MAD NOVEMBER 2022

PROJECT ID: 5609-00-70

WITH:

COUNTY: GRANT

09

ORDER OF SHEETS

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

TOTAL SHEETS = 240

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
5609-00-70	WISC 2023018	1

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

KIELER - CUBA CITY (CTH H)

ELM STREET TO STH 80

CTH H

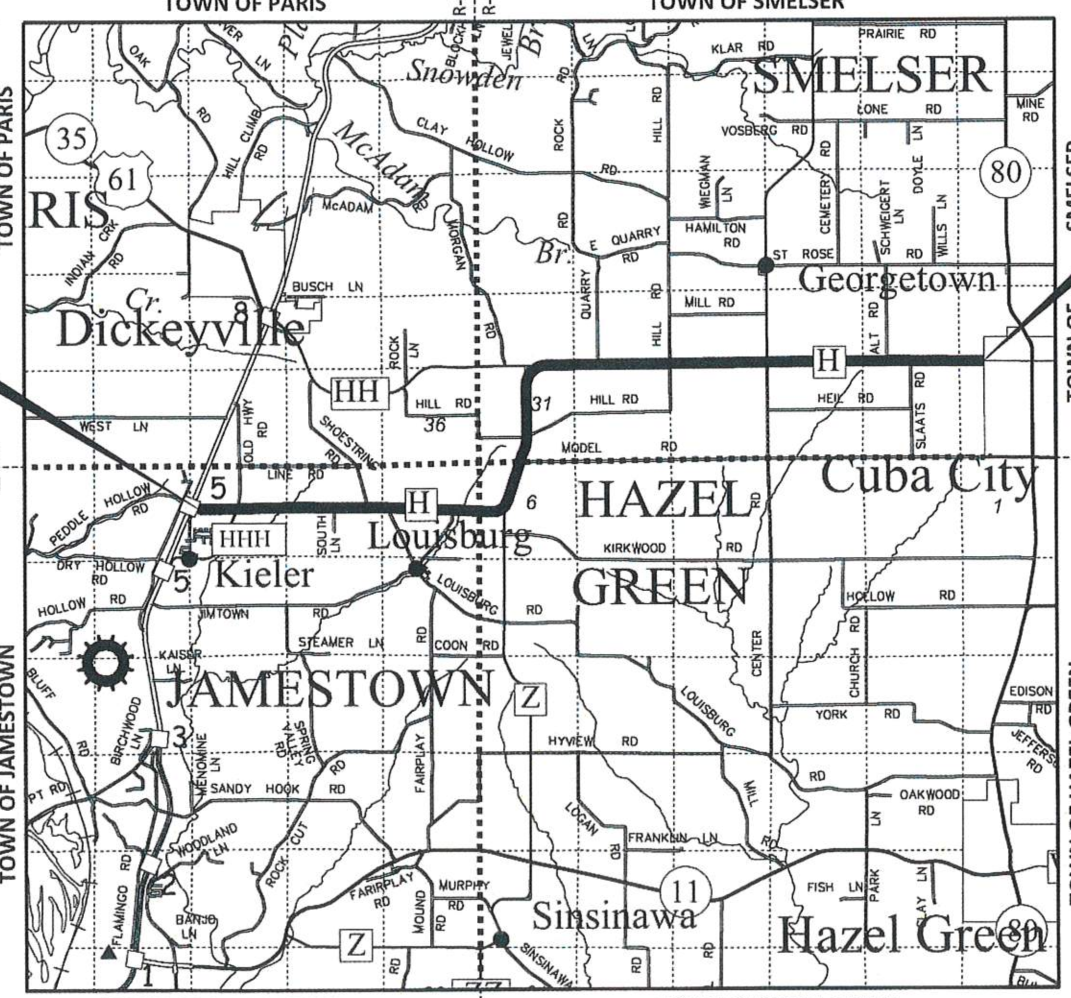
GRANT COUNTY

STATE PROJECT NUMBER

5609-00-70

BEGIN PROJECT
STA. 10+50
Y = 429,085.67
X = 848,208.94

END PROJECT
STA. 509+00
Y = 436,918.07
X = 891,762.86



LAYOUT

SCALE 0 2 MI

TOTAL NET LENGTH OF CENTERLINE = 9.441 MILES

COORDINATES ON THIS PLAN ARE REFERENCED TO THE WISCONSIN COUNTY COORDINATE SYSTEM (WCCS), GRANT COUNTY, NAD83 (2011), IN U.S. SURVEY FEET. VALUES ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCE MAY BE USED AS GROUND DISTANCES.

ELEVATION SHOWN ON THIS PLAN ARE REFERENCED TO THE NORTH AMERICAN VERTICAL DATUM OF 1988, NAVD88 (2012).

DESIGN DESIGNATION 5609-00-00

A.A.D.T.	(2023)	=	2275
A.A.D.T.	(2043)	=	3380
D.H.V.	(2043)	=	410
D.D.	(2043)	=	60/40
T.		=	10%
DESIGN SPEED		=	60 M.P.H.
ESALS		=	700,000

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 (CAUTION)
MARSH AREA
WOODED OR SHRUB AREA

PROFILE

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

UTILITIES

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

ACCEPTED FOR

COUNTY of GRANT

7-7-2022 (Date) Jon R. Kmoutz (Highway Commissioner)

ORIGINAL PLANS PREPARED BY

JEWELL associates engineers, inc
Engineers - Architects - Surveyors

WISCONSIN JEFFREY D. SMITH E-36291 VERONA, WI PROFESSIONAL ENGINEER

7-6-2022 (Date) (Signature)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY

Surveyor	JEWELL ASSOCIATES ENGINEERS, INC.
Designer	JEWELL ASSOCIATES ENGINEERS, INC.
Project Manager	BRANDAN BURGER, P.E.
Regional Examiner	REGIONAL EXAMINER
Regional Supervisor	KYLE HEMP, P.E.

APPROVED FOR THE DEPARTMENT

DATE 7/7/2022 Brandan Burger (Signature)

E

FILE NAME: S:\PROJECTS\G78020 GRANT CO HWY - CTH H REHABILITATION\SHEETSPLAN\CTH H TITLE SHT DWG PLOT DATE: 7/6/2022 1:16 PM PLOT BY: THEODORE HERBERS PLOT NAME:

GENERAL NOTES

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

NO TREES OR SHRUBS ARE TO BE REMOVED UNLESS SUCH TREES OR SHRUBS HAVE FIRST BEEN INDICATED FOR REMOVAL BY THE ENGINEER IN THE FIELD.

EXCAVATION BELOW SUBGRADE (EBS) IS NOT USED TO BALANCE YARDAGE, AND IS NOT SHOWN ON THE CROSS SECTIONS BUT IS MEASURED AND PAID FOR AS COMMON EXCAVATION. EXACT LOCATIONS OF EBS WILL BE DETERMINED BY THE ENGINEER.

DISTURBED AREAS SHOWN WITHIN THE RIGHT-OF-WAY, EXCEPT THE AREAS WITHIN THE FINISHED SHOULDER POINTS ARE TO BE FERTILIZED (TYPE B), SEEDED (USE SEED MIX NO. 20), AND EROSION MATTED/MULCHED AS DIRECTED BY THE ENGINEER. DO NOT USE FERTILIZER IN WETLAND AREAS.

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

SILT FENCE, TEMPORARY DITCH CHECK, AND CULVERT PIPE CHECK BID ITEMS SHALL BE PLACED AS SHOWN IN THE PLAN OR AS DIRECTED BY THE ENGINEER. SILT FENCE SHALL BE PLACED PRIOR TO CONSTRUCTION.

THE EXACT LOCATION OF PRIVATE AND FIELD ENTRANCES TO BE DETERMINED BY THE ENGINEER IN THE FIELD.

REMOVAL OF ASPHALTIC SURFACES WERE AN ABUTTING ASPHALTIC SURFACE IS TO REMAIN IN PLACE SHALL REQUIRE A SAWCUT MEETING THE APPROVAL OF THE ENGINEER IN THE FIELD.

ACCURACY OF INLET AND DISCHARGE ELEVATIONS FOR DRAINAGE STRUCTURES SHALL BE VERIFIED BY THE ENGINEER IN THE FIELD.

CURB AND GUTTER ELEVATIONS ARE GIVEN ON THE FLANGE LINE, UNLESS OTHERWISE NOTED.

ALL RADII DIMENSIONS ON THE PLAN FOR CURB AND GUTTER ARE TO THE FLANGE OF THE CURB AND GUTTER.

EXISTING DRIVEWAYS SHALL BE RESTORED IN KIND (UNLESS OTHERWISE NOTED) AND THEIR LOCATION VERIFIED BY THE ENGINEER IN THE FIELD.

HMA PAVMENT QUANTITIES WERE CALCULATED USING 115 LB/SY/IN.

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

4 1/2-INCHES OF HMA PAVEMENT SHALL BE CONSTRUCTED WITH A 2-INCH UPPER LAYER HMA PAVEMENT 4 LT 58-28 S AND A 2 1/2-INCH LOWER LAYER HMA PAVEMENT 4 LT 58-28 S.

EXPANSION JOINTS SHALL BE CONSTRUCTED AT ALL RADII POINTS IN THE CURB & GUTTER.

STORM SEWER ELEVATIONS, LENGTHS AND LOCATIONS AS SHOWN ON THE PLANS AND CROSS SECTIONS MAY BE ADJUSTED TO FIT FIELD CONDITIONS.

MISCELLANEOUS REMOVAL ITEMS REQUIRING RESTORATIONS OF CONCRETE OR ASPHALT DRIVEWAYS, CONCRETE DRIVEWAYS, OR SIDE ROADS/HIGHWAYS SHALL BE REMOVED TO AN EXISTING JOINT OR SAWED AS DETERMINED BY THE ENGINEER IN THE FIELD OR AS SHOWN ON THE PLANS.

CURVE DATA IS BASED ON THE ARC DEFINITION.

THE LOCATION OF ALL PERMANENT SIGNING SHALL BE VERIFIED BY THE ENGINEER IN THE FIELD PRIOR TO PLACEMENT.

ADJUST DITCH GRADING AS NECESSARY TO FIELD CONDITIONS AND AS DIRECTED BY THE ENGINEER IN THE FIELD.

THE SOILS REPORT MAY BE OBTAINED FROM THE ENGINEER.

CONTACTS

DESIGN CONSULTANT:
JEWELL ASSOCIATES ENGINEERS, INC.
1001 FOURIER DRIVE
MADISON, WI 53717
ATTN: JEFF SMITH, P.E.
PH: (608) 459-6091
EMAIL: jeff.smith@jewellassoc.com

WDNR LIAISON:
WISCONSIN DEPT. OF NATURAL RESOURCES
3911 FISH HATCHERY ROAD
FITCHBURG, WI 53711
ATTN: ANDY BARTA
PH: (608) 235-2955
EMAIL: andrew.barta@wisconsin.gov

WISCONSIN DEPARTMENT OF TRANSPORTATION:
WISDOT PROJECT MANAGER
2101 WRIGHT ST
MADISON, WI 53704
ATTN:BRANDAN BURGER, P.E.
PH: (608) 267-4019
EMAIL: Brandan.Burger@dot.wi.gov

GRANT COUNTY HIGHWAY DEPARTMENT:
JON KNAUTZ, COMMISSIONER
1011 N. ADAMS STREET
P.O. BOX 150
LANCASTER, WI 53813
PH: (608) 723-2595
EMAIL: jknautz@co.grant.wi.gov

TOWN OF HAZEL GREEN:
DONALD SPLINTER, CHAIRMAN
928 LOUISBURG ROAD
HAZEL GREEN, WI 53811
PH: (608) 744-2088

TOWN OF JAMESTOWN:
STEPHEN FREESE, CHAIRMAN
675 FLAMINGO LANE
HAZEL GREEN, WI 53811
PH: (608) 341-8860
EMAIL: Steve.freese@yahoo.com

TOWN OF SMELSER:
TOM RINIKER, CHAIRMAN
3186 QUARRY ROAD
CUBA CITY, WI 53807
PH: (608) 778-6034

UTILITIES

ELECTRICITY

ALLIANT ENERGY
ATTN: JOSH MEYER
761 ENTERPRISE DRIVE
PLATTEVILLE, WI 53818
PH: (608) 364-6506 (OFFICE)
PH: (608) 247-9826 (MOBILE)
EMAIL: joshuameyer@alliantenergy.com

SCENIC RIVERS ENERGY COOP.
ATTN: CHAD OLMSTEAD
231 NORTH SHERIDAN STREET
LANCASTER, WI 53813
PH: (608) 723-2121 EXT. 561 (OFFICE)
PH: (608) 712-0221 (MOBILE)
FAX: (608) 723-2688
EMAIL: colmstead@srec.net

DAIRYLAND POWER COOPERATIVE
ATTN: MIKE LYDON
3200 EAST AVENUE SOUTH
PO BOX 817
LA CROSSE, WI 54602-0817
PH: (608) 787-1381 (OFFICE)
EMAIL: michael.lydon@dairylandpower.com

GAS/PETROLEUM

WE ENERGIES
ATTN: ADAM MARING
N3025 14TH AVENUE
MONROE, WI 53566
PH: (608) 328-5679 (OFFICE)
PH: (608) 426-1715 (MOBILE)
EMAIL: adam.maring@we-energies.com

WATER / SANITARY

KIELER SANITARY DISTRICT
ATTN: DALE NEIS
1045 NORTHPANK CT
PO BOX 512
DICKEYVILLE, WI 53808
PH: (608) 778-3533
EMAIL: ddpw@tds.net

COMMUNICATION LINE

CUBA CITY/ BELMONT TELEPHONE
ATTN: JERRY CULLEN
121 N WASHINGTON STREET
CUBA CITY WI, 53071
PH: (608) 744-2154 (OFFICE)
PH: (608) 778-2293 (MOBILE)

WIN, LLC
ATTN: TODD ELLICKSON
4955 BULLIS FARM ROAD
EAU CLAIRE, WI 54701
PH: (715) 832-3750 (OFFICE)
PH: (608) 852-4072 (MOBILE)
EMAIL: Todd.Ellickson@wintechnology.com

TDS TELECOM
ATTN: JESSE BLOCK
140 MONROE STREET
LANCASTER, WI 53813
PH: (608) 459-0620 (OFFICE)
EMAIL: jesse.block@tdstelecom.com

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

LIST OF STANDARD ABBREVIATIONS

ABUT	Abutment
AC	Acre
AGG	Aggregate
AH	Ahead
<	Angle
ASPH	Asphaltic
AVG	Average
ADT	Average Daily Traffic
BAD	Base Aggregate Dense
BK	Back
BF	Back Face
BM	Bench Mark
BR	Bridge
C or C/L	Center Line
CC	Center to Center
C.E.	Commercial Entrance
CTH	County Trunk Highway
CR	Creek
CR	Crushed
CY or CU YD	Cubic Yard
CP	Culvert Pipe
C & G	Curb and Gutter
D	Degree of Curve
DHV	Design Hour Volume
DIA	Diameter
E	East
X	East Grid Coordinate
ELEC	Electric (al)
EL or ELEV	Elevation
ESALS	Equivalent Single Axle Loads
EBS	Excavation Below Subgrade
FF	Face to Face
F.E.	Field Entrance
F	Fill
FG	Finished Grade
FL or F/L	Flow Line
FT	Foot
FTG	Footing
GN	Grid North
HT	Height
CWT	Hundredweight
HYD	Hydrant
INL	Inlet
ID	Inside Diameter

INV	Invert
IP	Iron Pipe or Pin
IRS	Iron Rod Set
JT	Joint
JCT	Junction
LHF	Left-Hand Forward
L	Length of Curve
LIN FT or LF	Linear Foot
LC	Long Chord of Curve
MH	Manhole
MB	Mailbox
ML or M/L	Match Line
N	North
Y	North Grid Coordinate
OD	Outside Diameter
PLE	Permanent Limited Easement
PT	Point
PC	Point of Curvature
PI	Point of Intersection
PRC	Point of Reverse Curvature
PT	Point of Tangency
POC	Point On Curve
POT	Point on Tangent
PVC	Polyvinyl Chloride
PCC	Portland Cement Concrete
LB	Pound
PSI	Pounds Per Square Inch
P.E.	Private Entrance
R	Radius
RR	Railroad
R	Range
RL or R/L	Reference Line
RP	Reference Point
RCCP	Reinforced Concrete Culvert Pipe
REQD	Required
RES	Residence or Residential
RW	Retaining Wall
RT	Right
RHF	Right-Hand Forward
R/W	Right-of-Way
RD	Road
R	River

RDWY	Roadway
SALV	Salvaged
SAN S	Sanitary Sewer
SEC	Section
SHLDR	Shoulder
SHR	Shrinkage
SW	Sidewalk
S	South
SQ	Square
SF or SQ FT	Square Feet
SY or SQ YD	Square Yard
STD	Standard
SDD	Standard Detail Drawings
STH	State Trunk Highways
STA	Station
SS	Storm Sewer
SG	Subgrade
SE	Superelevation
SL or S/L	Survey Line
SV	Septic Vent
T	Tangent
TEL	Telephone
TEMP	Temporary
TI	Temporary Interest
TLE	Temporary Limited Easement
t	Ton
T or TN	Town
TRANS	Transition
TL or T/L	Transit Line
T	Trucks (percent of)
TYP	Typical
UNCL	Unclassified
UG	Underground Cable
USH	United States Highway
VAR	Variable
V	Velocity or Design Speed
VERT	Vertical
VC	Vertical Curve
VOL	Volume
WM	Water Main
WV	Water Valve
W	West
WB	Westbound
YD	Yard

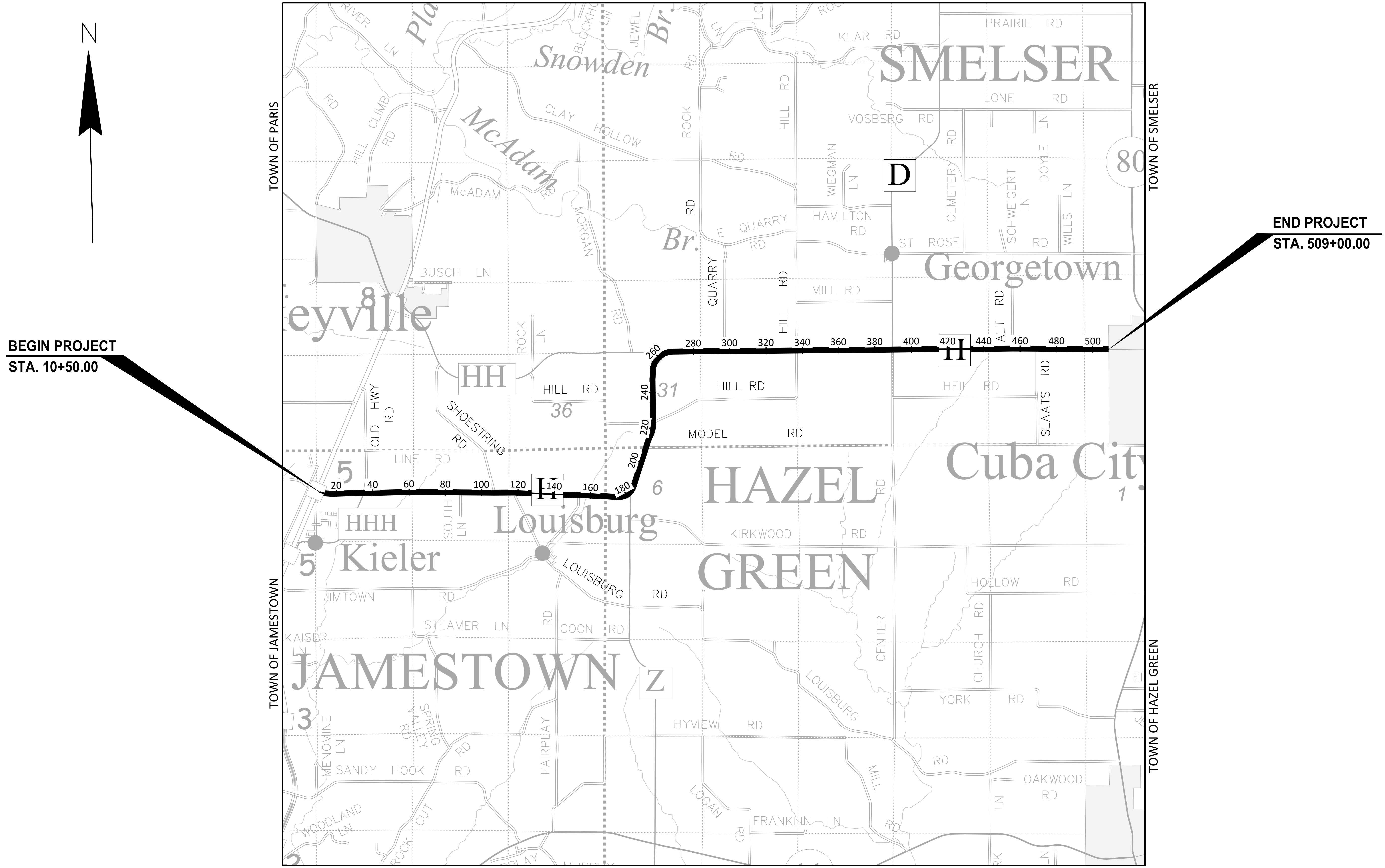
ORDER OF SECTION 2 SHEETS:

- GENERAL NOTES
- PROJECT OVERVIEW
- TYPICAL SECTIONS
- CONSTRUCTION DETAILS
- INTERSECTION DETAILS
- PLAN DETAILS
- EROSION CONTROL PLAN
- STORM SEWER PLAN
- PERMANENT SIGNING/PAVEMENT MARKING
- TRAFFIC CONTROL
- ALIGNMENT DETAILS

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

TOTAL PROJECT AREA= 75.53 ACRES
TOTAL AREA EXPECTED TO BE DISTURBED BY CONSTRUCTION ACTIVITIES = 45.42 ACRES

2



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PROJECT NO: 5609-00-70	HWY: CTH H	COUNTY: GRANT	PROJECT OVERVIEW	SHEET	E

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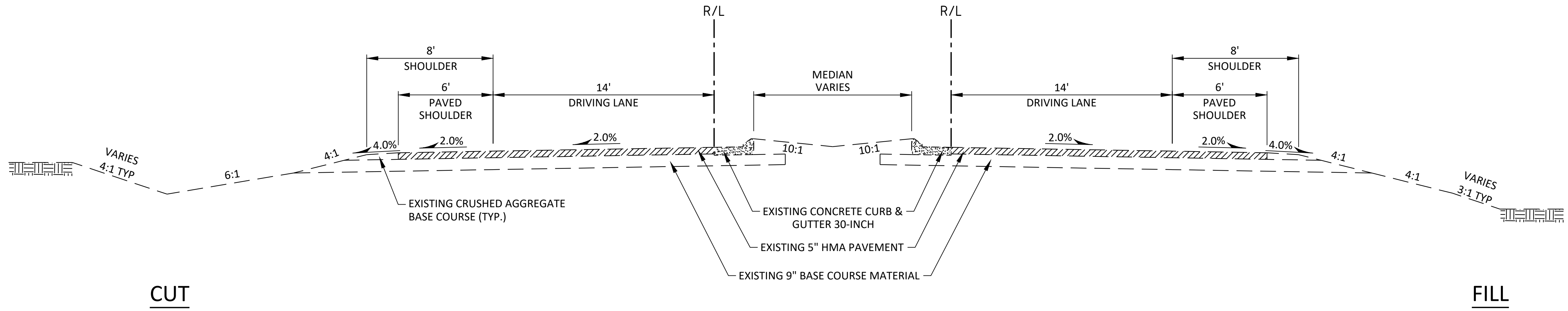
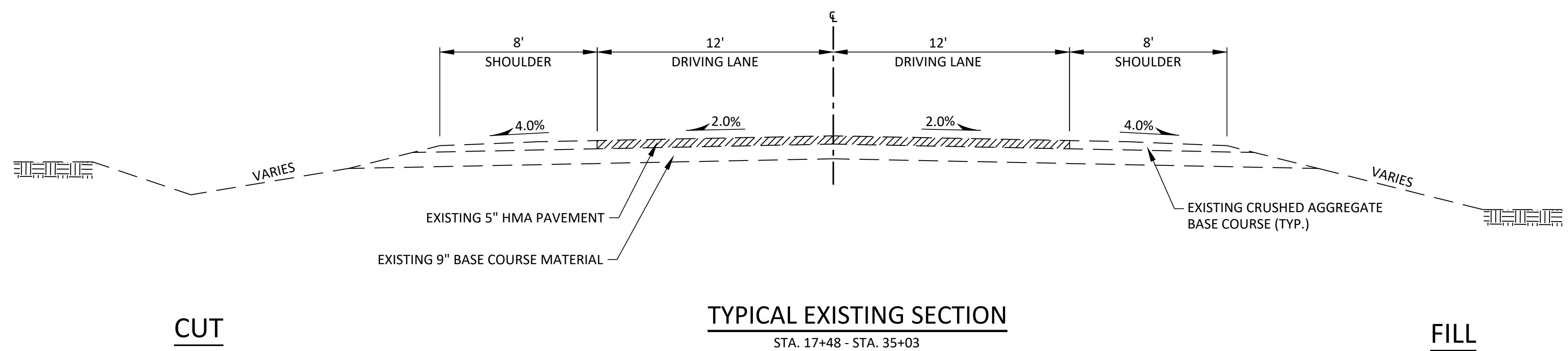
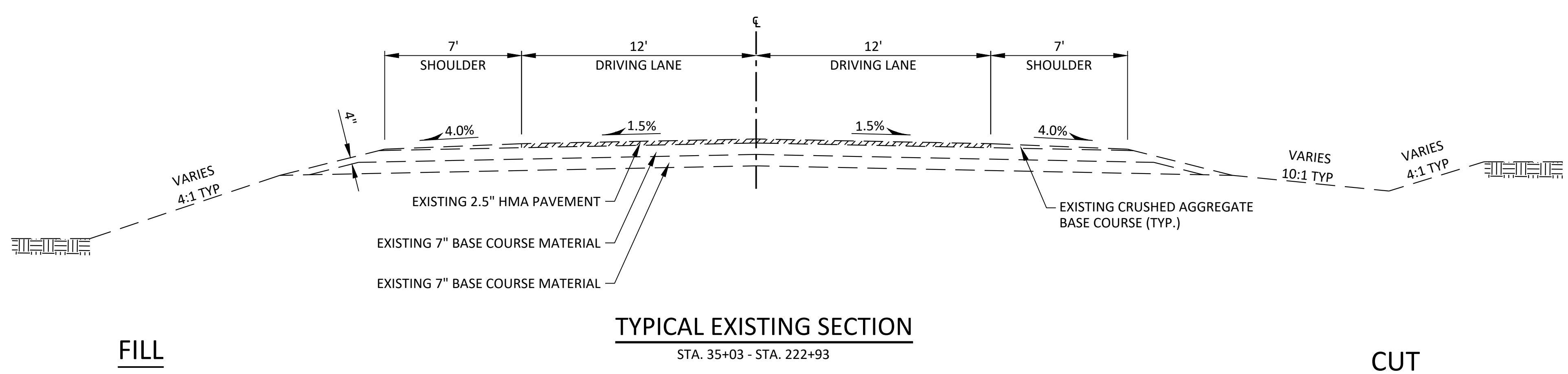


TYPICAL EXISTING SECTION
STA. 10+50 - STA. 17+48



TYPICAL EXISTING SECTION
STA. 17+48 - STA. 35+03



TYPICAL EXISTING SECTION
STA. 35+03 - STA. 222+93

PROJECT NO: 5609-00-70	HWY: CTH H	COUNTY: GRANT	TYPICAL SECTIONS	SHEET	E

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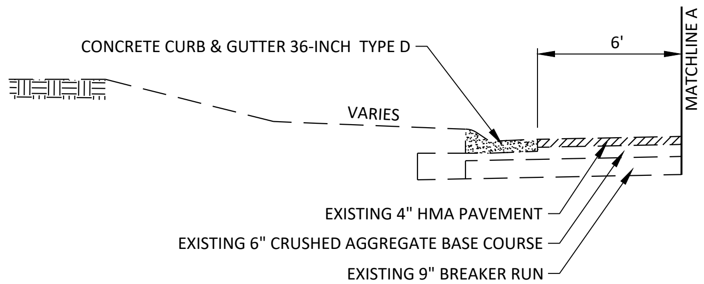
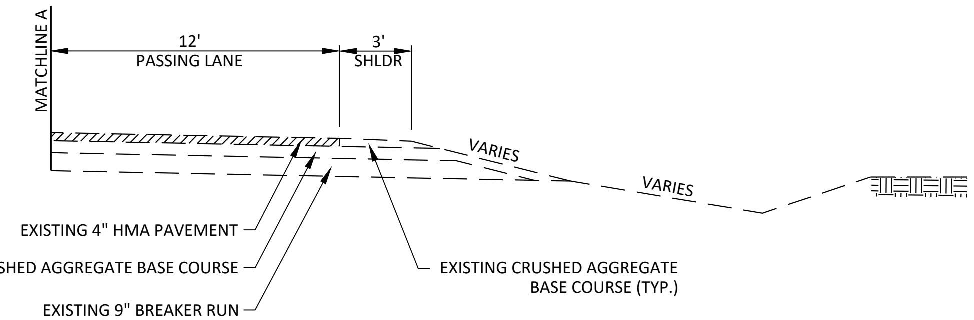


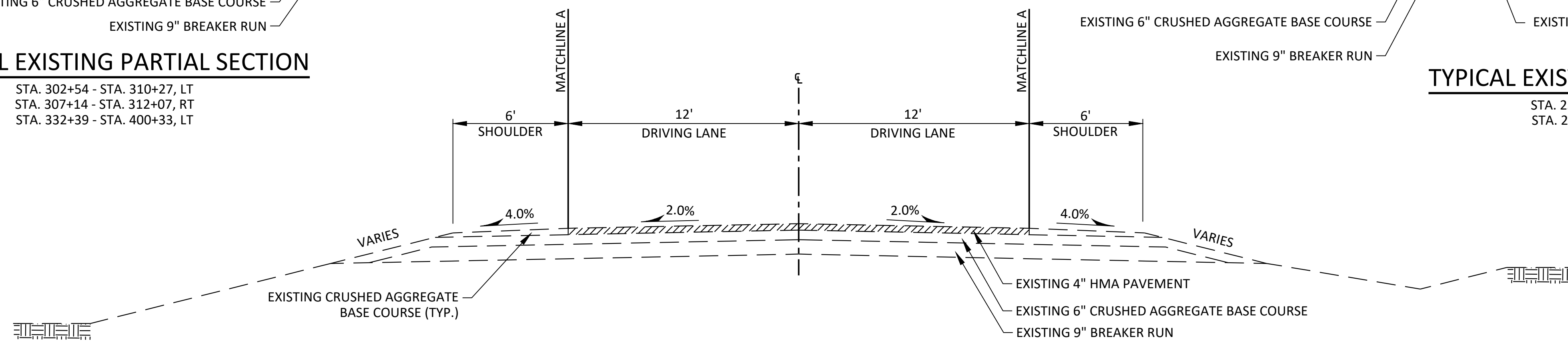
TYPICAL EXISTING PARTIAL SECTION

STA. 302+54 - STA. 310+27, LT
STA. 307+14 - STA. 312+07, RT
STA. 332+39 - STA. 400+33, LT



TYPICAL EXISTING PARTIAL SECTION

STA. 257+48 - STA. 265+48, RT
STA. 261+98 - STA. 265+46, LT

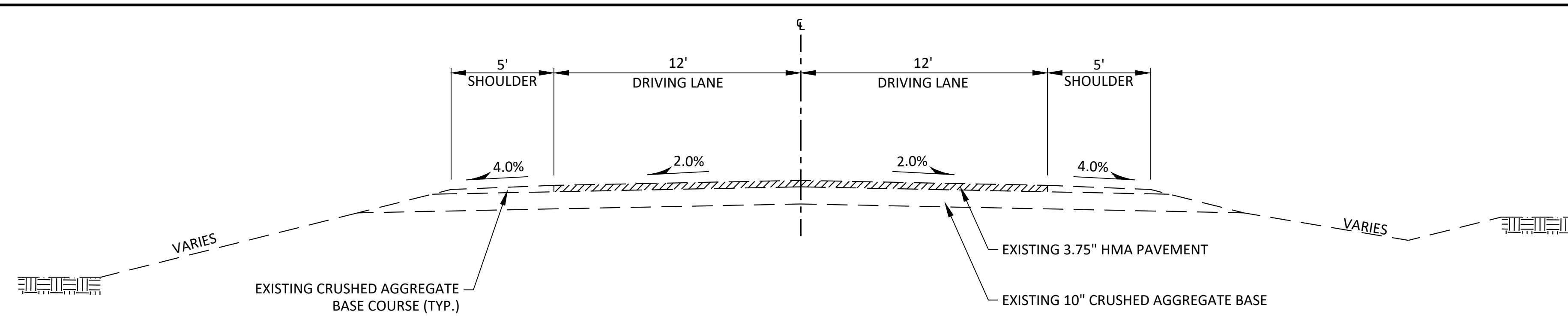


FILL

TYPICAL EXISTING SECTION

STA. 222+93 - STA. 336+70

CUT

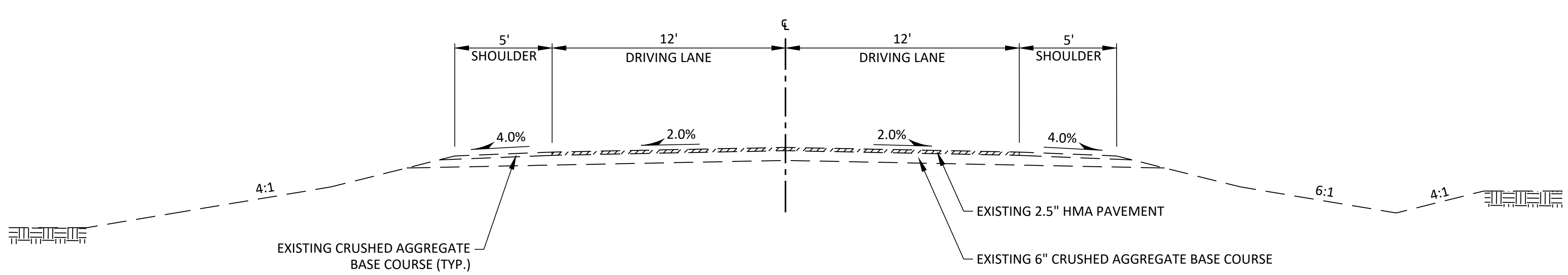


FILL

TYPICAL EXISTING SECTION

STA. 336+70 - STA. 509+00

CUT



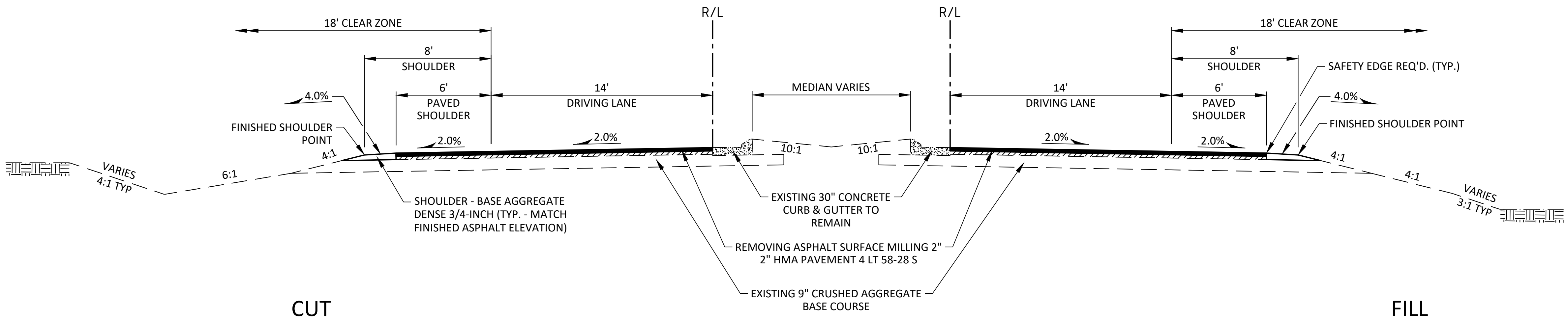
FILL

TYPICAL SIDEROAD EXISTING SECTION

CTH Z
STA. 1800'H'+35 - STA. 1802'H'+52.11

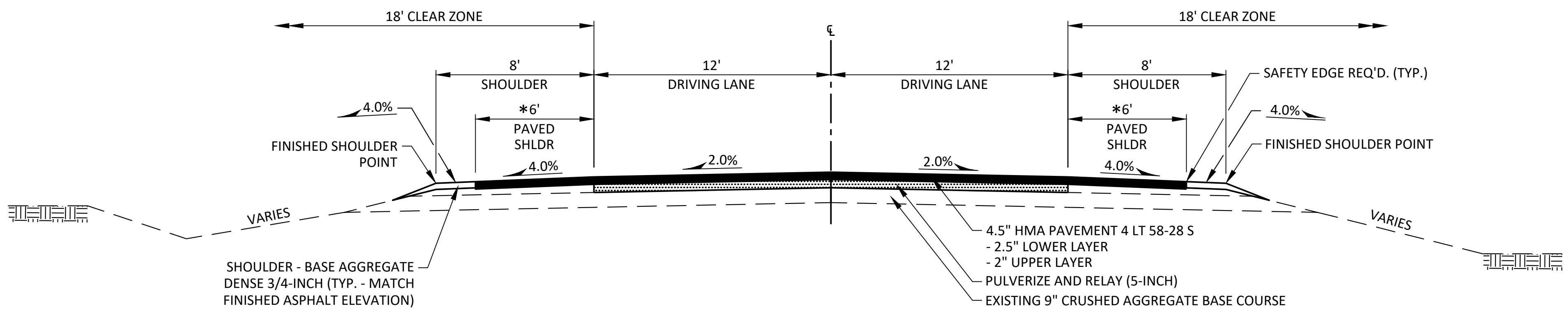
CUT

2



TYPICAL FINISHED SECTION

STA. 10+50 - STA. 17+48



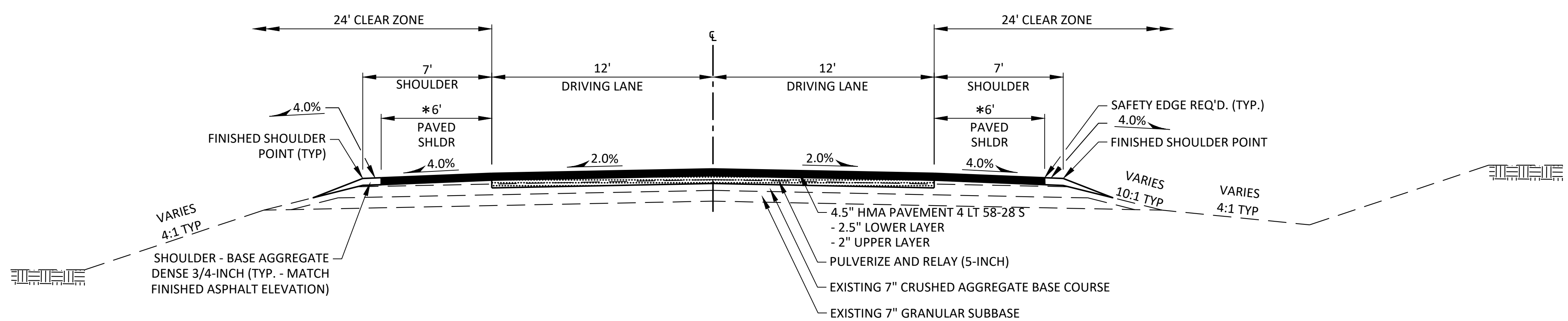
TYPICAL FINISHED SECTION

STA. 17+48 - STA. 35+03

CUT

FILL

∗ PREPARE FOUNDATION FOR ASPHALTIC SHOULDERS



TYPICAL FINISHED SECTION

STA. 35+03 - STA. 222+93

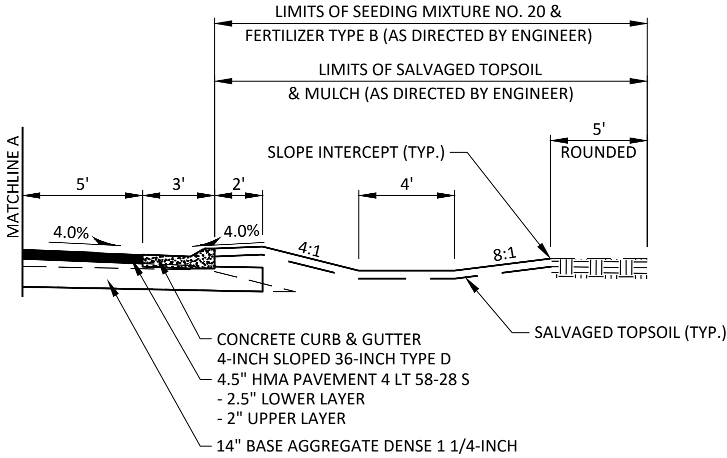
FILL

CUT

∗ PREPARE FOUNDATION FOR ASPHALTIC SHOULDERS

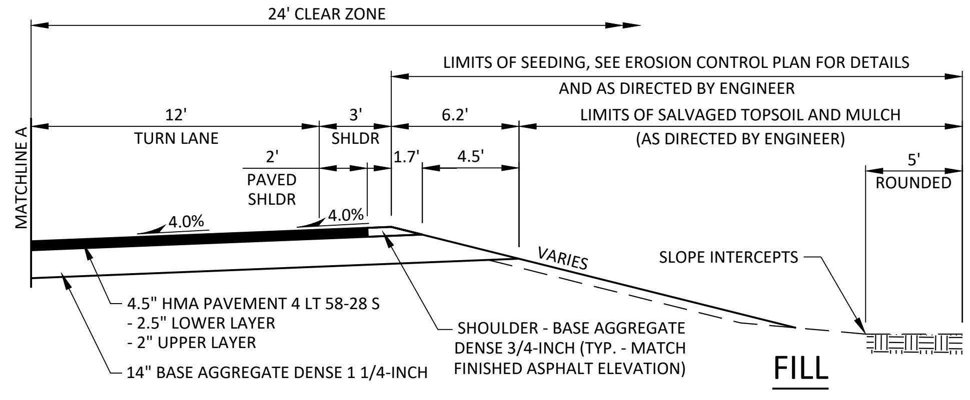
PROJECT NO: 5609-00-70	HWY: CTH H	COUNTY: GRANT	TYPICAL SECTIONS	SHEET 6	E

2



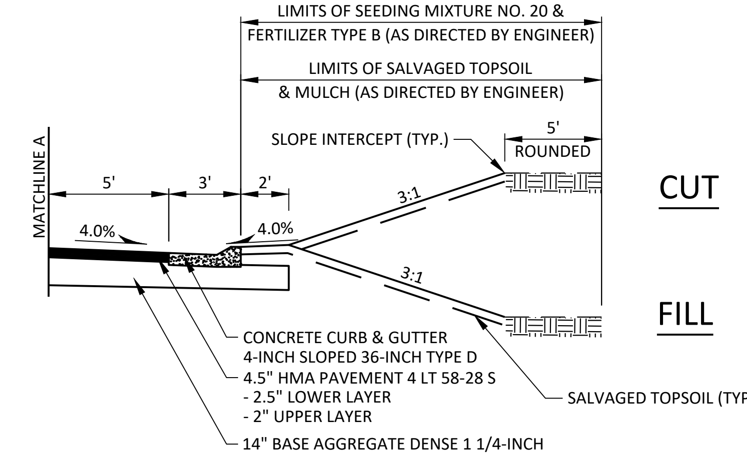
TYPICAL PARTIAL FINISHED SECTION

STA. 35+35 - STA. 38+69, RT



TYPICAL SUPERELEVATED TURN LANE

STA. 177+90 - STA. 180+91, RT



TYPICAL PARTIAL FINISHED SECTION

STA. 221+21 - STA. 222+52, LT

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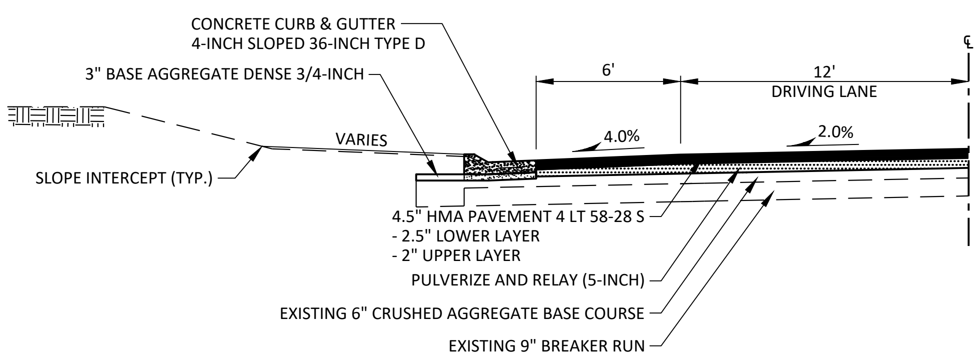
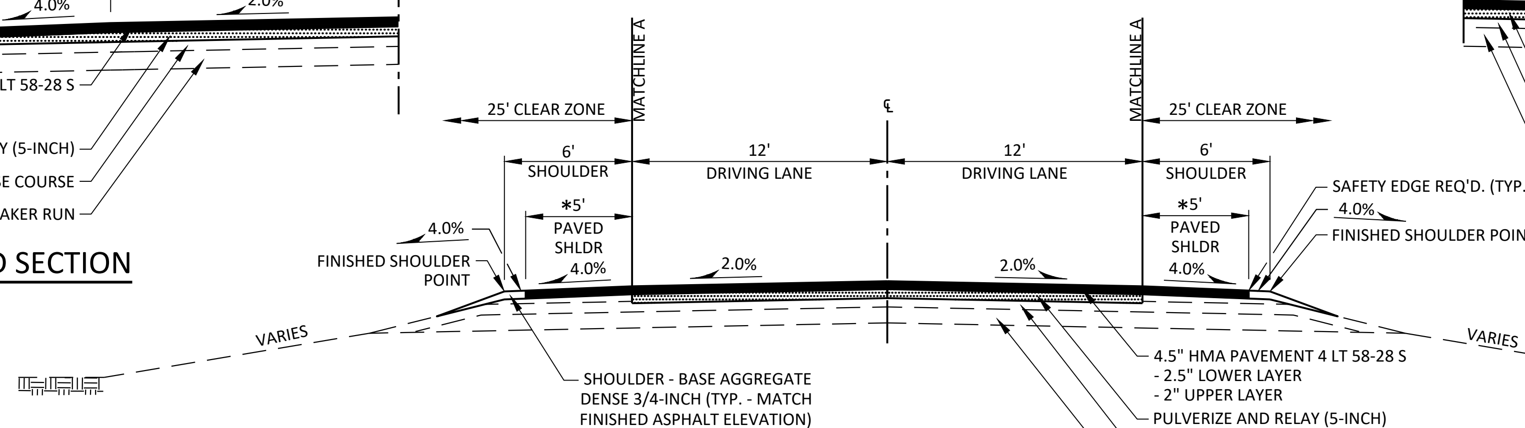


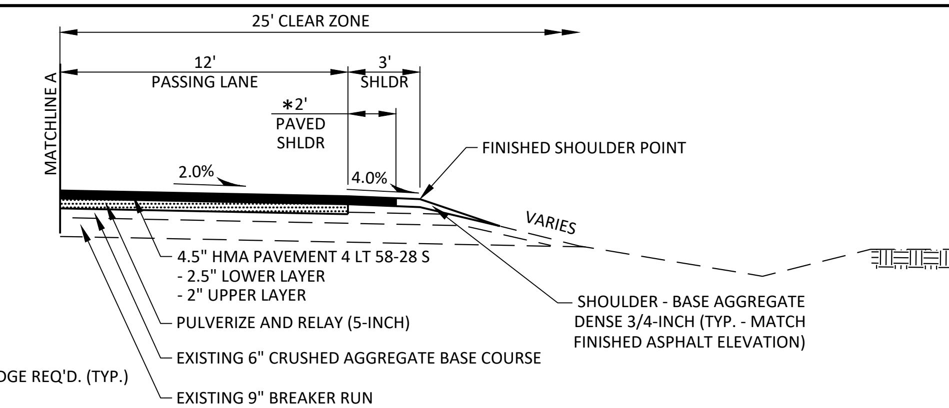
TYPICAL PARTIAL FINISHED SECTION

STA. 302+55 - STA. 310+27, LT
STA. 307+12 - STA. 312+08, RT
STA. 332+40 - STA. 336+04, LT



TYPICAL FINISHED SECTION

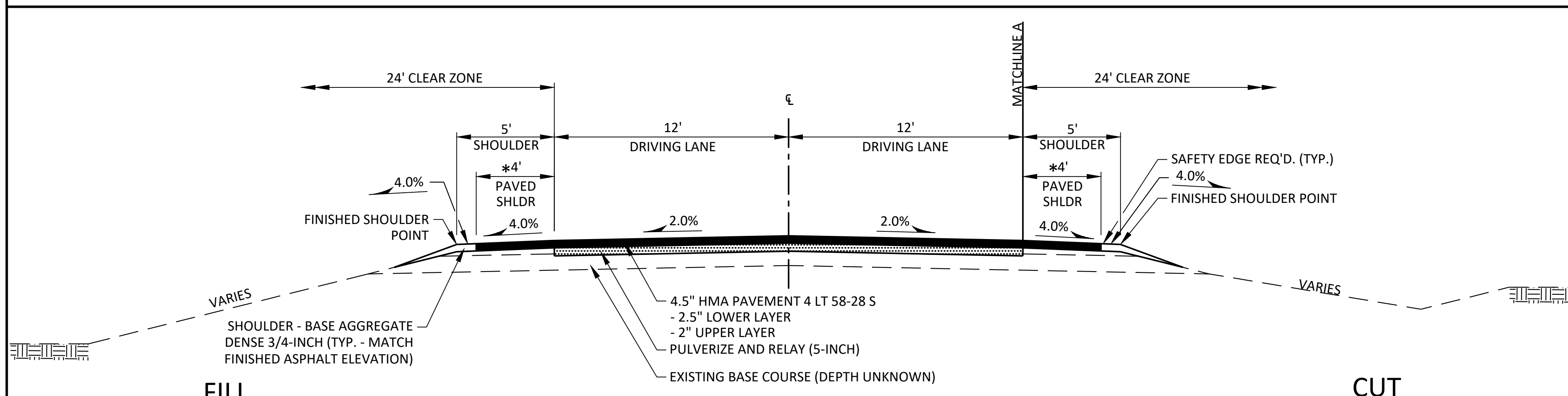
STA. 222+93 - STA. 336+70



TYPICAL PARTIAL FINISHED SECTION

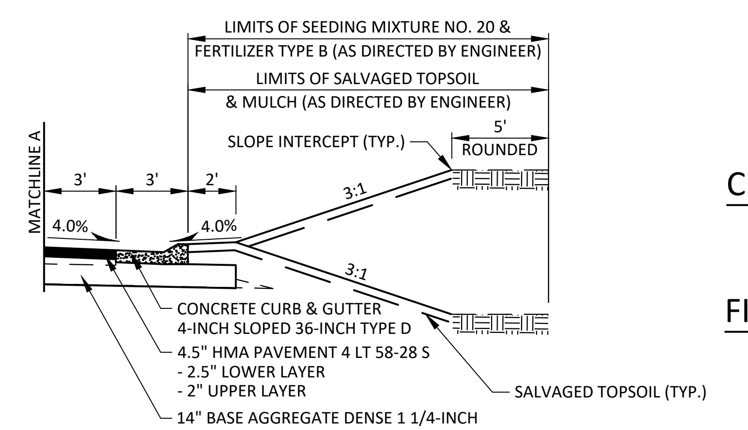
STA. 257+48 - STA. 265+48, RT
STA. 261+98 - STA. 265+46, LT

* PREPARE FOUNDATION FOR ASPHALTIC SHOULDERS



TYPICAL FINISHED SECTION

STA. 336+70 - STA. 509+00

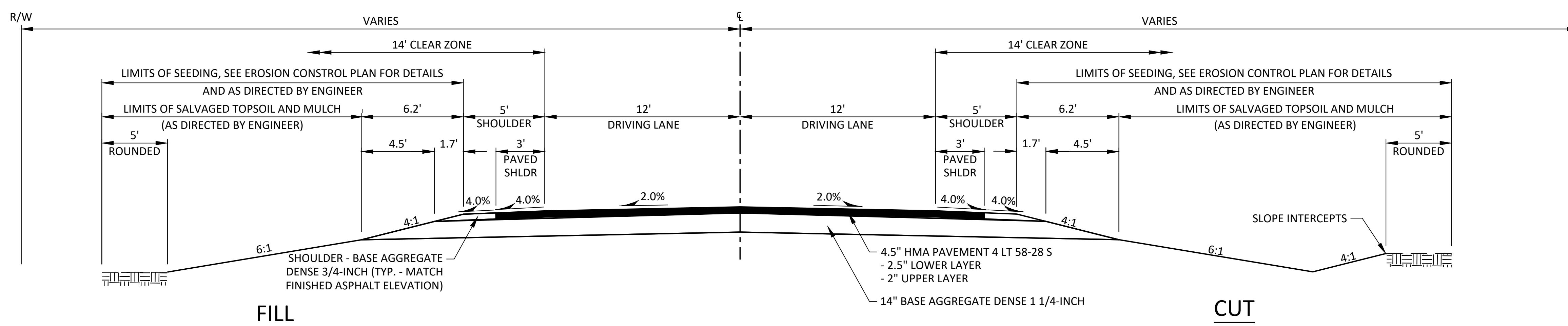


TYPICAL PARTIAL FINISHED SECTION

STA. 429+00 - STA. 451+20, LT
STA. 432+00 - STA. 445+00, RT

* PREPARE FOUNDATION FOR ASPHALTIC SHOULDERS

PROJECT NO: 5609-00-70	HWY: CTH H	COUNTY: GRANT	TYPICAL SECTIONS	SHEET 7	E



TYPICAL SIDEROAD FINISHED SECTION

CTH Z
STA. 1800'H'+35 - STA. 1802'H'+52.11

PROJECT NO: 5609-00-70	HWY: CTH H	COUNTY: GRANT	TYPICAL SECTIONS	SHEET	E

2

SUPERELEVATION TABLE-CURVE 1

MATCH EXISTING SUPERELEVATION THROUGH CURVE 1

SUPERELEVATION TABLE-CURVE 2

MATCH EXISTING SUPERELEVATION THROUGH CURVE 2

SUPERELEVATION TABLE-CURVE 3

MATCH EXISTING SUPERELEVATION THROUGH CURVE 3

SUPERELEVATION TABLE-CURVE 4

MATCH EXISTING SUPERELEVATION THROUGH CURVE 4

SUPERELEVATION TABLE-CURVE 5

MATCH EXISTING SUPERELEVATION THROUGH CURVE 5

SUPERELEVATION TABLE-CURVE 6

STATION	LEFT(%)	RIGHT(%)
173+98	2.0	2.0
174+00	2.0	1.9
174+50	2.0	0.1
175+00	2.0	1.8
175+50	3.7	3.7
176+00	5.6	5.6
176+12	6.0	6.0
FULL SUPERELEVATION		
185+50	6.0	6.0
186+00	4.1	4.1
186+50	2.3	2.3
187+00	2.0	0.4
187+50	2.0	1.5
187+64	2.0	2.0

SUPERELEVATION TABLE-CURVE 7

STATION	LEFT(%)	RIGHT(%)
209+97	2.0	2.0
210+00	1.9	2.0
210+50	0	2.0
211+00	1.9	2.0
211+50	3.7	3.7
211+81	4.9	4.9
FULL SUPERELEVATION		
213+35	4.9	4.9
213+50	4.3	4.3
214+00	2.5	2.5
214+50	0.6	2.0
215+00	1.3	2.0
215+20	2.0	2.0

SUPERELEVATION TABLE-CURVE 8

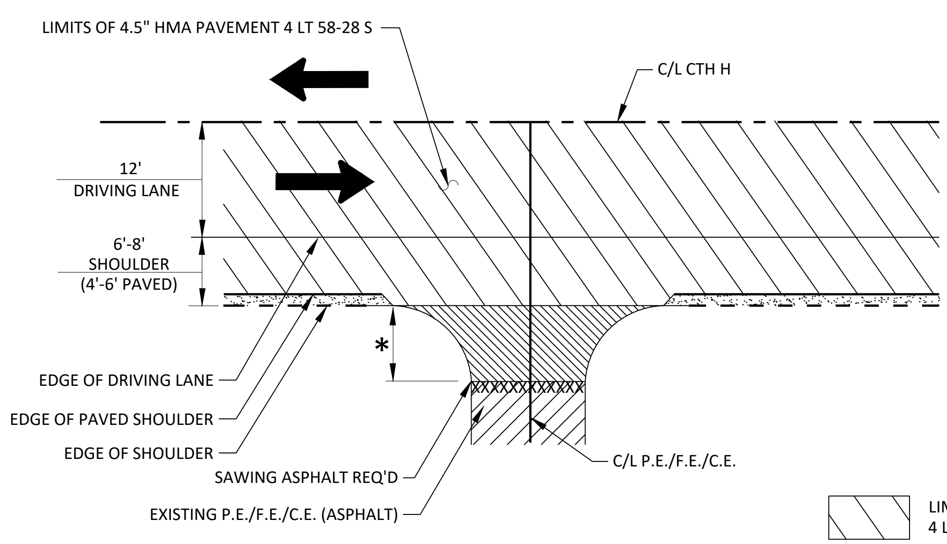
STATION	LEFT(%)	RIGHT(%)
215+32	2.0	2.0
215+50	2.0	1.3
216+00	2.0	0.5
216+50	2.4	2.4
217+00	4.3	4.3
217+46	6.0	6.0
FULL SUPERELEVATION		
221+08	6.0	6.0
221+50	4.4	4.4
222+00	2.5	2.5
222+50	2.0	0.7
223+00	2.0	1.2
223+21	2.0	2.0

SUPERELEVATION TABLE-CURVE 9

STATION	LEFT(%)	RIGHT(%)
249+25	2.0	2.0
249+50	1.0	2.0
250+00	0.8	2.0
250+50	2.7	2.7
251+00	4.5	4.5
251+39	6.0	6.0
FULL SUPERELEVATION		
268+31	6.0	6.0
268+50	5.3	5.3
269+00	3.4	3.4
269+50	1.5	2.0
270+00	0.3	2.0
270+44	2.0	2.0

SUPERELEVATION TABLE-CURVE 10

STATION	LEFT(%)	RIGHT(%)
1800'H'+35	2.0	2.0
1800'H'+50	2.0	1.1
1801'H'+00	2.0	1.8
1801'H'+03	2.0	2.0
FULL SUPERELEVATION		
1801'H'+72	2.0	2.0
1802'H'+00	2.0	0.4
1802'H'+40	2.0	2.0



LIMITS OF 4" HMA PAVEMENT 4 LT 58-28S

LIMITS OF BASE AGGREGATE DENSE 3/4-INCH

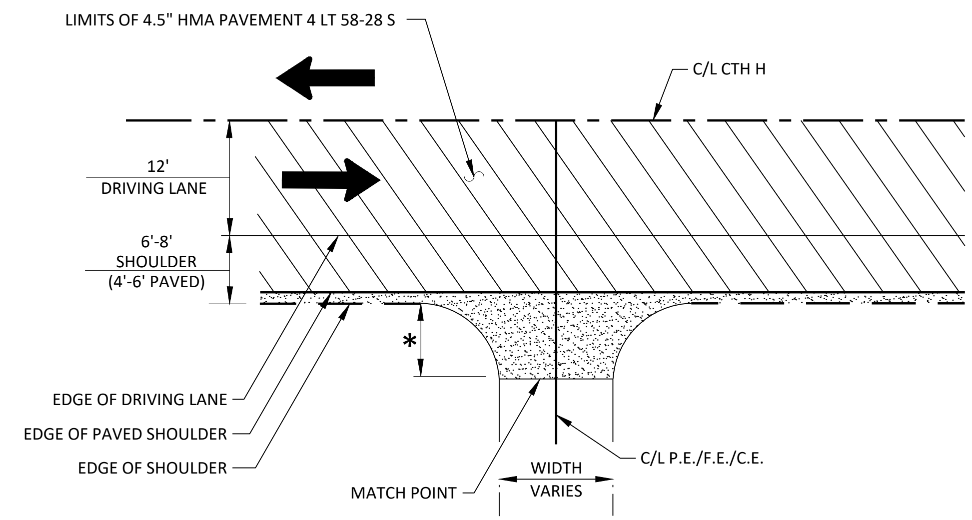
LIMITS OF REMOVING ASPHALTIC SURFACE PAID FOR AS EXCAVATION COMMON (AT DRIVEWAY) PLACE 2.5" HMA PAVEMENT 4 LT 58-28 S OVER 6" B.A.D.

LIMITS OF EXISTING ASPHALTIC SURFACE P.E./F.E./C.E.

P.E./F.E./C.E. (EXISTING ASPHALT) DRIVEWAY DETAIL-RURAL

* REPLACE IN KIND TO THE RADIUS POINTS OF EACH DRIVEWAY (OR AS DIRECTED BY ENGINEER)

REPLACE EXISTING ENTRANCE WITH ASPHALT ENTRANCE AT: STA. 39+32, STA. 138+43, & STA. 154+28

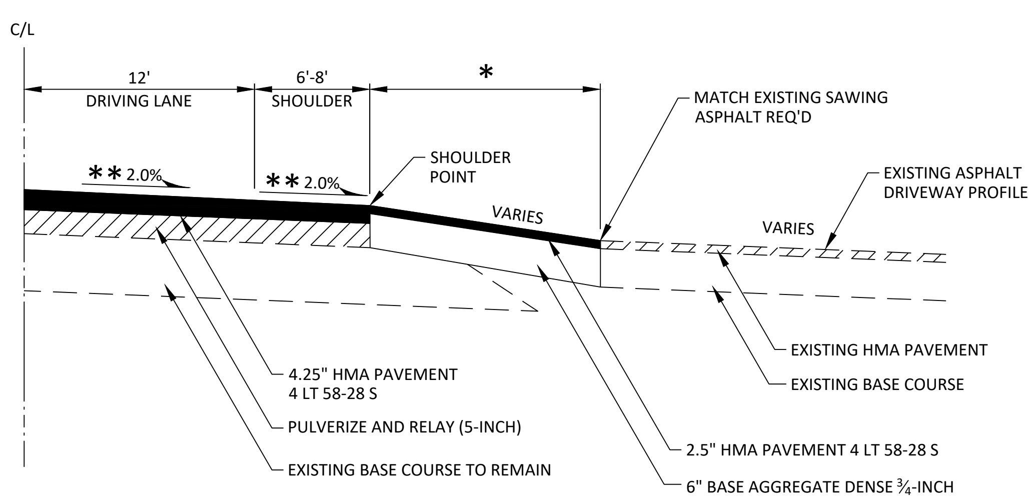


P.E./F.E./C.E. (EXISTING B.A.D.) DRIVEWAY DETAIL-RURAL

* REPLACE IN KIND TO THE RADIUS POINTS OF EACH DRIVEWAY (OR AS DIRECTED BY ENGINEER)

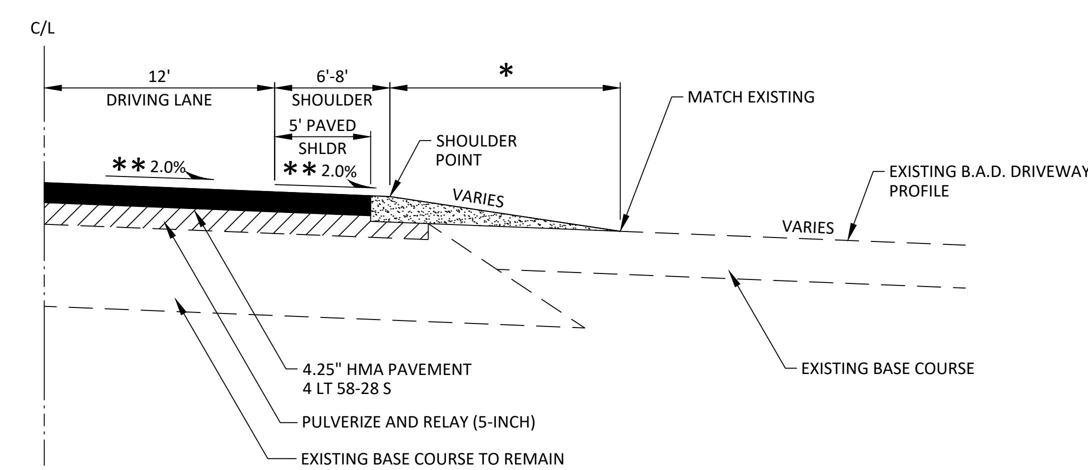
LIMITS OF 4.25" HMA PAVEMENT 4 LT 58-28S

LIMITS OF BASE AGGREGATE DENSE 3/4-INCH



P.E./F.E./C.E. (EXISTING ASPHALT) PROFILE

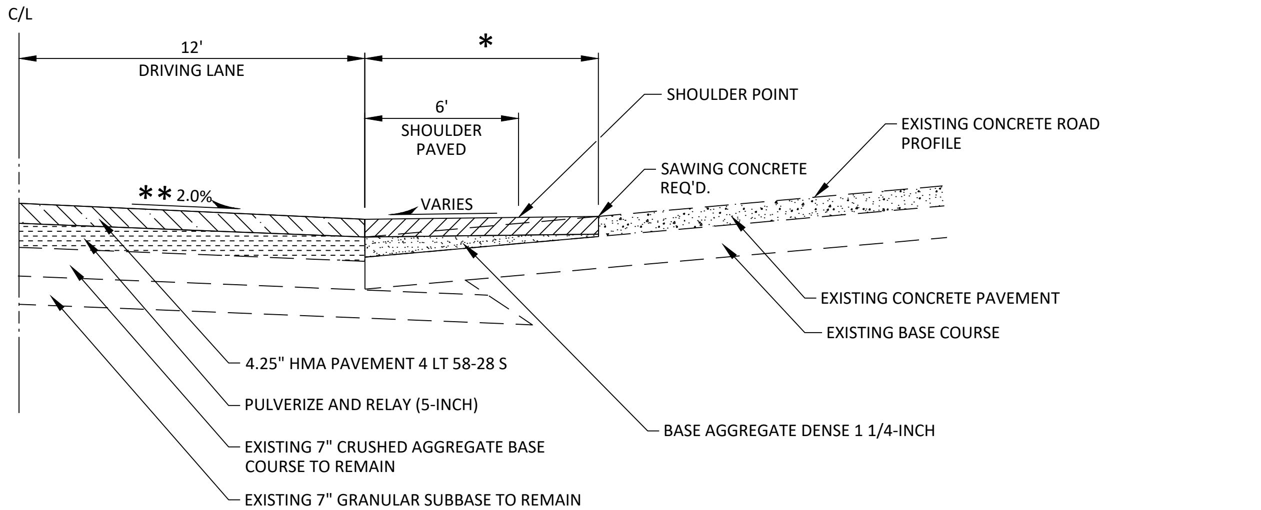
** N.C. UNLESS NOTED OTHERWISE



P.E./F.E./C.E. (EXISTING B.A.D.) PROFILE

** N.C. UNLESS NOTED OTHERWISE

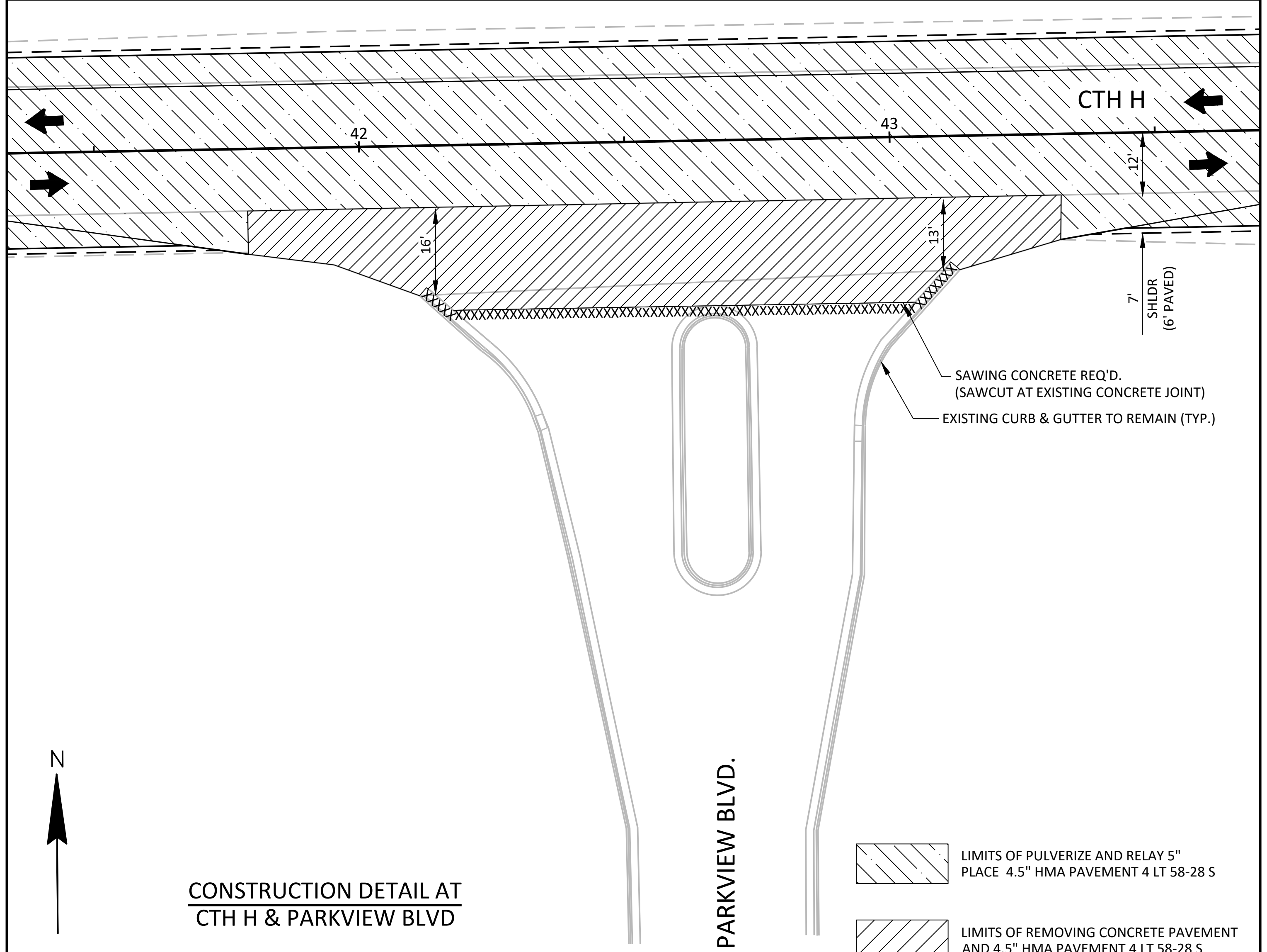
2



PARKVIEW BLVD (EXISTING CONCRETE) PROFILE

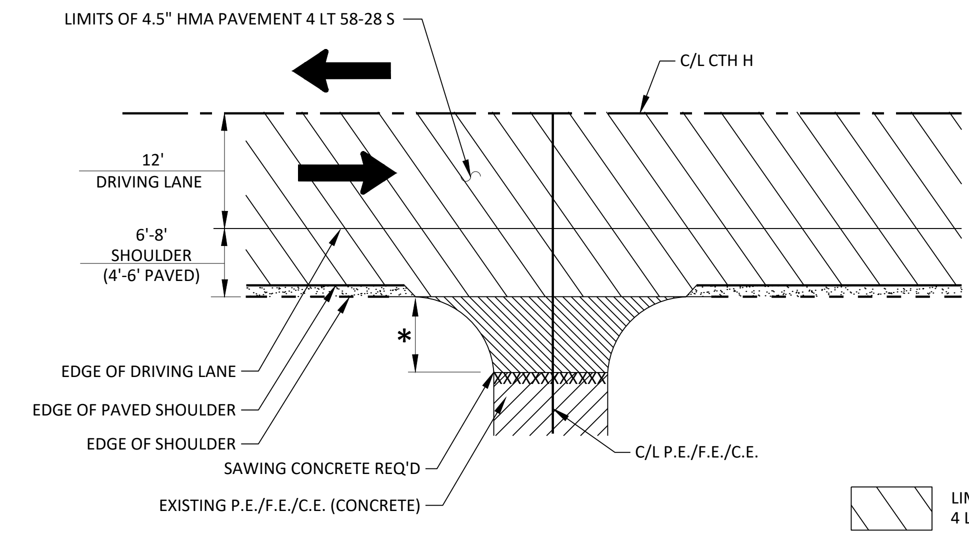
** N.C. UNLESS NOTED OTHERWISE

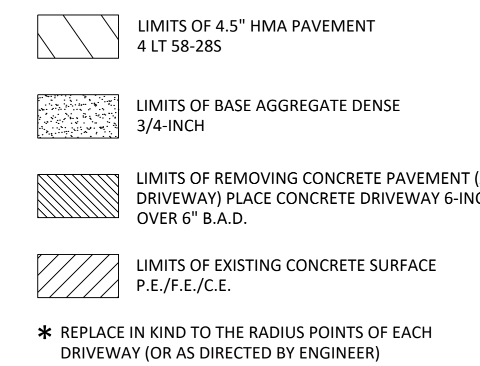
* LIMITS OF REMOVING CONCRETE PAVEMENT AND 4.5" HMA PAVEMENT 4 LT 58-28 S (VARIES 13' - 16')



CONSTRUCTION DETAIL AT
CTH H & PARKVIEW BLVD

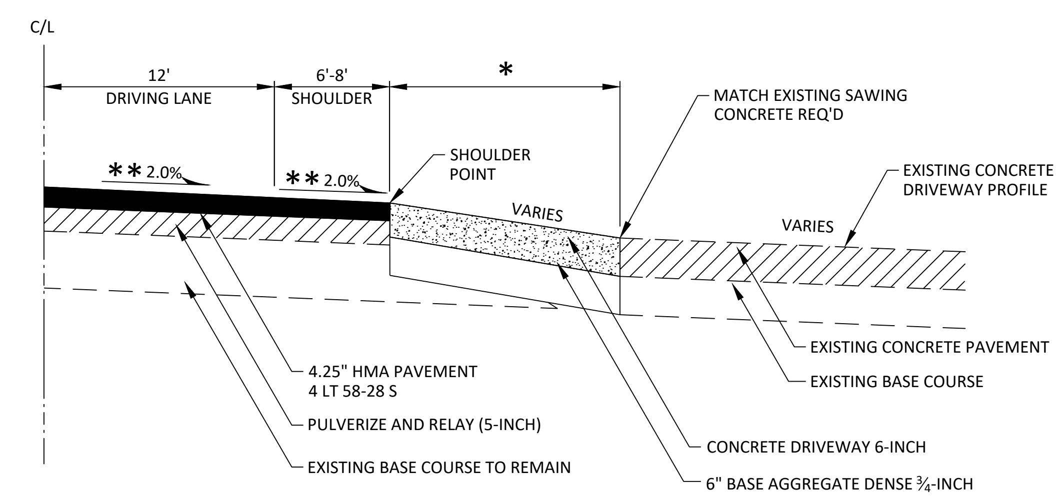
2





P.E./F.E./C.E. (EXISTING CONCRETE)
DRIVEWAY DETAIL-RURAL

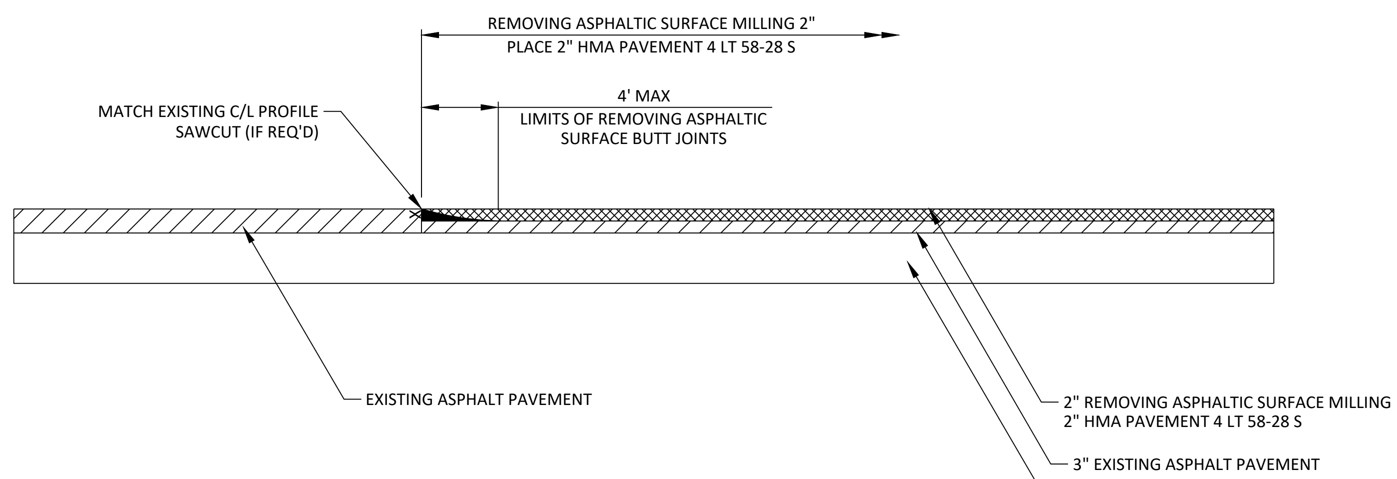
* REPLACE IN KIND TO THE RADIUS POINTS OF EACH DRIVEWAY (OR AS DIRECTED BY ENGINEER)



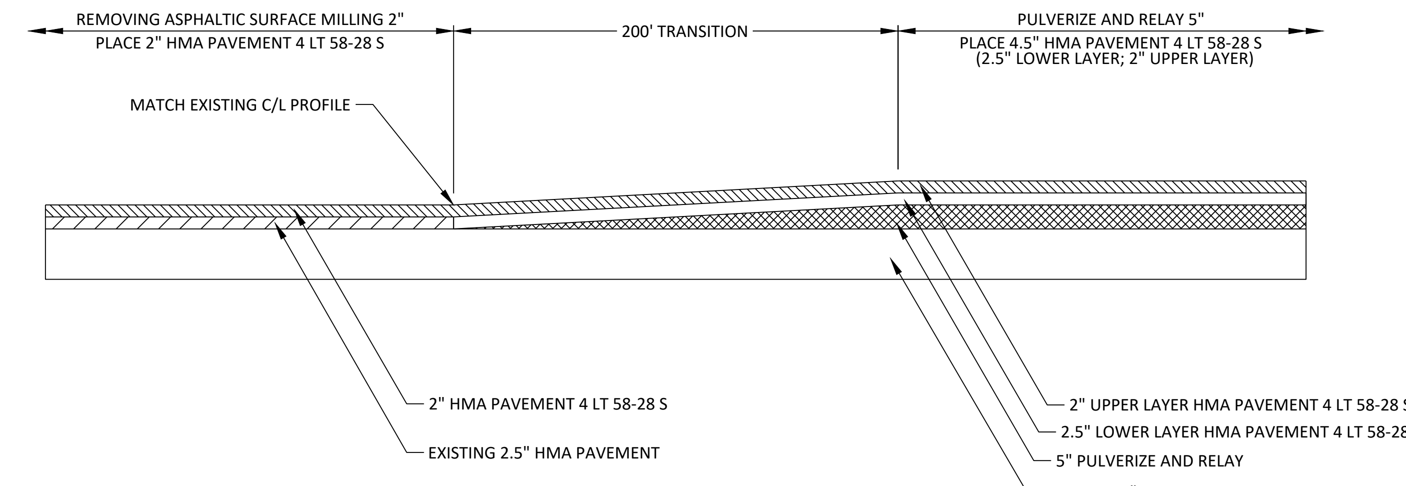
P.E./F.E./C.E. (EXISTING CONCRETE) PROFILE

** N.C. UNLESS NOTED OTHERWISE

2

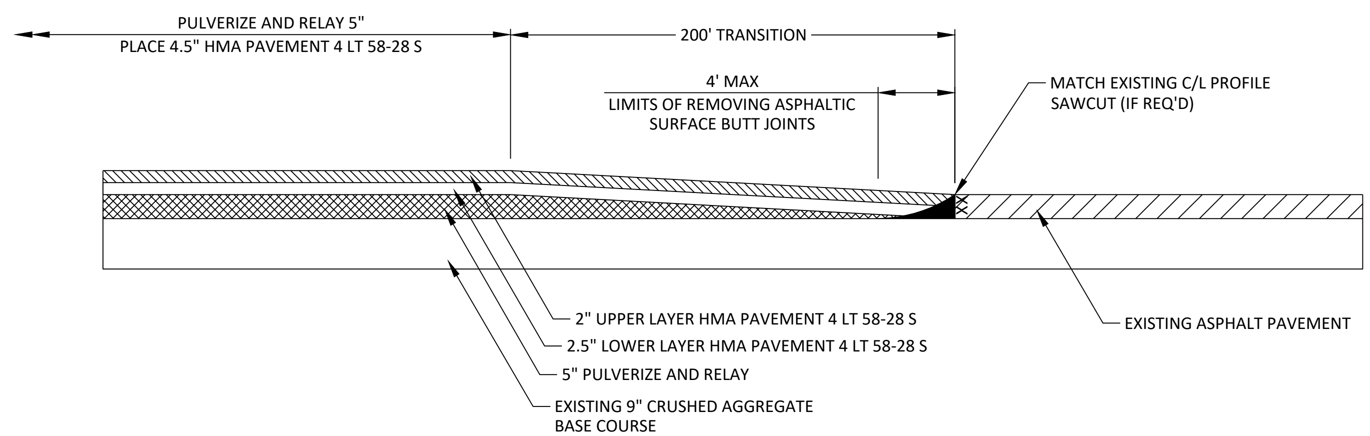


REMOVING ASPHALTIC SURFACE BUTT JOINTS - CTH H

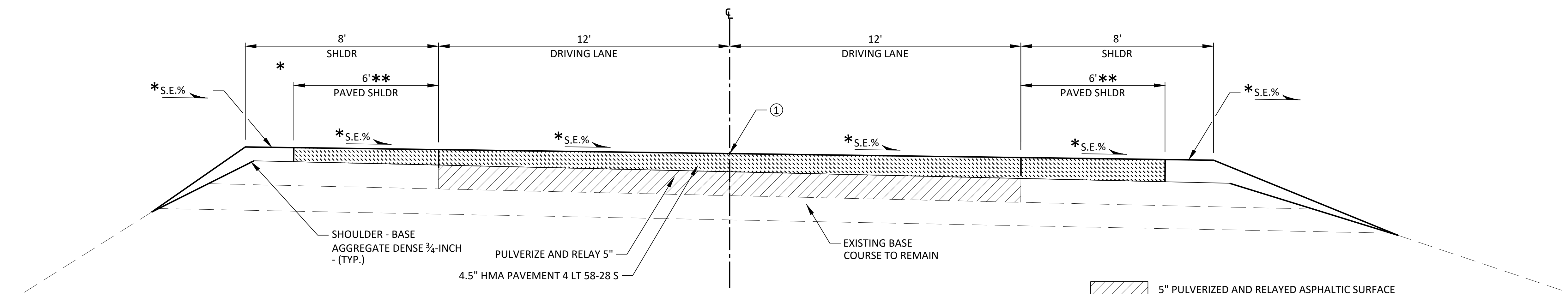


ASPHALTIC MILLING TO PULVERIZE AND RELAY TRANSITION

2



REMOVING ASPHALTIC SURFACE BUTT JOINTS - CTH H



5" PULVERIZED AND RELAYED ASPHALTIC SURFACE

4.5" HMA PAVEMENT 4 LT 58-28 S
(ADJUST ASPHALT TO MEET REQUIRED SUPERELEVATION RATE)

NOTE: CORRECT EXISTING SUPERELEVATION (%) TO PROPOSED SUPERELEVATION (%) BY SPLITTING DIFFERENCE (DIFFERENCE/2) BETWEEN THE HIGH AND LOW SIDES OF THE SUPERELEVATED ROADWAY.

1 FINISHED CTH H C/L PROFILE TO BE RAISED BY 4.5-INCHES FROM EXISTING.

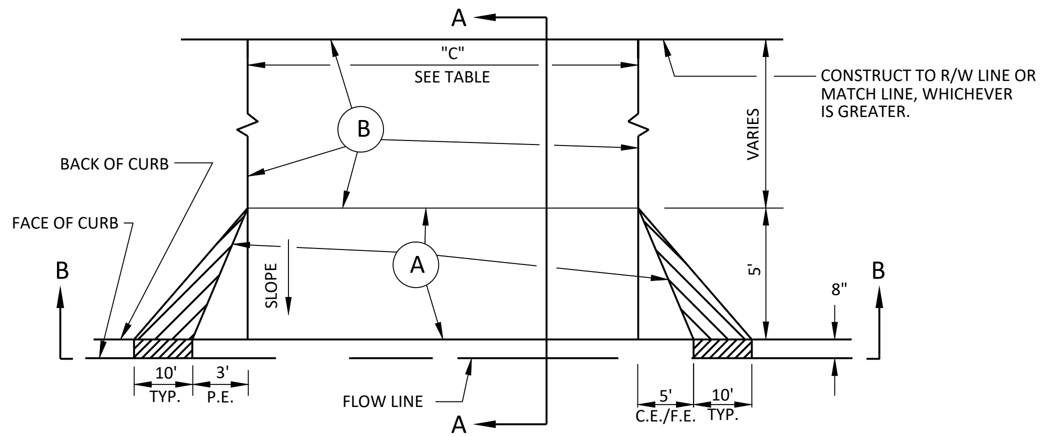
** PREPARE FOUNDATION FOR ASPHALTIC SHOULDERS

SUPERELEVATION CORRECTION DETAIL

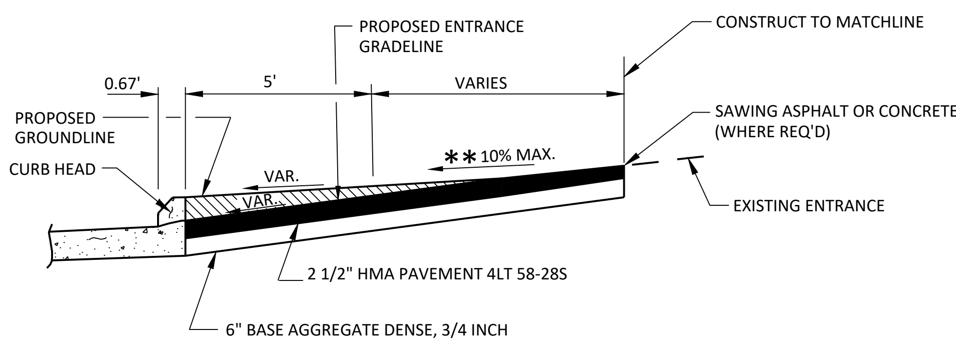
CURVE NO.	EXISTING SUPERELEVATION (%)	* PROPOSED SUPERELEVATION (%)	DIFFERENCE (%)
6	10.0	6.0	4.0
7	3.5	4.9	1.4
8	5.9	6.0	0.1
9	5.9	6.0	0.1

PROJECT NO:5609-00-70	HWY:CTH H	COUNTY:GRANT	CONSTRUCTION DETAILS	SHEET	E

FILE NAME : S:\PROJECTS\G78020 GRANT CO HWY - CTH H REHABILITATION\SHEETSPLAN\DETAILS\56090000_CONSTRUCTION DETAILS.DWG PLOT DATE : 7/25/2022 3:39:25 PM PLOT BY : THEODORE HERBERS PLOT SCALE : 1" = 1' LAYOUT : LAYOUT3

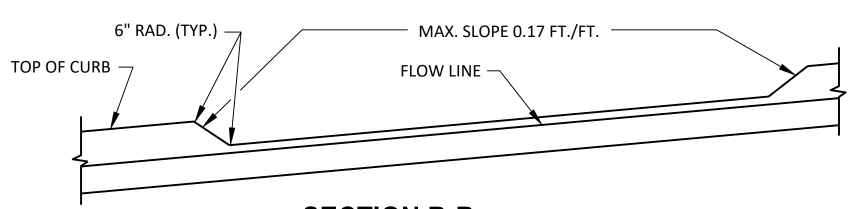


URBAN DRIVEWAY DETAIL



** 10% MAX UNLESS OTHERWISE NOTED

SECTION A-A



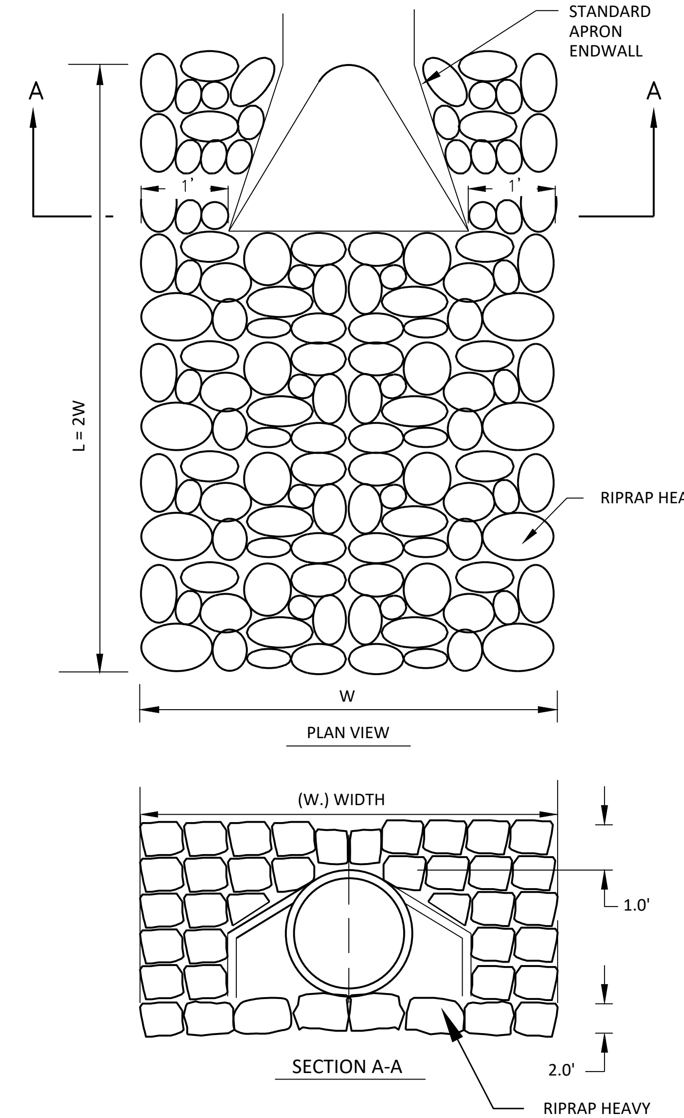
SECTION B-B

EXISTING	PROPOSED
(A) ALL TYPES	CONCRETE DRIVEWAY 6-INCH OVER 6" BASE AGGREGATE DENSE 3/4-INCH
(B) ALL TYPES	REPLACE IN KIND: 2.5" HMA PAVEMENT 4 LT 58-28 S OVER 6" BASE AGGREGATE DENSE 3/4-INCH OR 6" BASE AGGREGATE DENSE OR CONCRETE DRIVEWAY 6-INCH

SEE MISCELLANEOUS QUANTITIES CONCRETE DRIVEWAY 6-INCH FOR LOCATIONS

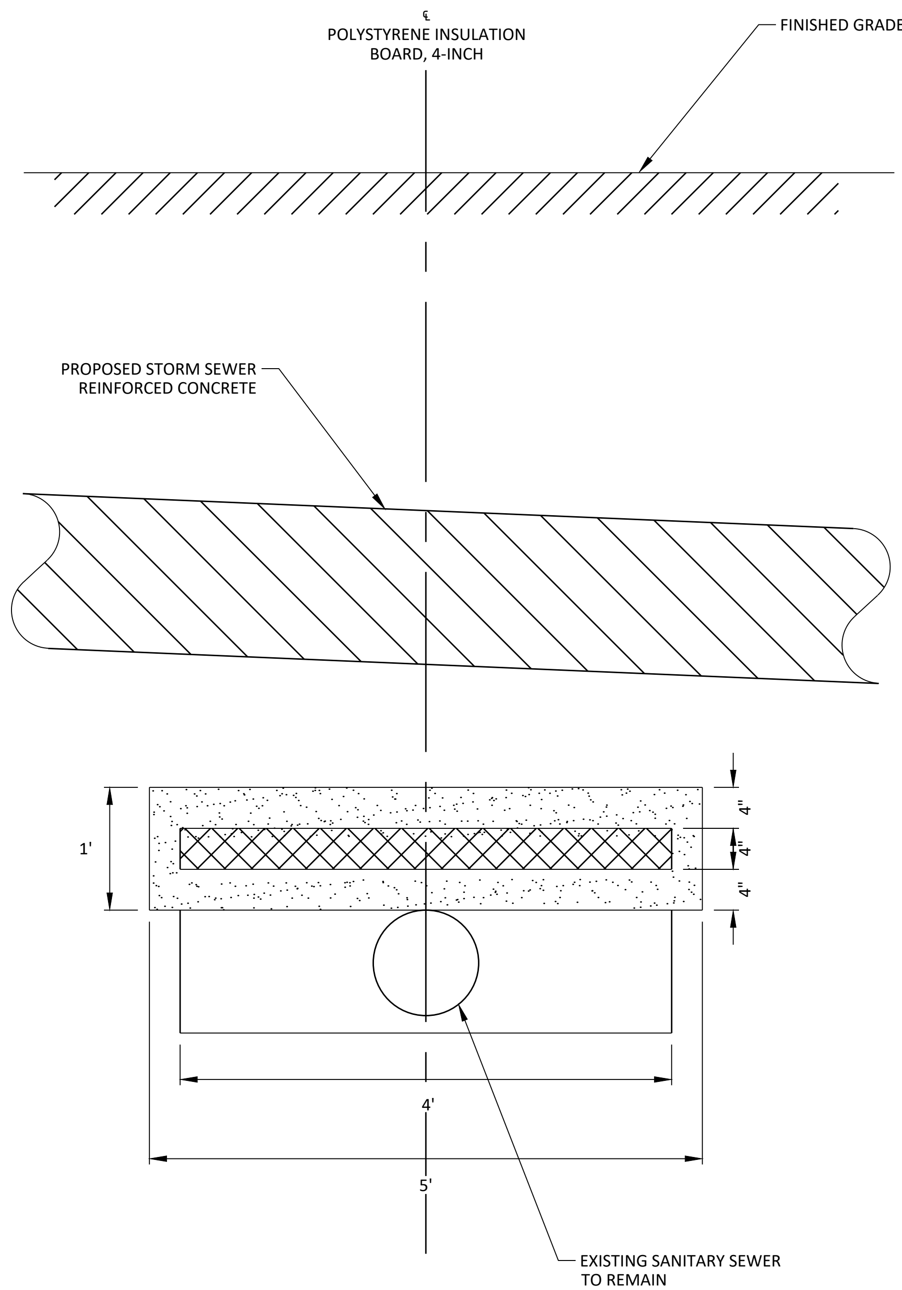
URBAN DRIVEWAY INFORMATION TABLE

STATION	TYPE	EXISTING PAVEMENT STRUCTURE	WIDTH "C"
38+46, RT.	C.E.	ASPHALT	13
221+50, LT.	P.E.	B.A.D.	16
303+46, LT.	P.E.	ASPHALT	17
304+01, LT.	P.E	ASPHALT	19
305+04, LT.	P.E.	ASPHALT	21
308+05, LT.	P.E	ASPHALT	18
309+05, LT.	P.E.	ASPHALT	30
311+83, RT.	P.E.	ASPHALT	23
332+90, LT.	P.E.	ASPHALT	24
333+36, LT.	P.E	ASPHALT	21
429+24, LT.	P.E.	B.A.D.	18
430+32, LT.	P.E.	B.A.D.	18
431+30, LT.	P.E	ASPHALT	16
432+19, LT.	P.E.	ASPHALT	16
432+43, RT.	P.E.	CONCRETE	20
433+88, LT.	P.E.	ASPHALT	18
434+09, RT.	P.E.	ASPHALT	20
434+85, LT	P.E.	ASPHALT	18
435+91, LT.	P.E	B A D	13
436+70, RT.	P.E.	ASPHALT	21
437+87, LT.	P.E.	ASPHALT	18
438+10, RT.	P.E.	ASPHALT	18
439+53, RT.	P.E.	ASPHALT	11
440+45, LT.	F.E.	B.A.D.	18
443+42, LT.	P.E.	ASPHALT	10
444+66, RT.	F E.	B A D	21
445+04, LT.	P.E.	ASPHALT	18
447+57, LT.	P.E.	ASPHALT	16
450+35, LT.	P.E.	ASPHALT	13
451+01, LT.	F.E.	B.A.D.	21



RIPRAP DISCHARGE APRON

(UNLESS NOTED OTHERWISE ON PLAN)

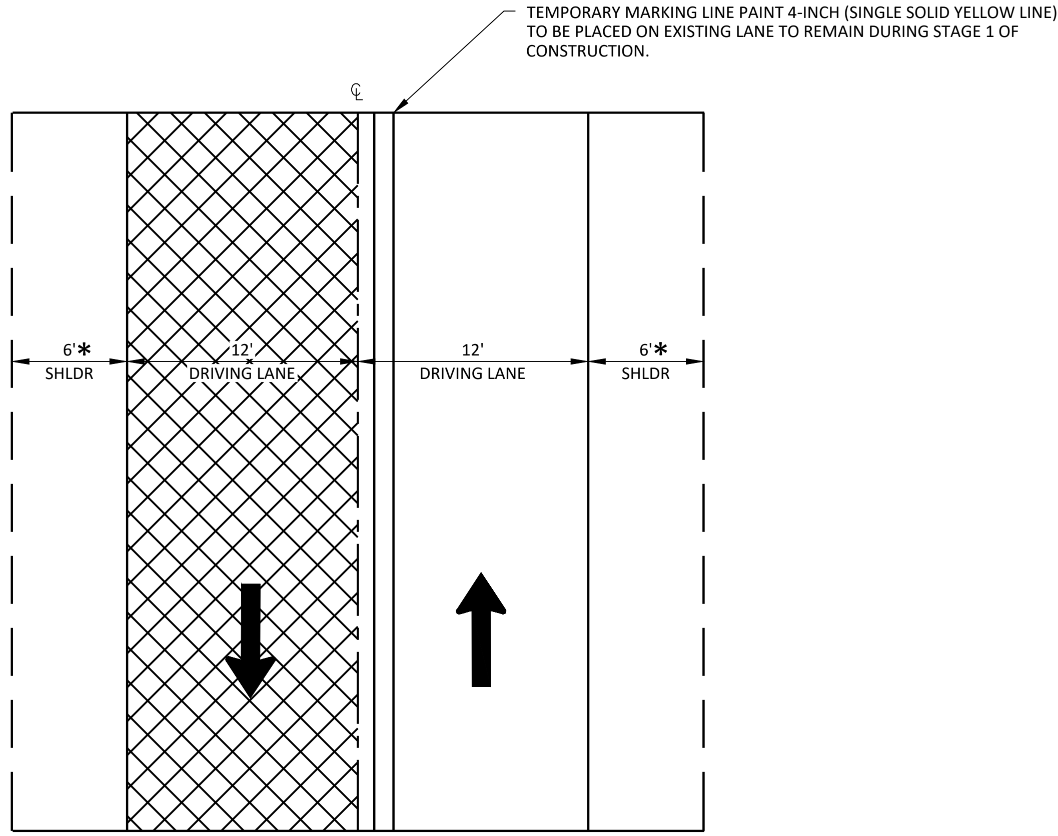


GRANULAR BACKFILL MATERIAL
(INCIDENTAL TO BID ITEM "INSULATION BOARD
POLYSTYRENE, 4-INCH")

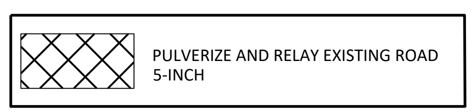
INSULATION BOARD POLYSTYRENE, 4-INCH DETAIL

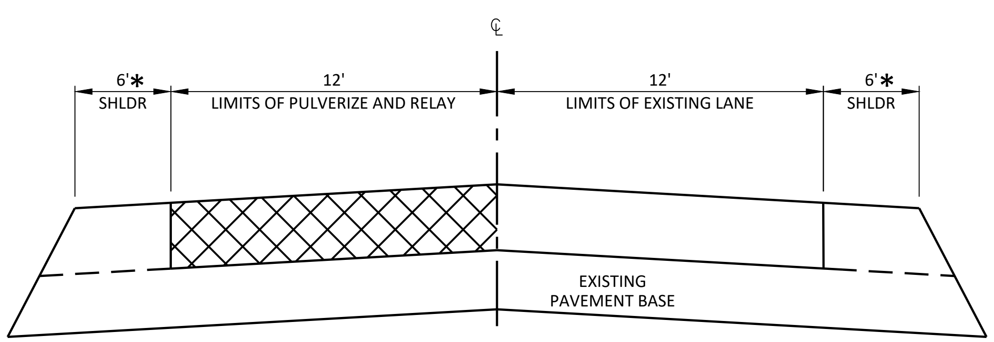
STA. 34+95, RT.
STA. 35+20, RT.
STA. 35+45, RT.
STA. 35+75, RT.
STA. 36+60, RT.
STA. 37+35, RT.

2



PLAN VIEW

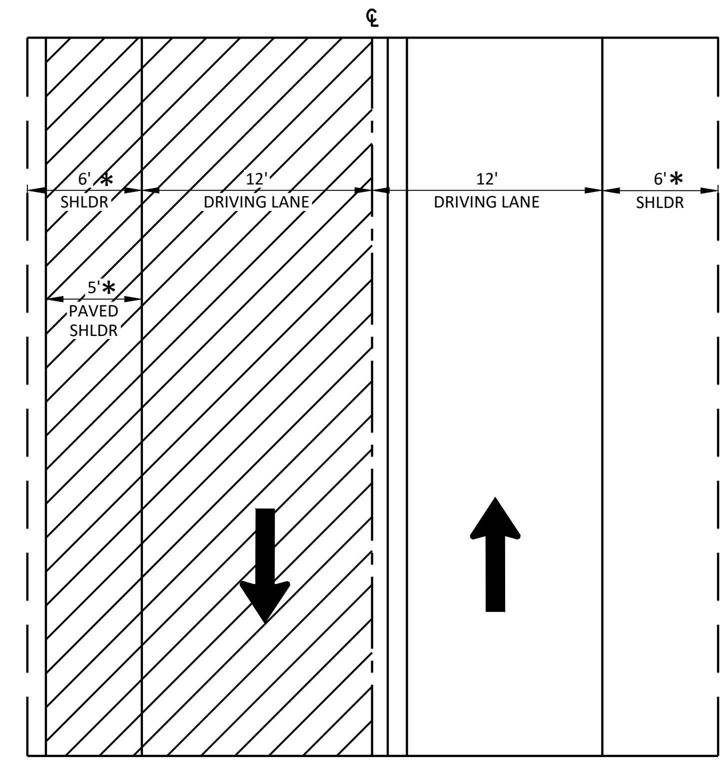




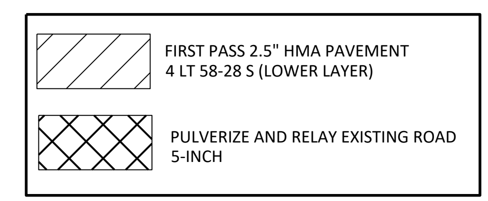
CROSS SECTION VIEW

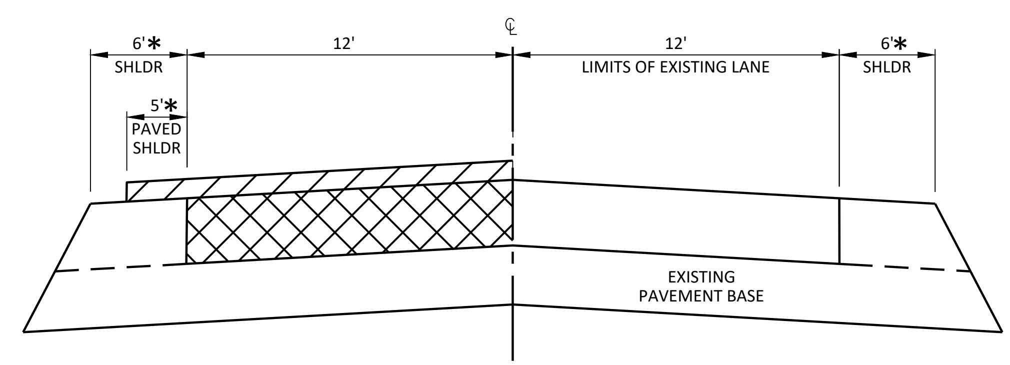
FIRST PULVERIZE AND RELAY DETAIL

* SHOULDER WIDTHS VARY, SEE TYPICAL SECTIONS FOR MORE INFORMATION



PLAN VIEW





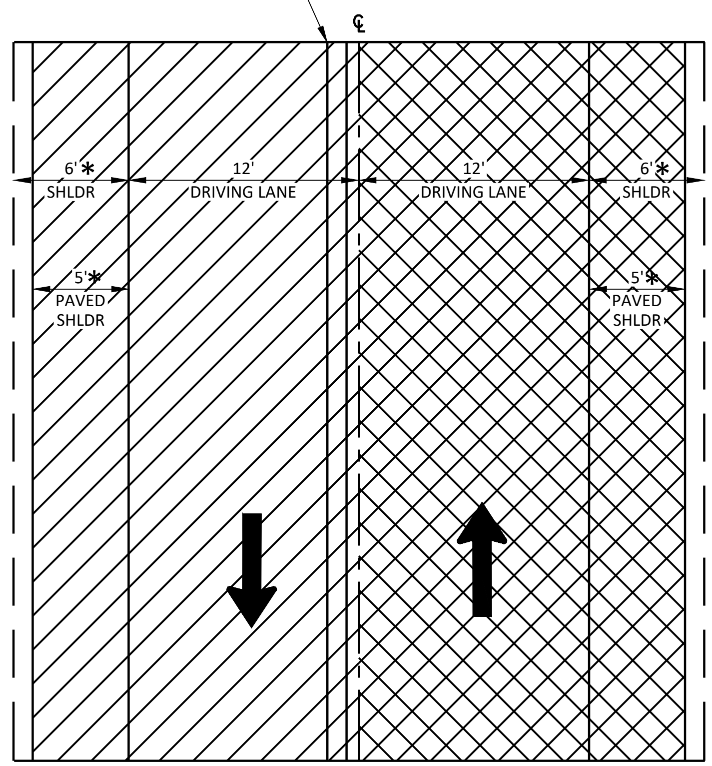
CROSS SECTION VIEW

FIRST PASS DETAIL

* SHOULDER WIDTHS VARY, SEE TYPICAL SECTIONS FOR MORE INFORMATION

2

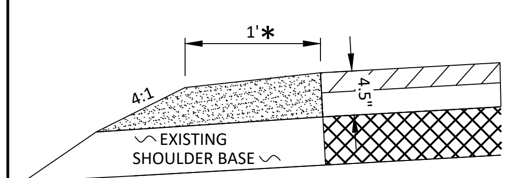
TEMPORARY MARKING LINE PAINT 4-INCH (SINGLE SOLID YELLOW LINE) TO BE PLACED ON LOWER LAYER CONSTRUCTED DURING STAGE 1 OF CONSTRUCTION PRIOR TO PULVERIZE AND RELAYING OF REMAINING LANE.



PLAN VIEW

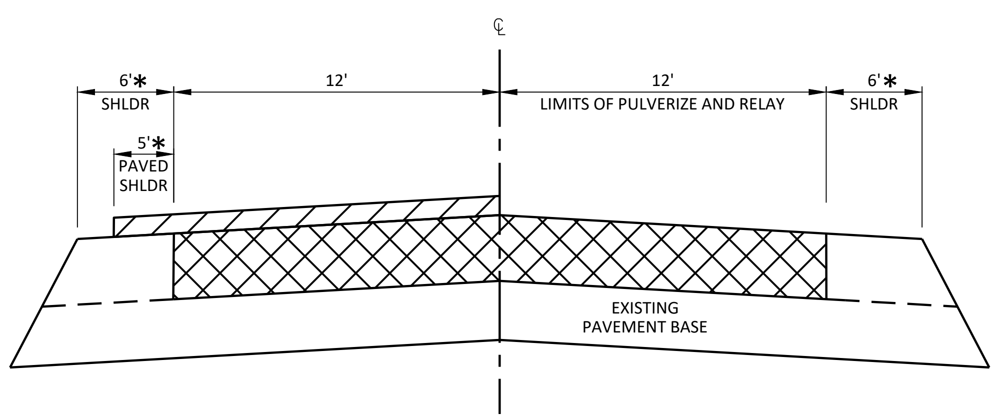
- PULVERIZE AND RELAY EXISTING ROAD 5-INCH
- FIRST PASS 2.5" HMA PAVEMENT 4 LT 58-28S (LOWER LAYER)

BASE AGGREGATE DENSE 3/4-INCH PLACED AFTER THIRD AND FOURTH PASS INTERIM CONDITION



DETAIL A

* PREPARE FOUNDATION FOR ASPHALTIC SHOULDERS

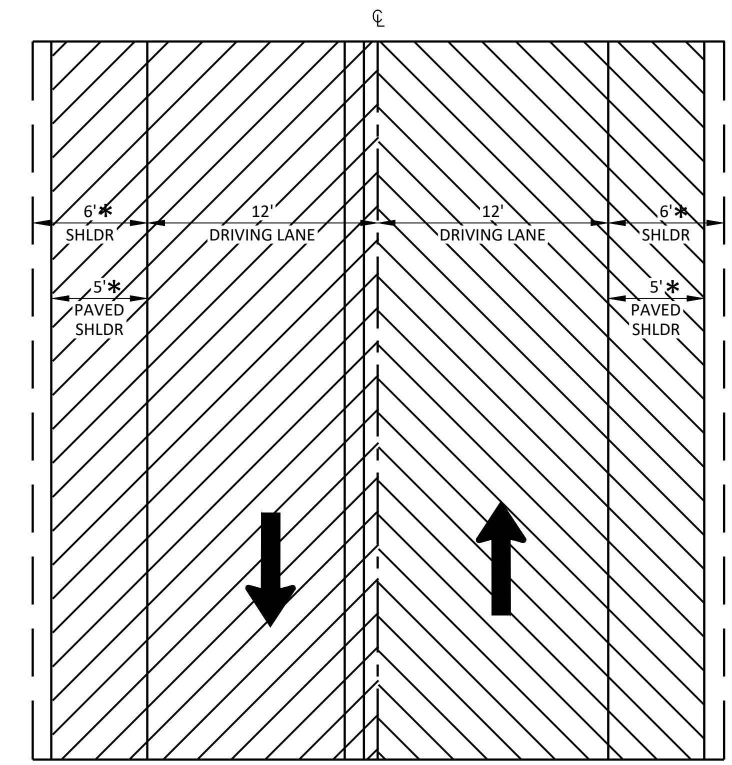


CROSS SECTION VIEW

SECOND PULVERIZE AND RELAY DETAIL

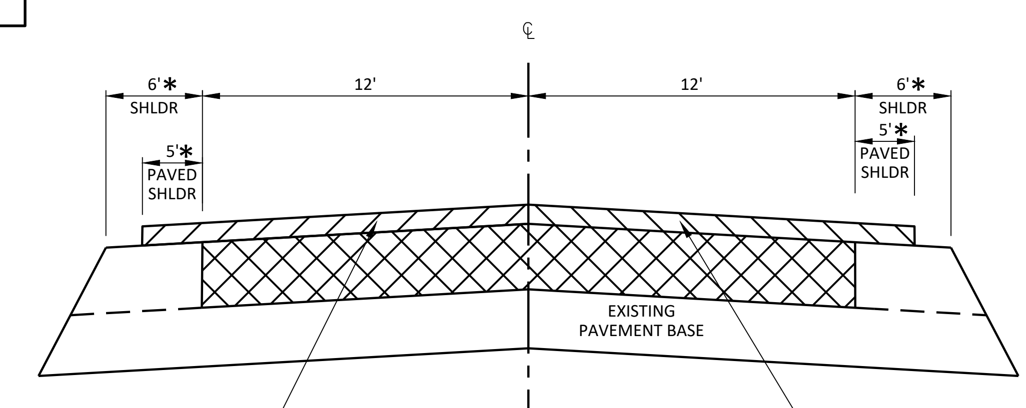
* SHOULDER WIDTHS VARY, SEE TYPICAL SECTIONS FOR MORE INFORMATION

2



PLAN VIEW

- PULVERIZE AND RELAY EXISTING ROAD 5-INCH
- 2.5" LOWER LAYER (BINDER COURSE LAYER) PLACED DURING FIRST PASS
- 2.5" LOWER LAYER (BINDER COURSE LAYER) PLACED DURING SECOND PASS

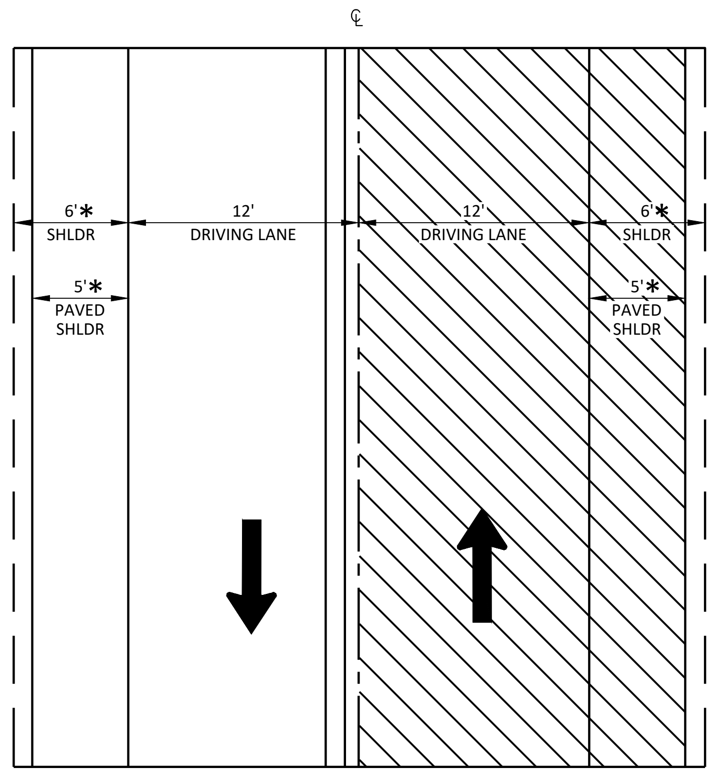


CROSS SECTION VIEW

SECOND PASS DETAIL

* SHOULDER WIDTHS VARY, SEE TYPICAL SECTIONS FOR MORE INFORMATION

2

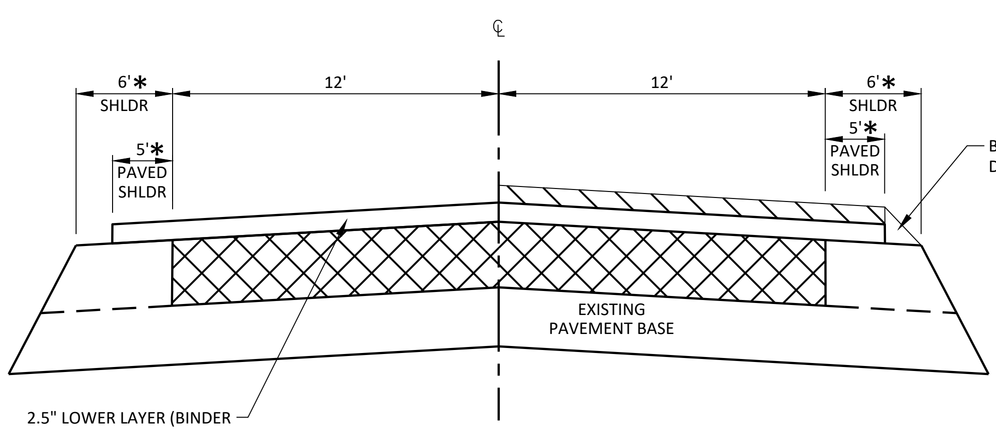


PLAN VIEW

PULVERIZE AND RELAY EXISTING ROAD 5-INCH

2.5" LOWER LAYER (BINDER COURSE LAYER) PLACED DURING FIRST AND SECOND PASS

2" UPPER LAYER (SURFACE COURSE LAYER) PLACED DURING THIRD PASS

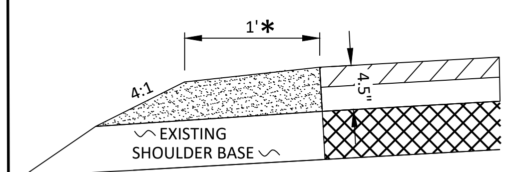


CROSS SECTION VIEW

THIRD PASS DETAIL

* SHOULDER WIDTHS VARY, SEE TYPICAL SECTIONS FOR MORE INFORMATION

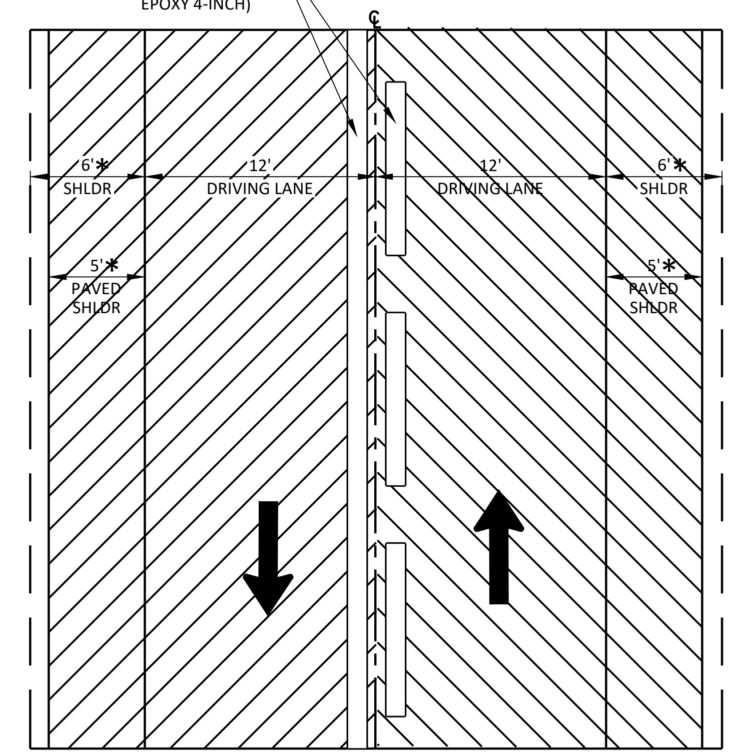
BASE AGGREGATE DENSE 3/4-INCH PLACED AFTER THIRD AND FOURTH PASS INTERIM CONDITION



DETAIL A

* PREPARE FOUNDATION FOR ASPHALTIC SHOULDERS

MARKING LINE SAME DAY EPOXY 4-INCH TO BE PLACED SAME DAY AS PAVING OPERATION (LOCATING NO PASSING ZONE REQUIRED PRIOR TO PLACEMENT OF MARKING LINE SAME DAY EPOXY 4-INCH)



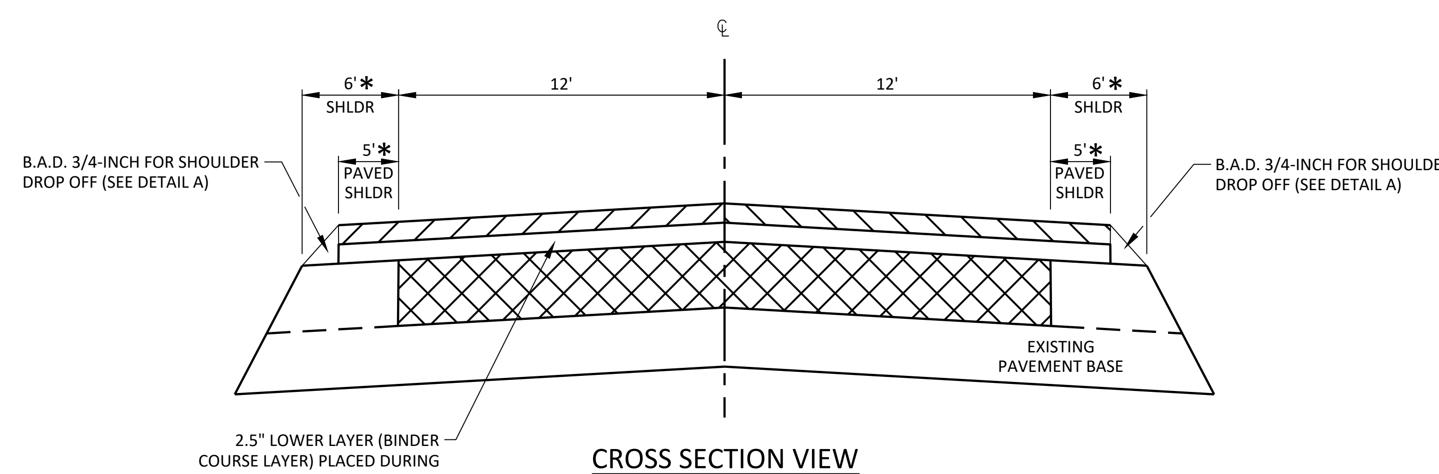
PLAN VIEW

PULVERIZE AND RELAY EXISTING ROAD 5-INCH

2.5" LOWER LAYER (BINDER COURSE LAYER) PLACED DURING FIRST AND SECOND PASS

THIRD PASS 2" HMA PAVEMENT 4 LT 58-28S (UPPER LAYER)

FOURTH PASS 2" HMA PAVEMENT 4 LT 58-28S (UPPER LAYER)

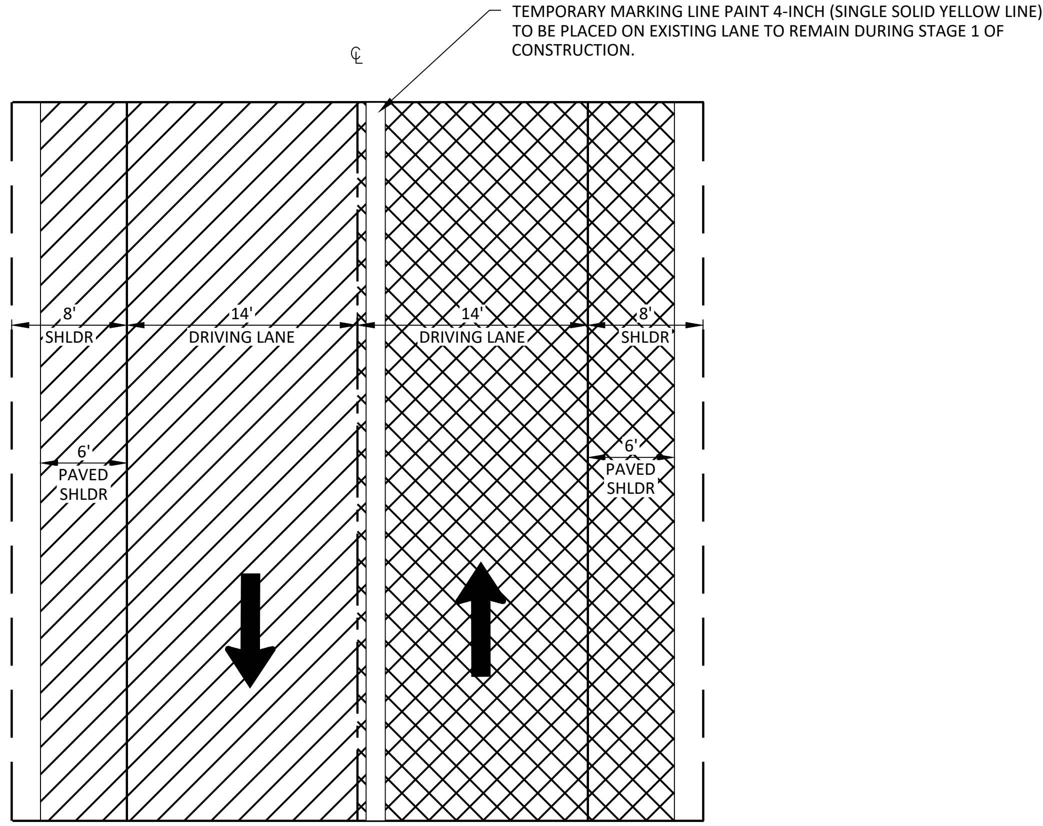


CROSS SECTION VIEW

FOURTH PASS DETAIL

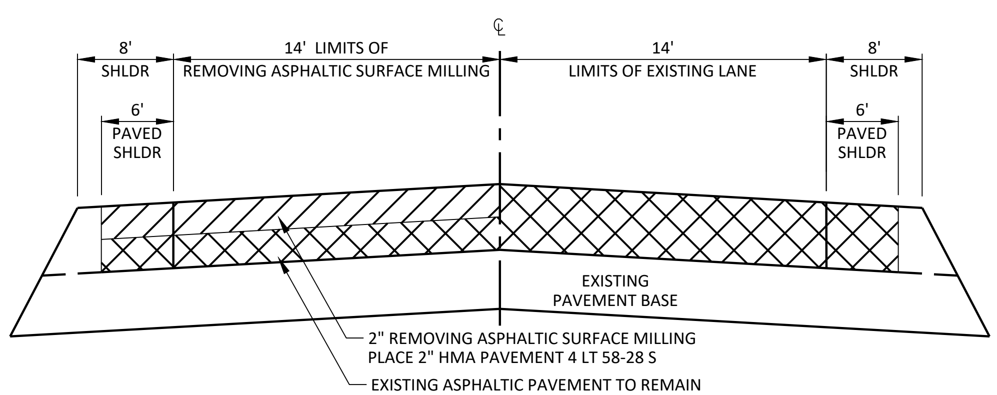
* SHOULDER WIDTHS VARY, SEE TYPICAL SECTIONS FOR MORE INFORMATION

2



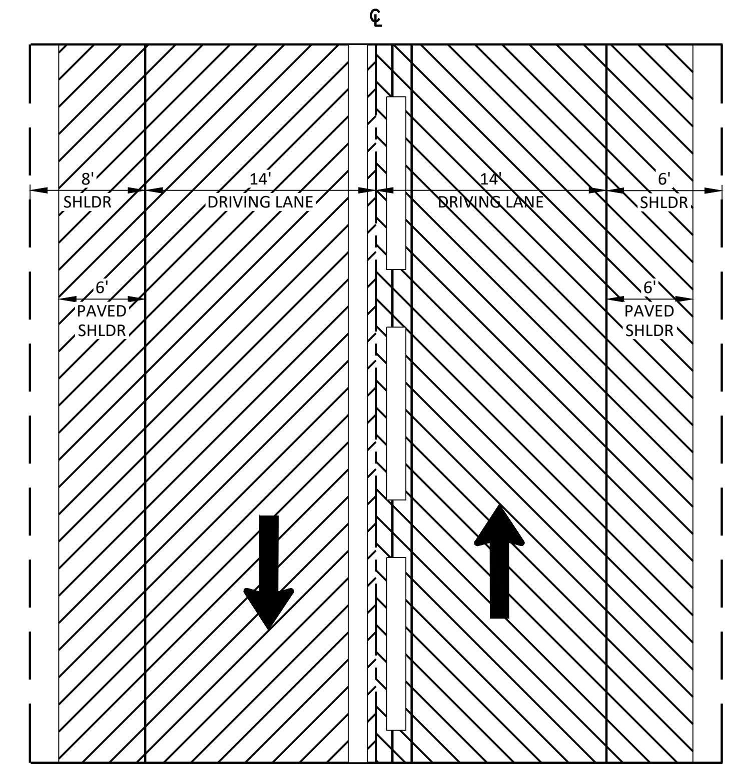
PLAN VIEW

(hatch)	FIRST PASS 2" REMOVING ASPHALTIC SURFACE MILLING PLACE 2" HMA PAVEMENT 4 LT 58-28 S
(crosshatch)	EXISTING ASPHALTIC PAVEMENT TO REMAIN



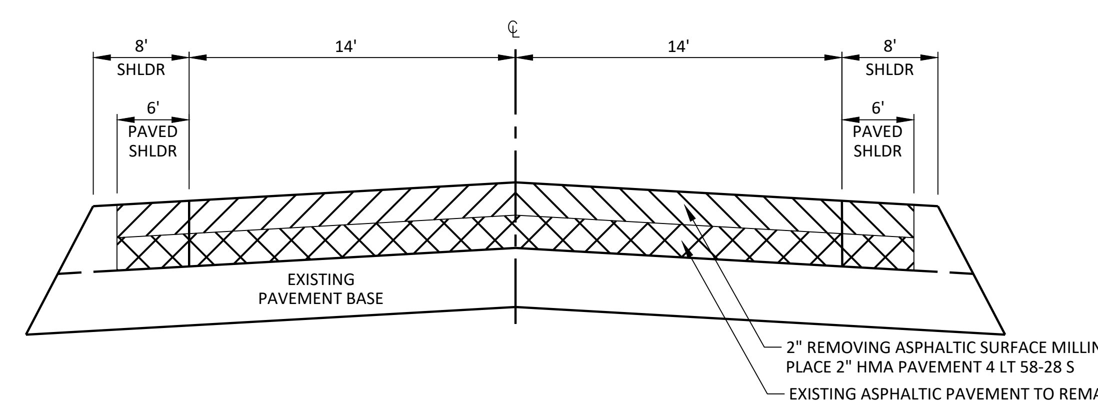
CROSS SECTION VIEW

FIRST PASS DETAIL (MILLING SECTION)



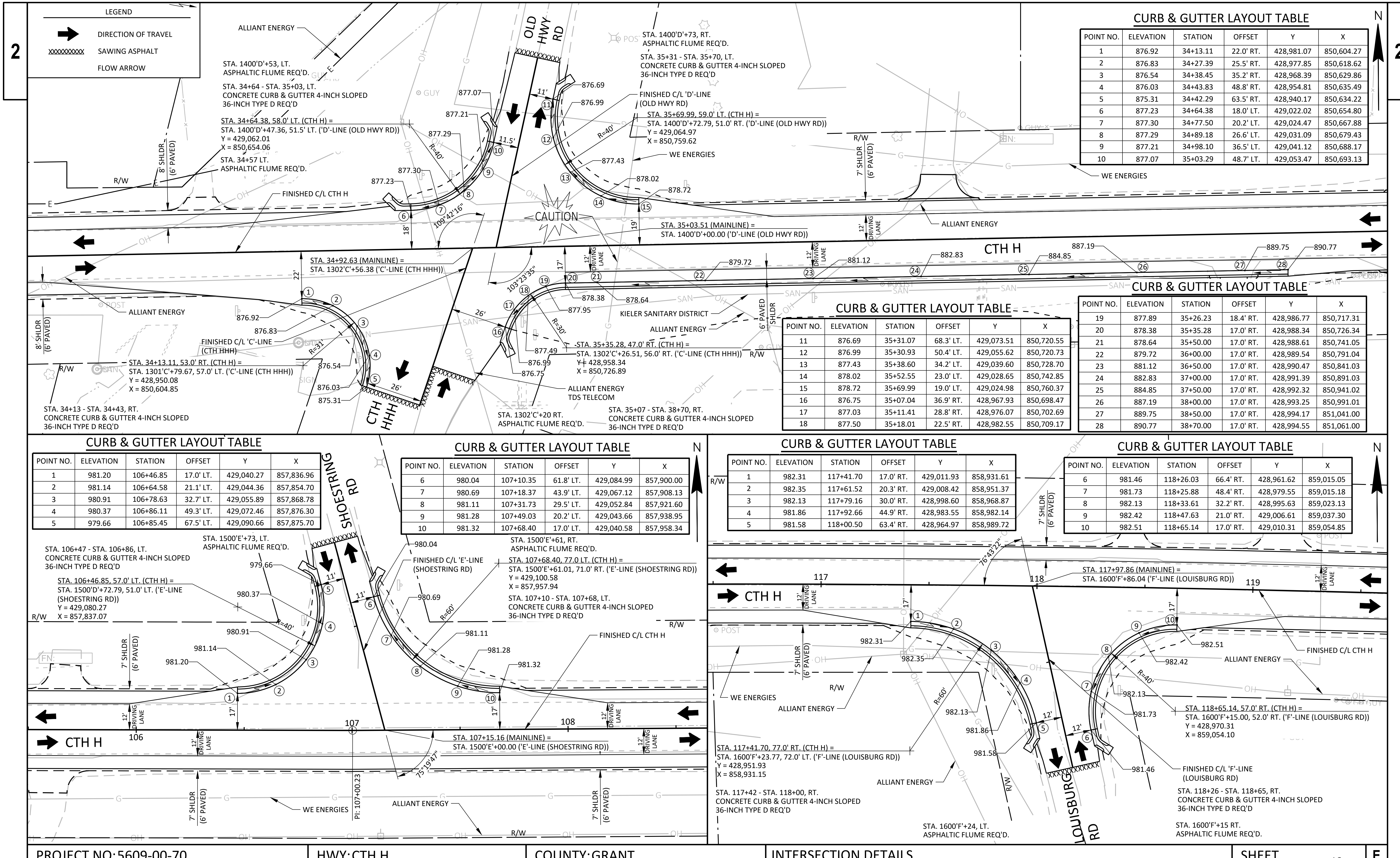
PLAN VIEW

(hatch)	FIRST PASS 2" REMOVING ASPHALTIC SURFACE MILLING PLACE 2" HMA PAVEMENT 4 LT 58-28 S
(hatch)	SECOND PASS 2" REMOVING ASPHALTIC SURFACE MILLING PLACE 2" HMA PAVEMENT 4 LT 58-28 S
(crosshatch)	EXISTING ASPHALTIC PAVEMENT TO REMAIN



CROSS SECTION VIEW

SECOND PASS DETAIL (MILLING SECTION)



CURB & GUTTER LAYOUT TABLE

POINT NO.	ELEVATION	STATION	OFFSET	Y	X
1	876.92	34+13.11	22.0' RT.	428,981.07	850,604.27
2	876.83	34+27.39	25.5' RT.	428,977.85	850,618.62
3	876.54	34+38.45	35.2' RT.	428,968.39	850,629.86
4	876.03	34+43.83	48.8' RT.	428,954.81	850,635.49
5	875.31	34+42.29	63.5' RT.	428,940.17	850,634.22
6	877.23	34+64.38	18.0' LT.	429,022.02	850,654.80
7	877.30	34+77.50	20.2' LT.	429,024.47	850,667.88
8	877.29	34+89.18	26.6' LT.	429,031.09	850,679.43
9	877.21	34+98.10	36.5' LT.	429,041.12	850,688.17
10	877.07	35+03.29	48.7' LT.	429,053.47	850,693.13

CURB & GUTTER LAYOUT TABLE

POINT NO.	ELEVATION	STATION	OFFSET	Y	X
11	876.69	35+31.07	68.3' LT.	429,073.51	850,720.55
12	876.99	35+30.93	50.4' LT.	429,055.62	850,720.73
13	877.43	35+38.60	34.2' LT.	429,039.60	850,728.70
14	878.02	35+52.55	23.0' LT.	429,028.65	850,742.85
15	878.72	35+69.99	19.0' LT.	429,024.98	850,760.37
16	876.75	35+07.04	36.9' RT.	428,967.93	850,698.47
17	877.03	35+11.41	28.8' RT.	428,976.07	850,702.69
18	877.50	35+18.01	22.5' RT.	428,982.55	850,709.17

CURB & GUTTER LAYOUT TABLE

POINT NO.	ELEVATION	STATION	OFFSET	Y	X
19	877.89	35+26.23	18.4' RT.	428,986.77	850,717.31
20	878.38	35+35.28	17.0' RT.	428,988.34	850,726.34
21	878.64	35+50.00	17.0' RT.	428,988.61	850,741.05
22	879.72	36+00.00	17.0' RT.	428,989.54	850,791.04
23	881.12	36+50.00	17.0' RT.	428,990.47	850,841.03
24	882.83	37+00.00	17.0' RT.	428,991.39	850,891.03
25	884.85	37+50.00	17.0' RT.	428,992.32	850,941.02
26	887.19	38+00.00	17.0' RT.	428,993.25	850,991.01
27	889.75	38+50.00	17.0' RT.	428,994.17	851,041.00
28	890.77	38+70.00	17.0' RT.	428,994.55	851,061.00

CURB & GUTTER LAYOUT TABLE

POINT NO.	ELEVATION	STATION	OFFSET	Y	X
1	981.20	106+46.85	17.0' LT.	429,040.27	857,836.96
2	981.14	106+64.58	21.1' LT.	429,044.36	857,854.70
3	980.91	106+78.63	32.7' LT.	429,055.89	857,868.78
4	980.37	106+86.11	49.3' LT.	429,072.46	857,876.30
5	979.66	106+85.45	67.5' LT.	429,090.66	857,875.70

CURB & GUTTER LAYOUT TABLE

POINT NO.	ELEVATION	STATION	OFFSET	Y	X
6	980.04	107+10.35	61.8' LT.	429,084.99	857,900.00
7	980.69	107+18.37	43.9' LT.	429,067.12	857,908.13
8	981.11	107+31.73	29.5' LT.	429,052.84	857,921.60
9	981.28	107+49.03	20.2' LT.	429,043.66	857,938.95
10	981.32	107+68.40	17.0' LT.	429,040.58	857,958.34

CURB & GUTTER LAYOUT TABLE

POINT NO.	ELEVATION	STATION	OFFSET	Y	X
1	982.31	117+41.70	17.0' RT.	429,011.93	858,931.61
2	982.35	117+61.52	20.3' RT.	429,008.42	858,951.37
3	982.13	117+79.16	30.0' RT.	428,998.60	858,968.87
4	981.86	117+92.66	44.9' RT.	428,983.55	858,982.14
5	981.58	118+00.50	63.4' RT.	428,964.97	858,989.72

CURB & GUTTER LAYOUT TABLE

POINT NO.	ELEVATION	STATION	OFFSET	Y	X
6	981.46	118+26.03	66.4' RT.	428,961.62	859,015.05
7	981.73	118+25.88	48.4' RT.	428,979.55	859,015.18
8	982.13	118+33.61	32.2' RT.	428,995.63	859,023.13
9	982.42	118+47.63	21.0' RT.	429,006.61	859,037.30
10	982.51	118+65.14	17.0' RT.	429,010.31	859,054.85

PROJECT NO: 5609-00-70 | HWY: CTH H | COUNTY: GRANT | INTERSECTION DETAILS | SHEET 19 | E

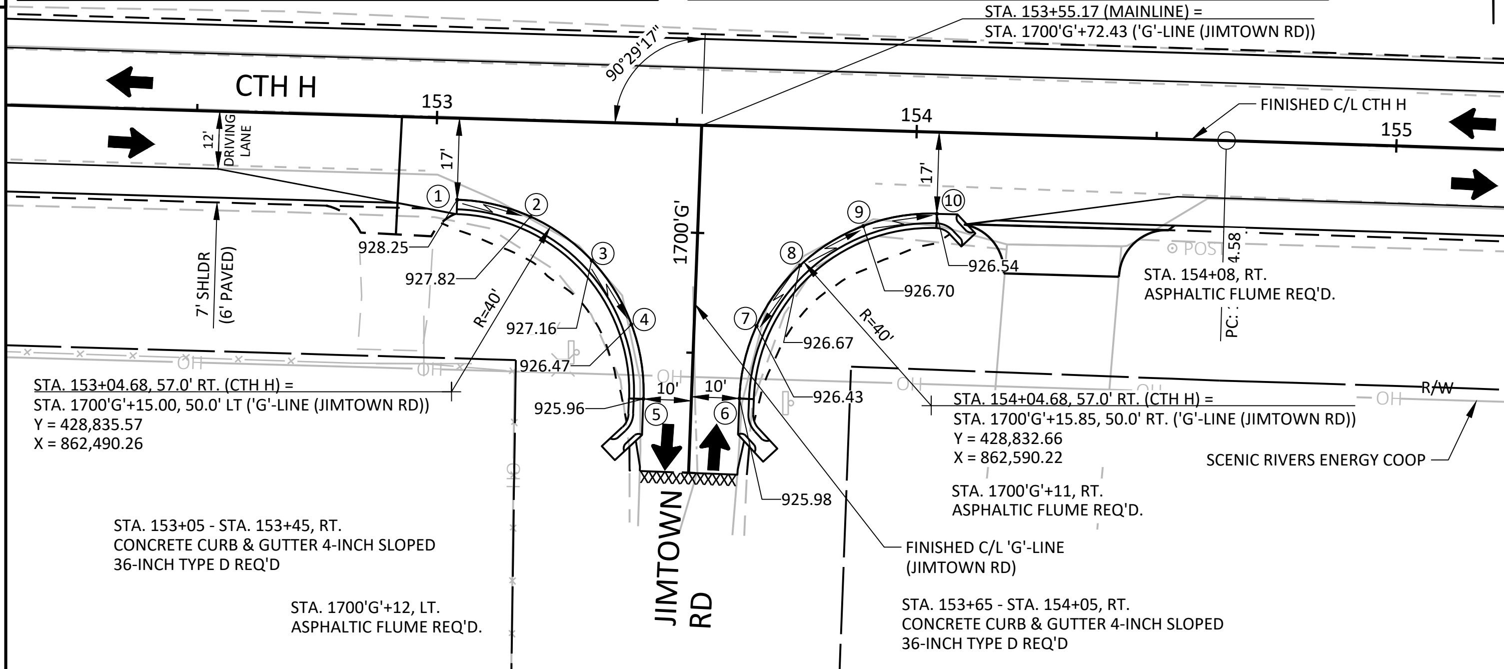
2

CURB & GUTTER LAYOUT TABLE

POINT NO.	ELEVATION	STATION	OFFSET	Y	X
1	928.25	153+04.68	17.0' RT.	428,875.56	862,491.42
2	927.82	153+20.06	20.1' RT.	428,872.03	862,506.71
3	927.16	153+33.08	28.8' RT.	428,862.90	862,519.47
4	926.47	153+41.73	41.9' RT.	428,849.56	862,527.73
5	925.96	153+44.68	57.3' RT.	428,834.07	862,530.23

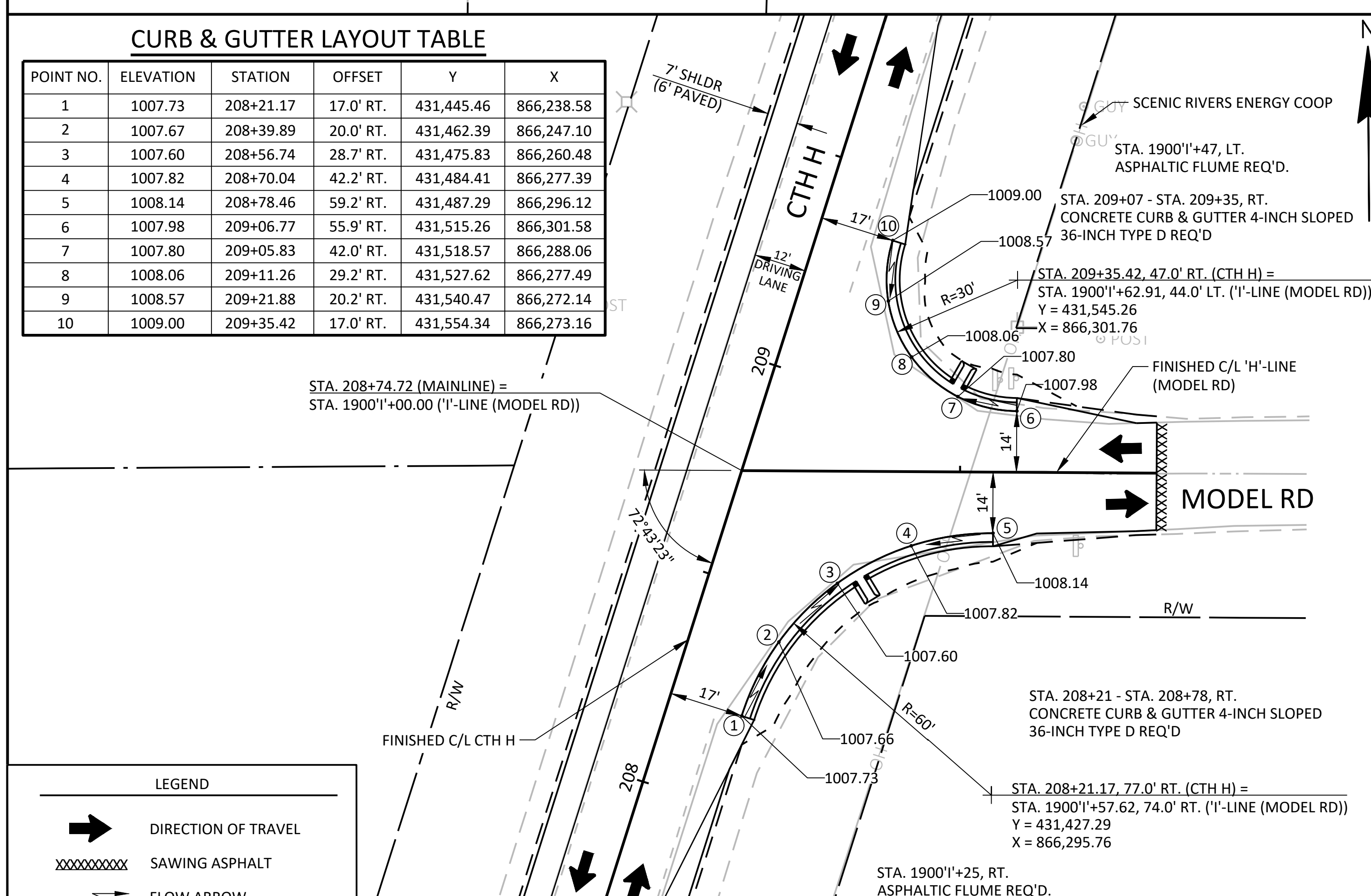
CURB & GUTTER LAYOUT TABLE

POINT NO.	ELEVATION	STATION	OFFSET	Y	X
6	925.98	153+64.68	56.7' RT.	428,834.17	862,550.25
7	926.43	153+67.92	41.6' RT.	428,849.09	862,553.92
8	926.67	153+76.52	28.6' RT.	428,861.88	862,562.89
9	926.70	153+89.52	20.2' RT.	428,869.89	862,576.13
10	926.54	154+04.68	17.0' RT.	428,872.65	862,591.38



CURB & GUTTER LAYOUT TABLE

POINT NO.	ELEVATION	STATION	OFFSET	Y	X
1	1007.73	208+21.17	17.0' RT.	431,445.46	866,238.58
2	1007.67	208+39.89	20.0' RT.	431,462.39	866,247.10
3	1007.60	208+56.74	28.7' RT.	431,475.83	866,260.48
4	1007.82	208+70.04	42.2' RT.	431,484.41	866,277.39
5	1008.14	208+78.46	59.2' RT.	431,487.29	866,296.12
6	1007.98	209+06.77	55.9' RT.	431,515.26	866,301.58
7	1007.80	209+05.83	42.0' RT.	431,518.57	866,288.06
8	1008.06	209+11.26	29.2' RT.	431,527.62	866,277.49
9	1008.57	209+21.88	20.2' RT.	431,540.47	866,272.14
10	1009.00	209+35.42	17.0' RT.	431,554.34	866,273.16

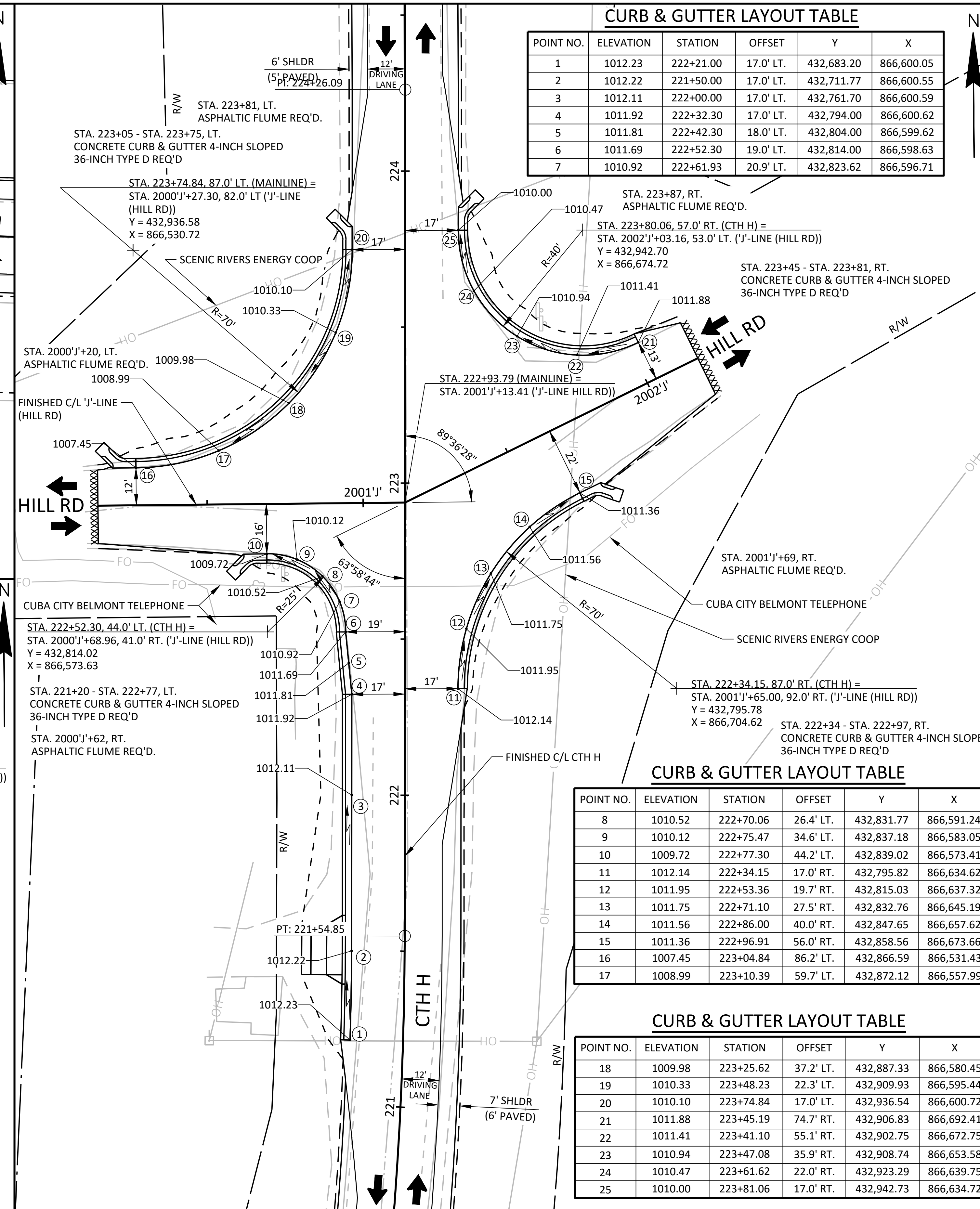


LEGEND

- DIRECTION OF TRAVEL
- SAWING ASPHALT
- FLOW ARROW

CURB & GUTTER LAYOUT TABLE

POINT NO.	ELEVATION	STATION	OFFSET	Y	X
1	1012.23	222+21.00	17.0' LT.	432,683.20	866,600.05
2	1012.22	221+50.00	17.0' LT.	432,711.77	866,600.55
3	1012.11	222+00.00	17.0' LT.	432,761.70	866,600.59
4	1011.92	222+32.30	17.0' LT.	432,794.00	866,600.62
5	1011.81	222+42.30	18.0' LT.	432,804.00	866,599.62
6	1011.69	222+52.30	19.0' LT.	432,814.00	866,598.63
7	1010.92	222+61.93	20.9' LT.	432,823.62	866,596.71



CURB & GUTTER LAYOUT TABLE

POINT NO.	ELEVATION	STATION	OFFSET	Y	X
8	1010.52	222+70.06	26.4' LT.	432,831.77	866,591.24
9	1010.12	222+75.47	34.6' LT.	432,837.18	866,583.05
10	1009.72	222+77.30	44.2' LT.	432,839.02	866,573.41
11	1012.14	222+34.15	17.0' RT.	432,795.82	866,634.62
12	1011.95	222+53.36	19.7' RT.	432,815.03	866,637.32
13	1011.75	222+71.10	27.5' RT.	432,832.76	866,645.19
14	1011.56	222+86.00	40.0' RT.	432,847.65	866,657.62
15	1011.36	222+96.91	56.0' RT.	432,858.56	866,673.66
16	1007.45	223+04.84	86.2' LT.	432,866.59	866,531.43
17	1008.99	223+10.39	59.7' LT.	432,872.12	866,557.99

CURB & GUTTER LAYOUT TABLE

POINT NO.	ELEVATION	STATION	OFFSET	Y	X
18	1009.98	223+25.62	37.2' LT.	432,887.33	866,580.45
19	1010.33	223+48.23	22.3' LT.	432,909.93	866,595.44
20	1010.10	223+74.84	17.0' LT.	432,936.54	866,600.72
21	1011.88	223+45.19	74.7' RT.	432,906.83	866,692.41
22	1011.41	223+41.10	55.1' RT.	432,902.75	866,672.75
23	1010.94	223+47.08	35.9' RT.	432,908.74	866,653.58
24	1010.47	223+61.62	22.0' RT.	432,923.29	866,639.75
25	1010.00	223+81.06	17.0' RT.	432,942.73	866,634.72

2

PROJECT NO: 5609-00-70 | HWY: CTH H | COUNTY: GRANT | INTERSECTION DETAILS | SHEET 20 | E

2

LEGEND

DIRECTION OF TRAVEL

SAWING ASPHALT

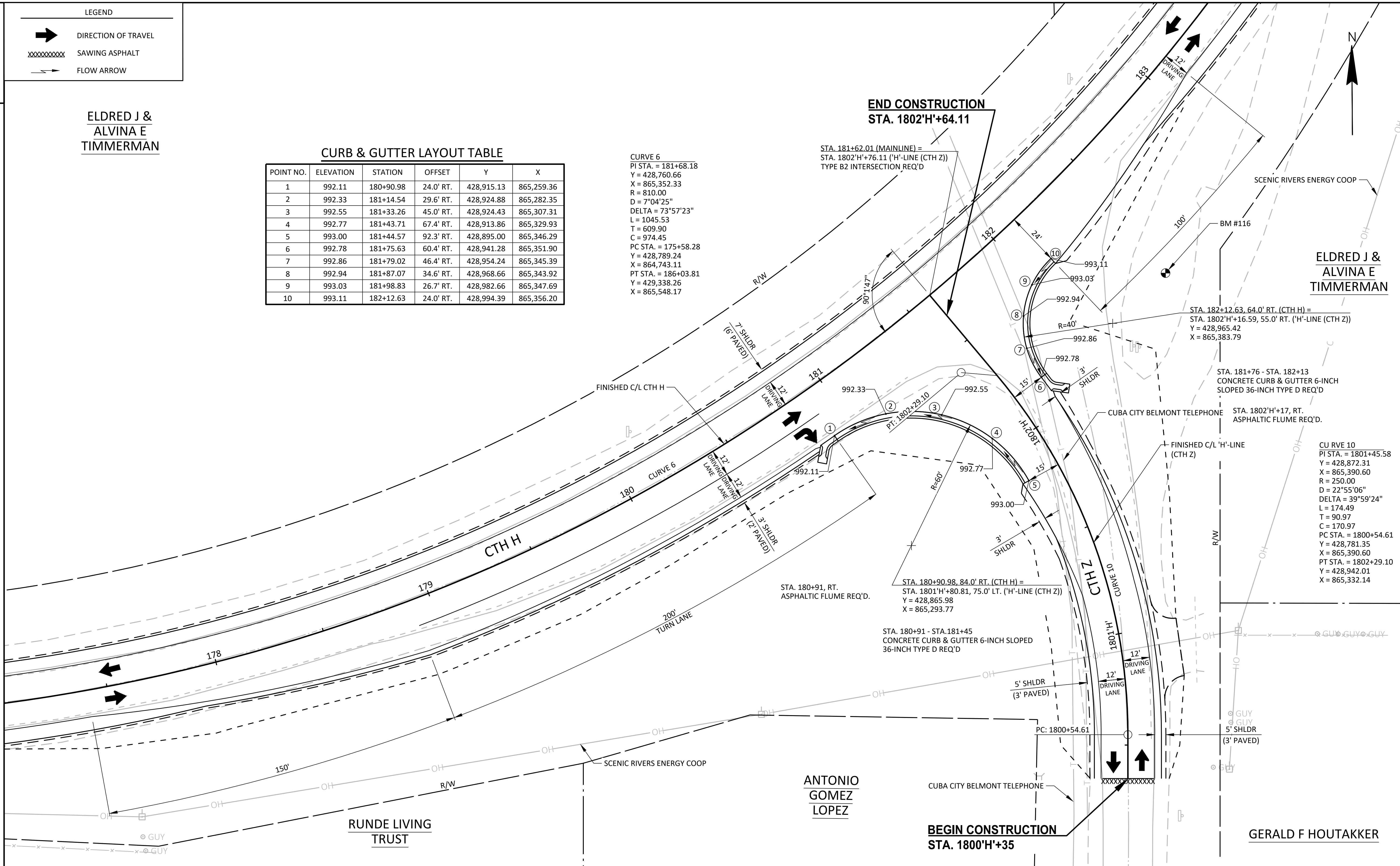
FLOW ARROW

CURB & GUTTER LAYOUT TABLE

POINT NO.	ELEVATION	STATION	OFFSET	Y	X
1	992.11	180+90.98	24.0' RT.	428,915.13	865,259.36
2	992.33	181+14.54	29.6' RT.	428,924.88	865,282.35
3	992.55	181+33.26	45.0' RT.	428,924.43	865,307.31
4	992.77	181+43.71	67.4' RT.	428,913.86	865,329.93
5	993.00	181+44.57	92.3' RT.	428,895.00	865,346.29
6	992.78	181+75.63	60.4' RT.	428,941.28	865,351.90
7	992.86	181+79.02	46.4' RT.	428,954.24	865,345.39
8	992.94	181+87.07	34.6' RT.	428,968.66	865,343.92
9	993.03	181+98.83	26.7' RT.	428,982.66	865,347.69
10	993.11	182+12.63	24.0' RT.	428,994.39	865,356.20

CURVE 6
PI STA. = 181+68.18
Y = 428,760.66
X = 865,352.33
R = 810.00
D = 7°04'25"
DELTA = 73°57'23"
L = 1045.53
T = 609.90
C = 974.45
PC STA. = 175+58.28
Y = 428,789.24
X = 864,743.11
PT STA. = 186+03.81
Y = 429,338.26
X = 865,548.17

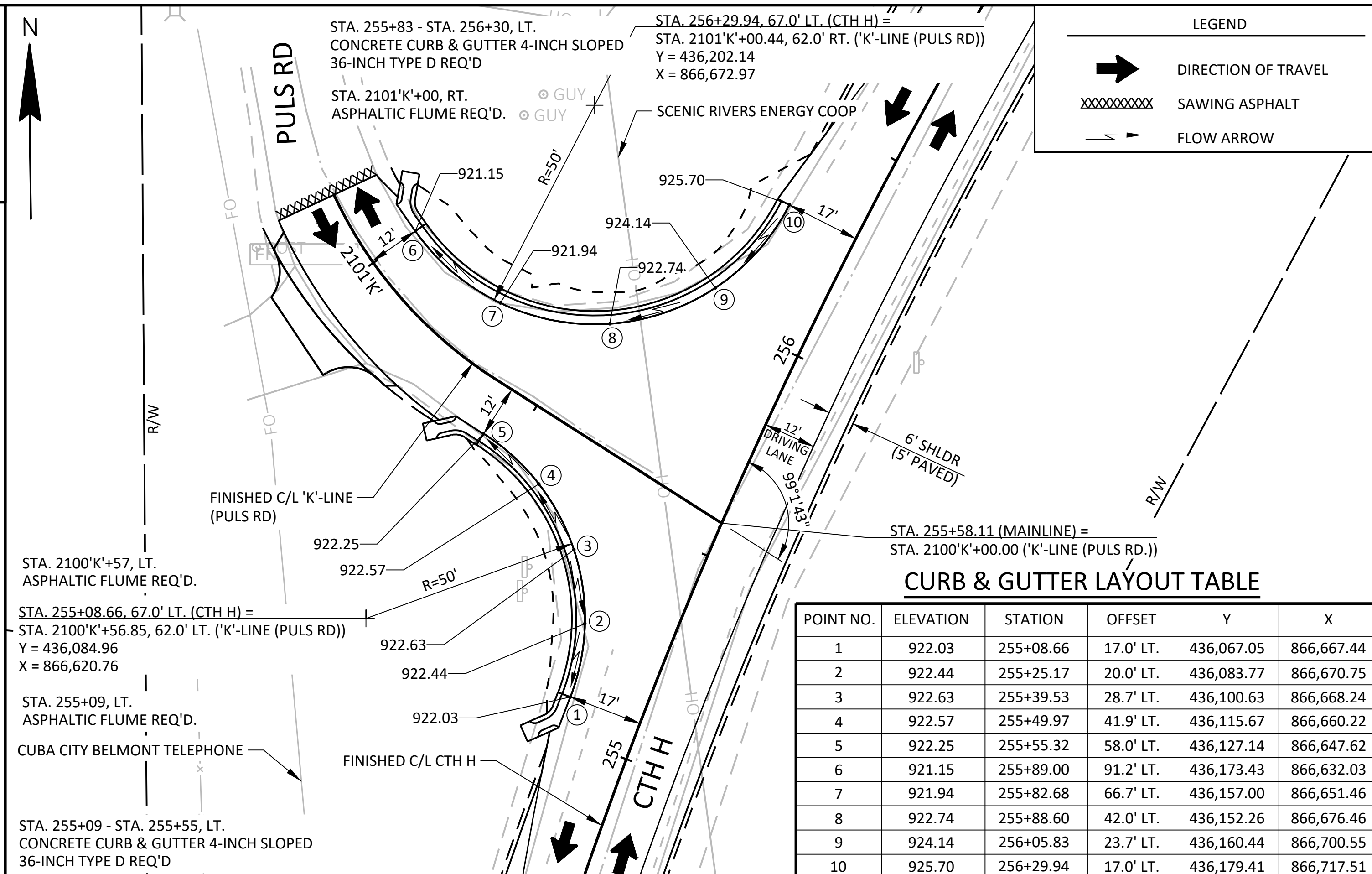
CU RVE 10
PI STA. = 1801+45.58
Y = 428,872.31
X = 865,390.60
R = 250.00
D = 22°55'06"
DELTA = 39°59'24"
L = 174.49
T = 90.97
C = 170.97
PC STA. = 1800+54.61
Y = 428,781.35
X = 865,390.60
PT STA. = 1802+29.10
Y = 428,942.01
X = 865,332.14



2

PROJECT NO: 5609-00-70	HWY: CTH H	COUNTY: GRANT	INTERSECTION DETAILS	SHEET	E

FILE NAME : S:\PROJECTS\G78020 GRANT CO HWY - CTH H REHABILITATION\SHEETSPLAN\DETAILS\56090000_INTERSECTION DETAILS.DWG PLOT DATE : 7/25/2022 3:51:36 PM PLOT BY : THEODORE HERBERS PLOT SCALE : 1" = 1' LAYOUT : CTH Z



LEGEND

(arrow)	DIRECTION OF TRAVEL
(hatch)	SAWING ASPHALT
(arrow)	FLOW ARROW

CURB & GUTTER LAYOUT TABLE

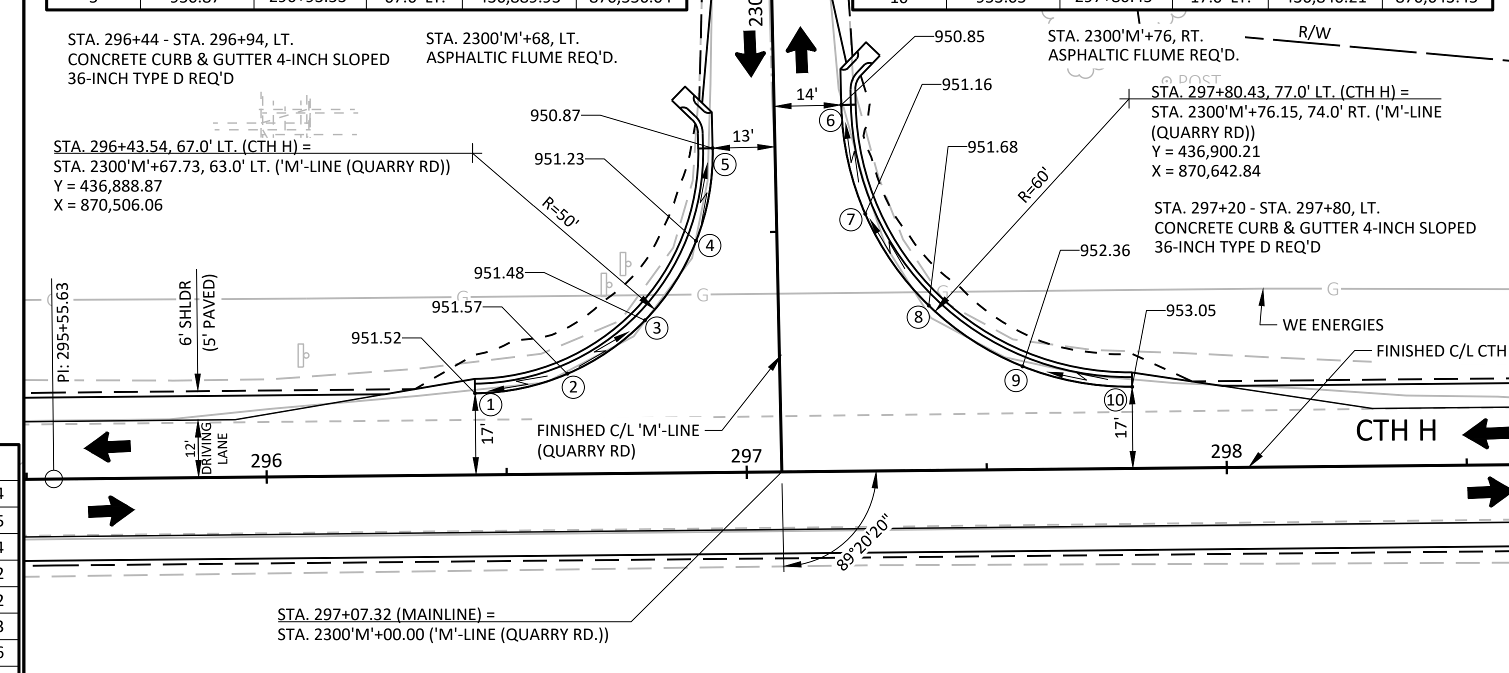
POINT NO.	ELEVATION	STATION	OFFSET	Y	X
1	922.03	255+08.66	17.0' LT.	436,067.05	866,667.44
2	922.44	255+25.17	20.0' LT.	436,083.77	866,670.75
3	922.63	255+39.53	28.7' LT.	436,100.63	866,668.24
4	922.57	255+49.97	41.9' LT.	436,115.67	866,660.22
5	922.25	255+55.32	58.0' LT.	436,127.14	866,647.62
6	921.15	255+89.00	91.2' LT.	436,173.43	866,632.03
7	921.94	255+82.68	66.7' LT.	436,157.00	866,651.46
8	922.74	255+88.60	42.0' LT.	436,152.26	866,676.46
9	924.14	256+05.83	23.7' LT.	436,160.44	866,700.55
10	925.70	256+29.94	17.0' LT.	436,179.41	866,717.51

CURB & GUTTER LAYOUT TABLE

POINT NO.	ELEVATION	STATION	OFFSET	Y	X
1	951.52	296+43.55	17.0' LT.	436,838.87	870,506.56
2	951.57	296+62.81	20.9' LT.	436,842.92	870,525.78
3	951.48	296+79.10	31.9' LT.	436,854.07	870,541.96
4	951.23	296+89.90	48.3' LT.	436,870.59	870,552.60
5	950.87	296+93.53	67.6' LT.	436,889.93	870,556.04

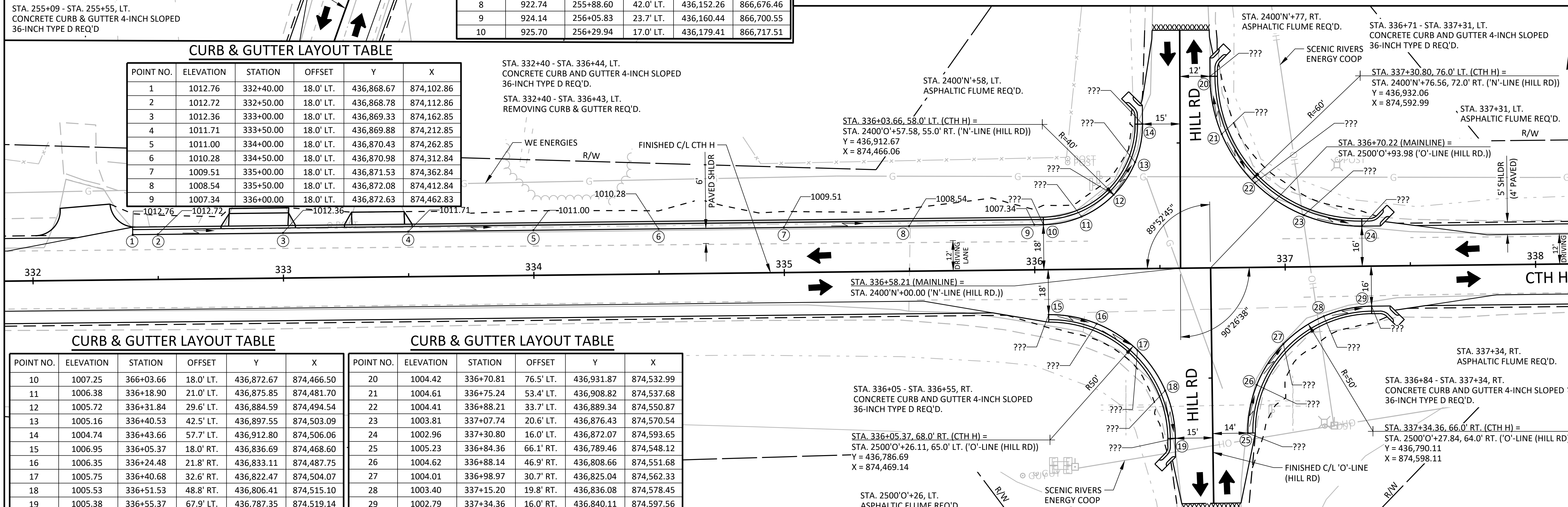
CURB & GUTTER LAYOUT TABLE

POINT NO.	ELEVATION	STATION	OFFSET	Y	X
6	950.85	297+20.44	76.3' LT.	436,898.93	870,582.86
7	951.16	297+25.20	53.6' LT.	436,876.22	870,587.85
8	951.68	297+38.26	34.3' LT.	436,857.12	870,601.09
9	952.36	297+57.64	21.5' LT.	436,844.48	870,620.60
10	953.05	297+80.45	17.0' LT.	436,840.21	870,643.45



