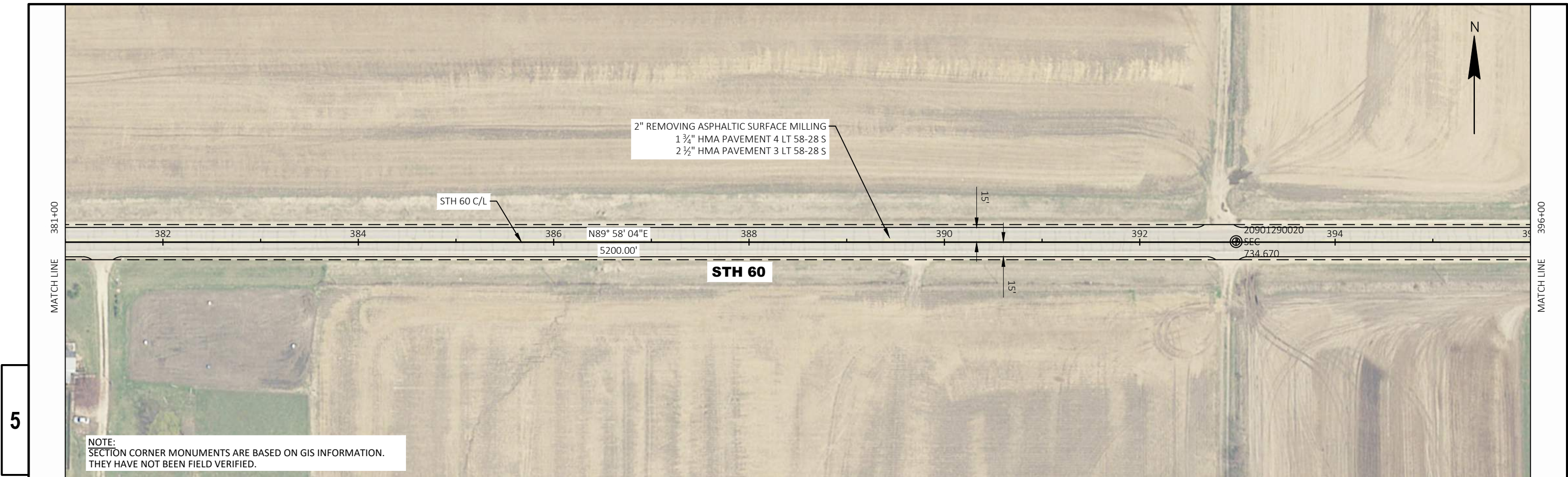


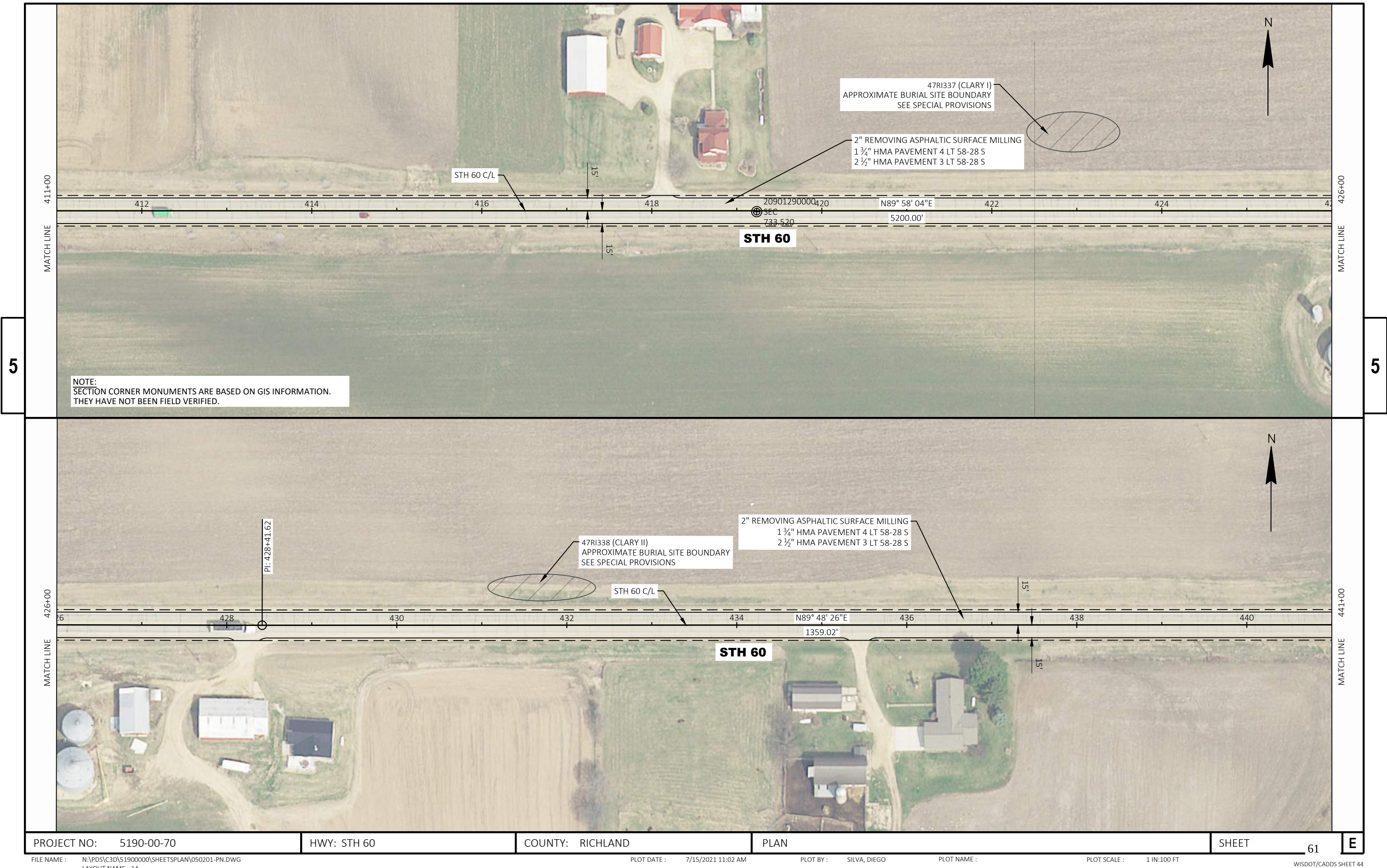
NOTE:
SECTION CORNER MONUMENTS ARE BASED ON GIS INFORMATION.
THEY HAVE NOT BEEN FIELD VERIFIED.

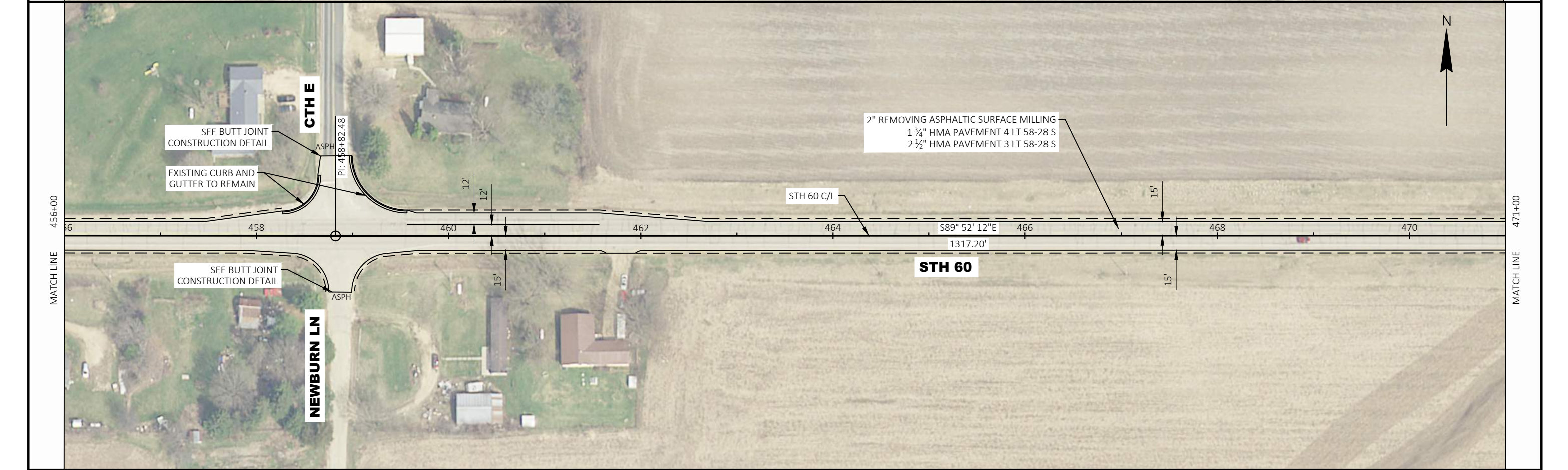
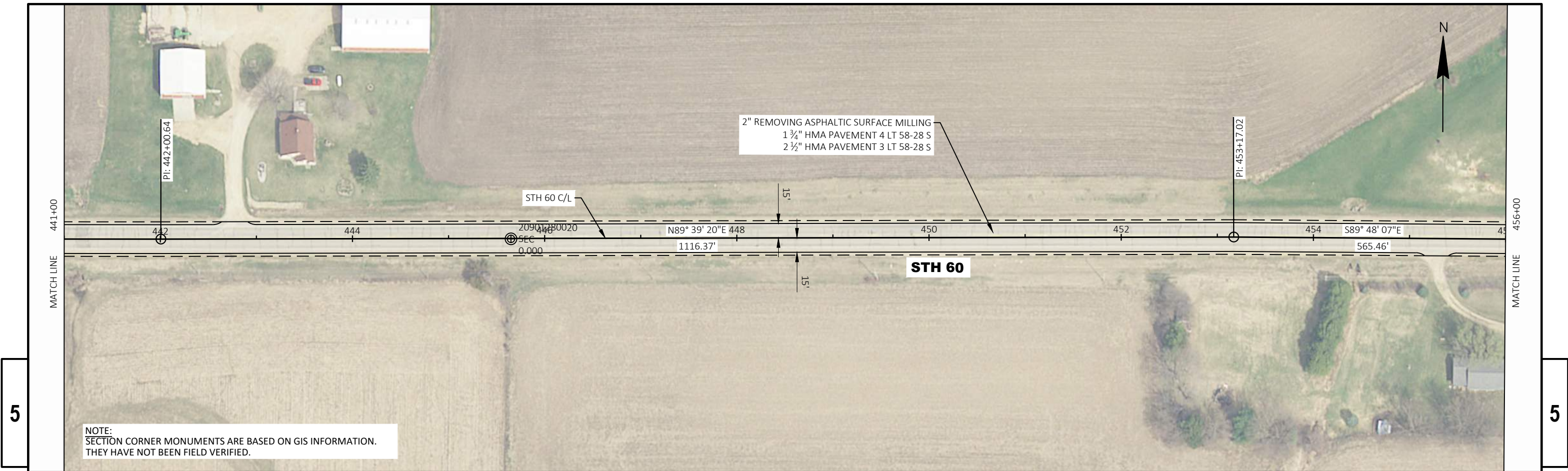


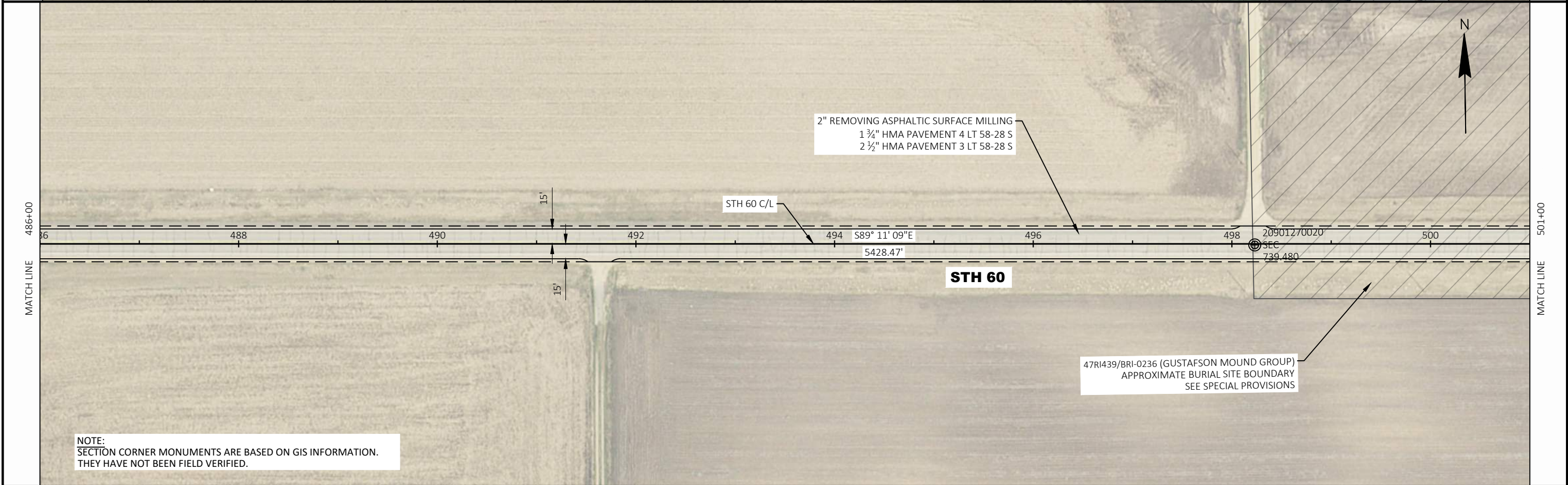
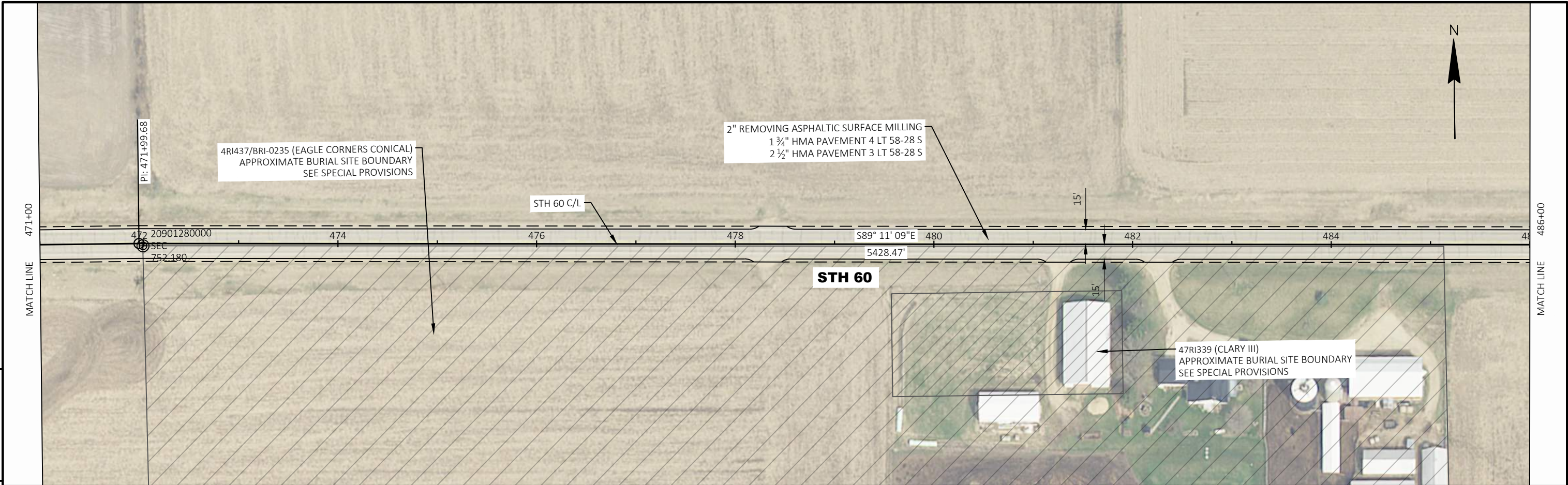
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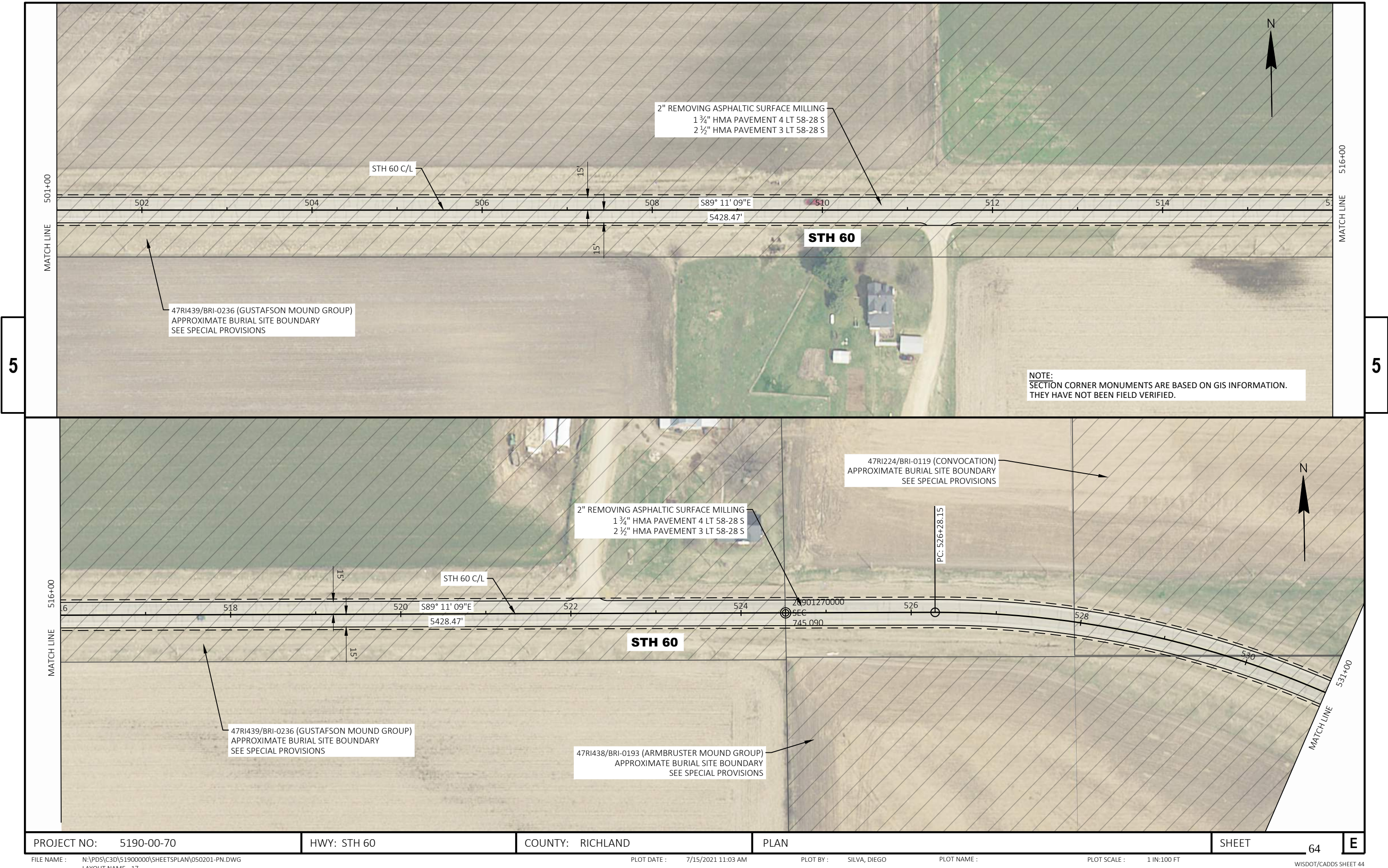
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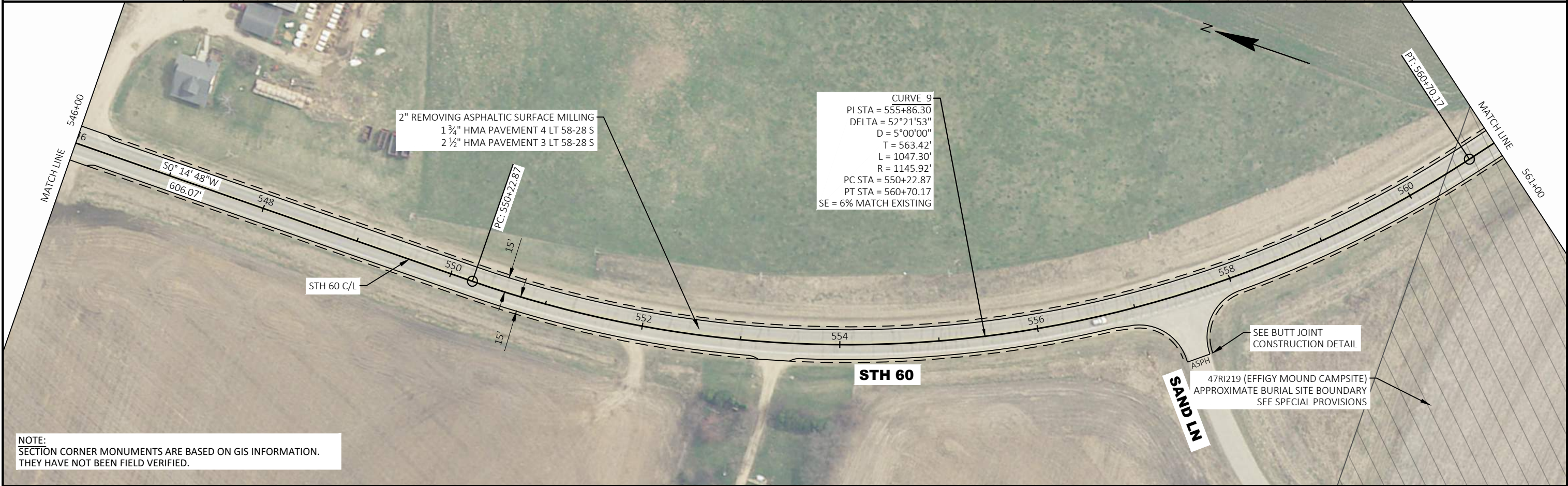
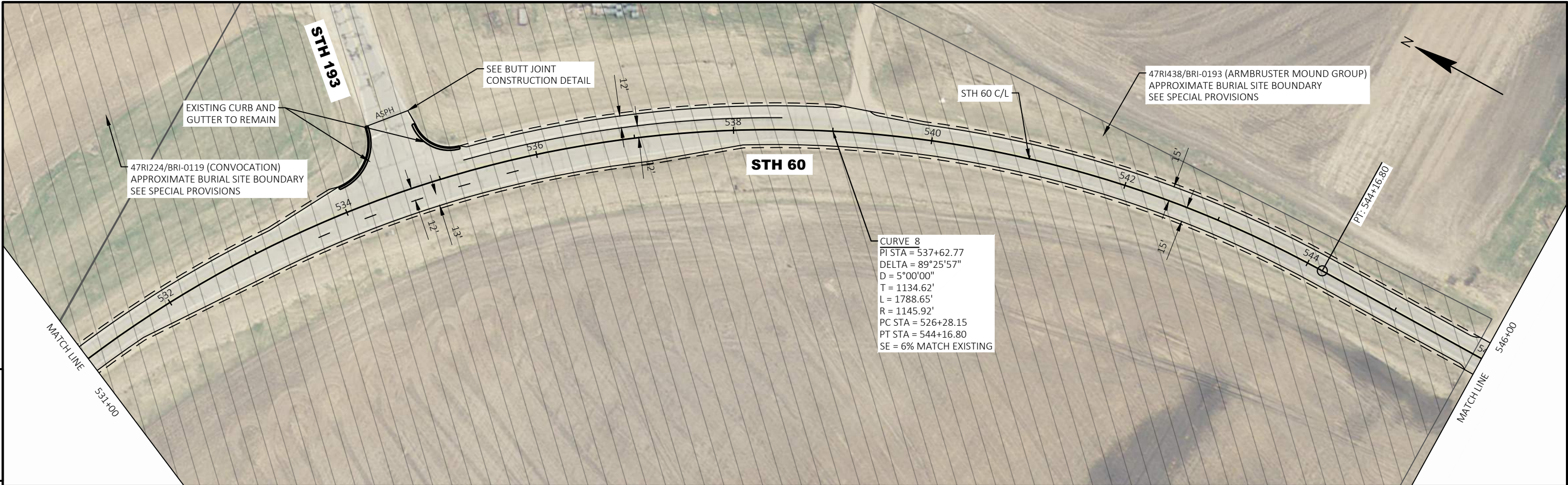








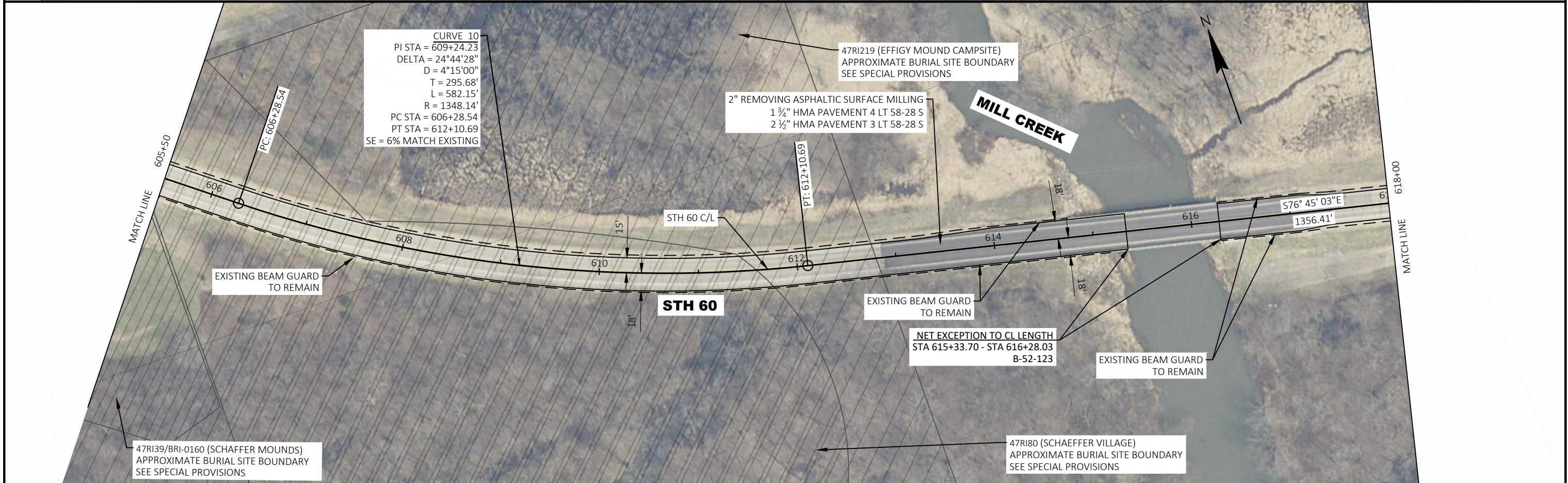
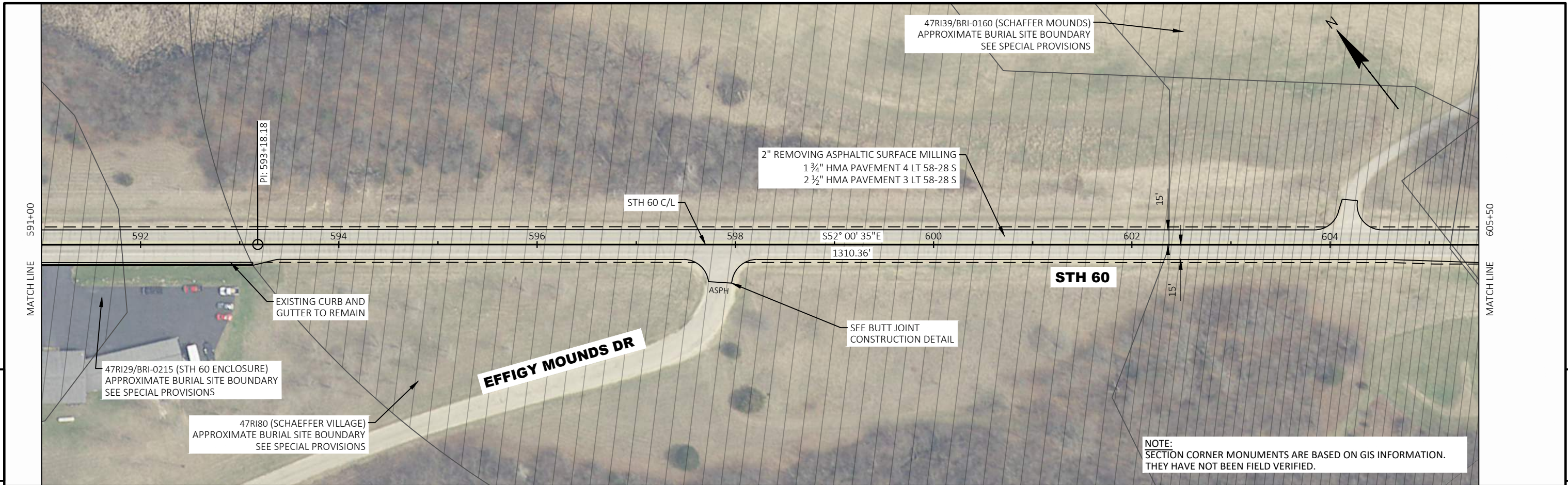


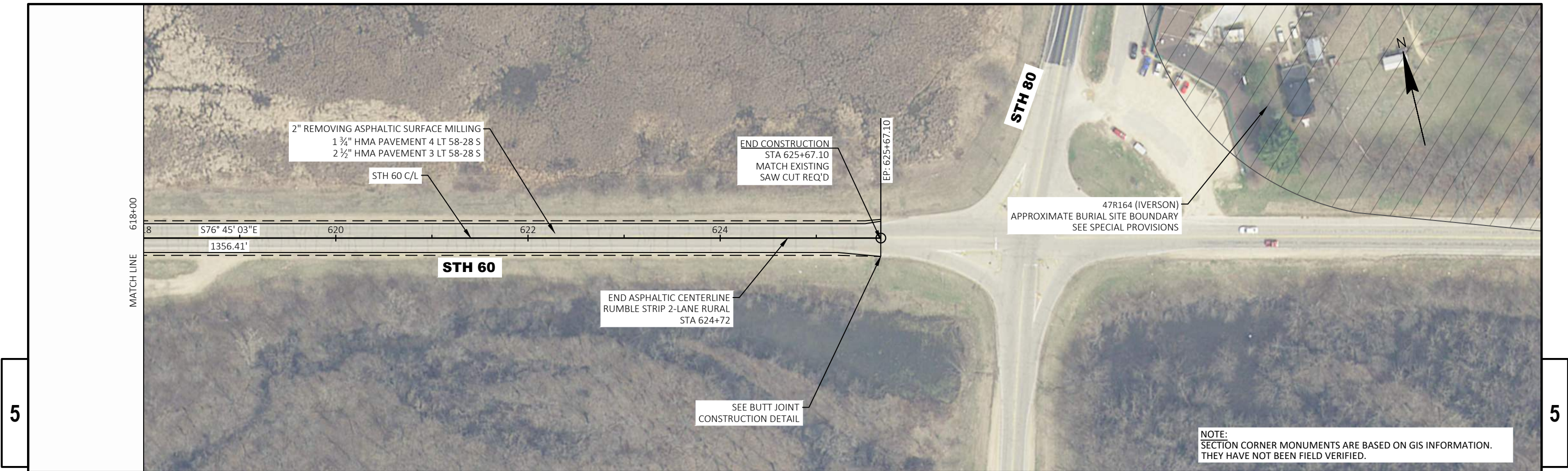


NOTE:
SECTION CORNER MONUMENTS ARE BASED ON GIS INFORMATION.
THEY HAVE NOT BEEN FIELD VERIFIED.

