SUP

PROJECT ID: 8865-00-74

WITH: N/A

COUNTY: POLK

FEBRUARY 2023

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 = 218

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

NEW RICHMOND - USH 8

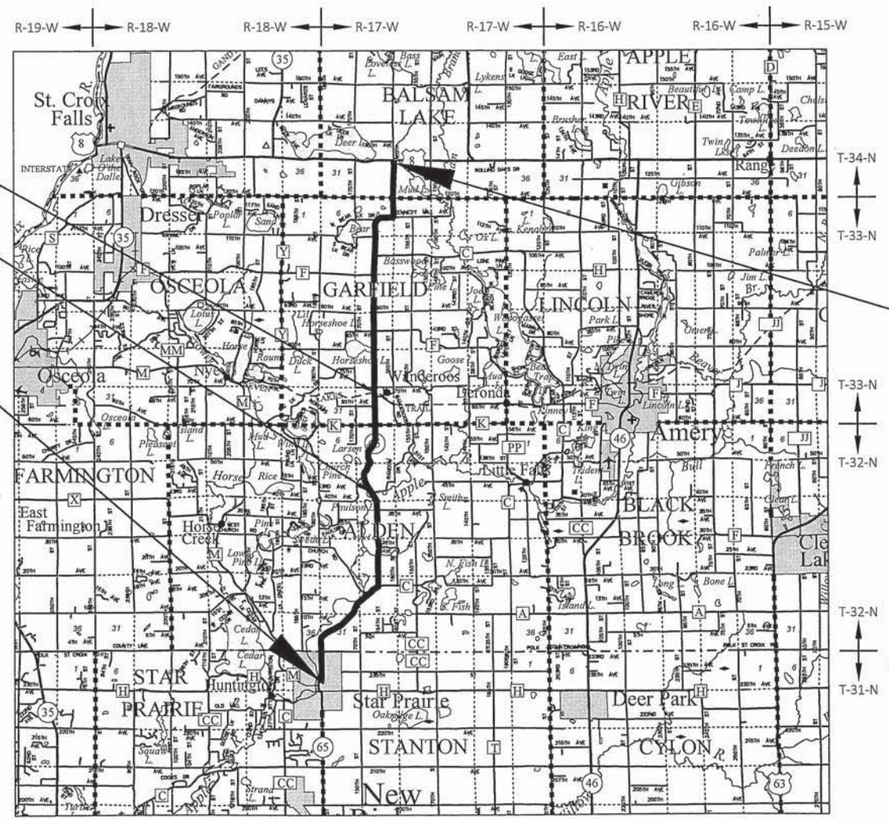
NORTH JCT JEWELL STREET TO USH 8

STH 65

POLK COUNTY

STATE PROJECT NUMBER
8865-00-74

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
8865-00-74	WISC 2023251	1



NET EXCEPTION TO CL LENGTH
STA 544+58.03 - STA 545+94.65

NET EXCEPTION TO CL LENGTH
STA 398+40.34 - STA 399+49.53

BEGIN PROJECT
STA 98+20.00
Y = 195881.38
X = 491679.74

END PROJECT
STA 887+30.00

DESIGN DESIGNATION

A.A.D.T.	(2022)	=	2300
A.A.D.T.	(2042)	=	2500
D.H.V.		=	N/A
D.D.		=	50/50
T.		=	11%
DESIGN SPEED		=	60 MPH
ESALS		=	550,000

CONVENTIONAL SYMBOLS

PLAN		PROFILE	
CORPORATE LIMITS		GRADE LINE	
PROPERTY LINE		ORIGINAL GROUND	
LOT LINE		MARSH OR ROCK PROFILE (To be noted as such)	ROCK
LIMITED HIGHWAY EASEMENT		SPECIAL DITCH	LABEL
EXISTING RIGHT OF WAY		GRADE ELEVATION	95.36
PROPOSED OR NEW R/W LINE		CULVERT (Profile View)	
SLOPE INTERCEPT		UTILITIES	
REFERENCE LINE	300'E&W	ELECTRIC	E
EXISTING CULVERT		FIBER OPTIC	FO
PROPOSED CULVERT (Box or Pipe)		GAS	G
COMBUSTIBLE FLUIDS	CAUTION	SANITARY SEWER	SAN
MARSH AREA		STORM SEWER	SS
WOODED OR SHRUB AREA		TELEPHONE	T
		WATER	W
		UTILITY PEDESTAL	
		POWER POLE	
		TELEPHONE POLE	

LAYOUT

SCALE 0 4 MI

TOTAL NET LENGTH OF CENTERLINE = 14.898 MI

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

ORIGINAL PLANS PREPARED BY

AYRES

WISCONSIN
MARK R. PETERSEN
E - 36785
EAU CLAIRE
WI
PROFESSIONAL ENGINEER

DATE: 10/25/2022 (Professional Engineer Signature)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY

Surveyor	AYRES ASSOCIATES INC
Designer	AYRES ASSOCIATES INC
Project Manager	TYLER RONGSTAD, PE
Regional Examiner	WISDOT NW REGION
Regional Supervisor	TYLER RONGSTAD, PE

APPROVED FOR THE DEPARTMENT

DATE: 10/25/2022 Tyler Rongstad (Signature)

E

FILE NAME : I:\41\410829_STH 65 POLK COUNTY\C3D\SHEETSPLAN\010101-TI.DWG

PLOT DATE : 10/3/2022 9:57 AM

PLOT BY : RESHESKE, CARRIE

PLOT NAME :

GENERAL NOTES

THERE ARE UTILITY FACILITIES WITHIN THE PROJECT AREA THAT ARE NOT SHOWN ON THE PLANS. THE CONTRACTOR SHALL COORDINATE THEIR CONSTRUCTION ACTIVITIES WITH A CALL TO DIGGERS HOTLINE AND OR A DIRECT CALL TO THE UTILITIES THAT HAVE FACILITIES IN THE AREA.

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

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

PRIOR TO ORDERING DRAINAGE PIPES, VERIFY RELATED DRAINAGE INFORMATION IN THE PLAN AND PROVIDE DOCUMENTATION TO THE ENGINEER.

INTERSECTION RADII TO MATCH EXISTING. RADII SHOWN ON PLAN IS FOR INFORMATION ONLY.

ALL RADII ARE MEASURED TO EDGE OF PAVEMENT UNLESS OTHERWISE SHOWN OR NOTED ON THE PLAN.

PRIOR TO THE PLACEMENT OF MGS GUARDRAIL, THE SHOULDERS SHALL BE IN PLACE, SHAPED AND COMPACTED UNLESS SHOWN OTHERWISE.

EXISTING RIGHT-OF-WAY LOCATIONS IN AREAS WHERE THERE ARE NO PLANNED ACQUISITION ARE APPROXIMATE AND BASED ON GIS DATA.

THE CONTRACTOR IS TO TAKE ALL REASONABLE MEASURES TO ASSURE THAT NO SURVEY MONUMENTS WILL BE DESTROYED, DISTURBED, REMOVED OR BURIED TO THE DEGREE THAT THEY ARE NO LONGER USABLE. THE CONTRACTOR MUST CONTACT A LICENSED LAND SURVEYOR OR LOCAL COUNTY LAND SURVEYOR TO PROTECT, PRESERVE, AND RE-MONUMENT ANY CORNER OF THE PUBLIC LAND SURVEY SYSTEM THAT WOULD BE DESTROYED, DISTURBED, REMOVED OR BURIED DURING THE CONSTRUCTION PROCESS.

UTILITY CONTACTS

NORTHWEST COMMUNICATION
116 HARRIMAN AVENUE NORTH
AMERY, WI 54001
ATTN: HUNTER CARDINAL
MOBILE: 715-554-41-4153
OFFICE: 715-268-7100
hunter.cardinal@amerytel.net

LUMEN - COMMUNICATION
2426 75TH AVENUE
DRESSER, WI 54009
ATTN: MICHAEL VAN BOS
MOBILE: 608-716-5962
mike.vandenbos@lumen.com

FRONTIER COMMUNICATIONS
1815 14TH AVENUE
WAUSAU, WI 54401
ATTN: JEREMY ZEHN
MOBILE: 715-243-9243
jeremy.zehn@ftr.com

LAKELAND COMMUNICATIONS
825 INNOVATION AVENUE
PO BOX 40
MILLTOWN, WI 54858
ATTN: MARK MAYER
MOBILE: 715-554-2201
OFFICE: 715-825-5130
markm@lakelandteam.com

SPECTRUM - COMMUNICATION
1810 LAKESORE EAST
MILLTOWNASHLAND, WI 54806
ATTN: RYAN NELSON
715-931-0238
ryan_kg@hotmail.com

VIKING GAS TRANSMISSION COMPANY
2077 70TH AVENUE
OSCEOLA, WI 54020
ATTN: STEVE KEILEN
MOBILE: 715-417-0735
OFFICE: 715-294-2155
steven.keilen@oneok.com

NORTHERN NATURAL GAS COMPANY - GAS
6579 420TH STREET
HARRIS, MN 55032-2116
ATTN: JOSEPH ANDERSON
MOBILE: 763-310-6922
OFFICE: 402-530-3156
joseph.anderson@nngco.com

WE ENERGIES - GAS
104 WEST SOUTH STREET
RICE LAKE, WI 54868
ATTN:STEVEN CHAVERS
MOBILE: 715-213-4327
OFFICE: 715-234-9605
steven.chavers@we-energies.com

XCEL ENERGY - ELECTRICITY
2001 OLD HWY 35 SOUTH
HUDSON, WI 54016
ATTN: BILL JOHNSON
MOBILE: 715-977-7229
OFFICE: 715-377-1825
william.d.johnson@xcelenergy.com

POLK-BURNETT ELECTRIC COOPERATIVE - ELECTRIC
1001 STATE ROAD 35
CENTURIA, WI 54824
ATTN: JOSH SPOELSTRA
MOBILE: 715-566-1290
jspoelstra@polkburnett.com

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

STAR PRAIRIE MUNICIPAL WATER UTILITY - WATER
207 BRIDGE AVENUE
STAR PRAIRIE, WI 54026
ATTN: NATHAN LICHT
MOBILE: 715-531-7033
OFFICE: 715-248-7231
publicworks@villageofstarprairie.com

STAR PRAIRIE SANITARY DISTRICT #1 - SEWER
PO BOX 13
STAR PRAIRIE, WI 54026-0013
ATTN: GREG GIBSON
715-248-7231
E-MAIL

* DENOTES NOT A DIGGERS HOTLINE MEMBER

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

DNR CONTACT

DNR NORTHERN REGION HQ
810 WEST MAPLE STREET
SPOONER, WI 54801
ATTN: AMY CRONK
715-635-4229
amy.cronk@wisconsin.gov

DESIGN CONTACT

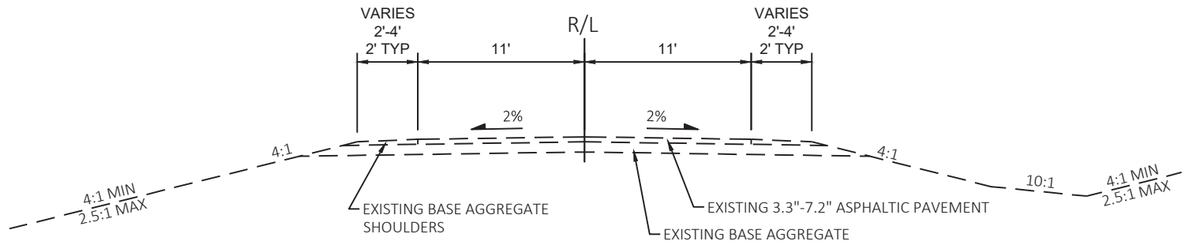
AYRES ASSOCIATES INC
3433 OAKWOOD HILLS PARKWAY
EAU CLAIRE, WI 54701
ATTN: MARK PETERSEN, PE
715-834-3161
petersenm@ayresassociates.com

WISDOT CONTACT

WISCONSIN DEPARTMENT OF TRANSPORTATION
NORTHWEST REGION, EAU CLAIRE OFFICE
718 W CLAIREMONT AVENUE
EAU CLAIRE, WI 54701
ATTN: TYLER RONGSTAD, PE
715-836-2094
Tyler. Rongstad@dot.wi.gov

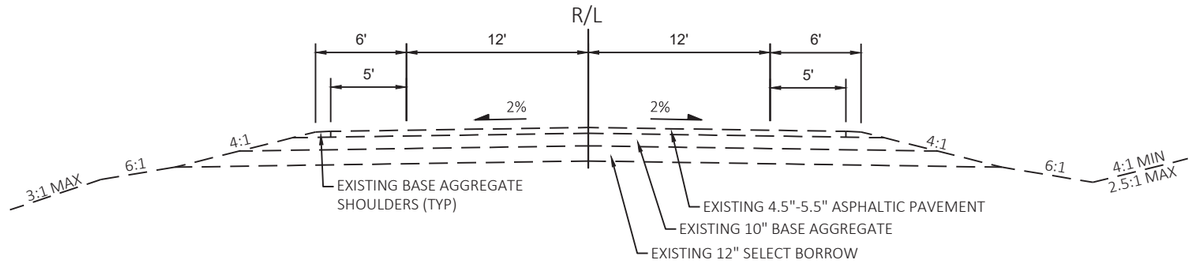
2

2



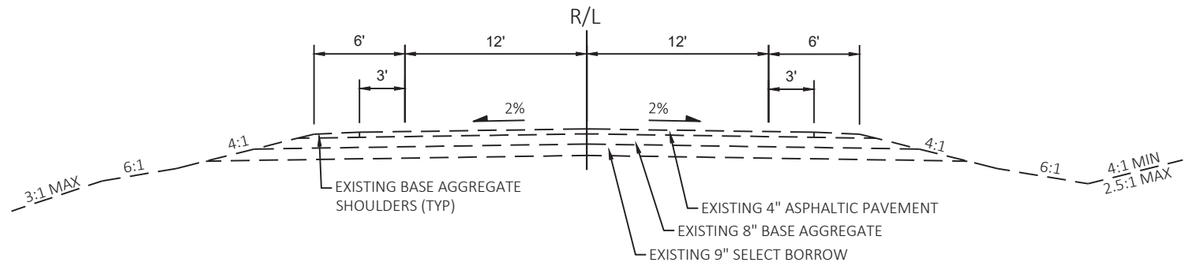
EXISTING TYPICAL SECTION

STA 98+20.00 - STA 419+14.00
STA 453+42.00 - STA 489+86.00
STA 506+97.00 - STA 805+85.00
STA 813+11.00 - STA 887+30.00



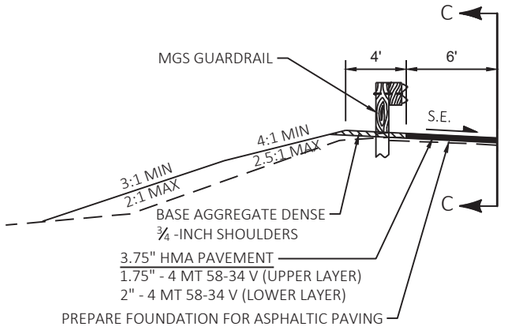
EXISTING TYPICAL SECTION

STA 419+14.00 - STA 453+42.00
STA 805+85.00 - STA 813+11.00



EXISTING TYPICAL SECTION

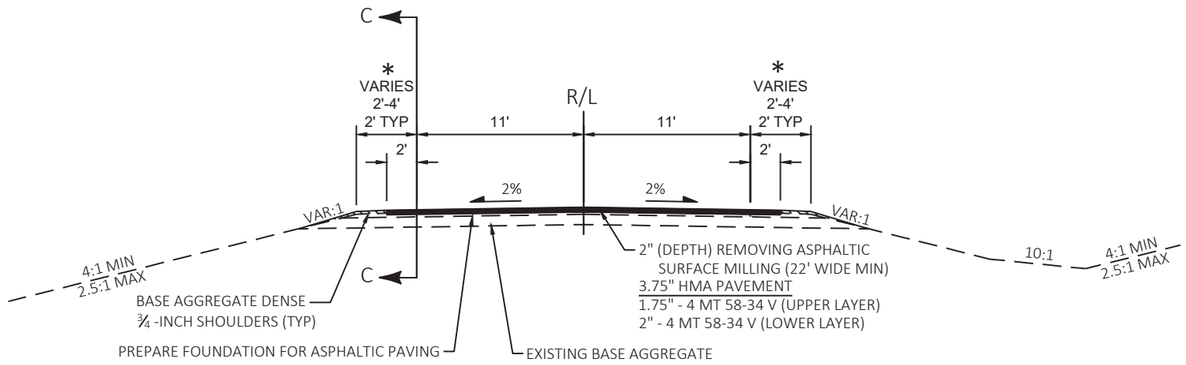
STA 489+86.00 - STA 506+97.00



SECTION C-C

STA 784+26.90 - STA 791+73.10, LT

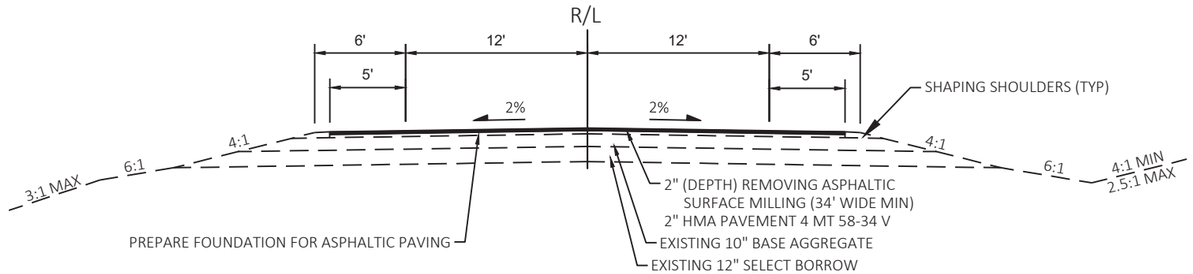
NOTE:
ADDITIONAL BASE AGGREGATE DENSE 1 ¼ -INCH MAY BE REQUIRED TO BE PLACED UNDER WIDER HMA SHOULDER.



FINISHED TYPICAL SECTION - REHAB

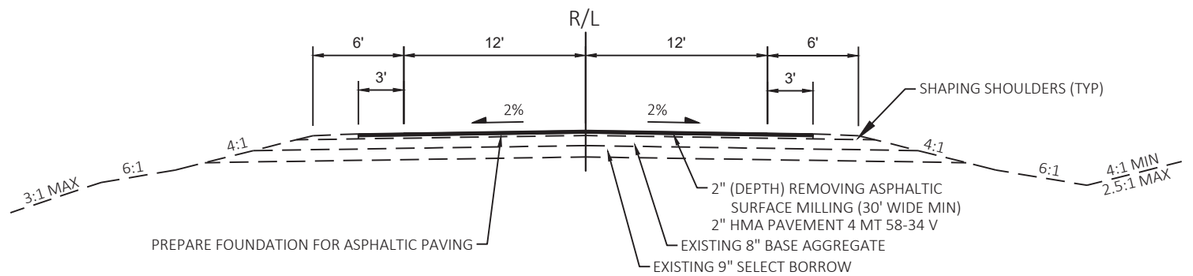
STA 98+20.00 - STA 150+00.00
STA 159+00.00 - STA 327+00.00
STA 343+50.00 - STA 348+50.00
STA 356+50.00 - STA 419+14.00
STA 453+42.00 - STA 489+86.00
STA 506+97.00 - STA 805+85.00
STA 813+11.00 - STA 887+30.00

* ALWAYS PAVE 2' FOR THE NEW SHOULDER, IF EXISTING GRAVEL SHOULDER IS LESS THAN 4' WIDE, MATCH EXISTING SHOULDER WIDTH.



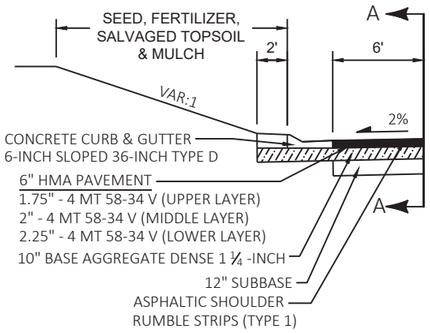
FINISHED TYPICAL SECTION - REHAB

STA 419+14.00 - STA 453+42.00
STA 805+85.00 - STA 813+11.00



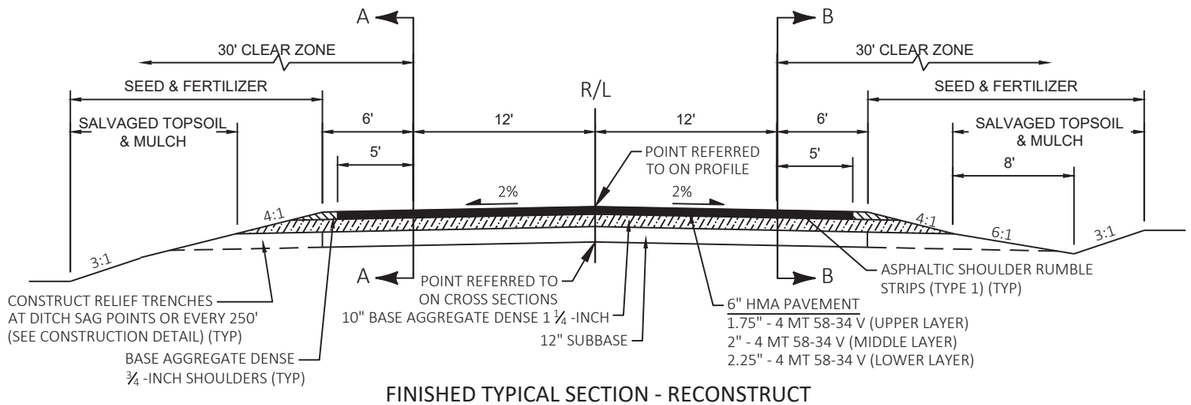
FINISHED TYPICAL SECTION - REHAB

STA 489+86.00 - STA 506+97.00



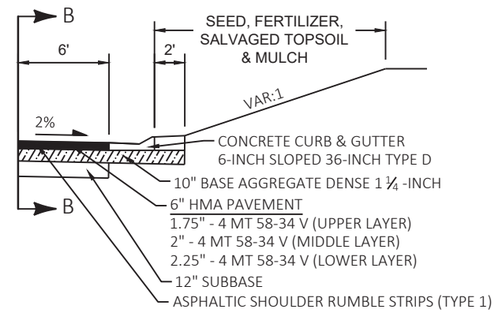
SECTION A-A

STA 156+00.00 - STA 158+00.00, LT



FINISHED TYPICAL SECTION - RECONSTRUCT

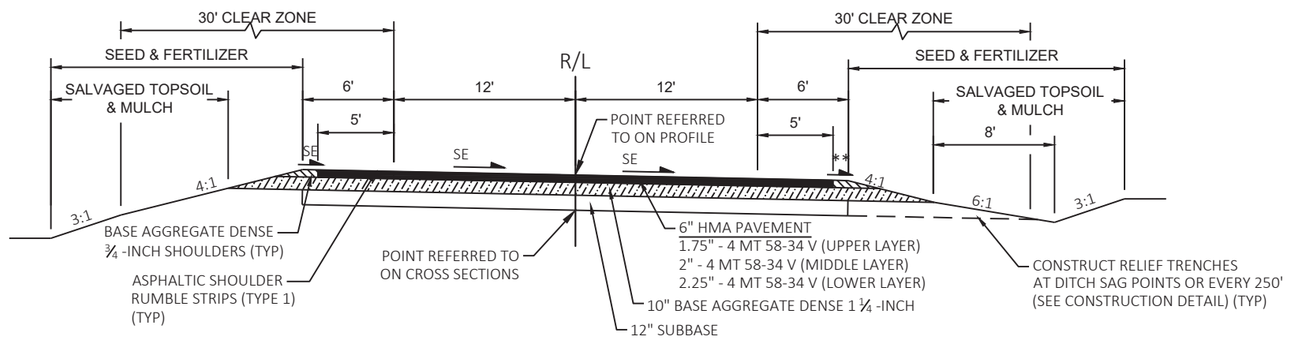
STA 150+00.00 - STA 157+24.60
STA 327+00.00 - STA 335+13.00
STA 338+16.52 - STA 343+50.00
STA 348+50.00 - STA 356+50.00



SECTION B-B

STA 153+50.00 - STA 155+50.00, RT

NOTE:
SEE SDD "2-LANE RURAL SHOULDER RUMBLE STRIP, MILLING (TYPE 1)" FOR ADDITIONAL INFORMATION.



FINISHED SUPERELEVATED TYPICAL SECTION - RECONSTRUCT

STA 157+24.60 - STA 159+00.00
STA 335+13.00 - STA 338+16.52

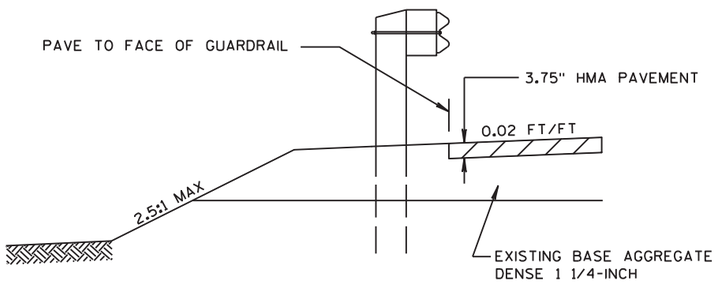
** THE LOW SIDE SHOULDER SLOPE ON SUPERELEVATED SECTIONS EQUALS THE SUPERELEVATION RATE WHEN THE SUPERELEVATION RATE IS GREATER THAN 4%. IF THE SUPERELEVATION RATE IS LESS THAN OR EQUAL TO 4%, THE LOW SIDE SHOULDER SLOPE IS 4%. HIGH SIDE SHOULDER SLOPE ON SUPERELEVATED SECTIONS EQUALS THE SUPERELEVATION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

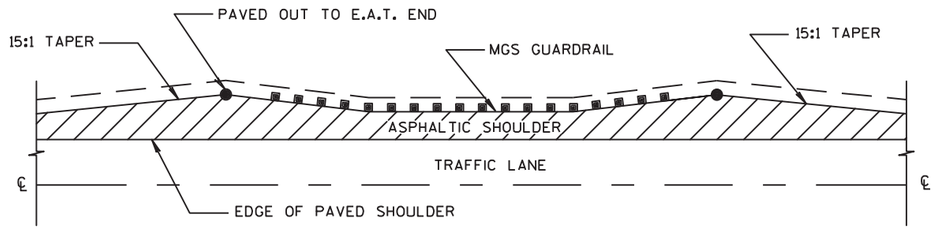
2

RUNOFF COEFFICIENT TABLE

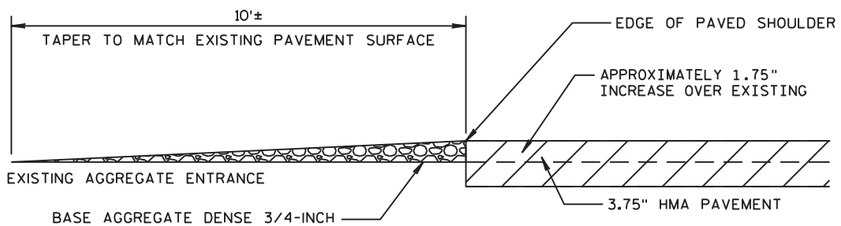
A	HYDROLOGIC SOIL GROUP											
	B		C						D			
	SLOPE RANGE (PERCENT)			SLOPE RANGE (PERCENT)			SLOPE RANGE (PERCENT)			SLOPE RANGE (PERCENT)		
LAND USE:	0-2	2-6	6 & OVER	0-2	2-6	6 & OVER	0-2	2-6	6 & OVER	0-2	2-6	6 & OVER
ROW CROPS	.08 .22	.16 .30	.22 .38	.12 .26	.20 .34	.27 .44	.15 .30	.24 .37	.33 .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 = 160.297 ACRES
TOTAL AREA EXPECTED TO BE DISTURBED BY CONSTRUCTION ACTIVITIES = 10.790 ACRES

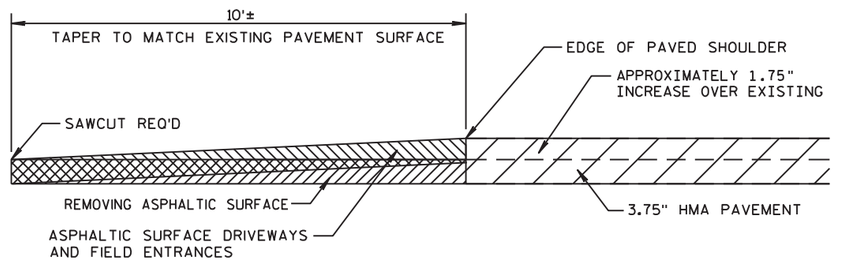




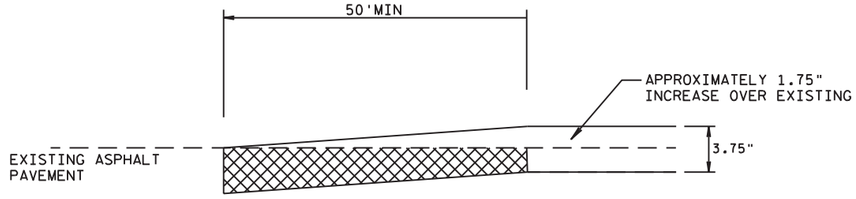
ASPHALTIC PAVING ALONG BEAMGUARD



BASE AGGREGATE PRIVATE ENTRANCE DETAIL PROFILE VIEW



PAVED PRIVATE ENTRANCE DETAIL PROFILE VIEW

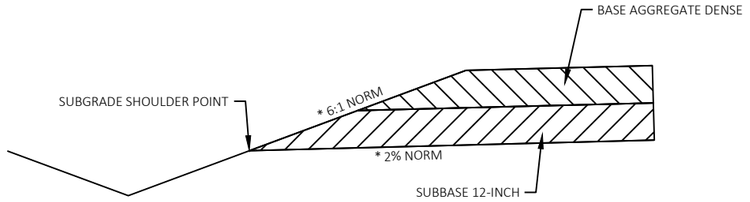


BUTT JOINT DETAIL

REMOVING ASPHALTIC SURFACE BUTT JOINT
(DEPTH VARIES FROM 3.75" TO 2")

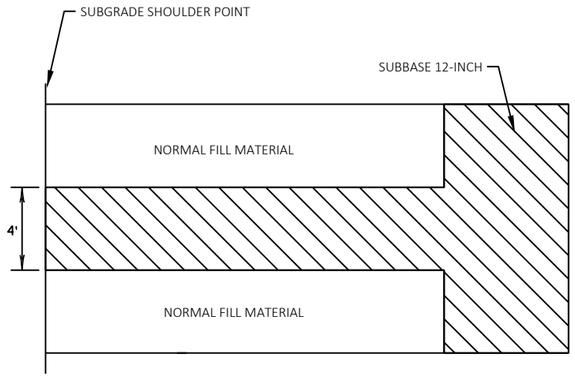
2

PROJECT NO: 8865-00-74	HWY: STH 65	COUNTY: POLK	CONSTRUCTION DETAILS	SHEET 6	E

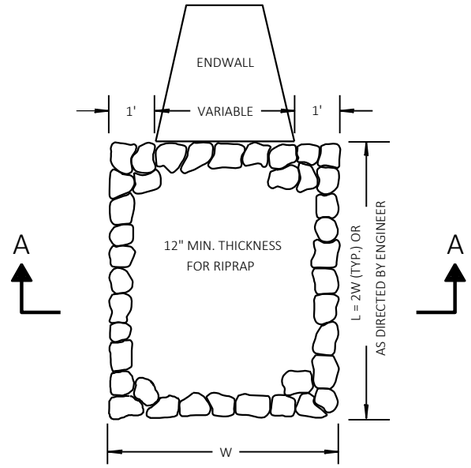


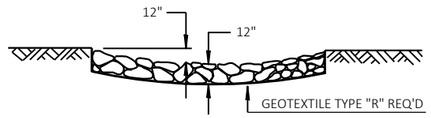
* VARIBLE (SEE TYPICAL SECTIONS)

RELIEF TRENCH DETAIL PROFILE VIEW



RELIEF TRENCH DETAIL PLAN VIEW

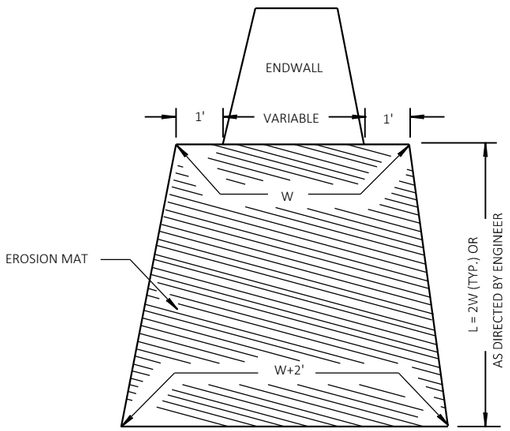




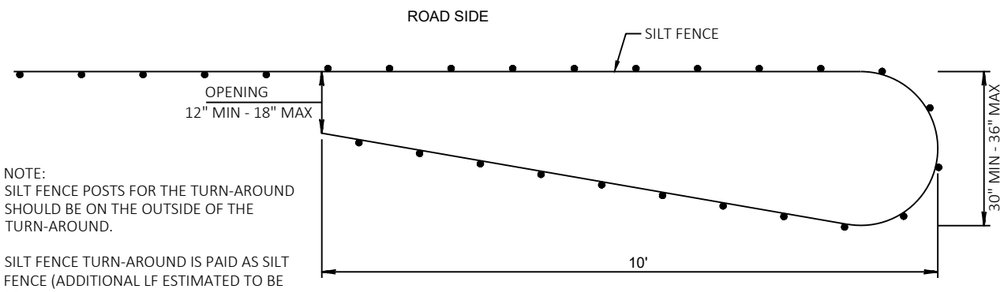
SECTION A-A

RIPRAP TREATMENT AT CULVERTS

RIPRAP TREATMENT AT CULVERTS



EROSION MAT TREATMENT AT CULVERTS

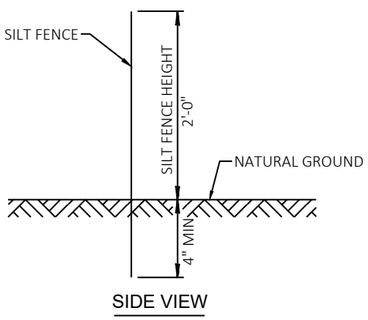


NOTE:
SILT FENCE POSTS FOR THE TURN-AROUND SHOULD BE ON THE OUTSIDE OF THE TURN-AROUND.

SILT FENCE TURN-AROUND IS PAID AS SILT FENCE (ADDITIONAL LF ESTIMATED TO BE 13').

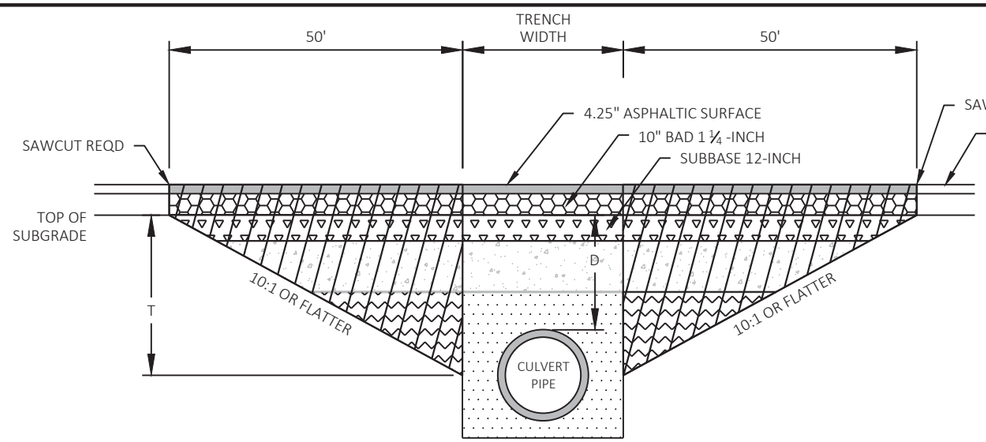
PLAN VIEW

SILT FENCE TURN-AROUND DETAIL



SIDE VIEW

PROJECT NO: 8865-00-74	HWY: STH 65	COUNTY: POLK	CONSTRUCTION DETAILS	SHEET 7	E

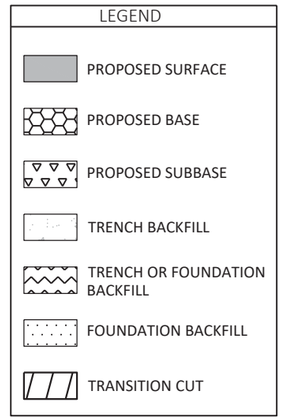


DEPTH D < 6 FT

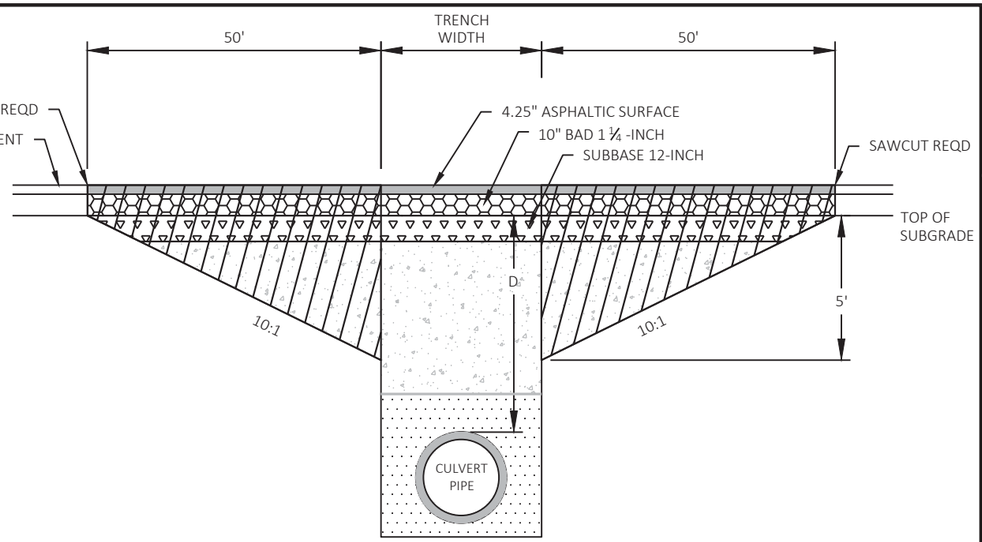
TRANSITION CUT DEPTH (T) = THE LESSER OF DEPTH TO CENTER OF PIPE OR 5 FT.
DO NOT EXTEND TRANSITION CUT BELOW HORIZONTAL CENTER OF PIPE.

CULVERT PIPE TRANSITION

STA 125+73
STA 265+46
STA 269+56
STA 318+78
STA 487+12
STA 670+43
STA 876+30
STA 884+59



NOTE: SEE SDD "TRAFFIC CONTROL, SIGNING ON ROADWAYS WITH LOOSE GRAVEL" FOR TRAFFIC CONTROL REQUIREMENTS. SIGNS TO BE IN PLACE WHILE REPLACING PIPE AND UNTIL ASPHALTIC SURFACE PATCH HAS BEEN PLACED.



DEPTH D ≥ 6 FT

NOTES

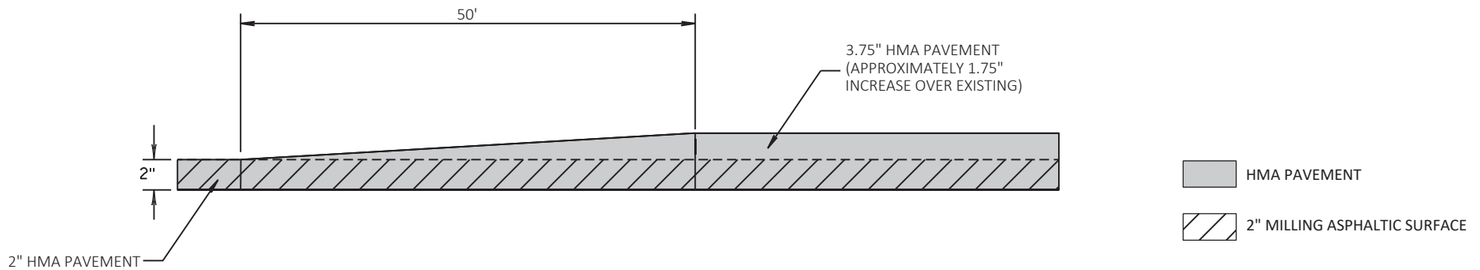
TRANSITION CUT IS PAID AS COMMON EXCAVATION.

TRANSITION CUT WIDTH IS FROM SUBGRADE SHOULDER POINT TO SUBGRADE SHOULDER POINT.

BACKFILL THE TRANSITION CUT AREAS WITH FOUNDATION AND TRENCH BACKFILL AS SPECIFIED IN STANDARD SPEC 520.

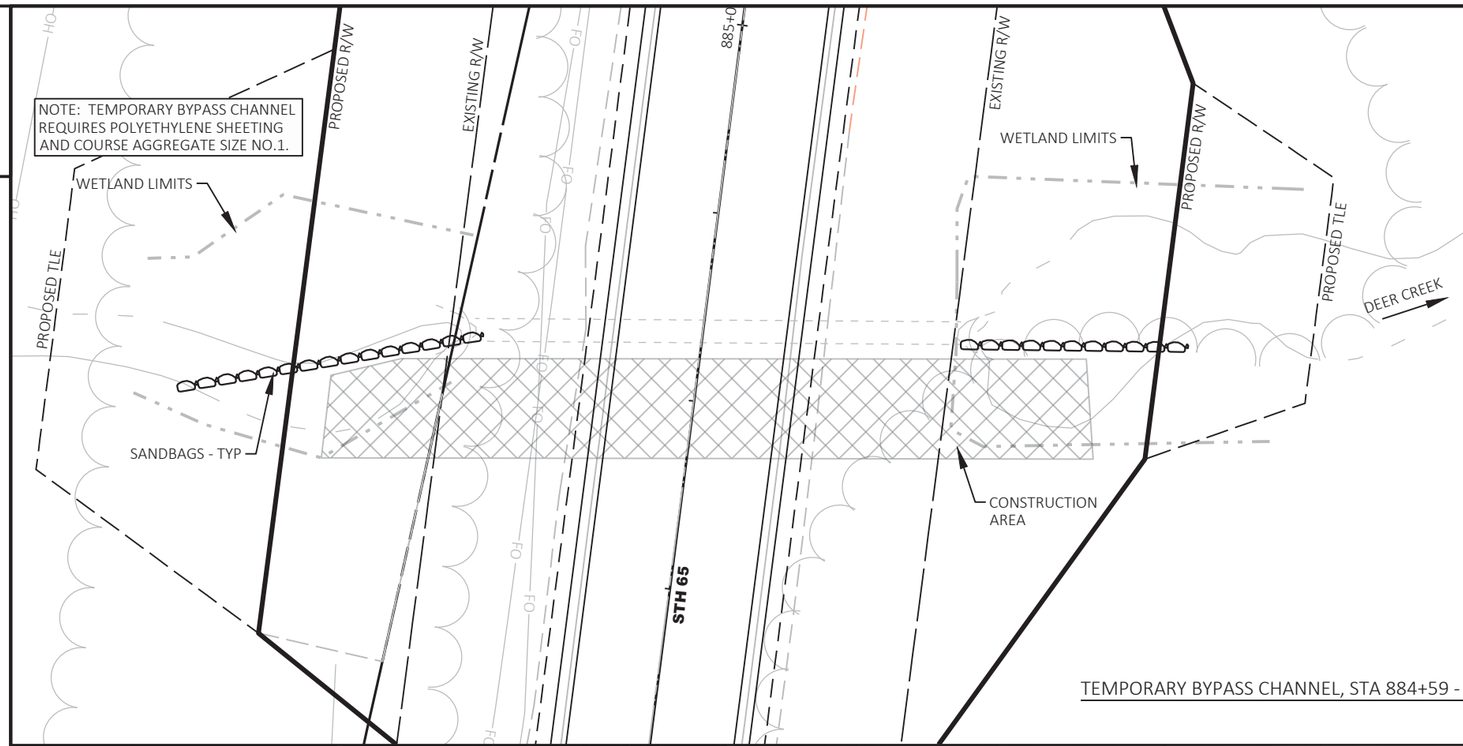
PERFORM CULVERT PIPE INSTALLATION BEFORE MILLING AND PAVING.

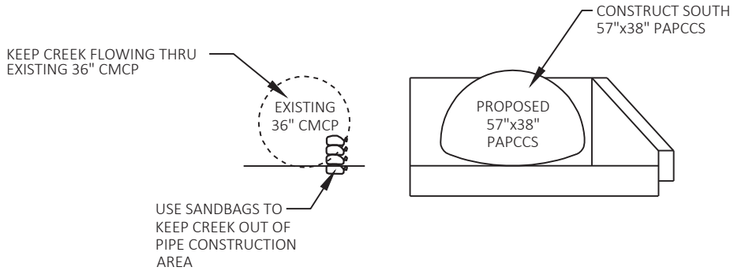
PLACE 12-INCH SUBBASE, BASE AGGREGATE AND HMA PAVEMENT AFTER CULVERT PIPE INSTALLATION AND BEFORE MILLING AND PAVING OPERATION.



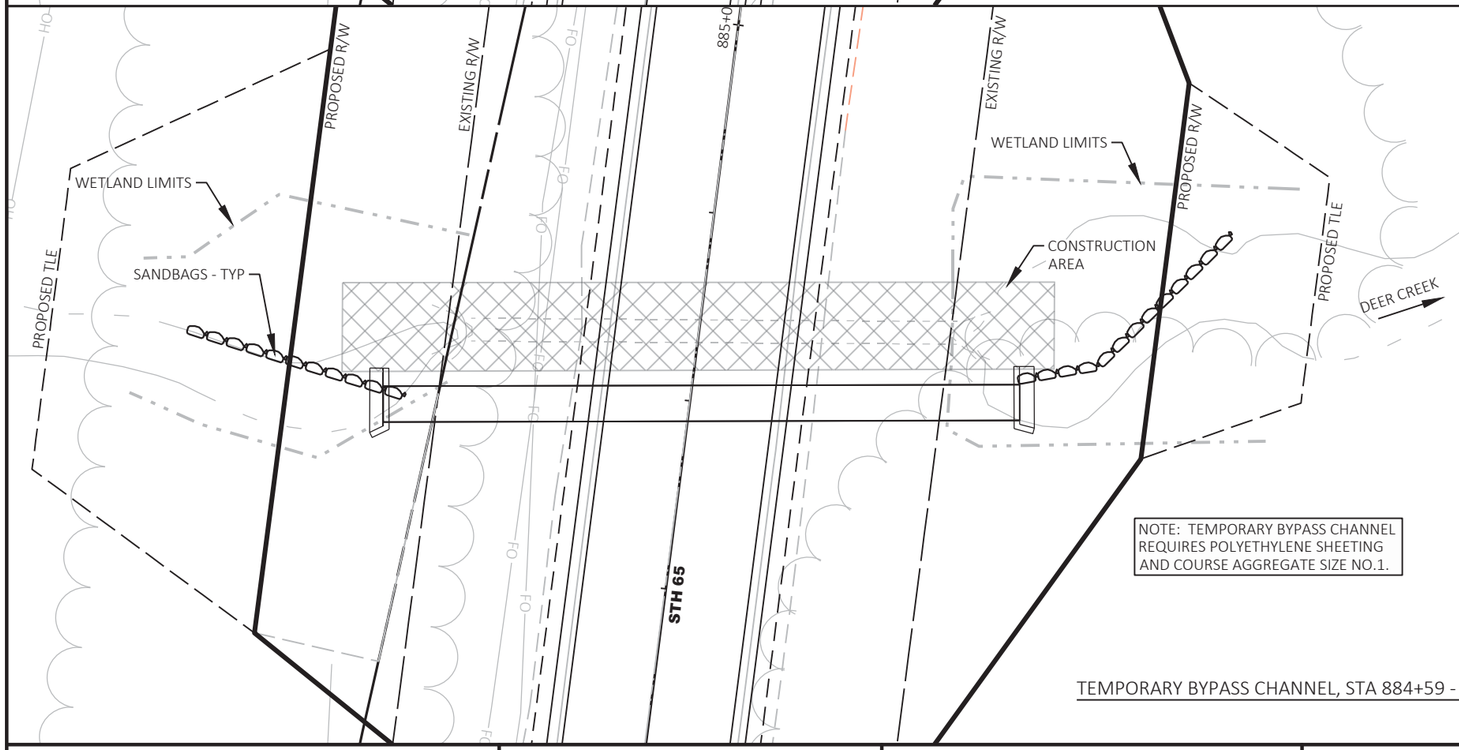
TRANSITION BETWEEN PAVEMENT DEPTHS DETAIL

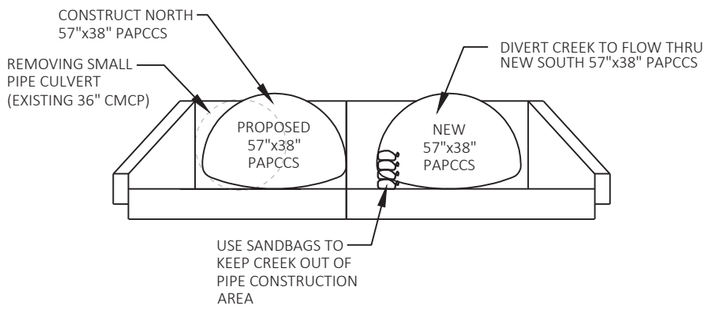
STA 419+14
STA 453+52
STA 489+86
STA 506+97
STA 805+88
STA 813+10





TEMPORARY BYPASS CHANNEL, STA 884+59 - STAGE 1



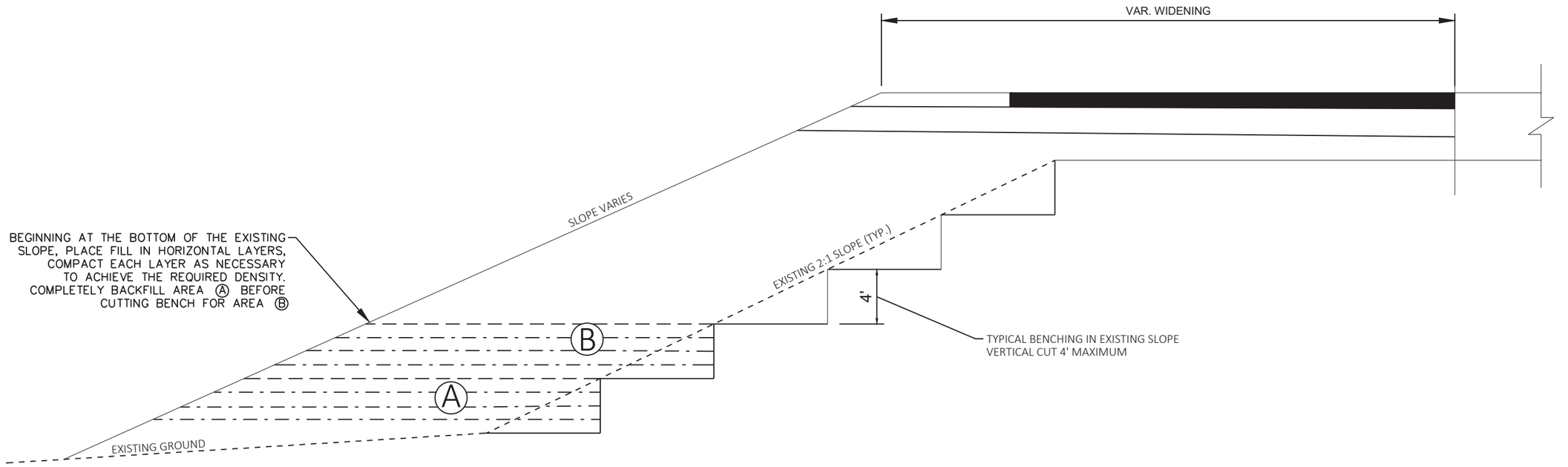


TEMPORARY BYPASS CHANNEL, STA 884+59 - STAGE 2

PROJECT NO: 8865-00-74	HWY: STH 65	COUNTY: POLK	TEMPORARY BYPASS CHANNEL, STA 884+59 DETAIL	SHEET 9	E

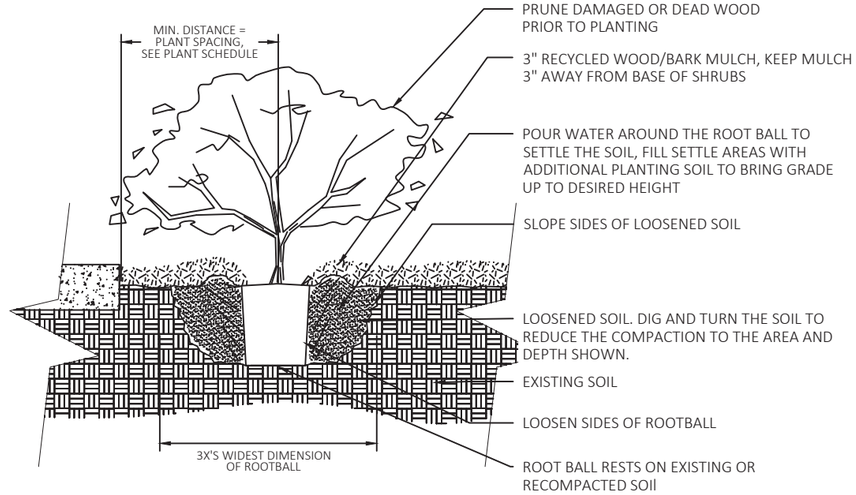
FILE NAME : I:\41\410829_STH 65 POLK COUNTY\C3D\SHEETSPLAN\021001-CD.DWG
LAYOUT NAME - 021001-cd04
PLOT DATE : 10/26/2022 9:21 AM PLOT BY : RESHESKE, CARRIE PLOT NAME : PLOT SCALE : ##########
WISDOT/CADDS SHEET 42

2



DETAIL SHOWING METHOD FOR BENCHING FILL INTO EXISTING EMBANKMENT

2



NOTES: 1. ALL PLANT CONTAINERS TO BE REMOVED PRIOR TO PLANTING.
2. BACKFILL AND WATER IN THOROUGHLY.
3. BROKEN ROOT BALLS WILL BE REJECTED.

SHRUB PLANTING DETAIL

PLANT SCHEDULE

	COMMON NAME	SCIENTIFIC NAME	TYPE	AVE. MATURE HEIGHT (FT)	SIZE (CAL. OR HT.) WHEN PLANTED (INCH)	ROOT ZONE MODE	ROOT SPREAD	MIN. PLANT HOLE		BRACE OR GUY	FERT. UNITS REQ'D	RODENT PROTECTION REQ'D.	MULCH RING DIAM. (INCH)	MIN PLANT SPACING (FEET)
								DIAM. (INCH)	DEPTH (INCH)					
SHRUB	DOGWOOD, REDOSIER	CORNUS SERICEA	2	8	12	BARE ROOT	10	22	8	NO	2	NO	36	5
SHRUB	FILBERT, AMERICAN	CORYLUS AMERICANA	2	8	12	BARE ROOT	10	22	8	NO	2	NO	36	6
SHRUB	NINEARK, COMMON	PHYSOCARPUS OPULIFOLIUS	2	10	12	BARE ROOT	10	22	8	NO	2	NO	36	5

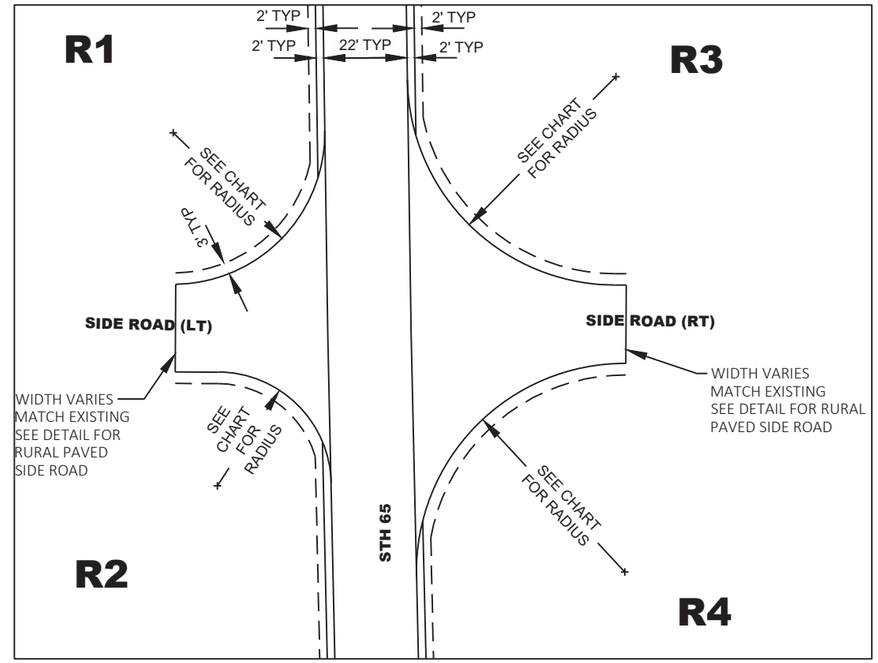
NOTE: 1) PLACE SHRUBS IN AREAS OUTSIDE OPERATIONAL R/W. OPERATIONAL R/W INCLUDES AREAS THAT ARE MOWED BY PROPERTY OWNERS OR STATE FORCES (NORMALLY 10' FROM SUBGRADE SHOULDER POINT). ANTICIPATED LOCATIONS INCLUDE SLOPES FOR BEAM GUARD GRADING AREAS, RECONSTRUCTION AREAS AND PIPE REPLACEMENT AREAS. A MAJORITY WILL BE PLACED FROM STA 150+00 TO STA 159+00 AND FROM STA 541+79 TO STA 549+00.
2) LOCATIONS OF PROPOSED PLANTINGS TO BE CONFIRMED WITH ENGINEER PRIOR TO INSTALLATION.

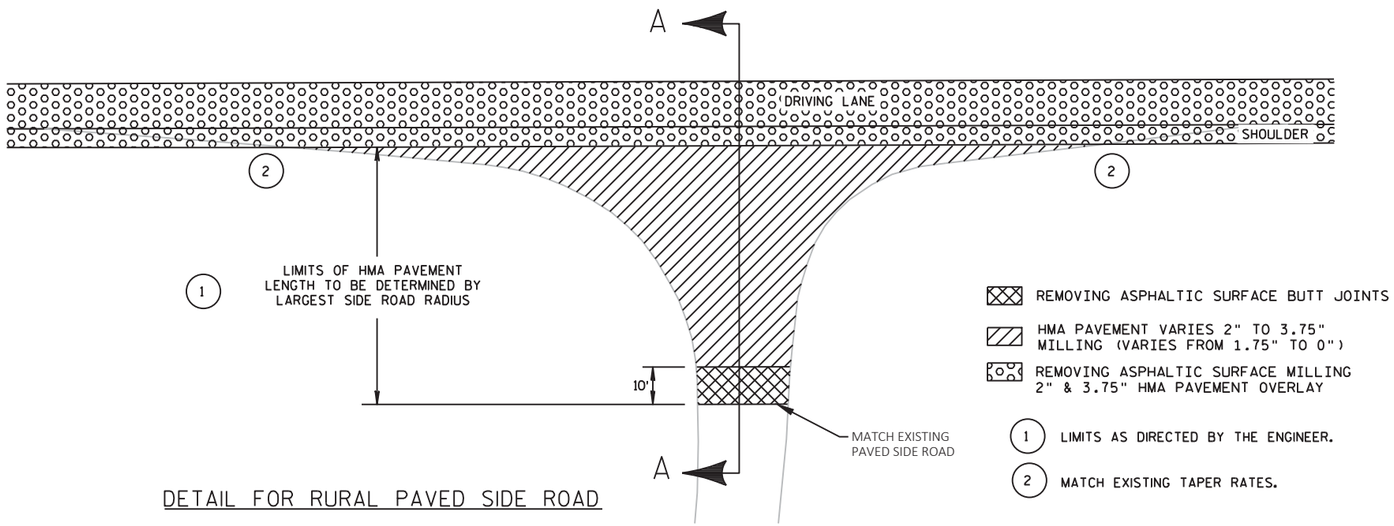
	R1 RADIUS					R2 RADIUS				
ROAD NAME	STATION	OFFSET	Y	X	RADIUS	STATION	OFFSET	Y	X	RADIUS
PEARL AVE	113+66.20	-31.0	197377.10	491756.49	20'	112+97.41	-36.0	197308.38	491752.33	25'
DANIELSON LANDING FIELD RD	140+99.55	-46.0	200109.94	491713.64	35'	140+05.24	-46.0	200015.95	491714.94	35'
W CHURCH RD	252+98.96	-71.0	208149.65	498493.84	60'	251+80.40	-41.0	208049.44	498423.73	30'
40TH AVE	424+31.10	-77.0	224174.27	497741.36	65'	422+88.05	-67.0	224024.36	497759.23	55'
65TH AVE	527+25.02	-76.0	234044.09	499223.26	65'	525+94.55	-56.0	233914.07	499245.89	45'
70TH AVE	553+20.15	-51.0	236639.45	499193.48	40'	552+27.10	-41.0	236546.24	499205.13	30'
85TH AVE	631+36.55	-71.0	244456.12	499141.01	60'	630+09.47	-56.0	244328.88	499156.82	45'
CTH F/100TH AVE	709+67.66	-81.0	252290.21	499179.06	70'	708+21.33	-66.0	252141.48	499189.44	55'
S BEAR LAKE DR	762+21.83	-46.0	257535.76	499403.49	35'	761+33.01	-41.0	257448.70	499409.54	30'
N BEAR LAKE DR	784+61.43	-61.0	259753.00	499600.60	50'	783+31.36	-76.0	259651.57	499505.61	65'
120TH AVE	836+42.13	-66.0	262860.38	501837.9	55'	835+15.91	-61.0	262732.81	501844.16	50'

		R3 RADIUS					R4 RADIUS				
	ROAD NAME	STATION	OFFSET	Y	X	RADIUS	STATION	OFFSET	Y	X	RADIUS
	JEWELL ST	SEE "CONSTRUCTION DETAILS - INTERSECTIONS"					SEE "CONSTRUCTION DETAILS - INTERSECTIONS"				
	SARATOGA AVE	104+05.75	41.0	196416.24	491814.11	30'	103+09.28	56.0	196319.43	491826.72	45'
	COUNTY LINE AVE	140+87.71	61.0	200100.06	491820.86	50'	139+35.02	91.0	199947.12	491852.64	80'
	CTH C/20TH AVE	268+54.82	82.0	209050.77	499784.41	65'	267+22.03	76.0	208911.79	499709.60	50'
	28TH AVE	324+10.40	66.0	214625.32	499894.79	55'	322+99.66	46.0	214511.07	499889.54	35'
*	31ST AVE	343+55.41	32.0	216548.95	499665.11	20'	342+92.38	32.0	216485.93	499666.46	20'
	38TH AVE	374+34.31	61.0	219627.80	499621.10	50'	373+11.97	61.0	219505.50	499624.14	50'
	RANDOM DR	400+75.48	56.0	222096.97	498828.47	45'	399+69.52	47.0	222002.74	498877.76	30'
	WANDEROOS RD	540+33.83	66.0	235355.63	499338.57	55'	538+99.59	71.0	235221.40	499346.42	60'
	70TH AVE	553+33.26	66.0	236654.24	499310.28	55'	552+02.01	66.0	236523.53	499312.66	55'
	CTH F/85TH AVE	631+49.20	71.0	244469.39	499282.96	60'	630+08.96	61.0	244329.34	499273.82	50'
*	87TH AVE	643+53.45	41.0	245674.07	499236.69	30'	642+71.97	41.0	245592.61	499238.49	30'
	90TH AVE	657+02.25	41.0	247021.88	499225.23	30'	656+04.06	56.0	246924.14	499240.62	45'
	CTH C/105TH AVE	735+88.05	61.0	254902.97	499422.52	50'	734+45.19	81.0	254759.52	499437.74	70'
	KENNEDY MILL AVE	809+76.87	63.0	260200.11	502062.58	32'					
	120TH AVE	836+29.84	51.0	262848.07	501954.90	70'	835+11.98	66.0	262731.59	501971.22	50'

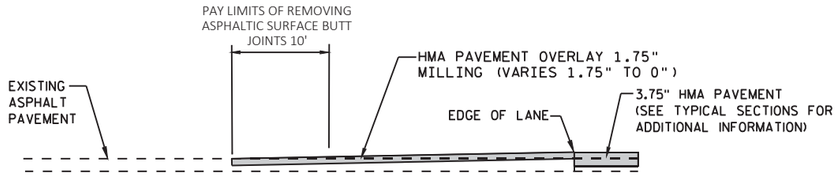
* 31ST AVE AND 87TH AVE ARE GRAVEL SIDEROADS.

INTERSECTION RADII TO MATCH EXISTING. RADII SHOWN IN PLAN IS FOR INFORMATION ONLY.





DETAIL FOR RURAL PAVED SIDE ROAD



JOINT DETAIL SIDEROAD

PROJECT NO: 8865-00-74	HWY: STH 65	COUNTY: POLK	CONSTRUCTION DETAILS - STANDARD INTERSECTIONS	SHEET 12	E

2

STA 506+97
CHANGE IN PAVEMENT DESIGN.
SEE TRANSITION BETWEEN
PAVEMENT DEPTHS DETAIL FOR
ADDITIONAL INFORMATION.

N

502+00

MATCH EXISTING TAPER

501+00

11' 12' 12' 13'

PI: 500+51.27

CTH K

CTH K

NGS

NGS

500+00

STH 65

NOTE:
MILL 2" AND PAVE 2" FOR
THIS INTERSECTION.
MATCH ALL EXISTING
TAPERS.

499+00

MATCH EXISTING TAPER

STA 489+86
CHANGE IN PAVEMENT DESIGN.
SEE TRANSITION BETWEEN
PAVEMENT DEPTHS DETAIL FOR
ADDITIONAL INFORMATION.

STH 65 & CTH K INTERSECTION

STH 65 & JEWELL STREET INTERSECTION

POINT	Y	X
A	195869.75	491739.51
B	195866.24	491741.97
C	195822.16	491756.41
D	195808.21	491778.48
E	195866.57	491760.05

N

100+00

STH 65

PT: 99+54.07

BP: 98+00.00

PC: 98+20.52

W1-8
18"X24"

DO NOT ENTER
R5-1
30"X30"

99+00

W1-8
18"X24"

CONSTRUCT PE
(ASPHALT)

RADIUS = 40'
Y = 195889.21
X = 491793.02

STH 65

REMOVE ALL EXCESS
ASPHALTIC SURFACE
ON JEWELL ST
SAWCUTS REQ'D

STOP
R1-1
30"X30"

DO NOT ENTER
R5-1
30"X30"

RADIUS = 20'
Y = 195858.28
X = 491723.13

15.5' MIN

CONSTRUCT PE
(ASPHALT)

Y = 195820.36
X = 491676.43

R80'

R105'

WRONG WAY
R5-1A
36"X24"

Y = 195807.13
X = 491673.49

2' TYP SHOULDER
ON JEWELL ST

WRONG WAY
R5-1A
36"X24"

JEWELL ST

END ONE WAY
REMOVE

NOTE:
MILL 2" AND PAVE 2" FOR THIS INTERSECTION.
MATCH EXISTING CURB AND GUTTER WITH
NEW PAVEMENT.

PI: 813+33.01

STA 813+10
CHANGE IN PAVEMENT DESIGN.
SEE TRANSITION BETWEEN PAVEMENT
DEPTHS DETAIL FOR ADDITIONAL
INFORMATION.

N

813+00

STH 65

812+00

811+00

810+00

PI: 809+31.31

SIGN

EL

SIGN

SIGN

SIGN

SIGN

SIGN

EL

SIGN

806+00

807+00

808+00

809+00

KENNEDY MILL AVE

STH 65

MATCH EXISTING
BUTT JOINT REQ'D

STA 805+88
CHANGE IN PAVEMENT DESIGN.
SEE TRANSITION BETWEEN PAVEMENT
DEPTHS DETAIL FOR ADDITIONAL
INFORMATION.

STH 65 & KENNEDY MILL AVENUE INTERSECTION

2

PROJECT NO: 8865-00-74	HWY: STH 65	COUNTY: POLK	CONSTRUCTION DETAILS - INTERSECTIONS	SHEET 13	E

FILE NAME : I:\41\410829_STH 65 POLK COUNTY\C3D\SHEETSPLAN\021005-CD.DWG
LAYOUT NAME - 021005-cd

PLOT DATE : 10/3/2022 10:00 AM PLOT BY : RESHESKE, CARRIE PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 42

2

PERMITTED WETLAND IMPACT AREA

MGS THRIE BEAM TRANSITION
MGS GUARDRAIL TERMINAL EAT
TAPER - STA 396+29.50, 15' LT
POST 1 - STA 397+49.50, 19' LT
POST 5 - STA 397+74.50, 18' LT
POST 9 - STA 397+99.50, 17' LT

EROSION CONTROL LEGEND
EROSION MAT CL II TYPE C
SILT FENCE

CONNECT TO EXISTING CONCRETE PARAPET,
DRILLED HOLES REQ'D ON 3 CORNERS.
SEE SDD "MIDWEST GUARDRAIL SYSTEM
(MGS) THRIE BEAM TRANSITION"

MGS THRIE BEAM TRANSITION
MGS GUARDRAIL 3
MGS GUARDRAIL TERMINAL EAT
POST 9 - STA 400+69.40, 17' LT
POST 5 - STA 400+94.40, 18' LT
POST 1 - STA 401+19.40, 19' LT
TAPER - STA 402+39.40, 15' LT

NORTHWEST COMMUNICATIONS

PERMITTED WETLAND IMPACT AREA

EXISTING R/W

EXCEPTION TO NET LENGTH OF CENTERLINE
STA 398+40.34 - STA 399+49.53

PROPOSED R/W

396+00 397+00 398+00 399+00 400+00 401+00 402+00

STH 65

STA 399+69.50, 17' RT

EXISTING R/W

SLOPE INTERCEPT (TYP)

STEEL THRIE BEAM STRUCTURE APPROACH
CONNECT TO EXISTING CONCRETE PARAPET,
DRILLED HOLES REQ'D. SEE SDD "STEEL THRIE
BEAM STRUCTURE APPROACH"

RANDOM DR

WETLAND BOUNDARY

PERMITTED WETLAND IMPACT AREA

MGS THRIE BEAM TRANSITION
MGS GUARDRAIL 3
MGS GUARDRAIL TERMINAL EAT
TAPER - STA 395+51.40, 15' RT
POST 1 - STA 396+71.40, 19' RT
POST 5 - STA 396+96.40, 18' RT
POST 9 - STA 397+21.40, 17' RT

PROPOSED R/W

APPLE RIVER

STEEL PLATE BEAM GUARD
SHORT RADIUS (30' RADIUS)
LENGTH OF CURVED RAIL = 62.5'
CRT POSTS = 11

STA 399+96.50, 60.2' RT

STEEL PLATE BEAM GUARD
SHORT RADIUS TERMINAL

STA 399+85.90, 81.8' RT

NOTE:
SEE "SILT FENCE TURNAROUND DETAIL"
FOR EACH GAP OR END OF SILT FENCE.

NOTE: EXISTING R/W
APPROXIMATELY 102', LT

EROSION CONTROL LEGEND
EROSION MAT CL I TYPE B
SILT FENCE

EXISTING R/W

MGS THRIE BEAM TRANSITION
MGS GUARDRAIL TERMINAL EAT
TAPER - STA 542+41.50, 15' LT
POST 1 - STA 543+61.50, 19' LT
POST 5 - STA 543+86.50, 18' LT
POST 9 - STA 544+11.50, 17' LT
(NOTE: SPACE POSTS TO AVOID
EXISTING CULVERT TO REMAIN.)

EXCEPTION TO NET LENGTH OF CENTERLINE
STA 544+58.03 - STA 545+94.65

CONNECT TO EXISTING TYPE F RAIL, BACK
UP PLATE REQ'D ON ALL 4 CORNERS. SEE
SDD "MIDWEST GUARDRAIL SYSTEM (MGS)
THRIE BEAM TRANSITION"

STA 547+71
CONSTRUCT PE LT

MGS THRIE BEAM TRANSITION
MGS GUARDRAIL 3
MGS GUARDRAIL TERMINAL EAT
POST 9 - STA 547+02.60, 17' LT
POST 5 - STA 547+27.60, 18' LT
POST 1 - STA 547+52.60, 19' LT
TAPER - STA 548+72.60, 15' LT

NORTHWEST COMMUNICATIONS

543+00 544+00 545+00 546+00 547+00 548+00

STH 65

MGS THRIE BEAM TRANSITION
MGS GUARDRAIL 3
MGS GUARDRAIL TERMINAL EAT
TAPER - STA 541+79.00, 15' RT
POST 1 - STA 542+99.00, 19' RT
POST 5 - STA 543+24.00, 18' RT
POST 9 - STA 543+49.00, 17' RT

EXISTING R/W

PROPOSED TLE

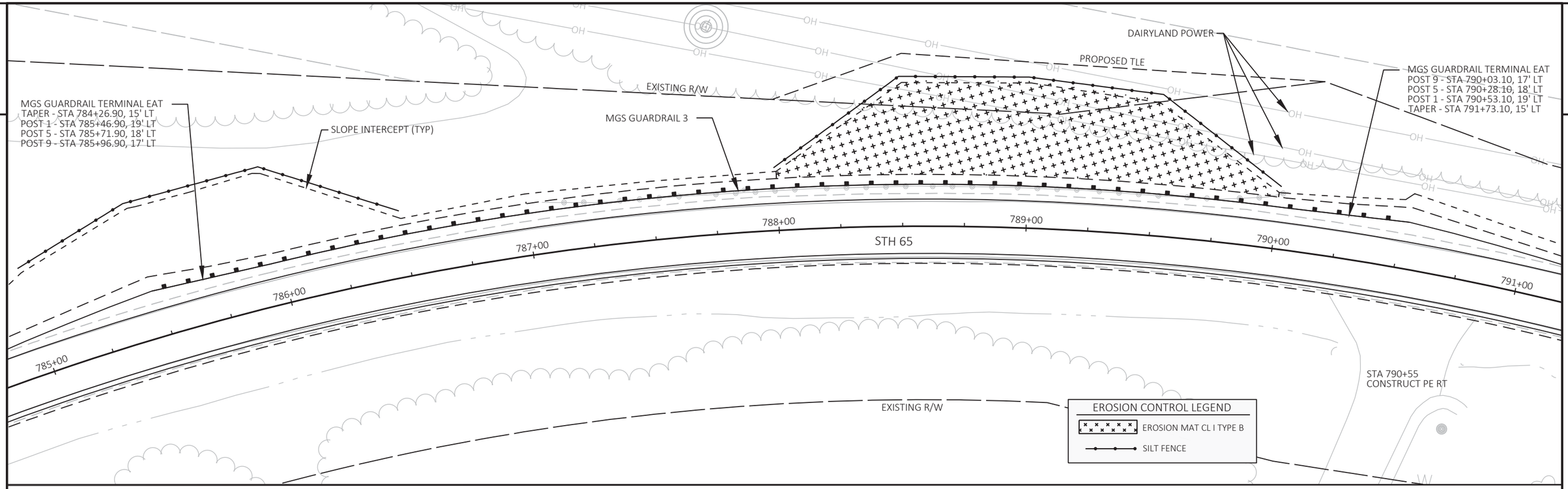
STOWER SEVEN LAKES TRAIL

XCEL ENERGY

MGS THRIE BEAM TRANSITION
MGS GUARDRAIL TERMINAL EAT
POST 9 - STA 546+40.10, 17' RT
POST 5 - STA 546+65.10, 18' RT
POST 1 - STA 546+90.10, 19' RT
TAPER - STA 548+10.10, 15' RT

SLOPE INTERCEPT (TYP)

PROJECT NO: 8865-00-74	HWY: STH 65	COUNTY: POLK	GUARDRAIL DETAILS / EROSION CONTROL	SHEET 14	E



PROJECT NO: 8865-00-74	HWY: STH 65	COUNTY: POLK	GUARDRAIL DETAILS / EROSION CONTROL	SHEET 15	E

FILE NAME : I:\41\410829_STH 65 POLK COUNTY\C3D\SHEETSPLAN\021001-CD.DWG
LAYOUT NAME - 021001-cd06

PLOT DATE : 10/3/2022 10:02 AM PLOT BY : RESHESKE, CARRIE PLOT NAME : PLOT SCALE : ##########

2

N

SLOPE INTERCEPT (TYP)

PROPOSED TLE

EROSION MAT CL I TYPE B

FRONTIER COMMUNICATIONS

CULVERT PIPE CHECK (TYP)

XCEL ENERGY

PROPOSED R/W

EXISTING R/W

149+00 150+00 151+00 152+00 153+00 154+00 155+00

STH 65

1004.96 1005.83 1006.60 1007.26 1007.83 1008.28 1008.64

TEMPORARY DITCH CHECK (TYP)

EXISTING R/W

PROPOSED R/W

EROSION MAT CL II TYPE C

RIPRAP LIGHT (6'W x 10'L)

CONCRETE CURB & GUTTER 6-INCH SLOPED 36-INCH TYPE D

EROSION MAT URBAN CL.I TYPE A (6' WIDE) (TYP)

ASPHALTIC FLUME REQ'D

PROPOSED TLE

ASPHALTIC FLUME REQ'D

N

SLOPE INTERCEPT (TYP)

CONCRETE CURB & GUTTER 6-INCH SLOPED 36-INCH TYPE D

EROSION MAT URBAN CL.I TYPE A (6' WIDE) (TYP)

RIPRAP LIGHT (6'W x 7'L)

FRONTIER COMMUNICATIONS

XCEL ENERGY

PROPOSED R/W

EXISTING R/W

C: 157+24.60

1009.02 1009.07 1009.02 1008.86 1008.60 1008.24 1007.78 1007.18 1006.44

155+00 156+00 157+00 158+00 159+00 160+00

STH 65

1008.64 1008.89 1009.04 1009.08 1009.02

EXISTING R/W

PROPOSED R/W

CONCRETE CURB & GUTTER 6-INCH SLOPED 36-INCH TYPE D

PROPOSED TLE

TEMPORARY DITCH CHECK (TYP)

PT 160+45.77

160+85.79

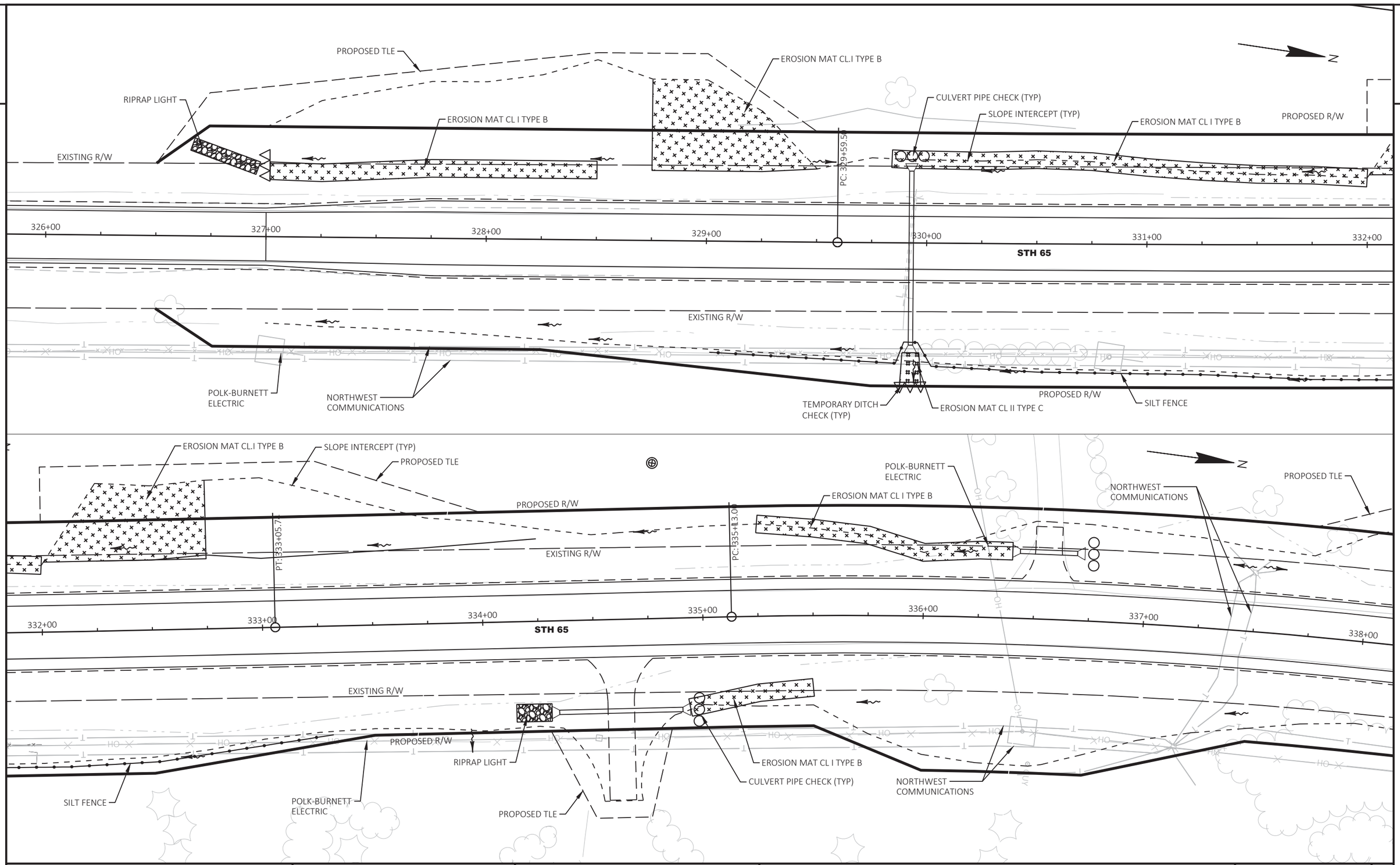
PROJECT NO: 8865-00-74	HWY: STH 65	COUNTY: POLK	CONSTRUCTION DETAIL (STA 150+00 TO STA 159+00)	SHEET 16	E

FILE NAME : I:\41\410829_STH 65 POLK COUNTY\C3D\SHEETSPLAN\021002-CD.DWG
LAYOUT NAME - 021002_cd01

PLOT DATE : 10/3/2022 10:03 AM PLOT BY : RESHESKE, CARRIE PLOT NAME : PLOT SCALE : 1 IN:40 FT

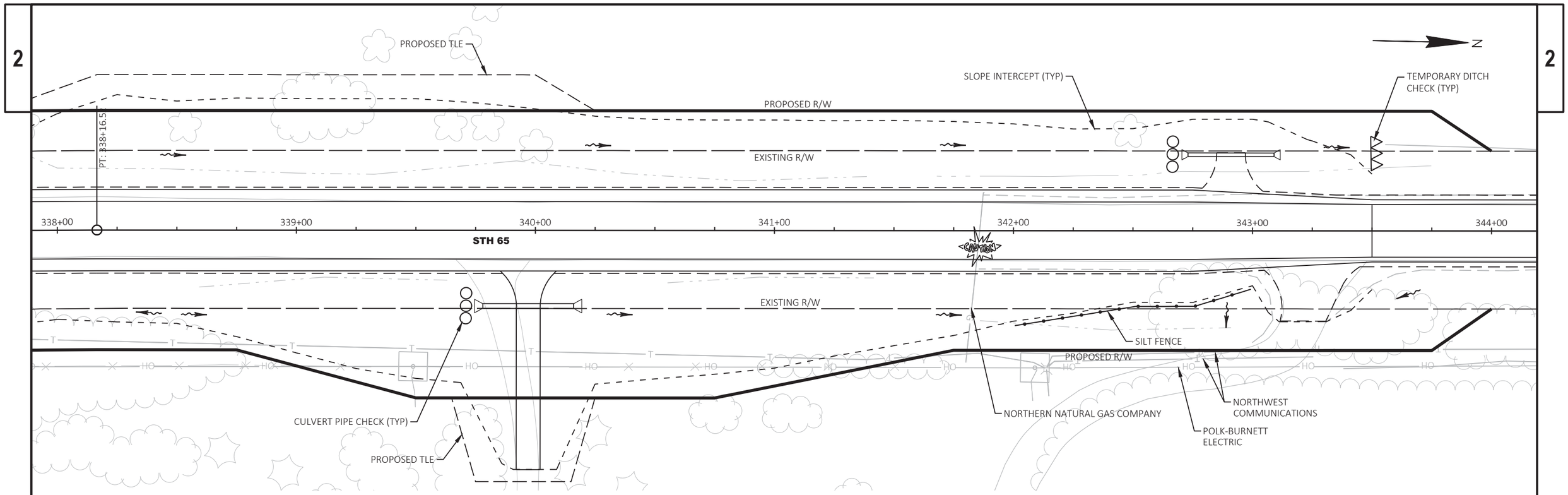
WISDOT/CADDS SHEET 42

2



PROJECT NO: 8865-00-74	HWY: STH 65	COUNTY: POLK	CONSTRUCTION DETAIL (STA 327+00 TO STA 343+50)	SHEET 17	E

2



2

PROJECT NO: 8865-00-74	HWY: STH 65	COUNTY: POLK	CONSTRUCTION DETAIL (STA 327+00 TO STA 343+50)	SHEET 18	E

FILE NAME : I:\41\410829_STH 65 POLK COUNTY\C3D\SHEETSPLAN\021002-CD.DWG
LAYOUT NAME - 021002_cd03
PLOT DATE : 10/3/2022 10:04 AM PLOT BY : RESHESKE, CARRIE PLOT NAME : PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

2

SLOPE INTERCEPT (TYP)

PROPOSED TLE

CULVERT PIPE CHECK

PROPOSED R/W

EROSION MAT CL I TYPE B

EXISTING R/W

PI: 348+17.06

347+00 348+00 349+00 350+00 351+00 352+00 353+00

STH 65

EXISTING R/W

PROPOSED R/W

TEMPORARY DITCH CHECK (TYP)

EROSION MAT CL I TYPE B

NORTHWEST COMMUNICATIONS

POLK-BURNETT ELECTRIC

PROPOSED TLE

PROPOSED TLE

SLOPE INTERCEPT (TYP)

PROPOSED R/W

EROSION MAT CL I TYPE B

TEMPORARY DITCH CHECK (TYP)

PI: 354+35.5

EXISTING R/W

353+00 354+00 355+00 356+00 357+00 358+00 359+00

STH 65

EXISTING R/W

PROPOSED R/W

EROSION MAT CL I TYPE B

PROPOSED TLE

NORTHWEST COMMUNICATIONS

POLK-BURNETT ELECTRIC

PROJECT NO: 8865-00-74	HWY: STH 65	COUNTY: POLK	CONSTRUCTION DETAIL (STA 348+50 TO STA 356+50)	SHEET 19	E

2

2

XCEL ENERGY

STH 65

126+00

N

EROSION MAT CLASS II TYPE C

CULVERT PIPE CHECK

EROSION MAT CLASS II TYPE C

PROPOSED TLE

PROPOSED TLE

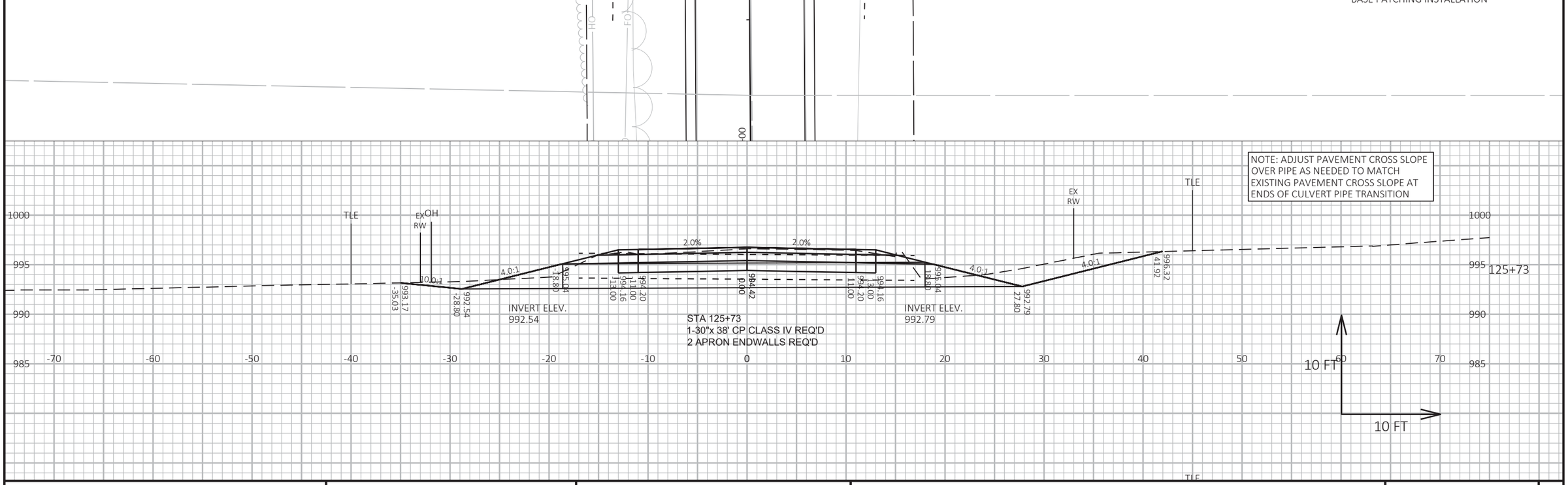
EXISTING R/W

EXISTING R/W

STA 125+73
1-30"x38' CP CLASS IV
2-APRON ENDWALLS REQ'D

STA 125+73
REMOVING SMALL PIPE CULVERTS
(30"x34' EXISTING CMCP)

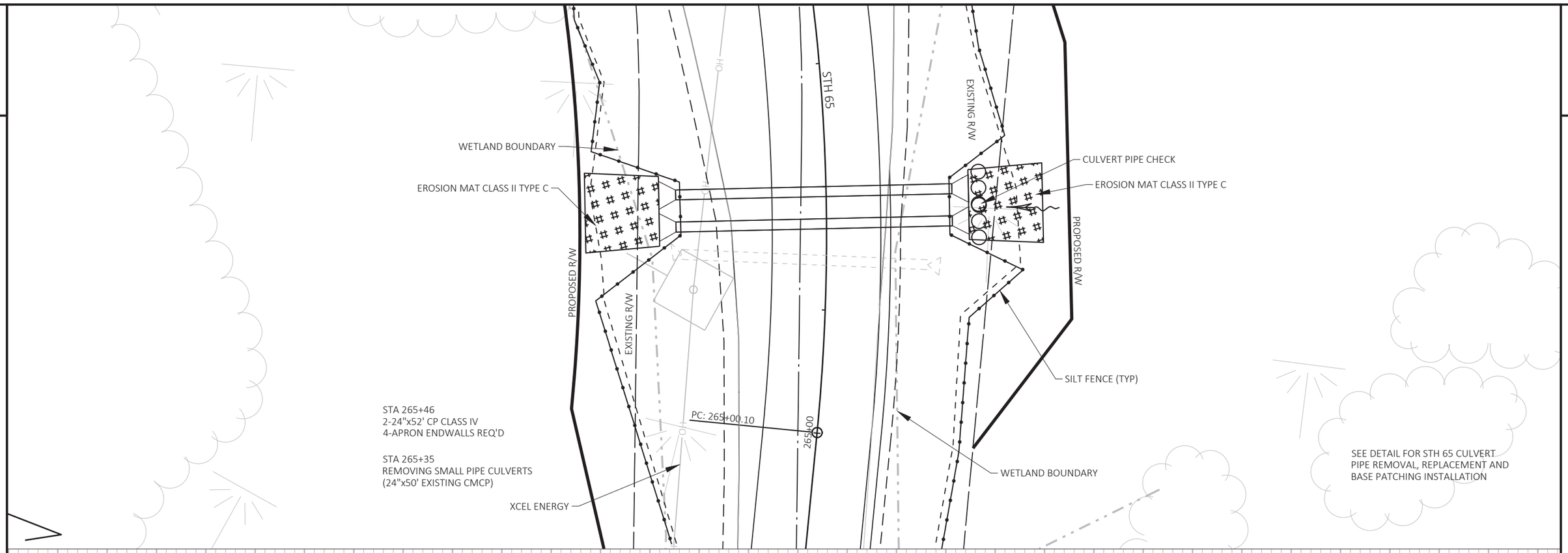
SEE DETAIL FOR STH 65 CULVERT
PIPE REMOVAL, REPLACEMENT AND
BASE PATCHING INSTALLATION

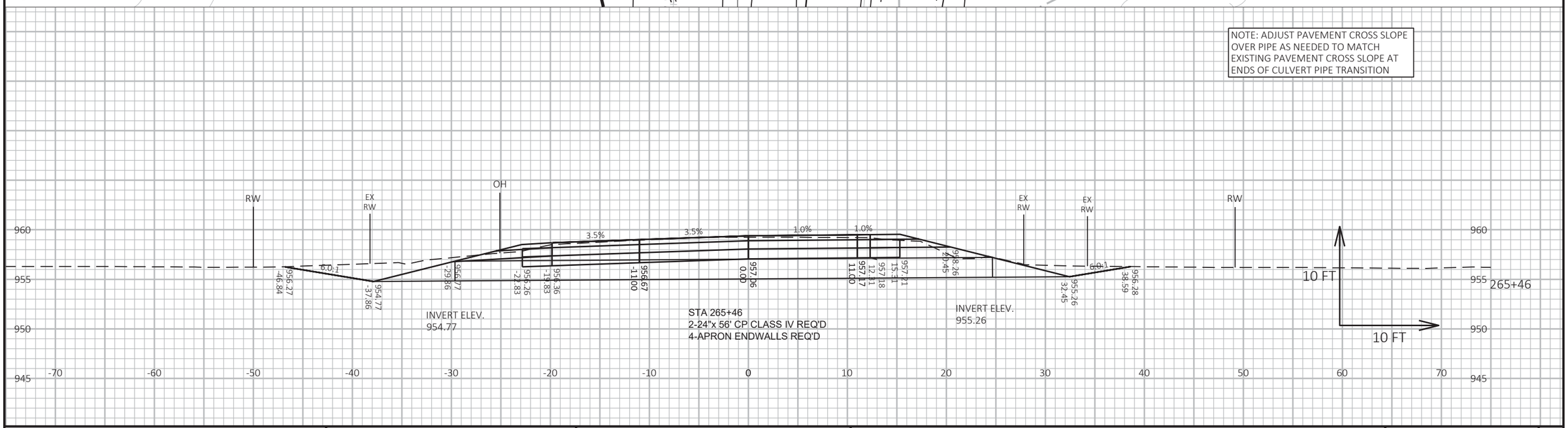


PROJECT NO: 8865-00-74	HWY: STH 65	COUNTY: ST CROIX	CULVERT PIPE DETAIL STA 125+73	SHEET 20	E

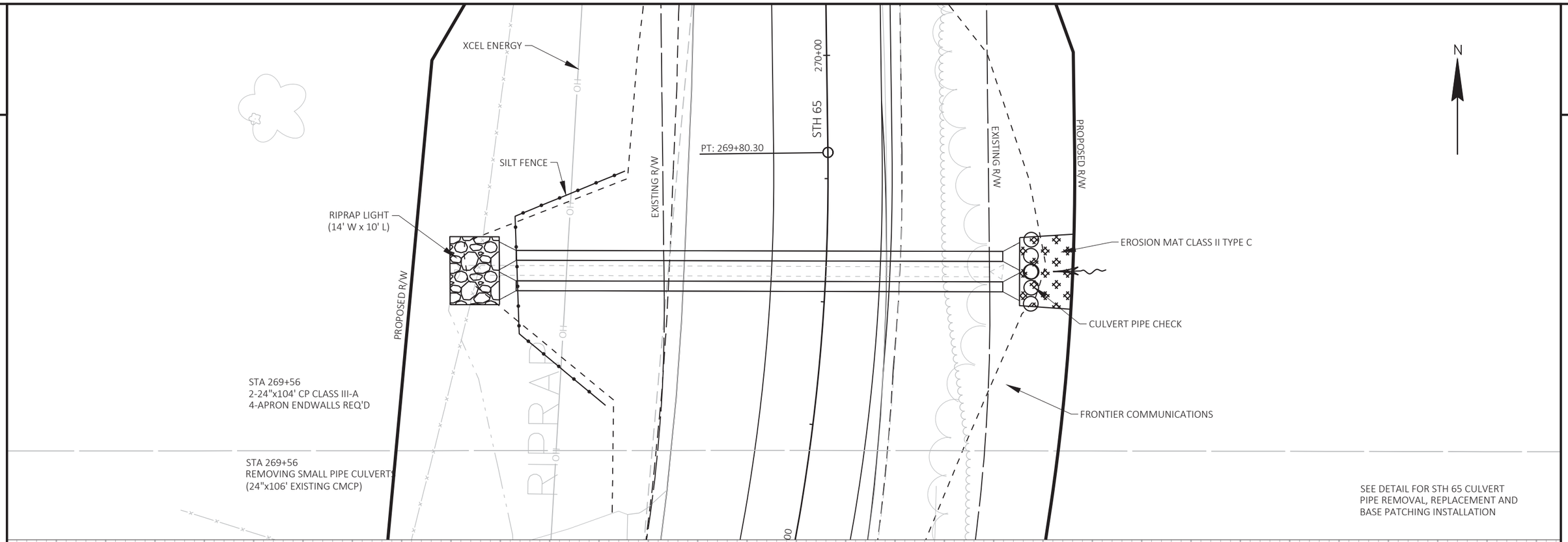
FILE NAME : I:\41\410829_STH 65 POLK COUNTY\C3D\SHEETSPLAN\021003_CD.DWG
LAYOUT NAME - 021003_cd 125+73
PLOT DATE : 10/11/2022 4:40 PM
PLOT BY : RESHESKE, CARRIE
PLOT NAME :
PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.
WISDOT/CADDS SHEET 42

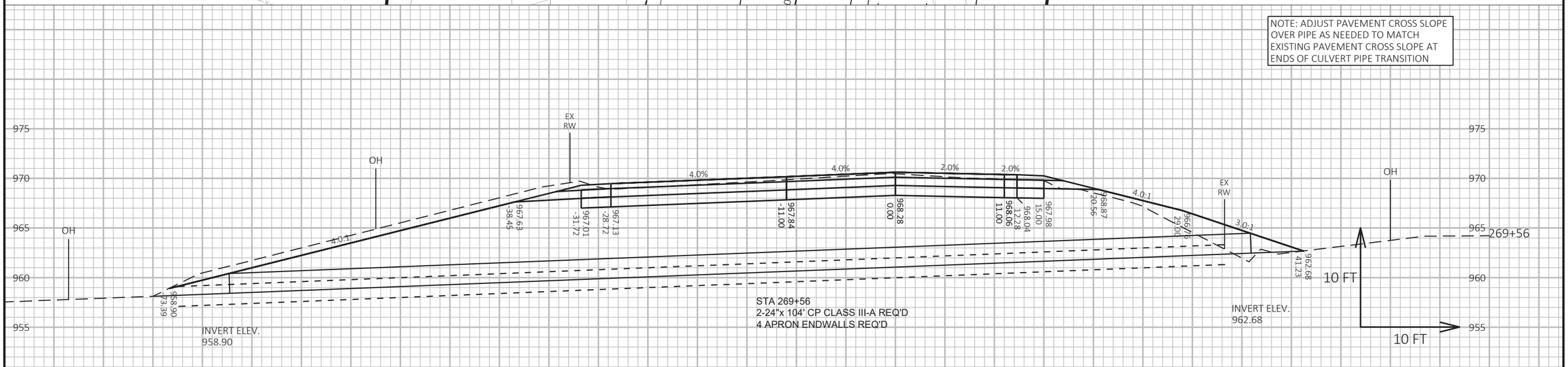
2



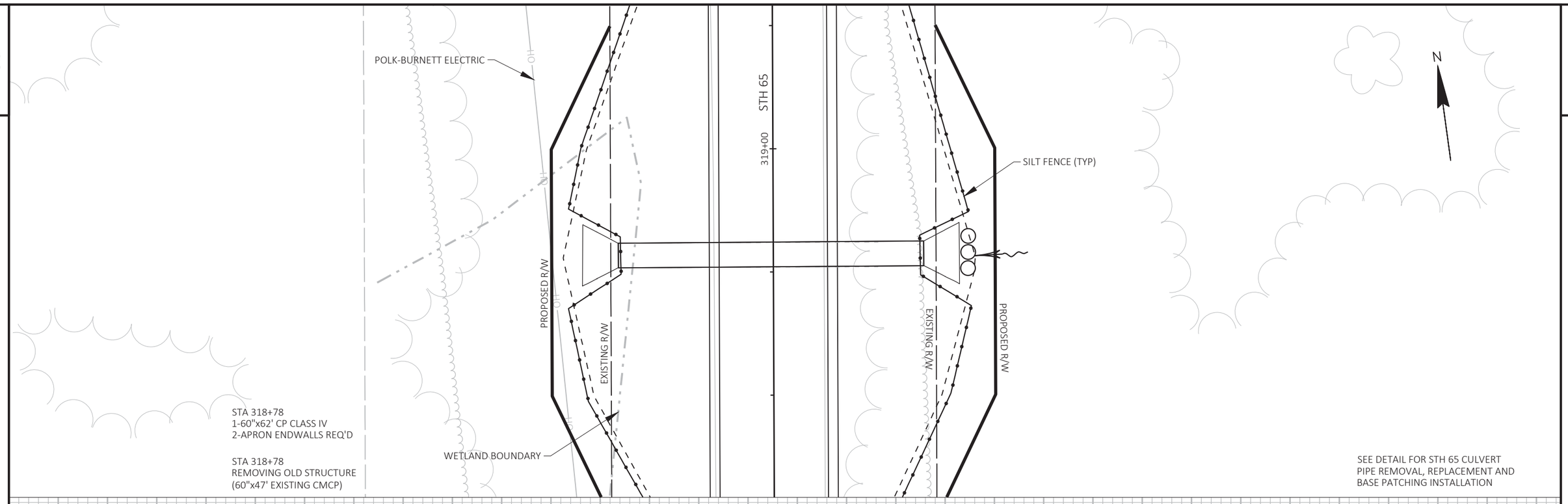


PROJECT NO: 8865-00-74	HWY: STH 65	COUNTY: POLK	CULVERT PIPE DETAIL STA 265+46	SHEET 21	E

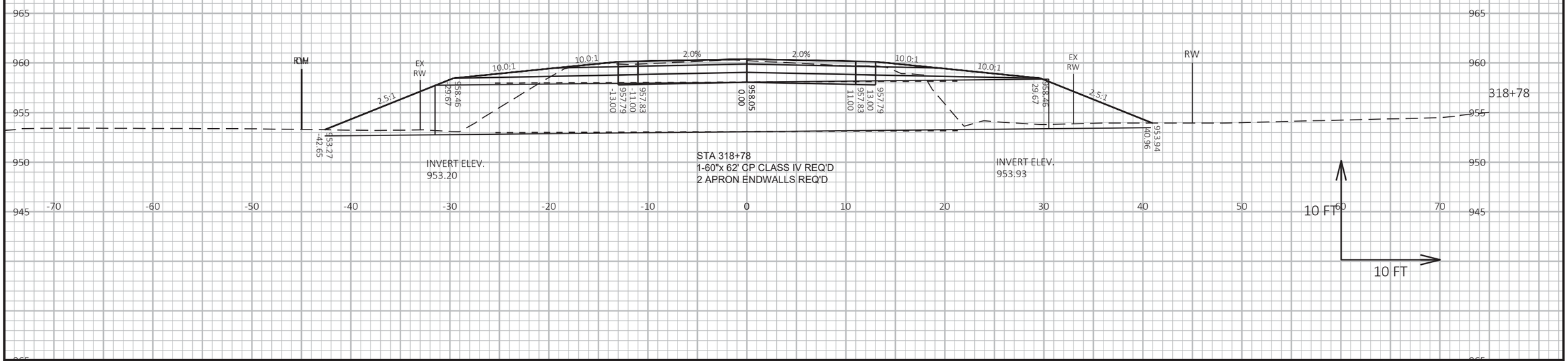




PROJECT NO: 8865-00-74	HWY: STH 65	COUNTY: POLK	CULVERT PIPE DETAIL STA 269+56	SHEET 22	E

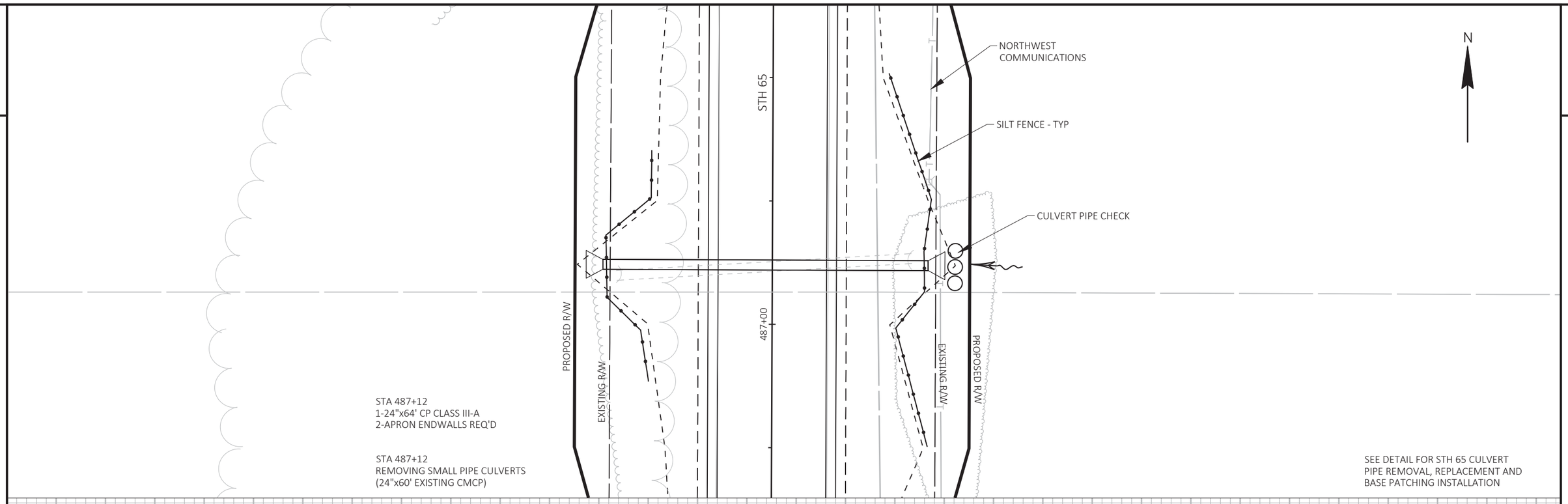


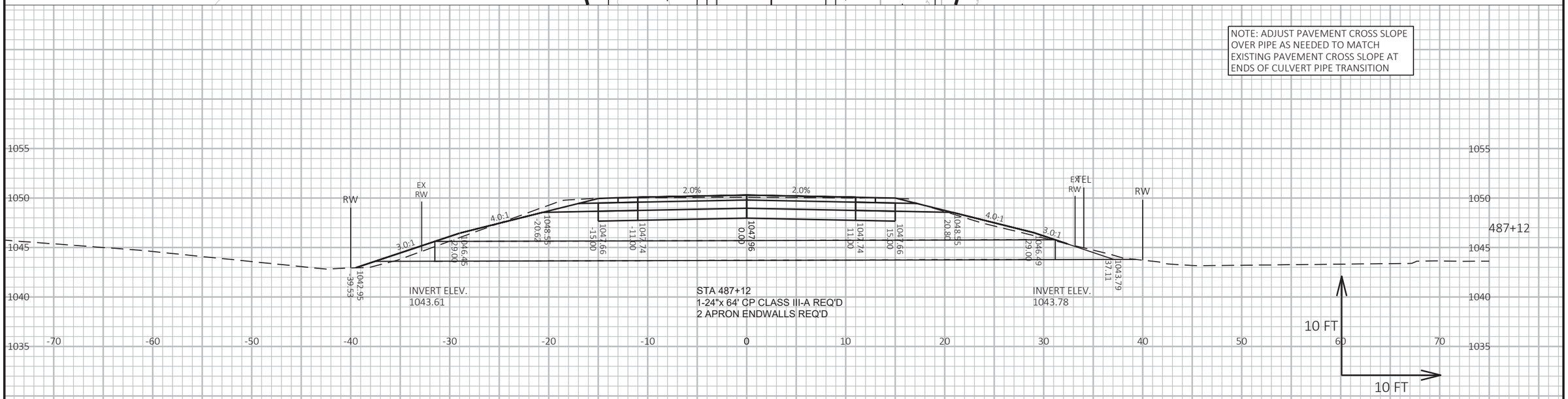
NOTE: ADJUST PAVEMENT CROSS SLOPE OVER PIPE AS NEEDED TO MATCH EXISTING PAVEMENT CROSS SLOPE AT ENDS OF CULVERT PIPE TRANSITION



PROJECT NO: 8865-00-74	HWY: STH 65	COUNTY: POLK	CULVERT PIPE DETAIL STA 318+78	SHEET 23	E

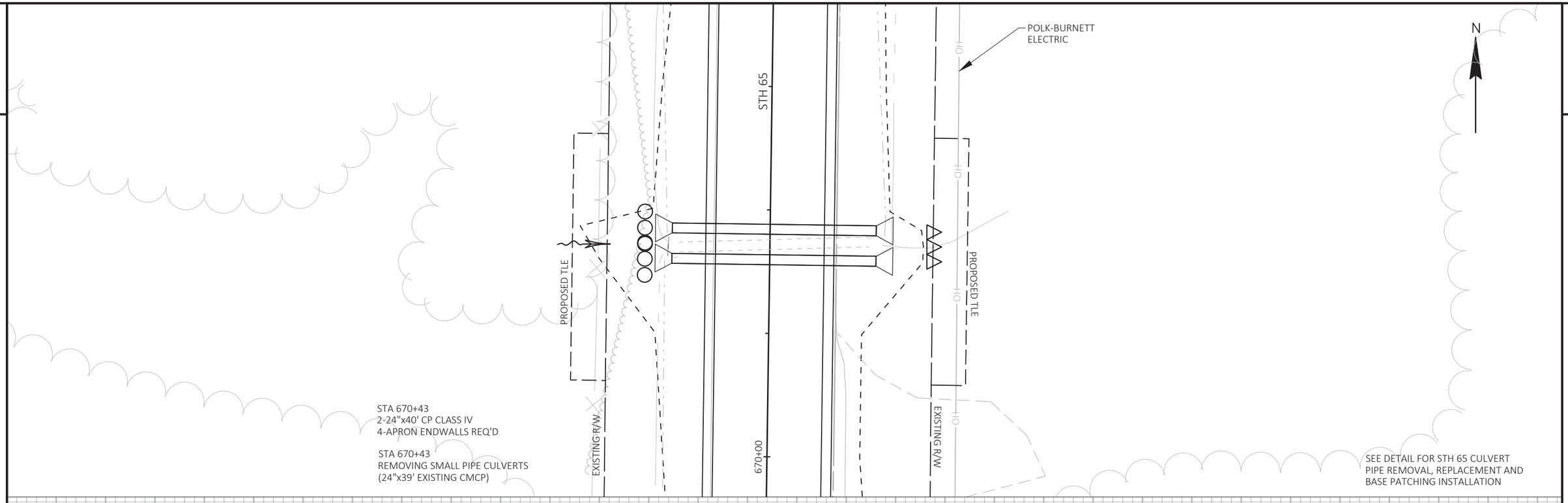
FILE NAME : I:\41\410829_STH 65 POLK COUNTY\C3D\SHEETSPLAN\021003_CD.DWG
LAYOUT NAME - 021003_cd 318+78
PLOT DATE : 10/3/2022 10:11 AM
PLOT BY : RESHESKE, CARRIE
PLOT NAME :
PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.
WISDOT/CADDS SHEET 42



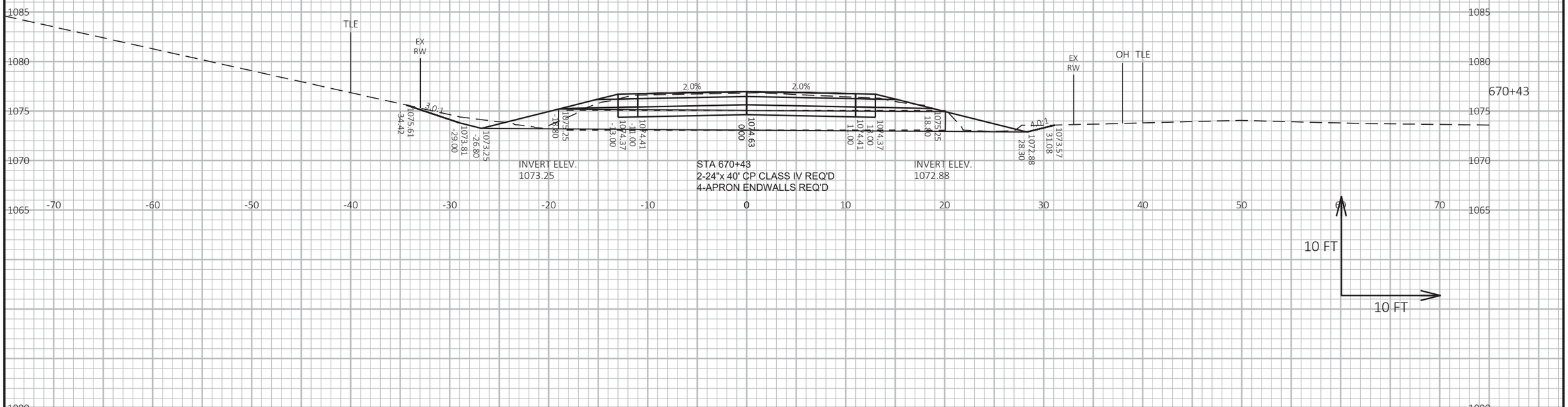


PROJECT NO: 8865-00-74	HWY: STH 65	COUNTY: POLK	CULVERT PIPE DETAIL STA 487+12	SHEET 24	E

FILE NAME : I:\41\410829_STH 65 POLK COUNTY\C3D\SHEETSPLAN\021003_CD.DWG
LAYOUT NAME - 021003_cd 487+12
PLOT DATE : 10/11/2022 4:49 PM
PLOT BY : RESHESKE, CARRIE
PLOT NAME :
PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.
WISDOT/CADDS SHEET 42

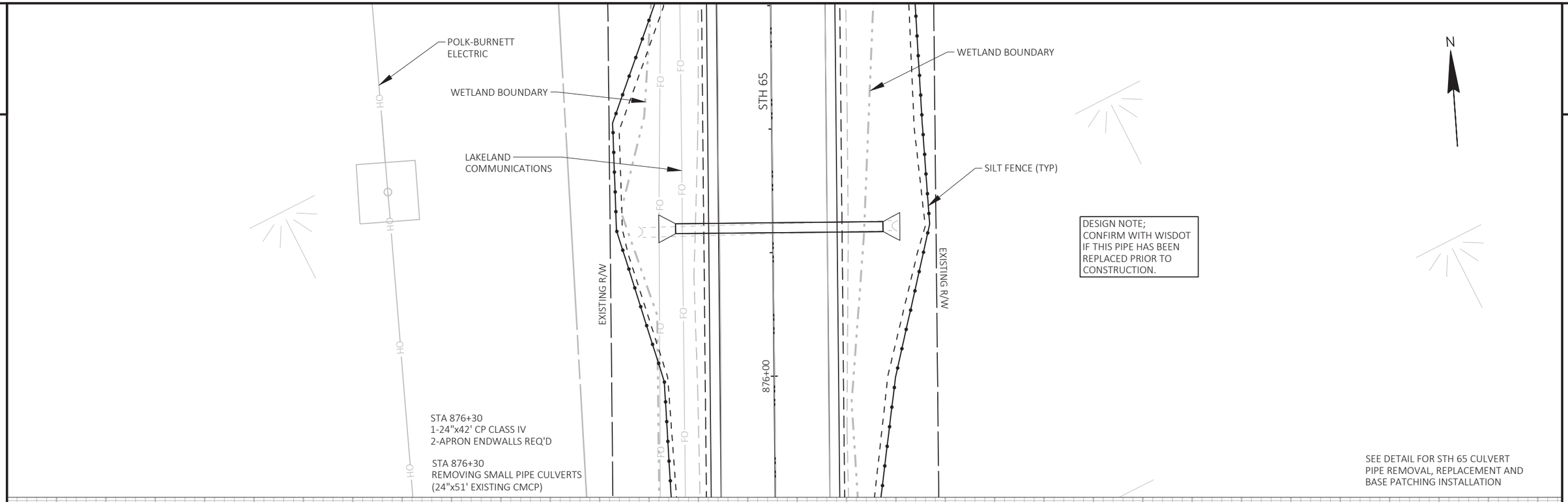


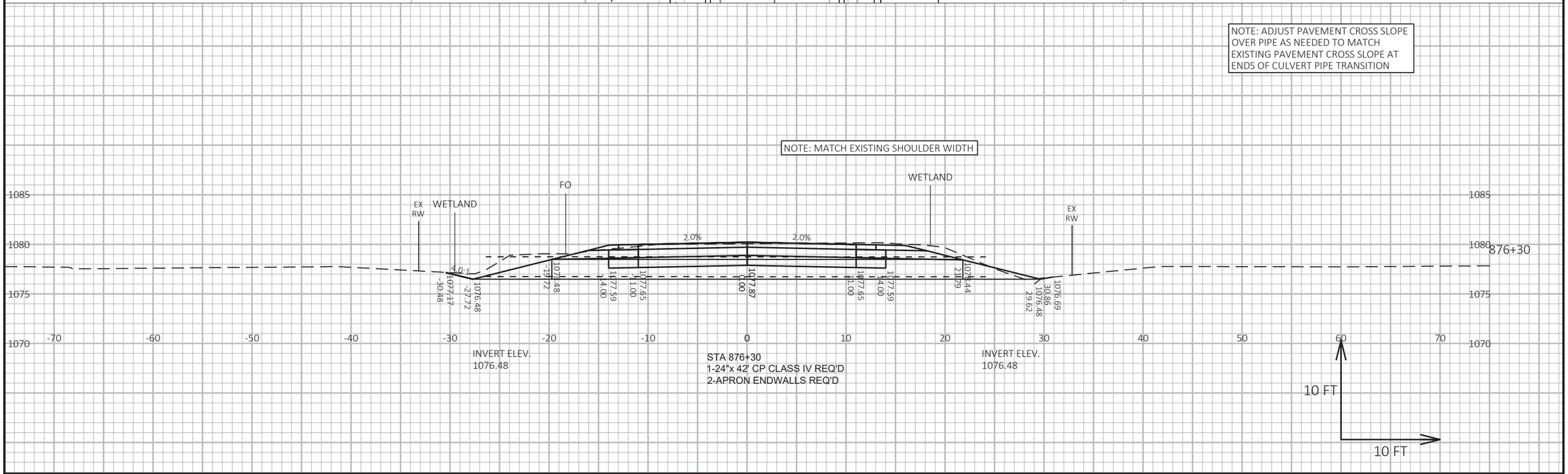
NOTE: ADJUST PAVEMENT CROSS SLOPE OVER PIPE AS NEEDED TO MATCH EXISTING PAVEMENT CROSS SLOPE AT ENDS OF CULVERT PIPE TRANSITION



PROJECT NO: 8865-00-74	HWY: STH 65	COUNTY: POLK	CULVERT PIPE DETAIL STA 670+43	SHEET 25	E

FILE NAME : I:\41\410829_STH 65 POLK COUNTY\C3D\SHEETSPLAN\021003_CD.DWG
LAYOUT NAME - 021003_cd 670+43
PLOT DATE : 10/3/2022 10:14 AM
PLOT BY : RESHESKE, CARRIE
PLOT NAME :
PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.
WISDOT/CADDS SHEET 42





PROJECT NO: 8865-00-74	HWY: STH 65	COUNTY: POLK	CULVERT PIPE DETAIL STA 876+30	SHEET 26	E

2

POLK-BURNETT ELECTRIC

LUMEN

EROSION MAT CL.II TYPE C (TYP)

LAKELAND COMMUNICATIONS

885+00

PROPOSED R/W

PROPOSED TLE

PROPOSED R/W

PROPOSED TLE

DEER CREEK

WETLAND BOUNDARY

SILT FENCE (TYP)

N

STA 884+53
2-57"x38"x84' PAPCCS
CONCRETE MASONRY ENDWALLS REQ'D
SKEW 7.5° RHF

STA 884+59
REMOVING SMALL PIPE CULVERTS
(36"x65' EXISTING CMCP)

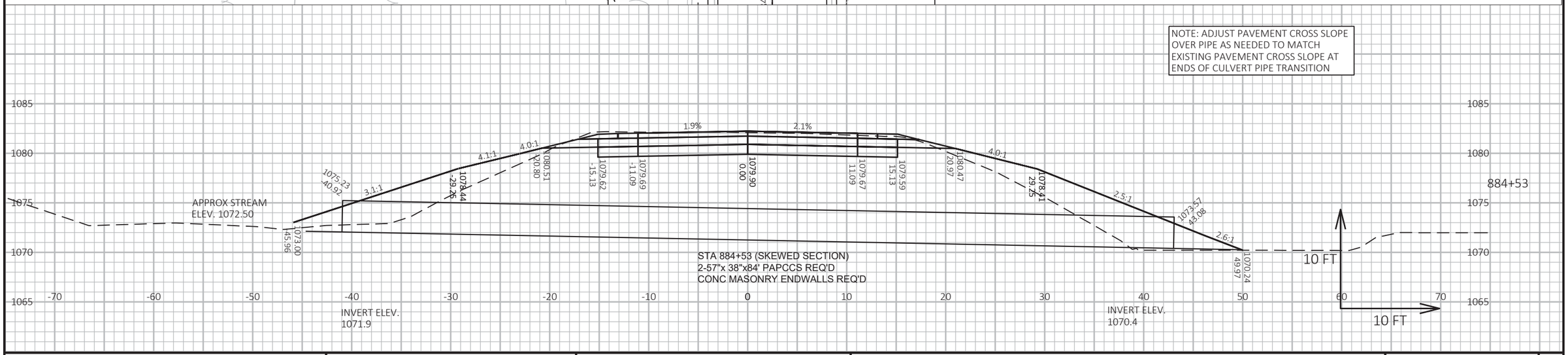
WETLAND BOUNDARY

STH 65

884+00

SEE DETAIL FOR STH 65 CULVERT PIPE REMOVAL, REPLACEMENT AND BASE PATCHING INSTALLATION

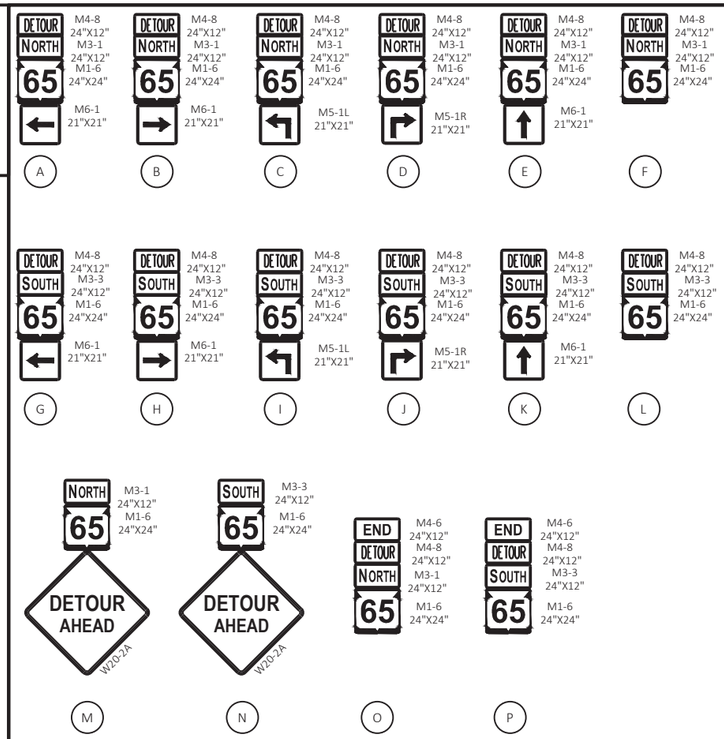
NOTE: ADJUST PAVEMENT CROSS SLOPE OVER PIPE AS NEEDED TO MATCH EXISTING PAVEMENT CROSS SLOPE AT ENDS OF CULVERT PIPE TRANSITION

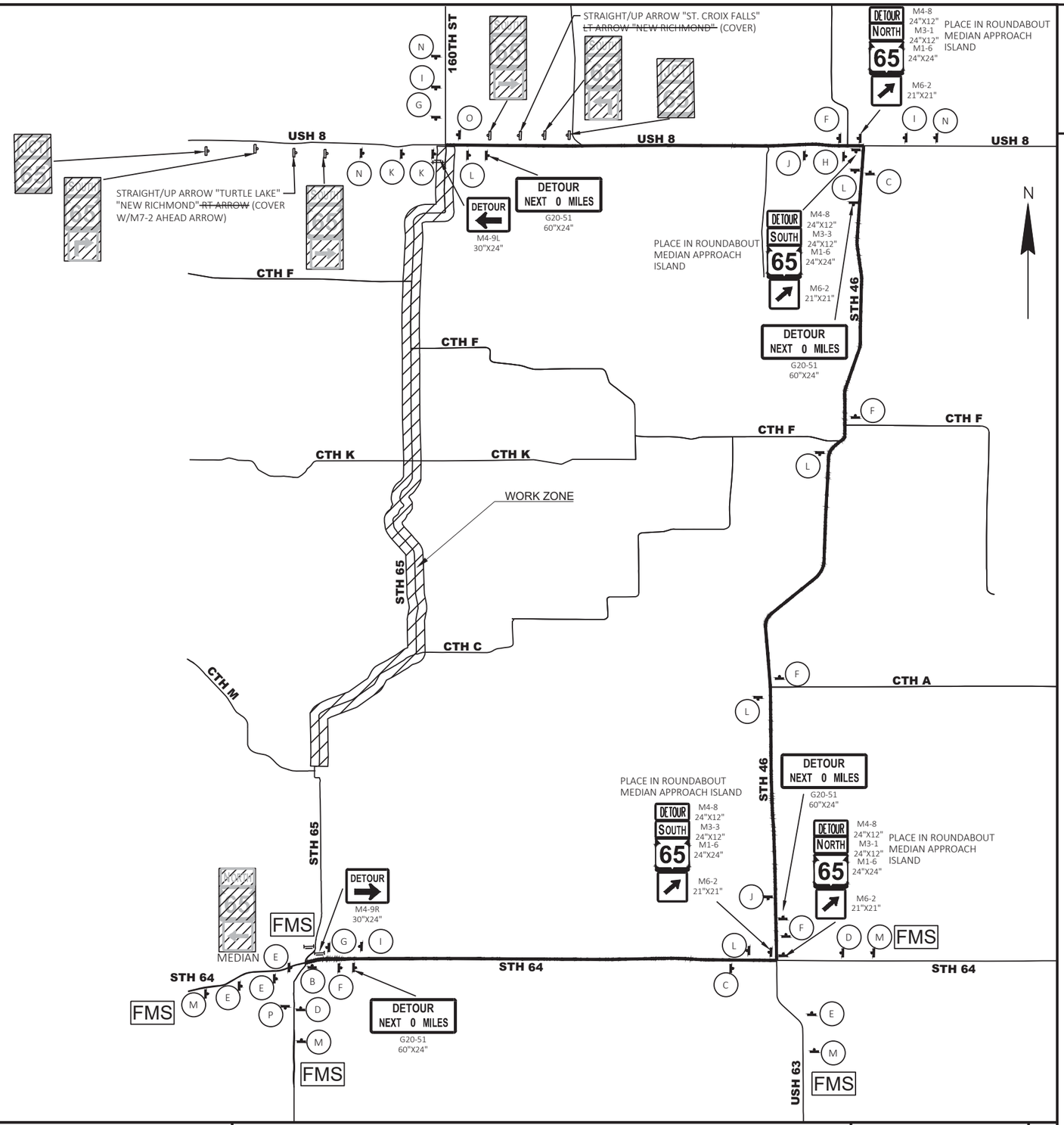


STA 884+53 (SKEWED SECTION)
2-57"x 38"x84' PAPCCS REQ'D
CONC MASONRY ENDWALLS REQ'D

PROJECT NO: 8865-00-74	HWY: STH 65	COUNTY: POLK	CULVERT PIPE DETAIL STA 884+59	SHEET 27	E

FILE NAME : I:\41\410829_STH 65 POLK COUNTY\C3D\SHEETSPLAN\021003_CD.DWG
LAYOUT NAME - 021003_cd 884+59
PLOT DATE : 10/25/2022 12:48 PM
PLOT BY : RESHESKE, CARRIE
PLOT NAME :
PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.
WISDOT/CADDS SHEET 42





TRAFFIC CONTROL NOTES:

ALL SIGNS AND DEVICES SHALL BE IN CONFORMANCE WITH THE WISCONSIN MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (WMUTCD).

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

ALL SIGNS SHALL BE 48"X48" UNLESS NOTED BY THE ENGINEER.

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

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

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

MILL AND OVERLAY OPERATION WILL BE DONE USING FLAGGING OPERATION. SEE SDD "TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION"

SEE SDD "BARRICADES AND SIGNS FOR SIDE ROAD CLOSURES", (DETAIL 4) FOR ADDITIONAL INFORMATION FOR THE INTERSECTION TRAFFIC CONTROL.

