

SUP

MARCH 2022

WITH: N/A

PROJECT ID:

8841-00-70

COUNTY:

BURNETT

ORDER OF SHEETS

Section No.	1	Title
Section No.	2	Typical Sections and Details (Includes Erosion Control 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.	8	Computer Earthwork Data
Section No.	9	Cross Sections

TOTAL SHEETS = 138

PROJECT LOCATION



DESIGN DESIGNATION

A.A.D.T.	=	490 (2022)
A.A.D.T.	=	600 (2042)
D.H.V.	=	49
D.D.	=	50/50
T.	=	60%
DESIGN SPEED	=	60 MPH
ESALS	=	130,000

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

GRANTSBURG - STH 35

N. WILLIAMS ROAD TO CTH M

CTH D

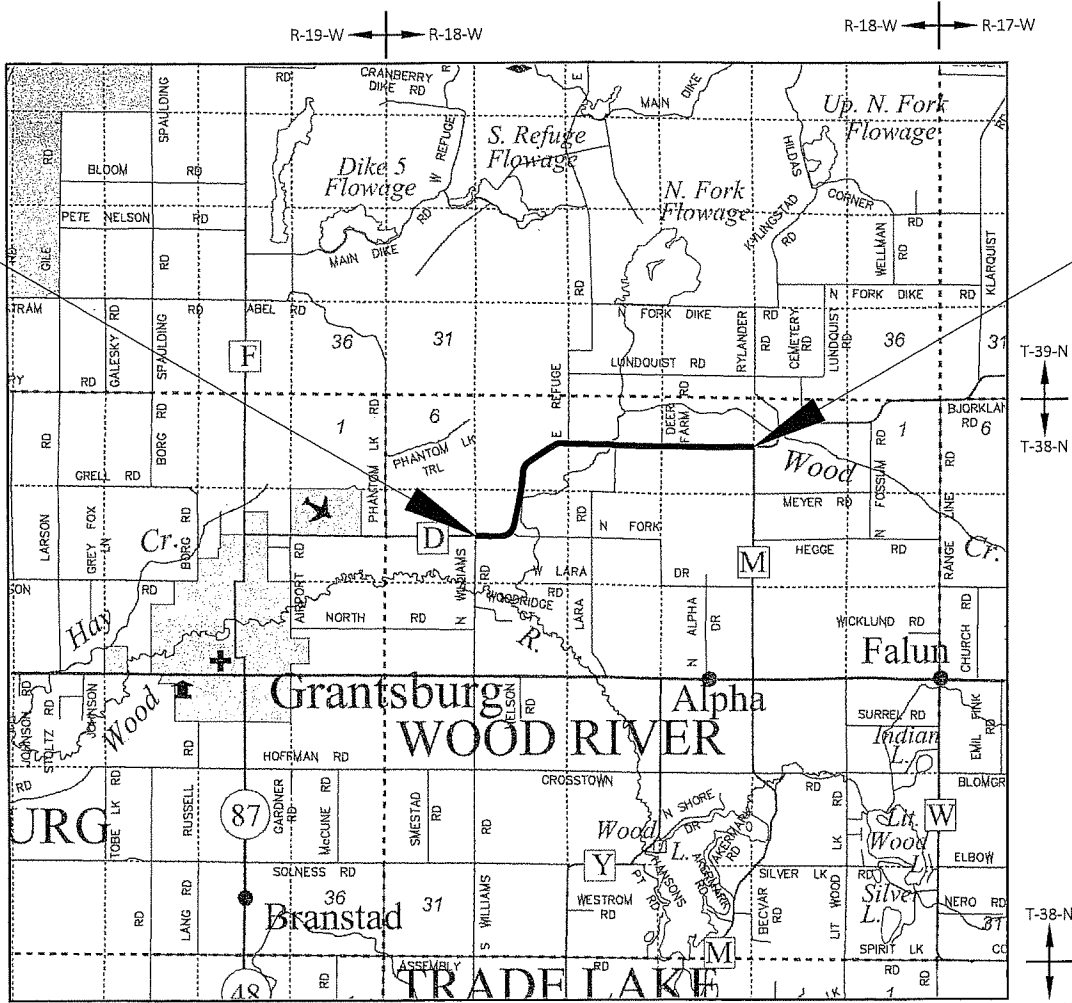
BURNETT COUNTY

STATE PROJECT NUMBER

8841-00-70

BEGIN PROJECT
STA 1+80
Y = 157,038.363
X = 165,885.800

END PROJECT
STA 193+80
Y = 162,024.364
X = 181,623.885



LAYOUT
SCALE 0 2 MI

TOTAL NET LENGTH OF CENTERLINE = 3.636 MILES

HORIZONTAL POSITIONS SHOWN ON THIS PLAN ARE WISCONSIN COORDINATE REFERENCE SYSTEM (WISCRS), BURNETT 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 (2011). GPS DERIVED ELEVATIONS ARE BASED ON GEOID 12A.

STATE PROJECT

8841-00-70

FEDERAL PROJECT

PROJECT

WISC 2022263

CONTRACT

1

ACCEPTED FOR

COUNTY of BURNETT

10/15/2021
(Date)

Highway Commissioner

ORIGINAL PLANS PREPARED BY



60 Plato Blvd E, Suite 140, St. Paul, MN 55107-1835
612-548-3132 866-452-9454 Fax: 763-786-4574



DATE: 10/15/2021

James A. Watters
(Professional Engineer Signature)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY

Surveyor	MSA PROFESSIONAL SERVICES, INC.
Designer	MSA PROFESSIONAL SERVICES, INC.
Project Manager	TYLER RONGSTAD, P.E.
Regional Examiner	TOU YANG, P.E.
Regional Supervisor	TYLER RONGSTAD, P.E.

APPROVED FOR THE DEPARTMENT

DATE: 10/22/21

Paul J. [Signature]
(Signature)

E

GENERAL NOTES

UTILITY LOCATIONS SHOWN ON THE PLANS ARE APPROXIMATE. THERE MAY BE OTHER UTILITIES NOT SHOWN. THE CONTRACTOR SHALL CONTACT DIGGERS HOTLINE PRIOR TO ANY EXCAVATION.

EROSION CONTROL NOTES

RUNOFF COEFFICIENTS FOR THIS PROJECT: EXISTING SIDE SLOPES 0.30, PROPOSED SIDE SLOPES 0.30, EXISTING PAVEMENT 0.95, PROPOSED PAVEMENT 0.95.
TOTAL PROJECT AREA = 29.09 ACRES
TOTAL AREA EXPECTED TO BE DISTURBED BY CONSTRUCTION ACTIVITIES = 4.6 ACRES

SECTION 2 ORDER

GENERAL NOTES
PROJECT OVERVIEW
TYPICAL SECTIONS
CONSTRUCTION DETAILS
PLAN DETAILS
DETOUR PLAN
PAVEMENT MARKING & SIGNING

DNR LIASON

DEPARTMENT OF NATURAL RESOURCES
AMY CRONK
810 W. MAPLE STREET
SPOONER, WI 54801
PHONE: (715) 635-4229
EMAIL: AMY.CRONK@WISCONSIN.GOV

COUNTY CONTACT

BURNETT COUNTY HIGHWAY COMMISSIONER
MICHAEL R. HOEFS
8150 HIGHWAY 70
SIREN, WI 54872
PHONE: (715) 349-2285
EMAIL: MHOEFS@BURNETTCOUNTY.ORG

DESIGNER

MSA PROFESSIONAL SERVICES, INC.
JAMES WATTERS
60 PLATO BOULEVARD EAST, SUITE 140
ST PAUL , MN 55107
PHONE: (612) 548-3152
EMAIL: JWATTERS@MSA-PS.COM

RUNOFF COEFFICIENT TABLE

	HYDROLOGIC SOIL GROUP											
	A			B			C			D		
	SLOPE RANGE (PERCENT)			SLOPE RANGE (PERCENT)			SLOPE RANGE (PERCENT)			SLOPE RANGE (PERCENT)		
LAND USE:	0-2	2-6	6 & OVER	0-2	2-6	6 & OVER		2-6	6 & OVER	0-2	2-6	6 & OVER
MEDIAN STRIP TURF	0.19	0.20	0.24	0.19	0.22	0.26	0.20	0.23	0.30	0.20	0.25 0.32	0.30 0.40
SIDE SLOPE TURF			0.25			0.27			0.28			0.30 0.38
PAVEMENT:	0.40 - 0.60											
ASPHALT:	0.70 - 0.95											
CONCRETE:	0.80 - 0.95											
BRICK:	0.70 - 0.80											
DRIVES, WALKS:	0.75 - 0.85											
ROOFS:	0.75 - 0.95											
GRAVEL ROADS, SHOULDERS	0.40 - 0.60											

UTILITY CONTACTS

COMMUNICATIONS

FARMERS INDEPENDENT TELEPHONE CO.
CHAD OACHS
139 W. MADISON AVE.
GRANTSBURG, WI 54840
PHONE: (715) 463-5322
EMAIL: CHAD@GRANTSBURGTELCOM.COM

ELECTRIC

NORTHWESTERN WISCONSIN ELECTRIC CO.
BILL COOPER
104 S. PINE ST. P.O. BOX 9
GRANTSBURG, WI 54840
PHONE: (715) 463-5371
EMAIL: BILLCOOPER@NWECO.COM

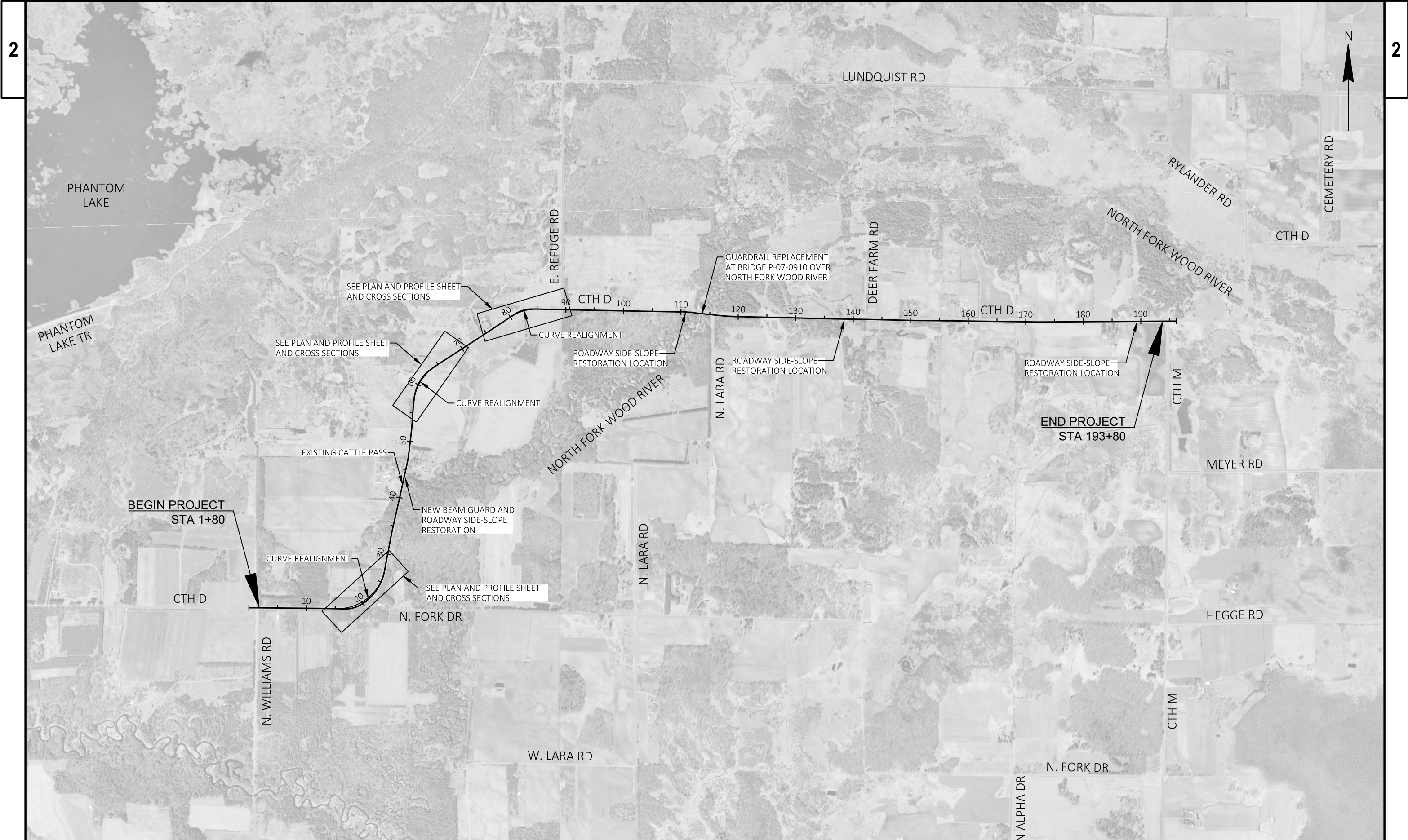
SOIL BORING LOG

BORING NO.	STATION	OFFSET FROM CL	ASPHALT DEPTH (INCHES)	UNDERLYING MATERIAL
1	15+28	9' RT	4"	6" BASE COURSE, SAND
2	28+40	6' LT	3.5"	4.5" BASE COURSE, SAND, TRACE GRAVEL
3	42+75	17' RT	2"	9" BASE COURSE, SAND
4	43+75	17' RT	3"	5" BASE COURSE, SAND
5	55+25	4' LT	4"	9" BASE COURSE, SAND WITH SILT
6	71+76	11' LT	2"	6" BASE COURSE, SAND TRACE SILT
7	82+00	25' RT	0"	4" TOPSOIL, SAND TRACE SILT
8	110+86	6' RT	3"	3" BASE COURSE, SAND
9	124+06	6' RT	6"	3" BASE COURSE, SAND, 4'9" - 5'1" BURIED ASPHALT, SAND
10	126+51	6' LT	7"	5" BASE COURSE, SAND WITH SILT, 3'10 - 4'2" BURIED ASPHALT, SAND INTERMIXED SILTY SAND
11	137+76	6' LT	6"	3" BASE COURSE, SAND, 4'9" - 5'1" BURIED ASPHALT, SAND
12	163+66	6' RT	4"	2" BASE COURSE, SAND, 4" ASPHALT, SAND INTERMIXED CLAYEY SAND, CLAY, SAND
13	176+86	6' LT	3"	7" BASE COURSE, 8" FILL, 6" BURIED ASPHALT, SAND, CLAY, SAND
14	190+76	6' RT	6"	4" BASE COURSE 6" FILL, 6" BURIED ASPHALT, SAND FILL, 3'3"-3'8" BURIED ASPHALT, SAND, PEAT, SAND

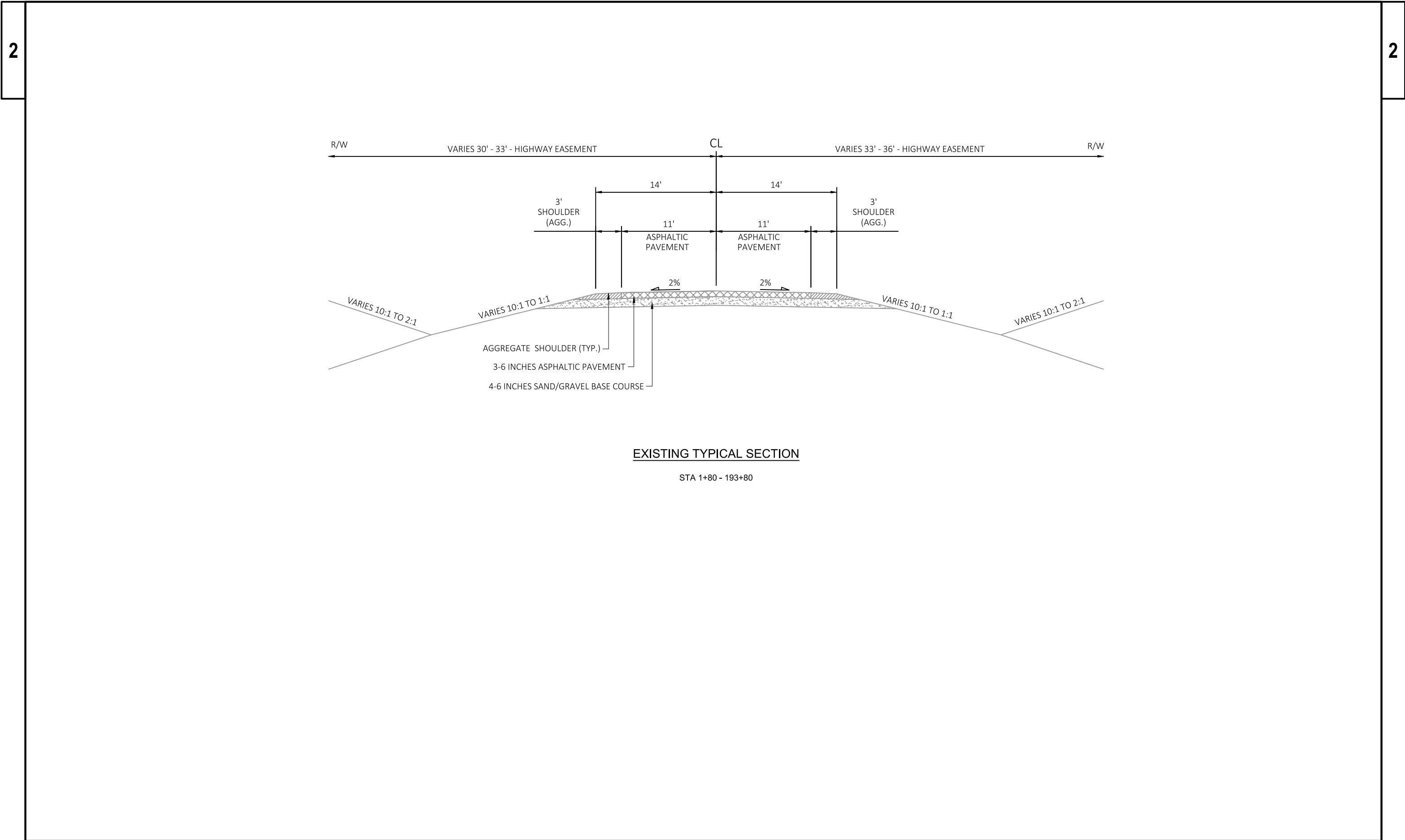
DIGGERSHOTLINE

Dial 811 or (800)242-8511

www.DiggersHotline.com

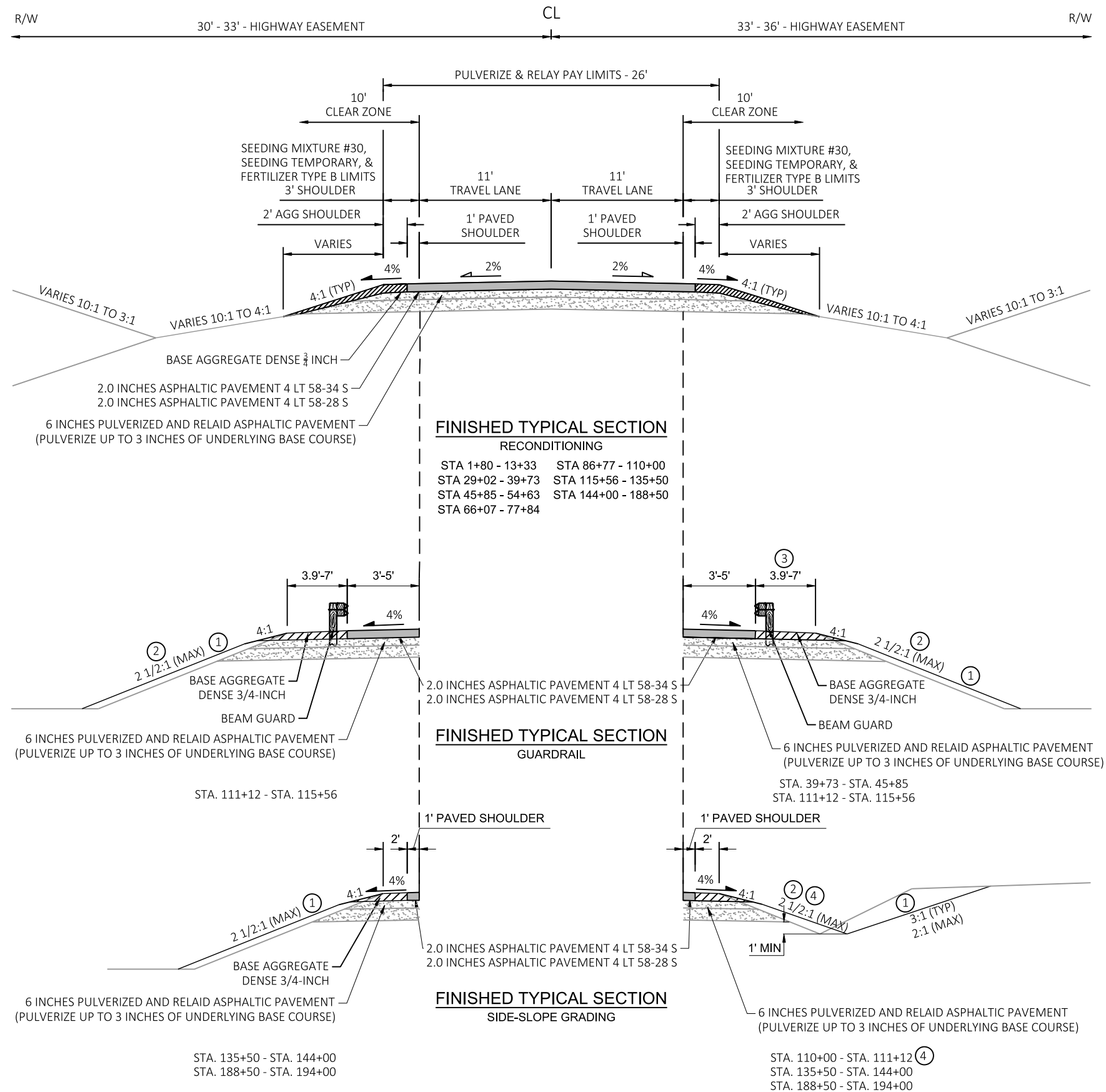


PROJECT NO: 8841-00-70	HWY: CTH D	COUNTY: BURNETT	PROJECT OVERVIEW	SHEET	E
------------------------	------------	-----------------	------------------	-------	---



NOTES

- ① FINISH DISTURBED AREAS, TOPSOIL, EROSION MAT URBAN CLASS I TYPE B, SEEDING MIXTURE #30, FERTILIZER REQUIRED, SEE PLANS FOR ADDITIONAL EROSION CONTROL REQUIREMENTS.
- ② STA 42+00 - 43+50 RT, 110+00 RT, AND 113+50 LT & RT- RIP RAP SLOPES STEEPER THAN 2 1/2:1 ARE REQUIRED. (SEE DETAIL SHEETS AND CROSS SECTIONS)
- ③ STA 41+42 - 44+11 RT, SHOULDER TOP IS 2 FEET BEHIND POST
- ④ SEE CONSTRUCTION DETAILS AND CROSS SECTIONS FOR IN-SLOPE GRADES IN THIS AREA



PROJECT NO: 8841-00-70

HWY: CTH D

COUNTY: BURNETT

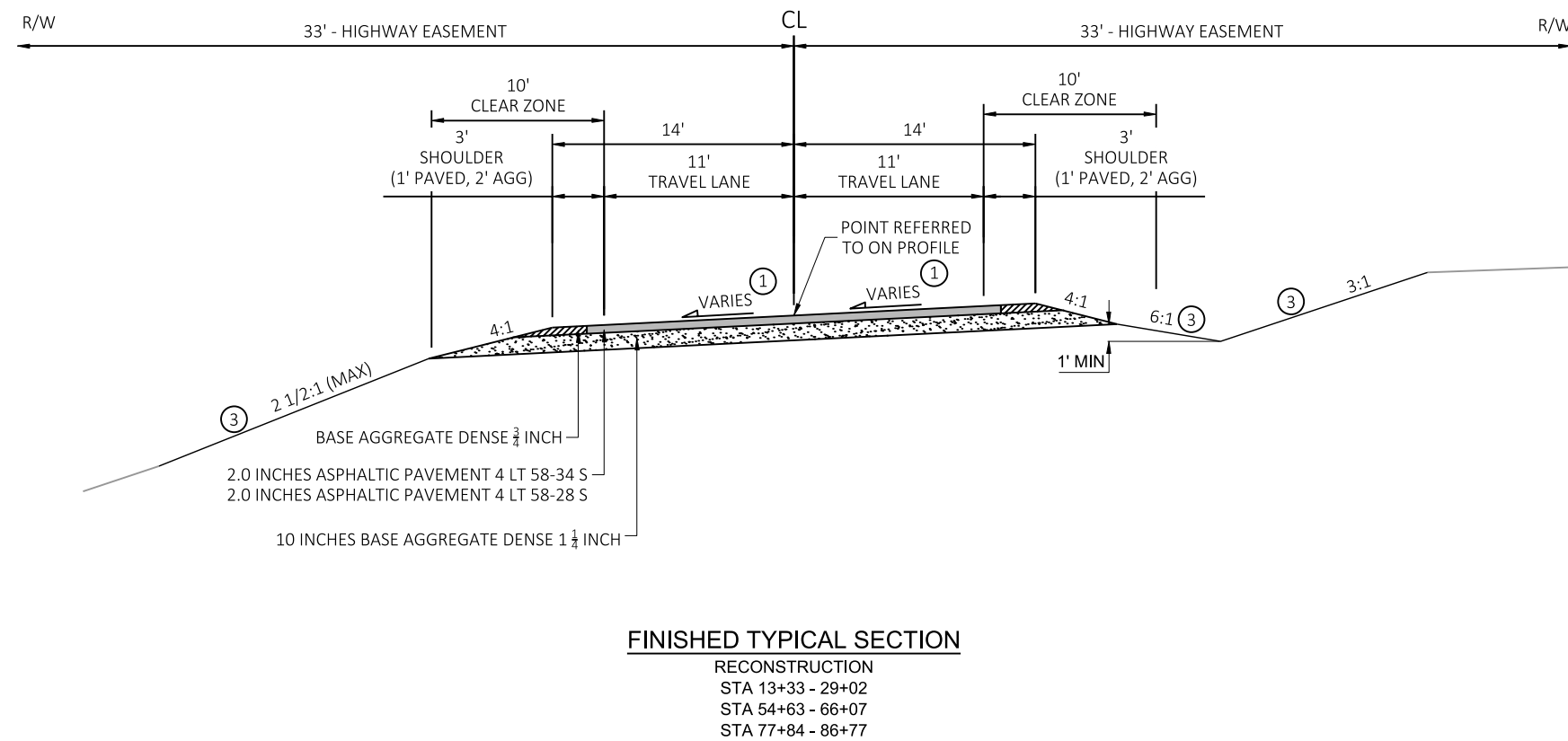
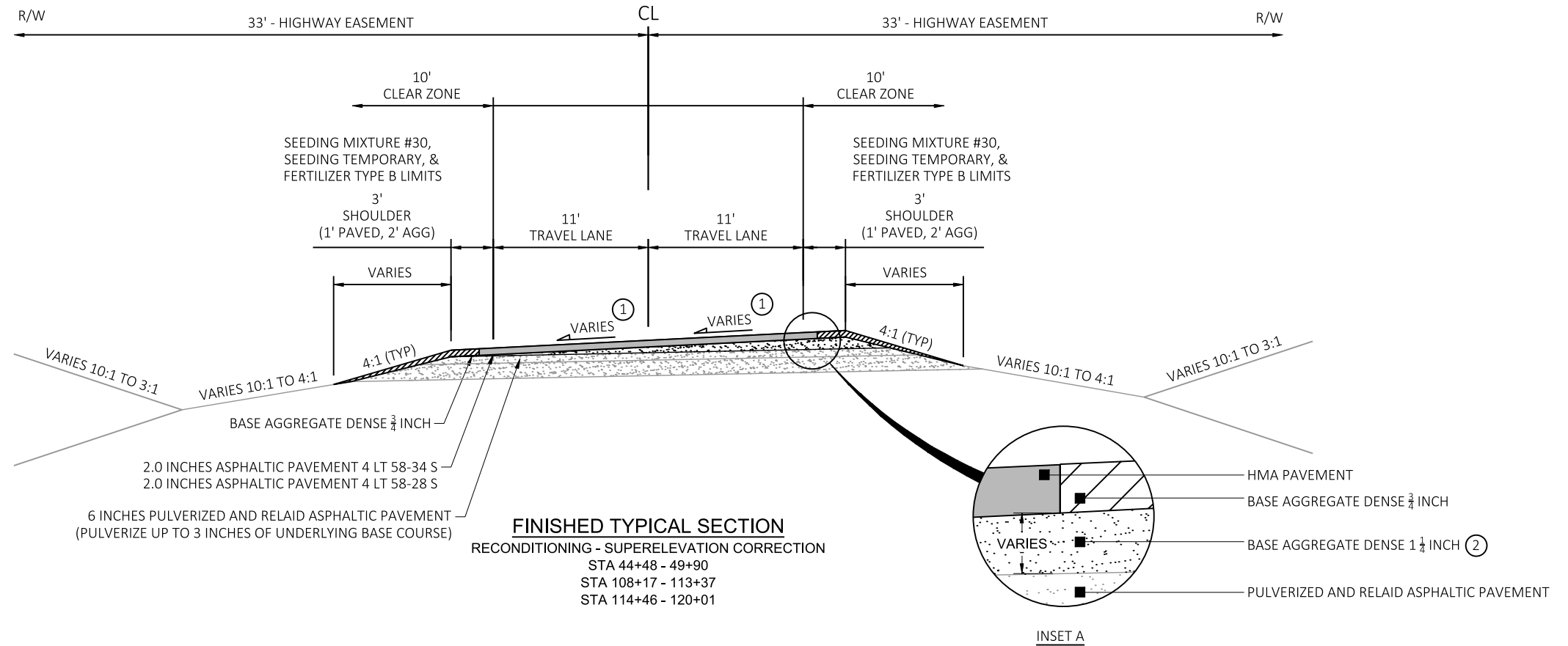
TYPICAL SECTIONS

SHEET

E

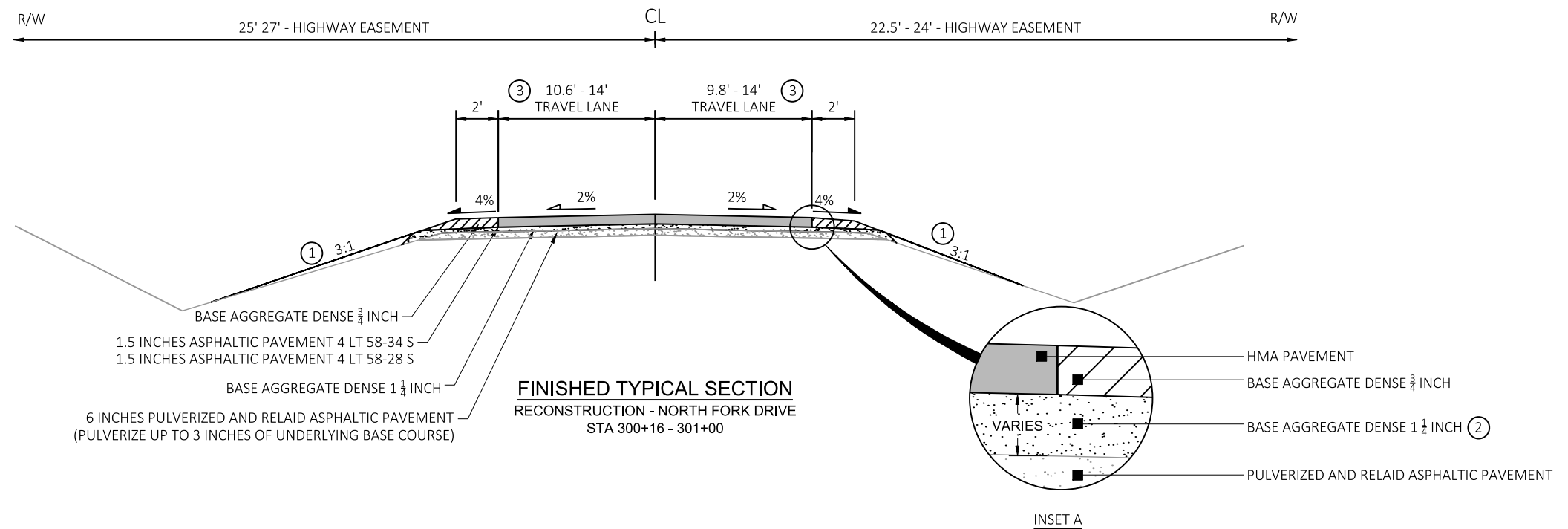
NOTES

- ① SEE SUPERELEVATION TABLE
- ② PLACE ADDITIONAL MATERIAL AS NEEDED TO CORRECT SUPERELEVATION SLOPES AS NOTED IN THE PLAN PRIOR TO PULVERIZING.
- ③ FINISH DISTURBED AREAS, TOPSOIL, EROSION MAT URBAN CLASS I TYPE B, SEEDING MIXTURE #30, FERTILIZER REQUIRED, SEE PLANS FOR ADDITIONAL EROSION CONTROL REQUIREMENTS.



NOTES

- ① FINISH DISTURBED AREAS, TOPSOIL, EROSION MAT URBAN CLASS I TYPE B, SEEDING MIXTURE #30, FERTILIZER REQUIRED, SEE PLANS FOR ADDITIONAL EROSION CONTROL REQUIREMENTS.
- ② PLACE ADDITIONAL MATERIAL AS NEEDED TO GRADE AS NOTED IN THE PLAN.
- ③ SEE PLAN DETAILS SHEET FOR INTERSECTION DETAILS



SUPER ELEVATION INFORMATION

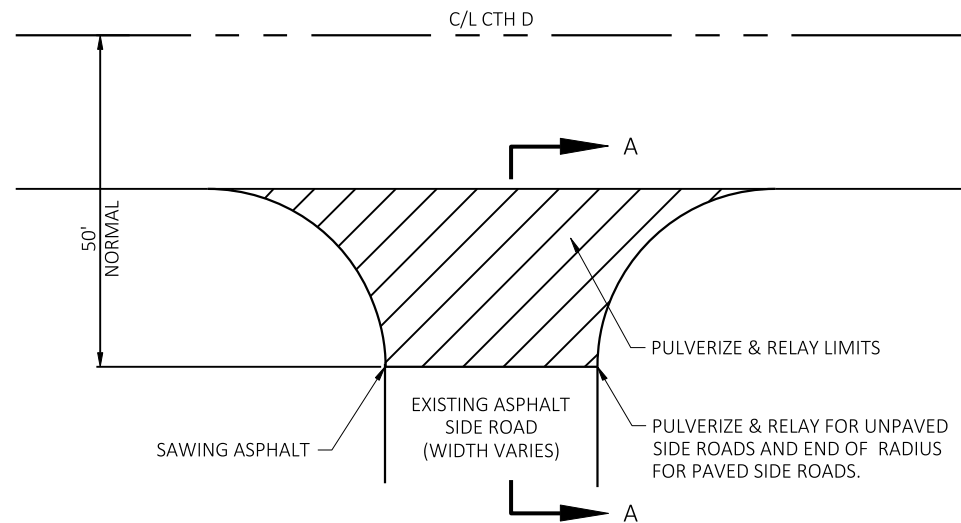
CURVE NUMBER	PC STA	PT STA	Radius (FT)	NC	FC	RC	FS	FS	RC	FC	NC	Max Super (%)
1	015+24.92	027+10.11	833	13+81.00	14+29.00	14+77.00	15+73.00	26+62.00	27+58.00	28+06.00	28+54.00	6
2	028+60.72	033+90.00	11100	-								NC
3	045+89.83	048+48.25	2410	44+48.45	45+01.45	45+53.45	46+32.45	48+05.54	48+83.54	49+36.54	49+89.54	4.9
4	050+48.85	053+47.63	11000	-								NC
5	056+54.81	064+14.83	833	55+10.75	55+58.75	56+06.75	57+02.75	63+67.12	64+63.12	65+11.12	65+59.12	6
6	079+76.38	084+85.00	833	78+31.89	78+79.89	79+27.89	80+23.89	84+36.89	85+32.89	85+80.89	86+28.89	6
7	109+62.64	111+91.45	2300	108+16.89	108+69.89	109+23.89	110+05.89	111+47.89	112+30.89	112+83.89	113+36.89	5.1
8	115+70.69	118+73.60	3280	114+42.89	114+96.89	115+50.89	116+03.89	118+39.89	118+94.89	119+46.89	120+00.89	4

NC = Normal Crown

FC = flat on high side of super and -2% on low side of super

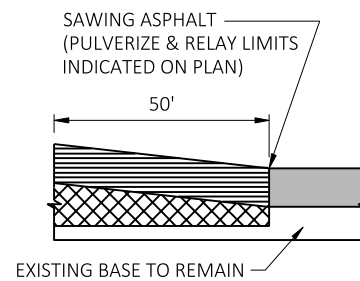
RC = Reverse Crown

FS = Full Super

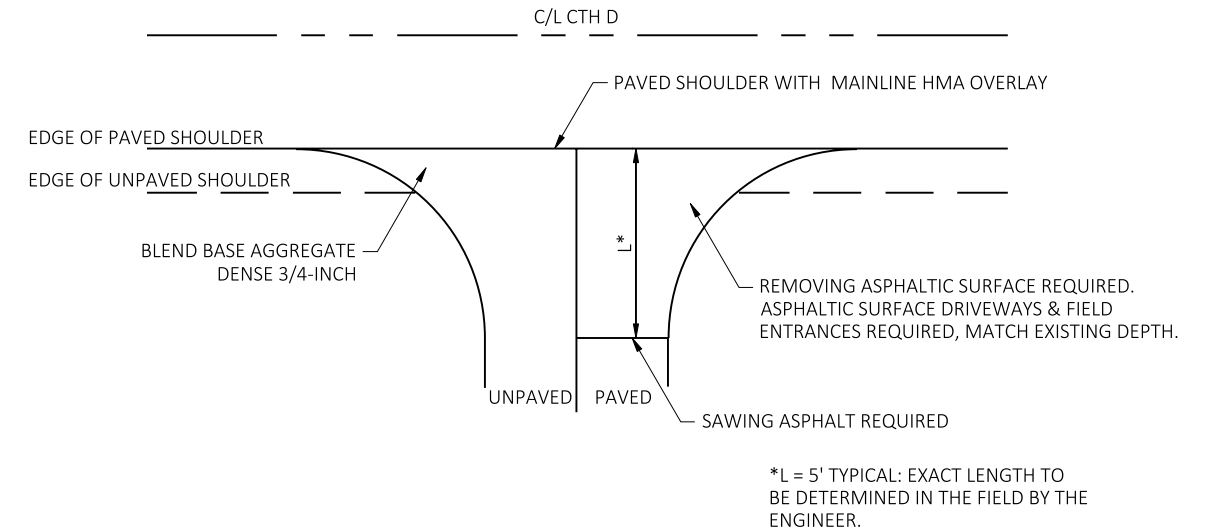
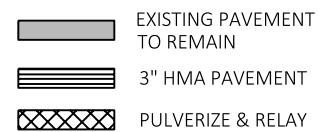


RURAL ASPHALTIC SURFACE SIDE ROAD DETAIL
SIDE ROAD WITH NO CURB AND GUTTER

NOTE: REMOVE EXCESS PULVERIZED MATERIAL AS NEEDED TO MAINTAIN EXISTING GRADES (INCIDENTAL TO PULVERIZE & RELAY).

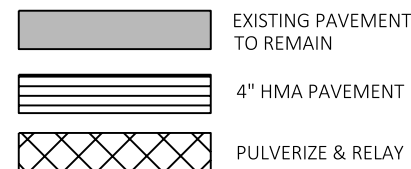
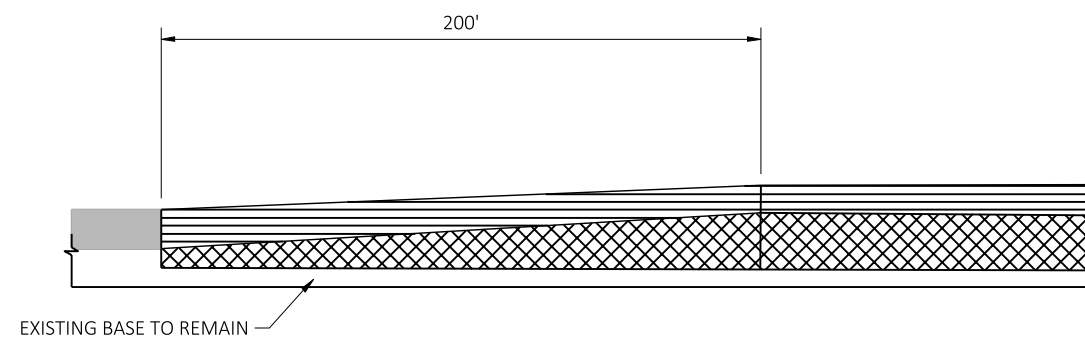


SECTION A-A



DRIVEWAY DETAIL
CE, PE, AND FE

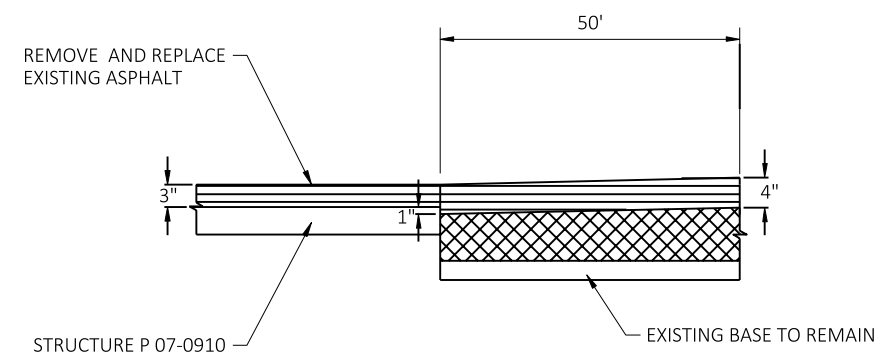
*L = 5' TYPICAL: EXACT LENGTH TO BE DETERMINED IN THE FIELD BY THE ENGINEER.



TRANSITION DETAIL

STA 1+80 - STA 3+80
STA 191+80 - STA 193+80

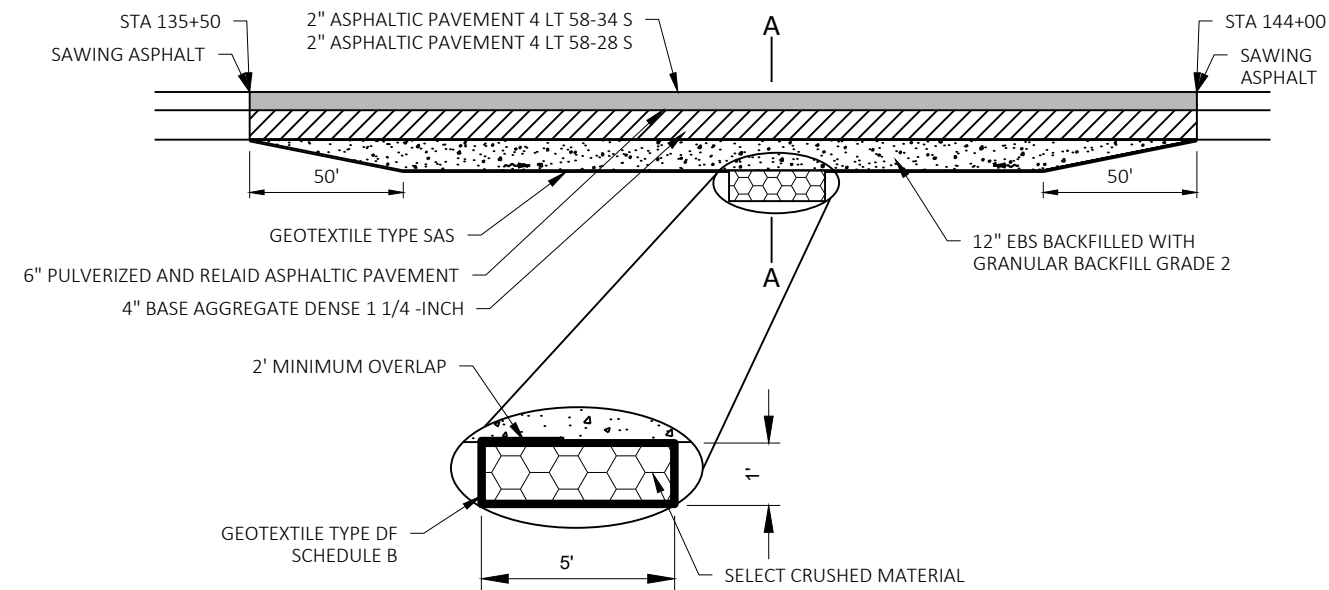
NOTE: REMOVE EXCESS PULVERIZED MATERIAL AS NEEDED TO MAINTAIN EXISTING GRADES (INCIDENTAL TO PULVERIZE & RELAY).



BRIDGE TRANSITION DETAIL

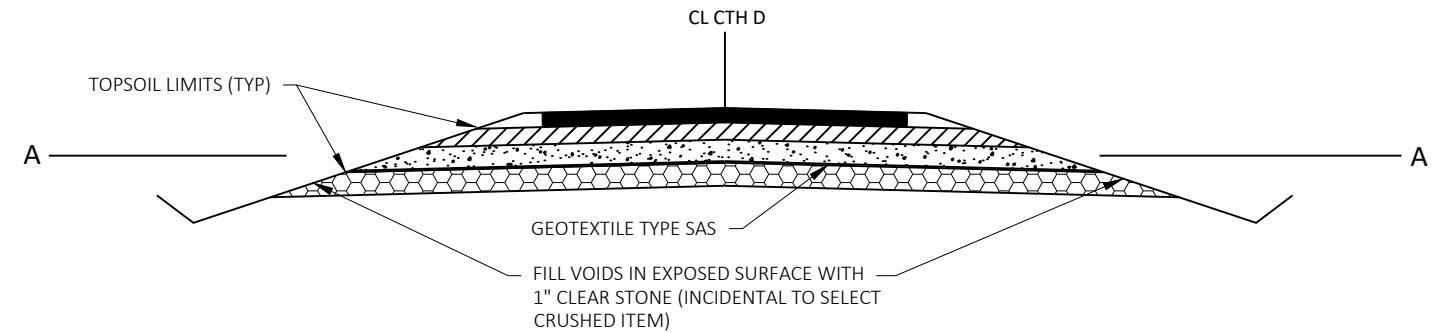
STA 112+71 - STA 113+21
STA 113+47 - STA 113+97

NOTE: REMOVE EXCESS PULVERIZED MATERIAL AS NEEDED TO MAINTAIN EXISTING GRADES (INCIDENTAL TO PULVERIZE & RELAY).

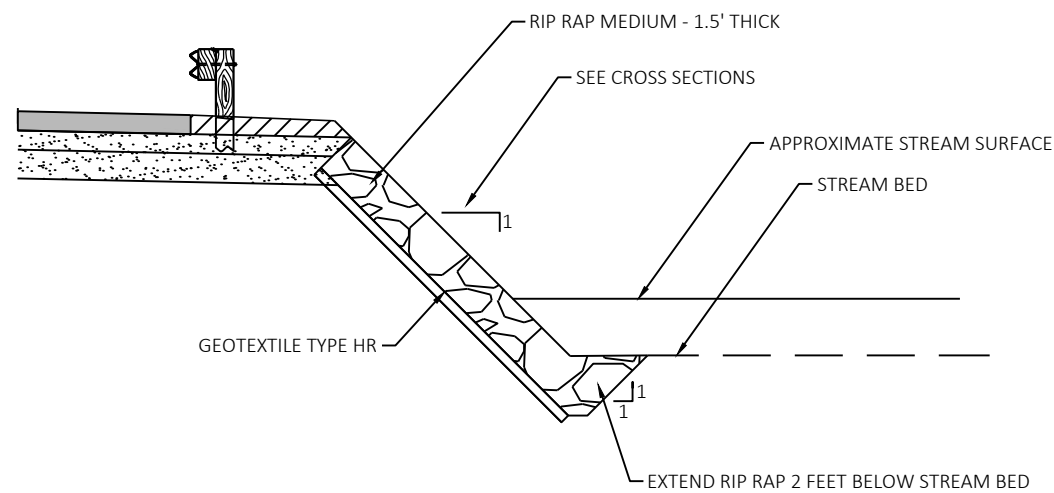


ROCK WEEP DETAIL
STA 138+25

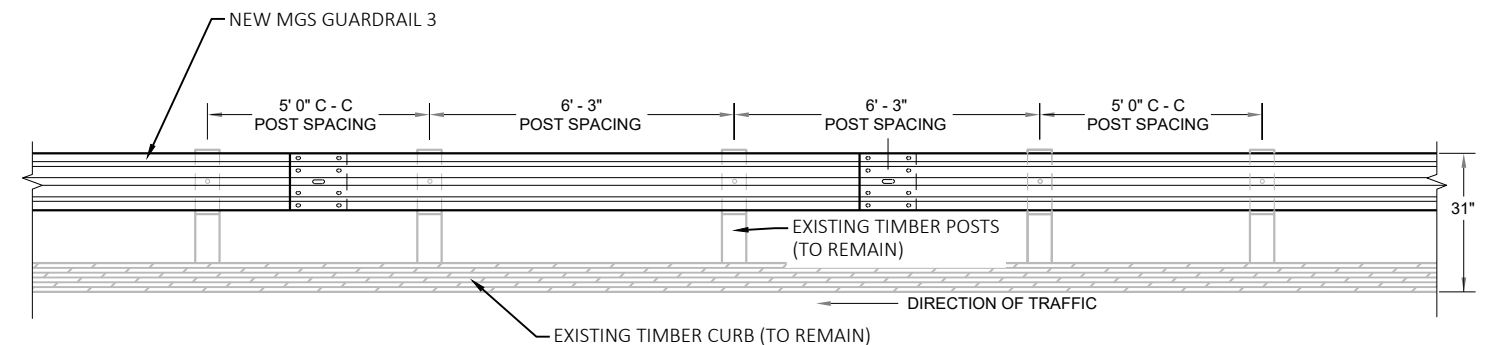
EBS AND ROCK WEEP DETAIL
EBS STA - 135+50 - 144+00



SECTION A-A

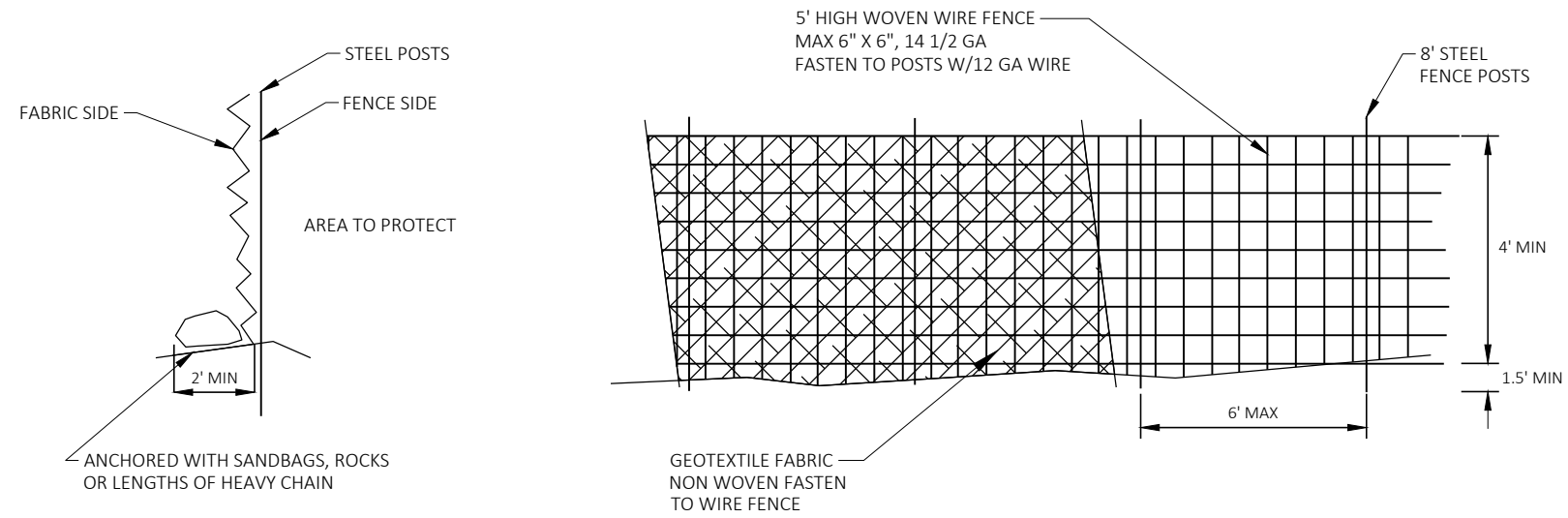


STREAMBANK PROTECTION WITH GEOTEXTILE - EXCAVATED KEYWAY
NOT TO SCALE
STA. 41+81 - 43+94 RT

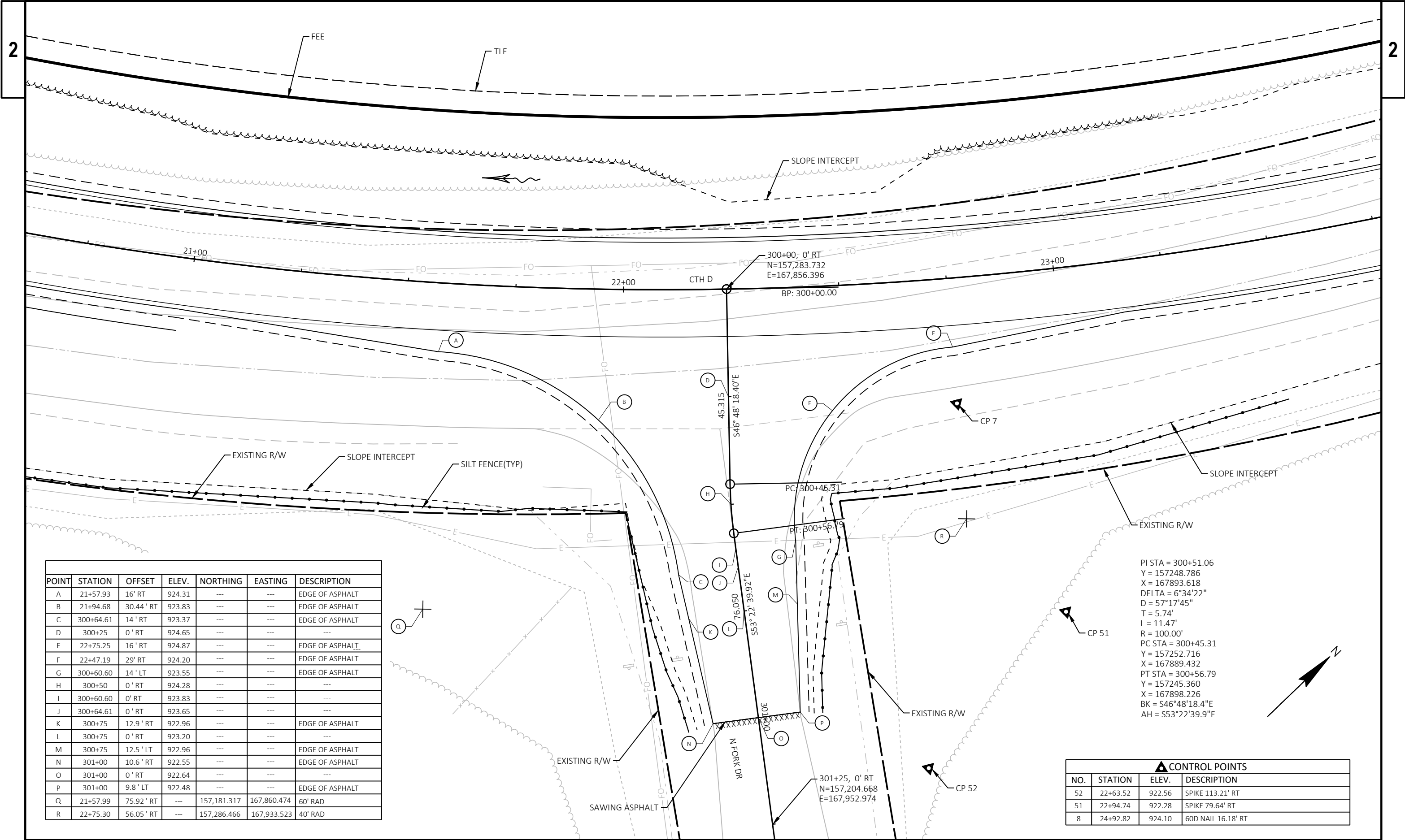


POST SPACING INSTALLATION - STRUCTURE P 07-0910
OVER NORTH FORK OF THE WOOD RIVER

NOTE: INSTALL RAIL ACROSS STRUCTURE AND ATTACH TO EXISTING POSTS WITH NEW HARDWARE. CUT RAILS TO LENGTH AND SPLICE ACCORDING TO POST SPACING SHOWN IN DETAIL

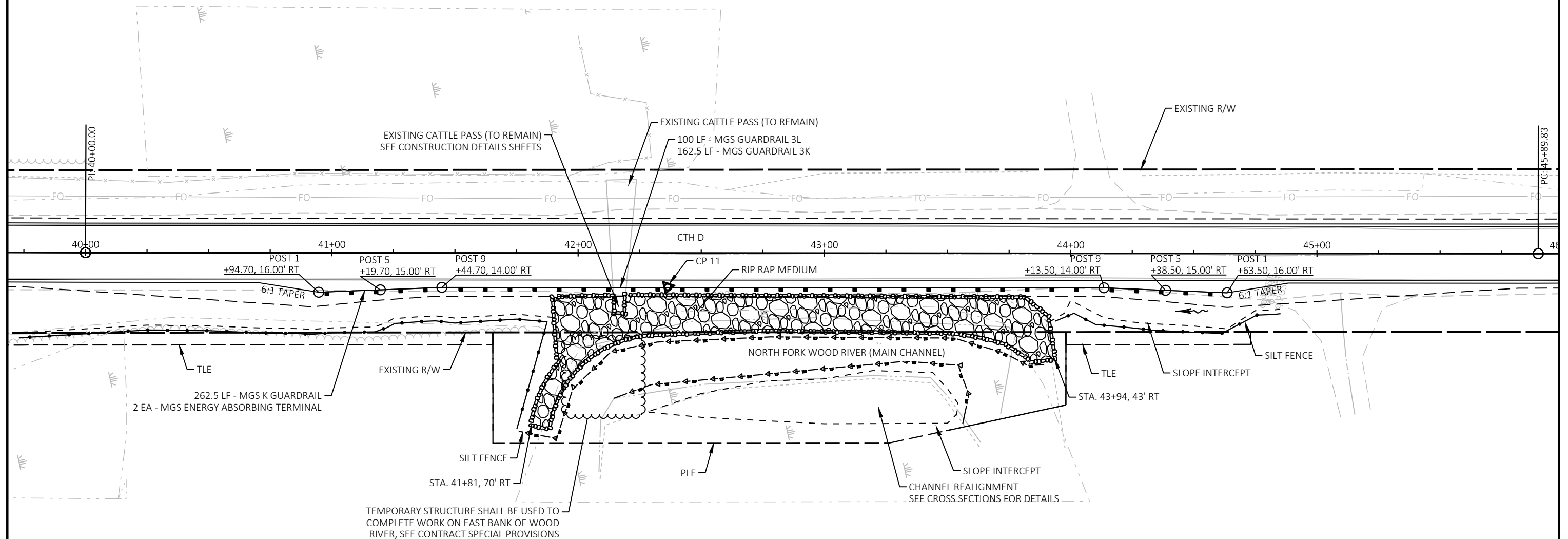


SILT FENCE HEAVY DUTY

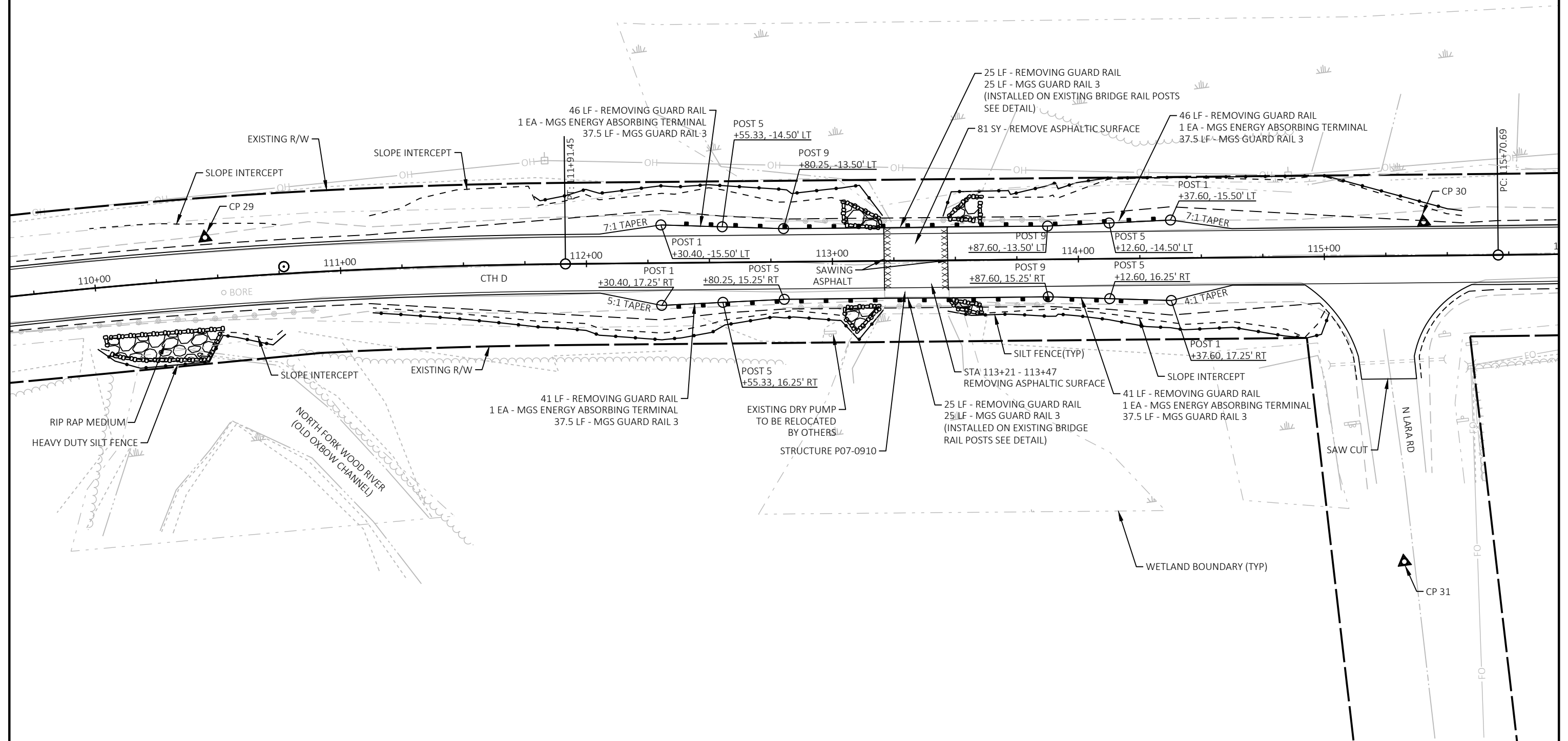


POINT	STATION	OFFSET	ELEV.	NORTHING	EASTING	DESCRIPTION
A	21+57.93	16' RT	924.31	---	---	EDGE OF ASPHALT
B	21+94.68	30.44' RT	923.83	---	---	EDGE OF ASPHALT
C	300+64.61	14' RT	923.37	---	---	EDGE OF ASPHALT
D	300+25	0' RT	924.65	---	---	---
E	22+75.25	16' RT	924.87	---	---	EDGE OF ASPHALT
F	22+47.19	29' RT	924.20	---	---	EDGE OF ASPHALT
G	300+60.60	14' LT	923.55	---	---	EDGE OF ASPHALT
H	300+50	0' RT	924.28	---	---	---
I	300+60.60	0' RT	923.83	---	---	---
J	300+64.61	0' RT	923.65	---	---	---
K	300+75	12.9' RT	922.96	---	---	EDGE OF ASPHALT
L	300+75	0' RT	923.20	---	---	---
M	300+75	12.5' LT	922.96	---	---	EDGE OF ASPHALT
N	301+00	10.6' RT	922.55	---	---	EDGE OF ASPHALT
O	301+00	0' RT	922.64	---	---	---
P	301+00	9.8' LT	922.48	---	---	EDGE OF ASPHALT
Q	21+57.99	75.92' RT	---	157,181.317	167,860.474	60' RAD
R	22+75.30	56.05' RT	---	157,286.466	167,933.523	40' RAD

CONTROL POINTS			
NO.	STATION	ELEV.	DESCRIPTION
52	22+63.52	922.56	SPIKE 113.21' RT
51	22+94.74	922.28	SPIKE 79.64' RT
8	24+92.82	924.10	60D NAIL 16.18' RT



PROJECT NO: 8841-00-70	HWY: CTH D	COUNTY: BURNETT	PLAN DETAILS	SHEET	E
------------------------	------------	-----------------	--------------	-------	---