CURB & GUTTER LAYOUT TABLE

POINT NO.	ELEVATION	STATION	OFFSET	Y	X
1	1012.76	332+40.00	18.0' LT.	436,868.67	874,102.86
2	1012.72	332+50.00	18.0' LT.	436,868.78	874,112.86
3	1012.36	333+00.00	18.0' LT.	436,869.33	874,162.85
4	1011.71	333+50.00	18.0' LT.	436,869.88	874,212.85
5	1011.00	334+00.00	18.0' LT.	436,870.43	874,262.85
6	1010.28	334+50.00	18.0' LT.	436,870.98	874,312.84
7	1009.51	335+00.00	18.0' LT.	436,871.53	874,362.84
8	1008.54	335+50.00	18.0' LT.	436,872.08	874,412.84
9	1007.34	336+00.00	18.0' LT.	436,872.63	874,462.83

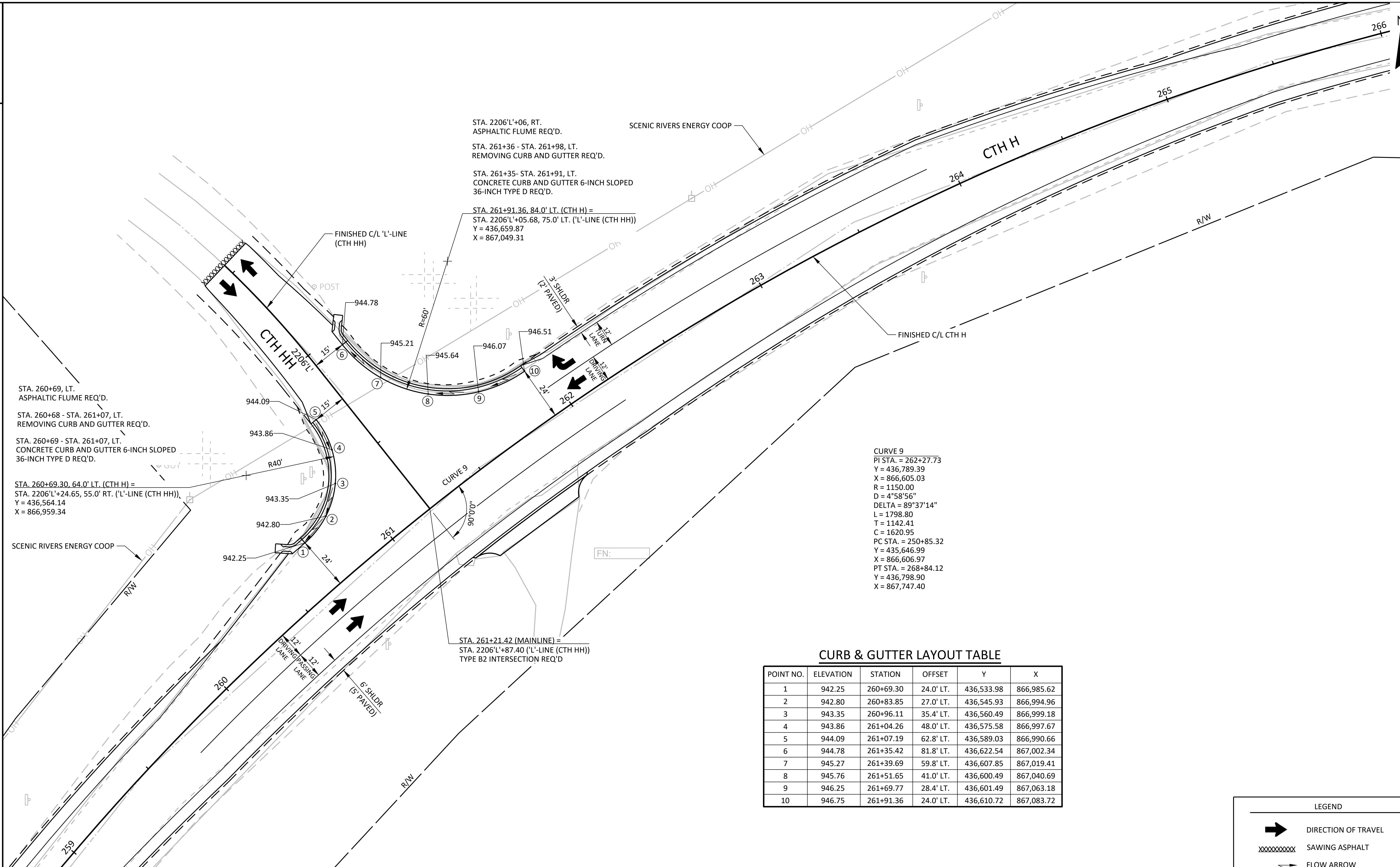


CURB & GUTTER LAYOUT TABLE

POINT NO.	ELEVATION	STATION	OFFSET	Y	X
10	1007.25	366+03.66	18.0' LT.	436,872.67	874,466.50
11	1006.38	336+18.90	21.0' LT.	436,875.85	874,481.70
12	1005.72	336+31.84	29.6' LT.	436,884.59	874,494.54
13	1005.16	336+40.53	42.5' LT.	436,897.55	874,503.09
14	1004.74	336+43.66	57.7' LT.	436,912.80	874,506.06
15	1006.95	336+05.37	18.0' RT.	436,836.69	874,468.60
16	1006.35	336+24.48	21.8' RT.	436,833.11	874,487.75
17	1005.75	336+40.68	32.6' RT.	436,822.47	874,504.07
18	1005.53	336+51.53	48.8' RT.	436,806.41	874,515.10
19	1005.38	336+55.37	67.9' RT.	436,787.35	874,519.14

CURB & GUTTER LAYOUT TABLE

POINT NO.	ELEVATION	STATION	OFFSET	Y	X
20	1004.42	336+70.81	76.5' LT.	436,931.87	874,532.99
21	1004.61	336+75.24	53.4' LT.	436,908.82	874,537.68
22	1004.41	336+88.21	33.7' LT.	436,889.34	874,550.87
23	1003.81	337+07.74	20.6' LT.	436,876.43	874,570.54
24	1002.96	337+30.80	16.0' LT.	436,872.07	874,593.65
25	1005.23	336+84.36	66.1' RT.	436,789.46	874,548.12
26	1004.62	336+88.14	46.9' RT.	436,808.66	874,551.68
27	1004.01	336+98.97	30.7' RT.	436,825.04	874,562.33
28	1003.40	337+15.20	19.8' RT.	436,836.08	874,578.45
29	1002.79	337+34.36	16.0' RT.	436,840.11	874,597.56



CURB & GUTTER LAYOUT TABLE

POINT NO.	ELEVATION	STATION	OFFSET	Y	X
1	942.25	260+69.30	24.0' LT.	436,533.98	866,985.62
2	942.80	260+83.85	27.0' LT.	436,545.93	866,994.96
3	943.35	260+96.11	35.4' LT.	436,560.49	866,999.18
4	943.86	261+04.26	48.0' LT.	436,575.58	866,997.67
5	944.09	261+07.19	62.8' LT.	436,589.03	866,990.66
6	944.78	261+35.42	81.8' LT.	436,622.54	867,002.34
7	945.27	261+39.69	59.8' LT.	436,607.85	867,019.41
8	945.76	261+51.65	41.0' LT.	436,600.49	867,040.69
9	946.25	261+69.77	28.4' LT.	436,601.49	867,063.18
10	946.75	261+91.36	24.0' LT.	436,610.72	867,083.72

LEGEND

- DIRECTION OF TRAVEL
- XXXXXXXXXX SAWING ASPHALT
- FLOW ARROW

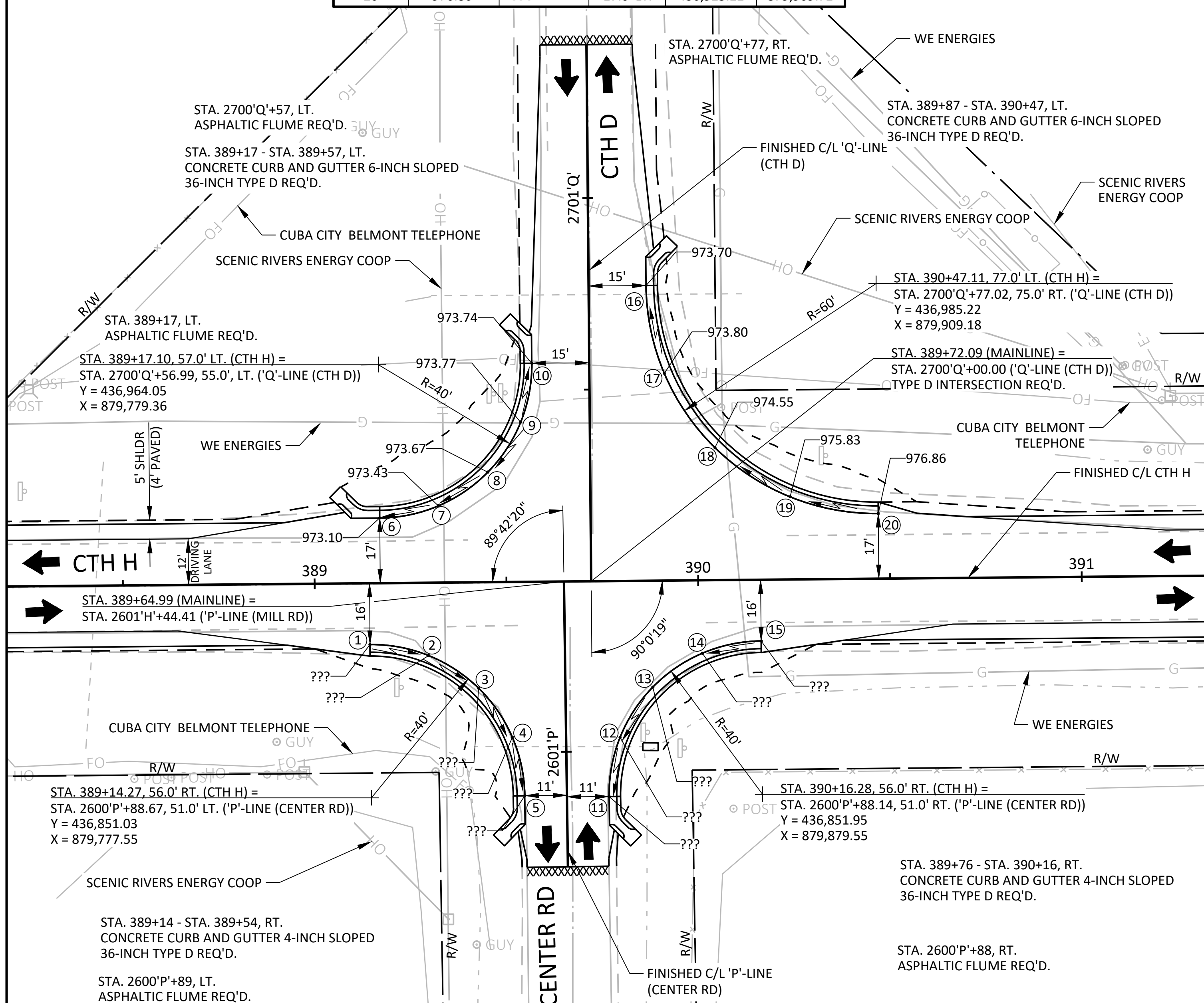
PROJECT NO: 5609-00-70	HWY: CTH H	COUNTY: GRANT	INTERSECTION DETAILS	SHEET 23	E

LEGEND

- DIRECTION OF TRAVEL
- SAWING ASHPALT
- FLOW ARROW

CURB & GUTTER LAYOUT TABLE

POINT NO.	ELEVATION	STATION	OFFSET	Y	X
1	973.06	389+14.27	16.0' RT.	436,891.03	879,777.19
2	973.00	389+29.53	19.0' RT.	436,888.14	879,792.48
3	972.95	389+42.49	27.6' RT.	436,879.64	879,805.51
4	972.87	389+51.17	40.6' RT.	436,866.81	879,814.31
5	972.79	389+54.27	55.8' RT.	436,851.59	879,817.55
6	973.10	389+17.10	17.0' LT.	436,924.05	879,779.72
7	973.43	389+32.41	20.0' LT.	436,927.23	879,795.00
8	973.67	389+45.28	28.7' LT.	436,936.02	879,807.89
9	973.77	389+54.05	41.7' LT.	436,949.07	879,816.45
10	973.74	389+57.10	57.0' LT.	436,964.40	879,819.36
11	973.05	389+76.28	56.2, RT.	436,851.38	879,839.55
12	973.76	389+79.26	40.8' RT.	436,866.78	879,842.40
13	974.47	389+87.92	27.8' RT.	436,879.90	879,850.94
14	975.19	390+00.92	19.1' RT.	436,888.74	879,863.86
15	975.84	390+16.28	16.0' RT.	436,891.95	879,879.19
16	973.70	389+87.11	77.0' LT.	436,984.69	879,849.18
17	973.80	389+91.67	54.0' LT.	436,961.77	879,853.95
18	974.55	390+04.67	34.6' LT.	436,942.42	879,687.13
19	975.83	390+24.14	21.6' LT.	436,929.58	879,886.71
20	976.86	390+47.11	17.0' LT.	436,925.22	879,909.72

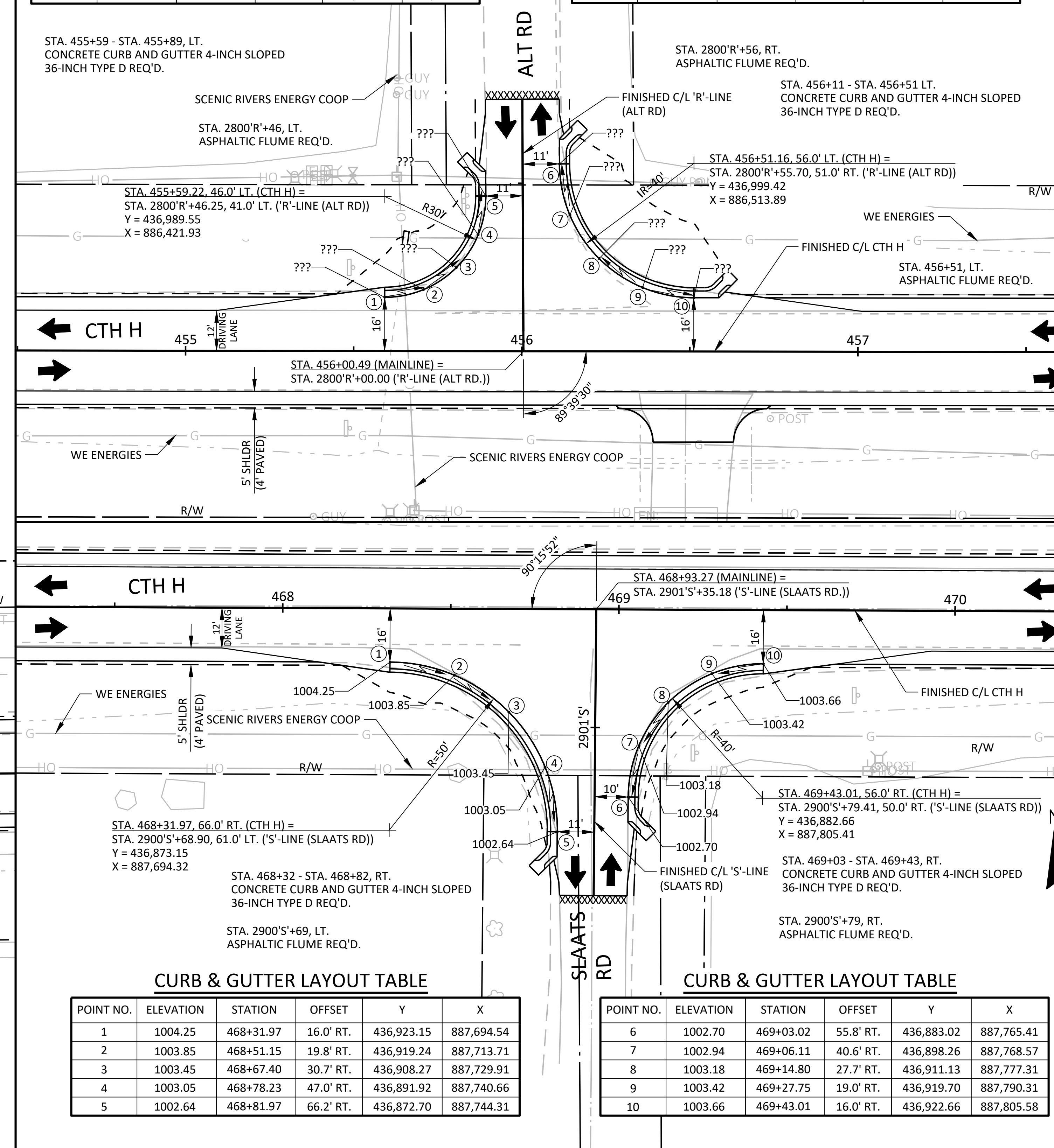


CURB & GUTTER LAYOUT TABLE

POINT NO.	ELEVATION	STATION	OFFSET	Y	X
1	1012.24	455+59.22	16.0' LT.	436,959.55	886,421.89
2	1012.02	455+70.74	18.3' LT.	436,961.83	886,433.42
3	1011.56	455+80.50	24.9' LT.	436,968.37	886,443.18
4	1010.85	455+86.99	34.6' LT.	436,978.15	886,449.68
5	1009.92	455+89.22	46.2' LT.	436,989.69	886,451.93

CURB & GUTTER LAYOUT TABLE

POINT NO.	ELEVATION	STATION	OFFSET	Y	X
6	1009.23	456+11.16	55.8' LT.	436,999.24	886,473.89
7	1010.45	456+14.28	40.5' LT.	436,984.00	886,476.98
8	1011.24	456+22.96	27.6' LT.	436,971.09	886,485.65
9	1011.49	456+35.91	19.0' LT.	436,962.46	886,498.58
10	1011.38	456+51.16	16.0' LT.	436,959.42	886,513.83

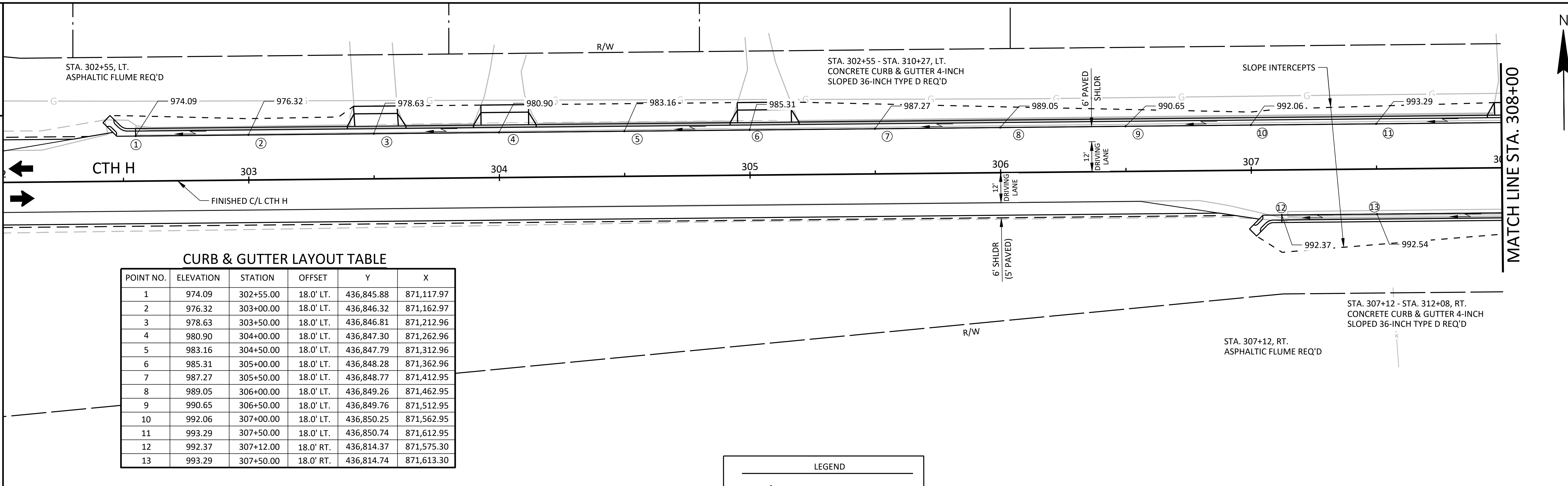


CURB & GUTTER LAYOUT TABLE

POINT NO.	ELEVATION	STATION	OFFSET	Y	X
1	1004.25	468+31.97	16.0' RT.	436,923.15	887,694.54
2	1003.85	468+51.15	19.8' RT.	436,919.24	887,713.71
3	1003.45	468+67.40	30.7' RT.	436,908.27	887,729.91
4	1003.05	468+78.23	47.0' RT.	436,891.92	887,740.66
5	1002.64	468+81.97	66.2' RT.	436,872.70	887,744.31

CURB & GUTTER LAYOUT TABLE

POINT NO.	ELEVATION	STATION	OFFSET	Y	X
6	1002.70	469+03.02	55.8' RT.	436,883.02	887,765.41
7	1002.94	469+06.11	40.6' RT.	436,898.26	887,768.57
8	1003.18	469+14.80	27.7' RT.	436,911.13	887,777.31
9	1003.42	469+27.75	19.0' RT.	436,919.70	887,790.31
10	1003.66	469+43.01	16.0' RT.	436,922.66	887,805.58



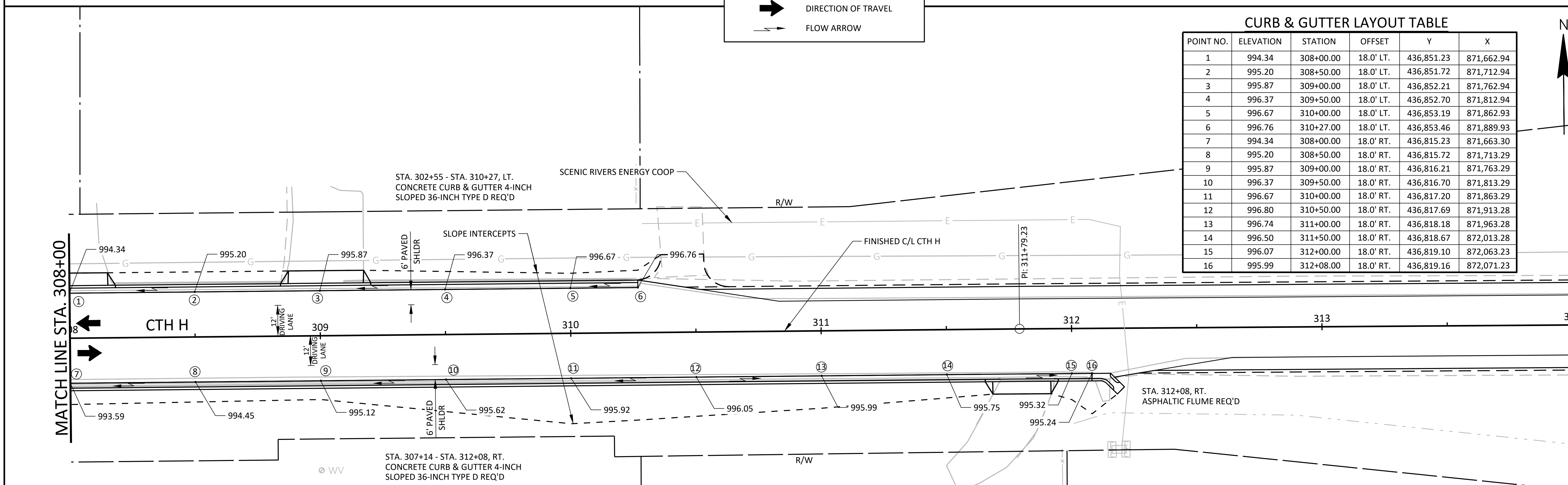
CURB & GUTTER LAYOUT TABLE

POINT NO.	ELEVATION	STATION	OFFSET	Y	X
1	974.09	302+55.00	18.0' LT.	436,845.88	871,117.97
2	976.32	303+00.00	18.0' LT.	436,846.32	871,162.97
3	978.63	303+50.00	18.0' LT.	436,846.81	871,212.96
4	980.90	304+00.00	18.0' LT.	436,847.30	871,262.96
5	983.16	304+50.00	18.0' LT.	436,847.79	871,312.96
6	985.31	305+00.00	18.0' LT.	436,848.28	871,362.96
7	987.27	305+50.00	18.0' LT.	436,848.77	871,412.95
8	989.05	306+00.00	18.0' LT.	436,849.26	871,462.95
9	990.65	306+50.00	18.0' LT.	436,849.76	871,512.95
10	992.06	307+00.00	18.0' LT.	436,850.25	871,562.95
11	993.29	307+50.00	18.0' LT.	436,850.74	871,612.95
12	992.37	307+12.00	18.0' RT.	436,814.37	871,575.30
13	993.29	307+50.00	18.0' RT.	436,814.74	871,613.30

LEGEND

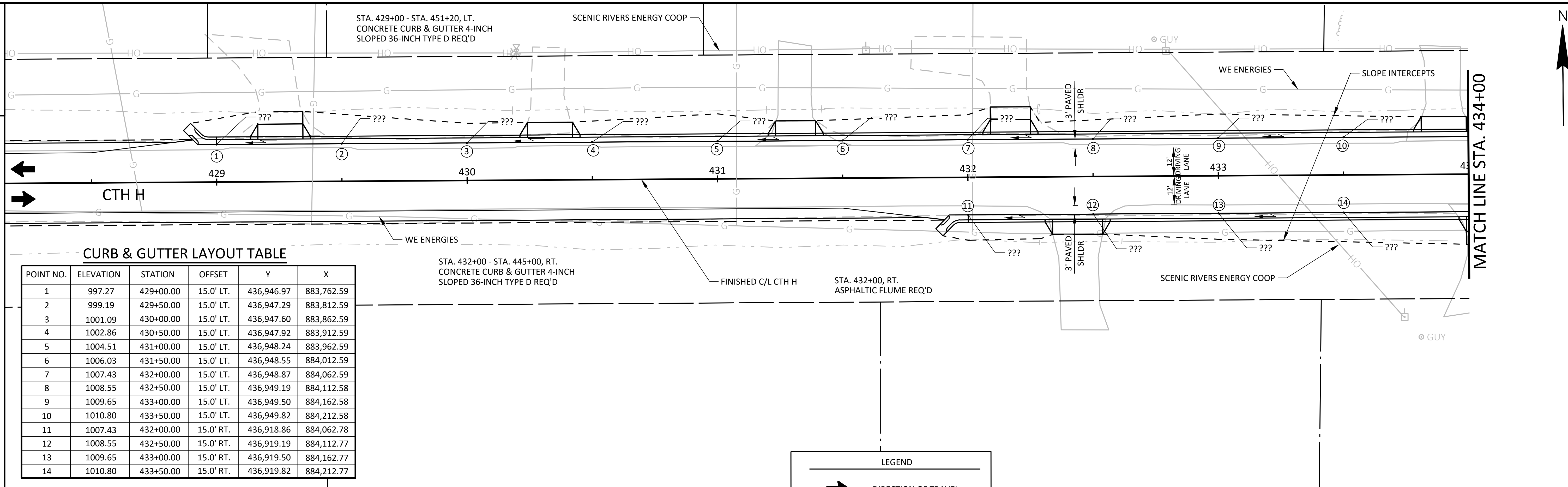
DIRECTION OF TRAVEL

FLOW ARROW



CURB & GUTTER LAYOUT TABLE

POINT NO.	ELEVATION	STATION	OFFSET	Y	X
1	994.34	308+00.00	18.0' LT.	436,851.23	871,662.94
2	995.20	308+50.00	18.0' LT.	436,851.72	871,712.94
3	995.87	309+00.00	18.0' LT.	436,852.21	871,762.94
4	996.37	309+50.00	18.0' LT.	436,852.70	871,812.94
5	996.67	310+00.00	18.0' LT.	436,853.19	871,862.93
6	996.76	310+27.00	18.0' LT.	436,853.46	871,889.93
7	994.34	308+00.00	18.0' RT.	436,815.23	871,663.30
8	995.20	308+50.00	18.0' RT.	436,815.72	871,713.29
9	995.87	309+00.00	18.0' RT.	436,816.21	871,763.29
10	996.37	309+50.00	18.0' RT.	436,816.70	871,813.29
11	996.67	310+00.00	18.0' RT.	436,817.20	871,863.29
12	996.80	310+50.00	18.0' RT.	436,817.69	871,913.28
13	996.74	311+00.00	18.0' RT.	436,818.18	871,963.28
14	996.50	311+50.00	18.0' RT.	436,818.67	872,013.28
15	996.07	312+00.00	18.0' RT.	436,819.10	872,063.23
16	995.99	312+08.00	18.0' RT.	436,819.16	872,071.23



CURB & GUTTER LAYOUT TABLE

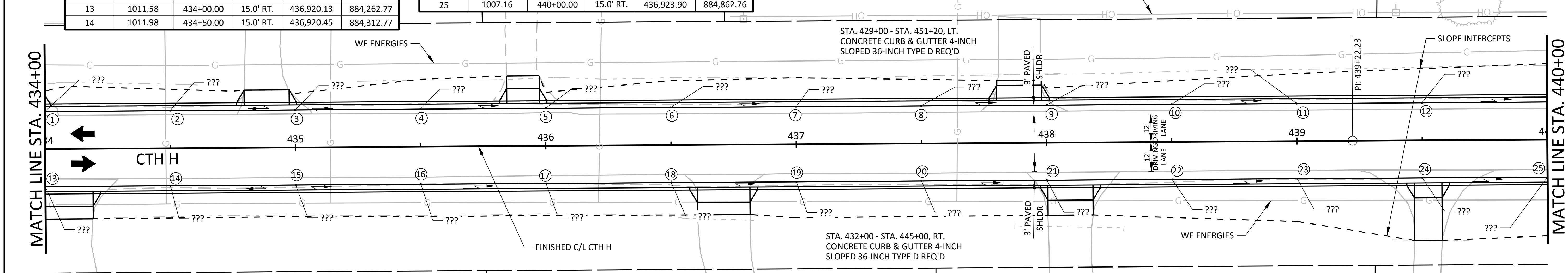
POINT NO.	ELEVATION	STATION	OFFSET	Y	X
1	997.27	429+00.00	15.0' LT.	436,946.97	883,762.59
2	999.19	429+50.00	15.0' LT.	436,947.29	883,812.59
3	1001.09	430+00.00	15.0' LT.	436,947.60	883,862.59
4	1002.86	430+50.00	15.0' LT.	436,947.92	883,912.59
5	1004.51	431+00.00	15.0' LT.	436,948.24	883,962.59
6	1006.03	431+50.00	15.0' LT.	436,948.55	884,012.59
7	1007.43	432+00.00	15.0' LT.	436,948.87	884,062.59
8	1008.55	432+50.00	15.0' LT.	436,949.19	884,112.58
9	1009.65	433+00.00	15.0' LT.	436,949.50	884,162.58
10	1010.80	433+50.00	15.0' LT.	436,949.82	884,212.58
11	1007.43	432+00.00	15.0' RT.	436,918.86	884,062.78
12	1008.55	432+50.00	15.0' RT.	436,919.19	884,112.77
13	1009.65	433+00.00	15.0' RT.	436,919.50	884,162.77
14	1010.80	433+50.00	15.0' RT.	436,919.82	884,212.77

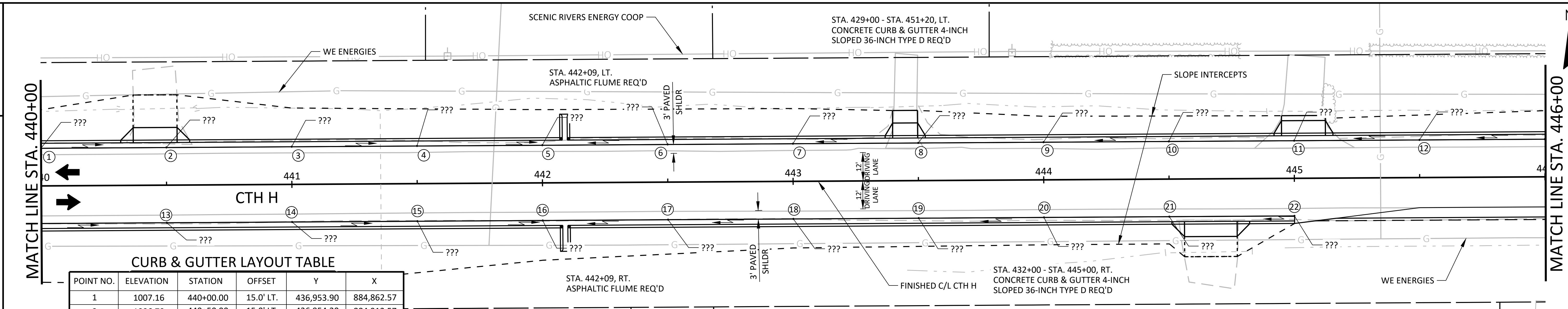
CURB & GUTTER LAYOUT TABLE

POINT NO.	ELEVATION	STATION	OFFSET	Y	X
1	1011.58	434+00.00	15.0' LT.	436,950.13	884,262.58
2	1011.98	434+50.00	15.0' LT.	436,950.45	884,312.58
3	1012.09	435+00.00	15.0' LT.	436,950.77	884,362.58
4	1011.86	435+50.00	15.0' LT.	436,951.08	884,412.58
5	1011.36	436+00.00	15.0' LT.	436,951.40	884,462.58
6	1010.84	436+50.00	15.0' LT.	436,951.71	884,512.58
7	1010.31	437+00.00	15.0' LT.	436,952.03	884,562.58
8	1009.79	437+50.00	15.0' LT.	436,952.35	884,612.57
9	1009.26	438+00.00	15.0' LT.	436,952.66	884,662.57
10	1008.73	438+50.00	15.0' LT.	436,952.98	884,712.57
11	1008.21	439+00.00	15.0' LT.	436,953.29	884,762.57
12	1007.08	439+50.00	15.0' LT.	436,953.60	884,812.58
13	1011.58	434+00.00	15.0' RT.	436,920.13	884,262.77
14	1011.98	434+50.00	15.0' RT.	436,920.45	884,312.77

CURB & GUTTER LAYOUT TABLE

POINT NO.	ELEVATION	STATION	OFFSET	Y	X
15	1012.09	435+00.00	15.0' RT.	436,920.77	884,362.77
16	1011.86	435+50.00	15.0' RT.	436,921.08	884,412.77
17	1011.36	436+00.00	15.0' RT.	436,921.40	884,462.77
18	1010.84	436+50.00	15.0' RT.	436,921.71	884,512.77
19	1010.31	437+00.00	15.0' RT.	436,922.03	884,562.77
20	1009.79	437+50.00	15.0' RT.	436,922.35	884,612.76
21	1009.26	438+00.00	15.0' RT.	436,922.66	884,662.76
22	1008.73	438+50.00	15.0' RT.	436,922.98	884,712.76
23	1008.21	439+00.00	15.0' RT.	436,923.29	884,762.76
24	1007.68	439+50.00	15.0' RT.	436,923.60	884,812.76
25	1007.16	440+00.00	15.0' RT.	436,923.90	884,862.76





CURB & GUTTER LAYOUT TABLE

POINT NO.	ELEVATION	STATION	OFFSET	Y	X
1	1007.16	440+00.00	15.0' LT.	436,953.90	884,862.57
2	1006.70	440+50.00	15.0' LT.	436,954.20	884,912.57
3	1006.39	441+00.00	15.0' LT.	436,954.50	884,962.57
4	1006.21	441+50.00	15.0' LT.	436,954.80	885,012.57
5	1006.05	442+00.00	15.0' LT.	436,955.10	885,062.57
6	1006.19	442+50.00	15.0' LT.	436,955.41	885,112.57
7	1006.63	443+00.00	15.0' LT.	436,955.71	885,162.57
8	1007.19	443+50.00	15.0' LT.	436,956.01	835,212.57
9	1007.91	444+00.00	15.0' LT.	436,956.31	885,262.57
10	1008.79	444+50.00	15.0' LT.	436,956.61	885,312.57
11	1009.83	445+00.00	15.0' LT.	436,956.91	885,362.57
12	1011.03	445+50.00	15.0' LT.	436,957.21	885,412.56
13	1006.70	440+50.00	15.0' RT.	436,924.20	884,912.75
14	1006.39	441+00.00	15.0' RT.	436,924.50	884,962.75

CURB & GUTTER LAYOUT TABLE

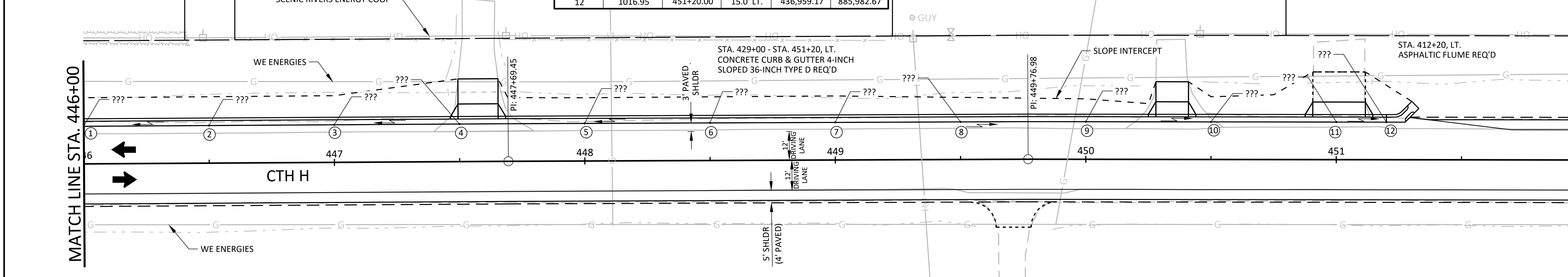
POINT NO.	ELEVATION	STATION	OFFSET	Y	X
15	1006.21	441+50.00	15.0' RT.	436,924.80	885,012.75
16	1006.05	442+00.00	15.0' RT.	436,925.11	885,062.75
17	1006.19	442+50.00	15.0' RT.	436,925.41	885,112.75
18	1006.63	443+00.00	15.0' RT.	436,925.71	885,162.75
19	1007.19	443+50.00	15.0' RT.	436,926.01	885,212.75
20	1007.91	444+00.00	15.0' RT.	436,926.31	885,262.75
21	1008.79	444+50.00	15.0' RT.	436,926.61	885,312.75
22	1009.83	445+00.00	15.0' RT.	436,926.91	885,362.75

LEGEND

- DIRECTION OF TRAVEL
- FLOW ARROW

CURB & GUTTER LAYOUT TABLE

POINT NO.	ELEVATION	STATION	OFFSET	Y	X
1	1012.33	446+00.00	15.0' LT.	436,957.51	885,462.56
2	1013.51	446+50.00	15.0' LT.	436,957.81	885,512.56
3	1014.66	447+00.00	15.0' LT.	436,958.11	885,562.56
4	1015.74	447+50.00	15.0' LT.	436,958.41	885,612.56
5	1016.56	448+00.00	15.0' LT.	436,958.65	885,662.59
6	1017.14	448+50.00	15.0' LT.	436,958.86	885,712.59
7	1017.46	449+00.00	15.0' LT.	436,959.06	885,762.59
8	1017.54	449+50.00	15.0' LT.	436,959.26	885,812.59
9	1017.53	450+00.00	15.0' LT.	436,959.34	885,862.67
10	1017.41	450+50.00	15.0' LT.	436,959.27	885,912.67
11	1017.11	451+00.00	15.0' LT.	436,959.20	885,962.67
12	1016.95	451+20.00	15.0' LT.	436,959.17	885,982.67



PROJECT NO: 5609-00-70	HWY: CTH H	COUNTY: GRANT	PAVING DETAILS	SHEET	E

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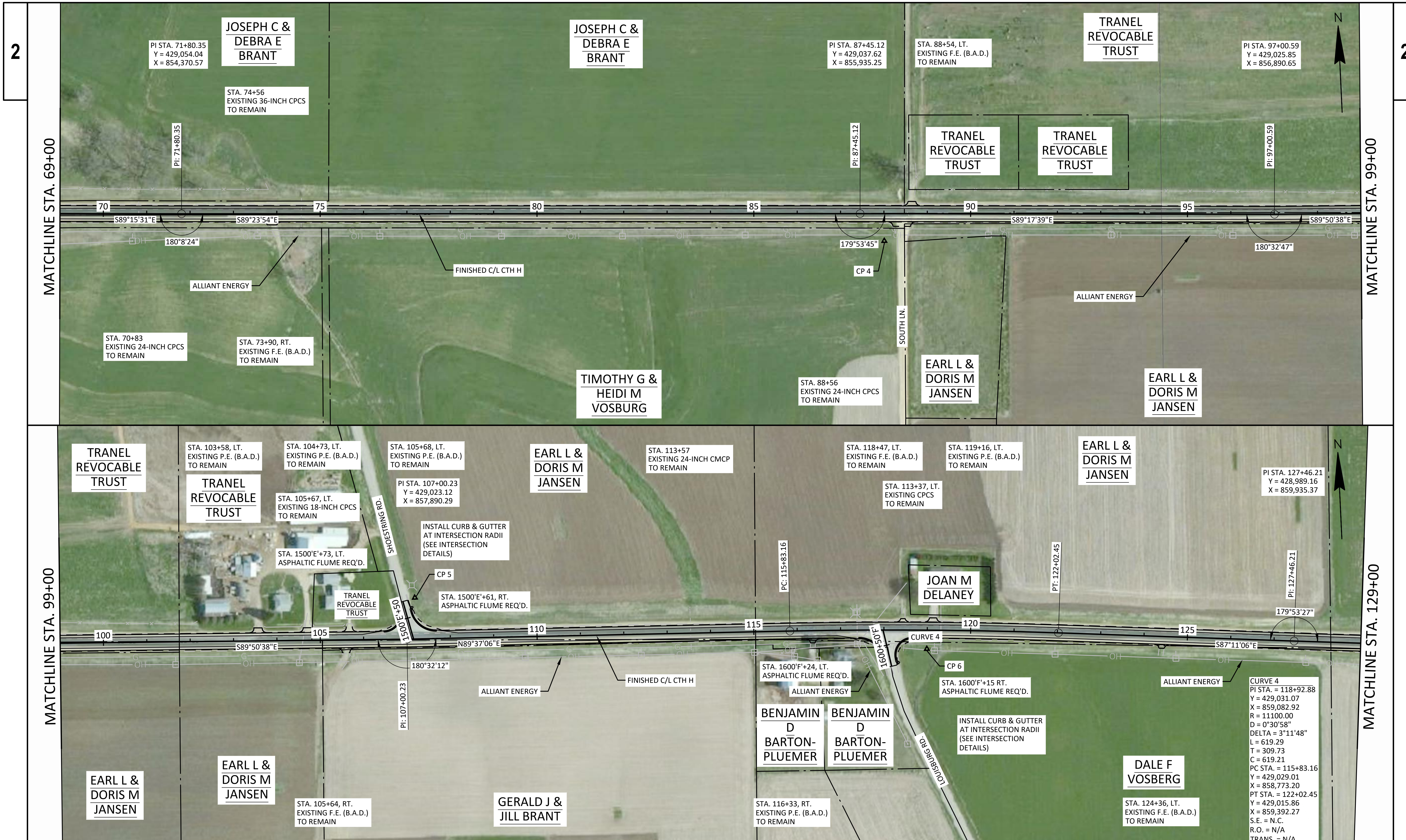
2

2

PROJECT NO: 5609-00-70	HWY: CTH H	COUNTY: GRANT	PLAN DETAILS	SHEET	E

FILE NAME : S:\PROJECTS\G78020 GRANT CO HWY - CTH H REHABILITATION\SHEETSPLAN\DETAILS\56090000_PLAN SHEETS.DWG PLOT DATE : 8/22/2022 9:55:40 AM PLOT BY : AUSTIN KASZUBSKI PLOT SCALE : 1" = 1' LAYOUT : SHEET - (1)



PROJECT NO: 5609-00-70	HWY: CTH H	COUNTY: GRANT	PLAN DETAILS	SHEET 29	E

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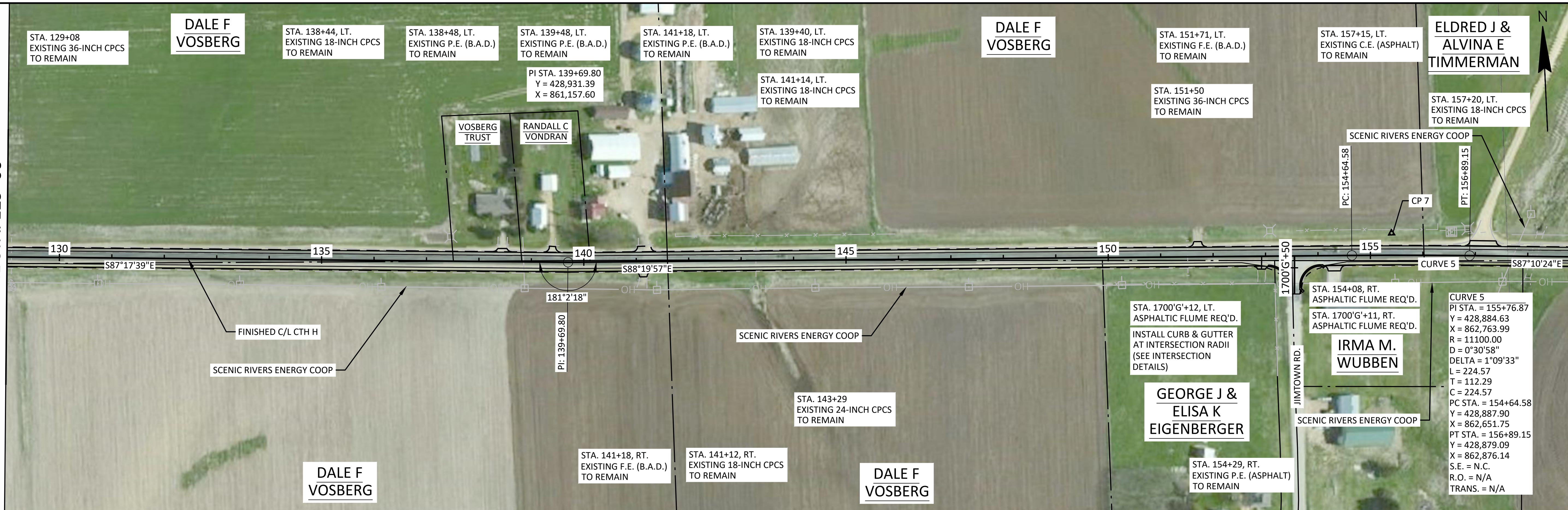
2



2

PROJECT NO: 5609-00-70	HWY: CTH H	COUNTY: GRANT	PLAN DETAILS	SHEET	E

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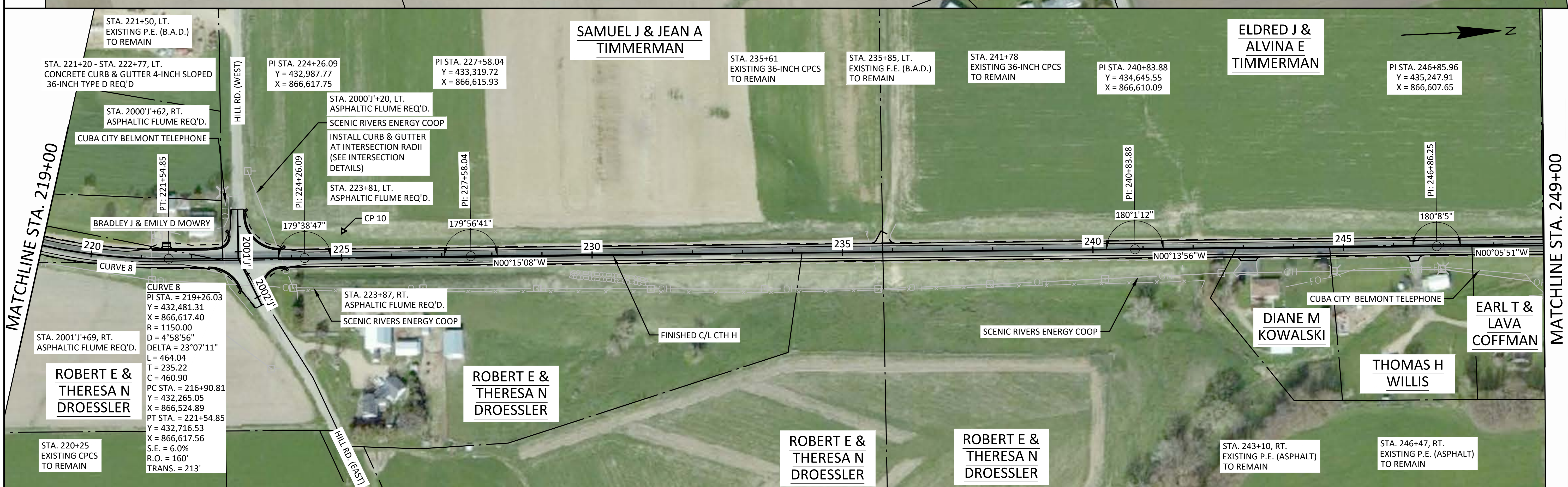
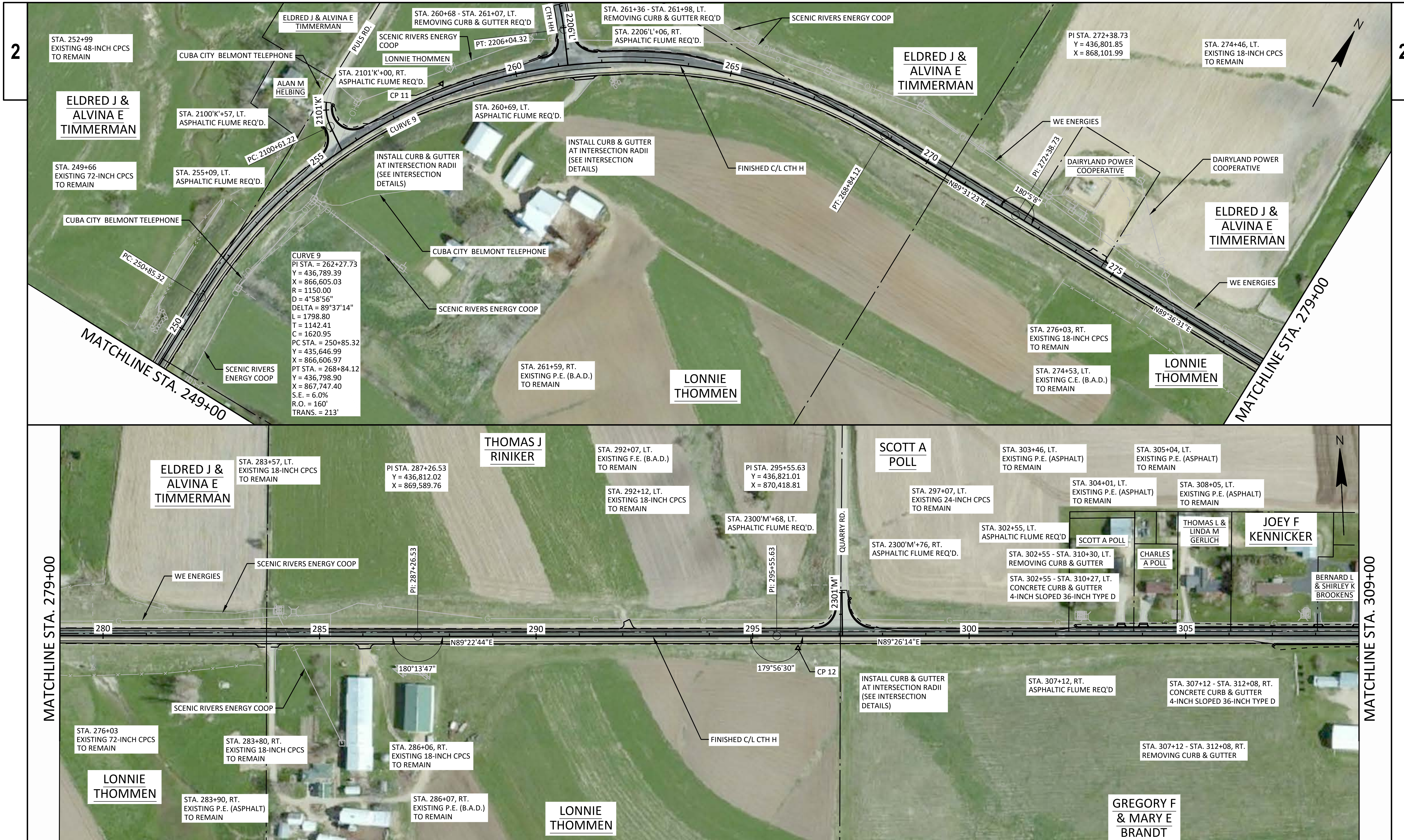


PROJECT NO: 5609-00-70	HWY: CTH H	COUNTY: GRANT	PLAN DETAILS	SHEET	E

FILE NAME : S:\PROJECTS\G78020 GRANT CO HWY - CTH H REHABILITATION\SHEETSPLAN\DETAILS\56090000_PLAN SHEETS.DWG PLOT DATE : 7/25/2022 4:05:58 PM PLOT BY : THEODORE HERBERS PLOT SCALE : 1" = 1' LAYOUT : SHEET - (4)

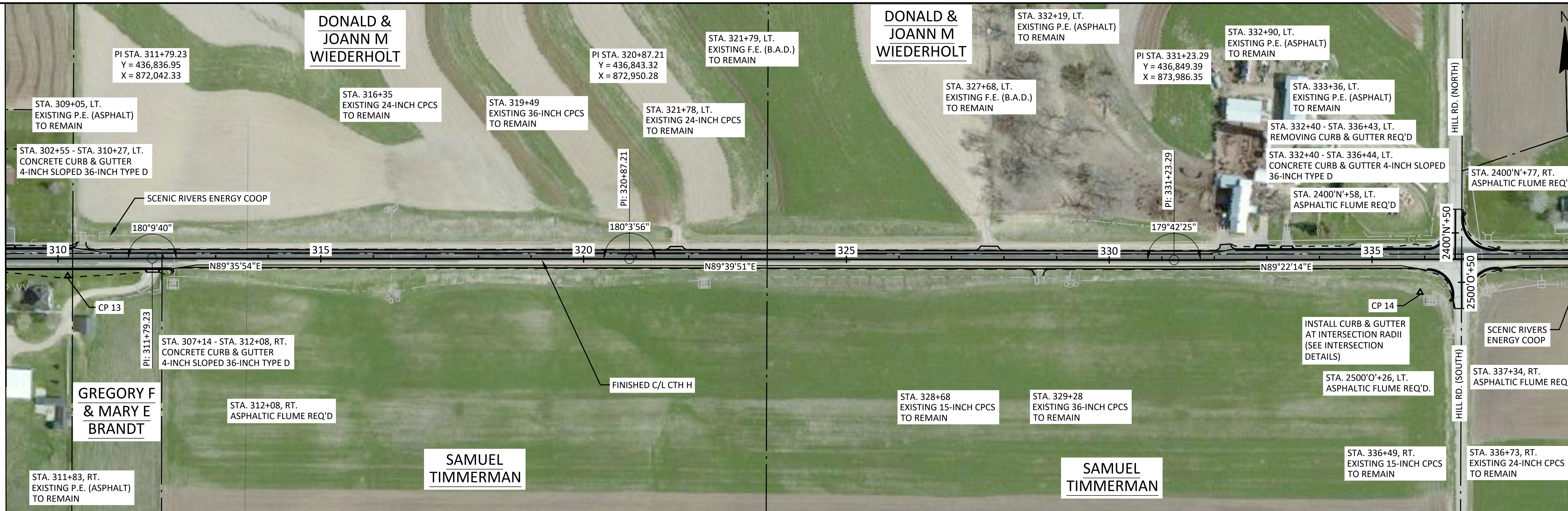


PROJECT NO: 5609-00-70	HWY: CTH H	COUNTY: GRANT	PLAN DETAILS	SHEET	E

FILE NAME : S:\PROJECTS\G78020 GRANT CO HWY - CTH H REHABILITATION\SHEETSPLAN\DETAILS\56090000_PLAN SHEETS.DWG PLOT DATE : 7/25/2022 4:06:06 PM PLOT BY : THEODORE HERBERS PLOT SCALE : 1" = 1' LAYOUT : SHEET - (S)

2

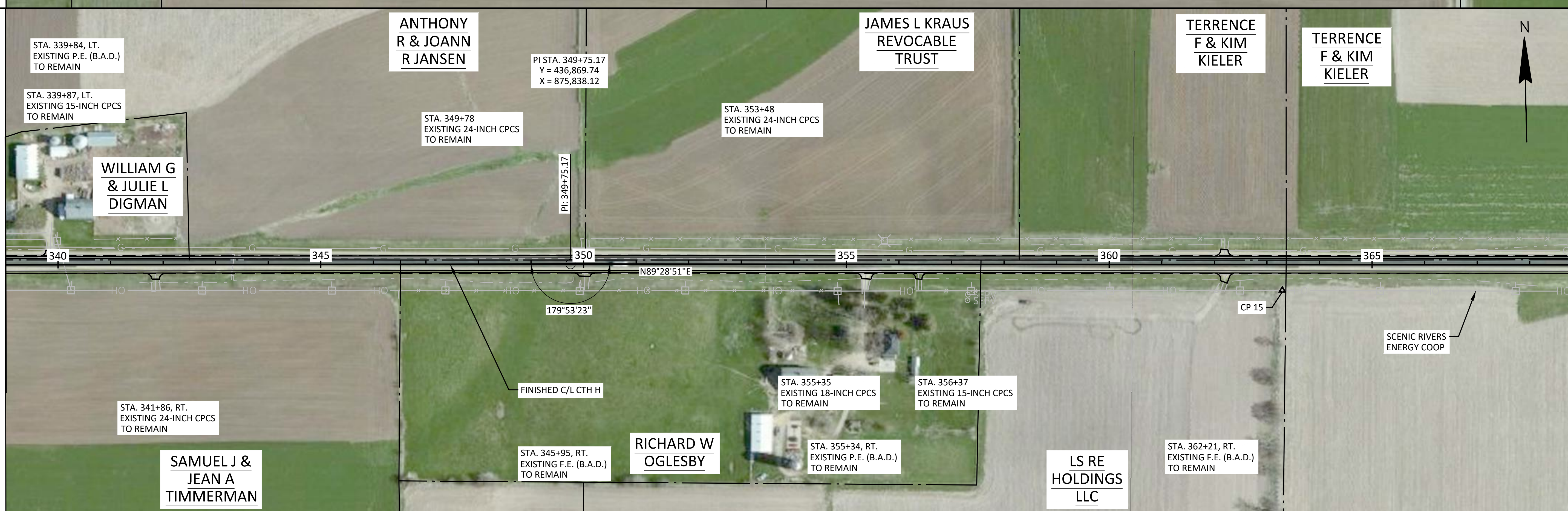
MATCHLINE STA. 309+00



MATCHLINE STA. 339+00

2

MATCHLINE STA. 339+00



MATCHLINE STA. 369+00

PROJECT NO: 5609-00-70	HWY: CTH H	COUNTY: GRANT	PLAN DETAILS	SHEET 33	E

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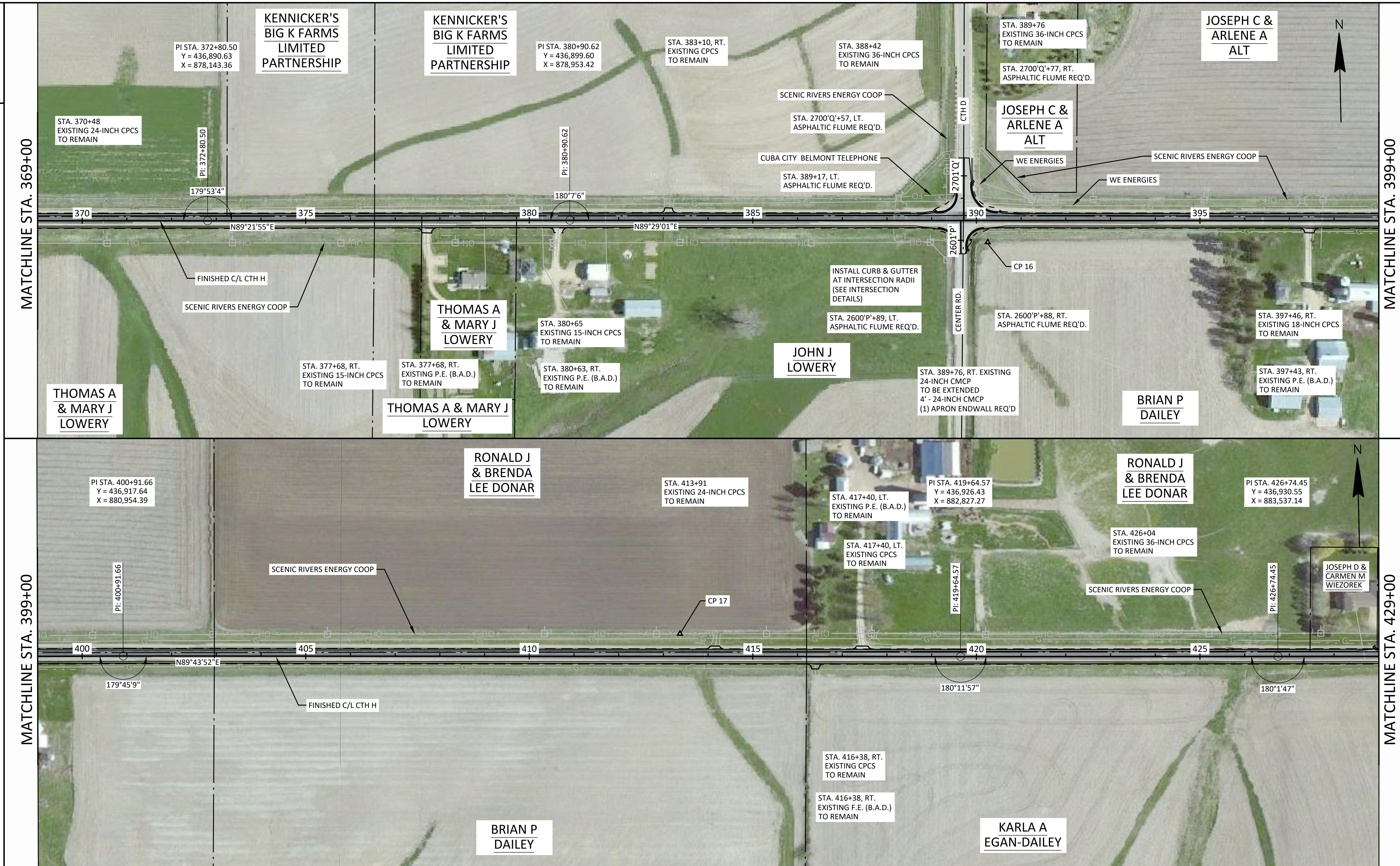
2



2

PROJECT NO: 5609-00-70	HWY: CTH H	COUNTY: GRANT	PLAN DETAILS	SHEET	E

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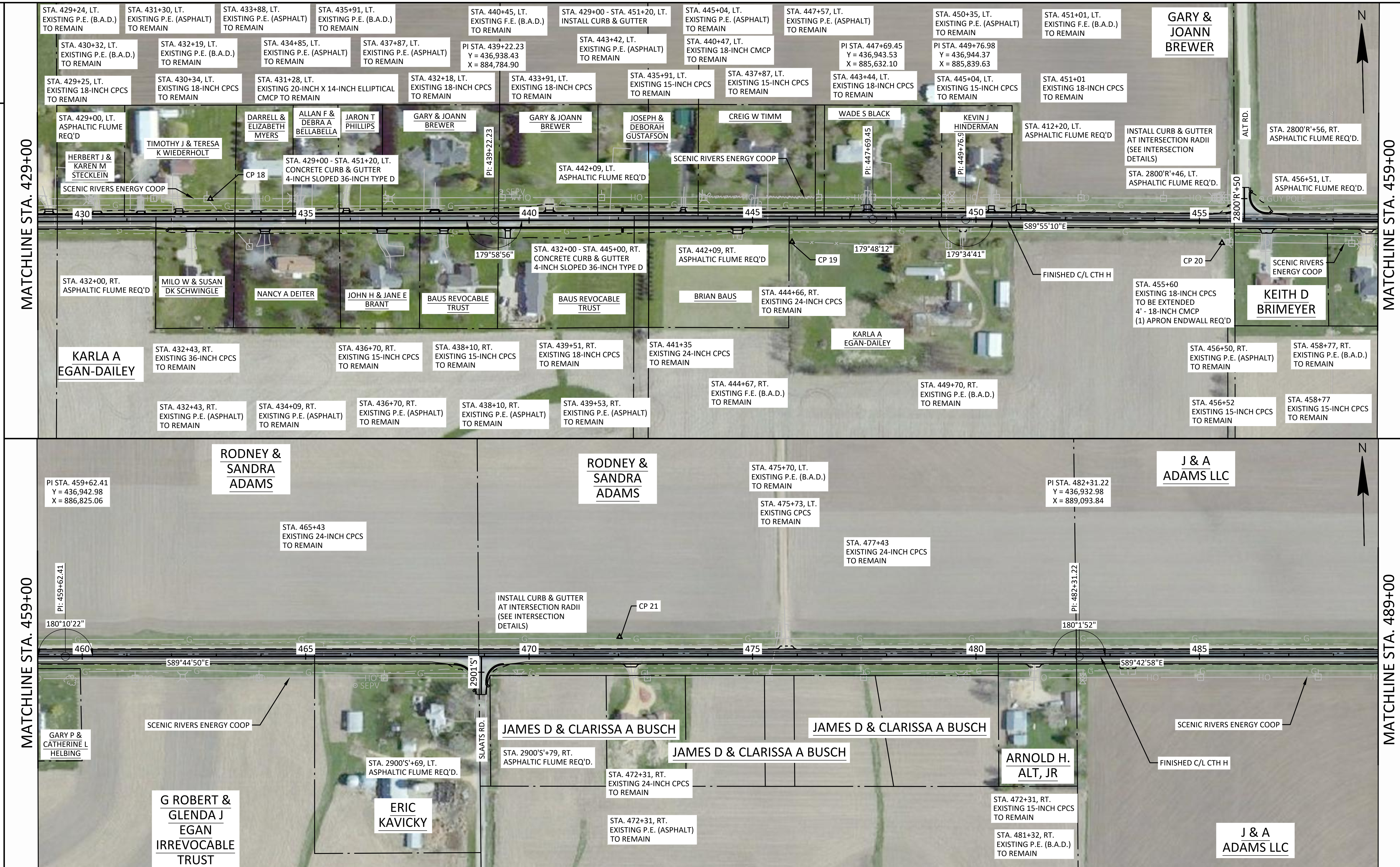
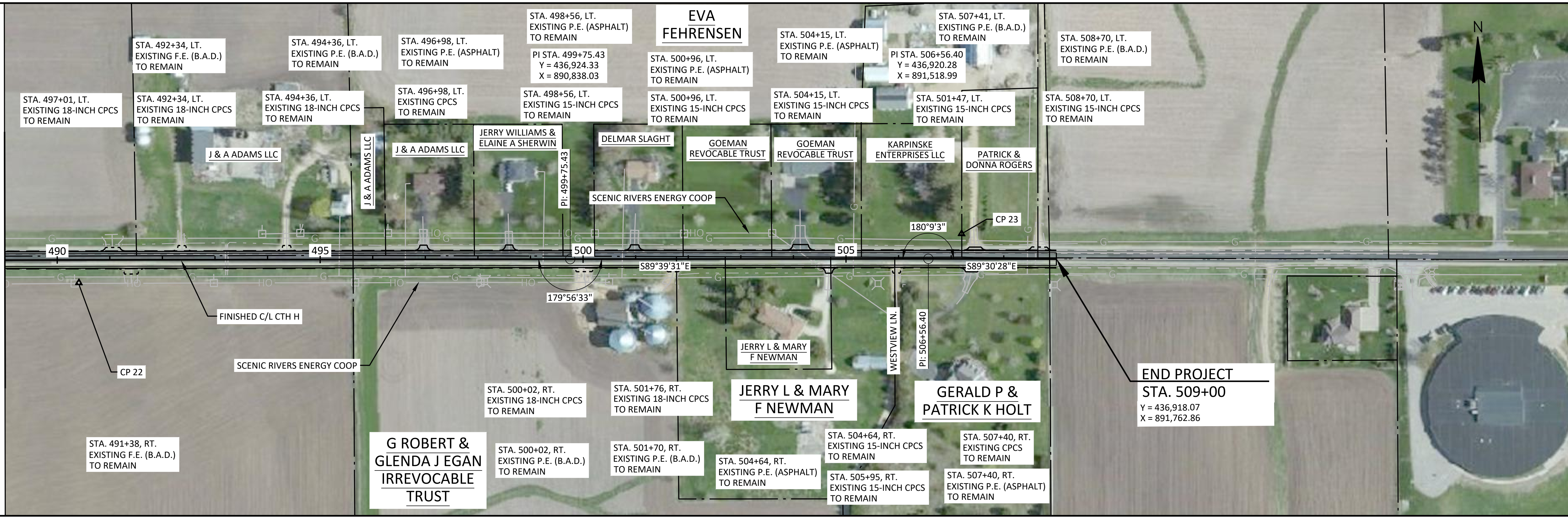


PROJECT NO: 5609-00-70	HWY: CTH H	COUNTY: GRANT	PLAN DETAILS	SHEET 35	E

FILE NAME : S:\PROJECTS\G78020 GRANT CO HWY - CTH H REHABILITATION\SHEETSPLAN\DETAILS\56090000_PLAN SHEETS.DWG PLOT DATE : 7/25/2022 4:06:23 PM PLOT BY : THEODORE HERBERS PLOT SCALE : 1" = 1' LAYOUT : SHEET - (8)

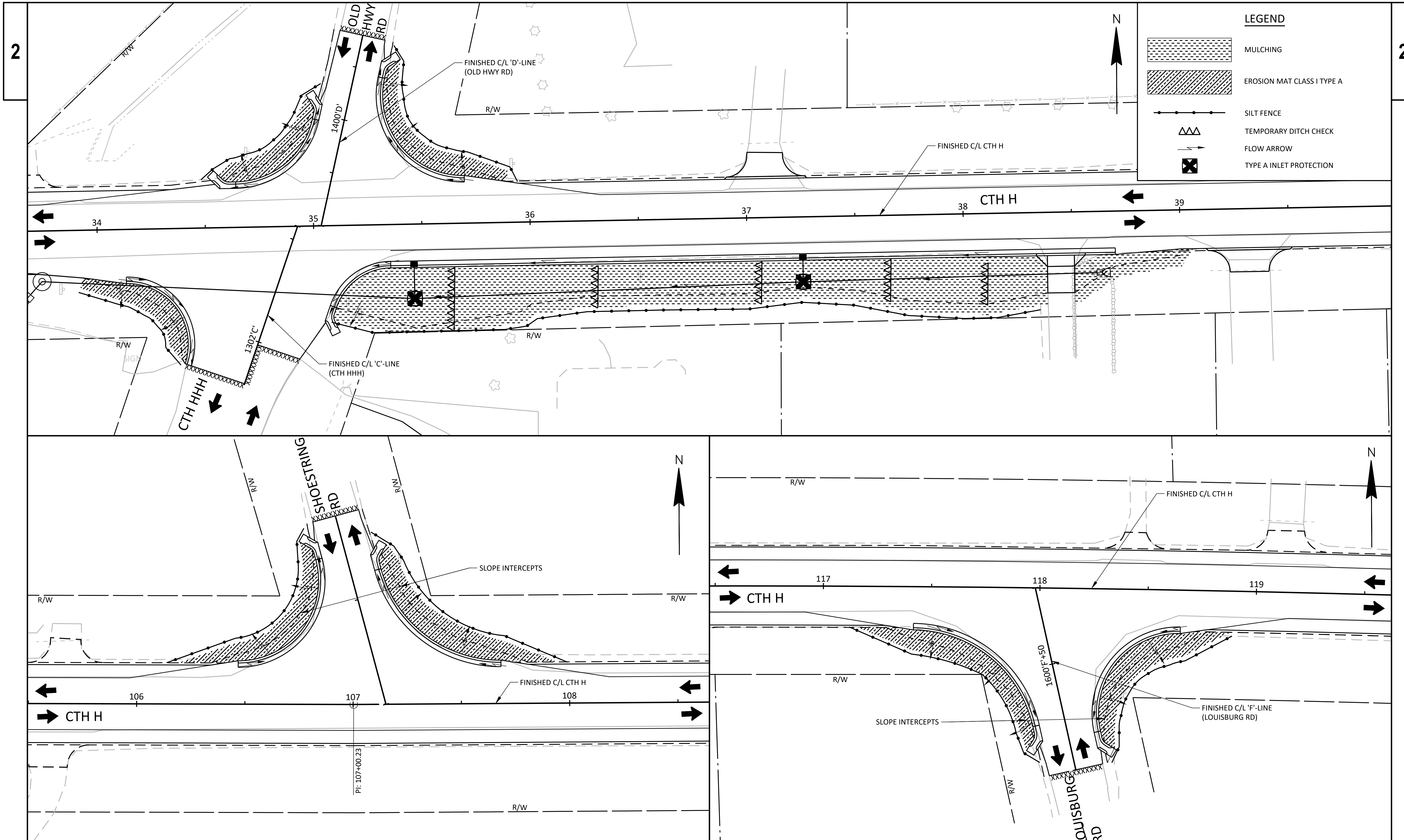
2

MATCHLINE STA. 489+00

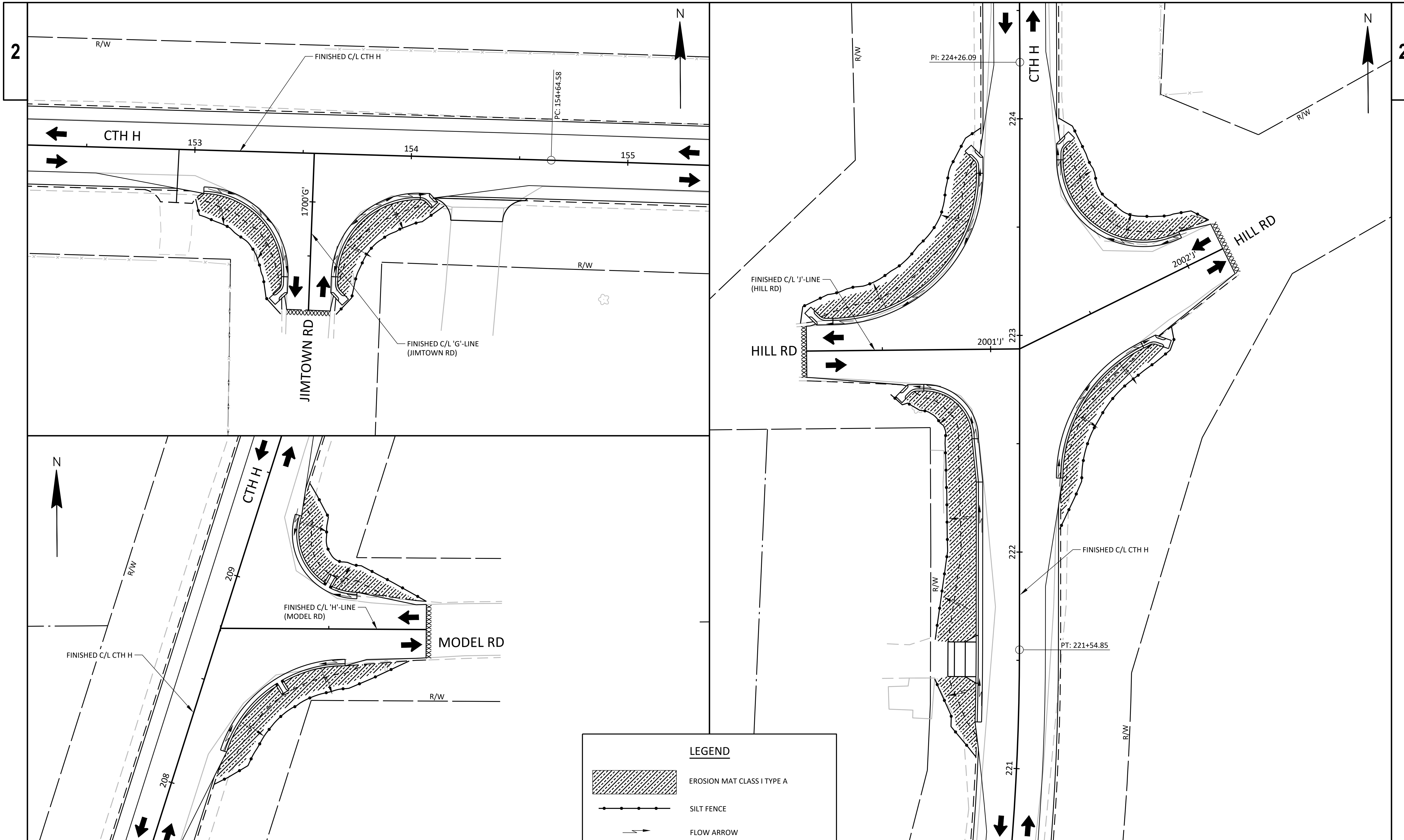


2

PROJECT NO: 5609-00-70	HWY: CTH H	COUNTY: GRANT	PLAN DETAILS	SHEET 36	E



PROJECT NO:5609-00-70	HWY:CTH H	COUNTY:GRANT	EROSION CONTROL DETAILS	SHEET 37	E

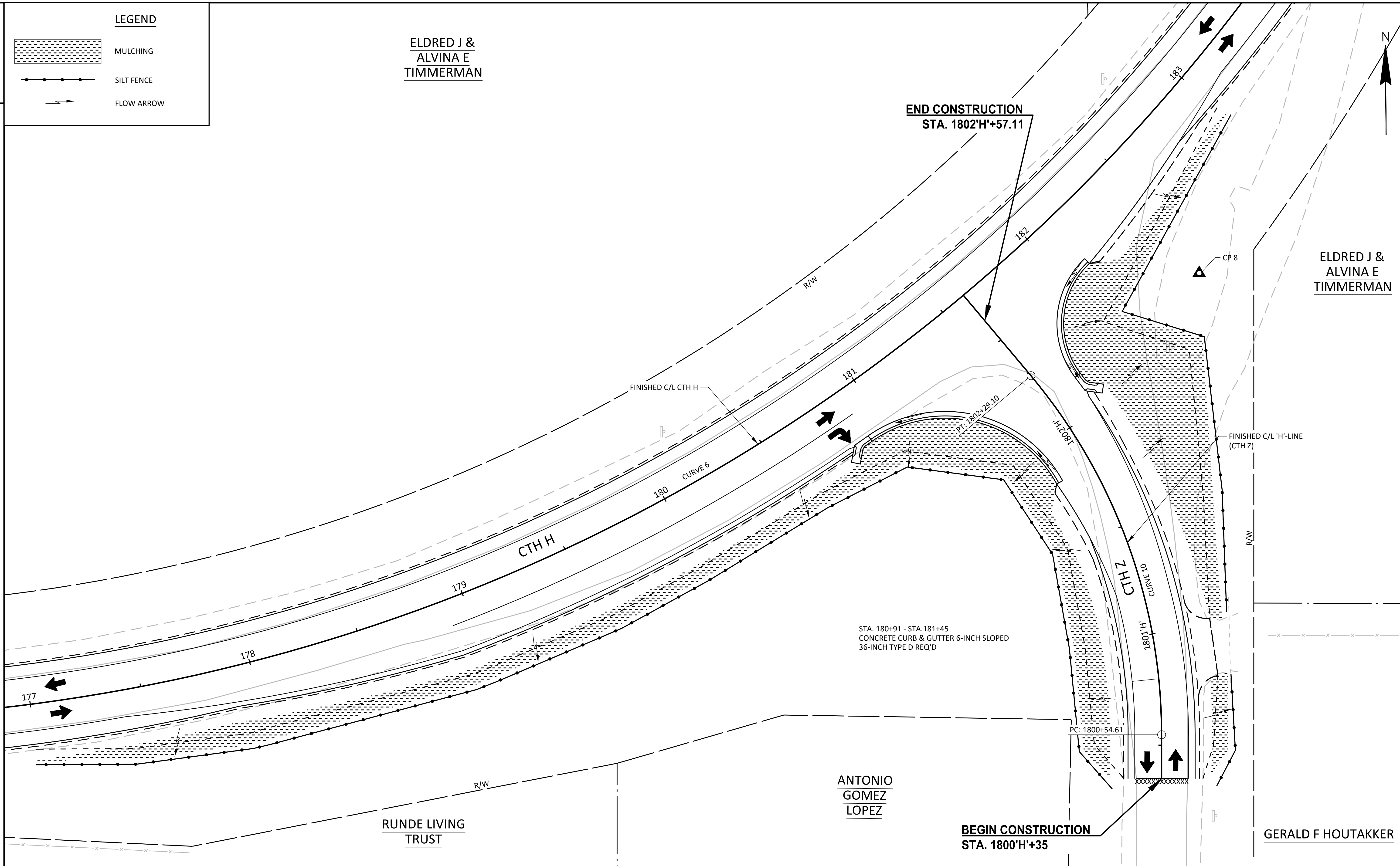


PROJECT NO:5609-00-70	HWY:CTH H	COUNTY:GRANT	EROSION CONTROL DETAILS	SHEET 38	E

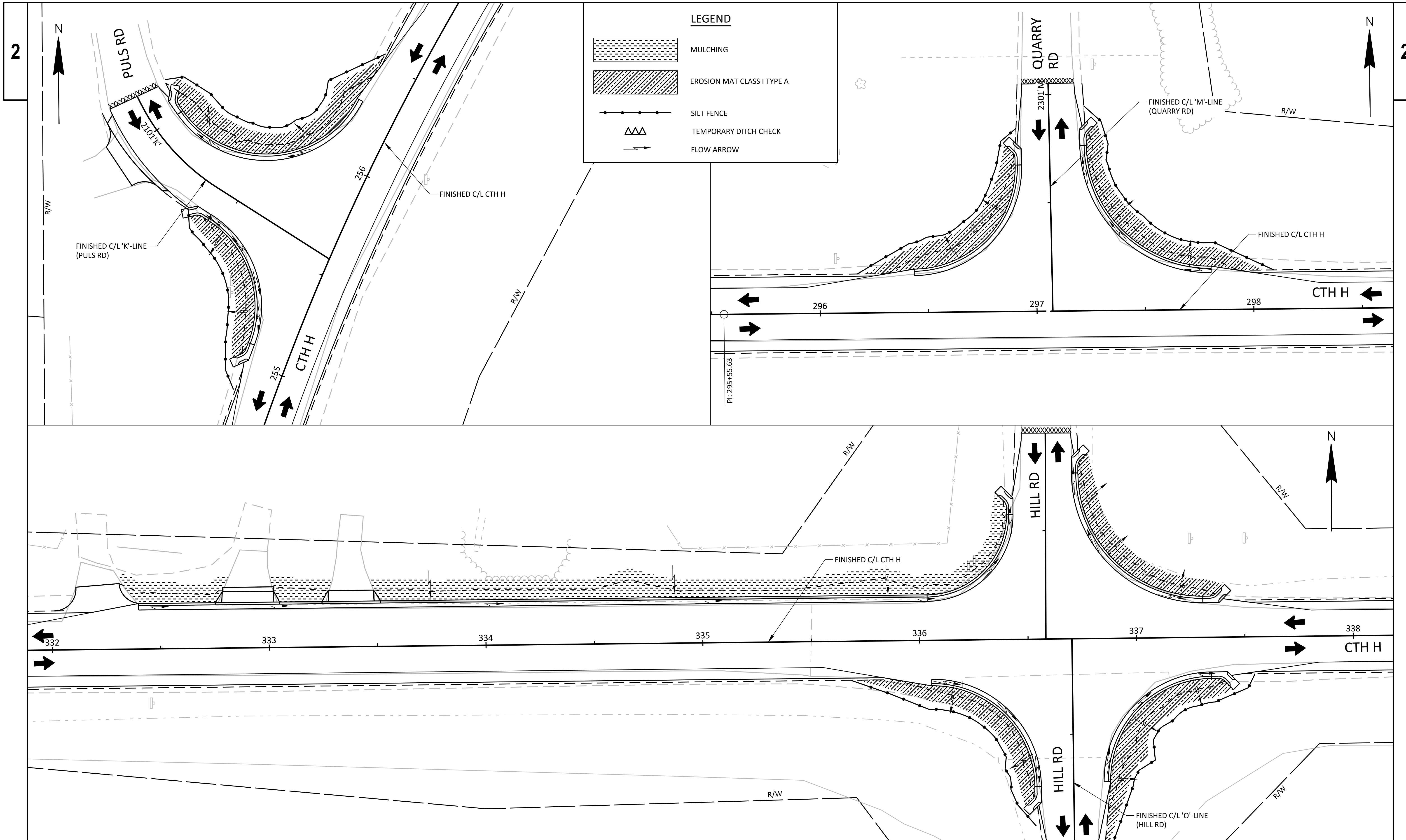
FILE NAME : S:\PROJECTS\G78020 GRANT CO HWY - CTH H REHABILITATION\SHEETSPLAN\DETAILS\56090000_EROSION CONTROL DETAILS.DWG PLOT DATE : 7/26/2022 3:40:07 PM PLOT BY : THEODORE HERBERS PLOT SCALE : 1" = 1' LAYOUT : HILL - MODEL - JIMTOWN

2

2

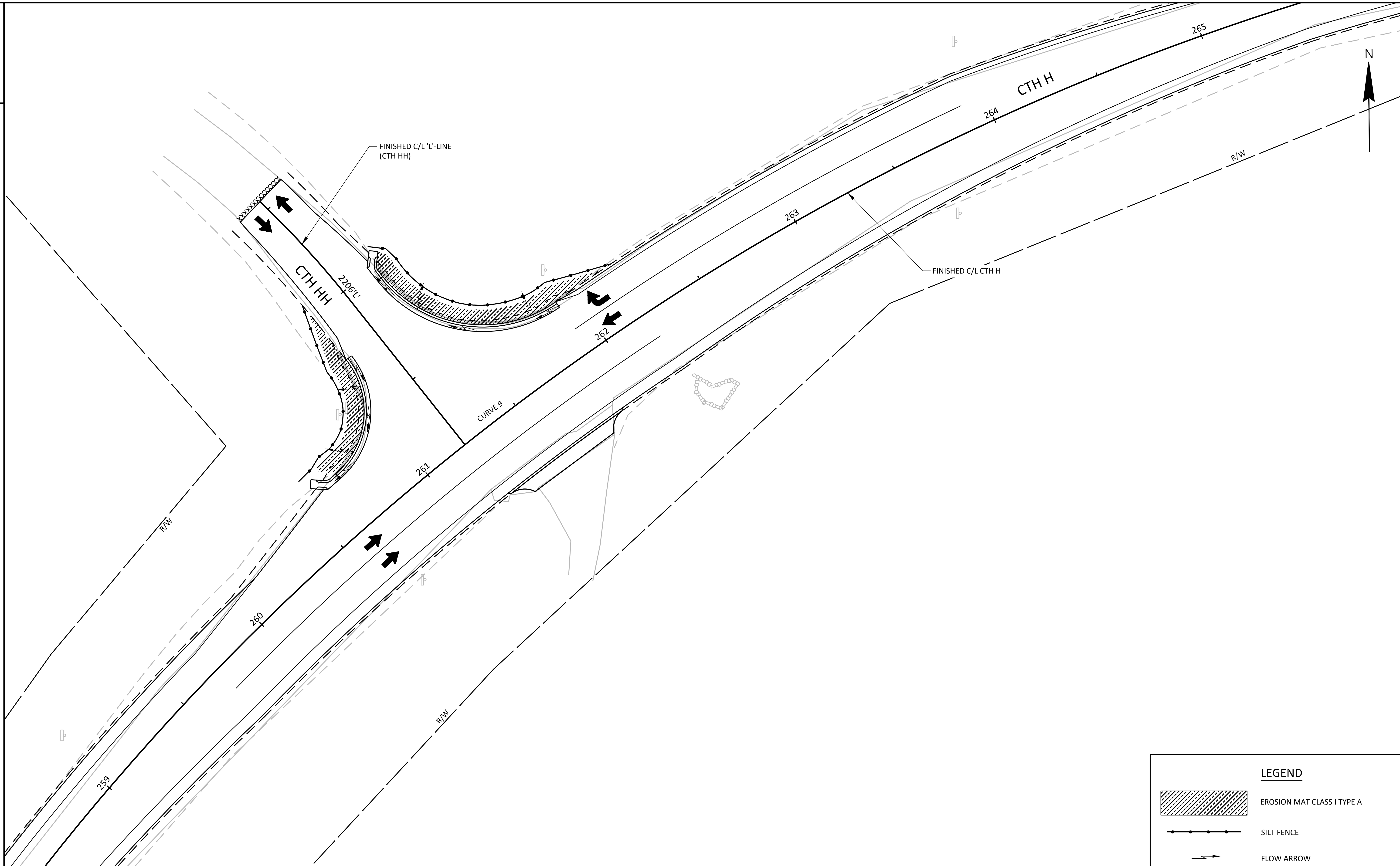


PROJECT NO: 5609-00-70	HWY: CTH H	COUNTY: GRANT	EROSION CONTROL DETAILS	SHEET 39	E



PROJECT NO:5609-00-70	HWY:CTH H	COUNTY:GRANT	EROSION CONTROL DETAILS	SHEET 40	E

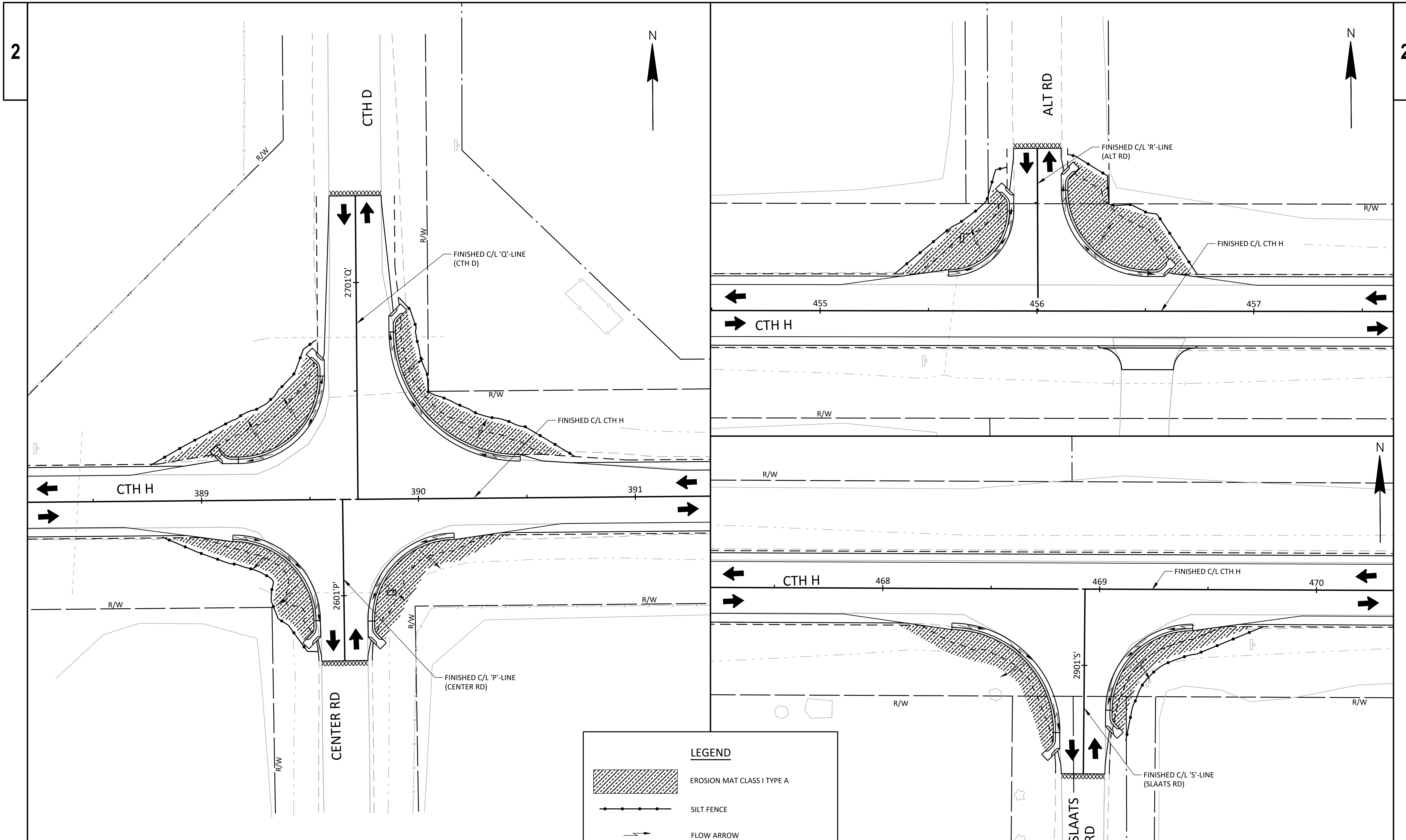
FILE NAME : S:\PROJECTS\G78020 GRANT CO HWY - CTH H REHABILITATION\SHEETSPLAN\DETAILS\56090000_EROSION CONTROL DETAILS.DWG PLOT DATE : 7/26/2022 3:40:19 PM PLOT BY : THEODORE HERBERS PLOT SCALE : 1" = 1' LAYOUT : PULS - QUARRY - HILL



2

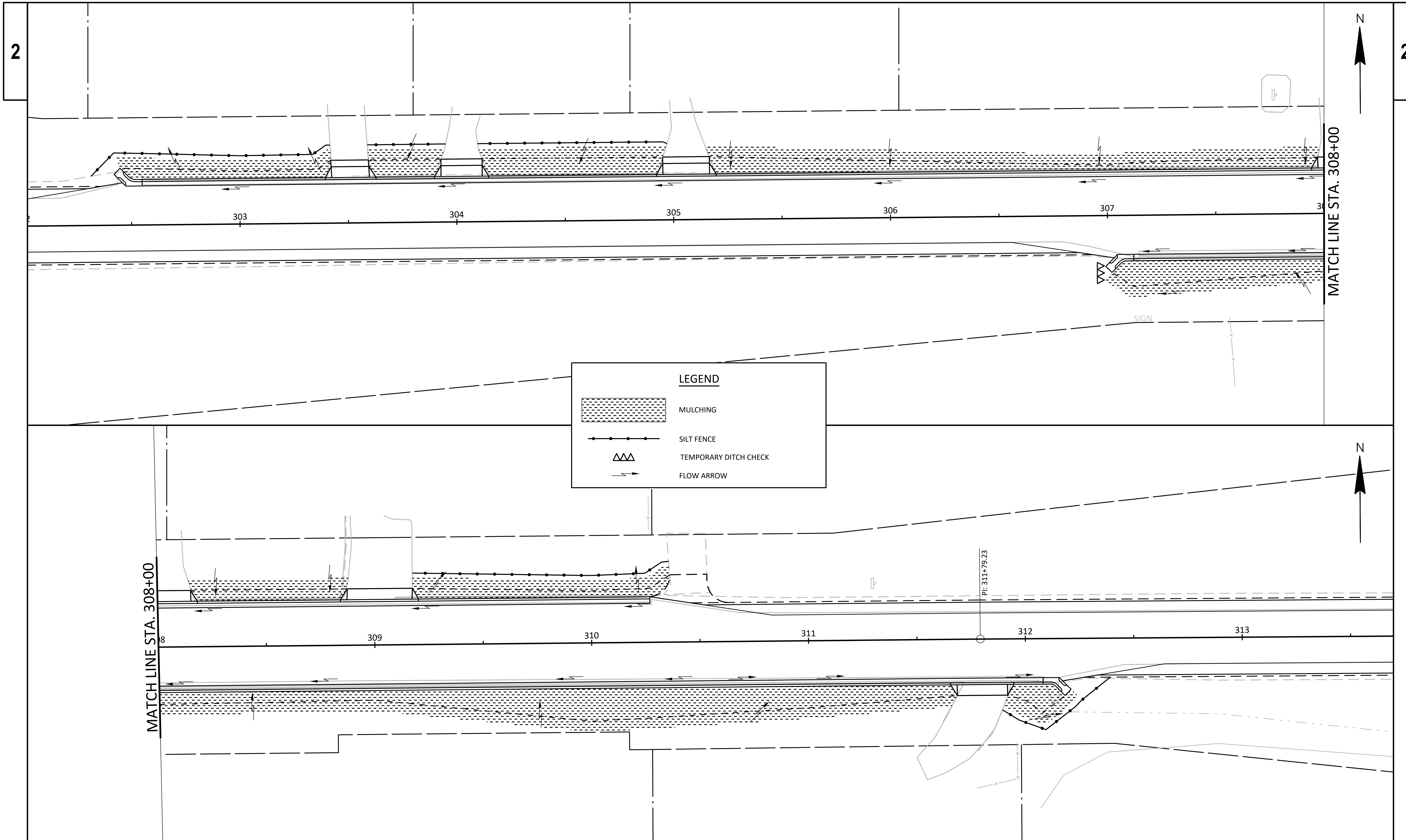
PROJECT NO:5609-00-70	HWY:CTH H	COUNTY:GRANT	EROSION CONTROL DETAILS	SHEET	E

FILE NAME : S:\PROJECTS\G78020 GRANT CO HWY - CTH H REHABILITATION\SHEETSPLAN\DETAILS\56090000_EROSION CONTROL DETAILS.DWG PLOT DATE : 7/26/2022 3:40:22 PM PLOT BY : THEODORE HERBERS PLOT SCALE : 1" = 1' LAYOUT : CTH HH

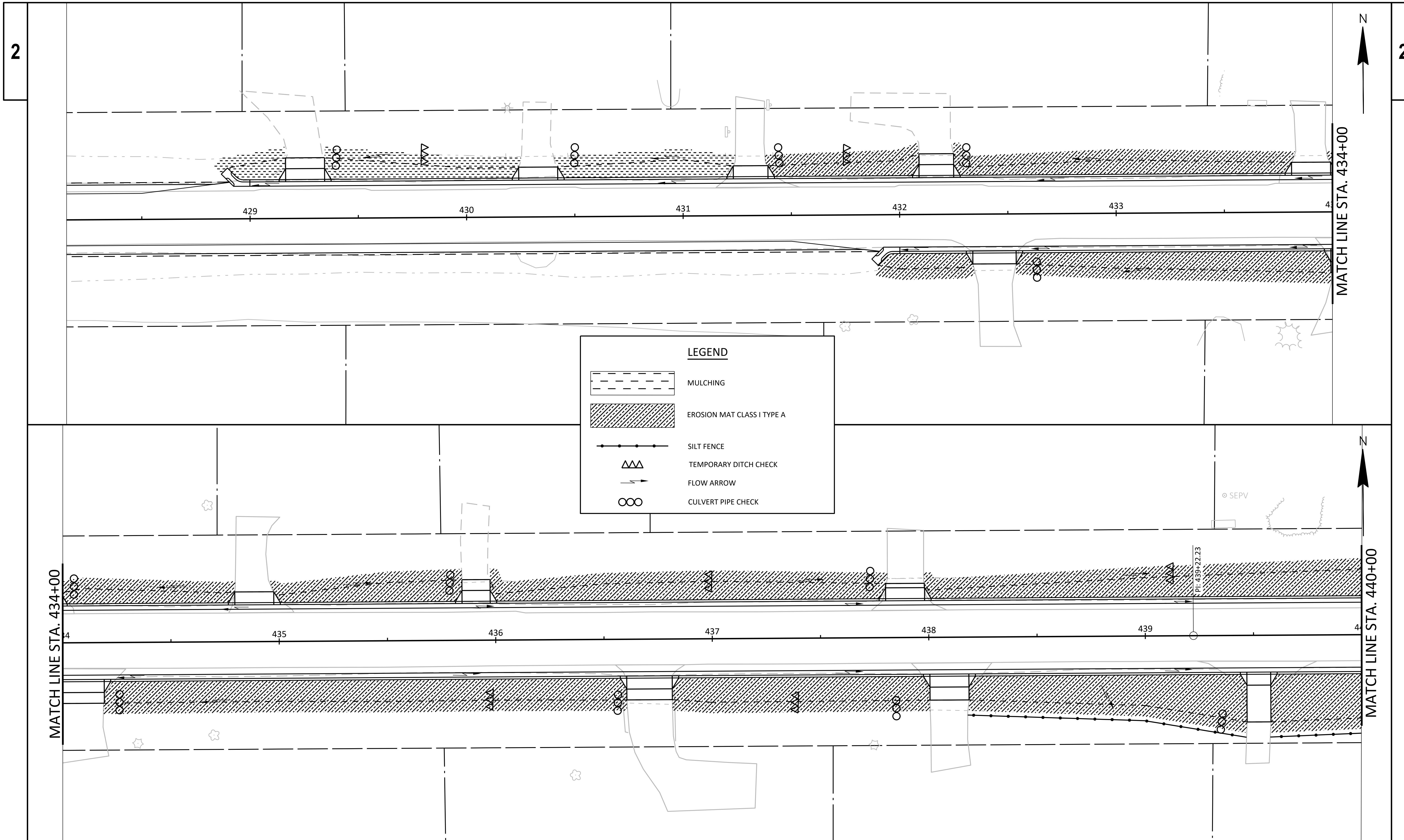


PROJECT NO:5609-00-70	HWY:CTH H	COUNTY:GRANT	EROSION CONTROL DETAILS	SHEET 42	E

FILE NAME : S:\PROJECTS\G78020 GRANT CO HWY - CTH H REHABILITATION\SHEETSPLAN\DETAILS\56090000_EROSION CONTROL DETAILS.DWG PLOT DATE : 7/26/2022 3:40:31 PM PLOT BY : THEODORE HERBERS PLOT SCALE : 1" = 1' LAYOUT : CTH D - ALT - SLAATS

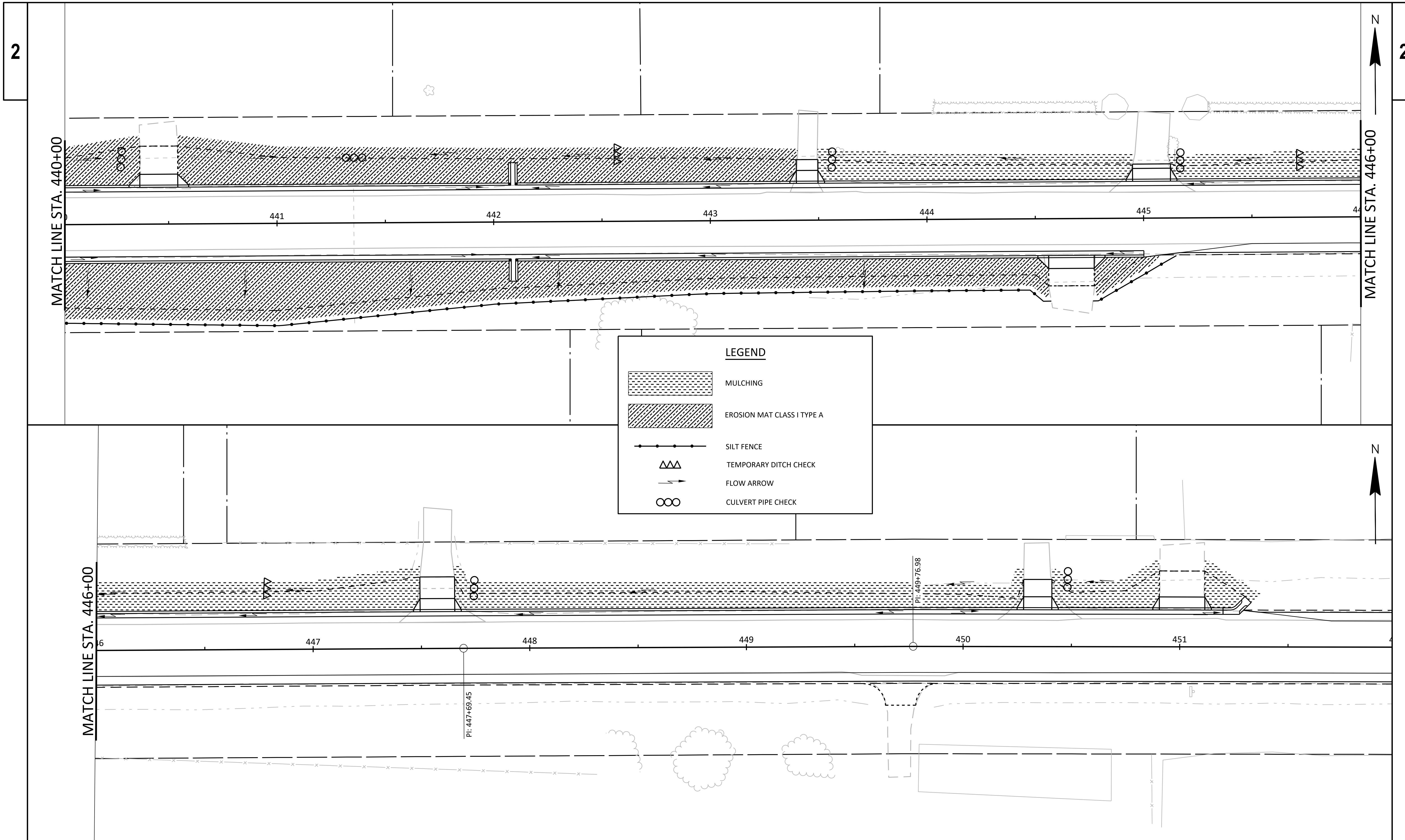


PROJECT NO:5609-00-70	HWY:CTH H	COUNTY:GRANT	EROSION CONTROL DETAILS	SHEET 43	E



PROJECT NO:5609-00-70	HWY:CTH H	COUNTY:GRANT	EROSION CONTROL DETAILS	SHEET 44	E

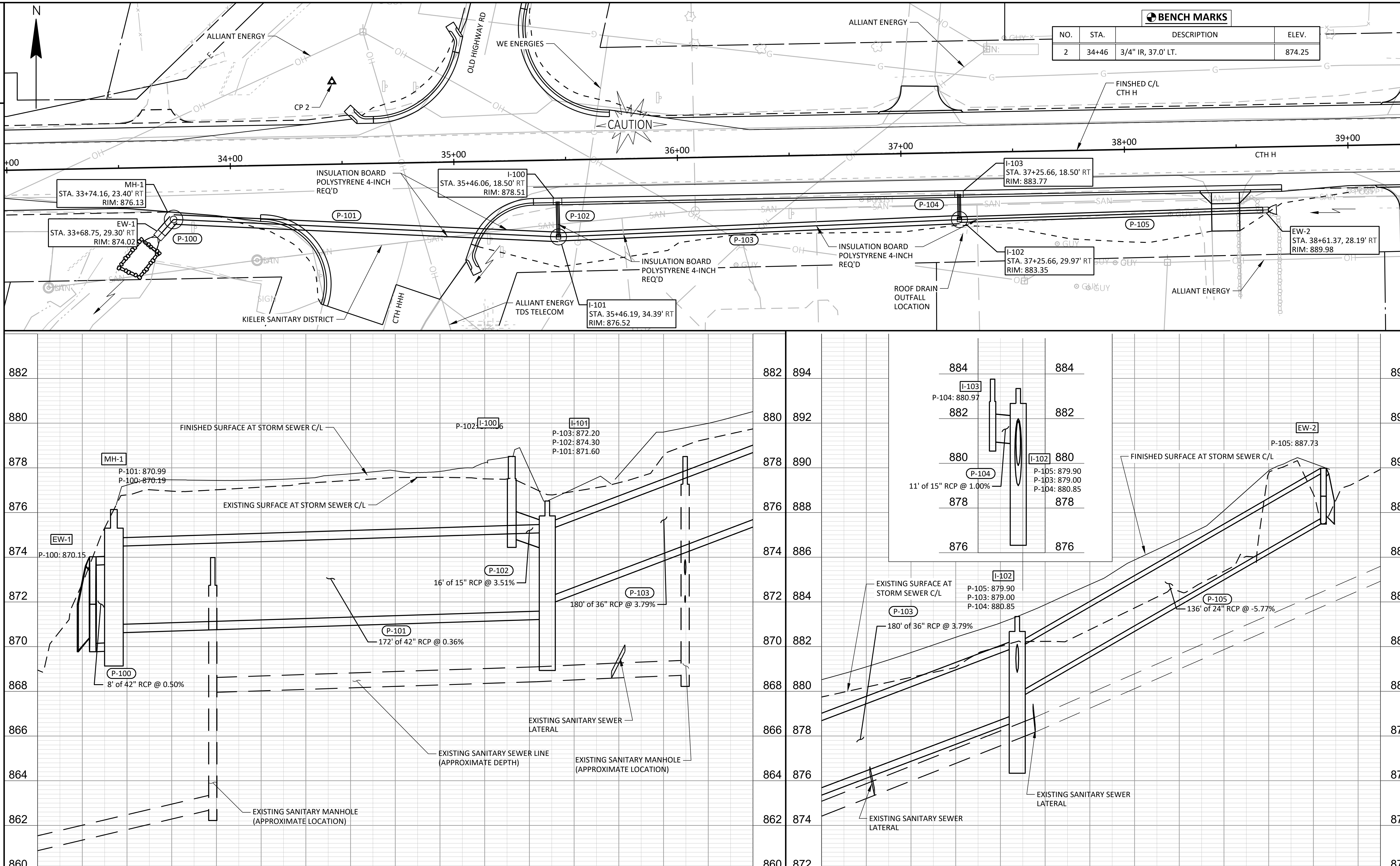
FILE NAME : S:\PROJECTS\G78020 GRANT CO HWY - CTH H REHABILITATION\SHEETSPLAN\DETAILS\56090000_EROSION CONTROL DETAILS.DWG PLOT DATE : 7/26/2022 3:40:44 PM PLOT BY : THEODORE HERBERS PLOT SCALE : 1" = 1' LAYOUT : CURB & GUTTER 2



PROJECT NO:5609-00-70	HWY:CTH H	COUNTY:GRANT	EROSION CONTROL DETAILS	SHEET 45	E

FILE NAME : S:\PROJECTS\G78020 GRANT CO HWY - CTH H REHABILITATION\SHEETSPLAN\DETAILS\56090000_EROSION CONTROL DETAILS.DWG PLOT DATE : 8/22/2022 7:42:30 AM PLOT BY : AUSTIN KASZUBSKI PLOT SCALE : 1" = 1' LAYOUT : CURB & GUTTER 3

2



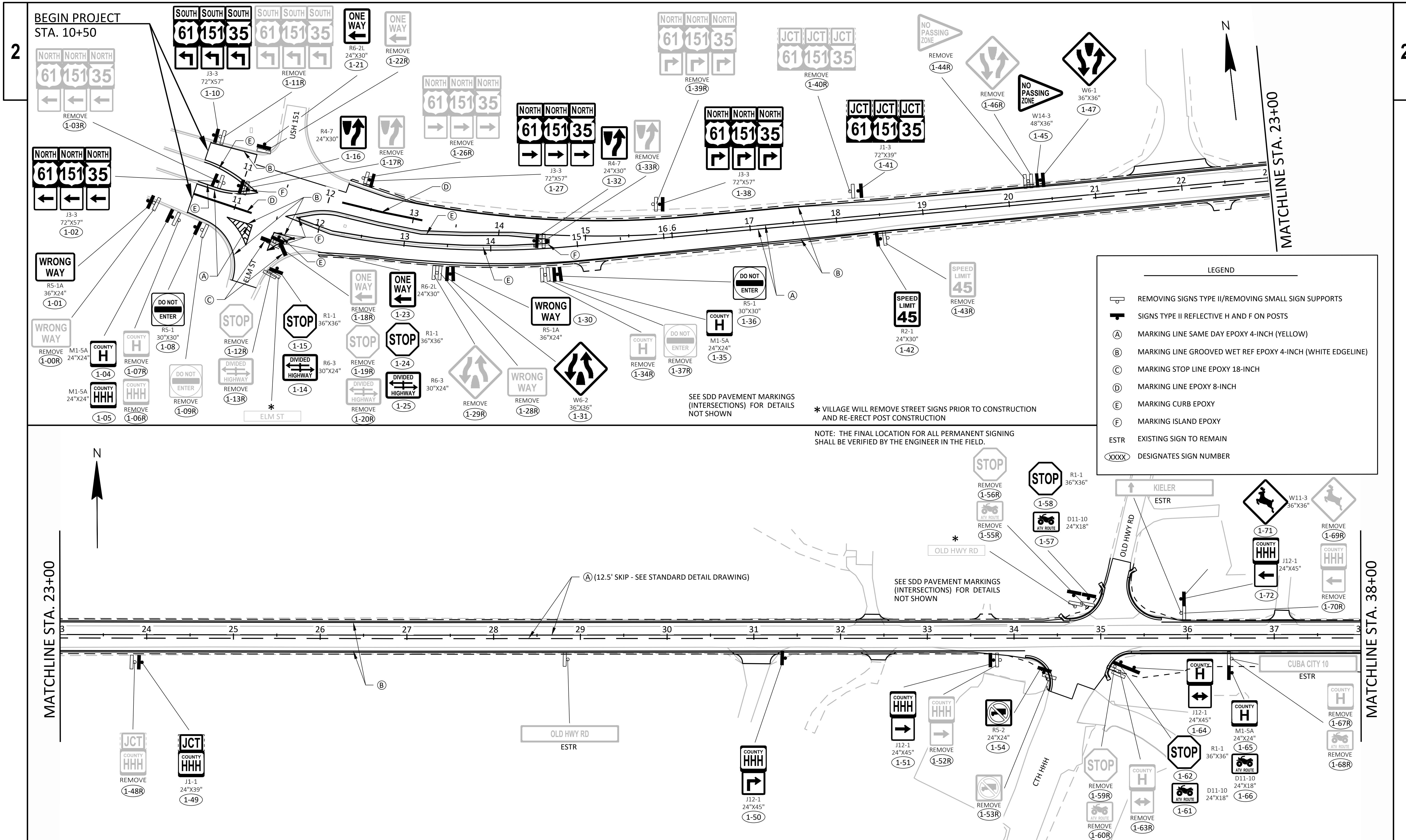
BENCH MARKS

NO.	STA.	DESCRIPTION	ELEV.
2	34+46	3/4" IR, 37.0' LT.	874.25

2

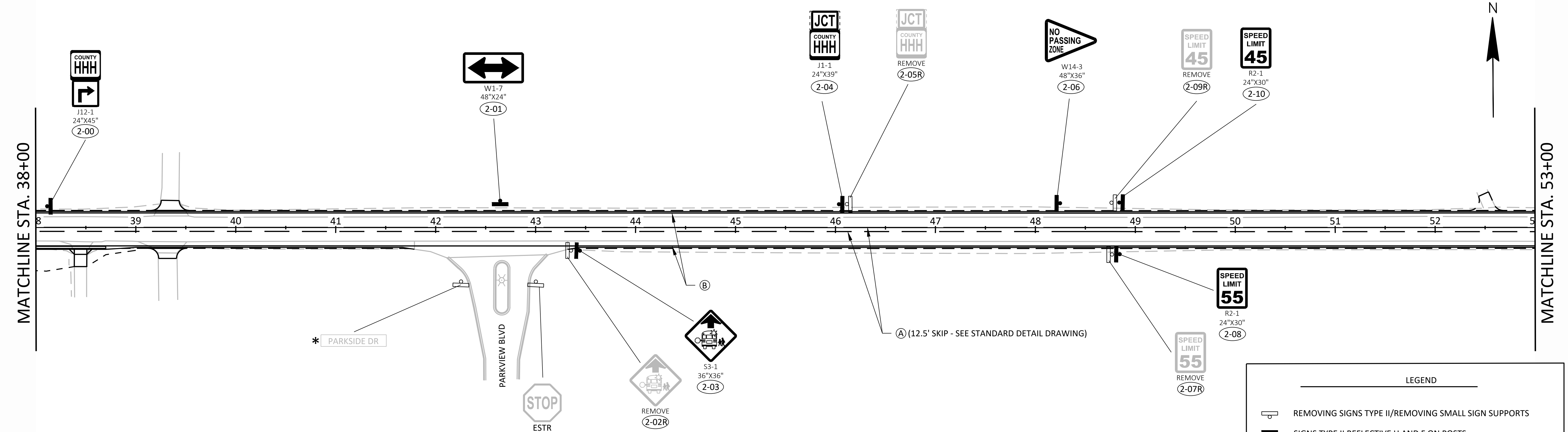
PROJECT NO: 5609-00-70	HWY: CTH H	COUNTY: GRANT	STORM SEWER PLAN	SHEET	E

FILE NAME : S:\PROJECTS\G78020 GRANT CO HWY - CTH H REHABILITATION\SHEETSPLAN\PLAN & PROFILE SHEETS\CTH H_SS.DWG PLOT DATE : 7/25/2022 4:28:38 PM PLOT BY : THEODORE HERBERS PLOT SCALE : 1" = 1' LAYOUT : LAYOUT1



PROJECT NO: 5609-00-70	HWY: CTH H	COUNTY: GRANT	PAVEMENT MARKING & PERMANENT SIGNING	SHEET 47	E

FILE NAME : S:\PROJECTS\G78020 GRANT CO HWY - CTH H REHABILITATION\SHEETSPLAN\DETAILS\56090000_PAVEMENT MARKING AND PERMANENT SIGNING.DWG PLOT DATE : 8/22/2022 9:43:29 AM PLOT BY : AUSTIN KASZUBSKI PLOT SCALE : 1" = 1' LAYOUT : SHEET - (1)

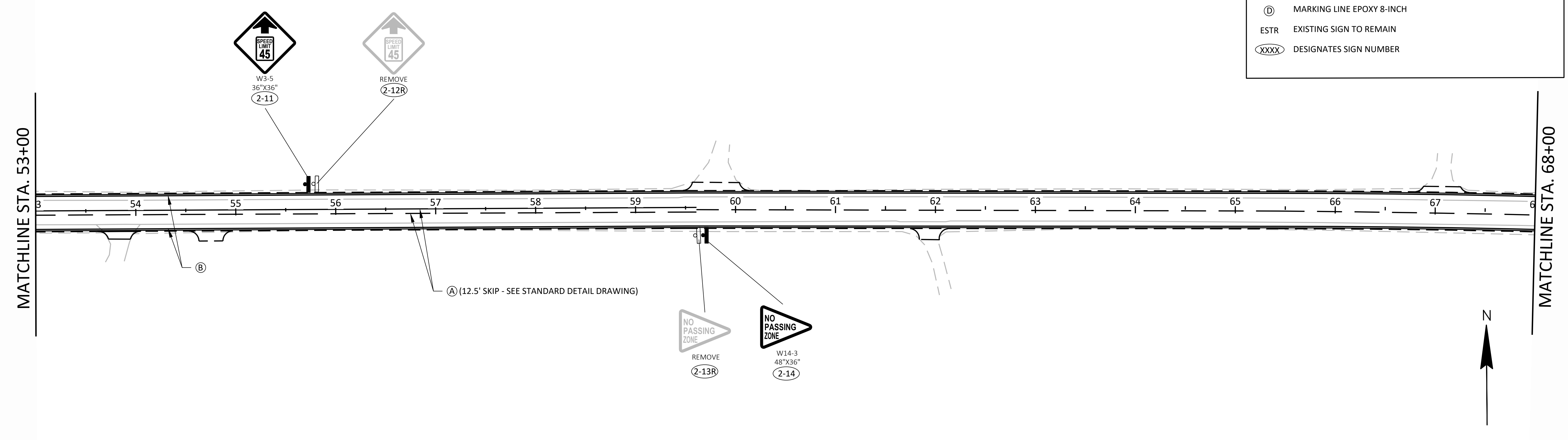


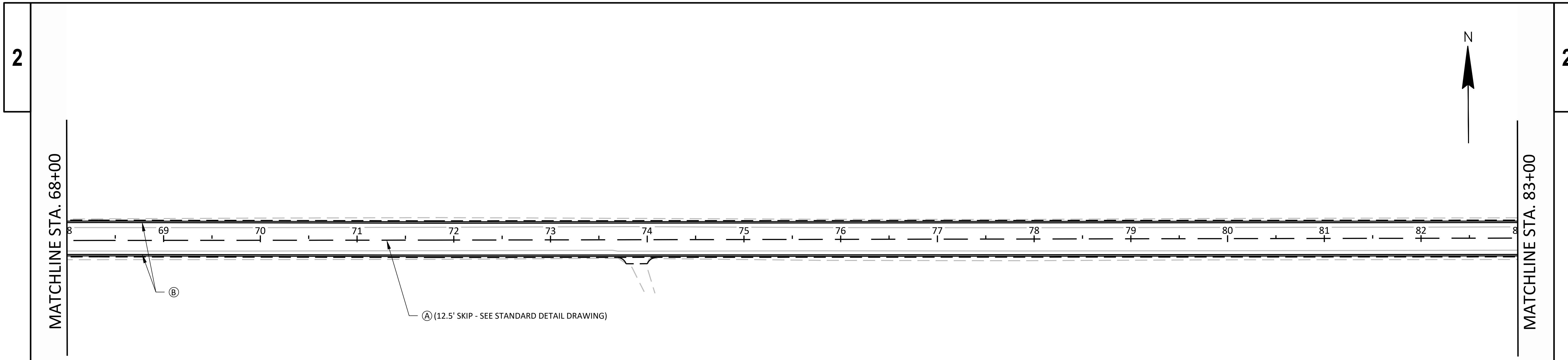
LEGEND

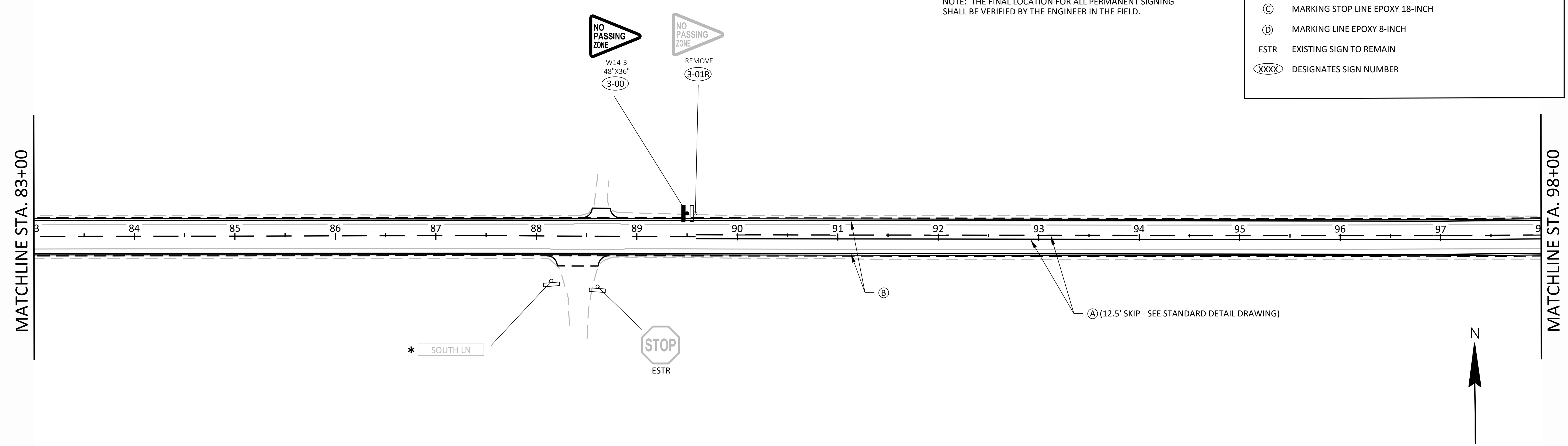
- REMOVING SIGNS TYPE II/REMOVING SMALL SIGN SUPPORTS
- SIGNS TYPE II REFLECTIVE H AND F ON POSTS
- Ⓐ MARKING LINE SAME DAY EPOXY 4-INCH (YELLOW)
- Ⓑ MARKING LINE GROOVED WET REF EPOXY 4-INCH (WHITE EDGELINE)
- Ⓒ MARKING STOP LINE EPOXY 18-INCH
- Ⓓ MARKING LINE EPOXY 8-INCH
- ESTR EXISTING SIGN TO REMAIN
- (XXXX) DESIGNATES SIGN NUMBER

* VILLAGE WILL REMOVE STREET SIGNS PRIOR TO CONSTRUCTION AND RE-ERECT POST CONSTRUCTION

NOTE: THE FINAL LOCATION FOR ALL PERMANENT SIGNING SHALL BE VERIFIED BY THE ENGINEER IN THE FIELD.





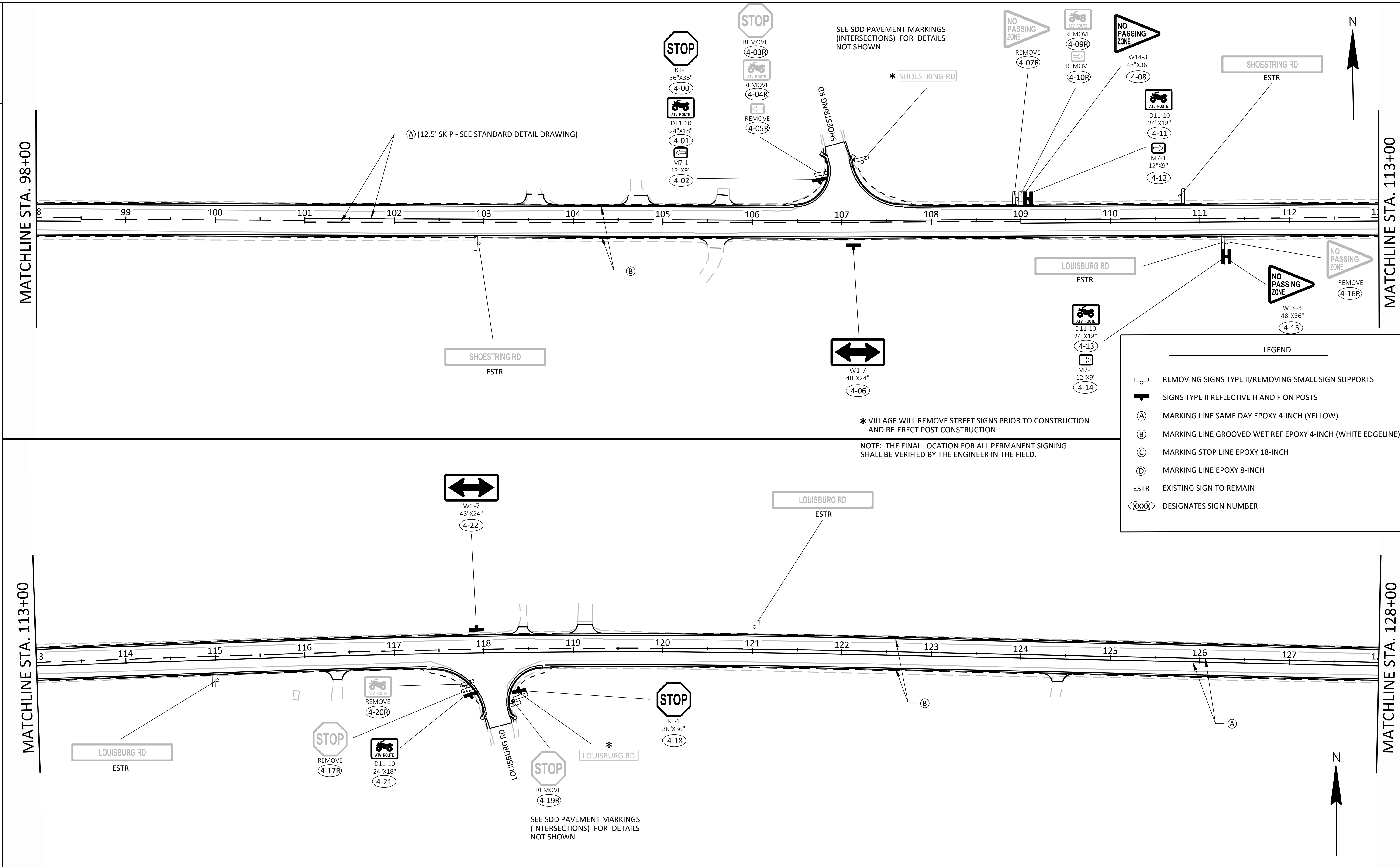


✱ VILLAGE WILL REMOVE STREET SIGNS PRIOR TO CONSTRUCTION AND RE-ERECT POST CONSTRUCTION

NOTE: THE FINAL LOCATION FOR ALL PERMANENT SIGNING SHALL BE VERIFIED BY THE ENGINEER IN THE FIELD.

LEGEND

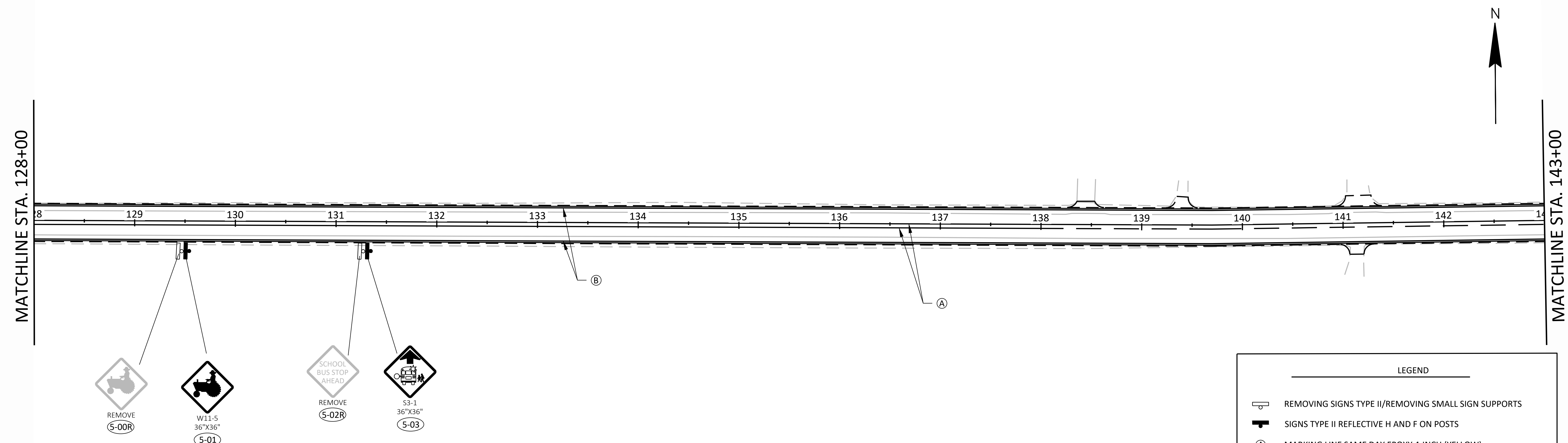
	REMOVING SIGNS TYPE II/REMOVING SMALL SIGN SUPPORTS
	SIGNS TYPE II REFLECTIVE H AND F ON POSTS
Ⓐ	MARKING LINE SAME DAY EPOXY 4-INCH (YELLOW)
Ⓑ	MARKING LINE GROOVED WET REF EPOXY 4-INCH (WHITE EDGELINE)
Ⓒ	MARKING STOP LINE EPOXY 18-INCH
Ⓓ	MARKING LINE EPOXY 8-INCH
ESTR	EXISTING SIGN TO REMAIN
(XXXX)	DESIGNATES SIGN NUMBER



PROJECT NO: 5609-00-70	HWY: CTH H	COUNTY: GRANT	PAVEMENT MARKING & PERMANENT SIGNING	SHEET	E

FILE NAME : S:\PROJECTS\G78020 GRANT CO HWY - CTH H REHABILITATION\SHEETSPLAN\DETAILS\56090000_PAVEMENT MARKING AND PERMANENT SIGNING.DWG PLOT DATE : 8/22/2022 9:43:41 AM PLOT BY : AUSTIN KASZUBSKI PLOT SCALE : 1" = 1' LAYOUT : SHEET - (4)

2

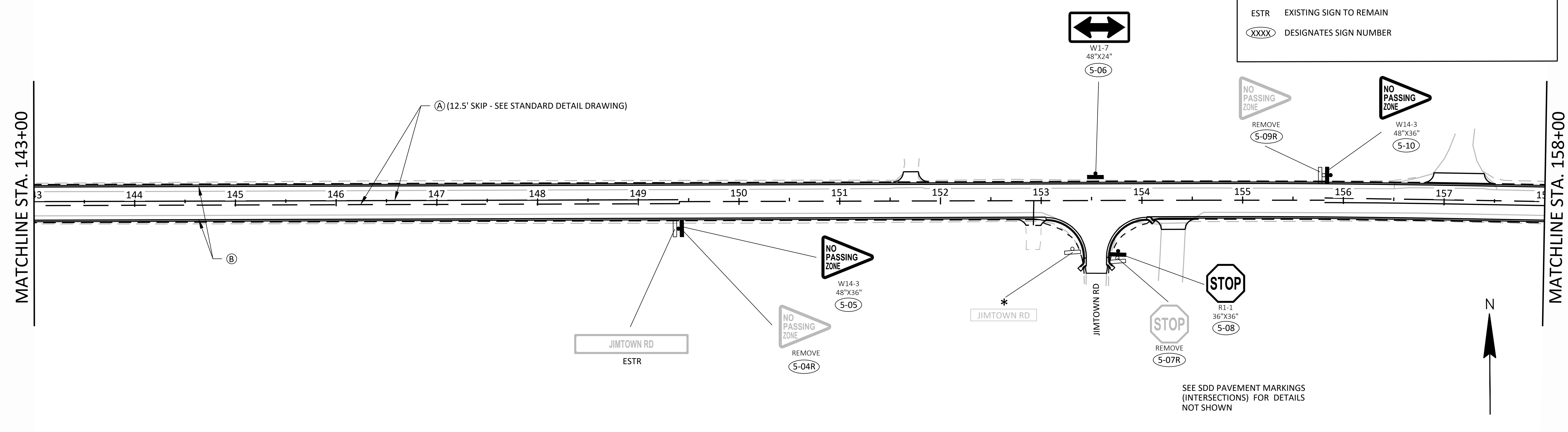


✱ VILLAGE WILL REMOVE STREET SIGNS PRIOR TO CONSTRUCTION AND RE-ERECT POST CONSTRUCTION

NOTE: THE FINAL LOCATION FOR ALL PERMANENT SIGNING SHALL BE VERIFIED BY THE ENGINEER IN THE FIELD.

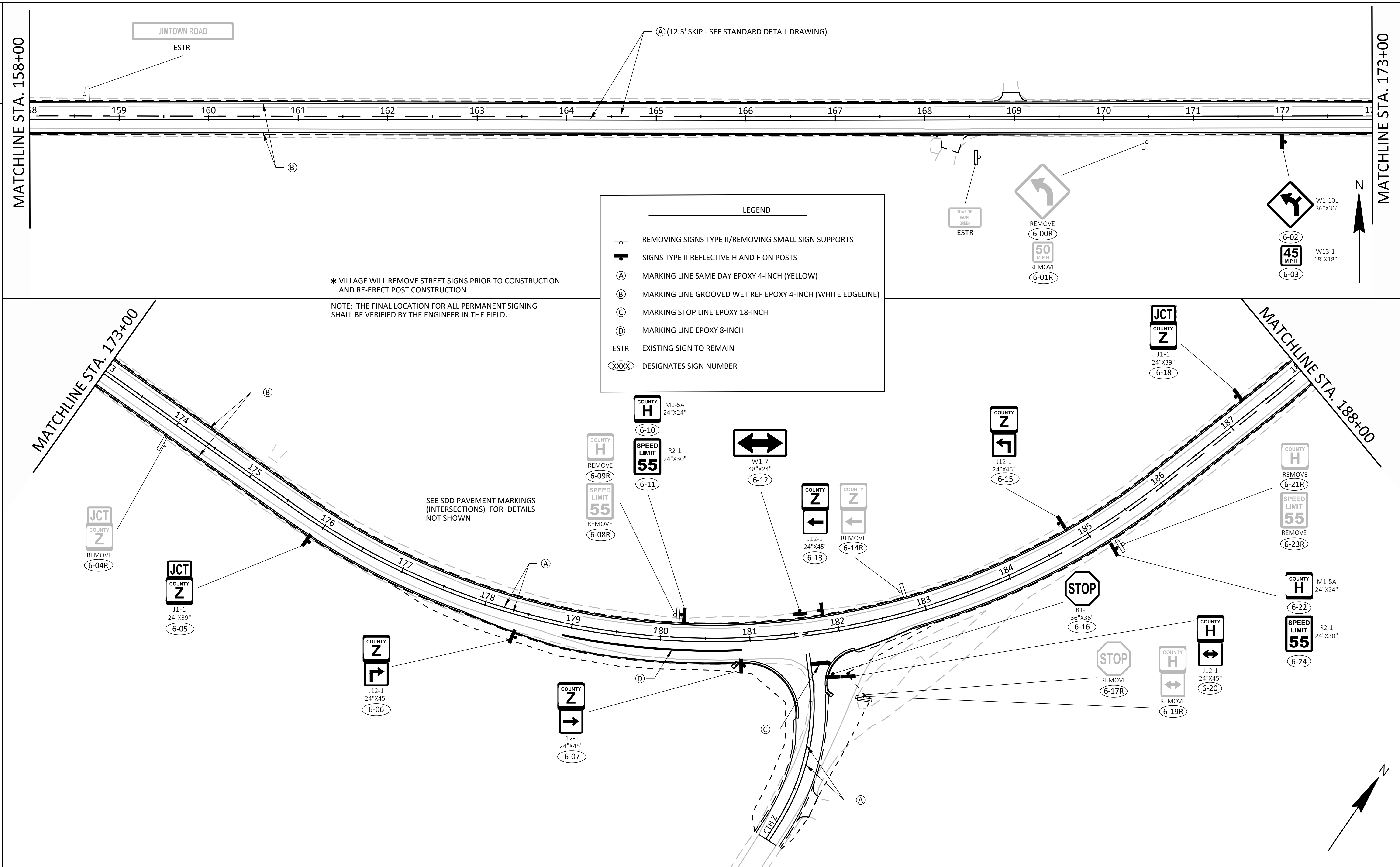
LEGEND

	REMOVING SIGNS TYPE II/REMOVING SMALL SIGN SUPPORTS
	SIGNS TYPE II REFLECTIVE H AND F ON POSTS
Ⓐ	MARKING LINE SAME DAY EPOXY 4-INCH (YELLOW)
Ⓑ	MARKING LINE GROOVED WET REF EPOXY 4-INCH (WHITE EDGELINE)
Ⓒ	MARKING STOP LINE EPOXY 18-INCH
Ⓓ	MARKING LINE EPOXY 8-INCH
ESTR	EXISTING SIGN TO REMAIN
XXXX	DESIGNATES SIGN NUMBER



SEE SDD PAVEMENT MARKINGS (INTERSECTIONS) FOR DETAILS NOT SHOWN

PROJECT NO: 5609-00-70	HWY: CTH H	COUNTY: GRANT	PAVEMENT MARKING & PERMANENT SIGNING	SHEET 51	E



* VILLAGE WILL REMOVE STREET SIGNS PRIOR TO CONSTRUCTION AND RE-ERECT POST CONSTRUCTION

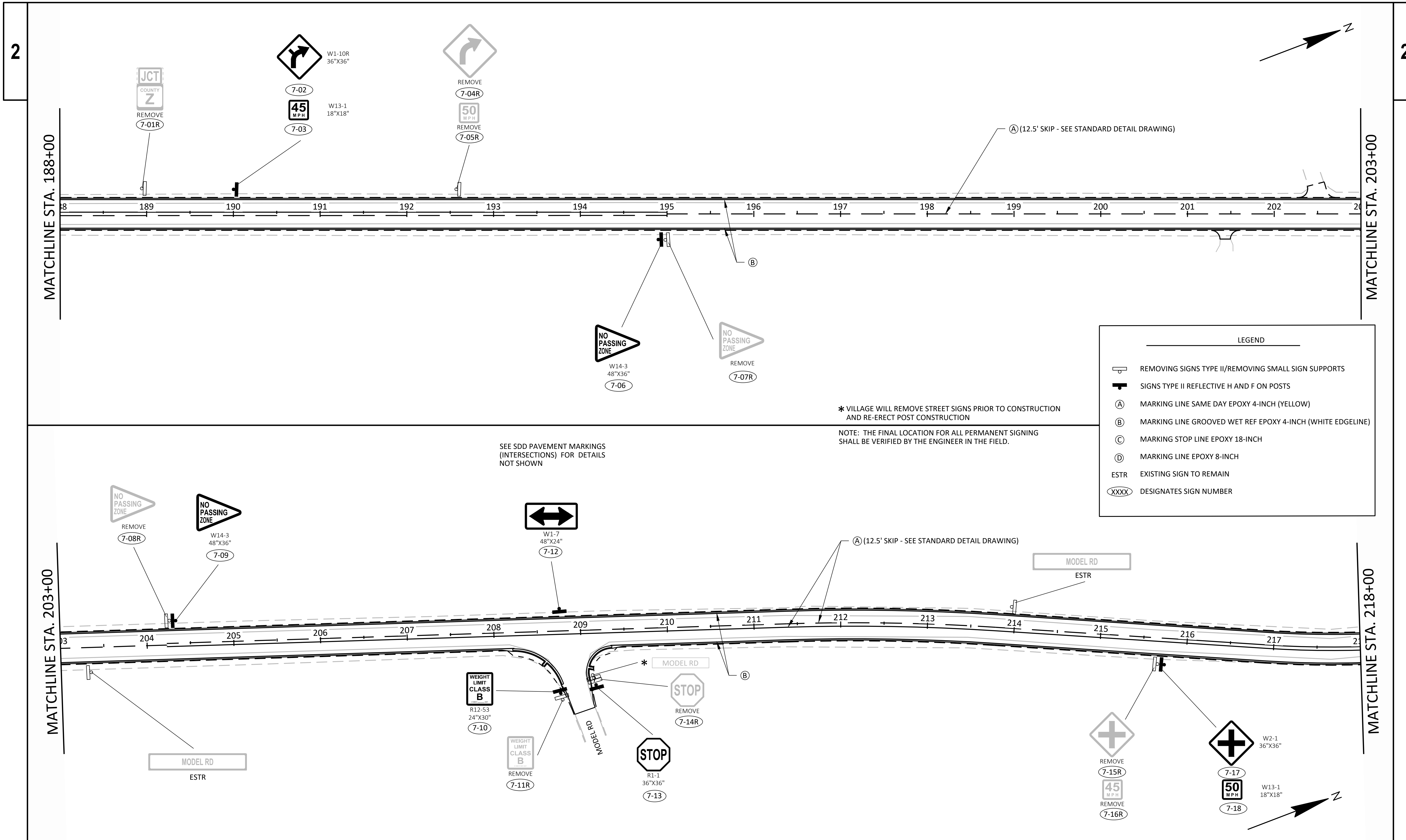
NOTE: THE FINAL LOCATION FOR ALL PERMANENT SIGNING SHALL BE VERIFIED BY THE ENGINEER IN THE FIELD.

LEGEND

	REMOVING SIGNS TYPE II/REMOVING SMALL SIGN SUPPORTS
	SIGNS TYPE II REFLECTIVE H AND F ON POSTS
Ⓐ	MARKING LINE SAME DAY EPOXY 4-INCH (YELLOW)
Ⓑ	MARKING LINE GROOVED WET REF EPOXY 4-INCH (WHITE EDGELINE)
Ⓒ	MARKING STOP LINE EPOXY 18-INCH
Ⓓ	MARKING LINE EPOXY 8-INCH
ESTR	EXISTING SIGN TO REMAIN
(XXXX)	DESIGNATES SIGN NUMBER

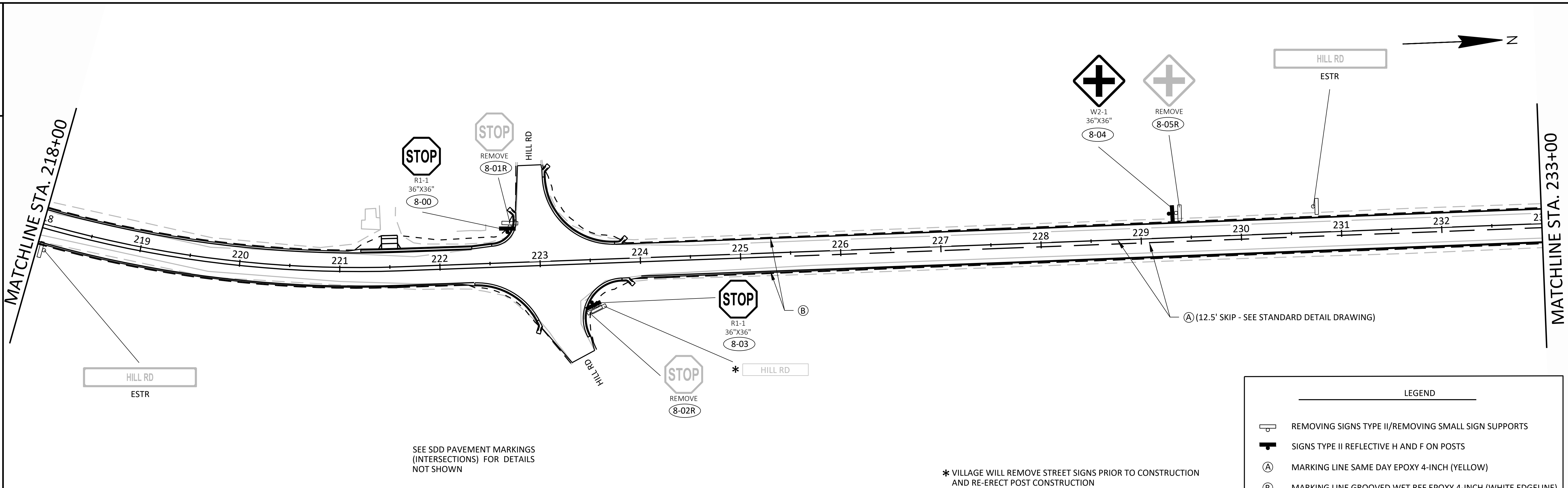
PROJECT NO: 5609-00-70	HWY: CTH H	COUNTY: GRANT	PAVEMENT MARKING & PERMANENT SIGNING	SHEET	E

FILE NAME : S:\PROJECTS\G78020 GRANT CO HWY - CTH H REHABILITATION\SHEETSPLAN\DETAILS\56090000_PAVEMENT MARKING AND PERMANENT SIGNING.DWG PLOT DATE : 8/22/2022 9:43:48 AM PLOT BY : AUSTIN KASZUBSKI PLOT SCALE : 1" = 1' LAYOUT : SHEET - (6)



LEGEND

- REMOVING SIGNS TYPE II/REMOVING SMALL SIGN SUPPORTS
- SIGNS TYPE II REFLECTIVE H AND F ON POSTS
- Ⓐ MARKING LINE SAME DAY EPOXY 4-INCH (YELLOW)
- Ⓑ MARKING LINE GROOVED WET REF EPOXY 4-INCH (WHITE EDGELINE)
- Ⓒ MARKING STOP LINE EPOXY 18-INCH
- Ⓓ MARKING LINE EPOXY 8-INCH
- ESTR EXISTING SIGN TO REMAIN
- (XXXX) DESIGNATES SIGN NUMBER



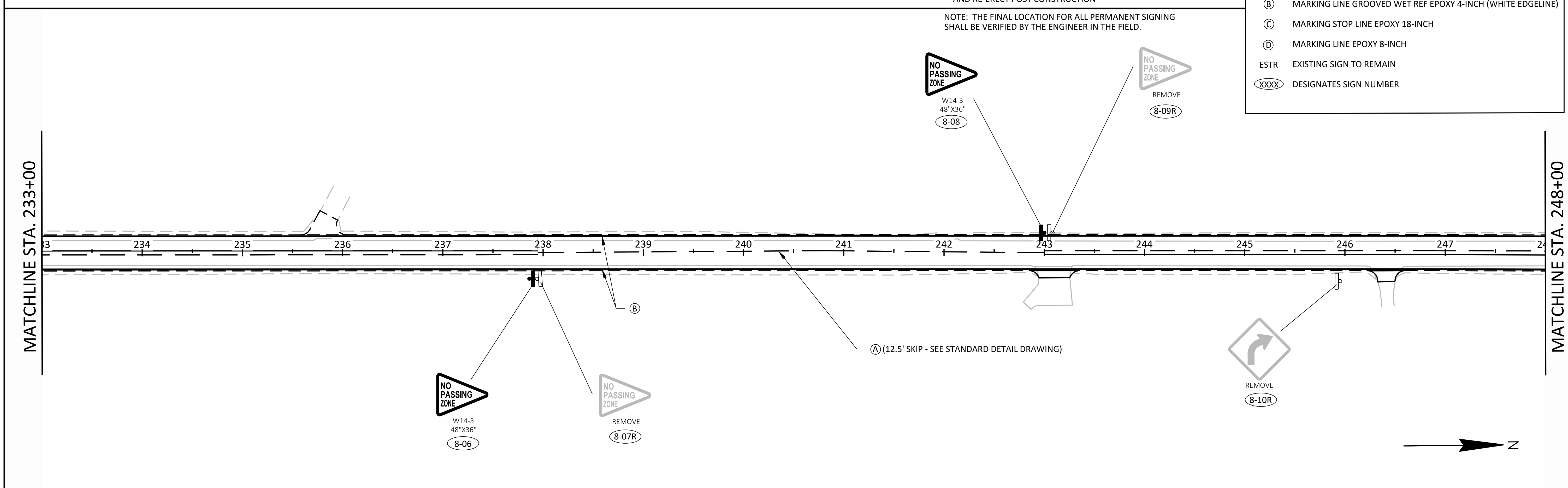
SEE SDD PAVEMENT MARKINGS (INTERSECTIONS) FOR DETAILS NOT SHOWN

* VILLAGE WILL REMOVE STREET SIGNS PRIOR TO CONSTRUCTION AND RE-ERECT POST CONSTRUCTION

NOTE: THE FINAL LOCATION FOR ALL PERMANENT SIGNING SHALL BE VERIFIED BY THE ENGINEER IN THE FIELD.

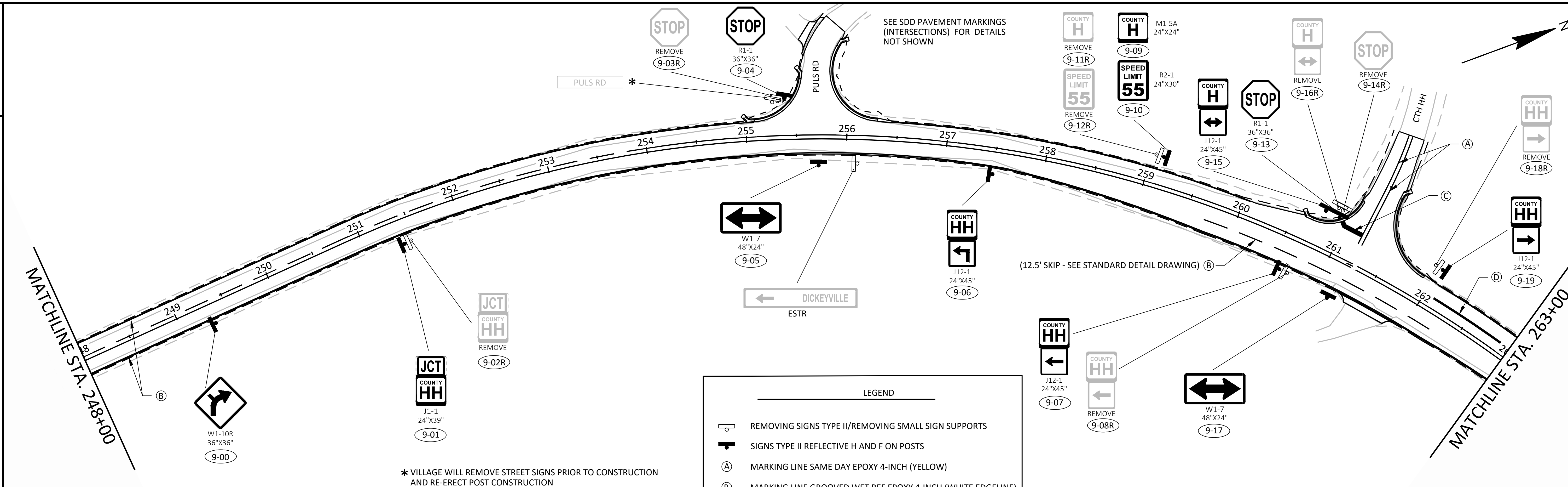
LEGEND

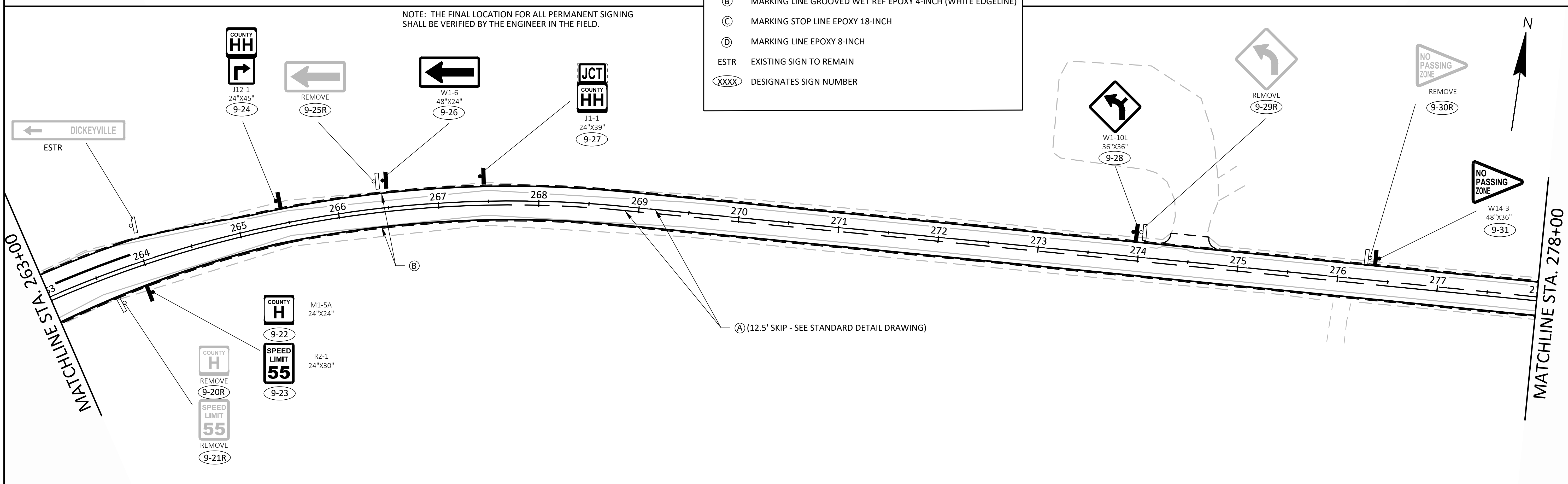
	REMOVING SIGNS TYPE II/REMOVING SMALL SIGN SUPPORTS
	SIGNS TYPE II REFLECTIVE H AND F ON POSTS
Ⓐ	MARKING LINE SAME DAY EPOXY 4-INCH (YELLOW)
Ⓑ	MARKING LINE GROOVED WET REF EPOXY 4-INCH (WHITE EDGELINE)
Ⓒ	MARKING STOP LINE EPOXY 18-INCH
Ⓓ	MARKING LINE EPOXY 8-INCH
ESTR	EXISTING SIGN TO REMAIN
XXXX	DESIGNATES SIGN NUMBER



PROJECT NO: 5609-00-70	HWY: CTH H	COUNTY: GRANT	PAVEMENT MARKING & PERMANENT SIGNING	SHEET 54	E

FILE NAME : S:\PROJECTS\G78020 GRANT CO HWY - CTH H REHABILITATION\SHEETSPLAN\DETAILS\56090000_PAVEMENT MARKING AND PERMANENT SIGNING.DWG PLOT DATE : 8/22/2022 9:43:56 AM PLOT BY : AUSTIN KASZUBSKI PLOT SCALE : 1" = 1' LAYOUT : SHEET - (8)





* VILLAGE WILL REMOVE STREET SIGNS PRIOR TO CONSTRUCTION AND RE-ERECT POST CONSTRUCTION

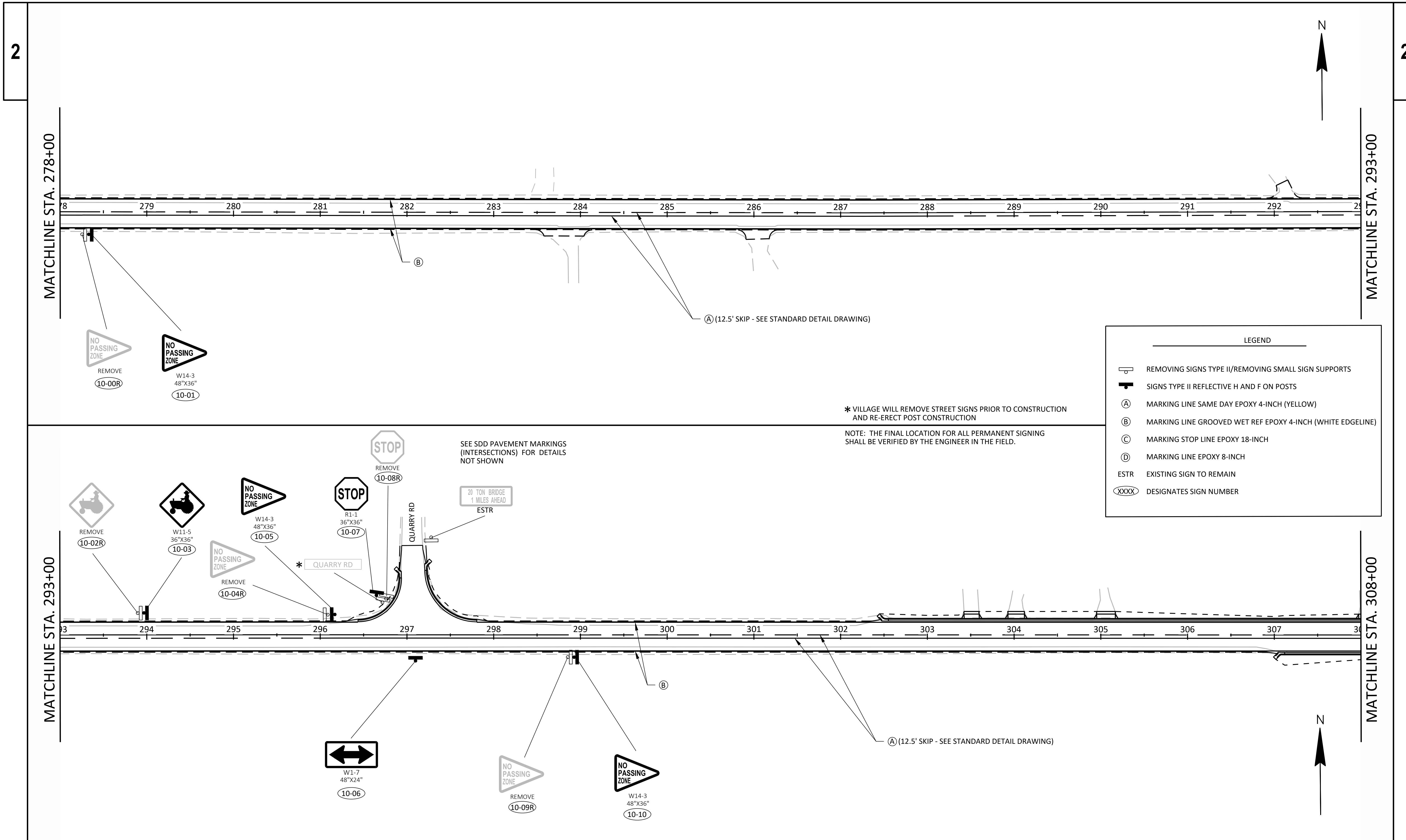
NOTE: THE FINAL LOCATION FOR ALL PERMANENT SIGNING SHALL BE VERIFIED BY THE ENGINEER IN THE FIELD.

LEGEND

(symbol)	REMOVING SIGNS TYPE II/REMOVING SMALL SIGN SUPPORTS
(symbol)	SIGNS TYPE II REFLECTIVE H AND F ON POSTS
Ⓐ	MARKING LINE SAME DAY EPOXY 4-INCH (YELLOW)
Ⓑ	MARKING LINE GROOVED WET REF EPOXY 4-INCH (WHITE EDGELINE)
Ⓒ	MARKING STOP LINE EPOXY 18-INCH
Ⓓ	MARKING LINE EPOXY 8-INCH
ESTR	EXISTING SIGN TO REMAIN
(XXXX)	DESIGNATES SIGN NUMBER

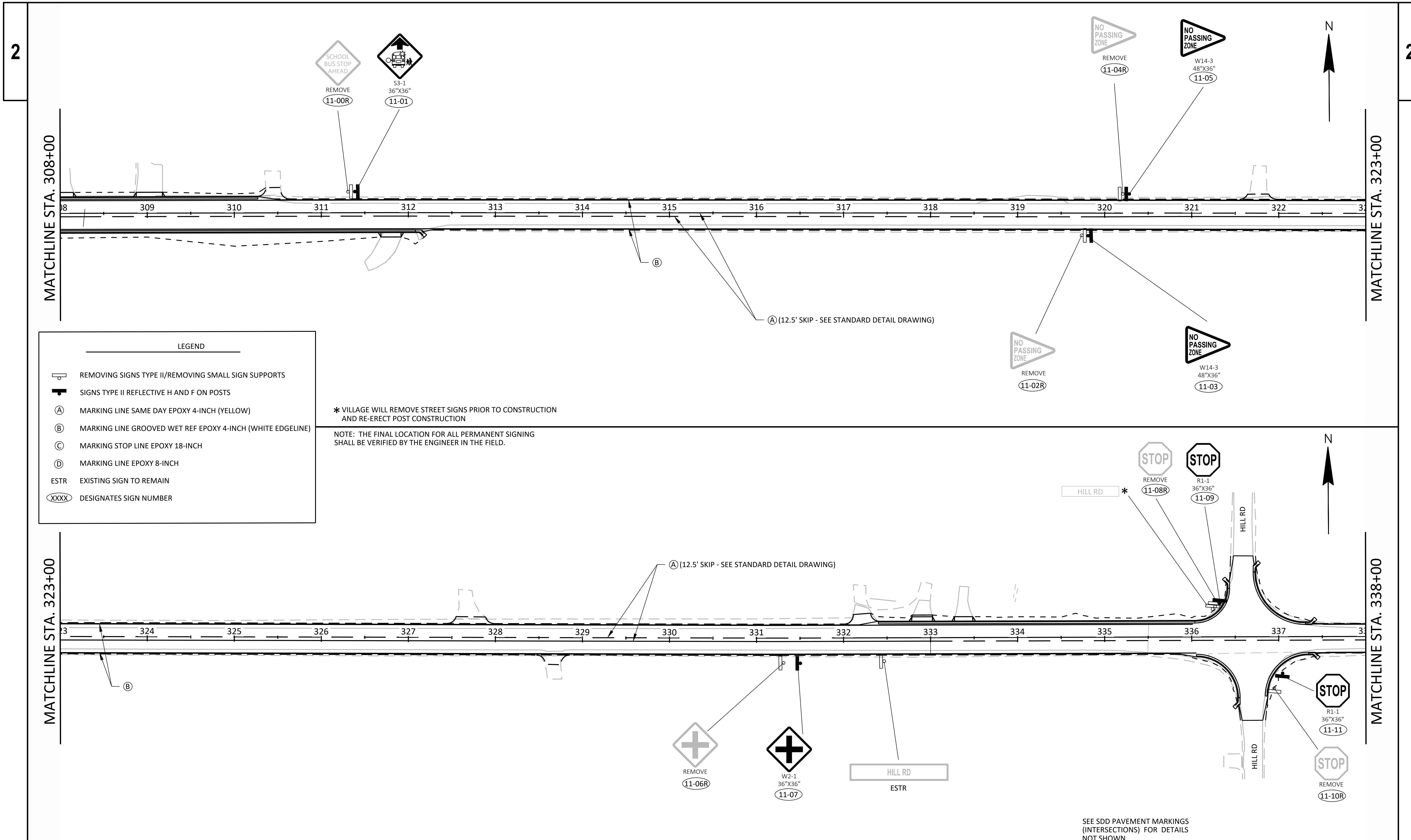
PROJECT NO: 5609-00-70	HWY: CTH H	COUNTY: GRANT	PAVEMENT MARKING & PERMANENT SIGNING	SHEET 55	E

FILE NAME : S:\PROJECTS\G78020 GRANT CO HWY - CTH H REHABILITATION\SHEETSPLAN\DETAILS\56090000_PAVEMENT MARKING AND PERMANENT SIGNING.DWG PLOT DATE : 8/22/2022 9:44:00 AM PLOT BY : AUSTIN KASZUBSKI PLOT SCALE : 1" = 1' LAYOUT : SHEET - (9)



PROJECT NO: 5609-00-70	HWY: CTH H	COUNTY: GRANT	PAVEMENT MARKING & PERMANENT SIGNING	SHEET 56	E

FILE NAME : S:\PROJECTS\G78020 GRANT CO HWY - CTH H REHABILITATION\SHEETSPLAN\DETAILS\56090000_PAVEMENT MARKING AND PERMANENT SIGNING.DWG PLOT DATE : 8/22/2022 9:44:03 AM PLOT BY : AUSTIN KASZUBSKI PLOT SCALE : 1" = 1' LAYOUT : SHEET - (10)



LEGEND

- REMOVING SIGNS TYPE II/REMOVING SMALL SIGN SUPPORTS
- SIGNS TYPE II REFLECTIVE H AND F ON POSTS
- Ⓐ MARKING LINE SAME DAY EPOXY 4-INCH (YELLOW)
- Ⓑ MARKING LINE GROOVED WET REF EPOXY 4-INCH (WHITE EDGELINE)
- Ⓒ MARKING STOP LINE EPOXY 18-INCH
- Ⓓ MARKING LINE EPOXY 8-INCH
- ESTR EXISTING SIGN TO REMAIN
- (XXXX) DESIGNATES SIGN NUMBER

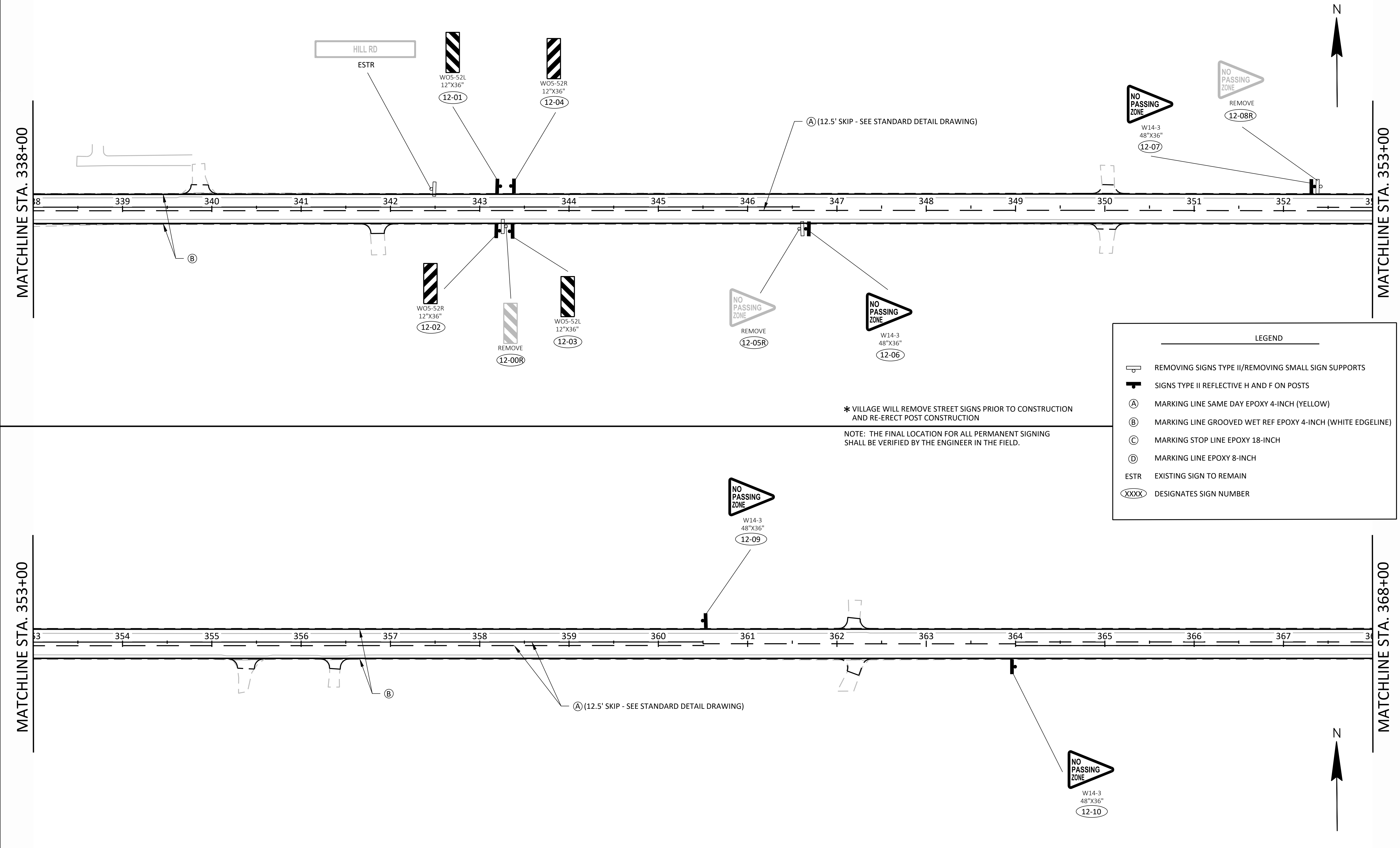
* VILLAGE WILL REMOVE STREET SIGNS PRIOR TO CONSTRUCTION AND RE-ERECT POST CONSTRUCTION

NOTE: THE FINAL LOCATION FOR ALL PERMANENT SIGNING SHALL BE VERIFIED BY THE ENGINEER IN THE FIELD.