JEWELL ST
SARATOGA AVE
PEARL AVE
COUNTY LINE AVE
DANIELSON LANDING FIELD RD
28TH AVE
38TH AVE
RANDOM AVE
40TH AVE
65TH AVE
70TH AVE
85TH AVE (W)
87TH AVE
90TH AVE
S BEAR LAKE DR
N BEAR LAKE DR
KENNEDY MILL AVE
120TH AVE (E & W)

PROJECT NO: 8865-00-74	HWY: STH 65	COUNTY: POLK	DETOUR ROUTE	SHEET 28	E

8865-00-74

Line	Item	Item Description	Unit	Total	Qty
0002	201.0205	Grubbing	STA	38.000	38.000
0004	203.0100	Removing Small Pipe Culverts	EACH	11.000	11.000
0006	203.0220	Removing Structure (structure) 01. STA 318+78	EACH	1.000	1.000
0008	204.0110	Removing Asphaltic Surface	SY	202.000	202.000
0010	204.0115	Removing Asphaltic Surface Butt Joints	SY	1,350.000	1,350.000
0012	204.0120	Removing Asphaltic Surface Milling	SY	211,000.000	211,000.000
0014	204.0165	Removing Guardrail	LF	846.000	846.000
0016	204.0170	Removing Fence	LF	1,448.000	1,448.000
0018	205.0100	Excavation Common	CY	27,421.000	27,421.000
0020	208.0100	Borrow	CY	2,192.000	2,192.000
0022	208.1100	Select Borrow	CY	1,300.000	1,300.000
0024	211.0101	Prepare Foundation for Asphaltic Paving (project) 01. 8865-00-74	EACH	1.000	1.000
0026	213.0100	Finishing Roadway (project) 01. 8865-00-74	EACH	1.000	1.000
0028	305.0110	Base Aggregate Dense 3/4-Inch	TON	12,787.000	12,787.000
0030	305.0120	Base Aggregate Dense 1 1/4-Inch	TON	10,772.000	10,772.000
0032	305.0500	Shaping Shoulders	STA	122.000	122.000
0034	350.0145	Subbase 12-Inch	SY	16,240.000	16,240.000
0036	455.0605	Tack Coat	GAL	27,850.000	27,850.000
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	3.000	3.000
0042	460.6644	HMA Pavement 4 MT 58-34 V	TON	50,498.000	50,498.000
0044	465.0105	Asphaltic Surface	TON	1,200.000	1,200.000
0046	465.0110	Asphaltic Surface Patching	TON	150.000	150.000
0048	465.0120	Asphaltic Surface Driveways and Field Entrances	TON	80.000	80.000
0050	465.0315	Asphaltic Flumes	SY	8.000	8.000
0052	465.0425	Asphaltic Shoulder Rumble Strips 2-Lane Rural	LF	12,640.000	12,640.000
0054	465.0475	Asphalt Centerline Rumble Strips 2-Lane Rural	LF	66,918.000	66,918.000
0056	504.0900	Concrete Masonry Endwalls	CY	4.000	4.000
0058	520.1018	Apron Endwalls for Culvert Pipe 18-Inch	EACH	11.000	11.000
0060	520.1024	Apron Endwalls for Culvert Pipe 24-Inch	EACH	20.000	20.000
0062	520.1030	Apron Endwalls for Culvert Pipe 30-Inch	EACH	2.000	2.000
0064	520.1060	Apron Endwalls for Culvert Pipe 60-Inch	EACH	2.000	2.000
0066	520.3318	Culvert Pipe Class III-A 18-Inch	LF	128.000	128.000
0068	520.3324	Culvert Pipe Class III-A 24-Inch	LF	348.000	348.000
0070	520.4124	Culvert Pipe Class IV 24-Inch	LF	234.000	234.000
0072	520.4130	Culvert Pipe Class IV 30-Inch	LF	38.000	38.000
0074	520.4160	Culvert Pipe Class IV 60-Inch	LF	62.000	62.000
0076	520.8700	Cleaning Culvert Pipes	EACH	9.000	9.000
0078	520.9700.S	Culvert Pipe Liners (size) 01. 18-Inch	LF	50.000	50.000
0080	520.9700.S	Culvert Pipe Liners (size) 02. 24-Inch	LF	115.000	115.000
0082	520.9750.S	Cleaning Culvert Pipes for Liner Verification	EACH	3.000	3.000
0084	521.3118	Culvert Pipe Corrugated Steel 18-Inch	LF	62.000	62.000
0086	521.5757	Pipe Arch Polymer Coated Corrugated Steel 57x38-Inch	LF	168.000	168.000
0088	601.0557	Concrete Curb & Gutter 6-Inch Sloped 36-Inch Type D	LF	450.000	450.000
0090	606.0100	Riprap Light	CY	28.000	28.000
0092	614.0200	Steel Thrie Beam Structure Approach	LF	21.000	21.000
0094	614.0345	Steel Plate Beam Guard Short Radius	LF	75.000	75.000
0096	614.0390	Steel Plate Beam Guard Short Radius Terminal	EACH	1.000	1.000
0098	614.2300	MGS Guardrail 3	LF	650.000	650.000

8865-00-74

Line	Item	Item Description	Unit	Total	Qty
0100	614.2500	MGS Thrie Beam Transition	LF	280.000	280.000
0102	614.2610	MGS Guardrail Terminal EAT	EACH	9.000	9.000
0104	618.0100	Maintenance And Repair of Haul Roads (project) 01. 8865-00-74	EACH	1.000	1.000
0106	619.1000	Mobilization	EACH	1.000	1.000
0108	621.0100	Landmark Reference Monuments	EACH	15.000	15.000
0110	624.0100	Water	MGAL	320.000	320.000
0112	625.0500	Salvaged Topsoil	SY	16,397.000	16,397.000
0114	627.0200	Mulching	SY	17,487.000	17,487.000
0116	628.1504	Silt Fence	LF	5,637.000	5,637.000
0118	628.1520	Silt Fence Maintenance	LF	5,637.000	5,637.000
0120	628.1905	Mobilizations Erosion Control	EACH	11.000	11.000
0122	628.1910	Mobilizations Emergency Erosion Control	EACH	8.000	8.000
0124	628.2004	Erosion Mat Class I Type B	SY	3,890.000	3,890.000
0126	628.2006	Erosion Mat Urban Class I Type A	SY	344.000	344.000
0128	628.2027	Erosion Mat Class II Type C	SY	710.000	710.000
0130	628.7504	Temporary Ditch Checks	LF	224.000	224.000
0132	628.7555	Culvert Pipe Checks	EACH	69.000	69.000
0134	629.0210	Fertilizer Type B	CWT	13.000	13.000
0136	630.0120	Seeding Mixture No. 20	LB	270.000	270.000
0138	630.0140	Seeding Mixture No. 40	LB	160.000	160.000
0140	630.0170	Seeding Mixture No. 70	LB	60.000	60.000
0142	630.0200	Seeding Temporary	LB	300.000	300.000
0144	630.0500	Seed Water	MGAL	462.000	462.000
0146	632.0201	Shrubs (species) (size) (root) 01. Dogwood, Redosier, 12-Inch height, Bare Root	EACH	20.000	20.000
0148	632.0201	Shrubs (species) (size) (root) 02. Filbert, American, 12-Inch height, Bare Root	EACH	20.000	20.000
0150	632.0201	Shrubs (species) (size) (root) 03. Ninebark, Common, 12-Inch height, Bare Root	EACH	20.000	20.000
0152	632.9101	Landscape Planting Surveillance and Care Cycles	EACH	20.000	20.000
0154	633.5200	Markers Culvert End	EACH	52.000	52.000
0156	634.0616	Posts Wood 4x6-Inch X 16-FT	EACH	35.000	35.000
0158	637.2210	Signs Type II Reflective H	SF	69.680	69.680
0160	637.2230	Signs Type II Reflective F	SF	124.870	124.870
0162	638.2102	Moving Signs Type II	EACH	12.000	12.000
0164	638.2602	Removing Signs Type II	EACH	29.000	29.000
0166	638.3000	Removing Small Sign Supports	EACH	30.000	30.000
0168	638.4000	Moving Small Sign Supports	EACH	12.000	12.000
0170	642.5001	Field Office Type B	EACH	1.000	1.000
0172	643.0300	Traffic Control Drums	DAY	100.000	100.000
0174	643.0420	Traffic Control Barricades Type III	DAY	19,764.000	19,764.000
0176	643.0705	Traffic Control Warning Lights Type A	DAY	39,448.000	39,448.000
0178	643.0900	Traffic Control Signs	DAY	54,780.000	54,780.000
0180	643.0920	Traffic Control Covering Signs Type II	EACH	12.000	12.000
0182	643.1000	Traffic Control Signs Fixed Message	SF	62.500	62.500
0184	643.1050	Traffic Control Signs PCMS	DAY	18.000	18.000
0186	643.3105	Temporary Marking Line Paint 4-Inch	LF	395,322.000	395,322.000
0188	643.5000	Traffic Control	EACH	1.000	1.000
0190	645.0130	Geotextile Type R	SY	107.000	107.000
0192	646.1020	Marking Line Epoxy 4-Inch	LF	142,850.000	142,850.000
0194	646.1040	Marking Line Grooved Wet Ref Epoxy 4-Inch	LF	152,660.000	152,660.000
0196	646.3020	Marking Line Epoxy 8-Inch	LF	865.000	865.000

8865-00-74

Line	Item	Item Description	Unit	Total	Qty
0198	646.6120	Marking Stop Line Epoxy 18-Inch	LF	85.000	85.000
0200	648.0100	Locating No-Passing Zones	MI	14.950	14.950
0202	650.4500	Construction Staking Subgrade	LF	3,350.000	3,350.000
0204	650.5000	Construction Staking Base	LF	3,350.000	3,350.000
0206	650.5500	Construction Staking Curb Gutter and Curb & Gutter	LF	450.000	450.000
0208	650.6000	Construction Staking Pipe Culverts	EACH	11.000	11.000
0210	650.8000	Construction Staking Resurfacing Reference	LF	75,560.000	75,560.000
0212	650.9911	Construction Staking Supplemental Control (project) 01. 8865-00-74	EACH	1.000	1.000
0214	650.9920	Construction Staking Slope Stakes	LF	5,223.000	5,223.000
0216	690.0150	Sawing Asphalt	LF	988.000	988.000
0218	740.0440	Incentive IRI Ride	DOL	59,780.000	59,780.000
0220	ASP.1T0A	On-the-Job Training Apprentice at $5.00/HR	HRS	2,500.000	2,500.000
0222	ASP.1T0G	On-the-Job Training Graduate at $5.00/HR	HRS	2,000.000	2,000.000
0224	SPV.0055	Special 01. Incentive Density PWL HMA Pavement	DOL	42,130.000	42,130.000
0226	SPV.0055	Special 02. Incentive Air Voids HMA Pavement	DOL	51,200.000	51,200.000
0228	SPV.0055	Special 03. Incentive Density HMA Pavement Longitudinal Joints	DOL	77,660.000	77,660.000
0230	SPV.0060	Special 01. Temporary Bypass Channel, STA 884+59	EACH	1.000	1.000

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CLEARING & GRUBBING

CATEGORY	STATION	TO	STATION	LOCATION	* 201.0105 CLEARING STA	201.0205 GRUBBING STA
0010	269+00	-	270+00	STH 65, PIPE INSTALL	1	1
0010	318+00	-	320+00	STH 65, PIPE INSTALL	2	2
0010	395+00	-	398+00	STH 65, GUARDRAIL	3	3
0010	400+00	-	402+00	STH 65, GUARDRAIL	2	2
0010	486+00	-	488+00	STH 65, PIPE INSTALL	2	2
0010	543+00	-	544+00	STH 65, GUARDRAIL	1	1
0010	546+00	-	548+00	STH 65, GUARDRAIL	2	2
0010	670+00	-	671+00	STH 65, PIPE INSTALL	1	1
0010	788+00	-	790+00	STH 65, GUARDRAIL	2	2
0010	884+00	-	885+00	STH 65, PIPE INSTALL	1	1
		-				
				TOTAL 0010	**17**	**17**
0020	150+00	-	159+00	STH 65, RECON	9	9
0020	329+00	-	331+00	STH 65, RECON	2	2
0020	337+00	-	340+00	STH 65, RECON	3	3
0020	342+00	-	344+00	STH 65, RECON	2	2
0020	349+00	-	351+00	STH 65, RECON	2	2
0020	352+00	-	355+00	STH 65, RECON	3	3
				TOTAL 0020	**21**	**21**
				PROJECT TOTAL	**38**	**38**

* CLEARING TO BE DONE BY OTHERS. FOR INFORMATION ONLY.

REMOVING SMALL PIPE CULVERTS

CATEGORY	STATION	LOCATION	SIZE	MATERIAL	203.0100 REMOVING SMALL PIPE CULVERTS EACH	REMARKS
0010	125+73	STH 65	30"x34'	CMCP	1	
0010	265+35	STH 65	24"x50'	CMCP	1	
0010	269+56	STH 65	24"x106'	CMCP	1	
0010	487+12	STH 65	24"x60'	CMCP	1	
0010	670+43	STH 65	24"x39'	CMCP	1	
0010	806+29	STH 65	18"x50'	CMCP	1	RT ENDWALL ONLY
0010	876+30	STH 65	24"x51'	CMCP	1	
0010	884+59	STH 65	36"x65'	CMCP	1	
		TOTAL 0010			**8**	
0020	150+75	PE, LT	12"x20'	CMCP	1	
0020	154+50	PE, RT	12"x30'	CMCP	1	
0020	329+93	STH 65	18"x34'	CMCP	1	
		TOTAL 0020			**3**	
		PROJECT TOTAL			**11**	

REMOVING OLD STRUCTURE (STA 318+78)

STATION	LOCATION	SIZE/MATERIAL	203.0220.01 REMOVING STRUCTURE (STRUCTURE) (01. STA 318+78) EACH
318+78	STH 65	60"x47'/CMCP	1
TOTAL 0010			**1**

REMOVING ASPHALTIC SURFACE

LOCATION	204.0110 REMOVING ASPHALTIC SURFACE SY
JEWELL ST INTERSECTION	202
TOTAL 0010	**202**

REMOVING ASPHALTIC SURFACE BUTT JOINTS

STATION	LOCATION	204.0115 REMOVING ASPHALTIC SURFACE BUTT JOINTS SY
98+20	STH 65	125
	JEWELL ST	25
	SARATOGO AVE	25
	PEARL AVE	25
	COUNTY LINE AVE/DANIELSON LANDING FIELD RD	50
	W CHURCH RD	25
	CTH C/20TH AVE	25
	38TH AVE	25
	SOUTH END OF APPLE RIVER STRUCTURE	125
	NORTH END OF APPLE RIVER STRUCTURE	125
	RANDOM DR	25
	40TH AVE	25
	65TH AVE	25
	WANDEROOS RD	25
	SOUTH END OF STOWER SEVEN LAKES TRAIL STRUCTURE	125
	NORTH END OF STOWER SEVEN LAKES TRAIL STRUCTURE	125
	70TH AVE	50
	CTH F//85TH AVE	50
	87TH AVE	25
	90TH AVE	25
	CTH F/100TH AVE	25
	CTH C/105TH AVE	25
	S BEAR LAKE RD	25
	N BEAR LAKE RD	25
	120TH AVE	50
887+30	STH 65	125
	TOTAL 0010	**1,350**

REMOVING ASPHALTIC SURFACE MILLING

STATION	TO	STATION	LOCATION	204.0120 REMOVING ASPHALTIC SURFACE MILLING SY
98+20	-	150+00	STH 65, REHAB	13,800
159+00	-	327+00	STH 65, REHAB	45,200
343+50	-	348+50	STH 65, REHAB	1,400
356+50	-	496+09	STH 65, REHAB	40,700
496+09	-	504+35	STH 65, REHAB	3,700
504+35	-	806+75	STH 65, REHAB	84,400
806+75	-	812+62	STH 65, REHAB	3,000
812+62	-	887+30	STH 65, REHAB	18,800
			TOTAL 0010	**211,000**

REMOVING GUARDRAIL

STATION	TO	STATION	LOCATION	204.0165 REMOVING GUARDRAIL LF
397+65	-	400+27	LT/RT	247
543+80	-	546+74	LT/RT	296
787+06	-	790+04	LT	303
			TOTAL 0010	**846**

REMOVING FENCE

CATEGORY	STATION	TO	STATION	LOCATION	204.0170 REMOVING FENCE LF
0020	328+75	-	333+10	RT	435
0020	335+70	-	337+00	RT	130
0020	339+10	-	339+32	RT	22
0020	340+14	-	341+00	RT	86
0020	348+50	-	356+25	LT	775
				TOTAL 0020	**1,448**

PREPARE FOUNDATION FOR ASPHALTIC PAVING (8865-00-74)

LOCATION	211.0101.01 PREPARE FOUNDATION FOR ASPHALTIC PAVING (PROJECT) (01. 8865-00-74) EACH
8865-00-74	1
TOTAL 0010	**1**

FINISHING ROADWAY (8865-00-74)

LOCATION	213.0100.01 FINISHING ROADWAY (PROJECT) (01. 8865-00-74) EACH
8865-00-74	1
TOTAL 0010	**1**

ALL ITEMS ON THIS SHEET ARE CATEGORY 0010 UNLESS OTHERWISE NOTED

Station to Station	Location	205.0100 Common Excavation (1) Cut (2)	205.0100 Common Excavation (1) EBS Excavation (3)	Salvaged/Unusable Pavement Material (4)	Available Material (5)	208.1100 Select Borrow Expanded EBS Backfill (11) Factor 1.30	Unexpanded Fill	Expanded Fill (13) Factor 1.25	Mass Ordinate +/- (14)	Waste	208.0100 Borrow
395+00 - 403+00	STH 65	87	0	0	87	0	356	444	-357	0	357
541+00 - 549+00	STH 65	70	0	0	70	0	838	1,048	-978	0	978
784+00 - 792+00	STH 65	41	0	0	41	0	718	898	-857	0	857
PIPE REPLACEMENTS	STH 65	1,600	0	0	1,600	0	1,280	1,600	0	0	0
CATEGORY 0010 TOTAL		1,798	0	0	1,798	0	3,192	3,990	-2,192	0	2,192
150+00 - 159+50	STH 65	4,194	0	258	3,936	0	1,024	1,279	2,656	2,656	0
326+50 - 344+00	STH 65	12,857	0	475	12,382	0	9,051	11,313	1,069	1,069	0
348+00 - 357+00	STH 65	7,572	0	244	7,327	0	216	270	7,057	7,057	0
UNDISTRIBUTED	STH 65	0	1,000	0	0	1,300	0	0	0	0	0
CATEGORY 0020 TOTAL		24,623	1,000	977	23,645	1,300	10,290	12,863	10,782	10,782	0
PROJECT TOTAL		26,421	1,000	977	25,443	1,300	13,483	16,853	8,590	10,782	2,192
TOTAL COMMON EXC		27,421									

Notes:

(1) Common Excavation is the sum of the Cut and EBS Excavation columns. Item number 205.0100

(2) Salvaged/Unsuable Pavement Material is included in Cut.

(3) EBS Excavation to be backfilled with Select Borrow material.

(4) Salvaged/Unusable Pavement Material

(5) Available Material = Cut - Salvaged/Unusuable Pavement Material

(11) Expanded EBS Backfill - This is to be filled with Select Borrow material. EBS Backfill Factor = 1.3. Item number 208.1100

(13) Expanded Fill Factor = 1.25

Expanded Fill = (Unexpanded Fill) * Fill Factor

(14) The Mass Ordinate + or - Qty calculated for the Division. Plus quantity indicates an excess of material within the Division. Minus indicates a shortage of material within the Division.

ALL ITEMS ON THIS SHEET
ARE CATEGORY 0010
UNLESS OTHERWISE NOTED

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BASE AGGREGATE DENSE

CATEGORY	STATION	TO	STATION	LOCATION	305.0110 BASE AGGREGATE DENSE 3/4-INCH TON	305.0120 BASE AGGREGATE DENSE 1 1/4-INCH TON
0010	98+20	-	150+00	STH 65, REHAB	782	---
0010	159+00	-	327+00	STH 65, REHAB	2,535	---
0010	343+50	-	348+50	STH 65, REHAB	76	---
0010	356+50	-	419+14	STH 65, REHAB	946	---
0010	453+42	-	489+86	STH 65, REHAB	550	---
0010	506+97	-	805+85	STH 65, REHAB	4,510	---
0010	813+11	-	887+30	STH 65, REHAB	1,120	---
0010				(25) SIDEROADS	500	---
0010				(117) DRIVEWAYS	100	---
0010				(8) PIPE REPLACEMENTS	---	1,600
0010				UNDISTRIBUTED	1,000	---
				TOTAL 0010	**12,119**	**1,600**
0020	150+00	-	159+00	STH 65, RECON	115	2,492
0020	327+00	-	343+50	STH 65, RECON	270	4,465
0020	348+50	-	356+50	STH 65, RECON	133	2,165
0020				(1) SIDEROAD	40	---
0020				(7) DRIVEWAYS	110	50
				TOTAL 0020	**668**	**9,172**
				PROJECT TOTAL	**12,787**	**10,772**

ASPHALTIC RUMBLE STRIPS 2-LANE RURAL

CATEGORY	STATION	TO	STATION	LOCATION	465.0425 ASPHALTIC SHOULDER RUMBLE STRIPS 2-LANE RURAL LF	465.0475 ASPHALT CENTERLINE RUMBLE STRIPS 2-LANE RURAL LF
0010	124+25	-	150+00	CL	---	2175
0010	159+00	-	327+00	CL	---	15600
0010	343+50	-	348+50	CL	---	500
0010	356+50	-	885+30	CL	---	46293
0010	419+14	-	453+34	LT/RT	6,840	---
				TOTAL 0010	**6,840**	**64,568**
0020	150+75	-	158+25	RT	750	---
0020	150+75	-	158+25	LT	750	---
0020	150+00	-	159+00	CL	---	900
0020	327+75	-	342+75	LT	1,500	---
0020	327+75	-	342+75	RT	1,500	---
0020	327+00	-	343+50	CL	---	650
0020	349+25	-	355+75	LT	650	---
0020	349+25	-	355+75	RT	650	---
0020	348+50	-	356+50	CL	---	800
				TOTAL 0020	**5,800**	**2,350**
				PROJECT TOTAL	**12,640**	**66,918**

HMA PAVEMENT

CATEGORY	STATION	TO	STATION	LOCATION	455.0605 TACK COAT GAL	460.6644 HMA PAVEMENT 4 MT 58-34 V TON	465.0105 ASPHALTIC SURFACE TON	465.0110 ASPHALTIC SURFACE PATCHING TON	465.0120 ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES TON
0010	98+20	-	150+00	STH 65, REHAB	1,920	3,355	---	---	---
0010	150+00	-	159+00	STH 65, RECON	340	722	---	---	---
0010	159+00	-	327+00	STH 65, REHAB	6,080	10,641	---	---	---
0010	327+00	-	343+50	STH 65, RECON	620	1,295	---	---	---
0010	343+50	-	348+50	STH 65, REHAB	170	304	---	---	---
0010	348+50	-	356+50	STH 65, RECON	300	621	---	---	---
0010	356+50	-	419+14	STH 65, REHAB	2,220	3,878	---	---	---
0010	419+14	-	453+42	STH 65, 2" REHAB	900	1,433	---	---	---
0010	453+42	-	489+86	STH 65, REHAB	1,260	2,212	---	---	---
0010	489+86	-	506+97	STH 65, 2" REHAB	470	745	---	---	---
0010	506+97	-	805+85	STH 65, REHAB	10,700	18,724	---	---	---
0010	805+85	-	813+11	STH 65, 2" REHAB	240	379	---	---	---
0010	813+11	-	887+30	STH 65, REHAB	2,630	4,606	---	---	---
0010				(18) DRIVEWAYS	---	---	---	---	60
0010				(8) PIPE REPLACEMENTS	---	---	700	---	---
0010				MISCELLANEOUS REPAIRS	---	---	500	100	---
0010				* MINOR REPAIRS	---	---	---	50	---
				TOTAL 0010	**27,850**	**48,915**	**1,200**	**150**	**60**
0020	150+00	-	159+00	STH 65, RECON	---	433	---	---	---
0020	327+00	-	343+50	STH 65, RECON	---	777	---	---	---
0020	348+50	-	356+50	STH 65, RECON	---	373	---	---	---
0020				(2) DRIVEWAYS	---	---	---	---	20
				TOTAL 0020	**0**	**1,583**	**0**	**0**	**20**
				PROJECT TOTAL	**27,850**	**50,498**	**1,200**	**150**	**80**

* MINOR REPAIRS INCLUDE POT HOLES, POP-OUTS AND RAMPING.

SUBBASE 12-INCH

CATEGORY	STATION	TO	STATION	LOCATION	350.0145 SUBBASE 12-INCH SY
0010				(8) PIPE REPLACEMENTS	2,840
				TOTAL 0010	**2,840**
0020	150+00	-	159+00	STH 65, RECON	3,600
0020	327+00	-	343+50	STH 65, RECON	6,600
0020	348+50	-	356+50	STH 65, RECON	3,200
				TOTAL 0020	**13,400**
				PROJECT TOTAL	**16,240**

SHAPING SHOULDERS

STATION	TO	STATION	LOCATION	305.0500 SHAPING SHOULDERS STA
419+14	-	453+42	STH 65, REHAB	70
489+86	-	506+97	STH 65, REHAB	36
805+85	-	813+11	STH 65, REHAB	16
			TOTAL 0010	**122**

ASPHALTIC FLUMES

CATEGORY	STATION	LOCATION	465.0315 ASPHALTIC FLUMES SY
0020	153+50	RT	4
0020	158+00	LT	4
		TOTAL 0020	**8**

ALL ITEMS ON THIS SHEET ARE CATEGORY 0010 UNLESS OTHERWISE NOTED

Location	Station	Mixture Use	Underlying Surface	Bid Item	Tons	Thickness	Quality Management Program to be used for: Mixture Acceptance	Quality Management Program to be used for: Density Acceptance
11 Foot Driving Lane	98+20 - 150+00, 159+00 - 327+00, 343+50 - 348+50, 356+50 - 419+14, 453+42 - 489+86, 506+97 - 805+85, 813+11 - 887+30	Upper Layer	4 MT 58-34 V	4 MT 58-34 V	16700	1.75"	Incentive Air Voids HMA Pavement SPV.0055.02	Incentive Density PWL HMA Pavement SPV.0055.01
11 Foot Driving Lane	98+20 - 150+00, 159+00 - 327+00, 343+50 - 348+50, 356+50 - 419+14, 453+42 - 489+86, 506+97 - 805+85, 813+11 - 887+30	Lower Layer	Milled Existing HMA Surface	4 MT 58-34 V	19080	2"		
2 Foot Shoulder	98+20 - 150+00, 159+00 - 327+00, 343+50 - 348+50, 356+50 - 419+14, 453+42 - 489+86, 506+97 - 805+85, 813+11 - 887+30	Upper Layer	4 MT 58-34 V	4 MT 58-34 V	3040	1.75"		Acceptance testing by the department; Not eligible for incentive
2 Foot Shoulder	98+20 - 150+00, 159+00 - 327+00, 343+50 - 348+50, 356+50 - 419+14, 453+42 - 489+86, 506+97 - 805+85, 813+11 - 887+30	Lower Layer	Milled Existing HMA Surface	4 MT 58-34 V	3470	2"		
12 Foot Driving Lane	419+14 - 453+42, 805+85 - 813+11	Upper Layer	Milled Existing HMA Surface	4 MT 58-34 V	1240	2"		Incentive Density PWL HMA Pavement SPV.0055.01
5 Foot Shoulder	419+14 - 453+42, 805+85 - 813+12	Upper Layer	Milled Existing HMA Surface	4 MT 58-34 V	520	2"		Acceptance testing by the department; Not eligible for incentive
12 Foot Driving Lane	489+86 - 506+97	Upper Layer	Milled Existing HMA Surface	4 MT 58-34 V	510	2"		Incentive Density PWL HMA Pavement SPV.0055.01
3 Foot Shoulder	489+86 - 506+97	Upper Layer	Milled Existing HMA Surface	4 MT 58-34 V	130	2"		Acceptance testing by the department; Not eligible for incentive
12 Foot Driving Lane	150+00 - 159+00, 327+00 - 343+50, 348+50 - 356+50	Upper Layer	4 MT 58-34 V	4 MT 58-34 V	880	1.75"		Incentive Density PWL HMA Pavement SPV.0055.01
12 Foot Driving Lane	150+00 - 159+00, 327+00 - 343+50, 348+50 - 356+50	Middle Layer	4 MT 58-34 V	4 MT 58-34 V	1000	2"		
12 Foot Driving Lane	150+00 - 159+00, 327+00 - 343+50, 348+50 - 356+50	Lower Layer	Base Aggregate	4 MT 58-34 V	1130	2.25"		
5 Foot Shoulder	150+00 - 159+00, 327+00 - 343+50, 348+50 - 356+50	Upper Layer	4 MT 58-34 V	4 MT 58-34 V	360	1.75"		Acceptance testing by the department; Not eligible for incentive
5 Foot Shoulder	150+00 - 159+00, 327+00 - 343+50, 348+50 - 356+50	Middle Layer	4 MT 58-34 V	4 MT 58-34 V	420	2"		
5 Foot Shoulder	150+00 - 159+00, 327+00 - 343+50, 348+50 - 356+50	Lower Layer	Base Aggregate	4 MT 58-34 V	470	2.25"		
Various		Culvert Patches	Base Aggregate	Asphaltic Surface	700	4.25" Total	QMP as per SS 465	Acceptance by ordinary compaction
12 Foot Driving Lane	Test Strip	Lower Layer	Base Aggregate	4 MT 58-34 V	530	2.25''	Incentive Air Voids HMA Pavement SPV.0055.02	Incentive Density PWL HMA Pavement SPV.0055.01
12 Foot Driving Lane	Test Strip	Lower Layer	Milled Existing HMA Surface	4 MT 58-34 V	530	2''		
12 Foot Driving Lane	Test Strip	Upper Layer	4 MT 58-34 V	4 MT 58-34 V	530	1.75''		
5 Foot Shoulder	Test Strip	Lower Layer	Base Aggregate	4 MT 58-34 V	220	2.25''		Acceptance testing by the department; Not eligible for incentive
5 Foot Shoulder	Test Strip	Lower Layer	Milled Existing HMA Surface	4 MT 58-34 V	220	2''		
5 Foot Shoulder	Test Strip	Upper Layer	4 MT 58-34 V	4 MT 58-34 V	220	1.75''		

HMA PERCENT WITHIN LIMITS (PWL) TEST STRIP

PROJECT	460.0105.S HMA PERCENT WITHIN LIMITS (PWL) TEST STRIP VOLUMETRICS EACH	460.0110.S HMA PERCENT WITHIN LIMITS (PWL) TEST STRIP DENSITY EACH
8865-00-74	1	2
TOTAL 0010	**1**	**2**
8865-00-74	0	1
TOTAL 0020	**0**	**1**
PROJECT TOTAL	**1**	**2**

NOTE: 1 TEST STRIP OVER BASE COURSE
1 TEST STRIP OVER MILLED SURFACE (THIS WILL INCLUDE LOWER LIFT ON MILLED SURFACE AND MIDDLE LIFT IN RECONSTRUCTION SECTIONS.)
1 TEST STRIP OVER NEW HMA (INCLUDES FINAL UPPER LAYER IN ALL SECTIONS)

ALL ITEMS ON THIS SHEET ARE CATEGORY 0010 UNLESS OTHERWISE NOTED

CULVERT PIPES & APRON ENDWALLS

CATEGORY	STATION	LOCATION	520.1018 APRON ENDWALLS FOR CULVERT PIPE 18-INCH EACH	520.1024 APRON ENDWALLS FOR CULVERT PIPE 24-INCH EACH	520.1030 APRON ENDWALLS FOR CULVERT PIPE 30-INCH EACH	520.1060 APRON ENDWALLS FOR CULVERT PIPE 60-INCH EACH	520.3318 CULVERT PIPE CLASS III-A 18-INCH LF	520.3324 CULVERT PIPE CLASS III-A 24-INCH LF	520.4124 CULVERT PIPE CLASS IV 24-INCH LF	520.4130 CULVERT PIPE CLASS IV 30-INCH LF	520.4160 CULVERT PIPE CLASS IV 60-INCH LF	521.3118 CULVERT PIPE CORRUGATED STEEL 18-INCH LF	521.5757 PIPE ARCH POLYMER COATED CORRUGATED STEEL 57X38-INCH LF	650.6000 CONSTRUCTION STAKING PIPE CULVERTS EACH	MINIMUM THICKNESS (INCHES) STEEL
0010	125+73	STH 65	---	---	2	---	---	---	---	38	---	---	---	1	0.079
0010	265+46	STH 65	---	4	---	---	---	---	112	---	---	---	---	1	0.079
0010	269+56	STH 65	---	4	---	---	---	208	---	---	---	---	---	1	0.064
0010	318+78	STH 65	---	---	---	2	---	---	---	---	62	---	---	1	0.168
0010	487+12	STH 65	---	2	---	---	---	64	---	---	---	---	---	1	0.064
0010	670+43	STH 65	---	4	---	---	---	---	80	---	---	---	---	1	0.079
0010	806+29, RT	STH 65	1	---	---	---	---	---	---	---	---	---	---	1	0.064
0010	876+30	STH 65	---	2	---	---	---	---	42	---	---	---	---	1	0.079
0010	884+53 (C/L 2 PIPES)	STH 65	---	---	---	---	---	---	---	---	---	---	84	1	0.109
			---	---	---	---	---	---	---	---	---	---	84	---	0.109
		TOTAL 0010	**1**	**16**	**2**	**2**	**0**	**272**	**234**	**38**	**62**	**0**	**168**	**9**	
0020	152+00	STH 65	---	2	---	---	---	74	---	---	---	---	---	1	0.064
0020	329+93	STH 65	---	2	---	---	---	2	---	---	---	---	---	1	0.064
0020	334+62	FE, RT	2	---	---	---	56	---	---	---	---	---	---	---	0.064
0020	336+56	PE, LT	2	---	---	---	---	---	---	---	---	26	---	---	0.064
0020	339+92	PE, RT	2	---	---	---	38	---	---	---	---	---	---	---	0.064
0020	342+91	FE, LT	2	---	---	---	---	---	---	---	---	36	---	---	0.064
0020	351+14	PE, LT	2	---	---	---	34	---	---	---	---	---	---	---	0.064
		TOTAL 0020	**10**	**4**	**0**	**0**	**128**	**76**	**0**	**0**	**0**	**62**	**0**	**2**	
		PROJECT TOTAL	**11**	**20**	**2**	**2**	**128**	**348**	**234**	**38**	**62**	**62**	**168**	**11**	

CONCRETE MASONRY ENDWALLS

CATEGORY	STATION	LOCATION	504.0900 CONCRETE MASONRY ENDWALLS CY
0010	884+53	LT	2
0010	884+53	RT	2
	TOTAL 0010		**4**

CLEANING CULVERT PIPES

STATION	LOCATION	SIZE	TYPE	520.8700 CLEANING CULVERT PIPES EACH
141+22	STH 65	15"x50'	CPCSAC	1
507+03	STH 65	24"x39'	CPCSAC	1
595+07	STH 65	18"x41'	CPCS	1
630+17	STH 65	24"x41'	CPCS	1
655+28	STH 65	24"x41'	CPCS	1
742+02	STH 65	18"x43'	CPCS	1
764+55	STH 65	18"x43'	CPSCPC	1
775+00	STH 65	18"x54'	CPCSAC	1
854+12	STH 65	24"x52'	CPCS	1
TOTAL 0010				**9**

CULVERT PIPE LINERS & CLEANING CULVERT PIPES FOR LINER VERIFICATION

STATION	LOCATION	SIZE	TYPE	520.9700.S.01 CULVERT PIPE LINERS (SIZE) (01. 18-INCH) LF	520.9700.S.02 CULVERT PIPE LINERS (SIZE) (02. 24-INCH) LF	520.9750.S CLEANING CULVERT PIPES FOR LINER VERIFICATION EACH
368+32	STH 65	18"x50'	CMCP	50	---	1
710+20	STH 65	24"x40'	CMCP	---	40	1
834+70	STH 65	24"x75'	CMCP	---	75	1
TOTAL 0010				**50**	**115**	**3**

CONCRETE CURB & GUTTER 6-INCH SLOPED 36-INCH TYPE D

CATEGORY	STATION	TO	STATION	LOCATION	601.0557 CONCRETE CURB & GUTTER 6-INCH SLOPED 36-INCH TYPE D LF
0020	153+50	-	156+00	RT	250
0020	156+00	-	158+00	LT	200
				TOTAL 0020	**450**

RIPRAP LIGHT & GEOTEXTILE TYPE R

CATEGORY	STATION	TO	STATION	LOCATION	606.0100 RIPRAP LIGHT CY	645.0130 GEOTEXTILE TYPE R SY
0010			269+56	LT	6	22
			UNDISTRIBUTED		2	5
				TOTAL 0010	**8**	**27**
0020			153+50	RT	2	8
0020			158+00	LT	2	8
0020	326+66	-	326+98	LT	7	30
0020			334+62	RT	5	20
			UNDISTRIBUTED		4	14
				TOTAL 0020	**20**	**80**
				PROJECT TOTAL	**28**	**107**

ALL ITEMS ON THIS SHEET ARE CATEGORY 0010 UNLESS OTHERWISE NOTED

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SALVAGED TOPSOIL, MULCHING, FERTILIZER, SEEDING, & WATER

CATEGORY	STATION	TO	STATION	LOCATION	625.0500 SALVAGED TOPSOIL SY	627.0200 MULCHING SY	629.0210 FERTILIZER TYPE B CWT	630.0120 SEEDING MIXTURE NO. 20 LB	630.0140 SEEDING MIXTURE NO. 40 LB	630.0170 SEEDING MIXTURE NO. 70 LB	630.0200 SEEDING TEMPORARY LB	630.0500 SEED WATER MGAL
0010			PIPE REPLACEMENT	STH 65	1,000	717	0.6	---	---	4	14	22
0010	395+51	-	398+25	RT	435	370	0.3	---	---	2	6	10
0010	395+51	-	398+40	LT	315	271	0.2	---	---	2	5	7
0010	399+66	-	402+39	LT	165	130	0.1	---	---	1	3	4
0010	399+50	-	399+86	RT	17	---	0.0	---	---	1	1	0
0010	541+79	-	544+52	RT	830	661	0.5	---	---	3	12	19
0010	541+79	-	544+52	LT	159	125	0.1	---	---	1	3	4
0010	546+00	-	549+00	LT	262	192	0.2	---	---	1	4	6
0010	546+00	-	549+00	RT	767	577	0.5	---	---	3	11	17
0010	784+34	-	791+73	LT	1,200	474	0.8	---	---	5	17	27
0010			UNDISTRIBUTED	STH 65	---	880	0.8	50	---	7	24	29
				TOTAL 0010	**5,150**	**4,397**	**4.0**	**50**	**0**	**30**	**100**	**145**
0020	150+00	-	159+00	STH 65, RECON	2,938	2,651	1.9	29	50	8	---	66
0020	327+00	-	343+50	STH 65, RECON	4,537	4,049	2.9	82	40	8	---	102
0020	348+50	-	356+50	STH 65, RECON	3,772	3,772	2.4	62	40	8	---	85
0020			UNDISTRIBUTED	STH 65	---	2,618	1.8	46	30	6	200	64
				TOTAL 0020	**11,247**	**13,090**	**9.0**	**220**	**160**	**30**	**200**	**317**
				PROJECT TOTAL	**16397**	**17487**	**13.0**	**270**	**160**	**60**	**300**	**461**

NOTE: USE SEEDING MIXTURE NO. 70 IN AREAS OUTSIDE THE REGULARLY MOWED AREAS.

SILT FENCE

CATEGORY	STATION	TO	STATION	LOCATION	628.1504 SILT FENCE LF	628.1520 SILT FENCE MAINTENANCE LF
0010	264+75	-	266+00	RT	155	155
0010	264+75	-	266+00	LT	141	141
0010	269+25	-	269+75	LT	71	71
0010	318+25	-	319+50	RT	147	147
0010	318+25	-	319+50	LT	153	153
0010	395+50	-	398+40	RT	300	300
0010	396+50	-	398+40	LT	213	213
0010	399+52	-	399+86	RT	86	86
0010	399+62	-	402+40	LT	288	288
0010	486+88	-	487+35	LT	55	55
0010	486+75	-	487+50	RT	80	80
0010	541+75	-	544+55	RT	339	339
0010	543+65	-	544+55	LT	98	98
0010	545+97	-	549+00	RT	358	358
0010	545+97	-	549+00	LT	315	315
0010	785+00	-	787+00	LT	217	217
0010	788+00	-	790+00	LT	232	232
0010	875+75	-	876+85	RT	112	112
0010	875+75	-	876+85	LT	113	113
0010	884+00	-	885+25	RT	140	140
0010	884+00	-	885+25	LT	140	140
			UNDISTRIBUTED		750	750
				TOTAL 0010	**4,503**	**4,503**
0020	150+00	-	153+25	RT	338	338
0020	151+75	-	152+25	LT	59	59
0020	329+00	-	333+25	RT	448	448
0020	342+00	-	343+00	RT	100	100
			UNDISTRIBUTED		189	189
				TOTAL 0020	**1,134**	**1,134**
				PROJECT TOTAL	**5,637**	**5,637**

MAINTENANCE AND REPAIR OF HAUL ROADS (8865-00-74)

PROJECT	618.0100.01 MAINTENANCE AND REPAIR OF HAUL ROADS (PROJECT) (01. 8865-00-74) EACH
8865-00-74	1
TOTAL 0010	**1**

STEEL PLATE BEAMGUARD

STATION	TO	STATION	LOCATION	614.0200 STEEL THRIE BEAM STRUCTURE APPROACH LF	614.0345 STEEL PLATE BEAM GUARD SHORT RADIUS LF	614.0390 STEEL PLATE BEAM GUARD SHORT RADIUS TERMINAL EACH
399+50	-	399+86	RT	21	75	1
			TOTAL 0010	**21**	**75**	**1**

LANDMARK REFERENCE MONUMENTS

APPROX STATION	LOCATION	621.0100 LANDMARK REFERENCE MONUMENTS EACH
112+04	SECTION CORNER	1
140+28	SECTION CORNER	1
282+24	SECTION CORNER	1
500+48	SECTION CORNER	1
526+45	SECTION CORNER	1
552+66	SECTION CORNER	1
630+41	SECTION CORNER	1
656+54	SECTION CORNER	1
682+80	SECTION CORNER	1
708+93	SECTION CORNER	1
735+15	SECTION CORNER	1
761+79	SECTION CORNER	1
809+27	SECTION CORNER	1
835+77	SECTION CORNER	1
861+85	SECTION CORNER	1
TOTAL 0010		**15**

WATER

CATEGORY	LOCATION	624.0100 WATER MGAL
0010	BASE COMPACTION	140
0010	DUST CONTROL	10
	TOTAL 0010	**150**
0020	BASE COMPACTION	100
0020	DUST CONTROL	70
	TOTAL 0020	**170**
	PROJECT TOTAL	**320**

MGS GUARDRAIL

STATION	TO	STATION	LOCATION	614.2300 MGS GUARDRAIL 3 LF	614.2500 MGS THRIE BEAM TRANSITION LF	614.2610 MGS GUARDRAIL TERMINAL EAT EACH
396+71	-	398+25	RT	62.5	40	1
397+50	-	398+40	LT	---	40	1
399+66	-	401+19	LT	62.5	40	1
542+99	-	544+52	RT	62.5	40	1
543+62	-	544+52	LT	---	40	1
546+00	-	547+53	LT	62.5	40	1
546+00	-	546+90	RT	---	40	1
785+47	-	790+53	LT	400	---	2
			TOTAL 0010	**650**	**280**	**9**

MOBILIZATION

CATEGORY	PROJECT	619.1000 MOBILIZATION EACH
0010	8865-00-74	0.9
	TOTAL 0010	**0.9**
0020	8865-00-74	0.1
	TOTAL 0020	**0.1**
	PROJECT TOTAL	**1**

ALL ITEMS ON THIS SHEET ARE CATEGORY 0010 UNLESS OTHERWISE NOTED

MOBILIZATIONS EROSION CONTROL & MOBILIZATIONS EMERGENCY EROSION CONTROL

CATEGORY	LOCATION	628.1905 MOBILIZATIONS EROSION CONTROL EACH	628.1910 MOBILIZATIONS EMERGENCY EROSION CONTROL EACH
0010	8865-00-74	8	4
	TOTAL 0010	**8**	**4**
0020	8865-00-74	3	4
	TOTAL 0020	**3**	**4**
	PROJECT TOTAL	**11**	**8**

SHRUBS

LOCATION	632.0201.01 SHRUBS (SPECIES) (SIZE) (ROOT) (01. (DOGWOOD, REDOSIER) (12-INCH HEIGHT) (BR)) EACH	632.0201.02 SHRUBS (SPECIES) (SIZE) (ROOT) (02. (FILBERT, AMERICAN) (12-INCH HEIGHT) (BR)) EACH	632.0201.03 SHRUBS (SPECIES) (SIZE) (ROOT) (03. (NINEBARK, COMMON) (12-INCH HEIGHT) (BR)) EACH	632.9101 LANDSCAPE PLANTING SURVEILLANCE AND CARE CYCLES EACH	REMARKS
UNDISTRIBUTED	20	20	20	20	SEE PLANTING INFORMATION
TOTAL 0010	**20**	**20**	**20**	**20**	

MARKERS CULVERT END

STATION	LOCATION	633.5200 MARKERS CULVERT END EACH
100+59	LT OR RT	1
125+73	LT/RT	2
141+22	LT OR RT	1
161+04	LT OR RT	1
209+81	LT OR RT	1
235+48	LT OR RT	1
244+48	LT OR RT	1
265+35	LT/RT	2
269+56	LT/RT	2
280+70	LT OR RT	1
293+40	LT OR RT	1
318+78	LT/RT	2
329+93	LT OR RT	1
364+96	LT OR RT	1
368+32	LT OR RT	1
487+12	LT/RT	2
617+83	LT OR RT	1
639+55	LT OR RT	1
655+28	LT OR RT	1
666+17	LT OR RT	1
670+43	LT/RT	2
686+92	LT/RT	2
694+50	LT/RT	2
710+20	LT	1
719+85	RT	1
742+02	LT/RT	2
806+29	RT	1
836+04	LT OR RT	1
876+30	LT/RT	2
884+59	LT/RT	2
UNDISTRIBUTED		11
TOTAL 0010		**52**

EROSION MAT

CATEGORY	STATION	TO	STATION	LOCATION	628.2004 EROSION MAT CLASS I TYPE B SY	628.2006 EROSION MAT URBAN CLASS I TYPE A SY	628.2027 EROSION MAT CLASS II TYPE C SY
0010			125+73	LT/RT	---	---	38
0010			265+46	LT/RT	---	---	51
0010			269+56	RT	---	---	17
0010	397+00	-	399+82	RT	---	---	89
0010	398+00	-	400+50	LT	---	---	79
0010	543+50	-	546+50	RT	339	---	---
0010	544+25	-	546+50	LT	104	---	---
0010	788+00	-	790+00	LT	639	---	---
0010	884+00	-	885+25	RT	---	---	174
0010	884+00	-	885+25	LT	---	---	123
	UNDISTRIBUTED				216	---	114
				TOTAL 0010	**1,298**	**0**	**685**
0020	151+93	-	154+50	LT	227	---	---
0020			152+00	RT	---	---	7
0020	153+50	-	156+00	RT	---	159	---
0020	156+00	-	158+00	LT	---	128	---
0020	327+00	-	328+50	LT	132	---	---
0020	328+75	-	329+50	LT	249	---	---
0020	329+84	-	332+00	LT	191	---	---
0020			329+93	RT	---	---	14
0020	332+00	-	332+75	LT	239	---	---
0020	334+95	-	335+50	RT	50	---	---
0020	335+25	-	336+40	LT	105	---	---
0020	348+50	-	350+94	LT	217	---	---
0020	348+50	-	351+50	RT	267	---	---
0020	353+50	-	356+50	LT	220	---	---
0020	354+00	-	356+50	RT	263	---	---
	UNDISTRIBUTED				432	57	4
				TOTAL 0020	**2,592**	**344**	**25**
				PROJECT TOTAL	**3,890**	**344**	**710**

TEMPORARY DITCH CHECKS

CATEGORY	STATION	LOCATION	628.7504 TEMPORARY DITCH CHECKS LF
0010	670+43	RT	10
	UNDISTRIBUTED		2
		TOTAL 0010	**12**
0020	150+00	LT/RT	24
0020	152+00	RT	10
0020	157+00	RT	12
0020	157+50	RT	12
0020	158+00	RT	12
0020	158+50	RT	12
0020	159+00	RT	12
0020	327+00	LT	12
0020	329+93	RT	10
0020	343+50	LT	12
0020	348+50	LT/RT	24
0020	356+50	LT/RT	24
	UNDISTRIBUTED		36
		TOTAL 0020	**212**
		PROJECT TOTAL	**224**

CULVERT PIPE CHECKS

CATEGORY	STATION	LOCATION	628.7555 CULVERT PIPE CHECKS EACH
0010	125+73	STH 65	5
0010	265+46	STH 65	6
0010	269+56	STH 65	6
0010	318+78	STH 65	13
0010	487+12	STH 65	3
0010	670+43	STH 65	6
0010	806+29, RT	STH 65	3
	UNDISTRIBUTED		8
		TOTAL 0010	**50**
0020	152+00	STH 65	3
0020	329+93	STH 65	3
0020	334+62	FE, RT	2
0020	336+56	PE, LT	2
0020	339+92	PE, RT	2
0020	342+91	FE, LT	2
0020	351+14	PE, LT	2
	UNDISTRIBUTED		3
		TOTAL 0020	**19**
		PROJECT TOTAL	**69**

FIELD OFFICE TYPE B

LOCATION	642.5001 FIELD OFFICE TYPE B EACH
8865-00-74	1
TOTAL 0010	**1**

ALL ITEMS ON THIS SHEET ARE CATEGORY 0010 UNLESS OTHERWISE NOTED

SIGNING TYPE II & REMOVING SIGNS TYPE II

CATEGORY	SIGN NO.	APPROX. STATION	SIGN CODE	SIGN SIZE WxH (INCHES	634.0616 POSTS WOOD 4X6-INCH X 16-FT EACH	637.2210 SIGNS TYPE II REFLECTIVE H SF	637.2230 SIGNS TYPE II REFLECTIVE F SF	638.2102 MOVING SIGNS TYPE II EACH	638.2602 REMOVING SIGNS TYPE II EACH	638.3000 REMOVING SMALL SIGN SUPPORTS EACH	638.4000 MOVING SMALL SIGN SUPPORTS EACH	REMARKS
0010	1-1	98+20 RT	R3-1	24X24	1	4.00	---	---	1	1	---	
0010	1-2	98+54 RT	W1-8	18X24	1	---	3.00	---	---	---	---	
0010	1-3	98+62 RT	R5-1	30X30	1	6.25	---	---	1	1	---	
0010	1-4	98+99 RT	W1-8	18X24	1	---	3.00	---	---	---	---	
0010	1-5	99+31 RT	W1-8	18X24	1	---	3.00	---	---	---	---	
0010	1-6	JEWELL ST	R5-1		---	---	---	---	1	1	---	
0010	1-7	JEWELL ST	R1-1	30X30	1	5.18	---	---	1	1	---	(JEWELL ST)
0010	1-8	JEWELL ST	R5-1	30X30	1	6.25	---	---	---	---	---	
0010	1-9	JEWELL ST	R5-1A	36X24	1	6.00	---	---	1	1	---	
0010	1-10	JEWELL ST	R5-1A	36X24	1	6.00	---	---	1	1	---	
0010	1-11	JEWELL ST			---	---	---	---	---	---	---	END ONE WAY (DO NOT REPLACE SIGN)
0010	9-1	398+20 RT	W5-52R	12X36	1	---	3.00	---	1	1	---	
0010	9-2	398+20 RT	I3-1	36x24	1	6.00	---	---	1	1	---	"APPLE RIVER"
0010	9-3	398+25 LT	W5-52L	12X36	1	---	3.00	---	1	1	---	
0010	9-4	399+50 RT	W5-52L	12X36	1	---	3.00	---	1	1	---	
0010	9-5	399+55 LT	I3-1	36x24	1	6.00	---	---	1	1	---	"APPLE RIVER"
0010	9-6	399+55 LT	W5-52R	12X36	1	---	3.00	---	1	1	---	
0010	9-7	399+77 RT	W14-3	48X36	1	---	5.56	---	1	1	---	
0010	9-8	400+77 LT	W14-3	48X36	1	---	5.56	---	1	1	---	
0010	11-1	543+30 LT	D7-95L	96x36	2	24.00	---	---	1	2	---	"STOWER SEVEN LAKES STATE TRAIL" W/LEFT ARROW
0010	11-2	544+50 LT	W5-52L	12X36	1	---	3.00	---	1	1	---	
0010	11-3	544+50 RT	W5-52R	12X36	1	---	3.00	---	1	1	---	
0010	11-4	546+00 LT	W5-52R	12X36	1	---	3.00	---	1	1	---	
0010	11-5	546+00 RT	W5-52L	12X36	1	---	3.00	---	1	1	---	
		* UNDISTRIBUTED			---	---	---	12	---	---	12	
				TOTAL 0010	**23**	**69.68**	**44.12**	**12**	**19**	**20**	**12**	
0020	2-1	149+85 RT	W1-1R	36X36	1	---	9.00	---	1	1	---	SHARP RIGHT CURVE, 30 MPH
0020			W13-1	18X18	1	---	2.25	---	---	---	---	
0020	2-2	156+45 LT	W1-8	18X24	1	---	3.00	---	1	1	---	LEFT CHEVRON
0020	2-3	157+30 LT	W1-8	18X24	1	---	3.00	---	1	1	---	RIGHT CHEVRON
0020			W1-8	18X24	1	---	3.00	---	---	---	---	LEFT CHEVRON
0020	2-4	158+00 LT	W1-8	18X24	1	---	3.00	---	1	1	---	RIGHT CHEVRON
0020	2-5	158+30 LT	W1-6	48X24	1	---	8.00	---	1	1	---	LEFT ARROW
0020	6-1	329+80 LT	W1-2R	36X36	1	---	9.00	---	1	1	---	
0020	6-2	330+50 RT	W1-2R	36X36	1	---	9.00	---	1	1	---	
0020			W13-1	18X18	---	---	2.25	---	---	---	---	"45"
0020	6-3	336+25 RT	S3-1	36X36	1	---	9.00	---	1	1	---	
0020	7-1	343+00 LT	W1-2L	36X36	1	---	9.00	---	1	1	---	
0020			W13-1	18X18	---	---	2.25	---	---	---	---	"45"
0020	7-2	353+80 LT	S3-1	36X36	1	---	9.00	---	1	1	---	
				TOTAL 0020	**12**	**0**	**80.75**	**0**	**10**	**10**	**0**	
				PROJECT TOTAL	**35**	**69.68**	**124.87**	**12**	**29**	**30**	**12**	

* NOTE: POTENTIAL TO MOVE NO PASSING SIGNS BASED ON LOCATING NO PASSING ZONES.

ALL ITEMS ON THIS SHEET
ARE CATEGORY 0010
UNLESS OTHERWISE NOTED

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TRAFFIC CONTROL ITEMS

		643.0300 TRAFFIC CONTROL DRUMS		643.0420 TRAFFIC CONTROL BARRICADES TYPE III		643.0705 TRAFFIC CONTROL WARNING LIGHTS TYPE A		643.0900 TRAFFIC CONTROL SIGNS	
	LOCATION	EACH	DAY	EACH	DAY	EACH	DAY	EACH	DAY
PIPE REPLACEMENT	STH 65	---	---	10	150	12	180	12	180
DETOUR ROUTE	STH 65	---	---	94	15,792	188	31,584	263	44,184
UNDISTRIBUTED		---	100	---	3,822	---	7,684	---	10,416
	TOTAL 0010		**100**		**19,764**		**39,448**		**54,780**

TRAFFIC CONTROL SIGNS PCMS

LOCATION	643.1050 TRAFFIC CONTROL SIGNS PCMS DAY	MESSAGE
STH 65 SB	7	"ROAD CLOSED STARTING XX/XX"
STH 65 NB	7	"ROAD CLOSED STARTING XX/XX"
UNDISTRIBUTED	4	
TOTAL 0010	**18**	

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TRAFFIC CONTROL COVERING SIGNS TYPE II

LOCATION	CYCLE	643.0920 TRAFFIC CONTROL COVERING SIGNS TYPE II EACH
USH 8 EB	1	4
USH 8 WB	1	4
STH 64 EB	1	1
UNDISTRIBUTED	1	3
TOTAL 0010		**12**

MARKING LINE ITEMS

STATION	TO	STATION	LOCATION	DESCRIPTION	COLOR	646.1020 MARKING LINE EPOXY 4-INCH LF	646.1040 MARKING LINE GROOVED WET REF EPOXY 4-INCH LF	646.3020 MARKING LINE EPOXY 8-INCH LF	646.6120 MARKING STOP LINE EPOXY 18-INCH LF	643.3105 TEMPORARY MARKING LINE PAINT 4-INCH LF
98+20	-	124+00	STH 65	EDGELINES	WHITE	5,160	---	---	---	---
124+00	-	887+30	STH 65	EDGELINES	WHITE	---	152,660	---	---	---
98+20	-	887+30	STH 65	CENTERLINES	YELLOW	---	---	---	---	258,042
98+20	-	887+30	STH 65	CENTERLINE (PRIOR TO RUMBLE STRIPS)	YELLOW	---	---	---	---	137,280
98+20	-	887+30	STH 65	CENTERLINE (AFTER TO RUMBLE STRIPS)	YELLOW	137,280	---	---	---	---
			CTH C (SOUTH)	C/L, STOP BAR	YELLOW/WHITE	100	---	---	20	---
			CTH C INTERSECTION	BYPASS/TURN LANS	WHITE	50	---	100	---	---
			CTH K INTERSECTION	TURN LANES	WHITE	---	---	470	---	---
			CTH F	C/L, STOP BAR	YELLOW/WHITE	120	---	---	20	---
			CTH C (NORTH)	C/L, STOP BAR	YELLOW/WHITE	100	---	---	15	---
			KENNEDY MILL AREA	CHANNELIZING, C/L, STOP BAR	YELLOW/WHITE	40	---	295	30	---
					TOTAL 0010	**142,850**	**152,660**	**865**	**85**	**395,322**

TRAFFIC CONTROL SIGNS FIXED MESSAGE

LOCATION	643.1000 TRAFFIC CONTROL SIGNS FIXED MESSAGE SF	MESSAGE
STH 64 EB PRIOR TO STH 65	12.5	"STH 65 OPEN TO STAR PRAIRIE"
STH 65 NB PRIOR TO STH 64	12.5	"STH 65 OPEN TO STAR PRAIRIE"
STH 63 NB PRIOR TO STH 64	12.5	"STH 65 OPEN TO STAR PRAIRIE"
STH 64 WB PRIOR TO STH 63	12.5	"STH 65 OPEN TO STAR PRAIRIE"
STH 65/STH 64 INTERSECTION	12.5	"STH 65 OPEN TO STAR PRAIRIE"
TOTAL 0010	**62.5**	

TRAFFIC CONTROL

PROJECT	643.5000 TRAFFIC CONTROL EACH
8865-00-74	1
TOTAL 0010	**1**

LOCATING NO-PASSING ZONES

PROJECT	648.0100 LOCATING NO-PASSING ZONES MI
8865-00-74	14.95
TOTAL 0010	**14.95**

ALL ITEMS ON THIS SHEET
ARE CATEGORY 0010
UNLESS OTHERWISE NOTED

3

CONSTRUCTION STAKING

CATEGORY	STATION	TO	STATION	LOCATION	650.4500 CONSTRUCTION STAKING SUBGRADE LF	650.5000 CONSTRUCTION STAKING BASE LF	650.9920 CONSTRUCTION STAKING SLOPE STAKES LF
0010	395+51	-	398+40	STH 65, GUARDRAIL	---	---	289
0010	399+50	-	402+40	STH 65, GUARDRAIL	---	---	290
0010	541+79	-	544+52	STH 65, GUARDRAIL	---	---	273
0010	546+00	-	548+73	STH 65, GUARDRAIL	---	---	273
0010	784+26	-	791+74	STH 65, GUARDRAIL	---	---	748
				TOTAL 0010	**0**	**0**	**1,873**
0020	150+00	-	159+00	STH 65, RECON	900	900	900
0020	327+00	-	343+50	STH 65, RECON	1,650	1,650	1,650
0020	348+50	-	356+50	STH 65, RECON	800	800	800
				TOTAL 0020	**3,350**	**3,350**	**3,350**
				PROJECT TOTAL	**3,350**	**3,350**	**5,223**

CONSTRUCTION STAKING CURB GUTTER AND CURB & GUTTER

CATEGORY	STATION	TO	STATION	LOCATION	650.5500 CONSTRUCTION STAKING CURB GUTTER AND CURB & GUTTER LF
0020	153+50	-	156+00	RT	250
0020	156+00	-	158+00	LT	200
				TOTAL 0020	**450**

CONSTRUCTION STAKING RESURFACING REFERENCE

STATION	TO	STATION	LOCATION	650.8000 CONSTRUCTION STAKING RESURFACING REFERENCE LF
98+20	-	150+00	STH 65	5,180
159+00	-	327+00	STH 65	16,800
343+50	-	348+50	STH 65	500
356+50	-	887+30	STH 65	53,080
			TOTAL 0010	**75,560**

CONSTRUCTION STAKING SUPPLEMENTAL CONTROL (8865-00-74)

PROJECT	650.9911.01 CONSTRUCTION STAKING SUPPLEMENTAL CONTROL (PROJECT) (01. 8865-00-74) EACH
8865-00-74	1
TOTAL 0010	**1**

SAWING ASPHALT

CATEGORY	STATION	LOCATION	690.0150 SAWING ASPHALT LF
0010	125+73	STH 65, PIPE REPLACEMENT	44
0010	265+46	STH 65, PIPE REPLACEMENT	44
0010	269+56	STH 65, PIPE REPLACEMENT	44
0010	318+78	STH 65, PIPE REPLACEMENT	44
0010	487+12	STH 65, PIPE REPLACEMENT	44
0010	670+43	STH 65, PIPE REPLACEMENT	44
0010	876+30	STH 65, PIPE REPLACEMENT	44
0010	884+59	STH 65, PIPE REPLACEMENT	44
0010		(18) DRIVEWAYS	435
		TOTAL 0010	**787**
0020	150+00		24
0020	154+50	DWY RT	14
0020	158+73	DWY LT	34
0020	159+00		23
0020	327+00		24
0020	339+92	DWY RT	10
0020	343+50		24
0020	348+50		24
0020	356+50		24
		TOTAL 0020	**201**
		PROJECT TOTAL	**988**

TEMPORARY BYPASS CHANNEL, STA 884+59

CATEGORY	LOCATION	SPV.0060.01 SPECIAL (01. TEMPORARY BYPASS CHANNEL, STA 884+59) EACH
0010	DEER CREEK	1
	TOTAL 0010	**1**

ALL ITEMS ON THIS SHEET ARE CATEGORY 0010 UNLESS OTHERWISE NOTED

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
TRANSPORTATION PROJECT PLAT TITLE SHEET
8865-00-24
NEW RICHMOND - USH 8
NORTH JCT JEWELL STREET TO USH 8
STH 65
POLK COUNTY

CONVENTIONAL SYMBOLS

SECTION LINE
QUARTER LINE
SIXTEENTH LINE
NEW REFERENCE LINE
NEW R/W LINE
EXISTING R/W OR HE LINE
PROPERTY LINE
LOT, TIE & OTHER MINOR LINES
SLOPE INTERCEPT
CORPORATE LIMITS
UNDERGROUND FACILITY (COMMUNICATIONS, ELECTRIC, ETC)
NEW R/W (FEE OR HE) (HATCHING VARIES BY OWNER)
TEMPORARY LIMITED EASEMENT AREA
EASEMENT AREA (PERMANENT LIMITED OR RESTRICTED DEVELOPMENT)
TRANSMISSION STRUCTURES
BUILDING — TO BE REMOVED
BRIDGE — CULVERT

SECTION CORNER SYMBOL
SECTION CORNER MONUMENT
GEODETIC SURVEY MONUMENT
SIXTEENTH CORNER MONUMENT
SIGN
OFF-PREMISE SIGN

R/W MONUMENT (TO BE SET)
NON-MONUMENTED R/W POINT
FOUND IRON PIN (1-INCH UNLESS NOTED) IP

	COMPENSABLE	NON-COMPENSABLE
ELECTRIC POLE		
TELEPHONE POLE		
PEDESTAL (LABEL TYPE) (TV, TEL, ELEC, ETC.)		

ACCESS RESTRICTED BY ACQUISITION
NO ACCESS (BY STATUTORY AUTHORITY)
ACCESS RESTRICTED (BY PREVIOUS PROJECT OR CONTROL)
NO ACCESS (NEW HIGHWAY)

PARCEL NUMBER 25 — UTILITY NUMBER 40
PARALLEL OFFSETS

CONVENTIONAL ABBREVIATIONS

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

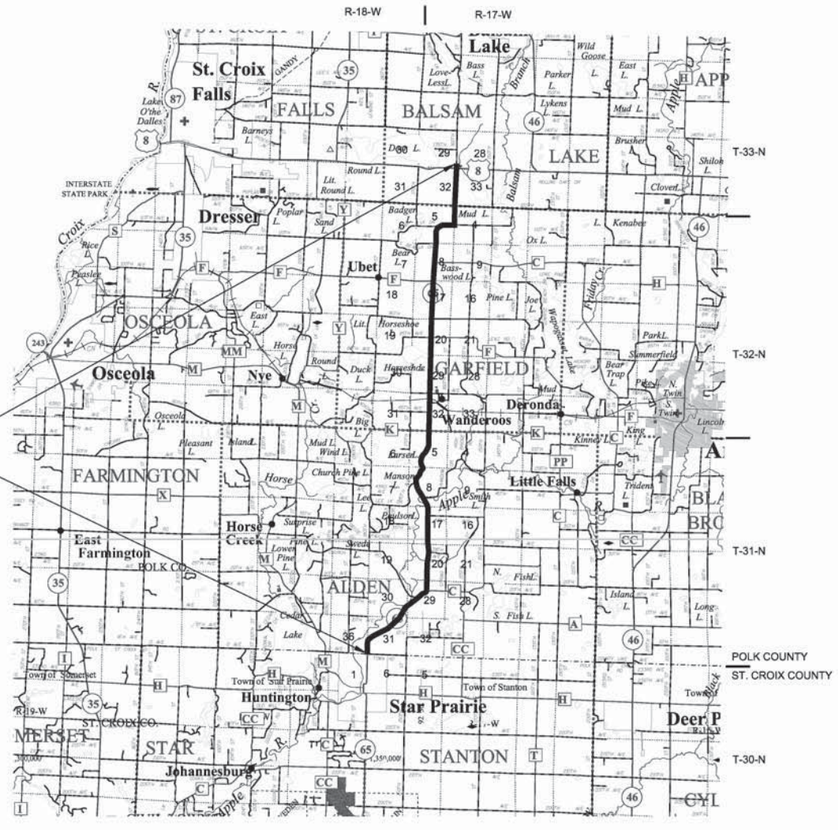
CURVE DATA

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

CONVENTIONAL UTILITY SYMBOLS

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

PROJECT LOCATION



LAYOUT
SCALE 0 2MI.

THE NOTES,CONVENTIONAL SIGNS, AND ABBREVIATIONS ARE ASSOCIATED WITH EACH TRANSPORTATION PROJECT PLAT FOR PROJECT 8865-00-24.

NOTES:

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

ALL NEW RIGHT-OF-WAY MONUMENTS WILL BE TYPE 2 (TYPICALLY ¾" X 24" IRON REBARS), UNLESS OTHERWISE NOTED, AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

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

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

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

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

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

FOR THE LATEST ACCESS/DRIVEWAY INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION IN THE NORTHWEST REGION.

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

EXISTING HIGHWAY RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINT OF REFERENCE:
INFORMATION FOR THE BASIS OF EXISTING HIGHWAY RIGHT-OF-WAY POINTS OF REFERENCE AND ACCESS CONTROL ARE LISTED ON THE TPP DETAIL PAGES.

PROJECT NUMBER 8865-00-24 -4, 01
SHEET 2-OF-2

FILE NAME : I:\41\410829_STH 65 POLK COUNTY\C3D\RW\88650024_0400.DWG
PLOT DATE : 1/18/2022 9:18 AM
PLOT BY : AYRES ASSOCIATES
PLOT NAME : _____

8865-00-24

TRANSPORTATION PROJECT PLAT NO: 8865-00-24-4.01 AMENDMENT NO. 1

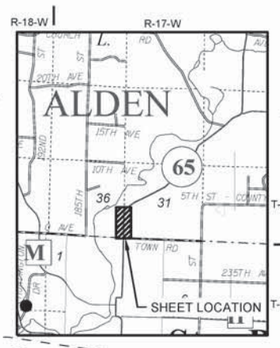
AMENDS PARCEL 6 AND ADDS PARCEL 5 OF TRANSPORTATION PROJECT PLAT NO: 8865-00-24-4.01 RECORDED AS DOCUMENT NUMBER 905474.

THAT PART OF LOT 1 OF CSM 3379, VOLUME 15 OF CERTIFIED SURVEY MAPS, ON PAGE 146, DOC NO. 613708, BEING IN AND INCLUDING THAT PART OF THE SOUTHEAST ¼ OF THE SOUTHEAST ¼, AND THAT PART OF THE NORTHEAST ¼ OF THE SOUTHEAST ¼ ALL IN SECTION 36, T32N-R18W, AND THAT PART OF OUTLOT 1, AND LOT 3 CERTIFIED SURVEY MAP 7113, VOLUME 32, PAGE 169, DOCUMENT NUMBER 873823, THAT PART OF LOTS 7 AND 8 CERTIFIED SURVEY MAP 7594, VOLUME 35, PAGE 79, DOCUMENT NUMBER 905970, AND THAT PART OF LOT 1 CERTIFIED SURVEY MAP 633, VOLUME 3, PAGE 125, DOCUMENT NUMBER 393757, BEING IN AND INCLUDING THAT PART OF THE FRACTIONAL NORTHWEST ¼ OF THE SOUTHWEST ¼ , AND THAT PART OF THE FRACTIONAL SOUTHWEST ¼ OF THE SOUTHWEST ¼ ALL IN SECTION 31, T32N, R17W, TOWN OF ALDEN, POLK COUNTY, WISCONSIN.

RELOCATION ORDER STH 65 NEW RICHMOND-USH 8 (NORTH JCT JEWELL STREET TO USH 8) - POLK COUNTY

TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION DEEMS IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN LANDS FOR THE ABOVE PROJECT.
TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 84.02 (3), 84.09, AND 84.30, WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION HEREBY ORDERS THAT:

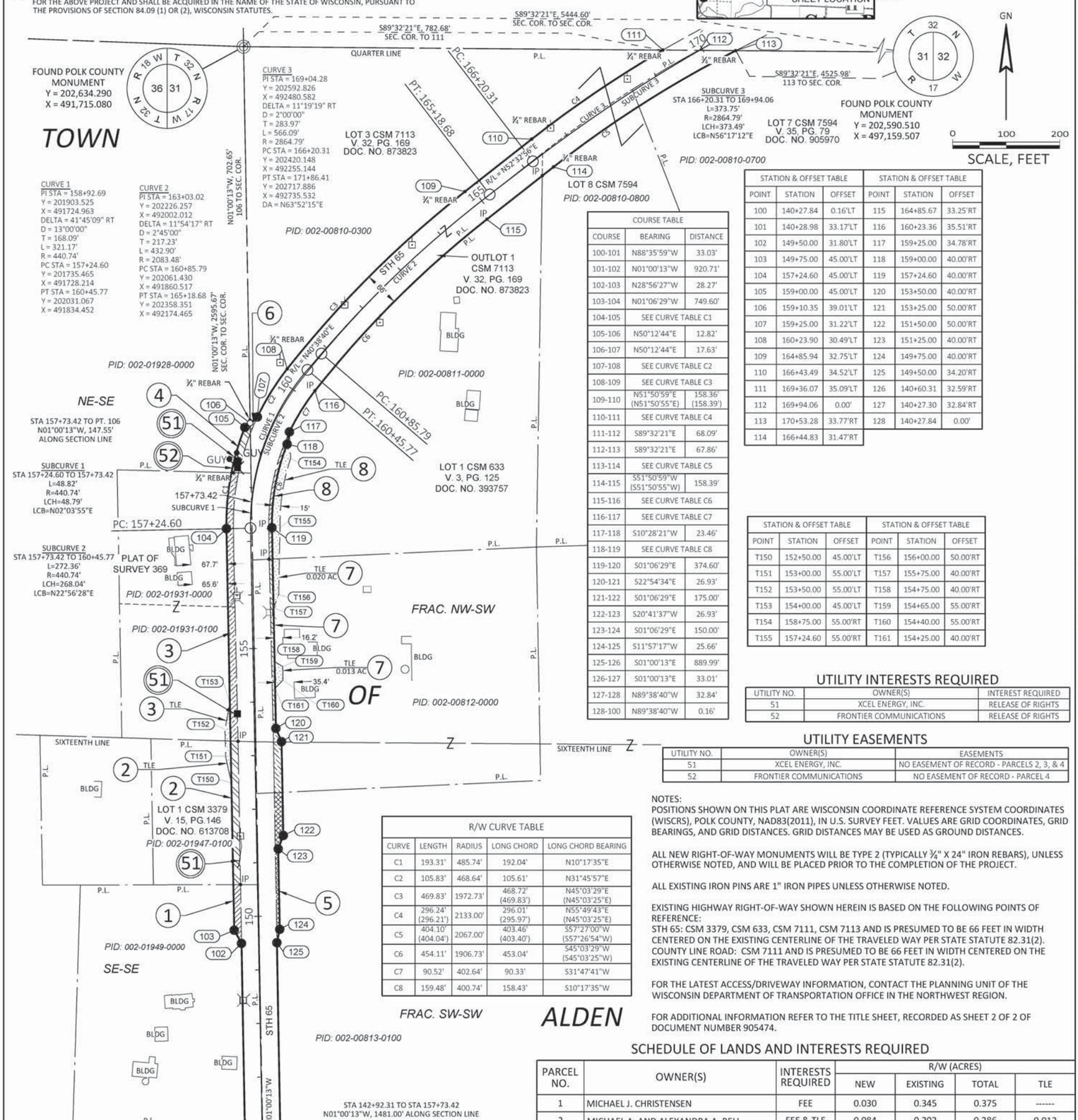
1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE STATE OF WISCONSIN, PURSUANT TO THE PROVISIONS OF SECTION 84.09 (1) OR (2), WISCONSIN STATUTES.



Doc # 989761
Envelope #: 3468
Polk County, Wisconsin
Sally L. Spanel, Register of Deeds
PLAT FEE: 25.00
Total: 25.00
RECORDED ON: 06/21/2022 11:18 AM
PAGES: 1

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 8865-00-24-4.01
AMENDMENT NO. 1
SHEET 1 OF 1

8865-00-24-4.01 AMENDMENT NO. 1



STATION & OFFSET TABLE			STATION & OFFSET TABLE		
POINT	STATION	OFFSET	POINT	STATION	OFFSET
100	140+27.84	0.16'LT	115	164+85.67	33.25'RT
101	140+28.98	33.17'LT	116	160+23.36	35.51'RT
102	149+50.00	31.80'LT	117	159+25.00	34.78'RT
103	149+75.00	45.00'LT	118	159+00.00	40.00'RT
104	157+24.60	45.00'LT	119	157+24.60	40.00'RT
105	159+00.00	45.00'LT	120	153+50.00	40.00'RT
106	159+10.35	39.01'LT	121	153+25.00	50.00'RT
107	159+25.00	31.22'LT	122	151+50.00	50.00'RT
108	160+23.90	30.49'LT	123	151+25.00	40.00'RT
109	164+85.94	32.75'LT	124	149+75.00	40.00'RT
110	166+43.49	34.52'LT	125	149+50.00	34.20'RT
111	169+36.07	35.09'LT	126	140+60.31	32.59'RT
112	169+94.06	0.00'	127	140+27.30	32.84'RT
113	170+53.28	33.77'RT	128	140+27.84	0.00'
114	166+44.83	31.47'RT			

COURSE TABLE		
COURSE	BEARING	DISTANCE
100-101	N88°35'59"W	33.03'
101-102	N01°00'13"W	920.71'
102-103	N28°56'27"W	28.27'
103-104	N01°06'29"W	749.60'
104-105	SEE CURVE TABLE C1	
105-106	N50°12'44"E	12.82'
106-107	N50°12'44"E	17.63'
107-108	SEE CURVE TABLE C2	
108-109	SEE CURVE TABLE C3	
109-110	N51°50'59"E (N51°50'55"E)	158.36' (158.39')
110-111	SEE CURVE TABLE C4	
111-112	S89°32'21"E	68.09'
112-113	S89°32'21"E	67.86'
113-114	SEE CURVE TABLE C5	
114-115	S51°50'59"W (S51°50'55"W)	158.39'
115-116	SEE CURVE TABLE C6	
116-117	SEE CURVE TABLE C7	
117-118	S10°28'21"W	23.46'
118-119	SEE CURVE TABLE C8	
119-120	S01°06'29"E	374.60'
120-121	S22°54'34"E	26.93'
121-122	S01°06'29"E	175.00'
122-123	S20°41'37"W	26.93'
123-124	S01°06'29"E	150.00'
124-125	S11°57'17"W	25.66'
125-126	S01°00'13"E	889.99'
126-127	S01°00'13"E	33.01'
127-128	N89°38'40"W	32.84'
128-100	N89°38'40"W	0.16'

R/W CURVE TABLE				
CURVE	LENGTH	RADIUS	LONG CHORD	LONG CHORD BEARING
C1	193.31'	485.74'	192.04'	N10°17'35"E
C2	105.83'	468.64'	105.61'	N31°45'57"E
C3	469.83'	1972.73'	468.72' (469.83')	N45°03'29"E (N45°03'25"E)
C4	296.24' (296.21')	2133.00'	296.01' (295.97')	N55°49'43"E (N45°03'25"E)
C5	404.10' (404.04')	2067.00'	403.46' (403.40')	S57°27'00"W (S57°26'54"W)
C6	454.11'	1906.73'	453.04'	S45°03'29"W (S45°03'25"W)
C7	90.52'	402.64'	90.33'	S31°47'41"W
C8	159.48'	400.74'	158.43'	S10°17'35"W

STATION & OFFSET TABLE			STATION & OFFSET TABLE		
POINT	STATION	OFFSET	POINT	STATION	OFFSET
T150	152+50.00	45.00'LT	T156	156+00.00	50.00'RT
T151	153+00.00	55.00'LT	T157	155+75.00	40.00'RT
T152	153+50.00	55.00'LT	T158	154+75.00	40.00'RT
T153	154+00.00	45.00'LT	T159	154+65.00	55.00'RT
T154	158+75.00	55.00'RT	T160	154+40.00	55.00'RT
T155	157+24.60	55.00'RT	T161	154+25.00	40.00'RT

UTILITY INTERESTS REQUIRED

UTILITY NO.	OWNER(S)	INTEREST REQUIRED
51	XCEL ENERGY, INC.	RELEASE OF RIGHTS
52	FRONTIER COMMUNICATIONS	RELEASE OF RIGHTS

UTILITY EASEMENTS

UTILITY NO.	OWNER(S)	EASEMENTS
51	XCEL ENERGY, INC.	NO EASEMENT OF RECORD - PARCELS 2, 3, & 4
52	FRONTIER COMMUNICATIONS	NO EASEMENT OF RECORD - PARCEL 4

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

ALL NEW RIGHT-OF-WAY MONUMENTS WILL BE TYPE 2 (TYPICALLY ¾" X 24" IRON REBARS), UNLESS OTHERWISE NOTED, AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

ALL EXISTING IRON PINS ARE 1" IRON PIPES UNLESS OTHERWISE NOTED.

EXISTING HIGHWAY RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE:
STH 65: CSM 3379, CSM 633, CSM 7111, CSM 7113 AND IS PRESUMED TO BE 66 FEET IN WIDTH CENTERED ON THE EXISTING CENTERLINE OF THE TRAVELED WAY PER STATE STATUTE 82.31(2).
COUNTY LINE ROAD: CSM 7111 AND IS PRESUMED TO BE 66 FEET IN WIDTH CENTERED ON THE EXISTING CENTERLINE OF THE TRAVELED WAY PER STATE STATUTE 82.31(2).

FOR THE LATEST ACCESS/DRIVEWAY INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN THE NORTHWEST REGION.

FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, RECORDED AS SHEET 2 OF 2 OF DOCUMENT NUMBER 905474.

SCHEDULE OF LANDS AND INTERESTS REQUIRED

PARCEL NO.	OWNER(S)	INTERESTS REQUIRED	R/W (ACRES) NEW	EXISTING	TOTAL	TLE
1	MICHAEL J. CHRISTENSEN	FEE	0.030	0.345	0.375	------
2	MICHAEL A. AND ALEXANDRA A. BELL	FEE & TLE	0.084	0.202	0.286	0.012
3	PATRICK J. THOMSEN	FEE & TLE	0.153	0.384	0.537	0.011
4	MARTHA ARMSTRONG DORAU AND LAURENCE E. DORAU	FEE	0.028	0.021	0.049	------
5	JACOB R. KRUSCHKE AND JADE M. KRUSCHKE	FEE	0.055	0.703	0.758	------
6	BEATRICE A. SCHINDEL DECKER IRREVOCABLE TRUST	FEE	0.003	1.735	1.738	------
7	CHRISTOPHER R. AND PAMALA GALKA	FEE & TLE	0.081	0.323	0.404	0.033
8	THOMAS F. AND CONSTANCE D. SCHNDELDECKER LIVING TRUST	FEE & TLE	0.031	------	0.031	0.072

OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT.
PURPOSE OF ALL THE TLES IS FOR GRADING, UNLESS NOTED.

WISCONSIN CHRISTOPHER R. BADTKE S-3150 EAU CLAIRE, WI LAND SURVEYOR

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

CHRISTOPHER R. BADTKE — DATE 06/20/2022
REGISTRATION NUMBER: S-3150

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION, NORTHWEST REGION.

HEATHER L. DRESEL — DATE 06/20/2022

AYRES

PLOT NAME : AYRES ASSOCIATES
PLOT BY : 6/20/2022 12:47 PM
PLOT DATE :
FILE NAME : I:\41\410829_STH 65 POLK COUNTY\C3D\RW\88650024_0401_AMEND 1.DWG
APPRAISAL PLAT DATE : 04/04/2022

TRANSPORTATION PROJECT PLAT NO: 8865-00-24-4.02

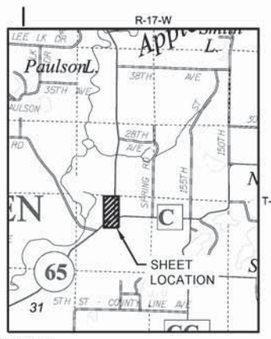
THAT PART OF LOT 1 OF CERTIFIED SURVEY MAP 2884, VOLUME 13, PAGE 138, DOCUMENT NUMBER 589213, BEING IN THE NORTHWEST ¼ OF THE NORTHEAST ¼, AND THAT PART OF LOT 2 OF CERTIFIED SURVEY MAP 5685, VOLUME 25, PAGE 162, DOCUMENT NUMBER 750062, BEING IN AND INCLUDING THAT PART OF THE SOUTHEAST ¼ OF THE NORTHWEST ¼, AND THAT PART OF THE NORTHEAST ¼ OF THE NORTHWEST ¼, AND THAT PART OF THE SOUTHWEST ¼ OF THE NORTHEAST ¼ ALL IN SECTION 29, T32N, R17W, TOWN OF ALDEN, POLK COUNTY, WISCONSIN.

RELOCATION ORDER STH 65 NEW RICHMOND-USH 8 (NORTH JCT JEWELL STREET TO USH 8) - POLK COUNTY

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

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 84.02 (3), 84.09, AND 84.30, WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION HEREBY ORDERS THAT:

1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE STATE OF WISCONSIN, PURSUANT TO THE PROVISIONS OF SECTION 84.09 (1) OR (2), WISCONSIN STATUTES.

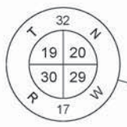


Doc # 905883
Envelope #: 3438
Polk County, Wisconsin
Sally L. Spanel, Register of Deeds
PLAT FEE: 25.00
Total: 25.00
RECORDED ON: 02/07/2022 03:45 PM
PAGES: 1

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 8865-00-24-4.02
SHEET 1 OF 1

GN

0 100 200
SCALE, FEET



CORNER COORDINATES FROM POLK COUNTY SURVEYOR
Y = 210,421.795
X = 497,054.961

N89°34'17"E, 2653.88'
SEC. COR. TO SEC. COR.

N89°34'17"E, 2620.88'
SEC. COR. TO PT. 223

N89°51'45"E, 2635.15'
SEC. COR. TO SEC. COR.

N89°51'45"E, 2602.15'
PT. 200 TO SEC. COR.

FOUND 2" SQUARE IRON MONUMENT
Y = 210,447.980
X = 502,343.903

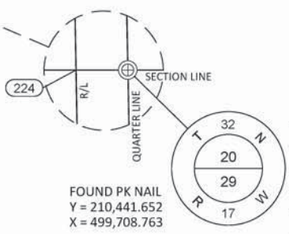
SECTION LINE

TOWN

S00°30'04"E, 234.74'
SEC. COR. TO STA 279+89.02

279+89.02

FOUND PK NAIL
Y = 210,441.652
X = 499,708.763



LOT 5 CSM 3863
V. 24, PG. 152
DOC. NO. 639906

EXISTING R/W
66'
STH 65
R/L = N00°43'06"W

S00°30'04"E, 1066.10'
STA 279+89.02 TO STA 269+22.60

BLDG

S00°30'04"E, 5259.70'
SEC. COR. TO SEC. COR.

OF

LOT 1 CSM 2884
V. 13, PG. 138
DOC. NO. 589213

NW-NE

NE-NW

PID: 002-00742-0000

PID: 002-00739-0100

STATION & OFFSET TABLE		
POINT	STATION	OFFSET
200	282+23.42	33.89'RT
201	270+50.00	32.58'RT
202	270+00.00	50.00'RT
203	269+80.30	50.00'RT
204	268+52.21	50.00'RT
205	268+41.94	146.65'RT
206	268+07.79	191.72'RT
207	267+14.35	98.50'RT
208	266+00.00	44.66'RT
209	265+75.00	50.00'RT
210	265+25.00	50.00'RT
211	265+00.00	31.75'RT
212	264+68.33	31.90'RT
213	264+57.62	32.81'RT
214	264+50.00	32.83'RT
215	264+50.00	0.00'
216	264+50.00	33.17'LT
217	265+00.10	50.00'LT
218	268+25.00	50.00'LT
219	268+75.00	80.00'LT
220	270+00.00	80.00'LT
221	270+50.00	50.00'LT
222	272+00.00	33.26'LT
223	282+23.92	32.11'LT
224	282+23.75	0.00'

COURSE TABLE		
COURSE	BEARING	DISTANCE
SEC. COR.-200	N89°51'45"E	33.00'
200-201	S00°39'16"E	1173.42'
201-202	S19°55'52"E	52.95'
202-203	S00°43'06"E	19.75'
203-204	SEE CURVE TABLE C1	
204-205	S64°33'20"E	97.48'
205-206	S21°58'49"E	66.00'
206-207	S66°13'36"W	156.61'
207-208	S66°13'36"W	144.13'
208-209	S43°26'25"W	28.39'
209-210	S59°31'22"W	56.07'
210-211	N81°38'56"W	32.99'
211-212	S66°13'36"W	31.67'
212-213	S61°40'39"W	10.75'
213-214	S66°17'40"W	7.62'
214-215	N23°29'30"W	32.83'
215-216	N23°29'30"W	33.17'
216-217	N47°56'11"E	52.86'
217-218	SEE CURVE TABLE C2	
218-219	N17°56'35"W	51.61'
219-220	N05°15'37"E	104.05'
220-221	N30°14'49"E	58.31'
221-222	N05°39'00"E	150.93'
222-223	N00°39'16"W	1023.92'
223-224	N89°34'17"E	32.11'
224-SEC. COR.	N89°34'17"E	0.89'

R/W CURVE TABLE				
CURVE	LENGTH	RADIUS	LONG CHORD	LONG CHORD BEARING
C1	143.68'	459.26'	143.10'	S08°15'01"W
C2	285.21'	359.26'	277.77'	N43°45'56"E

CURVE 1
PI STA = 260+15.56
Y = 208621.325
X = 499025.300
DELTA = 26°51'51" RT
D = 6°00'00"
T = 228.06'
L = 447.74'
R = 954.93'
PC STA = 257+87.50
Y = 208445.712
X = 498879.792
PT STA = 262+35.23
Y = 208712.234
X = 499234.459
DB = N39°38'39"E

CURVE 2
PI STA = 267+72.15
Y = 208926.259
X = 499726.876
DELTA = 67°13'36" LT
D = 14°00'00"
T = 272.05'
L = 480.19'
R = 409.26'
PC STA = 265+00.10
Y = 208817.816
X = 499477.377
PT STA = 269+80.30
Y = 209198.284
X = 499723.464

SUBCURVE 1
STA 265+00.10 TO 269+22.60
L=422.63'
R=409.26'
LCH=404.10'
LCB=N36°55'54"E

SUBCURVE 2
STA 269+22.60 TO 269+80.30
L=57.56'
R=409.26'
LCH=57.52'
LCB=N03°18'39"E

PT: 269+80.30
SUBCURVE 2
269+22.60

SIXTEENTH LINE

PC: 265+00.10

PT: 262+35.23

SE-NW

PID: 002-00758-0200

PID: 002-00740-0001

20th AVE

EXISTING R/W

STA 269+22.60 TO PT. 207
S00°30'04"E, 249.85' ALONG SECTION LINE

SW-NE

LOT 2 CSM 5685
V. 25, PG. 162
DOC. NO. 750062

1" IP

R/L = N66°30'30"E

S00°30'04"E, 3709.02'
PT. 207 TO SEC. COR.

PID: 002-00759-0000

ALDEN

EXISTING ACCESS CONTROL	
PARCEL NO.	DOCUMENT
11	V. 534, PG. 508, DOC. NO. 469527
13	V. 13, PG. 138, DOC. NO. 589213

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

ALL NEW RIGHT-OF-WAY MONUMENTS WILL BE TYPE 2 (TYPICALLY ¾" X 24" IRON REBARS), UNLESS OTHERWISE NOTED, AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

FOR THE LATEST ACCESS/DRIVEWAY INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN THE NORTHWEST REGION.

ALL EXISTING IRON PINS ARE ⅝" CAPPED REBARS UNLESS OTHERWISE NOTED.

EXISTING HIGHWAY RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE:
STH 65: CSM 5685, CSM 3863 AND CSM 2884 AND IS PRESUMED TO BE 66 FEET IN WIDTH CENTERED ON THE EXISTING CENTERLINE OF THE TRAVELED WAY PER STATE STATUTE 82.31(2).
20th AVE: IS PRESUMED TO BE 66 FEET IN WIDTH CENTERED ON THE EXISTING CENTERLINE OF THE TRAVELED WAY PER STATE STATUTE 82.31(2).

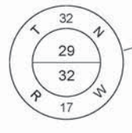
FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, RECORDED AS SHEET 2 OF 2 OF DOCUMENT NUMBER 905474.

UTILITY INTERESTS REQUIRED

UTILITY NO.	OWNER(S)	INTEREST REQUIRED
51	XCEL ENERGY, INC.	RELEASE OF RIGHTS
55	POLK-BURNETT ELECTRIC COOPERATIVE	RELEASE OF RIGHTS

UTILITY EASEMENTS

UTILITY NO.	OWNER(S)	EASEMENTS
51	XCEL ENERGY, INC.	NO EASEMENTS OF RECORD - PARCEL 11
55	POLK-BURNETT ELECTRIC COOPERATIVE	V. 180, PG. 497, DOC. NO. 270727 - PARCEL 11



FOUND HARRISON MONUMENT
Y = 205,182.153
X = 499,754.774

SCHEDULE OF LANDS AND INTERESTS REQUIRED

PARCEL NO.	OWNER(S)	INTERESTS REQUIRED	R/W (ACRES)		
			NEW	EXISTING	TOTAL
9	ROGER W. AND KRISTY L. KLEPEL	FEE	0.027	0.481	0.508
11	GEORGE J. CODY AND CHRISTINE N. CODY	FEE	0.354	0.667	1.021
12	POLK COUNTY	FEE	0.025	0.302	0.327
13	DAVID W. HEISS AND VICKIE J. HEISS	FEE	0.041	0.508	0.549

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

WISCONSIN
CHRISTOPHER R. BADTKE
S-3150
EAU CLAIRE, WI
LAND SURVEYOR

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

CHRISTOPHER R. BADTKE
REGISTRATION NUMBER: S-3150

02/04/2022
DATE

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION, NORTHWEST REGION.

AYRES

HEATHER L. DRESEL

02/07/2022
DATE

8865-00-24-4.02
44
PLOT NAME :
PLOT BY : AYRES ASSOCIATES
PLOT DATE : 2/4/2022 9:27 AM
FILE NAME : I:\41\410829_STH 65 POLK COUNTY\C3D\RW\8865\0024_0402.DWG
APPRAISAL PLAT DATE : 02/04/2022

TRANSPORTATION PROJECT PLAT NO: 8865-00-24-4.03

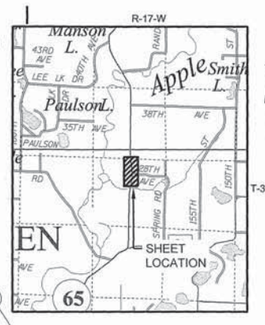
THAT PART OF LOT 1 CERTIFIED SURVEY MAP 3288, VOLUME 15, PAGE 55, DOCUMENT NUMBER 607741, AND THAT PART OF LOT 4 CERTIFIED SURVEY MAP 2616, VOLUME 12, PAGE 103, DOCUMENT NUMBER 576757, BEING IN AND INCLUDING THAT PART OF THE NORTHWEST ¼ OF THE NORTHEAST ¼, AND THAT PART OF THE SOUTHWEST ¼ OF THE NORTHEAST ¼, ALL IN SECTION 20, T32N, R17W, TOWN OF ALDEN, POLK COUNTY, WISCONSIN.

RELOCATION ORDER STH 65 NEW RICHMOND-USH 8 (NORTH JCT JEWELL STREET TO USH 8) - POLK COUNTY

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

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 84.02 (3), 84.09, AND 84.30, WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION HEREBY ORDERS THAT:

1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE STATE OF WISCONSIN, PURSUANT TO THE PROVISIONS OF SECTION 84.09 (1) OR (2), WISCONSIN STATUTES.



Doc # 905980
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Polk County, Wisconsin
Sally L. Spanel, Register of Deeds
PLAT FEE: 25.00
Total: 25.00
RECORDED ON: 02/10/2022 11:27 AM
PAGES: 1

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 8865-00-24-4.03
SHEET 1 OF 1

FOUND #7 REBAR
Y = 215,662.415
X = 499,606.755

SEE TPP 8865-00-24-4.04

S89°54'43"E, 20.84' SEC. COR. TO 300

334+67.40

S89°54'43"E, 2677.81' SEC. COR. TO SEC. COR.

S89°54'43"E, 2555.75' 301 TO SEC. COR.

LOT 1 CSM 3288 V. 15, PG.55 DOC. NO. 607741

BLDG

PT: 333+05.74

PID: 002-00431-0100

LOT 4 CSM 2616 V. 12, PG. 103 DOC. NO. 576757

FOUND ALUMINUM MONUMENT
Y = 215,658.294
X = 502,284.565

GN

0 100 200
SCALE, FEET

TOWN

NE-NW

NW-NE

STH 65

PC: 329+59.50

PID: 002-00517-0400

LOT 2 CSM 2616 V. 12, PG.103 DOC. NO. 576757

QUARTER LINE

EXISTING R/W

PID: 002-00518-0000

FOUND IP IS S09°54'57"E, 0.15' FROM POINT 308

PT: 323+52.42

28th AVENUE

OF

SIXTEENTH LINE

SE-NW

SW-NE

PC: 319+66.10

PID: 002-00521-0000

PID: 002-00528-0000

ALDEN

PT: 308+59.43

APPROX. QUARTER LINE

S89°46'09"W, 2639.44' PT. 317 TO SEC. COR.

S89°46'09"W, 5295.73' SEC. COR. TO SEC. COR.

S89°46'09"W, 2589.80' SEC. COR. TO PT. 316

CORNER COORDINATES FROM POLK COUNTY SURVEYOR
Y = 213,043.555
X = 497,019.051

CORNER COORDINATES FROM POLK COUNTY SURVEYOR
Y = 213,064.880
X = 502,314.740

COURSE TABLE		
COURSE	BEARING	DISTANCE
300-R/L	S89°54'43"E	50.61'
R/L-301	S89°54'43"E	50.61'
301-302	S08°48'59"E	109.57'
302-303	S17°17'45"E	101.26'
303-304	SEE CURVE TABLE C1	
304-305	S02°14'38"E	150.79'
305-306	S07°57'03"E	149.00'
306-307	S25°01'23"W	30.99'
307-308	S08°17'07"E	261.55'
308-309	S07°45'47"E	70.78'
309-310	SEE CURVE TABLE C2	
310-311	S07°30'07"W	55.01'
311-312	S18°08'20"E	27.73'
312-313	S07°30'07"W	50.00'
313-314	S33°08'35"W	27.73'
314-315	S07°30'07"W	962.80'
315-316	SEE CURVE TABLE C3	
316-R/L	S89°46'09"W	33.28'
R/L-317	S89°46'09"W	33.21'
317-318	SEE CURVE TABLE C4	
318-319	N07°30'07"E	962.80'
319-320	N18°08'20"W	27.73'
320-321	N07°30'07"E	50.00'
321-322	N33°08'35"E	27.73'
322-323	N07°30'07"E	55.01'
323-324	SEE CURVE TABLE C5	
324-325	N08°17'07"W	289.98'
325-326	N43°16'55"W	29.62'
326-327	N07°57'03"W	285.33'
327-328	SEE CURVE TABLE C6	
328-300	N08°48'59"W	169.49'

STATION & OFFSET TABLE		
POINT	STATION	OFFSET
T350	334+53.30	90.00'RT
T351	334+50.00	90.00'RT
T352	334+30.00	50.00'RT
T353	326+73.92	65.00'LT
T354	328+50.00	85.00'LT
T355	329+00.00	85.00'LT
T356	329+50.00	50.00'LT
T357	332+00.00	50.00'LT
T358	332+00.00	75.00'LT
T359	333+25.00	75.00'LT
T360	334+00.00	50.00'LT

STATION & OFFSET TABLE		
POINT	STATION	OFFSET
300	334+75.24	50.00'LT
301	334+59.57	50.00'RT
302	333+50.00	50.00'RT
303	332+50.00	65.00'RT
304	329+75.00	65.00'RT
305	328+25.00	50.00'RT
306	326+76.00	50.00'RT
307	326+50.00	33.13'RT
308	323+88.46	34.66'RT
309	323+18.50	34.84'RT
310	319+79.70	33.07'RT
311	319+25.00	33.00'RT
312	319+00.00	45.00'RT
313	318+50.00	45.00'RT
314	318+25.00	33.00'RT

STATION & OFFSET TABLE		
POINT	STATION	OFFSET
315	308+62.20	33.00'RT
316	308+41.32	33.03'RT
317	308+33.14	32.96'LT
318	308+62.20	33.00'LT
319	318+25.00	33.00'LT
320	318+50.00	45.00'LT
321	319+00.00	45.00'LT
322	319+25.00	33.00'LT
323	319+80.34	32.93'LT
324	323+60.02	31.17'LT
325	326+50.00	32.87'LT
326	326+74.17	50.00'LT
327	329+59.50	50.00'LT
328	333+05.74	50.00'LT

CURVE 1
PI STA = 307+22.66
Y = 212940.353
X = 499676.541
DELTA = 8°13'14" RT
D = 3°00'00"
T = 137.24'
L = 274.02'
R = 1909.86'
PC STA = 305+85.42
Y = 212803.121
X = 499678.262
PT STA = 308+59.43
Y = 213076.422
X = 499694.460
DB = N00°43'06"W

SUBCURVE 1
STA 308+37.15 TO 308+59.43
L=22.28'
R=1909.86'
LCH=22.28'
LCB=N07°10'04"E

CURVE 2
PI STA = 321+60.44
Y = 214366.296
X = 499864.322
DELTA = 15°27'10" LT
D = 4°00'00"
T = 194.34'
L = 386.32'
R = 1432.40'
PC STA = 319+66.10
Y = 214173.620
X = 499838.949
PT STA = 323+52.42
Y = 214558.768
X = 499837.441

CURVE 3
PI STA = 331+32.62
Y = 215331.467
X = 499729.522
DELTA = 0°51'56" LT
D = 0°15'00"
T = 173.13'
L = 346.25'
R = 22918.31'
PC STA = 329+59.50
Y = 215160.004
X = 499753.470
PT STA = 333+05.74
Y = 215502.550
X = 499702.987

R/W CURVE TABLE				
CURVE	LENGTH	RADIUS	LONG CHORD	LONG CHORD BEARING
C1	275.78'	22983.31'	275.78'	S08°20'00"E
C2	346.90'	1414.00'	346.03'	S00°28'26"W
C3	20.57'	1915.35'	20.57'	S07°11'40"W
C4	29.51'	1981.35'	29.51'	N07°04'31"E
C5	371.45'	1348.00'	370.27'	N00°23'31"W
C6	345.49'	22868.31'	345.49'	N08°23'01"W

EXISTING ACCESS CONTROL

PARCEL NO.	RECORDING INFORMATION
17	BOOK 841 PG. 264 DOC. NO. 607680 BOOK 841 PG. 265 DOC. NO. 607681
19	BOOK 841 PG. 264 DOC. NO. 607680 BOOK 841 PG. 265 DOC. NO. 607681

UTILITY INTERESTS REQUIRED

UTILITY NO.	OWNER(S)	INTEREST REQUIRED
52	FRONTIER COMMUNICATIONS	RELEASE OF RIGHTS
55	POLK-BURNETT ELECTRIC COOPERATIVE	RELEASE OF RIGHTS

UTILITY EASEMENTS

UTILITY NO.	OWNER(S)	EASEMENTS
52	FRONTIER COMMUNICATIONS	NO EASEMENT OF RECORD - PARCEL 18
55	POLK-BURNETT ELECTRIC COOPERATIVE	V 425, PG 42, DOC. NO. 397680 - PARCEL 14 V 541 PG. 997 DOC. 474122 - PARCELS 14 AND 16 V 172 PG. 305 DOC. 251451 - PARCELS 16 AND 18 V 644 PG 651 DOC. NO. 525832 - PARCELS 17 AND 19 V 585, PG 917, DOC. NO. 498388 - PARCEL 18

SCHEDULE OF LANDS AND INTERESTS REQUIRED

PARCEL NO.	OWNER(S)	INTERESTS REQUIRED	R/W (ACRES) NEW	EXISTING	TOTAL	TLE
14	CRAIG S. SCHULTZ AND JULIE L. SCHULTZ	FEE	0.021	2.151	2.172	------
16	MARK R. TRITT AND NANCY EDGETT TRITT	FEE	0.021	------	0.021	------
17	WENDELL AND MARCELLA VIEBROCK	FEE & TLE	0.196	0.997	1.193	0.171
18	MARSHA GARSKE	FEE & TLE	0.470	0.837	1.307	0.015
19	MARY JO WEBBER	FEE & TLE	0.099	------	0.099	0.087

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

PURPOSE OF ALL THE TLES IS FOR GRADING, UNLESS NOTED.

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

ALL NEW RIGHT-OF-WAY MONUMENTS WILL BE TYPE 2 (TYPICALLY ¾" X 24" IRON REBARS), UNLESS OTHERWISE NOTED, AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

FOR THE LATEST ACCESS/DRIVEWAY INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN THE NORTHWEST REGION.

ALL EXISTING IRON PINS ARE 1" IRON PIPES UNLESS OTHERWISE NOTED.

EXISTING HIGHWAY RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE:
STH 65: CSMs 2616 AND 3288 AND IS PRESUMED TO BE 66 FEET IN WIDTH CENTERED ON THE EXISTING CENTERLINE OF THE TRAVELED WAY PER STATE STATUTE 82.31(2).
28TH AVENUE: CSM 2616 AND IS PRESUMED TO BE 66 FEET IN WIDTH CENTERED ON THE EXISTING CENTERLINE OF THE TRAVELED WAY PER STATE STATUTE 82.31(2).

FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, RECORDED AS SHEET 2 OF 2 OF DOCUMENT NUMBER 905474.

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

CHRISTOPHER R. BADTKE
REGISTRATION NUMBER: S-3150

02/09/2022
DATE

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION, NORTHWEST REGION.

HEATHER L. DRESEL

02/09/2022
DATE

AYRES

Doc # 905980 Env. 344A

8865-00-24-4.03
PLOT NAME: AYRES ASSOCIATES
PLOT BY: 2/10/2022 2:45 PM
PLOT DATE:
FILE NAME: I:\41\410823_STH 65 POLK COUNTY\C3D\RW\88650024_0403.DWG
APPRAISAL PLAT DATE: 02/09/2022

TRANSPORTATION PROJECT PLAT NO: 8865-00-24-4.04

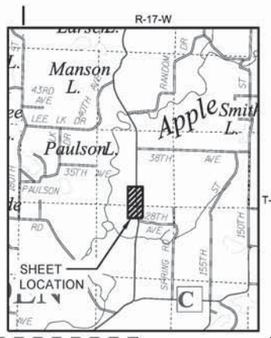
THAT PART OF LOT 1 AND OUTLOT 1 CERTIFIED SURVEY MAP 3288, VOLUME 15, PAGE 55, DOCUMENT NUMBER 607741, BEING IN AND INCLUDING THAT PART OF THE SOUTHEAST ¼ OF THE SOUTHWEST ¼ AND THAT PART OF THE SOUTHWEST ¼ OF THE SOUTHEAST ¼, AND THAT PART OF THE NORTHEAST ¼ OF THE SOUTHWEST ¼, AND THAT PART OF THE NORTHWEST ¼ OF THE SOUTHEAST ¼, ALL IN SECTION 17, T32N, R17W, TOWN OF ALDEN, POLK COUNTY, WISCONSIN.

RELOCATION ORDER STH 65 NEW RICHMOND-USH 8 (NORTH JCT JEWELL STREET TO USH 8) - POLK COUNTY

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

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 84.02 (3), 84.09, AND 84.30, WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION HEREBY ORDERS THAT:

1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE STATE OF WISCONSIN, PURSUANT TO THE PROVISIONS OF SECTION 84.09 (1) OR (2), WISCONSIN STATUTES.



Doc # 906035
Envelope #: 3448
Polk County, Wisconsin
Sally L. Spanel, Register of Deeds
PLAT FEE: 25.00
Total: 25.00
RECORDED ON: 02/11/2022 01:13 PM
PAGES: 1

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 8865-00-24-4.04
SHEET 1 OF 1

46

8865-00-24-4.04

FOUND ALUMINUM MONUMENT
Y = 220,866.803
X = 499,513.185

N01°01'48"W, 2590.33' SEC. COR. TO SEC. COR.

STA 360+84.49

S89°58'00"E, 2580.69' PT. 411 TO SEC. COR.

S89°58'00"E, 2647.01' SEC. COR. TO SEC. COR.

FOUND ALUMINUM MONUMENT
Y = 218,275.353
X = 502,206.758

FOUND ALUMINUM MONUMENT
Y = 218,278.425
X = 496,927.237

COMPUTED LOCATION PER FEDERAL METHOD
Y = 218,276.893
X = 499,559.749

S89°58'00"E, 0.30' SEC. COR. TO PT. 410

DETAIL NOT TO SCALE

N01°01'48"W, 2614.91' SEC. COR. TO SEC. COR.

REMNANT 264 SF

REMNANT 206 SF

REMNANT 0.072 AC.

PI: 354+35.59
Y: 217628.098
X: 499606.370
Δ: 00°25'05" RT

PI: 348+17.06
Y: 217009.800
X: 499623.224
Δ: 00°19'59" LT

PT: 338+16.52

PC: 335+13.00

STA 334+67.40
R/L = N08°48'59"W

N89°54'43"W, 2555.75' SEC. COR. TO 429
N89°54'43"W, 2677.81' SEC. COR. TO SEC. COR.

SEE TPP 8865-00-24-4.03

CURVE 1
PI STA = 336+64.98
Y = 215857.545
X = 499647.927
DELTA = 7°35'17" RT
D = 2°30'00"
T = 151.99'
L = 303.53'
R = 2291.83'
PC STA = 335+13.00
Y = 215707.355
X = 499671.222
PT STA = 338+16.52
Y = 216009.495
X = 499644.670

LOT 1 CSM 3288
V. 15, PG.55
DOC. NO. 607741

OUTLOT 1 CSM 3288

FOUND #7 REBAR
Y = 215,662.415
X = 499,606.755

FOUND ALUMINUM MONUMENT
Y = 215,658.294
X = 502,284.565

PID: 002-00428-0000
PID: 002-00433-0000
PID: 002-00431-0000
PID: 002-00434-0000
PID: 002-00431-0100
PID: 002-00434-0100

TOWN
ALDEN
OF

STH 65

SE-NW
SW-NE
NW-SE
NE-SW
SE-SW
SW-SE

P.L. QUARTER LINE
SIXTEENTH LINE
EXISTING R/W
EXISTING R/W AND QUARTER LINE ARE NOT THE SAME
QUARTER LINE P.L.
R/L = N01°08'36"W
R/L = N01°33'41"W
R/L = N01°13'42"W

BLDG

GN
0 100 200
SCALE, FEET

STATION & OFFSET TABLE		
POINT	STATION	OFFSET
T450	337+75.00	50.00'LT
T451	338+16.52	65.00'LT
T452	340+00.00	65.00'LT
T453	340+25.00	50.00'LT
T455	349+00.00	80.00'LT
T456	351+25.00	80.00'LT
T457	351+75.00	50.00'LT
T458	353+00.00	50.00'LT
T459	353+00.00	60.00'LT
T460	354+25.00	60.00'LT
T461	354+25.00	50.00'LT
T462	355+50.00	50.00'RT
T463	355+50.00	60.00'RT

STATION & OFFSET TABLE		
POINT	STATION	OFFSET
T464	354+00.00	60.00'RT
T465	354+00.00	50.00'RT
T466	352+00.00	50.00'RT
T467	352+00.00	60.00'RT
T468	350+25.00	60.00'RT
T469	350+25.00	50.00'RT
T470	340+25.00	70.00'RT
T471	340+15.00	105.00'RT
T472	339+75.00	105.00'RT
T473	339+65.00	70.00'RT
T474	334+85.00	70.00'RT
T475	334+75.00	90.00'RT
T476	334+53.30	90.00'RT

COURSE TABLE		
COURSE	BEARING	DISTANCE
400-401	N08°48'59"W	37.76'
401-402	SEE CURVE TABLE C1	
402-403	N01°13'42"W	558.48'
403-404	N32°24'38"E	30.03'
404-405	N01°13'42"W	400.00'
405-406	N34°56'30"W	30.05'
406-407	N01°33'41"W	610.48'
407-408	N01°08'36"W	239.60'
408-409	N32°29'51"E	30.03'
409-410	N01°08'36"W	385.18'
410-R/L	S89°58'00"E	33.37'
R/L-411	S89°58'00"E	32.65'
411-412	S01°08'36"E	383.82'
412-413	S35°55'17"E	30.44'
413-414	S01°08'36"E	239.23'
414-415	S01°33'41"E	610.70'
415-416	S33°29'11"W	30.41'
416-417	S01°13'42"E	400.00'
417-418	S36°00'47"E	30.44'
418-419	S01°13'42"E	200.00'
419-420	S12°32'17"E	101.98'
420-421	S01°13'42"E	125.00'
421-422	S13°42'12"W	77.62'
422-423	S01°13'42"E	58.48'
423-424	SEE CURVE TABLE C2	
424-425	S19°08'30"E	75.72'
425-426	SEE CURVE TABLE C3	
426-427	S15°03'48"W	52.64'
427-428	SEE CURVE TABLE C4	
428-429	S08°48'59"E	53.43'
429-R/L	N89°54'43"W	50.61'
R/L-400	N89°54'43"W	50.61'

STATION & OFFSET TABLE		
POINT	STATION	OFFSET
400	334+75.24	50.00'LT
401	335+13.00	50.00'LT
402	338+16.52	50.00'LT
403	343+75.00	50.00'LT
404	344+00.00	33.37'LT
405	348+00.00	33.37'LT
406	348+25.29	50.00'LT
407	354+35.59	50.00'LT
408	356+75.00	50.00'LT
409	357+00.00	33.36'LT
410	360+85.18	33.36'LT
411	360+83.82	32.64'RT
412	357+00.00	32.64'RT
413	356+75.00	50.00'RT
414	354+35.77	50.00'RT

STATION & OFFSET TABLE		
POINT	STATION	OFFSET
415	348+24.71	50.00'RT
416	348+00.00	32.63'RT
417	344+00.00	32.63'RT
418	343+75.00	50.00'RT
419	341+75.00	50.00'RT
420	340+75.00	70.00'RT
421	339+50.00	70.00'RT
422	338+75.00	50.00'RT
423	338+16.52	50.00'RT
424	337+50.00	50.00'RT
425	336+75.00	70.00'RT
426	336+00.00	70.00'RT
427	335+50.00	50.00'RT
428	335+13.00	50.00'RT
429	334+59.57	50.00'RT

R/W CURVE TABLE				
CURVE	LENGTH	RADIUS	LONG CHORD	LONG CHORD BEARING
C1	310.15'	2341.83'	309.92'	N05°01'20"W
C2	65.07'	2241.83'	65.07'	S02°03'35"E
C3	72.71'	2221.83'	72.71'	S05°42'14"E
C4	36.19'	2241.83'	36.19'	S08°21'14"E

EXISTING ACCESS CONTROL

PARCEL NO.	RECORDING INFORMATION
17	BOOK 841 PG. 264 DOC. NO. 607680 BOOK 841 PG. 265 DOC. NO. 607681
19	BOOK 841 PG. 264 DOC. NO. 607680 BOOK 841 PG. 265 DOC. NO. 607681

UTILITY INTERESTS REQUIRED

UTILITY NO.	OWNER(S)	INTEREST REQUIRED
52	FRONTIER COMMUNICATIONS	RELEASE OF RIGHTS
53	NORTHERN NATURAL GAS	RELEASE OF RIGHTS
55	POLK-BURNETT ELECTRIC COOPERATIVE	RELEASE OF RIGHTS

UTILITY EASEMENTS

UTILITY NO.	OWNER(S)	EASEMENTS
52	FRONTIER COMMUNICATIONS	NO EASEMENTS OF RECORD - PARCELS 21, 23, & 26
53	NORTHERN NATURAL GAS	V. 238, P. 362, DOC. NO. 302642 - PARCEL 17 V. 238, P. 364, DOC. NO. 302643 - PARCELS 21 & 23 V. 556, P. 200, DOC. NO. 483151 - PARCELS 21 & 23 V. 642, P. 510, DOC. NO. 524775 - PARCELS 21 & 23
55	POLK-BURNETT ELECTRIC COOPERATIVE	V. 172, P. 278, DOC. NO. 251424 - PARCELS 17, 24, & 26 V. 172, P. 305, DOC. NO. 251451 - PARCELS 21 & 23 V. 541, P. 997, DOC. NO. 474122 - PARCEL 21 V. 625, P. 674, DOC. NO. 516765 - PARCEL 26 V. 641, P. 888, DOC. NO. 524471 - PARCEL 23 V. 687, P. 996, DOC. NO. 545578 - PARCEL 23

SCHEDULE OF LANDS AND INTERESTS REQUIRED

PARCEL NO.	OWNER(S)	INTERESTS REQUIRED	R/W (ACRES)			
			NEW	EXISTING	TOTAL	TLE
17	WENDELL AND MARCELLA VIEBROCK	FEE & TLE	0.072	0.000	0.072	0.026
19	MARY JO WEBBER	FEE & TLE	0.186	0.000	0.186	0.049
21	GARY B. PLATT	FEE & TLE	0.428	0.524	0.952	0.062
22	RICHARD R. AND MARY E. GRAMBERG	FEE	0.051	0.524	0.575	------
23	CAROL OTTMAN	FEE	0.141	0.935	1.076	------
24	WENDELL VIEBROCK	FEE & TLE	0.261	0.000	0.261	0.227
26	SHAWN L. AND ALANA J. BROWN	FEE & TLE	0.422	1.981	2.403	0.075

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

PURPOSE OF ALL THE TLES IS FOR GRADING, UNLESS NOTED.

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

ALL NEW RIGHT-OF-WAY MONUMENTS WILL BE TYPE 2 (TYPICALLY ¾" X 24" IRON REBARS), UNLESS OTHERWISE NOTED, AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

FOR THE LATEST ACCESS/DRIVEWAY INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN THE NORTHWEST REGION.

ALL EXISTING IRON PINS ARE 1" IRON PIPES UNLESS OTHERWISE NOTED.

EXISTING HIGHWAY RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE:
STH 65: CSM 3288 AND IS PRESUMED TO BE 66 FEET IN WIDTH CENTERED ON THE EXISTING CENTERLINE OF THE TRAVELED WAY PER STATE STATUTE 82.31(2).

FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, RECORDED AS SHEET 2 OF 2 OF DOCUMENT NUMBER 905474.

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

CHRISTOPHER R. BADTKE
REGISTRATION NUMBER: S-3150

02/10/2022
DATE

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION, NORTHWEST REGION.

HEATHER L. DRESEL

02/10/2022
DATE

AYRES

PLOT NAME : 8865-00-24-4.04
PLOT BY : AYRES ASSOCIATES
PLOT DATE : 2/10/2022 9:55 AM
FILE NAME : I:\41\410829_STH 65 POLK COUNTY\C3D\RW\8865\0024_0404.DWG
APPRAISAL PLAT DATE : 02/10/2022

TRANSPORTATION PROJECT PLAT NO: 8865-00-24-4.05

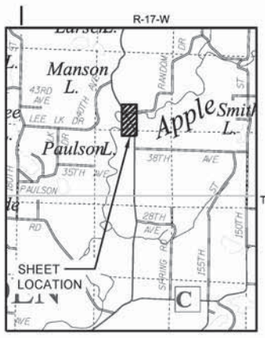
THAT PART OF THE SOUTHEAST ¼ OF THE SOUTHWEST ¼ AND THAT PART OF THE SOUTHWEST ¼ OF THE SOUTHEAST ¼ ALL IN SECTION 8, T32N, R17W, TOWN OF ALDEN, POLK COUNTY, WISCONSIN.

RELOCATION ORDER STH 65 NEW RICHMOND-USH 8 (NORTH JCT JEWELL STREET TO USH 8) - POLK COUNTY

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

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 84.02 (3), 84.09, AND 84.30, WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION HEREBY ORDERS THAT:

1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE STATE OF WISCONSIN, PURSUANT TO THE PROVISIONS OF SECTION 84.09 (1) OR (2), WISCONSIN STATUTES.



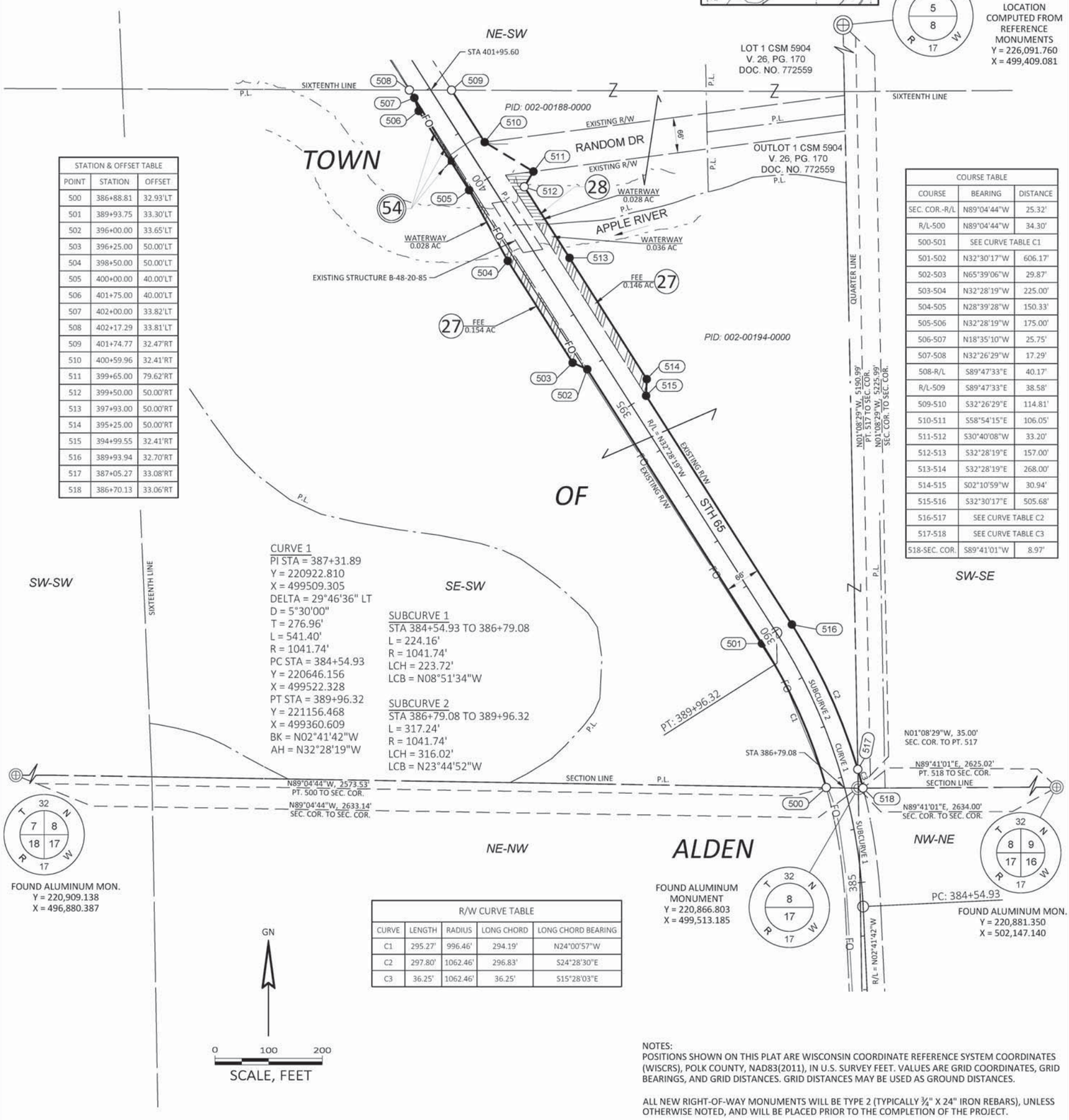
Doc # 906081
Envelope #: 3454
Polk County, Wisconsin
Sally L. Spanel, Register of Deeds
PLAT FEE: 25.00
Total: 25.00
RECORDED ON: 02/14/2022 01:34 PM
PAGES: 1

47

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 8865-00-24-4.05
SHEET 1 OF 1

8865-00-24-4.05

LOCATION COMPUTED FROM REFERENCE MONUMENTS
Y = 226,091.760
X = 499,409.081



STATION & OFFSET TABLE		
POINT	STATION	OFFSET
500	386+88.81	32.93'LT
501	389+93.75	33.30'LT
502	396+00.00	33.65'LT
503	396+25.00	50.00'LT
504	398+50.00	50.00'LT
505	400+00.00	40.00'LT
506	401+75.00	40.00'LT
507	402+00.00	33.82'LT
508	402+17.29	33.81'LT
509	401+74.77	32.47'RT
510	400+59.96	32.41'RT
511	399+65.00	79.62'RT
512	399+50.00	50.00'RT
513	397+93.00	50.00'RT
514	395+25.00	50.00'RT
515	394+99.55	32.41'RT
516	389+93.94	32.70'RT
517	387+05.27	33.08'RT
518	386+70.13	33.06'RT

COURSE TABLE		
COURSE	BEARING	DISTANCE
SEC. COR.-R/L	N89°04'44"W	25.32'
R/L-500	N89°04'44"W	34.30'
500-501	SEE CURVE TABLE C1	
501-502	N32°30'17"W	606.17'
502-503	N65°39'06"W	29.87'
503-504	N32°28'19"W	225.00'
504-505	N28°39'28"W	150.33'
505-506	N32°28'19"W	175.00'
506-507	N18°35'10"W	25.75'
507-508	N32°26'29"W	17.29'
508-R/L	S89°47'33"E	40.17'
R/L-509	S89°47'33"E	38.58'
509-510	S32°26'29"E	114.81'
510-511	S58°54'15"E	106.05'
511-512	S30°40'08"W	33.20'
512-513	S32°28'19"E	157.00'
513-514	S32°28'19"E	268.00'
514-515	S02°10'59"W	30.94'
515-516	S32°30'17"E	505.68'
516-517	SEE CURVE TABLE C2	
517-518	SEE CURVE TABLE C3	
518-SEC. COR.	S89°41'01"W	8.97'

R/W CURVE TABLE				
CURVE	LENGTH	RADIUS	LONG CHORD	LONG CHORD BEARING
C1	295.27'	996.46'	294.19'	N24°00'57"W
C2	297.80'	1062.46'	296.83'	S24°28'30"E
C3	36.25'	1062.46'	36.25'	S15°28'03"E

UTILITY INTERESTS REQUIRED

UTILITY NO.	OWNER(S)	INTEREST REQUIRED
54	NORTHWEST COMMUNICATIONS	RELEASE OF RIGHTS

UTILITY EASEMENTS

UTILITY NO.	OWNER(S)	EASEMENTS
54	NORTHWEST COMMUNICATIONS	NO EASEMENT OF RECORD - PARCEL 27

SCHEDULE OF LANDS AND INTERESTS REQUIRED

PARCEL NO.	OWNER(S)	INTERESTS REQUIRED	R/W (ACRES)		
			NEW	EXISTING	TOTAL
27	THOMAS AND ANGELIA WISE	FEE	0.300	2.074	2.374
28	LARRY F. AND CLAUDIA BEHNE	FEE	0.055	0.265	0.320

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

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

ALL NEW RIGHT-OF-WAY MONUMENTS WILL BE TYPE 2 (TYPICALLY ¾" X 24" IRON REBARS), UNLESS OTHERWISE NOTED, AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

FOR THE LATEST ACCESS/DRIVEWAY INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN THE NORTHWEST REGION.

EXISTING HIGHWAY RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE:
STH 65: IS PRESUMED TO BE 66 FEET IN WIDTH CENTERED ON THE EXISTING CENTERLINE OF THE TRAVELED WAY PER STATE STATUTE 82.31(2).
RANDOM DRIVE: CSM 5904 AND IS PRESUMED TO BE 66 FEET IN WIDTH CENTERED ON THE EXISTING CENTERLINE OF THE TRAVELED WAY PER STATE STATUTE 82.31(2).

FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, RECORDED AS SHEET 2 OF 2 OF DOCUMENT NUMBER 905474.

WISCONSIN CHRISTOPHER R. BADTKE S-3150 EAU CLAIRE, WI LAND SURVEYOR

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

CHRISTOPHER R. BADTKE
REGISTRATION NUMBER: S-3150
02/11/2022
DATE

AYRES

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION, NORTHWEST REGION.

HEATHER L. DRESEL
02/11/2022
DATE

PLOT NAME : Badtke, Christopher
PLOT BY : 2/11/2022 8:19 AM
PLOT DATE :
FILE NAME : I:\41\410829_STH 65 POLK COUNTY\C3D\RW\88650024_0405.DWG
APPRAISAL PLAT DATE : 02/11/2022

TOWN OF GARFIELD

Doc # 906082
Envelope #: 3458
Polk County, Wisconsin
Sally L. Spanel, Register of Deeds
PLAT FEE: 25.00
Total: 25.00
RECORDED ON: 02/14/2022 01:36 PM
PAGES: 1

48

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 8865-00-24-4.06
SHEET 1 OF 1

8865-00-24-4.06

TRANSPORTATION PROJECT PLAT NO: 8865-00-24-4.06

THAT PART OF LOT 2 OF CERTIFIED SURVEY MAP 7448 RECORDED IN VOLUME 34 OF CERTIFIED SURVEY MAPS, ON PAGE 114, DOC. NO. 896660 LOCATED IN THE SOUTHWEST ¼ OF THE NORTHEAST ¼, AND THAT PART OF THE NORTHWEST ¼ OF THE NORTHEAST ¼, AND THAT PART OF THE SOUTHEAST ¼ OF THE NORTHWEST ¼, AND THAT PART OF THE NORTHEAST ¼ OF THE NORTHWEST ¼ ALL IN SECTION 5, T32N, R17W, TOWN OF ALDEN, POLK COUNTY, WISCONSIN.

RELOCATION ORDER STH 65 NEW RICHMOND-USH 8 (NORTH JCT JEWELL STREET TO USH 8) - POLK COUNTY

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

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 84.02 (3), 84.09, AND 84.30, WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION HEREBY ORDERS THAT:

1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE STATE OF WISCONSIN, PURSUANT TO THE PROVISIONS OF SECTION 84.09 (1) OR (2), WISCONSIN STATUTES.

UTILITY INTERESTS REQUIRED

UTILITY NO.	OWNER(S)	INTEREST REQUIRED
54	NORTHWEST COMMUNICATIONS	RELEASE OF RIGHTS
55	POLK-BURNETT ELECTRIC COOPERATIVE	RELEASE OF RIGHTS

UTILITY EASEMENTS

UTILITY NO.	OWNER(S)	EASEMENTS
54	NORTHWEST COMMUNICATIONS	NO EASEMENT OF RECORD - PARCEL 31
55	POLK-BURNETT ELECTRIC COOPERATIVE	V. 172 P. 196 DOC. 249264 - PARCEL 29 V. 442 P. 804 DOC. 409807 - PARCEL 29

STATION & OFFSET TABLE		
POINT	STATION	OFFSET
600	500+47.88	75.73'RT
601	499+31.53	76.12'RT
602	491+87.78	75.55'RT
603	489+87.80	75.40'RT
604	488+88.08	33.43'RT
605	487+75.00	33.24'RT
606	487+50.00	40.00'RT
607	486+75.00	40.00'RT
608	486+50.00	33.08'RT
609	486+50.00	22.26'RT
610	486+50.00	32.92'LT
611	486+75.00	40.00'LT
612	487+50.00	40.00'LT
613	487+75.00	32.76'LT
614	488+87.74	32.57'LT
615	489+87.69	59.48'LT
616	491+87.95	59.32'LT
617	499+21.13	55.42'LT
618	500+47.06	56.67'LT
DQ6301	499+80.59	58.21'LT

R/W COURSE TABLE		
COURSE	BEARING	DISTANCE
SEC. COR.-600	S89°57'36"E	74.89'
600-601	S00°02'24"W	116.35'
601-602	S00°16'29"W	743.75'
602-603	S00°16'29"W	199.99'
603-604	S23°03'25"W	108.19'
604-605	S00°19'45"W	113.08'
605-606	S14°54'33"E	25.90'
606-607	S00°13'52"W	75.00'
607-608	S15°42'05"W	25.94'
608-609	N89°46'08"W	10.82'
609-R/L	N89°46'08"W	22.26'
R/L-610	N89°46'08"W	32.92'
610-611	N15°34'58"W	25.98'
611-612	N00°13'52"E	75.00'
612-613	N16°22'20"E	26.03'
613-614	N00°19'45"E	112.74'
614-615	N14°50'06"W	103.51'
615-616	N00°16'29"E	200.26'
616-617	N00°32'10"E (N00°32'45"E)	733.19' (733.26')
617-618	N00°20'12"W	125.94'
618-R/L	N89°39'48"E	56.67'
R/L-SEC. COR.	N89°39'48"E	0.84'

SCHEDULE OF LANDS AND INTERESTS REQUIRED

PARCEL NO.	OWNER(S)	INTERESTS REQUIRED	R/W (ACRES)		
			FEE	EXISTING	TOTAL
29	MIKE TRAISER A/K/A MICHAEL R. TRAISER	FEE	0.016	0.291	0.307
31	LOREN R. DUSEK AND TRACY A. DUSEK	FEE	0.016	0.070	0.086

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

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

ALL NEW RIGHT-OF-WAY MONUMENTS WILL BE TYPE 2 (TYPICALLY ¾" X 24" IRON REBARS), UNLESS OTHERWISE NOTED, AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

ALL EXISTING IRON PINS ARE CAPPED 1" UNLESS OTHERWISE NOTED.

EXISTING HIGHWAY RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE:
STH 65: PREVIOUS TPP 8865-00-20-4.01-AMENDMENT NO. 1 AND IS PRESUMED TO BE 66 FEET IN WIDTH CENTERED ON THE EXISTING CENTERLINE OF THE TRAVELED WAY PER STATE STATUTE 82.31(2).
CTH K: PREVIOUS TPP 8865-00-20-4.01-AMENDMENT NO. 1 AND IS PRESUMED TO BE 66 FEET IN WIDTH CENTERED ON THE EXISTING CENTERLINE OF THE TRAVELED WAY PER STATE STATUTE 82.31(2).

FOR THE LATEST ACCESS/DRIVEWAY INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN THE NORTHWEST REGION.

FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, RECORDED AS SHEET 2 OF 2 OF DOCUMENT NUMBER 905474.