PROJECT NO: 8841-00-70

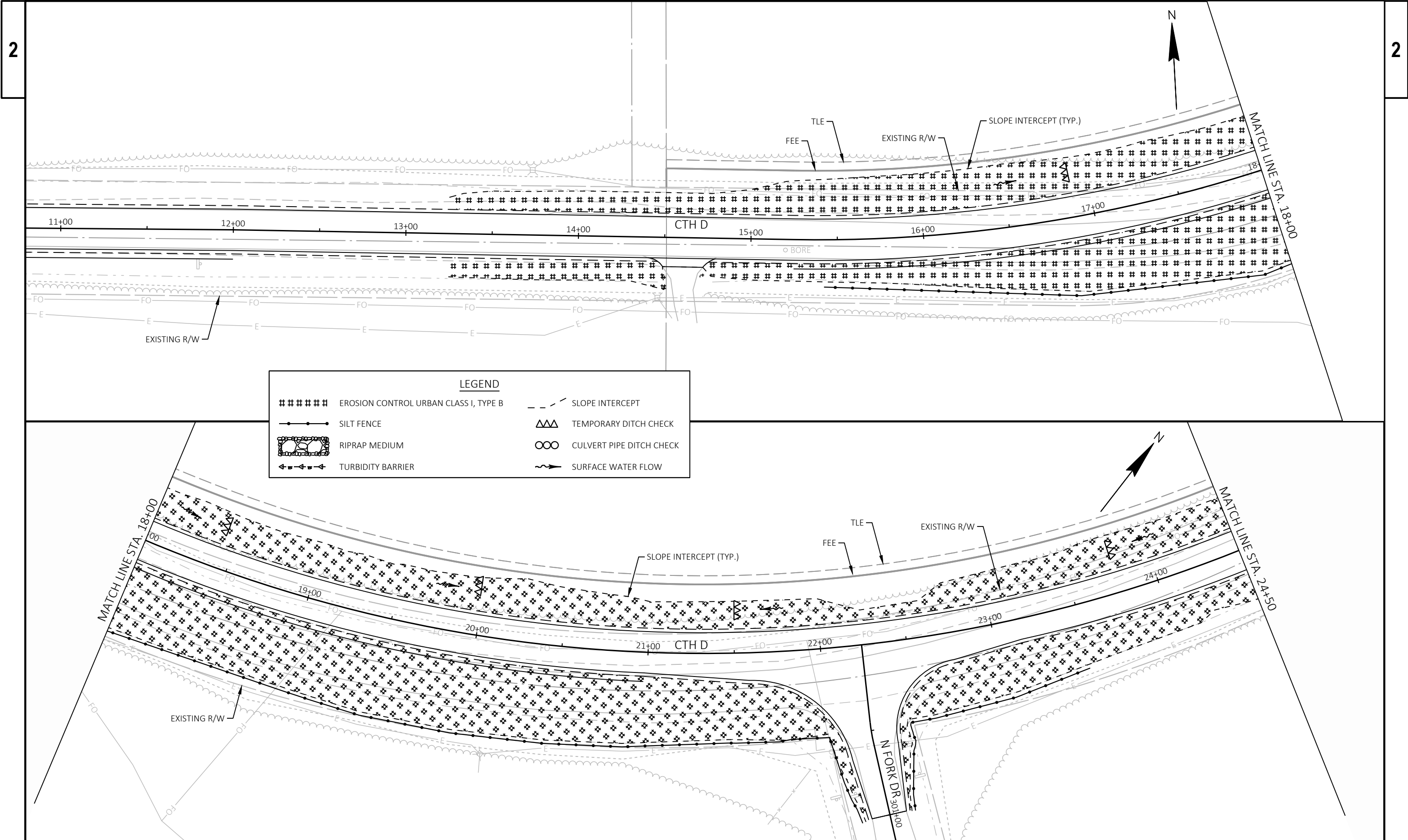
HWY: CTH D

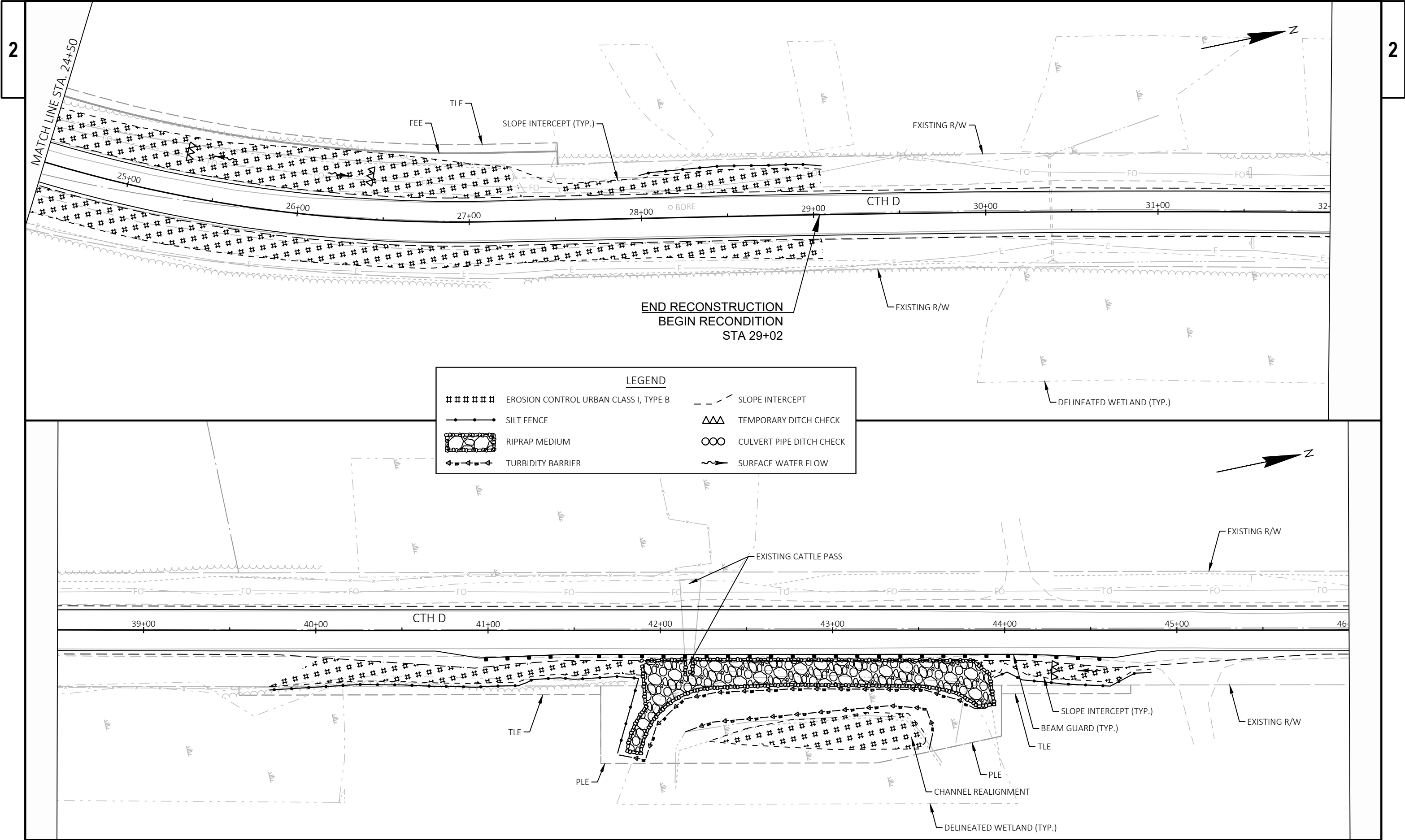
COUNTY: BURNETT

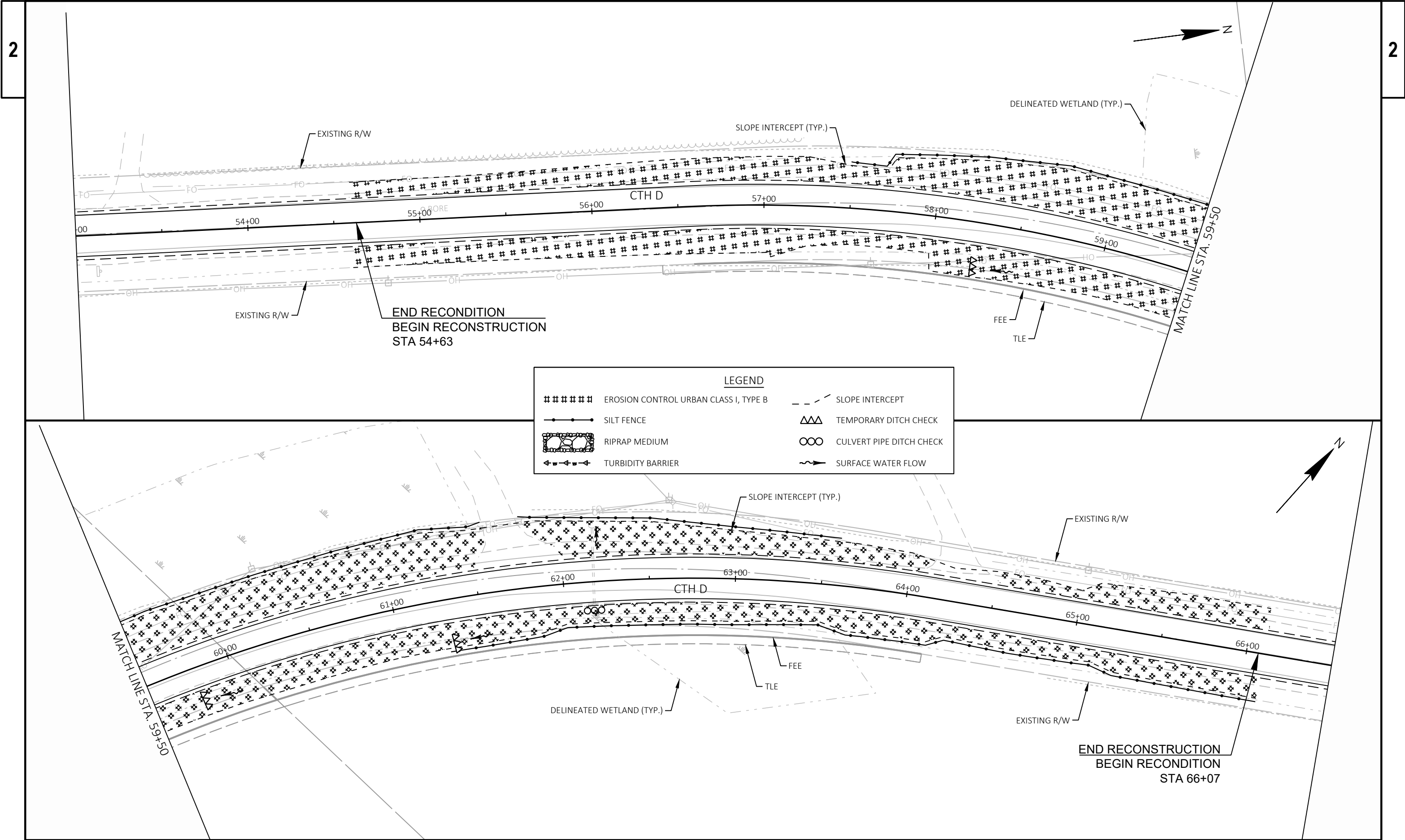
PLAN DETAILS

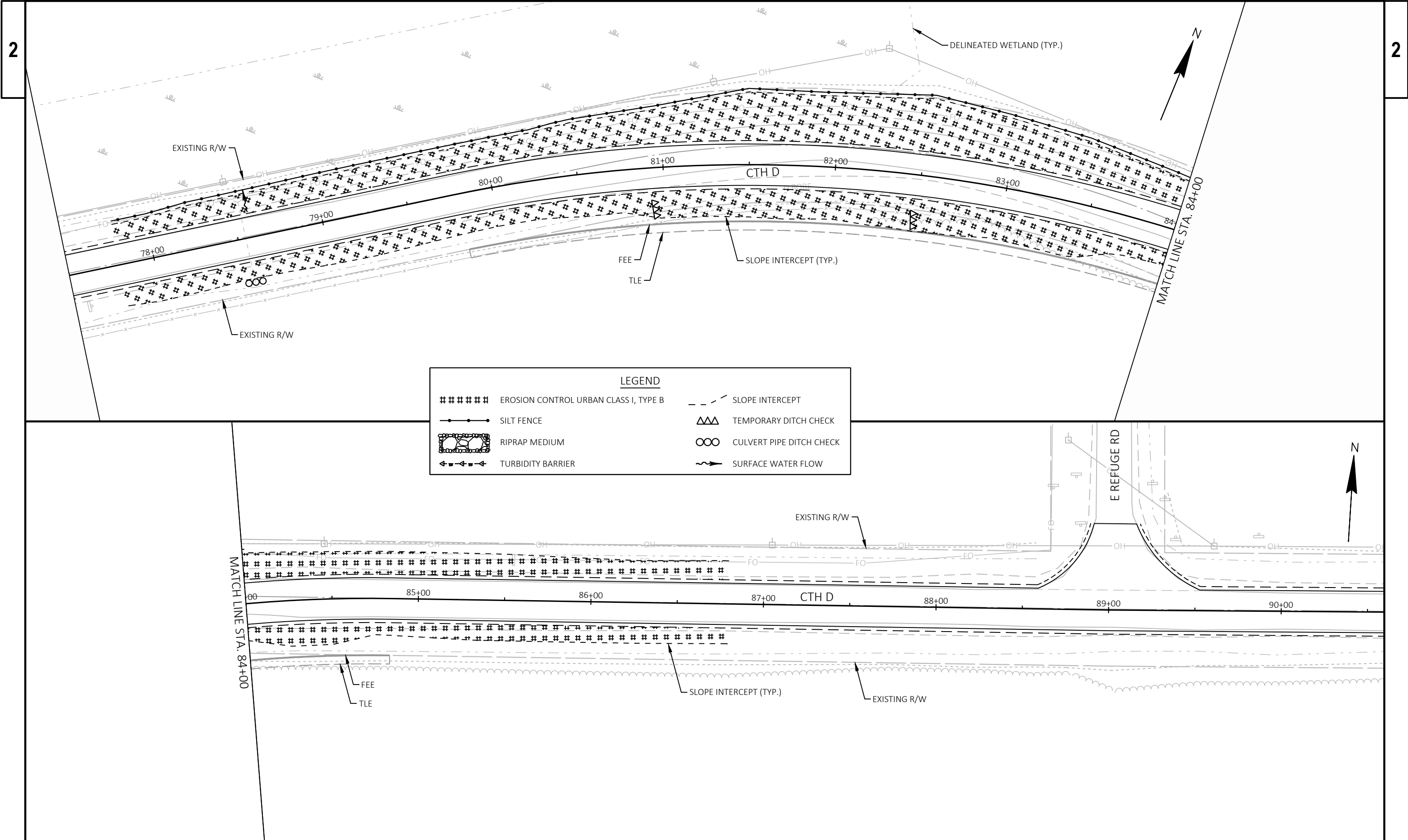
SHEET

E



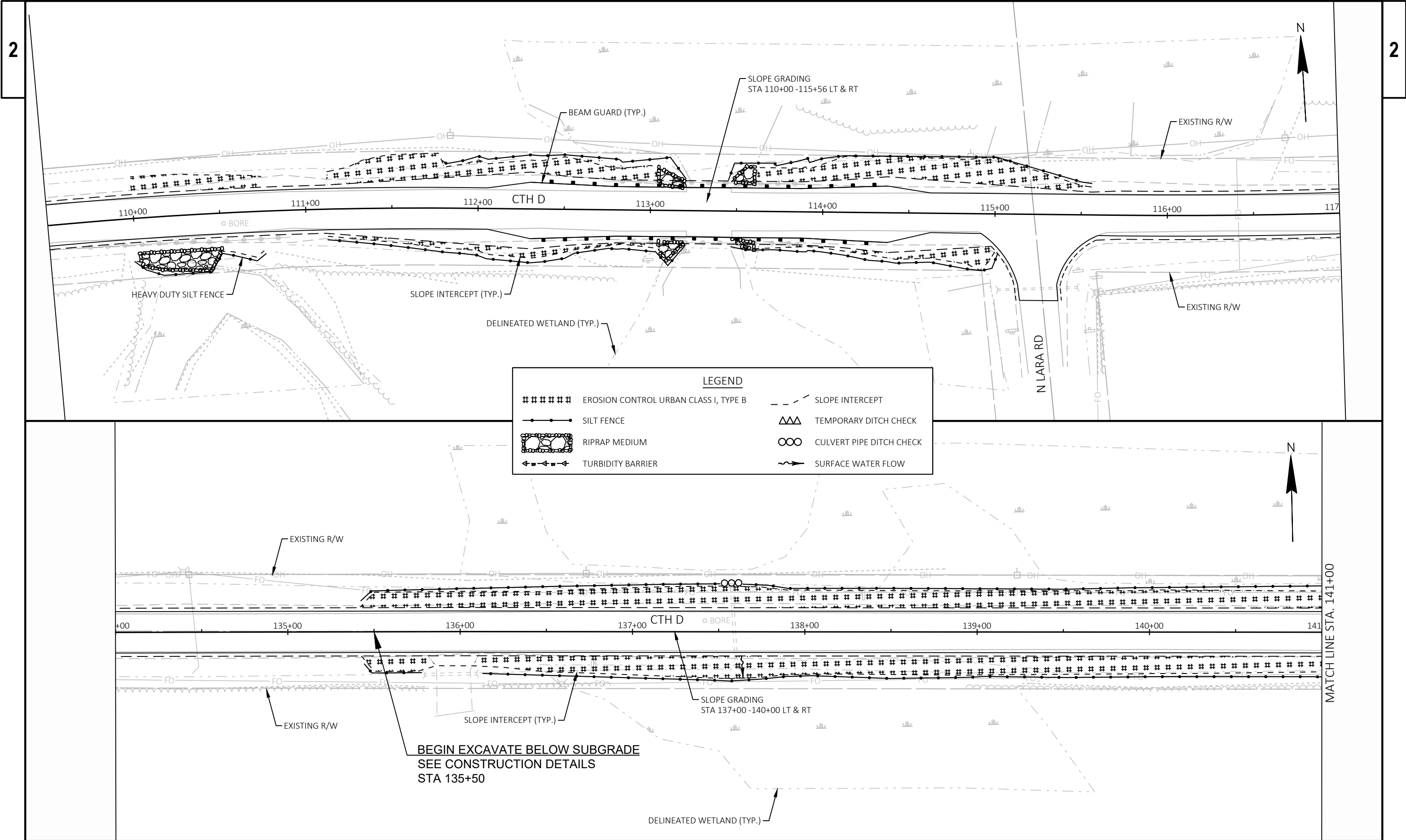


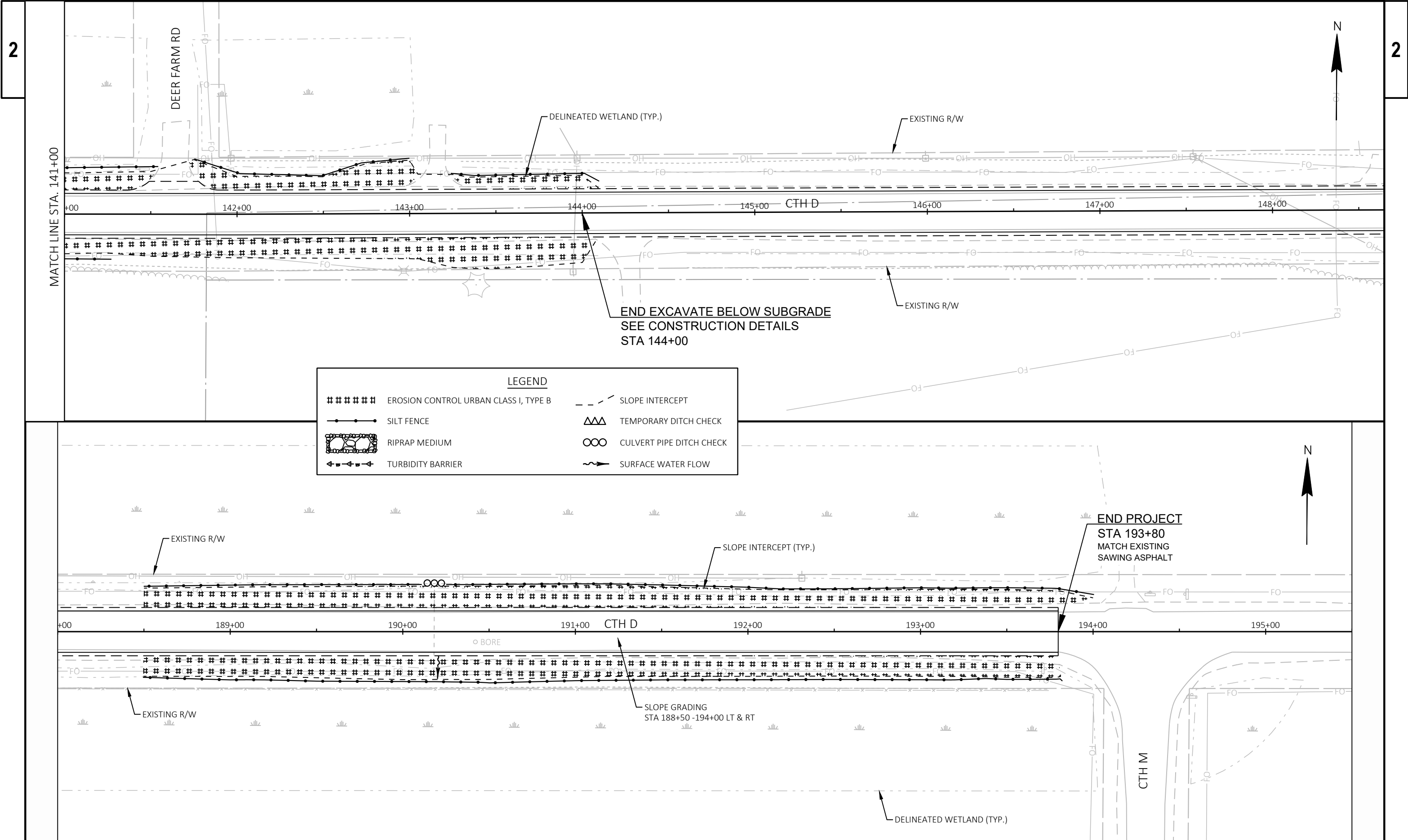




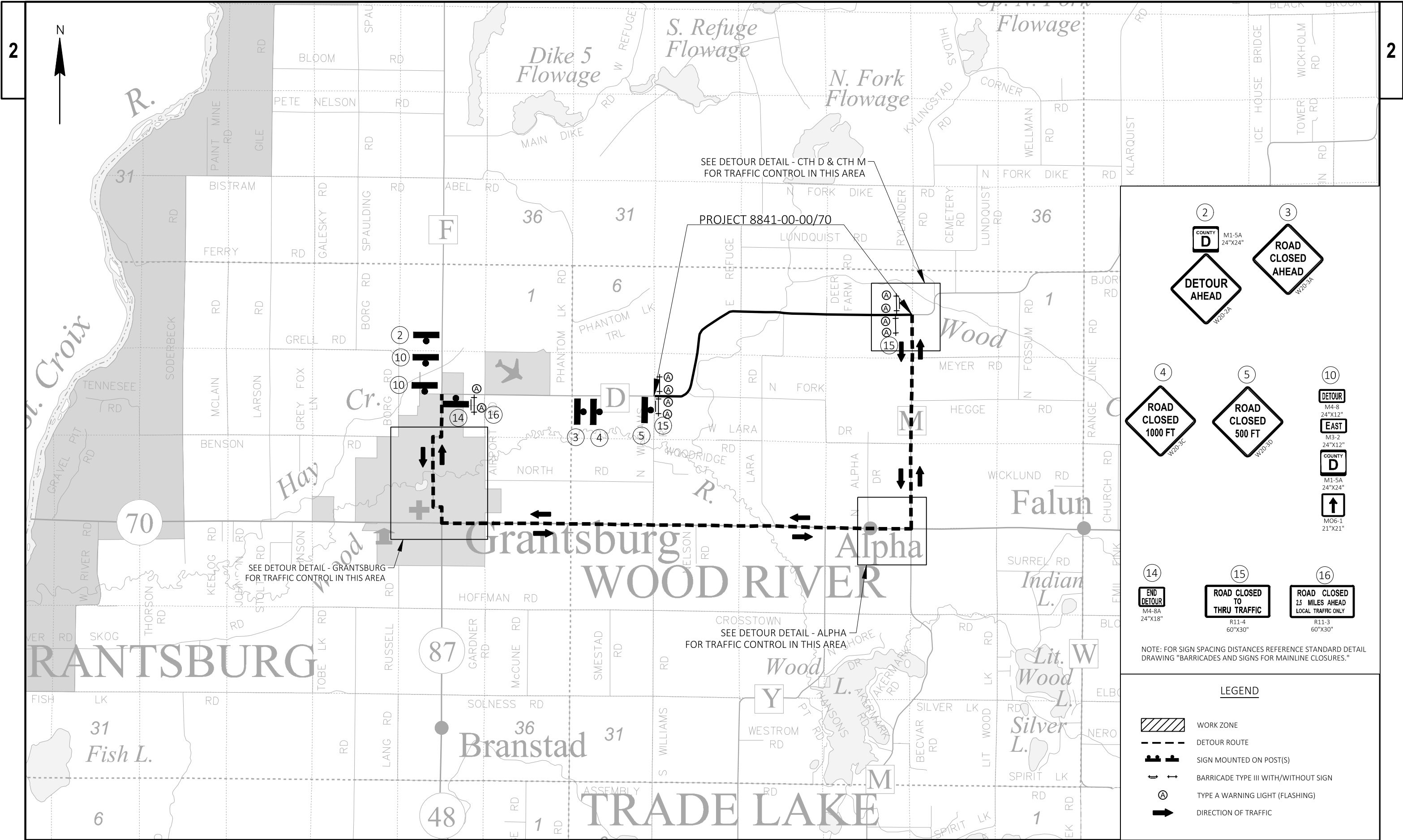
LEGEND

#####	EROSION CONTROL URBAN CLASS I, TYPE B	- - -	SLOPE INTERCEPT
—●—●—●—	SILT FENCE	△△△	TEMPORARY DITCH CHECK
	RIPRAP MEDIUM	○○○	CULVERT PIPE DITCH CHECK
	TURBIDITY BARRIER	~>	SURFACE WATER FLOW





PROJECT NO: 8841-00-70	HWY: CTH D	COUNTY: BURNETT	EROSION CONTROL	SHEET	E
------------------------	------------	-----------------	-----------------	-------	---



2

1

DETOUR
AHEAD

W20-2A

2

COUNTY
D

M1-5A
24"x24"

DETOUR
AHEAD

W20-2A

3

ROAD
CLOSED
AHEAD

W20-3A

4

ROAD
CLOSED
1000 FT

W20-3C

5

ROAD
CLOSED
500 FT

W20-3D

6

DETOUR

M4-8
24"x12"

WEST

M3-4
24"x12"

COUNTY
D

M1-5A
24"x24"

MO5-1R
21"x21"

7

DETOUR

M4-8
24"x12"

WEST

M3-4
24"x12"

COUNTY
D

M1-5A
24"x24"

MO6-1
21"x21"

8

DETOUR

M4-8
24"x12"

EAST

M3-2
24"x12"

COUNTY
D

M1-5A
24"x24"

MO5-1L
21"x21"

9

DETOUR

M4-8
24"x12"

EAST

M3-2
24"x12"

COUNTY
D

M1-5A
24"x24"

MO6-1
21"x21"

10

DETOUR

M4-8
24"x12"

EAST

M3-2
24"x12"

COUNTY
D

M1-5A
24"x24"

MO6-1
21"x21"

11

DETOUR

M4-8
24"x12"

WEST

M3-4
24"x12"

COUNTY
D

M1-5A
24"x24"

MO5-1L
21"x21"

12

DETOUR

M4-8
24"x12"

WEST

M3-4
24"x12"

COUNTY
D

M1-5A
24"x24"

MO6-1
21"x21"

13

DETOUR

M4-8
24"x12"

WEST

M3-4
24"x12"

COUNTY
D

M1-5A
24"x24"

MO6-1
21"x21"

14

END
DETOUR

M4-8A
24"x18"

15

ROAD CLOSED
TO
THRU TRAFFIC

R11-4
60"x30"

NOTE: FOR SIGN SPACING DISTANCES REFERENCE STANDARD DETAIL
DRAWING "BARRICADES AND SIGNS FOR MAINLINE CLOSURES."

N

DETOUR DETAIL - GRANTSBURG

N

DETOUR DETAIL - ALPHA

PROJECT NO: 8841-00-70

HWY: CTH D

COUNTY: BURNETT

DETOUR PLAN

SHEET

E

FILE NAME : G:\00\00511\00511010\CADD\C3D\SHEETSPLAN\027001-DT.DWG
LAYOUT NAME - 027002-dt

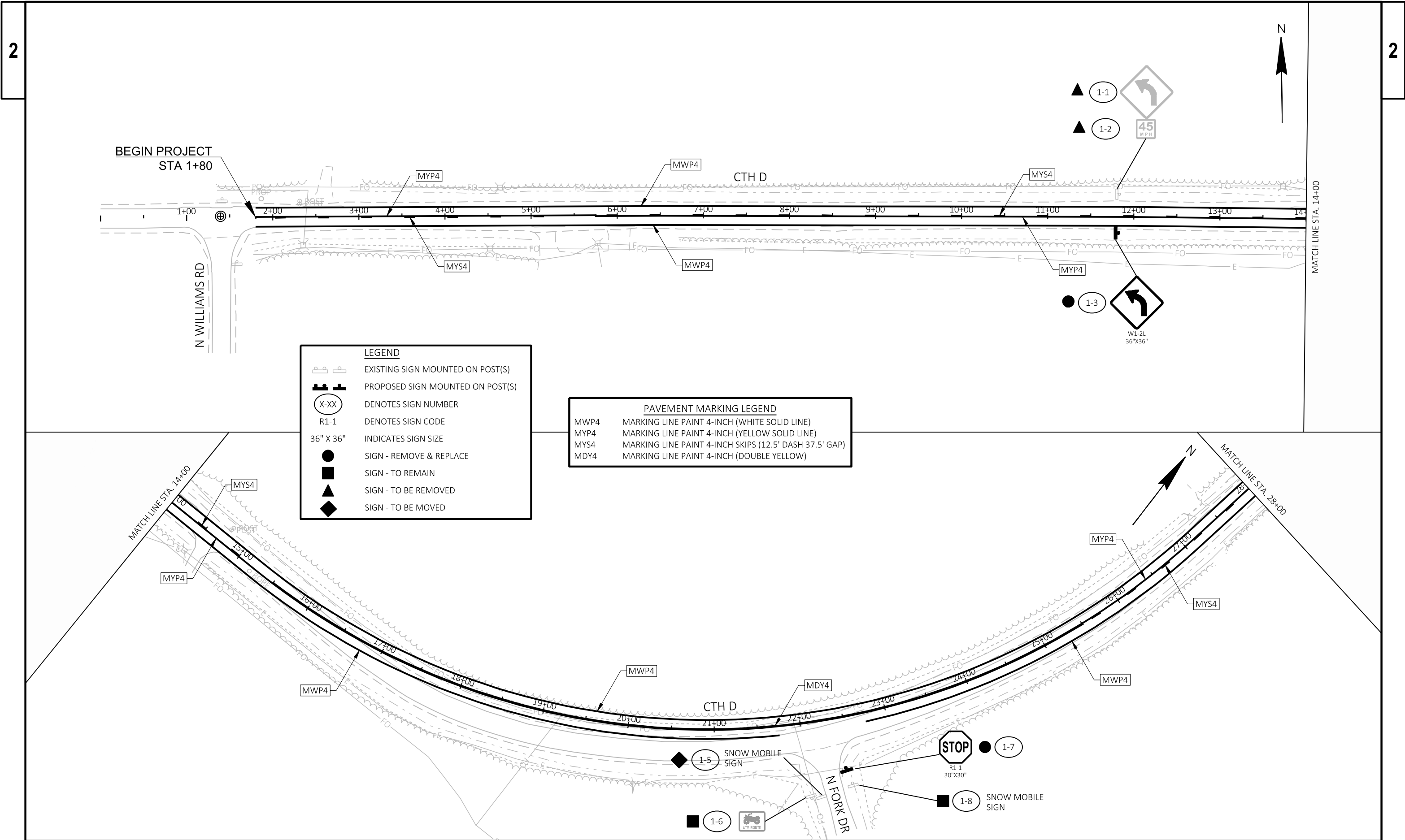
PLOT DATE : 10/21/2021 2:14 PM

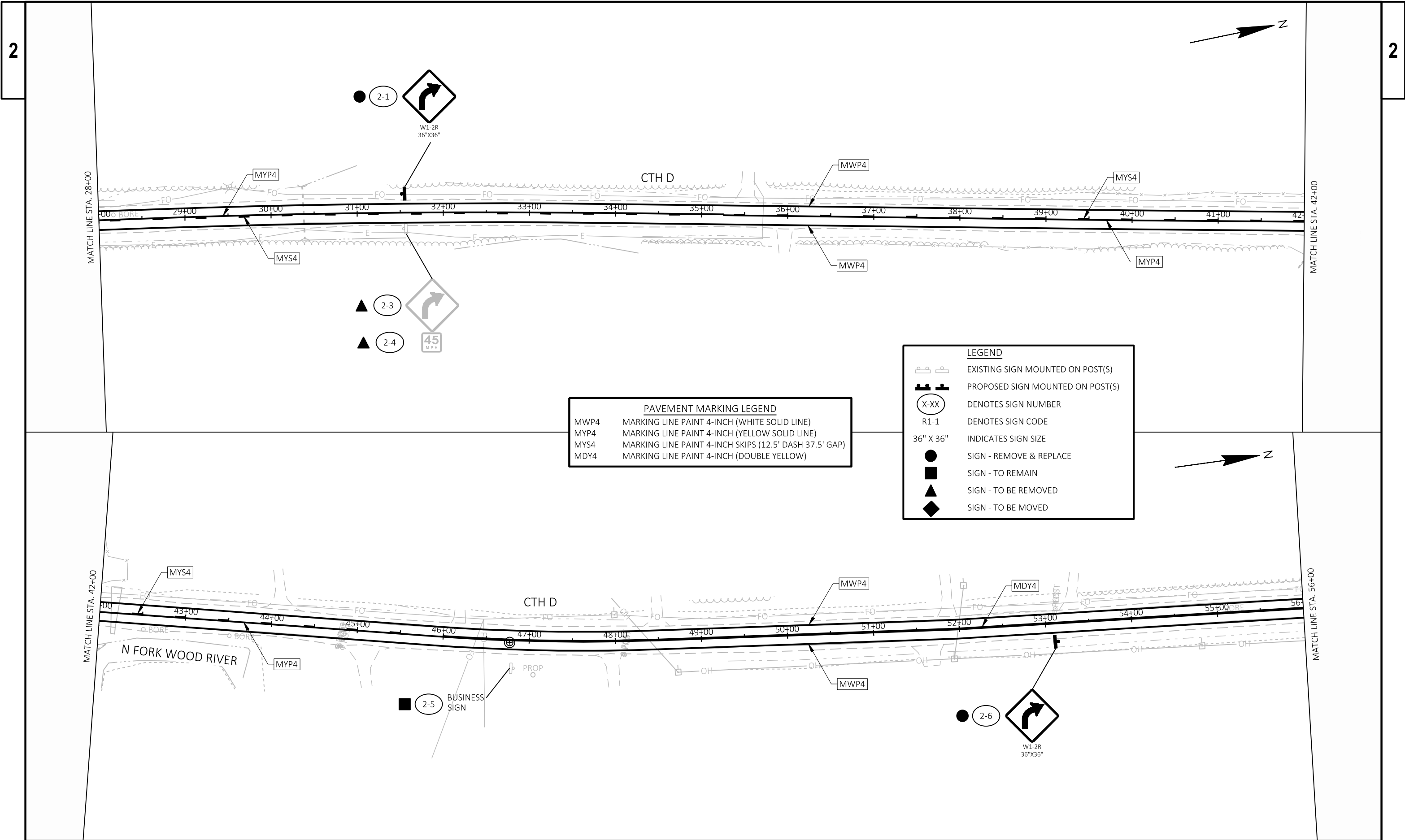
PLOT BY : COURTNEY ROOYAKKERS

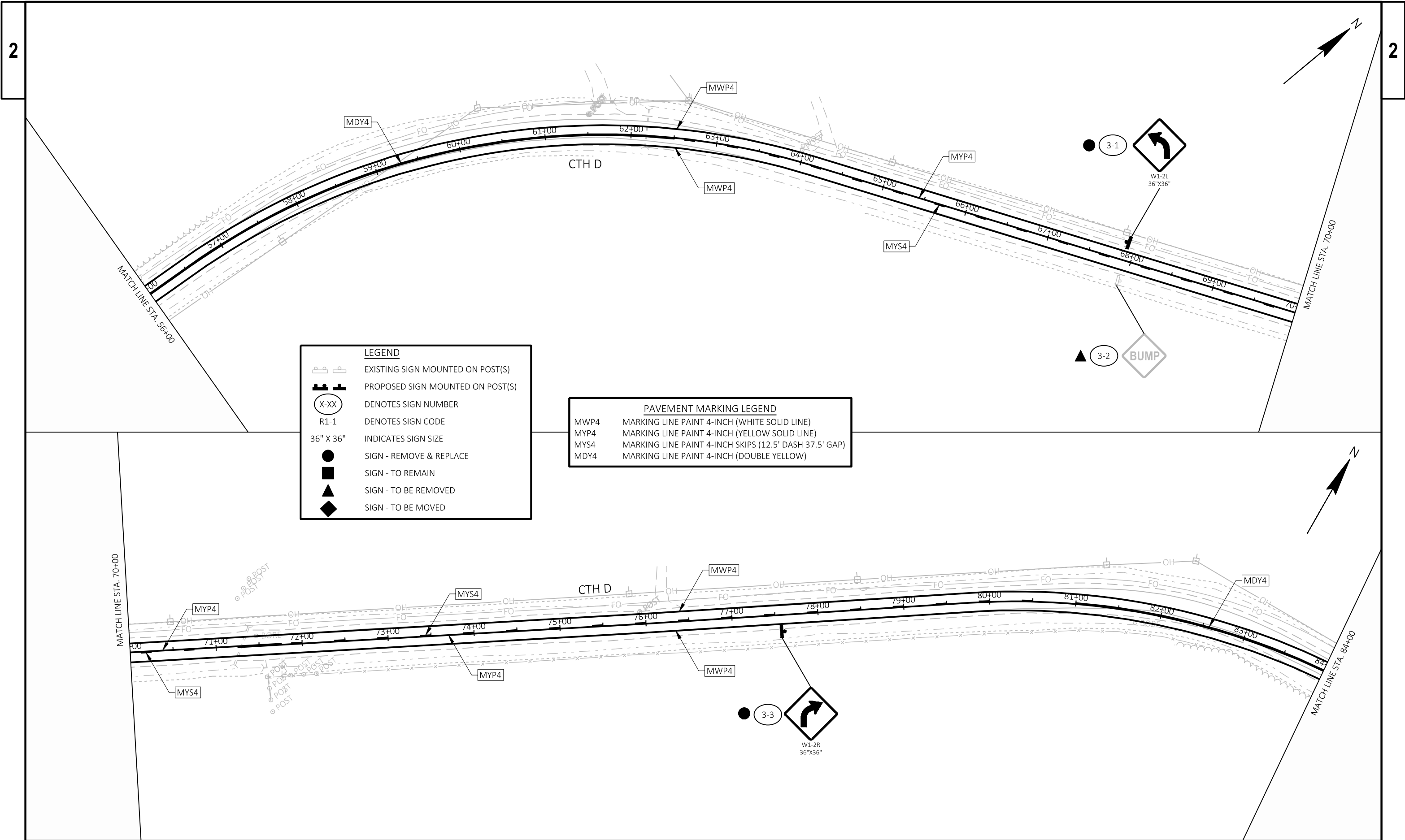
PLOT NAME :

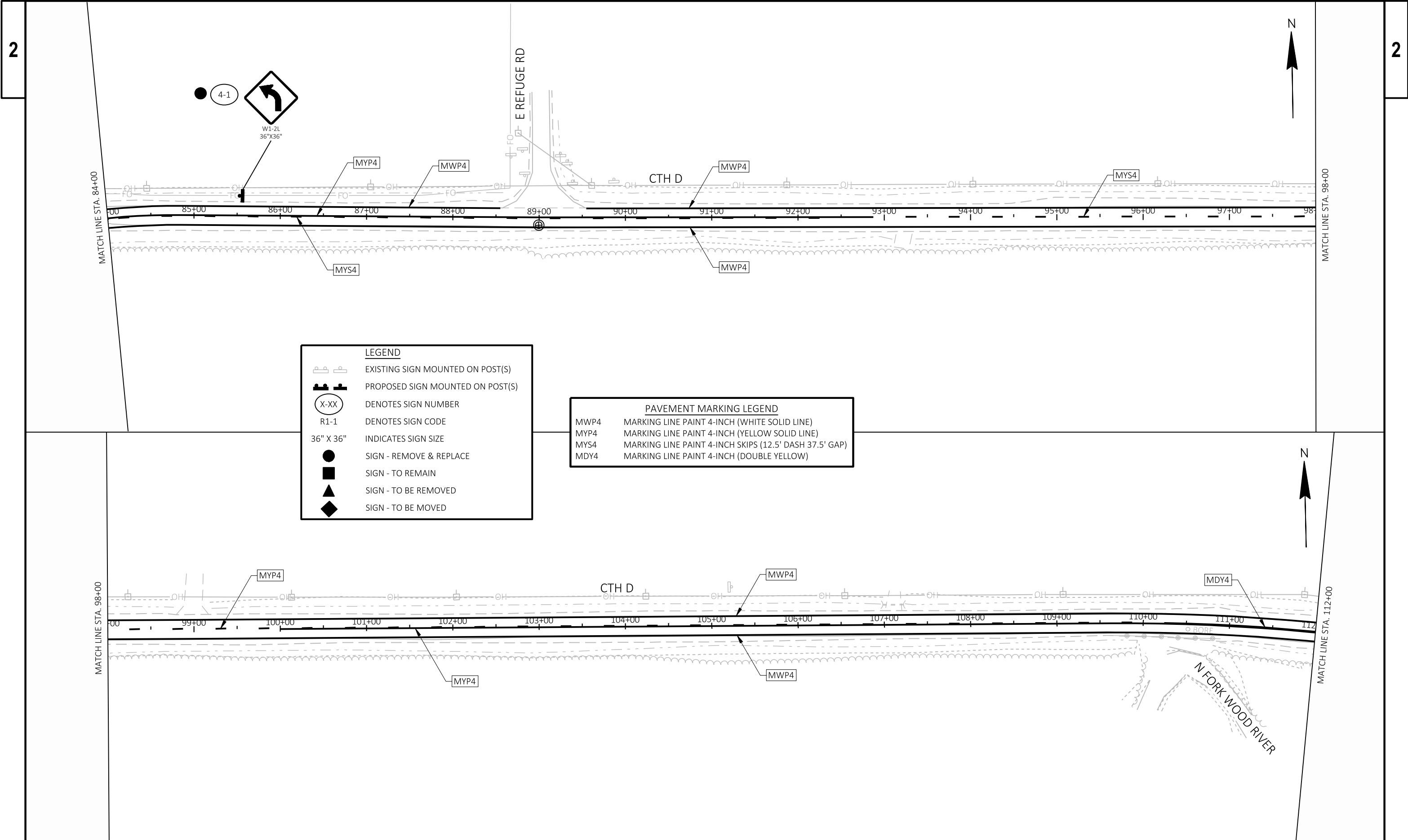
PLOT SCALE : 1 IN: 1 MI

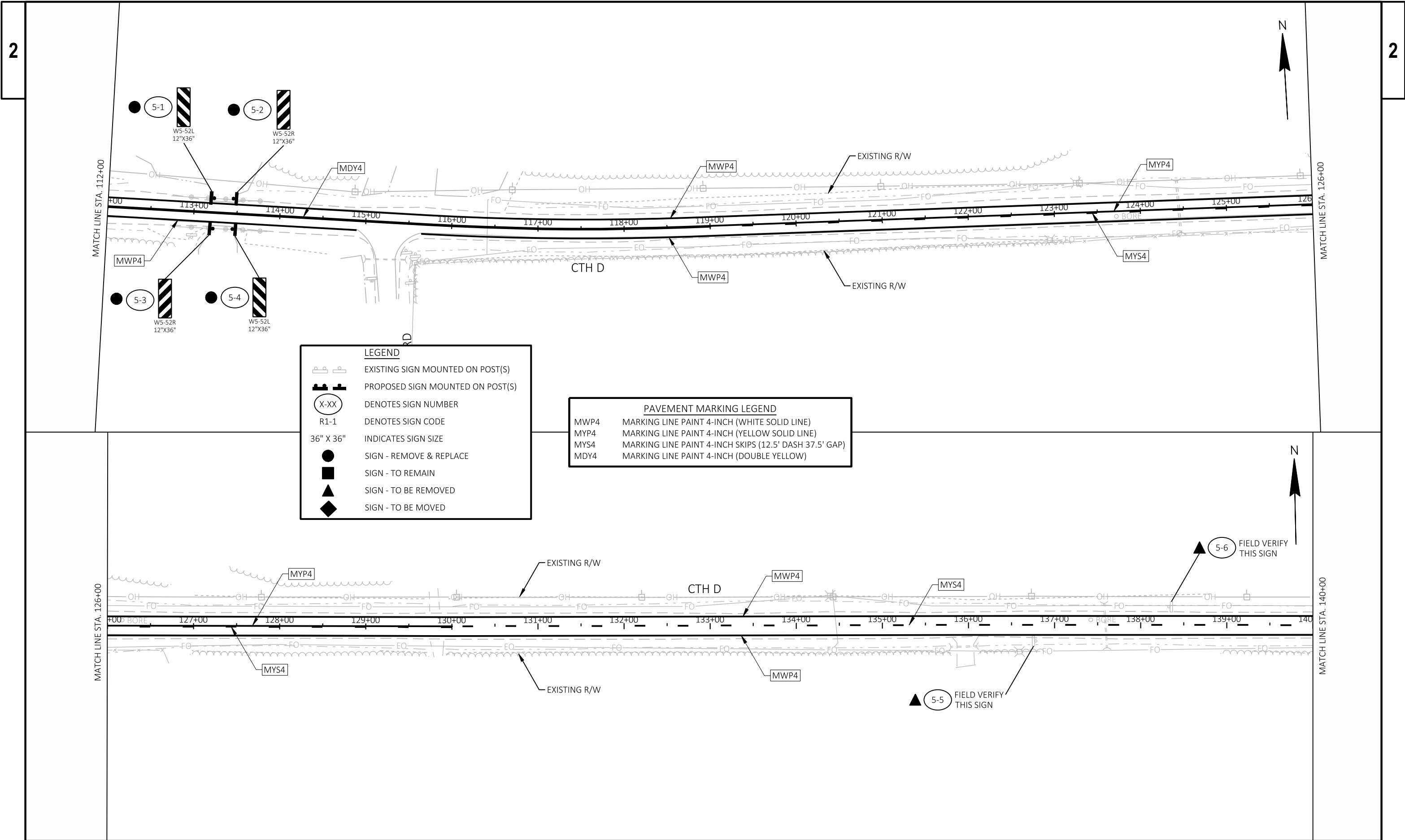
WISDOT/CADD'S SHEET 42

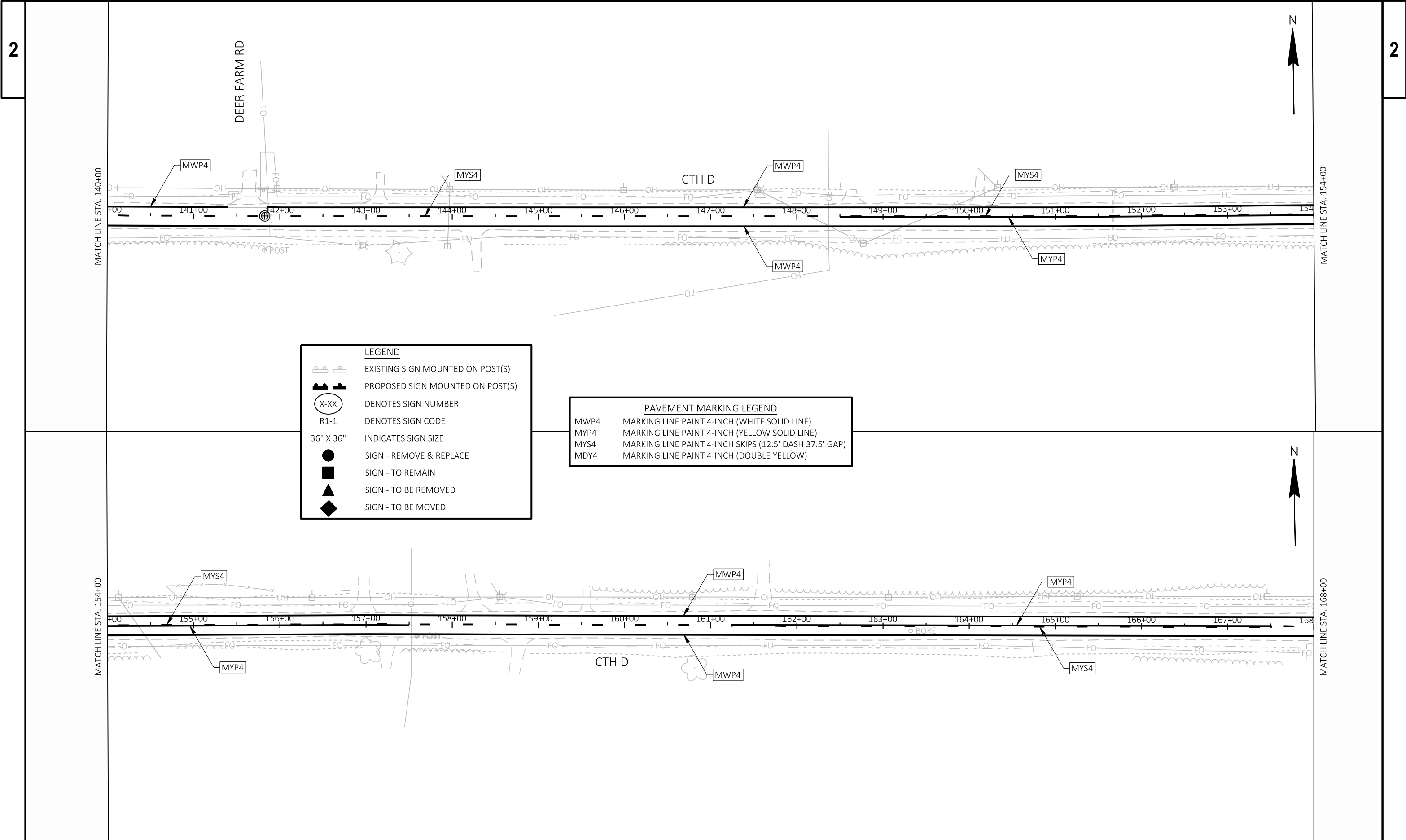




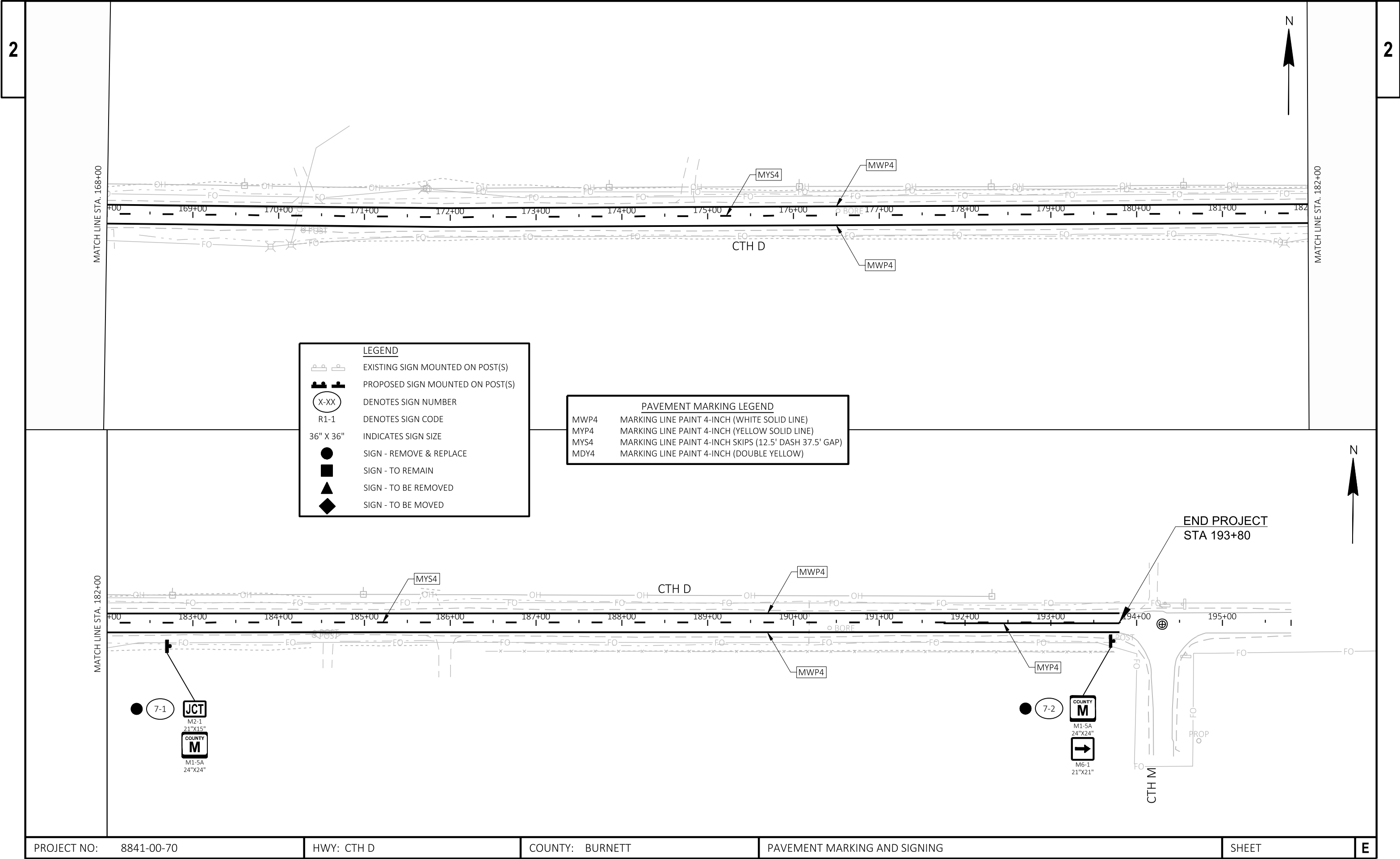








PROJECT NO:	8841-00-70	HWY: CTH D	COUNTY: BURNETT	PAVEMENT MARKING AND SIGNING	SHEET	E
-------------	------------	------------	-----------------	------------------------------	-------	---



LEGEND

	EXISTING SIGN MOUNTED ON POST(S)
	PROPOSED SIGN MOUNTED ON POST(S)
	DENOTES SIGN NUMBER
R1-1	DENOTES SIGN CODE
36" X 36"	INDICATES SIGN SIZE
	SIGN - REMOVE & REPLACE
	SIGN - TO REMAIN
	SIGN - TO BE REMOVED
	SIGN - TO BE MOVED

PAVEMENT MARKING LEGEND

MWP4	MARKING LINE PAINT 4-INCH (WHITE SOLID LINE)
MYP4	MARKING LINE PAINT 4-INCH (YELLOW SOLID LINE)
MYS4	MARKING LINE PAINT 4-INCH SKIPS (12.5' DASH 37.5' GAP)
MDY4	MARKING LINE PAINT 4-INCH (DOUBLE YELLOW)

Estimate Of Quantities

8841-00-70

Line	Item	Item Description	Unit	Total	Qty
0002	201.0205	Grubbing	STA	1.450	1.450
0004	204.0110	Removing Asphaltic Surface	SY	81.000	81.000
0006	204.0165	Removing Guardrail	LF	234.000	234.000
0008	204.0170	Removing Fence	LF	255.000	255.000
0010	205.0100	Excavation Common	CY	5,000.000	5,000.000
0012	208.0100	Borrow	CY	1,830.000	1,830.000
0014	209.2100	Backfill Granular Grade 2	CY	1,102.000	1,102.000
0016	211.0100	Prepare Foundation for Asphaltic Paving (project) 01. 8841-00-70	LS	1.000	1.000
0018	213.0100	Finishing Roadway (project) 01. 8841-00-70	EACH	1.000	1.000
0020	305.0110	Base Aggregate Dense 3/4-Inch	TON	5,113.000	5,113.000
0022	305.0120	Base Aggregate Dense 1 1/4-Inch	TON	9,504.000	9,504.000
0024	312.0115	Select Crushed Material	CY	8.000	8.000
0026	325.0100	Pulverize and Relay	SY	55,393.000	55,393.000
0028	374.1020.S	QMP Pulverize and Relay Compaction	SY	55,393.000	55,393.000
0030	455.0605	Tack Coat	GAL	3,835.000	3,835.000
0032	460.2000	Incentive Density HMA Pavement	DOL	7,560.000	7,560.000
0034	460.2010	Incentive Air Voids HMA Pavement	DOL	11,800.000	11,800.000
0036	460.5224	HMA Pavement 4 LT 58-28 S	TON	6,191.000	6,191.000
0038	460.5244	HMA Pavement 4 LT 58-34 S	TON	6,191.000	6,191.000
0040	526.0100	Temporary Structure (station) STA. 42+00 RT	LS	1.000	1.000
0042	606.0200	Riprap Medium	CY	302.000	302.000
0044	614.2300	MGS Guardrail 3	LF	200.000	200.000
0046	614.2330	MGS Guardrail 3 K	LF	162.500	162.500
0048	614.2340	MGS Guardrail 3 L	LF	100.000	100.000
0050	614.2610	MGS Guardrail Terminal EAT	EACH	6.000	6.000
0052	618.0100	Maintenance And Repair of Haul Roads (project) 01. 8841-00-70	EACH	1.000	1.000
0054	619.1000	Mobilization	EACH	1.000	1.000
0056	624.0100	Water	MGAL	503.000	503.000
0058	625.0100	Topsoil	SY	16,703.000	16,703.000
0060	628.1504	Silt Fence	LF	7,465.000	7,465.000
0062	628.1520	Silt Fence Maintenance	LF	7,465.000	7,465.000
0064	628.1905	Mobilizations Erosion Control	EACH	3.000	3.000
0066	628.1910	Mobilizations Emergency Erosion Control	EACH	2.000	2.000
0068	628.2008	Erosion Mat Urban Class I Type B	SY	16,703.000	16,703.000
0070	628.6005	Turbidity Barriers	SY	224.000	224.000
0072	628.7504	Temporary Ditch Checks	LF	390.000	390.000
0074	628.7555	Culvert Pipe Checks	EACH	4.000	4.000
0076	629.0210	Fertilizer Type B	CWT	21.600	21.600
0078	630.0130	Seeding Mixture No. 30	LB	616.000	616.000
0080	630.0200	Seeding Temporary	LB	473.000	473.000
0082	630.0500	Seed Water	MGAL	188.000	188.000
0084	634.0614	Posts Wood 4x6-Inch X 14-FT	EACH	5.000	5.000
0086	634.0616	Posts Wood 4x6-Inch X 16-FT	EACH	8.000	8.000
0088	637.2230	Signs Type II Reflective F	SF	86.000	86.000
0090	638.2102	Moving Signs Type II	EACH	1.000	1.000
0092	638.2602	Removing Signs Type II	EACH	23.000	23.000
0094	638.3000	Removing Small Sign Supports	EACH	23.000	23.000
0096	642.5001	Field Office Type B	EACH	1.000	1.000
0098	643.0300	Traffic Control Drums	DAY	2,425.000	2,425.000

Estimate Of Quantities

8841-00-70

Line	Item	Item Description	Unit	Total	Qty
0100	643.0420	Traffic Control Barricades Type III	DAY	730.000	730.000
0102	643.0705	Traffic Control Warning Lights Type A	DAY	1,450.000	1,450.000
0104	643.0900	Traffic Control Signs	DAY	8,535.000	8,535.000
0106	643.1000	Traffic Control Signs Fixed Message	SF	64.000	64.000
0108	643.5000	Traffic Control	EACH	1.000	1.000
0110	645.0112	Geotextile Type DF Schedule B	SY	66.000	66.000
0112	645.0120	Geotextile Type HR	SY	602.000	602.000
0114	645.0140	Geotextile Type SAS	SY	4,250.000	4,250.000
0116	646.1005	Marking Line Paint 4-Inch	LF	59,630.000	59,630.000
0118	648.0100	Locating No-Passing Zones	MI	3.636	3.636
0120	650.4500	Construction Staking Subgrade	LF	4,540.000	4,540.000
0122	650.5000	Construction Staking Base	LF	4,540.000	4,540.000
0124	650.8000	Construction Staking Resurfacing Reference	LF	19,200.000	19,200.000
0126	650.9910	Construction Staking Supplemental Control (project) 01. 8841-00-70	LS	1.000	1.000
0128	650.9920	Construction Staking Slope Stakes	LF	6,138.000	6,138.000
0130	690.0150	Sawing Asphalt	LF	158.000	158.000
0132	740.0440	Incentive IRI Ride	DOL	1,000.000	1,000.000
0134	ASP.1T0A	On-the-Job Training Apprentice at \$5.00/HR	HRS	1,200.000	1,200.000
0136	ASP.1T0G	On-the-Job Training Graduate at \$5.00/HR	HRS	600.000	600.000
0138	SPV.0060	Special 01. Temporary Structure Mobilization	EACH	2.000	2.000
0140	SPV.0090	Special 01. Heavy Duty Silt Fence	LF	90.000	90.000

EARTHWORK

				205.0100					208.0100	209.2100	REMARKS
				EXCAVATION COMMON CY	(1)UNUSABLE MATERIAL CY	UNEXPANDED FILL CY	(2) EXPANDED FILL	(3) MASS ORDINATE	BORROW CY	BACKFILL GRANULAR GRADE 2 CY	
STATION	TO	STATION	LOCATION								
13+33	-	29+02	MAINLINE	1,695	486	1,755	2,194	-985	985	--	CURVE REALIGNMENT 1
39+73	-	44+85	MAINLINE	16	0	395	494	-478	478	--	GUARDRAIL & SLOPE RESTORATION
54+63	-	66+07	MAINLINE	780	354	290	363	64	-64	--	CURVE REALIGNMENT 2
77+84	-	86+77	MAINLINE	505	255	340	425	-175	175	--	CURVE REALIGNMENT 3
110+00	-	115+56	MAINLINE	90	0	320	400	-310	310	--	GUARDRAIL & SLOPE RESTORATION
135+00	-	144+00	MAINLINE	1,873	1,000	170	213	661	-661	1,102	EBS
188+50		193+80	MAINLINE	5	0	515	644	-639	639	--	SLOPE RESTORATION
			NORTH FORK DR	36	0	3	4	32	-32	--	
TOTAL 0010				5,000					1,830	1,102	

(1) - EXISTING ASPHALT IS ASSUMED UNUSABLE MATERIAL.
(2)- EXPANDED FILL FACTOR = 1.25
(3) THE MASS ORDINATE + OR - QUANTITY CALCULATED FOR THE DIVISION. PLUS QUANTITY INDICATES EXCESS OF MATERIAL WITHIN THE DIVISION.
MINUS QUANTITY INDICATES A SHORTAGE OF MATERIAL WITHIN THE DIVISION.

CLEARING & GRUBBING

				201.0205 GRUBBING	REMARKS
STATION	TO	STATION	LOCATION	STA	
42+10	-	43+55	RT	1.45	EAST SIDE OF WOOD RIVER
TOTAL 0010				1.45	

REMOVALS

				204.0170	204.0110	690.0150	REMARKS
				REMOVING FENCE LF	REMOVING ASPHALTIC SURFACE SY	SAWING ASPHALT LF	
STATION	TO	STATION	LOCATION				
14+49	-	14+72	PRIVATE ENTRANCE	--	--	23	
80+00	-	82+55	RT	255	--	--	FARM FENCE
113+21	-	113+21	MAINLINE	--	--	22	
113+21	-	113+47	P-07-910	--	81	--	STRUCTURE OVER WOOD RIVER
113+47	-	113+47	MAINLINE	--	--	22	
193+80	-	193+80	MAINLINE	--	--	22	
			NORTH FORK DR	--	--	21	
			EAST REFUGE RD	--	--	25	
			NORTH LARA RD	--	--	23	
TOTAL 0010				255	81	158	

BASE AGGREGATE

				305.0110	305.0120	* 624.0100	REMARKS
				BASE AGGREGATE DENSE 3/4-INCH TON	BASE AGGREGATE DENSE 1 1/4- INCH TON	WATER MGAL	
STATION	TO	STATION	LOCATION				
1+80	-	193+80	SHOULDERS	4,646	--	70	
1+80	-	193+80	DRIVEWAYS	467	--	7	40 GRAVEL DRIVEWAYS
13+33	-	29+02	MAINLINE	--	3,292	50	CURVE REALIGNMENT 1
44+50	-	49+88	MAINLINE	--	358	6	SUPER CORRECTION
54+63	-	66+07	MAINLINE	--	2,400	37	CURVE REALIGNMENT 2
77+84	-	86+77	MAINLINE	--	1,874	29	CURVE REALIGNMENT 3
108+19	-	113+35	MAINLINE	--	201	4	SUPER CORRECTION
114+51	-	119+92	MAINLINE	--	361	6	SUPER CORRECTION
135+50		144+00	MAINLINE	--	713	11	EBS
			NORTH FORK DR	--	305	5	
TOTAL 0010				5,113	9,504	225	

*ADDITIONAL QUANTITIES SHOWN ELSEWHERE

3

PULVERIZE AND RELAY

				325.0100	374.1020.S	624.0100	REMARKS
				PULVERIZE AND	QMP PULVERIZE	WATER	
				RELAY	AND RELAY	MGAL	
STATION	TO	STATION	LOCATION	SY	SY		
1+80	-	113+21	MAINLINE	32,186	32,186	161	BEGINNING OF PROJECT TO P07-0910
113+47	-	193+80	MAINLINE	23,207	23,207	117	P07-0910 TO END OF PROJECT
	-						
TOTAL 0010				55,393	55,393	278	

*ADDITIONAL QUANTITIES SHOWN ELSEWHERE

ROADWAY

				455.0605	460.5224	460.5244	REMARKS
				TACK COAT	HMA PAVEMENT	HMA PAVEMENT	
				GAL	4 LT 58-28 S	4 LT 58-34 S	
STATION	TO	STATION	LOCATION		TON	TON	
1+80	-	193+80	MAINLINE	3,781	6,104	6,104	
			NORTH FORK DR	29	47	47	
			EAST REFUGE RD	14	23	23	
			NORTH LARA RD	10	17	17	
TOTAL 0010				3,835	6,191	6,191	

GUARDRAIL

				204.0165	614.2300	614.2330	614.2340	614.2610	REMARKS
				REMOVING	MGS	MGS GUARDRAIL	MGS GUARDRAIL	MGS GUARDRAIL	
				GUARDRAIL	GUARDRAIL 3	3 K	3 L	TERMINAL EAT	
STATION	TO	STATION	LOCATION	LF	LF	LF	LF	EACH	
40+95	-	44+64	RT	--	--	162.5	100	2	12.5' SPAN CENTERED ON CATTLE PASS. SEE SDD 14B43-4A
112+30	-	114+38	LT	117	100.0	--	--	2	EXISTING RAIL POSTS ON P07-0910 TO REMAIN IN PLACE
112+30	-	114+38	RT	117	100.0	--	--	2	EXISTING RAIL POSTS ON P07-0910 TO REMAIN IN PLACE
TOTAL 0010				234	200	162.5	100.0	6	

RESTORATION

				625.0100	628.2008	629.0210	630.0130	630.0200	630.0500	REMARKS
				TOPSOIL	EROSION MAT	FERTILIZER TYPE	SEEDING	SEEDING	SEED WATER	
				SY	URBAN CLASS I	B	MIXTURE NO. 30	TEMPORARY	MGAL	
STATION	TO	STATION	LOCATION		TYPE B	CWT	LB	LB		
1+80	-	193+80	LT & RT	--	--	11.0	316	473	--	SHOULDER FORESLOPE
13+33	-	29+02	LT & RT	5,759	5,759	3.6	103.7	--	65	
39+73	-	44+85	RT	502	502	0.3	9.0	--	6	
54+63	-	66+07	LT & RT	3,530	3,530	2.2	63.5	--	40	
77+84	-	86+77	LT & RT	2,910	2,910	1.8	52.4	--	33	
110+00	-	115+56	LT & RT	646	646	0.4	11.6	--	7	
135+50	-	144+00	LT & RT	1,939	1,939	1.2	34.9	--	22	
188+50	-	194+00	LT & RT	1,417	1,417	0.9	25.5	--	16	
TOTAL 0010				16,703	16,703	21.6	616	473	188	

3

EROSION CONTROL

				628.1504	628.1520	628.1905	628.1910	628.6005	628.7504	628.7555	SPV.0090.01		
						MOBILIZATIONS	MOBILIZATIONS						
				SILT FENCE	SILT FENCE	EROSION	EROSION	TURBIDITY	TEMPORARY	CULVERT PIPE	HEAVY DUTY SILT		
					MAINTENANCE	CONTROL	CONTROL	BARRIERS	DITCH CHECKS	CHECKS	FENCE		
STATION	TO	STATION	LOCATION	LF	LF	EACH	EACH	SY	LF	EACH	LF	REMARKS	
13+33	-	29+02	LT & RT	1,020	1,020	--	--	--	100	--	--		
39+73	-	44+85	RT	355	355	--	--	224	15	--	--		
54+63	-	66+07	LT & RT	1,100	1,100	--	--	--	45	1	--	CULVERT STA 62+18	
77+84	-	86+77	LT & RT	645	645	--	--	--	30	1	--	CULVERT STA 78+54	
110+00	-	111+00	RT	--	90	--	--	--	--	--	90	HEAVY DUTY SILT FENCE	
111+00	-	115+56	LT & RT	825	825	--	--	--	--	--	--		
135+50	-	144+00	LT & RT	1,345	1,345	--	--	--	--	1	--	CULVERT STA 137+58	
188+50	-	194+00	LT & RT	1,085	1,085	--	--	--	--	1	--	CULVERT STA 190+18	
PROJECT 8841-00-70				--	--	3	2	--	--	--	--		
UNDISTRIBUTED				1,000	1,000	--	--	--	200	--	--		
TOTAL 0010				7,375	7,465	3	2	224	390	4	90		

RIPRAP

PAVEMENT MARKING

				312.0115	606.0200	645.0112	645.0120	645.0140					646.1005		
				SELECT CRUSHED	RIPRAP MEDIUM	GEOTEXTILE TYPE	GEOTEXTILE TYPE	GEOTEXTILE TYPE					MARKING LINE		
				MATERIAL		DF SCHEDULE B	HR	SAS					PAINT 4-INCH		
				CY	CY	SY	SY	SY					LF	REMARKS	
STATION	TO	STATION	LOCATION						REMARKS	STATION	TO	STATION	LOCATION		
41+80	-	43+94	RT	--	260	--	519	--	SLOPE STABILIZATION NEAR WOOD RIVER	1+80	-	193+80	EDGE LINE LT	19,055	WHITE
109+98	-	110+51	RT	--	18	--	35	--	SLOPE STABILIZATION NEAR WOOD RIVER	1+80	-	193+80	CENTERLINE	21,550	YELLOW
113+04	-	113+21	LT	--	6	--	12	--	ABUTMENT STABILIZATION	1+80	-	193+80	EDGE LINE RT	19,025	WHITE
113+04	-	113+21	RT	--	6	--	12	--	ABUTMENT STABILIZATION						
113+47	-	113+62	LT	--	6	--	12	--	ABUTMENT STABILIZATION						
113+47	-	113+62	RT	--	6	--	12	--	ABUTMENT STABILIZATION						
135+50	-	144+00	--	--	--	--	--	4250	EBS AREA						
				138+25	8	--	66	--							
TOTAL 0010				8	302	66	602	4,250							

TRAFFIC CONTROL

				643.0300	643.0420	643.0705	643.0900	643.1000	643.5000				
				TRAFFIC	TRAFFIC	TRAFFIC		TRAFFIC					
				CONTROL	CONTROL	CONTROL		CONTROL					
				DRUMS	BARRICADES	WARNING	TRAFFIC	CONTROL SIGNS	TRAFFIC				
					TYPE III	LIGHTS TYPE A	CONTROL SIGNS	FIXED MESSAGE	CONTROL				
				DAY	DAY	DAY	DAY	SF	EACH	REMARKS			
1+80	-	193+80	PROJECT	--	--	--	--	--	1				
1+80	-	193+80	PROJECT	--	--	--	--	64	--	PROJECT NOTIFICATION			
1+80	-	193+80	PROJECT	--	--	--	7,440	--	--	DETOUR			
1+80	-	193+80	PROJECT	2,400	720	1,440	1,080	--	--	ROAD, LANE, SHOULDER CLOSURES			
				UNDISTRIBUTED	25	10	10	15	--				
TOTAL 0010					2,425	730	1,450	8,535	64	1			

SIGNING									
		634.0614	634.0616	637.2230	638.2102	638.2602	638.3000		
		POSTS WOOD 4X6- INCH X 14-FT	POSTS WOOD 4X6-INCH X 16-FT	SIGNS TYPE II REFLECTIVE F	MOVING SIGNS TYPE II	REMOVING SIGNS TYPE II	REMOVING SMALL SIGN SUPPORTS		
STATION	LOCATION	EACH	EACH	SF	EACH	EACH	EACH	REMARKS	SIGN NUMBER
11+79	LT	-	-	-	-	2	2	W1-2L,W13-1	1-1,1-2
11+79	RT	-	1	9	-	2	2	W1-2L, REMOVE W1-2L,W13-1	1-3
22+00	RT	-	-	-	1	-	-	D11-10	1-5
22+42	RT	1	-	6	-	1	1	R1-1	1-7
31+55	LT	-	1	9	-	2	2	W1-2R	2-1
31+55	RT	-	-	-	-	2	2	W1-2L, W13-1	2-3,2-4
53+10	RT	-	1	9	-	1	1	W1-2R	2-6
67+90	LT	-	1	9	-	1	1	W1-2L	3-1
67+90	RT	-	-	-	-	1	1	W8-1	3-2
77+60	RT	-	1	9	-	1	1	W1-2R	3-3
85+55	LT	-	1	9	-	1	1	W1-2L	4-1
113+20	LT & RT	2	-	6	-	2	2	W5-52L, W5-52R	5-1,5-3
113+50	LT & RT	2	-	6	-	2	2	W5-52L, W5-52R	5-2,5-4
138+35	LT	-	-	-	-	1	1	FIELD VERIFY AND REMOVE	5-5
182+70	RT	-	1	6	-	2	2	M2-1, M1-5A	7-1
193+75	RT	-	1	7	-	2	2	M1-5A, M6-1	7-2
TOTAL 0010		5	8	86	1	23	23		

STAKING									
				650.4500	650.5000	650.8000	650.9910	650.9920	
				CONSTRUCTION STAKING SUBGRADE	CONSTRUCTION STAKING BASE	CONSTRUCTION STAKING RESURFACING REFERENCE	CONSTRUCTION STAKING SUPPLEMENTAL CONTROL (PROJECT)	CONSTRUCTION STAKING SLOPE STAKES	
STATION	TO	STATION	LOCATION	LF	LF	LF	LS	LF	REMARKS
1+80	-	193+80	MAINLINE	--	--	19,200	1	--	
13+33	-	29+02	HORIZONTAL CURVE	1,569	1,569	--	--	1,569	
39+73	-	44+85	SLOPE GRADING RT	--	--	--	--	512	
54+63	-	66+07	HORIZONTAL CURVE	1,144	1,144	--	--	1,144	
77+84	-	86+77	HORIZONTAL CURVE	893	893	--	--	893	
110+00	-	115+56	SLOPE GRADING	--	--	--	--	556	SLOPE GRADING AND GUARDRAIL GRADING
135+50	-	144+00	SLOPE GRADING	850	850	--	--	850	EBS AREA
188+50	-	193+80	SLOPE GRADING	--	--	--	--	530	
100+16	-	101+00	NORTH FORK DR	84	84	--	--	84	
TOTAL 0010				4,540	4,540	19,200	1	6,138	

TRANSPORTATION PROJECT PLAT NO: 8841-00-00-4.01

THAT PART OF THE SE-NW AND THAT PART OF THE NE-SW OF SECTION 8,
TOWNSHIP 38 NORTH, RANGE 18 WEST, TOWN OF WOOD RIVER, BURNETT COUNTY, WISCONSIN

RELOCATION ORDER FOR COUNTY HIGHWAY D, GRANTSBURG - STH 35, (N. WILLIAMS ROAD TO CTH M), BURNETT COUNTY

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

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 83.07 AND 83.08, WISCONSIN STATUTES, THE BURNETT COUNTY HIGHWAY DEPARTMENT HEREBY ORDERS THAT:

- THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
- THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE HIGHWAY DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF BURNETT COUNTY, PURSUANT TO THE PROVISIONS OF SECTION 83.07, OR 83.08, WISCONSIN STATUTES.

FOR ADDITIONAL INFORMATION REFER TO TITLE SHEET RECORDED AS SHEET 2 OF 2

EASEMENT TABLE				
UTILITY NUMBER	OWNERS	DOC. INFO.	NOTES	PARCEL LOCATED IN
100	NORTHWESTERN WISCONSIN ELECTRIC COMPANY	DOC. NO. 120173	NO WIDTH - OVER N1/2- NW1/4, SE1/4- NW1/4, SEC 8	1
101	FARMERS INDEPENDENT TELEPHONE COMPANY	DOC. NO. 166958	NO WIDTH - OVER E1/2- NW1/4, SEC 8	1

467585

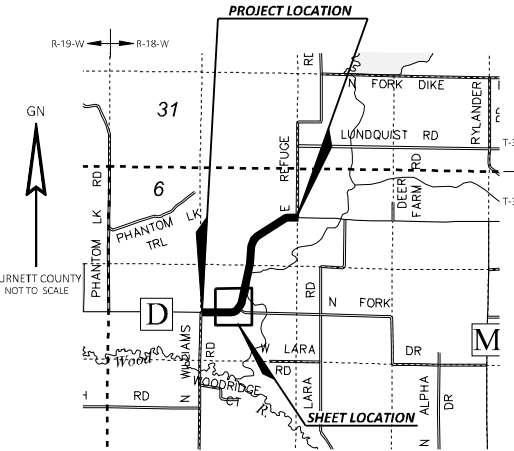
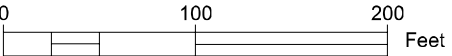
BURNETT COUNTY WISCONSIN
RECORDED COPY
02/17/2021 08:43 AM
PAGE: 2

JEANINE CHILL
REGISTER OF DEEDS
REC. FEE: \$38.00
V. 6 P. 328

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER: 8841-00-00-4.01
AMENDMENT NO.:
SHEET: 1 OF 2

SCHEDULE OF LANDS & INTEREST REQUIRED		OWNER'S NAMES ARE FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO BURNETT COUNTY					
PARCEL NUMBER	OWNERS	INTEREST REQUIRED	R/W SQ FT	REQUIRED SQ FT	H.E. SQ FT	PLE SQ FT	TLE SQ FT
1	MICHAEL THOMAS GILES AND TERRY EILEEN GILES AS CO-TRUSTEES OF THE GILES LIVING TRUST DATED JUNE 24 2011	FEE, TLE	26,145	—	—	—	6,207

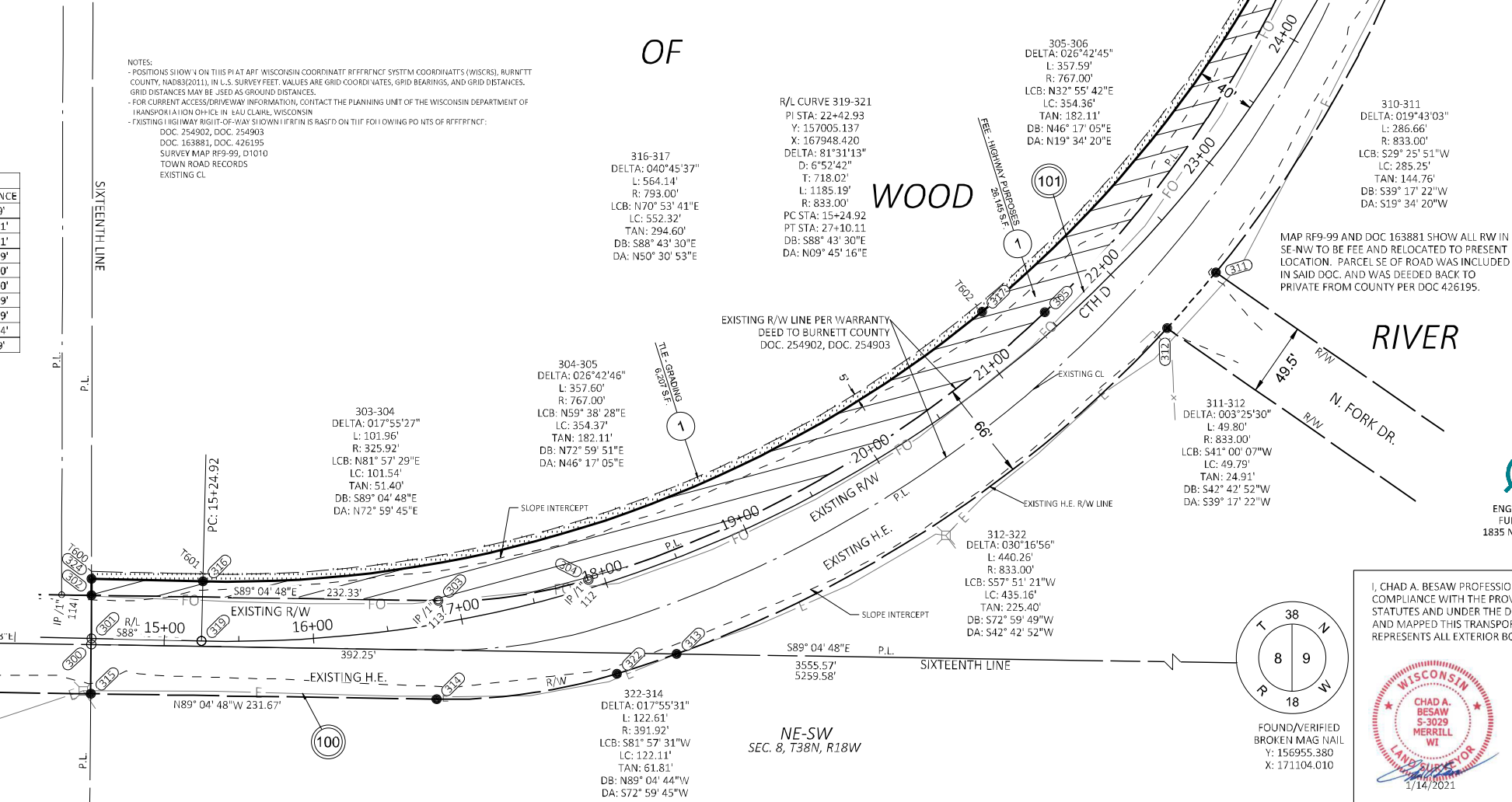
UTILITY INTERESTS REQUIRED		
UTILITY NUMBER	OWNER(S)	INTEREST REQUIRED
100	NORTHWESTERN WISCONSIN ELECTRIC COMPANY	RELEASE OF RIGHTS
101	FARMERS INDEPENDENT TELEPHONE COMPANY	RELEASE OF RIGHTS



SW-NW
SEC. 8, T38N, R18W

START PT #	END PT #	BEARING	DISTANCE
300	301	N00° 08' 37" E	3.99'
301	302	N00° 08' 37" E	29.01'
307	308	S80° 38' 44" E	32.61'
308	309	S80° 38' 44" E	33.39'
315	300	N00° 33' 50" E	33.00'
300	302	N00° 08' 42" E	33.00'
302	324	N00° 08' 37" E	10.99'
324	316	S88° 43' 30" E	74.69'
323	318	N09° 45' 16" E	41.94'
318	307	S80° 14' 44" E	7.39'

NOTES:
- POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COORDINATE REFERENCE SYSTEM COORDINATES (WISCRS), BURNETT COUNTY, NAD83(2011), IN U.S. SURVEY FEET. VALUES ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.
- FOR CURRENT ACCESS/DRIVEWAY INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN LAUD CLARK, WISCONSIN
- EXISTING HIGHWAY RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE:
DOC. 254902, DOC. 254903
DOC. 163881, DOC. 426195
SURVEY MAP RF9-99, D1010
TOWN ROAD RECORDS
EXISTING CL



Point	Station	Offset	Y	X
112	17+89.11	LT 5.61'	157062.240	167489.594
113	16+86.62	LT 15.08'	157048.037	167388.995
114	14+30.49	LT 28.90'	157052.107	167136.817
118	28+77.29	LT 33.45'	157883.257	168065.455
119	27+52.10	LT 32.59'	157759.678	168045.064
120	25+16.26	LT 30.18'	157539.084	167987.627
300	14+51.09	3.99"	157018.767	167156.684
301	14+51.01	0.00"	157022.757	167156.694
302	14+50.44	LT 29.01'	157051.770	167156.767
303	16+86.68	LT 15.07'	157048.040	167389.062
304	17+89.12	LT 5.62'	157062.246	167489.608
305	21+50.09	LT 12.25'	157241.347	167795.381
306	25+16.12	LT 29.71'	157538.780	167988.008
307	27+52.05	LT 32.61'	157759.635	168045.041
308	27+52.28	0.00"	157754.335	168077.216
309	27+52.51	33.39"	157748.907	168110.163
310	25+20.01	36.17"	157516.670	168050.194
311	22+47.90	50.08"	157268.231	167910.030
312	22+01.02	51.95"	157230.657	167877.364
313	18+28.54	60.24"	157012.469	167548.888
314	16+75.04	49.85"	156982.049	167388.001
315	14+51.50	36.99"	156985.768	167156.359
316	15+24.92	LT 40.00'	157061.103	167231.471
317	21+17.51	LT 40.00'	157241.879	167753.367
318	27+52.05	LT 40.00'	157760.887	168037.756
319	15+24.92	0.00"	157021.113	167230.581
321	27+10.11	LT 0.01'	157712.775	168070.059
322	17+89.21	60.39"	156999.122	167508.884
323	27+10.11	LT 40.00'	157719.550	168030.650
324	14+50.22	LT 40.00'	157062.765	167156.795
T600	14+50.12	LT 45.00'	157067.766	167156.808
T601	15+24.92	LT 45.00'	157066.102	167231.582
T602	21+17.51	LT 45.00'	157245.738	167750.188
T603	27+10.11	LT 45.00'	157720.398	168025.722
T604	27+52.05	LT 45.00'	157761.735	168032.828

ENGINEERING | ARCHITECTURE | SURVEYING
FUNDING | PLANNING | ENVIRONMENTAL
1835 North Stevens Street, Rhinelander WI 54501
(715) 362-3244 www.msa-ps.com

© MSA Professional Services, Inc.