PROJECT NO: 5190-00-70	HWY: STH 60	COUNTY: RICHLAND	PLAN	SHEET 65	E
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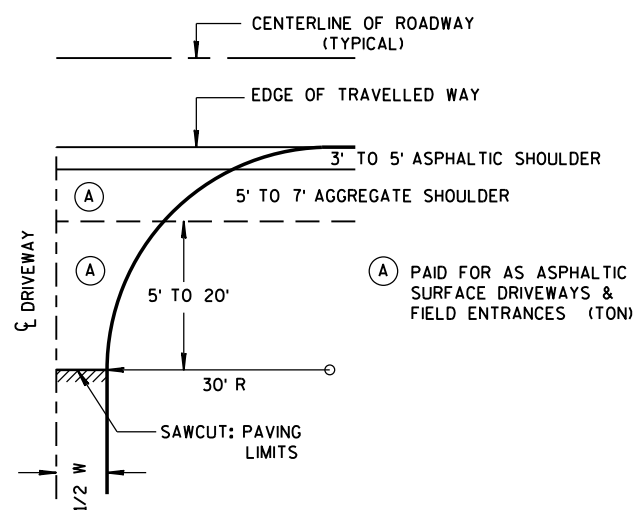




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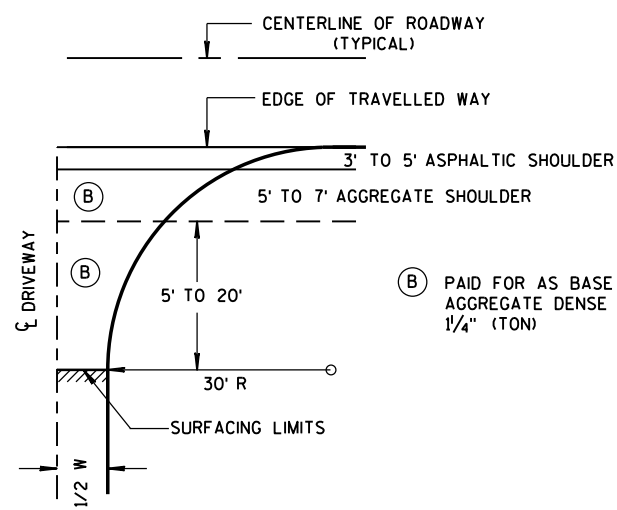
Standard Detail Drawing List

08D22-01	DRIVEWAYS WITHOUT CURB & GUTTER RESURFACING PROJECTS RURAL
08E10-02	INLET PROTECTION TYPE A, B, C AND D
13A11-03A	2-LANE RURAL CENTER LINE RUMBLE STRIP, MILLING
13A11-03B	2-LANE RURAL CENTER LINE RUMBLE STRIP, MILLING
13C19-03	HMA LONGITUDINAL JOINTS
15C04-05	TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 M.P.H. OR GREATER TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC
15C05-05	TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 M.P.H. OR LESS
15C06-09	SIGNING & MARKING FOR TWO LANE BRIDGES
15C08-20A	LONGITUDINAL MARKING (MAINLINE)
15C08-20B	PAVEMENT MARKING (TURN LANES)
15C08-20C	PAVEMENT MARKING (TURN LANES)
15C11-08B	CHANNELIZING DEVICES DRUMS, CONES, BARRICADES AND VERTICAL PANELS
15C12-07	TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION
15C18-05	MEDIAN ISLAND MARKING
15C33-04	STOP LINE AND CROSSWALK PAVEMENT MARKING
15C35-04A	PAVEMENT MARKING (INTERSECTIONS)
15D28-04	TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY
15D38-02A	TEMPORARY TRAFFIC CONTROL SIGN MOUNTING
15D38-02B	ATTACHMENT OF SIGNS TO POSTS
15D44-02	TRAFFIC CONTROL, SIGNING ON ROADWAYS WITH MILLED SURFACES
16A01-07	LANDMARK REFERENCE MONUMENTS AND COVERS

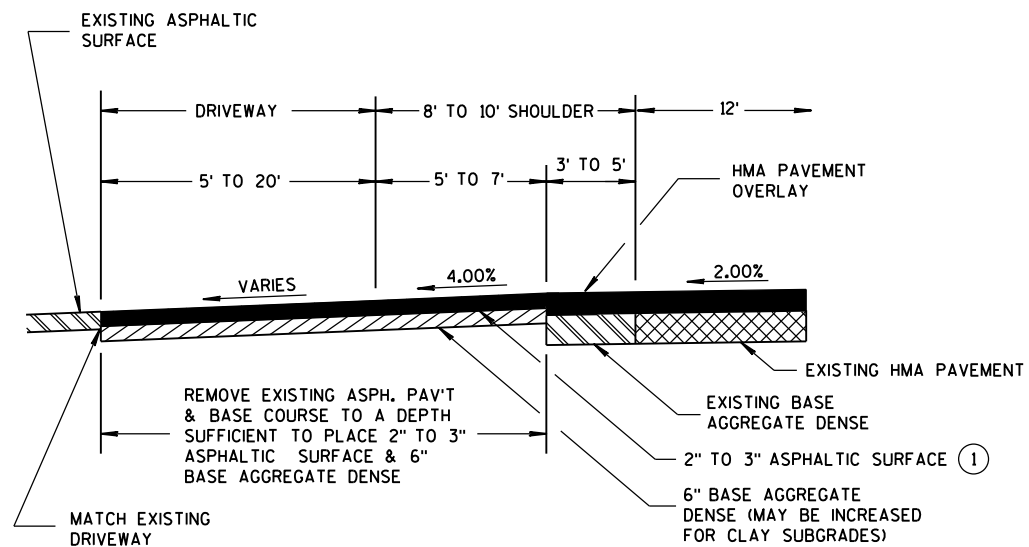


PLAN VIEW
HALF SECTION

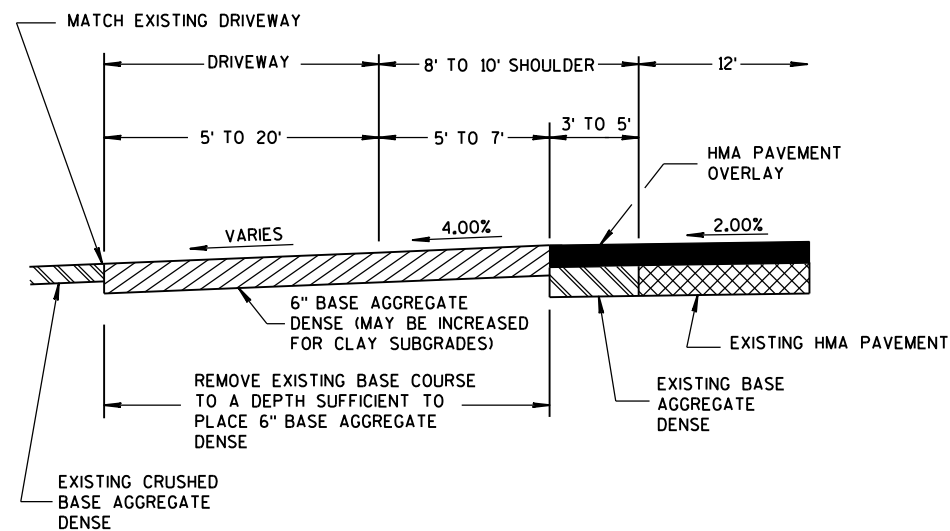
W MIN. = 16'
W MAX. = 24'



PLAN VIEW
HALF SECTION



PROFILE VIEW
RURAL ENTRANCE
WITH ASPHALTIC SURFACE
RESURFACING PROJECTS



PROFILE VIEW
RURAL ENTRANCE
WITH AGGREGATE SURFACE
6" BASE AGGREGATE DENSE
RESURFACING PROJECTS

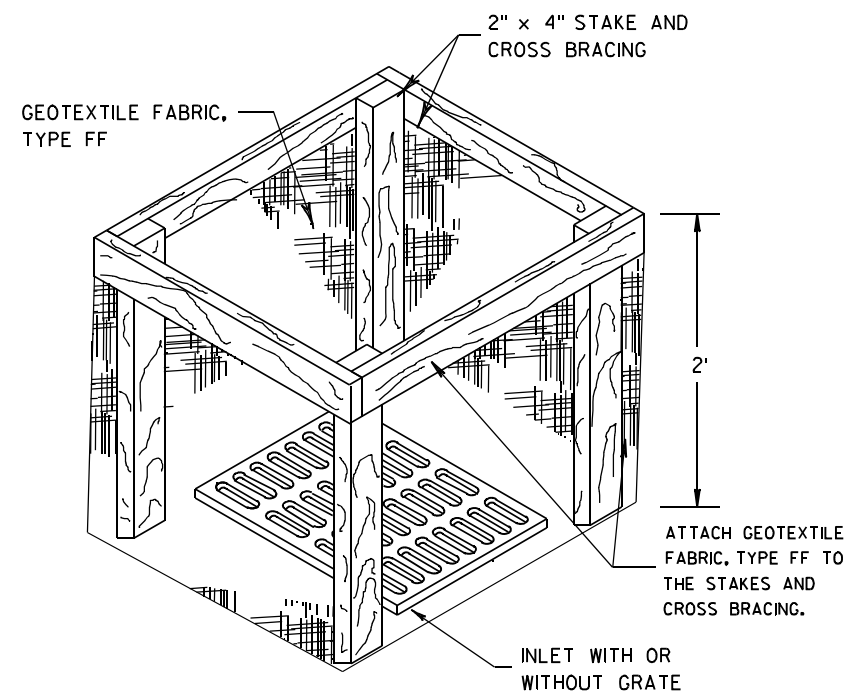
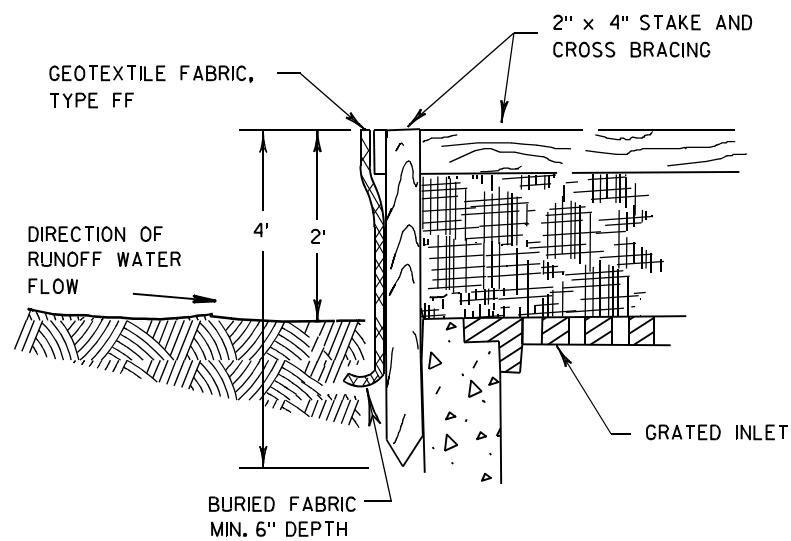
GENERAL NOTES

- DESIGN WILL DETERMINE FINAL DRIVEWAY ASPHALTIC THICKNESS BASED ON TYPE OF USAGE AND LOADINGS.

DRIVEWAYS WITHOUT
CURB & GUTTER
RESURFACING PROJECTS RURAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
December, 2016 /S/ Rodney Taylor
DATE ROADWAY STANDARDS UNIT SUPERV 70 ENT
FHWA



INLET PROTECTION, TYPE A

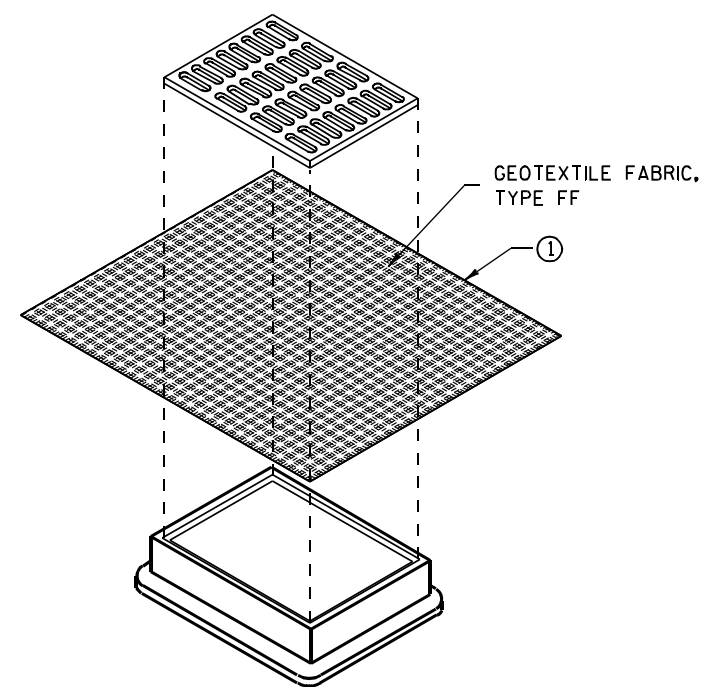
GENERAL NOTES

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

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

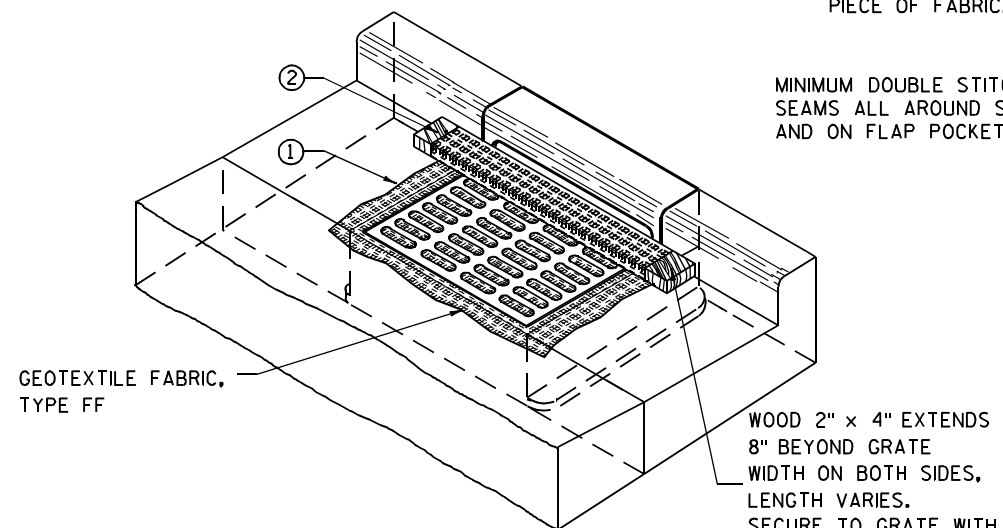
WHEN REMOVING OR MAINTAINING INLET PROTECTION, CARE SHALL BE TAKEN SO THAT THE SEDIMENT TRAPPED ON THE GEOTEXTILE FABRIC DOES NOT FALL INTO THE INLET. ANY MATERIAL FALLING INTO THE INLET SHALL BE REMOVED IMMEDIATELY.

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



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

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



INLET PROTECTION, TYPE C (WITH CURB BOX)

INSTALLATION NOTES

TYPE B & C

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

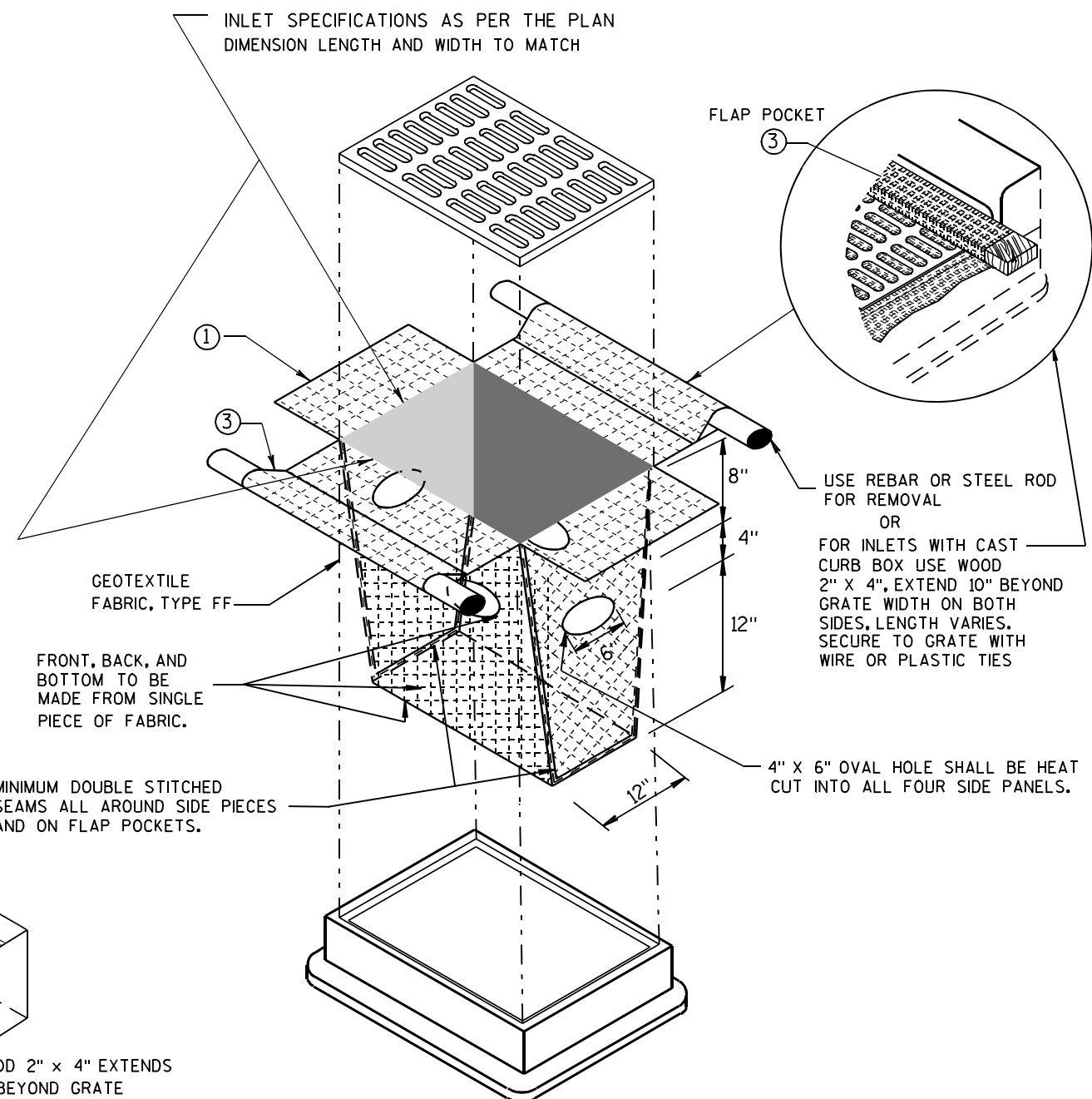
THE CONTRACTOR SHALL DEMONSTRATE A METHOD OF MAINTENANCE, USING A SEWN FLAP, HAND HOLDS OR OTHER METHOD TO PREVENT ACCUMULATED SEDIMENT FROM ENTERING THE INLET.

TYPE D

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

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

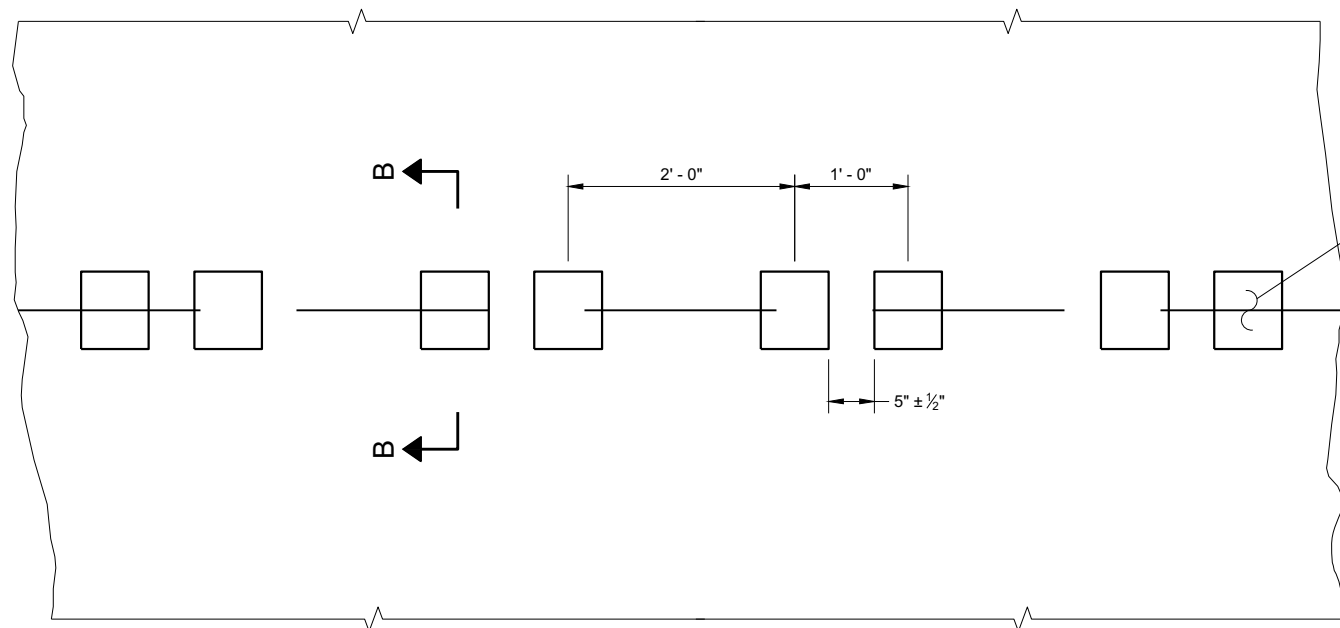
THE INSTALLED BAG SHALL HAVE A MINIMUM SIDE CLEARANCE, BETWEEN THE INLET WALLS AND THE BAG, MEASURED AT THE BOTTOM OF THE OVERFLOW HOLES, OF 3". WHERE NECESSARY THE CONTRACTOR SHALL CINCH THE BAG, USING PLASTIC ZIP TIES, TO ACHIEVE THE 3" CLEARANCE. THE TIES SHALL BE PLACED AT A MAXIMUM OF 4" FROM THE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



INLET PROTECTION, TYPE D

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

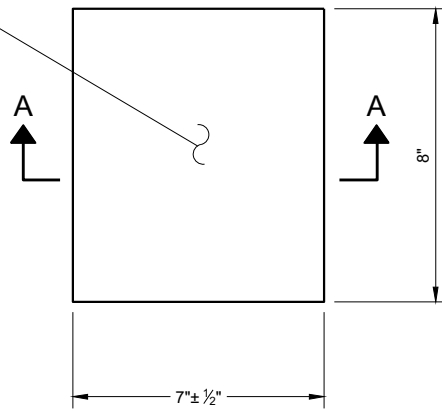
INLET PROTECTION TYPE A, B, C, AND D	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED 10/16/02 DATE	/S/ Beth Connolly 71 CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA	



PLAN VIEW
SHOULDER WITH GROOVES

6

PLACEMENT DETAIL FOR TYPE 1 MILLED RUMBLE STRIP



PLAN VIEW
(SINGLE GROOVE)

GENERAL NOTES

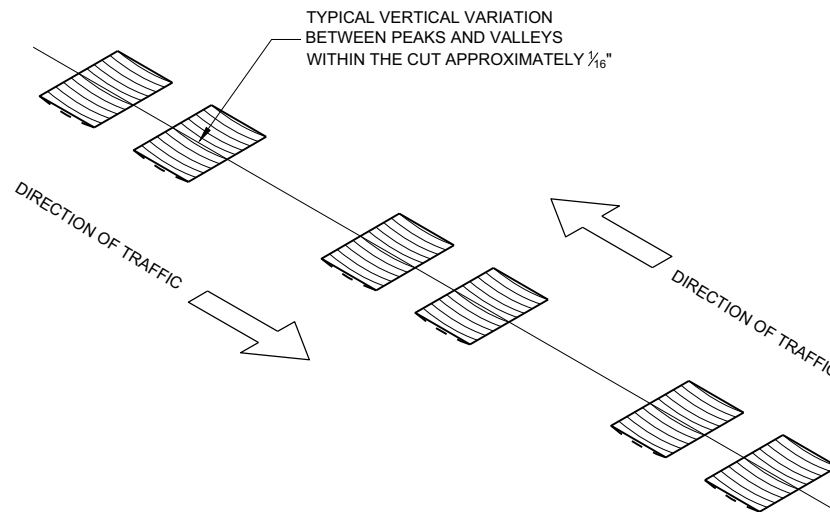
DETAILS OF CONSTRUCTION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

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

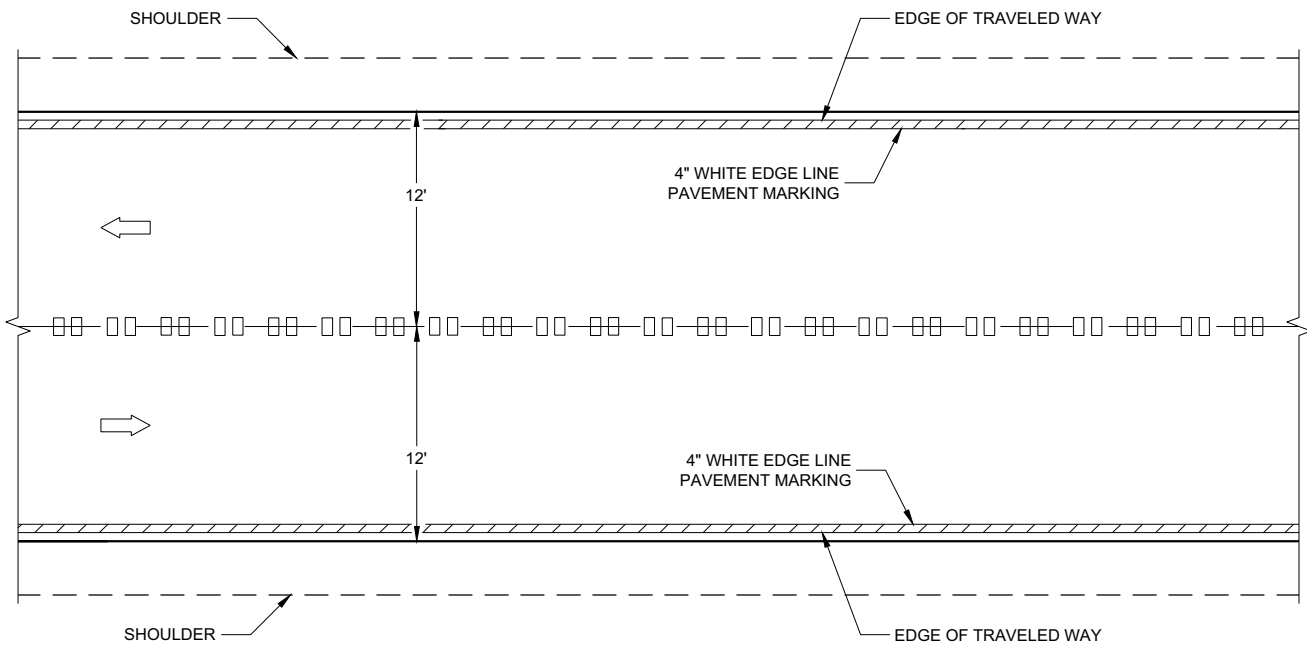
INSTALL PAVEMENT MARKING AFTER THE GROOVES ARE INSTALLED.