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

CHRISTOPHER R. BADTKE
REGISTRATION NUMBER: S-3150

02/11/2022
DATE

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION, NORTHWEST REGION.

HEATHER L. DRESEL

02/11/2022
DATE

PLOT NAME : I:\41\410829_STH 65 POLK COUNTY\C3D\RW\88650024_0406.DWG
PLOT BY : AYRES ASSOCIATES
PLOT DATE : 2/11/2022 8:25 AM
FILE NAME : APPRAISAL PLAT DATE : 02/11/2022

TRANSPORTATION PROJECT PLAT NO: 8865-00-24-4.07

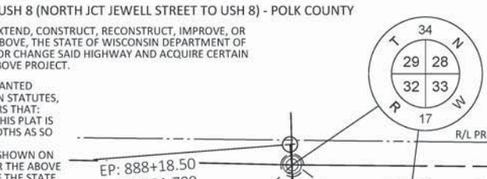
THAT PART OF THE NORTHEAST ¼ OF THE NORTHEAST ¼ OF SECTION 32 AND THAT PART OF THE NORTHWEST ¼ OF THE NORTHWEST ¼ OF SECTION 33, ALL IN T34N, R17W, TOWN OF BALSAM LAKE, POLK COUNTY, WISCONSIN.

RELOCATION ORDER STH 65 NEW RICHMOND-USH 8 (NORTH JCT JEWELL STREET TO USH 8) - POLK COUNTY

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

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 84.02 (3), 84.09, AND 84.30, WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION HEREBY ORDERS THAT:

1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE STATE OF WISCONSIN, PURSUANT TO THE PROVISIONS OF SECTION 84.09 (1) OR (2), WISCONSIN STATUTES.



FOUND HARRISON MONUMENT
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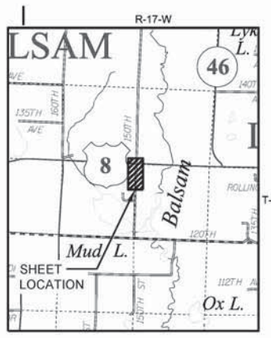
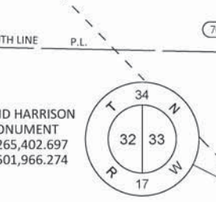
X = 502,008.650



Doc # 906083
Envelope #: 346A
Polk County, Wisconsin
Sally L. Spanel, Register of Deeds
PLAT FEE: 25.00
Total: 25.00
RECORDED ON: 02/14/2022 01:39 PM
PAGES: 1

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 8865-00-24-4.07
SHEET 1 OF 1

R/L PROJECT NO. 8399-01-21
SECTION LINE
EP: 888+18.50
Y: 268031.799
X: 502007.289
N88°47'38"W, 0.33' SEC. COR. TO R/L
888+05.00
R/L
SECTION LINE
888+01.49
S00°55'41"W, 3.50' SEC. COR. TO R/L
DETAIL NOT TO SCALE
150'
S00°55'41"W, 130.20' R/L TO PT. 700
USH 8
EXISTING R/W P.L.
¾" CAPPED REBAR IP
STA 886+70.78
IP ¾" CAPPED REBAR
EXISTING R/W P.L.
FOUND IP IS N87°05'10"W, 0.62' FROM POINT 717
FOUND IP IS S88°31'22"W, 0.62' FROM POINT 701
S00°55'41"W, 270.52' PT. 700 TO PT. 713
EXISTING R/W
EXISTING R/W
30'
BLDG
BLDG
PID: 006-00942-0000
PERMANENT LIMITED EASEMENT TO WISDOT V 546, PG 59, DOC. 476781
FEE 0.058 AC 41
FEE 10 SF 41
TOWN
R/L = N04°23'53"W
885
PID: 006-00991-0000
TLE 41
38
38
TLE
37
FEE 0.004 AC 39
FEE 0.002 AC 39
PID: 006-00943-0000
PT: 883+16.57
BLDG
S00°55'41"W, 2615.99' SEC. COR. TO SEC. COR.
NE-NE
NW-NW
REMNANT 0.069 AC.
SECTION LINE
STH 65
PID: 006-00990-0000
OF
BLDG
CURVE 1
PI STA = 881+16.25
Y = 267330.966
X = 502061.190
DELTA = 8°01'33" LT
D = 2°00'00"
T = 200.98'
L = 401.30'
R = 2864.79'
PC STA = 879+15.27
Y = 267130.393
X = 502048.472
PT STA = 883+16.57
Y = 267531.351
X = 502045.778
S00°55'41"W, 2211.77' PT. 713 TO SEC. COR.
C2
CURVE 1
C1
EXISTING R/W
EXISTING R/W
66'
880
BLDG
PC: 879+15.27
REMNANT 0.069 AC.
R/L = N03°37'41"E
BALSAM LAKE
875
SIXTEENTH LINE
SIXTEENTH LINE
SE-NE
SW-NW
FOUND HARRISON MONUMENT
Y = 265,402.697
X = 501,966.274
STA 874+94.24



GN
0 50 100
SCALE, FEET

STATION & OFFSET TABLE		
POINT	STATION	OFFSET
700	886+71.84	12.09'LT
701	886+67.83	33.35'RT
702	885+50.00	33.12'RT
703	885+00.00	60.00'RT
704	884+50.00	60.00'RT
705	884+00.09	32.84'RT
706	883+24.03	32.70'RT
707	879+00.66	32.90'RT
708	874+96.04	33.10'RT
709	874+92.46	32.89'LT
710	879+00.62	33.10'LT
711	883+24.16	33.30'LT
712	884+00.00	33.16'LT
713	884+02.49	37.20'LT
714	884+12.32	53.14'LT
715	885+21.27	52.93'LT
716	885+50.00	32.88'LT
717	886+73.66	32.64'LT

STATION & OFFSET TABLE		
POINT	STATION	OFFSET
T750	884+90.00	80.00'RT
T751	884+60.00	80.00'RT
T752	884+30.00	85.00'LT
T753	884+70.00	85.00'LT
T754	884+90.00	52.99'LT

COURSE TABLE		
COURSE	BEARING	DISTANCE
700-R/L	S89°21'00"E	12.13'
R/L-701	S89°21'00"E	33.48'
701-702	S04°17'22"E	117.83'
702-703	S32°39'26"E	56.77'
703-704	S04°23'53"E	50.00'
704-705	S24°09'18"W	56.82'
705-706	S04°17'22"E	76.06'
706-707	SEE CURVE TABLE C1	
707-708	S03°35'57"W	404.62'
708-R/L	N89°28'51"W	33.15'
R/L-709	N89°28'51"W	32.94'
709-710	N03°35'57"E	408.17'
710-711	SEE CURVE TABLE C2	
711-712	N04°17'22"W	75.84'
712-713	N62°44'39"W	4.74'
713-714	N62°44'39"W	18.73'
714-715	N04°17'22"W	108.95'
715-716	N30°31'00"E	35.04'
716-717	N04°17'22"W	123.66'
717-700	S89°21'00"E	20.64'

SCHEDULE OF LANDS AND INTERESTS REQUIRED

PARCEL NO.	OWNER(S)	INTERESTS REQUIRED	R/W (ACRES) NEW	EXISTING	TOTAL	TLE
37	RIVER VALLEY CHRISTIAN CHURCH INC.	FEE	0.002	------	0.002	------
38	MICHAEL JAMES REICH AND LISA MARIE SPENGLER	FEE & TLE	0.056	0.054	0.110	0.043
39	CAROL ANN LINDEN	FEE	0.006	0.961	0.967	------
41	JACOB C. LYNCH	FEE & TLE	0.058	0.313	0.371	0.018

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

PURPOSE OF ALL THE TLES IS FOR GRADING, UNLESS NOTED.

R/W CURVE TABLE				
CURVE	LENGTH	RADIUS	LONG CHORD	LONG CHORD BEARING
C1	427.92'	3108.00'	427.58'	S00°20'43"E
C2	418.83'	3042.00'	418.50'	N00°20'43"W

UTILITY INTERESTS REQUIRED

UTILITY NO.	OWNER(S)	INTEREST REQUIRED
55	POLK-BURNETT ELECTRIC COOPERATIVE	RELEASE OF RIGHTS
56	LUMEN TECHNOLOGIES	RELEASE OF RIGHTS

UTILITY EASEMENTS

UTILITY NO.	OWNER(S)	EASEMENTS
55	POLK-BURNETT ELECTRIC COOPERATIVE	V 147, PG 70, DOC. NO. 213630 - PARCELS 37 & 38 V 432, PG 53, DOC. NO. 402504 - PARCEL 37
56	LUMEN TECHNOLOGIES	V 316, PG 450, DOC. NO. 336694 - PARCELS 37 & 38 V 477, PG 356, DOC. NO. 433152 - PARCEL 37 V 477, PG 357, DOC. NO. 433153 - PARCEL 38 BOOK 836, PG 165, DOC. NO. 606022 - PARCELS 37 & 38

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

ALL NEW RIGHT-OF-WAY MONUMENTS WILL BE TYPE 2 (TYPICALLY ¾" X 24" IRON REBARS), UNLESS OTHERWISE NOTED, AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

FOR THE LATEST ACCESS/DRIVEWAY INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN THE NORTHWEST REGION.

EXISTING HIGHWAY RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE:
STH 65: PREVIOUS PROJECT NO. 8399-01-21 AND IS PRESUMED TO BE 66 FEET IN WIDTH CENTERED ON THE EXISTING CENTERLINE OF THE TRAVELED WAY PER STATE STATUTE 82.31(2).
USH 8: DIVISION JOB 8684 AND PREVIOUS PROJECT NO. 8399-01-21

FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, RECORDED AS DOCUMENT 905474.

WISCONSIN CHRISTOPHER R. BADTKE S-3150 EAU CLAIRE, WI LAND SURVEYOR

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

CHRISTOPHER R. BADTKE — 02/11/2022
REGISTRATION NUMBER: S-3150 — DATE

AYRES

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION, NORTHWEST REGION.

HEATHER L. DRESEL — 02/14/2022
HEATHER L. DRESEL — DATE

FILE NAME : I:\41\410829_STH 65 POLK COUNTY\C3D\RW\8865\0024_0407.DWG
APPRAISAL PLAT DATE : 02/11/2022
PLOT DATE : 2/14/2022 8:46 AM
PLOT BY : Badtke, Christopher
PLOT NAME :
PLOT SCALE : ##########
8865-00-24-4.07
49

4

R/W PROJECT NUMBER: 8865-00-24	SHEET NUMBER: 1

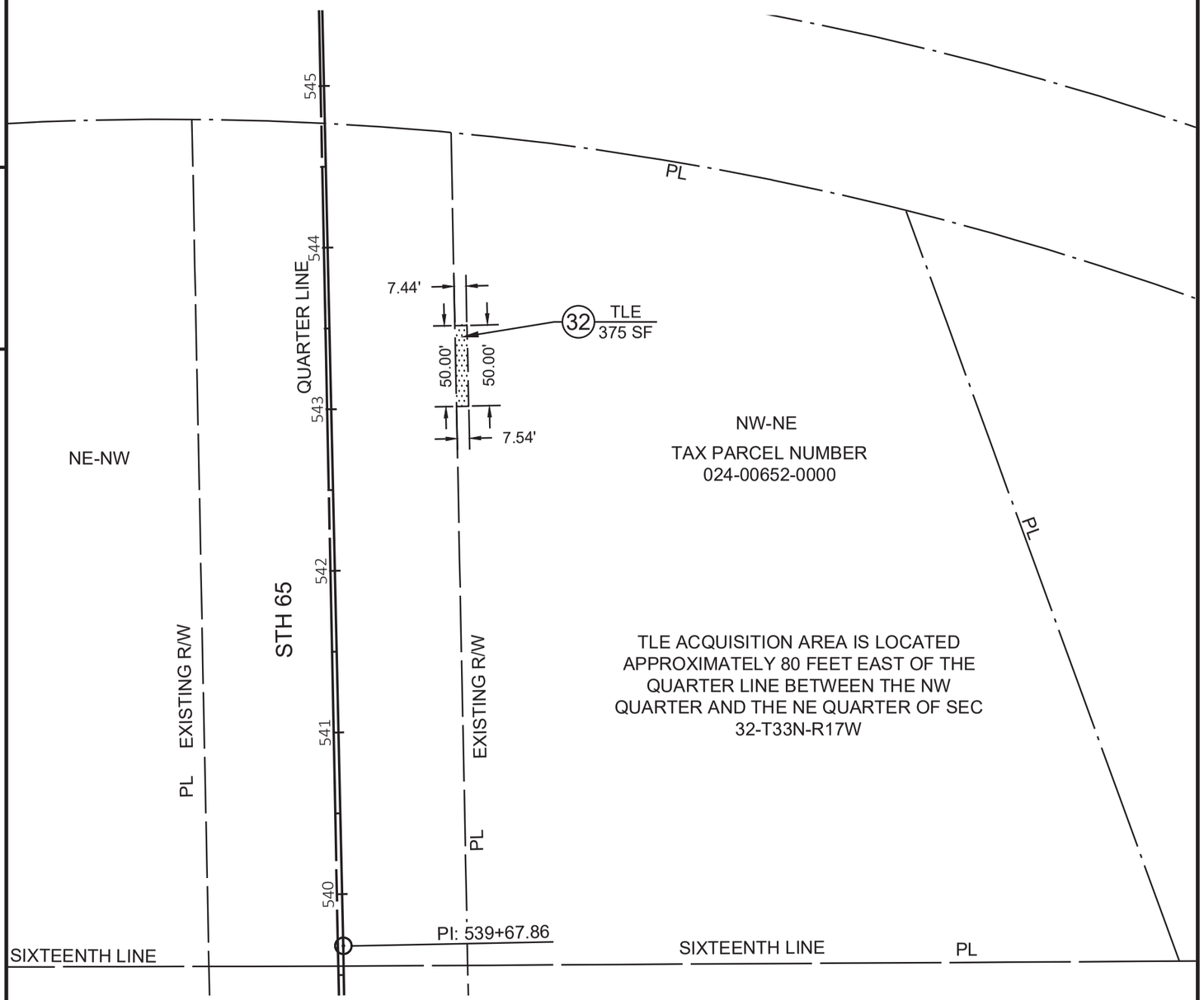
TLE ACQUISITION EXHIBIT
RELOCATION ORDER STH 65 NEW RICHMOND TO USH 8

STH 65 — POLK COUNTY

PART OF THE NORTHWEST 1/4 OF THE NORTHEAST 1/4 OF SECTION 32, T33N, R17W, TOWN OF GARFIELD, POLK COUNTY, WISCONSIN

NOTES:
THIS EXHIBIT IS A GRAPHIC REPRESENTATION AND IS FOR REFERENCE PURPOSES ONLY. REFER TO THE CONVEYANCE DOCUMENT FOR PARCEL RELATED DETAILS.

THIS TLE IS FOR THE RIGHT TO CONSTRUCT, CUT, AND/OR FILL SLOPES, INCLUDING FOR SUCH PURPOSE THE RIGHT TO OPERATE THE NECESSARY EQUIPMENT THEREON AND THE RIGHT OF INGRESS AND EGRESS AS LONG AS REQUIRED FOR SUCH PUBLIC PURPOSE, INCLUDING THE RIGHT TO PRESERVE, PROTECT, REMOVE, OR PLANT THEREON ANY VEGETATION THAT THE HIGHWAY AUTHORITIES DEEM NECESSARY OR DESIRABLE.



SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT.

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	TLE S.F.
32	TRUST AGREEMENT OF GORDON AND JEAN JOHNSON	TLE	375

UTILITY INTERESTS REQUIRED

UTILITY NUMBER	UTILITY OWNER(S)	INTEREST REQUIRED
N/A	N/A	N/A

GN

SCALE, FEET
0 50 100

FILE NAME : 88650024 TLE EXHIBIT PARCEL 32.DWG PLOT DATE : 6/8/2021 9:00 AM R/W PROJECT: 8865-00-24

4

R/W PROJECT NUMBER: 8865-00-24	SHEET NUMBER: 2

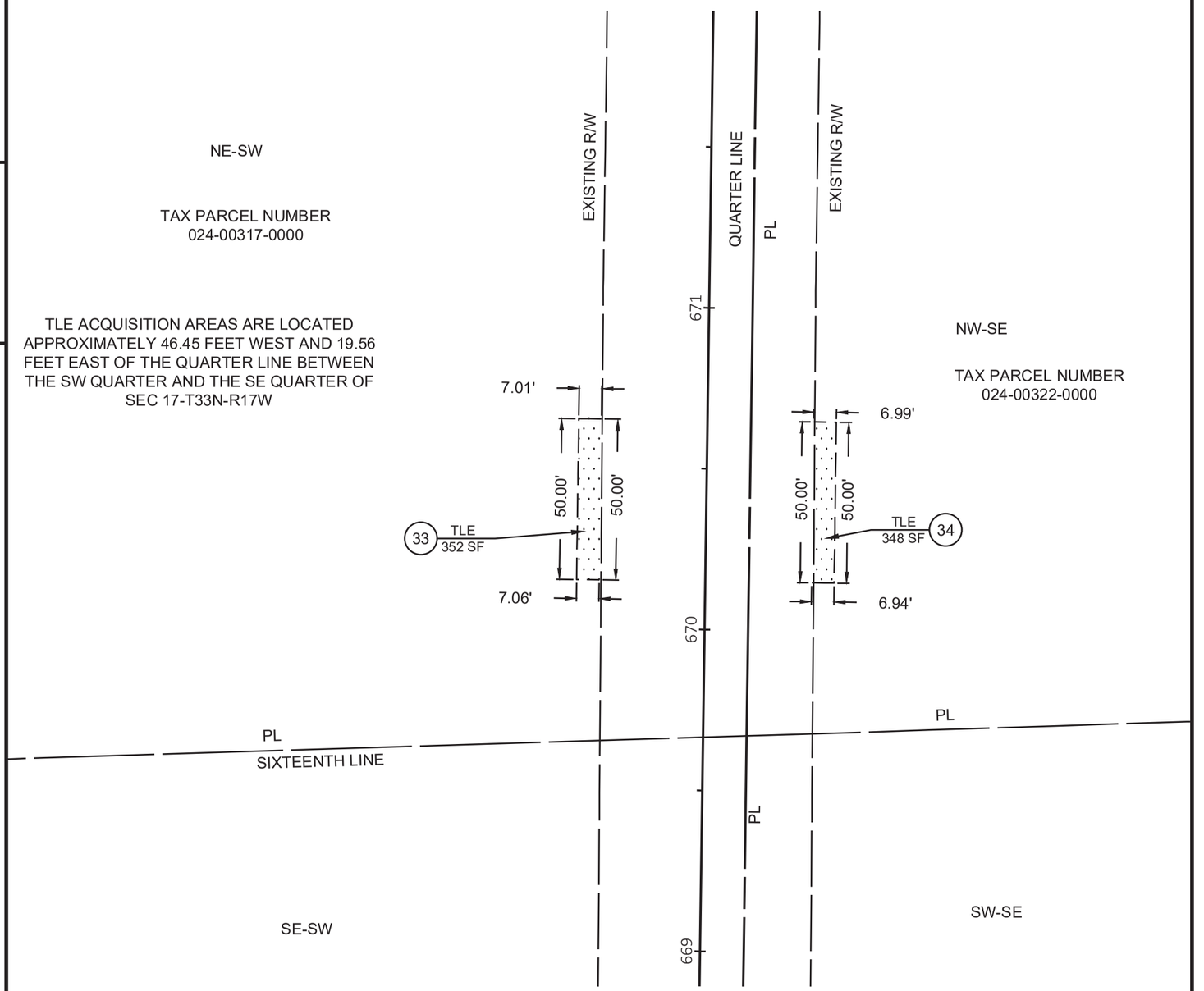
TLE ACQUISITION EXHIBIT
RELOCATION ORDER STH 65 NEW RICHMOND TO USH 8

STH 65 — POLK COUNTY

PART OF THE NORTHEAST ¼ OF THE SOUTHWEST ¼ AND PART OF THE NORTHWEST ¼ OF THE SOUTHEAST ¼ OF SECTION 17, T33N, R17W, TOWN OF GARFIELD, POLK COUNTY, WISCONSIN

NOTES:
THIS EXHIBIT IS A GRAPHIC REPRESENTATION AND IS FOR REFERENCE PURPOSES ONLY. REFER TO THE CONVEYANCE DOCUMENT FOR PARCEL RELATED DETAILS.

THIS TLE IS FOR THE RIGHT TO CONSTRUCT, CUT, AND/OR FILL SLOPES, INCLUDING FOR SUCH PURPOSE THE RIGHT TO OPERATE THE NECESSARY EQUIPMENT THEREON AND THE RIGHT OF INGRESS AND EGRESS AS LONG AS REQUIRED FOR SUCH PUBLIC PURPOSE, INCLUDING THE RIGHT TO PRESERVE, PROTECT, REMOVE, OR PLANT THEREON ANY VEGETATION THAT THE HIGHWAY AUTHORITIES DEEM NECESSARY OR DESIRABLE.



SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT.

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	TLE S.F.
33	URLICH FACILITY, LLC	TLE	352
34	LARRY L. LARSON AND KATHELEEN C. LARSON	TLE	348

UTILITY INTERESTS REQUIRED

UTILITY NUMBER	UTILITY OWNER(S)	INTEREST REQUIRED
N/A	N/A	N/A

GN

SCALE, FEET
0 25 50

FILE NAME : 88650024 TLE EXHIBIT PARCEL 33-34.DWG PLOT DATE : 6/8/2021 9:05 AM R/W PROJECT: 8865-00-24

R/W PROJECT NUMBER: 8865-00-24	SHEET NUMBER: 3

TLE ACQUISITION EXHIBIT
RELOCATION ORDER STH 65 NEW RICHMOND TO USH 8

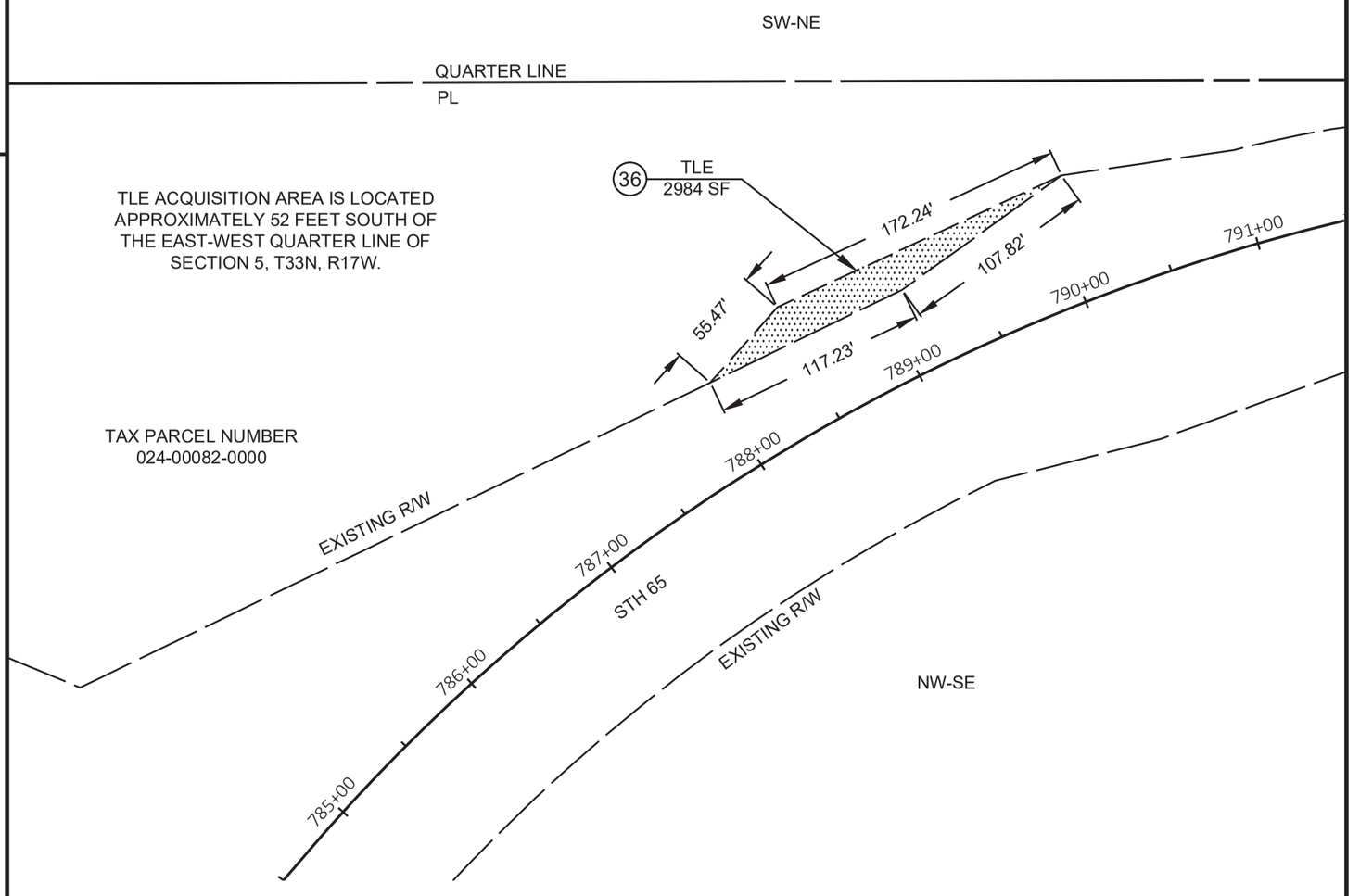
STH 65 — POLK COUNTY

PART OF THE NORTHWEST ¼ OF THE SOUTHEAST ¼ OF SECTION 5, T33N, R17W, TOWN OF GARFIELD, POLK COUNTY, WISCONSIN

NOTES:
THIS EXHIBIT IS A GRAPHIC REPRESENTATION AND IS FOR REFERENCE PURPOSES ONLY. REFER TO THE CONVEYANCE DOCUMENT FOR PARCEL RELATED DETAILS.

THIS TLE IS FOR THE RIGHT TO CONSTRUCT, CUT, AND/OR FILL SLOPES, INCLUDING FOR SUCH PURPOSE THE RIGHT TO OPERATE THE NECESSARY EQUIPMENT THEREON AND THE RIGHT OF INGRESS AND EGRESS AS LONG AS REQUIRED FOR SUCH PUBLIC PURPOSE, INCLUDING THE RIGHT TO PRESERVE, PROTECT, REMOVE, OR PLANT THEREON ANY VEGETATION THAT THE HIGHWAY AUTHORITIES DEEM NECESSARY OR DESIRABLE.

4



SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT.

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	TLE S.F.
36	MARY M. TUCHSCHERER	TLE	2984

UTILITY INTERESTS REQUIRED

UTILITY NUMBER	UTILITY OWNER(S)	INTEREST REQUIRED
N/A	N/A	N/A

GN

SCALE, FEET
0 50 100

FILE NAME : 88650024 TLE EXHIBIT PARCEL 36.DWG PLOT DATE : 6/8/2021 9:20 AM R/W PROJECT: 8865-00-24

4

R/W PROJECT NUMBER: 8865-00-24	SHEET NUMBER: 4

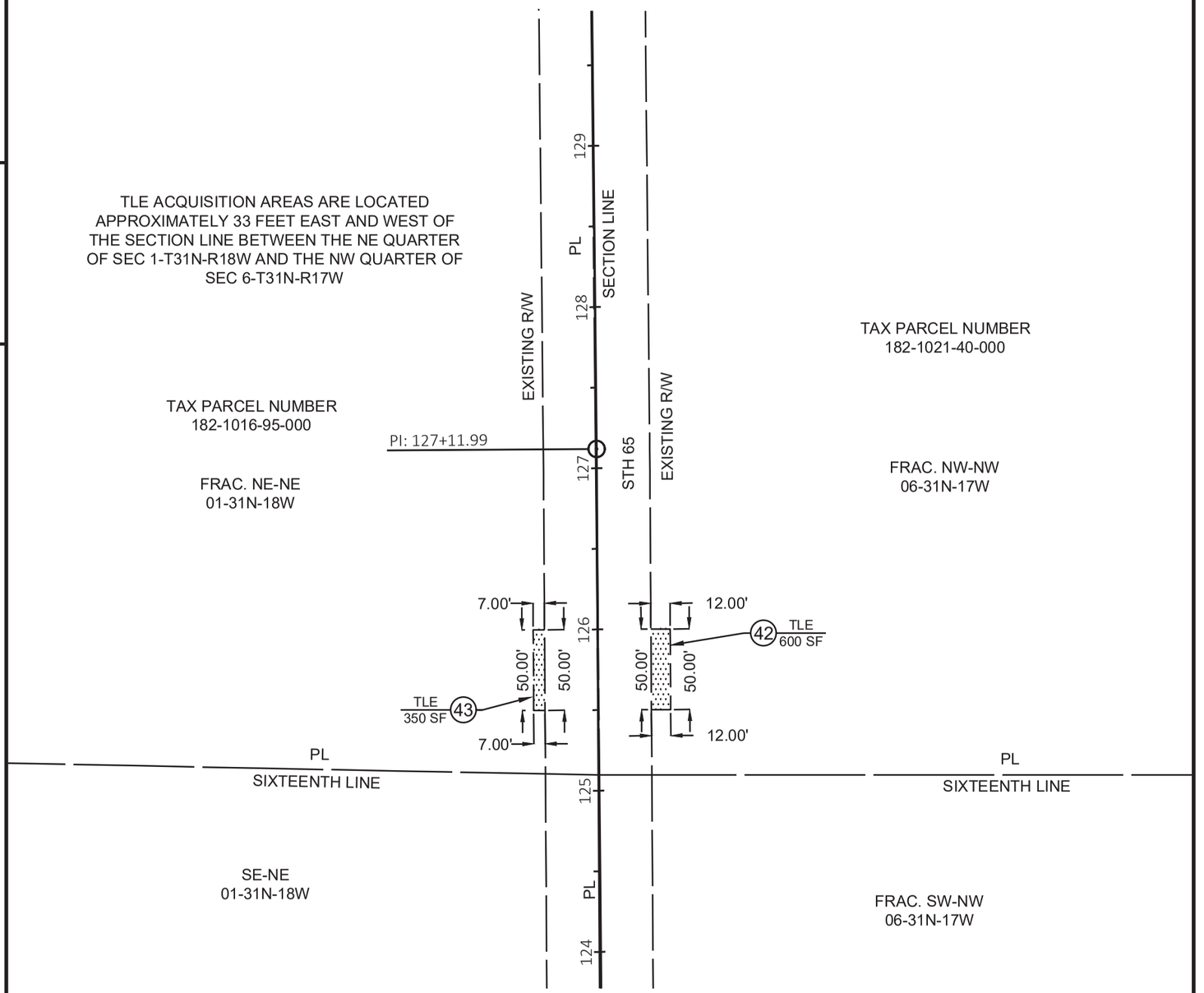
TLE ACQUISITION EXHIBIT
RELOCATION ORDER STH 65 NEW RICHMOND TO USH 8

STH 65 — ST CROIX COUNTY

PART OF THE FRACTIONAL NORTHWEST ¼ OF THE NORTHWEST ¼ OF SECTION 6, T31N, R17W, TOWN OF STANTON, AND A PART OF THE NORTHEAST ¼ OF THE NORTHEAST ¼ OF SECTION 1, T31N, R18W, TOWN OF STAR PRAIRIE, ALL IN ST CROIX COUNTY, WISCONSIN

NOTES:
THIS EXHIBIT IS A GRAPHIC REPRESENTATION AND IS FOR REFERENCE PURPOSES ONLY. REFER TO THE CONVEYANCE DOCUMENT FOR PARCEL RELATED DETAILS.

THIS TLE IS FOR THE RIGHT TO CONSTRUCT, CUT, AND/OR FILL SLOPES, INCLUDING FOR SUCH PURPOSE THE RIGHT TO OPERATE THE NECESSARY EQUIPMENT THEREON AND THE RIGHT OF INGRESS AND EGRESS AS LONG AS REQUIRED FOR SUCH PUBLIC PURPOSE, INCLUDING THE RIGHT TO PRESERVE, PROTECT, REMOVE, OR PLANT THEREON ANY VEGETATION THAT THE HIGHWAY AUTHORITIES DEEM NECESSARY OR DESIRABLE.



SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT.

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	TLE S.F.
42	DAVID L. GIESE	TLE	600
43	RICHARD N. PEARSON SURVIVOR'S TRUST	TLE	350

UTILITY INTERESTS REQUIRED

UTILITY NUMBER	UTILITY OWNER(S)	INTEREST REQUIRED
N/A	N/A	N/A

NOTE:
FOR CONSTRUCTION OF ALL SIDE ROADS SEE "CONSTRUCTION DETAILS - STANDARD INTERSECTIONS" FOR ADDITIONAL INFORMATION.

NOTE:
AREA SHADED GRAY INDICATES HIGH POTENTIAL ZONES OF THE RUSTY PATCHED BUMBLE BEE.

STA 102+75
CONSTRUCT PE
(ASPHALT)
SAWCUT REQ'D

STA 105+92
CONSTRUCT PE
(GRAVEL)

STA 104+27
CONSTRUCT PE
(ASPHALT)
SAWCUT REQ'D

STA 104+82
CONSTRUCT CE
(ASPHALT)
SAWCUT REQ'D

STA 107+42
CONSTRUCT PE
(GRAVEL)

STA 110+91
CONSTRUCT PE
(ASPHALT)
SAWCUT REQ'D

STA 100+59
EXISTING CP TO REMAIN

STAR PRAIRIE MUNICIPAL WATER UTILITY

FRONTIER COMMUNICATIONS

STAR PRAIRIE SANITARY DISTRICT

XCEL ENERGY

BEGIN PROJECT
STA 98+20.00
Y = 195881.38
X = 491679.74
MATCH EXISTING
REMOVING ASPHALTIC
SURFACE BUTT JOINT REQ.D

R3-1
24"X24"

PT: 99+54.07

PC: 101+42.86

PT: 102+66.46

PC: 109+02.24

PT: 113+39.11

PEARL AVE

BP: 98+00.00
PC: 98+20.52

S89° 31' 16"E

JEWELL ST

N0° 29' 18"E

N1° 24' 55"E

N0° 46' 09"W

STA 98+73.19, CL/CL

STA 103+58.64, CL/CL

113+23.88, CL/CL

WE ENERGIES

SARATOGA AVE

LANDMARK REFERENCE
MONUMENT REQ'D

NOTE:
SEE "CONSTRUCTION DETAILS - INTERSECTIONS" FOR ADDITIONAL SIGNS.

STA 102+00
CONSTRUCT PE
(ASPHALT)
PI STA = 99+05.55
Y = 195880.61
X = 491765.30
DELTA = 90°01'27"
D = 67°24'24"
T = 85.04'
L = 133.55'
R = 85.00'
PC STA = 98+20.52
PT STA = 99+54.07

NOTE:
SUPERELEVATIONS ON CURVES ARE SHOWN FOR INFORMATION ONLY. MATCH THE EXISTING SE AND TRANSITION IN REHAB AREAS.

PI STA = 102+04.66
Y = 196216.23
X = 491768.16
DELTA = 0°55'37"
D = 0°45'00"
T = 61.80'
L = 123.60'
R = 7639.47'
PC STA = 101+42.86
PT STA = 102+66.46
SE = NC
DESIGN SPEED = 45 MPH

STA 110+64
CONSTRUCT PE
(ASPHALT)
SAWCUT REQ'D

PI STA = 111+20.70
Y = 197131.99
X = 491790.78
DELTA = 2°11'04"
D = 0°30'00"
T = 218.46'
L = 436.87'
R = 11459.16'
PC STA = 109+02.24
PT STA = 113+39.11
SE = NC
DESIGN SPEED = 60 MPH

STA 143+35
CONSTRUCT PE
(ASPHALT)
SAWCUT REQ'D
EXISTING CP
TO REMAIN

STA 117+46
CONSTRUCT PE
(GRAVEL)

PI: 120+61.34

PI STA = 120+61.34
Y = 198072.60
X = 491778.15

PI: 127+11.99

PI STA = 127+11.99
Y = 198723.23
X = 491773.96

PI: 140+62.08

PI STA = 140+62.08
Y = 200073.25
X = 491760.36

DANIELSON LANDING FIELD RD

XCEL ENERGY

N0° 46' 09"W

N0° 22' 08"W

N0° 34' 38"W

STA 140+51.66, CL/CL

STA 140+29.32, CL/CL

LANDMARK REFERENCE
MONUMENT REQ'D

COUNTY LINE AVE

STA 125+73
REMOVING SMALL PIPE CULVERTS
(30"x34' EXISTING CMCP)
REPLACE PIPE AND ENDWALLS
SEE "CULVERT PIPE DETAIL STA 125+73"

STA 123+15
CONSTRUCT PE
(GRAVEL)

ST CROIX COUNTY

STA 141+22
EXISTING 15"x50' CPCSAC TO REMAIN
CLEANING CULVERT PIPE

POLK COUNTY

PROJECT NO: 8865-00-74	HWY: STH 65	COUNTY: POLK	PLAN AND PROFILE: STH 65 - REHAB	SHEET 54	E

MICHAEL J. CHRISTENSEN

STA 147+48
CONSTRUCT PE
(ASPHALT)

STA 150+00
BEGIN RECONSTRUCT
SAWCUT REQ'D

STA 150+75
CONSTRUCT PE (GRAVEL)
REMOVING SMALL PIPE CULVERTS
(EXISTING 12"x30' CMCP)

PATRICK J. THOMSEN

MICHEAL A. BELL &
ALEXANDRA A. BELL

FRONTIER COMMUNICATIONS

XCEL ENERGY

STA 156+17
CONSTRUCT PE (GRAVEL)

PATRICK J. THOMSEN

MARTHA ARMSTRONG DORAU
AND LAURENCE E. DORAU

STA 158+73
CONSTRUCT PE
(ASPHALT)

STA 159+00
END RECONSTRUCT
SAWCUT REQ'D

BEATRICE A. SCHINDELDECKER
IRREVOCABLE TRUST

W1-8
18"X24"

W1-8
18"X24"

W1-8
18"X24"

W1-6
48"X24"

W1-1R
36"X36"

30
MPH

W13-1
18"X18"

N1° 06' 29"W

N40° 38' 40"E

SLOPE INTERCEPT (TYP)

PI STA = 158+92.69
Y = 201903.52
X = 491724.96
DELTA = 41°45'09"
D = 13°00'00"
T = 168.09'
L = 321.17'
R = 440.74'
PC STA = 157+24.60
Y = 201735.46
X = 491728.21
PT STA = 160+45.77
Y = 202031.07
X = 491834.45
BK = N01°06'29"W
AH = N40°38'40"E
SE = 6.0%
DESIGN SPEED = 35 MPH

PC: 157+24.60

PT: 160+45.77

PC: 160+85.79

NOTE:
AREA SHADED GRAY INDICATES
HIGH POTENTIAL ZONES OF THE
RUSTY PATCHED BUMBLE BEE.

STA 154+50
CONSTRUCT PE (ASPHALT)
REMOVING SMALL PIPE CULVERTS
(EXISTING 12"x30' CMCP)

THOMAS F. AND CONSTANCE D.
SCHINDELDECKER LIVING TRUST

STA 161+04
EXISTING CP TO REMAIN
RIPRAP LIGHT
(REPLACE EXISTING
RIPRAP AS NEEDED)

BEATRICE A. SCHINDELDECKER IRREVOCABLE TRUST

CHRISTOPHER R. GALKA AND PAMALA GALKA

148 150 152 154 156 158 160 162

VCL = 220.00
K = 68.75

VCL = 400.00
K = 60.24

VPC STA 150+90.00
VPC EL 999.22

VPI STA 152+00.00
VPI EL 999.77

VPC STA 153+50.00
VPC EL 1005.32

VPT STA 153+10.00
VPT EL 1003.84

VPI STA 155+50.00
VPI EL 1012.72

VPT STA 157+50.00
VPT EL 1006.83

STA 159+00.00
EL 1002.42

STA 150+00.00
EL 998.77

FINISHED PROFILE

EXISTING PROFILE

0.50%

3.70%

-2.94%

STA 152+00
1-24" CP CLASS III-A REQ'D
2-APRON ENDWALLS

1025 1020 1015 1010 1005 1000 995 990 985

1003.62 1001.68 1000.38 999.27 998.59 998.44 998.62 998.71 999.02 998.36 999.27 997.77 999.78 997.65 1000.65 998.68 1001.88 1000.97 1003.47 1003.61 1005.32 1006.05 1006.96 1008.40 1008.19 1009.98 1009.00 1010.89 1009.40 1010.71 1009.38 1010.23 1008.95 1009.86 1008.10 1008.74 1006.83 1006.40 1005.36 1004.00 1003.89 1002.28 1002.42 1001.35 1000.63 1000.27 1000.04 1000.35 1000.59

147 148 149 150 151 152 153 154 155 156 157 158 159 160 161 162

PROJECT NO: 8865-00-74	HWY: STH 65	COUNTY: POLK	PLAN AND PROFILE: STH 65 - RECONSTRUCT	SHEET 55 E

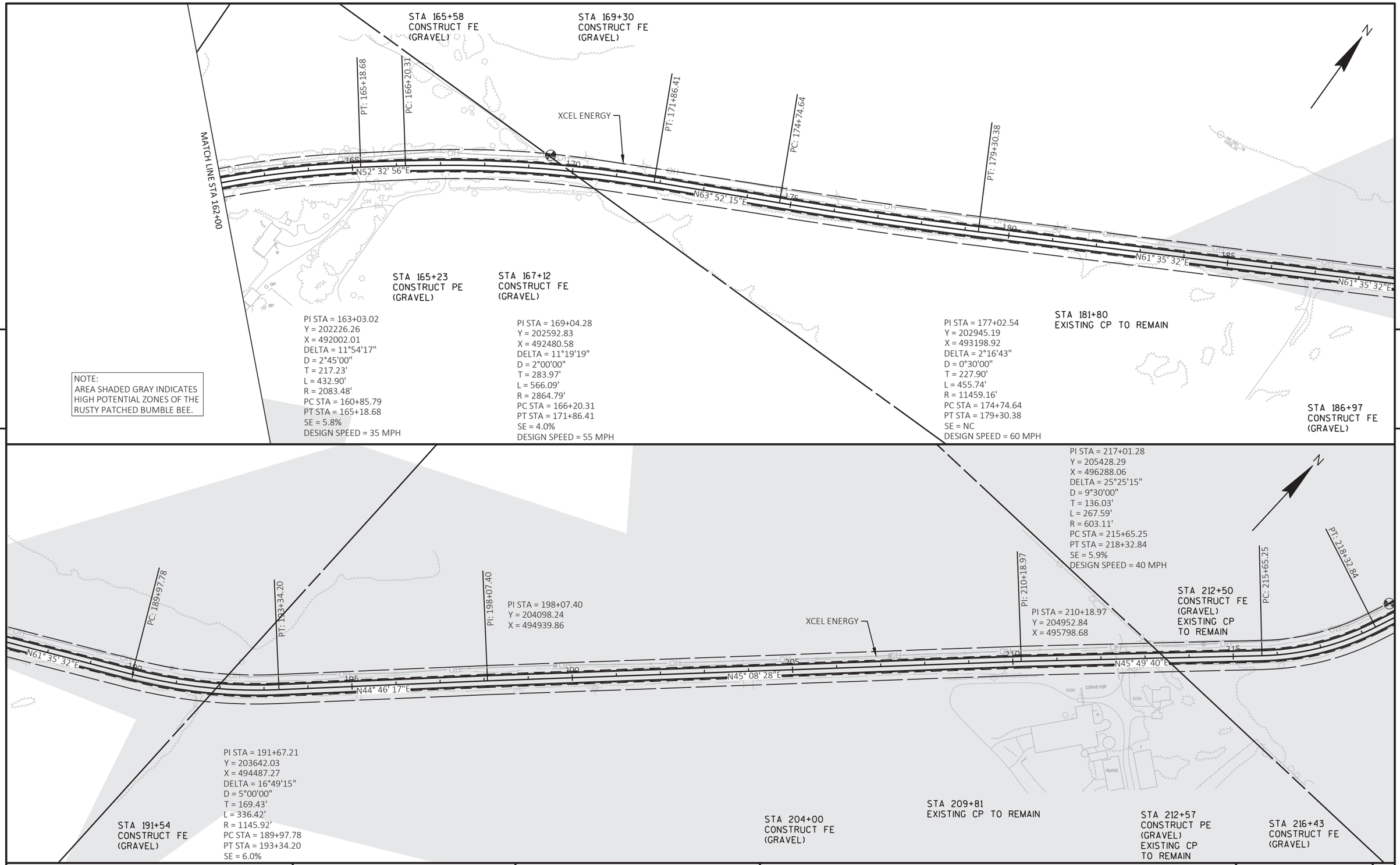
FILE NAME : I:\41\410829_STH 65 POLK COUNTY\C3D\SHEETSPLAN\050101_PP.DWG
LAYOUT NAME - 050102-pp

PLOT DATE : 10/31/2022 9:54 AM PLOT BY : RESHESKE, CARRIE PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44

5

5



PROJECT NO: 8865-00-74	HWY: STH 65	COUNTY: POLK	PLAN AND PROFILE: STH 65 - REHAB	SHEET 56 E

STA 227+75
CONSTRUCT CE
(GRAVEL)

PC: 228+29.16

STA 229+32
CONSTRUCT PE
(GRAVEL)

PT: 231+57.84

STA 232+32
CONSTRUCT PE
(GRAVEL)

XCEL ENERGY

PC: 238+35.07

PI STA = 241+08.46
Y = 207317.49
X = 497639.21
DELTA = 4°05'57"
D = 0°45'00"
T = 273.39'
L = 546.56'
R = 7639.44'
PC STA = 238+35.07
PT STA = 243+81.63
SE = RC
DESIGN SPEED = 55 MPH

PT: 243+81.63

STA 244+09
CONSTRUCT FE
(GRAVEL)

PT: 218+32.84

N20° 24' 25"E

N53° 16' 28"E

N49° 10' 31"E

PI STA = 229+98.16
Y = 206647.97
X = 496741.83
DELTA = 32°52'02"
D = 10°00'00"
T = 169.00'
L = 328.67'
R = 572.96'
PC STA = 228+29.16
PT STA = 231+57.84
SE = 5.9%
DESIGN SPEED = 40 MPH

STA 235+48
EXISTING CP TO REMAIN

STA 244+48
EXISTING CP TO REMAIN

NOTE:
AREA SHADED GRAY INDICATES
HIGH POTENTIAL ZONES OF THE
RUSTY PATCHED BUMBLE BEE.

STA 238+26
CONSTRUCT PE
(GRAVEL)
EXISTING CP
TO REMAIN

STA 240+76
CONSTRUCT PE
(GRAVEL)
EXISTING CP
TO REMAIN

STA 244+27
CONSTRUCT FE
(GRAVEL)

STA 246+97
CONSTRUCT PE
(GRAVEL)
EXISTING CP
TO REMAIN

STA 250+76
CONSTRUCT PE
(GRAVEL)

W CHURCH RD

PC: 253+93.69

PT: 256+66.01

PC: 257+87.50

STA 259+92
CONSTRUCT FE
(GRAVEL)

PI STA = 260+15.56
Y = 208621.33
X = 499025.30
DELTA = 26°51'51"
D = 6°00'00"
T = 228.06'
L = 447.74'
R = 954.93'
PC STA = 257+87.50
PT STA = 262+35.23
SE = 6.0%
DESIGN SPEED = 50 MPH

PI STA = 267+72.15
Y = 208926.26
X = 499726.88
DELTA = 67°13'36"
D = 14°00'00"
T = 272.05'
L = 480.19'
R = 409.26'
PC STA = 265+00.10
PT STA = 269+80.30
SE = 5.9%
DESIGN SPEED = 35 MPH

STA 273+80
CONSTRUCT PE
(ASPHALT)
SAWCUT REQ'D
EXISTING CP
TO REMAIN

XCEL ENERGY

N43° 10' 31"E

N39° 38' 39"E

N66° 30' 30"E

N0° 43' 06"W

PC: 262+35.23

PT: 269+80.30

PC: 265+00.10

STA 252+31.24, CL/CL

STA 267+79.30, CL/CL

STA 247+84
CONSTRUCT PE
(GRAVEL)
EXISTING CP
TO REMAIN

STA 250+84
CONSTRUCT PE
(ASPHALT)
SAWCUT REQ'D

STA 249+50
CONSTRUCT PE
(ASPHALT)
SAWCUT REQ'D
EXISTING CP
TO REMAIN

STA 253+06
CONSTRUCT PE
(GRAVEL)
EXISTING CP
TO REMAIN

PI STA = 255+30.17
Y = 208247.08
X = 498715.21
DELTA = 9°31'52"
D = 3°30'00"
T = 136.47'
L = 272.32'
R = 1637.02'
PC STA = 253+93.69
PT STA = 256+66.01
SE = 5.4%
DESIGN SPEED = 55 MPH

STA 261+25
CONSTRUCT FE
(GRAVEL)

STA 265+35
REMOVING SMALL PIPE CULVERTS
(24"x50' EXISTING CMCP)
REPLACE PIPE AND ENDWALLS
SEE "CULVERT PIPE DETAIL STA 265+35"

FRONTIER COMMUNICATIONS

CTH C/20TH AVE

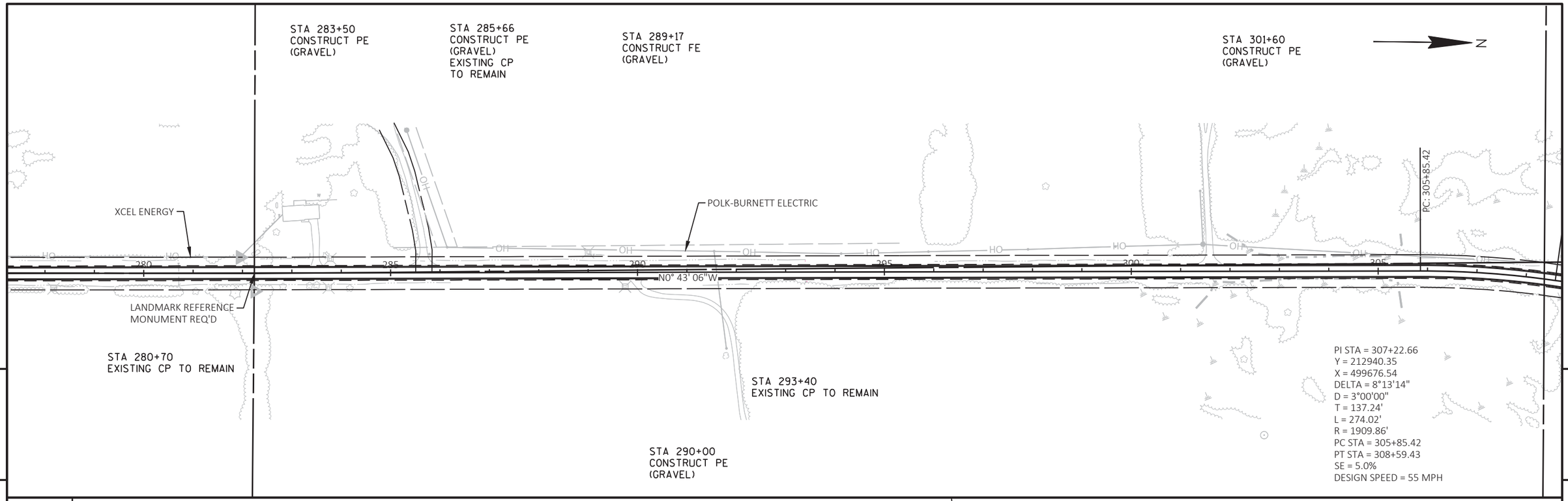
STA 269+56
REMOVING SMALL PIPE CULVERTS
(24"x106' EXISTING CMCP)
REPLACE PIPE AND ENDWALLS
SEE "CULVERT PIPE DETAIL STA 269+56"

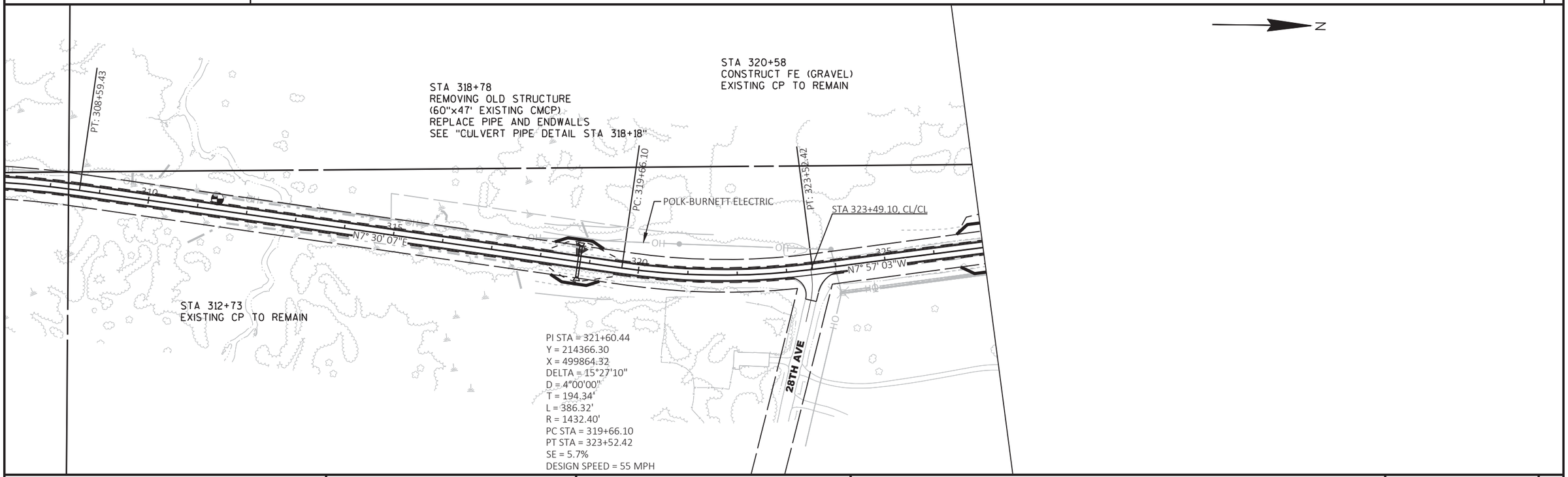
PROJECT NO: 8865-00-74	HWY: STH 65	COUNTY: POLK	PLAN AND PROFILE: STH 65 - REHAB	SHEET 57	E

FILE NAME : I:\41\410829_STH 65 POLK COUNTY\C3D\SHEETSPLAN\050102_PP.DWG
LAYOUT NAME - 050104-pp

PLOT DATE : 10/11/2022 5:04 PM PLOT BY : RESHESKE, CARRIE PLOT NAME : PLOT SCALE : ############

WISDOT/CADDS SHEET 44





PROJECT NO: 8865-00-74	HWY: STH 65	COUNTY: POLK	PLAN AND PROFILE: STH 65 - REHAB	SHEET 58	E

STA 329+93
REMOVING SMALL PIPE CULVERTS
(18"x34' EXISTING CMCP)

STA 336+56
CONSTRUCT PE (GRAVEL)
1-18" CPCS REQ'D

WENDELL VIEBROCK AND
MARCELLA VIEBROCK

MARY JO WEBBER

WENDELL VIEBROCK AND
MARCELLA VIEBROCK

NORTHERN NATURAL GAS COMPANY

SLOPE INTERCEPT

PC: 329+59.50

PT: 333+05.74

PC: 335+13.00

PT: 338+16.52

W1-2R
36"X36"

328 330 332 334 336 338 340

N7° 57' 03"W

N8° 48' 59"W

N1° 13' 42"W

PI STA = 331+32.62
Y = 215331.47
X = 499729.52
DELTA = 0°51'56"
D = 0°15'00"
T = 173.13'
L = 346.25'
R = 22918.31'
PC STA = 329+59.50
Y = 215160.00
X = 499753.47
PT STA = 333+05.74
Y = 215502.55
X = 499702.99
BK = N07°57'03"W
AH = N08°48'59"W
SE = NC
DESIGN SPEED = 60 MPH

STA 327+00
BEGIN RECONSTRUCT
SAWCUT REQ'D

POLK-BURNETT ELECTRIC

SLOPE INTERCEPT

W1-2R
36"X36"

45 MPH
W13-1
18"X18"

STA 328+75 - STA 333+10, RT
STA 335+70 - STA 337+00, RT
REMOVING FENCE

STA 334+62
CONSTRUCT FE (GRAVEL)
1-18" CP CLASS III-A REQ'D

S3-1
30"X30"

NORTHWEST COMMUNICATIONS

GARY B. PLATT

MARSHA GARSKE

PI STA = 336+64.98
Y = 215857.54
X = 499647.93
DELTA = 7°35'17"
D = 2°30'00"
T = 151.99'
L = 303.53'
R = 2291.83'
PC STA = 335+13.00
Y = 215707.35
X = 499671.22
PT STA = 338+16.52
Y = 216009.50
X = 499644.67
BK = N08°48'59"W
AH = N01°13'42"W
SE = 5.1%
DESIGN SPEED = 60 MPH

STA 339+10 - STA 339+32, RT
STA 340+14 - STA 341+00, RT
REMOVING FENCE

RICHARD R. GRAMBERG
AND MARY E. GRAMBERG

STA 339+92
CONSTRUCT PE (ASPHALT)
SAWCUT REQ'D
1-18 CP CLASS III-A REQ'D

31ST AVE

5

5

VPC STA 330+00.00
VPC EL 999.22

VPI STA 335+00.00
VPI EL 1011.72

VPT STA 340+00.00
VPT EL 1007.92

STA 327+00.00
EL 991.72

FINISHED PROFILE

EXISTING PROFILE

2.50%

0.76%

VCL = 1000.00

K = 306.75

STA 329+93
1-24" CP CLASS III-A REQ'D
2-APRON ENDWALLS

1025 1020 1015 1010 1005 1000 995 990 985

327	328	329	330	331	332	333	334	335	336	337	338	339	340	341	342
991.57	992.96	992.97	993.65	994.22	993.49	995.47	992.18	996.72	990.93	997.97	990.49	999.22	990.76	1000.43	992.53	1001.56	995.13	1002.60	998.01	1003.57	1000.35	1004.45	1001.40	1005.25	1001.25	1005.97	1000.90	1006.61	1001.26	1007.17	1002.54	1007.64	1005.33	1008.04	1009.54	1008.35	1013.19	1008.58	1014.01	1008.73	1012.14	1008.80	1010.12	1008.79	1010.26	1008.69	1011.73	1008.52	1014.03	1008.26	1014.42	1007.92	1012.57	1007.54	1009.96	1007.16	1008.08	1006.78	1006.64	1006.40

PROJECT NO: 8865-00-74	HWY: STH 65	COUNTY: POLK	PLAN AND PROFILE: STH 65 - RECONSTRUCT	SHEET 59	E

FILE NAME : I:\41\410829_STH 65 POLK COUNTY\C3D\SHEETSPLAN\050101_PP.DWG
LAYOUT NAME - 050106-pp

PLOT DATE : 10/11/2022 5:06 PM PLOT BY : RESHESKE, CARRIE PLOT NAME : PLOT SCALE : Custom

STA 342+91
CONSTRUCT FE (GRAVEL)
1-18" CPCS REQ'D

STA 345+77
CONSTRUCT FE
(GRAVEL)

WENDELL VIEBROCK AND
MARCELLA VIEBROCK

STA 348+50 - STA 356+25, LT
REMOVING FENCE

STA 351+14
CONSTRUCT FE (GRAVEL)
1-18" CP CLASS III-A REQ'D

WENDELL VIEBROCK

N

W1-2L
36"X36"

45 MPH

W13-1
18"X18"

S3-1
30"X30"

SLOPE INTERCEPT

STA 343+50
END RECONSTRUCT
SAWCUT REQ'D

PI: 348+17.06

PI STA = 348+17.06
Y = 217009.80
X = 499623.22

PI: 354+35.59

PI STA = 354+35.59
Y = 217628.10
X = 499606.37

STA 356+50
END RECONSTRUCT
SAWCUT REQ'D

344 346 348 350 352 354 356

N1° 13' 42"W N1° 33' 41"W N1° 08' 36"W

SLOPE INTERCEPT

NORTHERN NATURAL GAS COMPANY

STA 348+50
BEGIN RECONSTRUCT
SAWCUT REQ'D

SLOPE INTERCEPT

POLK-BURNETT ELECTRIC
NORTHWEST COMMUNICATIONS

31ST AVE

STA 343+23
CONSTRUCT PE
(GRAVEL)

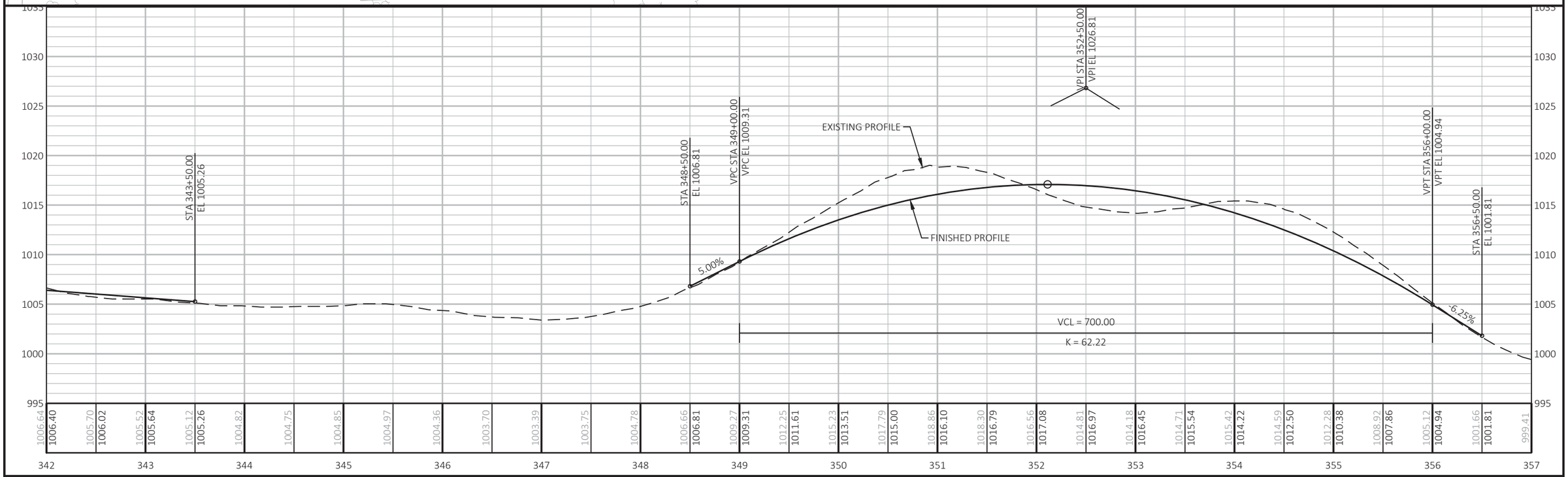
SEPTIC

CAROL OTTMAN

STA 345+87
CONSTRUCT PE
(GRAVEL)

SHAWN L. BROWN
AND ALANA J. BROWN

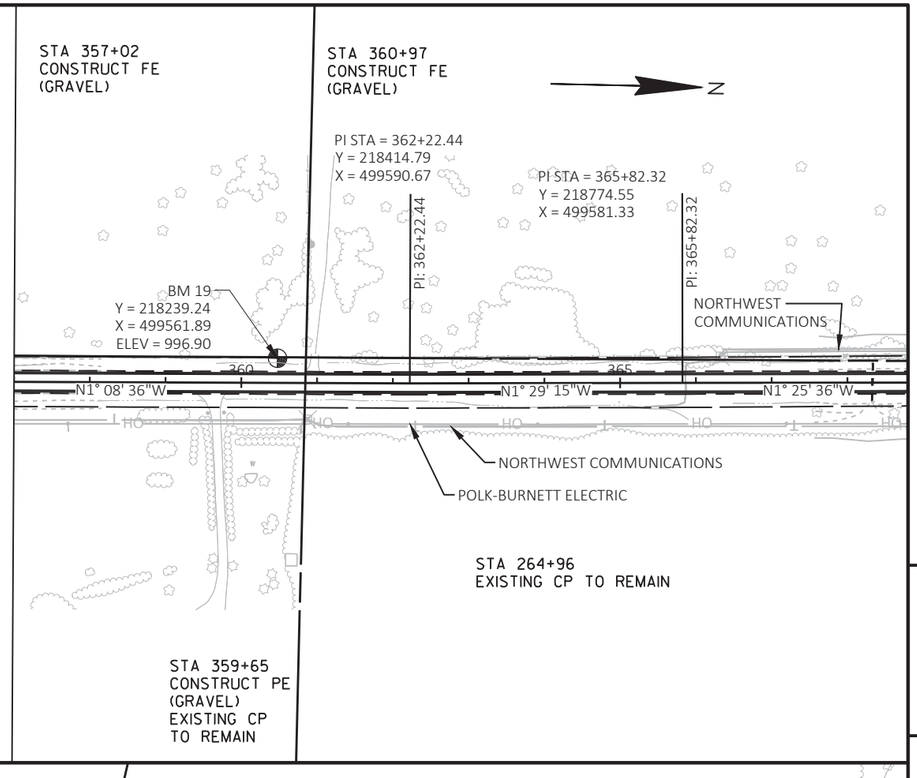
5 5

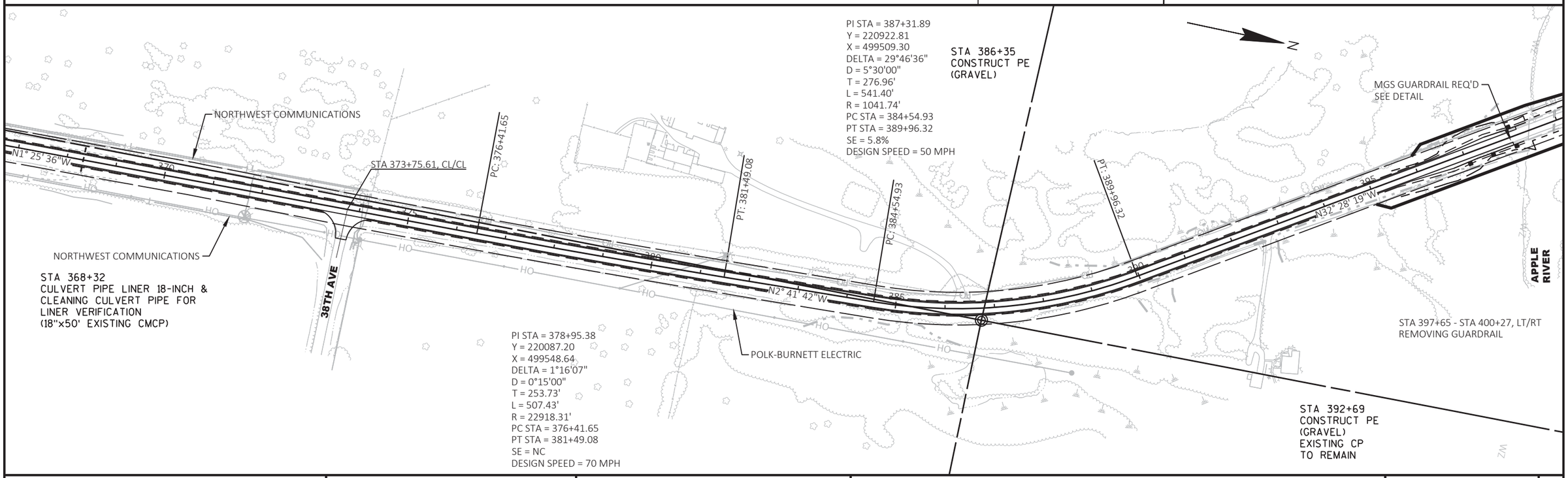


PROJECT NO: 8865-00-74	HWY: STH 65	COUNTY: POLK	PLAN AND PROFILE: STH 65 - RECONSTRUCT	SHEET 60	E

FILE NAME : I:\41\410829_STH 65 POLK COUNTY\C3D\SHEETSPLAN\050101_PP.DWG
LAYOUT NAME - 050107-pp

PLOT DATE : 10/3/2022 10:23 AM PLOT BY : RESHESKE, CARRIE PLOT NAME : PLOT SCALE : 1 IN:100 FT



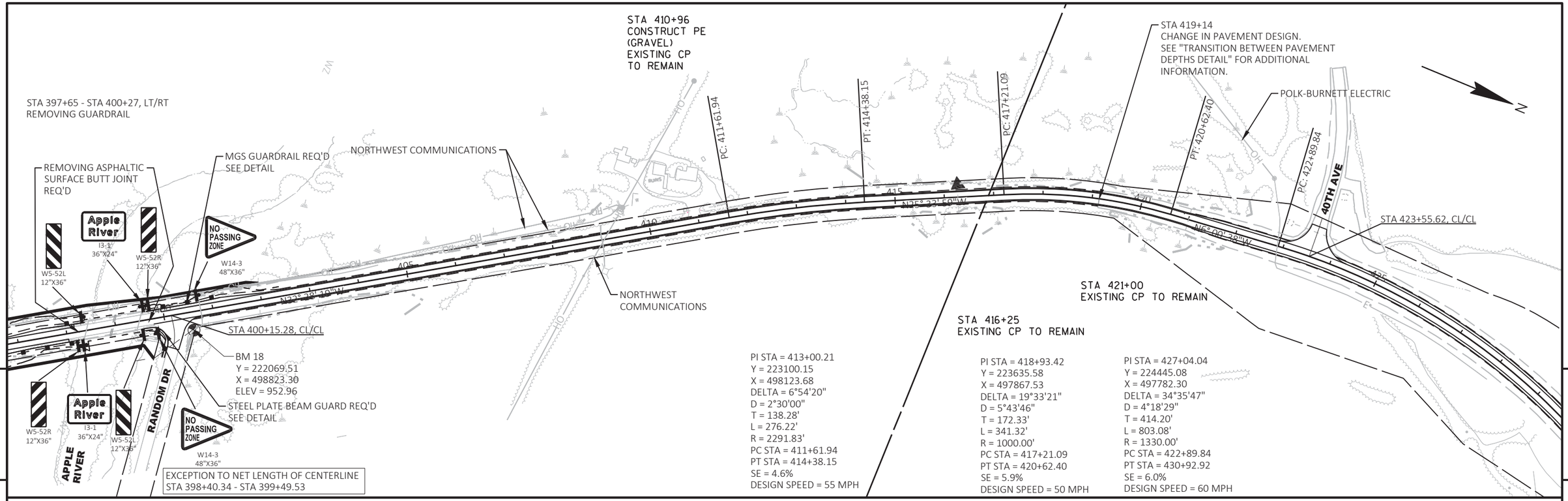


PROJECT NO: 8865-00-74	HWY: STH 65	COUNTY: POLK	PLAN AND PROFILE: STH 65 - REHAB	SHEET 61	E

FILE NAME : I:\41\410829_STH 65 POLK COUNTY\C3D\SHEETSPLAN\050102_PP.DWG
LAYOUT NAME - 050108-pp

PLOT DATE : 10/3/2022 10:24 AM PLOT BY : RESHESKE, CARRIE PLOT NAME : PLOT SCALE : ############

WISDOT/CADDS SHEET 44



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PROJECT NO: 8865-00-74	HWY: STH 65	COUNTY: POLK	PLAN AND PROFILE: STH 65 - REHAB	SHEET 62	E

PI STA = 443+13.98
Y = 225881.01
X = 498564.73
DELTA = 39°28'34"
D = 4°18'29"
T = 477.21'
L = 916.36'
R = 1330.00'
PC STA = 438+36.77
PT STA = 447+53.13
SE = 6.0%
DESIGN SPEED = 60 MPH

STA 455+90
CONSTRUCT PE
(GRAVEL)

PT: 430+92.92

PC: 438+36.77

PT: 447+53.13

PC: 453+73.47

PT: 456+98.70

PC: 457+89.97

NORTHWEST COMMUNICATIONS

BM 17
Y = 227216.69
X = 498314.10
ELEV = 1013.65

STA 453+42
CHANGE IN PAVEMENT DESIGN.
SEE "TRANSITION BETWEEN PAVEMENT DEPTHS DETAIL" FOR ADDITIONAL INFORMATION.

N28° 35' 09"E

N10° 53' 25"W

N13° 30' 07"E

PI STA = 459+13.03
Y = 227489.89
X = 498414.77
DELTA = 4°55'09"
D = 2°00'00"
T = 123.05'
L = 245.96'
R = 2864.79'
PC STA = 457+89.97
PT STA = 460+35.93

STA 433+40
EXISTING CP TO REMAIN

PI STA = 427+04.04
Y = 224445.08
X = 497782.30
DELTA = 34°35'47"
D = 4°18'29"
T = 414.20'
L = 803.08'
R = 1330.00'
PC STA = 422+89.84
PT STA = 430+92.92
SE = 6.0%
DESIGN SPEED = 60 MPH

STA 431+56
CONSTRUCT FE
(GRAVEL)

STA 443+25
EXISTING CP TO REMAIN

STA 447+78
CONSTRUCT FE
(GRAVEL)
EXISTING CP
TO REMAIN

NOTE:
AREA SHADED GRAY INDICATES HIGH POTENTIAL ZONES OF THE RUSTY PATCHED BUMBLE BEE.

STA 459+36
CONSTRUCT PE
(GRAVEL)

STA 461+44
CONSTRUCT PE
(GRAVEL)

STA 469+74
CONSTRUCT FE
(GRAVEL)

PI STA = 474+39.57
Y = 228794.49
X = 499153.08
DELTA = 4°27'32"
D = 1°00'00"
T = 223.05'
L = 445.88'
R = 5729.58'
PC STA = 472+16.51
PT STA = 476+62.39

STA 482+47
CONSTRUCT FE
(GRAVEL)

PI STA = 486+31.46
Y = 229952.55
X = 499342.92

STA 485+79
CONSTRUCT PE
(ASPHALT)
SAWCUT REQ'D
EXISTING CP
TO REMAIN

PT: 456+98.70

PC: 457+89.97

PT: 460+35.93

PC: 460+60.79

PT: 463+71.96

PC: 464+13.86

PT: 466+93.65

PC: 468+09.28

PT: 471+39.97

PC: 472+16.51

PT: 476+62.39

PC: 478+24.69

PT: 480+70.39

PT: 484+13.46

NORTHWEST COMMUNICATIONS

POLK-BURNETT ELECTRIC

N8° 34' 59"E

N33° 27' 58"E

N44° 39' 28"E

N26° 28' 12"E

N22° 00' 41"E

N0° 06' 04"W

N30° 39' 25"W

PI STA = 459+13.03
Y = 227489.89
X = 498414.77
DELTA = 4°55'09"
D = 2°00'00"
T = 123.05'
L = 245.96'
R = 2864.79'
PC STA = 457+89.97
PT STA = 460+35.93

PI STA = 462+18.86
Y = 227792.45
X = 498460.44
DELTA = 24°52'59"
D = 7°59'48"
T = 158.08'
L = 311.17'
R = 716.50'
PC STA = 460+60.79
PT STA = 463+71.96

PI STA = 465+54.20
Y = 228076.35
X = 498648.10
DELTA = 11°11'30"
D = 4°00'00"
T = 140.34'
L = 279.79'
R = 1432.40'
PC STA = 464+13.86
PT STA = 466+93.65

PI STA = 469+76.03
Y = 228377.04
X = 498945.22
DELTA = 18°11'15"
D = 5°30'00"
T = 166.74'
L = 330.68'
R = 1041.74'
PC STA = 468+09.28
PT STA = 471+39.97

STA 474+20
EXISTING CP TO REMAIN

STA 469+09
CONSTRUCT PE
(GRAVEL)

VIKING GAS TRANSMISSION COMPANY

STA 479+03
CONSTRUCT FE
(GRAVEL)

PI STA = 479+49.09
Y = 229267.09
X = 499344.13
DELTA = 22°06'45"
D = 9°00'00"
T = 124.40'
L = 245.69'
R = 636.62'
PC STA = 478+24.69
PT STA = 480+70.39

STA 487+12
REMOVING SMALL PIPE CULVERTS
(24"x60' EXISTING CMCP)
REPLACE PIPE AND ENDWALLS
SEE "CULVERT PIPE DETAIL STA 487+12"

STA 482+38
CONSTRUCT FE
(GRAVEL)

PROJECT NO: 8865-00-74	HWY: STH 65	COUNTY: POLK	PLAN AND PROFILE: STH 65 - REHAB	SHEET 63	E

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STA 489+86
CHANGE IN PAVEMENT DESIGN.
SEE "TRANSITION BETWEEN
PAVEMENT DEPTHS DETAIL" FOR
ADDITIONAL INFORMATION.

NORTHWEST COMMUNICATIONS

LANDMARK REFERENCE
MONUMENT REQ'D

BM 275
Y = 231341.57
X = 499251.72
ELEV = 1076.05

BM 16
Y = 231289.14
X = 499313.87
ELEV = 1077.02

CTH K/60TH AVE

PI STA = 500+51.27
Y = 231372.35
X = 499348.65

STA 506+97
CHANGE IN PAVEMENT DESIGN.
SEE "TRANSITION BETWEEN
PAVEMENT DEPTHS DETAIL" FOR
ADDITIONAL INFORMATION.

PC: 507+32.41

PT: 508+58.30

STA 509+21
CONSTRUCT PE
(GRAVEL)

N

XCEL ENERGY

NORTHWEST COMMUNICATIONS

NOTE:
AREA SHADED GRAY INDICATES
HIGH POTENTIAL ZONES OF THE
RUSTY PATCHED BUMBLE BEE.

STA 497+81
CONSTRUCT PE
(ASPHALT)
SAWCUT REQ'D
EXISTING CP
TO REMAIN

PI STA = 507+95.36
Y = 232116.36
X = 499337.85
DELTA = 0°18'53"
D = 0°15'00"
T = 62.95'
L = 125.89'
R = 22918.31'
PC STA = 507+32.41
PT STA = 508+58.30
SE = NC
DESIGN SPEED = 70 MPH

STA 507+03
EXISTING 24"x39' CPCSAC TO REMAIN
CLEANING CULVERT PIPE

STA 509+16
CONSTRUCT PE
(GRAVEL)
EXISTING CP
TO REMAIN

STA 529+65
CONSTRUCT FE
(GRAVEL)
EXISTING CP
TO REMAIN

65TH AVE

PI STA = 526+49.06
Y = 233969.69
X = 499300.79

PI: 526+49.06

XCEL ENERGY

STA 522+51
EXISTING CP TO REMAIN

LANDMARK REFERENCE
MONUMENT REQ'D

STA 526+47.93, CL/CL

NORTHWEST COMMUNICATIONS

STA 519+21
CONSTRUCT PE
(GRAVEL)
EXISTING CP
TO REMAIN

STA 532+33
CONSTRUCT FE
(GRAVEL)
EXISTING CP
TO REMAIN

STA 537+14
CONSTRUCT PE
(GRAVEL)
EXISTING CP
TO REMAIN

PI STA = 539+67.86
Y = 235288.22
X = 499274.05

BM 15
Y = 235243.95
X = 499217.23
ELEV = 1052.06

PI: 539+67.86

STA 538+72
EXISTING CP TO REMAIN

WANDEROOS RD

STA 539+70.98, CL/CL

STA 541+81
CONSTRUCT PE
(GRAVEL)
EXISTING CP
TO REMAIN

EXCEPTION TO NET LENGTH OF CENTERLINE
STA 544+58.03 - STA 545+94.65

Stower Seven Lakes
State Trail

D7-95L
96"X36"

W5-52L
12"X36"

STOWER SEVEN LAKES TRAIL

NORTHWEST
COMMUNICATIONS

W5-52R
12"X36"

W5-52R
12"X36"

W5-52L
12"X36"

XCEL ENERGY

MGS GUARDRAIL REQ'D (TYP)
SEE DETAIL

REMOVING ASPHALTIC
SURFACE BUTT JOINT
REQ'D

STA 544+41
EXISTING 72" CATTLE
PASS TO REMAIN

PROJECT NO: 8865-00-74	HWY: STH 65	COUNTY: POLK	PLAN AND PROFILE: STH 65 - REHAB	SHEET 64	E

STA 547+71
CONSTRUCT PE
(GRAVEL)

70TH AVE

PI STA = 552+66.43
Y = 236586.47
X = 499245.24

PI: 552+66.43

PI: 558+36.75

PI STA = 558+36.75
Y = 237156.73
X = 499237.04

PI: 571+94.14

STA 573+50
CONSTRUCT FE
(GRAVEL)

STA 575+55
CONSTRUCT FE
(GRAVEL)
EXISTING CP
TO REMAIN

PI STA = 571+94.14
Y = 238514.11
X = 499231.29

NORTHWEST
COMMUNICATIONS

POLK-BURNETT ELECTRIC

STA 552+67.92, CL/CL

N1° 16' 16"W

N0° 49' 26"W

N0° 14' 34"W

N0° 02' 59"E

LANDMARK REFERENCE
MONUMENT REQ'D

NORTHWEST COMMUNICATIONS

XCEL ENERGY

STA 552+68.93, CL/CL

NOTE:
AREA SHADED GRAY INDICATES
HIGH POTENTIAL ZONES OF THE
RUSTY PATCHED BUMBLE BEE.

STA 563+41
CONSTRUCT PE
(GRAVEL)
EXISTING CP
TO REMAIN

STA 568+81
CONSTRUCT FE
(GRAVEL)

STA 575+27
CONSTRUCT FE
(GRAVEL)

STA 579+00
CONSTRUCT PE
(GRAVEL)
EXISTING CP
TO REMAIN

STA 581+10
CONSTRUCT FE
(GRAVEL)

STA 584+24
CONSTRUCT FE
(GRAVEL)

STA 589+71
CONSTRUCT FE
(GRAVEL)
EXISTING CP
TO REMAIN

STA 601+63
CONSTRUCT FE
(GRAVEL)
EXISTING CP
TO REMAIN

PI STA = 606+45.12
Y = 241965.08
X = 499232.56

PI: 606+45.12

PI STA = 585+20.71
Y = 239840.67
X = 499232.45

PI: 585+20.71

POLK-BURNETT ELECTRIC

BM 14
Y = 240357.87
X = 499200.52
ELEV = 1051.12

PI STA = 598+49.80
Y = 241169.77
X = 499229.55

PI: 598+49.80

N0° 02' 59"E

N0° 07' 30"W

N0° 13' 00"E

N0° 28' 42"W

NORTHWEST COMMUNICATIONS

XCEL ENERGY

STA 595+07
18"x41' EXISTING CPCS TO REMAIN
CLEANING CULVERT PIPES

STA 603+66
EXISTING CP TO REMAIN

STA 579+04
CONSTRUCT PE
(GRAVEL)

STA 582+82
CONSTRUCT FE
(GRAVEL)
EXISTING CP
TO REMAIN

STA 586+30
CONSTRUCT FE
(GRAVEL)

PROJECT NO: 8865-00-74	HWY: STH 65	COUNTY: POLK	PLAN AND PROFILE: STH 65 - REHAB	SHEET 65	E

FILE NAME : I:\41\410829_STH 65 POLK COUNTY\C3D\SHEETSPLAN\050102_PP.DWG
LAYOUT NAME - 050112-pp
PLOT DATE : 10/3/2022 10:27 AM PLOT BY : RESHESKE, CARRIE PLOT NAME : PLOT SCALE : ##########
WISDOT/CADDS SHEET 44

STA 635+00
CONSTRUCT PE
(GRAVEL)

N

PI STA = 630+72.64
Y = 244392.52
X = 499212.29

PI STA = 637+31.24
Y = 245051.11
X = 499209.42

85TH AVE

PI: 630+72.64

PI: 637+31.24

STA 630+66.41, CL/CL

STA 630+74.05, CL/CL

N0° 28' 42"W

N0° 14' 59"W

XCEL ENERGY

STA 617+83
EXISTING CP TO REMAIN

STA 630+17
24"x41' EXISTING CPCS TO REMAIN
CLEANING CULVERT PIPES

CTH F/85TH AVE

NORTHWEST
COMMUNICATIONS

STA 610+29
CONSTRUCT FE
(GRAVEL)

STA 651+84
CONSTRUCT PE
(GRAVEL)
EXISTING CP
TO REMAIN

N

PI: 637+31.24

PI STA = 644+71.87
Y = 245791.56
X = 499193.09

PI: 644+71.87

BM 13
Y = 245797.14
X = 499158.86
ELEV = 1060.07

POLK-BURNETT ELECTRIC

643+12.71, CL/CL

656+59.23, CL/CL

PI STA = 656+59.53
Y = 246979.19
X = 499184.20

PI: 656+59.53

PC: 664+91.97

PT: 668+05.11

N1° 15' 48"W

N0° 25' 43"W

N0° 01' 52"E

NORTHWEST COMMUNICATIONS

87TH AVE

90TH AVE

STA 639+55
EXISTING CP TO REMAIN

STA 643+08
CONSTRUCT PE
(GRAVEL)
EXISTING CP
TO REMAIN

STA 655+28
24"x41' EXISTING CPCS TO REMAIN
CLEANING CULVERT PIPES

STA 657+24
EXISTING PIPES TO REMAIN

STA 666+17
EXISTING CP TO REMAIN

PI STA = 666+48.54
Y = 247968.20
X = 499184.74
DELTA = 0°46'58"
D = 0°15'00"
T = 156.57'
L = 313.13'
R = 22918.31'
PC STA = 664+91.97
PT STA = 668+05.11
SE = NC
DESIGN SPEED = 70 MPH

PROJECT NO: 8865-00-74	HWY: STH 65	COUNTY: POLK	PLAN AND PROFILE: STH 65 - REHAB	SHEET 66	E

FILE NAME : I:\41\410829_STH 65 POLK COUNTY\C3D\SHEETSPLAN\050102_PP.DWG
LAYOUT NAME - 050113-pp

PLOT DATE : 10/3/2022 10:28 AM PLOT BY : RESHESKE, CARRIE PLOT NAME : PLOT SCALE : ############

WISDOT/CADDS SHEET 44

STA 669+75
CONSTRUCT FE
(GRAVEL)
EXISTING CP
TO REMAIN

STA 690+92
CONSTRUCT PE
(GRAVEL)

N

PT: 668+05.11

PI: 682+45.66

PI STA = 682+45.66
Y = 249565.16
X = 499207.42

BM 12
Y = 250355.84
X = 499198.75
ELEV = 1101.18

PI: 693+86.30

PI STA = 693+86.30
Y = 250705.55
X = 499231.33

670 675 680 685 690 695

N0° 48' 50"E

N1° 12' 03"E

LANDMARK REFERENCE
MONUMENT REQ'D

POLK-BURNETT ELECTRIC

STA 670+43
REMOVING SMALL PIPE CULVERTS
(24"x39' EXISTING CMCP)
REPLACE PIPE AND ENDWALLS
SEE "CULVERT PIPE DETAIL STA 670+43"

STA 686+92
EXISTING CP TO REMAIN

STA 694+50
EXISTING CP TO REMAIN

5

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STA 669+91
CONSTRUCT FE
(GRAVEL)

STA 682+03
CONSTRUCT PE
(GRAVEL)

STA 710+80
CONSTRUCT PE
(GRAVEL)

STA 711+50
CONSTRUCT PE
(GRAVEL)

STA 713+10
CONSTRUCT FE
(GRAVEL)

STA 721+29
CONSTRUCT FE
(GRAVEL)

N

CTH E/40TH AVE

PI: 708+91.45

PI STA = 708+91.45
Y = 252210.49
X = 499256.60

POLK-BURNETT ELECTRIC

PC: 721+36.25

PT: 723+86.41

700 705 710 715 720 725

N0° 57' 44"E

N2° 32' 18"E

N1° 54' 46"E

708+89.75, CL/CL

LANDMARK REFERENCE
MONUMENT REQ'D

STA 719+85
EXISTING PIPES TO REMAIN
RIPRAP LIGHT
(REPLACE EXISTING RIPRAP
AS NEEDED)

PI STA = 722+61.33
Y = 253579.02
X = 499317.27
DELTA = 0°37'31"
D = 0°15'00"
T = 125.08'
L = 250.16'
R = 22918.31'
PC STA = 721+36.25
PT STA = 723+86.41
SE = NC
DESIGN SPEED = 70 MPH

STA 710+20
CULVERT PIPE LINER 24-INCH &
CLEANING CULVERT PIPE FOR
LINER VERIFICATION
(24"x38' EXISTING CMCP)

STA 707+68
CONSTRUCT PE
(GRAVEL)

STA 720+51
CONSTRUCT PE
(GRAVEL)

STA 726+70
CONSTRUCT PE
(GRAVEL)

PROJECT NO: 8865-00-74	HWY: STH 65	COUNTY: POLK	PLAN AND PROFILE: STH 65 - REHAB	SHEET 67	E

FILE NAME : I:\41\410829_STH 65 POLK COUNTY\C3D\SHEETSPLAN\050102_PP.DWG
LAYOUT NAME - 050114-pp
PLOT DATE : 10/11/2022 5:20 PM
PLOT BY : RESHESKE, CARRIE
PLOT NAME :
PLOT SCALE : ##########
WISDOT/CADDS SHEET 44

STA 745+00
CONSTRUCT FE
(GRAVEL)

STA 751+02
CONSTRUCT FE
(GRAVEL)

N

BM 11
Y = 254854.89
X = 499331.74
ELEV = 1105.82

POLK-BURNETT ELECTRIC

PI: 743+72.62

PI STA = 743+72.62
Y = 255689.14
X = 499387.74

735+22.03, CL/CL

730 735 740 745 750 755

N1° 54' 46"E

N2° 04' 32"E

N2° 04

LANDMARK REFERENCE
MONUMENT REQ'D

CTH C/105TH AVE

STA 742+02
EXISTING 18"x43' CPCS TO REMAIN
CLEANING CULVERT PIPES

CONVEYOR

CONVEYOR

RUINS

STA 756+78
CONSTRUCT FE
(GRAVEL)
EXISTING CP
TO REMAIN

5

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PI STA = 761+57.59
Y = 257472.94
X = 499452.38
DELTA = 4°32'14"
D = 2°30'00"
T = 90.79'
L = 181.49'
R = 2291.83'
PC STA = 760+66.80
PT STA = 762+48.29
SE = 4.6%
DESIGN SPEED = 55 MPH

PC: 760+66.80

PT: 762+48.29

S BEAR LAKE DR

N

PC: 776+45.94

BM 10
Y = 259103.77
X = 499348.84
ELEV = 1112.11

N BEAR LAKE DR

DAIRYLAND POWER

POLK-BURNETT ELECTRIC

760 765 770 775 780 785

N2° 04' 32"E

N2° 27' 43"W

MGS GUARDRAIL REQ'D
SEE DETAIL

STA 784+04.17, CL/CL

STA 761+76.10, CL/CL

PI STA = 787+46.63
Y = 260059.68
X = 499341.17
DELTA = 90°29'18"
D = 5°15'00"
T = 1100.69'
L = 1723.59'
R = 1091.35'
PC STA = 776+45.94
PT STA = 793+69.52
SE = 6.0%
DESIGN SPEED = 55 MPH

LANDMARK REFERENCE
MONUMENT REQ'D

STA 764+55
EXISTING 18"x43' CPCSPC TO REMAIN
CLEANING CULVERT PIPES

STA 775+00
EXISTING 18"x54' CPCSAC TO REMAIN
CLEANING CULVERT PIPES

STA 787+06 - STA 790+04, LT
REMOVING GUARDRAIL

CONVEYOR

RUINS

STA 758+61
CONSTRUCT PE
(GRAVEL)
EXISTING CP
TO REMAIN

STA 761+97
CONSTRUCT FE
(GRAVEL)
EXISTING CP
TO REMAIN

STA 770+85
CONSTRUCT PE
(GRAVEL)

STA 778+00
CONSTRUCT FE
(GRAVEL)
EXISTING CP
TO REMAIN

PROJECT NO: 8865-00-74	HWY: STH 65	COUNTY: POLK	PLAN AND PROFILE: STH 65 - REHAB	SHEET 68	E

STA 792+40
CONSTRUCT PE
(ASPHALT)
SAWCUT REQ'D

STA 796+75
CONSTRUCT PE
(GRAVEL)

MGS GUARDRAIL REQ'D
SEE DETAIL

PT: 793+69.52

DAIRYLAND POWER

STA 792+77
EXISTING CP TO REMAIN

STA 790+55
CONSTRUCT PE
(ASPHALT)
SAWCUT REQ'D
EXISTING CP
TO REMAIN

STA 807+02
CONSTRUCT PE
(GRAVEL)
EXISTING CP
TO REMAIN

PI STA = 813+33.01
Y = 260552.53
X = 501981.43

STA 816+11
CONSTRUCT PE
(GRAVEL)
EXISTING CP
TO REMAIN

STA 815+14
CONSTRUCT FE
(GRAVEL)
EXISTING CP
TO REMAIN

STA 806+29
REMOVING 18" ENDWALL, RT
REPLACE APRON ENDWALL, RT
EXISTING CP TO REMAIN
RIPRAP LIGHT
(REPLACE EXISTING RIPRAP AS
NEEDED)

PI: 813+33.01

STA 813+10
CHANGE IN PAVEMENT DESIGN.
SEE "TRANSITION BETWEEN PAVEMENT
DEPTHS DETAIL" FOR ADDITIONAL
INFORMATION.

N1° 51' 24"W

PI: 809+31.31

PI STA = 809+31.31
Y = 260151.37
X = 502002.07

N2° 56' 43"W

STA 805+88
CHANGE IN PAVEMENT DESIGN.
SEE "TRANSITION BETWEEN PAVEMENT
DEPTHS DETAIL" FOR ADDITIONAL
INFORMATION.

N88° 01' 35"E

STA 806+60
CONSTRUCT FE
(GRAVEL)
EXISTING CP
TO REMAIN

LANDMARK REFERENCE
MONUMENT REQ'D

KENNEDY MILL AVE

STA 823+81
CONSTRUCT PE
(GRAVEL)
EXISTING CP
TO REMAIN

PI STA = 836+03.07
Y = 262821.16
X = 501900.87
DELTA = 3°46'52"
D = 1°00'00"
T = 189.12'
L = 378.10'
R = 5729.58'
PC STA = 834+13.95
PT STA = 837+92.05
SE = 2.4%
DESIGN SPEED = 55 MPH

STA 840+30
CONSTRUCT FE
(GRAVEL)
EXISTING CP
TO REMAIN

PI STA = 824+87.90
Y = 261706.82
X = 501944.01

PI: 824+87.90

POLK-BURNETT ELECTRIC

PC: 834+13.95

PT: 837+92.05

EXISTING CROSS CULVERT
UNDER 120TH AVENUE TO
REMAIN

PI STA = 847+79.62
Y = 263997.40
X = 501932.99

PI: 847+79.62

BM 9
Y = 261644.07
X = 501918.12
ELEV = 1135.78

N1° 51' 24"W

N2° 13' 00"W

N1° 33' 51"E

LANDMARK REFERENCE
MONUMENT REQ'D

120TH AVE

STA 829+75
EXISTING CP TO REMAIN
RIPRAP LIGHT
(REPLACE EXISTING RIPRAP
AS NEEDED)

STA 834+70
CULVERT PIPE LINER 24-INCH &
CLEANING CULVERT PIPE FOR
LINER VERIFICATION
(24"x75' EXISTING CMCP)

STA 841+20
CONSTRUCT FE
(GRAVEL)

STA 845+85
CONSTRUCT FE
(GRAVEL)

STA 823+35
CONSTRUCT FE
(GRAVEL)

PROJECT NO: 8865-00-74	HWY: STH 65	COUNTY: POLK	PLAN AND PROFILE: STH 65 - REHAB	SHEET 69	E

STA 848+62
CONSTRUCT FE
(GRAVEL)

STA 858+42
CONSTRUCT FE
(GRAVEL)

STA 861+86
CONSTRUCT FE
(GRAVEL)

PI STA = 866+68.18
Y = 265885.49
X = 501969.54
DELTA = 3°07'20"
D = 0°15'18"
T = 612.06'
L = 1223.82'
R = 22459.16'
PC STA = 860+56.12
PT STA = 872+79.93
SE = NC
DESIGN SPEED = 70 MPH

.62

PI: 847+79.62

PC: 854+85.07

PT: 857+65.24

PC: 860+56.12

PT: 872+79.93

POLK-BURNETT ELECTRIC

LAKELAND
COMMUNICATIONS

N1° 51' 10"E

N0° 30' 21"E

N3° 37' 41"E

N3° 37' 41

STA 854+12
EXISTING 24"x52' CPCS TO REMAIN
CLEANING CULVERT PIPES

LANDMARK REFERENCE
MONUMENT REQ'D

PI STA = 856+25.17
Y = 264842.51
X = 501960.33
DELTA = 1°20'49"
D = 0°28'51"
T = 140.09'
L = 280.17'
R = 11918.31'
PC STA = 854+85.07
PT STA = 857+65.24
SE = NC
DESIGN SPEED = 60 MPH

STA 848+67
CONSTRUCT PE
(GRAVEL)

STA 861+84
CONSTRUCT PE
(GRAVEL)

STA 871+72
CONSTRUCT PE
(GRAVEL)
EXISTING CP
TO REMAIN

STA 873+47
CONSTRUCT FE
(GRAVEL)
EXISTING CP
TO REMAIN

STA 876+30
REMOVING SMALL PIPE CULVERTS
(24"x51' EXISTING CPCS)
REPLACE PIPE AND ENDWALLS
SEE "CULVERT PIPE DETAIL STA 876+30"

5

5

STA 882+00
CONSTRUCT CE
(GRAVEL)

STA 885+85
CONSTRUCT PE
(GRAVEL)
EXISTING CP
TO REMAIN

PI STA = 881+16.25
Y = 267330.97
X = 502061.19
DELTA = 8°01'33"
D = 2°00'00"
T = 200.98'
L = 401.30'
R = 2864.79'
PC STA = 879+15.27
PT STA = 883+16.57
SE = 4.0%
DESIGN SPEED = 55 MPH

PC: 879+15.27

PT: 883+16.57

POLK-BURNETT
ELECTRIC

LUMEN

LAKELAND
COMMUNICATIONS

N3° 37' 41"E

N4° 23' 53"W

USH 8

EP: 888+18.50

PI STA = 888+18.50
Y = 268031.80
X = 502007.29

160TH ST

STA 884+59
REMOVING SMALL PIPE CULVERTS
(36"x65' EXISTING CPCS)
REPLACE PIPE AND ENDWALLS
SEE "CULVERT PIPE DETAIL STA 884+59"

END PROJECT
STA 887+30.00
MATCH EXISTING
ASPHALTIC SURFACE
BUTT JOINT REQ'D

STA 887+13
CONSTRUCT FE
(GRAVEL)

STA 880+11
CONSTRUCT PE
(GRAVEL)

STA 881+42
CONSTRUCT PE
(GRAVEL)

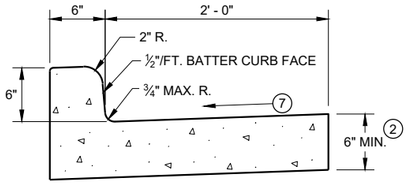
STA 885+63
CONSTRUCT PE
(GRAVEL)

PROJECT NO: 8865-00-74	HWY: STH 65	COUNTY: POLK	PLAN AND PROFILE: STH 65 - REHAB	SHEET 70	E

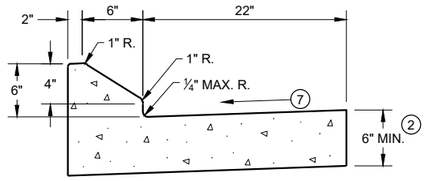
Standard Detail Drawing List

08D01-22A	CONCRETE CURB & GUTTER
08D01-22B	CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS
08D22-01	DRIVEWAYS WITHOUT CURB & GUTTER RESURFACING PROJECTS RURAL
08E08-03	TYPICAL INSTALLATIONS OF EROSION BALES / TEMPORARY DITCH CHECKS
08E09-06	SILT FENCE
08E15-01	CULVERT PIPE CHECK
08F01-11	APRON ENDWALLS FOR CULVERT PIPE
13A10-02A	2-LANE RURAL SHOULDER RUMBLE STRIP, MILLING
13A10-02B	2-LANE RURAL SHOULDER RUMBLE STRIP, MILLING
13A10-02C	2-LANE RURAL SHOULDER RUMBLE STRIP, MILLING
13A10-02D	2-LANE RURAL SHOULDER RUMBLE STRIP, MILLING
13A11-03A	2-LANE RURAL CENTER LINE RUMBLE STRIP, MILLING
13A11-03B	2-LANE RURAL CENTER LINE RUMBLE STRIP, MILLING
13C19-03	HMA LONGITUDINAL JOINTS
14B20-12A	STEEL THRIE BEAM STRUCTURE APPROACH
14B20-12B	STEEL THRIE BEAM STRUCTURE APPROACH, CONNECTION TO SQUARE END PARAPETS
14B20-12C	STEEL THRIE BEAM STRUCTURE APPROACH, CONNECTION TO VERTICAL FACED PARAPETS
14B20-12D	STEEL THRIE BEAM STRUCTURE APPROACH, CONNECTION TO SLOPED END PARAPETS
14B20-12E	STEEL THRIE BEAM STRUCTURE APPROACH, CONNECTION TO BRIDGE RAILING TYPES "F" AND "W"
14B20-12F	STEEL THRIE BEAM STRUCTURE APPROACH, CONNECTION TO BRIDGE RAILING TYPE "M"
14B20-12G	STEEL THRIE BEAM STRUCTURE APPROACH, CONNECTOR PLATE DETAIL
14B20-12H	STEEL THRIE BEAM STRUCTURE APPROACH, SINGLE SLOPE ATTACHMENT
14B27-01A	STEEL PLATE BEAM GUARD SHORT RADIUS TERMINAL
14B27-01B	STEEL PLATE BEAM GUARD SHORT RADIUS TERMINAL
14B27-01C	STEEL PLATE BEAM GUARD SHORT RADIUS TERMINAL
14B42-07A	MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL
14B42-07B	MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL
14B42-07C	MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL
14B42-07D	MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL
14B44-04A	MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)
14B44-04B	MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)
14B44-04C	MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)
14B45-05A	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-05B	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-05C	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-05D	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-05E	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-05F	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-05G	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-05H	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-05I	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-05J	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-05K	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-05L	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
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
15C04-05	TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 M.P.H. OR GREATER TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC
15C05-05	TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 M.P.H. OR LESS
15C08-22A	LONGITUDINAL MARKING (MAINLINE)
15C08-22B	TEMPORARY LONGITUDINAL PAVEMENT MARKING
15C12-09A	TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION
15C19-07A	MOVING PAVEMENT MARKING OPERATION TWO-LANE TWO-WAY ROADWAY
15C35-05A	PAVEMENT MARKING (INTERSECTIONS)
15D28-04	TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY
15D44-02	TRAFFIC CONTROL, SIGNING ON ROADWAYS WITH MILLED SURFACES
15D45-03	TRAFFIC CONTROL, SIGNING ON ROADWAYS WITH LOOSE GRAVEL
16A01-07	LANDMARK REFERENCE MONUMENTS AND COVERS

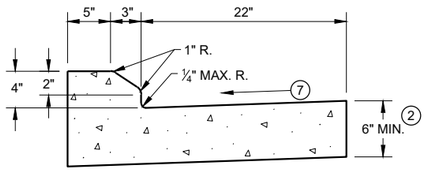
6



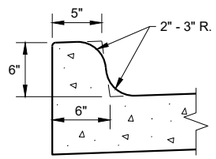
TYPES A (1) & D



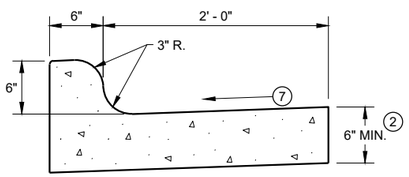
6" SLOPED CURB TYPES G (1) & J



4" SLOPED CURB TYPES G (1) & J

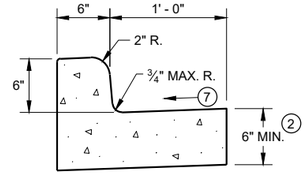


TYPES K (1) & L
(OPTIONAL CURB SHAPE)



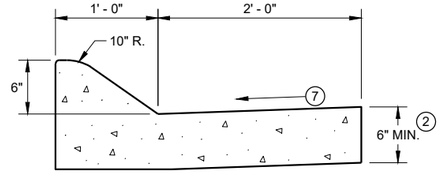
TYPES K (1) & L

CONCRETE CURB AND GUTTER 30"



TYPES A (1) & D

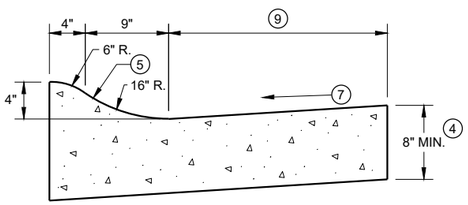
CONCRETE CURB AND GUTTER 18"



6" SLOPED CURB TYPES A (1) & D

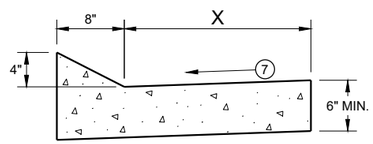
4" SLOPED CURB TYPES A (1) & D

CONCRETE CURB AND GUTTER 36"



4" SLOPED CURB TYPES R (1) & T

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

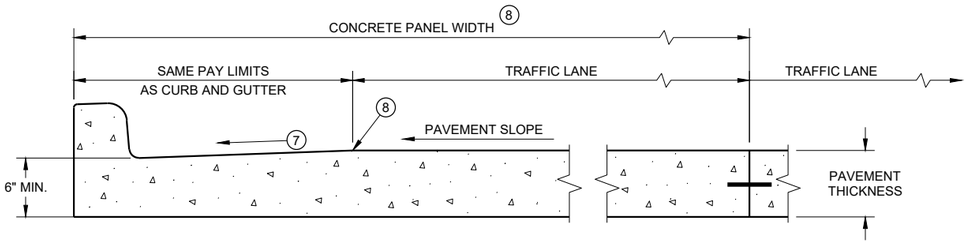


TYPES TBT & TBTT (1)

CONCRETE CURB AND GUTTER

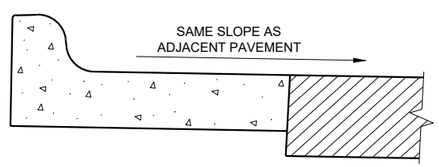
PAVEMENT THICKNESS AND MAXIMUM CONCRETE PANEL WIDTH TABLE

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



PARTIAL SECTION OF PAVEMENT * WITH INTEGRAL CURB AND GUTTER

* BIKE LANE IS NOT SHOWN



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

GENERAL NOTES

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

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

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

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

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

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

(3) USE 8" MINIMUM GUTTER THICKNESS WHEN USED WITH AN ADJACENT CONCRETE TRUCK APRON PLACED BEHIND BACK OF CURB.

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

(5) UNLESS OTHERWISE NOTED, FOR STAKING PURPOSES THE FACE OF CURB IS 6" FROM THE BACK OF CURB.

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

(7) USE 4% GUTTER CROSS SLOPE UNLESS OTHERWISE NOTED IN THE PLANS.

(8) INCLUDE LONGITUDINAL JOINT AND TIE BARS ALONG LANE EDGE WHEN CONCRETE PANEL WIDTH EXCEEDS THE MAXIMUM WIDTH PER TABLE BELOW. LONGITUDINAL JOINT(S) ARE NOT ALLOWED WITHIN TRAFFIC LANES AND BIKE LANES. LONGITUDINAL JOINT MAY BE SAWED.

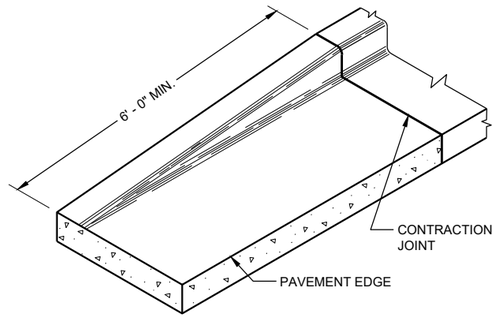
(9) CONCRETE CURB AND GUTTER 4-INCH SLOPED 30-INCH TYPE "R" AND "T" = 17 INCHES
CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE "R" AND "T" = 23 INCHES

CONCRETE CURB AND GUTTER

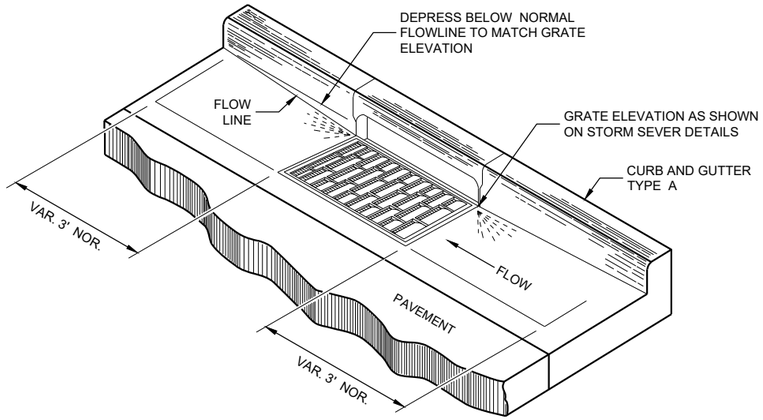
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 08D01 - 22a



END SECTIONCURB AND GUTTER



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

GENERAL NOTES

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

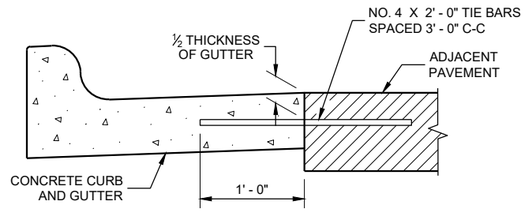
PAVEMENT TIES AND TIE BARS SHALL BE EPOXY COATED IN CONFORMANCE WITH SUBSECTION 505.2.6.2 OF THE STANDARD SPECIFICATIONS.

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

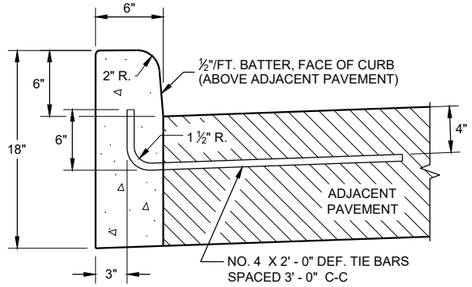
(1) TIE BARS ARE REQUIRED FOR CURB AND GUTTERS TYPES A, G, K, R, AND TBTT.

(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.

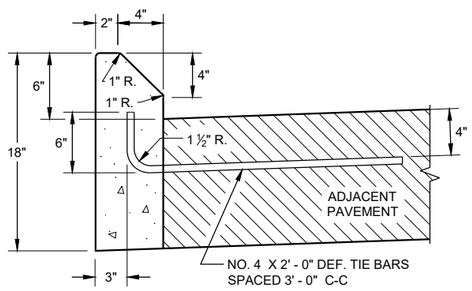
(9) REFER TO SDD 08D18 AND 08D19 FOR ADDITIONAL DRIVEWAY ENTRANCE CURB DETAILS.



TYPICAL TIE BAR LOCATION (1)

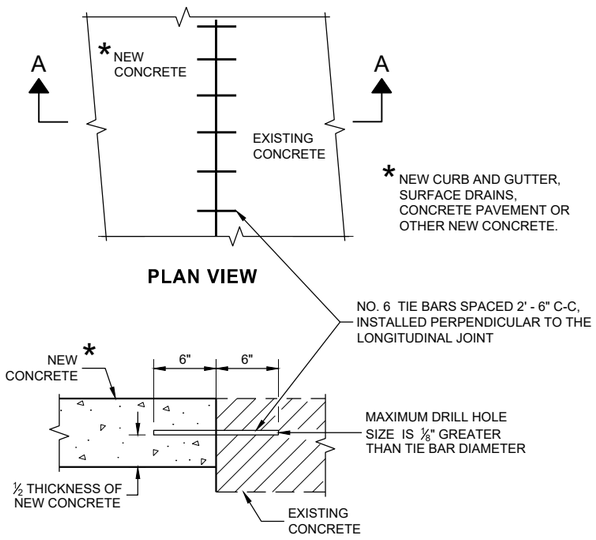


TYPES A (1) & D



TYPES G (1) & J

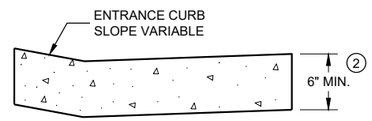
CONCRETE CURB



PLAN VIEW

SECTION A - A

TIE BARS DRILLED INTO EXISTING PAVEMENT



DRIVEWAY ENTRANCE CURB (9)
(WHEN DIRECTED BY THE ENGINEER)

CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

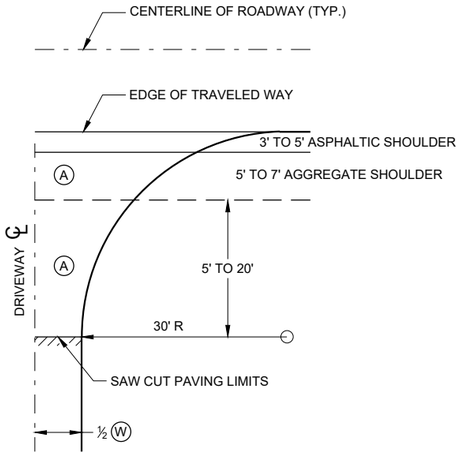
FHWA

6

SDD08D01 - 22b

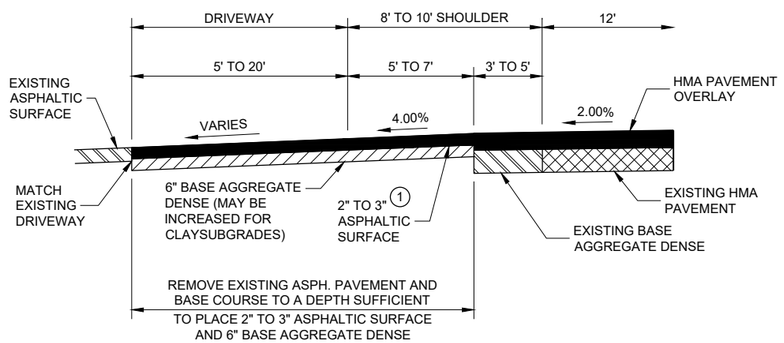
GENERAL NOTES

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



PLAN VIEW

HALF SECTION



PROFILE VIEW

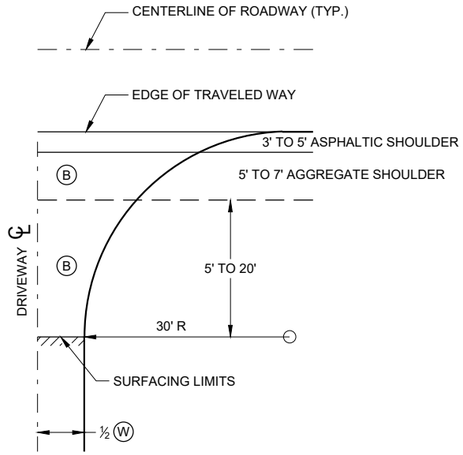
RURAL ENTRANCE WITH ASPHALTIC SURFACE

RESURFACING PROJECTS

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

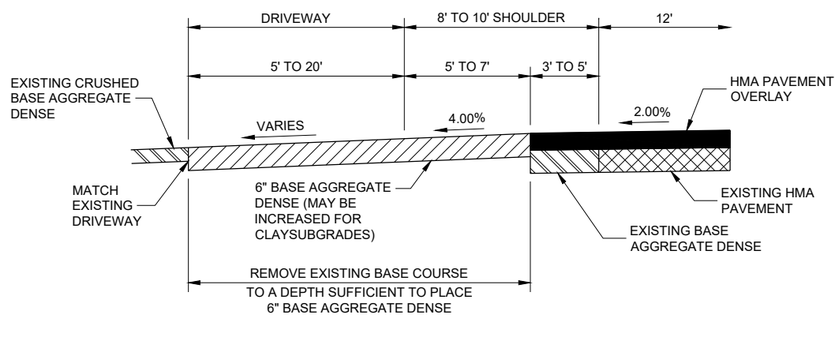
(B) : PAID FOR AS BASE AGGREGATE DENSE 1 ¼" (TON)

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



PLAN VIEW

HALF SECTION



PROFILE VIEW

RURAL ENTRANCE WITH AGGREGATE SURFACE

6" BASE AGGREGATE DENSE

RESURFACING PROJECTS

DRIVEWAYS WITHOUT CURB AND GUTTER RESURFACING PROJECTS RURAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

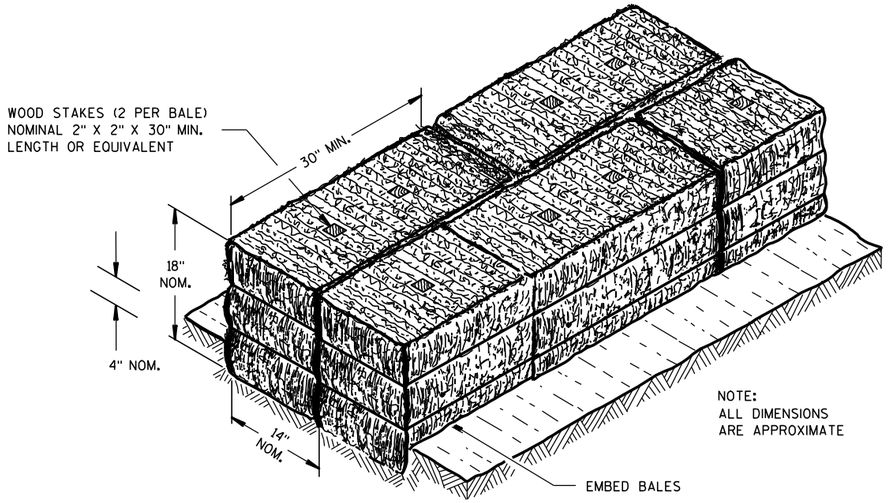
APPROVED
December 2016
DATE

/S/ Rodney Taylor
ROADWAY STANDARDS DEVE ENGINEER

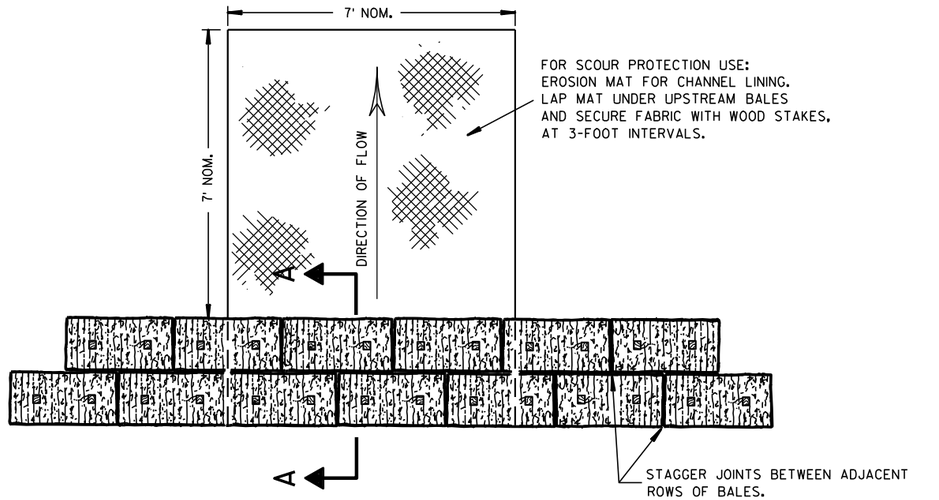
FHWA

6

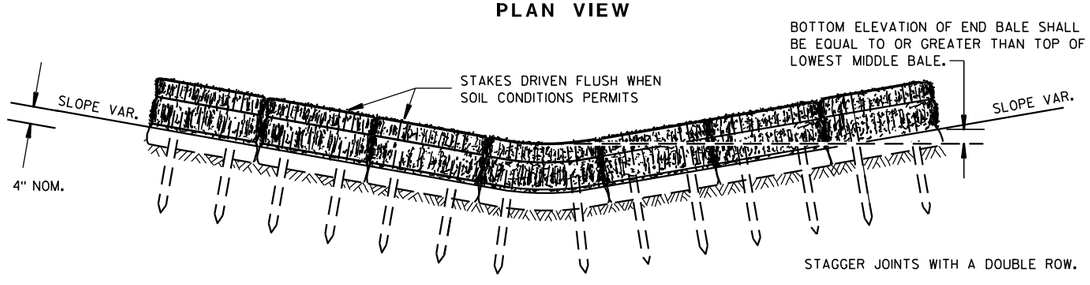
SDD 08D22 - 01



SECTION A-A



PLAN VIEW



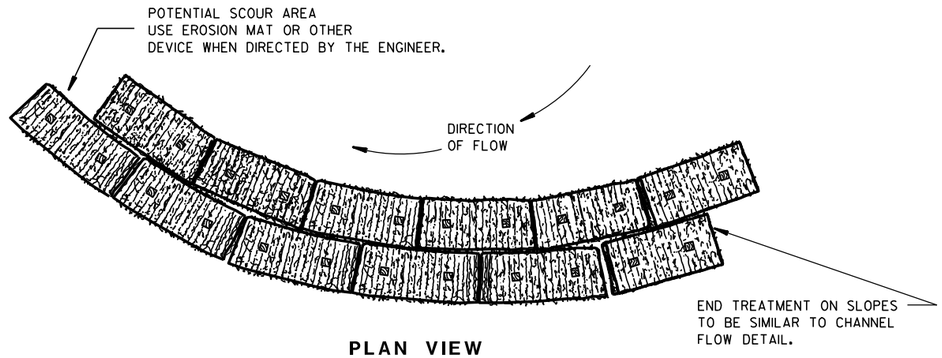
FRONT ELEVATION

TEMPORARY DITCH CHECK USING EROSION BALES (1)

GENERAL NOTES

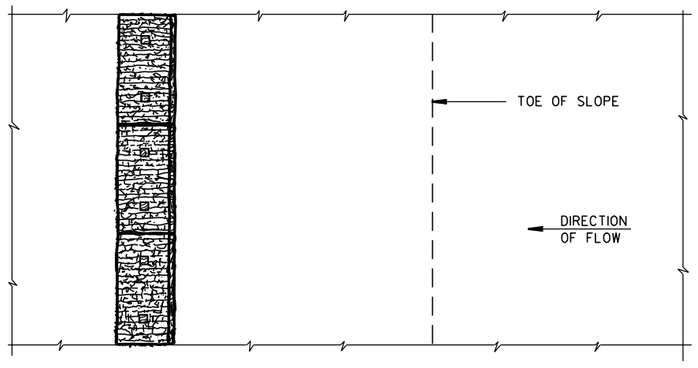
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

(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.

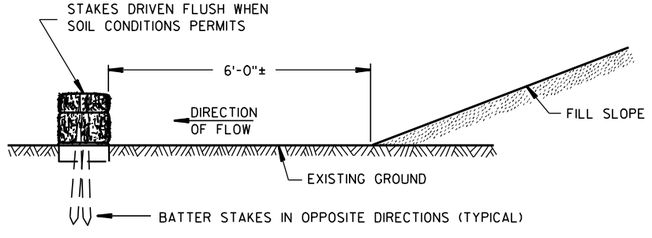


PLAN VIEW

WHEN ALTERING THE DIRECTION OF FLOW



PLAN VIEW



FRONT ELEVATION

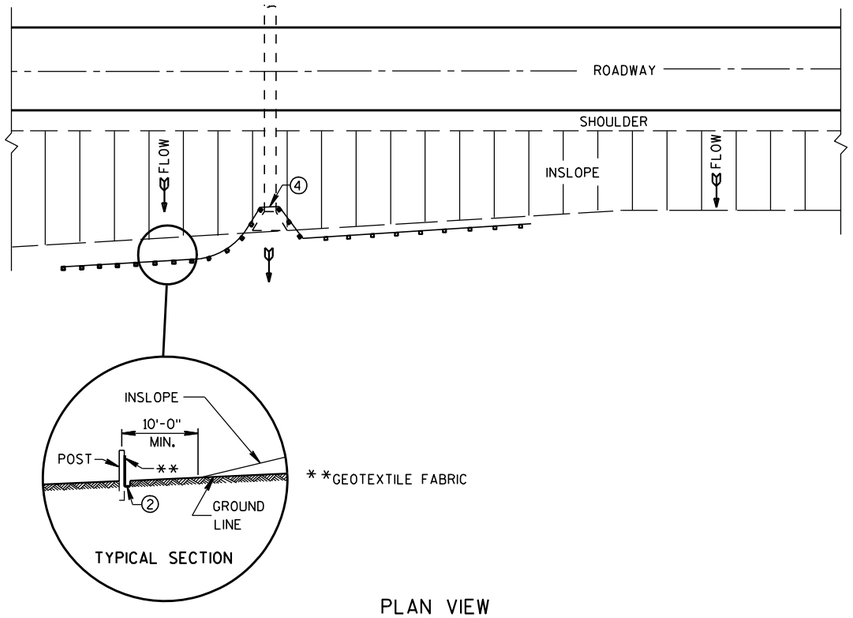
WHEN EXISTING GROUND SLOPES AWAY FROM FILL SLOPE

EROSION BALES FOR SHEET FLOW

TYPICAL INSTALLATIONS OF EROSION BALES / TEMPORARY DITCH CHECKS

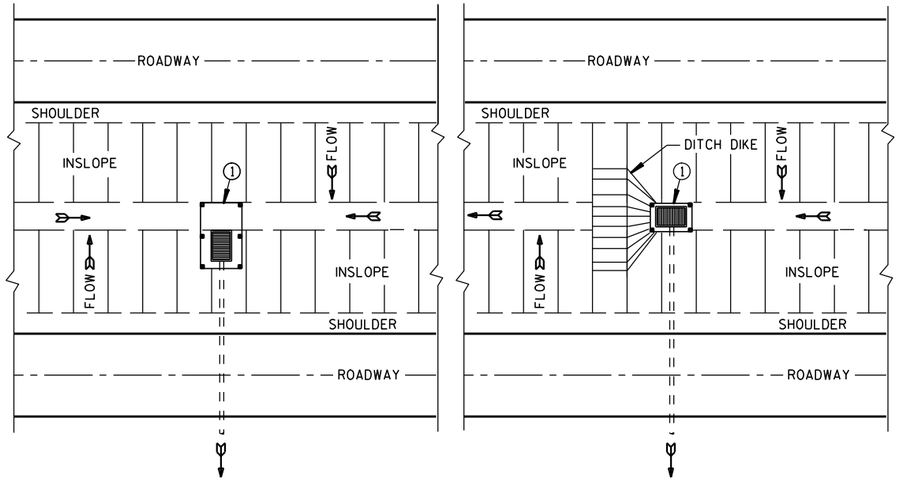
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
6/04/02 — DATE
/S/ Beth Cannestra — CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA



PLAN VIEW

TYPICAL APPLICATION OF SILT FENCE



PLAN VIEW

SILT FENCE AT MEDIAN SURFACE DRAINS

GENERAL NOTES

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

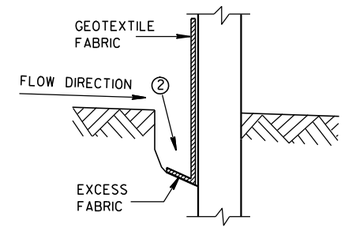
① HORIZONTAL BRACE REQUIRED WITH 2" X 4" WOODEN FRAME OR EQUIVALENT AT TOP OF POSTS.

② FOR MANUAL INSTALLATIONS THE TRENCH SHALL BE A MINIMUM OF 4" WIDE & 6" DEEP TO BURY AND ANCHOR THE GEOTEXTILE FABRIC. FOLD MATERIAL TO FIT TRENCH AND BACKFILL & COMPACT TRENCH WITH EXCAVATED SOIL.

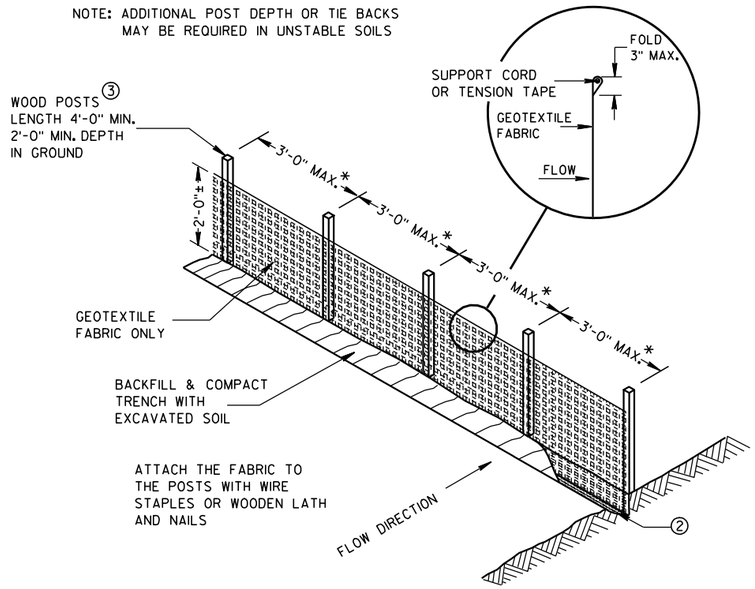
③ WOOD POSTS SHALL BE A MINIMUM SIZE OF 1⅛" X 1⅛" OF OAK OR HICKORY.

④ SILT FENCE TO EXTEND ACROSS THE TOP OF THE PIPE.

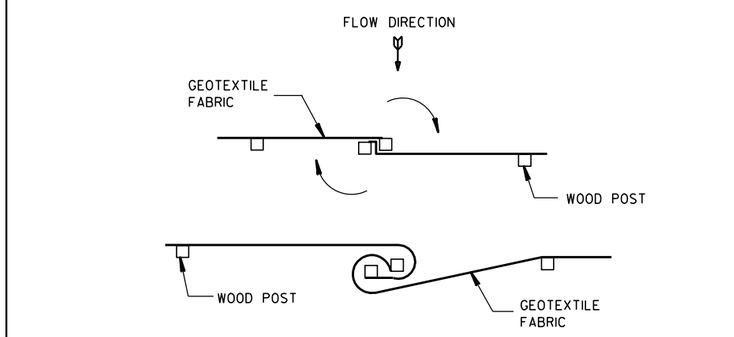
⑤ CONSTRUCT SILT FENCE FROM A CONTINUOUS ROLL IF POSSIBLE BY CUTTING LENGTHS TO AVOID JOINTS. IF A JOINT IS NECESSARY USE ONE OF THE FOLLOWING TWO METHODS; A) OVERLAP THE END POSTS AND TWIST, OR ROTATE, AT LEAST 180 DEGREES, B) HOOK THE END OF EACH SILT FENCE LENGTH.