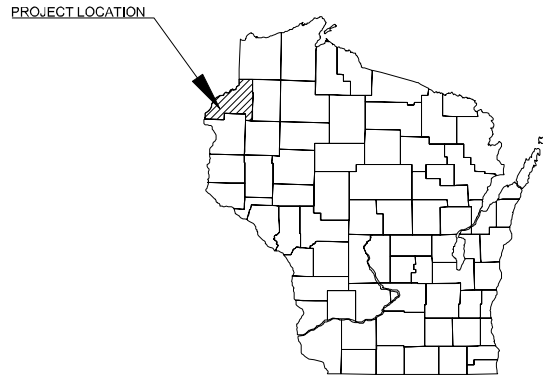
I, CHAD A. BESAW PROFESSIONAL LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF BURNETT COUNTY, I HAVE SURVEYED AND MAPPED THIS TRANSPORTATION PROJECT PLAT AND SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.



SIGNATURE: DATE: 1/14/2021
PRINT NAME: CHAD A. BESAW
REGISTRATION NUMBER: S-3029

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR BURNETT COUNTY

SIGNATURE: DATE: 2/16/2021
PRINT NAME: MICHAEL HOEFS
BURNETT CO. HWY. COMMISSIONER



TRANSPORTATION PROJECT PLAT TITLE SHEET

8841-00-00

GRANTSBURG TO STH 35

N. WILLIAMS ROAD TO CTH M

CTH D

BURNETT COUNTY

BEGIN PROJECT
STA 1+80

END PROJECT
STA 193+80

CONVENTIONAL SYMBOLS

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

CONVENTIONAL ABBREVIATIONS

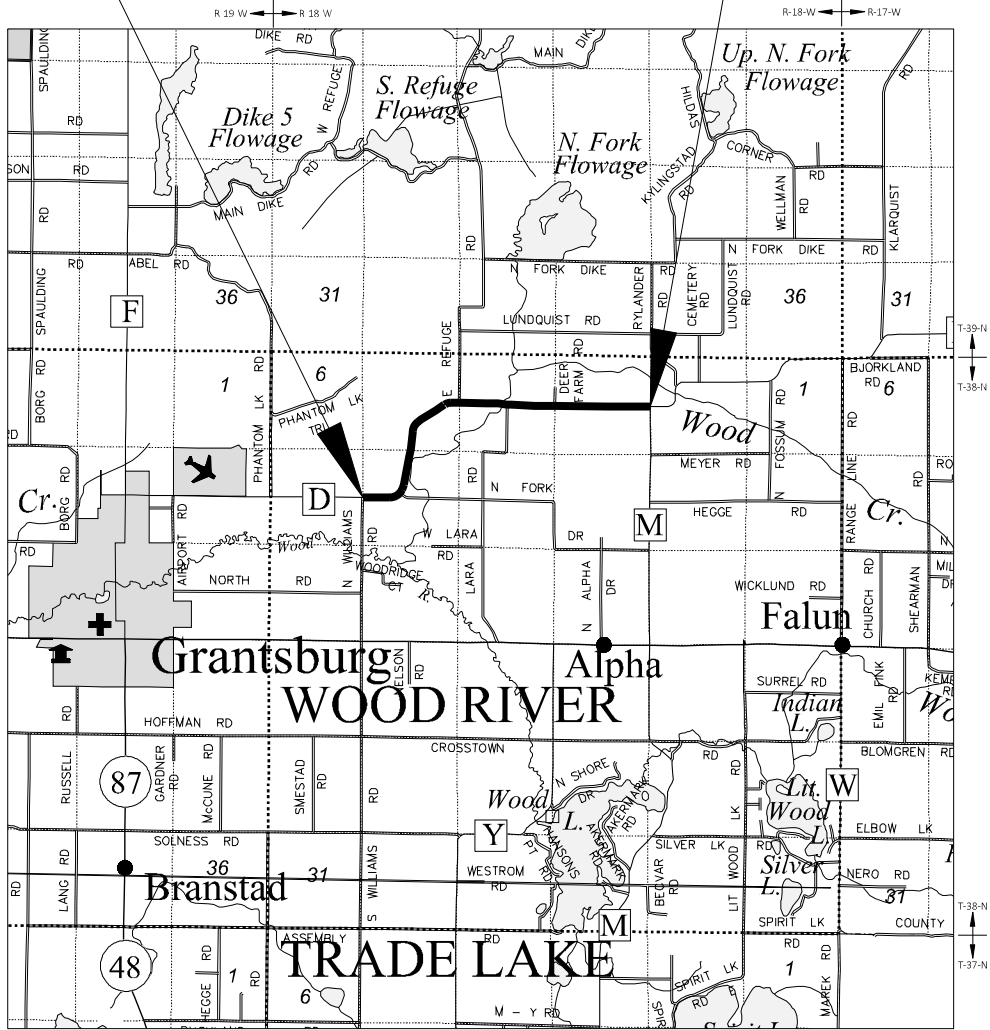
ACCESS RIGHTS	AR	POINT OF INTERSECTION	PI
ACRES	AC	PROPERTY LINE	PL
AHEAD	AH	RECORDED AS	(100')
ALUMINUM	ALUM	REEL / IMAGE	R/I
AND OTHERS	ET AL	REFERENCE LINE	R/L
BACK	BK	REMAINING	REM
BLOCK	BLK	RESTRICTIVE DEVELOPMENT	RDE
CENTERLINE	C/L	EASEMENT	
CERTIFIED SURVEY MAP	CSM	RIGHT	RT
CONCRETE	CONC	RIGHT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

CURVE DATA

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

CONVENTIONAL UTILITY SYMBOLS

W	WATER
G	GAS
T	TELEPHONE
OH	OVERHEAD
EL	ELECTRIC
TV	CABLE TELEVISION
FO	FIBER OPTIC
SAN	SANITARY SEWER
SS	STORM SEWER



LAYOUT
SCALE 0 1MI.

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

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

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

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

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

PARCEL AND UTILITY IDENTIFICATION NUMBERS MAY NOT POINT TO ALL AREAS OF ACQUISITION, AS NOTED ON THE TPP DETAIL PAGES.

INFORMATION FOR THE BASIS OF EXISTING HIGHWAY RIGHT-OF-WAY POINTS OF REFERENCE AND ACCESS CONTROL ARE LISTED ON THE TPP DETAIL PAGES.

FOR CURRENT ACCESS/DRIVEWAY INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN EAU CLAIRE, WISCONSIN

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

A PERMANENT LIMITED EASEMENT (PLE) IS A RIGHT FOR CONSTRUCTION AND MAINTENANCE PURPOSES, AS DEFINED HEREIN, INCLUDING THE RIGHT TO OPERATE NECESSARY EQUIPMENT THEREON AND THE RIGHT OF INGRESS AND EGRESS, AS LONG AS REQUIRED FOR SUCH PUBLIC PURPOSE, INCLUDING THE RIGHT TO PRESERVE, PROTECT, REMOVE OR PLANT THEREON ANY VEGETATION THAT THE HIGHWAY AUTHORITIES MAY DEEM DESIRABLE, BUT WITHOUT PREJUDICE TO THE OWNER'S RIGHT TO MAKE OR CONSTRUCT IMPROVEMENTS ON SAID LANDS OR TO FLATTEN THE SLOPES, PROVIDING SAID ACTIVITIES WILL NOT IMPAIR OR OTHERWISE ADVERSELY AFFECT THE HIGHWAY FACILITIES.

AN EASEMENT FOR HIGHWAY PURPOSES (HE), AS LONG AS SO USED, INCLUDING THE RIGHT TO PRESERVE, PROTECT, REMOVE OR PLANT THEREON ANY VEGETATION THAT THE HIGHWAY AUTHORITIES MAY DEEM DESIRABLE.

ALL NEW RIGHT-OF-WAY MONUMENTS WILL BE TYPE 2 (TYPICALLY 3/4" X 24" IRON REBARS), UNLESS OTHERWISE NOTED, AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

PROJECT NUMBER 8841-00-00-4.01
AMENDMENT NO:
SHEET 2 OF 2

TRANSPORTATION PROJECT PLAT NO: 8841-00-00-4.02

THAT PART OF THE NE-NW AND THAT PART OF THE NW-NE OF SECTION 8,
AND THAT PART OF THE SW-SE, AND THAT PART OF THE SE-SW, OF SECTION 5, ALL BEING IN
TOWNSHIP 38 NORTH, RANGE 18 WEST, TOWN OF WOOD RIVER, BURNETT COUNTY, WISCONSIN

RELOCATION ORDER FOR COUNTY HIGHWAY D, GRANTSBURG - STH 35, (N. WILLIAMS ROAD TO CTH M), BURNETT COUNTY

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

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 83.07 AND 83.08, WISCONSIN STATUTES, THE BURNETT COUNTY HIGHWAY DEPARTMENT
HEREBY ORDERS THAT:

- THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
- THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE HIGHWAY DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE
ACQUIRED IN THE NAME OF BURNETT COUNTY, PURSUANT TO THE PROVISIONS OF SECTION 83.07, OR 83.08, WISCONSIN STATUTES.

FOR ADDITIONAL INFORMATION REFER TO TITLE SHEET RECORDED AS SHEET 2 OF 2 OF DOCUMENT NUMBER: 467585

NOTES

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

- FOR CURRENT ACCESS/RIGHTWAY INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF
TRANSPORTATION OFFICE IN FALCON, WISCONSIN.

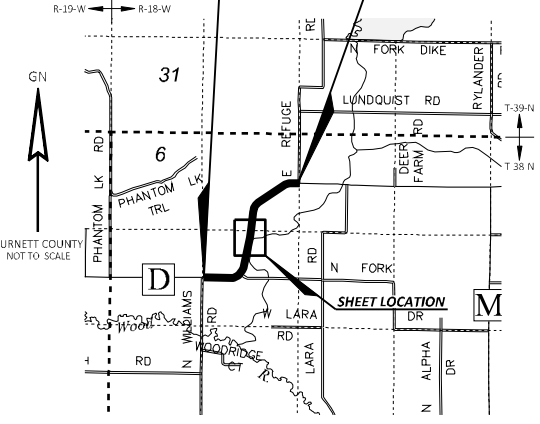
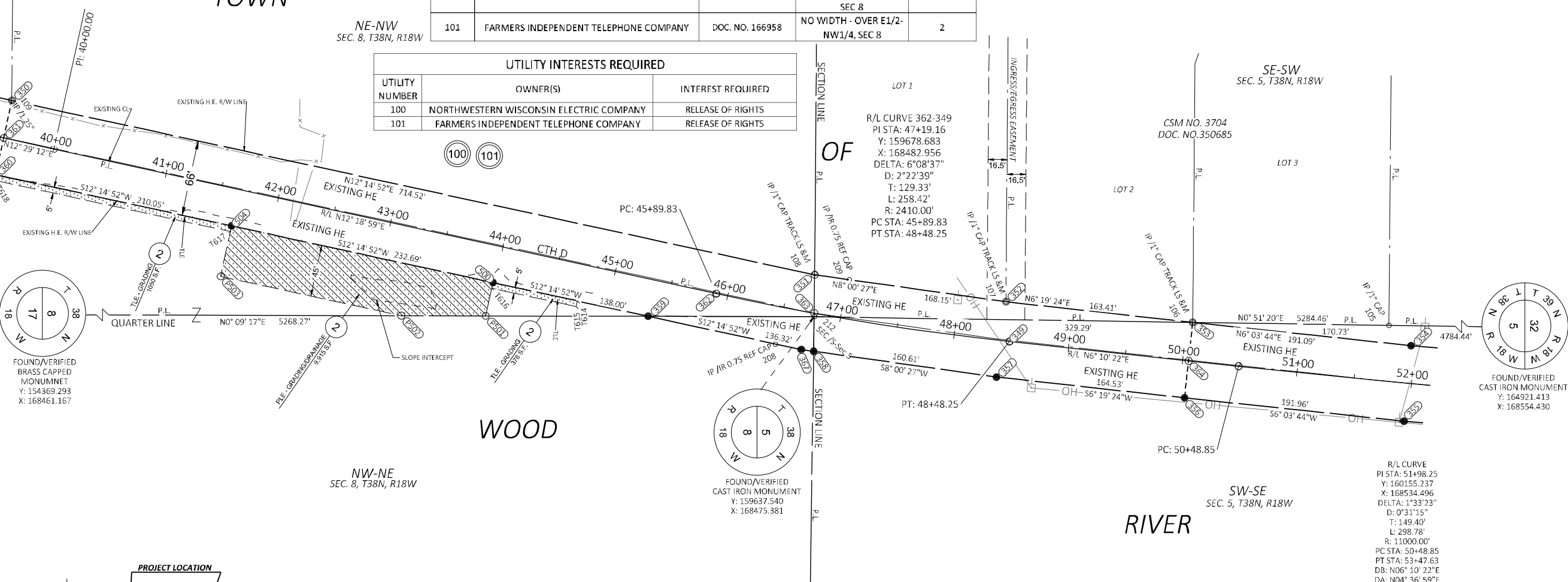
- EXISTING HIGHWAY RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE:

CSM NO. 3704 - DOC. NO. 350685

SURVEY MAP R-38, R-1, D1614

TOWN ROAD RECORDS

EXISTING CL



COURSE TABLE			
START PT #	END PT #	BEARING	DISTANCE
361	350	N77° 40' 17"W	33.35'
353	364	S83° 48' 26"E	33.61'
364	356	S83° 48' 26"E	32.39'
358	367	S08° 00' 27"W	10.95'
360	361	N77° 40' 17"W	32.65'
212	363	N89° 30' 26"W	3.01'
P500	P501	S77° 41' 01"E	29.58'
P501	P502	S00° 09' 17"W	73.63'
P502	P503	S12° 14' 52"W	160.66'
P503	P504	N77° 45' 08"W	45.00'

Point	Station	Offset	Y	X
349	48+48.25	0.00'	159807.265	168496.862
350	39+55.27	LT 33.35'	158939.616	168287.317
351	46+71.01	LT 32.99'	159637.869	168438.893
352	48+41.57	LT 34.03'	159804.382	168462.317
353	50+05.07	LT 33.61'	159966.796	168480.314
354	51+96.61	LT 32.98'	160156.813	168500.494
355	51+96.57	33.02'	160150.563	168566.202
356	50+05.05	32.39'	159959.677	168545.929
357	48+40.62	31.97'	159796.149	168527.809
358	46+82.11	32.62'	159637.103	168505.435
359	45+36.09	31.82'	159493.041	168474.991
360	39+55.46	32.65'	158925.524	168351.795
361	39+55.37	0.00'	158932.494	168319.902
362	45+89.83	0.00'	159552.327	168455.368
363	46+76.75	0.00'	159637.566	168472.374
364	50+05.06	0.00'	159963.171	168513.724
367	46+71.31	33.05'	159626.255	168503.909

Point	Station	Offset	Y	X
105	51+75.64	LT 48.63'	160137.509	168482.931
106	50+05.13	LT 33.59'	159966.849	168480.331
107	48+41.57	LT 34.03'	159804.382	168462.317
108	46+70.96	LT 34.16'	159638.023	168437.733
109	39+55.27	LT 33.35'	158939.616	168287.317
208	46+48.75	32.66'	159603.851	168499.301
209	47+01.91	LT 33.87'	159668.024	168443.331
212	46+77.26	2.96'	159637.540	168475.381

Point	Station	Offset	Y	X
P500	43+98.09	31.98'	159358.181	168445.716
P501	43+98.09	61.56'	159351.872	168474.610
P502	43+26.12	77.07'	159278.246	168474.412
P503	41+65.46	77.26'	159121.245	168440.330
P504	41+65.41	32.26'	159130.791	168396.354
T614	44+73.19	31.89'	159431.574	168461.648
T615	44+73.20	36.89'	159430.513	168466.534
P501	43+98.09	36.98'	159357.114	168450.601
T617	41+65.41	37.26'	159129.730	168401.240
T618	39+55.48	37.65'	158924.463	168356.681

TRANSPORTATION PROJECT PLAT NO: 8841-00-00-4.03

THAT PART OF THE SW-SE, AND THAT PART OF THE NW-SE, OF SECTION 5, TOWNSHIP 38 NORTH, RANGE 18 WEST, TOWN OF WOOD RIVER, BURNETT COUNTY, WISCONSIN

RELOCATION ORDER FOR COUNTY HIGHWAY D, GRANTSBURG - STH 35, (N. WILLIAMS ROAD TO CTH M), BURNETT COUNTY

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

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 83.07 AND 83.08, WISCONSIN STATUTES, THE BURNETT COUNTY HIGHWAY DEPARTMENT HEREBY ORDERS THAT:

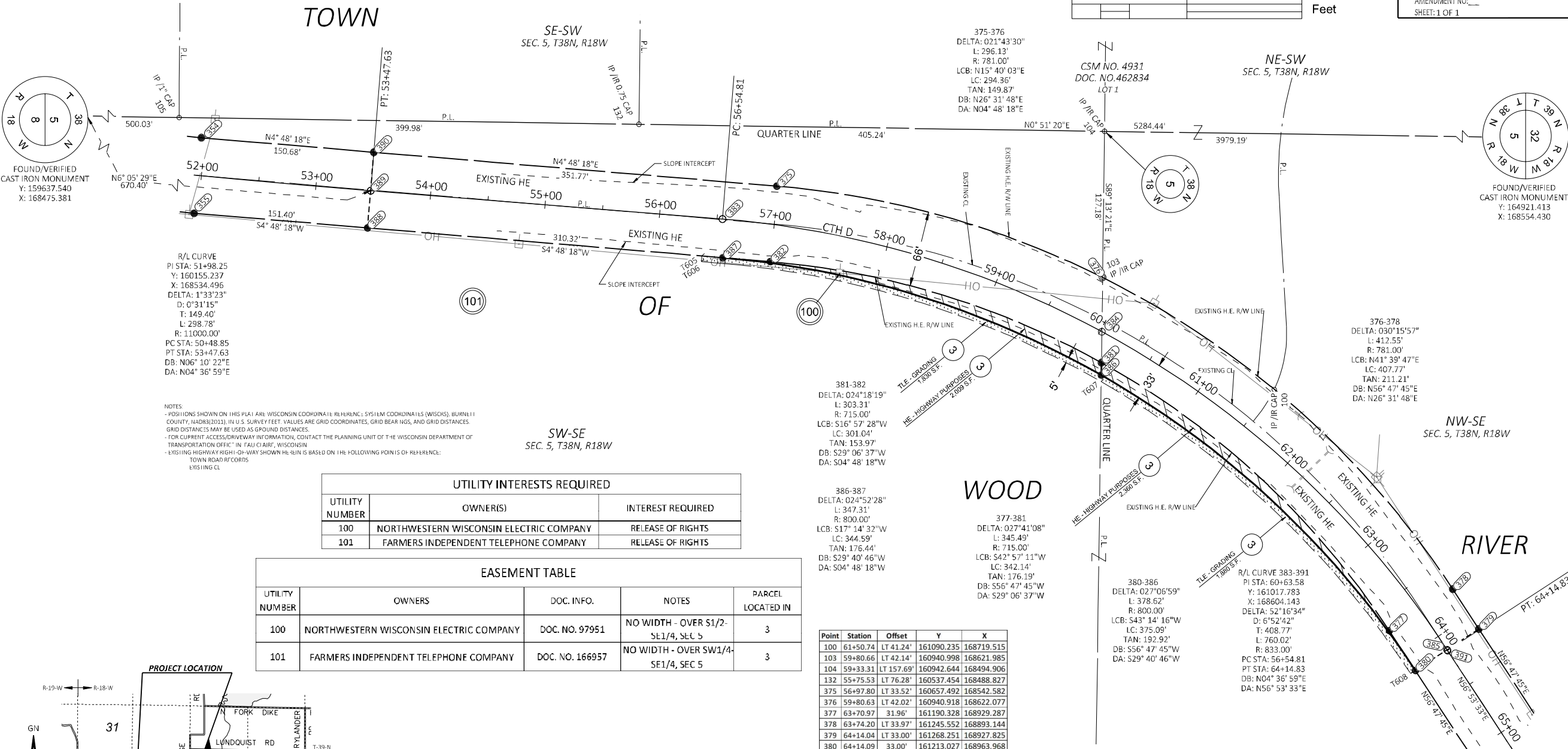
- THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
- THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE HIGHWAY DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF BURNETT COUNTY, PURSUANT TO THE PROVISIONS OF SECTION 83.07, OR 83.08, WISCONSIN STATUTES.

FOR ADDITIONAL INFORMATION REFER TO TITLE SHEET RECORDED AS SHEET 2 OF 2 OF DOCUMENT NUMBER: 467585

SCHEDULE OF LANDS & INTEREST REQUIRED						OWNER'S NAMES ARE FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO BURNETT COUNTY			
PARCEL NUMBER	OWNERS					INTEREST REQUIRED	R/W SQ. FT. REQUIRED		SQ. FT.
							NEW	EXISTING	TOTAL
3	DWAYIGHT C. ANDERSON AND RIITH A. ANDERSON, HUSBAND AND WIFE, AS SURVIVORSHIP MARITAL PROPERTY					HE, TLE	—	—	—
									4,369
									—
									3,710



RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER: 8841-00-00-4.03
AMENDMENT NO.:
SHEET: 1 OF 1

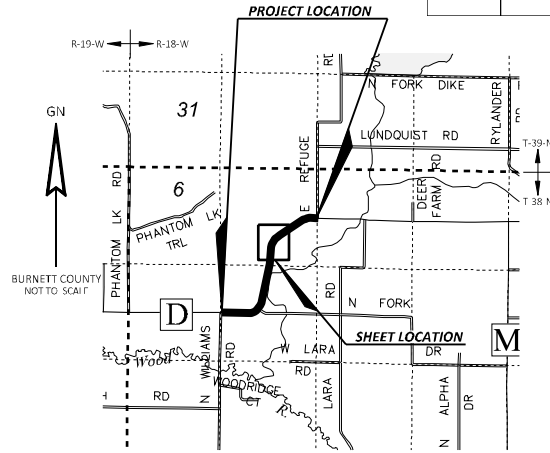


NOTES:
- POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COORDINATE REFERENCE SYSTEM COORDINATES (WISCONSIN BURNETT COUNTY, WISCONSIN). IN U.S. SURVEY FEET VALUES ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.
- FOR CURRENT ACCESS/DRIVEWAY INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN FAUCLAIR, WISCONSIN.
- EXISTING HIGHWAY RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE:
TOWN ROAD RECORDS
EXISTING CL

UTILITY INTERESTS REQUIRED		
UTILITY NUMBER	OWNER(S)	INTEREST REQUIRED
100	NORTHWESTERN WISCONSIN ELECTRIC COMPANY	RELEASE OF RIGHTS
101	FARMERS INDEPENDENT TELEPHONE COMPANY	RELEASE OF RIGHTS

EASEMENT TABLE				
UTILITY NUMBER	OWNERS	DOC. INFO.	NOTES	PARCEL LOCATED IN
100	NORTHWESTERN WISCONSIN ELECTRIC COMPANY	DOC. NO. 97951	NO WIDTH - OVER S1/2-SE1/4, SEC 5	3
101	FARMERS INDEPENDENT TELEPHONE COMPANY	DOC. NO. 166957	NO WIDTH - OVER SW1/4-SE1/4, SEC 5	3

COURSE TABLE			
START PT #	END PT #	BEARING	DISTANCE
389	390	N85° 11' 42" W	33.52'
390	378	N22° 02' 33" E	1012.61'
378	379	N56° 47' 45" E	41.45'
379	385	S33° 12' 15" E	33.00'
385	380	S33° 12' 15" E	33.00'
380	377	S56° 47' 45" W	41.45'
377	382	S30° 48' 02" W	626.77'
382	387	S04° 48' 18" W	41.45'
388	389	N85° 11' 42" W	32.48'
376	384	S89° 13' 21" E	47.15'
384	381	S89° 13' 21" E	26.94'
381	385	S89° 13' 21" E	10.87'



Point	Station	Offset	Y	X
100	61+50.74	LT 41.24'	161090.235	168719.515
103	59+80.66	LT 42.14'	160940.998	168621.985
104	59+33.31	LT 157.69'	160942.644	168494.906
132	55+75.53	LT 76.28'	160537.454	168488.827
375	56+97.80	LT 33.52'	160657.492	168542.582
376	59+80.63	LT 42.02'	160940.918	168622.077
377	63+70.97	31.96'	161190.328	168929.287
378	63+74.20	LT 33.97'	161245.552	168893.144
379	64+14.04	LT 33.00'	161268.251	168927.825
380	64+14.09	33.00'	161213.027	168963.968
381	60+14.37	23.76'	160939.913	168696.153
382	57+01.11	32.40'	160651.963	168608.350
383	56+54.81	0.00'	160610.341	168571.244
384	60+01.49	0.00'	160940.278	168669.219
385	64+14.06	0.00'	161240.635	168945.899
386	60+19.78	33.28'	160939.765	168707.020
387	56+57.97	33.49'	160610.660	168604.878
388	53+47.52	32.48'	160301.431	168578.884
389	53+47.63	0.00'	160304.152	168546.520
390	53+47.74	LT 33.52'	160306.960	168513.116
391	64+14.83	0.00'	161241.058	168946.547
T605	56+39.52	33.44'	160592.406	168603.344
T606	56+39.50	38.44'	160591.987	168608.326
T607	60+22.68	38.28'	160939.688	168712.736
T608	64+14.09	38.00'	161208.843	168966.706



SIGNATURE: *Chad A. Besaw* DATE: 1/14/2021
PRINT NAME: CHAD A. BESAW
REGISTRATION NUMBER: S-3029

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR
BURNETT COUNTY

SIGNATURE: *Michael Hoefs* DATE: 2/10/2021
PRINT NAME: MICHAEL HOEFS
BURNETT CO. HWY. COMMISSIONER

TRANSPORTATION PROJECT PLAT NO: 8841-00-00-4.04

THAT PART OF THE NE-SE, AND THAT PART OF THE SE-NE, OF SECTION 5, TOWNSHIP 38 NORTH, RANGE 18 WEST, TOWN OF WOOD RIVER, BURNETT COUNTY, WISCONSIN

RELOCATION ORDER FOR COUNTY HIGHWAY D, GRANTSBURG - STH 35, (N. WILLIAMS ROAD TO CTH M), BURNETT COUNTY

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

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 83.07 AND 83.08, WISCONSIN STATUTES, THE BURNETT COUNTY HIGHWAY DEPARTMENT HEREBY ORDERS THAT:

- THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
- THE LANDS OR INTERESTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE HIGHWAY DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF BURNETT COUNTY, PURSUANT TO THE PROVISIONS OF SECTION 83.07, OR 83.08, WISCONSIN STATUTES.

FOR ADDITIONAL INFORMATION REFER TO TITLE SHEET RECORDED AS SHEET 2 OF 2 OF DOCUMENT NUMBER: 467585

NOTES:

- POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COORDINATE REFERENCE SYSTEM COORDINATES (WISCONSIN), BURNETT COUNTY, WISCONSIN, IN U.S. SURVEY FEET. VERTICALS ARE GRID COORDINATES, GRID ELEVATIONS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.
- FOR CURRENT ACCESS/DRIVEWAY INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN FAUCIAIR, WISCONSIN.
- EXISTING HIGHWAY RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE: TOWN ROAD RECORDS EXISTING CL

SCHEDULE OF LANDS & INTEREST REQUIRED				OWNER'S NAMES ARE FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO BURNETT COUNTY			
PARCEL NUMBER	OWNERS	INTEREST REQUIRED	R/W SQ. FT. REQUIRED			H.E. SQ. FT.	PLE SQ. FT.
			NEW	EXISTING	TOTAL		
3	DWIGHT C. ANDERSON AND RUTH A. ANDERSON, HUSBAND AND WIFE, AS SURVIVORSHIP MARITAL PROPERTY	HE, TLE	—	—	—	3,395	2,412

467588

BURNETT COUNTY WISCONSIN
RECORDED ON:
02/17/2021 09:42 AM
PAGES: 1
JEANINE CHELL
REGISTER OF DEEDS
REC FEE: \$25.00
V. 6 P. 239

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER: 8841-00-00-4.04
AMENDMENT NO.:
SHEET: 1 OF 1

TOWN

OF

SE-NE
SEC. 5, T38N, R18W

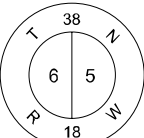
WOOD

NE-SE
SEC. 5, T38N, R18W

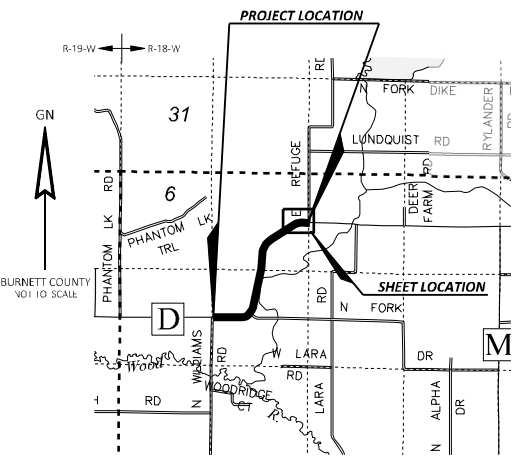
RIVER

SW-NW
SEC. 4, T38N, R18W

NW-SW
SEC. 4, T38N, R18W



FOUND/VERIFIED
1" CAPPED IRON PIPE
Y: 162280.901
X: 165885.010



UTILITY INTERESTS REQUIRED		
UTILITY NUMBER	OWNER(S)	INTEREST REQUIRED
100	NORTHWESTERN WISCONSIN ELECTRIC COMPANY	RELEASE OF RIGHTS


Point	Station	Offset	Y	X
204	88+40.71	31.82'	162192.776	171089.373
205	89+54.64	LT 42.20'	162264.243	171204.875
214	88+99.60	8.51'	162214.530	171148.855
405	78+99.95	LT 33.57'	162081.865	170170.964
406	80+59.72	LT 37.14'	162171.316	170307.637
407	81+66.93	LT 44.54'	162223.881	170407.259
408	84+04.29	LT 37.03'	162269.090	170651.358
409	88+65.96	LT 33.44'	162257.347	171116.331
410	88+98.96	LT 33.47'	162256.514	171149.324
411	89+32.24	LT 33.48'	162255.921	171182.319
412	88+99.78	32.52'	162190.520	171148.403
413	88+99.27	32.53'	162190.529	171147.898
414	83+97.75	28.64'	162203.111	170649.692
415	82+31.98	20.23'	162182.905	170490.107
416	80+66.22	28.54'	162116.092	170343.780
417	78+99.63	32.43'	162026.642	170207.107
418	78+99.79	0.00'	162053.777	170189.348
419	79+76.38	0.00'	162096.026	170253.232
420	82+30.69	0.00'	162202.009	170483.319
421	83+19.26	0.00'	162221.834	170569.601
422	84+85.00	0.00'	162233.934	170734.622
423	88+99.89	0.00'	162223.030	171149.376
424	84+83.84	32.96'	162201.016	170732.645
425	82+31.98	32.88'	162170.745	170493.566
426	79+80.14	32.81'	162070.651	170274.349
T609	79+80.14	37.81'	162066.467	170277.087
T610	82+31.98	37.88'	162165.936	170494.934
T611	84+83.84	37.96'	162196.017	170732.518

COURSE TABLE			
START PT #	END PT #	BEARING	DISTANCE
418	405	N33° 12' 15"W	33.57'
409	410	S88° 33' 12"E	33.00'
410	411	S88° 58' 15"E	33.00'
410	423	S00° 05' 23"E	33.48'
423	214	S03° 30' 25"W	8.52'
214	412	S01° 04' 02"W	24.01'
412	413	N88° 58' 15"W	0.51'
424	414	N88° 33' 12"W	82.98'
416	426	S56° 47' 45"W	82.98'
426	417	S56° 47' 45"W	80.36'
417	418	N33° 12' 15"W	32.43'



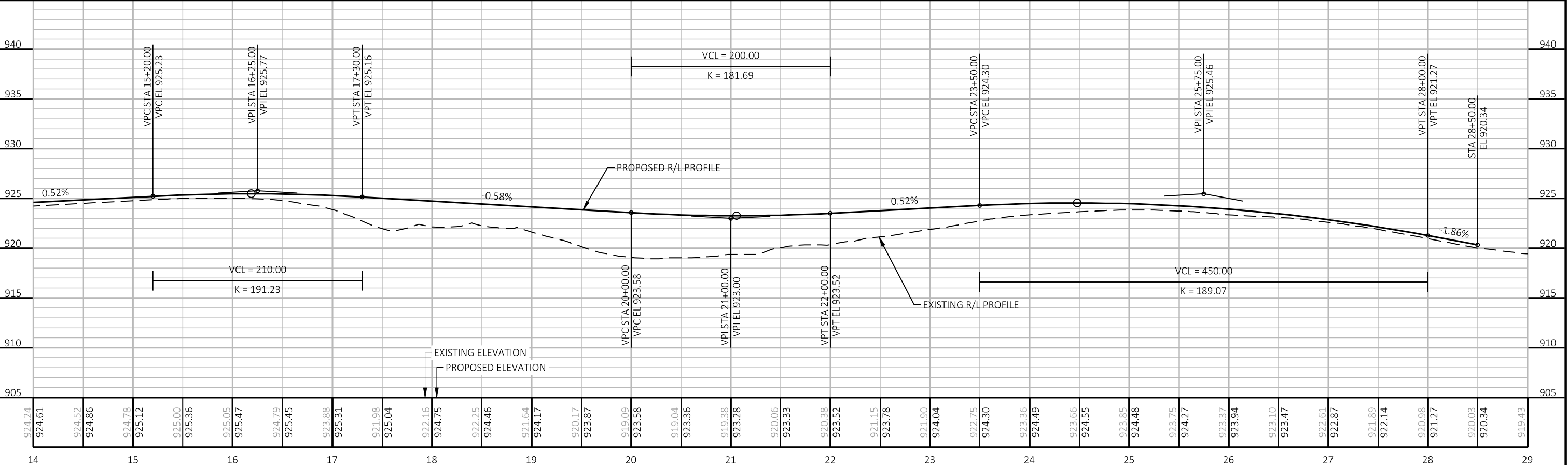
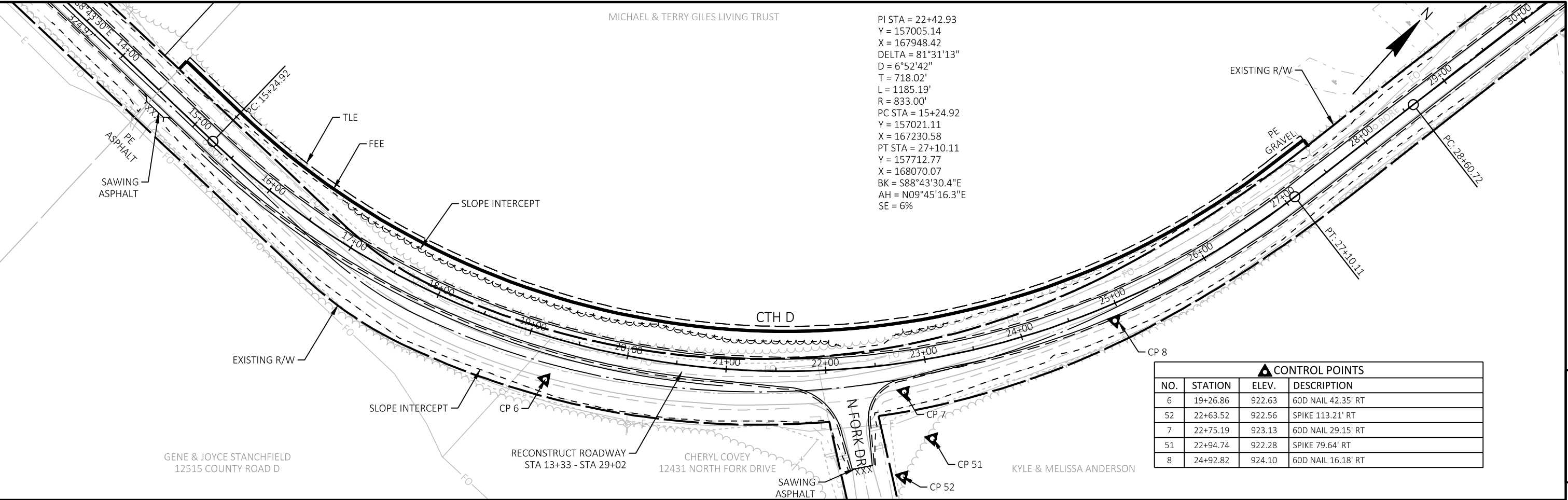
ENGINEERING | ARCHITECTURE | SURVEYING
FUNDING | PLANNING | ENVIRONMENTAL
1835 North Stevens Street, Rhinelander WI 54501
(715) 362-3244 www.msa-ps.com



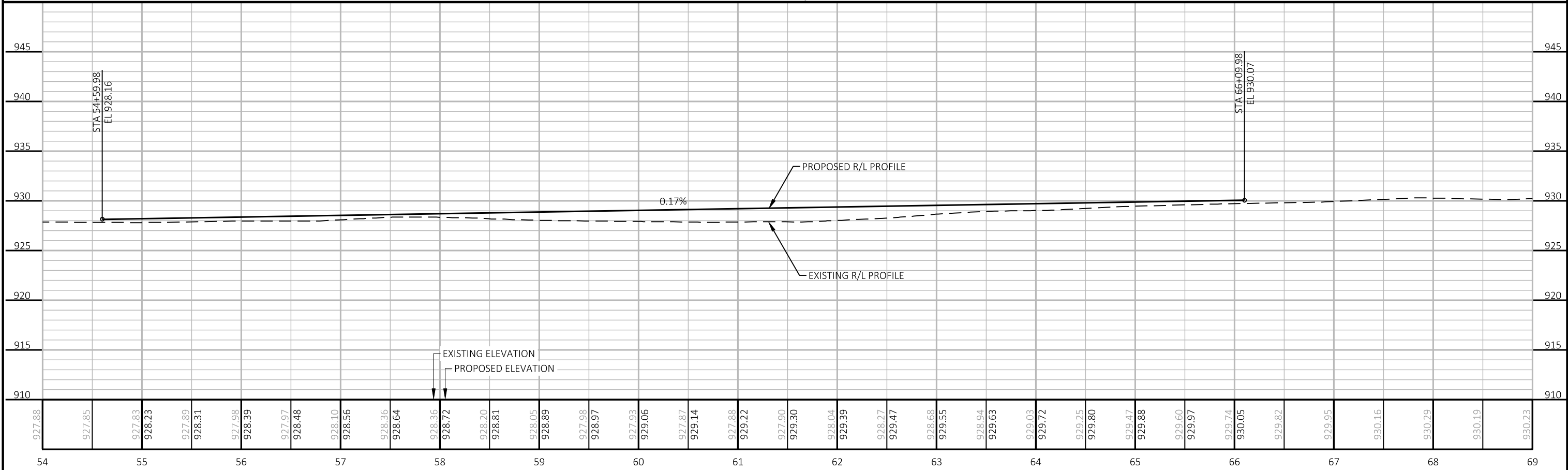
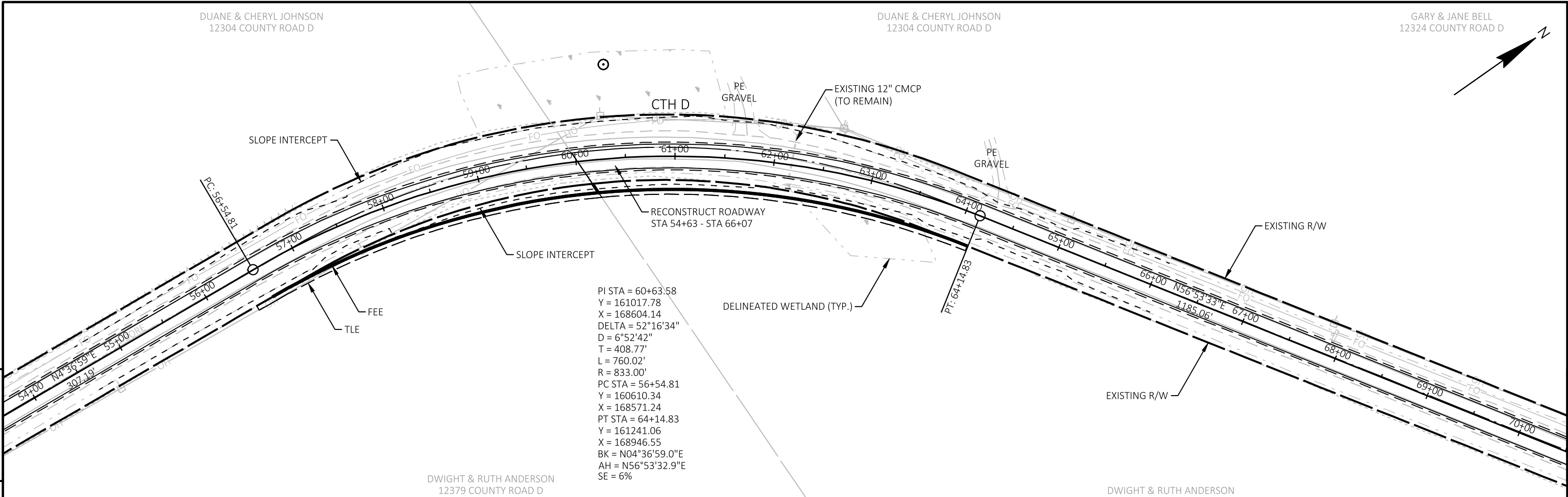
SIGNATURE:  DATE: 1/14/2021
PRINT NAME: CHAD A. BESAW
REGISTRATION NUMBER: S-3029

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR
BURNETT COUNTY

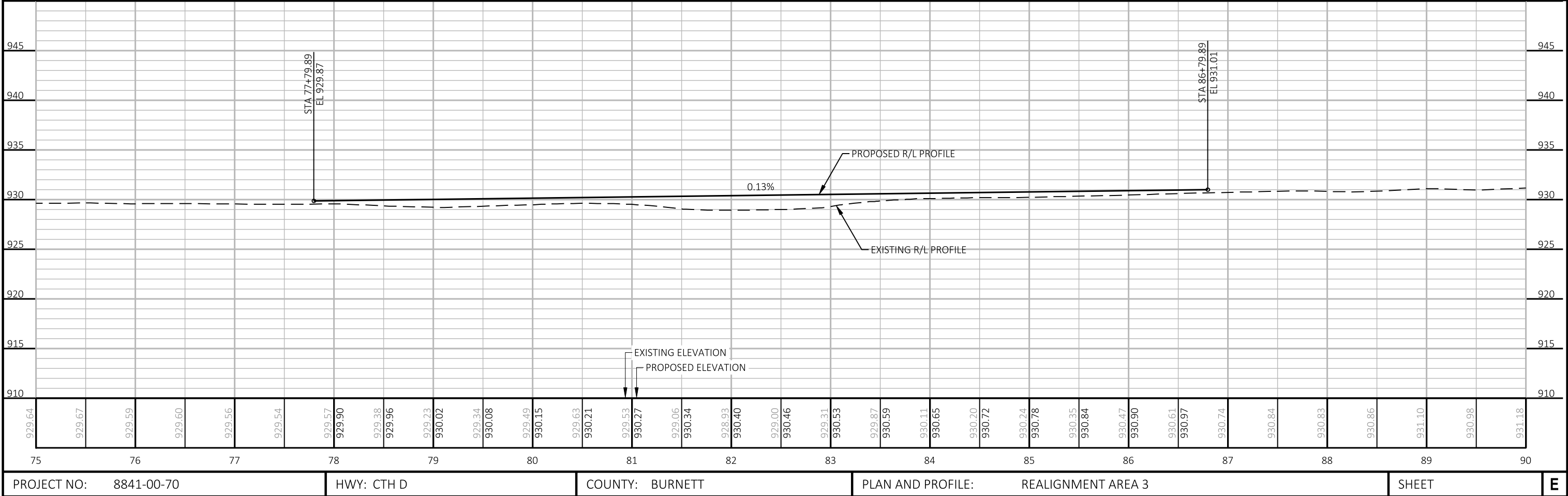
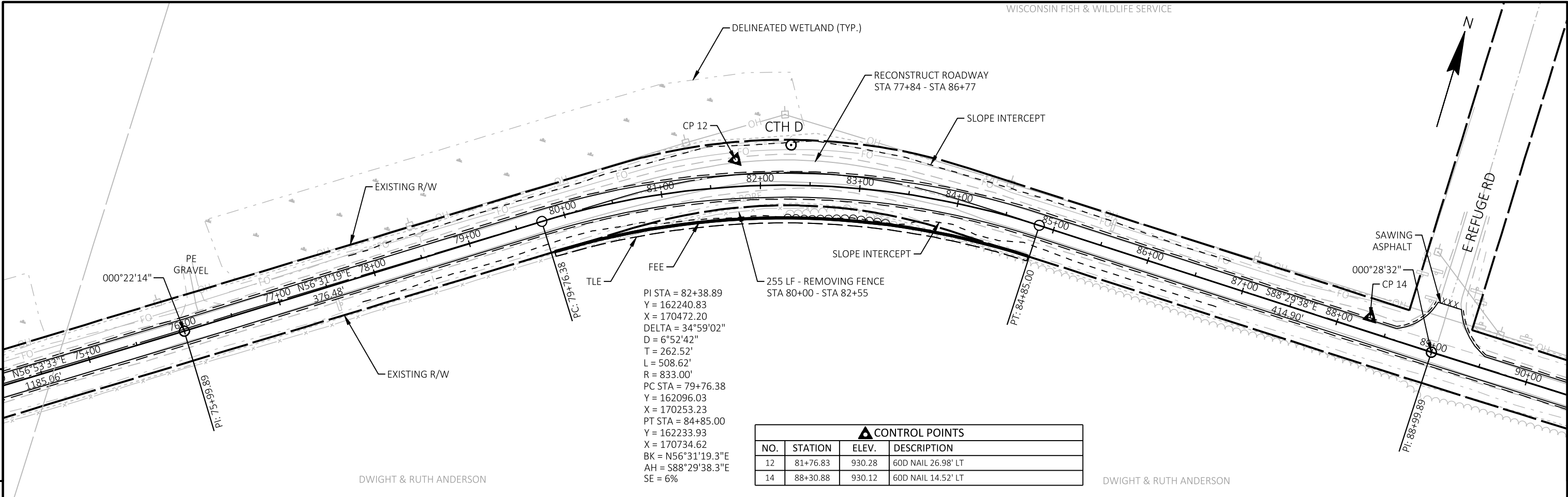
SIGNATURE:  DATE: 1/14/2021
PRINT NAME: MICHAEL HOEFS
BURNETT CO. HWY. COMMISSIONER

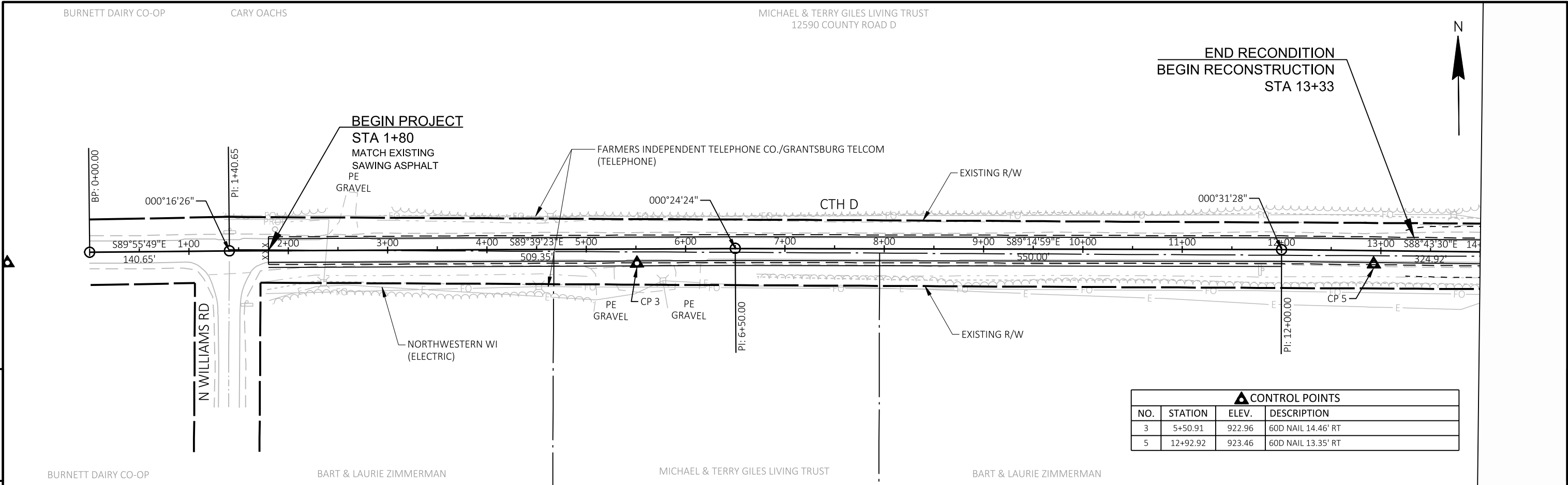


PROJECT NO: 8841-00-70	HWY: CTH D	COUNTY: BURNETT	PLAN AND PROFILE: REALIGNMENT AREA 1	SHEET	E
------------------------	------------	-----------------	--------------------------------------	-------	---

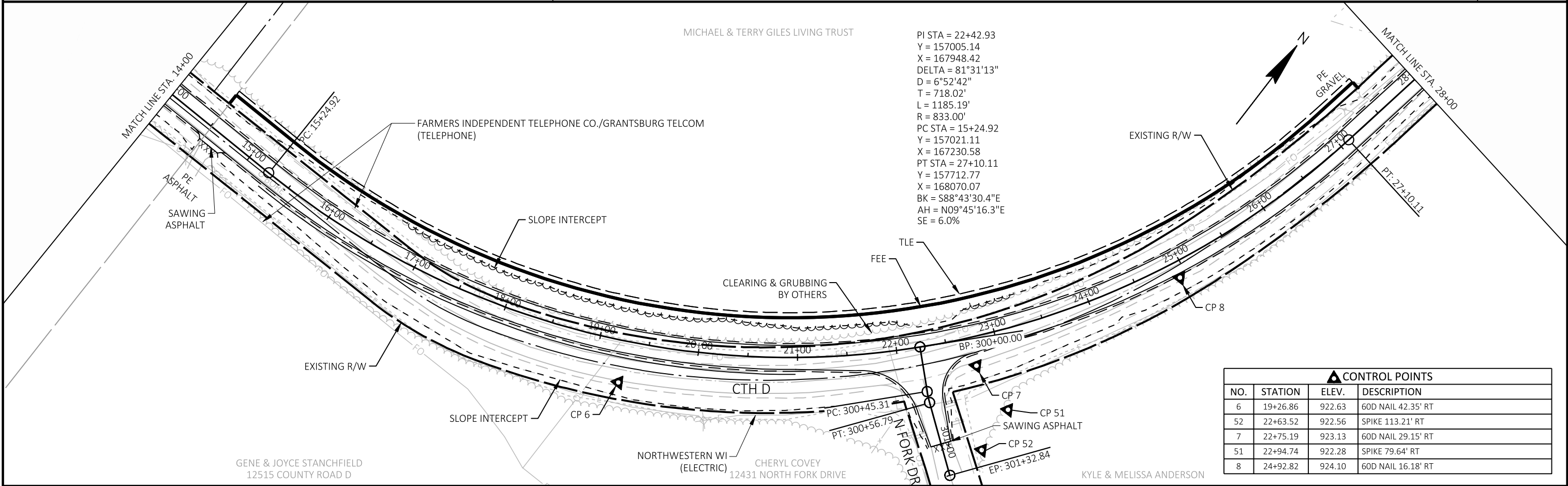


PROJECT NO: 8841-00-70	HWY: CTH D	COUNTY: BURNETT	PLAN AND PROFILE: REALIGNMENT AREA 2	SHEET	E
------------------------	------------	-----------------	--------------------------------------	-------	---

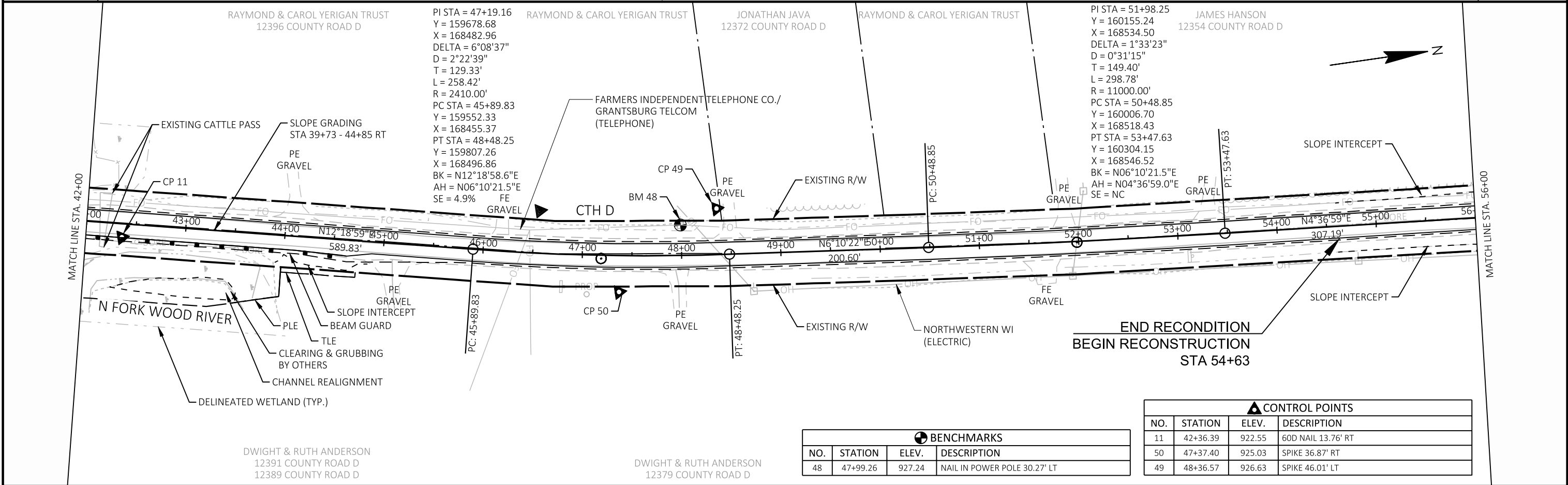
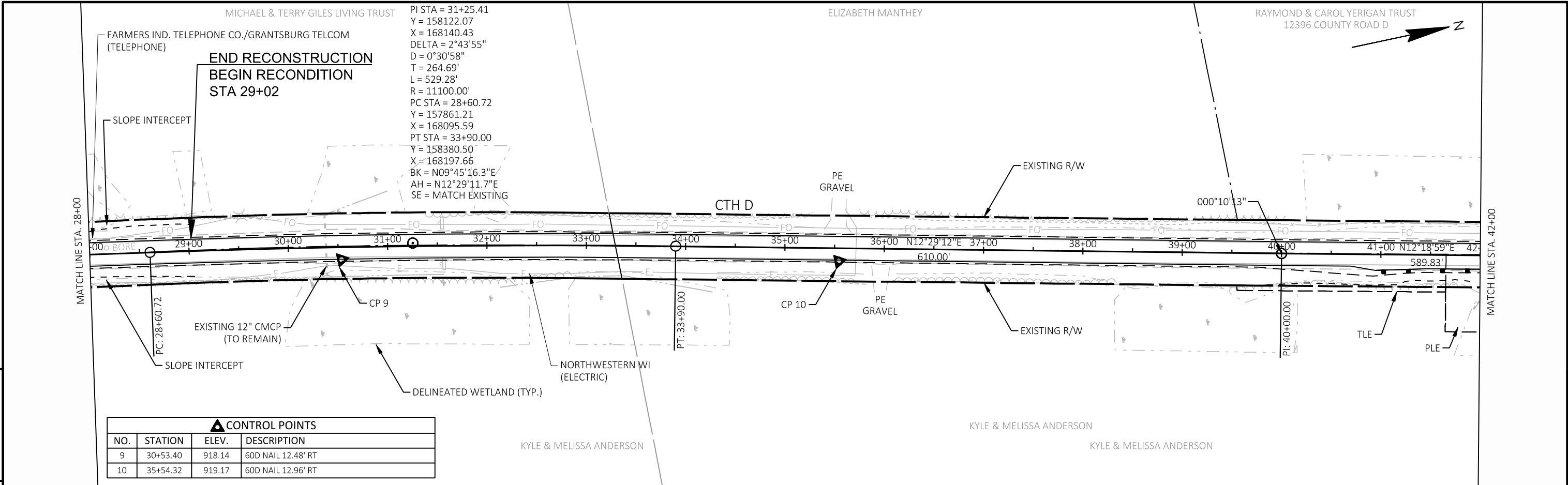


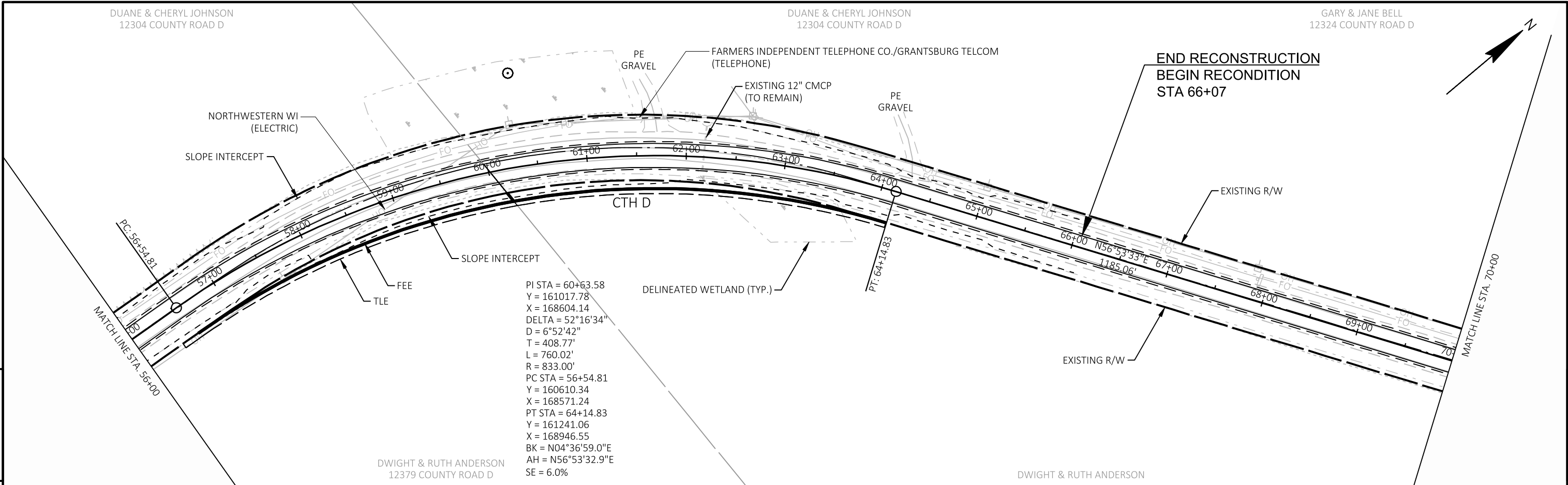


CONTROL POINTS			
NO.	STATION	ELEV.	DESCRIPTION
3	5+50.91	922.96	60D NAIL 14.46' RT
5	12+92.92	923.46	60D NAIL 13.35' RT

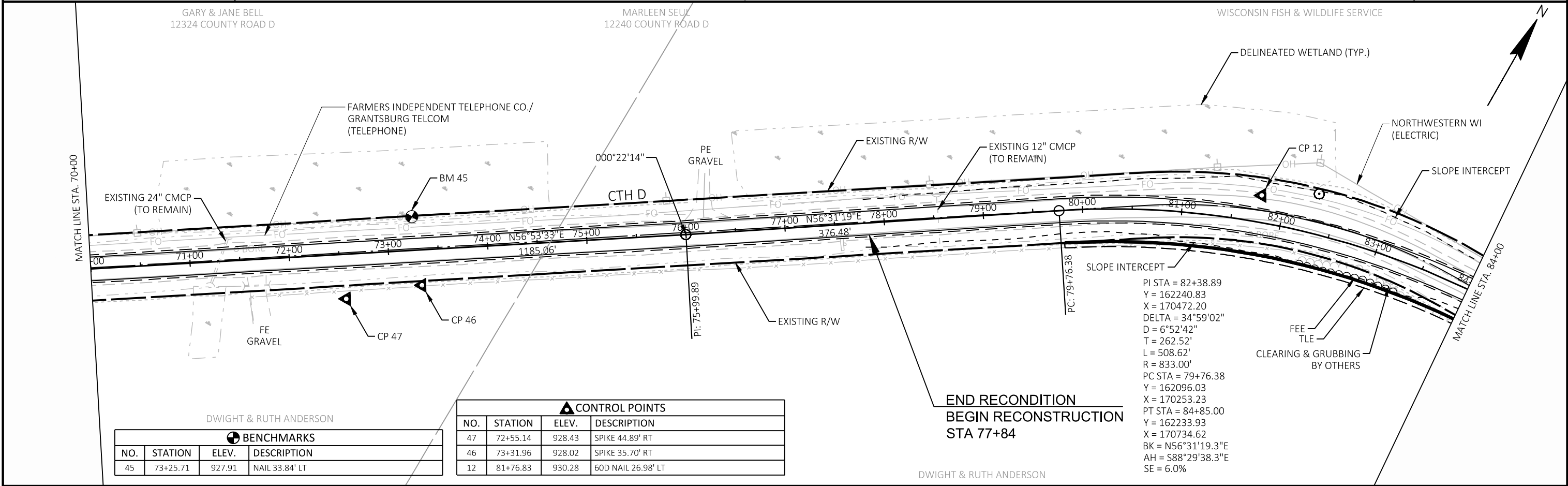


CONTROL POINTS			
NO.	STATION	ELEV.	DESCRIPTION
6	19+26.86	922.63	60D NAIL 42.35' RT
52	22+63.52	922.56	SPIKE 113.21' RT
7	22+75.19	923.13	60D NAIL 29.15' RT
51	22+94.74	922.28	SPIKE 79.64' RT
8	24+92.82	924.10	60D NAIL 16.18' RT





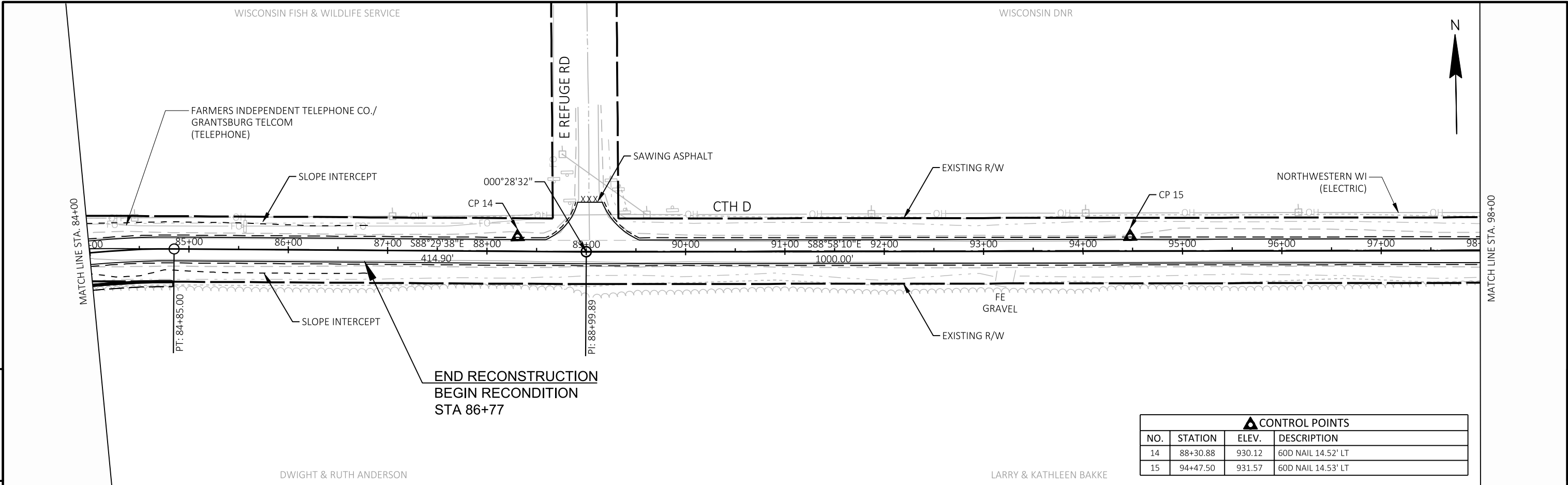
PI STA = 60+63.58
Y = 161017.78
X = 168604.14
DELTA = 52°16'34"
D = 6°52'42"
T = 408.77'
L = 760.02'
R = 833.00'
PC STA = 56+54.81
Y = 160610.34
X = 168571.24
PT STA = 64+14.83
Y = 161241.06
X = 168946.55
BK = N04°36'59.0"E
AH = N56°53'32.9"E
SE = 6.0%



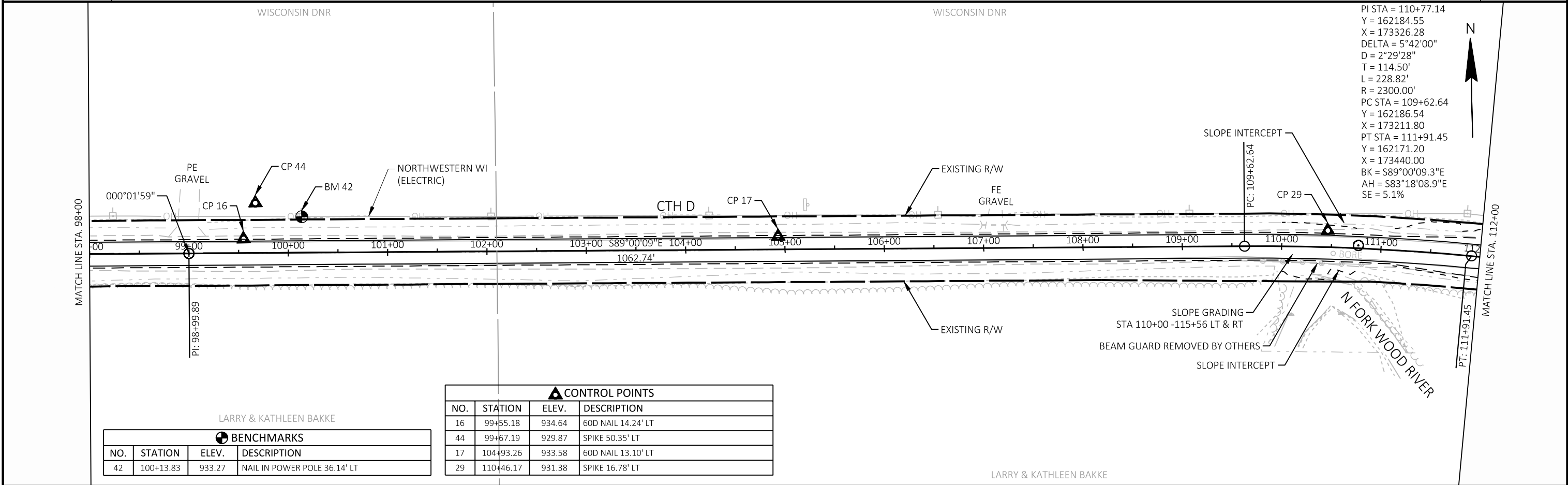
PI STA = 82+38.89
Y = 162240.83
X = 170472.20
DELTA = 34°59'02"
D = 6°52'42"
T = 262.52'
L = 508.62'
R = 833.00'
PC STA = 79+76.38
Y = 162096.03
X = 170253.23
PT STA = 84+85.00
Y = 162233.93
X = 170734.62
BK = N56°31'19.3"E
AH = S88°29'38.3"E
SE = 6.0%

BENCHMARKS			
NO.	STATION	ELEV.	DESCRIPTION
45	73+25.71	927.91	NAIL 33.84' LT

CONTROL POINTS			
NO.	STATION	ELEV.	DESCRIPTION
47	72+55.14	928.43	SPIKE 44.89' RT
46	73+31.96	928.02	SPIKE 35.70' RT
12	81+76.83	930.28	60D NAIL 26.98' LT



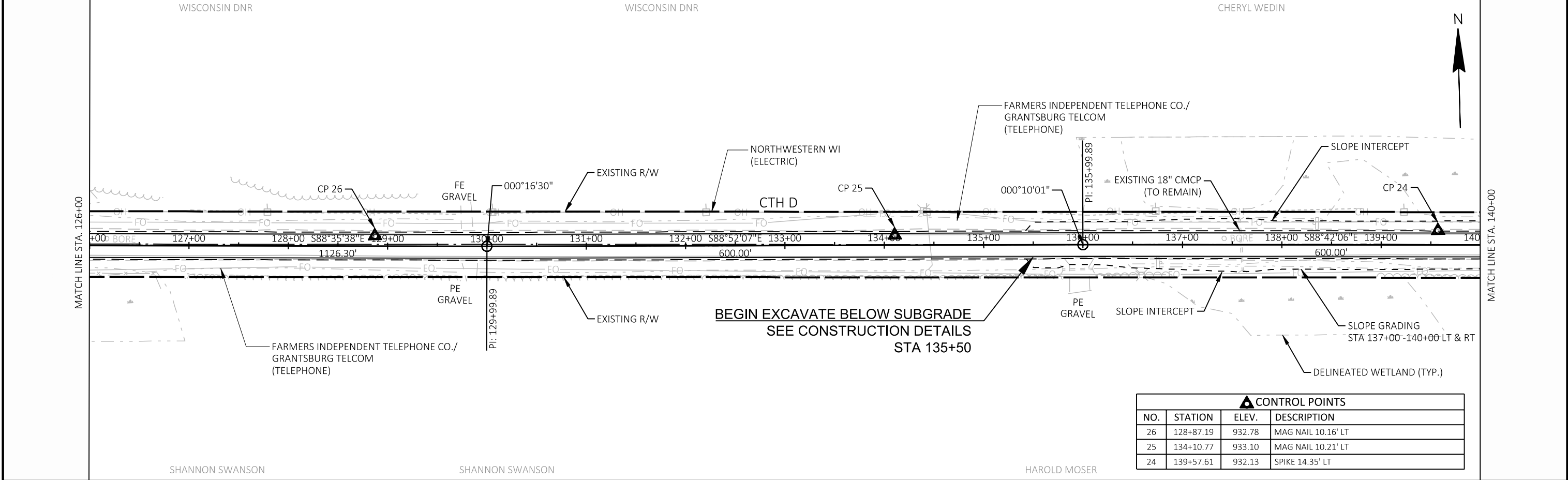
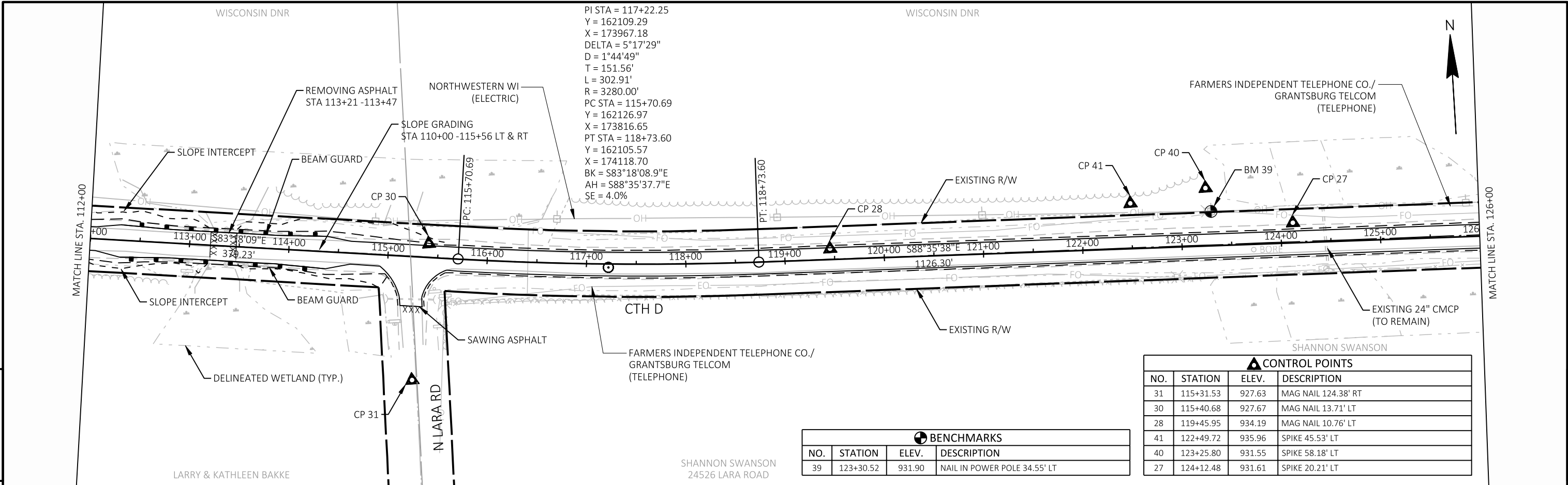
△ CONTROL POINTS			
NO.	STATION	ELEV.	DESCRIPTION
14	88+30.88	930.12	60D NAIL 14.52' LT
15	94+47.50	931.57	60D NAIL 14.53' LT

