MAD

PROJECT ID: 5910-00-72

WITH: N/A

COUNTY: GRANT

JANUARY 2025

ORDER OF SHEETS

Section No.	1	Title
Section No.	2	Typical Sections and Details (Includes Erosion Control)
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 = 84

13

N

DESIGN DESIGNATION 5910-00-02

A.A.D.T.	2024	=	1900
A.A.D.T.	2044	=	2350
D.H.V.		=	60/40
D.D.		=	N/A
T.		=	10%
DESIGN SPEED		=	55 MPH
ESALS		=	530,000

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'EB'	ELECTRIC	E
EXISTING CULVERT		FIBER OPTIC	FO
PROPOSED CULVERT (Box or Pipe)		GAS	G
COMBUSTIBLE FLUIDS	CAUTION	SANITARY SEWER	SAN
		STORM SEWER	SS
		TELEPHONE	T
MARSH AREA		WATER	W
		UTILITY PEDESTAL	
WOODED OR SHRUB AREA		POWER POLE	
		TELEPHONE POLE	

STATE OF WISCONSIN
HIGHWAY DEPARTMENT

PLAN OF PROPOSED IMPROVEMENT

USH 151 - STH 80 (CTH HH)

USH 151 TO CTH H

CTH HH

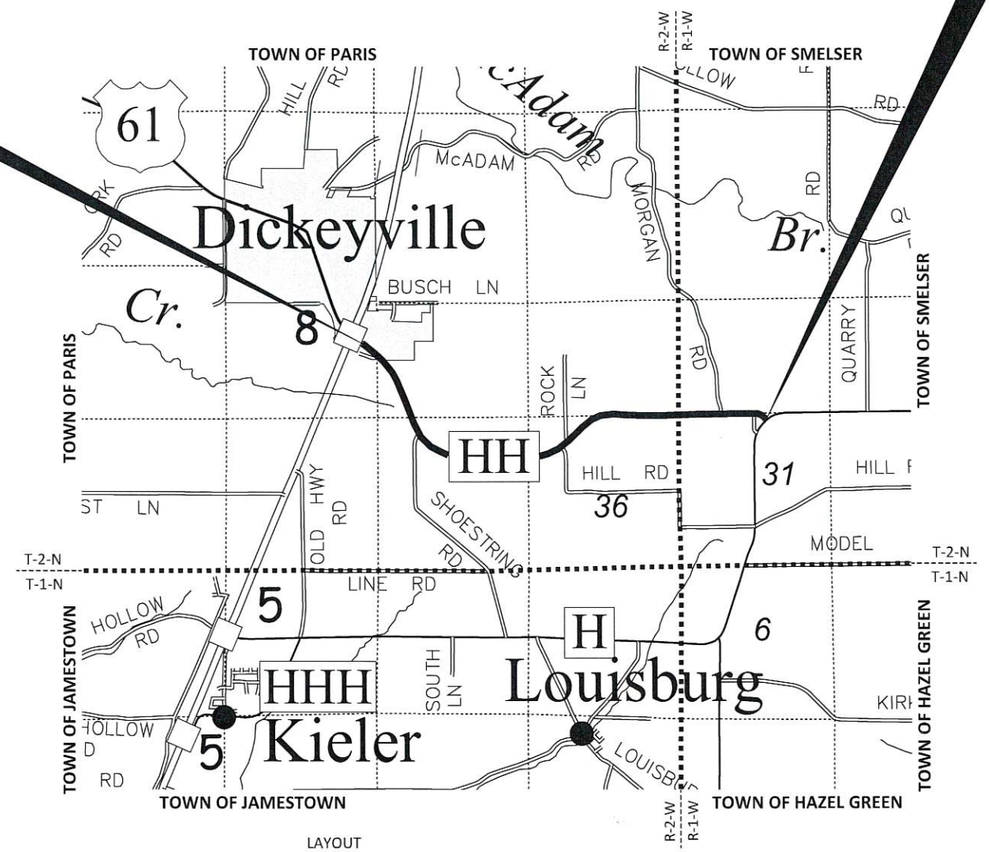
GRANT COUNTY

PROJECT NUMBER
5910-00-72

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
5910-00-72	WISC 2025153	1

BEGIN PROJECT
STA. 16+18.29
Y = 439,250.34
X = 852,855.93

END PROJECT
STA. 182+87.08



LAYOUT
SCALE 0 1 MI

TOTAL NET LENGTH OF CENTERLINE = 3.157 MI.

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

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

ACCEPTED FOR
COUNTY of GRANT
6-19-24 Jon B Kramer
(Date) (Highway Commissioner)

ORIGINAL PLANS PREPARED BY

JEWELL associates engineers, inc
Engineers - Architects - Surveyors

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

6/5/24
(Date) (Signature)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY

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

APPROVED FOR THE DEPARTMENT
DATE: _____ (Signature)

E

2

GENERAL NOTES

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

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

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

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

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

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

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

HMA PAVMENT QUANTITIES WERE CALCULATED USING 112 LB/SY/IN.

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

2 ½-INCHES OF HMA PAVEMENT SHALL BE CONSTRUCTED IN ONE 2 ½-INCH LAYER HMA PAVEMENT 4 LT 58-28 S.

3 ½-INCHES OF HMA PAVEMENT SHALL BE CONSTRUCTED WITH A 1 ¾-INCH UPPER LAYER HMA PAVEMENT 4 LT 58-28 S AND A 1 ¾-INCH LOWER LAYER HMA PAVEMENT 4 LT 58-28 S.

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

CURVE DATA IS BASED ON THE ARC DEFINITION.

CONTACTS

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

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

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

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

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

UTILITIES

ELECTRICITY
SCENIC RIVERS ENERGY COOPERATIVE
ATTN: CHAD OLMSTEAD
206 COUNTY ROAD K
LANCASTER, WI 53813
PH: (608) 723-2121 EXT. 561 (OFFICE)
EMAIL: colmstead@srec.net

GAS/PETROLEUM
WE ENERGIES
ATTN: ADAM MARING
210 N 29TH AVE
MONROE, WI 53566
PH: (608) 328-5679 (OFFICE)
PH: (608) 426-1715 (MOBILE)
EMAIL: adam.maring@we-energies.com

COMMUNICATION LINE
CUBA CITY/ BELMONT TELEPHONE
ATTN: JERRY CULLEN
121 N WASHINGTON STREET
PO BOX 762
CUBA CITY WI, 53807
PH: (608) 744-2154 (OFFICE)
PH: (608) 778-2293 (MOBILE)
EMAIL: jerry@cstech.com

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

TDS TELECOM
ATTN: DAVID O'BRIEN
525 JUNCTION ROAD
MADISON, WI 53717
PH: (608) 577-9654 (OFFICE)
EMAIL: david.obrien@tdstelecom.com