SEE SDD PAVEMENT MARKINGS (INTERSECTIONS) FOR DETAILS NOT SHOWN

PROJECT NO: 5609-00-70	HWY: CTH H	COUNTY: GRANT	PAVEMENT MARKING & PERMANENT SIGNING	SHEET 57	E

FILE NAME : S:\PROJECTS\G78020 GRANT CO HWY - CTH H REHABILITATION\SHEETSPLAN\DETAILS\56090000_PAVEMENT MARKING AND PERMANENT SIGNING.DWG PLOT DATE : 8/22/2022 9:44:07 AM PLOT BY : AUSTIN KASZUBSKI PLOT SCALE : 1" = 1' LAYOUT : SHEET - (11)



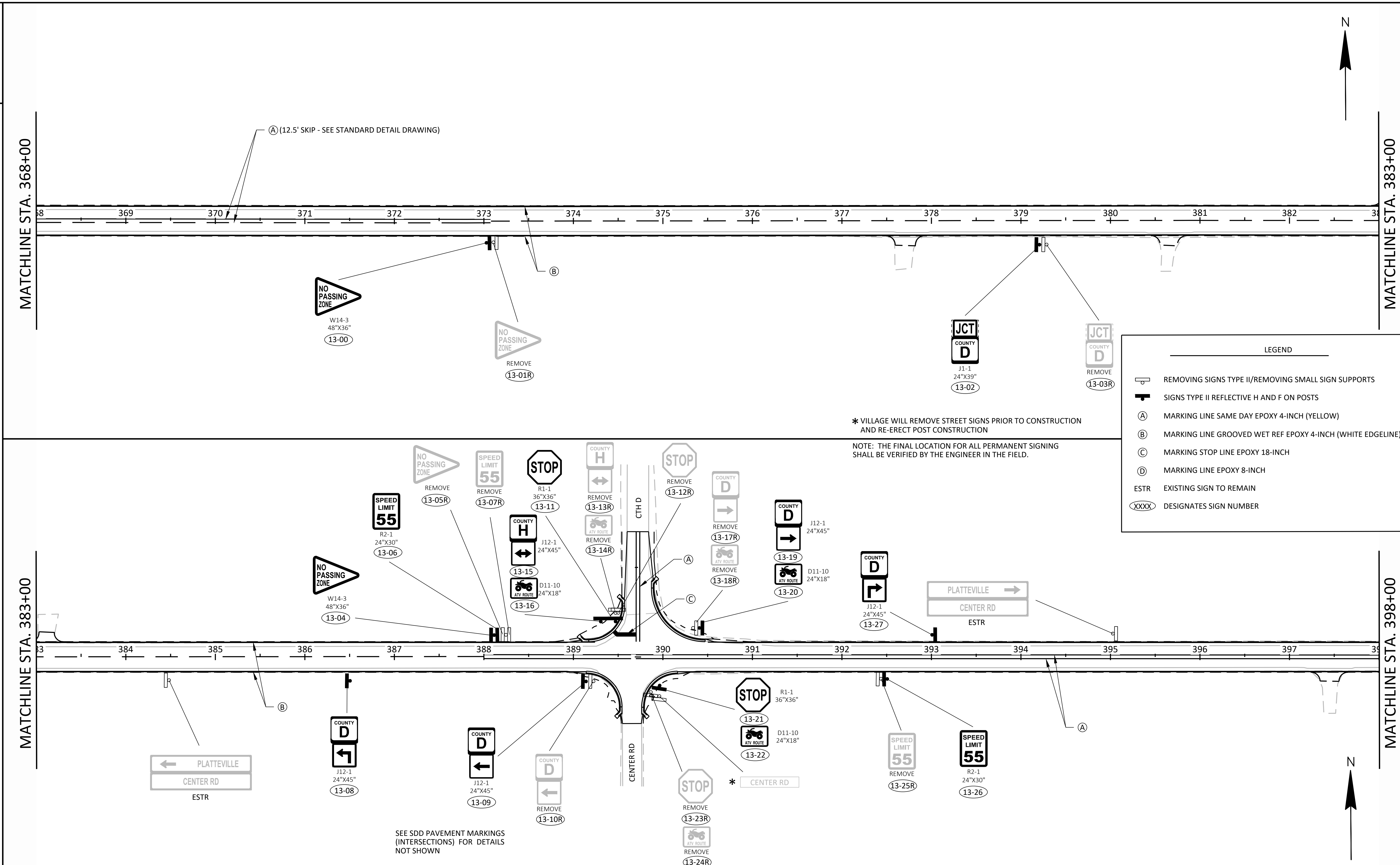
* VILLAGE WILL REMOVE STREET SIGNS PRIOR TO CONSTRUCTION AND RE-ERECT POST CONSTRUCTION

NOTE: THE FINAL LOCATION FOR ALL PERMANENT SIGNING SHALL BE VERIFIED BY THE ENGINEER IN THE FIELD.

LEGEND

	REMOVING SIGNS TYPE II/REMOVING SMALL SIGN SUPPORTS
	SIGNS TYPE II REFLECTIVE H AND F ON POSTS
Ⓐ	MARKING LINE SAME DAY EPOXY 4-INCH (YELLOW)
Ⓑ	MARKING LINE GROOVED WET REF EPOXY 4-INCH (WHITE EDGELINE)
Ⓒ	MARKING STOP LINE EPOXY 18-INCH
Ⓓ	MARKING LINE EPOXY 8-INCH
ESTR	EXISTING SIGN TO REMAIN
(XXXX)	DESIGNATES SIGN NUMBER

PROJECT NO: 5609-00-70	HWY: CTH H	COUNTY: GRANT	PAVEMENT MARKING & PERMANENT SIGNING	SHEET 58	E

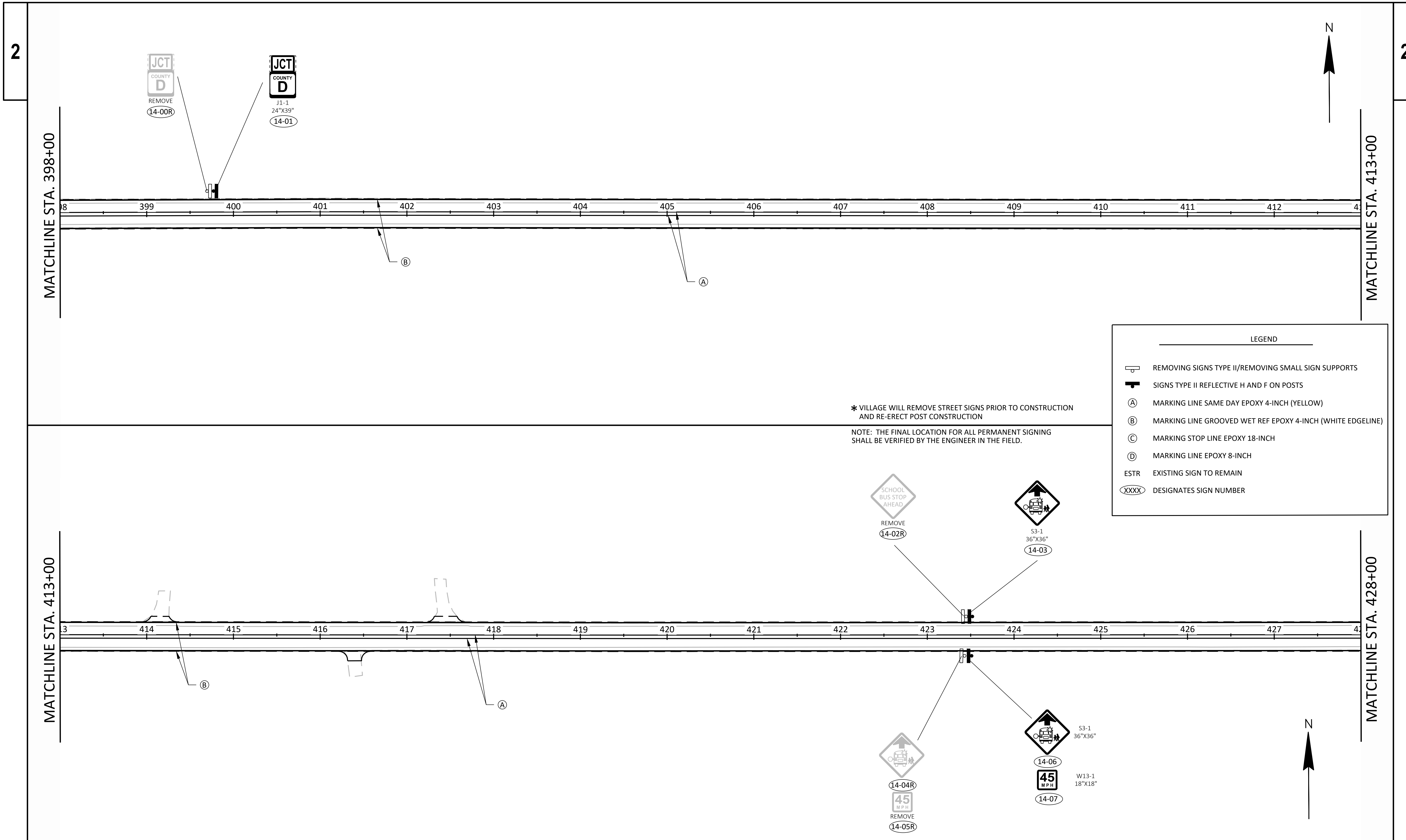


* VILLAGE WILL REMOVE STREET SIGNS PRIOR TO CONSTRUCTION AND RE-ERECT POST CONSTRUCTION

NOTE: THE FINAL LOCATION FOR ALL PERMANENT SIGNING SHALL BE VERIFIED BY THE ENGINEER IN THE FIELD.

LEGEND

	REMOVING SIGNS TYPE II/REMOVING SMALL SIGN SUPPORTS
	SIGNS TYPE II REFLECTIVE H AND F ON POSTS
Ⓐ	MARKING LINE SAME DAY EPOXY 4-INCH (YELLOW)
Ⓑ	MARKING LINE GROOVED WET REF EPOXY 4-INCH (WHITE EDGELINE)
Ⓒ	MARKING STOP LINE EPOXY 18-INCH
Ⓓ	MARKING LINE EPOXY 8-INCH
ESTR	EXISTING SIGN TO REMAIN
XXXX	DESIGNATES SIGN NUMBER



* VILLAGE WILL REMOVE STREET SIGNS PRIOR TO CONSTRUCTION AND RE-ERECT POST CONSTRUCTION

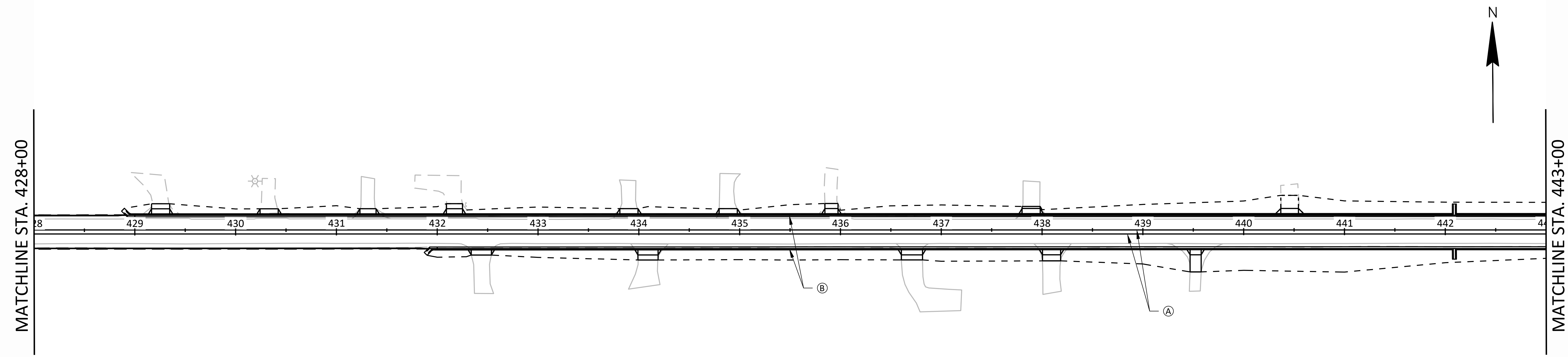
NOTE: THE FINAL LOCATION FOR ALL PERMANENT SIGNING SHALL BE VERIFIED BY THE ENGINEER IN THE FIELD.

LEGEND

- REMOVING SIGNS TYPE II/REMOVING SMALL SIGN SUPPORTS
- SIGNS TYPE II REFLECTIVE H AND F ON POSTS
- (A) MARKING LINE SAME DAY EPOXY 4-INCH (YELLOW)
- (B) MARKING LINE GROOVED WET REF EPOXY 4-INCH (WHITE EDGELINE)
- (C) MARKING STOP LINE EPOXY 18-INCH
- (D) MARKING LINE EPOXY 8-INCH
- ESTR EXISTING SIGN TO REMAIN
- (XXXX) DESIGNATES SIGN NUMBER

PROJECT NO: 5609-00-70	HWY: CTH H	COUNTY: GRANT	PAVEMENT MARKING & PERMANENT SIGNING	SHEET	E

FILE NAME : S:\PROJECTS\G78020 GRANT CO HWY - CTH H REHABILITATION\SHEETSPLAN\DETAILS\56090000_PAVEMENT MARKING AND PERMANENT SIGNING.DWG PLOT DATE : 8/22/2022 9:44:18 AM PLOT BY : AUSTIN KASZUBSKI PLOT SCALE : 1" = 1' LAYOUT : SHEET - (14)



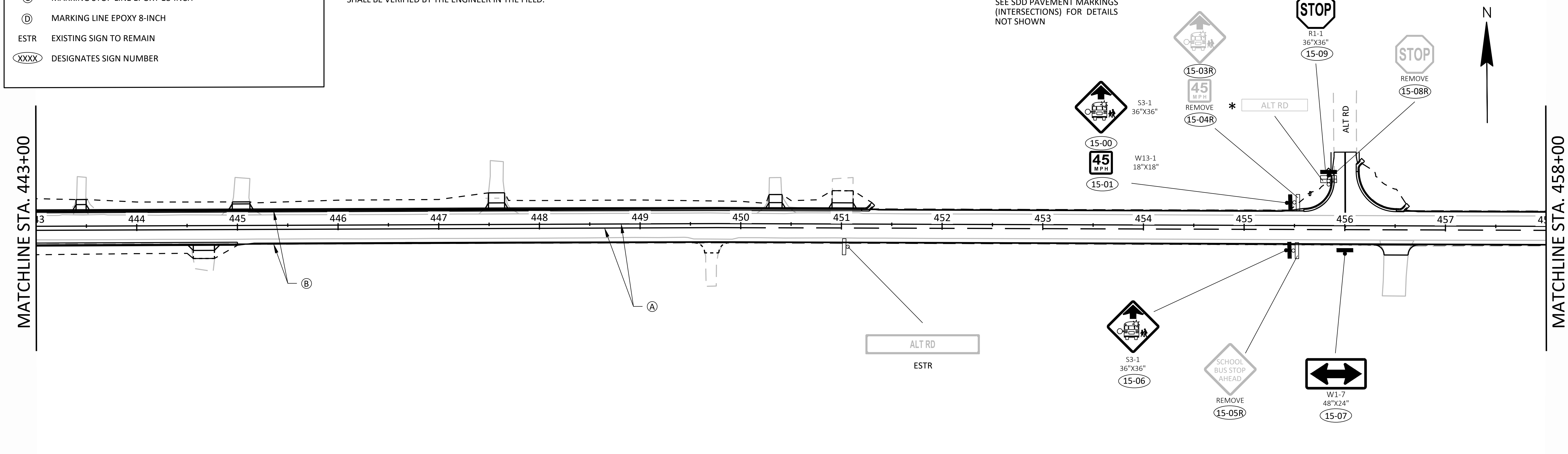
LEGEND

- REMOVING SIGNS TYPE II/REMOVING SMALL SIGN SUPPORTS
- SIGNS TYPE II REFLECTIVE H AND F ON POSTS
- (A) MARKING LINE SAME DAY EPOXY 4-INCH (YELLOW)
- (B) MARKING LINE GROOVED WET REF EPOXY 4-INCH (WHITE EDGELINE)
- (C) MARKING STOP LINE EPOXY 18-INCH
- (D) MARKING LINE EPOXY 8-INCH
- ESTR EXISTING SIGN TO REMAIN
- (XXXX) DESIGNATES SIGN NUMBER

* VILLAGE WILL REMOVE STREET SIGNS PRIOR TO CONSTRUCTION AND RE-ERECT POST CONSTRUCTION

NOTE: THE FINAL LOCATION FOR ALL PERMANENT SIGNING SHALL BE VERIFIED BY THE ENGINEER IN THE FIELD.

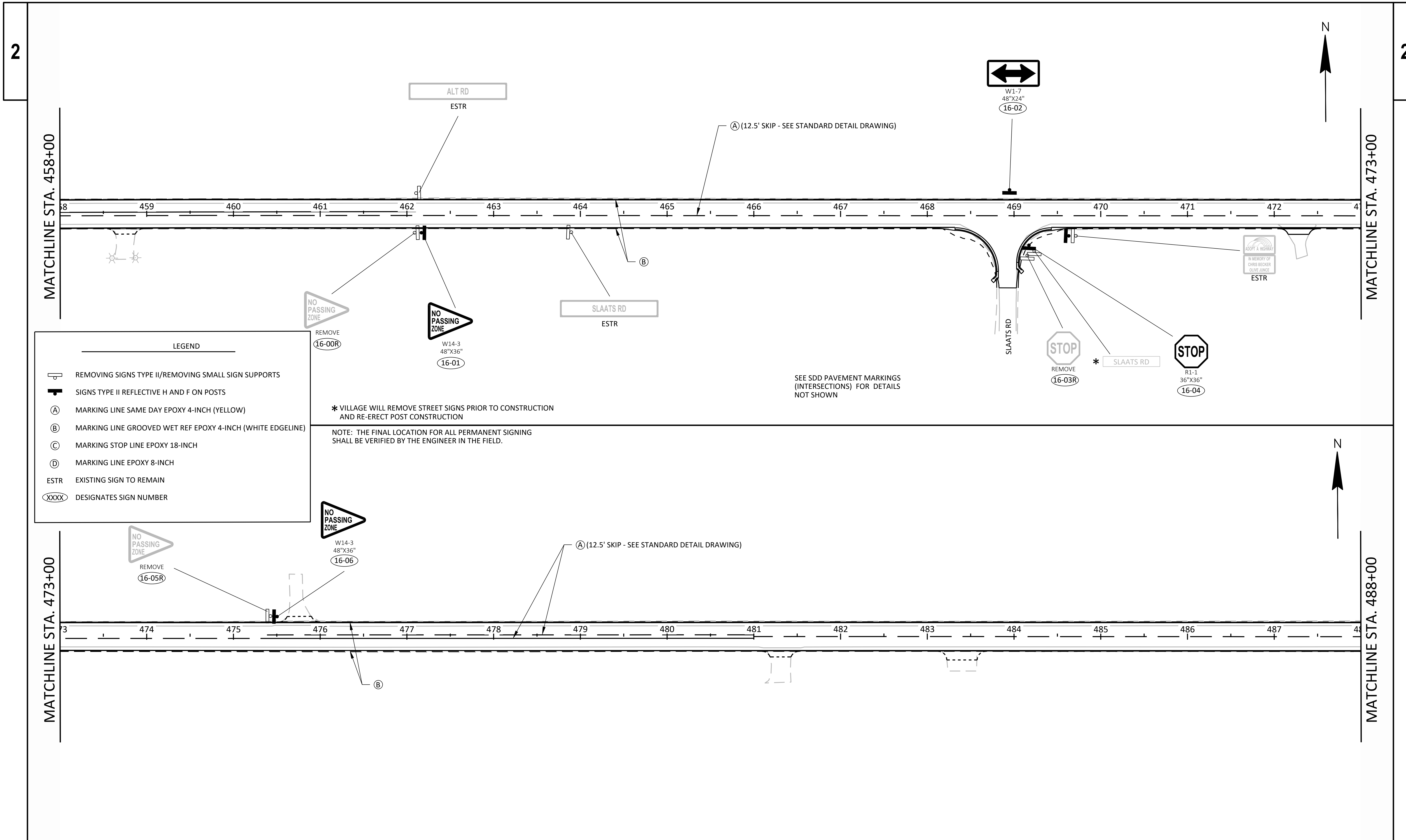
SEE SDD PAVEMENT MARKINGS (INTERSECTIONS) FOR DETAILS NOT SHOWN



2

PROJECT NO: 5609-00-70	HWY: CTH H	COUNTY: GRANT	PAVEMENT MARKING & PERMANENT SIGNING	SHEET	E

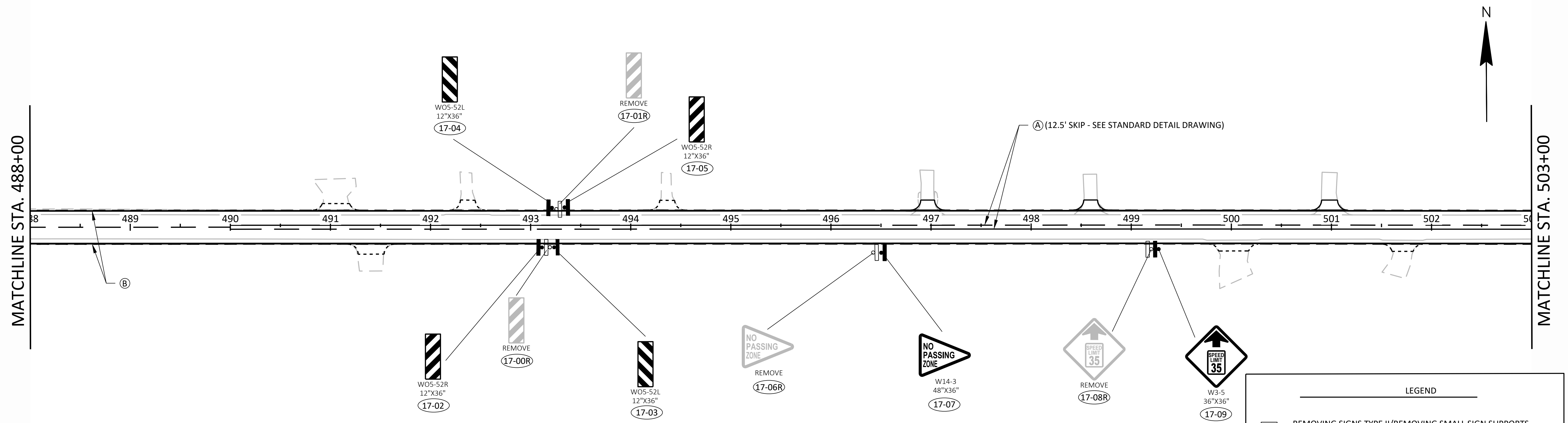
FILE NAME : S:\PROJECTS\G78020 GRANT CO HWY - CTH H REHABILITATION\SHEETSPLAN\DETAILS\56090000_PAVEMENT MARKING AND PERMANENT SIGNING.DWG PLOT DATE : 8/22/2022 9:44:22 AM PLOT BY : AUSTIN KASZUBSKI PLOT SCALE : 1" = 1' LAYOUT : SHEET - (15)



PROJECT NO: 5609-00-70	HWY: CTH H	COUNTY: GRANT	PAVEMENT MARKING & PERMANENT SIGNING	SHEET 62	E

FILE NAME : S:\PROJECTS\G78020 GRANT CO HWY - CTH H REHABILITATION\SHEETSPLAN\DETAILS\56090000_PAVEMENT MARKING AND PERMANENT SIGNING.DWG PLOT DATE : 8/22/2022 9:44:25 AM PLOT BY : AUSTIN KASZUBSKI PLOT SCALE : 1" = 1' LAYOUT : SHEET - (16)

2

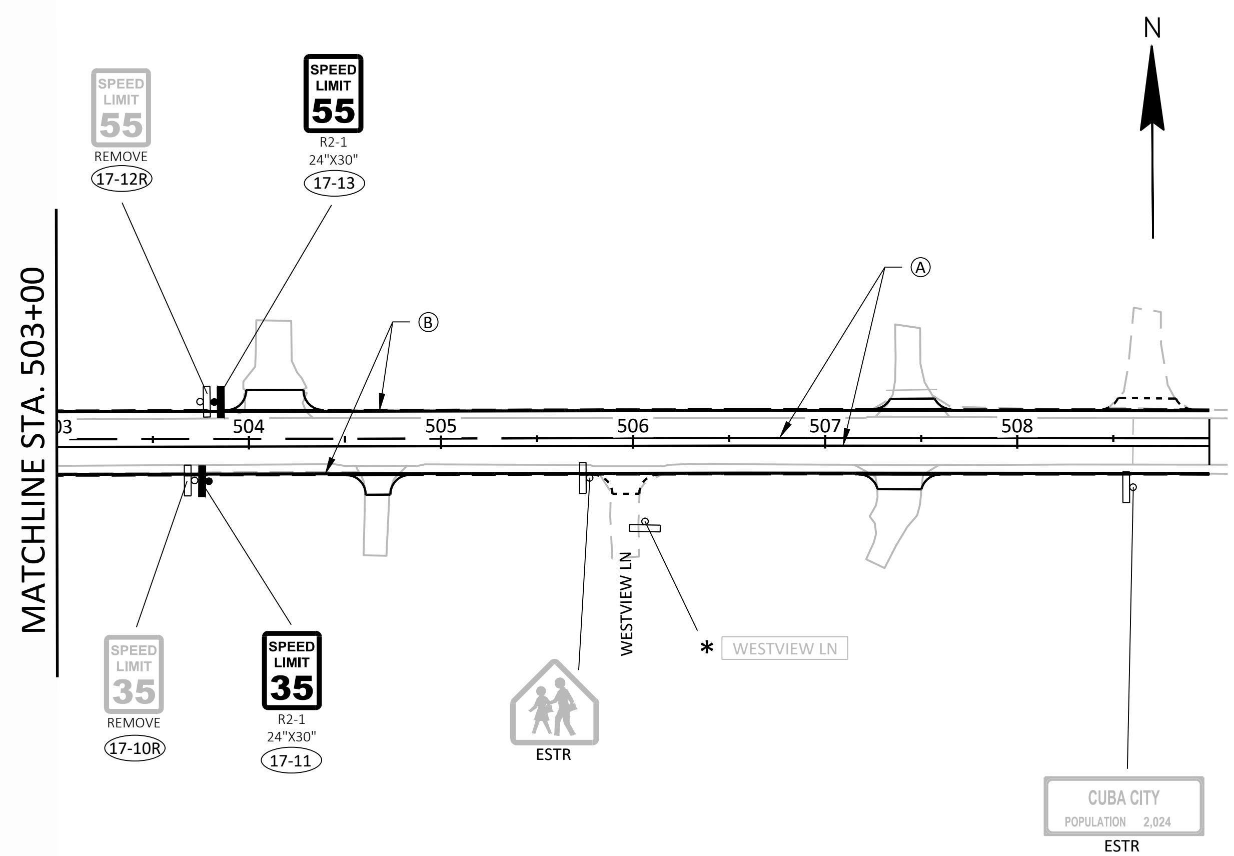


* VILLAGE WILL REMOVE STREET SIGNS PRIOR TO CONSTRUCTION AND RE-ERECT POST CONSTRUCTION

NOTE: THE FINAL LOCATION FOR ALL PERMANENT SIGNING SHALL BE VERIFIED BY THE ENGINEER IN THE FIELD.

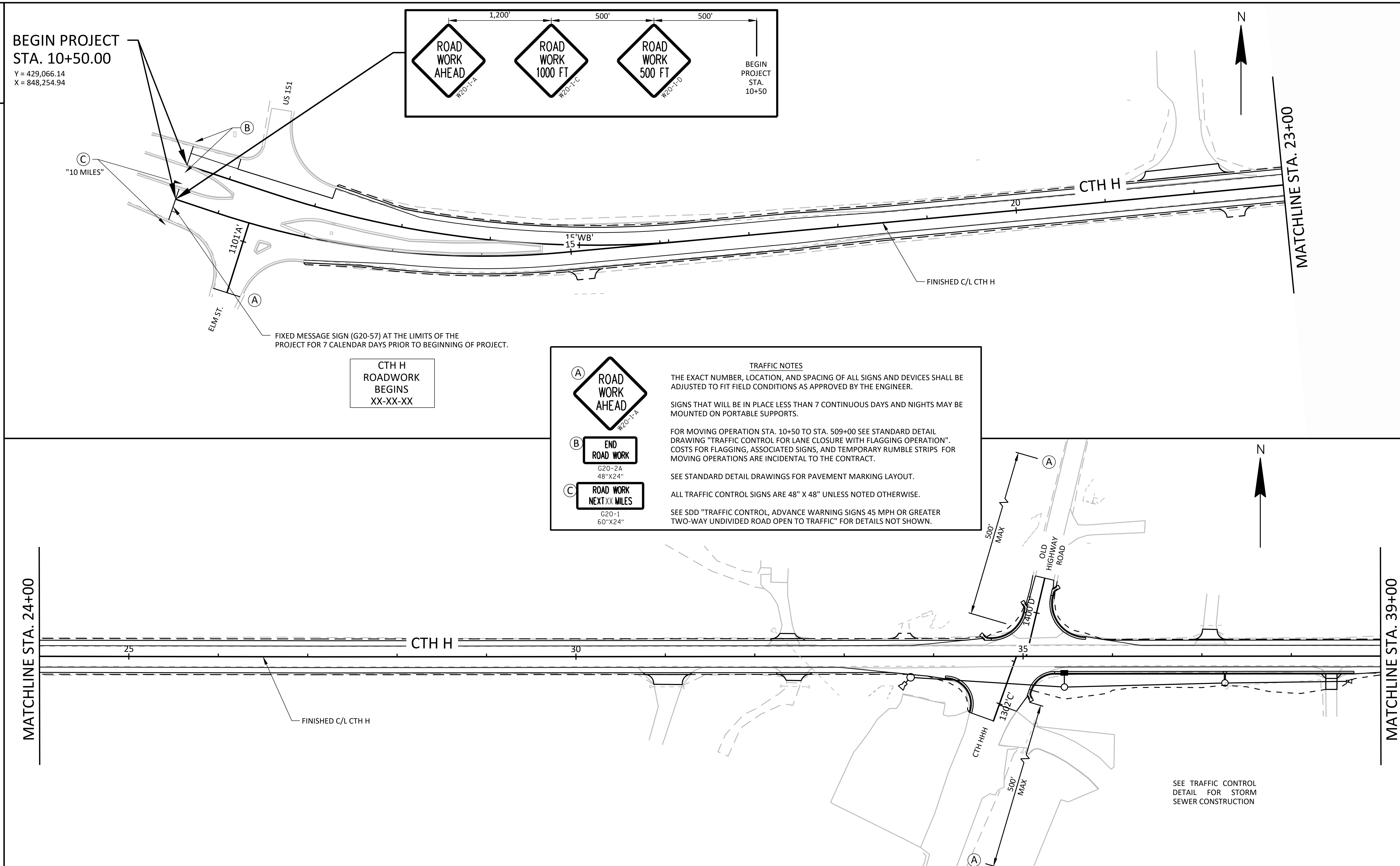
LEGEND

- REMOVING SIGNS TYPE II/REMOVING SMALL SIGN SUPPORTS
- SIGNS TYPE II REFLECTIVE H AND F ON POSTS
- Ⓐ MARKING LINE SAME DAY EPOXY 4-INCH (YELLOW)
- Ⓑ MARKING LINE GROOVED WET REF EPOXY 4-INCH (WHITE EDGELINE)
- Ⓒ MARKING STOP LINE EPOXY 18-INCH
- Ⓓ MARKING LINE EPOXY 8-INCH
- ESTR EXISTING SIGN TO REMAIN
- XXXX DESIGNATES SIGN NUMBER



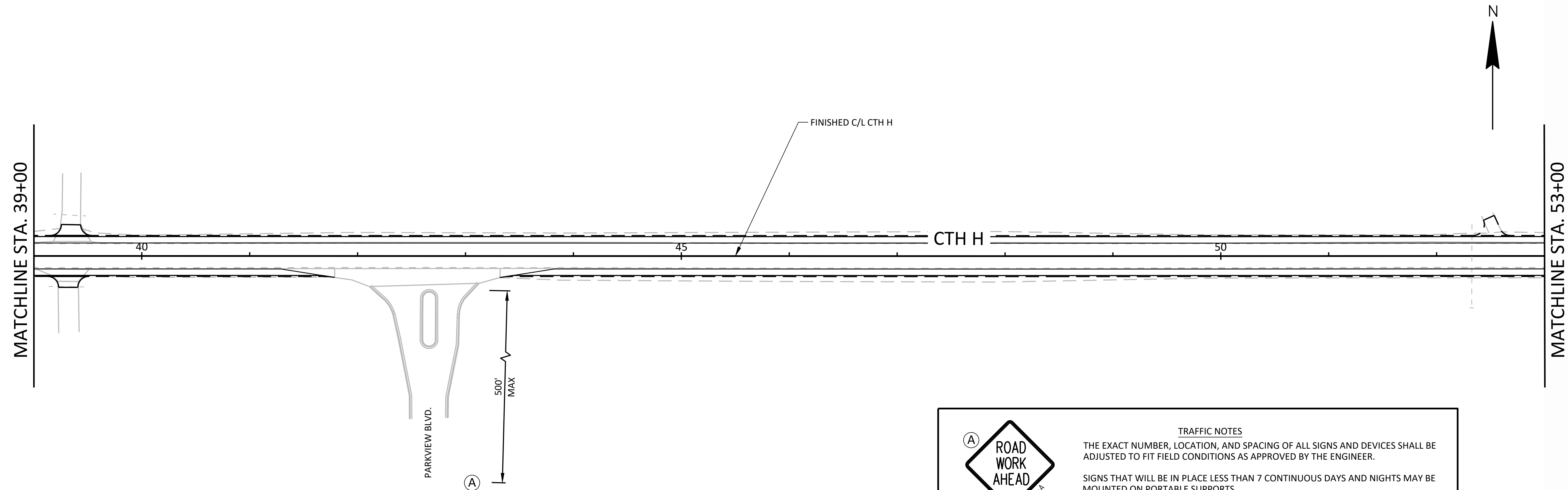
PROJECT NO: 5609-00-70	HWY: CTH H	COUNTY: GRANT	PAVEMENT MARKING & PERMANENT SIGNING	SHEET 63	E

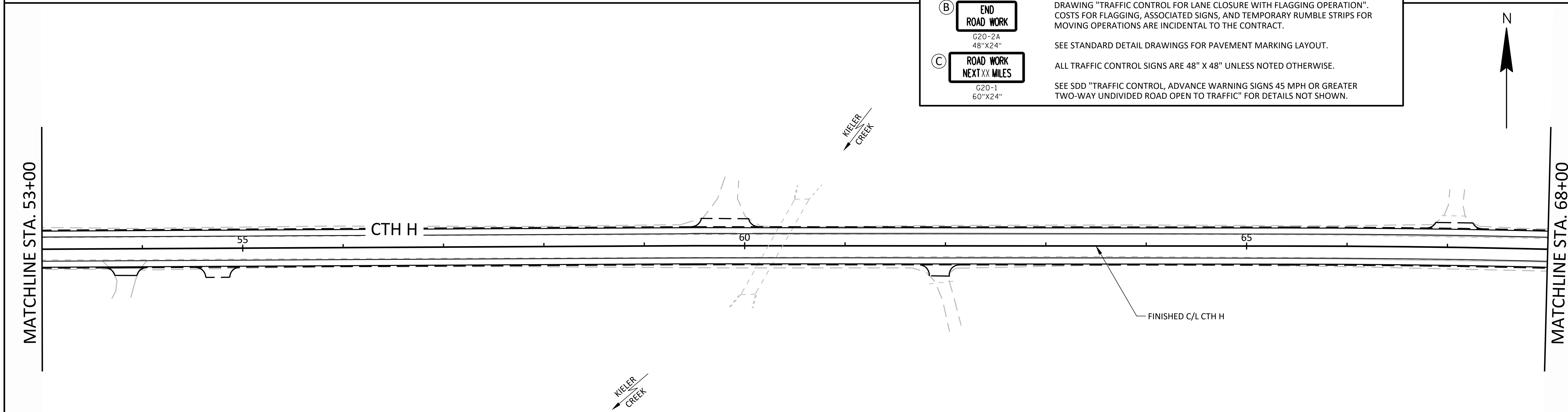
FILE NAME : S:\PROJECTS\G78020 GRANT CO HWY - CTH H REHABILITATION\SHEETSPLAN\DETAILS\56090000_PAVEMENT MARKING AND PERMANENT SIGNING.DWG PLOT DATE : 8/22/2022 9:44:29 AM PLOT BY : AUSTIN KASZUBSKI PLOT SCALE : 1" = 1' LAYOUT : SHEET - (17)



PROJECT NO: 5609-00-70	HWY: CTH H	COUNTY: GRANT	TRAFFIC CONTROL	SHEET 64	E

FILE NAME : S:\PROJECTS\G78020 GRANT CO HWY - CTH H REHABILITATION\SHEETSPLAN\DETAILS\56090000_TRAFFIC CONTROL.DWG PLOT DATE : 7/26/2022 4:16:54 PM PLOT BY : THEODORE HERBERS PLOT SCALE : 1" = 1' LAYOUT : SHEET - (1)





(A) ROAD WORK AHEAD — W20-1-A

(B) END ROAD WORK — G20-2A 48"X24"

(C) ROAD WORK NEXT XX MILES — G20-1 60"X24"

TRAFFIC NOTES

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

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

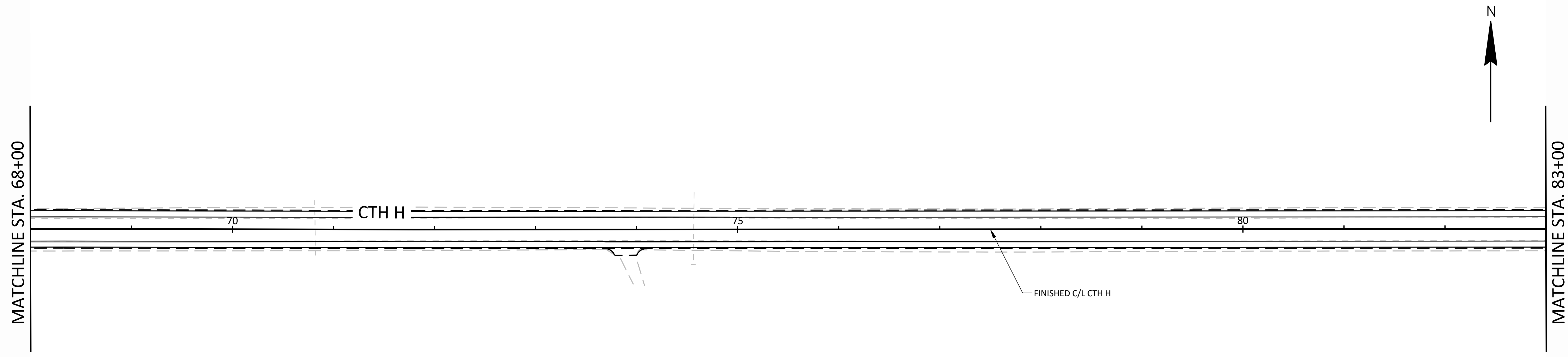
FOR MOVING OPERATION STA. 10+50 TO STA. 509+00 SEE STANDARD DETAIL DRAWING "TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION". COSTS FOR FLAGGING, ASSOCIATED SIGNS, AND TEMPORARY RUMBLE STRIPS FOR MOVING OPERATIONS ARE INCIDENTAL TO THE CONTRACT.

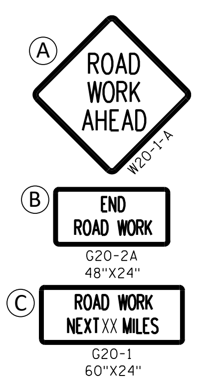
SEE STANDARD DETAIL DRAWINGS FOR PAVEMENT MARKING LAYOUT.

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

SEE SDD "TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 MPH OR GREATER TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC" FOR DETAILS NOT SHOWN.

2





TRAFFIC NOTES

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

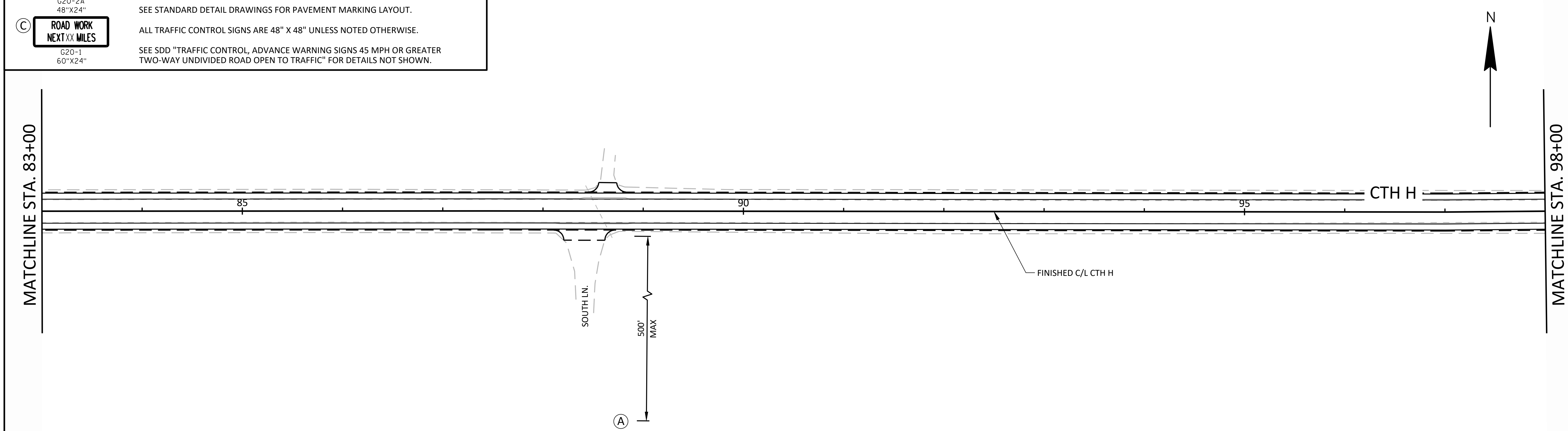
SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

FOR MOVING OPERATION STA. 10+50 TO STA. 509+00 SEE STANDARD DETAIL DRAWING "TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION". COSTS FOR FLAGGING, ASSOCIATED SIGNS, AND TEMPORARY RUMBLE STRIPS FOR MOVING OPERATIONS ARE INCIDENTAL TO THE CONTRACT.

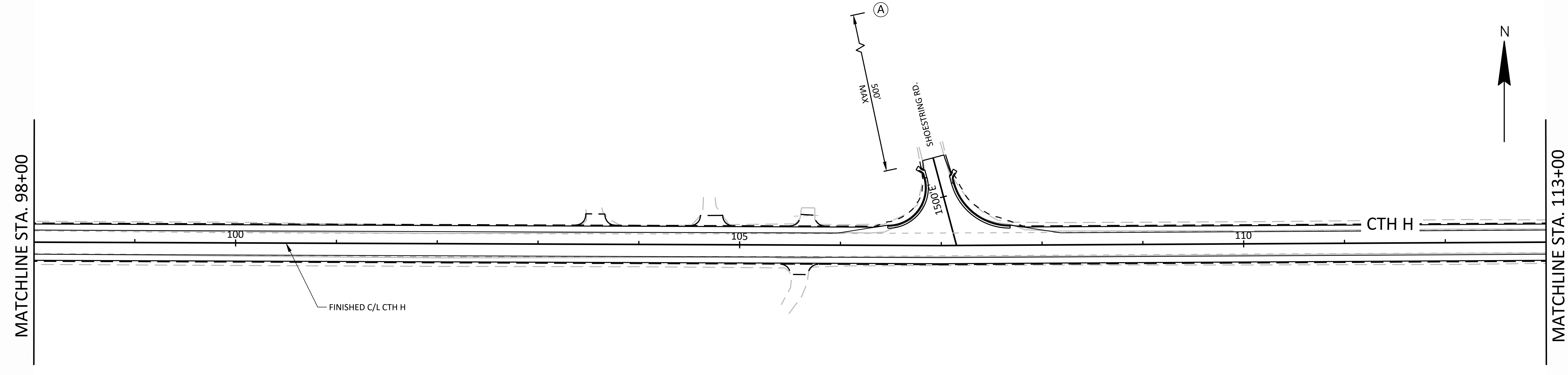
SEE STANDARD DETAIL DRAWINGS FOR PAVEMENT MARKING LAYOUT.

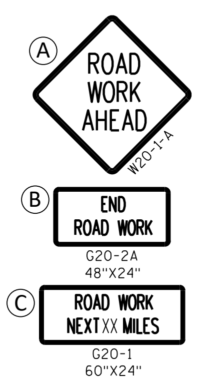
ALL TRAFFIC CONTROL SIGNS ARE 48" X 48" UNLESS NOTED OTHERWISE.

SEE SDD "TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 MPH OR GREATER TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC" FOR DETAILS NOT SHOWN.



PROJECT NO: 5609-00-70	HWY: CTH H	COUNTY: GRANT	TRAFFIC CONTROL	SHEET 66	E





TRAFFIC NOTES

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

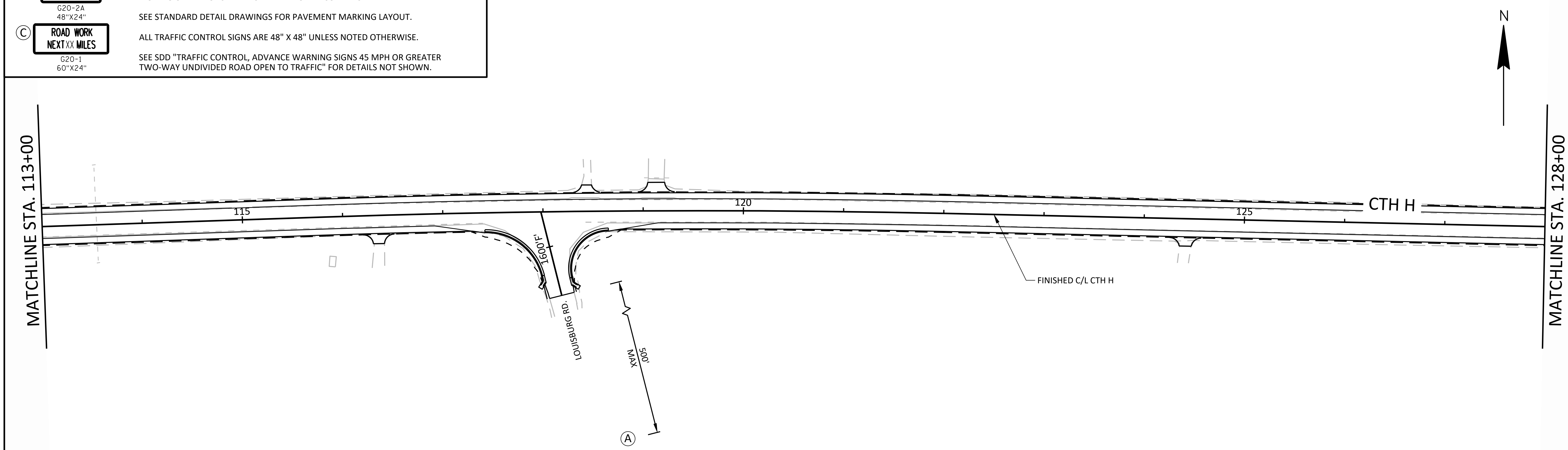
SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

FOR MOVING OPERATION STA. 10+50 TO STA. 509+00 SEE STANDARD DETAIL DRAWING "TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION". COSTS FOR FLAGGING, ASSOCIATED SIGNS, AND TEMPORARY RUMBLE STRIPS FOR MOVING OPERATIONS ARE INCIDENTAL TO THE CONTRACT.

SEE STANDARD DETAIL DRAWINGS FOR PAVEMENT MARKING LAYOUT.

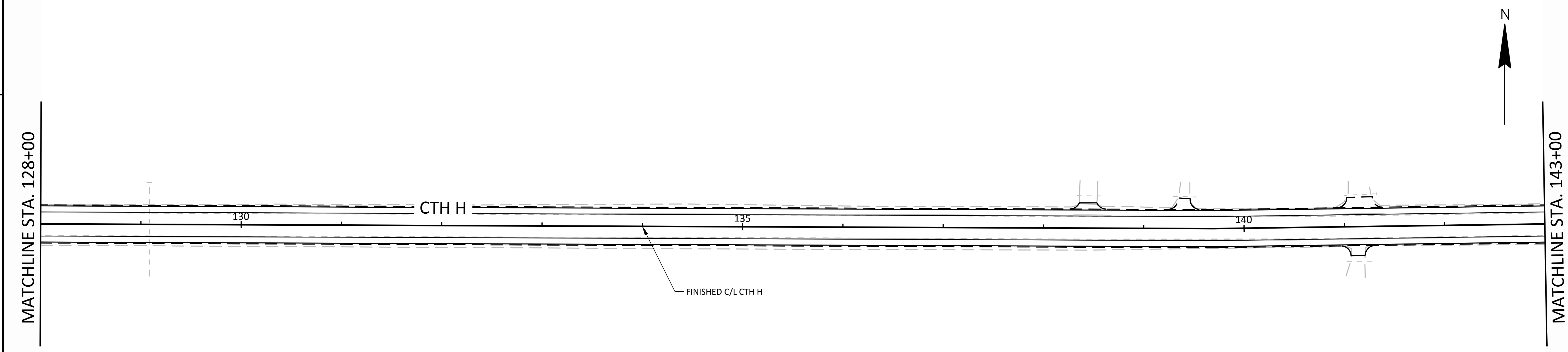
ALL TRAFFIC CONTROL SIGNS ARE 48" X 48" UNLESS NOTED OTHERWISE.

SEE SDD "TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 MPH OR GREATER TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC" FOR DETAILS NOT SHOWN.



PROJECT NO: 5609-00-70	HWY: CTH H	COUNTY: GRANT	TRAFFIC CONTROL	SHEET	E

FILE NAME : S:\PROJECTS\G78020 GRANT CO HWY - CTH H REHABILITATION\SHEETSPLAN\DETAILS\56090000_TRAFFIC CONTROL.DWG PLOT DATE : 7/26/2022 4:17:06 PM PLOT BY : THEODORE HERBERS PLOT SCALE : 1" = 1' LAYOUT : SHEET - (4)



TRAFFIC NOTES

Ⓐ ROAD WORK AHEAD W20-1-A

Ⓑ END ROAD WORK G20-2A 48"X24"

Ⓒ ROAD WORK NEXT XX MILES G20-1 60"X24"

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

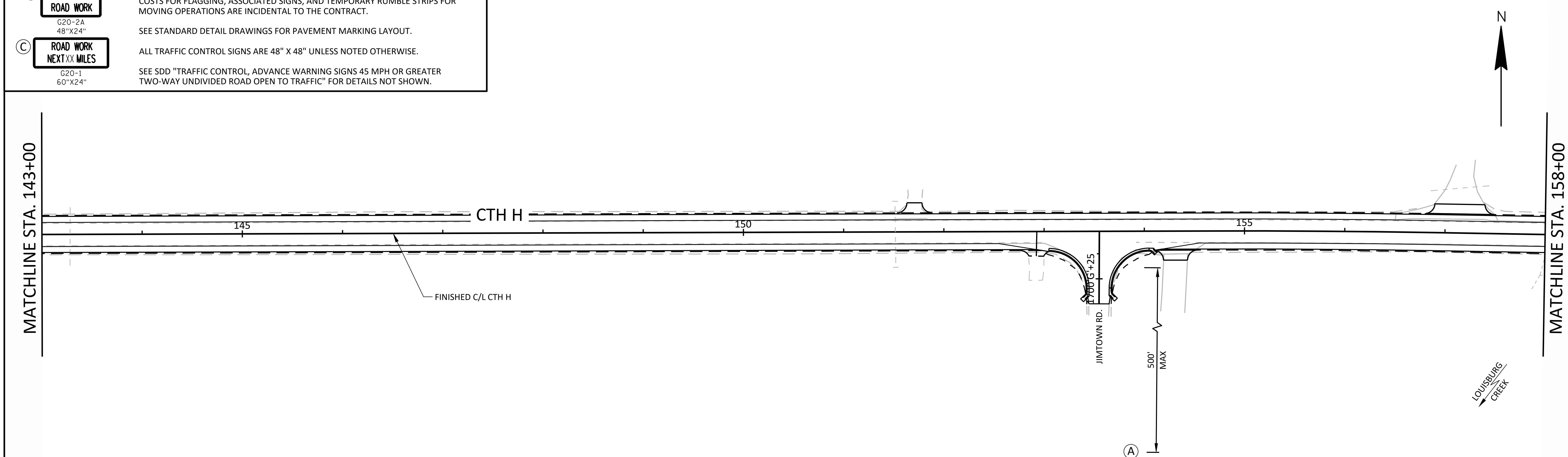
SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

FOR MOVING OPERATION STA. 10+50 TO STA. 509+00 SEE STANDARD DETAIL DRAWING "TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION". COSTS FOR FLAGGING, ASSOCIATED SIGNS, AND TEMPORARY RUMBLE STRIPS FOR MOVING OPERATIONS ARE INCIDENTAL TO THE CONTRACT.

SEE STANDARD DETAIL DRAWINGS FOR PAVEMENT MARKING LAYOUT.

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

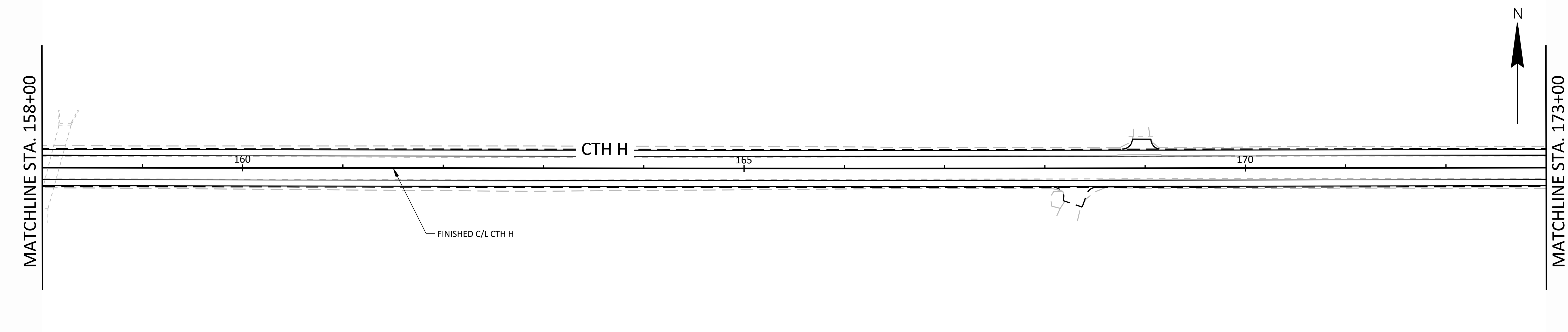
SEE SDD "TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 MPH OR GREATER TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC" FOR DETAILS NOT SHOWN.



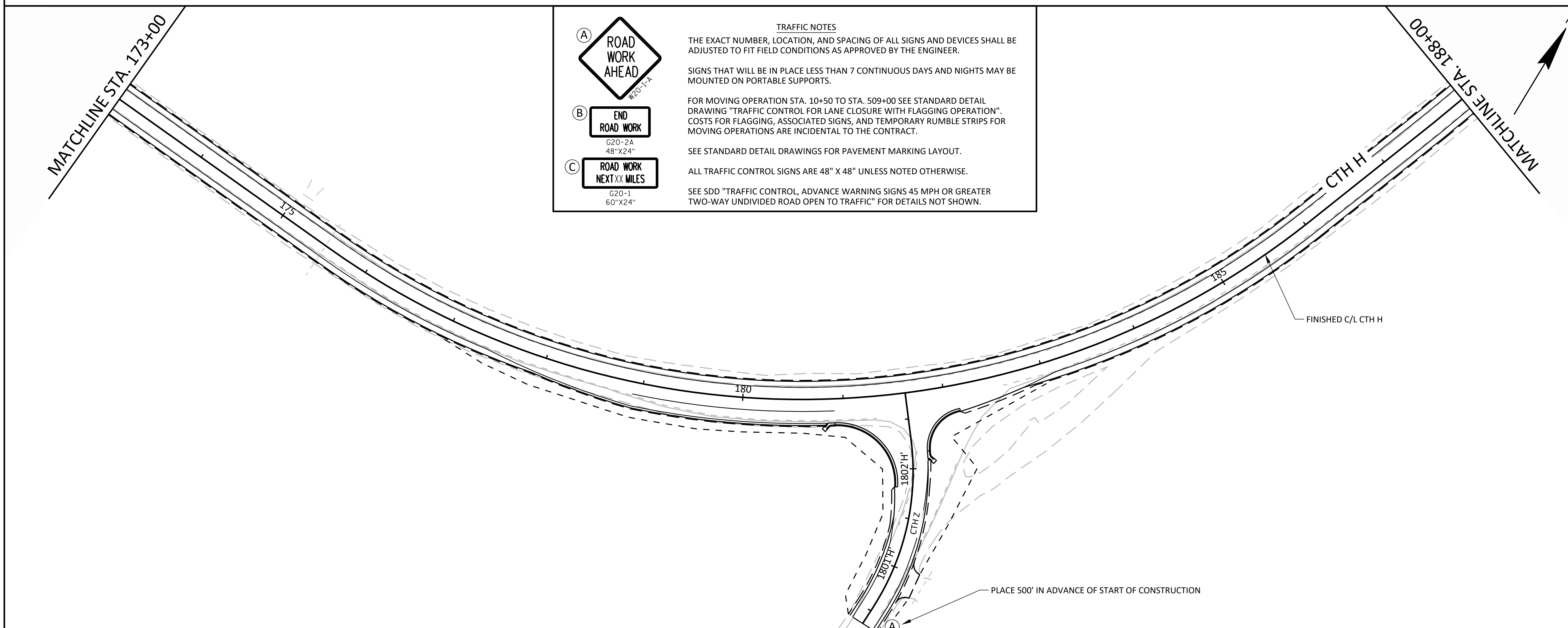
PROJECT NO: 5609-00-70	HWY: CTH H	COUNTY: GRANT	TRAFFIC CONTROL	SHEET 68	E

FILE NAME : S:\PROJECTS\G78020 GRANT CO HWY - CTH H REHABILITATION\SHEETSPLAN\DETAILS\56090000_TRAFFIC CONTROL.DWG PLOT DATE : 7/26/2022 4:17:10 PM PLOT BY : THEODORE HERBERS PLOT SCALE : 1" = 1' LAYOUT : SHEET - (5)

2



2



A
ROAD WORK AHEAD
W20-1-A

B
END ROAD WORK
G20-2A
48"X24"

C
ROAD WORK NEXT XX MILES
G20-1
60"X24"

TRAFFIC NOTES

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

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

FOR MOVING OPERATION STA. 10+50 TO STA. 509+00 SEE STANDARD DETAIL DRAWING "TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION". COSTS FOR FLAGGING, ASSOCIATED SIGNS, AND TEMPORARY RUMBLE STRIPS FOR MOVING OPERATIONS ARE INCIDENTAL TO THE CONTRACT.

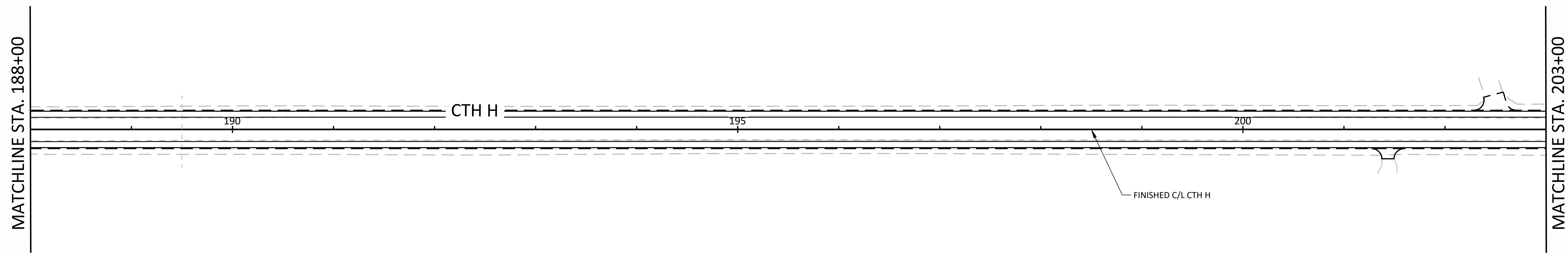
SEE STANDARD DETAIL DRAWINGS FOR PAVEMENT MARKING LAYOUT.

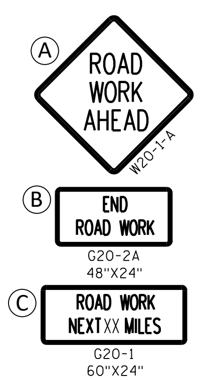
ALL TRAFFIC CONTROL SIGNS ARE 48" X 48" UNLESS NOTED OTHERWISE.

SEE SDD "TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 MPH OR GREATER TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC" FOR DETAILS NOT SHOWN.

PROJECT NO: 5609-00-70	HWY: CTH H	COUNTY: GRANT	TRAFFIC CONTROL	SHEET	E

FILE NAME : S:\PROJECTS\G78020 GRANT CO HWY - CTH H REHABILITATION\SHEETSPLAN\DETAILS\56090000_TRAFFIC CONTROL.DWG PLOT DATE : 7/26/2022 4:17:14 PM PLOT BY : THEODORE HERBERS PLOT SCALE : 1" = 1' LAYOUT : SHEET - (6)





TRAFFIC NOTES

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

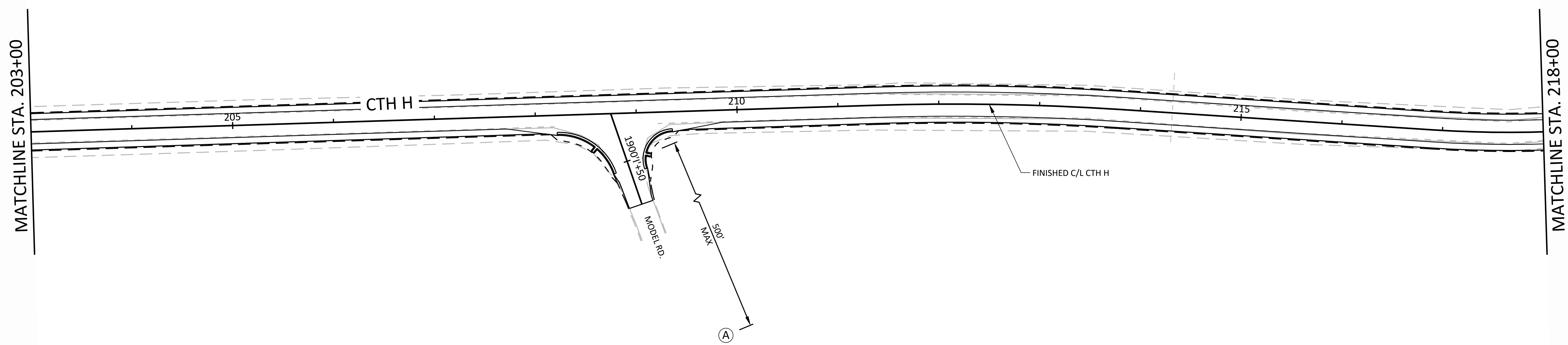
SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

FOR MOVING OPERATION STA. 10+50 TO STA. 509+00 SEE STANDARD DETAIL DRAWING "TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION". COSTS FOR FLAGGING, ASSOCIATED SIGNS, AND TEMPORARY RUMBLE STRIPS FOR MOVING OPERATIONS ARE INCIDENTAL TO THE CONTRACT.

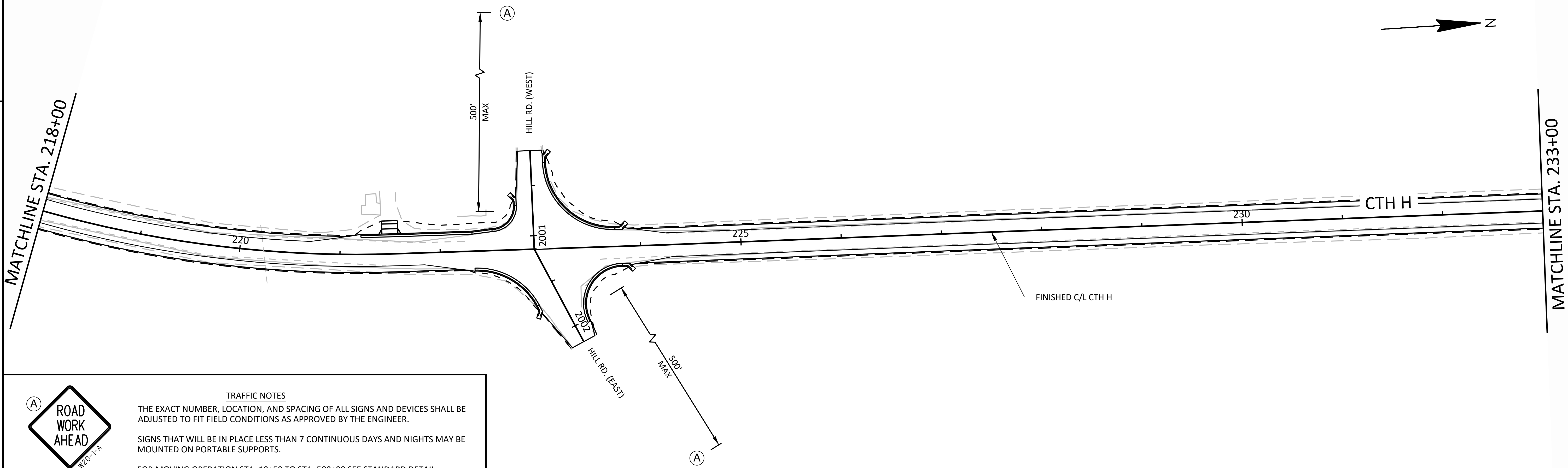
SEE STANDARD DETAIL DRAWINGS FOR PAVEMENT MARKING LAYOUT.

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

SEE SDD "TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 MPH OR GREATER TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC" FOR DETAILS NOT SHOWN.



PROJECT NO: 5609-00-70	HWY: CTH H	COUNTY: GRANT	TRAFFIC CONTROL	SHEET 70	E



(A) ROAD WORK AHEAD W20-1-A

(B) END ROAD WORK G20-2A 48"X24"

(C) ROAD WORK NEXT XX MILES G20-1 60"X24"

TRAFFIC NOTES

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

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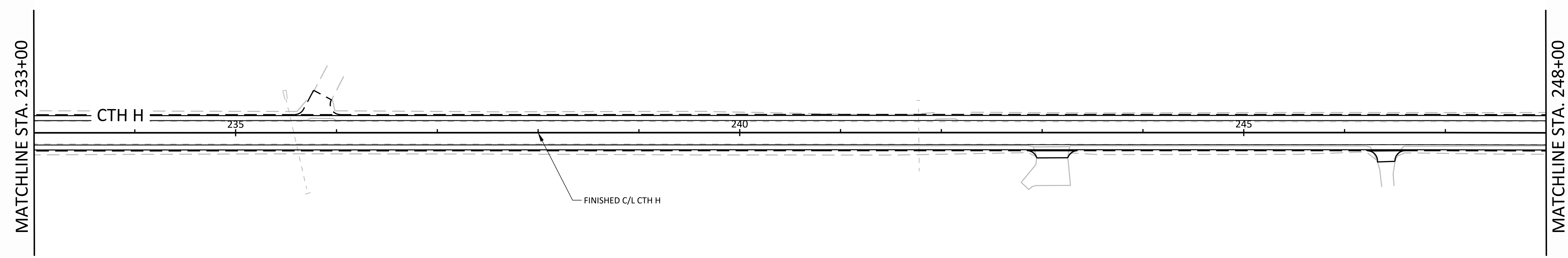
SEE STANDARD DETAIL DRAWINGS FOR PAVEMENT MARKING LAYOUT.

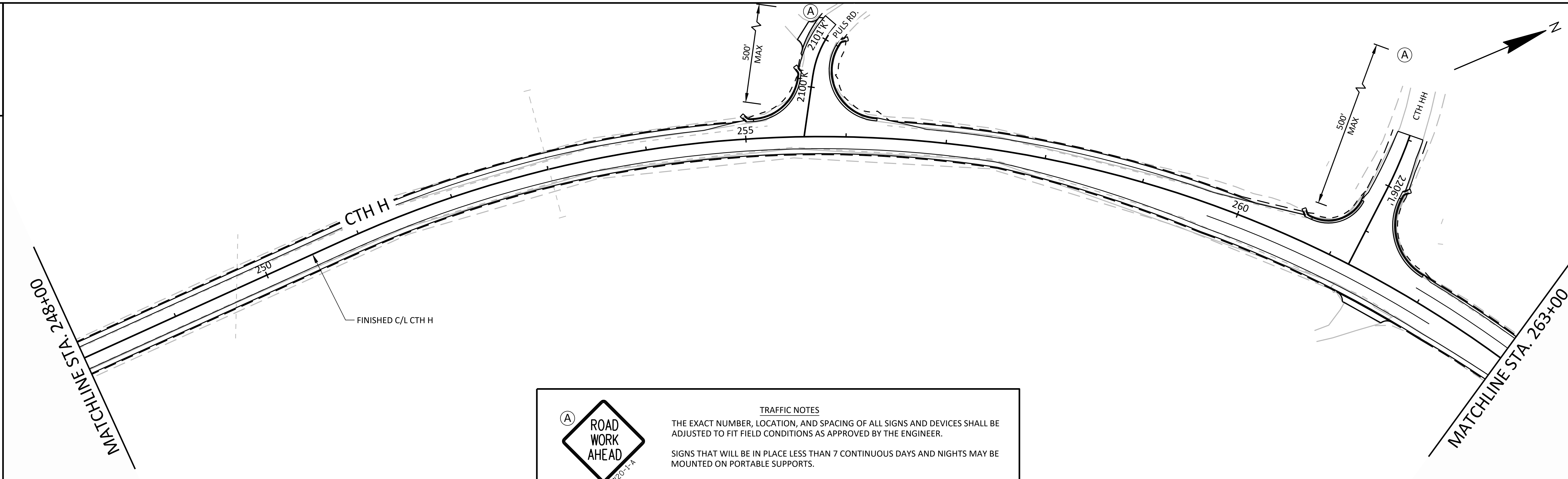
ALL TRAFFIC CONTROL SIGNS ARE 48" X 48" UNLESS NOTED OTHERWISE.

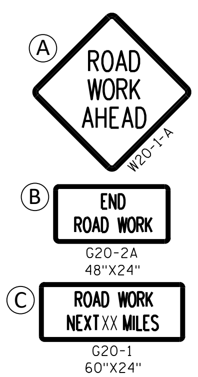
SEE SDD "TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 MPH OR GREATER TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC" FOR DETAILS NOT SHOWN.



PROJECT NO: 5609-00-70	HWY: CTH H	COUNTY: GRANT	TRAFFIC CONTROL	SHEET	E

FILE NAME : S:\PROJECTS\G78020 GRANT CO HWY - CTH H REHABILITATION\SHEETSPLAN\DETAILS\56090000_TRAFFIC CONTROL.DWG PLOT DATE : 7/26/2022 4:17:22 PM PLOT BY : THEODORE HERBERS PLOT SCALE : 1" = 1' LAYOUT : SHEET - (8)





TRAFFIC NOTES

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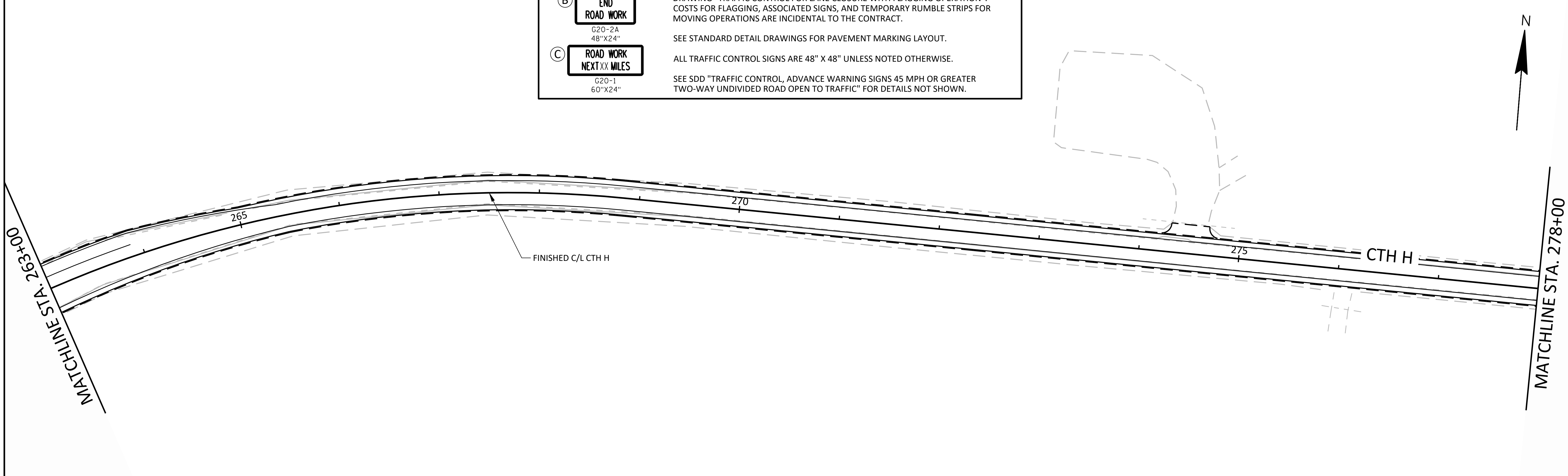
SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

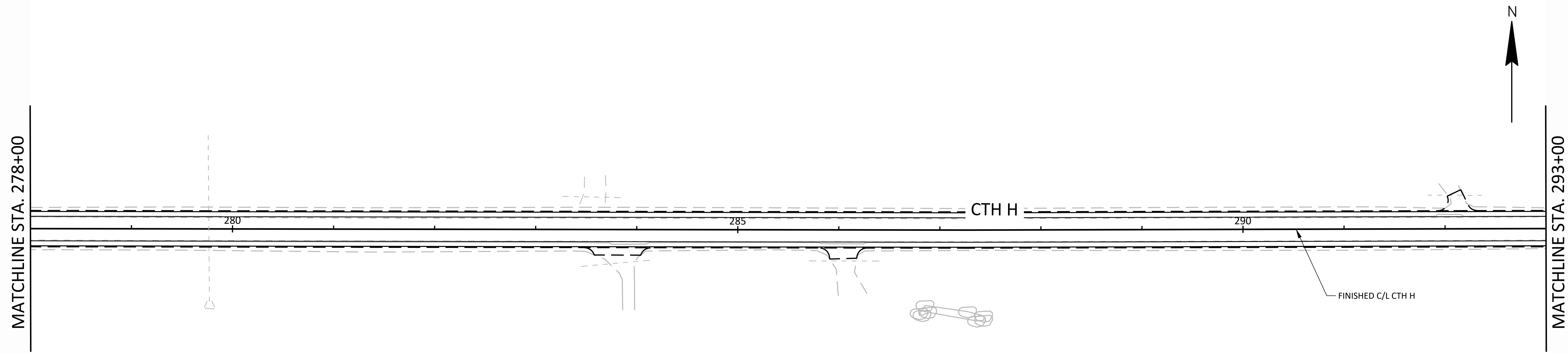
FOR MOVING OPERATION STA. 10+50 TO STA. 509+00 SEE STANDARD DETAIL DRAWING "TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION". COSTS FOR FLAGGING, ASSOCIATED SIGNS, AND TEMPORARY RUMBLE STRIPS FOR MOVING OPERATIONS ARE INCIDENTAL TO THE CONTRACT.

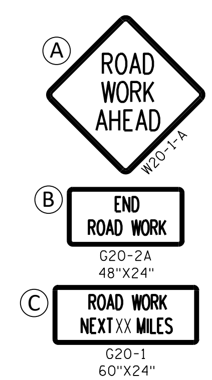
SEE STANDARD DETAIL DRAWINGS FOR PAVEMENT MARKING LAYOUT.

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

SEE SDD "TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 MPH OR GREATER TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC" FOR DETAILS NOT SHOWN.







TRAFFIC NOTES

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SEE STANDARD DETAIL DRAWINGS FOR PAVEMENT MARKING LAYOUT.

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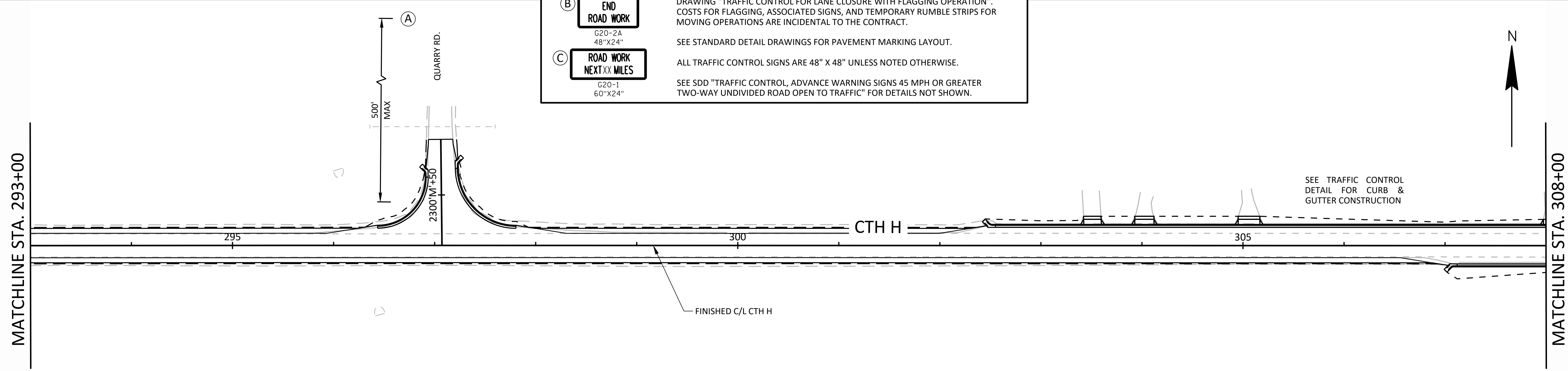
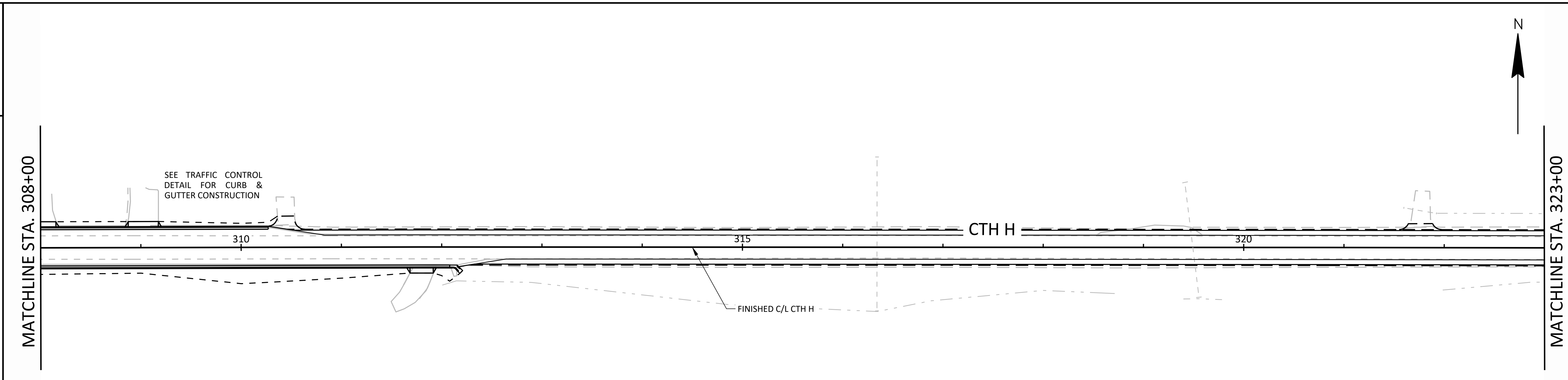
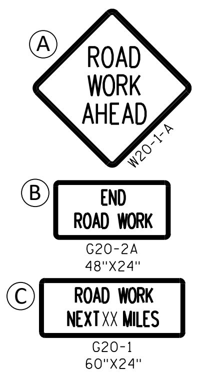
SEE SDD "TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 MPH OR GREATER TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC" FOR DETAILS NOT SHOWN.







TRAFFIC NOTES

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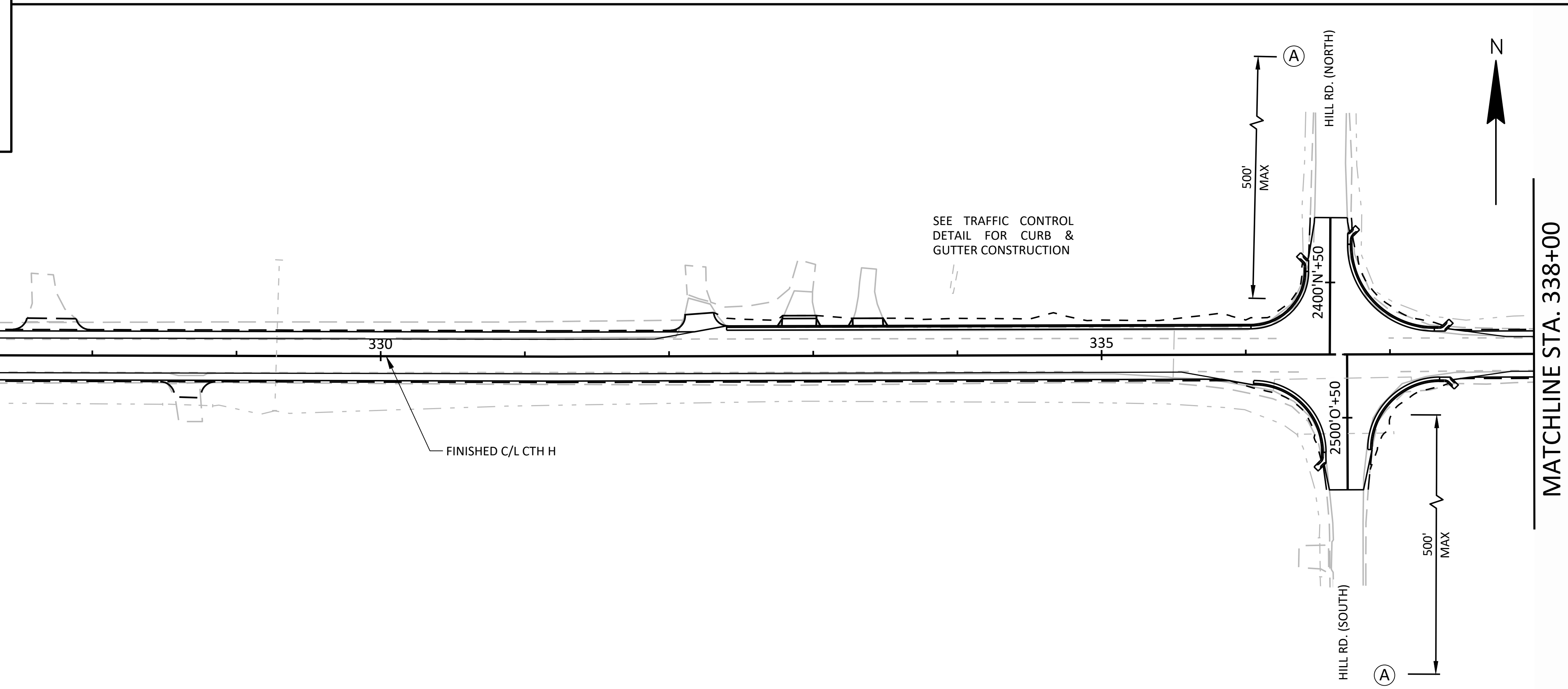
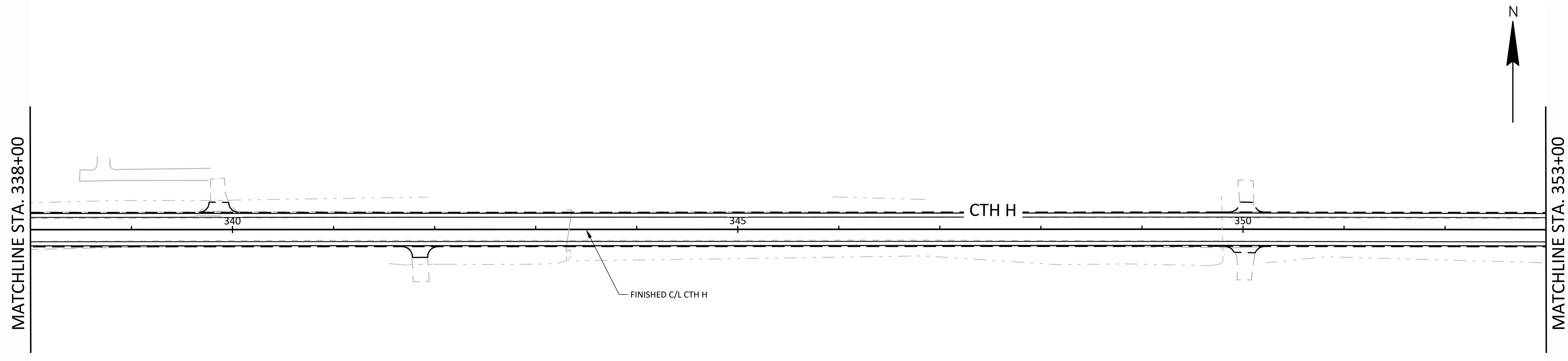
SEE STANDARD DETAIL DRAWINGS FOR PAVEMENT MARKING LAYOUT.

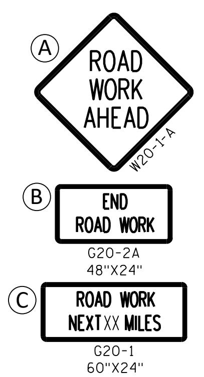
ALL TRAFFIC CONTROL SIGNS ARE 48" X 48" UNLESS NOTED OTHERWISE.

SEE SDD "TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 MPH OR GREATER TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC" FOR DETAILS NOT SHOWN.



2





TRAFFIC NOTES

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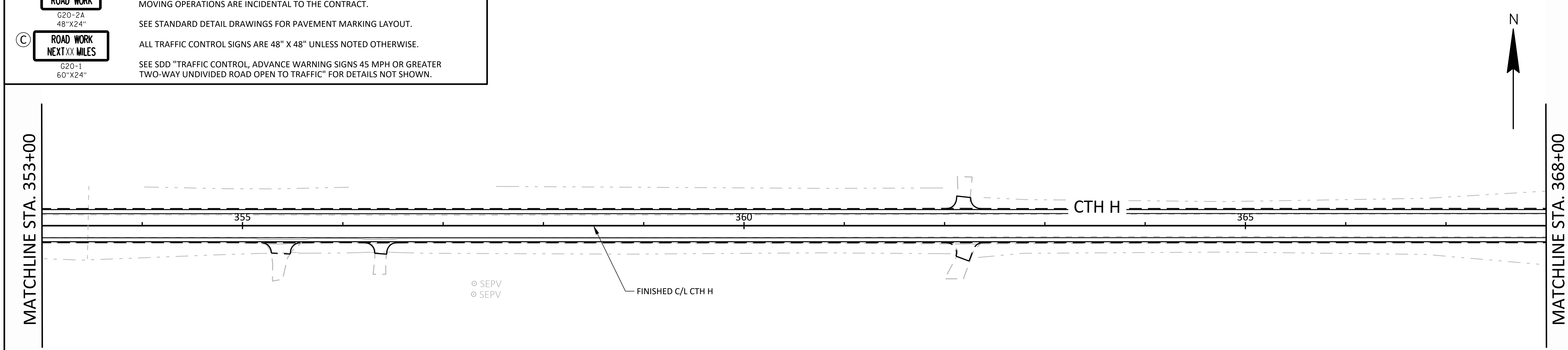
SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

FOR MOVING OPERATION STA. 10+50 TO STA. 509+00 SEE STANDARD DETAIL DRAWING "TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION". COSTS FOR FLAGGING, ASSOCIATED SIGNS, AND TEMPORARY RUMBLE STRIPS FOR MOVING OPERATIONS ARE INCIDENTAL TO THE CONTRACT.

SEE STANDARD DETAIL DRAWINGS FOR PAVEMENT MARKING LAYOUT.

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

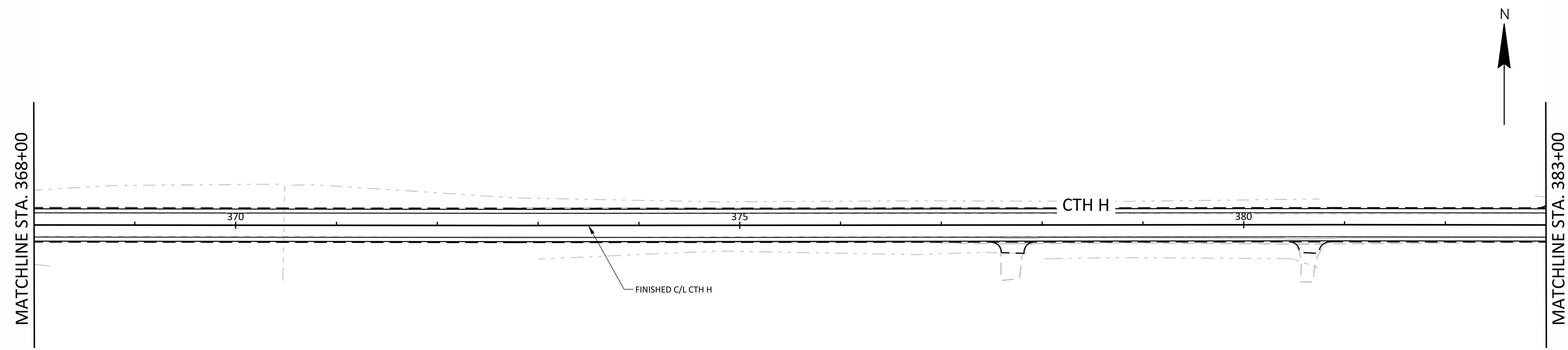
SEE SDD "TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 MPH OR GREATER TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC" FOR DETAILS NOT SHOWN.

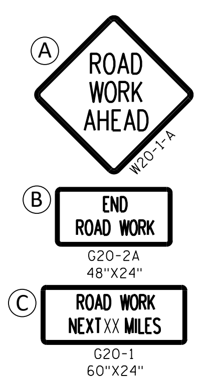


PROJECT NO: 5609-00-70	HWY: CTH H	COUNTY: GRANT	TRAFFIC CONTROL	SHEET	E

FILE NAME : S:\PROJECTS\G78020 GRANT CO HWY - CTH H REHABILITATION\SHEETSPLAN\DETAILS\56090000_TRAFFIC CONTROL.DWG PLOT DATE : 7/26/2022 4:17:39 PM PLOT BY : THEODORE HERBERS PLOT SCALE : 1" = 1' LAYOUT : SHEET - (12)

2





TRAFFIC NOTES

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

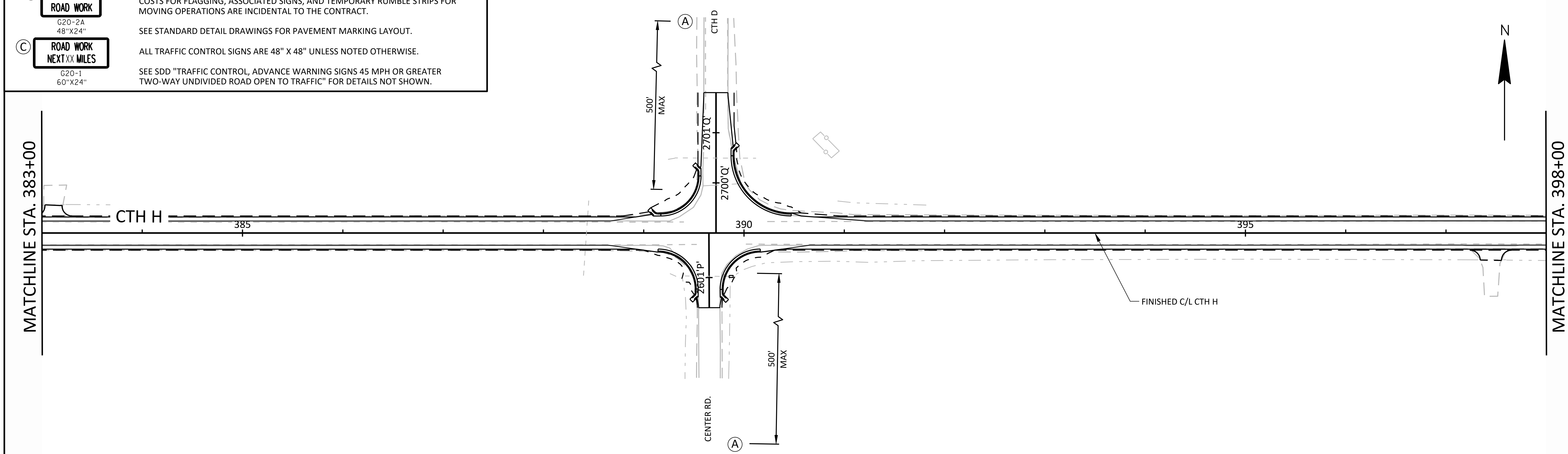
SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

FOR MOVING OPERATION STA. 10+20 TO STA. 509+00 SEE STANDARD DETAIL DRAWING "TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION". COSTS FOR FLAGGING, ASSOCIATED SIGNS, AND TEMPORARY RUMBLE STRIPS FOR MOVING OPERATIONS ARE INCIDENTAL TO THE CONTRACT.

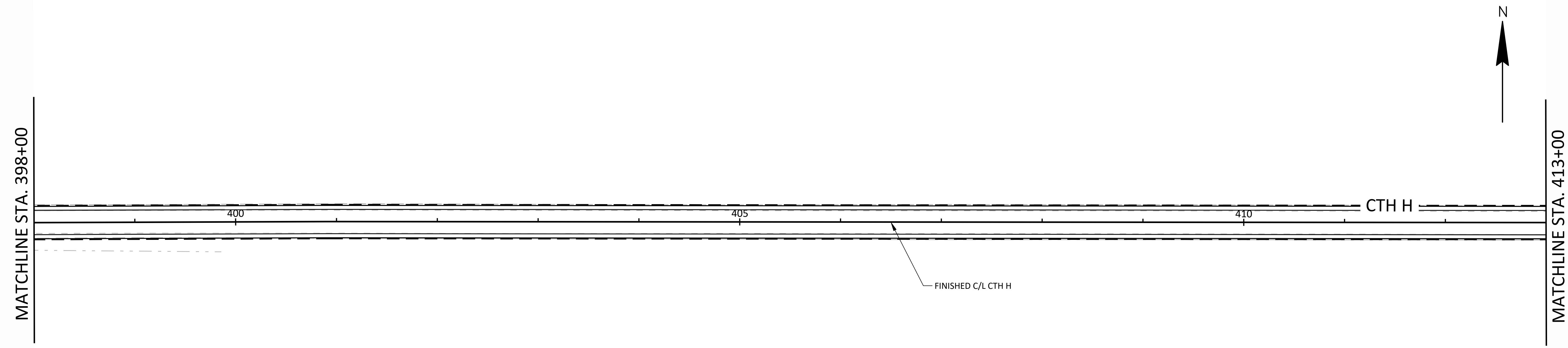
SEE STANDARD DETAIL DRAWINGS FOR PAVEMENT MARKING LAYOUT.

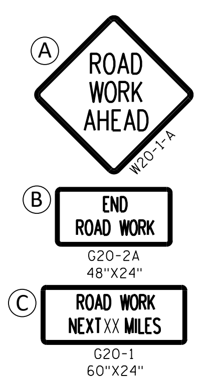
ALL TRAFFIC CONTROL SIGNS ARE 48" X 48" UNLESS NOTED OTHERWISE.

SEE SDD "TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 MPH OR GREATER TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC" FOR DETAILS NOT SHOWN.



PROJECT NO: 5609-00-70	HWY: CTH H	COUNTY: GRANT	TRAFFIC CONTROL	SHEET 76	E





TRAFFIC NOTES

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

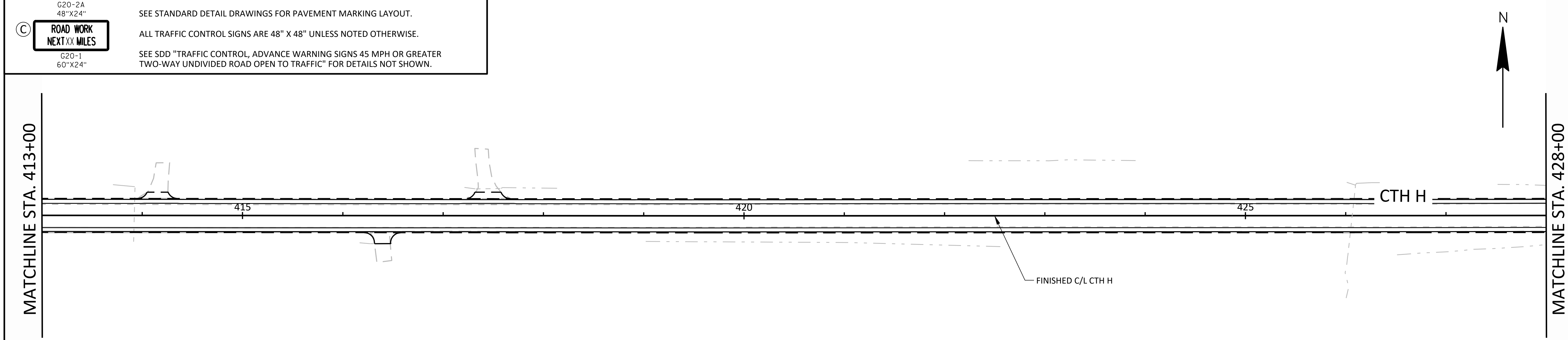
SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

FOR MOVING OPERATION STA. 10+50 TO STA. 509+00 SEE STANDARD DETAIL DRAWING "TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION". COSTS FOR FLAGGING, ASSOCIATED SIGNS, AND TEMPORARY RUMBLE STRIPS FOR MOVING OPERATIONS ARE INCIDENTAL TO THE CONTRACT.

SEE STANDARD DETAIL DRAWINGS FOR PAVEMENT MARKING LAYOUT.

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

SEE SDD "TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 MPH OR GREATER TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC" FOR DETAILS NOT SHOWN.



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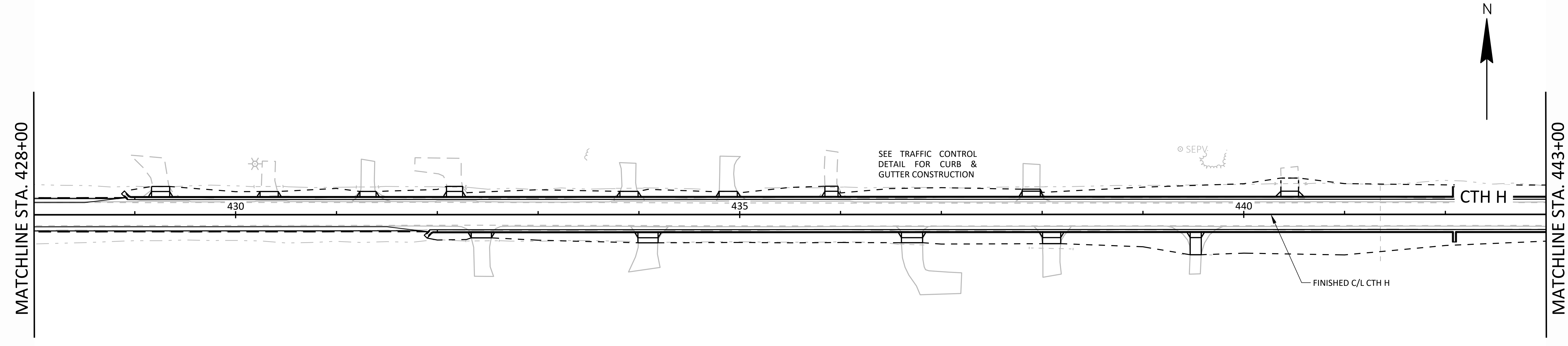

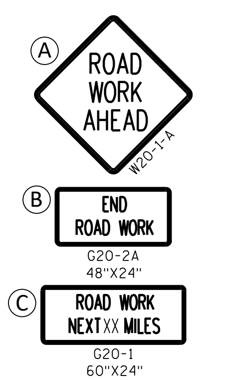

TRAFFIC NOTES

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

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

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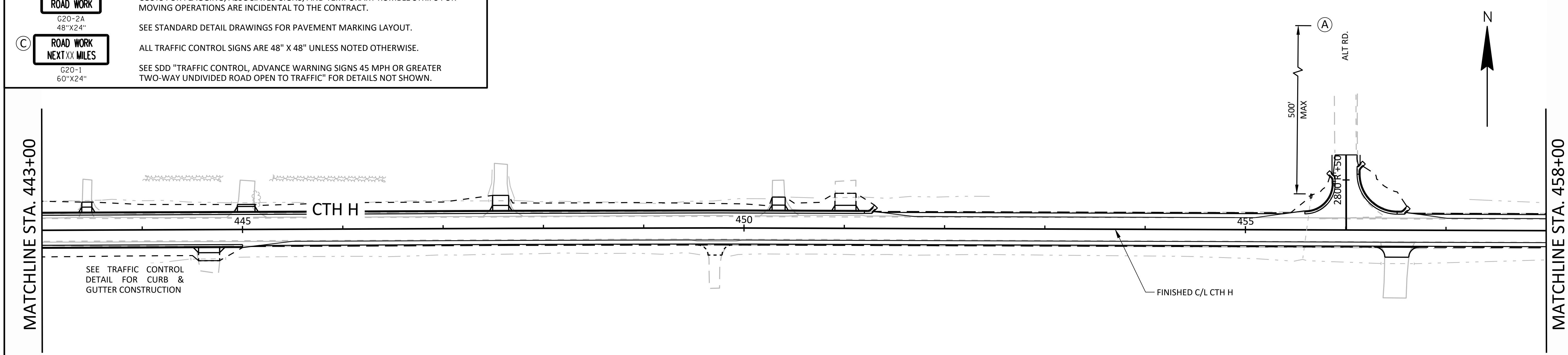
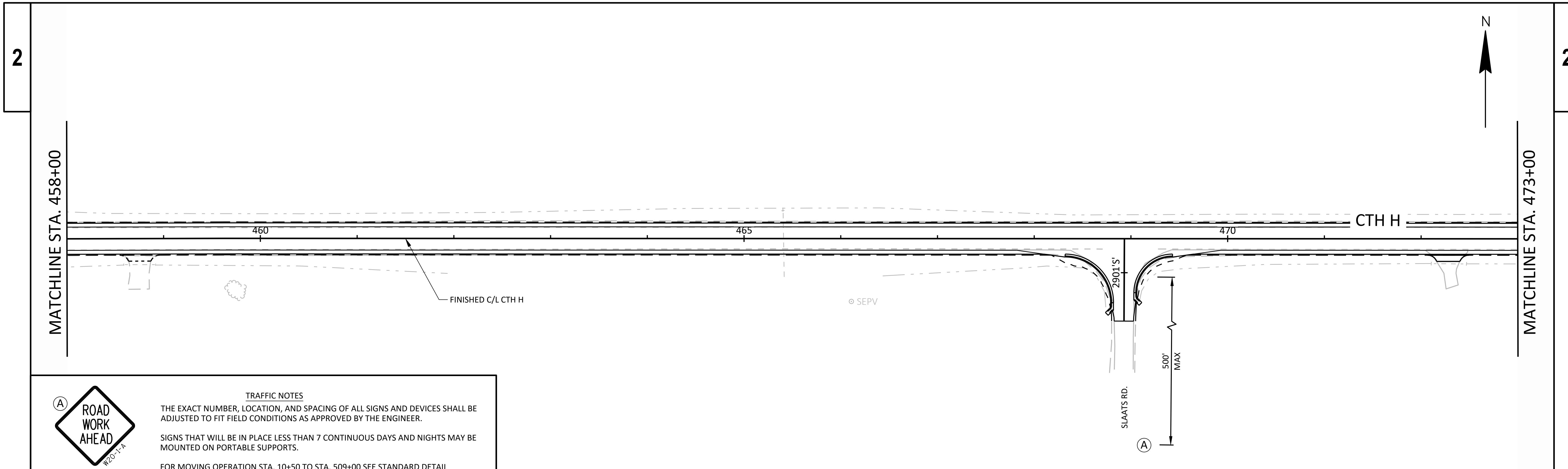
SEE STANDARD DETAIL DRAWINGS FOR PAVEMENT MARKING LAYOUT.

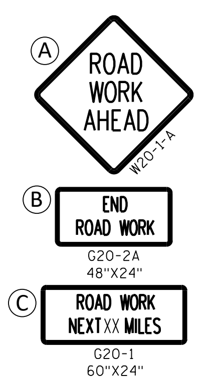
ALL TRAFFIC CONTROL SIGNS ARE 48" X 48" UNLESS NOTED OTHERWISE.

SEE SDD "TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 MPH OR GREATER TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC" FOR DETAILS NOT SHOWN.



PROJECT NO: 5609-00-70	HWY: CTH H	COUNTY: GRANT	TRAFFIC CONTROL	SHEET 78	E





TRAFFIC NOTES

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

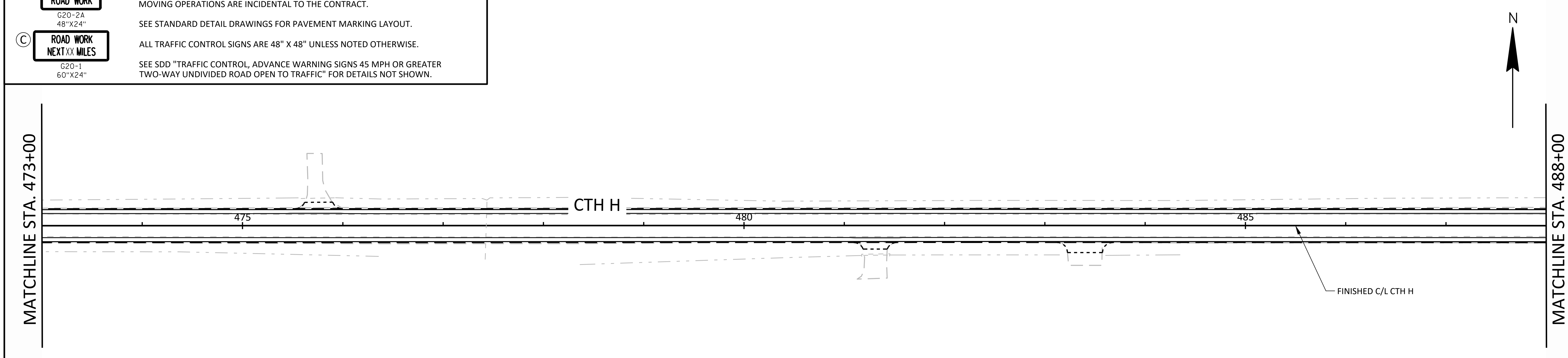
SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

FOR MOVING OPERATION STA. 10+50 TO STA. 509+00 SEE STANDARD DETAIL DRAWING "TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION". COSTS FOR FLAGGING, ASSOCIATED SIGNS, AND TEMPORARY RUMBLE STRIPS FOR MOVING OPERATIONS ARE INCIDENTAL TO THE CONTRACT.

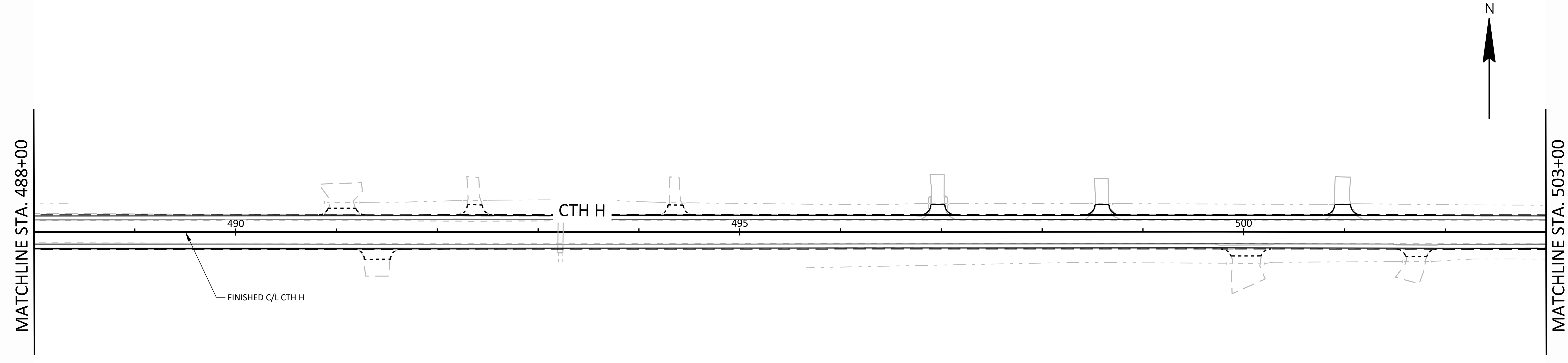
SEE STANDARD DETAIL DRAWINGS FOR PAVEMENT MARKING LAYOUT.

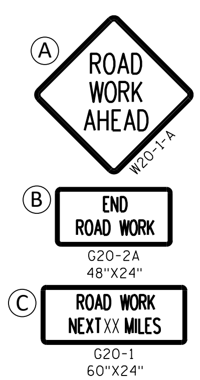
ALL TRAFFIC CONTROL SIGNS ARE 48" X 48" UNLESS NOTED OTHERWISE.

SEE SDD "TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 MPH OR GREATER TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC" FOR DETAILS NOT SHOWN.



PROJECT NO: 5609-00-70	HWY: CTH H	COUNTY: GRANT	TRAFFIC CONTROL	SHEET 79	E





TRAFFIC NOTES

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

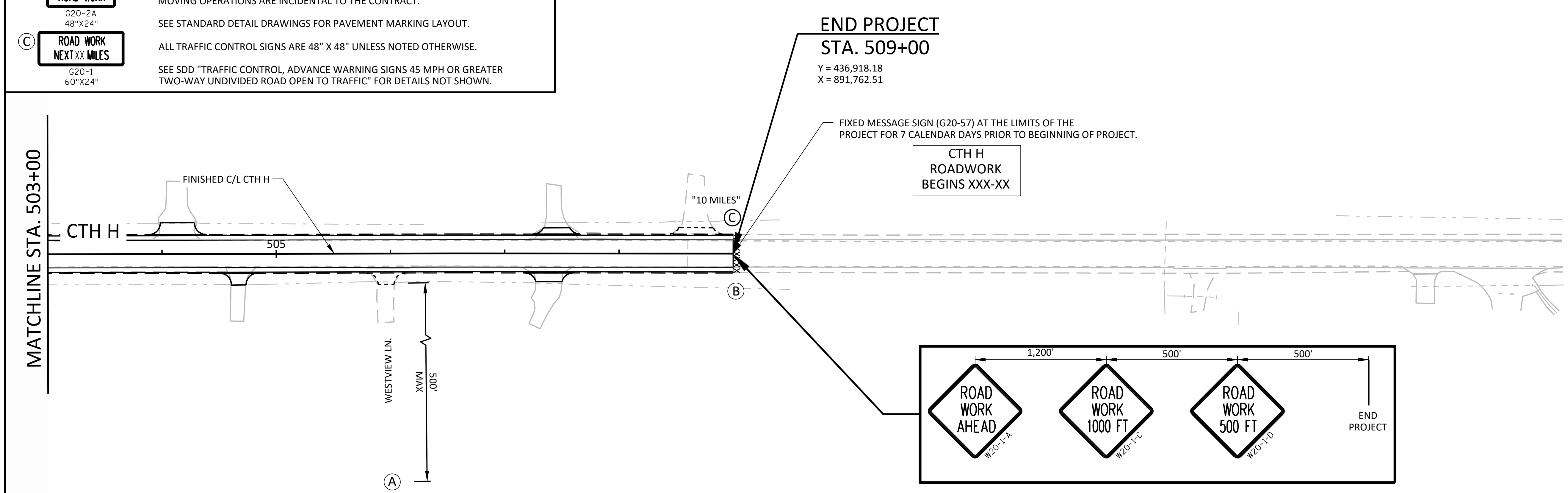
SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

FOR MOVING OPERATION STA. 10+0 TO STA. 509+00 SEE STANDARD DETAIL DRAWING "TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION". COSTS FOR FLAGGING, ASSOCIATED SIGNS, AND TEMPORARY RUMBLE STRIPS FOR MOVING OPERATIONS ARE INCIDENTAL TO THE CONTRACT.

SEE STANDARD DETAIL DRAWINGS FOR PAVEMENT MARKING LAYOUT.

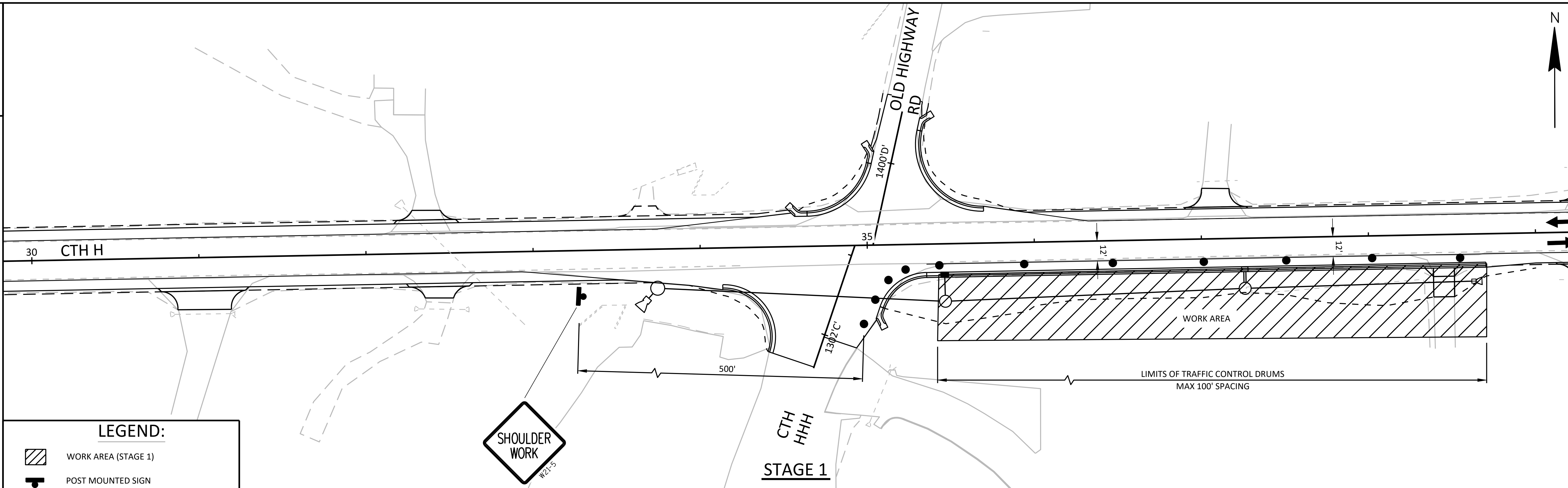
ALL TRAFFIC CONTROL SIGNS ARE 48" X 48" UNLESS NOTED OTHERWISE.

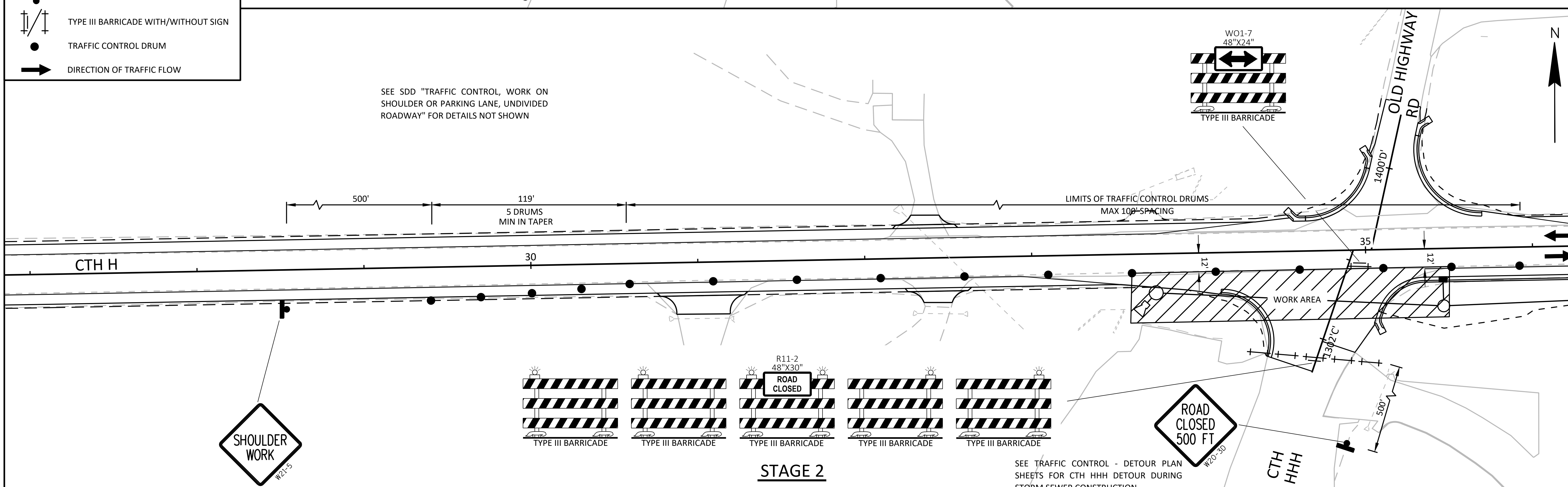
SEE SDD "TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 MPH OR GREATER TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC" FOR DETAILS NOT SHOWN.



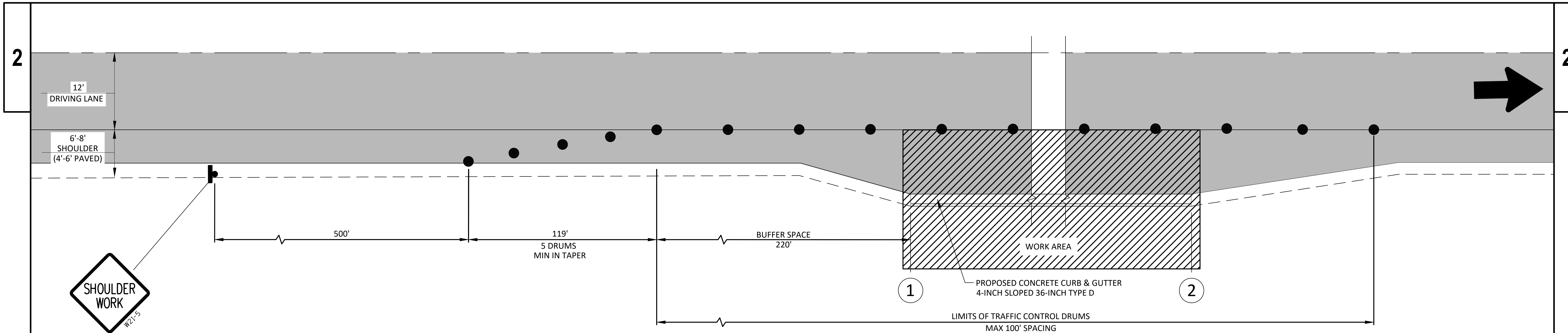
PROJECT NO: 5609-00-70	HWY: CTH H	COUNTY: GRANT	TRAFFIC CONTROL	SHEET 80	E

FILE NAME : S:\PROJECTS\G78020 GRANT CO HWY - CTH H REHABILITATION\SHEETSPLAN\DETAILS\56090000_TRAFFIC CONTROL.DWG PLOT DATE : 7/26/2022 4:18:00 PM PLOT BY : THEODORE HERBERS PLOT SCALE : 1" = 1' LAYOUT : SHEET - (17)





PROJECT NO: 5609-00-70	HWY: CTH H	COUNTY: GRANT	TRAFFIC CONTROL - STORM SEWER INSTALLATION	SHEET 81	E



SEE SDD "TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY" FOR DETAILS NOT SHOWN

CONCRETE CURB & GUTTER LAYOUT DETAIL

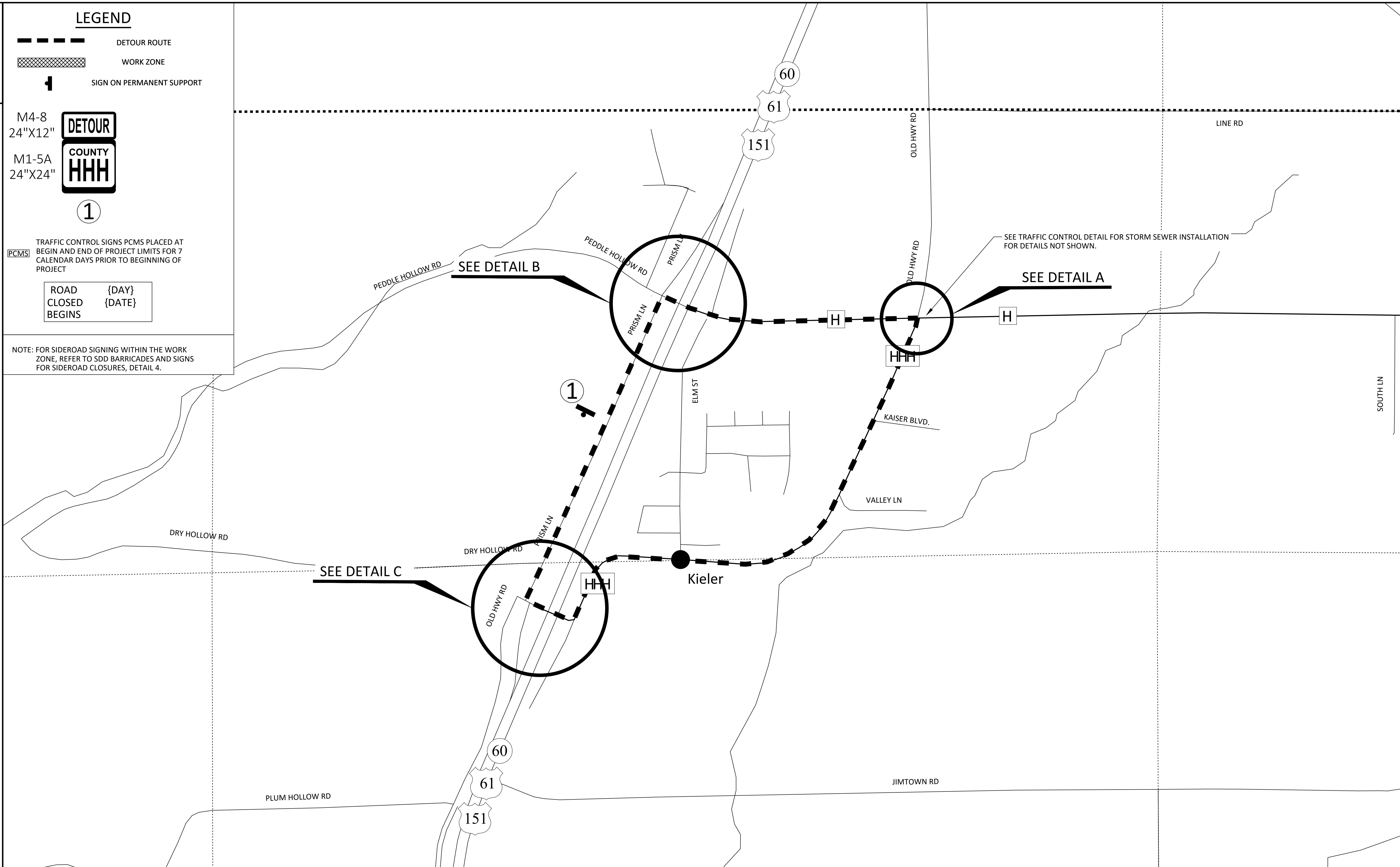
CURB & GUTTER LAYOUT TABLE

LOCATION	STATION ①	STATION ②
MAINLINE, LT.	302+54	310+28
MAINLINE, RT.	307+14	312+07
MAINLINE, LT.	429+00	451+20
MAINLINE, RT.	432+00	445+00

LEGEND:

- WORK AREA
- POST MOUNTED SIGN
- TYPE III BARRICADE WITH/WITHOUT SIGN
- TRAFFIC CONTROL DRUM
- DIRECTION OF TRAFFIC FLOW

2



2

PROJECT NO: 5609-00-70	HWY: CTH H	COUNTY: GRANT	TRAFFIC CONTROL - DETOUR PLAN (CTH HHH)	SHEET 83	E

FILE NAME : S:\PROJECTS\G78020 GRANT CO HWY - CTH H REHABILITATION\SHEETSPLAN\DETAILS\56090000_TRAFFIC CONTROL.DWG PLOT DATE : 7/26/2022 4:18:07 PM PLOT BY : THEODORE HERBERS PLOT SCALE : 1" = 1' LAYOUT : DETOUR ROUTE

2

LEGEND

WORK ZONE	
COVER SIGN	
DETOUR ROUTE	
SIGN ON PERMANENT SUPPORT	
EXISTING SIGN ON SINGLE POST	
EXISTING SIGN ON DOUBLE POST	
TYPE III BARRICADE W/ ATTACHED SIGN AND W/ TRAFFIC CONTROL LIGHTS TYPE A	
BARRICADES TYPE III	
*	SIGN READS "ROAD CLOSED 0.4 MILES AHEAD"
**	SIGN READS "ROAD CLOSED 1.1 MILES AHEAD"

- (A) COUNTY HHH — M1-5A 24"X24"
- (B) M06-1 21"X21"
- (C) DETOUR AHEAD — W20-2A
- (D) SHOULDER WORK — W21-5
- (E) ROAD CLOSED 500 FT — W20-3D
- (F) ROAD CLOSED XX MILES AHEAD LOCAL TRAFFIC ONLY — R11-3 60"X30"
- (G) ROAD CLOSED AHEAD — W20-3A
- (H) W01-7 48"X24"
- (I) DETOUR — M4-9R 30"X24"
- (J) NEXT XX MILES — W57-51 48"X24"
- (K) END DETOUR — M4-8A 24"X18"
- (L) DETOUR — M4-8 24"X12"
- (M) M7-2 12"X9"
- (N) M7-1 12"X9"

GENERAL NOTES:

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

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

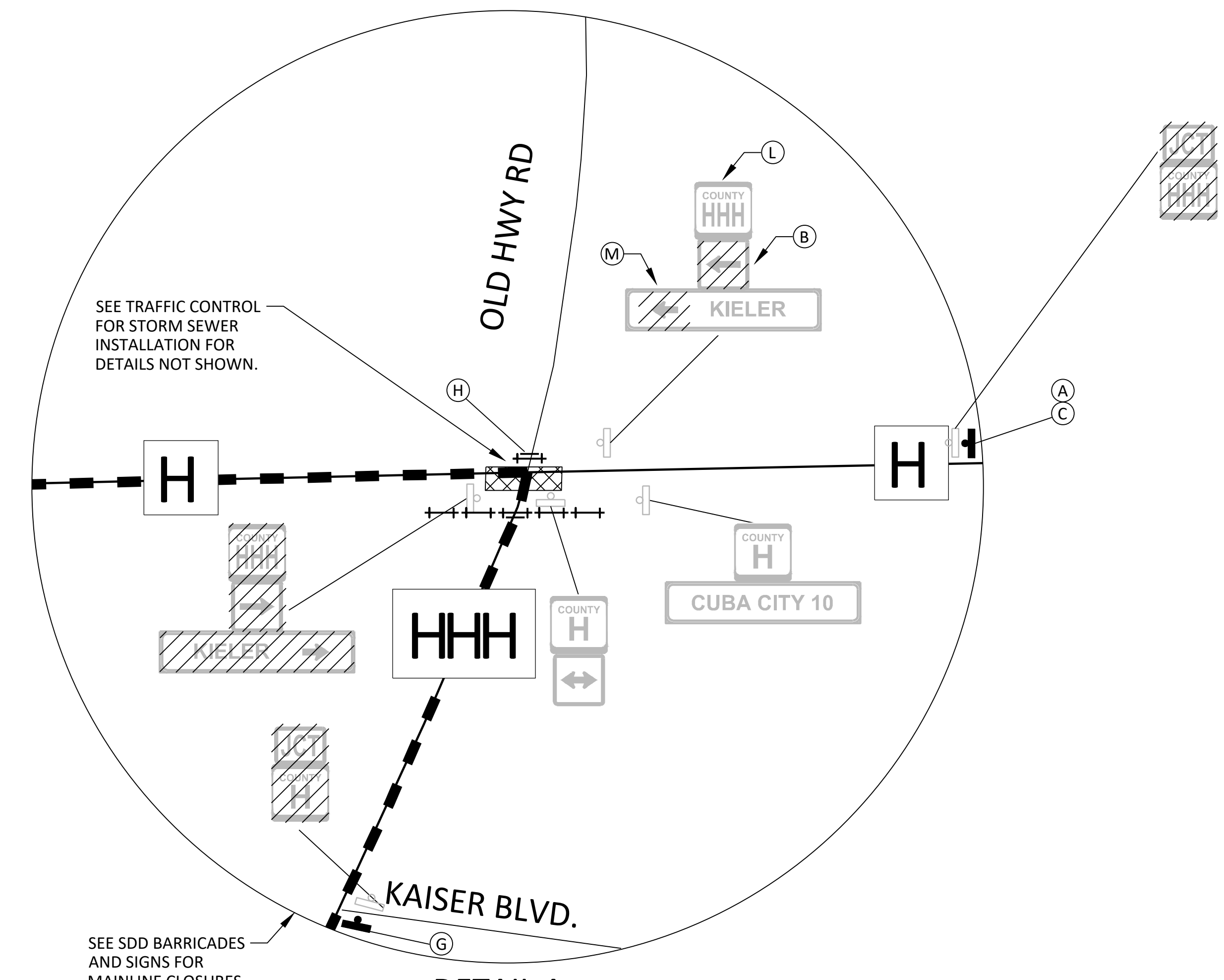
"WO" AND "MO" SERIES SIGNS ARE THE SAME AS "W" AND "M" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

ANY STOP SIGNS WHICH ARE REMOVED FOR A CONSTRUCTION OPERATION SHALL BE IMMEDIATELY RE-ESTABLISHED.

THE EXACT LOCATION OF PORTABLE CHANGEABLE MESSAGE SIGNS SHALL BE DETERMINED IN THE FIELD BY THE ENGINEER.

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED.

CTH H/CTH HHH INTERSECTION



DETAIL A

PROJECT NO: 5609-00-70	HWY: CTH H	COUNTY: GRANT	TRAFFIC CONTROL - DETOUR PLAN (CTH HHH)	SHEET 84	E

2

LEGEND

WORK ZONE

COVER SIGN

DETOUR ROUTE

SIGN ON PERMANENT SUPPORT

EXISTING SIGN ON SINGLE POST

EXISTING SIGN ON DOUBLE POST

TYPE III BARRICADE W/ ATTACHED SIGN AND W/ TRAFFIC CONTROL LIGHTS TYPE A

BARRICADES TYPE III

* SIGN READS "ROAD CLOSED 0.4 MILES AHEAD"

** SIGN READS "ROAD CLOSED 1.1 MILES AHEAD"

(A) COUNTY HHH — M1-5A 24"X24"

(B) M06-1 21"X21"

(C) DETOUR AHEAD — W20-2A

(D) SHOULDER WORK — W21-5

(E) ROAD CLOSED 500 FT — W20-3D

(F) ROAD CLOSED XX MILES AHEAD LOCAL TRAFFIC ONLY — R11-3 60"X30"

(G) ROAD CLOSED AHEAD — W20-3A

(H) WO1-7 48"X24"

(I) DETOUR — M4-9R 30"X24"

(J) NEXT XX MILES — W57-51 48"X24"

(K) END DETOUR — M4-8A 24"X18"

(L) DETOUR — M4-8 24"X12"

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(N) M7-1 12"X9"

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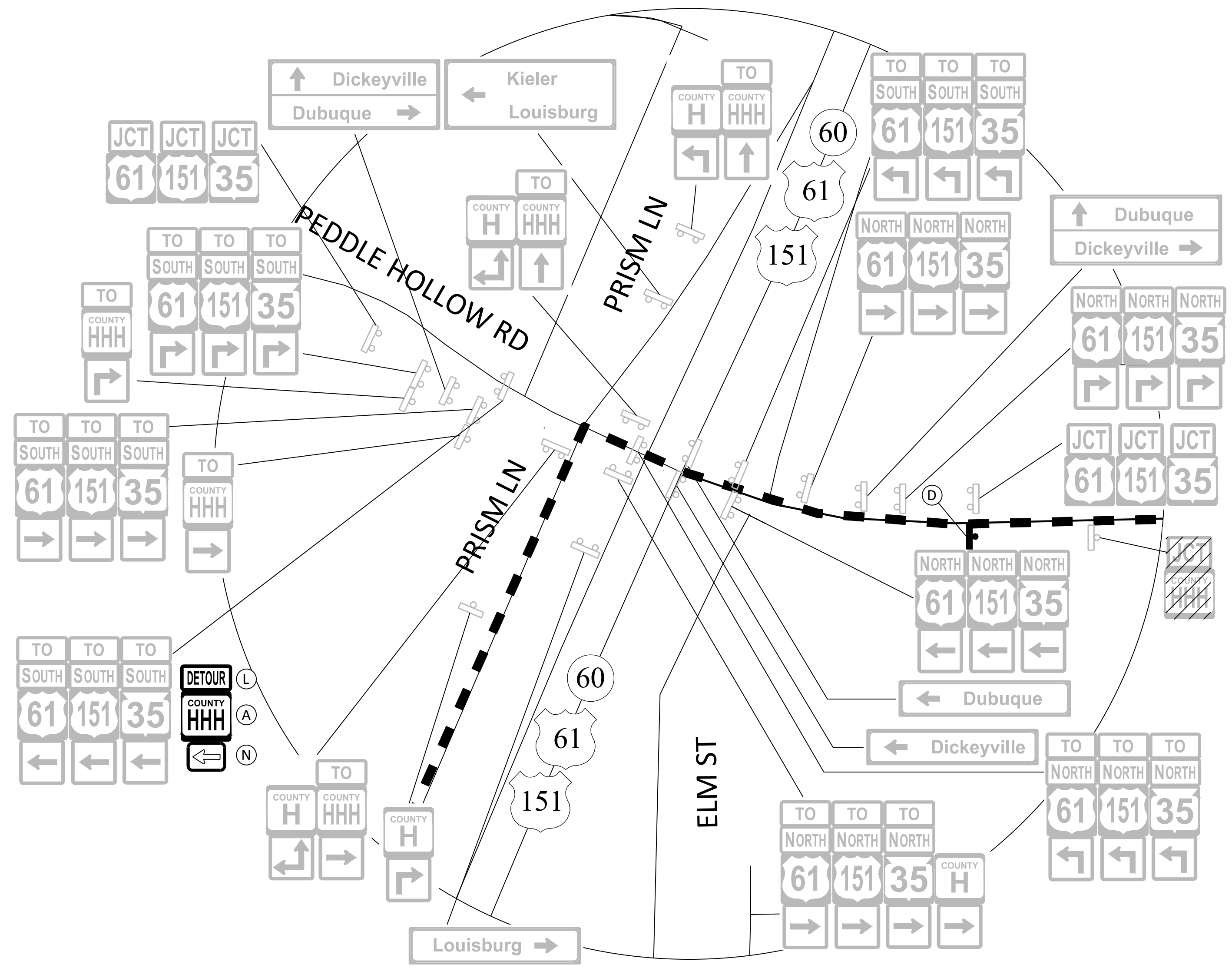
THE EXACT LOCATION OF PORTABLE CHANGEABLE MESSAGE SIGNS SHALL BE DETERMINED IN THE FIELD BY THE ENGINEER.

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED.

CTH H/USH 151 INTERCHANGE



DETAIL B

2

LEGEND

WORK ZONE

COVER SIGN

DETOUR ROUTE

SIGN ON PERMANENT SUPPORT

EXISTING SIGN ON SINGLE POST

EXISTING SIGN ON DOUBLE POST

TYPE III BARRICADE W/ ATTACHED SIGN AND W/ TRAFFIC CONTROL LIGHTS TYPE A

BARRICADES TYPE III

* SIGN READS "ROAD CLOSED 0.4 MILES AHEAD"

** SIGN READS "ROAD CLOSED 1.1 MILES AHEAD"

(A) COUNTY HHH — M1-5A 24"X24"

(B) M06-1 21"X21"

(C) DETOUR AHEAD — W20-2A

(D) SHOULDER WORK — W21-5

(E) ROAD CLOSED 500 FT — W20-3D

(F) ROAD CLOSED XX MILES AHEAD LOCAL TRAFFIC ONLY — R11-3 60"X30"

(G) ROAD CLOSED AHEAD — W20-3A

(H) WO1-7 48"X24"

(I) DETOUR — M4-9R 30"X24"

(J) NEXT XX MILES — W57-51 48"X24"

(K) END DETOUR — M4-8A 24"X18"

(L) DETOUR — M4-8 24"X12"

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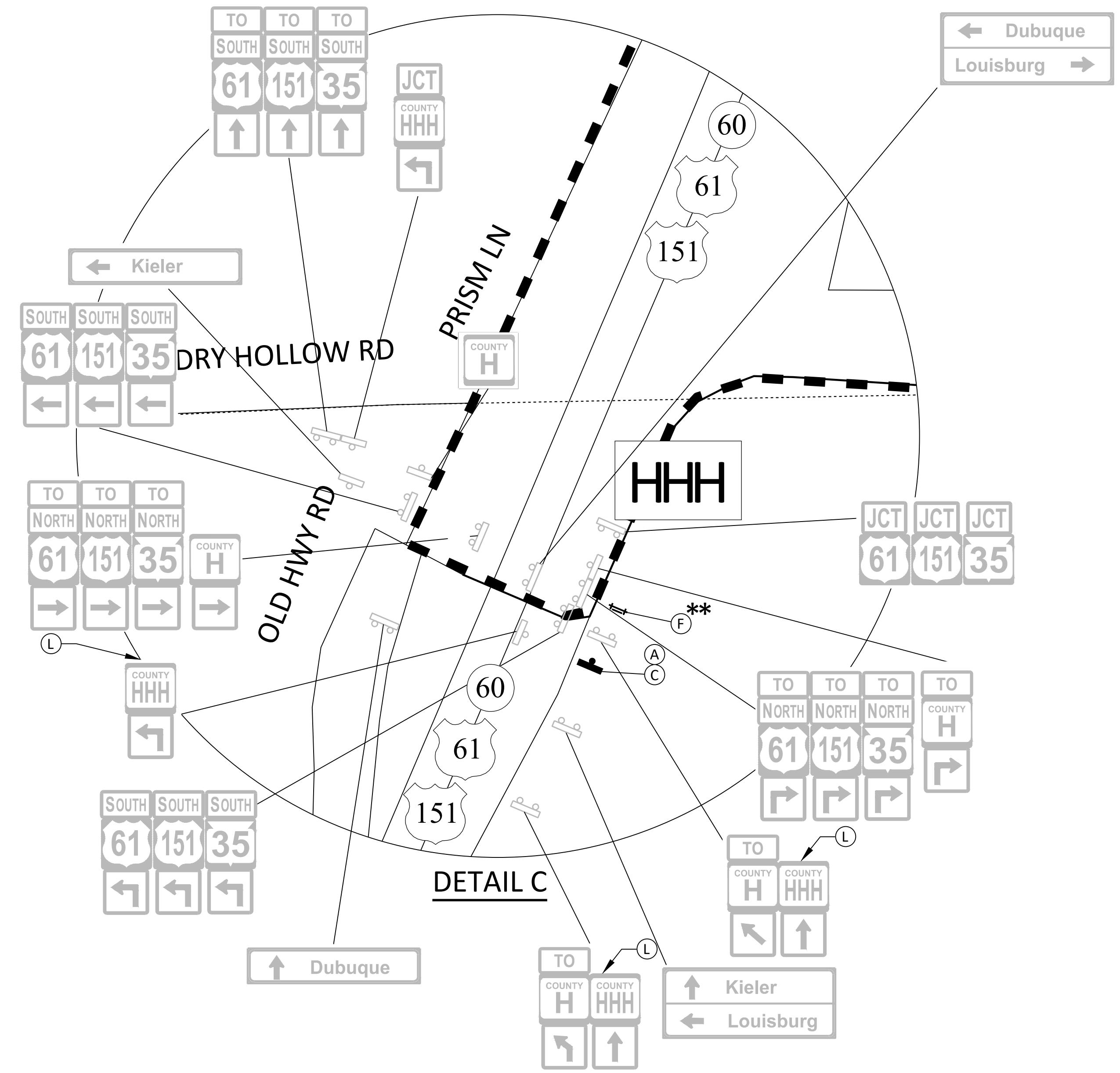
THE EXACT LOCATION OF PORTABLE CHANGEABLE MESSAGE SIGNS SHALL BE DETERMINED IN THE FIELD BY THE ENGINEER.

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED.

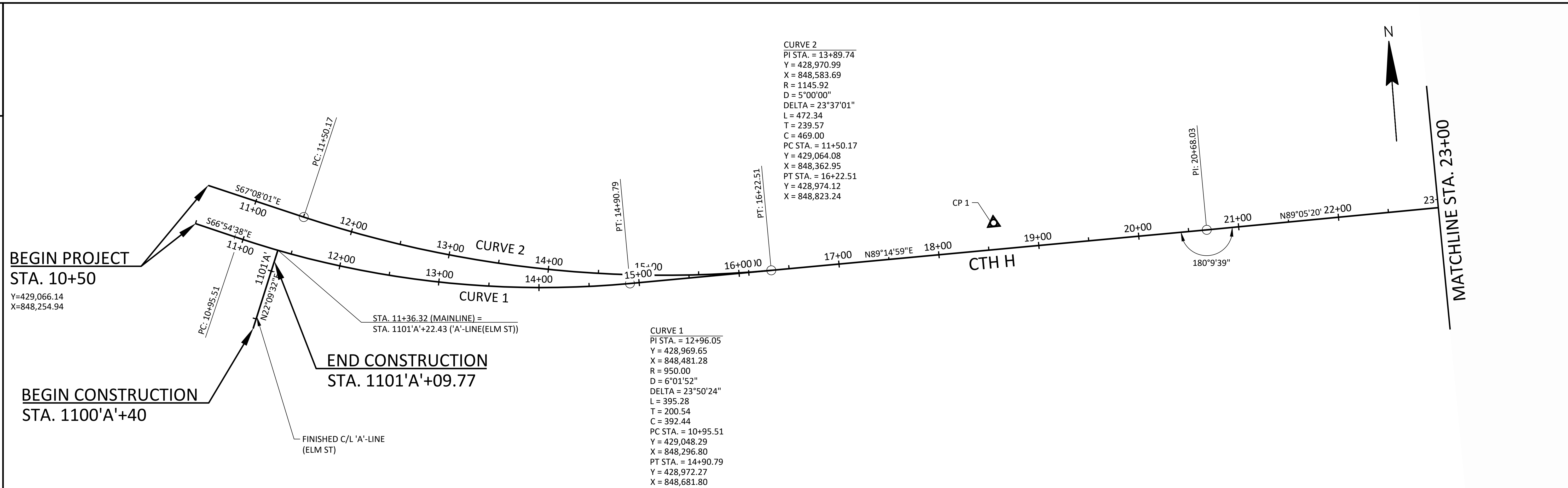
CTH HHH/USH 151 INTERCHANGE

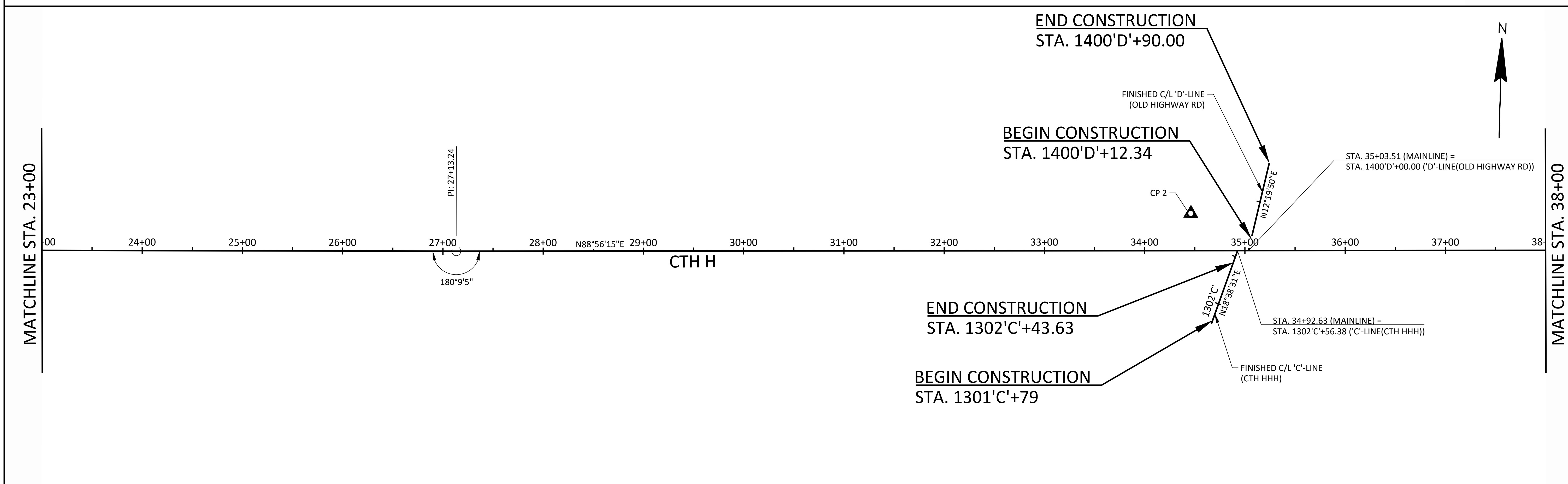


DETAIL C

PROJECT NO: 5609-00-70	HWY: CTH H	COUNTY: GRANT	TRAFFIC CONTROL - DETOUR PLAN	SHEET 86	E

2





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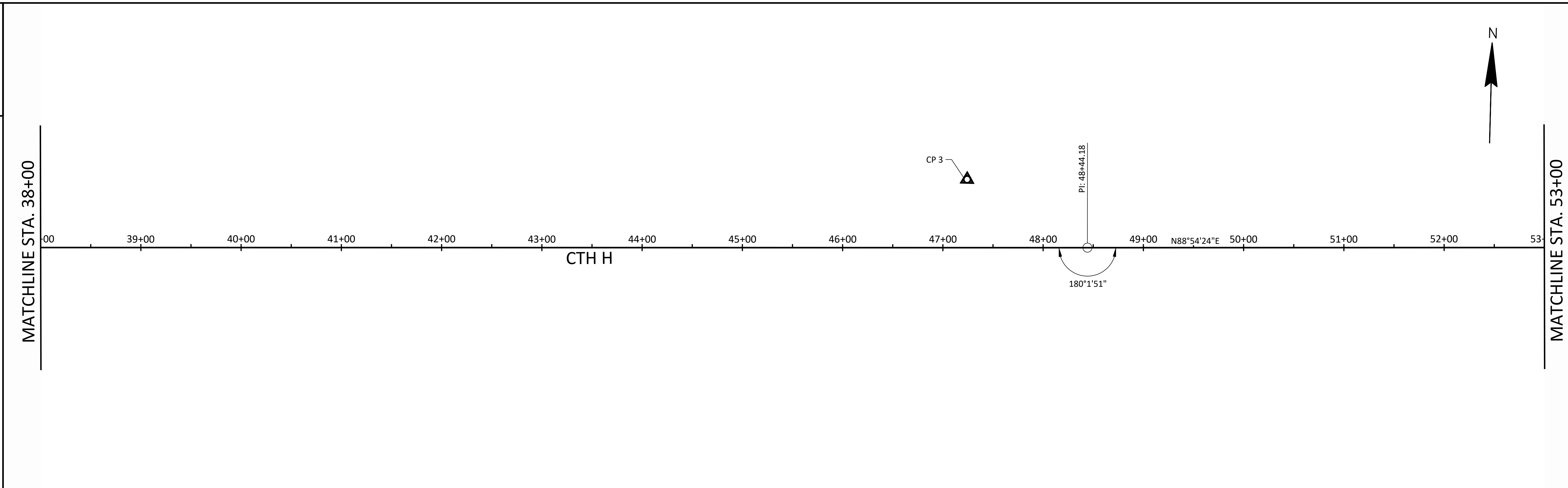
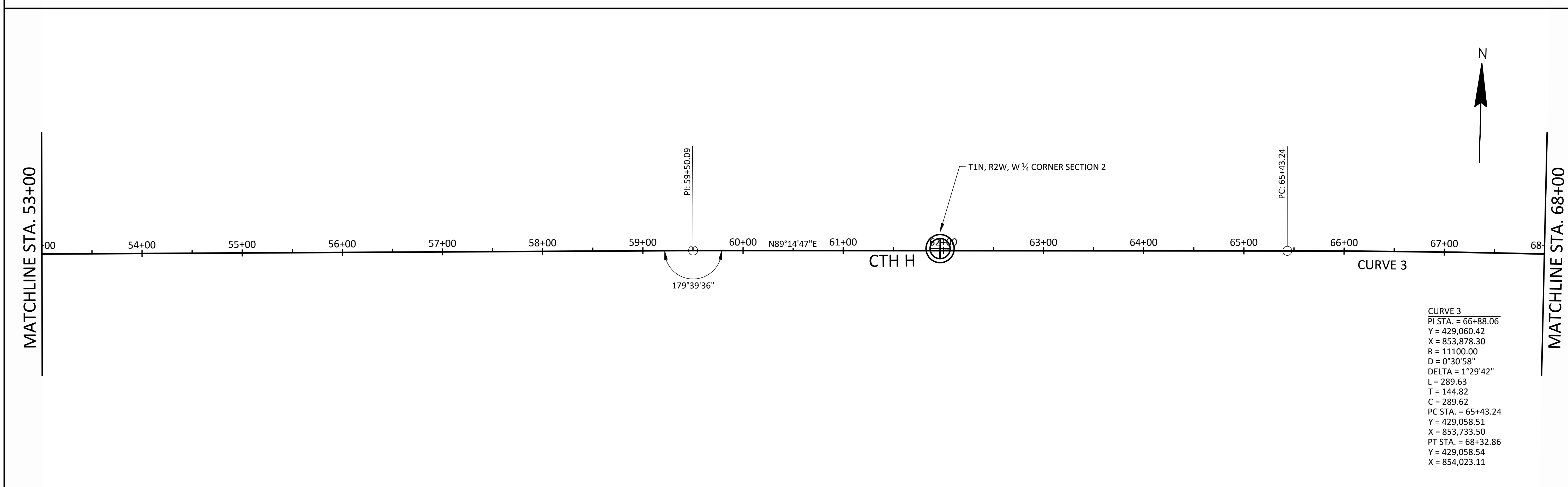
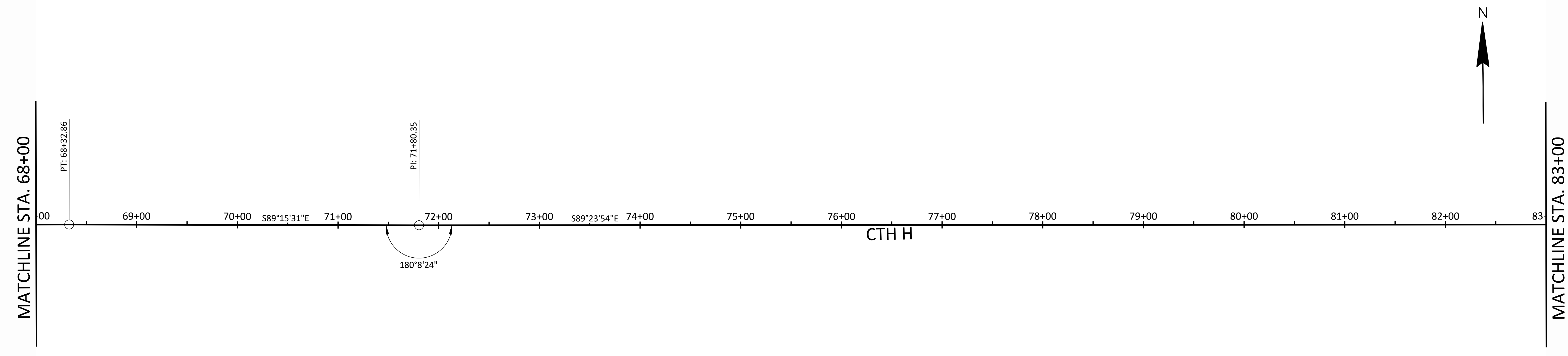
PROJECT NO: 5609-00-70	HWY: CTH H	COUNTY: GRANT	ALIGNMENT DETAILS	SHEET	E

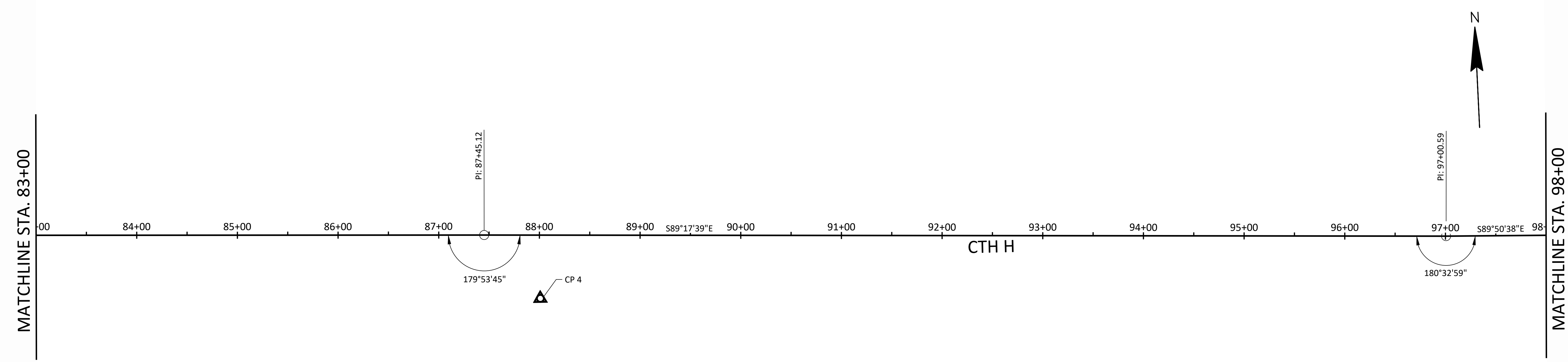
FILE NAME : S:\PROJECTS\G78020 GRANT CO HWY - CTH H REHABILITATION\SHEETSPLAN\DETAILS\56090000_ALIGNMENT DIAGRAM.DWG PLOT DATE : 7/26/2022 8:22:10 AM PLOT BY : THEODORE HERBERS PLOT SCALE : 1" = 1' LAYOUT : SHEET - (19)


N
MATCHLINE STA. 38+00
MATCHLINE STA. 53+00
CP 3
PI: 48+44.18
39+00
40+00
41+00
42+00
43+00
44+00
45+00
46+00
47+00
48+00
49+00
N88°54'24"E
50+00
51+00
52+00
CTH H
180°1'51"


N
MATCHLINE STA. 53+00
MATCHLINE STA. 68+00
PI: 59+50.09
T1N, R2W, W ¼ CORNER SECTION 2
PC: 65+43.24
54+00
55+00
56+00
57+00
58+00
59+00
60+00
N89°14'47"E
61+00
62+00
63+00
64+00
65+00
66+00
67+00
CTH H
CURVE 3
179°39'36"
CURVE 3
PI STA. = 66+88.06
Y = 429,060.42
X = 853,878.30
R = 11100.00
D = 0°30'58"
DELTA = 1°29'42"
L = 289.63
T = 144.82
C = 289.62
PC STA. = 65+43.24
Y = 429,058.51
X = 853,733.50
PT STA. = 68+32.86
Y = 429,058.54
X = 854,023.11

2





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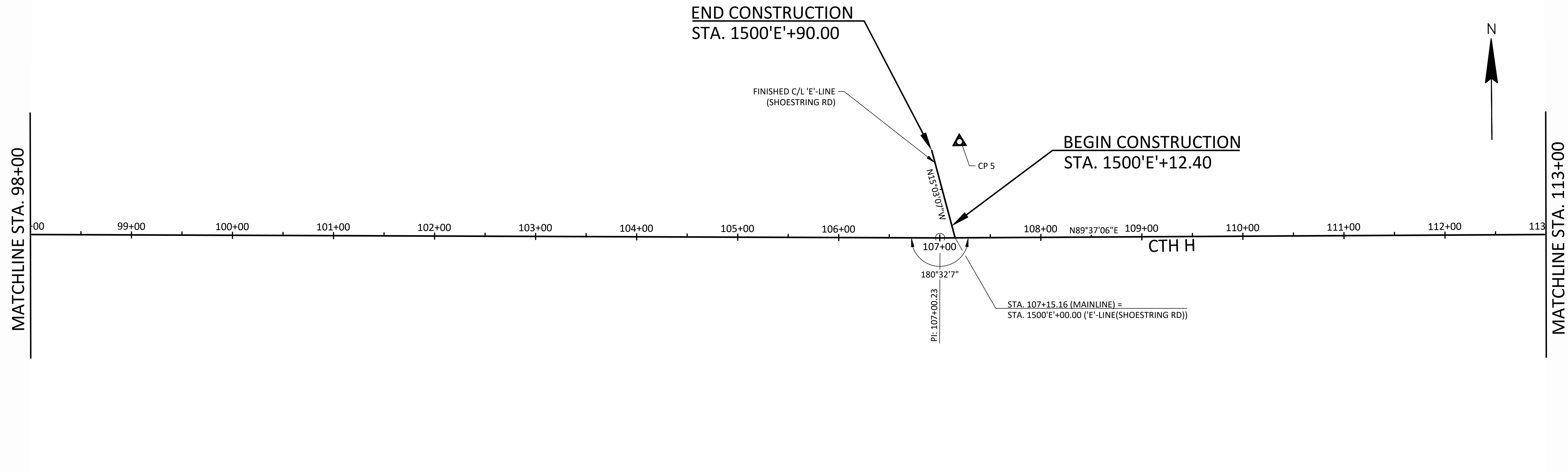
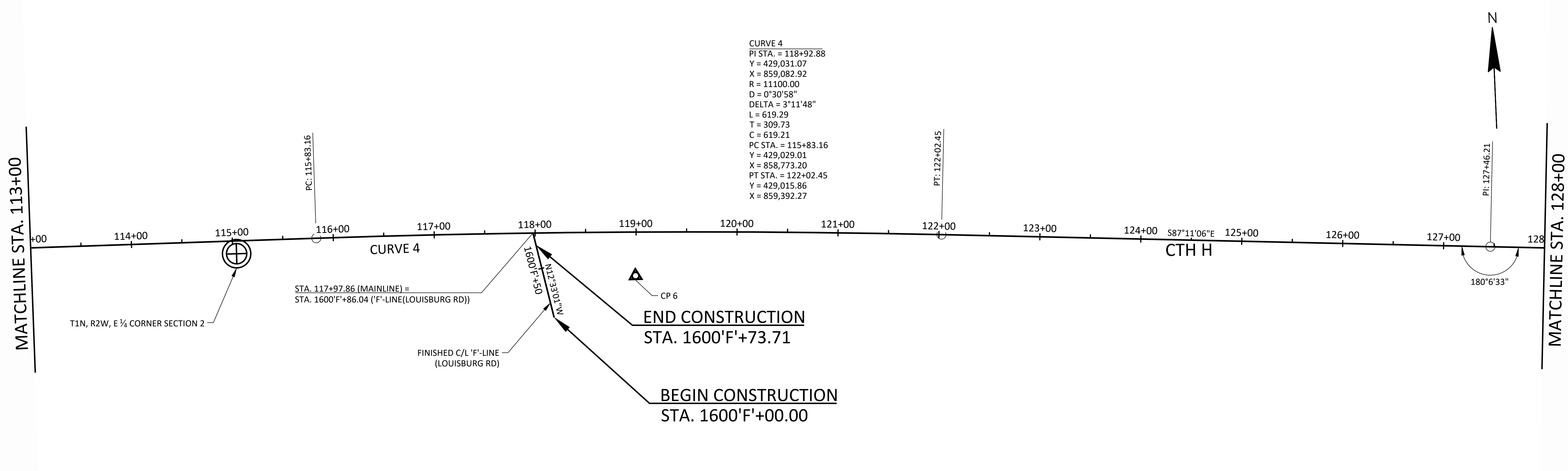
PROJECT NO: 5609-00-70	HWY: CTH H	COUNTY: GRANT	ALIGNMENT DETAILS	SHEET	E

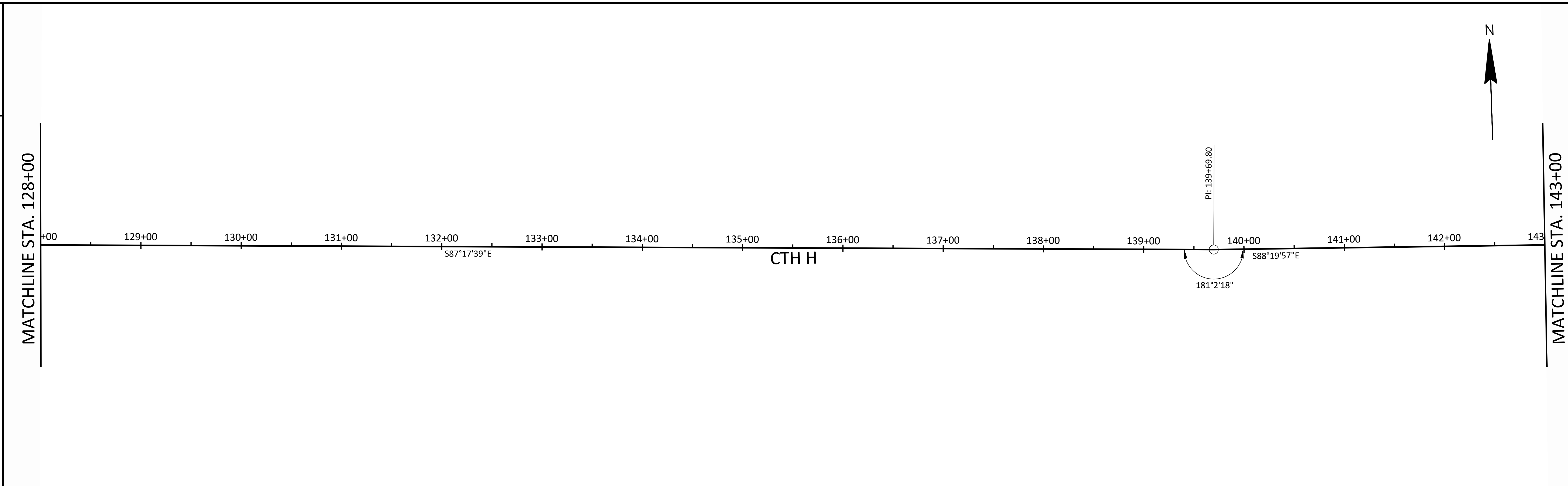
FILE NAME : S:\PROJECTS\G78020 GRANT CO HWY - CTH H REHABILITATION\SHEETSPLAN\DETAILS\56090000_ALIGNMENT DIAGRAM.DWG PLOT DATE : 7/26/2022 8:22:14 AM PLOT BY : THEODORE HERBERS PLOT SCALE : 1" = 1' LAYOUT : SHEET - (21)