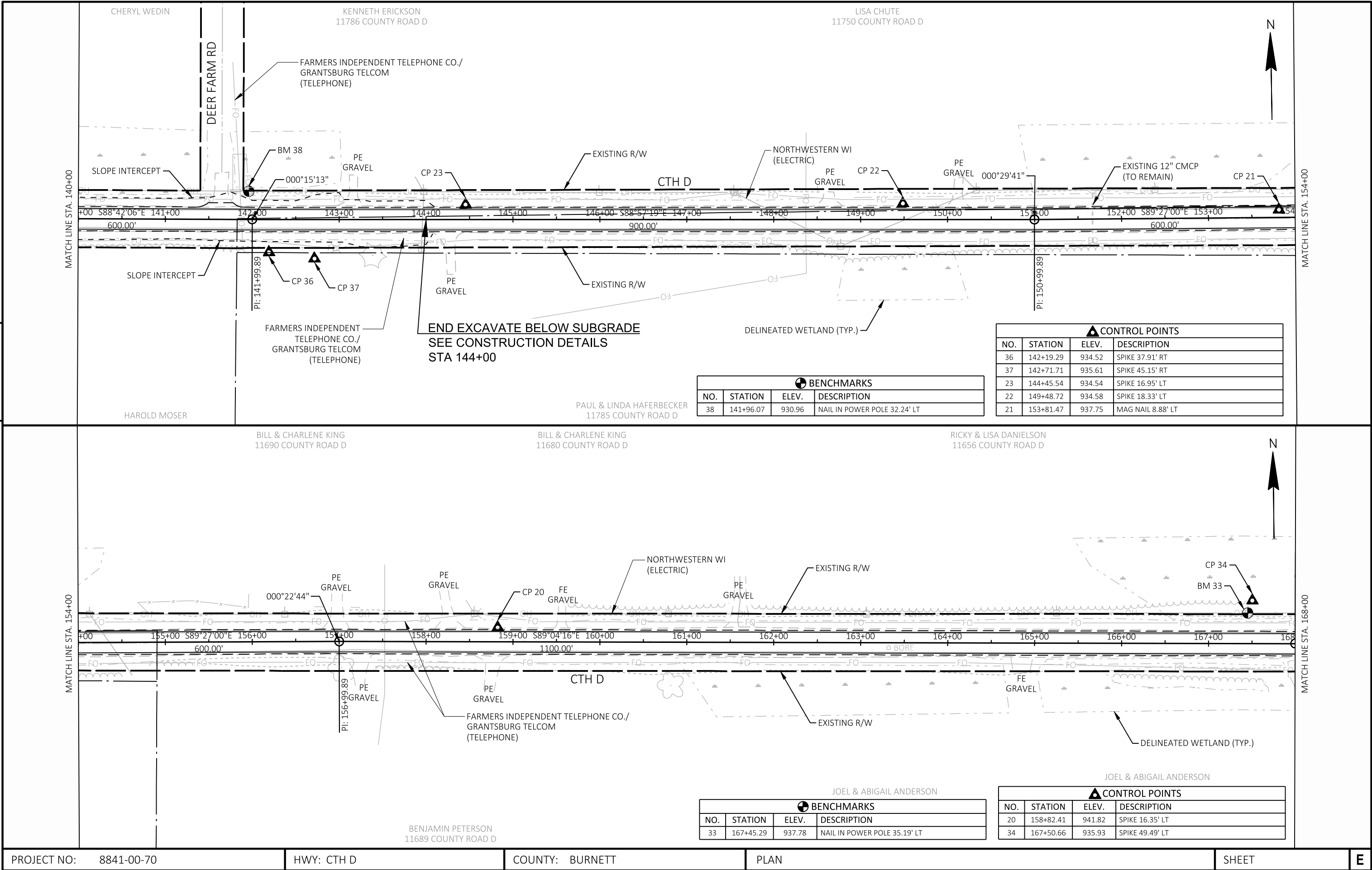


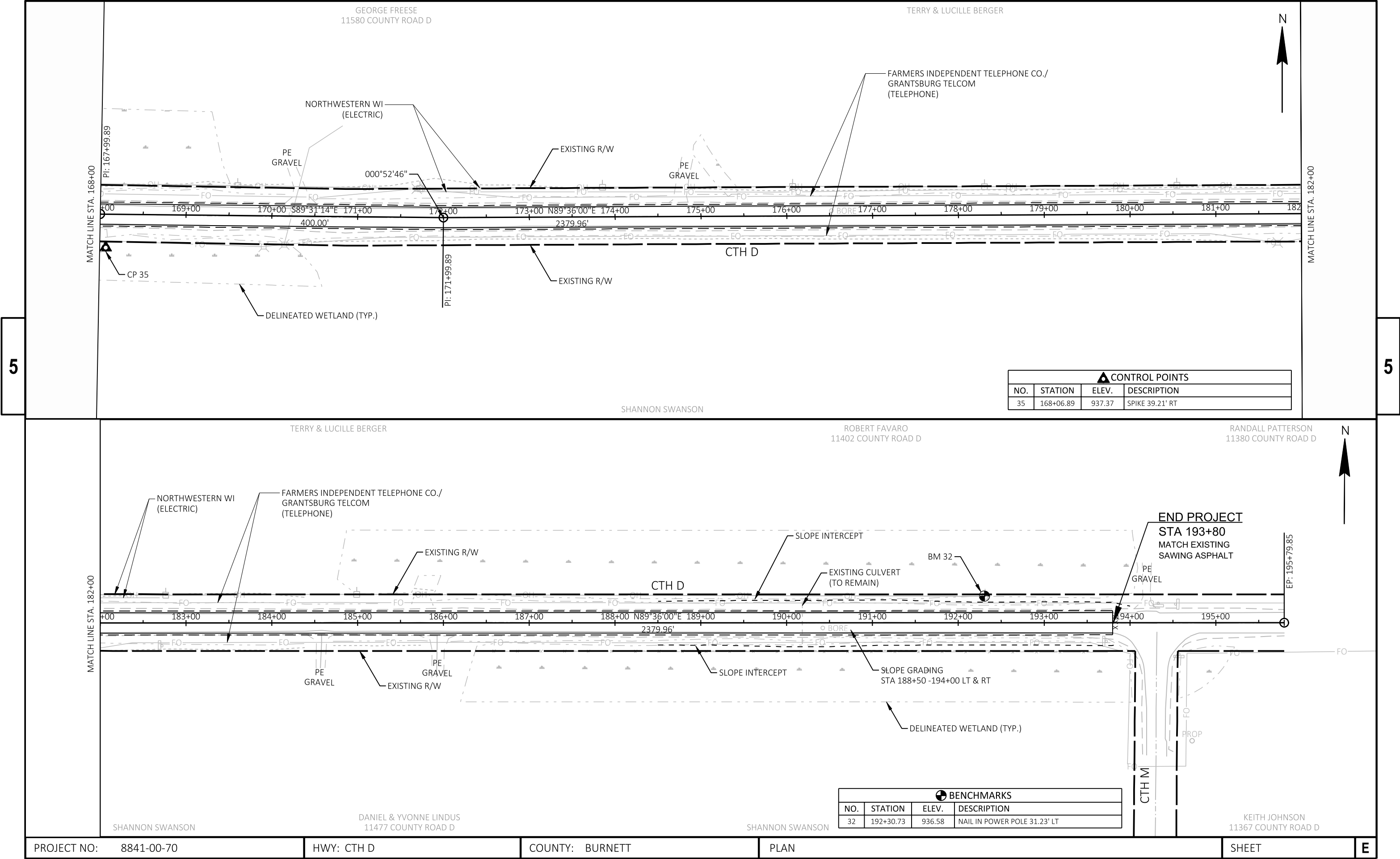
PI STA = 110+77.14
Y = 162184.55
X = 173326.28
DELTA = 5°42'00"
D = 2°29'28"
T = 114.50'
L = 228.82'
R = 2300.00'
PC STA = 109+62.64
Y = 162186.54
X = 173211.80
PT STA = 111+91.45
Y = 162171.20
X = 173440.00
BK = S89°00'09.3"E
AH = S83°18'08.9"E
SE = 5.1%

△ CONTROL POINTS			
NO.	STATION	ELEV.	DESCRIPTION
16	99+55.18	934.64	60D NAIL 14.24' LT
44	99+67.19	929.87	SPIKE 50.35' LT
17	104+93.26	933.58	60D NAIL 13.10' LT
29	110+46.17	931.38	SPIKE 16.78' LT

⊕ BENCHMARKS			
NO.	STATION	ELEV.	DESCRIPTION
42	100+13.83	933.27	NAIL IN POWER POLE 36.14' LT





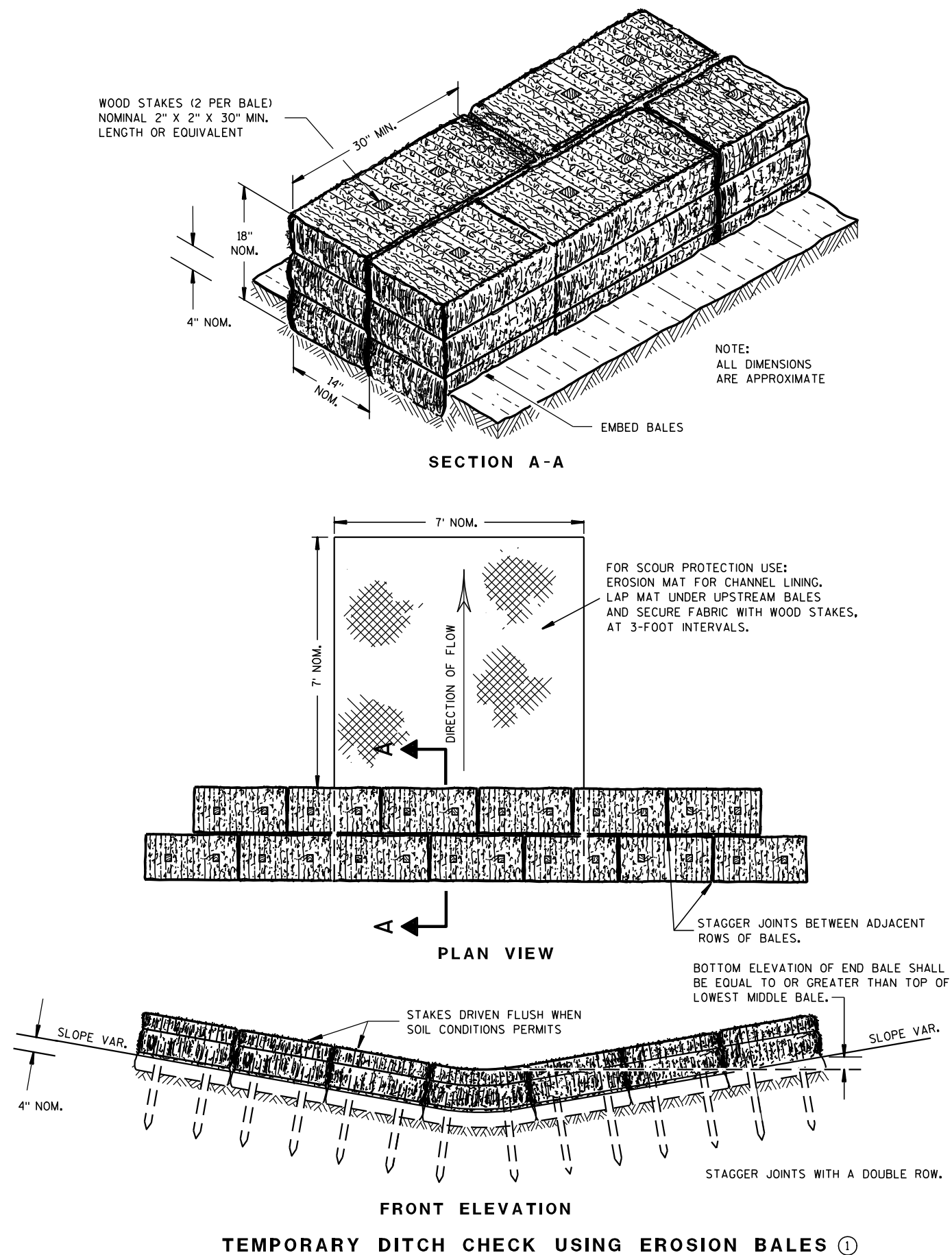


▲ CONTROL POINTS			
NO.	STATION	ELEV.	DESCRIPTION
35	168+06.89	937.37	SPIKE 39.21' RT

● BENCHMARKS			
NO.	STATION	ELEV.	DESCRIPTION
32	192+30.73	936.58	NAIL IN POWER POLE 31.23' LT

Standard Detail Drawing List

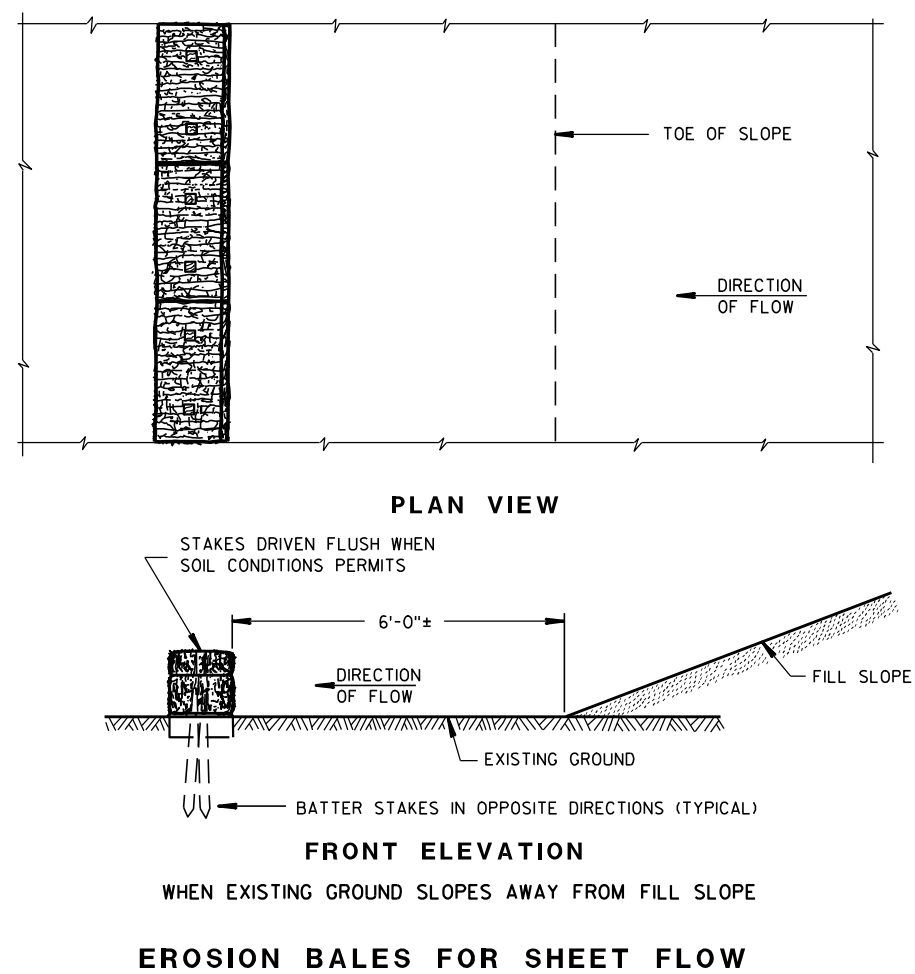
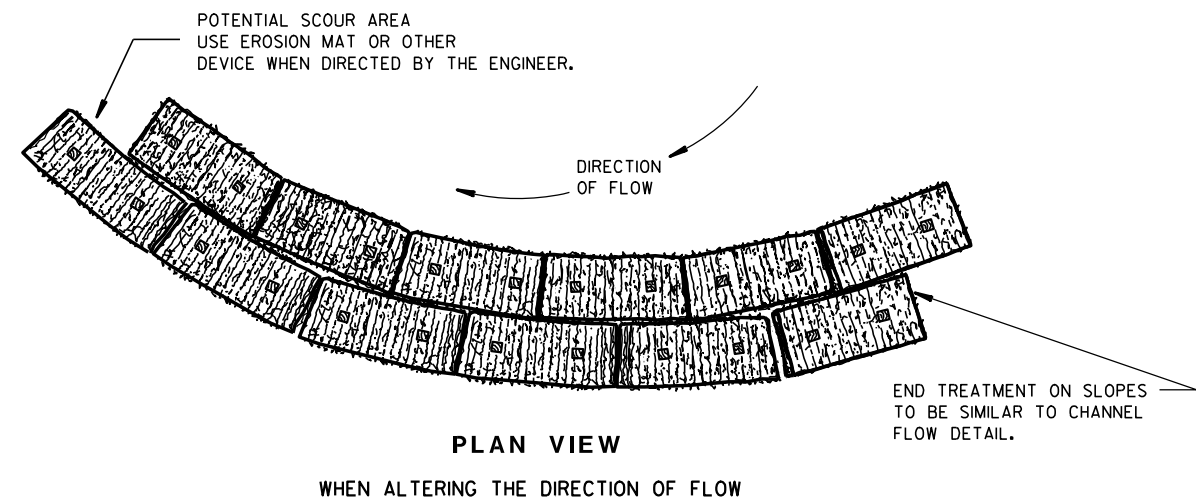
08E08-03	TYPICAL INSTALLATIONS OF EROSION BALES / TEMPORARY DITCH CHECKS
08E09-06	SILT FENCE
08E11-02	TURBIDITY BARRIER
08E15-01	CULVERT PIPE CHECK
13C19-03	HMA LONGITUDINAL JOINTS
14B42-07A	MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL
14B42-07B	MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL
14B42-07C	MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL
14B42-07D	MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL
14B43-04A	MIDWEST GUARDRAIL SYSTEM LONG SPAN MGS (L)
14B43-04B	MIDWEST GUARDRAIL SYSTEM LONG SPAN MGS (L)
14B43-04C	MIDWEST GUARDRAIL SYSTEM LONG SPAN MGS (L)
14B44-04A	MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)
14B44-04B	MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)
14B44-04C	MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)
15C02-08A	BARRICADES AND SIGNS FOR MAINLINE CLOSURES
15C02-08B	BARRICADES AND SIGNS FOR VARIOUS CLOSURES
15C02-08C	DETOUR SIGNING FOR MAINLINE CLOSURES
15C03-05	BARRICADES AND SIGNS FOR SIDEROAD CLOSURES
15C04-05	TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 M.P.H. OR GREATER TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC
15C08-20A	LONGITUDINAL MARKING (MAINLINE)
15C11-09B	CHANNELIZING DEVICES DRUMS, CONES, BARRICADES AND VERTICAL PANELS
15C12-07	TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION
15C19-06B	MOVING PAVEMENT MARKING OPERATION MULTI-LANE UNDIVIDED ROADWAY
15C35-04A	PAVEMENT MARKING (INTERSECTIONS)
15D28-04	TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY
15D39-02	TRAFFIC CONTROL, DROP-OFF SIGNING
15D45-03	TRAFFIC CONTROL, SIGNING ON ROADWAYS WITH LOOSE GRAVEL



GENERAL NOTES

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

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

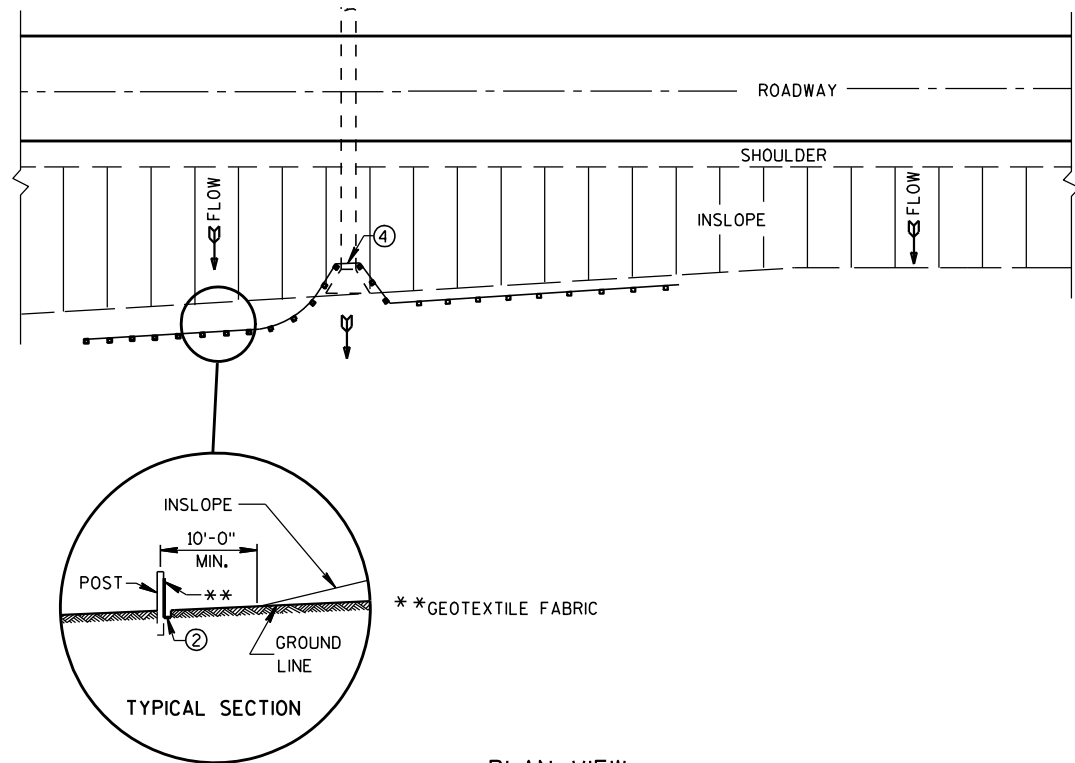
TYPICAL INSTALLATIONS OF
EROSION BALES / TEMPORARY
DITCH CHECKS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

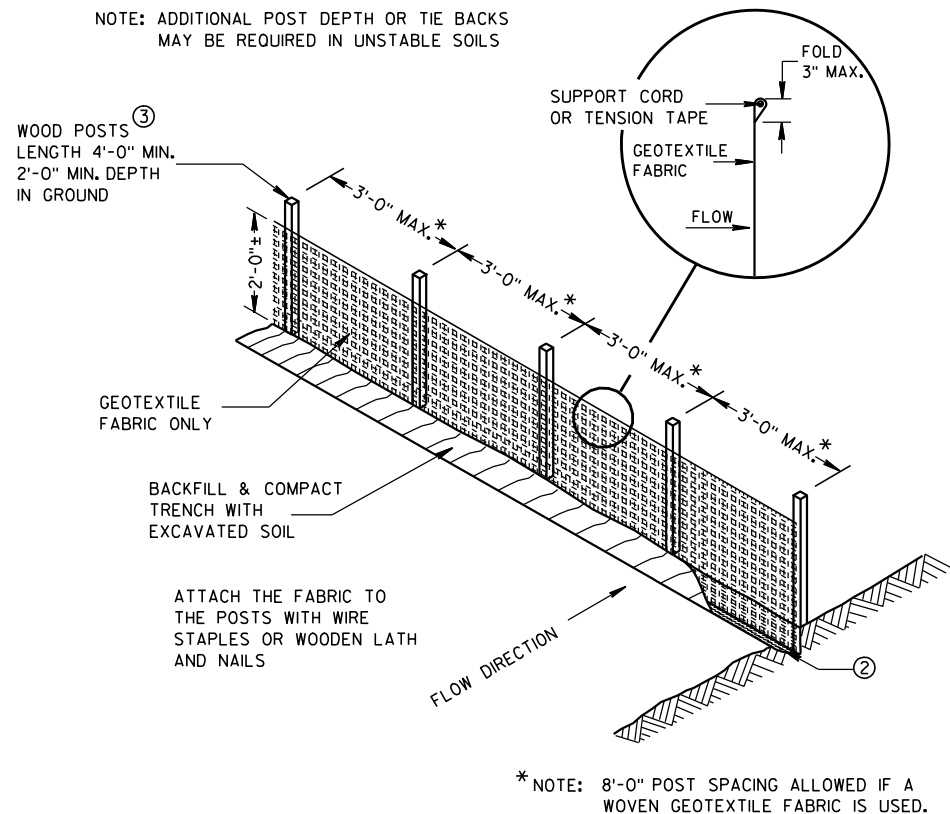
APPROVED

6/04/02
DATE/S/ Beth Canestra
CHIEF ROADWAY DEVELOPMENT ENGINEER

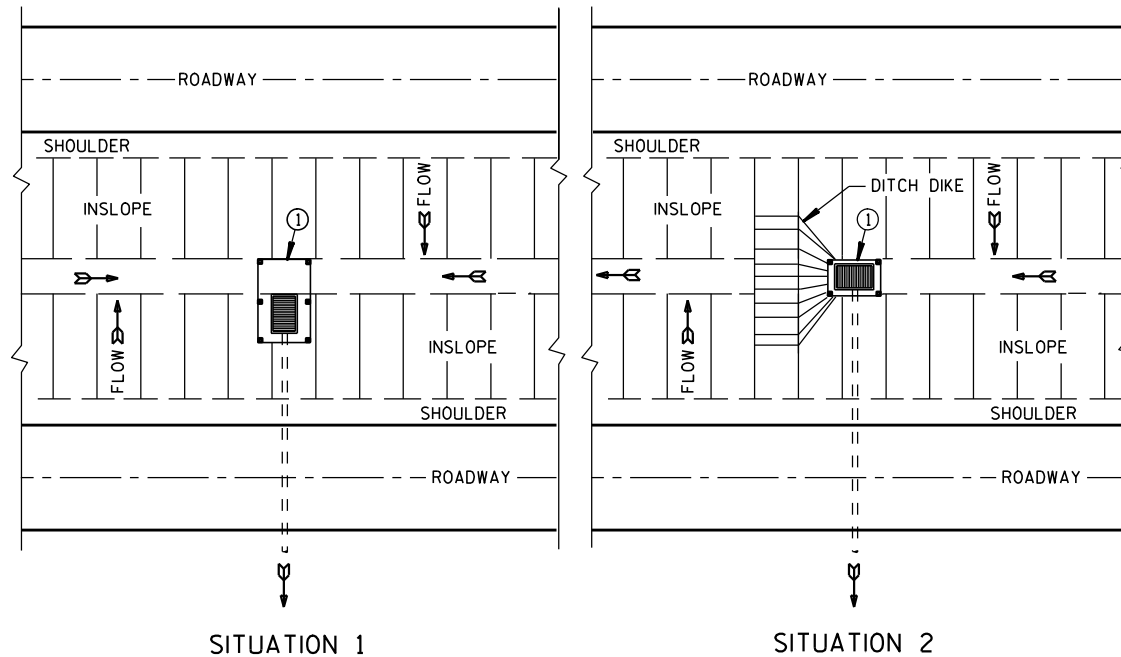
FHWA



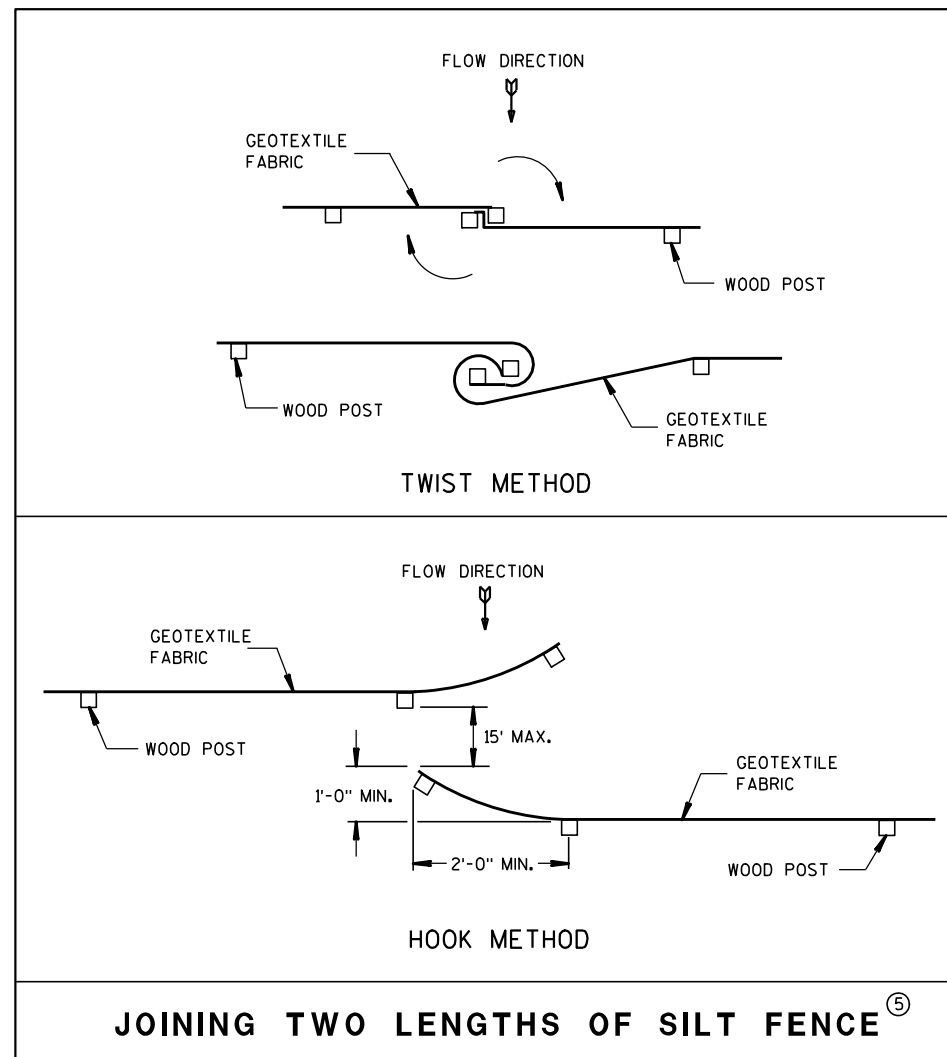
PLAN VIEW
TYPICAL APPLICATION OF SILT FENCE



SILT FENCE



PLAN VIEW
SILT FENCE AT MEDIAN SURFACE DRAINS

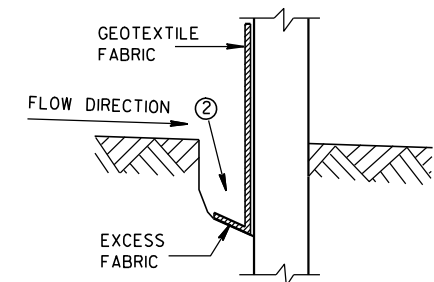


JOINING TWO LENGTHS OF SILT FENCE (5)

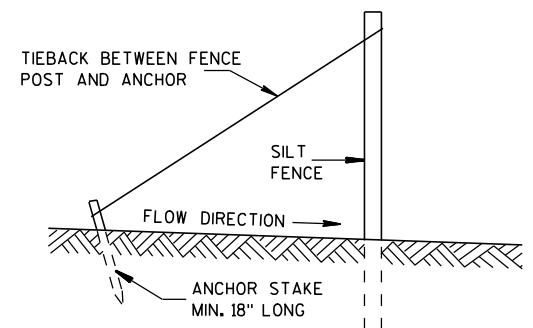
GENERAL NOTES

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

- ① HORIZONTAL BRACE REQUIRED WITH 2" X 4" WOODEN FRAME OR EQUIVALENT AT TOP OF POSTS.
- ② FOR MANUAL INSTALLATIONS THE TRENCH SHALL BE A MINIMUM OF 4" WIDE & 6" DEEP TO BURY AND ANCHOR THE GEOTEXTILE FABRIC. FOLD MATERIAL TO FIT TRENCH AND BACKFILL & COMPACT TRENCH WITH EXCAVATED SOIL.
- ③ WOOD POSTS SHALL BE A MINIMUM SIZE OF 1 1/8" X 1 1/8" OF OAK OR HICKORY.
- ④ SILT FENCE TO EXTEND ACROSS THE TOP OF THE PIPE.
- ⑤ CONSTRUCT SILT FENCE FROM A CONTINUOUS ROLL IF POSSIBLE BY CUTTING LENGTHS TO AVOID JOINTS. IF A JOINT IS NECESSARY USE ONE OF THE FOLLOWING TWO METHODS; A) OVERLAP THE END POSTS AND TWIST, OR ROTATE, AT LEAST 180 DEGREES, B) HOOK THE END OF EACH SILT FENCE LENGTH.



TRENCH DETAIL

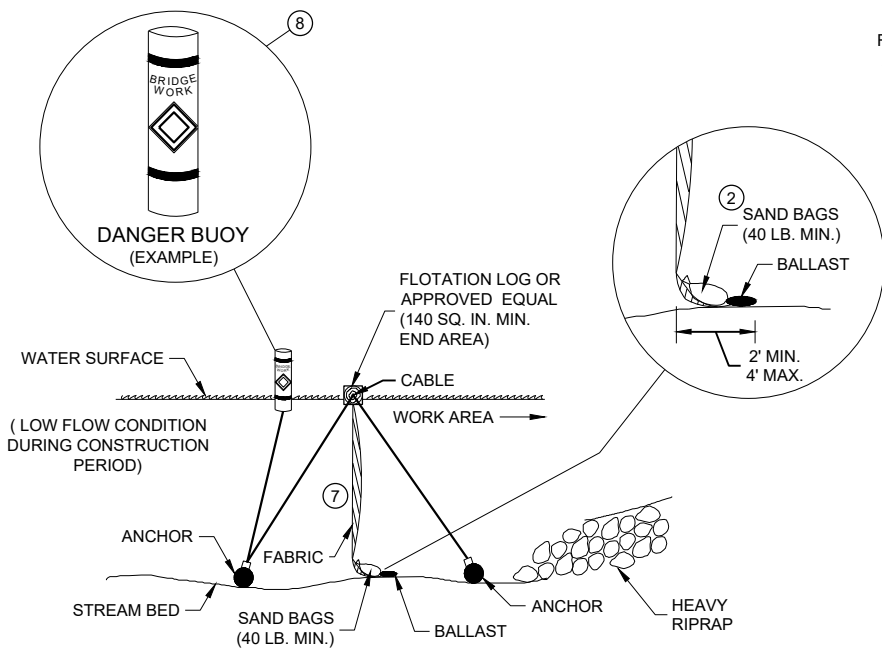


SILT FENCE TIE BACK
(WHEN REQUIRED BY THE ENGINEER)

SILT FENCE

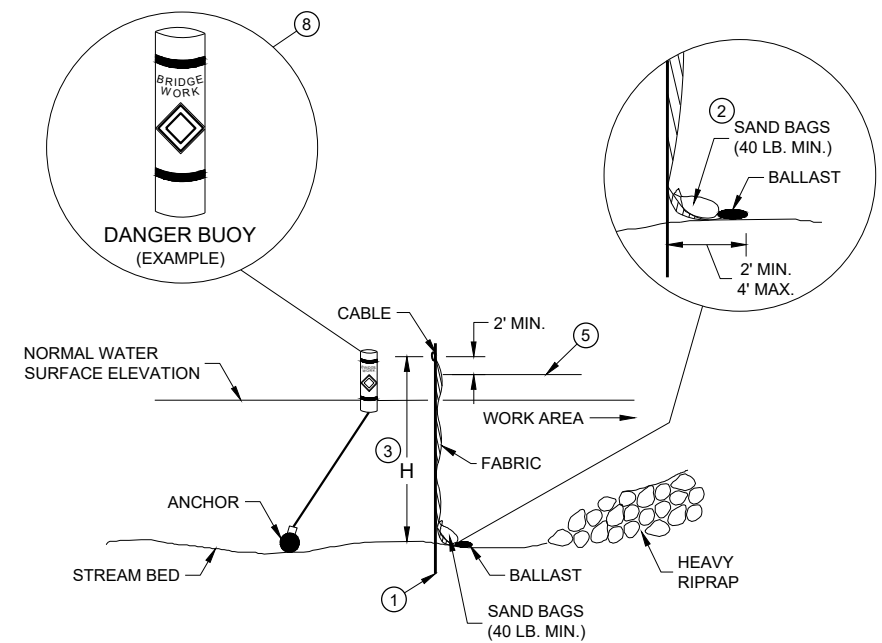
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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



SECTION B - B

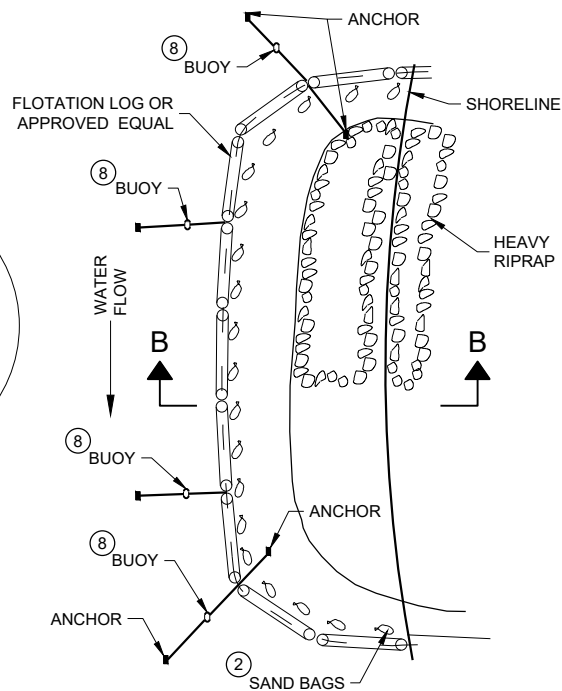
TURBIDITY BARRIER - FLOAT ALTERNATIVE
CAUTION - SEE NOTE 6



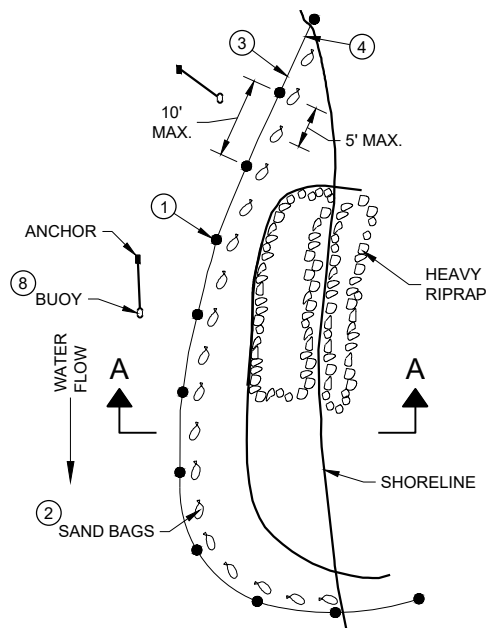
SECTION A - A

TURBIDITY BARRIER - STANDARD POST INSTALLATION

TURBIDITY BARRIER PLACEMENT DETAILS



PLAN VIEW



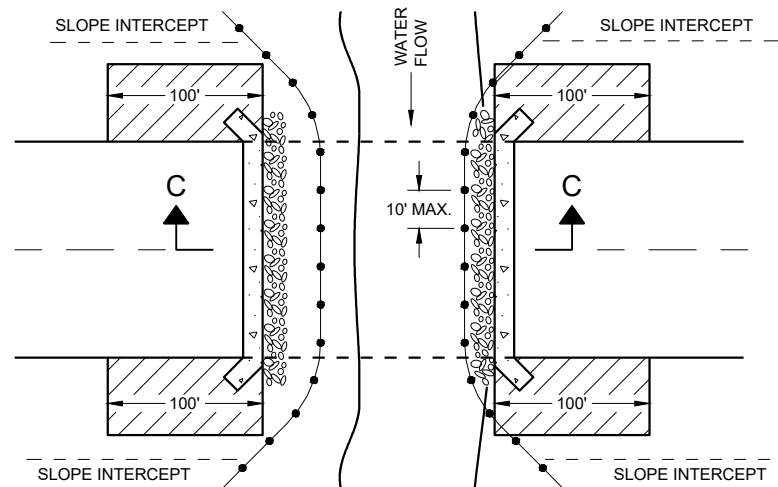
PLAN VIEW

GENERAL NOTES

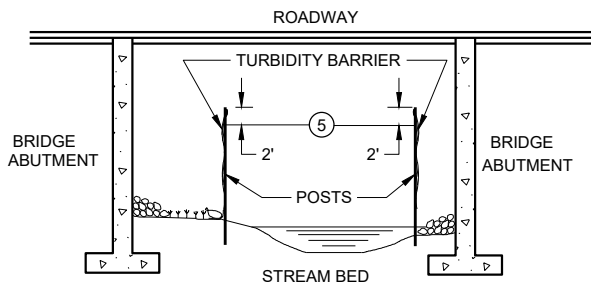
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

TURBIDITY BARRIER MAY BE REMOVED AT THE ENGINEERS DISCRETION, WHEN PERMANENT EROSION CONTROL MEASURES HAVE BEEN ESTABLISHED.

- 1 DRIVEN STEEL POSTS, PIPES, OR CHANNELS. LENGTH SHALL BE SUFFICIENT TO SECURELY SUPPORT BARRIER AT HIGH WATER ELEVATIONS.
- 2 SAND BAGS TO BE USED AS ADDITIONAL BALLAST WHEN ORDERED BY THE ENGINEER TO MEET ADVERSE FIELD CONDITIONS. SPACE AS APPROPRIATE FOR SITE CONDITIONS.
- 3 WHEN BARRIER HEIGHT "H" EXCEEDS 8 FEET, POST SPACING MAY NEED TO BE DECREASED.
- 4 IN WATERWAYS SUBJECT TO FLUCTUATING WATER ELEVATIONS, PROVISIONS SHOULD BE MADE TO ALLOW THE WATER TO EQUALIZE ON EACH SIDE OF THE BARRIER. THIS MAY BE ACCOMPLISHED BY LEAVING A PORTION OF THE BARRIER OPEN ON THE UPSTREAM END.
- 5 ESTIMATED HIGH WATER ELEVATION DURING CONSTRUCTION PERIOD. MINIMUM BARRIER HEIGHT SHALL BE 2' GREATER THAN EITHER THE Q2 ELEVATION OR THE ESTIMATED HIGH WATER ELEVATION DURING CONSTRUCTION, WHICHEVER IS GREATER.
- 6 FLOAT ALTERNATIVE WILL ONLY BE ALLOWED WITH WRITTEN APPROVAL OF THE ENGINEER, AND IS MEANT FOR LOCATIONS WHERE BEDROCK PREVENTS THE INSTALLATION OF POSTS.
- 7 ALLOW SUFFICIENT SLACK VERTICALLY AND HORIZONTALLY SO THAT SEDIMENT BUILD UP WILL NOT SEPARATE OR LOWER THE TURBIDITY BARRIER.
- 8 USE AS DIRECTED BY COAST GUARD OR DNR PERMIT WHEN WORKING IN NAVIGABLE WATERWAYS.



PLAN VIEW



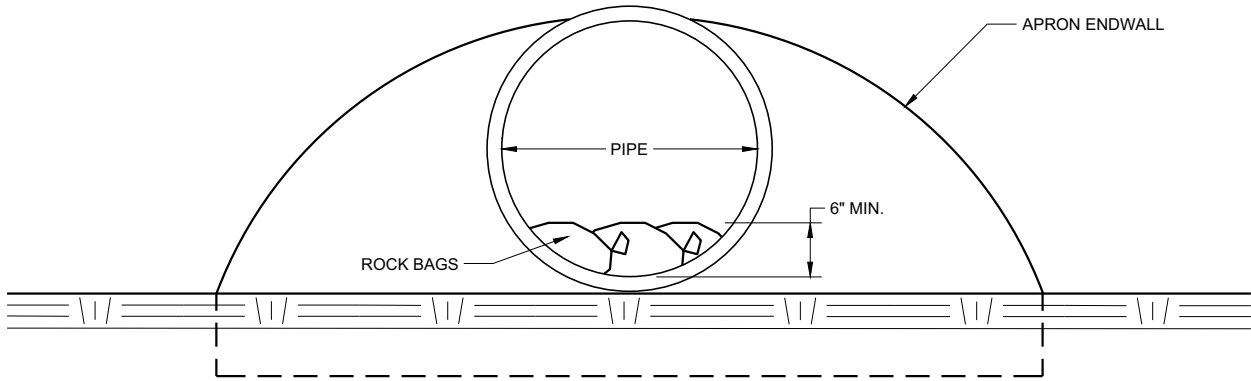
SECTION C - C

TURBIDITY BARRIER DETAIL SHOWING
TYPICAL PLACEMENT AT STRUCTURES

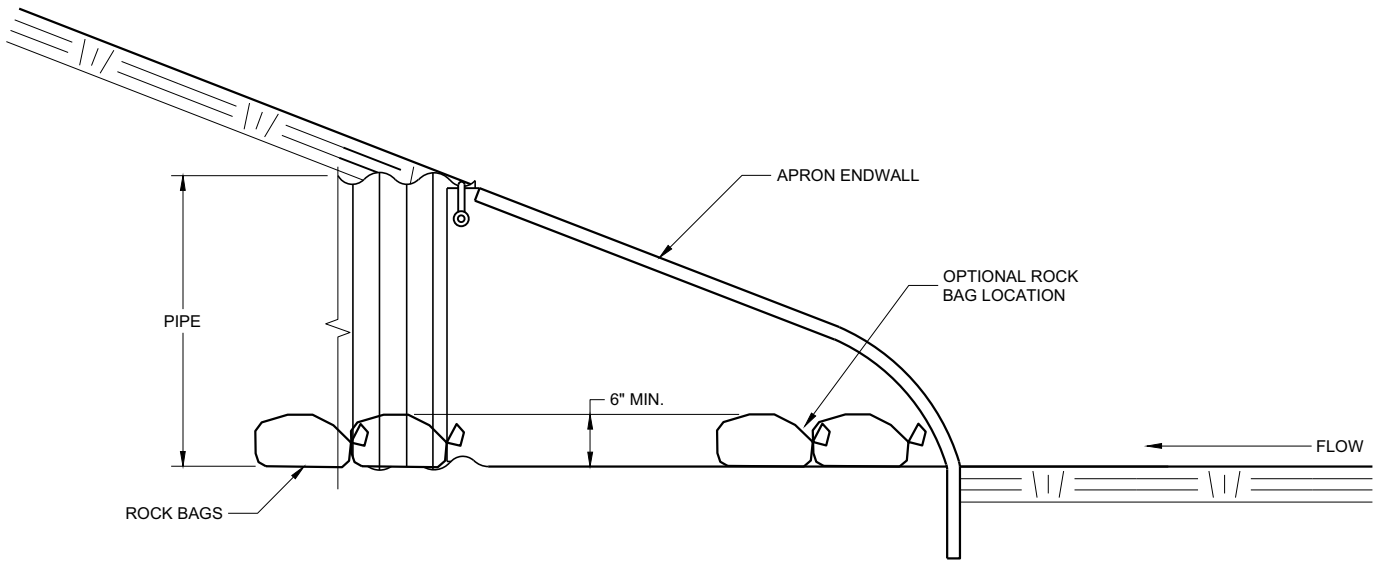
TURBIDITY BARRIER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
6/4/02
DATE
/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT
ENGINEER
FHWA



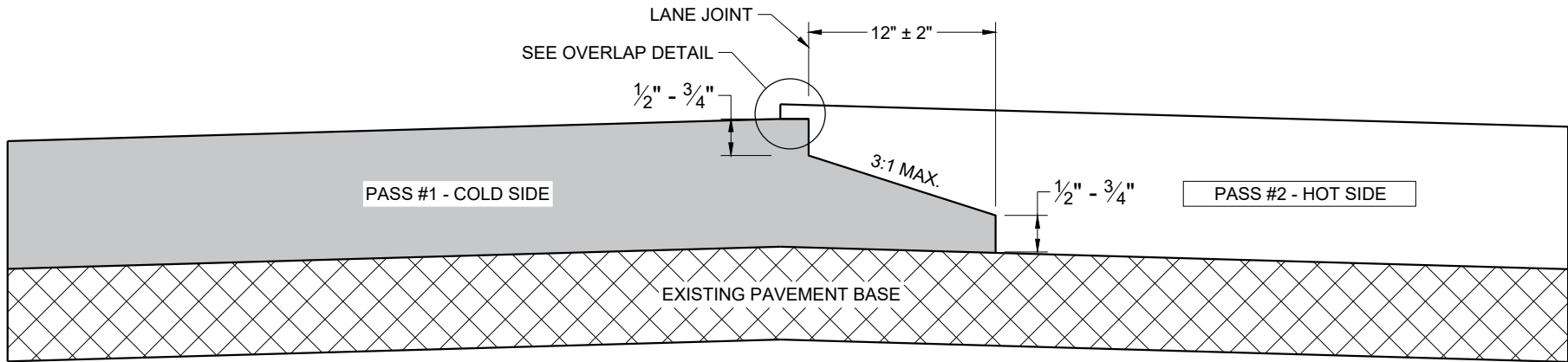
END VIEW



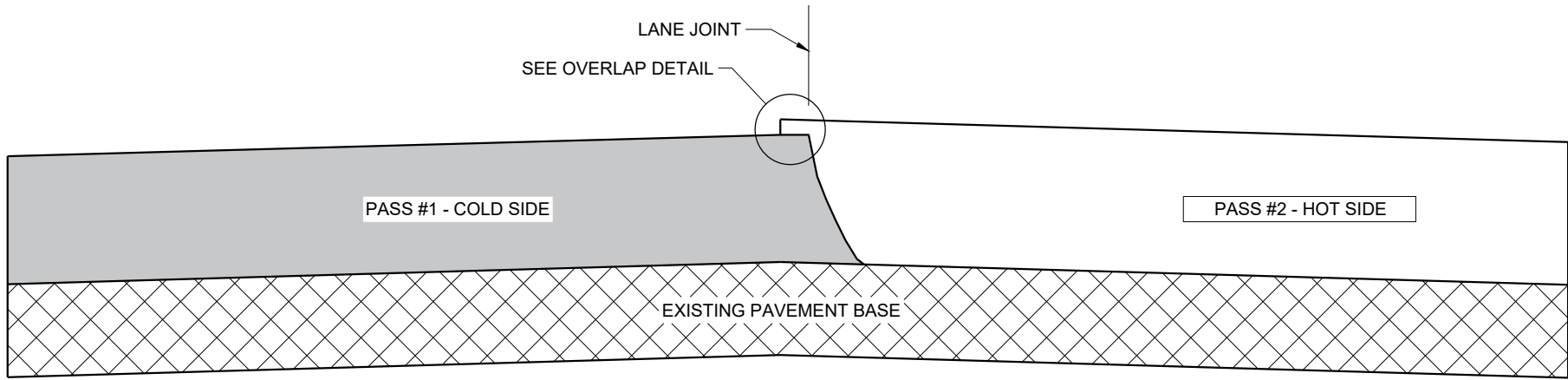
SIDE VIEW

CULVERT PIPE CHECK
(INSTALL ON INLET END ONLY)

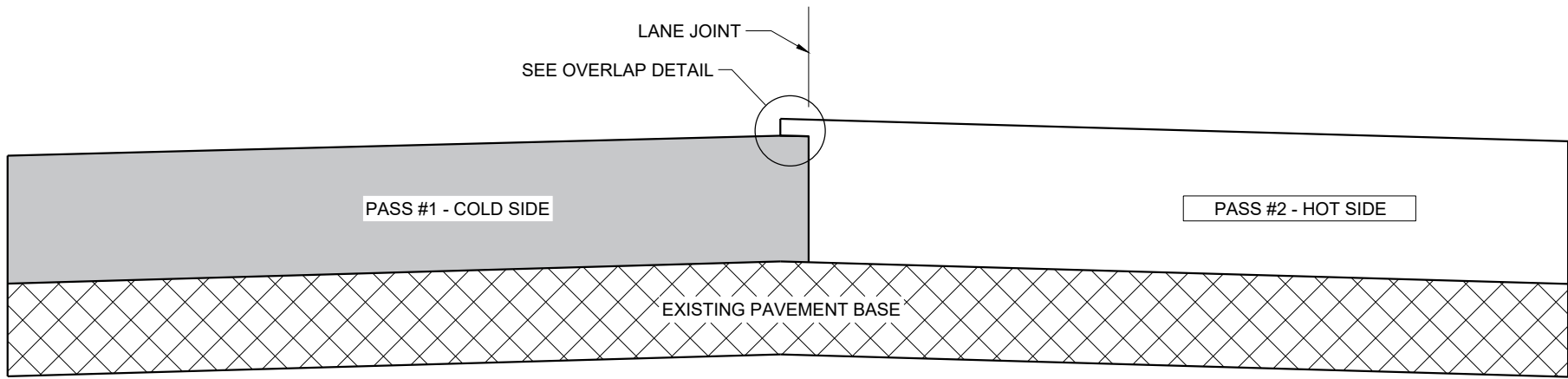
CULVERT PIPE CHECK	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED May 2019 DATE	/S/ Daniel Schave EROSION CONTROL ENGINEER
FHWA	



**TYPICAL PAVEMENT CROSS SECTION
NOTCHED WEDGE JOINT**



**TYPICAL PAVEMENT CROSS SECTION
VERTICAL JOINT**



**TYPICAL PAVEMENT CROSS SECTION
VERTICAL JOINT (MILLED)**

GENERAL NOTES

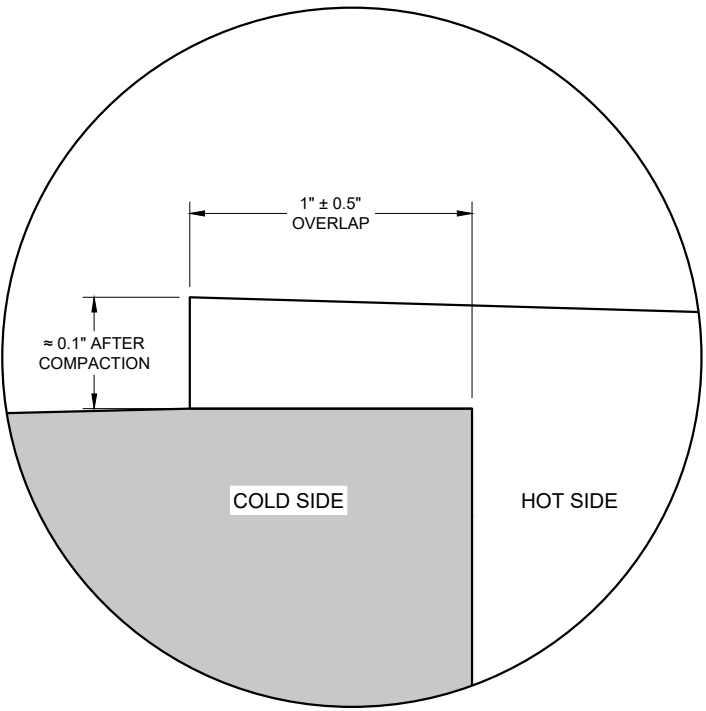
IN ADDITION TO THE DETAILS PROVIDED IN THIS DRAWING, CONFORM TO STANDARD SPECIFICATION 450.3.2.8 FOR WHEN A NOTCHED WEDGE JOINT IS REQUIRED AND FOR GENERAL JOINT CONSTRUCTION REQUIREMENTS.

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

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

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

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



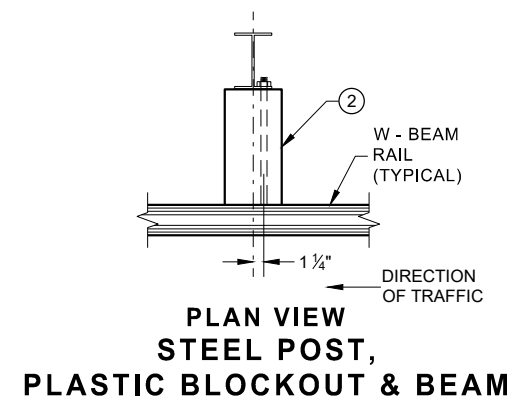
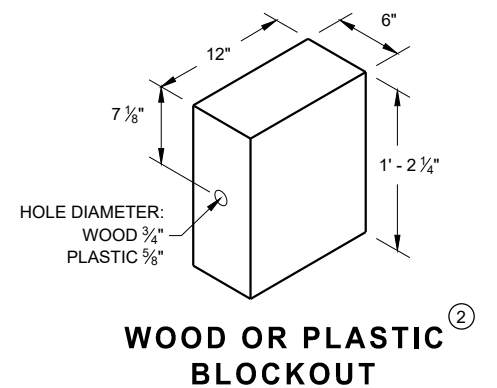
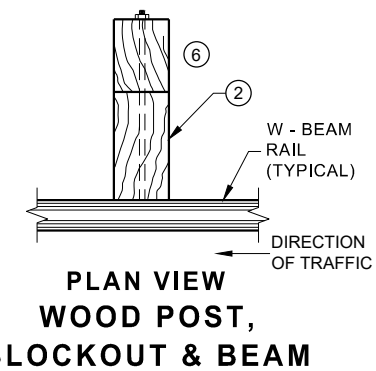
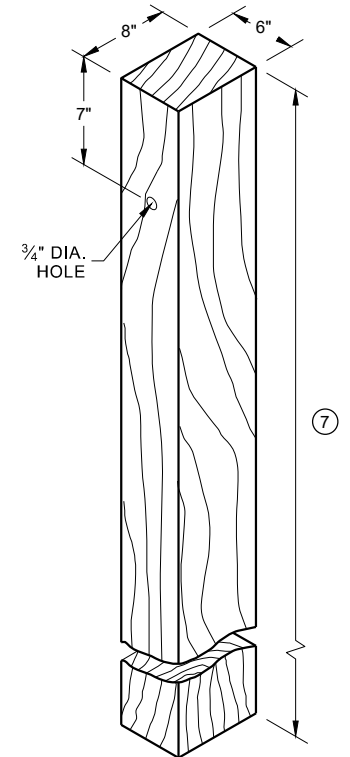
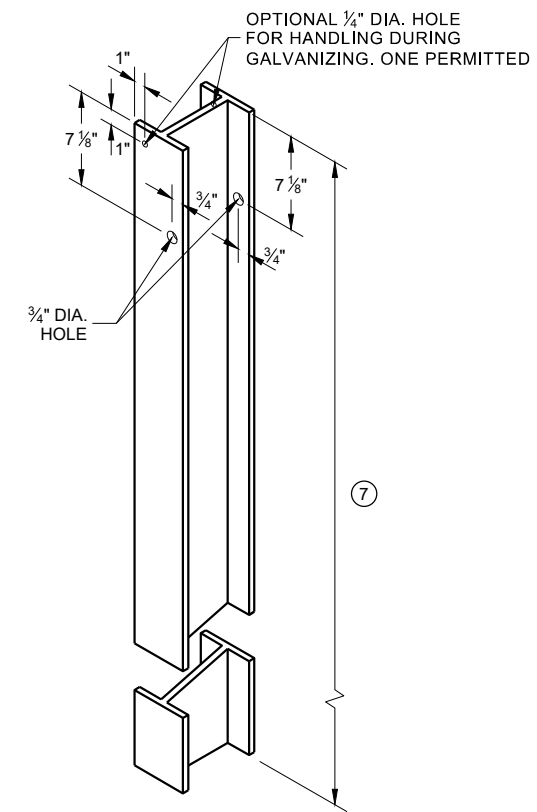
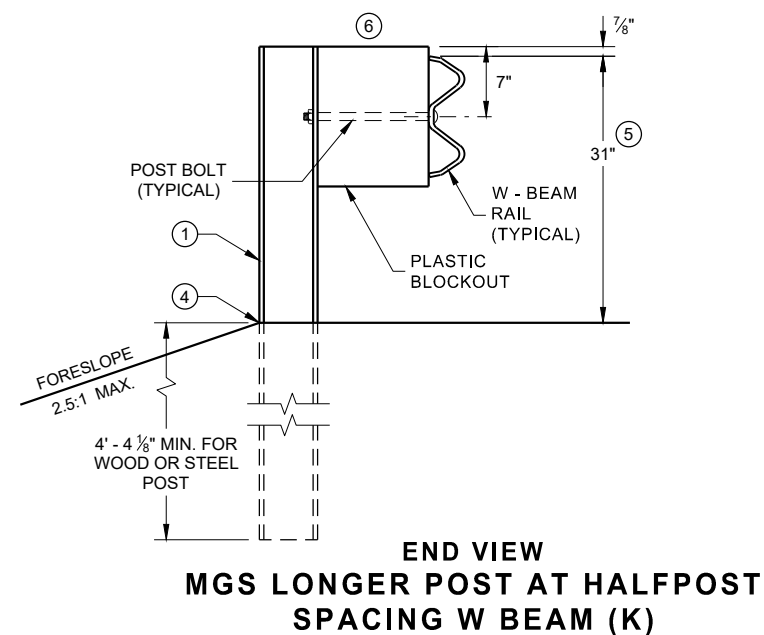
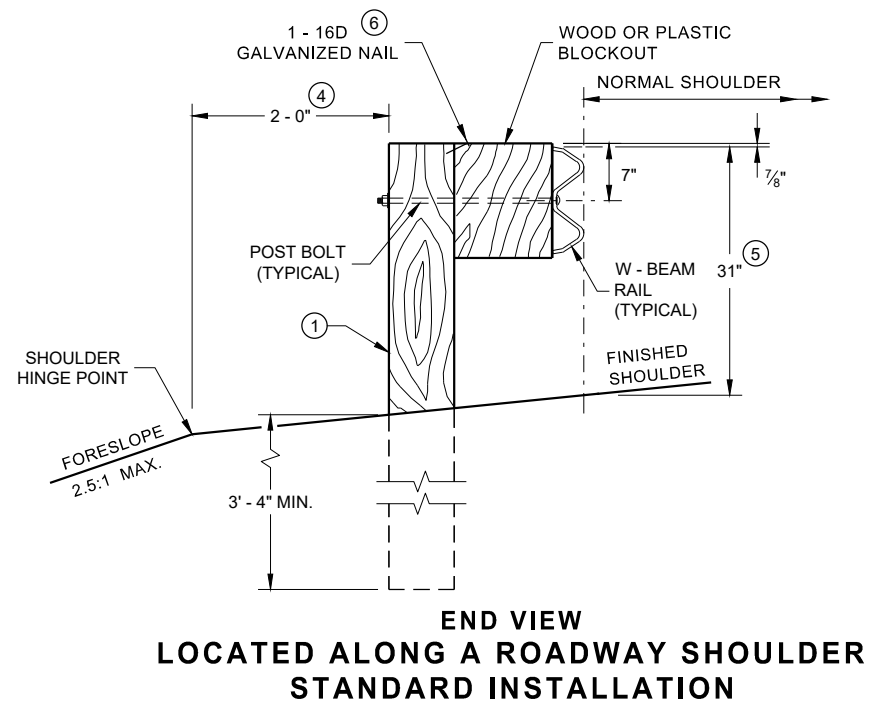
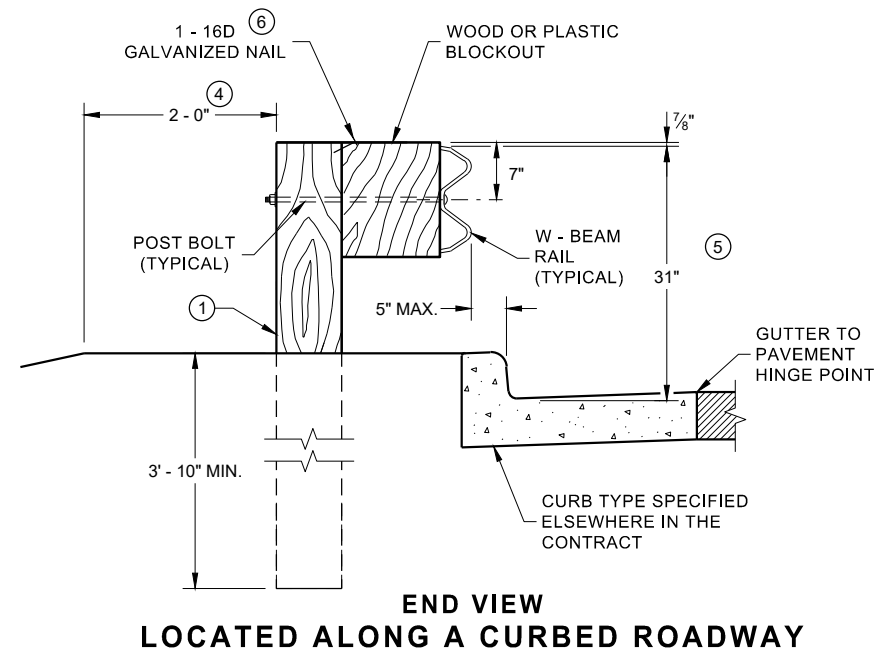
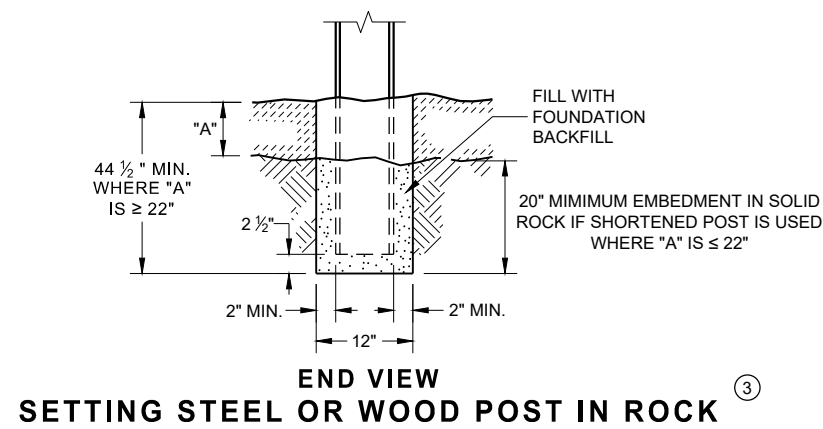
OVERLAP DETAIL (TYPICAL)

HMA LONGITUDINAL JOINTS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

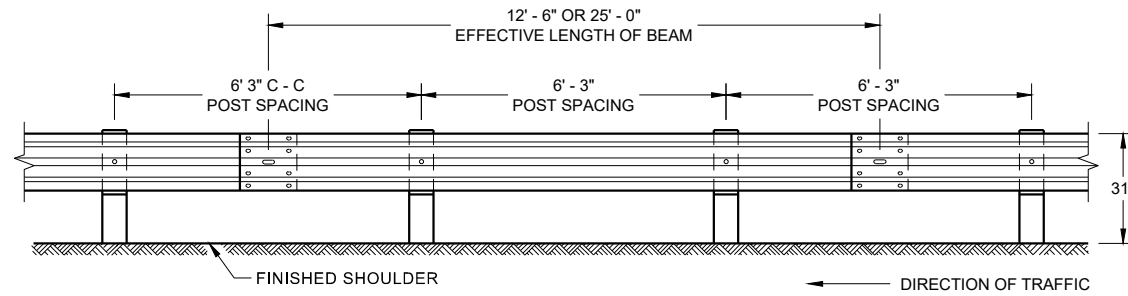
APPROVED
November 2020 /S/ Steven Hefel
DATE HMA PAVEMENT ENGINEER
FHWA

- ① WOOD OR STEEL POSTS (w6X9 OR w6X8.5) MAY BE USED. DO NOT INTERMIX WOOD AND STEEL POSTS. INSTALL STEEL POSTS WITH HOLES ON APPROACHING TRAFFIC SIDE.
- ② USE WOOD OR APPROVED PLASTIC BLOCKOUTS. WOOD BLOCKOUTS MAY BE CONSTRUCTED OUT OF TWO OR MORE WOOD BLOCKOUTS. SEE ALTERNATE WOOD BLOCKOUT DETAIL. DIMENSIONS OF APPROVED PLASTIC BLOCKOUTS MAY VARY.
- ③ IF ROCK IS ENCOUNTERED DURING EXCAVATION, PROVIDE A HOLE 12 INCHES IN DIAMETER EXTENDING 20 INCHES DEEP INTO THE ROCK. PLACE APPROXIMATELY 2 1/2" INCHES OF GRANULAR MATERIAL IN THE BOTTOM OF THE HOLE. CUT THE POSTS THE TO LENGTH AND INSTALL. BACKFILL WITH EXCAVATED MATERIAL AND COMPACT. BACKFILL IS TO BE FREE OF LARGE ROCKS.
- ④ WHEN THE DISTANCE FROM BACK OF POST TO SHOULDER HINGE POINT IS LESS THAN 2 FEET INSTALL LONGER POST AT HALF POST SPACING (K).
- ⑤ FOR NEW MGS INSTALLATION TOP OF W-BEAM RAIL TOLERANCE IS $\pm 1"$. FOR EXISTING MGS INSTALLATION TOP OF W-BEAM IS BETWEEN 27 3/4" TO 32".
- ⑥ WHEN USING STEEL POST AND WOOD BLOCKOUTS INSTALL FOUR 16D GALVANIZED NAILS. INSTALL NAILS AT THE BACK CORNERS OF THE BLOCK AND BEND THE NAILS OVER THE FLANGE OF THE STEEL POST.
- ⑦ TOTAL POST LENGTH FOR TYPE K IS 7' - 0".
TOTAL POST LENGTH FOR OTHER MGS TYPES IS 6' - 0".

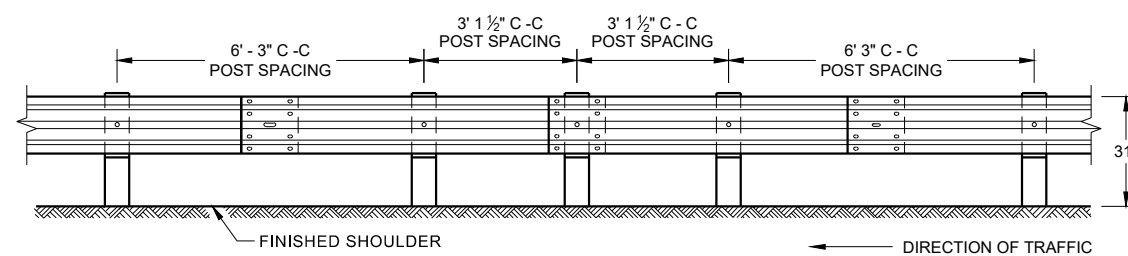


**MIDWEST GUARDRAIL SYSTEM
(MGS) GUARDRAIL**

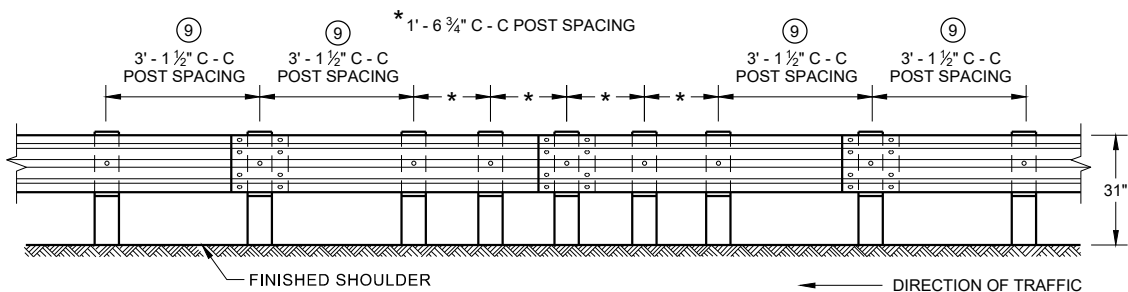
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



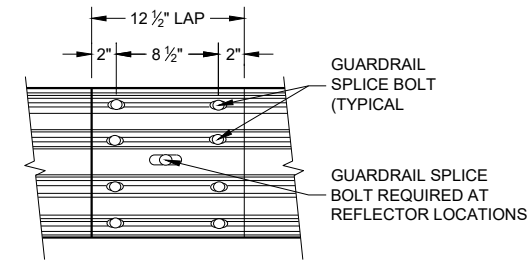
**FRONT VIEW
POST SPACING STANDARD INSTALLATION**



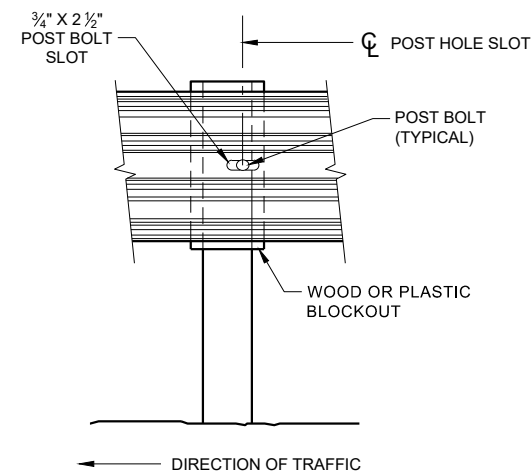
**FRONT VIEW
HALF POST SPACING (HS) AND
HALF POST SPACING WITH LONGER POSTS (K)**



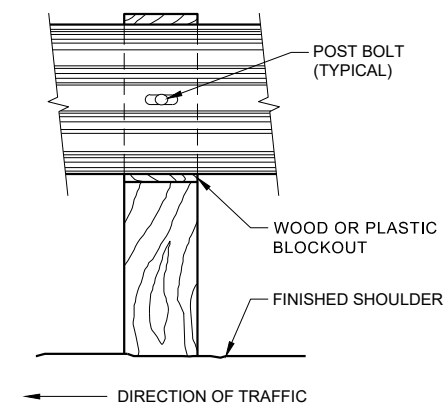
**FRONT VIEW
QUARTER POST SPACING (QS)**



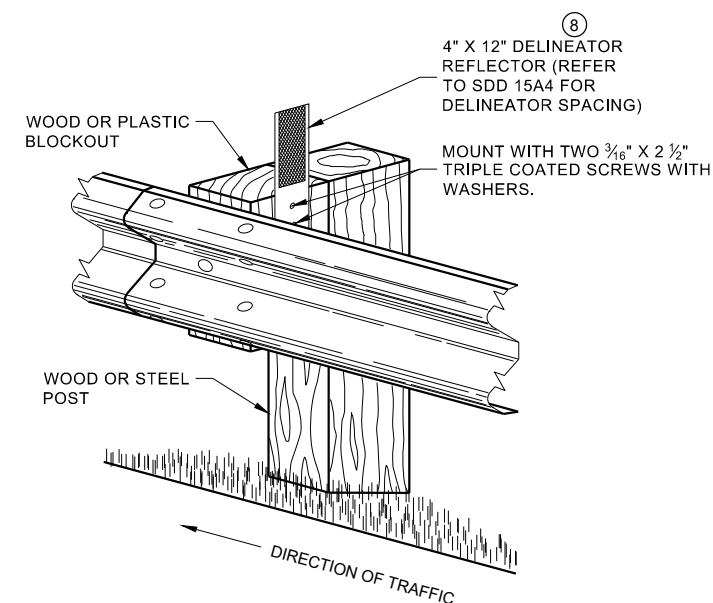
**FRONT VIEW
MID-SPAN BEAM SPLICE**



FRONT VIEW AT STEEL POST



FRONT VIEW AT WOOD POST



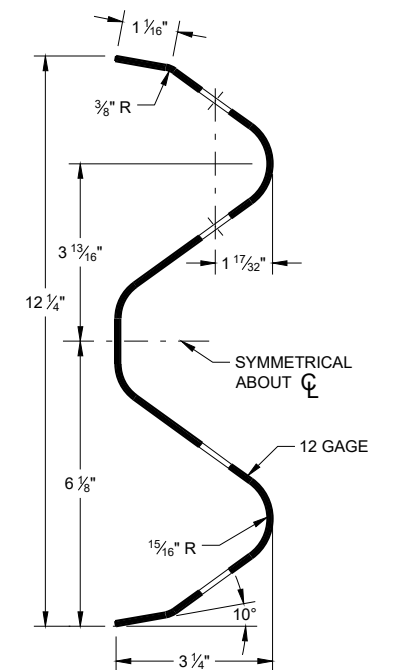
**ONE SIDED REFLECTOR DETAIL
AND TYPICAL INSTALLATION**

GENERAL NOTES

- 8 DO NOT INSTALL REFLECTORS ON THE FIRST 50 FEET OF THE APPROACH END OF THE ENERGY ABSORBING TERMINAL.
- 9 25 FEET OF HALF POST SPACING IS REQUIRED ON APPROACH AND DEPARTURE ENDS OF QUARTER POST SPACING.

POST BOLTS ARE A 3/8" DIAMETER ASTM A307 GUARDRAIL BOLT. A POST BOLT REQUIRES 3/8" DIAMETER A563A DOUBLE RECESSED (DR) HEAVY HEX NUT AND 3/8" DIAMETER F844 FLAT WASHER. POST BOLTS MAY BE LONGER IF MULTIPLE BLOCKOUTS ARE BEING USED.