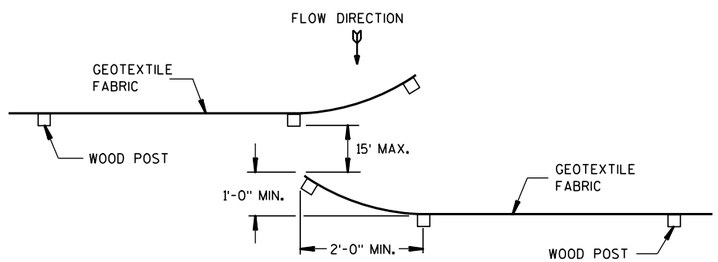
TRENCH DETAIL



SILT FENCE

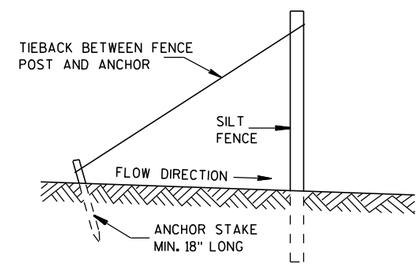


TWIST METHOD



HOOK METHOD

JOINING TWO LENGTHS OF SILT FENCE ⑤



SILT FENCE TIE BACK

(WHEN REQUIRED BY THE ENGINEER)

SILT FENCE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

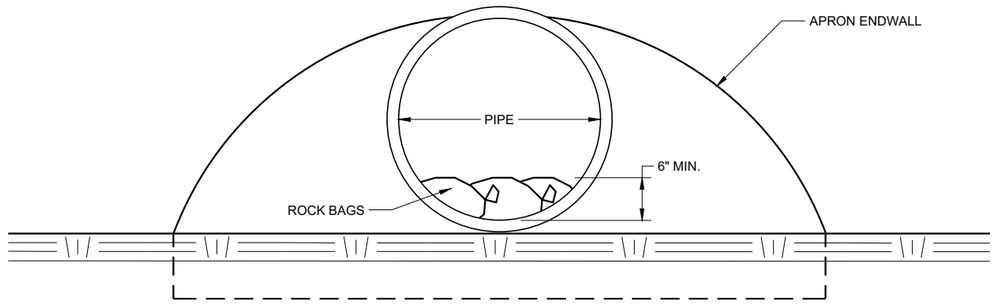
APPROVED
4-29-05 DATE
/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

6

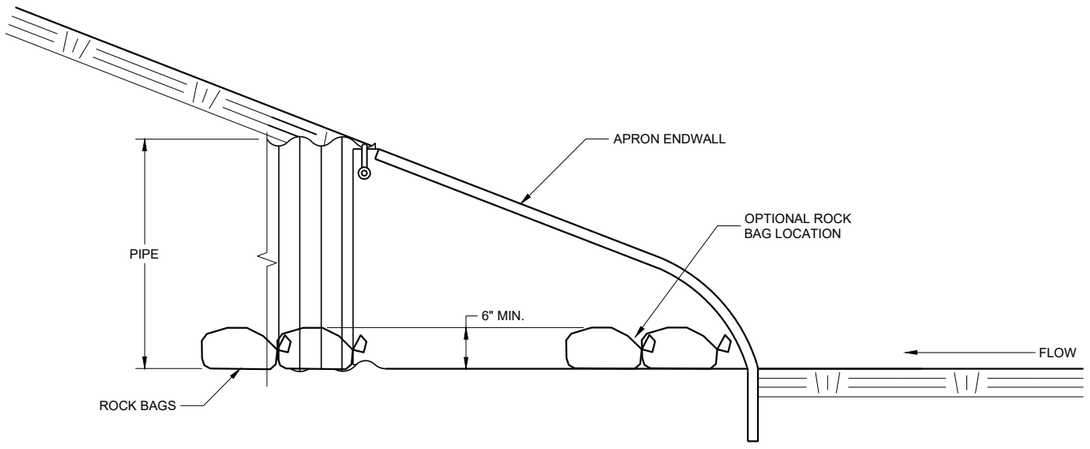
S.D.D. 8 E 9-6

6

S.D.D. 8 E 9-6



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
FHWA	

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SDD 08E15 - 01

METAL APRON ENDWALLS

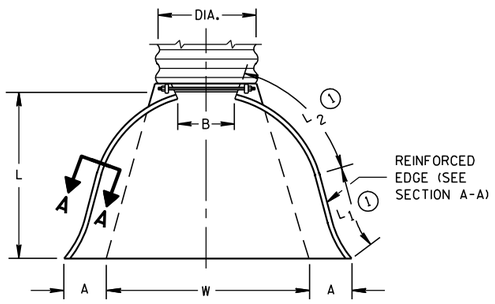
PIPE DIA. (IN.)	MIN. THICK. (Inches) STEEL	MIN. THICK. (Inches) ALUM.	DIMENSIONS (Inches) A (±1")	B (MAX.)	H (±1")	L (±1 1/2")	L1 ①	L2 ①	W (±2")	APPROX. SLOPE	BODY
12	.064	.060	6	6	6	21	12	17 1/2	24	2 1/2 to 1	1 Pc.
15	.064	.060	7	8	6	26	14	21 3/4	30	2 1/2 to 1	1 Pc.
18	.064	.060	8	10	6	31	15	28 1/4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

× EXCEPT CENTER PANEL SEE GENERAL NOTES

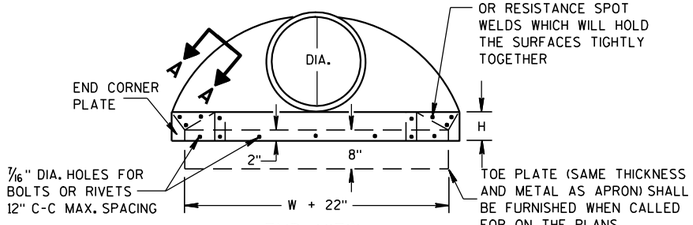
REINFORCED CONCRETE APRON ENDWALLS

PIPE DIA. (IN.)	DIMENSIONS (Inches) T	A	B	C	D	E	G	APPROX. SLOPE
12	2	4	24	48 7/8	72 1/8	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



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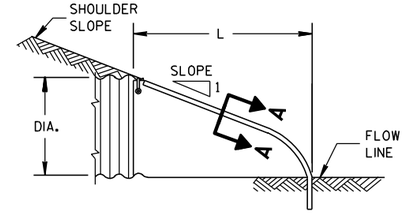
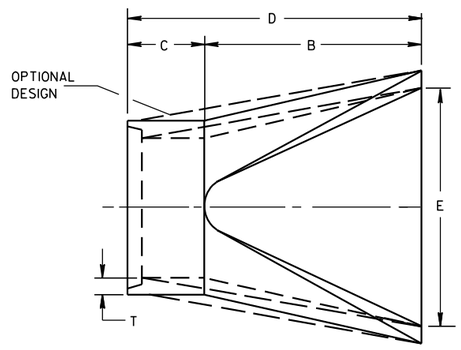
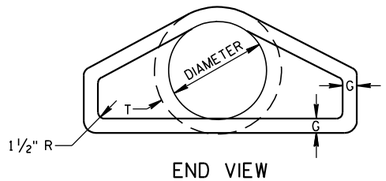


SIDE ELEVATION

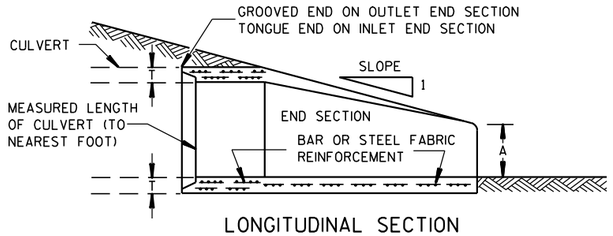
METAL ENDWALLS



PLAN

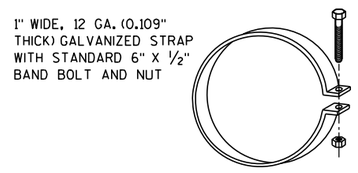


END VIEW



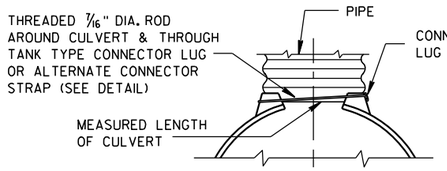
LONGITUDINAL SECTION

CONCRETE ENDWALLS

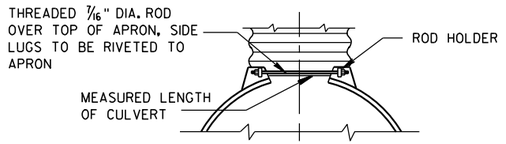


ALTERNATE FOR TYPE 1 CONNECTION

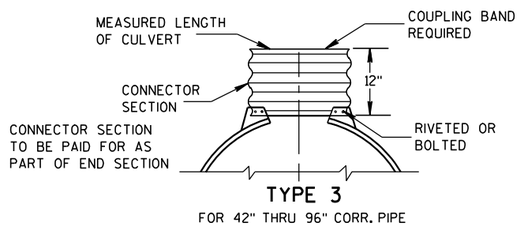
END SECTION CONNECTOR STRAP



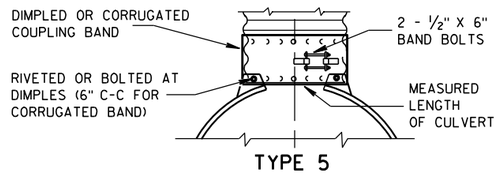
TYPE 1
FOR 12" THRU 24" CORR. PIPE



TYPE 2
FOR 30" THRU 96" CORR. PIPE



TYPE 3
FOR 42" THRU 96" CORR. PIPE



TYPE 5
ALTERNATE FOR:
ALL SIZES CORRUGATED CIRCULAR PIPE

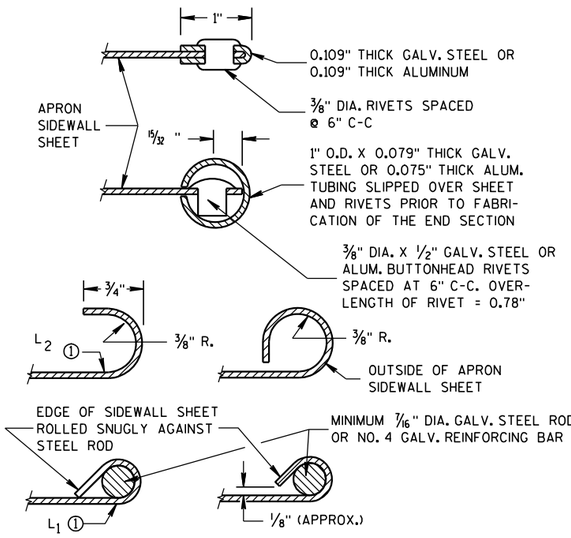
NOTE: DIMPLED BAND FITS OVER OUTSIDE OF ENDWALL. AND CORRUGATED BAND FITS INSIDE ENDWALL. DIMPLED BAND MAY BE USED WITH HELICALLY CORRUGATED PIPE.

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

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

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

CONNECTION DETAILS



SECTION A-A

GENERAL NOTES

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

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

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

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

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

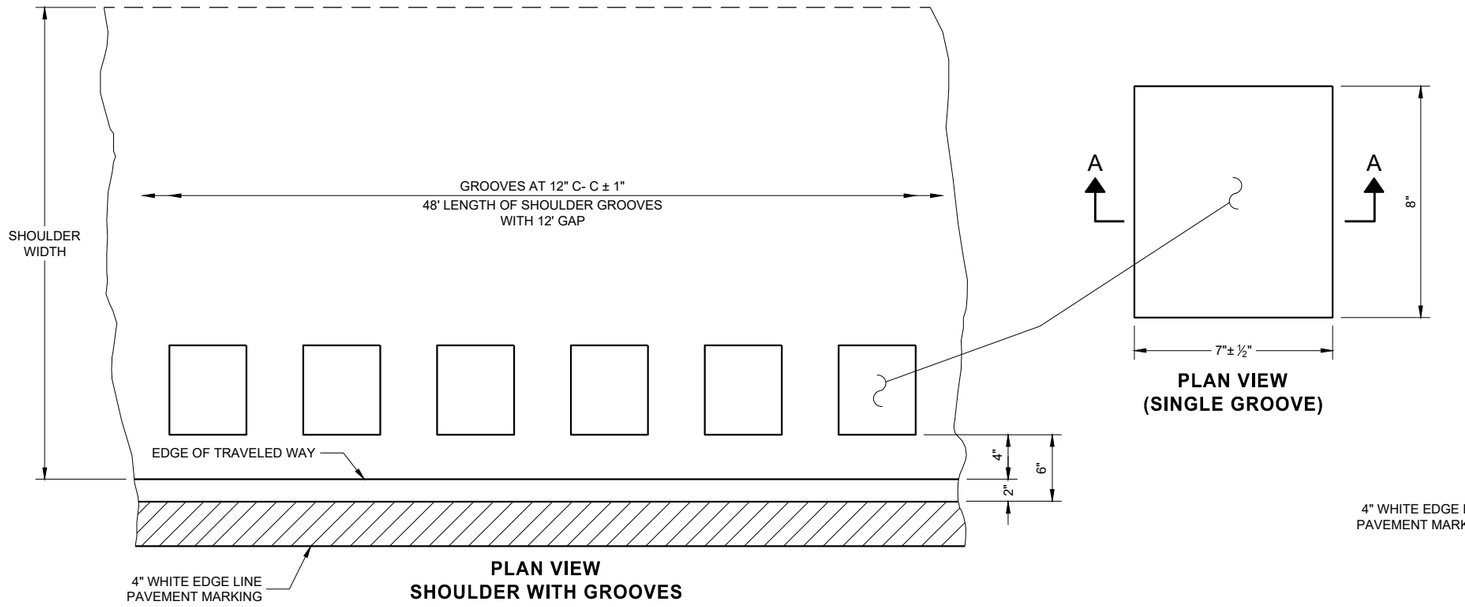
① FOR PIPE SIZES UP TO 60" DIAMETER, A 180° ROLLED EDGE MAY BE USED INSTEAD OF STEEL ROD REINFORCEMENT. SEE SECTION A-A.

APRON ENDWALLS FOR CULVERT PIPE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

6
S.D.D. 8 F 1-11



PLAN VIEW
SHOULDER WITH GROOVES

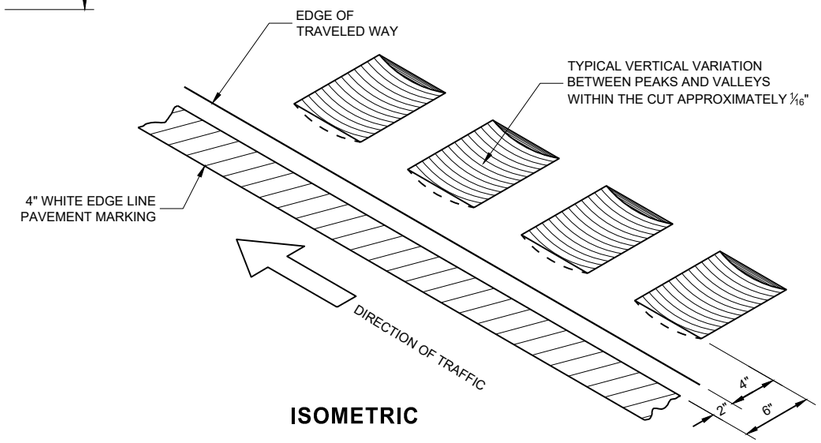
PLAN VIEW
(SINGLE GROOVE)

GENERAL NOTES

DETAILS OF CONSTRUCTION NO SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

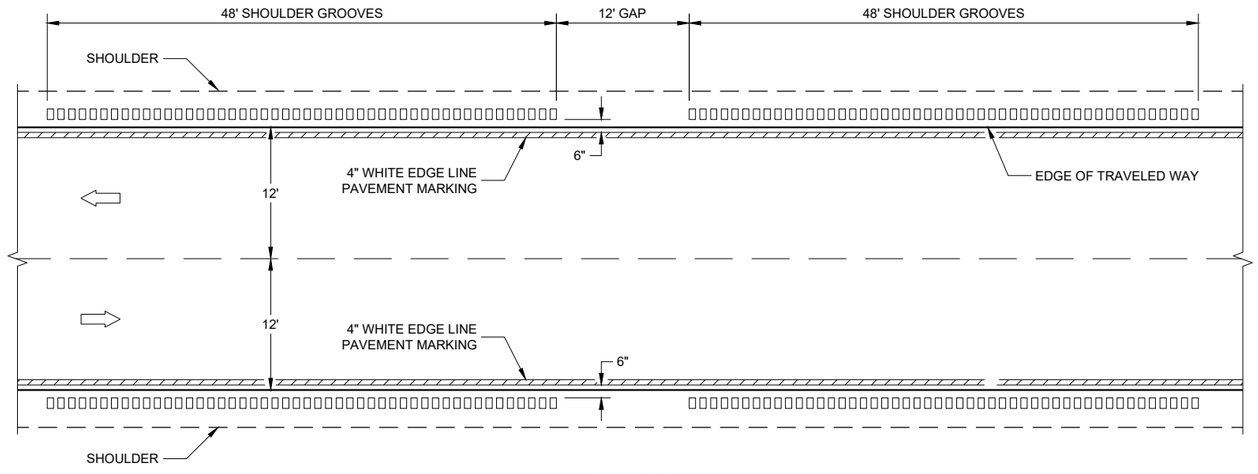
DO NOT MILL SHOULDER GROOVES THROUGH ANY INTERSECTION, MARKED CROSSWALK, NON-MOTORIZED PATH CROSSING, OR SNOWMOBILE CROSSING.

(1) SHOULDER GROOVES MAY BE OMITTED IN AREAS WITH HIGH CONCENTRATIONS OF DRIVEWAYS. WHEN DIRECTED BY THE ENGINEER.

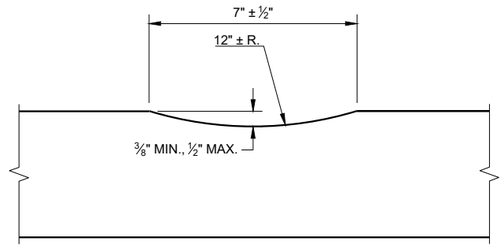


ISOMETRIC

PLACEMENT DETAIL FOR TYPE 1 MILLED RUMBLE STRIP



TYPE 1
2 - LANE SHOULDER RUMBLE STRIP



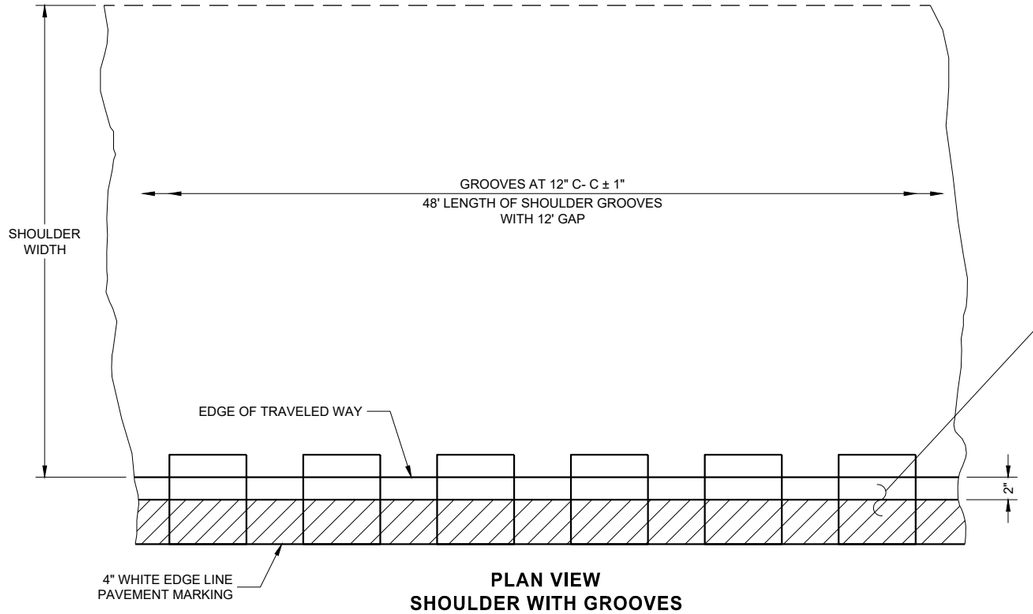
SECTION A - A

2-LANE RURAL SHOULDER RUMBLE STRIP, MILLING

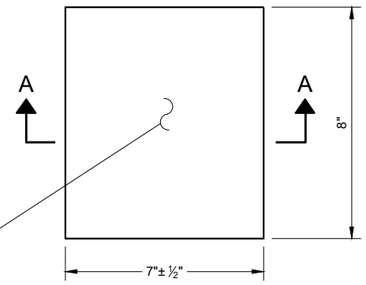
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 13A10 - 02a
SDD 13A10 - 02a



PLAN VIEW
SHOULDER WITH GROOVES



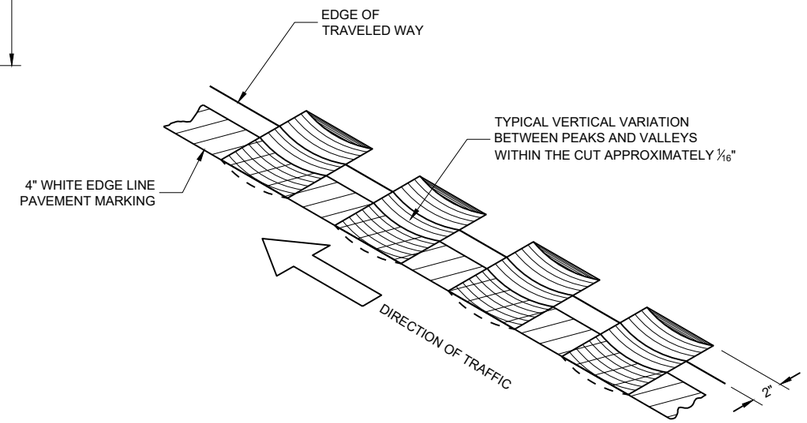
PLAN VIEW
(SINGLE GROOVE)

GENERAL NOTES

DETAILS OF CONSTRUCTION NO SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

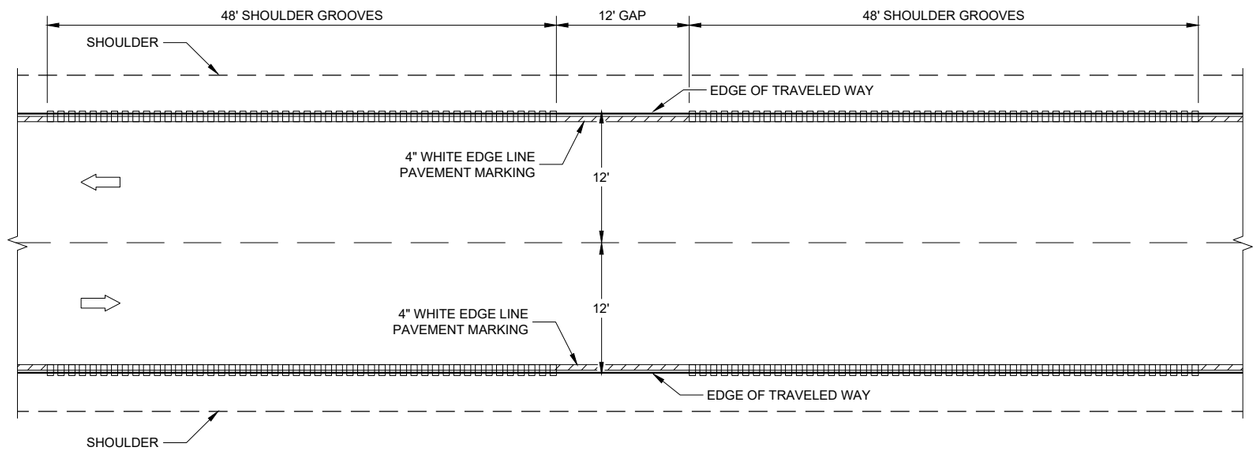
DO NOT MILL SHOULDER GROOVES THROUGH ANY INTERSECTION, MARKED CROSSWALK, NON-MOTORIZED PATH CROSSING, OR SNOWMOBILE CROSSING.

(1) SHOULDER GROOVES MAY BE OMITTED IN AREAS WITH HIGH CONCENTRATIONS OF DRIVEWAYS. WHEN DIRECTED BY THE ENGINEER.

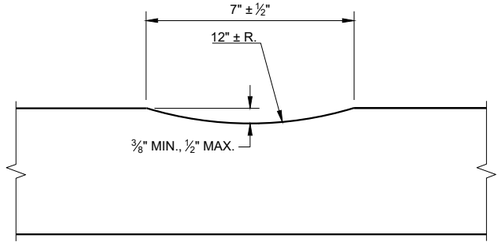


ISOMETRIC

PLACEMENT DETAIL FOR TYPE 2 MILLED RUMBLE STRIP



TYPE 2
2 - LANE SHOULDER RUMBLE STRIP



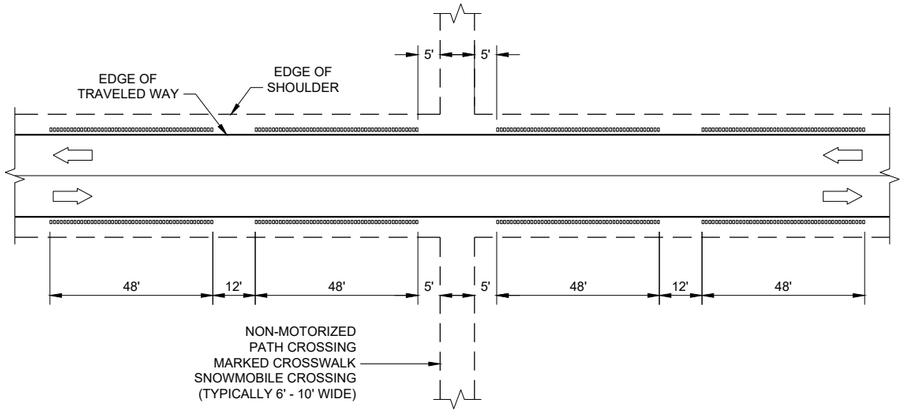
SECTION A - A

2-LANE RURAL SHOULDER RUMBLE STRIP, MILLING

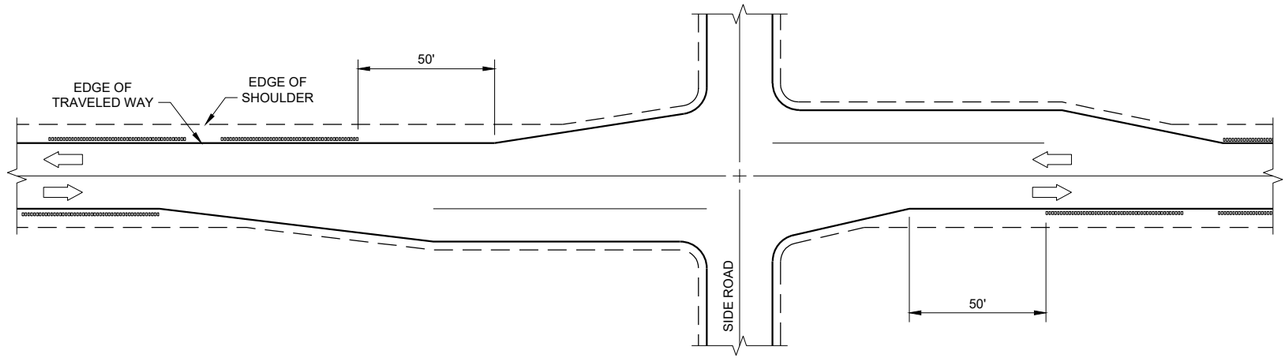
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

SDD 13A10 - 02b

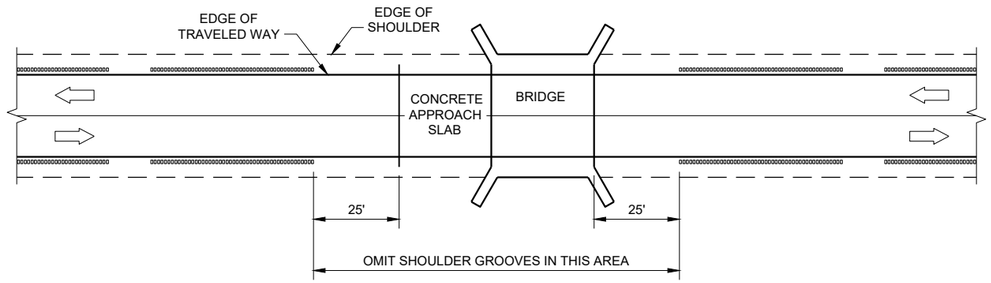
SDD13A10 - 02b



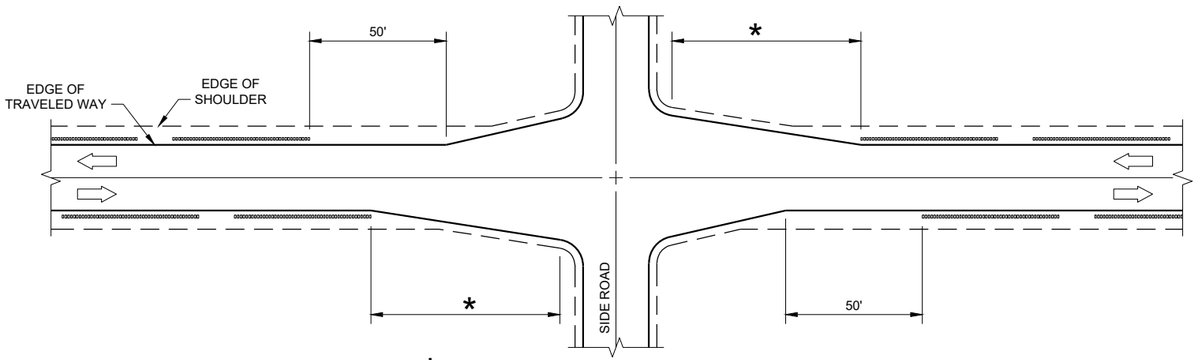
SHOULDER GROOVES AT MISCELLANEOUS CROSSINGS



SHOULDER GROOVES AT RIGHT TURN LANE

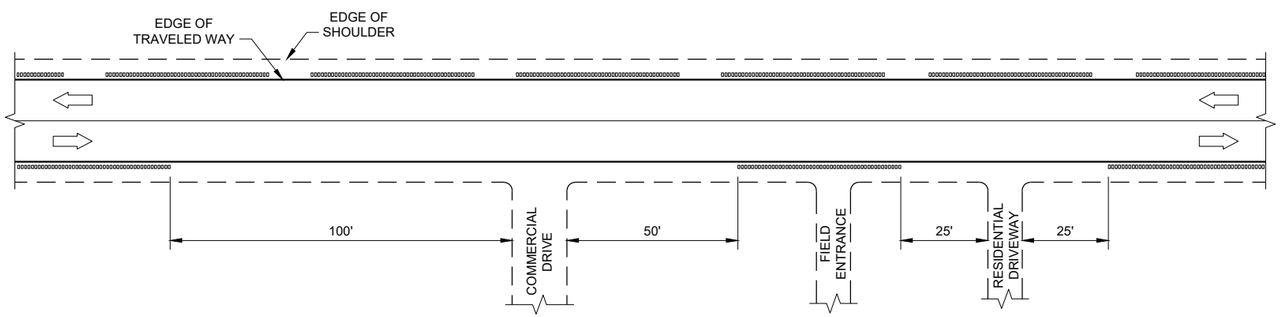


SHOULDER GROOVES AT BRIDGES



* GREATER OF 100' OR APPROACH TAPER LENGTH

SHOULDER GROOVES AT INTERSECTIONS WITH APPROACH TAPER



SHOULDER GROOVES AT DRIVEWAYS (1)

GENERAL NOTES

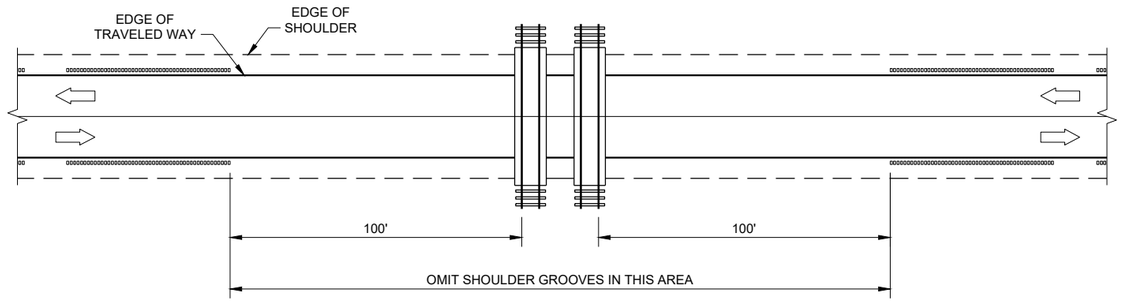
(1) SHOULDER GROOVES MAY BE OMITTED IN AREAS WITH HIGH CONCENTRATIONS OF DRIVEWAYS. WHEN DIRECTED BY THE ENGINEER.

2-LANE RURAL SHOULDER RUMBLE STRIP, MILLING

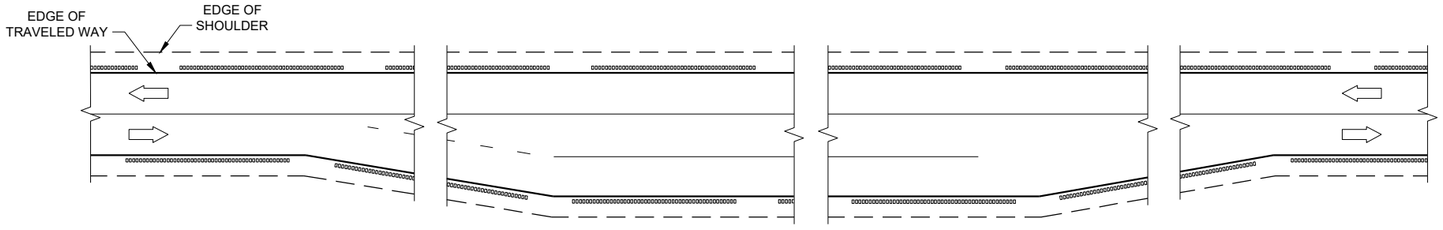
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

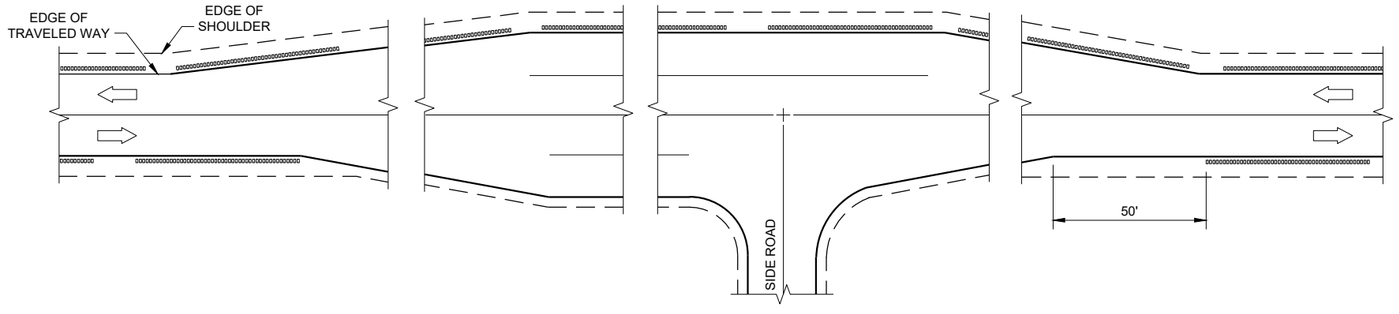
SDD 13A10 - 02c



SHOULDER GROOVES AT RAILROADS



SHOULDER GROOVES AT PASSING AND CLIMBING LANES



SHOULDER GROOVES AT BYPASS LANES

6

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SDD 13A10 - 02d

SDD13A10 - 02d

2-LANE RURAL SHOULDER RUMBLE STRIP, MILLING

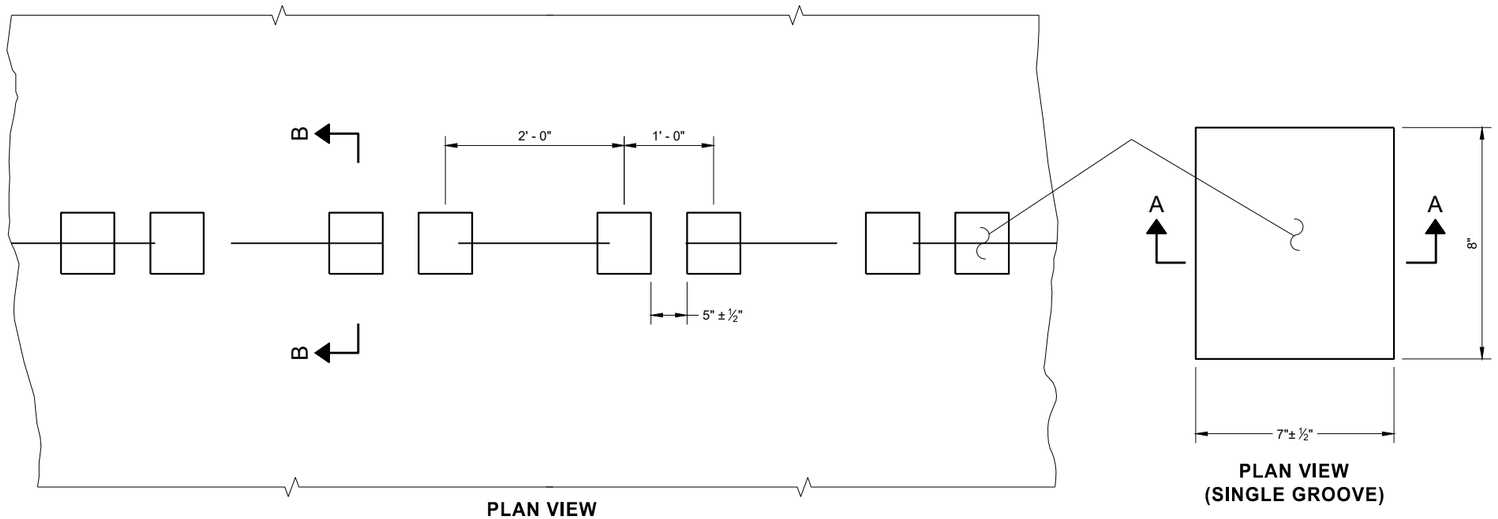
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

7/2018
DATE

/S/ Rodney Taylor
ROADWAY STANDARDS DEVE ENGINEER

FHWA



PLAN VIEW
SHOULDER WITH GROOVES

PLAN VIEW
(SINGLE GROOVE)

PLACEMENT DETAIL FOR TYPE 1 MILLED RUMBLE STRIP

GENERAL NOTES

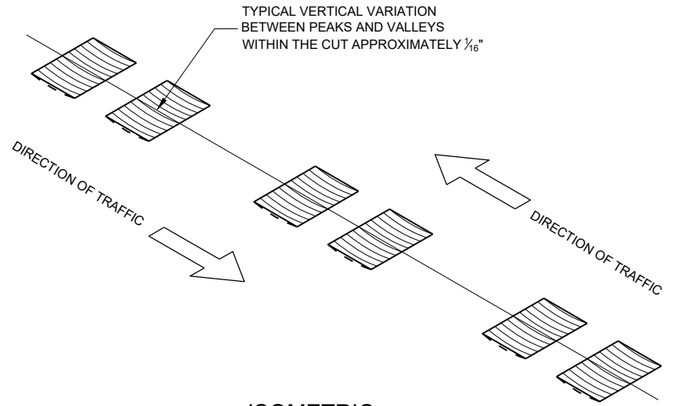
DETAILS OF CONSTRUCTION NO SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

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

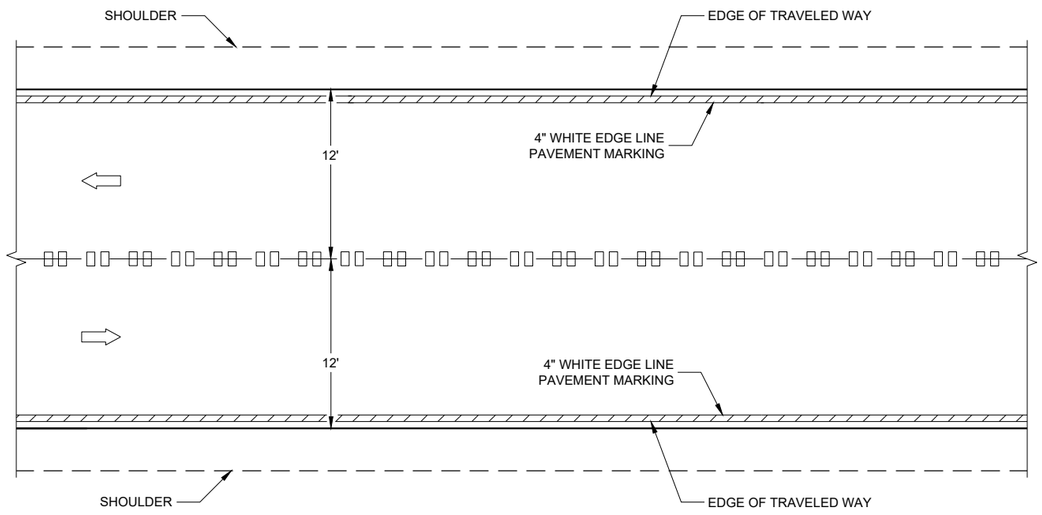
INSTALL PAVEMENT MARKING AFTER THE GROOVES ARE INSTALLED.

SEE SIGNING PLAN FOR SIGN REQUIREMENTS THAT MAY BE NEEDED.

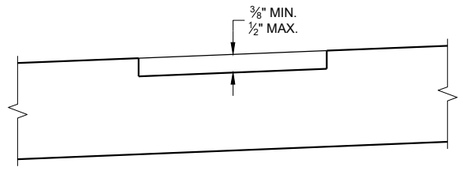
(1) CENTERLINE GROOVES MAY BE OMITTED IN AREAS WITH HIGH CONCENTRATIONS OF DRIVEWAYS. WHEN DIRECTED BY THE ENGINEER.



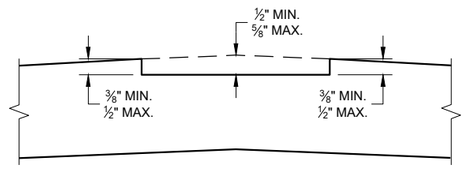
ISOMETRIC



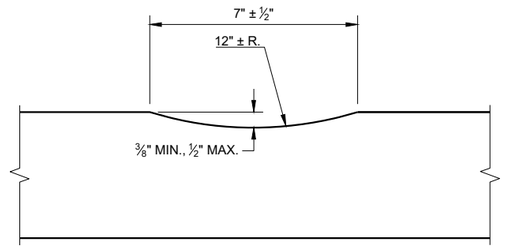
CENTERLINE GROOVES ON TWO-WAY ROADWAYS



SECTION B - B
SUPERELEVATED ROADWAY



SECTION B - B
CROWNED ROADWAY



SECTION A - A

2-LANE RURAL
CENTER LINE RUMBLE STRIP, MILLING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 13A11 - 03a

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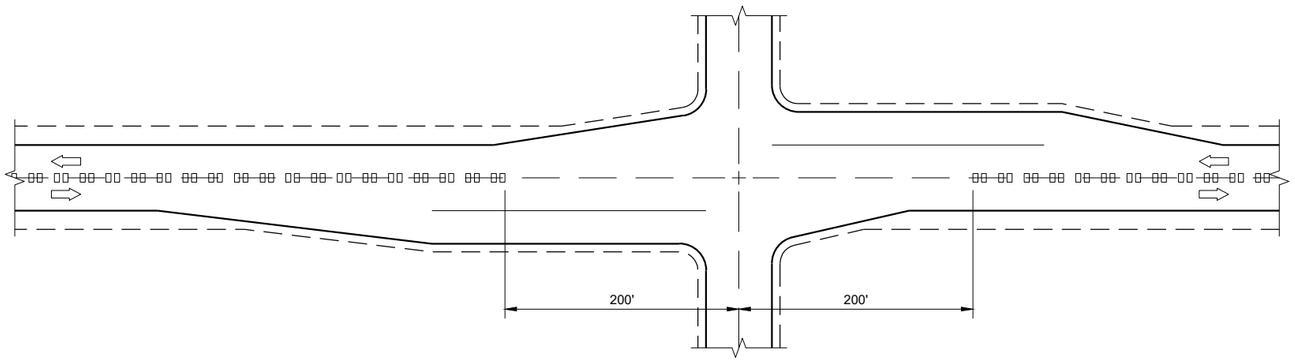
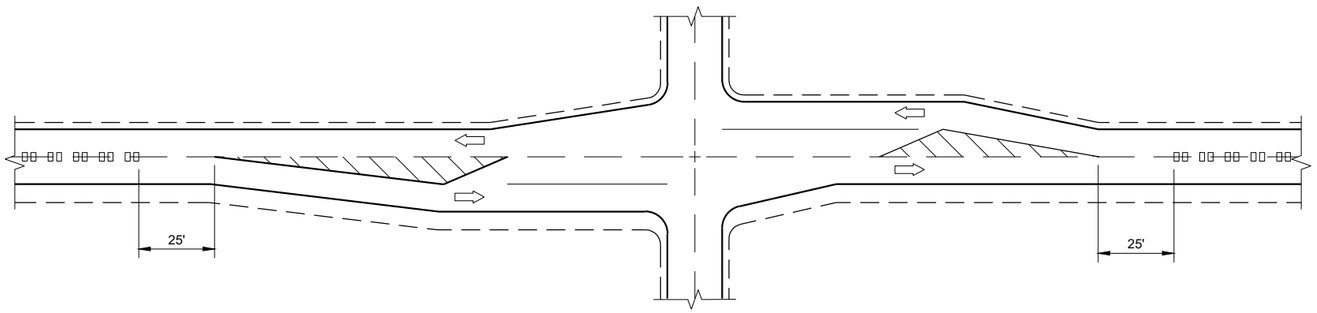
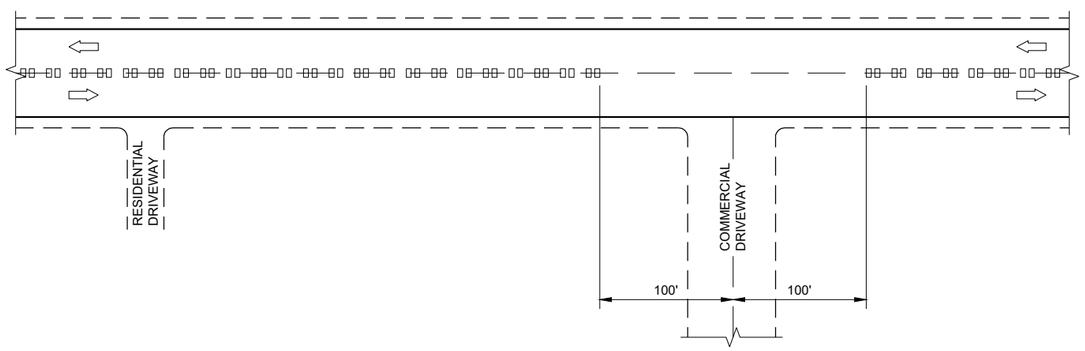
SDD 13A11 - 03a



CENTERLINE GROOVES AT INTERSECTIONS



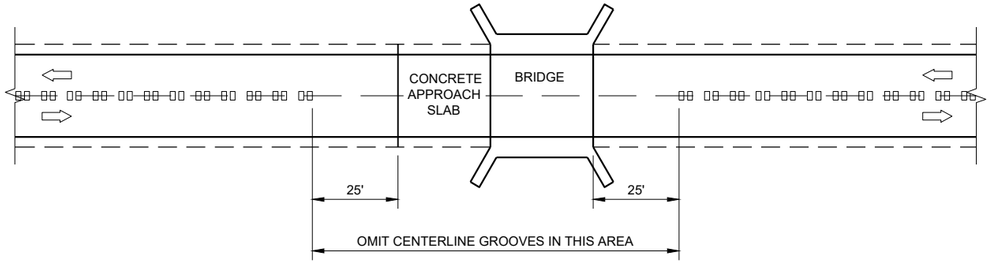
CENTERLINE GROOVES AT INTERSECTIONS (WITH LEFT TURN LANES)



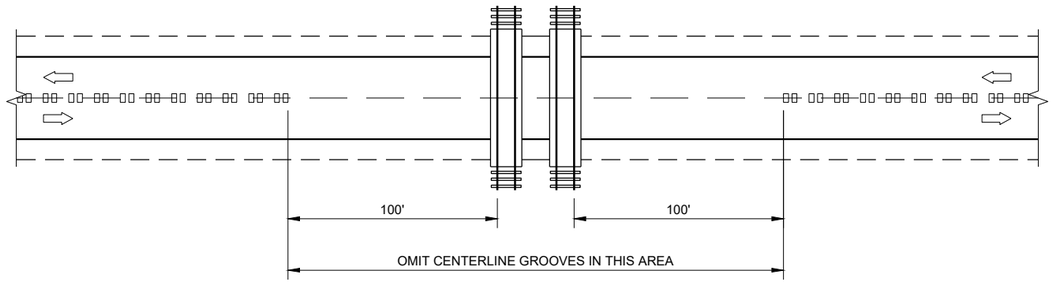
CENTERLINE GROOVES AT DRIVEWAYS (1)

GENERAL NOTES

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



CENTERLINE GROOVES AT BRIDGES



CENTERLINE GROOVES AT RAILROADS

2-LANE RURAL CENTERLINE RUMBLE STRIP, MILLING

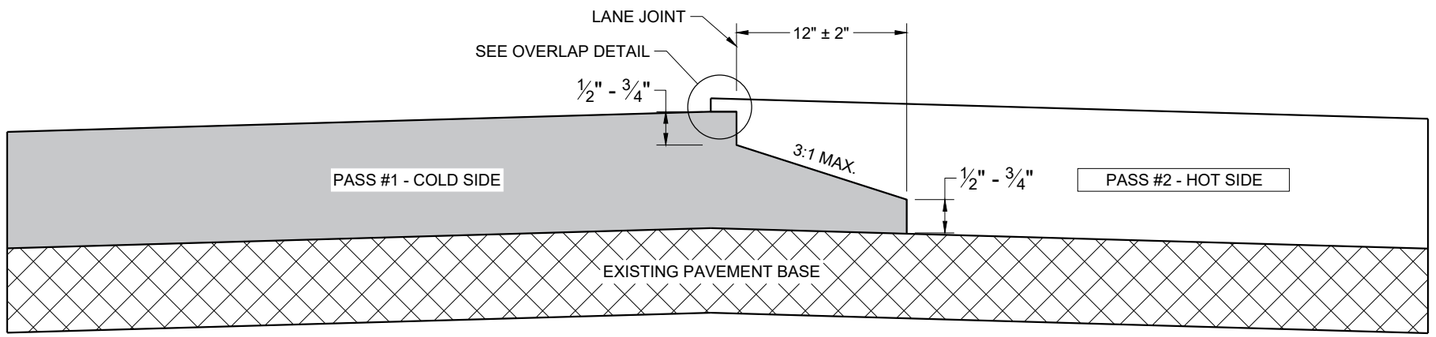
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
7/2018
DATE

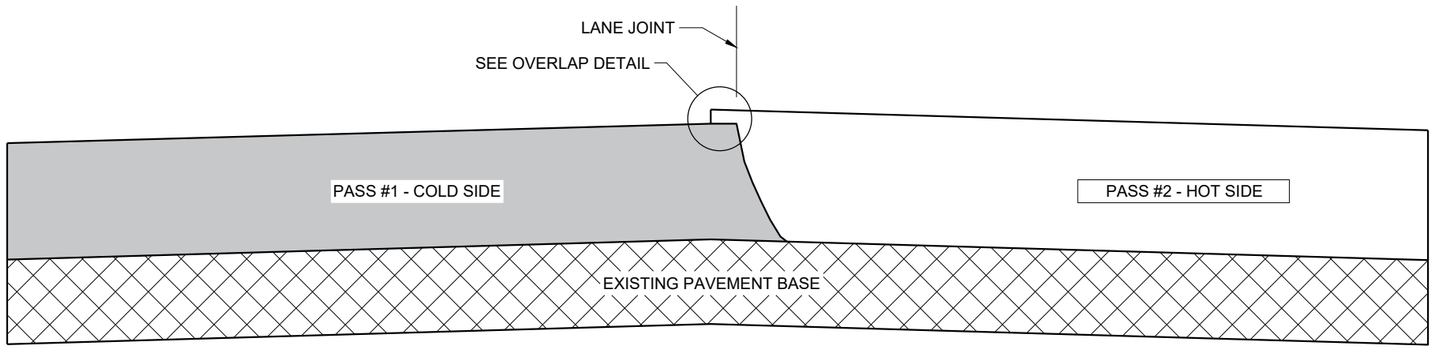
/S/ Rodney Taylor
ROADWAY STANDARDS DEVE ENGINEER

FHWA

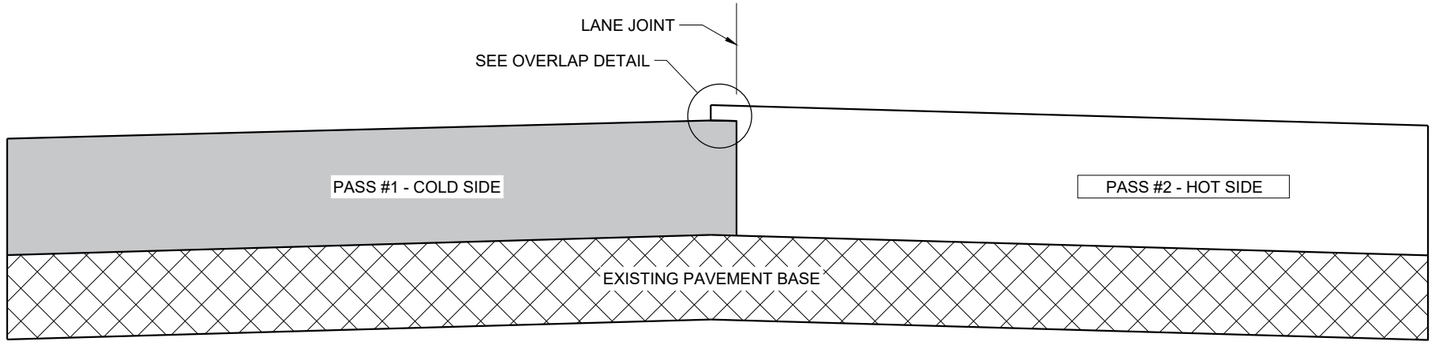
6
SDD 13A11 - 03b



TYPICAL PAVEMENT CROSS SECTION
NOTCHED WEDGE JOINT



TYPICAL PAVEMENT CROSS SECTION
VERTICAL JOINT



TYPICAL PAVEMENT CROSS SECTION
VERTICAL JOINT (MILLED)

GENERAL NOTES

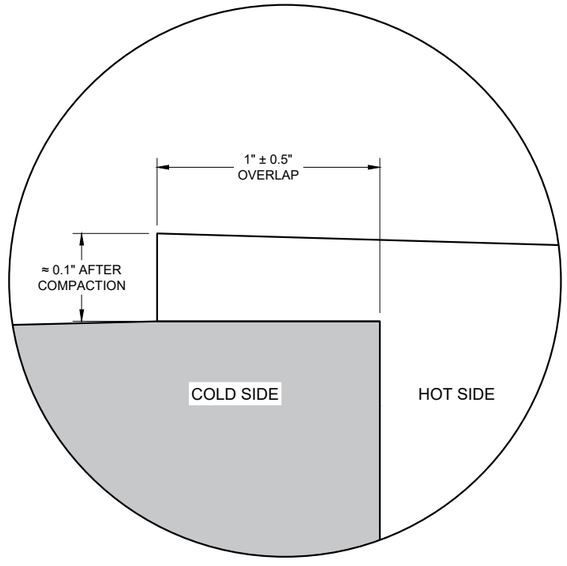
IN ADDITION TO THE DETAILS PROVIDED IN THIS DRAWING, CONFORM TO STANDARD SPECIFICATION 450.3.2.8 FOR WHEN A NOTCHED WEDGE JOINT IS REQUIRED AND FOR GENERAL JOINT CONSTRUCTION REQUIREMENTS.

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)

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SDD 13C19 - 03

SDD 13C19 - 03

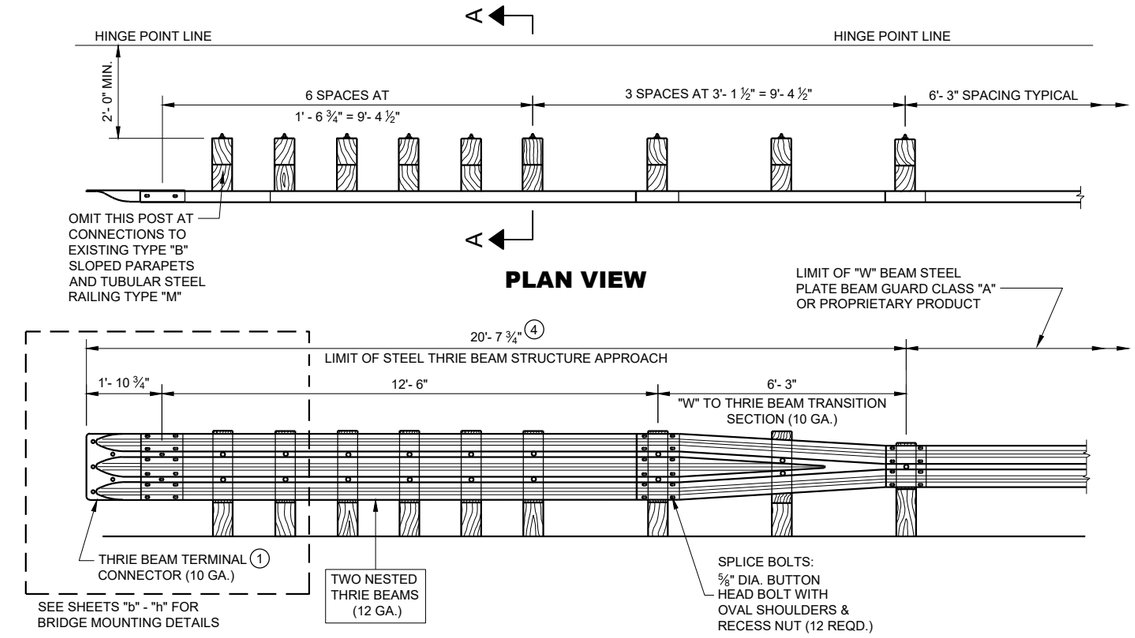
HMA LONGITUDINAL JOINTS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2020
DATE

/S/ Steven Hefel
HMA PAVEMENT ENGIN

FHWA



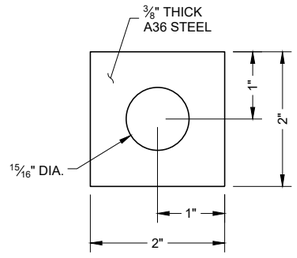


PLATE WASHER DETAIL

GENERAL NOTES

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

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

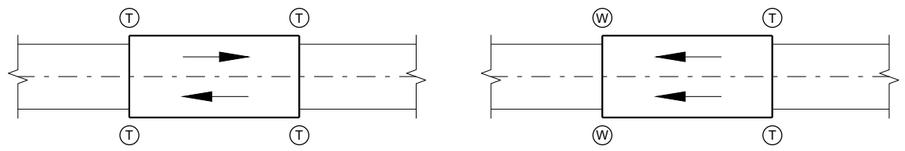
IF ROCK IS ENCOUNTERED, REMOVE ROCK TO FULL DEPTH OF POST PLUS 2 ½" , AND 12" DIAMETER AROUND POST. SEE 14B15 FOR MORE DETAILS.

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

(2) MINIMUM EMBEDMENT SHALL BE 4'- 0".

(3) POST BOLTS ARE ⅝" DIAMETER ASTM A307 BUTTON HEAD BOLT. A POST BOLT REQUIRES A ⅝" DIAMETER A563A DOUBLE RECESSED (DR) HEAVY HEX AND A ⅝" DIAMETER F844 FLAT WASHER. LENGTH OF POST BOLT MAY VARY.

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



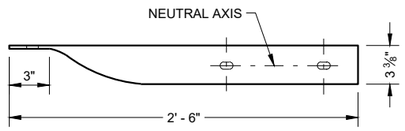
TWO WAY TRAFFIC

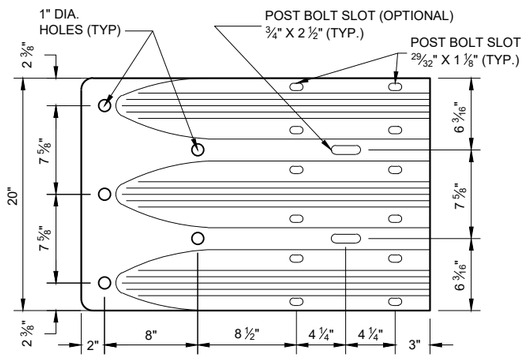
ONE WAY TRAFFIC

(T) THRIE BEAM CONNECTION

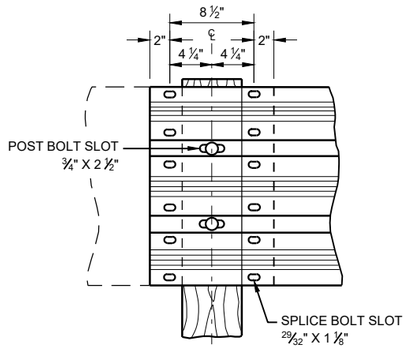
(W) W-BEAM CONNECTION WHEN REQUIRED

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

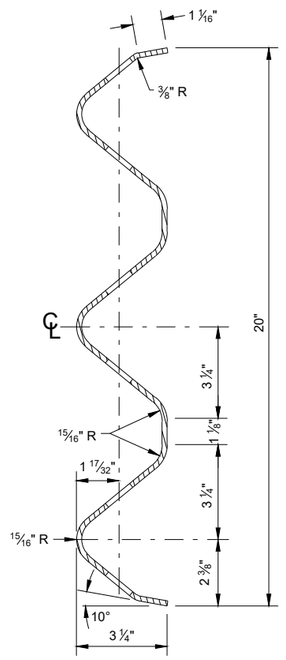




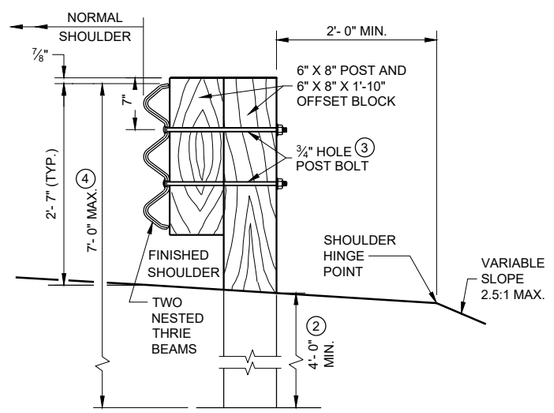
THRIE BEAM TERMINAL CONNECTOR



THRIE BEAM SPLICE



SECTION THRU BEAM RAIL ELEMENT



SECTION A-A

STEEL THRIE BEAM STRUCTURE APPROACH

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2022 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS DEVE ENGINEER

FHWA

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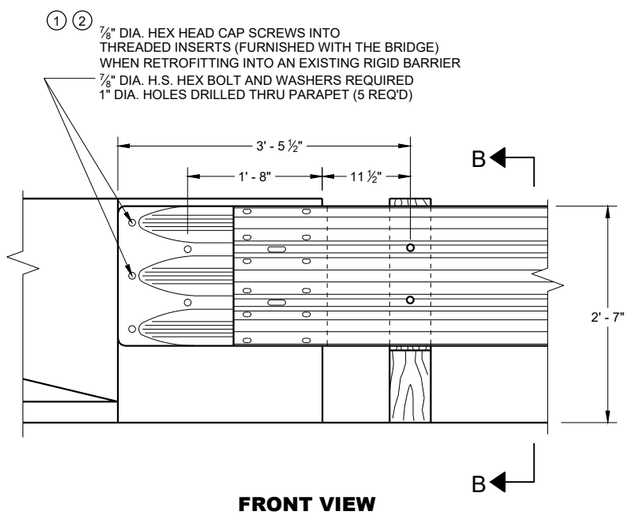
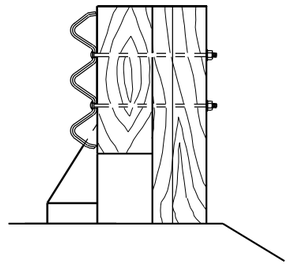
SDD 14B20 - 12a



FRONT VIEW



SECTION B - B

THRIE BEAM CONNECTION TO BRIDGE PARAPET WITH SQUARE ENDS

GENERAL NOTES

THESE ARE TYPICAL CONNECTION DETAILS. ADJUST THE POSITION OF CONNECTIONS TO EXISTING BRIDGES TO FIT THE ACTUAL BRIDGE AND SITE DIMENSIONS.

BOLTS, NUTS AND WASHERS SHALL CONFORM TO ASTM A325, A449 AND GALVANIZED PER STANDARD SPECIFICATIONS 614.

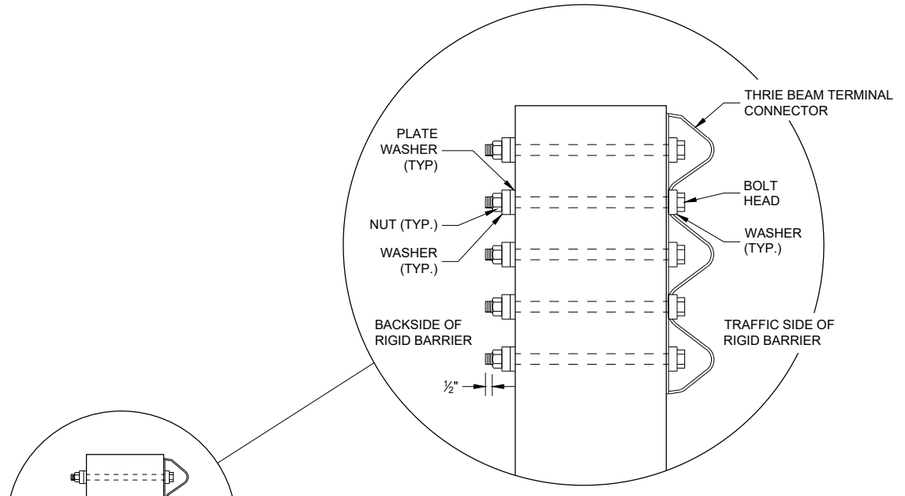
① DRILLING BOLT HOLES THROUGH THE PARAPET, BOLTS, NUTS, WASHERS AND REPAIRING DAMAGED CONCRETE ARE INCIDENTAL TO THE CONTRACT.

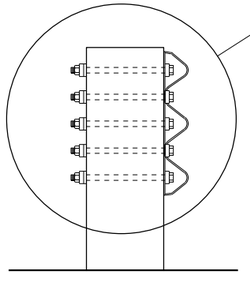
② BOLTS MAY BE A325 BOLTS OR A449 BOLTS. BOLT LENGTH AND THREADING LENGTH ARE TO ALLOW FOR A TIGHT CONNECTION BETWEEN RIGID BARRIER AND THRIE BEAM CONNECTION PLATE. CONTRACTOR IS TO FIELD VERIFY BOLT LENGTH AND THREAD LENGTH. ONE ROUND WASHER REQUIRED BETWEEN BOLT HEAD AND THRIE BEAM TERMINAL CONNECTOR. BOLTS THAT EXTEND THROUGH THE PARAPET AND OUT THE BACK FACE REQUIRE A HARDENED ROUND STEEL WASHER THAT IS 2" O.D. X 5/8" THICK AND ONE PLATE WASHER. REPAIR ANY DAMAGED CONCRETE FROM BOLT INSTALLATION.

③ THE RECESS FOR A W-BEAM CONNECTION, WHICH EXISTS ON SOME PARAPETS OF THIS TYPE, SHALL BE FILLED WITH A TREATED TIMBER BLOCKOUT. BLOCKOUT SIZE IS 1'-6" X 2'-0" X 3 ½".

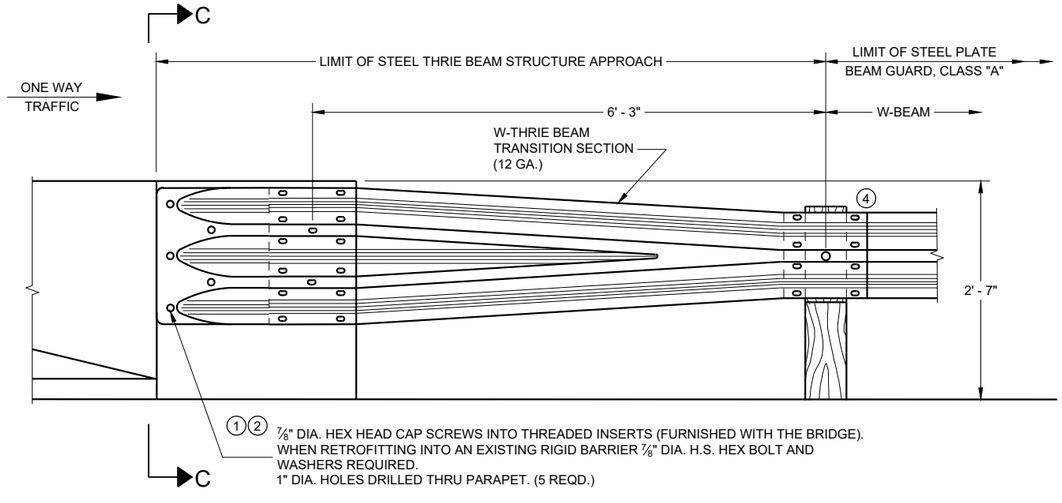
④ W6 X 9 OR W6 X 8.5 STEEL POSTS AND NOTCHED PLASTIC BLOCKOUTS ARE ACCEPTABLE ALTERNATIVES FOR 6" X 8" WOOD POST WITH WOOD OR PLASTIC BLOCKOUTS. USE APPROVED NOTCHED PLASTIC BLOCKOUTS WITH STEEL POSTS.

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





SECTION C - C



① ② ⅞" DIA. HEX HEAD CAP SCREWS INTO THREADED INSERTS (FURNISHED WITH THE BRIDGE). WHEN RETROFITTING INTO AN EXISTING RIGID BARRIER ⅞" DIA. H.S. HEX BOLT AND WASHERS REQUIRED.
1" DIA. HOLES DRILLED THRU PARAPET. (5 REQD.)

FRONT VIEW

W BEAM TRANSITION AND CONNECTION TO BRIDGE PARAPETS WITH SQUARE ENDS

(USE ONLY ON THE TRAFFIC EXIT END OF ONE WAY BRIDGE)

STEEL THRIE BEAM STRUCTURE APPROACH, CONNECTION TO SQUARE END PARAPETS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2022
DATE

/S/ Rodney Taylor
ROADWAY STANDARDS DEVE ENGINEER

FHWA

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SDD 14B20 - 12b

GENERAL NOTES

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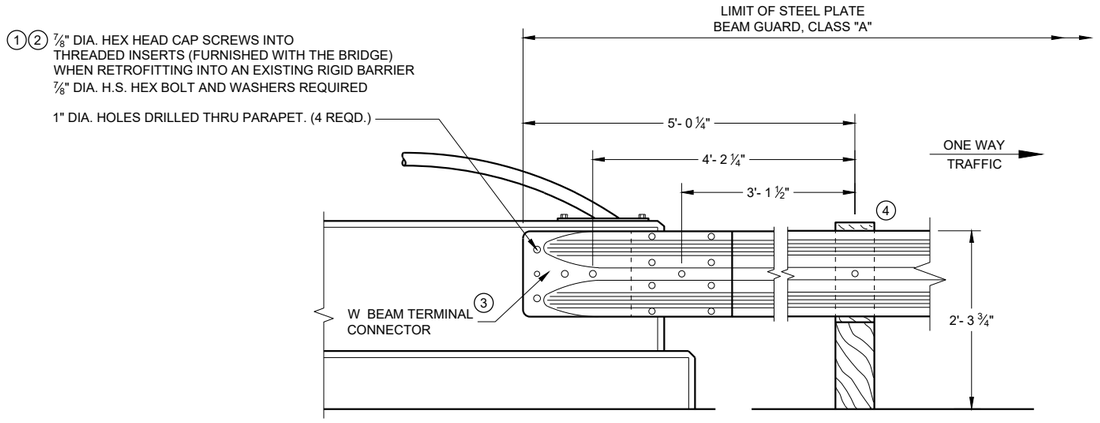
(3) THE RECESS FOR A W-BEAM CONNECTION, WHICH EXISTS ON SOME PARAPETS OF THIS TYPE, SHALL BE FILLED WITH A TREATED TIMBER BLOCKOUT. BLOCKOUT SIZE IS 1'-6" X 2'-0" X 3 ½".

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

(5) BOLT, NUT AND WASHERS NO REQUIRED FOR THIS LOCATION WHEN RETROFITTING AN EXISTING PARAPET AND THE HOLE IS EITHER ABOVE PARAPET OR WITHIN 4 INCHES OF THE THE EDGE OF PARAPET.

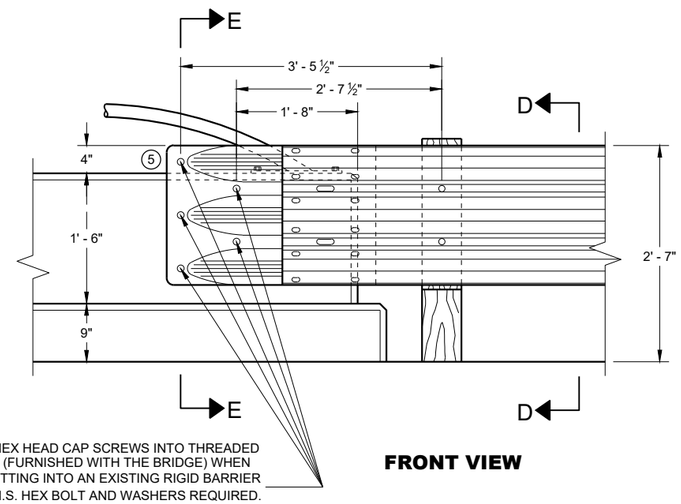
DO NOT USE STEEL POSTS AND NOTCHED PLASTIC BLOCKOUTS IN THE STEEL THRIE BEAM STRUCTURAL APPROACH AND THE TRANSITION SECTION OF STEEL PLATE BEAM GUARD, CLASS "A" INSTALLATIONS.



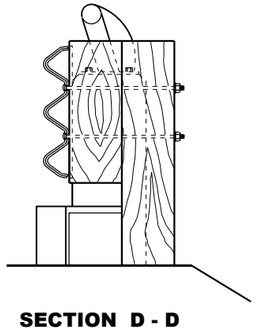
FRONT VIEW

W BEAM CONNECTION TO VERTICAL FACE PARAPET
(USE ONLY ON THE TRAFFIC EXIT END OF ONE WAY BRIDGES)

SECTION E - E



FRONT VIEW



SECTION D - D

THRIE BEAM CONNECTION TO VERTICAL FACED PARAPETS

STEEL THRIE BEAM STRUCTURE APPROACH, CONNECTION TO VERTICAL FACED PARAPETS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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/S/ Rodney Taylor
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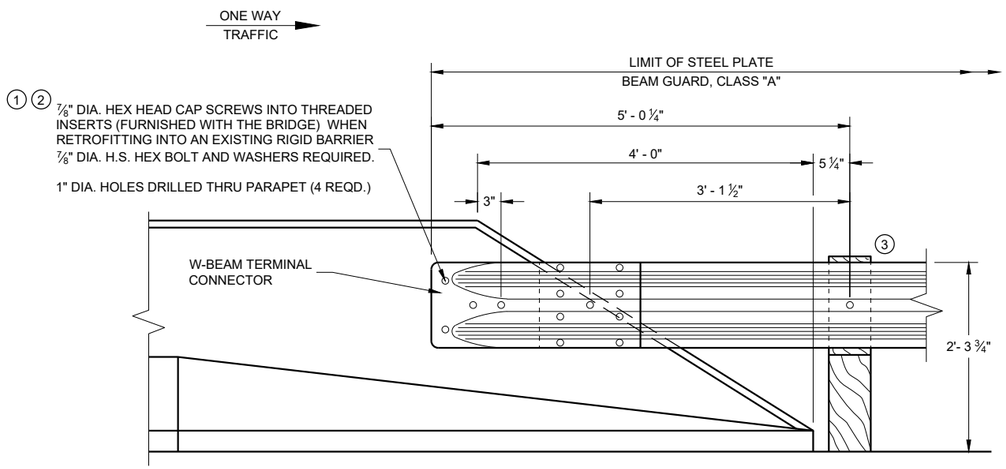
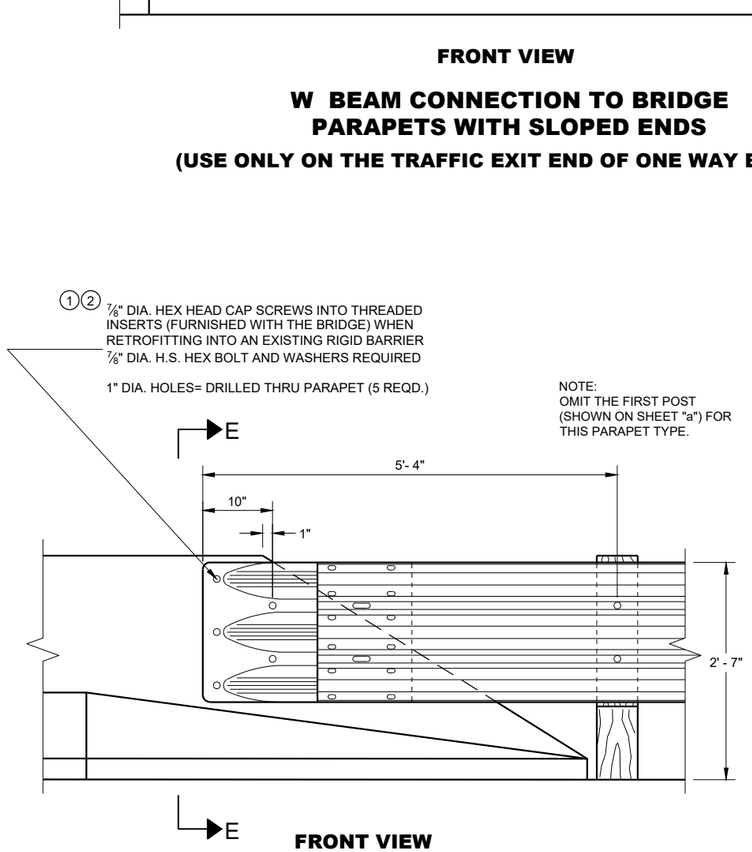


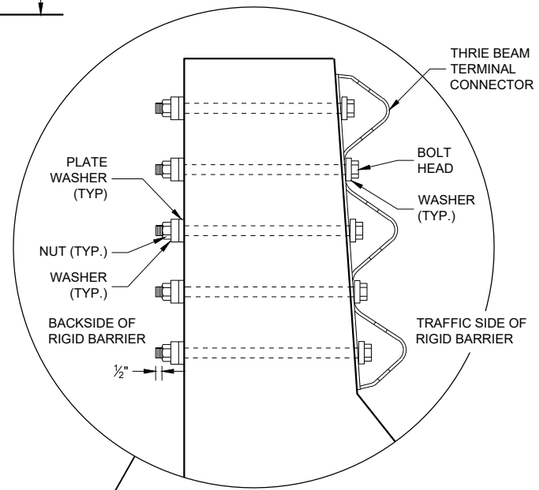
FRONT VIEW

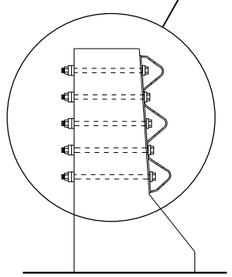
W BEAM CONNECTION TO BRIDGE PARAPETS WITH SLOPED ENDS

(USE ONLY ON THE TRAFFIC EXIT END OF ONE WAY BRIDGES)



FRONT VIEW





SECTION E - E

THRIE BEAM CONNECTION TO BRIDGE PARAPETS WITH SLOPED ENDS

GENERAL NOTES

THESE ARE TYPICAL CONNECTION DETAILS. ADJUST THE POSITION OF CONNECTIONS TO EXISTING BRIDGES TO FIT THE ACTUAL BRIDGE AND SITE DIMENSIONS.

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

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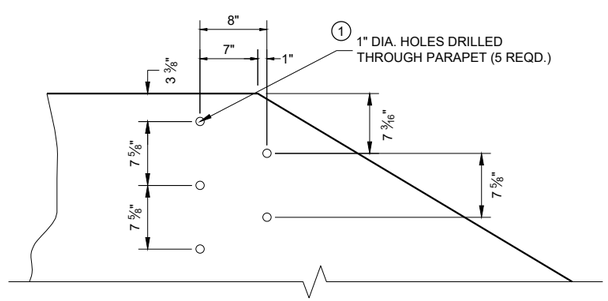

DRILL HOLE LOCATION AND PATTERN FOR THRIE BEAM CONNECTION

STEEL THRIE BEAM STRUCTURE APPROACH, CONNECTION TO SLOPED END PARAPETS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2022 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS DEVE ENGINEER
FHWA

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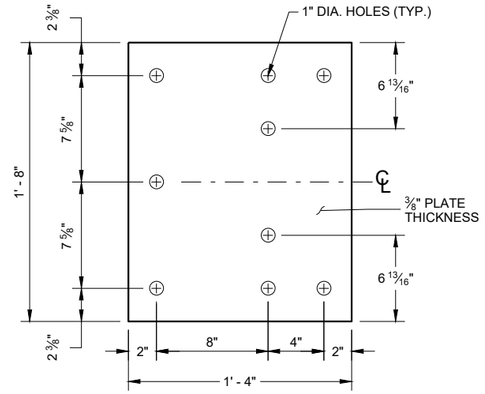
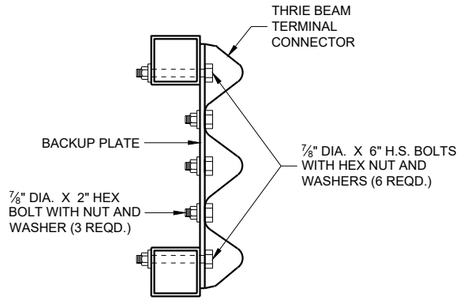
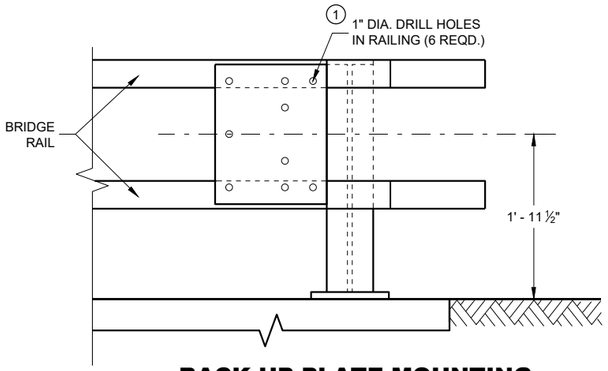


BACK-UP PLATE DETAIL



SECTION G - G



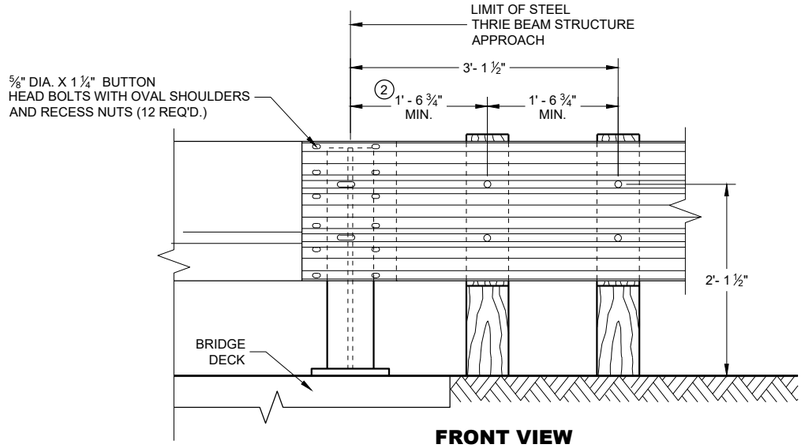
BACK-UP PLATE MOUNTING ONTO BRIDGE RAILING

GENERAL NOTES

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

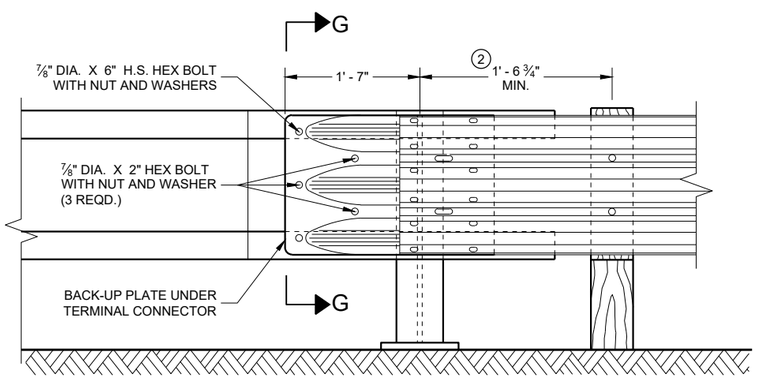
(1) DRILLING BOLT HOLES THROUGH THE PARAPET, BOLTS, NUTS, WASHERS AND REPAIRING DAMAGED CONCRETE ARE INCIDENTAL TO THE CONTRACT.

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

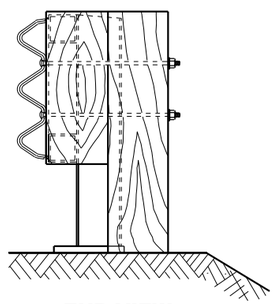


FRONT VIEW

THRIE BEAM CONNECTION TO STEEL RAILING TYPE "W"



FRONT VIEW



END VIEW

THRIE BEAM CONNECTION TO TUBULAR RAILING TYPE "F"

STEEL THRIE BEAM STRUCTURE APPROACH, CONNECTION TO BRIDGE RAILING TYPES "F" & "W"

STATE OF WISCONSIN
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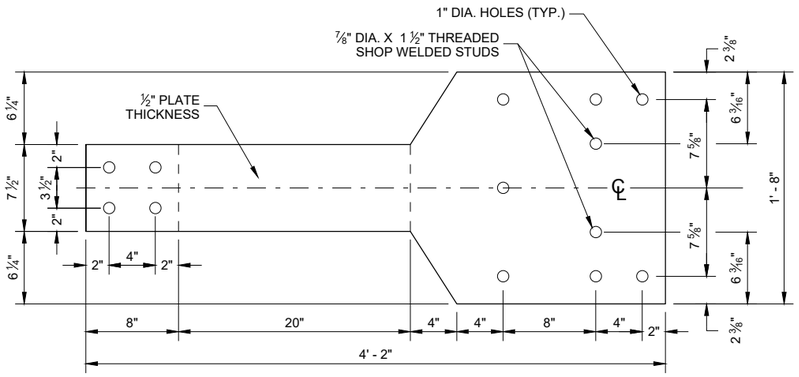
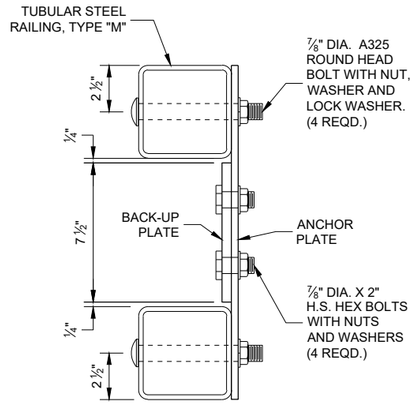
GENERAL NOTES

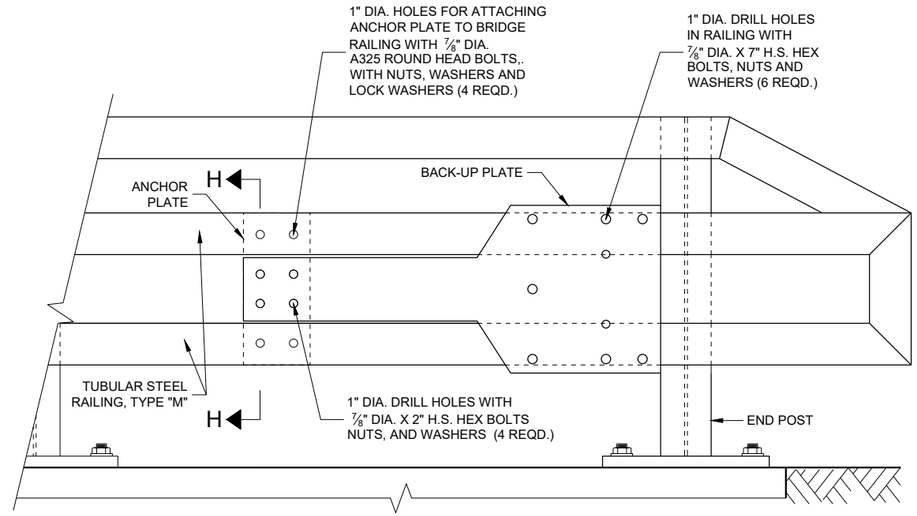
(1) VARY THIS DIMENSION DEPENDING ON ABUTMENT TYPE, WINGWALL DETAILS, AN ANGLE OF SKEW. PLACE THE FIRST WOOD POST OFF THE BRIDGE SHALL BE AS CLOSE AS FEASIBLE TO THE STEEL END POST.



FRONT VIEW

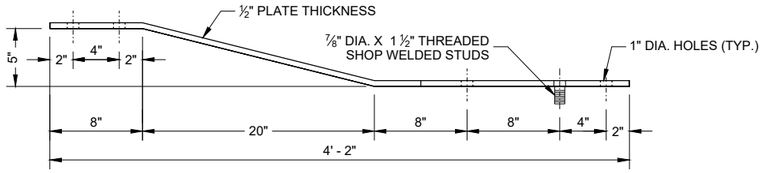


SECTION H - H



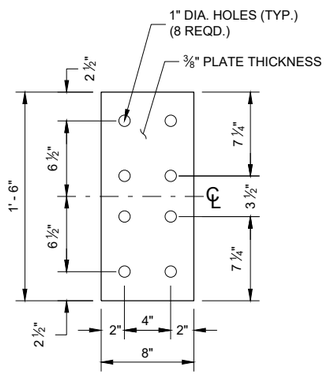
FRONT VIEW

ANCHOR AND BACK-UP PLATE MOUNTING TO BRIDGE RAILING, TYPE "M"



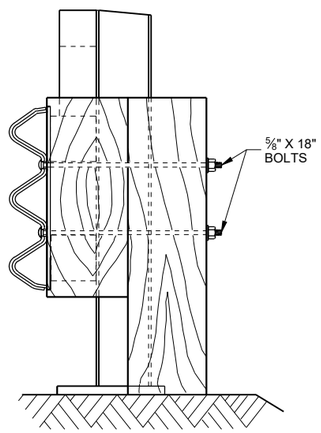
PLAN VIEW

BACK-UP PLATE DETAIL, TYPE "M"

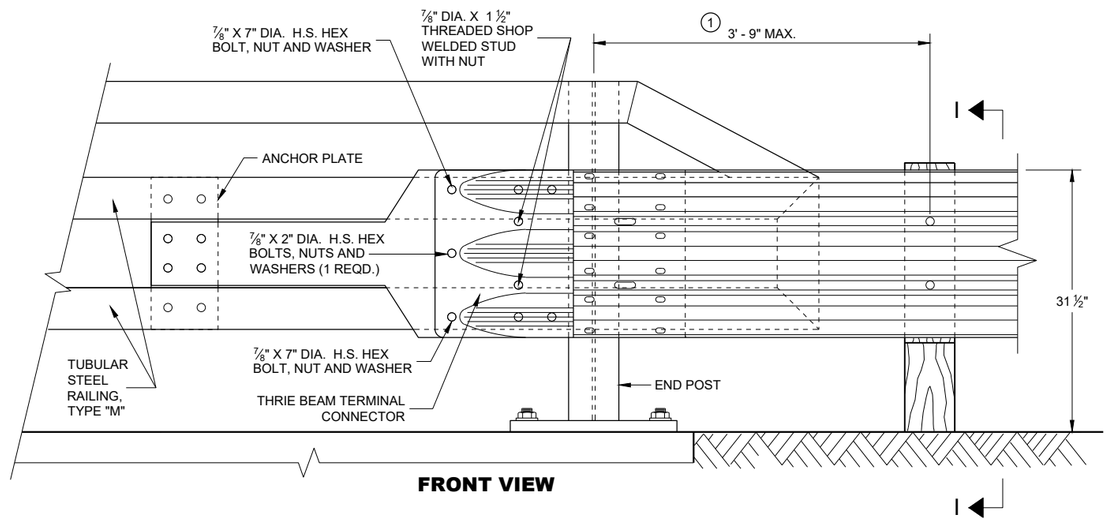


PLAN VIEW

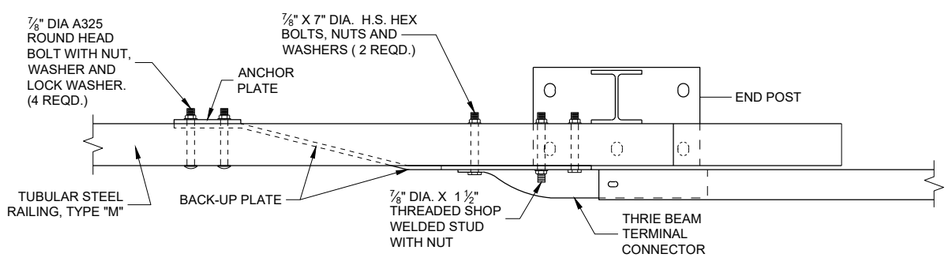
ANCHOR PLATE DETAIL, TYPE "M"



SECTION I - I



FRONT VIEW



PLAN VIEW

THRIE BEAM CONNECTION TO TUBULAR RAILING, TYPE "M"

STEEL THRIE BEAM STRUCTURE APPROACH, CONNECTION TO BRIDGE RAILING TYPE "M"

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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/S/ <AUTHOR> ROADWAY STANDARDS DEVE ENGINEER

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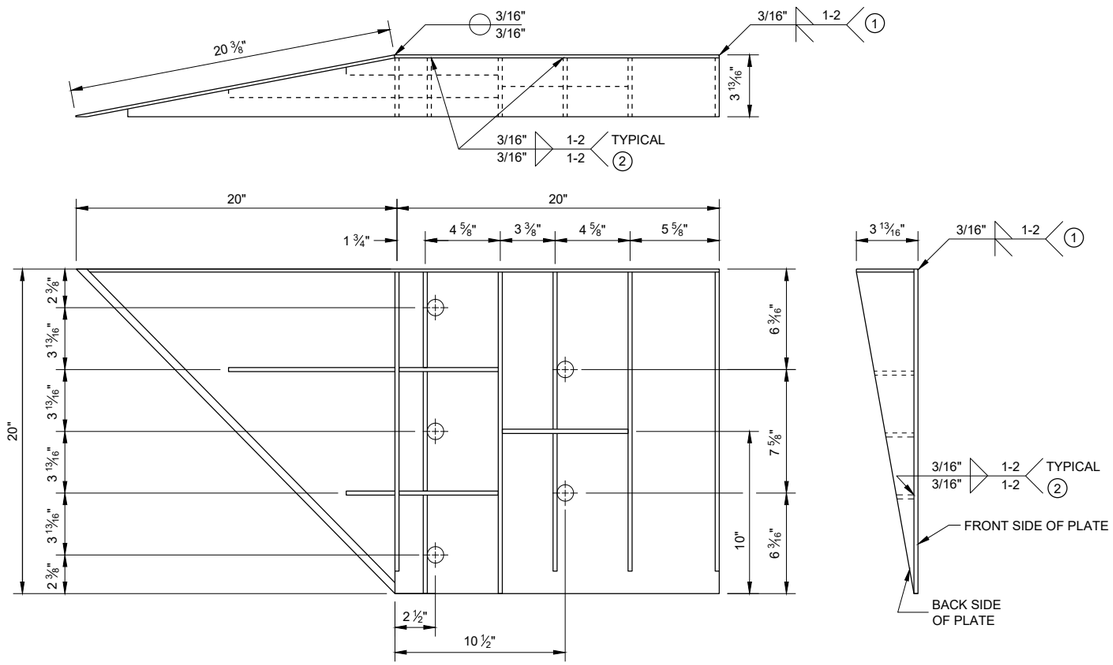

WELDING INSTRUCTION

(VIEWED FROM BACK SIDE OF PLATE)

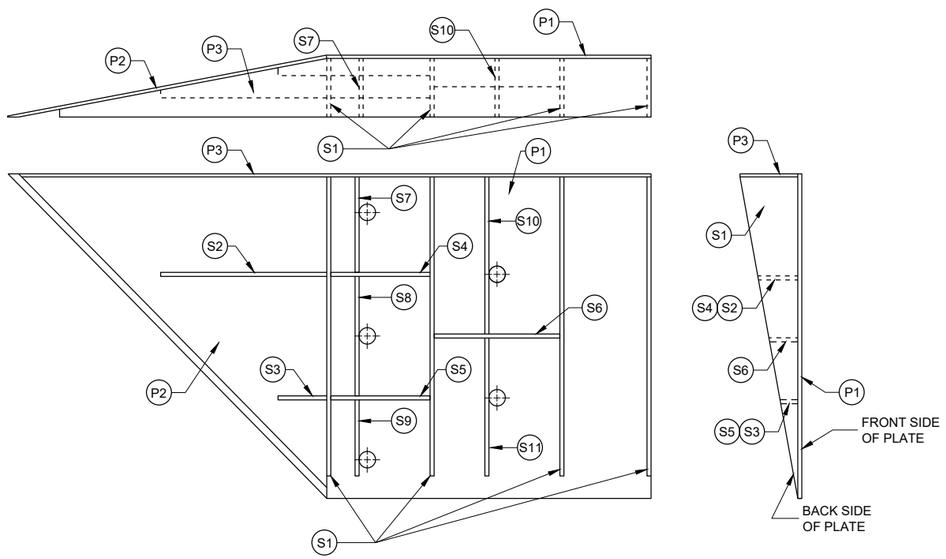

PLATE AND STIFFENER IDENTIFICATION

(VIEWED FROM BACK SIDE OF PLATE)

GENERAL NOTES

COVER PLATE PANELS ARE 3/16" THICK.

ALL STIFFENERS ARE 1/4" THICK

CONNECTOR PLATE SHALL BE FABRICATED FROM ASTM GRADE A36 STEEL AND GALVANIZED.

FOR GALVANIZED REQUIREMENTS, SEE SECTION 614 OF THE STANDARD SPECIFICATIONS.

ALL HOLE DIAMETERS SHALL BE 1".

FOR OPPOSITE SIDE INSTALLATION, MIRROR DRAWINGS.

(1) STIFFENERS LOCATED AT THE OUTSIDE EDGES OF THE COVER PLATES SHALL BE WELDED AS FOLLOWS:
SINGLE BEVEL GROOVE WELD ON EXTERNAL SIDES AND 3/16" FILLET WELD BY 1" LONG SPACED AT 2" ON INTERNAL SIDES.

(2) STIFFENERS LOCATED ON THE INSIDE OF THE COVER PLATE SHALL BE WELDED AS FOLLOWS:
3/16" FILLET WELD BY 1" LONG SPACED AT 2".

CONNECTOR PLATED DIMENSION (PER ASSEMBLY)

PLATE	QUANTITY	SHAPE	SIZE (A x B x C x D)	THICKNESS
P1	1		20" x 20"	3/16"
P2	1		20" x 20" x 28 9/16"	3/16"
P3	1		39" x 3 5/8" x 20" x 19 5/16"	3/16"
S1	4		18 7/16" x 3 5/8" x 18 3/4"	1/4"
S2	1		10 1/4" x 2 7/16" x 10 3/8" x 1/2"	1/4"
S3	1		3" x 1 1/16" x 3 1/8" x 1/2"	1/4"
S4	1		6 1/8" x 2 7/16"	1/4"
S5	1		6 1/8" x 1 1/16"	1/4"
S6	1		7 3/4" x 1 3/4"	1/4"
S7	1		2 9/16" x 6" x 3 5/8" x 5 7/8"	1/4"
S8	1		1 5/32" x 7 1/2" x 2 1/2" x 7 3/8"	1/4"
S9	1		6 1/16" x 6 3/16" x 1 3/32"	1/4"
S10	1		1 7/8" x 9 7/8" x 3 5/8" x 9 1/16"	1/4"
S11	1		8 1/2" x 8 3/4" x 1 13/16"	1/4"

STEEL THRIE BEAM STRUCTURE APPROACH

STEEL THRIE BEAM STRUCTURE APPROACH, CONNECTOR PLATE DETAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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FHWA

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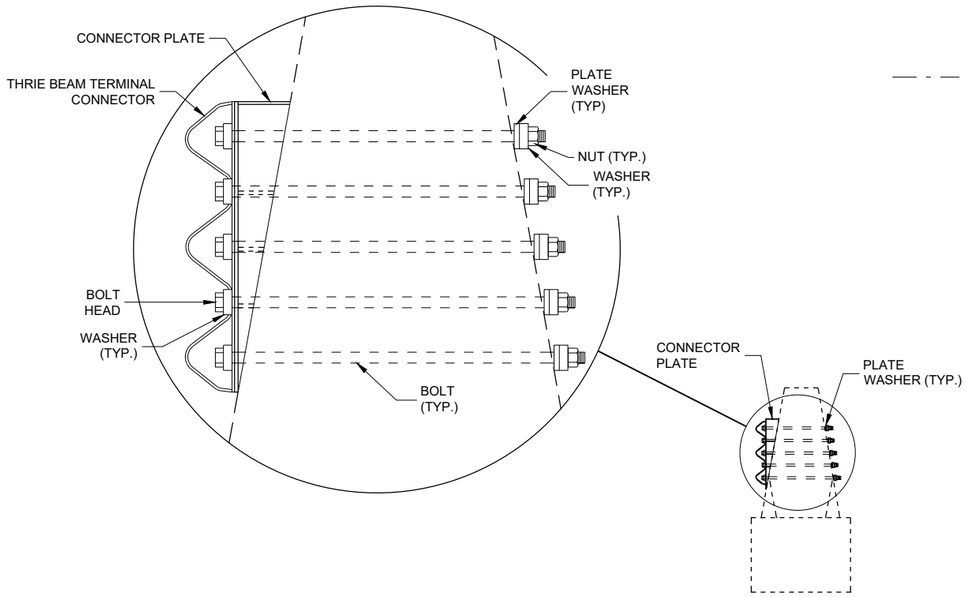
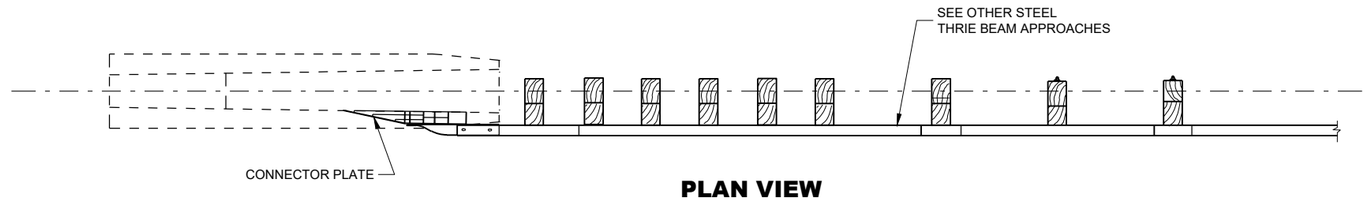
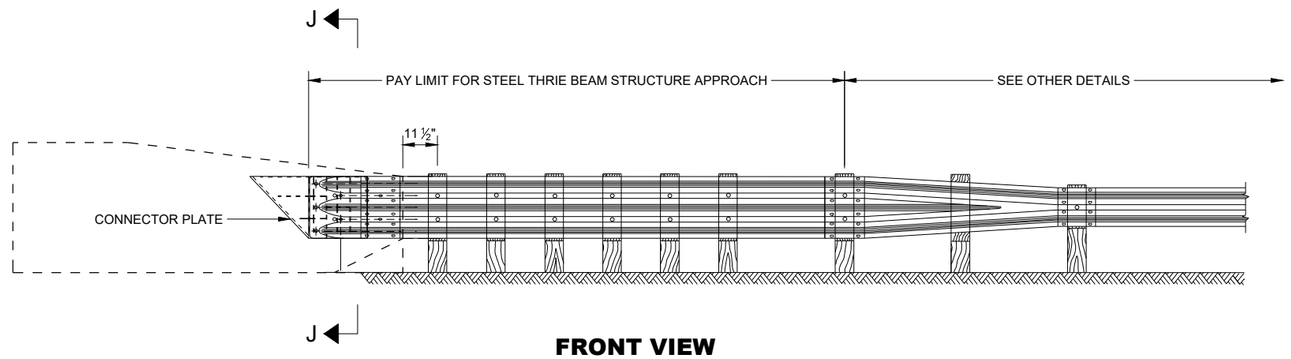


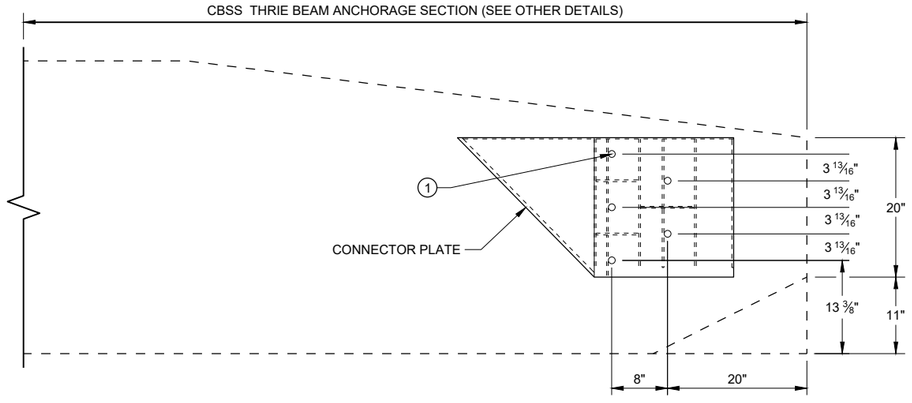
SECTION J - J



PLAN VIEW



FRONT VIEW



CONNECTOR PLATE PLACEMENT

GENERAL NOTES

CONSTRUCT PER STANDARD SPECIFICATION 614.

CONNECTOR PLATE, DRILLING BOLT HOLES THROUGH THE PARAPET, BOLTS, NUTS, WASHERS AND REPAIRING DAMAGED CONCRETE ARE INCIDENTAL TO THE CONTRACT.

(1) BOLTS MAY BE A325 BOLTS OR A449 BOLTS. BOLT LENGTH AND THREADING LENGTH ARE TO ALLOW FOR A TIGHT CONNECTION BETWEEN RIGID BARRIER AND THRIE BEAM CONNECTION PLATE. CONTRACTOR IS TO FIELD VERIFY BOLT LENGTH AND THREAD LENGTH. ONE ROUND WASHER REQUIRED BETWEEN BOLT HEAD AND THRIE BEAM TERMINAL CONNECTOR. BOLTS THAT EXTEND THROUGH THE PARAPET AND OUT THE BACK FACE REQUIRE A HARDENED ROUND STEEL WASHER THAT IS 2" O.D. X ⅝" THICK AND ONE PLATE WASHER. REPAIR ANY DAMAGED CONCRETE FROM BOLT INSTALLATION.

STEEL THRIE BEAM STRUCTURE APPROACH

MIDWEST GUARDRAIL SYSTEM (MGS) THRIE BEAM TRANSITION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

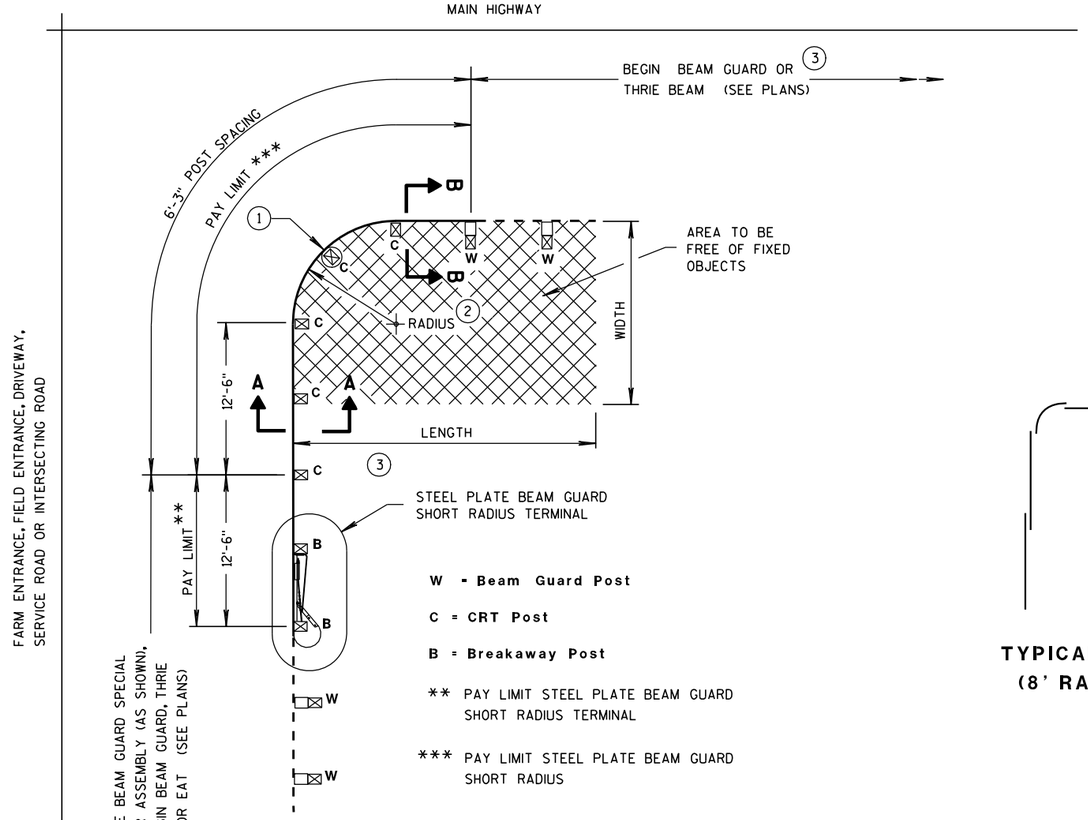
APPROVED
November 2022 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS DEVE ENGINEER
FHWA

6

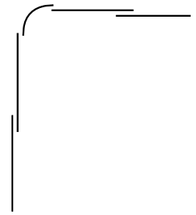
SDD 14B20 - 12h

6

SDD 14B20 - 12h



TYPICAL LAYOUT
(8' RADIUS SHOWN)



TYPICAL LAP SPLICES
(8' RADIUS SHOWN)

GENERAL NOTES

ALL ANGLES, CHANNELS, AND PLATES SHALL CONFORM TO THE REQUIREMENTS OF ASTM A36 AND THE STRUCTURAL TUBING SHALL CONFORM TO ASTM A 500. WELDING SHALL MEET THE CURRENT REQUIREMENTS OF THE AMERICAN WELDING SOCIETY STRUCTURAL WELDING CODE ANSI/AWS D1.1. ALL STRUCTURAL STEEL SHALL BE GALVANIZED IN ACCORDANCE WITH ASTM A 123. PUNCHING, DRILLING, CUTTING, OR WELDING WILL NOT BE PERMITTED AFTER GALVANIZING. FURNISH AND INSTALL HARDWARE PER STANDARD SPECIFICATION 614.2. UNLESS NOTED OTHERWISE.

SHOP BEND CURVED RAIL SECTIONS.

SEE STANDARD DETAIL DRAWING 14 B 15 FOR OTHER DETAIL.

(1) ON THE 8 FOOT RADIUS INSTALLATION, DO NOT INSTALL BUTTON HEAD BOLT AT CENTER CRT POST.

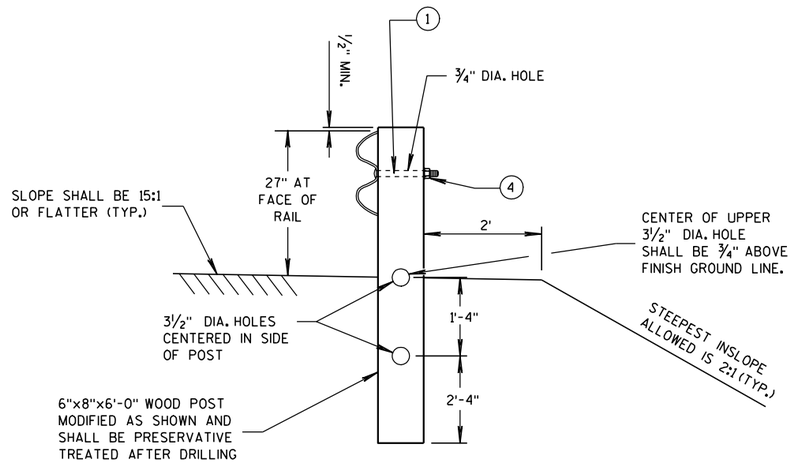
(2) RADIUS FROM 8' - 36'. SEE PLAN.

(3) HEIGHT TRANSITION MAY BE REQUIRED. SEE PLAN OR PROJECT ENGINEER.

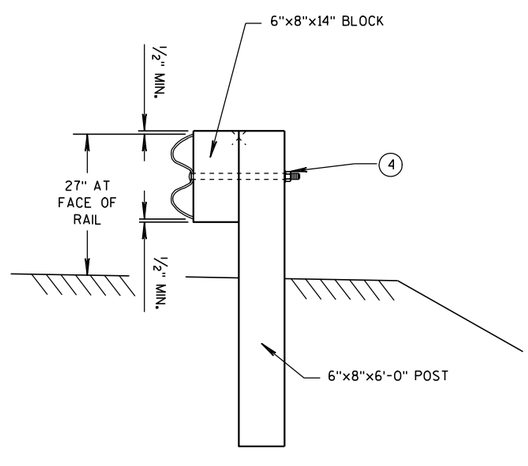
(4) 5/8" ø X 1'-6" BUTTON HEAD BOLT AND RECESS NUT WITH ROUND WASHER UNDER NUT.

RADIUS	NUMBER OF CRT POSTS	*NUMBER AND LENGTH OF CURVED RAILS	REQUIRED AREA FREE OF FIXED OBJECTS (LENGTH x WIDTH)
8'	5	1 at 12.5'	25' x 15'
16'	7	1 at 25'	30' x 15'
24'	9	1 at 25' and 1 at 12.5'	40' x 20'
32'	11	2 at 25'	50' x 20'

* THE NUMBER OF RAILS IS BASED ON A 90° INTERSECTION. SEE PLAN FOR NON 90° INSTALLATIONS.



SECTION A-A
(CRT POST)



SECTION B-B
(BEAM GUARD POST)

STEEL PLATE BEAM GUARD SHORT RADIUS TERMINAL

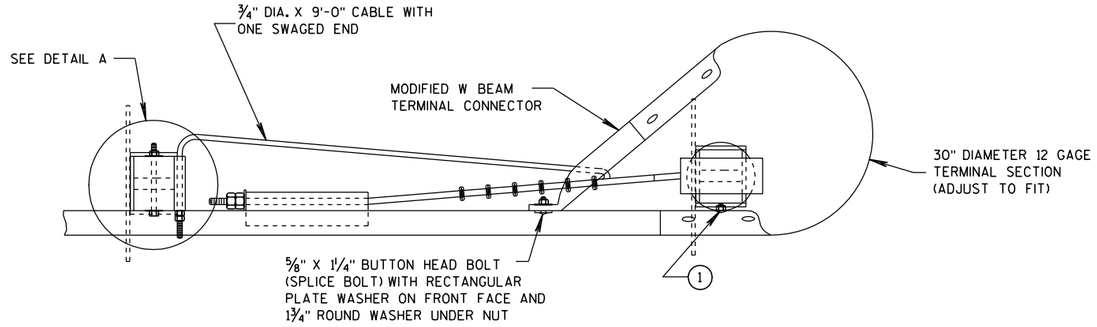
STEEL PLATE BEAM GUARD SHORT RADIUS TERMINAL	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	

6

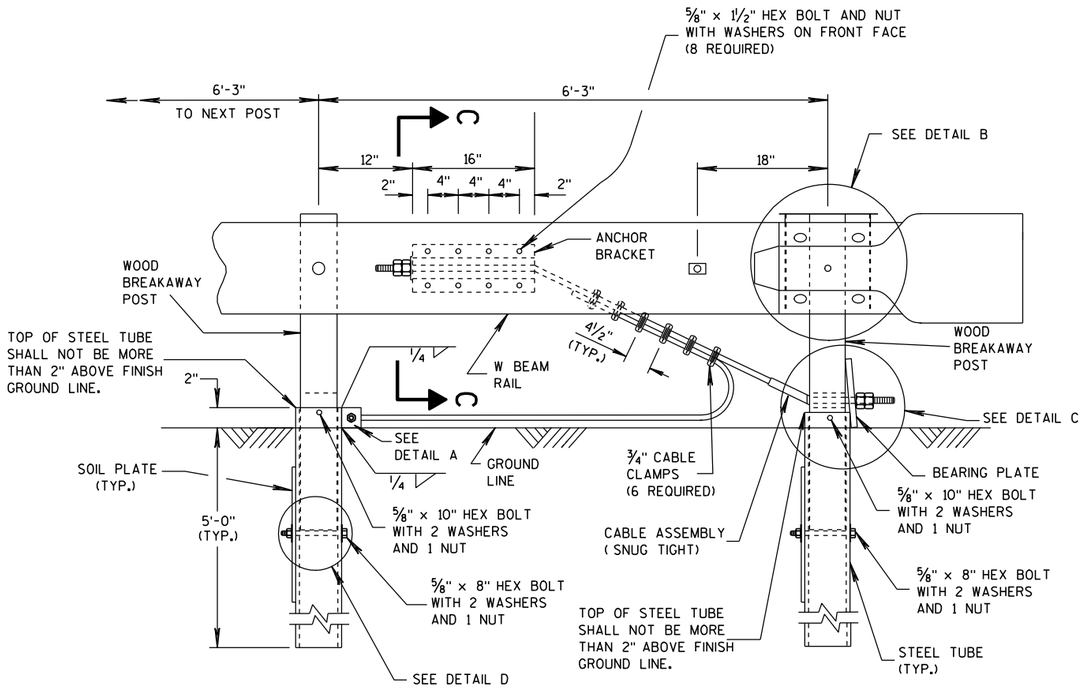
S.D.D. 14 B 27-1a

6

S.D.D. 14 B 27-1a



PLAN VIEW



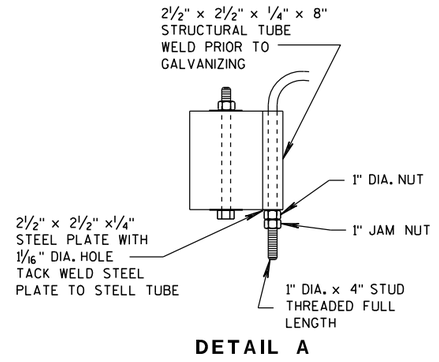
ELEVATION VIEW

STEEL PLATE BEAM GUARD SHORT RADIUS TERMINAL

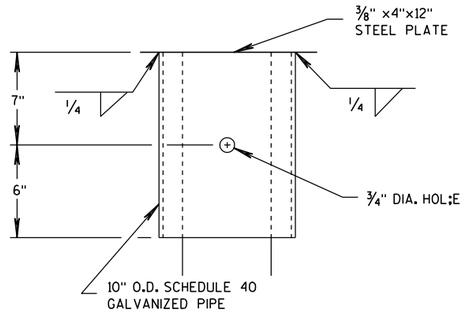
GENERAL NOTES

(1) ATTACH W BEAM RAIL TO THE STEEL PIPE WITH A ⅝" X 2" BUTTON HEAD BOLT WITH NO WASHER. CONNECTION TO THE POST IS NOT REQUIRED.

INSTALL GALVANIZED ¾" (6X19) PREFORMED WIRE OR INDEPENDENT WIRE ROPE CORE CONFORMING TO AASHTO M 30. MANUFACTURE WIRE ROPE OUT OF IMPROVED PLOW STEEL WITH A MINIMUM BREAKING STRENGTH OF 42,800 PSI.



DETAIL A



DETAIL B

(BEAM GUARD AND TERMINAL SECTION NOT SHOWN)

STEEL PLATE BEAM GUARD SHORT RADIUS TERMINAL

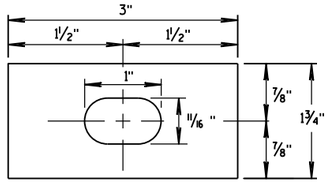
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

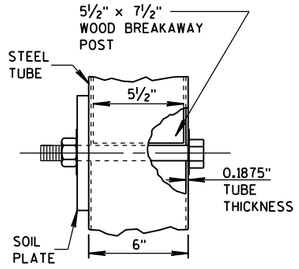
S.D.D. 14 B 27-1b

6

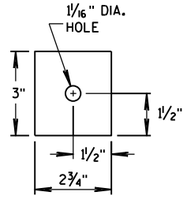
S.D.D. 14 B 27-1b



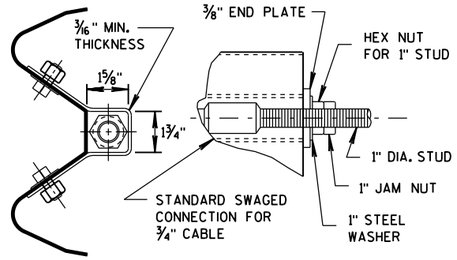
RECTANGULAR PLATE WASHER



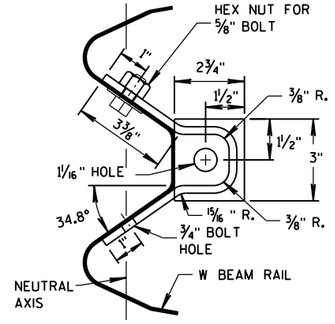
DETAIL D



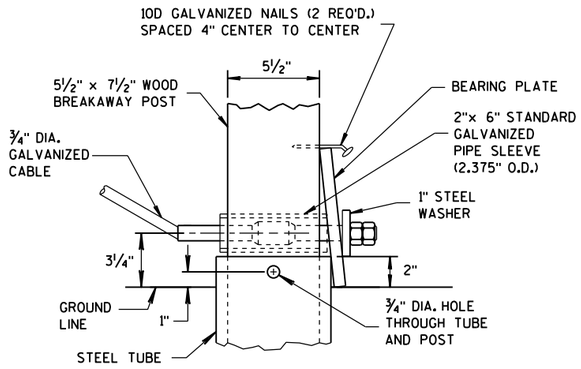
END PLATE



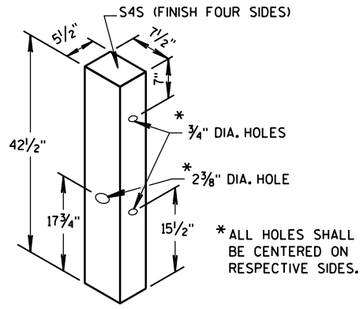
SECTION C-C
(END PLATE REMOVED)



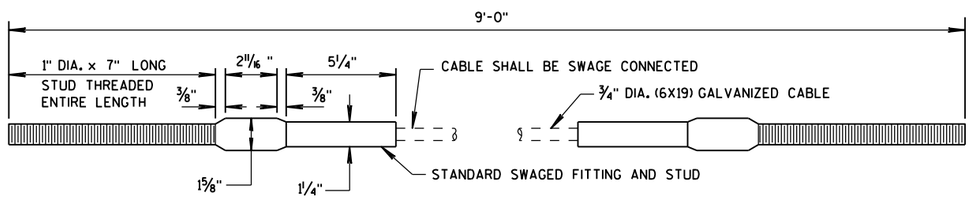
ANCHOR BRACKET



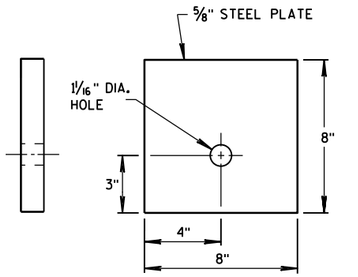
DETAIL C



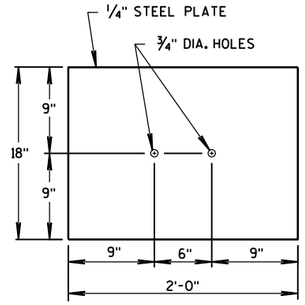
WOOD BREAKAWAY POST



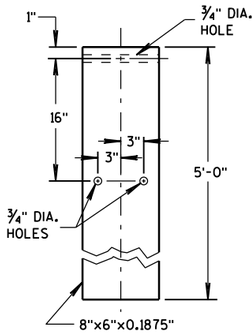
CABLE ASSEMBLY



BEARING PLATE



SOIL PLATE



STEEL TUBE

STEEL PLATE BEAM GUARD
SHORT RADIUS TERMINAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
12/18/08 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS ENGINEER
FHWA

6

S.D.D. 14 B 27-1c

6

S.D.D. 14 B 27-1c

(1) WOOD OR STEEL POSTS (w6X9 OR w6X8.5) MAY BE USED. DO NOT INTERMIX WOOD AND STEEL POSTS. INSTALL STEEL POSTS WITH HOLES ON APPROACHING TRAFFIC SIDE.

(2) USE WOOD OR APPROVED PLASTIC BLOCKOUTS. WOOD BLOCKOUTS MAY BE CONSTRUCTED OUT OF TWO OR MORE WOOD BLOCKOUTS. SEE ALTERNATE WOOD BLOCKOUT DETAIL. DIMENSIONS OF APPROVED PLASTIC BLOCKOUTS MAY VARY.

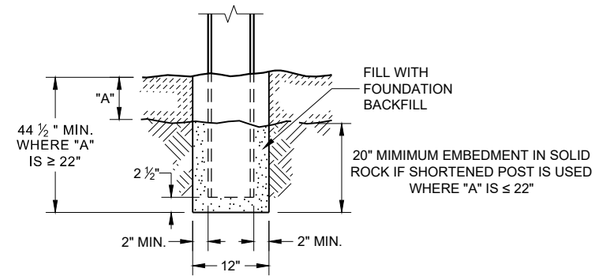
(3) IF ROCK IS ENCOUNTERED DURING EXCAVATION, PROVIDE A HOLE 12 INCHES IN DIAMETER EXTENDING 20 INCHES DEEP INTO THE ROCK. PLACE APPROXIMATELY 2 1/2" INCHES OF GRANULAR MATERIAL IN THE BOTTOM OF THE HOLE. CUT THE POSTS THE TO LENGTH AMD INSTALL. BACKFILL WITH EXCAVATED MATERIAL AND COMPACT. BACKFILL IS TO BE FREE OF LARGE ROCKS.

(4) WHEN THE DISTANCE FROM BACK OF POST TO SHOULDER HINGE POINT IS LESS THAN 2 FEET INSTALL LONGER POST AT HALF POST SPACING (K).

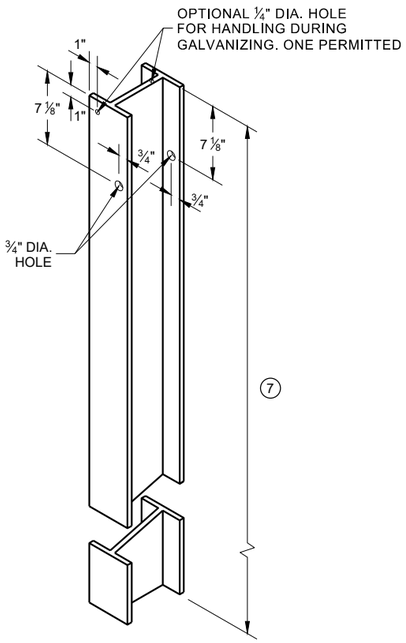
(5) FOR NEW MGS INSTALLATION TOP OF W-BEAM RAIL TOLERANCE IS ±1". FOR EXISTING MGS INSTALLATION TOP OF W-BEAM IS BETWEEN 27 ¾" TO 32".

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

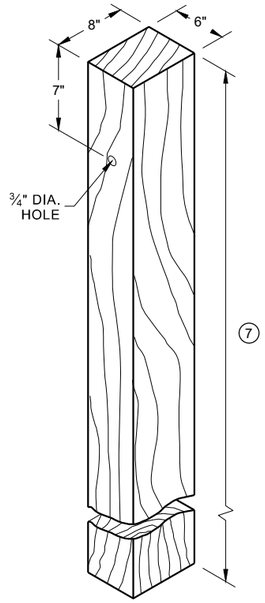
(7) TOTAL POST LENGTH FOR TYPE K IS 7' - 0".
TOTAL POST LENGTH FOR OTHER MGS TYPES IS 6' - 0".