SEE SIGNING PLAN FOR SIGN REQUIREMENTS THAT MAY BE NEEDED.

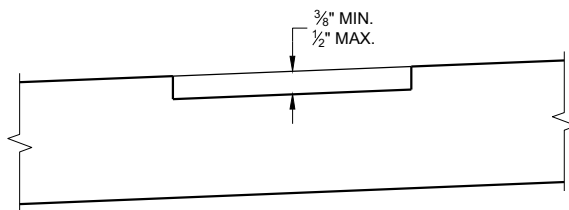
- ① CENTERLINE GROOVES MAY BE OMITTED IN AREAS WITH HIGH CONCENTRATIONS OF DRIVEWAYS. WHEN DIRECTED BY THE ENGINEER.



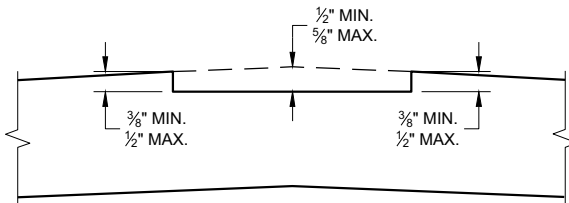
ISOMETRIC



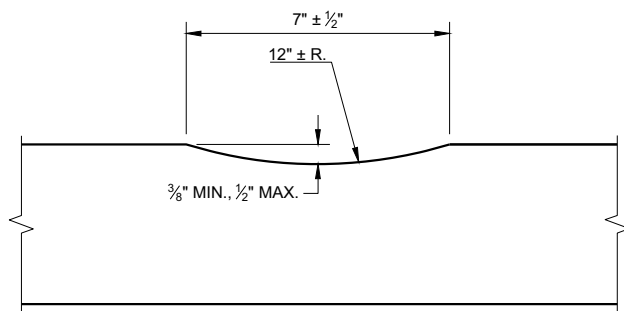
CENTERLINE GROOVES ON TWO-WAY ROADWAYS



SECTION B - B
SUPERELEVATED ROADWAY



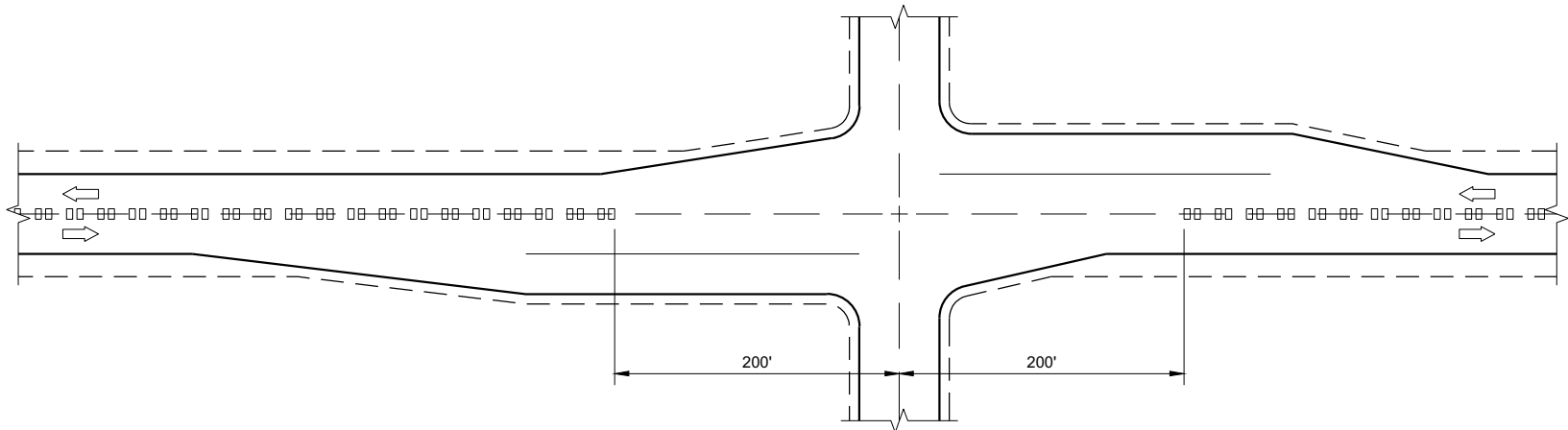
SECTION B - B
CROWNED ROADWAY



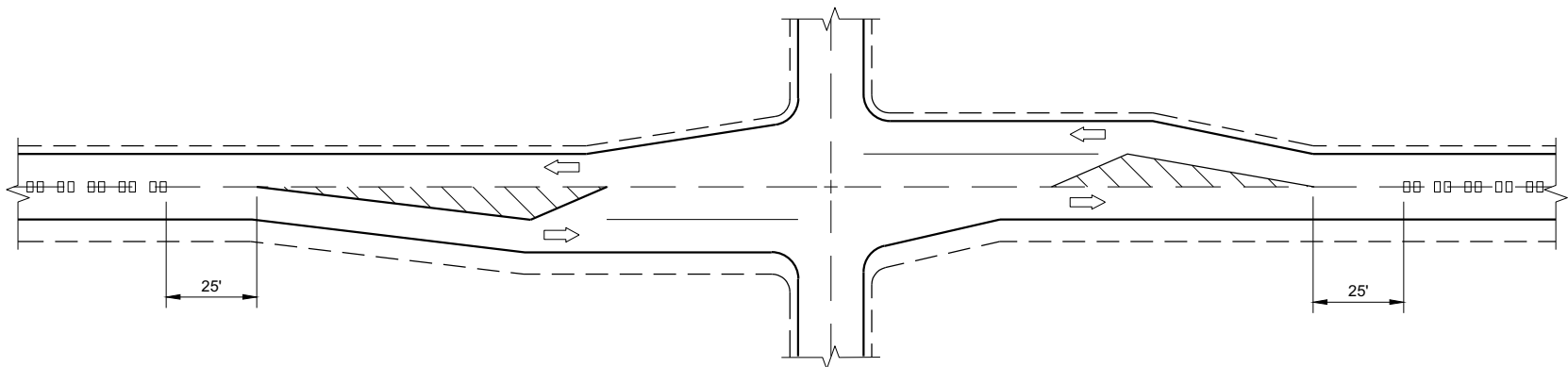
SECTION A - A

2-LANE RURAL
CENTER LINE RUMBLE STRIP,
MILLING

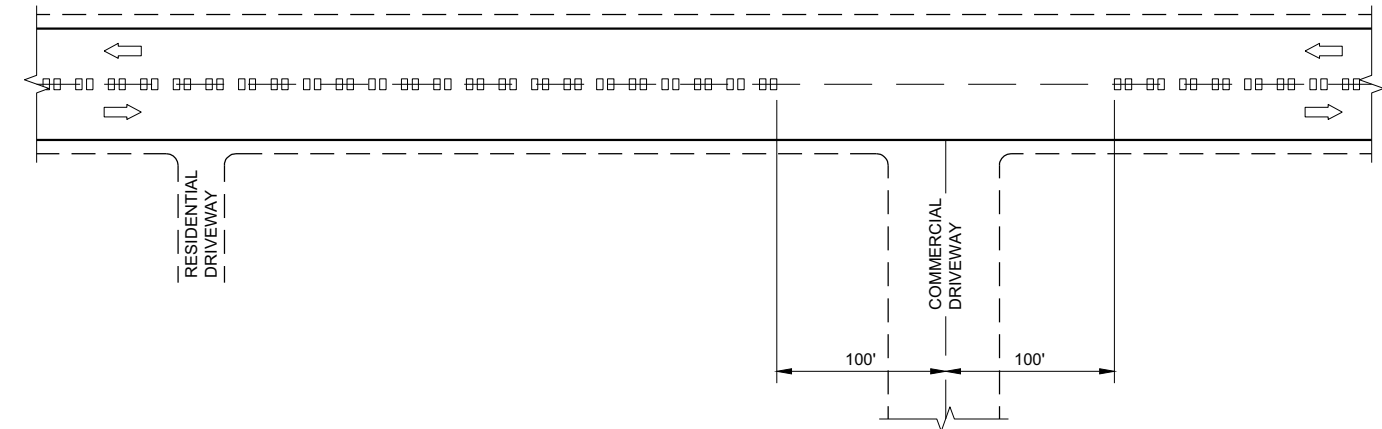
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION 72



CENTERLINE GROOVES AT INTERSECTIONS



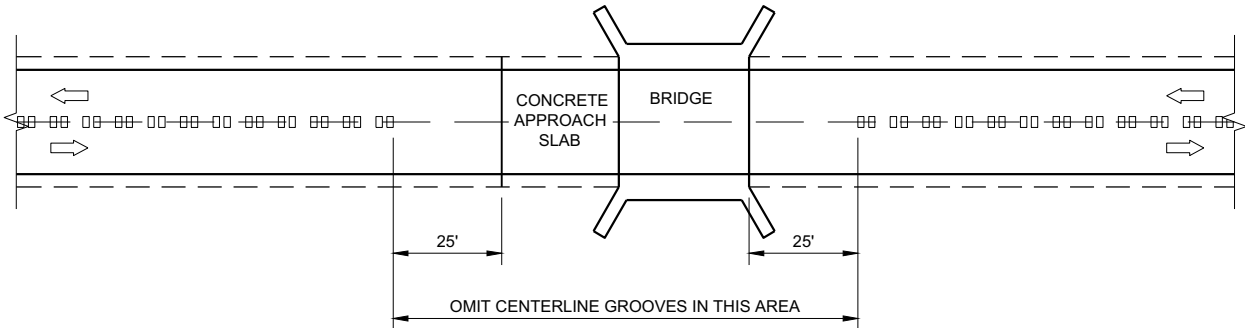
CENTERLINE GROOVES AT INTERSECTIONS
(WITH LEFT TURN LANES)



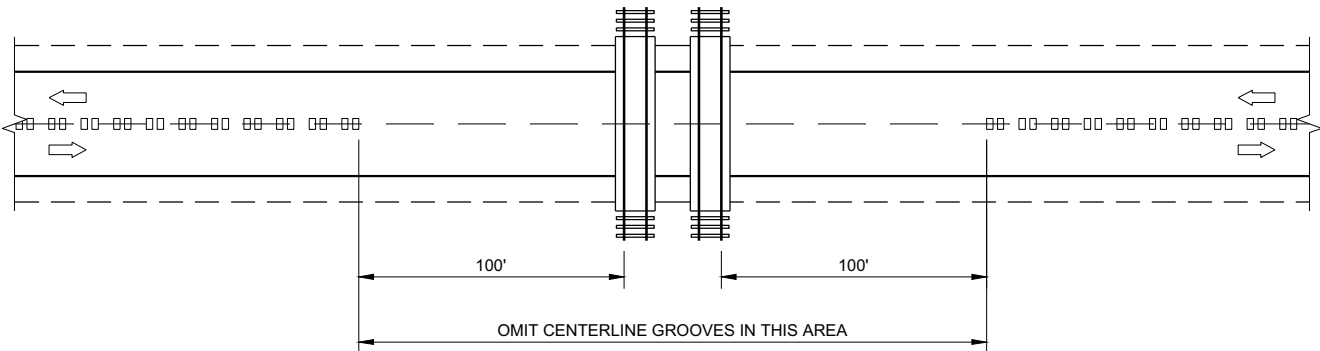
CENTERLINE GROOVES AT DRIVEWAYS^①

GENERAL NOTES

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



CENTERLINE GROOVES AT BRIDGES



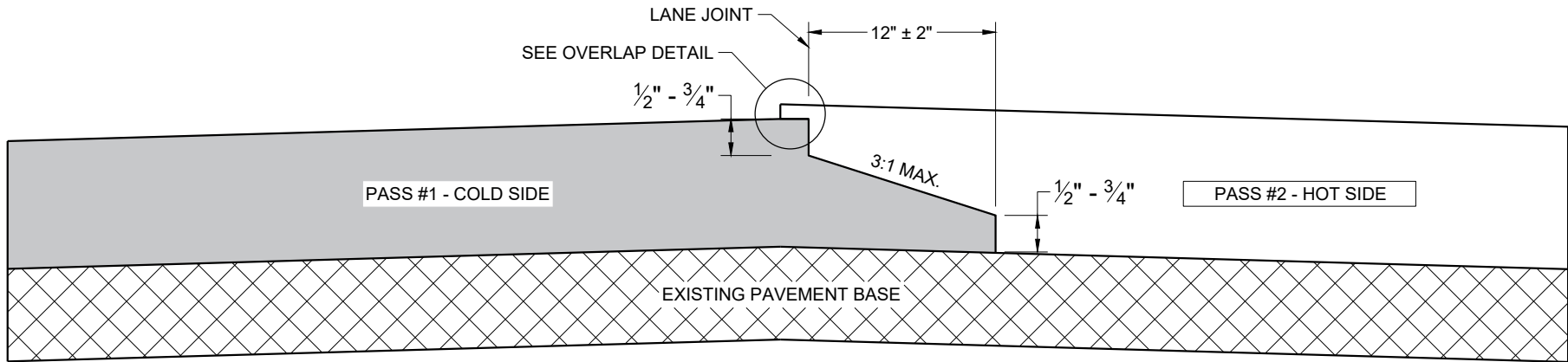
CENTERLINE GROOVES AT RAILROADS

2-LANE RURAL
CENTERLINE RUMBLE STRIP,
MILLING

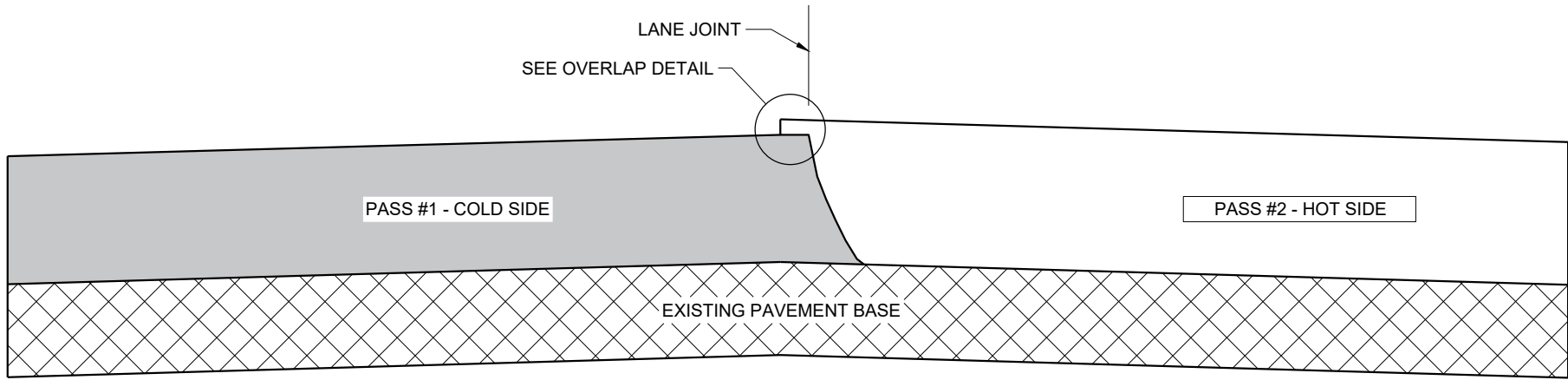
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
7/2018
DATE
/S/ Rodney Taylor
ROADWAY STANDARDS DEVELOPMENT
ENGINEER

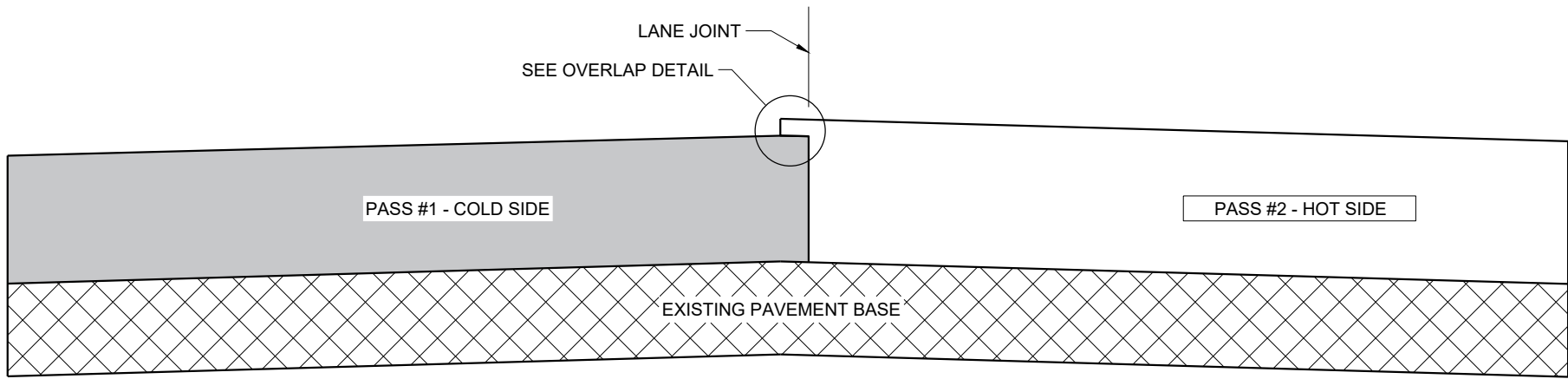
FHWA



TYPICAL PAVEMENT CROSS SECTION
NOTCHED WEDGE JOINT



TYPICAL PAVEMENT CROSS SECTION
VERTICAL JOINT



TYPICAL PAVEMENT CROSS SECTION
VERTICAL JOINT (MILLED)

GENERAL NOTES

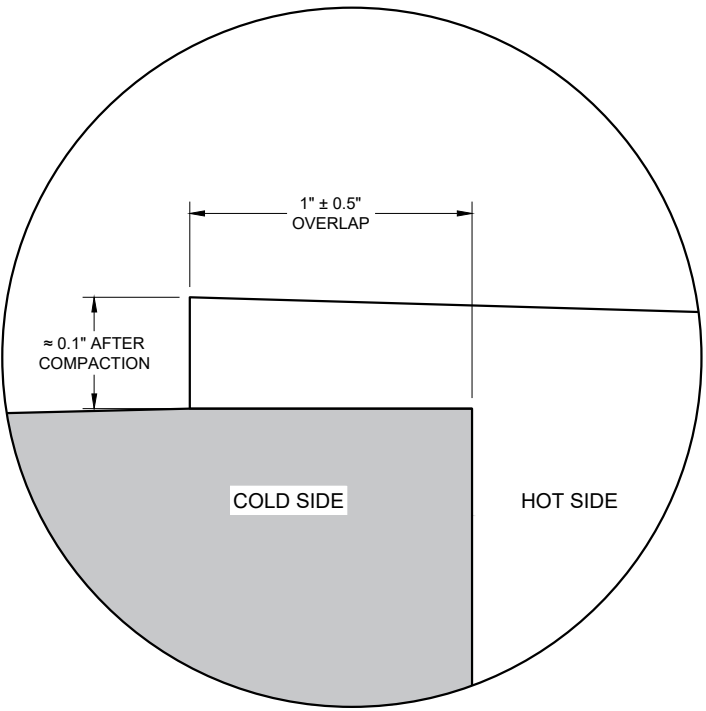
IN ADDITION TO THE DETAILS PROVIDED IN THIS DRAWING, CONFORM TO STANDARD SPECIFICATION 450.3.2.8 FOR WHEN A NOTCHED WEDGE JOINT IS REQUIRED AND FOR GENERAL JOINT CONSTRUCTION REQUIREMENTS.

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

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

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

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



OVERLAP DETAIL (TYPICAL)

HMA LONGITUDINAL JOINTS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2020 /S/ Steven Hefel
DATE HMA PAVEMENT ENGIN 74
FHWA

GENERAL NOTES

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

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

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

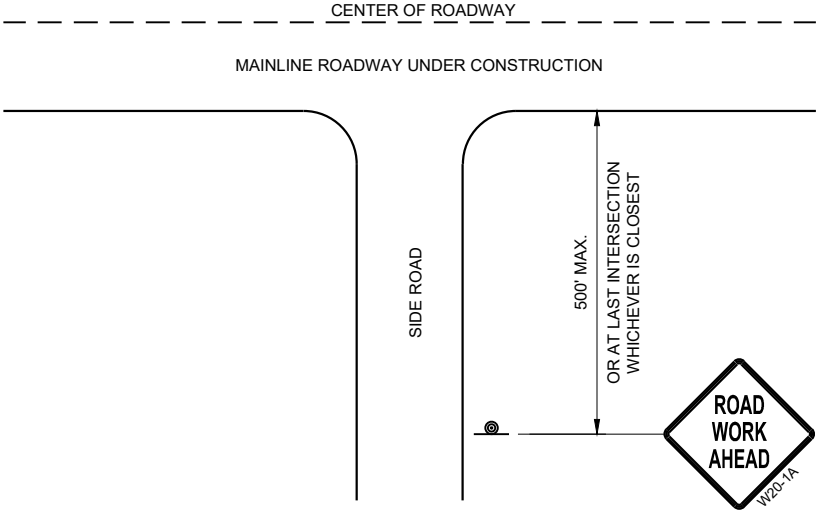
SIGNS THAT WILL BE IN PLACE LESS THAN SEVEN CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

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

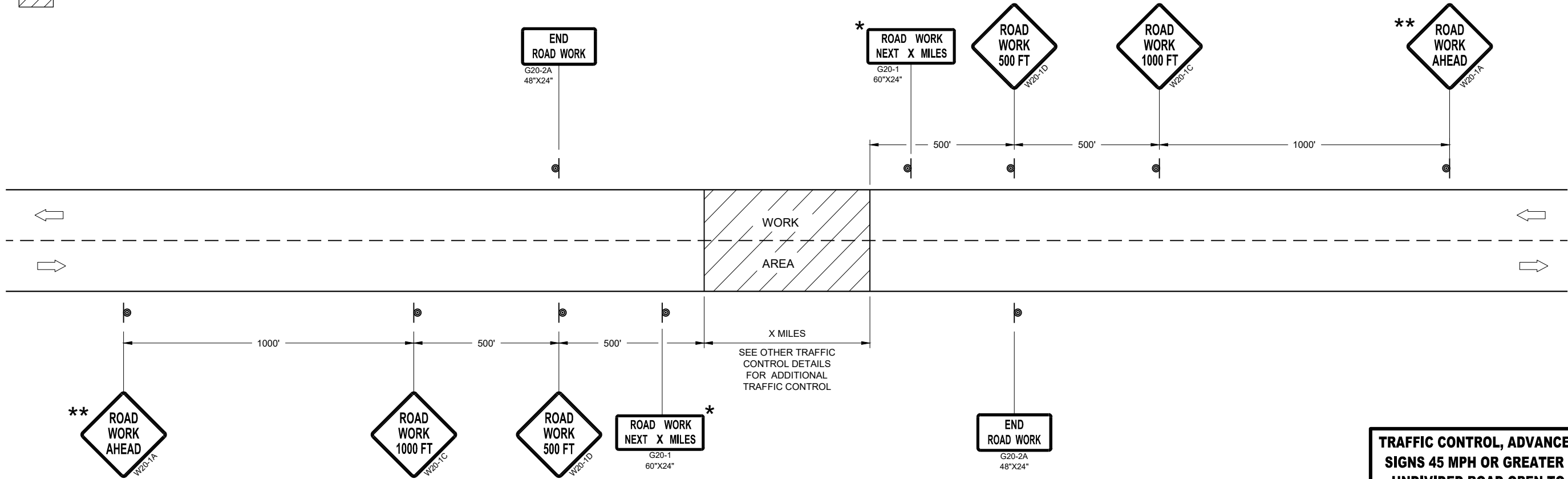
- * OMIT G20-1 SIGNS IF LENGTH OF WORK AREA IS 2 MILES OR LESS
- ** PLACE AN ADDITIONAL W20-1A "ROAD WORK AHEAD" SIGN IF WORK AREA WITHIN THE PROJECT IS SEPARATED BY MORE THAN 2 MILES FROM PREVIOUS WORK AREA.

LEGEND

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



TYPICAL SIDE ROAD APPROACH
WARNING SIGN DETAIL



TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45MPH OR GREATER

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
July 2018 /S/ Andrew Heidtke
DATE WORK ZONE ENGINEER 75
FHWA

GENERAL NOTES

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

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

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

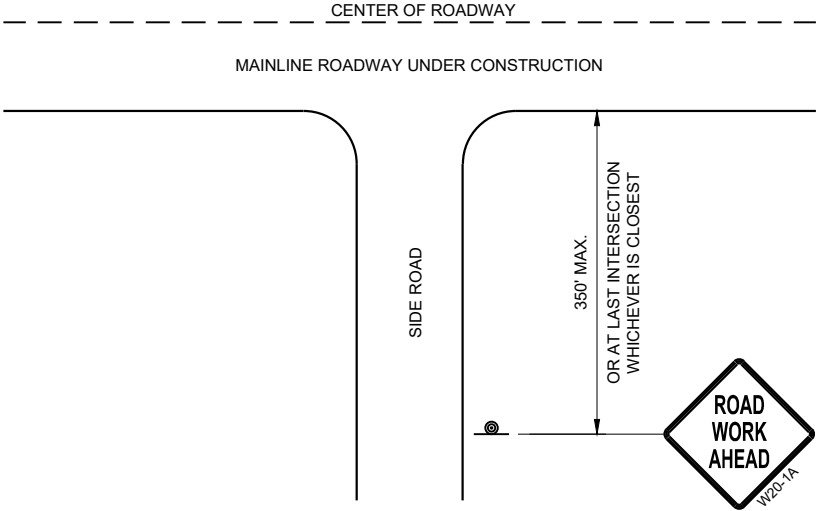
SIGNS THAT WILL BE IN PLACE LESS THAN SEVEN CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

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

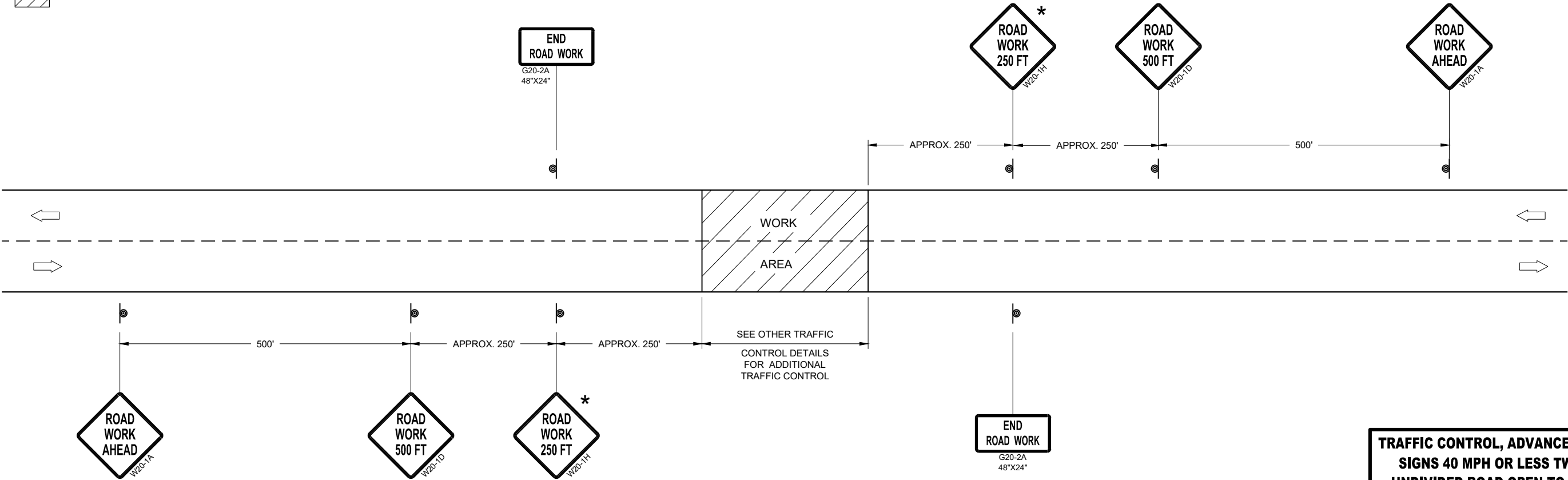
* THE THIRD W20-1 SIGN IS REQUIRED ONLY IF THERE IS AN INTERSECTION BETWEEN THE "ROAD WORK 500 FEET" SIGN AND THE WORK ZONE. ADJUST THE PLACEMENT OF THIS SIGN BASED ON INTERSECTION LOCATION AND OTHER FIELD CONDITIONS.