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

LIST OF STANDARD ABBREVIATIONS

ABUT	Abutment	INV	Invert	RDWY	Roadway
AC	Acre	IP	Iron Pipe or Pin	SALV	Salvaged
AGG	Aggregate	IRS	Iron Rod Set	SAN S	Sanitary Sewer
AH	Ahead	JT	Joint	SEC	Section
<	Angle	JCT	Junction	SHLDR	Shoulder
ASPH	Asphaltic	LHF	Left-Hand Forward	SHR	Shrinkage
AVG	Average	L	Length of Curve	SW	Sidewalk
ADT	Average Daily Traffic	LIN FT or LF	Linear Foot	S	South
BAD	Base Aggregate Dense	LC	Long Chord of Curve	SQ	Square
BK	Back	MH	Manhole	SF or SQ FT	Square Feet
BF	Back Face	MB	Mailbox	SY or SQ YD	Square Yard
BM	Bench Mark	ML or M/L	Match Line	STD	Standard
BR	Bridge	N	North	SDD	Standard Detail Drawings
C or C/L	Center Line	Y	North Grid Coordinate	STH	State Trunk Highways
CC	Center to Center	OD	Outside Diameter	STA	Station
C.E.	Commercial Entrance	PLE	Permanent Limited Easement	SS	Storm Sewer
CTH	County Trunk Highway	PT	Point	SG	Subgrade
CR	Creek	PC	Point of Curvature	SE	Superelevation
CR	Crushed	PI	Point of Intersection	SL or S/L	Survey Line
CY or CU YD	Cubic Yard	PRC	Point of Reverse Curvature	SV	Septic Vent
CP	Culvert Pipe	PT	Point of Tangency	T	Tangent
C & G	Curb and Gutter	POC	Point On Curve	TEL	Telephone
D	Degree of Curve	POT	Point on Tangent	TEMP	Temporary
DHV	Design Hour Volume	PVC	Polyvinyl Chloride	TI	Temporary Interest
DIA	Diameter	PCC	Portland Cement Concrete	TLE	Temporary Limited Easement
E	East	LB	Pound	t	Ton
X	East Grid Coordinate	PSI	Pounds Per Square Inch	T or TN	Town
ELEC	Electric (al)	P.E.	Private Entrance	TRANS	Transition
EL or ELEV	Elevation	R	Radius	TL or T/L	Transit Line
ESALS	Equivalent Single Axle Loads	RR	Railroad	T	Trucks (percent of)
EBS	Excavation Below Subgrade	R	Range	TYP	Typical
FF	Face to Face	RL or R/L	Reference Line	UNCL	Unclassified
F.E.	Field Entrance	RP	Reference Point	UG	Underground Cable
F	Fill	RCCP	Reinforced Concrete Culvert Pipe	USH	United States Highway
FG	Finished Grade	REQD	Required	VAR	Variable
FL or F/L	Flow Line	RES	Residence or Residential	V	Velocity or Design Speed
FT	Foot	RW	Retaining Wall	VERT	Vertical
FTG	Footing	RT	Right	VC	Vertical Curve
GN	Grid North	RHF	Right-Hand Forward	VOL	Volume
HT	Height	R/W	Right-of-Way	WM	Water Main
CWT	Hundredweight	RD	Road	WV	Water Valve
HYD	Hydrant	R	River	W	West
INL	Inlet			WB	Westbound
ID	Inside Diameter			YD	Yard

ORDER OF SECTION 2 SHEETS:

- GENERAL NOTES
- PROJECT OVERVIEW
- TYPICAL SECTIONS
- CONSTRUCTION DETAILS
- PAVEMENT MARKING
- TRAFFIC CONTROL
- ALIGNMENT DETAILS
- PLAN DETAILS

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

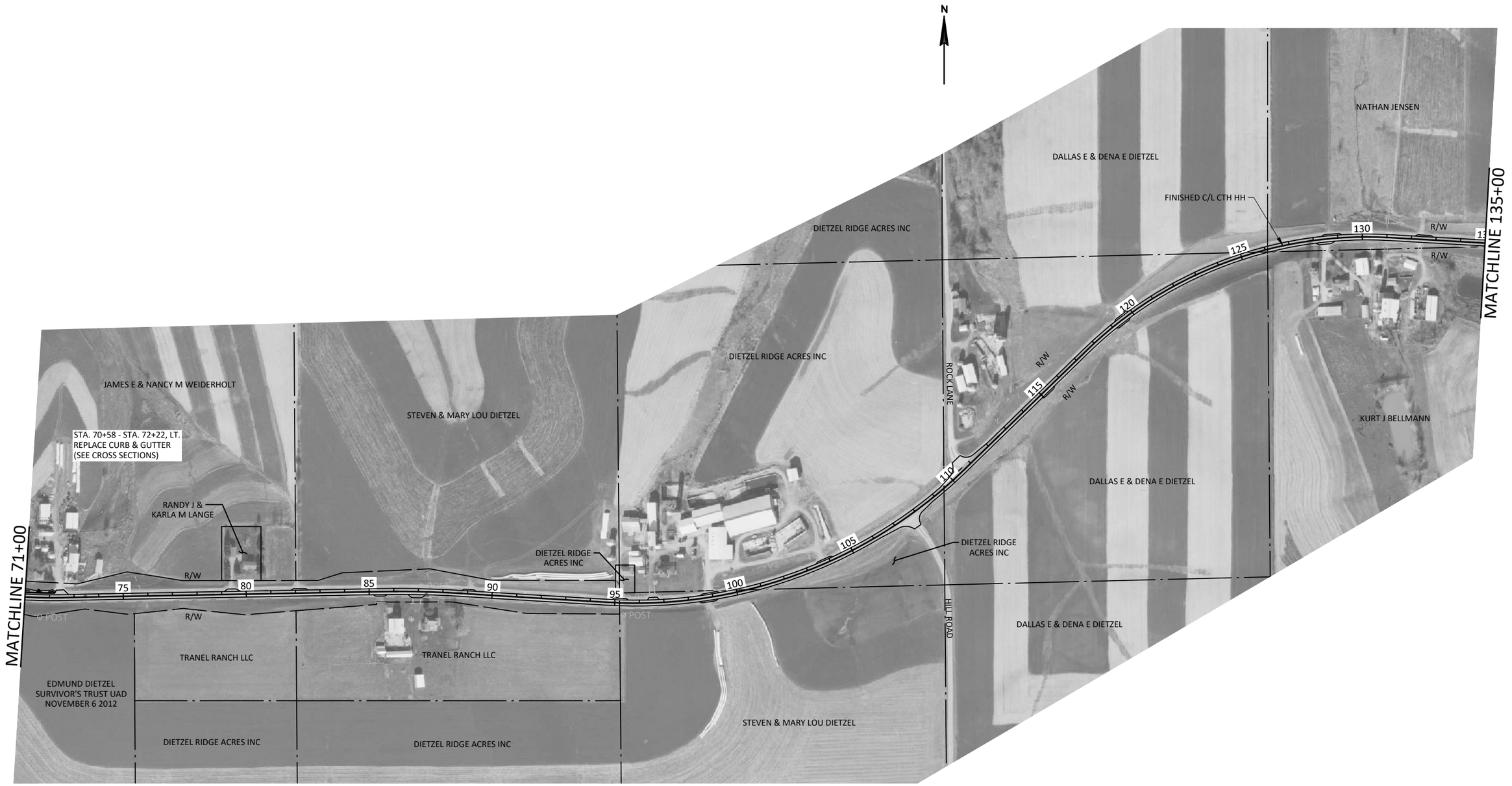
TOTAL PROJECT AREA= 75.53 ACRES
TOTAL AREA EXPECTED TO BE DISTURBED BY CONSTRUCTION ACTIVITIES = 45.42 ACRES