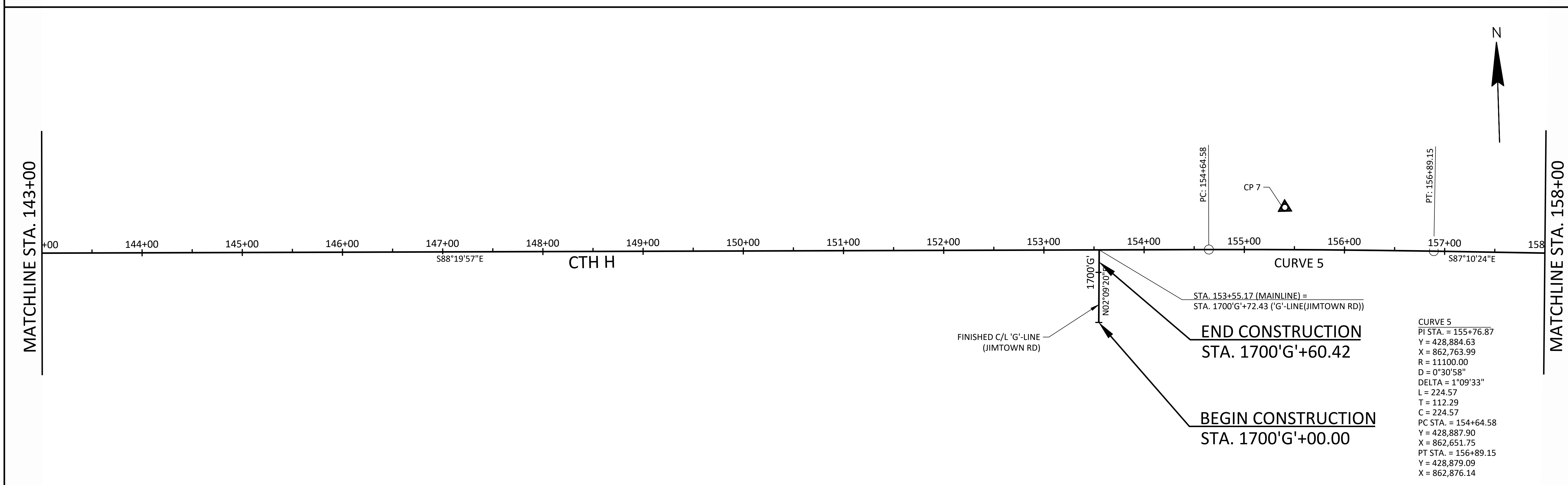
2



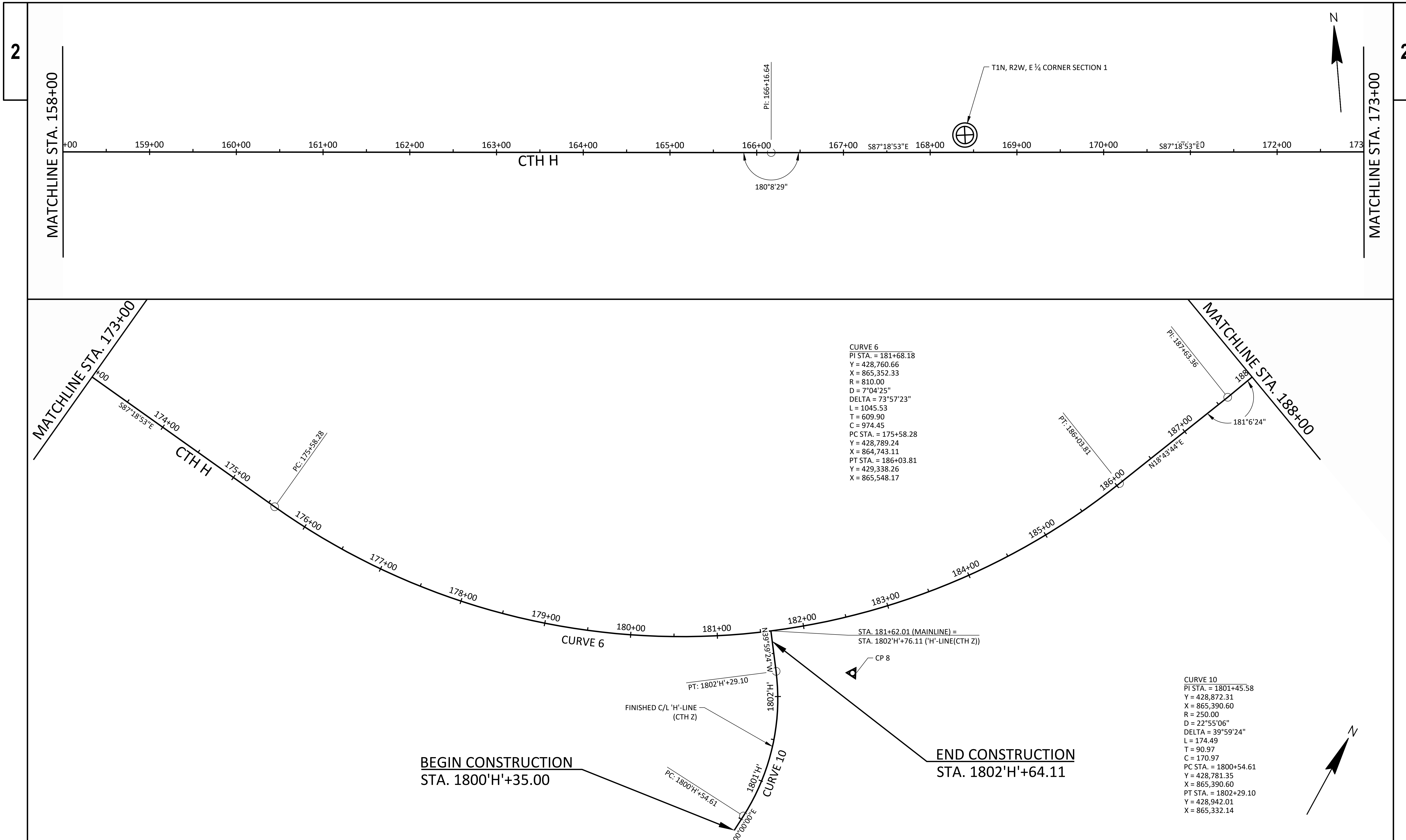


PROJECT NO: 5609-00-70	HWY: CTH H	COUNTY: GRANT	ALIGNMENT DETAILS	SHEET 90	E



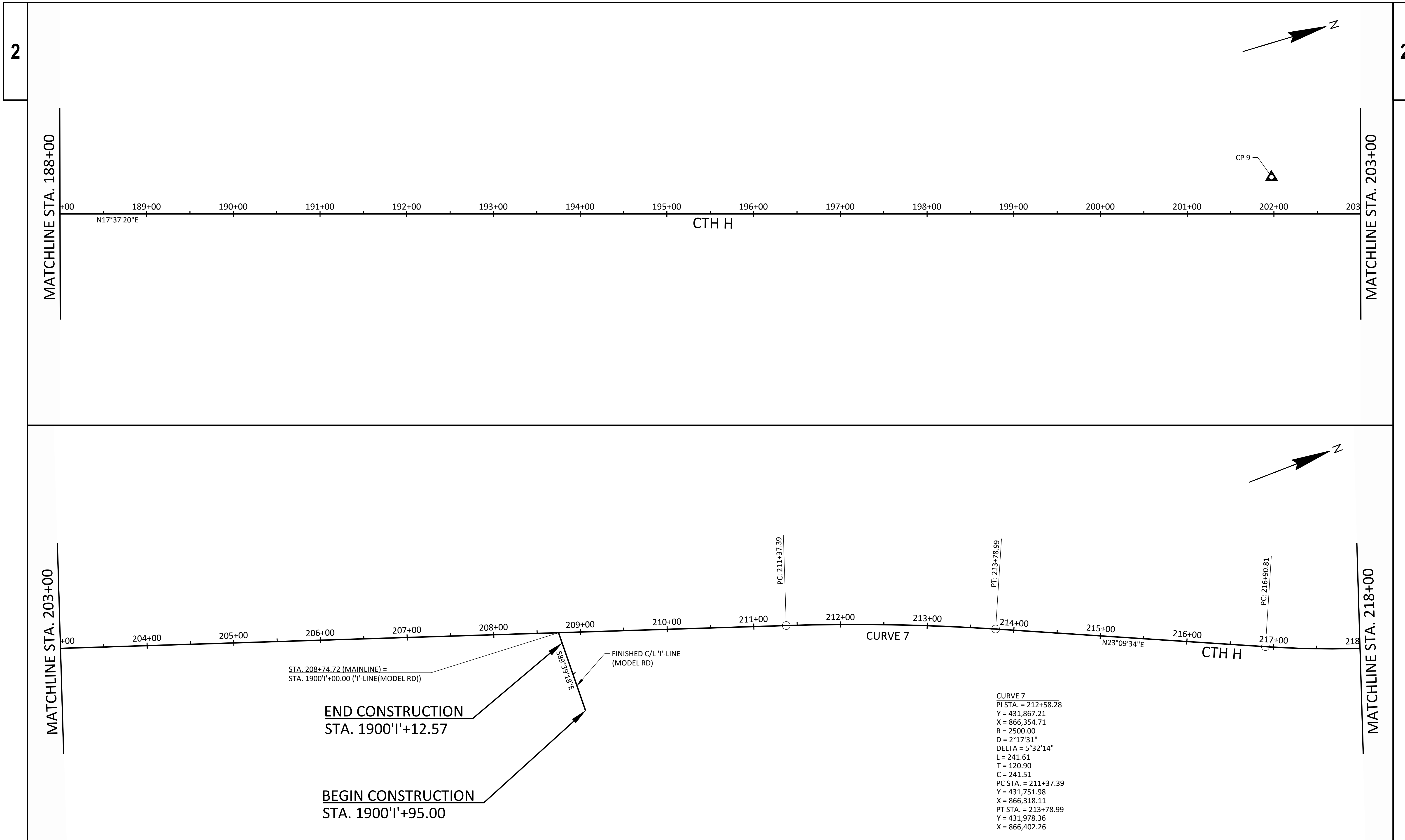


PROJECT NO: 5609-00-70	HWY: CTH H	COUNTY: GRANT	ALIGNMENT DETAILS	SHEET 91	E



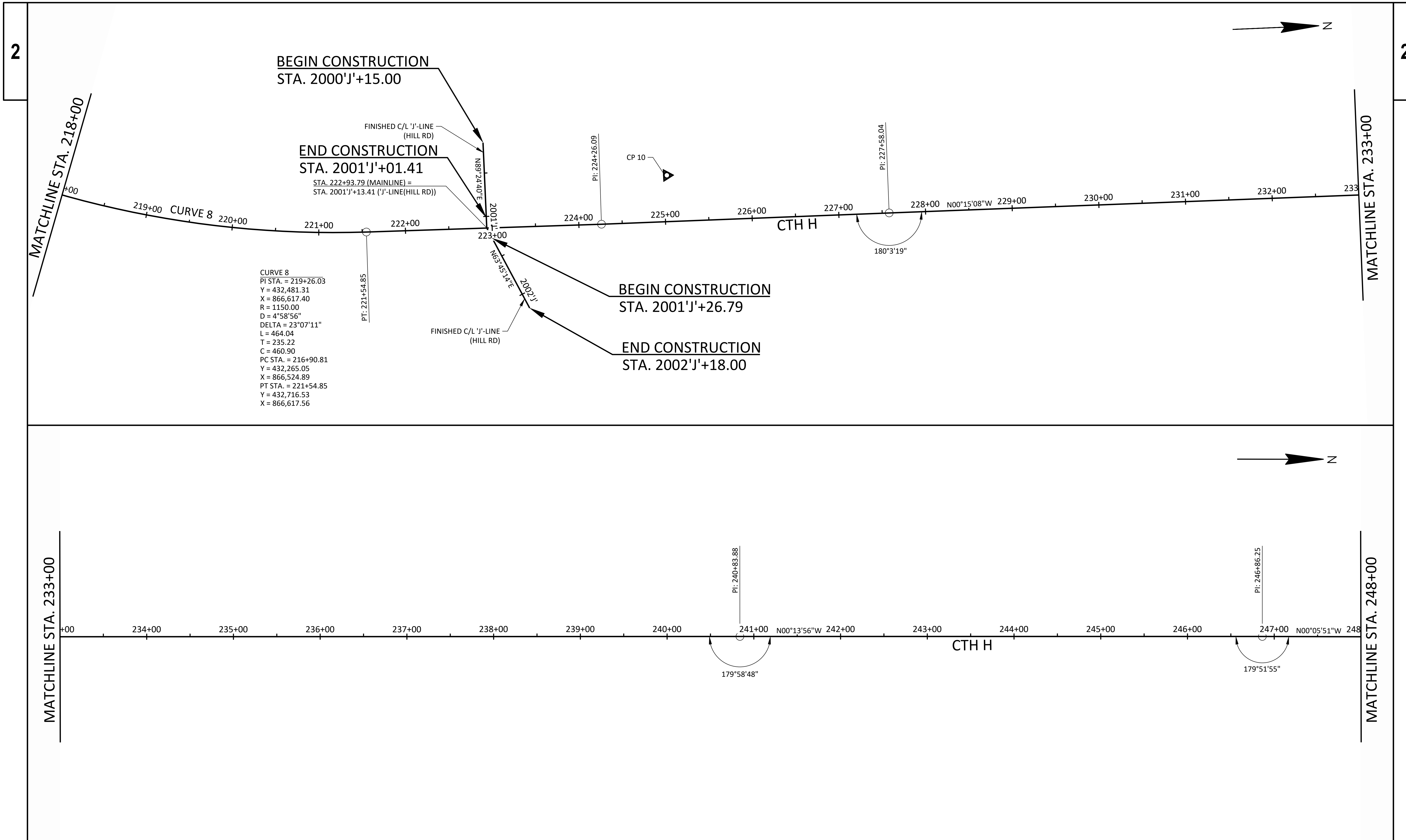
PROJECT NO: 5609-00-70	HWY: CTH H	COUNTY: GRANT	ALIGNMENT DETAILS	SHEET	E

FILE NAME : S:\PROJECTS\G78020 GRANT CO HWY - CTH H REHABILITATION\SHEETSPLAN\DETAILS\56090000_ALIGNMENT DIAGRAM.DWG PLOT DATE : 7/26/2022 8:22:20 AM PLOT BY : THEODORE HERBERS PLOT SCALE : 1" = 1' LAYOUT : SHEET - (24)



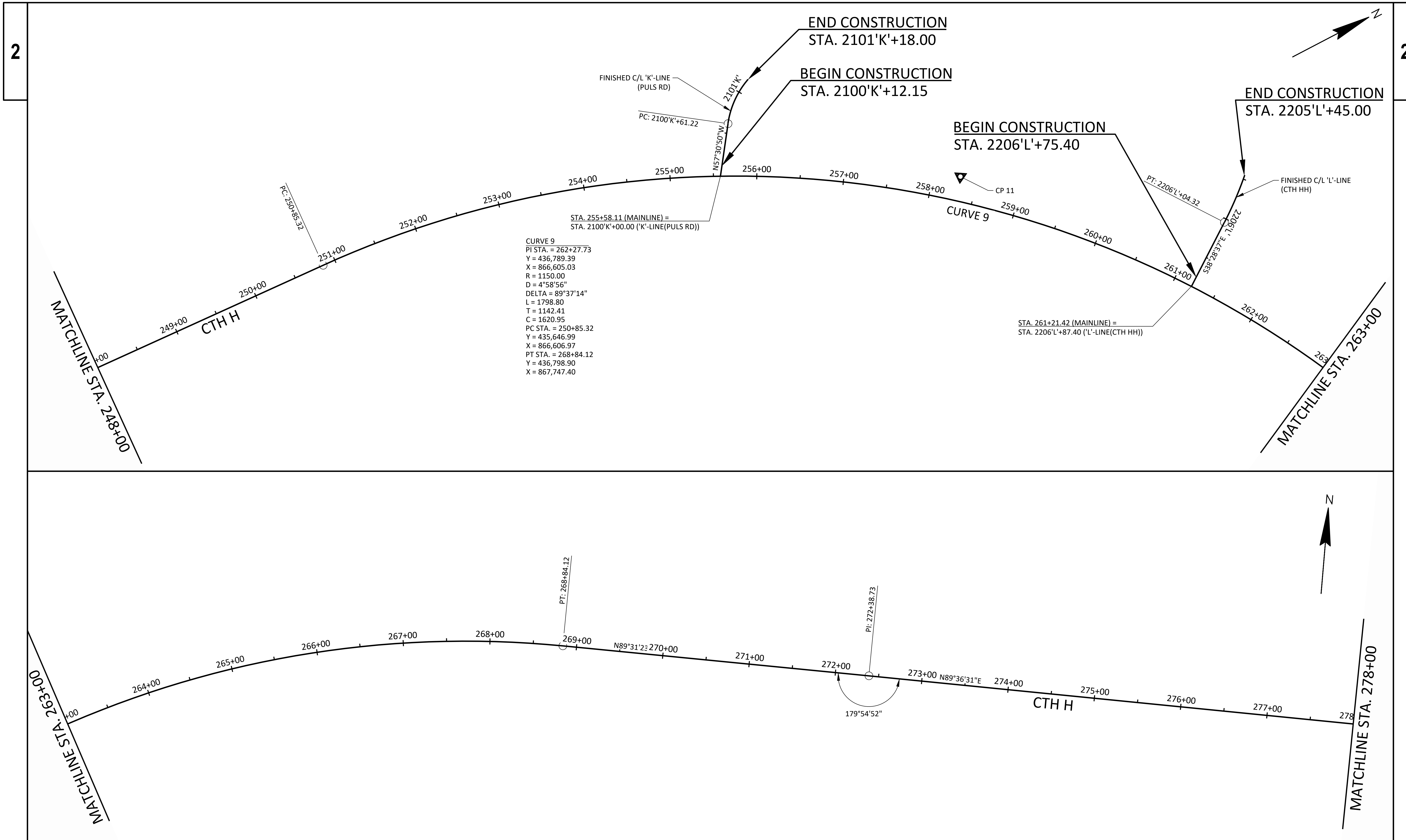
PROJECT NO: 5609-00-70	HWY: CTH H	COUNTY: GRANT	ALIGNMENT DETAILS	SHEET 93	E

FILE NAME : S:\PROJECTS\G78020 GRANT CO HWY - CTH H REHABILITATION\SHEETSPLAN\DETAILS\56090000_ALIGNMENT DIAGRAM.DWG PLOT DATE : 7/26/2022 8:22:22 AM PLOT BY : THEODORE HERBERS PLOT SCALE : 1" = 1' LAYOUT : SHEET - (25)



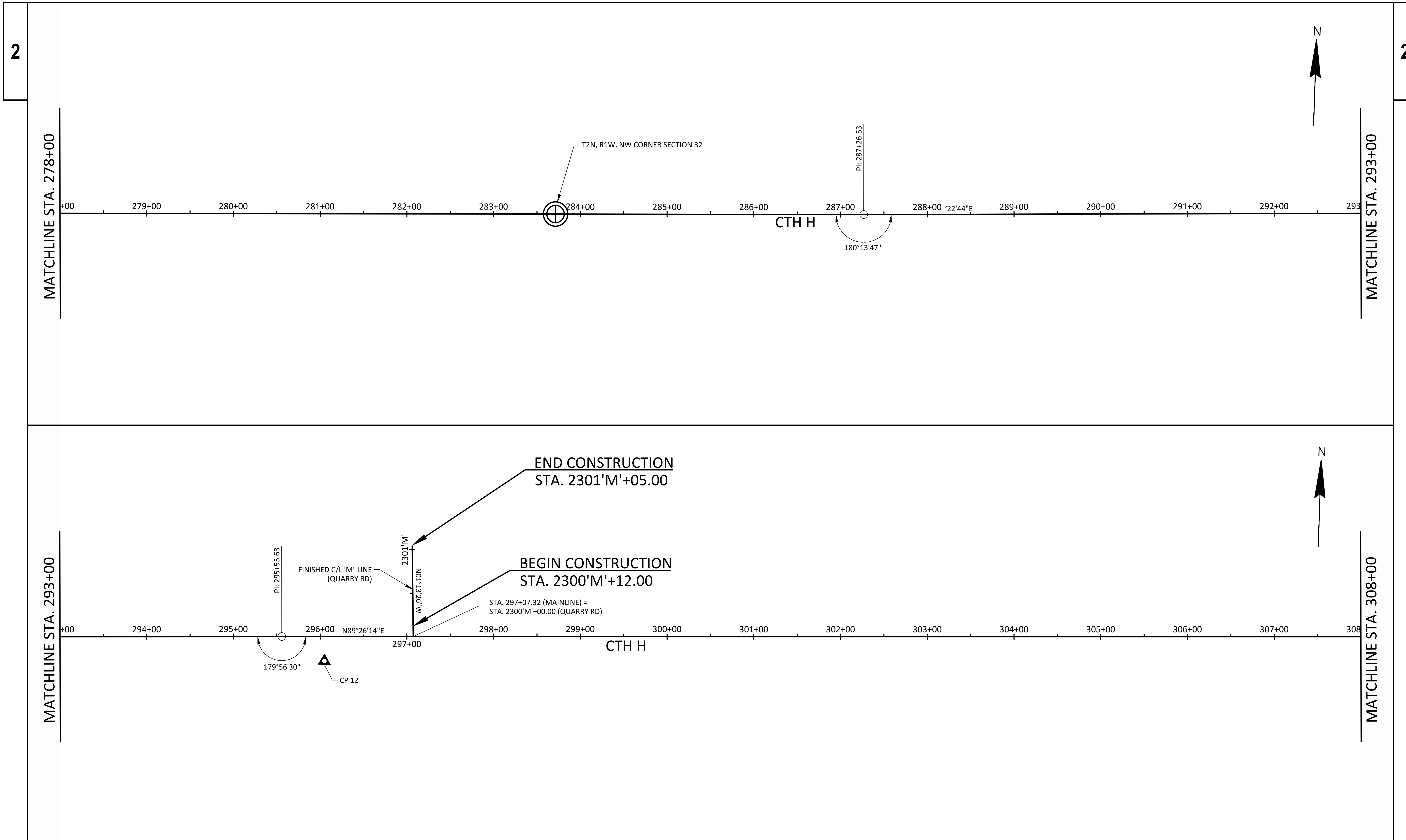
PROJECT NO: 5609-00-70	HWY: CTH H	COUNTY: GRANT	ALIGNMENT DETAILS	SHEET 94	E

FILE NAME : S:\PROJECTS\G78020 GRANT CO HWY - CTH H REHABILITATION\SHEETSPLAN\DETAILS\56090000_ALIGNMENT DIAGRAM.DWG PLOT DATE : 7/26/2022 8:22:28 AM PLOT BY : THEODORE HERBERS PLOT SCALE : 1" = 1' LAYOUT : SHEET - (26)



PROJECT NO: 5609-00-70	HWY: CTH H	COUNTY: GRANT	ALIGNMENT DETAILS	SHEET	E

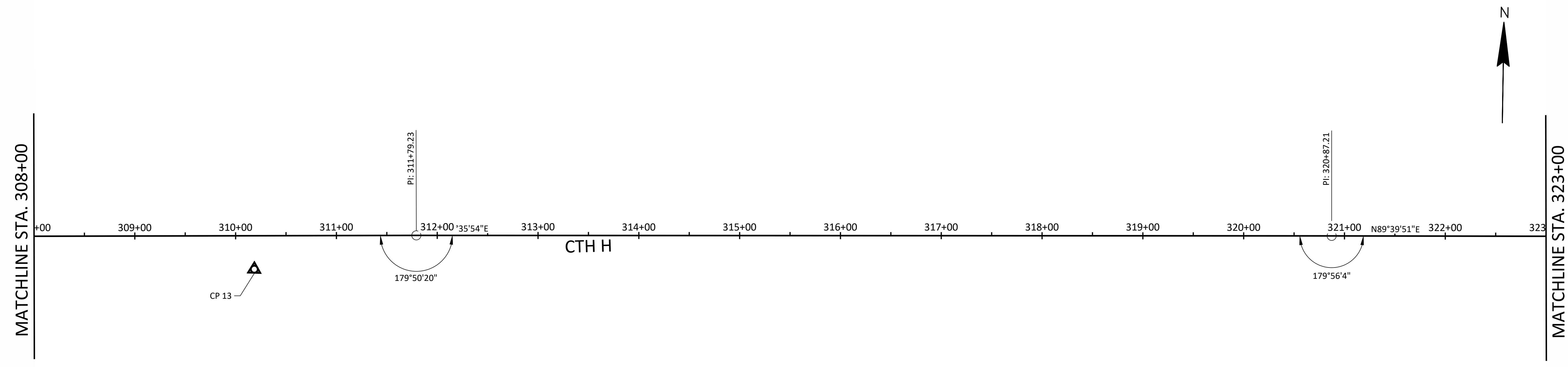
FILE NAME : S:\PROJECTS\G78020 GRANT CO HWY - CTH H REHABILITATION\SHEETSPLAN\DETAILS\56090000_ALIGNMENT DIAGRAM.DWG PLOT DATE : 7/26/2022 8:22:27 AM PLOT BY : THEODORE HERBERS PLOT SCALE : 1" = 1' LAYOUT : SHEET - (27)

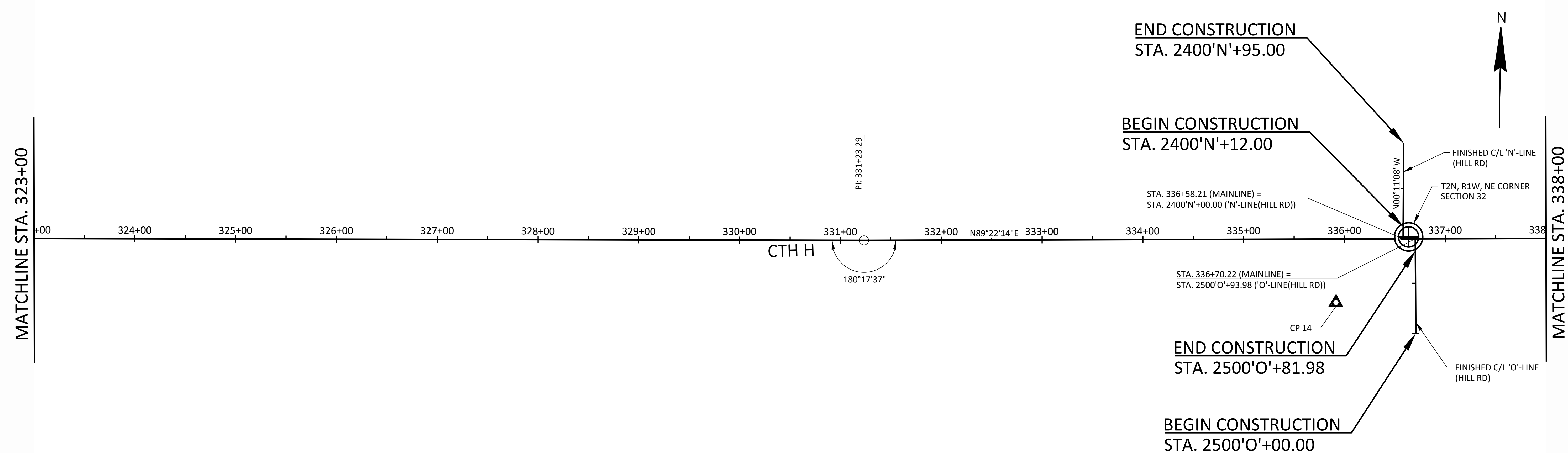


PROJECT NO: 5609-00-70	HWY: CTH H	COUNTY: GRANT	ALIGNMENT DETAILS	SHEET 96	E

FILE NAME : S:\PROJECTS\G78020 GRANT CO HWY - CTH H REHABILITATION\SHEETSPLAN\DETAILS\56090000_ALIGNMENT DIAGRAM.DWG PLOT DATE : 7/26/2022 8:22:29 AM PLOT BY : THEODORE HERBERS PLOT SCALE : 1" = 1' LAYOUT : SHEET - (28)

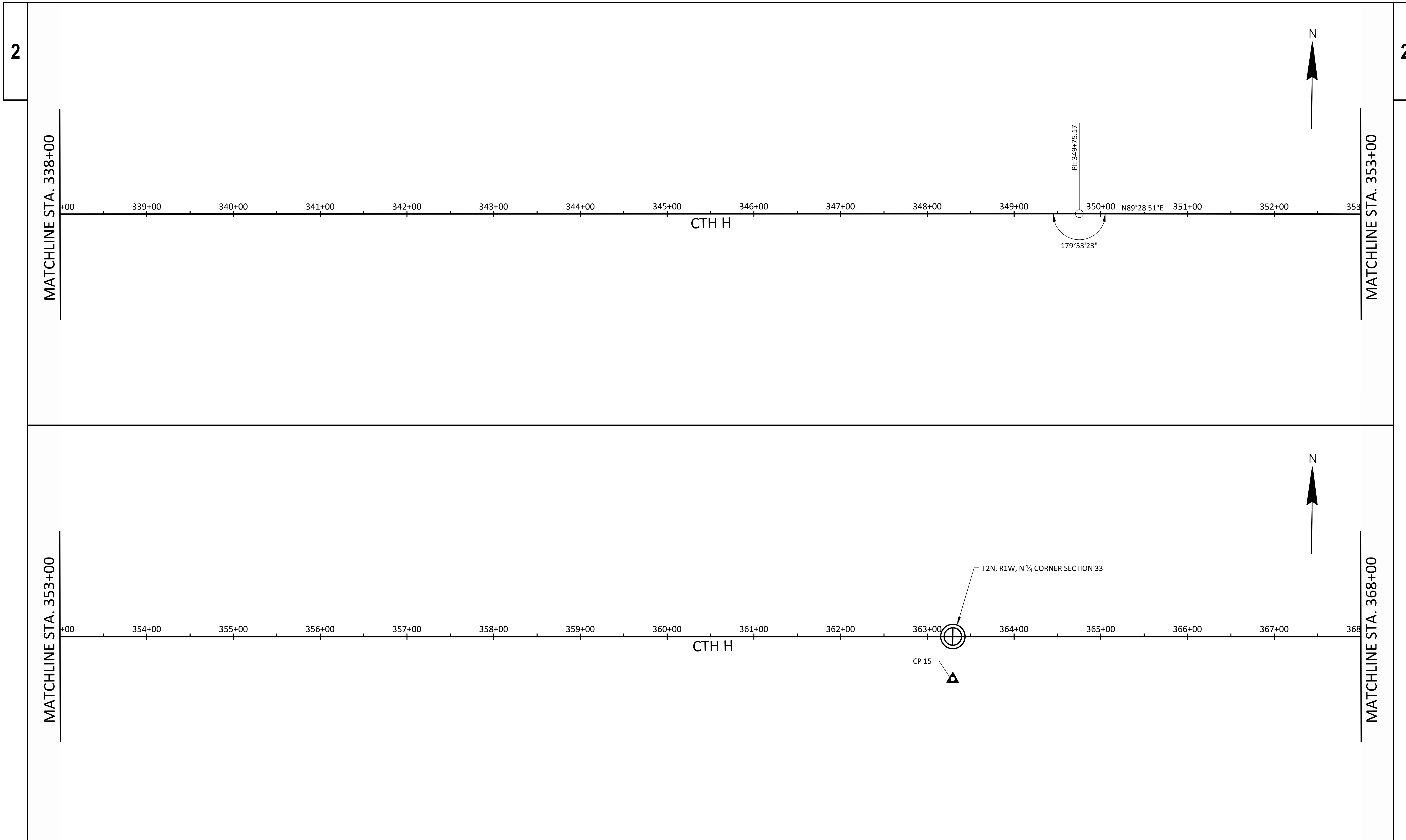
2





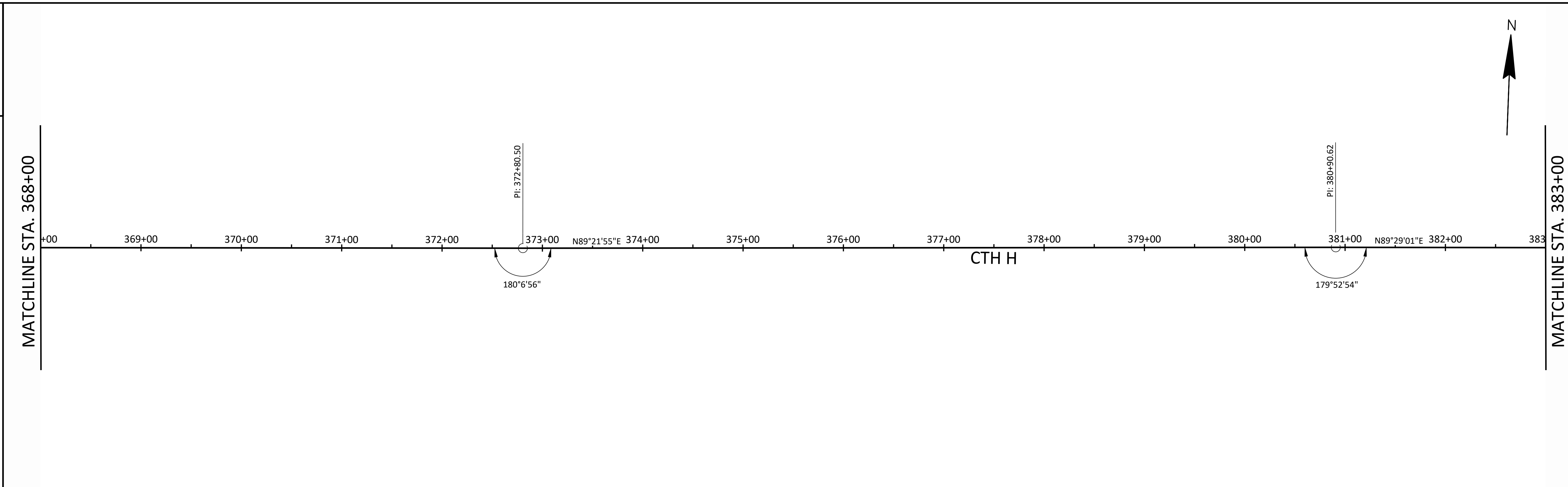
PROJECT NO: 5609-00-70	HWY: CTH H	COUNTY: GRANT	ALIGNMENT DETAILS	SHEET 97	E

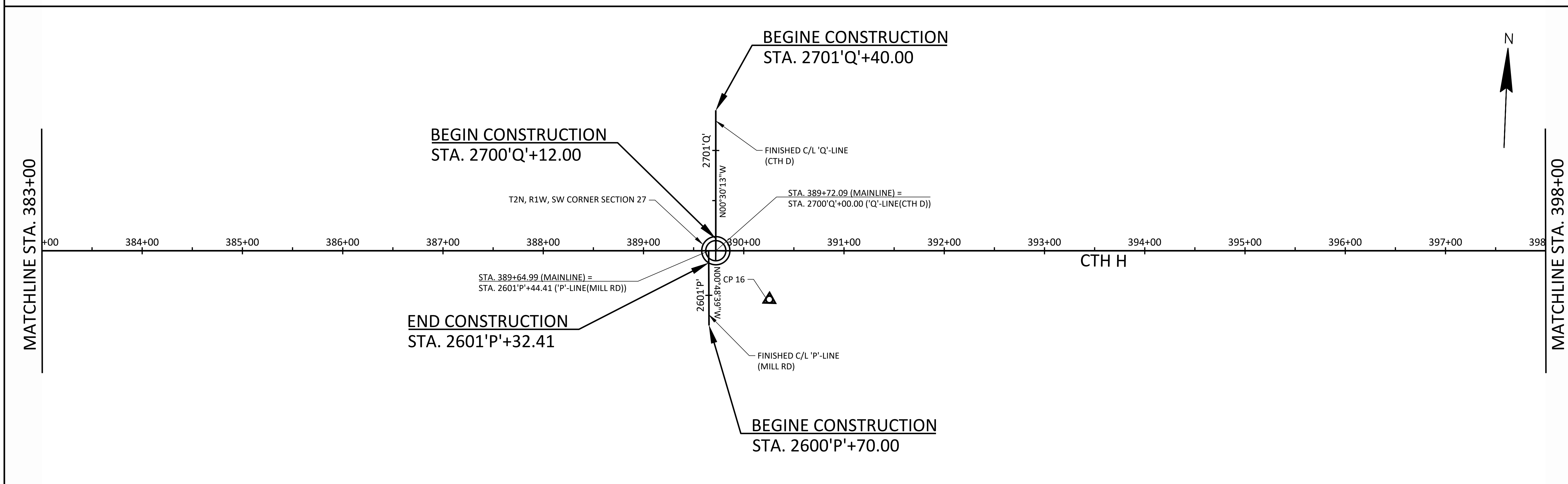
FILE NAME : S:\PROJECTS\G78020 GRANT CO HWY - CTH H REHABILITATION\SHEETSPLAN\DETAILS\56090000_ALIGNMENT DIAGRAM.DWG PLOT DATE : 7/26/2022 8:22:31 AM PLOT BY : THEODORE HERBERS PLOT SCALE : 1" = 1' LAYOUT : SHEET - (29)



PROJECT NO: 5609-00-70	HWY: CTH H	COUNTY: GRANT	ALIGNMENT DETAILS	SHEET 98	E

FILE NAME : S:\PROJECTS\G78020 GRANT CO HWY - CTH H REHABILITATION\SHEETSPLAN\DETAILS\56090000_ALIGNMENT DIAGRAM.DWG PLOT DATE : 7/26/2022 8:22:33 AM PLOT BY : THEODORE HERBERS PLOT SCALE : 1" = 1' LAYOUT : SHEET - (30)

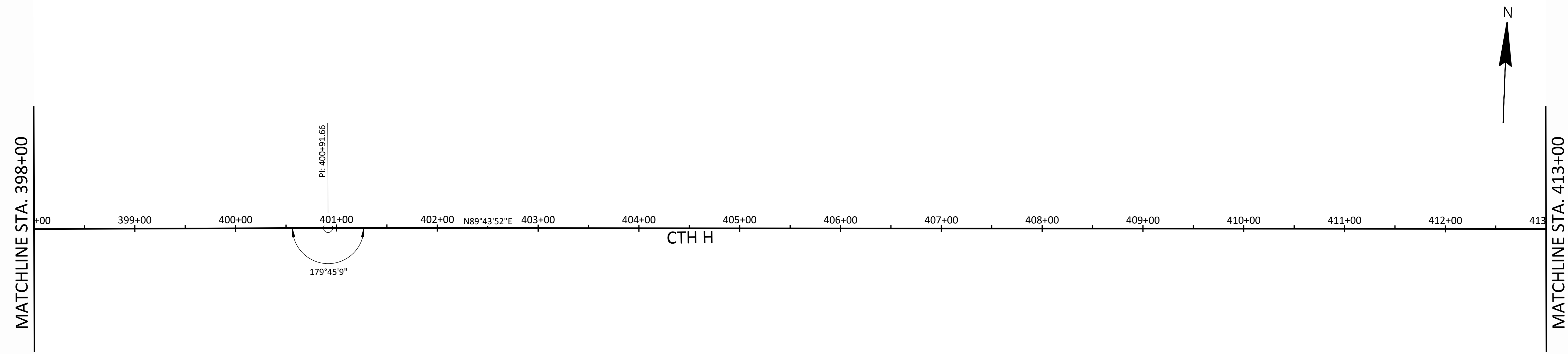


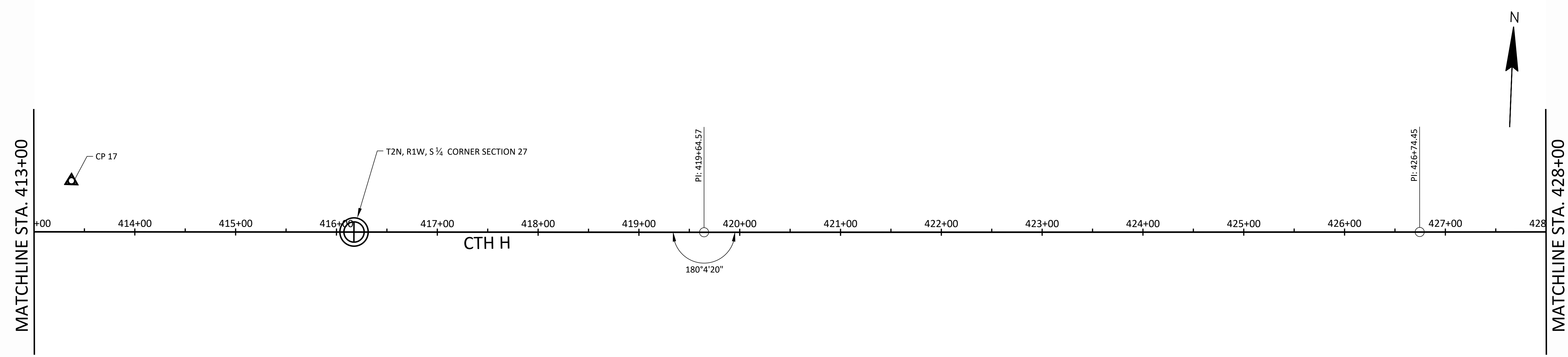


PROJECT NO: 5609-00-70	HWY: CTH H	COUNTY: GRANT	ALIGNMENT DETAILS	SHEET	E

FILE NAME : S:\PROJECTS\G78020 GRANT CO HWY - CTH H REHABILITATION\SHEETSPLAN\DETAILS\56090000_ALIGNMENT DIAGRAM.DWG PLOT DATE : 7/26/2022 8:22:35 AM PLOT BY : THEODORE HERBERS PLOT SCALE : 1" = 1' LAYOUT : SHEET - (31)

2



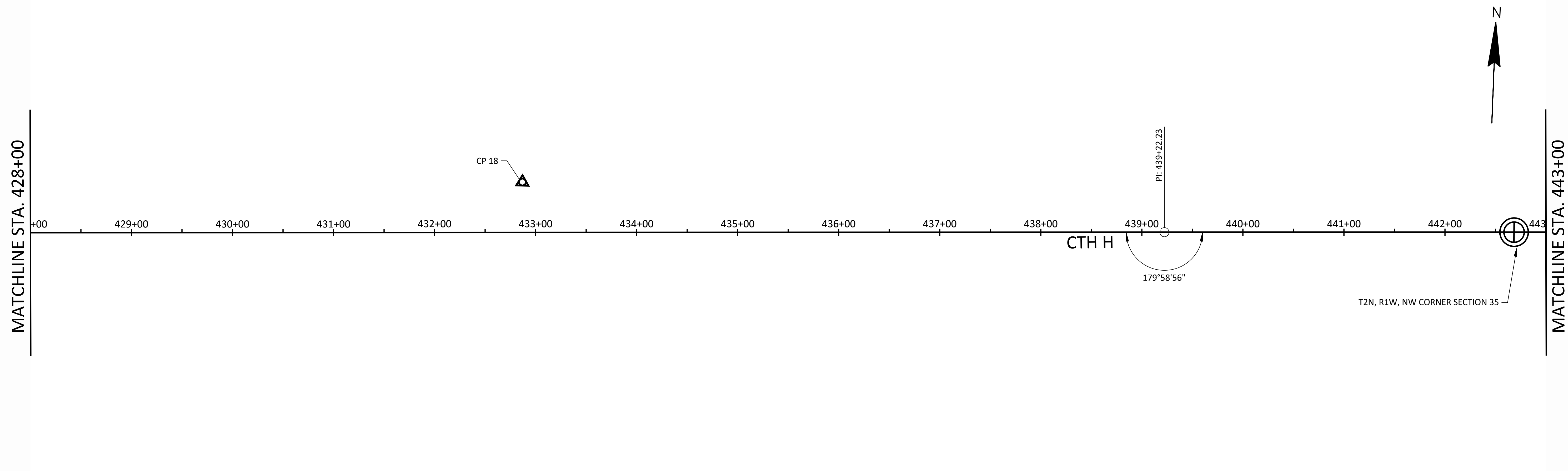


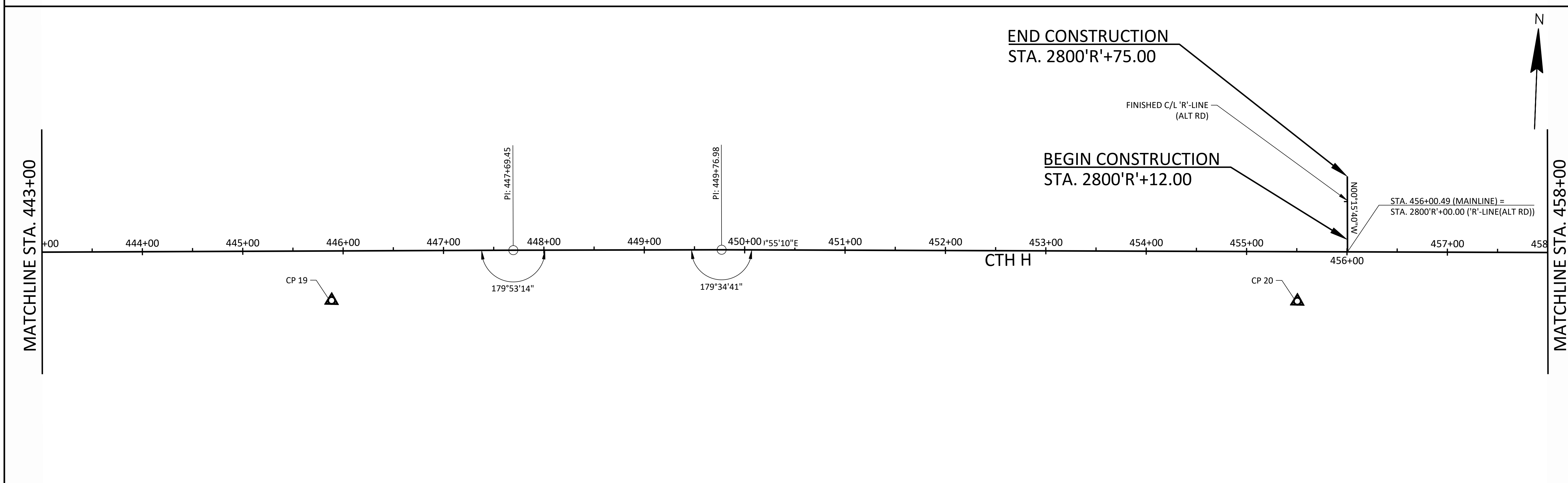
2

PROJECT NO: 5609-00-70	HWY: CTH H	COUNTY: GRANT	ALIGNMENT DETAILS	SHEET	E

FILE NAME : S:\PROJECTS\G78020 GRANT CO HWY - CTH H REHABILITATION\SHEETSPLAN\DETAILS\56090000_ALIGNMENT DIAGRAM.DWG PLOT DATE : 7/26/2022 8:22:37 AM PLOT BY : THEODORE HERBERS PLOT SCALE : 1" = 1' LAYOUT : SHEET - (32)

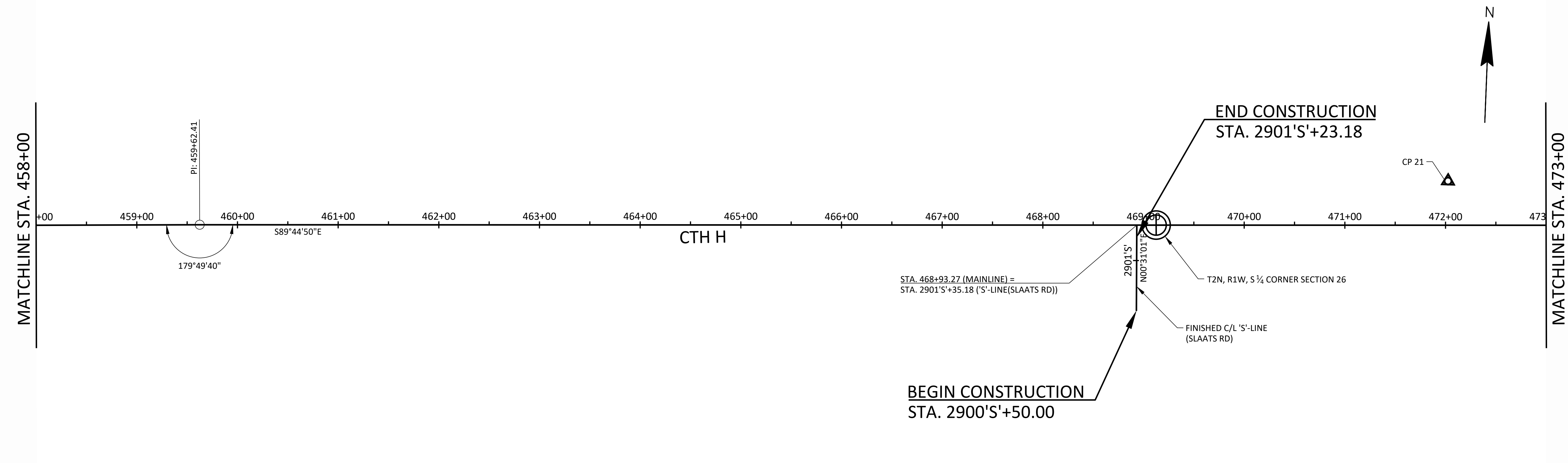
2

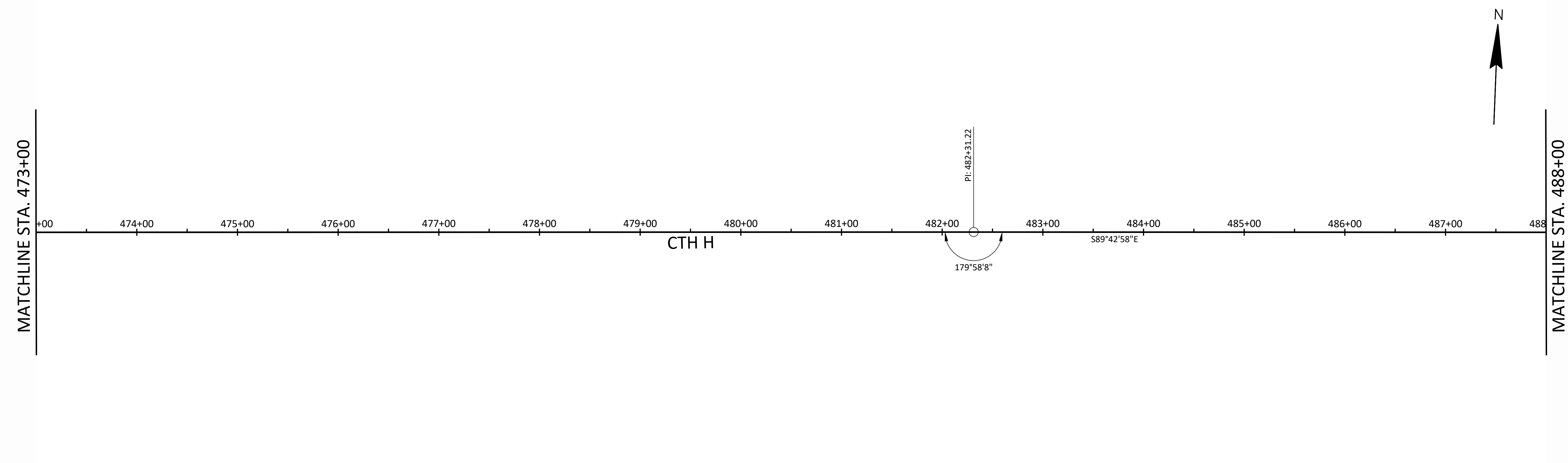




PROJECT NO: 5609-00-70	HWY: CTH H	COUNTY: GRANT	ALIGNMENT DETAILS	SHEET	E

2

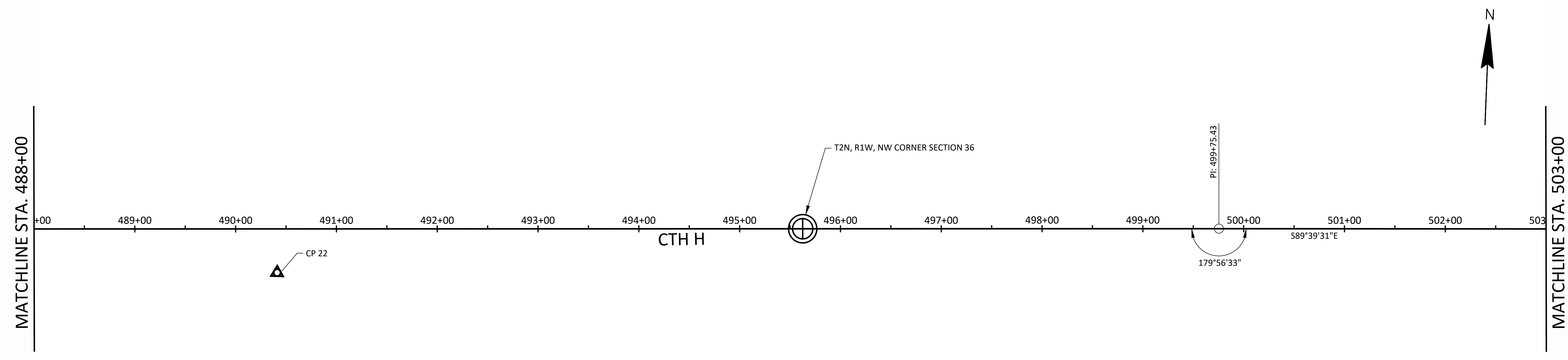


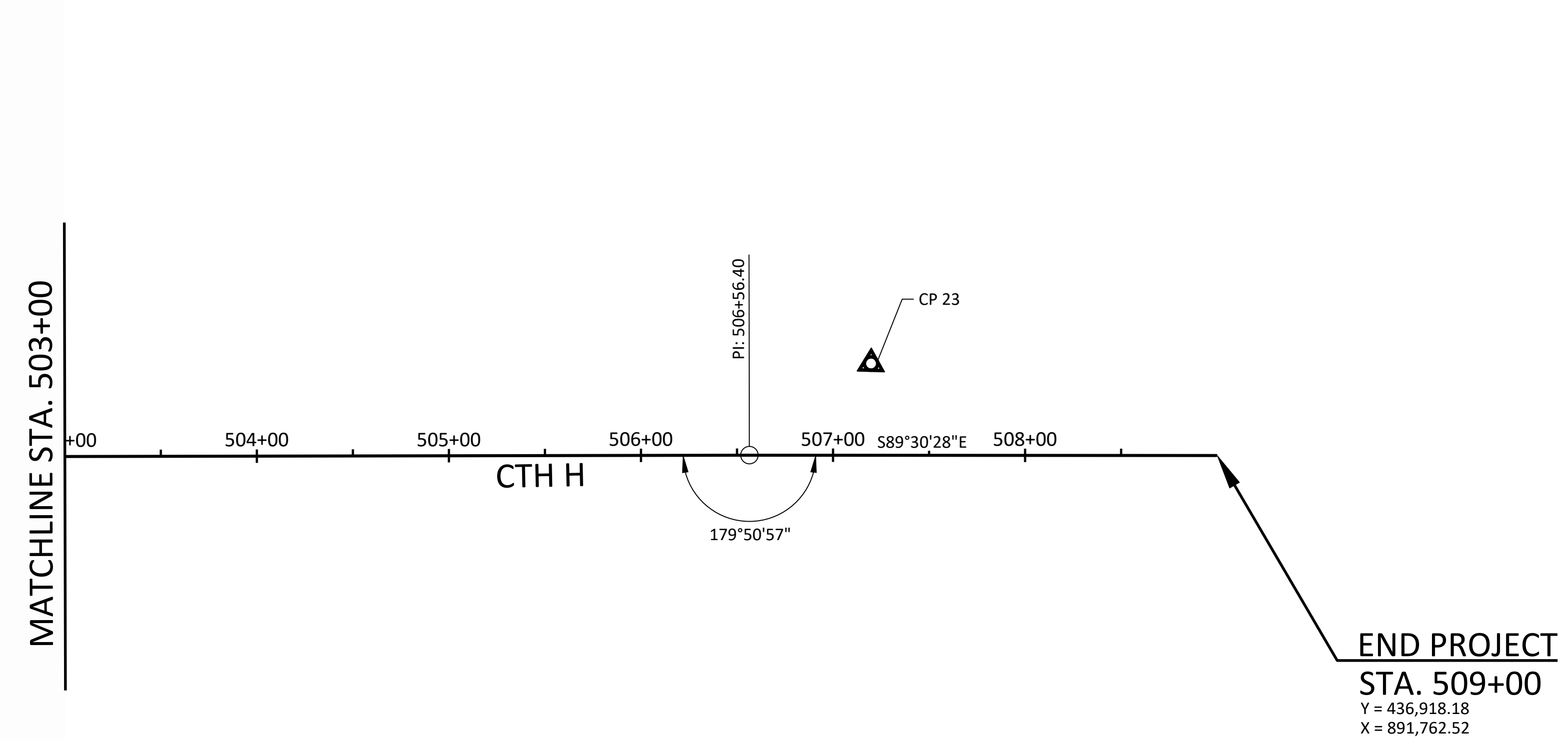


PROJECT NO: 5609-00-70	HWY: CTH H	COUNTY: GRANT	ALIGNMENT DETAILS	SHEET	E

FILE NAME : S:\PROJECTS\G78020 GRANT CO HWY - CTH H REHABILITATION\SHEETSPLAN\DETAILS\56090000_ALIGNMENT DIAGRAM.DWG PLOT DATE : 7/26/2022 8:22:41 AM PLOT BY : THEODORE HERBERS PLOT SCALE : 1" = 1' LAYOUT : SHEET - (34)

2





CONTROL POINTS

No.	STATION	DESCRIPTION	Y	X	ELEVATION
1	18+57	3/4" IR, 26.5' LT	429,003.61	849,047.83	918.22
2	34+46	3/4" IR, 37.0' LT	429,040.67	850,636.19	874.25
3	47+24	3/4" IR, 68.2' LT	429,095.59	851,913.56	933.87
4	88+01	3/4" IR, 62.9' LT	428,974.08	855,990.34	946.80
5	107+20	3/4" IRS, 95.1' LT	429,118.38	857,909.41	978.08
6	118+99	3/4" IRS, 43.4' LT	428,983.27	859,088.30	980.38
7	155+40	3/4" IRS, 42.1' LT	428,927.54	862,728.98	925.36
8	182+43	3/4" IRS, 64.6' RT	428,987.90	865,407.38	991.20
9	201+97	BRASS CAP, 42.3' LT	430,868.79	865,993.21	998.40
10	225+04	3/4" IRS, 52.9' LT	433,065.06	866,563.95	1011.21
11	258+31	3/4" IRS, 28.4' LT	436,358.77	866,816.38	931.16
12	296+05	3/4" IRS, 28.2' RT	436,793.28	870,468.30	948.81
13	310+18	CP, 33.3' RT	436,802.09	871,881.84	998.44
14	335+91	3/4" IRS, 63.0' RT	436,791.57	874,455.06	1010.03
15	363+29	3/4" IRS, 48.9' RT	436,833.09	877,192.60	989.96
16	390+26	3/4" IRS, 48.6' RT	436,859.44	879,888.86	976.48
17	413+37	3/4" IRS, 50.7' LT	436,974.15	882,199.59	1006.79
18	432+87	3/4" IRS, 50.0' LT	436,984.34	884,149.29	1011.62
19	445+88	3/4" IRS, 48.9' RT	436,893.14	885,451.29	1011.44
20	455+51	3/4" IRS, 49.4' RT	436,894.21	886,413.25	1012.17
21	472+03	3/4" IRS, 43.8' LT	436,981.32	888,065.33	1004.11
22	490+41	1/2" IRS, 43.4' RT	436,885.53	889,903.57	998.39
23	507+20	3/4" IRS, 47.6' LT	436,967.31	891,582.81	1001.70

Estimate Of Quantities

					5609-00-70
Line	Item	Item Description	Unit	Total	Qty
0002	201.0105	Clearing	STA	1.000	1.000
0004	201.0205	Grubbing	STA	1.000	1.000
0006	203.0100	Removing Small Pipe Culverts	EACH	1.000	1.000
0008	204.0100	Removing Concrete Pavement	SY	550.000	550.000
0010	204.0115	Removing Asphaltic Surface Butt Joints	SY	320.000	320.000
0012	204.0120	Removing Asphaltic Surface Milling	SY	4,800.000	4,800.000
0014	204.0150	Removing Curb & Gutter	LF	1,855.000	1,855.000
0016	205.0100	Excavation Common	CY	1,910.000	1,910.000
0018	211.0101	Prepare Foundation for Asphaltic Paving (project) 01. 5609-00-70	EACH	1.000	1.000
0020	211.0400	Prepare Foundation for Asphaltic Shoulders	STA	935.000	935.000
0022	213.0100	Finishing Roadway (project) 01. 5609-00-70	EACH	1.000	1.000
0024	305.0110	Base Aggregate Dense 3/4-Inch	TON	7,950.000	7,950.000
0026	305.0120	Base Aggregate Dense 1 1/4-Inch	TON	6,500.000	6,500.000
0028	305.0504.S	Hauling Excess Shoulder Material	CY	780.000	780.000
0030	325.0100	Pulverize and Relay	SY	130,000.000	130,000.000
0032	374.1020.S	QMP Pulverize and Relay Compaction	SY	130,000.000	130,000.000
0034	416.0160	Concrete Driveway 6-Inch	SY	456.000	456.000
0036	455.0605	Tack Coat	GAL	10,000.000	10,000.000
0038	460.0105.S	HMA Percent Within Limits (PWL) Test Strip Volumetrics	EACH	1.000	1.000
0040	460.0110.S	HMA Percent Within Limits (PWL) Test Strip Density	EACH	1.000	1.000
0042	460.2005	Incentive Density PWL HMA Pavement	DOL	34,450.000	34,450.000
0044	460.2007	Incentive Density HMA Pavement Longitudinal Joints	DOL	24,930.000	24,930.000
0046	460.2010	Incentive Air Voids HMA Pavement	DOL	52,000.000	52,000.000
0048	460.5224	HMA Pavement 4 LT 58-28 S	TON	52,000.000	52,000.000
0050	460.9000.S	Material Transfer Vehicle (project) 01. 5609-00-70	EACH	1.000	1.000
0052	465.0315	Asphaltic Flumes	SY	300.000	300.000
0054	520.1018	Apron Endwalls for Culvert Pipe 18-Inch	EACH	1.000	1.000
0056	520.1024	Apron Endwalls for Culvert Pipe 24-Inch	EACH	1.000	1.000
0058	520.3318	Culvert Pipe Class III-A 18-Inch	LF	4.000	4.000
0060	520.3324	Culvert Pipe Class III-A 24-Inch	LF	4.000	4.000
0062	522.1024	Apron Endwalls for Culvert Pipe Reinforced Concrete 24-Inch	EACH	1.000	1.000
0064	522.1042	Apron Endwalls for Culvert Pipe Reinforced Concrete 42-Inch	EACH	1.000	1.000
0066	601.0411	Concrete Curb & Gutter 30-Inch Type D	LF	100.000	100.000
0068	601.0553	Concrete Curb & Gutter 4-Inch Sloped 36-Inch Type D	LF	7,741.000	7,741.000
0070	601.0557	Concrete Curb & Gutter 6-Inch Sloped 36-Inch Type D	LF	468.000	468.000
0072	606.0300	Riprap Heavy	CY	15.000	15.000
0074	608.0324	Storm Sewer Pipe Reinforced Concrete Class III 24-Inch	LF	136.000	136.000
0076	608.0336	Storm Sewer Pipe Reinforced Concrete Class III 36-Inch	LF	180.000	180.000
0078	608.0342	Storm Sewer Pipe Reinforced Concrete Class III 42-Inch	LF	180.000	180.000
0080	608.6015	Storm Sewer Pipe Composite 15-Inch	LF	27.000	27.000
0082	611.0612	Inlet Covers Type C	EACH	2.000	2.000
0084	611.0624	Inlet Covers Type H	EACH	2.000	2.000
0086	611.1006	Catch Basins 6-FT Diameter	EACH	2.000	2.000
0088	611.2007	Manholes 7-FT Diameter	EACH	1.000	1.000
0090	611.3230	Inlets 2x3-FT	EACH	2.000	2.000
0092	612.0902.S	Insulation Board Polystyrene (inch) 01. 4-INCH	SY	30.000	30.000
0094	618.0100	Maintenance And Repair of Haul Roads (project) 01. 5609-00-70	EACH	1.000	1.000
0096	619.1000	Mobilization	EACH	1.000	1.000
0098	624.0100	Water	MGAL	800.000	800.000

Line	Item	Item Description	Unit	Total 5609-00-70	Qty
0100	625.0500	Salvaged Topsoil	SY	14,100.000	14,100.000
0102	627.0200	Mulching	SY	6,200.000	6,200.000
0104	628.1504	Silt Fence	LF	6,800.000	6,800.000
0106	628.1520	Silt Fence Maintenance	LF	13,600.000	13,600.000
0108	628.1905	Mobilizations Erosion Control	EACH	2.000	2.000
0110	628.1910	Mobilizations Emergency Erosion Control	EACH	1.000	1.000
0112	628.2002	Erosion Mat Class I Type A	SY	8,750.000	8,750.000
0114	628.7005	Inlet Protection Type A	EACH	4.000	4.000
0116	628.7015	Inlet Protection Type C	EACH	4.000	4.000
0118	628.7504	Temporary Ditch Checks	LF	525.000	525.000
0120	628.7555	Culvert Pipe Checks	EACH	37.000	37.000
0122	629.0210	Fertilizer Type B	CWT	10.000	10.000
0124	630.0120	Seeding Mixture No. 20	LB	380.000	380.000
0126	630.0500	Seed Water	MGAL	22.000	22.000
0128	633.5200	Markers Culvert End	EACH	2.000	2.000
0130	634.0614	Posts Wood 4x6-Inch X 14-FT	EACH	168.000	168.000
0132	634.0616	Posts Wood 4x6-Inch X 16-FT	EACH	22.000	22.000
0134	634.0618	Posts Wood 4x6-Inch X 18-FT	EACH	8.000	8.000
0136	637.2210	Signs Type II Reflective H	SF	723.510	723.510
0138	637.2230	Signs Type II Reflective F	SF	459.940	459.940
0140	638.2602	Removing Signs Type II	EACH	146.000	146.000
0142	638.3000	Removing Small Sign Supports	EACH	117.000	117.000
0144	642.5001	Field Office Type B	EACH	1.000	1.000
0146	643.0300	Traffic Control Drums	DAY	1,000.000	1,000.000
0148	643.0420	Traffic Control Barricades Type III	DAY	90.000	90.000
0150	643.0715	Traffic Control Warning Lights Type C	DAY	180.000	180.000
0152	643.0900	Traffic Control Signs	DAY	5,600.000	5,600.000
0154	643.0920	Traffic Control Covering Signs Type II	EACH	8.000	8.000
0156	643.1000	Traffic Control Signs Fixed Message	SF	14.000	14.000
0158	643.1050	Traffic Control Signs PCMS	DAY	14.000	14.000
0160	643.5000	Traffic Control	EACH	1.000	1.000
0162	646.1040	Marking Line Grooved Wet Ref Epoxy 4-Inch	LF	98,750.000	98,750.000
0164	646.3020	Marking Line Epoxy 8-Inch	LF	575.000	575.000
0166	646.4520	Marking Line Same Day Epoxy 4-Inch	LF	99,500.000	99,500.000
0168	646.6120	Marking Stop Line Epoxy 18-Inch	LF	110.000	110.000
0170	646.8120	Marking Curb Epoxy	LF	730.000	730.000
0172	646.8220	Marking Island Nose Epoxy	EACH	6.000	6.000
0174	648.0100	Locating No-Passing Zones	MI	9.440	9.440
0176	649.0105	Temporary Marking Line Paint 4-Inch	LF	81,500.000	81,500.000
0178	650.4000	Construction Staking Storm Sewer	EACH	7.000	7.000
0180	650.5500	Construction Staking Curb Gutter and Curb & Gutter	LF	8,309.000	8,309.000
0182	650.8000	Construction Staking Resurfacing Reference	LF	49,850.000	49,850.000
0184	650.9911	Construction Staking Supplemental Control (project) 01. 5609-00-70	EACH	1.000	1.000
0186	690.0150	Sawing Asphalt	LF	1,100.000	1,100.000
0188	690.0250	Sawing Concrete	LF	250.000	250.000
0190	740.0440	Incentive IRI Ride	DOL	38,000.000	38,000.000
0192	ASP.1T0A	On-the-Job Training Apprentice at $5.00/HR	HRS	375.000	375.000
0194	ASP.1T0G	On-the-Job Training Graduate at $5.00/HR	HRS	200.000	200.000
0196	SPV.0060	Special 01. Landmark Reference Monuments Special	EACH	11.000	11.000

					5609-00-70
0198	SPV.0060	Special 02. Verify Landmark Reference Monuments Special	EACH	11.000	11.000

3

REMOVING SMALL PIPE CULVERTS

STATION - STATION	LOCATION	203.0100 (EACH)
38+45	MAINLINE, RT.	1
	TOTAL =	1

SEE PLAN DETAIL SHEET FOR ADDITIONAL INFORMATION

CLEARING & GRUBBING

STATION - STATION	LOCATION	201.0105 (EACH)	201.0205 (EACH)
33+00	MAINLINE, RT.	1	1
	TOTALS =	1	1

REMOVING CONCRETE PAVEMENT

STATION	LOCATION	204.0100 (SY)
21+89	MAINLINE, LT.	222
39+32	MAINLINE, RT.	12
42+66	PARK VIEW BLVD.	281
138+43	MAINLINE, LT.	3
154+29	MAINLINE, RT.	17
432+43	MAINLINE, RT.	15
	TOTAL =	550

REMOVE ASPHALTIC SURFACE MILLING

STATION	LOCATION	204.0120 (SY)
10+50 - 17+48	MAINLINE	4,800
	TOTAL =	4,800

REMOVING CURB & GUTTER

STATION - STATION	LOCATION	204.0150 (LF)
260+69 - 261+98	MAINLINE, LT.	165
302+55 - 310+30	MAINLINE, LT.	772
307+12 - 312+08	MAINLINE, RT.	492
332+40 - 336+43	MAINLINE, LT.	426
	TOTAL =	1,855

3

EARTHWORK SUMMARY

STATION - STATION	LOCATION	(1) 205.0100 EXCAVATION COMMON (CAT 010) (CY)	UNEXPANDED FILL (CAT 010) (CY)	(2) EXPANDED FILL FACTOR 1.25 (CAT 010) (CY)	(3) MASS ORDINATE +/- (CAT 010) (CY)
34+13 - 469+43	MAINLINE (CURB RETURNS)	325	311	389	-64
177+00 - 180+91	MAINLINE (CTH Z TURN LANE)	226	7	9	217
1800'H'+35 - 1800'H'+76.11	CTH Z	755	16	20	735
221+21 - 222+52, LT.	MAINLINE C&G, LT.	8	20	25	-17
302+55 - 310+27, LT.	MAINLINE C&G, LT.	88	46	60	28
307+12.01 - 312+08, RT.	MAINLINE C&G, RT.	57	64	79	-22
332+40 - 336+04, LT.	MAINLINE C&G, LT.	61	25	32	29
429+00 - 451+20, LT.	MAINLINE C&G, LT.	308	416	524	-216
432+00 - 445+00, RT.	MAINLINE C&G, RT.	82	336	422	-340
	TOTALS =	1910	1241	1560	350

NOTES:
1.) COMMON EXCAVATION IS THE SUM OF THE CUT, ITEM NUMBER 205.0100.
2.) EXPANDED FILL = UNEXPANDED FILL x 1.25
3.) THE MASS ORDINATE + OR - QTY CALCULATED FOR THE DIVISION. PLUS QUANTITY INDICATES AN EXCESS OF MATERIAL WITHIN THE DIVISION.

BASE AGGREGATE DENSE

STATION - STATION	LOCATION	305.0110 BASE AGGREGATE DENSE 3/4 - INCH (TON)	305.0120 BASE AGGREGATE DENSE 1 1/4 - INCH (TON)
-	MAINLINE	7,350	3,050
-	CURB AND GUTTER RADII INSTALLATION	-	1,550
-	CTH Z	50	1,900
	DRIVEWAYS/FIELD ENTRANCES	550	-
	TOTALS =	7,950	6,500

PULVERIZE AND RELAY

STATION - STATION	LOCATION	325.0100 PULVERIZE AND RELAY (SY)	374.1020.S QMP PULVERIZE AND RELAY COMPACTION (SY)
17+48 - 509+00	MAINLINE	130,000	130,000

PREPARE FOUNDATION

STATION	LOCATION	211.0101 ASPHALTIC PAVING (5609-00-70) (EACH)	211.0400 ASPHALTIC SHOULDERS (STA)
10+50 - 509+00	MAINLINE	1	-
17+48 - 35+35	MAINLINE	-	36
35+35 - 38+69	MAINLINE, LT	-	4
38+69 - 221+21	MAINLINE	-	366
221+21 - 222+52	MAINLINE, RT	-	2
222+52 - 302+55	MAINLINE	-	162
302+55 - 307+14	MAINLINE, RT	-	5
310+27 - 312+08	MAINLINE, LT	-	2
312+08 - 332+39	MAINLINE	-	42
332+39 - 336+04	MAINLINE, RT	-	4
336+04 - 429+00	MAINLINE	-	186
429+00 - 432+00	MAINLINE, RT	-	3
445+00 - 451+20	MAINLINE, RT	-	7
451+20 - 509+00	MAINLINE	-	116
	TOTALS =	1	935

REMOVING ASPHALTIC SURFACE BUTT JOINTS

STATION	LOCATION	204.0115 (SY)
10+50	MAINLINE	26
11+33	ELM ST.	15
11+60	STH 61 ON-RAMP	60
34+74	CTH HHH	30
35+15	OLD HIGHWAY RD.	10
107+03	SHOESTRING RD.	10
118+06	LOUISBURG RD.	12
153+54	JIMTOWN RD.	10
208+82	MODEL RD.	12
222+91	HILL RD. (WEST)	11
223+13	HILL RD. (EAST)	12
255+70	PULS RD	12
261+22	CTH HH	13
297+07	QUARRY RD.	12
336+58	HILL RD. (NORTH)	11
336+69	HILL RD. (SOUTH)	11
389+65	CENTER RD.	10
389+75	CTH D	11
456+00	ALT RD.	10
468+92	SLAATS RD.	10
509+00	MAINLINE	12
	TOTAL =	320

CONCRETE DRIVEWAY 6-INCH

STATION	LOCATION	416.0160 (SY)
21+91	MAINLINE, LT.	96
38+46	MAINLINE, RT.	10
221+50	MAINLINE, LT.	11
303+52	MAINLINE, LT.	11
304+02	MAINLINE, LT.	12
305+06	MAINLINE, LT.	14
308+07	MAINLINE, LT.	12
309+01	MAINLINE, LT.	18
311+79	MAINLINE, RT.	15
332+88	MAINLINE, LT.	15
333+38	MAINLINE, LT.	13
429+25	MAINLINE, LT.	12
430+33	MAINLINE, LT.	12
431+31	MAINLINE, LT.	11
432+18	MAINLINE, LT.	11
432+43	MAINLINE, RT.	13
433+90	MAINLINE, LT.	12
434+09	MAINLINE, RT.	13
434+88	MAINLINE, LT.	12
435+91	MAINLINE, LT.	9
436+70	MAINLINE, RT.	13
437+89	MAINLINE, LT.	12
438+09	MAINLINE, RT.	12
439+53	MAINLINE, RT.	8
440+46	MAINLINE, LT.	13
443+43	MAINLINE, LT.	7
444+66	MAINLINE, RT.	14
445+03	MAINLINE, LT.	12
447+58	MAINLINE, LT.	11
450+35	MAINLINE, LT.	9
451+01	MAINLINE, LT.	13
	TOTAL =	456

PROJECT NO: 5609-00-70 | HWY: CTH H | COUNTY: GRANT | MISCELLANEOUS QUANTITIES | SHEET | E

FILE NAME : S:\PROJECTS\G78020 GRANT CO HWY - CTH H REHABILITATION\SHEETSPLAN\DETAILS\56090000_MISCELLANEOUS QUANTITIES.DWG PLOT DATE : 3/31/2022 3:08:11 PM PLOT BY : AUSTIN KASZUBSKI PLOT SCALE : 1" = 1' LAYOUT : LAYOUT1

3

HMA PAVEMENT

STATION - STATION	LOCATION	455.0605 TACK COAT (GAL)	460.5224 HMA PAVEMENT 4 LT 58-28 S (TON)	460.9000.S MATERIAL TRANSFER VEHICLE 01. 5609-00-70 (EACH)
-	PROJECT	-	-	1
10+50 - 17+48	MAINLINE	300	500	-
17+48 - 509+00	MAINLINE	9,700	51,350	-
	DRIVEWAYS	-	150	-
	TOTALS =	10,000	52,000	1

HMA PAVEMENT INCENTIVES

STATION - STATION	LOCATION	460.0105.S HMA PWL TEST STRIP VOLUMETRICS (EACH)	460.0110.S HMA PWL TEST STRIP DENSITY (EACH)
10+50 - 509+00	MAINLINE	1	1
	TOTALS =	1	1

3

PWL MIXTURE USE TABLE

The following acceptance criteria are applicable for this project:

LOCATION	STATION	MIXTURE USE	UNDERLYING SURFACE	BID ITEM	TONS	THICKNESS	QUALITY MANAGEMENT PROGRAM TO BE USED FOR: MIXTURE ACCEPTANCE	DENSITY ACCEPTANCE
14 foot Driving Lanes	10+50 - 17+48	Upper Layer	Milled Existing HMA Surface	4 LT 58-28 S	250	2" Total	PWL Incentive Air Voids HMA Pavement 460.2010	Incentive Density PWL HMA Pavement 460.2005
6 foot Paved Shoulders/Turn Lanes	10+50 - 17+48	Upper Layer	Milled Existing HMA Surface	4 LT 58-28 S	250	2" Total	PWL Incentive Air Voids HMA Pavement 460.2010	Acceptance testing by the department; Not eligible for incentive or disincentive
12 foot Driving Lanes	17+48 - 509+00	Lower Layer	Pulverized and Relaid Asphalt	4 LT 58-28 S	18850	2.5"	PWL Incentive Air Voids HMA Pavement 460.2010	Incentive Density PWL HMA Pavement 460.2005
12 foot Driving Lanes	17+48 - 509+00	Upper Layer	Pulverized and Relaid Asphalt	4 LT 58-28 S	15100	2"	PWL Incentive Air Voids HMA Pavement 460.2010	Incentive Density PWL HMA Pavement 460.2005
6 foot Paved Shoulders/Turn Lanes	17+48 - 509+00	Lower Layer	Pulverized and Relaid Asphalt	4 LT 58-28 S	9750	2.5"	PWL Incentive Air Voids HMA Pavement 460.2010	Acceptance testing by the department; Not eligible for incentive or disincentive
6 foot Paved Shoulders	17+48 - 509+00	Upper Layer	Pulverized and Relaid Asphalt	4 LT 58-28 S	7800	2"	PWL Incentive Air Voids HMA Pavement 460.2010	Acceptance testing by the department; Not eligible for incentive or disincentive

ASPHALTIC FLUMES

STATION	LOCATION	465.0315 (SY)
34+57	MAINLINE, LT	6
1400+53	OLD HWY ROAD, LT	6
1400'D'+73	OLD HWY ROAD, RT	6
1302'C'+20	CTH HHH, RT	6
1500'E'+73	SHOESTRING RD, LT	6
1500'E'+61	SHOESTRING RD, RT	6
1600'F'+24	LOUISBURG RD, LT	6
1600'F'+15	LOUISBURG RD, RT	6
1700'G'+12	JIMTOWN RD, LT	6
1700'G'+11	JIMTOWN RD, RT	6
154+08	MAINLINE, RT	6
1900'I'+25	MODEL RD, RT	6
1900'I'+47	MODEL RD, LT	6
2000'J'+62	HILL RD, RT	6
2000'J'+20	HILL RD, LT	6
180+91	MAINLINE, RT	6
1802'H'+17	CTH Z, RT	6
223+81	MAINLINE, LT	6
223+87	MAINLINE, RT	6
2001'J'+69	HILL RD, RT	6
255+09	MAINLINE, LT	6
260+69	MAINLINE, LT	6
2206'L'+06	MAINLINE, RT	6
2100'K'+57	PULS RD, LT	6
2100'K'+00	PULS RD, RT	6
2300'M'+68	QUARRY RD, LT	6
2300'M'+76	QUARRY RD, RT	6
2400'N'+58	HILL RD, LT	6
2400'N'+77	HILL RD, RT	6
302+50	MAINLINE, LT	6
307+10	MAINLINE, RT	6
312+11	MAINLINE, RT	6
337+31	MAINLINE, LT	6
2500'O'+26	HILL RD, LT	6
337+34	MAINLINE, RT	6
389+17	MAINLINE, LT	6
2700'Q'+57	CTH D, LT	6
2700'Q'+77	CTH D, RT	6
2600'P'+89	CENTER RD, LT	6
2600'P'+88	CENTER RD, RT	6
2800'R'+46	ALT RD, LT	6
2800'R'+56	ALT RD, RT	6
428+96	MAINLINE, LT	6
431+95	MAINLINE, RT	6
441+89	MAINLINE, LT	6
441+89	MAINLINE, RT	6
451+23	MAINLINE, LT	6
456+51	MAINLINE, LT	6
2900'S'+69	SLAATS RD, LT	6
2900'S'+79	SLAATS RD, RT	6
	TOTAL =	300

CULVERT PIPES

STATION	LOCATION	520.1018 APRON ENDWALLS FOR CULVERT PIPE 18-INCH (EACH)	520.1024 APRON ENDWALLS FOR CULVERT PIPE 24-INCH (EACH)	520.3318 CULVERT PIPE CLASS III-A 18-INCH (LF)	520.3324 CULVERT PIPE CLASS III-A 24-INCH (LF)
389+76	MAINLINE, RT	-	1	-	4
455+60	MAINLINE, LT	1	-	4	-
	TOTALS =	1	1	4	4

FINISHING ITEMS

LOCATION	625.0500 SALVAGED TOPSOIL (SY)	627.0200 MULCHING (SY)	629.0210 FERTILIZER TYPE B (CWT)	630.0120 SEED MIXTURE NO.20 (LB)	630.0500 SEED WATER (MGAL)
33+92 - 39+00	1,110	910	0.7	30	1.7
106+46 - 107+68	170	--	0.1	5	0.3
117+42 - 118+66	160	--	0.1	4	0.2
153+05 - 154+05	110	--	0.1	3	0.2
176+98 - 183+00	1,210	1,210	0.7	33	1.9
208+14 - 209+46	160	--	0.1	4	0.2
221+12 - 223+95	520	--	0.3	14	0.8
254+95 - 256+45	200	--	0.2	5	0.3
260+64 - 262+01	130	--	0.1	3	0.2
296+28 - 297+95	190	--	0.2	5	0.3
302+54 - 312+31	1,480	1,480	0.9	40	2.2
332+36 - 336+39	770	490	0.5	21	1.2
388+94 - 390+59	400	--	0.3	11	0.6
428+88 - 451+29	5,190	1,310	3.0	140	7.9
455+40 - 456+59	270	--	0.2	7	0.4
468+15 - 469+59	180	--	0.1	5	0.3
UNDISTRIBUTED	1,850	800	2.4	50	3.3
TOTALS =	14,100	6,200	10	380	22

WATER

PROJECT	APPLICATION	624.0100 (MGAL)
8510-01-00	DUST CONTROL / BASE COMPACTION	215
	PULVERIZE & RELAY COMPACTION	585
TOTAL =		800

RIPRAP HEAVY

STATION	LOCATION	606.0300 RIPRAP HEAVY (CY)
33+57	MAINLINE, RT	13
	UNDISTRIBUTED	2
	TOTAL =	15

STORM SEWER STRUCTURES

STRUCTURE NUMBER	STATION	LOCATION	RIM ELEVATION (FT)	522.1024 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 24-INCH (EACH)	522.1042 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 42-INCH (EACH)	611.0612 INLET COVERS TYPE C (EACH)	611.0624 INLET COVERS TYPE H (EACH)	611.1006 CATCH BASINS 6-FT DIAMETER (EACH)	611.2007 MANHOLES 7-FT DIAMETER (EACH)	611.3230 INLETS 2X3-FT (EACH)	633.5200 MARKERS CULVERT END (EACH)	STRUCTURE DEPTH (FT)	650.4000 CONSTRUCTION STAKING STORM SEWER (EACH)	628.7005 INLET PROTECTION TYPE A (EACH)	628.7015 INLET PROTECTION TYPE C (EACH)
EW-1	33+63	30.70' RT.	874.53	-	1	-	-	-	-	-	1	-	1	-	-
MH-1	33+72	23.40' RT.	876.64	-	-	-	-	-	1	-	-	4.69	1	-	-
I-100	35+46	18.5' RT.	878.51	-	-	-	1	-	-	1	-	2.65	1	1	1
I-101	35+46	34.39' RT.	876.52	-	-	1	-	1	-	-	-	3.92	1	1	1
1-102	37+26	29.97' RT.	883.35	-	-	1	-	1	-	-	-	3.35	1	1	1
I-103	37+26	18.50' RT.	883.77	-	-	-	1	-	-	1	-	1.80	1	1	1
EW-2	38+61	28.19' RT	889.98	1	-	-	-	-	-	-	1	-	1	-	-
			TOTALS =	1	1	2	2	2	1	2	2		7	4	4

NOTES:
STATION AND OFFSET OF MANHOLE AND AREA INLET STRUCTURES ARE MEASURED FROM CENTER OF STRUCTURE
STATION AND OFFSET OF CURB INLET STRUCTURES ARE MEASURED TO FLANGE OF INLET
ALL RIM ELEVATIONS ARE MEASURED TO THE FLANGE OF THE INLET
STRUCTURE DEPTH (INLETS 2X3) = RIM ELEVATION - INVERT LOWEST PIPE - 6 INCHES (RINGS) - 6 INCHES (CASTING HEIGHT)
STRUCTURE DEPTH (MANHOLE) = RIM ELEVATION - INVERT LOWEST PIPE - 6 INCHES (RINGS) - 9 INCHES (CASTING HEIGHT)
STRUCTURE DEPTH (CATCH BASINS) = RIM ELEVATION - INVERT LOWEST PIPE - 6 INCHES (RINGS) - 6 INCHES (CASTING HEIGHT)

STORM SEWER PIPE

PIPE NUMBER	FROM STRUCTURE	TO STRUCTURE	UPSTREAM ELEVATION	DISCHARGE ELEVATION	% SLOPE	608.0324 STORM SEWER PIPE REINFORCED CONCRETE CLASS III 24-INCH (LF)	608.0336 STORM SEWER PIPE REINFORCED CONCRETE CLASS III 36-INCH (LF)	608.0342 STORM SEWER PIPE REINFORCED CONCRETE CLASS III 42-INCH (LF)	608.6015 STORM SEWER PIPE COMPOSITE 15-INCH (LF)
P-100	MH-1	EW-1	870.70	870.65	0.50	-	-	8	-
P-101	I-101	MH-1	871.60	870.99	0.36	-	-	172	-
P-102	I-100	I-101	874.86	874.30	3.51	-	-	-	16
P-103	I-102	I-101	879.00	872.20	3.79	-	180	-	-
P-104	I-103	I-102	880.97	880.85	1.00	-	-	-	11
P-105	EW-2	I-102	887.73	879.90	5.77	136	-	-	-
					TOTALS =	136	180	180	27

NOTES:
PIPE LENGTHS ARE MEASURED FROM CENTER OF STRUCTURES

SILT FENCE

STATION - STATION	628.1504 SILT FENCE (LF)	628.1520 SILT FENCE MAINTENANCE (LF)
33+92 - 39+00	560	1,120
106+46 - 107+68	215	430
117+42 - 118+66	205	410
153+05 - 154+05	145	290
176+98 - 183+00	930	1,860
208+14 - 209+46	195	390
221+12 - 223+95	475	950
254+95 - 256+45	215	430
260+64 - 262+01	215	430
296+28 - 297+95	235	470
302+54 - 312+31	445	890
332+36 - 336+39	235	470
388+94 - 390+59	320	640
428+88 - 451+29	800	1,600
455+40 - 456+59	170	340
468+15 - 469+59	90	180
UNDISTRIBUTED	1,350	2,700
TOTALS =	6,800	13,600

3

CONCRETE CURB & GUTTER

STATION - STATION	LOCATION	601.0411 CONCRETE CURB & GUTTER 30-INCH TYPE D (LF)	601.0553 CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE D (LF)	601.0557 CONCRETE CURB & GUTTER 6-INCH SLOPED 36-INCH TYPE D (LF)	650.5500 CONSTRUCTION STAKING CURB & GUTTER (LF)	COMMENTS
11+50 - 15+00	MAINLINE.	100	-	-	100	LOCATIONS TO BE DETERMINED BY THE ENGINEER IN THE FIELD
34+13 - 34+44	MAINLINE, RT.	-	59	-	59	-
34+64 - 35+03	MAINLINE, LT.	-	53	-	53	-
35+07 - 38+70	MAINLINE, RT.	-	372	-	372	-
35+29 - 35+70	MAINLINE, LT.	-	72	-	72	-
106+46 - 106+87	MAINLINE, LT.	-	73	-	73	-
107+10 - 107+68	MAINLINE, LT.	-	79	-	79	-
117+41 - 118+00	MAINLINE, RT.	-	81	-	81	-
118+24 - 118+65	MAINLINE, RT.	-	72	-	72	-
153+04 - 153+44	MAINLINE, RT.	-	63	-	63	-
153+63 - 154+04	MAINLINE, RT.	-	62	-	62	-
180+91 - 181+44	MAINLINE, RT.	-	-	101	101	-
181+75 - 182+12	MAINLINE, RT.	-	-	58	58	-
208+21 - 208+78	MAINLINE, RT.	-	76	-	76	-
209+06 - 209+35	MAINLINE, RT.	-	56	-	56	-
221+21 - 222+77	MAINLINE, LT.	-	170	-	170	-
222+33 - 222+96	MAINLINE, RT.	-	78	-	78	-
223+05 - 223+75	MAINLINE, LT.	-	110	-	110	-
223+40 - 223+80	MAINLINE, RT.	-	81	-	81	-
255+08 - 255+55	MAINLINE, LT.	-	69	-	69	-
255+81 - 256+29	MAINLINE, LT.	-	103	-	103	-
260+69 - 261+07	MAINLINE, RT.	-	-	61	61	-
261+35 - 261+91	MAINLINE, RT.	-	-	91	91	-
296+43 - 296+94	MAINLINE, LT.	-	79	-	79	-
297+20 - 297+81	MAINLINE, LT.	-	94	-	94	-
302+55 - 310+28	MAINLINE, LT.	-	773	-	773	-
307+13 - 312+08	MAINLINE, RT.	-	494	-	494	-
332+40 - 336+43	MAINLINE, LT.	-	422	-	422	-
336+05 - 336+55	MAINLINE, RT.	-	78	-	78	-
336+70 - 337+30	MAINLINE, LT.	-	95	-	95	-
336+84 - 337+34	MAINLINE, RT.	-	79	-	79	-
389+14 - 389+54	MAINLINE, RT.	-	63	-	63	-
389+17 - 389+57	MAINLINE, LT.	-	-	63	63	-
389+76 - 390+16	MAINLINE, RT.	-	63	-	63	-
389+86 - 390+47	MAINLINE, LT.	-	-	94	94	-
429+00 - 451+20	MAINLINE, LT.	-	2,220	-	2,220	-
432+00 - 445+00	MAINLINE, RT.	-	1,300	-	1,300	-
455+59 - 455+89	MAINLINE, LT.	-	47	-	47	-
456+11 - 456+51	MAINLINE, LT.	-	63	-	63	-
468+32 - 468+81	MAINLINE, RT.	-	79	-	79	-
469+03 - 469+43	MAINLINE, RT.	-	63	-	63	-
TOTALS =		100	7,741	468	8,309	

CULVERT PIPE CHECKS

STATION	LOCATION	628.7555 CULVERT PIPE CHECKS (EACH)
429+26	MAINLINE, LT	2
430+33	MAINLINE, LT	2
431+31	MAINLINE, LT	2
432+17	MAINLINE, LT	2
432+44	MAINLINE, RT	2
433+90	MAINLINE, LT	2
434+09	MAINLINE, RT	2
435+91	MAINLINE, LT	2
436+71	MAINLINE, RT	2
437+89	MAINLINE, LT	2
438+09	MAINLINE, RT	2
439+52	MAINLINE, RT	2
440+45	MAINLINE, LT	2
441+36	MAINLINE	3
443+45	MAINLINE, LT	2
445+04	MAINLINE, LT	2
447+57	MAINLINE, LT	2
450+35	MAINLINE, LT	2
	TOTALS =	37

EROSION MAT

LOCATION	628.2002 EROSION MAT CLASS I TYPE A (SY)
33+92 - 39+00	215
106+46 - 107+68	205
117+42 - 118+66	190
153+05 - 154+05	130
176+98 - 183+00	--
208+14 - 209+46	180
221+12 - 223+95	565
254+95 - 256+45	205
260+64 - 262+01	140
296+28 - 297+95	190
302+54 - 312+31	--
332+36 - 336+39	270
388+94 - 390+59	405
428+88 - 451+29	3,900
455+40 - 456+59	230
468+15 - 489+59	170
UNDISTRIBUTED	1,755
TOTAL =	8,750

MOBILIZATIONS EROSION CONTROL

PROJECT	628.1905 MOBILIZATIONS EROSION CONTROL (EACH)	628.1910 MOBILIZATIONS EMERGENCY EROSION CONTROL (EACH)
5609-00-70	2	1
TOTALS =	2	1

TEMPORARY DITCH CHECKS

STATION - STATION	628.7504 TEMPORARY DITCH CHECKS (LF)
35+35 - 38+70	150
429-00 - 451+20	270
UNDISTRIBUTED	105
TOTAL =	525

LOCATING NO PASSING ZONES

PROJECT	648.0100 (MI)
5609-00-70	9.44
TOTAL =	9.44

SAWING

STATION	LOCATION	690.0150 ASPHALT (LF)	690.0250 CONCRETE (LF)
10+50	MAINLINE	60	-
11+19 - 11+48	MAINLINE, RT.	34	-
11+05 - 12+22	MAINLINE, LT.	136	-
34+42 - 34+92	MAINLINE, RT.	66	-
35+13 - 35+34	MAINLINE, LT.	22	-
106+81 - 107+03	MAINLINE, LT.	22	-
118+05 - 118+30	MAINLINE, RT.	26	-
153+44 - 153+64	MAINLINE, RT.	22	-
181+00 - 181+14	MAINLINE, RT.	24	-
208+92 - 209+15	MAINLINE, RT.	26	-
222+80 - 223+09	MAINLINE, LT.	24	-
223+28 - 223+51	MAINLINE, RT.	26	-
255+79 - 255+96	MAINLINE, LT.	26	-
261+06 - 261+29	MAINLINE, LT.	26	-
296+93 - 297+18	MAINLINE, LT.	24	-
336+47 - 336+70	MAINLINE, LT.	24	-
336+57 - 336+81	MAINLINE, RT.	24	-
389+54 - 389+76	MAINLINE, RT.	22	-
389+60 - 389+84	MAINLINE, LT.	24	-
455+89 - 456+11	MAINLINE, LT.	22	-
468+82 - 469+02	MAINLINE, RT.	20	-
	DRIVEWAYS	400	250
	TOTALS =	1,100	250

TRAFFIC CONTROL

LOCATION	643.0300 DRUMS (DAYS)	643.0420 TRAFFIC CONTROL BARRICADES TYPE III (DAYS)	643.0715 WARNING LIGHTS TYPE C (DAYS)	643.0900 SIGNS (DAYS)	643.0920 (1) COVERING SIGNS TYPE II (EACH)	643.1000 TRAFFIC CONTROL SIGNS FIXED MESSAGE (SF)	643.1050 TRAFFIC CONTROL SIGNS PCMS (DAYS)	643.5000 TRAFFIC CONTROL (EACH)
CTH H	1,000	90	180	5,250	--	14	14	1
CTH HH DETOUR	--	--	--	350	8	--	--	--
TOTALS =	1,000	90	180	5,600	8	14	14	1

1) Only one cycle.

CONSTRUCTION STAKING

LOCATION	650.8000 RESURFACING REFERANCE (LF)	650.9911 SUPPLEMENTAL CONTROL 01.5609-00-70 (EACH)
10+50 - 509+00	49,850	1
TOTAL =	49,850	1

3

PROJECT NO: 5609-00-70	HWY: CTH H	COUNTY: GRANT	MISCELLANEOUS QUANTITIES	SHEET	E

FILE NAME : S:\PROJECTS\G78020 GRANT CO HWY - CTH H REHABILITATION\SHEETSPLAN\DETAILS\56090000_MISCELLANEOUS QUANTITIES.DWG PLOT DATE : 3/31/2022 7:38:28 AM PLOT BY : AUSTIN KASZUBSKI PLOT SCALE : 1" = 1' LAYOUT : LAYOUT4

PERMANENT SIGNING

APPROX.STATION	POSITION	SITE ID	SIGN CODE	SIGN DESCRIPTION	ORDER LINES	SIGN SIZE (INXIN)	634.0614 POSTS WOOD 4X6 INCH 14 FT (EACH)	634.0616 POSTS WOOD 4X6 INCH 16 FT (EACH)	634.0618 POSTS WOOD 4X6 INCH 18 FT (EACH)	637.2210 SIGNS TYPE II REFLECTIVE H (S.F.)	637.2230 SIGNS TYPE II REFLECTIVE F (S.F.)	638.2602 REMOVING SIGNS TYPE II (EACH)	638.3000 REMOVING SIGN SUPPORTS (EACH)
10+00	MAINLINE, RT.	1-01	R5-1A	WRONG WAY	-	36X24	1	-	-	6.00	-	-	-
10+00	MAINLINE, RT.	1-00R	R5-1A	WRONG WAY	-	-	-	-	-	-	-	1	1
10+30	MAINLINE, RT.	1-04	M1-5A	CTH ROUTE MARKER	CTH H	24X24	1	-	-	4.00	-	-	-
10+30	MAINLINE, RT.	1-05	M1-5A	CTH ROUTE MARKER	CTH HHH	24X24	-	-	-	4.00	-	-	-
10+30	MAINLINE, RT.	1-07R	M1-5A	CTH ROUTE MARKER	CTH H	-	-	-	-	-	-	1	1
10+30	MAINLINE, RT.	1-06R	M1-5A	CTH ROUTE MARKER	CTH HHH	-	-	-	-	-	-	1	-
10+60	MAINLINE, LT.	1-10	J3-3	M1-5A; M5-1L, M3-3	USH 61, USH 151, STH 35, LEFT AHEAD, SOUTH	72X57	-	-	2	28.50	-	-	-
10+60	MAINLINE, LT.	1-13R	J3-3	M1-5A; M5-1L, M3-3	USH 61, USH 151, STH 35, LEFT AHEAD, SOUTH	-	-	-	-	-	-	1	2
10+70	MAINLINE, RT.	1-08	R5-1	DO NOT ENTER	-	36X36	1	-	-	9.00	-	-	-
10+70	MAINLINE, RT.	1-09R	R5-1	DO NOT ENTER	-	-	-	-	-	-	-	1	1
10+75	MAINLINE	1-02	J3-3	M1-5A; M5-1L, M3-3	USH 61, USH 151, STH 35, LEFT, NORTH	72X57	-	-	2	28.50	-	-	-
10+75	MAINLINE	1-03R	J3-3	M1-5A; M5-1L, M3-4	USH 61, USH 151, STH 35, LEFT, NORTH	-	-	-	-	-	-	1	2
11+00	MAINLINE	1-16	R4-7	KEEP RIGHT	-	24X30	1	-	-	5.00	-	-	-
11+00	MAINLINE	1-21R	R4-7	KEEP RIGHT	-	-	-	-	-	-	-	1	1
11+10	MAINLINE, LT.	1-17	R6-2L	ONE WAY	-	24X30	1	-		5.00	-	-	-
11+10	MAINLINE, LT.	1-22R	R6-2L	ONE WAY	-	-	-	-	-	-	-	1	1
11+60	MAINLINE, RT.	1-18R	R6-2L	ONE WAY	-	-	-	-	-	-	-	1	-
11+60	MAINLINE, RT.	1-19R	R1-1	STOP	-	-	-	-	-	-	-	1	1
11+60	MAINLINE, RT.	1-20R	R6-3	DIVIDED HIGHWAY	-	-	-	-	-	-	-	1	-
11+60	MAINLINE, RT.	1-23	R6-2L	ONE WAY	-	24X30	1	-	-	5.00	-	-	-
11+60	MAINLINE, RT.	1-24	R1-1	STOP	-	36X36	1	-	-	7.46	-	-	-
11+60	MAINLINE, RT.	1-25	R6-3	DIVIDED HIGHWAY	-	30X24	1	-	-	5.00	-	-	-
11+70	MAINLINE, RT.	1-11R	R1-1	STOP	-	-	-	-	-	-	-	1	1
11+70	MAINLINE, RT.	1-12R	R6-3	DIVIDED HIGHWAY	-	-	-	-	-	-	-	1	-
11+70	MAINLINE, RT.	1-15	R1-1	STOP	-	36X36	1	-	-	7.46	-	-	-
11+70	MAINLINE, RT.	1-14	R6-3	DIVIDED HIGHWAY	-	30X24	1	-	-	5.00	-	-	-
12+30	MAINLINE, LT.	1-26R	J3-3	M3-1; M1-4; M6-1	NORTH, USH 61, USH 151, STH 35, RIGHT	-	-	-	-	-	-	1	2
12+30	MAINLINE, LT.	1-29	J3-3	M3-1; M1-4; M6-1	NORTH, USH 61, USH 151, STH 35, RIGHT	72X57	-	-	2	28.50	-	-	-
13+40	MAINLINE, RT.	1-27R	W6-2	DIVIDED HIGHWAY SYMBOL	-	-	-	-	-	-	-	1	1
13+40	MAINLINE, RT.	1-28R	R5-1A	WRONG WAY	-	-	-	-	-	-	-	1	-
13+40	MAINLINE, RT.	1-31	W6-2	DIVIDED HIGHWAY SYMBOL	-	30x24	1	-	-	5.00	-	-	-
13+40	MAINLINE, RT.	1-30	R5-1A	WRONG WAY	-	36x24	1	-	-	6.00	-	-	-
14+60	MAINLINE	1-33R	R4-7	KEEP RIGHT	-	-	-	-	-	-	-	1	1
14+60	MAINLINE	1-32	R4-7	KEEP RIGHT	-	30x24	1	-	-	5.00	-	-	-
14+70	MAINLINE, RT.	1-34R	M1-5A	CTH ROUTE MARKER	CTH H	-	-	-	-	-	-	1	-
14+70	MAINLINE, RT.	1-35R	R5-1	DO NOT ENTER	-	-	-	-	-	-	-	1	1
14+70	MAINLINE, RT.	1-37	M1-5A	CTH ROUTE MARKER	CTH H	24X24	1	-	-	4.00	-	-	-
14+70	MAINLINE, RT.	1-39	R5-1	DO NOT ENTER	-	36X36	1	-	-	9.00	-	-	-
15+90	MAINLINE, LT.	1-36R	J3-3	M3-1; M1-4; M5-1R	NORTH, USH 61, USH 151, STH 35, RIGHT AHEAD	-	-	-	-	-	-	1	2
15+90	MAINLINE, LT.	1-38	J3-3	M3-1; M1-4; M5-1R	NORTH, USH 61, USH 151, STH 35, RIGHT AHEAD	72X57	-	-	2	28.50	-	-	-
18+20	MAINLINE, LT.	1-40R	J1-3	M2-1; M1-4	USH 61; USH 151; STH 35	-	-	-	-	-	-	1	2
18+20	MAINLINE, LT.	1-41	J1-3	M2-1; M1-4	USH 61; USH 151; STH 35	72X39	-	2	-	19.50	-	-	-
18+60	MAINLINE, RT.	1-44R	R2-1	SPEED LIMIT	45	-	-	-	-	-	-	1	1
18+60	MAINLINE, RT.	1-42	R2-1	SPEED LIMIT	45	24X30	1	-	-	5.00	-	-	-
20+30	MAINLINE, LT.	1-43R	W14-3	NO PASSING ZONE	-	-	-	-	-	-		1	-
20+30	MAINLINE, LT.	1-45R	W6-1	KEEP RIGHT	-	-	-	-	-	-	-	1	1
20+30	MAINLINE, LT.	1-46	W14-3	NO PASSING ZONE	-	48x36	1	-	-	-	5.56	-	-
20+30	MAINLINE, LT.	1-47	W6-1	KEEP RIGHT	-	36x36	1	-	-	-	9.00	-	-
23+90	MAINLINE, RT.	1-48R	J1-1	M2-1; M1-5A	CTH HHH	-	-	-	-	-	-	1	1
23+90	MAINLINE, RT.	1-49	J1-1	M2-1; M1-5A	CTH HHH	24X39	1	-	-	6.50	-	-	-
31+30	MAINLINE, RT.	1-50	J12-1	M1-5A; M5-1R	CTH HHH; RIGHT AHEAD	24X45	-	1	-	7.50	-	-	-
33+70	MAINLINE, RT.	1-52R	J12-1	M1-5A; M6-1	CTH HHH; RIGHT	-	-	1	-	-	-	1	1
33+70	MAINLINE, RT.	1-51	J12-1	M1-5A; M6-1	CTH HHH; RIGHT	24X45	-	-	-	7.50	-	1	1
34+40	MAINLINE, RT.	1-53R	R5-2	NO TRUCKS SYMBOL	-	-	-	-	-	-	-	1	1
34+40	MAINLINE, RT.	1-56	R5-2	NO TRUCKS SYMBOL	-	24X24	1	-	-	4.00	-	-	-
34+80	MAINLINE, LT.	1-54R	D11-10	ATV ROUTE W/ SYMBOL	-	-	-	-	-	-	-	1	-
34+80	MAINLINE, LT.	1-55R	R1-1	STOP	-	-	-	-	-	-	-	1	1
34+80	MAINLINE, LT.	1-58	D11-10	ATV ROUTE W/ SYMBOL	-	24X18	1	-	-	3.00	-	-	-
34+80	MAINLINE, LT.	1-57	R1-1	STOP	-	36X36	1	-	-	7.48	-	-	-
35+20	MAINLINE, RT.	1-59R	R1-1	STOP	-	-	-	-	-	-	-	1	1
						SUBTOTALS =	22	4	8	266.40	14.56	31	28

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PERMANENT SIGNING (CONTINUED)

APPROX.	POSITION	SITE ID	SIGN CODE	SIGN DESCRIPTION	ORDER LINES	SIGN SIZE (INXIN)	634.0614 POSTS WOOD 4X6 INCH 14 FT (EACH)	634.0616 POSTS WOOD 4X6 INCH 16 FT (EACH)	634.0618 POSTS WOOD 4X6 INCH 18 FT (EACH)	637.2210 SIGNS TYPE II REFLECTIVE H (S.F.)	637.2230 SIGNS TYPE II REFLECTIVE F (S.F.)	638.2602 REMOVING SIGNS TYPE II (EACH)	638.3000 REMOVING SMALL SIGN SUPPORTS (EACH)
35+20	MAINLINE, RT.	1-60R	D11-10	ATV ROUTE W/ SYMBOL	-	-	-	-	-	-	-	1	-
35+20	MAINLINE, RT.	1-64	R1-1	STOP	-	36X36	1	-	-	7.46	-	-	-
35+20	MAINLINE, RT.	1-63	D11-10	ATV ROUTE W/ SYMBOL	-	24X18	1	-	-	3.00	-	-	-
35+25	MAINLINE, RT.	1-61R	J12-1	M1-5A; M6-4	CTH H	-	-	-	-	-	-	1	1
35+25	MAINLINE, RT.	1-65	J12-1	M1-5A; M6-4	CTH H	24X45	-	1	-	7.50	-	-	-
36+00	MAINLINE, LT.	1-62R	D1-1	DESTINATION	KIELER	VARIESX15	2	-	-	7.50			
36+00	MAINLINE, LT.	1-62R	D1-1	DESTINATION	KIELER	VARIESX15	2	-	-	7.50			
36+00	MAINLINE, LT.	1-73R	W11-3	DEER CROSSING	-	-	-	-	-	-	-	1	1
36+00	MAINLINE, LT.	1-74R	J12-1	M1-5A; M6-1	CTH HHH; LEFT	-	-	-	-	-	-	1	-
36+00	MAINLINE, LT.	1-70	W11-3	DEER CROSSING	-	36X36	1	-	-	-	6.25	-	-
36+00	MAINLINE, LT.	1-69	J12-1	M1-5A; M6-1	CTH HHH; LEFT	24X45	-	1	-	7.50	-	-	-
36+50	MAINLINE, RT.	1-71R	D1-1	DESTINATION	CUBA CITY	VARIESX16	2	-	-	7.5	-	-	-
36+50	MAINLINE, RT.	1-75R	M1-5A	CTH ROUTE MARKER	CTH H	-	-	-	-	-	-	1	1
36+50	MAINLINE, RT.	1-76R	D11-10	ATV ROUTE W/ SYMBOL	-	-	-	-	-	-	-	1	-
36+50	MAINLINE, RT.	1-67	M1-5A	CTH ROUTE MARKER	CTH H	24X24	1	-	-	4.00	-	-	-
36+50	MAINLINE, RT.	1-68	D11-10	ATV ROUTE W/ SYMBOL	-	24X18	1	-	-	3.00	-	-	-
36+50	MAINLINE, RT.	1-72	D1-51	DESTINATION	CUBA CITY	VARIESX18	2	-	-	7.50	-	-	-
38+20	MAINLINE, LT.	2-00	J12-1	M1-5A; M5-1R	CTH HHH; RIGHT AHEAD	24X45	-	1	-	7.50	-	-	-
42+60	MAINLINE, LT.	2-01	W1-7	TWO DIRECTION LARGE ARROW	-	48X24	2	-	-	-	8.00	-	-
43+30	MAINLINE, RT.	2-02R	S3-1	SCHOOL BUS STOP AHEAD	-	-	-	-	-	-	-	1	1
43+30	MAINLINE, RT.	2-03	S3-1	SCHOOL BUS STOP AHEAD	-	36X36	1	-	-	-	9.00	-	-
46+10	MAINLINE, LT.	2-04	J1-1	M2-1; M1-5A	CTH HHH	-	-	-	-	-	-	1	1
46+10	MAINLINE, LT.	2-05R	J1-1	M2-1; M1-5A	CTH HHH	24X39	1	-	-	6.50	-	-	-
48+20	MAINLINE, LT.	2-06	W14-3	NO PASSING ZONE	-	48X36	1	-	-	-	5.56	-	-
48+80	MAINLINE, RT.	2-07R	R2-1	SPEED LIMIT	55	-	-	-	-	-	-	1	1
48+80	MAINLINE, RT.	2-09	R2-1	SPEED LIMIT	55	24X30	1	-	-	5.00	-	-	-
48+90	MAINLINE, LT.	2-08R	R2-1	SPEED LIMIT	45	-	-	-	-	-	-	1	1
48+90	MAINLINE, LT.	2-10	R2-1	SPEED LIMIT	45	24X30	1	-	-	5.00	-	-	-
55+70	MAINLINE, LT.	2-12R	W3-5	SPEED REDUCTION AHEAD ___ MPH SYMBOL	45	-	-	-	-	-	-	1	1
55+70	MAINLINE, LT.	2-11	W3-5	SPEED REDUCTION AHEAD ___ MPH SYMBOL	45	36X36	1	-	-	-	9.00	-	-
59+60	MAINLINE, RT.	2-13R	W14-3	NO PASSING ZONE	-	-	-	-	-	-	-	1	1
59+60	MAINLINE, RT.	2-14	W14-3	NO PASSING ZONE	-	48X36	1	-	-	-	5.56	-	-
89+60	MAINLINE, LT.	3-01R	W14-3	NO PASSING ZONE	-	-	-	-	-	-	-	1	1
89+60	MAINLINE, LT.	3-00	W14-3	NO PASSING ZONE	-	48X36	1	-	-	-	5.56	-	-
106+70	MAINLINE, LT.	4-03R	R1-1	STOP	-	-	-	-	-	-	-	1	1
106+70	MAINLINE, LT.	4-04R	D11-10	ATV ROUTE W/ SYMBOL	-	-	-	-	-	-	-	1	-
106+70	MAINLINE, LT.	4-05R	M7-1	ARROW PLAQUES	LEFT	-	-	-	-	-	-	1	-
106+70	MAINLINE, LT.	4-00	R1-1	STOP	-	36x36	1	-	-	7.46	-	-	-
106+70	MAINLINE, LT.	4-01	D11-10	ATV ROUTE W/ SYMBOL	-	24X18	1	-	-	3.00	-	-	-
106+70	MAINLINE, LT.	4-02	M7-1	ARROW PLAQUES	LEFT	12X9	1	-	-	0.75	-	-	-
107+20	MAINLINE, RT.	4-06	W1-7	TWO DIRECTION LARGE ARROW	-	48X24	2	-	-	-	8.00	-	-
109+00	MAINLINE, LT.	4-07R	W14-3	NO PASSING ZONE	-	-	-	-	-	-	-	1	1
109+00	MAINLINE, LT.	4-08R	D11-10	ATV ROUTE W/ SYMBOL	-	-	-	-	-	-	-	1	-
109+00	MAINLINE, LT.	4-09R	M7-1	ARROW PLAQUES	RIGHT	-	-	-	-	-	-	1	-
109+00	MAINLINE, LT.	4-12	W14-3	NO PASSING ZONE	-	48X36	1	-	-	-	5.56	-	-
109+00	MAINLINE, LT.	4-13	D11-10	ATV ROUTE W/ SYMBOL	-	24X18	1	-	-	3.00	-	-	-
109+00	MAINLINE, LT.	4-14	M7-1	ARROW PLAQUES	RIGHT	12X9	1	-	-	0.75	-	-	-
111+30	MAINLINE, RT.	4-16R	W14-3	NO PASSING ZONE	-	-	-	-	-	-	-	1	-
111+30	MAINLINE, RT.	4-15	W14-3	NO PASSING ZONE	-	48X36	1	-	-	-	5.56	-	-
111+30	MAINLINE, RT.	4-10	D11-10	ATV ROUTE W/ SYMBOL	-	24X18	1	-	-	3.00	-	-	-
111+30	MAINLINE, RT.	4-11	M7-1	ARROW PLAQUES	RIGHT	12X9	1	-	-	0.75	-	-	-
117+70	MAINLINE, RT.	4-17R	R1-1	STOP	-	-	-	-	-	-	-	1	1
117+70	MAINLINE, RT.	4-18R	D11-10	ATV ROUTE W/ SYMBOL	-	-	-	-	-	-	-	1	-
117+70	MAINLINE, RT.	4-19	D11-10	ATV ROUTE W/ SYMBOL	-	24X18	1	-	-	3.00	-	-	-
417+90	MAINLINE, LT.	4-20	W1-7	TWO DIRECTION LARGE ARROW	-	48X24	2	-	-	-	8.00	-	-
118+30	MAINLINE, RT.	4-21R	R1-1	STOP	-	-	-	-	-	-	-	1	1
118+40	MAINLINE, RT.	4-22	R1-1	STOP	-	36X36	1	-	-	7.46	-	-	-
129+50	MAINLINE, RT.	5-00R	W11-5	FARMER TRACTOR CROSSING	-	-	-	-	-	-	-	1	1
129+50	MAINLINE, RT.	5-01	W11-5	FARMER TRACTOR CROSSING	-	36X36	1	-	-	-	9.00	-	-
131+30	MAINLINE, RT.	5-02R	S3-1	SCHOOL BUS STOP AHEAD	SCHOOL BUS STOP AHEAD	-	-	-	-	-	-	1	1
						SUBTOTALS =	39	3	0	115.63	85.05	25	16

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PERMANENT SIGNING (CONTINUED)

APPROX.	POSITION	SITE ID	SIGN CODE	SIGN DESCRIPTION	ORDER LINES	SIGN SIZE (INXIN)	634.0614 POSTS WOOD 4X6 INCH 14 FT (EACH)	634.0616 POSTS WOOD 4X6 INCH 16 FT (EACH)	634.0618 POSTS WOOD 4X6 INCH 18 FT (EACH)	637.2210 SIGNS TYPE II REFLECTIVE (S.F.)	637.2230 SIGNS TYPE II REFLECTIVE F (S.F.)	638.2602 REMOVING SIGNS TYPE II (EACH)	638.3000 REMOVING SMALL SIGN SUPPORTS (EACH)
131+30	MAINLINE, RT.	5-03	S3-1	SCHOOL BUS STOP AHEAD	-	36X36	1	-	-	-	9.00	-	-
149+40	MAINLINE, RT.	5-04R	W14-3	NO PASSING ZONE	-	-	-	-	-	-	-	1	-
149+40	MAINLINE, RT.	5-05	W14-3	NO PASSING ZONE	-	48X36	1	-	-	-	6.00	-	-
153+50	MAINLINE,LT.	5-06	W1-7	TWO DIRECTION LARGE ARROW	-	48X24	2	-	-	-	8.00	-	-
153+80	MAINLINE, RT.	5-07R	R1-1	STOP	-	-	-	-	-	-	-	1	1
153+80	MAINLINE, RT.	5-08	R1-1	STOP	-	36X36	1	-	-	7.46	-	-	-
155+80	MAINLINE, LT.	5-09R	W14-3	NO PASSING ZONE	-	-	-	-	-	-	-	1	1
155+80	MAINLINE, LT.	5-10	W14-3	NO PASSING ZONE	-	48X36	1	-	-	-	5.56	-	-
170+50	MAINLINE, RT.	6-00R	W1-2L	ROAD CURVES LEFT	-	-	-	-	-	-	-	1	1
170+50	MAINLINE, RT.	6-01R	W13-1	__ MPH	50	-	-	-	-	-	-	1	-
172+00	MAINLINE, RT.	6-02	W1-10L	HORIZONTAL CURVE WITH INTERSECTION SYMBOL	-	36X36	1	-	-	-	9.00	-	-
172+00	MAINLINE, RT.	6-03	W13-1	__ MPH	45	18X18	1	-	-	-	2.25	-	-
174+00	MAINLINE, RT.	6-04R	J1-1	M1-5A; M2-1	CTH Z	-	-	-	-	-	-	1	1
175+90	MAINLINE, RT.	6-05	J1-1	M1-5A; M2-1	CTH Z	24X39	1	-	-	6.50	-	-	-
178+40	MAINLINE, RT.	6-06	J12-1	M1-5A; M5-1R	CTH Z	24X45	-	1	-	7.50	-	-	-
180+20	MAINLINE, LT.	6-08R	R2-1	SPEED LIMIT	55	-	-	-	-	-	-	1	1
180+20	MAINLINE, LT.	6-09R	M1-5A	CTH ROUTE MARKER	CTH H	-	-	-	-	-	-	1	-
180+20	MAINLINE, LT.	6-11	R2-1	SPEED LIMIT	55	24X30	1	-	-	5.00	-	-	-
180+20	MAINLINE, LT.	6-10	M1-5A	CTH ROUTE MARKER	CTH H	24X24	1	-	-	4.00	-	-	-
180+90	MAINLINE, RT.	6-07	J12-1	M1-5A; M6-1	CTH Z	24X45	-	1	-	7.50	-	-	-
181+50	MAINLINE,LT.	6-12	W1-7	TWO DIRECTION LARGE ARROW	-	48X24	2	-	-	-	8.00	-	-
181+80	MAINLINE,LT.	6-13	J12-1	M1-5A; M6-1	CTH Z	24X45	-	1	-	7.50	-	-	-
181+90	MAINLINE, RT.	6-16	R1-1	STOP	-	36X36	1	-	-	7.46	-	-	-
181+95	MAINLINE, RT.	6-20	J12-1	M1-5A; M6-4	CTH H	24X45	-	1	-	7.50	-	-	-
182+10	MAINLINE, RT.	6-17R	R1-1	STOP	-	-	-	-	-	-	-	1	1
182+10	MAINLINE, RT.	6-19R	J12-1	M1-5A; M6-4	CTH H	-	-	-	-	-	-	1	1
182+80	MAINLINE, LT.	6-14R	J12-1	M1-5A; M6-1	CTH Z	-	-	-	-	-	-	1	1
184+80	MAINLINE, LT.	6-15	J12-1	M1-5A; M5-1L	CTH Z	24X45	-	1	-	7.50	-	-	-
185+20	MAINLINE, RT.	6-22R	R2-1	SPEED LIMIT	55	-	-	-	-	-	-	1	1
185+20	MAINLINE, RT.	6-21R	M1-5A	CTH ROUTE MARKER	CTH H	-	-	-	-	-	-	1	-
185+20	MAINLINE, RT.	6-24	R2-1	SPEED LIMIT	55	24X30	1	-	-	5.00	-	-	-
185+20	MAINLINE, RT.	6-23	M1-5A	CTH ROUTE MARKER	CTH H	24X24	1	-	-	4.00	-	-	-
187+30	MAINLINE, LT.	6-18	J1-1	M1-5A; M2-1	CTH Z	24X39	1	-	-	6.50	-	-	-
188+90	MAINLINE, LT.	7-00R	J1-1	M2-1; M1-5A	CTH Z	-	-	-	-	-	-	1	1
190+00	MAINLINE, LT.	7-01	W1-10R	HORIZONTAL CURVE WITH INTERSECTION SYMBOL	-	36X36	1	-	-	-	9.00	-	-
190+00	MAINLINE, LT.	7-02	W13-1	__ MPH	50	18X18	1	-	-	-	2.25	-	-
192+50	MAINLINE, LT.	7-04R	W2-1R	ROAD CURVES RIGHT	-	-	-	-	-	-	-	1	1
192+50	MAINLINE, LT.	7-05R	W13-1	__ MPH	50	-	-	-	-	-	-	1	-
195+00	MAINLINE, RT.	7-07R	W14-3	NO PASSING ZONE	-	-	-	-	-	-	-	1	1
195+00	MAINLINE, RT.	7-06	W14-3	NO PASSING ZONE	-	48X36	1	-	-	-	6.00	-	-
204+30	MAINLINE, RT.	7-08R	W14-4	NO PASSING ZONE	-	-	-	-	-	-	-	1	1
204+30	MAINLINE, RT.	7-09	W14-3	NO PASSING ZONE	-	48X36	1	-	-	-	5.56	-	-
208+70	MAINLINE, LT.	7-12	W1-7	TWO DIRECTION LARGE ARROW	-	48X24	2	-	-	-	8.00	-	-
208+70	MAINLINE, RT.	7-11R	R12-53	WEIGHT LIMIT CLASS B	-	-	-	-	-	-	-	1	1
208+70	MAINLINE, RT.	7-10	R12-53	WEIGHT LIMIT CLASS B	-	24X30	1	-	-	5.00	-	-	-
209+10	MAINLINE, RT.	7-14R	R1-1	STOP	-	-	-	-	-	-	-	1	1
209+10	MAINLINE,RT	7-13	R1-1	STOP	-	36X36	1	-	-	7.46	-	-	-
215+60	MAINLINE, RT.	7-15R	W2-1	CROSS ROADS SYMBOL	-	-	-	-	-	-	-	1	1
215+60	MAINLINE, RT.	7-16R	W13-1	__ MPH	45	-	-	-	-	-	-	1	-
215+60	MAINLINE, RT.	7-17	W2-1	CROSS ROADS SYMBOL	-	36X36	1	-	-	-	9.00	-	-
215+60	MAINLINE, RT.	7-18	W13-1	__ MPH	50	18X18	1	-	-	-	2.25	-	-
222+80	MAINLINE, LT.	8-01R	R1-1	STOP	-	-	-	-	-	-	-	1	1
222+80	MAINLINE, LT.	8-00	R1-1	STOP	-	36X36	1	-	-	7.46	-	-	-
223+50	MAINLINE, RT.	8-02R	R1-1	STOP	-	-	-	-	-	-	-	1	1
223+50	MAINLINE, RT.	8-03	R1-1	STOP	-	36X36	1	-	-	7.46	-	-	-
229+40	MAINLINE, LT.	8-05R	W2-1	CROSS ROADS SYMBOL	-	-	-	-	-	-	-	1	1
229+40	MAINLINE, LT.	8-04	W2-1	CROSS ROADS SYMBOL	-	36X36	1	-	-	-	9.00	-	-
237+90	MAINLINE, RT.	8-07R	W14-3	NO PASSING ZONE	-	-	-	-	-	-	-	1	1
237+90	MAINLINE, RT.	8-06	W14-3	NO PASSING ZONE	-	48X36	1	-	-	-	5.56	-	-
243+00	MAINLINE, LT.	8-09R	W14-3	NO PASSING ZONE	-	-	-	-	-	-	-	1	1
						SUBTOTALS =	31	5	0	110.80	104.43	27	21

PERMANENT SIGNING (CONTINUED)

APPROX.STATION	POSITION	SITE ID	SIGN CODE	SIGN DESCRIPTION	ORDER LINES	SIGN SIZE (INXIN)	634.0614 POSTS WOOD 4X6 INCH 14 FT (EACH)	634.0616 POSTS WOOD 4X6 INCH 16 FT (EACH)	634.0618 POSTS WOOD 4X6 INCH 18 FT (EACH)	637.2210 SIGNS TYPE II REFLECTIVE (S.F.)	637.2230 SIGNS TYPE II REFLECTIVE F (S.F.)	638.2602 REMOVING SIGNS TYPE II (EACH)	638.3000 REMOVING SMALL SIGN SUPPORTS (EACH)
243+00	MAINLINE, LT.	8-08	W14-3	NO PASSING ZONE	-	48X36	1	-	-	-	6.00	-	-
246+00	MAINLINE, RT.	8-10R	W1-2R	ROAD CURVES RIGHT	-	-	-	-	-	-	-	1	1
249+30	MAINLINE, RT.	9-00	W1-10R	HORIZONTAL CURVE WITH INTERSECTION SYMBOL	-	36X36	1	-	-	-	9.00	-	-
251+40	MAINLINE, RT.	9-01	J1-1	M2-1; M1-5A	CTH HH	24X39	1	-	-	6.50	-	-	-
251+40	MAINLINE, RT.	9-02R	J1-1	M2-1; M1-5A	CTH HH	-	-	-	-	-	-	1	1
255+30	MAINLINE, LT.	9-03R	R1-1	STOP	-	-	-	-	-	-	-	1	1
255+30	MAINLINE, LT.	9-04	R1-1	STOP	-	36X36	1	-	-	7.46	-	-	-
255+70	MAINLINE, RT.	9-05	W1-7	TWO DIRECTION LARGE ARROW	-	48X24	2	-	-	-	8.00	-	-
256+09	MAINLINE, RT.	9-06R	I2-2	DESTINATION	DICKEYVILLE	-	-	-	-	-	-	1	1
256+09	MAINLINE, RT.	9-07	I2-2	DESTINATION	DICKEYVILLE	VARIESX15	2	-	-	7.50	-	-	-
257+50	MAINLINE, RT.	9-08	J12-1	M1-5A; M5-1L	CTH HH	24X45	-	1	-	6.50	-	-	-
259+20	MAINLINE, LT.	9-11R	M1-5A	CTH ROUTE MARKER	CTH H	-	-	-	-	-	-	1	1
259+20	MAINLINE, LT.	9-10R	R2-1	SPEED LIMIT	55	-	-	-	-	-	-	1	-
259+20	MAINLINE, LT.	9-13	R2-1	SPEED LIMIT	55	24X30	1	-	-	5.00	-	-	-
259+20	MAINLINE, LT.	9-12	M1-5A	CTH ROUTE MARKER	CTH H	24X24	1	-	-	4.00	-	-	-
260+60	MAINLINE, RT.	9-14R	J12-1	M1-5A; M6-1	LEFT	-	-	-	-	-	-	1	1
260+60	MAINLINE, RT.	9-09	J12-1	M1-5A; M6-1	LEFT	24X45	-	1	-	7.50	-	-	-
260+90	MAINLINE, LT.	9-18R	J12-1	M1-5A; M6-4	-	-	-	-	-	-	-	1	-
260+90	MAINLINE, LT.	9-19R	R1-1	STOP	-	-	-	-	-	-	-	1	1
260+90	MAINLINE, LT.	9-16	J12-1	M1-5A; M6-4	CTH H	24X45	-	1	-	7.50	-	-	-
260+90	MAINLINE, LT.	9-17	R1-1	STOP	-	36X36	1	-	-	7.46	-	-	-
261+20	MAINLINE, RT.	9-15	W1-7	TWO DIRECTION LARGE ARROW	-	48X24	2	-	-	-	8.00	-	-
262+00	MAINLINE, LT.	9-21R	J12-1	M1-5A; M6-1	CTH H, RIGHT	-	-	-	-	-	-	1	1
264+07	MAINLINE, LT.	9-22R	I2-2	DESTINATION	DICKEYVILLE	-	-	-	-			1	1
264+07	MAINLINE, LT.	9-23	I2-2	DESTINATION	DICKEYVILLE	VARIESX15	2	-	-	7.50			
262+00	MAINLINE, LT.	9-20	J12-1	M1-5A; M6-1	CTH H, RIGHT	24X45	-	1	-	7.50	-	1	1
263+60	MAINLINE, RT.	9-24R	M1-5A	CTH ROUTE MARKER	CTH H	-	-	-	-	-	-	1	1
263+60	MAINLINE, RT.	9-25R	R2-1	SPEED LIMIT	55	-	-	-	-	-	-	1	-
264+00	MAINLINE, RT.	9-27	M1-5A	CTH ROUTE MARKER	CTH H	24X24	1	-	-	4.00	-	-	-
264+00	MAINLINE, RT.	9-28	R2-1	SPEED LIMIT	55	24X30	1	-	-	5.00	-	-	-
265+40	MAINLINE, LT.	9-26	J12-1	M1-5A; M1-5R	-	24X45	-	1	-	7.50	-	-	-
266+50	MAINLINE, LT.	9-29R	W1-6	ONE-DIRECTION LARGE ARROW	LEFT	-	-	-	-	-	-	1	1
266+50	MAINLINE, LT.	9-30	W1-6	ONE-DIRECTION LARGE ARROW	LEFT	48X24	2	-	-	-	8.00	-	-
267+50	MAINLINE, LT.	9-31	J1-1	M2-1; M1-5A	CTH HH	24X39	1	-	-	6.50	-	-	-
274+00	MAINLINE, LT.	9-33R	W2-1L	ROAD CURVES LEFT	-	-	-	-	-	-	-	1	1
274+00	MAINLINE, LT.	9-32	W1-10L	HORIZONTAL CURVE WITH INTERSECTION SYMBOL	-	36X36	1	-	-	-	9.00	-	-
276+30	MAINLINE, LT.	9-34R	W14-3	NO PASSING ZONE	-	-	-	-	-	-	-	1	1
276+00	MAINLINE, LT.	9-35	W14-3	NO PASSING ZONE	-	48X36	1	-	-	-	5.56	-	-
278+40	MAINLINE, LT.	10-00R	W14-3	NO PASSING ZONE	-	-	-	-	-	-	-	1	1
278+40	MAINLINE, LT.	10-01	W14-3	NO PASSING ZONE	-	48X36	1	-	-	-	5.56	-	-
294+00	MAINLINE, LT.	10-02R	W11-5	FARM TRACTOR CROSSING	-	-	-	-	-	-	-	1	1
294+00	MAINLINE, LT.	10-03	W11-5	FARM TRACTOR CROSSING	-	36X36	1	-	-	-	9.00	-	-
296+00	MAINLINE, LT.	10-04R	W14-3	NO PASSING ZONE	-	-	-	-	-	-	-	1	1
296+00	MAINLINE, LT.	10-05	W14-3	NO PASSING ZONE	-	48X36	1	-	-	-	5.56	-	-
296+80	MAINLINE, LT.	10-08R	R1-1	STOP	-	-	-	-	-	-	-	1	1
296+80	MAINLINE, LT.	10-07	R1-1	STOP	-	36X36	1	-	-	7.46	-	-	-
297+10	MAINLINE, RT.	10-06	W1-7	TWO DIRECTION LARGE ARROW	-	48X24	2	-	-	-	8.00	-	-
299+00	MAINLINE, LT.	10-09R	W14-3	NO PASSING ZONE	-	-	-	-	-	-	-	1	1
299+00	MAINLINE, LT.	10-10	W14-3	NO PASSING ZONE	-	48X36	1	-	-	-	5.56	-	-
311+40	MAINLINE, LT.	11-00R	S3-1	SCHOOL BUS STOP AHEAD	-	-	-	-	-	-	-	1	1
311+40	MAINLINE, LT.	11-01	S3-1	SCHOOL BUS STOP AHEAD	-	36X36	1	-	-	-	9.00	1	1
319+80	MAINLINE, RT.	11-02R	W14-3	NO PASSING ZONE	-	-	-	-	-	-	-	1	1
319+80	MAINLINE, RT.	11-05	W14-3	NO PASSING ZONE	-	48X36	1	-	-	-	5.56	-	-
320+30	MAINLINE, LT.	11-03R	W14-3	NO PASSING ZONE	-	-	-	-	-	-	-	1	1
320+30	MAINLINE, LT.	11-04	W14-3	NO PASSING ZONE	-	48X36	1	-	-	-	5.56	-	-
331+30	MAINLINE, RT.	11-06R	W2-1	CROSS ROADS SYMBOL	-	-	-	-	-	-	-	1	1
331+50	MAINLINE, RT.	11-07	W2-1	CROSS ROADS SYMBOL	-	36X36	1	-	-	-	9.00	-	-
336+30	MAINLINE, LT.	11-08R	R1-1	STOP	-	-	-	-	-	-	-	1	1
336+30	MAINLINE, LT.	11-09	R1-1	STOP	-	36X36	1	-	-	7.46	-	-	-
336+90	MAINLINE, RT.	11-10R	R1-1	STOP	-	-	-	-	-	-	-	1	1
						SUBTOTALS =	34	5	0	112.34	116.36	29	26

PERMANENT SIGNING (CONTINUED)

APPROX.	POSITION	SITE ID	SIGN CODE	SIGN DESCRIPTION	ORDER LINES	SIGN SIZE (INXIN)	634.0614 POSTS WOOD 4X6 INCH 14 FT (EACH)	634.0616 POSTS WOOD 4X6 INCH 16 FT (EACH)	634.0618 POSTS WOOD 4X6 INCH 18 FT (EACH)	637.2210 SIGNS TYPE II REFLECTIVE (S.F.)	637.2230 SIGNS TYPE II REFLECTIVE F (S.F.)	638.2602 REMOVING SIGNS TYPE II (EACH)	638.3000 REMOVING SMALL SIGN SUPPORTS (EACH)
336+90	MAINLINE, RT.	11-11	R1-1	STOP	-	36X36	1	-	-	7.46	-	-	-
343+20	MAINLINE, RT.	12-01	WO5-52R	WORK ZONE BRIDGE HASH MARKS	-	12X36	1	-	-	-	3.00	-	-
343+20	MAINLINE, LT.	12-00	WO5-52L	WORK ZONE BRIDGE HASH MARKS	-	12X36	1	-	-	-	3.00	-	-
343+30	MAINLINE, RT.	12-02R	WO5-52L	WORK ZONE BRIDGE HASH MARKS	-	-	-	-	-	-	-	1	1
343+40	MAINLINE, RT.	12-04	WO5-52L	WORK ZONE BRIDGE HASH MARKS	-	12X36	1	-	-	-	3.00	-	-
343+40	MAINLINE, LT.	12-03	WO5-52R	WORK ZONE BRIDGE HASH MARKS	-	12X36	1	-	-	-	3.00	-	-
346+60	MAINLINE, RT.	12-05R	W14-3	NO PASSING ZONE	-	-	-	-	-	-	-	1	1
346+60	MAINLINE, RT.	12-06	W14-3	NO PASSING ZONE	-	48X36	1	-	-	-	5.56	-	-
352+40	MAINLINE, LT.	12-08R	W14-3	NO PASSING ZONE	-	-	-	-	-	-	-	1	1
352+40	MAINLINE, LT.	12-07	W14-3	NO PASSING ZONE	-	48X36	1	-	-	-	5.56	-	-
360+50	MAINLINE, LT.	12-09	W14-3	NO PASSING ZONE	-	48X36	1	-	-	-	5.56	-	-
364+00	MAINLINE, RT.	12-10	W14-3	NO PASSING ZONE	-	48X36	1	-	-	-	5.56	-	-
373+00	MAINLINE, RT.	13-01R	W14-3	NO PASSING ZONE	-	-	-	-	-	-	-	1	1
373+00	MAINLINE, RT.	13-00	W14-3	NO PASSING ZONE	-	48X36	1	-	-	-	5.56	-	-
379+20	MAINLINE, RT.	13-03R	J1-1	M2-1; M1-5A	CTH HH	-	-	-	-	-	-	1	1
379+20	MAINLINE, RT.	13-02	J1-1	M2-1; M1-5A	CTH HH	24X39	1	-	-	6.50	-	-	-
386+50	MAINLINE, RT.	13-05	J12-1	M1-5A; M5-1L	CTH D	24X45	-	1	-	7.50	-	-	-
388+30	MAINLINE, LT.	13-07R	W14-3	NO PASSING ZONE	-	-	-	-	-	-	-	1	-
388+30	MAINLINE, LT.	13-09R	R2-1	SPEED LIMIT	55	-	-	-	-	-	-	1	1
388+30	MAINLINE, LT.	13-04	W14-3	NO PASSING ZONE	-	48X36	1	-	-	-	5.56	-	-
338+30	MAINLINE, LT.	13-06	R2-1	SPEED LIMIT	55	24X30	1	-	-	5.00	-	-	-
389+20	MAINLINE, RT.	13-13R	J12-1	M1-5A; M6-1	LEFT	-	-	-	-	-	-	1	1
389+20	MAINLINE, RT.	13-08	J12-1	M1-5A; M6-1	LEFT	24X45	-	1	-	7.50	-	-	-
389+60	MAINLINE, LT.	13-14R	J12-1	M1-5A; M6-4	-	-		-	-	-	-	1	1
389+60	MAINLINE, LT.	13-15R	D11-10	ATV ROUTE W/ SYMBOL	-	-	-	-	-	-	-	1	-
389+60	MAINLINE, LT.	13-16R	R1-1	STOP	-	-	-	-	-	-	-	1	1
389+60	MAINLINE, LT.	13-10	J12-1	M1-5A; M6-4	-	24X45	-	1	-	7.50	-	-	-
389+60	MAINLINE, LT.	13-11	D11-10	ATV ROUTE W/ SYMBOL	-	24X18	1	-	-	3.00	-	-	-
389+60	MAINLINE, LT.	13-12	R1-1	STOP	-	36X36	1	-	-	7.46	-	-	-
390+00	MAINLINE, RT.	13-17R	R1-1	STOP	-	-	-	-	-	-	-	1	1
390+00	MAINLINE, RT.	13-18R	D11-10	ATV ROUTE W/ SYMBOL	-	-	-	-	-	-	-	1	-
390+00	MAINLINE, RT.	13-21	R1-1	STOP	-	36X36	1	-	-	7.46	-	-	-
390+00	MAINLINE, RT.	13-22	D11-10	ATV ROUTE W/ SYMBOL	-	24X18	1	-	-	3.00	-	-	-
390+40	MAINLINE, LT.	13-20R	J12-1	M1-5A; M6-1	RIGHT	-	-	-	-	-	-	1	1
390+40	MAINLINE, LT.	13-19R	D11-10	ATV ROUTE W/ SYMBOL	-	-	-	-	-	-	-	1	-
390+40	MAINLINE, LT.	13-24	J12-1	M1-5A; M6-1	RIGHT	24X45	-	1	-	7.50	-		-
390+40	MAINLINE, LT.	13-23	D11-10	ATV ROUTE W/ SYMBOL	-	24X18	1	-	-	3.00	-	-	-
392+40	MAINLINE, RT.	13-25R	R2-1	SPEED LIMIT	55	-	-	-	-	-	-	1	1
392+40	MAINLINE, RT.	13-26	R2-1	SPEED LIMIT	55	24X30	1	-	-	5.00	-	-	-
393+00	MAINLINE, LT.	13-27	J12-1	M1-5A; M5-1R	-	24X45	-	1	-	7.50	-	-	-
399+80	MAINLINE, LT.	14-00R	J1-1	M2-1; M1-5A	CTH D	-	-	-	-	-	-	1	1
399+80	MAINLINE, LT.	14-01	J1-1	M2-1; M1-5A	CTH D	24X39	1	-	-	6.50	-	-	-
423+00	MAINLINE, LT.	14-02R	S3-1	SCHOOL BUS STOP AHEAD	-	-	-	-	-	-	-	1	1
423+00	MAINLINE, RT.	14-03R	S3-1	SCHOOL BUS STOP AHEAD	-	-	-	-	-	-	-	1	1
423+00	MAINLINE, RT.	14-04R	W13-1	__ MPH	45	-	-	-	-	-	-	1	-
423+00	MAINLINE, LT.	14-05	S3-1	SCHOOL BUS STOP AHEAD	-	36X36	1	-	-	-	9.00	-	-
423+00	MAINLINE, RT.	14-06	S3-1	SCHOOL BUS STOP AHEAD	-	36X36	1	-	-	-	9.00	-	-
423+00	MAINLINE, RT.	14-07R	W13-1	__ MPH	45	18X18	1	-	-	-	2.25	1	-
455+50	MAINLINE, LT.	15-04R	S3-1	SCHOOL BUS STOP AHEAD	-	-	-	-	-	-	-	1	1
455+50	MAINLINE, RT.	15-05R	S3-1	SCHOOL BUS STOP AHEAD	-	-	-	-	-	-	-	1	1
455+50	MAINLINE, LT.	15-03R	W13-1	__ MPH	45	-	-	-	-	-	-	1	-
455+50	MAINLINE, LT.	15-01	S3-1	SCHOOL BUS STOP AHEAD	-	36X36	1	-	-	-	9.00	-	-
455+50	MAINLINE, RT.	15-02	S3-1	SCHOOL BUS STOP AHEAD	-	36X36	1	-	-	-	9.00	-	-
455+50	MAINLINE, LT.	15-00	W13-1	__ MPH	45	18X18	1	-	-	-	2.25	1	-
455+80	MAINLINE, LT.	15-08R	R1-1	STOP	-	-	-	-	-	-	-	1	1
455+80	MAINLINE, LT.	15-06	R1-1	STOP	-	36X36	1	-	-	9.00	-	-	-
456+00	MAINLINE, RT.	15-07	W1-7	TWO DIRECTION LARGE ARROW	-	48X24	2	-	-	-	8.00	-	-
462+10	MAINLINE, RT.	16-00R	W14-3	NO PASSING ZONE	-	-	-	-	-	-	-	1	1
462+10	MAINLINE, RT.	16-01	W14-3	NO PASSING ZONE	-	48X36	1	-	-	-	5.56	-	-
456+00	MAINLINE, RT.	16-02	W1-7	TWO DIRECTION LARGE ARROW	-	48X24	2	-	-	-	8.00	-	-
						SUBTOTALS =	32	5	0	100.88	107.42	27	19

PERMANENT SIGNING (CONTINUED)

APPROX.	POSITION	SITE ID	SIGN CODE	SIGN DESCRIPTION	ORDER LINES	SIGN SIZE (INXIN)	634.0614 POSTS WOOD 4X6 INCH 14 FT (EACH)	634.0616 POSTS WOOD 4X6 INCH 16 FT (EACH)	634.0618 POSTS WOOD 4X6 INCH 18 FT (EACH)	637.2210 SIGNS TYPE II REFLECTIVE H (S.F.)	637.2230 SIGNS TYPE II REFLECTIVE F (S.F.)	638.2602 REMOVING SIGNS TYPE II (EACH)	638.3000 REMOVING SMALL SIGN SUPPORTS (EACH)
469+10	MAINLINE, RT.	16-03R	R1-1	STOP	-	-	-	-	-	-	-	1	1
469+10	MAINLINE, RT.	16-04	R1-1	STOP	-	36X36	1	-	-	7.46	-	-	-
475+50	MAINLINE, LT.	16-05R	W14-3	NO PASSING ZONE	-	-	-	-	-	-	-	1	1
475+50	MAINLINE, LT.	16-6	W14-3	NO PASSING ZONE	-	48X36	1	-	-	-	5.56	-	-
493+10	MAINLINE, RT.	17-00	WO5-52R	WORK ZONE BRIDGE HASH MARKS	-	12X36	1	-	-	-	3.00	-	-
493+20	MAINLINE, LT.	17-01	WO5-52L	WORK ZONE BRIDGE HASH MARKS	-	12X36	1	-	-	-	3.00	-	-
493+20	MAINLINE, RT.	17-02R	WO5-52L	WORK ZONE BRIDGE HASH MARKS	-	-	-	-	-	-	-	1	1
493+30	MAINLINE, LT.	17-03R	WO5-52L	WORK ZONE BRIDGE HASH MARKS	-	-	-	-	-	-	-	-	-
493+30	MAINLINE, RT.	17-04	WO5-52L	WORK ZONE BRIDGE HASH MARKS	-	12X36	1	-	-	-	3.00	-	-
493+40	MAINLINE, LT.	17-05	WO5-52R	WORK ZONE BRIDGE HASH MARKS	-	12X36	1	-	-	-	3.00	-	-
496+50	MAINLINE, RT.	17-06R	W14-3	NO PASSING ZONE	-	-	-	-	-	-	-	1	1
496+50	MAINLINE, RT.	17-07	W14-3	NO PASSING ZONE	-	48X36	1	-	-	-	5.56	-	-
499+30	MAINLINE, RT.	17-08R	W3-5	SPEED REDUCTION AHEAD __ MPH SYMBOL	35	-	-	-	-	-	-	1	1
499+30	MAINLINE, RT.	17-09	W3-5	SPEED REDUCTION AHEAD __ MPH SYMBOL	35	36X36	1	-	-	-	9.00	-	-
503+60	MAINLINE, RT.	17-11R	R2-1	SPEED LIMIT	35	-	-	-	-	-	-	1	1
503+60	MAINLINE, RT.	17-12	R2-1	SPEED LIMIT	35	24X30	1	-	-	5.00	-	-	-
503+70	MAINLINE, LT.	17-10R	R2-1	SPEED LIMIT	55	-	-	-	-	-	-	1	1
503+70	MAINLINE, LT.	17-13	R2-1	SPEED LIMIT	55	24X30	1	-	-	5.00	-	-	-
						SUBTOTALS =	10	0	0	17.46	32.12	7	7
						PROJECT TOTALS =	168	22	8	723.51	459.94	146	117

3

PAVEMENT MARKING

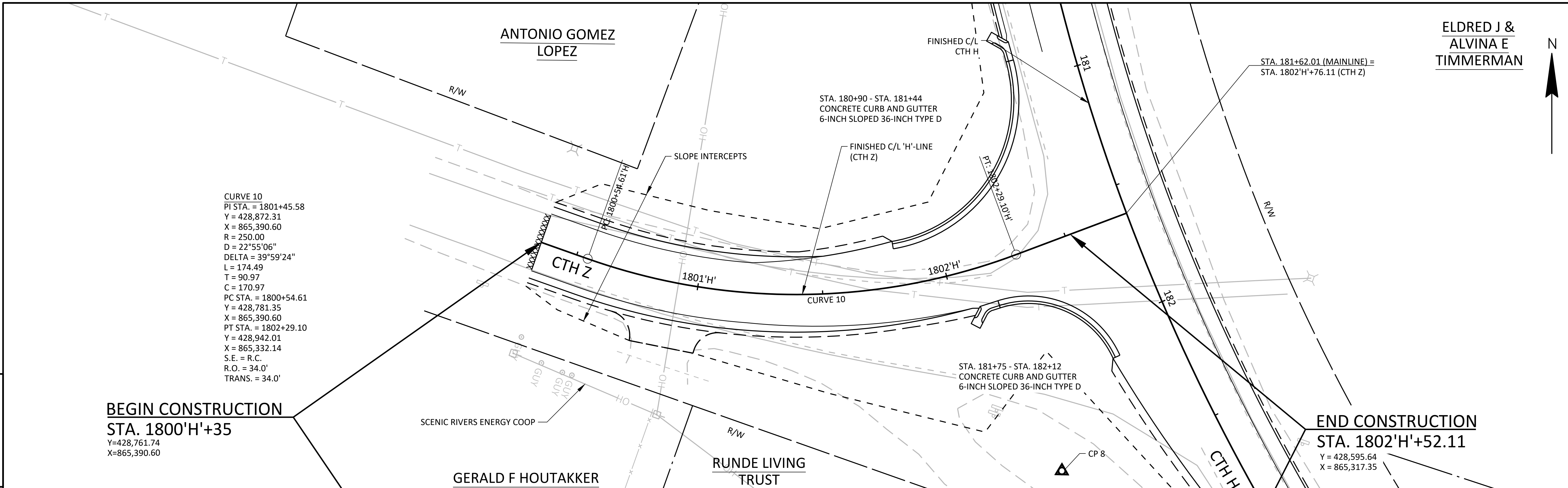
STATION - STATION	LOCATION	DESCRIPTION	646.1040 MARKING LINE GROOVED WET REF EPOXY 4-INCH SOLID (LF)	646.1040 DASHED (LF)	646.3020 MARKING LINE EPOXY 8-INCH SOLID (LF)	646.4520 MARKING LINE SAME DAY EPOXY 4-INCH SOLID (LF)	646.4520 DASHED (LF)	646.6120 MARKING STOP LINE EPOXY 18-INCH (LF)	646.8120 MARKING CURB EPOXY (LF)	646.8220 MARKING ISLAND NOSE EPOXY (EACH)	649.0105 TEMPORARY MARKING LINE PAINT 4-INCH (LF)
10+50 - 509+00	MAINLINE	WHITE EDGELINE	98,675	-	-	-	-	-	-	-	-
10+50 - 509+00	MAINLINE	YELLOW CENTERLINE	-	-	-	58,750	-	-	-	-	-
49+00 - 89+50	MAINLINE	EB PASSING	-	-	-	-	4,050	-	-	-	8,100
59+00 - 101+00	MAINLINE	WB PASSING	-	-	-	-	4,200	-	-	-	8,400
98+50 - 109+00	MAINLINE	EB PASSING	-	-	-	-	1,050	-	-	-	2,100
111+00 - 120+00	MAINLINE	WB PASSING	-	-	-	-	900	-	-	-	1,800
138+00 - 155+50	MAINLINE	EB PASSING	-	-	-	-	1,750	-	-	-	3,500
150+00 - 165+50	MAINLINE	WB PASSING	-	-	-	-	1,550	-	-	-	3,100
184+50 - 206+50	MAINLINE	EB PASSING	-	-	-	-	2,200	-	-	-	4,400
197+00 - 216+00	MAINLINE	WB PASSING	-	-	-	-	1,900	-	-	-	3,800
238+00 - 254+50	MAINLINE	WB PASSING	-	-	-	-	1,650	-	-	-	3,300
267+50 - 277+00	MAINLINE	EB PASSING	-	-	-	-	950	-	-	-	1,900
277+50 - 287+00	MAINLINE	WB PASSING	-	-	-	-	950	-	-	-	1,900
288+00 - 295+50	MAINLINE	EB PASSING	-	-	-	-	750	-	-	-	1,500
299+00 - 307+00	MAINLINE	WB PASSING	-	-	-	-	800	-	-	-	1,600
319+00 - 332+00	MAINLINE	WB PASSING	-	-	-	-	1,300	-	-	-	2,600
333+00 - 352+00	MAINLINE	EB PASSING	-	-	-	-	1,900	-	-	-	3,800
344+00 - 364+00	MAINLINE	WB PASSING	-	-	-	-	2,000	-	-	-	4,000
360+50 - 389+00	MAINLINE	EB PASSING	-	-	-	-	2,850	-	-	-	5,700
374+00 - 389+50	MAINLINE	WB PASSING	-	-	-	-	1,550	-	-	-	3,100
450+00 - 475+50	MAINLINE	EB PASSING	-	-	-	-	2,550	-	-	-	5,100
461+00 - 490+00	MAINLINE	WB PASSING	-	-	-	-	2,900	-	-	-	5,800
481+50 - 494+00	MAINLINE	EB PASSING	-	-	-	-	1,250	-	-	-	2,500
497+00 - 505+00	MAINLINE	WB PASSING	-	-	-	-	800	-	-	-	1,600
10+50 - 11+09	MAINLINE	-	-	-	-	-	-	-	120	1	-
11+60 - 14+66	MAINLINE	ISLAND	-	-	-	-	-	-	30	2	-
10+50 - 11+20	MAINLINE, RT.	RIGHT TURN LANE	-	-	70	-	-	-	-	-	-
11+57	MAINLINE, RT.	ISLAND	-	-	-	-	-	-	580	3	-
12+15 - 13+10	MAINLINE, LT.	RIGHT TURN LANE	-	-	95	-	-	-	-	-	-
178+90 - 180+90	MAINLINE, RT.	RIGHT TURN LANE	-	-	205	-	-	-	-	-	-
259+70 - 262+23	MAINLINE, RT.	BYPASS LANE	-	75	-	-	-	-	-	-	-
261+98 - 263+98	MAINLINE, LT.	RIGHT TURN LANE	-	-	205	-	-	-	-	-	-
181+62	MAINLINE, RT.	CTH Z CENTERLINE	-	-	-	450	-	-	-	-	900
261+21	MAINLINE, LT.	CTH HH CENTERLINE	-	-	-	250	-	-	-	-	500
389+71	MAINLINE, LT.	CTH D CENTERLINE	-	-	-	250	-	-	-	-	500
11+36 - 11+71	MAINLINE, RT.	STOP LINE	-	-	-	-	-	28	-	-	-
181+63 - 181+85	MAINLINE, RT.	STOP LINE	-	-	-	-	-	26	-	-	-
260+95 - 261+19	MAINLINE, LT.	STOP LINE	-	-	-	-	-	28	-	-	-
389+45 - 389+70	MAINLINE, LT.	STOP LINE	-	-	-	-	-	28	-	-	-
		TOTALS =	98,750		575	99,500		110	730	6	81,500

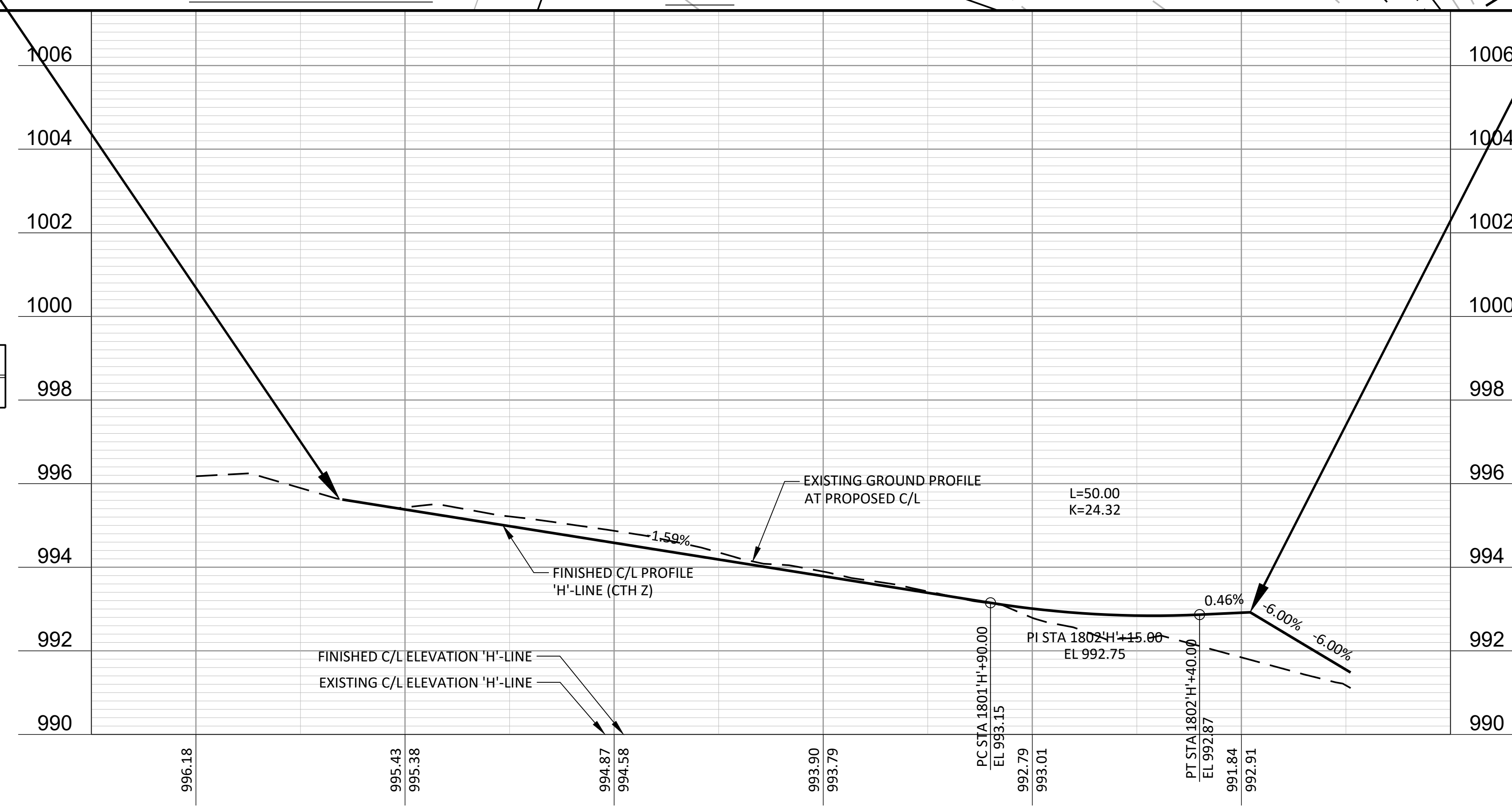
INSULATION BOARD POLYSTYRENE 4-INCH

STATION	612.0902.S INSULATION BOARD POLYSTYRENE 01. 4-INCH (SY)
34+94	4
35+20	4
35+45	4
35+75	4
36+60	4
37+35	4
UNDISTRIBUTED	6
TOTAL	30

LANDMARK REFERENCE MONUMENTS

APPROXIMATE STATION	APPROXIMATE OFFSET	SPV.0060.01 LANDMARK REFERENCE MONUMENTS SPECIAL (EACH)	SPV.0060.02 VERIFY LANDMARK REFERENCE MONUMENTS SPECIAL (EACH)	REMARKS
61+97	2' LT.	1	1	T1N, R2W, W 1/4 CORNER SECTION 2
115+04	13' RT.	1	1	T1N, R2W, E 1/4 CORNER SECTION 2
168+40	20' LT.	1	1	T1N, R2W, E 1/4 CORNER SECTION 1
283+71	0'	1	1	T2N, R1W, NW CORNER SECTION 32
336+64	2' LT.	1	1	T2N, R1W, NE CORNER SECTION 32
363+59	0'	1	1	T2N, R1W, N 1/4 CORNER SECTION 33
389+72	0'	1	1	T2N, R1W, SW CORNER SECTION 27
416+17	0'	1	1	T2N, R1W, S 1/4 CORNER SECTION 27
442+68	0'	1	1	T2N, R1W, NW CORNER SECTION 35
469+12	0'	1	1	T2N, R1W, S 1/4 CORNER SECTION 26
495+62	0'	1	1	T2N, R1W, NW CORNER SECTION 36
	TOTALS =	11	11	





BENCH MARKS

NO.	STA.	DESCRIPTION	ELEV.
8	182+43	3/4" IRON REBAR SET, 64.6' RT.	991.20

SEE MISCELLANEOUS QUANTITIES SHEET FOR EARTHWORK SUMMARY

LEGEND

XXXXXXXXX SAWING ASPHALT

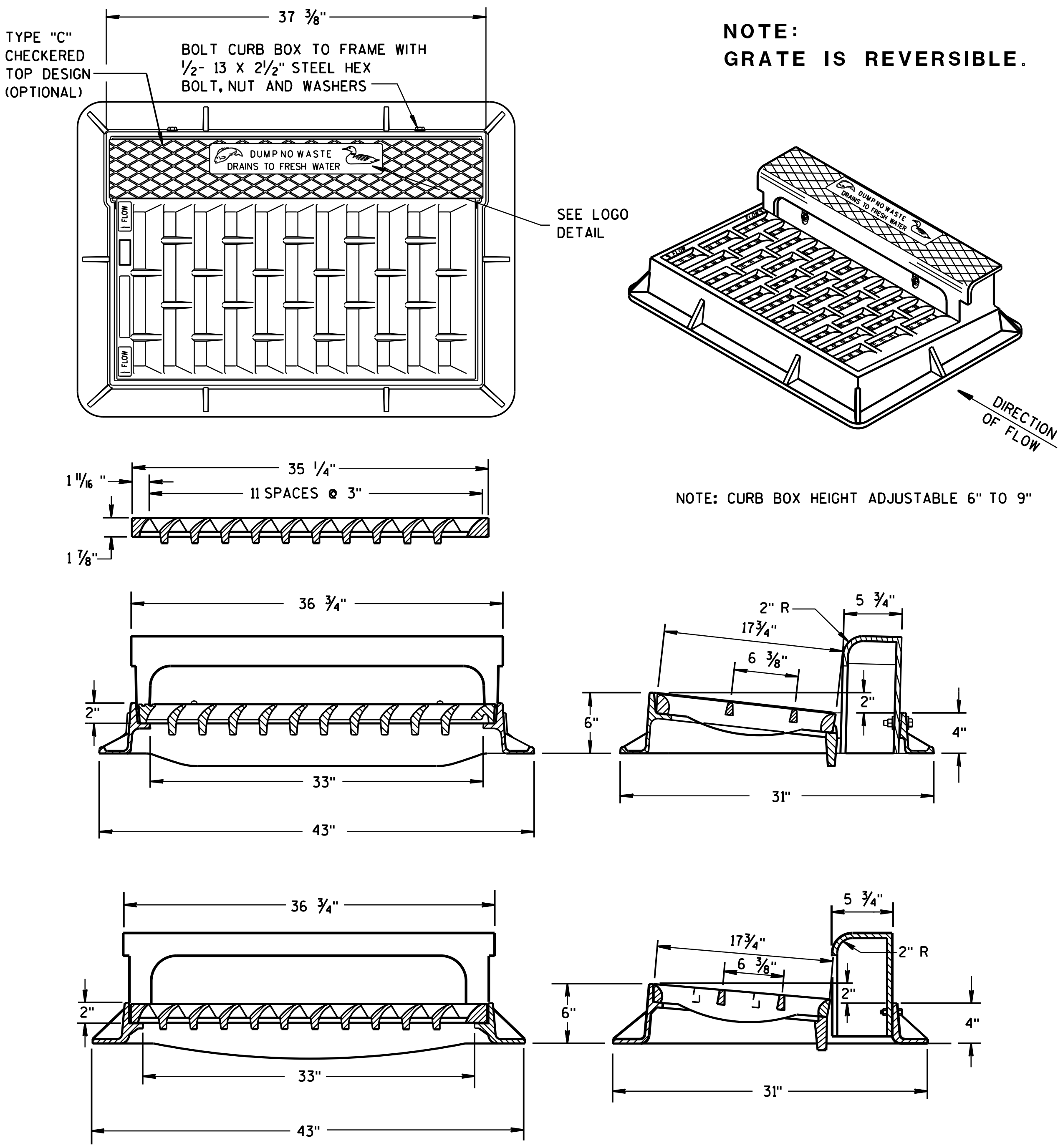
PROJECT NO: 5609-00-70	HWY: CTH H	COUNTY: GRANT	PLAN AND PROFILE: PLAN AND PROFILE: CTH Z	SHEET	E

FILE NAME : S:\PROJECTS\G78020 GRANT CO HWY - CTH H REHABILITATION\SHEETSPLAN\PLAN & PROFILE SHEETS\CTH Z_P&P.DWG PLOT DATE : 7/26/2022 8:35:48 AM PLOT BY : THEODORE HERBERS PLOT SCALE : 1" = 1' LAYOUT : CTH Z_P&P

Standard Detail Drawing List

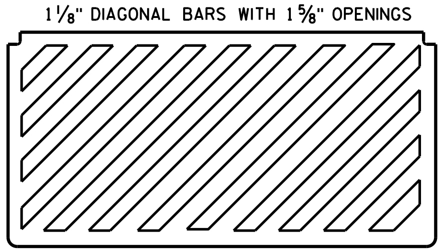
08A05-19A	INLET COVERS TYPE A, H, A-S, H-S & Z
08A05-19B	INLET COVERS TYPE B, B-A, C, MS, MS-A, & WM
08A08-02	CATCH BASINS 3-FT, 4-FT, 5-FT AND 6-FT DIAMETER
08B09-03	MANHOLES 3-FT, 4-FT, 5-FT, 6-FT, 7-FT, 8-FT, 9-FT, 10-FT DIAMETER
08C07-02	INLETS 2X2-FT, 2X2.5-FT, 2X3-FT AND 2.5X3-FT
08D01-22A	CONCRETE CURB & GUTTER
08D01-22B	CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS
08D04-06	CONCRETE SURFACE DRAINS & ASPHALTIC FLUMES
08D22-01	DRIVEWAYS WITHOUT CURB & GUTTER RESURFACING PROJECTS RURAL
08E08-03	TYPICAL INSTALLATIONS OF EROSION BALES / TEMPORARY DITCH CHECKS
08E09-06	SILT FENCE
08E10-02	INLET PROTECTION TYPE A, B, C AND D
08E15-01	CULVERT PIPE CHECK
08F01-11	APRON ENDWALLS FOR CULVERT PIPE
09A01-13A	AT-GRADE SIDE ROAD INTERSECTION, TYPES "B1", "B2", "C" AND D AND TEE INTERSECTION BYPASS LANE
09A01-13B	AT-GRADE SIDE ROAD INTERSECTION, TYPE "A1" & "A2"
13C19-03	HMA LONGITUDINAL JOINTS
14B29-01	SAFETY EDGE
15A03-02A	FLEXIBLE MARKER POST FOR CULVERT END
15A03-02B	FLEXIBLE MARKER POST FOR CULVERT END
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
15C08-21A	LONGITUDINAL MARKING (MAINLINE)
15C08-21B	TEMPORARY LONGITUDINAL PAVEMENT MARKING
15C12-09A	TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION
15C18-06B	MEDIAN ISLAND MARKING MEDIAN ISLAND NOSE
15C19-07A	MOVING PAVEMENT MARKING OPERATION TWO-LANE TWO-WAY ROADWAY
15C33-04	STOP LINE AND CROSSWALK PAVEMENT MARKING
15C35-05A	PAVEMENT MARKING (INTERSECTIONS)
15D28-04	TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY
15D39-02	TRAFFIC CONTROL, DROP-OFF SIGNING
15D44-02	TRAFFIC CONTROL, SIGNING ON ROADWAYS WITH MILLED SURFACES

6



TYPE "H"

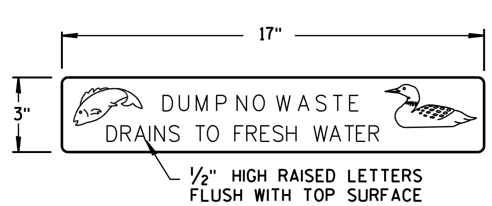
NOTE: EITHER CASTING IS ACCEPTABLE



SPECIAL GRATE FOR TYPE "H" COVER

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

(NOTED AS TYPE H-S ON DRAINAGE TABLE)



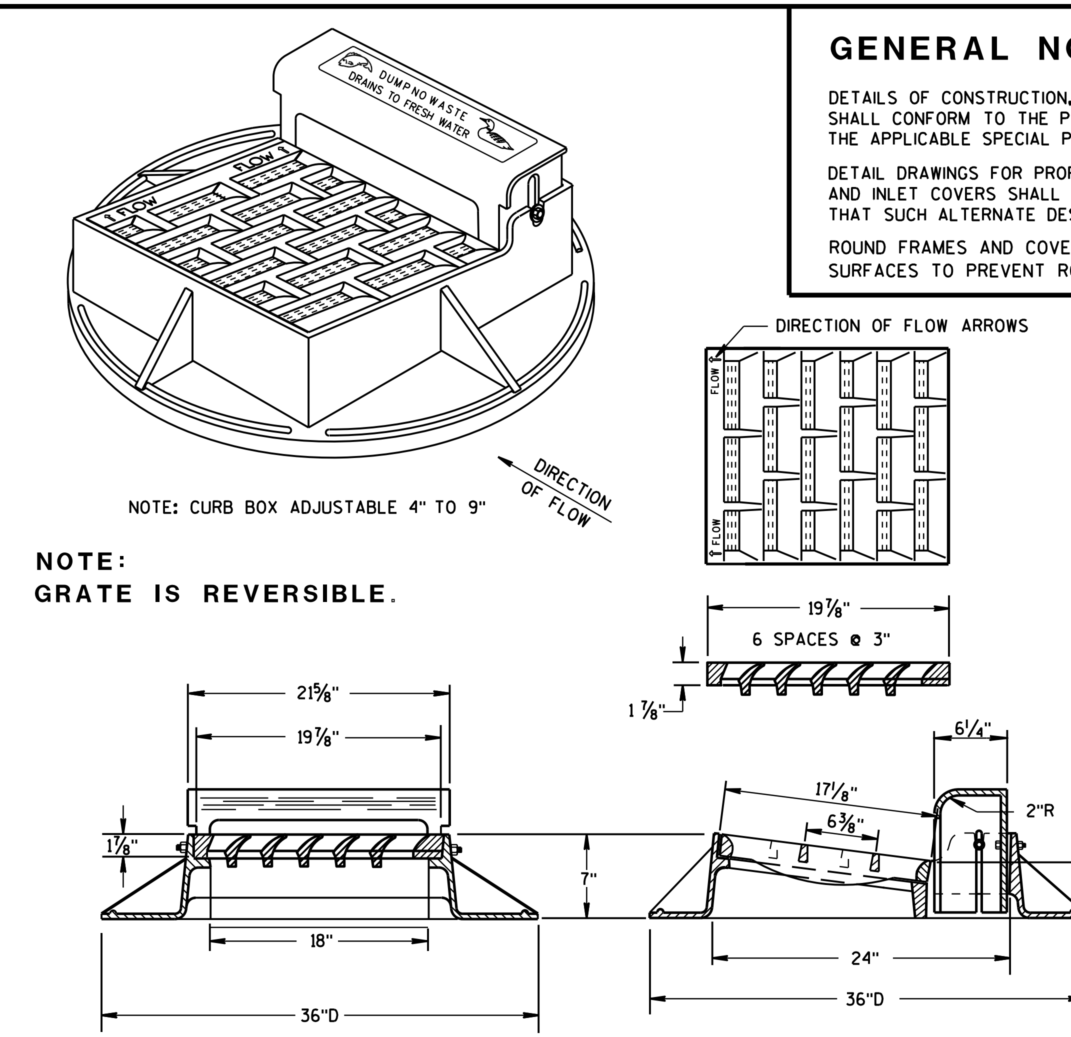
LOGO DETAIL

GENERAL NOTES

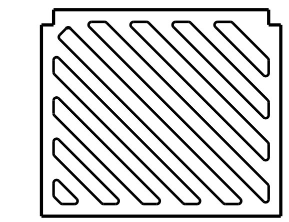
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

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

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



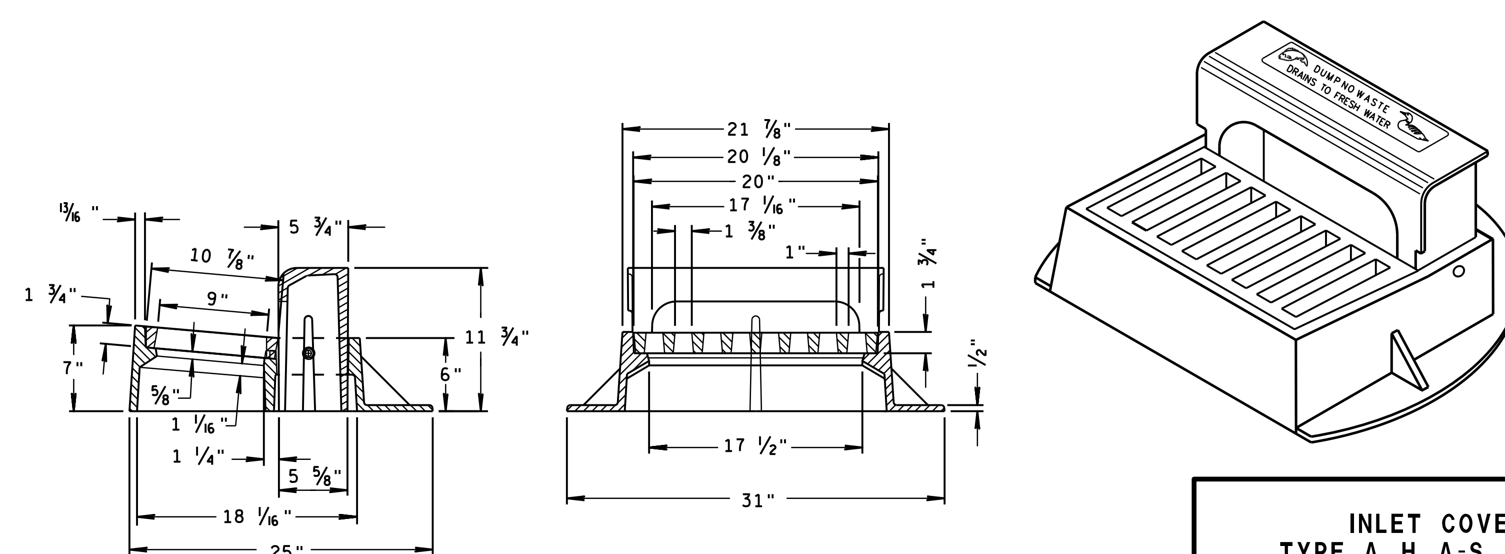
TYPE "A"



SPECIAL GRATE FOR TYPE "A" COVER

(MEASURES 19 3/4" X 17" X 1 7/8")

(NOTED AS TYPE A-S ON DRAINAGE TABLE)



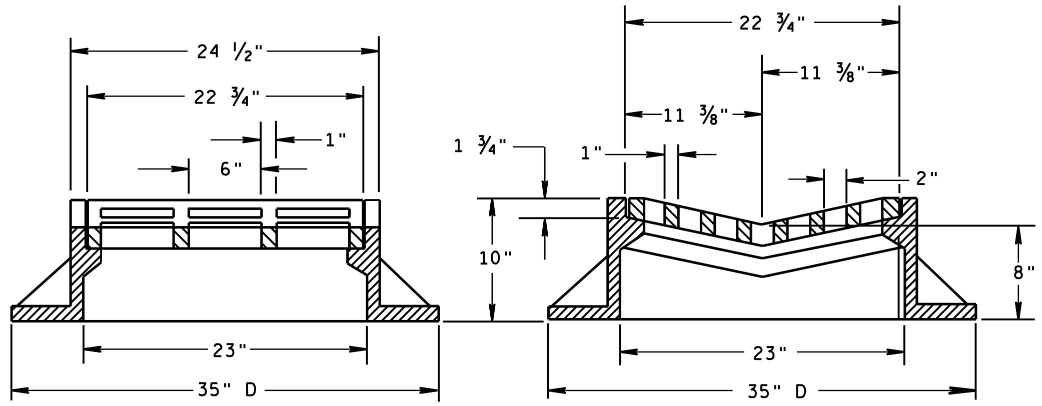
TYPE "Z"

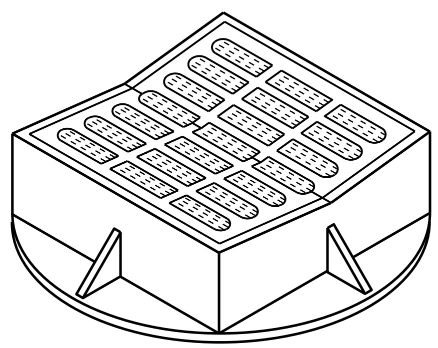
INLET COVERS TYPE A, H, A-S, H-S & Z
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION
APPROVED 11-27-13 DATE — /S/ Jerry H. Zogg ROADWAY STANDARDS DEVELOPMENT ENGINEER — FHWA

6

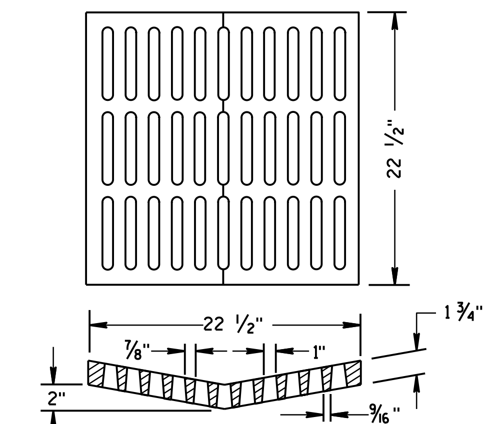
6

S.D.D. 8 A 5-19a





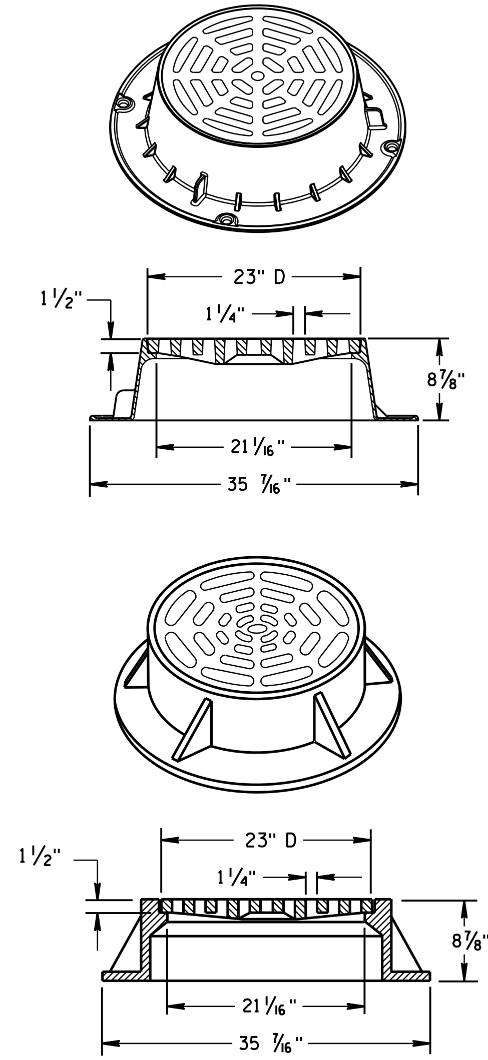
TYPE "B"



ALTERNATIVE GRATE FOR TYPE "B" COVER

USE WHERE PEDESTRIAN OR BICYCLE TRAFFIC IS POSSIBLE.