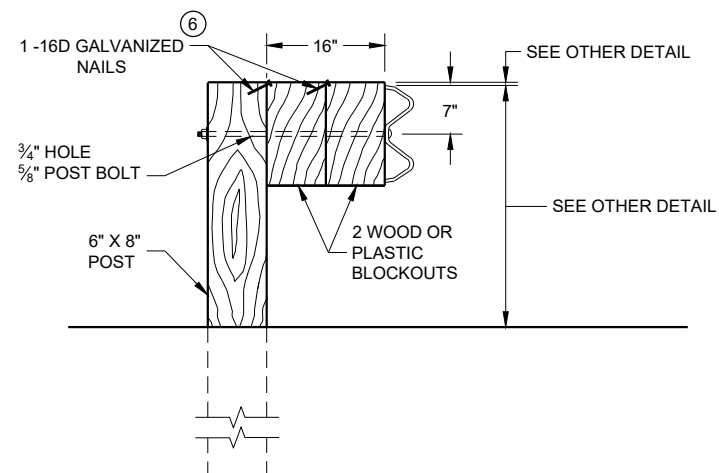
GUARD RAIL SPLICE BOLTS ARE A 3/8" DIAMETER ASTM A307 GUARDRAIL HEAD BOLT. A GUARDRAIL SPLICE BOLT REQUIRES 3/8" DIAMETER A563A DOUBLE RECESSED (DR) HEAVY HEX NUT.



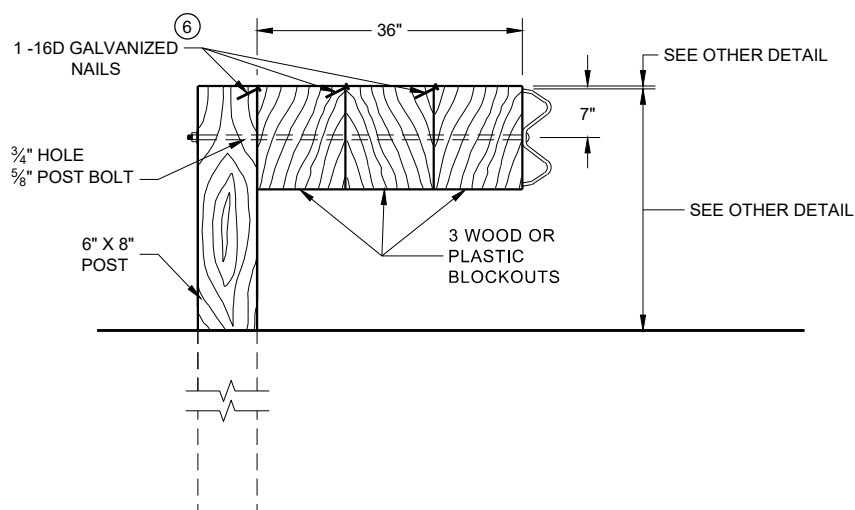
SECTION THRU W-BEAM RAIL

**MIDWEST GUARDRAIL SYSTEM
(MGS) GUARDRAIL**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



IT IS ACCEPTABLE TO USE BLOCKOUTS UP TO 16" DEEP TO INCREASE THE POST OFFSET TO AVOID UNDERGROUND OBSTACLES. THERE IS NO LIMIT TO THE NUMBER OF POSTS THAT CAN HAVE ADDITIONAL BLOCKOUTS UP TO 16" DEEP.



NOTES: UNDER SPECIAL CIRCUMSTANCES, SUCH AS AVOIDING OBSTACLES THAT ARE NOT RELOCATED, IT IS ACCEPTABLE TO INSTALL ADDITIONAL BLOCKOUTS TO OBTAIN UP TO 36" DEPTH FOR ONE OR TWO POSTS IN A SECTION OF GUARDRAIL.

DO NOT USE 16" OR 36" BLOCKOUTS IF IT CAUSES THE POST TO BE DRIVEN BEYOND SHOULDER HINGE POINT OR CAUSES A FIXED OBJECT TO BE WITHIN THE DEFLECTION DISTANCE OF THE BARRIER.

1. ALL FILLETS SHALL HAVE A MINIMUM RADIUS OF $\frac{3}{16}$ ".
2. IF THE BOLT EXTENDS MORE THAN $\frac{1}{4}$ " FROM THE NUT THE BOLT SHOULD BE TRIMMED BACK.

ALTERNATE BOLT HEAD

L	T (MIN.)
1 ¼"	1 ⅙"
2"	1 ¾"
10"	4"
14"	4 ⅙"
18"	4"
21"	4 ⅙"
25"	4"

POST BOLT, SPLICE BOLT AND RECESS NUT

⑥ WHEN USING STEEL POST AD WOOD BLOCKOUTS, INSTALL FOUR 16D GALVANIZED NAILS. INSTALL NAILS AT THE BACK CORNERS OF THE BLOCK AND BEND THE NAILS OVER THE FLANGE OF THE STEEL POST.

**PLAN VIEW
BEAM LAPPING DETAIL**

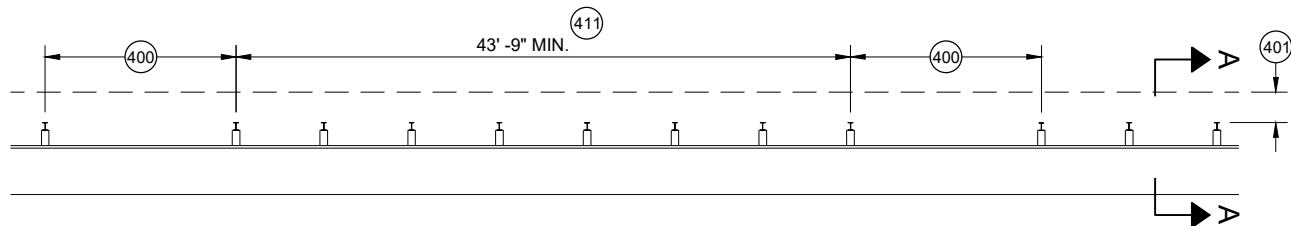
POST DRIVING FOR CONTINUOUS UNDERGROUND OBSTRUCTION

SIDE VIEW

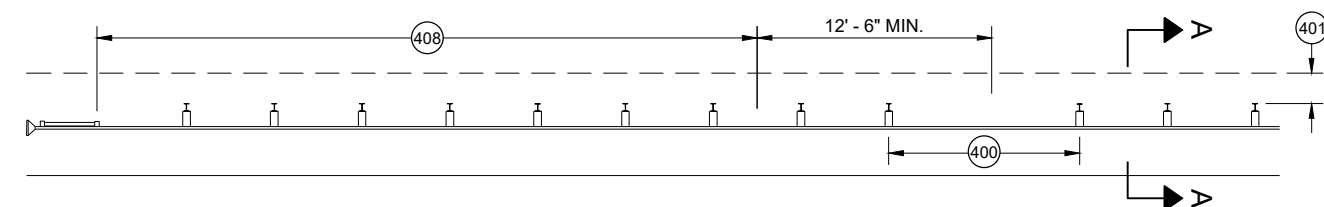
PLAN VIEW

ALTERNATE WOOD BLOCKOUT DETAIL

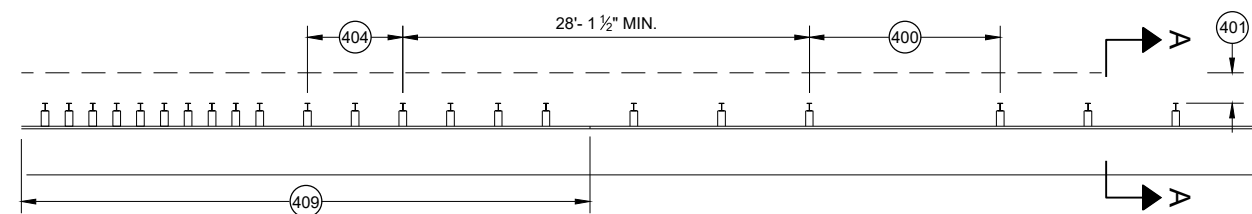
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



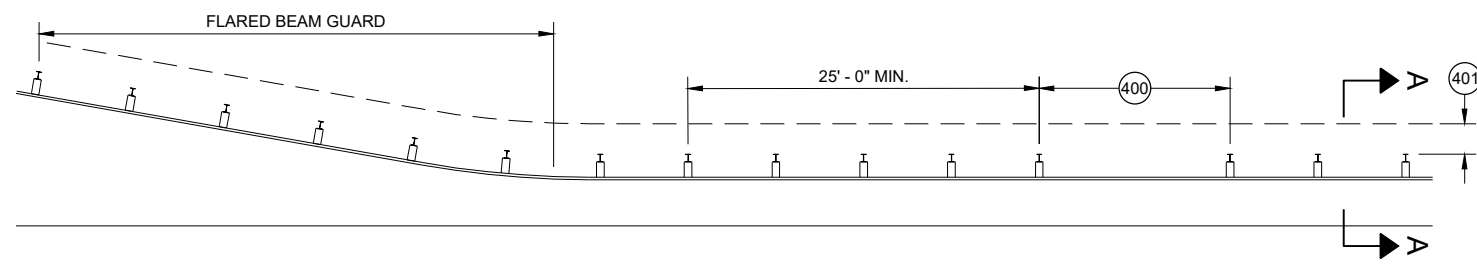
MISSING POST IN MGS GUARDRAIL



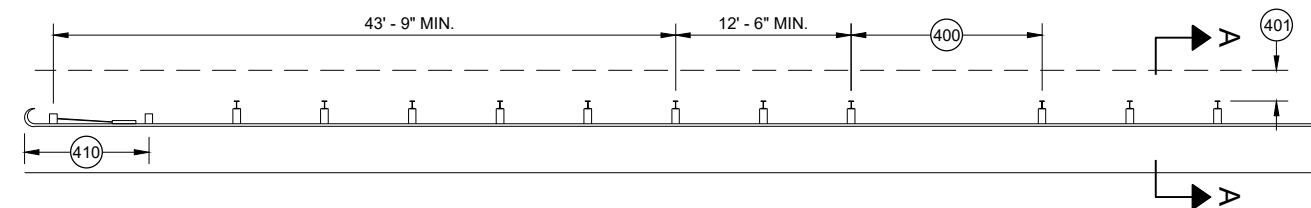
MISSING POST IN MGS GUARDRAIL NEAR EAT



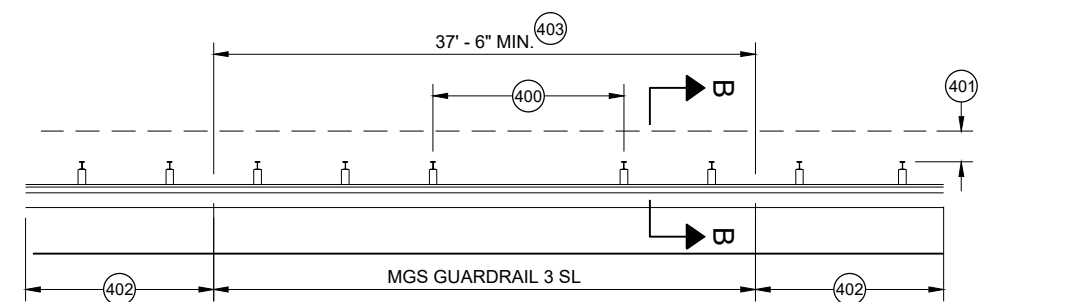
MISSING POST IN MGS GUARDRAIL NEAR AN APPROACH TRANSITION



MISSING POST IN MGS GUARDRAIL NEAR FLARED BEAM GUARD

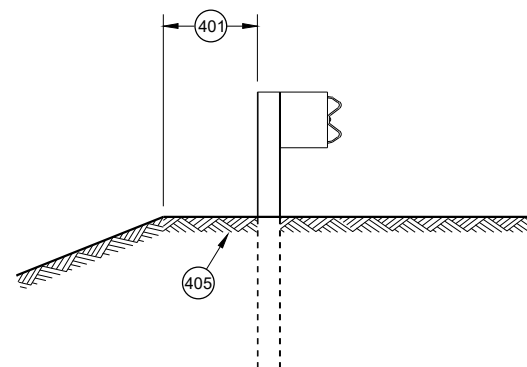


MISSING POST IN MGS GUARDRAIL NEAR A TYPE 2 END TERMINAL

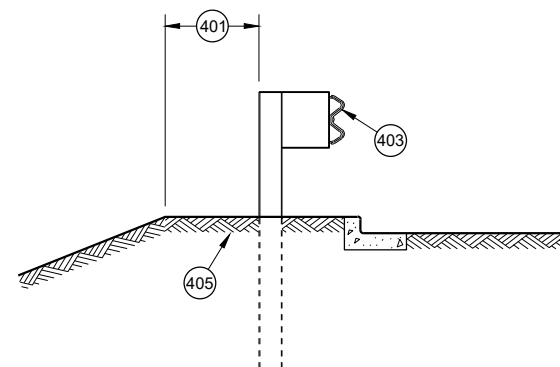


MISSING POST IN SHORT SPAN MGS GUARDRAIL NEAR CURB (SL)

- (400) MAX SPAN 12' - 6"
- (401) 2' MIN.
- (402) MGS GUARDRAIL 3
- (403) NESTING BEAM GUARD
- (404) ASYMMETRIC TRANSITION
- (405) SOIL WELL DRAINED AND COMPACTED
- (406) SEE OTHER DRAWINGS IN THIS SDD
- (407) SEE OTHER DRAWINGS FOR MIN. SPACING BETWEEN SPANS
- (408) SEE SDD 14B44
- (409) SEE SDD 14B45
- (410) SEE SDD 14B47
- (411) MINIMUM DISTANCE BETWEEN MISSING POST SPANS.



SECTION A - A



SECTION B - B

**MIDWEST GUARDRAIL SYSTEM
(MGS) GUARDRAIL**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2021
DATE
/S/ Rodney Taylor
ROADWAY STANDARDS DEVELOPMENT
UNIT SUPERVISOR

FHWA

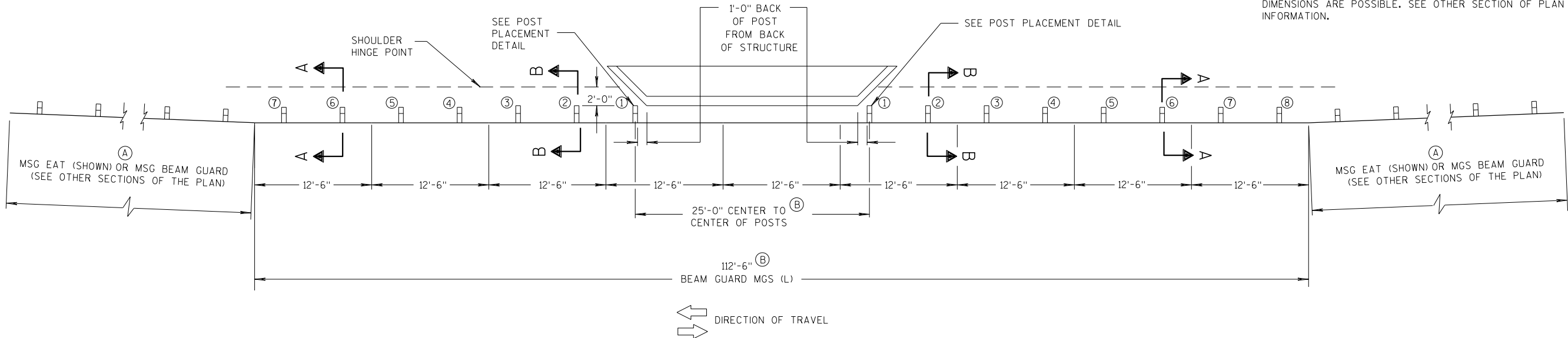
GENERAL NOTES

POSTS 1 THROUGH 3 ARE CRT POSTS.
ALL OTHER POSTS SHALL BE WOOD OR STEEL.

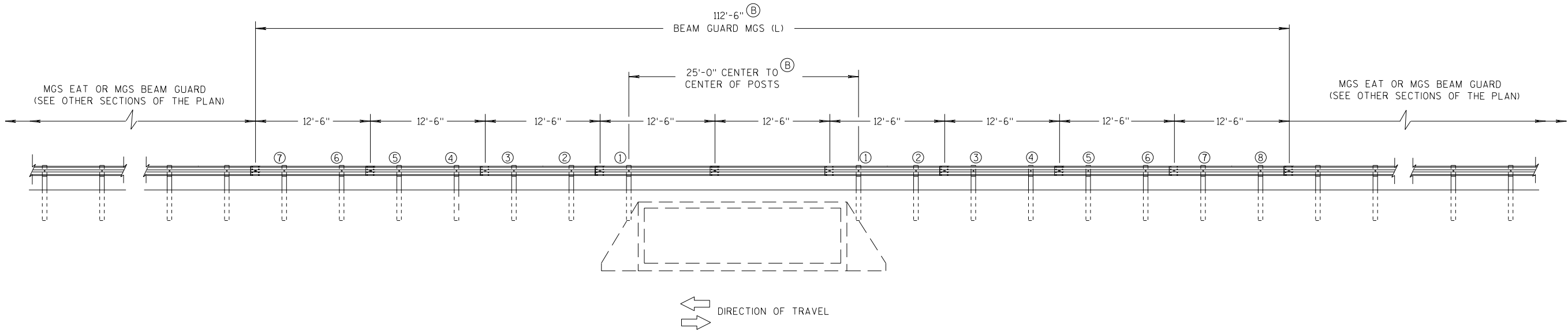
SEE SDD 14 B 42 FOR MORE DETAILS.

(A) FLARE FOR MGS EAT SHOWN, IF INSTALLING MGS NO FLARE NEEDED.

(B) VALUES SHOWN ON DRAWING REPRESENT THE MAXIMUM LENGTH. SHORTER DIMENSIONS ARE POSSIBLE. SEE OTHER SECTION OF PLAN FOR MORE INFORMATION.



PLAN VIEW



ELEVATION VIEW

MIDWEST GUARDRAIL SYSTEM LONG SPAN MGS (L) TWO-WAY TRAFFIC

MIDWEST GUARDRAIL SYSTEM
LONG SPAN MGS (L)

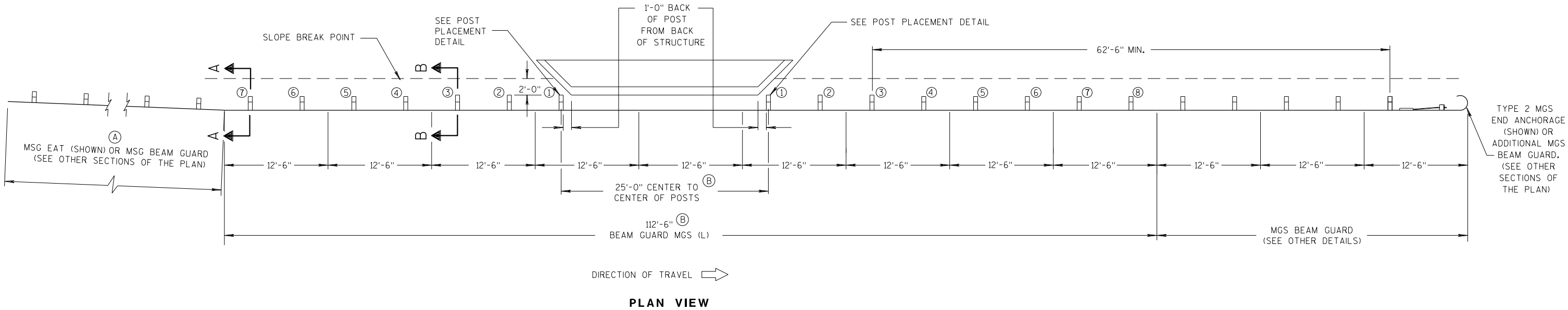
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

GENERAL NOTES

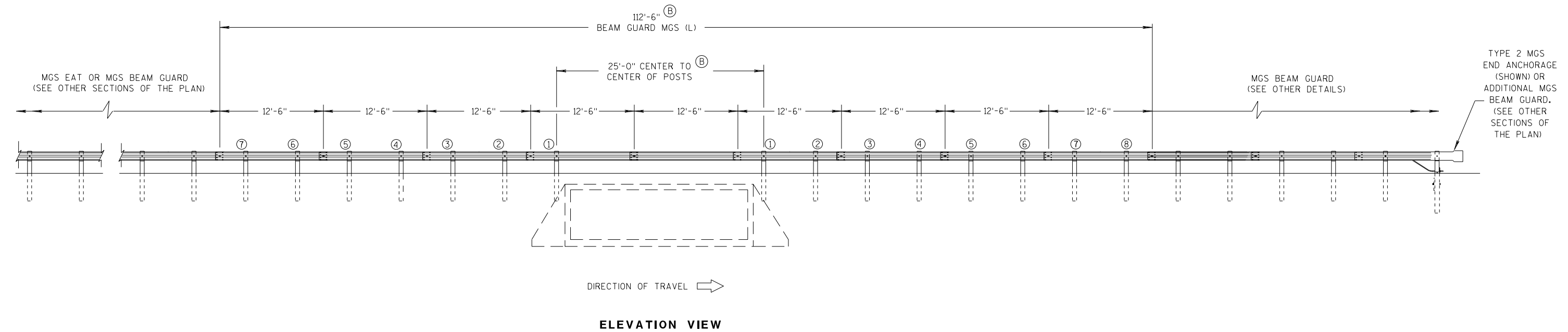
POSTS 1 THROUGH 3 ARE CRT POSTS.
ALL OTHER POSTS SHALL BE WOOD OR STEEL.

SEE SDD 14 B 42 FOR MORE DETAILS.

- (A) FLARE FOR MGS EAT SHOWN. IF INSTALLING MGS NO FLARE NEEDED.
- (B) VALUES SHOWN ON DRAWING REPRESENT THE MAXIMUM LENGTH. SHORTER DIMENSIONS ARE POSSIBLE. SEE OTHER SECTION OF PLAN FOR MORE INFORMATION.



PLAN VIEW

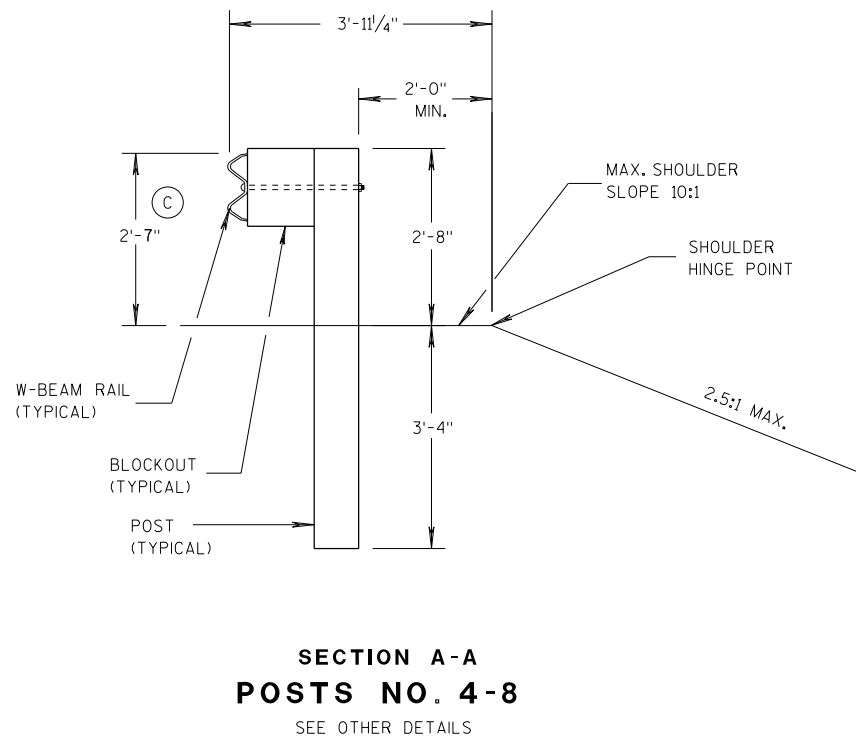
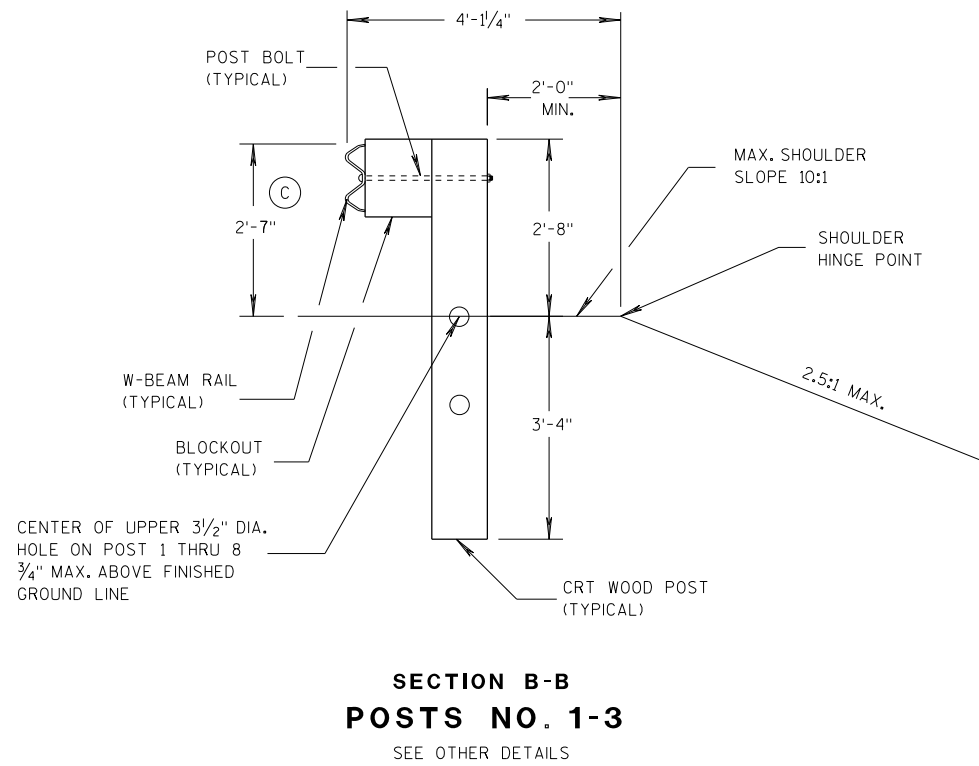
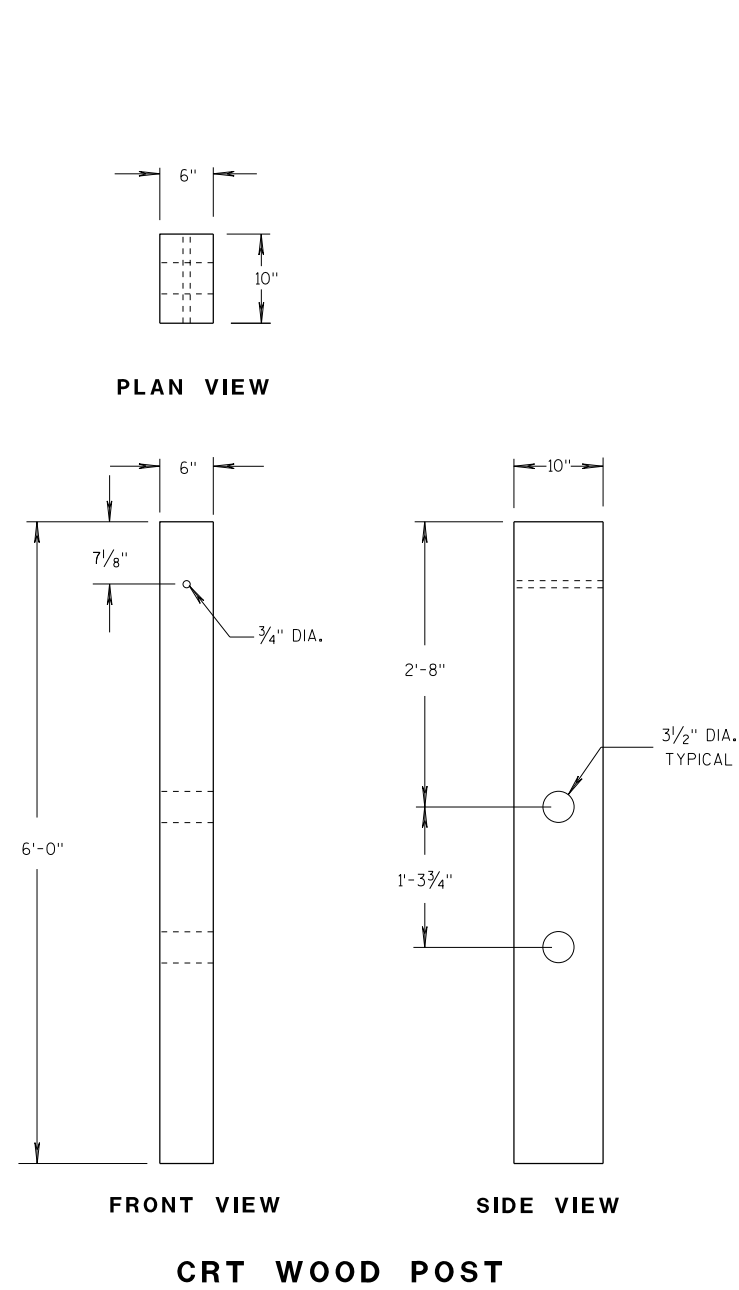


ELEVATION VIEW

MIDWEST GUARDRAIL SYSTEM LONG SPAN MGS (L) ONE-WAY TRAFFIC

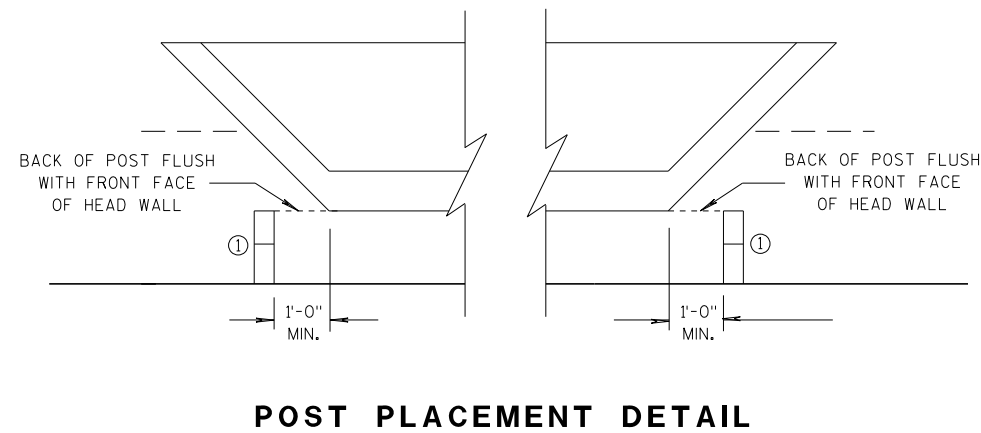
MIDWEST GUARDRAIL SYSTEM
LONG SPAN MGS (L)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



GENERAL NOTES

(C) TOLERANCE FOR TOP OF W-BEAM RAIL IS ± 1".



MIDWEST GUARDRAIL SYSTEM LONG SPAN MGS (L)	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED 07/2018 DATE	/S/ Rodney Taylor ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA	

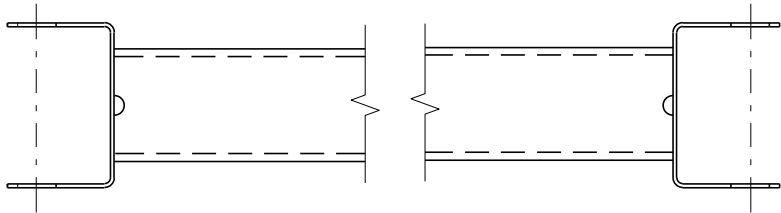
- (A) THE SLOPE IN THE AREA BOUNDED BY THE GRADELINE, THE HINGE POINT LINE (HPL) AND THE CLEAR ZONE LIMITS (CZL) SHALL BE 4:1 OR FLATTER.
- (B) AFTER FINAL ASSEMBLY, RECHECK CABLE TO BE SURE IT IS TAUT AND HAS NOT RELAXED
- (C) DIFFERENT MANUFACTURERS REQUIRE DIFFERENT PERFORATED W - BEAM RAIL END PANELS. SEE MANUFACTURER'S INFORMATION.
- (D) ATTACH ALUMINUM SHEET TO E.A.T. HEAD USING 4 STAINLESS STEEL SELF - TAPPING SCREWS. ONE SCREW PER CORNER.
- (E) HARDWARE MAY VARY BETWEEN MANUFACTURER. SEE MANUFACTURER'S DRAWING FOR INFORMATION.

DIMENSIONS MAY VARY, MANUFACTURER'S INFORMATION.

THE CENTER OF THE UPPER 3 1/2" DIAMETER HOLE ON POST NUMBER 3 THROUGH POST 9 IS TO BE FLUSH WITH THE GROUND LINE UP TO A MAXIMUM OF 2" ABOVE GROUND LINE. WOOD BLOCKS ON POSTS NUMBERED 3 THROUGH 9 MAY BE ADJUSTED UP TO 3" ABOVE THE TOP OF POST.

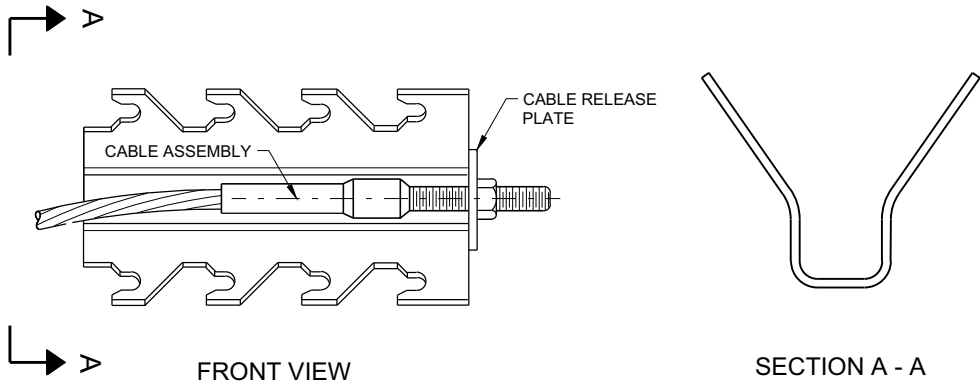


STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

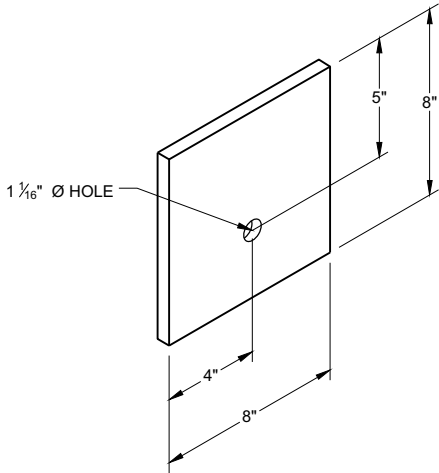


GENERIC GROUND STRUT⁹ ^E

BILL OF MATERIALS	
PART NO.	DESCRIPTION MATERIALS PROVIDED BY MGS EAT MANUFACTURER. SEE MANUFACTURER'S DETAILS FOR MORE INFORMATION.
①	UPPER POST NO. 1 6" X 6" TUBE
②	LOWER POST NO. 1
③	WOOD CRT
④	WOOD BLOCKOUT
⑤	PIPE SLEEVE
⑥	BEARING PLATE
⑦	BCT CABLE ASSEMBLY
⑧	ANCHOR CABLE BOX
⑨	GROUND STRUT
⑩	PERFORATED W-BEAM RAIL END PANEL, 12'-6" LONG.
⑪	STANDARD W-BEAM RAIL. MULTIPLE SECTIONS REQUIRED. SECTIONS VARY IN LENGTH.
⑫	IMPACT HEAD
⑬	EAT MARKER POST - YELLOW (SEE APPROVED PRODUCTS LIST)
⑭	SOIL PLATE
⑮	UPPER POST NO. 2
⑯	LOWER POST NO. 2



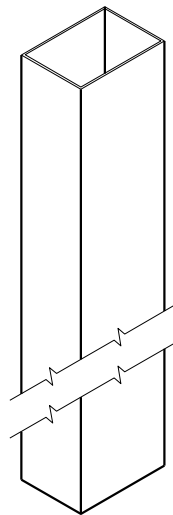
GENERIC ANCHOR CABLE BOX⁹ ^E



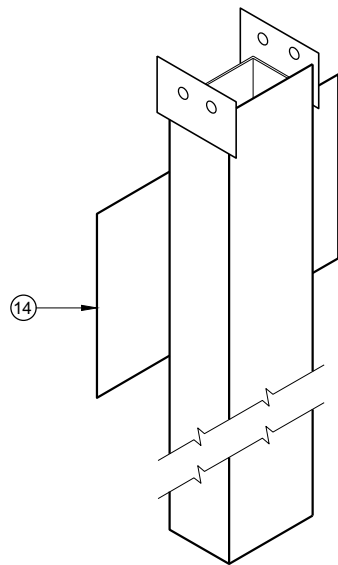
BEARING PLATE⁶ ^E

MIDWEST GUARDRAIL SYSTEM
ENERGY ABSORBING TERMINAL
(MGS)

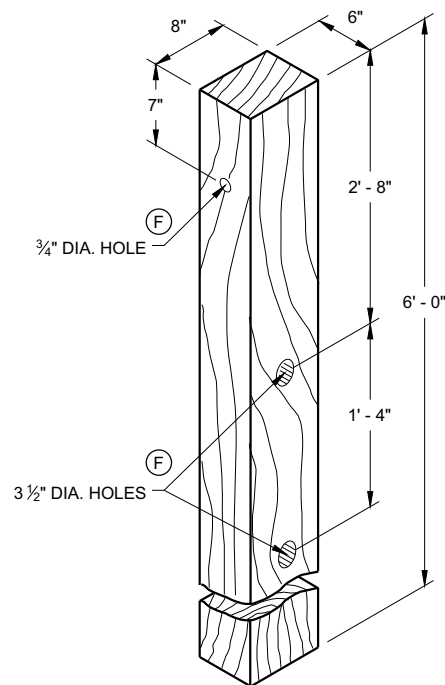
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



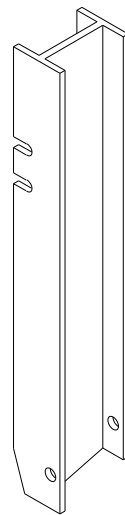
UPPER POST NO. 1 ⁽¹⁾ (E)



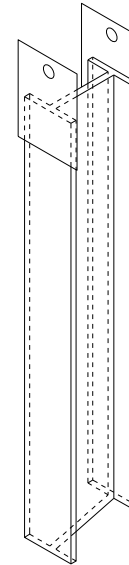
LOWER POST NO. 1 ⁽²⁾ (E)



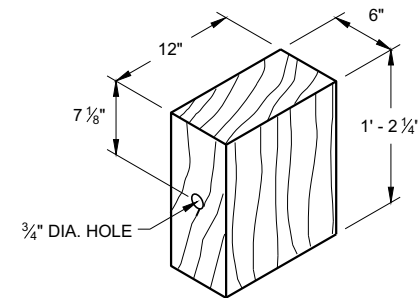
WOOD CRT POST ⁽³⁾ (E)
POSTS NUMBER 3-9



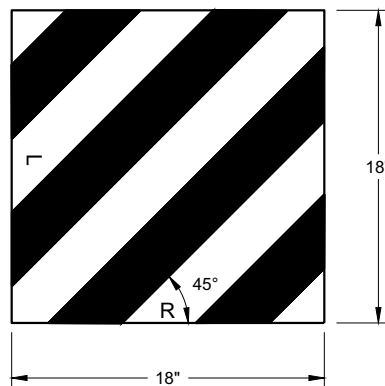
UPPER POST NO. 2 ⁽¹⁵⁾ (E)



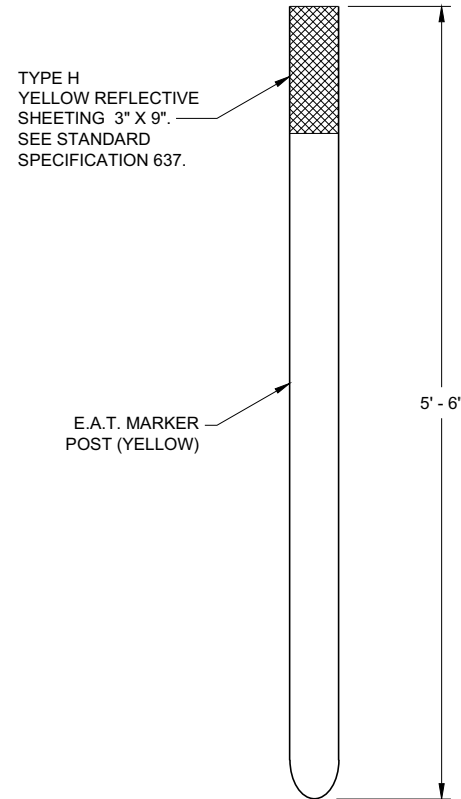
LOWER POST NO. 2 ⁽¹⁶⁾ (E)



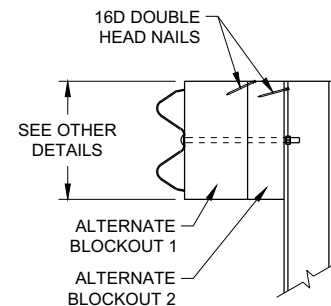
WOOD BLOCKOUT ⁽⁴⁾
REQ'D. AT ALL POSTS EXCEPT POST NO'S 1 & 2



REFLECTIVE SHEETING DETAIL ^(E)

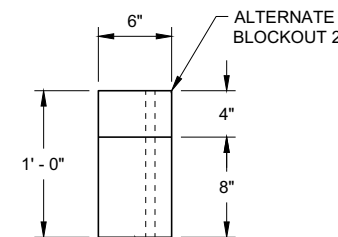


E.A.T. MARKER POST ⁽¹³⁾



SIDE VIEW

ALTERNATE WOOD
BLOCKOUT DETAIL

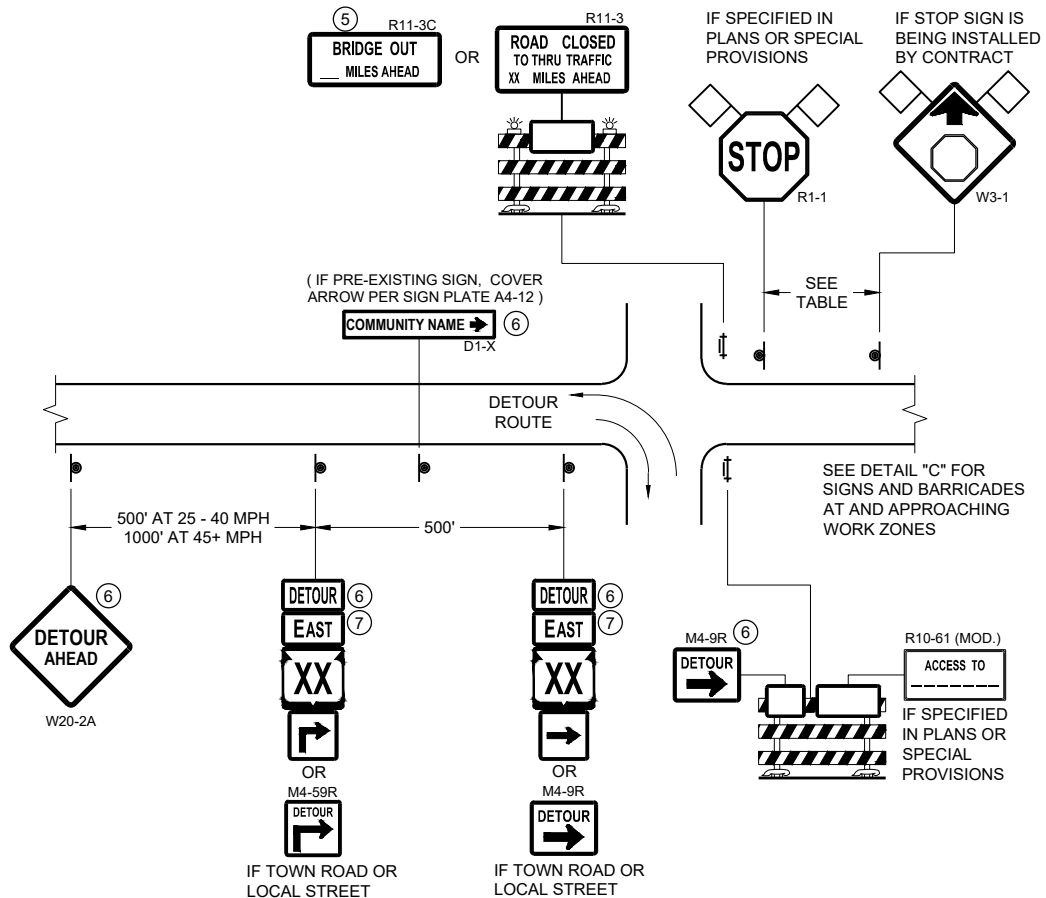


TOP VIEW

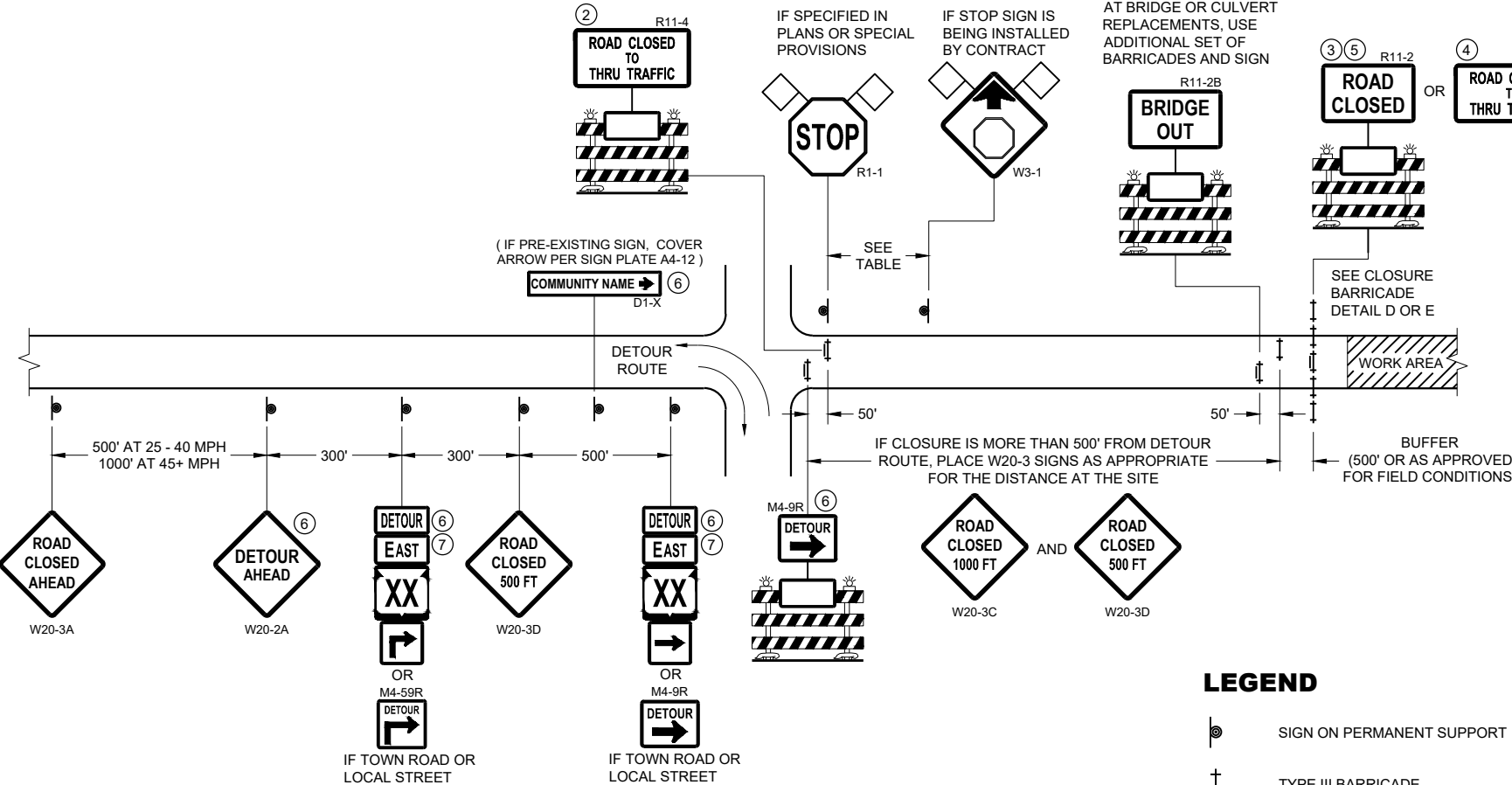
**MIDWEST GUARDRAIL SYSTEM
ENERGY ABSORBING TERMINAL
(MGS)**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

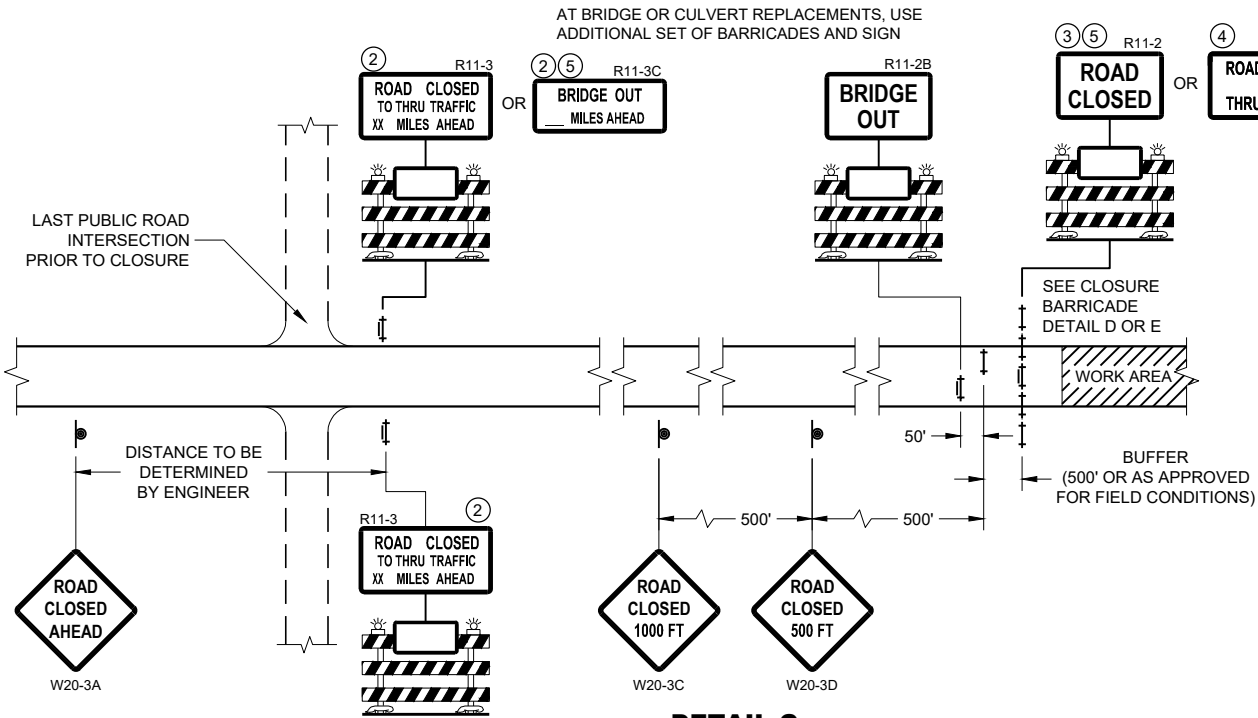
APPROVED
7/2018 DATE /S/ Rodney Taylor
ROADWAY STANDARDS DEVELOPMENT
UNIT SUPERVISOR
FHWA



DETAIL A
MAINLINE CLOSURE WITH POSTED DETOUR
WORK ZONE GREATER THAN OR EQUAL TO ½ MILE FROM
DETOUR ROUTE (1000 FEET IF URBAN)



DETAIL B
MAINLINE CLOSURE WITH POSTED DETOUR
WORK ZONE LESS THAN ½ MILE FROM
DETOUR ROUTE (1000 FEET IF URBAN)



DETAIL C
MAINLINE CLOSURE, NO POSTED DETOUR

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

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

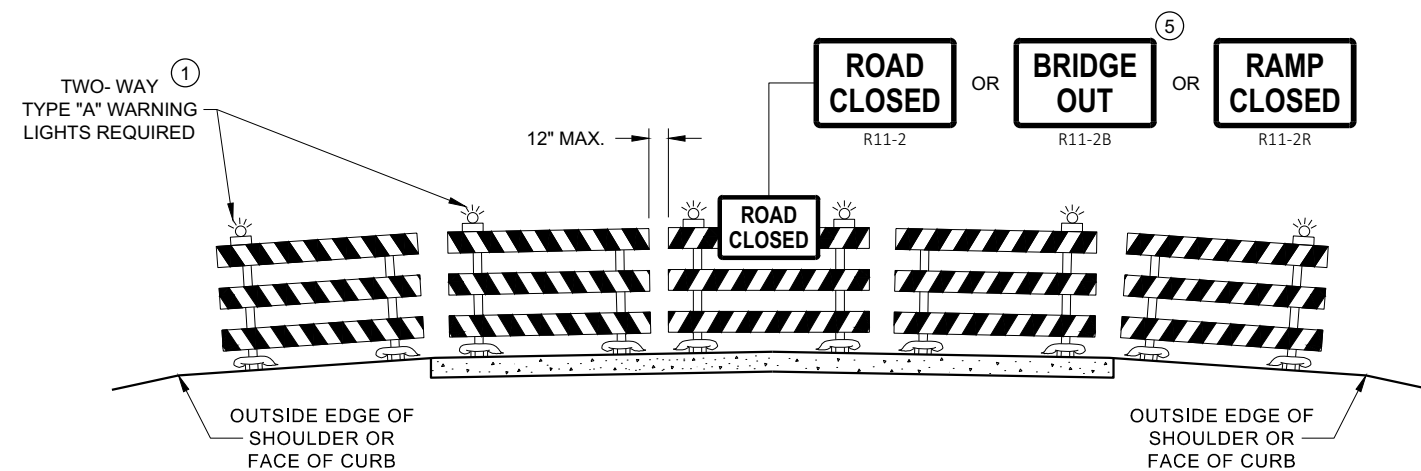
LEGEND

- SIGN ON PERMANENT SUPPORT
- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- TYPE "A" WARNING LIGHT (FLASHING)
- WORK AREA
- FLAGS, 16" X 16" MIN. (ORANGE)
- DETOUR M4 - 8
- EAST M3 - X
- XX M1 - 4 OR XX M1 - 6 OR COUNTY M1 - 5A
- OR M05 - 1 OR M06 - 1

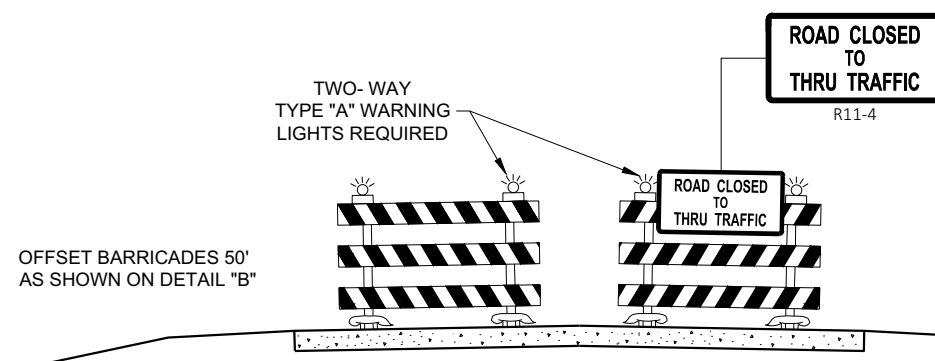
**BARRICADES AND SIGNS
FOR MAINLINE CLOSURES**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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



DETAIL D
ROAD CLOSURE BARRICADE DETAIL
APPROACH VIEW



DETAIL E
LANE CLOSURE BARRICADE DETAIL
APPROACH VIEW

SEE SDD 15C2 - SHEET "a" FOR LEGEND

GENERAL NOTES

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

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

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

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

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

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

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

THE R11 - 2, R11 - 3, M4 - 9, R11 - 4, AND R10 - 61 SIGNS PLACED ON THE BARRICADES SHALL COVER NO MORE THAN THE TOP RAIL. THE SIGNS SHALL NOT COVER ANY PORTION OF THE MIDDLE RAIL OR BOTTOM RAILS.

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

ALL SIGNS SHALL BE 48" X 48" UNLESS OTHERWISE NOTED BELOW:

R11 - 2 SHALL BE 48" X 30"

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

M4 - 9 SHALL BE 30" X 24"

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

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

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

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

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

R1 - 1 SHALL BE 36" X 36"

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

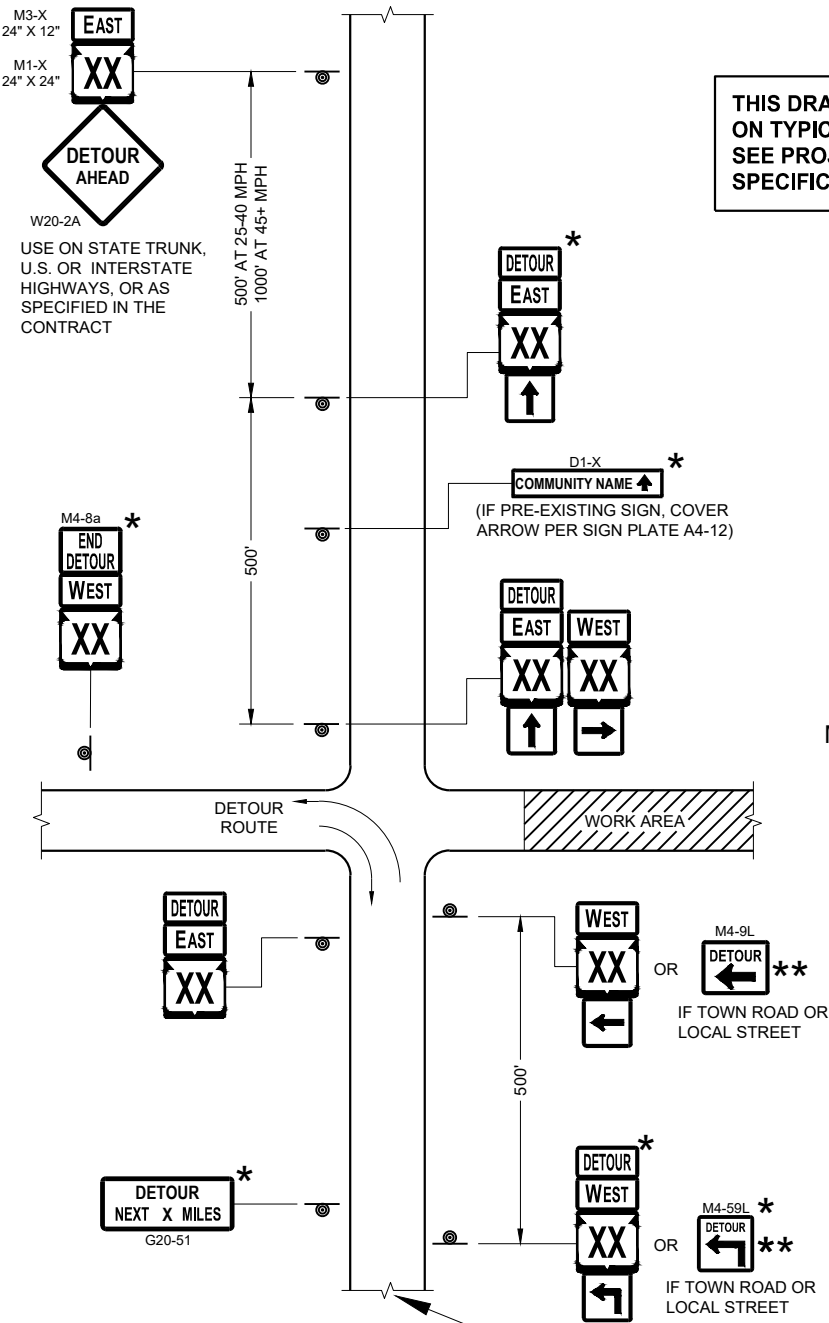
BARRICADES AND SIGNS FOR VARIOUS CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2020
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER

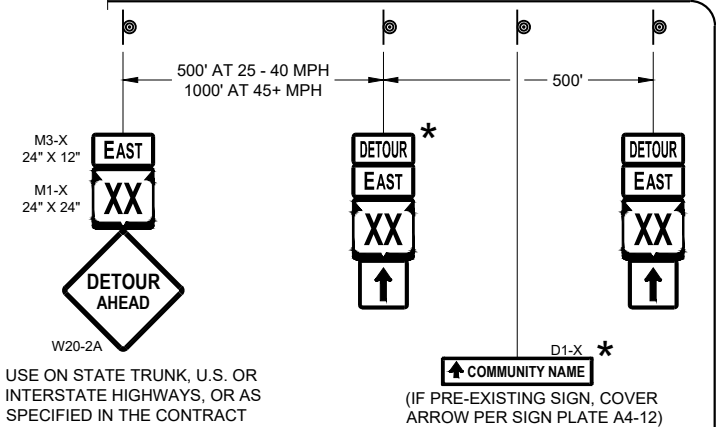
FHWA



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

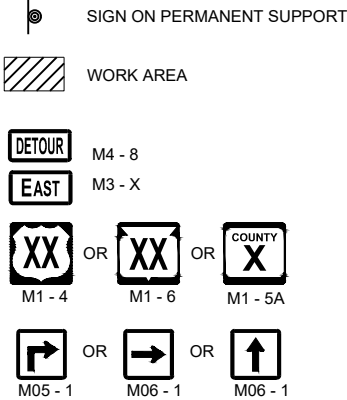
THIS DRAWING PROVIDES GENERAL GUIDANCE
ON TYPICAL DETOUR SIGN LAYOUT AND SPACING.
SEE PROJECT DETOUR SIGNING SHEETS FOR
SPECIFIC DETAILS FOR EACH PROJECT.

MATCH POINT



DETAIL F
DETOUR SIGNING

LEGEND



GENERAL NOTES

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

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

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

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

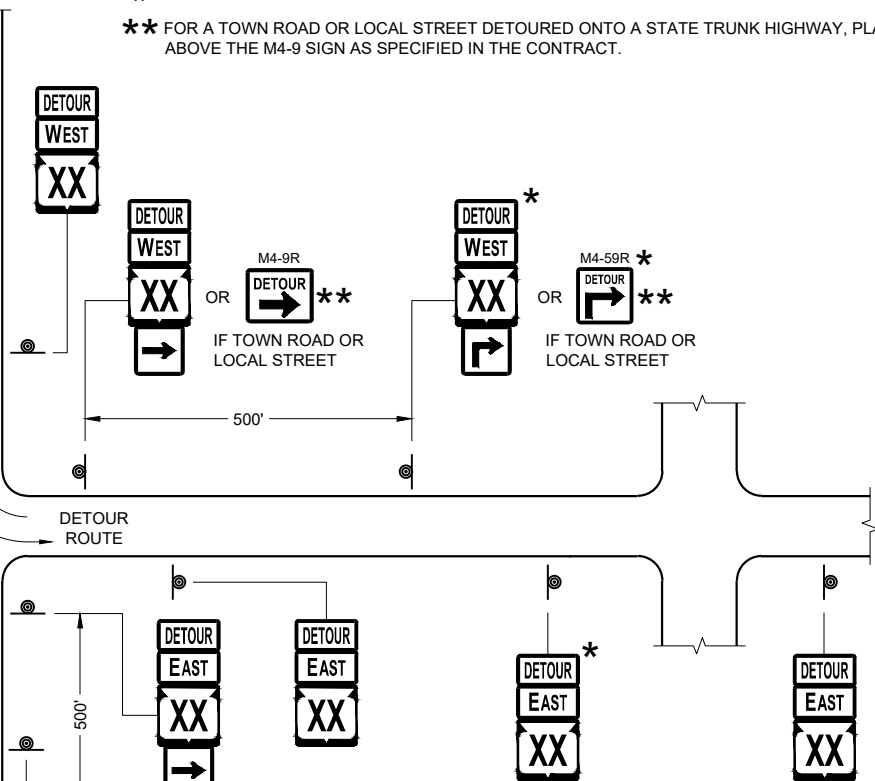
SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

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

SIGN SIZES SHALL BE AS FOLLOWS:

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

- * OPTIONAL SIGNS. SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS.
- ** FOR A TOWN ROAD OR LOCAL STREET DETOURED ONTO A STATE TRUNK HIGHWAY, PLACE A ROAD NAME PLAQUE ABOVE THE M4-9 SIGN AS SPECIFIED IN THE CONTRACT.



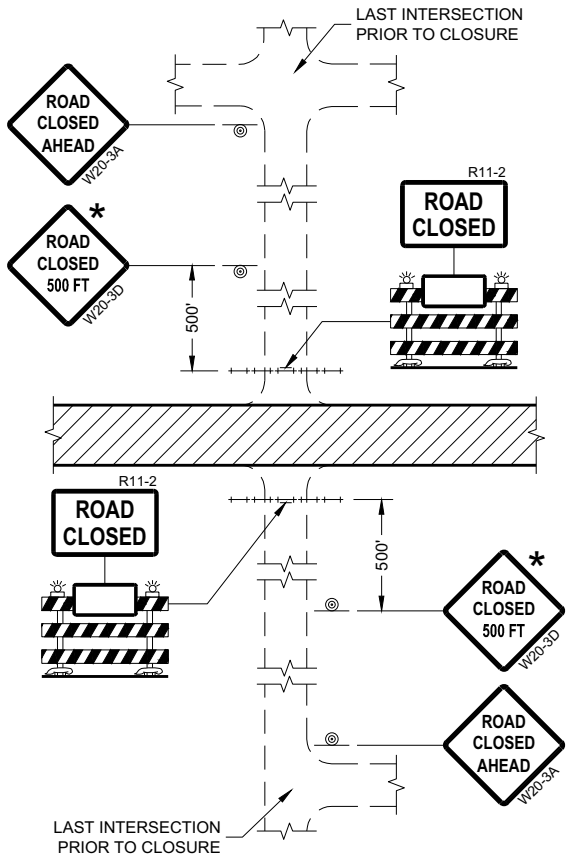
PLACE SIGNS BEYOND INTERSECTIONS
WITH STATE OR COUNTY TRUNK
HIGHWAYS OR AT 4 MILE MAXIMUM
SPACING (4 BLOCKS IF URBAN AREA)

DETOUR SIGNING
FOR MAINLINE CLOSURES

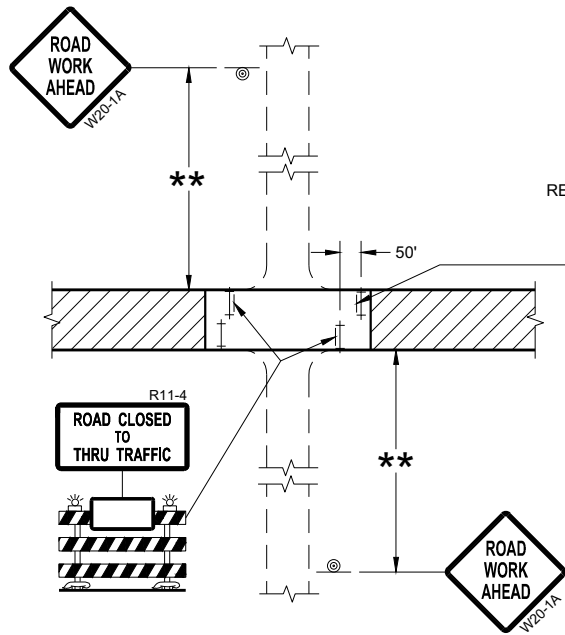
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

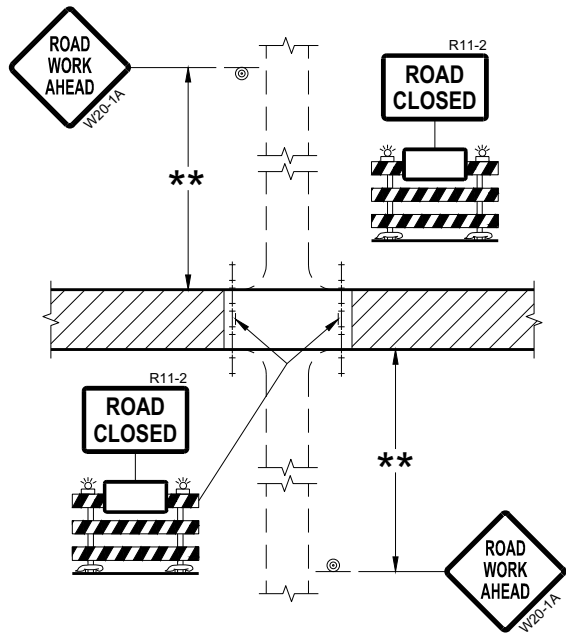
FHWA



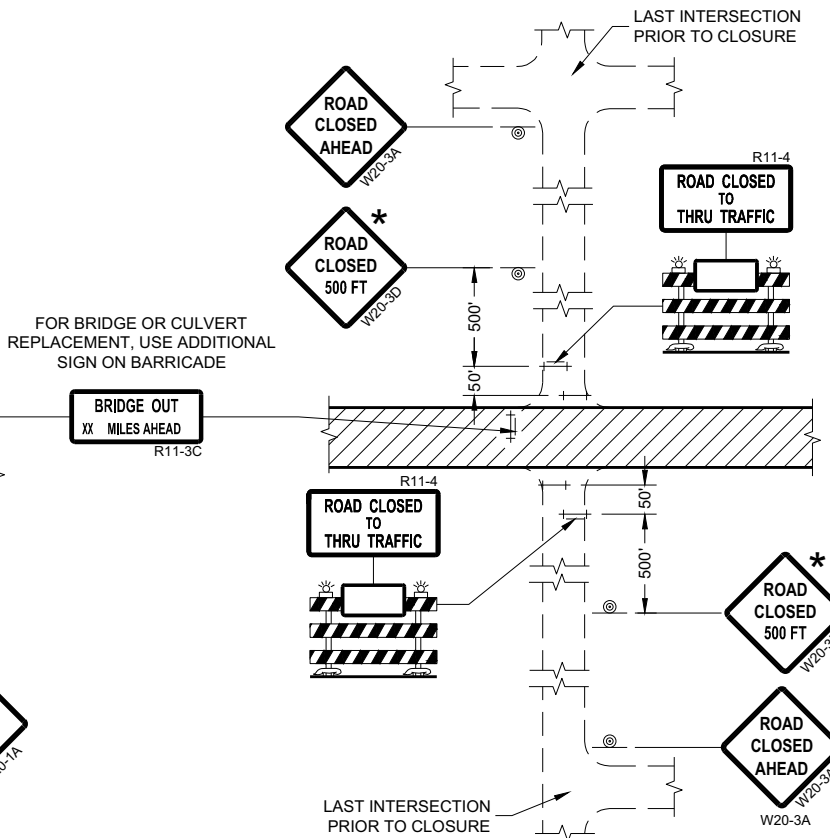
DETAIL 1
(NO ACCESS TO PROJECT)



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



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



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

GENERAL NOTES

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

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

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

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

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

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

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

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

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

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

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

LEGEND

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

BARRICADES AND SIGNS FOR SIDEROAD CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

FHWA

GENERAL NOTES

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

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




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

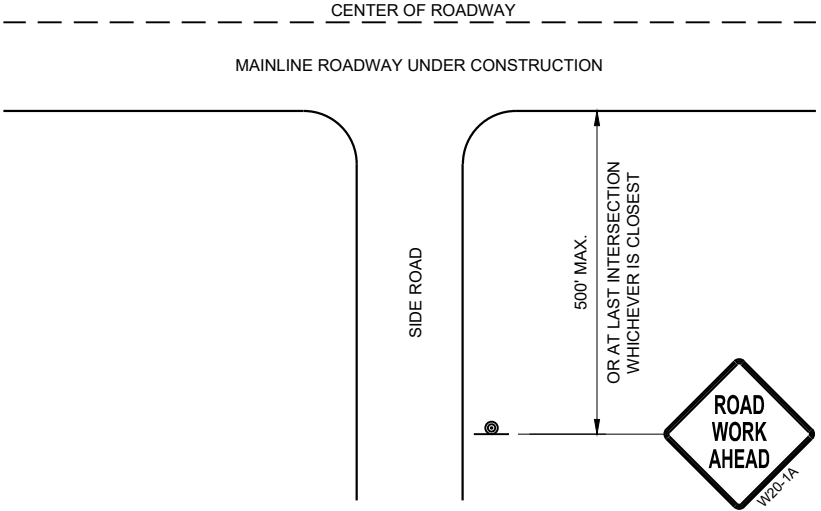
SIGNS THAT WILL BE IN PLACE LESS THAN SEVEN CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

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

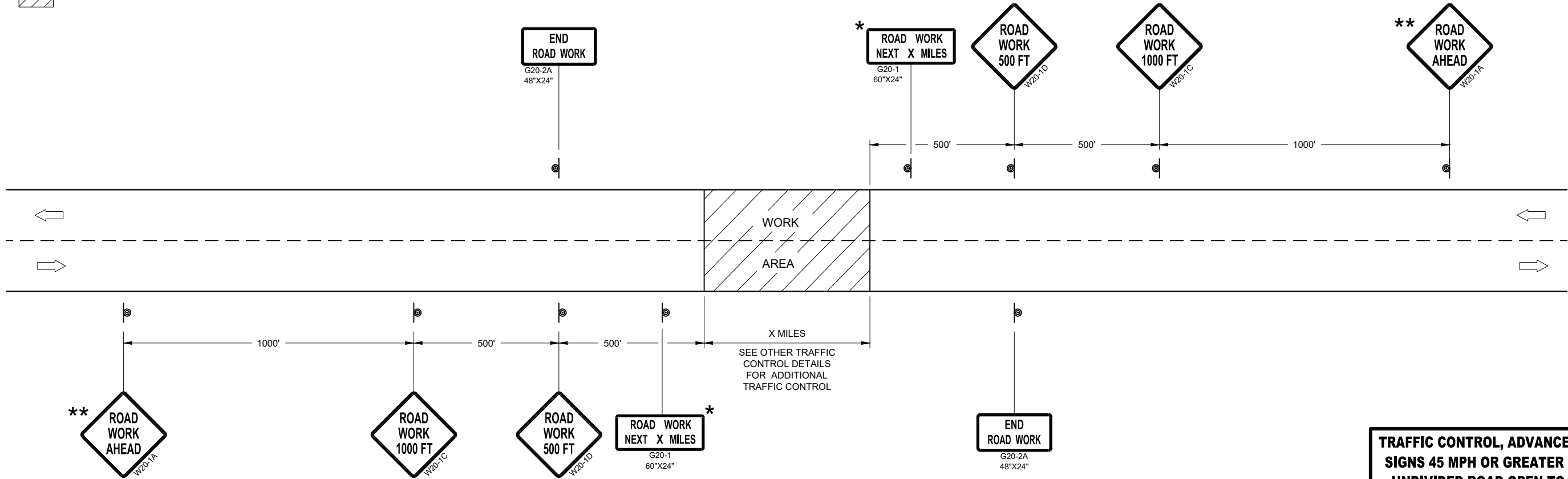
- * OMIT G20-1 SIGNS IF LENGTH OF WORK AREA IS 2 MILES OR LESS
- ** PLACE AN ADDITIONAL W20-1A "ROAD WORK AHEAD" SIGN IF WORK AREA WITHIN THE PROJECT IS SEPARATED BY MORE THAN 2 MILES FROM PREVIOUS WORK AREA.