2

MATCHLINE 71+00

PROJECT NO: 5910-00-72	HWY: CTH HH	COUNTY: GRANT	PROJECT OVERVIEW	SHEET 3	E

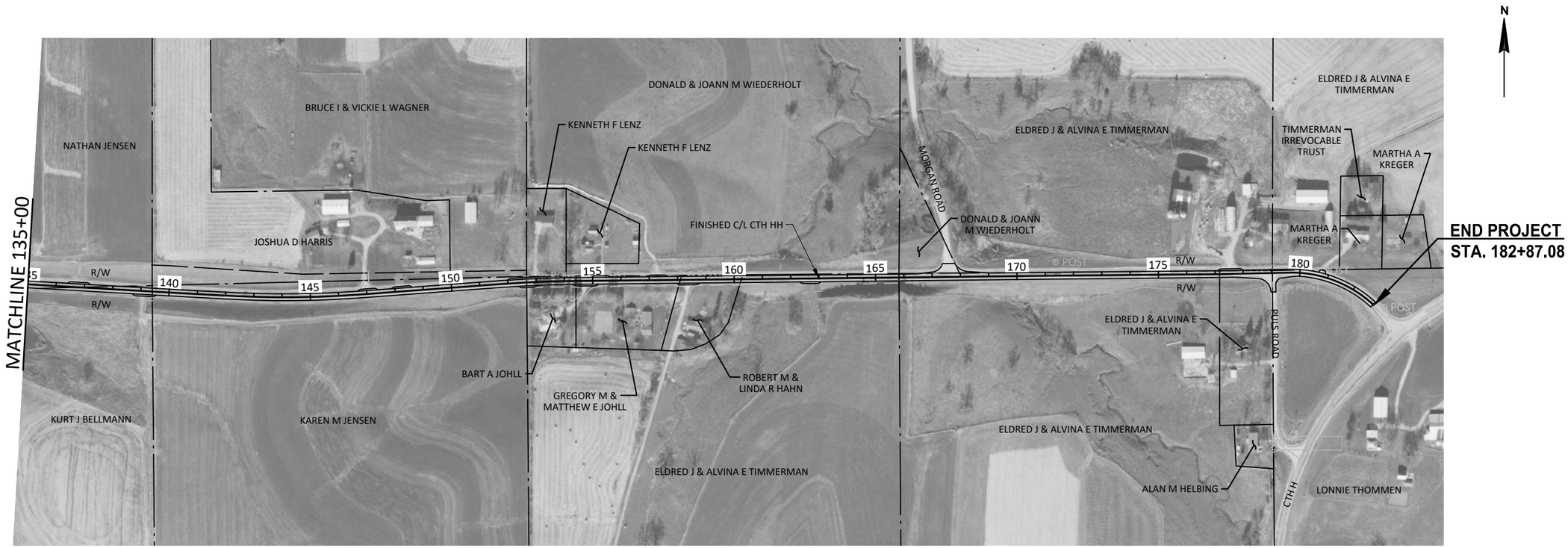
2



PROJECT NO: 5910-00-72	HWY: CTH HH	COUNTY: GRANT	PROJECT OVERVIEW	SHEET 4	E

FILE NAME : M:\PROJECTS\G78030 GRANT CO HWY - CTH HH REHABILITATION\SHEETSPLAN\DETAILS\PROJECT OVERVIEW.DWG PLOT DATE : 6/5/2024 9:08:05 AM PLOT BY : SAM BRAZEE PLOT SCALE : 1" = 1' LAYOUT : 2

2



PROJECT NO: 5910-00-72	HWY: CTH HH	COUNTY: GRANT	PROJECT OVERVIEW	SHEET 5	E

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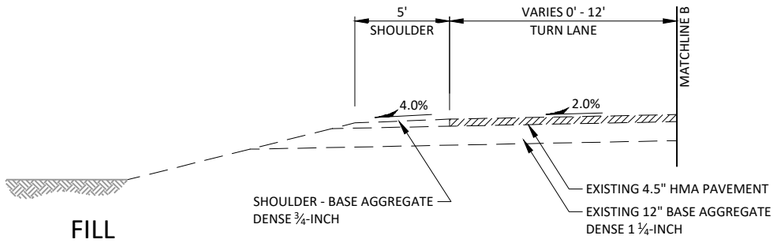
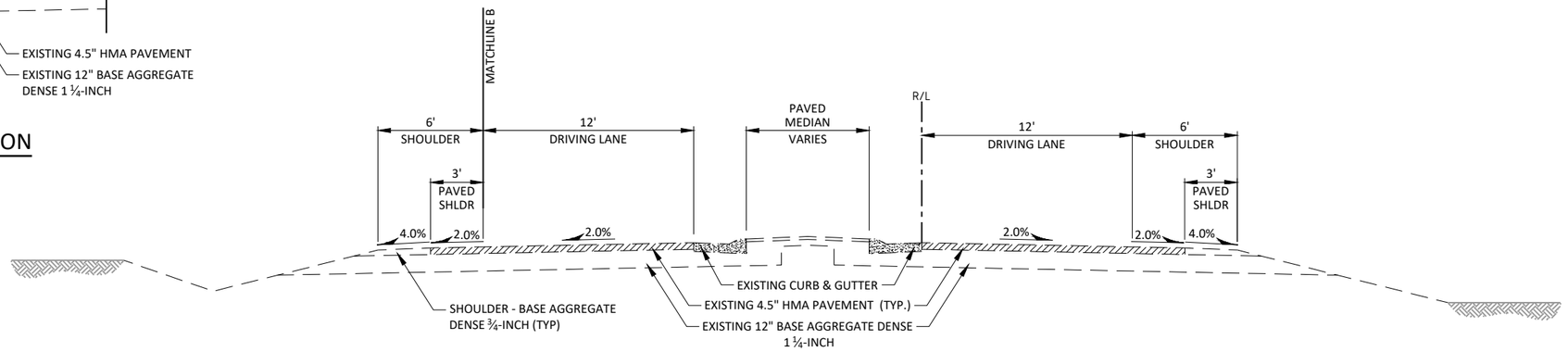
PLOT BY : SAM BRAZEE
PLOT SCALE : 1" = 1'
LAYOUT : 3



TYPICAL EXISTING PARTIAL SECTION

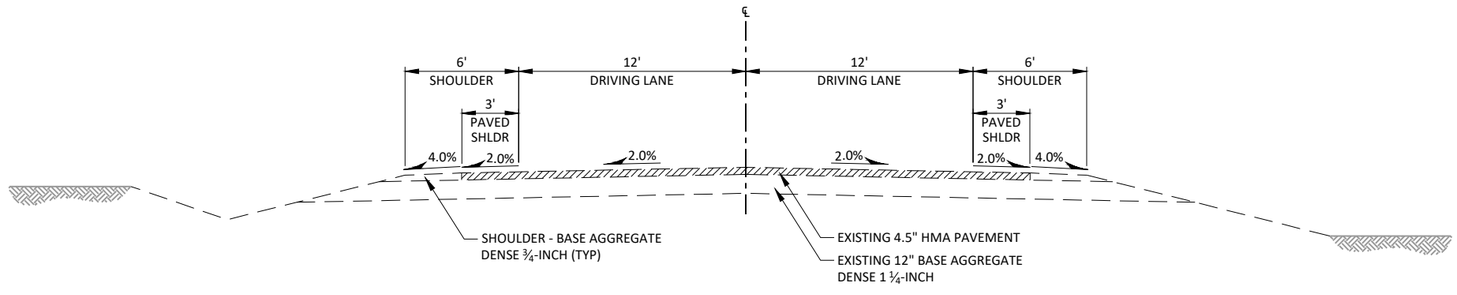
STA. 16+18.29 - STA. 19+45, LT



TYPICAL EXISTING SECTION

STA. 16+18.29 - STA. 22+65

NOTE:
THE EXISTING PAVEMENT AND AGGREGATE BASE DEPTHS WERE DETERMINED FROM INFORMATION SHOWN IN PLANS FOR WISDOT PROJECT 1209-02-76 (CONSTRUCTED IN 2005)



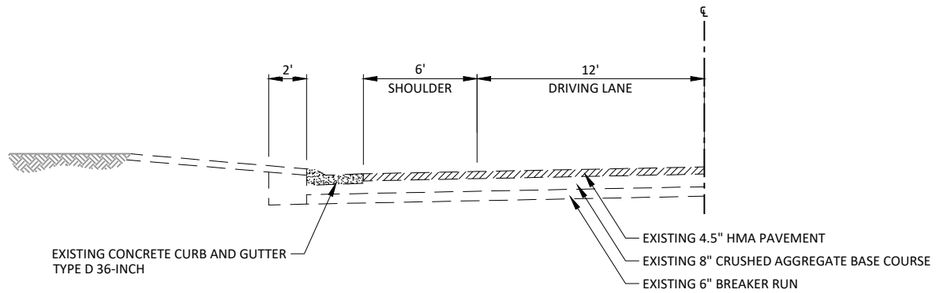
TYPICAL EXISTING SECTION

STA. 22+65 - STA. 39+25

NOTE:
THE EXISTING PAVEMENT AND AGGREGATE BASE DEPTHS WERE DETERMINED FROM INFORMATION SHOWN IN PLANS FOR WISDOT PROJECT 1209-02-76 (CONSTRUCTED IN 2005)