LEGEND

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



TYPICAL SIDE ROAD APPROACH
WARNING SIGN DETAIL



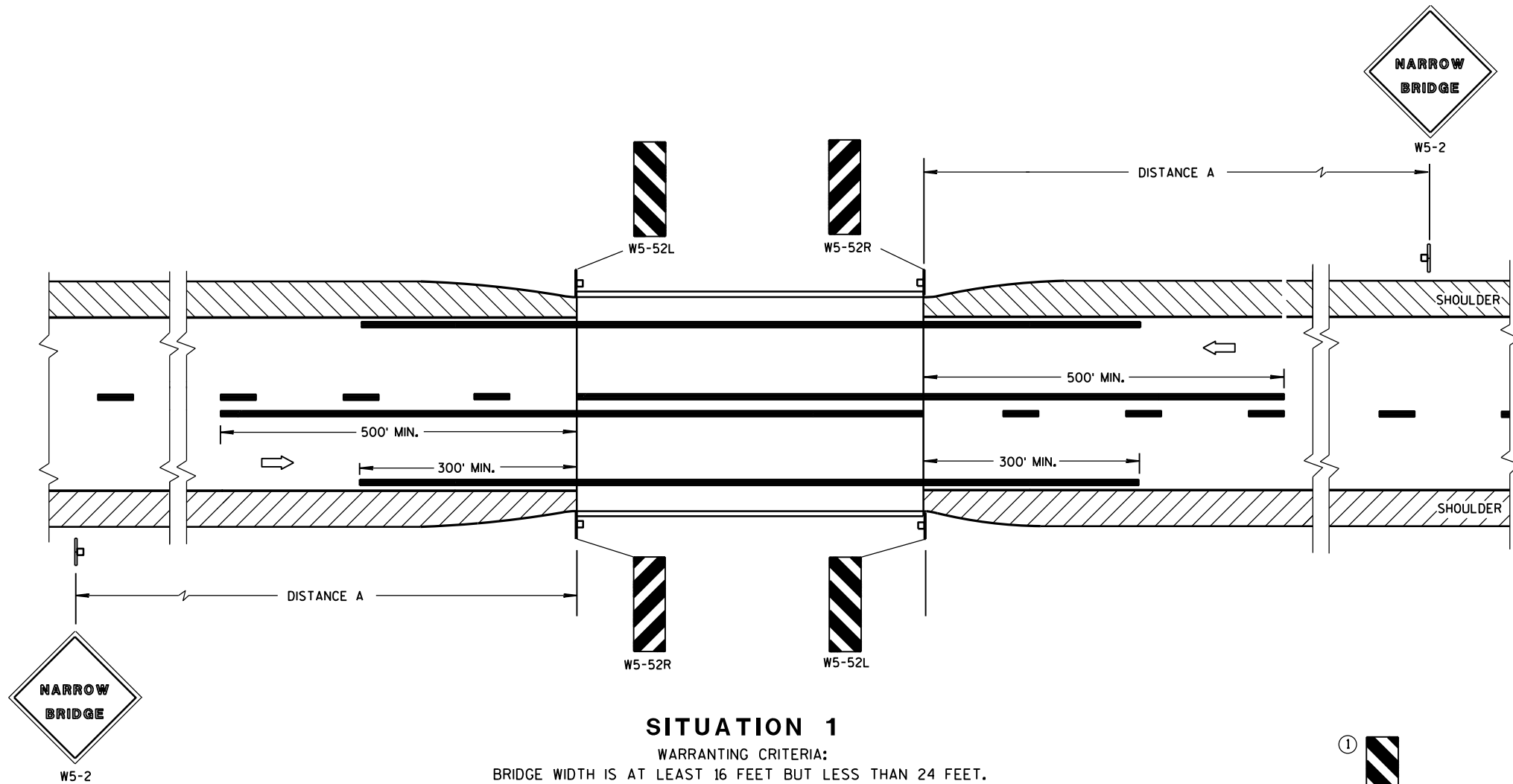
TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40MPH OR LESS

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
July 2018 /S/ Andrew Heidtke
DATE WORK ZONE ENGINEER 76

FHWA



SITUATION 1

WARRANTING CRITERIA:
BRIDGE WIDTH IS AT LEAST 16 FEET BUT LESS THAN 24 FEET.

DISTANCE TABLE

POSTED OR 85th PERCENTILE SPEED	DISTANCE "A"
25	150'
30	200'
35	250'
40	300'
45	400'
50	550'
55	750'

GENERAL NOTES

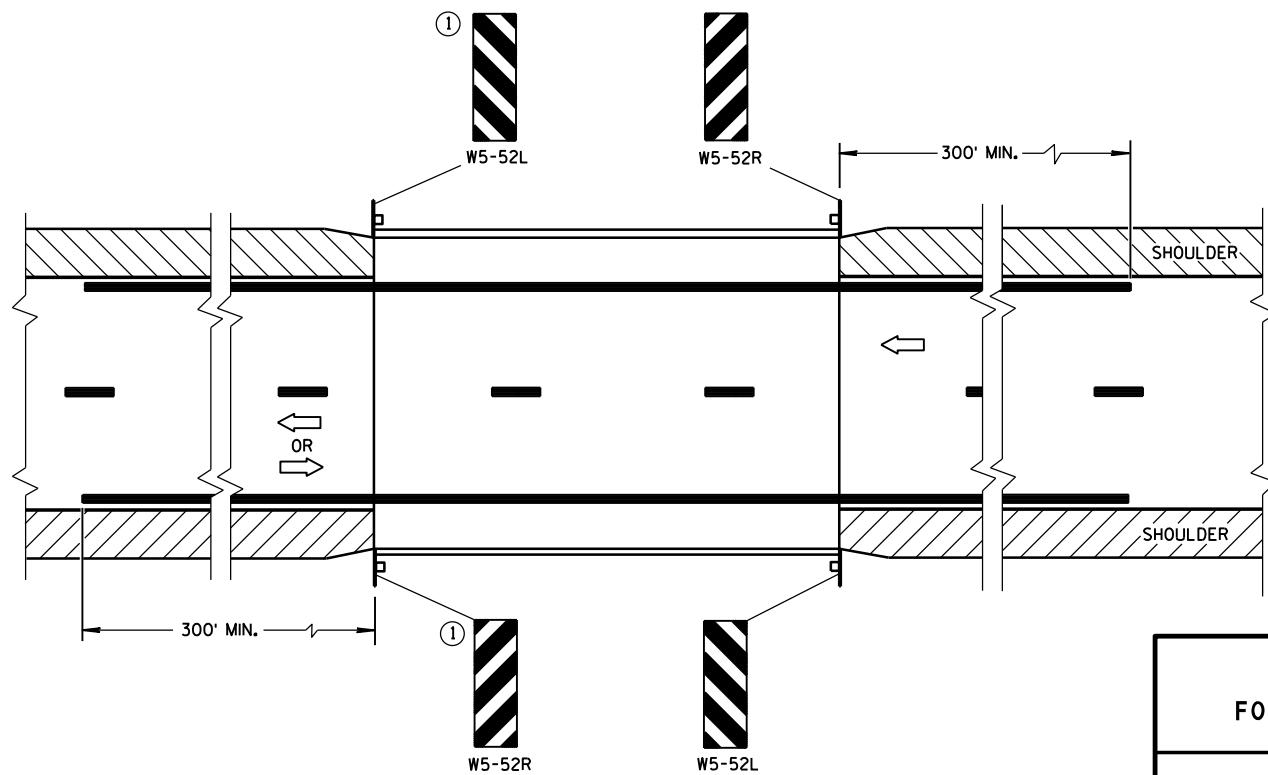
DETAILS OF TRAFFIC CONTROL DEVICES AND INSTALLATION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS, THE SPECIAL PROVISIONS, AND THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.

LOCATE W5-52 SIGN POST(S) BEHIND GUARDRAIL WHEN PRESENT.

PLACE THE EDGE OF THE W5-52 SIGN IN LINE WITH FACE OF CURB OR PARAPET.

① OMIT ON ONE-WAY TRAVELLED WAYS.

➡ DIRECTION OF TRAFFIC



SITUATION 2

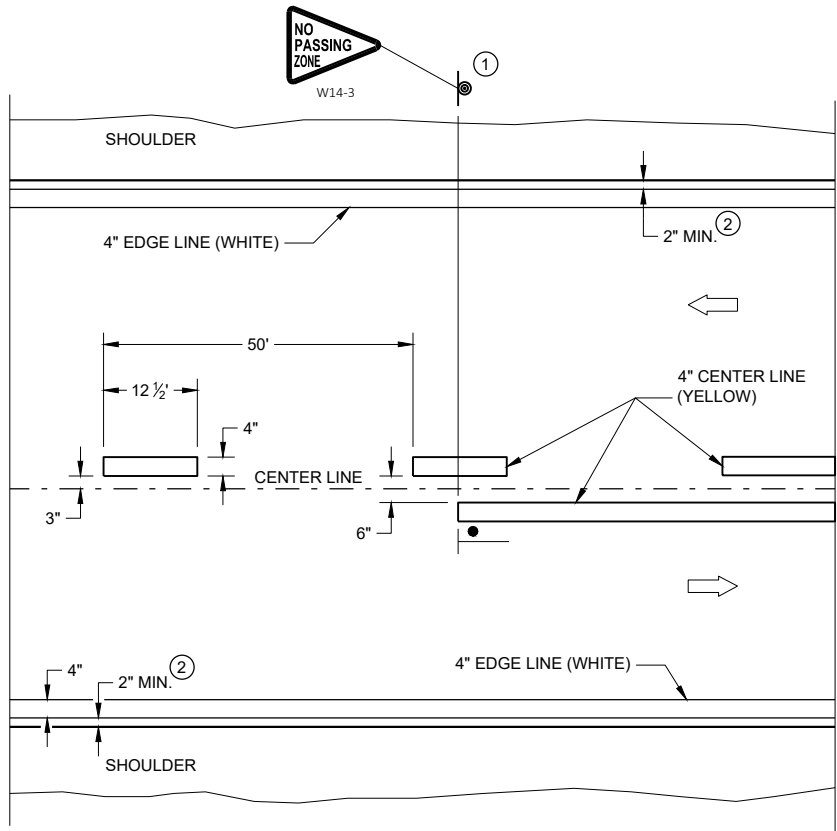
WARRANTING CRITERIA:
1. BRIDGE WIDTH IS AT LEAST 24 FEET AND
2. BRIDGE SHOULDER WIDTH IS LESS THAN 6 FEET.

SIGNING & MARKING FOR TWO LANE BRIDGES

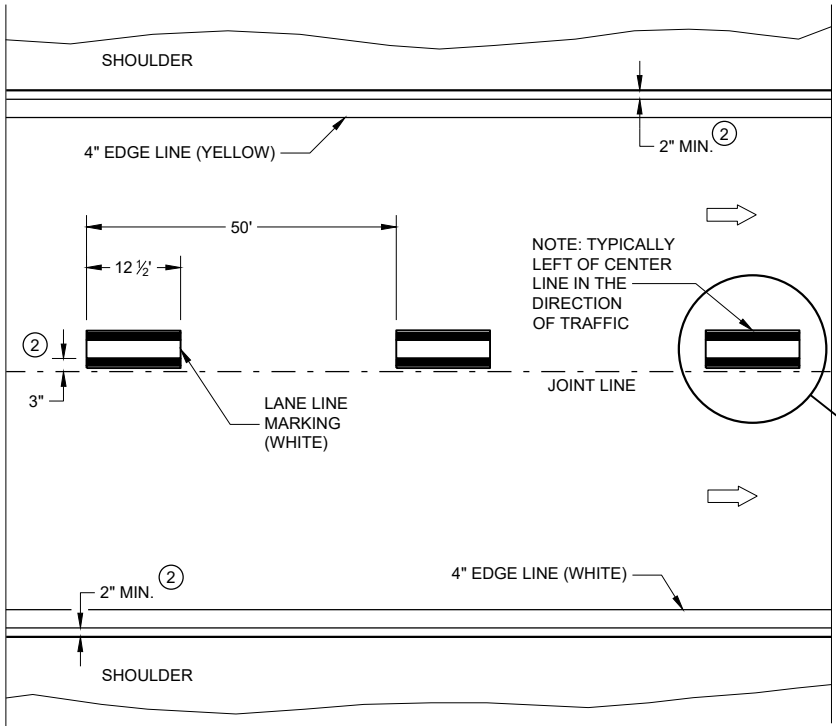
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

June 2017 /S/ Matthew R. Rauch
DATE STATE SIGNING AND MAR 77 JEER
FHWA

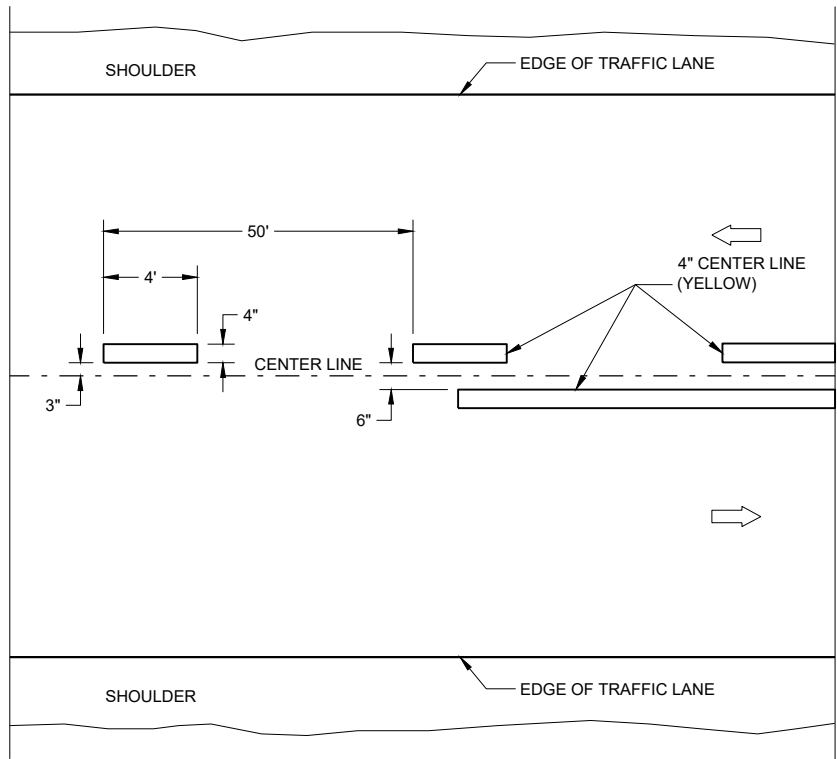


TWO WAY TRAFFIC

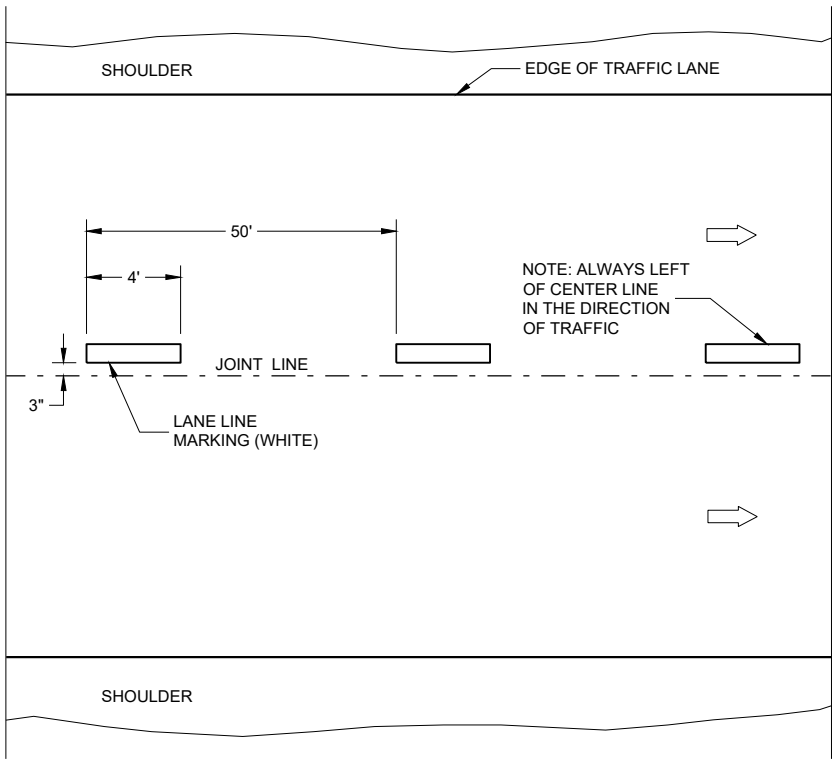


ONE WAY TRAFFIC

PERMANENT PAVEMENT MARKING



TWO WAY TRAFFIC



ONE WAY TRAFFIC

TEMPORARY PAVEMENT MARKING

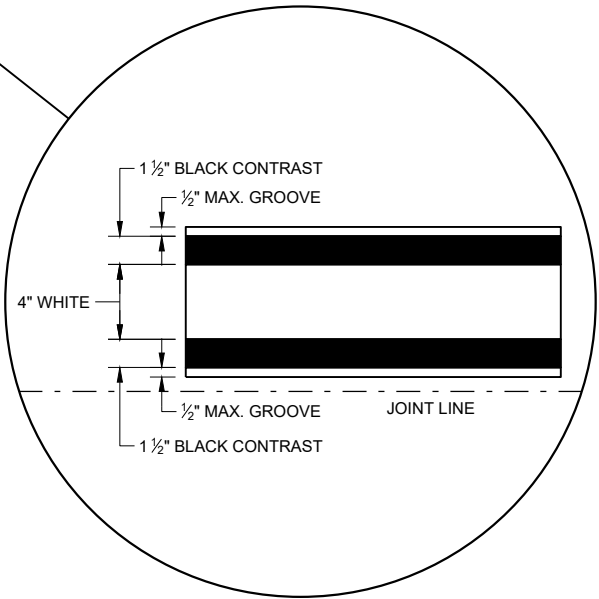
GENERAL NOTES

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

- ① LOCATE THE NO PASSING ZONE W14-3 SIGN WITHIN 50 FEET OF THE "T" MARKING
- ② MEASURE FROM EDGE OF MARKING TO JOINT LINE. THIS DOES NOT INCLUDE SPACE NEEDED FOR GROOVING OPERATIONS.

LEGEND

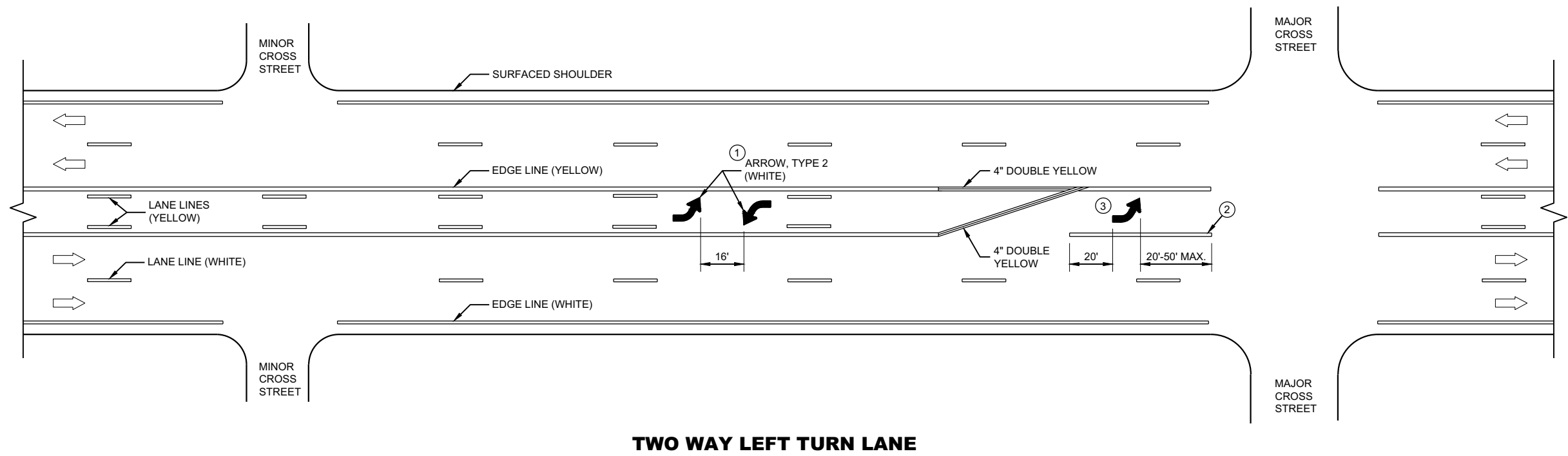
- "T" MARKING
- SIGN ON PERMANENT SUPPORT
- DIRECTION OF TRAFFIC



LONGITUDINAL MARKING
(MAINLINE)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

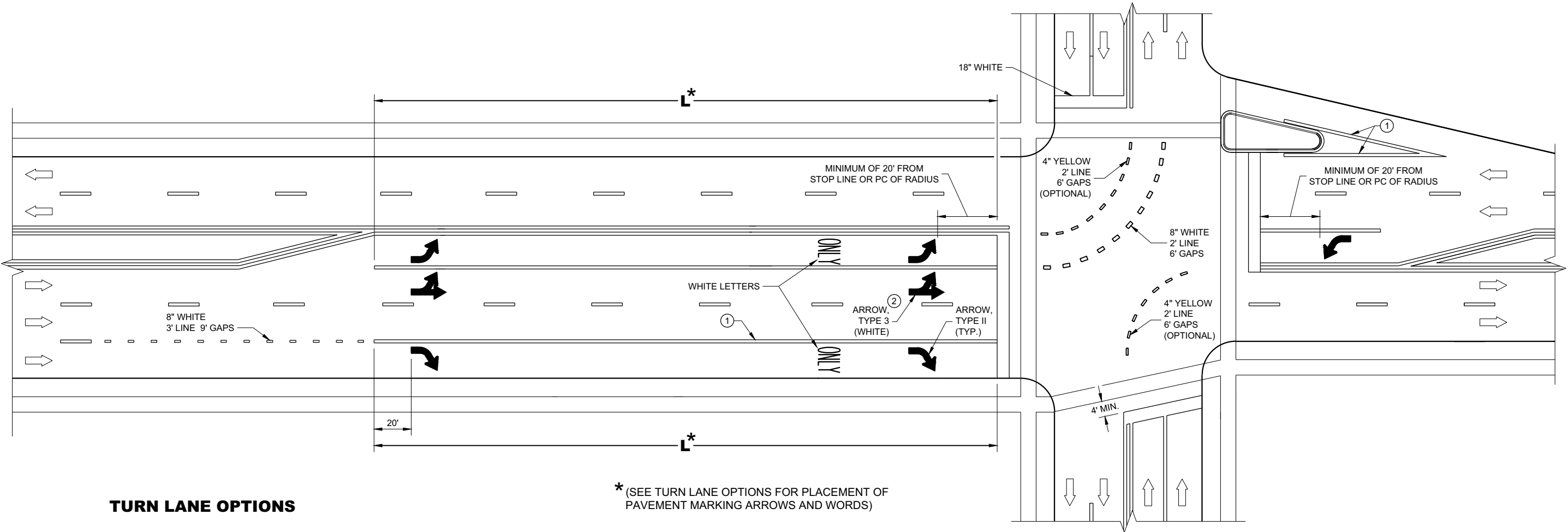
APPROVED
February 2020 /S/ Matthew Rauch
DATE STATEWIDE SIGNING AND MARKING ENGINEER 78
FHWA



GENERAL NOTES

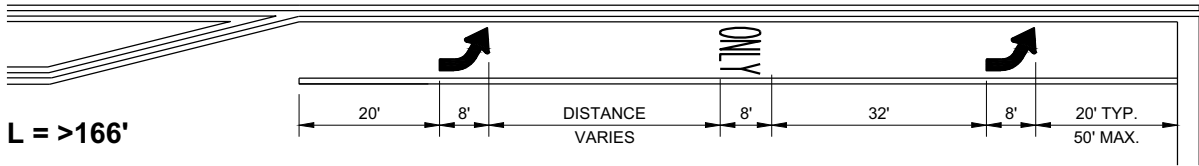
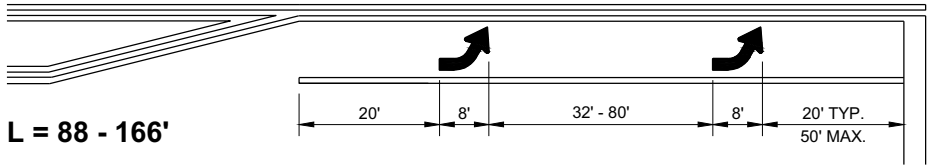
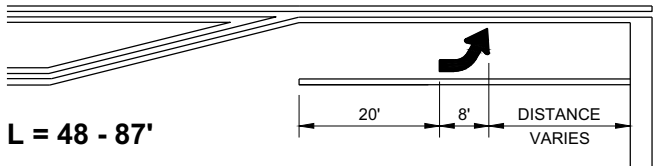
- ① A SET OF ARROWS IS REQUIRED EVERY 400 FEET OR NEAR INTERSECTIONS OR DRIVEWAYS WITH TURNING TRAFFIC.
- ② 8" WHITE
- ③ TURN BAY LENGTH OF LESS THAN 48' DOES NOT REQUIRE PAVEMENT ARROWS OR TEXT.

➡ DIRECTION OF TRAFFIC



TURN LANE OPTIONS

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



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

GENERAL NOTES

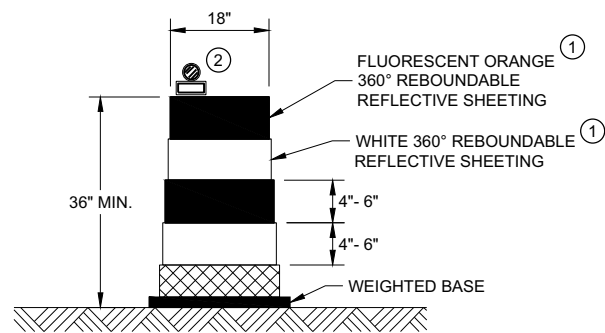
- ① 8" WHITE
- ② QUANTITY AND LOCATION OF TYPE 3 ARROWS ARE THE SAME AS THE TYPE II ARROWS IN THE ADJACENT TURN LANE. FOR TURN LANES WITH A PHYSICAL SEPARATION IN THE SAME DIRECTION OF TRAVEL, THE ARROWS AND "ONLY" MARKING MAY BE ELIMINATED.

➡ DIRECTION OF TRAFFIC

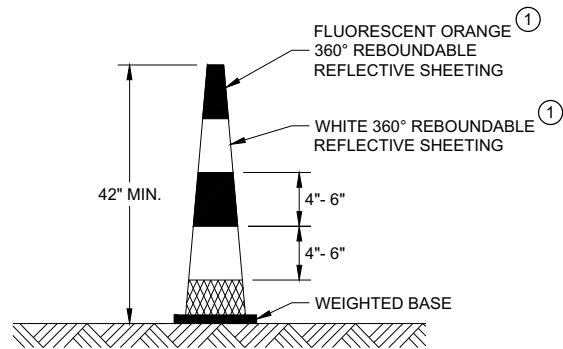
L = LENGTH OF TURN BAY

PAVEMENT MARKING
(TURN LANES)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

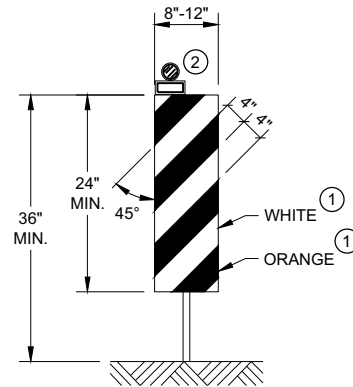


DRUM



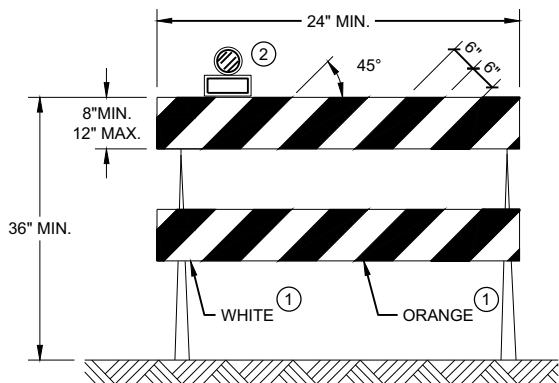
42" CONE

DO NOT USE IN TAPERS
½ SPACING OF DRUMS



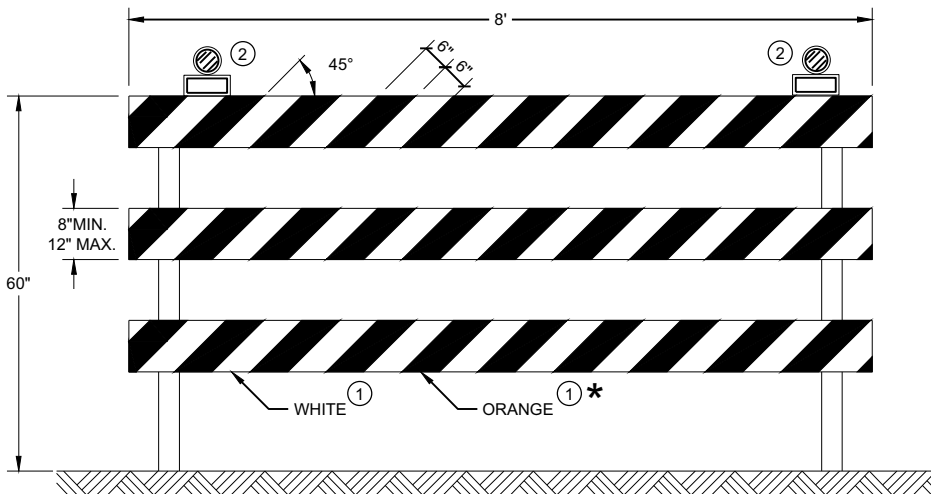
VERTICAL PANEL

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



TYPE II BARRICADE

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



TYPE III BARRICADE

IF SIGN MOUNTED, DO NOT COVER MORE THAN 50% OF THE TOP
TWO RAILS OR 33% OF THE TOTAL AREA OF THE THREE RAILS.

* IF USED FOR A PERMANENT APPLICATION USE RED SHEETING.

GENERAL NOTES

- ① REFLECTIVE SHEETING SHALL FOLLOW THE REQUIREMENTS IN THE APPROVED PRODUCTS LISTING FOR SIGN SHEETING.
- ② LOCATION OF WARNING LIGHTS WHEN SHOWN ON THE PLAN.

CHANNELIZING DEVICES
DRUMS, CONES, BARRICADES
AND VERTICAL PANELS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2020 /S/ Andrew Heidtke
DATE WORK ZONE ENGINEER 81
FHWA

LEGEND

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

GENERAL NOTES

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

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

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

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

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

WHEN A SIDE ROAD OR RAMP INTERSECTS THE FACILITY ON WHICH THE WORK IS BEING PERFORMED, ADDITIONAL TRAFFIC CONTROLS SHALL BE PROVIDED AS SPECIFIED IN THE PLANS AND/OR THE SPECIAL PROVISIONS OR AS APPROVED BY THE ENGINEER.