NOTED AS TYPE B-A ON THE DRAINAGE TABLE



TYPE "C"

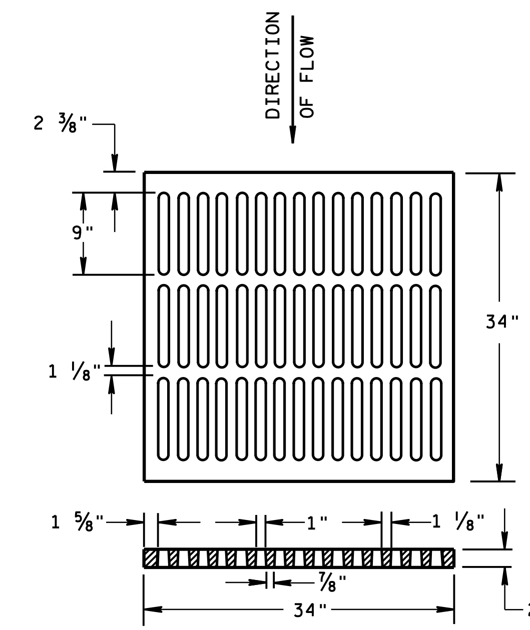
NOTE: EITHER CASTING IS ACCEPTABLE

GENERAL NOTES

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

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

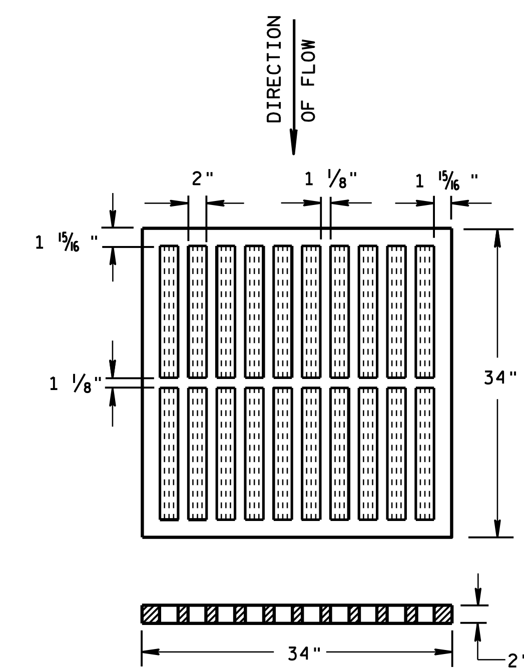
ROUND FRAMES AND COVERS SHALL HAVE CONTINUOUSLY MACHINED BEARING SURFACES TO PREVENT ROCKING AND RATTLING.



ALTERNATIVE TYPE "MS"

USE WHERE PEDESTRIAN OR BICYCLE TRAFFIC IS PERMITTED

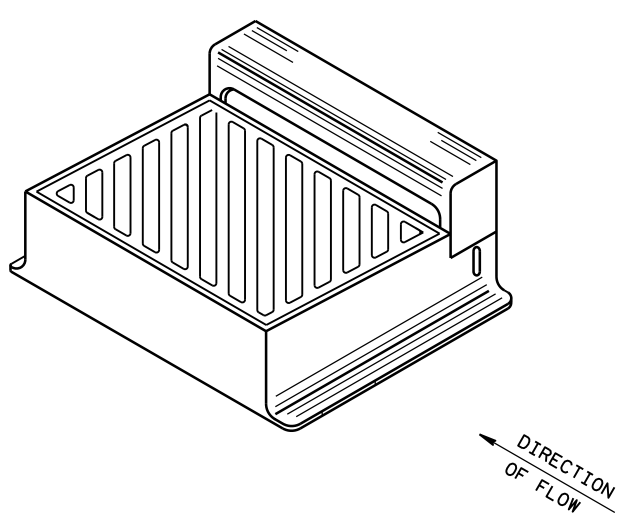
NOTED AS TYPE MS-A ON THE DRAINAGE TABLE



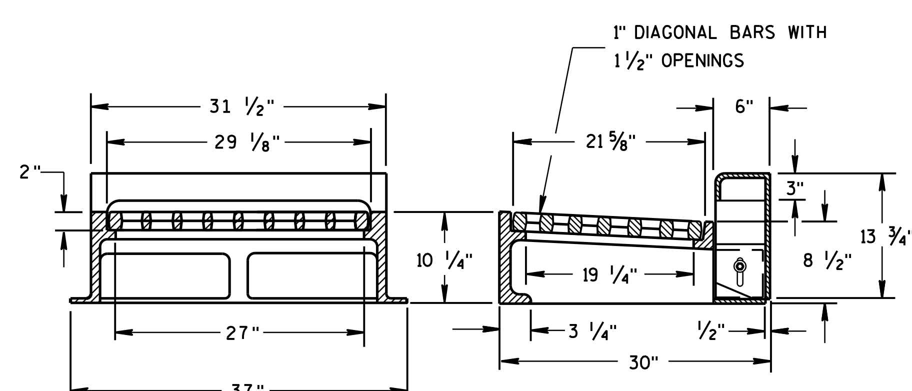
TYPE "MS"

USE ON FREEWAYS AND EXPRESSWAYS

NOTED AS TYPE MS ON DRAINAGE TABLE



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



NOTE: CURB BOX HEIGHT ADJUSTABLE 6" TO 9"

TYPE "WM"

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

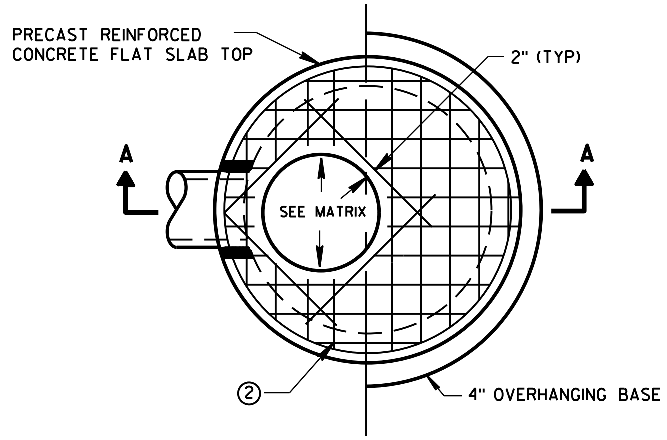
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

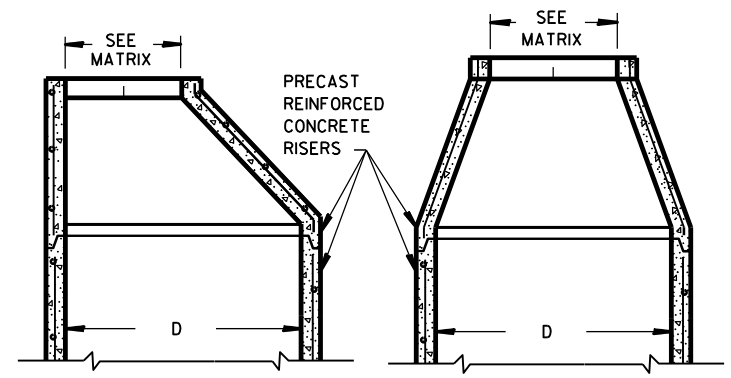
11/27/2013	/S/ Jerry H. Zogg
DATE	ROADWAY STANDARDS DEVELOPMENT ENGINEER

FHWA

S.D.D. 8 A 5-19b

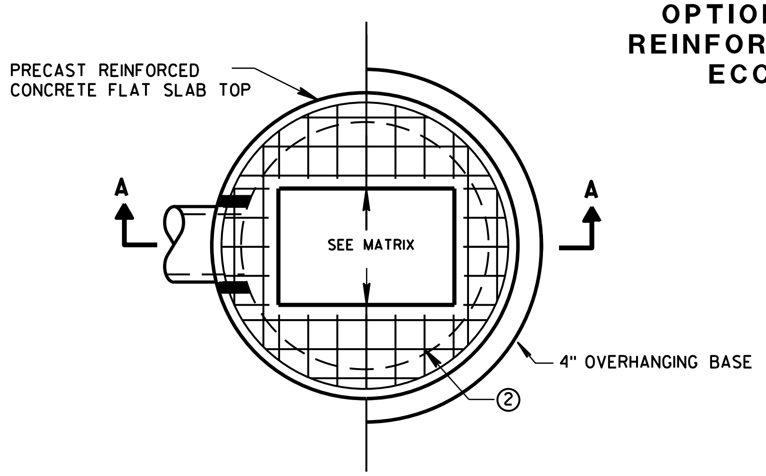


PLAN VIEW CIRCULAR OPENING

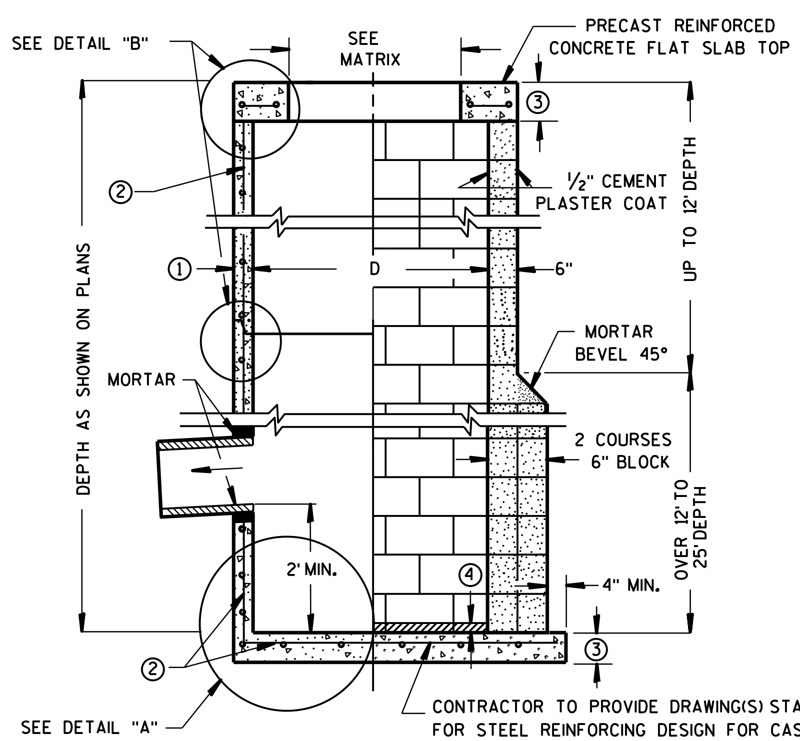


OPTIONAL PRECAST REINFORCED CONCRETE ECCENTRIC TOP

OPTIONAL PRECAST REINFORCED CONCRETE CONCENTRIC TOP



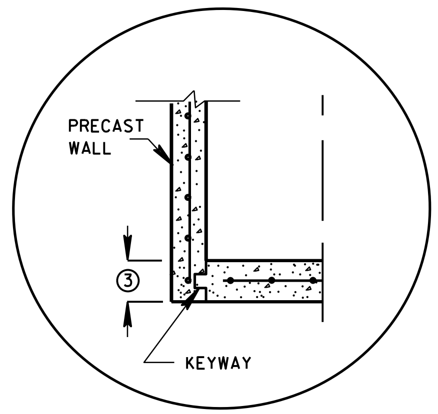
PLAN VIEW RECTANGULAR OPENING



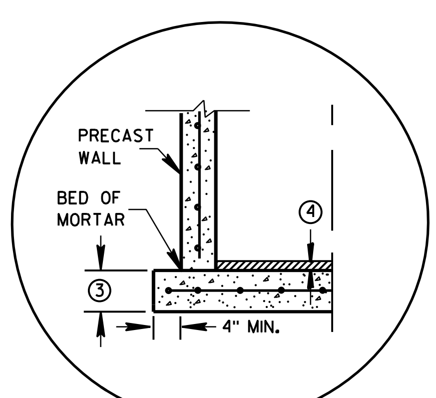
SECTION A-A

PRECAST REINFORCED CONCRETE WITH MONOLITHIC BASE

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

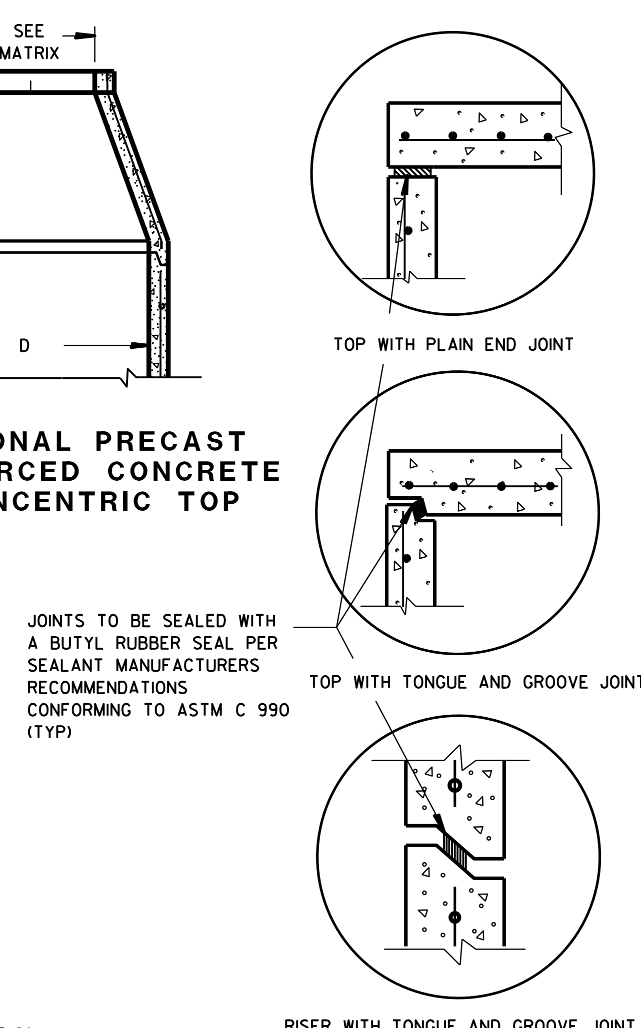


PRECAST REINFORCED CONCRETE WITH INTEGRAL BASE OPTION

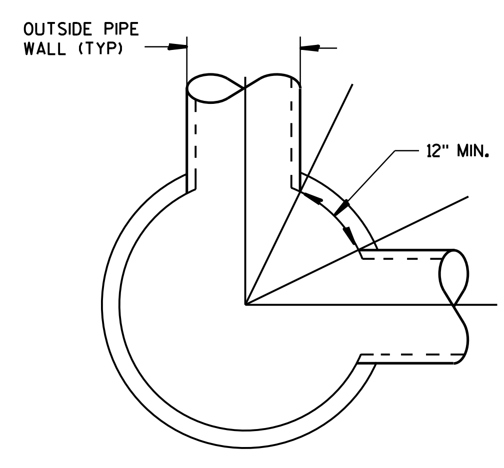


SEPARATE PRECAST REINFORCED CONCRETE BASE OPTION

DETAIL "A"



DETAIL "B"



DETAIL "C"

GENERAL NOTES

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

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

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

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

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

PRECAST REINFORCED CONCRETE CONE TOPS (ECCENTRIC OR CONCENTRIC) OR PRECAST REINFORCED CONCRETE FLAT SLAB TOPS MAY BE USED ON CONCRETE BLOCK STRUCTURES.

ECCENTRIC CONE TOPS MAY BE USED ON ALL STRUCTURES, AND CONCENTRIC CONE TOPS SHALL BE USED ONLY ON STRUCTURES 5 FEET OR LESS IN DEPTH, UNLESS OTHERWISE DIRECTED BY THE ENGINEER.

STEPS MEETING AASHTO M199 AND THE FOLLOWING REQUIREMENTS SHALL BE INSTALLED IN ALL STRUCTURES OVER 5 FEET IN DEPTH: 16 INCH C-C MAXIMUM SPACING; PROJECT A MINIMUM CLEAR DISTANCE OF 4 INCHES FROM THE WALL AT THE POINT OF EMBEDMENT; MINIMUM LENGTH OF 10 INCHES; MINIMUM WALL EMBEDMENT OF 3 INCHES. FERROUS METAL STEPS NOT PAINTED OR TREATED TO RESIST CORROSION SHALL HAVE A MINIMUM CROSS SECTIONAL DIMENSION OF 1 INCH.

STEPS OF APPROVED POLYPROPYLENE PLASTIC COATED REINFORCEMENT BAR ARE ACCEPTABLE. REINFORCING BAR MUST BE A MINIMUM OF ½ INCH AND MEET THE REQUIREMENTS OF ASTM A615.

CERTIFICATION SHALL BE PROVIDED THAT INSTALLED STEPS WHEN TESTED IN ACCORDANCE WITH SECTION 10 OF AASHTO T280 CAN WITHSTAND A VERTICAL LOAD OF 800 LBS. AND A HORIZONTAL LOAD OF 400 LBS.

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

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

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

CONCRETE BLOCK WILL NOT BE PERMITED FOR STRUCTURES GREATER THAN 4 FEET IN DIAMETER.

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

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

① MINIMUM WALL THICKNESS SHALL BE 4 INCHES FOR 3-FT, 5 INCHES FOR 4-FT, 6 INCHES FOR 5-FT AND 7 INCHES FOR 6-FT DIAMETER PRECAST CATCH BASINS.

② FOR PRECAST CATCH BASINS PROVIDE REINFORCING STEEL IN ACCORDANCE TO AASHTO M199.

③ PRECAST FLAT SLAB TOPS AND BASES WITH A DIAMETER OF 48" AND LESS SHALL HAVE A MINIMUM THICKNESS OF 6". PRECAST FLAT SLAB TOPS AND BASES WITH A DIAMETER LARGER THAN 48" SHALL HAVE A MINIMUM THICKNESS OF 8".

④ 1" CONCRETE KEY POURED AFTER INSTALLATION. 2' SUMP MEASURED FROM TOP OF KEY.

CATCH BASIN COVER OPENING MATRIX

CATCH BASIN SIZE	INLET COVER TYPE	ALL A'S	ALL B'S	BW	C	F	ALL H'S	S	T	V	WM	Z
	OPENING SIZE (FT)											
3-FT	2X2	X	X					X		X		
	2 DIA.				X							X
4-FT-6-FT	2X2	X	X					X		X		
	2X2.5			X				X	X	X	X	
	2 DIA.				X							X
	2X3						X					
	2.5X3					X						

PIPE MATRIX

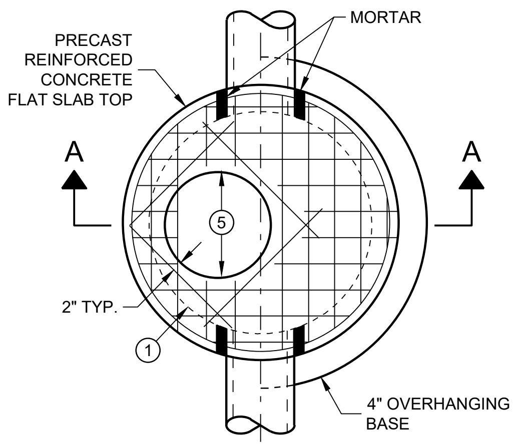
CATCH BASIN SIZE	MAXIMUM INSIDE PIPE DIAMETER FOR TWO PIPES	
	180° SEPARATION (IN)	90° SEPARATION (IN)
3-FT	15	12
4-FT	24	18
5-FT	36	24
6-FT	42	30

CATCH BASINS 3-FT, 4-FT, 5-FT AND 6-FT DIAMETER

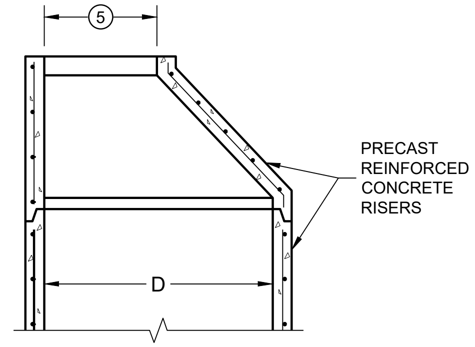
CATCH BASINS 3-FT, 4-FT, 5-FT AND 6-FT DIAMETER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

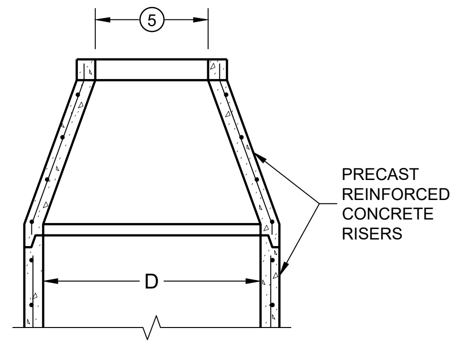
APPROVED
Sept., 2016 /S/ Rodney Taylor
DATE ROADWAY STANDARDS UNIT SUPERVI... ENT
FHWA



PLAN VIEW
CIRCULAR OPENING



OPTIONAL PRECAST REINFORCED CONCRETE ECCENTRIC TOP



OPTIONAL PRECAST REINFORCED CONCRETE CONCENTRIC TOP

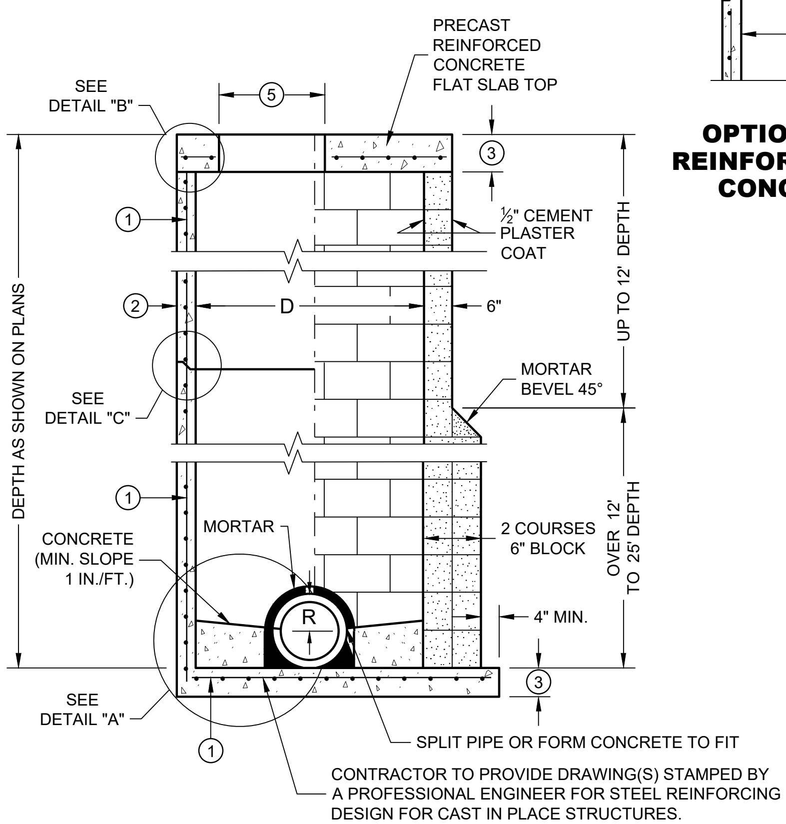
MANHOLE COVER OPENING MATRIX

MANHOLE COVER TYPE / OPENING SIZE (FT.)	C	ALL J'S	K	L	M
2 DIA.	X	X		X	
3 DIA.			X		X

PIPE MATRIX

MANHOLE SIZE (DIA.)	MAXIMUM INSIDE PIPE DIAMETER FOR TWO PIPES		MINIMUM WALL THICKNESS (IN)	MINIMUM PRECAST FLAT SLAB TOP AND BASE THICKNESS
	180° SEPARATION (IN)	90° SEPARATION (IN)		
3-FT	15	12	4	6
4-FT	24	18	4	6
5-FT	36	24	5	8
6-FT	42	36	6	8
7-FT	48	36/42 *	7	8
8-FT	60	42	8	8
9-FT	66	54	9	10
10-FT	72	60	10	10

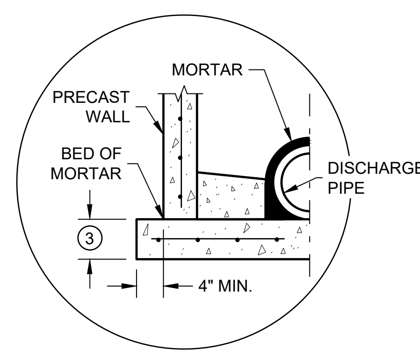
* A 36" PIPE AND A 42" PIPE CAN BE PLACED WITHIN 90 DEGREES. SEE MINIMUM HORIZONTAL PIPE SEPARATION DETAIL.



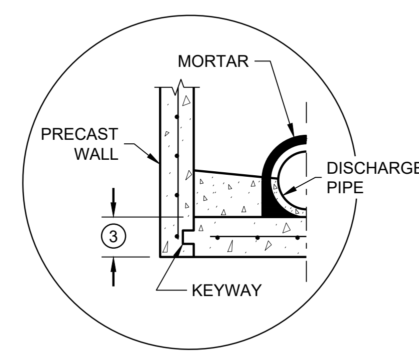
SECTION A - A

PRECAST REINFORCED CONCRETE WITH MONOLITHIC BASE

CONCRETE BLOCK WITH CAST IN PLACE OR PRECAST REINFORCED CONCRETE BASE 1

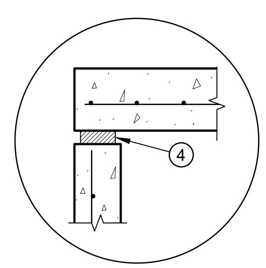


SEPARATE PRECAST REINFORCED CONCRETE BASE OPTION

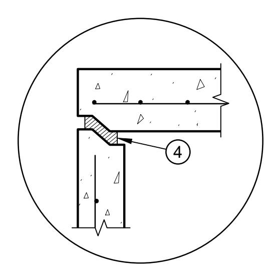


PRECAST REINFORCED CONCRETE WITH INTEGRAL BASE OPTION

DETAIL "A"

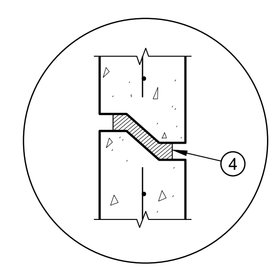


TOP WITH PLAIN END JOINT



TOP WITH TONGUE AND GROOVE JOINT

DETAIL "B"



RISER WITH TONGUE AND GROOVE JOINT

DETAIL "C"

GENERAL NOTES

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

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

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

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

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

PRECAST REINFORCED CONCRETE CONE TOPS (ECCENTRIC OR CONCENTRIC) OR PRECAST REINFORCED CONCRETE FLAT SLAB TOPS MAY BE USED ON CONCRETE BLOCK STRUCTURES.

ECCENTRIC CONE TOPS MAY BE USED ON ALL STRUCTURES. CONCENTRIC CONE TOPS SHALL BE USED ONLY ON STRUCTURES 5 FEET OR LESS IN DEPTH UNLESS OTHERWISE DIRECTED BY THE ENGINEER.

STEPS MEETING AASHTO M199 AND THE FOLLOWING REQUIREMENTS SHALL BE INSTALLED IN ALL STRUCTURES OVER 5 FEET IN DEPTH: 16 INCH C-C MAXIMUM SPACING; PROJECT A MINIMUM CLEAR DISTANCE OF 4 INCHES FROM THE WALL AT THE POINT OF EMBEDMENT; MINIMUM LENGTH OF 10 INCHES; MINIMUM WALL EMBEDMENT OF 3 INCHES. FERROUS METAL STEPS NOT PAINTED OR TREATED TO RESIST CORROSION SHALL HAVE A MINIMUM CROSS SECTIONAL DIMENSION OF 1 INCH.

STEPS OF APPROVED POLYPROPYLENE PLASTIC COATED REINFORCEMENT BAR ARE ACCEPTABLE. REINFORCING BAR MUST BE A MINIMUM OF ½ INCH AND MEET THE REQUIREMENTS OF ASTM A615.

CERTIFICATION SHALL BE PROVIDED THAT INSTALLED STEPS WHEN TESTED IN ACCORDANCE WITH SECTION 10 OF AASHTO T280 CAN WITHSTAND A VERTICAL LOAD OF 800 LBS. AND A HORIZONTAL LOAD OF 400 LBS.

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

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

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

CONCRETE BLOCK WILL NOT BE PERMITTED FOR STRUCTURES GREATER THAN 4 FEET IN DIAMETER.

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

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

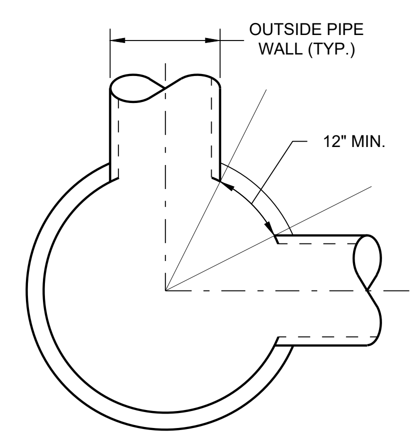
1 FOR PRECAST MANHOLES PROVIDE REINFORCING STEEL IN ACCORDANCE TO AASHTO M199.

2 SEE PIPE MATRIX TABLE FOR MINIMUM WALL THICKNESS FOR PRECAST MANHOLES

3 SEE PIPE MATRIX TABLE FOR MINIMUM THICKNESS OF PRECAST FLAT SLAB TOPS AND BASES.

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

5 SEE MANHOLE COVER OPENING MATRIX.



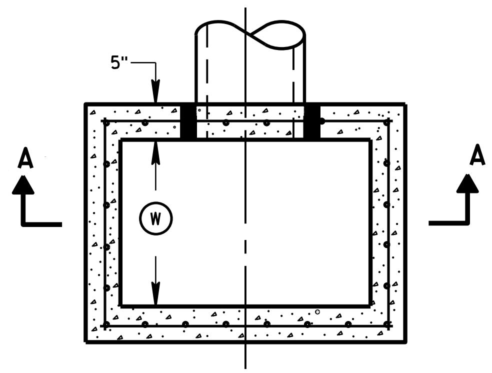
MINIMUM HORIZONTAL PIPE SEPARATION

MANHOLES 3-FT, 4-FT, 5-FT, 6-FT, 7-FT, 8-FT, 9-FT AND 10-FT DIAMETER

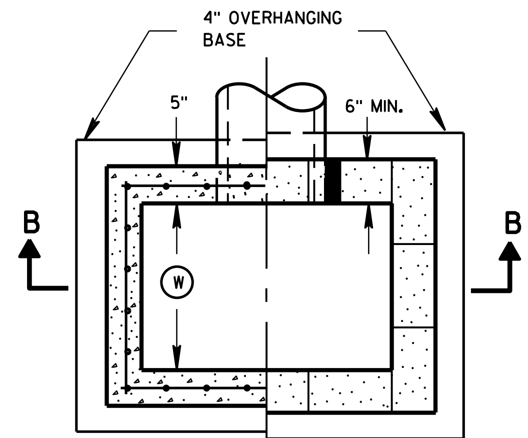
MANHOLES, 3-FT, 4-FT 5-FT, 6-FT, 7-FT, 8-FT, 9-FT AND 10-FT DIAMETER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

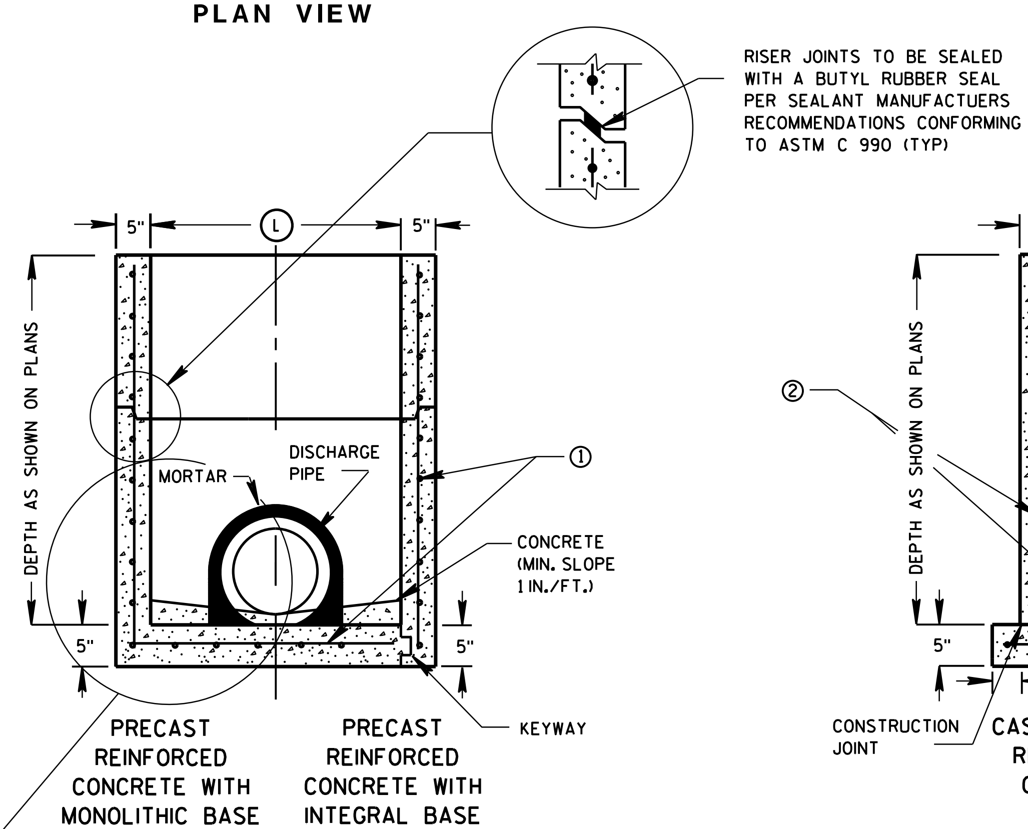
APPROVED
November 2021 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA



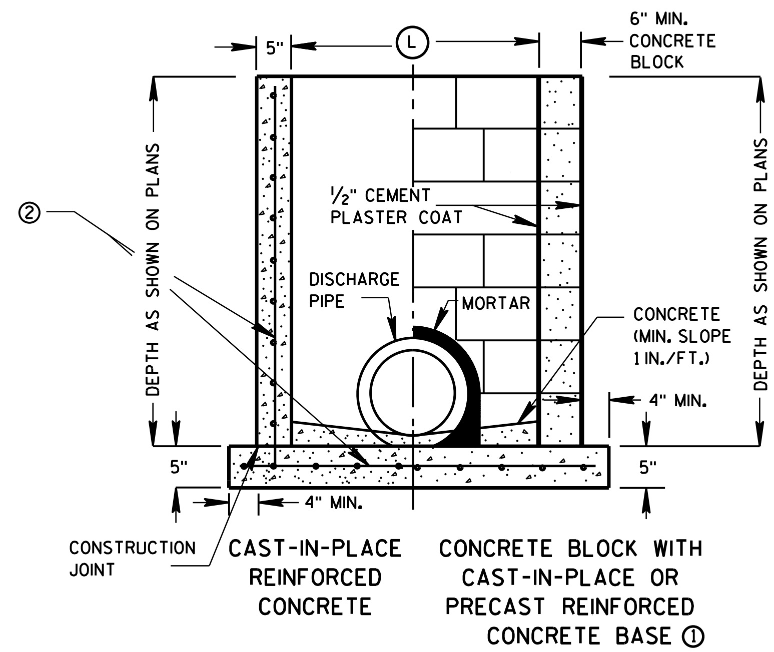
PLAN VIEW



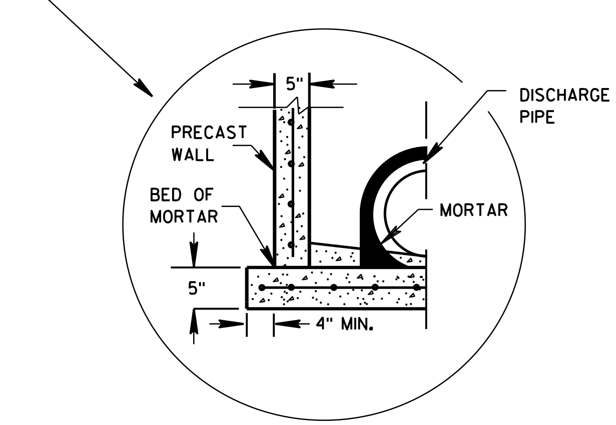
PLAN VIEW



SECTION A-A



SECTION B-B



SEPARATE PRECAST REINFORCED CONCRETE BASE OPTION

GENERAL NOTES

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

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

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

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

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

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

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

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

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

① FOR PRECAST INLETS PROVIDE REINFORCING STEEL IN ACCORDANCE TO ASTM C 913.

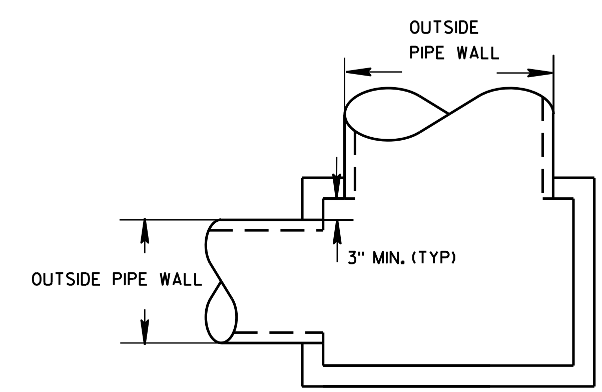
② CONTRACTOR TO PROVIDE DRAWING(S) STAMPED BY A PROFESSIONAL ENGINEER FOR STEEL REINFORCING DESIGN FOR CAST-IN-PLACE STRUCTURES.

INLET COVER MATRIX

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

PIPE MATRIX

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



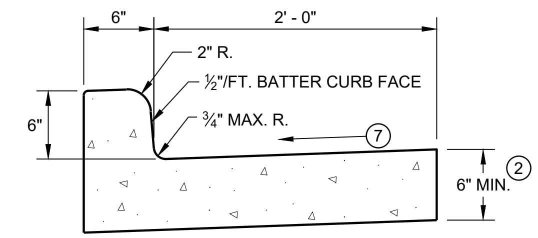
DETAIL "A"

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

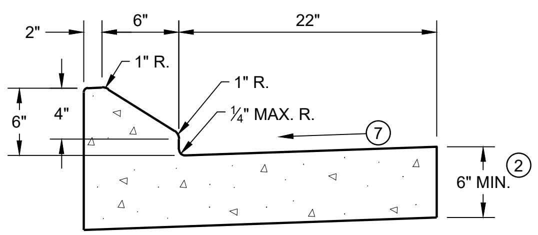
INLETS 2X2-FT, 2X2.5-FT, 2X3-FT AND 2.5X3-FT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

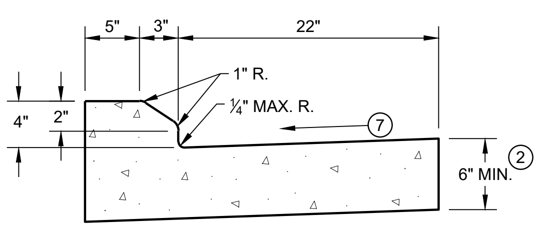
APPROVED
Sept., 2016 /S/ Rodney Taylor
DATE ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR
FHWA



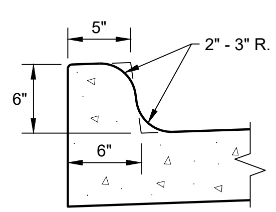
TYPES A 1 & D



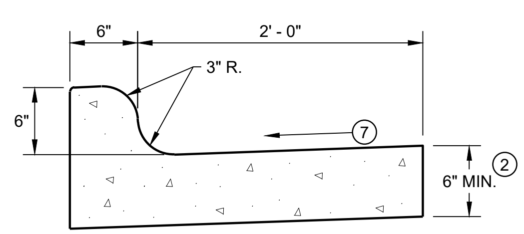
6" SLOPED CURB TYPES G 1 & J



4" SLOPED CURB TYPES G 1 & J

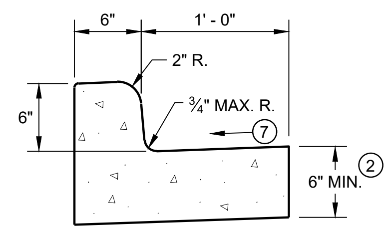


TYPES K 1 & L
(OPTIONAL CURB SHAPE)



TYPES K 1 & L

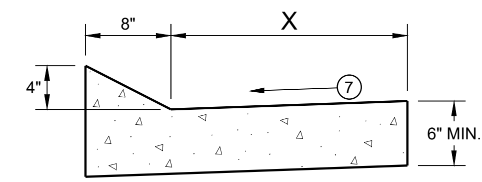
CONCRETE CURB AND GUTTER 30"



TYPES A 1 & D

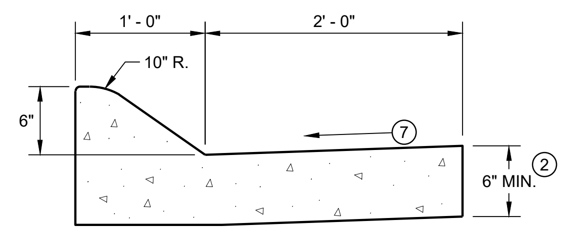
CONCRETE CURB AND GUTTER 18"

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

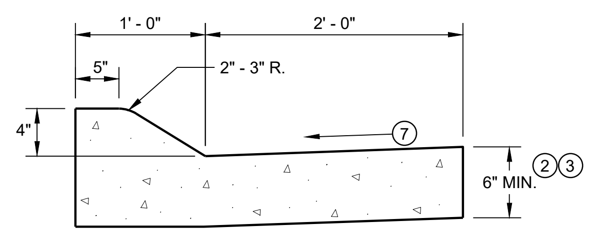


TYPES TBT & TBTT 1

CONCRETE CURB AND GUTTER

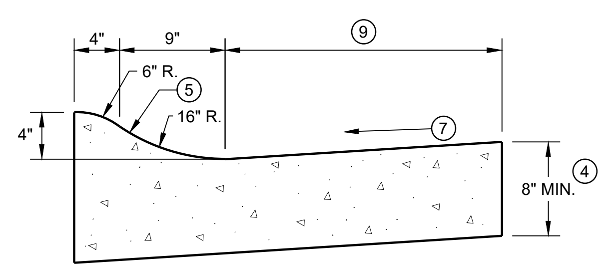


6" SLOPED CURB TYPES A 1 & D



4" SLOPED CURB TYPES A 1 & D

CONCRETE CURB AND GUTTER 36"



4" SLOPED CURB TYPES R 1 & T

GENERAL NOTES

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

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

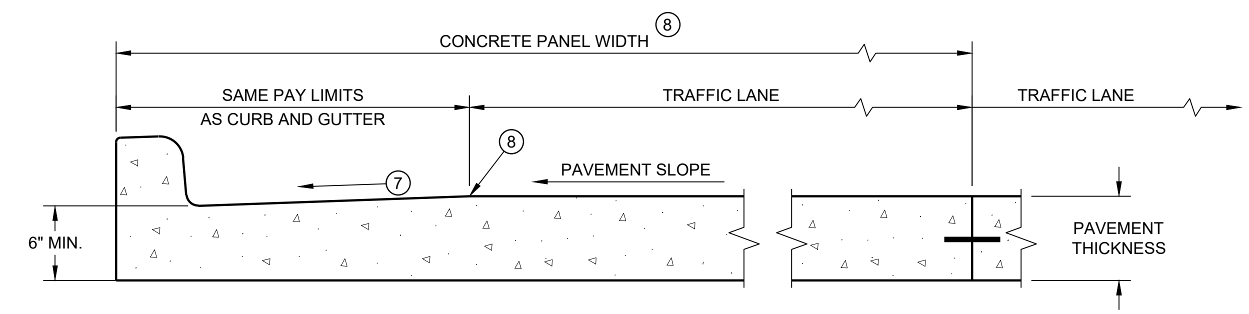
INTEGRAL CURB AND GUTTER SHALL CONFORM TO THE DETAILS SHOWN FOR CONCRETE CURB AND GUTTER INCLUDING THE TRANSVERSE GUTTER SLOPE.

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

1. TIE BARS ARE REQUIRED FOR CURB AND GUTTERS TYPES A, G, K, R, AND TBTT.
2. THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 6" MINIMUM GUTTER THICKNESS IS MAINTAINED.
3. USE 8" MINIMUM GUTTER THICKNESS WHEN USED WITH AN ADJACENT CONCRETE TRUCK APRON PLACED BEHIND BACK OF CURB.
4. THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 8" MINIMUM GUTTER THICKNESS IS MAINTAINED.
5. UNLESS OTHERWISE NOTED, FOR STAKING PURPOSES THE FACE OF CURB IS 6" FROM THE BACK OF CURB.
6. WHEN REVERSE SLOPE GUTTER IS REQUIRED, THE LOCATION(S) WILL BE SHOWN ELSEWHERE IN THE PLAN.
7. USE 4% GUTTER CROSS SLOPE UNLESS OTHERWISE NOTED IN THE PLANS.
8. INCLUDE LONGITUDINAL JOINT AND TIE BARS ALONG LANE EDGE WHEN CONCRETE PANEL WIDTH EXCEEDS THE MAXIMUM WIDTH PER TABLE BELOW. LONGITUDINAL JOINT(S) ARE NOT ALLOWED WITHIN TRAFFIC LANES AND BIKE LANES. LONGITUDINAL JOINT MAY BE SAWED.
9. CONCRETE CURB AND GUTTER 4-INCH SLOPED 30-INCH TYPE "R" AND "T" = 17 INCHES
CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE "R" AND "T" = 23 INCHES

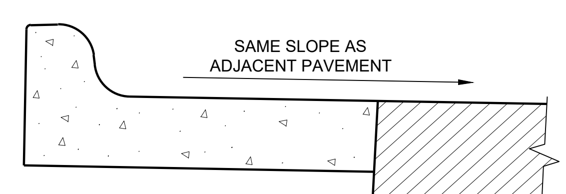
PAVEMENT THICKNESS AND MAXIMUM CONCRETE PANEL WIDTH TABLE

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



PARTIAL SECTION OF PAVEMENT * WITH INTEGRAL CURB AND GUTTER

* BIKE LANE IS NOT SHOWN



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

CONCRETE CURB AND GUTTER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

SDD 08D01 - 22a

6

GENERAL NOTES

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

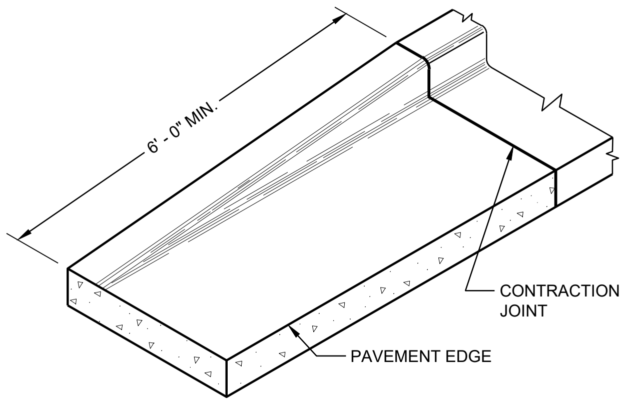
PAVEMENT TIES AND TIE BARS SHALL BE EPOXY COATED IN CONFORMANCE WITH SUBSECTION 505.2.6.2 OF THE STANDARD SPECIFICATIONS.

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

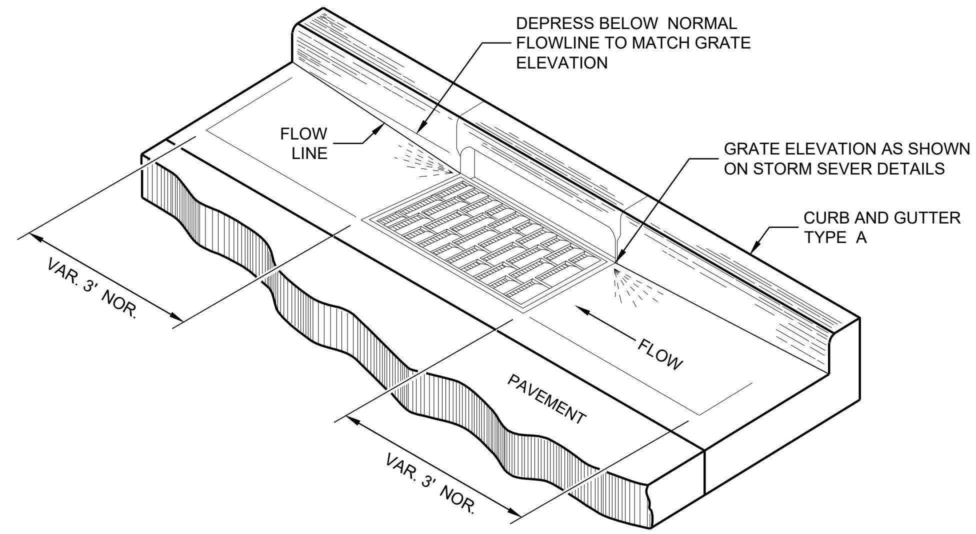
(1) TIE BARS ARE REQUIRED FOR CURB AND GUTTERS TYPES A, G, K, R, AND TBTT.

(2) THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 6" MINIMUM GUTTER THICKNESS IS MAINTAINED.

(9) REFER TO SDD 08D18 AND 08D19 FOR ADDITIONAL DRIVEWAY ENTRANCE CURB DETAILS.

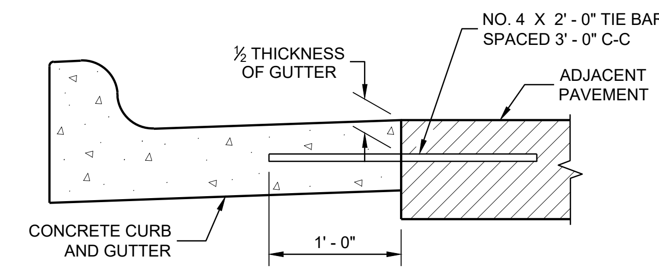


END SECTIONCURB AND GUTTER

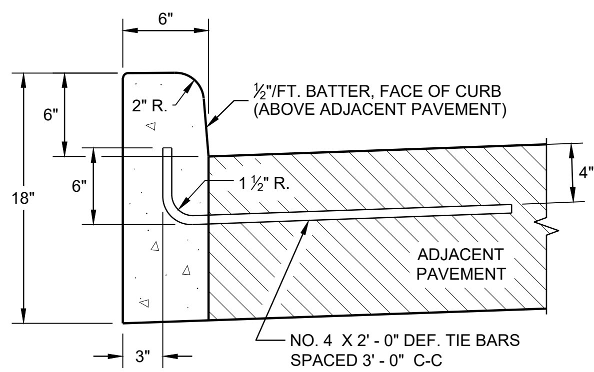


DETAIL OF CURB AND GUTTER AT INLETS

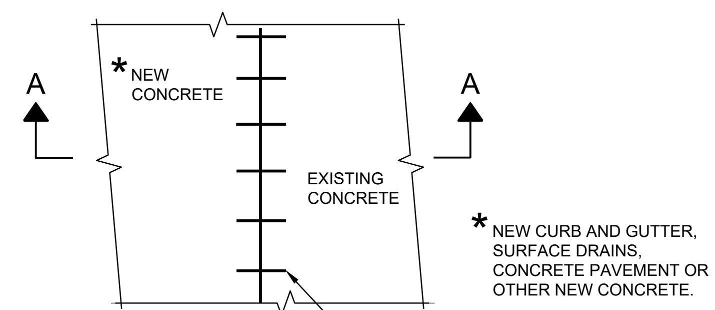
(TYPICAL H INLET COVER SHOWN)



TYPICAL TIE BAR LOCATION (1)



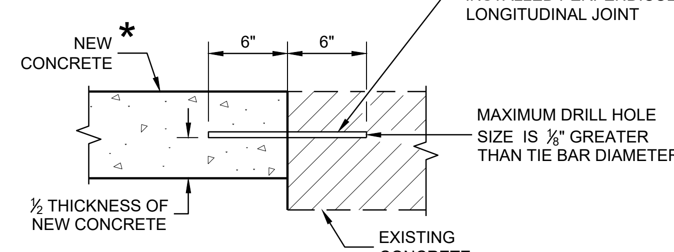
TYPES A (1) & D



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

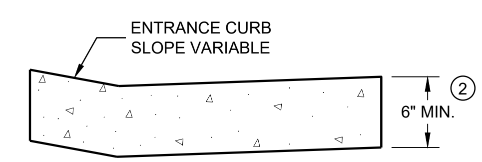
PLAN VIEW

NO. 6 TIE BARS SPACED 2' - 6" C-C, INSTALLED PERPENDICULAR TO THE LONGITUDINAL JOINT



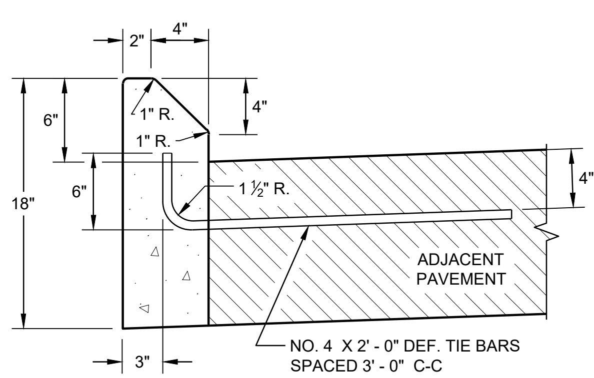
SECTION A - A

TIE BARS DRILLED INTO EXISTING PAVEMENT



DRIVEWAY ENTRANCE CURB (9)

(WHEN DIRECTED BY THE ENGINEER)



TYPES G (1) & J

CONCRETE CURB

6

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CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS

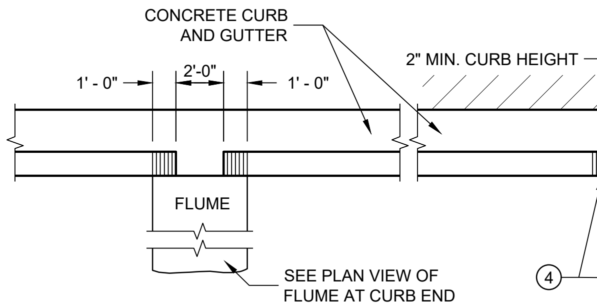
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2021 — DATE
/S/ Rodnery Taylor — ROADWAY STANDARDS DEVE ENGINEER
FHWA

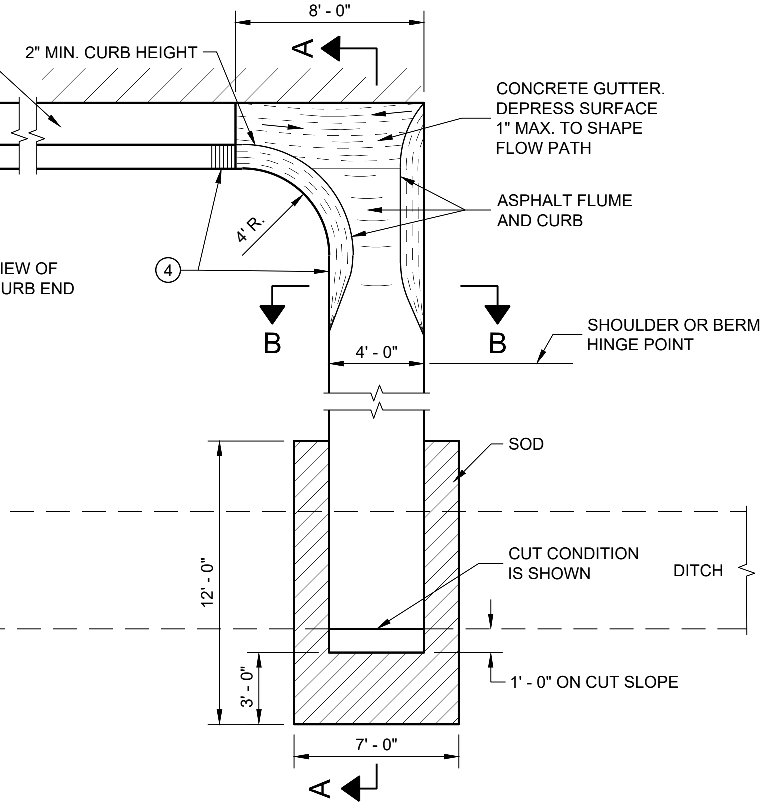
SDD 08D01 - 22b

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

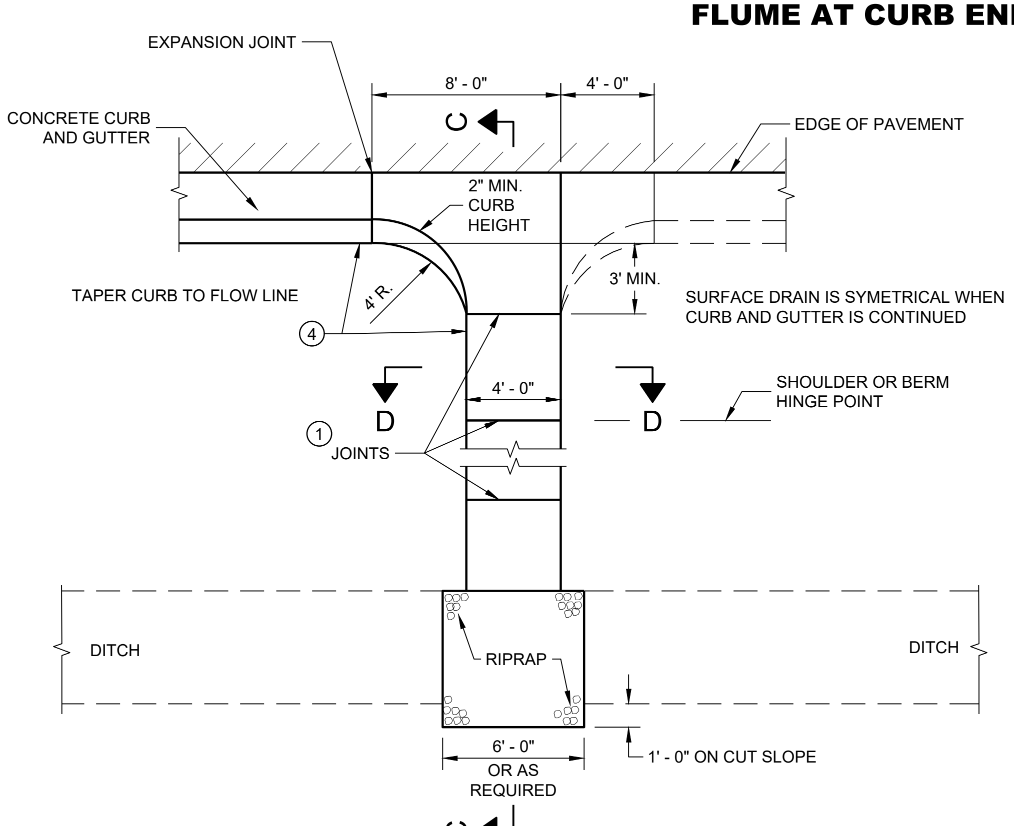
ASPHALTIC FLUME



PLAN VIEW
CURB OPENING FOR FLUME



PLAN VIEW
FLUME AT CURB END



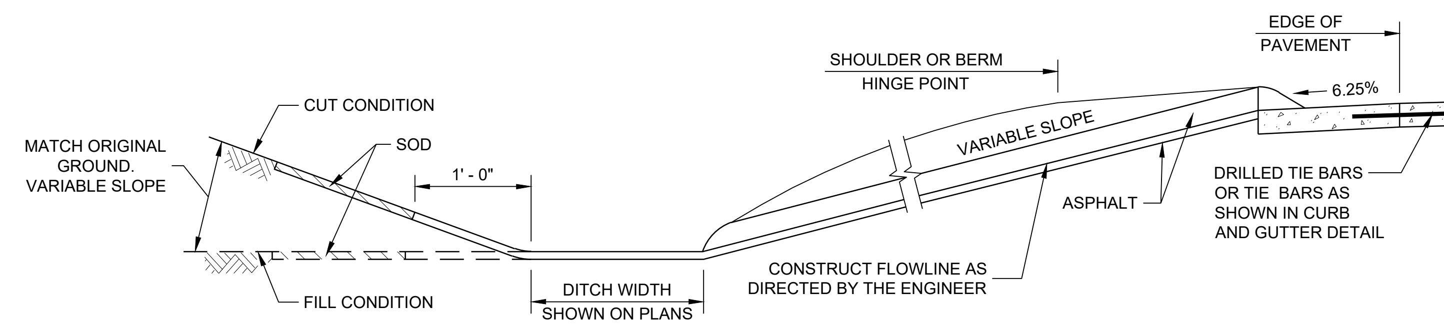
PLAN VIEW
CONCRETE SURFACE DRAIN

GENERAL NOTES

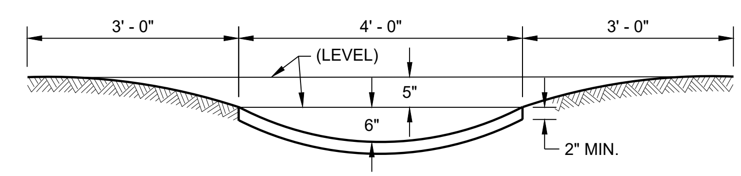
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

4" X 4" - W3.0 X W3.0 CONCRETE REINFORCEMENT SHALL BE IN ACCORDANCE WITH AASHTO SPECIFICATION M55.

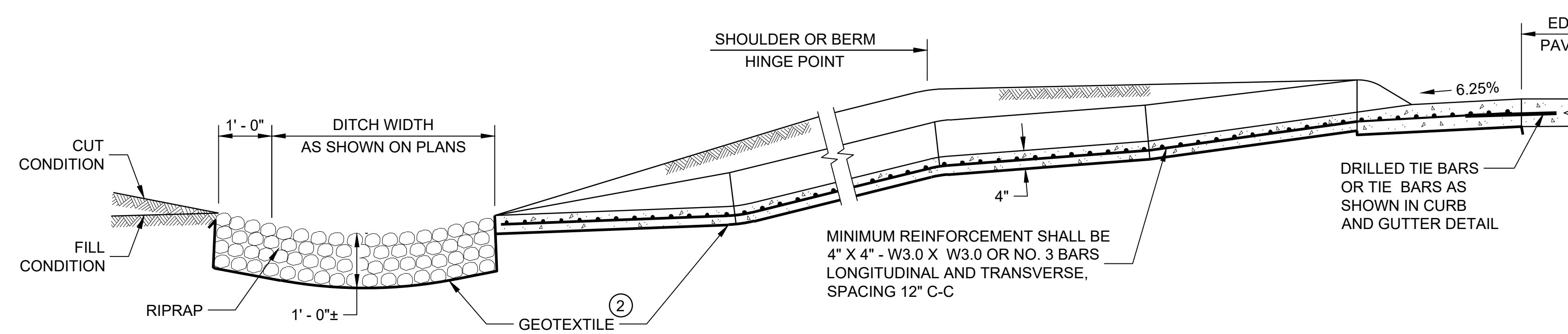
1. JOINTS SHALL BE ⅛" TO ¼" WIDE BY 1½" DEEP AND SPACED AT UNIFORM INTERVALS OF APPROXIMATELY 4 FEET.
2. GEOTEXTILE TYPE "R" SHALL UNDERLAY THE FULL LENGTH AND WIDTH OF THE CONCRETE SURFACE DRAIN AND RIPRAP.
3. CONCRETE SURFACE DRAIN WITHOUT CURB AND GUTTER MAY BE USED ON BACKSLOPES WHEN SPECIFIED.
4. ANGLE OF FLUME IN RELATION TO BACK OF CURB TO BE CONSTRUCTED PER THE PLAN DETAILS OR AS DIRECTED BY THE ENGINEER. ANGLE OF FLUME MAY BE OTHER THAN 90 DEGREES AS SHOWN.



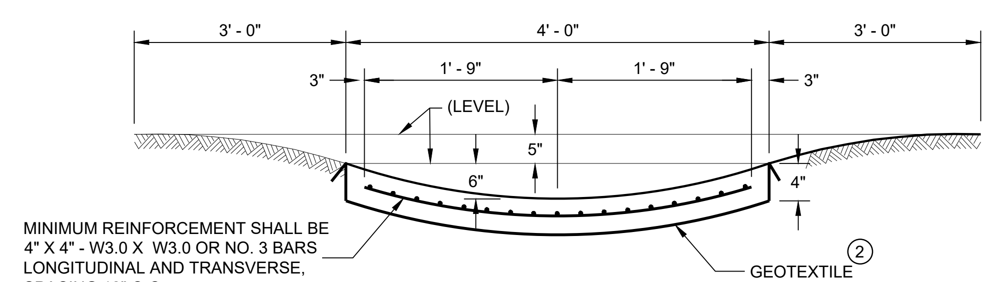
SECTION A - A



SECTION B - B



SECTION C - C



SECTION D - D

CONCRETE SURFACE DRAINS AND ASPHALTIC FLUMES	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED	
November 2021	/S/ Rodney Taylor
DATE	ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA	

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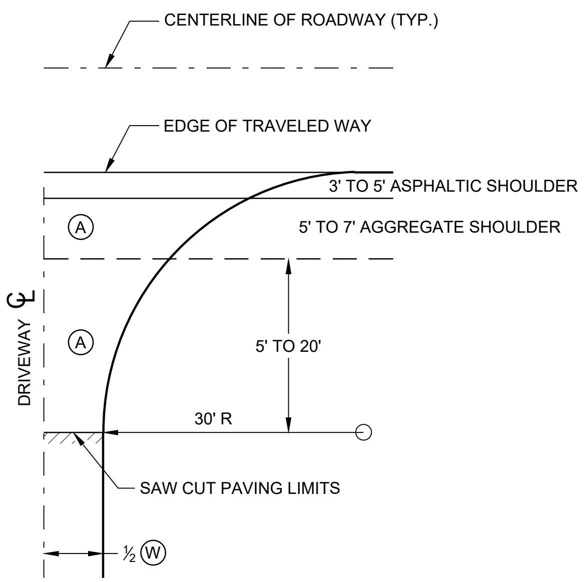
SDD 08D04 - 06

SDD 08D04 - 06

GENERAL NOTES

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



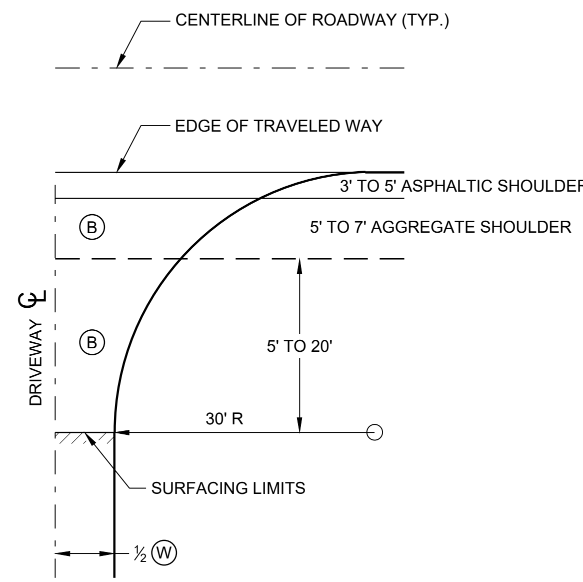
PLAN VIEW

HALF SECTION

A : PAID FOR AS ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES. (TON)

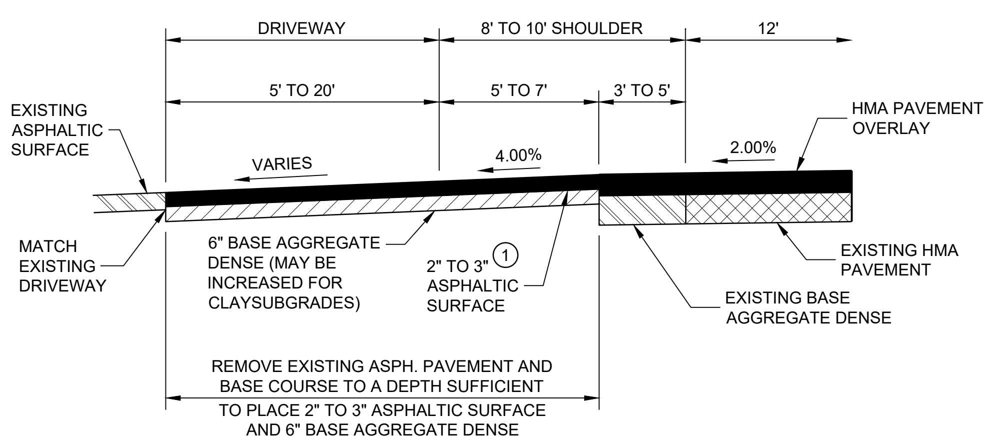
B : PAID FOR AS BASE AGGREGATE DENSE 1 ¼" (TON)

W : DRIVEWAY WIDTH 16' MIN. - 24' MAX.



PLAN VIEW

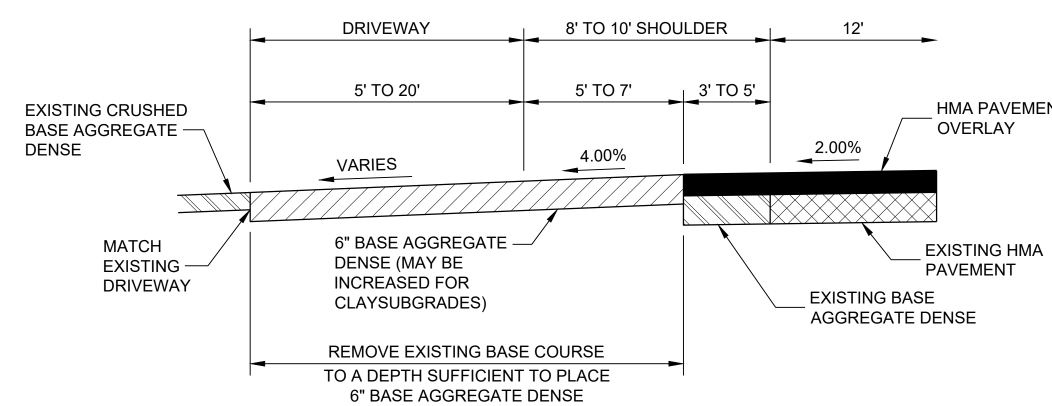
HALF SECTION



PROFILE VIEW

RURAL ENTRANCE WITH ASPHALTIC SURFACE

RESURFACING PROJECTS



PROFILE VIEW

RURAL ENTRANCE WITH AGGREGATE SURFACE

6" BASE AGGREGATE DENSE RESURFACING PROJECTS

DRIVEWAYS WITHOUT CURB AND GUTTER RESURFACING PROJECTS RURAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

December 2016 — DATE

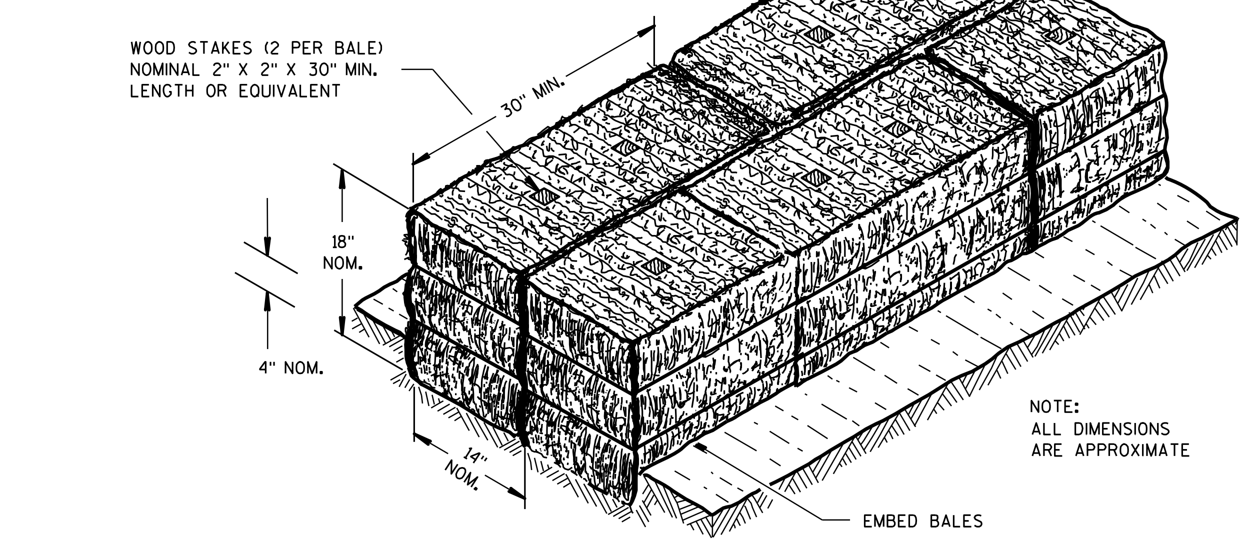
/S/ Rodney Taylor — ROADWAY STANDARDS DEVELOPMENT ENGINEER

FHWA

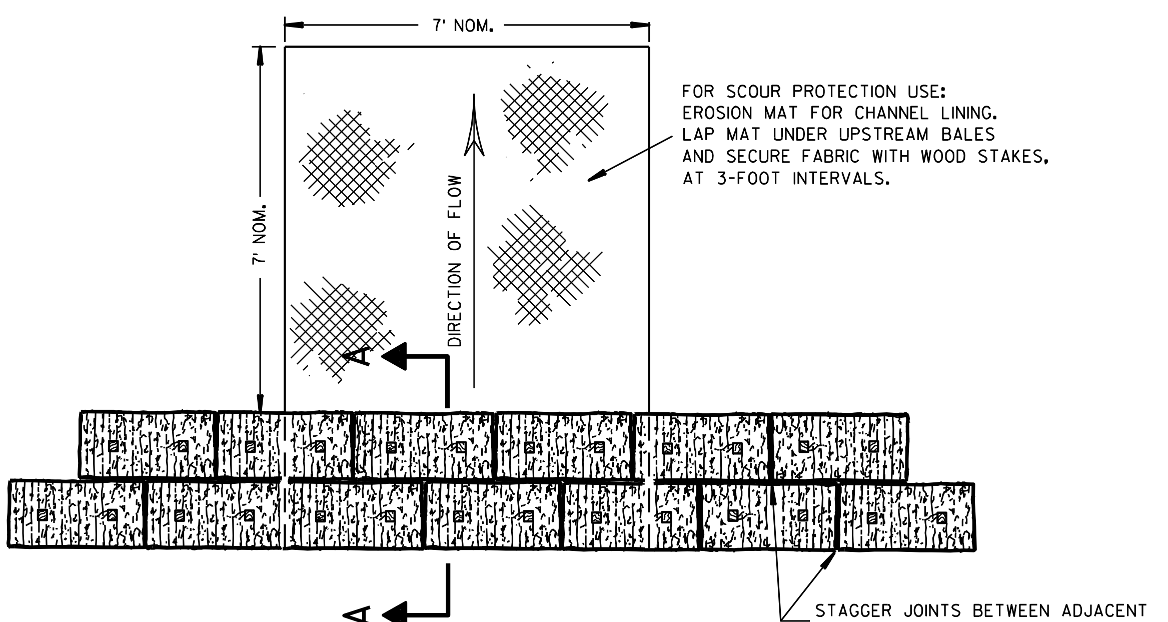
GENERAL NOTES

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

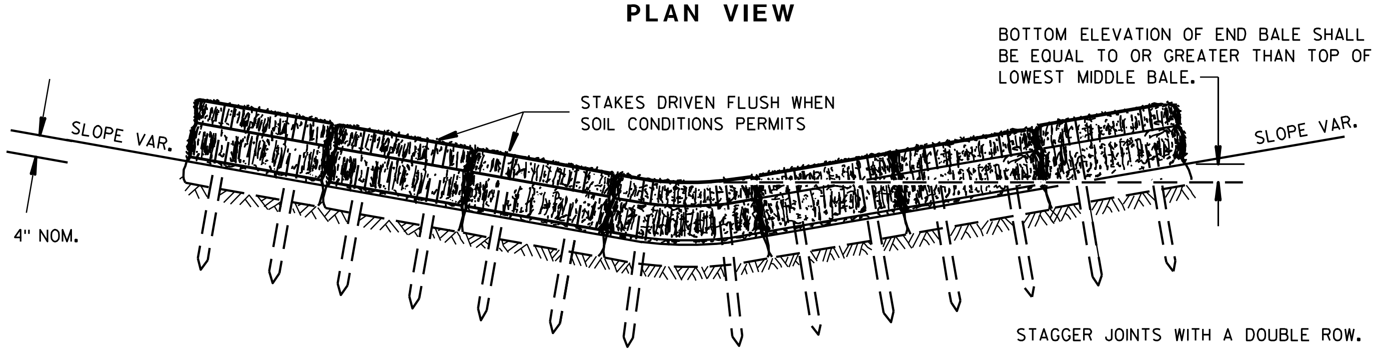
(1) TEMPORARY DITCH CHECKS EITHER EROSION BALES OR MANUFACTURED SHALL BE PAID FOR UNDER THE BID ITEM OF TEMPORARY DITCH CHECK. THE DEPARTMENT WILL NOT PAY FOR TEMPORARY DITCH CHECKS CONSTRUCTED OF A SINGLE ROW OF EROSION BALES.



SECTION A-A

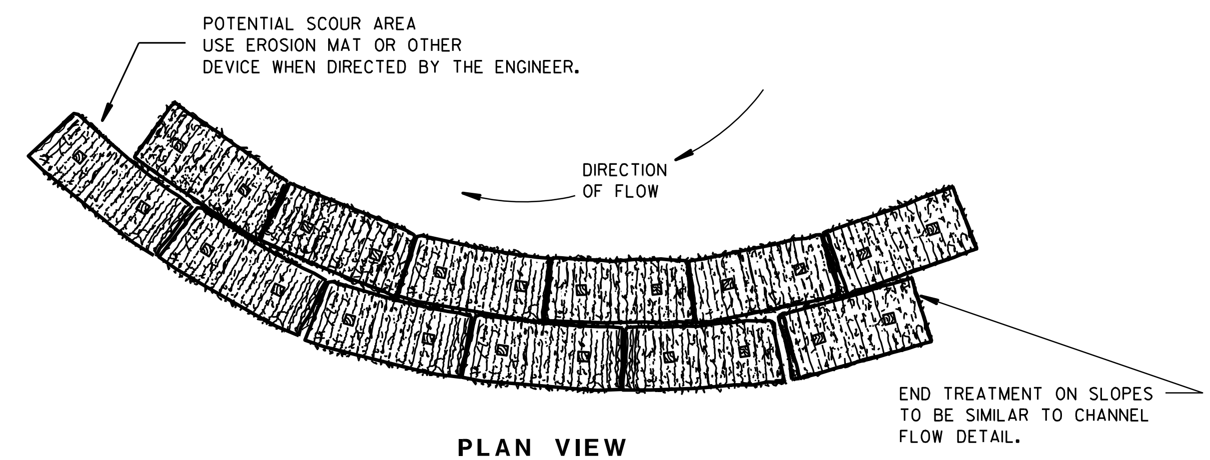


PLAN VIEW



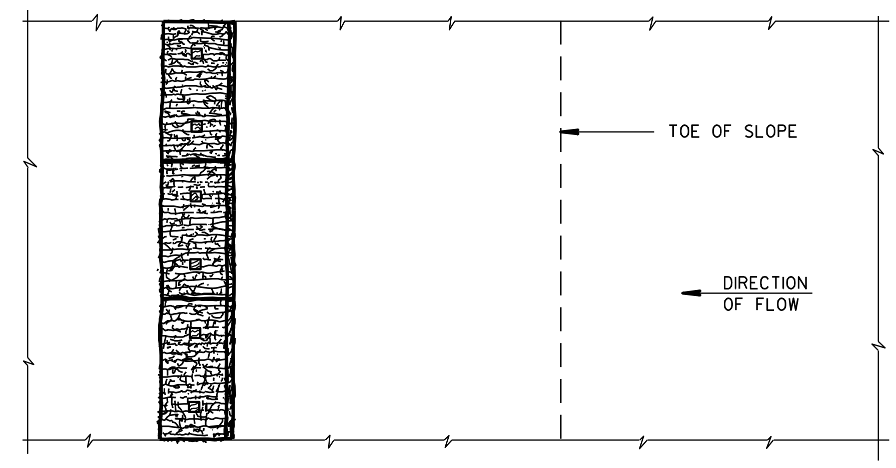
FRONT ELEVATION

TEMPORARY DITCH CHECK USING EROSION BALES (1)

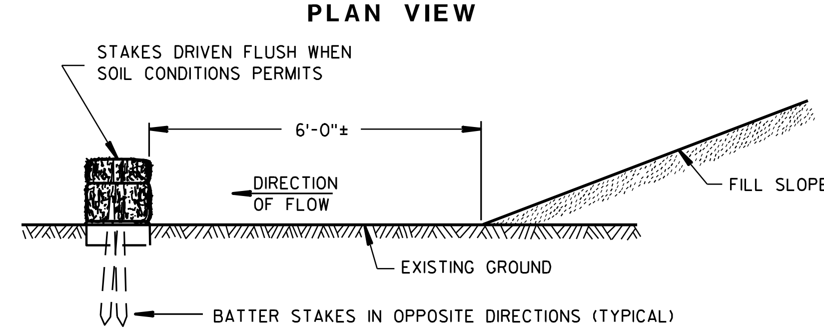


PLAN VIEW

WHEN ALTERING THE DIRECTION OF FLOW



PLAN VIEW



FRONT ELEVATION

WHEN EXISTING GROUND SLOPES AWAY FROM FILL SLOPE

EROSION BALES FOR SHEET FLOW

TYPICAL INSTALLATIONS OF EROSION BALES / TEMPORARY DITCH CHECKS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
6/04/02 DATE
/S/ Beth Cann... CHIEF ROADWAY DEVELOP... ENGINEER
FHWA

6
S.D.D. 8 E 8-3

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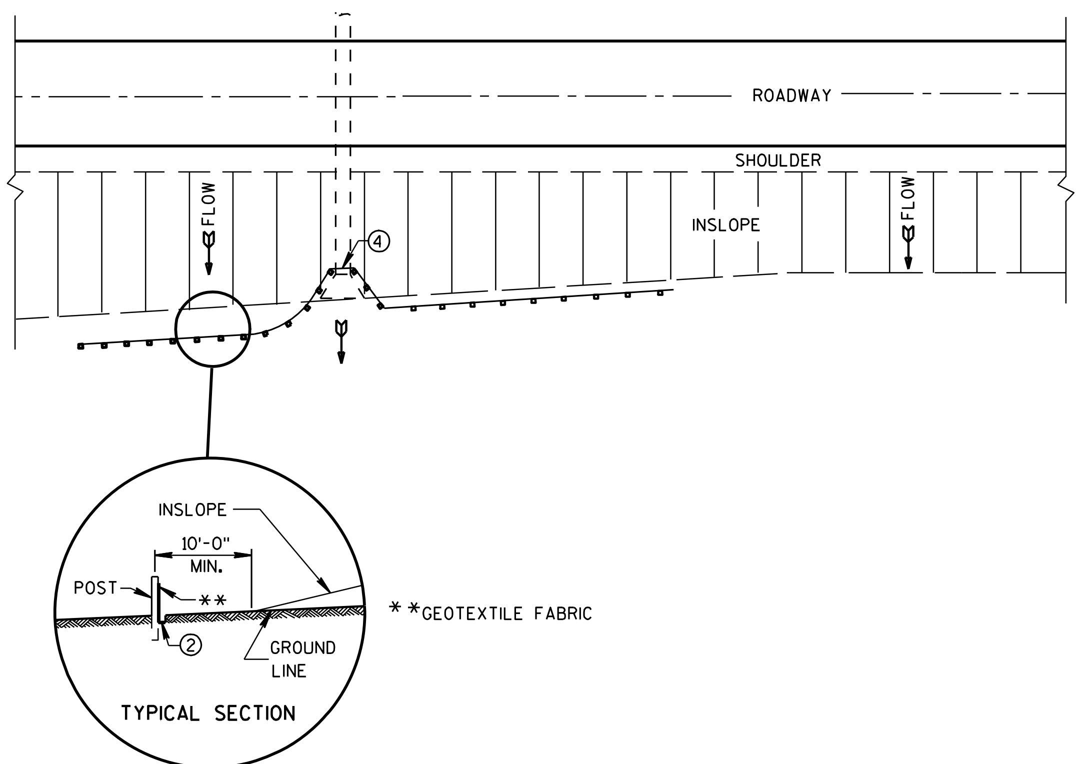
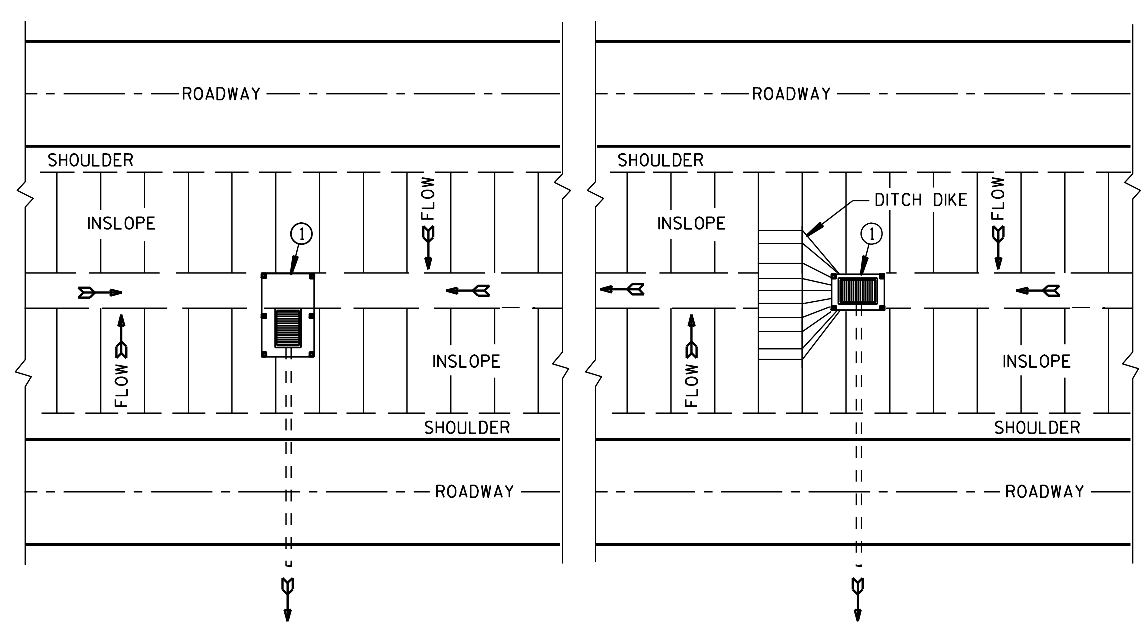


PLAN VIEW

TYPICAL APPLICATION OF SILT FENCE



SITUATION 1 SITUATION 2

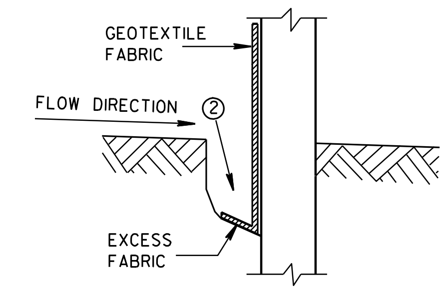
PLAN VIEW

SILT FENCE AT MEDIAN SURFACE DRAINS

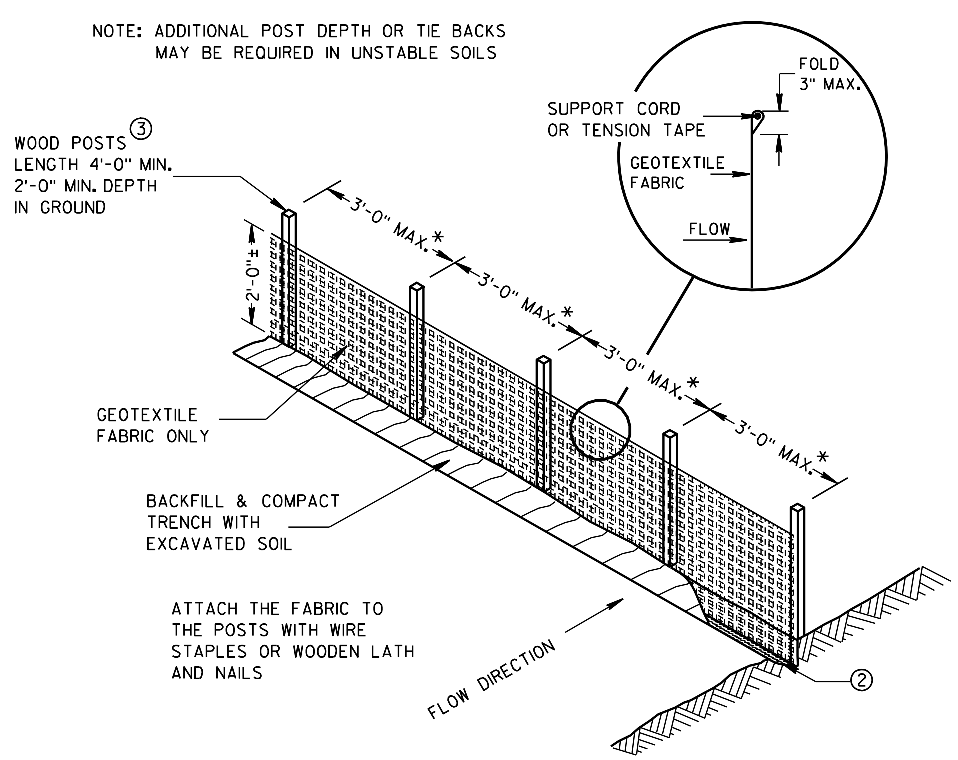
GENERAL NOTES

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

1. HORIZONTAL BRACE REQUIRED WITH 2" X 4" WOODEN FRAME OR EQUIVALENT AT TOP OF POSTS.
2. FOR MANUAL INSTALLATIONS THE TRENCH SHALL BE A MINIMUM OF 4" WIDE & 6" DEEP TO BURY AND ANCHOR THE GEOTEXTILE FABRIC. FOLD MATERIAL TO FIT TRENCH AND BACKFILL & COMPACT TRENCH WITH EXCAVATED SOIL.
3. WOOD POSTS SHALL BE A MINIMUM SIZE OF $1\frac{1}{8}$" X $1\frac{1}{8}$" 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.

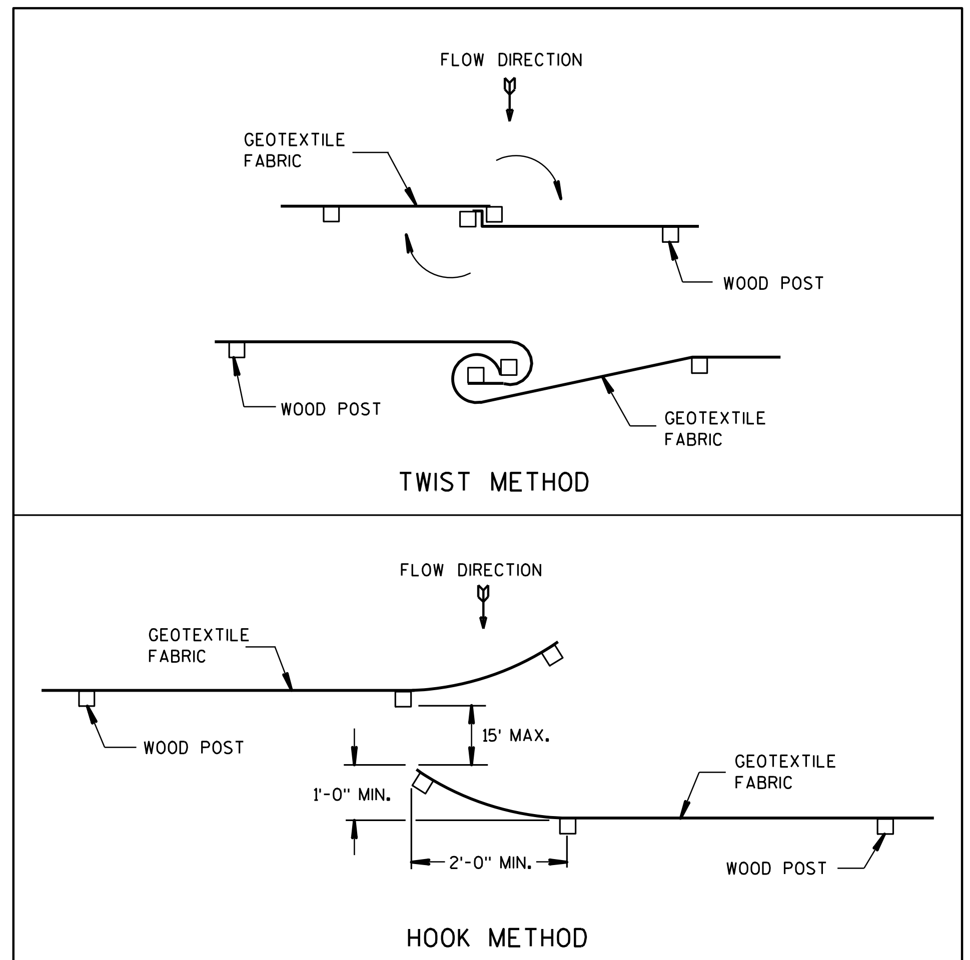


TRENCH DETAIL

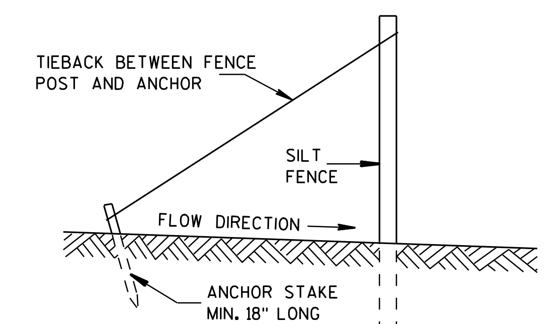


*NOTE: 8'-0" POST SPACING ALLOWED IF A WOVEN GEOTEXTILE FABRIC IS USED.

SILT FENCE



JOINING TWO LENGTHS OF SILT FENCE 5



SILT FENCE TIE BACK

(WHEN REQUIRED BY THE ENGINEER)

SILT FENCE
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION
APPROVED 4-29-05 /S/ Beth Cann DATE CHIEF ROADWAY DEVELOP... ...INEER FHWA

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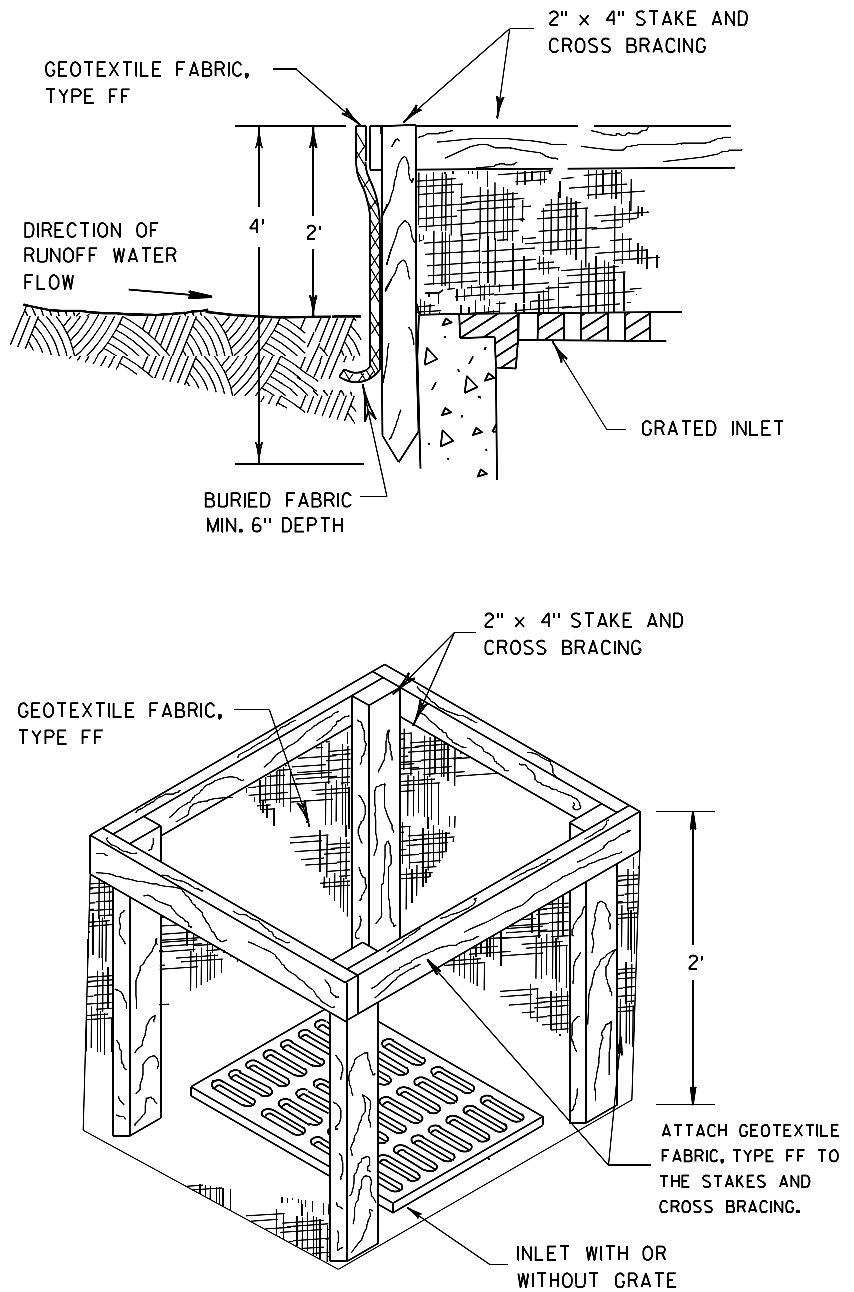
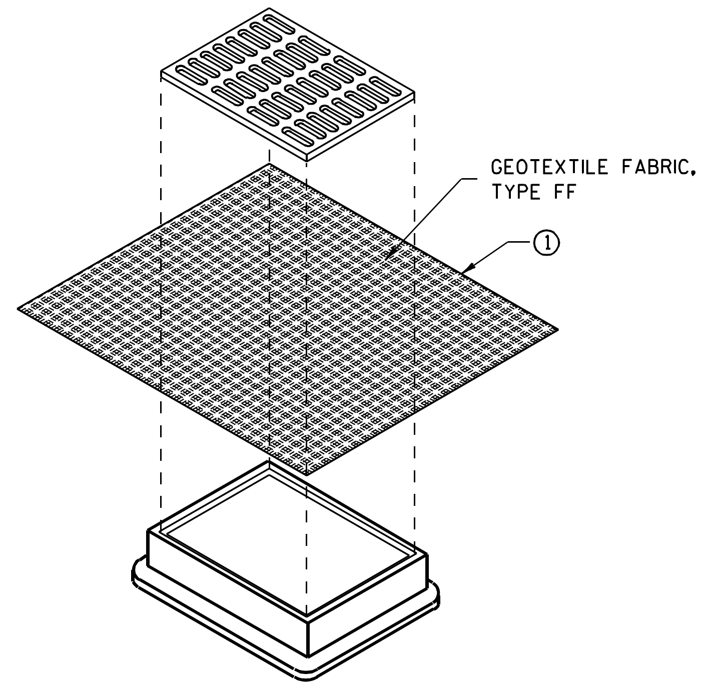
S.D.D. 8 E 9-6

S.D.D. 8 E 9-6

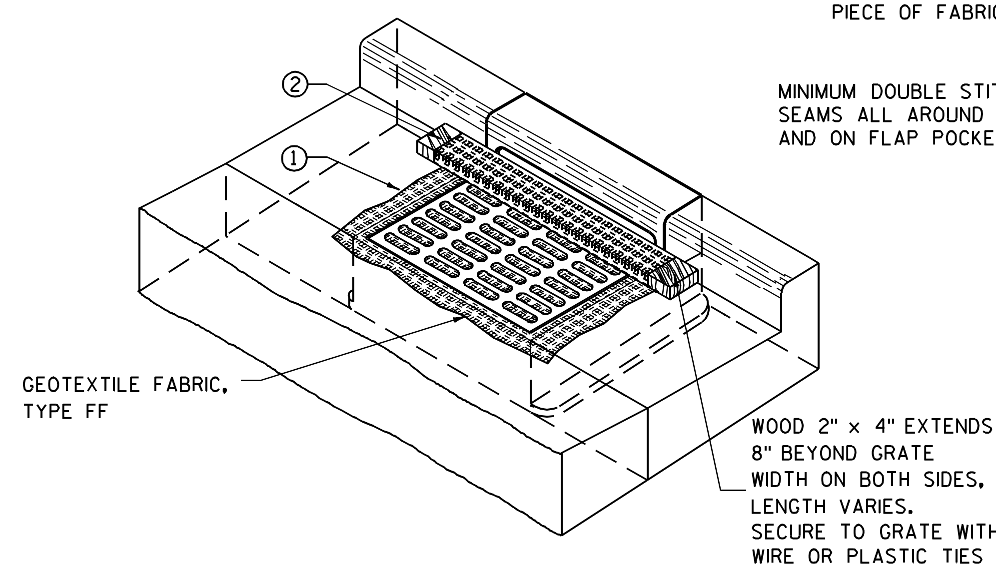


INLET PROTECTION, TYPE A

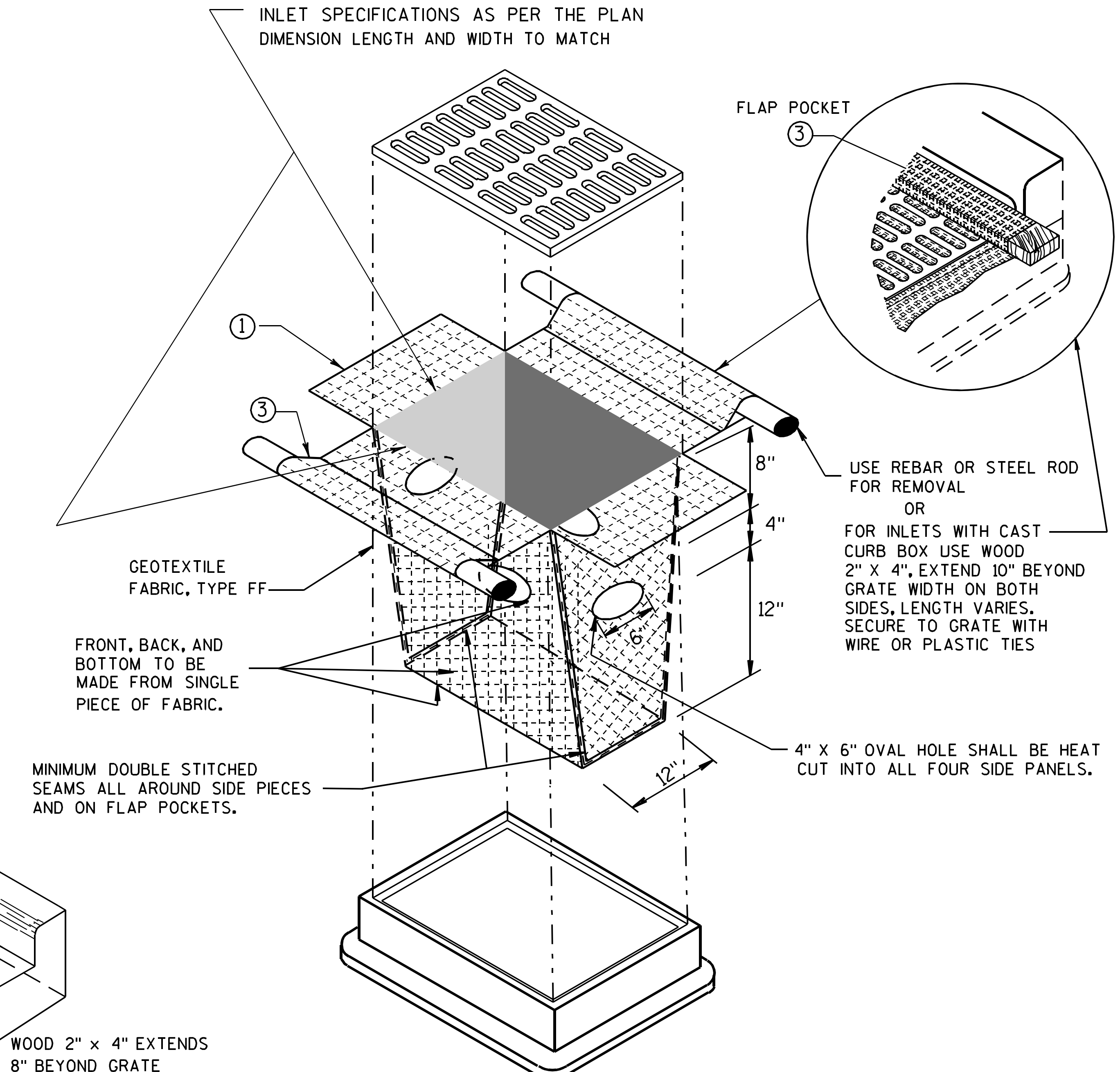


INLET PROTECTION, TYPE B (WITHOUT CURB BOX)

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



INLET PROTECTION, TYPE C (WITH CURB BOX)



INLET PROTECTION, TYPE D

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

GENERAL NOTES

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

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

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

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

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

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

INSTALLATION NOTES

TYPE B & C

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

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

TYPE D

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

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

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

INLET PROTECTION
TYPE A, B, C, AND D

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

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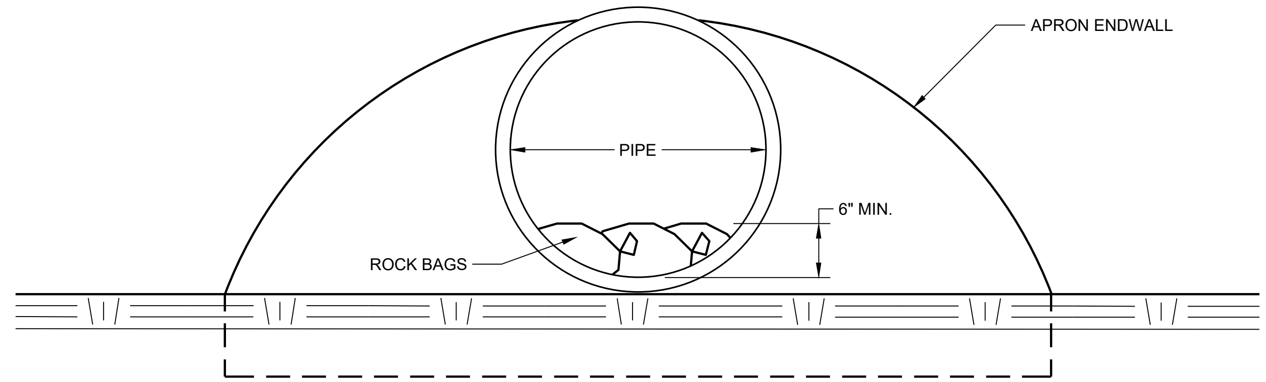
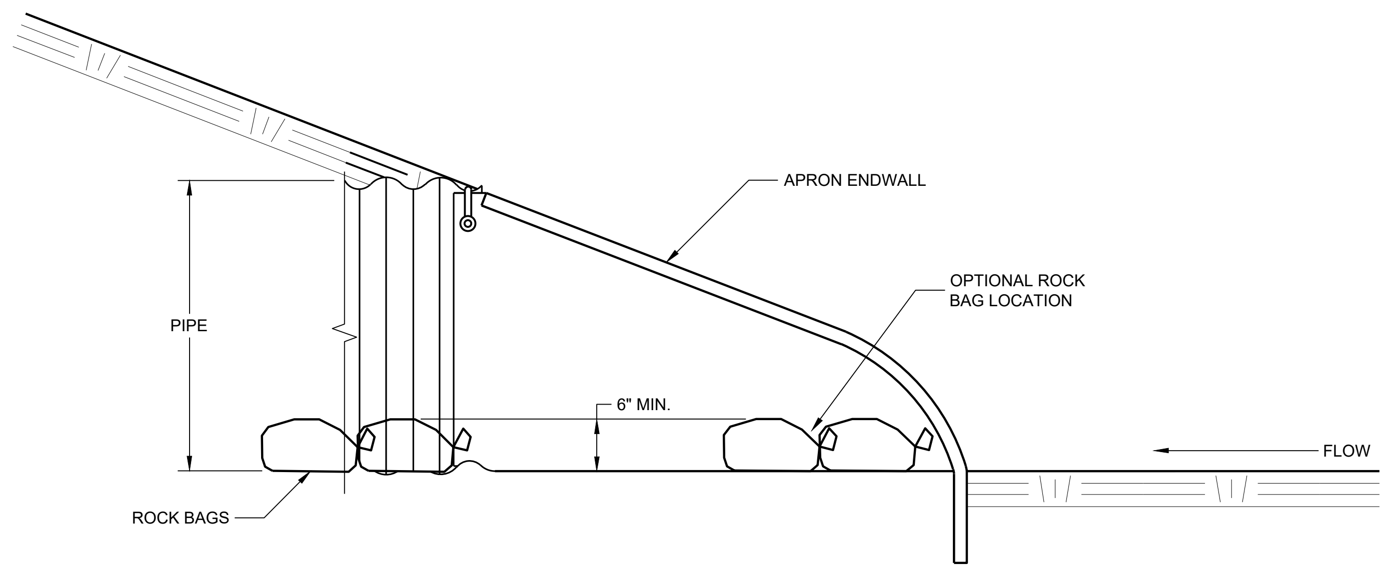


END VIEW



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 ENGI 132
FHWA	

SDD 08E15 - 01

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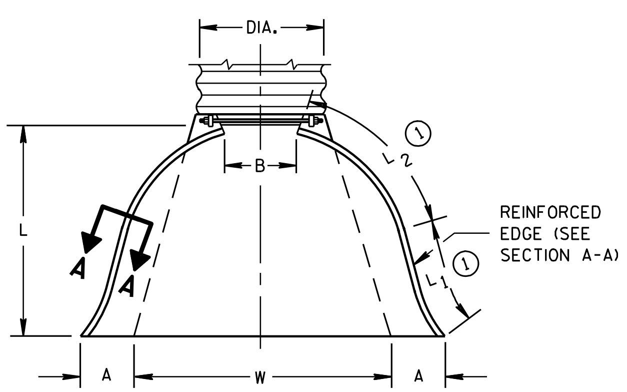
SDD 08E15 - 01

METAL APRON ENDWALLS											
PIPE DIA. (IN.)	MIN. THICK. (Inches)		DIMENSIONS (Inches)							APPROX. SLOPE	BODY
	STEEL	ALUM.	A (±1")	B (MAX.)	H (±1")	L (±1 1/2")	L_1 ①	L_2 ①	W (±2")		
12	.064	.060	6	6	6	21	12	17 1/2	24	2 1/2 to 1	1 Pc.
15	.064	.060	7	8	6	26	14	21 3/4	30	2 1/2 to 1	1 Pc.
18	.064	.060	8	10	6	31	15	28 1/4	36	2 1/2 to 1	1 Pc.
21	.064	.060	9	12	6	36	18	29 5/8	42	2 1/2 to 1	1 Pc.
24	.064	.075	10	13	6	41	18	37 1/4	48	2 1/2 to 1	1 Pc.
30	.079	.075	12	16	8	51	18	52 1/4	60	2 1/2 to 1	1 Pc.
36	.079	.105	14	19	9	60	24	59 3/4	72	2 1/2 to 1	2 Pc.
42	.109	.105	16	22	11	69	24	75 5/8	84	2 1/2 to 1	2 Pc.
48	.109	.105	18	27	12	78	24	81	90	2 1/4 to 1	3 Pc.
54	.109	.105	18	30	12	84	30	85 1/2	102	2 1/4 to 1	3 Pc.
60	.109×	.105×	18	33	12	87	—	—	114	2 to 1	3 Pc.
66	.109×	.105×	18	36	12	87	—	—	120	2 to 1	3 Pc.
72	.109×	.105×	18	39	12	87	—	—	126	2 to 1	3 Pc.
78	.109×	.105×	18	42	12	87	—	—	132	1 1/2 to 1	3 Pc.
84	.109×	.105×	18	45	12	87	—	—	138	1 1/2 to 1	3 Pc.
90	.109×	.105×	18	37	12	87	—	—	144	1 1/2 to 1	3 Pc.
96	.109×	.105×	18	35	12	87	—	—	150	1 1/2 to 1	3 Pc.

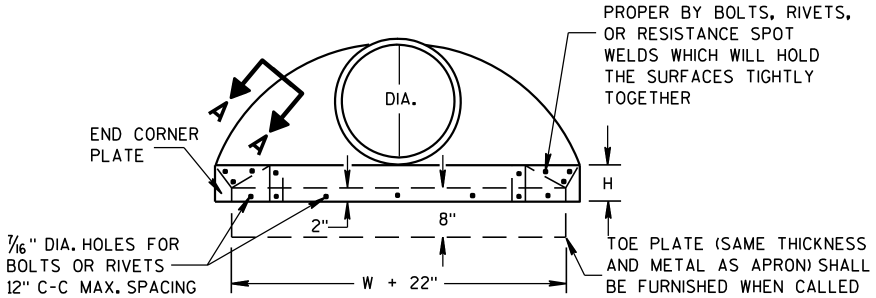
× EXCEPT CENTER PANEL
SEE GENERAL NOTES

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

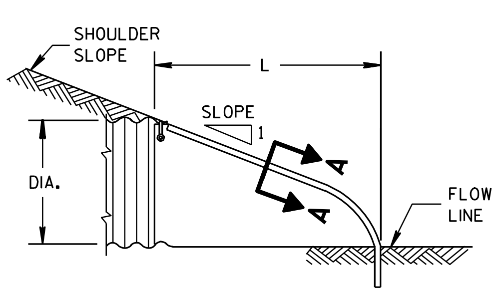
*MINIMUM
**MAXIMUM



PLAN VIEW

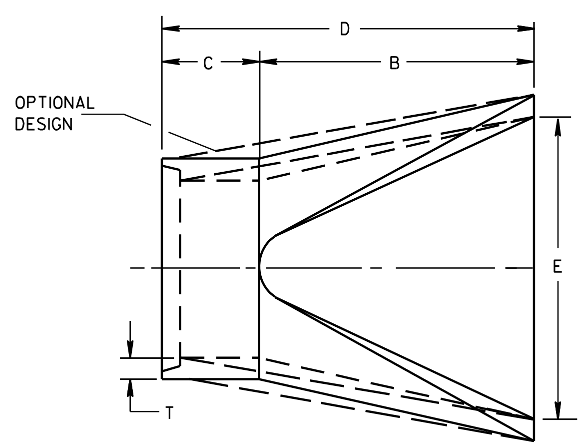


END VIEW

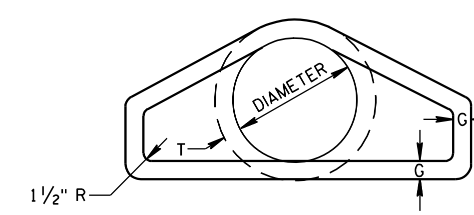


SIDE ELEVATION

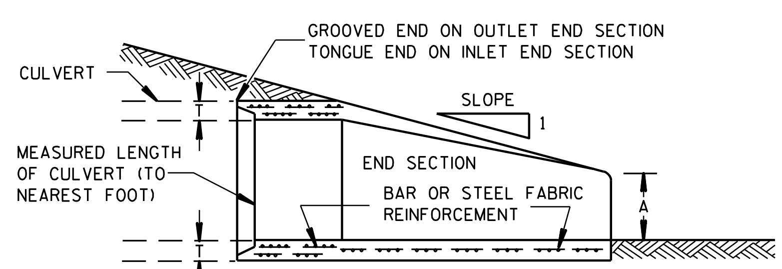
METAL ENDWALLS



PLAN

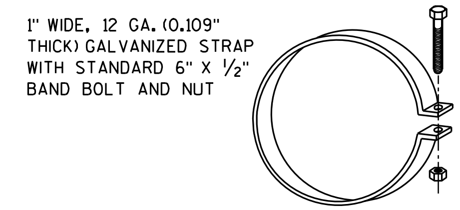


END VIEW



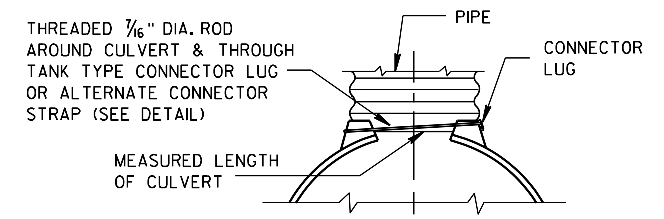
LONGITUDINAL SECTION

CONCRETE ENDWALLS

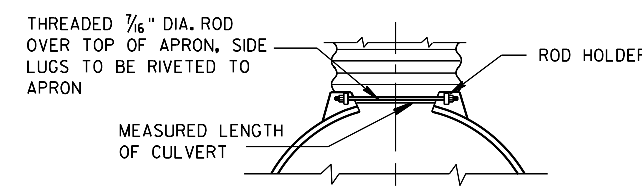


ALTERNATE FOR TYPE 1 CONNECTION

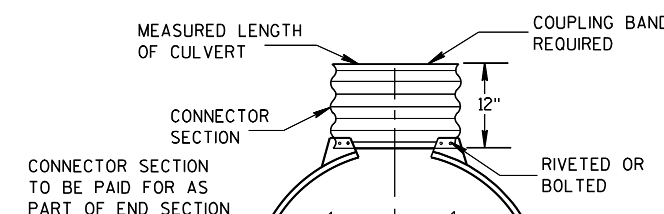
END SECTION CONNECTOR STRAP



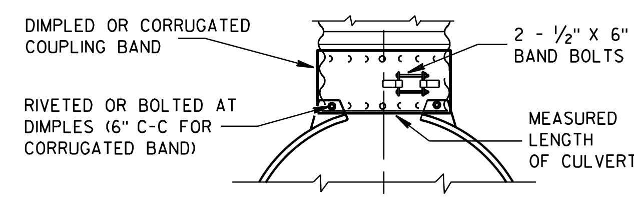
TYPE 1
FOR 12" THRU 24" CORR. PIPE



TYPE 2
FOR 30" THRU 96" CORR. PIPE



TYPE 3
FOR 42" THRU 96" CORR. PIPE



TYPE 5
ALTERNATE FOR:
ALL SIZES CORRUGATED CIRCULAR PIPE

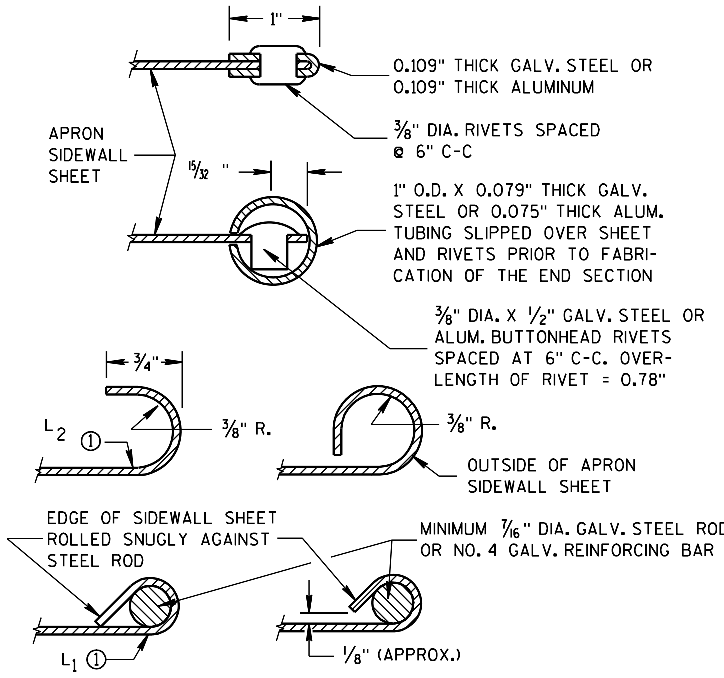
NOTE: DIMPLED BAND FITS OVER OUTSIDE OF ENDWALL, AND CORRUGATED BAND FITS INSIDE ENDWALL. DIMPLED BAND MAY BE USED WITH HELICALLY CORRUGATED PIPE.

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

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

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

CONNECTION DETAILS



SECTION A-A

GENERAL NOTES

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

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

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

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

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

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

APRON ENDWALLS FOR CULVERT PIPE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
11/30/94 /S/ Rory L. Rhinesmith
DATE CHIEF ROADWAY DEVELOP 133 NEER
FHWA

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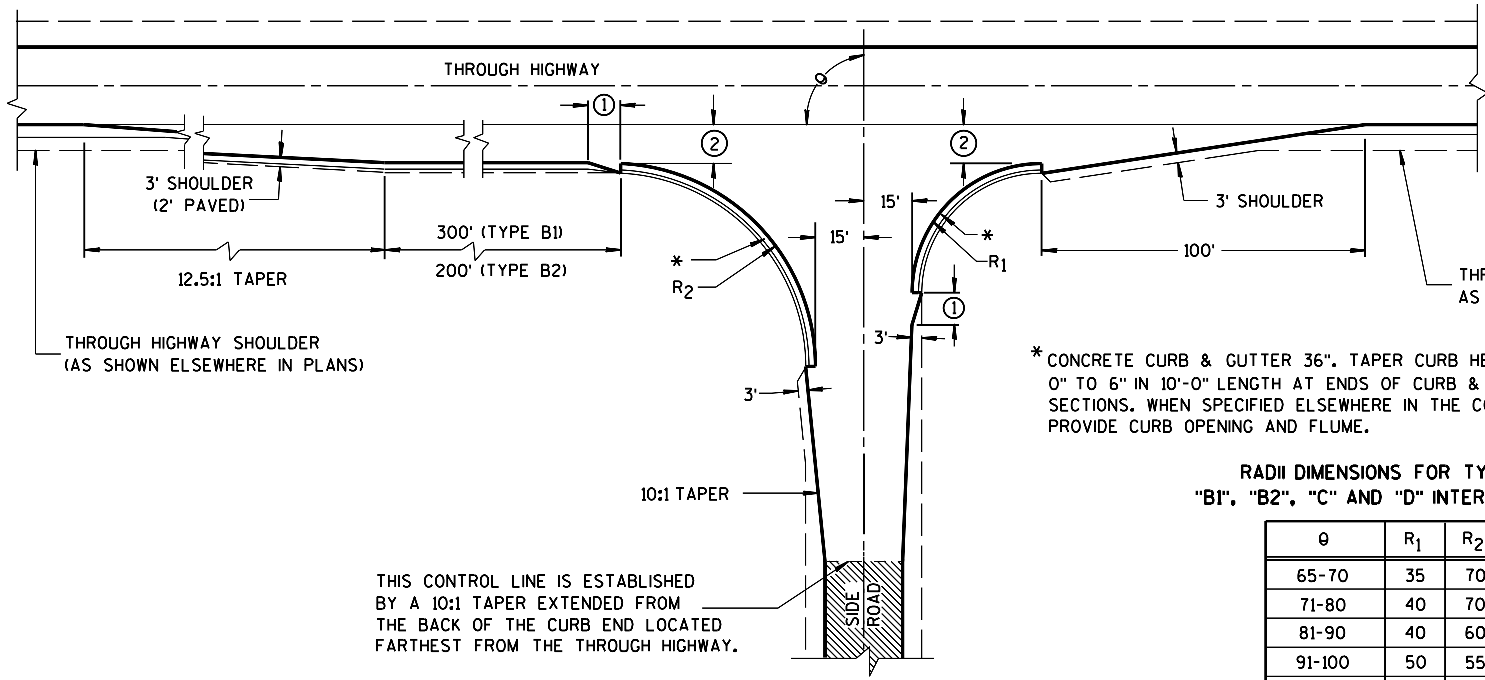
S.D.D. 8 F 1-11

S.D.D. 8 F 1-11

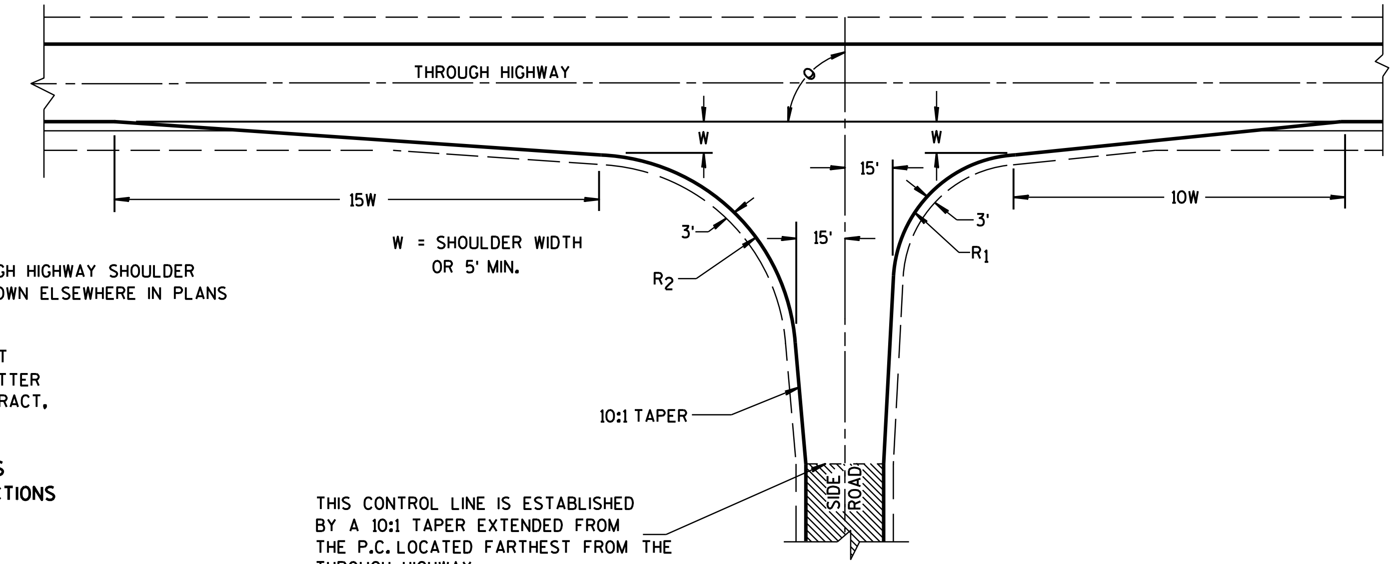


TYPE "B1" AND "B2"

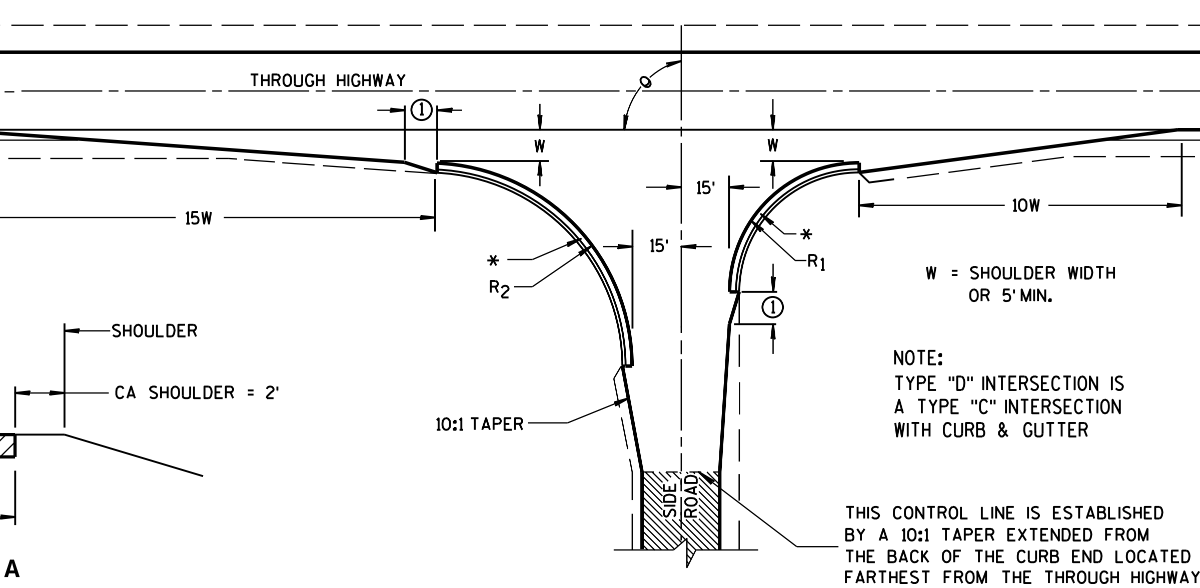
*CONCRETE CURB & GUTTER 36". TAPER CURB HEIGHT 0" TO 6" IN 10'-0" LENGTH AT ENDS OF CURB & GUTTER SECTIONS. WHEN SPECIFIED ELSEWHERE IN THE CONTRACT, PROVIDE CURB OPENING AND FLUME.

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

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



TYPE "C"



TYPE "D"

GENERAL NOTES

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

SIDE ROAD SURFACING NOTE

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

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

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

EXISTING PAVED SURFACE

BYPASS LANE

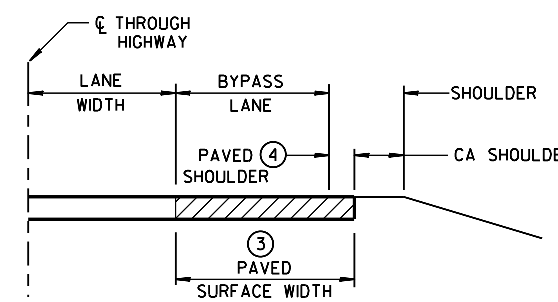
① 10-FT TYPICAL.

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

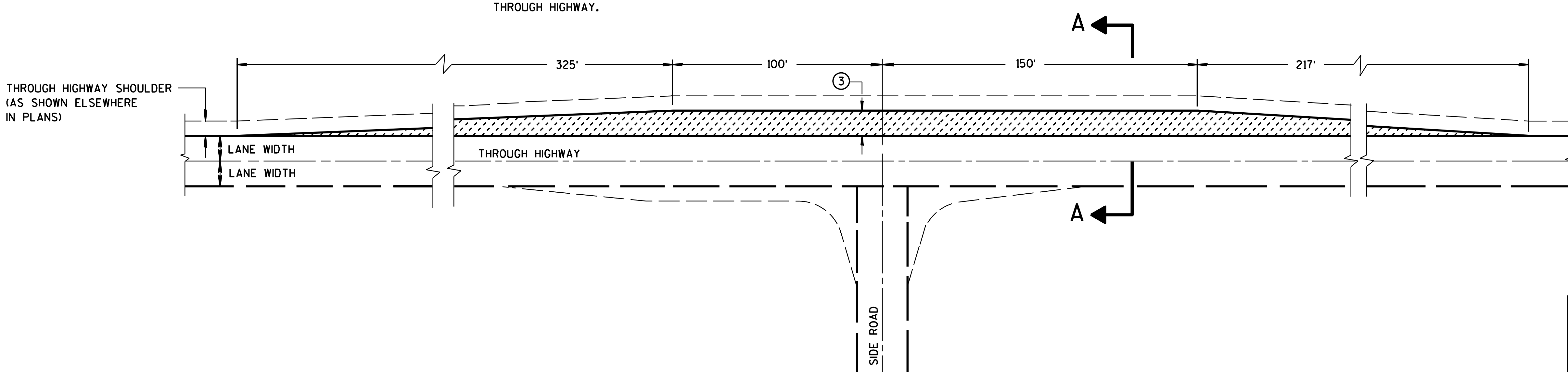
**10-FT MAY BE USED ON TYPE B2 ON RESURFACING PROJECTS IF SPECIFIED IN THE CONTRACT.

③ BYPASS LANE PAVED SURFACE WIDTH OUTSIDE OF TRAVEL LANE
-ASPHALT = 12-FT PLUS PAVED SHOULDER WIDTH.
-PC CPNCRETE = 13-FT PLUS PAVED SHOULDER WIDTH.

④ BYPASS LANE PAVED SHOULDER WIDTH = THE GREATER OF 1-FT OR THE PAVED SHOULDER WIDTH OF THE THROUGH HIGHWAY.



SECTION A-A
(SHOWING BYPASS LANE AND SHOULDER)



TEE INTERSECTION BYPASS LANE DETAIL

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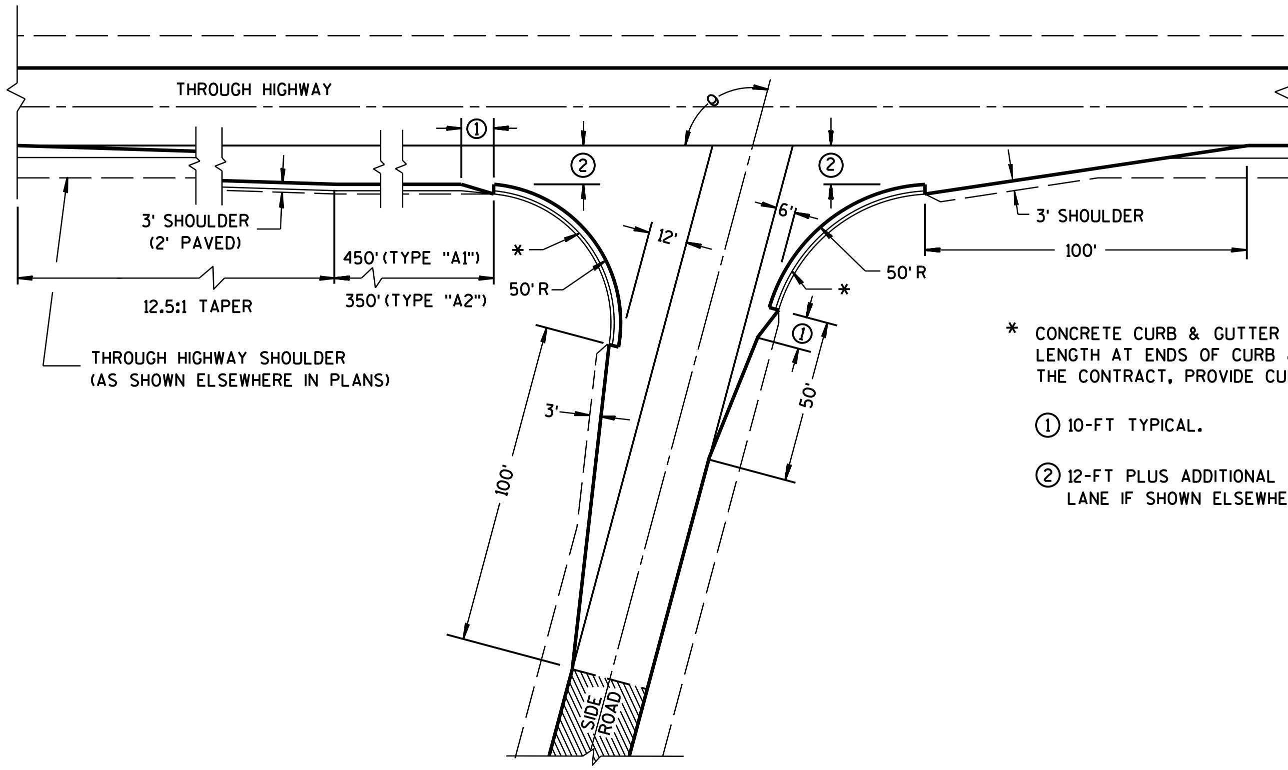
AT-GRADE SIDE ROAD INTERSECTION, TYPES "B1", "B2", "C" AND "D" AND TEE INTERSECTION BYPASS LANE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPO[RTATION]



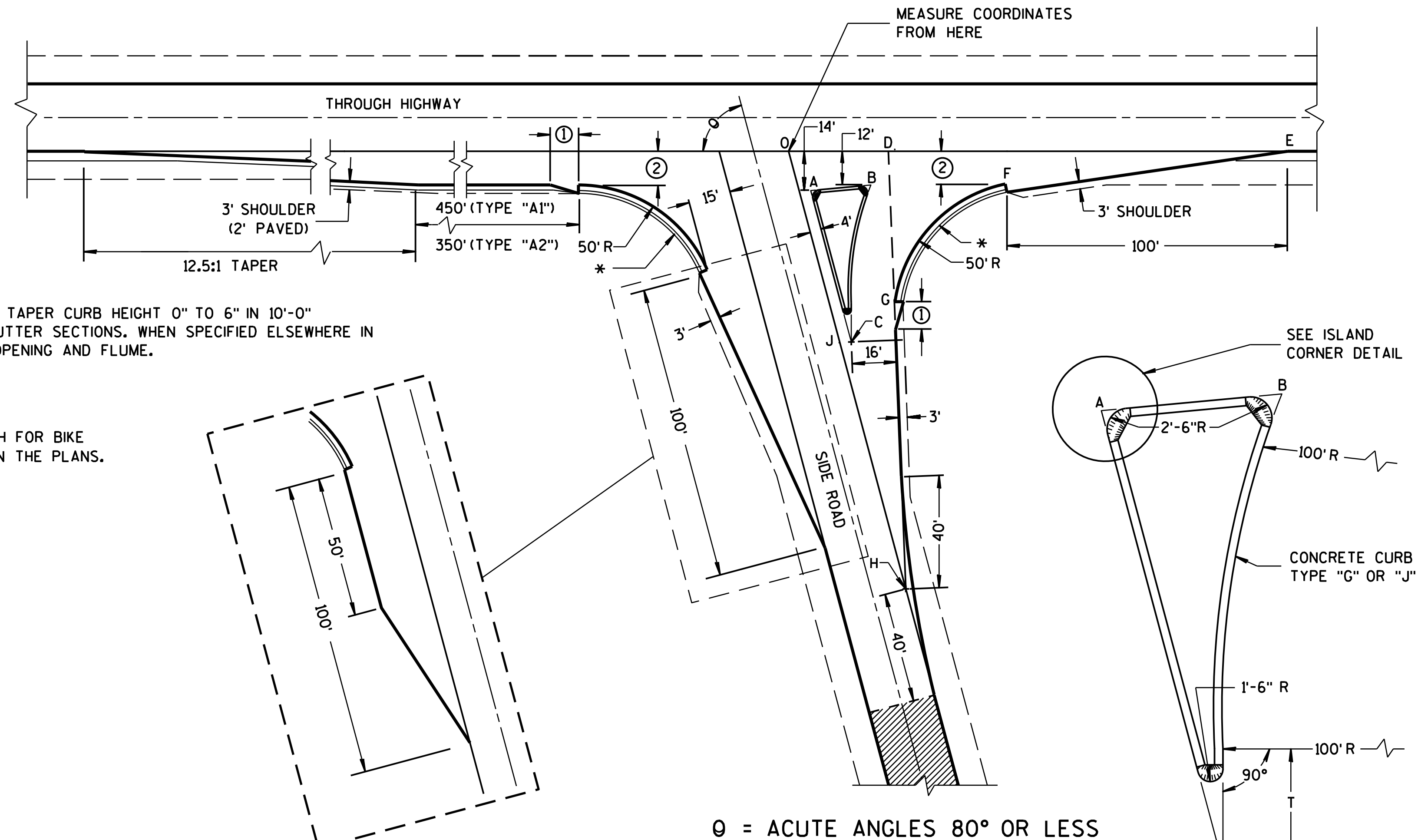
Θ = MORE THAN 80°

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

(1) 10-FT TYPICAL.

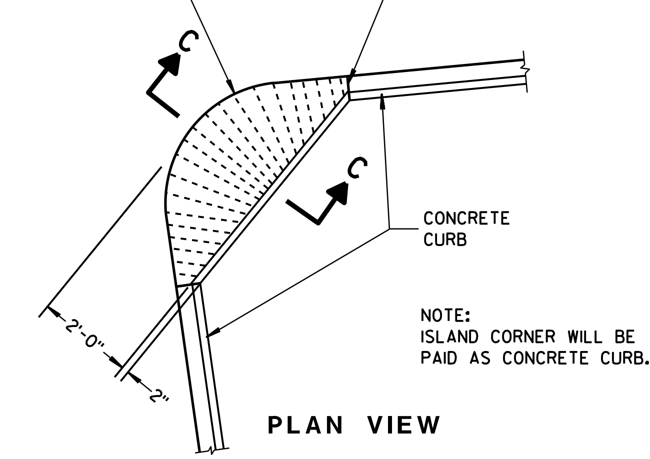
(2) 12-FT PLUS ADDITIONAL WIDTH FOR BIKE LANE IF SHOWN ELSEWHERE IN THE PLANS.

EXISTING PAVED SURFACE



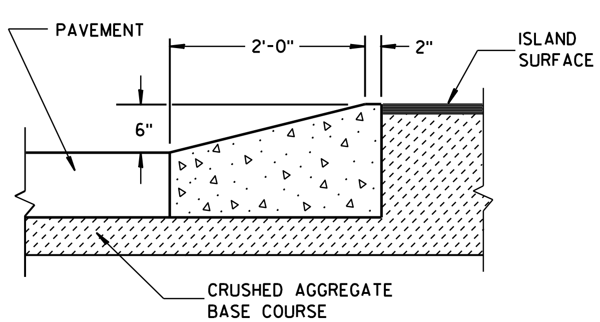
Θ = ACUTE ANGLES 80° OR LESS

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



NOTE:
ISLAND CORNER WILL BE PAID AS CONCRETE CURB.

PLAN VIEW



SECTION C-C

ISLAND CORNER DETAIL

(TO BE CONSTRUCTED AT ALL ISLAND CORNERS)

TABLE OF DIMENSIONS FOR VARIABLE SIDE ROAD INTERSECTION ANGLES

(INTERPOLATE VALUES FOR ANGLES NOT SHOWN)

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

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

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

STATE OF WISCONSIN
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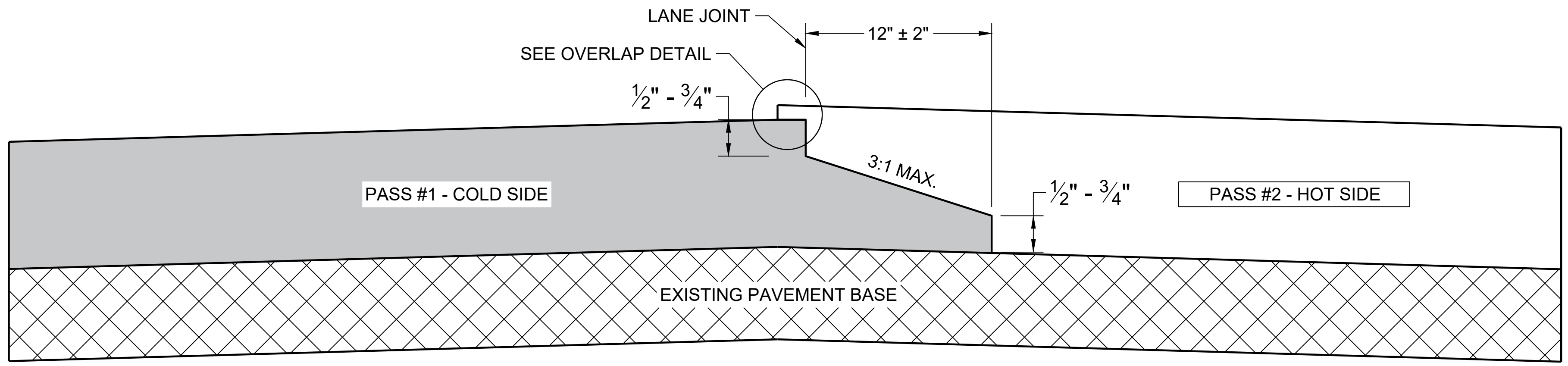
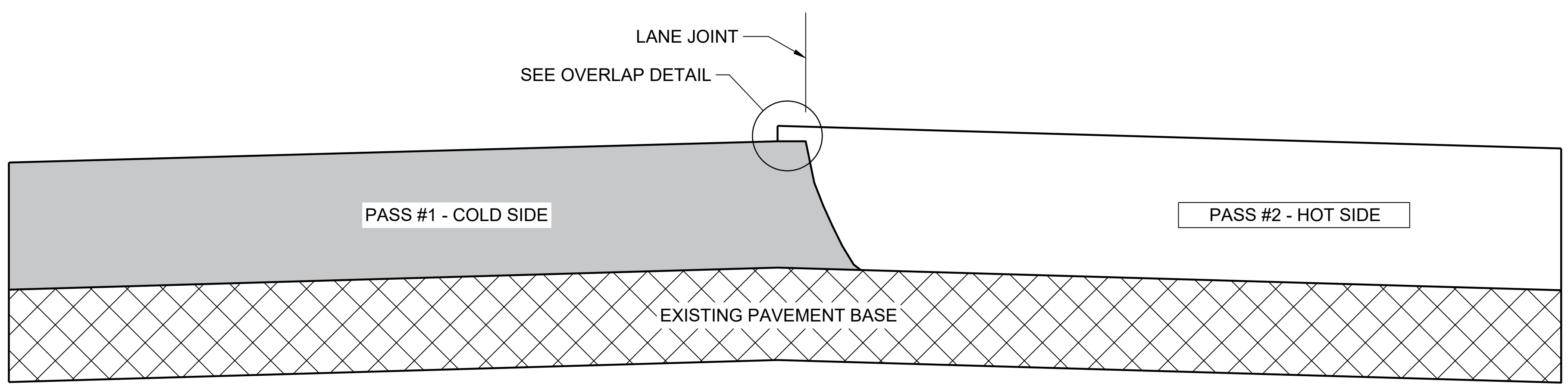
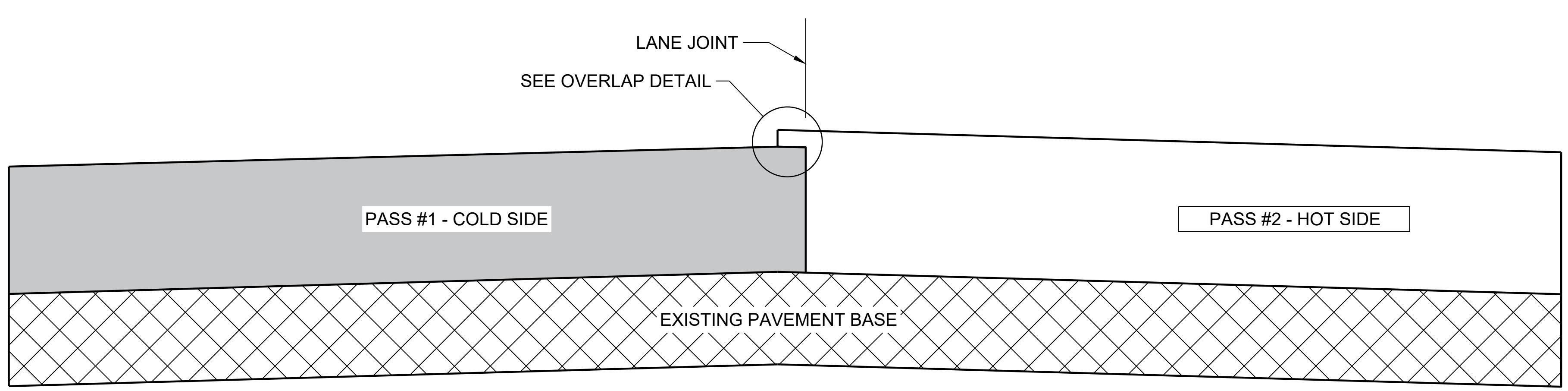
APPROVED
12/18/12 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA



TYPICAL PAVEMENT CROSS SECTION
NOTCHED WEDGE JOINT



TYPICAL PAVEMENT CROSS SECTION
VERTICAL JOINT



TYPICAL PAVEMENT CROSS SECTION
VERTICAL JOINT (MILLED)

GENERAL NOTES

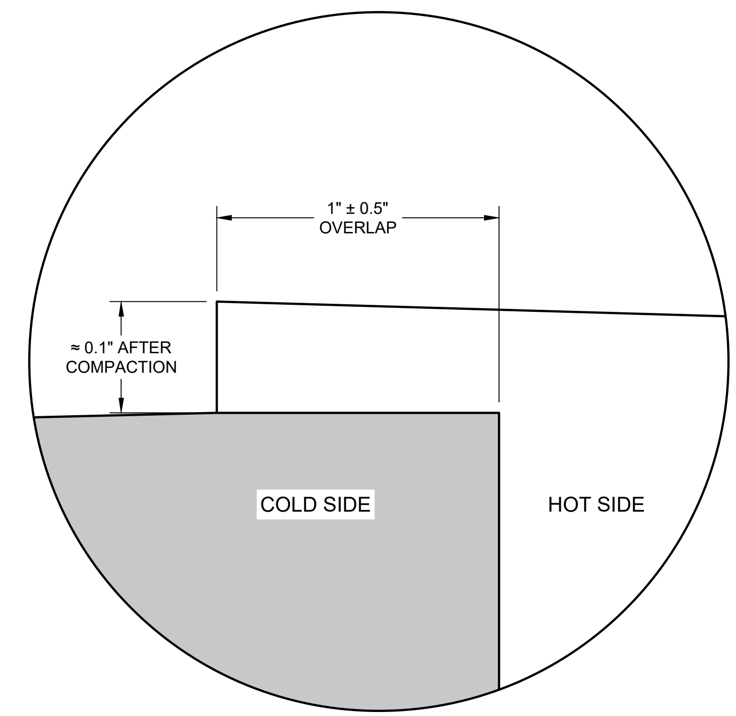
IN ADDITION TO THE DETAILS PROVIDED IN THIS DRAWING, CONFORM TO STANDARD SPECIFICATION 450.3.2.8 FOR WHEN A NOTCHED WEDGE JOINT IS REQUIRED AND FOR GENERAL JOINT CONSTRUCTION REQUIREMENTS.

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

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

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

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

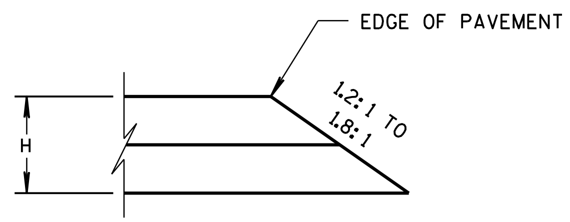


OVERLAP DETAIL (TYPICAL)

HMA LONGITUDINAL JOINTS

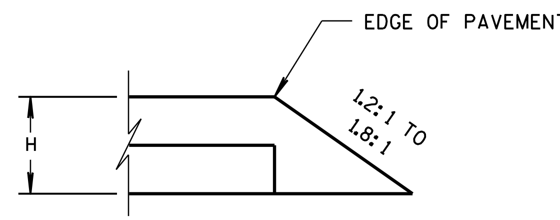
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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



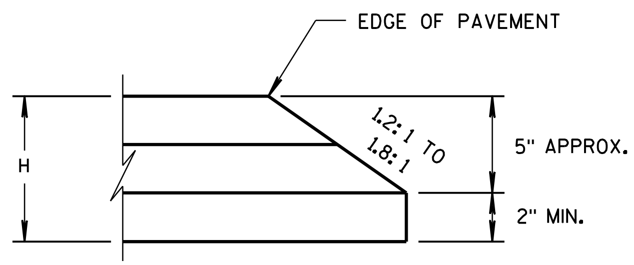
CONSTRUCTED WITH FINAL TWO LAYERS

FOR H 5" OR LESS



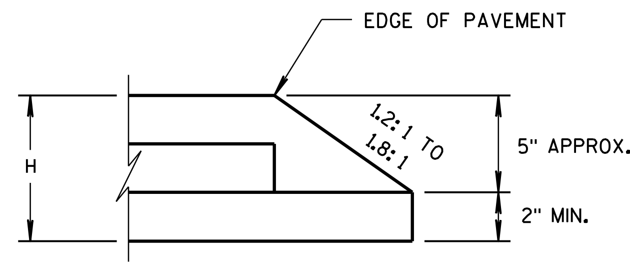
CONSTRUCTED WITH FINAL LAYER

FOR H 5" OR LESS



CONSTRUCTED WITH FINAL TWO LAYERS

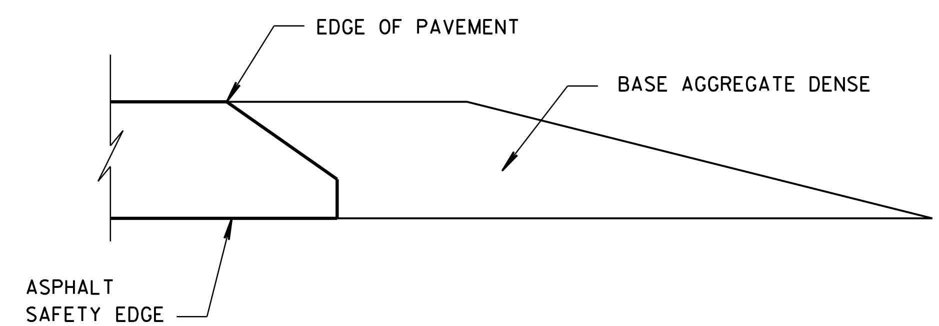
FOR H GREATER THAN 5"



CONSTRUCTED WITH FINAL LAYER

FOR H GREATER THAN 5"

HMA PAVEMENT AND HMA OVERLAYS



FINISHED SHOULDER AGGREGATE PLACEMENT

6

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SAFETY EDGE SM

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

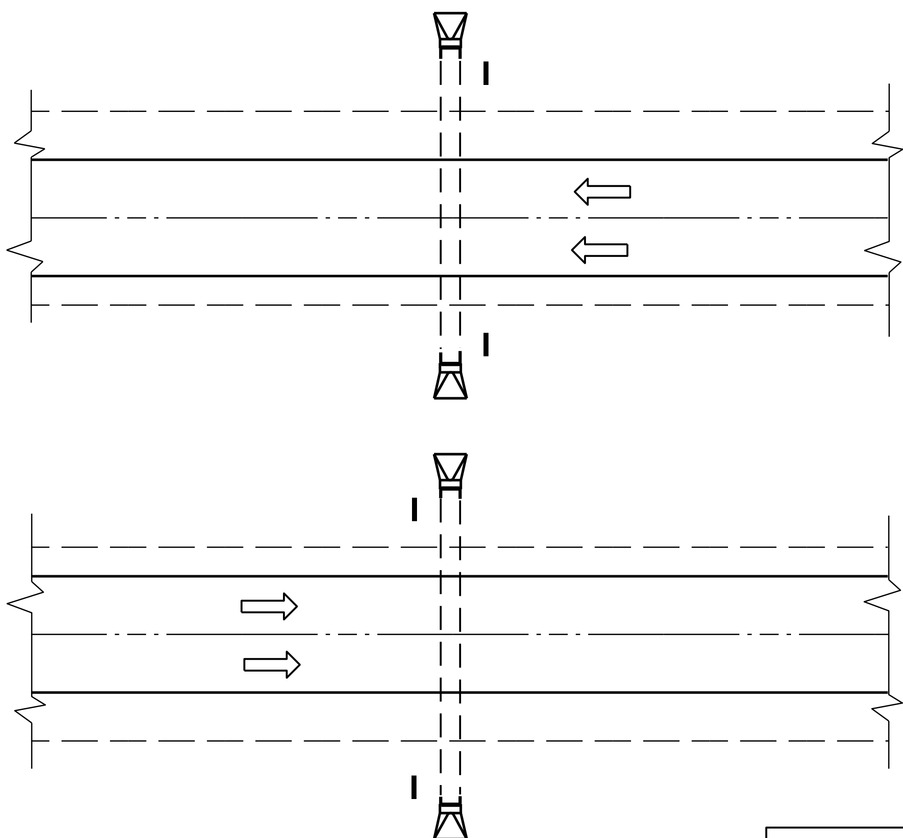
APPROVED
11/30/2012
DATE
/S/ Jerry H. Zogg
ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA

S.D.D. 14 B 29-1

S.D.D. 14 B 29-1

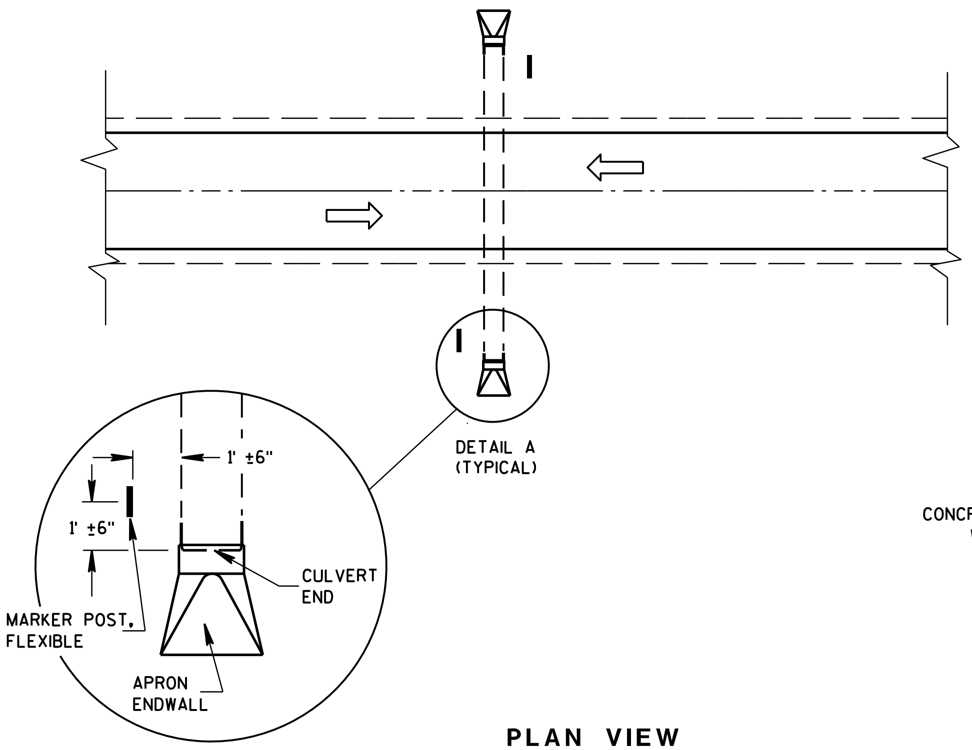
GENERAL NOTES

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



PLAN VIEW

DIVIDED HIGHWAY

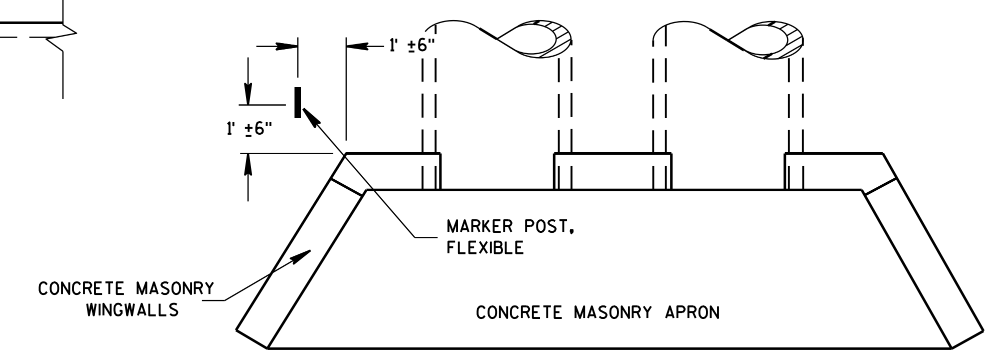


DETAIL A (TYPICAL)

PLAN VIEW

UNDIVIDED HIGHWAY

I	MARKER POST, FLEXIBLE
⇨	DIRECTION OF TRAFFIC FLOW

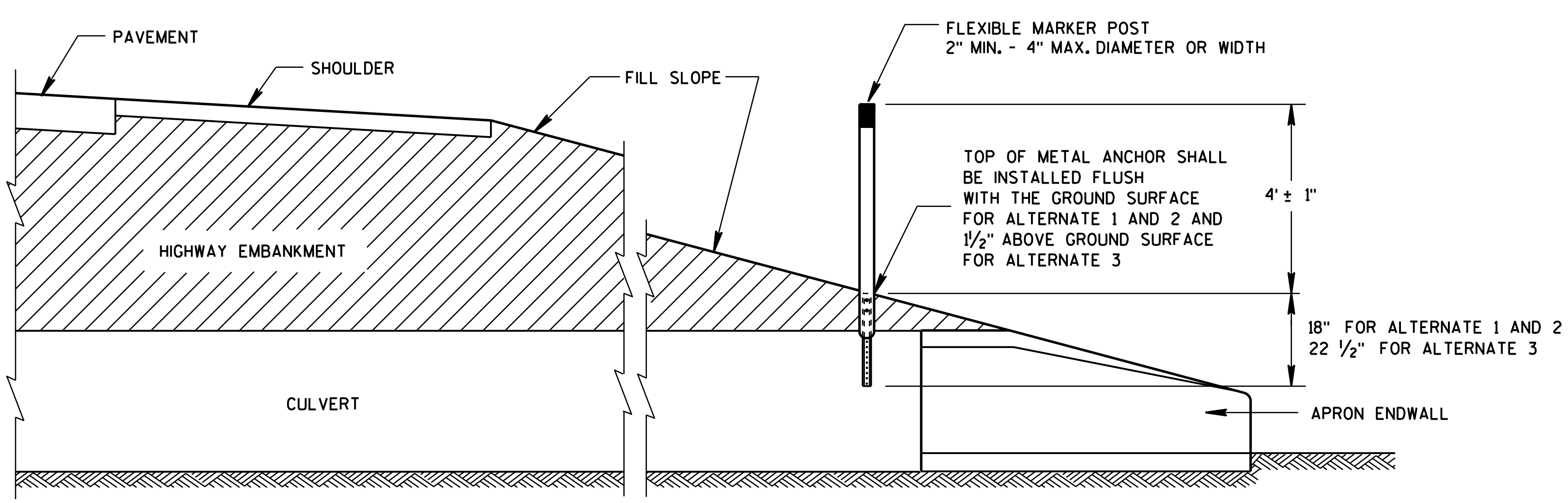


PLAN VIEW

CONCRETE MASONRY ENDWALLS FOR CULVERT PIPE AND PIPE ARCH

FLEXIBLE MARKER POST LOCATION

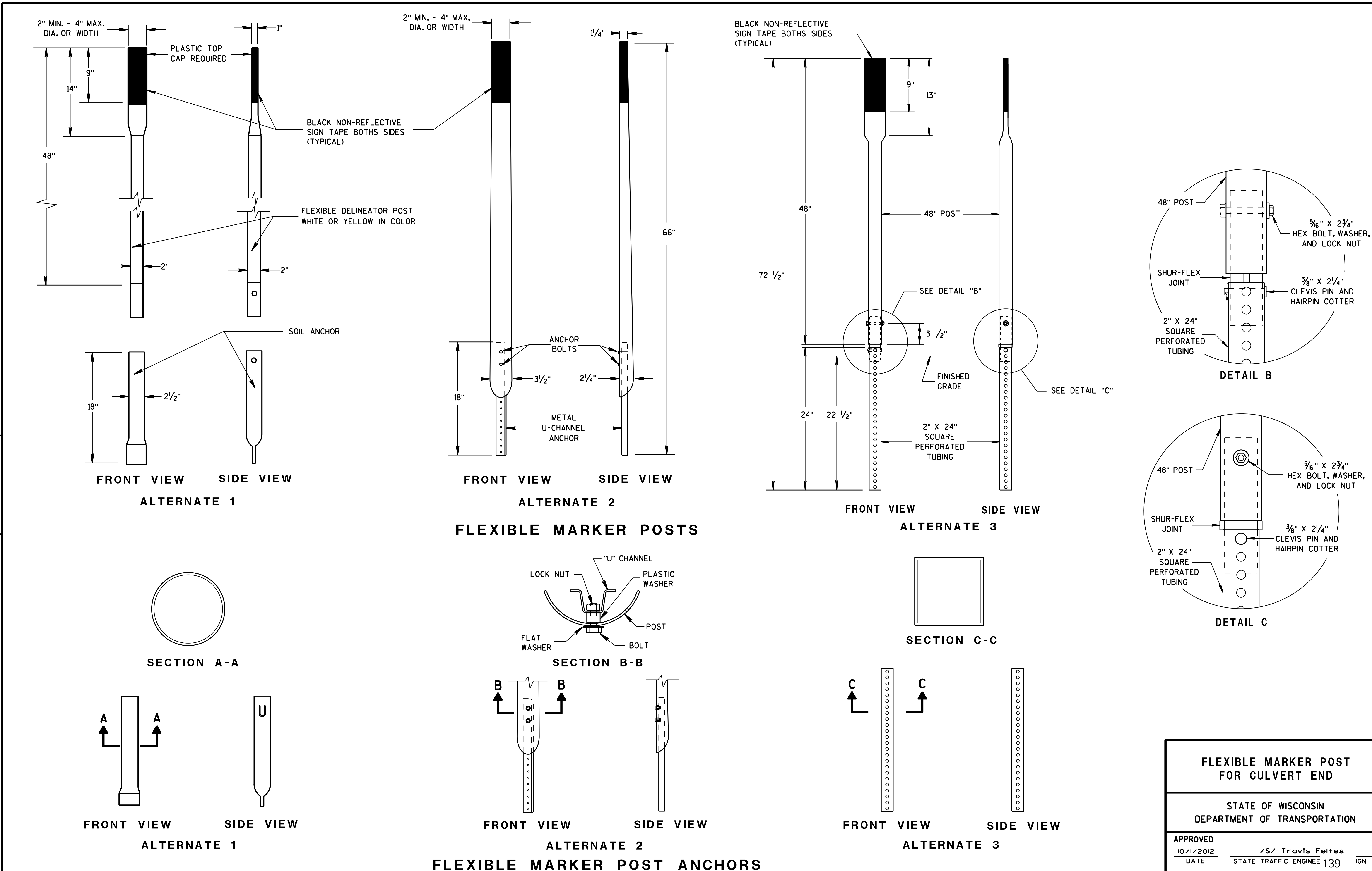
6



CROSS SECTION

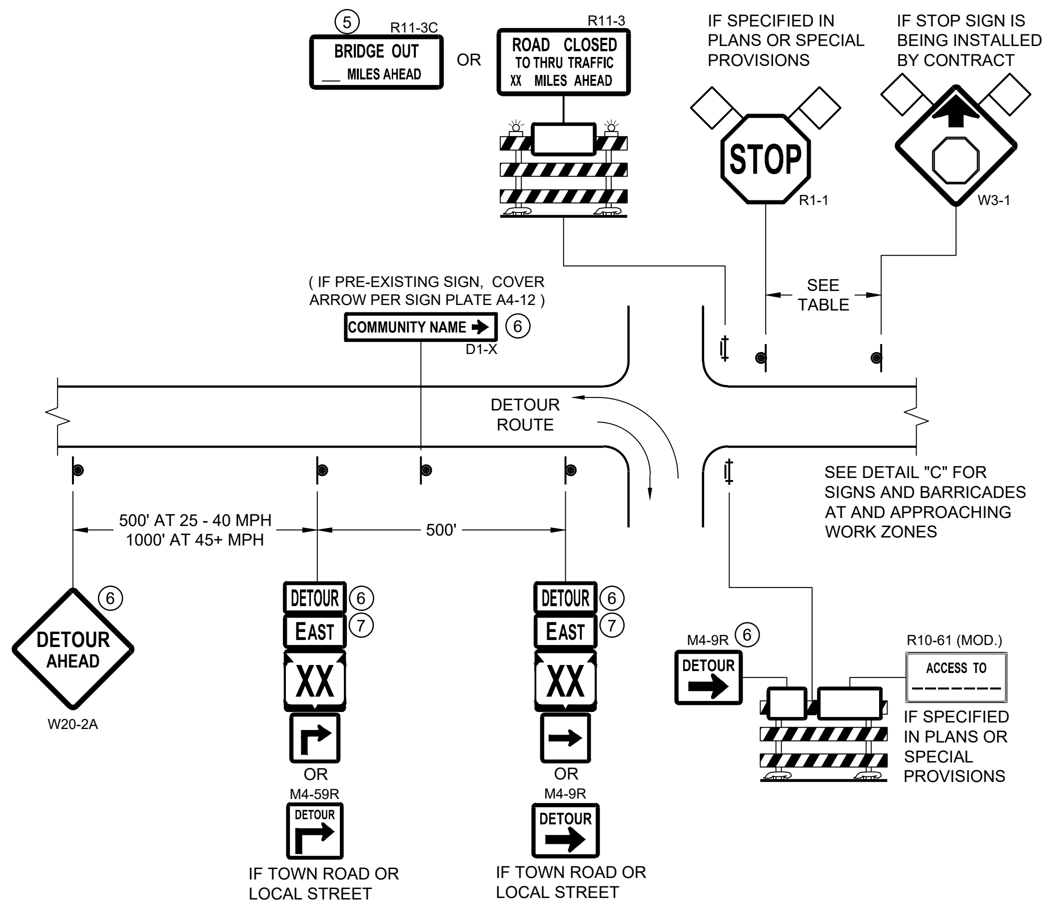
FLEXIBLE MARKER POST

FLEXIBLE MARKER POST FOR CULVERT END
STATE OF WISCONSIN DEPARTMENT OF TRANSPO[RTATION]


2" MIN. - 4" MAX.
DIA. OR WIDTH
1"
PLASTIC TOP
CAP REQUIRED
9"
14"
48"
BLACK NON-REFLECTIVE
SIGN TAPE BOTHS SIDES
(TYPICAL)
FLEXIBLE DELINEATOR POST
WHITE OR YELLOW IN COLOR
2"
2"
SOIL ANCHOR
18"
2 1/2"
FRONT VIEW
SIDE VIEW
ALTERNATE 1
2" MIN. - 4" MAX.
DIA. OR WIDTH
1 1/4"
66"
ANCHOR
BOLTS
18"
3 1/2"
2 1/4"
METAL
U-CHANNEL
ANCHOR
FRONT VIEW
SIDE VIEW
ALTERNATE 2
FLEXIBLE MARKER POSTS
BLACK NON-REFLECTIVE
SIGN TAPE BOTHS SIDES
(TYPICAL)
9"
13"
48"
48" POST
72 1/2"
SEE DETAIL "B"
3 1/2"
FINISHED
GRADE
SEE DETAIL "C"
24"
22 1/2"
2" X 24"
SQUARE
PERFORATED
TUBING
FRONT VIEW
SIDE VIEW
ALTERNATE 3
48" POST
5/16" X 2 3/4"
HEX BOLT, WASHER,
AND LOCK NUT
SHUR-FLEX
JOINT
3/8" X 2 1/4"
CLEVIS PIN AND
HAIRPIN COTTER
2" X 24"
SQUARE
PERFORATED
TUBING
DETAIL B
48" POST
5/16" X 2 3/4"
HEX BOLT, WASHER,
AND LOCK NUT
SHUR-FLEX
JOINT
3/8" X 2 1/4"
CLEVIS PIN AND
HAIRPIN COTTER
2" X 24"
SQUARE
PERFORATED
TUBING
DETAIL C
SECTION A-A
"U" CHANNEL
LOCK NUT
PLASTIC
WASHER
POST
FLAT
WASHER
BOLT
SECTION B-B
SECTION C-C
A A
U
FRONT VIEW
SIDE VIEW
ALTERNATE 1
B B
FRONT VIEW
SIDE VIEW
ALTERNATE 2
FLEXIBLE MARKER POST ANCHORS
C C
FRONT VIEW
SIDE VIEW
ALTERNATE 3
FLEXIBLE MARKER POST
FOR CULVERT END
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
APPROVED
10/1/2012
DATE
/S/ Travis Feltes
STATE TRAFFIC ENGINEER
FHWA
IGN

6

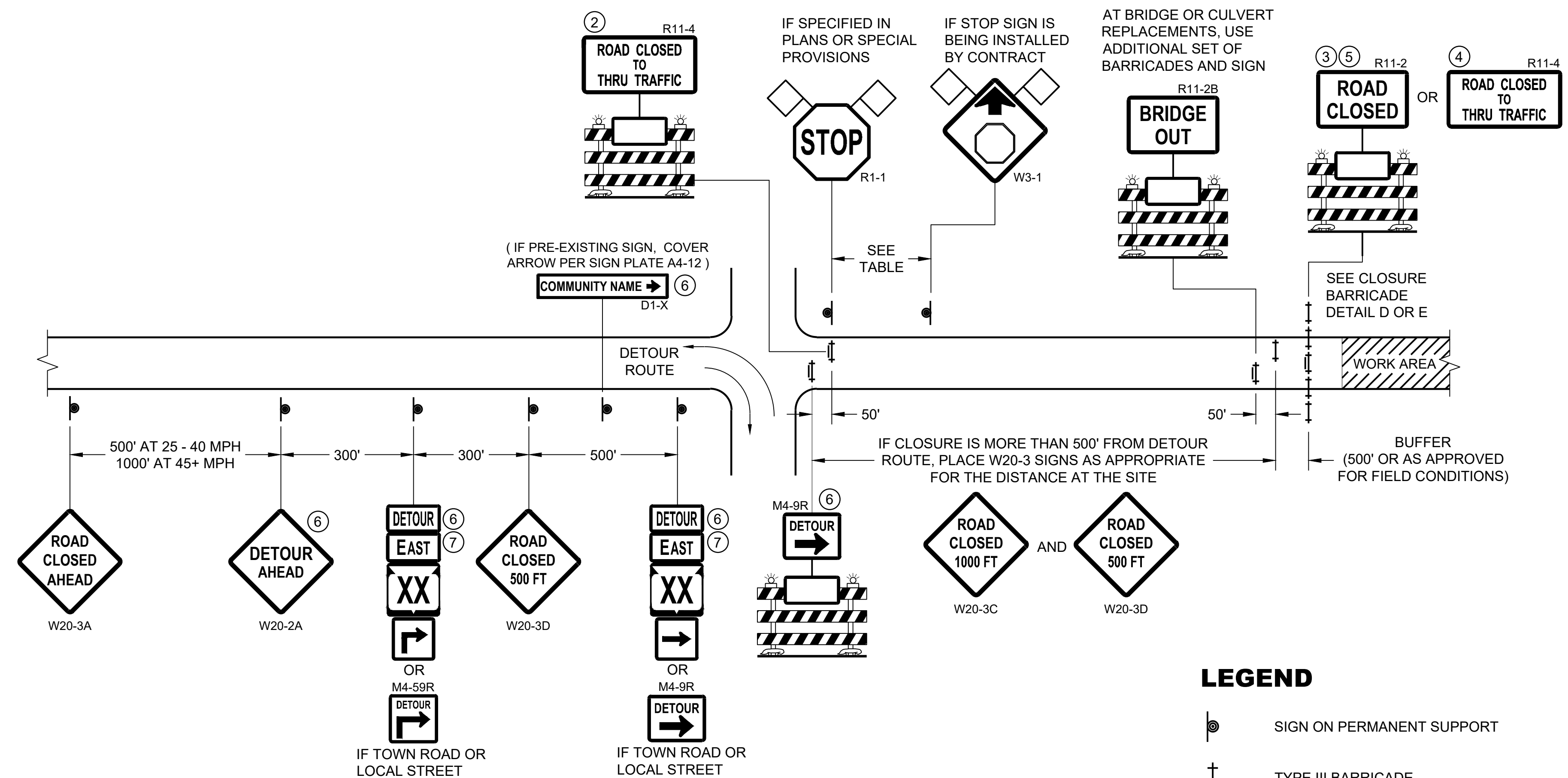
S.D.D. 15 A 3-2b



DETAIL A

MAINLINE CLOSURE WITH POSTED DETOUR

WORK ZONE GREATER THAN OR EQUAL TO ½ MILE FROM DETOUR ROUTE (1000 FEET IF URBAN)



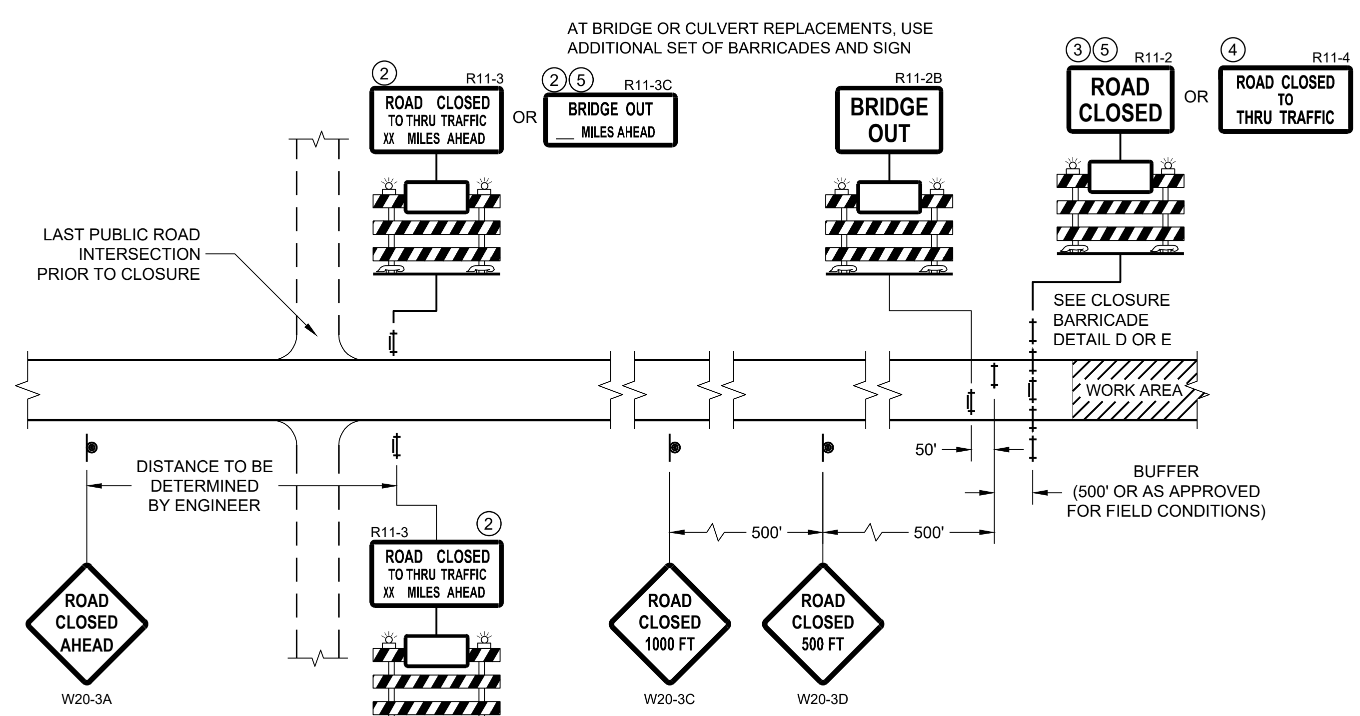
DETAIL B

MAINLINE CLOSURE WITH POSTED DETOUR

WORK ZONE LESS THAN ½ MILE FROM DETOUR ROUTE (1000 FEET IF URBAN)

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 X M1 - 5A
- M05 - 1 OR M06 - 1



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

BARRICADES AND SIGNS FOR MAINLINE CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

SDD 15C02 - 08a

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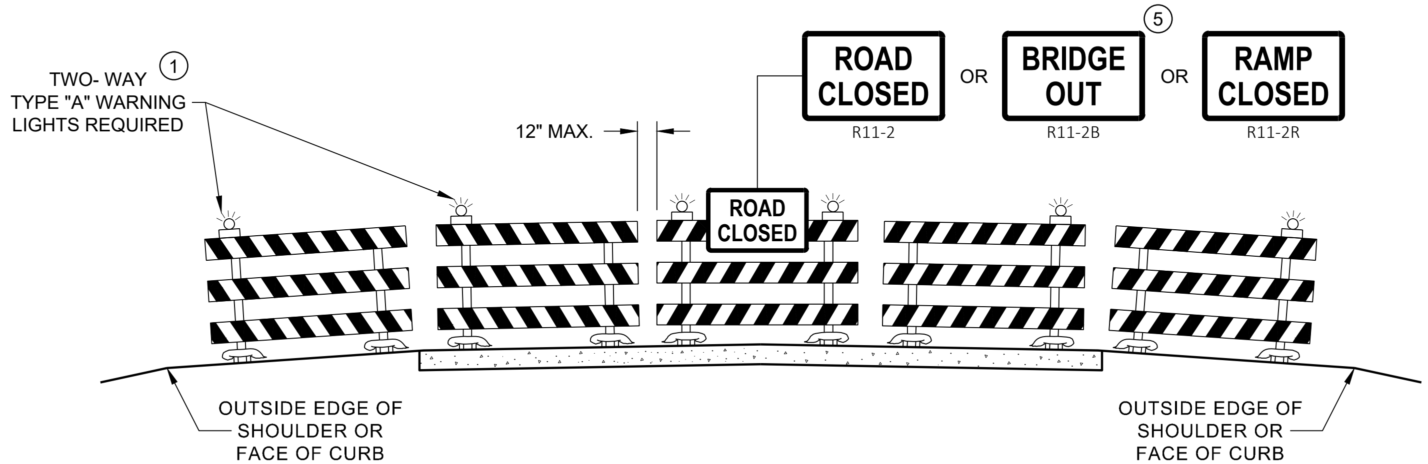
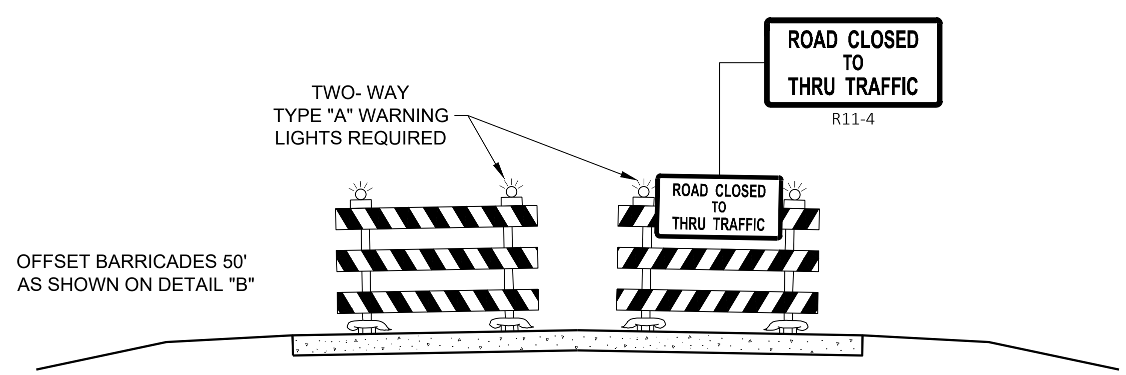
SDD 15C02 - 08a



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"

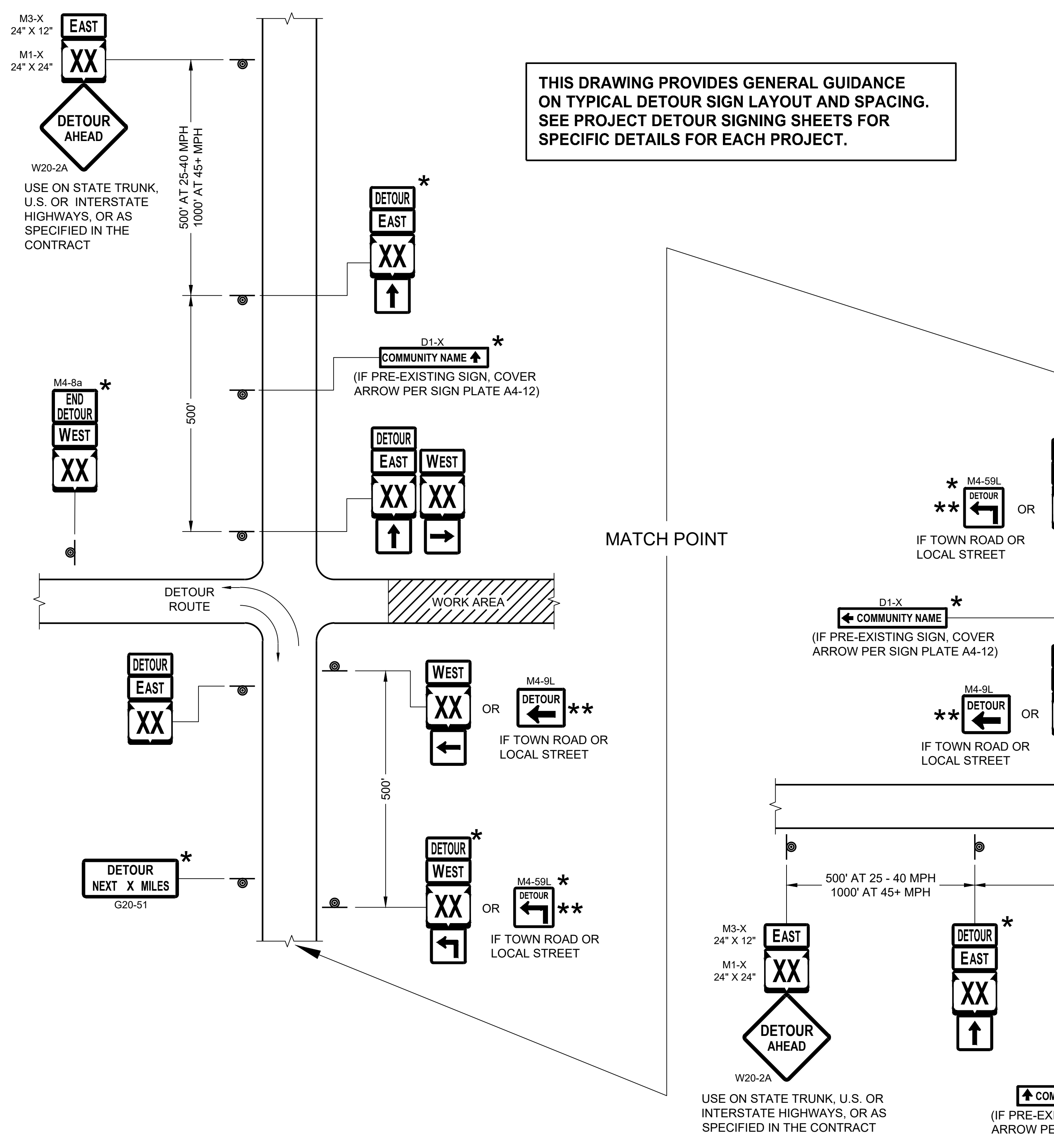
1. TWO WARNING LIGHTS SHALL BE PROVIDED ON THE CENTER BARRICADE AND A MINIMUM OF ONE WARNING LIGHT SHALL BE PROVIDED ON EACH OF THE OTHER BARRICADES WITHIN THE ROADWAY LIMITS. SPACING OF THE WARNING LIGHTS SHALL BE UNIFORM TO THE EDGE OF ROADWAY AS SHOWN (APPROX. 8 FOOT LIGHT SPACING.
2. THESE SIGNS 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.