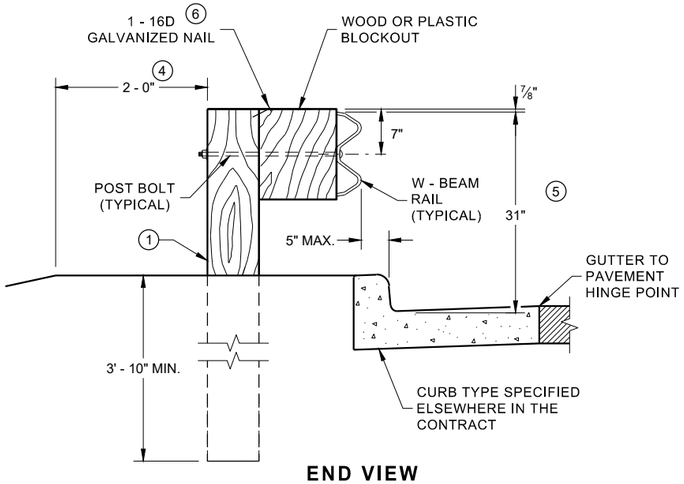
END VIEW
SETTING STEEL OR WOOD POST IN ROCK (3)



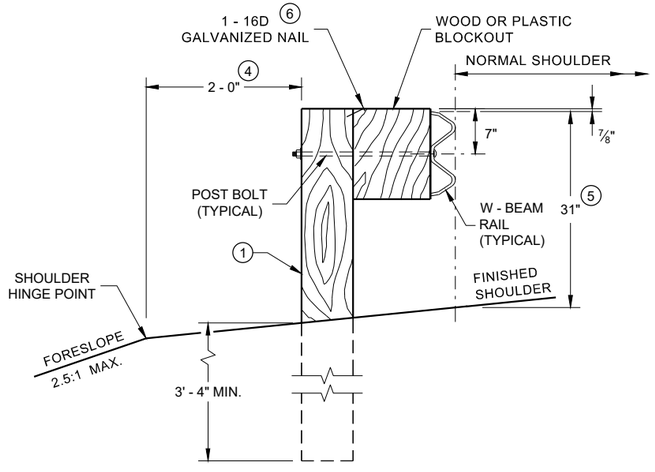
STEEL POST & HOLE PUNCHING DETAIL (W 6 X 9) (1)



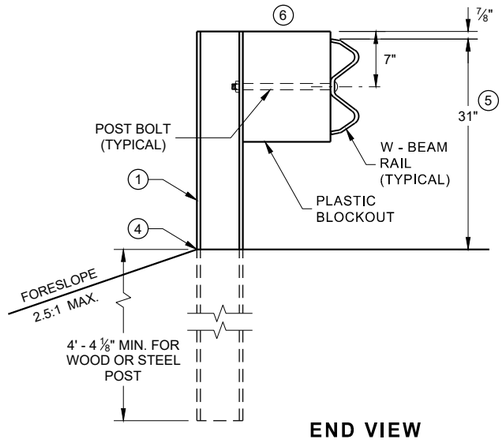
WOOD POST (6" X 8") NOMINAL (1)



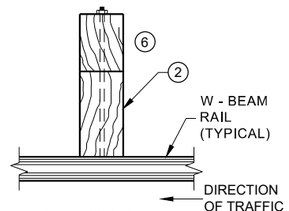
END VIEW
LOCATED ALONG A CURBED ROADWAY



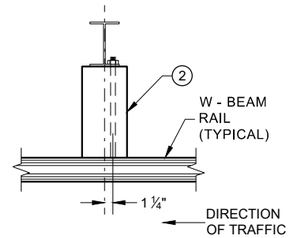
END VIEW
LOCATED ALONG A ROADWAY SHOULDER STANDARD INSTALLATION



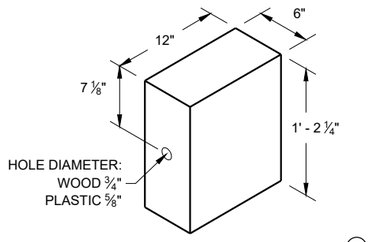
END VIEW
MGS LONGER POST AT HALFPOST SPACING W BEAM (K)



PLAN VIEW
WOOD POST, BLOCKOUT & BEAM



PLAN VIEW
STEEL POST, PLASTIC BLOCKOUT & BEAM



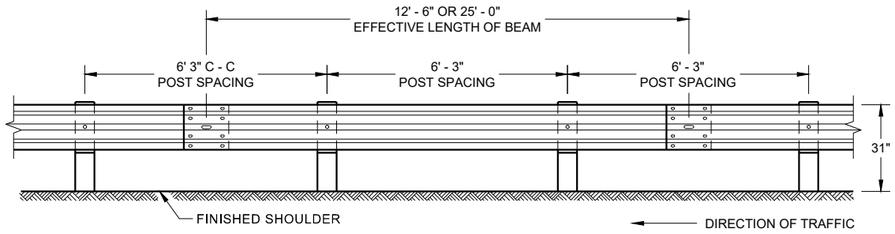
WOOD OR PLASTIC BLOCKOUT (2)

MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL

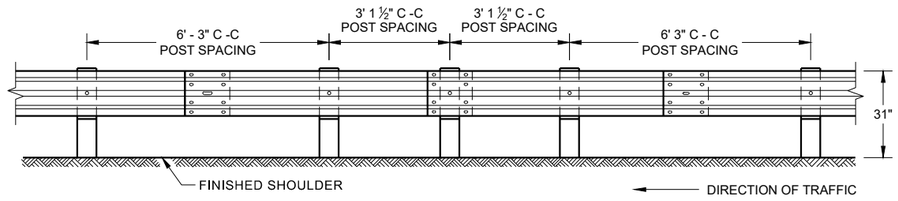
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

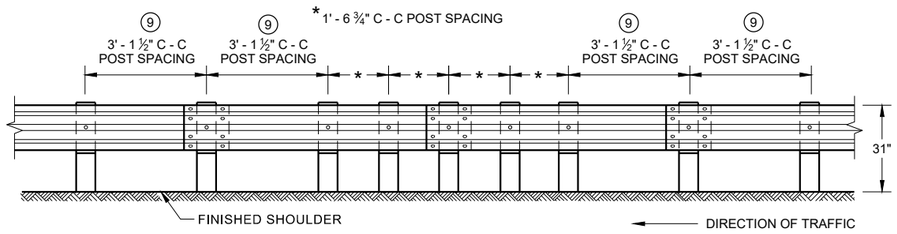
SDD 14B42 - 07a



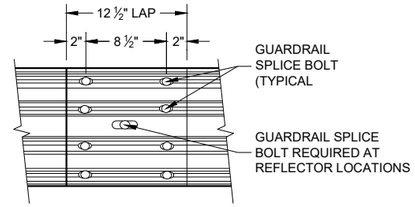
FRONT VIEW
POST SPACING STANDARD INSTALLATION



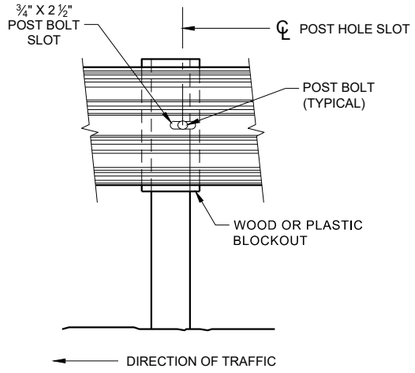
FRONT VIEW
HALF POST SPACING (HS) AND
HALF POST SPACING WITH LONGER POSTS (K)



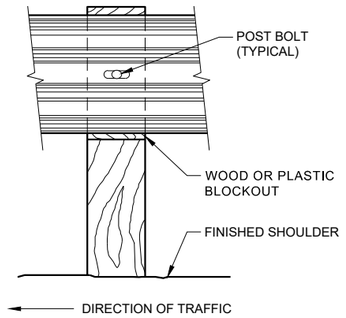
FRONT VIEW
QUARTER POST SPACING (QS)



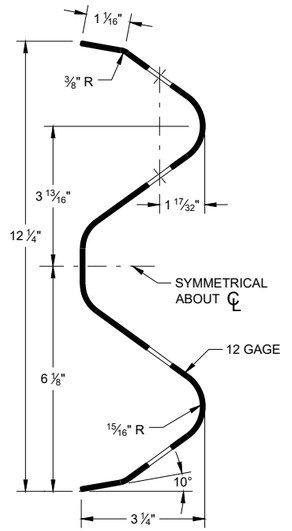
FRONT VIEW
MID-SPAN BEAM SPLICE



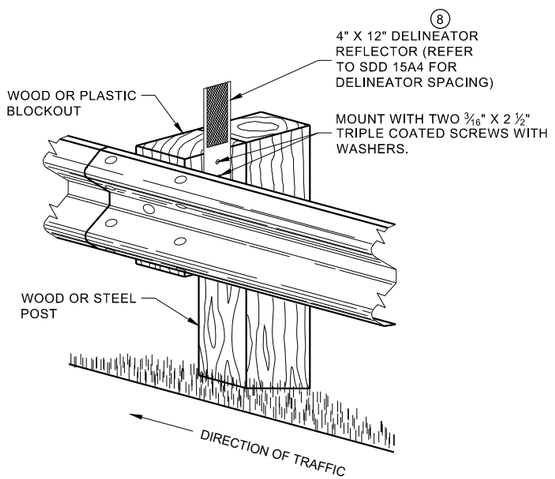
FRONT VIEW AT STEEL POST



FRONT VIEW AT WOOD POST



SECTION THRU W-BEAM RAIL



ONE SIDED REFLECTOR DETAIL
AND TYPICAL INSTALLATION

GENERAL NOTES

⑧ DO NOT INSTALL REFLECTORS ON THE FIRST 50 FEET OF THE APPROACH END OF THE ENERGY ABSORBING TERMINAL.

⑨ 25 FEET OF HALF POST SPACING IS REQUIRED ON APPROACH AND DEPARTURE ENDS OF QUARTER POST SPACING.

POST BOLTS ARE A ⅝" DIAMETER ASTM A307 GUARDRAIL BOLT. A POST BOLT REQUIRES ⅝" DIAMETER A563A DOUBLE RECESSED (DR) HEAVY HEX NUT AND ⅝" DIAMETER F844 FLAT WASHER. POST BOLTS MAY BE LONGER IF MULTIPLE BLOCKOUTS ARE BEING USED.

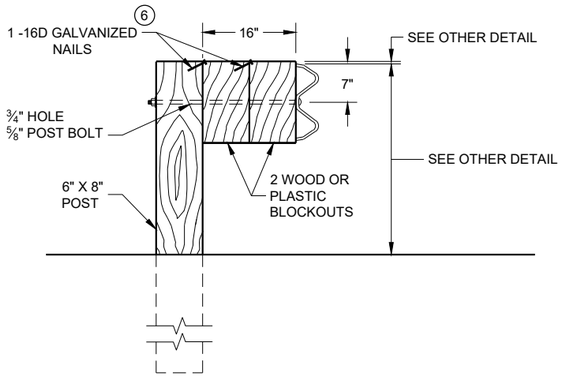
GUARD RAIL SPLICE BOLTS ARE A ⅝" DIAMETER ASTM A307 GUARDRAIL HEAD BOLT. A GUARDRAIL SPLICE BOLT REQUIRES ⅝" DIAMETER A563A DOUBLE RECESSED (DR) HEAVY HEX NUT.

MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

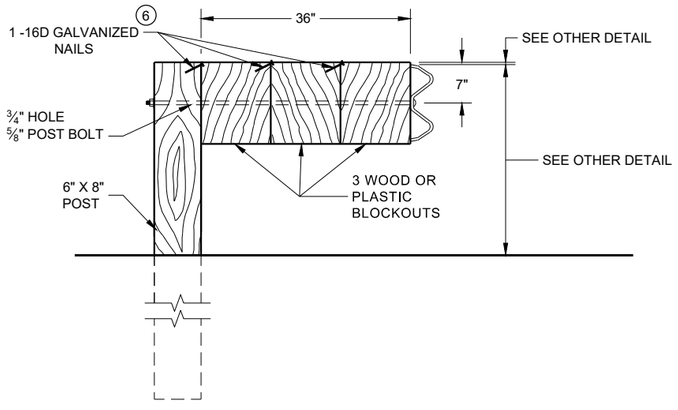
6

SDD 14B42 - 07b
SDD 14B42 - 07b



DETAIL FOR 16" BLOCKOUT DEPTH

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



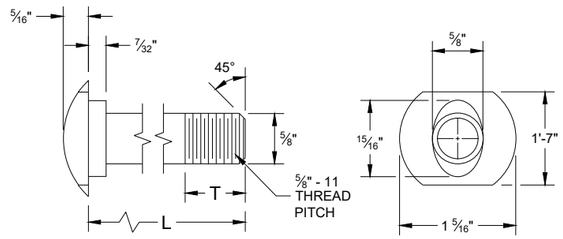
DETAIL FOR 36" BLOCKOUT DEPTH

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

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

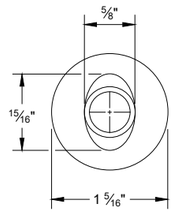
NOTE:

1. ALL FILLETS SHALL HAVE A MINIMUM RADIUS OF 3/16".
2. IF THE BOLT EXTENDS MORE THAN ¼" FROM THE NUT THE BOLT SHOULD BE TRIMMED BACK.

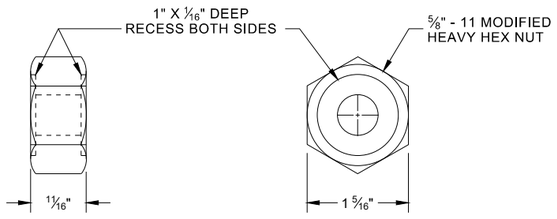


POST BOLT TABLE

L	T (MIN.)
1 ¼"	1 ⅛"
2"	1 ¾"
10"	4"
14"	4 1/16"
18"	4"
21"	4 1/16"
25"	4"

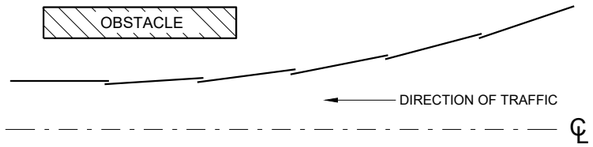


ALTERNATE BOLT HEAD

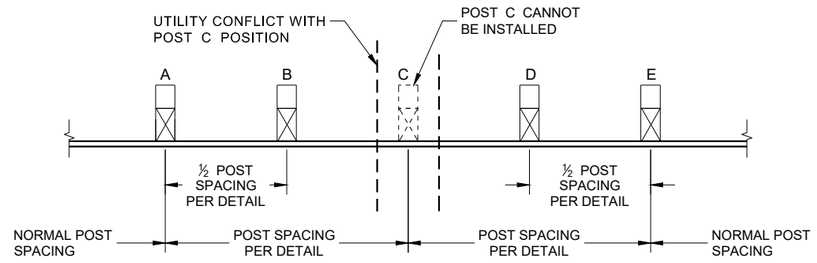


POST BOLT, SPLICE BOLT AND RECESS NUT

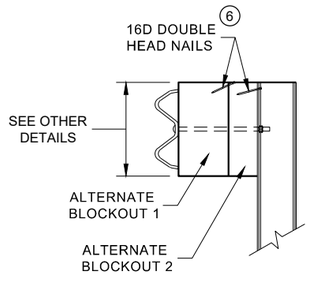
6 WHEN USING STEEL POST AD WOOD BLOCKOUTS, INSTALL FOUR 16D GALVANIZED NAILS. INSTALL NAILS AT THE BACK CORNERS OF THE BLOCK AND BEND THE NAILS OVER THE FLANGE OF THE STEEL POST.



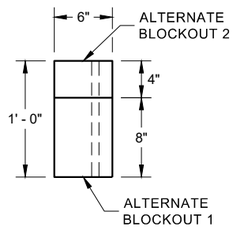
PLAN VIEW
BEAM LAPPING DETAIL



POST DRIVING FOR CONTINUOUS UNDERGROUND OBSTRUCTION



SIDE VIEW



PLAN VIEW

ALTERNATE WOOD BLOCKOUT DETAIL

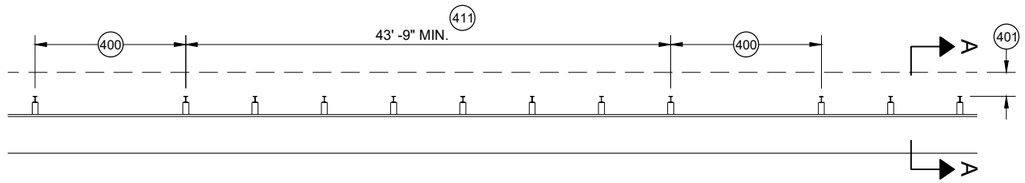
6

SDD 14B42 - 07c

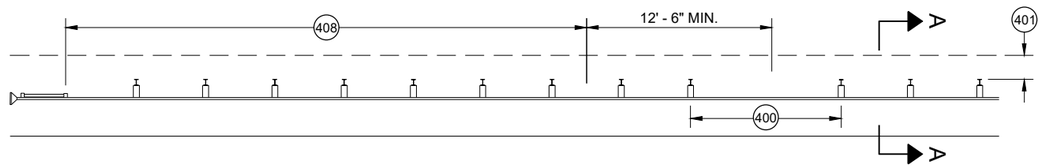
6

SDD 14B42 - 07c

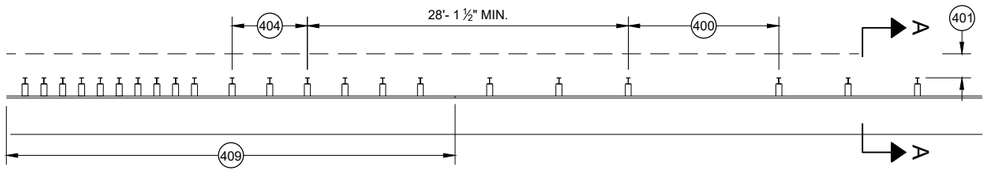
MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL



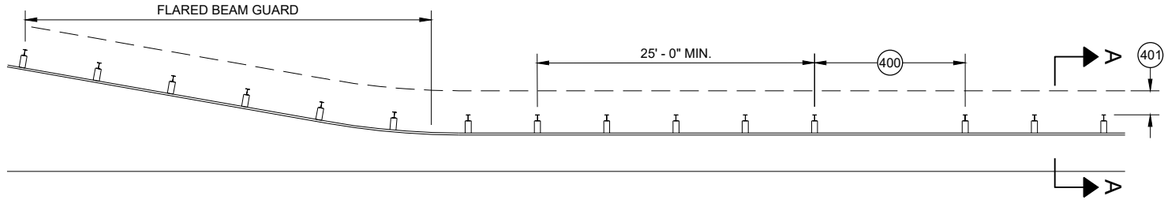
MISSING POST IN MGS GUARDRAIL



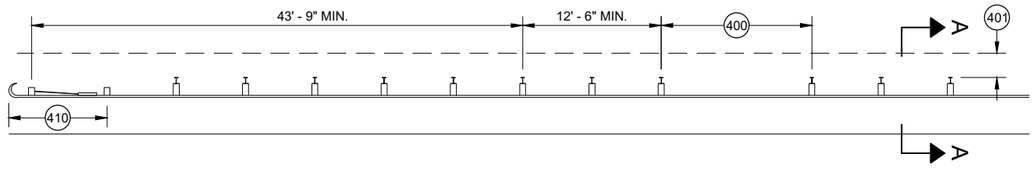
MISSING POST IN MGS GUARDRAIL NEAR EAT



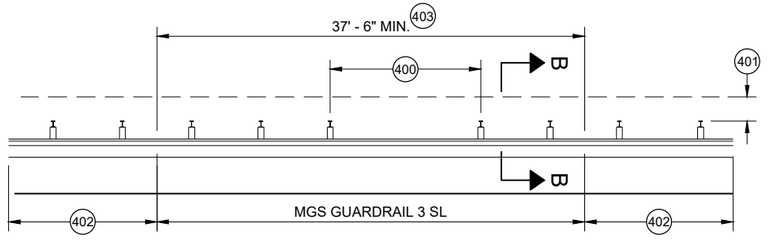
MISSING POST IN MGS GUARDRAIL NEAR AN APPROACH TRANSITION



MISSING POST IN MGS GUARDRAIL NEAR FLARED BEAM GUARD

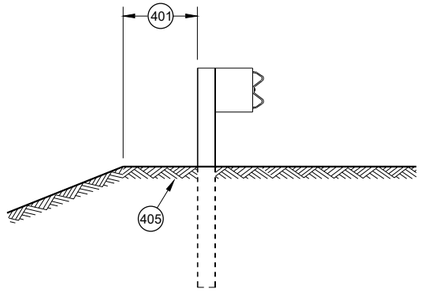


MISSING POST IN MGS GUARDRAIL NEAR A TYPE 2 END TERMINAL

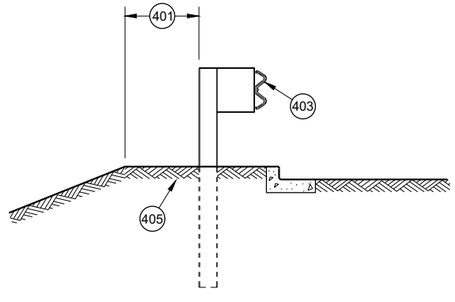


MISSING POST IN SHORT SPAN MGS GUARDRAIL NEAR CURB (SL) 407

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



SECTION A - A 406



SECTION B - B 406

MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

FHWA

6

SDD 14B42 - 07d

GENERAL NOTES

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

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

(C) DIFFERENT MANUFACTURERS REQUIRE DIFFERENT PERFORATED W - BEAM RAIL END PANELS. SEE MANUFACTURER'S INFORMATION.

(D) ATTACH ALUMINUM SHEET TO E.A.T. HEAD USING 4 STAINLESS STEEL SELF - TAPPING SCREWS. ONE SCREW PER CORNER.

(E) HARDWARE MAY VARY BETWEEN MANUFACTURER. SEE MANUFACTURER'S DRAWING FOR INFORMATION.

DIMENSIONS MAY VARY, MANUFACTURER'S INFORMATION.

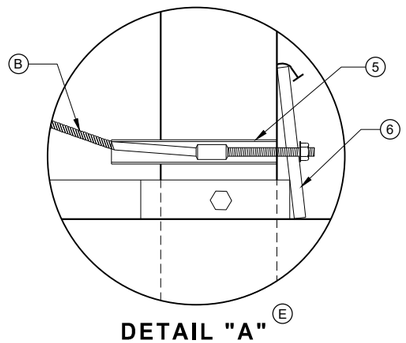
SEE SDD 14B42 FOR MORE INFORMATION.

* DO NOT ATTACH BLOCKOUTS TO POST 1 AND 2.

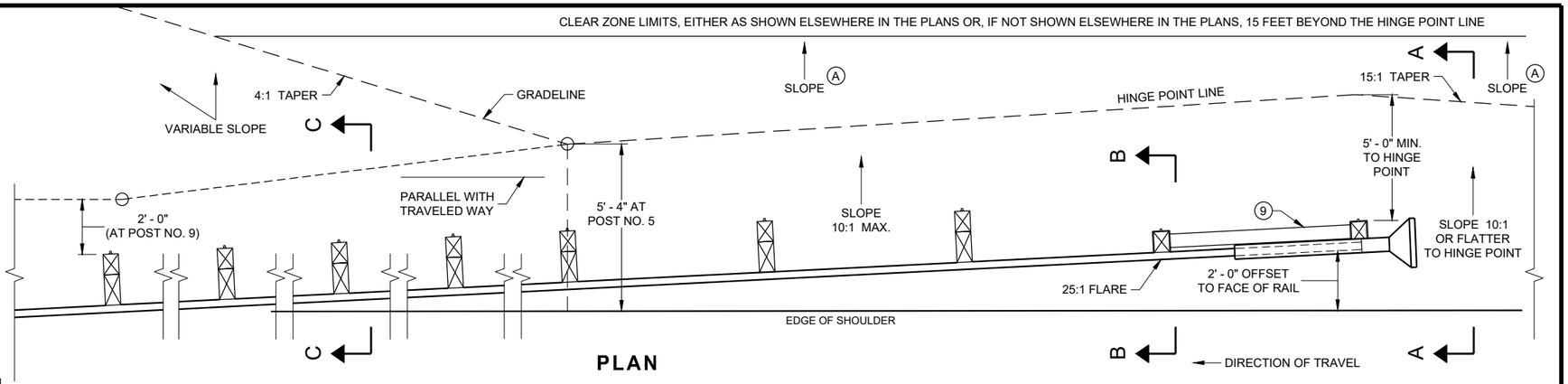
DO NOT INSTALL REFLECTORS ON THE FIRST 50 FEET OF THE APPROACH END OF THE ENERGY ABSORBING TERMINAL.

SEE MANUFACTURER'S DRAWING FOR SPLICE LOCATION, HARDWARE DIMENSIONS AND INSTALLATION INSTRUCTIONS.

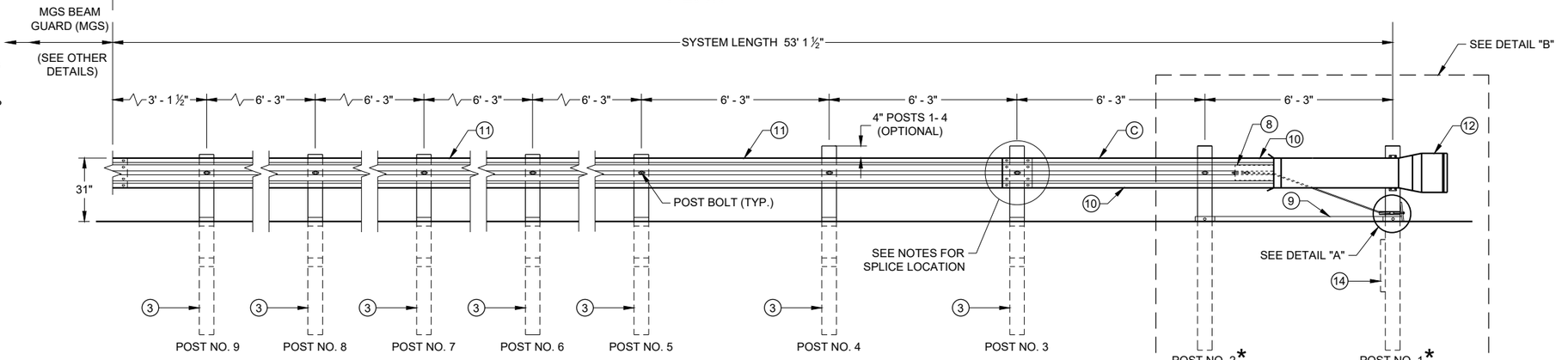
THE CENTER OF THE UPPER 3 ½" DIAMETER HOLE ON POST NUMBER 3 THROUGH POST 9 IS TO BE FLUSH WITH THE GROUND LINE UP TO A MAXIMUM OF 2" ABOVE GROUND LINE. WOOD BLOCKS ON POSTS NUMBERED 3 THROUGH 9 MAY BE ADJUSTED UP TO 3" ABOVE THE TOP OF POST.



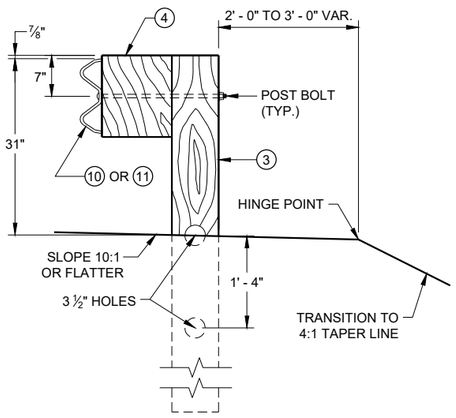
DETAIL "A" (E)



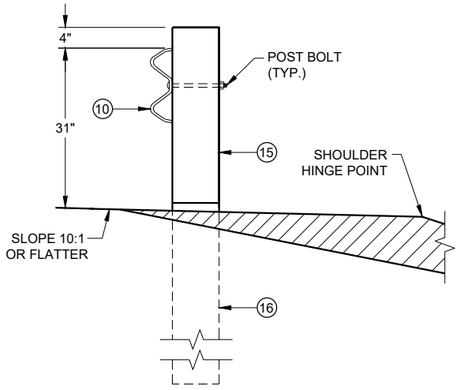
PLAN



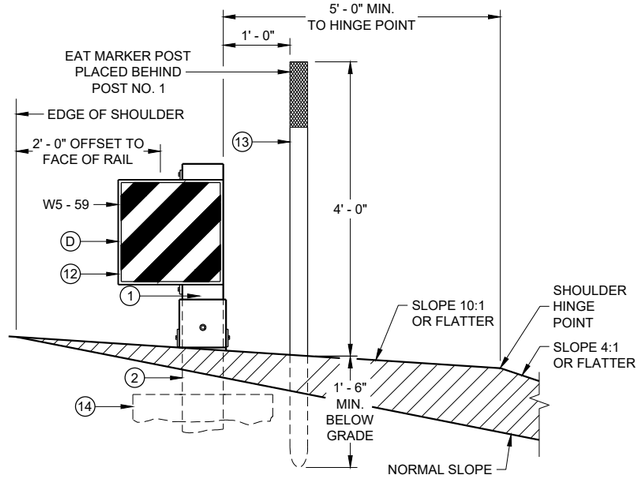
ELEVATION



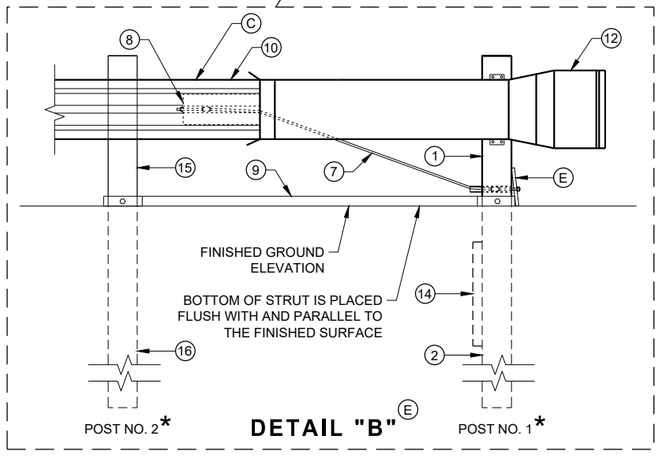
SECTION C - C
TYPICAL AT POST NOS. 3 - 9



SECTION B - B
TYPICAL AT POST NO. 2*



SECTION A - A
TYPICAL AT POST NO. 1*



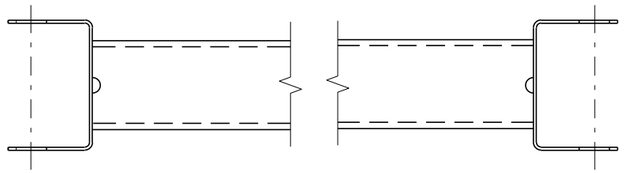
DETAIL "B" (E)

MIDWEST GUARDRAIL SYSTEM
ENERGY ABSORBING TERMINAL (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

SDD 14B44 - 04a

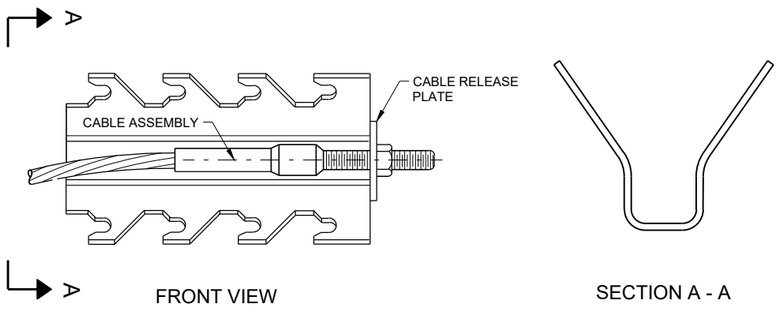
SDD 14B44 - 04a



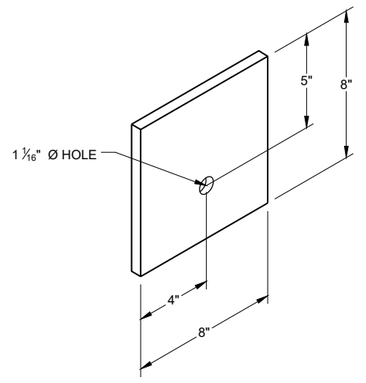
GENERIC GROUND STRUT ⑨ Ⓔ

BILL OF MATERIALS

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



GENERIC ANCHOR CABLE BOX ⑨ Ⓔ



BEARING PLATE ⑥ Ⓔ

6

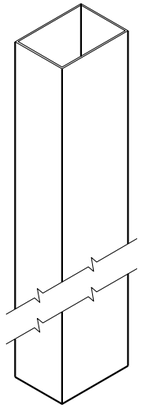
6

SDD 14B44 - 04b

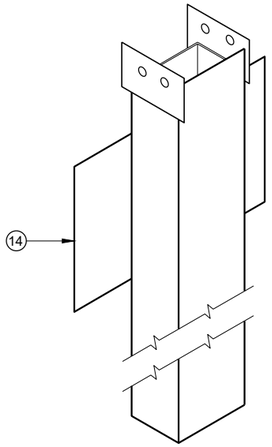
SDD 14B44 - 04b

MIDWEST GUARDRAIL SYSTEM
ENERGY ABSORBING TERMINAL
(MGS)

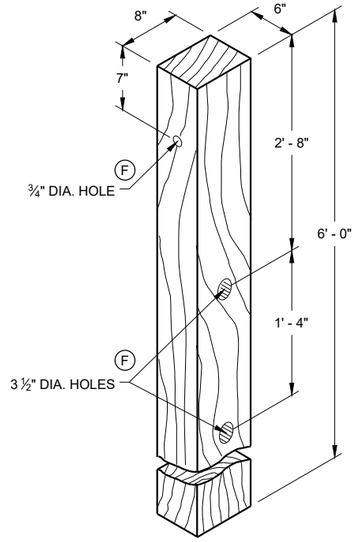
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTA



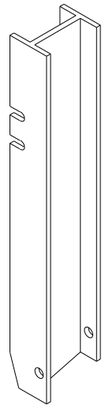
UPPER POST NO. 1 (1) (E)



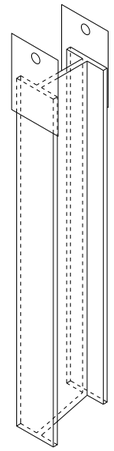
LOWER POST NO. 1 (2) (E)



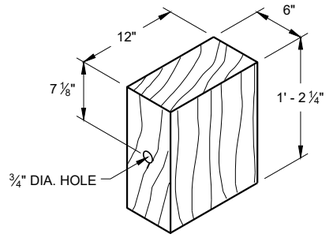
WOOD CRT POST (3) (E)
POSTS NUMBER 3-9



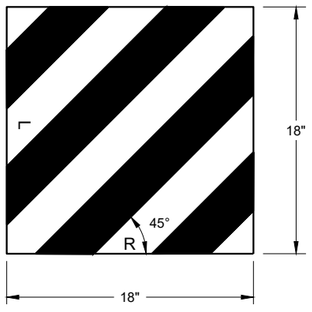
UPPER POST NO. 2 (15) (E)



LOWER POST NO. 2 (16) (E)

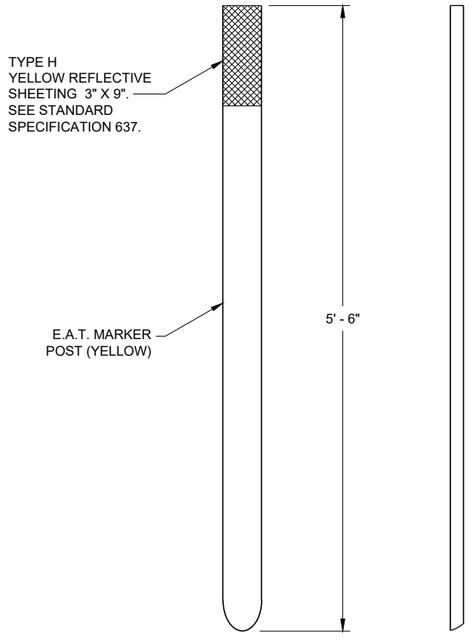


WOOD BLOCKOUT (4)
REQ'D. AT ALL POSTS EXCEPT POST NO'S 1 & 2



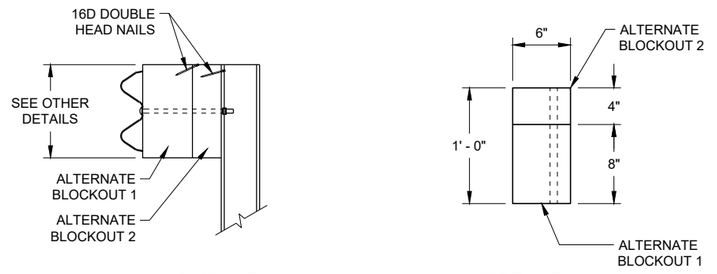
W5 - 59

REFLECTIVE SHEETING DETAIL (E)



FRONT VIEW SIDE VIEW

E.A.T. MARKER POST (13)



SIDE VIEW TOP VIEW

ALTERNATE WOOD BLOCKOUT DETAIL

MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)

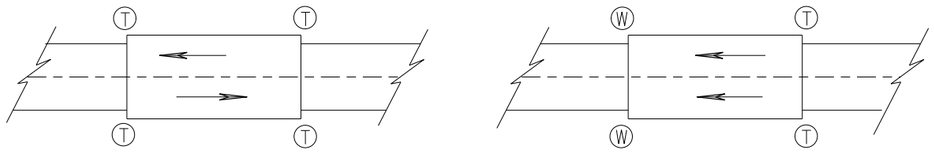
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

FHWA

6

SDD 14B44 - 04c



TWO WAY TRAFFIC

ONE WAY TRAFFIC

(T) THRIE BEAM CONNECTION

(W) W-BEAM CONNECTION WHEN REQUIRED

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

GENERAL NOTES

IF ROCK IS ENCOUNTERED, REMOVE ROCK TO FULL DEPTH OF POST PLUS 2½", AND 12" DIAMETER AROUND POST. SEE 14B42 FOR MORE DETAILS.

TRANSITION USES STEEL POSTS ONLY.

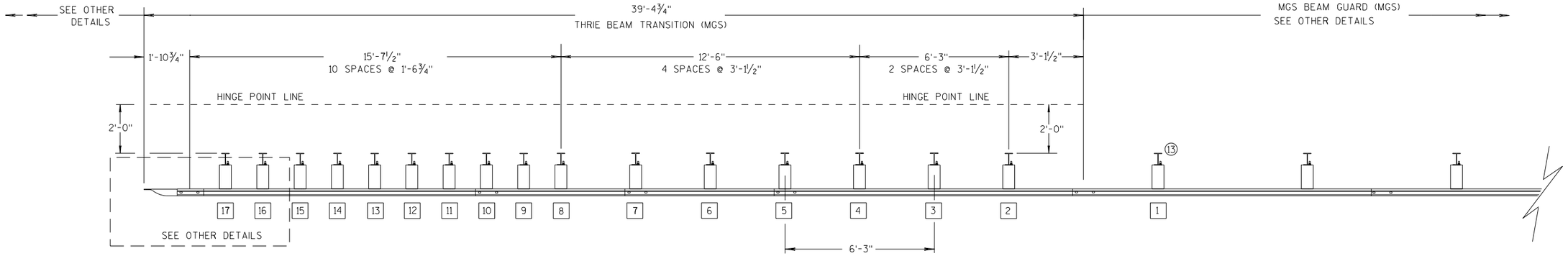
SEE STANDARD DETAIL DRAWING 14 B 42 FOR MORE INFORMATION.

POST 2 THROUGH 17 USES STEEL POST ONLY

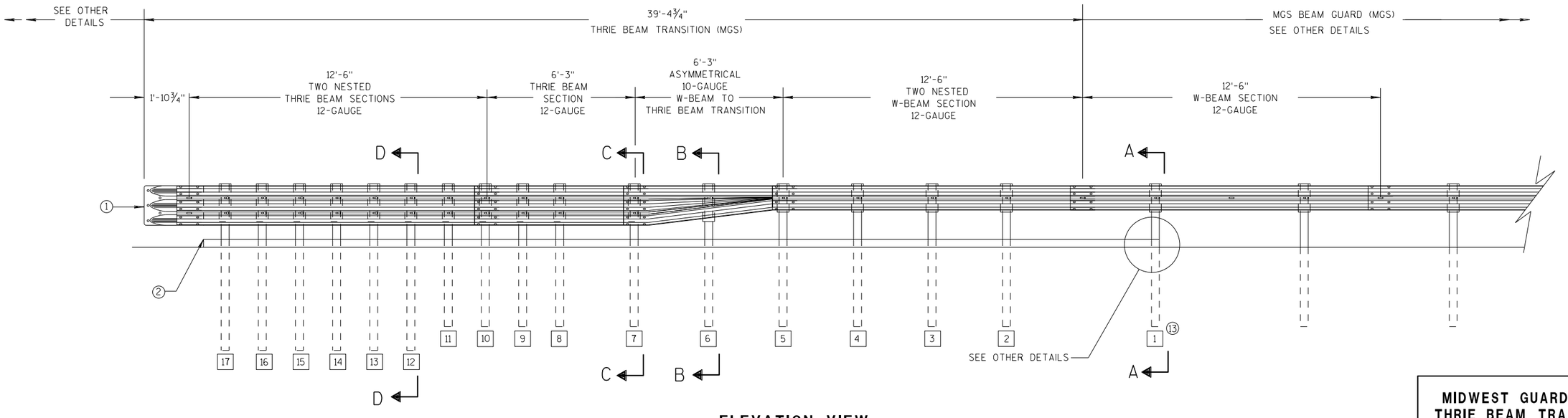
(1) BRIDGE RAILING TYPE "W" DOES NOT REQUIRE A TERMINAL CONNECTOR.

(2) OPTIONAL CURB AND GUTTER OR DRAINAGE FEATURE SEE PLAN FOR INFORMATION.

(13) STEEL OR WOOD POST IS ACCEPTABLE AT POST 1. SEE SDD14B42



PLAN VIEW



ELEVATION VIEW

MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

6

S.D.D. 14 B 45-5a

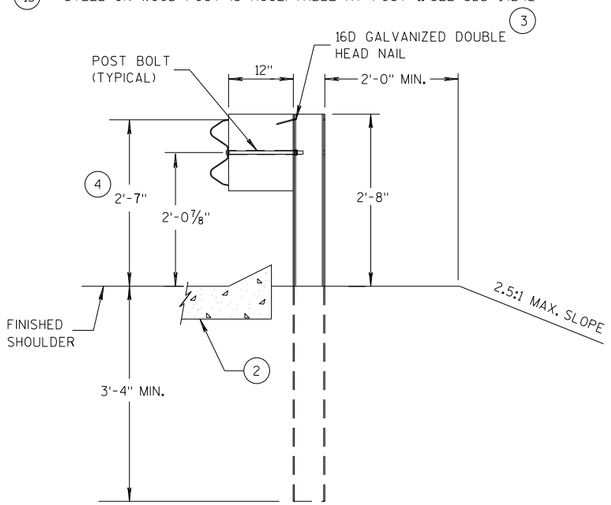
GENERAL NOTES

(2) OPTIONAL CURB AND GUTTER OR DRAINAGE FEATURE SEE PLAN FOR INFORMATION.

(3) WHEN USING STEEL POSTS AND WOOD BLOCKOUTS INSTALL FOUR 10D GALVANIZED NAILS. INSTALL NAILS AT THE BACK CORNERS OF THE BLOCK AND BEND THE NAILS OVER THE FLANGE OF THE STEEL POST.

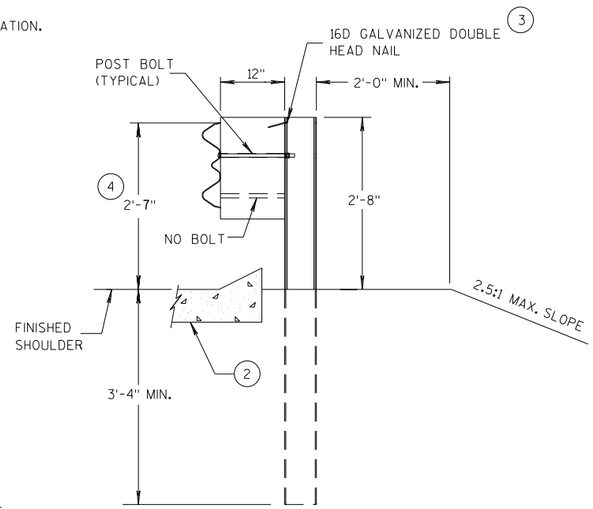
(4) TOLERANCE FOR TOP OF W-BEAM RAIL IS ± 1".

(13) STEEL OR WOOD POST IS ACCEPTABLE AT POST 1. SEE SDD 14B42



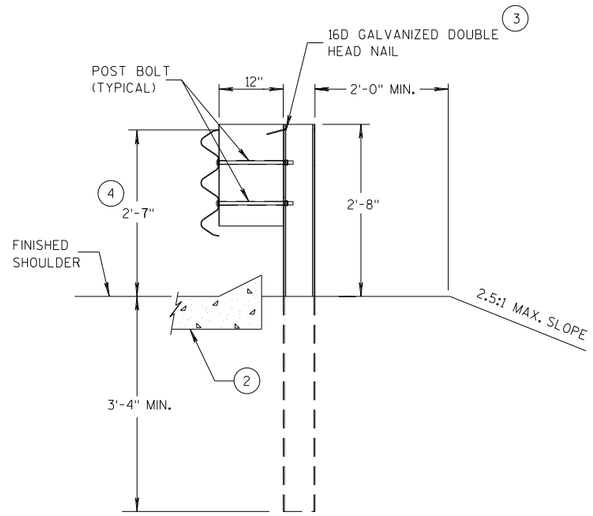
SECTION A-A (13)

POSTS 1-5



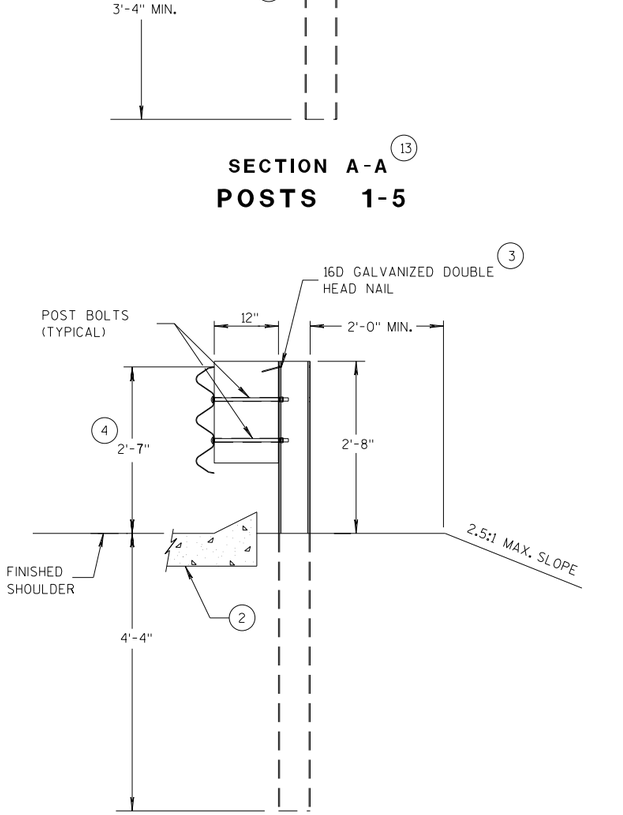
SECTION B-B

POST 6



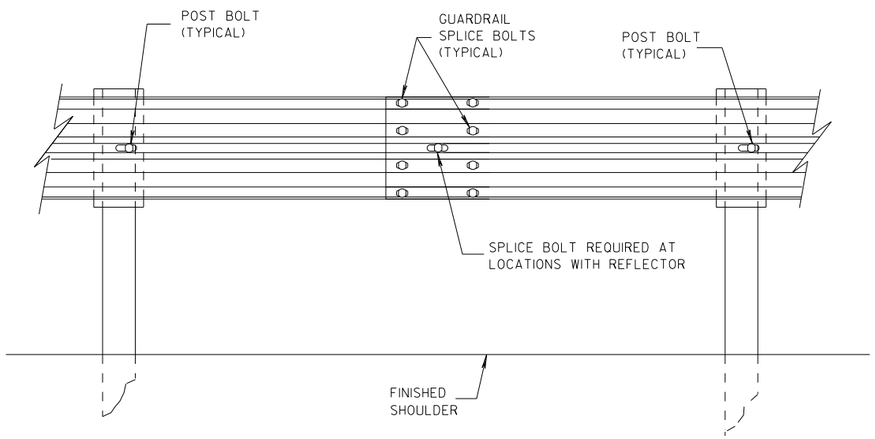
SECTION C-C

POSTS 7-11



SECTION D-D

POSTS 12-17



SPLICE DETAIL

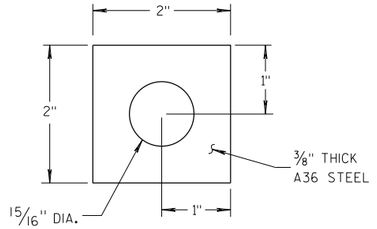
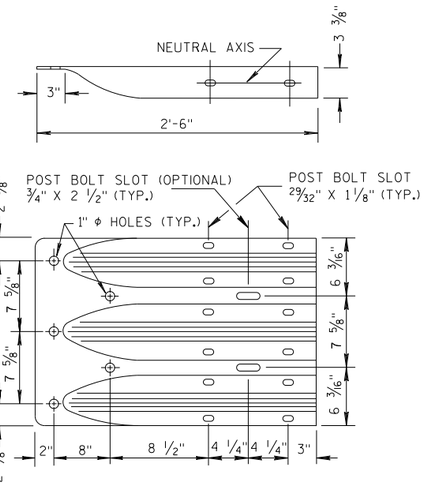
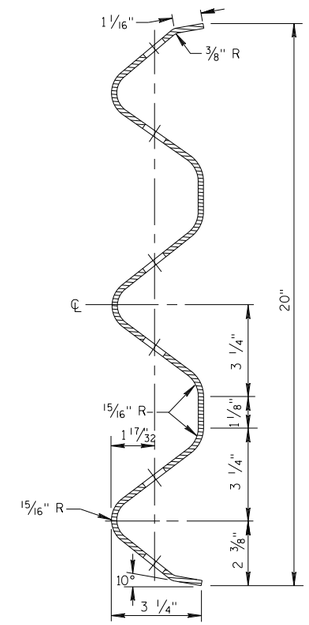


PLATE WASHER DETAIL



THRIE BEAM TERMINAL CONNECTOR



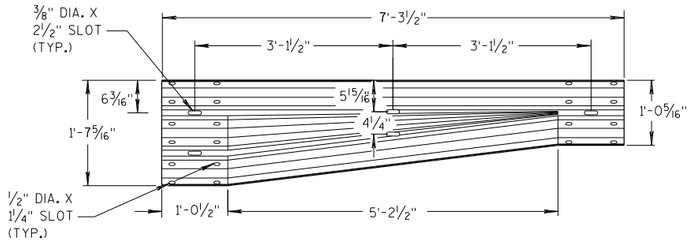
SECTION THRU THRIE BEAM RAIL ELEMENT

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

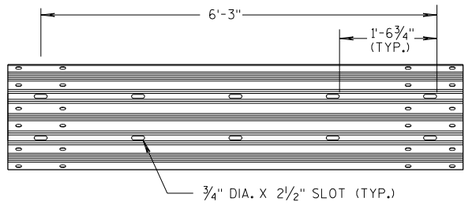
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

6

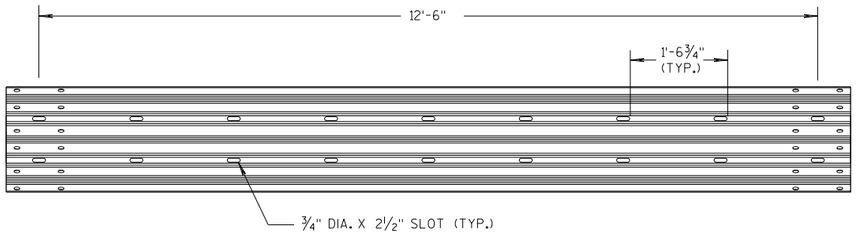
S.D.D. 14 B 45-5b



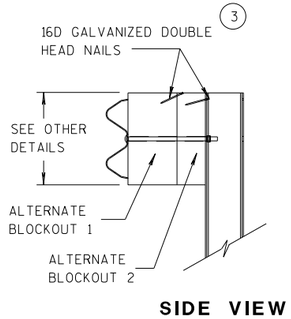
W-BEAM TO THRIE BEAM TRANSITION SECTION



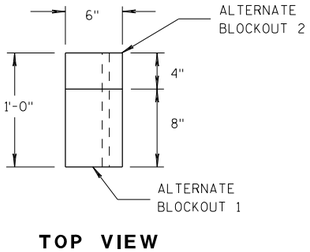
6'-3" THRIE BEAM SECTION



12'-6" THRIE BEAM SECTION

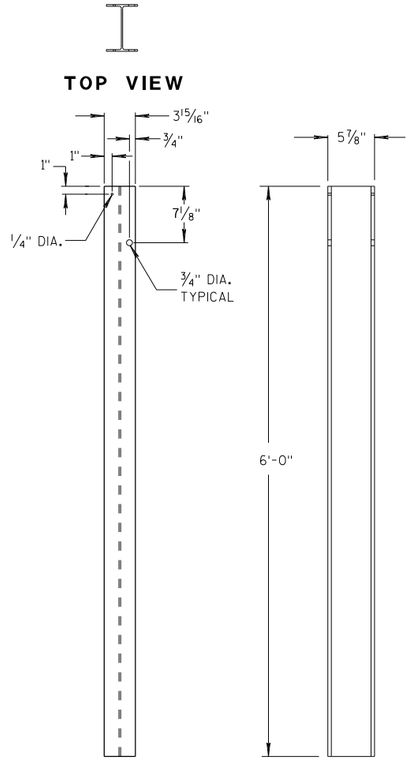


SIDE VIEW



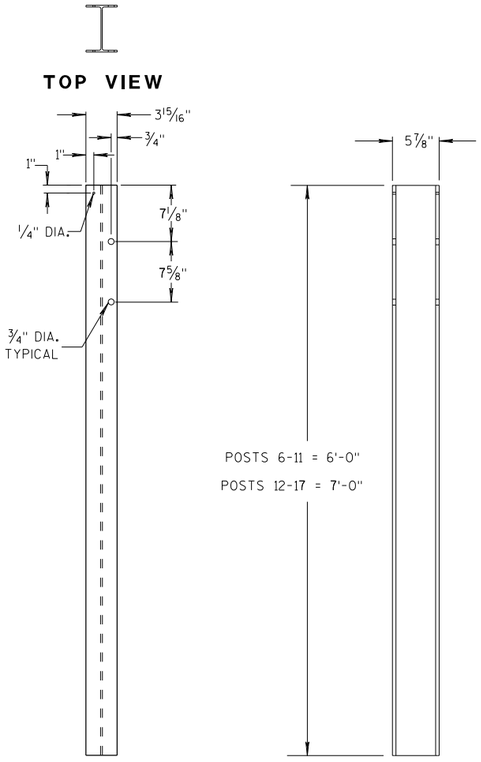
TOP VIEW

ALTERNATE WOOD BLOCKOUT DETAIL



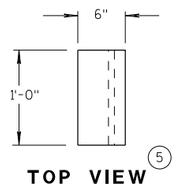
FRONT VIEW SIDE VIEW

STEEL POSTS 1-5 (13)

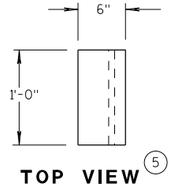


FRONT VIEW SIDE VIEW

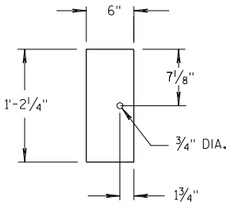
STEEL POSTS 6-17



TOP VIEW (5)

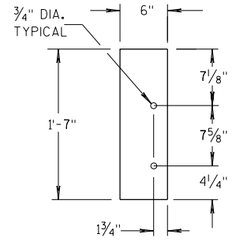


TOP VIEW (5)



FRONT VIEW

BLOCKOUT POSTS 1-5



FRONT VIEW

BLOCKOUT POSTS 6-17

GENERAL NOTES

STEEL POSTS ARE W6X9 OR W6X8.5.

BOLT HOLES FOR POST ARE ON FRONT AND OF SIDE OF POST.

(3) WHEN USING STEEL POSTS AND WOOD BLOCKOUTS INSTALL FOUR 16D GALVANIZED NAILS. INSTALL NAILS AT THE BACK CORNERS OF THE BLOCK AND BEND THE NAILS OVER THE FLANGE OF THE STEEL POST.

(5) WOOD BLOCKS MAY BE CONSTRUCTED OUT OF 2 WOOD BLOCKS. SEE ALTERNATE WOOD BLOCK DETAIL.

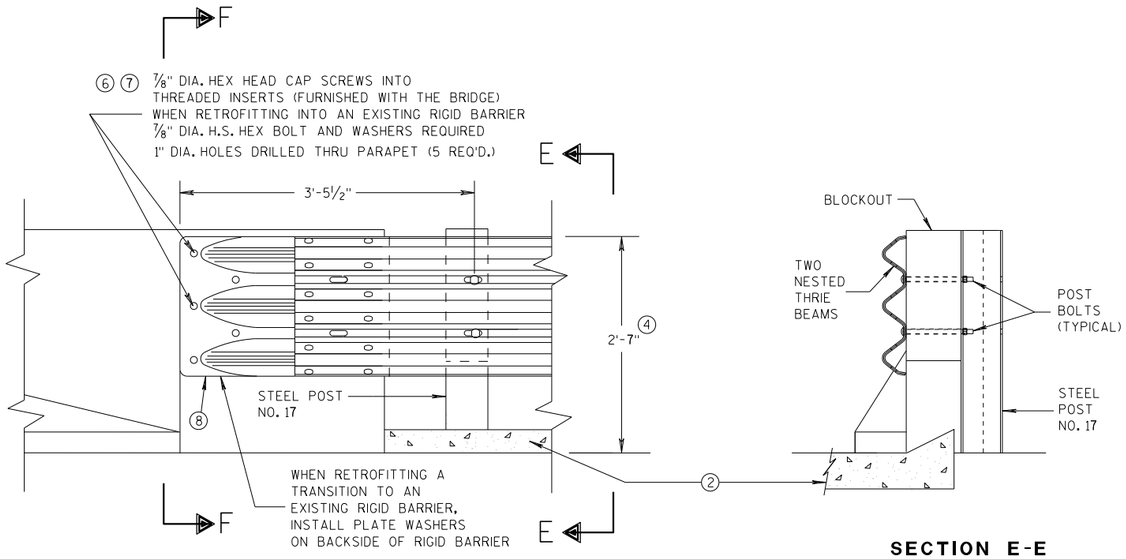
(13) STEEL OR WOOD POST IS ACCEPTABLE AT POST 1. SEE SDD 14B42.

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOF

6

S.D.D. 14 B 45-5c



FRONT VIEW

SECTION E-E

THRIE BEAM CONNECTION TO BRIDGE PARAPET WITH SQUARE ENDS

GENERAL NOTES

THESE ARE TYPICAL CONNECTION DETAILS. ADJUST THE POSTION OF CONNECTIONS TO EXISTING BRIDGES TO FIT THE ACTUAL BRIDGE AND SITE DIMENSIONS.

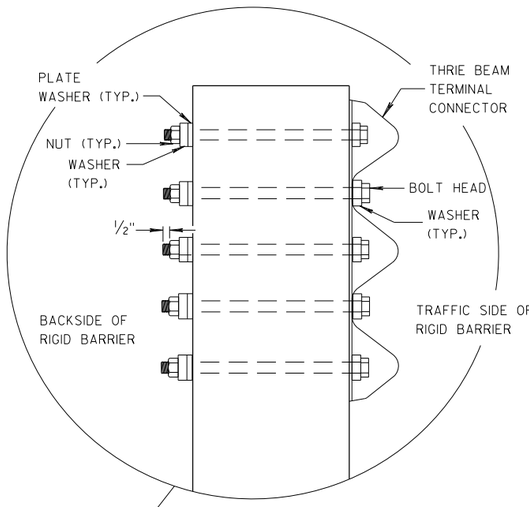
② OPTIONAL CURB AND GUTTER OR DRAINAGE FEATURE SEE PLAN FOR INFORMATION.

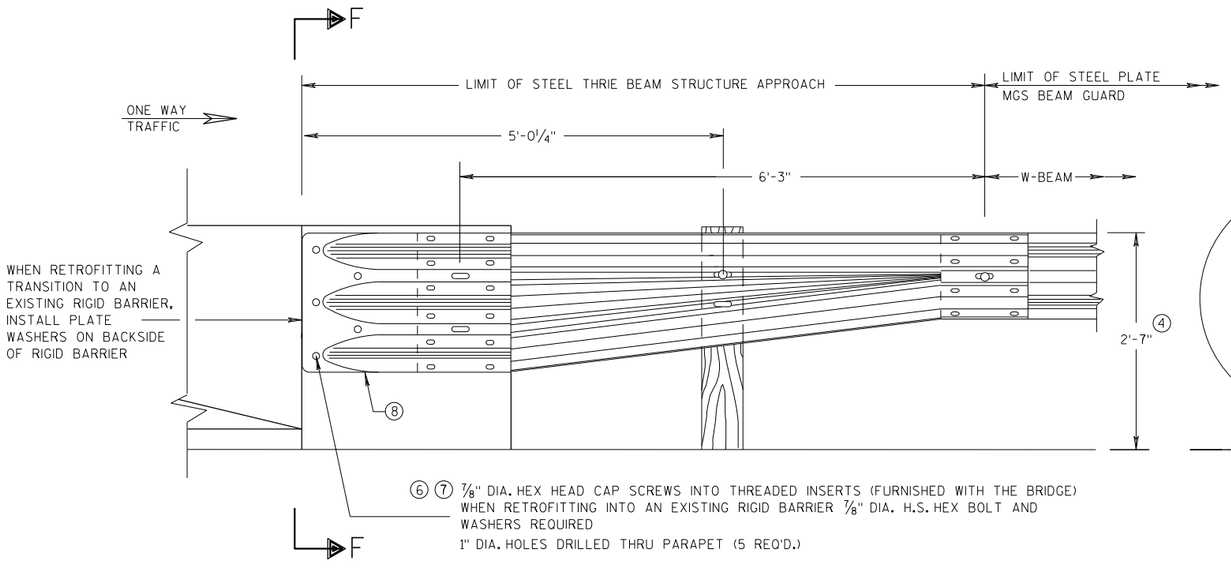
④ TOLERANCE FOR TOP OF BEAM IS ± 1".

⑥ DRILLING BOLT HOLES THROUGH THE PARAPET, BOLTS, NUTS, WASHERS AND REPAIRING DAMAGED CONCRETE ARE INCIDENTAL TO THE CONTRACT.

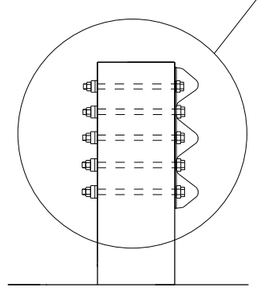
⑦ BOLTS MAY BE A325 BOLTS OR A449 BOLTS. BOLT LENGTH AND THREADING LENGTH ARE TO ALLOW FOR A TIGHT CONNECTION BETWEEN RIGID BARRIER AND THRIE BEAM CONNECTION PLATE. CONTRACTOR IS TO FIELD VERIFY BOLT LENGTH AND THREAD LENGTH. ONE ROUND WASHER REQUIRED BETWEEN BOLT HEAD AND THRIE BEAM CONNECTOR PLATE. BOLTS THAT EXTEND THROUGH THE PARAPET AND OUT THE BACK FACE REQUIRE A HARDENED ROUND STEEL WASHER THAT IS 2" O.D. X 5/32" THICK AND ONE PLATE WASHER. REPAIR ANY DAMAGED CONCRETE FROM BOLT INSTALLATION.

⑧ THE RECESS FOR A W-BEAM CONNECTION, WHICH EXISTS ON SOME PARAPETS OF THIS TYPE, SHALL BE FILLED WITH A TREATED TIMBER BLOCKOUT. BLOCKOUT SIZE IS 1'-6" X 2'-0" X 3 1/2".

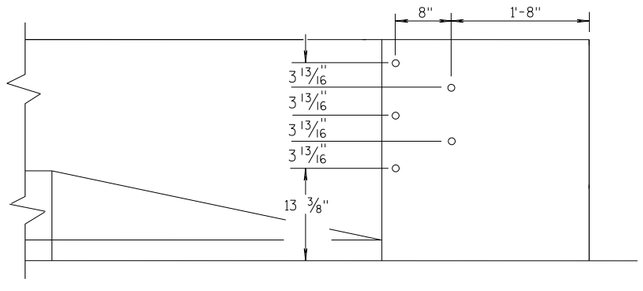




FRONT VIEW



SECTION F-F



DRILL HOLE LOCATION

W BEAM TRANSITION AND CONNECTION TO BRIDGE PARAPETS WITH SQUARE ENDS

(USE ONLY ON THE TRAFFIC EXIT END OF ONE WAY BRIDGES)

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
07/2018 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS D UNIT SUPERVIS NT
FHWA

6

S.D.D. 14 B 45-5d

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S.D.D. 14 B 45-5d

GENERAL NOTES

THESE ARE TYPICAL CONNECTION DETAILS. ADJUST THE POSTION OF CONNECTIONS TO EXISTING BRIDGES TO FIT THE ACTUAL BRIDGE AND SITE DIMENSIONS.

(2) OPTIONAL CURB AND GUTTER OR DRAINAGE FEATURE SEE PLAN FOR INFORMATION.

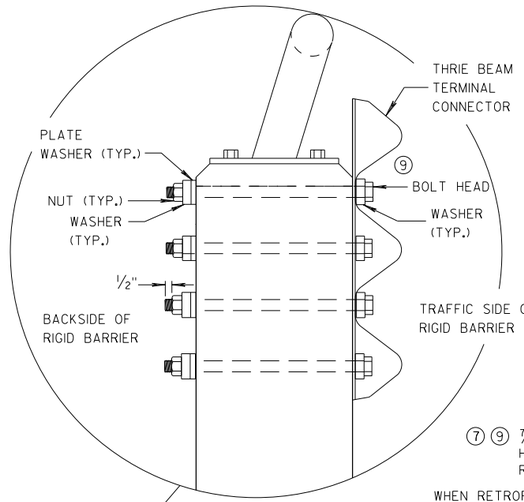
(4) TOLERANCE FOR TOP OF BEAM IS ± 1".

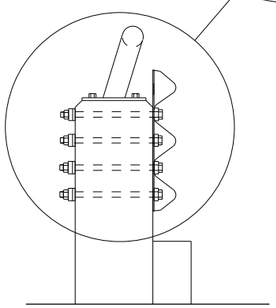
(6) DRILLING BOLT HOLES THROUGH THE PARAPET, BOLTS, NUTS, WASHERS AND REPAIRING DAMAGED CONCRETE ARE INCIDENTAL TO THE CONTRACT.

(7) BOLTS MAY BE A325 BOLTS OR A449 BOLTS. BOLT LENGTH AND THREADING LENGTH ARE TO ALLOW FOR A TIGHT CONNECTION BETWEEN RIGID BARRIER AND THRIE BEAM CONNECTION PLATE. CONTRACTOR IS TO FIELD VERIFY BOLT LENGTH AND THREAD LENGTH. ONE ROUND WASHER REQUIRED BETWEEN BOLT HEAD AND THRIE BEAM CONNECTOR PLATE. BOLTS THAT EXTEND THROUGH THE PARAPET AND OUT THE BACK FACE REQUIRE A HARDENED ROUND STEEL WASHER THAT IS 2" O.D. X 5/32" THICK AND ONE PLATE WASHER. REPAIR ANY DAMAGED CONCRETE FROM BOLT INSTALLATION.

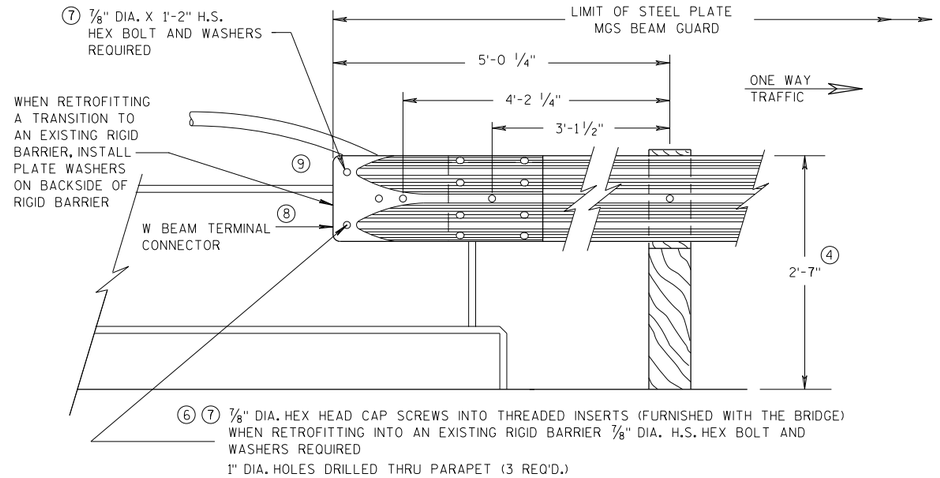
(8) THE RECESS FOR A W-BEAM CONNECTION, WHICH EXISTS ON SOME PARAPETS OF THIS TYPE, SHALL BE FILLED WITH A TREATED TIMBER BLOCKOUT. BLOCKOUT SIZE IS 1'-6" X 2'-0" X 3 ½".

(9) BOLT, NUT AND WASHERS NOT REQUIRED FOR THIS LOCATION WHEN RETROFITTING AN EXISTING PAPAPET AND THE HOLE IS EITHER ABOVE PARAPET OR WITHIN 4 INCHES OF THE EDGE OF PARAPET.





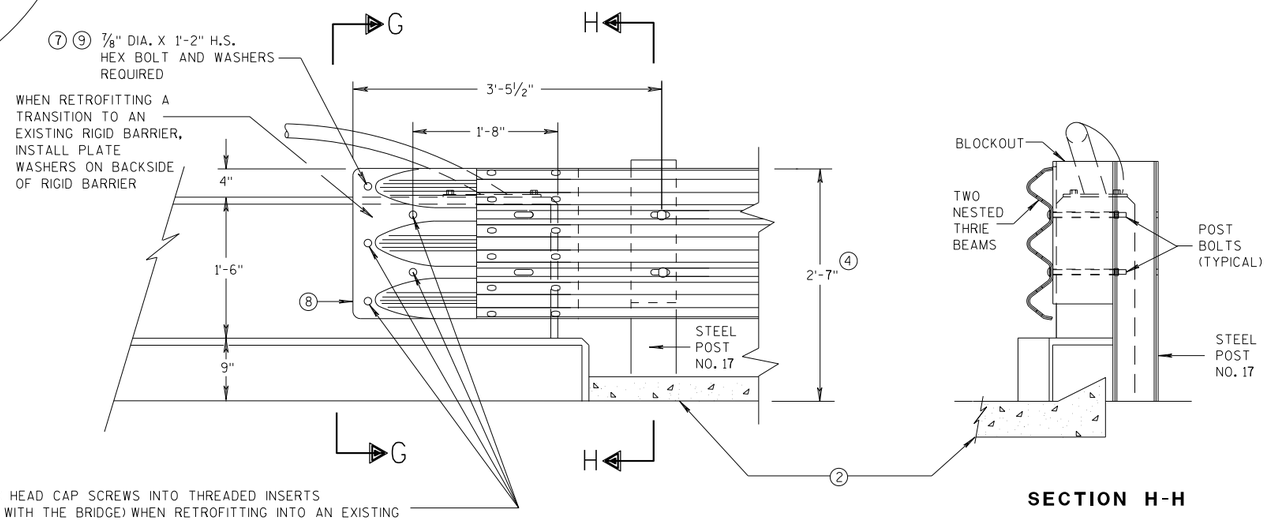
SECTION G-G



FRONT VIEW

W BEAM CONNECTION TO VERTICAL FACE PARAPET

(USE ONLY ON THE TRAFFIC EXIT END OF ONE WAY BRIDGES)



FRONT VIEW

SECTION H-H

THRIE BEAM CONNECTION TO VERTICAL FACED PARAPETS

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
07/2018 — DATE
/S/ Rodney Taylor
ROADWAY STANDARDS D UNIT SUPERVIS — NT
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S.D.D. 14 B 45-5e

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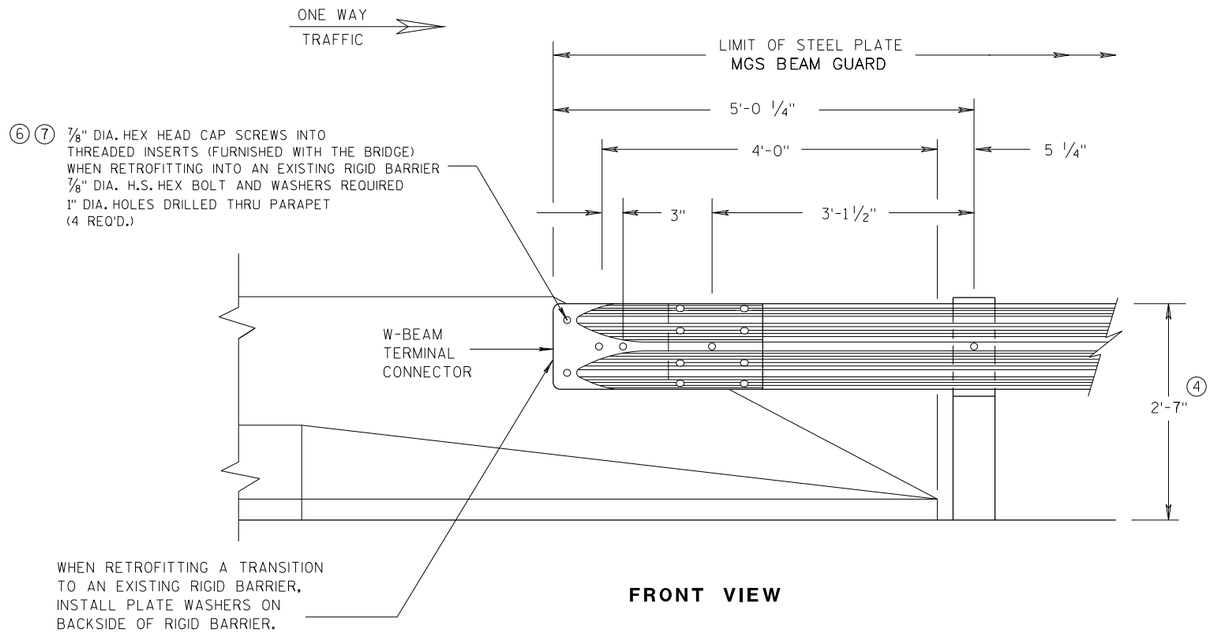
S.D.D. 14 B 45-5e



FRONT VIEW

W BEAM CONNECTION TO PARAPETS WITH SLOPED ENDS

(USE ONLY AT TRAFFIC EXIT END OF ONE WAY BRIDGE)

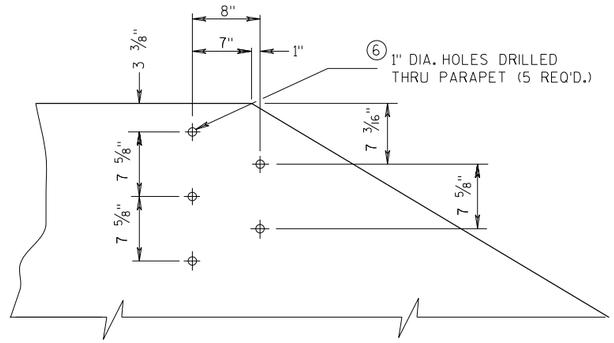
GENERAL NOTES

② OPTIONAL CURB AND GUTTER OR DRAINAGE FEATURE SEE PLAN FOR INFORMATION.

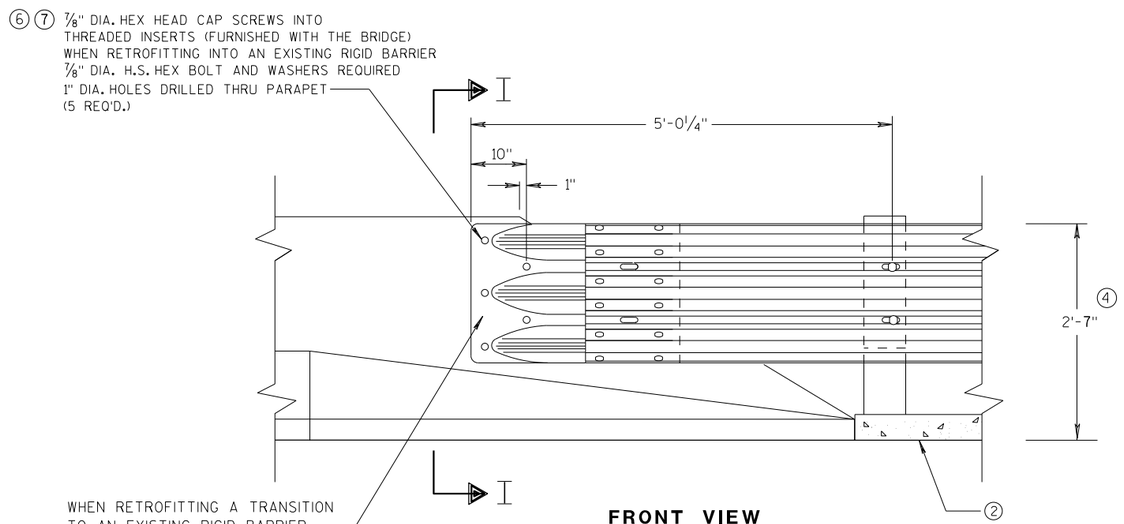
④ TOLERANCE FOR TOP OF BEAM IS ± 1".

⑥ DRILLING BOLT HOLES THROUGH THE PARAPET, BOLTS, NUTS, WASHERS AND REPAIRING DAMAGED CONCRETE ARE INCIDENTAL TO THE CONTRACT.

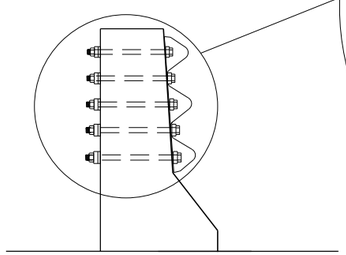
⑦ BOLTS MAY BE A325 BOLTS OR A449 BOLTS. BOLT LENGTH AND THREADING LENGTH ARE TO ALLOW FOR A TIGHT CONNECTION BETWEEN RIGID BARRIER AND THRIE BEAM CONNECTION PLATE. CONTRACTOR IS TO FIELD VERIFY BOLT LENGTH AND THREAD LENGTH. ONE ROUND WASHER REQUIRED BETWEEN BOLT HEAD AND THRIE BEAM CONNECTOR PLATE. BOLTS THAT EXTEND THROUGH THE PARAPET AND OUT THE BACK FACE REQUIRE A HARDENED ROUND STEEL WASHER THAT IS 2" O.D. X 5/32" THICK AND ONE PLATE WASHER. REPAIR ANY DAMAGED CONCRETE FROM BOLT INSTALLATION.



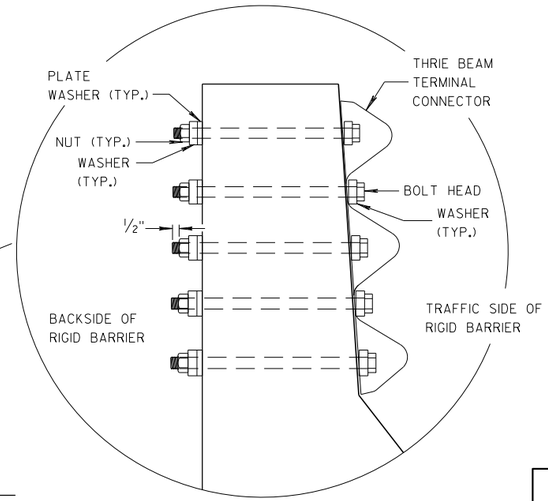
DRILL HOLE LOCATION AND PATTERN
FOR THRIE BEAM CONNECTION



FRONT VIEW



SECTION I-I



THRIE BEAM CONNECTION TO BRIDGE PARAPETS WITH SLOPED ENDS

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
07/2018 — DATE
/S/ Rodney Taylor
ROADWAY STANDARDS [illegible] UNIT SUPERVI[illegible]ENT
FHWA

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S.D.D. 14 B 45-5f

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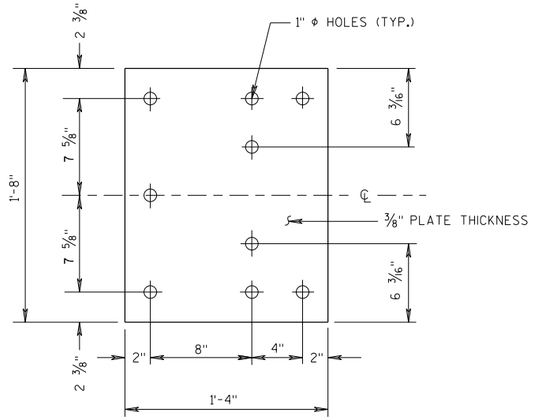
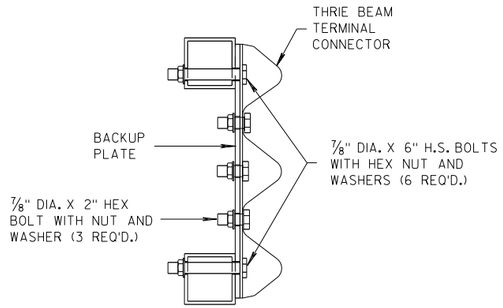
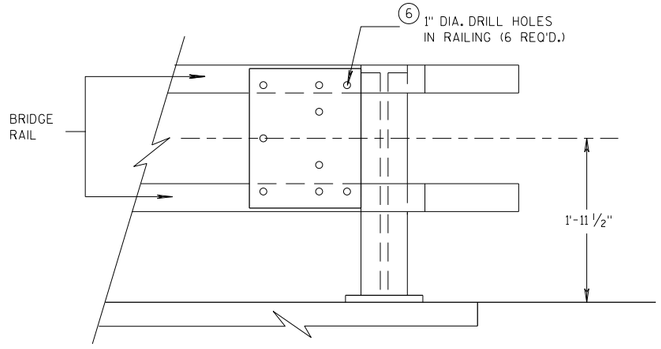
S.D.D. 14 B 45-5f



BACK-UP PLATE DETAIL



SECTION J-J

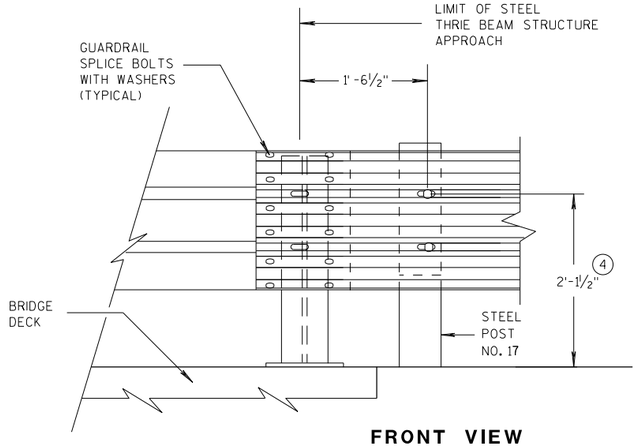


BACK-UP PLATE MOUNTING ONTO BRIDGE RAILING

GENERAL NOTES

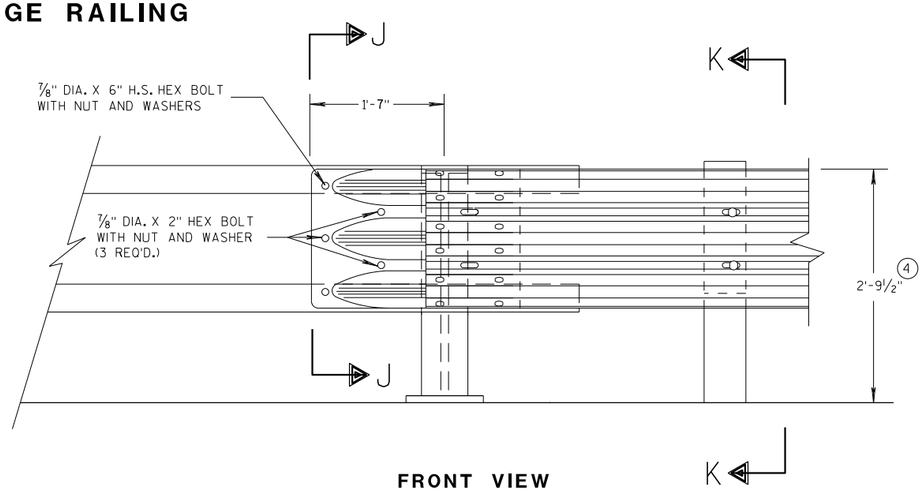
④ TOLERANCE FOR TOP OF BEAM IS ± 1".

⑥ DRILLING HOLES THROUGH THE PAPRPET, BOLTS, NUTS, WASHERS AND REPAIRING DAMAGED CONCRETE ARE INCIDENTAL TO THE CONTRACT.

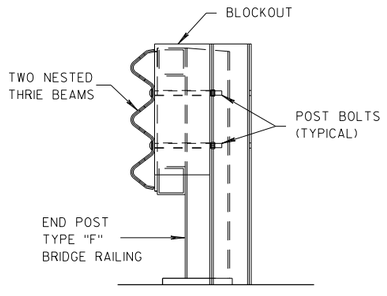


FRONT VIEW

THRIE BEAM CONNECTION TO STEEL RAILING TYPE "W"



FRONT VIEW



SECTION K-K

THRIE BEAM CONNECTION TO TUBULAR RAILING TYPE "F"

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED 07/2018 — DATE — FHWA

/S/ Rodney Taylor — ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR

110

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S.D.D. 14 B 45-5g

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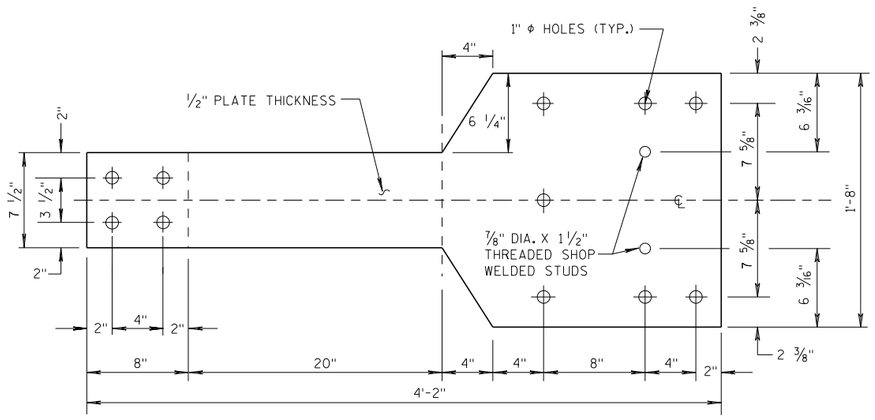
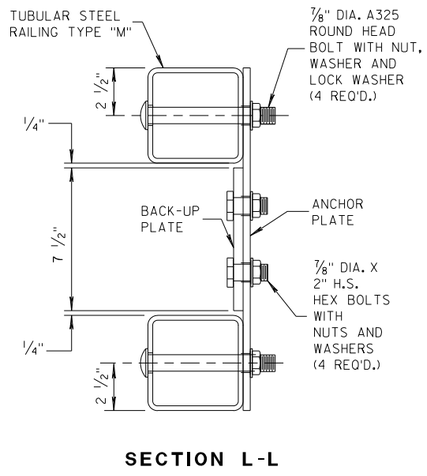
S.D.D. 14 B 45-5g

GENERAL NOTES

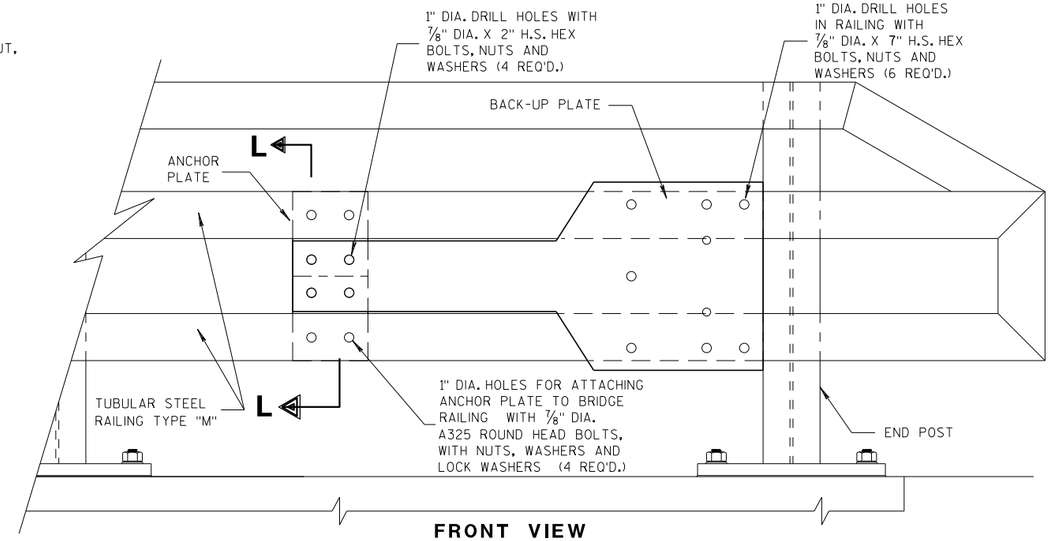
(4) TOLERANCE FOR TOP OF W-BEAM RAIL IS ± 1".



FRONT VIEW

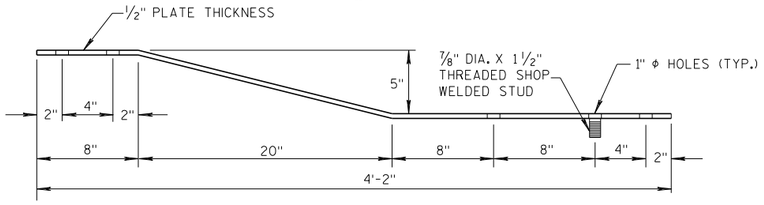


SECTION L-L



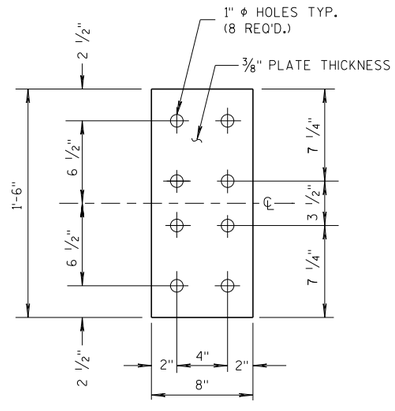
FRONT VIEW

ANCHOR AND BACK-UP PLATE MOUNTING TO BRIDGE RAILING, TYPE "M"



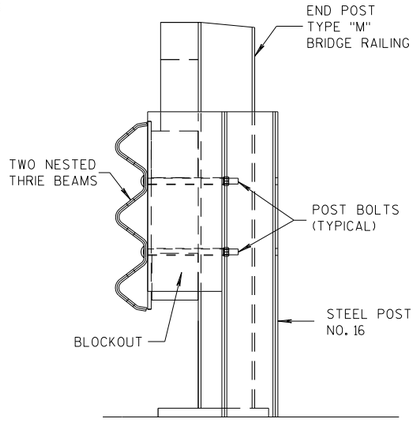
PLAN VIEW

BACK-UP PLATE DETAIL, TYPE "M"

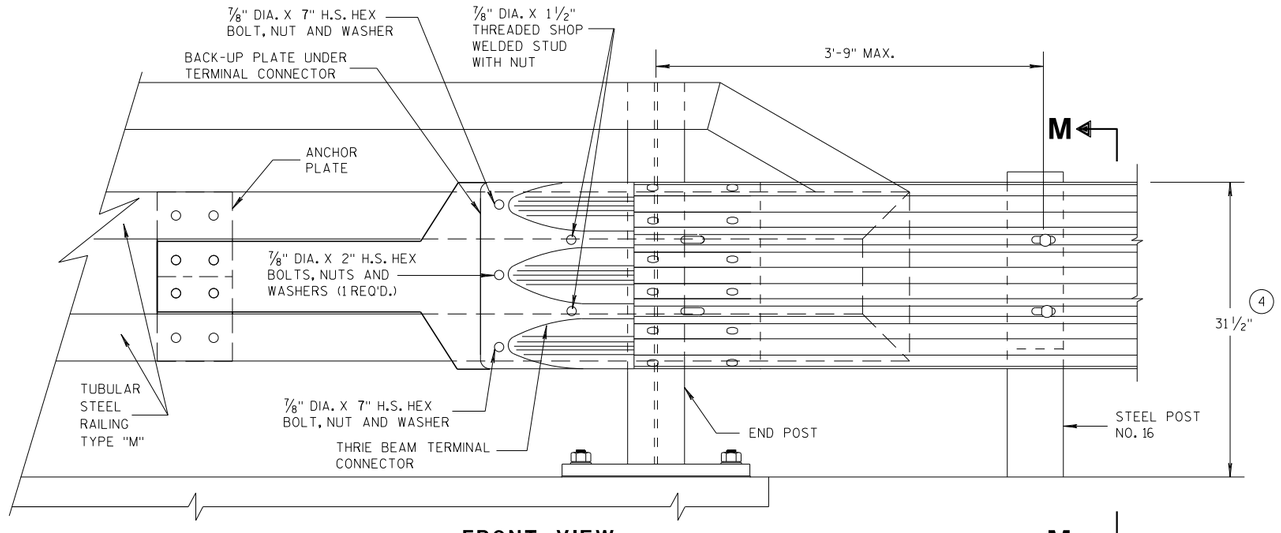


FRONT VIEW

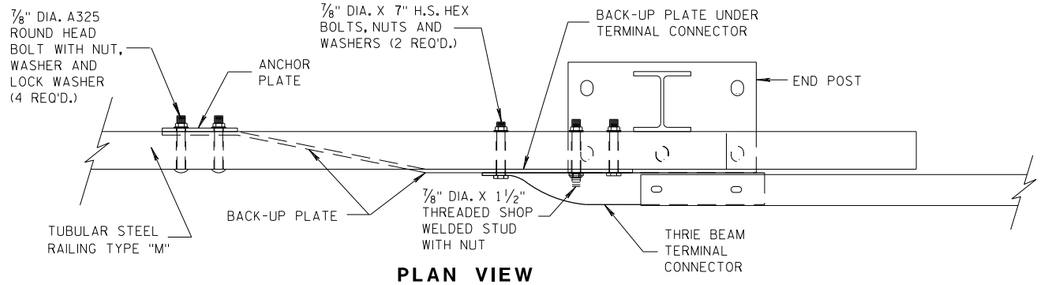
ANCHOR PLATE DETAIL, TYPE "M"



SECTION M-M



FRONT VIEW



PLAN VIEW

THRIE BEAM CONNECTION TO TUBULAR RAILING, TYPE "M"

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
07/2018 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR
FHWA

6

S.D.D. 14 B 45-5h

6

S.D.D. 14 B 45-5h

GENERAL NOTES

COVER PLATE PANELS ARE 3/16" THICK.

ALL STIFFENERS ARE 1/4" THICK.

CONNECTOR PLATE SHALL BE FABRICATED FROM ASTM GRADE A36 STEEL AND GALVANIZED.

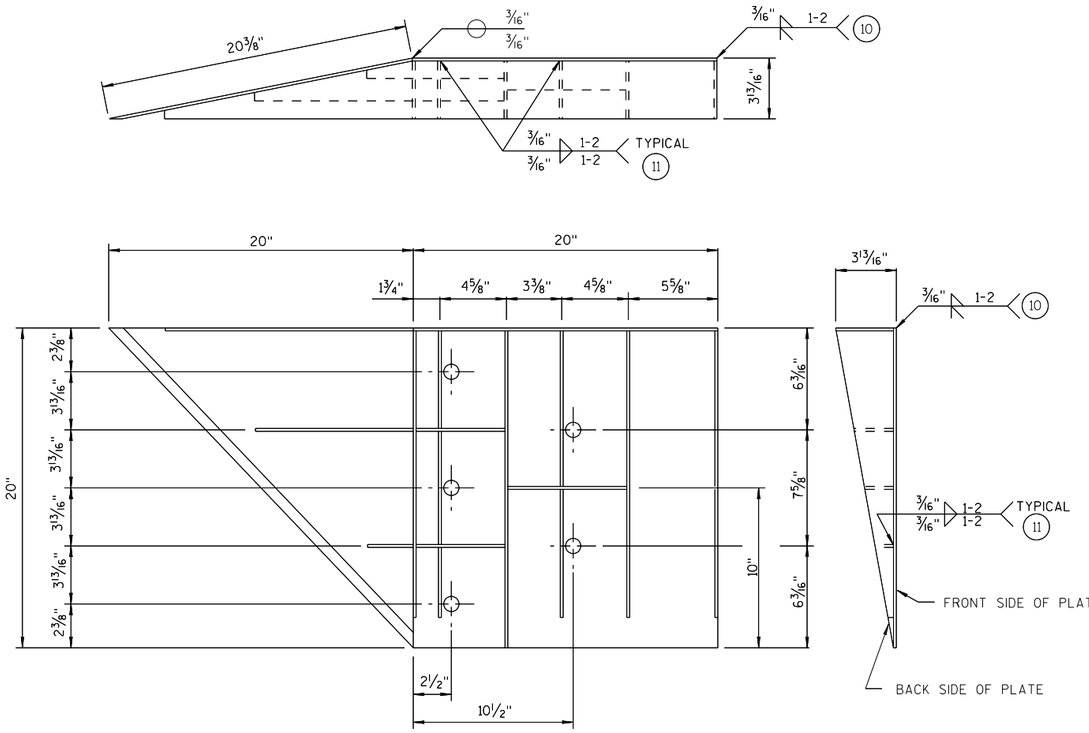
FOR GALVANIZED REQUIREMENTS, SEE SECTION 614 OF THE STANDARD SPECIFICATIONS.

ALL HOLE DIAMETERS SHALL BE 1".

FOR OPPOSITE SIDE INSTALLATION MIRROR DRAWINGS.

(10) STIFFENERS LOCATED AT THE OUTSIDE EDGES OF THE COVER PLATES SHALL BE WELDED AS FOLLOWS:
SINGLE BEVEL GROOVE WELD ON EXTERNAL SIDES AND 3/16" FILLET WELD BY 1" LONG SPACED AT 2" ON INTERNAL SIDES.

(11) STIFFENERS LOCATED ON THE INSIDE OF THE COVER PLATE SHALL BE WELDED AS FOLLOWS:
3/16" FILLET WELD BY 1" LONG SPACED AT 2".



WELDING INSTRUCTION

(VIEWED FROM BACK SIDE OF PLATE)

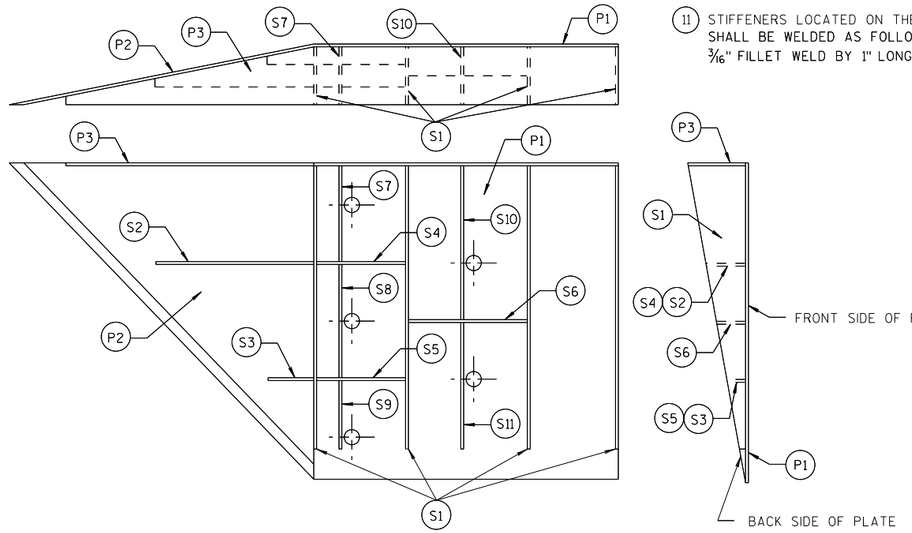


PLATE AND STIFFENER IDENTIFICATION

(VIEWED FROM BACK SIDE OF PLATE)

CONNECTOR PLATE DIMENSION (PER ASSEMBLY)

PLATE	QUANTITY	SHAPE	SIZE (A x B x C x D)	THICKNESS
P1	1		20" x 20"	3/16"
P2	1		20" x 20" x 28 9/16"	3/16"
P3	1		39" x 3 5/8" x 20" x 19 5/16"	3/16"
S1	4		18 7/16" x 3 5/8" x 18 3/4"	1/4"
S2	1		10 1/4" x 2 7/16" x 10 3/8" x 1/2"	1/4"
S3	1		3" x 1 1/16" x 3 1/8" x 1/2"	1/4"
S4	1		6 1/8" x 2 7/16"	1/4"
S5	1		6 1/8" x 1 1/16"	1/4"
S6	1		7 3/4" x 1 3/4"	1/4"
S7	1		2 9/16" x 6" x 3 5/8" x 5 7/8"	1/4"
S8	1		1 5/32" x 7 1/2" x 2 1/2" x 7 3/8"	1/4"
S9	1		6 1/16" x 6 3/16" x 1 3/32"	1/4"
S10	1		1 7/8" x 9 7/8" x 3 5/8" x 9 11/16"	1/4"
S11	1		8 1/2" x 8 3/4" x 1 13/16"	1/4"

SINGLE SLOPE CONNECTION PLATE

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
7/2018
DATE
FHWA

/S/ Rodney Taylor
ROADWAY STANDARDS I
UNIT SUPERVI ENT

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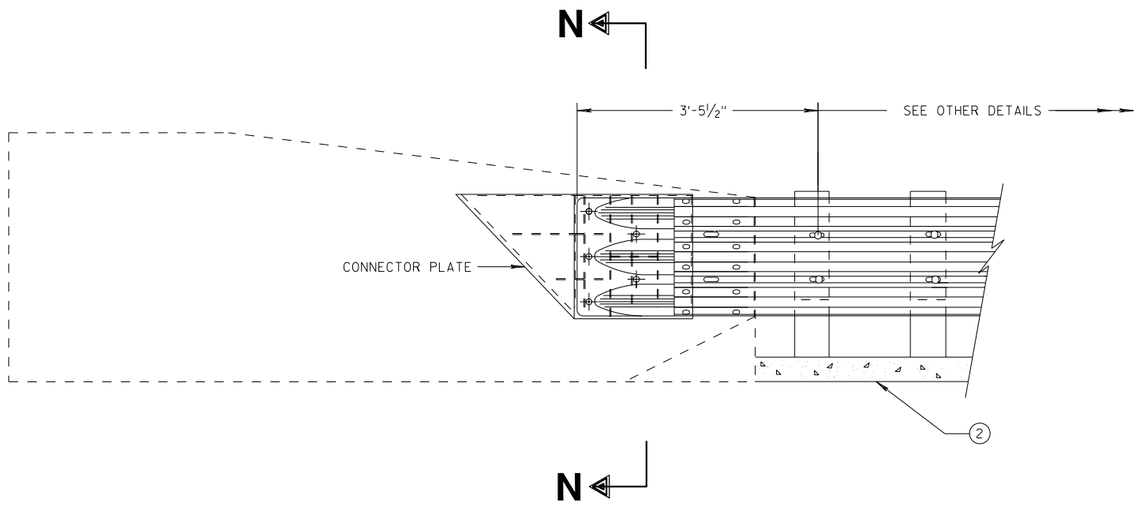
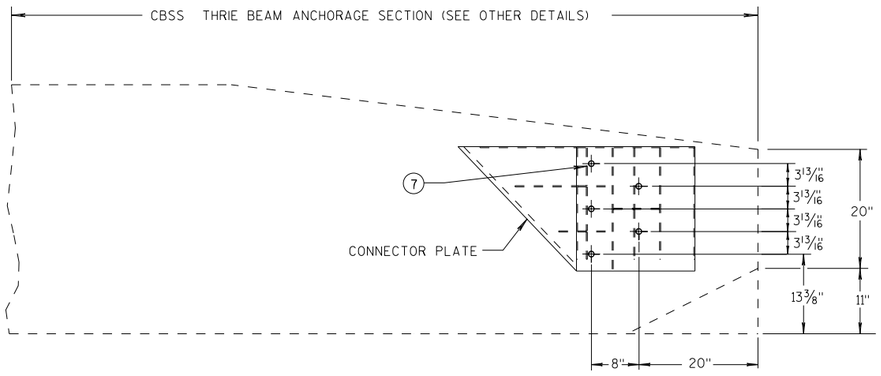
S.D.D. 14 B 45-5i



THRIE BEAM CONNECTION TO SINGLE SLOPE BARRIER



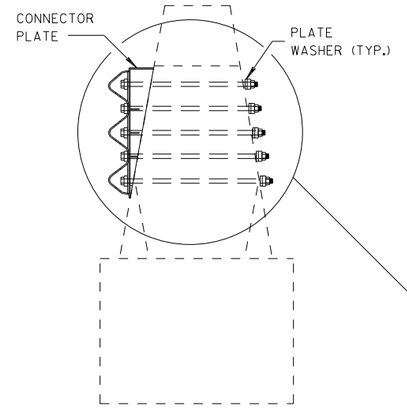
SINGLE SLOPE CONNECTION PLATE PLACEMENT

GENERAL NOTES

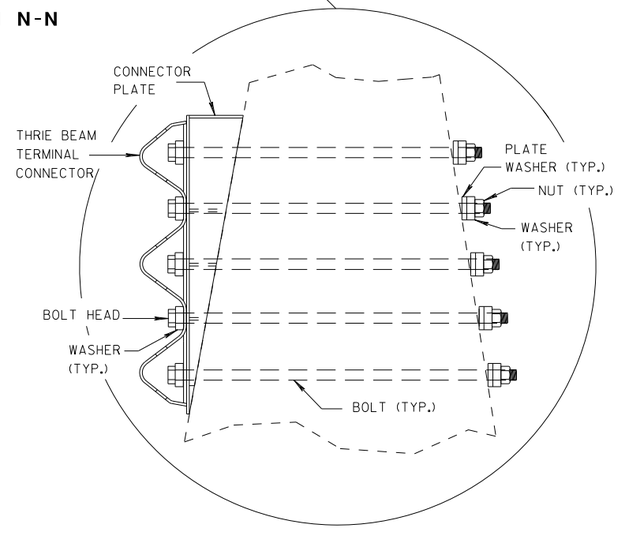
CONNECTOR PLATE, DRILLING BOLT HOLES THROUGH THE PARAPET, BOLTS, NUTS, WASHERS AND REPAIRING DAMAGED CONCRETE ARE INCIDENTAL TO THE CONTRACT.

(2) OPTIONAL CURB AND GUTTER OR DRAINAGE FEATURE SEE PLAN FOR INFORMATION.

(7) BOLTS MAY BE A325 BOLTS OR A449 BOLTS. BOLT LENGTH AND THREADING LENGTH ARE TO ALLOW FOR A TIGHT CONNECTION BETWEEN RIGID BARRIER AND THRIE BEAM CONNECTION PLATE. CONTRACTOR IS TO FIELD VERIFY BOLT LENGTH AND THREAD LENGTH. ONE ROUND WASHER REQUIRED BETWEEN BOLT HEAD AND THRIE BEAM CONNECTOR PLATE. BOLTS THAT EXTEND THROUGH THE PARAPET AND OUT THE BACK FACE REQUIRE A HARDENED ROUND STEEL WASHER THAT IS 2" O.D. X 5/32" THICK AND ONE PLATE WASHER. REPAIR ANY DAMAGED CONCRETE FROM BOLT INSTALLATION.



SECTION N-N



MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
7/2018
DATE
FHWA

/S/ Rodney Taylor
ROADWAY STANDARDS DI
UNIT SUPERVIS

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S.D.D. 14 B 45-5j

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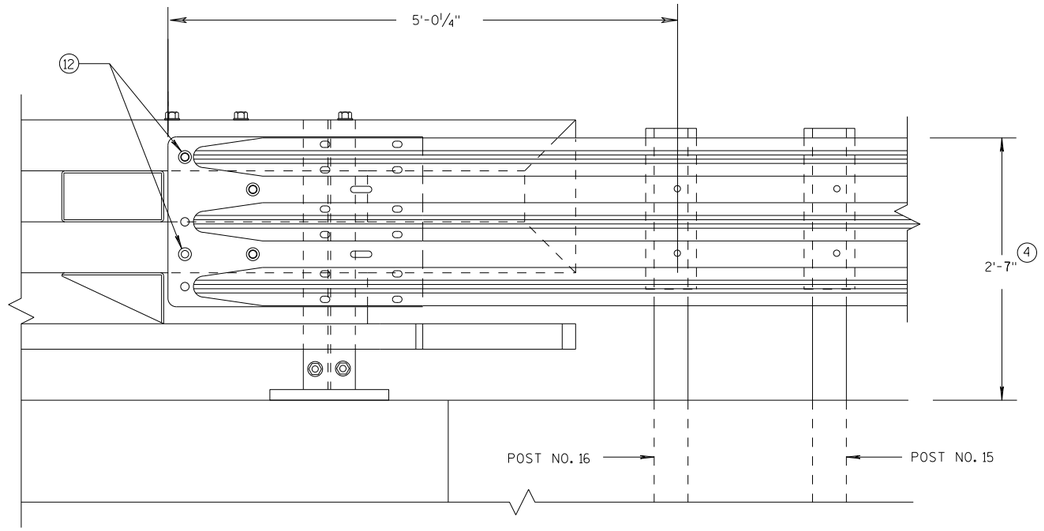
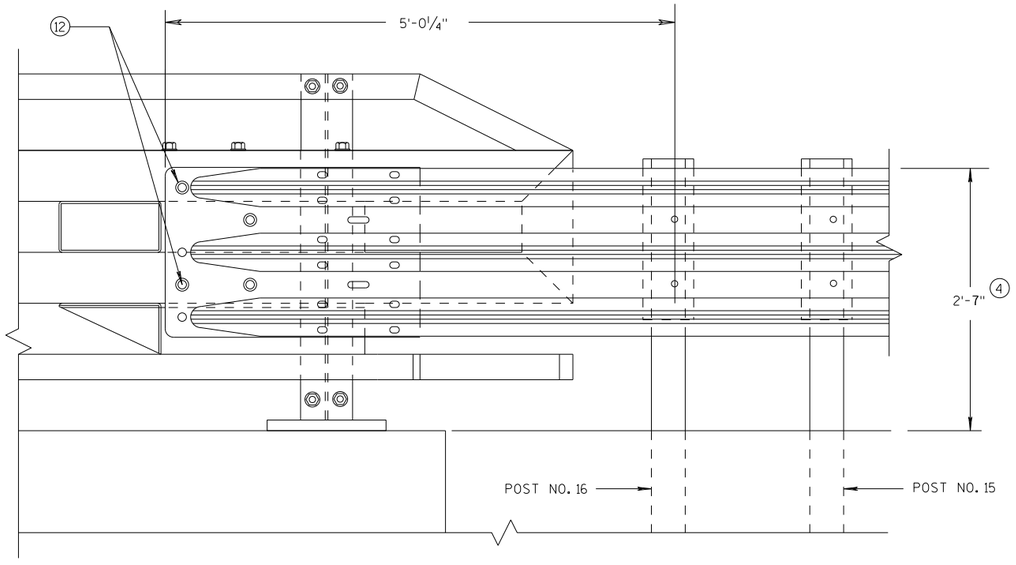
S.D.D. 14 B 45-5j



ELEVATION OF DETAIL AT NY3 END POST

THRIE BEAM RAIL ATTACHMENT



ELEVATION OF DETAIL AT NY4 END POST

THRIE BEAM RAIL ATTACHMENT

GENERAL NOTES

(4) TOLERANCE FOR TOP OF BEAM IS ± 1".

(12) BOLTS MAY BE A325 BOLTS OR A449 BOLTS. BOLT LENGTH AND THREADING LENGTH ARE TO ALLOW FOR A TIGHT CONNECTION BETWEEN RIGID BARRIER AND THRIE BEAM CONNECTION PLATE. CONTRACTOR IS TO FIELD VERIFY BOLT LENGTH AND THREAD LENGTH. ONE ROUND WASHER REQUIRED BETWEEN BOLT HEAD AND THRIE BEAM CONNECTOR PLATE. ON BACKSIDE OF PARAPET ONE ROUND WASHER, AND NUT REQUIRED. BOLT THREAD IS TO EXTEND 1/2-INCH BEYOND NUT.

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
7/2018
DATE
/S/ Rodney Taylor
ROADWAY STANDARDS D
UNIT SUPERVIS
NT
FHWA

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S.D.D. 14 B 45-5k

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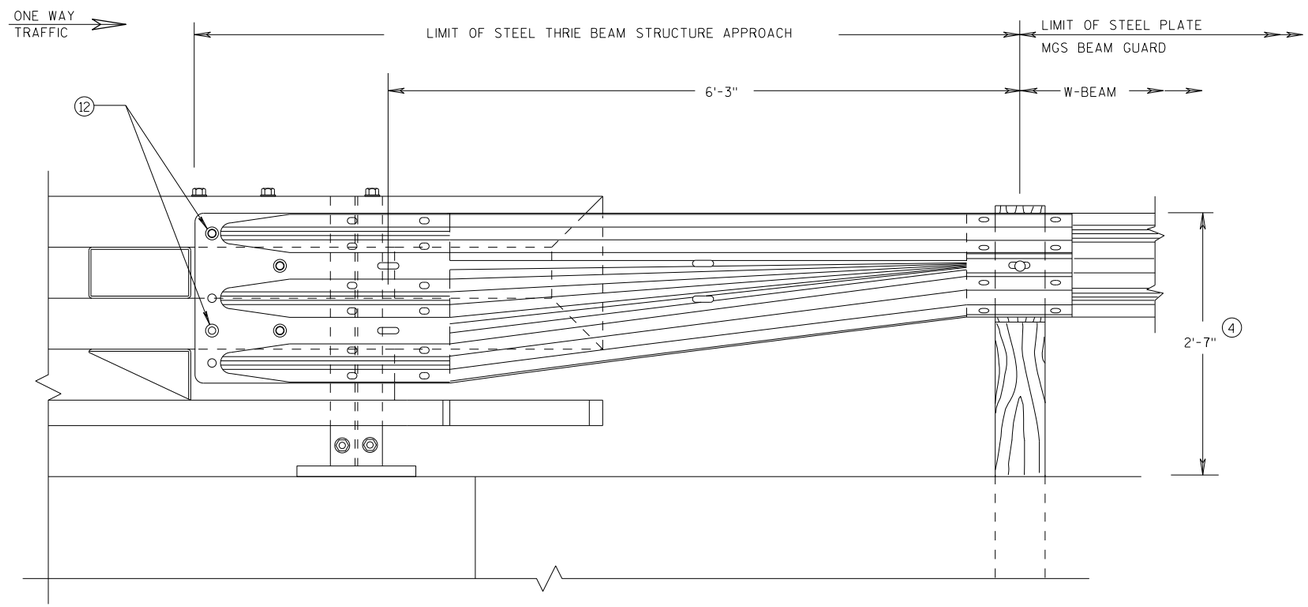
S.D.D. 14 B 45-5k



FRONT VIEW

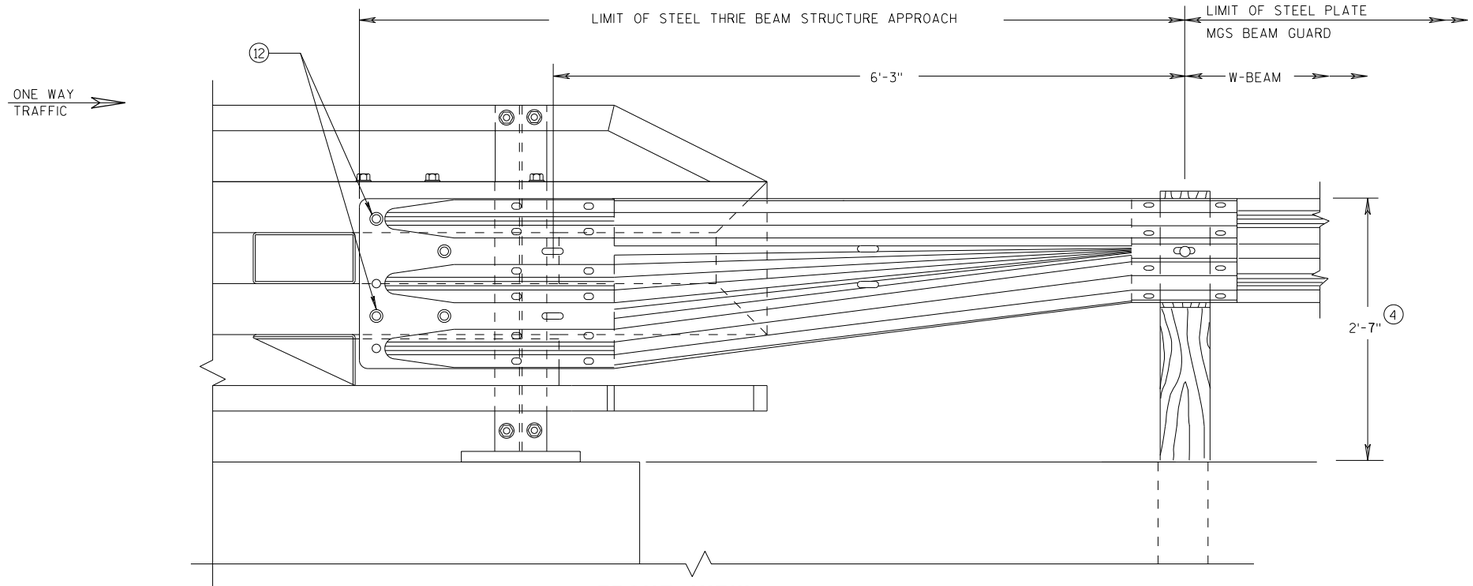
W BEAM TRANSITION AND CONNECTION TO BRIDGE RAILING TYPE "NY3"

(USE ONLY ON THE TRAFFIC EXIT END OF ONE WAY BRIDGES)

GENERAL NOTES

(4) TOLERANCE FOR TOP OF BEAM IS ± 1".

(12) BOLTS MAY BE A325 BOLTS OR A449 BOLTS. BOLT LENGTH AND THREADING LENGTH ARE TO ALLOW FOR A TIGHT CONNECTION BETWEEN RIGID BARRIER AND THRIE BEAM CONNECTION PLATE. CONTRACTOR IS TO FIELD VERIFY BOLT LENGTH AND THREAD LENGTH. ONE ROUND WASHER REQUIRED BETWEEN BOLT HEAD AND THRIE BEAM CONNECTOR PLATE. ON BACKSIDE OF PARAPET ONE ROUND WASHER, AND NUT REQUIRED. BOLT THREAD IS TO EXTEND $\frac{1}{2}$-INCH BEYOND NUT.



FRONT VIEW

W BEAM TRANSITION AND CONNECTION TO BRIDGE RAILING TYPE "NY4"

(USE ONLY ON THE TRAFFIC EXIT END OF ONE WAY BRIDGES)

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
7/2018 DATE
FHWA

/S/ Rodney Taylor
ROADWAY STANDARDS D
UNIT SUPERVIS

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S.D.D. 14 B 45-5L

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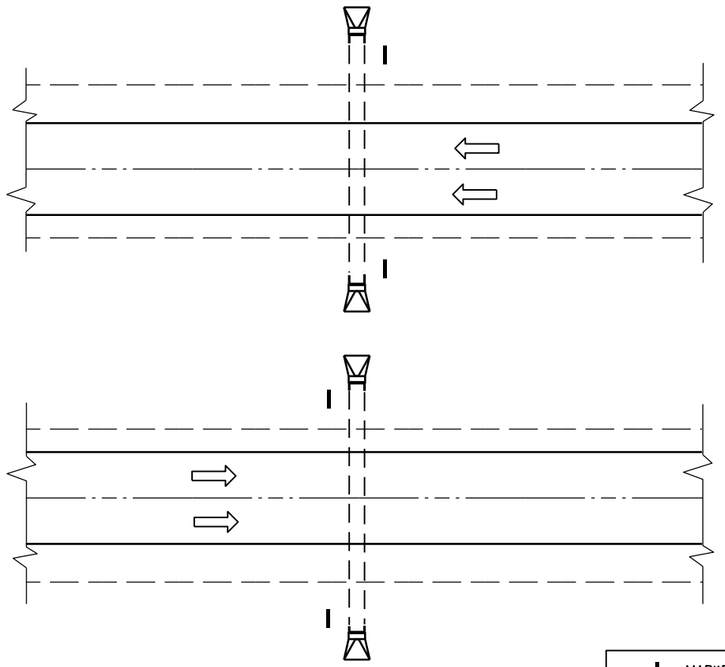
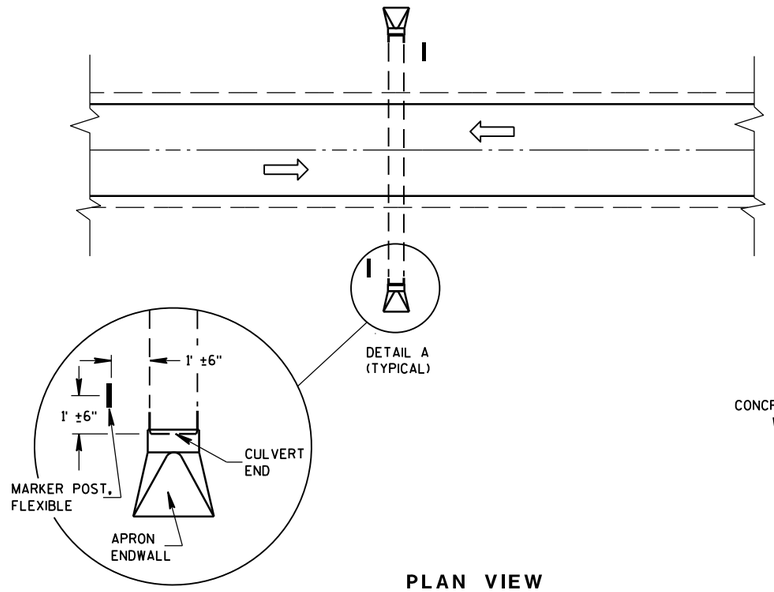
S.D.D. 14 B 45-5L



PLAN VIEW

DIVIDED HIGHWAY



DETAIL A
(TYPICAL)

PLAN VIEW

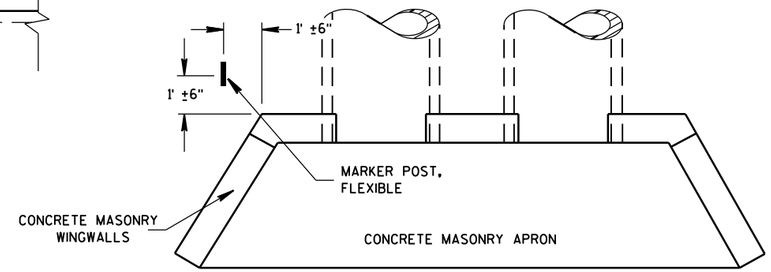
UNDIVIDED HIGHWAY

MARKER POST, FLEXIBLE

DIRECTION OF TRAFFIC FLOW

GENERAL NOTES

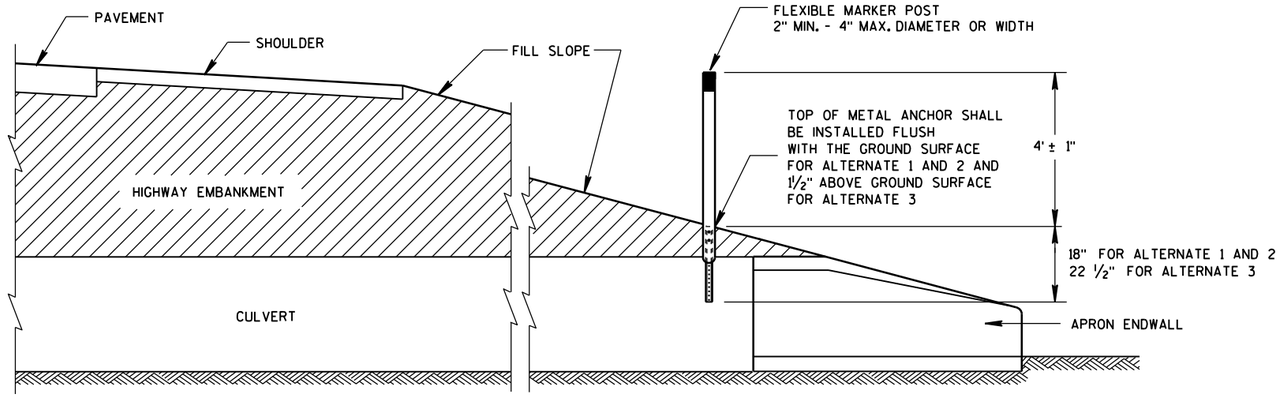
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.



PLAN VIEW

CONCRETE MASONRY ENDWALLS FOR CULVERT PIPE AND PIPE ARCH

FLEXIBLE MARKER POST LOCATION



CROSS SECTION

FLEXIBLE MARKER POST

FLEXIBLE MARKER POST FOR CULVERT END

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

6

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

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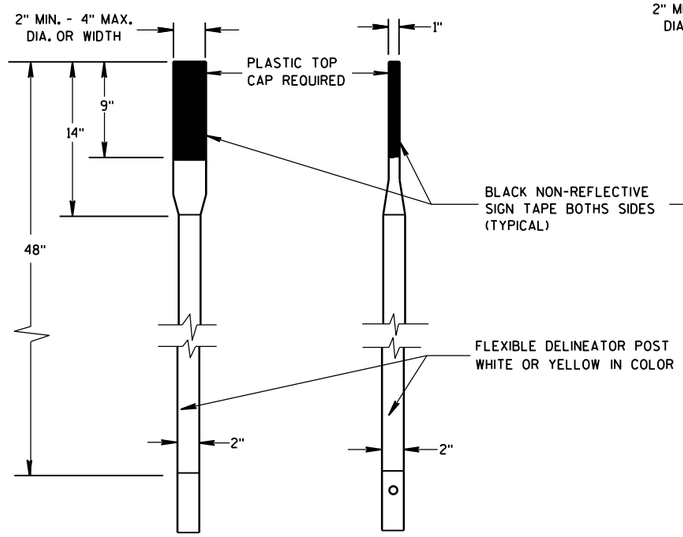
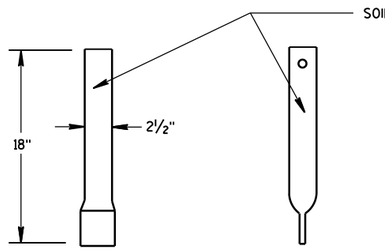
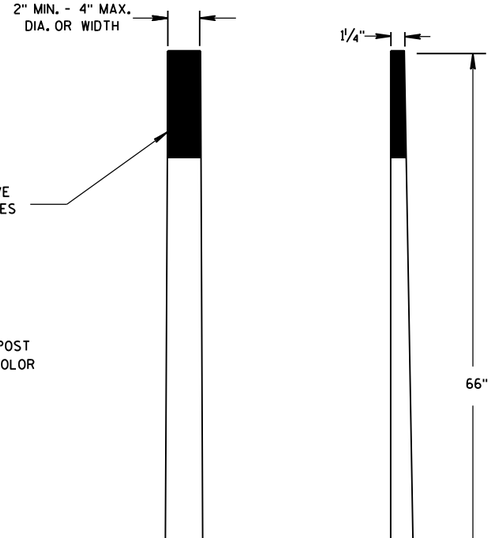
S.D.D. 15 A 3-2a





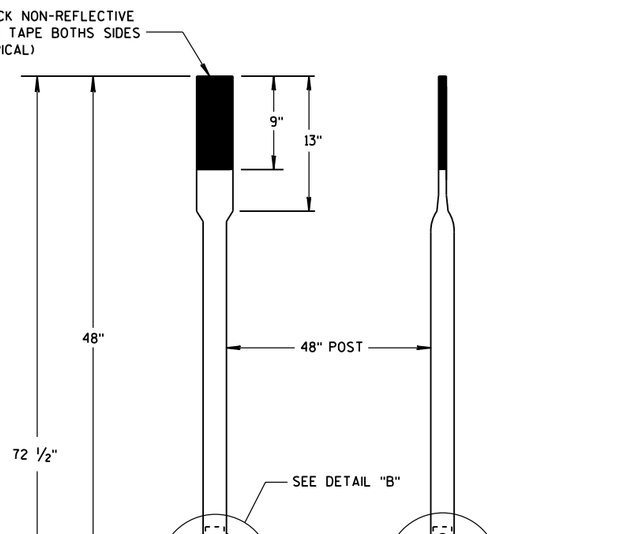
FRONT VIEW SIDE VIEW

ALTERNATE 1



FRONT VIEW SIDE VIEW

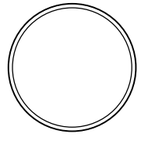
ALTERNATE 2



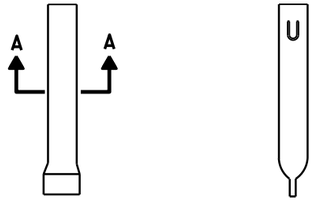
FRONT VIEW SIDE VIEW

ALTERNATE 3

FLEXIBLE MARKER POSTS

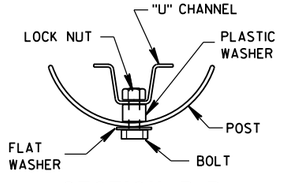


SECTION A-A

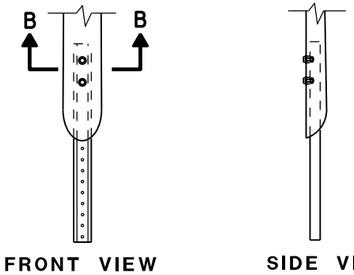


FRONT VIEW SIDE VIEW

ALTERNATE 1

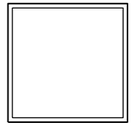


SECTION B-B

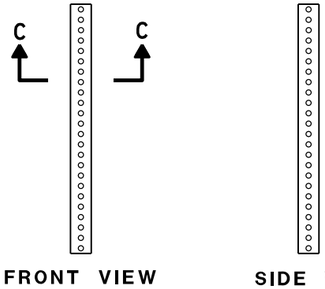


FRONT VIEW SIDE VIEW

ALTERNATE 2



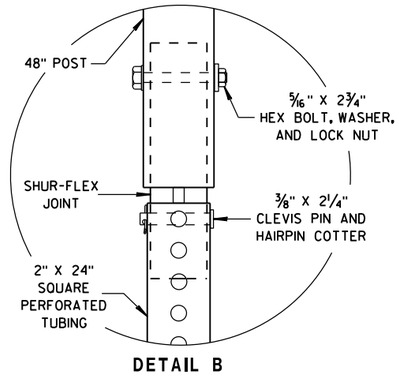
SECTION C-C



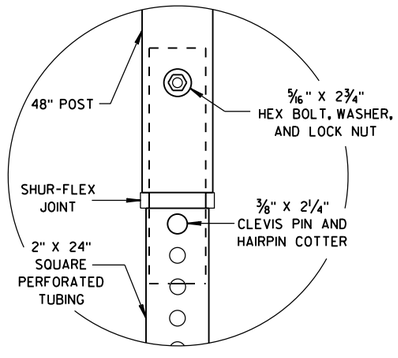
FRONT VIEW SIDE VIEW

ALTERNATE 3

FLEXIBLE MARKER POST ANCHORS



DETAIL B



DETAIL C

FLEXIBLE MARKER POST
FOR CULVERT END

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
10/1/2012 — DATE
/S/ Travis Feltes — STATE TRAFFIC ENGINEER
FHWA

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

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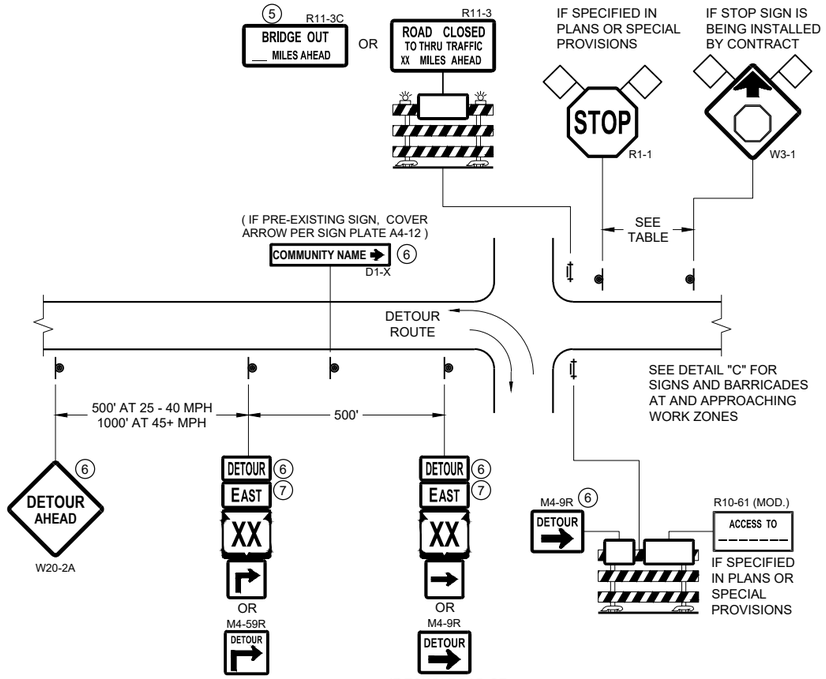
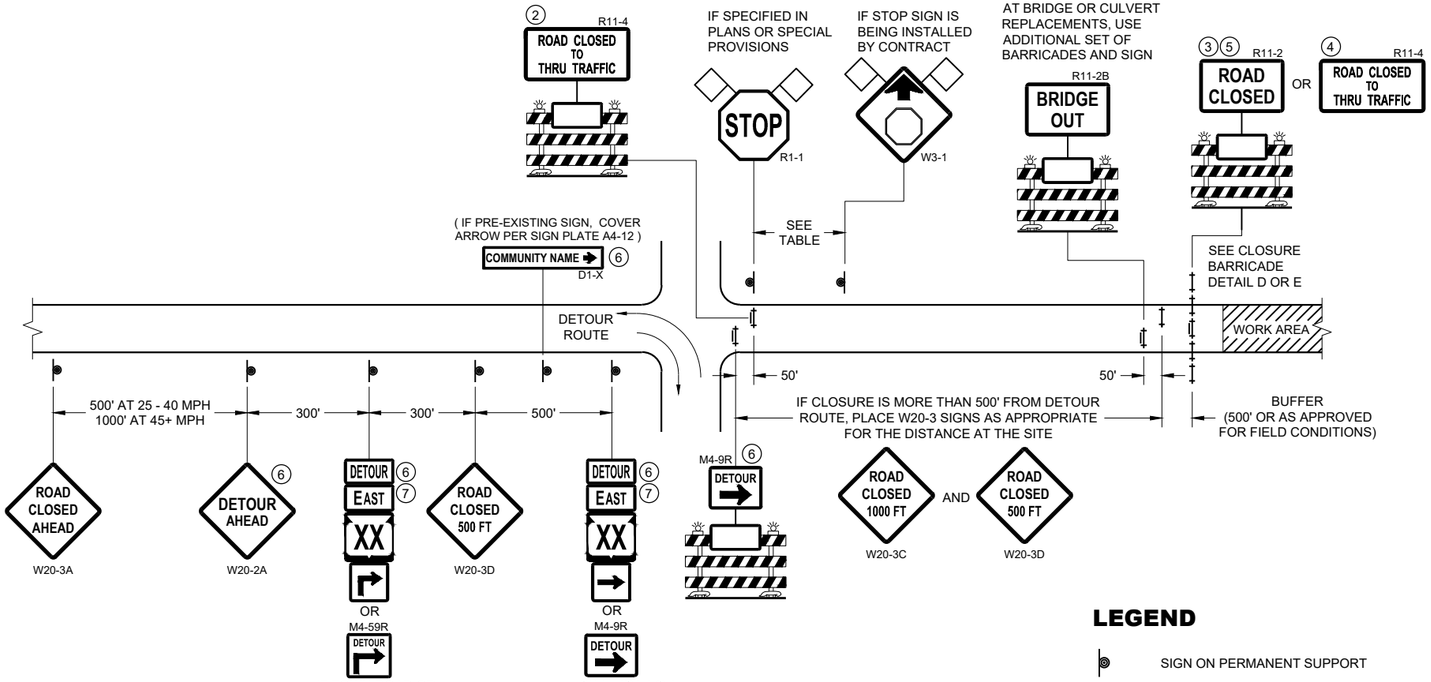
S.D.D. 15 A 3-2b



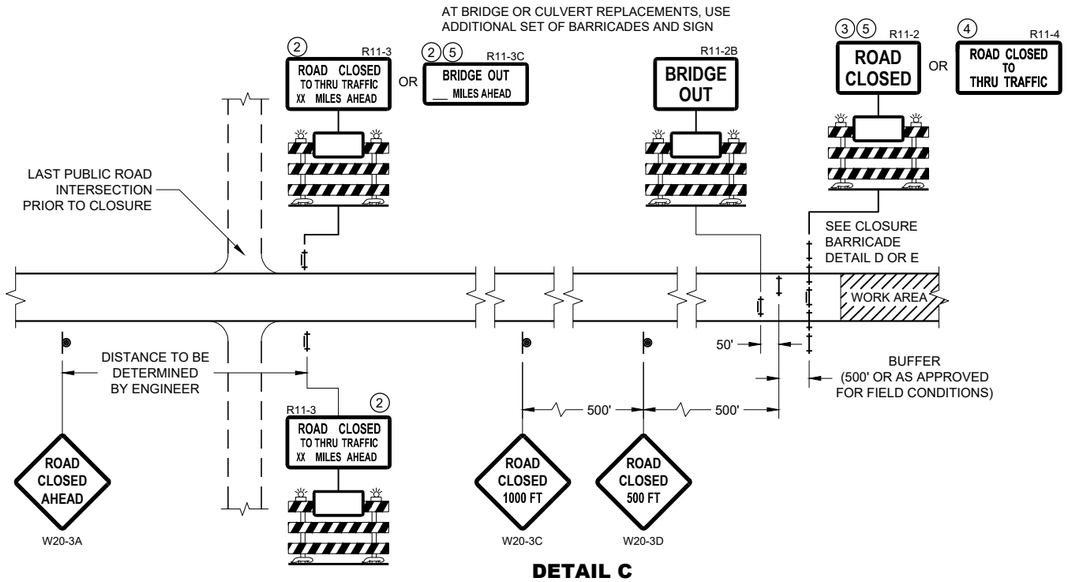


DETAIL A
MAINLINE CLOSURE WITH POSTED DETOUR

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)



DETAIL C
MAINLINE CLOSURE, NO POSTED DETOUR

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

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

LEGEND

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

BARRICADES AND SIGNS FOR MAINLINE CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

FHWA

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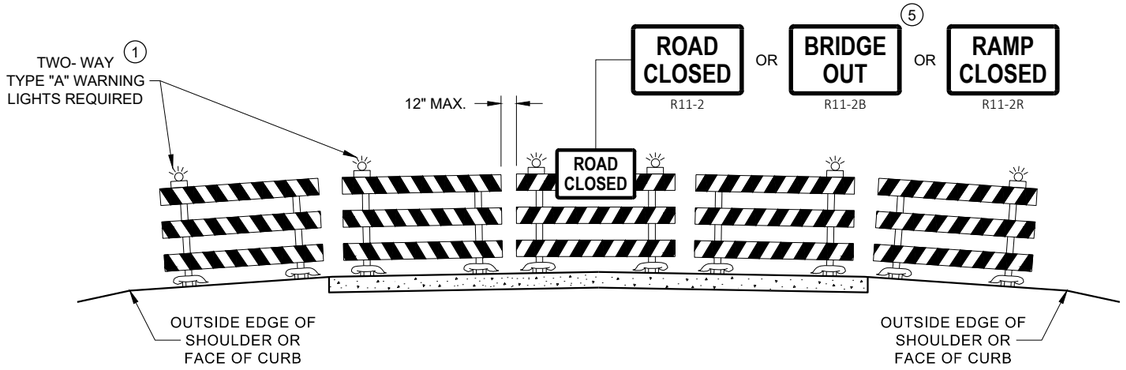
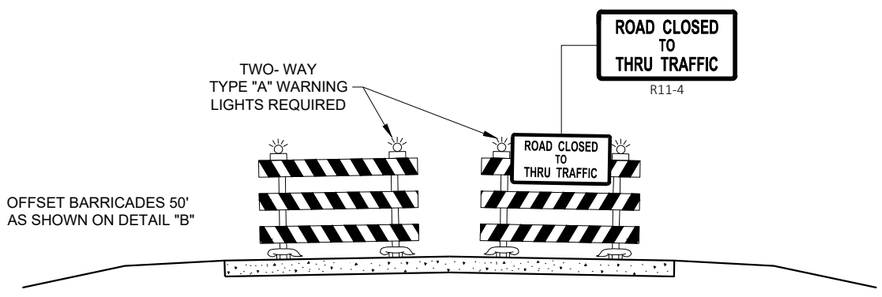
SDD 15C02 - 08a



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
DATE
/S/ Andrew Heidtke
WORK ZONE ENGINEE
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THIS DRAWING PROVIDES GENERAL GUIDANCE ON TYPICAL DETOUR SIGN LAYOUT AND SPACING. SEE PROJECT DETOUR SIGNING SHEETS FOR SPECIFIC DETAILS FOR EACH PROJECT.