LEGEND

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



TYPICAL SIDE ROAD APPROACH
WARNING SIGN DETAIL



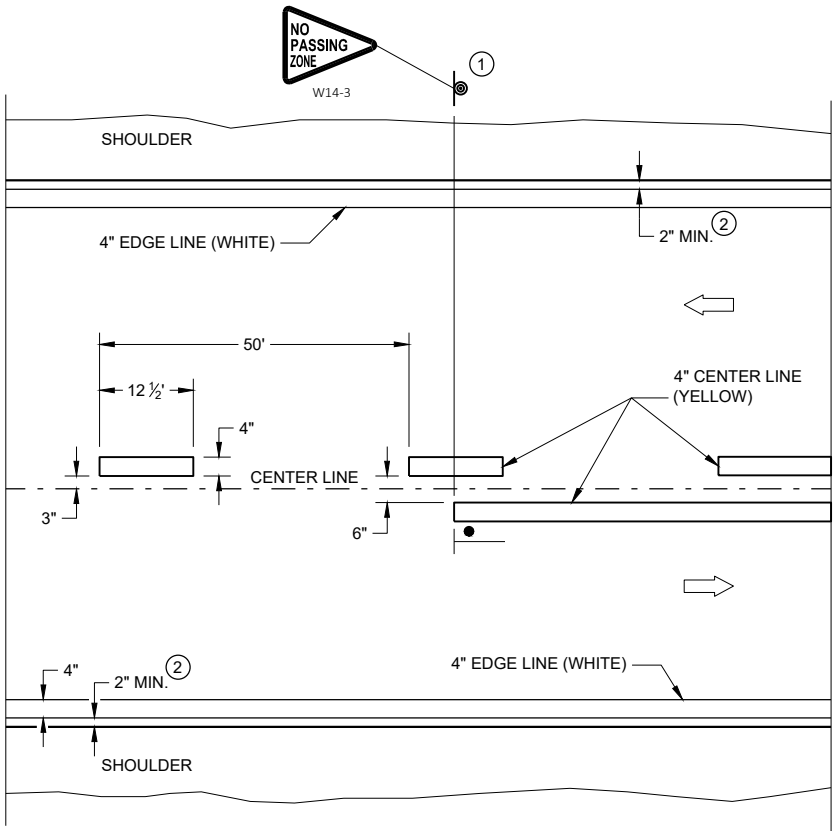
TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45MPH OR GREATER

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

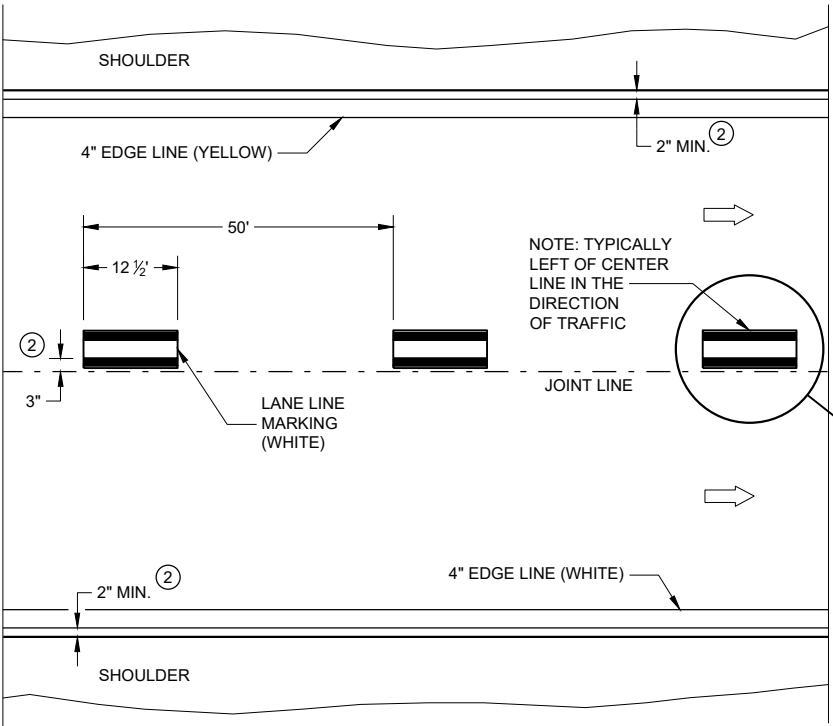
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

FHWA

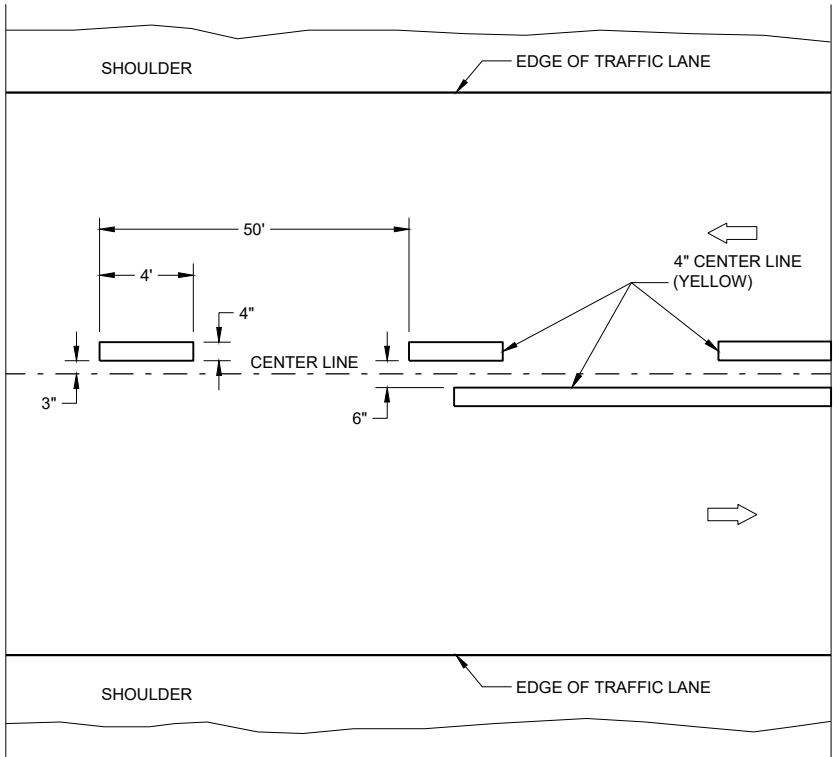


TWO WAY TRAFFIC

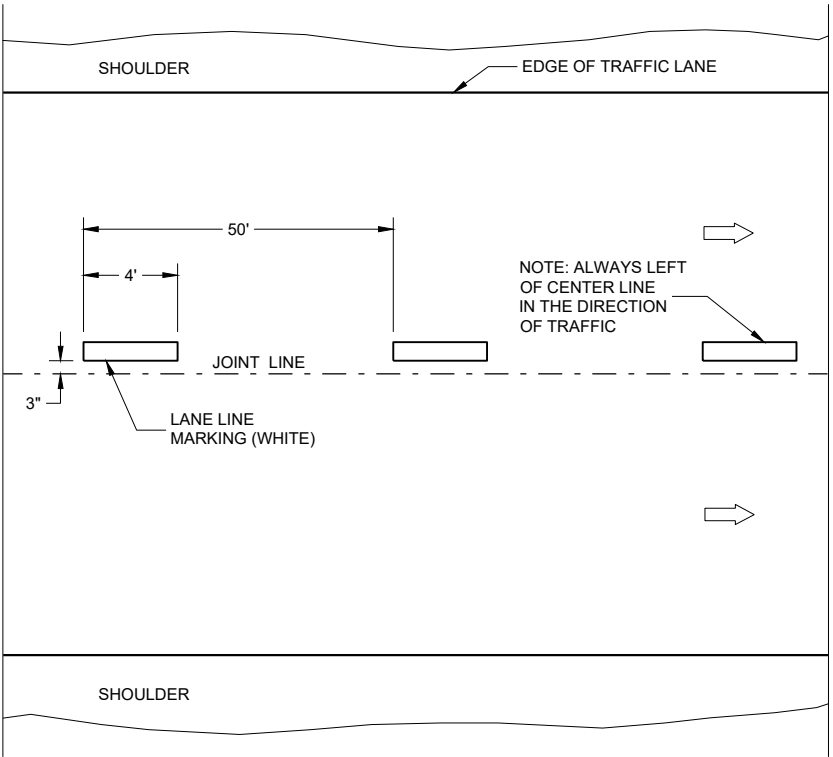


ONE WAY TRAFFIC

PERMANENT PAVEMENT MARKING



TWO WAY TRAFFIC



ONE WAY TRAFFIC

TEMPORARY PAVEMENT MARKING

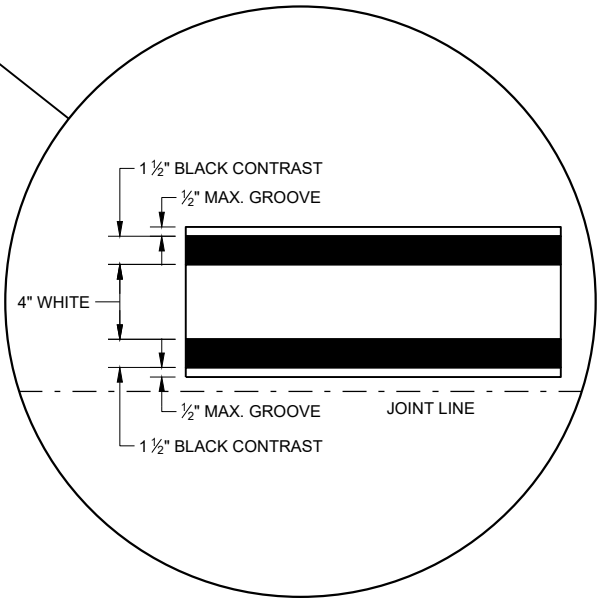
GENERAL NOTES

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

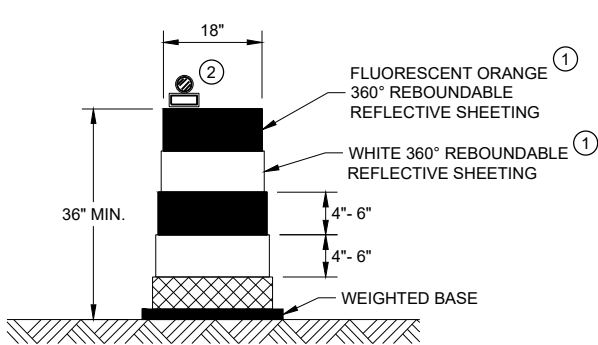
- "T" MARKING
- SIGN ON PERMANENT SUPPORT
- DIRECTION OF TRAFFIC



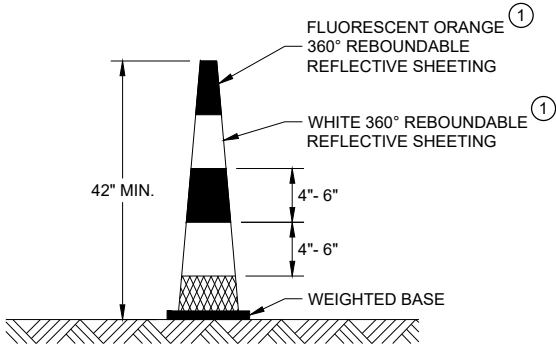
LONGITUDINAL MARKING
(MAINLINE)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

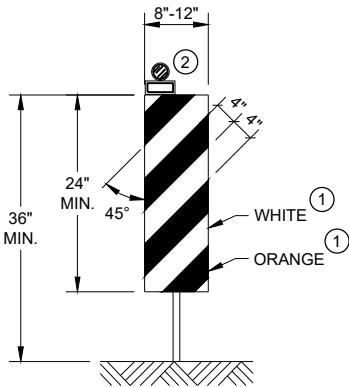


DRUM



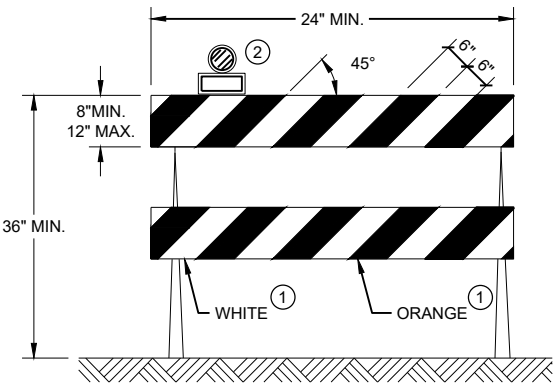
42" CONE

DO NOT USE IN TAPERS
½ SPACING OF DRUMS



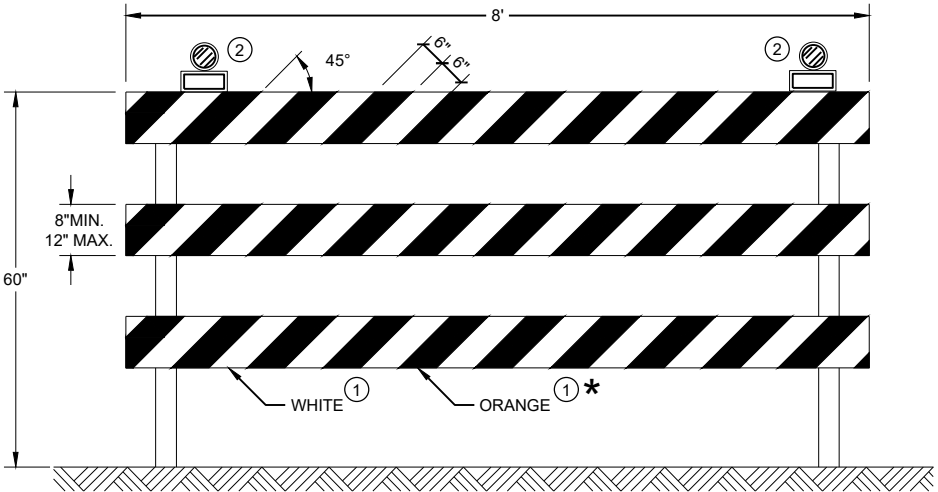
VERTICAL PANEL

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
May 2021 /S/ Andrew Heidtke
DATE WORK ZONE ENGINEER

FHWA

LEGEND

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

GENERAL NOTES

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

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

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

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

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

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

FLAGGING

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

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

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

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

TEMPORARY PORTABLE RUMBLE STRIPS

UTILIZE TEMPORARY PORTABLE RUMBLE STRIPS ON ALL FLAGGING OPERATIONS.

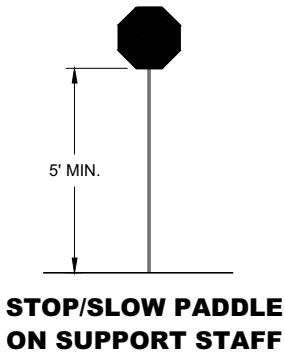
③ EACH TEMPORARY PORTABLE RUMBLE STRIP ARRAY CONSISTS OF THREE RUMBLE STRIPS SPACED ACCORDING TO MANUFACTURER'S RECOMMENDATION, PLACED TRANSVERSE ACROSS THE LANE AT LOCATIONS SHOWN.

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

INSTALL TEMPORARY RUMBLE STRIPS PER MANUFACTURER'S RECOMMENDATIONS.

PLACE ADVANCE SIGNING PRIOR TO INSTALLING TEMPORARY RUMBLE STRIPS.

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

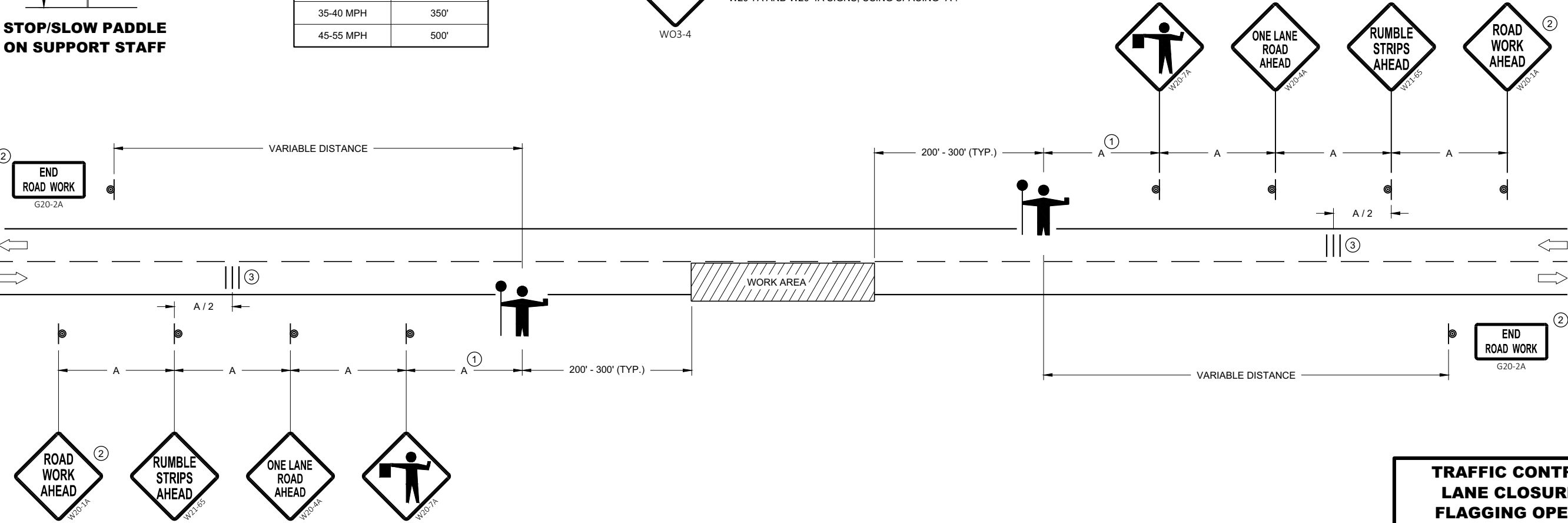


SIGN AND TEMPORARY RUMBLE STRIP ARRAY SPACING TABLE

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



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



TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION

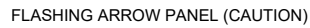
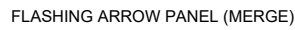
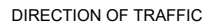
TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

FHWA

V1	LEAD VEHICLE
V2	MARKING VEHICLE
V3	SHADOW VEHICLE



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

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

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

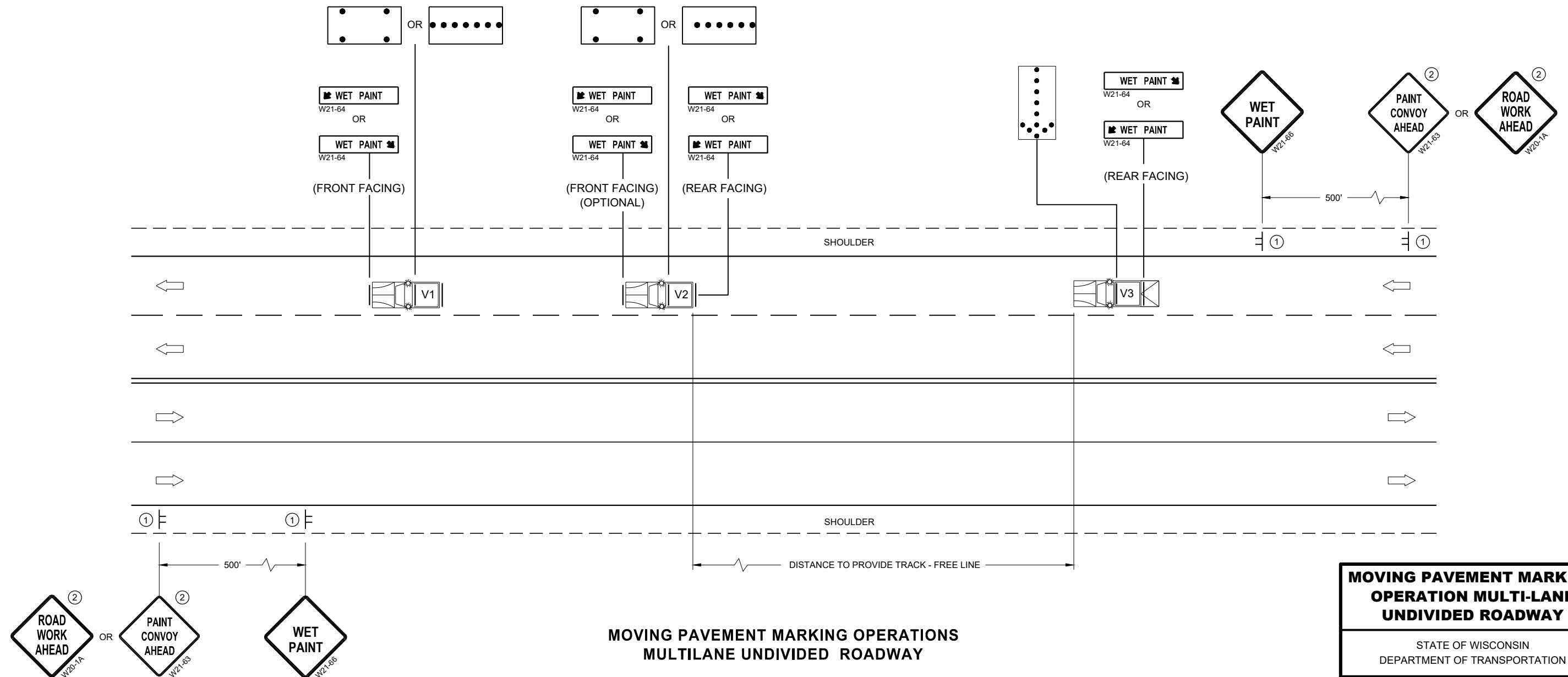
DISTANCE BETWEEN VEHICLES MAY VARY ACCORDING TO TERRAIN, SIGHT DISTANCE, PAINT DRYING TIME, AND OTHER FACTORS. WHENEVER ADEQUATE STOPPING SIGHT DISTANCE EXISTS TO THE REAR, SHADOW VEHICLES SHOULD MAINTAIN THE MINIMUM DISTANCE FROM THE WORK VEHICLE AND PROCEED AT THE SAME SPEED AS THE WORK VEHICLE. SHADOW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

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

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

CONES SHALL HAVE A MINIMUM HEIGHT OF 28" FOR WET PAVEMENT MARKINGS.

- ① SIGNS SHALL BE REPEATED APPROXIMATELY EVERY THREE MILES.
- ② IF CONSTRUCTION WORK ZONE SIGNS ARE IN PLACE, W20-1A OR W21-63 ARE NOT REQUIRED.



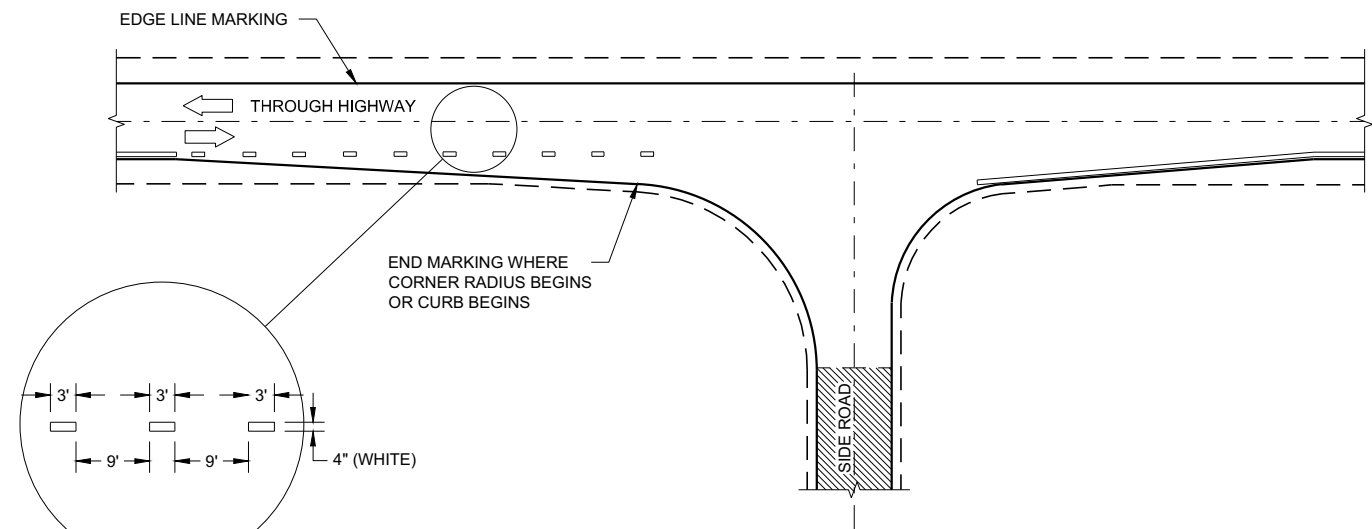
MOVING PAVEMENT MARKING OPERATION MULTI-LANE UNDIVIDED ROADWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

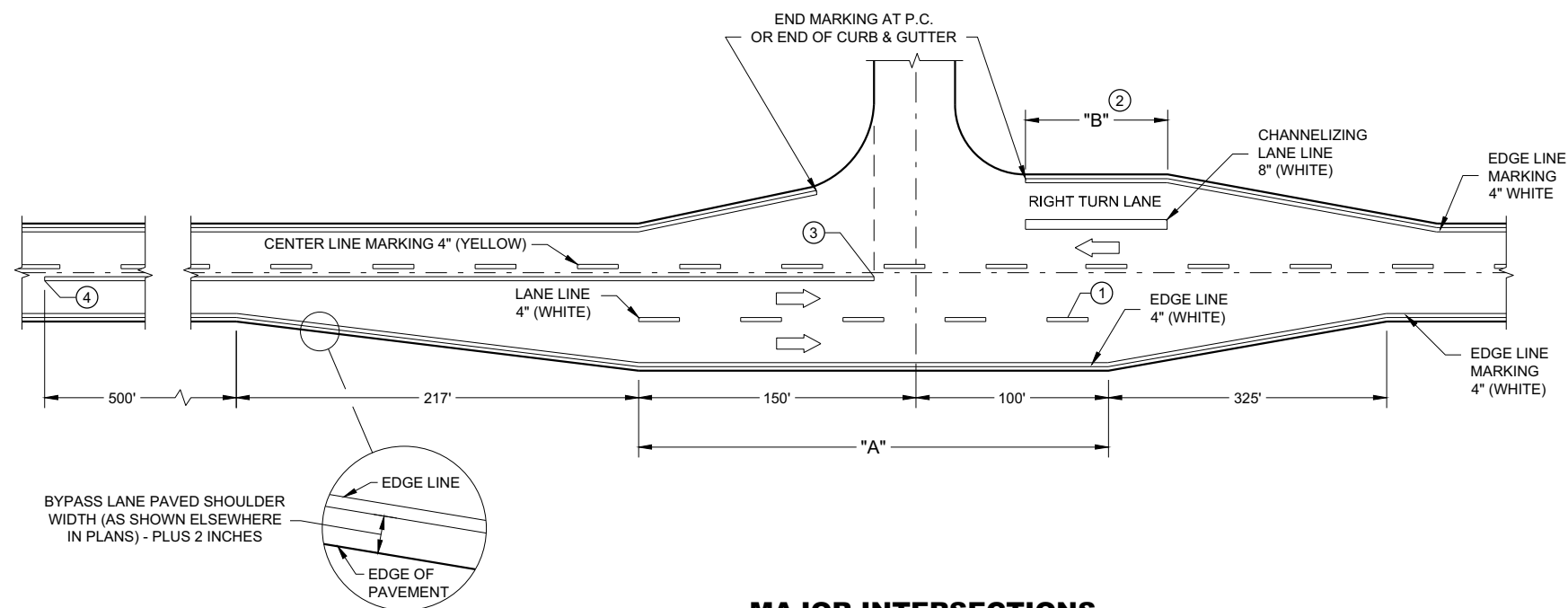
APPROVED
November 2019
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA



MINOR INTERSECTION



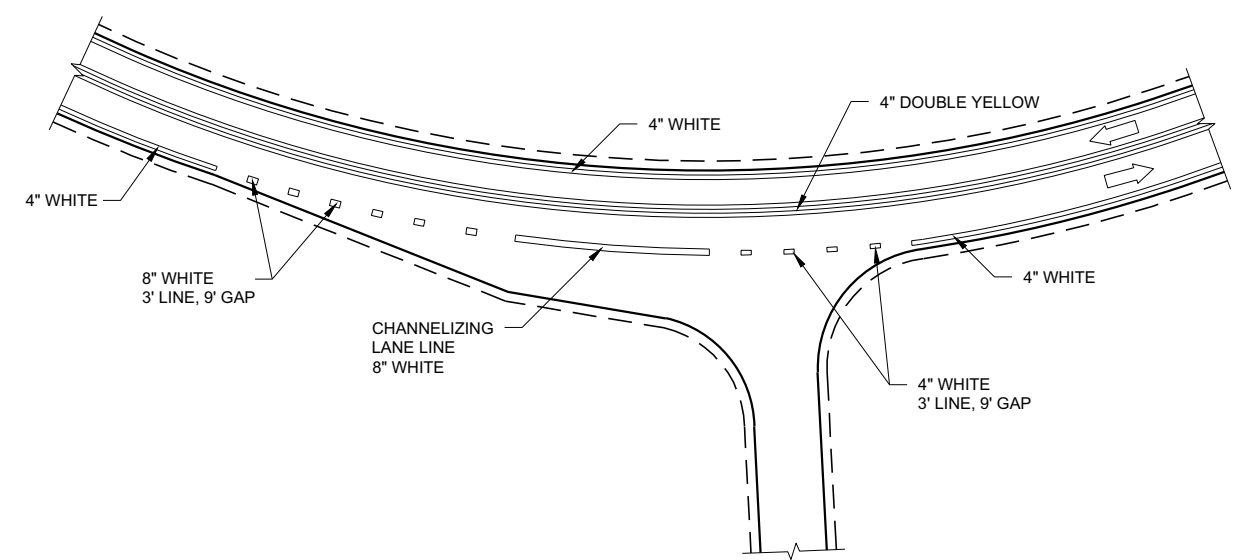
MAJOR INTERSECTIONS
(INTERSECTION WITH FULL RIGHT TURN LANE OR BYPASS LANE)

GENERAL NOTES

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

LEGEND





➡ DIRECTION OF TRAVEL



INTERSECTION ON OUTSIDE OF CURVE

PAVEMENT MARKING (INTERSECTIONS)
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION

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.

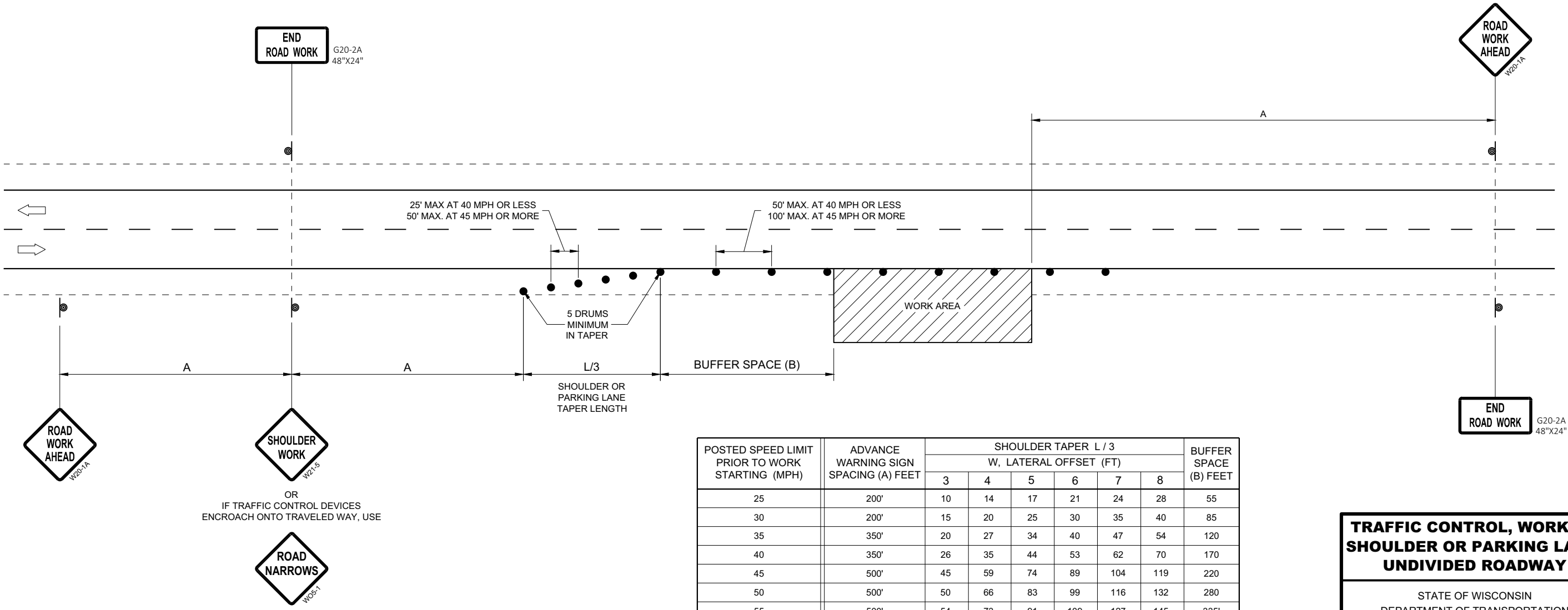
W20-1A AND G20-2A SIGNS ARE NOT REQUIRED IF THE WORK AREA IS WITHIN A LARGER WORK ZONE WHERE THESE SIGNS ARE ALREADY PRESENT. G20-2A SIGNS MAY ALSO BE OMITTED IF DURATION OF WORK IS LESS THAN 7 CONTINUOUS DAYS AND NIGHTS.

6

6

SDD 15D28 - 04

SDD 15D28 - 04

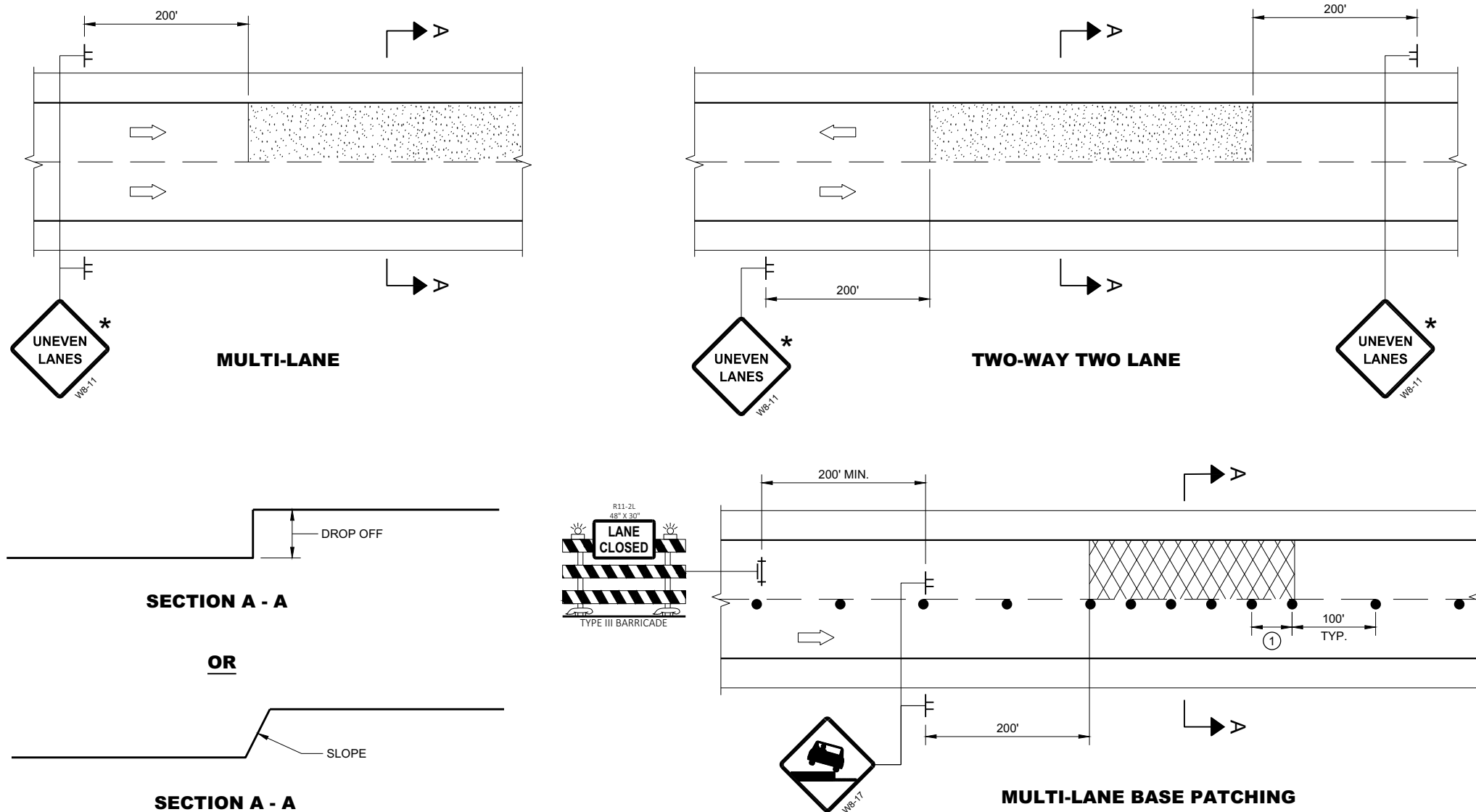


POSTED SPEED LIMIT PRIOR TO WORK STARTING (MPH)	ADVANCE WARNING SIGN SPACING (A) FEET	SHOULDER TAPER L / 3 W, LATERAL OFFSET (FT)						BUFFER SPACE (B) FEET
		3	4	5	6	7	8	
25	200'	10	14	17	21	24	28	55
30	200'	15	20	25	30	35	40	85
35	350'	20	27	34	40	47	54	120
40	350'	26	35	44	53	62	70	170
45	500'	45	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 /S/ Andrew Heidtke
DATE STATEWIDE WORK ZONE TRAFFIC
SAFETY ENGINEER
FHWA



ADJACENT LANE DROP-OFFS

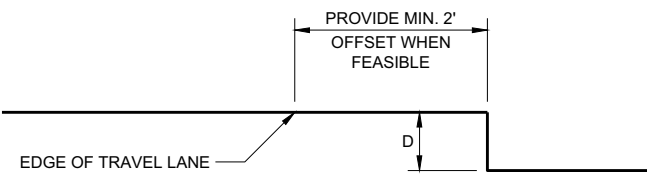
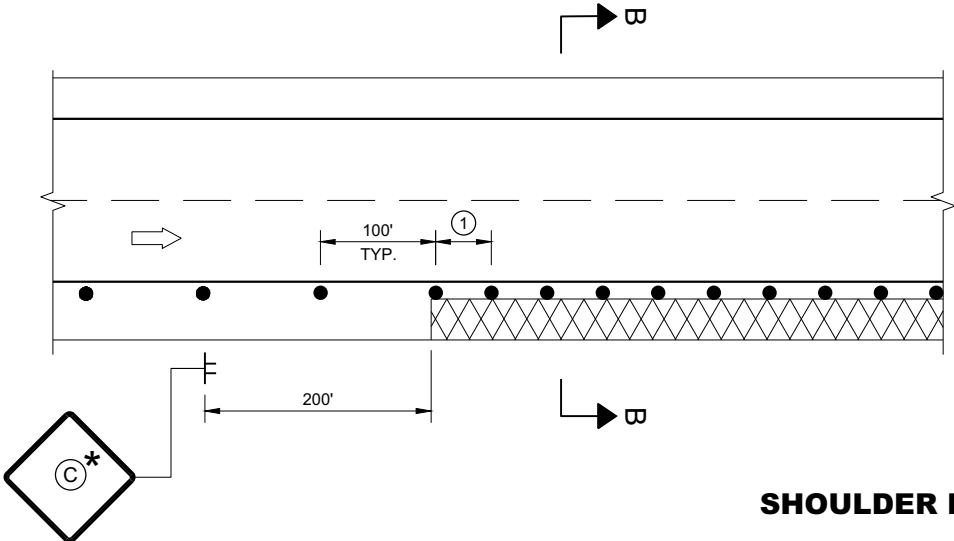
GENERAL NOTES

- FOR SPOT LOCATIONS USE ENGINEERING JUDGEMENT WHEN PLACING ADDITIONAL SIGNS.
- ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED.
- "WO" SIGNS ARE THE SAME AS "W" SIGNS EXCEPT THE BACKGROUND IS ORANGE.
- WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.
- * IF THE DROP-OFF IS CONTINUOUS ALONG THE PROJECT, PLACE ADDITIONAL SIGNS EVERY 1 MILE AND AFTER EVERY ENTRANCE RAMP.
- ① USE CLOSER SPACING WHEN DELINEATING DROP-OFF.

LEGEND

- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL DRUM
- TYPE III BARRICADE WITH ATTACHED SIGN
- TYPE "A" WARNING LIGHT (FLASHING)
- DIRECTION OF TRAFFIC
- WORK AREA WITH DROP-OFF
- MILLED SURFACE

D	SIGN ③
< 2" WITH A SLOPE STEEPER THAN 3:1	LOW SHOULDER WO8-9
2" < 6" WITH A SLOPE STEEPER THAN 3:1	SHOULDER DROP - OFF W8-9A PROVIDE A 3:1 OR FLATTER SLOPE OF MATERIAL ADJACENT TO THE PAVEMENT



SECTION B - B

SHOULDER DROP-OFFS

TRAFFIC CONTROL,
DROP-OFF SIGNING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
March 2018 /S/ Andrew Heidtke
DATE WORK ZONE ENGINEER
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.

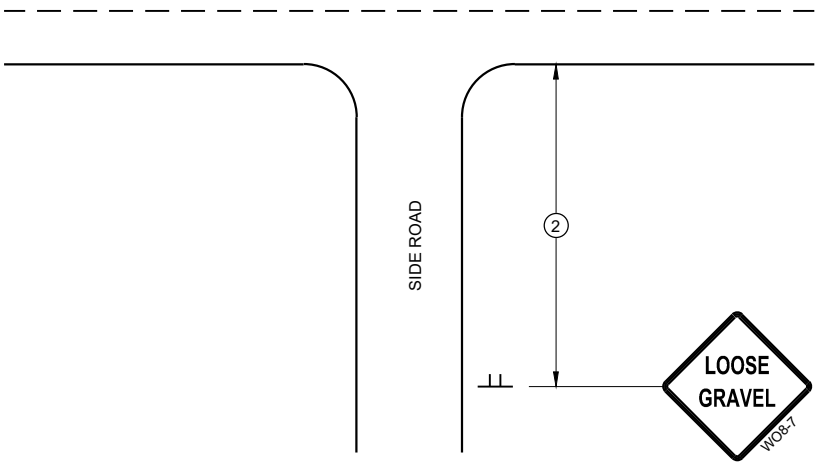
ALL SIGNS INAPPROPRIATE TO THE STATUS OF THE CONTROL ZONE, INCLUDING PRE-EXISTING SIGNS IN THE VICINITY, SHALL BE COVERED OR REMOVED AS DIRECTED BY THE ENGINEER.

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.

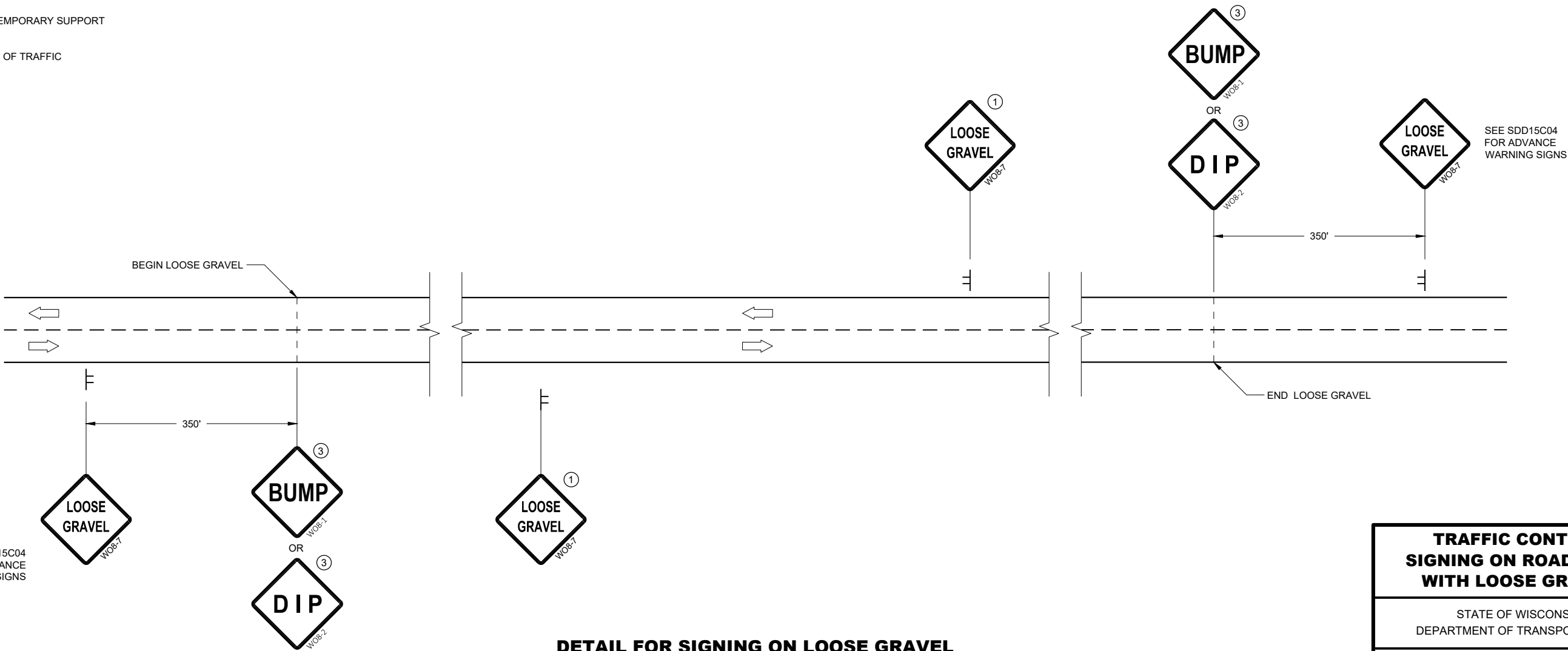
- 1 PLACE SIGNS 350' IN ADVANCE OF CHIP SEALED OR LOOSE GRAVEL SURFACES AND AT 1 MILE INTERVALS, OR AS DIRECTED BY THE ENGINEER.
- 2 PLACE SIGN 200' MIN. FROM INTERSECTION AND 200' MIN. AFTER ADVANCE WARNING SIGN SHOWN IN SDD 15C04.
- 3 ADD WO8-1 OR WO8-2 SIGN WHEN THE CONDITION IS PRESENT.

LEGEND

-  SIGN ON TEMPORARY SUPPORT
-  DIRECTION OF TRAFFIC



TYPICAL SIDE ROAD APPROACH
SIGN DETAIL



DETAIL FOR SIGNING ON LOOSE GRAVEL
OR CHIP SEALED SURFACES

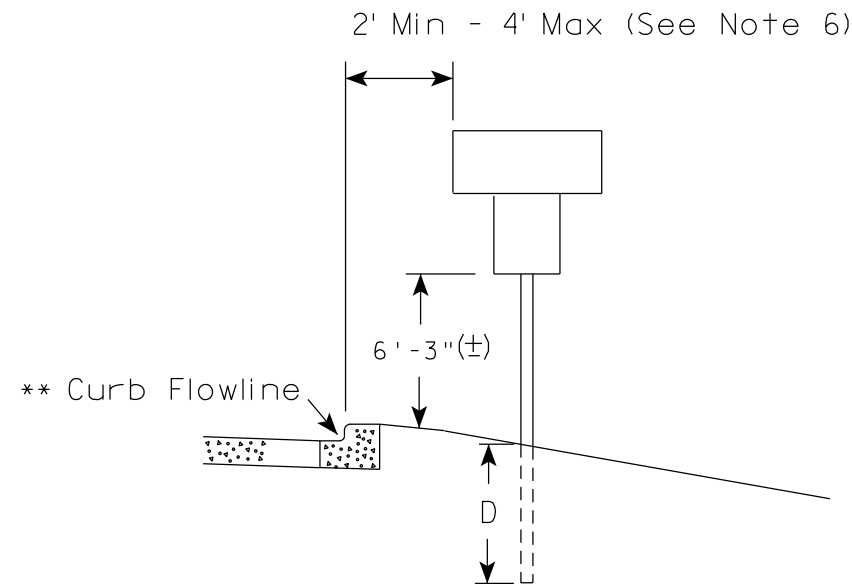
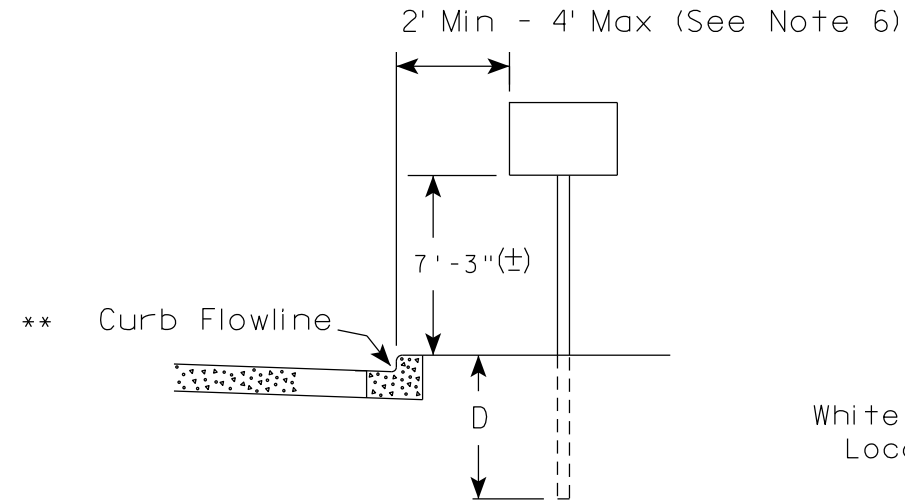
TRAFFIC CONTROL
SIGNING ON ROADWAYS
WITH LOOSE GRAVEL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

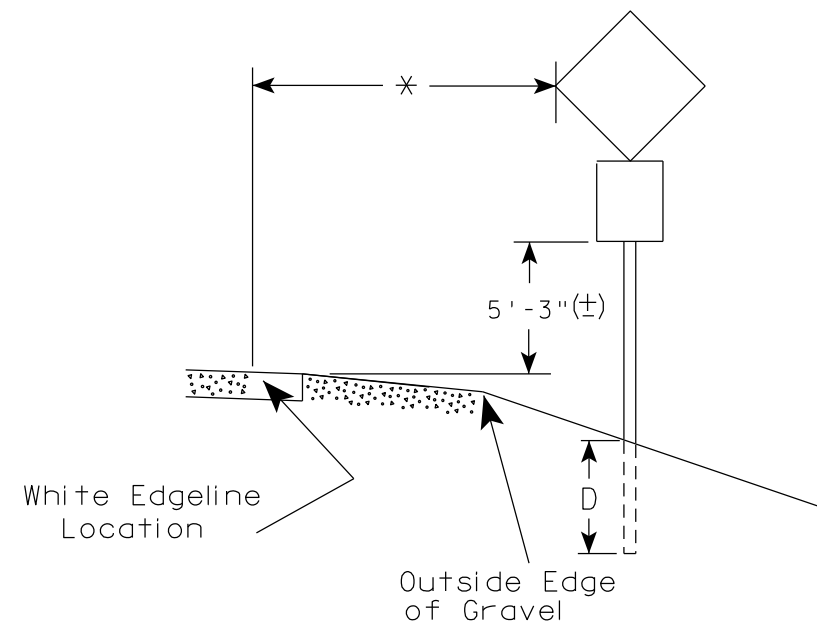
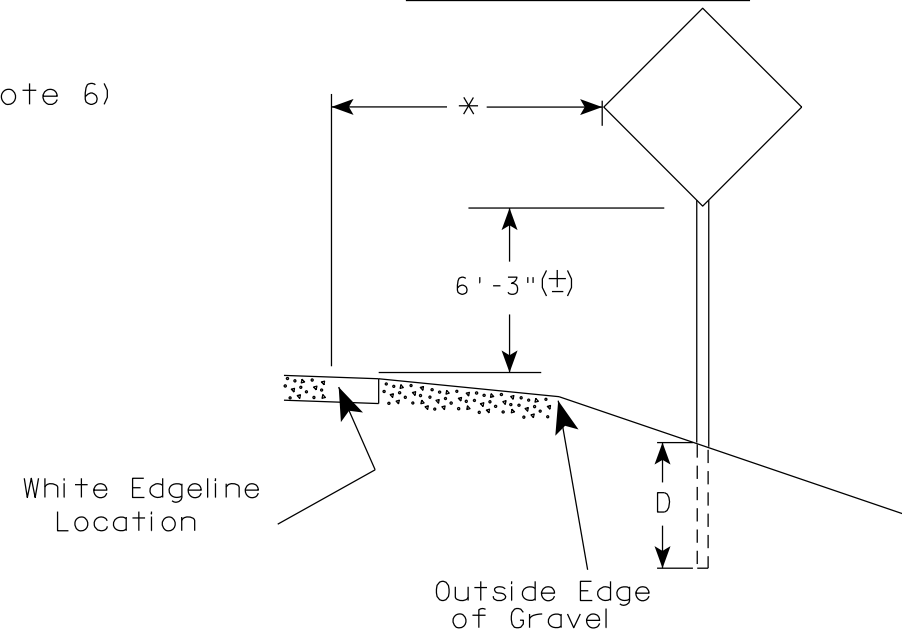
FHWA

URBAN AREA



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

RURAL AREA (See Note 2)



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

POST EMBEDMENT DEPTH

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

GENERAL NOTES

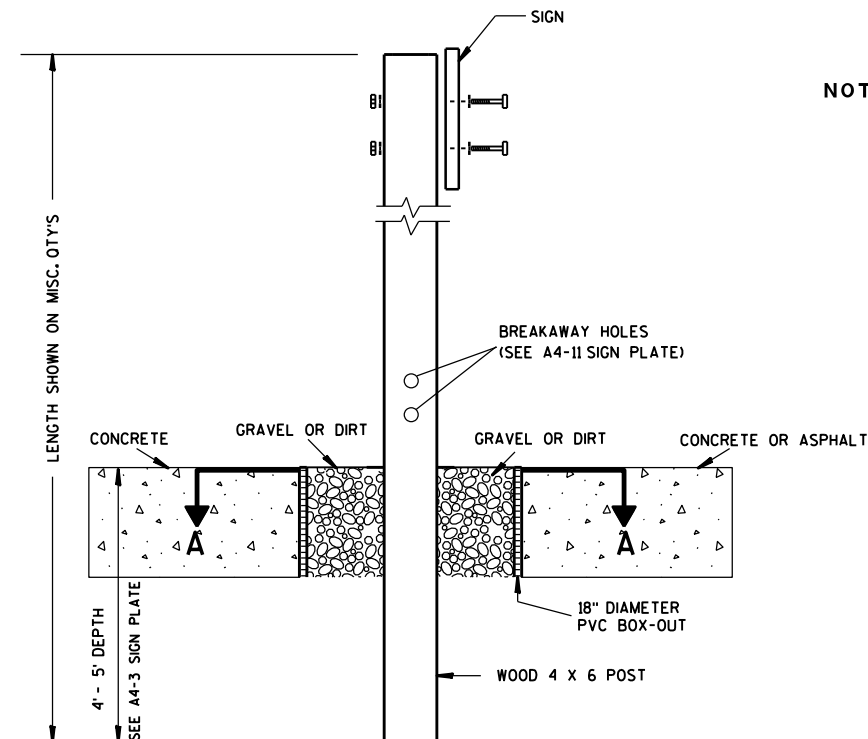
- Signs wider than 4 feet or 20 sq.ft or larger, shall be mounted on multiple posts. Refer to plate A4-4.
- If signs are mounted on or behind barrier wall, see A4-10 sign plate.
The Double Arrow sign (W12-1D) shall be mounted at a height of 2'-3" (±). The Chevron sign (W1-8), Roundabout Chevron panel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

TYPICAL INSTALLATION
OF PERMANENT TYPE II
SIGNS ON SINGLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

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



ELEVATION VIEW

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

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



ELEVATION VIEW

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



PLAN VIEW

FOR NEW CONCRETE/ASPHALT INSTALLATIONS

**SIGN POST
BOX-OUTS
A4-3B**

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

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

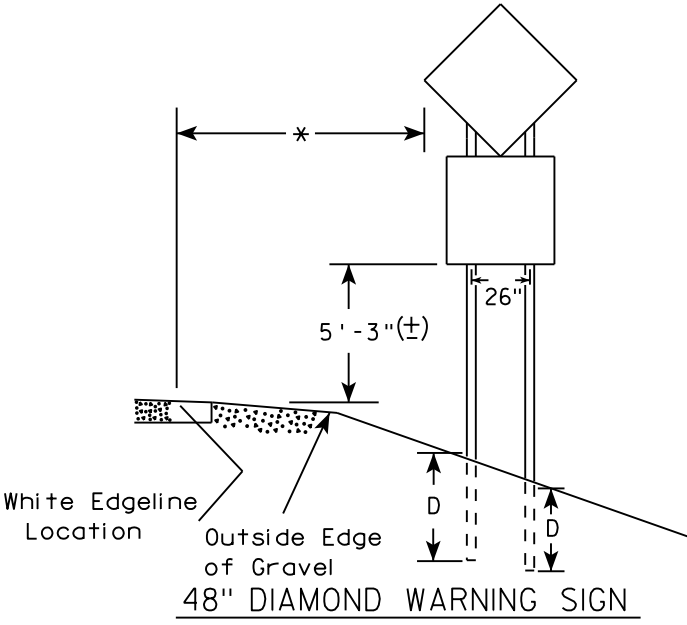
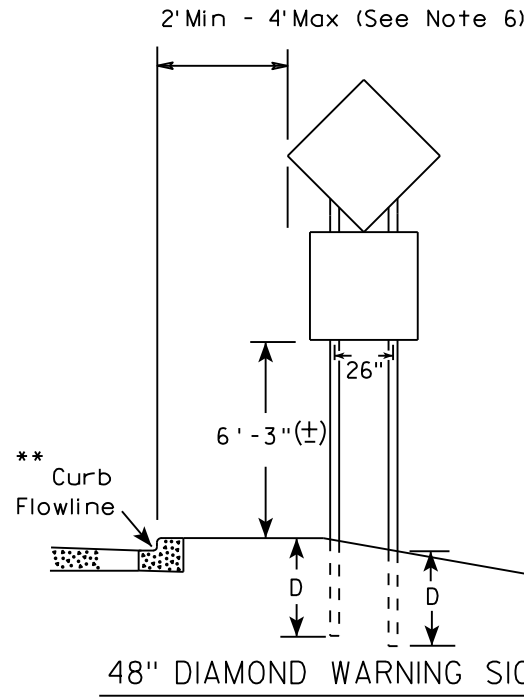
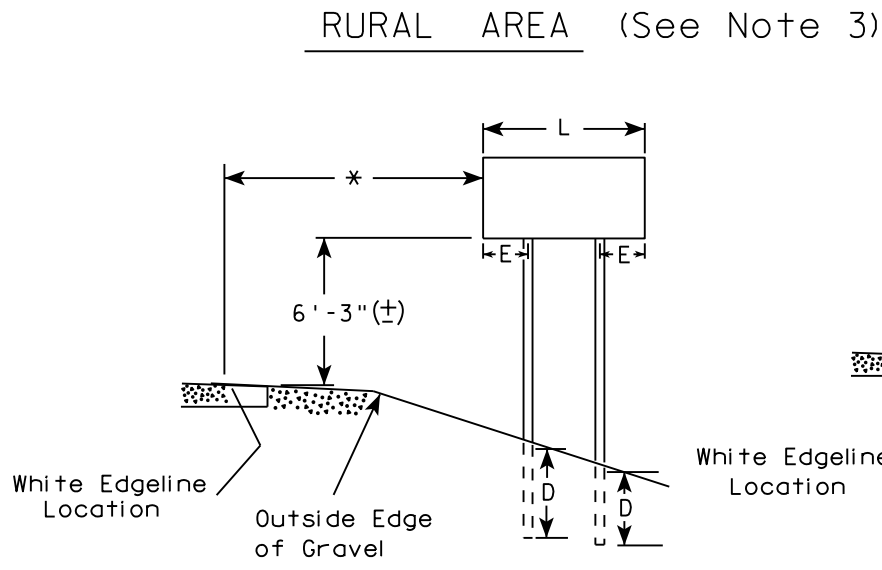
PROJECT NO:

HWY:

COUNTY:

SHEET NO:

E



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

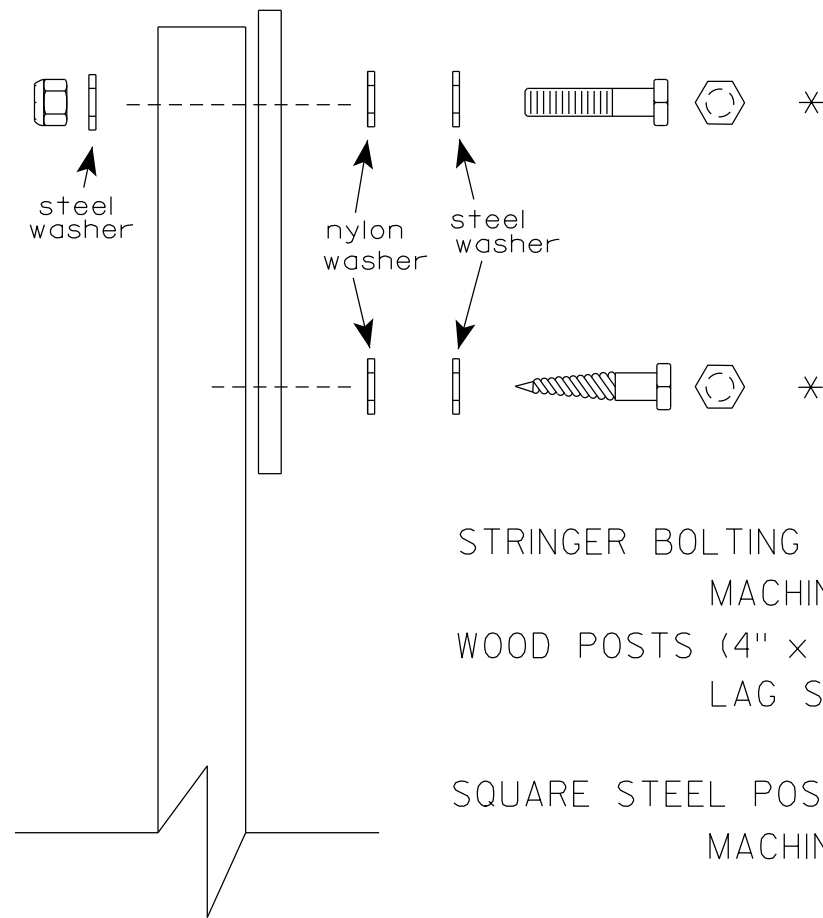
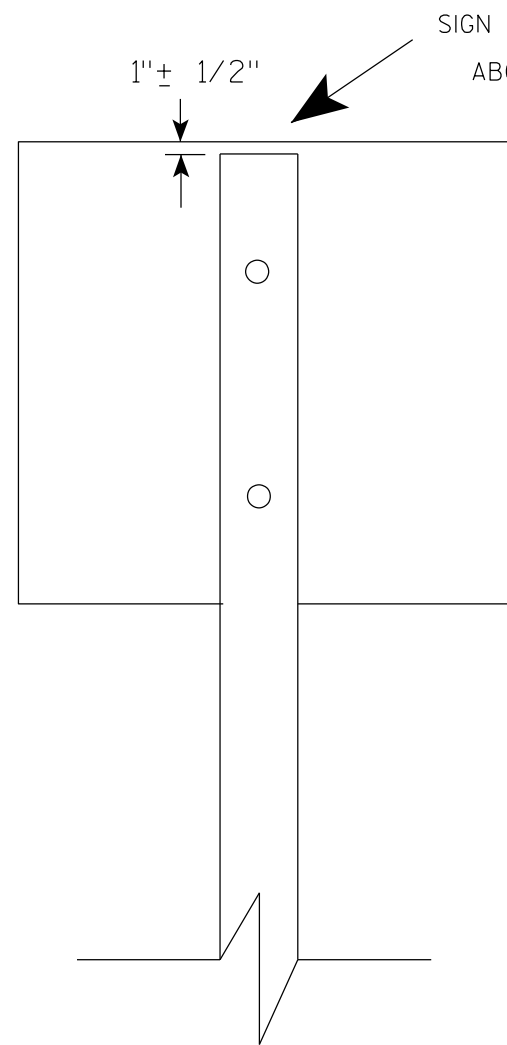
SIGN SHAPE OTHER THAN DIAMOND (THREE POSTS REQUIRED)	
L	E
Greater than 108" to 144"	12"

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

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

- 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.

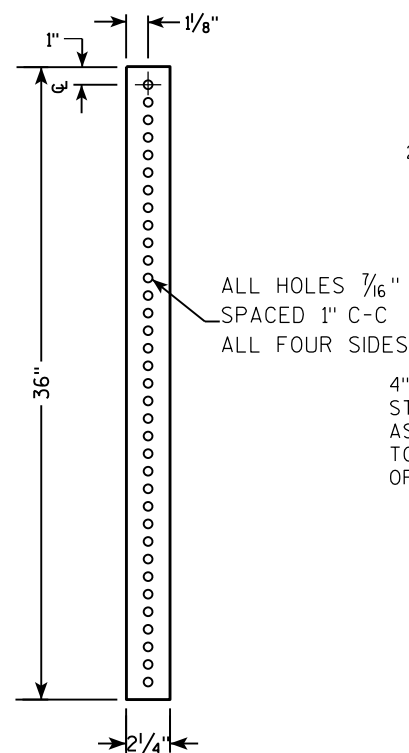
Threads on bolts and nuts shall be manufactured with sufficient allowance for the cadmium plate or galvanized coating to permit the nuts to run freely on the bolts.