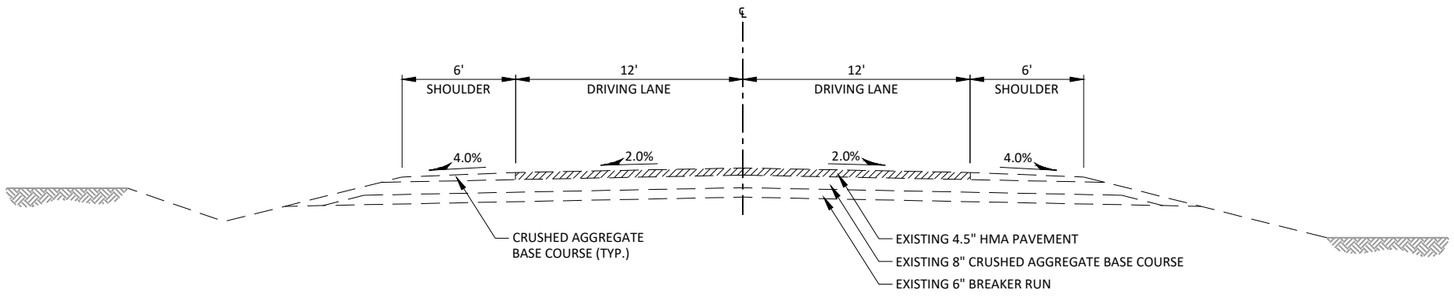
PROJECT NO: 5910-00-72	HWY: CTH HH	COUNTY: GRANT	EXISTING TYPICAL SECTIONS	SHEET 6	E

2



TYPICAL PARTIAL EXISTING SECTION

STA. 70+58 - STA. 72+22, LT



CUT

FILL

TYPICAL EXISTING SECTION

STA. 39+25 - STA. 182+87.08

PROJECT NO: 5910-00-72	HWY: CTH HH	COUNTY: GRANT	EXISTING TYPICAL SECTIONS	SHEET 7	E

FILE NAME : M:\PROJECTS\G78030 GRANT CO HWY - CTH HH REHABILITATION\SHEETSPLAN\TYPICALS\G78030_TYPICALS.DWG PLOT DATE : 6/25/2024 9:53:27 AM PLOT BY : JEFF SMITH PLOT SCALE : 1 IN: 8 FT LAYOUT : 2 (8FT)

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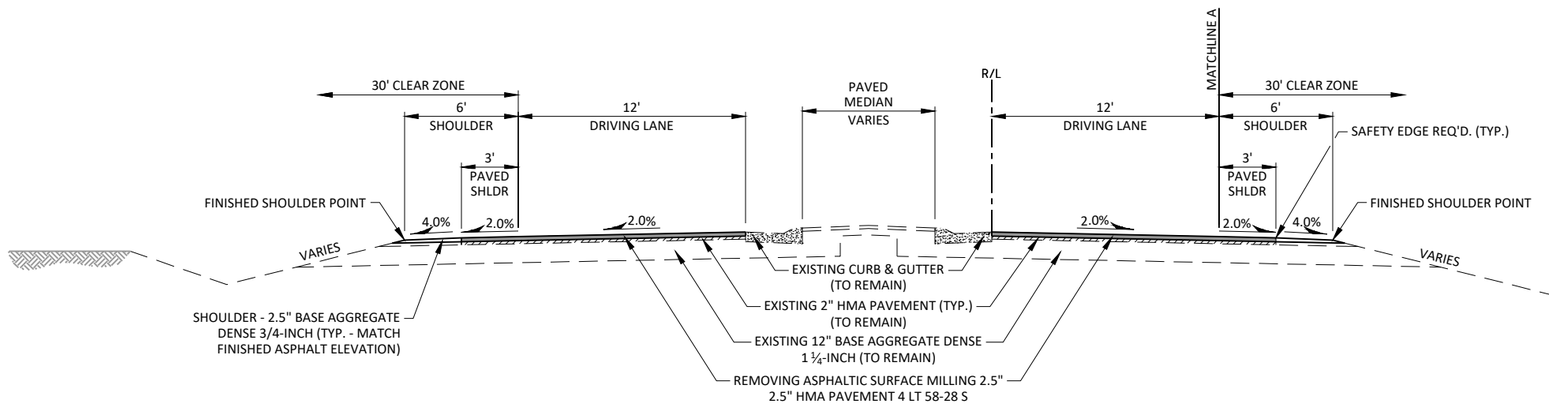
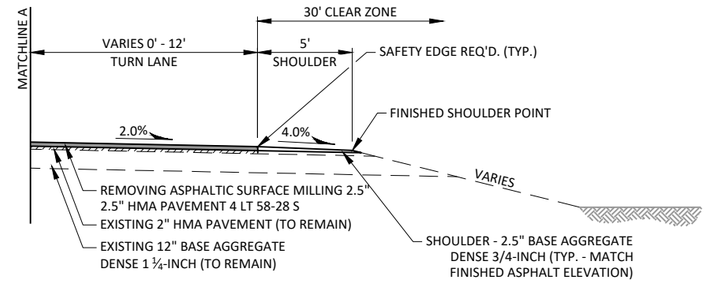


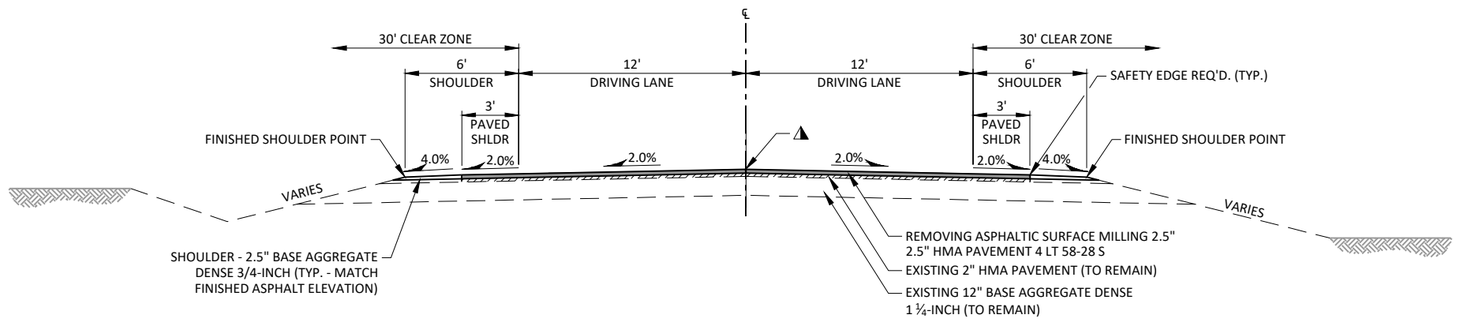
TYPICAL FINISHED SECTION

STA. 16+18.29 - STA. 22+65
(MILL AND OVERLAY SECTION)



TYPICAL FINISHED PARTIAL SECTION

STA. 16+18.29 - STA. 19+45, RT
(MILL AND OVERLAY SECTION)