FLAGGING

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

① FOR MOVING WORK OPERATIONS, POST ADDITIONAL W20-7A FLAGGER SIGNS AT APPROXIMATELY 3,500' INTERVALS IN THE MOVING WORK OPERATION OR AS APPROVED BY THE ENGINEER.

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

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

TEMPORARY PORTABLE RUMBLE STRIPS

UTILIZE TEMPORARY PORTABLE RUMBLE STRIPS ON ALL FLAGGING OPERATIONS.

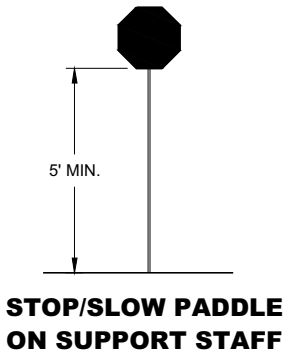
③ EACH TEMPORARY PORTABLE RUMBLE STRIP ARRAY CONSISTS OF THREE RUMBLE STRIPS SPACED ACCORDING TO MANUFACTURER'S RECOMMENDATION, PLACED TRANSVERSE ACROSS THE LANE AT LOCATIONS SHOWN.

ONLY USE TEMPORARY PORTABLE RUMBLE STRIPS FOR THE APPROVED PRODUCTS LIST.

INSTALL TEMPORARY RUMBLE STRIPS PER MANUFACTURER'S RECOMMENDATIONS.

PLACE ADVANCE SIGNING PRIOR TO INSTALLING TEMPORARY RUMBLE STRIPS.

DO NOT INSTALL TEMPORARY PORTABLE RUMBLE STRIPS ON GRAVEL, MILLED SURFACES, OR ASPHALT THAT HAS BEEN PAVED LESS THAN 12 HOURS.

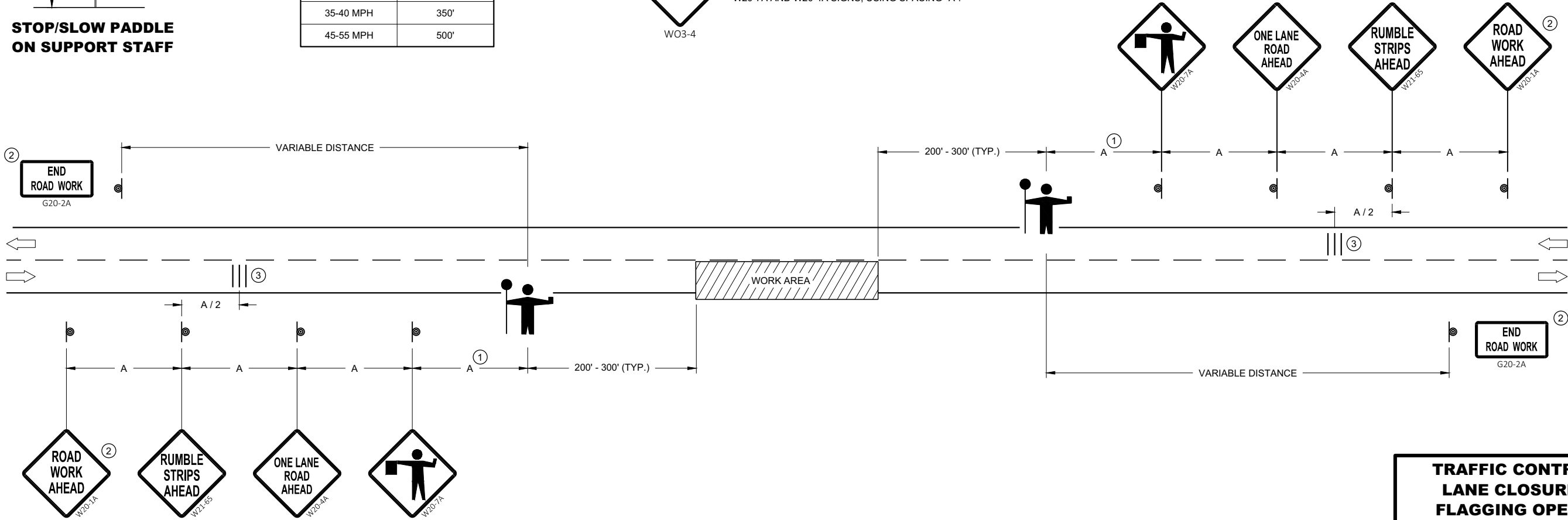


SIGN AND TEMPORARY RUMBLE STRIP ARRAY SPACING TABLE

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



USE OF W03-4 SIGN IS OPTIONAL. WHEN USED, THIS SIGN SHALL BE LOCATED BETWEEN THE W20-7A AND W20-4A SIGNS, USING SPACING "A".



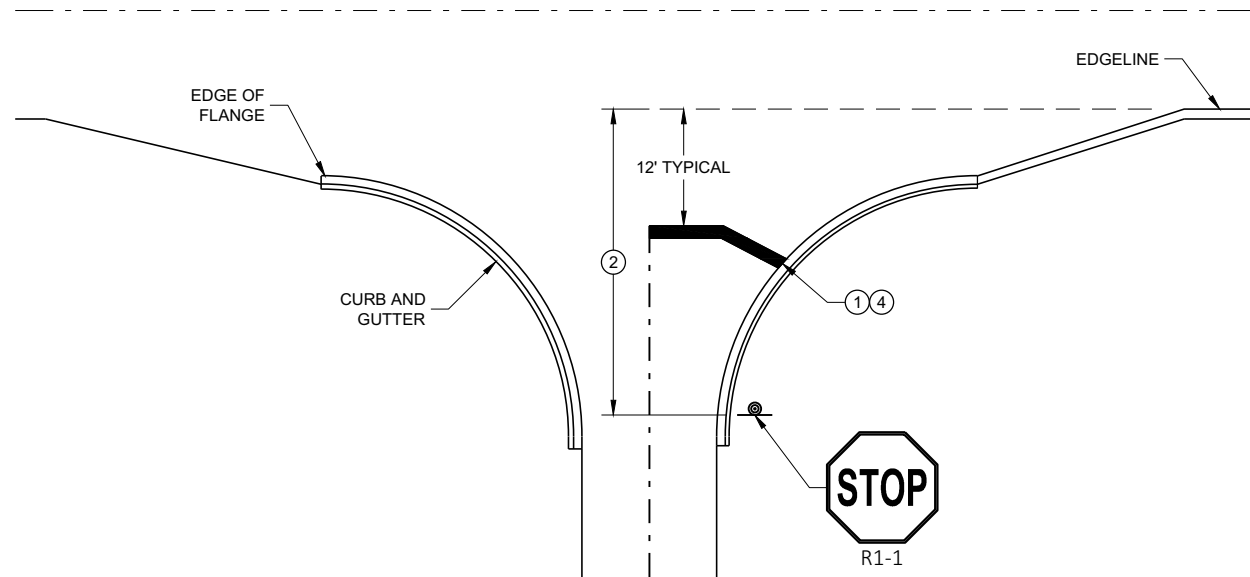
TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION

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

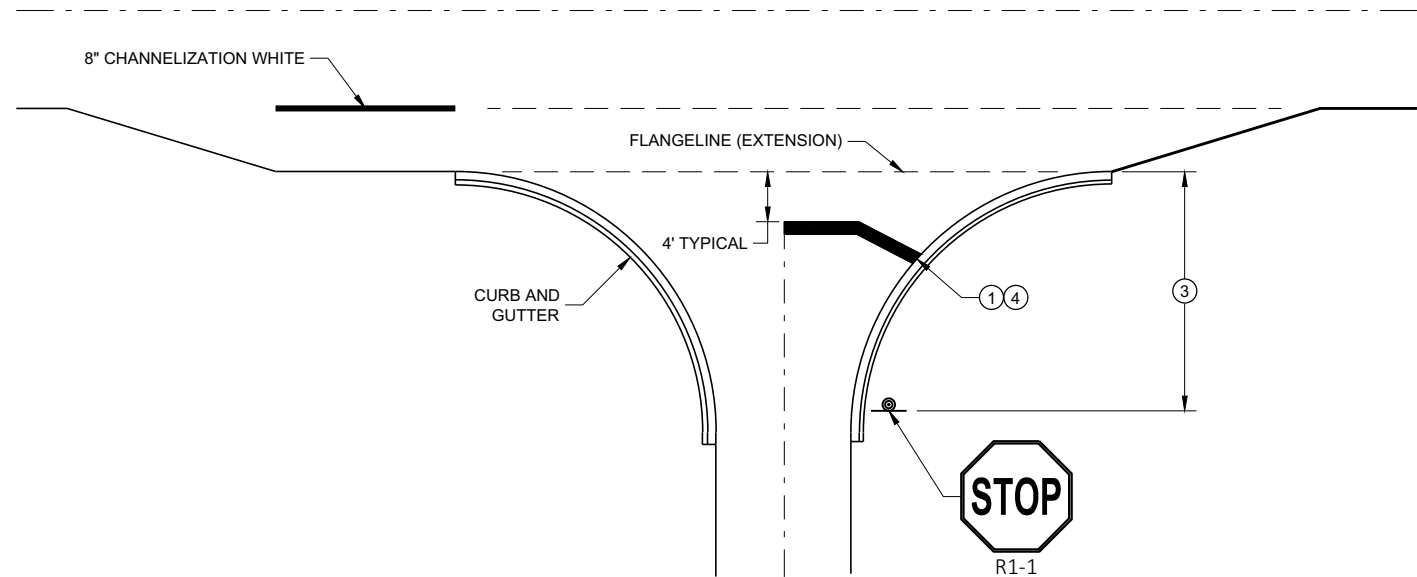
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2019 /S/ Andrew Heidtke
DATE WORK ZONE ENGINEER 82

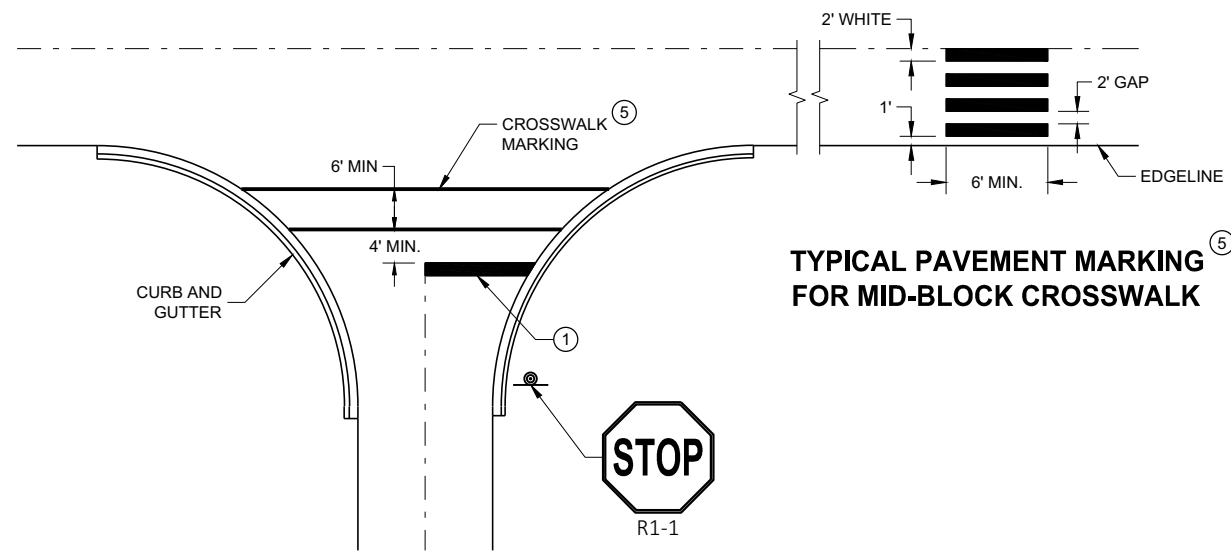
FHWA



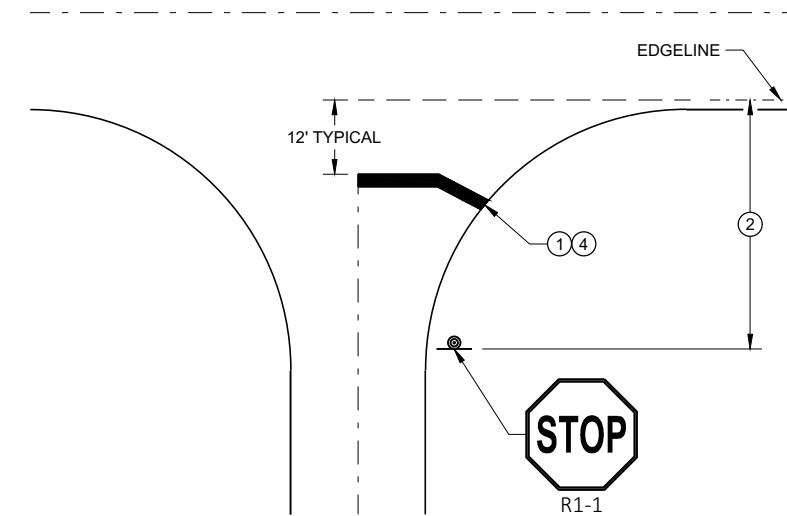
TYPICAL STOP LINE PAVEMENT MARKING
WITH CURB AND GUTTER



TYPICAL STOP LINE PAVEMENT MARKING
FOR SIDEROADS WITH RIGHT TURN LANE



TYPICAL STOP LINE PAVEMENT MARKING FOR
SIDEROADS WITH CROSSWALK MARKING



TYPICAL STOP LINE PAVEMENT MARKING
WITHOUT CURB AND GUTTER

GENERAL NOTES

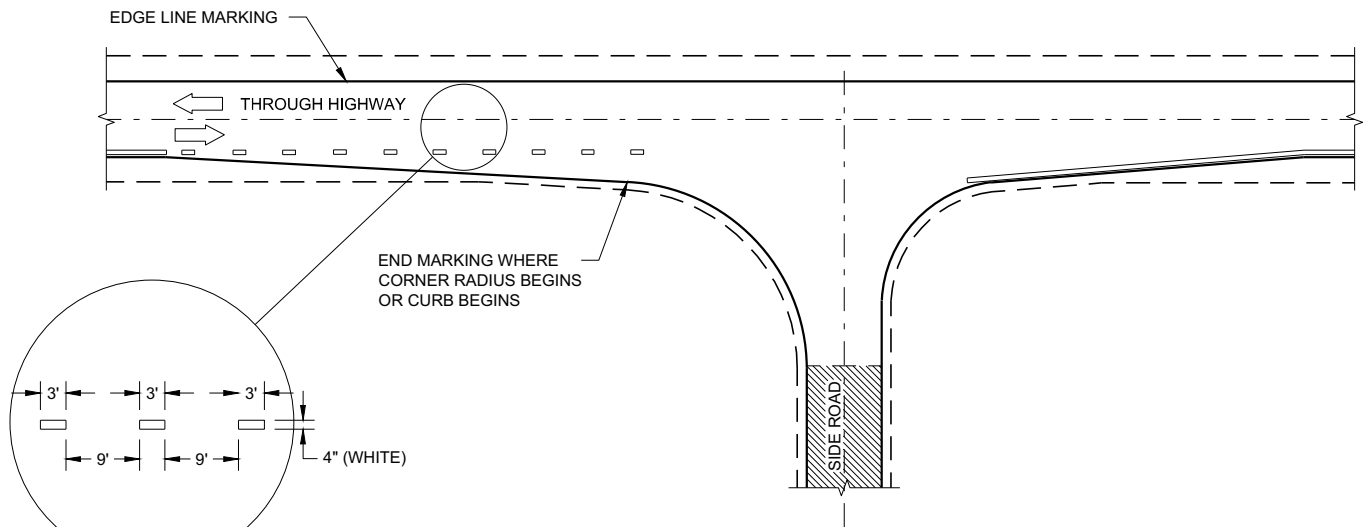
STOP SIGN SHALL BE PLACED A MINIMUM OF 6 FEET TO A MAXIMUM OF 50 FEET FROM THE EDGE LINE LOCATION.

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

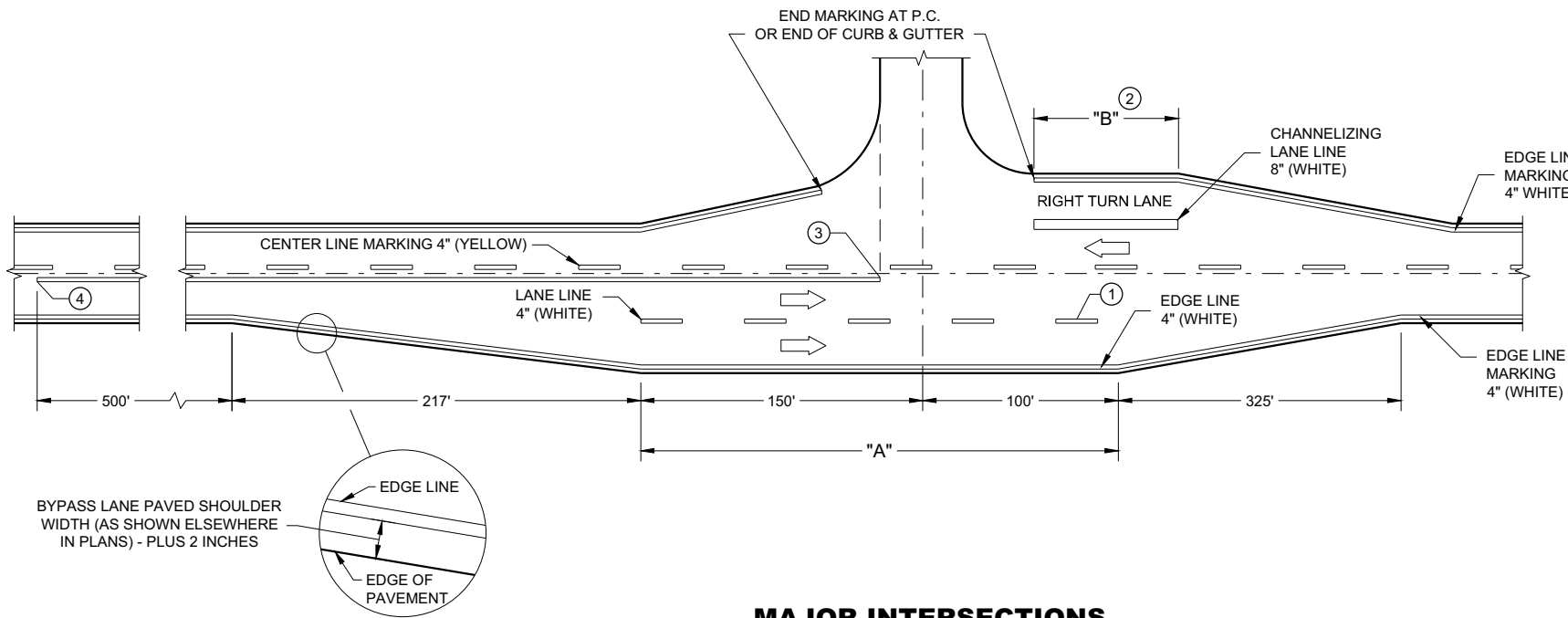
STOP LINE AND CROSSWALK
PAVEMENT MARKING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2019 /S/ Matthew Rauch
DATE STATE SIGNING AND MAP ENGINEER 83
FHWA



MINOR INTERSECTION



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

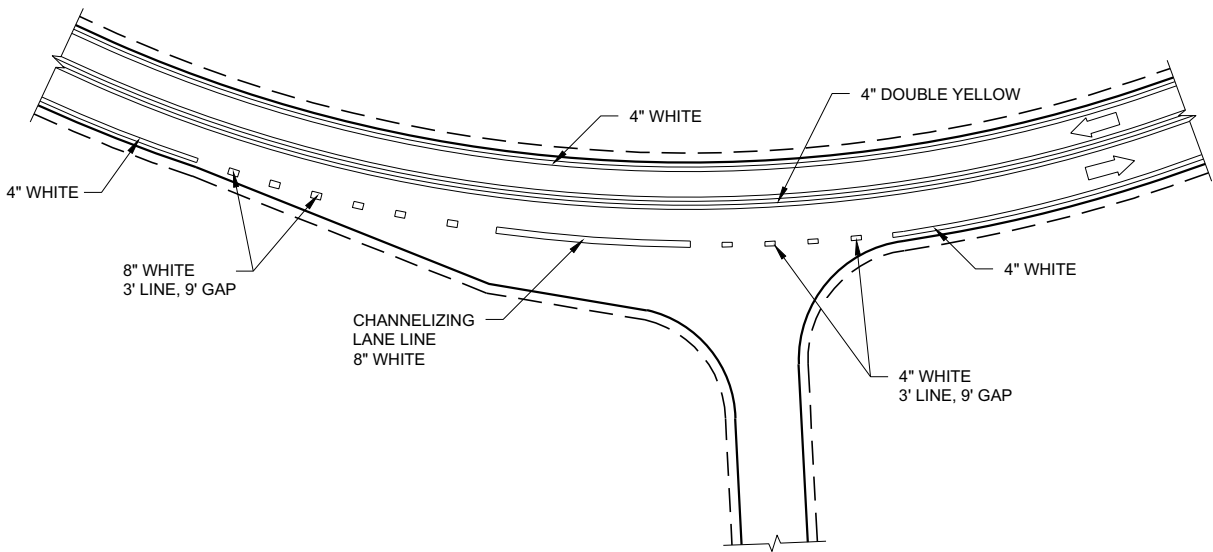
GENERAL NOTES

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

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

LEGEND

➡ DIRECTION OF TRAVEL



INTERSECTION ON OUTSIDE OF CURVE

PAVEMENT MARKING
(INTERSECTIONS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

LEGEND

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

GENERAL NOTES

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS IN URBAN AREAS, 36" X 36" SIGNS MAY BE USED IF APPROVED BY THE REGIONAL TRAFFIC UNIT.

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

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

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

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

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

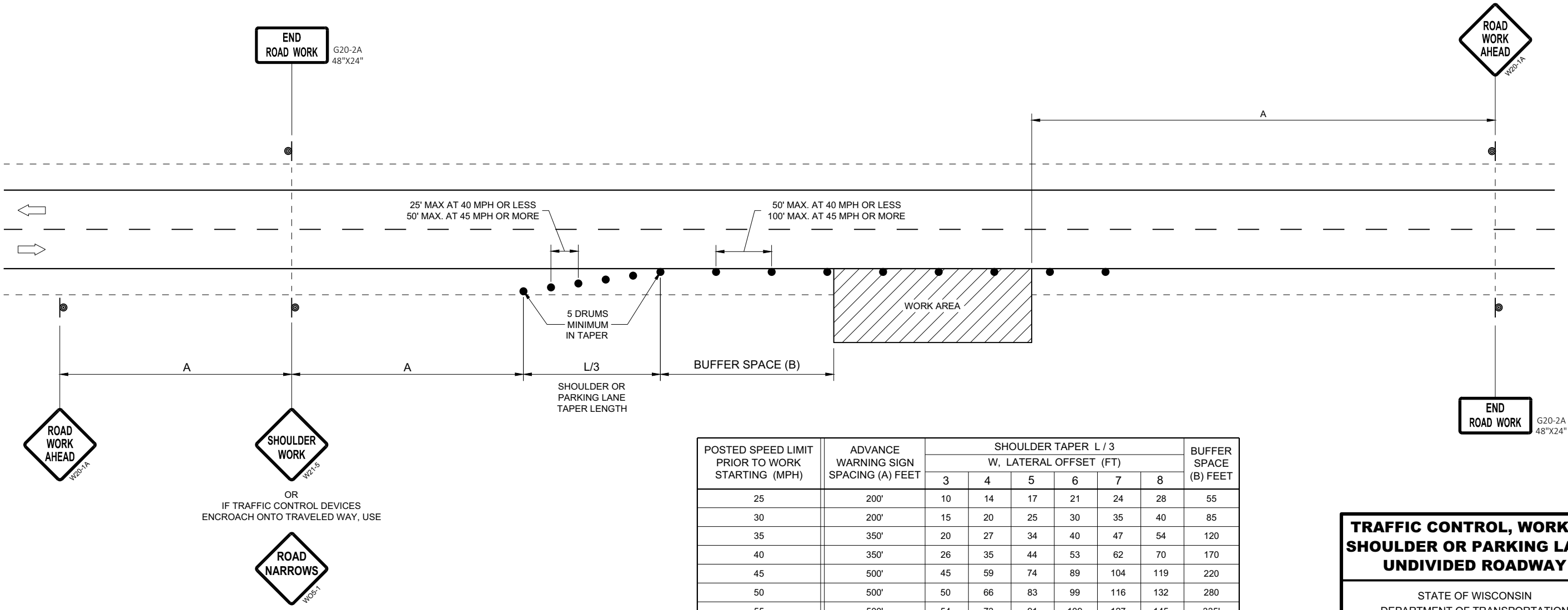
W20-1A AND G20-2A SIGNS ARE NOT REQUIRED IF THE WORK AREA IS WITHIN A LARGER WORK ZONE WHERE THESE SIGNS ARE ALREADY PRESENT. G20-2A SIGNS MAY ALSO BE OMITTED IF DURATION OF WORK IS LESS THAN 7 CONTINUOUS DAYS AND NIGHTS.

6

6

SDD 15D28 - 04

SDD 15D28 - 04



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

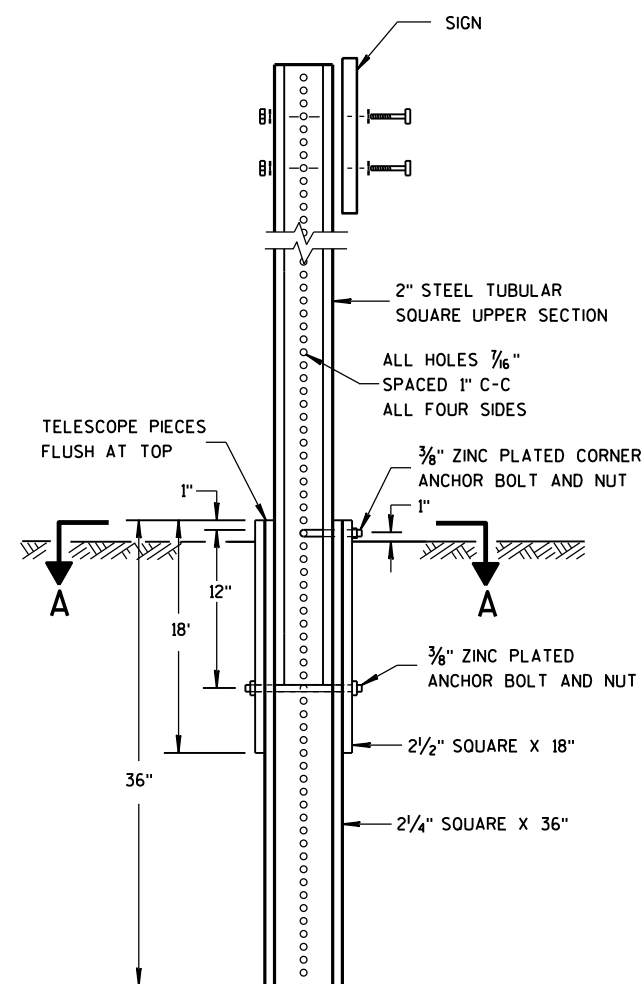
TRAFFIC CONTROL, WORK ON
SHOULDER OR PARKING LANE,
UNDIVIDED ROADWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2020
DATE

/S/ Andrew Heidtke
STATEWIDE WORK ZONE T
SAFETY ENGINEER 85

FHWA



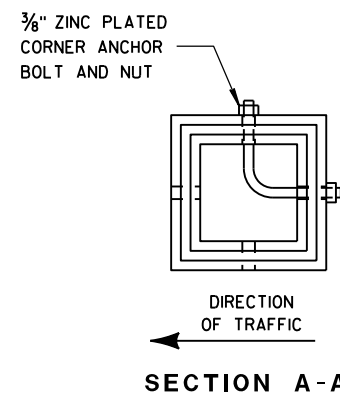
**DETAIL OF TUBULAR
STEEL SIGN POST**

TUBULAR STEEL POSTS

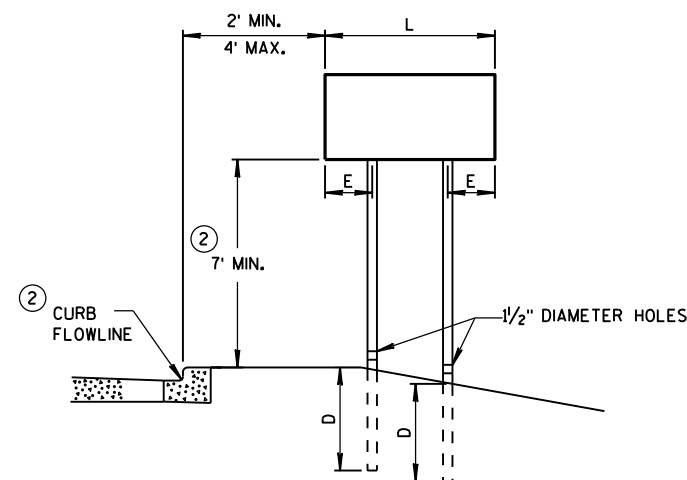
AREA OF SIGN INSTALLATION (SQ. FT.)	NUMBER OF REQUIRED TUBULAR STEEL POSTS
9 OR LESS	1
GREATER THAN 9 LESS THAN OR EQUAL TO 18	2
GREATER THAN 18 LESS THAN OR EQUAL TO 27	3

SIGNS WIDER THAN 3 FEET OR LARGER THAN 9 SQ. FT. SHALL BE MOUNTED ON MULTIPLE POSTS (SEE ABOVE TABLE).