- 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

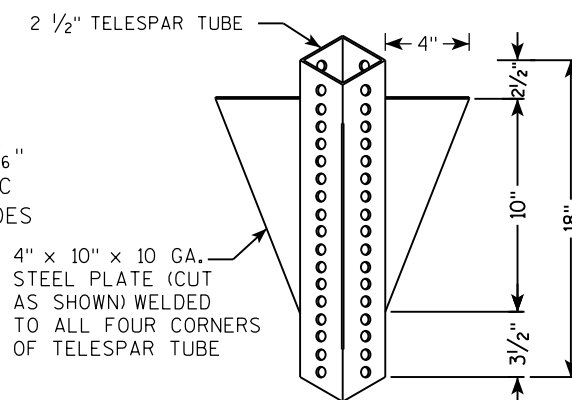
* Two different fastening systems are shown for illustration purposes. On any individual sign, either one or the other system shall be used. Actual number of fasteners per sign varies with the sign area, but normally there are two. For a single post installation, all signs greater than 9 sq. ft. require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

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



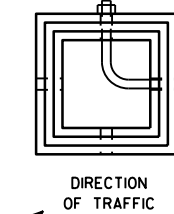
**2 1/2" SQUARE
12 GAUGE
OMNI-DIRECTIONAL
PERFORATED
SOIL STABILIZING SLEEVE
GALVANIZED FINISH**

[illegible]

TECHNICAL DRAWING OF A SIGNPOST ASSEMBLY:

- Dimensions:**
 - Overall height: LENGTH SHOWN ON MISC. Q'TYS
 - Section A-A: 36" (total), 18" (upper), 12" (lower)
 - Section B-B: 1"
- Components:**
 - SIGN
 - SEE SIGN PLATE A4-8 FOR BOLT WASHER, & NUT MATERIAL
 - 2" STEEL TUBULAR SQUARE UPPER SECTION
 - ALL HOLES $\frac{7}{16}$ " SPACED 1" C-C
 - ALL FOUR SIDES
 - $\frac{3}{8}$ " ZINC PLATED CORNER ANCHOR BOLT AND NUT
 - $\frac{3}{8}$ " ZINC PLATED ANCHOR BOLT AND NUT
 - 2 1/2" SQUARE X 18" (SOIL STABILIZING SLEEVE)
 - 2 1/4" SQUARE X 36"
 - TELESCOPE PIECES FLUSH AT TOP

3/8" ZINC PLATED CORNER
ANCHOR BOLT AND NUT



SECTION A-A

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

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

TUBULAR STEEL
SIGN POST
A4-9

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R. Rauch

for State Traffic Engineer

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

PROJECT NO:

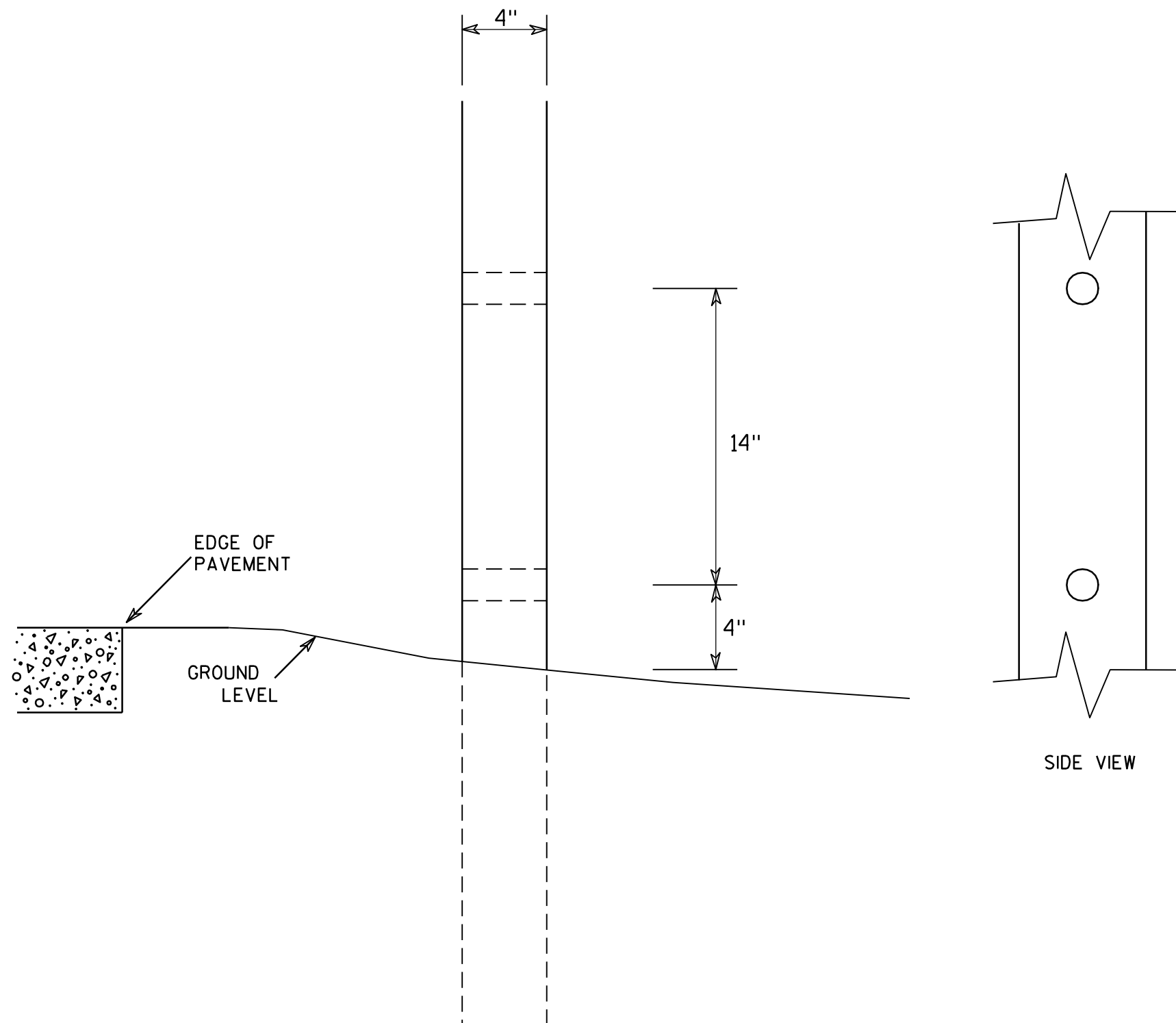
HWY:

COUNTY:

SHEET NO:

E

7



GENERAL NOTES

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

7

4 X 6 WOOD POST MODIFICATIONS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED

Chester J. Spang
for State Traffic Engineer

DATE 3/27/97

PLATE NO. A4-11.2

PROJECT NO:

HWY:

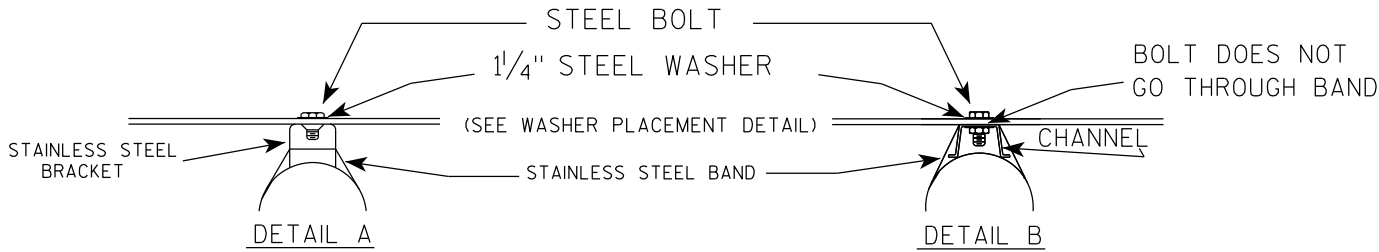
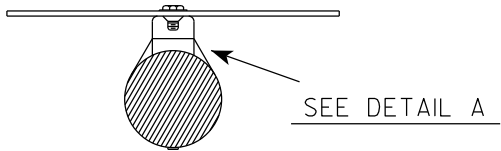
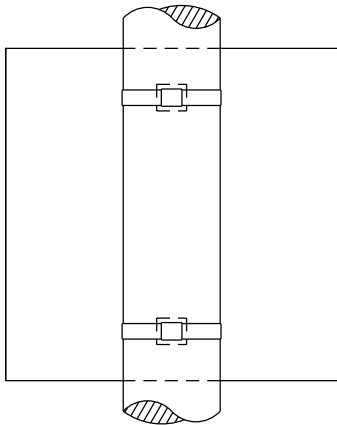
COUNTY:

SHEET NO:

E

BANDING

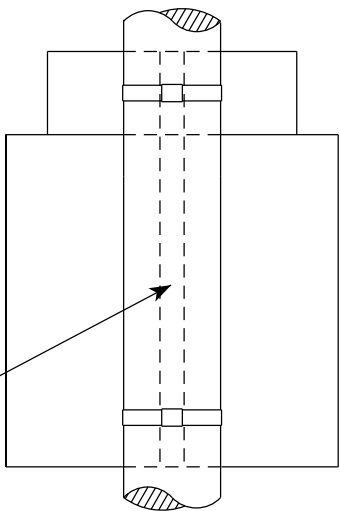
SINGLE SIGN



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 $\frac{3}{4}$ " 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

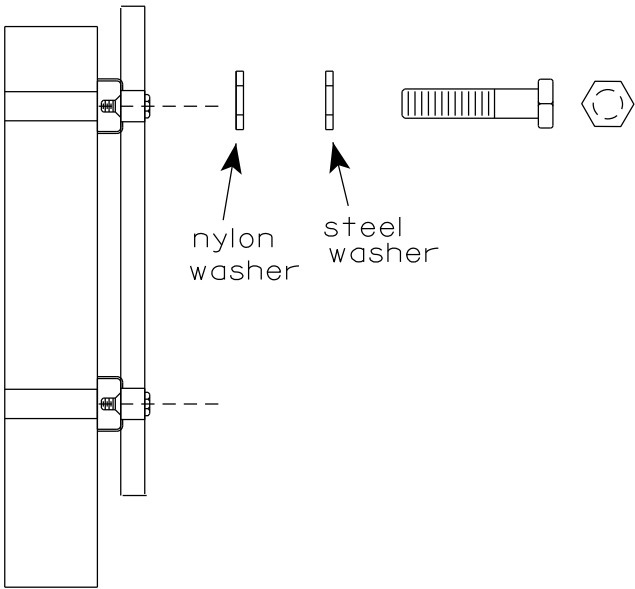
"J" ASSEMBLY



CHANNEL
SEE TYPICAL PANEL
INSTALLATION SHEET

SEE DETAIL B

WASHER PLACEMENT



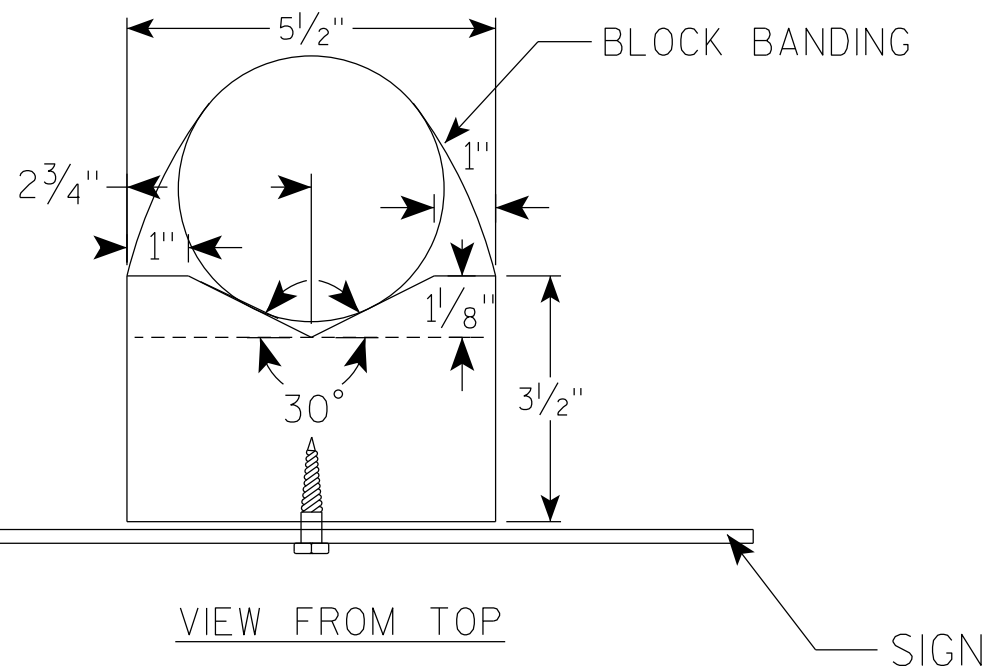
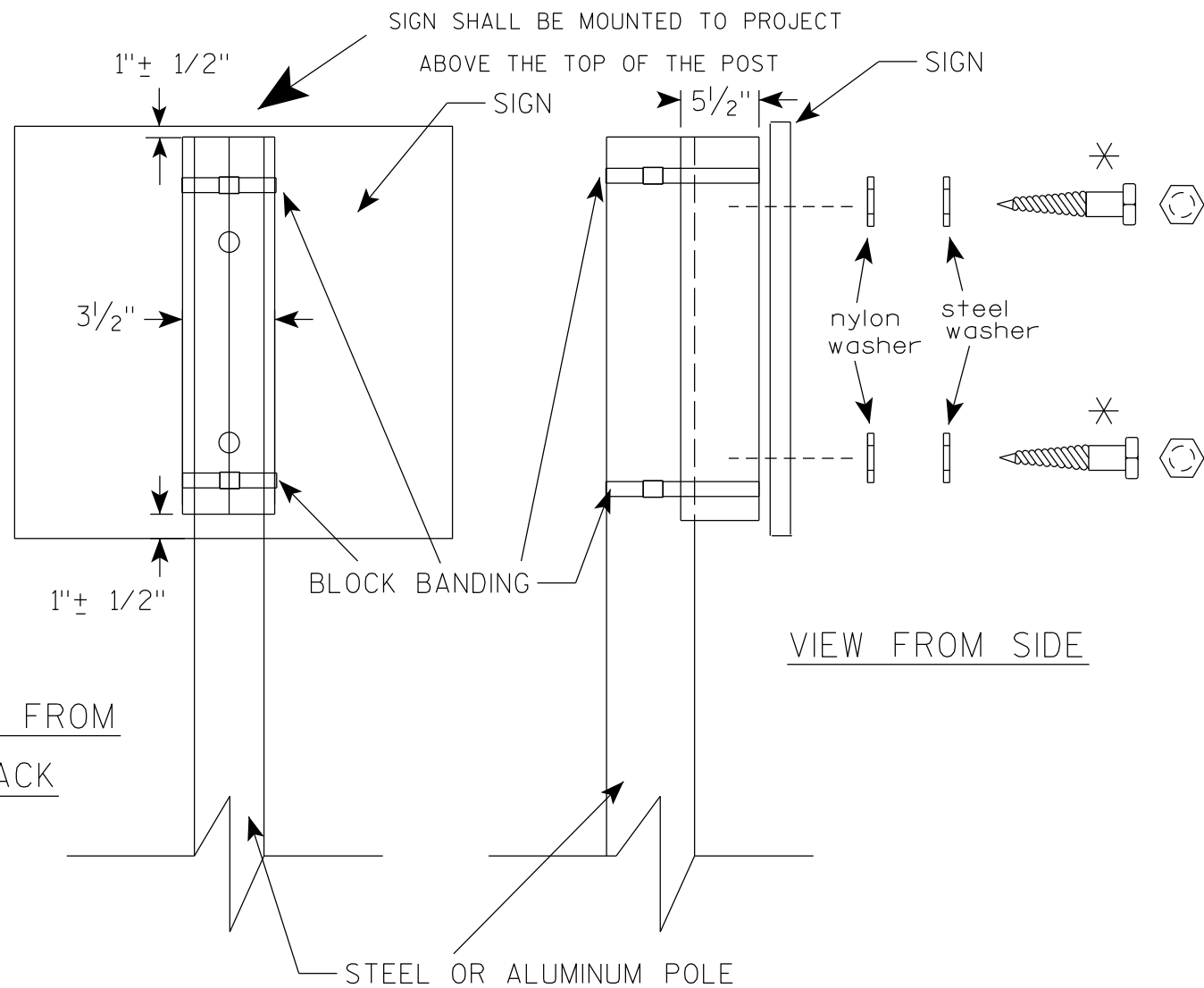
WASHERS (ALL POSTS) -
1-1/4" O.D. X $\frac{3}{8}$ " I.D. X $\frac{1}{16}$ " STEEL
1-1/4" O.D. X $\frac{3}{8}$ " I.D. X .080 NYLON
FOR ALL TYPE H SIGNS

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

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

BLOCK BANDING DETAIL
(V-BLOCK OPTION)

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

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

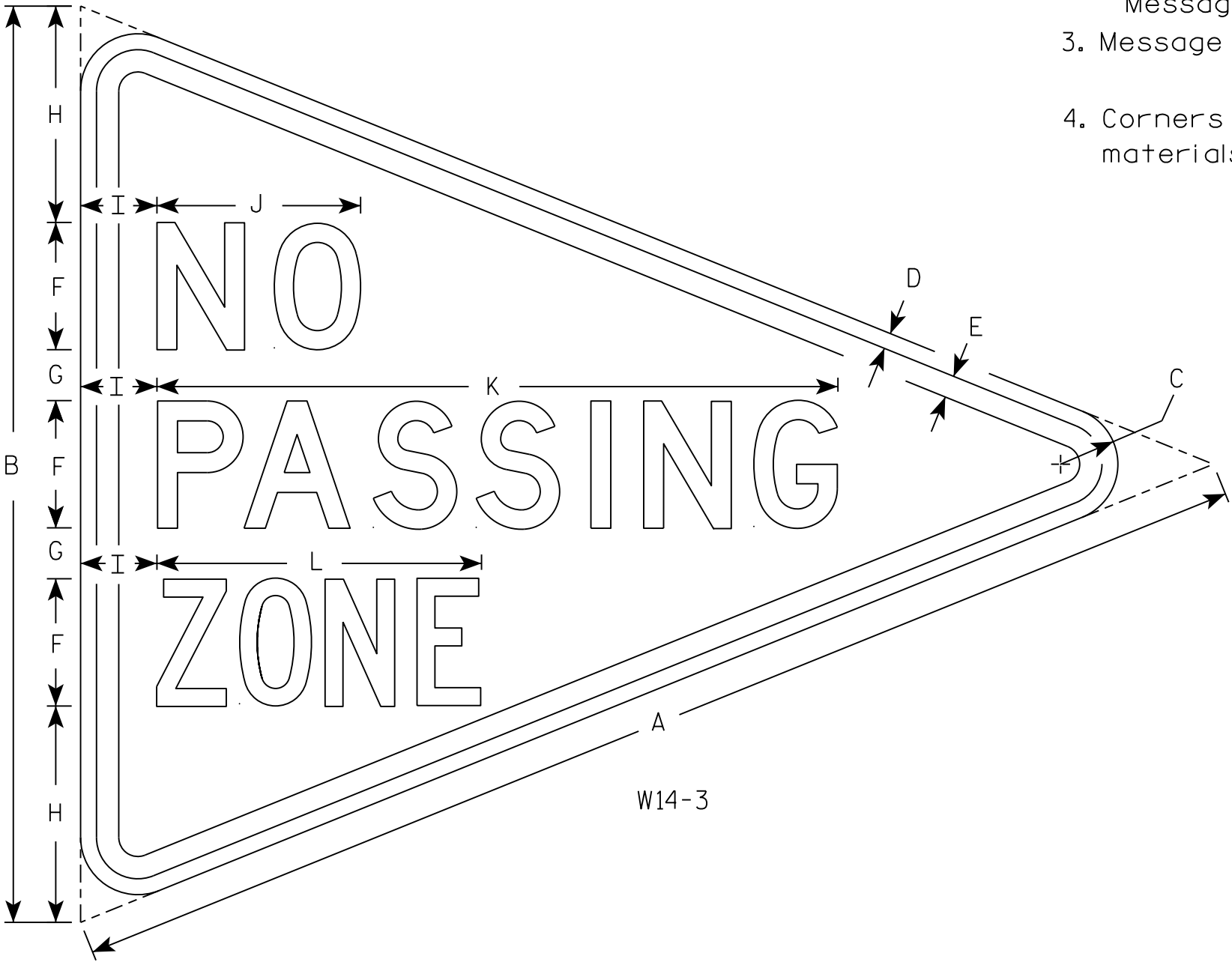
PROJECT NO:

SHEET NO:

E

NOTES

- 1. Sign is Type II - Type F Reflective
- 2. Color:
Background - Yellow
Message - Black
- 3. Message Series - Lines 1 and 2 are Series D.
Line 3 is series C.
- 4. Corners and borders shall be rounded on all base materials for this sign.



7

7

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	48	36	2 1/4	5/8	7/8	5	2	8 1/2	3	8	26 3/4	12 3/4															5.56
2M																											
3																											
4																											
5																											

PROJECT NO:

HWY:

COUNTY:

SHEET NO:

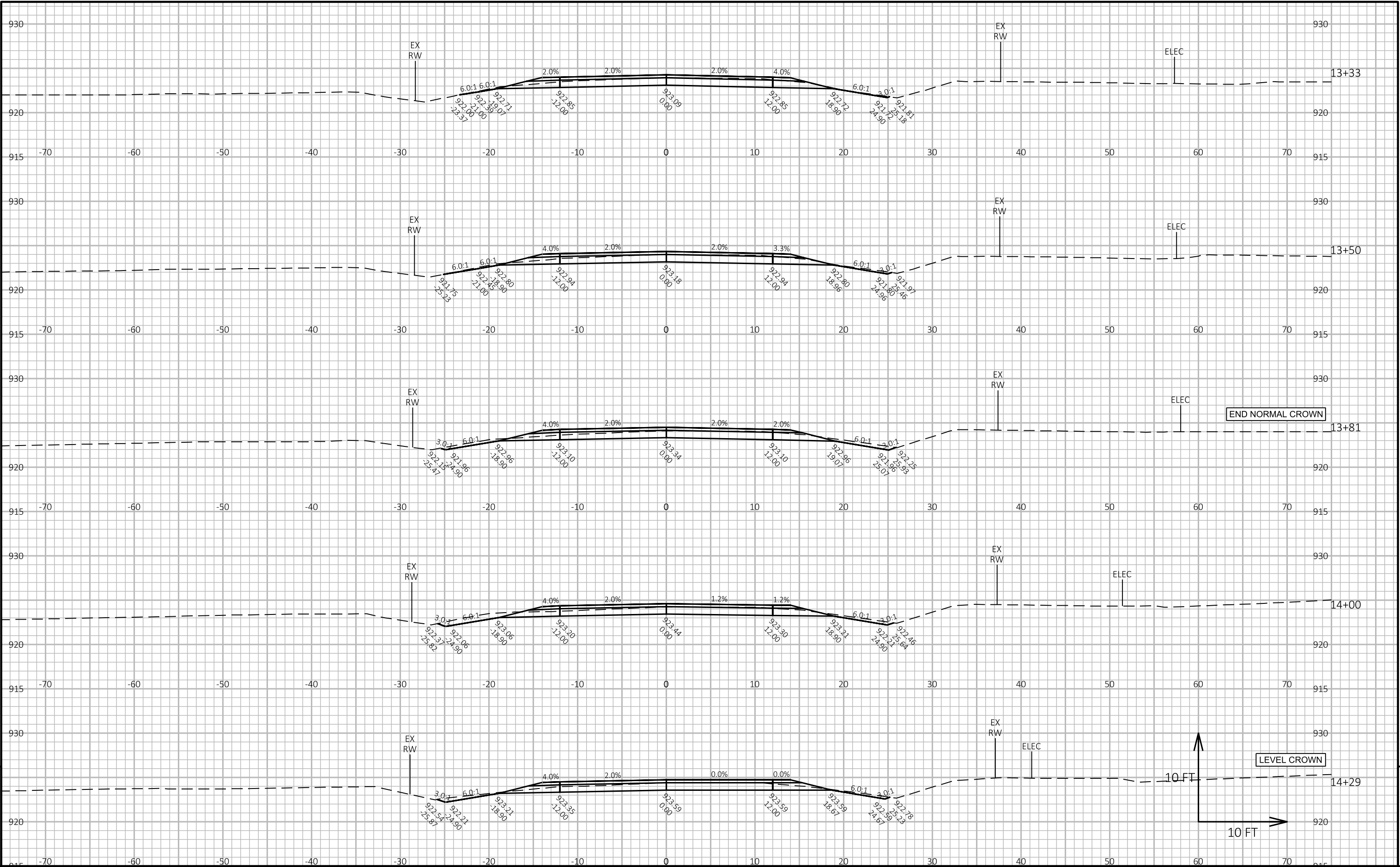
E

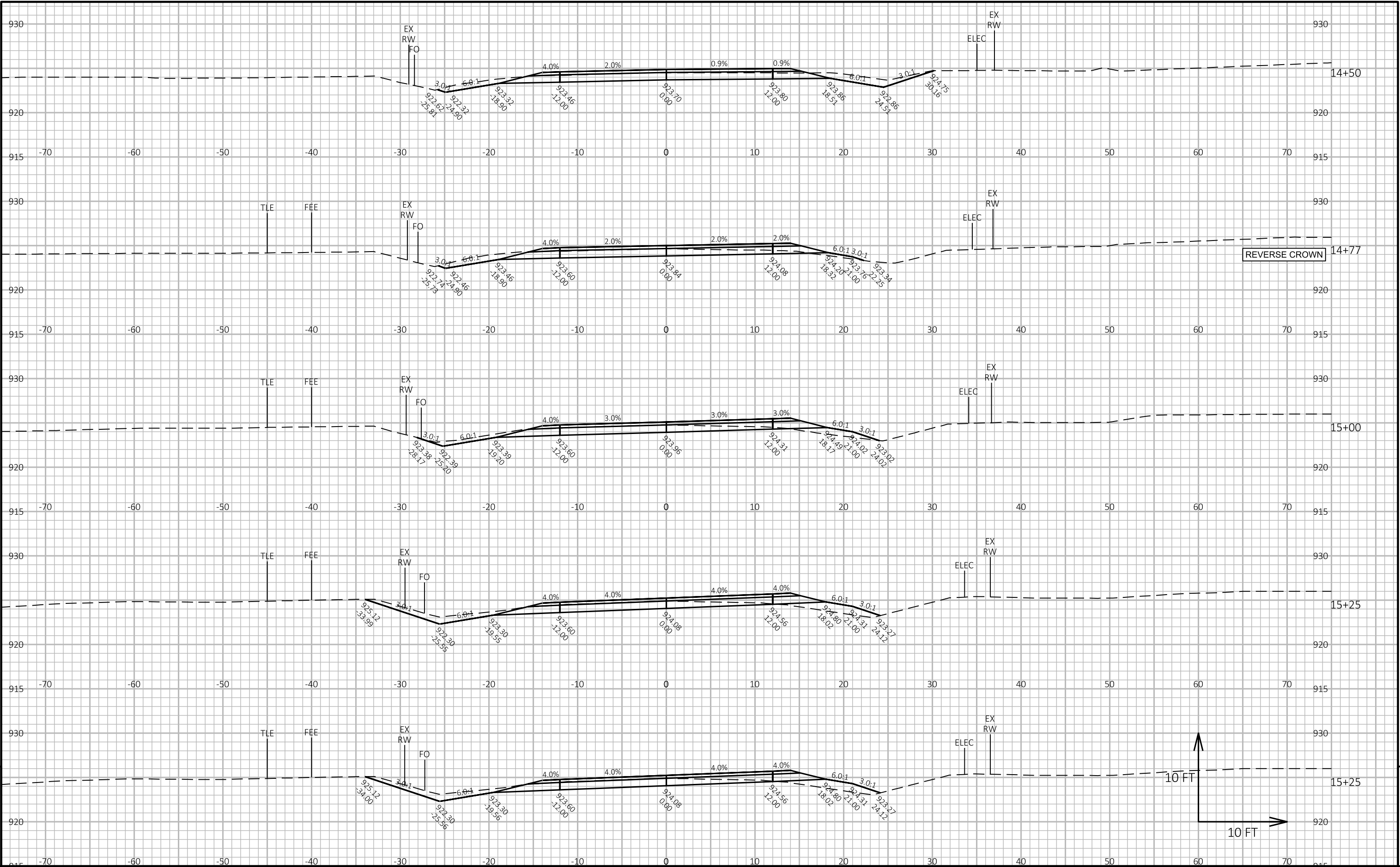
STANDARD SIGN
W14-3

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 3/21/17 PLATE NO. W14-3.10



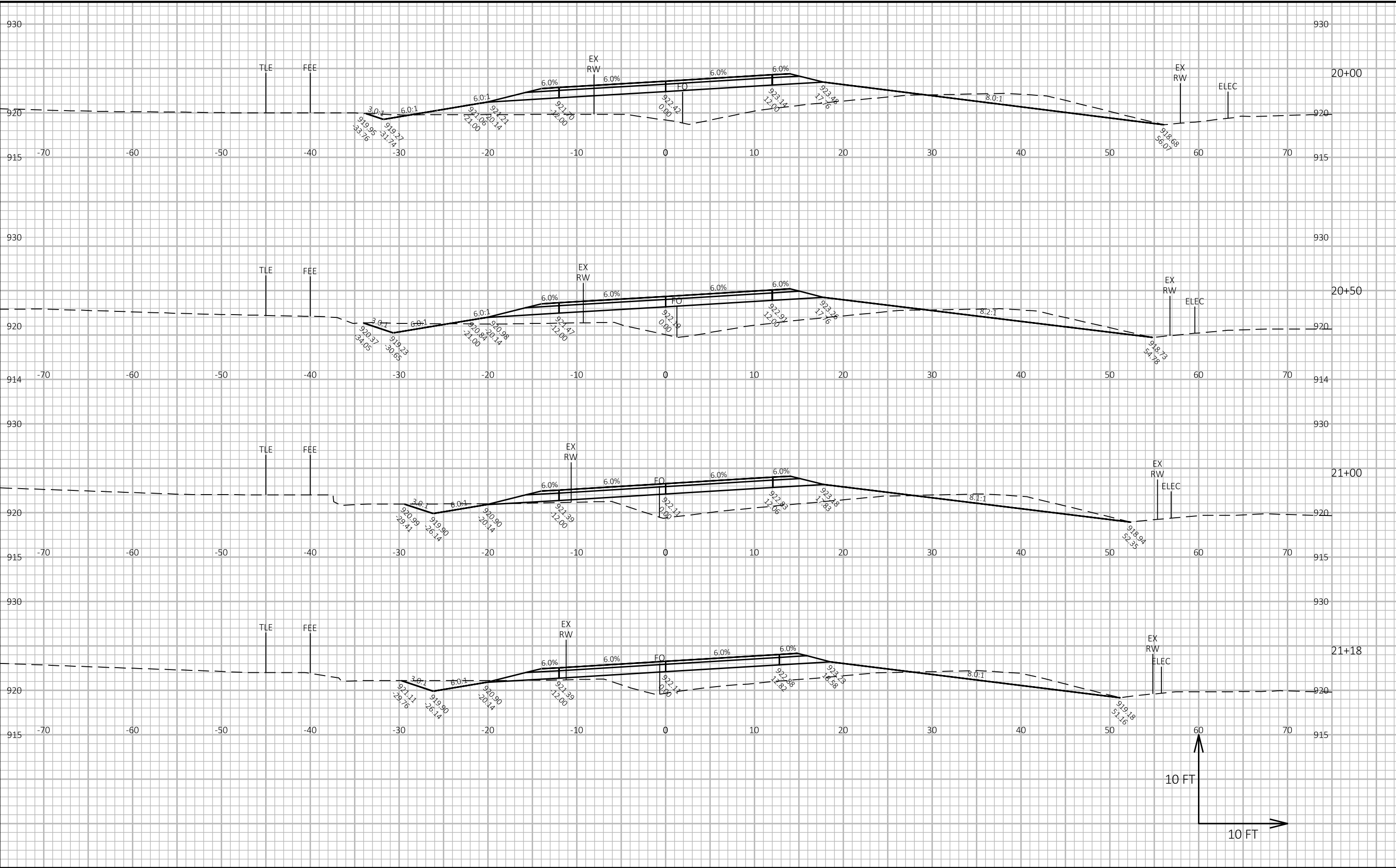




9

9



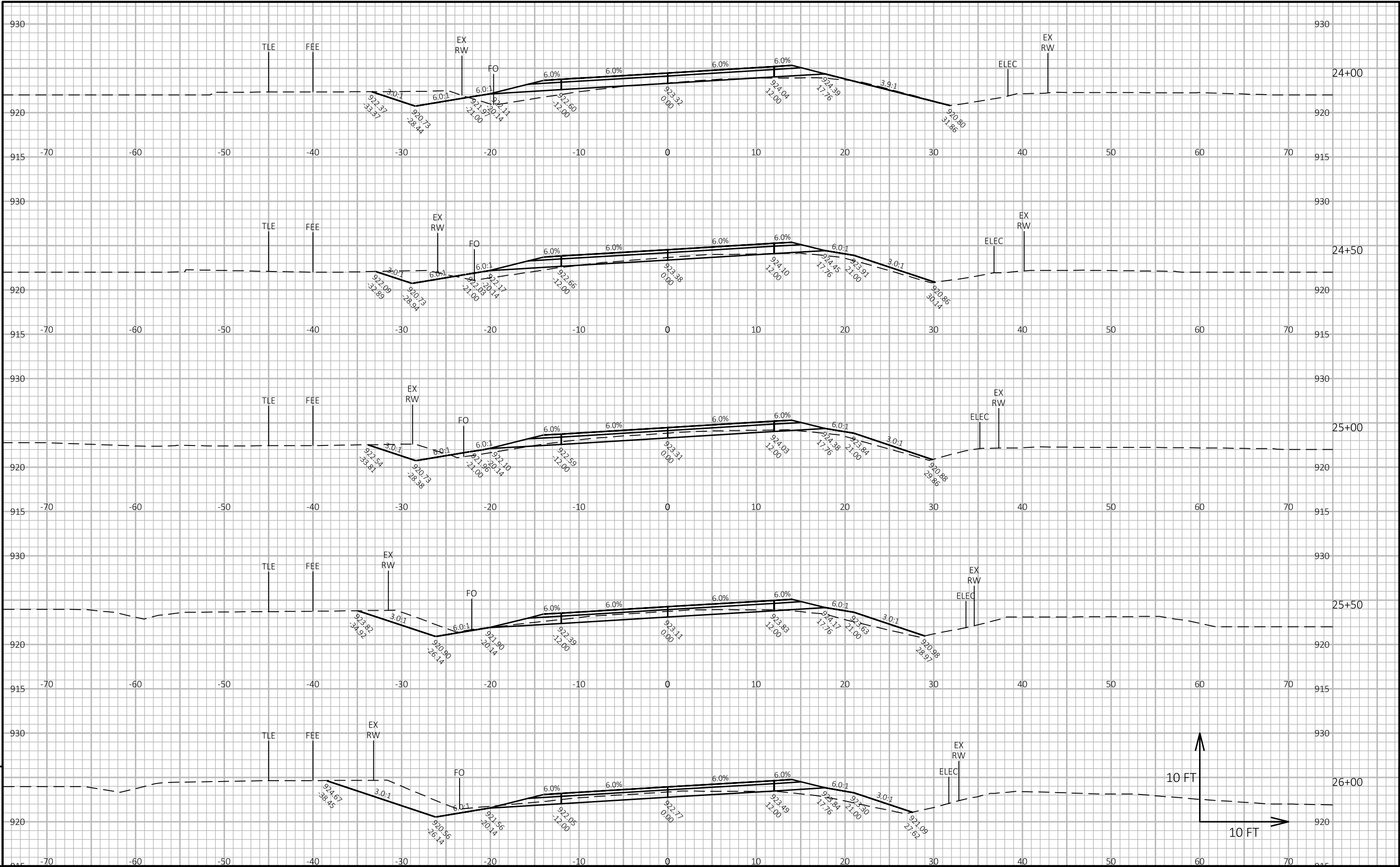


9

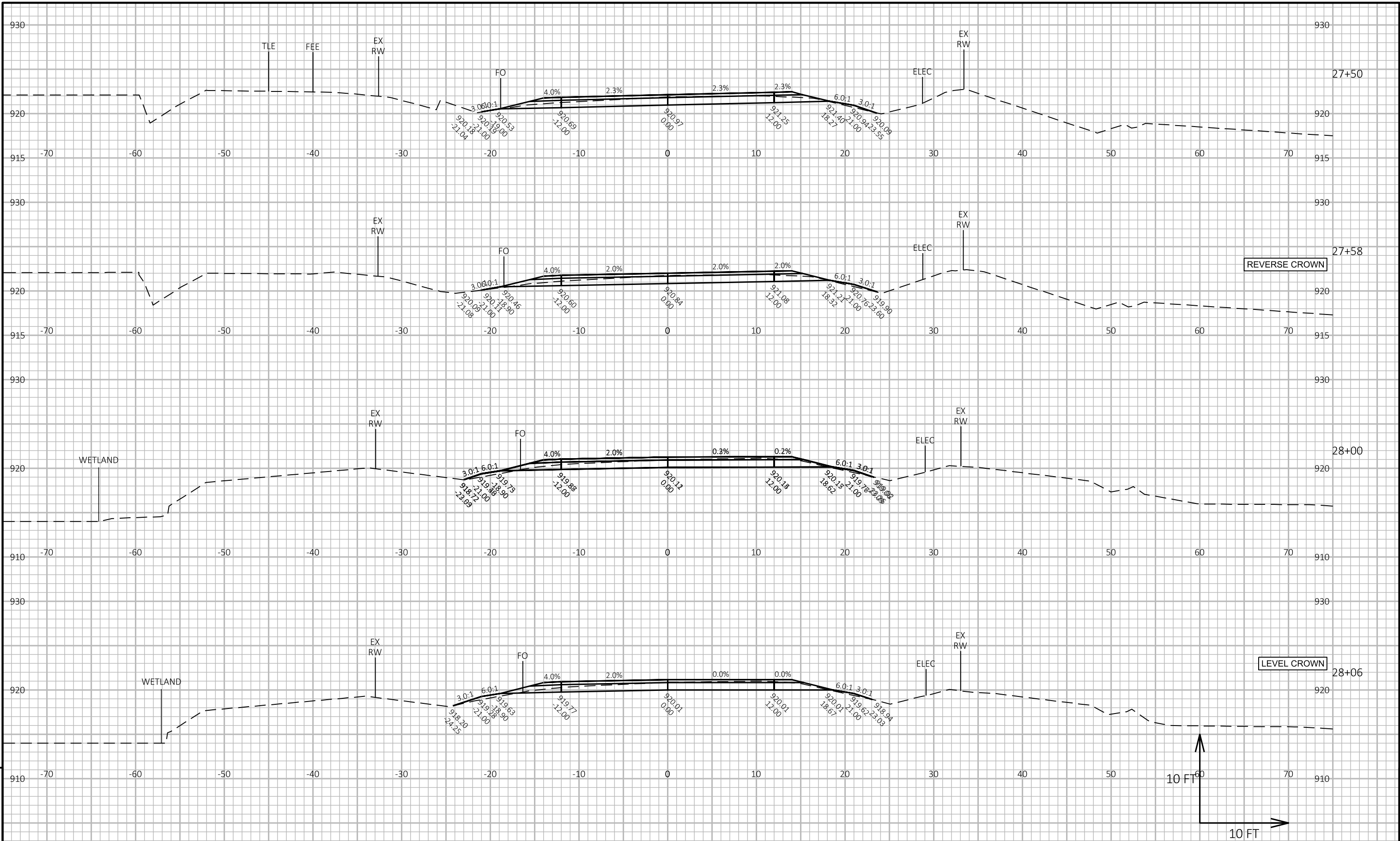
9

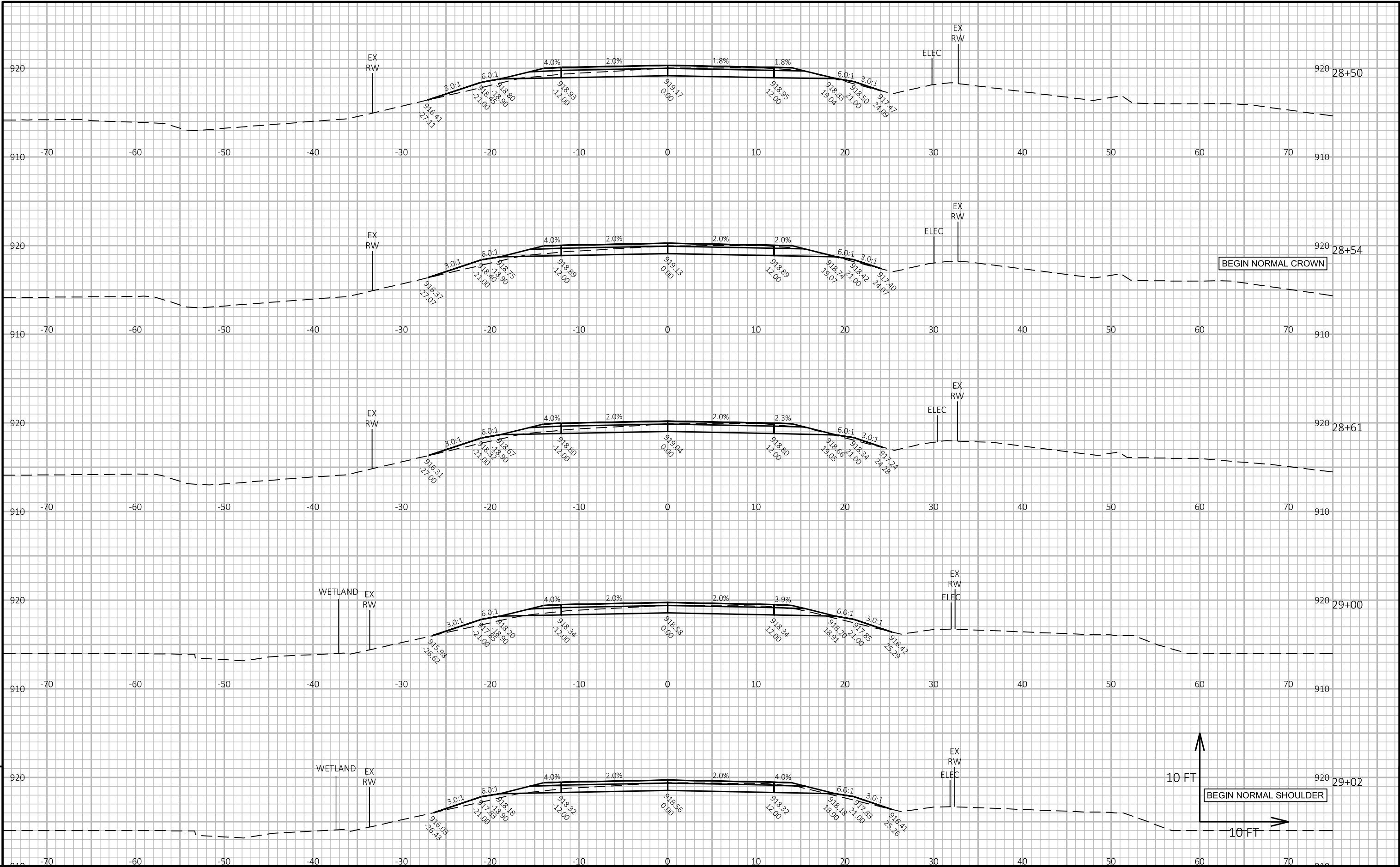
PROJECT NO: 8841-00-70	HWY: CTH D	COUNTY: BURNETT	CROSS SECTIONS: CTH D - REALIGNMENT AREA 1	SHEET E
------------------------	------------	-----------------	--	---------



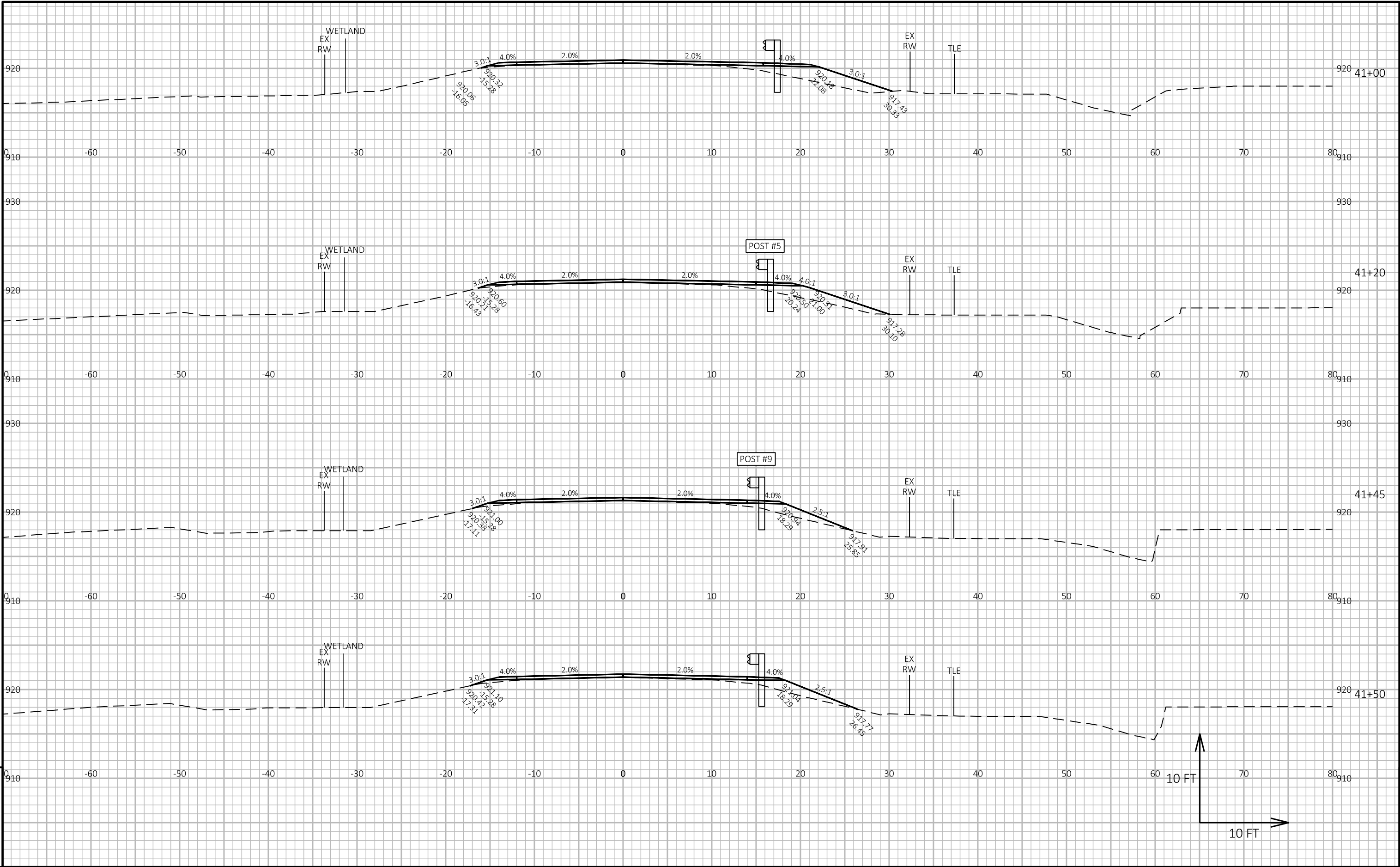


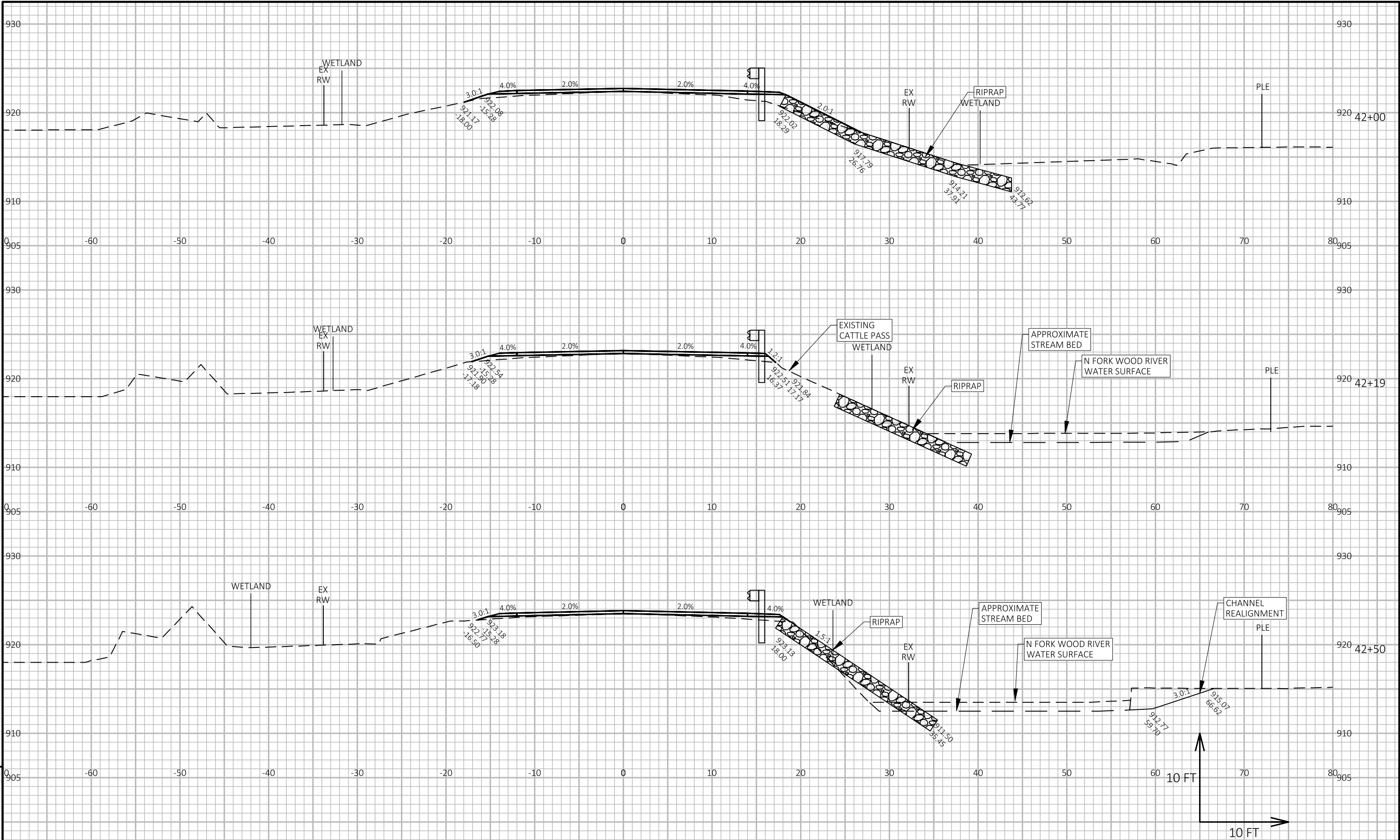


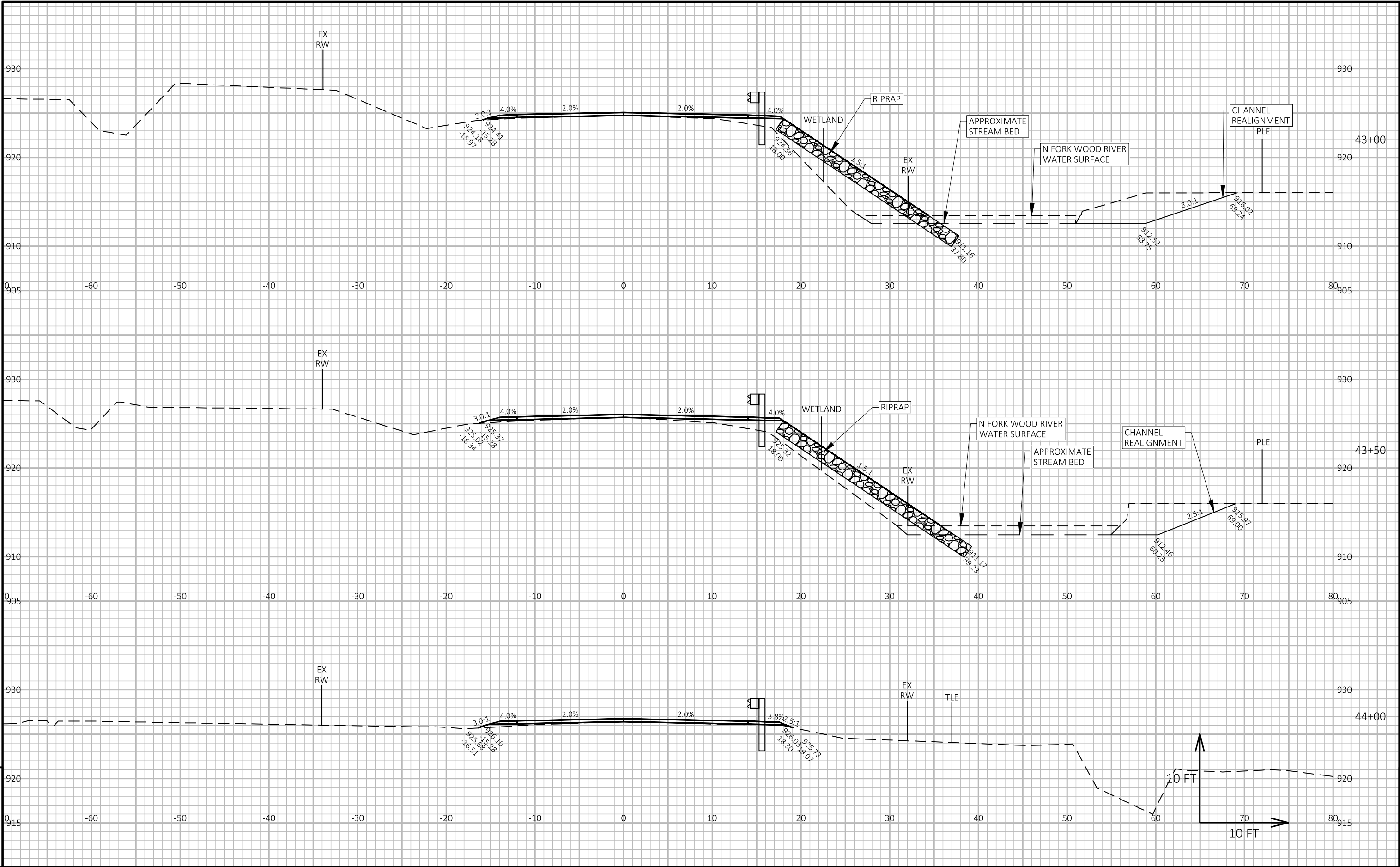


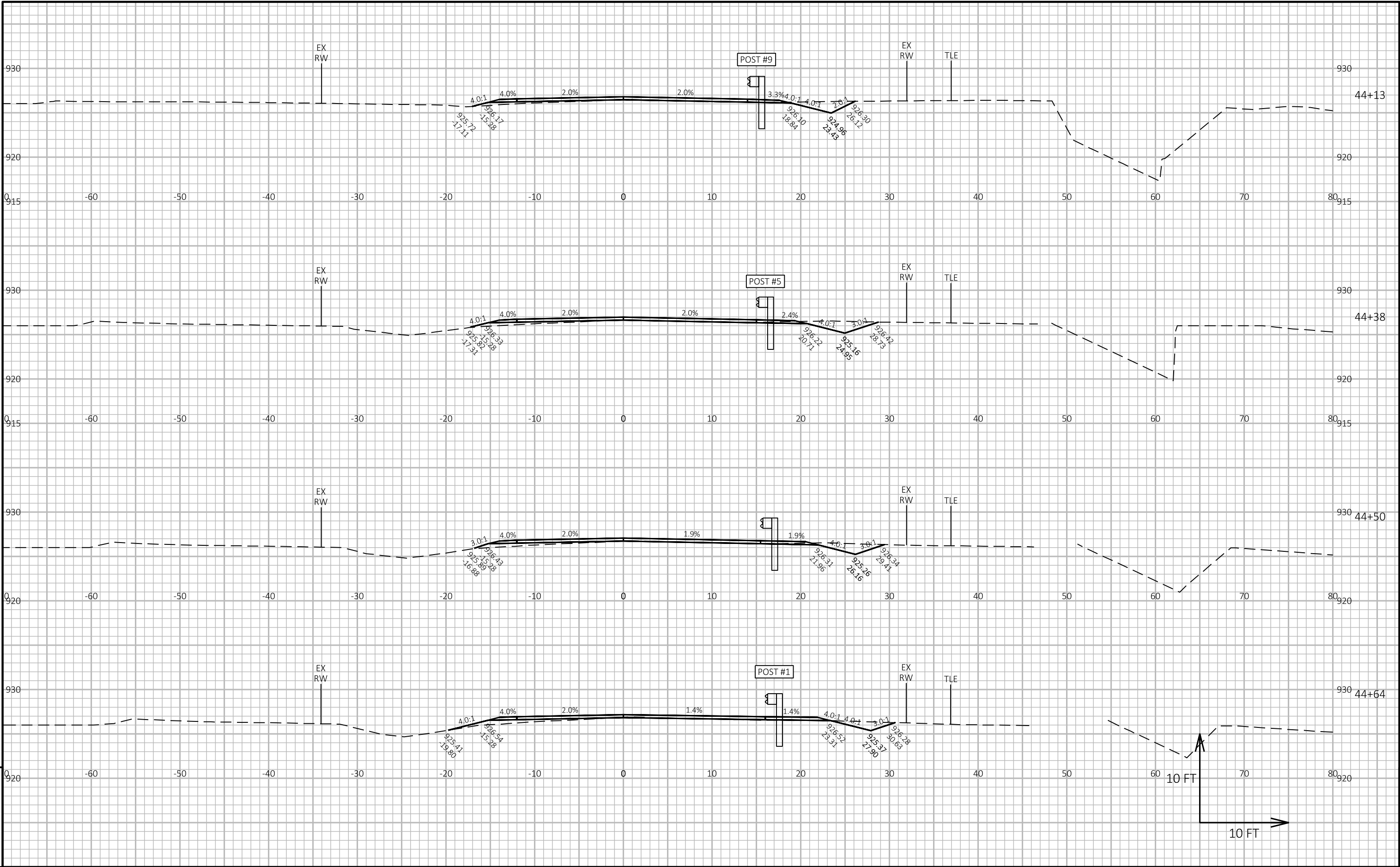


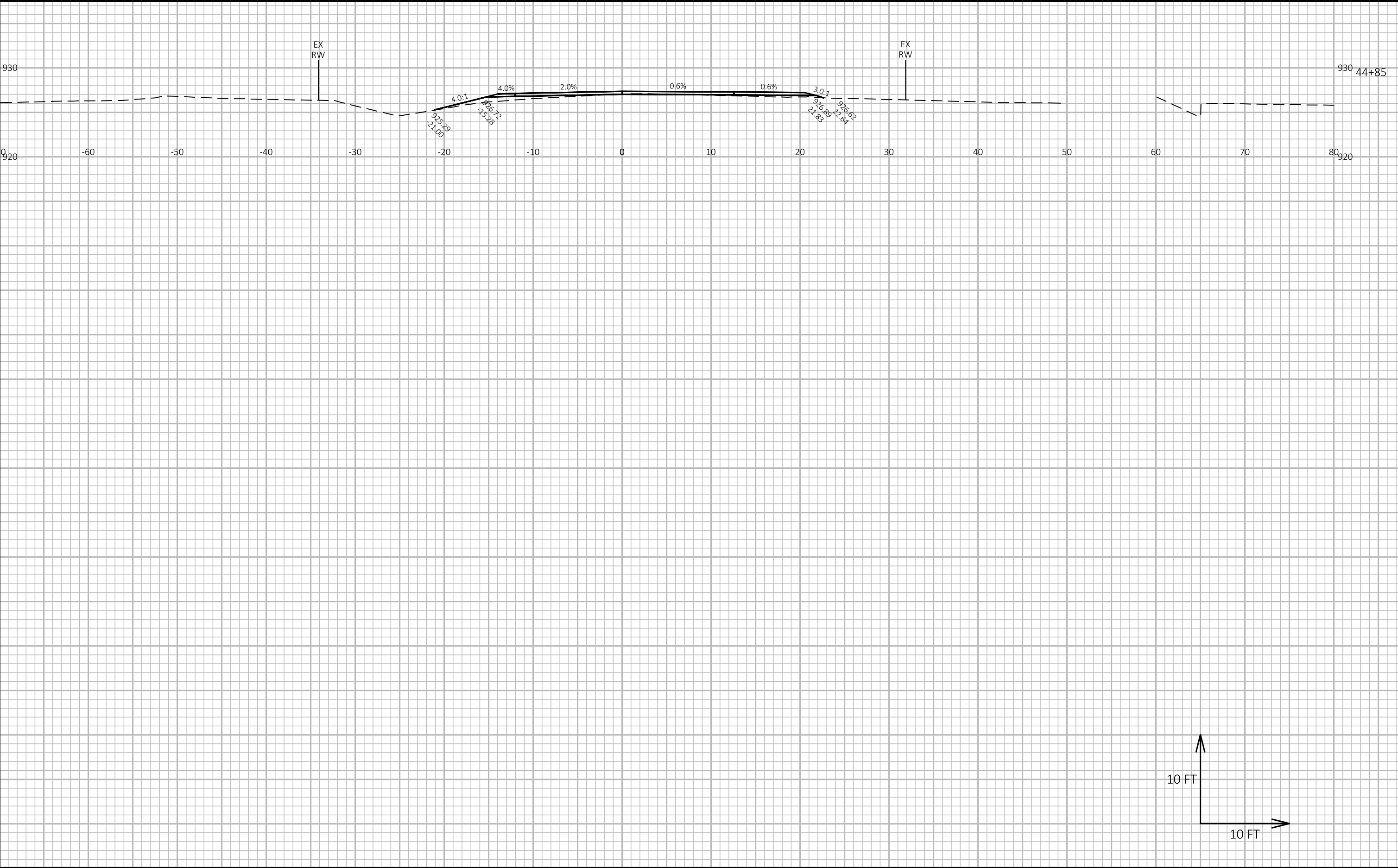








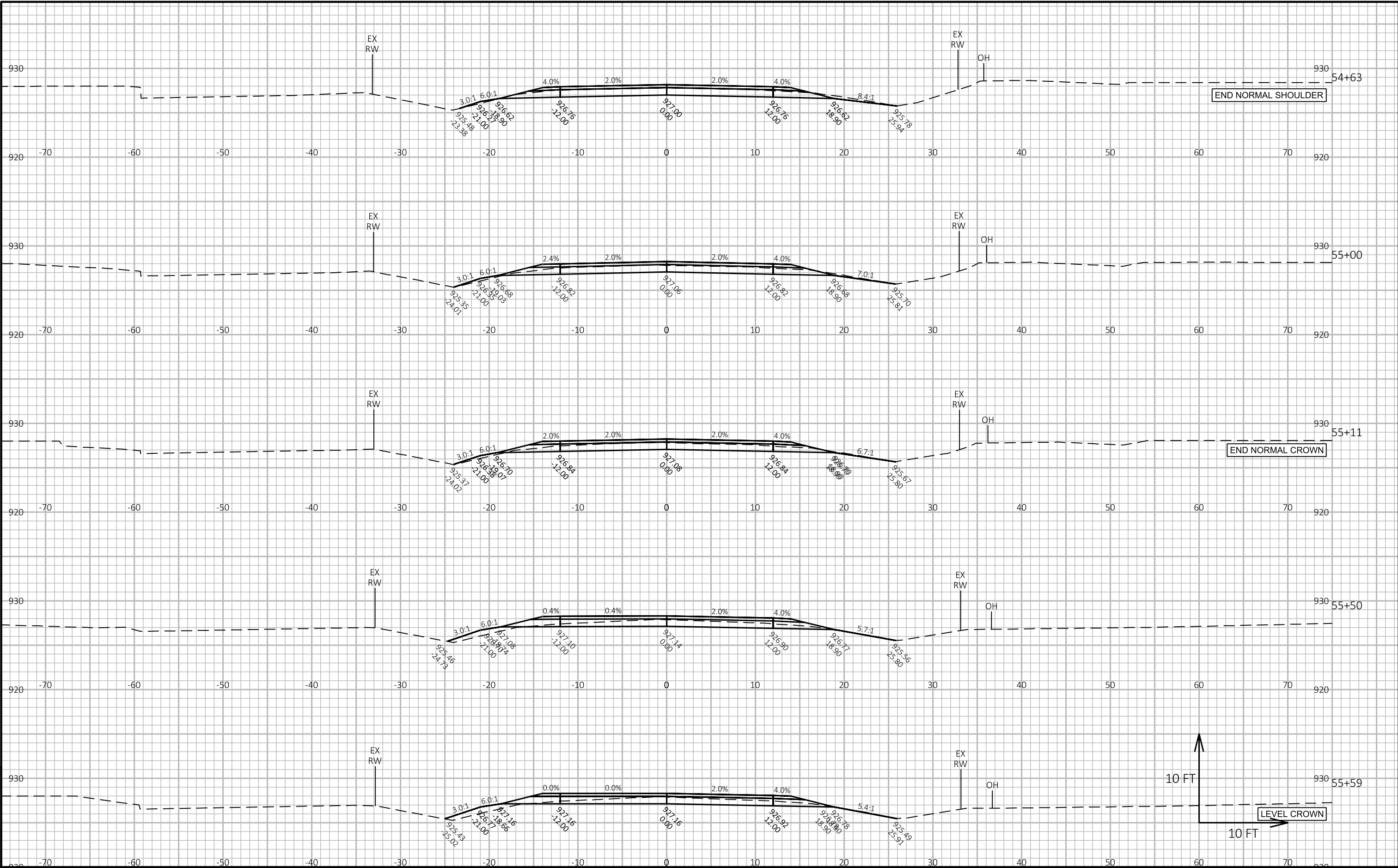


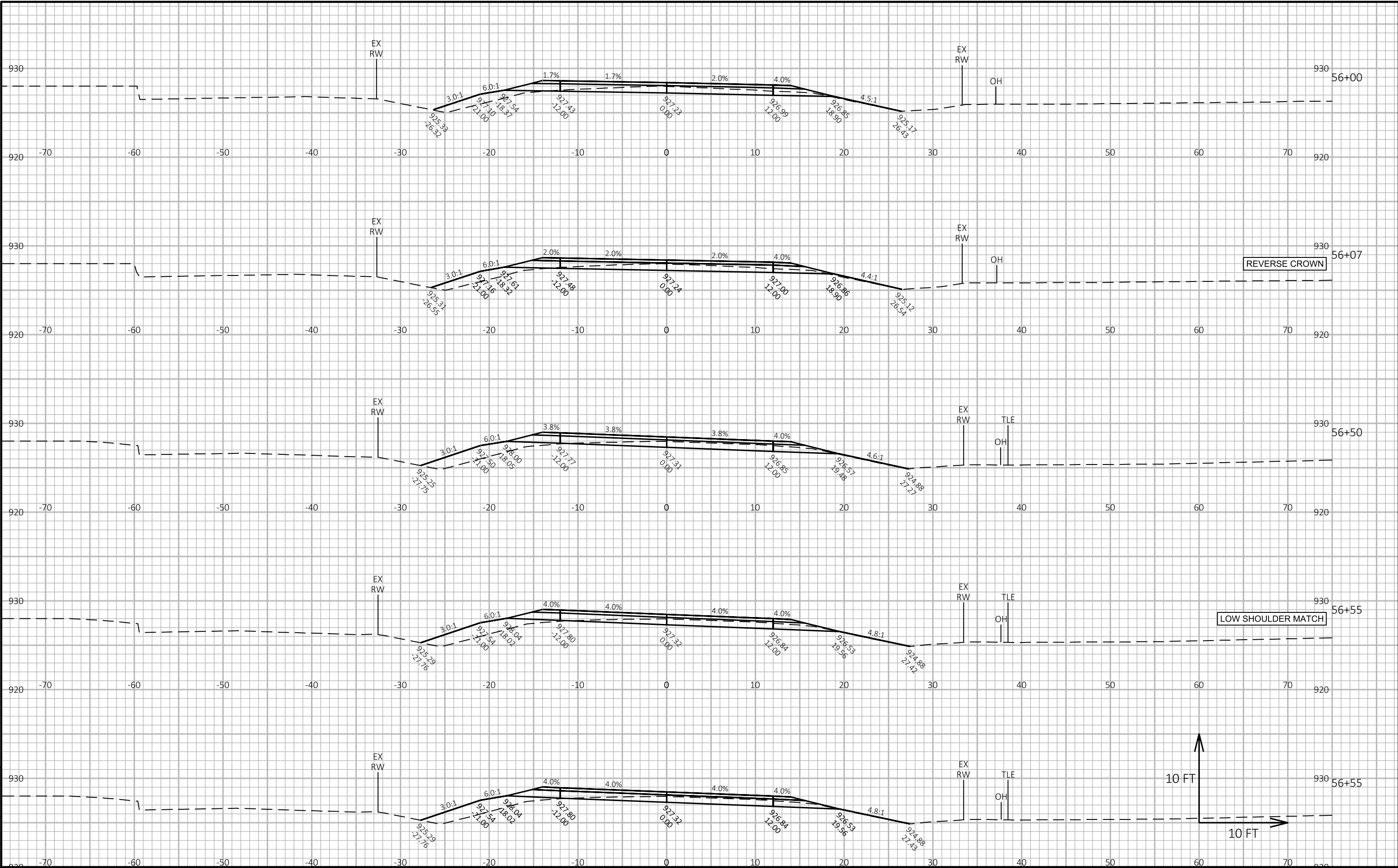


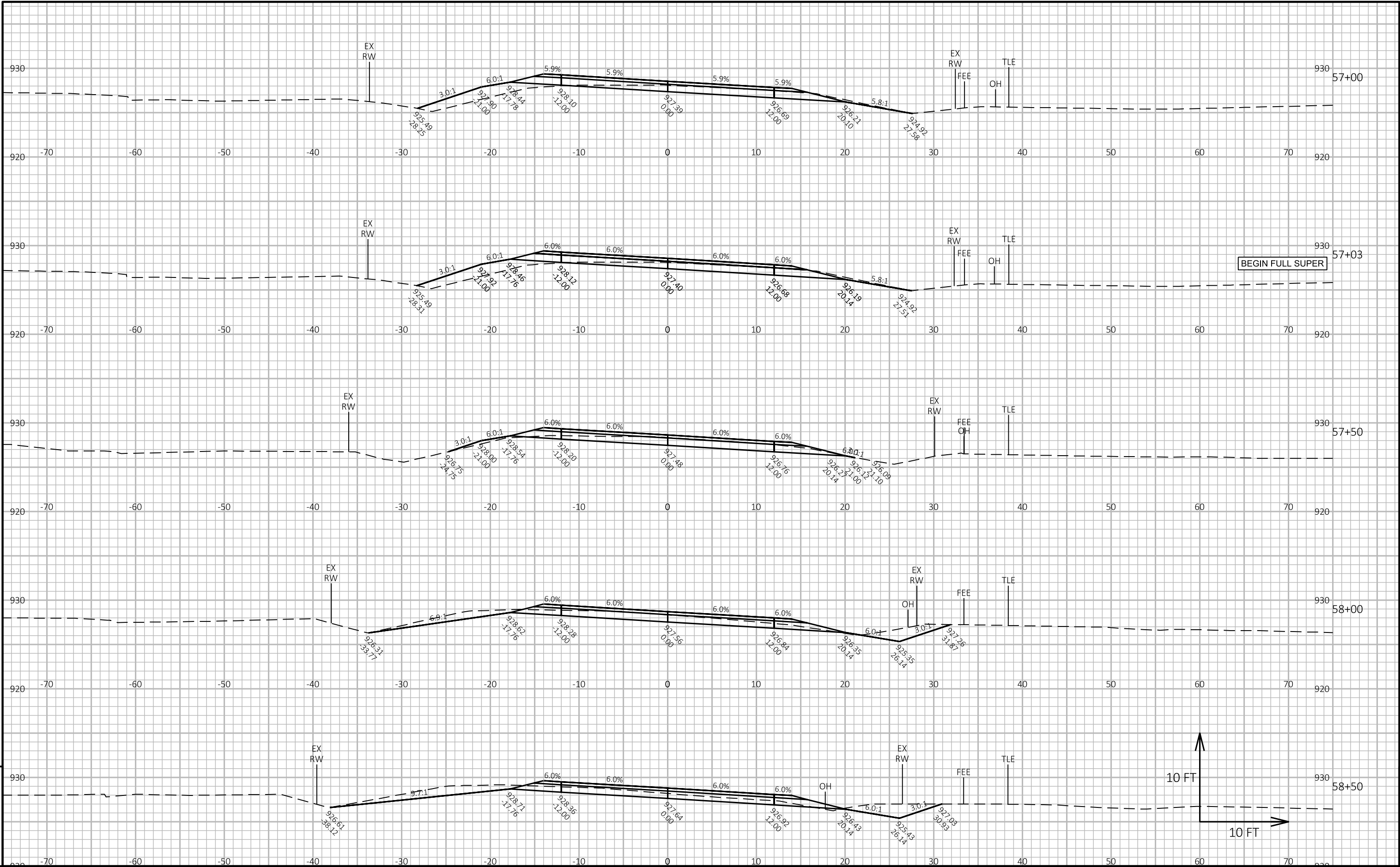
9

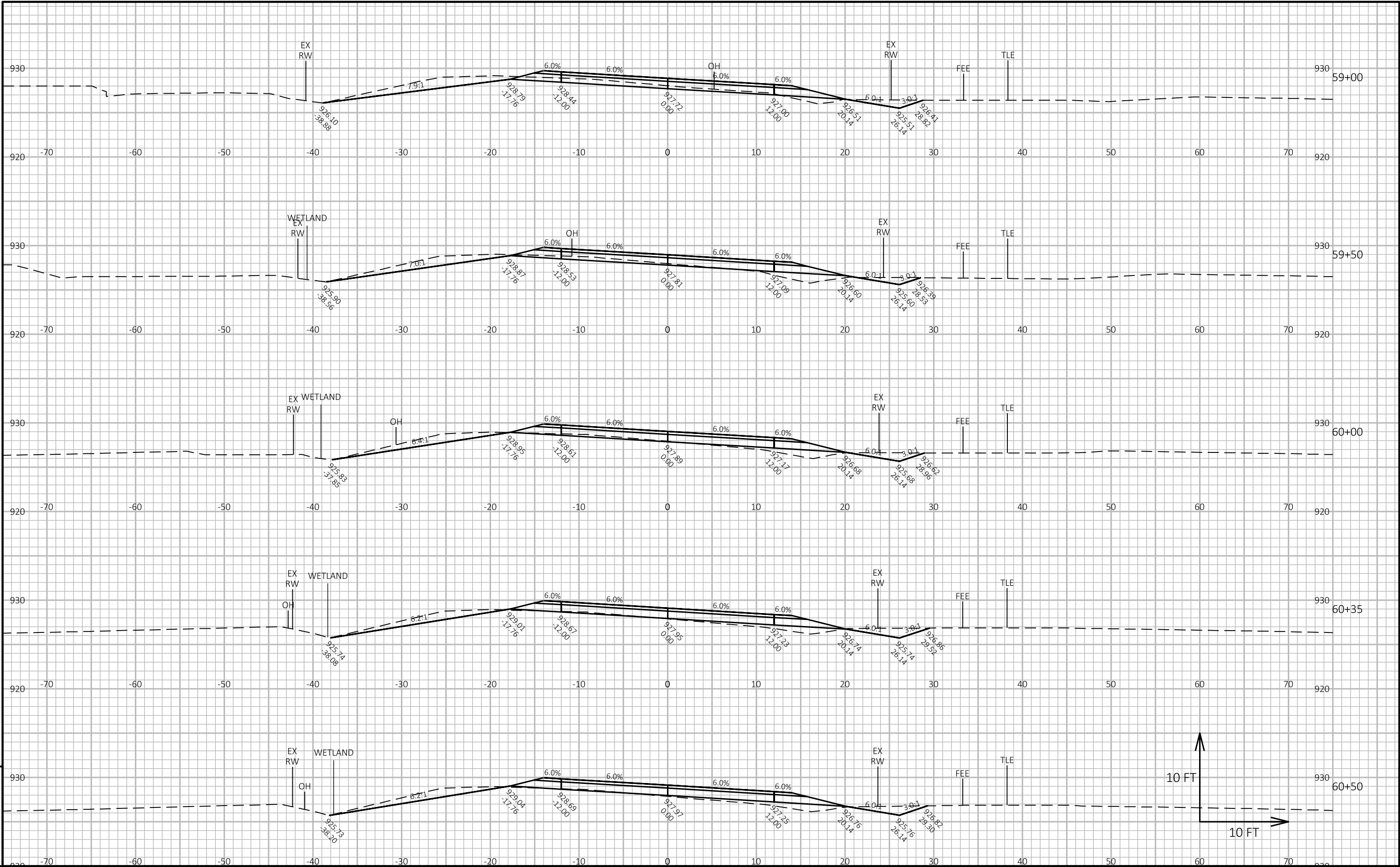
9

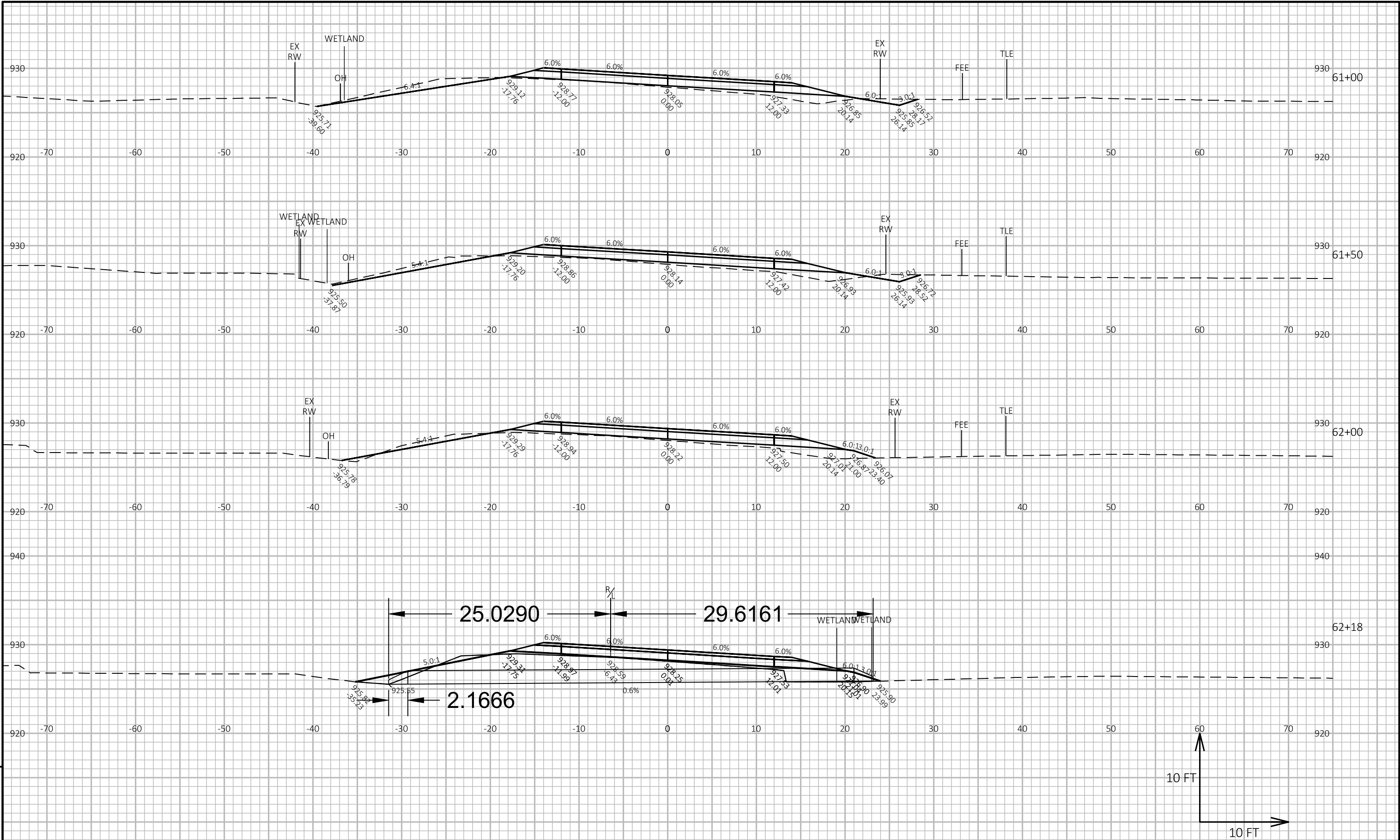
PROJECT NO: 8841-00-70	HWY: CTH D	COUNTY: BURNETT	CROSS SECTIONS: CTH D - N. FORK OF WOOD RIVER AREA 1	SHEET E
------------------------	------------	-----------------	--	---------