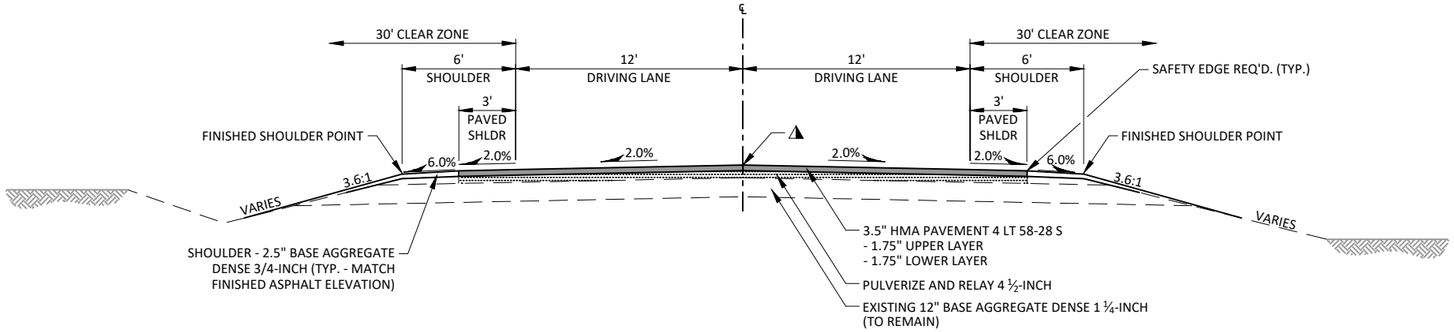
TYPICAL FINISHED SECTION

STA. 22+65 - STA. 24+44
(MILL AND OVERLAY SECTION)

⚠ ASPHALTIC RUMBLE STRIPS, CENTERLINE REQ'D. SEE MISCELLANEOUS QUANTITIES AND STANDARD DETAIL DRAWINGS FOR DETAILS.

PROJECT NO: 5910-00-72	HWY: CTH HH	COUNTY: GRANT	FINISHED TYPICAL SECTIONS	SHEET 8	E

2



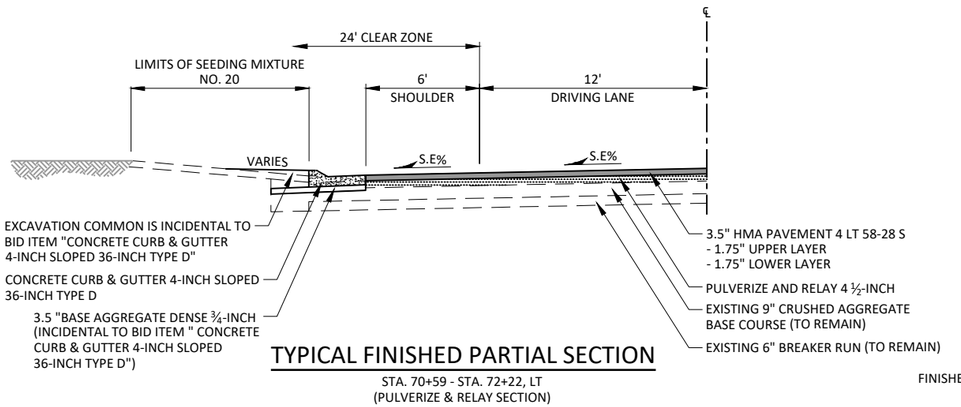
CUT

FILL

TYPICAL FINISHED SECTION

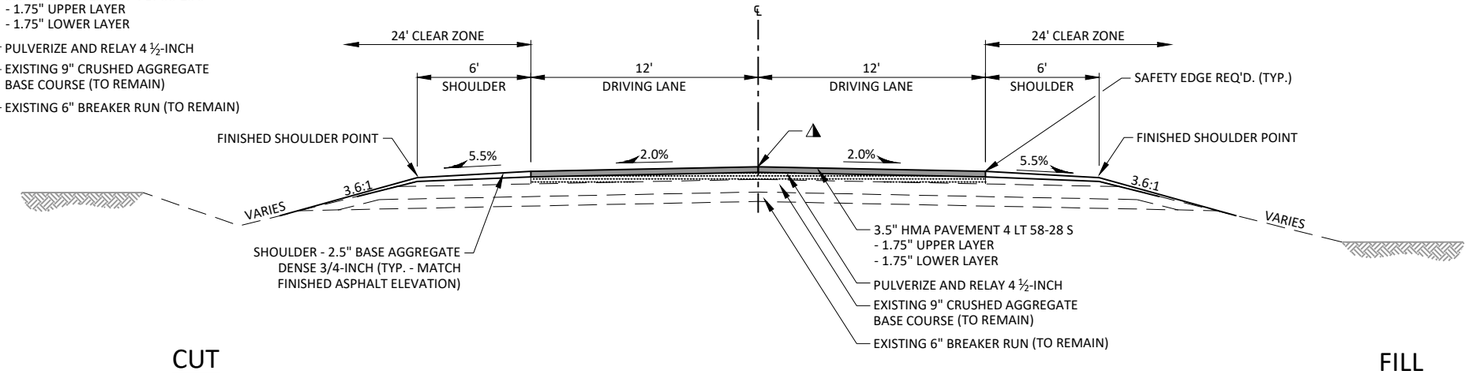
STA. 24+44 - STA. 39+25
(PULVERIZE & RELAY SECTION)

◭ ASPHALTIC RUMBLE STRIPS, CENTERLINE REQ'D. SEE MISCELLANEOUS QUANTITIES AND STANDARD DETAIL DRAWINGS FOR DETAILS.



TYPICAL FINISHED PARTIAL SECTION

STA. 70+59 - STA. 72+22, LT
(PULVERIZE & RELAY SECTION)



CUT

FILL

TYPICAL FINISHED SECTION

STA. 39+25 - STA. 182+87.08
(PULVERIZE & RELAY SECTION)

◭ ASPHALTIC RUMBLE STRIPS, CENTERLINE REQ'D. SEE MISCELLANEOUS QUANTITIES AND STANDARD DETAIL DRAWINGS FOR DETAILS.

PROJECT NO: 5910-00-72	HWY: CTH HH	COUNTY: GRANT	FINISHED TYPICAL SECTIONS	SHEET 9	E

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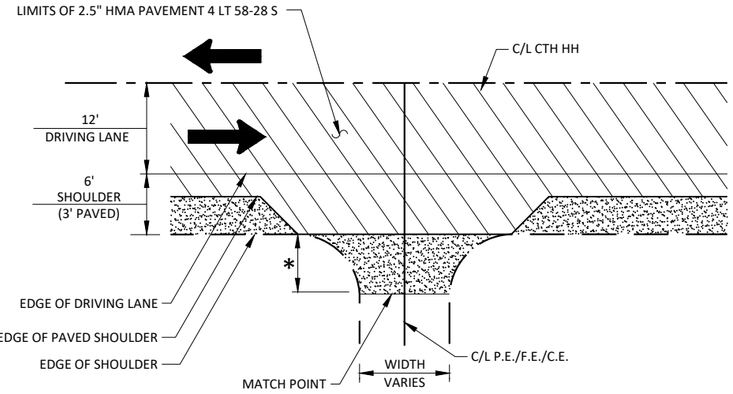
PLOT BY : JEFF SMITH
PLOT SCALE : 1 IN: 8 FT
LAYOUT : 4 (8FT)