LEGEND

- SIGN ON PERMANENT SUPPORT
- WORK AREA
- DETOUR — M4 - 8
- EAST — M3 - X
- XX — M1 - 4 OR XX — M1 - 6 OR COUNTY X — M1 - 5A
- M05 - 1 OR M06 - 1 OR 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.

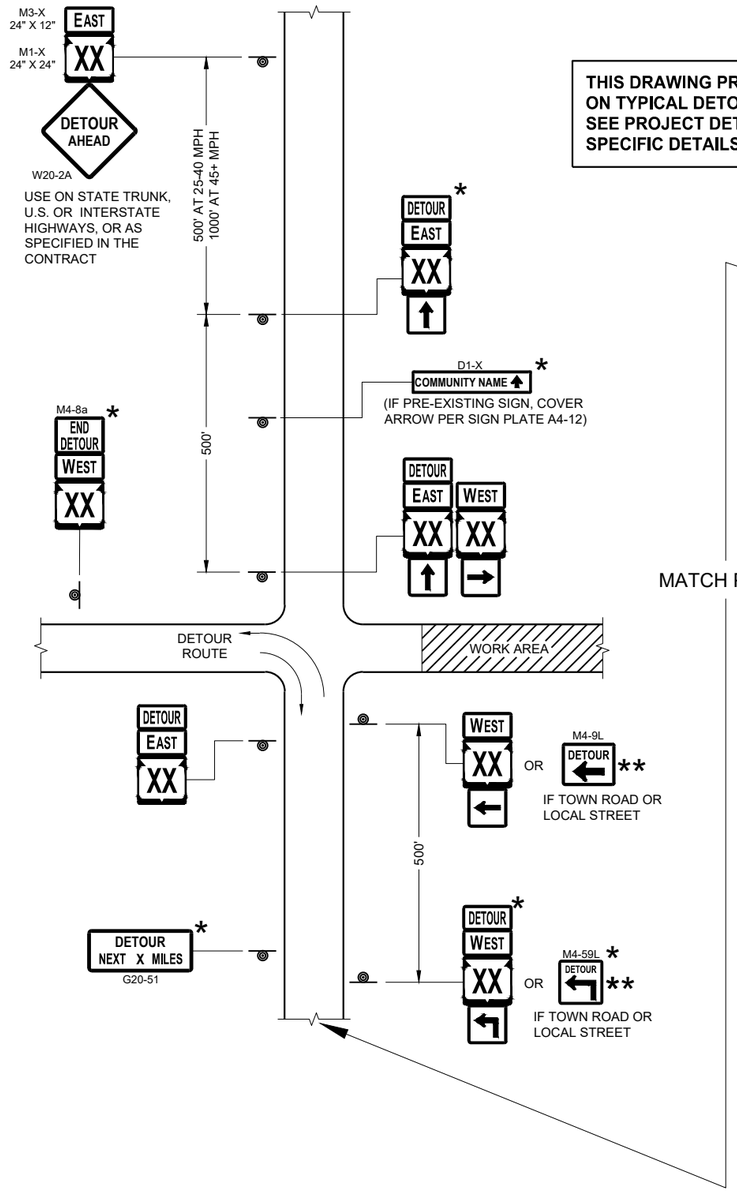
"MO" SIGNS ARE THE SAME AS "M" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

SIGN SIZES SHALL BE AS FOLLOWS:

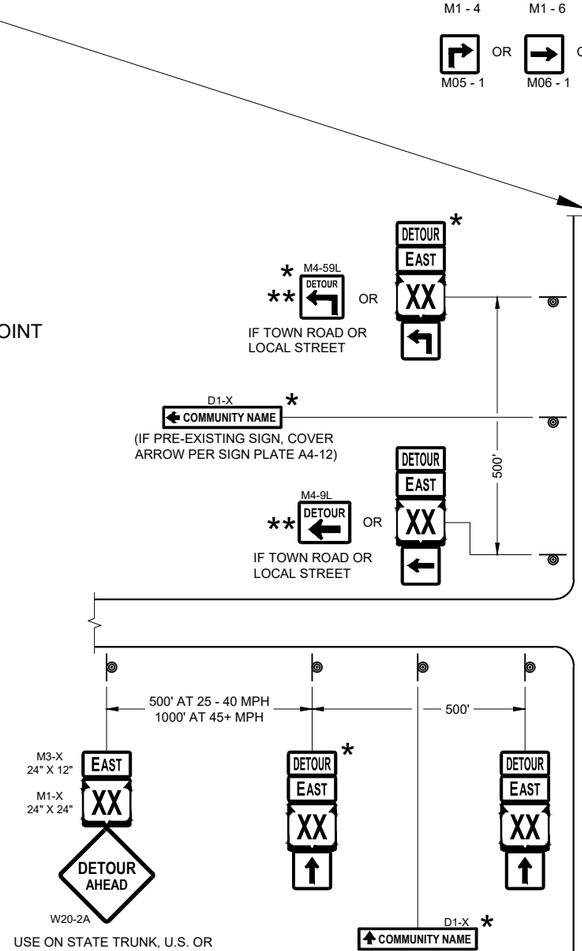
- M3-X SHALL BE 24" X 12" (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS)
- M4-8 SHALL BE 24" X 12" (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS)
- M1-4, M1-5A AND M1-6 SHALL BE 24" X 24" (36" X 36" IF NEEDED TO MATCH EXISTING SIGNS)
- M05-1 AND M06-1 SHALL BE 21" X 21" (30" X 30" IF NEEDED TO MATCH EXISTING 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.

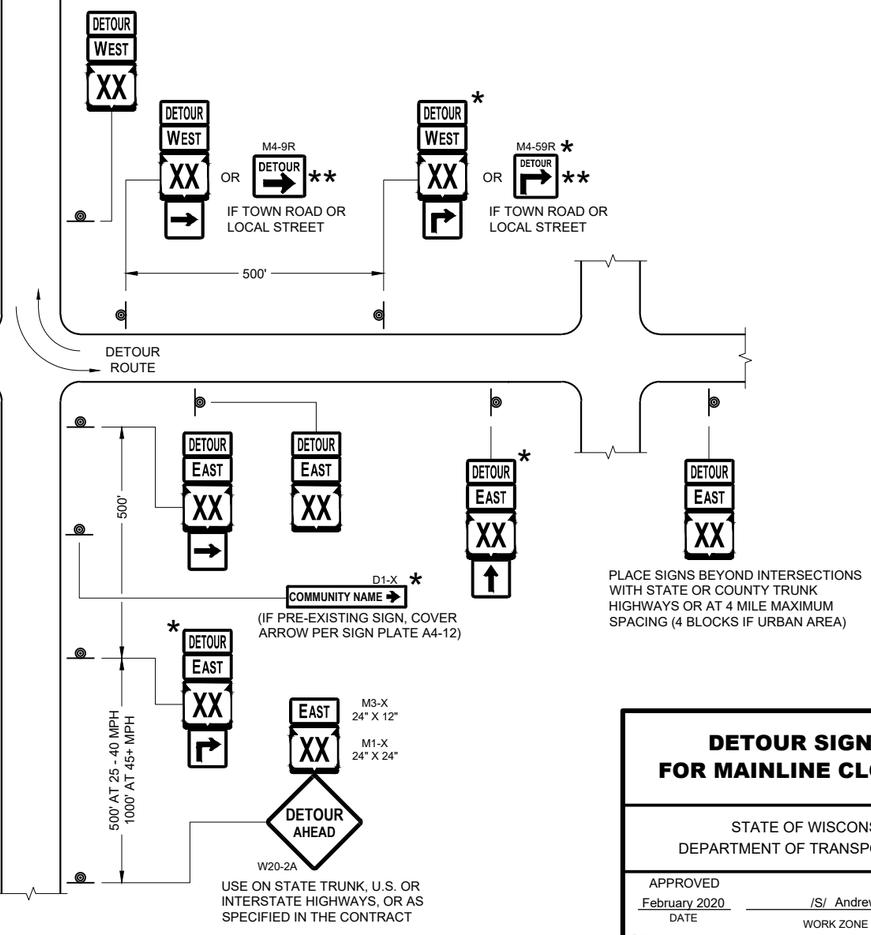
* OPTIONAL SIGNS. SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS.

** 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.



MATCH POINT





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

DETAIL F
DETOUR SIGNING

DETOUR SIGNING FOR MAINLINE CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2020
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA

SDD 15C02 - 08c

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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.

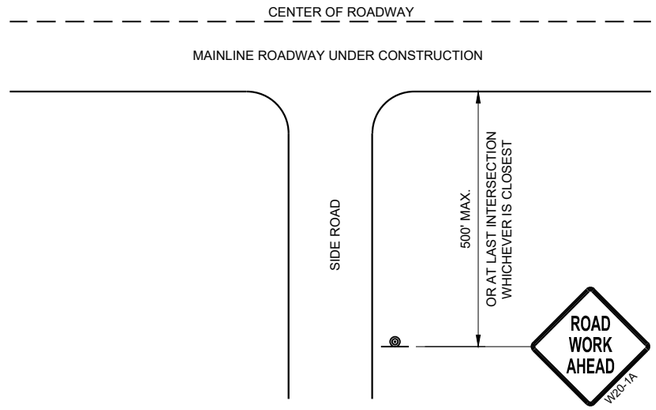
ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED.

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

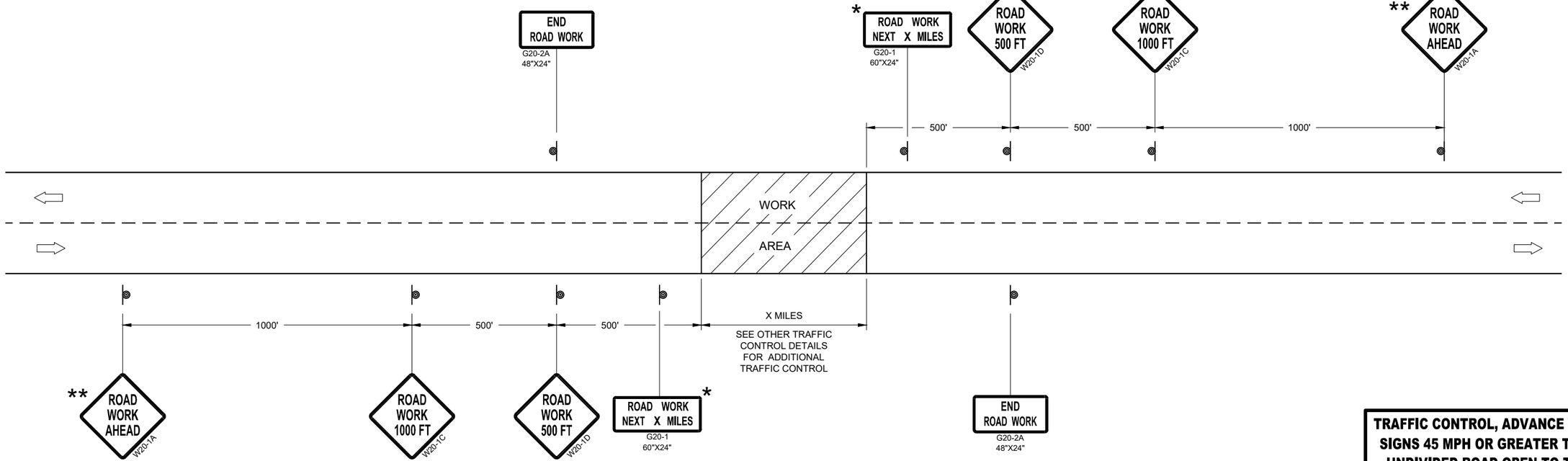
** PLACE AN ADDITIONAL W20-1A "ROAD WORK AHEAD" SIGN IF WORK AREA WITHIN THE PROJECT IS SEPARATED BY MORE THAN 2 MILES FROM PREVIOUS WORK AREA.



TYPICAL SIDE ROAD APPROACH WARNING SIGN DETAIL

LEGEND

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



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
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WORK ZONE ENGINEE

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SDD 15C04 - 05

GENERAL NOTES

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

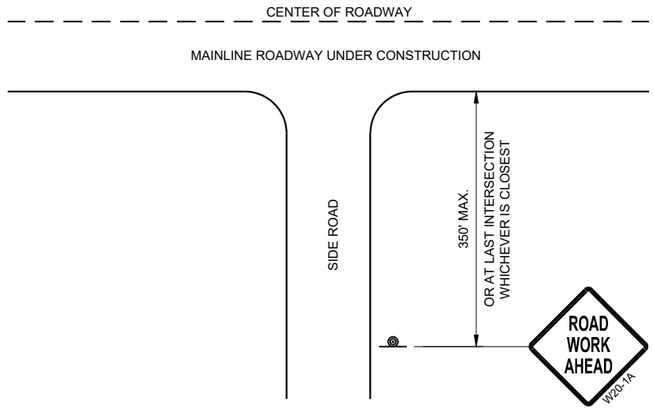
THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A MINIMUM OF 200 FEET (500 FEET DESIRABLE) CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

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

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

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

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



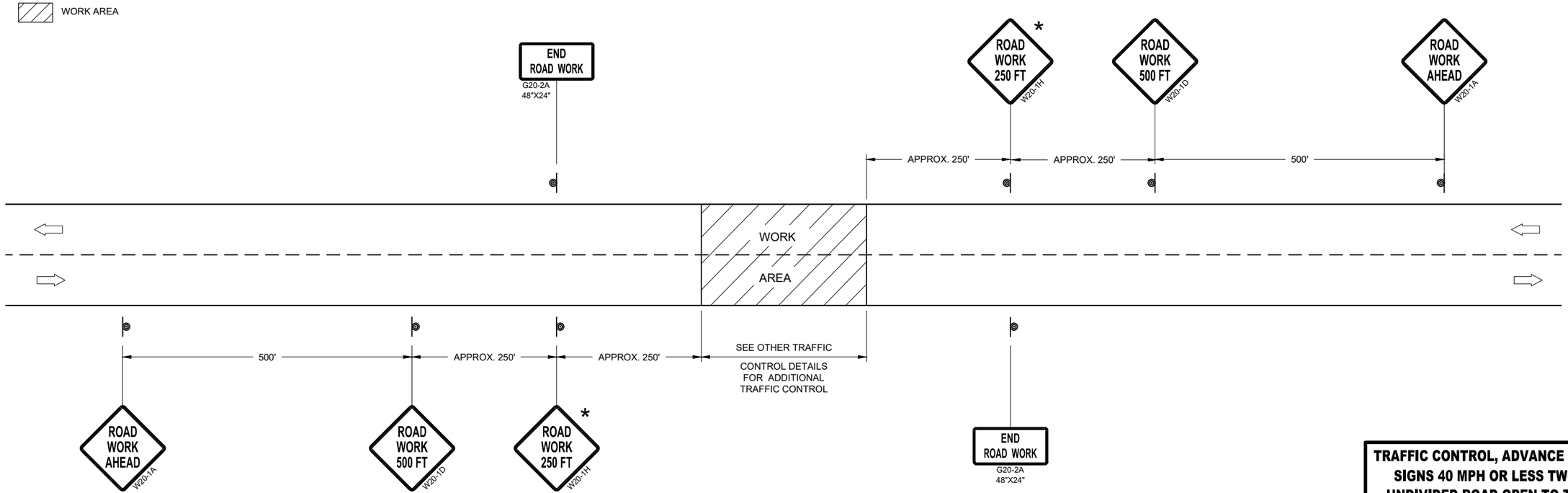
TYPICAL SIDE ROAD APPROACH WARNING SIGN DETAIL

LEGEND

SIGN ON PERMANENT SUPPORT

DIRECTION OF TRAFFIC

WORK AREA



TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40MPH OR LESS

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

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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

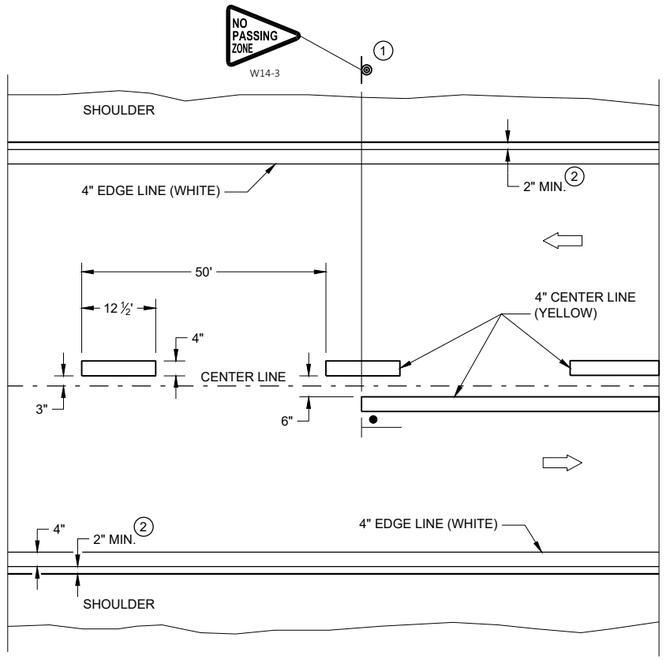
(2) MEASURE FROM EDGE OF MARKING TO JOINT LINE. THIS DOES NOT INCLUDE SPACE NEEDED FOR GROOVING OPERATIONS.

LEGEND

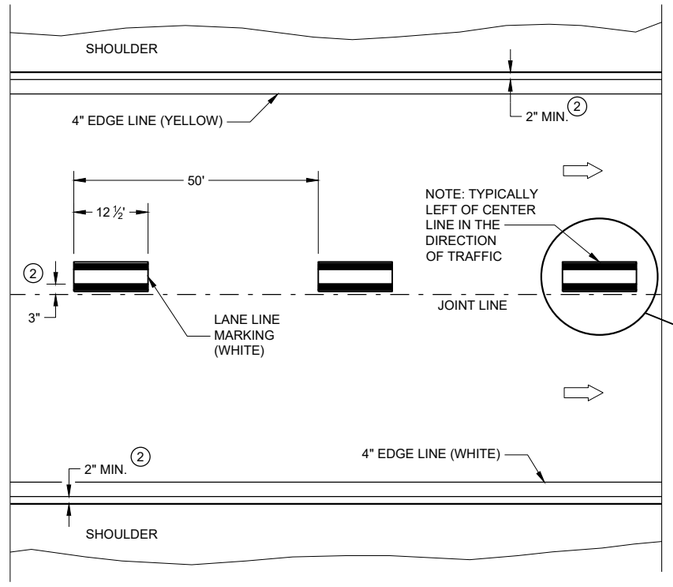
"T" MARKING

SIGN ON PERMANENT SUPPORT

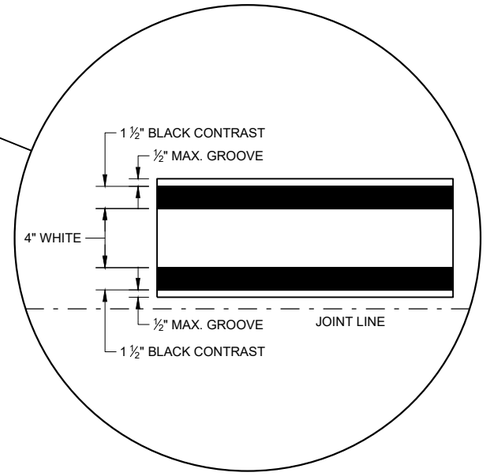
DIRECTION OF TRAFFIC



TWO WAY TRAFFIC



ONE WAY TRAFFIC



PERMANENT PAVEMENT MARKING

PERMANENT LONGITUDINAL PAVEMENT MARKINGS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

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SDD 15C08 - 22a

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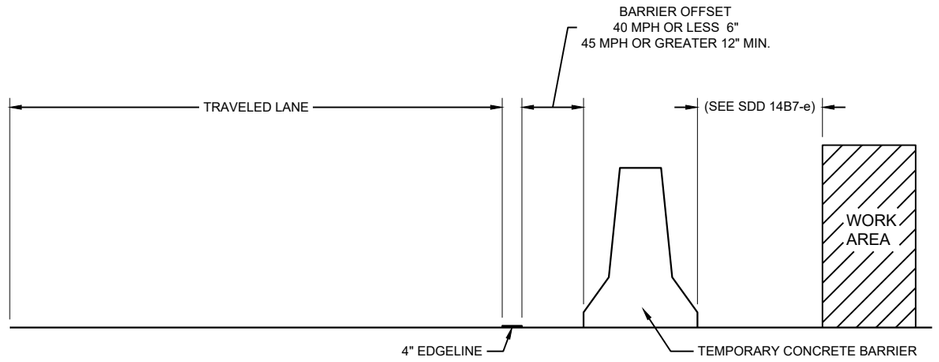


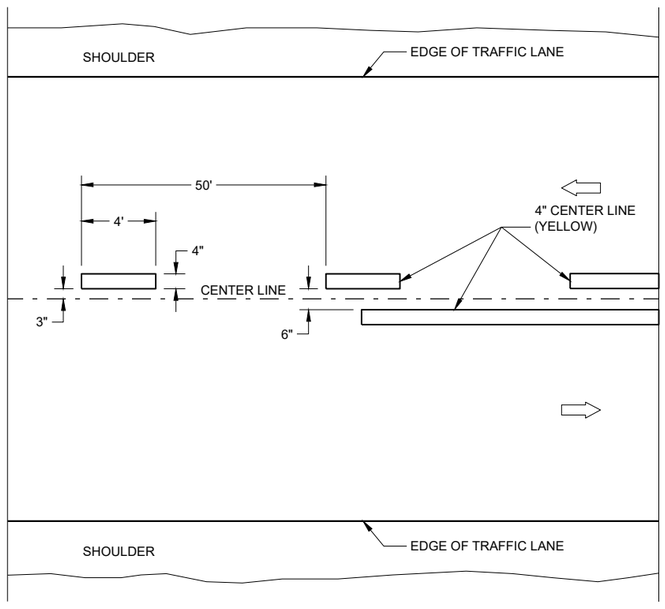
TEMPORARY BARRIER OFFSET FROM EDGELINE

GENERAL NOTES

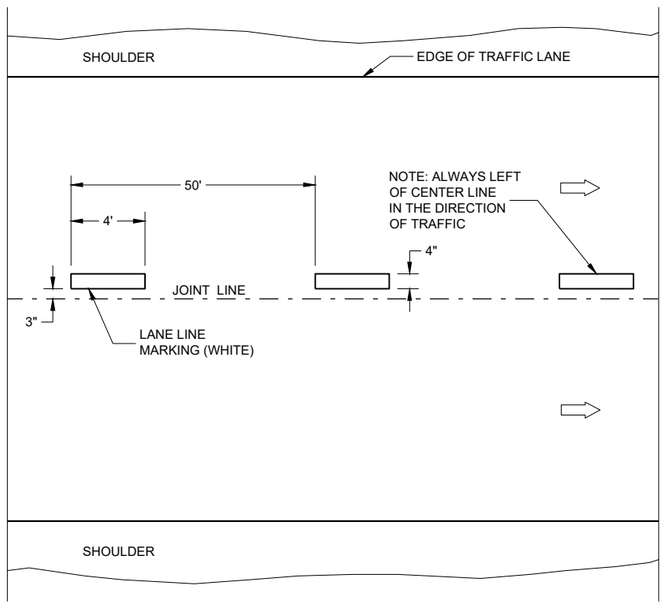
DETAILS OF CONSTRUCTION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO STANDARD SPECIFICATIONS AND SPECIAL PROVISIONS.

LEGEND

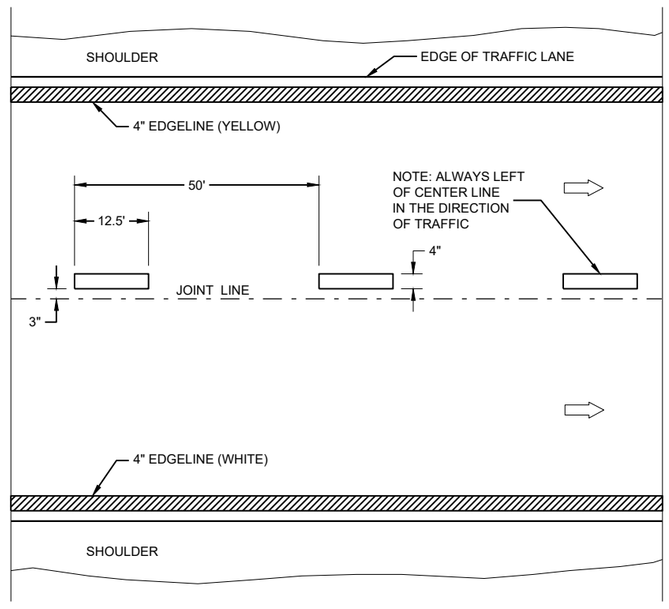
DIRECTION OF TRAFFIC



TWO WAY TRAFFIC



ONE WAY TRAFFIC



FREEWAYS AND EXPRESSWAYS

TEMPORARY PAVEMENT MARKING

TEMPORARY LONGITUDINAL PAVEMENT MARKING

STATE OF WISCONSIN
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DATE

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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.

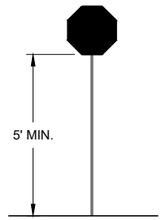
(3) EACH TEMPORARY PORTABLE RUMBLE STRIP ARRAY CONSISTS OF THREE RUMBLE STRIPS PLACED TRANSVERSE ACROSS THE LANE AT THE LOCATIONS SHOWN. WITHIN EACH ARRAY, SPACING BETWEEN RUMBLE STRIPS SHALL BE 15 FEET ON CENTER

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.



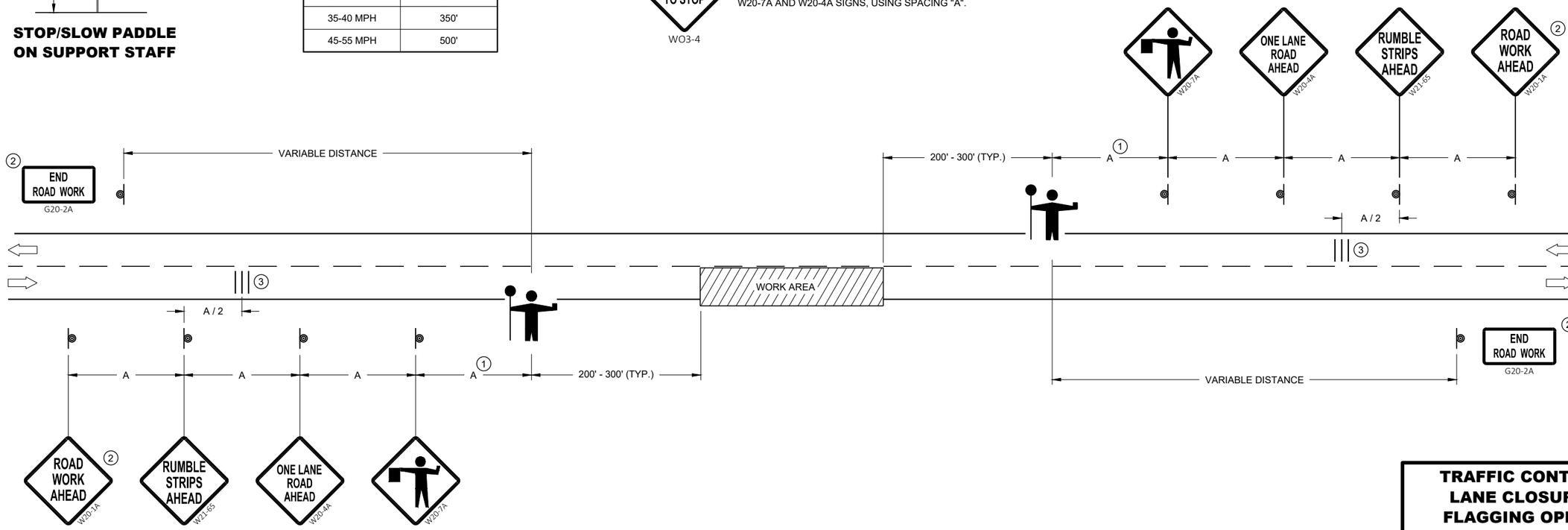
STOP/SLOW PADDLE ON SUPPORT STAFF

SIGN AND TEMPORARY RUMBLE STRIP ARRAY SPACING TABLE

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

WO3-4

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".



TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2022
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

SDD 15C12 - 09a

SDD 15C12 - 09a

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.

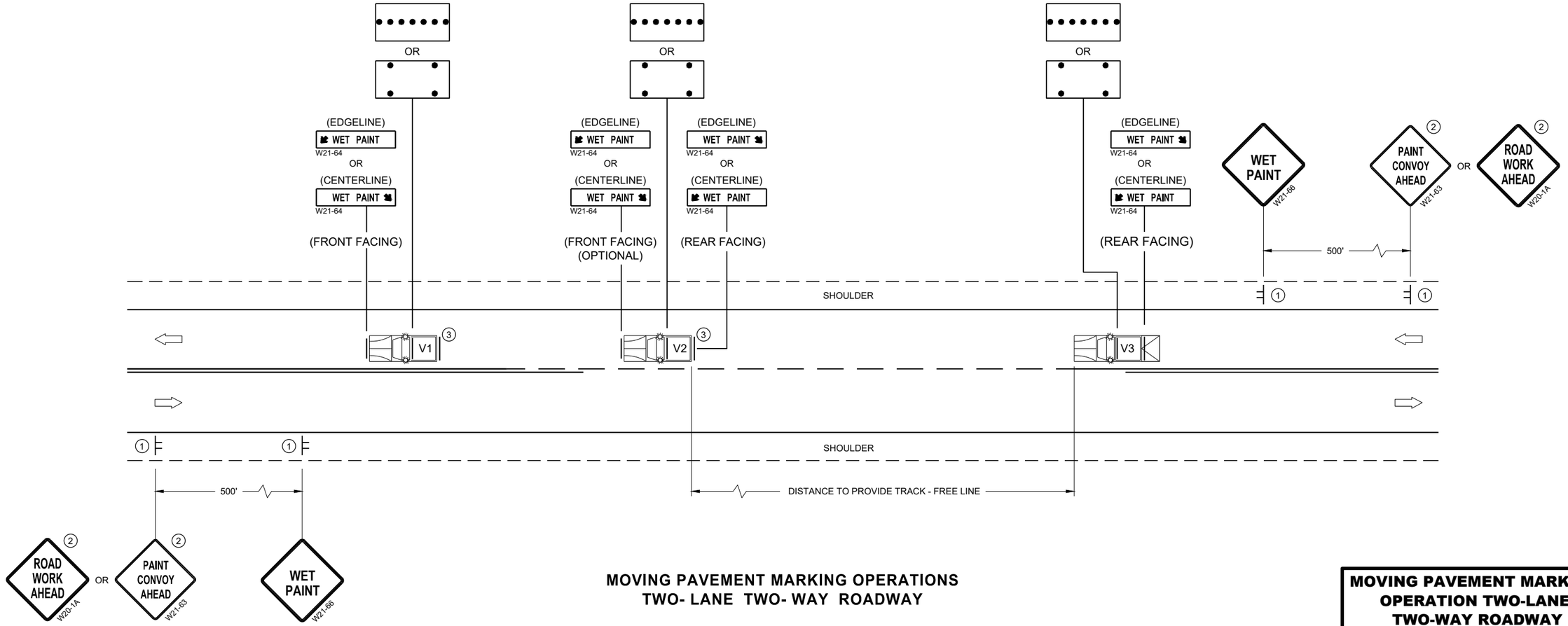
CONES SHOULD BE USED BETWEEN THE MARKING AND SHADOW VEHICLE AT 100 FOOT SPACING. CONES MAY BE OMITTED ON PAINTED LINE IF APPROVED BY THE ENGINEER. CONSIDER PAVEMENT MARKING DRY OR CURE TIMES AND TRAFFIC VOLUME.

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

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SDD 15C19 - 07a

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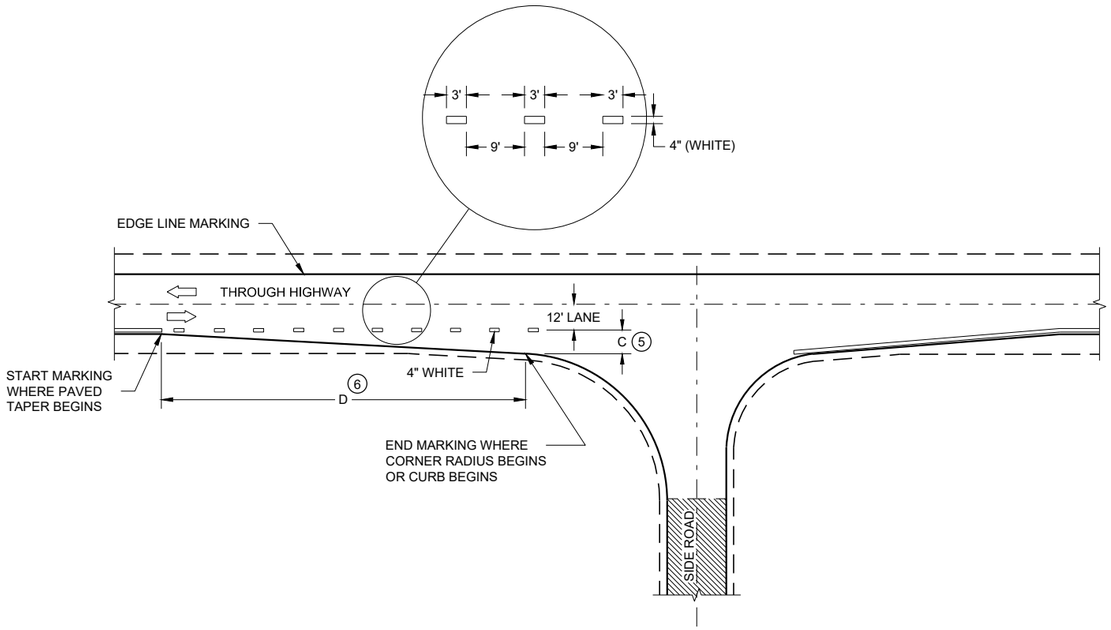
SDD 15C19 - 07a



MINOR INTERSECTION

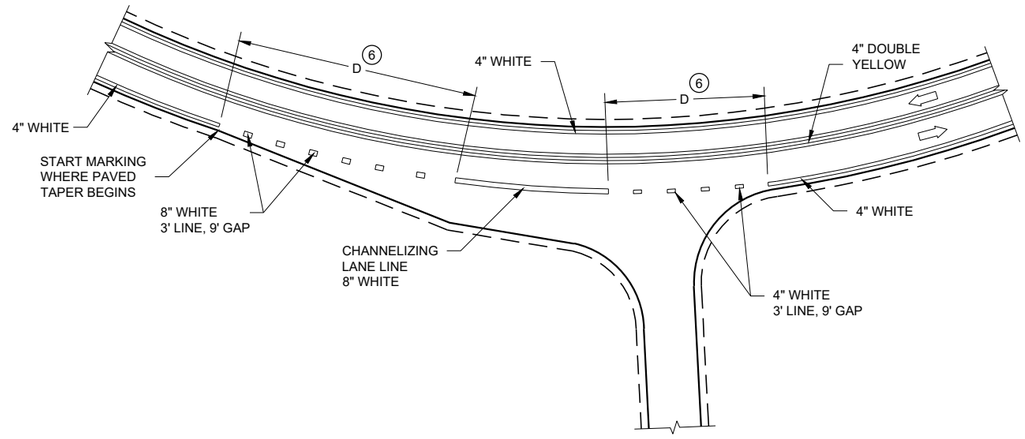
GENERAL NOTES

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

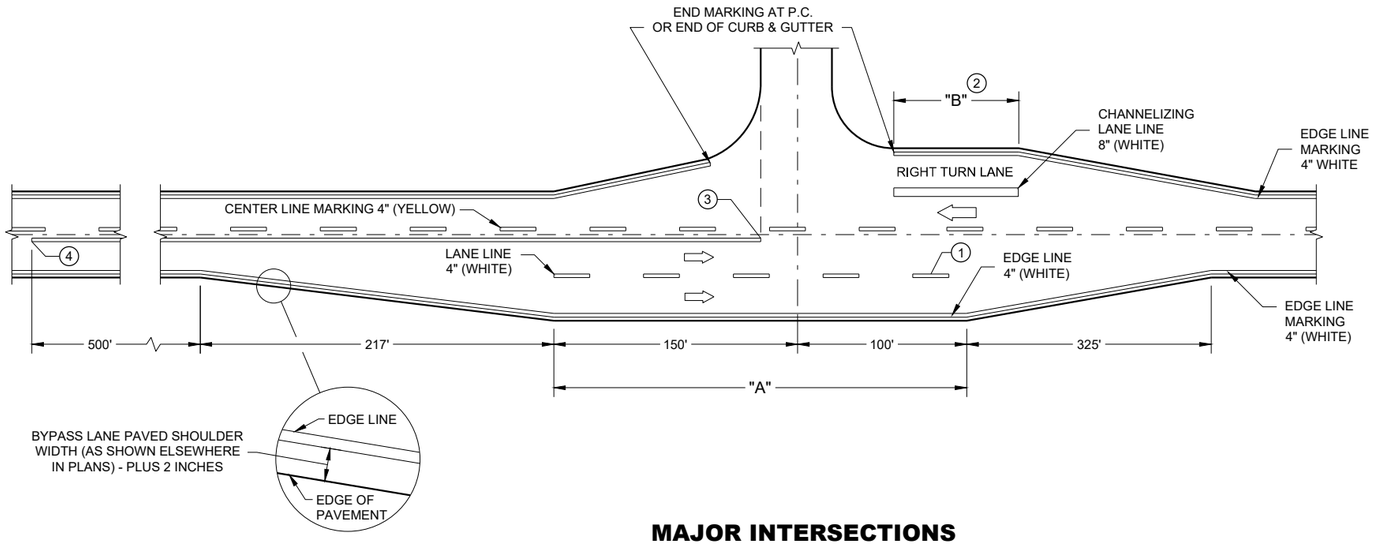
1. WHEN DISTANCE "A" IS LESS THAN 250 FEET, OMIT LANE LINE.
2. WHEN DISTANCE "B" IS LESS THAN 100 FEET, OMIT CHANNELIZING LANE LINE.
3. BARRIER LINE ENDS AT SIDE ROAD PAVEMENT / SURFACE EDGE EXTENSION.
4. BARRIER LINE STARTS 500 FEET PRIOR TO THE BYPASS TAPER.
5. WHEN DISTANCE "C" IS LESS THAN 4 FEET,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

6

SDD 15C35 - 05a
SDD15C35 - 05a

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.

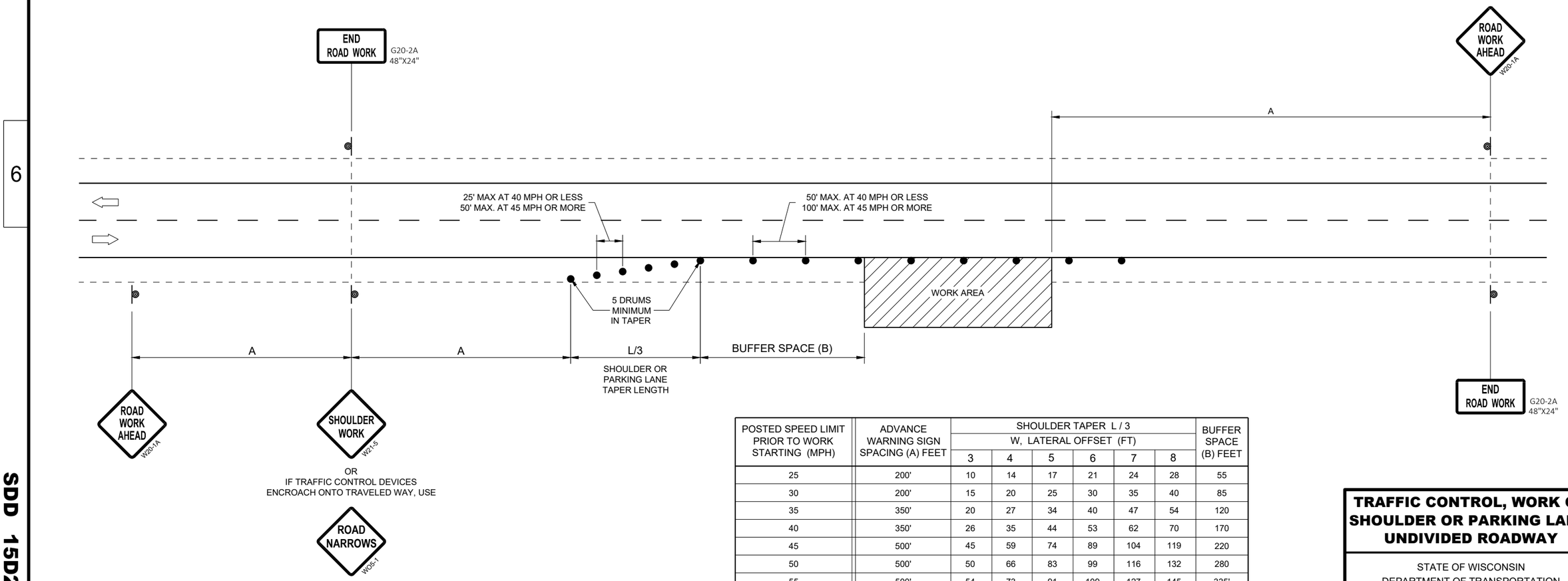
ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH THE TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

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.



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

GENERAL NOTES

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

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

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

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

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

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

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

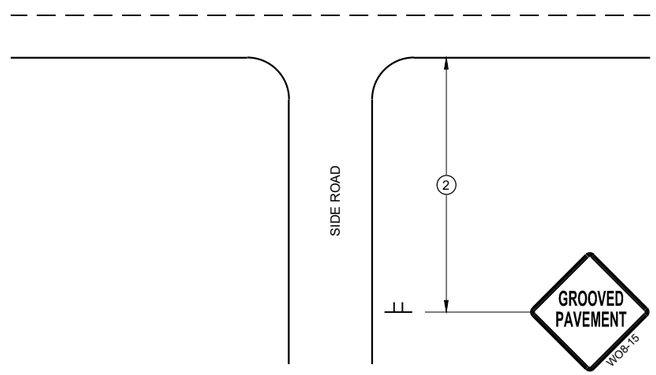
(1) PLACE SIGNS 350' IN ADVANCE OF MILLED SURFACES AND AT 1 MILE INTERVALS, OR AS DIRECTED BY THE ENGINEER.

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

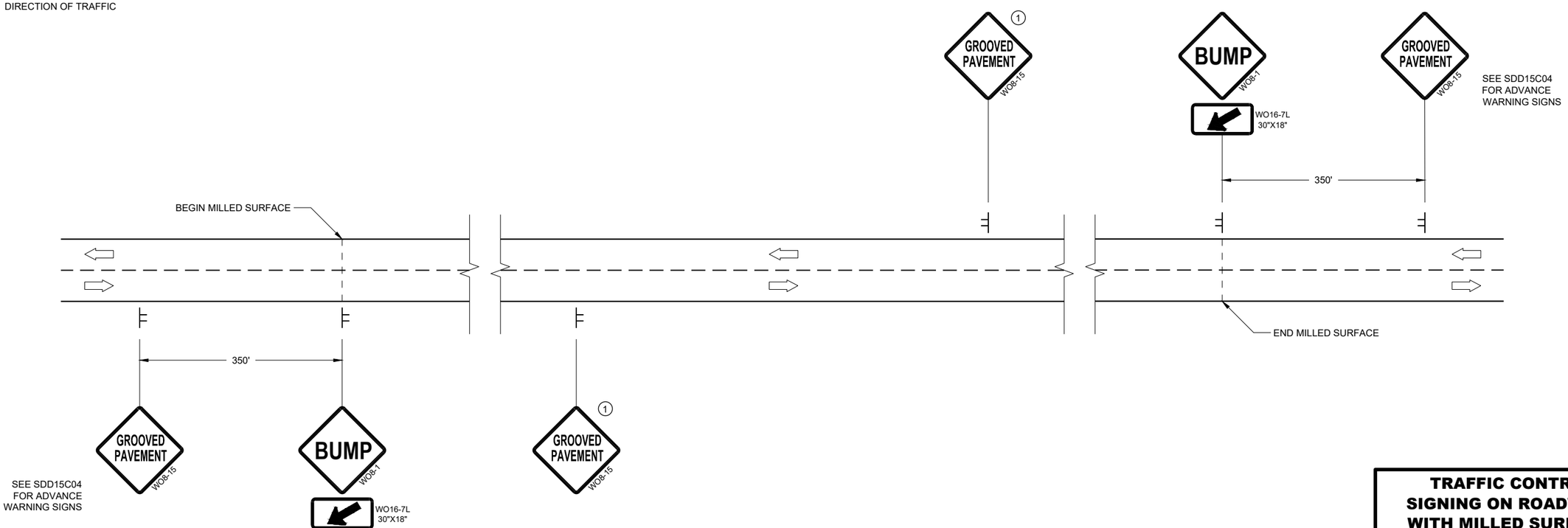
LEGEND

SIGN ON TEMPORARY SUPPORT

DIRECTION OF TRAFFIC



TYPICAL SIDE ROAD APPROACH SIGN DETAIL



DETAIL FOR SIGNING ON MILLED SURFACES

TRAFFIC CONTROL, SIGNING ON ROADWAYS WITH MILLED SURFACES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2020
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

SDD 15D44 - 02

SDD 15D44 - 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 CHIP SEALED OR LOOSE GRAVEL SURFACES AND AT 1 MILE INTERVALS, OR AS DIRECTED BY THE ENGINEER.

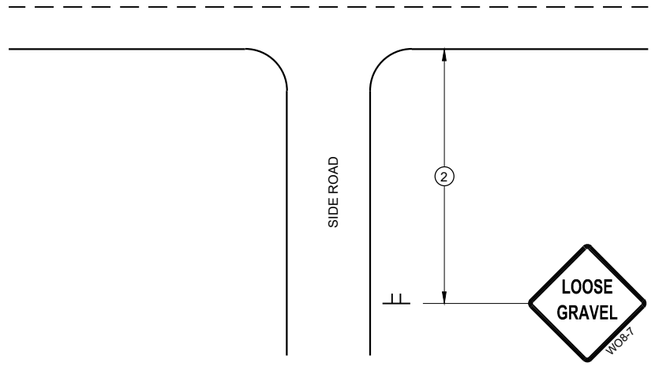
(2) PLACE SIGN 200' MIN. FROM INTERSECTION AND 200' MIN. AFTER ADVANCE WARNING SIGN SHOWN IN SDD 15C04.

(3) ADD WO8-1 OR WO8-2 SIGN WHEN THE CONDITION IS PRESENT.

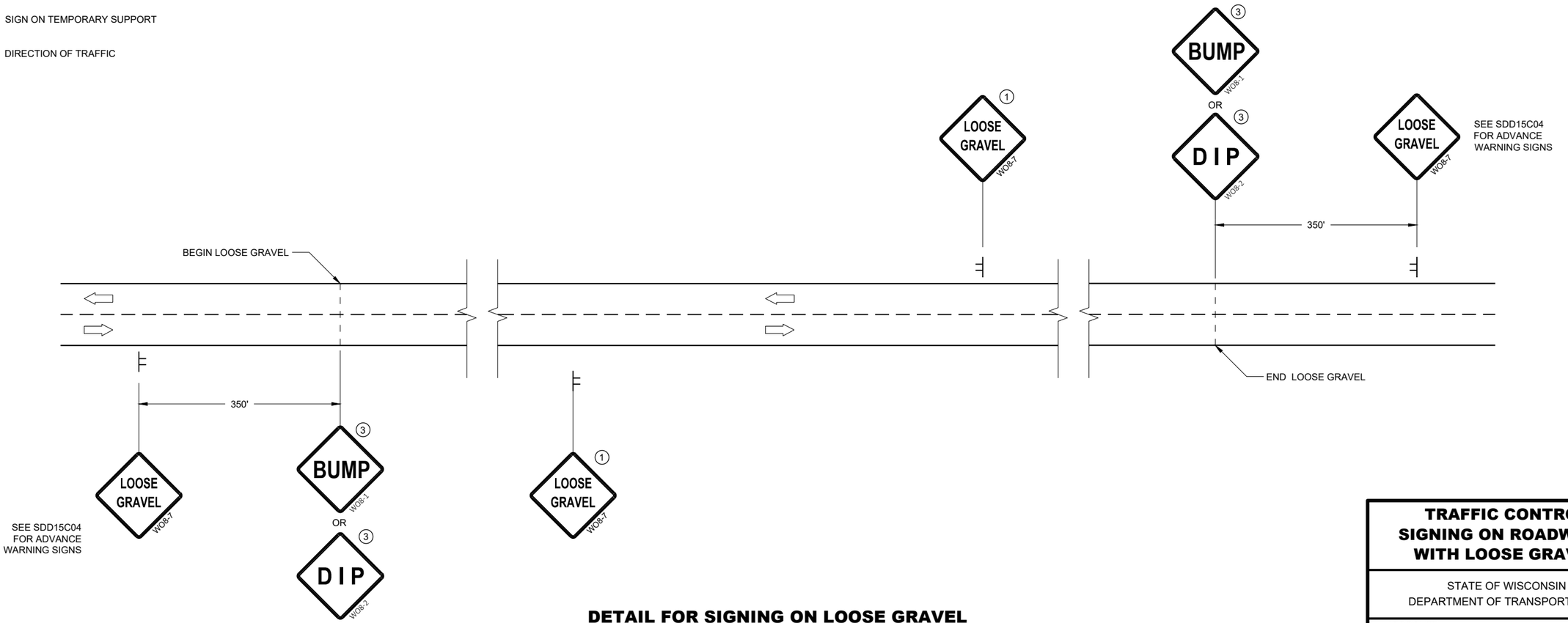
LEGEND

SIGN ON TEMPORARY SUPPORT

DIRECTION OF TRAFFIC



TYPICAL SIDE ROAD APPROACH SIGN DETAIL



DETAIL FOR SIGNING ON LOOSE GRAVEL OR CHIP SEALED SURFACES

TRAFFIC CONTROL SIGNING ON ROADWAYS WITH LOOSE GRAVEL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2021
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

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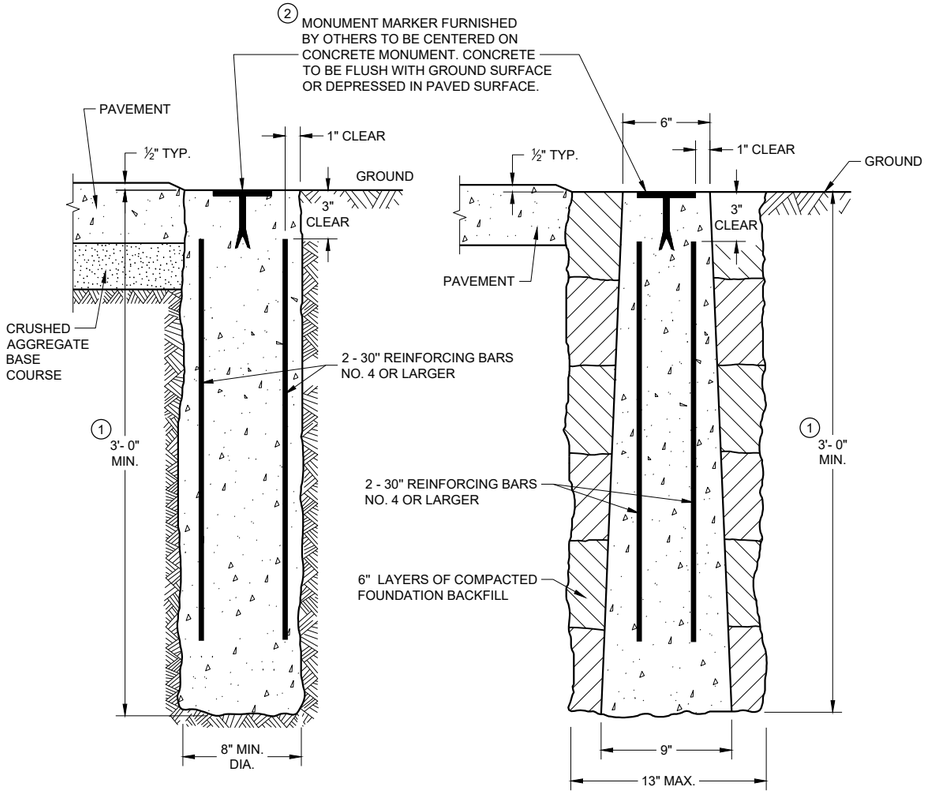
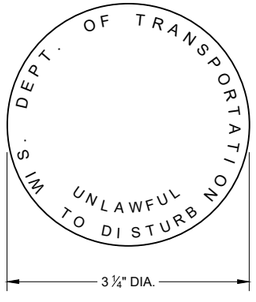
SDD 15D45 - 03



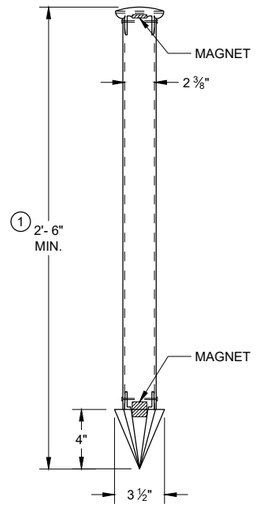
CAST-IN-PLACE **PRECAST**

CONCRETE MONUMENTS
TYPE A

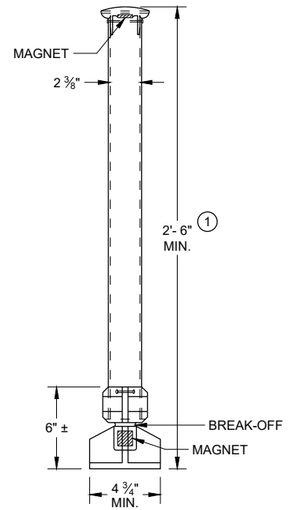


② **WIS DOT MONUMENT MARKER LOGO**

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

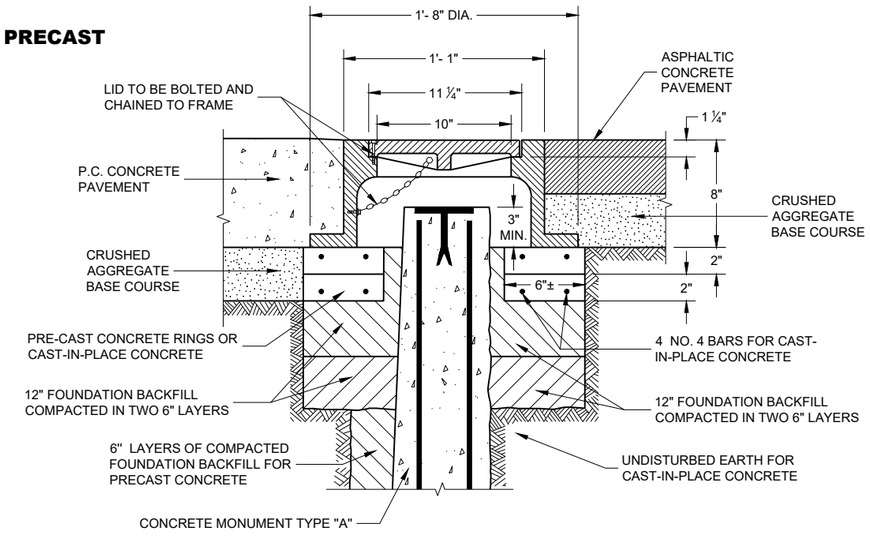


TYPE C DRIVEN MONUMENT



TYPE D NON-DRIVEN BREAK-OFF MONUMENT

ALUMINUM MONUMENTS
(INCLUDES MARKER)



CAST IRON MONUMENT COVER
(APPROXIMATE WEIGHT 95 LBS)

GENERAL NOTES

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

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

PERMANENT MAGNETS SHALL BE INSERTED NEAR THE TOP AND BOTTOM OF ALL ALUMINUM MONUMENTS SO THE MONUMENT CAN EASILY BE DETECTED BY A METAL DETECTOR.

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

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

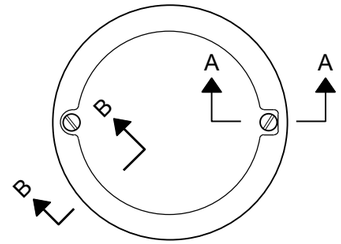
ALUMINUM MONUMENTS AND MONUMENT COVERS SHALL BE MADE FROM AN ALUMINUM AND MAGNESIUM ALLOY AS DETERMINED BY THE MANUFACTURER.

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

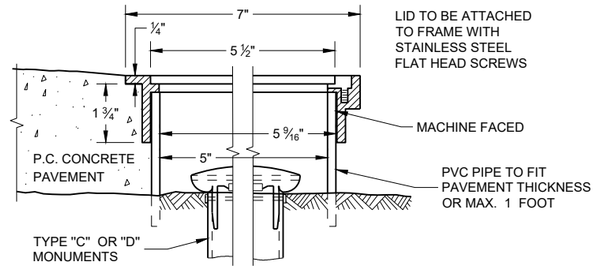
MONUMENT SHALL BE CAST-IN-PLACE CONCRETE UNLESS PRECAST CONCRETE OR ALUMINUM MONUMENTS ARE SPECIFIED IN THE CONTRACT OR PERMITTED BY THE ENGINEER.

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

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



TOP VIEW



SECTION B-B **SECTION A-A**

ALUMINUM MONUMENT COVER
(APPROXIMATE WEIGHT 2 LBS)
(FOR CONCRETE PAVEMENT ONLY)

LANDMARK REFERENCE MONUMENTS AND COVERS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
March 2018
DATE

/S/ Raymond A. Kumapayii
CHIEF SURVEYING AND MAPPING ENGINEER

FHWA

SDD 16A01 - 07

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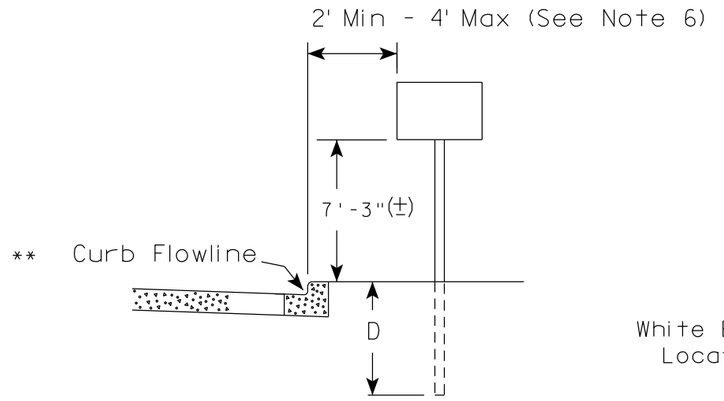
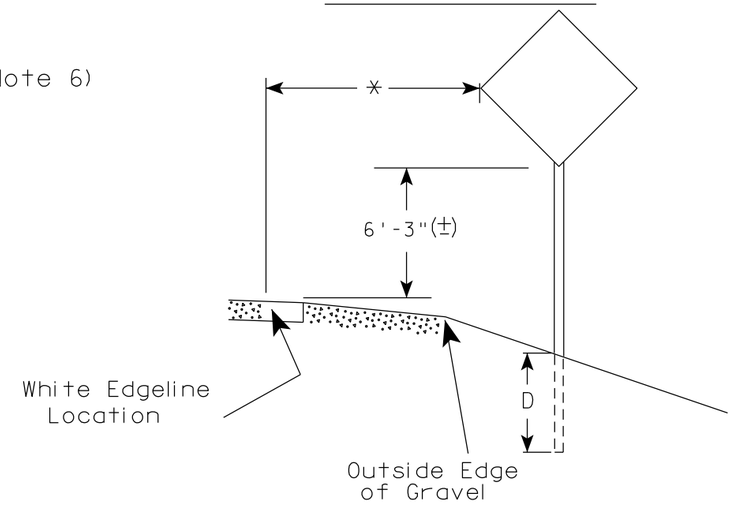
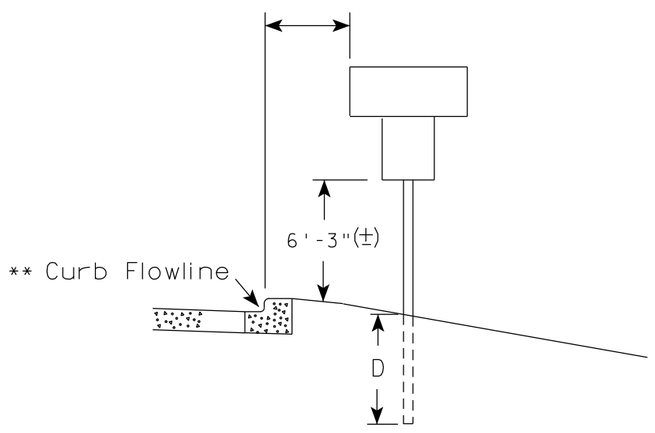
SDD 16A01 - 07

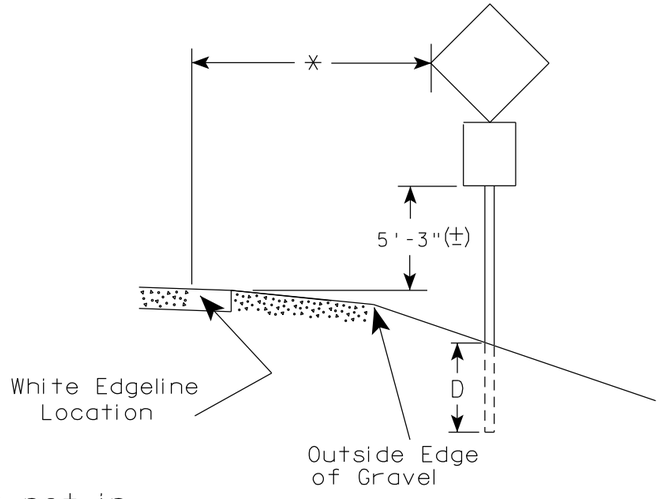
URBAN AREA



RURAL AREA (See Note 2)







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

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

POST EMBEDMENT DEPTH

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

GENERAL NOTES

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

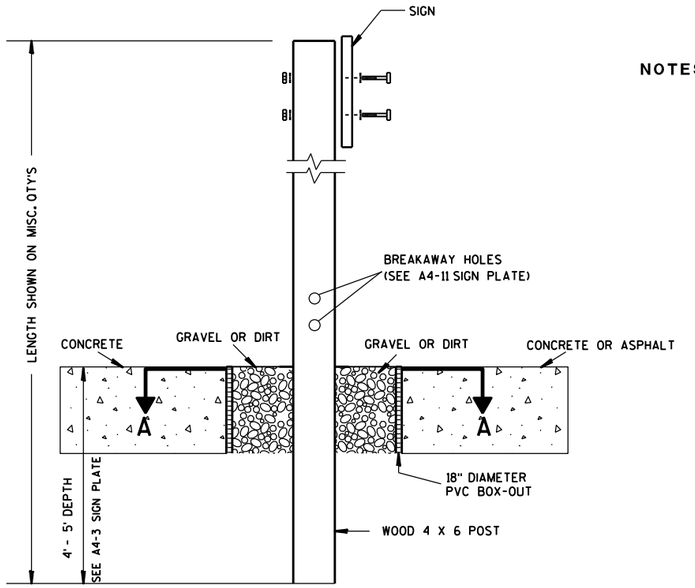
TYPICAL INSTALLATION OF PERMANENT TYPE II SIGNS ON SINGLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

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

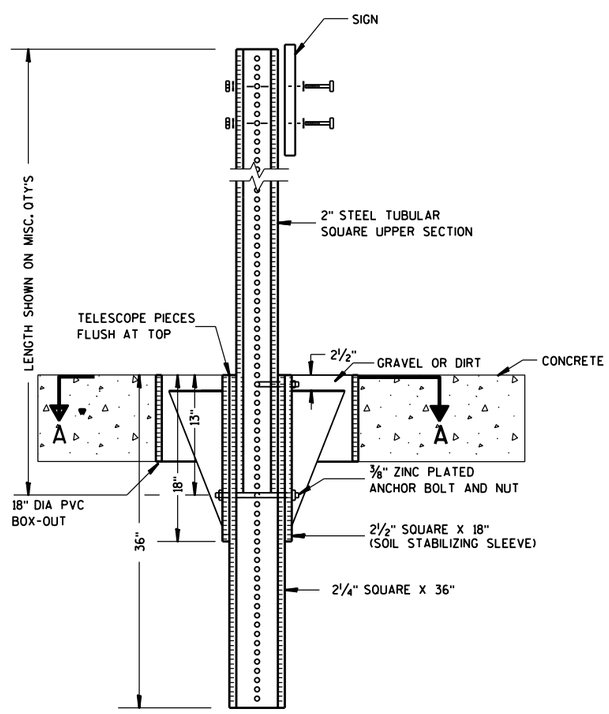
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 132	E



ELEVATION VIEW

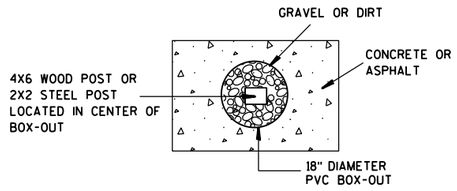
DETAIL OF WOOD 4 X 6 SIGN POST IN BOX-OUT

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



ELEVATION VIEW

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



PLAN VIEW

FOR NEW CONCRETE/ASPHALT INSTALLATIONS

SIGN POST BOX-OUTS A4-3B

WISCONSIN DEPT OF TRANSPORTATION

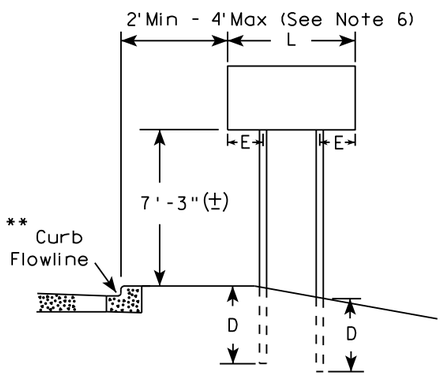
APPROVED Matthew R Rauch
for State Traffic Engineer

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

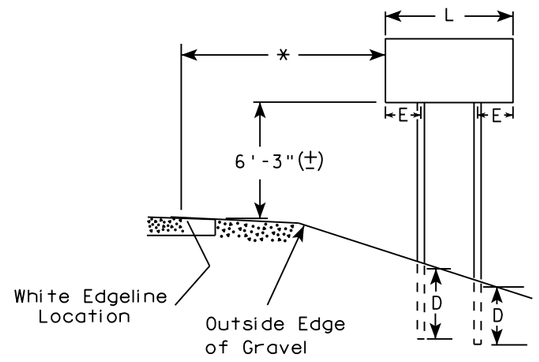
PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

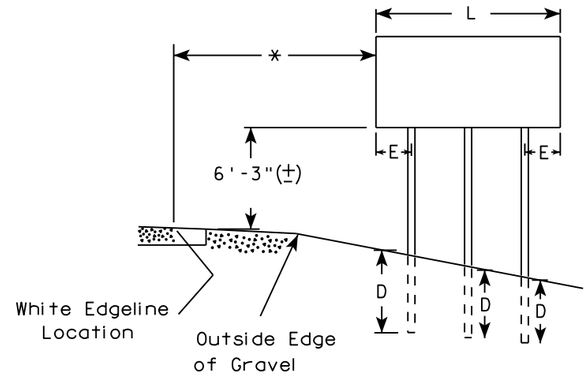
FILE NAME : C:\CAEFiles\Projects\tr_stdplate\A43B.DGN PLOT DATE : 27-JAN-2014 09:48 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 13.659812:1.000000 WISDOT/CADDS SHEET 42

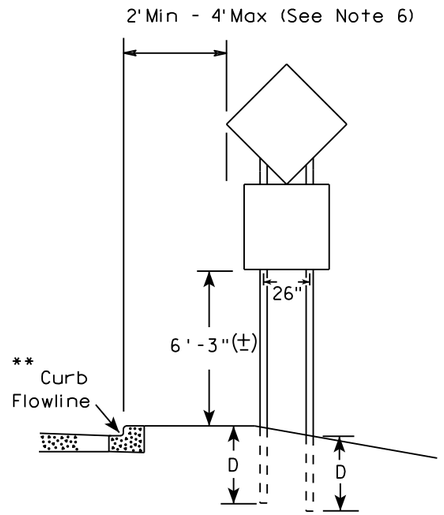
URBAN AREA



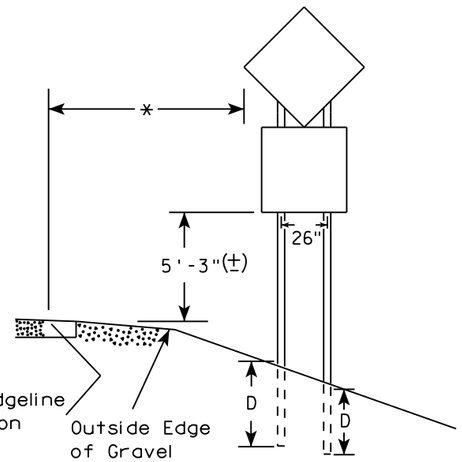
RURAL AREA (See Note 3)







48" DIAMOND WARNING SIGN



48" DIAMOND WARNING SIGN

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

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

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.

POST EMBEDMENT DEPTH

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

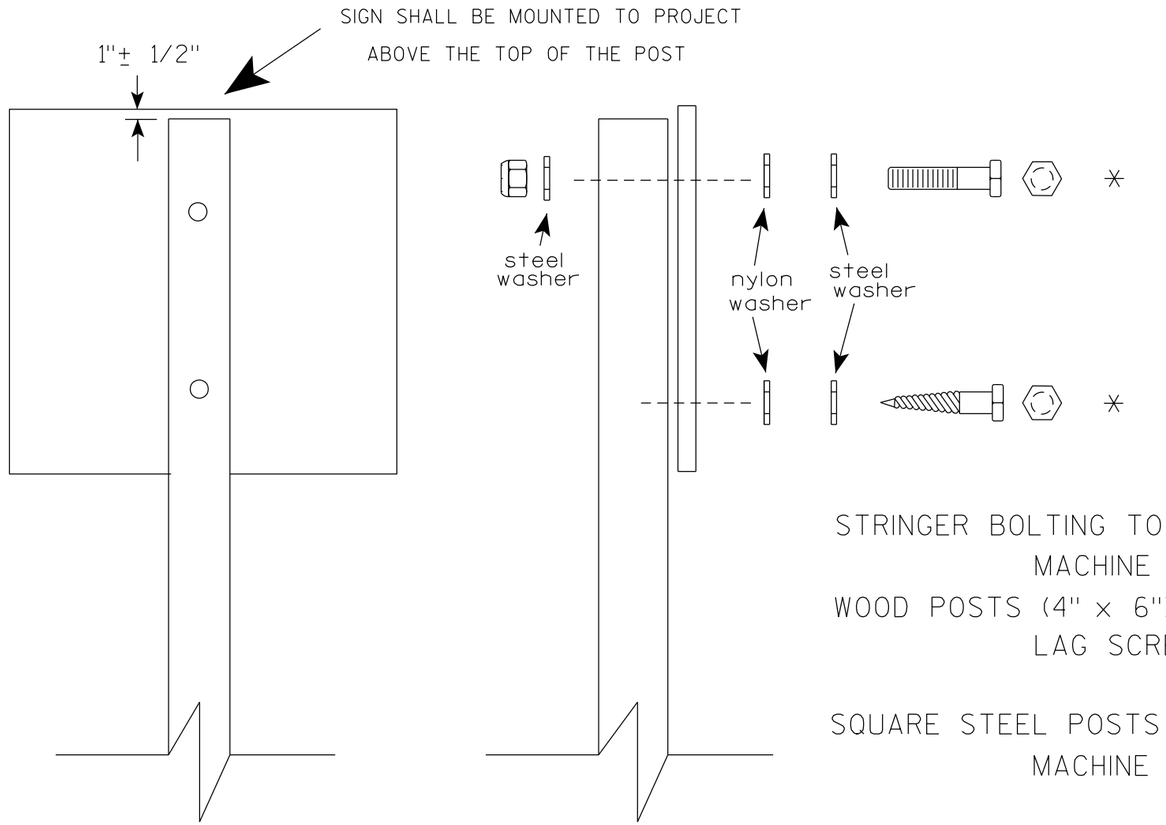
TYPICAL INSTALLATION OF TYPE II SIGNS ON MULTIPLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

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

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 134	E



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

a. Hot dip galvanized in accordance with ASTM Designation: A 153, Class D, or SC 3

b. Electro-galvanized in accordance with ASTM Designation : B 633, TYPE III, SC 3.

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

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.

ATTACHMENT OF SIGNS TO POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

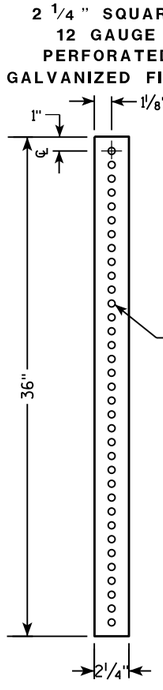
DATE 4/1/2020 PLATE NO. A4-8.9

PROJECT NO:

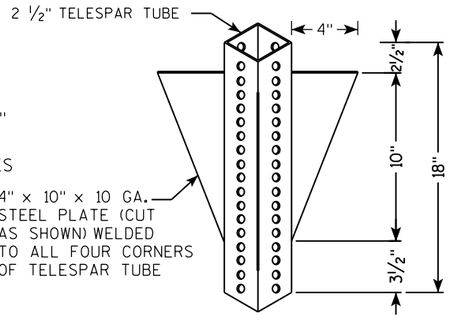
SHEET NO: 135 E

TELESCOPIC TUBING ANCHORS
TWO PIECE SYSTEM

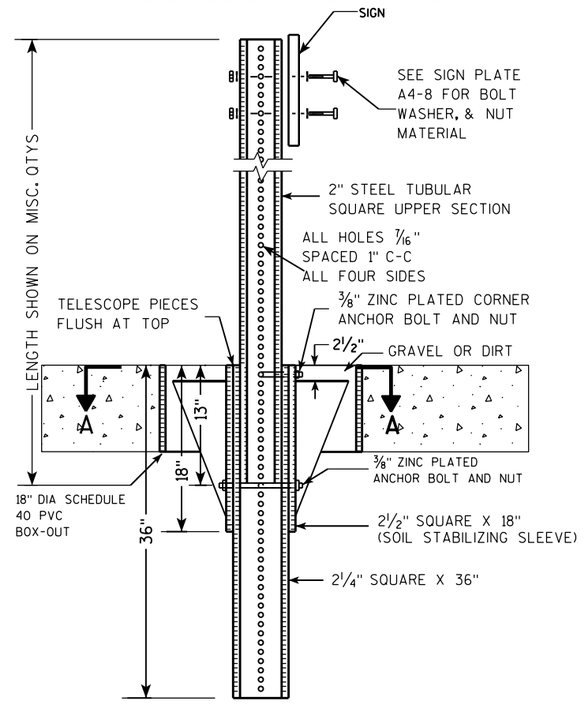
2 1/4 " SQUARE
12 GAUGE
PERFORATED
GALVANIZED FINISH



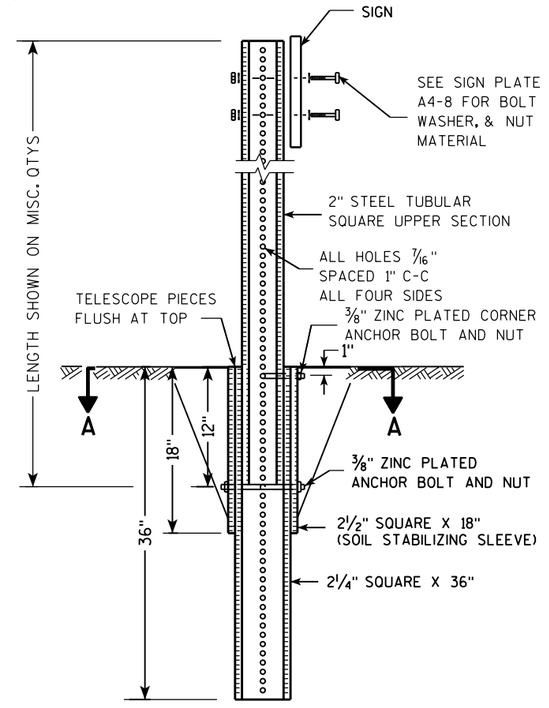
2 1/2 " SQUARE
12 GAUGE
OMNI-DIRECTIONAL
PERFORATED
SOIL STABILIZING SLEEVE
GALVANIZED FINISH

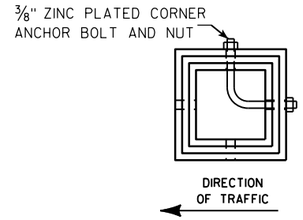


DETAIL OF TUBULAR STEEL SIGN POST
(IN POURED CONCRETE OR ASPHALT)



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





SECTION A-A

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

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

TUBULAR STEEL
SIGN POST
A4-9

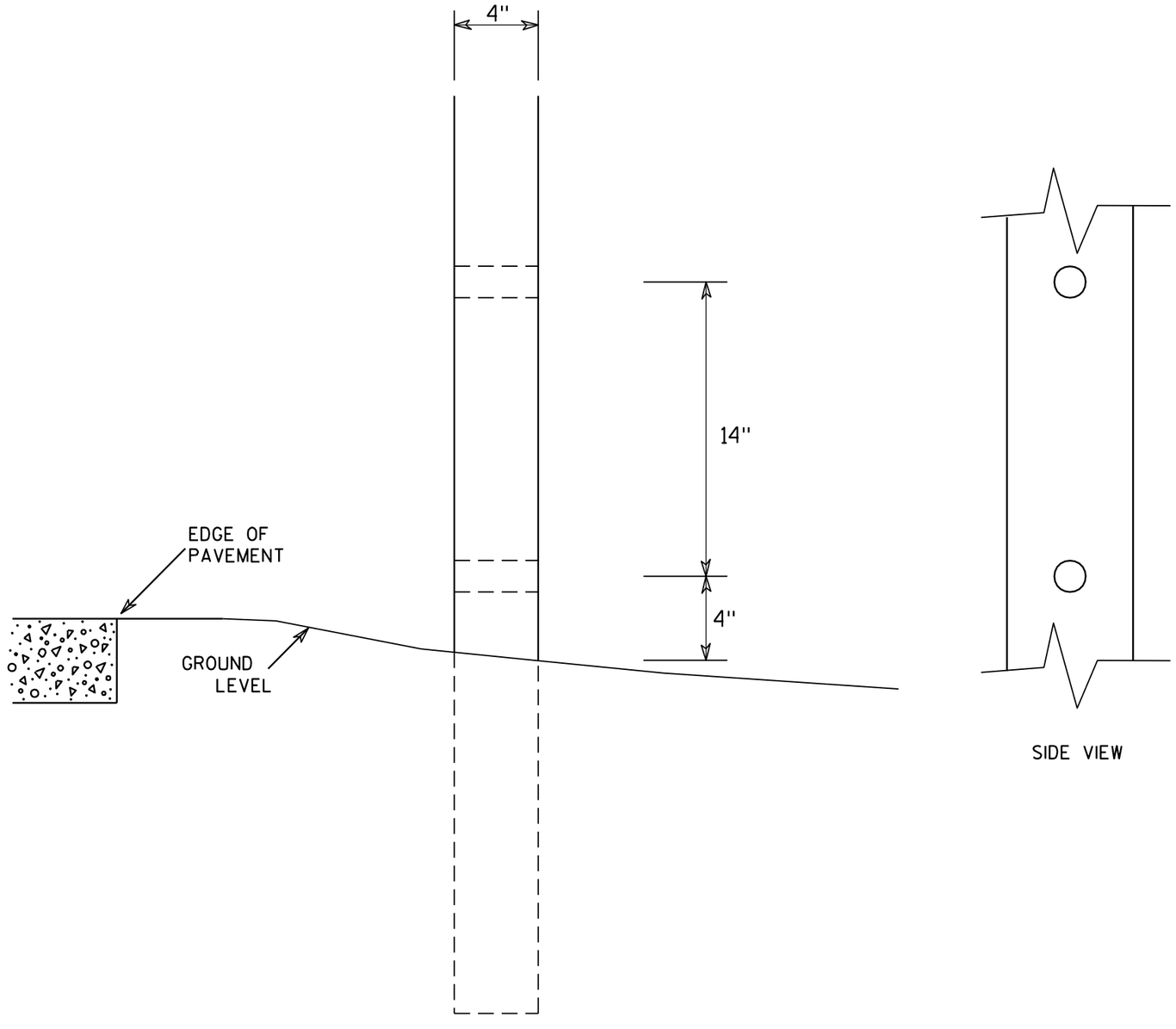
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/05/15 PLATE A4-9.9

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\A49.DGN PLOT DATE : 05-FEB-2015 17:09 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 13.659812:1.000000
WISDOT/CADDS SHEET 42



SIDE VIEW

GENERAL NOTES

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

7

7

4 X 6 WOOD POST MODIFICATIONS

WISCONSIN DEPT OF TRANSPORTATION

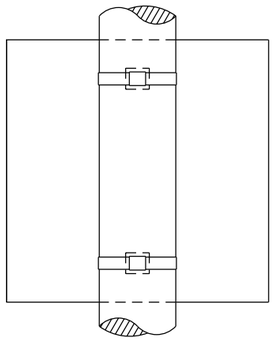
APPROVED Chester J Spang for State Traffic Engineer

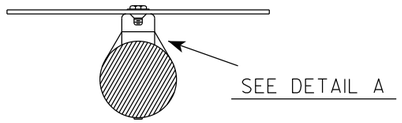
DATE 3/27/97 PLATE NO. A4-11.2

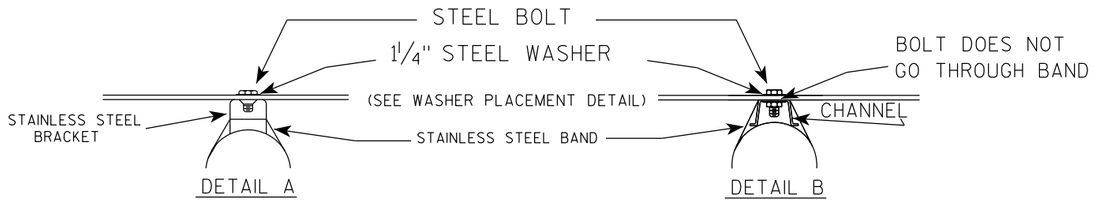
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 137	E

BANDING

SINGLE SIGN



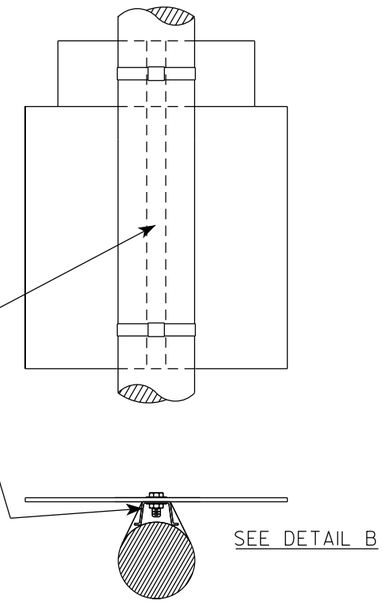




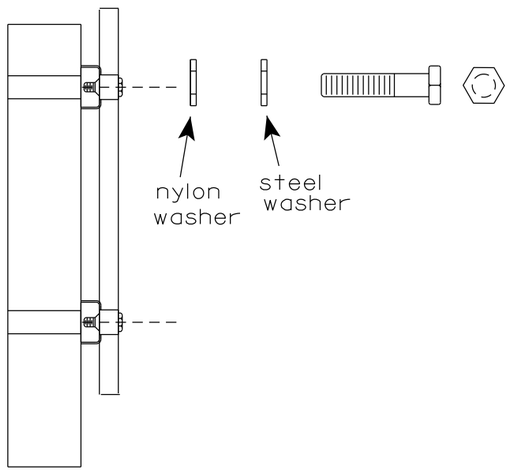
GENERAL NOTES

1. Any sign over 3 feet in width shall use the V-Block banding method. See A5-10 standard plate.
2. Signs 3 feet or greater in height shall have three bracket bands installed. Signs less than 3 feet in height shall have two bracket bands installed.
3. Banding and assembly bracket shall be stainless steel. All bands shall be ¾" 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 ⅜" I.D. X 1/16" STEEL
1-1/4" O.D. X ⅜" 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

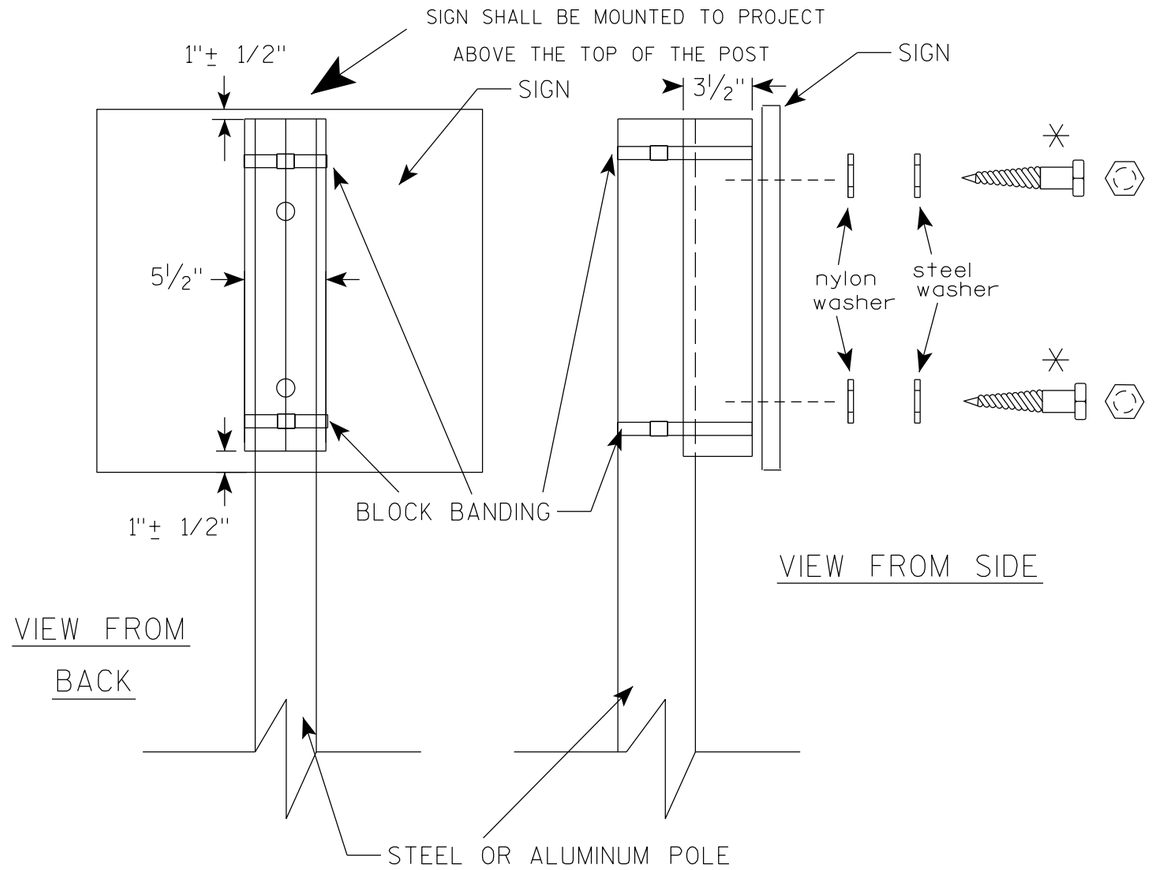
DATE 6/10/19 PLATE NO. A5-9.4

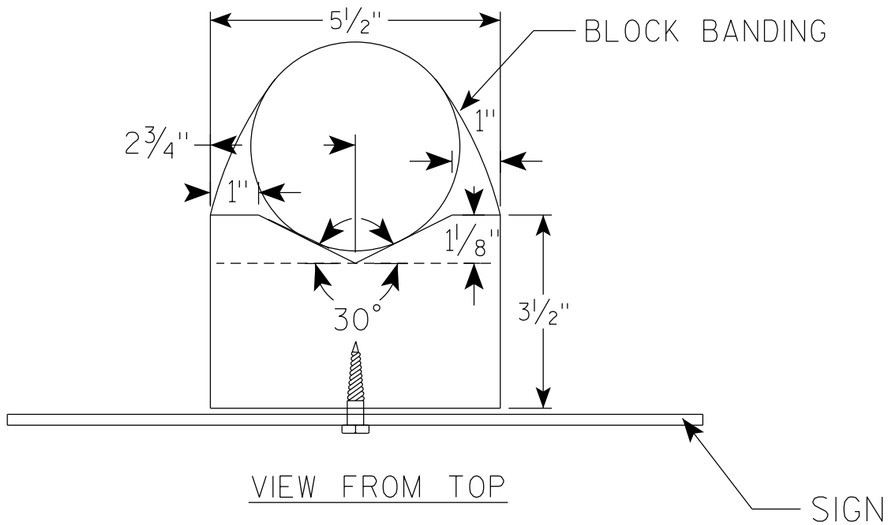
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 138	E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\A59.dgn PLOT DATE : 10-JUN 2019 4:10 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

7

7





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)

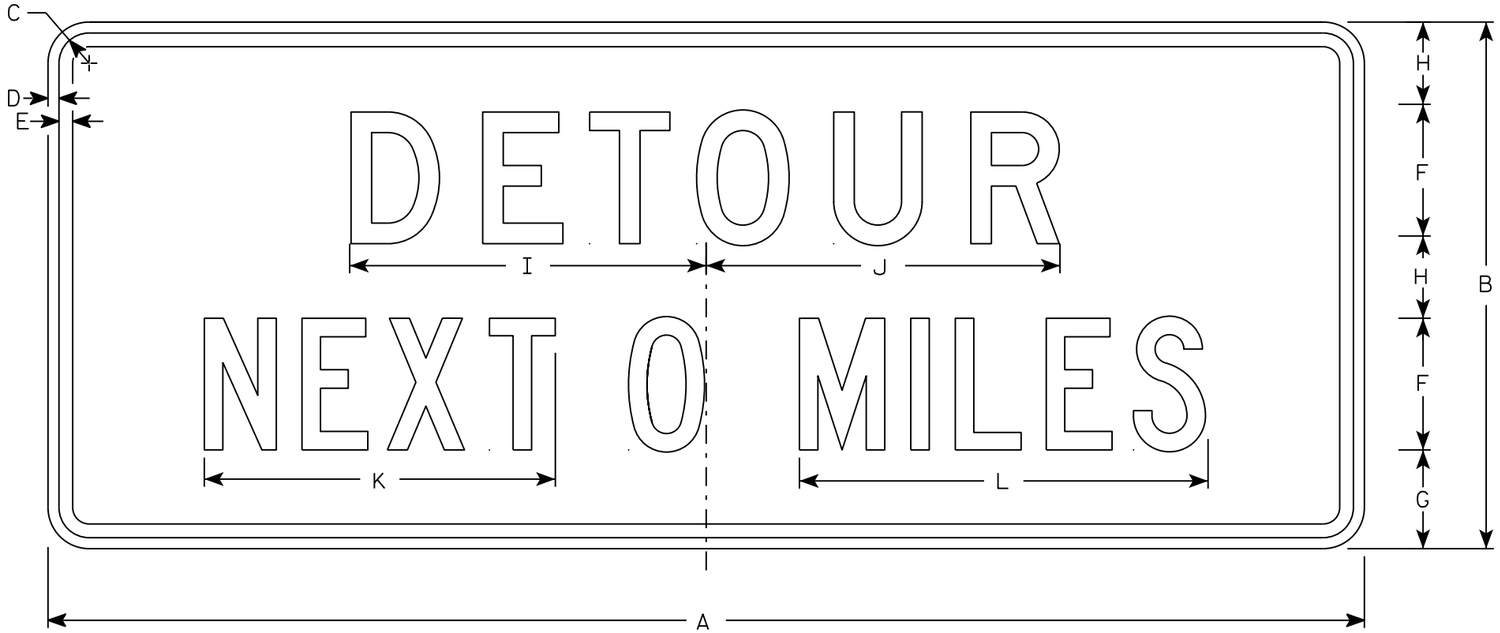
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

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

PROJECT NO:

SHEET NO: 139 E



G20-51

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - Line 1 is D and Line 2 is 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 1/4	16 1/8	16	18 5/8															10
3																											
4	60	24	1 3/8	1/2	5/8	6	4 1/2	3 3/4	16 1/4	16 1/8	16	18 5/8															10
5																											

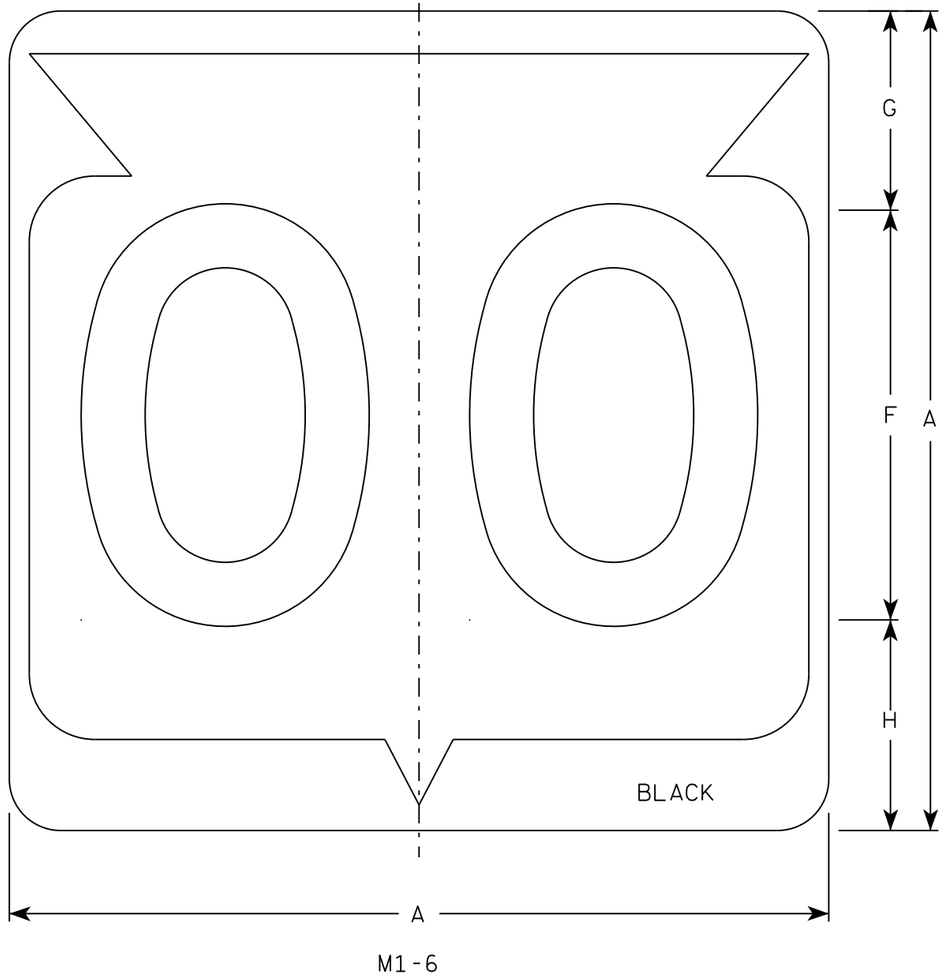
STANDARD SIGN
G20-51

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/14/17 PLATE NO. G20-51.2

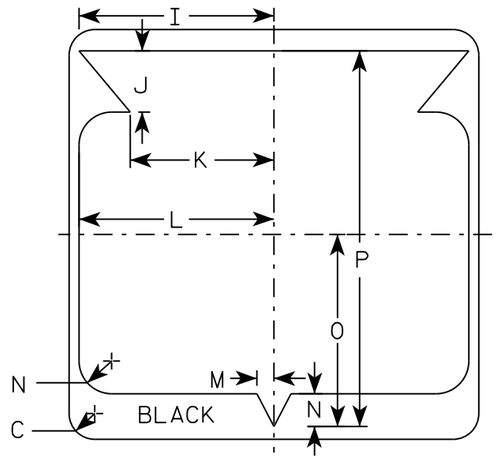
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 140	E



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

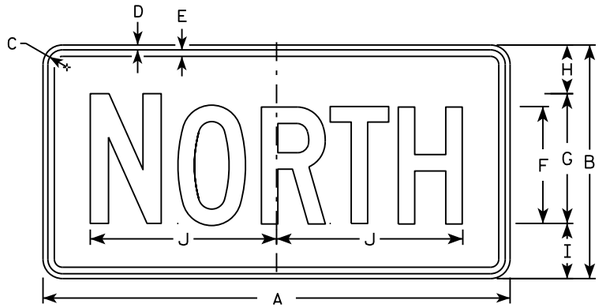
STATE ROUTE MARKER M1-6 FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

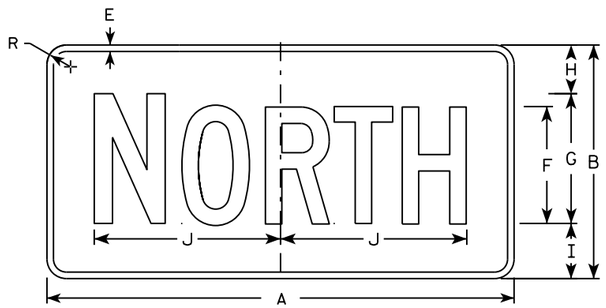
APPROVED Matthew R Rauch
for State Traffic Engineer

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

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 141 | E



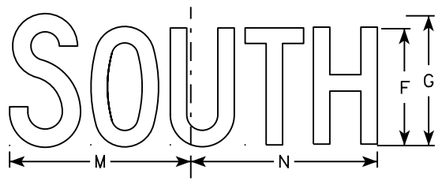
M3-1
MM3-1
MP3-1



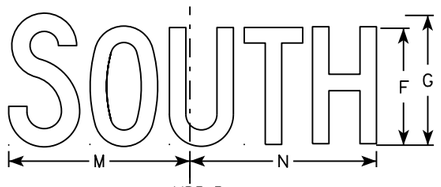
MB3-1
MK3-1
MN3-1

M3-2
MM3-2
MP3-2

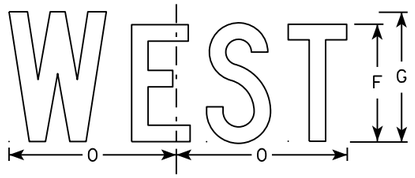
MB3-2
MK3-2
MN3-2



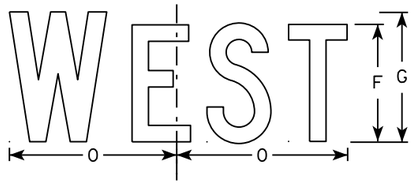
M3-3
MM3-3
MP3-3



MB3-3
MK3-3
MN3-3



M3-4
MM3-4
MP3-4



MB3-4
MK3-4
MN3-4

NOTES

1. All Signs 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. M3-1 thru M3-4 Background - White
   Message - Black
   MB3-1 thru MB3-4 Background - Blue
   Message - White
   MK3-1 thru MK3-4 Background - Green
   Message - White
   MM3-1 thru MM3-4 Background - White
   Message - Green
   MN3-1 thru MN3-4 Background - Brown
   Message - White
   MP3-1 thru MP3-4 Background - White
   Message - Blue
6. Note the first letter of each direction is larger than the remainder of the message.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	24	12	1 1/8	3/8	3/8	6	7	2 1/4	2 3/4	10 1/4	7 7/8	8 3/8	10 1/4	9 3/4	8 3/4			1 1/2									2.00
3	36	18	1 1/8	3/8	1/2	9	10	3 3/4	4 1/4	14 3/8	12	12 1/8	14	14 1/8	13			1 1/2									4.5
4	36	18	1 1/8	3/8	1/2	9	10	3 3/4	4 1/4	14 3/8	12	12 1/8	14	14 1/8	13			1 1/2									4.5
5	36	18	1 1/8	3/8	1/2	9	10	3 3/4	4 1/4	14 3/8	12	12 1/8	14	14 1/8	13			1 1/2									4.5

STANDARD SIGNS
M3-1 thur M3-4
SERIES

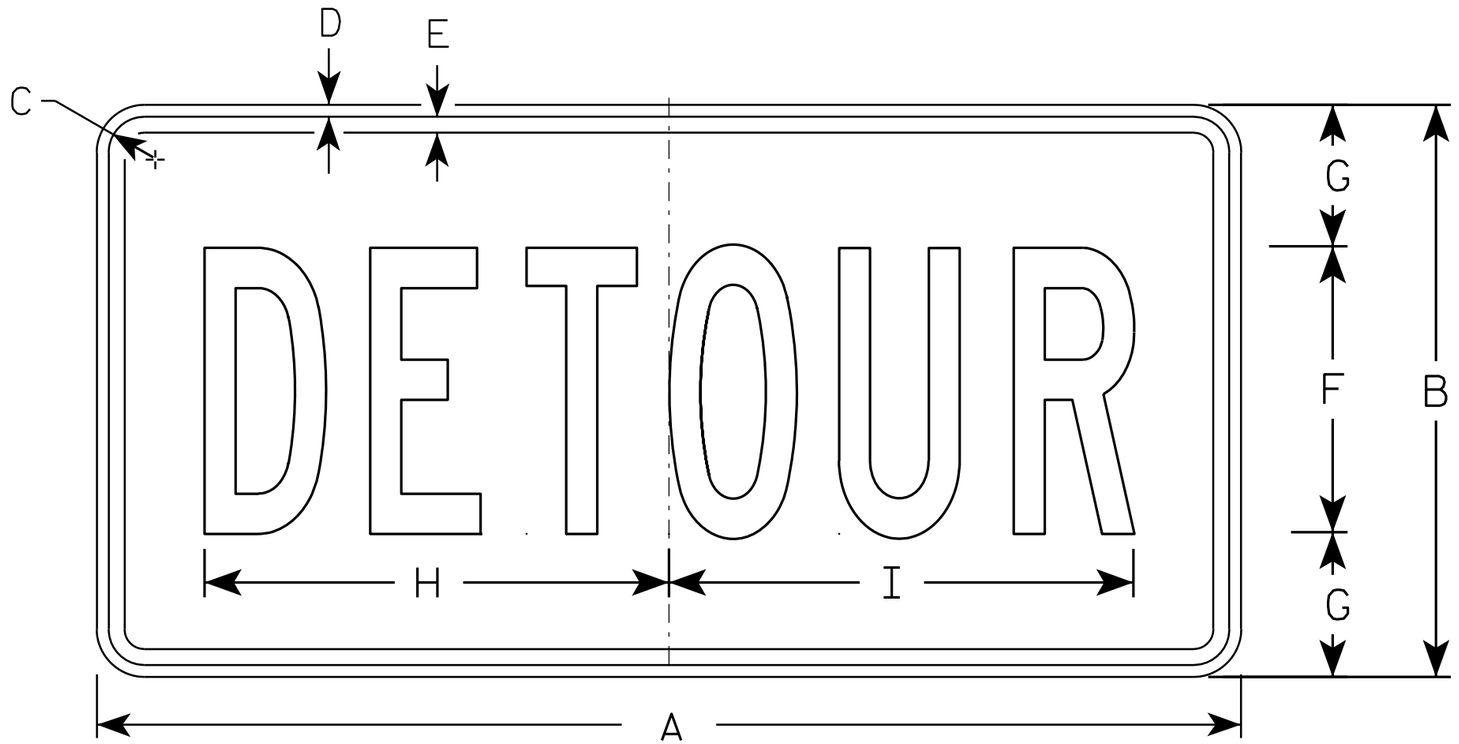
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew P Rauch for State Traffic Engineer

DATE 10/15/15 PLATE NO M3-1.14

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

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\M31.DGN PLOT DATE : 01-DEC-2015 17:54 PLOT BY : $$ plotuser $$ PLOT NAME : PLOT SCALE : 11.675051:1.000000



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.

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																											

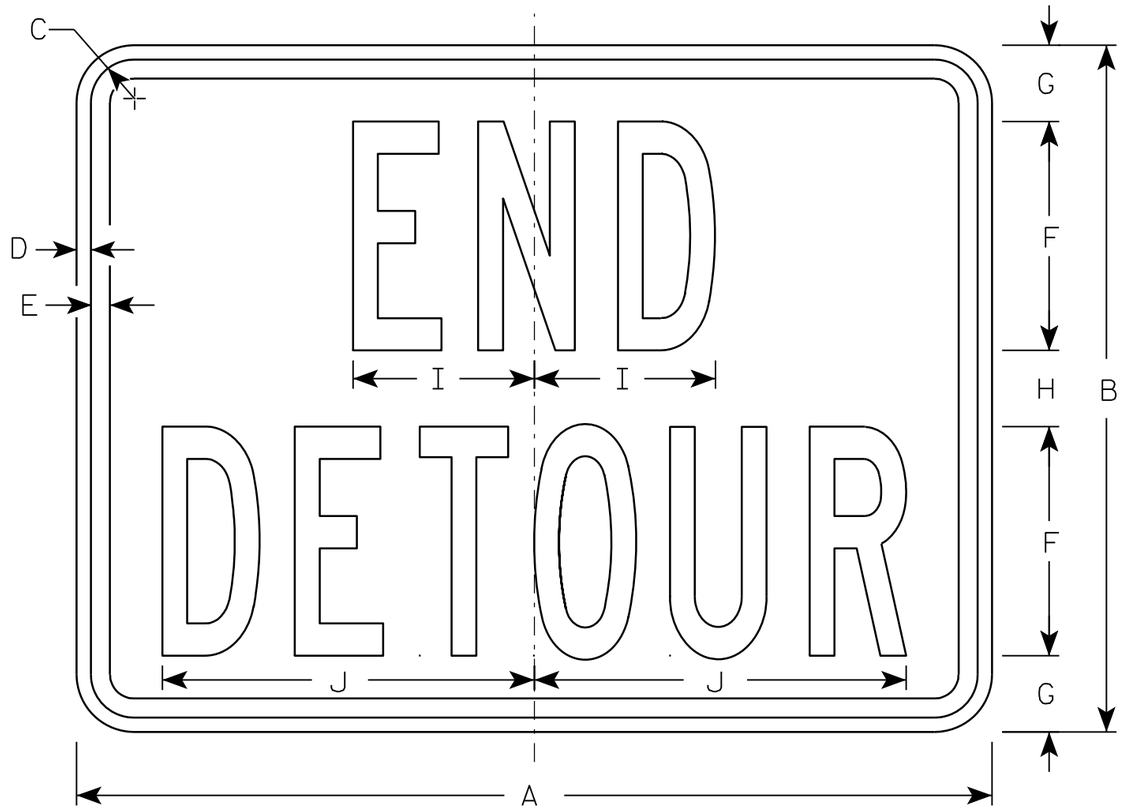
STANDARD SIGN
M4-8

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: 143	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																											

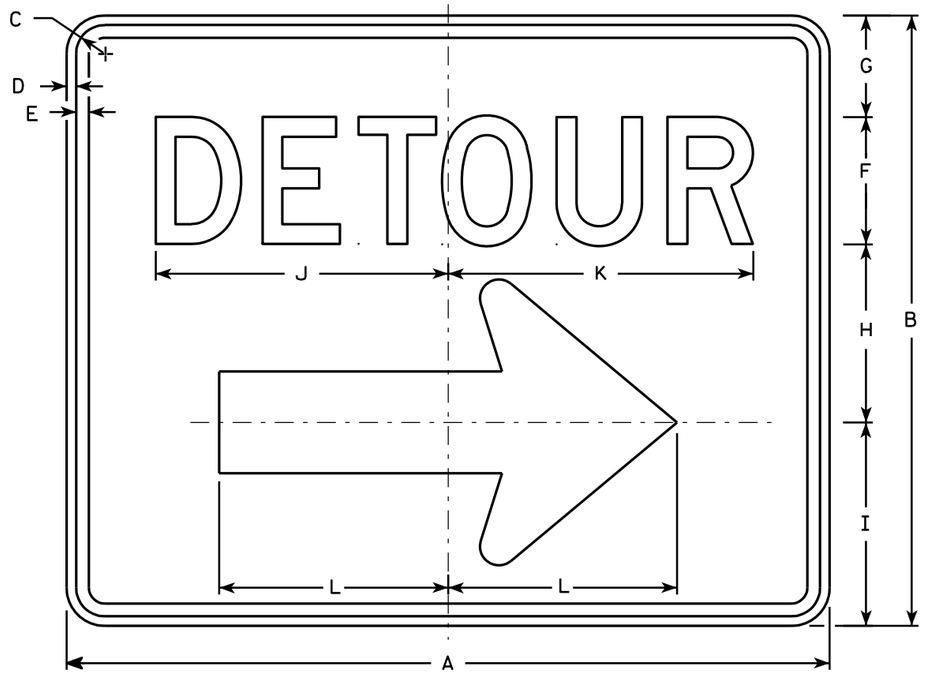
STANDARD SIGN
M4-8A

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

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

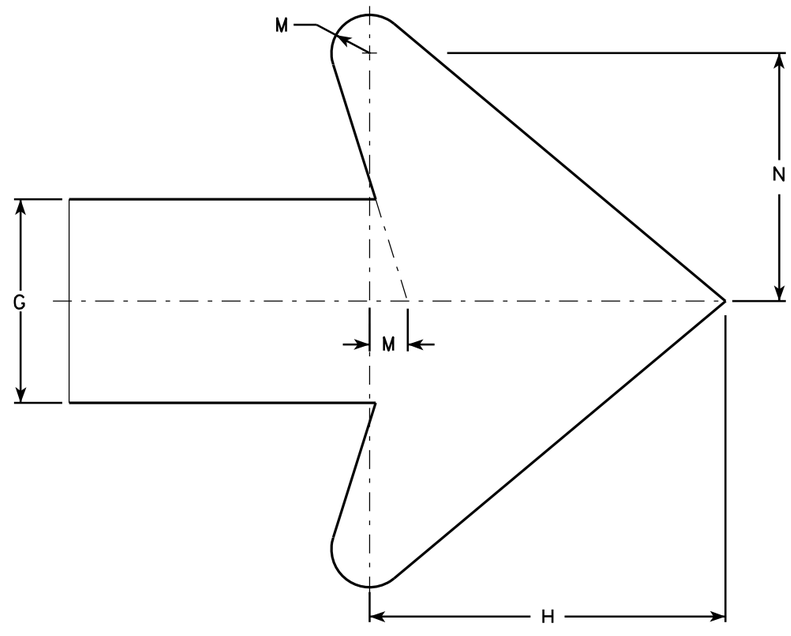
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 144	E



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

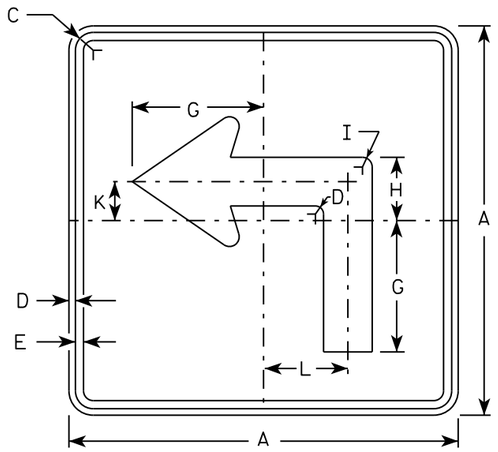
STANDARD SIGN
M4-9 R & L

WISCONSIN DEPT OF TRANSPORTATION

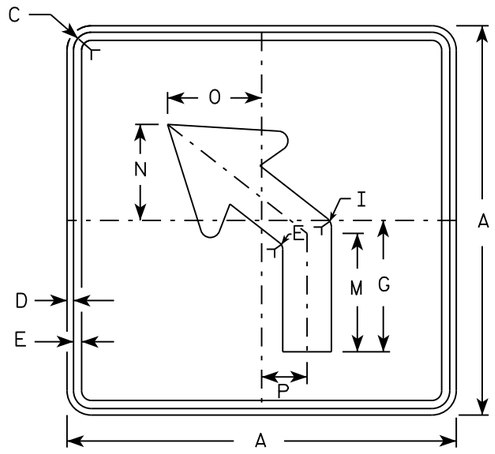
APPROVED Matthew R Rauch
for State Traffic Engineer

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

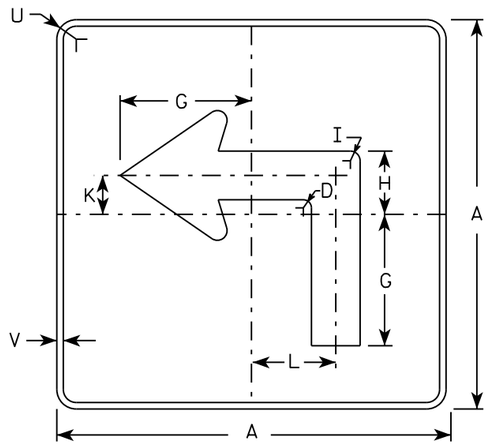
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 145 | E



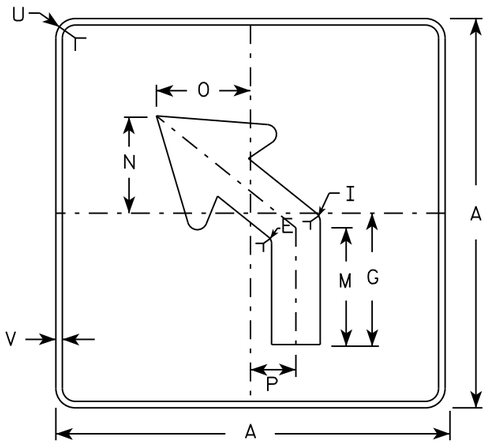
M5-1L
MM5-1L
MO5-1L
MP5-1L



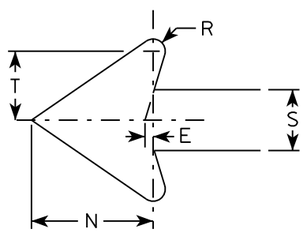
M5-2L
MM5-2L
MO5-2L
MP5-2L



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

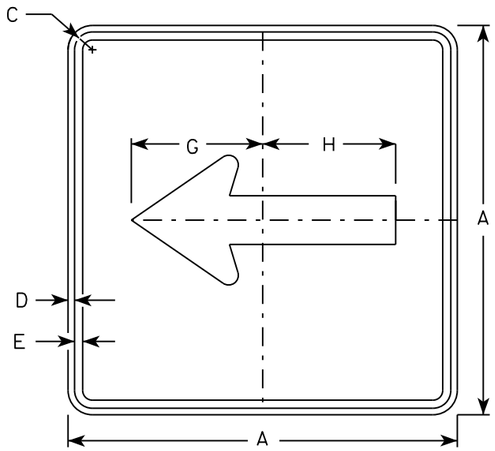
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

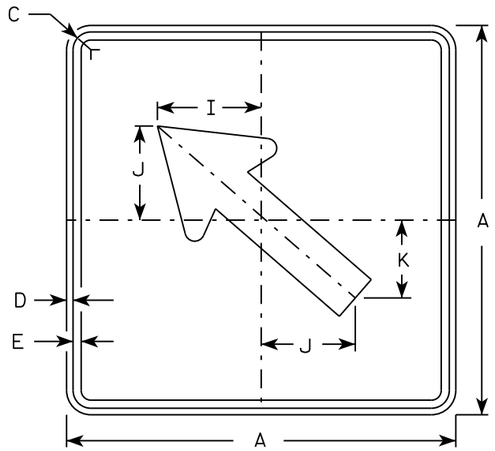
DATE 10/15/15 PLATE NO. M5-1.13

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

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



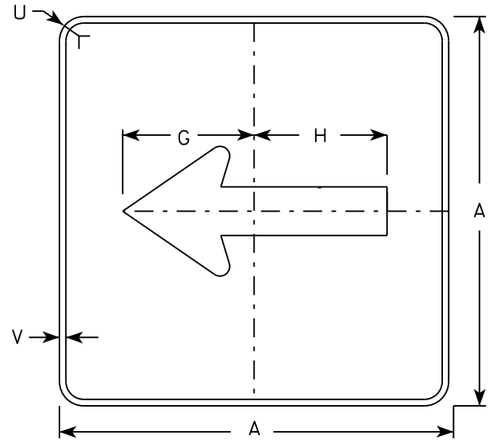
M6-1
MM6-1
MO6-1
MP6-1



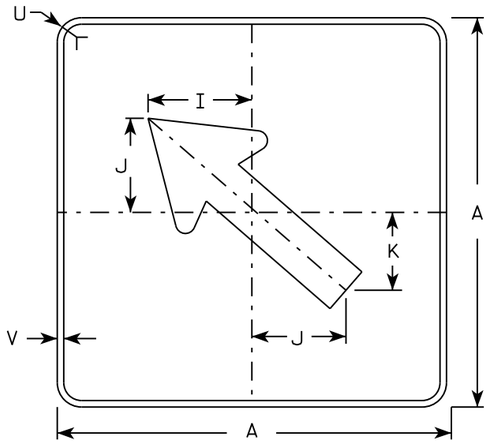
M6-2
MM6-2
MO6-2
MP6-2

NOTES

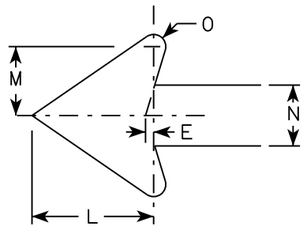
1. Signs are Type II - Type H except as Shown
2. Color:
   Background - See note 4
   Message - See note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. M6-1 and M6-2 Background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

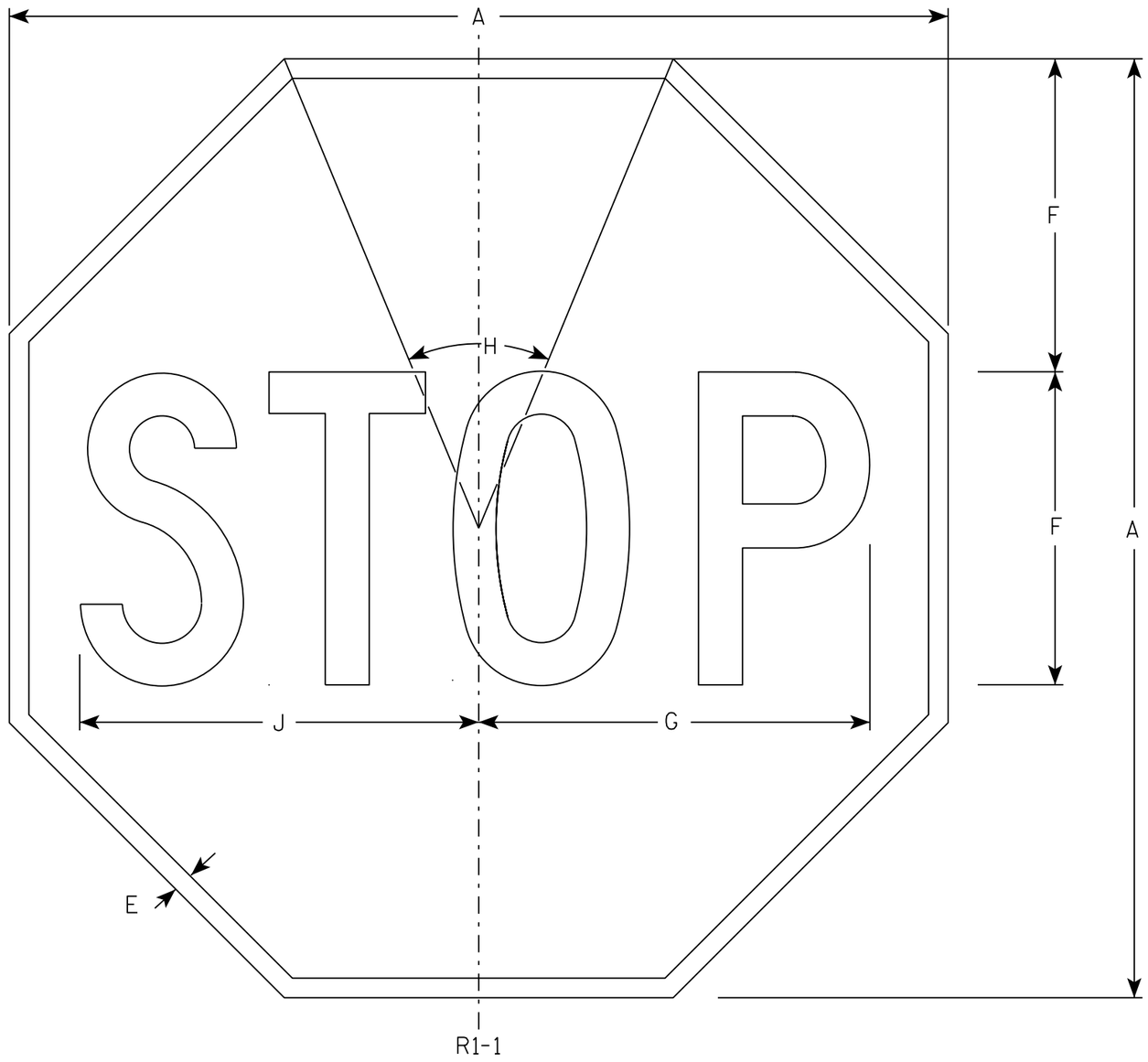
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 10/15/15 PLATE 147 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



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

STANDARD SIGN

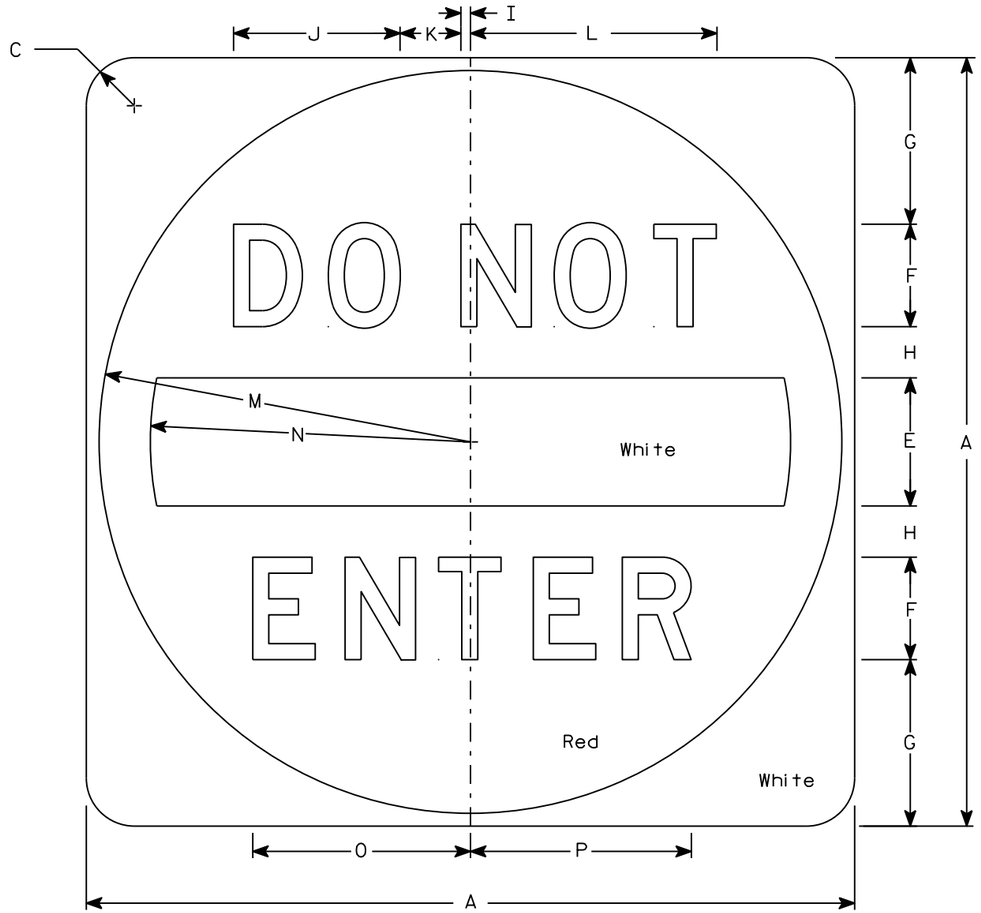
R1-1

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: 148	E



R5-1

NOTES

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

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

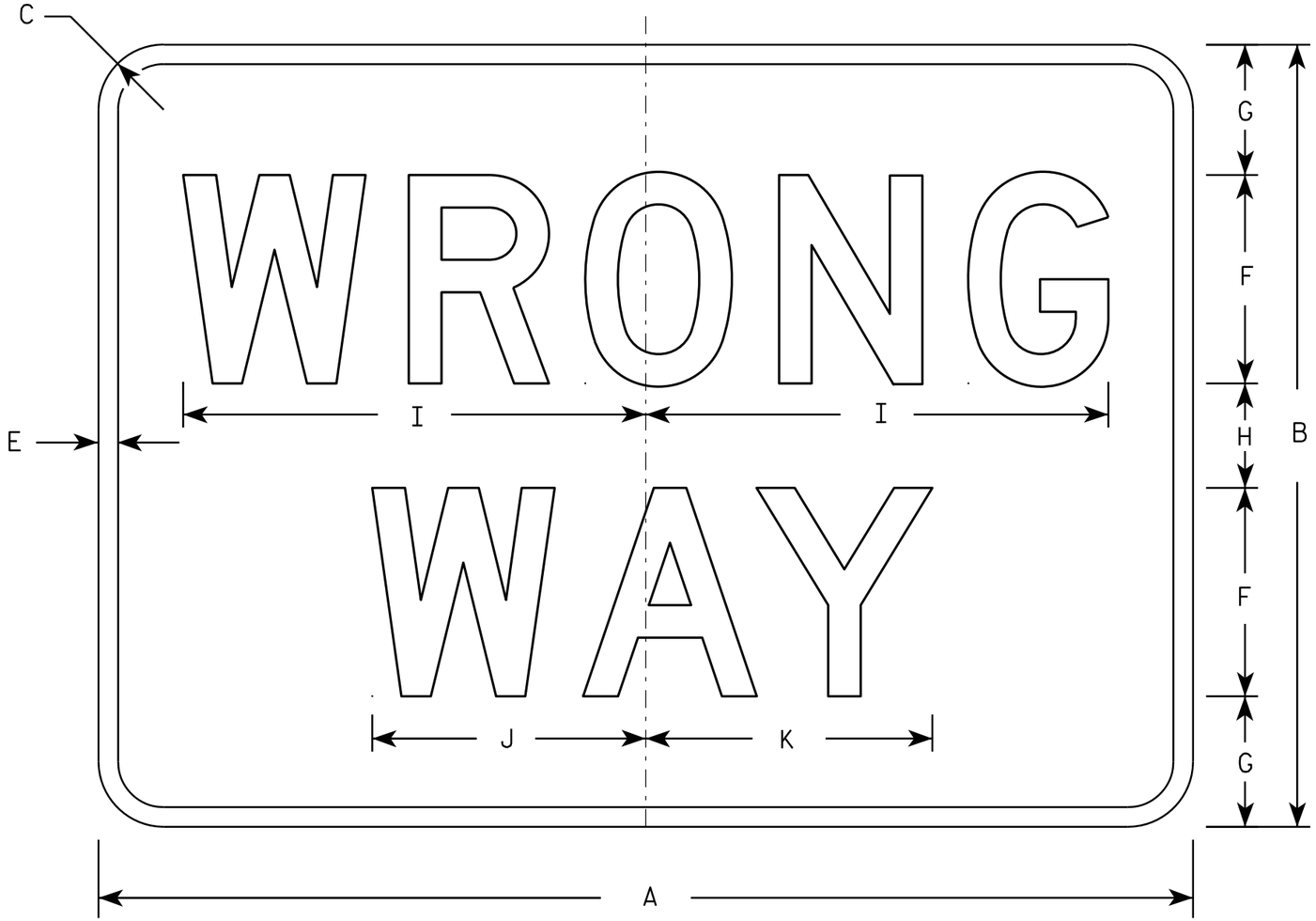
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

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

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 149 | E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\R51.DGN PLOT DATE : 15-MAR-2018 14:31 PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : 5.914594:1.000000 WISDOT/CADDS SHEET 42



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

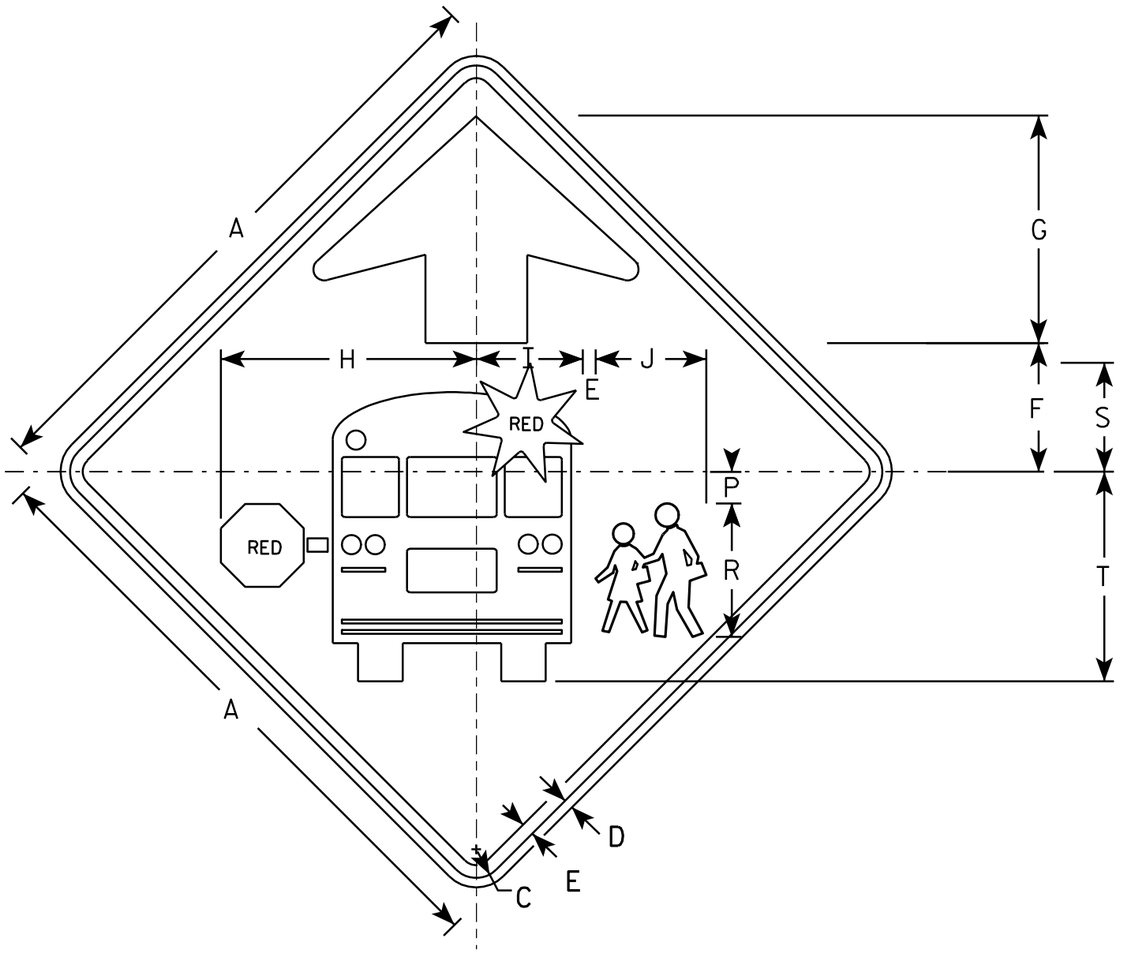
STANDARD SIGN
R5-1A

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/17/10 PLATE NO. R5-1A.2

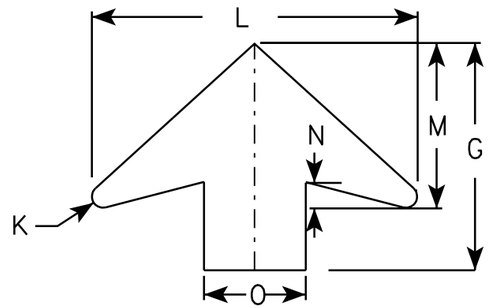
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 150 | E



S3-1

NOTES

1. All Signs Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - YELLOW-GREEN
   Message - BLACK except as noted
   Circles except PEDS- RED BACKGROUND
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	30		1 3/8	1/2	5/8	6 1/4	11 1/4	12 1/2	5 1/4	5 1/2	1/2	16	8	1 1/4	5	1 1/2		6 5/8	5 3/8	10 3/8							6.25
2	36		1 5/8	5/8	3/4	7 1/2	13 1/2	15 1/8	6 1/4	6 1/2	5/8	19 1/4	9 3/4	1 5/8	6	1 7/8		7 7/8	6 3/8	12 3/8							9.0
3	48		2 1/4	3/4	1	10	17 7/8	20 1/8	8 3/8	8 3/4	7/8	25 5/8	13	2	8	2 1/2		10 1/2	8 1/2	16 1/2							16.0
4	48		2 1/4	3/4	1	10	17 7/8	20 1/8	8 3/8	8 3/4	7/8	25 5/8	13	2	8	2 1/2		10 1/2	8 1/2	16 1/2							16.0
5																											

STANDARD SIGN
S3-1

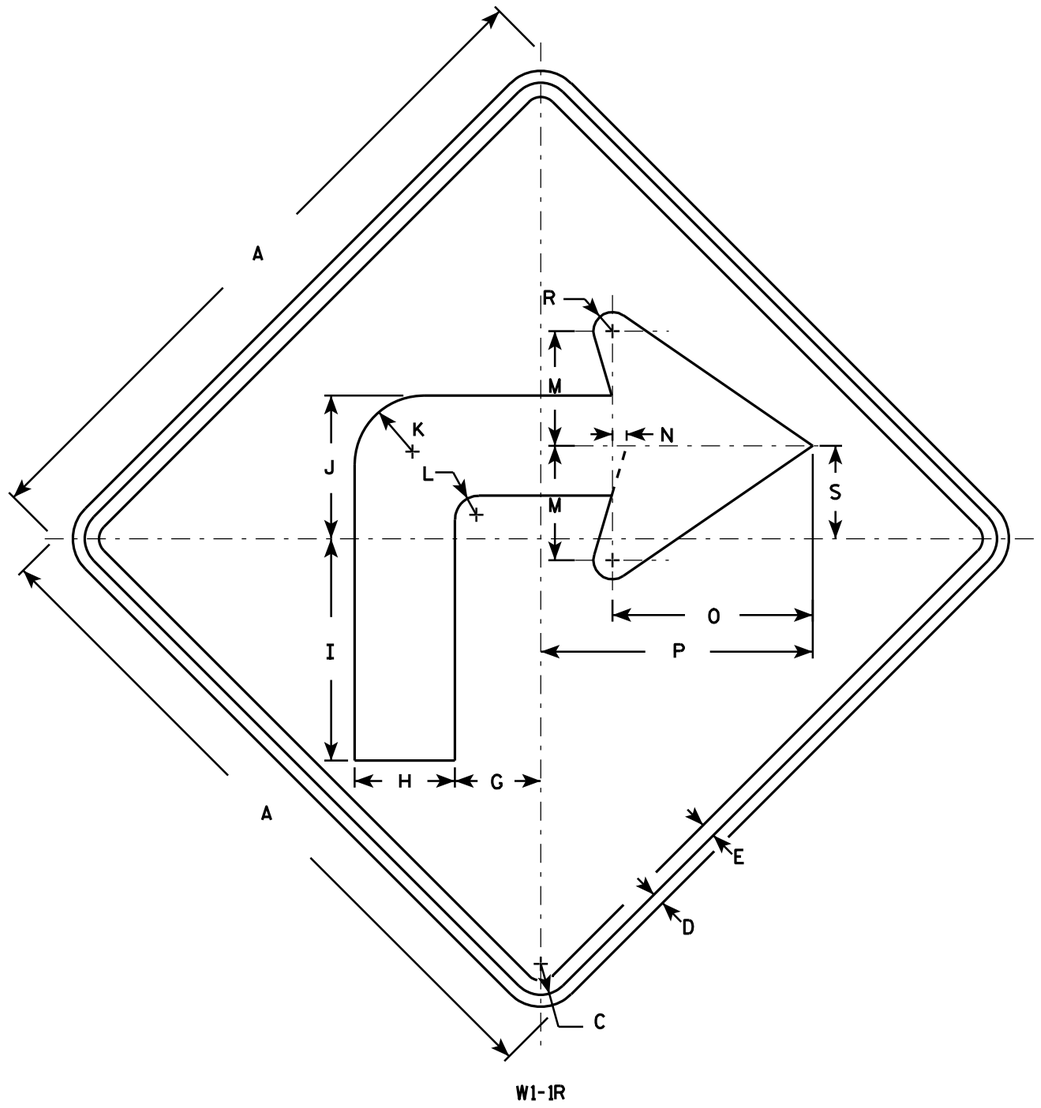
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 6/8/10 PLATE NO. S3-1.6

PROJECT NO:

SHEET NO: 151 E



W1-1R

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. W1-1L is the same as W1-1R except the arrow is reversed along the vertical centerline.