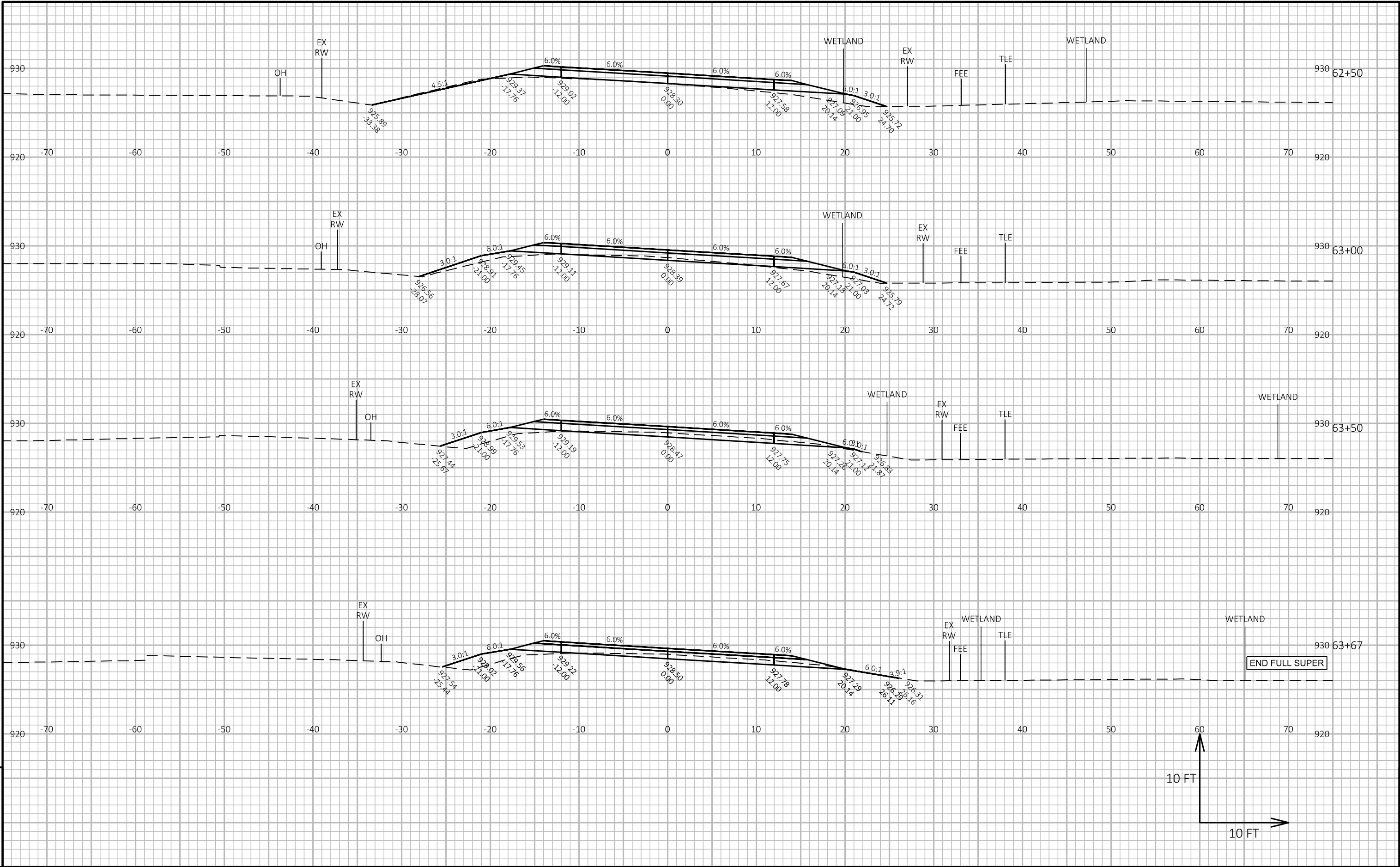


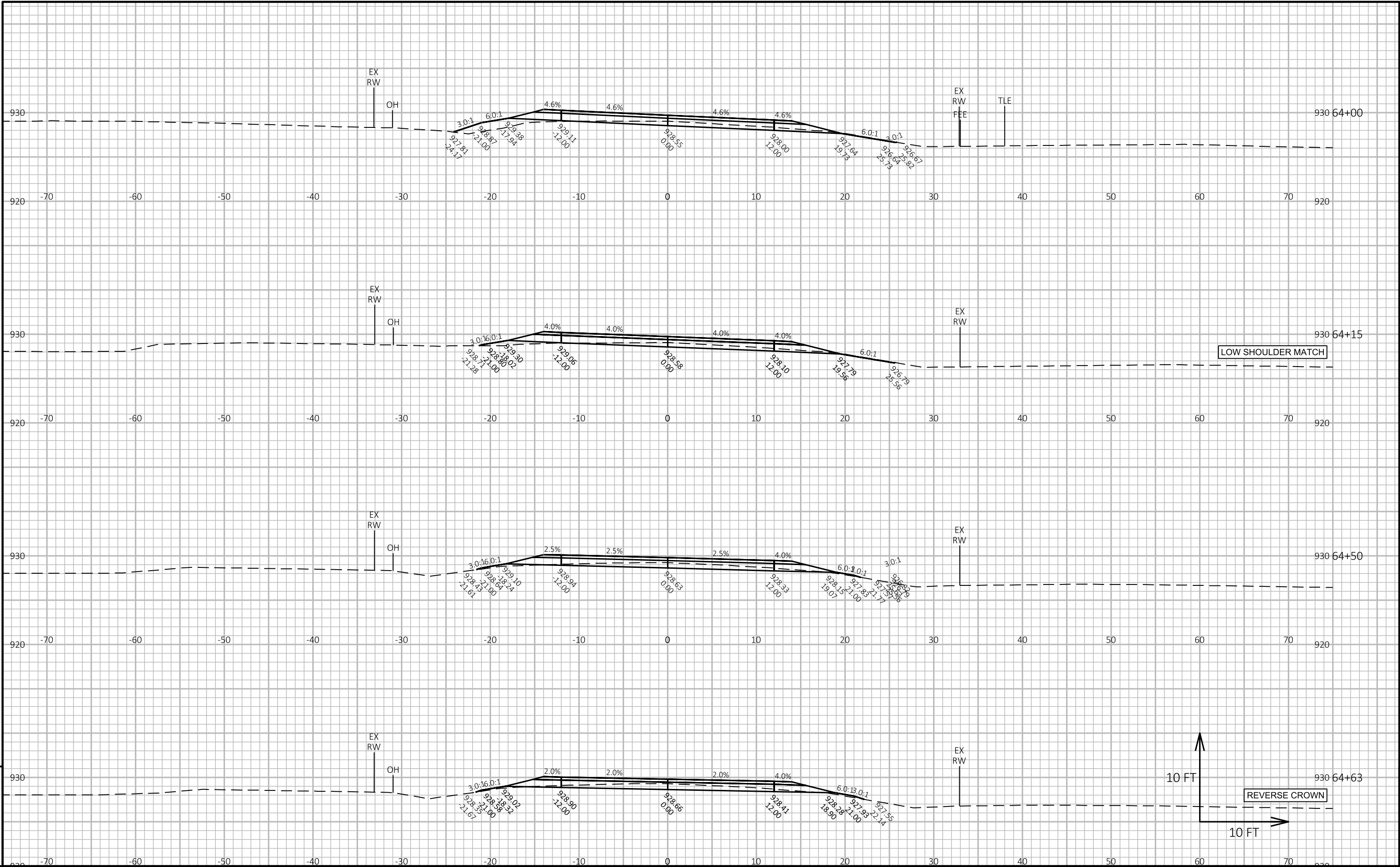




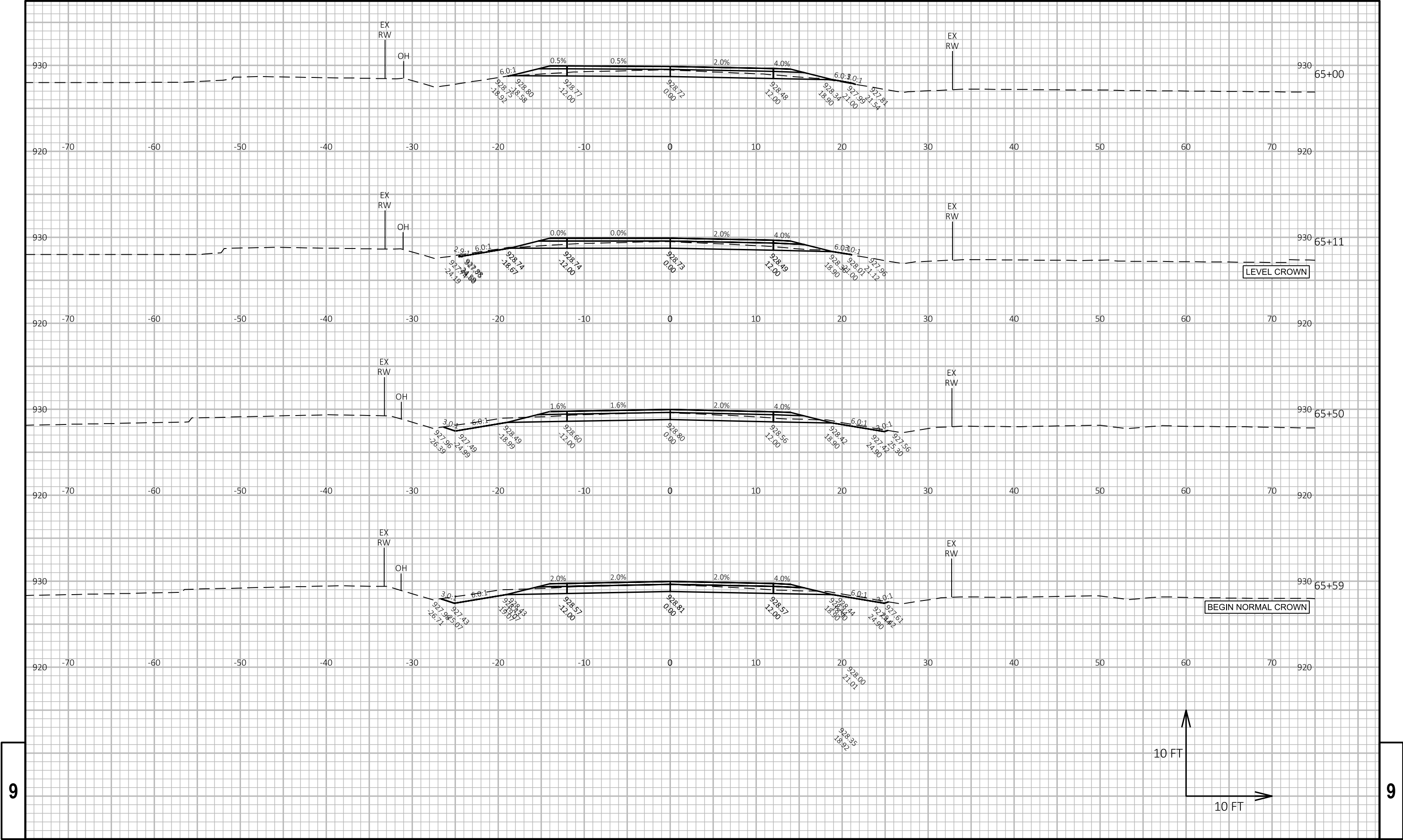
9

9





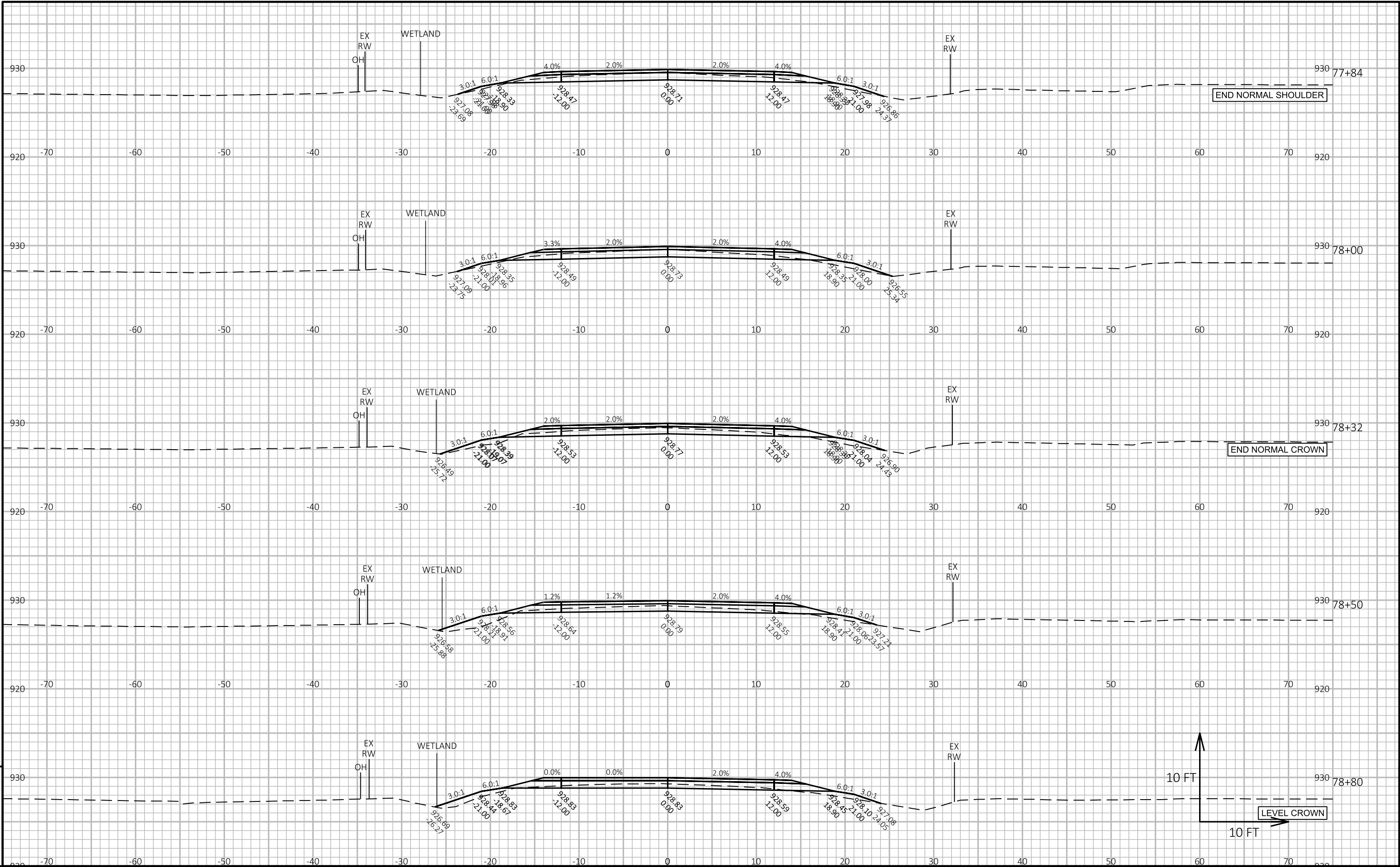
PROJECT NO: 8841-00-70	HWY: CTH D	COUNTY: BURNETT	CROSS SECTIONS: CTH D - REALIGNMENT AREA 2	SHEET	E
------------------------	------------	-----------------	--	-------	---



9

9

PROJECT NO: 8841-00-70	HWY: CTH D	COUNTY: BURNETT	CROSS SECTIONS: CTH D - REALIGNMENT AREA 2	SHEET E
------------------------	------------	-----------------	--	---------



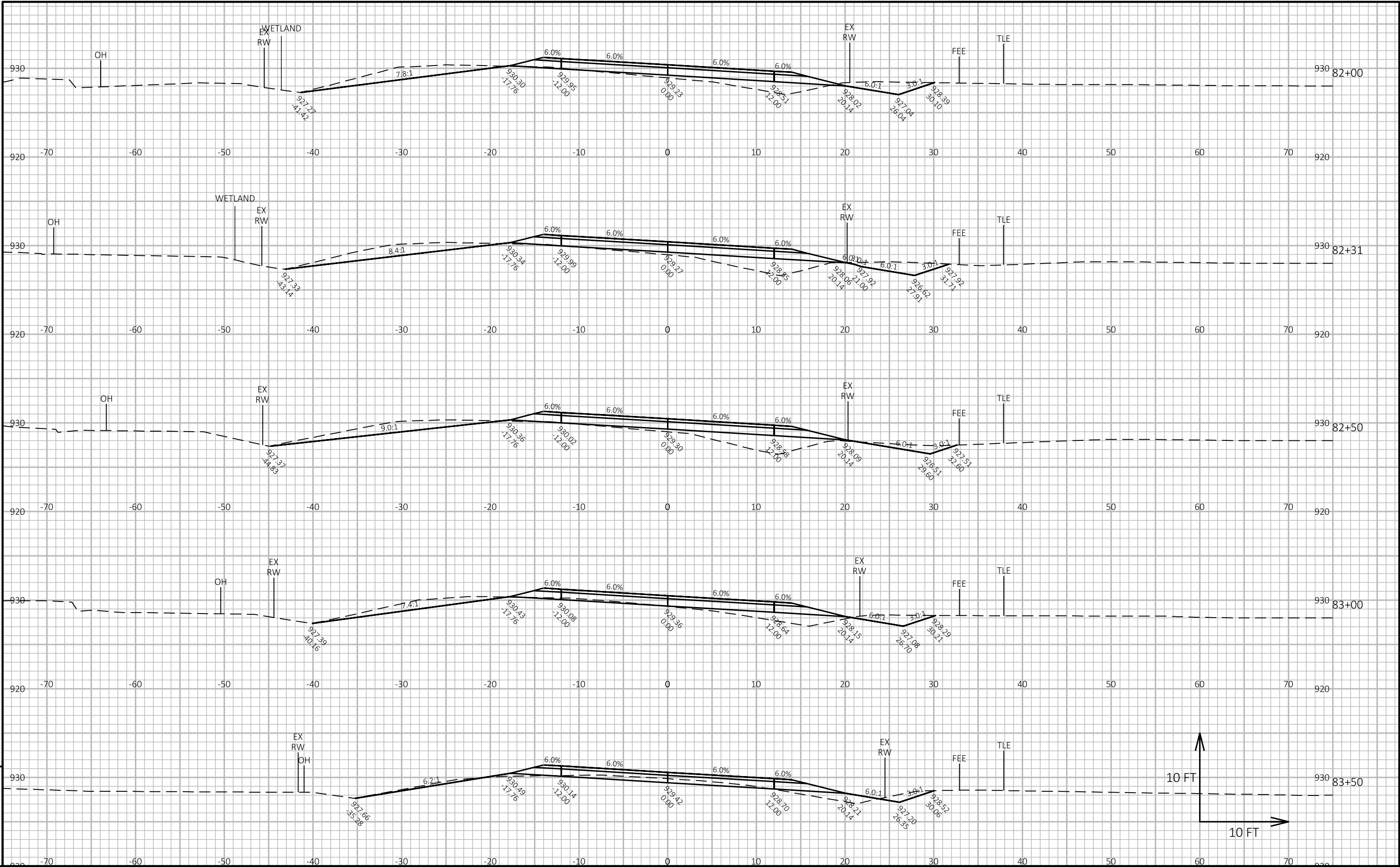


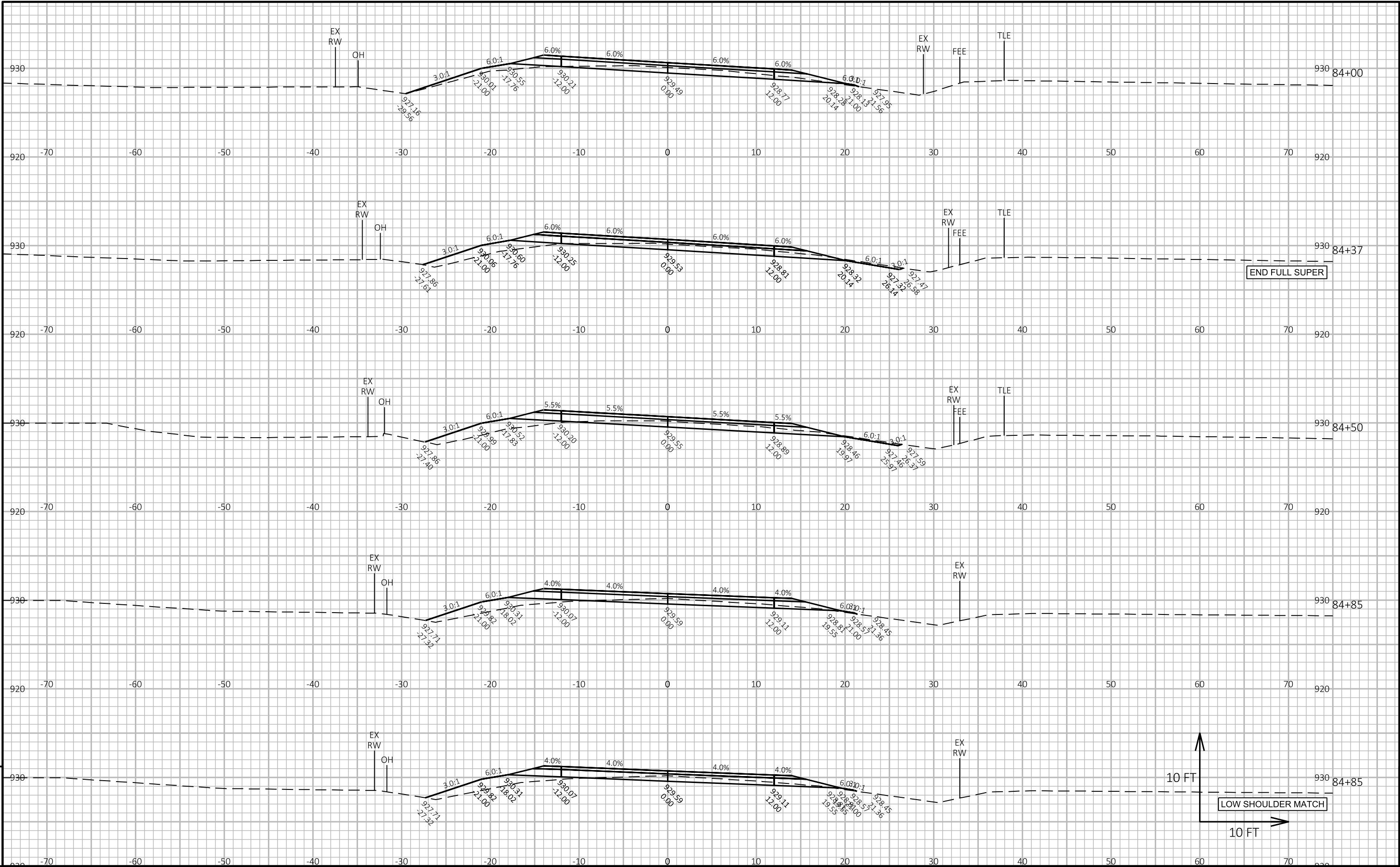
9

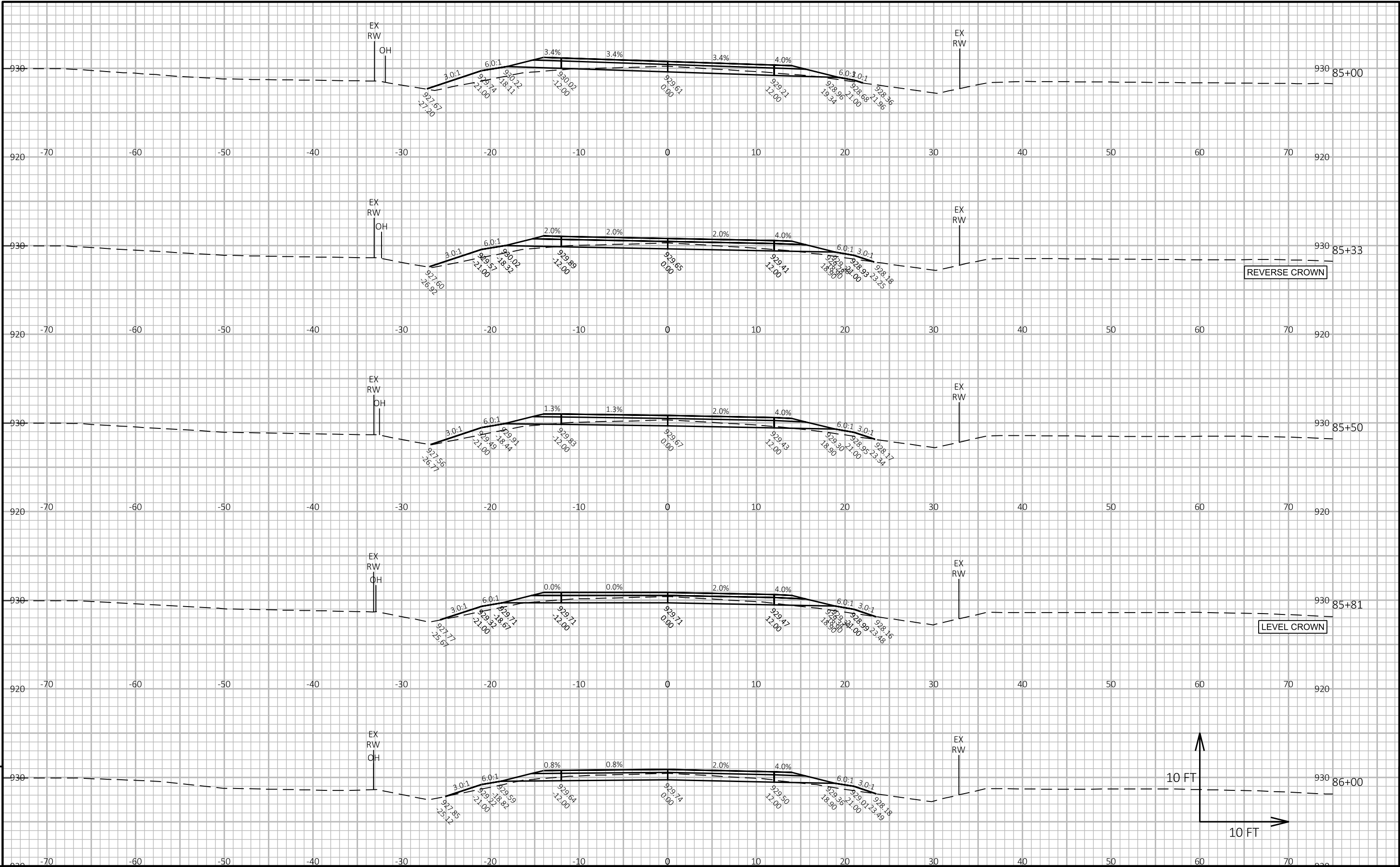
9

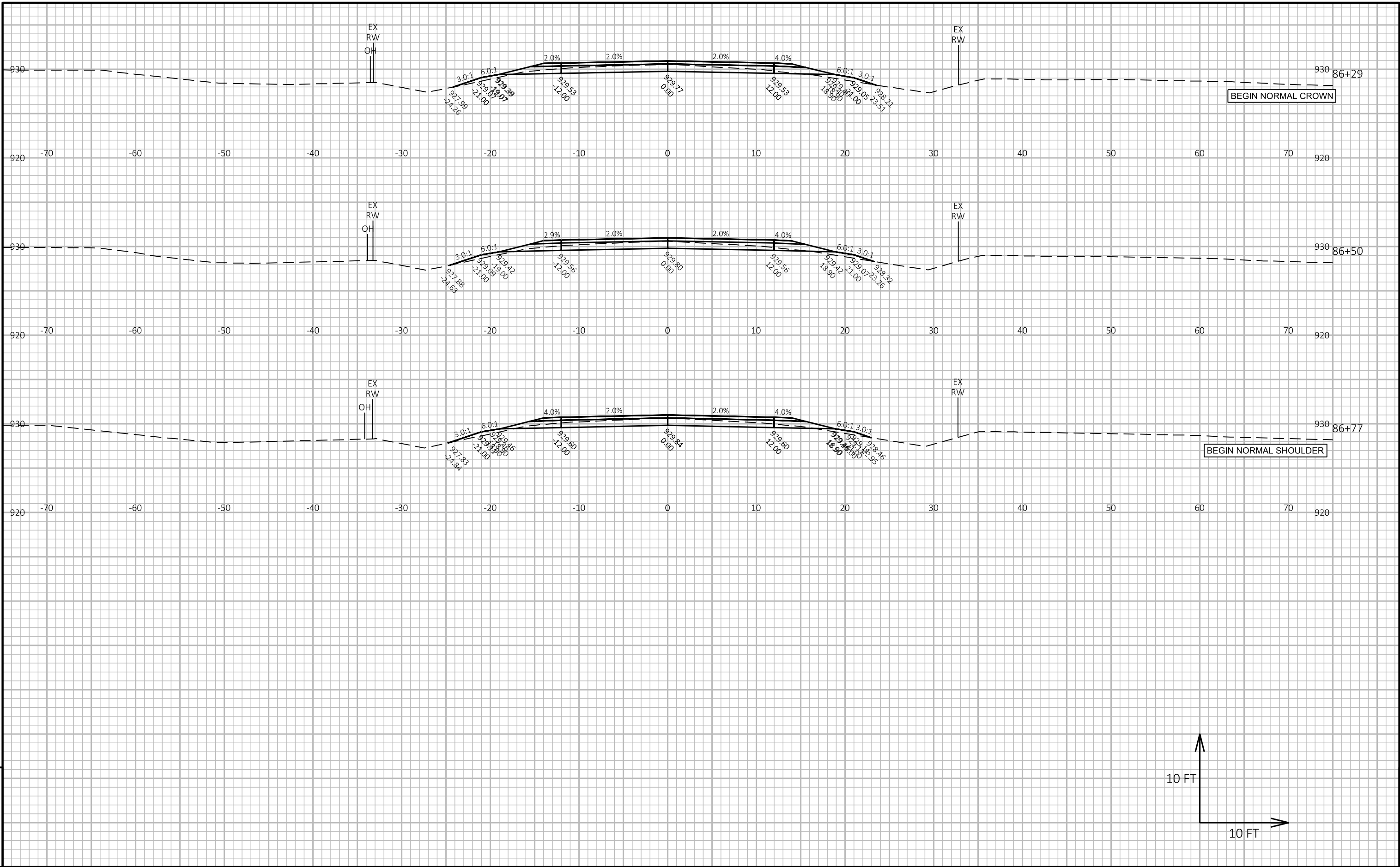
PROJECT NO: 8841-00-70	HWY: CTH D	COUNTY: BURNETT	CROSS SECTIONS: CTH D - REALIGNMENT AREA 3	SHEET E
------------------------	------------	-----------------	--	---------

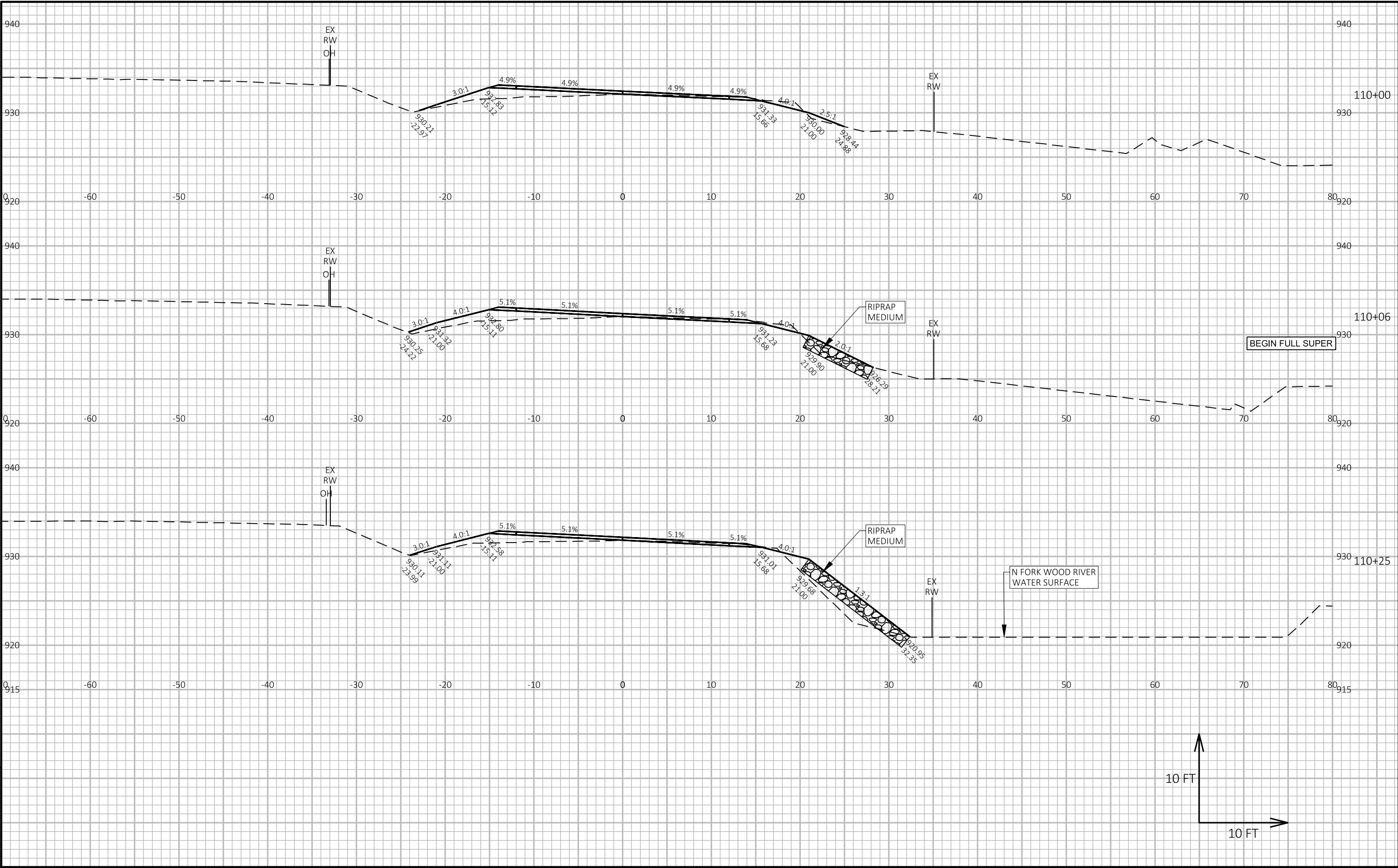


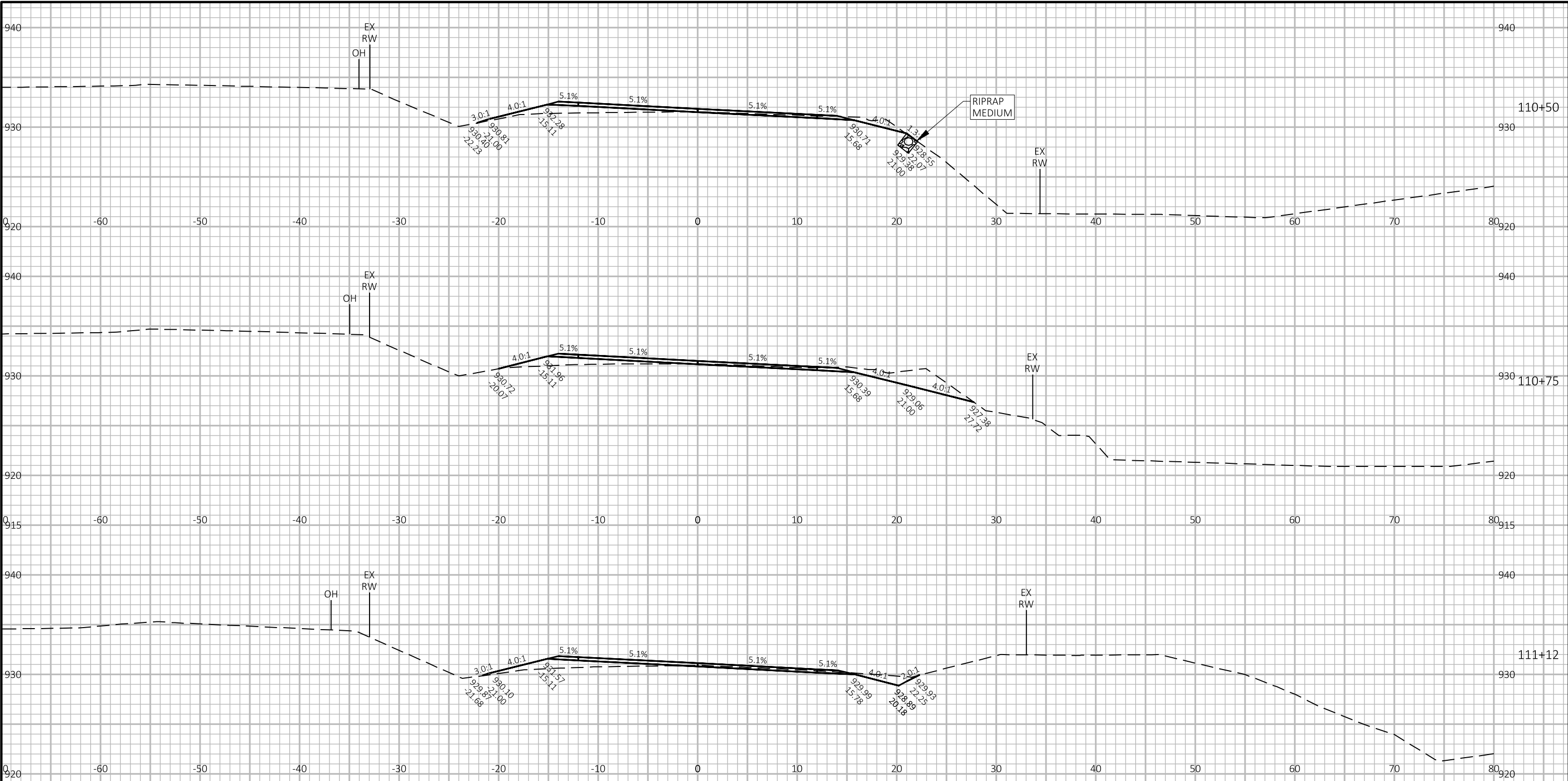








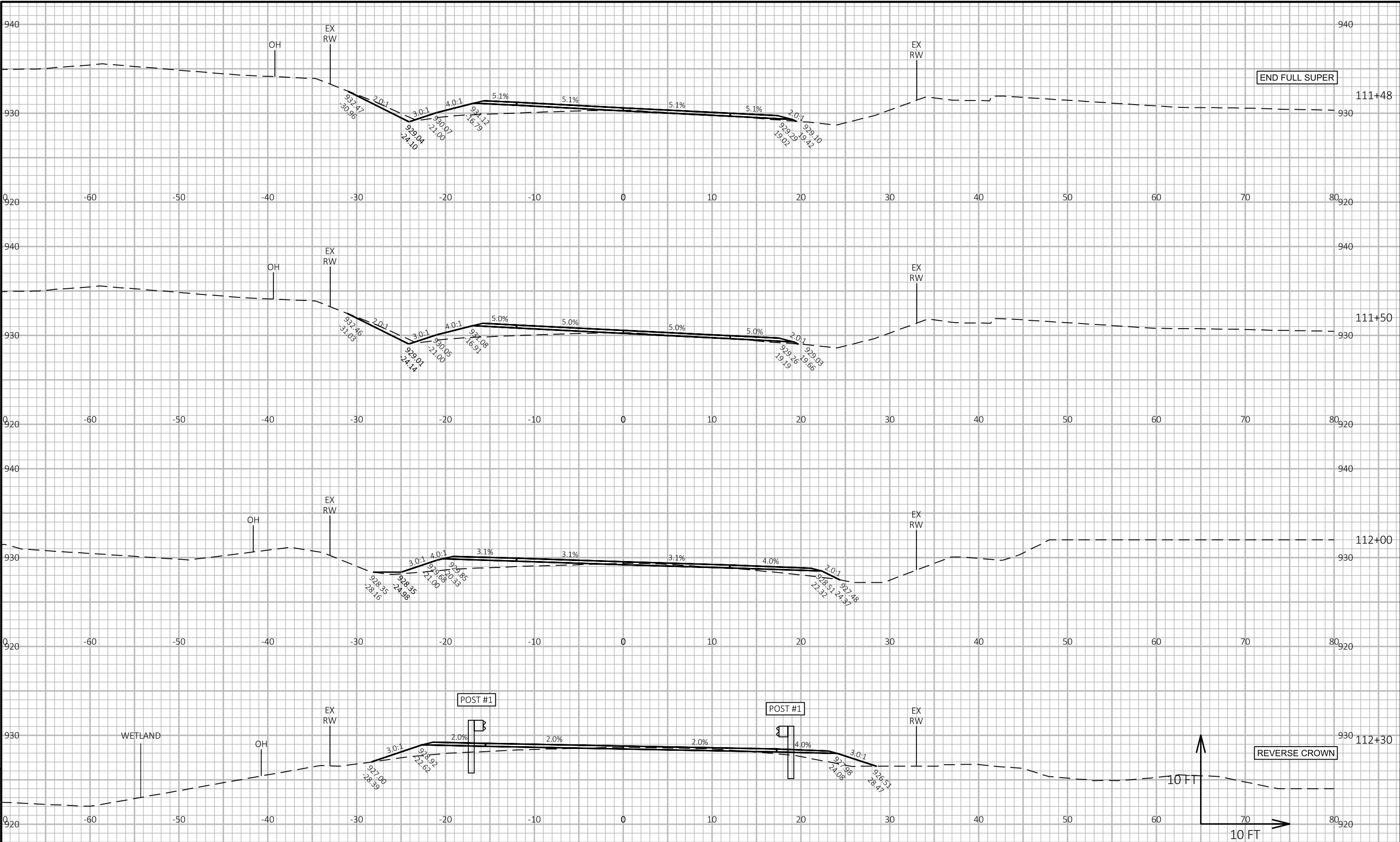


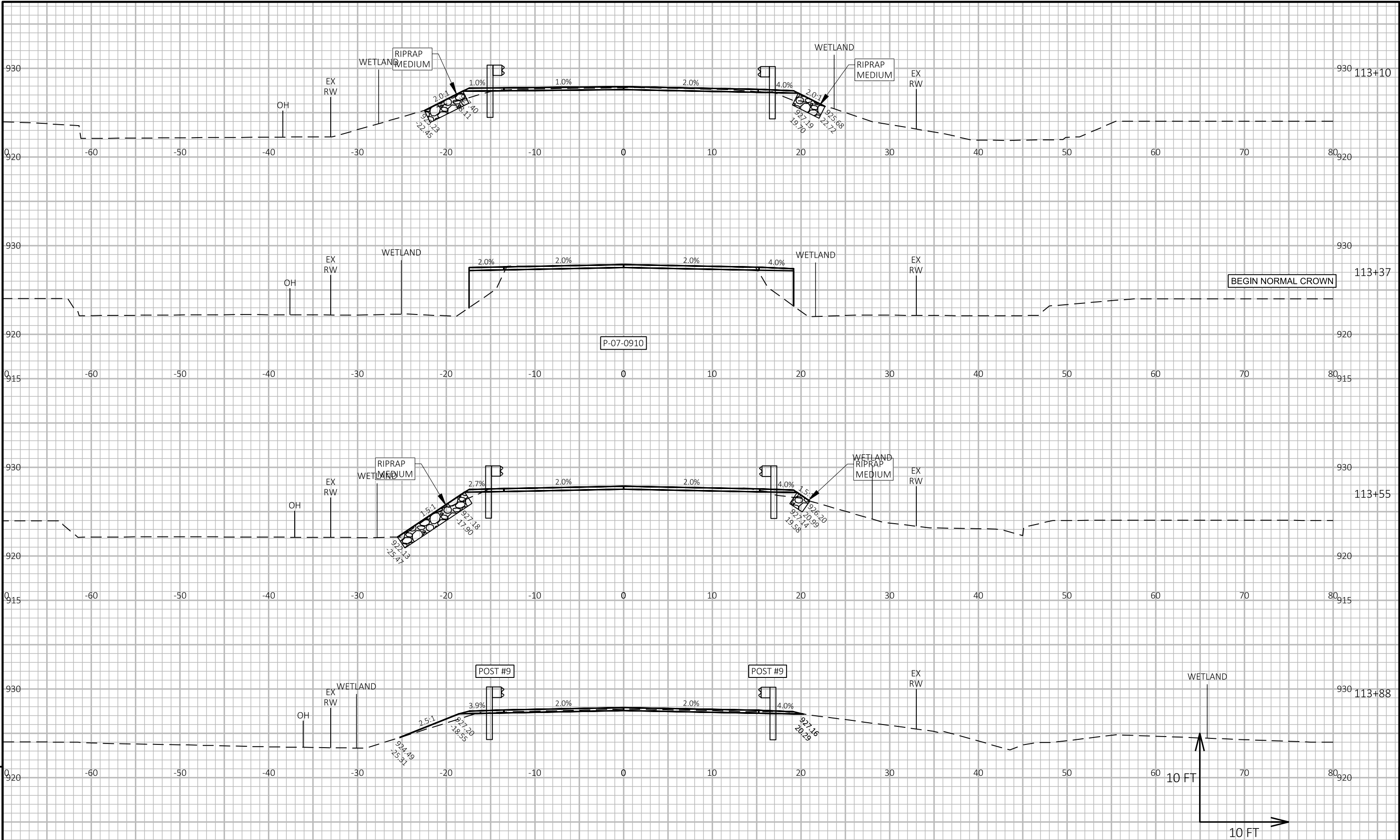


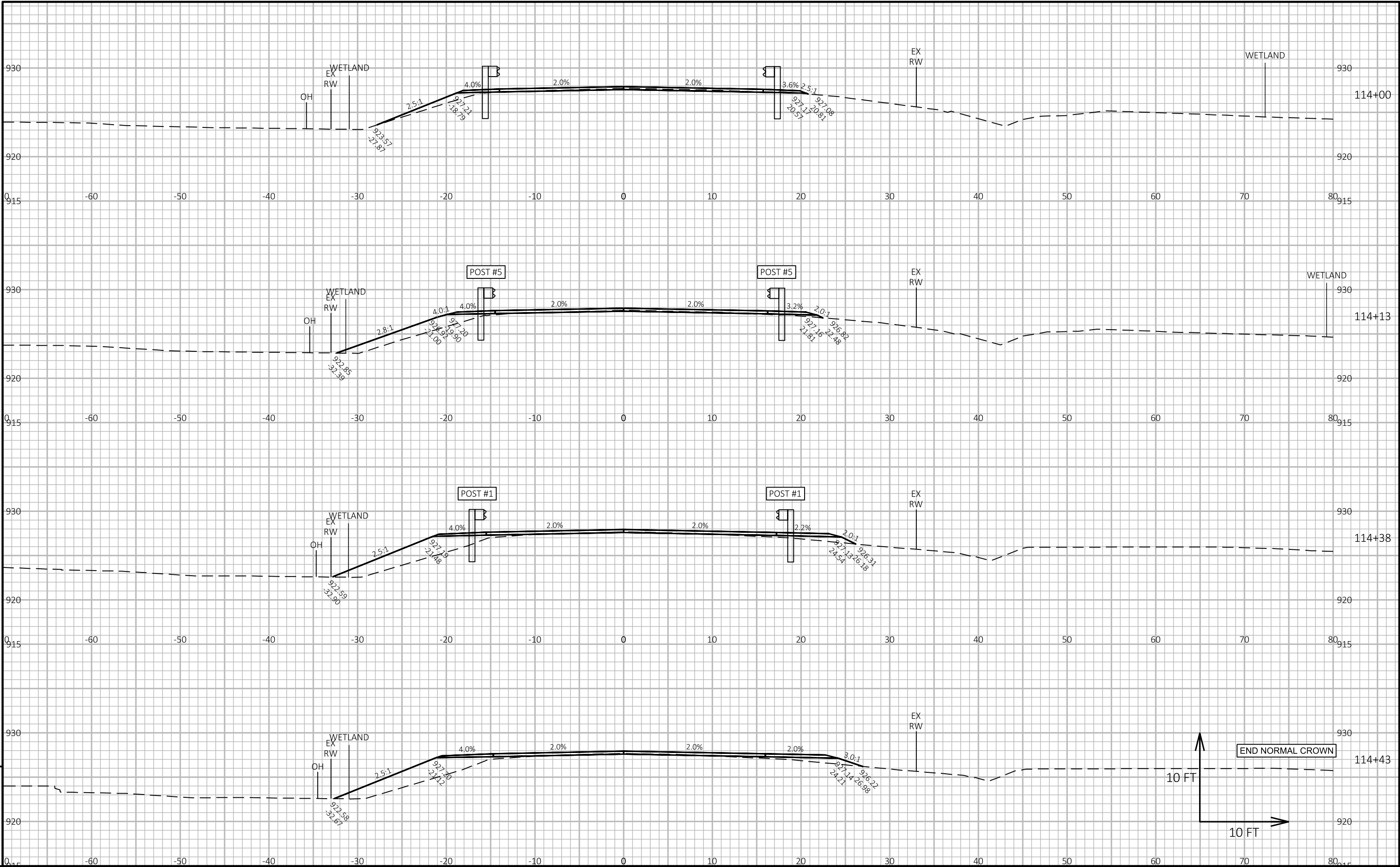
9

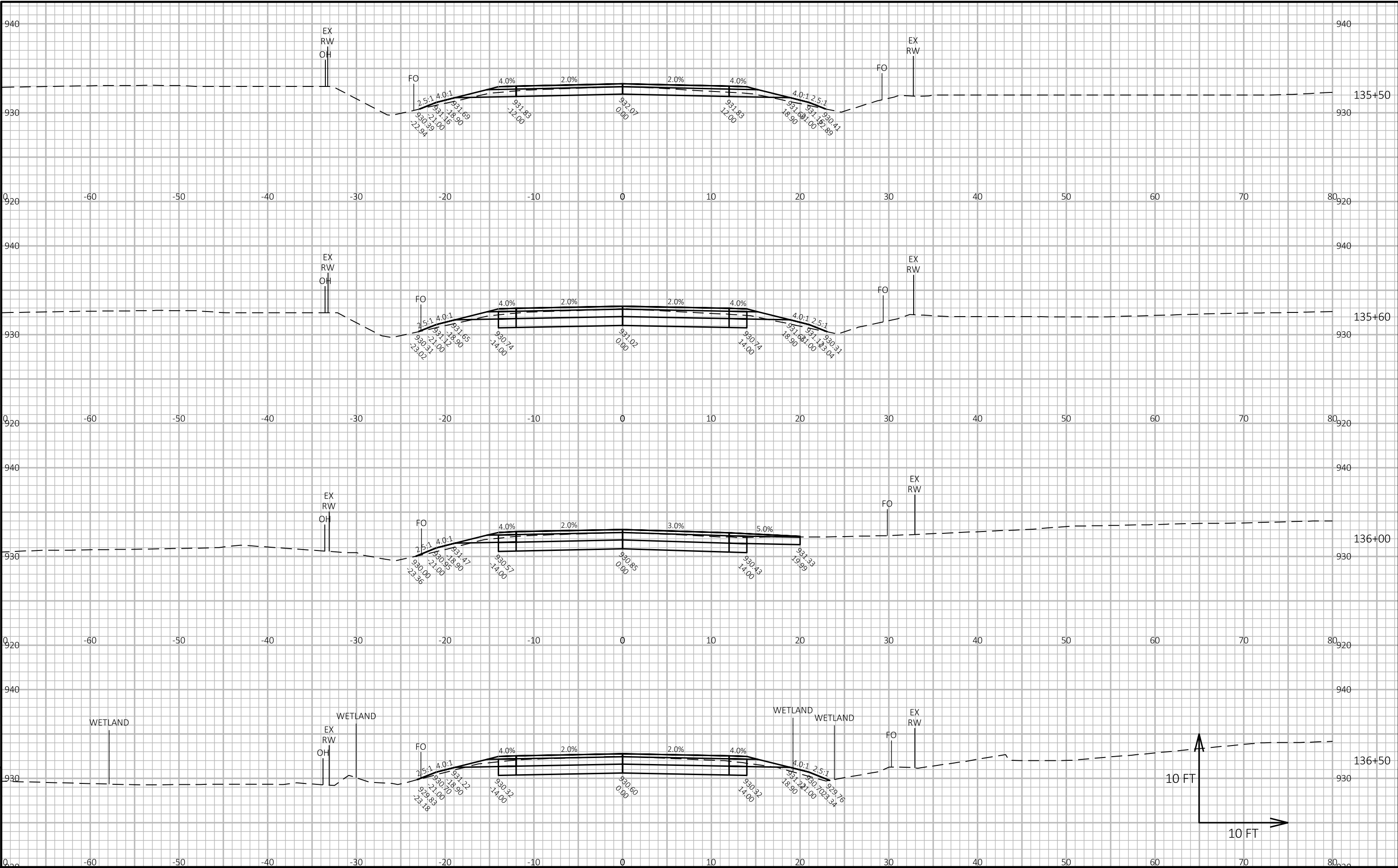
9

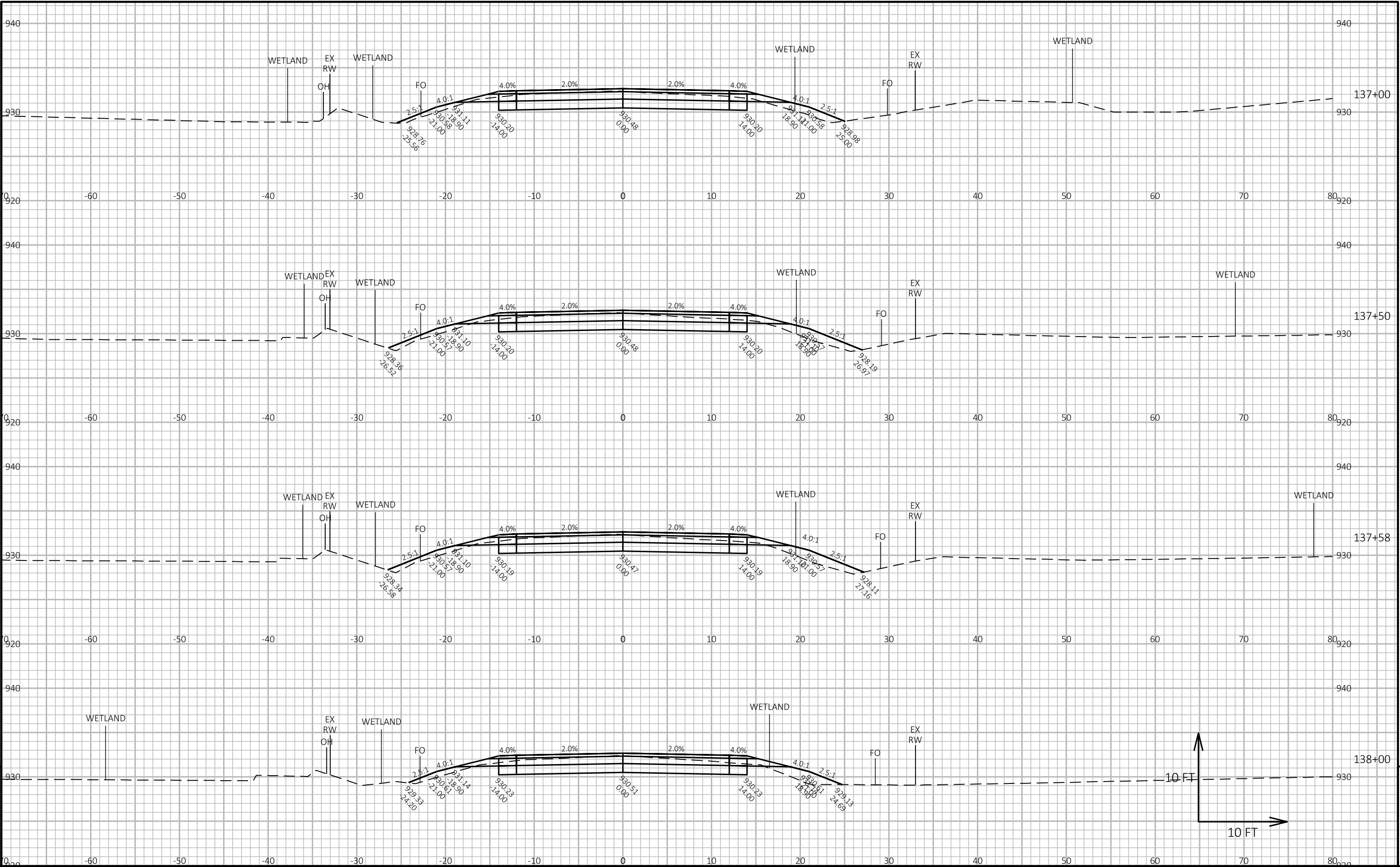
PROJECT NO: 8841-00-70	HWY: CTH D	COUNTY: BURNETT	CROSS SECTIONS: CTH D - GUARDRAIL	SHEET	E
------------------------	------------	-----------------	-----------------------------------	-------	---

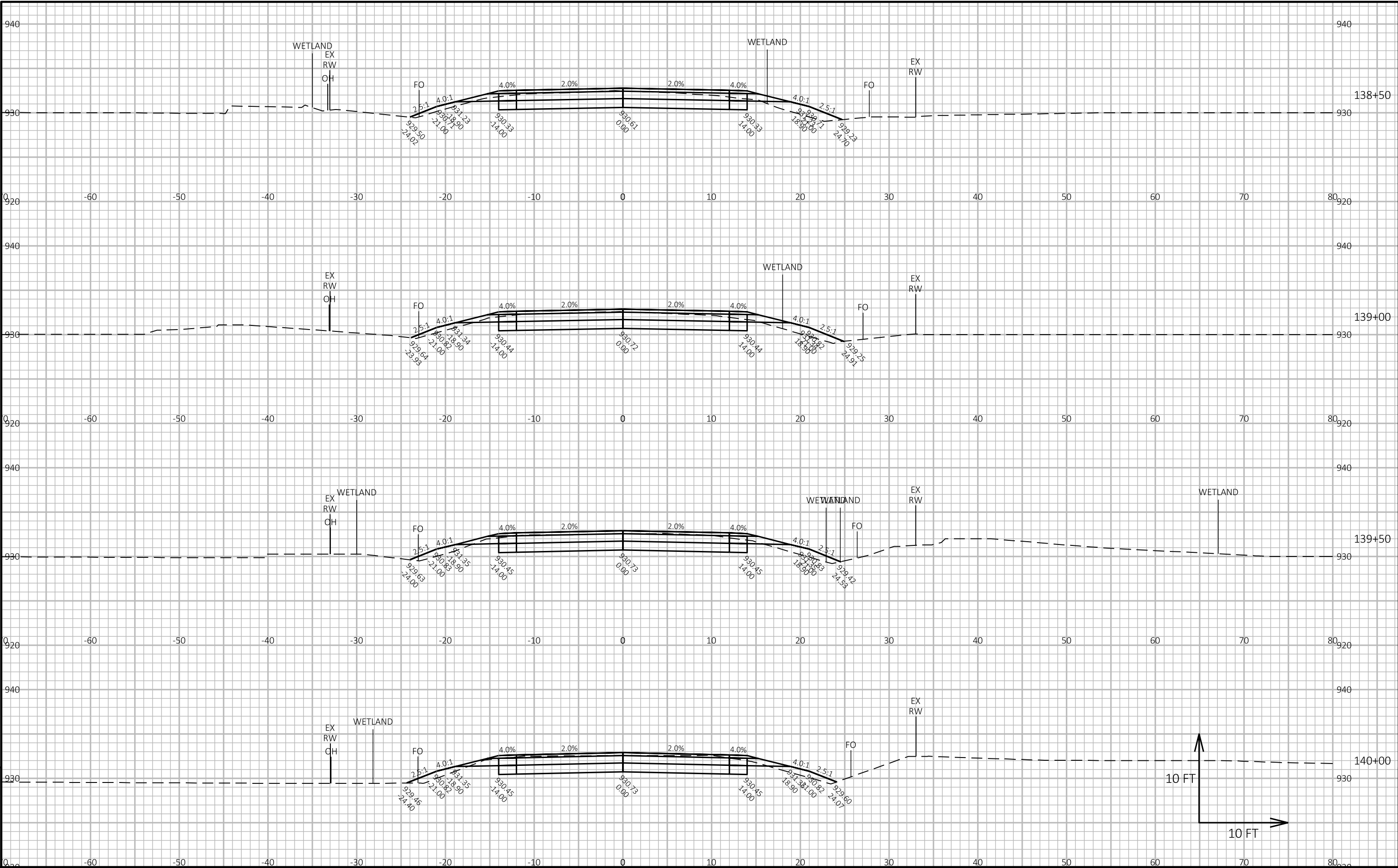


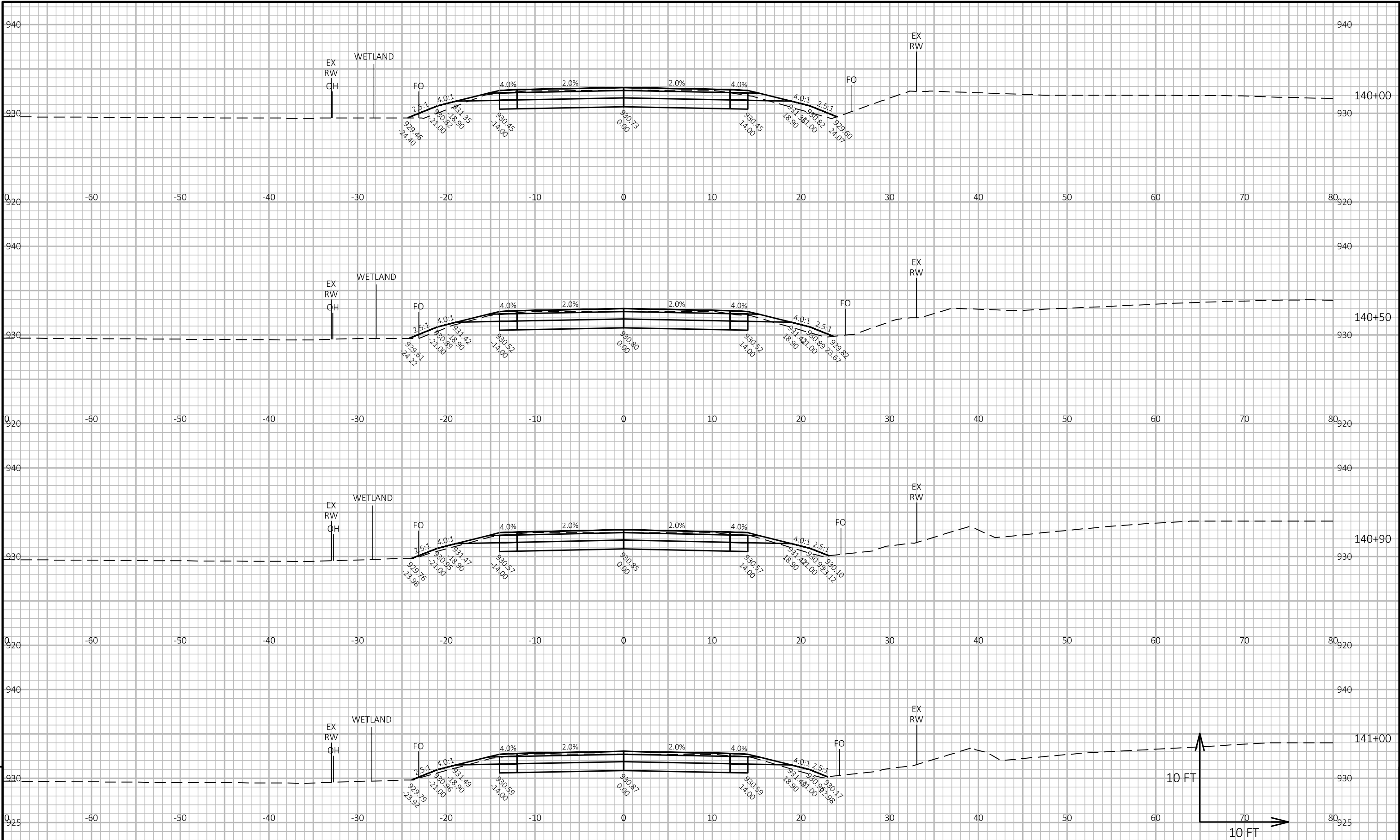


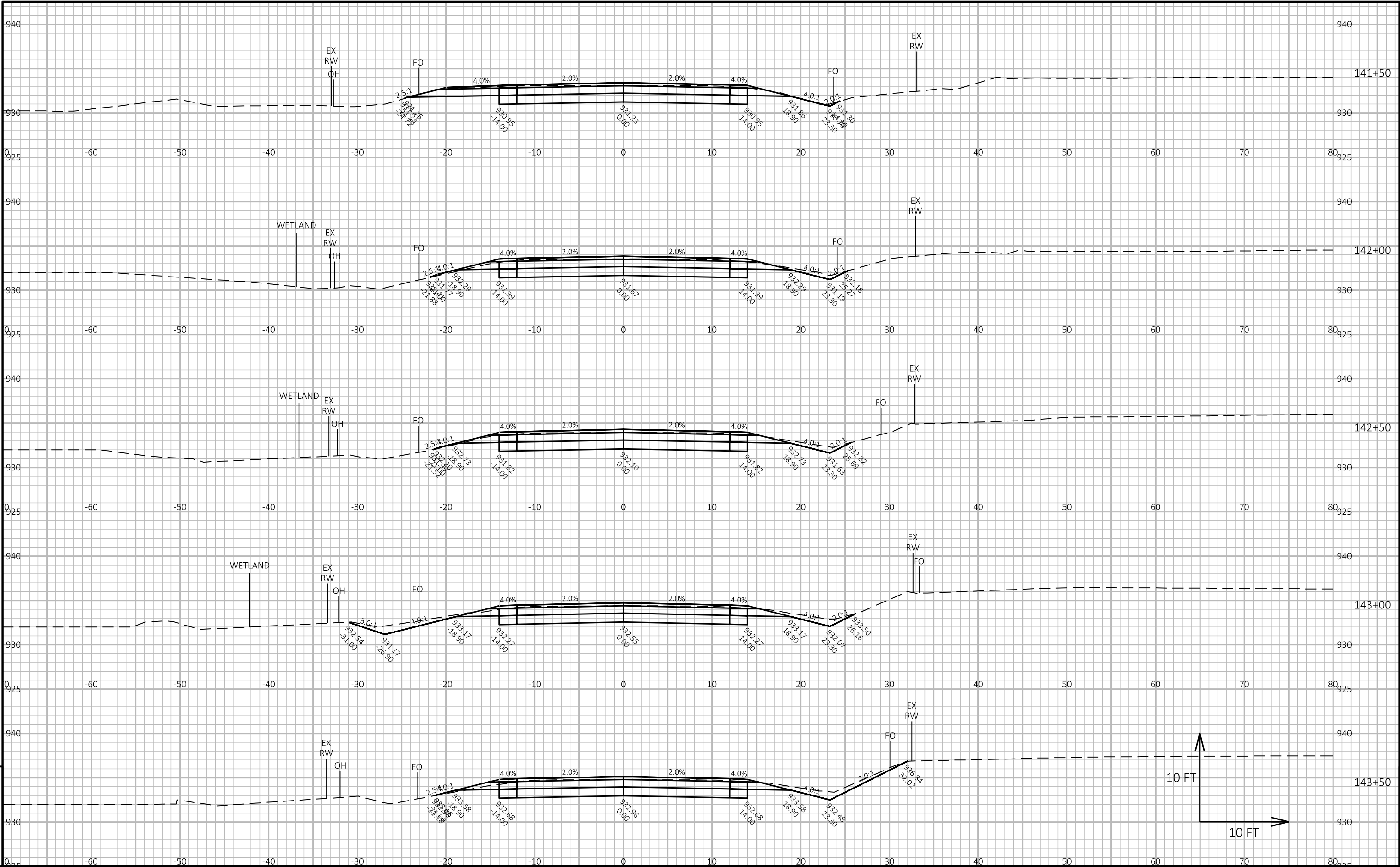










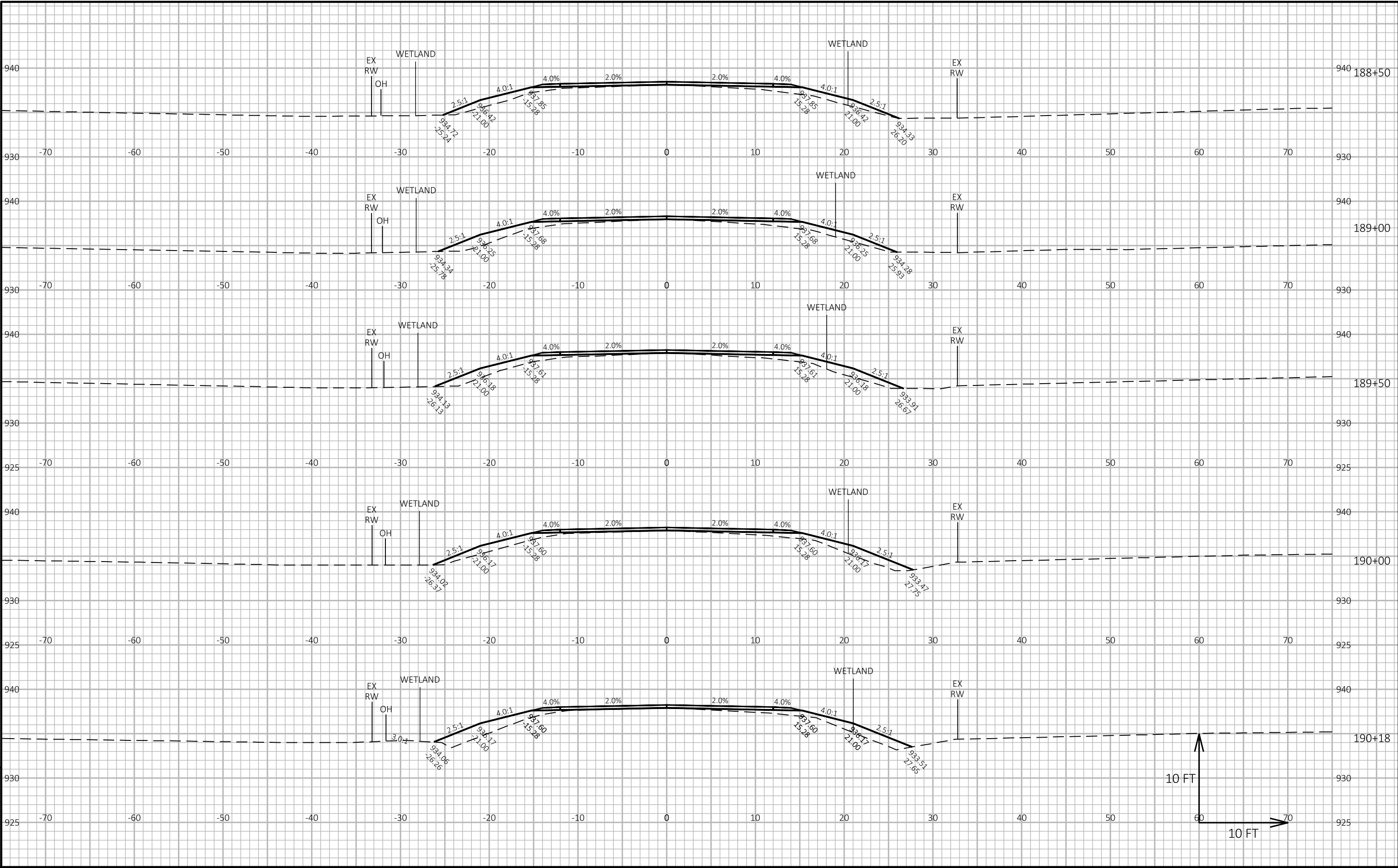


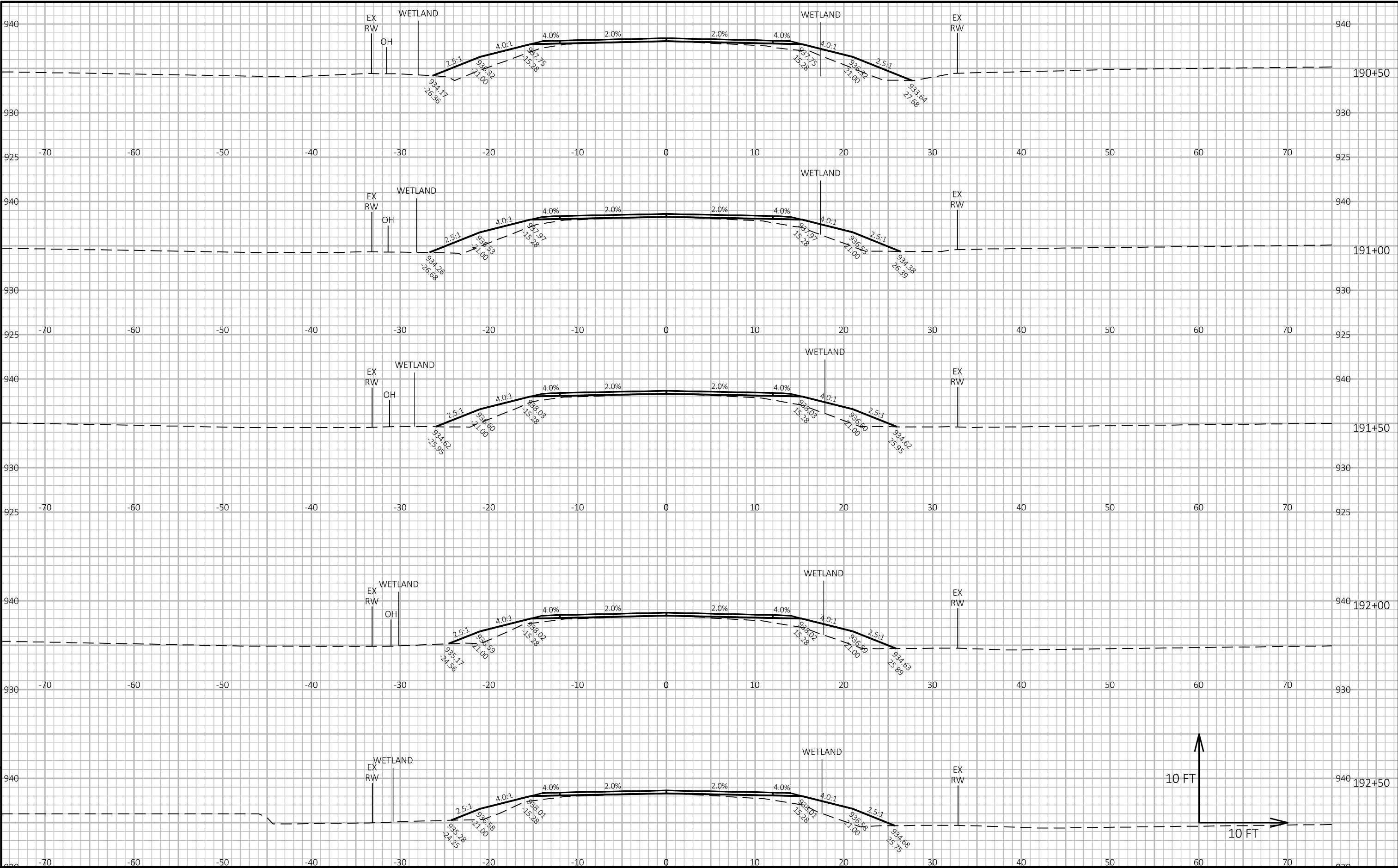


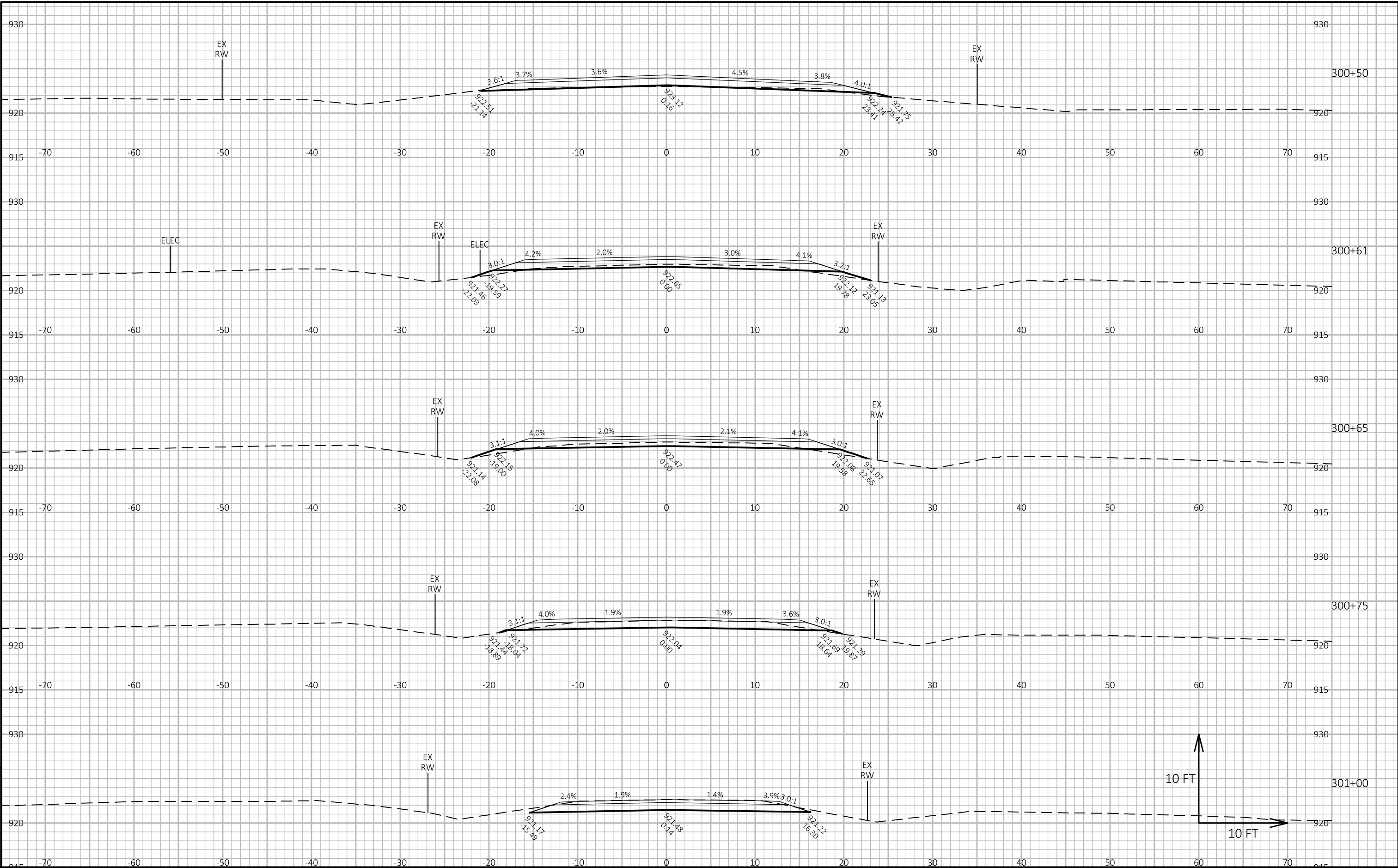
9

9

PROJECT NO: 8841-00-70	HWY: CTH D	COUNTY: BURNETT	CROSS SECTIONS: CTH D - SIDE-SLOPE GRADING	SHEET E
------------------------	------------	-----------------	--	---------







Notes



Wisconsin Department of Transportation

Dedicated people creating transportation solutions
through innovation and exceptional service.

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