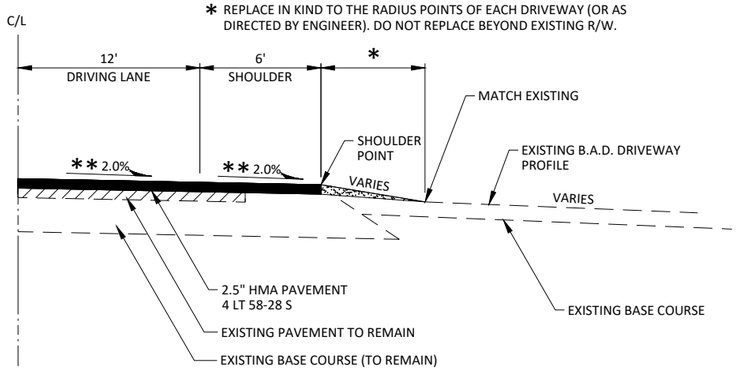


LIMITS OF REMOVING ASPHALTIC SURFACE MILLING 2.5" AND PLACE 2.5" HMA PAVEMENT 4 LT 58-28 S

LIMITS OF BASE AGGREGATE DENSE 3/4-INCH

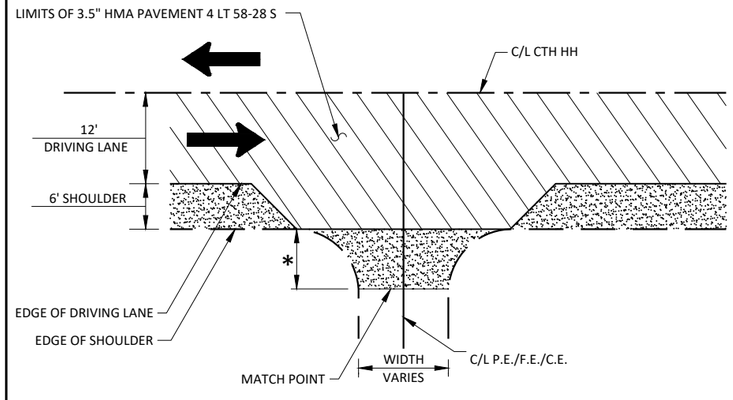
P.E./F.E./C.E. (EXISTING B.A.D.) DRIVEWAY DETAIL-RURAL MILL AND OVERLAY SECTION

* REPLACE IN KIND TO THE RADIUS POINTS OF EACH DRIVEWAY (OR AS DIRECTED BY ENGINEER). DO NOT REPLACE BEYOND EXISTING R/W.



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

** N.C. UNLESS NOTED OTHERWISE

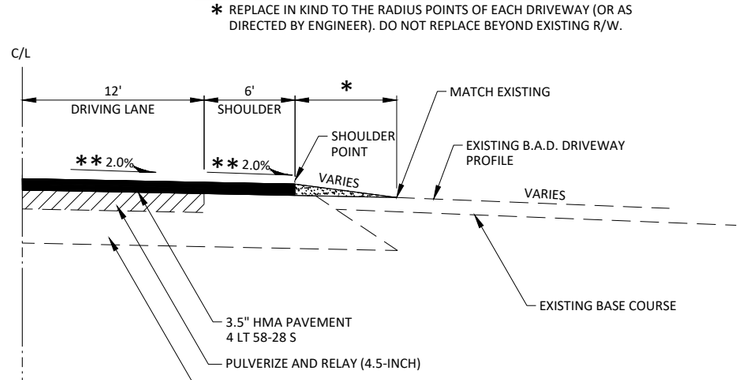


LIMITS OF 3.5" HMA PAVEMENT 4 LT 58-28S

LIMITS OF BASE AGGREGATE DENSE 3/4-INCH

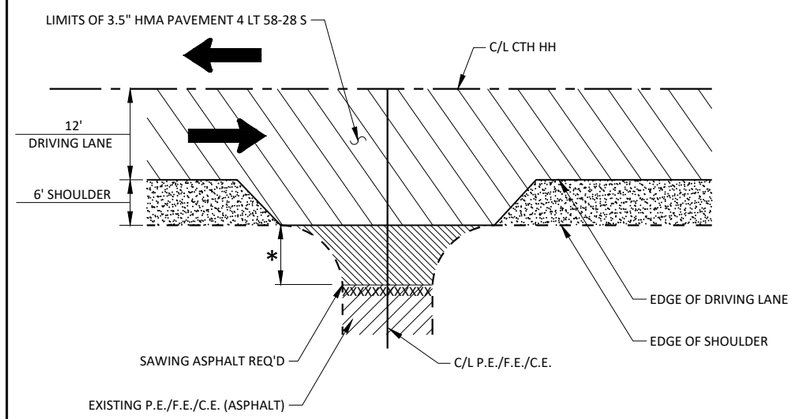
P.E./F.E./C.E. (EXISTING B.A.D.) DRIVEWAY DETAIL-RURAL PULVERIZE AND RELAY SECTION

* REPLACE IN KIND TO THE RADIUS POINTS OF EACH DRIVEWAY (OR AS DIRECTED BY ENGINEER). DO NOT REPLACE BEYOND EXISTING R/W.



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

** N.C. UNLESS NOTED OTHERWISE



LIMITS OF 3.5" HMA PAVEMENT 4 LT 58-28S

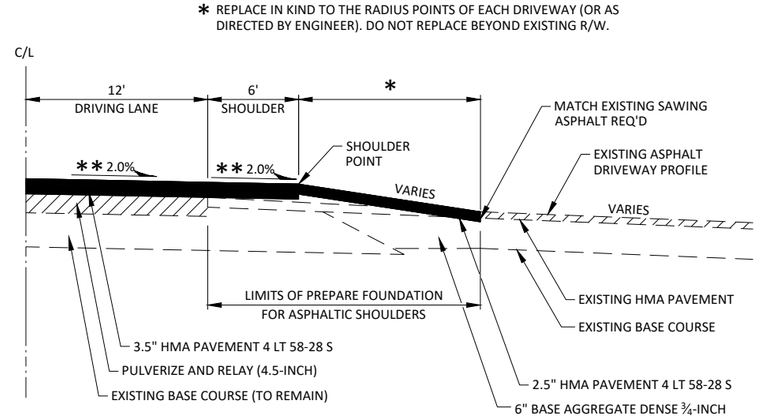
LIMITS OF BASE AGGREGATE DENSE 3/4-INCH

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

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

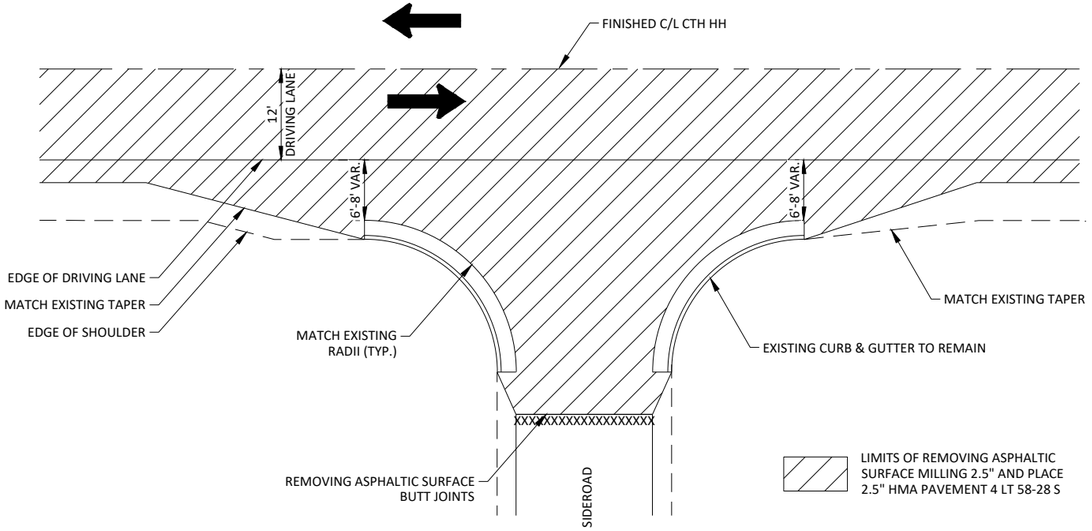
P.E./F.E./C.E. (EXISTING ASPHALT) DRIVEWAY DETAIL-RURAL PULVERIZE AND RELAY SECTION

* REPLACE IN KIND TO THE RADIUS POINTS OF EACH DRIVEWAY (OR AS DIRECTED BY ENGINEER). DO NOT REPLACE BEYOND EXISTING R/W.