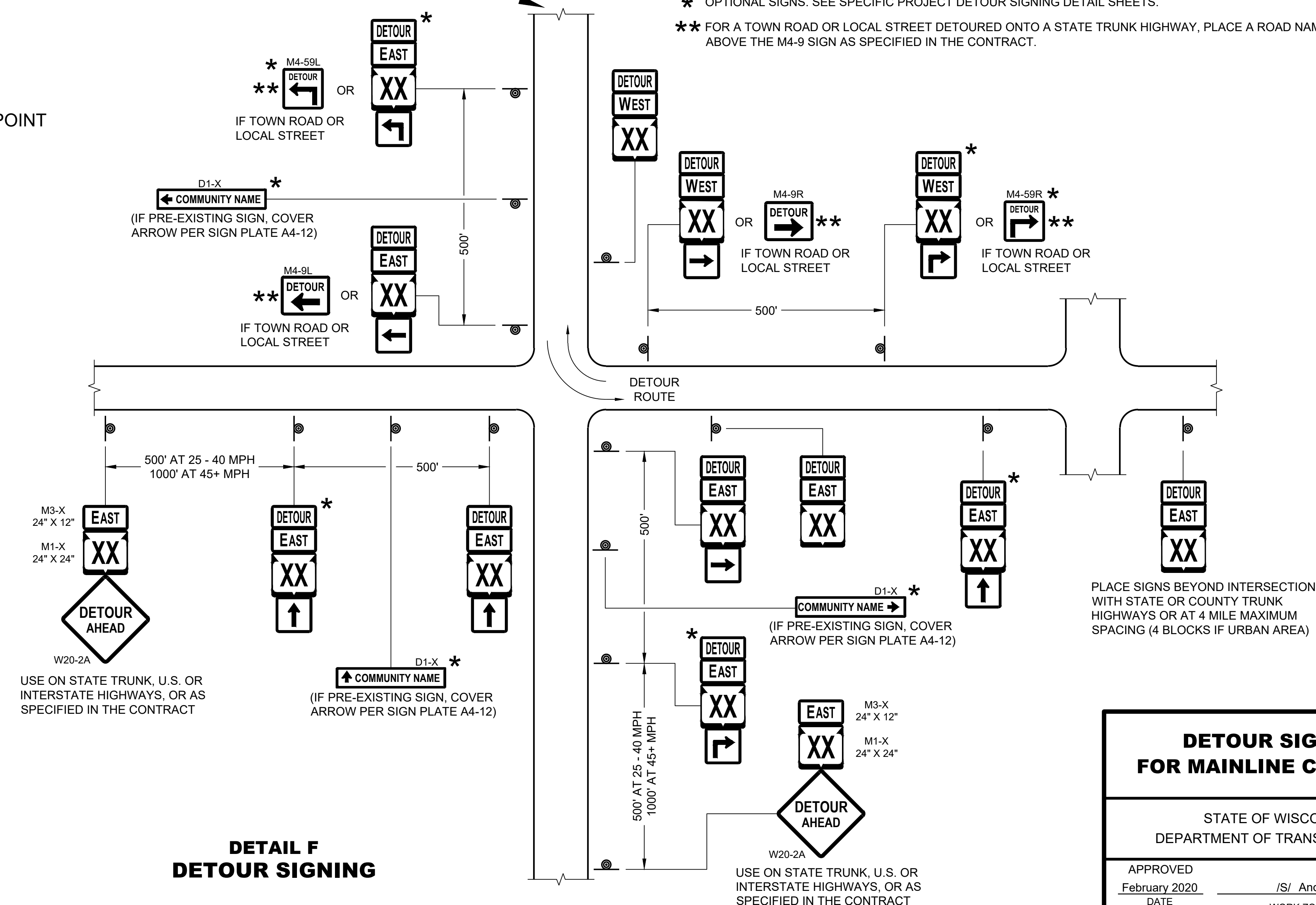
BARRICADES AND SIGNS FOR VARIOUS CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

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





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

DETAIL F
DETOUR SIGNING

LEGEND

SIGN ON PERMANENT SUPPORT

WORK AREA

DETOUR M4 - 8

EAST M3 - X

XX OR XX OR COUNTY X
M1 - 4, M1 - 6, M1 - 5A

OR OR
M05 - 1, M06 - 1, M06 - 1

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.

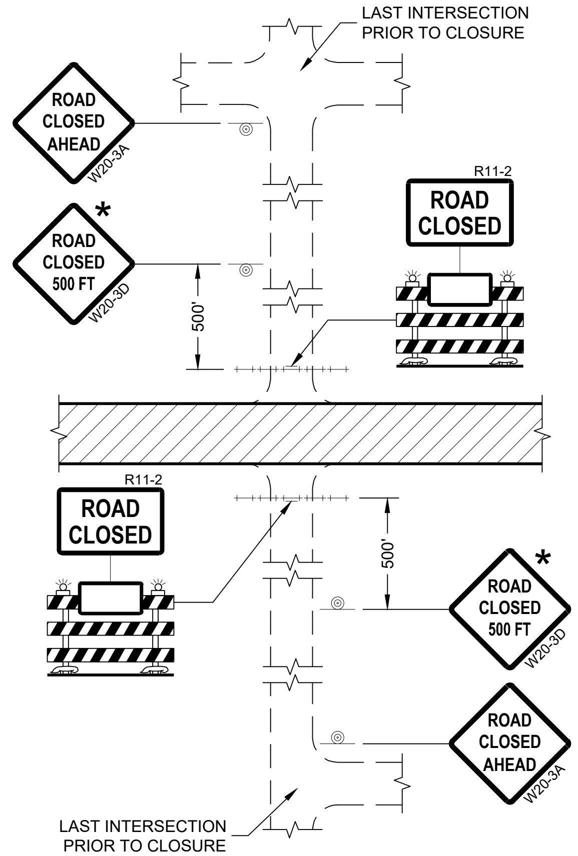
* OPTIONAL SIGNS. SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS.

** 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.

DETOUR SIGNING FOR MAINLINE CLOSURES

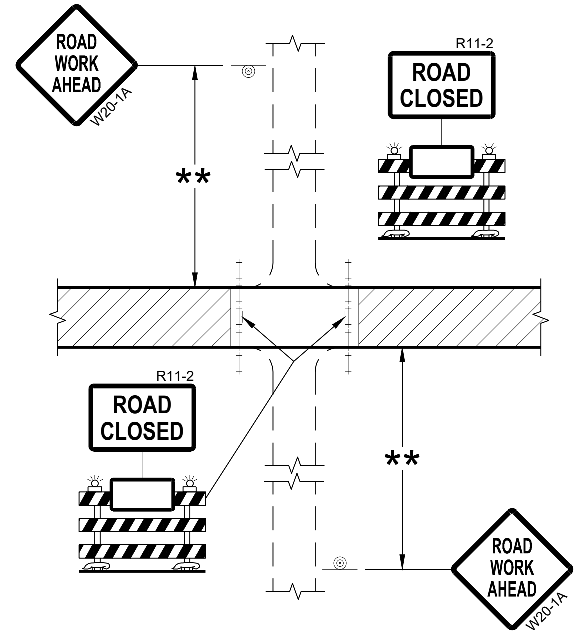
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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



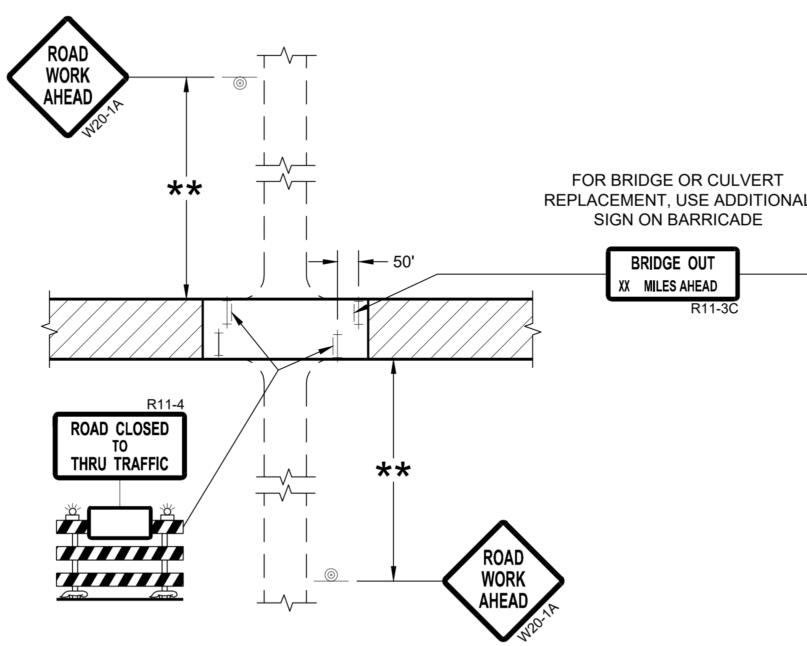
DETAIL 1

(NO ACCESS TO PROJECT)



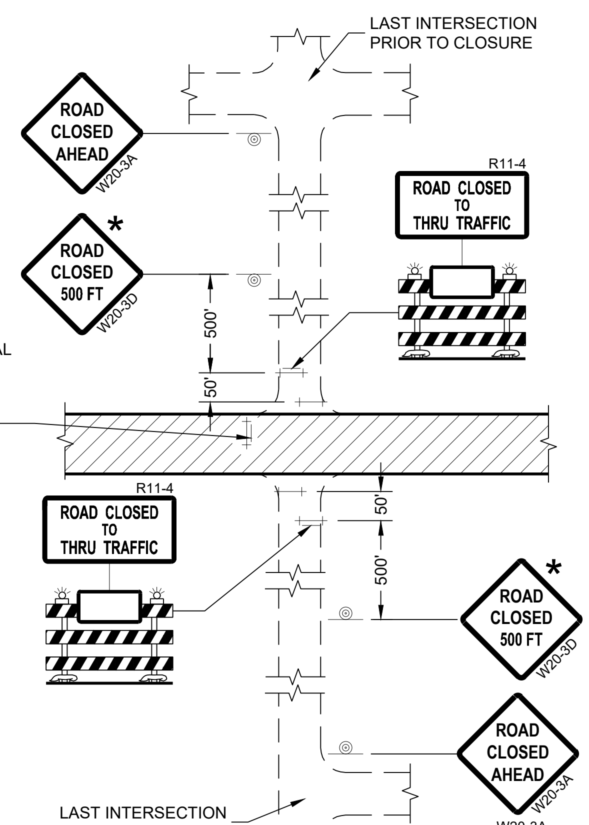
DETAIL 2

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



DETAIL 3

(PUBLIC CROSS-TRAFFIC MAINTAINED. CONTRACTOR, LOCAL BUSINESS AND RESIDENT 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

6

SDD 15C03 - 05

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.

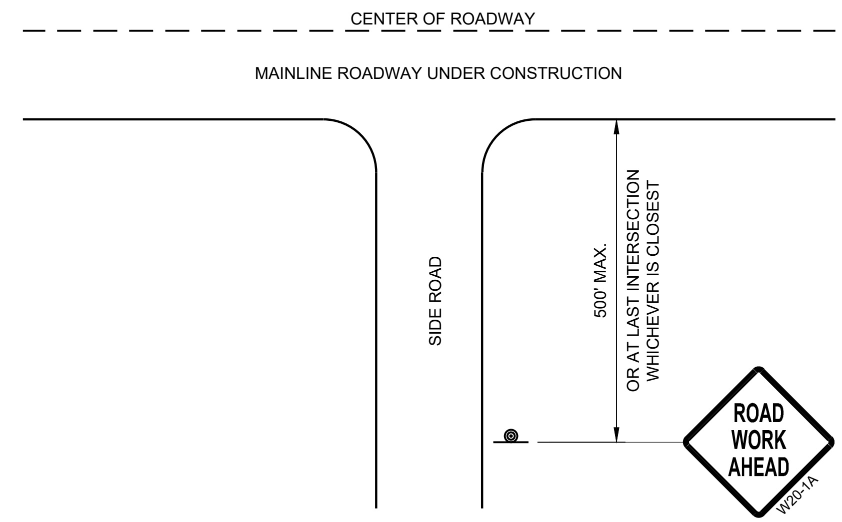
ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED.

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.



TYPICAL SIDE ROAD APPROACH WARNING SIGN DETAIL

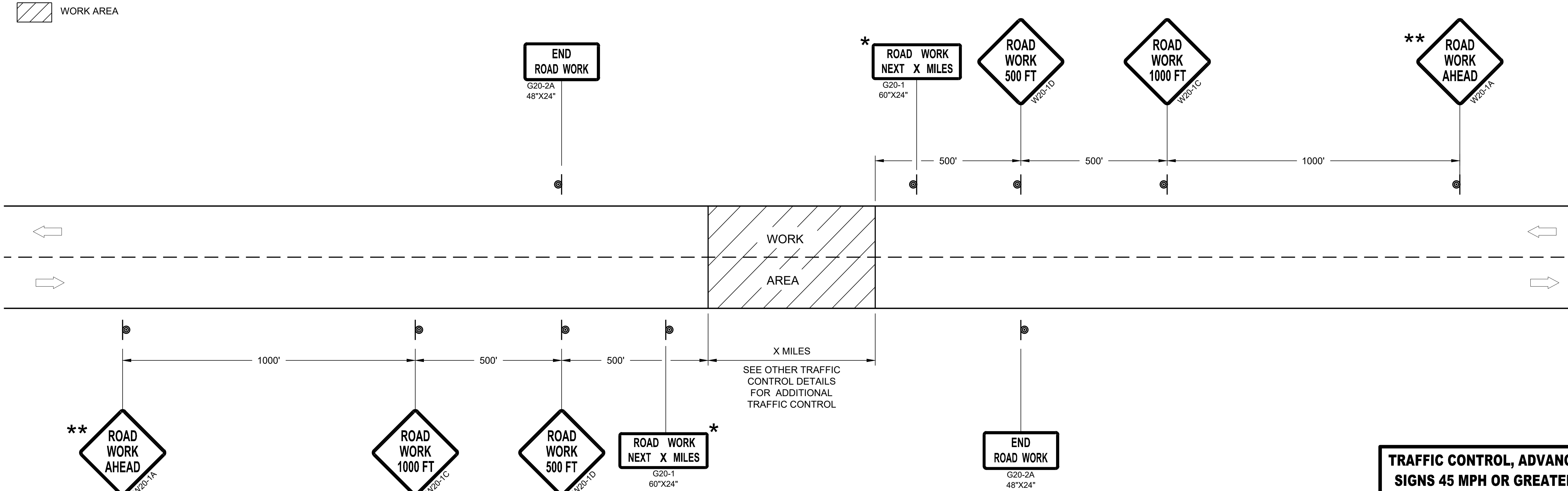
LEGEND

SIGN ON PERMANENT SUPPORT

DIRECTION OF TRAFFIC

WORK AREA

6



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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

SDD 15C04 - 05

SDD 15C04 - 05

GENERAL NOTES

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

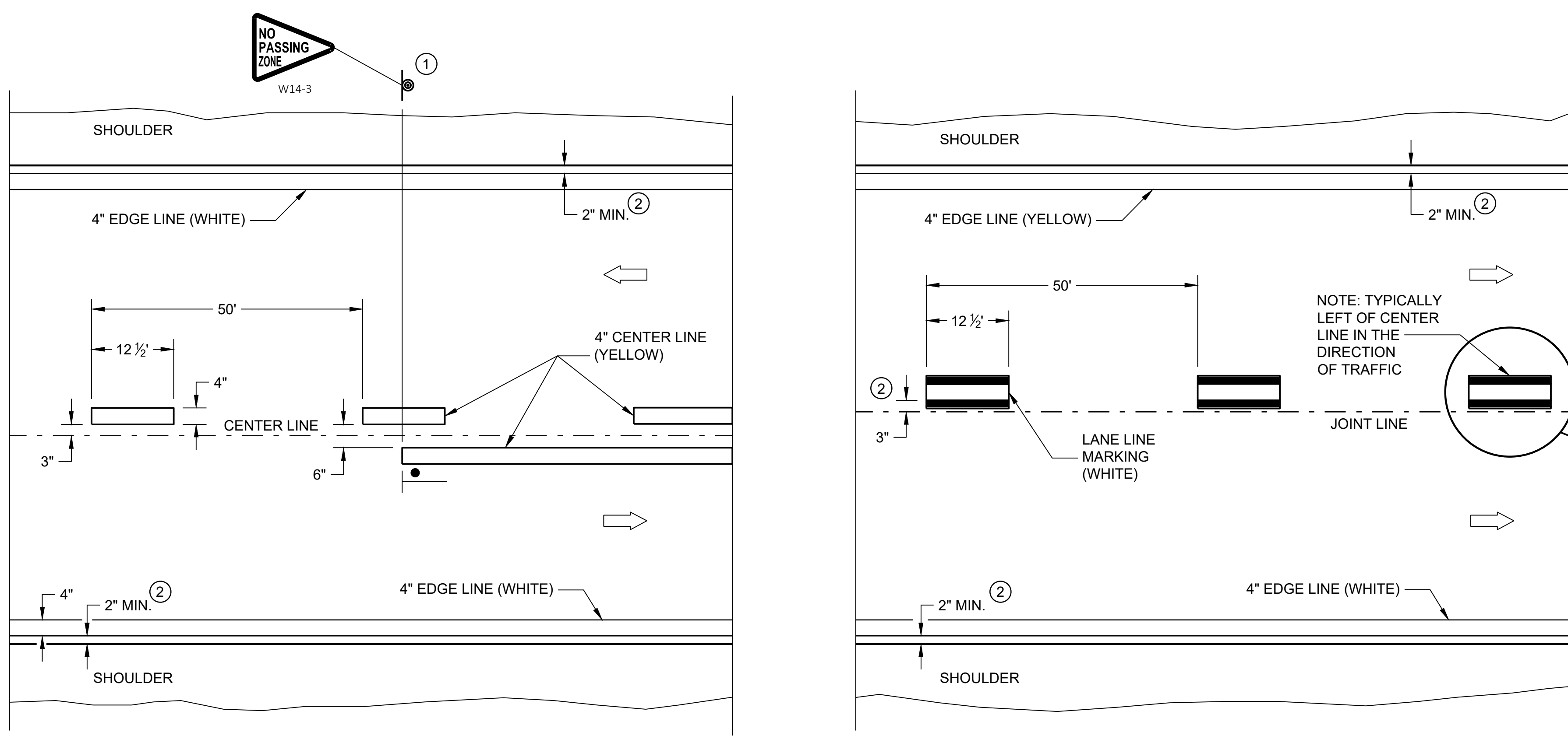
1. LOCATE THE NO PASSING ZONE W14-3 SIGN WITHIN 50 FEET OF THE "T" MARKING
2. MEASURE FROM EDGE OF MARKING TO JOINT LINE. THIS DOES NOT INCLUDE SPACE NEEDED FOR GROOVING OPERATIONS.

LEGEND

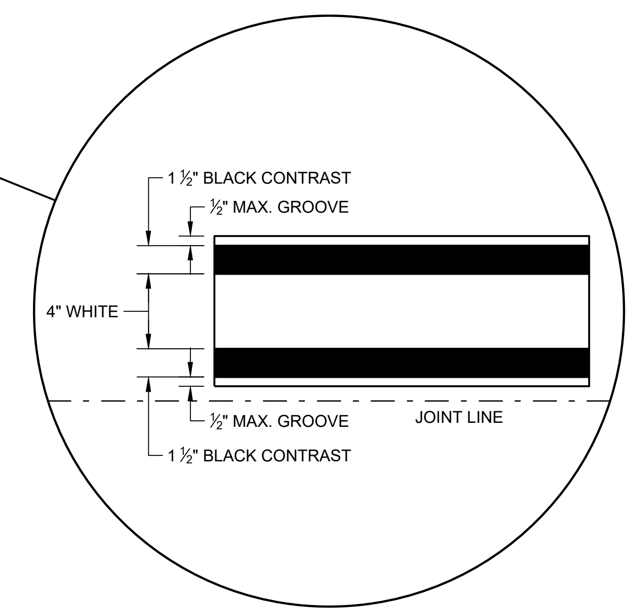
"T" MARKING

SIGN ON PERMANENT SUPPORT

DIRECTION OF TRAFFIC



TWO WAY TRAFFIC **ONE WAY TRAFFIC**



PERMANENT PAVEMENT MARKING

6

6

SDD 15C08 - 21a

SDD 15C08 - 21a

PERMANENT LONGITUDINAL PAVEMENT MARKINGS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

May 2022 — DATE

/S/ Jeannie Silver — STATEWIDE SIGNING AND M ENGINEER

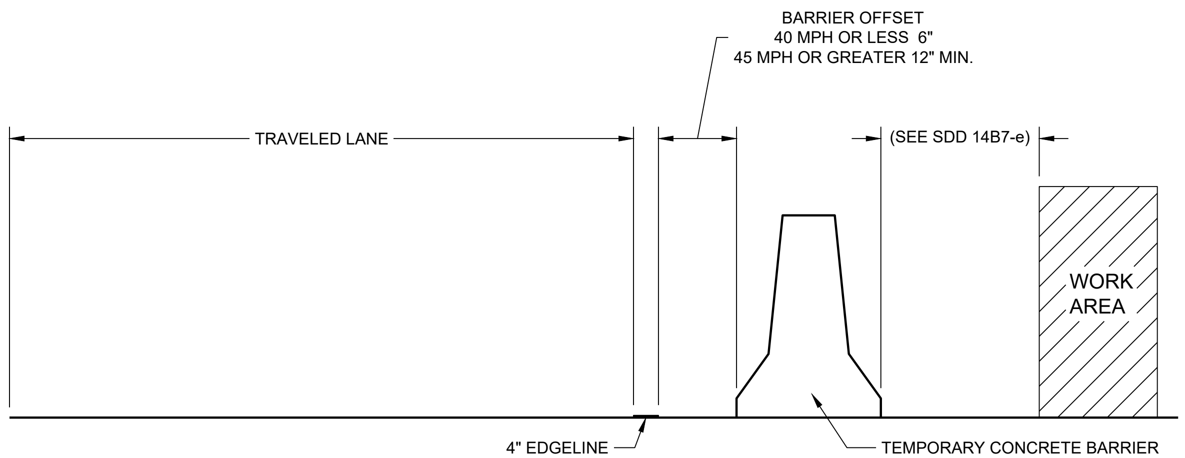
FHWA

GENERAL NOTES

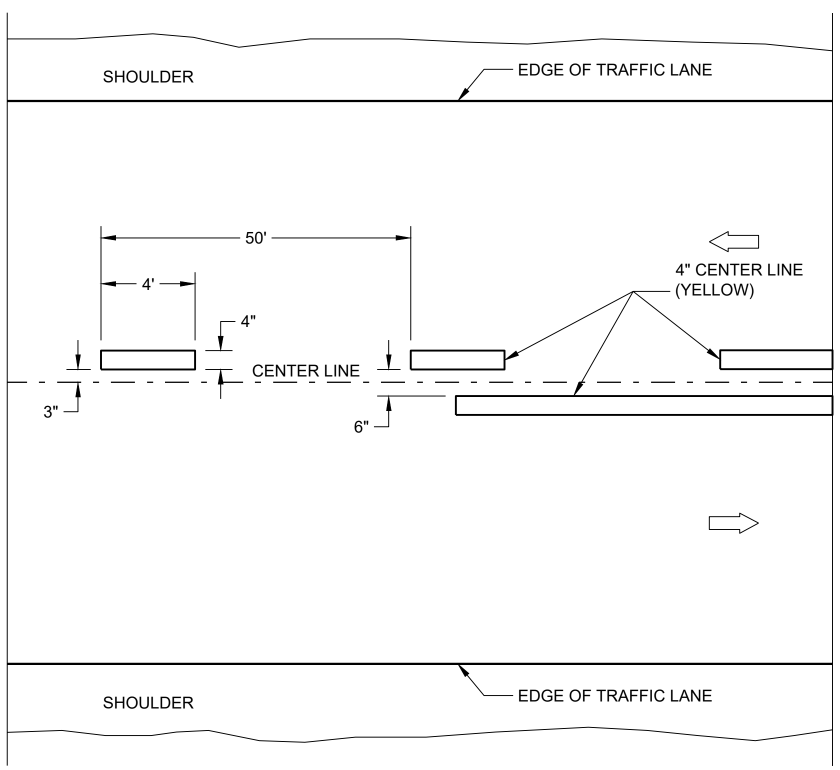
DETAILS OF CONSTRUCTION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO STANDARD SPECIFICATIONS AND SPECIAL PROVISIONS.

LEGEND

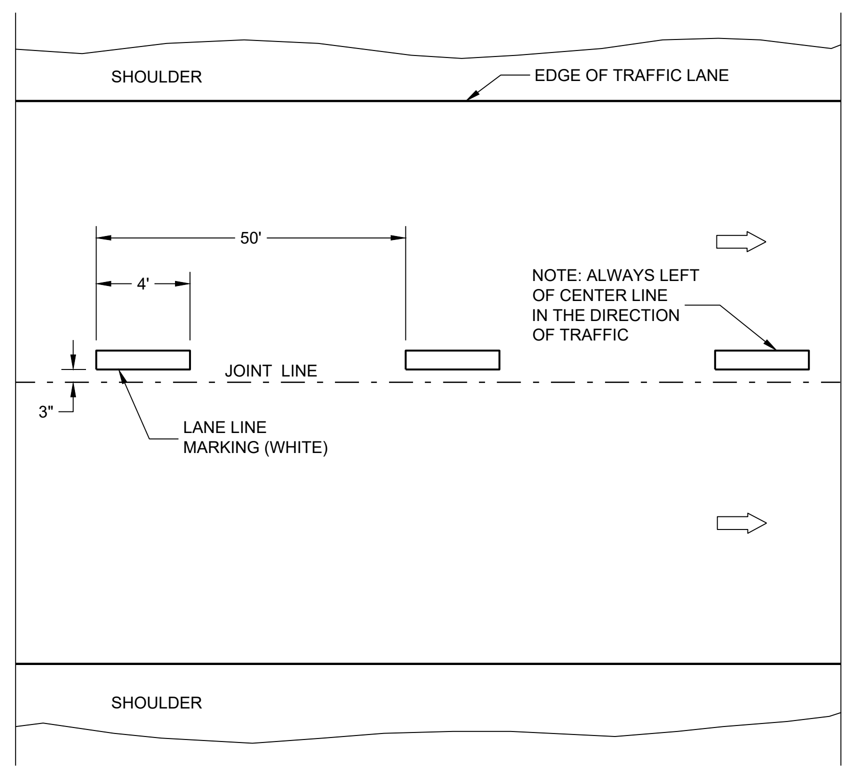
DIRECTION OF TRAFFIC



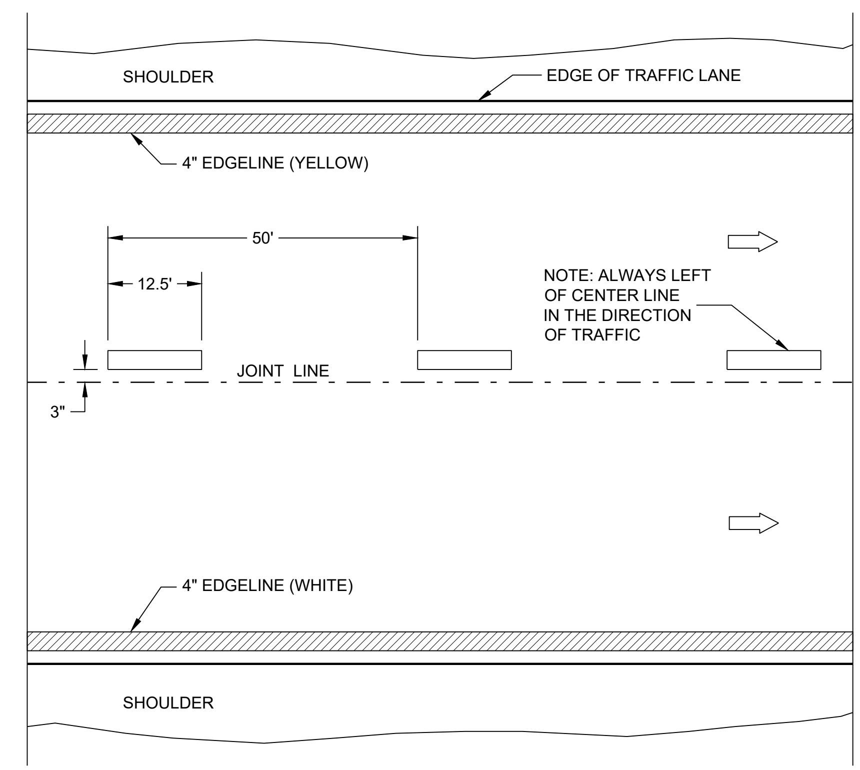
TEMPORARY BARRIER OFFSET FROM EDGELINE



TWO WAY TRAFFIC



ONE WAY TRAFFIC



FREEWAYS AND EXPRESSWAYS

TEMPORARY PAVEMENT MARKING

TEMPORARY LONGITUDINAL PAVEMENT MARKING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2022 /S/ Jeannie Silver
DATE STATEWIDE SIGNING AND M ENGINEER
FHWA

6

6

SDD 15C08 - 21b

SDD 15C08 - 21b

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.

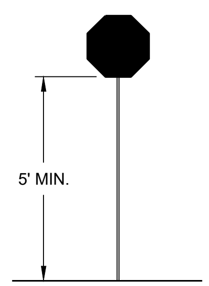
3 EACH TEMPORARY PORTABLE RUMBLE STRIP ARRAY CONSISTS OF THREE RUMBLE STRIPS PLACED TRANSVERSE ACROSS THE LANE AT THE LOCATIONS SHOWN. WITHIN EACH ARRAY, SPACING BETWEEN RUMBLE STRIPS SHALL BE 15 FEET ON CENTER

ONLY USE TEMPORARY PORTABLE RUMBLE STRIPS FROM 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.

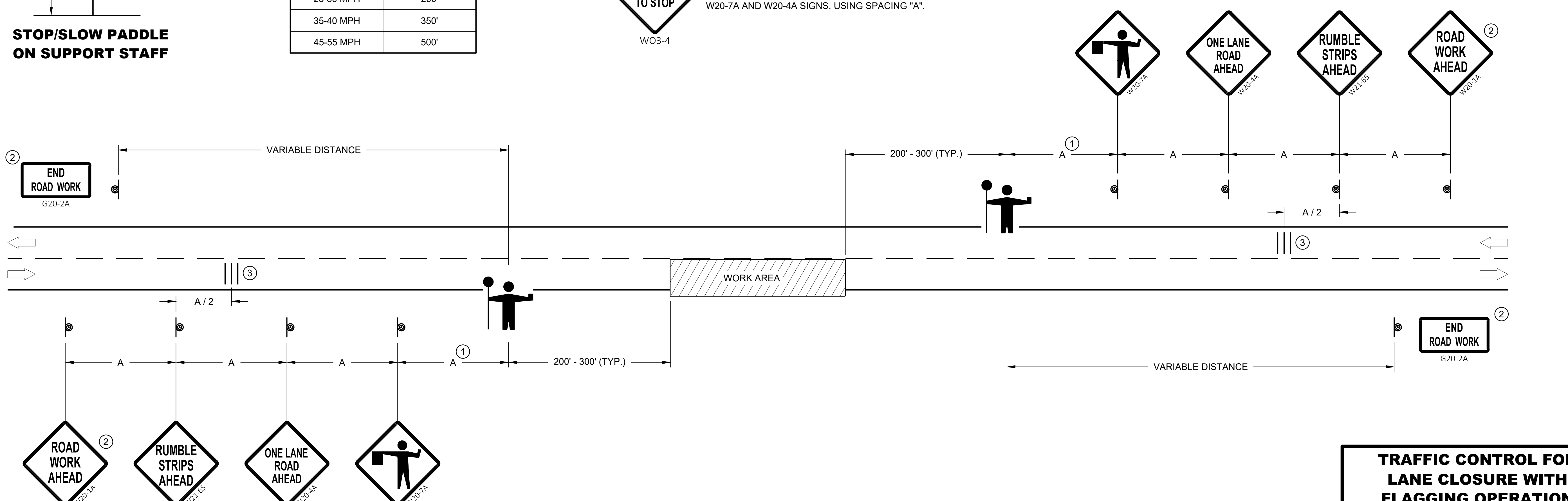


STOP/SLOW PADDLE ON SUPPORT STAFF

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 WO3-4 SIGN IS OPTIONAL. WHEN USED, THIS SIGN SHALL BE LOCATED BETWEEN THE W20-7A AND W20-4A SIGNS, USING SPACING "A".



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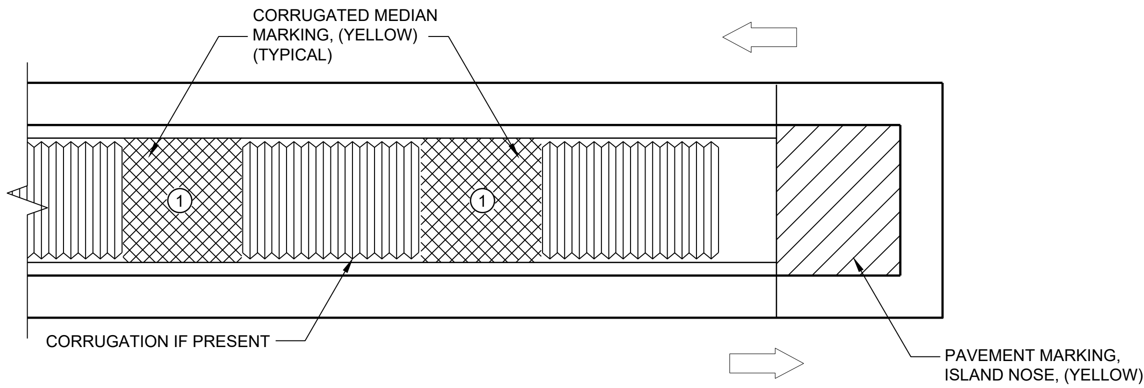
SDD 15C12 - 09a

SDD 15C12 - 09a

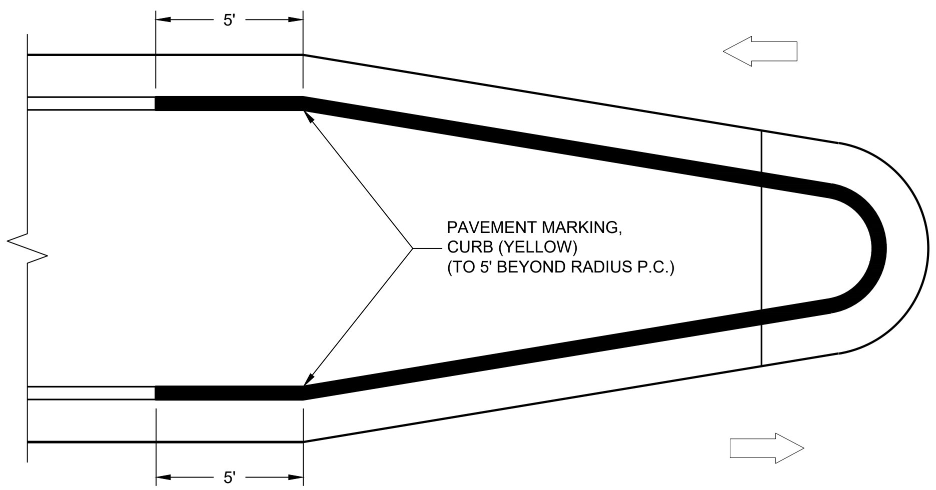
TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

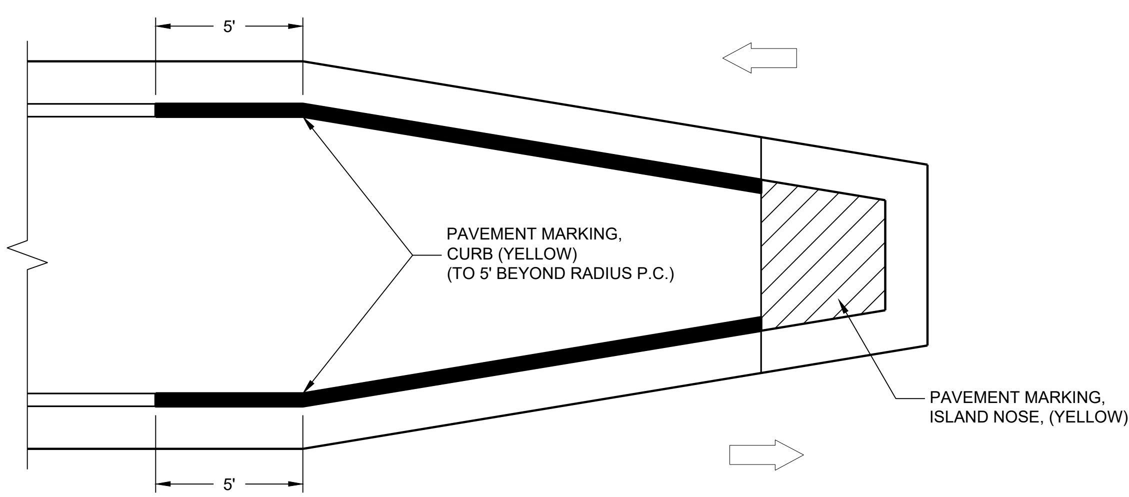
APPROVED
May 2022 — DATE
/S/ Andrew Heidtke — WORK ZONE ENGINEER
FHWA



MEDIAN ISLAND WITH SQUARE BLUNT NOSE



MEDIAN ISLAND WITH ROUND BLUNT NOSE



MEDIAN ISLAND WITH SLOPED NOSE

TYPICAL PLACEMENT OF PAVEMENT MARKING ON MEDIAN ISLANDS

GENERAL NOTES

WHEN CONCRETE CORRUGATED MEDIAN IS CONSTRUCTED TO SEPARATE TRAFFIC OPERATING IN THE OPPOSING DIRECTION, YELLOW PAVEMENT MARKING SHALL BE APPLIED TO THE FLAT PORTION OF THE CONCRETE CORRUGATED MEDIAN. THE ITEM OF PAVEMENT MARKING, CONCRETE CORRUGATED MEDIAN, WILL BE MEASURED IN PLACE AND ACCEPTED IN ACCORDANCE WITH THE CONTRACT AND PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE FOOT.

(1) APPLY PAVEMENT MARKING TO THE FLAT PORTION OF CORRUGATED MEDIAN.

ISLAND NOSE MARKING

CURB MARKING

CORRUGATED MEDIAN MARKING

DIRECTION OF TRAVEL

6

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PAVEMENT MARKINGS, MEDIAN ISLAND NOSE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2022 /S/ Jeannie Silver
DATE STATE SIGNING AND MARKING ENGINEER
FHWA

SDD 15C18 - 06b

SDD 15C18 - 06b

LEGEND

- V1 LEAD VEHICLE
- V2 MARKING VEHICLE
- V3 SHADOW VEHICLE
- TRUCK MOUNTED ATTENUATOR (TMA)
- SIGN ON TEMPORARY SUPPORT
- DIRECTION OF TRAFFIC
- FLASHING ARROW PANEL (CAUTION)

GENERAL NOTES

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 OPERATING IN CAUTION MODE. 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.

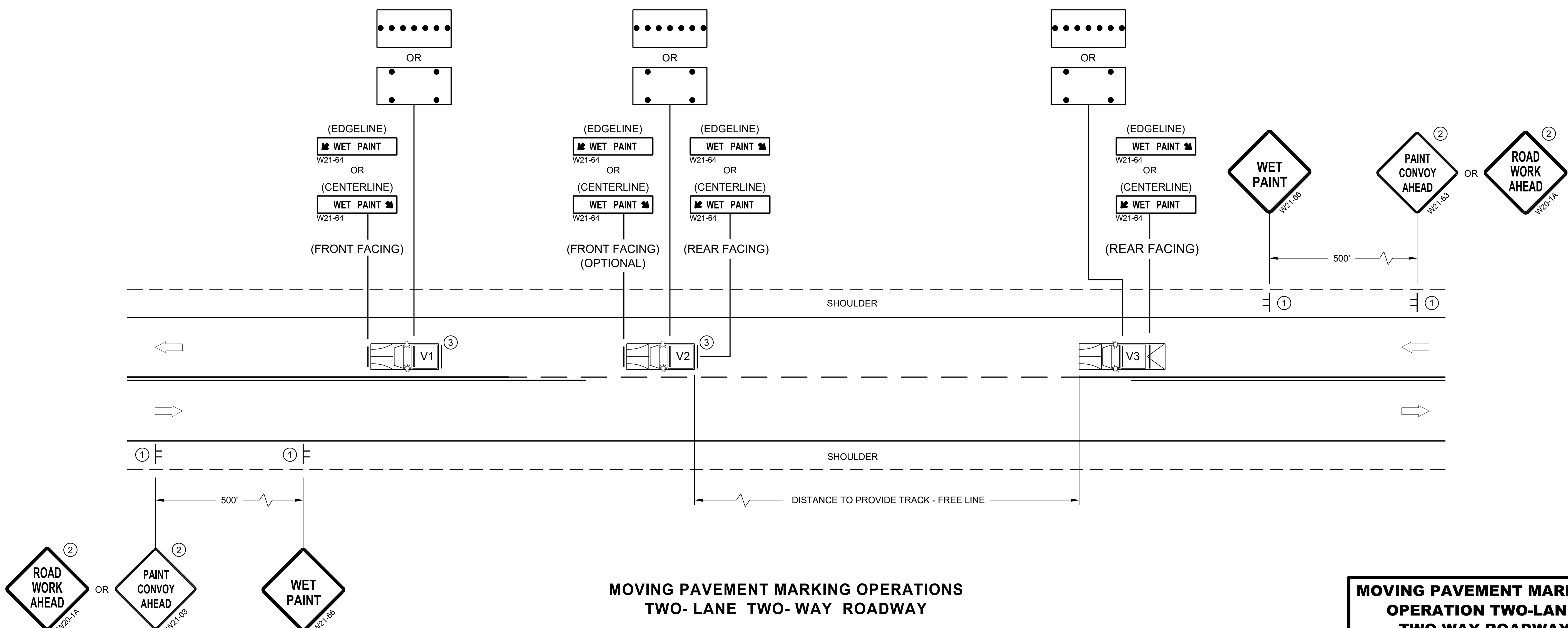
THE WORK AND SHADOW VEHICLES SHOULD PULL OVER PERIODICALLY TO ALLOW TRAFFIC TO PASS.

WHEN NO WORK ACTIVITY IS TAKING PLACE, REMOVE OR LAY STATIONARY SIGNS AND SUPPORTS FLAT ON THE GRADE WITH UPRIGHTS ORIENTED PARALLEL TO AND DOWNSTREAM FROM TRAFFIC.

CONES SHOULD BE USED BETWEEN THE MARKING AND SHADOW VEHICLE AT 100 FOOT SPACING. CONES MAY BE OMITTED ON PAINTED LINE IF APPROVED BY THE ENGINEER. CONSIDER PAVEMENT MARKING DRY OR CURE TIMES AND TRAFFIC VOLUME.

CONES SHALL BE A MINIMUM OF 28" FOR WET PAVEMENT MARKING .

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.
3. V1 AND V2 CAN BE SWITCHED SO THAT THE MARKER IS THE LEAD VEHICLE.



MOVING PAVEMENT MARKING OPERATIONS
TWO- LANE TWO- WAY ROADWAY

MOVING PAVEMENT MARKING OPERATION TWO-LANE TWO-WAY ROADWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2022 /S/ Andrew Heidtke
DATE WORK ZONE ENGINEER
FHWA

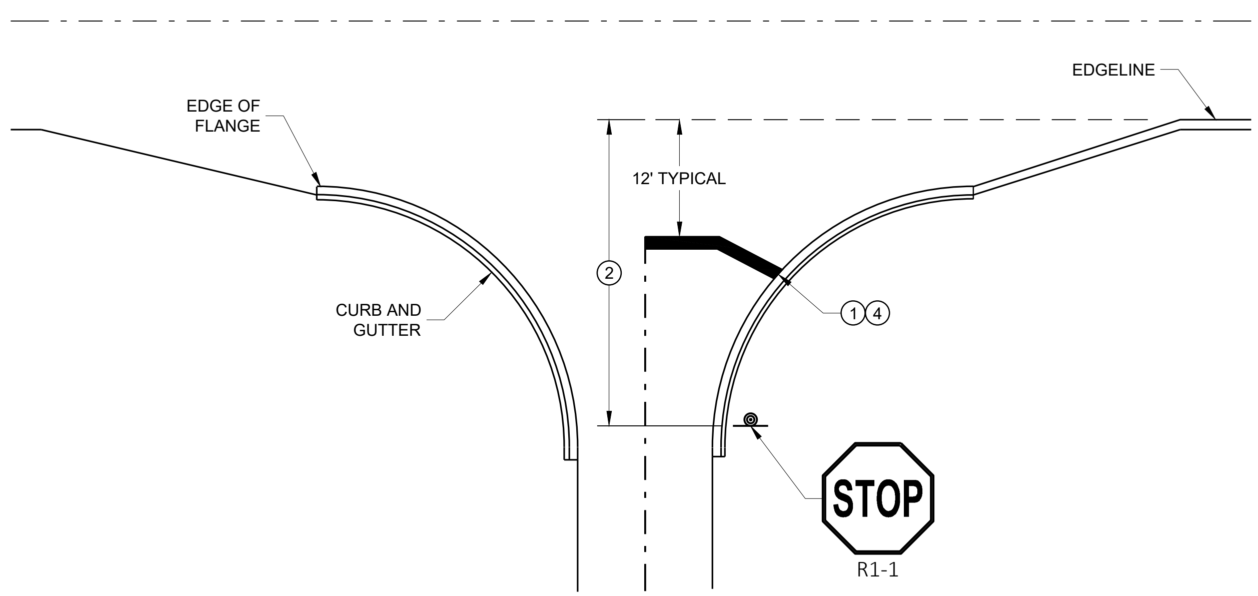
6

SDD 15C19 - 07a

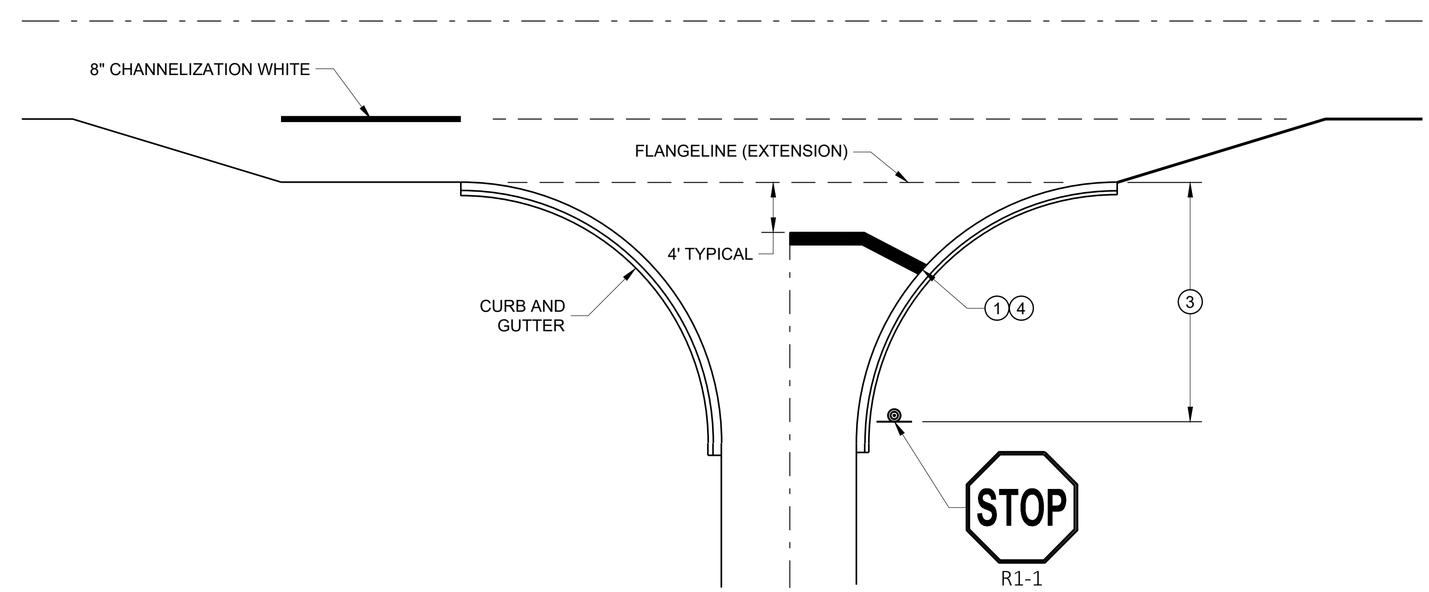
GENERAL NOTES

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

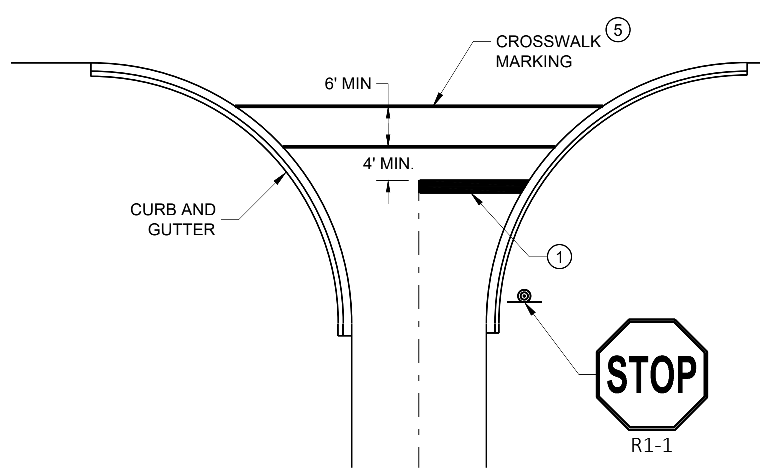
1. 18-INCH STOP LINES MAY BE DELETED OR ADDED BY THE REGION MARKING ENGINEER BASED ON VISIBILITY AND SIGHT LINES.
2. NO STOP LINE IS REQUIRED IF STOP SIGN IS LESS THAN OR EQUAL TO 40 FEET FROM THE EDGELINE.
3. NO STOP LINE IS REQUIRED IF STOP SIGN IS LESS THAN OR EQUAL TO 30 FEET FROM THE FLANGELINE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



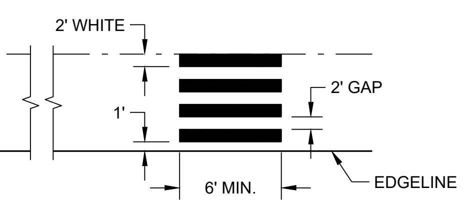
TYPICAL STOP LINE PAVEMENT MARKING WITH CURB AND GUTTER



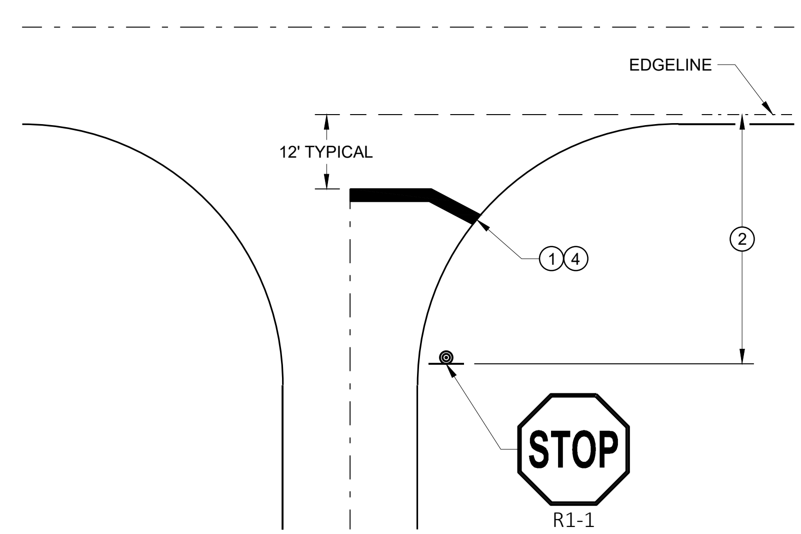
TYPICAL STOP LINE PAVEMENT MARKING FOR SIDEROADS WITH RIGHT TURN LANE



TYPICAL STOP LINE PAVEMENT MARKING FOR SIDEROADS WITH CROSSWALK MARKING



TYPICAL PAVEMENT MARKING FOR MID-BLOCK CROSSWALK (5)



TYPICAL STOP LINE PAVEMENT MARKING WITHOUT CURB AND GUTTER

6

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SDD 15C33 - 04

SDD 15C33 - 04

STOP LINE AND CROSSWALK PAVEMENT MARKING

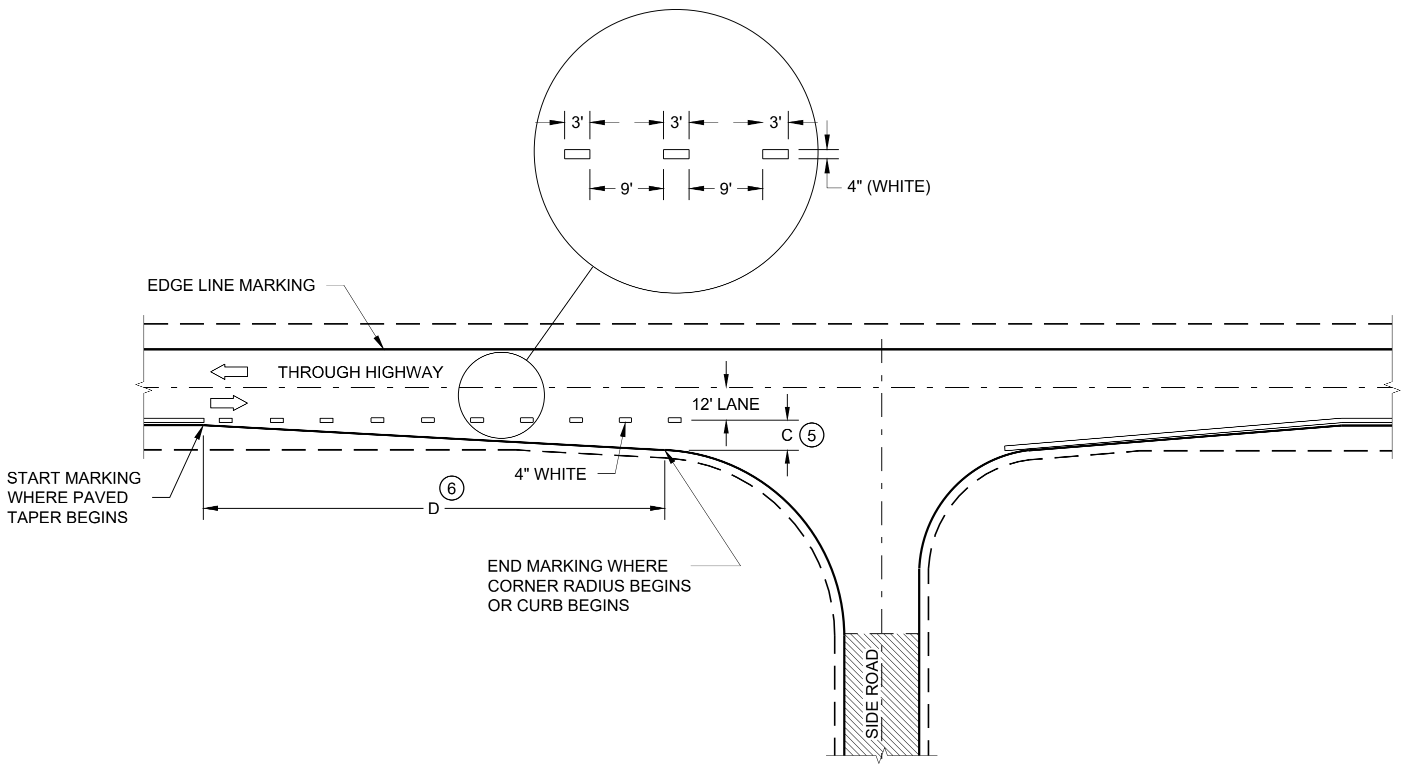
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

November 2019 — DATE

/S/ Matthew Rauch — STATE SIGNING AND MARKING ENGINEER

FHWA



MINOR INTERSECTION

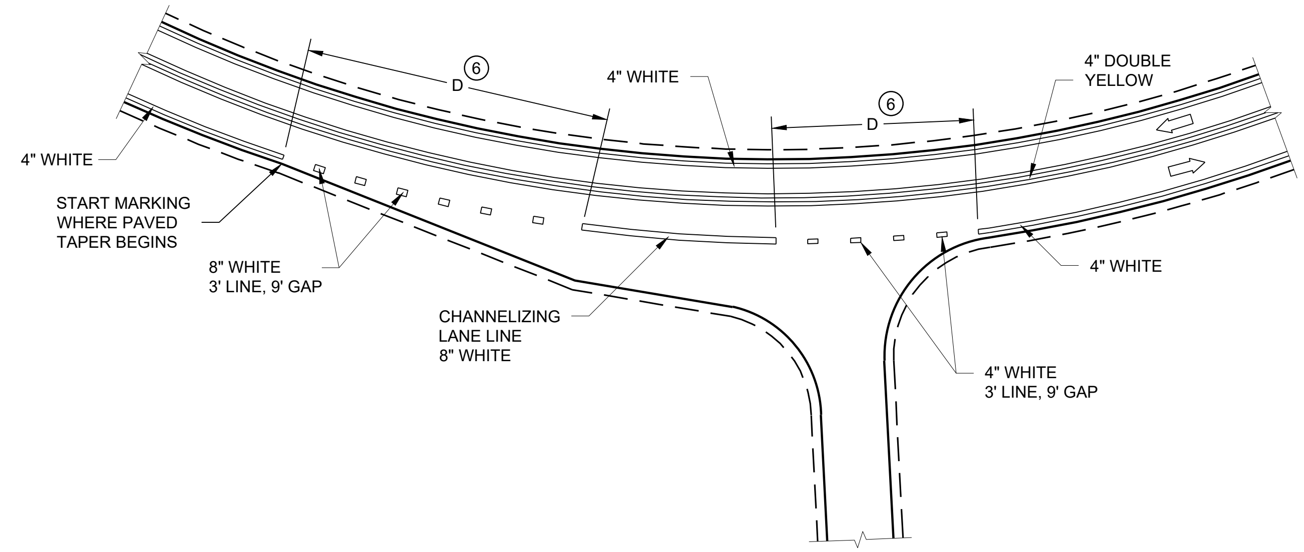
GENERAL NOTES

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

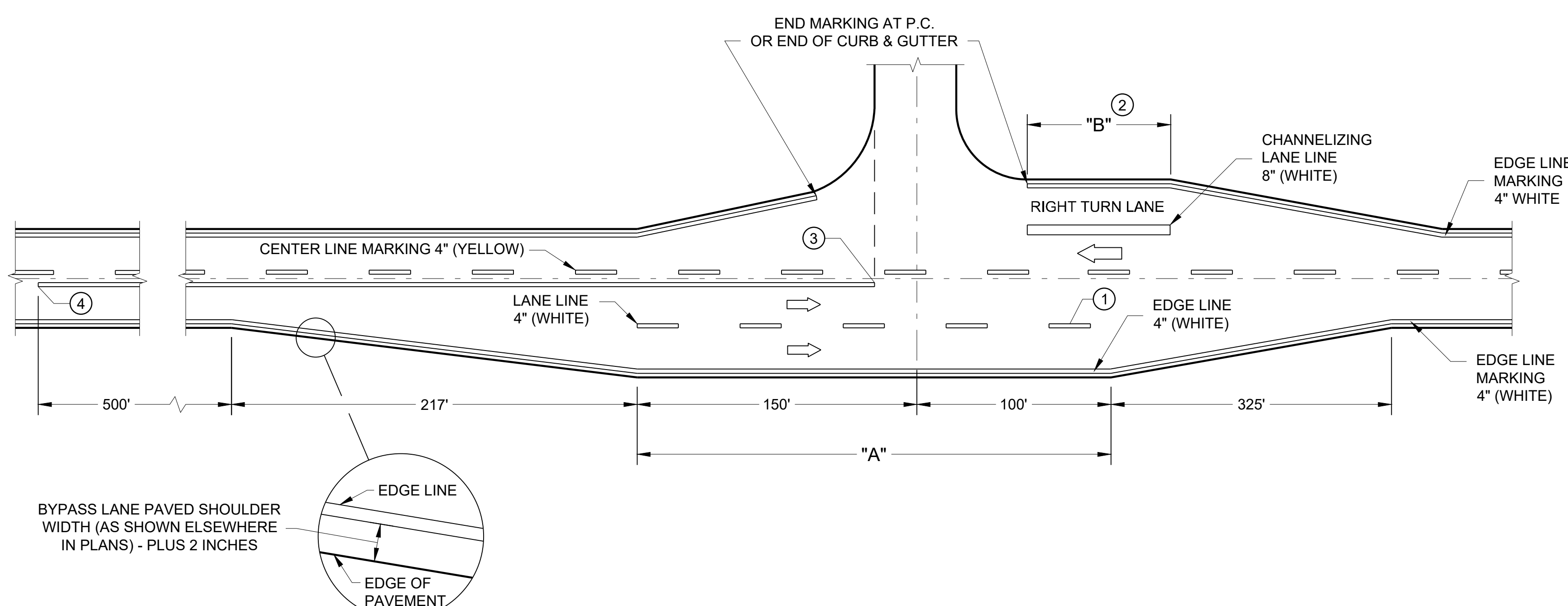
1. WHEN DISTANCE "A" IS LESS THAN 250 FEET, OMIT LANE LINE.
2. WHEN DISTANCE "B" IS LESS THAN 100 FEET, OMIT CHANNELIZING LANE LINE.
3. BARRIER LINE ENDS AT SIDE ROAD PAVEMENT / SURFACE EDGE EXTENSION.
4. BARRIER LINE STARTS 500 FEET PRIOR TO THE BYPASS TAPER.
5. WHEN DISTANCE "C" IS LESS THAN 4 FEET, OMIT DOTTED EXTENSION.
6. WHEN DISTANCE "D" IS LESS THAN 50 FEET, OMIT DOTTED EXTENSION.

LEGEND

⇨ DIRECTION OF TRAVEL



INTERSECTION ON OUTSIDE OF CURVE



MAJOR INTERSECTIONS

(INTERSECTION WITH FULL RIGHT TURN LANE OR BYPASS LANE)

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.

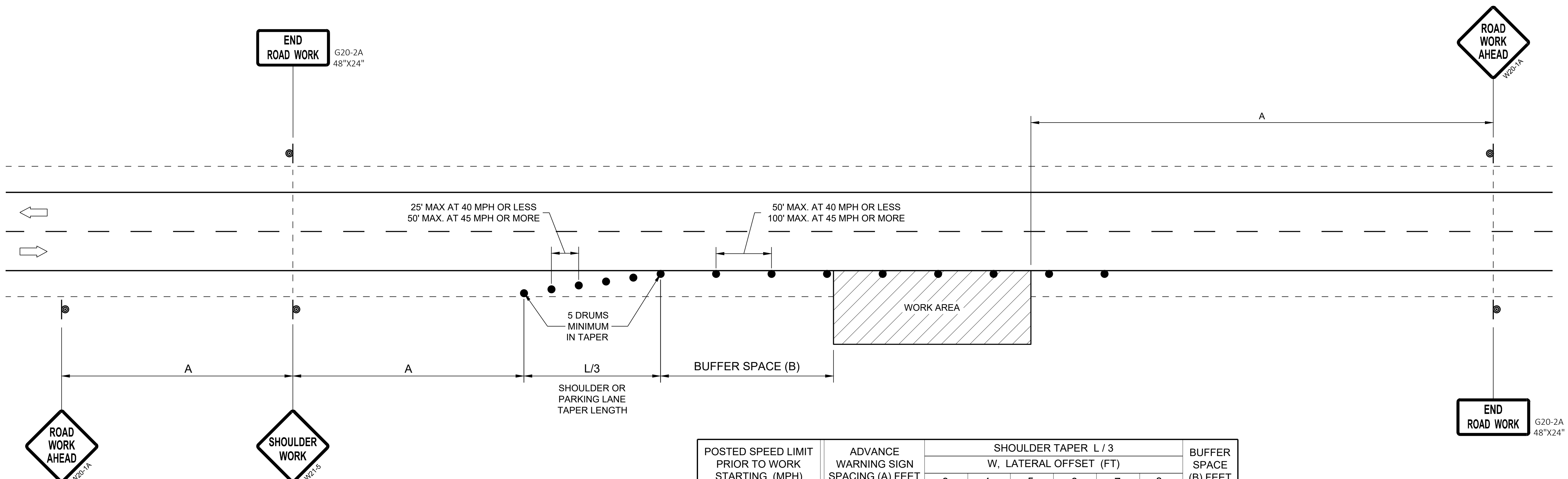
THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

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



OR
IF TRAFFIC CONTROL DEVICES
ENCROACH ONTO TRAVELED WAY, USE

6

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

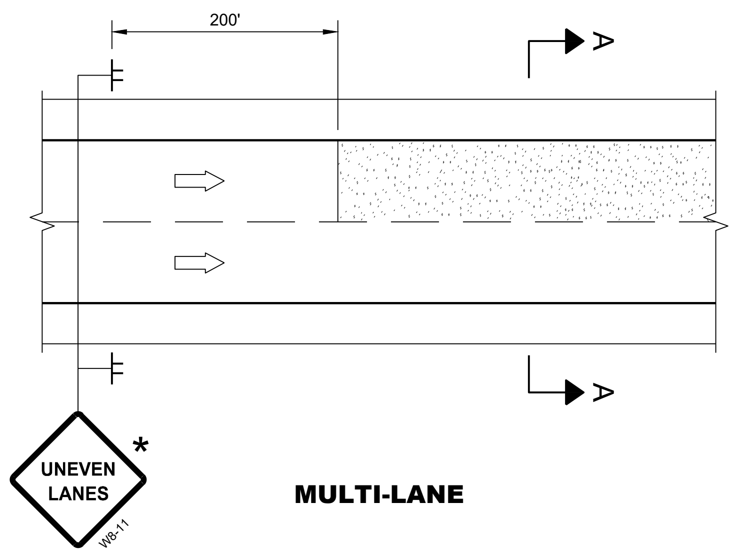
TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

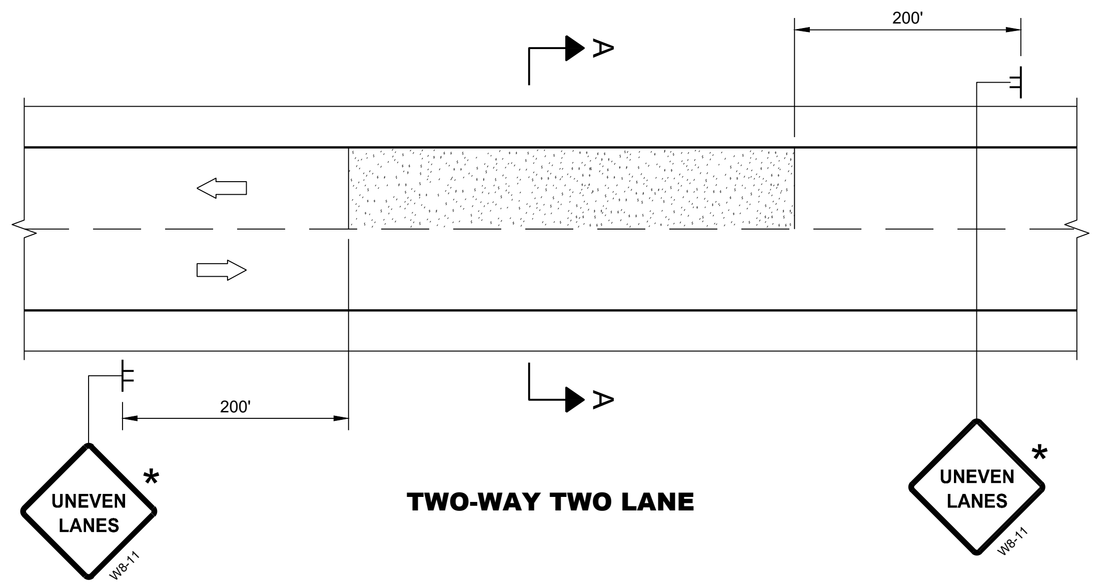
APPROVED
May 2020
DATE
/S/ Andrew Heidtke
STATEWIDE WORK ZONE T
SAFETY ENGINEER
FHWA

SDD 15D28 - 04

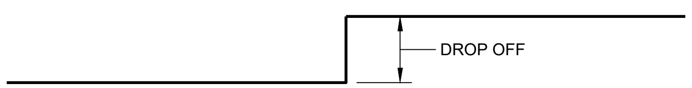
SDD 15D28 - 04



MULTI-LANE

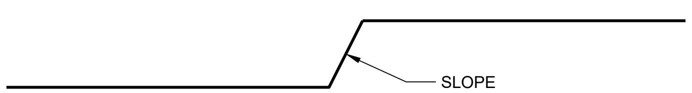


TWO-WAY TWO LANE

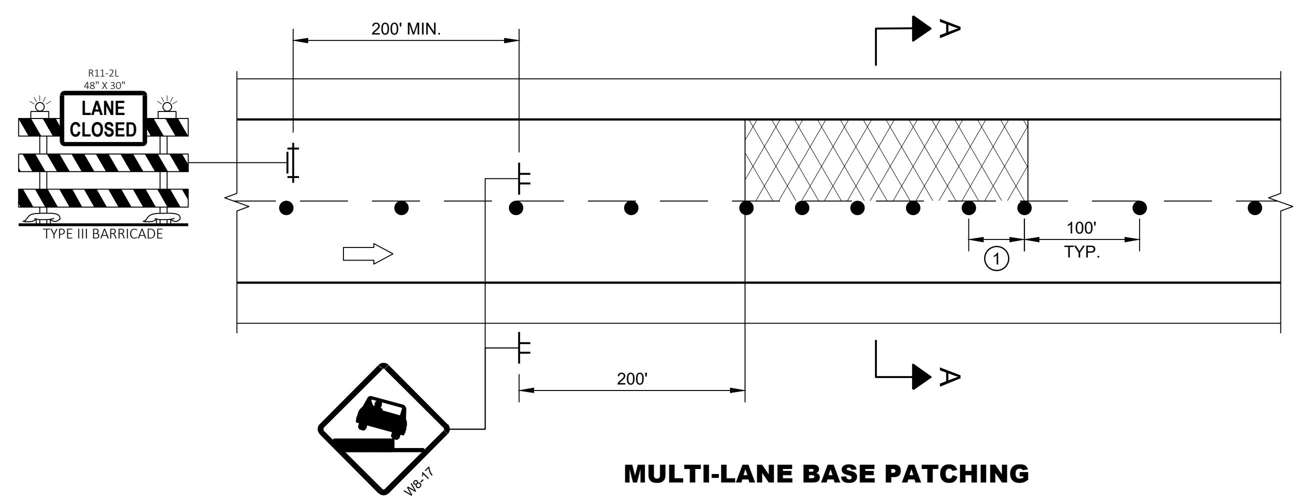


SECTION A - A

OR



SECTION A - A



MULTI-LANE BASE PATCHING

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.

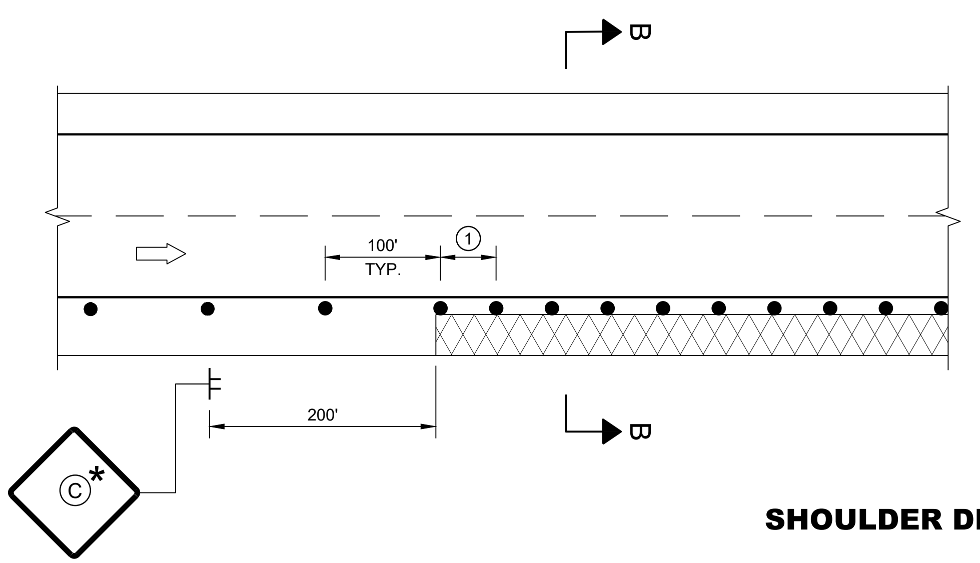
* IF THE DROP-OFF IS CONTINUOUS ALONG THE PROJECT, PLACE ADDITIONAL SIGNS EVERY 1 MILE AND AFTER EVERY ENTRANCE RAMP.

(1) USE CLOSER SPACING WHEN DELINEATING DROP-OFF.

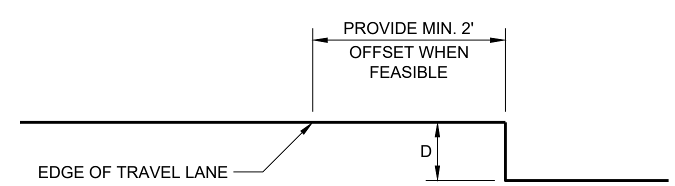
LEGEND

- 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

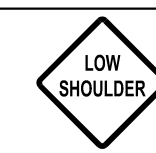
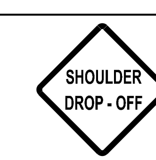
6



SHOULDER DROP-OFFS



SECTION B - B

D	SIGN (C)
< 2" WITH A SLOPE STEEPER THAN 3:1	 WO8-9
2" < 6" WITH A SLOPE STEEPER THAN 3:1	 W8-9A PROVIDE A 3:1 OR FLATTER SLOPE OF MATERIAL ADJACENT TO THE PAVEMENT

TRAFFIC CONTROL, DROP-OFF SIGNING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

SDD 15D39 - 02

SDD 15D39 - 02

GENERAL NOTES

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

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

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

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

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

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

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

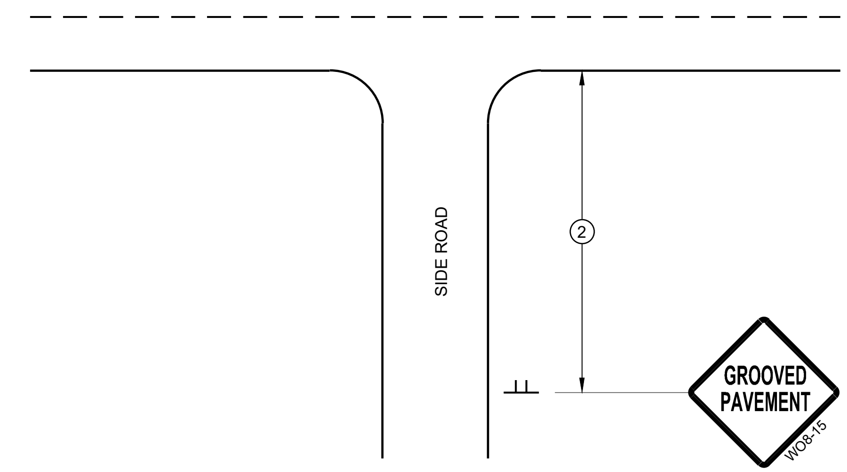
1 PLACE SIGNS 350' IN ADVANCE OF MILLED SURFACES AND AT 1 MILE INTERVALS, OR AS DIRECTED BY THE ENGINEER.

2 PLACE SIGN 200' MIN. FROM INTERSECTION AND 200' MIN. AFTER ADVANCE WARNING SIGN SHOWN IN SDD 15C04.

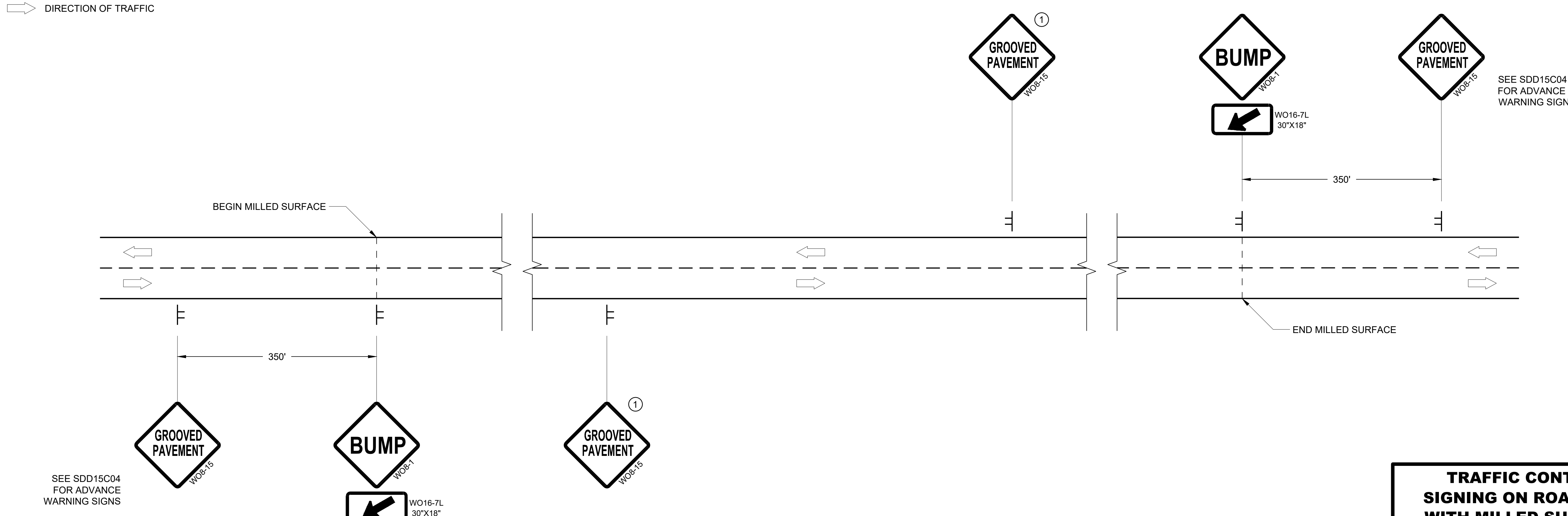
LEGEND

SIGN ON TEMPORARY SUPPORT

DIRECTION OF TRAFFIC



TYPICAL SIDE ROAD APPROACH SIGN DETAIL



DETAIL FOR SIGNING ON MILLED SURFACES

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6

TRAFFIC CONTROL, SIGNING ON ROADWAYS WITH MILLED SURFACES

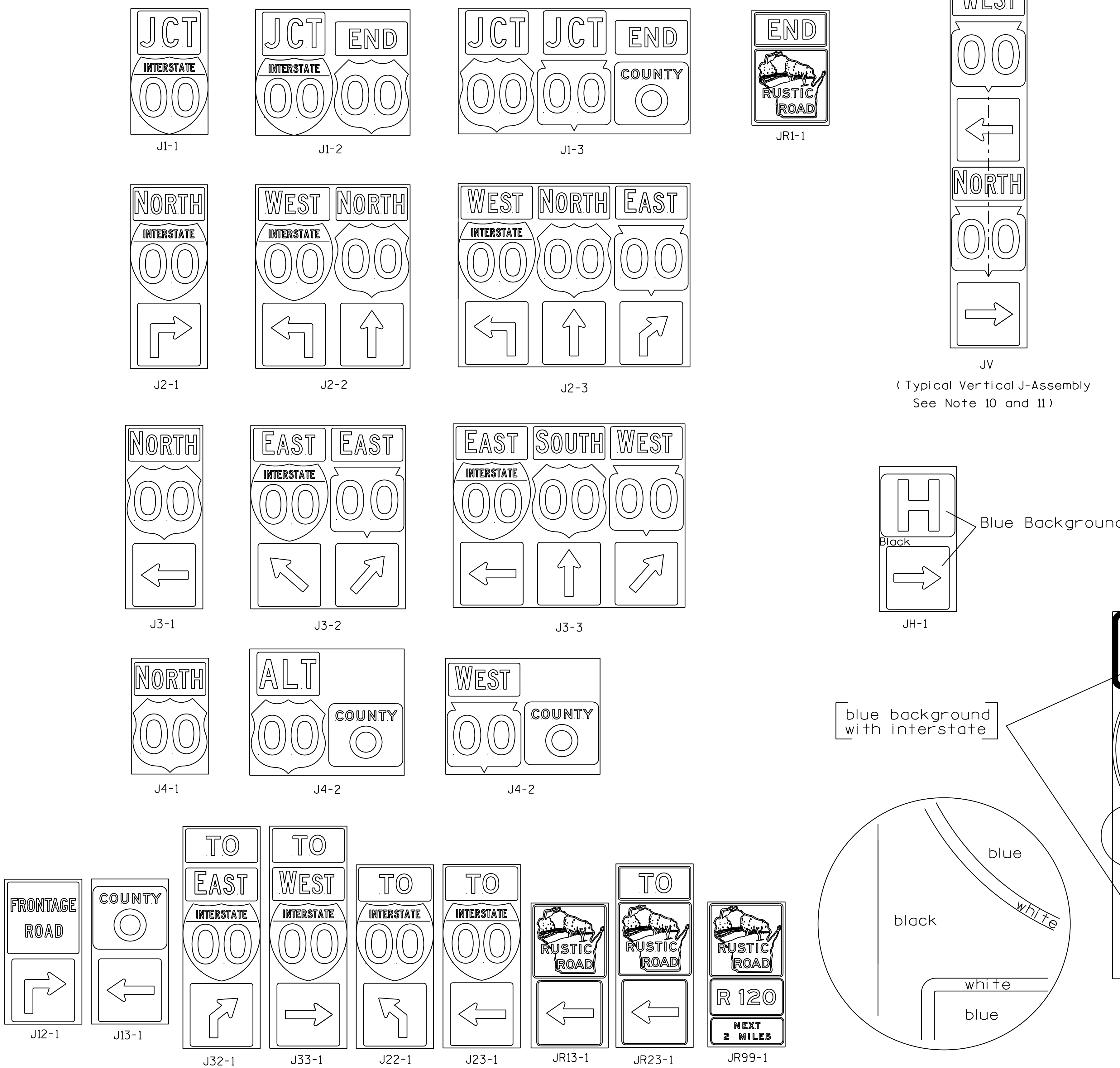
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

SDD 15D44 - 02

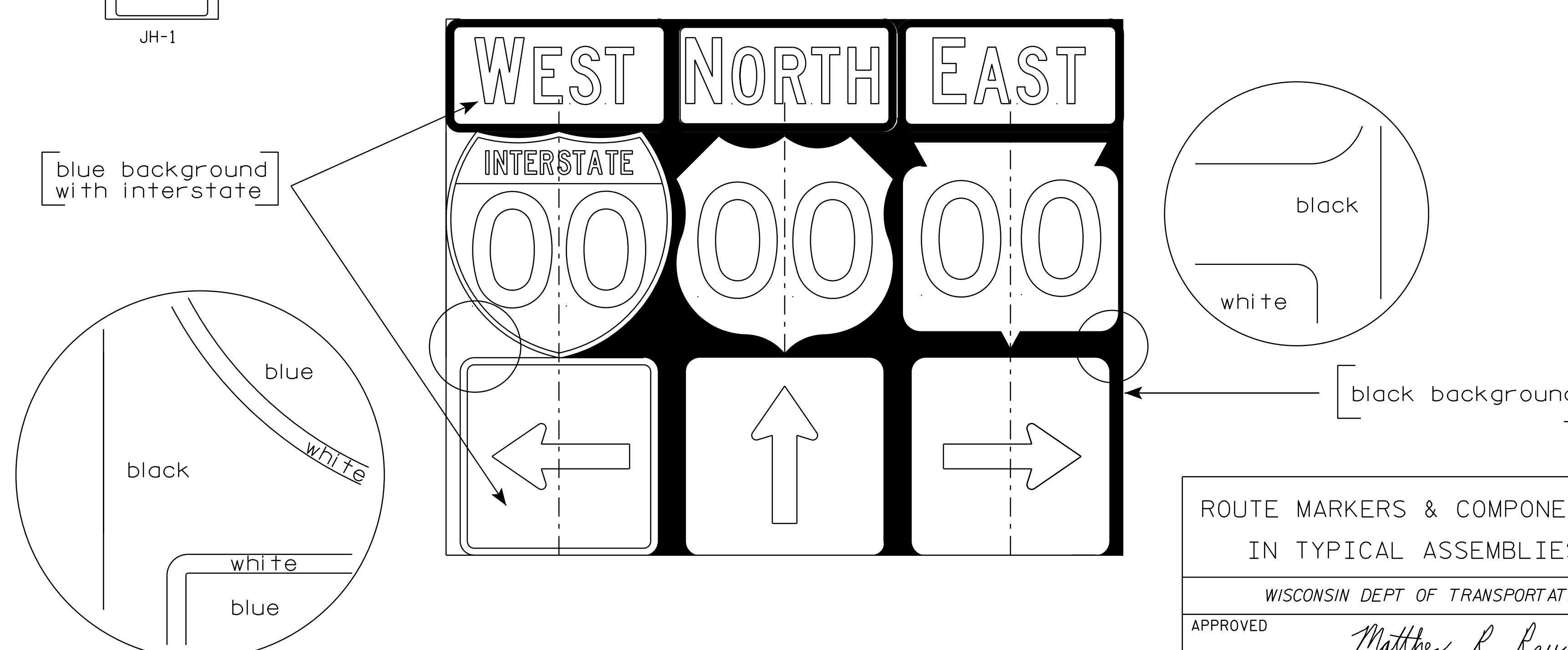
SDD 15D44 - 02

TYPICAL ASSEMBLIES



NOTES

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



ROUTE MARKERS & COMPONENTS
IN TYPICAL ASSEMBLIES

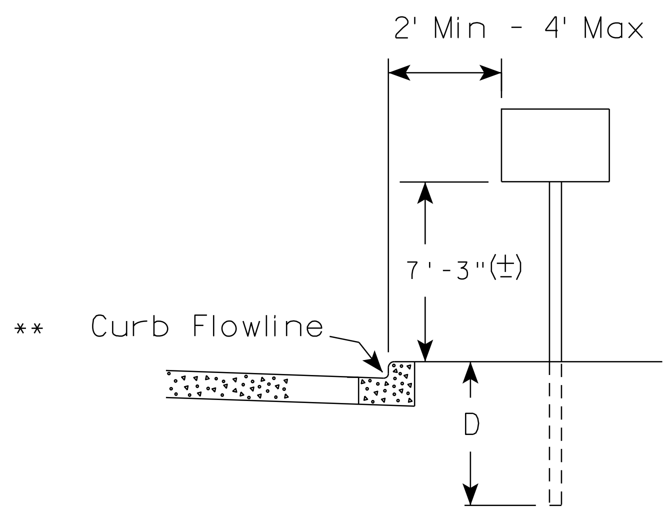
WISCONSIN DEPT OF TRANSPORTATION

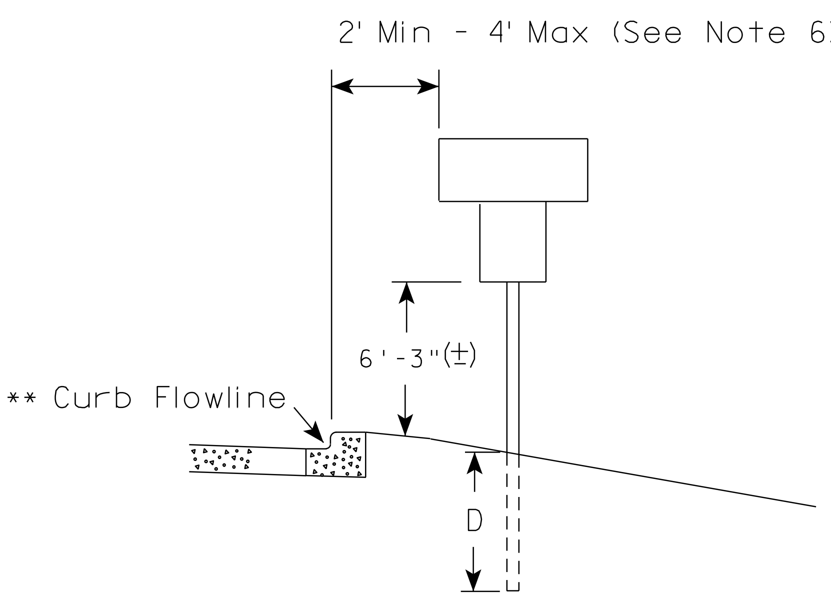
APPROVED Matthew R Rauch
for State Traffic Engineer

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

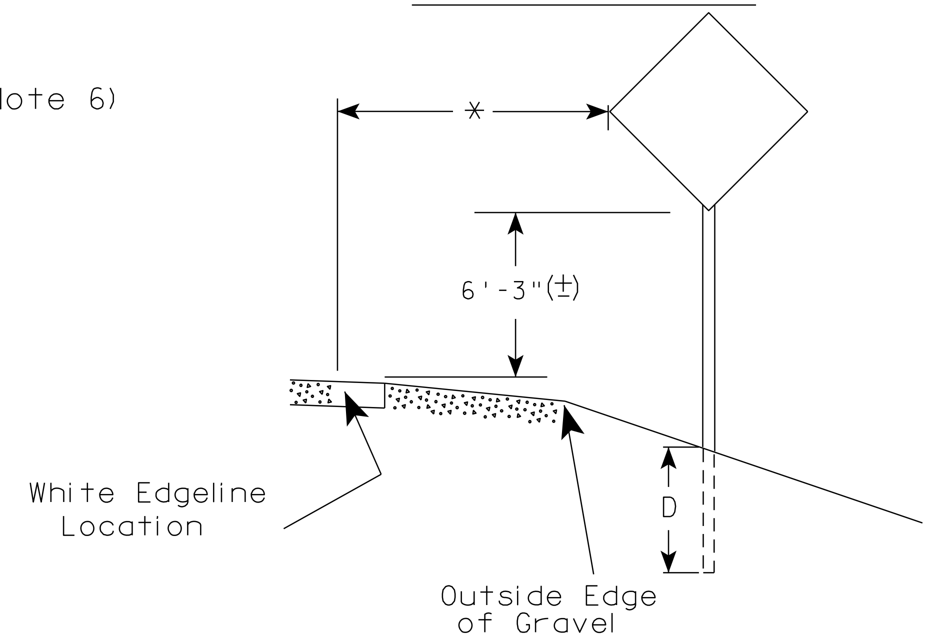
PROJECT NO:				SHEET NO: 155	E

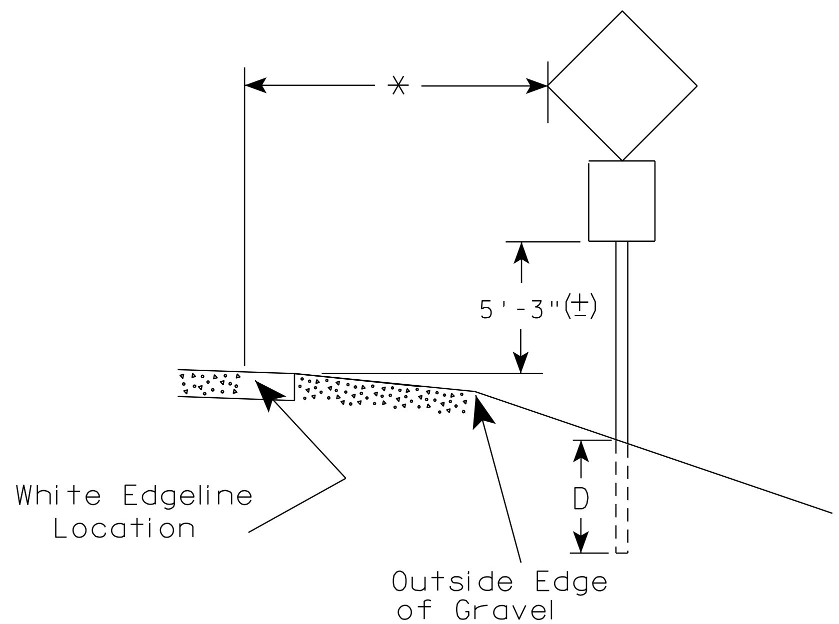
URBAN AREA





RURAL AREA (See Note 2)





GENERAL NOTES

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

POST EMBEDMENT DEPTH

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

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

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

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

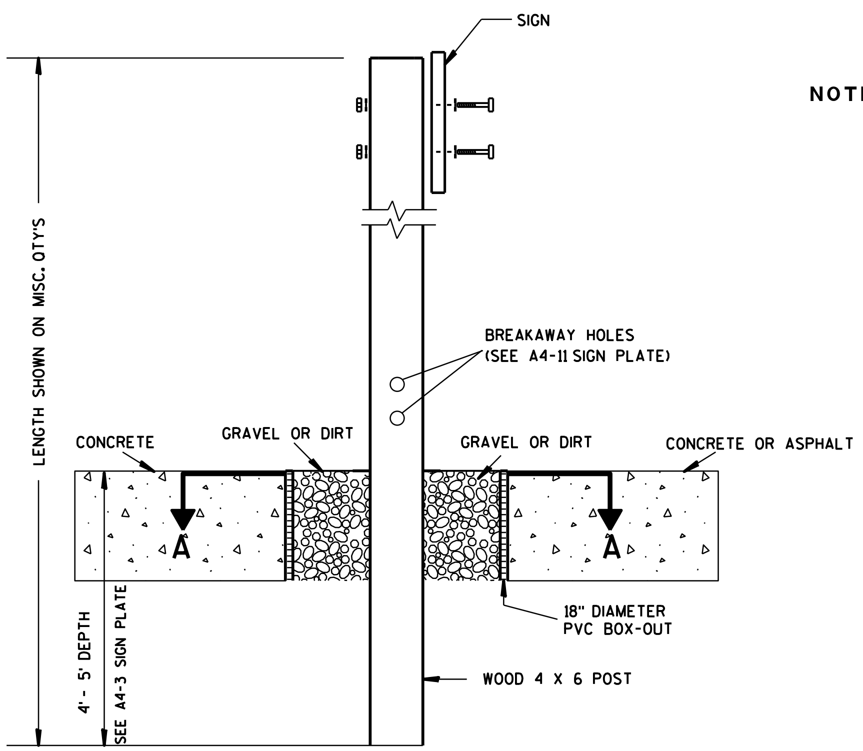
7

7

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 156 | E

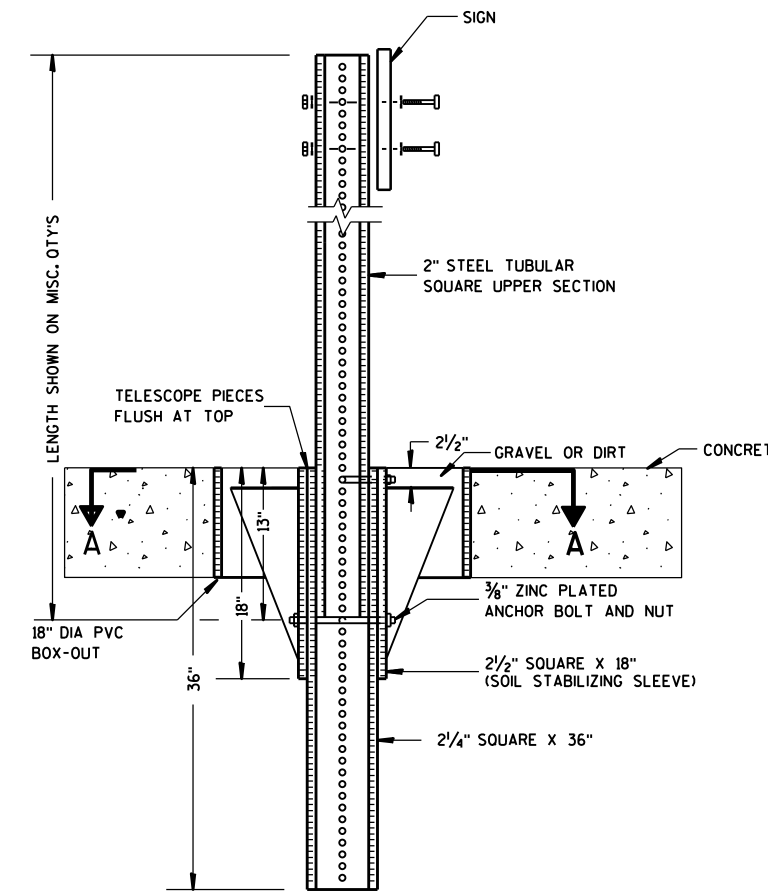
NOTES:

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.



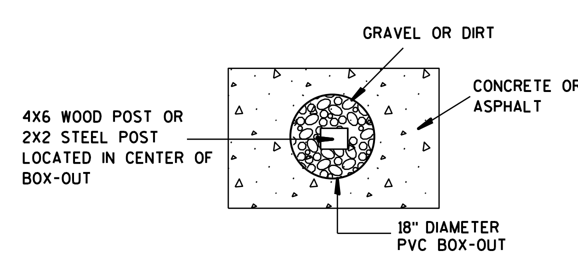
ELEVATION VIEW

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



ELEVATION VIEW

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



PLAN VIEW

FOR NEW CONCRETE/ASPHALT INSTALLATIONS

7

7

SIGN POST
BOX-OUTS
A4-3B

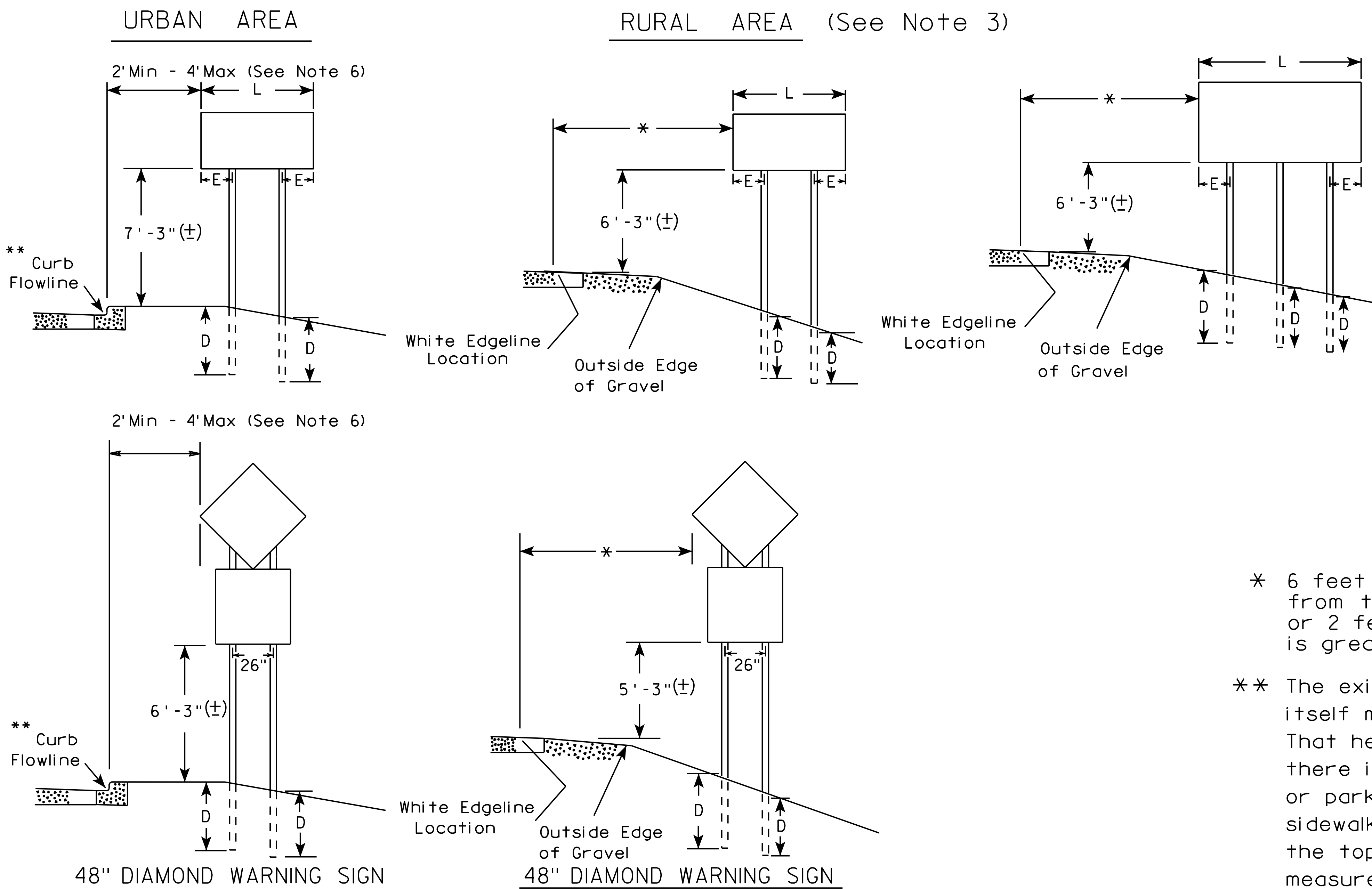
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

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

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\A43B.DGN PLOT DATE : 27-JAN-2014 09:48 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 13.659812:1.000000 WISDOT/CADDS SHEET 42



GENERAL NOTES

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

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

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

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

SIGN SHAPE OTHER THAN DIAMOND (TWO POSTS REQUIRED)

	L	E
***	Greater than 48" Less than 60"	12"
	60" to 108"	L/5

SIGN SHAPE OTHER THAN DIAMOND (THREE POSTS REQUIRED)

L	E
Greater than 108" to 144"	12"

POST EMBEDMENT DEPTH

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

TYPICAL INSTALLATION OF TYPE II SIGNS ON MULTIPLE POSTS

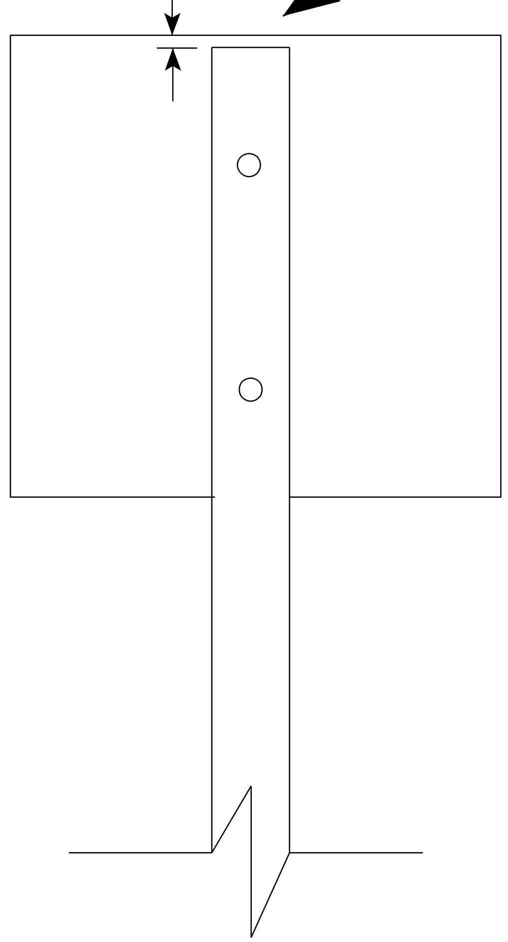
WISCONSIN DEPT OF TRANSPORTATION

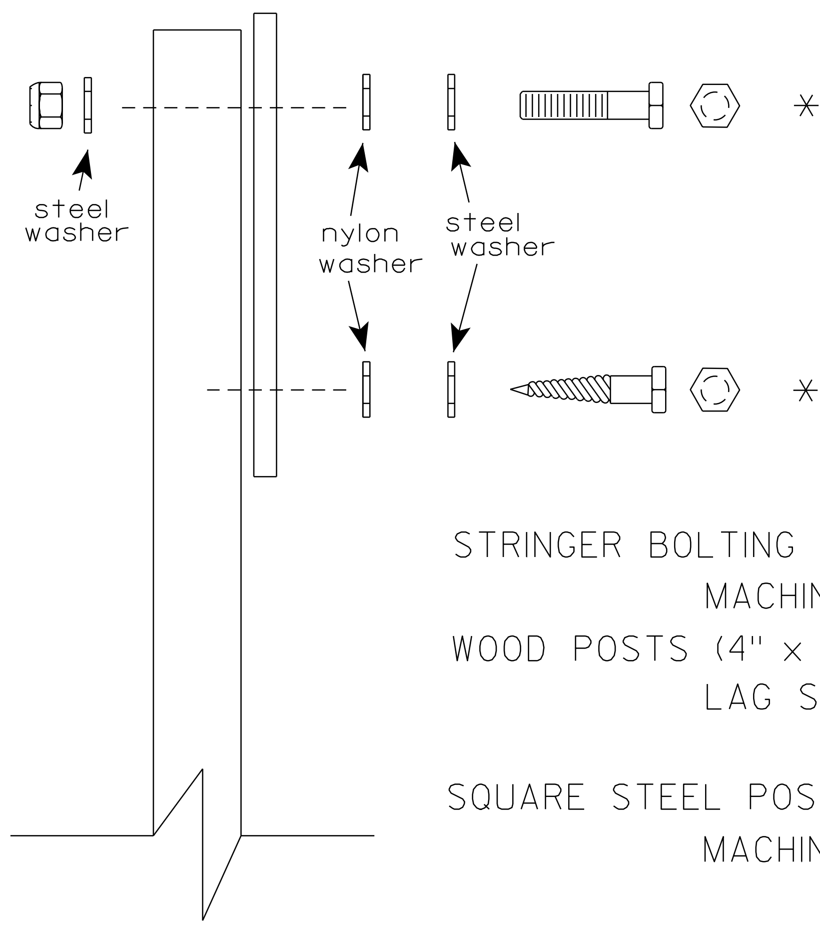
APPROVED Matthew R Rauch
for State Traffic Engineer

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

SIGN SHALL BE MOUNTED TO PROJECT ABOVE THE TOP OF THE POST

1"± 1/2"





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 - 5/16" X 1-3/4" Length w/ lock nuts

WOOD POSTS (4" x 6")
LAG SCREWS - 3/8" X 3" (NO STRINGERS ON BACK OF SIGN)
3/8" X 4" (STRINGERS ON BACK OF SIGN)

SQUARE STEEL POSTS (2" x 2")
MACHINE BOLTS - 3/8" X 3-1/4" Length w/ nuts (NO STRINGER ON BACK OF SIGN)
3/8" X 5" Length w/ nuts (STRINGERS ON BACK OF SIGN)

RIVETS - 9/32 " (6605-9-6) BULB-TITE, TRI-FOLD, ALUMINUM BODY/MANDREL
O.D. FLANGE .720-.765 INCH, GRIP RANGE .042-.375 INCH

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

* 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.

7 | 7

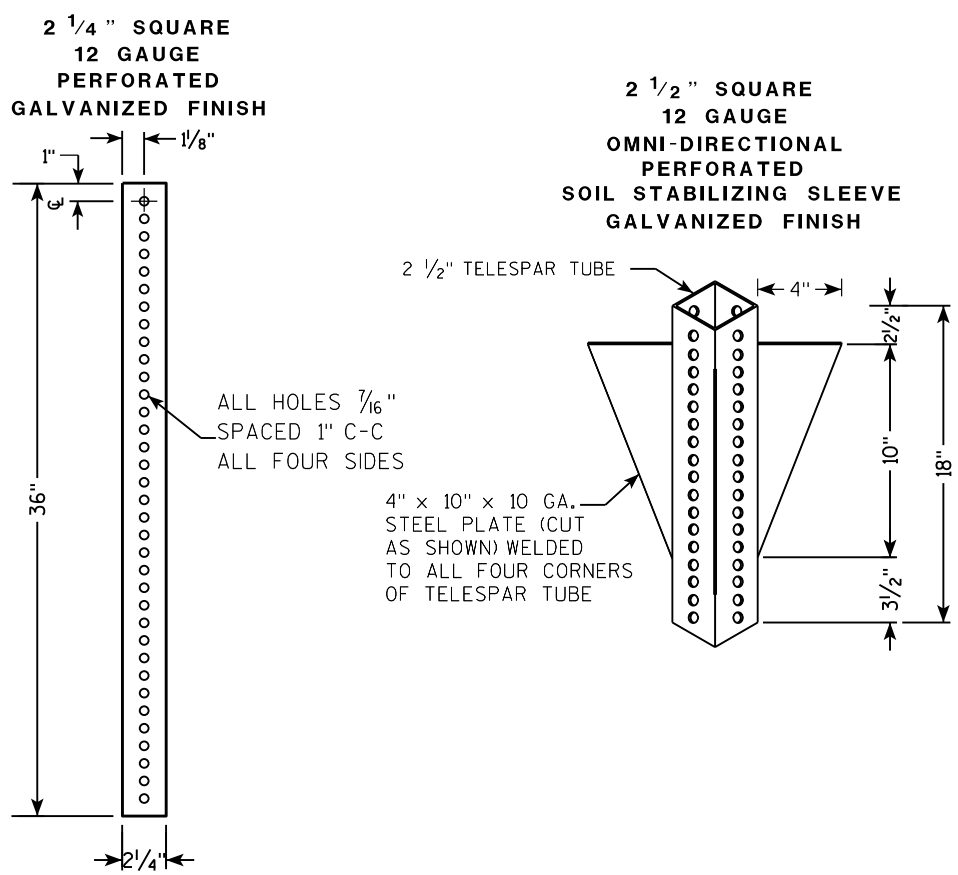
ATTACHMENT OF SIGNS TO POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

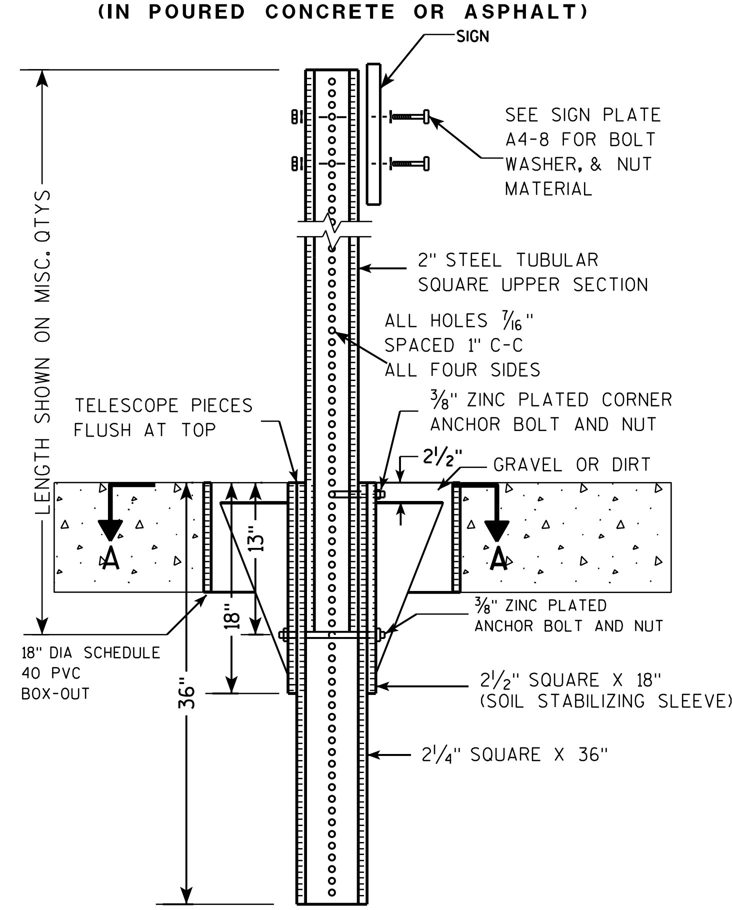
DATE 4/1/2020 PLATE NO. A4-8.9

TELESCOPIC TUBING ANCHORS TWO PIECE SYSTEM



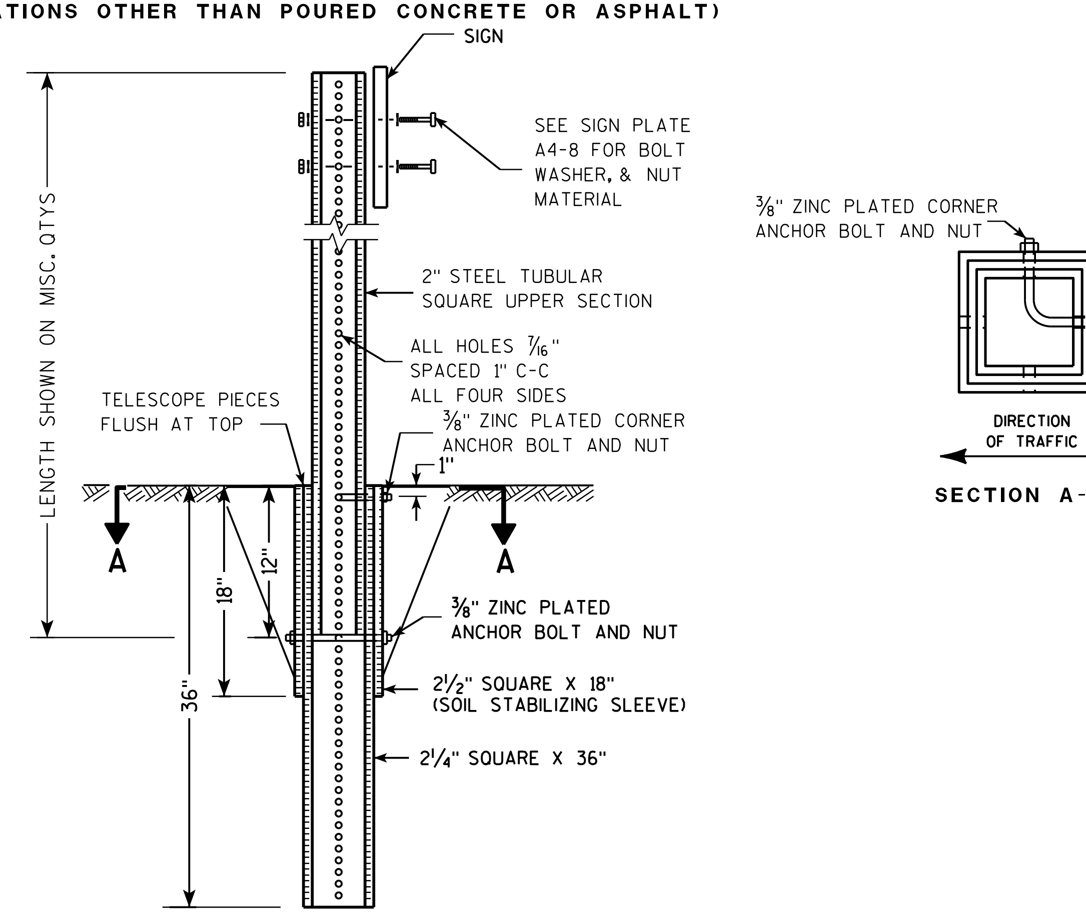
DETAIL OF TUBULAR STEEL SIGN POST

(IN POURED CONCRETE OR ASPHALT)



DETAIL OF TUBULAR STEEL SIGN POST

(IN LOCATIONS OTHER THAN POURED CONCRETE OR ASPHALT)



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

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

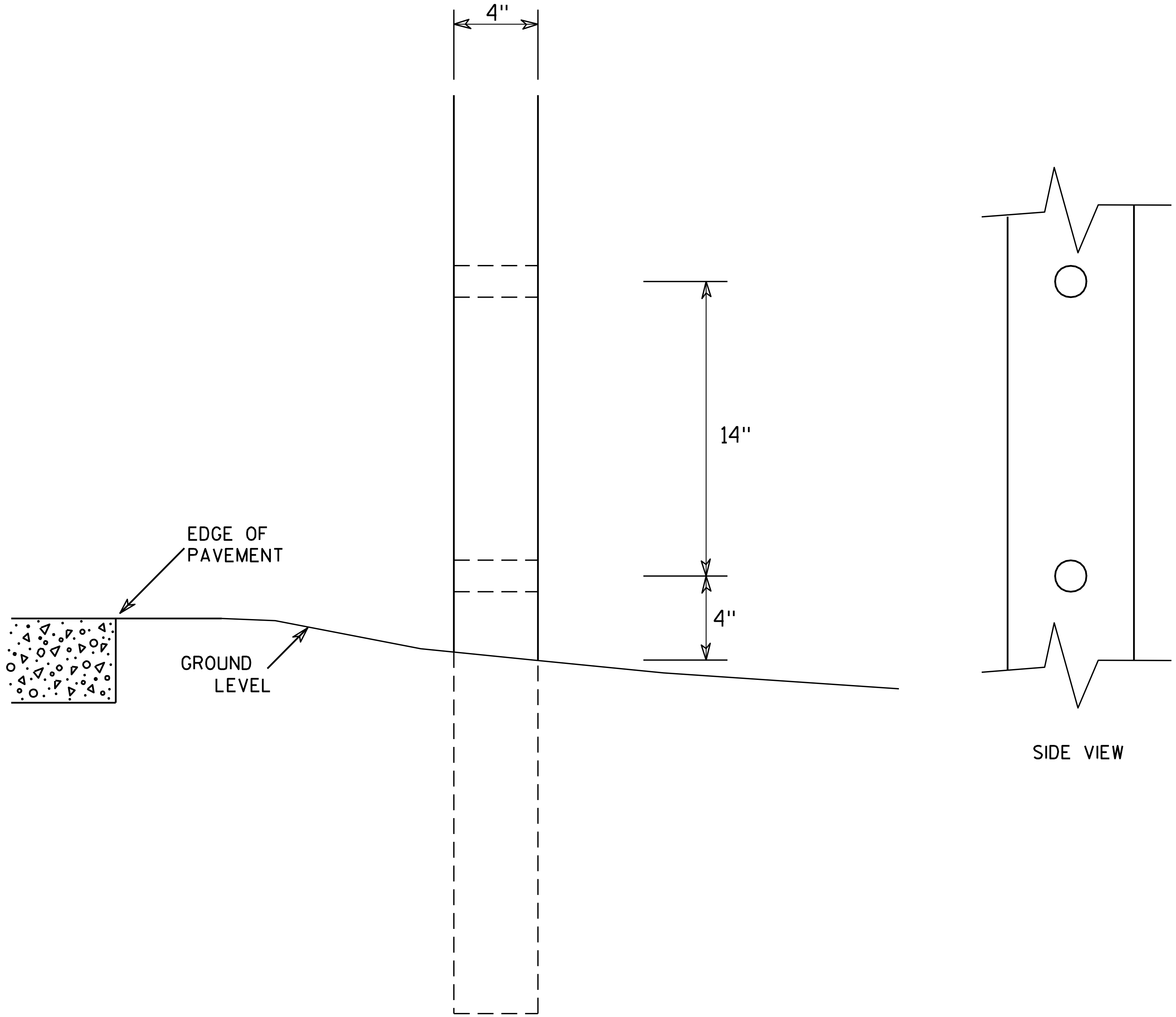
TUBULAR STEEL
SIGN POST
A4-9

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch

for State Traffic Engineer

DATE 2/05/15 PLATE A4-9.9



SIDE VIEW

GENERAL NOTES

1. All 4 x 6 Wood Posts shall be modified by having two $1\frac{1}{2}$" diameter holes drilled perpendicular to the roadway centerline.

4 X 6 WOOD POST MODIFICATIONS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Chester J Spang
for State Traffic Engineer

DATE 3/27/97 PLATE NO. A4-11.2

7

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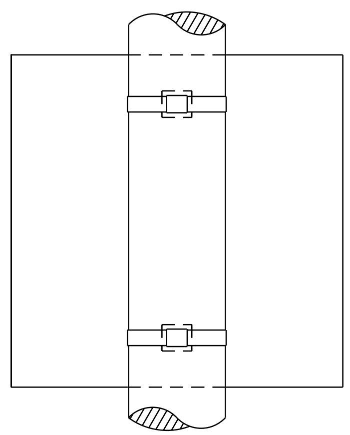
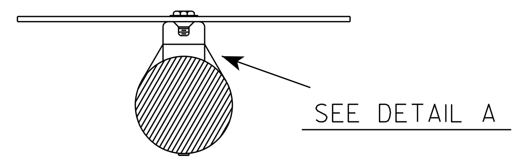
BANDING

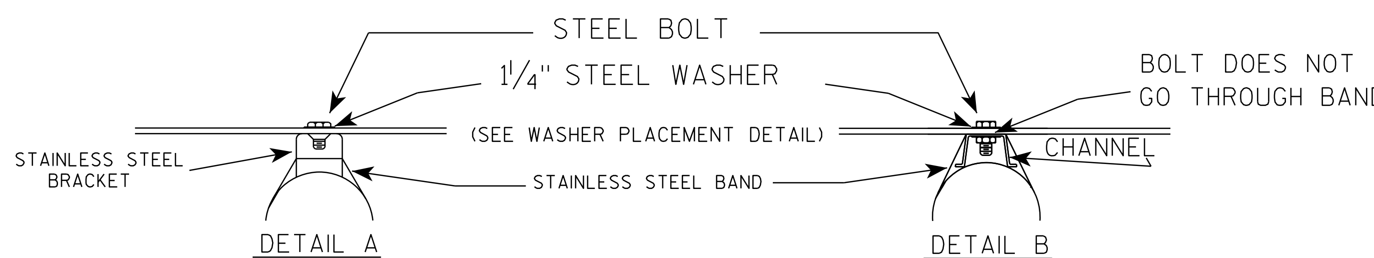
SINGLE SIGN



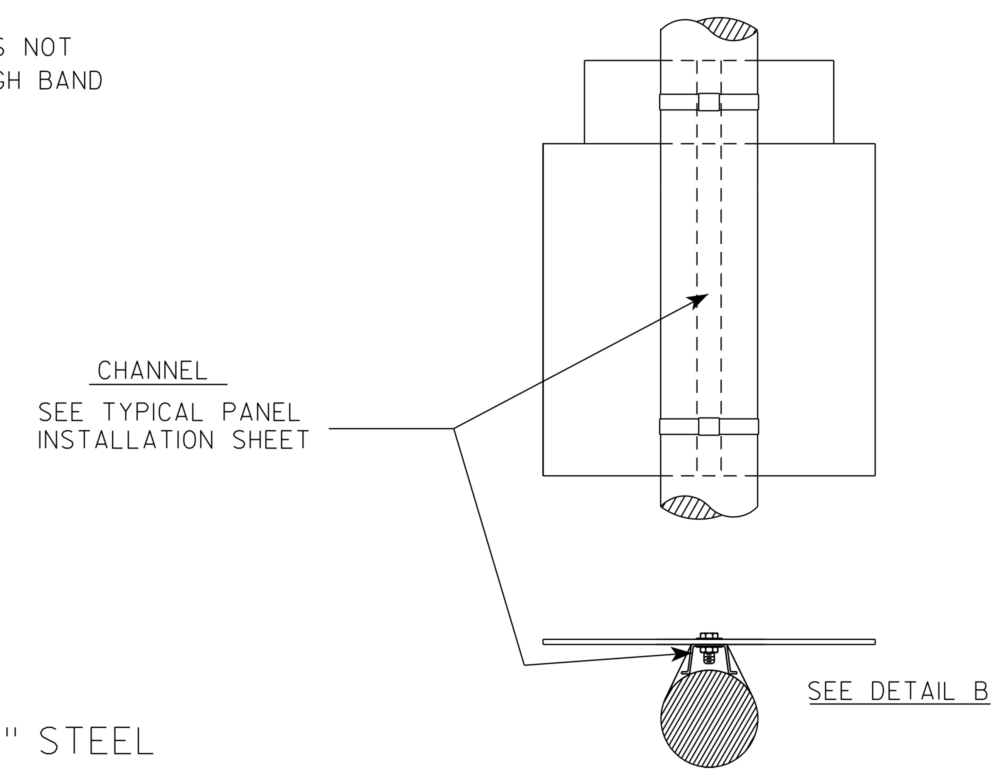


GENERAL NOTES

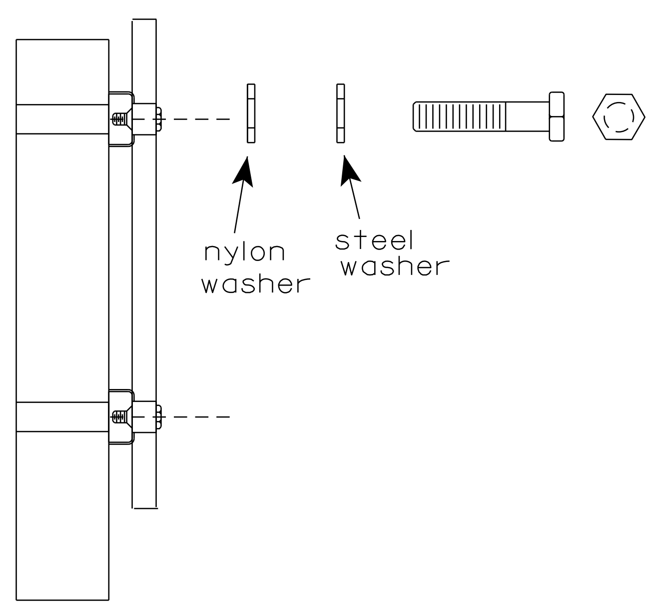
1. Any sign over 3 feet in width shall use the V-Block banding method. See A5-10 standard plate.
2. Signs 3 feet or greater in height shall have three bracket bands installed. Signs less than 3 feet in height shall have two bracket bands installed.
3. Banding and assembly bracket shall be stainless steel. 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



WASHER PLACEMENT



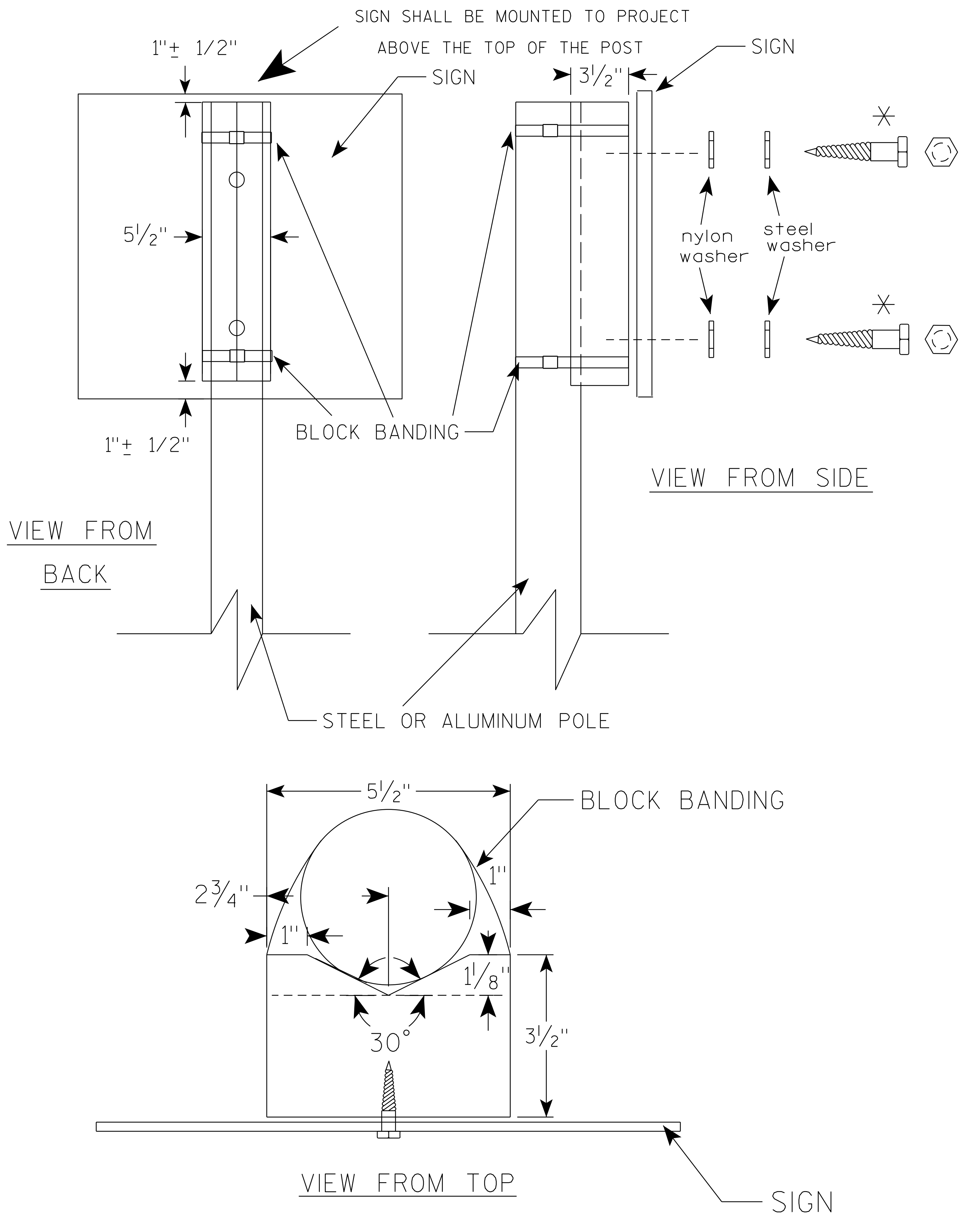
WASHERS (ALL POSTS) -
1-1/4" O.D. X$\frac{3}{8}$" I.D. X$\frac{1}{16}$" STEEL
1-1/4" O.D. X$\frac{3}{8}$" I.D. X .080 NYLON
FOR ALL TYPE H SIGNS

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



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, ¾" 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 NORNALLY 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 1¼" O.D. X ⅜" I.D. X 1/16"
8. NYLON WASHERS SHALL BE 1¼" O.D. X ⅜" I.D. X .080 FOR TYPE H OR TYPE F FACE SIGN

✳ LAG BOLTS SHALL BE ⅜" X 2½"

BLOCK BANDING DETAIL
(V-BLOCK OPTION)

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 4/19/2022 PLATE NO. A5-10.3

PROJECT NO:

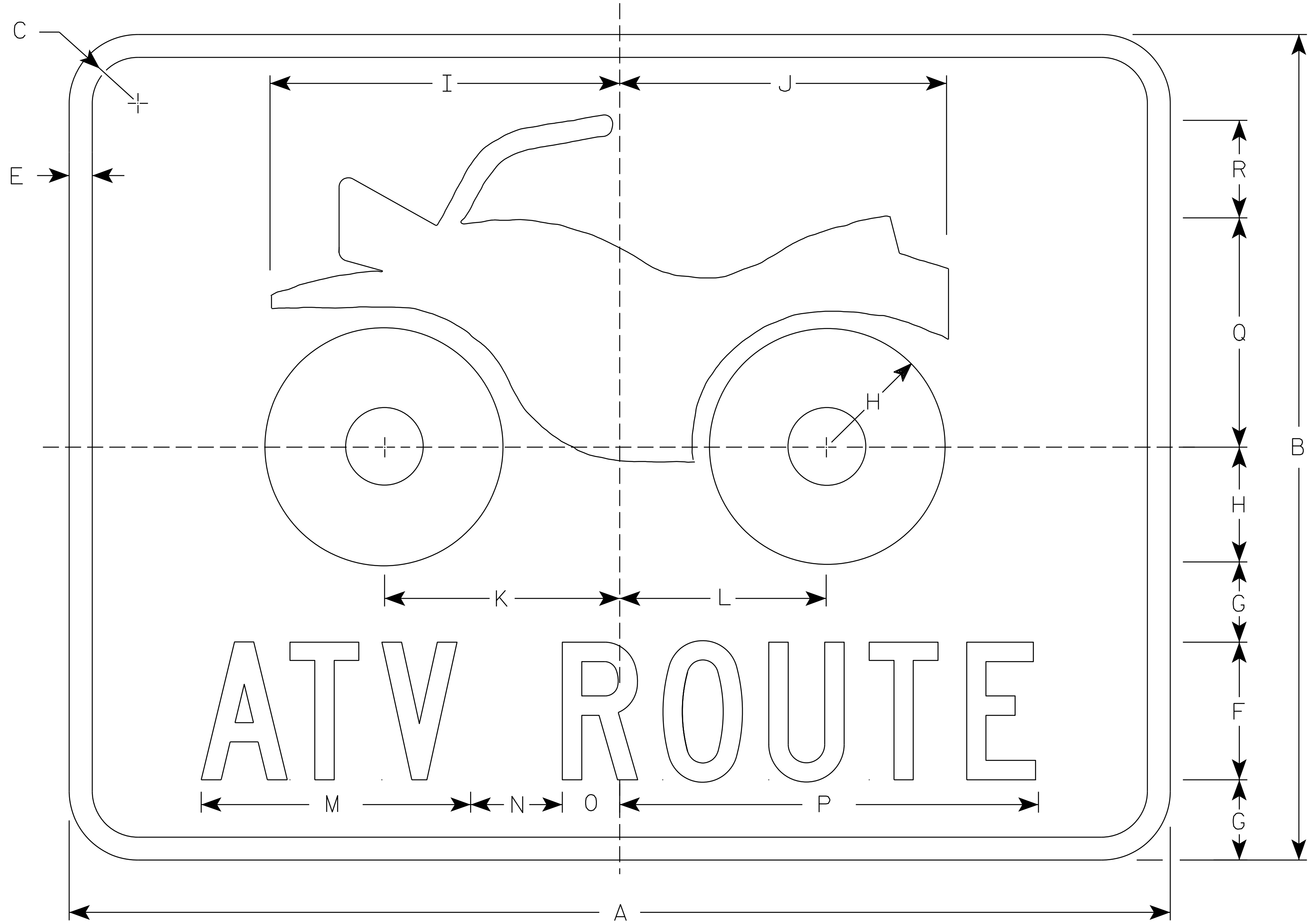
SHEET NO: 163 E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\A510.dgn PLOT DATE : 19-APRIL 2022 11:55 PLOT BY : dotc4c

WISDOT/CADDS SHEET 42

7

7



D11-10

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - Green
   Message - White
3. Message Series - C

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	24	18	1 1/8		1/2	3	1 3/4	2 1/2	7 5/8	7 1/8	5 1/8	5 1/2	5 7/8	2	1 1/4	9 1/8	5	2 1/8									3.0
3																											
4																											
5																											

STANDARD SIGN
D11-10

WISCONSIN DEPT OF TRANSPORTATION

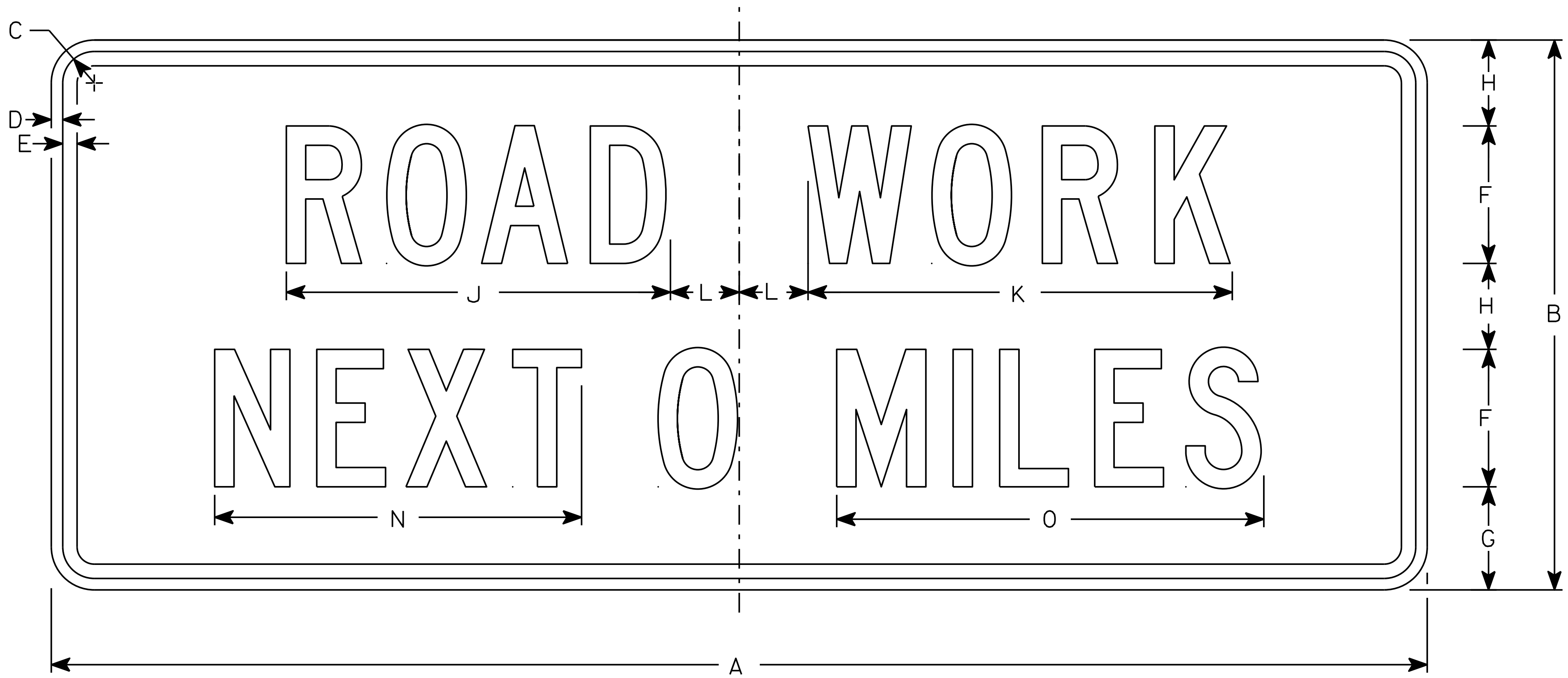
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/25/19 PLATE NO. D11-10.5

PROJECT NO:

SHEET NO: 164 E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\D1110.DGN PLOT DATE : 25-MAR-2019 PLOT BY : dotc4c



G20-1

NOTES

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

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	60	24	1 3/8	1/2	5/8	6	4 1/2	3 3/4		16 3/4	18 1/2	3		16	18 5/8												10
3																											
4	60	24	1 3/8	1/2	5/8	6	4 1/2	3 3/4		16 3/4	18 1/2	3		16	18 5/8												10
5																											

STANDARD SIGN
G20-1

WISCONSIN DEPT OF TRANSPORTATION

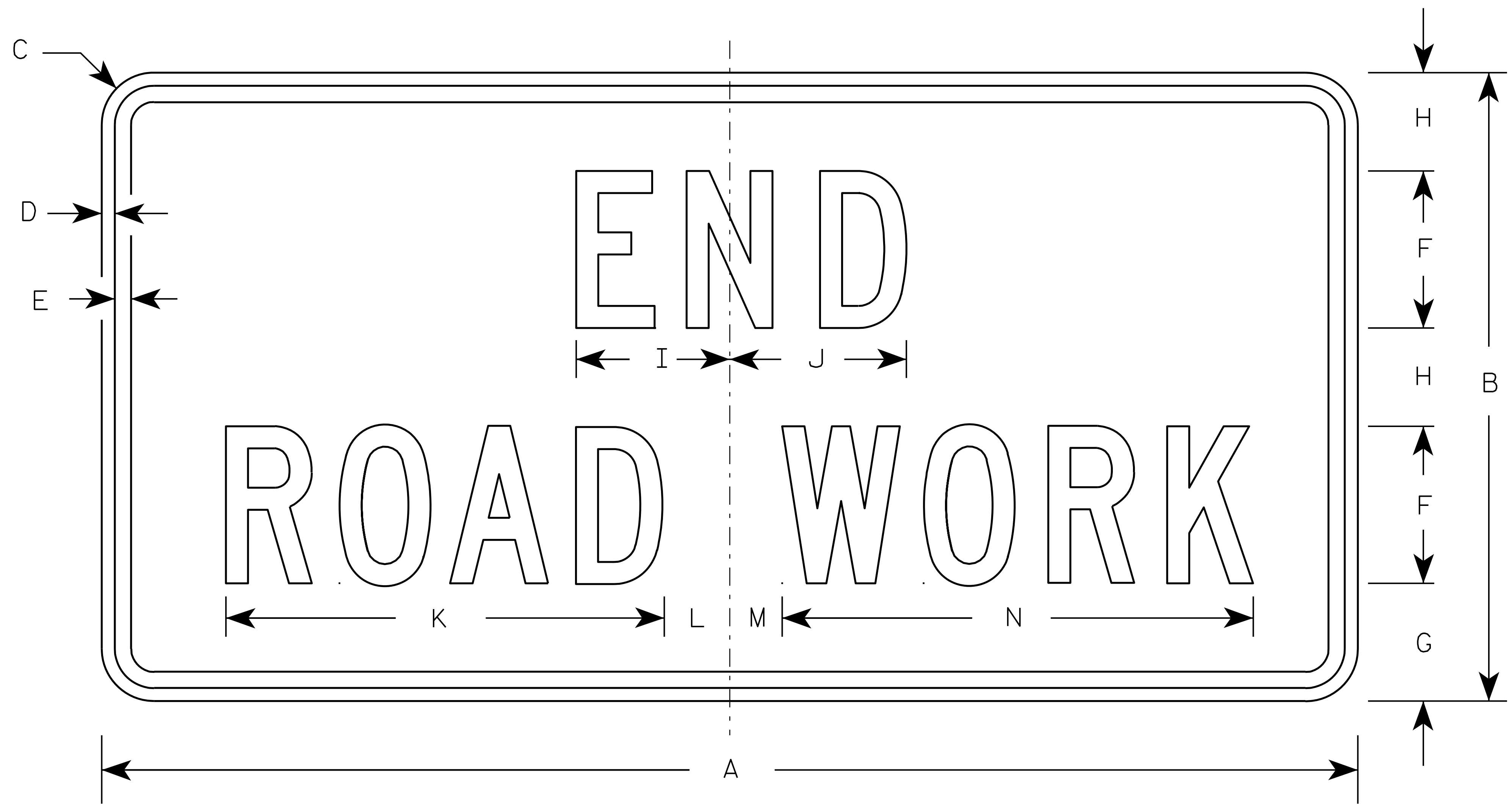
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/14/17 PLATE NO. G20-1.8

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 165 | E

7

7



G20-2A

NOTES

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

Metric equivalent for this sign is:

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

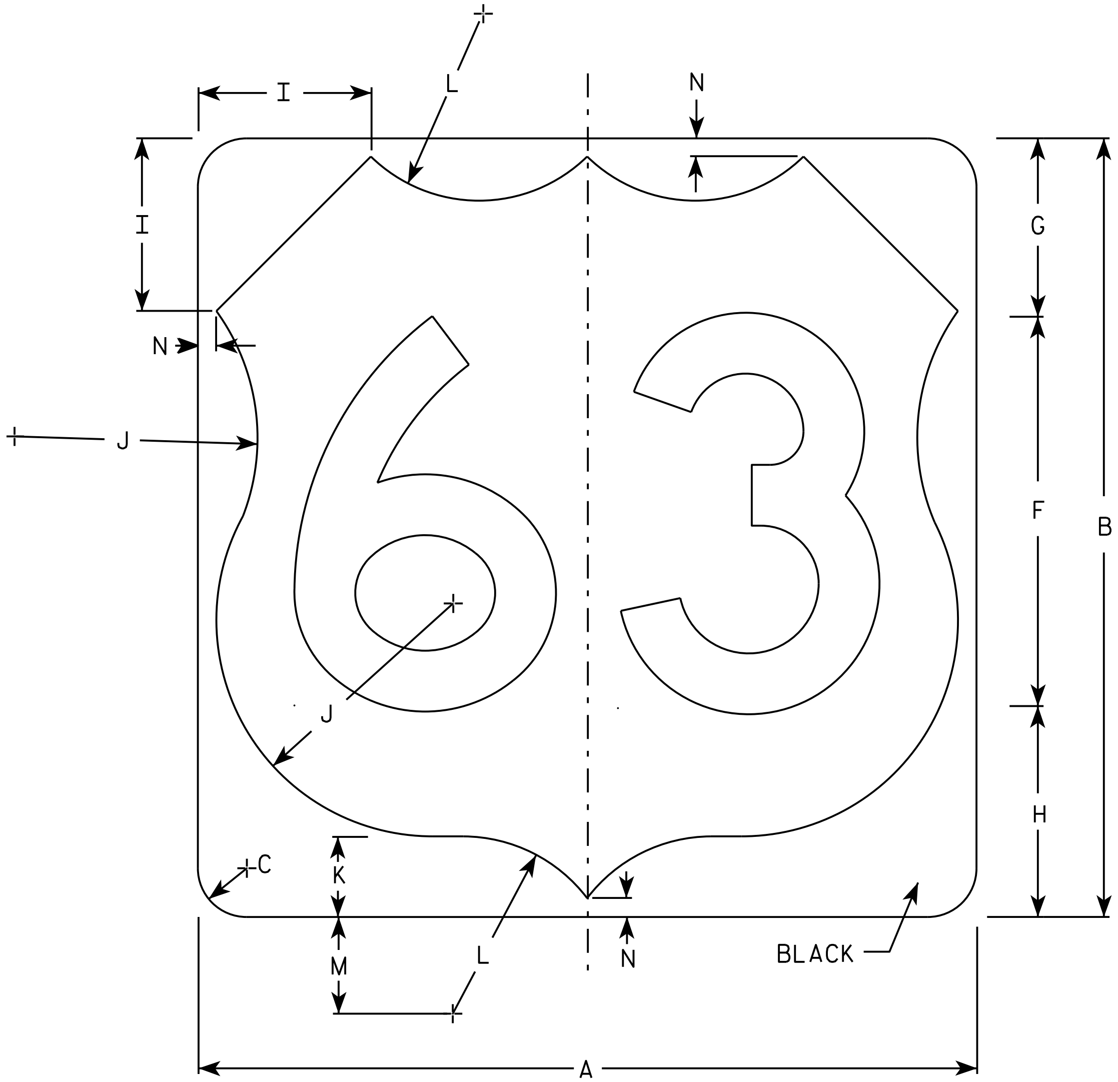
SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.	Area m2
1	36	18	1 1/8	3/8	1/2	4	3 3/4	2 1/2	4 1/8	4 1/8	11 1/8	2	1	12 1/8													4.5	0.41
2	48	24	1 1/2	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0	0.72
3	48	24	1 1/2	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0	0.72
4	48	24	1 1/2	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0	0.72
5	48	24	1 1/2	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0	0.72

STANDARD SIGN
G20-2A
WISCONSIN DEPT OF TRANSPORTATION
APPROVED Matthew R Rauch
for State Traffic Engineer
DATE 9/30/09 PLATE NO. G20-2A.8

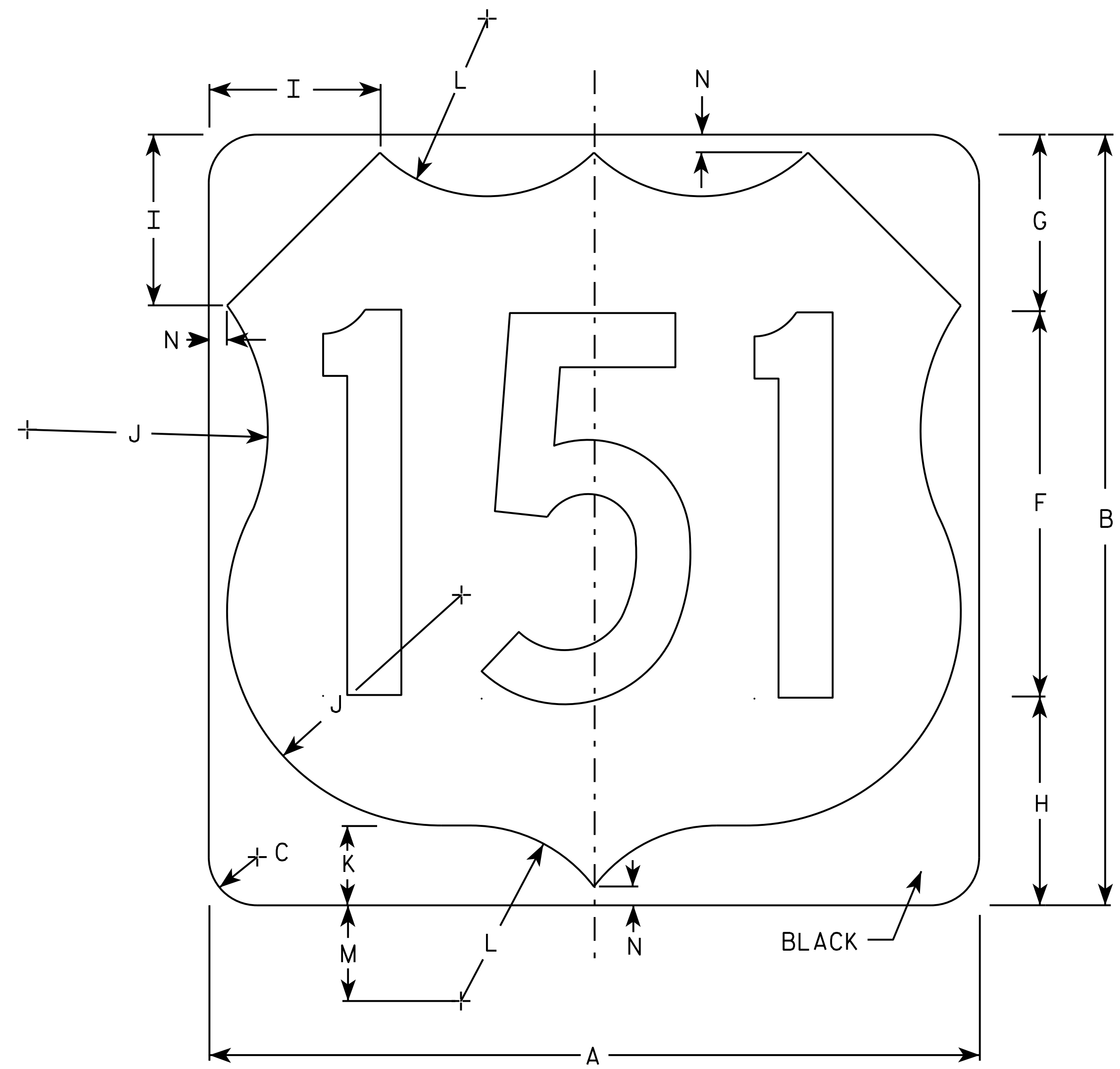
7 7

NOTES

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



M1-4



M1-4

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	24	24	1 1/2			12	5 1/2	6 1/2	5	7 1/2	2 1/2	5 1/2	3	1/2													4.0
3	36	36	2 1/4			18	8 1/4	9 1/4	7 1/4	11 1/4	3 3/4	8 1/4	4 1/2	3/4													9.0
4	36	36	2 1/4			18	8 1/4	9 1/4	7 1/4	11 1/4	3 3/4	8 1/4	4 1/2	3/4													9.0
5	36	36	2 1/4			18	8 1/4	9 1/4	7 1/4	11 1/4	3 3/4	8 1/4	4 1/2	3/4													9.0

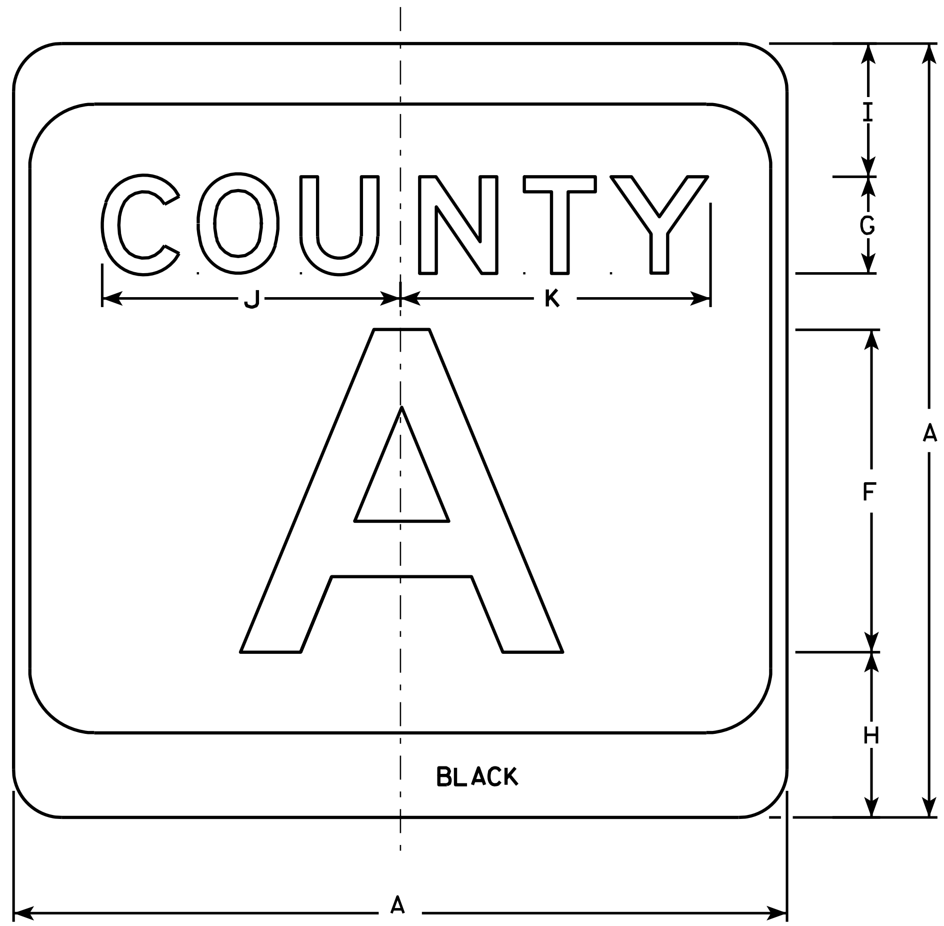
USH MARKER
M1-4 FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