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



SECTION A-A

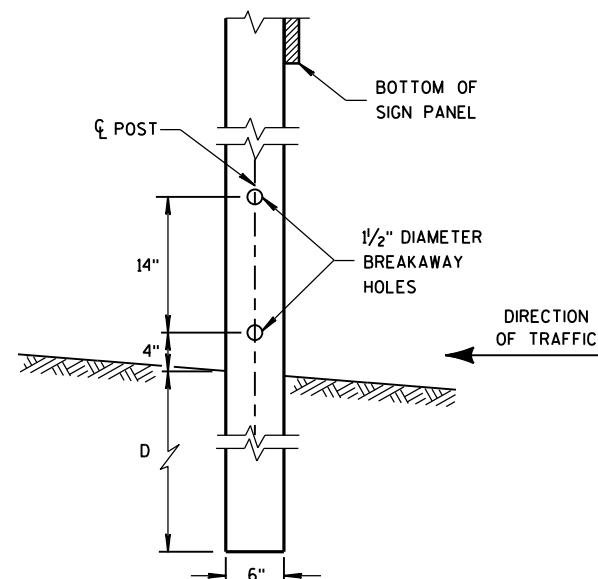


URBAN AREA

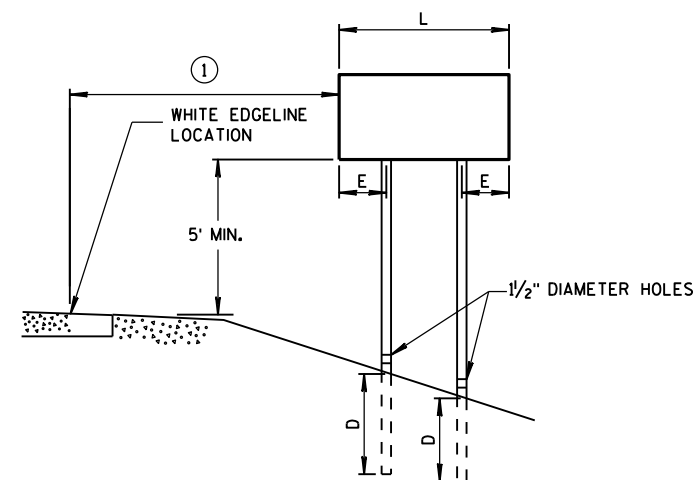
POST MOUNTING DETAIL FOR TEMPORARY TRAFFIC CONTROL FIXED MESSAGE SIGNS

**WOOD POST
EMBEDMENT DEPTH**

AREA OF SIGN INSTALLATION (SQ. FT.)	D (MIN)
20 OR LESS	4'
GREATER THAN 20	5'



**4"x6" WOOD POST
MODIFICATION**



RURAL AREA

4" X 6" WOOD POST

POST SPACING REQUIREMENTS		NUMBER OF WOOD POSTS REQUIRED
L	E	
48" OR LESS AND LESS THAN 20 SQ. FT.	-	1
LESS THAN 60"	12"	2
60" TO 120"	L/5	2
GREATER THAN 120" LESS THAN 168"	12"	3
168" AND GREATER	12"	4

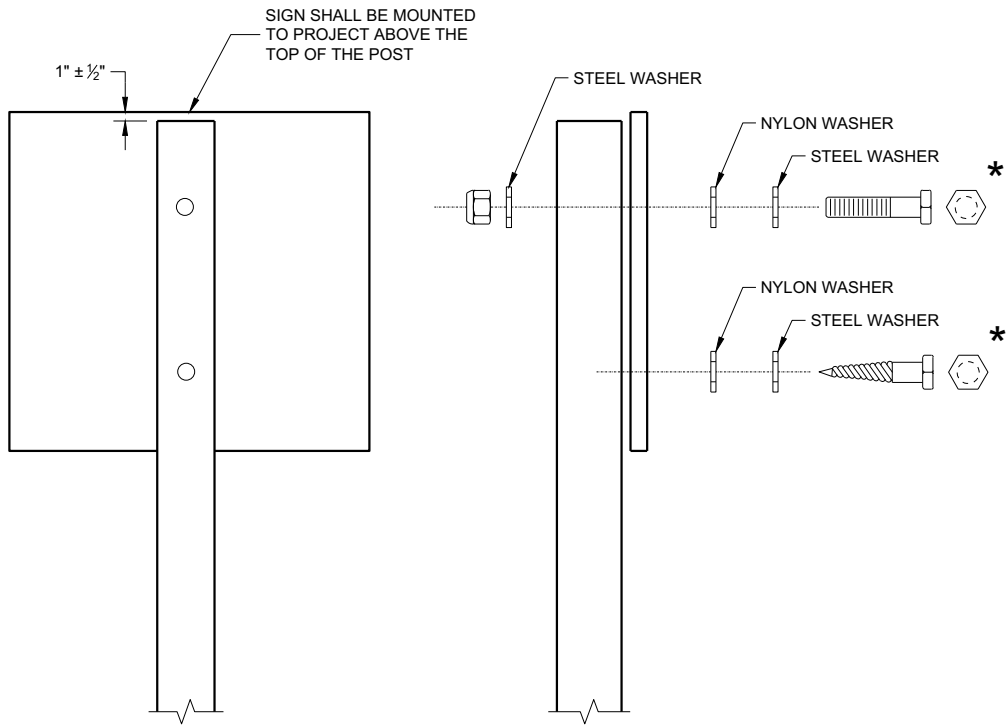
SEE NOTE ③

GENERAL NOTES

- ① 6 FEET FROM THE EDGE OF PAVEMENT (EDGE LINE LOCATION) UNLESS OTHERWISE DIRECTED BY THE PROJECT ENGINEER. LATERAL OFFSET SHOULD BE ADJUSTED TO AVOID THE DITCH FLOWLINE.
- ② THE EXISTENCE OF CURB AND GUTTER DOES NOT IN ITSELF MANDATE THE VERTICAL CLEARANCE ILLUSTRATED. THAT HEIGHT IS TYPICALLY MEASURED WHERE THERE IS SIDEWALK ADJACENT TO THE ROADWAY OR PARKING IS PERMITTED. IN THE ABSENCE OF SIDEWALK, VERTICAL CLEARANCE IS MEASURED FROM THE TOP OF THE CURB. IF NO SIDEWALK AND NO PARKING, VERTICAL CLEARANCE MAY BE REDUCED TO 5 FOOT MINIMUM. OFFSET OF SIGNS IS MEASURED FROM THE CURB FLOWLINE.
- ③ FOR SIGNS REQUIRING 4 POSTS, SPACE INTERMEDIATE POSTS EVENLY.

**TEMPORARY TRAFFIC CONTROL
SIGN MOUNTING**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



NUTS, BOLTS AND LAGS USED FOR MOUNTING SIGNS SHALL HAVE HEXAGONAL HEADS AND SHALL BE EITHER:

- A. HOT DIP GALVANIZED IN ACCORDANCE WITH ASTM DESIGNATION: A 153, CLASS D, OR SC 3
- B. ELECTRO-GALVANIZED IN ACCORDANCE WITH ASTM DESIGNATION: B 633, TYPE III, SC 3

THREADS ON BOLTS AND NUTS SHALL BE MANUFACTURED WITH SUFFICIENT ALLOWANCE FOR THE CADMIUM PLATE OR GALVANIZED COATING TO PERMIT THE NUTS TO RUN FREELY ON THE BOLTS.

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

SQUARE STEEL POST (2" x 2")
MACHINE BOLTS - 3/8" x 3 1/4" LENGTH W/NUTS
RIVETS - 1/32" (6605-9-6) BULB-TITE, TRI-FOLD, ALUMINUM
BODY/MANDREL O.D. FLANGE 0.720 - 0.765 INCH,
GRIP RANGE 0.042 - 0.375 INCH

WASHERS (ALL POSTS) -
1 1/4" O.D. x 3/8" I.D. x 1/16" STEEL
1 1/4" O.D. x 3/8" I.D. x 0.080 NYLON

* TWO DIFFERENT FASTENING SYSTEMS ARE SHOWN FOR ILLUSTRATION PURPOSES. ON ANY INDIVIDUAL SIGN, EITHER ONE OR THE OTHER SYSTEM SHALL BE USED. ACTUAL NUMBER OF FASTENERS PER SIGN VARIES WITH THE SIGN AREA. FOR A SINGLE POST INSTALLATION, ALL SIGNS GREATER THAN 9 SQ. FT. REQUIRE THE USE OF 3 FASTENERS.

ATTACHMENT OF SIGNS TO POSTS	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED June 2017 DATE	/S/ Andrew Heidtke WORK ZONE ENGINEER 87
FHWA	

GENERAL NOTES

DRAWING NOT TO SCALE. ALL SIGNS AND POSTS ON THIS SHEET SHALL BE PAID FOR WITH 'TRAFFIC CONTROL SIGNS' BID ITEM. ALL SIDE ROADS WHICH ARE UNDER CONSTRUCTION OF CURB AND GUTTER AND/OR GRADING SHALL BE ADEQUATELY SIGNED.

ALL SIGNS AND DEVICES SHALL BE IN CONFORMANCE WITH THE WISCONSIN MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (WMUTCD). SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE WISDOT STANDARD SIGN PLATES.

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

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

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

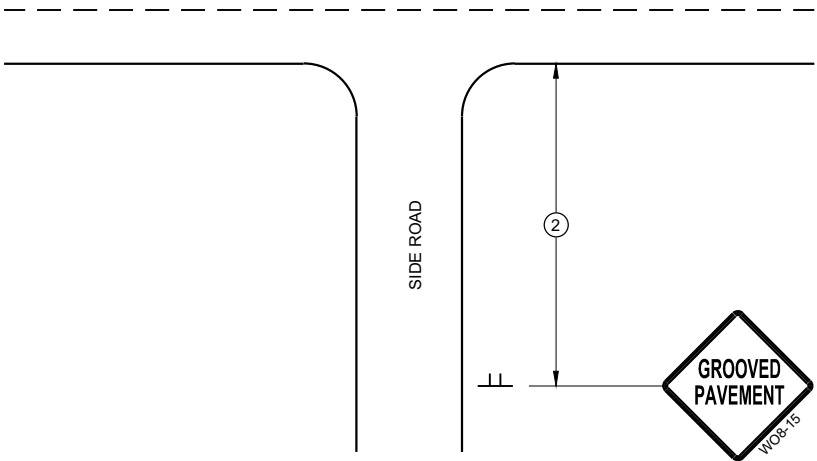
ALL SIGNS INAPPROPRIATE TO THE STATUS OF THE CONTROL ZONE, INCLUDING PRE-EXISTING SIGNS IN THE VICINITY, SHALL BE COVERED OR REMOVED AS DIRECTED BY THE ENGINEER.

SEE 15C34 FOR ADDITIONAL TRAFFIC CONTROL SIGNING WHEN CENTERLINE PAVEMENT MAKINGS ARE MISSING. 'DO NOT PASS' SIGNS MUST BE INSTALLED ON THE SAME DAY AS MILLING OPERATIONS.

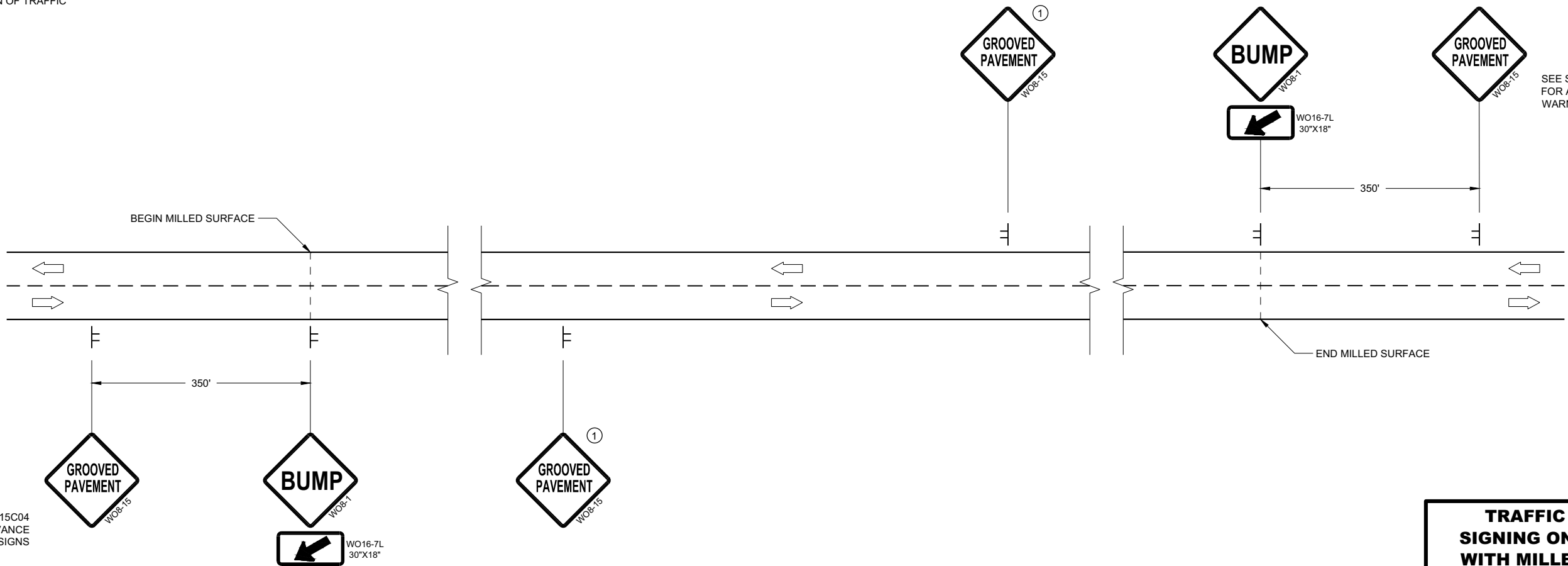
- ① PLACE SIGNS 350' IN ADVANCE OF MILLED SURFACES AND AT 1 MILE INTERVALS, OR AS DIRECTED BY THE ENGINEER.
- ② PLACE SIGN 200' MIN. FROM INTERSECTION AND 200' MIN. AFTER ADVANCE WARNING SIGN SHOWN IN SDD 15C04.

LEGEND

-  SIGN ON TEMPORARY SUPPORT
-  DIRECTION OF TRAFFIC



TYPICAL SIDE ROAD APPROACH
SIGN DETAIL



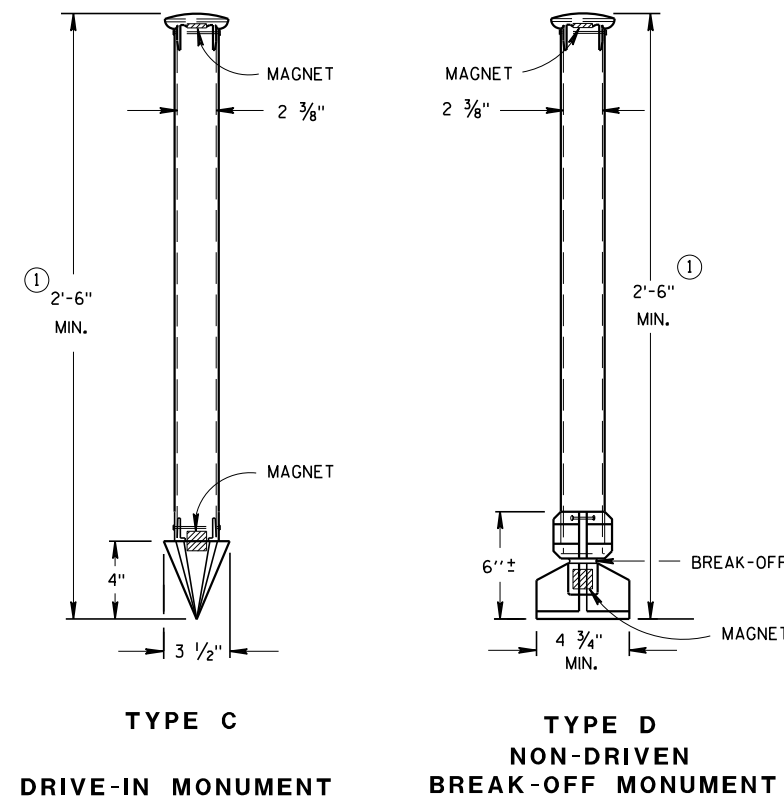
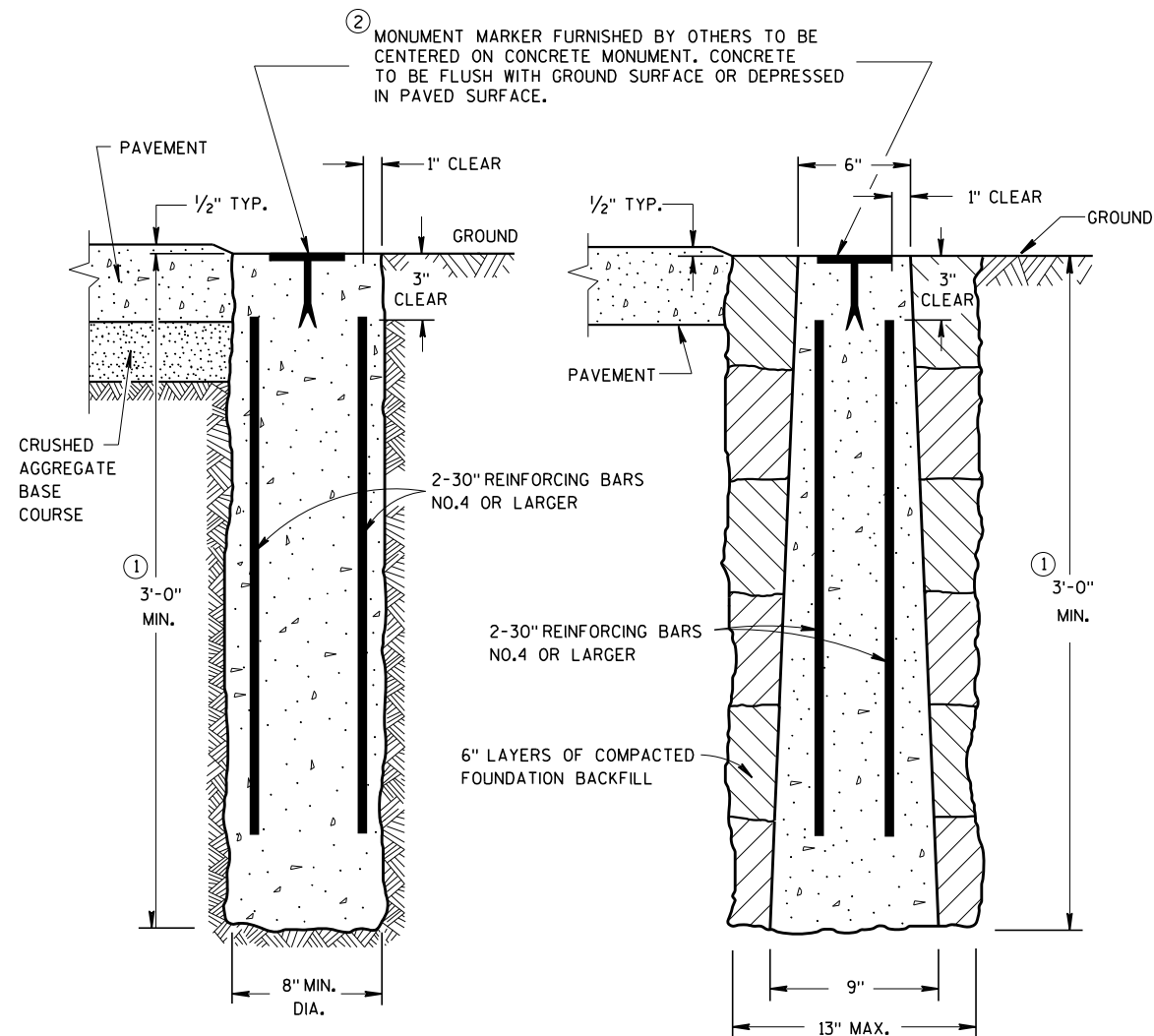
DETAIL FOR SIGNING ON MILLED SURFACES

TRAFFIC CONTROL,
SIGNING ON ROADWAYS
WITH MILLED SURFACES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

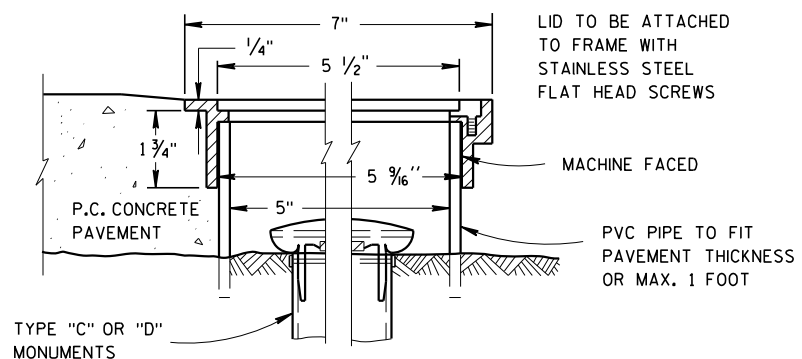
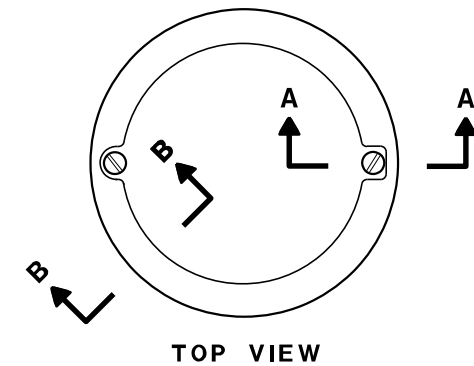
APPROVED
February 2020 /S/ Andrew Heidtke
DATE WORK ZONE ENGINEER 88

FHWA



ALUMINUM MONUMENTS

(INCLUDES MARKER)



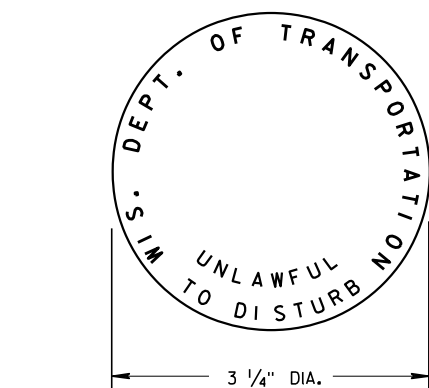
ALUMINUM MONUMENT COVER

(APPROXIMATE WEIGHT 2 LBS)
(FOR CONCRETE PAVEMENT ONLY)

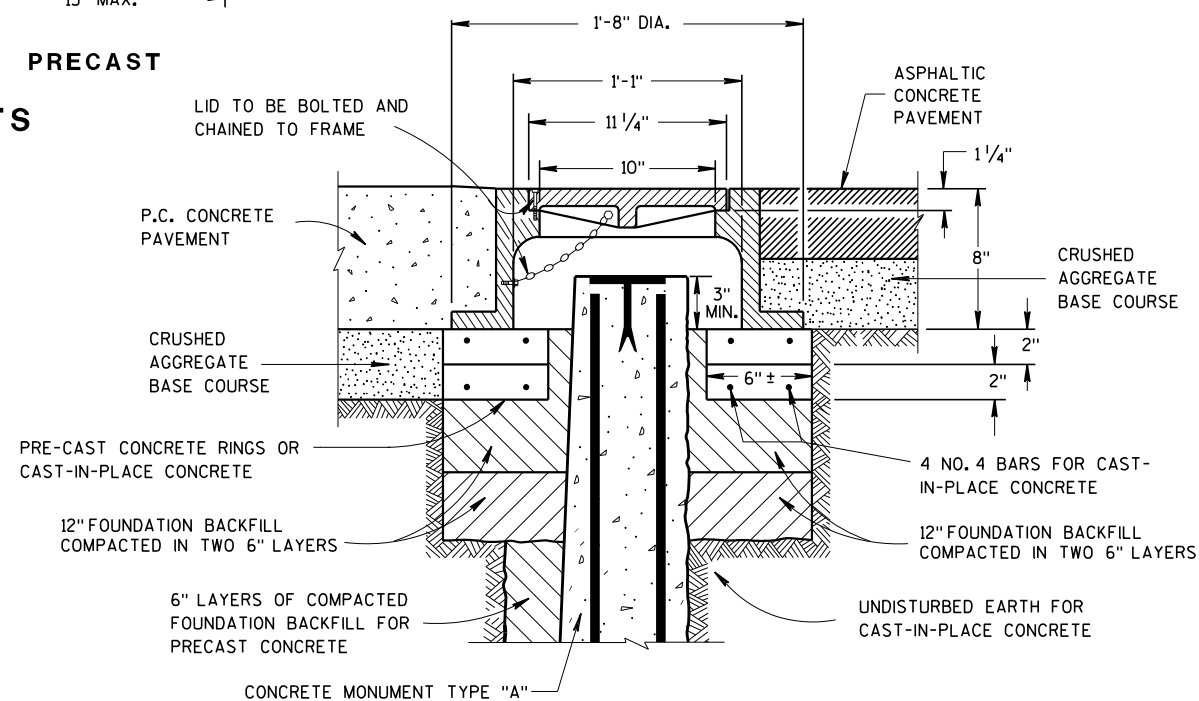
LANDMARK REFERENCE MONUMENTS AND COVERS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
March 2018 /S/ Raymond A. Kuczyński
DATE CHIEF SURVEYING AND M 89 GINEER
FHWA



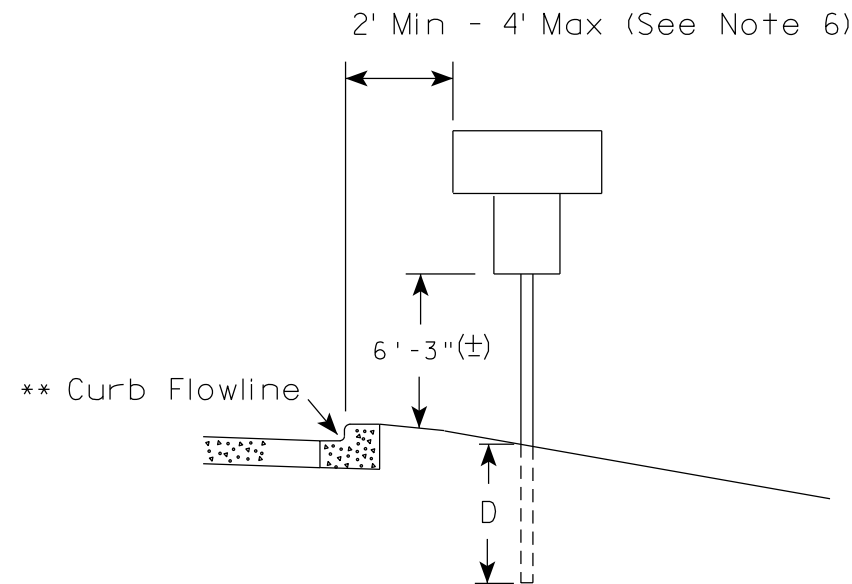
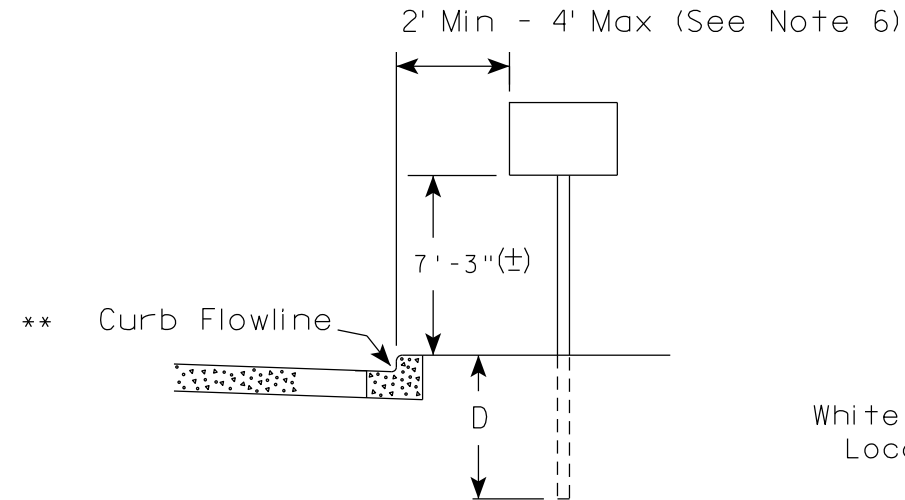
② WIS DOT MONUMENT MARKER LOGO
FOR TYPES "A", "C", & "D"