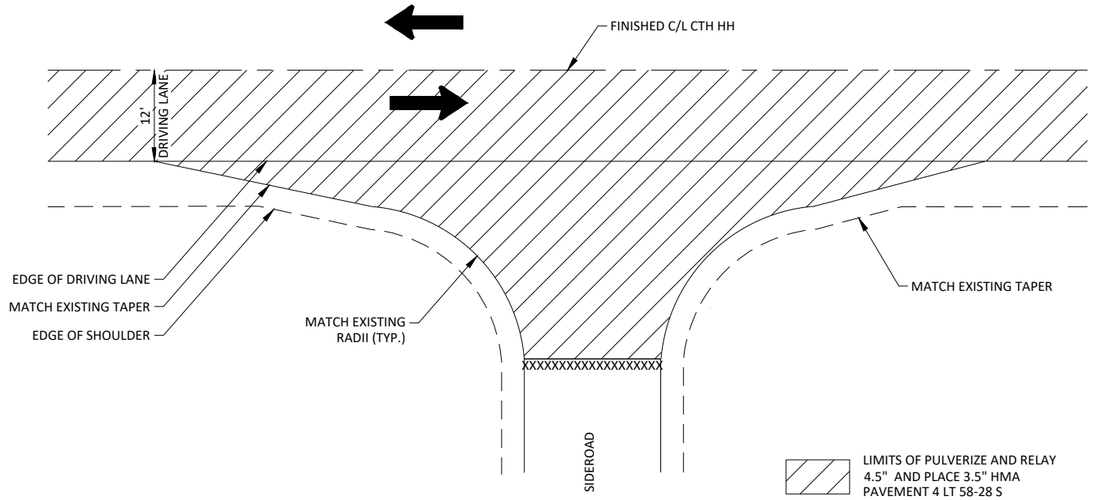
P.E./F.E./C.E. (EXISTING ASPHALT) PROFILE

** N.C. UNLESS NOTED OTHERWISE



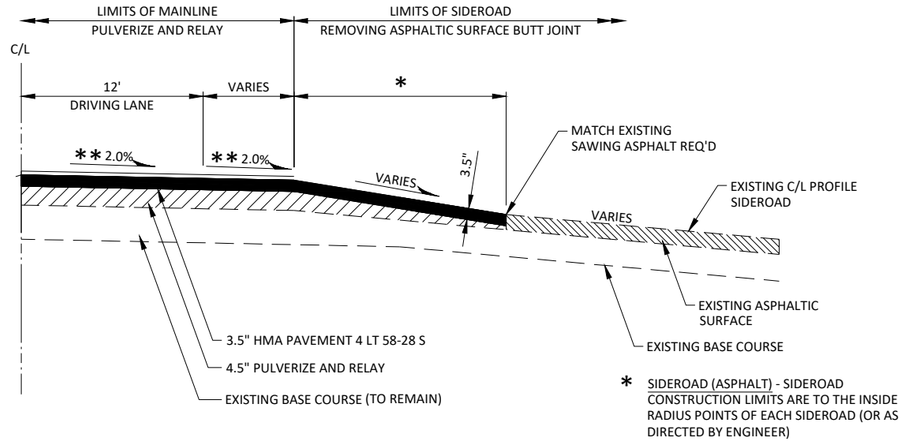
TYPICAL RURAL SIDEROAD DETAIL WITH CURB & GUTTER MILL AND OVERLAY SECTION

REDBIRD LANE

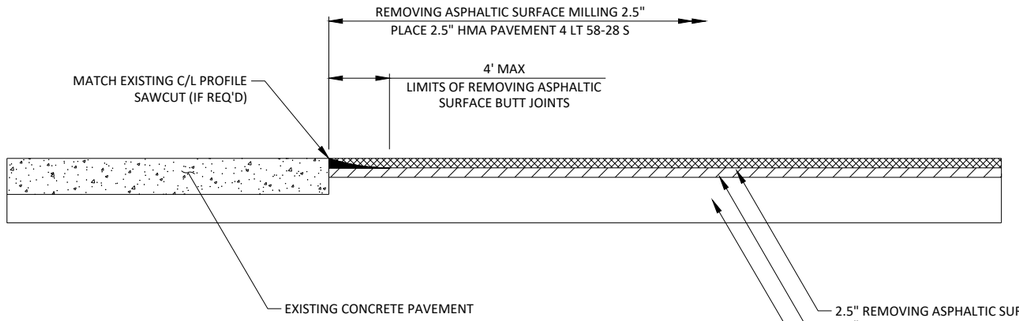


TYPICAL RURAL SIDEROAD DETAIL WITHOUT CURB & GUTTER PULVERIZE AND RELAY SECTION

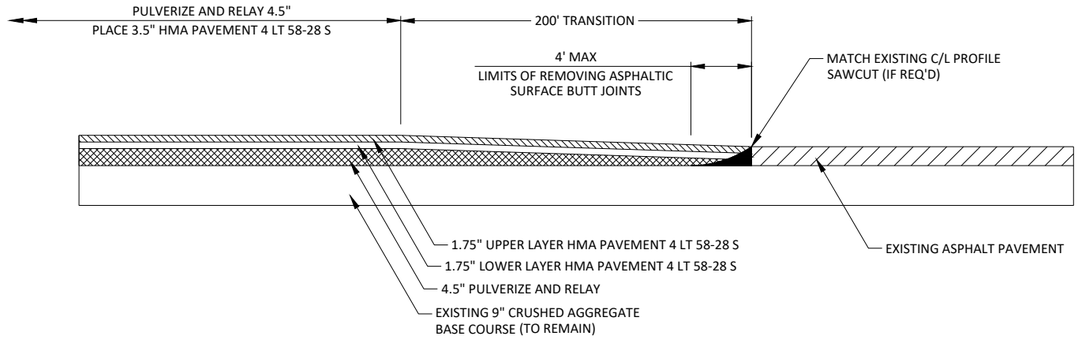
SHOESTRING ROAD
HILL ROAD
ROCK LANE
MORGAN ROAD
PULS ROAD



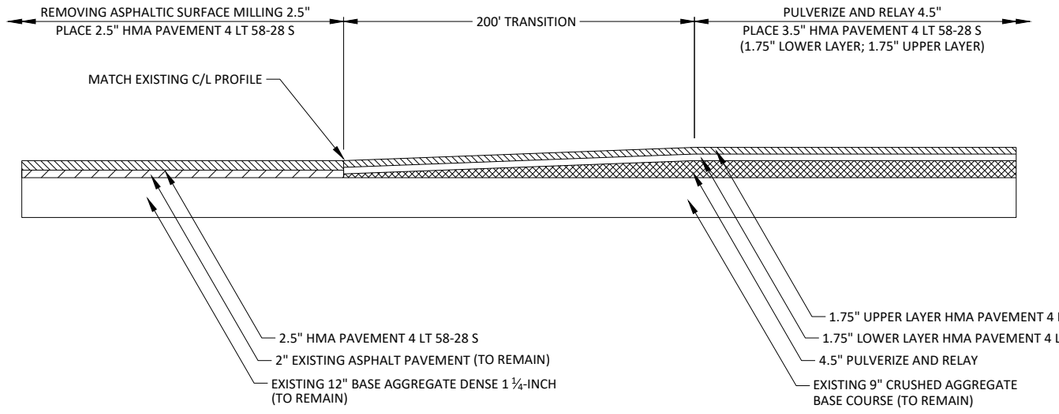
TYPICAL RURAL SIDEROAD PROFILE WITHOUT CURB & GUTTER