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

STANDARD SIGN
W1-1

WISCONSIN DEPT OF TRANSPORTATION

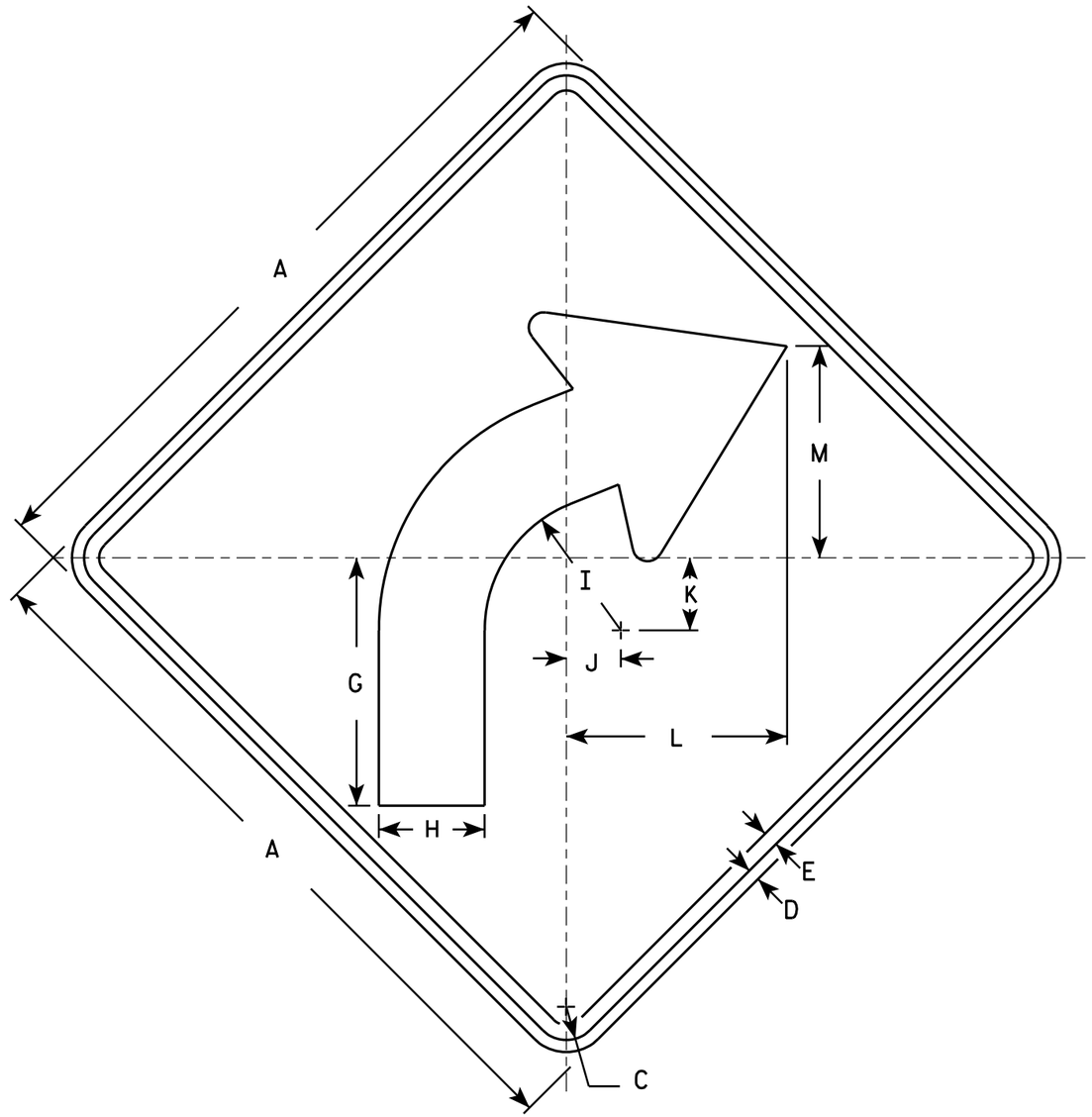
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/15/12 PLATE NO. W1-1.11

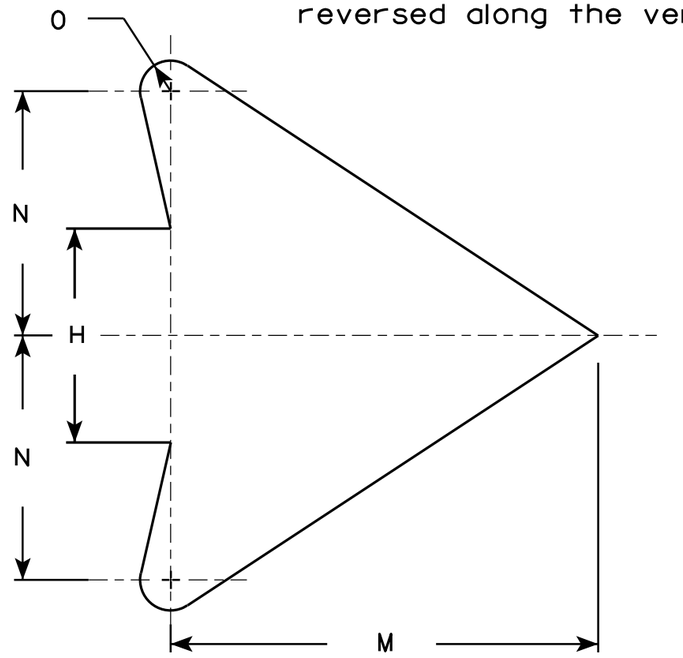
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 152 | E

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.
4. W1-2L is the same as W1-2R except the arrow is reversed along the vertical centerline.



W1-2R



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	24		1 1/8	3/8	1/2		8 1/4	3 1/2	4 1/2	1 3/4	2 3/8	7 1/4	7	4	1/2												4.0
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												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												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												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												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												16.0

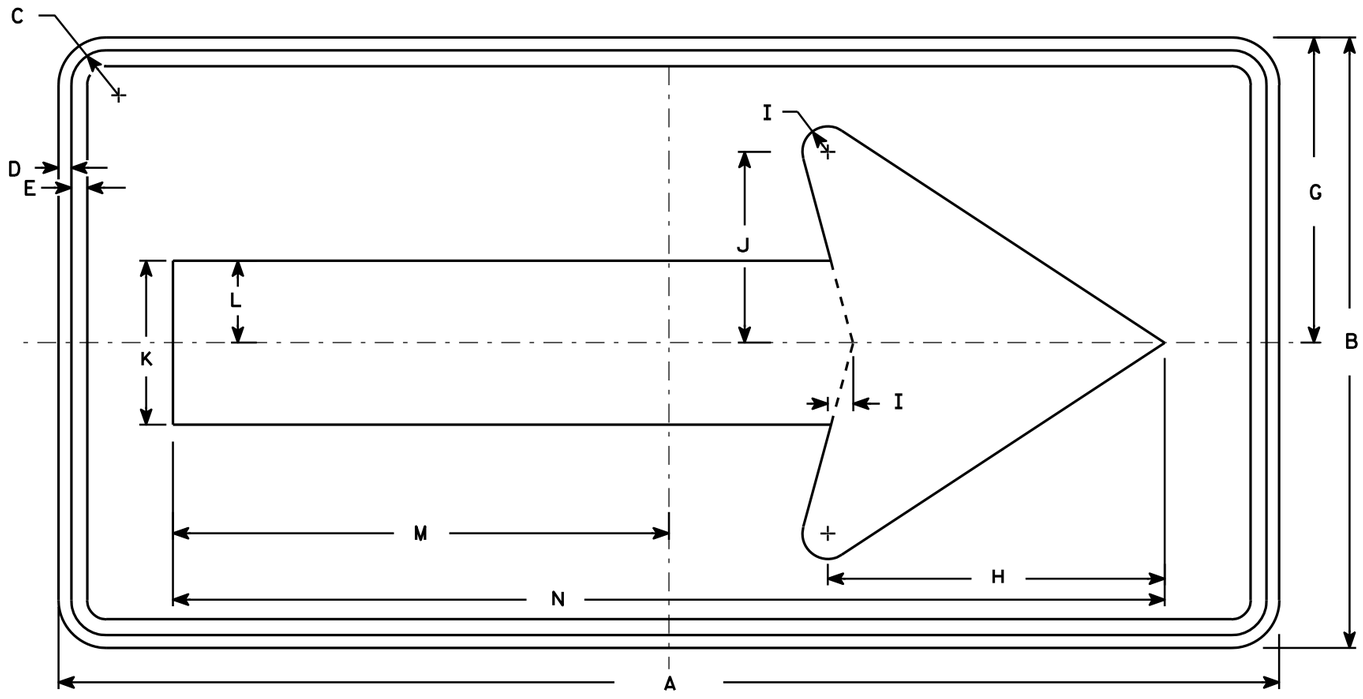
STANDARD SIGN
W1-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/15/12 PLATE NO. W1-2.10

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 153	E



W1-6

NOTES

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

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36	18	1 1/8	3/8	3/8		9	10	3/4	5 5/8	4 3/4	2 3/8	14 5/8	29 1/4													4.5
2S	48	24	1 3/8	1/2	5/8		12	13 1/4	1	7 1/2	6 1/2	3 1/4	19 1/2	39													8.0
2M	48	24	1 3/8	1/2	5/8		12	13 1/4	1	7 1/2	6 1/2	3 1/4	19 1/2	39													8.0
3	60	30	1 3/8	1/2	5/8		15	16 1/4	1 1/4	9 1/4	8	4	24 3/8	48 3/4													12.5
4	60	30	1 3/8	1/2	5/8		15	16 1/4	1 1/4	9 1/4	8	4	24 3/8	48 3/4													12.5
5	96	48	2 1/4	3/4	1		24	26 1/2	2	15	13	6 1/2	39	78													32.0

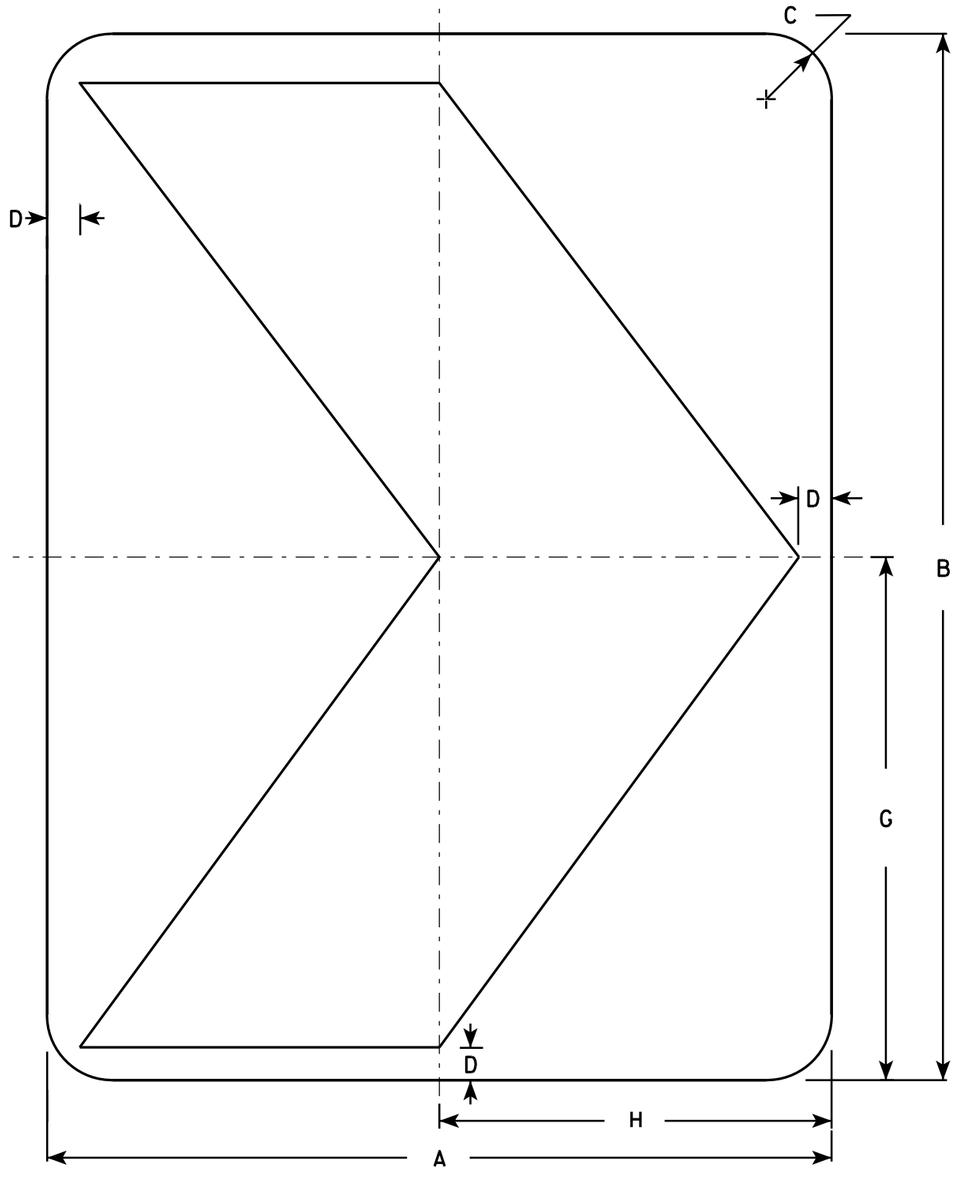
STANDARD SIGN
W1-6

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 6/7/10 PLATE NO. W1-6.8

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 154



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.

W1-8

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	12	18	1 ½	½			9	6																			1.5
2S	18	24	1 ½	¾			12	9																			3.0
2M	18	24	1 ½	¾			12	9																			3.0
3	24	30	1 ½	1			15	12																			5.0
4	30	36	1 ⅞	1 ¼			18	15																			7.5
5	36	48	2 ¼	1 ½			24	18																			12.0

STANDARD SIGN
W1-8

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 6/7/10 PLATE NO. W1-8.6

PROJECT NO:

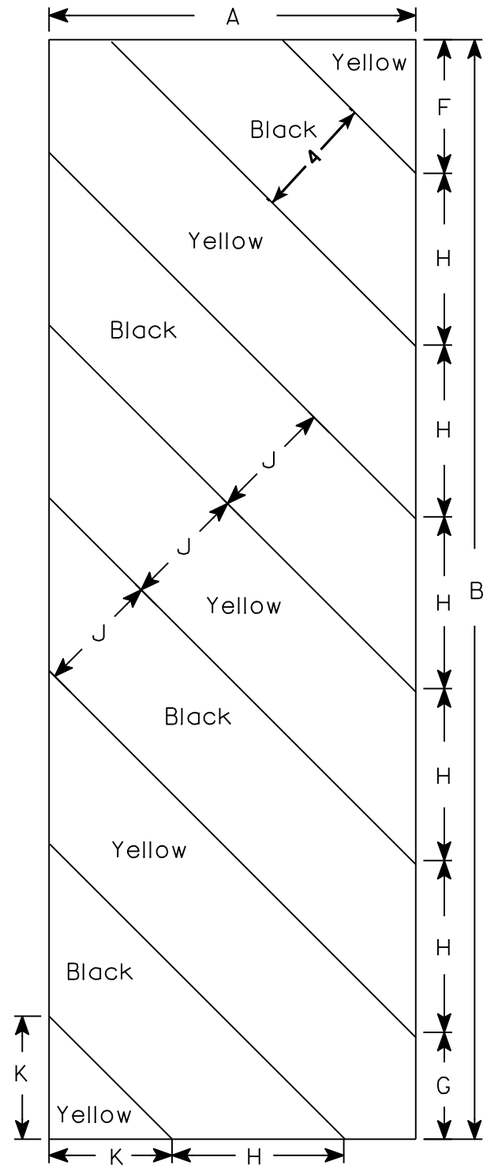
SHEET NO: 155 E

FILE NAME : C:\Users\PROJECTS\tr_stdplate\W18.DGN PLOT DATE : 07-JUN-2010 12:55 PLOT BY : ditjph

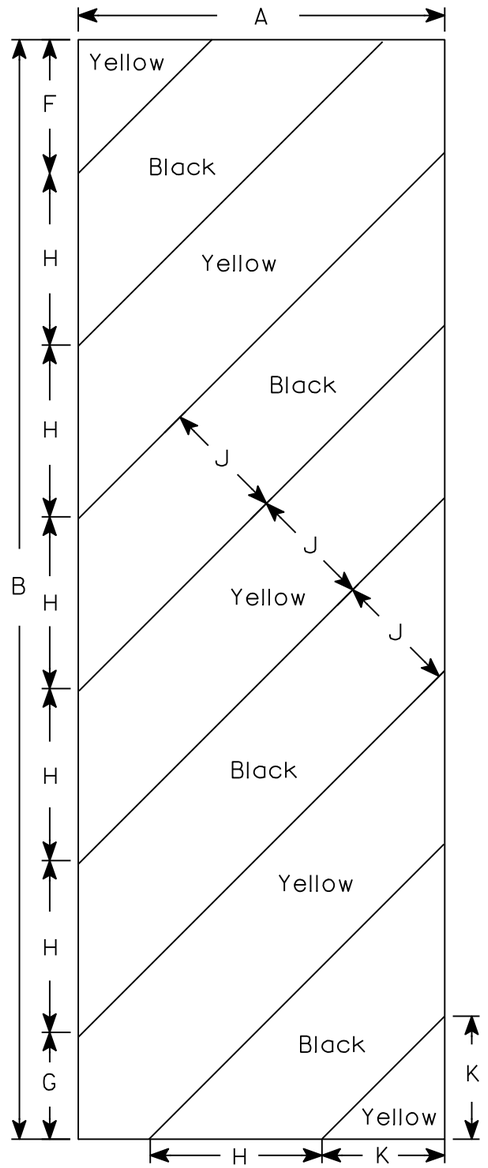
WISDOT/CADDS SHEET 42

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

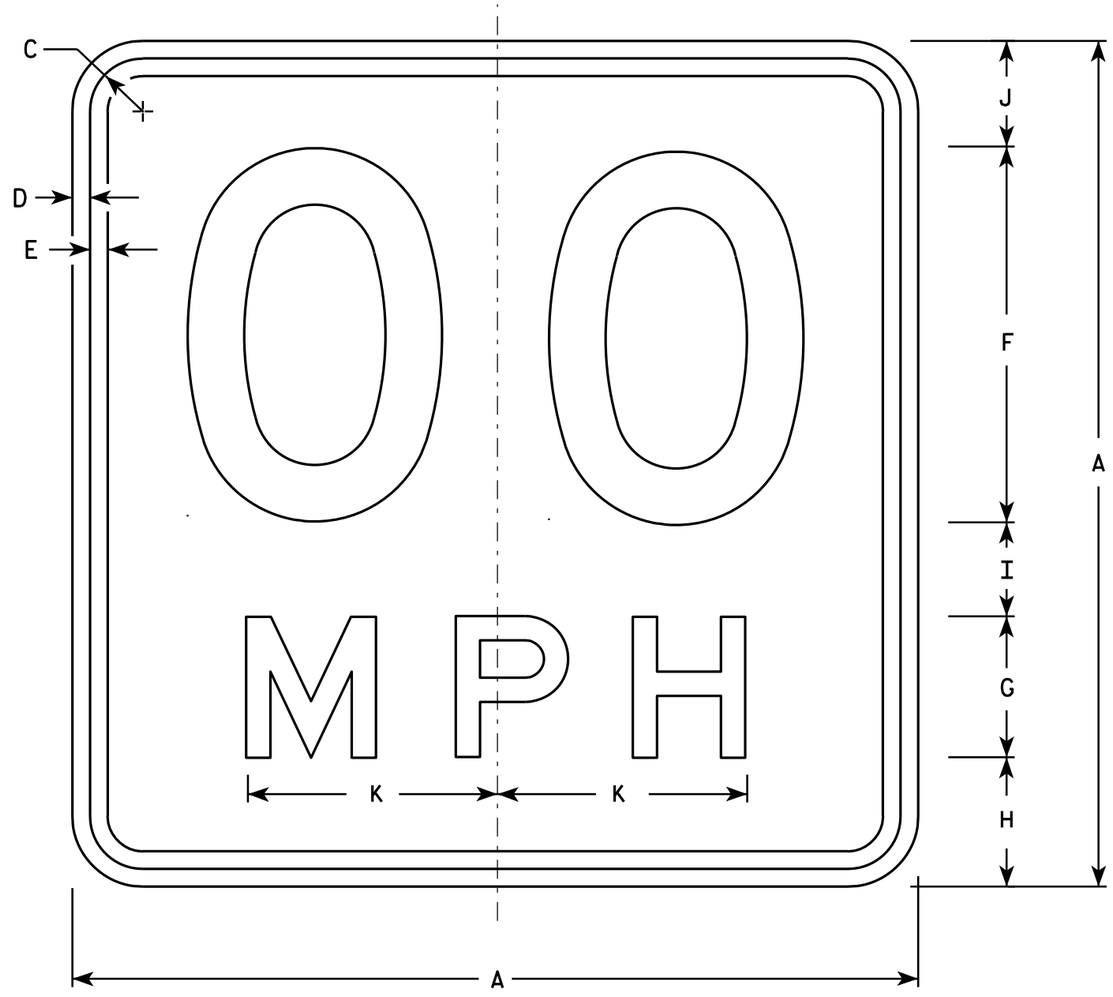
W5-52L & W5-52R

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/29/12 PLATE NO. W5-52.9

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



W13-1

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

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	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
	1	18		1 1/8	3/8	3/8	8	3	2 3/4	2	2 1/4	5 3/8																2.25
*	2S	18		1 1/8	3/8	3/8	8	3	2 3/4	2	2 1/4	5 3/8																2.25
*	2M	18		1 1/8	3/8	3/8	8	3	2 3/4	2	2 1/4	5 3/8																2.25
	3	24		1 1/8	3/8	1/2	10	4	4	2 3/4	3 1/4	6 5/8																4.00
	4	36		1 5/8	5/8	3/4	16	6	5 1/2	4	4 1/2	10 5/8																9.00
	5	36		1 5/8	5/8	3/4	16	6	5 1/2	4	4 1/2	10 5/8																9.00

STANDARD SIGN
W13-1

WISCONSIN DEPT OF TRANSPORTATION

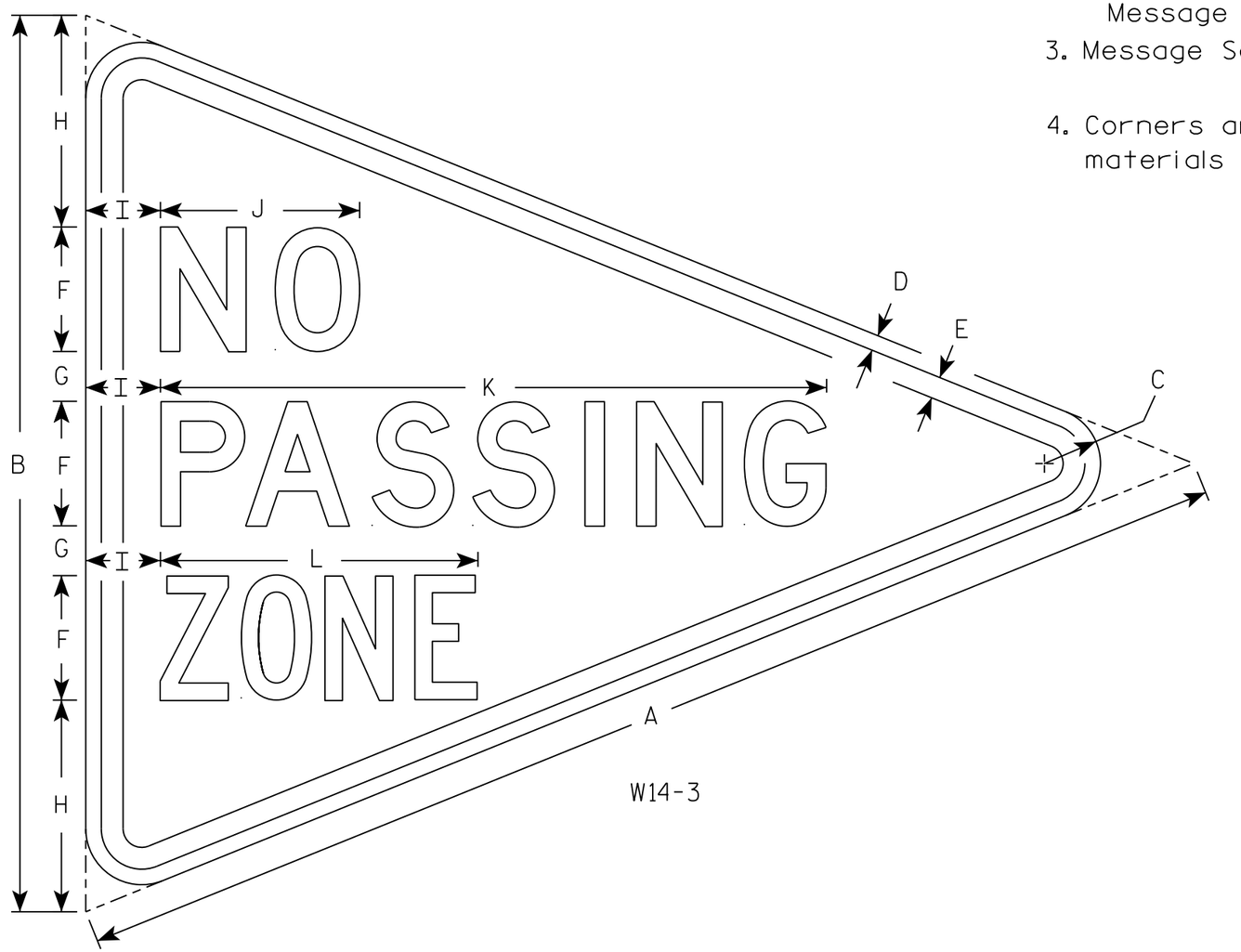
APPROVED Matthew R Rauch
For State Traffic Engineer

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

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 157 | 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.



W14-3

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

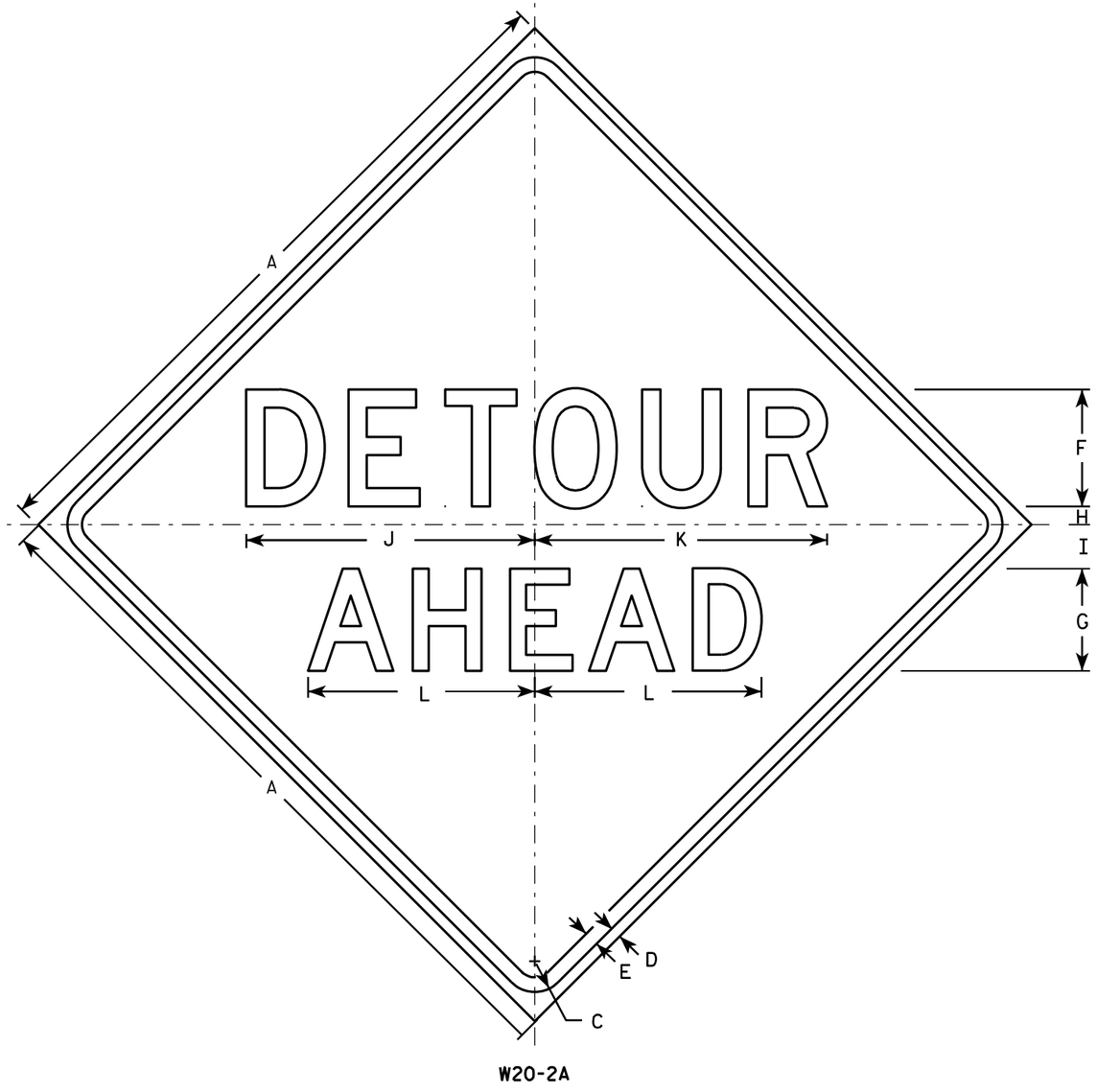
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

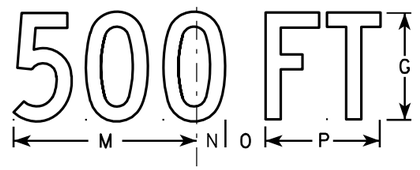
DATE 3/21/17 PLATE NO. W14-3.10

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 158 | E

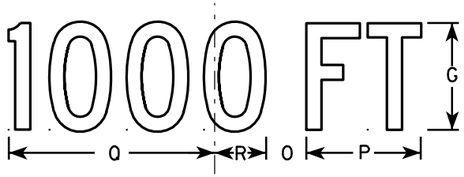
7



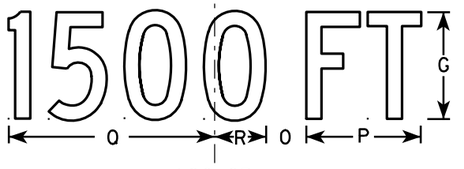
W20-2A



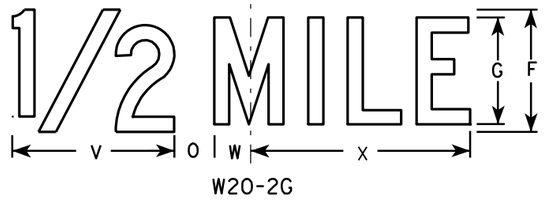
W20-2D



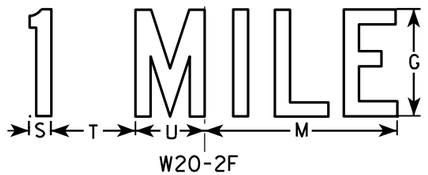
W20-2C



W20-2B



W20-2G



W20-2F

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	O	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

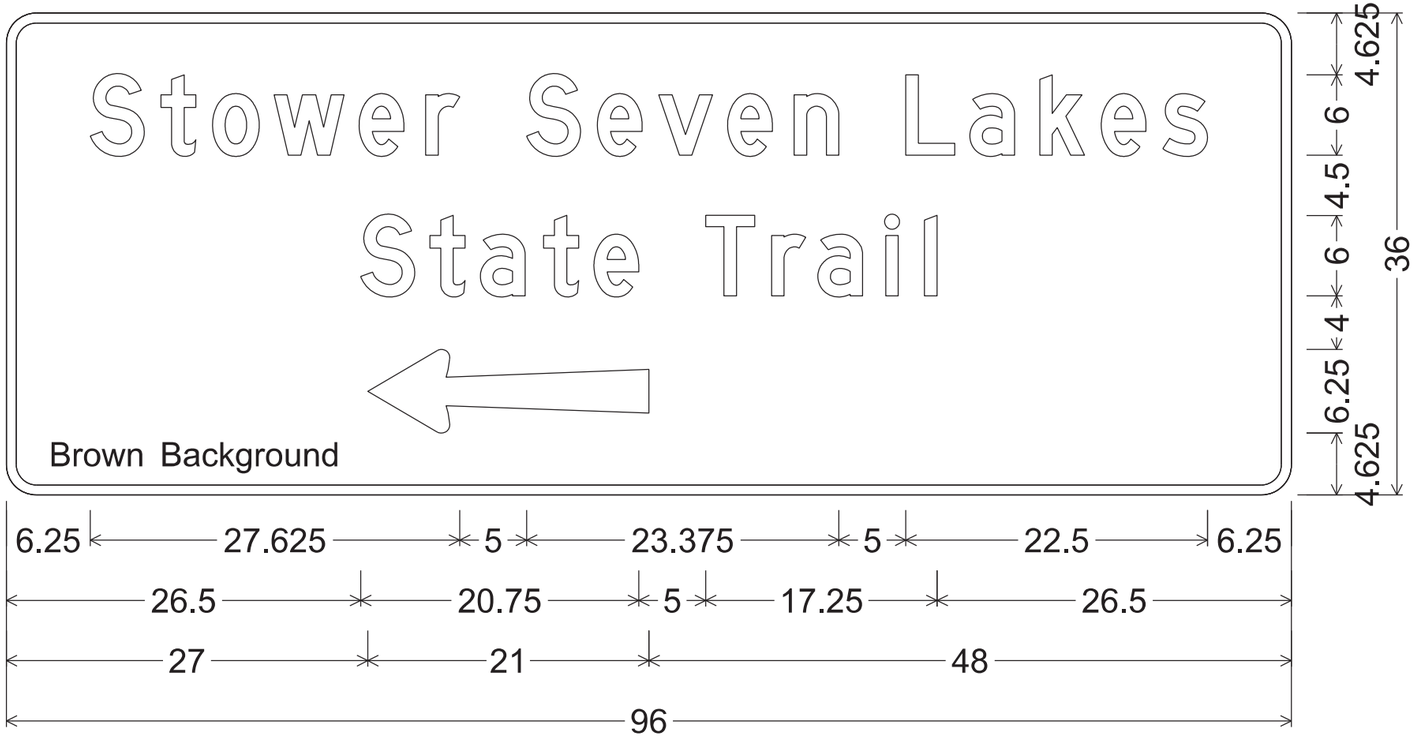
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/18/11 PLATE NO. W20-2.6

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 159 | E

7

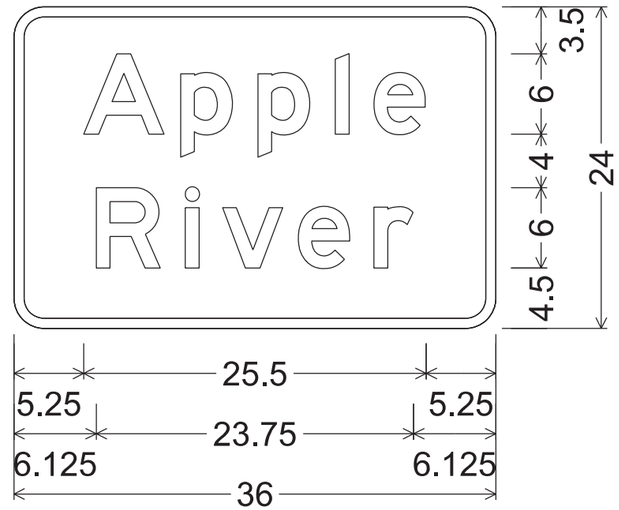
FILE NAME : C:\Users\PROJECTS\tr_stdplate\W202.DGN PLOT DATE : 18-MAR-2011 10:00 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 9.931739:1.000000
WISDOT/CADDS SHEET 42



D7-95; 2.250" Radius, 0.750" Border, White on, Brown
"Stower", D; "Seven", D; "Lakes", D; "State", D; "Trail", D

NOTES

1. All Signs Type II - Type H Reflective
2. Color:
   Background - Green or as noted
   Message - White
3. Message Series - E or as noted



I3-1; 2.250" Radius, 0.750" Border (Qty. 2)

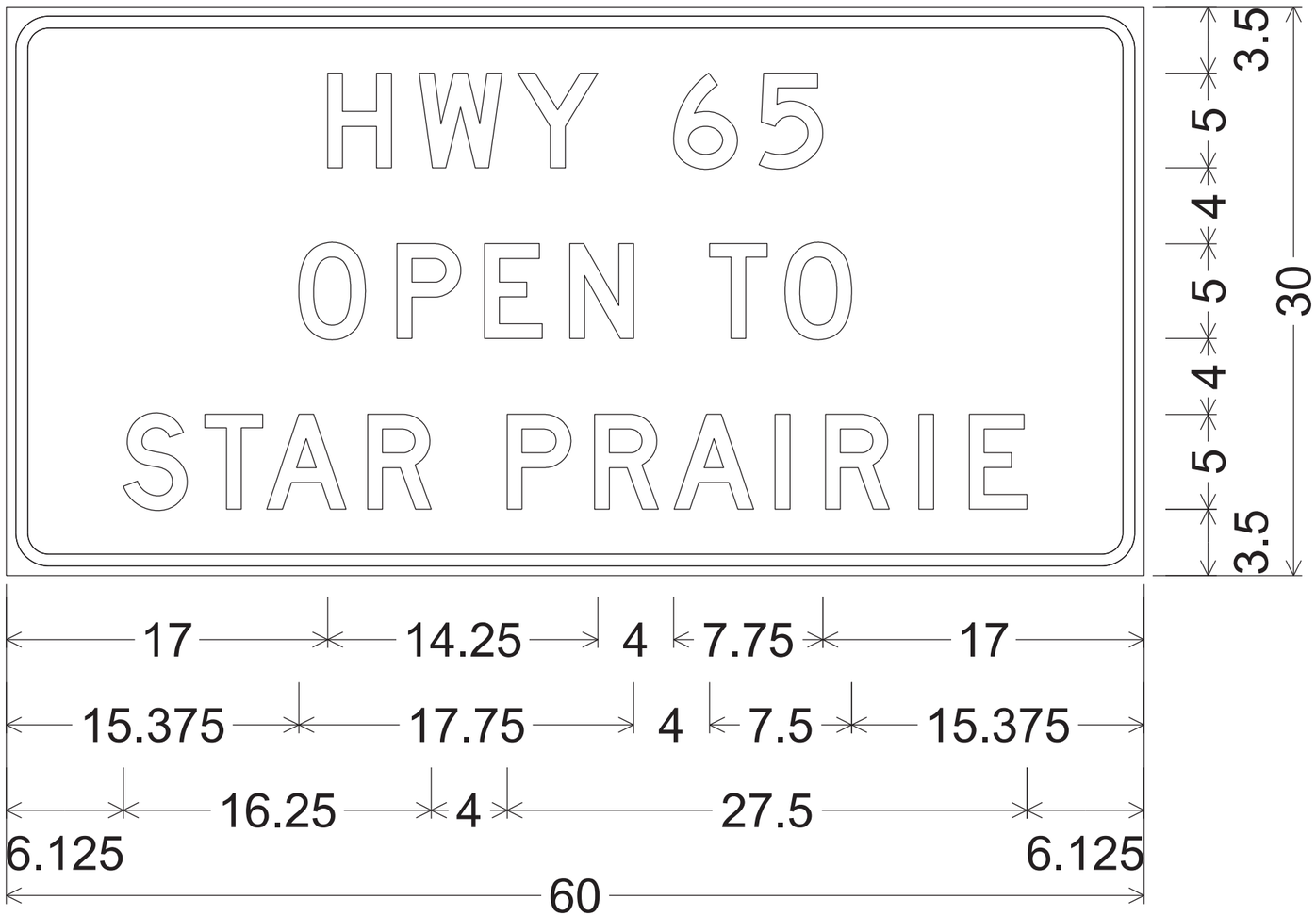
7

7

PROJECT NO: 8865-00-74	HWY: STH 65	COUNTY: POLK	PERMANENT SIGNING	SHEET NO: 160	E

NOTES

1. Fixed Message Sign Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - D



2.250" Radius, 0.625" Border, 0.500" Indent

STH 65 RECONSTRUCT SECTION 1

STATION	AREA (SF)			Incremental Vol (CY) (Unadjusted)			Cumulative Vol (CY)		
	Cut	Salvaged/Unusable Pavement Material	Fill	Cut	Salvaged/Unusable Pavement Material	Fill	Expanded Cut 1.00	Expanded Fill 1.25	Mass Ordinate
					Note 2				
150+00	68.69	7.33	0.04	0.00	0.00	0.00	0.00	0.00	0.00
150+50	78.95	7.33	3.22	136.70	13.57	3.02	136.70	3.77	119.36
150+75	74.60	7.33	7.15	71.09	6.79	4.80	207.79	9.77	177.66
151+00	73.10	7.33	11.37	68.38	6.79	8.58	276.17	20.49	228.53
151+50	4.64	7.33	67.84	71.98	13.57	73.35	348.15	112.17	195.26
152+00	0.00	7.33	187.25	4.30	13.57	236.19	352.45	407.41	-109.26
152+50	3.04	7.33	153.07	2.81	13.57	315.11	355.26	801.30	-513.91
153+00	45.70	7.33	91.75	45.13	13.57	226.68	400.39	1,084.66	-765.71
153+50	89.80	7.33	31.13	125.46	13.57	113.78	525.86	1,226.88	-796.04
154+00	101.02	7.33	0.88	176.69	13.57	29.64	702.54	1,263.93	-669.98
154+50	155.62	7.33	0.00	237.63	13.57	0.82	940.17	1,264.95	-446.94
155+00	194.84	7.33	0.00	324.50	13.57	0.00	1,264.67	1,264.95	-136.02
155+50	210.97	7.33	0.00	375.75	13.57	0.00	1,640.42	1,264.95	226.16
156+00	192.35	7.33	0.00	373.44	13.57	0.00	2,013.87	1,264.95	586.03
156+22	196.40	7.33	0.00	158.38	5.97	0.00	2,172.24	1,264.95	738.44
156+50	171.60	7.33	1.46	190.81	7.60	0.76	2,363.06	1,265.89	920.70
157+00	199.26	7.33	0.00	343.39	13.57	1.35	2,706.45	1,267.58	1,248.83
157+50	246.79	7.33	0.00	413.01	13.57	0.00	3,119.46	1,267.58	1,648.26
158+00	219.86	7.33	5.12	432.08	13.57	4.74	3,551.54	1,273.51	2,060.85
158+50	166.37	7.33	0.00	357.62	13.57	4.74	3,909.16	1,279.44	2,398.97
158+73	107.58	7.33	0.00	116.68	6.24	0.00	4,025.84	1,279.44	2,509.40
159+00	79.93	7.33	0.00	93.75	7.33	0.00	4,119.60	1,279.44	2,595.83
159+50	0.00	7.33	0.00	74.01	13.57	0.00	4,193.61	1,279.44	2,656.27

STH 65 RECONSTRUCT SECTION 2

STATION	AREA (SF)			Incremental Vol (CY) (Unadjusted)			Cumulative Vol (CY)		
	Cut	Salvaged/Unusable Pavement Material	Fill	Cut	Salvaged/Unusable Pavement Material	Fill	Expanded Cut 1.00	Expanded Fill 1.25	Mass Ordinate
					Note 2				
326+50	0.00	7.33	0.00	0.00	0.00	0.00	0.00	0.00	0.00
327+00	103.03	7.33	7.60	95.40	13.57	7.04	95.40	8.80	73.03
327+50	215.72	7.33	17.67	295.14	13.57	23.40	390.54	38.04	325.34
328+00	228.00	7.33	47.71	410.86	13.57	60.54	801.39	113.72	646.95
328+50	212.95	7.33	84.91	408.29	13.57	122.80	1,209.69	267.21	888.18
329+00	89.92	7.33	234.43	280.44	13.57	295.68	1,490.12	636.81	785.44
329+50	0.00	7.33	411.17	83.26	13.57	597.78	1,573.38	1,384.03	107.90
329+93	0.00	7.33	556.27	0.00	11.67	770.37	1,573.38	2,347.00	-866.74
330+00	0.00	7.33	563.59	0.00	1.90	145.17	1,573.38	2,528.46	-1,050.10
330+50	0.00	7.33	608.65	0.00	13.57	1,085.41	1,573.38	3,885.22	-2,420.43
331+00	0.00	7.33	574.20	0.00	13.57	1,095.23	1,573.38	5,254.26	-3,803.04
331+50	0.00	7.33	477.67	0.00	13.57	973.95	1,573.38	6,471.70	-5,034.06
332+00	0.00	7.33	349.79	0.00	13.57	766.17	1,573.38	7,429.41	-6,005.34
332+50	41.56	7.33	232.25	38.48	13.57	538.93	1,611.86	8,103.07	-6,654.09
333+00	70.34	7.33	175.41	103.61	13.57	377.47	1,715.47	8,574.90	-7,035.89
333+50	24.32	7.33	212.03	87.65	13.57	358.75	1,803.12	9,023.33	-7,410.25
334+00	7.63	7.33	261.95	29.59	13.57	438.87	1,832.71	9,571.92	-7,942.82
334+62	0.00	7.33	279.59	8.76	16.83	621.77	1,841.47	10,349.13	-8,728.10
335+00	0.00	7.33	232.63	0.00	10.32	360.45	1,841.47	10,799.70	-9,188.98
335+50	11.01	7.33	94.47	10.19	13.57	302.87	1,851.67	11,178.28	-9,570.95
336+00	332.34	7.33	4.06	317.92	13.57	91.23	2,169.58	11,292.32	-9,380.64
336+56	671.57	7.33	0.00	1,041.09	15.20	4.21	3,210.68	11,297.58	-8,360.01
337+00	546.59	7.33	0.00	992.57	11.95	0.00	4,203.25	11,297.58	-7,379.38
337+50	331.23	7.33	0.00	812.80	13.57	0.00	5,016.05	11,297.58	-6,580.16
338+00	189.53	7.33	0.00	482.19	13.57	0.00	5,498.23	11,297.58	-6,111.55
338+50	234.48	7.33	0.00	392.60	13.57	0.00	5,890.83	11,297.58	-5,732.52
339+00	442.38	7.33	0.00	626.72	13.57	0.00	6,517.56	11,297.58	-5,119.37
339+50	712.00	7.33	0.00	1,068.87	13.57	0.00	7,586.43	11,297.58	-4,064.08
339+95	782.86	7.33	0.00	1,245.72	12.22	0.00	8,832.14	11,297.58	-2,830.58
340+00	773.61	7.33	0.00	144.12	1.36	0.00	8,976.26	11,297.58	-2,687.82
340+50	619.79	7.33	0.00	1,290.19	13.57	0.00	10,266.45	11,297.58	-1,411.21
341+00	423.01	7.33	0.00	965.56	13.57	0.00	11,232.00	11,297.58	-459.22
341+50	262.47	7.33	0.00	634.70	13.57	0.00	11,866.71	11,297.58	161.91
342+00	138.45	7.33	0.00	371.22	13.57	0.00	12,237.93	11,297.58	519.55
342+50	85.54	7.33	6.81	207.40	13.57	6.30	12,445.33	11,305.45	705.50
343+00	112.35	7.33	0.01	183.23	13.57	6.31	12,628.56	11,313.35	867.27
343+23	83.63	7.33	0.00	83.47	6.24	0.01	12,712.03	11,313.35	944.49
343+50	72.58	7.33	0.00	78.11	7.33	0.00	12,790.14	11,313.35	1,015.26
344+00	0.00	7.33	0.00	67.20	13.57	0.00	12,857.34	11,313.35	1,068.89

STH 65 RECONSTRUCT SECTION 3

STATION	AREA (SF)			Incremental Vol (CY) (Unadjusted)			Cumulative Vol (CY)		
	Cut	Salvaged/Unusable Pavement Material	Fill	Cut	Salvaged/Unusable Pavement Material	Fill	Expanded Cut 1.00	Fill 1.25	Mass Ordinate
					Note 2				
348+00	0.00	7.33	0.00	0.00	0.00	0.00	0.00	0.00	0.00
348+50	158.16	7.33	0.00	146.44	13.57	0.00	146.44	0.00	132.87
349+00	201.48	7.33	0.00	333.00	13.57	0.00	479.44	0.00	452.30
349+50	316.04	7.33	0.00	479.19	13.57	0.00	958.63	0.00	917.91
350+00	472.62	7.33	0.00	730.24	13.57	0.00	1,688.87	0.00	1,634.57
350+50	555.92	7.33	0.00	952.35	13.57	0.00	2,641.22	0.00	2,573.35
351+00	491.65	7.33	0.00	969.97	13.57	0.00	3,611.19	0.00	3,529.75
351+14	437.95	7.33	0.00	241.01	3.80	0.00	3,852.20	0.00	3,766.96
351+50	340.75	7.33	0.00	519.13	9.77	0.00	4,371.34	0.00	4,276.32
352+00	100.86	7.33	0.49	408.90	13.57	0.45	4,780.23	0.56	4,671.08
352+50	11.08	7.33	37.17	103.65	13.57	34.87	4,883.88	44.15	4,717.57
353+00	21.76	7.33	67.59	30.41	13.57	97.00	4,914.29	165.40	4,613.15
353+50	118.57	7.33	9.46	129.94	13.57	71.34	5,044.22	254.57	4,640.33
354+00	276.68	7.33	0.00	365.97	13.57	8.76	5,410.20	265.52	4,981.78
354+50	338.11	7.33	0.00	569.25	13.57	0.00	5,979.45	265.52	5,537.46
355+00	272.19	7.33	0.00	565.09	13.57	0.00	6,544.54	265.52	6,088.98
355+50	214.49	7.33	0.00	450.63	13.57	0.00	6,995.17	265.52	6,526.03
356+00	137.19	7.33	0.00	325.63	13.57	0.00	7,320.80	265.52	6,838.09
356+50	66.83	7.33	1.96	188.91	13.57	1.81	7,509.71	267.79	7,011.16
357+00	0.00	7.33	0.00	61.88	13.57	1.81	7,571.59	270.05	7,057.20

STH 65 - APPLE RIVER GUARDRAIL

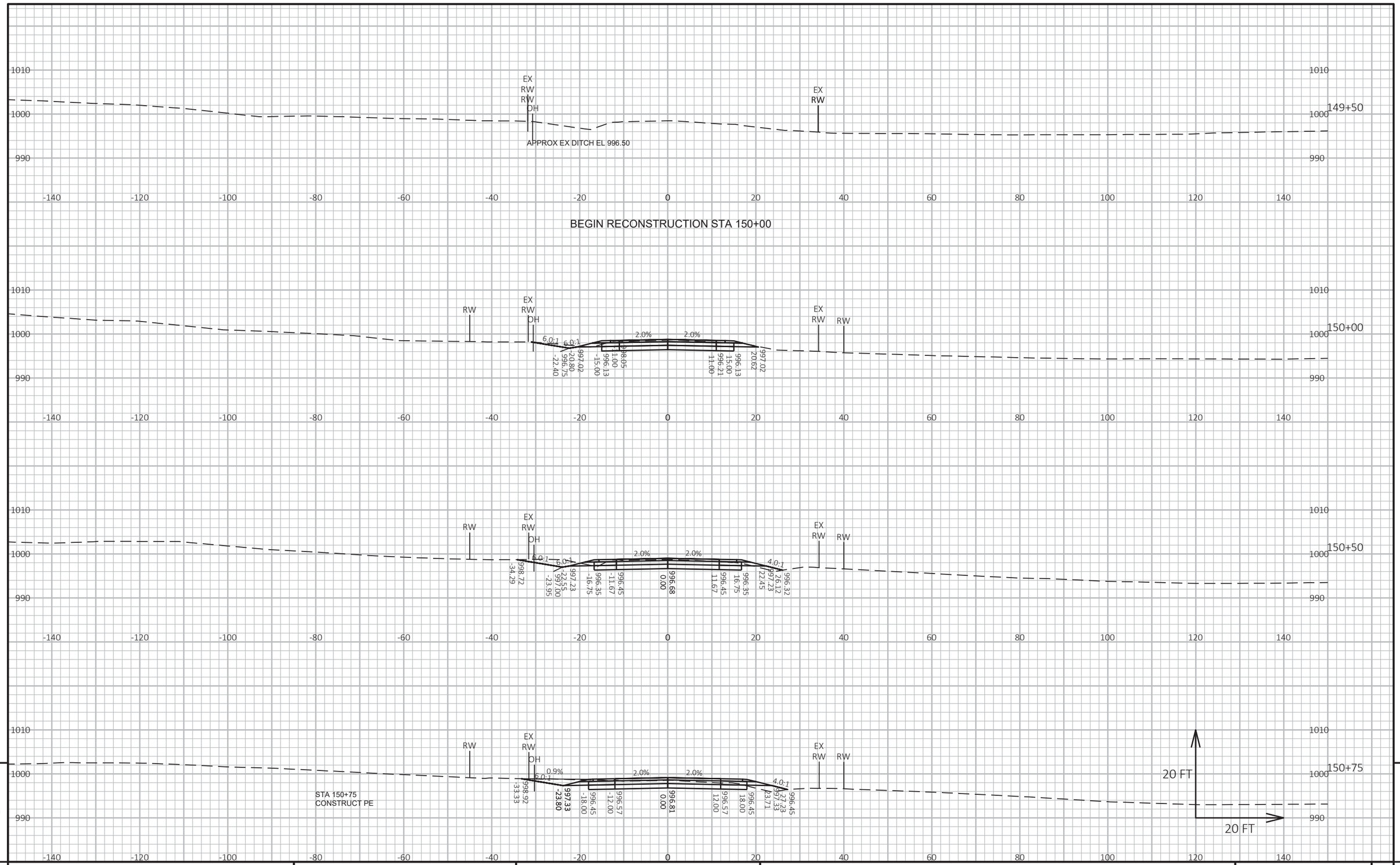
STATION	AREA (SF)		Incremental Vol (CY) (Unadjusted)		Cumulative Vol (CY)		
	Cut	Fill	Cut	Fill	Cut Expanded 1.00	Fill Expanded 1.25	Mass Ordinate
395+00	0.34	0.50	0.00	0.00	0.00	0.00	0.00
395+51.4	3.03	7.49	3.21	7.60	3.21	9.51	-6.30
396+00	3.24	25.99	5.65	30.14	8.85	47.17	-38.32
396+29.5	2.86	39.48	3.33	35.77	12.19	91.89	-79.70
396+71.4	2.69	56.75	4.31	74.67	16.50	185.22	-168.72
396+96.4	2.75	49.98	2.52	49.41	19.02	246.98	-227.96
397+00	2.70	49.70	0.36	6.65	19.38	255.29	-235.91
397+21.4	2.62	39.46	2.11	35.34	21.49	299.46	-277.97
397+49.5	3.05	34.19	2.95	38.32	24.44	347.36	-322.93
397+74.5	4.81	24.08	3.64	26.97	28.07	381.08	-353.01
397+99.5	3.45	7.52	3.82	14.63	31.90	399.37	-367.47
398+25	3.69	22.71	3.37	14.28	35.27	417.21	-381.94
STRUCTURE							
399+75	4.71	4.43	0.00	0.00	35.27	417.21	-381.94
400+00	8.96	0.45	6.33	2.26	41.60	420.04	-378.44
400+50	6.11	0.00	13.95	0.42	55.55	420.56	-365.01
400+69.4	6.23	0.39	4.43	0.14	59.98	420.73	-360.75
400+94.4	5.28	1.65	5.33	0.94	65.31	421.91	-356.60
401+00	4.70	2.21	1.03	0.40	66.35	422.41	-356.07
401+19.4	3.32	9.52	2.88	4.22	69.23	427.68	-358.46
401+50	3.56	5.14	3.89	8.31	73.12	438.07	-364.95
402+00	3.42	0.00	6.46	4.76	79.58	444.02	-364.44
402+39.4	2.63	0.18	4.42	0.13	84.00	444.19	-360.19
403+00	0.00	0.00	2.95	0.20	86.95	444.44	-357.49

STH 65 - STOWER SEVEN LAKES TRAIL GUARDRAIL

STATION	AREA (SF)		Incremental Vol (CY) (Unadjusted)		Cumulative Vol (CY)		
	Cut	Fill	Cut	Fill	Expanded Cut 1.00	Expanded Fill 1.25	Mass Ordinate
541+00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
541+79	2.96	0.64	4.32	0.94	4.32	1.17	3.15
542+00	3.23	22.86	2.41	9.14	6.73	12.60	-5.87
542+41.5	3.25	24.93	4.98	36.73	11.72	58.51	-46.79
542+50	3.30	34.92	1.03	9.42	12.75	70.29	-57.54
542+99	3.13	78.67	5.84	103.08	18.58	199.13	-180.55
543+24	3.24	79.93	2.95	73.42	21.53	290.91	-269.38
543+49	3.11	12.62	2.94	42.85	24.47	344.47	-320.00
543+61.5	3.23	8.72	1.47	4.94	25.94	350.64	-324.70
543+86.5	4.01	9.68	3.35	8.52	29.30	361.29	-331.99
544+00	3.94	14.06	1.99	5.93	31.28	368.70	-337.42
544+11.5	3.38	20.55	1.56	7.37	32.84	377.92	-345.07
544+50	3.92	33.32	5.20	38.41	38.05	425.93	-387.89
STRUCTURE							
546+00	3.20	41.13	0.00	0.00	38.05	425.93	-387.89
546+40.1	3.45	59.21	4.94	74.52	42.99	519.08	-476.09
546+50	3.46	107.67	1.27	30.59	44.25	557.32	-513.07
546+65.1	3.38	124.56	1.91	64.94	46.16	638.49	-592.32
546+90.1	2.68	109.03	2.81	108.14	48.97	773.67	-724.70
547+00	2.47	89.42	0.94	36.38	49.91	819.15	-769.23
547+02.6	2.48	84.88	0.24	8.39	50.15	829.64	-779.49
547+27.6	2.46	91.59	2.29	81.70	52.44	931.77	-879.32
547+52.6	2.96	30.45	2.51	56.50	54.95	1,002.39	-947.44
548+00	2.97	1.10	5.20	27.69	60.15	1,037.00	-976.86
548+10.1	2.78	3.42	1.07	0.85	61.22	1,038.06	-976.84
548+50	2.90	2.85	4.20	4.64	65.42	1,043.86	-978.44
548+72.6	3.09	1.74	2.51	1.92	67.93	1,046.26	-978.34
549+00	0.99	0.88	2.07	1.33	69.99	1,047.92	-977.93

STH 65 - STAND ALONE GUARDRAIL

STATION	AREA (SF)		Incremental Vol (CY) (Unadjusted)		Cumulative Vol (CY)		
	Cut	Fill	Cut	Fill	Cut	Expanded Fill	Mass Ordinate
					1.00	1.25	
784+00	0.42	0.65	0.00	0.00	0.00	0.00	0.00
784+26.9	1.29	1.30	0.85	0.97	0.85	1.21	-0.36
784+50	1.14	2.30	1.04	1.54	1.89	3.14	-1.25
785+00	1.25	10.28	2.21	11.65	4.10	17.70	-13.59
785+46.9	1.29	56.51	2.20	58.01	6.30	90.21	-83.91
785+71.9	1.26	39.87	1.18	44.62	7.48	145.99	-138.50
785+96.9	1.27	35.49	1.17	34.89	8.66	189.60	-180.94
786+50	1.35	5.97	2.57	40.78	11.23	240.57	-229.34
787+00	2.30	0.81	3.38	6.28	14.61	248.42	-233.81
787+50	1.54	1.39	3.56	2.03	18.16	250.96	-232.80
788+00	1.64	2.38	2.94	3.49	21.11	255.32	-234.22
788+50	1.28	92.48	2.70	87.83	23.81	365.11	-341.30
789+00	1.43	106.65	2.51	184.38	26.32	595.59	-569.27
789+50	1.39	58.55	2.61	152.97	28.93	786.80	-757.87
790+03.1	2.19	2.28	3.51	59.82	32.44	861.58	-829.13
790+28.1	1.57	3.89	1.74	2.86	34.18	865.15	-830.97
790+53.1	1.53	7.08	1.43	5.08	35.61	871.50	-835.89
791+00	1.02	4.82	2.21	10.34	37.82	884.42	-846.60
791+50	0.89	2.26	1.77	6.56	39.59	892.62	-853.03
791+72.49	1.10	3.35	0.83	2.34	40.42	895.54	-855.12
792+00	0.16	0.57	0.64	2.00	41.06	898.03	-856.98



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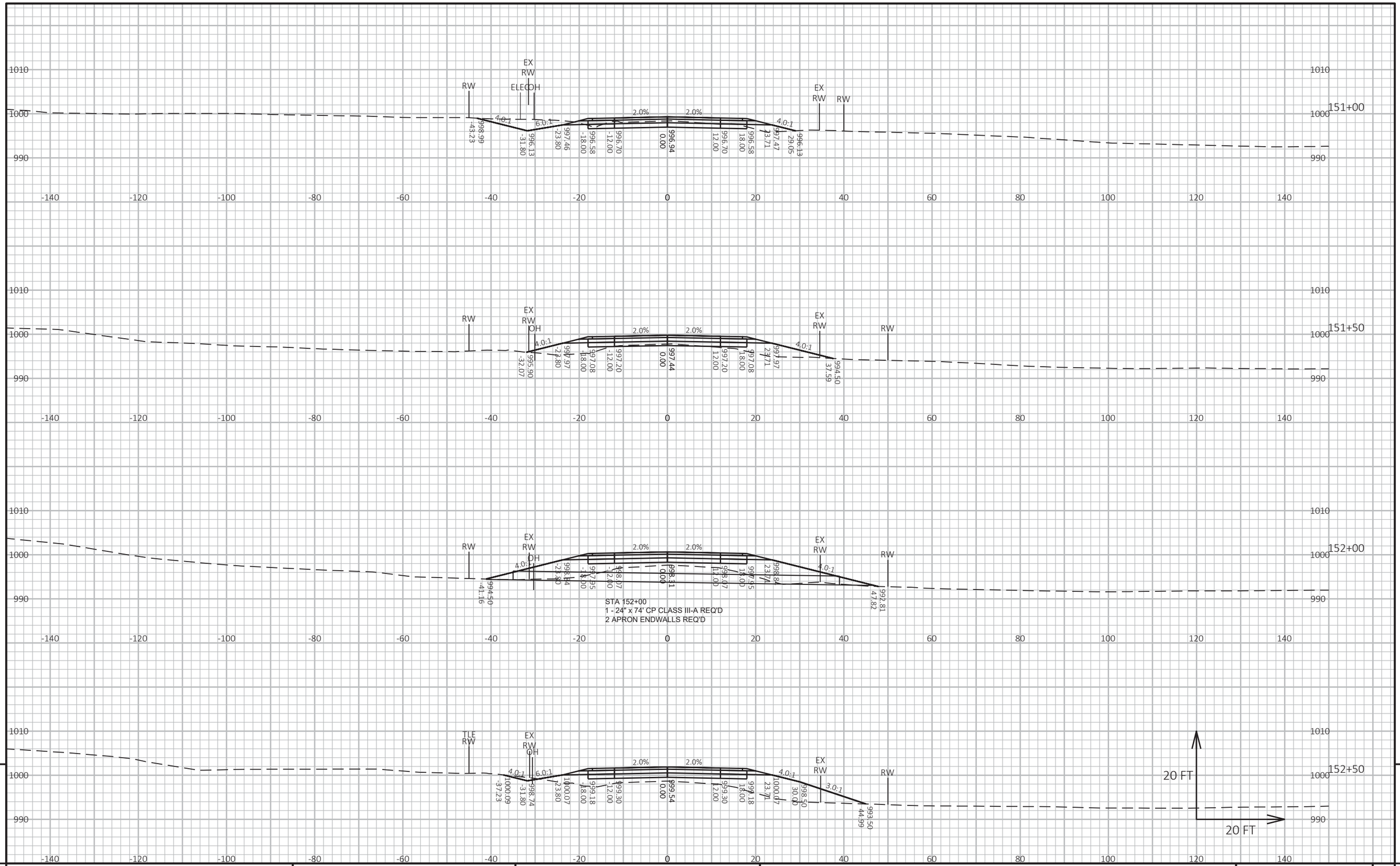
PROJECT NO: 8865-00-74	HWY: STH 65	COUNTY: POLK	CROSS SECTIONS: RECONSTRUCT SECTION 1	SHEET 168	E

FILE NAME : I:\41\410829_STH 65 POLK COUNTY\C3D\DESIGN\CORRIDORS\STH 65-RECON_ALT 1.DWG
LAYOUT NAME - 0010-1

PLOT DATE : 10/18/2022 10:28 AM PLOT BY : HEDRINGTON, MARK PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



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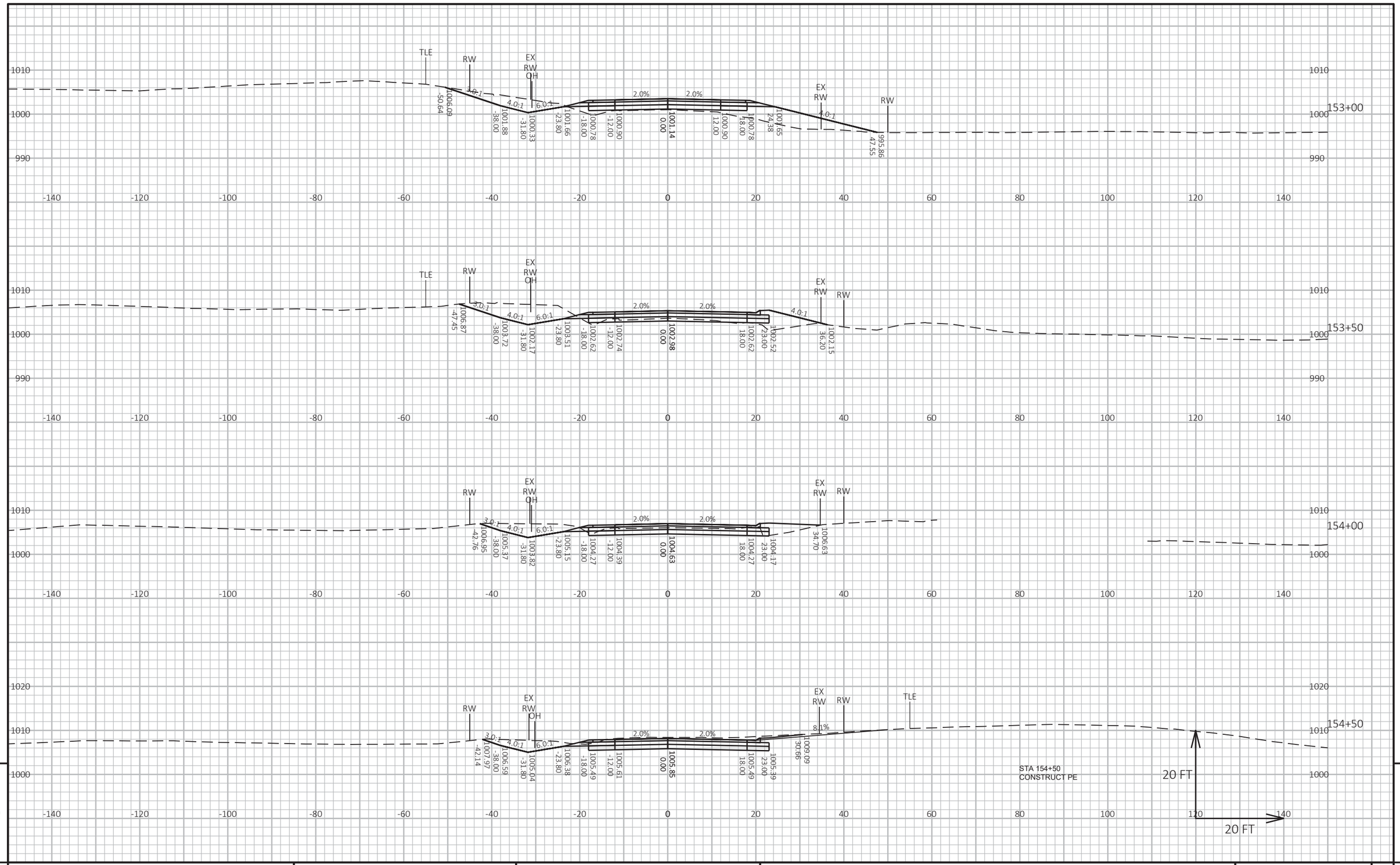
PROJECT NO: 8865-00-74	HWY: STH 65	COUNTY: POLK	CROSS SECTIONS: RECONSTRUCT SECTION 1	SHEET 169	E

FILE NAME : I:\41\410829_STH 65 POLK COUNTY\C3D\DESIGN\CORRIDORS\STH 65-RECON_ALT 1.DWG
LAYOUT NAME - 0010-2

PLOT DATE : 10/18/2022 10:28 AM PLOT BY : HEDRINGTON, MARK PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.



PROJECT NO: 8865-00-74	HWY: STH 65	COUNTY: POLK	CROSS SECTIONS: RECONSTRUCT SECTION 1	SHEET 170	E

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LAYOUT NAME - 0010-3

PLOT DATE : 10/18/2022 10:28 AM PLOT BY : HEDRINGTON, MARK PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49

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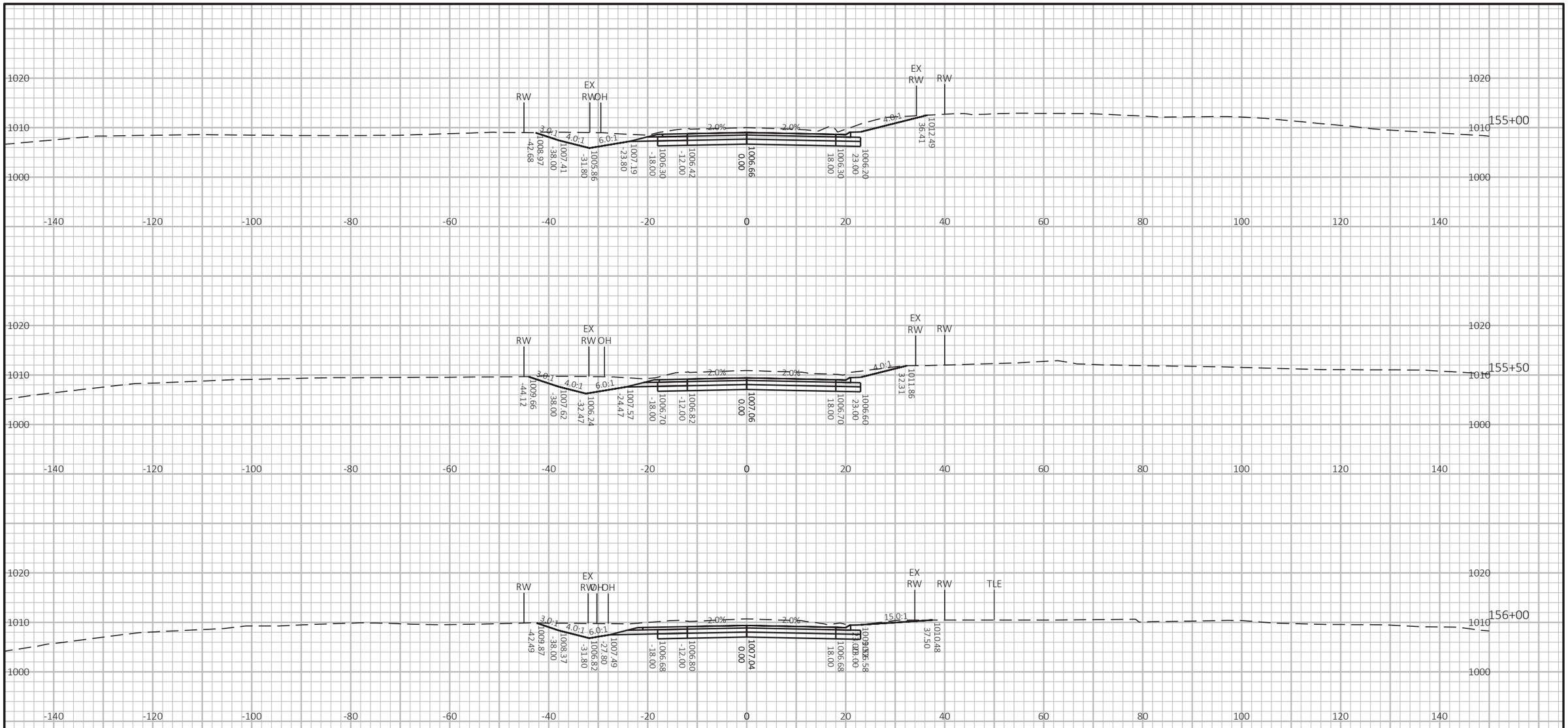

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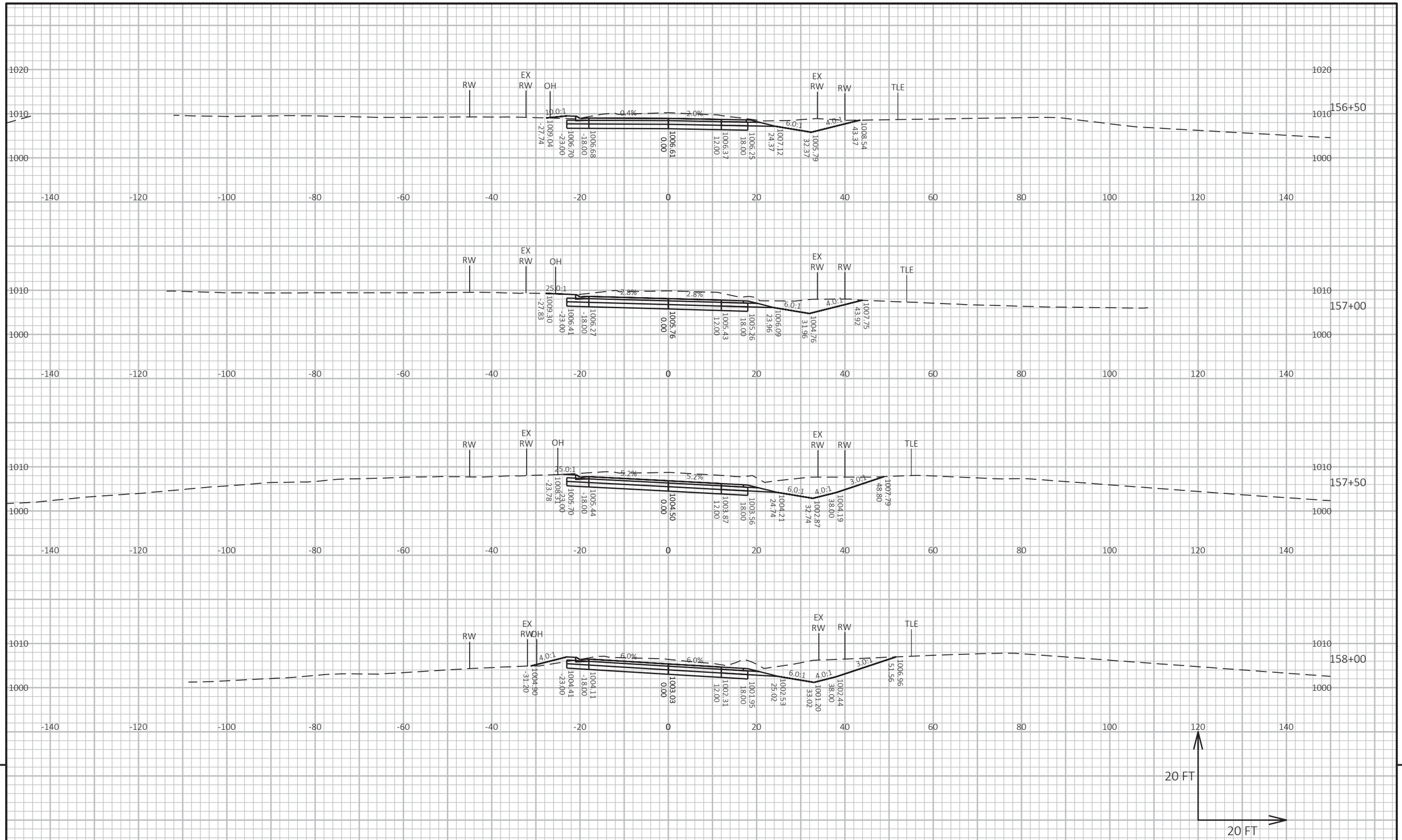
PROJECT NO: 8865-00-74	HWY: STH 65	COUNTY: POLK	CROSS SECTIONS: RECONSTRUCT SECTION 1	SHEET 171	E

FILE NAME : I:\41\410829_STH 65 POLK COUNTY\C3D\DESIGN\CORRIDORS\STH 65-RECON_ALT 1.DWG
LAYOUT NAME - 0010-4
PLOT DATE : 10/18/2022 10:28 AM
PLOT BY : HEDRINGTON, MARK
PLOT NAME :
PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.
WISDOT/CADDS SHEET 49



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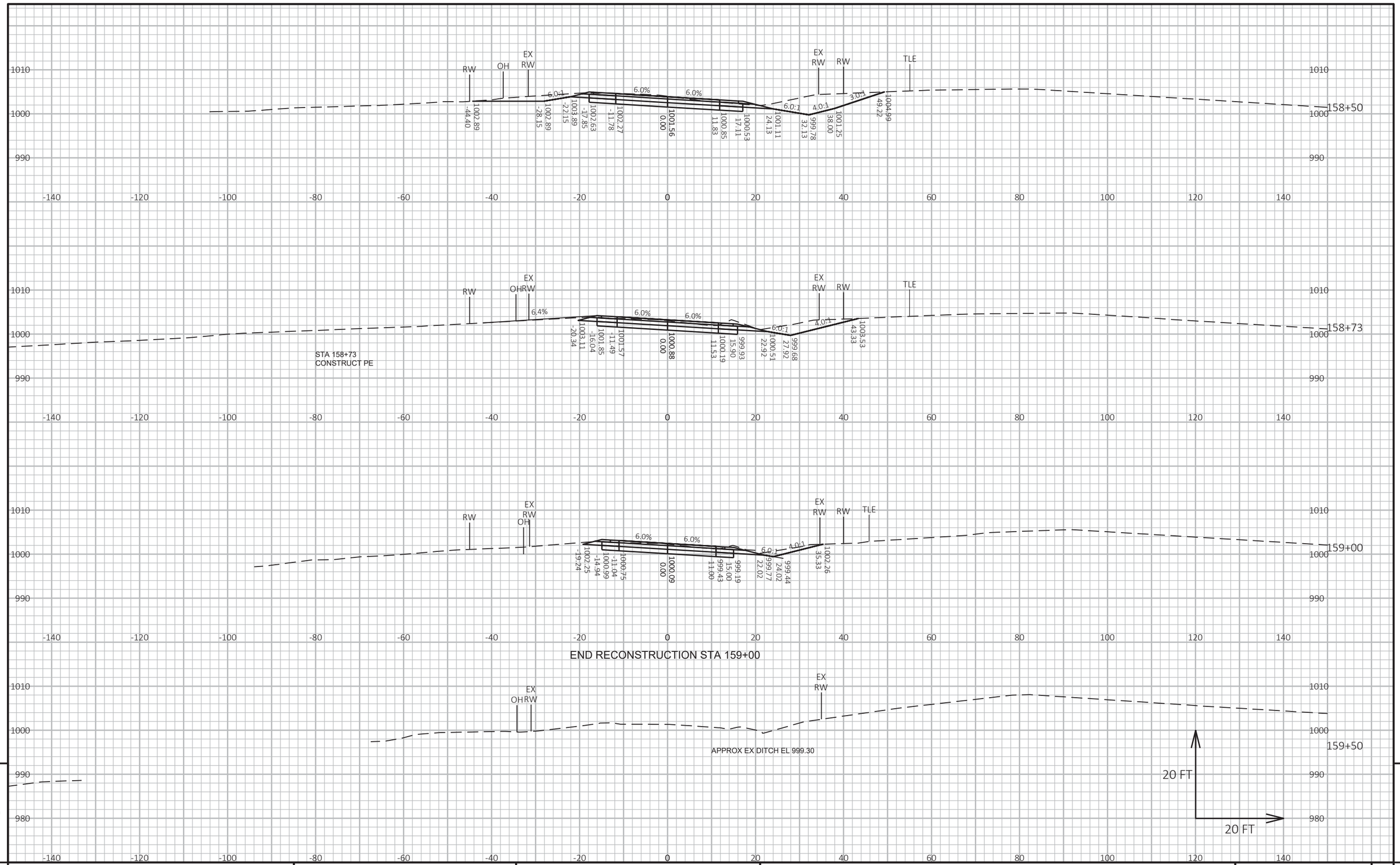
PROJECT NO: 8865-00-74	HWY: STH 65	COUNTY: POLK	CROSS SECTIONS: RECONSTRUCT SECTION 1	SHEET 172	E

FILE NAME : I:\41\410829_STH 65 POLK COUNTY\C3D\DESIGN\CORRIDORS\STH 65-RECON_ALT 1.DWG
LAYOUT NAME - 0010-5

PLOT DATE : 10/18/2022 10:29 AM PLOT BY : HEDRINGTON, MARK PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 8865-00-74	HWY: STH 65	COUNTY: POLK	CROSS SECTIONS: RECONSTRUCT SECTION 1	SHEET 173	E

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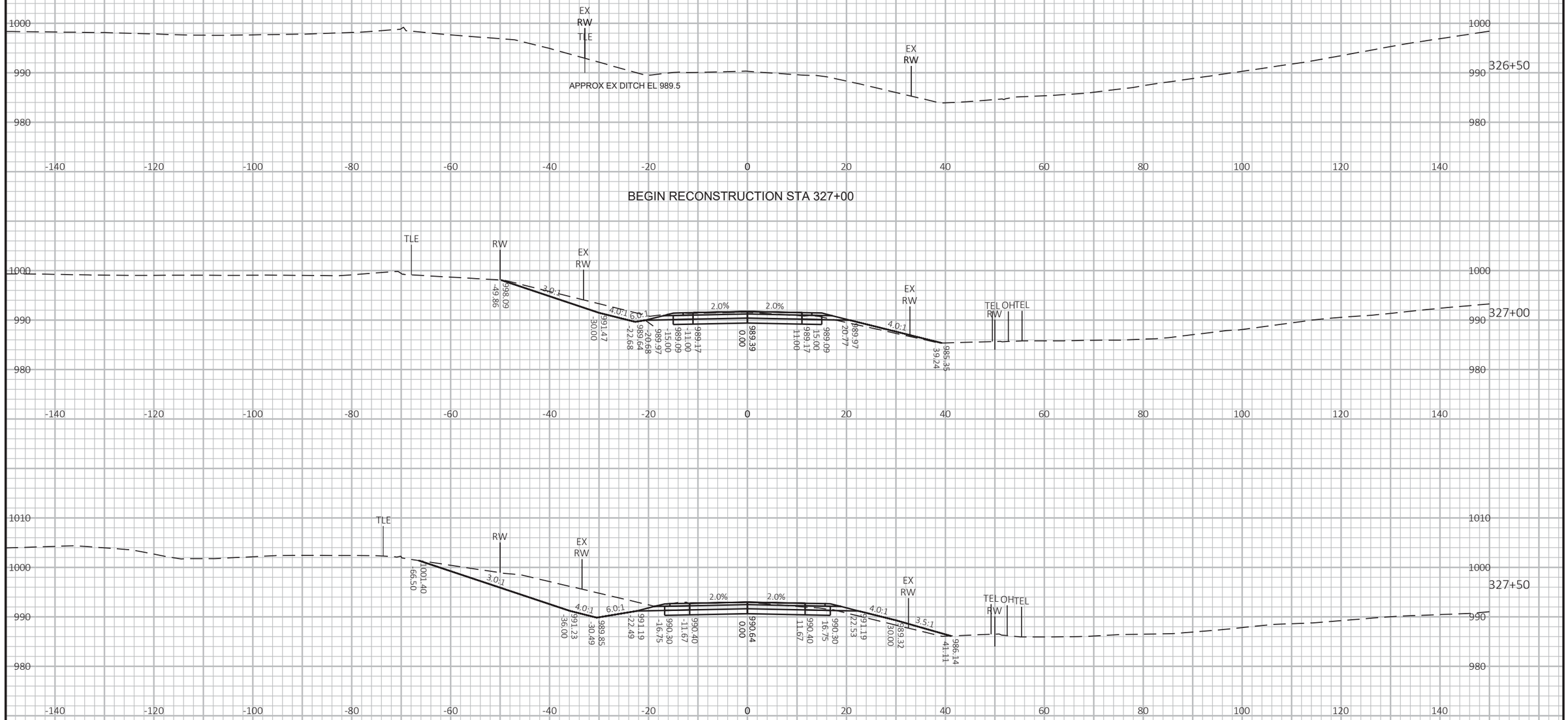
LAYOUT NAME - 0010-6

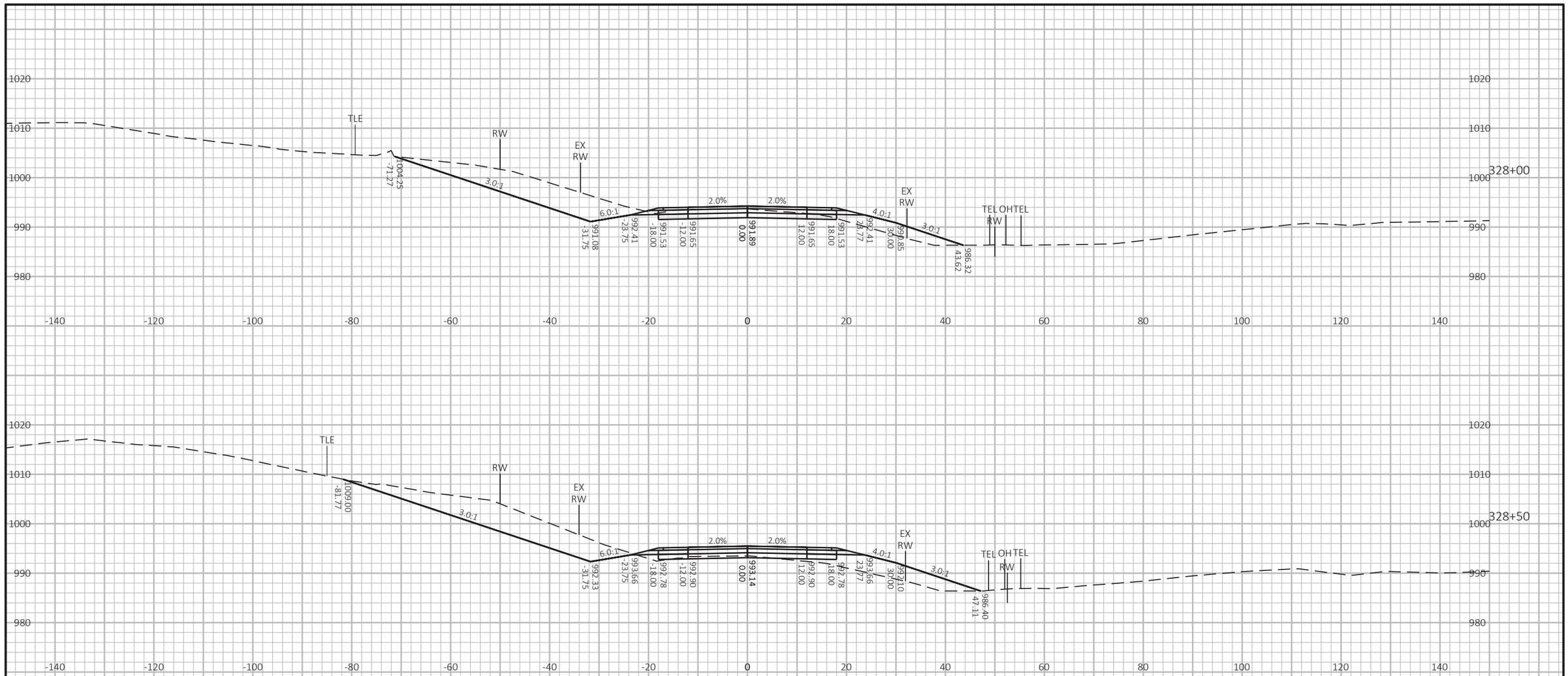
PLOT DATE : 10/18/2022 10:29 AM PLOT BY : HEDRINGTON, MARK PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



PROJECT NO: 8865-00-74	HWY: STH 65	COUNTY: POLK	CROSS SECTIONS: RECONSTRUCT SECTION 2	SHEET 174	E

FILE NAME : I:\41\410829_STH 65 POLK COUNTY\C3D\DESIGN\CORRIDORS\STH 65-RECON_ALT 1.DWG
LAYOUT NAME - 0030-1
PLOT DATE : 10/18/2022 10:32 AM
PLOT BY : HEDRINGTON, MARK
PLOT NAME :
PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.
WISDOT/CADDS SHEET 49



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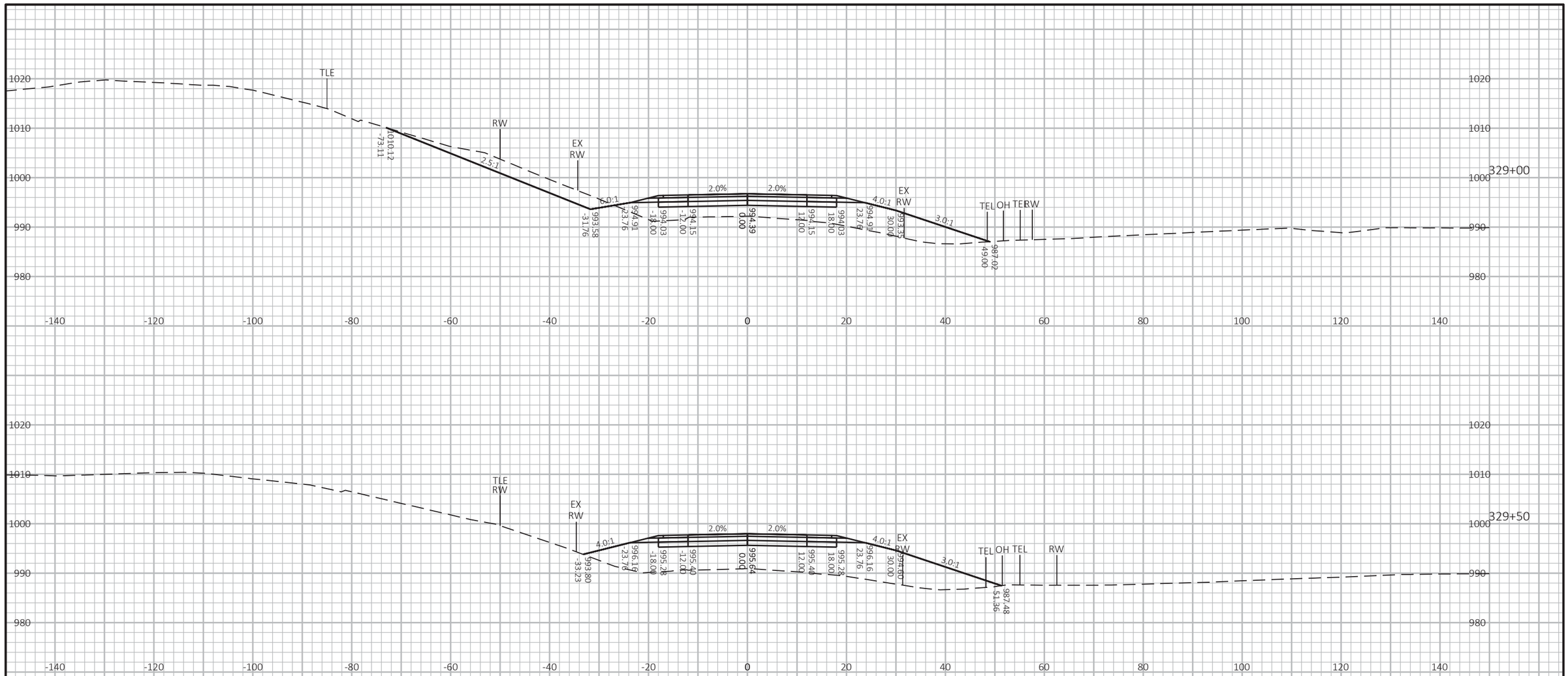
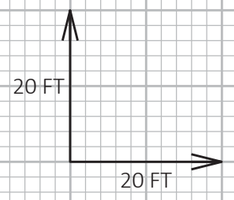
PROJECT NO: 8865-00-74	HWY: STH 65	COUNTY: POLK	CROSS SECTIONS: RECONSTRUCT SECTION 2	SHEET 175	E

FILE NAME : I:\41\410829_STH 65 POLK COUNTY\C3D\DESIGN\CORRIDORS\STH 65-RECON_ALT 1.DWG
LAYOUT NAME - 0030-2

PLOT DATE : 10/18/2022 10:32 AM PLOT BY : HEDRINGTON, MARK PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49





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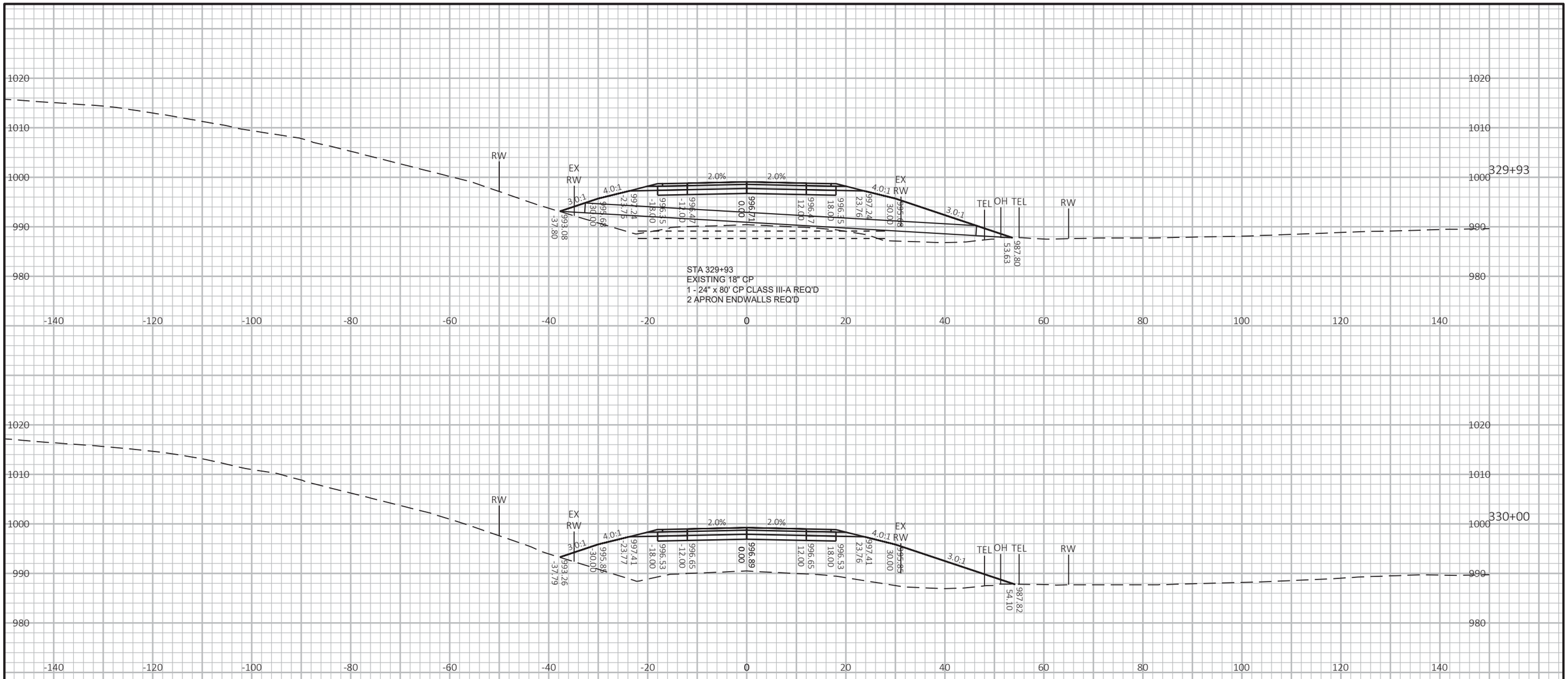
PROJECT NO: 8865-00-74	HWY: STH 65	COUNTY: POLK	CROSS SECTIONS: RECONSTRUCT SECTION 2	SHEET 176	E

FILE NAME : I:\41\410829_STH 65 POLK COUNTY\C3D\DESIGN\CORRIDORS\STH 65-RECON_ALT 1.DWG
LAYOUT NAME - 0030-3

PLOT DATE : 10/18/2022 10:32 AM PLOT BY : HEDRINGTON, MARK PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



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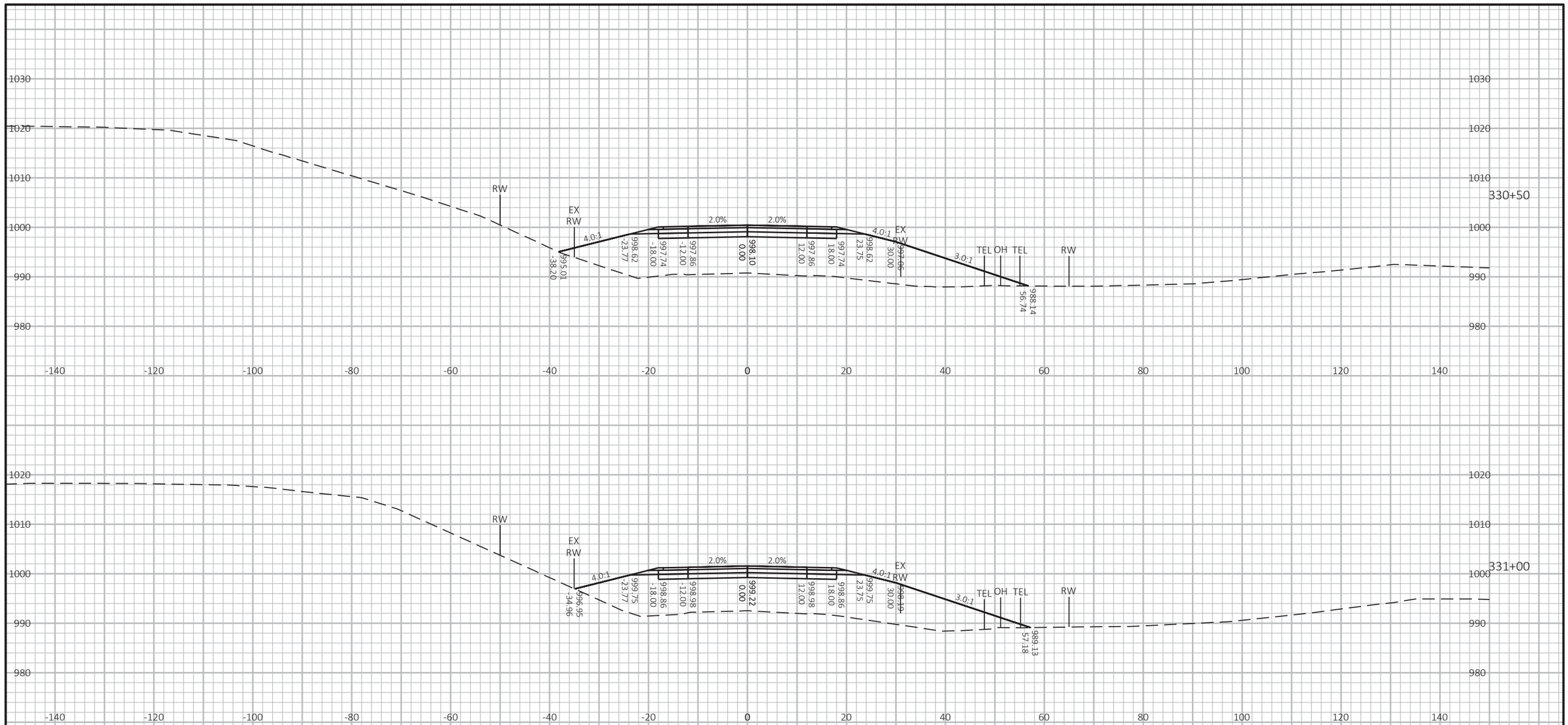
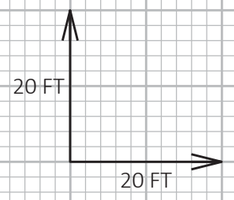
PROJECT NO: 8865-00-74	HWY: STH 65	COUNTY: POLK	CROSS SECTIONS: RECONSTRUCT SECTION 2	SHEET 177	E

FILE NAME : I:\41\410829_STH 65 POLK COUNTY\C3D\DESIGN\CORRIDORS\STH 65-RECON_ALT 1.DWG
LAYOUT NAME - 0030-4

PLOT DATE : 10/18/2022 10:32 AM PLOT BY : HEDRINGTON, MARK PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49





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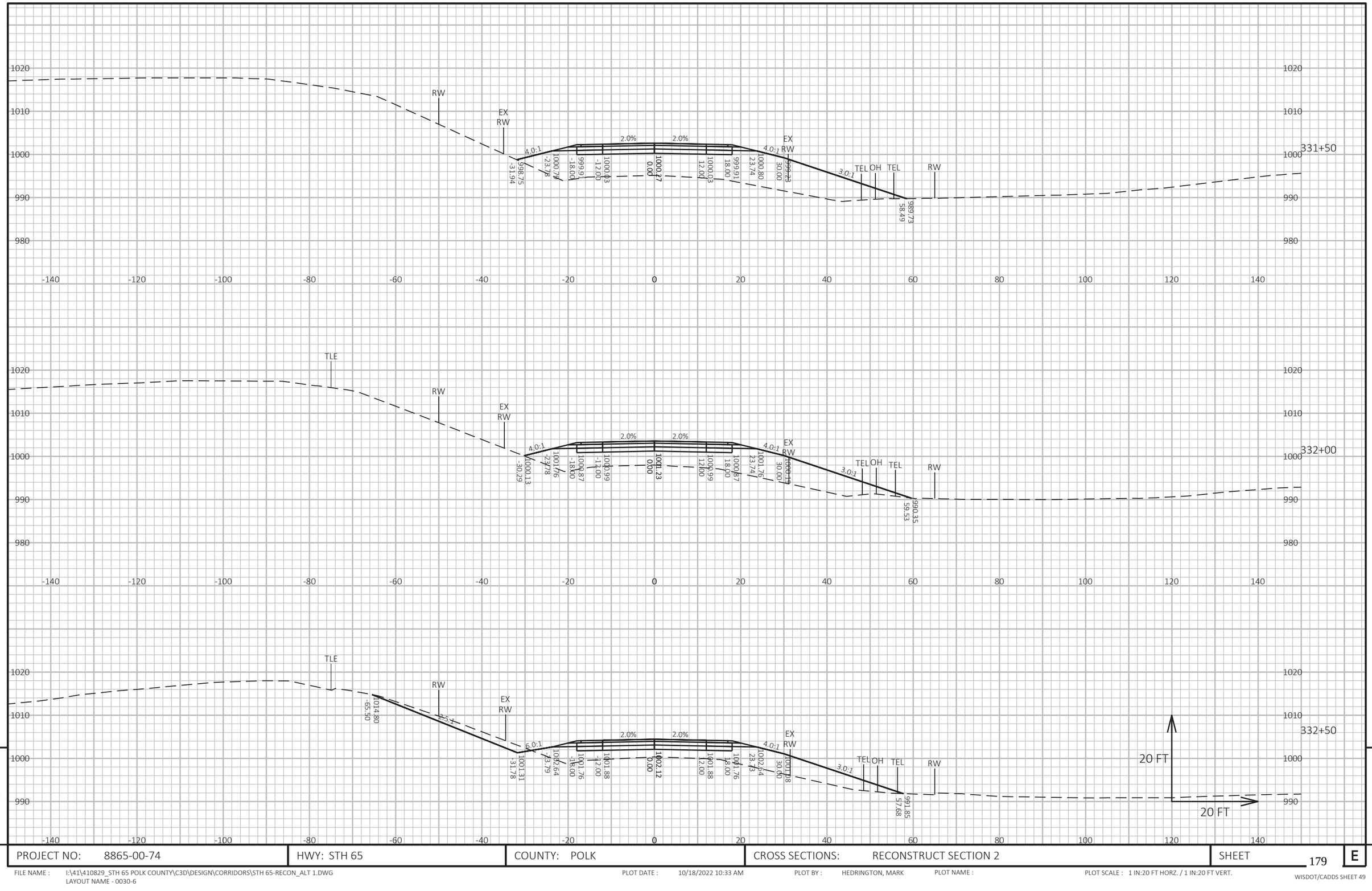
9

PROJECT NO: 8865-00-74	HWY: STH 65	COUNTY: POLK	CROSS SECTIONS: RECONSTRUCT SECTION 2	SHEET 178	E

FILE NAME : I:\41\410829_STH 65 POLK COUNTY\C3D\DESIGN\CORRIDORS\STH 65-RECON_ALT 1.DWG
LAYOUT NAME - 0030-5

PLOT DATE : 10/18/2022 10:33 AM PLOT BY : HEDRINGTON, MARK PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



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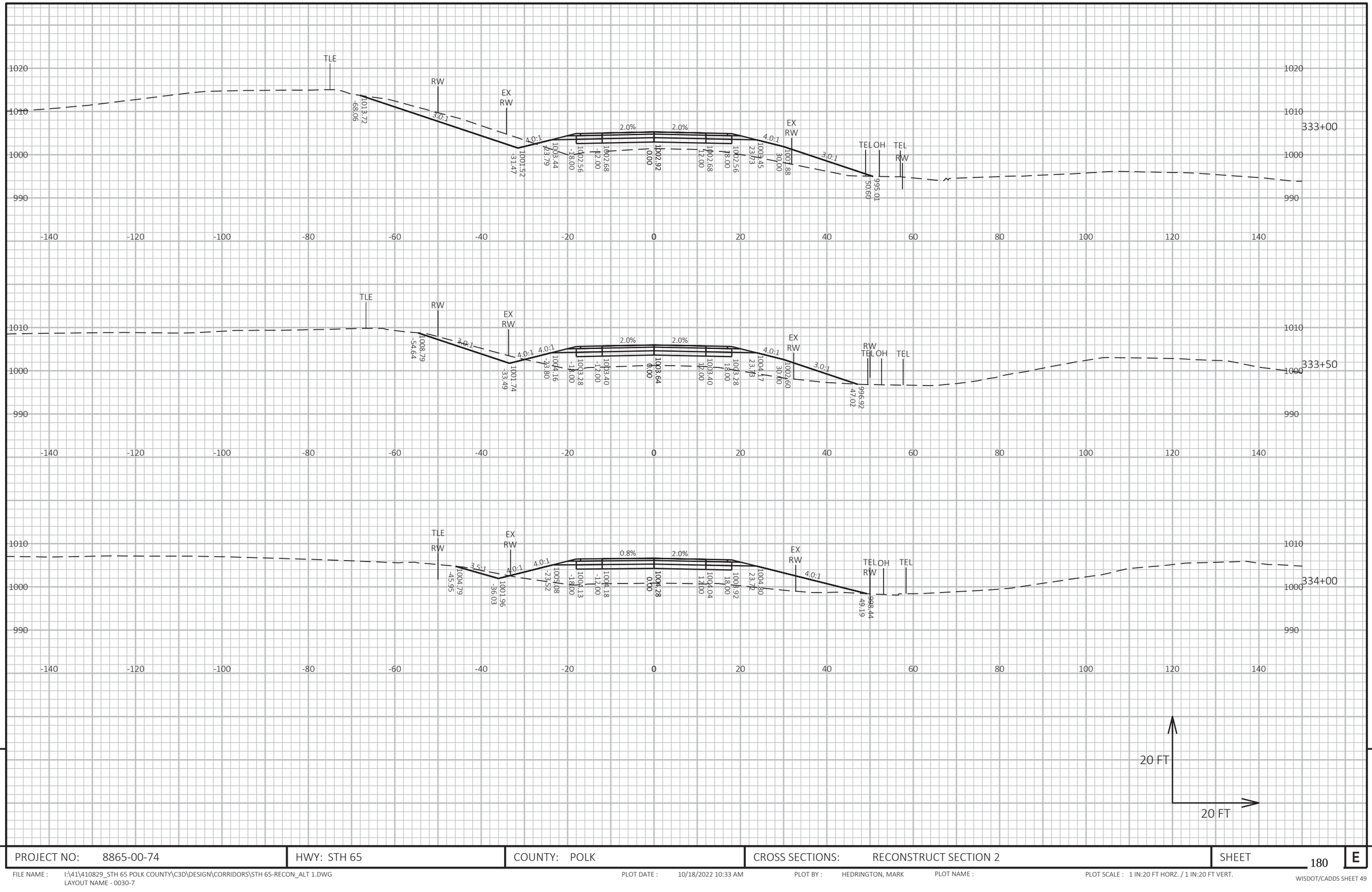
9

PROJECT NO: 8865-00-74	HWY: STH 65	COUNTY: POLK	CROSS SECTIONS: RECONSTRUCT SECTION 2	SHEET 179	E

FILE NAME : I:\41\410829_STH 65 POLK COUNTY\C3D\DESIGN\CORRIDORS\STH 65-RECON_ALT 1.DWG
LAYOUT NAME - 0030-6

PLOT DATE : 10/18/2022 10:33 AM PLOT BY : HEDRINGTON, MARK PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49

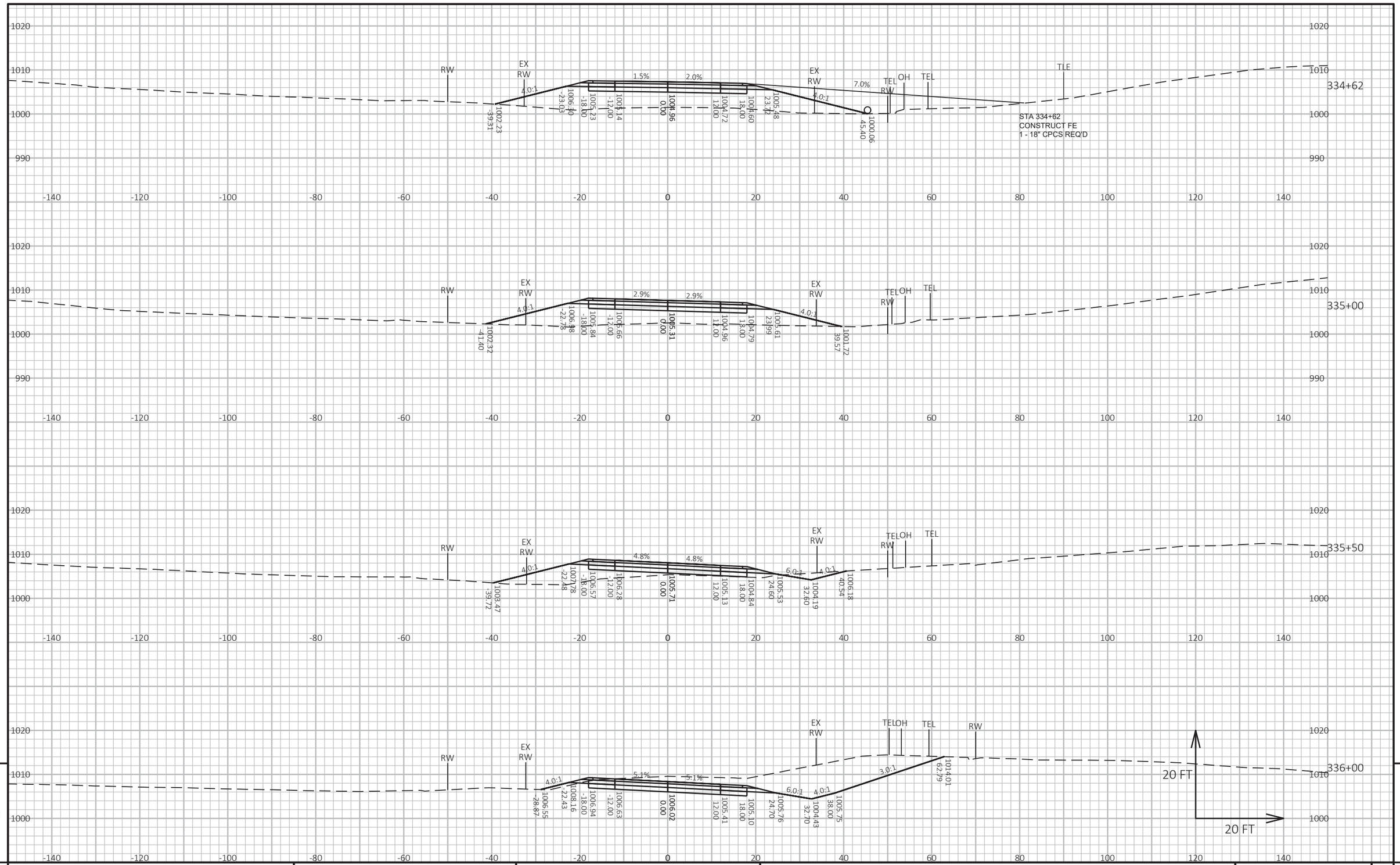


PROJECT NO: 8865-00-74	HWY: STH 65	COUNTY: POLK	CROSS SECTIONS: RECONSTRUCT SECTION 2	SHEET 180	E

FILE NAME : I:\41\410829_STH 65 POLK COUNTY\C3D\DESIGN\CORRIDORS\STH 65-RECON_ALT 1.DWG
LAYOUT NAME - 0030-7

PLOT DATE : 10/18/2022 10:33 AM PLOT BY : HEDRINGTON, MARK PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



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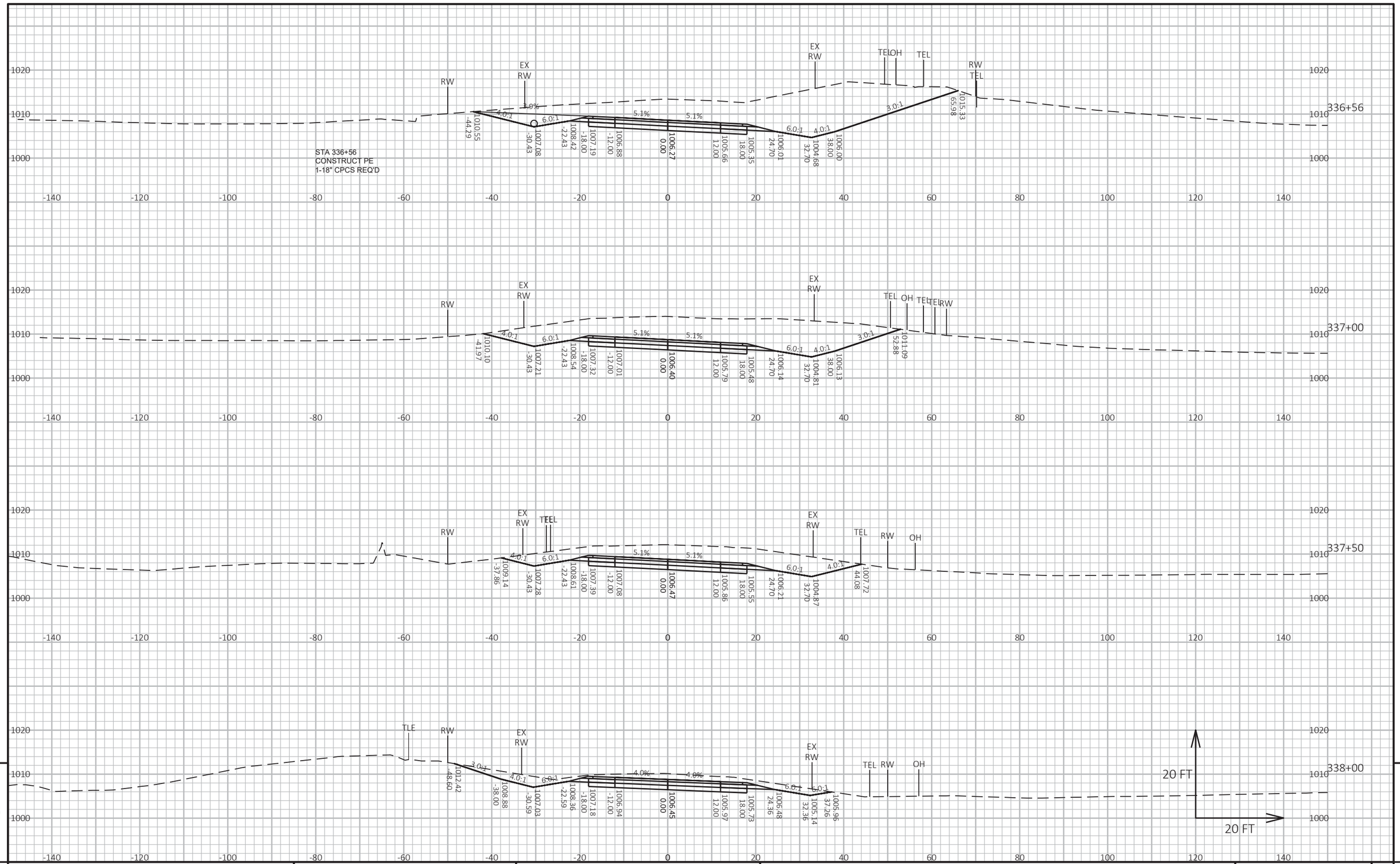
9

PROJECT NO: 8865-00-74	HWY: STH 65	COUNTY: POLK	CROSS SECTIONS: RECONSTRUCT SECTION 2	SHEET 181	E

FILE NAME : I:\41\410829_STH 65 POLK COUNTY\C3D\DESIGN\CORRIDORS\STH 65-RECON_ALT 1.DWG
LAYOUT NAME - 0030-8

PLOT DATE : 10/18/2022 10:33 AM PLOT BY : HEDRINGTON, MARK PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