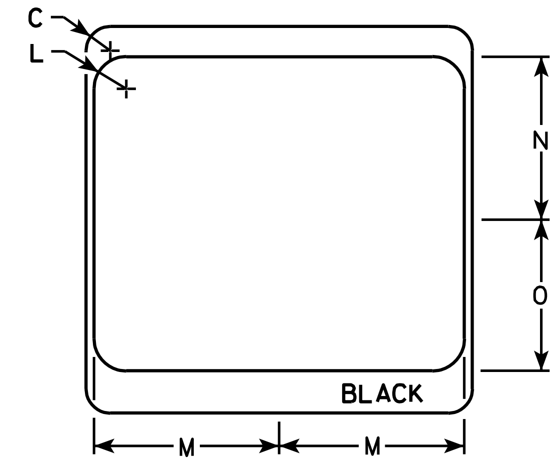
APPROVED Matthew R Rauch
for State Traffic Engineer

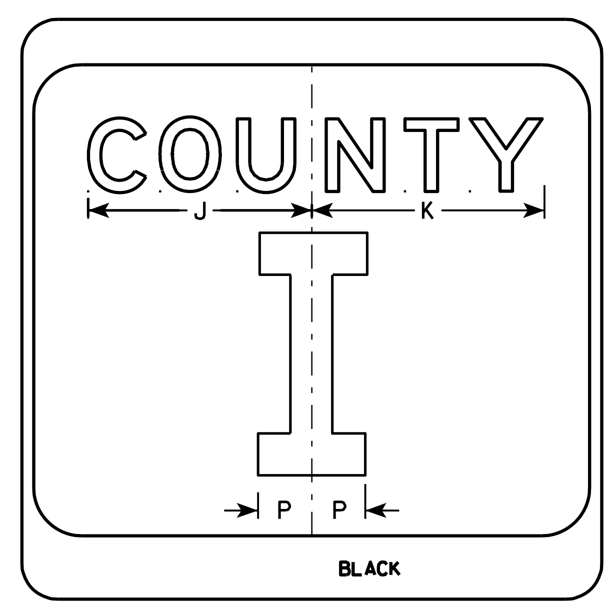
DATE 3/16/18 PLATE NO. M1-4.10

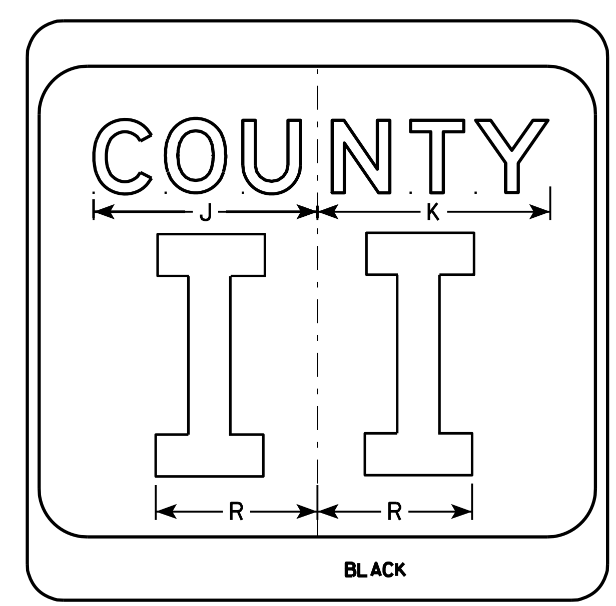
PROJECT NO: HWY: COUNTY: SHEET NO: 167 E



M1-5A







NOTES

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

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

CTH MARKER
M1-5A FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

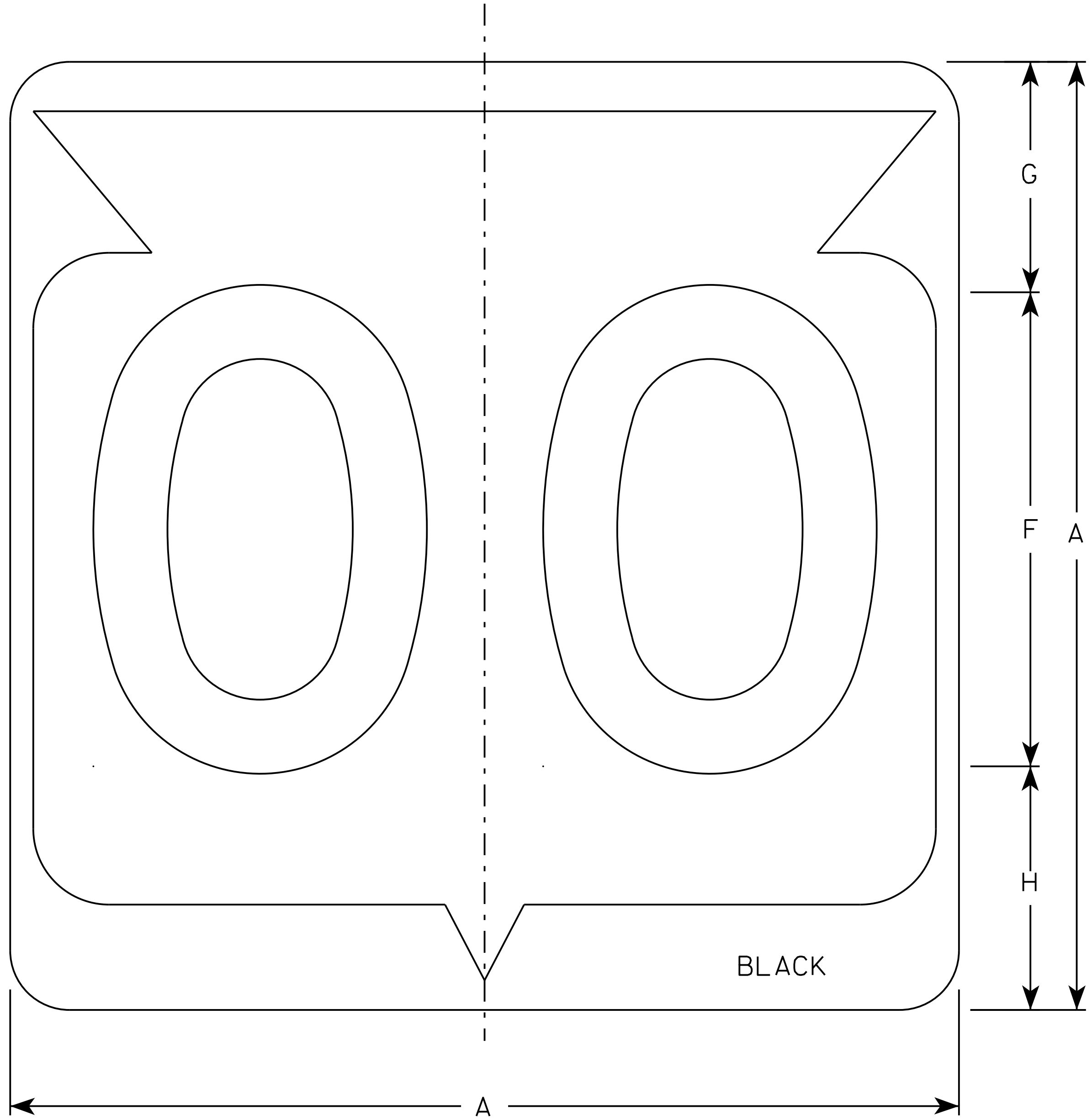
APPROVED Matthew R Rauch
for State Traffic Engineer

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

7

7

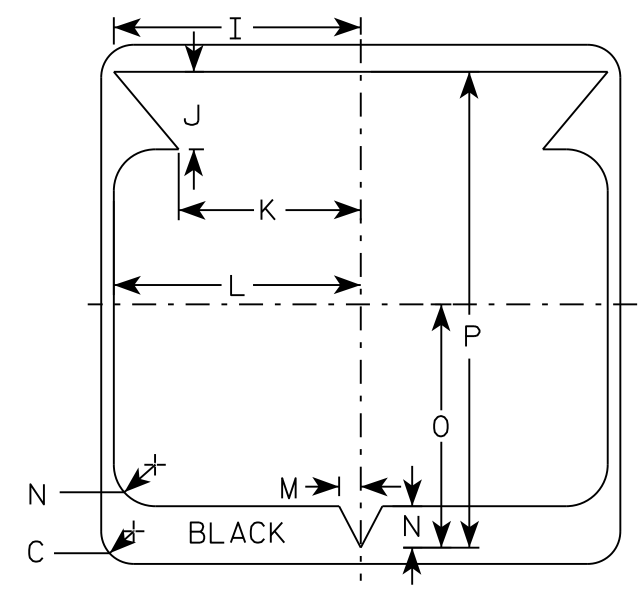
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 168 | E



M1-6

NOTES

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



SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	24		1 1/2			12	5 1/2	6 1/2	10 1/4	2 1/2	8 7/8	11 1/2	1	1 7/8	11 1/4	21 7/8											4.0
3	36		2 1/4			18	8 3/4	9 1/4	15 3/8	5 3/8	12 5/8	17 1/8	1 1/2	2 7/8	16 7/8	33											9.0
4	36		2 1/4			18	8 3/4	9 1/4	15 3/8	5 3/8	12 5/8	17 1/8	1 1/2	2 7/8	16 7/8	33											9.0
5	36		2 1/4			18	8 3/4	9 1/4	15 3/8	5 3/8	12 5/8	17 1/8	1 1/2	2 7/8	16 7/8	33											9.0

STATE ROUTE MARKER
M1-6 FOR ASSEMBLIES

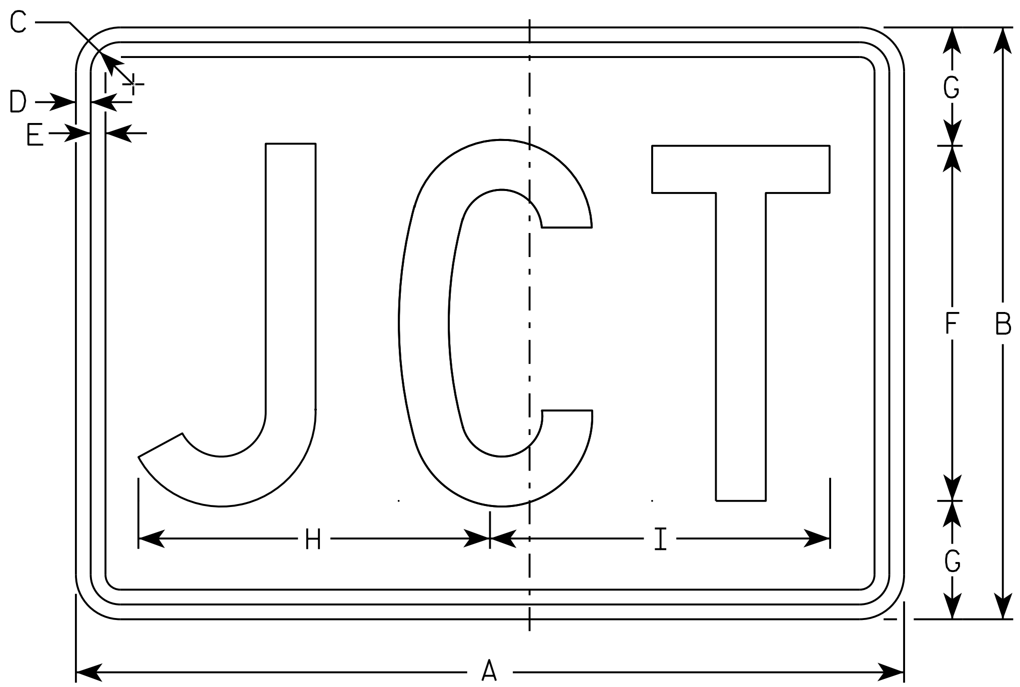
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

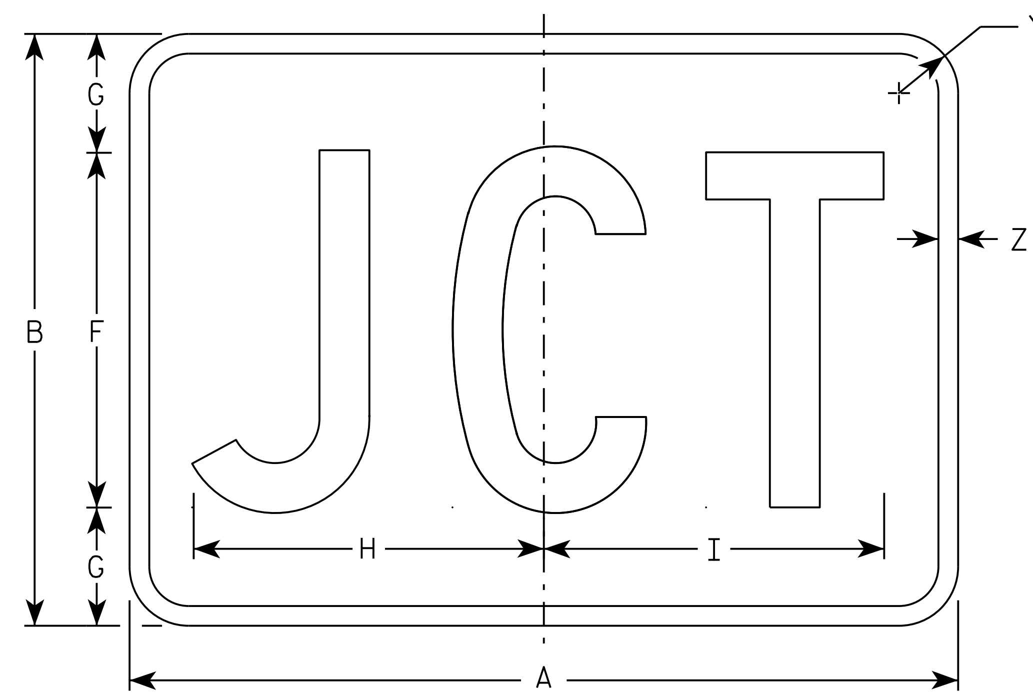
DATE 3/16/18 PLATE NO. M1-6.10

7

7



M2-1
MM2-1
MP2-1



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

NOTES

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

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

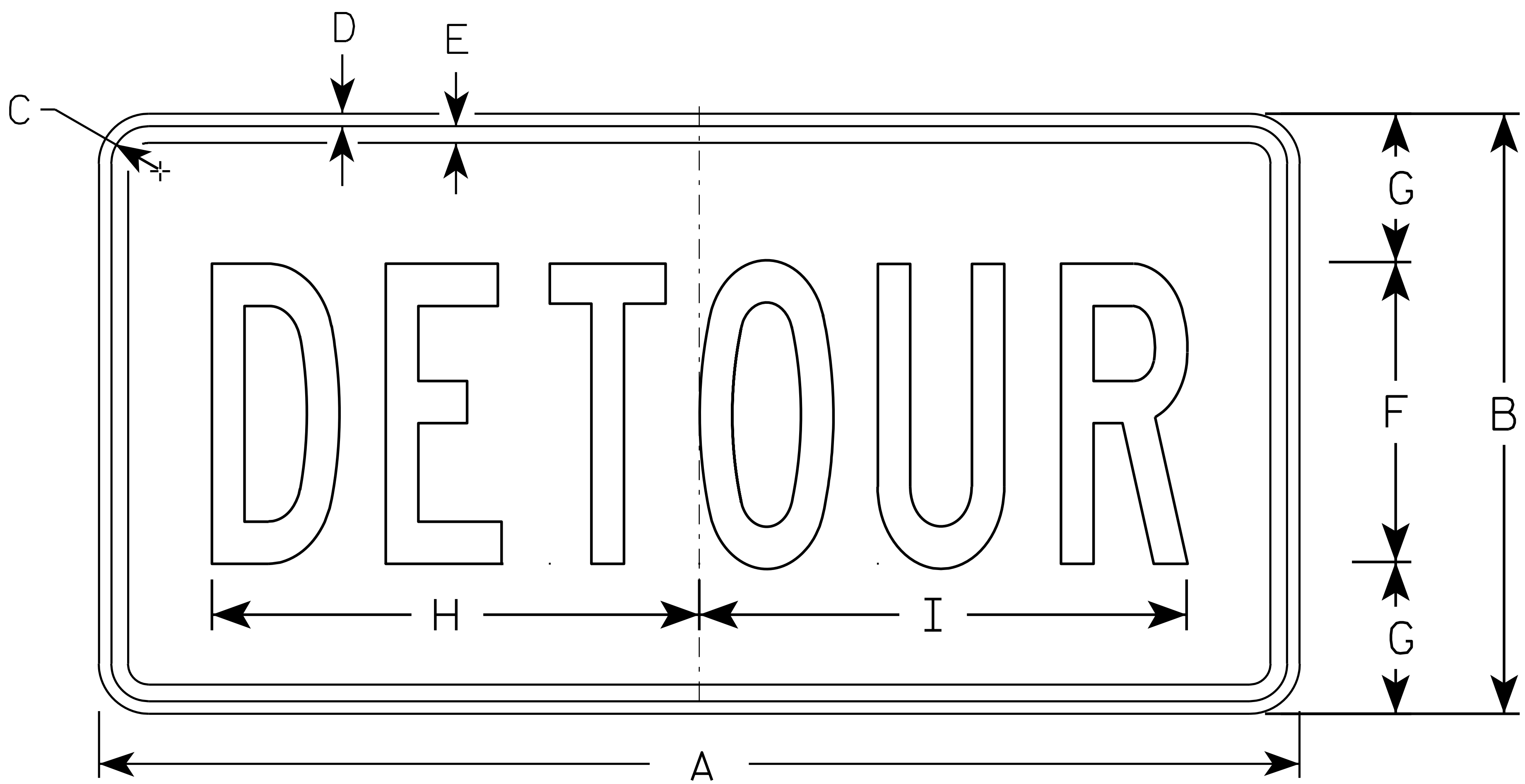
STANDARD SIGN
M2-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 10/15/15 PLATE 170 2-1.12

PROJECT NO: HWY: COUNTY: SHEET NO: E



M4-8

NOTES

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

7

7

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

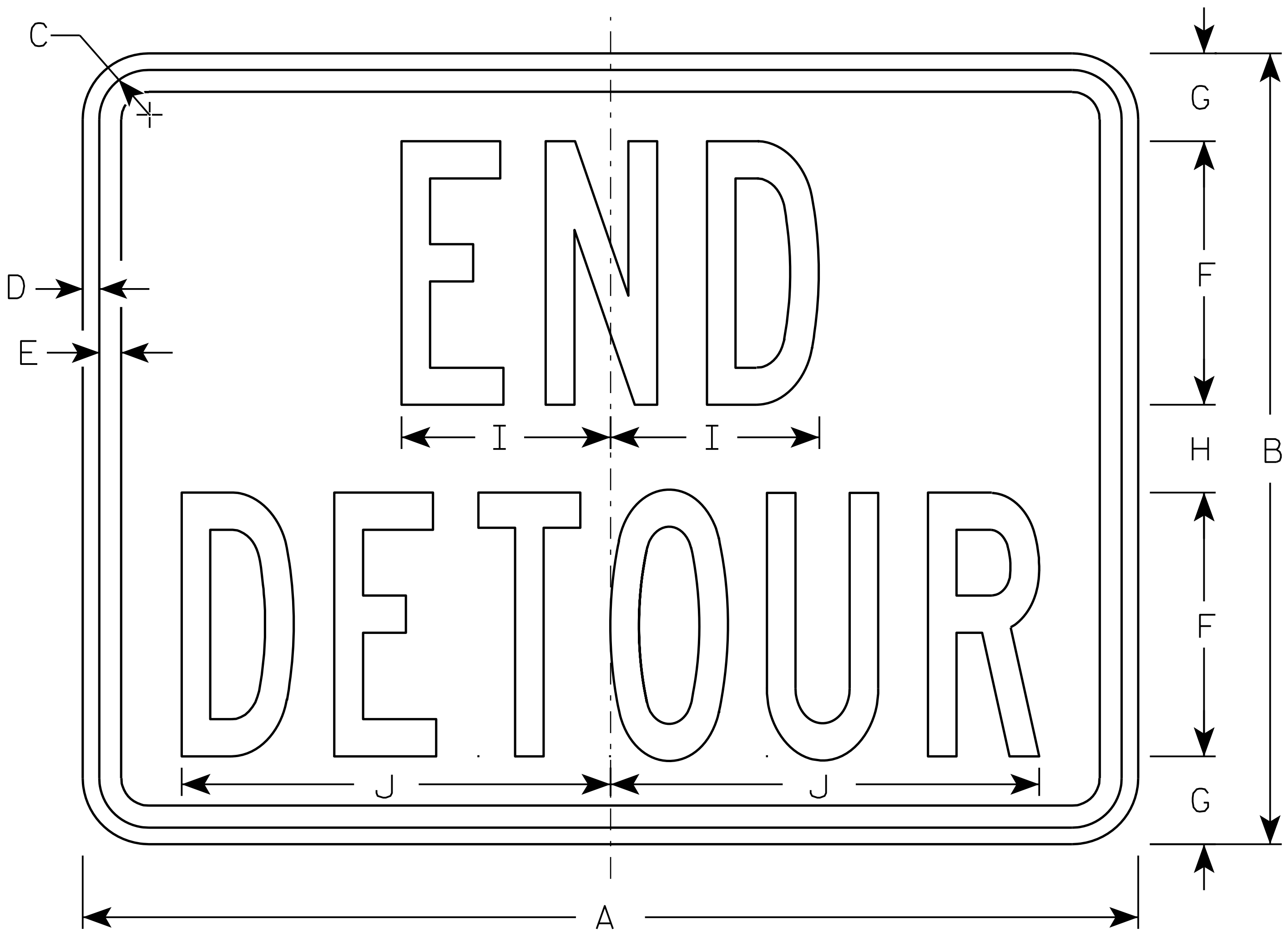
STANDARD SIGN
M4-8

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

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

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 171 | E



M4-8A

NOTES

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

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

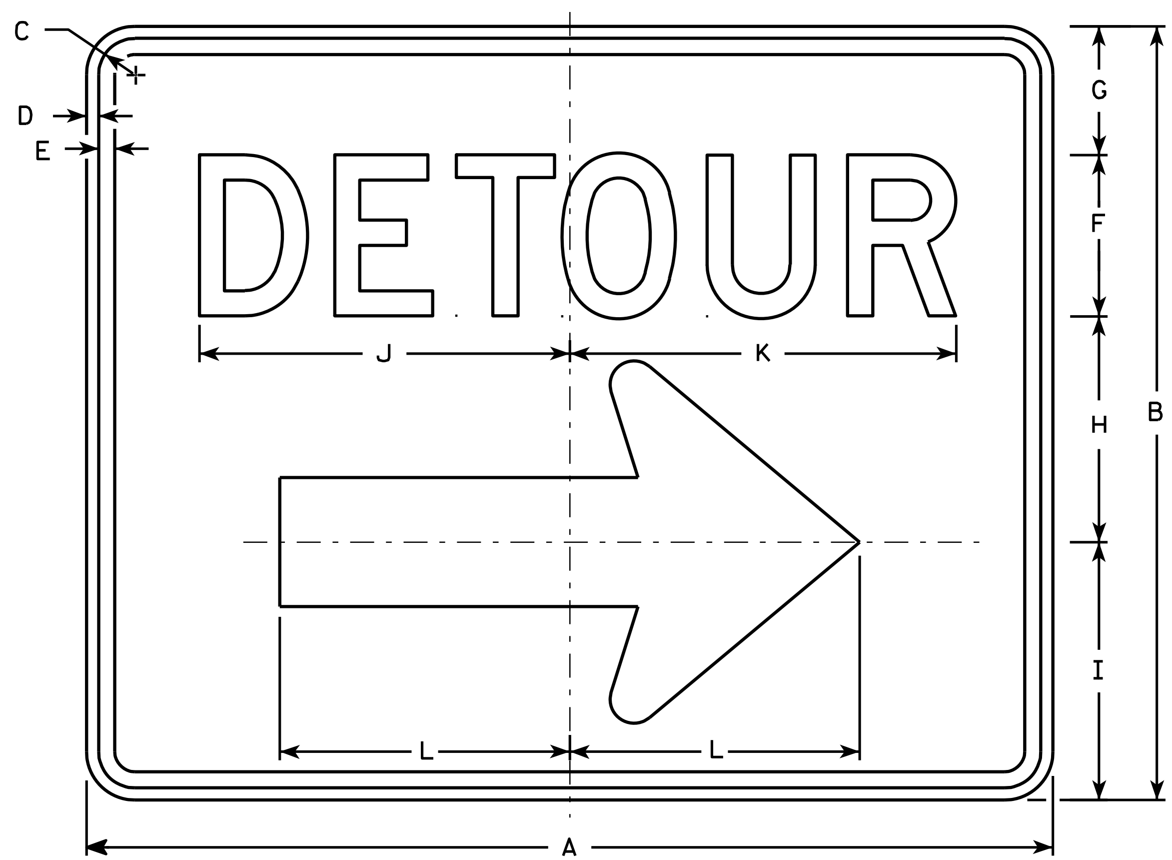
STANDARD SIGN
M4-8A

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

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

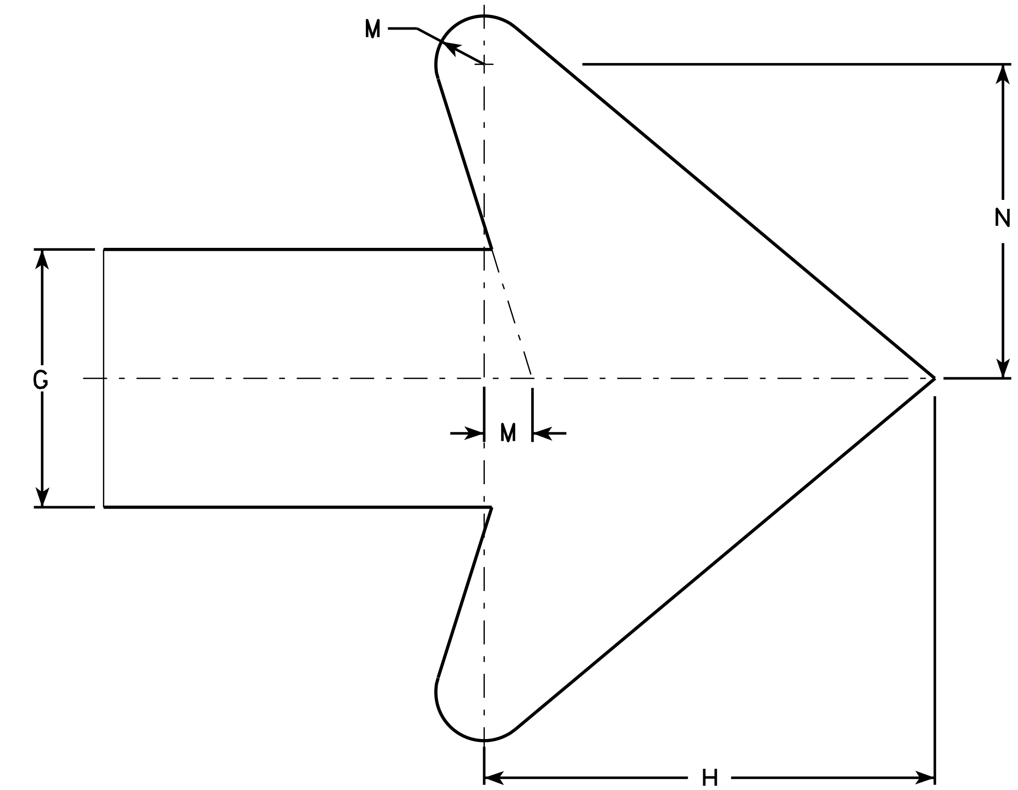
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 172 | E



M4-9R

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. M4-9L is the same as M4-9R except the arrow is reversed.



Arrow Detail

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	30	24	1 1/8	3/8	1/2	5	4	7	8	11 1/2	12	9	3/4	4 7/8													5.00
3	30	24	1 1/8	3/8	1/2	5	4	7	8	11 1/2	12	9	3/4	4 7/8													5.00
4	48	36	1 3/8	1/2	5/8	8	6	10 1/2	11 5/8	20 5/8	20 1/2	13 1/4	1 1/8	6 7/8													12.0
5	48	36	1 3/8	1/2	5/8	8	6	10 1/2	11 5/8	20 5/8	20 1/2	13 1/4	1 1/8	6 7/8													12.0

STANDARD SIGN
M4-9 R & L

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

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

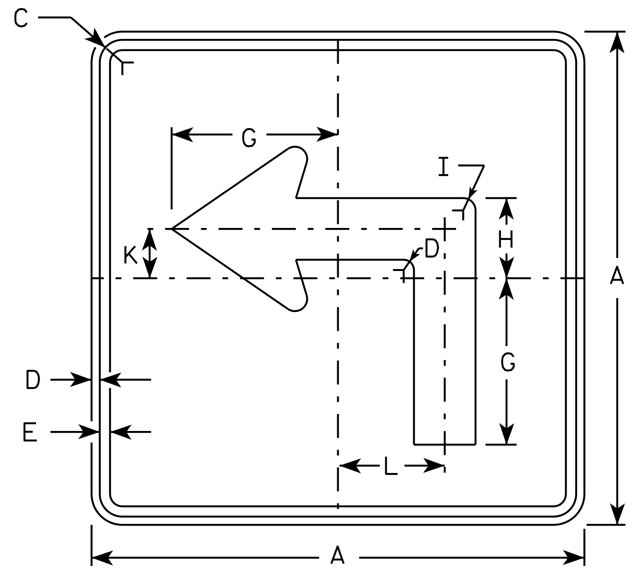
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 173 | E

FILE NAME : C:\Users\PROJECTS\tr_stdplate\M49R.DGN PLOT DATE : 09-MAR-2011 11:17 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 5.959043:1.000000

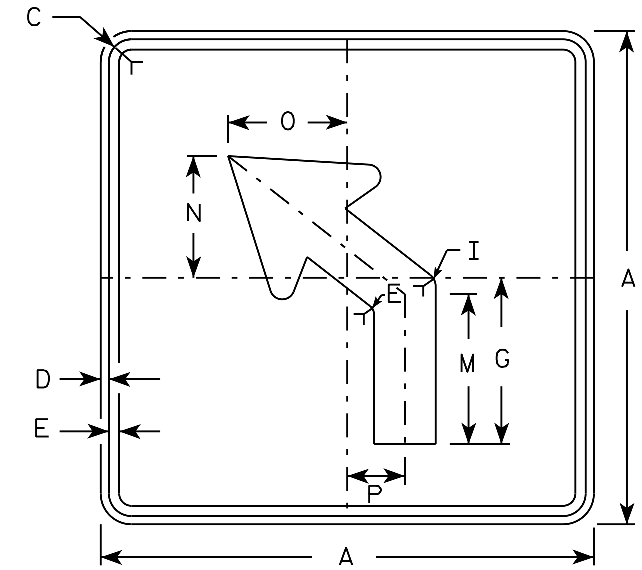
WISDOT/CADDS SHEET 42

7

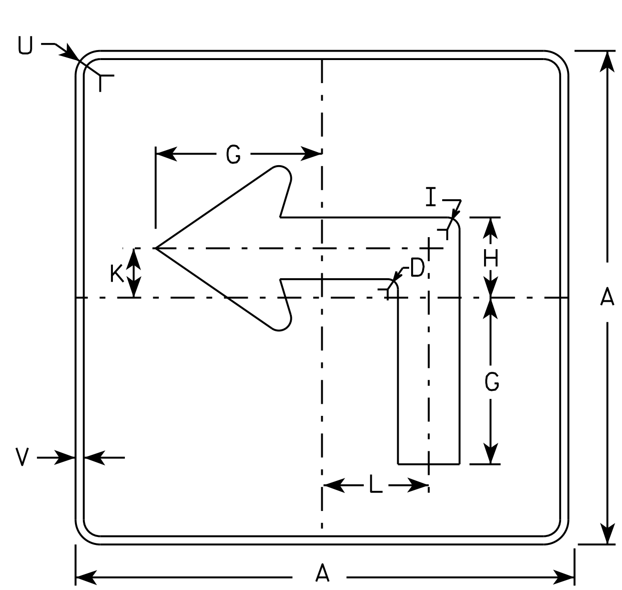
7



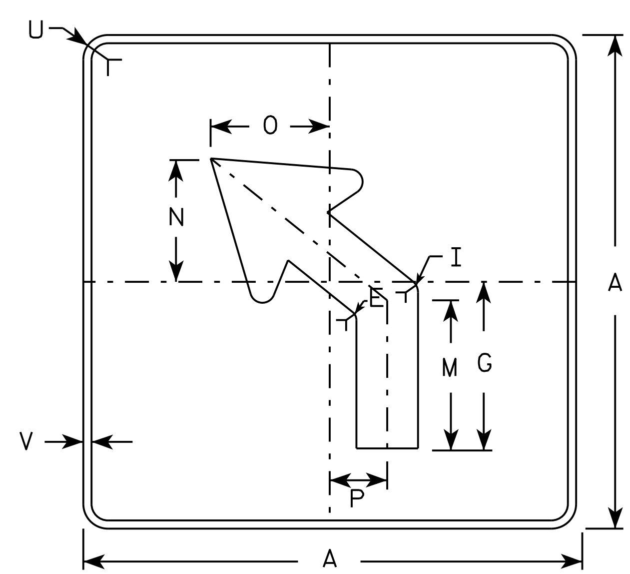
M5-1L
MM5-1L
MO5-1L
MP5-1L



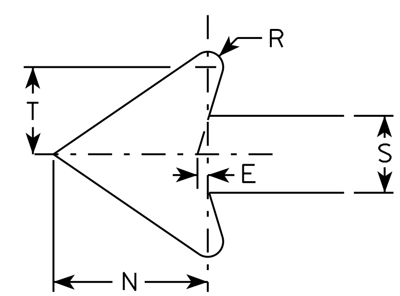
M5-2L
MM5-2L
MO5-2L
MP5-2L



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



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



NOTES

1. Signs are Type II - Type H reflective except as shown
2. Color:
   Background - See note 4
   Message - See note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. M5-1 and M5-2 Background - White
   Message - Black
   MB5-1 and MB5-2 Background - Blue
   Message - White
   MK5-1 and MK5-2 Background - Green
   Message - White
   MM5-1 and MM5-2 Background - White
   Message - Green
   MN5-1 and MN5-2 Background - Brown
   Message - White
   MO5-1 and MO5-2 Background - Orange - Type F Reflective
   Message - Black
   MP5-1 and MP5-2 Background - White - Type H Reflective
   Message - Blue
   MR5-1 and MR5-2 Background - Brown
   Message - Yellow
5. M5-1R same as M5-1L except arrow points right.
6. M5-2R same as M5-2L except arrow tilts right.

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

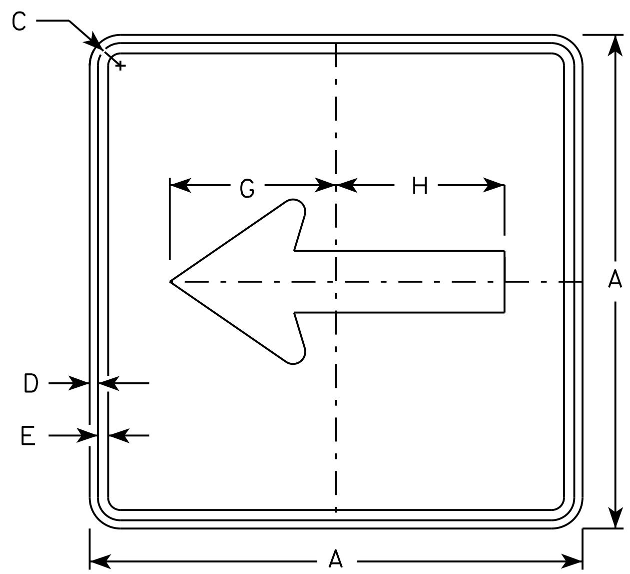
STANDARD SIGN
M5-1 & M5-2

WISCONSIN DEPT OF TRANSPORTATION

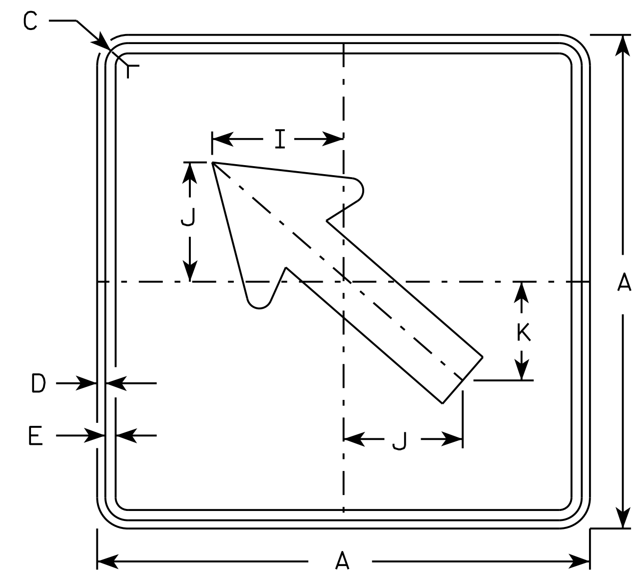
APPROVED Matthew R Rauch
for State Traffic Engineer

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

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\M51.DGN PLOT DATE : 01-DEC-2015 18:07 PLOT BY : $$ plotuser $$ PLOT NAME : PLOT SCALE : 11.675051:1.000000



M6-1
MM6-1
MO6-1
MP6-1



M6-2
MM6-2
MO6-2
MP6-2

NOTES

1. Signs are Type II - Type H except as Shown
2. Color:
   Background - See note 4
   Message - See note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. M6-1 and M6-2 Background - White
   Message - Black

   MB6-1 and MB6-2 Background - Blue
   Message - White

   MK6-1 and MK6-2 Background - Green
   Message - White

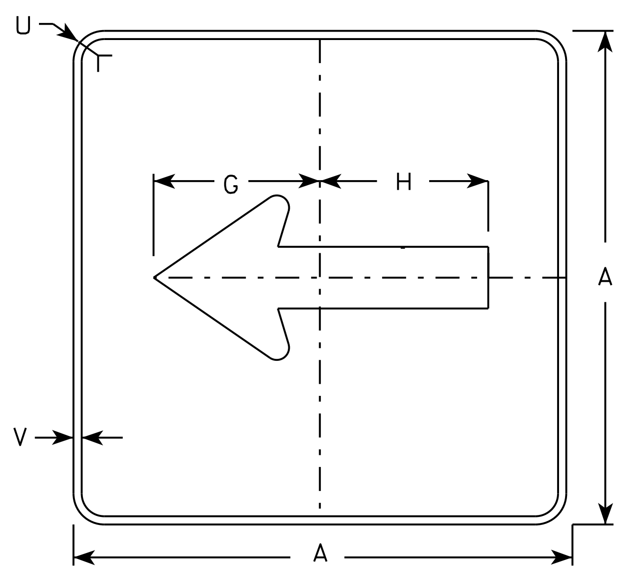
   MM6-1 and MM6-2 Background - White
   Message - Green

   MN6-1 and MN6-2 Background - Brown
   Message - White

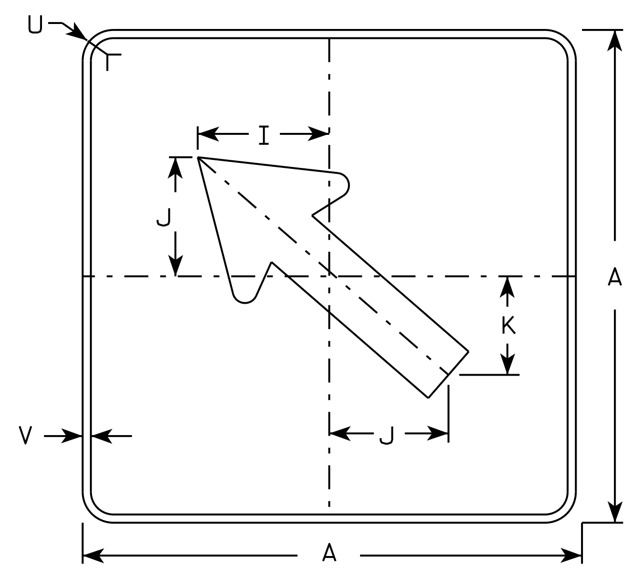
   MO6-1 and MO6-2 Background - Orange - Type F Reflective
   Message - Black

   MP6-1 and MP6-2 Background - White
   Message - Blue

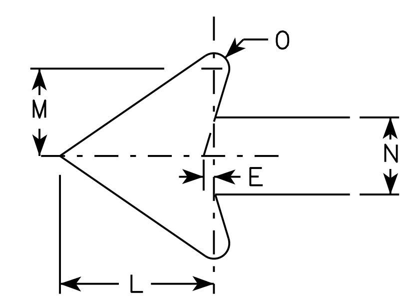
   MR6-1 and MR6-2 Background - Brown
   Message - Yellow



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



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



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

STANDARD SIGN M6-1 & M6-2 SERIES

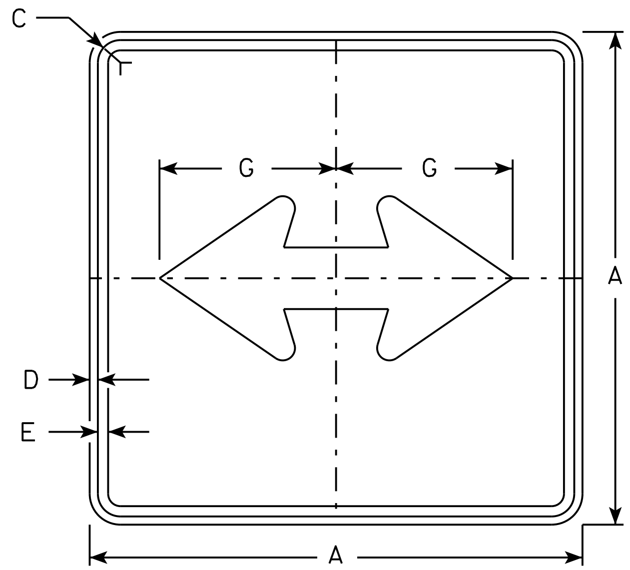
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

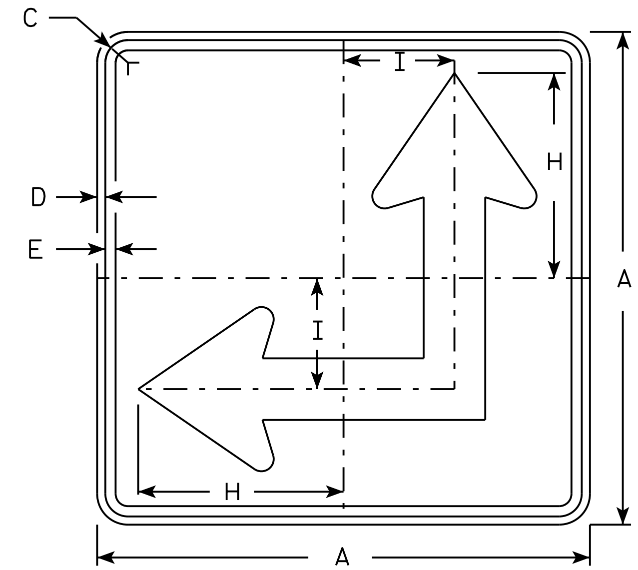
DATE 10/15/15 PLATE M6-1.15

PROJECT NO: HWY: COUNTY: SHEET NO: E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\M61.DGN PLOT DATE : 01-DEC-2015 17:57 PLOT BY : $$ plotuser $$ PLOT NAME : PLOT SCALE : 11.675051:1.000000



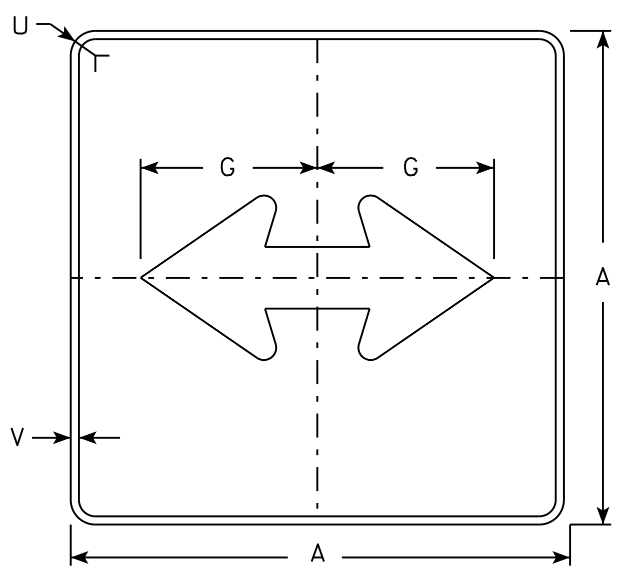
M6 - 4
MM6 - 4
MO6 - 4
MP6 - 4



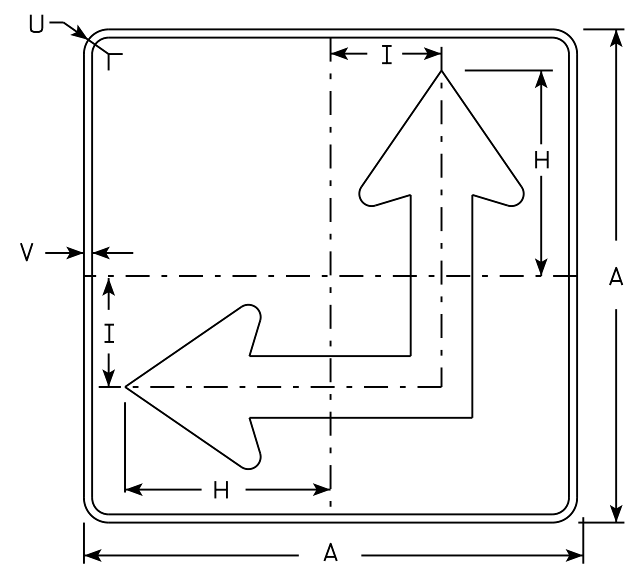
M6 - 6
MM6 - 6
MO6 - 6
MP6 - 6

NOTES

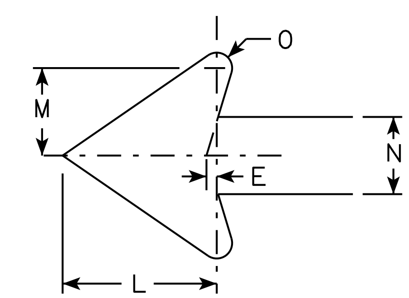
1. Signs are Type II - Type H except as Shown
2. Color:
   Background - See Note 4
   Message - See Note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. M6-4 and M6-6 Background - White
   Message - Black
   MB6-4 and MB6-6 Background - Blue
   Message - White
   MK6-4 and MK6-6 Background - Green
   Message - White
   MM6-4 and MM6-6 Background - White
   Message - Green
   MN6-4 and MN6-6 Background - Brown
   Message - White
   MO6-4 and MO6-6 Background - Orange - Type F Reflective
   Message - Black
   MP6-4 and MP6-6 Background - White
   Message - Blue
   MR6-4 and MR6-6 Background - Brown
   Message - Yellow
5. M6-6R same as M6-6L except arrow points ahead and right.



MB6 - 4
MK6 - 4
MN6 - 4
MR6 - 4



MB6 - 6
MK6 - 6
MN6 - 6
MR6 - 6



SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	21		1 1/8	3/8	3/8		7 1/2	8 3/4	4 1/4			5 1/4	3	2 5/8	1/2						1 1/2	1/2					3.06
3	30		1 3/8	1/2	5/8		10 3/4	12 1/2	6 3/4			7 1/2	4 1/4	3 3/4	3/4						1 7/8	1/2					6.25
4	30		1 3/8	1/2	5/8		10 3/4	12 1/2	6 3/4			7 1/2	4 1/4	3 3/4	3/4						1 7/8	1/2					6.25
5	30		1 3/8	1/2	5/8		10 3/4	12 1/2	6 3/4			7 1/2	4 1/4	3 3/4	3/4						1 7/8	1/2					6.25

STANDARD SIGN
M6 - 4 & M6 - 6
SERIES

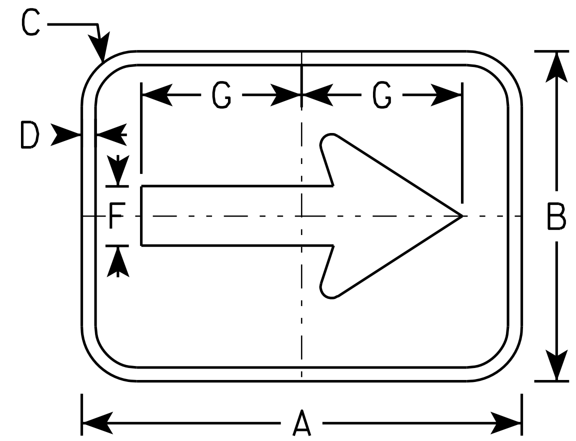
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

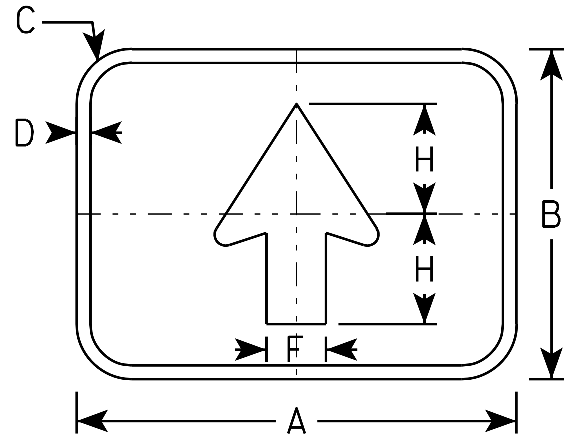
DATE 10/15/15 PLATE M6-4.10

PROJECT NO: HWY: COUNTY: SHEET NO: E

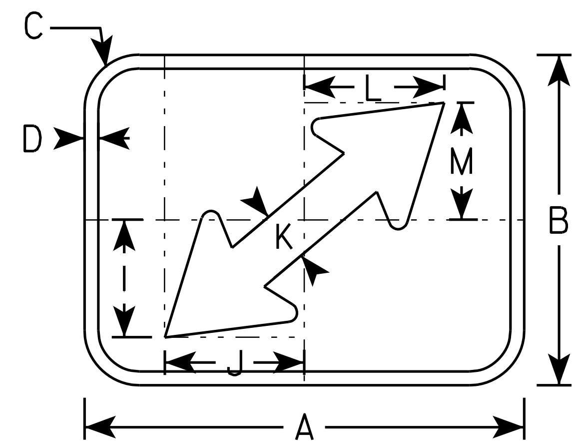
FILE NAME : C:\CAEfiles\Projects\tr_stdplate\M64.DGN PLOT DATE : 01-DEC-2015 17:58 PLOT BY : $$ plotuser $$ PLOT NAME : PLOT SCALE : 11.675051:1.000000



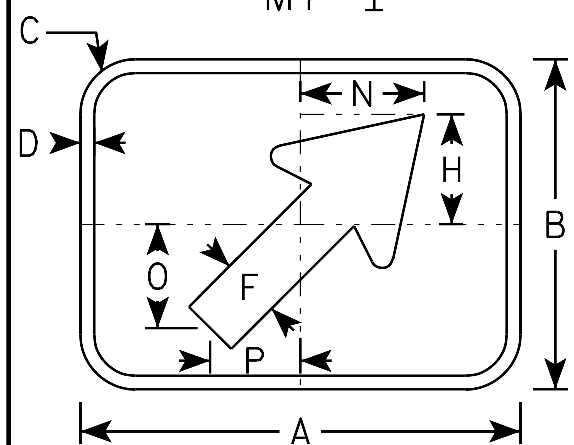
M7-1



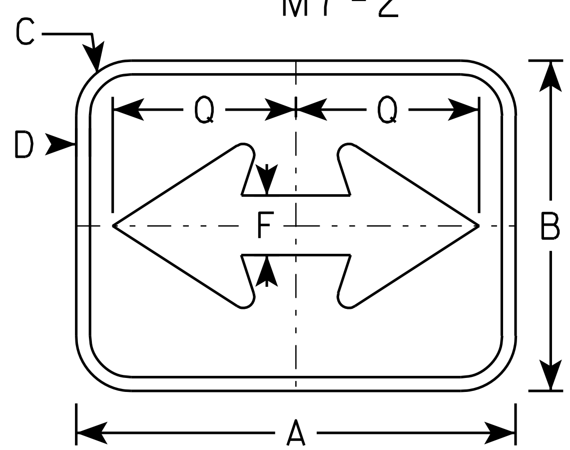
M7-2



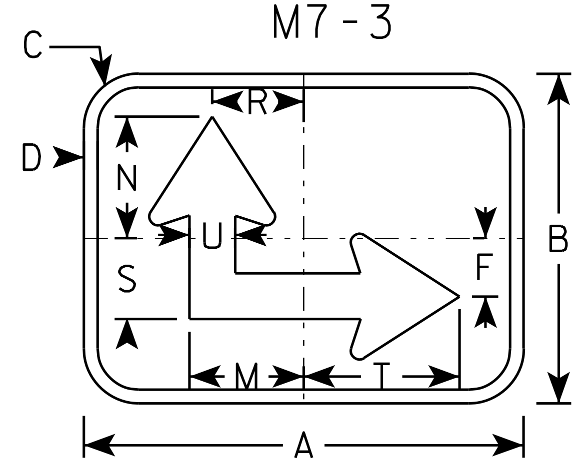
M7-3



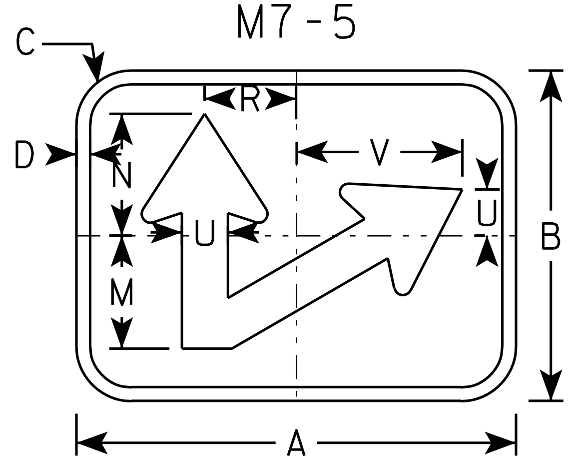
M7-4



M7-5



M7-6



M7-7

NOTES

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

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	O	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	12	9	1 1/2	3/8		1 5/8	4 3/8	3	3 1/4	3 3/4	1 3/8	3 7/8	3 1/8	3 3/8	2 7/8	2 1/2	5	2 1/2	2 1/4	4 1/4	1 1/4	4 1/2					.75
3																											
4																											
5																											

STANDARD SIGN
M7 SERIES

WISCONSIN DEPT OF TRANSPORTATION

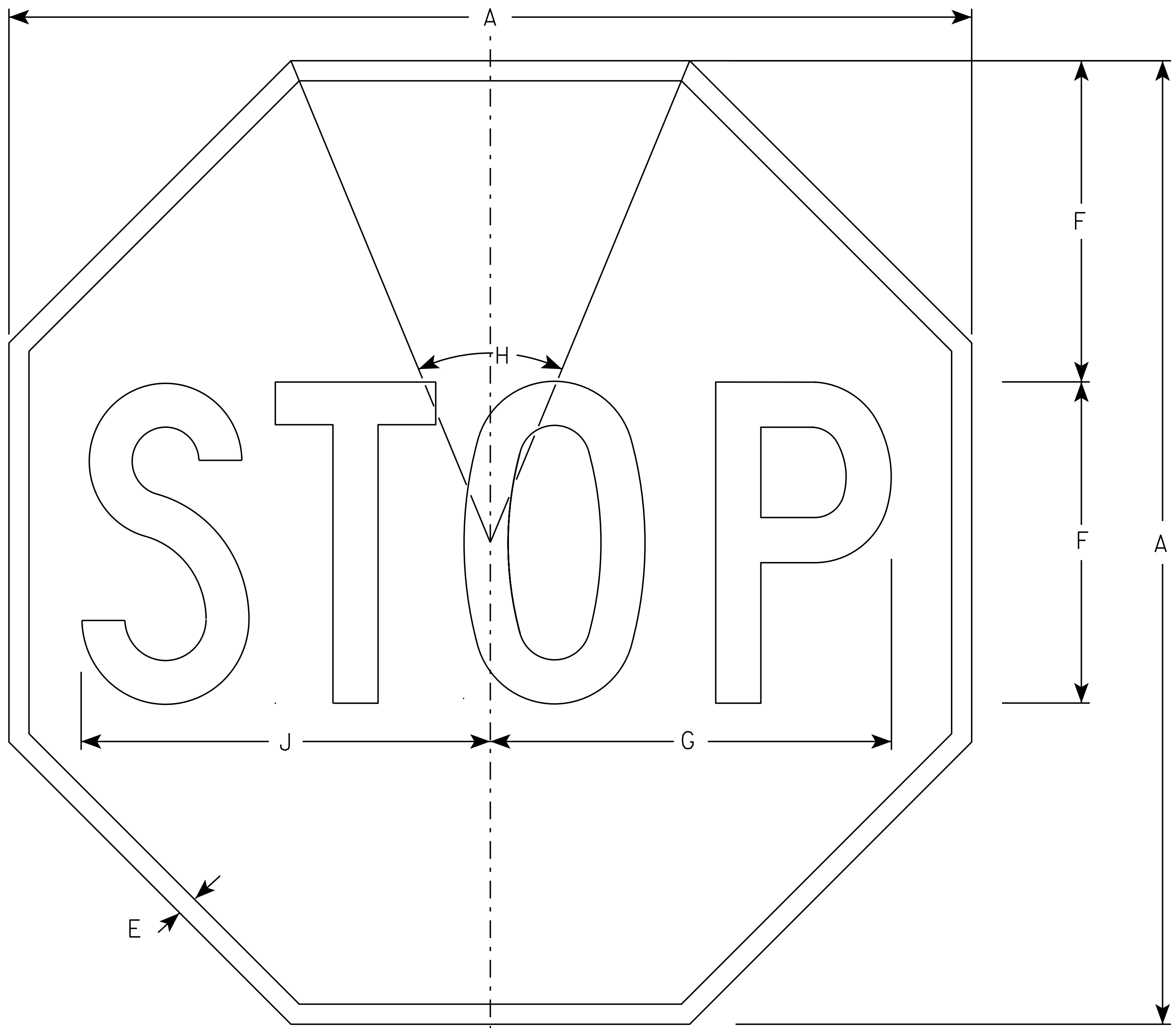
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 05/04/10 PLATE NO. M7-1.1

7

7

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 177 | E



R1-1

NOTES

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

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

7

7

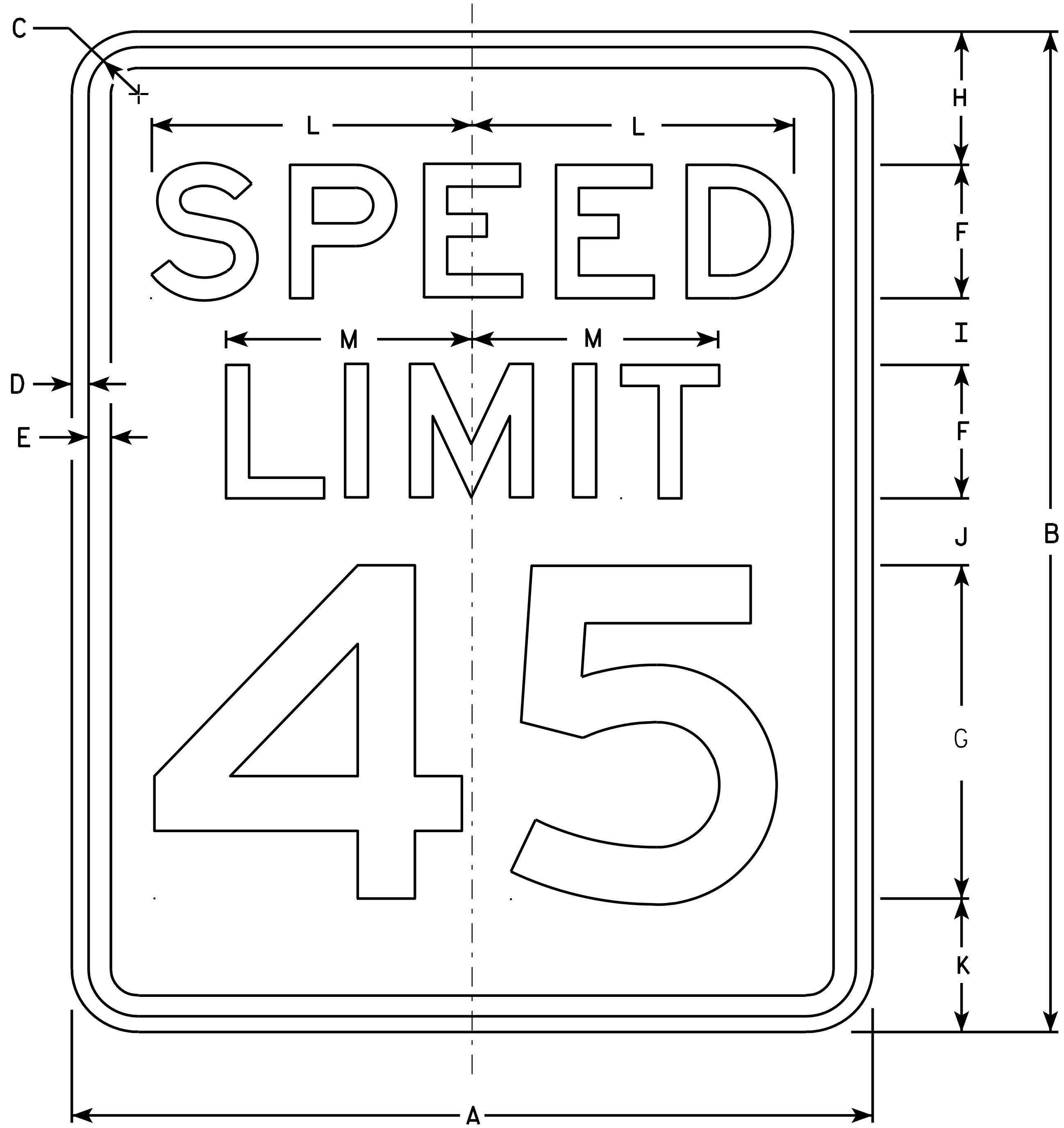
STANDARD SIGN
R1-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

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

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 178 | E



R2-1

NOTES

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

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

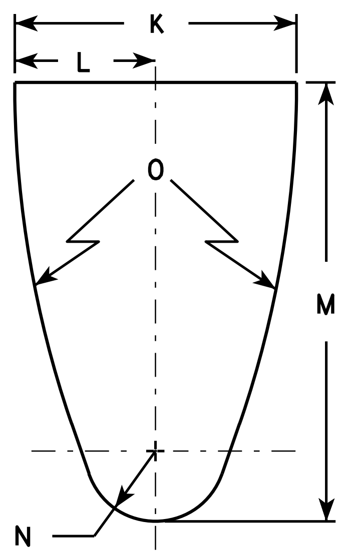
STANDARD SIGN
R2-1

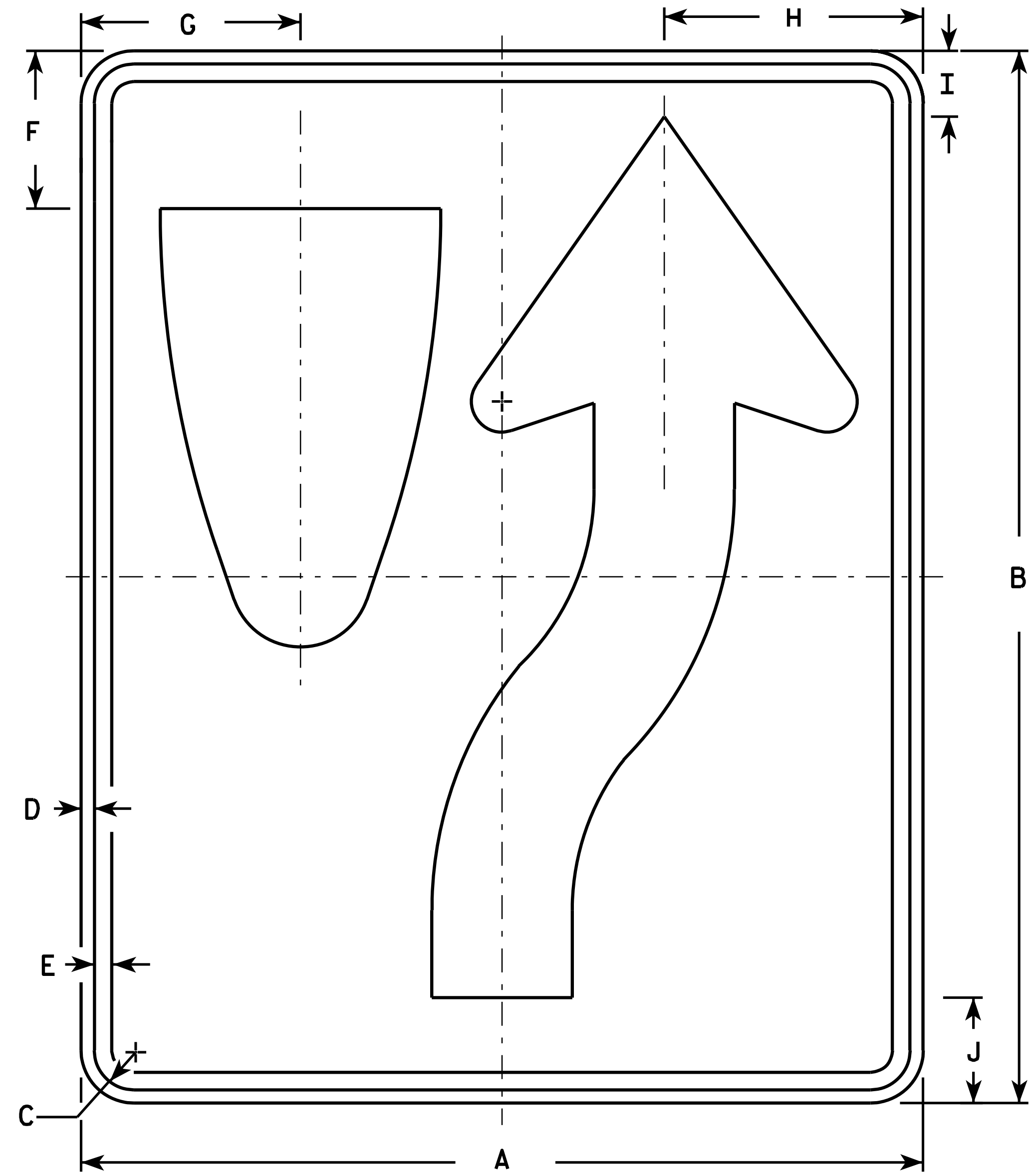
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

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

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 179 | E

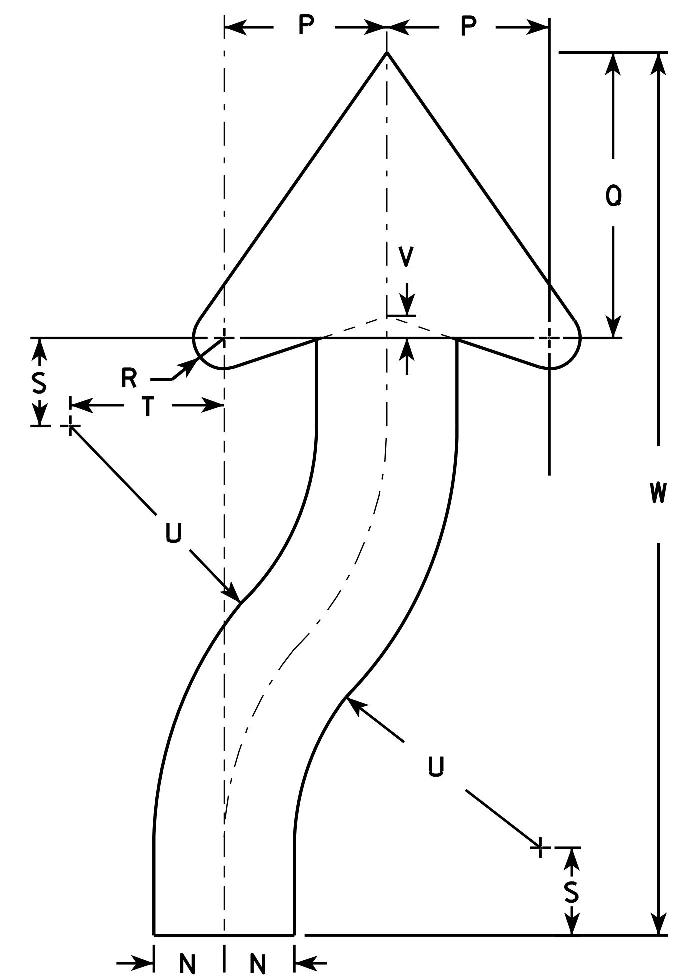




R4-7

NOTES

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



ARROW DETAIL

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

STANDARD SIGN
R4-7 & R4-8

WISCONSIN DEPT OF TRANSPORTATION

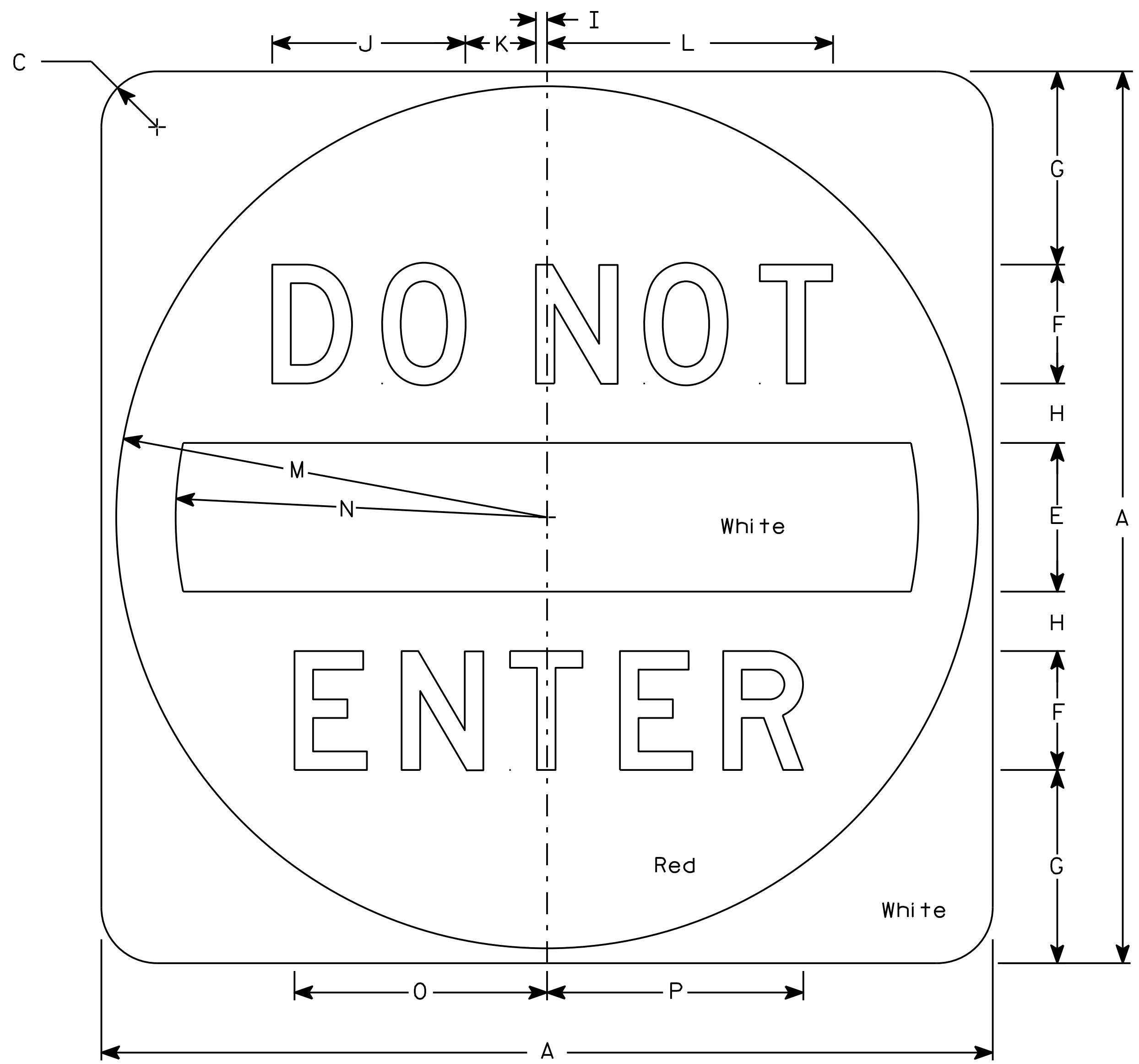
APPROVED Matthew R Rauch for State Traffic Engineer

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

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 180 | E

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - See detail
   Message - White
3. Message Series - D



R5-1

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30		1 7/8		5	4	6 1/2	2	3/8	6 1/2	2 3/8	9 5/8	14 1/2	12 1/2	8 1/2	8 5/8											6.25
2M	36		2 1/4		6	5	7 1/2	2 1/2	1/2	8 1/8	3	12 1/8	17 1/2	15	10 5/8	10 3/4											9.0
3	36		2 1/4		6	5	7 1/2	2 1/2	1/2	8 1/8	3	12 1/8	17 1/2	15	10 5/8	10 3/4											9.0
4	36		2 1/4		6	5	7 1/2	2 1/2	1/2	8 1/8	3	12 1/8	17 1/2	15	10 5/8	10 3/4											9.0
5	48		3		8	6	11	3	5/8	9 3/4	3 5/8	14 1/2	23 1/2	20	12 3/4	12 7/8											16.0

STANDARD SIGN
R5-1

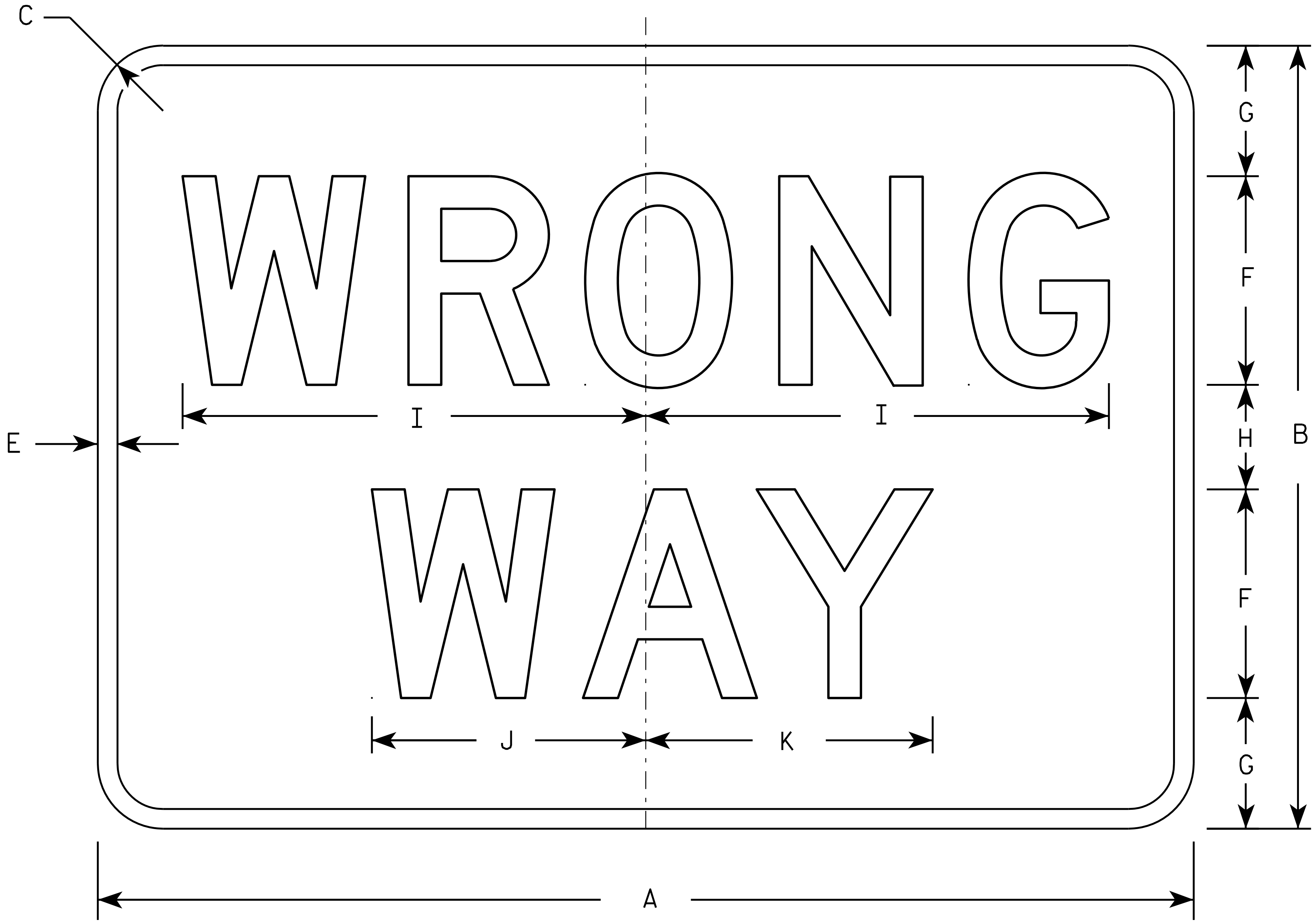
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/15/18 PLATE NO. R5-1.16

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 181 | E

7



R5-1A

NOTES

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

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	30	18	1 1/2		1/2	5	3	2	11	6 1/2	6 7/8																3.75
2S	36	24	2		5/8	6	4 1/2	3	13 1/4	7 7/8	8 1/4																6.00
2M	42	30	2 1/2		3/4	8	5	4	17 3/4	10 1/2	11																8.75
3	42	30	2 1/2		3/4	8	5	4	17 3/4	10 1/2	11																8.75
4	42	30	2 1/2		3/4	8	5	4	17 3/4	10 1/2	11																8.75
5	42	30	2 1/2		3/4	8	5	4	17 3/4	10 1/2	11																8.75

STANDARD SIGN
R5-1A

WISCONSIN DEPT OF TRANSPORTATION

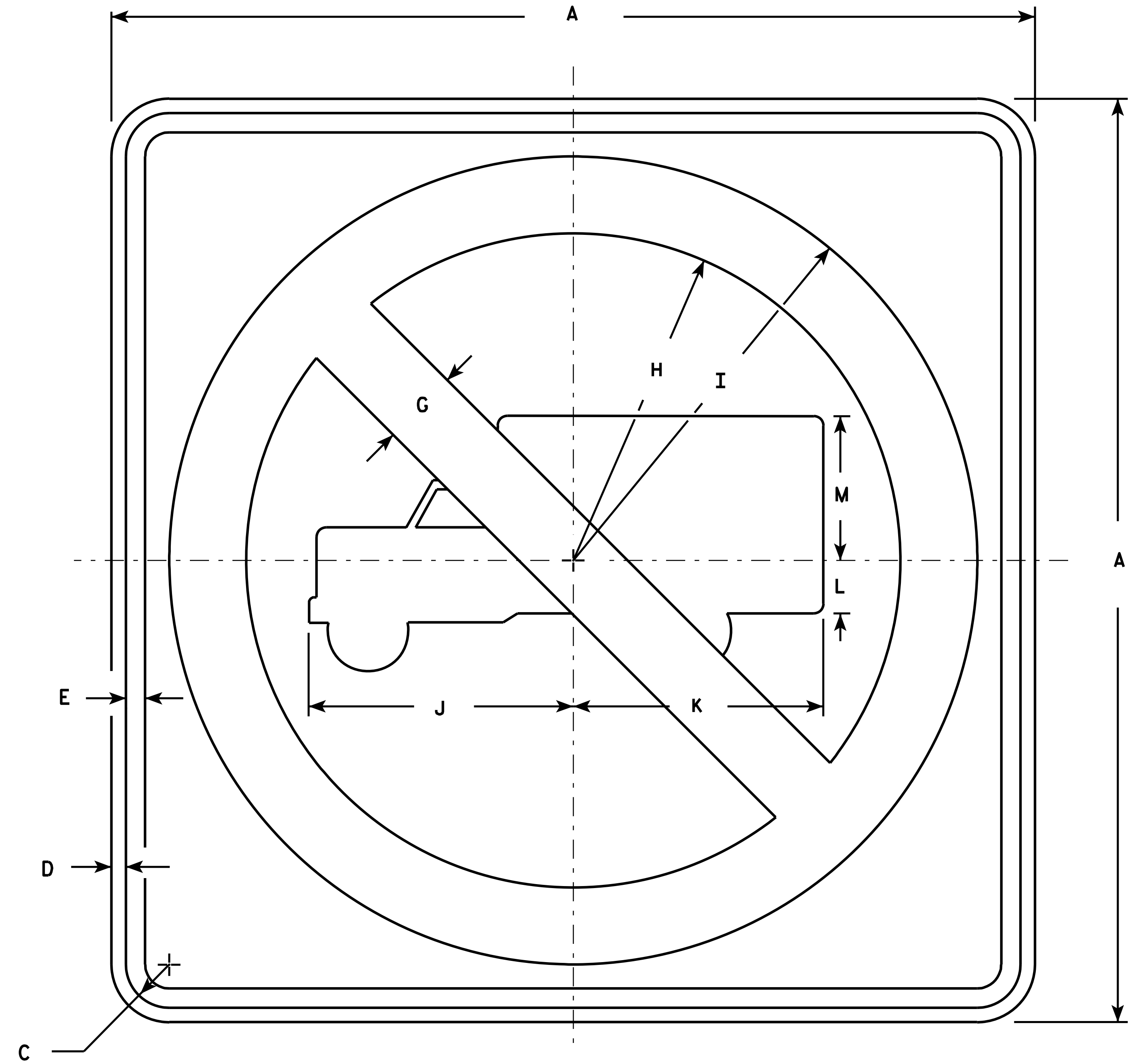
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/17/10 PLATE NO. R5-1A.2

7

7

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 182 | E



R5-2

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - See Note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. Circle & Diagonal - Reflective red.
   Truck Symbol & Border - Non-reflective black.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	O	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24		1 1/8	3/8	1/2		2	8 1/2	10 1/2	6 7/8	6 1/2	1 3/8	3 3/4														4.0
2M	24		1 1/8	3/8	1/2		2	8 1/2	10 1/2	6 7/8	6 1/2	1 3/8	3 3/4														4.0
3	30		1 3/8	1/2	5/8		2 1/2	10 5/8	13 1/8	8 1/2	8 1/8	1 5/8	4 3/4														6.25
4	36		1 5/8	5/8	3/4		3	12 3/4	15 3/4	10 1/4	9 3/4	2	5 3/4														9.0
5	48		2 1/4	3/4	1		4	17	21	13 5/8	13	2 5/8	7 5/8														16.0

STANDARD SIGN
R5-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

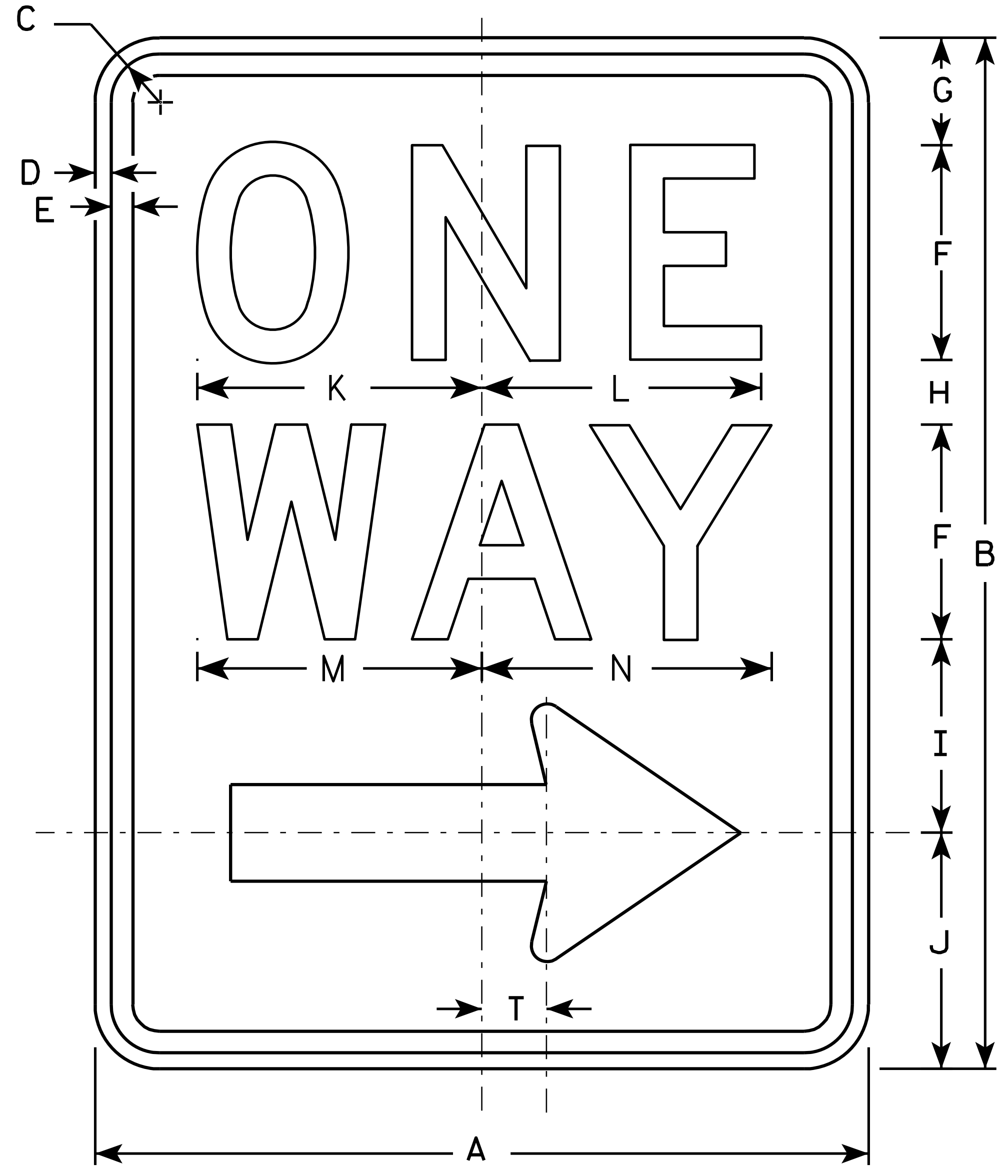
DATE 3/29/2011 PLATE NO. R5-2.6

7

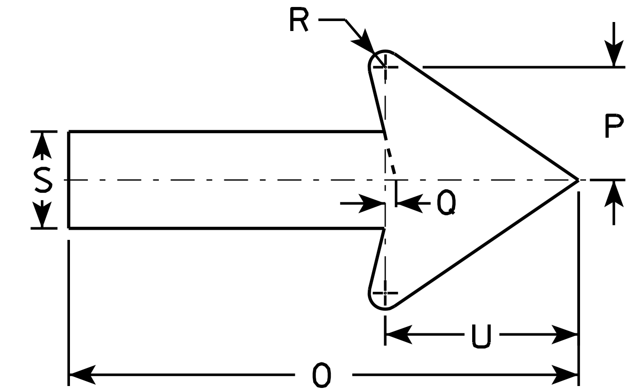
7

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 183 | E

FILE NAME : C:\Users\PROJECTS\tr_stdplate\R52.DGN PLOT DATE : 29-MAR-2011 11:02 PLOT BY : mscsjo PLOT NAME : PLOT SCALE : 5.959043:1.000000 WISDOT/CADDS SHEET 42



R6-2R



NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. R6-2L same as R6-2R except arrow points to the left.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z
1	18	24	1 1/8	3/8	1/2	5	2 1/2	1 1/2	4 1/2	5 1/2	6 5/8	6 1/2	6 5/8	6 3/4	11 7/8	2 5/8	1/4	3/8	2 1/4	1 1/2	4 1/2					
2S	24	30	1 1/8	3/8	1/2	6	3	2 1/2	5 1/2	7	8 1/8	8 1/8	8 1/2	8 5/8	16	3 1/2	3/8	1/2	3	2	6					
2M	30	36	1 3/8	1/2	5/8	8	2 1/2	2 5/8	6 7/8	8	10 1/2	10 1/2	11 1/4	11 1/4	20	4 3/8	1/2	5/8	3 3/4	2 1/2	7 1/2					
3	36	48	1 7/8	1/2	5/8	10	5 1/4	3 1/4	9	10 1/2	12 3/4	12 3/4	13 1/4	13 1/2	24	5 5/8	1/2	3/4	4 3/4	3	9					
4	36	48	1 7/8	1/2	5/8	10	5 1/4	3 1/4	9	10 1/2	12 3/4	12 3/4	13 1/4	13 1/2	24	5 5/8	1/2	3/4	4 3/4	3	9					
5																										

STANDARD SIGN
R6-2 R&L

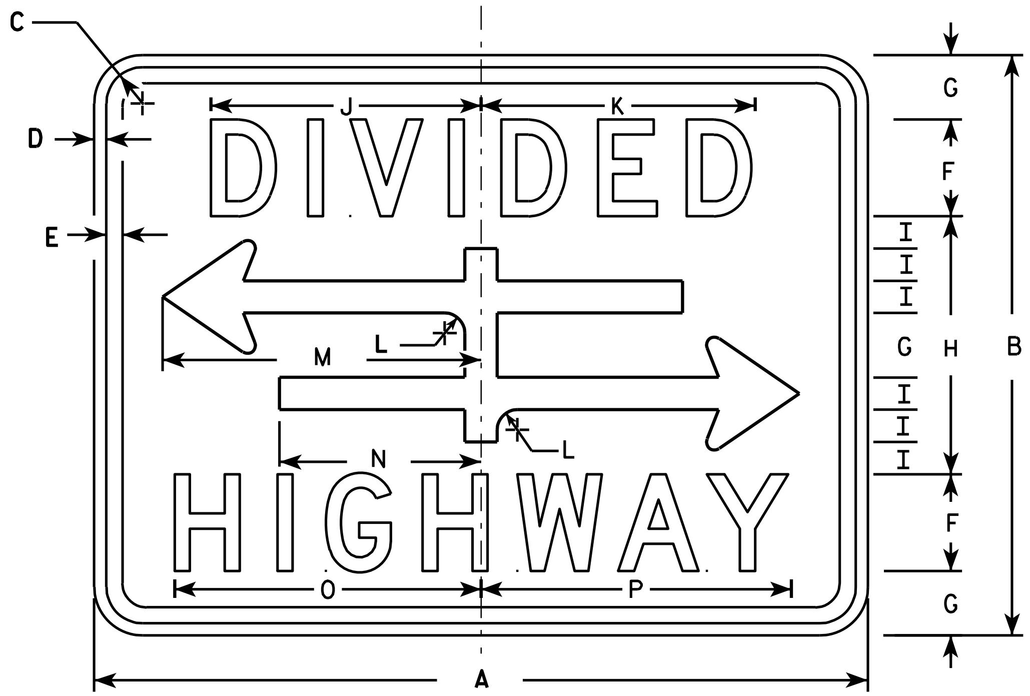
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/2/10 PLATE NO. R6-2.8

7 7

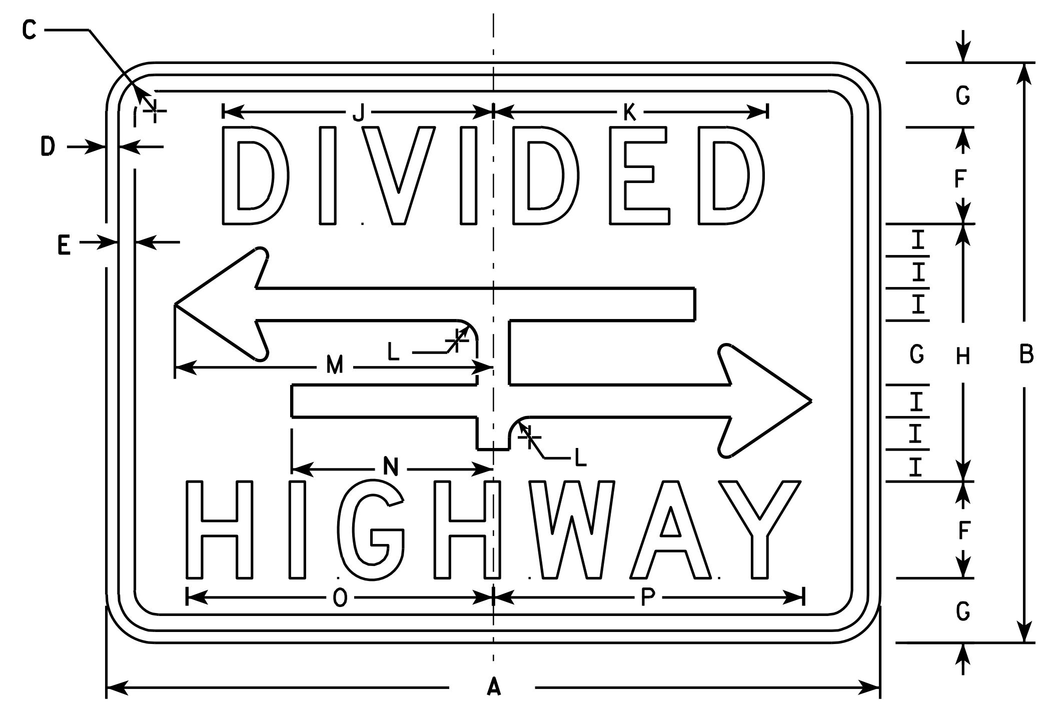
PROJECT NO: HWY: COUNTY: SHEET NO: 184 E



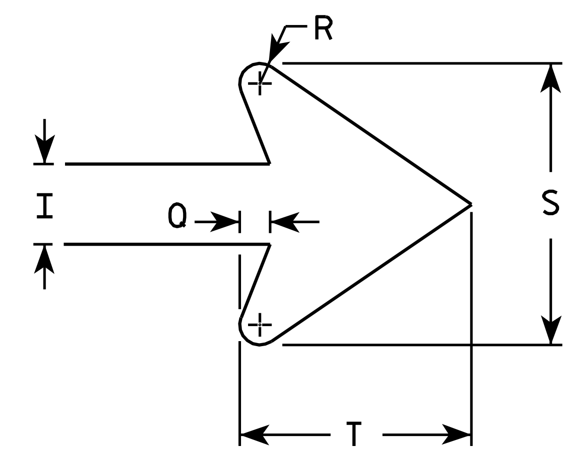
R6-3

NOTES

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



R6-3A



ARROW DETAIL

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

STANDARD SIGN
R6-3 & R6-3A

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

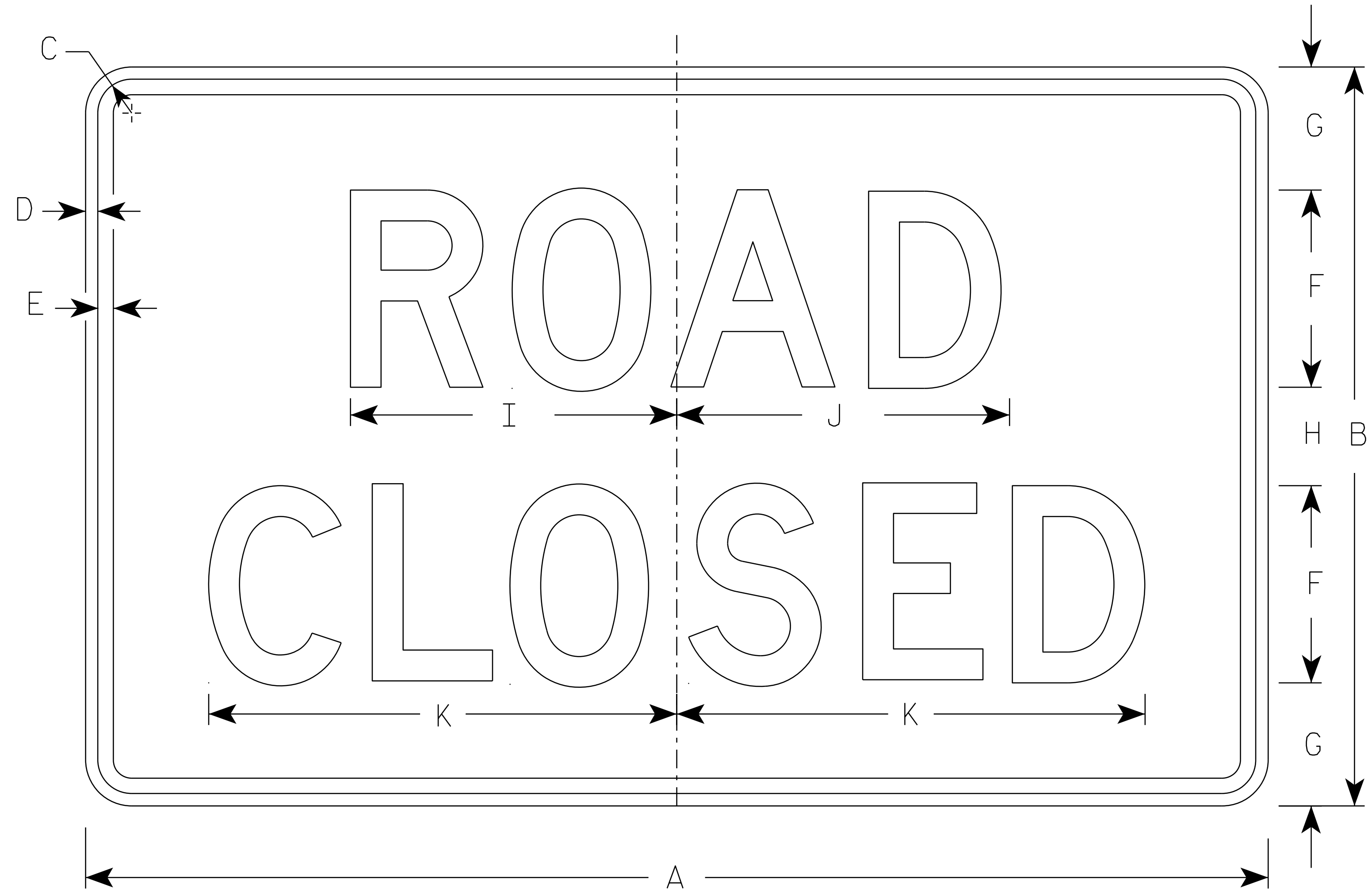
DATE 3/31/2011 PLATE NO. R6-3.5

7

7

PROJECT NO:

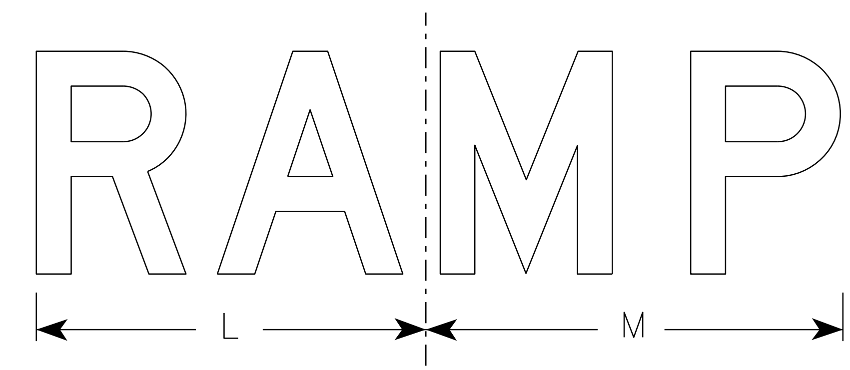
SHEET NO: 185 E



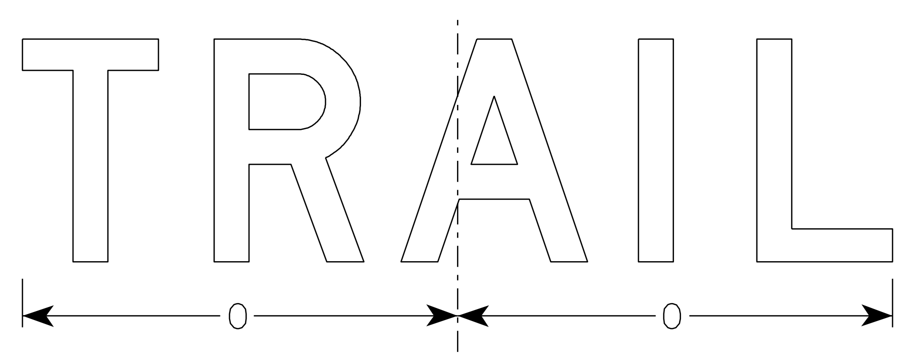
R11-2

NOTES

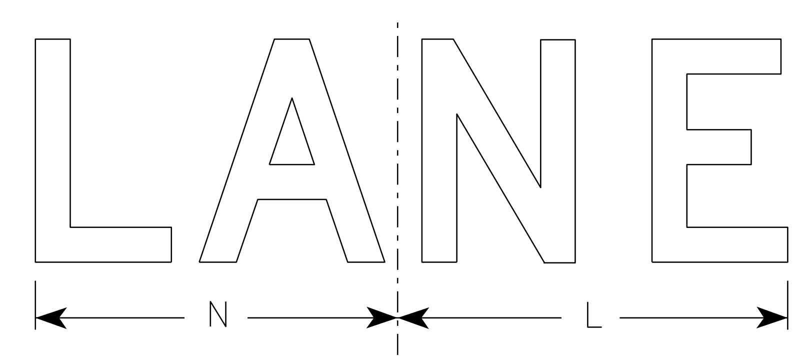
1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Modify the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



R11-2R



R11-2T



R11-2L

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

STANDARD SIGN
R11-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

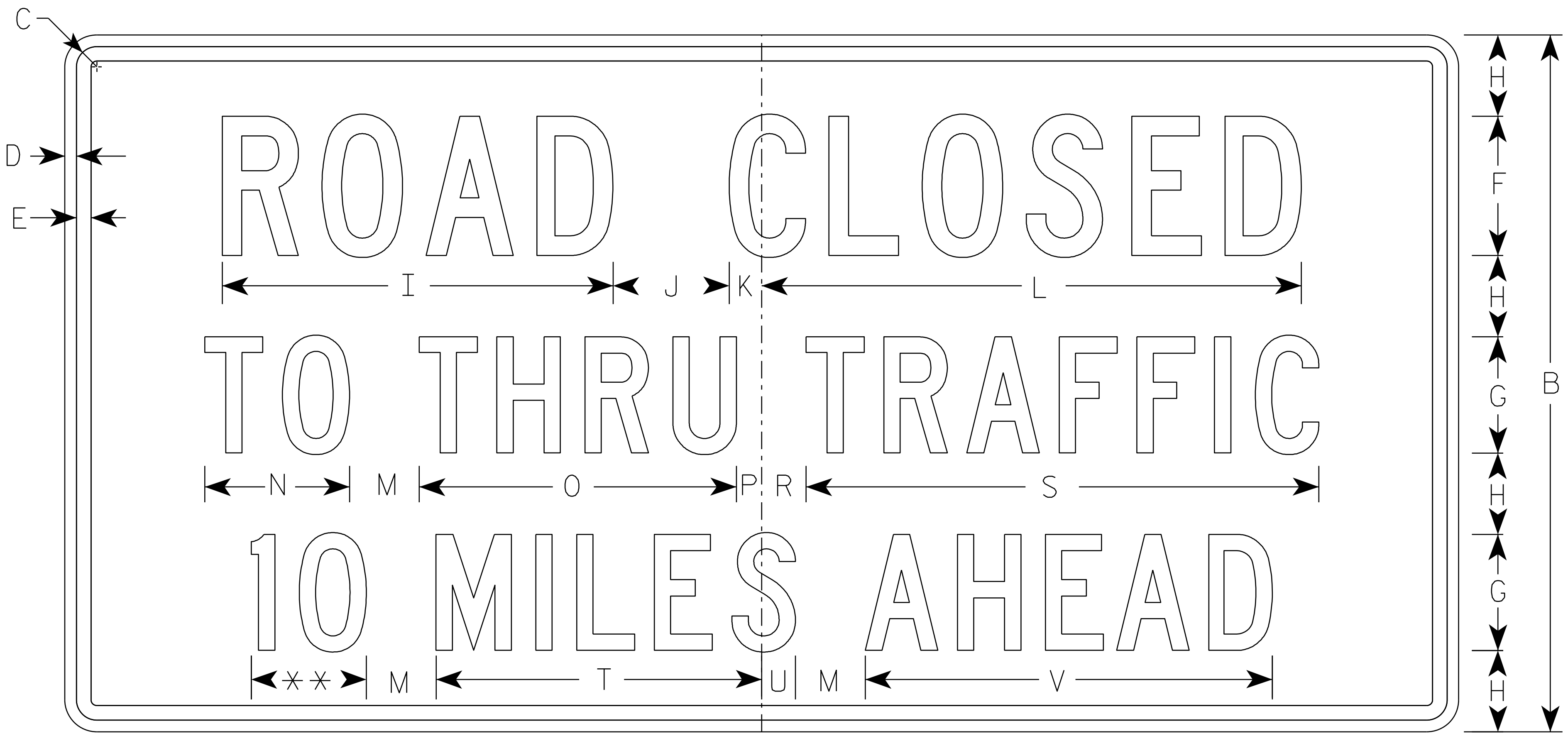
DATE 3/29/2021 PLATE NO. R11-2.11

PROJECT NO: | HWY: | COUNTY: | SHEET NO: | E

FILE NAME : C:\Users\PROJECTS\tr_stdplate\R112.dgn PLOT DATE : 29-MAR 2021 8:15 PLOT BY : dotc4c PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

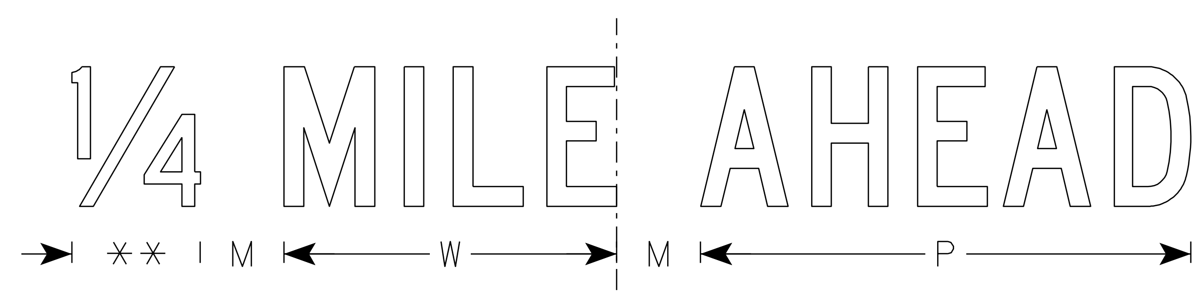
NOTES

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



R11-3

** See Note 5



SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36	18	1 1/4	3/8	3/8	4	3	2	11 1/4	3	1 1/8	15 3/8	2	3 3/4	8 1/4	5/8		1 3/8	13 1/4	8 3/8	7/8	10 1/2	7 1/8				4.5
2S	60	30	1 3/8	1/2	5/8	6	5	3 1/2	16 7/8	5	1 3/8	23 1/4	3	6 1/4	13 5/8	1 1/8		1 7/8	22 1/8	14	1 1/2	17 1/2	11 7/8				12.5
2M	60	30	1 3/8	1/2	5/8	6	5	3 1/2	16 7/8	5	1 3/8	23 1/4	3	6 1/4	13 5/8	1 1/8		1 7/8	22 1/8	14	1 1/2	17 1/2	11 7/8				12.5
3																											
4																											
5																											

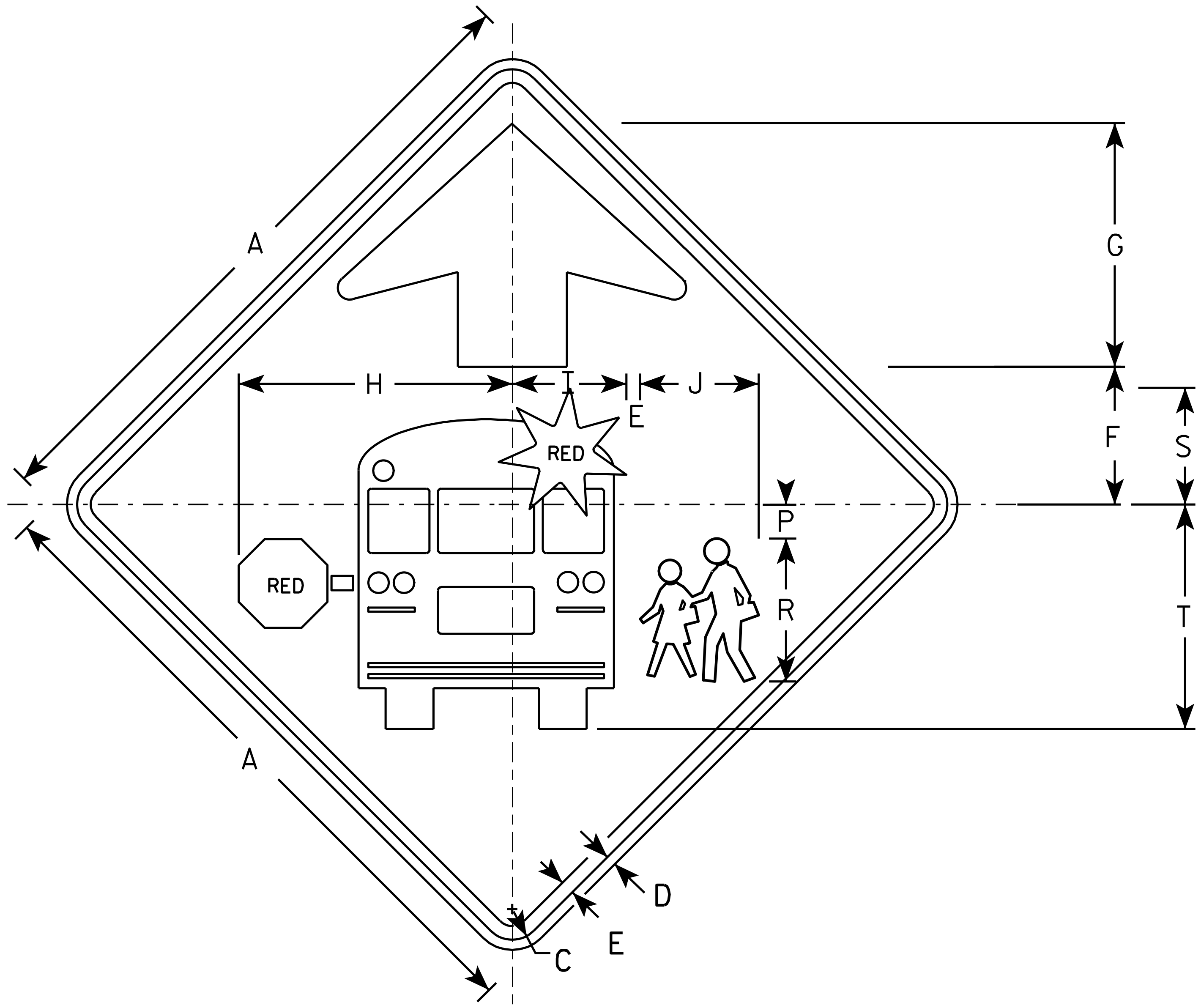
STANDARD SIGN
R11-3

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 6/14/2021 PLATE NO. R11-3.9

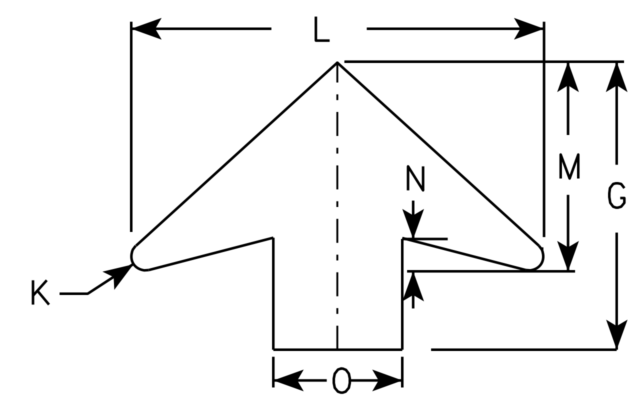
PROJECT NO: HWY: COUNTY: SHEET NO: 187 E



S3-1

NOTES

1. All Signs Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - YELLOW-GREEN
   Message - BLACK except as noted
   Circles except PEDS- RED BACKGROUND
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



ARROW DETAIL

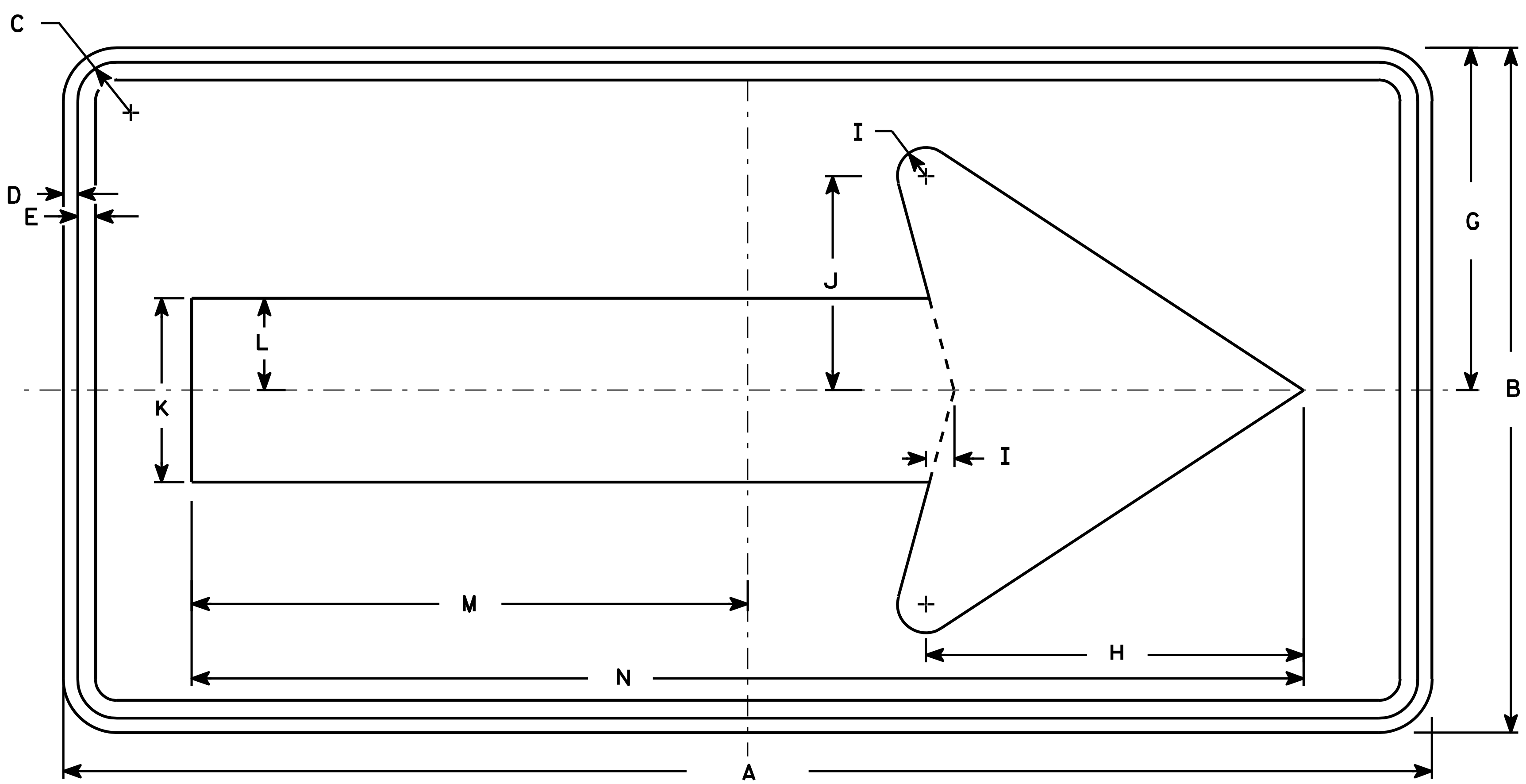
SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	30		1 3/8	1/2	5/8	6 1/4	11 1/4	12 1/2	5 1/4	5 1/2	1/2	16	8	1 1/4	5	1 1/2		6 5/8	5 3/8	10 3/8							6.25
2	36		1 5/8	5/8	3/4	7 1/2	13 1/2	15 1/8	6 1/4	6 1/2	5/8	19 1/4	9 3/4	1 5/8	6	1 7/8		7 7/8	6 3/8	12 3/8							9.0
3	48		2 1/4	3/4	1	10	17 7/8	20 1/8	8 3/8	8 3/4	7/8	25 5/8	13	2	8	2 1/2		10 1/2	8 1/2	16 1/2							16.0
4	48		2 1/4	3/4	1	10	17 7/8	20 1/8	8 3/8	8 3/4	7/8	25 5/8	13	2	8	2 1/2		10 1/2	8 1/2	16 1/2							16.0
5																											

STANDARD SIGN
S3-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 6/8/10 PLATE NO. S3-1.6



W1-6

NOTES

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

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36	18	1 1/8	3/8	3/8		9	10	3/4	5 5/8	4 3/4	2 3/8	14 5/8	29 1/4													4.5
2S	48	24	1 3/8	1/2	5/8		12	13 1/4	1	7 1/2	6 1/2	3 1/4	19 1/2	39													8.0
2M	48	24	1 3/8	1/2	5/8		12	13 1/4	1	7 1/2	6 1/2	3 1/4	19 1/2	39													8.0
3	60	30	1 3/8	1/2	5/8		15	16 1/4	1 1/4	9 1/4	8	4	24 3/8	48 3/4													12.5
4	60	30	1 3/8	1/2	5/8		15	16 1/4	1 1/4	9 1/4	8	4	24 3/8	48 3/4													12.5
5	96	48	2 1/4	3/4	1		24	26 1/2	2	15	13	6 1/2	39	78													32.0

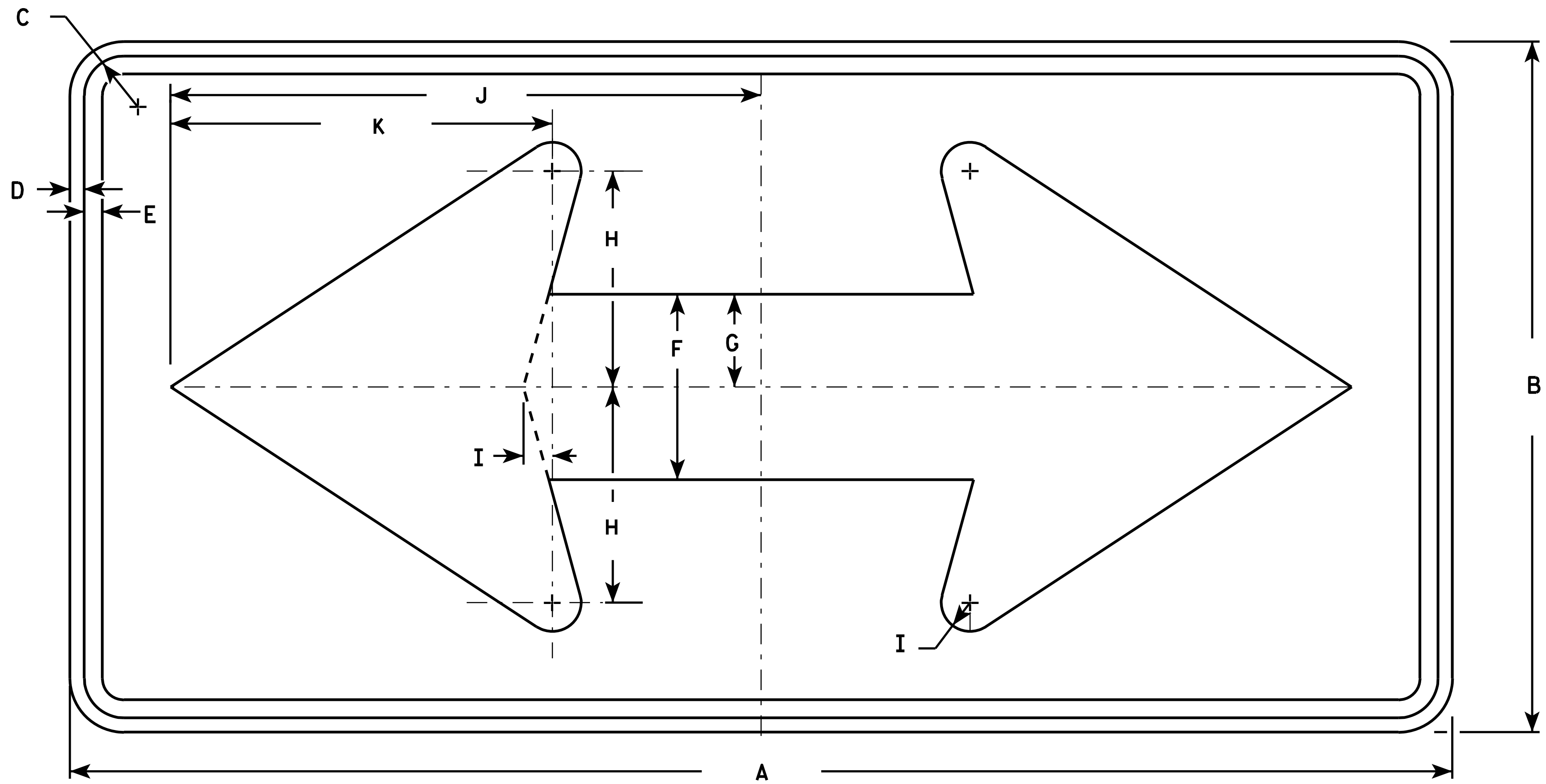
STANDARD SIGN
W1-6

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 6/7/10 PLATE NO. W1-6.8

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 189 | E



W1-7

NOTES

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

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36	18	1 1/8	3/8	1/2	5	2 1/2	5 3/4	3/4	15 5/8	10 1/8																4.5
2S	48	24	1 3/8	1/2	5/8	6 1/2	3 1/4	7 1/2	1	20 1/2	13 1/4																8.0
2M	48	24	1 3/8	1/2	5/8	6 1/2	3 1/4	7 1/2	1	20 1/2	13 1/4																8.0
3	60	30	1 3/8	1/2	5/8	8	4	9 1/4	1 1/4	25 3/8	16 1/4																12.5
4	60	30	1 3/8	1/2	5/8	8	4	9 1/4	1 1/4	25 3/8	16 1/4																12.5
5	96	48	2 1/4	3/4	1	13	6 1/2	15	2	41	26 1/2																32.0

STANDARD SIGN
W1-7

WISCONSIN DEPT OF TRANSPORTATION

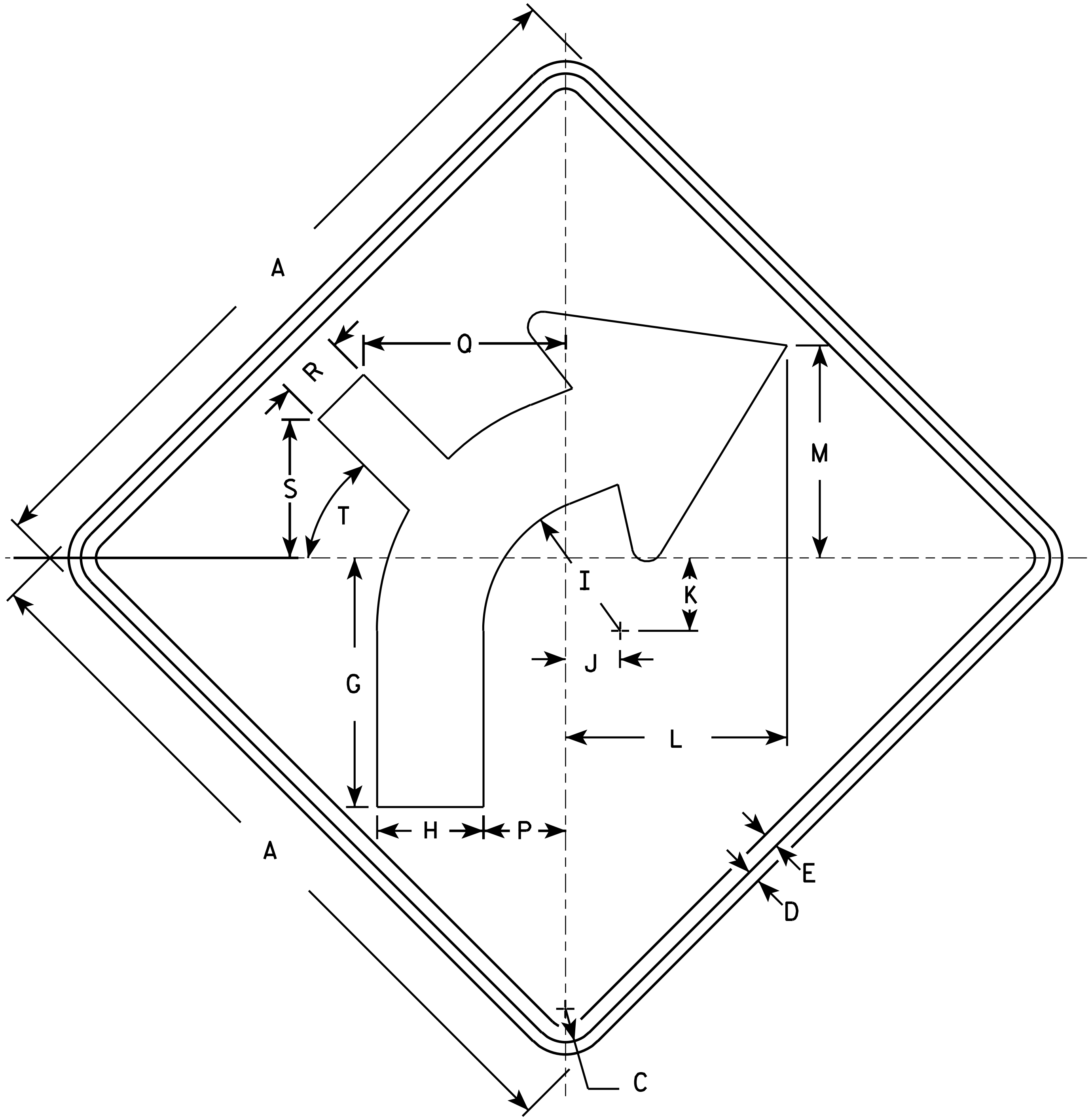
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 6/7/10 PLATE NO. W1-7.7

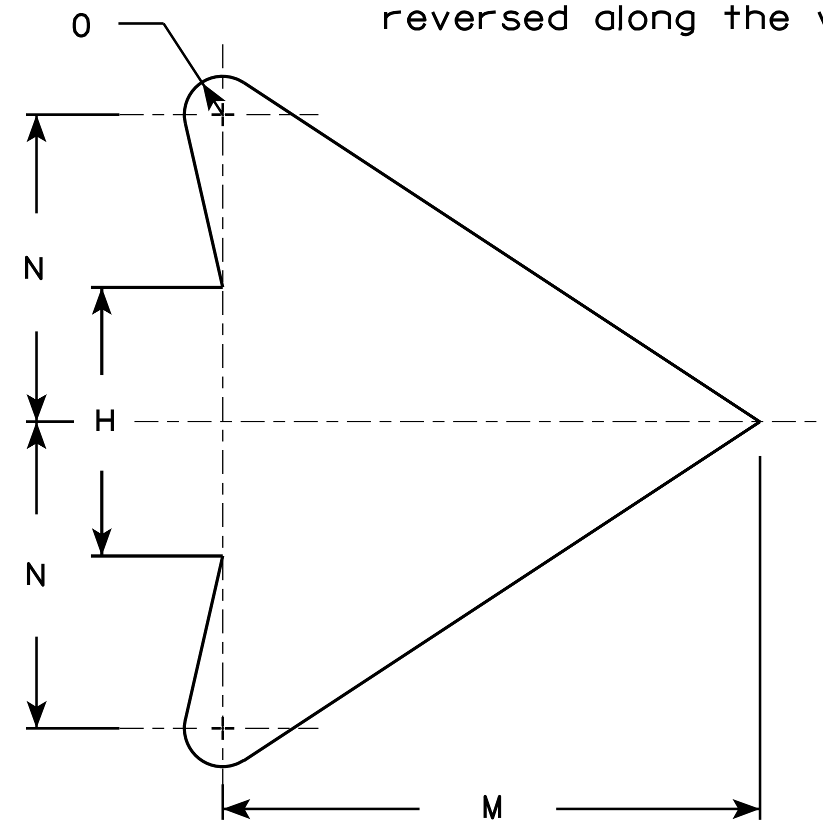
7

7

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 190 | E



W1-10R



ARROW DETAIL

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. W1-10L is the same as W1-10R except the arrow is reversed along the vertical centerline.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	O	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	24		1 1/8	3/8	1/2		8 1/4	3 1/2	4 1/2	1 3/4	2 3/8	7 1/4	7	4	1/2	2 5/8	6 5/8	2 1/8	4 1/2	45°							4.0
2S	30		1 3/8	1/2	5/8		10 1/4	4 3/8	5 5/8	2 1/4	3	9 1/8	8 3/4	5	5/8	3 3/8	8 3/8	2 5/8	5 3/4	45°							6.25
2M	36		1 5/8	5/8	3/4		12 3/8	5 1/4	6 3/4	2 5/8	3 1/2	10 7/8	10 1/2	6	3/4	4	10	3 1/4	6 7/8	45°							9.0
3	36		1 5/8	5/8	3/4		12 3/8	5 1/4	6 3/4	2 5/8	3 1/2	10 7/8	10 1/2	6	3/4	4	10	3 1/4	6 7/8	45°							9.0
4	36		1 5/8	5/8	3/4		12 3/8	5 1/4	6 3/4	2 5/8	3 1/2	10 7/8	10 1/2	6	3/4	4	10	3 1/4	6 7/8	45°							9.0
5	48		2 1/4	3/4	1		16 1/2	7	9	3 1/2	4 5/8	14 1/2	14	8	1	5 3/8	13 1/4	4 1/4	9 1/8	45°							16.0

STANDARD SIGN
W1-10

WISCONSIN DEPT OF TRANSPORTATION

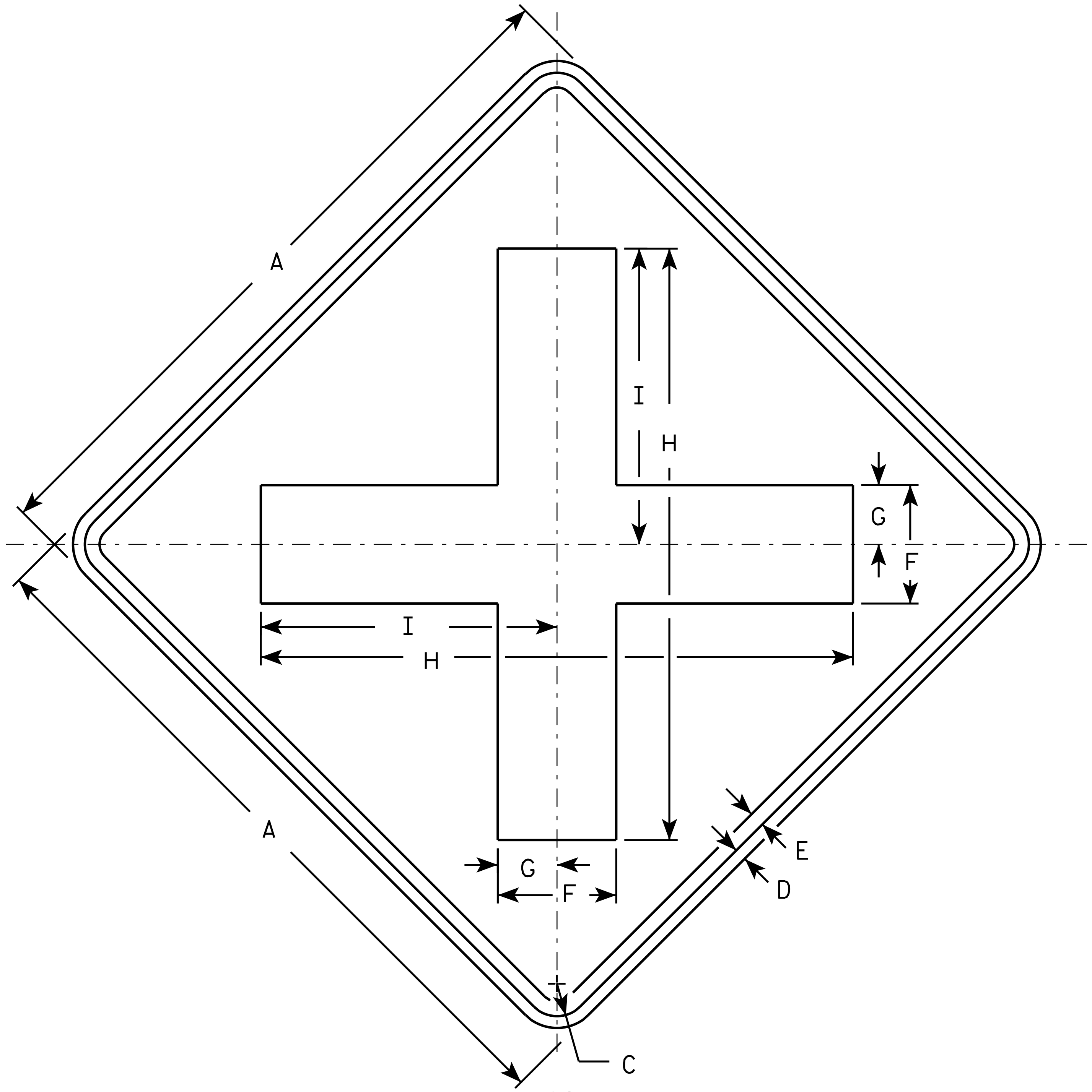
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/17/12 PLATE NO. W1-10.3

7

7

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\W110.DGN
PLOT DATE : 17-MAY-2012 10:14 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 6.251989:1.000000
WISDOT/CADDS SHEET 42



W2-1

NOTES

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

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

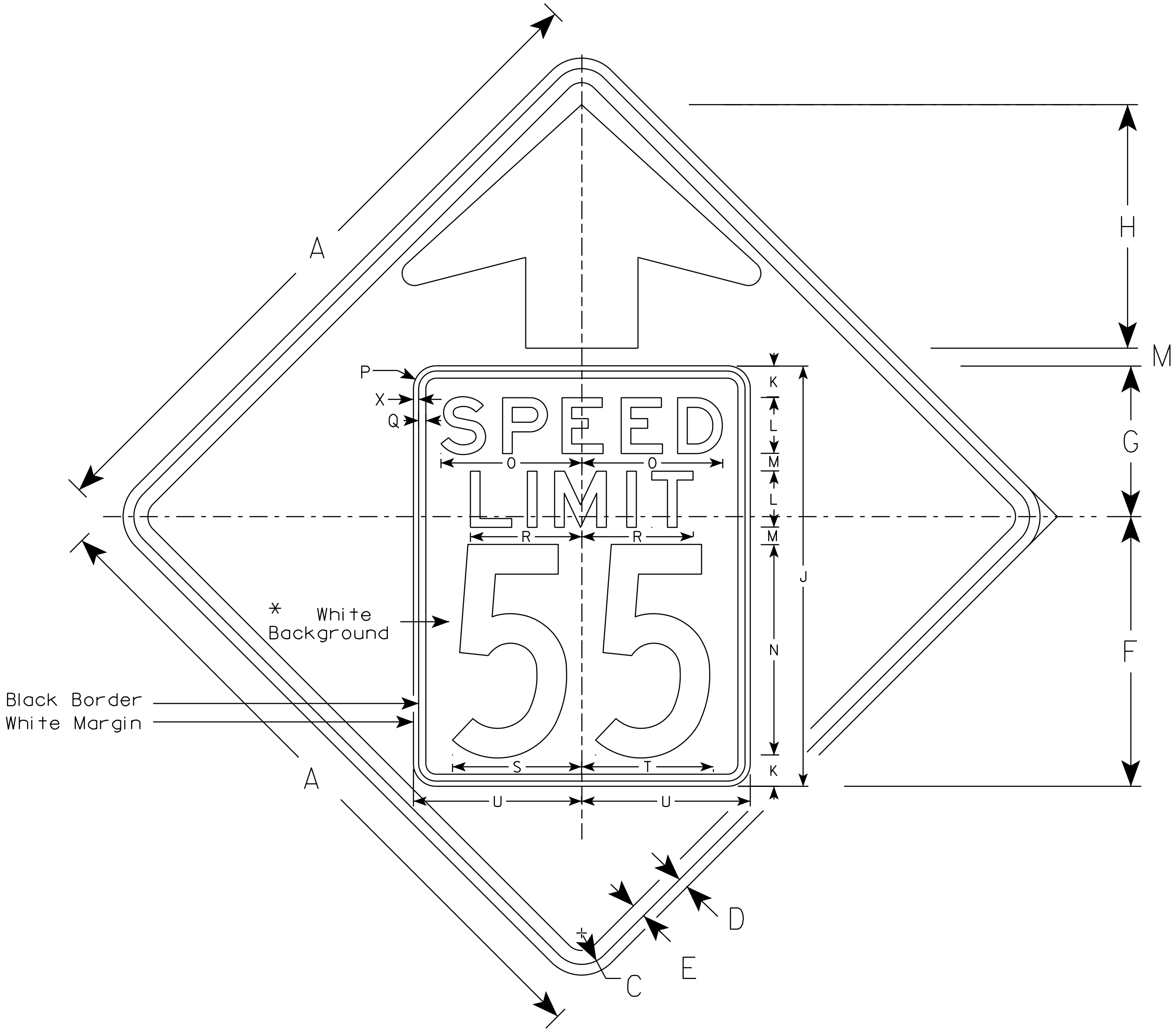
STANDARD SIGN
W2-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

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

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 192 | E

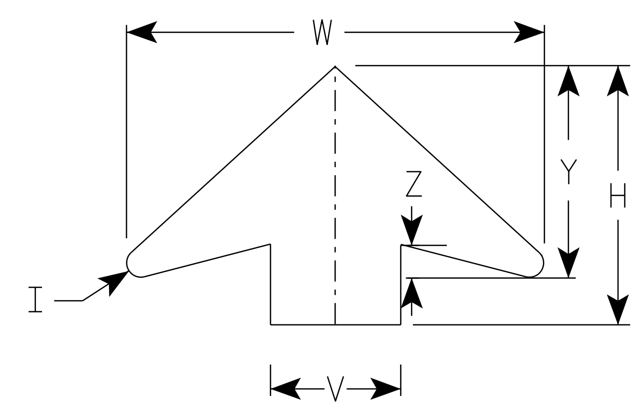


W3-5

NOTES

1. Sign is Type II - See Note 2 for Sheeting Type
2. Color: *
   Background - Yellow* (Type F Reflective)
   Message - Black
3. Message Series - C for numbers Series E for wording
4. Substitute appropriate numerals and optically adjust spacing to achieve proper balance

*Speed Limit Sign shall have a White Background with black message (Type SH Reflective)



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	36		1 5/8	5/8	3/4	14 1/2	9 1/2	11 1/2	5/8	24	2	3	1	12	7 1/8	1 1/2	3/8	5 3/4	7 1/4	7 1/8	9	6	19 1/4	3/8	9 3/4	1 5/8	9.0
2M	36		1 5/8	5/8	3/4	14 1/2	9 1/2	11 1/2	5/8	24	2	3	1	12	7 1/8	1 1/2	3/8	5 3/4	7 1/4	7 1/8	9	6	19 1/4	3/8	9 3/4	1 5/8	9.0
3	36		1 5/8	5/8	3/4	14 1/2	9 1/2	11 1/2	5/8	24	2	3	1	12	7 1/8	1 1/2	3/8	5 3/4	7 1/4	7 1/8	9	6	19 1/4	3/8	9 3/4	1 5/8	9.0
4	48		2 1/4	3/4	1	19 1/4	10 3/4	17 3/8	7/8	30	2 1/4	4	1 1/4	15	10	1 5/8	1/2	8	9 1/4	9 3/8	12	8	25 5/8	3/8	13	2	16.0
5	48		2 1/4	3/4	1	19 1/4	10 3/4	17 3/8	7/8	30	2 1/4	4	1 1/4	15	10	1 5/8	1/2	8	9 1/4	9 3/8	12	8	25 5/8	3/8	13	2	16.0

STANDARD SIGN
W3-5

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

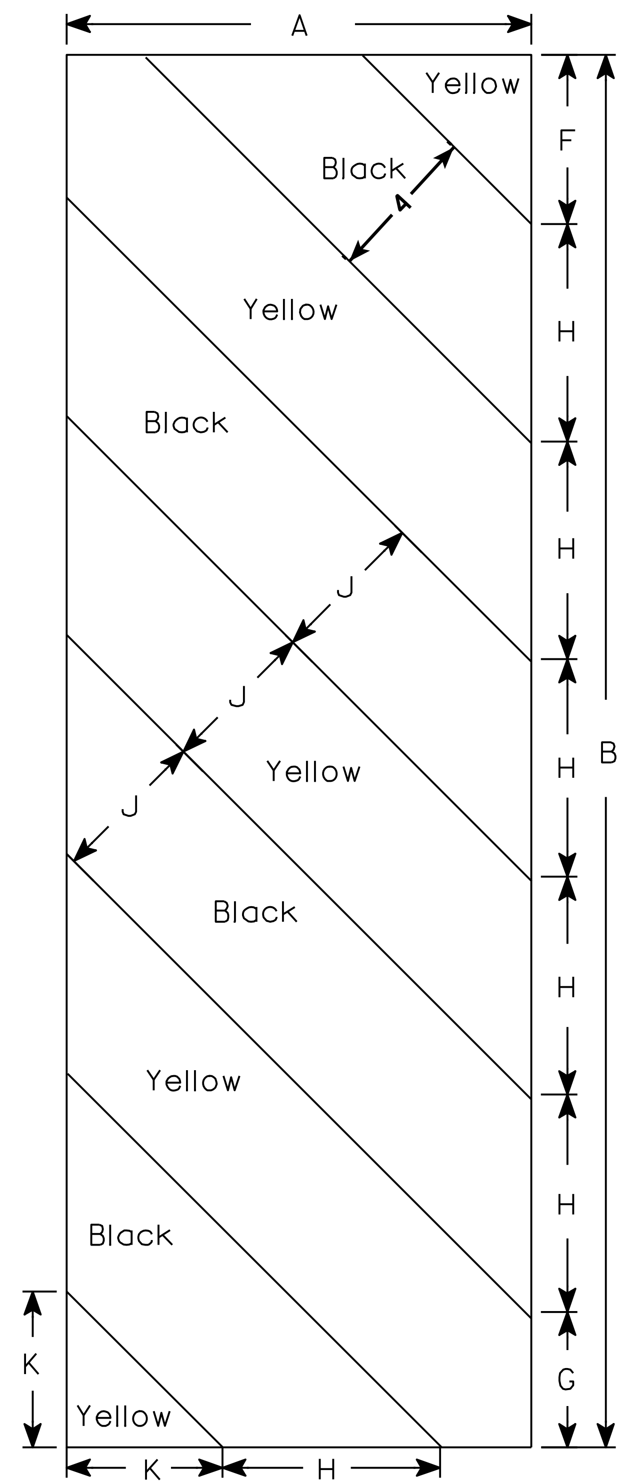
DATE 7/27/2020 PLATE NO. W3-5.6

PROJECT NO:

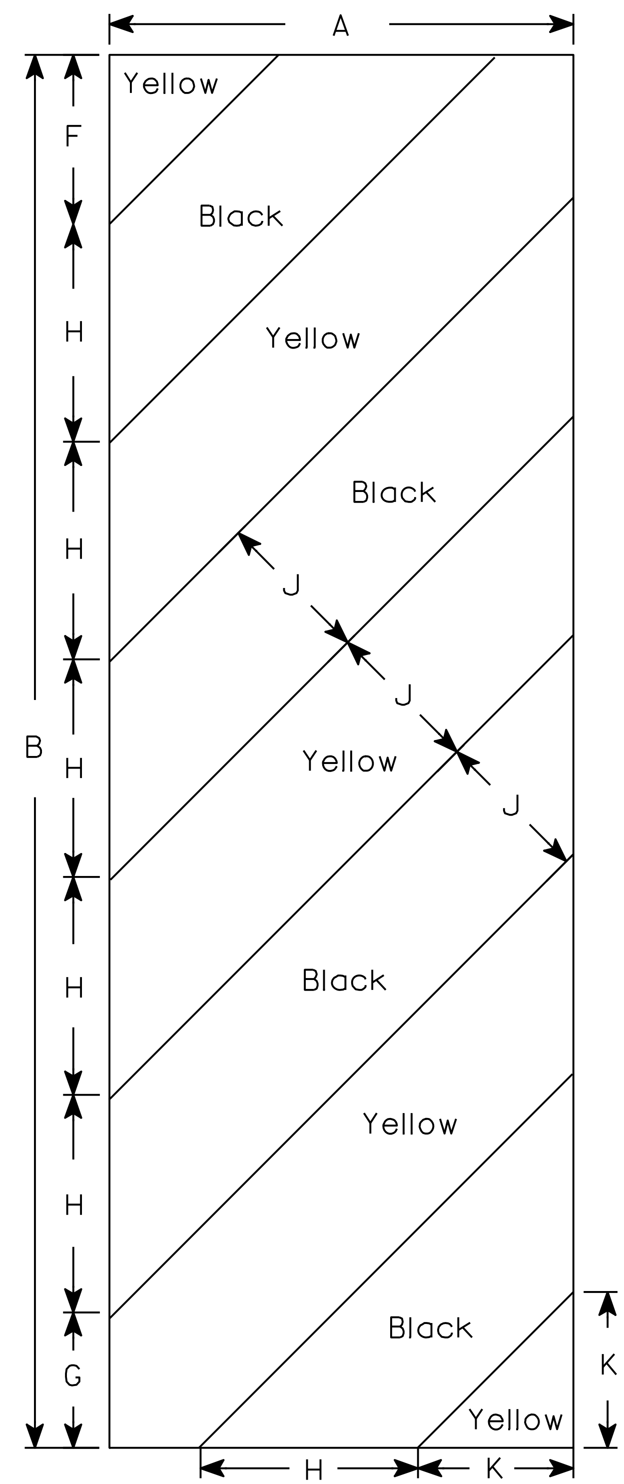
SHEET NO: 193 E

7

7



W5-52L



W5-52R

NOTES

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

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	12	36				4 3/8	3 1/2	5 5/8	45°	4	4																3.0
2M	12	36				4 3/8	3 1/2	5 5/8	45°	4	4																3.0
3	18	54				6	5 1/2	8 1/2	45°	6	6 9/16																6.75
4																											
5																											

STANDARD SIGN
W5-52L & W5-52R

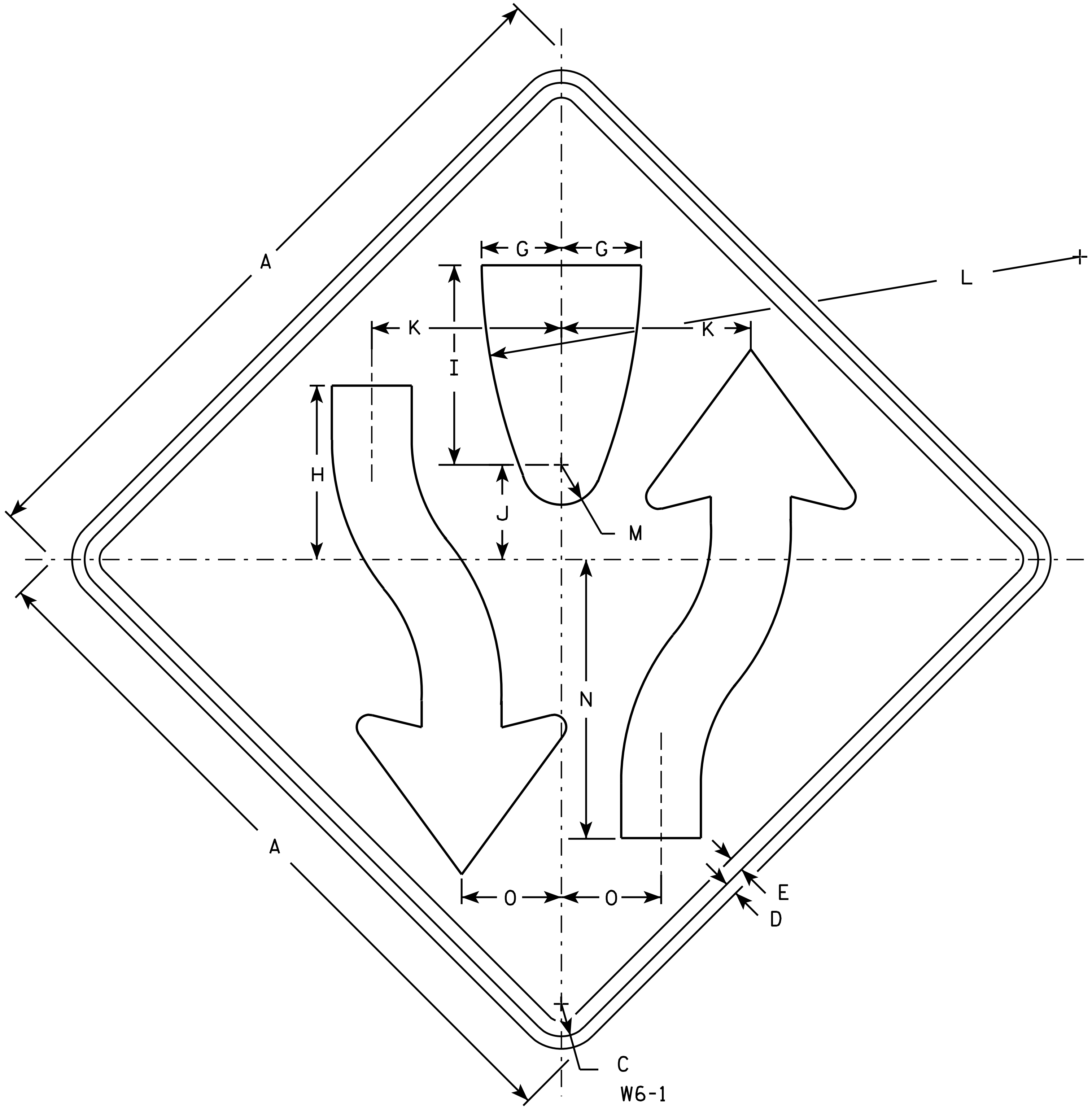
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/29/12 PLATE NO. W5-52.9

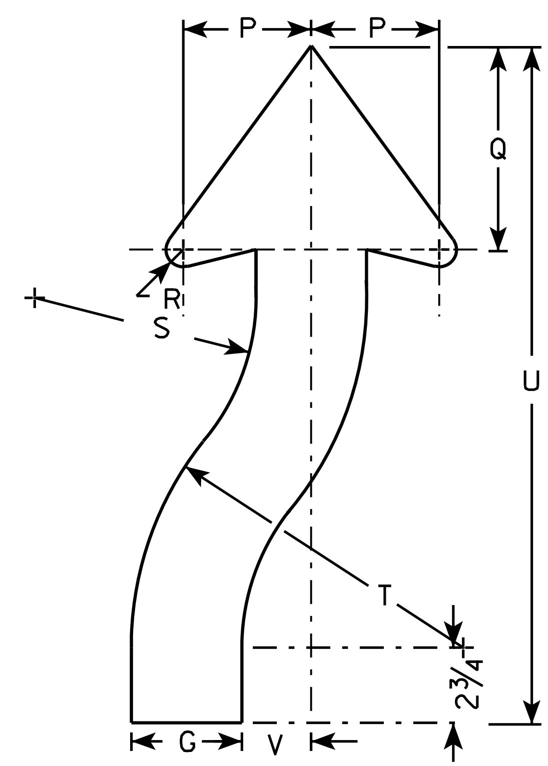
7

7



NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. W6-2 same as W6-1 but is rotated 180° when mounted.



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	30		1 3/8	1/2	5/8		3 1/4	8	8 1/4	4 1/8	7 7/8	25	1 3/4	11 5/8	4 1/8	3 7/8	6 3/4	5/8	6 5/8	9 7/8	21 5/8	2					6.25
2S	36		1 5/8	5/8	3/4		4	8 3/4	10	4 3/4	9 1/2	30	2	14	5	4 5/8	7 3/8	7/8	8	12	24 1/2	2 1/2					9.0
2M	36		1 5/8	5/8	3/4		4	8 3/4	10	4 3/4	9 1/2	30	2	14	5	4 5/8	7 3/8	7/8	8	12	24 1/2	2 1/2					9.0
3																											
4	48		2 1/4	3/4	1		5 3/8	11 5/8	13 3/8	6 3/8	12 5/8	40	2 5/8	18 5/8	6 5/8	6 1/4	9 7/8	1 1/4	10 5/8	16	32 5/8	3 3/8					16.0
5	48		2 1/4	3/4	1		5 3/8	11 5/8	13 3/8	6 3/8	12 5/8	40	2 5/8	18 5/8	6 5/8	6 1/4	9 7/8	1 1/4	10 5/8	16	32 5/8	3 3/8					16.0

STANDARD SIGN
W6-1 & W6-2

WISCONSIN DEPT OF TRANSPORTATION

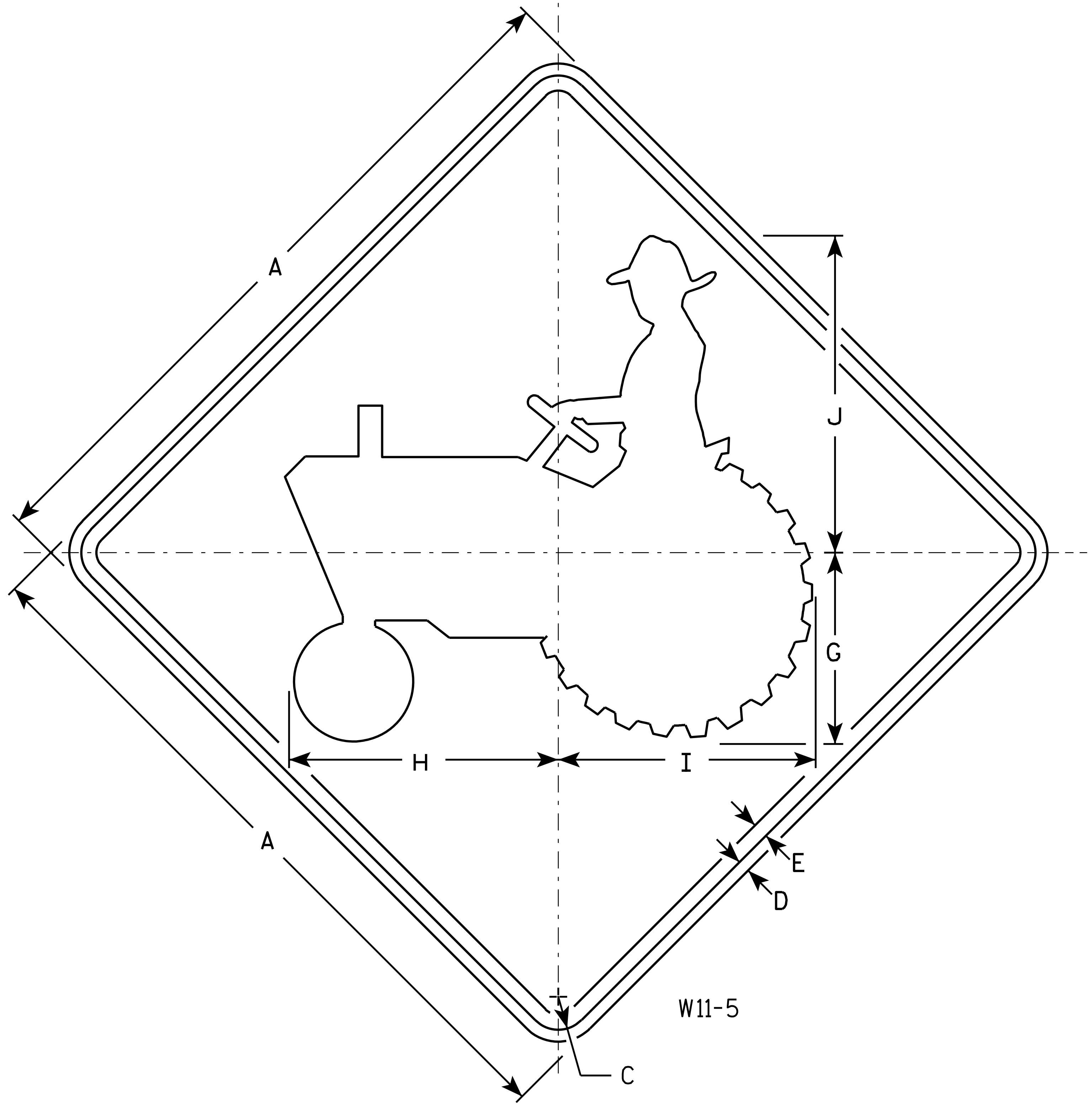
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 03/12/13 PLATE NO. W6-1.14

7

7

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 195 | E



NOTES

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

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	O	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	24		1 1/8	3/8	1/2		6 3/8	9	8 5/8	10 5/8																	4.0
2S	30		1 3/8	1/2	5/8		8	11 1/4	10 3/4	13 1/4																	6.25
2M	30		1 3/8	1/2	5/8		8	11 1/4	10 3/4	13 1/4																	6.25
3																											
4	36		1 5/8	5/8	3/4		9 5/8	13 1/2	12 7/8	16																	9.0
5	48		2 1/4	3/4	1		12 3/4	18	17 1/4	21 1/8																	16.0

STANDARD SIGN
W11-5

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch for
State Traffic Engineer

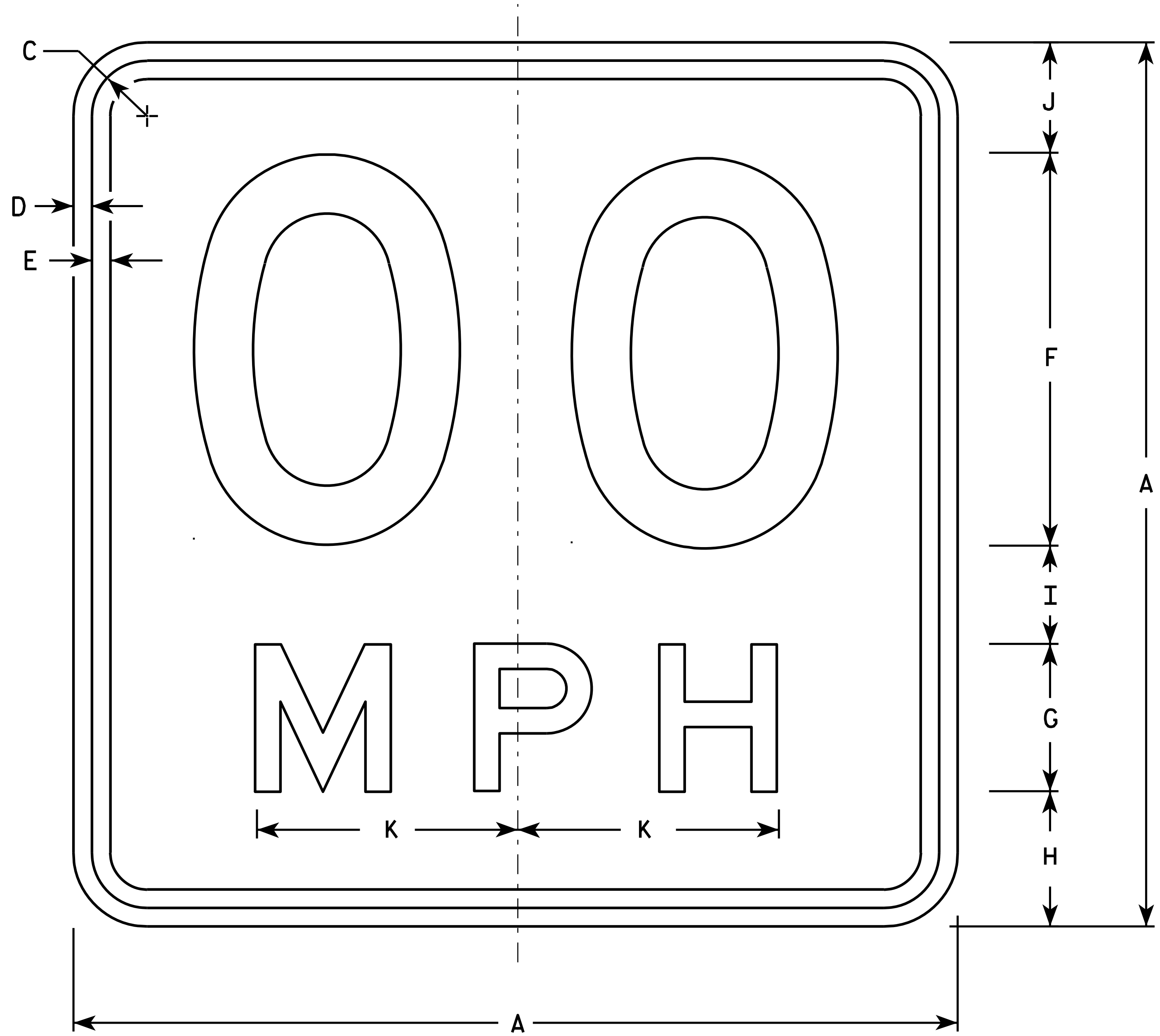
DATE 3/13/13 PLATE NO. W11-5.6

7

7

PROJECT NO: HWY: COUNTY: SHEET NO: 196 E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\W115.DGN PLOT DATE : 13-MAR-2013 12:53 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 5.706180:1.000000 WISDOT/CADDS SHEET 42



W13-1

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

NOTES

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

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

STANDARD SIGN
W13-1

WISCONSIN DEPT OF TRANSPORTATION

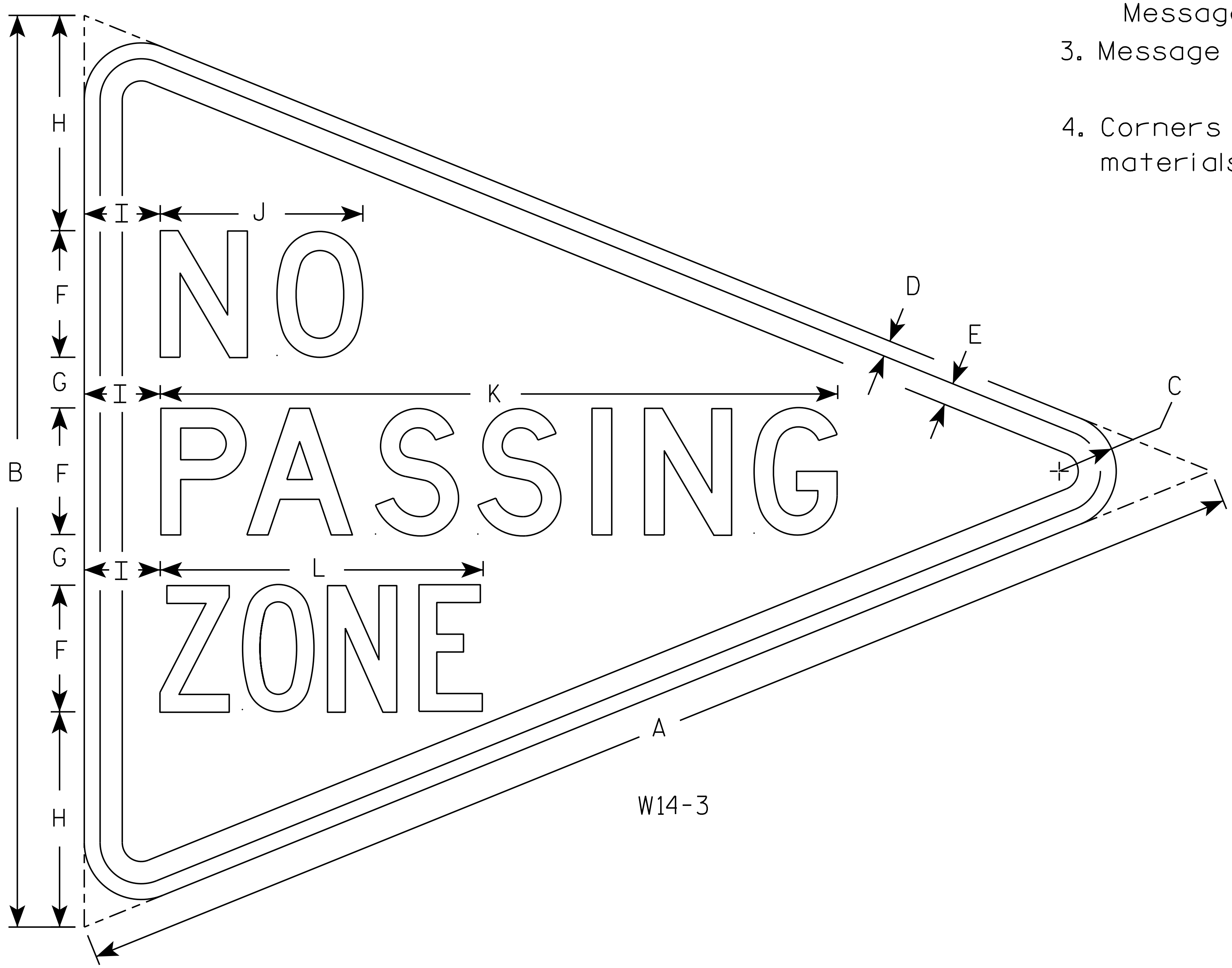
APPROVED Matthew R Rauch
for State Traffic Engineer

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

7

7

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 197 | 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.