CAST IRON MONUMENT COVER

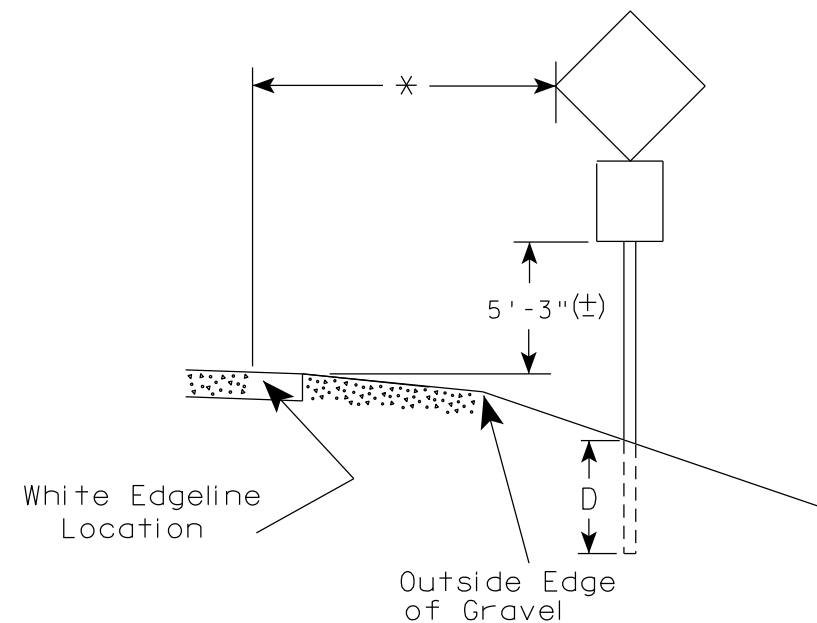
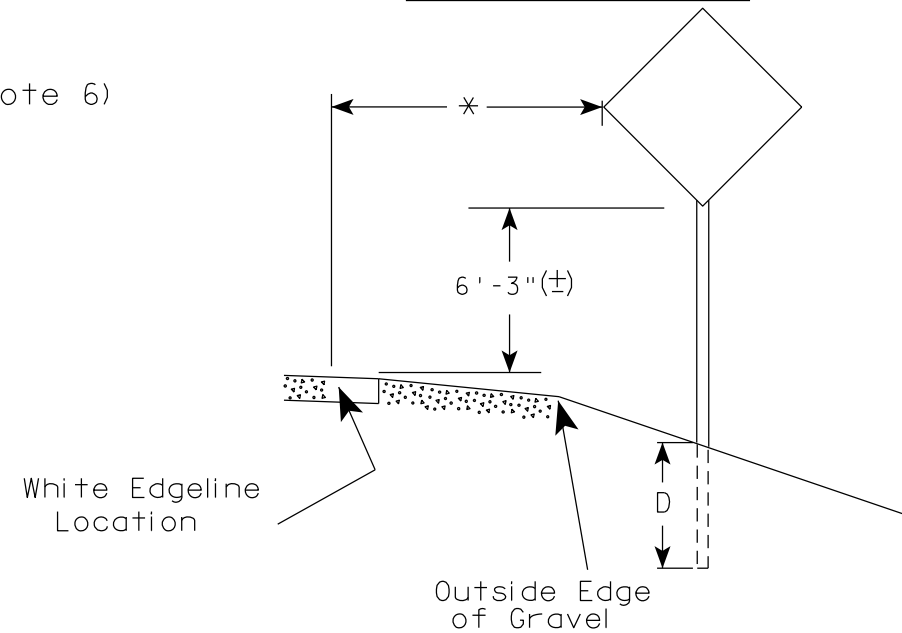
(APPROXIMATE WEIGHT 95 LBS)

URBAN AREA



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

RURAL AREA (See Note 2)



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

POST EMBEDMENT DEPTH

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

GENERAL NOTES

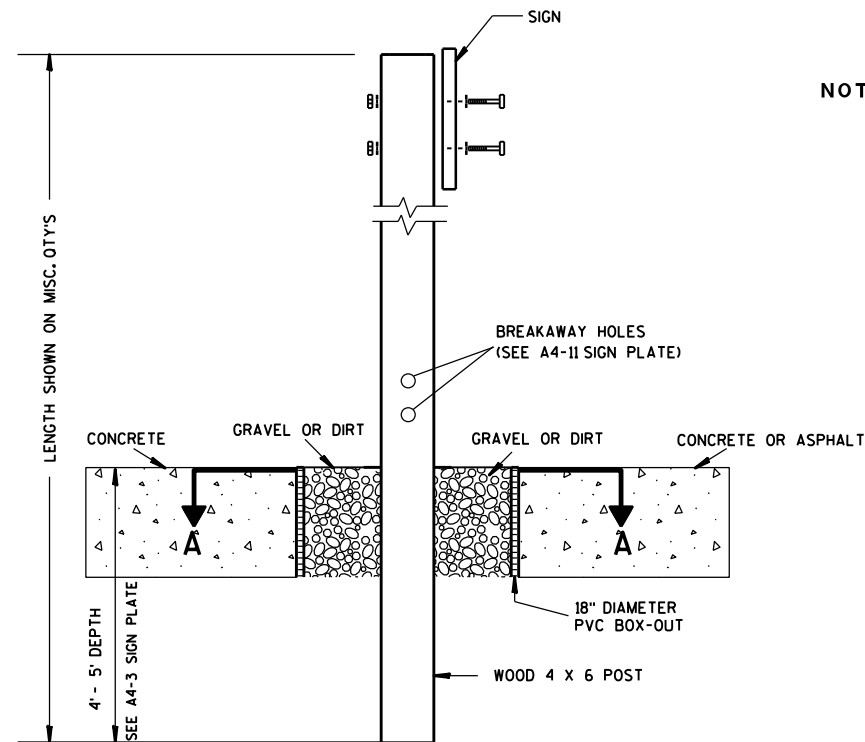
1. Signs wider than 4 feet or 20 sq.ft or larger, shall be mounted on multiple posts. Refer to plate A4-4.
2. If signs are mounted on or behind barrier wall, see A4-10 sign plate.
The Double Arrow sign (W12-1D) shall be mounted at a height of 2'-3" (±). The Chevron sign (W1-8), Roundabout Chevron panel (R6-4B), Enhanced Reference Markers, Clearance Markers (W5-52), Mile Markers (D10 series), In Road Object Markers (W5-54) & End of Road Markers (W5-56) shall be mounted at a height of 4'-3" (±).
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 signs mounted on traffic signal poles is 5'- 3" (±).
5. Offset distance shall be consistent with existing signs or consistent throughout length of project.
6. The (±) tolerance for mounting height is 3 inches.
7. Folding signs shall be mounted at a height of 5'-3" (±) or as directed by the Engineer.

TYPICAL INSTALLATION
OF PERMANENT TYPE II
SIGNS ON SINGLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

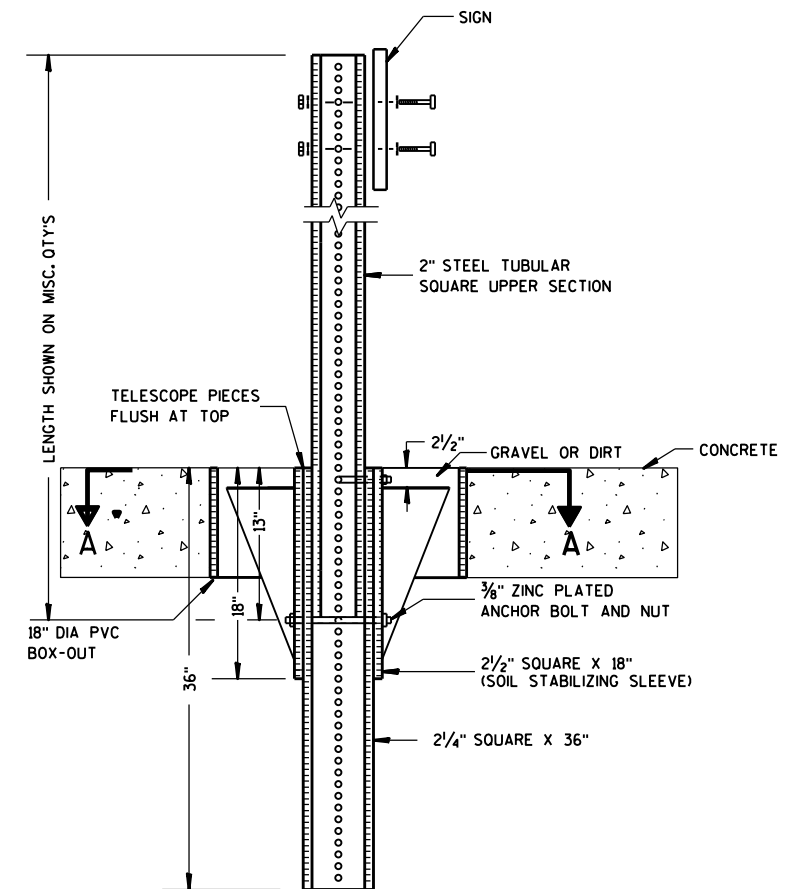
DATE 5/13/2020 PLATE NO. A4-3.22



ELEVATION VIEW

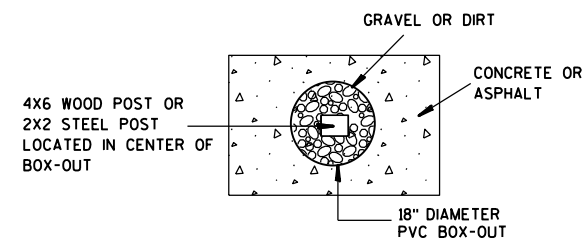
DETAIL OF WOOD 4 X 6 SIGN POST IN BOX-OUT

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



ELEVATION VIEW

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



PLAN VIEW

FOR NEW CONCRETE/ASPHALT INSTALLATIONS

SIGN POST
BOX-OUTS
A4-3B

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 1/27/14 PLAT 91 A4-3B.1

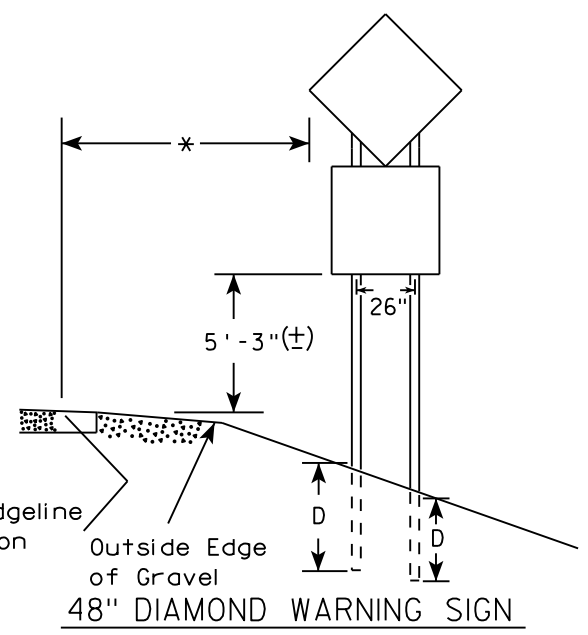
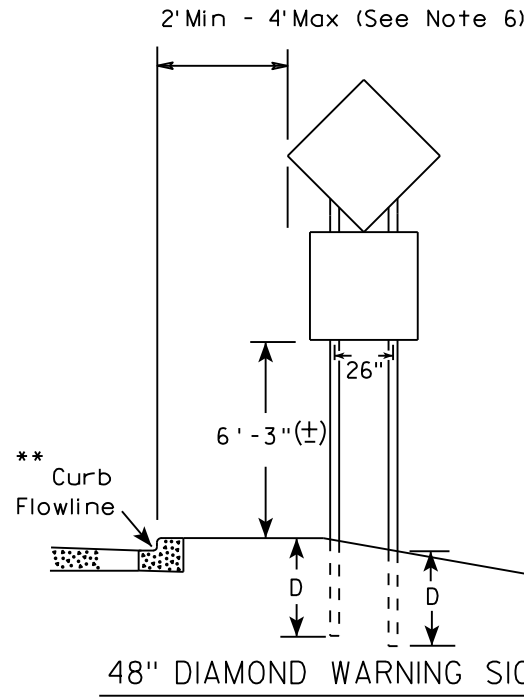
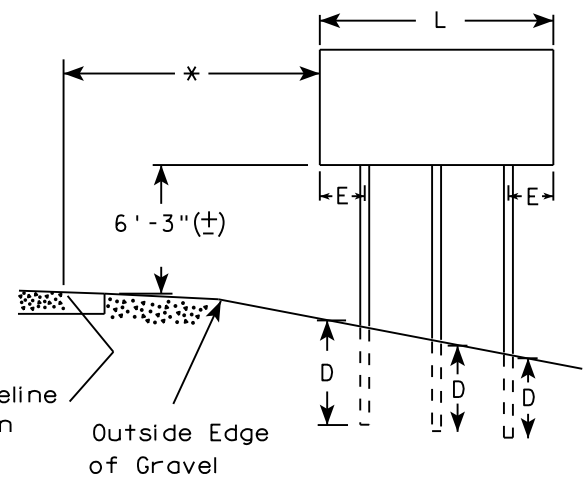
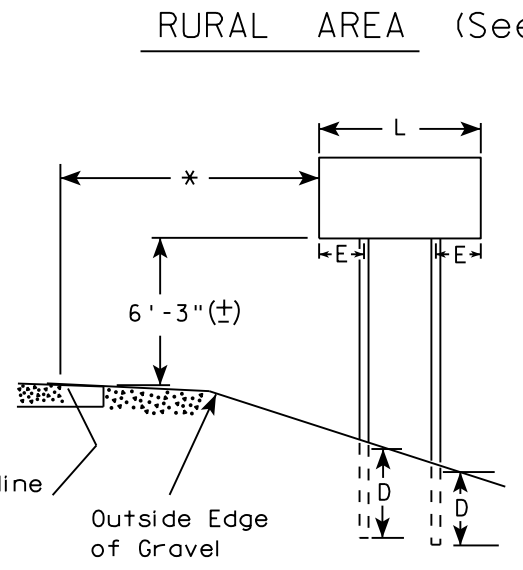
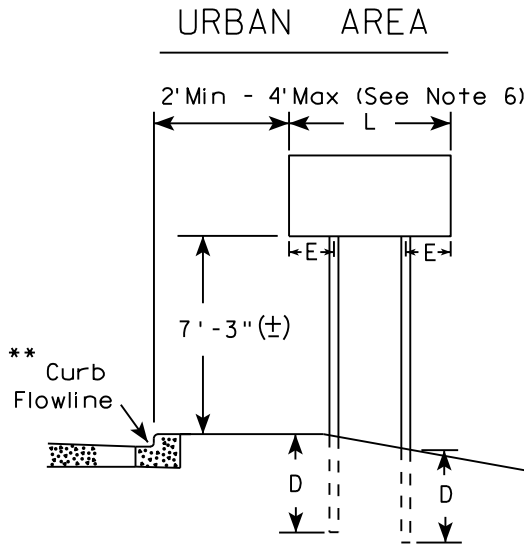
PROJECT NO:

HWY:

COUNTY:

SHEET NO:

E



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

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

POST EMBEDMENT DEPTH

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

TYPICAL INSTALLATION
OF TYPE II SIGNS
ON MULTIPLE POSTS

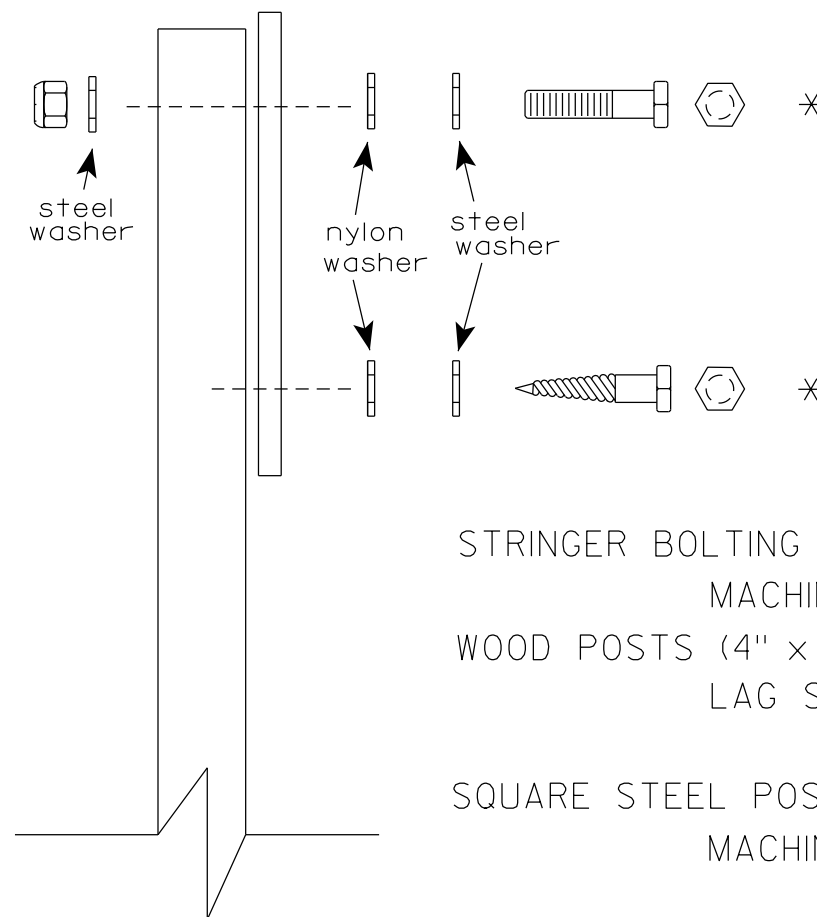
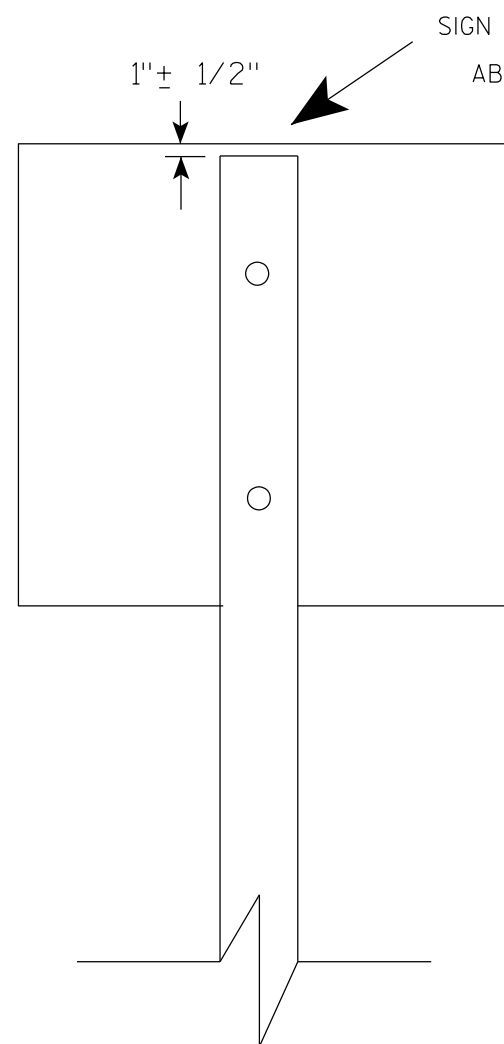
WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

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

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

- * 6 feet from edge of a paved shoulder or 12 feet from the edge of pavement (edge line location) or 2 feet from outside edge of gravel, whichever is greater unless directed by project engineer.
- ** The existence of curb and gutter does not in itself mandate the vertical clearance illustrated. That height is typically measured where there is sidewalk adjacent to the roadway or parking is permitted. In the absence of sidewalk vertical clearance is measured from the top of the curb. Offset of signs is measured from the flow line.
- *** See A4-3 sign plate for signs 4' or less in width and less than 20 S.F. in area.



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

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

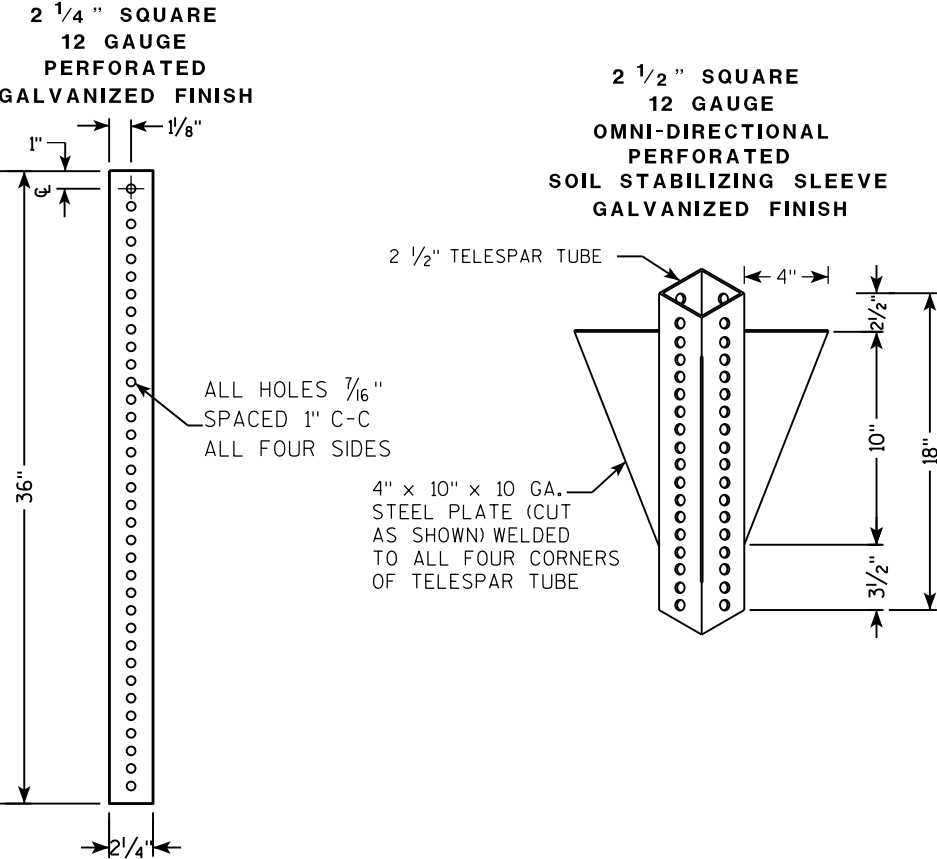
Threads on bolts and nuts shall be manufactured with sufficient allowance for the cadmium plate or galvanized coating to permit the nuts to run freely on the bolts.

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

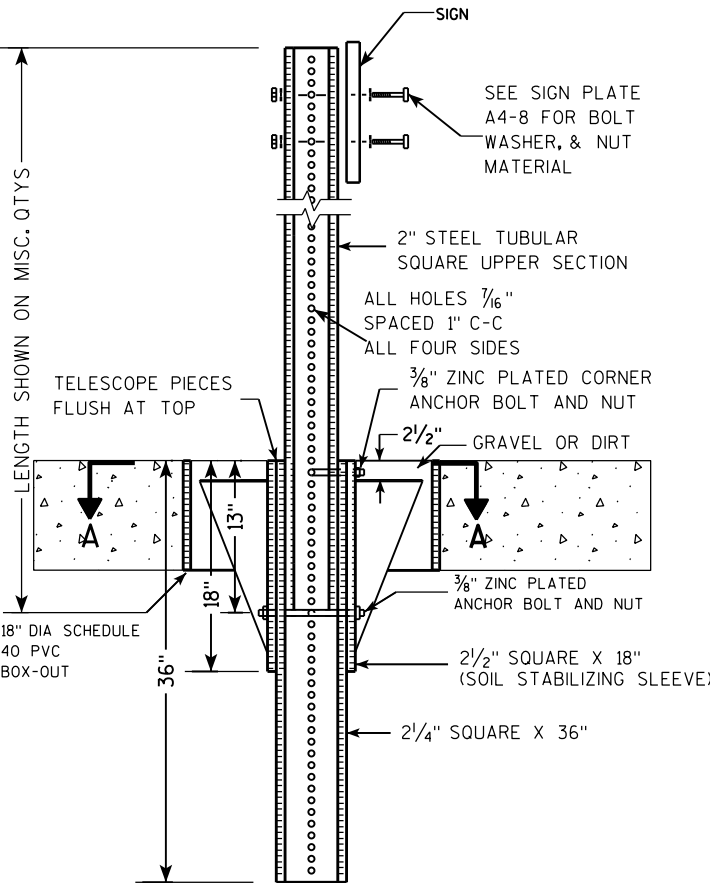
* Two different fastening systems are shown for illustration purposes. On any individual sign, either one or the other system shall be used. Actual number of fasteners per sign varies with the sign area, but normally there are two. For a single post installation, all signs greater than 9 sq. ft. require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

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

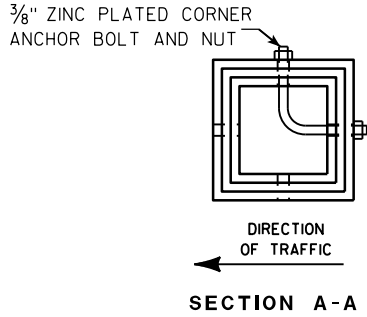
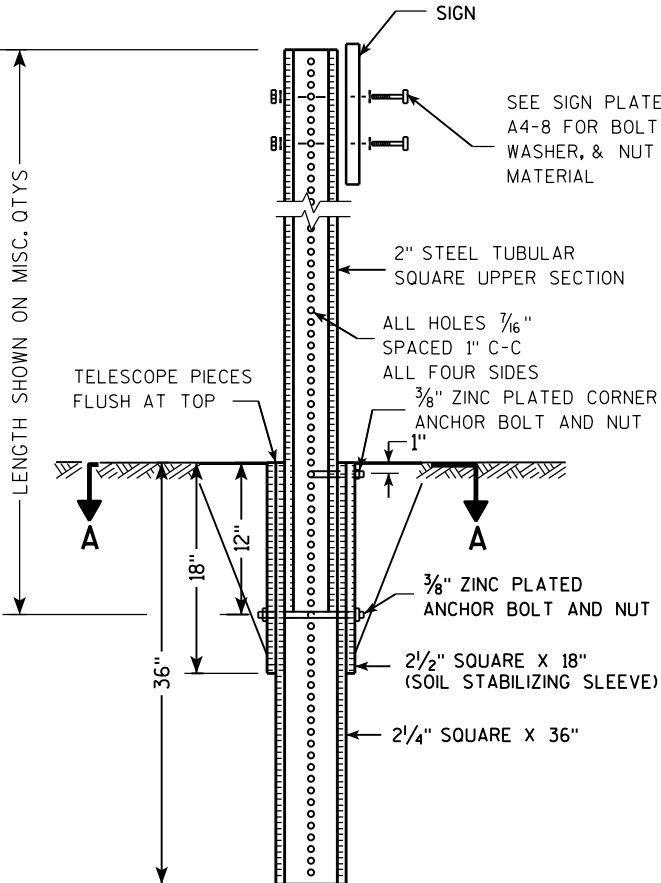
TELESCOPIC TUBING ANCHORS
TWO PIECE SYSTEM



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



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



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

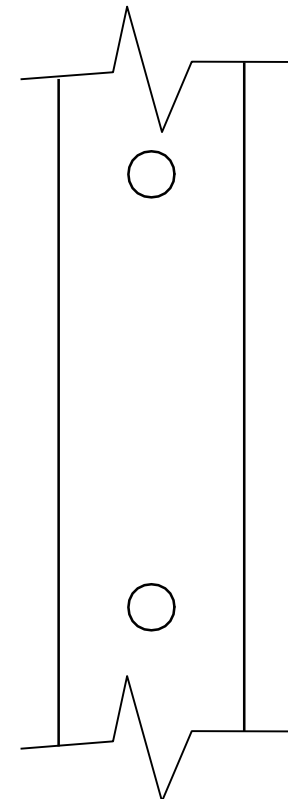
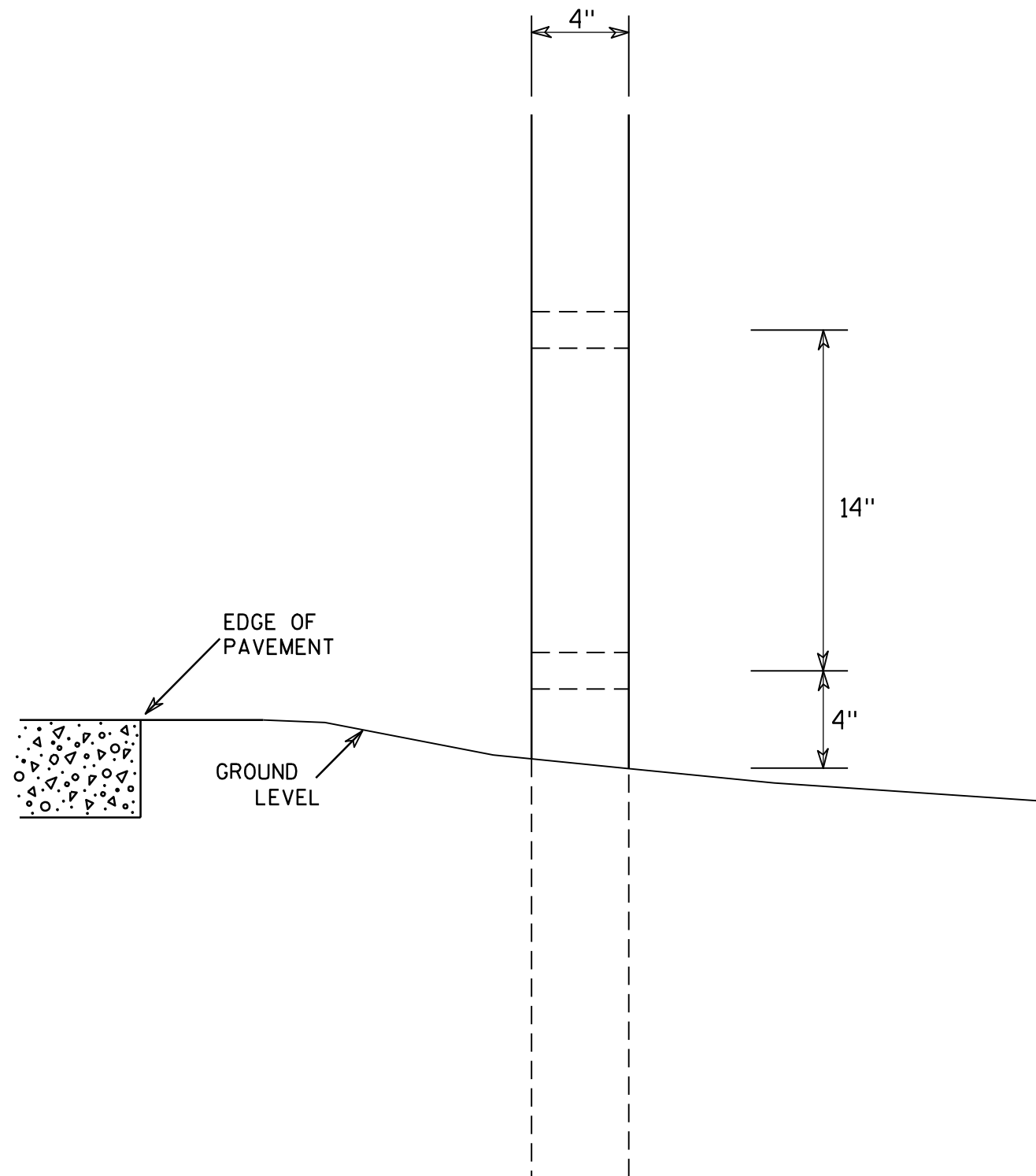
Signs wider than 3 feet or larger than 9 sq. ft shall be mounted on multiple posts (see above table).