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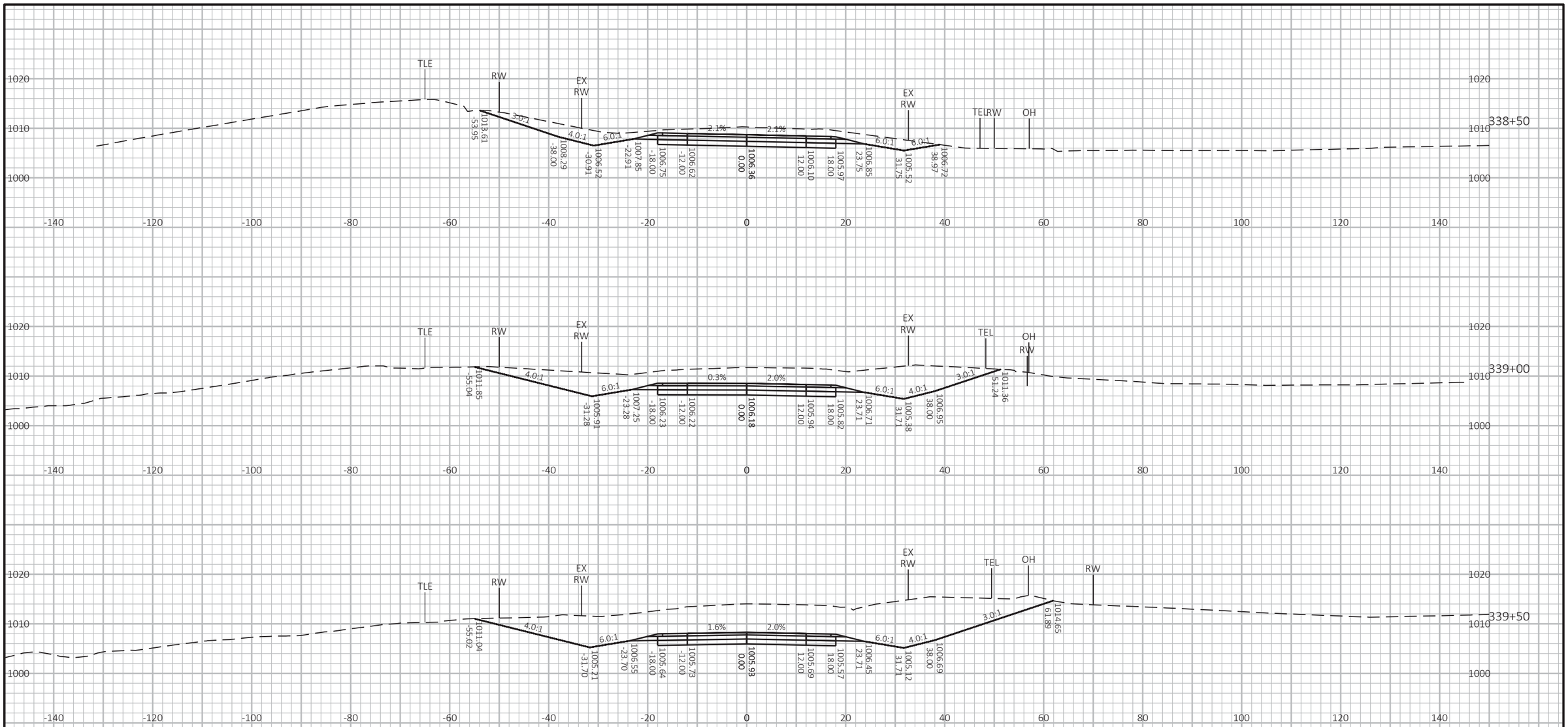
PROJECT NO: 8865-00-74	HWY: STH 65	COUNTY: POLK	CROSS SECTIONS: RECONSTRUCT SECTION 2	SHEET 182	E

FILE NAME : I:\41\410829_STH 65 POLK COUNTY\C3D\DESIGN\CORRIDORS\STH 65-RECON_ALT 1.DWG
LAYOUT NAME - 0030-9

PLOT DATE : 10/18/2022 10:33 AM PLOT BY : HEDRINGTON, MARK PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



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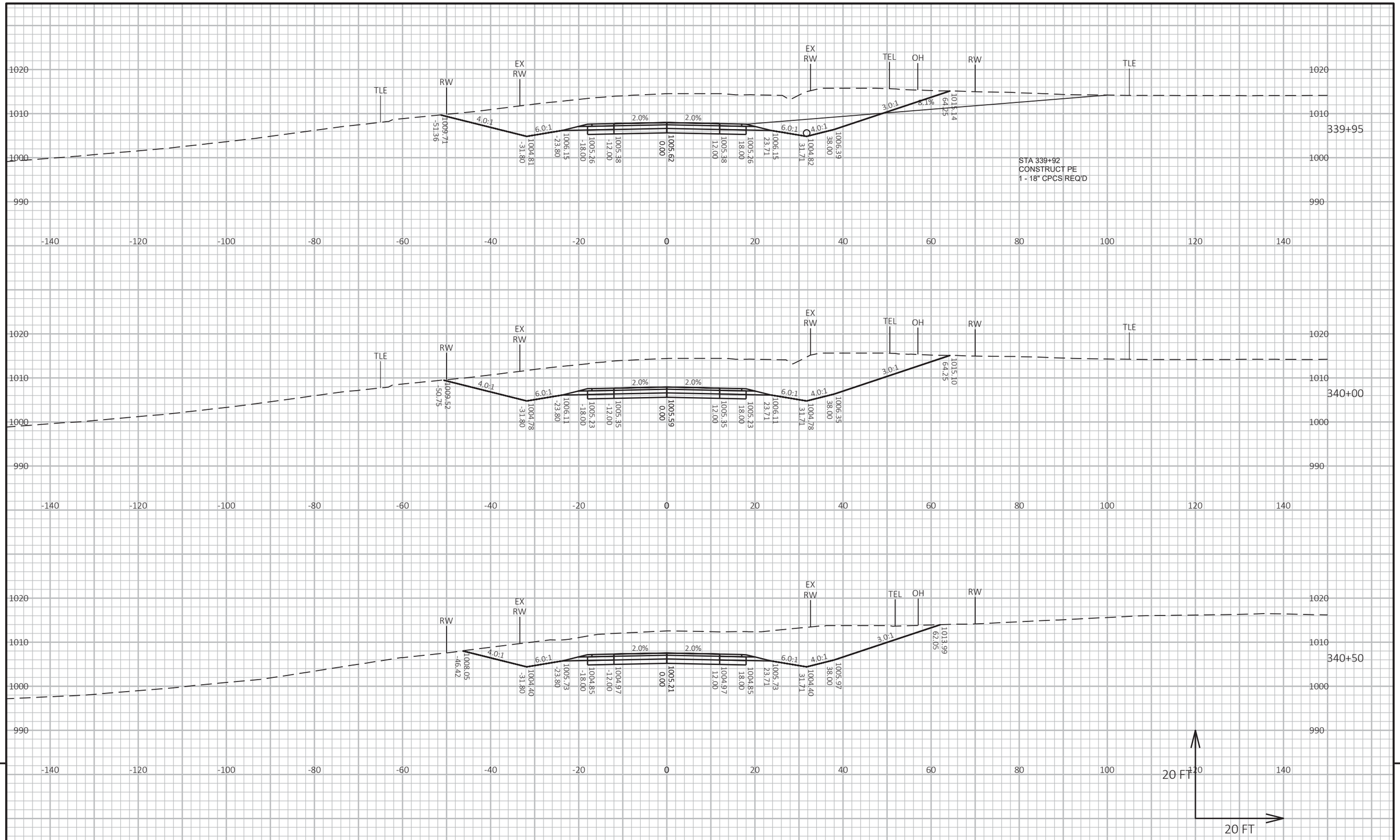
PROJECT NO: 8865-00-74	HWY: STH 65	COUNTY: POLK	CROSS SECTIONS: RECONSTRUCT SECTION 2	SHEET 183	E

FILE NAME : I:\41\410829_STH 65 POLK COUNTY\C3D\DESIGN\CORRIDORS\STH 65-RECON_ALT 1.DWG
LAYOUT NAME - 0030-10

PLOT DATE : 10/18/2022 10:33 AM PLOT BY : HEDRINGTON, MARK PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49

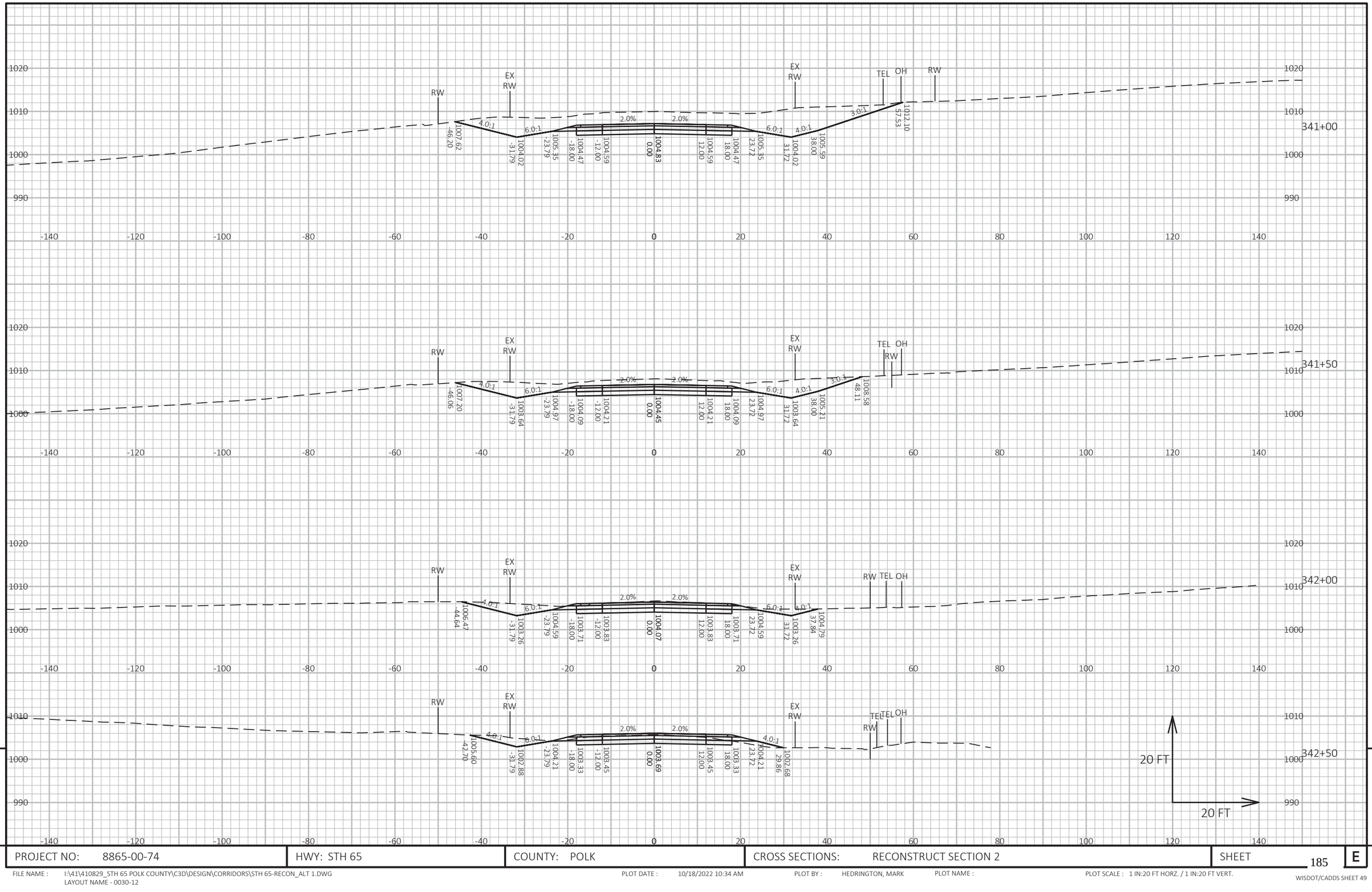


PROJECT NO: 8865-00-74	HWY: STH 65	COUNTY: POLK	CROSS SECTIONS: RECONSTRUCT SECTION 2	SHEET 184	E

FILE NAME : I:\41\410829_STH 65 POLK COUNTY\C3D\DESIGN\CORRIDORS\STH 65-RECON_ALT 1.DWG
LAYOUT NAME - 0030-11

PLOT DATE : 10/18/2022 10:33 AM PLOT BY : HEDRINGTON, MARK PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



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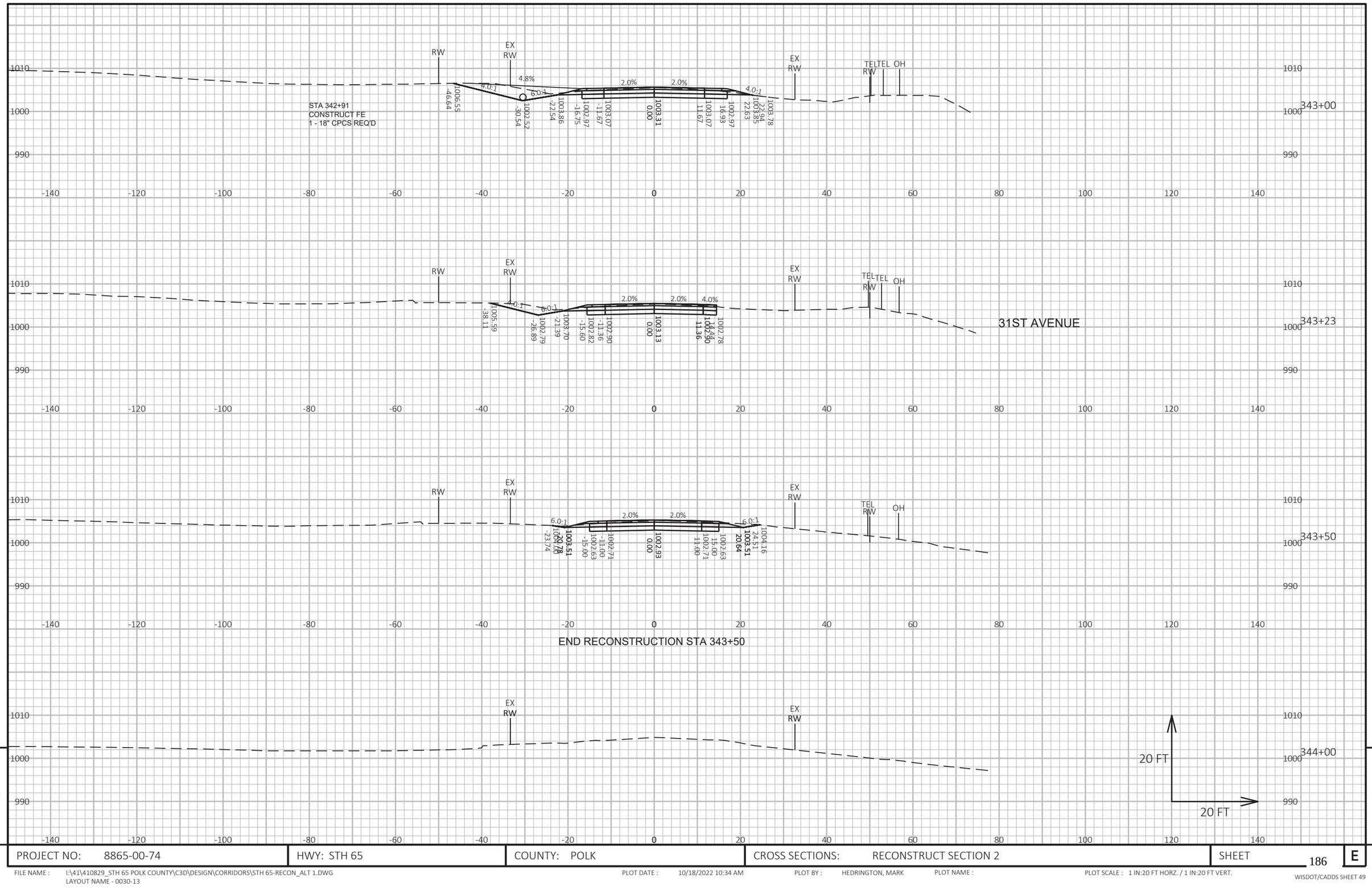
PROJECT NO: 8865-00-74	HWY: STH 65	COUNTY: POLK	CROSS SECTIONS: RECONSTRUCT SECTION 2	SHEET 185	E

FILE NAME : I:\41\410829_STH 65 POLK COUNTY\C3D\DESIGN\CORRIDORS\STH 65-RECON_ALT 1.DWG
LAYOUT NAME - 0030-12

PLOT DATE : 10/18/2022 10:34 AM PLOT BY : HEDRINGTON, MARK PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



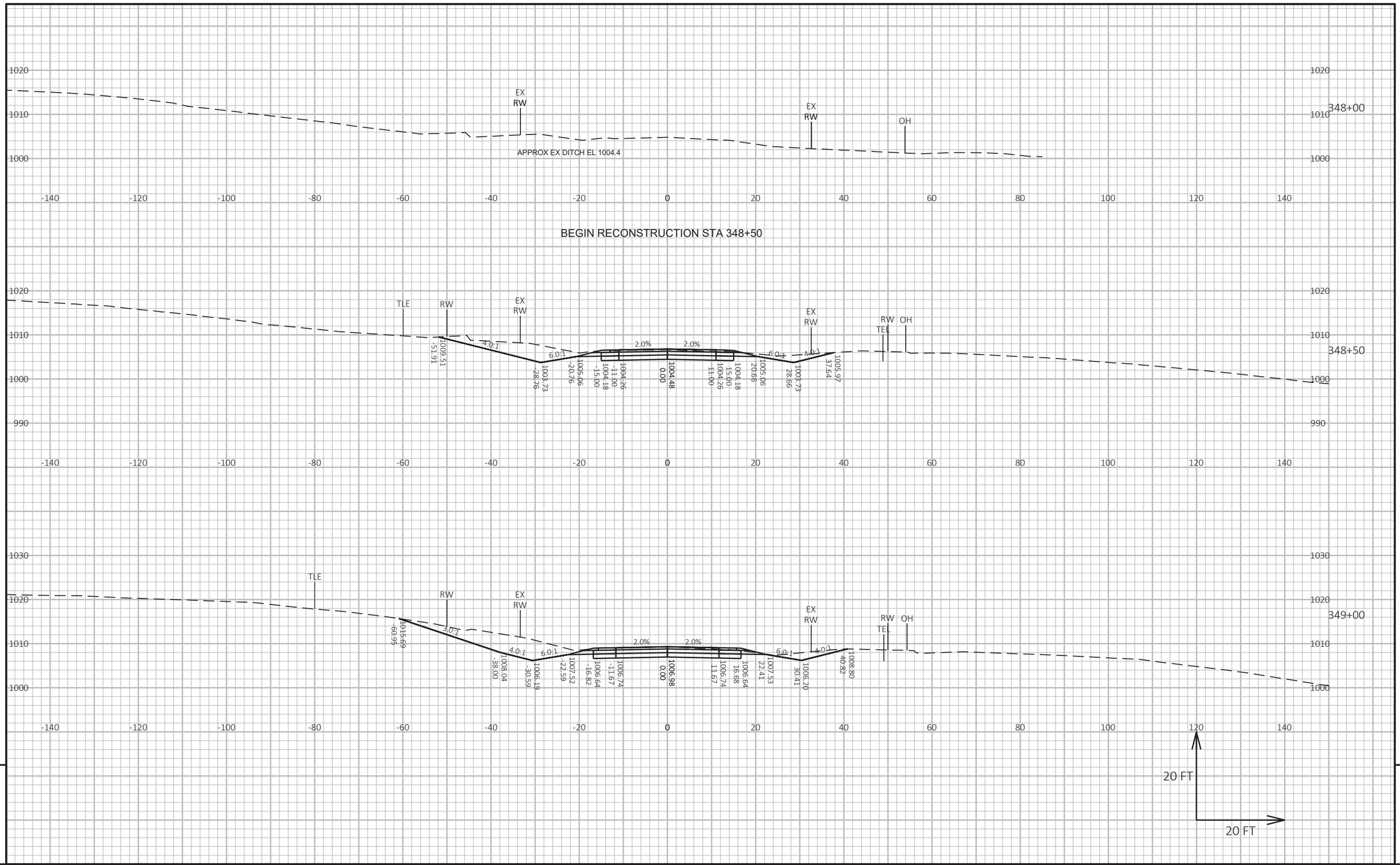
9 9

PROJECT NO: 8865-00-74	HWY: STH 65	COUNTY: POLK	CROSS SECTIONS: RECONSTRUCT SECTION 2	SHEET 186	E

FILE NAME : I:\41\410829_STH 65 POLK COUNTY\C3D\DESIGN\CORRIDORS\STH 65-RECON_ALT 1.DWG
LAYOUT NAME - 0030-13

PLOT DATE : 10/18/2022 10:34 AM PLOT BY : HEDRINGTON, MARK PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49

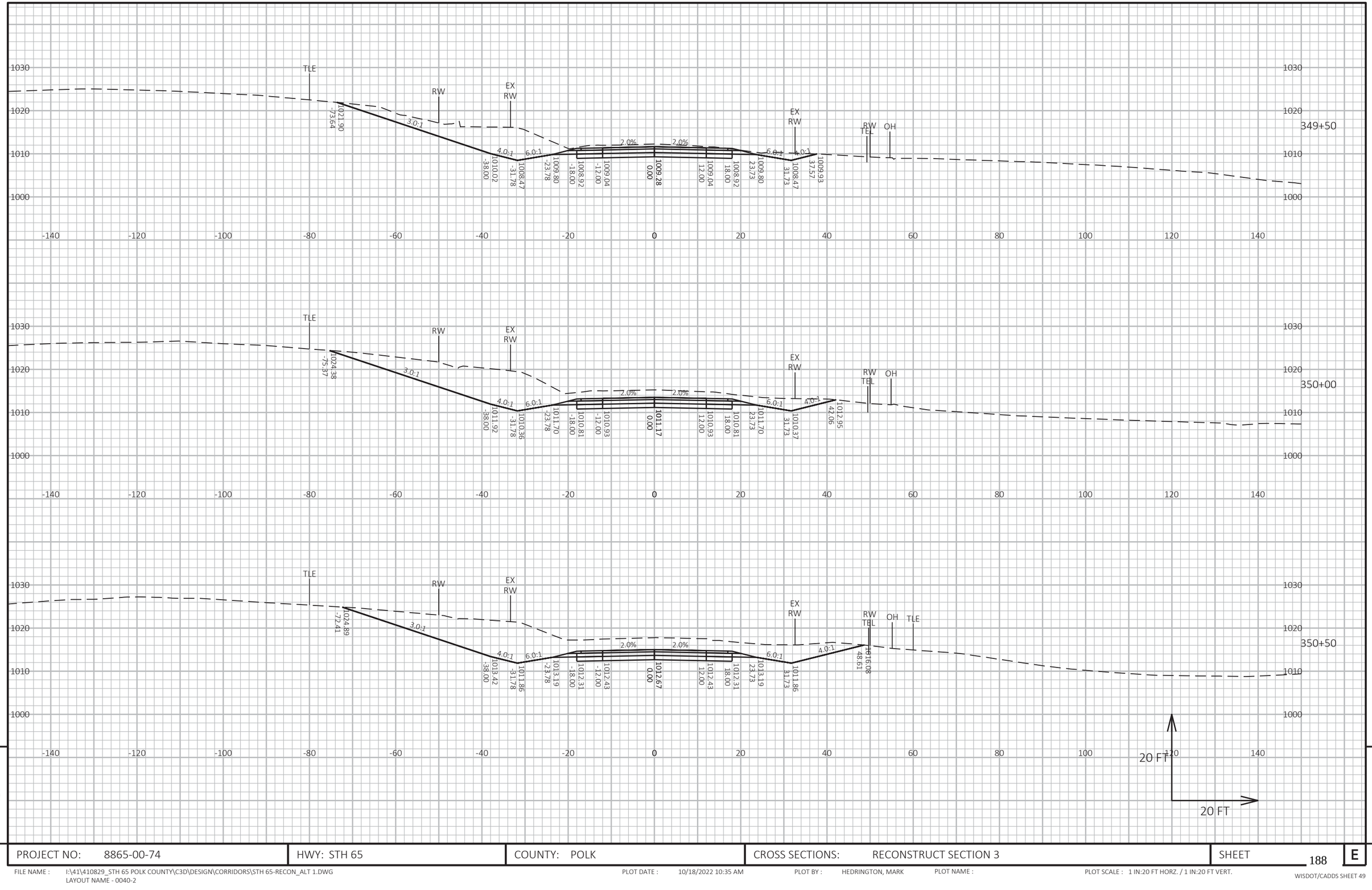


PROJECT NO: 8865-00-74	HWY: STH 65	COUNTY: POLK	CROSS SECTIONS: RECONSTRUCT SECTION 3	SHEET 187	E

FILE NAME : I:\41\410829_STH 65 POLK COUNTY\C3D\DESIGN\CORRIDORS\STH 65-RECON_ALT 1.DWG
LAYOUT NAME - 0040-1

PLOT DATE : 10/18/2022 10:35 AM PLOT BY : HEDRINGTON, MARK PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



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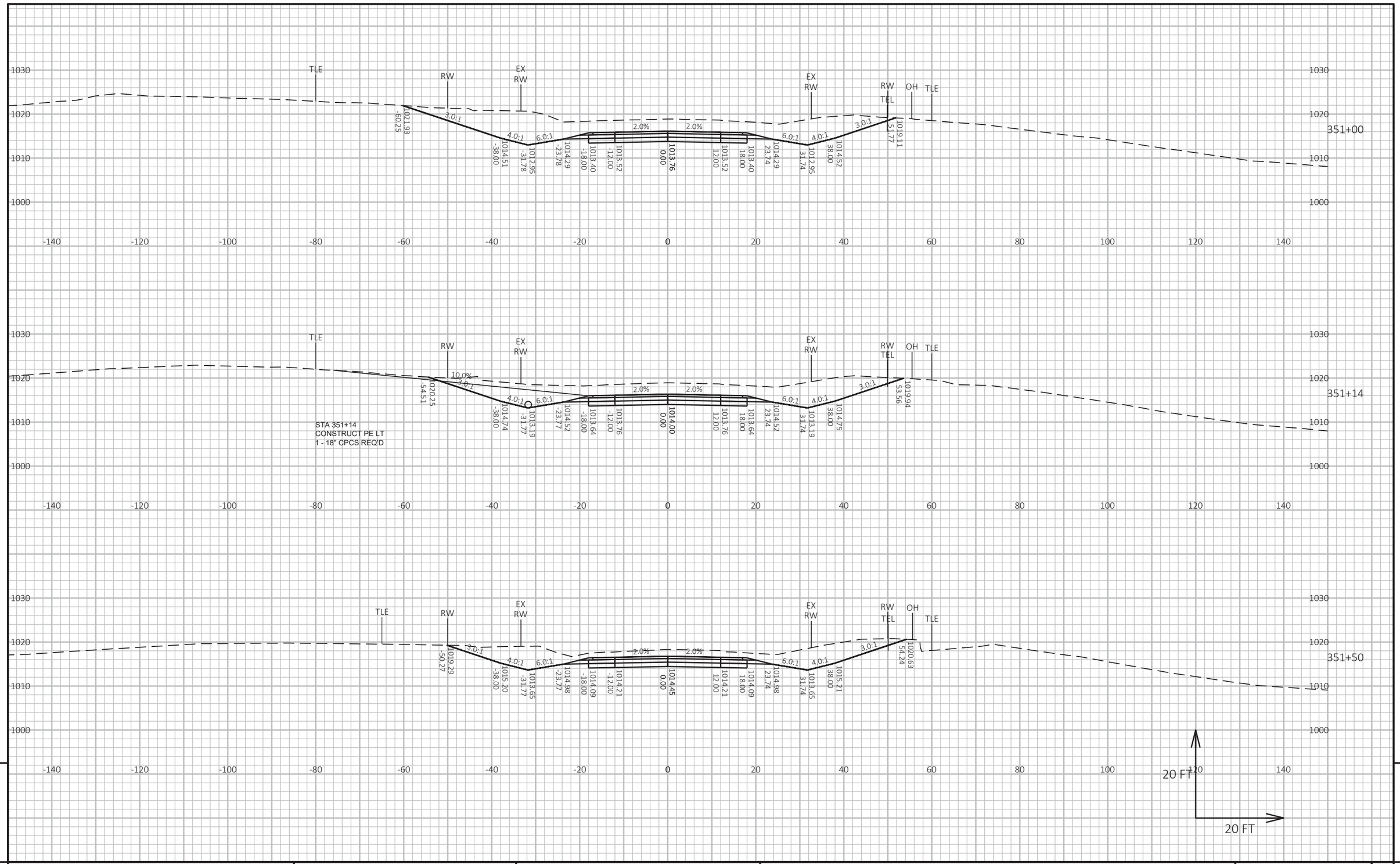
PROJECT NO: 8865-00-74	HWY: STH 65	COUNTY: POLK	CROSS SECTIONS: RECONSTRUCT SECTION 3	SHEET 188	E

FILE NAME : I:\41\410829_STH 65 POLK COUNTY\C3D\DESIGN\CORRIDORS\STH 65-RECON_ALT 1.DWG
LAYOUT NAME - 0040-2

PLOT DATE : 10/18/2022 10:35 AM PLOT BY : HEDRINGTON, MARK PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



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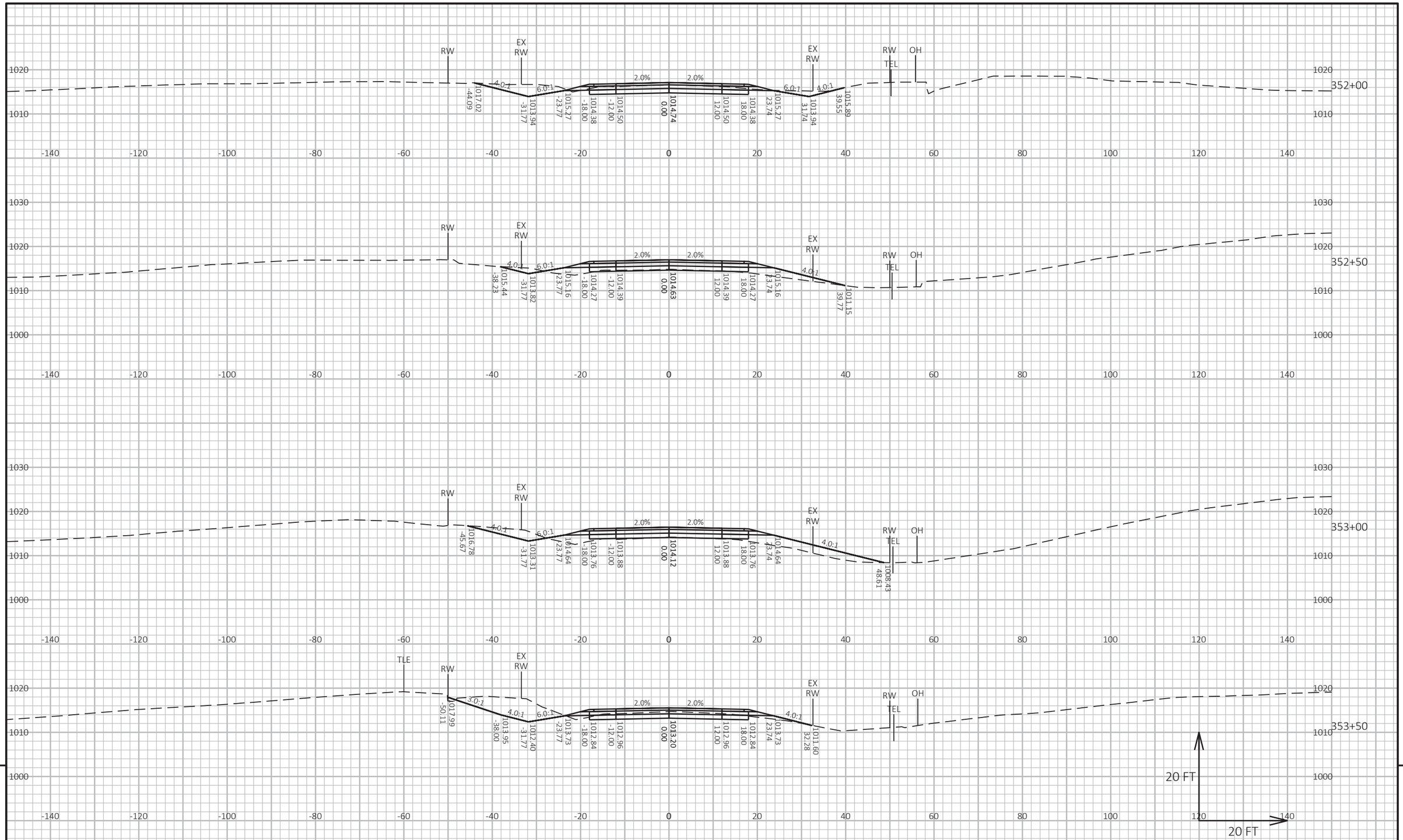
PROJECT NO: 8865-00-74	HWY: STH 65	COUNTY: POLK	CROSS SECTIONS: RECONSTRUCT SECTION 3	SHEET 189	E

FILE NAME : I:\41\410829_STH 65 POLK COUNTY\C3D\DESIGN\CORRIDORS\STH 65-RECON_ALT 1.DWG
LAYOUT NAME - 0040-3
PLOT DATE : 10/18/2022 10:35 AM
PLOT BY : HEDRINGTON, MARK
PLOT NAME :
PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.
WISDOT/CADDS SHEET 49

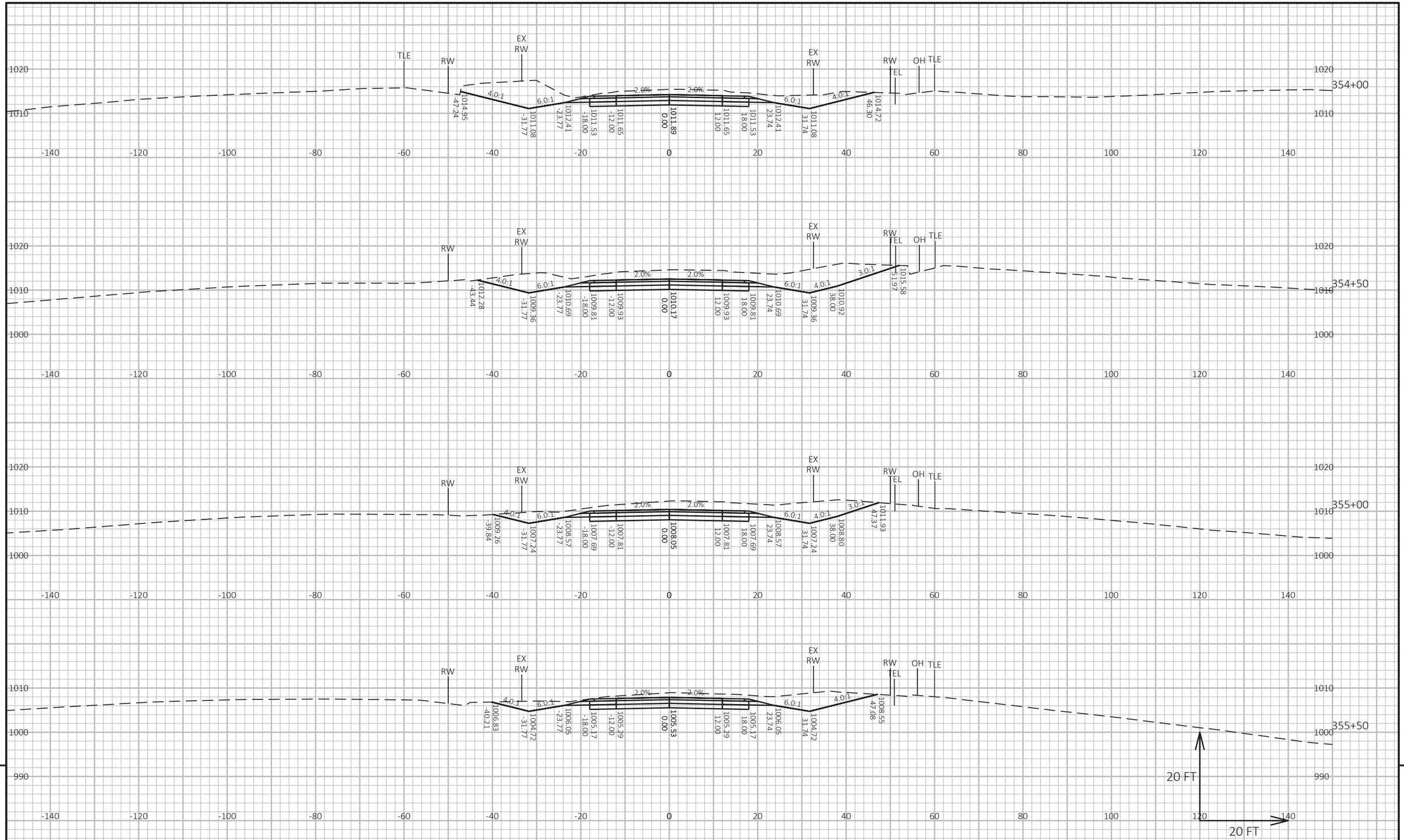


PROJECT NO: 8865-00-74	HWY: STH 65	COUNTY: POLK	CROSS SECTIONS: RECONSTRUCT SECTION 3	SHEET 190	E

FILE NAME : I:\41\410829_STH 65 POLK COUNTY\C3D\DESIGN\CORRIDORS\STH 65-RECON_ALT 1.DWG
LAYOUT NAME - 0040-4

PLOT DATE : 10/18/2022 10:35 AM PLOT BY : HEDRINGTON, MARK PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49

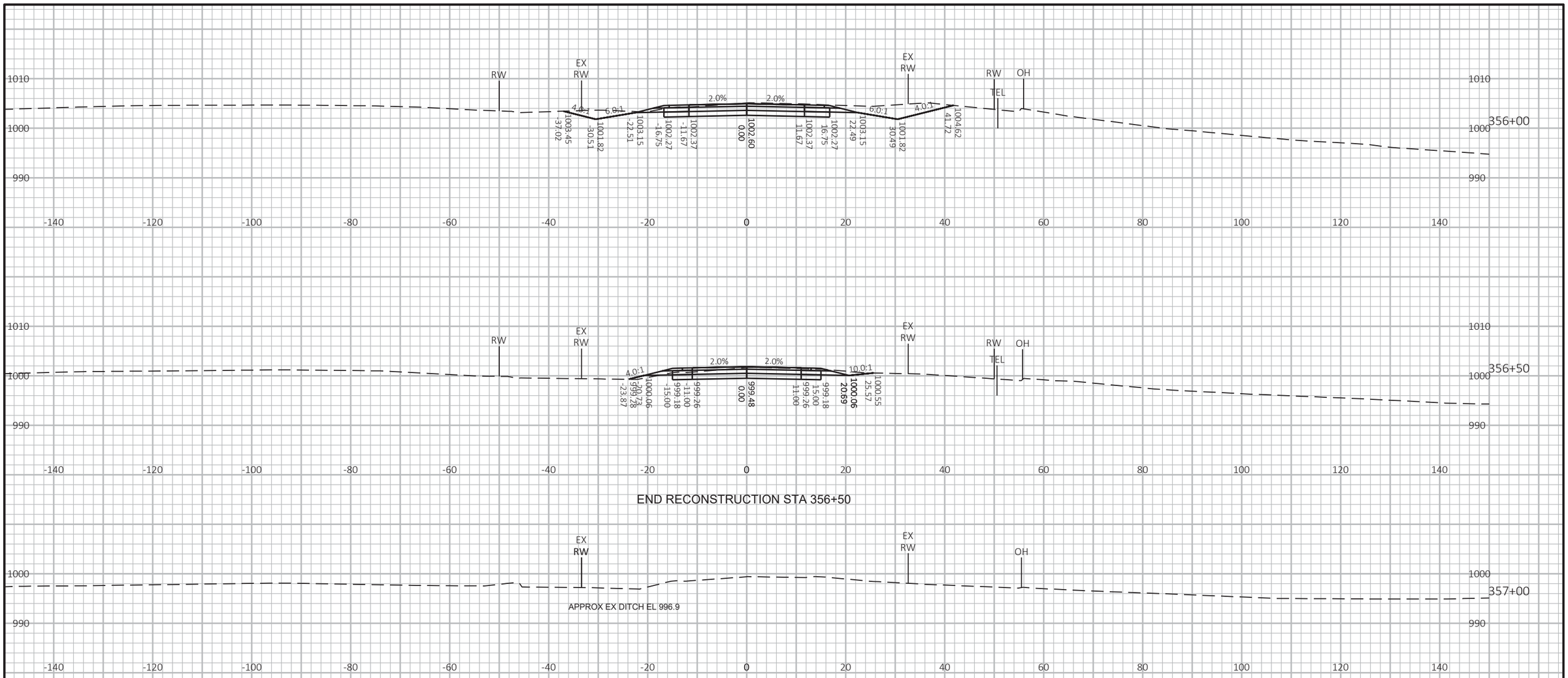


PROJECT NO: 8865-00-74	HWY: STH 65	COUNTY: POLK	CROSS SECTIONS: RECONSTRUCT SECTION 3	SHEET 191	E

FILE NAME : I:\41\410829_STH 65 POLK COUNTY\C3D\DESIGN\CORRIDORS\STH 65-RECON_ALT 1.DWG
LAYOUT NAME - 0040-5

PLOT DATE : 10/18/2022 10:35 AM PLOT BY : HEDRINGTON, MARK PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



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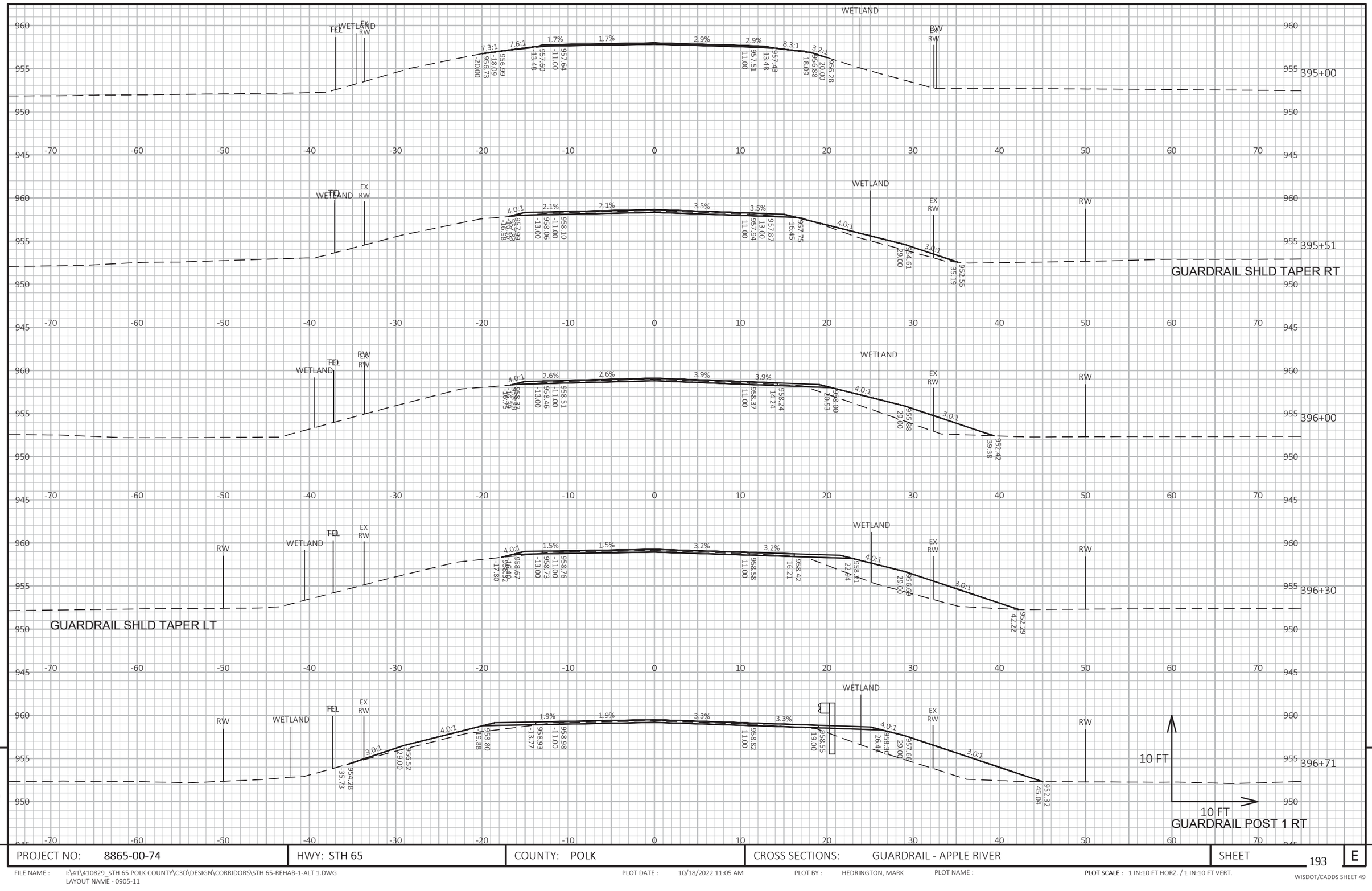
PROJECT NO: 8865-00-74	HWY: STH 65	COUNTY: POLK	CROSS SECTIONS: RECONSTRUCT SECTION 3	SHEET 192	E

FILE NAME : I:\41\410829_STH 65 POLK COUNTY\C3D\DESIGN\CORRIDORS\STH 65-RECON_ALT 1.DWG
LAYOUT NAME - 0040-6

PLOT DATE : 10/18/2022 10:35 AM PLOT BY : HEDRINGTON, MARK PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49

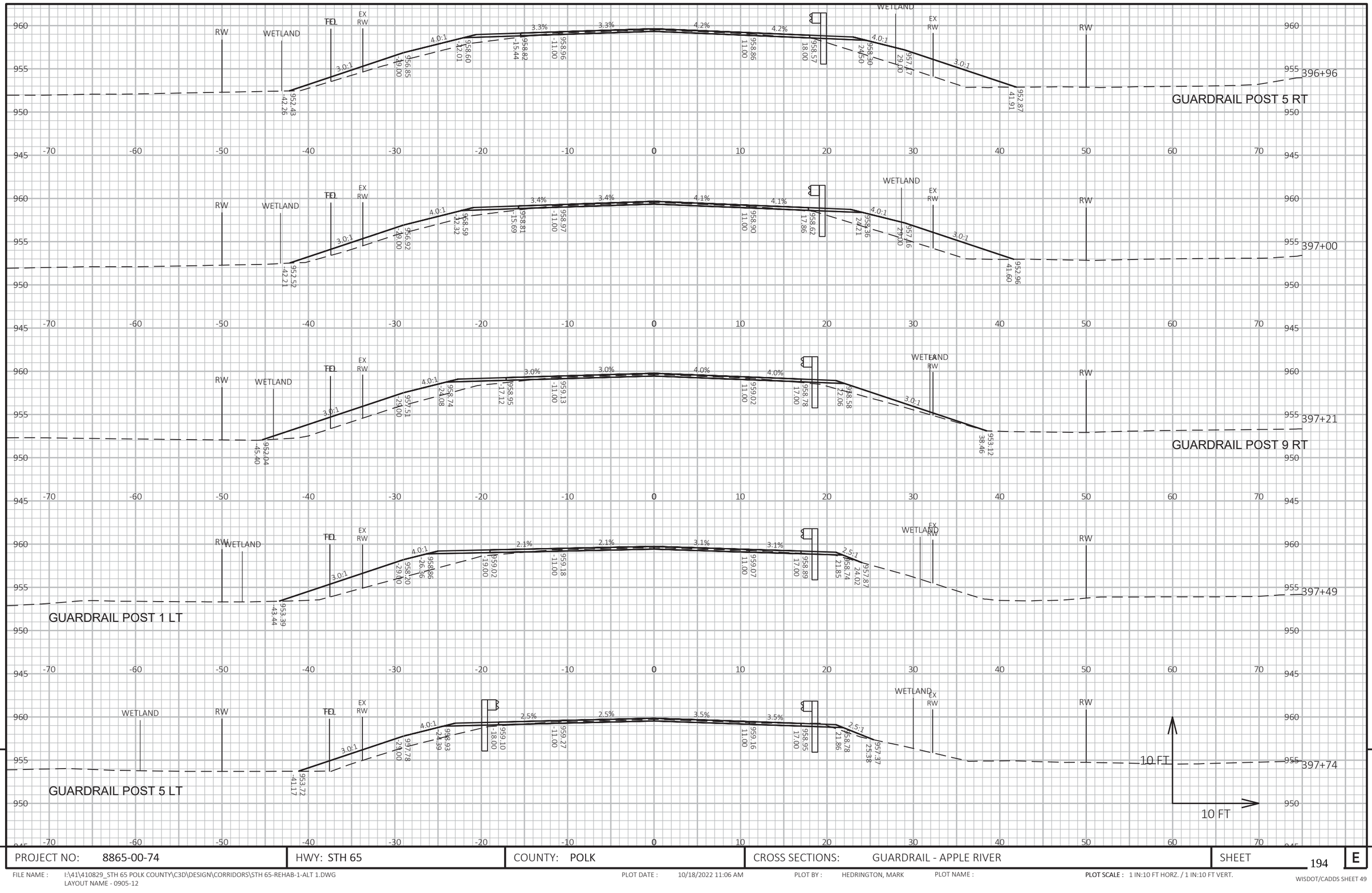


PROJECT NO: 8865-00-74	HWY: STH 65	COUNTY: POLK	CROSS SECTIONS: GUARDRAIL - APPLE RIVER	SHEET 193	E

FILE NAME : I:\41\410829_STH 65 POLK COUNTY\C3D\DESIGN\CORRIDORS\STH 65-REHAB-1-ALT 1.DWG
LAYOUT NAME - 0905-11

PLOT DATE : 10/18/2022 11:05 AM PLOT BY : HEDRINGTON, MARK PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 8865-00-74	HWY: STH 65	COUNTY: POLK	CROSS SECTIONS: GUARDRAIL - APPLE RIVER	SHEET 194	E

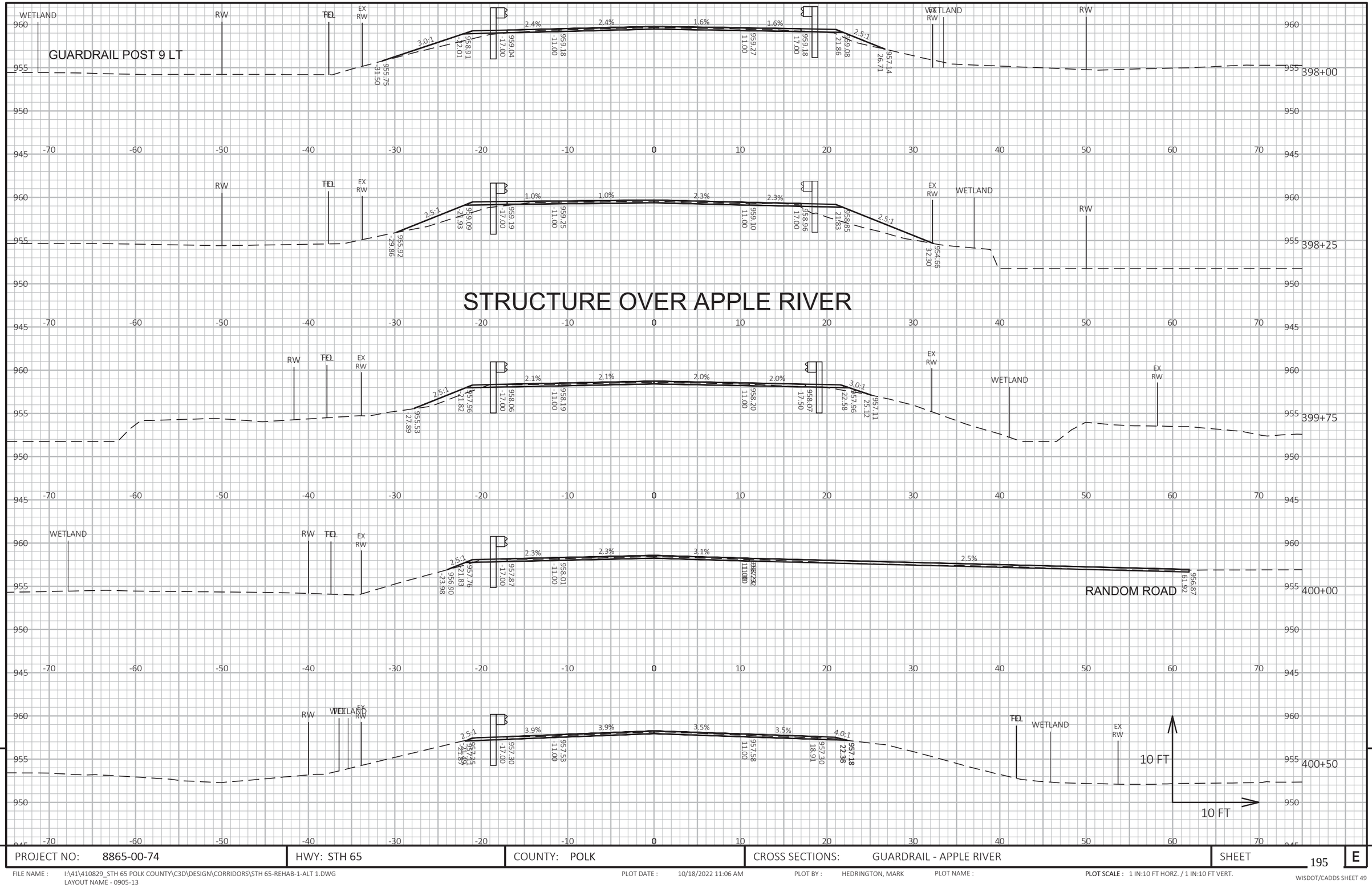
FILE NAME : I:\41\410829_STH 65 POLK COUNTY\C3D\DESIGN\CORRIDORS\STH 65-REHAB-1-ALT 1.DWG
LAYOUT NAME - 0905-12

PLOT DATE : 10/18/2022 11:06 AM PLOT BY : HEDRINGTON, MARK PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

STRUCTURE OVER APPLE RIVER

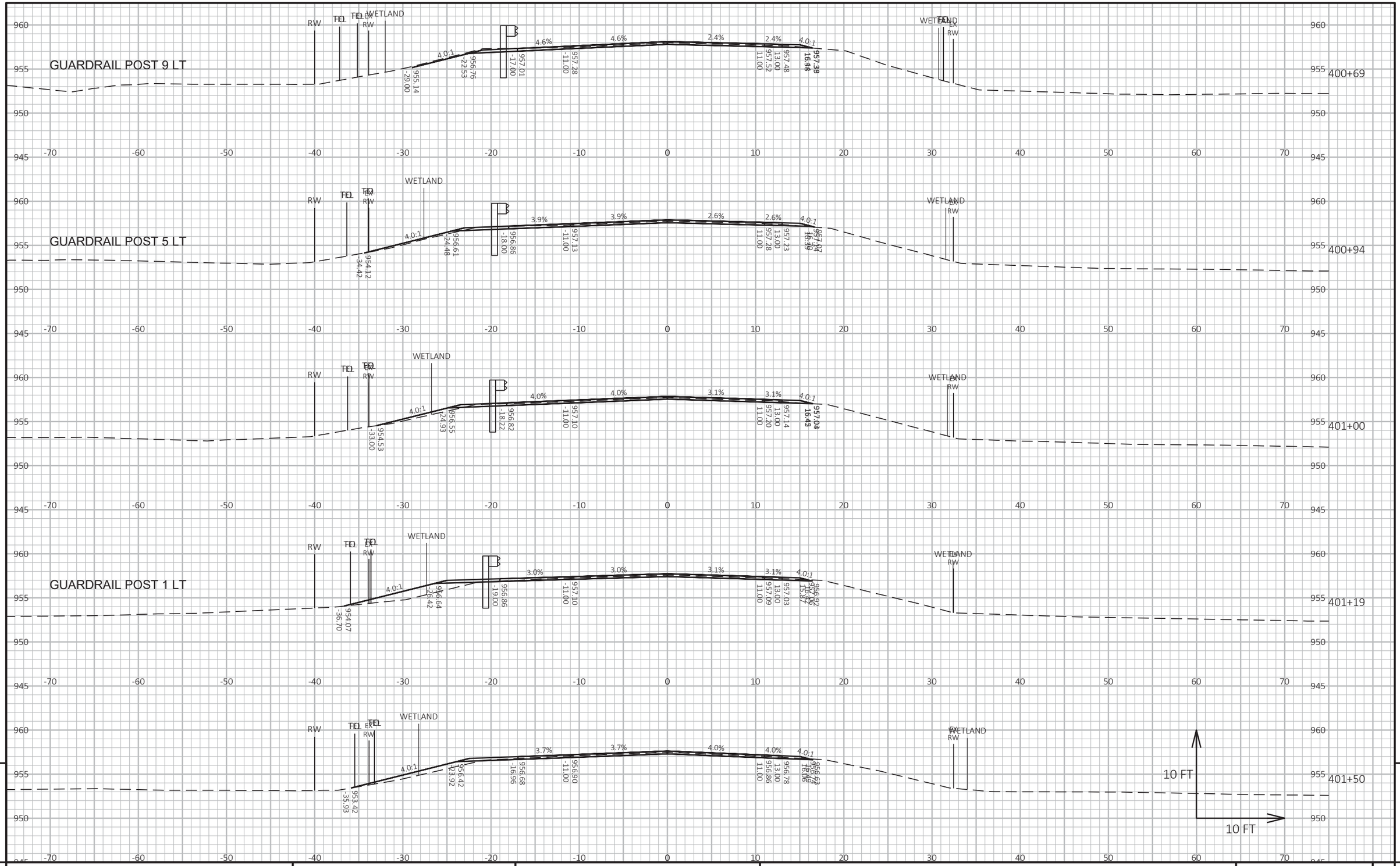


PROJECT NO: 8865-00-74	HWY: STH 65	COUNTY: POLK	CROSS SECTIONS: GUARDRAIL - APPLE RIVER	SHEET 195 E

FILE NAME : I:\41\410829_STH 65 POLK COUNTY\C3D\DESIGN\CORRIDORS\STH 65-REHAB-1-ALT 1.DWG
LAYOUT NAME - 0905-13

PLOT DATE : 10/18/2022 11:06 AM PLOT BY : HEDRINGTON, MARK PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



PROJECT NO: 8865-00-74	HWY: STH 65	COUNTY: POLK	CROSS SECTIONS: GUARDRAIL - APPLE RIVER	SHEET 196 E

FILE NAME : I:\41\410829_STH 65 POLK COUNTY\C3D\DESIGN\CORRIDORS\STH 65-REHAB-1-ALT 1.DWG
LAYOUT NAME - 0905-14

PLOT DATE : 10/18/2022 11:06 AM PLOT BY : HEDRINGTON, MARK PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

GUARDRAIL SHLD TAPER LT

402+00

402+39

403+00

10 FT

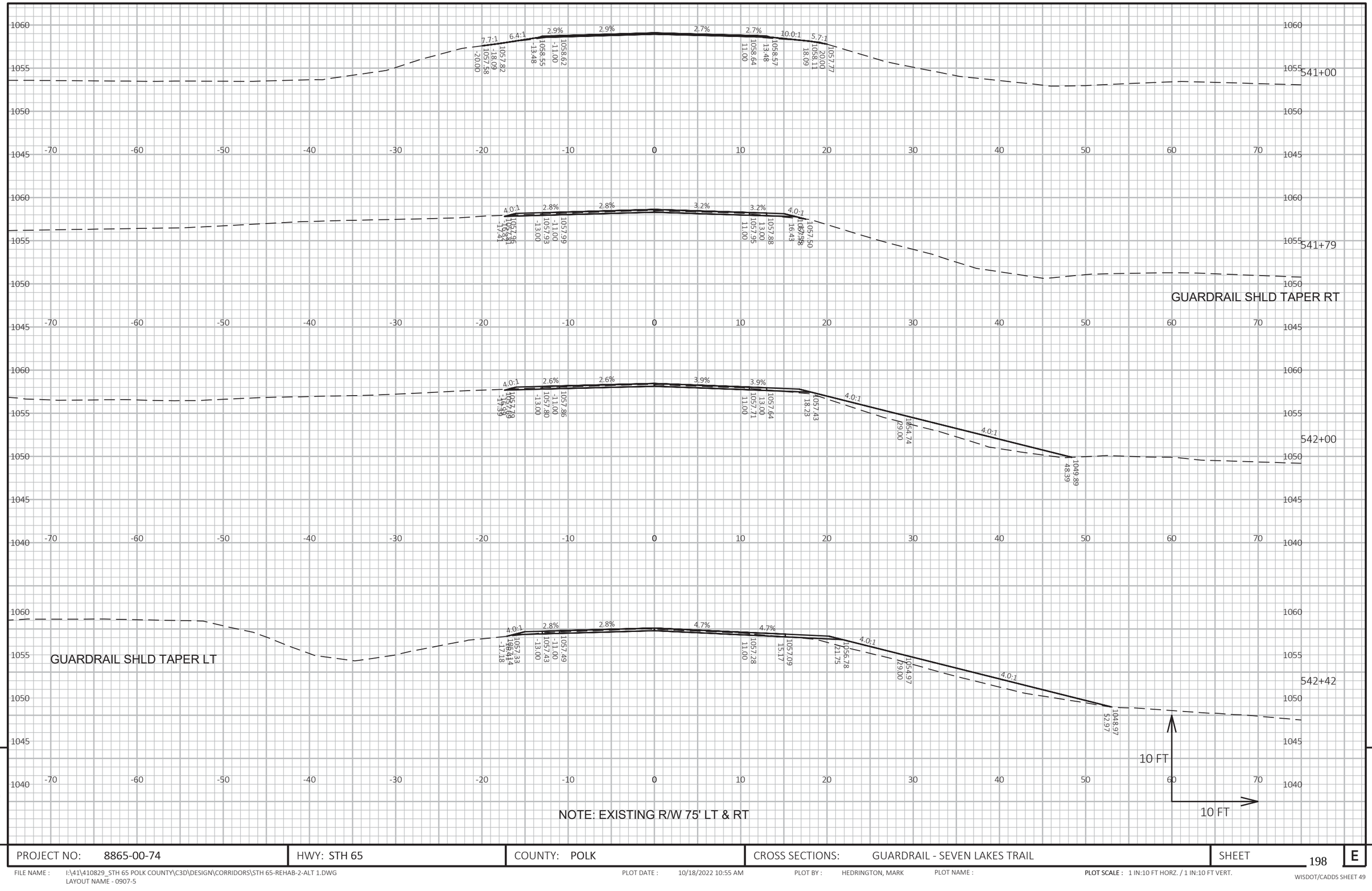
10 FT

PROJECT NO: 8865-00-74	HWY: STH 65	COUNTY: POLK	CROSS SECTIONS: GUARDRAIL - APPLE RIVER	SHEET 197	E

FILE NAME : I:\41\410829_STH 65 POLK COUNTY\C3D\DESIGN\CORRIDORS\STH 65-REHAB-1-ALT 1.DWG
LAYOUT NAME - 0905-15

PLOT DATE : 10/18/2022 11:06 AM PLOT BY : HEDRINGTON, MARK PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

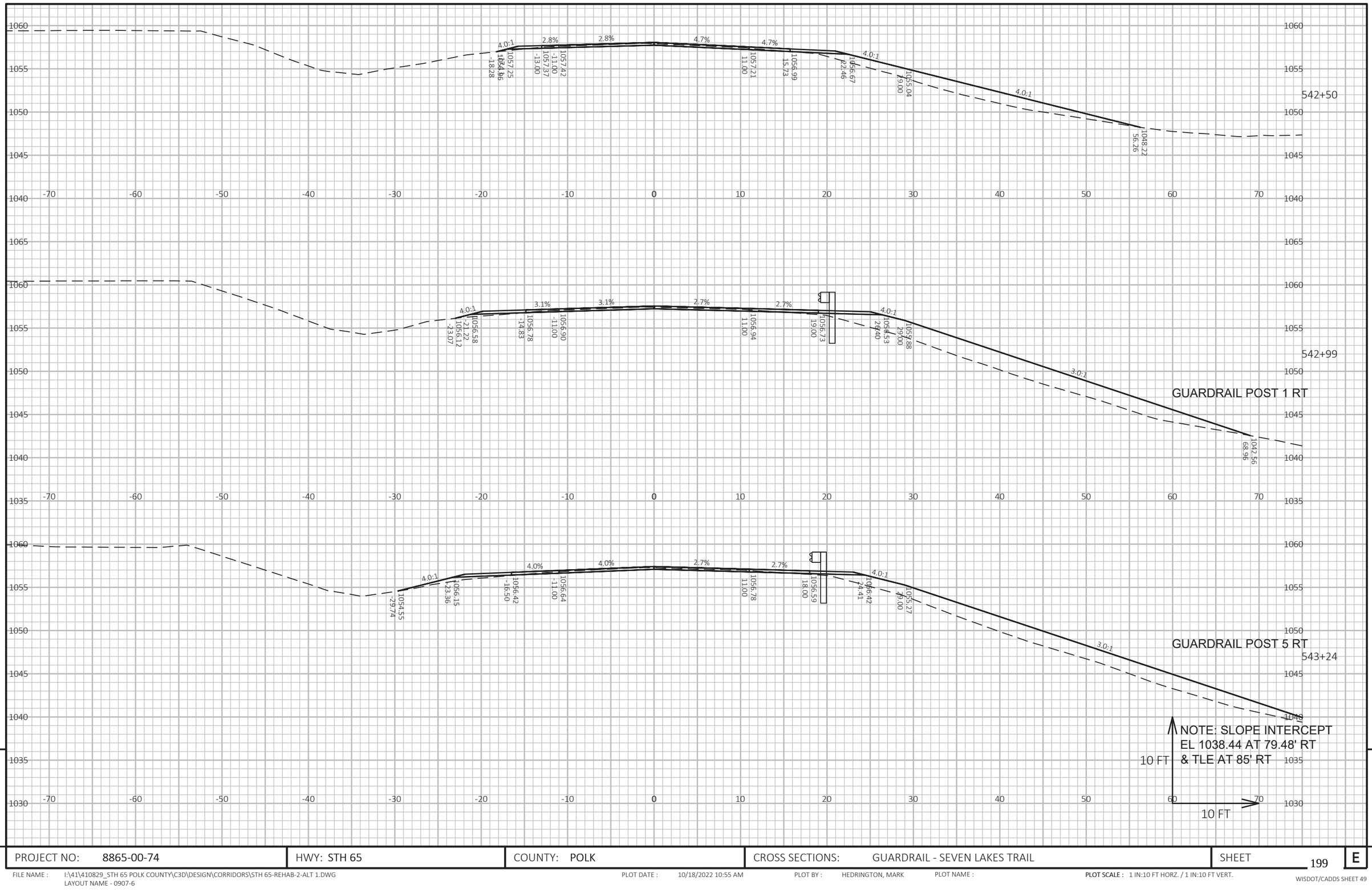


PROJECT NO: 8865-00-74	HWY: STH 65	COUNTY: POLK	CROSS SECTIONS: GUARDRAIL - SEVEN LAKES TRAIL	SHEET 198 E

FILE NAME : I:\41\410829_STH 65 POLK COUNTY\C3D\DESIGN\CORRIDORS\STH 65-REHAB-2-ALT 1.DWG
LAYOUT NAME - 0907-5

PLOT DATE : 10/18/2022 10:55 AM PLOT BY : HEDRINGTON, MARK PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

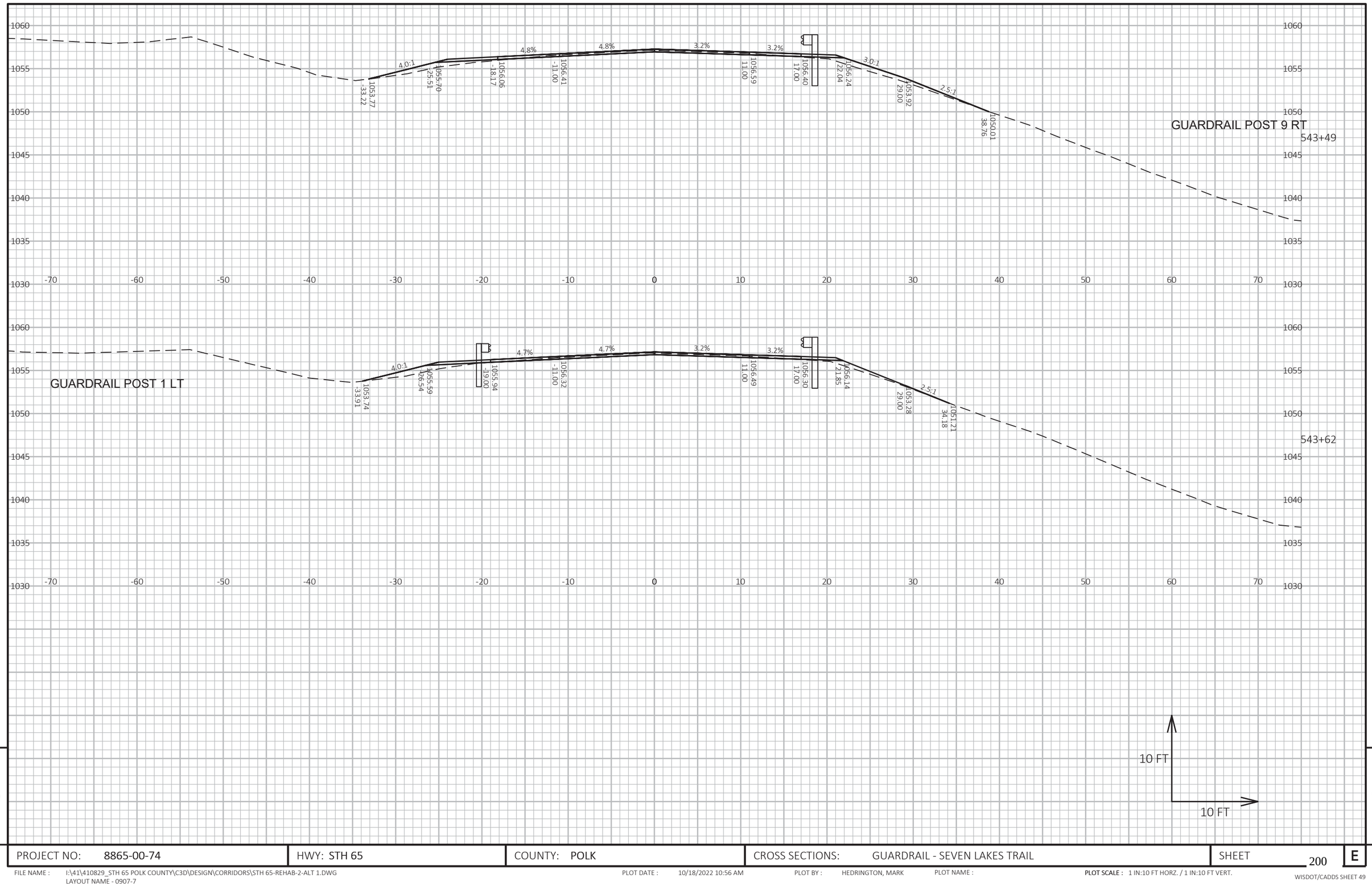


PROJECT NO: 8865-00-74	HWY: STH 65	COUNTY: POLK	CROSS SECTIONS: GUARDRAIL - SEVEN LAKES TRAIL	SHEET 199	E

FILE NAME : I:\41\410829_STH 65 POLK COUNTY\C3D\DESIGN\CORRIDORS\STH 65-REHAB-2-ALT 1.DWG
LAYOUT NAME - 0907-6

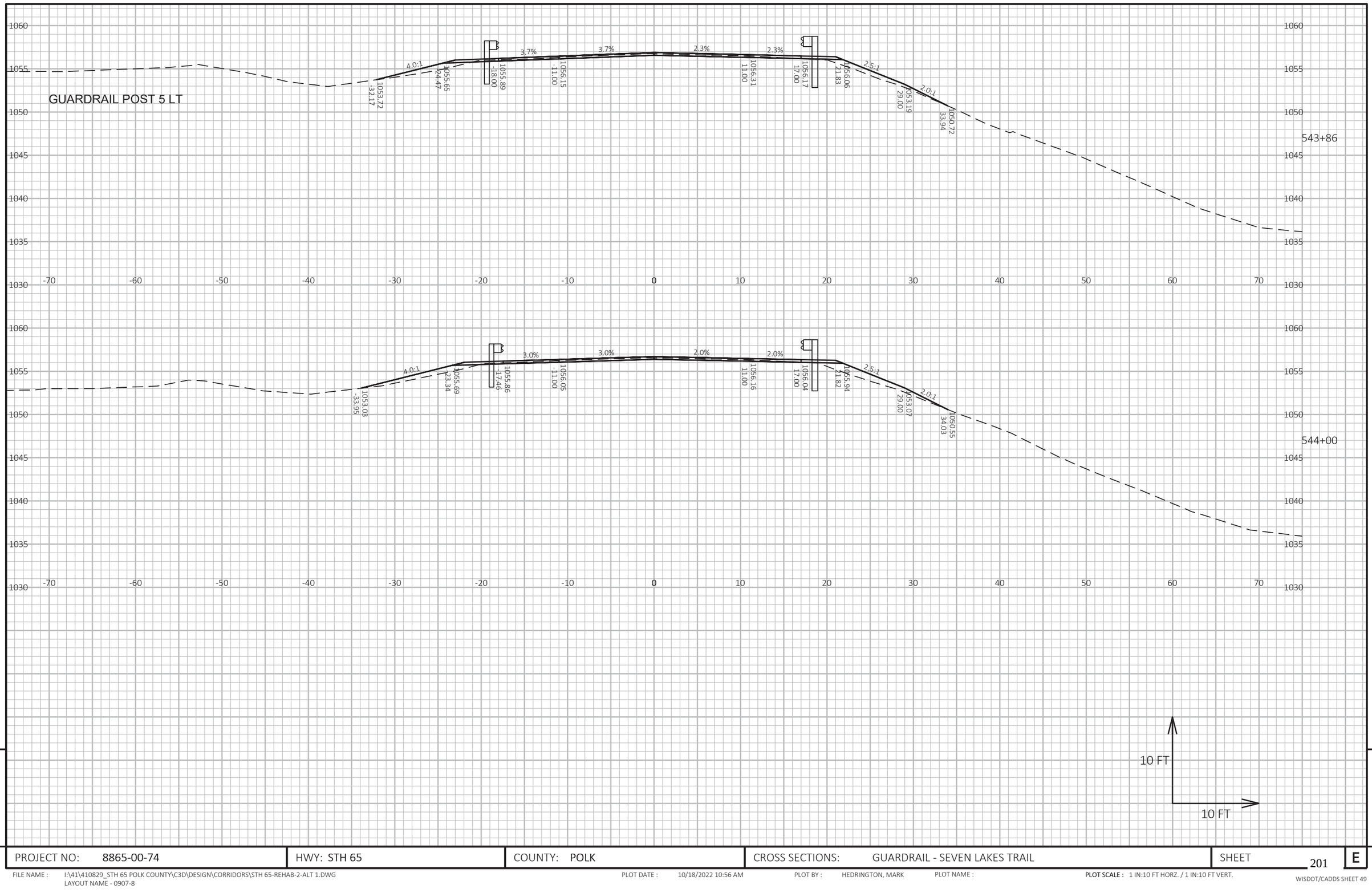
PLOT DATE : 10/18/2022 10:55 AM PLOT BY : HEDRINGTON, MARK PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



PROJECT NO: 8865-00-74	HWY: STH 65	COUNTY: POLK	CROSS SECTIONS: GUARDRAIL - SEVEN LAKES TRAIL	SHEET 200	E

FILE NAME : I:\41\410829_STH 65 POLK COUNTY\C3D\DESIGN\CORRIDORS\STH 65-REHAB-2-ALT 1.DWG
LAYOUT NAME - 0907-7
PLOT DATE : 10/18/2022 10:56 AM
PLOT BY : HEDRINGTON, MARK
PLOT NAME :
PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.
WISDOT/CADDS SHEET 49



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PROJECT NO: 8865-00-74	HWY: STH 65	COUNTY: POLK	CROSS SECTIONS: GUARDRAIL - SEVEN LAKES TRAIL	SHEET 201	E

FILE NAME : I:\41\410829_STH 65 POLK COUNTY\C3D\DESIGN\CORRIDORS\STH 65-REHAB-2-ALT 1.DWG
LAYOUT NAME - 0907-8

PLOT DATE : 10/18/2022 10:56 AM PLOT BY : HEDRINGTON, MARK PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

GUARDRAIL POST 9 LT

544+12

STA 544+41
EXISTING CATTLE PASS TO REMAIN

544+41

STRUCTURE OVER TRAIL

546+00

10 FT

10 FT

9

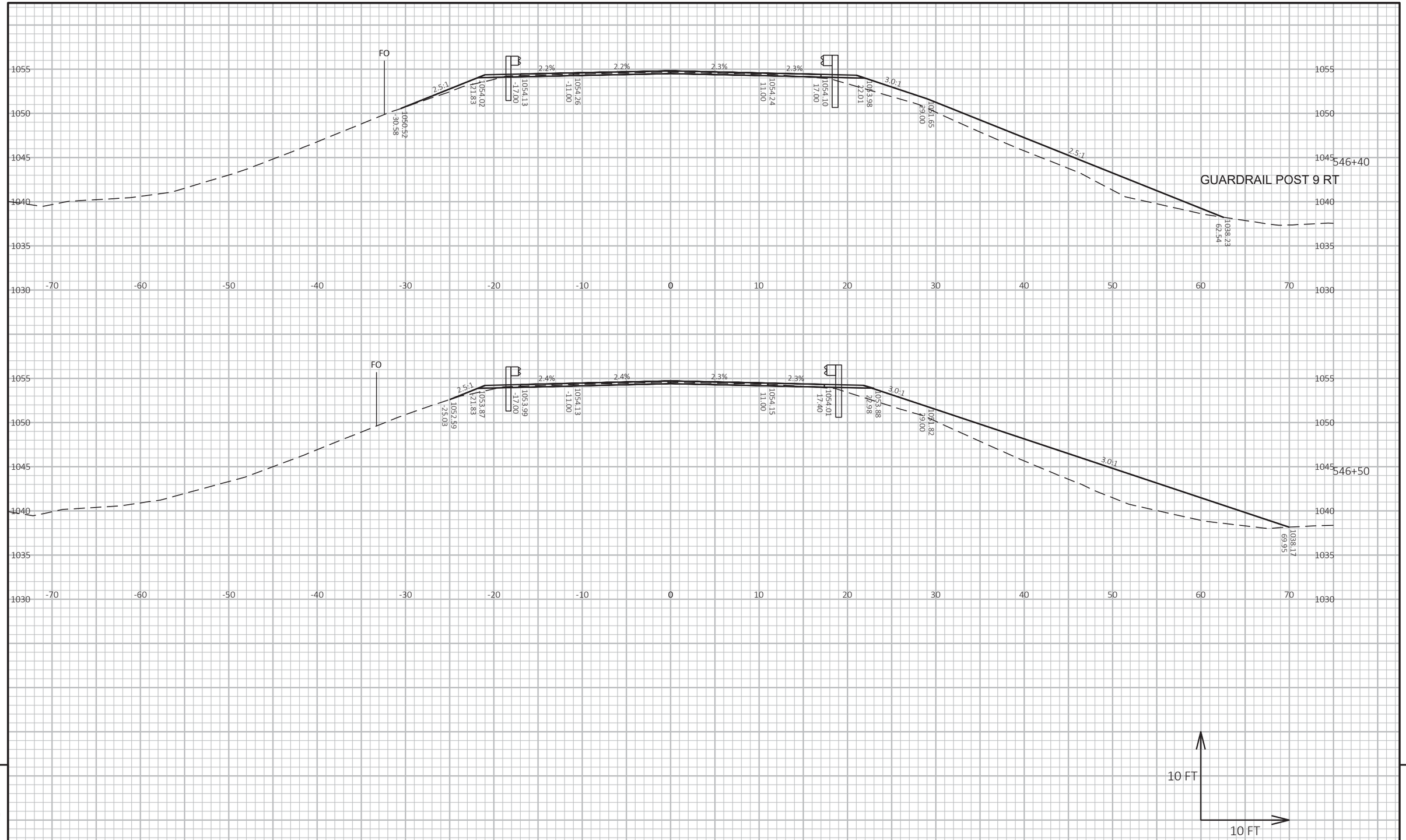
9

PROJECT NO: 8865-00-74	HWY: STH 65	COUNTY: POLK	CROSS SECTIONS: GUARDRAIL - SEVEN LAKES TRAIL	SHEET 202	E

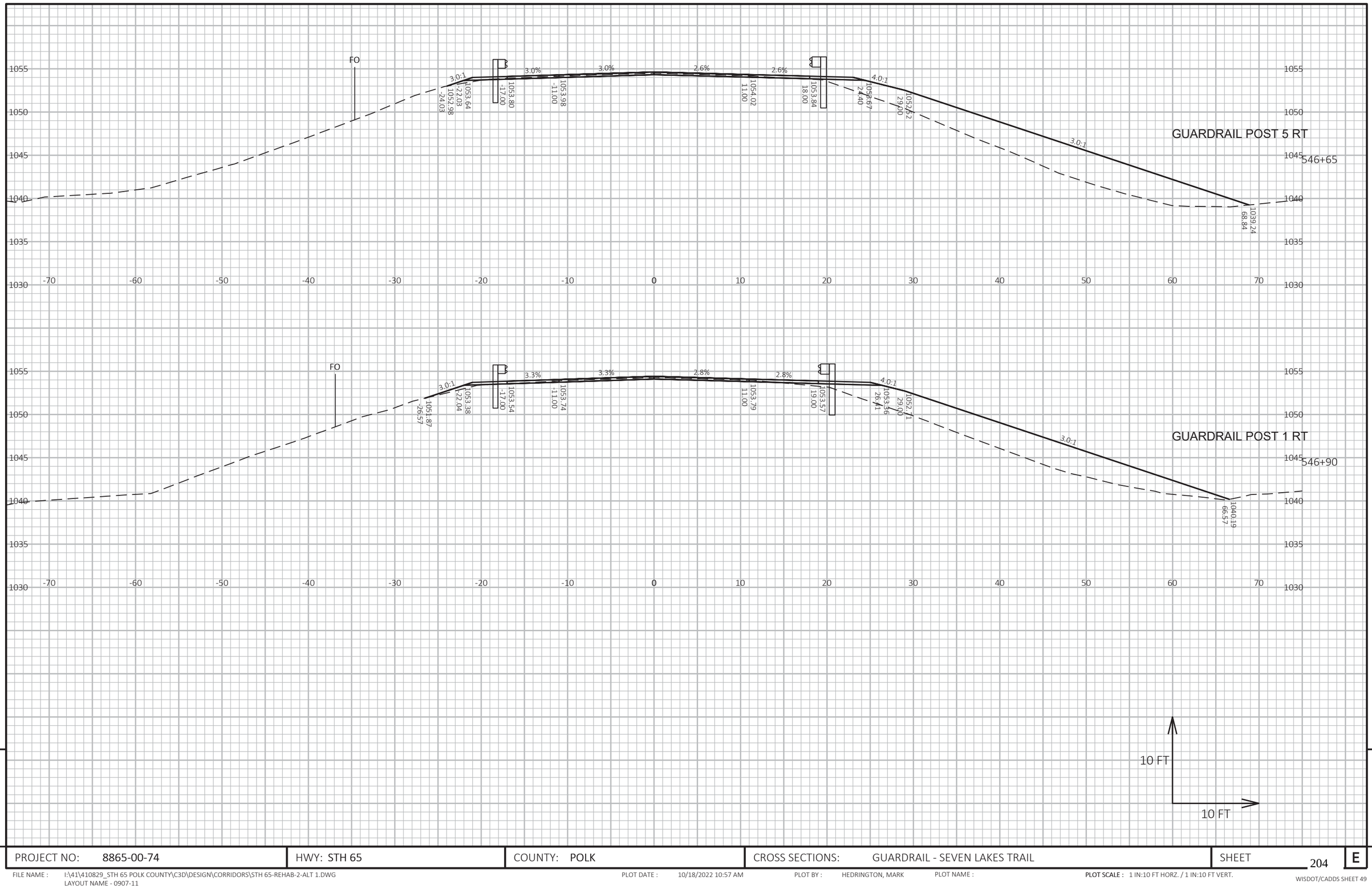
FILE NAME : I:\41\410829_STH 65 POLK COUNTY\C3D\DESIGN\CORRIDORS\STH 65-REHAB-2-ALT 1.DWG
LAYOUT NAME - 0907-9

PLOT DATE : 10/18/2022 10:56 AM PLOT BY : HEDRINGTON, MARK PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

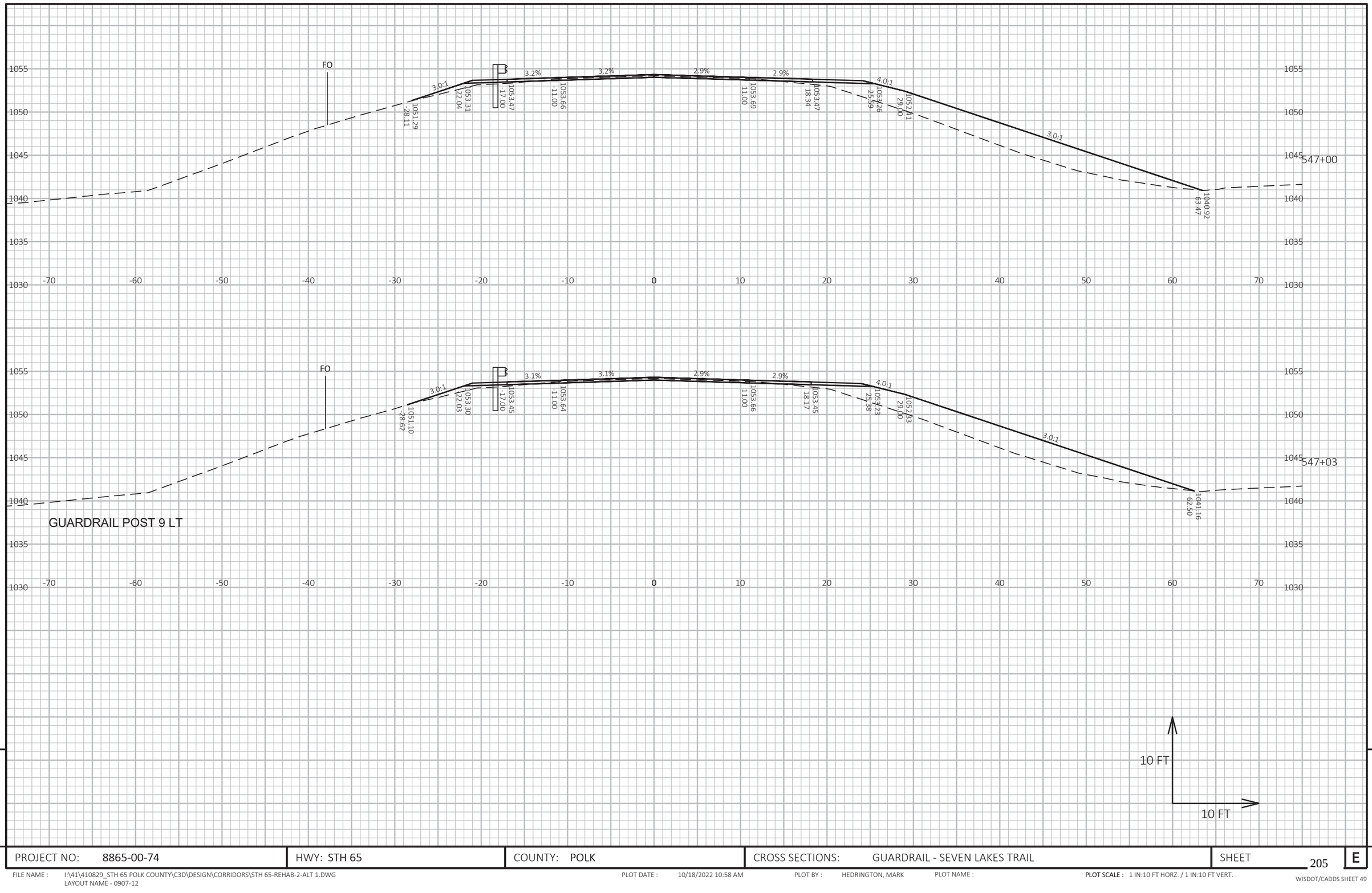


PROJECT NO: 8865-00-74	HWY: STH 65	COUNTY: POLK	CROSS SECTIONS: GUARDRAIL - SEVEN LAKES TRAIL	SHEET 203	E



PROJECT NO: 8865-00-74	HWY: STH 65	COUNTY: POLK	CROSS SECTIONS: GUARDRAIL - SEVEN LAKES TRAIL	SHEET 204	E

FILE NAME : I:\41\410829_STH 65 POLK COUNTY\C3D\DESIGN\CORRIDORS\STH 65-REHAB-2-ALT 1.DWG
LAYOUT NAME - 0907-11
PLOT DATE : 10/18/2022 10:57 AM
PLOT BY : HEDRINGTON, MARK
PLOT NAME :
PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.
WISDOT/CADDS SHEET 49



9

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PROJECT NO: 8865-00-74	HWY: STH 65	COUNTY: POLK	CROSS SECTIONS: GUARDRAIL - SEVEN LAKES TRAIL	SHEET 205	E

FILE NAME : I:\41\410829_STH 65 POLK COUNTY\C3D\DESIGN\CORRIDORS\STH 65-REHAB-2-ALT 1.DWG
LAYOUT NAME - 0907-12

PLOT DATE : 10/18/2022 10:58 AM PLOT BY : HEDRINGTON, MARK PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

GUARDRAIL POST 5 LT

FO

547+28

GUARDRAIL POST 1 LT

FO

547+53

FO

548+00

10 FT

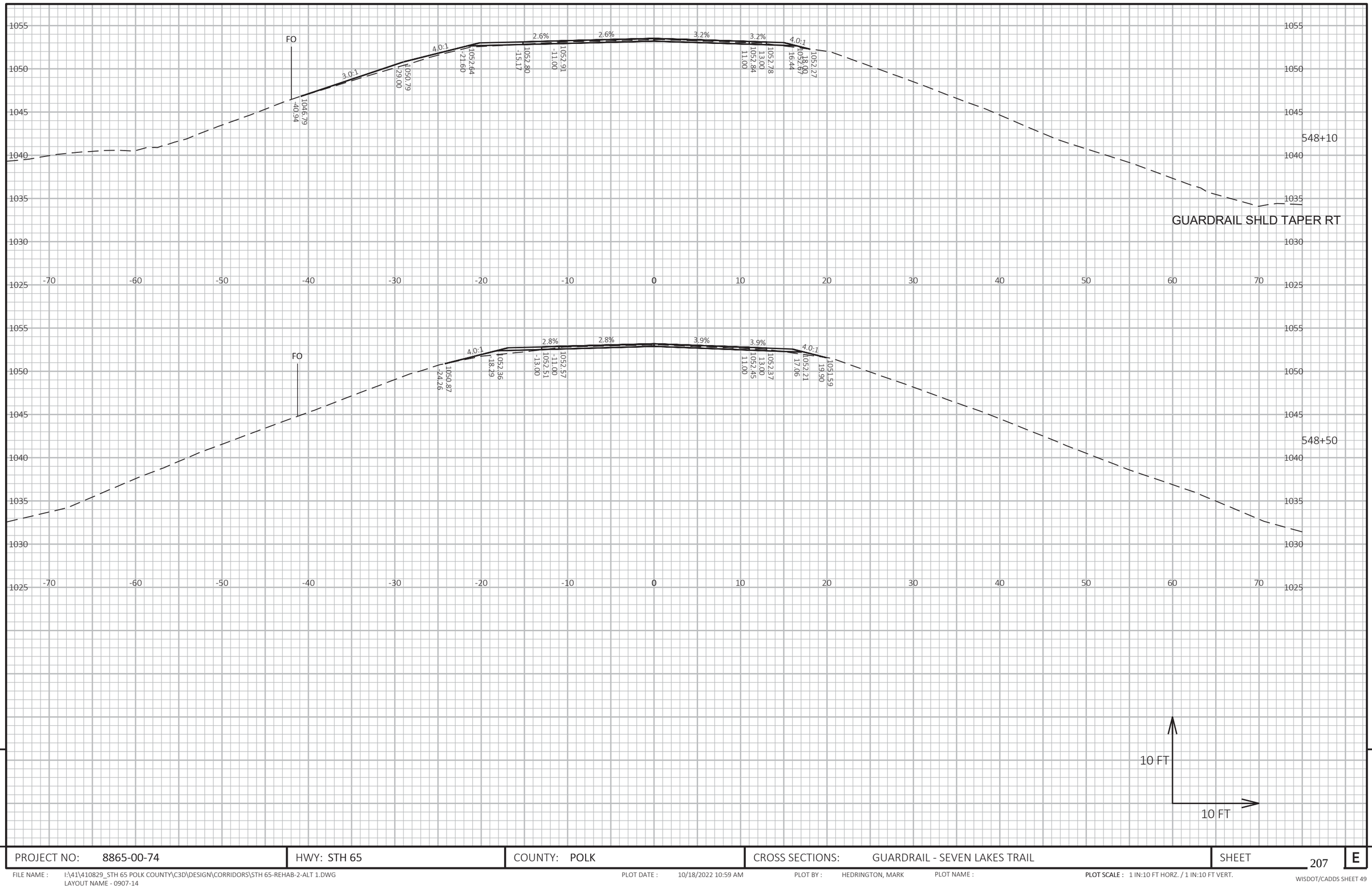
10 FT

PROJECT NO: 8865-00-74	HWY: STH 65	COUNTY: POLK	CROSS SECTIONS: GUARDRAIL - SEVEN LAKES TRAIL	SHEET 206	E

FILE NAME : I:\41\410829_STH 65 POLK COUNTY\C3D\DESIGN\CORRIDORS\STH 65-REHAB-2-ALT 1.DWG
LAYOUT NAME - 0907-13

PLOT DATE : 10/18/2022 10:58 AM PLOT BY : HEDRINGTON, MARK PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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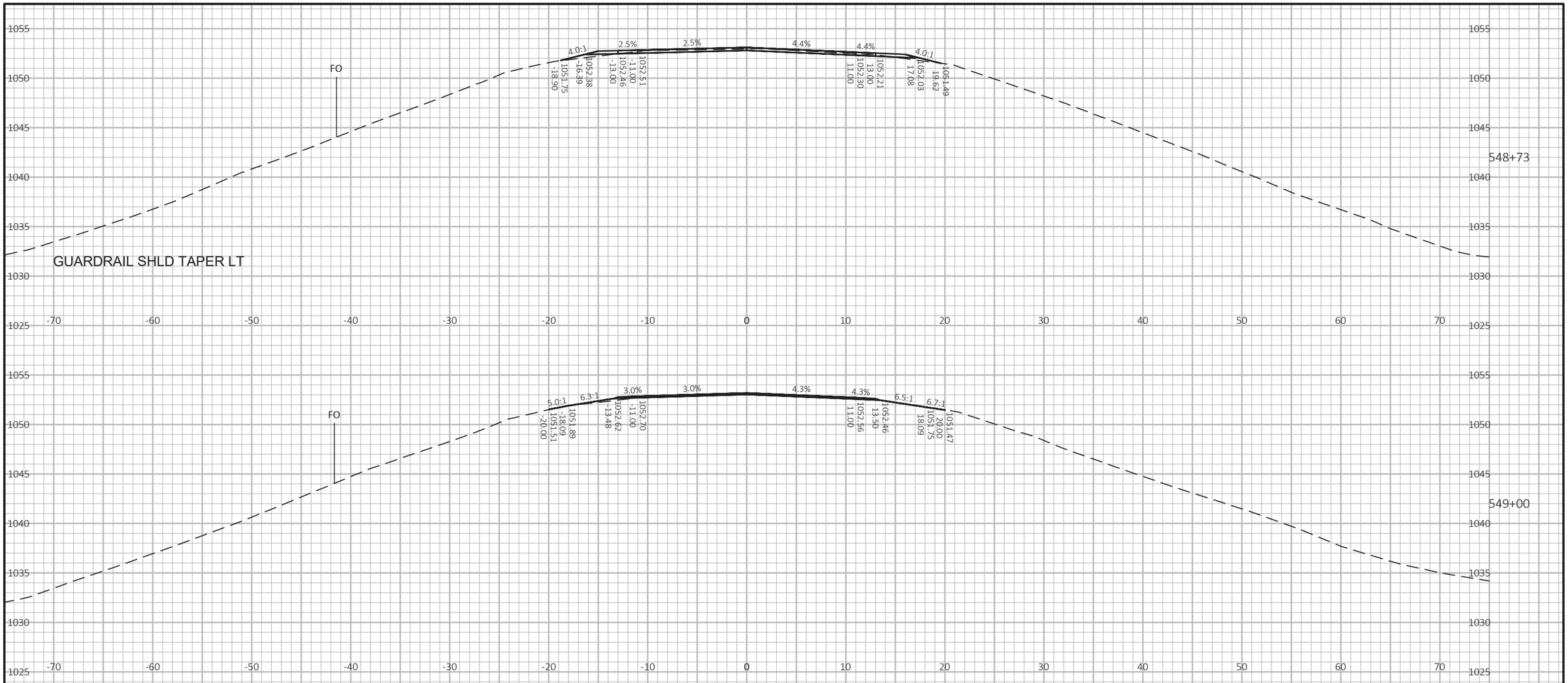
PROJECT NO: 8865-00-74	HWY: STH 65	COUNTY: POLK	CROSS SECTIONS: GUARDRAIL - SEVEN LAKES TRAIL	SHEET 207	E

FILE NAME : I:\41\410829_STH 65 POLK COUNTY\C3D\DESIGN\CORRIDORS\STH 65-REHAB-2-ALT 1.DWG
LAYOUT NAME - 0907-14

PLOT DATE : 10/18/2022 10:59 AM PLOT BY : HEDRINGTON, MARK PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

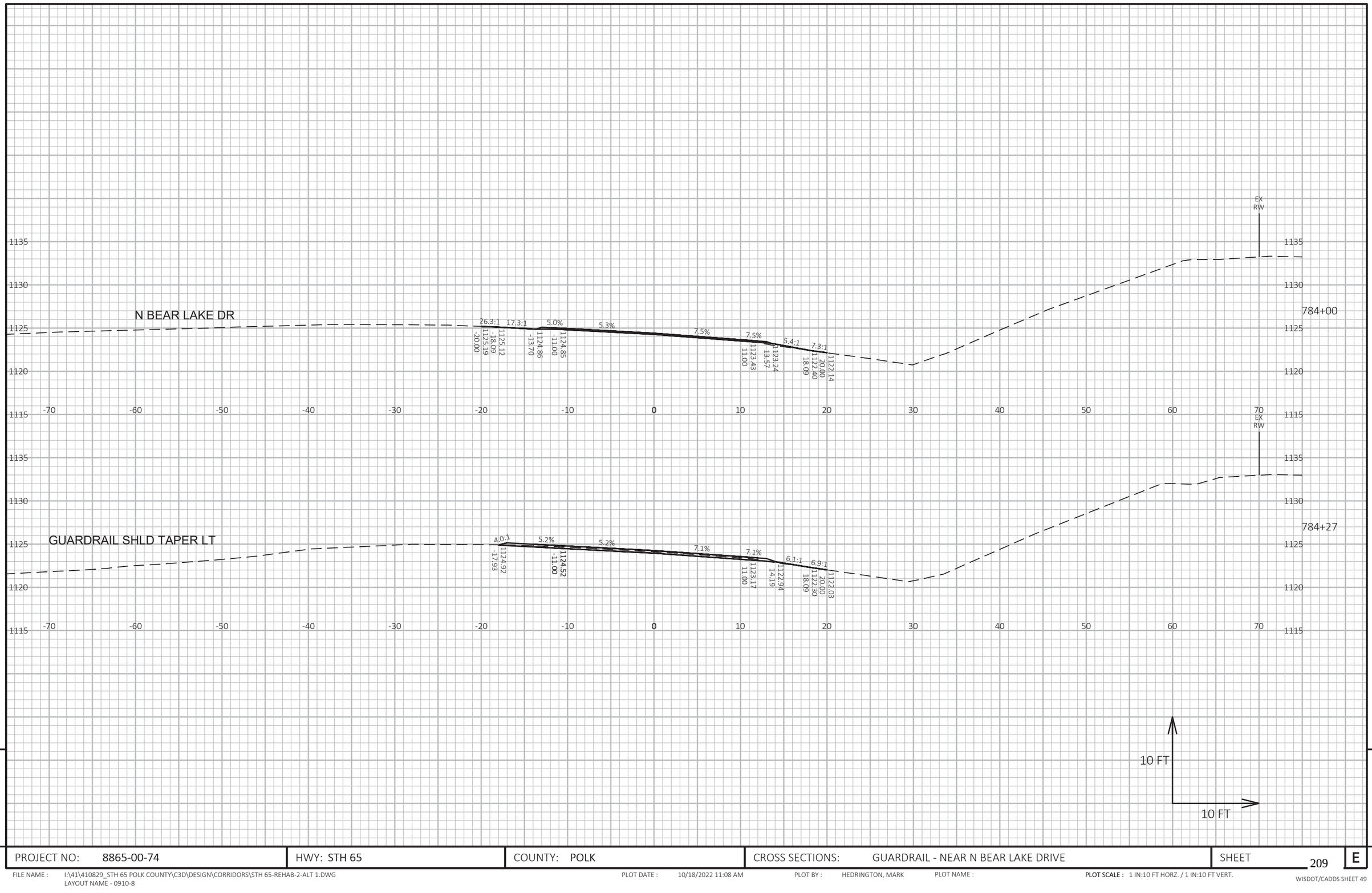
9

PROJECT NO: 8865-00-74	HWY: STH 65	COUNTY: POLK	CROSS SECTIONS: GUARDRAIL - SEVEN LAKES TRAIL	SHEET 208	E

FILE NAME : I:\41\410829_STH 65 POLK COUNTY\C3D\DESIGN\CORRIDORS\STH 65-REHAB-2-ALT 1.DWG
LAYOUT NAME - 0907-15

PLOT DATE : 10/18/2022 10:59 AM PLOT BY : HEDRINGTON, MARK PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

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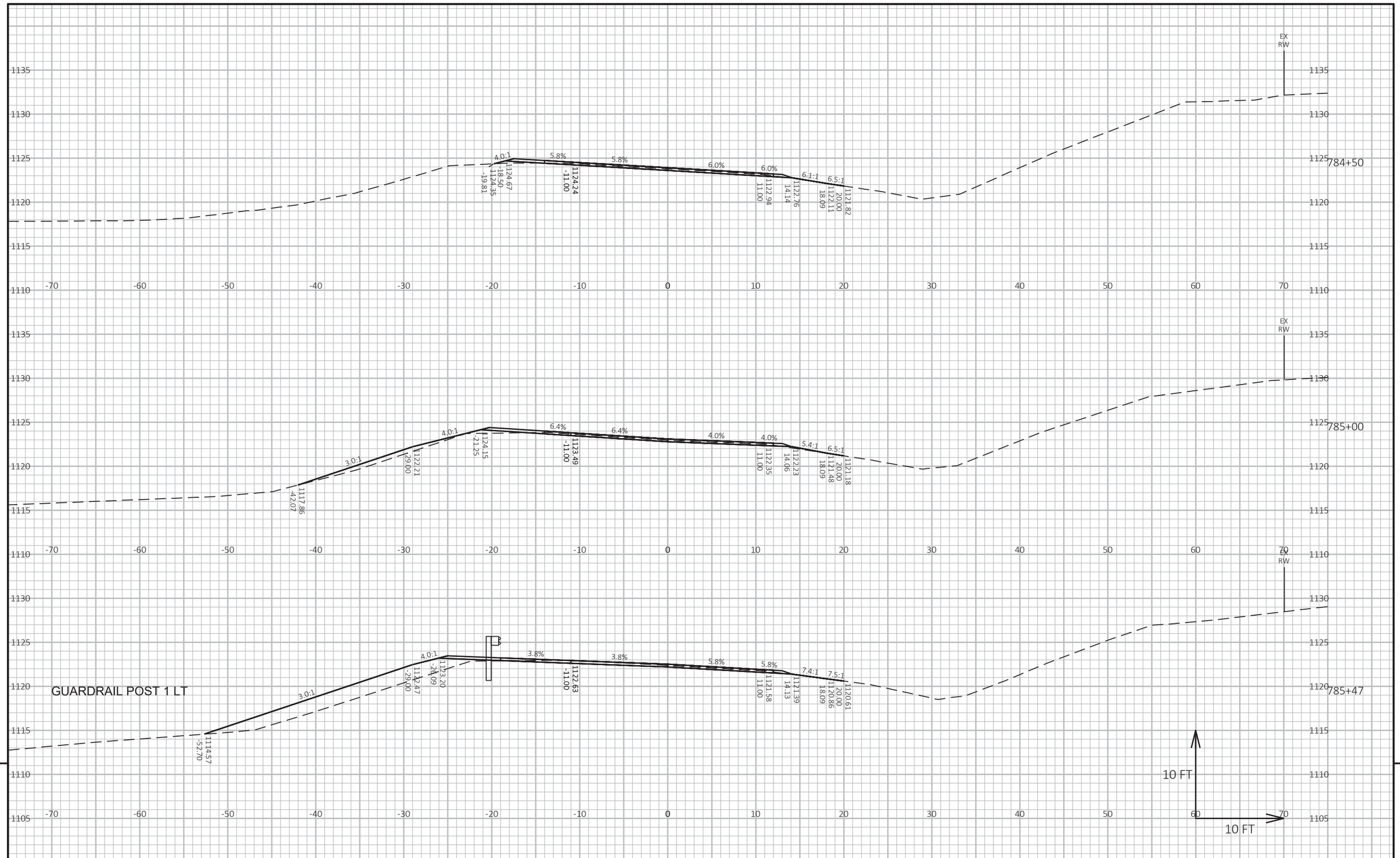
PROJECT NO: 8865-00-74	HWY: STH 65	COUNTY: POLK	CROSS SECTIONS: GUARDRAIL - NEAR N BEAR LAKE DRIVE	SHEET 209	E

FILE NAME : I:\41\410829_STH 65 POLK COUNTY\C3D\DESIGN\CORRIDORS\STH 65-REHAB-2-ALT 1.DWG
LAYOUT NAME - 0910-8

PLOT DATE : 10/18/2022 11:08 AM PLOT BY : HEDRINGTON, MARK PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

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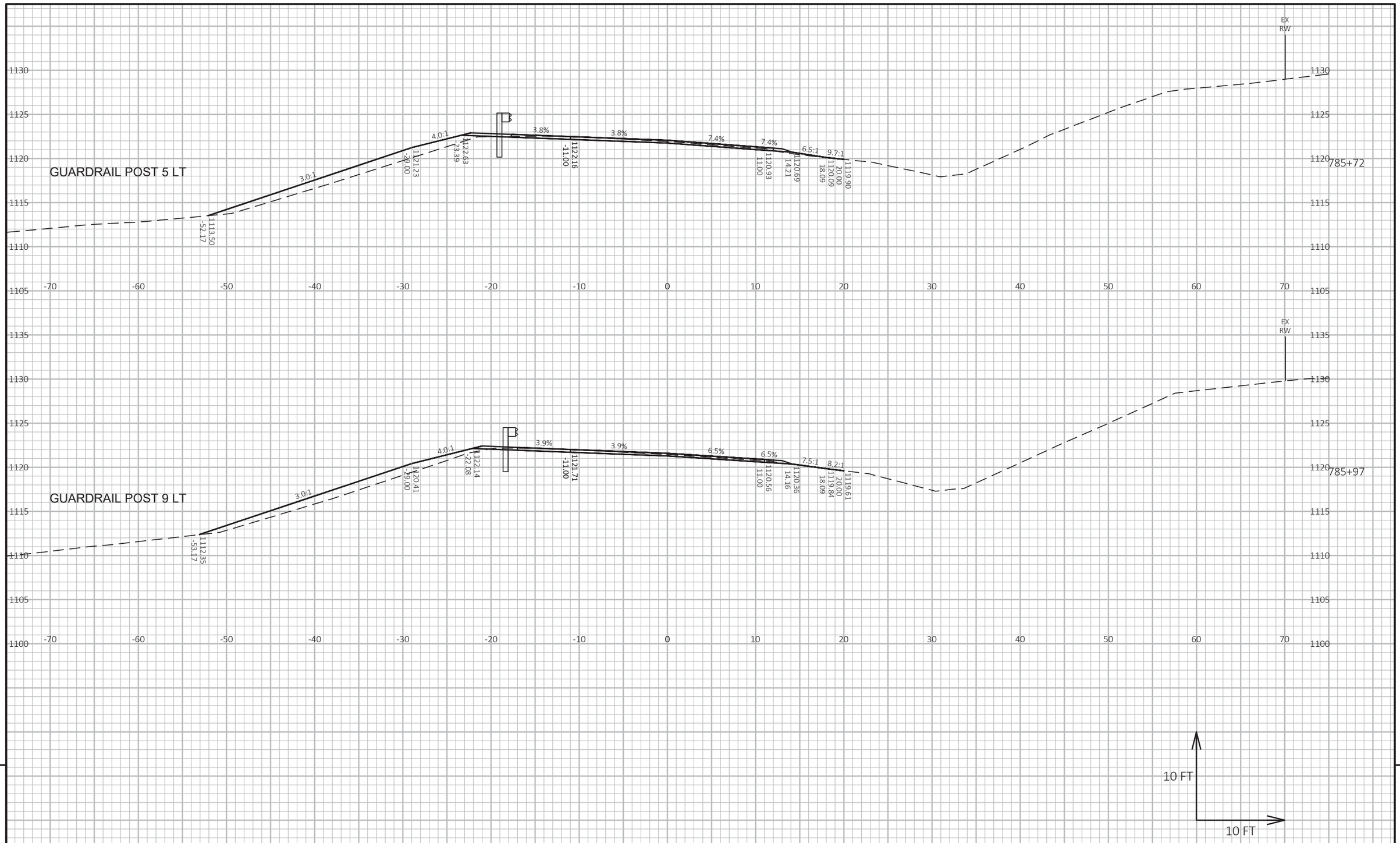
PROJECT NO: 8865-00-74	HWY: STH 65	COUNTY: POLK	CROSS SECTIONS: GUARDRAIL - NEAR N BEAR LAKE DRIVE	SHEET 210	E

FILE NAME : I:\41\410829_STH 65 POLK COUNTY\C3D\DESIGN\CORRIDORS\STH 65-REHAB-2-ALT 1.DWG
LAYOUT NAME - 0910-9

PLOT DATE : 10/18/2022 11:09 AM PLOT BY : HEDRINGTON, MARK PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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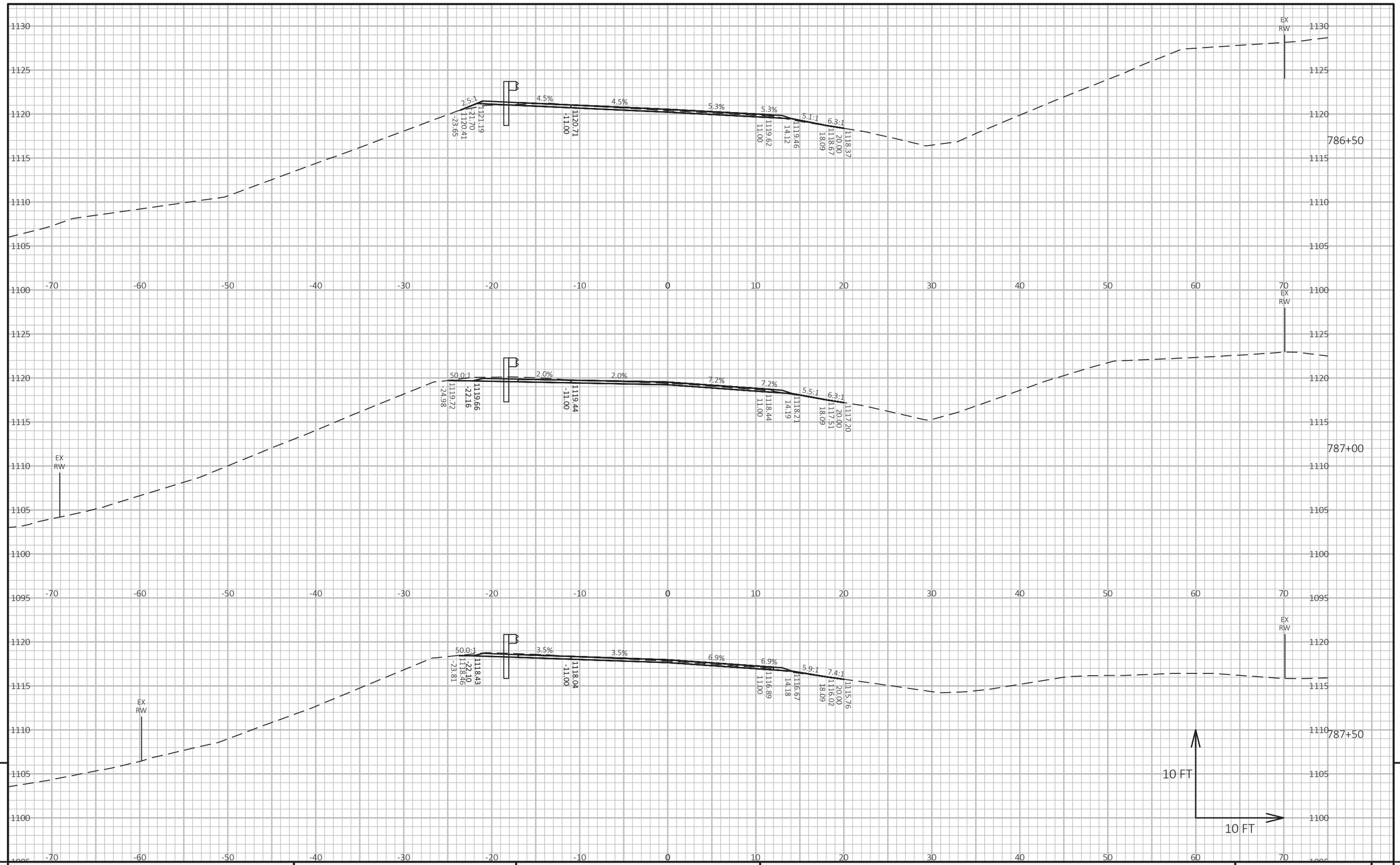
PROJECT NO: 8865-00-74	HWY: STH 65	COUNTY: POLK	CROSS SECTIONS: GUARDRAIL - NEAR N BEAR LAKE DRIVE	SHEET 211	E

FILE NAME : I:\41\410829_STH 65 POLK COUNTY\C3D\DESIGN\CORRIDORS\STH 65-REHAB-2-ALT 1.DWG
LAYOUT NAME - 0910-10

PLOT DATE : 10/18/2022 11:09 AM PLOT BY : HEDRINGTON, MARK PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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9

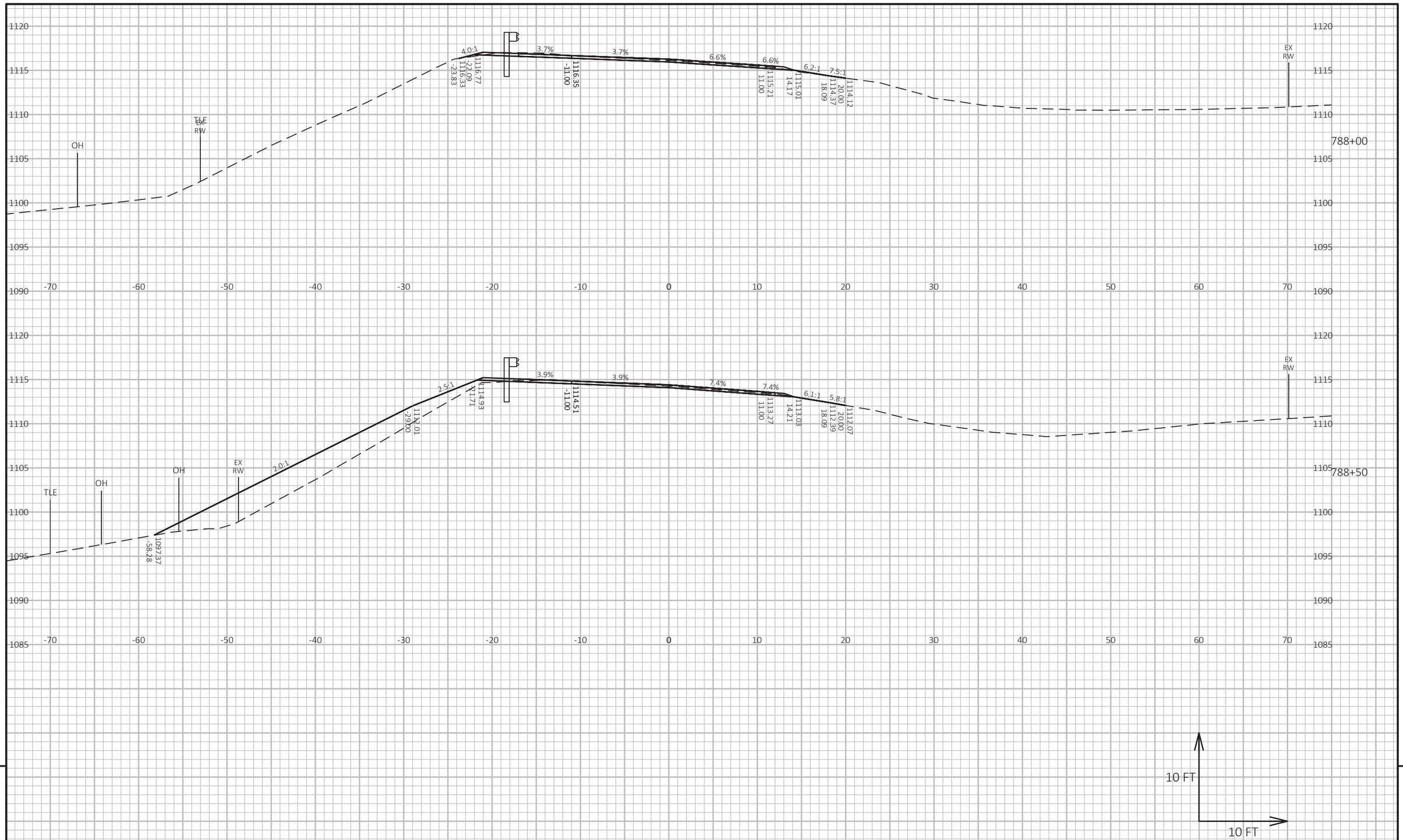
PROJECT NO: 8865-00-74	HWY: STH 65	COUNTY: POLK	CROSS SECTIONS: GUARDRAIL - NEAR N BEAR LAKE DRIVE	SHEET 212	E

FILE NAME : I:\41\410829_STH 65 POLK COUNTY\C3D\DESIGN\CORRIDORS\STH 65-REHAB-2-ALT 1.DWG
LAYOUT NAME - 0910-11

PLOT DATE : 10/18/2022 11:10 AM PLOT BY : HEDRINGTON, MARK PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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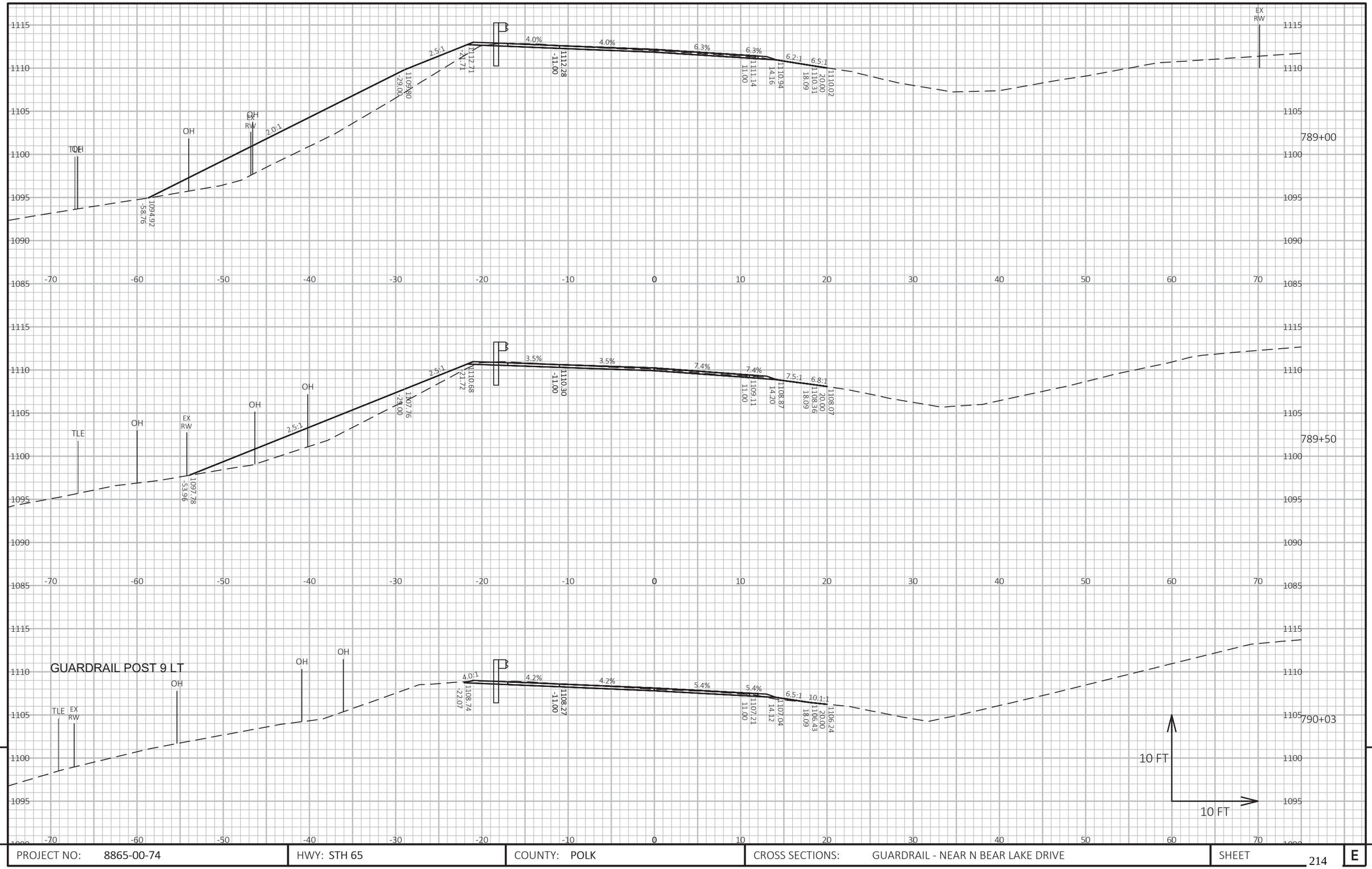
9

PROJECT NO: 8865-00-74	HWY: STH 65	COUNTY: POLK	CROSS SECTIONS: GUARDRAIL - NEAR N BEAR LAKE DRIVE	SHEET 213	E

FILE NAME : I:\41\410829_STH 65 POLK COUNTY\C3D\DESIGN\CORRIDORS\STH 65-REHAB-2-ALT 1.DWG
LAYOUT NAME - 0910-12

PLOT DATE : 10/18/2022 11:10 AM PLOT BY : HEDRINGTON, MARK PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

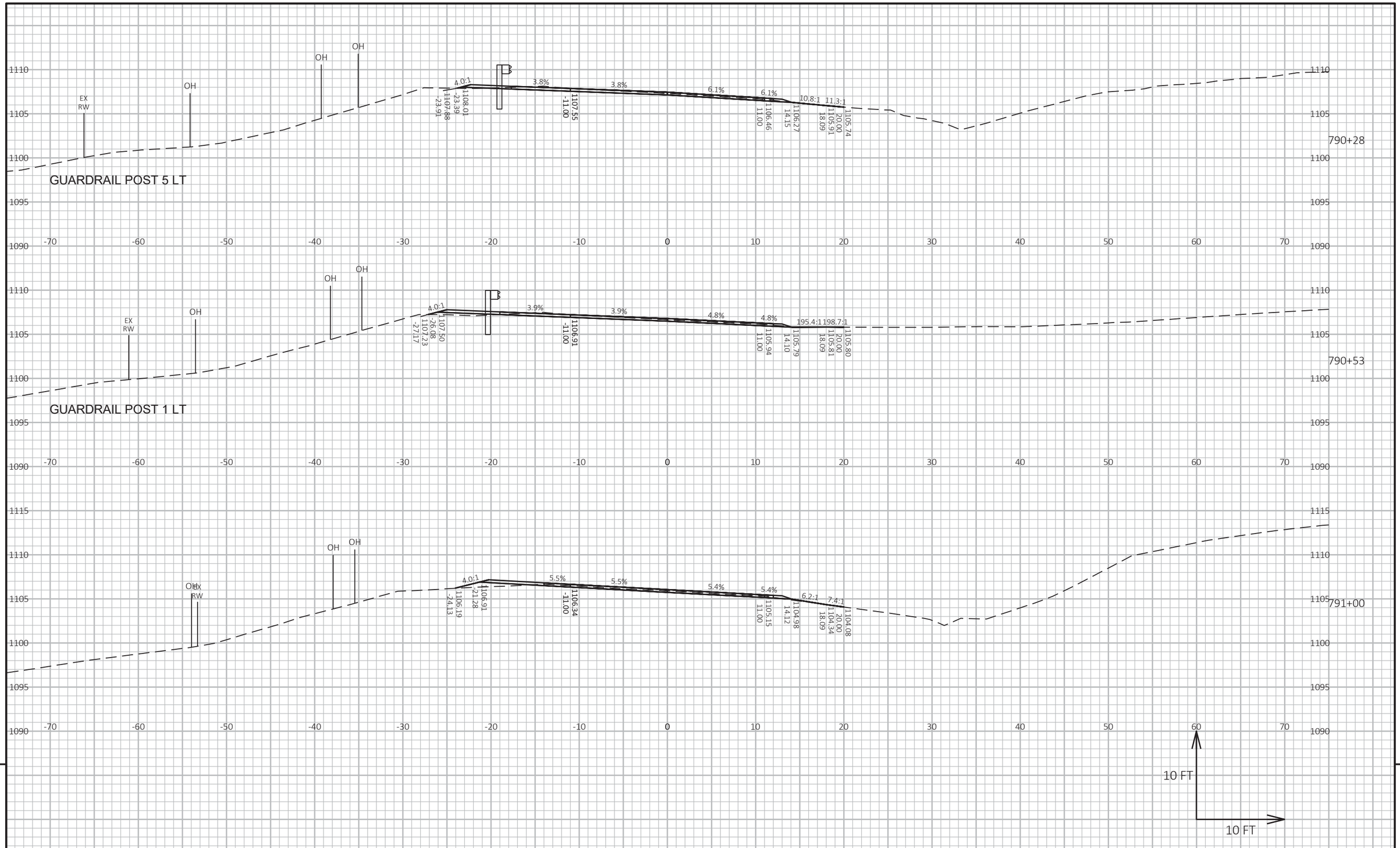


PROJECT NO: 8865-00-74	HWY: STH 65	COUNTY: POLK	CROSS SECTIONS: GUARDRAIL - NEAR N BEAR LAKE DRIVE	SHEET 214	E

FILE NAME : I:\41\410829_STH 65 POLK COUNTY\C3D\DESIGN\CORRIDORS\STH 65-REHAB-2-ALT 1.DWG
LAYOUT NAME - 0910-13

PLOT DATE : 10/18/2022 11:10 AM PLOT BY : HEDRINGTON, MARK PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

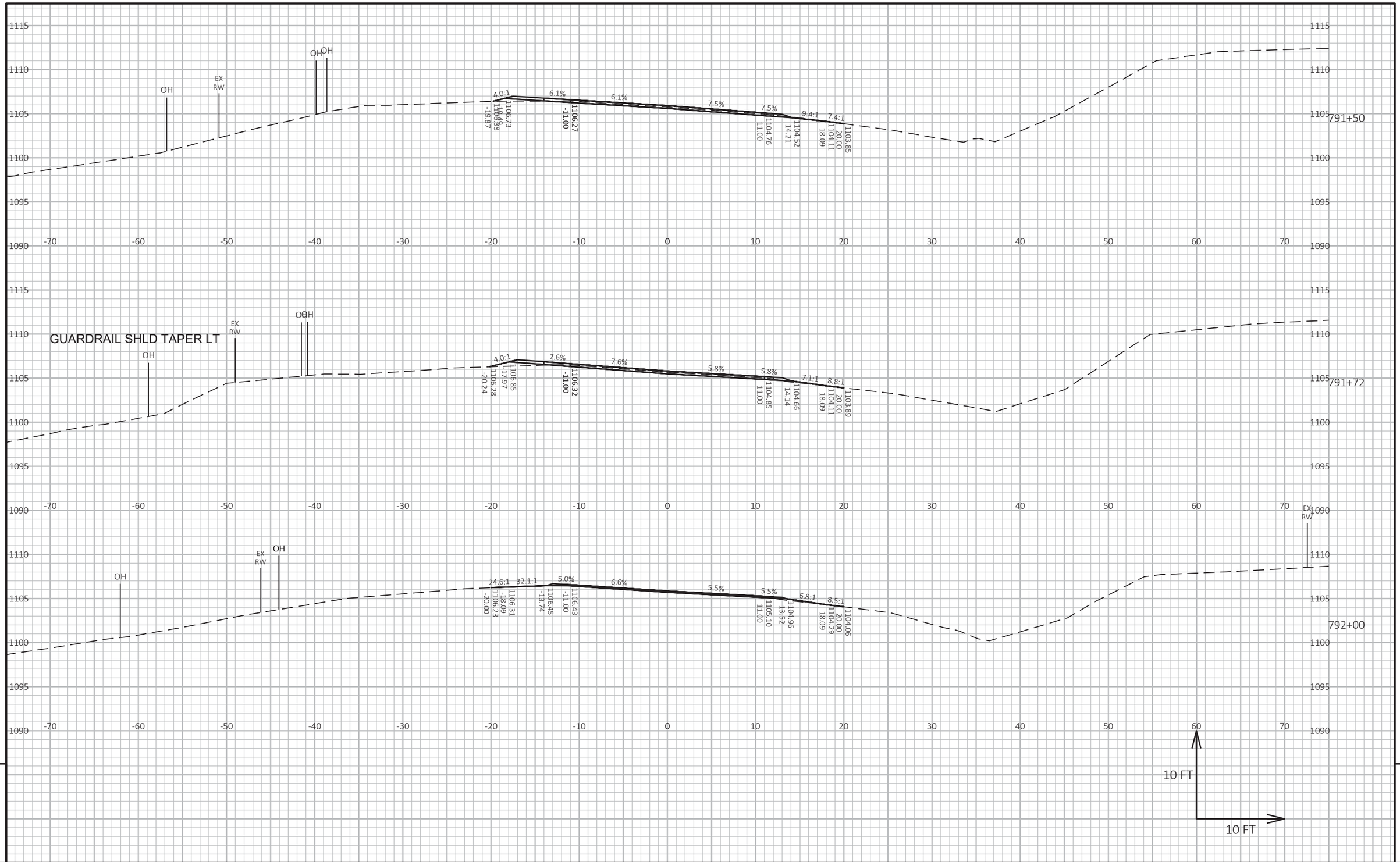


PROJECT NO: 8865-00-74	HWY: STH 65	COUNTY: POLK	CROSS SECTIONS: GUARDRAIL - NEAR N BEAR LAKE DRIVE	SHEET 215	E

FILE NAME : I:\41\410829_STH 65 POLK COUNTY\C3D\DESIGN\CORRIDORS\STH 65-REHAB-2-ALT 1.DWG
LAYOUT NAME - 0910-14

PLOT DATE : 10/18/2022 11:11 AM PLOT BY : HEDRINGTON, MARK PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



PROJECT NO: 8865-00-74	HWY: STH 65	COUNTY: POLK	CROSS SECTIONS: GUARDRAIL - NEAR N BEAR LAKE DRIVE	SHEET 216	E

FILE NAME : I:\41\410829_STH 65 POLK COUNTY\C3D\DESIGN\CORRIDORS\STH 65-REHAB-2-ALT 1.DWG
LAYOUT NAME - 0910-15

PLOT DATE : 10/18/2022 11:11 AM PLOT BY : HEDRINGTON, MARK PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

Notes

Wisconsin Department of Transportation

Dedicated people creating transportation solutions
through innovation and exceptional service.

http://www.dot.wisconsin.gov