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																											

STANDARD SIGN
W14-3

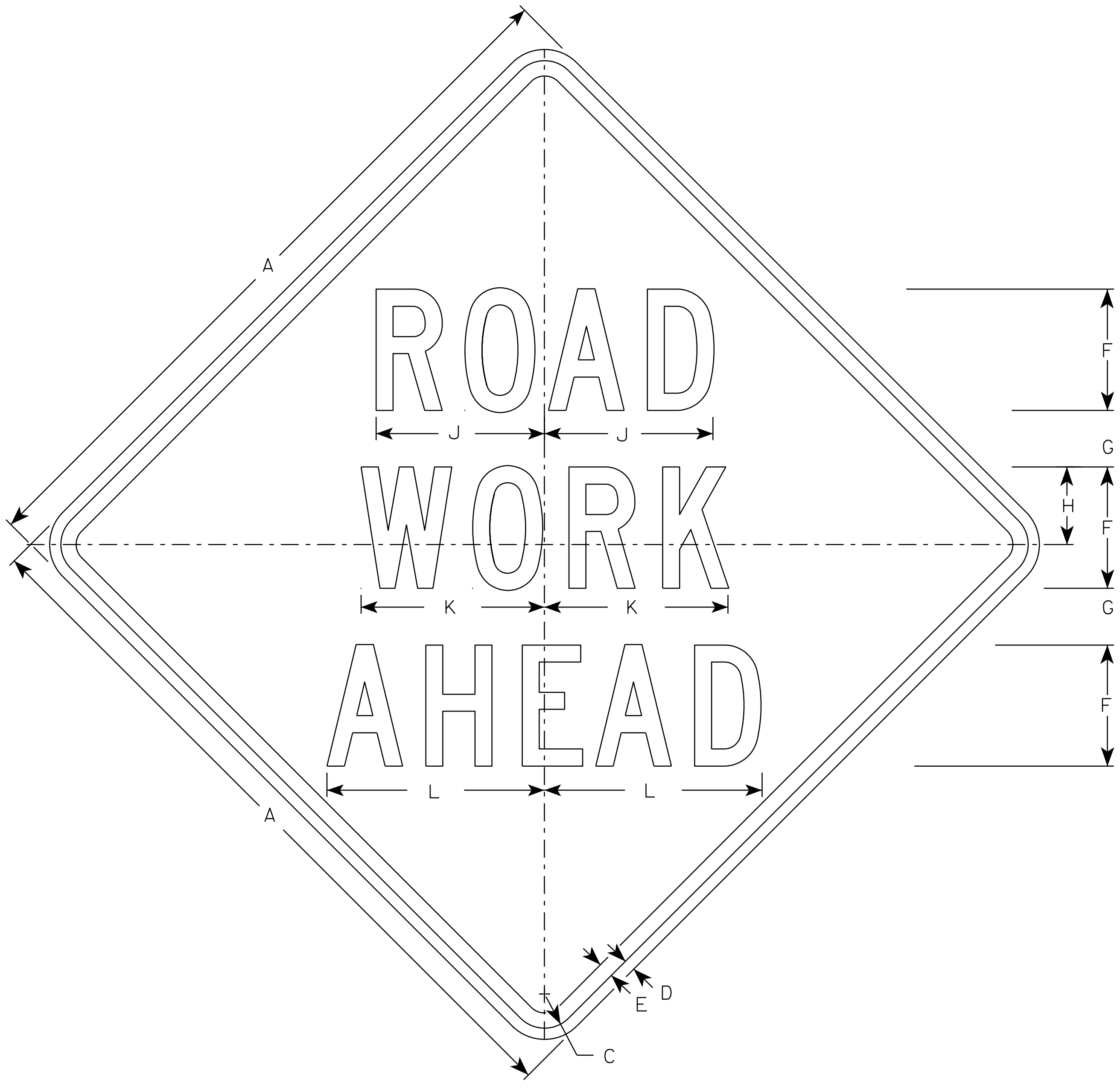
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

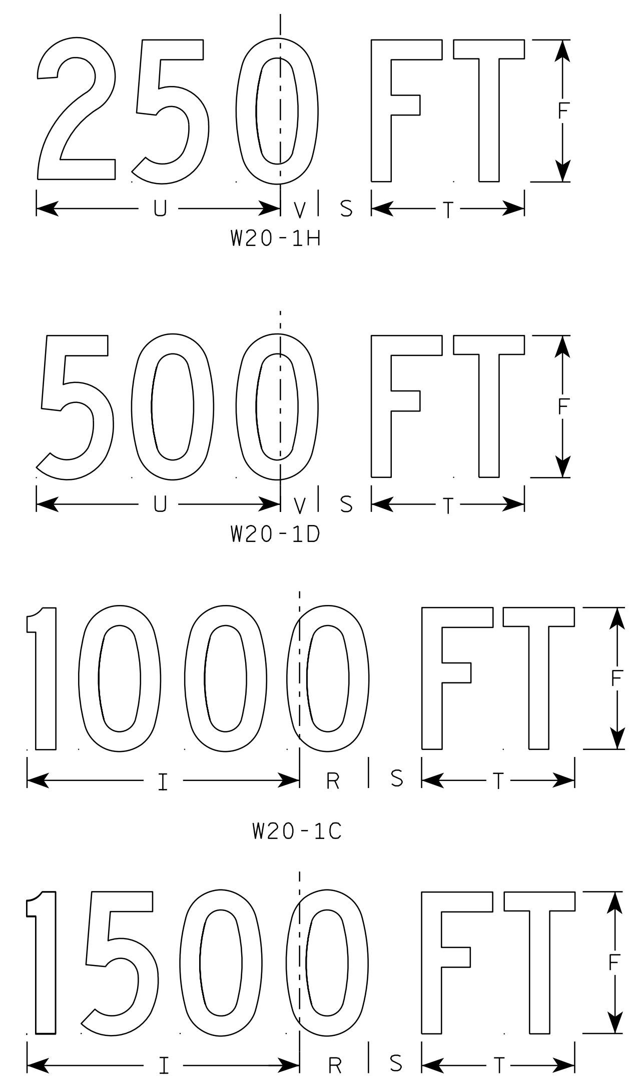
DATE 3/21/17 PLATE NO. W14-3.10

PROJECT NO: HWY: COUNTY: SHEET NO: 198 E

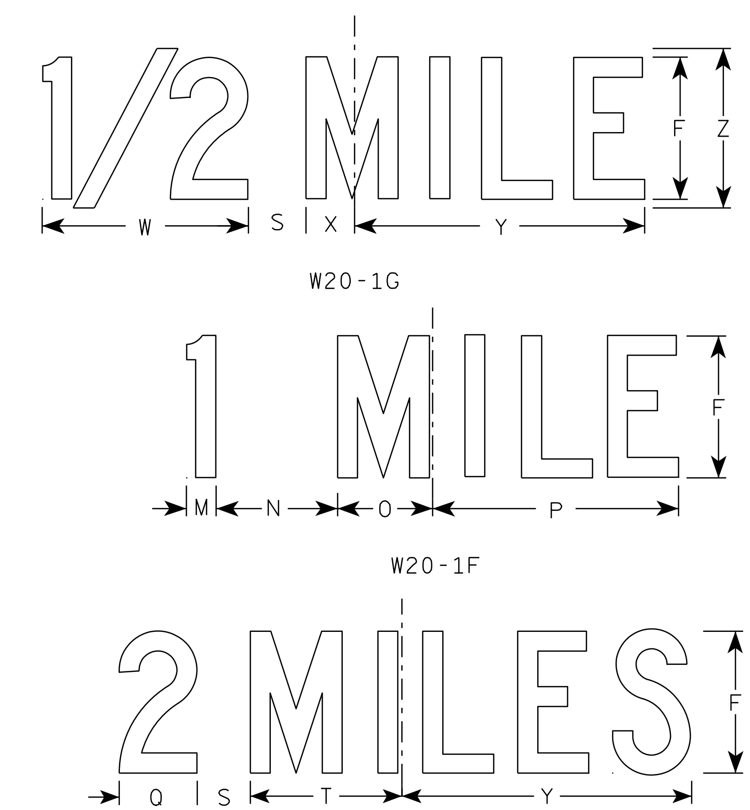
FILE NAME : C:\CAEfiles\Projects\tr_stdplate\W143.DGN PLOT DATE : 21-MAR-2017 08:48 PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : 5.650195:1.000000 WISDOT/CADDS SHEET 42



W20-1A



W20-1B



W20-1E

NOTES

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

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

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

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

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

PROJECT NO:

SHEET NO: E

7

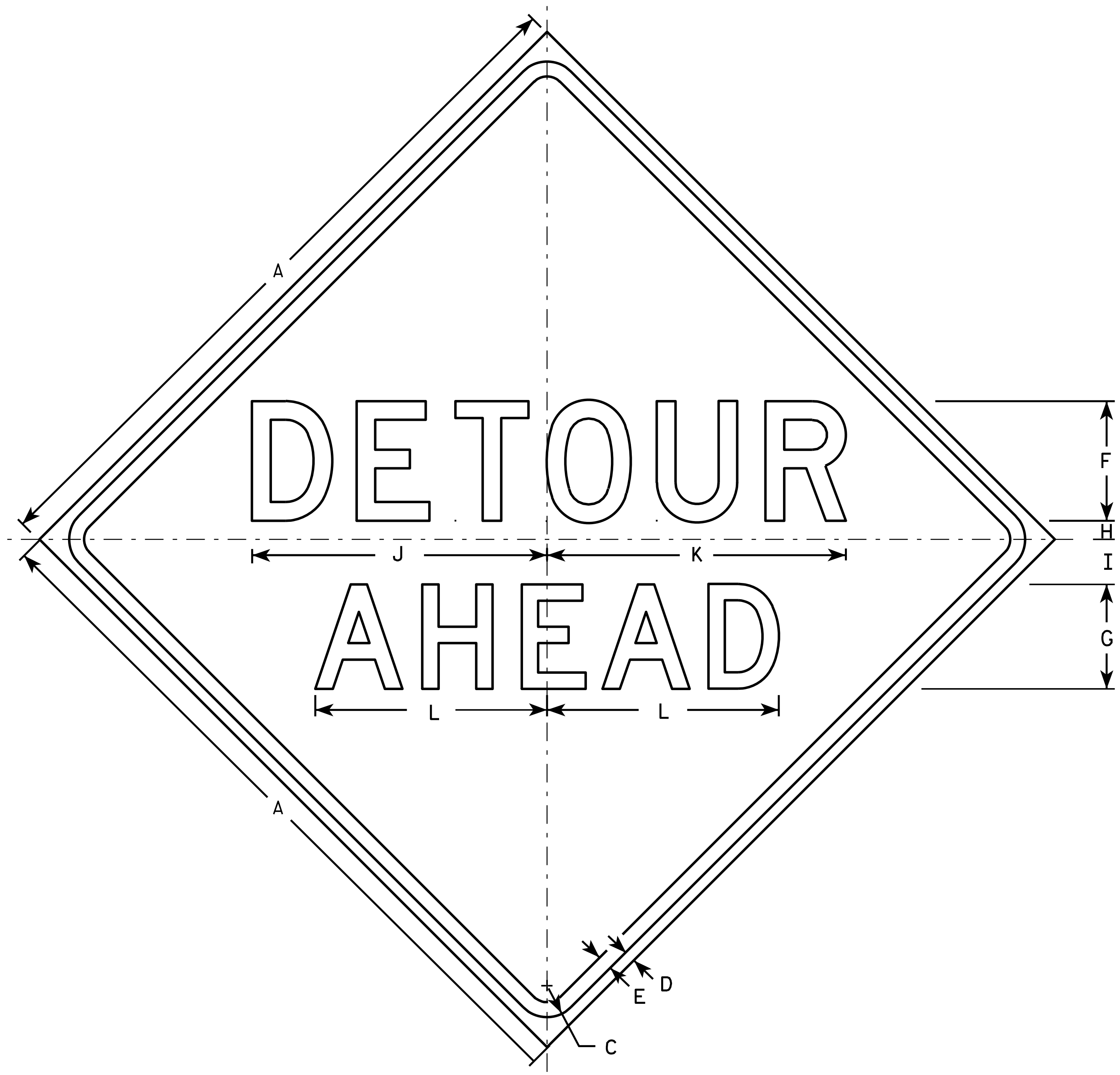
7

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\W201.DGN

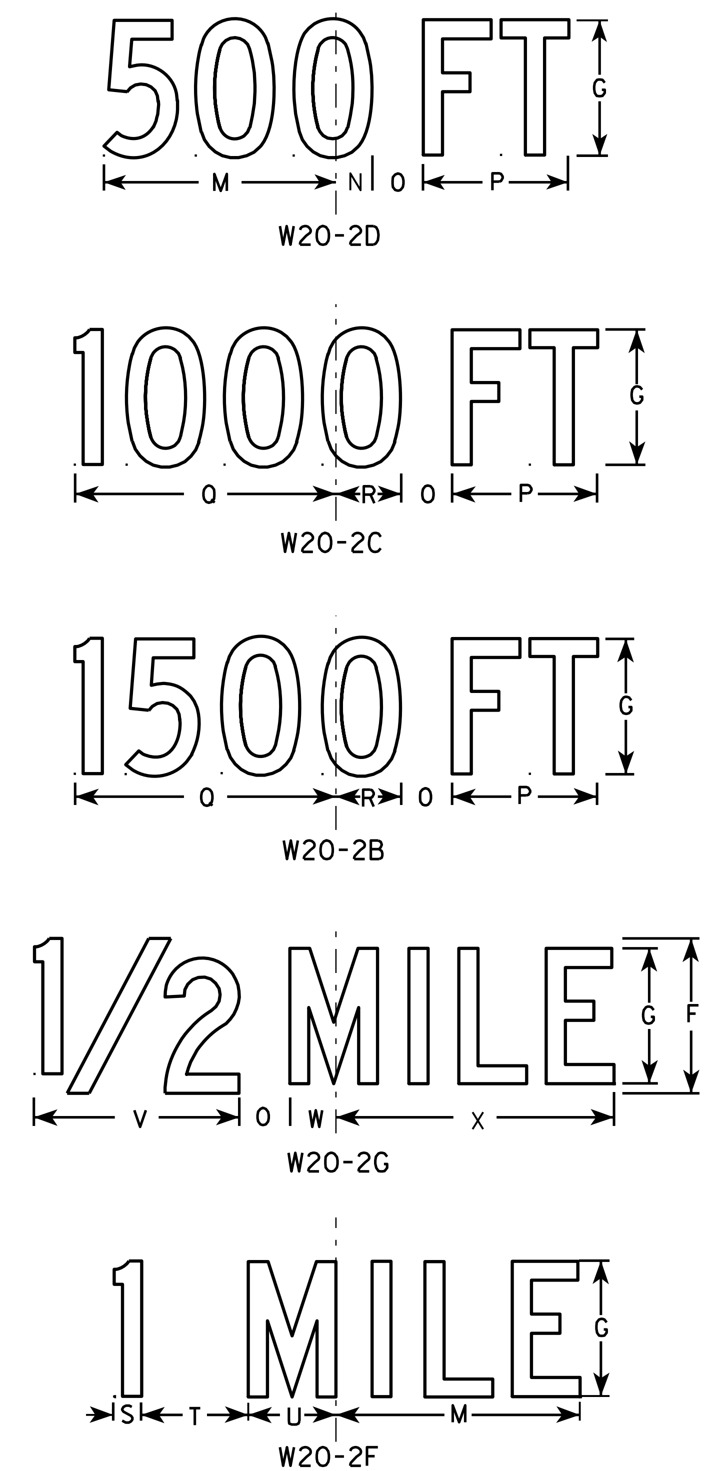
PLOT DATE : 25-MARCH-2020

PLOT BY : dotc4c

WISDOT/CADDS SHEET 42



W20-2A



NOTES

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

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

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

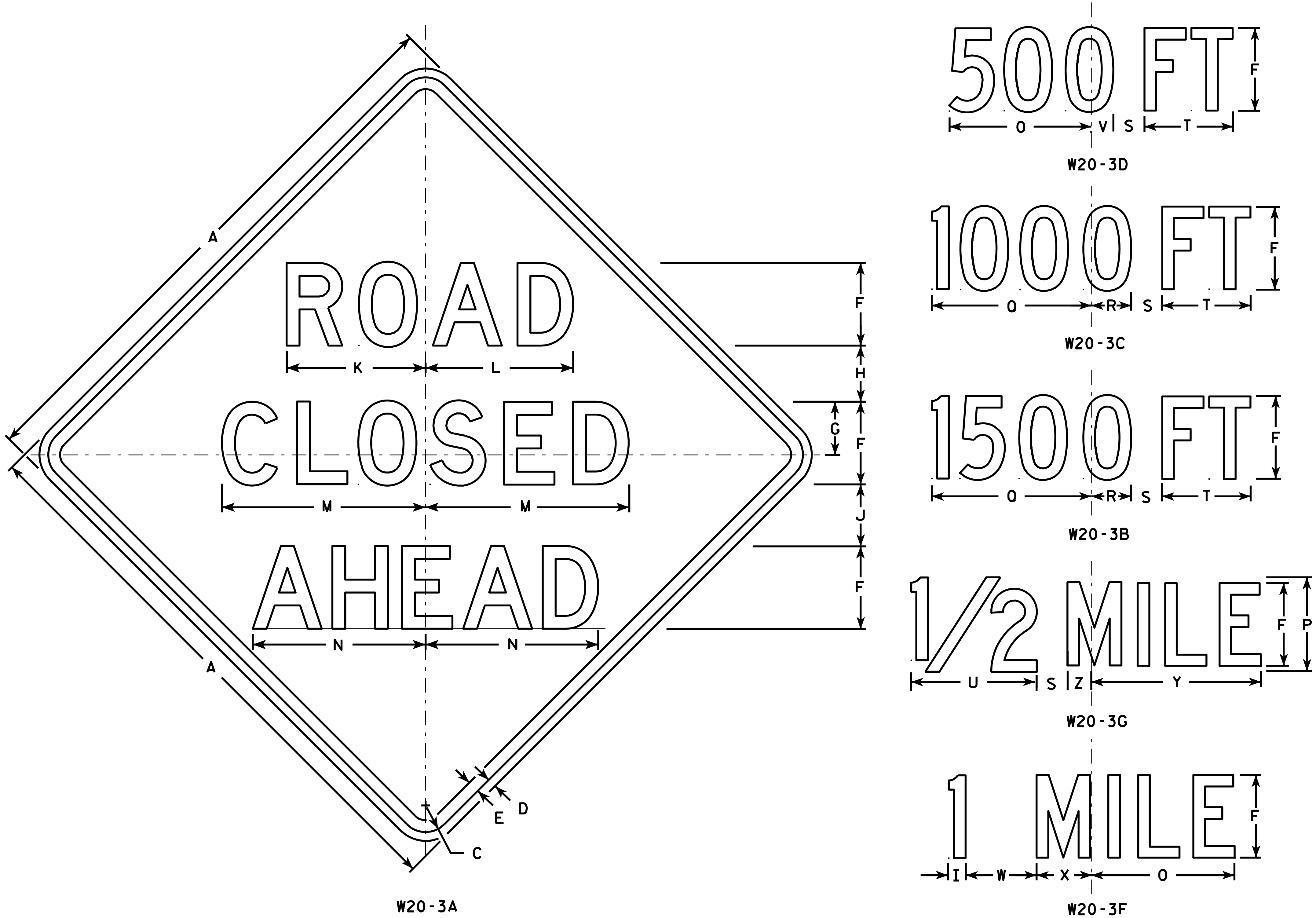
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch for State Traffic Engineer

DATE 3/18/11 PLATE NO. W20-2.6

7

7



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7

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Message Series - see note 5
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Lines 1 and 2 are Series D.
   Line 3 is Series D for AHEAD and Series C for all other distances.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		1 5/8	5/8	3/4	5	3 3/8	3 1/2	1 1/8	4	8 3/8	8 7/8	12 1/2	11	9	6	10 1/8	2 1/2	1 7/8	5 5/8	8	1 3/8	4 1/2	3 1/2	10 3/4	1 3/4	9.0
2S	48		2 1/4	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	11 3/4	12 1/2	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	10 5/8	1 7/8	6	4 5/8	14 3/8	2 3/8	16.0
2M	48		2 1/4	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	11 3/4	12 1/2	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	10 5/8	1 7/8	6	4 5/8	14 3/8	2 3/8	16.0
3	48		2 1/4	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	11 3/4	12 1/2	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	10 5/8	1 7/8	6	4 5/8	14 3/8	2 3/8	16.0
4	48		2 1/4	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	11 3/4	12 1/2	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	10 5/8	1 7/8	6	4 5/8	14 3/8	2 3/8	16.0
5	48		2 1/4	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	11 3/4	12 1/2	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	10 5/8	1 7/8	6	4 5/8	14 3/8	2 3/8	16.0

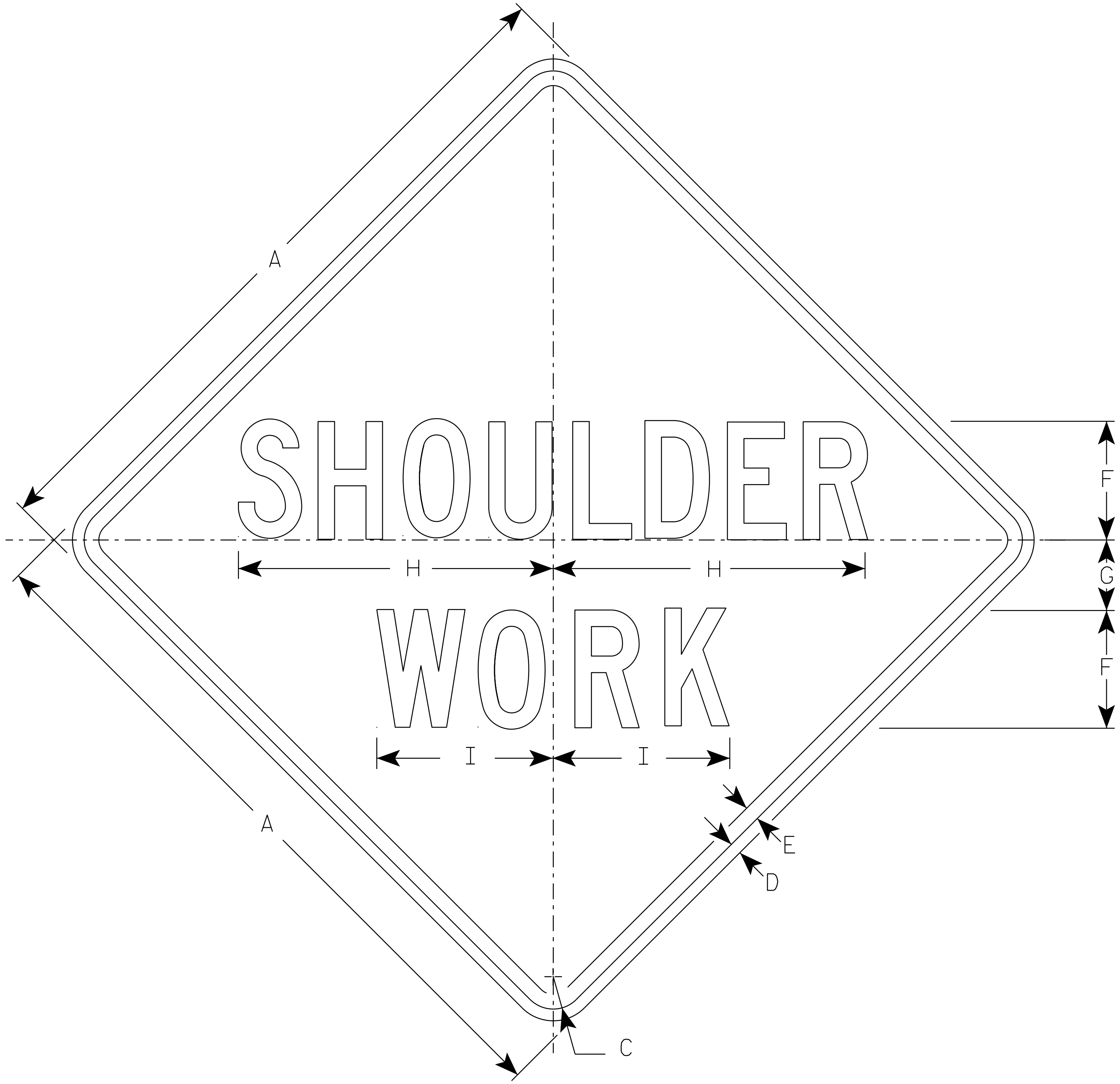
STANDARD SIGN
W20-3A, B, C, D, F & G

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

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

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 201 | E



W21-5

NOTES

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

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

STANDARD SIGN
W21-5

WISCONSIN DEPT OF TRANSPORTATION

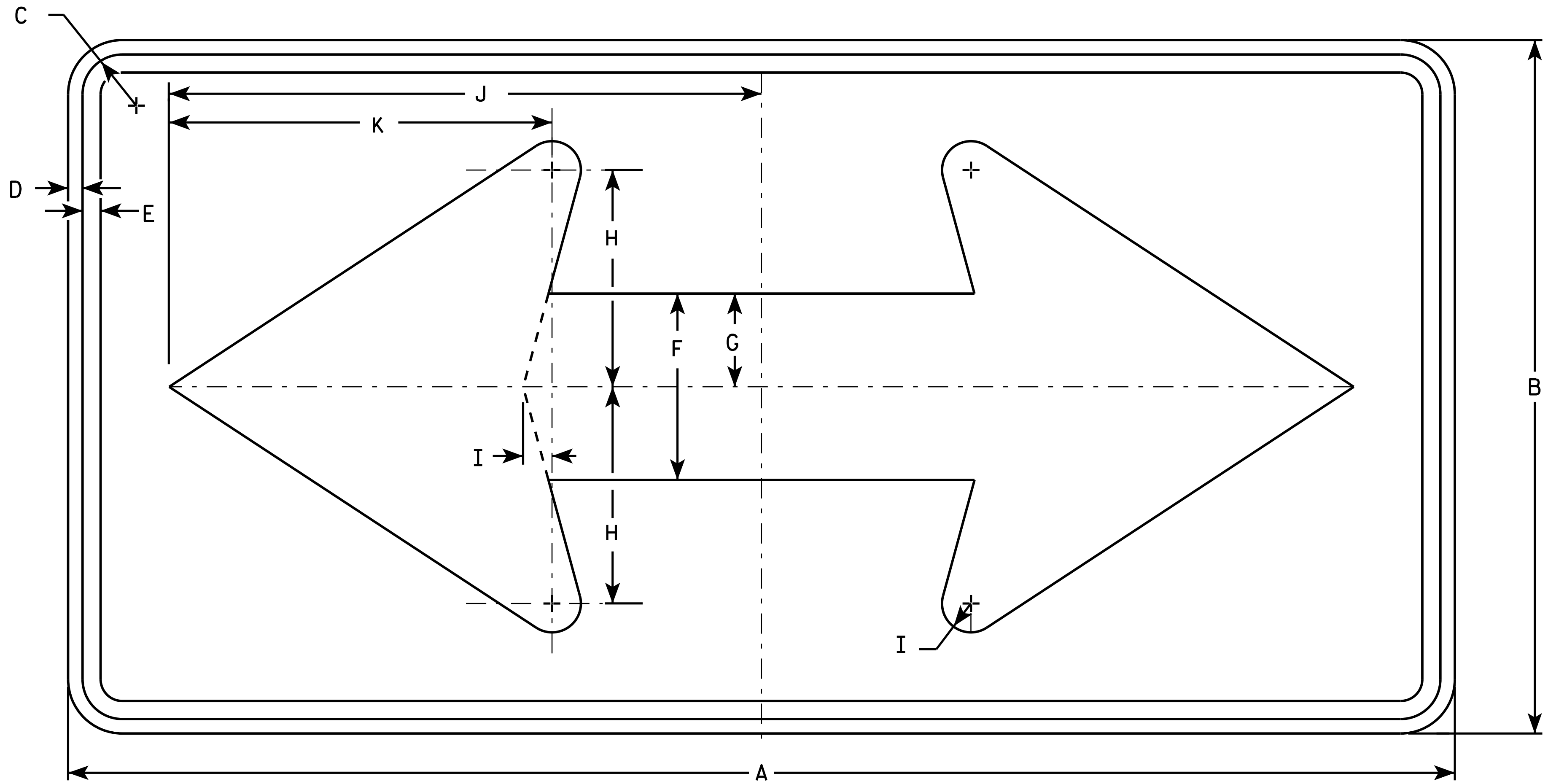
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 4/30/2020 PLATE NO. W21-5.6

PROJECT NO: HWY: COUNTY: SHEET NO: 202 E

7

7



W01-7

NOTES

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

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	48	24	1 3/8	1/2	5/8	6 1/2	3 1/4	7 1/2	1	20 1/2	13 1/4																8.0
2M	48	24	1 3/8	1/2	5/8	6 1/2	3 1/4	7 1/2	1	20 1/2	13 1/4																8.0
3	60	30	1 3/8	1/2	5/8	8	4	9 1/4	1 1/4	25 3/8	16 1/4																12.5
4	60	30	1 3/8	1/2	5/8	8	4	9 1/4	1 1/4	25 3/8	16 1/4																12.5
5	60	30	1 3/8	1/2	5/8	8	4	9 1/4	1 1/4	25 3/8	16 1/4																12.5

STANDARD SIGN
W01-7

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

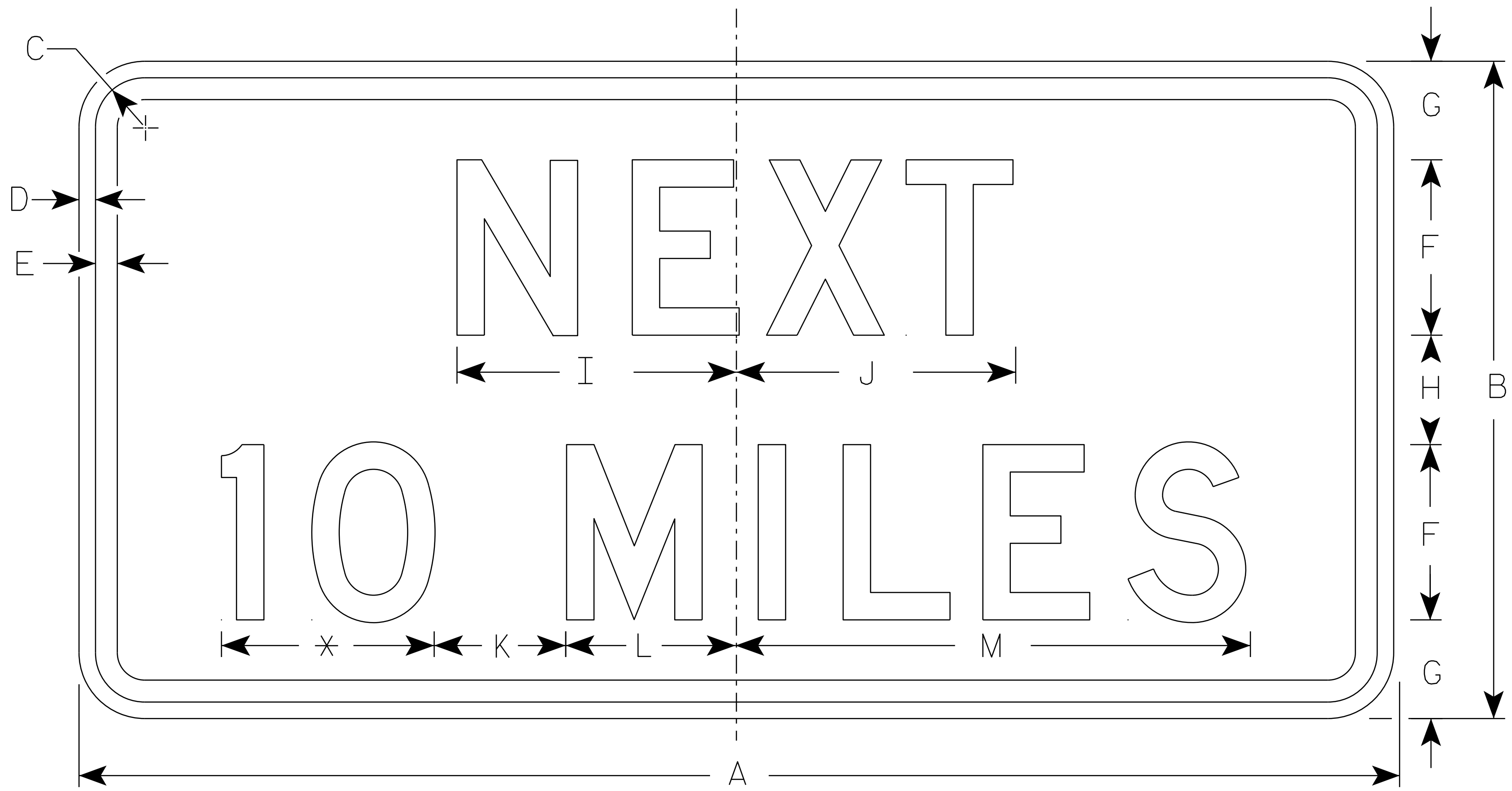
DATE 11/18/13 PLATE [illegible]1-7.1

PROJECT NO: HWY: COUNTY: SHEET NO: E

7 7

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\W017.DGN PLOT DATE : 20-NOV-2013 10:35 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 5.604022:1.000000

WISDOT/CADDS SHEET 42



W057-51

* See note 5

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Round distance to the nearest whole Mile and substitute appropriate numerals and optically adjust spacing to achieve proper balance.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36	18	1 1/8	3/8	1/2	5	2 3/4	2 1/2	7 7/8	8	5	4 1/8	15 3/8														4.5
2S	48	24	1 3/8	1/2	5/8	6	4	4	10	10 1/8	6	5 5/8	19														8.0
2M	48	24	1 3/8	1/2	5/8	6	4	4	10	10 1/8	6	5 5/8	19														8.0
3	48	24	1 3/8	1/2	5/8	6	4	4	10	10 1/8	6	5 5/8	19														8.0
4	48	24	1 3/8	1/2	5/8	6	4	4	10	10 1/8	6	5 5/8	19														8.0
5	48	24	1 3/8	1/2	5/8	6	4	4	10	10 1/8	6	5 5/8	19														8.0

STANDARD SIGN
W057-51

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/1/19 PLATE NO. W057-51.3

PROJECT NO: HWY: COUNTY: SHEET NO: 204 E

7

7

EARTHWORK - MAINLINE (CTH Z RT TURN LANE)

STATION	AREA (SF) CUT	AREA (SF) FILL	INCREMENTAL VOLUME (CY) CUT NOTE 1	INCREMENTAL VOLUME (CY) FILL NOTE 2	INCREMENTAL VOLUME (CY) FILL 1.25 NOTE 3	CUMULATIVE VOLUME (CY) CUT 1.00 NOTE 1	CUMULATIVE VOLUME (CY) FILL NOTE 2	CUMULATIVE VOLUME (CY) FILL 1.25 NOTE 3	CUMULATIVE VOLUME (CY) MASS ORDINATE NOTE 4
177+41	0	0	0	0	0	0	0	0	0
178+00	15	1	16	1	1	16	1	1	15
179+00	20	1	65	4	5	81	5	6	75
180+00	21	0	76	2	3	157	7	9	148
180+91	20	0	69	0	0	226	7	9	217
		SUBTOTAL =	226	7	9	226	7	9	217

EARTHWORK - H-LINE (CTH Z REALIGNMENT)

STATION	AREA (SF) CUT	AREA (SF) FILL	INCREMENTAL VOLUME (CY) CUT NOTE 1	INCREMENTAL VOLUME (CY) FILL NOTE 2	INCREMENTAL VOLUME (CY) FILL 1.25 NOTE 3	CUMULATIVE VOLUME (CY) CUT 1.00 NOTE 1	CUMULATIVE VOLUME (CY) FILL NOTE 2	CUMULATIVE VOLUME (CY) FILL 1.25 NOTE 3	CUMULATIVE VOLUME (CY) MASS ORDINATE NOTE 4
1800'H'+00	0	0	0	0	0	0	0	0	0
1800'H'+50	64	0	59	0	0	59	0	0	59
1801'H'+00	72	1	126	1	1	185	1	1	184
1801'H'+50	75	0	136	1	1	321	2	2	319
1802'H'+00	105	7	167	6	8	488	8	10	478
1802'H'+64	120	0	267	8	10	755	16	20	735
		SUBTOTAL =	755	16	20	755	16	20	735

EARTHWORK - MAINLINE C&G LT. (221+21 - 222+52)

STATION	AREA (SF) CUT	AREA (SF) FILL	INCREMENTAL VOLUME (CY) CUT NOTE 1	INCREMENTAL VOLUME (CY) FILL NOTE 2	INCREMENTAL VOLUME (CY) FILL 1.25 NOTE 3	CUMULATIVE VOLUME (CY) CUT 1.00 NOTE 1	CUMULATIVE VOLUME (CY) FILL NOTE 2	CUMULATIVE VOLUME (CY) FILL 1.25 NOTE 3	CUMULATIVE VOLUME (CY) MASS ORDINATE NOTE 4
221+21	0	0	0	0	0	0	0	0	0
222+00	3	6	4	9	11	4	9	11	-7
222+52	1	5	4	11	14	8	20	25	-17
		SUBTOTAL =	8	20	25	8	20	25	-17

EARTHWORK - MAINLINE C&G LT. (302+55 - 310+27)

STATION	AREA (SF) CUT	AREA (SF) FILL	INCREMENTAL VOLUME (CY) CUT NOTE 1	INCREMENTAL VOLUME (CY) FILL NOTE 2	INCREMENTAL VOLUME (CY) FILL 1.25 NOTE 3	CUMULATIVE VOLUME (CY) CUT 1.00 NOTE 1	CUMULATIVE VOLUME (CY) FILL NOTE 2	CUMULATIVE VOLUME (CY) FILL 1.25 NOTE 3	CUMULATIVE VOLUME (CY) MASS ORDINATE NOTE 4
302+55	2	2	0	0	0	0	0	0	0
303+00	3	2	4	3	4	4	3	4	0
304+00	4	1	13	6	8	17	9	12	5
305+00	3	1	13	4	5	30	13	17	13
306+00	3	3	11	7	9	41	20	26	15
307+00	3	2	11	9	11	52	29	37	15
307+12	3	2	1	1	1	53	30	38	15
308+00	3	1	10	5	6	63	35	44	19
309+00	3	1	11	4	5	74	39	49	25
310+00	3	2	11	6	8	85	45	57	28
310+27	2	2	3	2	3	88	47	60	28
		SUBTOTAL =	88	47	60	88	47	60	28

NOTES:

1 - CUT	CUT INCLUDES SALVAGED/UNUSABLE MATERIAL
2 - FILL	DOES NOT INCLUDE UNUSABLE PAVEMENT EXCAVATION VOLUMES
3 - FILL (25%)	FILL 25% = (FILL)*1.25
4 - MASS ORDINATE	CUT - FILL (25%)

EARTHWORK - MAINLINE C&G RT. (307+12 - 312+08)

STATION	AREA (SF) CUT	AREA (SF) FILL	INCREMENTAL VOLUME (CY) CUT NOTE 1	INCREMENTAL VOLUME (CY) FILL NOTE 2	INCREMENTAL VOLUME (CY) FILL 1.25 NOTE 3	CUMULATIVE VOLUME (CY) CUT 1.00 NOTE 1	CUMULATIVE VOLUME (CY) FILL NOTE 2	CUMULATIVE VOLUME (CY) FILL 1.25 NOTE 3	CUMULATIVE VOLUME (CY) MASS ORDINATE NOTE 4
307+12	1	8	0	0	0	0	0	0	0
308+00	2	3	5	18	23	5	18	23	-18
309+00	5	2	13	9	11	18	27	34	-16
310+00	2	5	13	13	16	31	40	50	-19
310+27	3	4	3	5	6	34	45	56	-22
311+00	4	3	9	9	11	43	54	67	-24
312+00	3	2	13	9	11	56	63	78	-22
312+08	2	5	1	1	1	57	64	79	-22
		SUBTOTAL =	57	64	79	57	64	79	-22

EARTHWORK - MAINLINE C&G LT. (332+40 - 336+04)

STATION	AREA (SF) CUT	AREA (SF) FILL	INCREMENTAL VOLUME (CY) CUT NOTE 1	INCREMENTAL VOLUME (CY) FILL NOTE 2	INCREMENTAL VOLUME (CY) FILL 1.25 NOTE 3	CUMULATIVE VOLUME (CY) CUT 1.00 NOTE 1	CUMULATIVE VOLUME (CY) FILL NOTE 2	CUMULATIVE VOLUME (CY) FILL 1.25 NOTE 3	CUMULATIVE VOLUME (CY) MASS ORDINATE NOTE 4
332+40	2	2	0	0	0	0	0	0	0
333+00	2	2	4	4	5	4	4	5	-1
334+00	7	2	17	7	9	21	11	14	7
335+00	5	2	22	7	9	43	18	23	20
336+00	4	2	17	7	9	60	25	32	28
336+04	4	3	1	0	0	61	25	32	29
		SUBTOTAL =	61	25	32	61	25	32	29

EARTHWORK - MAINLINE C&G LT. (429+00 - 451+20)

STATION	AREA (SF) CUT	AREA (SF) FILL	INCREMENTAL VOLUME (CY) CUT NOTE 1	INCREMENTAL VOLUME (CY) FILL NOTE 2	INCREMENTAL VOLUME (CY) FILL 1.25 NOTE 3	CUMULATIVE VOLUME (CY) CUT 1.00 NOTE 1	CUMULATIVE VOLUME (CY) FILL NOTE 2	CUMULATIVE VOLUME (CY) FILL 1.25 NOTE 3	CUMULATIVE VOLUME (CY) MASS ORDINATE NOTE 4
429+00	0	0	0	0	0	0	0	0	0
430+00	4	2	7	4	5	7	4	5	2
431+00	4	6	15	15	19	22	19	24	-2
432+00	5	5	17	20	25	39	39	49	-10
433+00	3	3	15	15	19	54	54	68	-14
434+00	7	1	19	7	9	73	61	77	-4
435+00	6	2	24	6	8	97	67	85	12
436+00	5	1	20	6	8	117	73	93	24
437+00	2	7	13	15	19	130	88	112	18
438+00	6	2	15	17	21	145	105	133	12
439+00	3	6	17	15	19	162	120	152	10
440+00	2	10	9	30	38	171	150	190	-19
441+00	2	8	7	33	41	178	183	231	-53
442+00	2	11	7	35	44	185	218	275	-90
443+00	3	10	9	39	49	194	257	324	-130
444+00	4	6	13	30	38	207	287	362	-155
445+00	7	2	20	15	19	227	302	381	-154
446+00	3	7	19	17	21	246	319	402	-156
447+00	3	7	11	26	33	257	345	435	-178
448+00	3	4	11	20	25	268	365	460	-192
449+00	3	4	11	15	19	279	380	479	-200
450+00	3	3	11	13	16	290	393	495	-205
451+00	5	7	15	19	24	305	412	519	-214
451+20	3	4	3	4	5	308	416	524	-216
		SUBTOTAL =	308	416	524	308	416	524	-216

NOTES:

1 - CUT	CUT INCLUDES SALVAGED/UNUSABLE MATERIAL
2 - FILL	DOES NOT INCLUDE UNUSABLE PAVEMENT EXCAVATION VOLUMES
3 - FILL (25%)	FILL 25% = (FILL)*1.25
4 - MASS ORDINATE	CUT - FILL (25%)

9 9

EARTHWORK - MAINLINE C&G RT. (432+00 - 445+00)

STATION	AREA (SF) CUT	AREA (SF) FILL	INCREMENTAL VOLUME (CY) CUT NOTE 1	INCREMENTAL VOLUME (CY) FILL NOTE 2	INCREMENTAL VOLUME (CY) FILL 1.25 NOTE 3	CUMULATIVE VOLUME (CY) CUT 1.00 NOTE 1	CUMULATIVE VOLUME (CY) FILL NOTE 2	CUMULATIVE VOLUME (CY) FILL 1.25 NOTE 3	CUMULATIVE VOLUME (CY) MASS ORDINATE NOTE 4
432+00	0	0	0	0	0	0	0	0	0
433+00	2	3	4	6	8	4	6	8	-4
434+00	5	1	13	7	9	17	13	17	0
435+00	0	7	9	15	19	26	28	36	-10
436+00	1	6	2	24	30	28	52	66	-38
437+00	1	7	4	24	30	32	76	96	-64
438+00	5	1	11	15	19	43	91	115	-72
439+00	1	10	11	20	25	54	111	140	-86
440+00	0	21	2	57	71	56	168	211	-155
441+00	1	19	2	74	93	58	242	304	-246
442+00	1	8	4	50	63	62	292	367	-305
443+00	2	4	6	22	28	68	314	395	-327
444+00	2	3	7	13	16	75	327	411	-336
445+00	2	2	7	9	11	82	336	422	-340
		SUBTOTAL =	82	336	422	82	336	422	-340

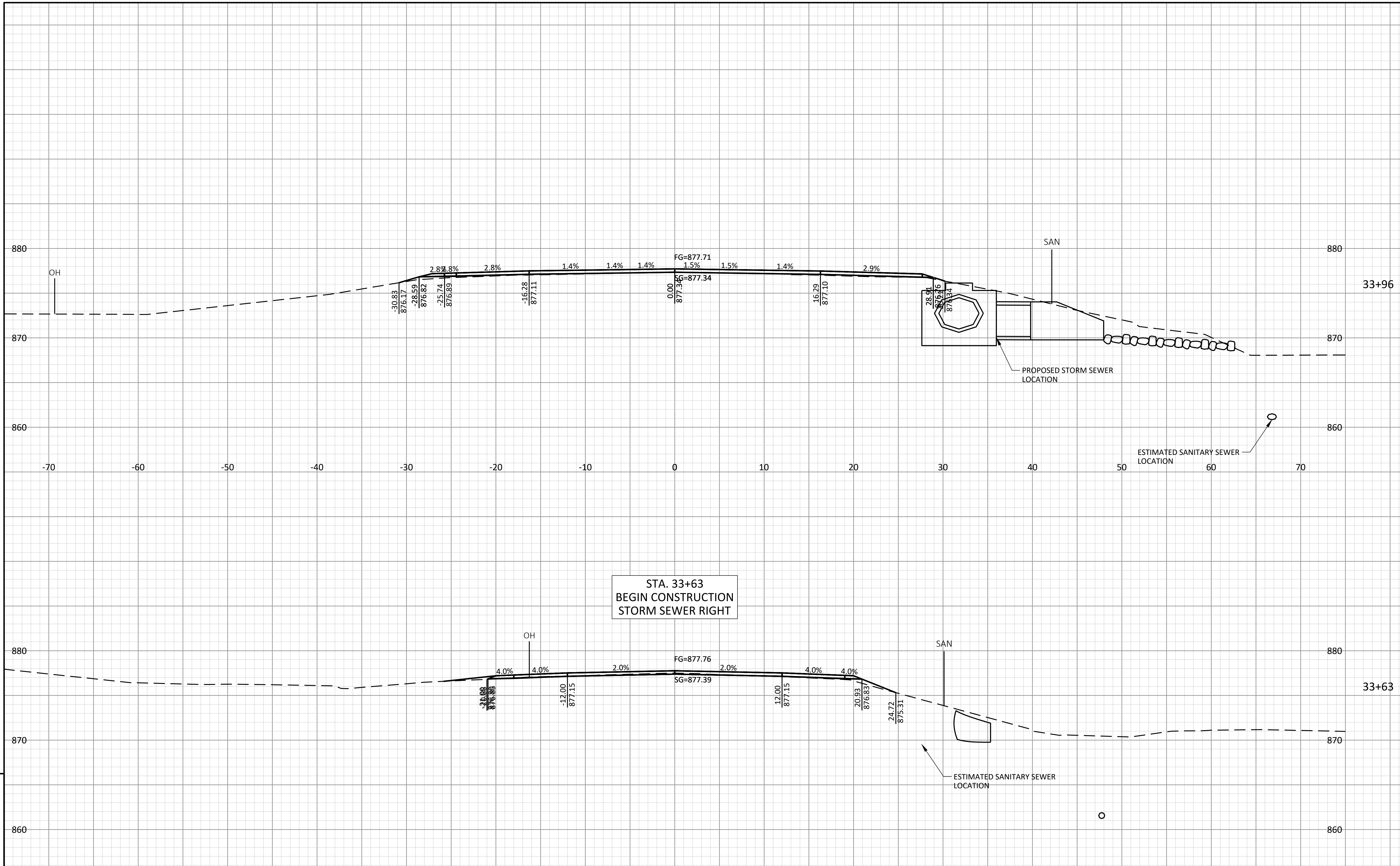
EARTHWORK SUMMARY

STATION - STATION	LOCATION	(1) 205.0100 EXCAVATION COMMON (CAT 010) (CY)	UNEXPANDED FILL (CAT 010) (CY)	(2) EXPANDED FILL FACTOR 1.25 (CAT 010) (CY)	(3) MASS ORDINATE +/- (CAT 010) (CY)
34+13 - 469+43	MAINLINE (CURB RETURNS)	325	311	389	-64
177+00 - 180+91	MAINLINE (CTH Z TURN LANE)	226	7	9	217
1800'H'+35 - 1800'H'+76.11	CTH Z	755	16	20	735
221+21 - 222+52, LT.	MAINLINE C&G, LT.	8	20	25	-17
302+55 - 310+27, LT.	MAINLINE C&G, LT.	88	46	60	28
307+12.01 - 312+08, RT.	MAINLINE C&G, RT.	57	64	79	-22
332+40 - 336+04, LT.	MAINLINE C&G, LT.	61	25	32	29
429+00 - 451+20, LT.	MAINLINE C&G, LT.	308	416	524	-216
432+00 - 445+00, RT.	MAINLINE C&G, RT.	82	336	422	-340
	TOTALS =	1910	1241	1560	350

NOTES:

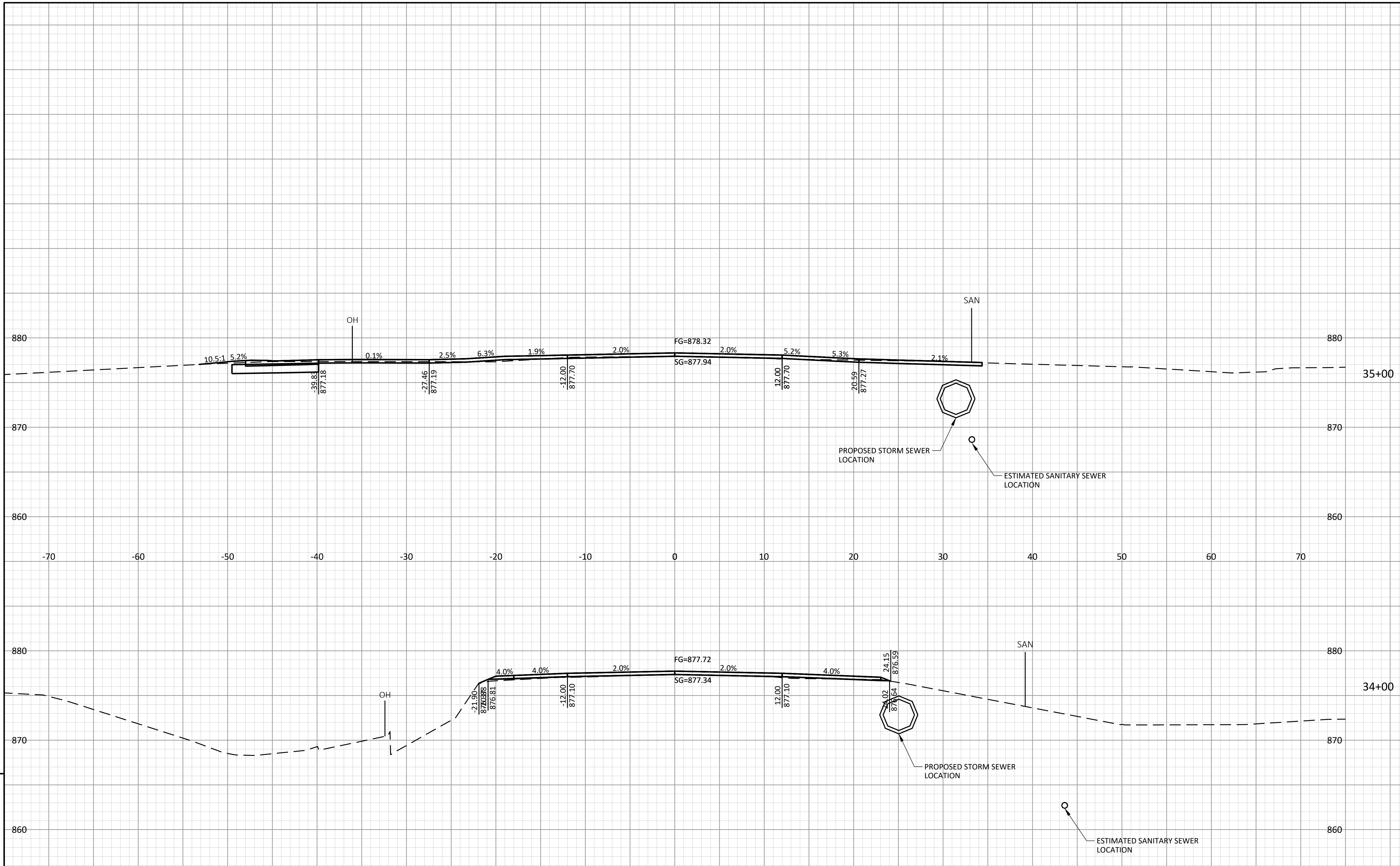
1 - CUT	CUT INCLUDES SALVAGED/UNUSABLE MATERIAL
2 - FILL	DOES NOT INCLUDE UNUSABLE PAVEMENT EXCAVATION VOLUMES
3 - FILL (25%)	FILL 25% = (FILL)*1.25
4 - MASS ORDINATE	CUT - FILL (25%)

9 9



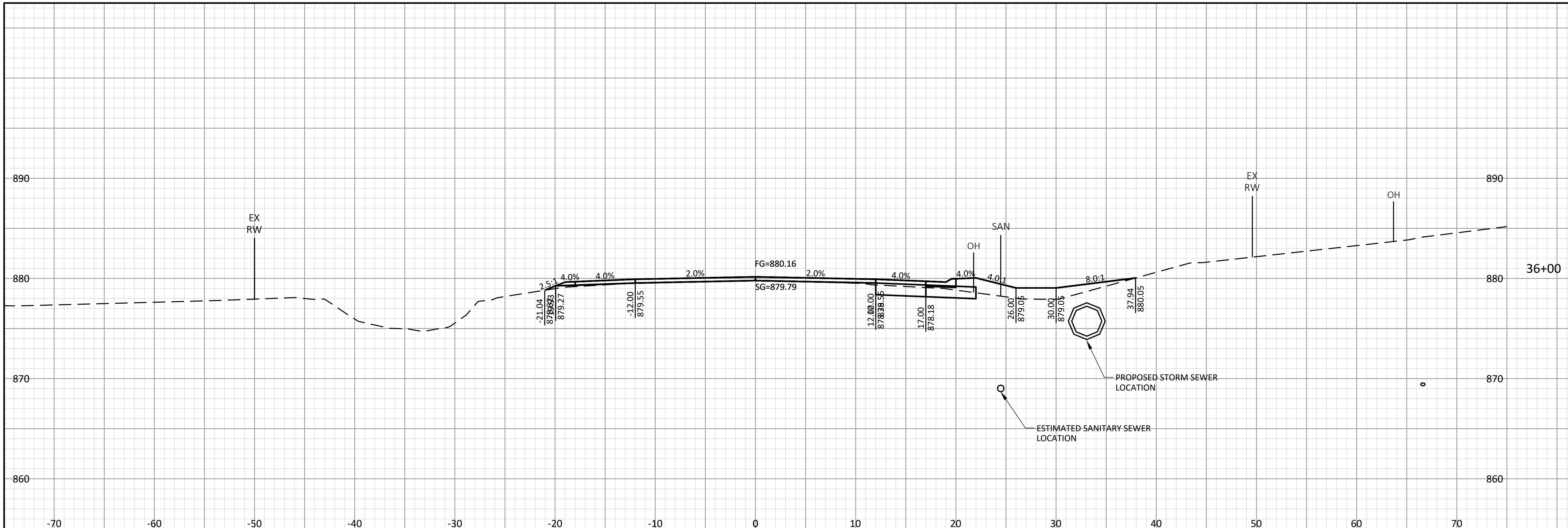
PROJECT NO: 5609-00-70	HWY: CTH H	COUNTY: GRANT	CROSS SECTIONS: MAINLINE - CTH H	SHEET 208	E

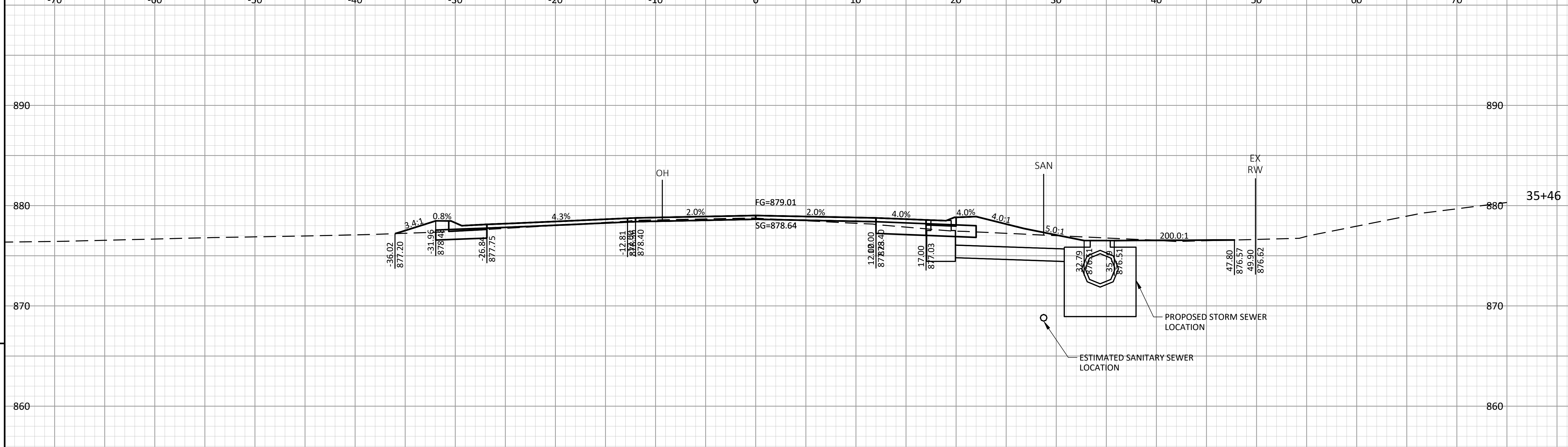
FILE NAME : S:\PROJECTS\G78020 GRANT CO HWY - CTH H REHABILITATION\DESIGN\CORRIDORS\CTH H CORRIDOR.DWG PLOT DATE : 7/26/2022 2:32:18 PM PLOT BY : THEODORE HERBERS PLOT SCALE : 1" = 1' LAYOUT : 12



PROJECT NO: 5609-00-70	HWY: CTH H	COUNTY: GRANT	CROSS SECTIONS: MAINLINE - CTH H	SHEET 209	E

FILE NAME : S:\PROJECTS\G78020 GRANT CO HWY - CTH H REHABILITATION\DESIGN\CORRIDORS\CTH H CORRIDOR.DWG PLOT DATE : 7/26/2022 2:33:39 PM PLOT BY : THEODORE HERBERS PLOT SCALE : 1" = 1' LAYOUT : 13





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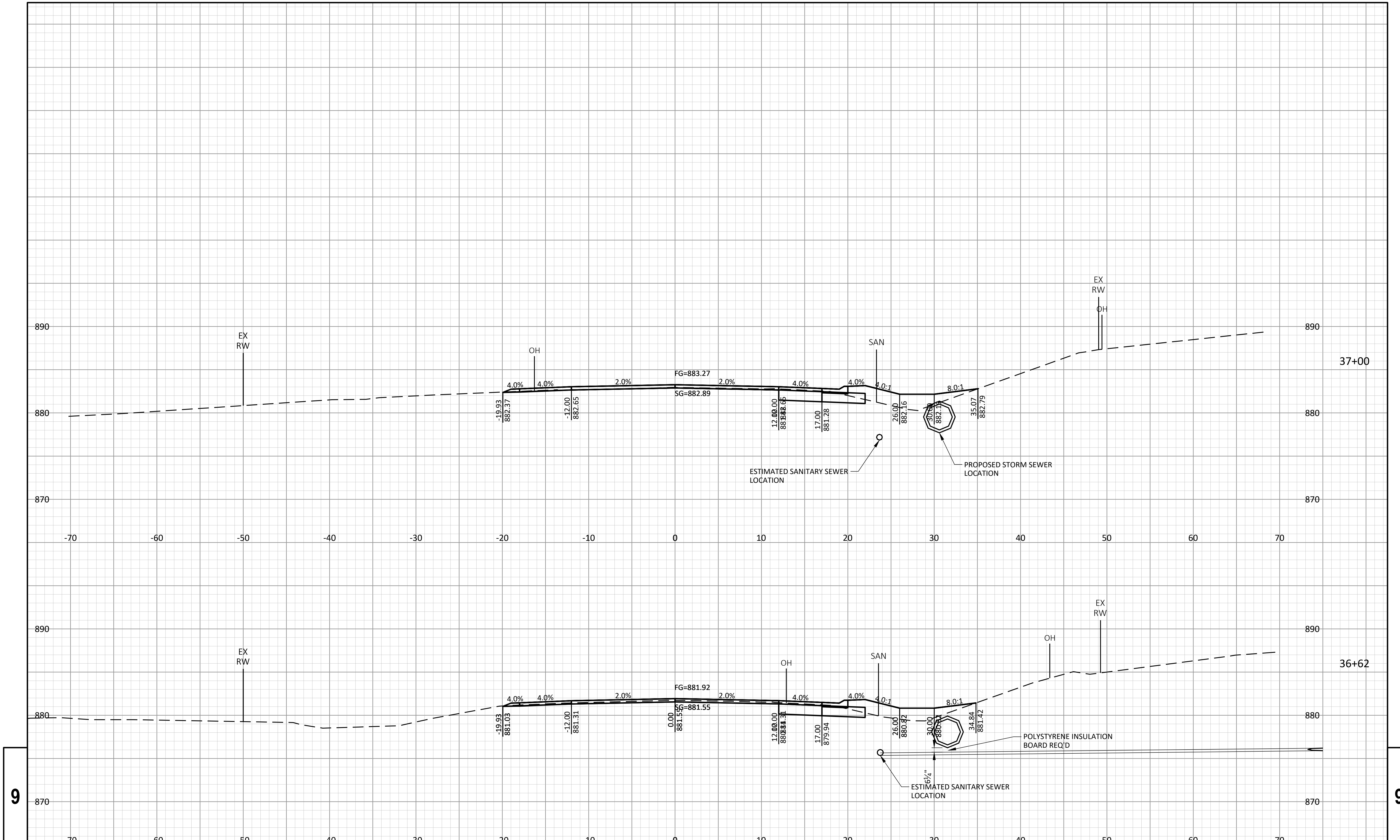
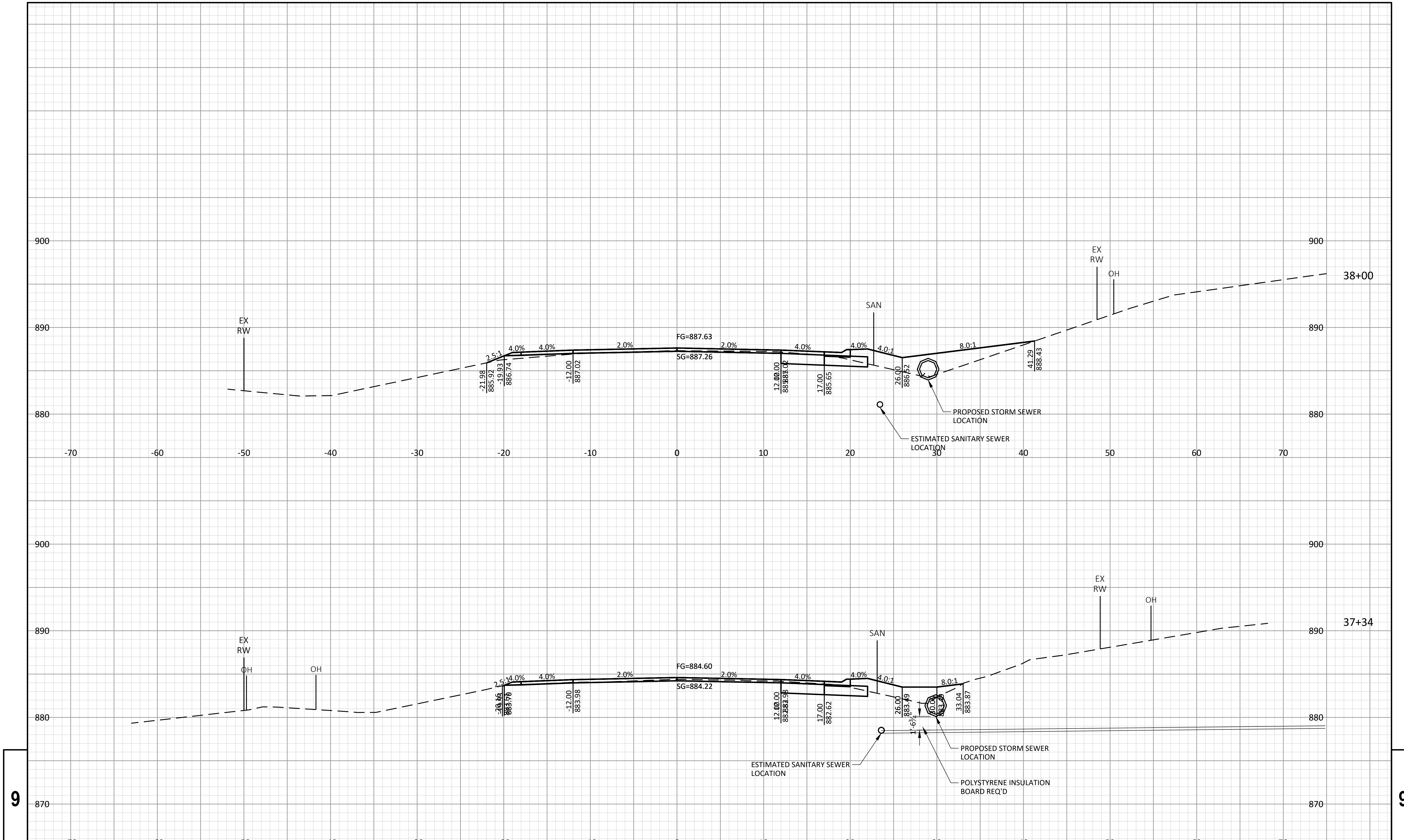
PROJECT NO: 5609-00-70	HWY: CTH H	COUNTY: GRANT	CROSS SECTIONS: MAINLINE - CTH H	SHEET 210	E



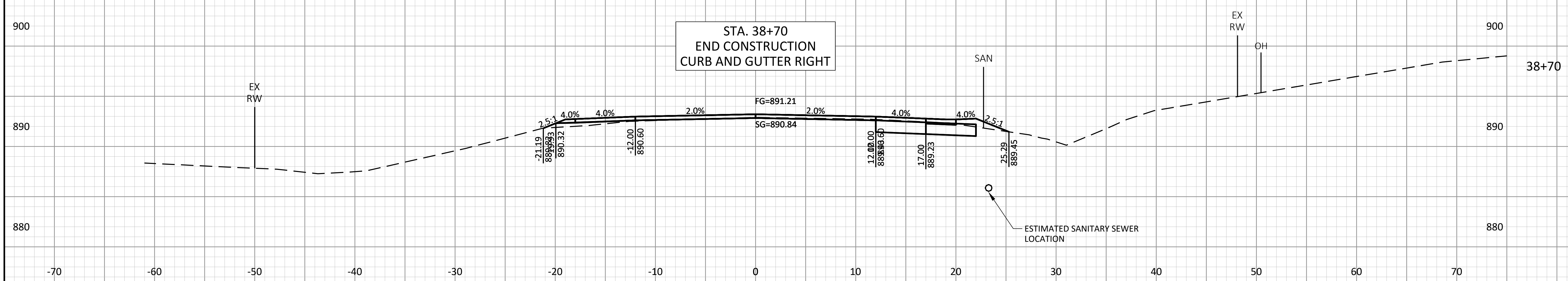
PROJECT NO: 5609-00-70	HWY: CTH H	COUNTY: GRANT	CROSS SECTIONS: MAINLINE - CTH H	SHEET	E

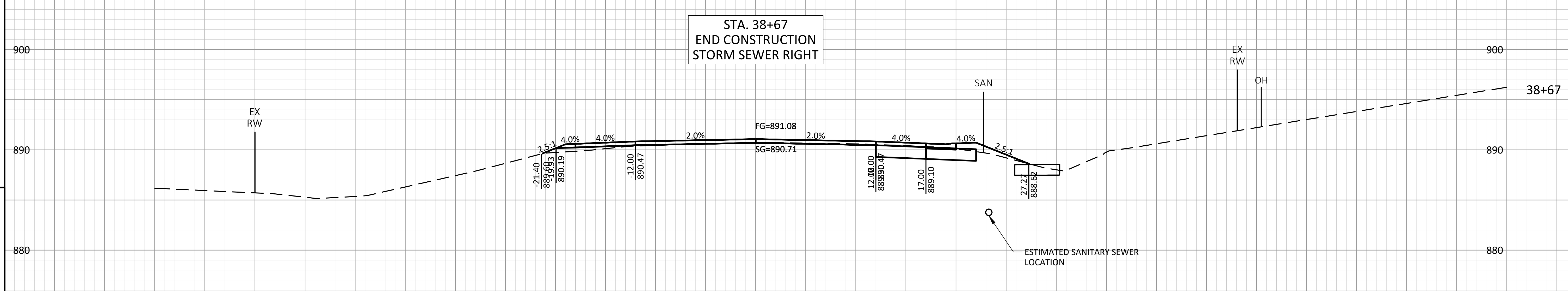
FILE NAME : S:\PROJECTS\G78020 GRANT CO HWY - CTH H REHABILITATION\DESIGN\CORRIDORS\CTH H CORRIDOR.DWG PLOT DATE : 7/26/2022 2:36:21 PM PLOT BY : THEODORE HERBERS PLOT SCALE : 1" = 1' LAYOUT : 15



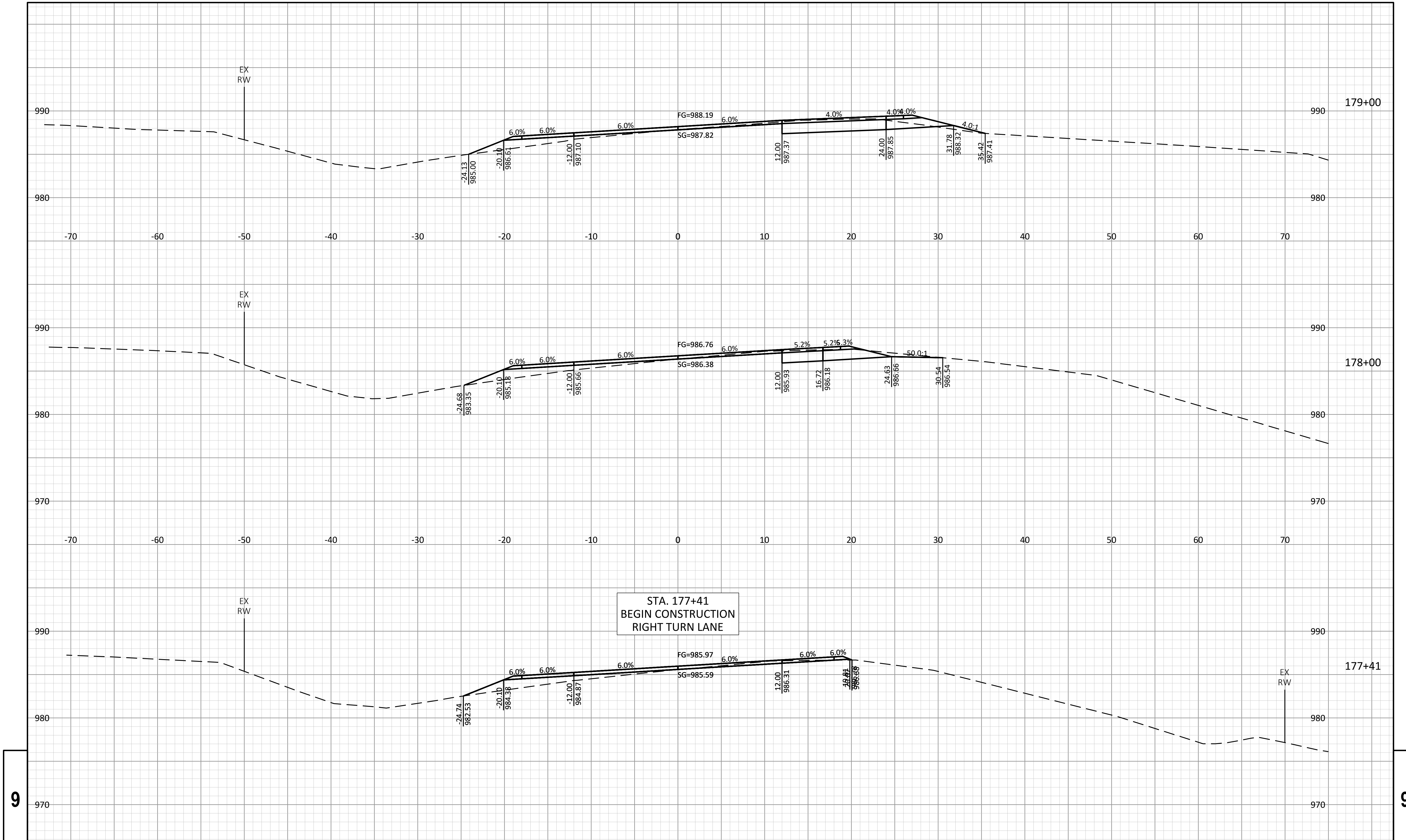
PROJECT NO: 5609-00-70 | HWY: CTH H | COUNTY: GRANT | CROSS SECTIONS: MAINLINE - CTH H | SHEET 212 | E

FILE NAME : S:\PROJECTS\G78020 GRANT CO HWY - CTH H REHABILITATION\DESIGN\CORRIDORS\CTH H CORRIDOR.DWG PLOT DATE : 7/26/2022 2:37:41 PM PLOT BY : THEODORE HERBERS PLOT SCALE : 1" = 1' LAYOUT : 16



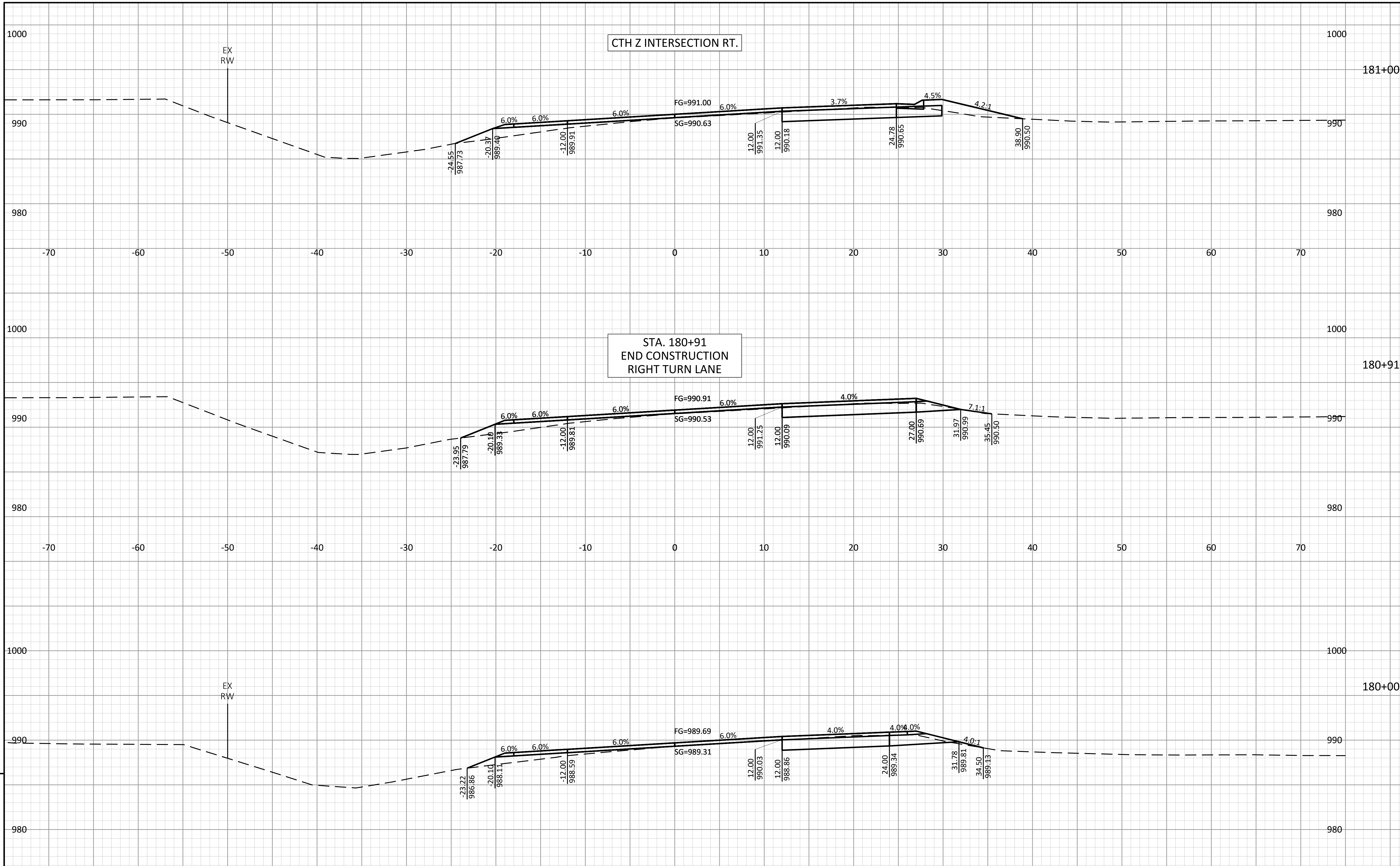


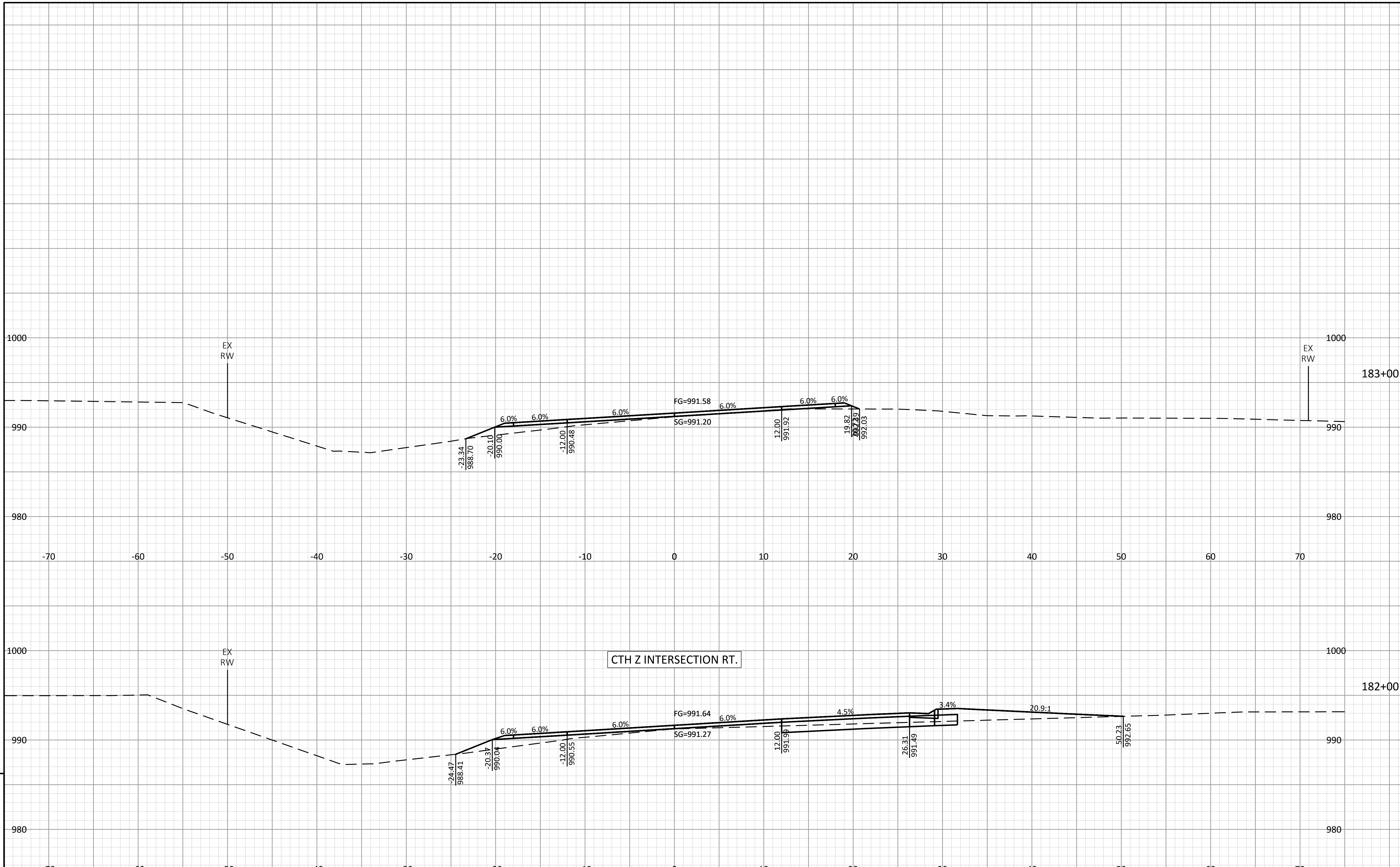
PROJECT NO: 5609-00-70	HWY: CTH H	COUNTY: GRANT	CROSS SECTIONS: MAINLINE - CTH H	SHEET 213	E



PROJECT NO: 5609-00-70	HWY: CTH H	COUNTY: GRANT	CROSS SECTIONS: MAINLINE - CTH H	SHEET 214	E

FILE NAME : S:\PROJECTS\G78020 GRANT CO HWY - CTH H REHABILITATION\DESIGN\CORRIDORS\CTH H CORRIDOR.DWG PLOT DATE : 7/26/2022 2:40:22 PM PLOT BY : THEODORE HERBERS PLOT SCALE : 1" = 1' LAYOUT : 74


CTH Z INTERSECTION RT.
181+00
EX RW
FG=991.00
SG=990.63
6.0% 6.0% 6.0% 6.0% 3.7% 4.5% 4.2:1
-24.55 987.73
-20.37 989.40
-12.00 989.91
12.00 991.35
12.00 990.18
24.78 990.65
38.90 990.50
STA. 180+91
END CONSTRUCTION
RIGHT TURN LANE
180+91
FG=990.91
SG=990.53
6.0% 6.0% 6.0% 6.0% 4.0% 7.1:1
-23.95 987.79
-20.10 989.33
-12.00 989.81
12.00 991.25
12.00 990.09
27.00 990.69
31.97 990.99
35.45 990.50
180+00
EX RW
FG=989.69
SG=989.31
6.0% 6.0% 6.0% 6.0% 4.0% 4.0% 4.0% 4.0:1
-23.22 986.86
-20.10 988.11
-12.00 988.59
12.00 990.03
12.00 988.86
24.00 989.34
31.78 989.81
34.50 989.13
1000 990 980
-70 -60 -50 -40 -30 -20 -10 0 10 20 30 40 50 60 70



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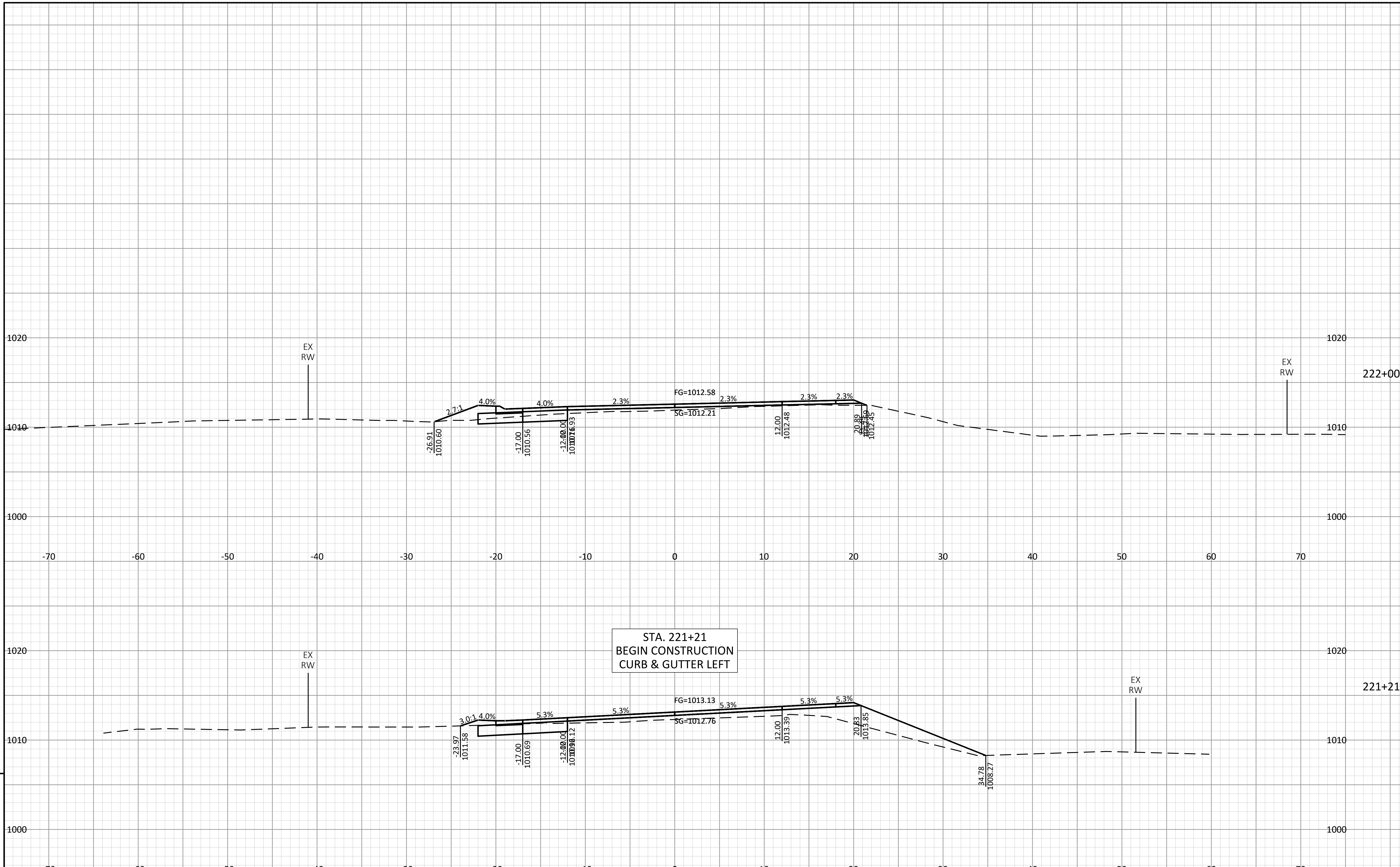
PROJECT NO: 5609-00-70	HWY: CTH H	COUNTY: GRANT	CROSS SECTIONS: MAINLINE - CTH H	SHEET 216	E

FILE NAME : S:\PROJECTS\G78020 GRANT CO HWY - CTH H REHABILITATION\DESIGN\CORRIDORS\CTH H CORRIDOR.DWG PLOT DATE : 7/26/2022 2:43:08 PM PLOT BY : THEODORE HERBERS PLOT SCALE : 1" = 1' LAYOUT : 76

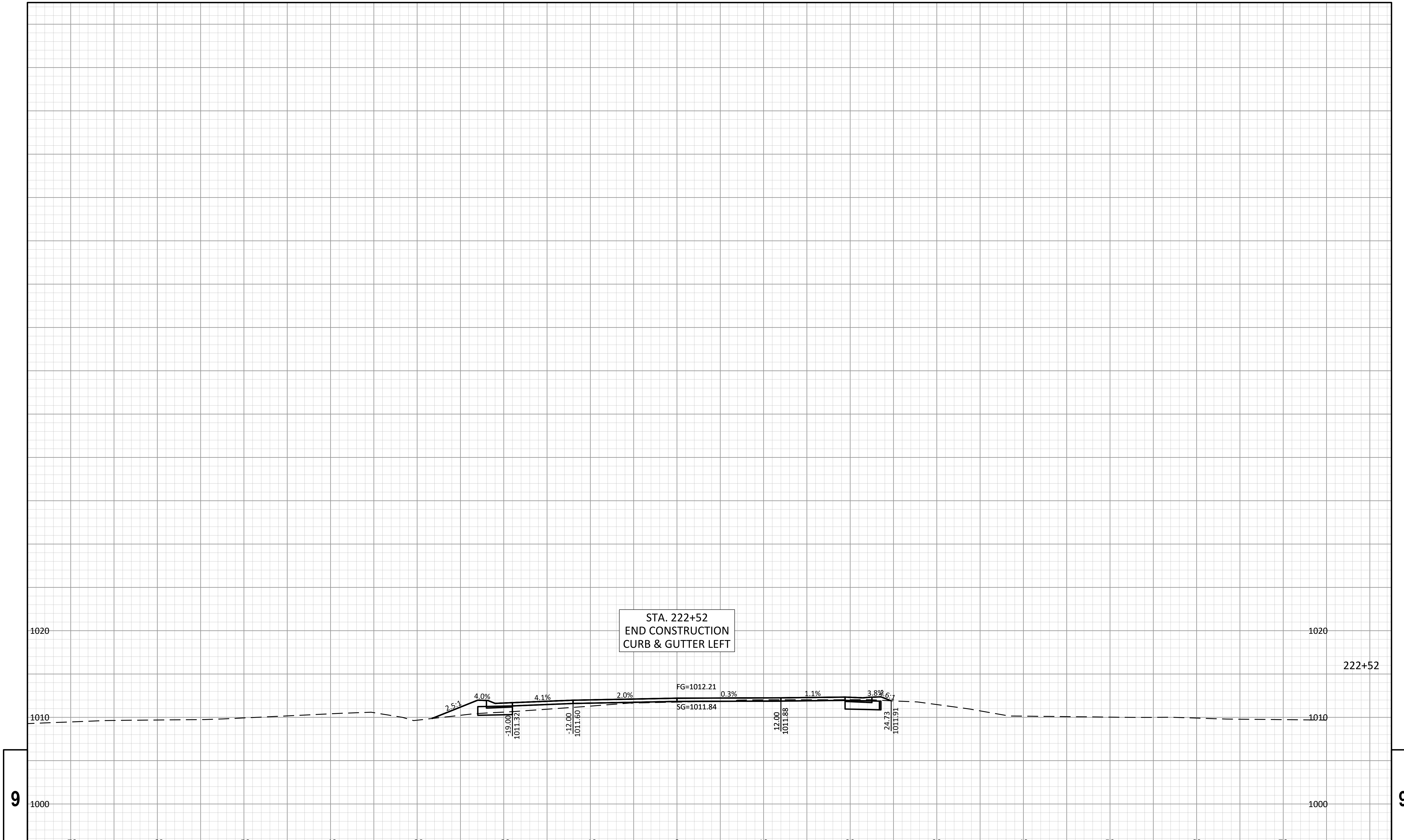


9

9

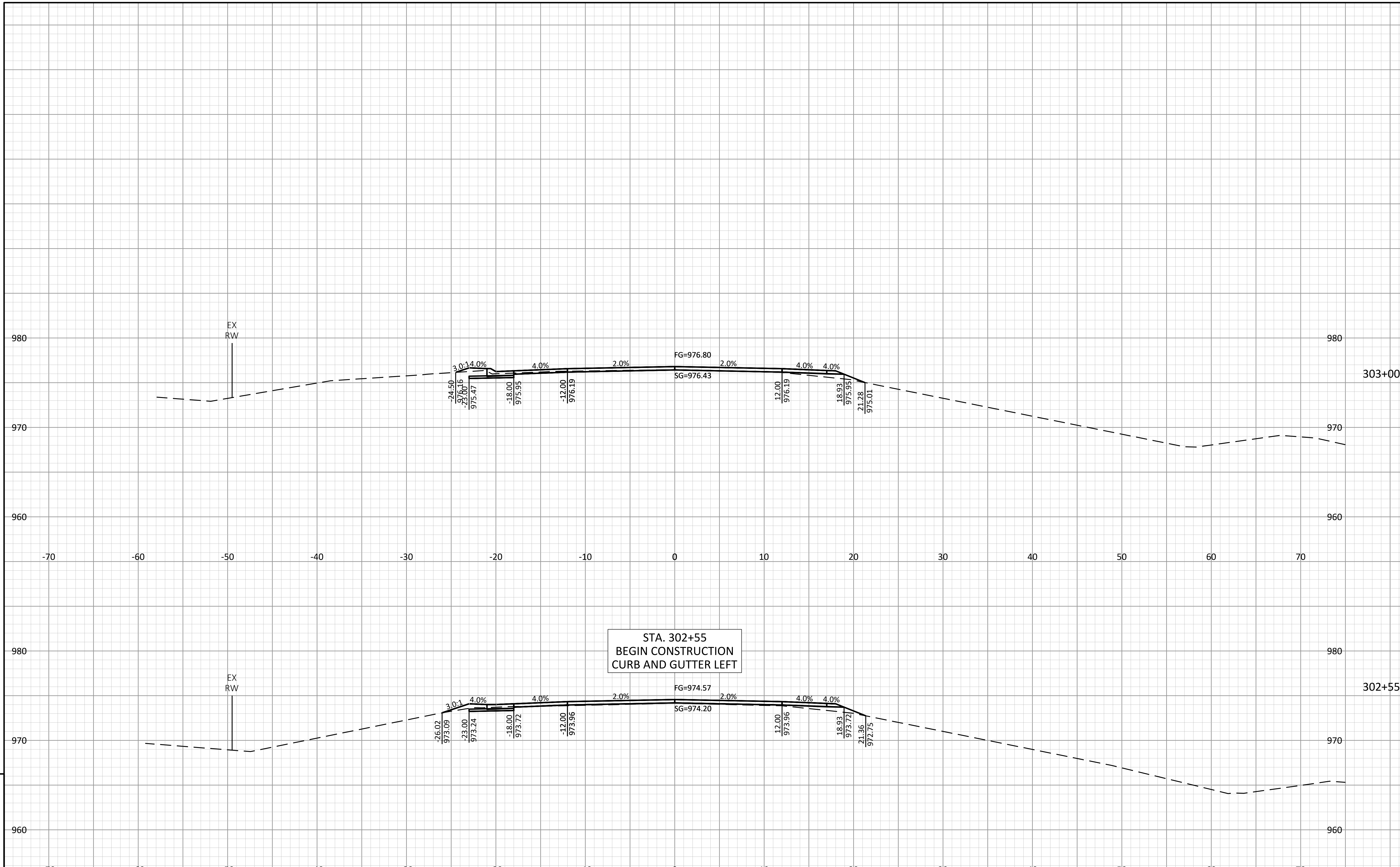
PROJECT NO: 5609-00-70 | HWY: CTH H | COUNTY: GRANT | CROSS SECTIONS: MAINLINE - CTH H | SHEET 217 | E

FILE NAME : S:\PROJECTS\G78020 GRANT CO HWY - CTH H REHABILITATION\DESIGN\CORRIDORS\CTH H CORRIDOR.DWG PLOT DATE : 7/26/2022 2:44:36 PM PLOT BY : THEODORE HERBERS PLOT SCALE : 1" = 1' LAYOUT : 91



PROJECT NO: 5609-00-70	HWY: CTH H	COUNTY: GRANT	CROSS SECTIONS: MAINLINE - CTH H	SHEET 218	E

FILE NAME : S:\PROJECTS\G78020 GRANT CO HWY - CTH H REHABILITATION\DESIGN\CORRIDORS\CTH H CORRIDOR.DWG PLOT DATE : 7/26/2022 2:46:00 PM PLOT BY : THEODORE HERBERS PLOT SCALE : 1" = 1' LAYOUT : 92



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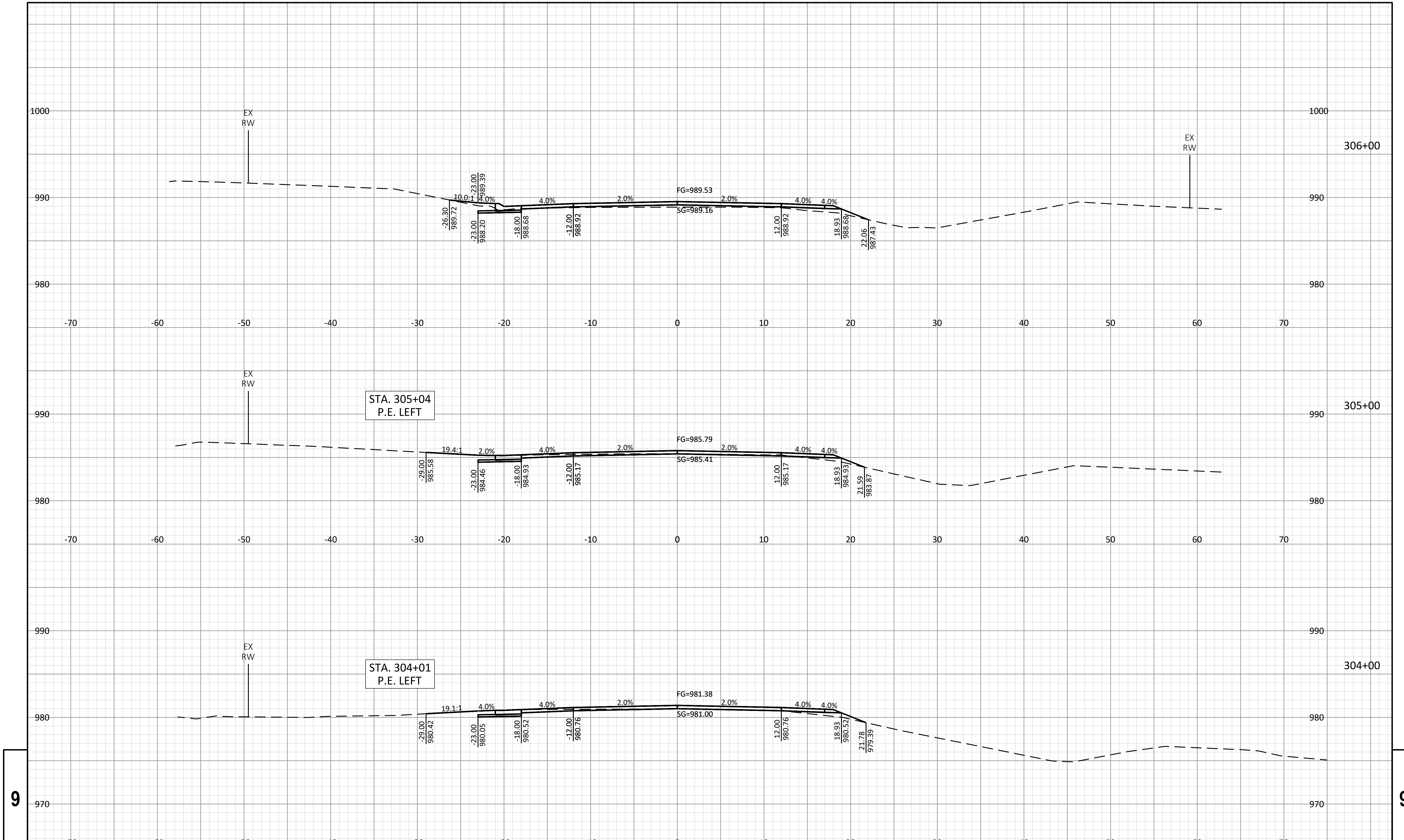
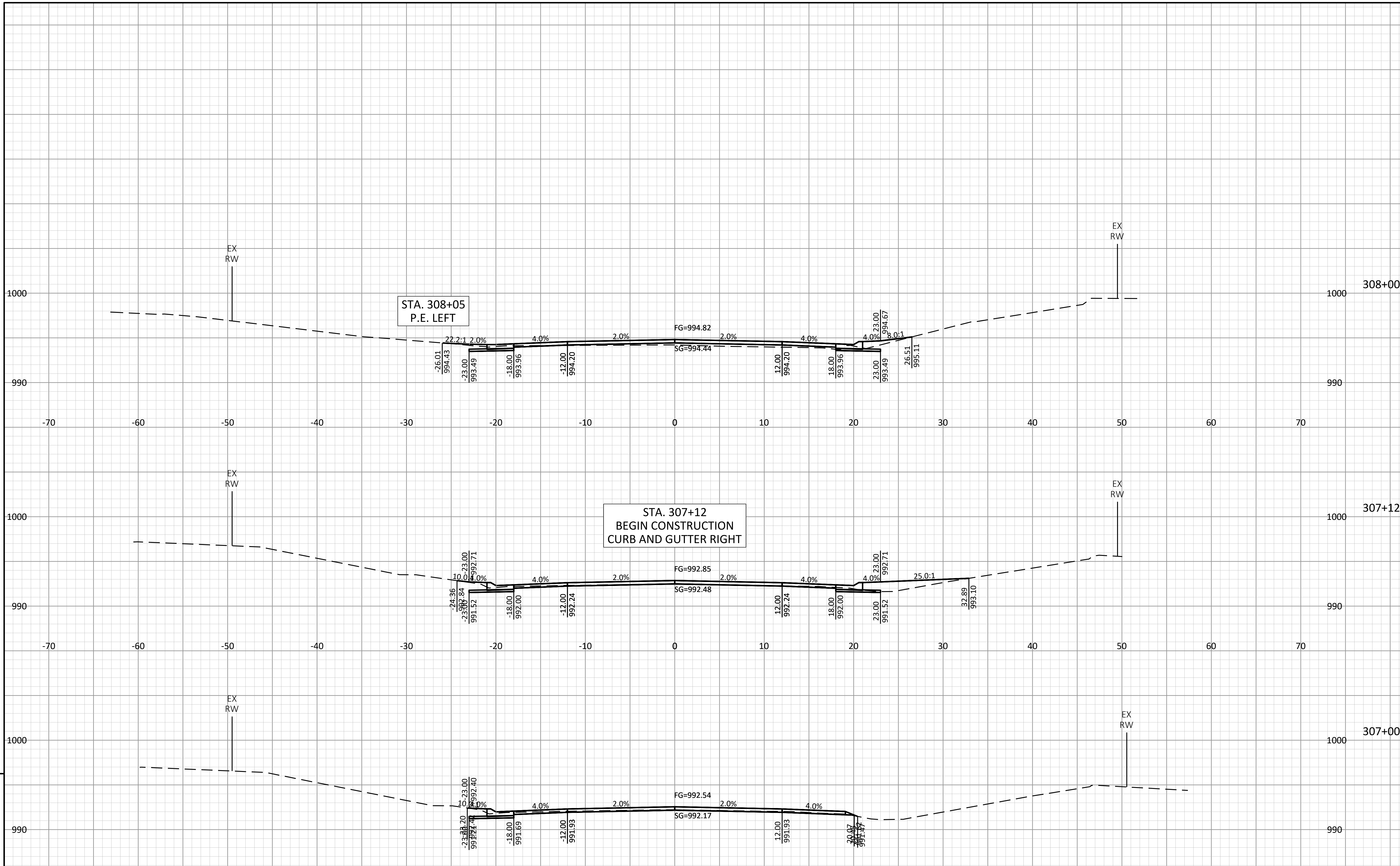
PROJECT NO: 5609-00-70	HWY: CTH H	COUNTY: GRANT	CROSS SECTIONS: MAINLINE - CTH H	SHEET 219	E

FILE NAME : S:\PROJECTS\G78020 GRANT CO HWY - CTH H REHABILITATION\DESIGN\CORRIDORS\CTH H CORRIDOR.DWG PLOT DATE : 7/26/2022 2:47:24 PM PLOT BY : THEODORE HERBERS PLOT SCALE : 1" = 1' LAYOUT : 130



PROJECT NO: 5609-00-70	HWY: CTH H	COUNTY: GRANT	CROSS SECTIONS: MAINLINE - CTH H	SHEET 220 E

FILE NAME : S:\PROJECTS\G78020 GRANT CO HWY - CTH H REHABILITATION\DESIGN\CORRIDORS\CTH H CORRIDOR.DWG PLOT DATE : 7/26/2022 2:48:46 PM PLOT BY : THEODORE HERBERS PLOT SCALE : 1" = 1' LAYOUT : 131



9

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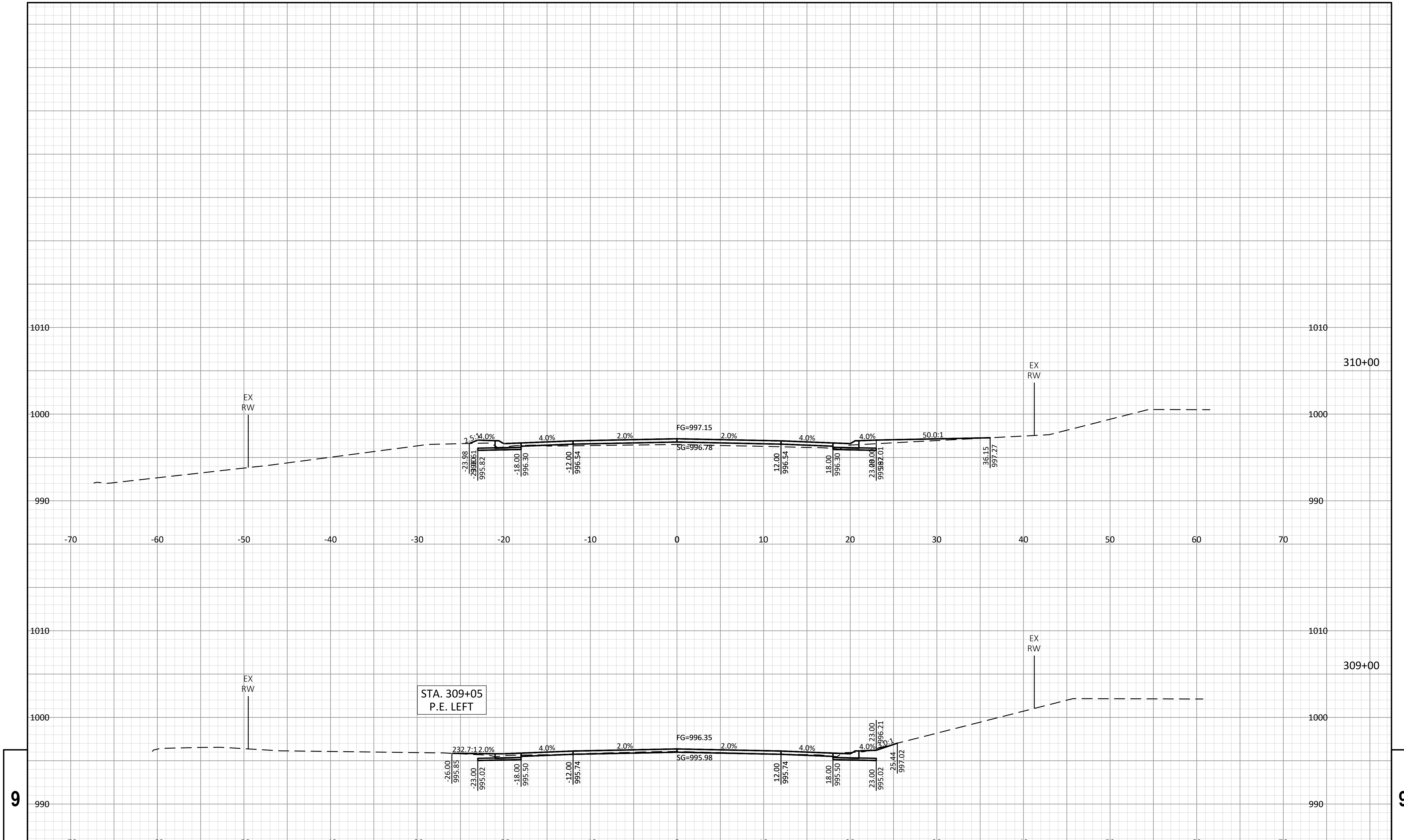
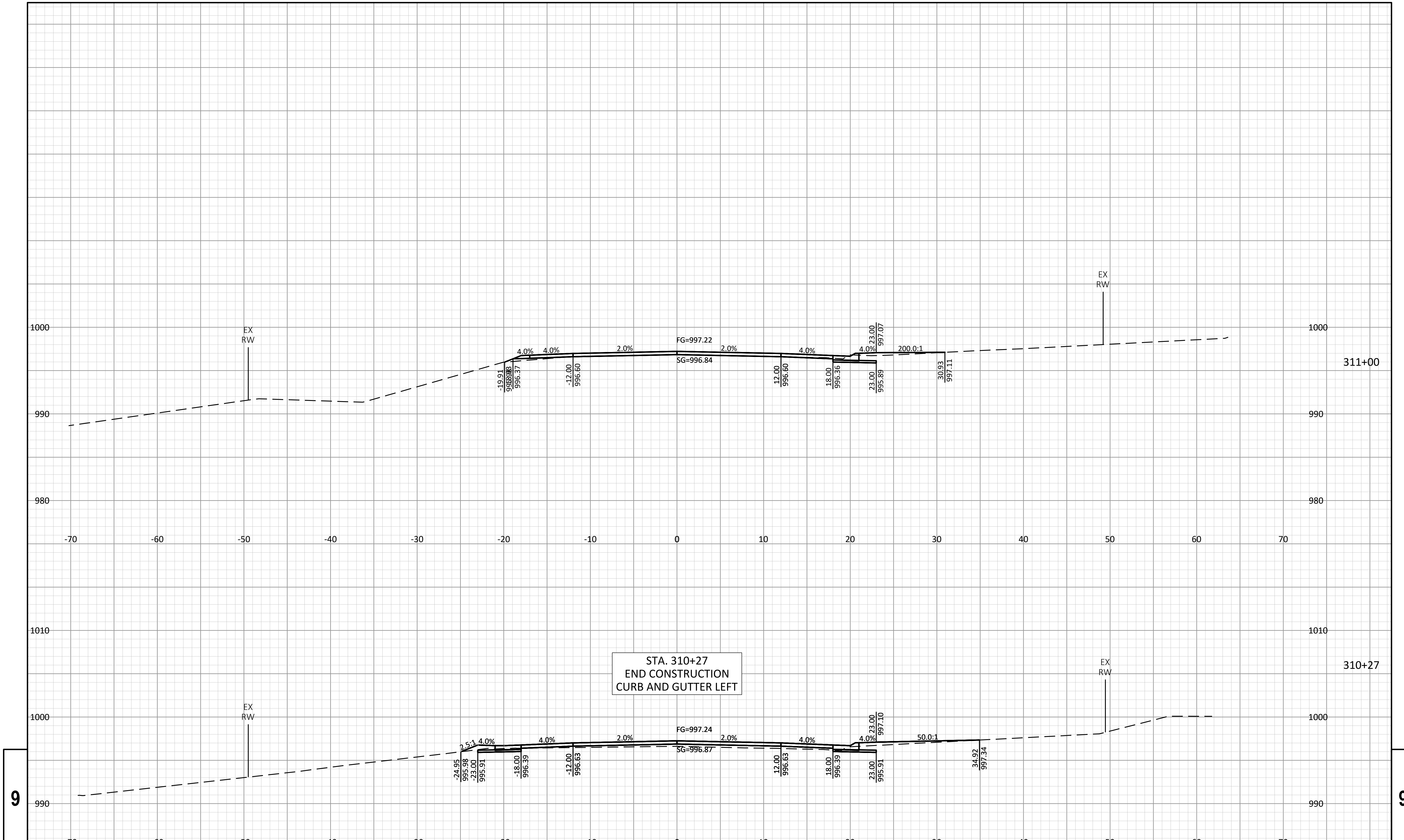
PROJECT NO: 5609-00-70	HWY: CTH H	COUNTY: GRANT	CROSS SECTIONS: MAINLINE - CTH H	SHEET 221	E



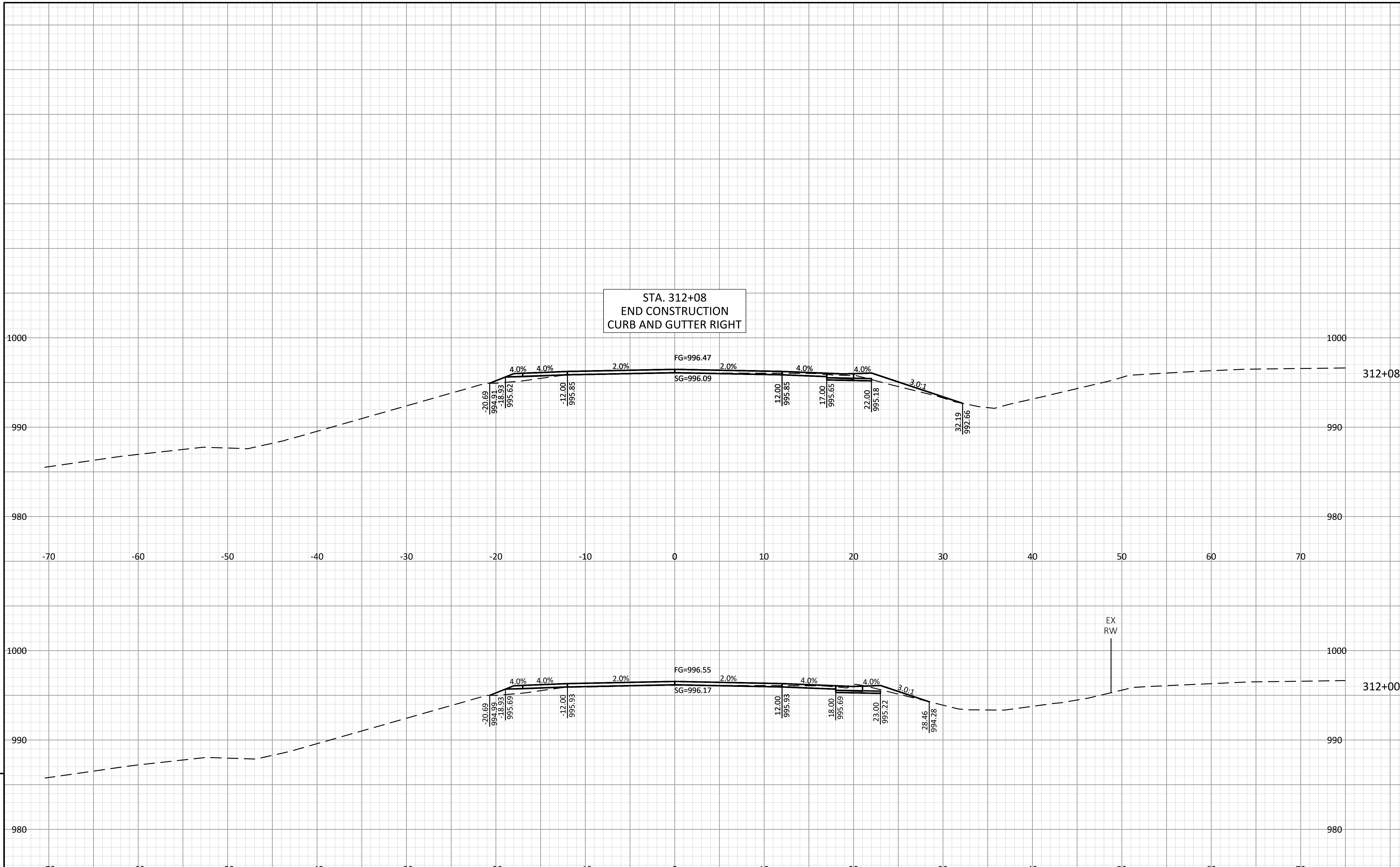
PROJECT NO: 5609-00-70	HWY: CTH H	COUNTY: GRANT	CROSS SECTIONS: MAINLINE - CTH H	SHEET	E

FILE NAME : S:\PROJECTS\G78020 GRANT CO HWY - CTH H REHABILITATION\DESIGN\CORRIDORS\CTH H CORRIDOR.DWG PLOT DATE : 7/26/2022 2:51:31 PM PLOT BY : THEODORE HERBERS PLOT SCALE : 1" = 1' LAYOUT : 133



PROJECT NO: 5609-00-70 | HWY: CTH H | COUNTY: GRANT | CROSS SECTIONS: MAINLINE - CTH H | SHEET 223 | E

FILE NAME : S:\PROJECTS\G78020 GRANT CO HWY - CTH H REHABILITATION\DESIGN\CORRIDORS\CTH H CORRIDOR.DWG
PLOT DATE : 7/26/2022 2:52:53 PM PLOT BY : THEODORE HERBERS PLOT SCALE : 1" = 1' LAYOUT : 134

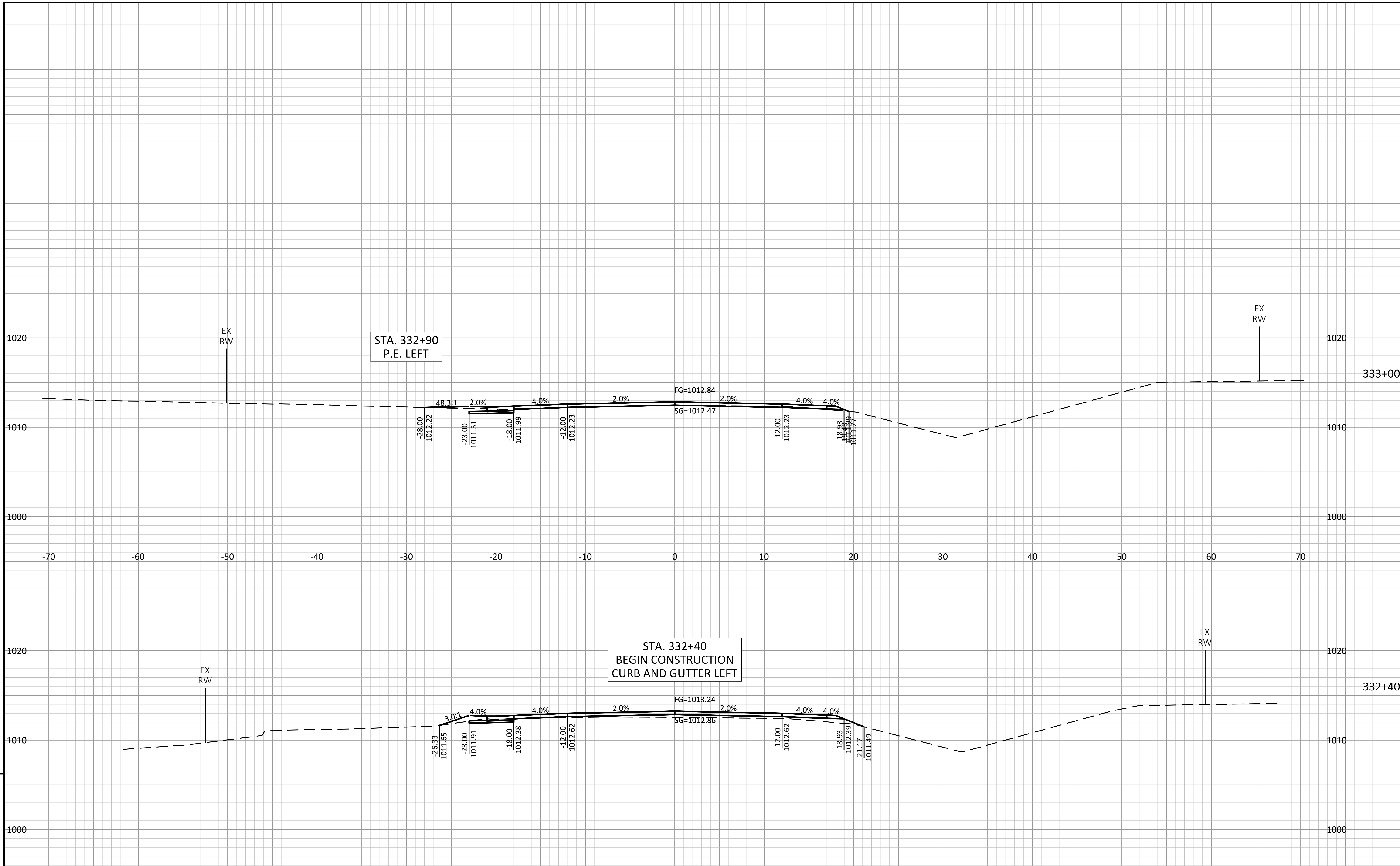


9

9

PROJECT NO: 5609-00-70 | HWY: CTH H | COUNTY: GRANT | CROSS SECTIONS: MAINLINE - CTH H | SHEET 224 | E

FILE NAME : S:\PROJECTS\G78020 GRANT CO HWY - CTH H REHABILITATION\DESIGN\CORRIDORS\CTH H CORRIDOR.DWG PLOT DATE : 7/26/2022 2:54:16 PM PLOT BY : THEODORE HERBERS PLOT SCALE : 1" = 1' LAYOUT : 135



9

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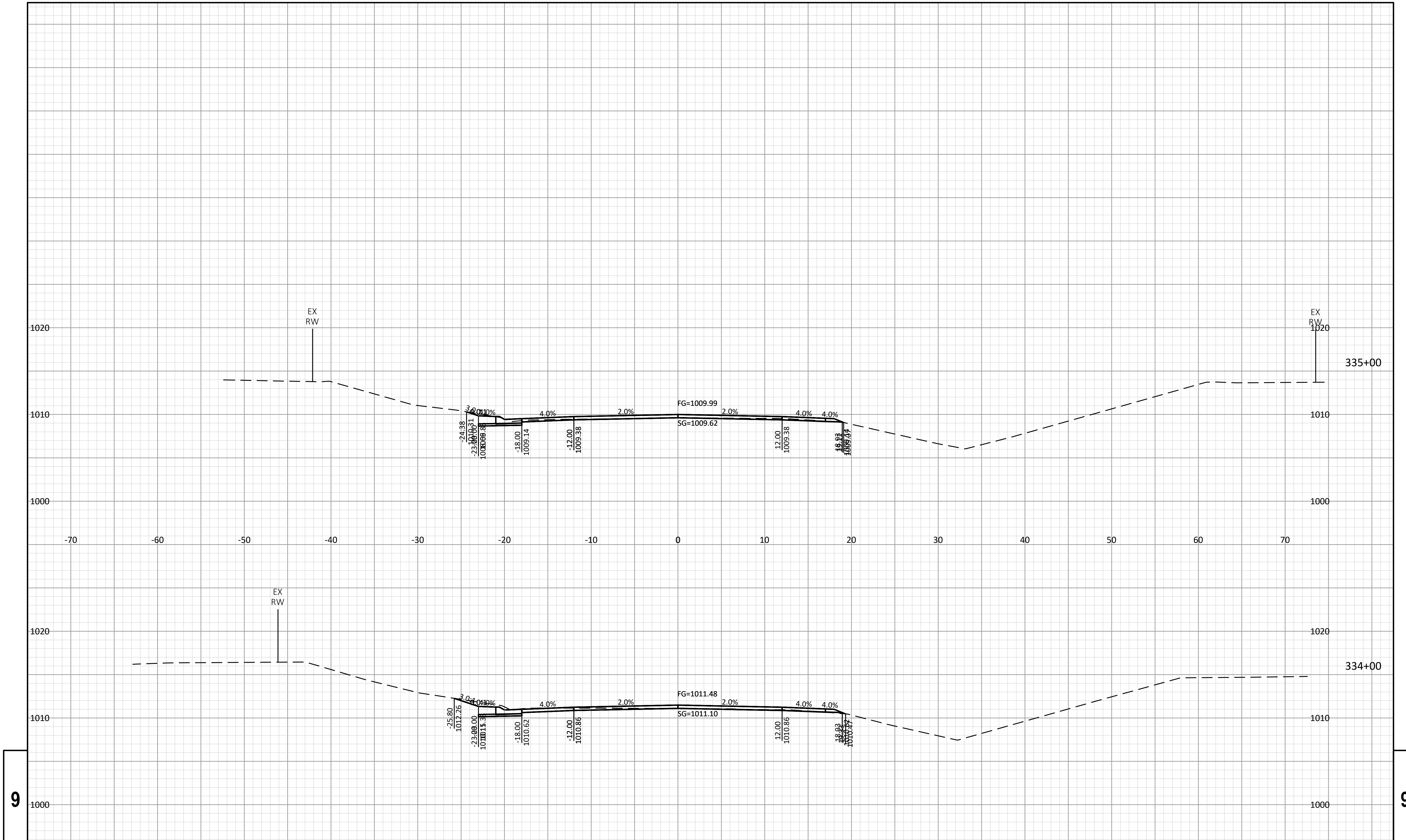
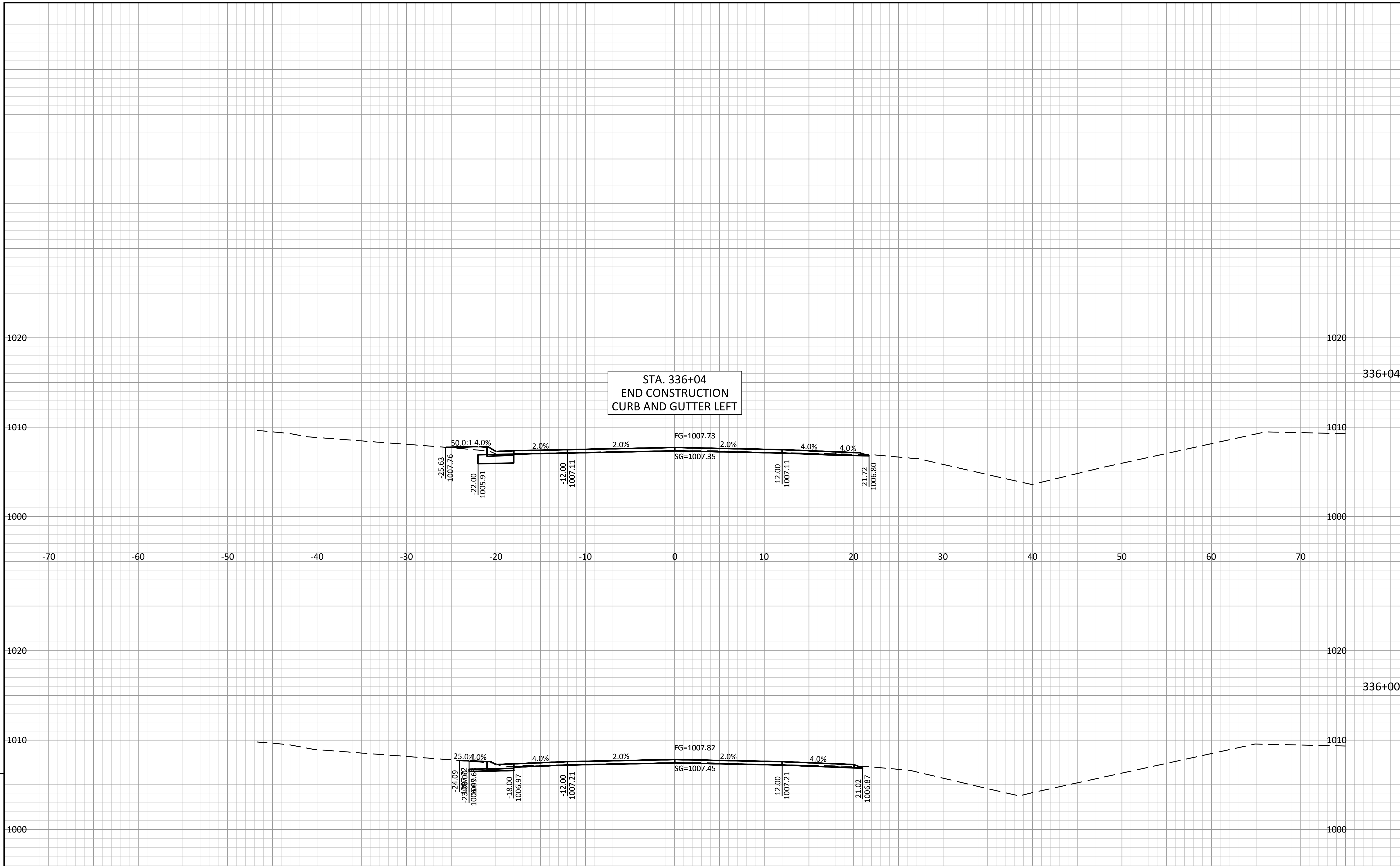
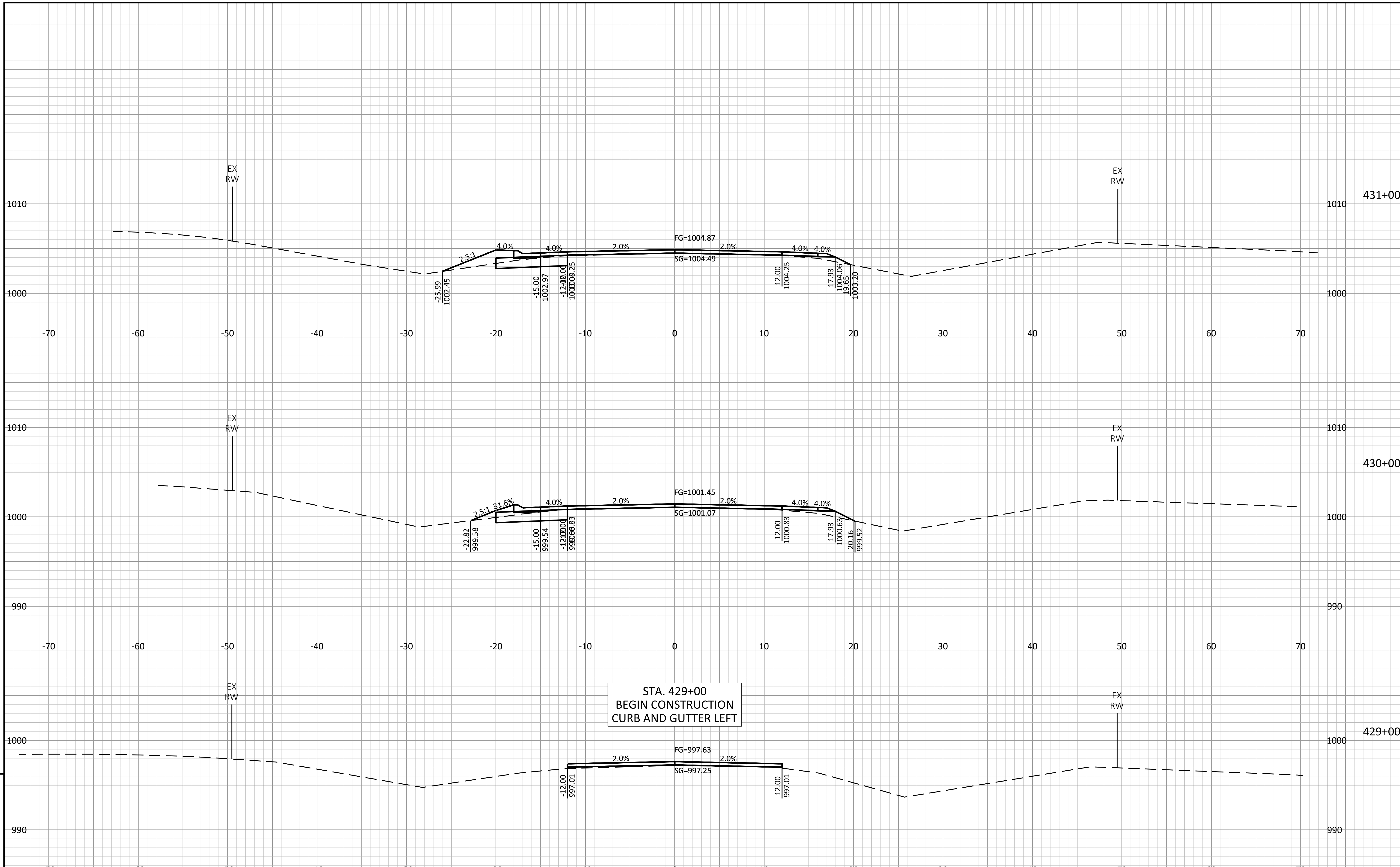
PROJECT NO: 5609-00-70	HWY: CTH H	COUNTY: GRANT	CROSS SECTIONS: MAINLINE - CTH H	SHEET 225	E

FILE NAME : S:\PROJECTS\G78020 GRANT CO HWY - CTH H REHABILITATION\DESIGN\CORRIDORS\CTH H CORRIDOR.DWG PLOT DATE : 7/26/2022 2:55:39 PM PLOT BY : THEODORE HERBERS PLOT SCALE : 1" = 1' LAYOUT : 143



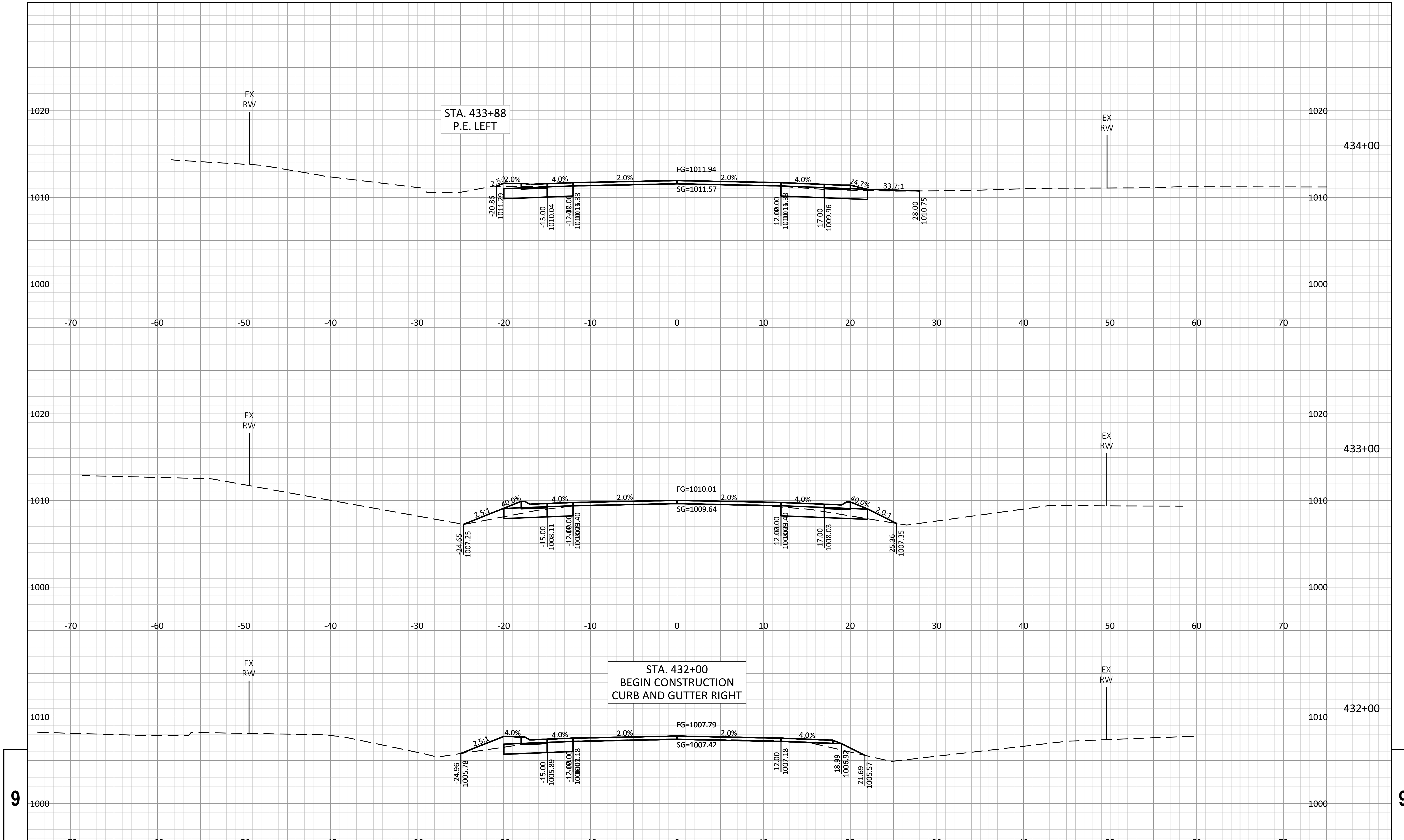
PROJECT NO: 5609-00-70	HWY: CTH H	COUNTY: GRANT	CROSS SECTIONS: MAINLINE - CTH H	SHEET 226	E


STA. 336+04
END CONSTRUCTION
CURB AND GUTTER LEFT
336+04
336+00
FG=1007.73
SG=1007.35
FG=1007.82
SG=1007.45



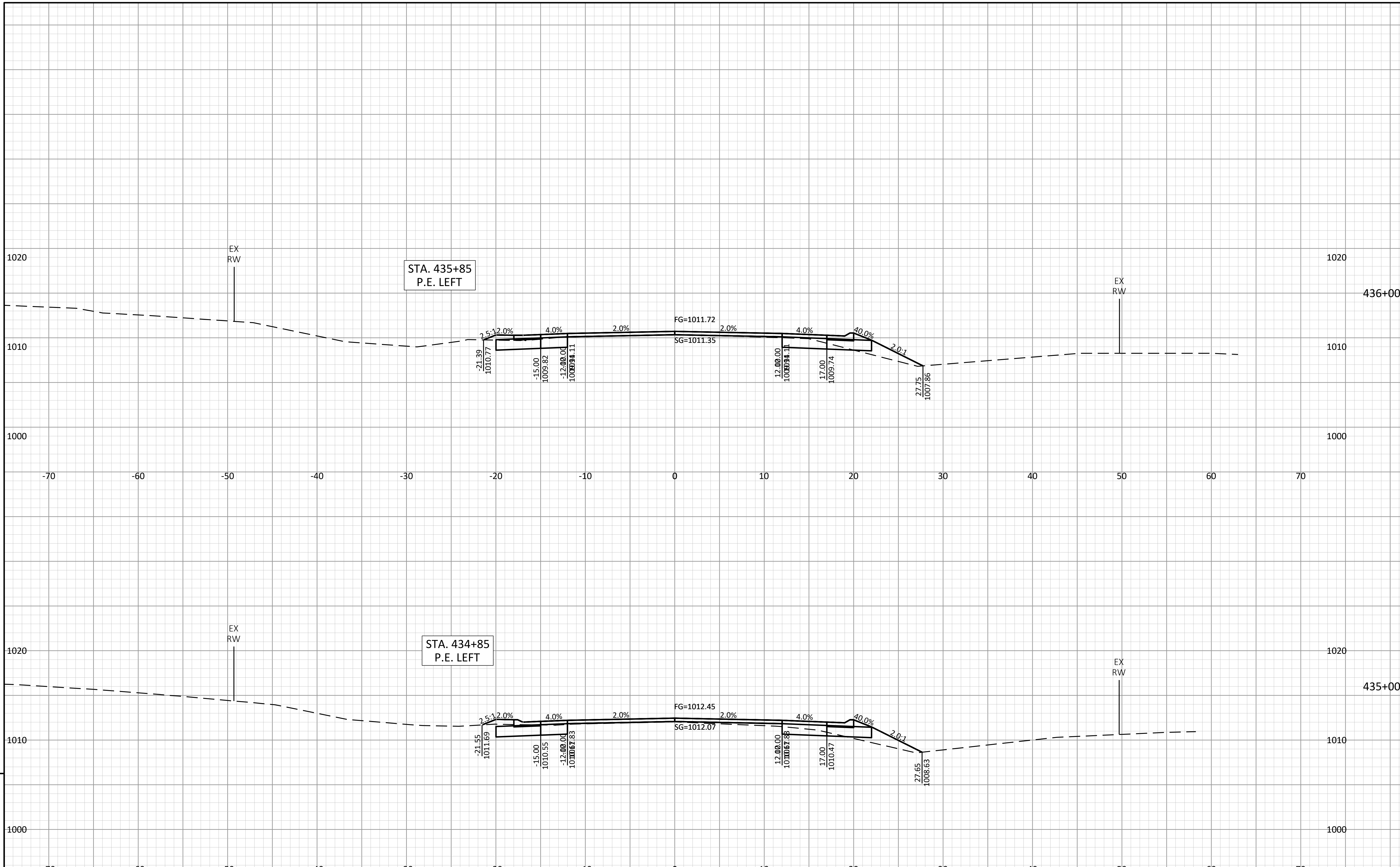
PROJECT NO: 5609-00-70	HWY: CTH H	COUNTY: GRANT	CROSS SECTIONS: MAINLINE - CTH H	SHEET 228	E

FILE NAME : S:\PROJECTS\G78020 GRANT CO HWY - CTH H REHABILITATION\DESIGN\CORRIDORS\CTH H CORRIDOR.DWG PLOT DATE : 7/26/2022 2:59:51 PM PLOT BY : THEODORE HERBERS PLOT SCALE : 1" = 1' LAYOUT : 181



PROJECT NO: 5609-00-70 | HWY: CTH H | COUNTY: GRANT | CROSS SECTIONS: MAINLINE - CTH H | SHEET 229 | E

FILE NAME : S:\PROJECTS\G78020 GRANT CO HWY - CTH H REHABILITATION\DESIGN\CORRIDORS\CTH H CORRIDOR.DWG PLOT DATE : 7/26/2022 3:01:19 PM PLOT BY : THEODORE HERBERS PLOT SCALE : 1" = 1' LAYOUT : 182



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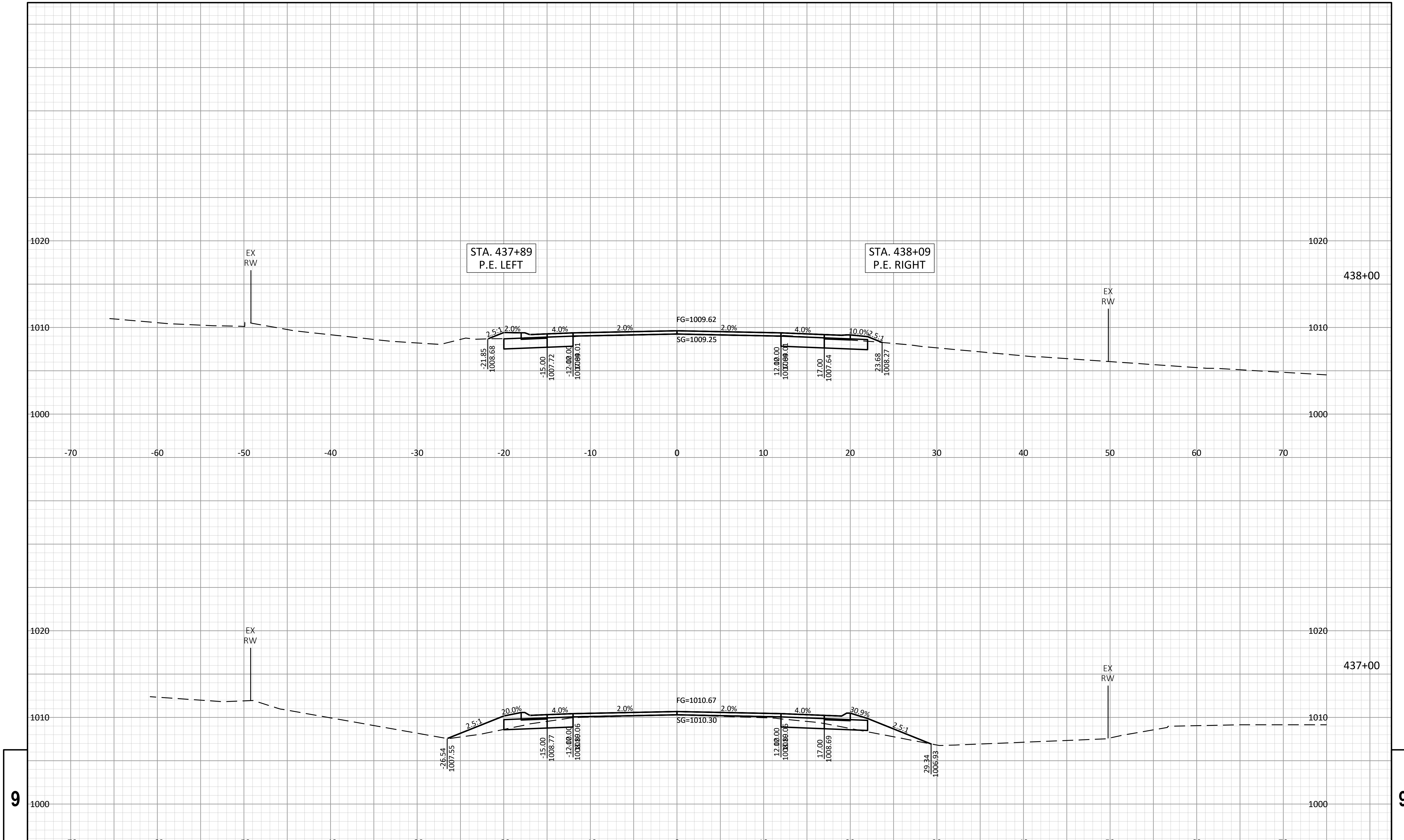
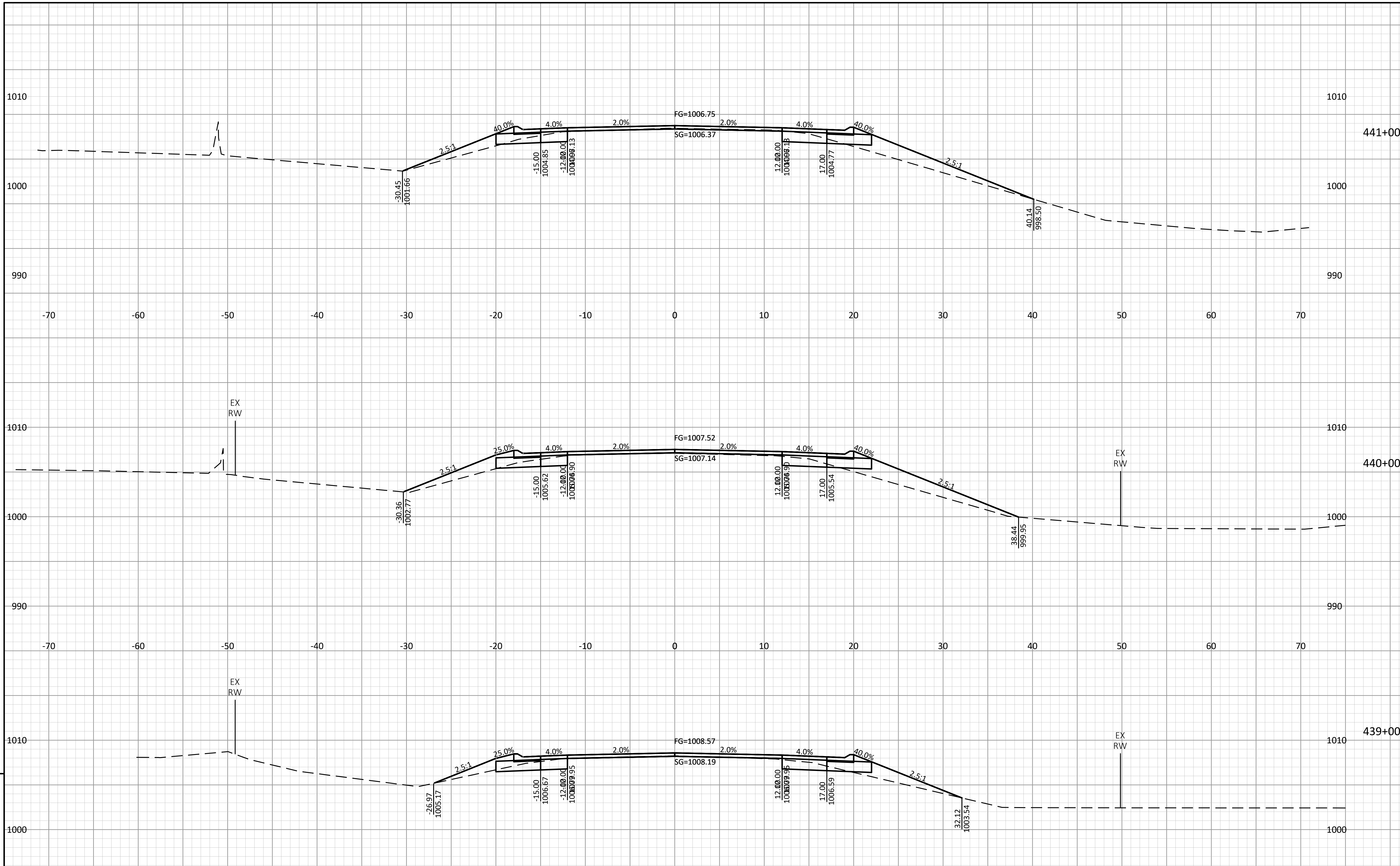
PROJECT NO: 5609-00-70 | HWY: CTH H | COUNTY: GRANT | CROSS SECTIONS: MAINLINE - CTH H | SHEET 230 | E

FILE NAME : S:\PROJECTS\G78020 GRANT CO HWY - CTH H REHABILITATION\DESIGN\CORRIDORS\CTH H CORRIDOR.DWG PLOT DATE : 7/26/2022 3:02:42 PM PLOT BY : THEODORE HERBERS PLOT SCALE : 1" = 1' LAYOUT : 183



STA. 437+89
P.E. LEFT
STA. 438+09
P.E. RIGHT
438+00
437+00
EX
RW
FG=1009.62
SG=1009.25
FG=1010.67
SG=1010.30
2.5:1
2.0%
4.0%
10.0%
20.0%
30.9%
-21.85
1008.68
-15.00
1007.72
17.00
1007.64
23.68
1008.27
-26.54
1007.55
-15.00
1008.77
17.00
1008.69
29.34
1006.93
1020
1010
1000
-70
-60
-50
-40
-30
-20
-10
0
10
20
30
40
50
60
70
9

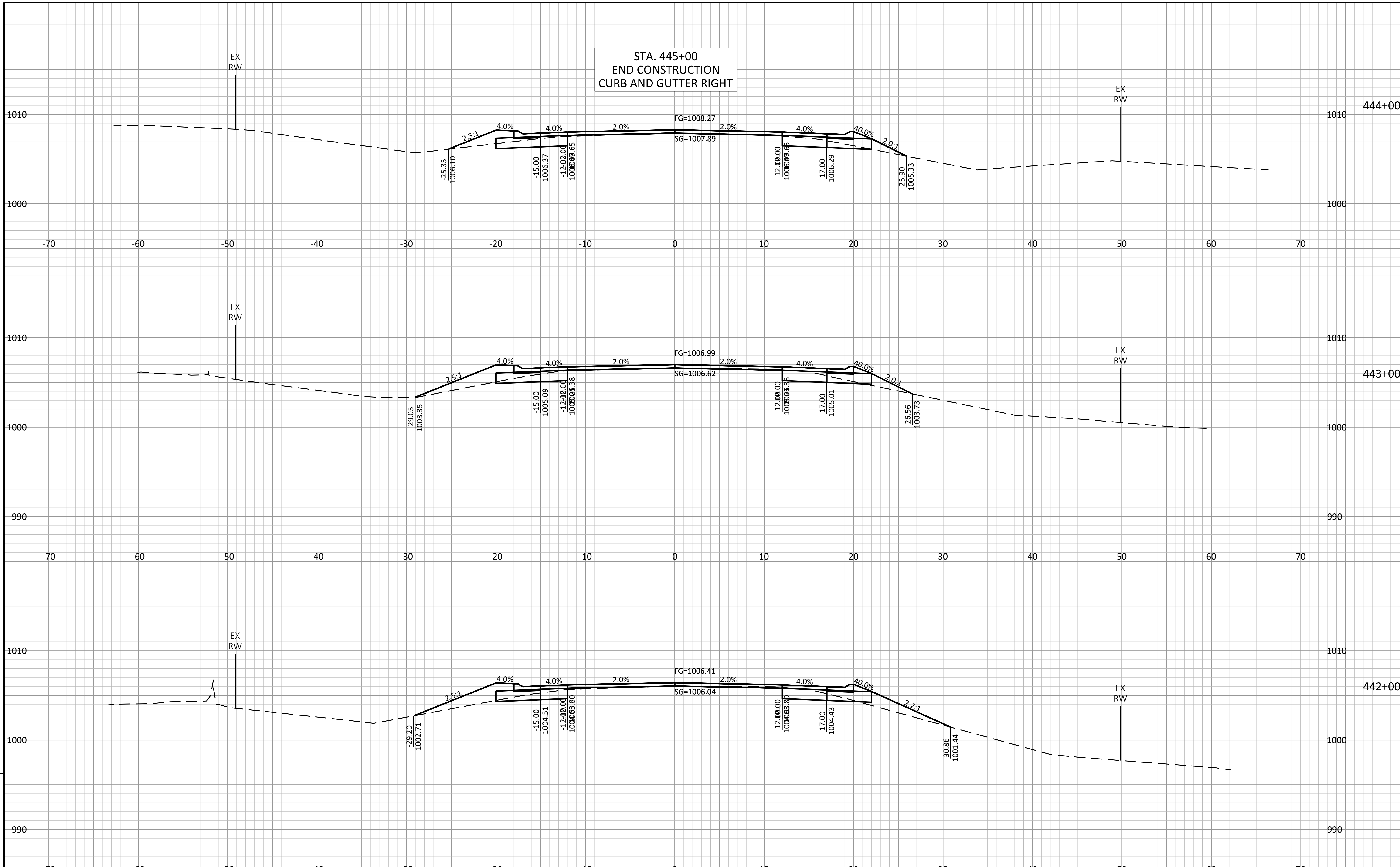


9

9

PROJECT NO: 5609-00-70	HWY: CTH H	COUNTY: GRANT	CROSS SECTIONS: MAINLINE - CTH H	SHEET 232	E

FILE NAME : S:\PROJECTS\G78020 GRANT CO HWY - CTH H REHABILITATION\DESIGN\CORRIDORS\CTH H CORRIDOR.DWG PLOT DATE : 7/26/2022 3:05:34 PM PLOT BY : THEODORE HERBERS PLOT SCALE : 1" = 1' LAYOUT : 185

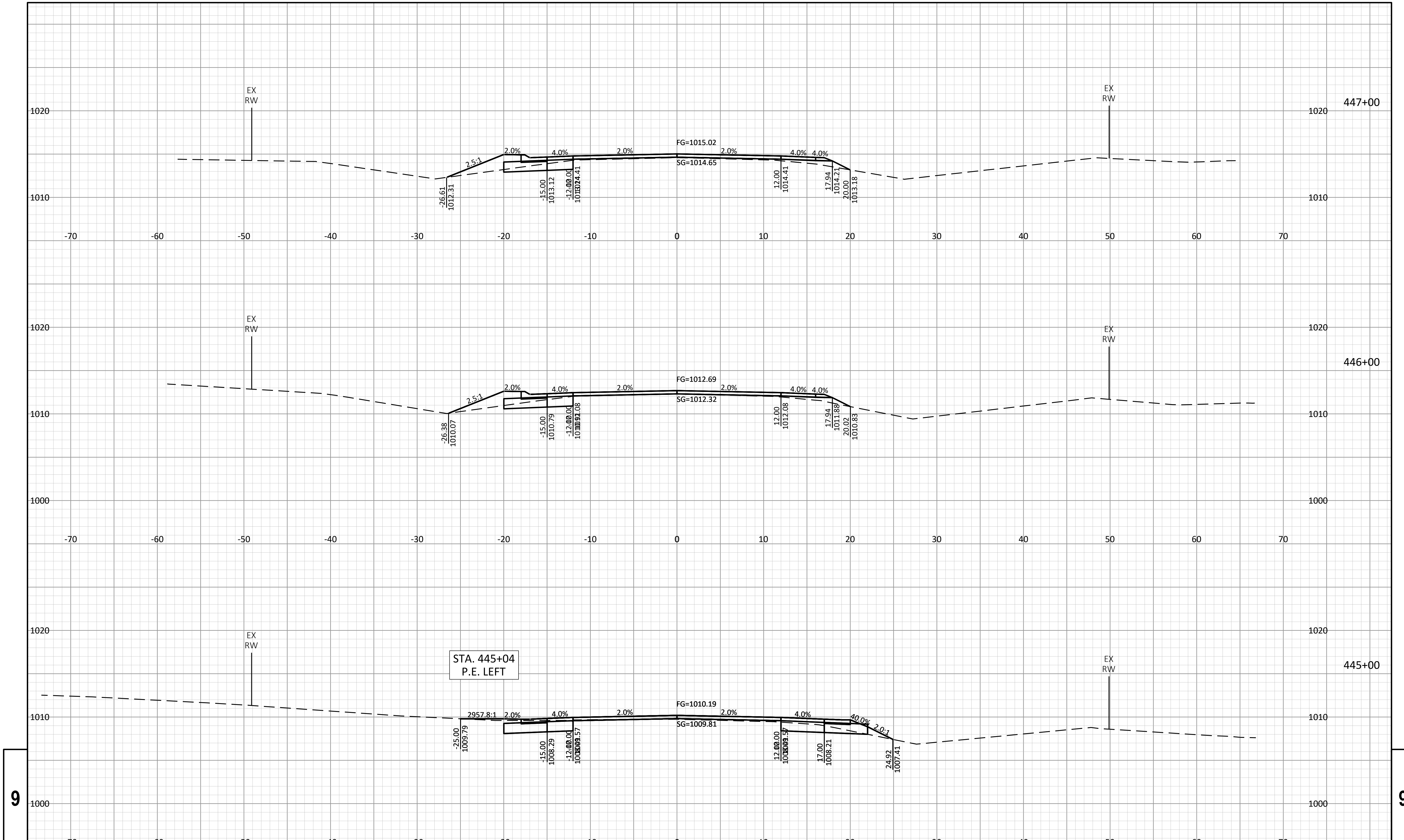


9

9

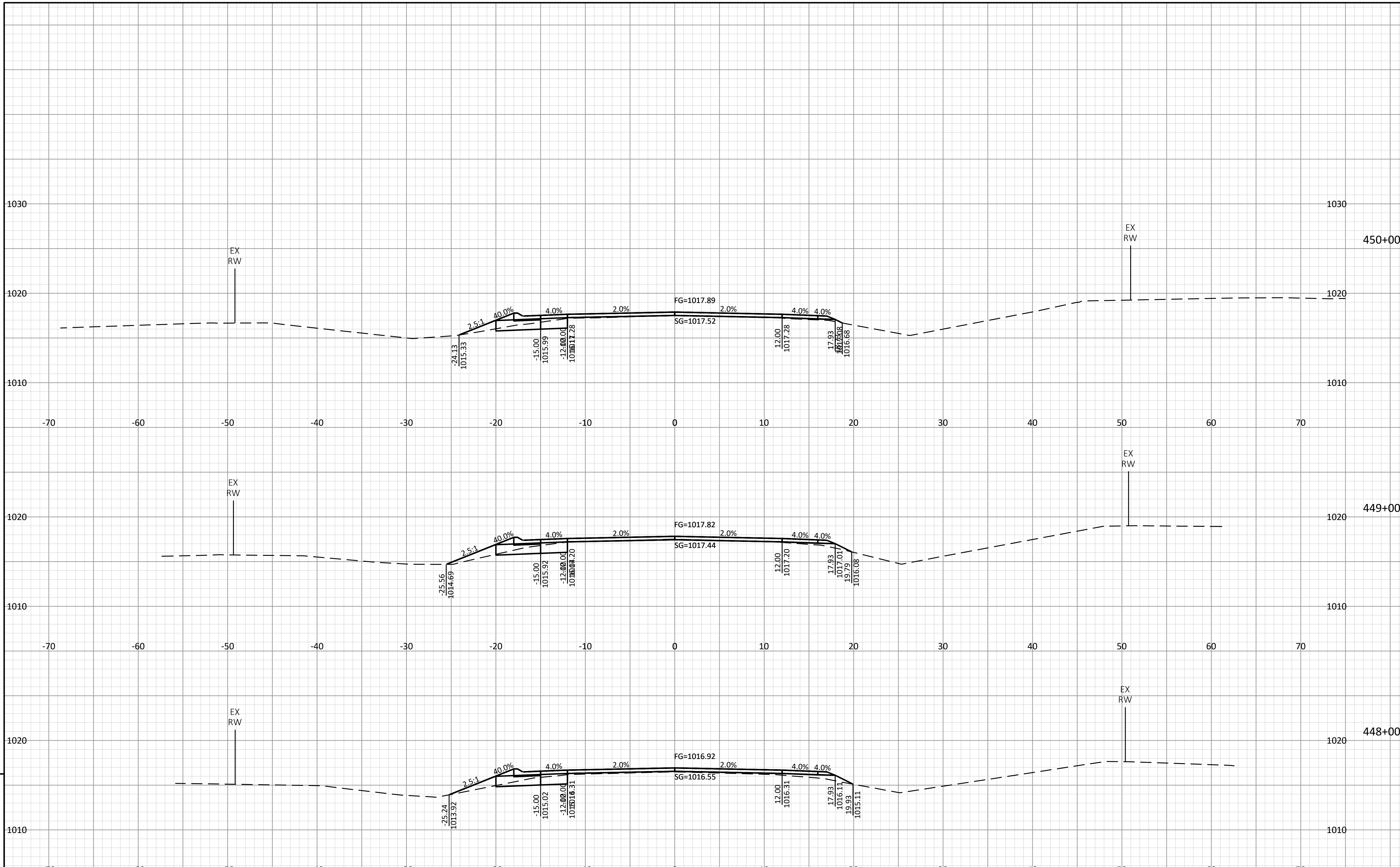
PROJECT NO: 5609-00-70	HWY: CTH H	COUNTY: GRANT	CROSS SECTIONS: MAINLINE - CTH H	SHEET 233	E

FILE NAME : S:\PROJECTS\G78020 GRANT CO HWY - CTH H REHABILITATION\DESIGN\CORRIDORS\CTH H CORRIDOR.DWG PLOT DATE : 7/26/2022 3:06:59 PM PLOT BY : THEODORE HERBERS PLOT SCALE : 1" = 1' LAYOUT : 186



PROJECT NO: 5609-00-70	HWY: CTH H	COUNTY: GRANT	CROSS SECTIONS: MAINLINE - CTH H	SHEET 234	E

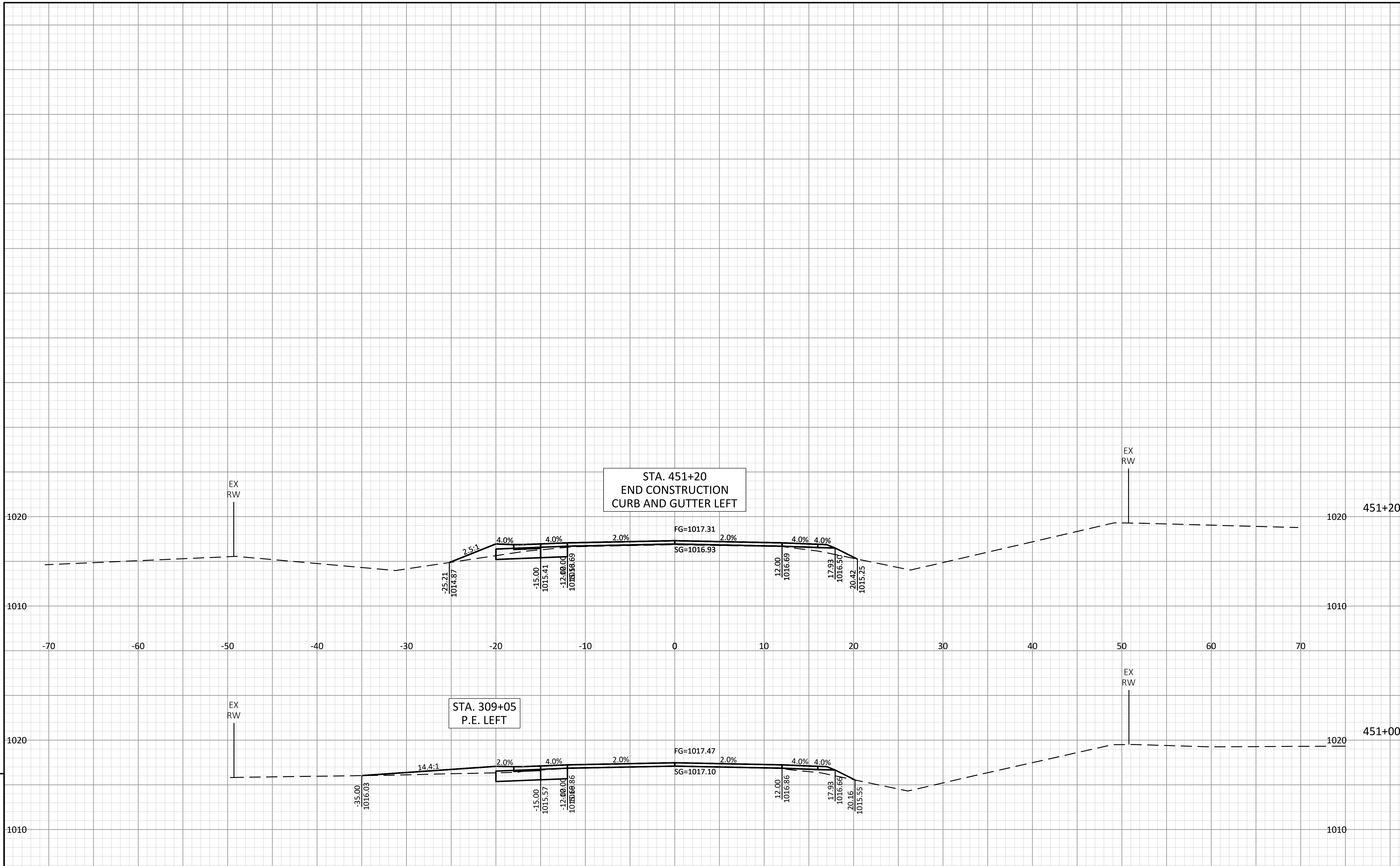
FILE NAME : S:\PROJECTS\G78020 GRANT CO HWY - CTH H REHABILITATION\DESIGN\CORRIDORS\CTH H CORRIDOR.DWG PLOT DATE : 7/26/2022 3:08:25 PM PLOT BY : THEODORE HERBERS PLOT SCALE : 1" = 1' LAYOUT : 187



9

PROJECT NO: 5609-00-70	HWY: CTH H	COUNTY: GRANT	CROSS SECTIONS: MAINLINE - CTH H	SHEET 235	E

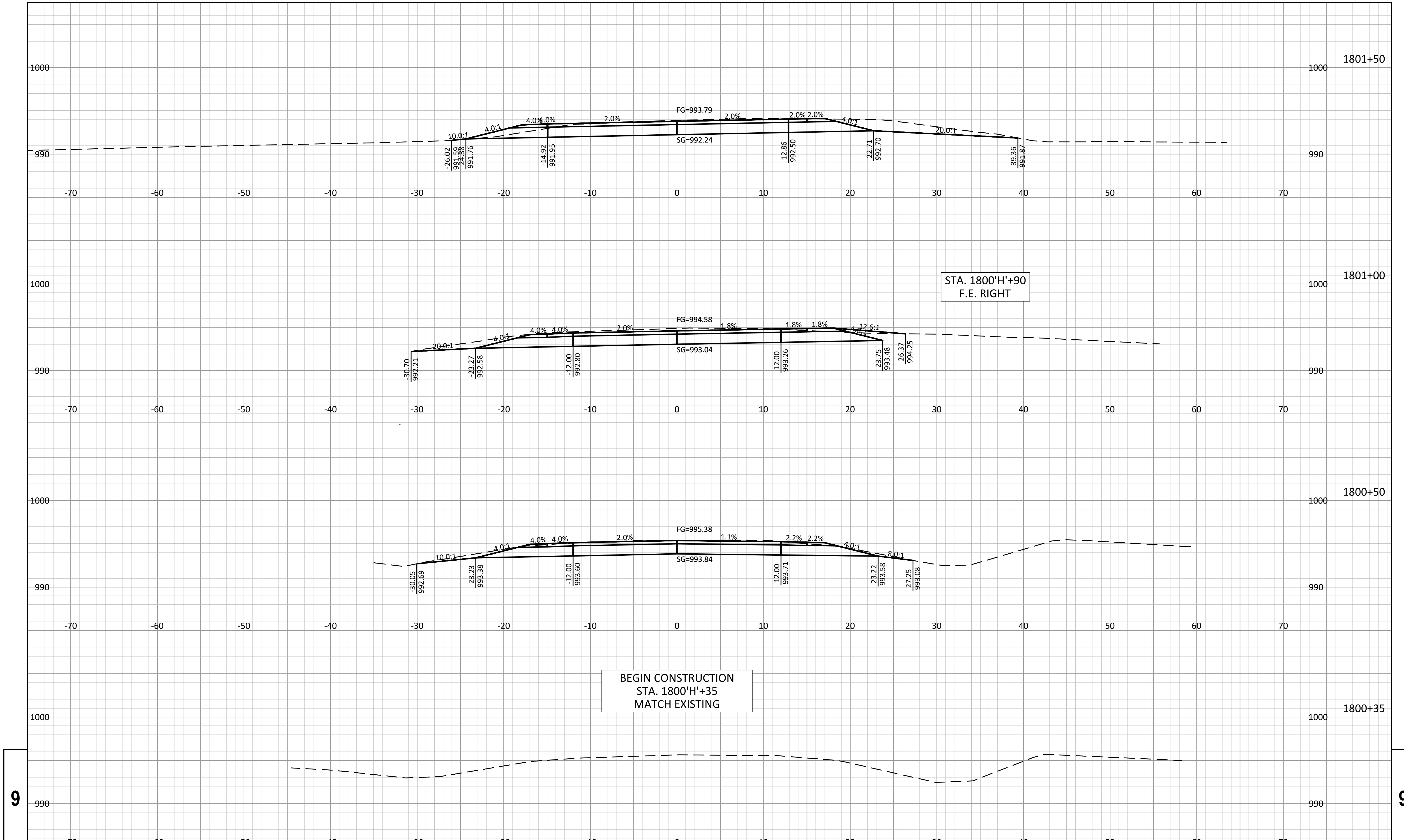
FILE NAME : S:\PROJECTS\G78020 GRANT CO HWY - CTH H REHABILITATION\DESIGN\CORRIDORS\CTH H CORRIDOR.DWG PLOT DATE : 7/26/2022 3:09:51 PM PLOT BY : THEODORE HERBERS PLOT SCALE : 1" = 1' LAYOUT : 188



9 9

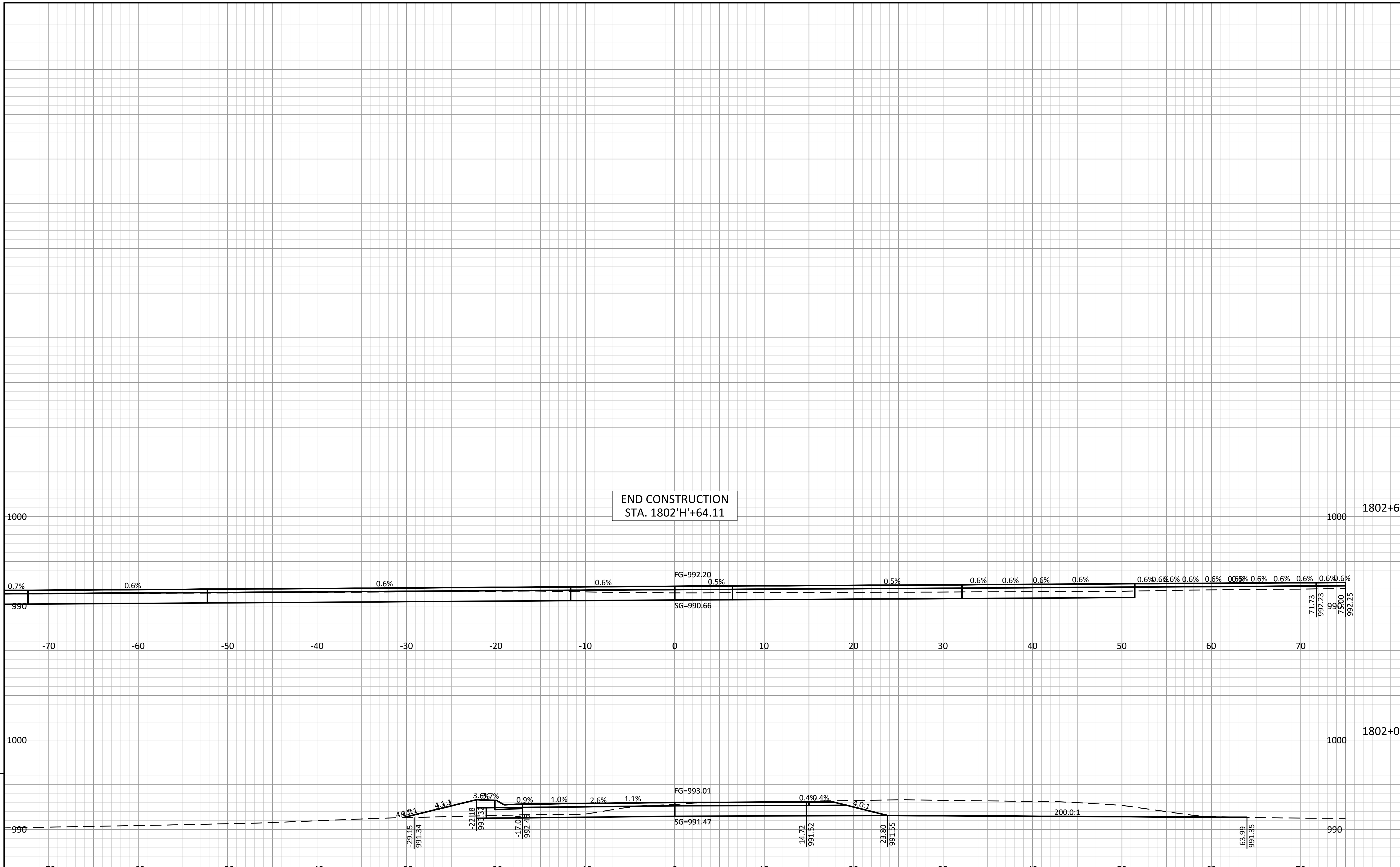
PROJECT NO: 5609-00-70	HWY: CTH H	COUNTY: GRANT	CROSS SECTIONS: MAINLINE - CTH H	SHEET	E

FILE NAME : S:\PROJECTS\G78020 GRANT CO HWY - CTH H REHABILITATION\DESIGN\CORRIDORS\CTH H CORRIDOR.DWG PLOT DATE : 7/26/2022 3:11:16 PM PLOT BY : THEODORE HERBERS PLOT SCALE : 1" = 1' LAYOUT : 189



PROJECT NO: 5609-00-70	HWY: CTH H	COUNTY: GRANT	CROSS SECTIONS: H-LINE - CTH Z	SHEET 237	E

FILE NAME : S:\PROJECTS\G78020 GRANT CO HWY - CTH H REHABILITATION\DESIGN\CORRIDORS\CTH H CORRIDOR.DWG PLOT DATE : 7/26/2022 3:14:28 PM PLOT BY : THEODORE HERBERS PLOT SCALE : 1" = 1' LAYOUT : 1001



9

9

PROJECT NO: 5609-00-70	HWY: CTH H	COUNTY: GRANT	CROSS SECTIONS: H-LINE - CTH Z	SHEET 238 E

FILE NAME : S:\PROJECTS\G78020 GRANT CO HWY - CTH H REHABILITATION\DESIGN\CORRIDORS\CTH H CORRIDOR.DWG PLOT DATE : 7/26/2022 3:15:57 PM PLOT BY : THEODORE HERBERS PLOT SCALE : 1" = 1' LAYOUT : 1002

Notes

Wisconsin Department of Transportation

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