TUBULAR STEEL
SIGN POST
A4-9

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 2/05/15 PLAT 94 14-9.9



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.

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:

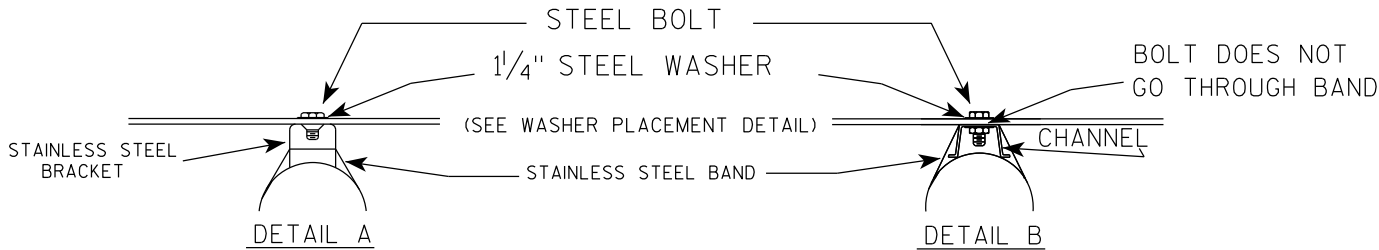
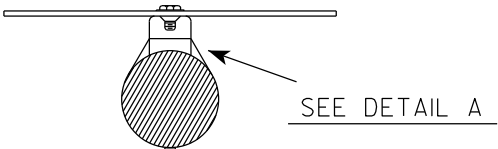
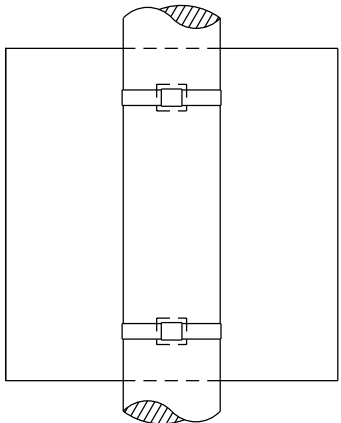
COUNTY:

SHEET NO: 95

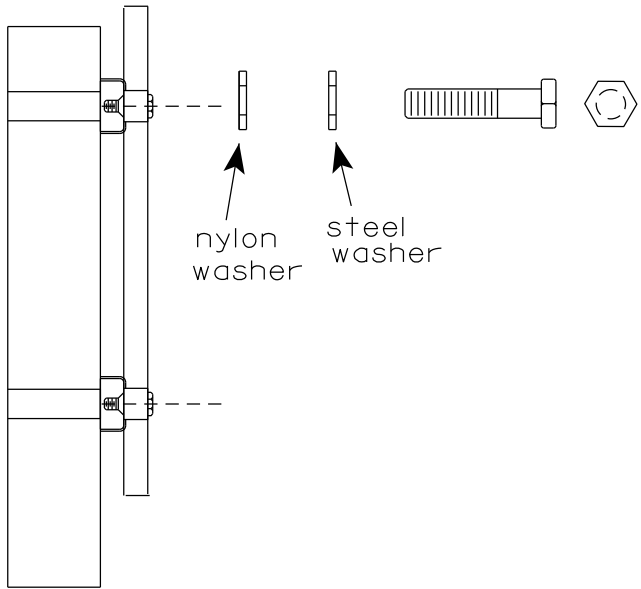
E

BANDING

SINGLE SIGN



WASHER PLACEMENT

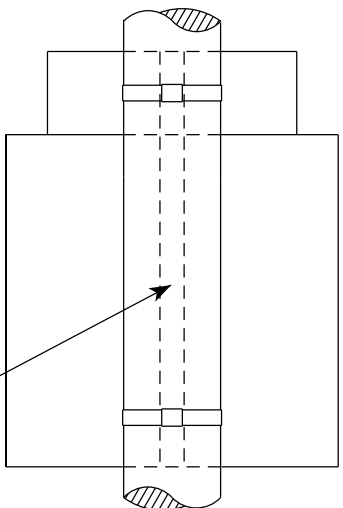


WASHERS (ALL POSTS) -
1-1/4" O.D. X 3/8" I.D. X 1/16" STEEL
1-1/4" O.D. X 3/8" I.D. X .080 NYLON
FOR ALL TYPE H SIGNS

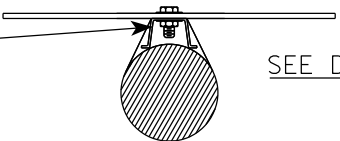
GENERAL NOTES

1. Any sign over 3 feet in width shall use the V-Block banding method. See A5-10 standard plate.
2. Signs 3 feet or greater in height shall have three bracket bands installed. Signs less than 3 feet in height shall have two bracket bands installed.
3. Banding and assembly bracket shall be stainless steel. All bands shall be 3/4" in width and 0.025" thickness.
4. ALL SIGN MOUNTING BOLTS AND WASHERS SHALL BE EITHER:
 - a. Hot dip or mechanically galvanized in accordance with ASTM Designation: A 153, Class D
 - b. Electro-galvanized in accordance with ASTM designation: B 633, Type III, SC 3

"J" ASSEMBLY



CHANNEL
SEE TYPICAL PANEL
INSTALLATION SHEET

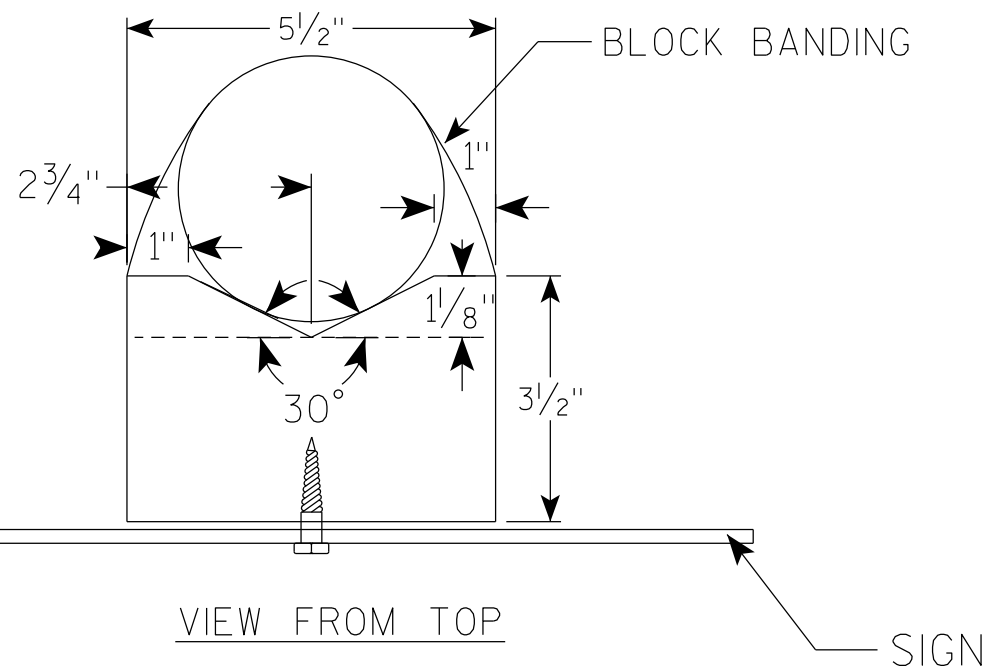
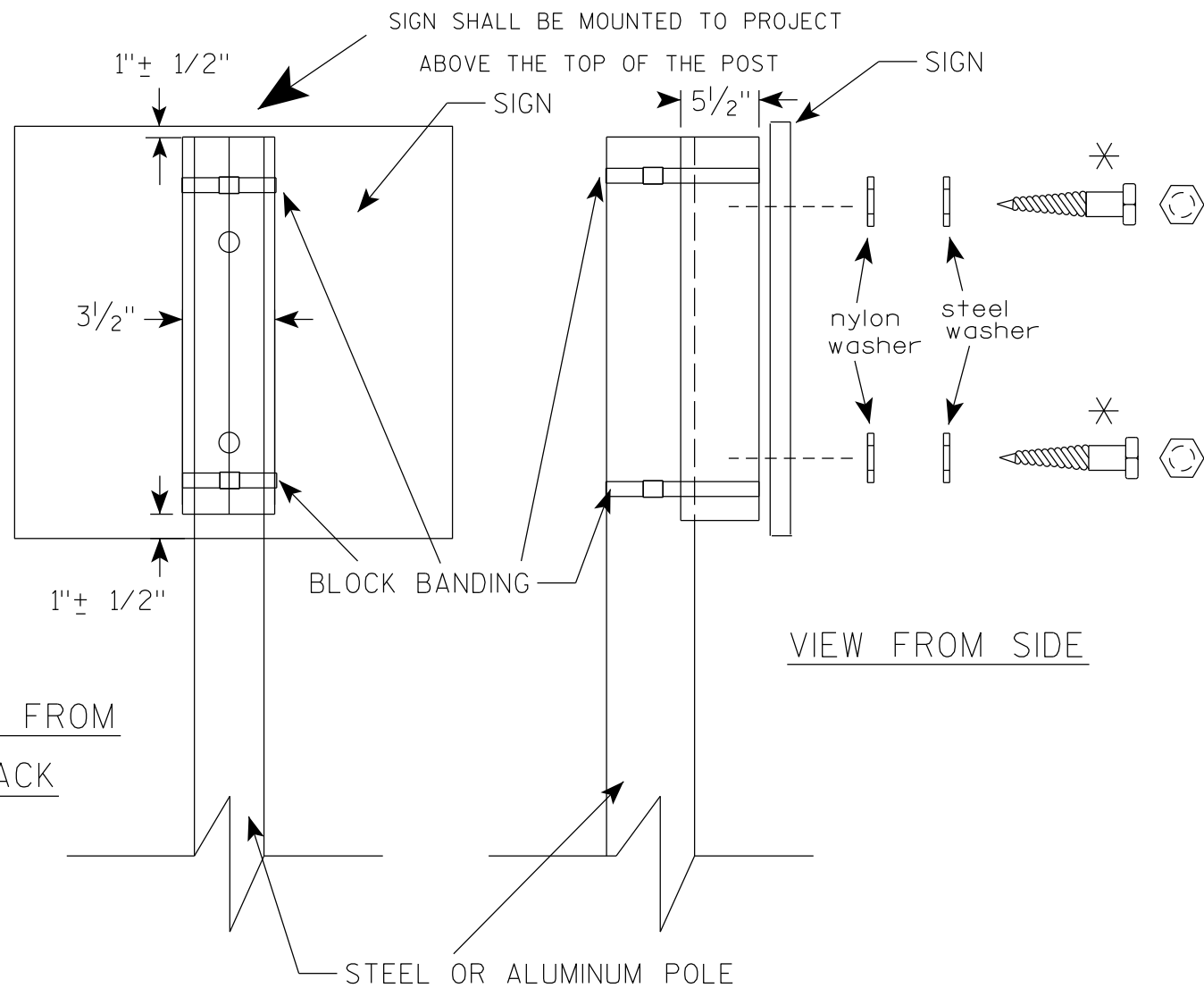


STANDARD SIGN
SIGN BANDING DETAILS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer
DATE 6/10/19 PLATE NO. A5-9.4

VIEW FROM
BACK



GENERAL NOTES

1. WOOD 4"X6" POST MATERIAL SHALL CONFORM TO 507.2.2 OF THE WisDOT STANDARD SPECIFICATIONS
2. BLOCK BANDING AND CLIPS SHALL BE STAINLESS STEEL, 3/4" WIDTH AND 0.025" THICKNESS
3. SIGNS 3' OR GREATER IN HEIGHT SHALL UTILIZE 3 BLOCK BANDS. SIGNS UNDER 3' IN HEIGHT SHALL UTILIZE 2 BLOCK BANDS
4. ACTUAL NUMBER OF FASTENERS PER SIGN VARIES WITH THE SIGN AREA, BUT NORMALLY THERE ARE TWO. FOR SIGNS GREATER THAN 9 S.F. 3 FASTENERS SHALL BE USED.
5. ALL SIGN MOUNTING BOLTS AND WASHERS SHALL BE EITHER:
 - a. Hot dip or mechanically galvanized in accordance with ASTM Designation: A 153, Class D
 - b. Electro-galvanized in accordance with ASTM Designation : B 633, TYPE III, SC 3
6. ALL BOLTS SHALL HAVE HEXAGONAL HEADS.
7. STEEL WASHERS SHALL BE 1 1/4" O.D. X 3/8" I.D. X 1/16"
8. NYLON WASHERS SHALL BE 1 1/4" O.D. X 3/8" I.D. X .080 FOR TYPE H OR TYPE F FACE SIGN

✱ LAG BOLTS SHALL BE 3/8" X 2 1/2"

BLOCK BANDING DETAIL
(V-BLOCK OPTION)

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

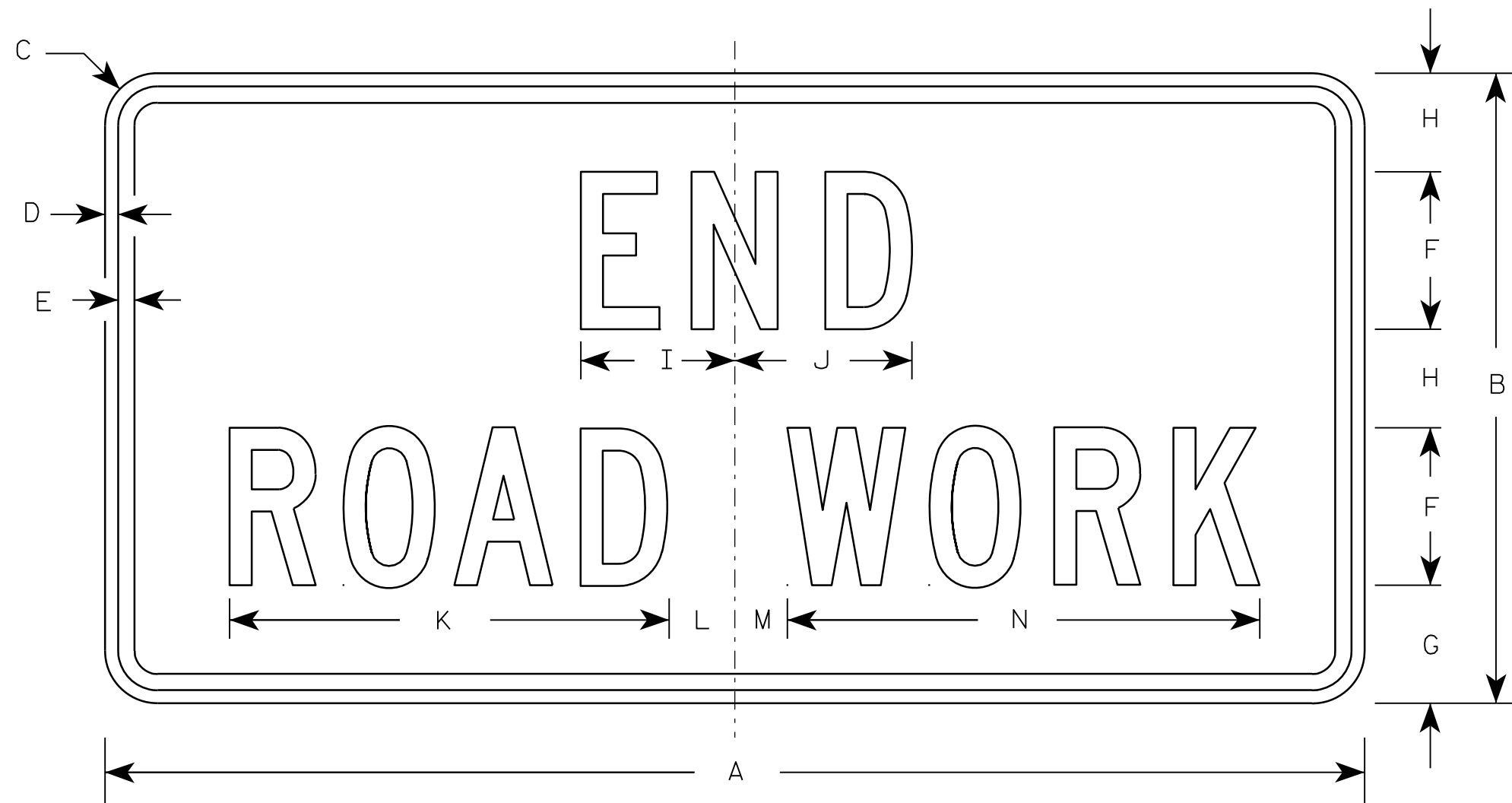
DATE 6/10/19 PLATE NO. A5-10.2

PROJECT NO:

SHEET NO: 97

E

7



G20-2A

Metric equivalent
for this sign is:

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

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

NOTES

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

7

PROJECT NO:

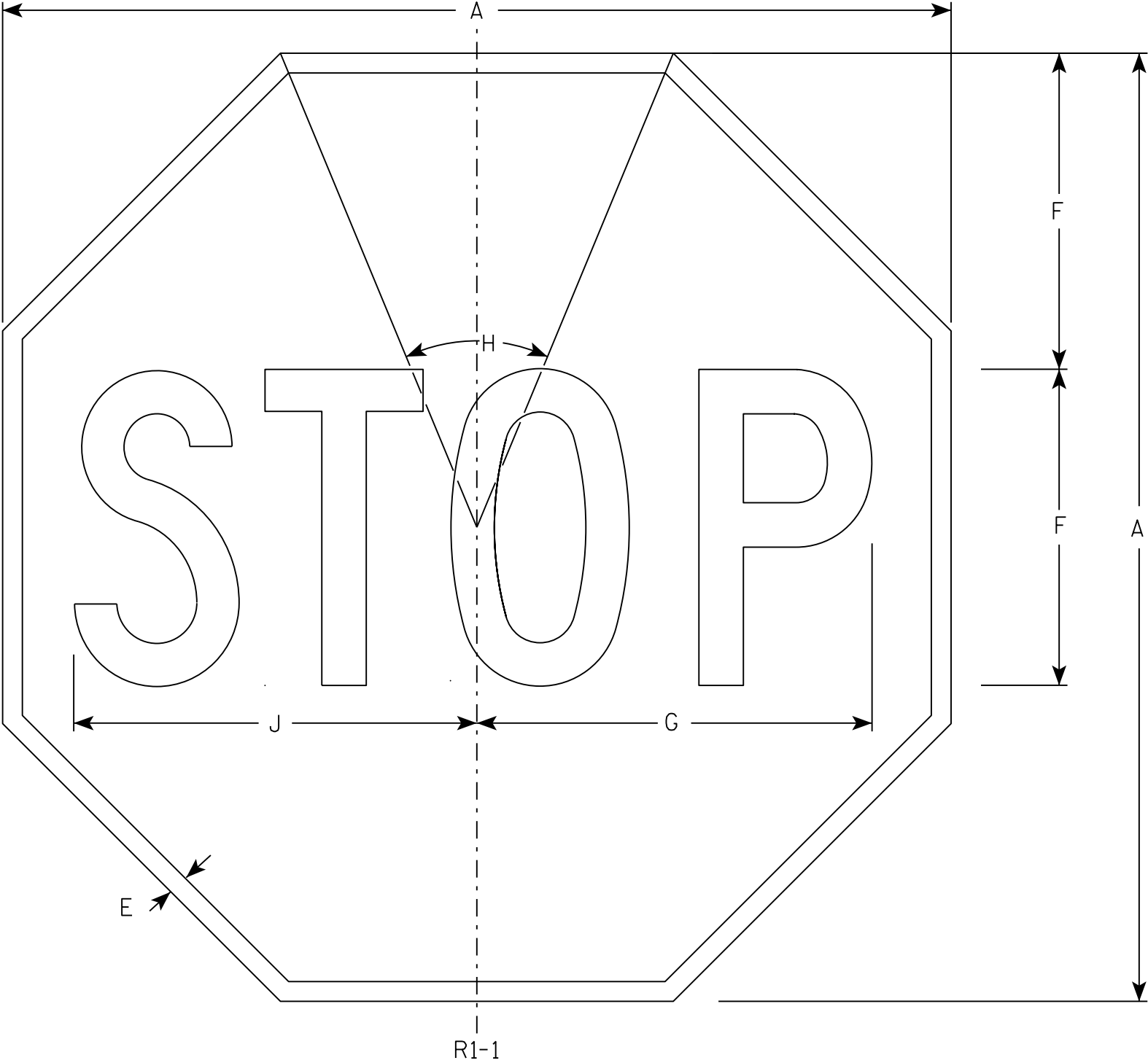
HWY:

COUNTY:

SHEET NO: 98

E

7



NOTES

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

7

R1-1

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

STANDARD SIGN
R1 - 1

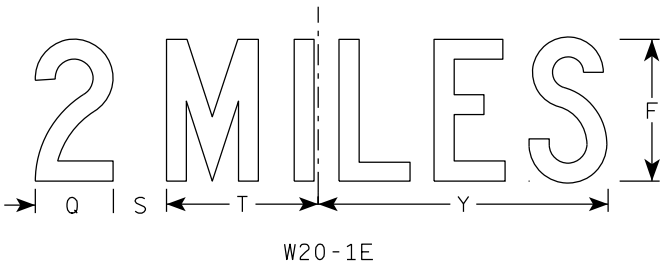
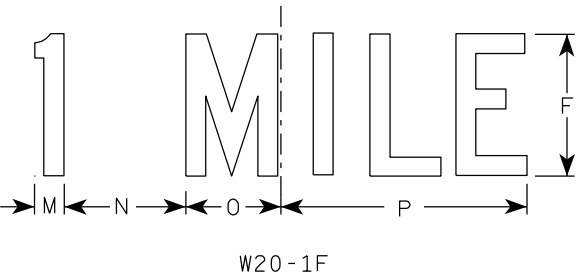
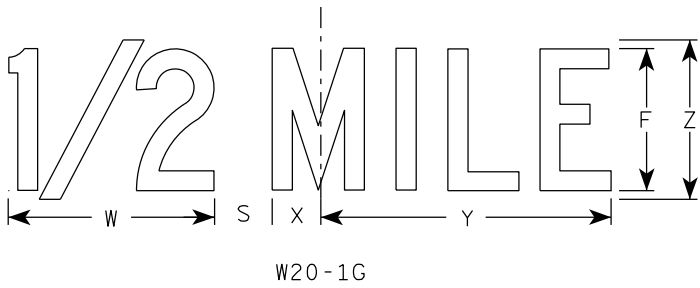
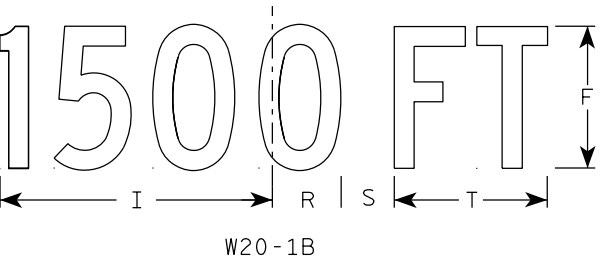
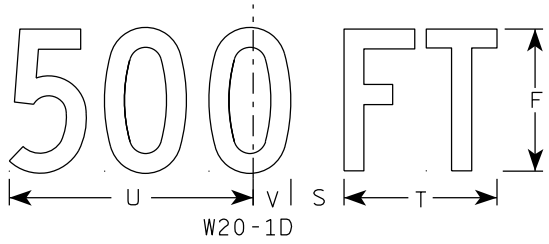
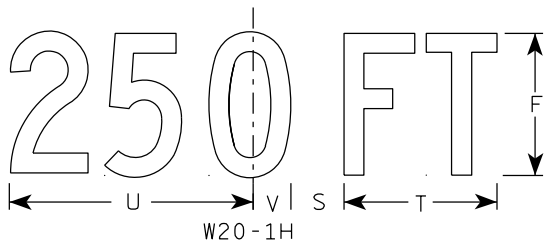
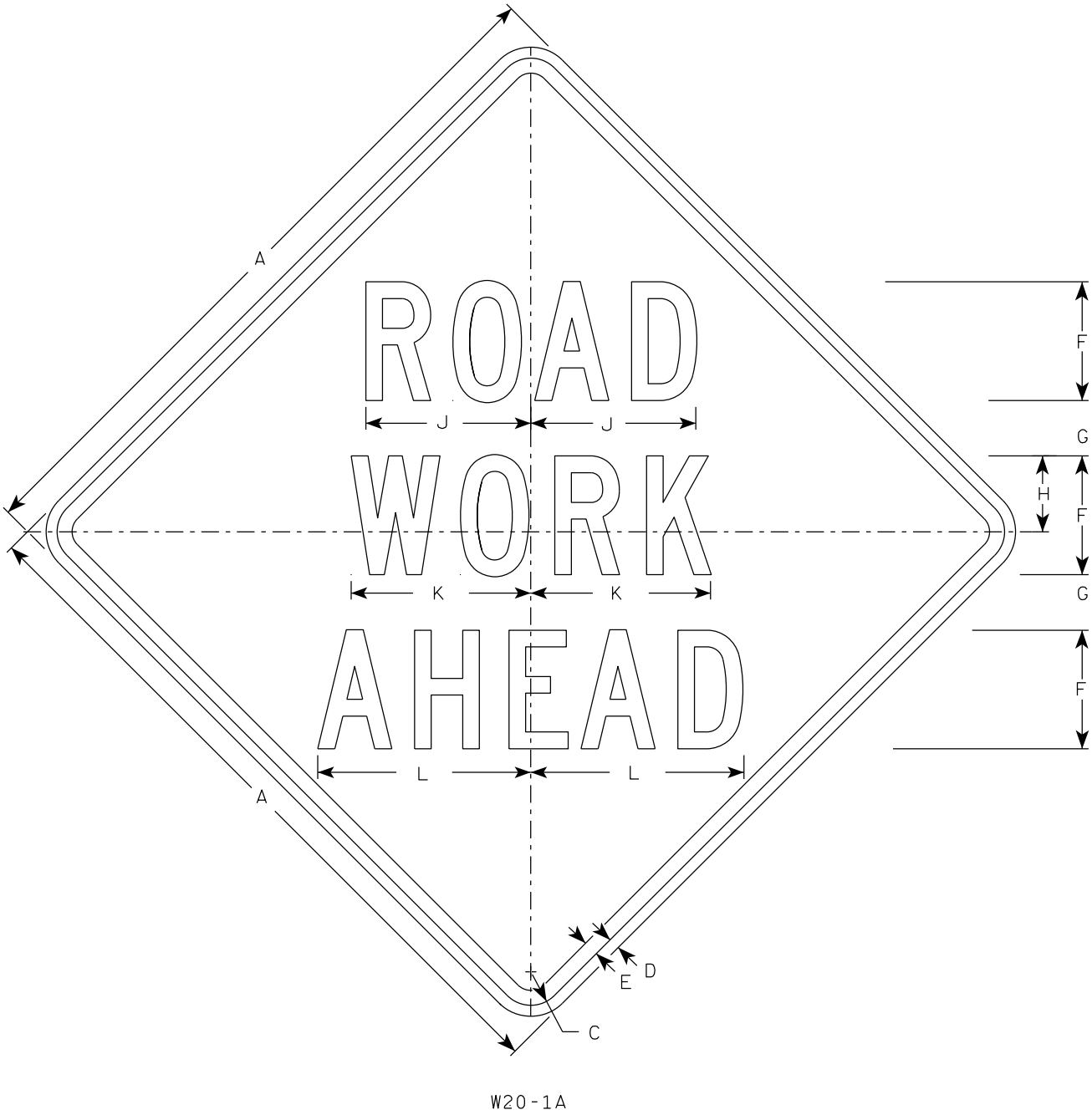
WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

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

NOTES

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



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

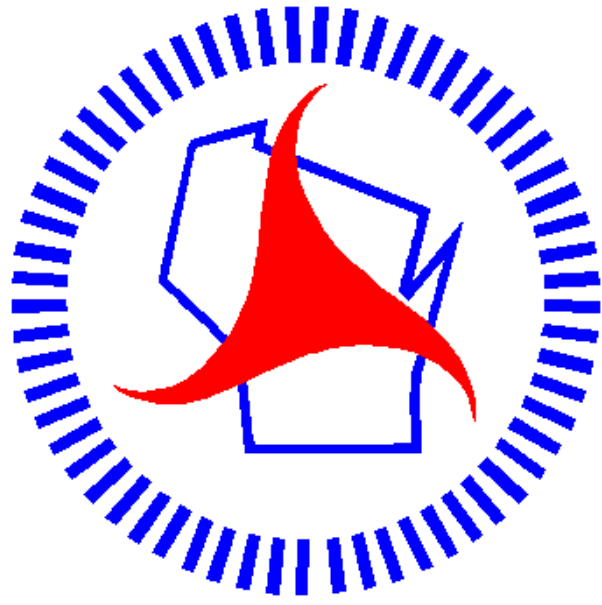
STANDARD SIGN
W20-1A, B, C, D, E, F, G & H

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

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

Notes



Wisconsin Department of Transportation

Dedicated people creating transportation solutions through innovation and exceptional service.

<http://www.dot.wisconsin.gov>