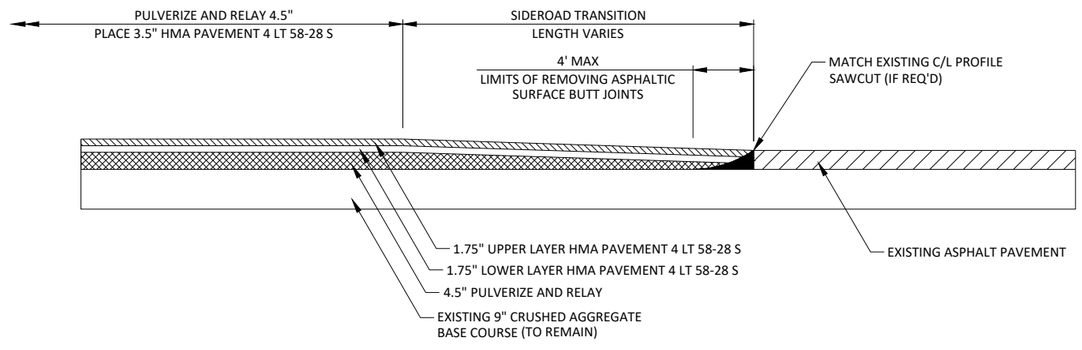
REMOVING ASPHALTIC SURFACE BUTT JOINTS - CTH HH



REMOVING ASPHALTIC SURFACE BUTT JOINTS - CTH HH



ASPHALTIC MILLING TO PULVERIZE AND RELAY TRANSITION



REMOVING ASPHALTIC SURFACE BUTT JOINTS - SIDEROADS

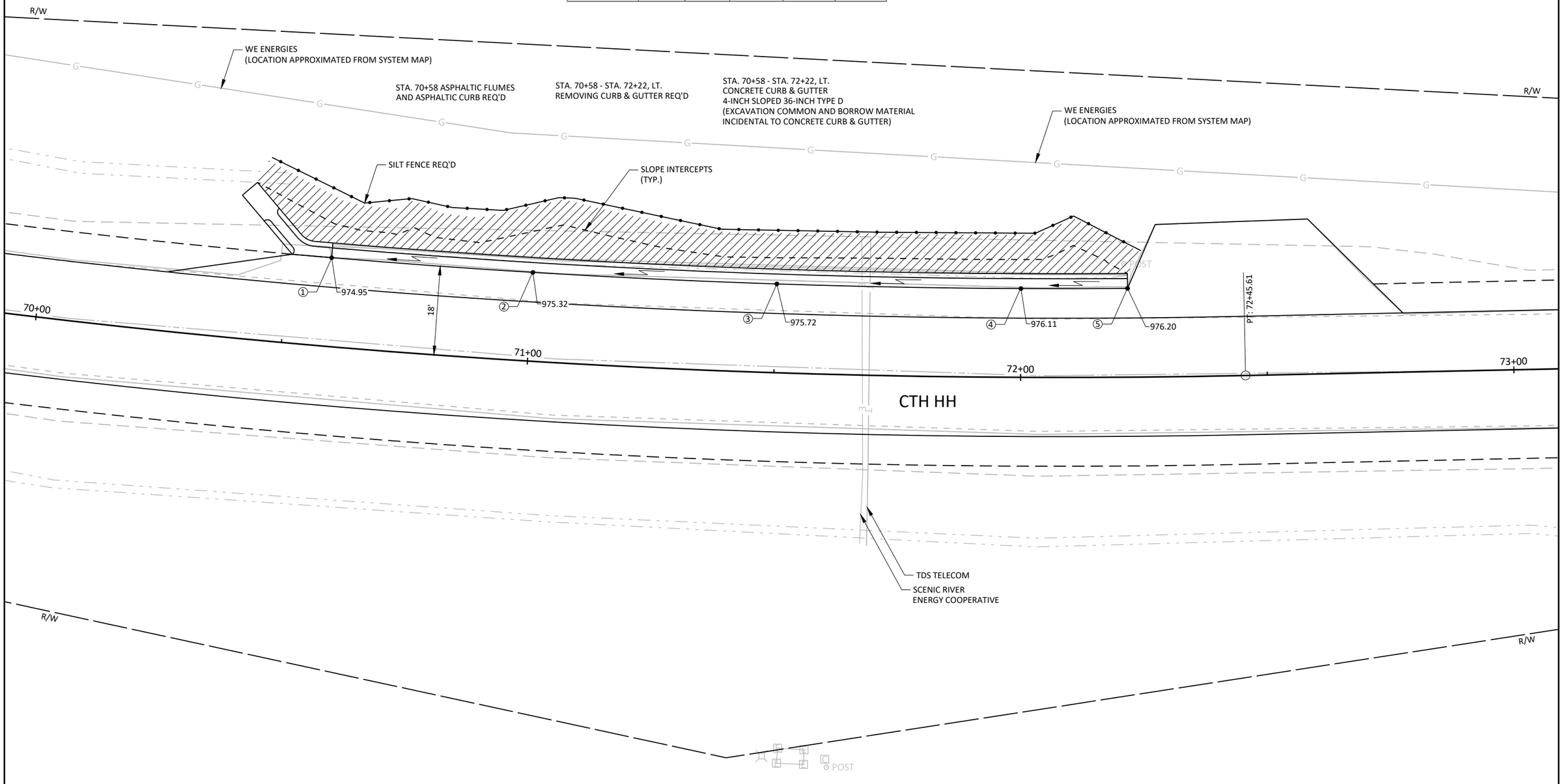
2

CURB AND GUTTER LAYOUT

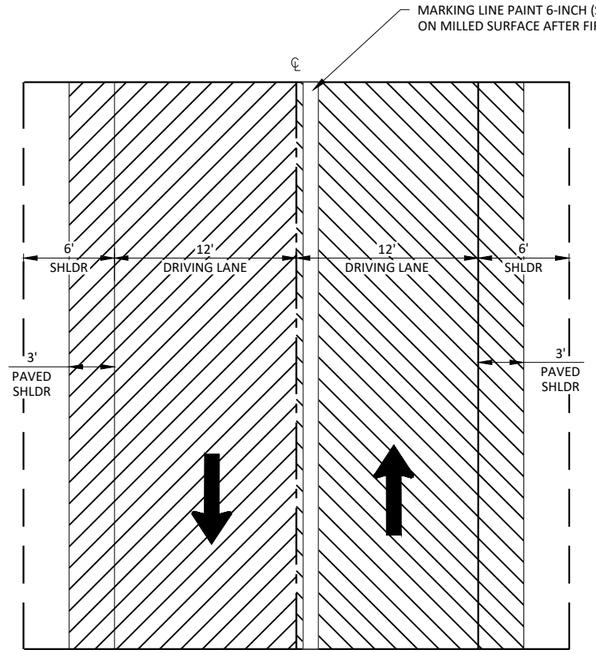
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
1	70+58.69	18.00' LT	974.95	435311.32	856217.92
2	71+00.00	18.00' LT	975.32	435308.34	856258.70
3	71+50.00	18.00' LT	975.72	435306.00	856308.13
4	72+00.00	18.00' LT	976.11	435305.07	856357.61
5	72+21.82	18.00' LT	976.20	435305.10	856379.21

N

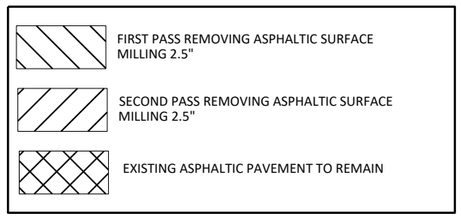
LIMITS OF SALVAGED TOPSOIL, SEEDING MIXTURE NO. 20, SEED WATER, FERTILIZER TYPE B, AND MULCHING

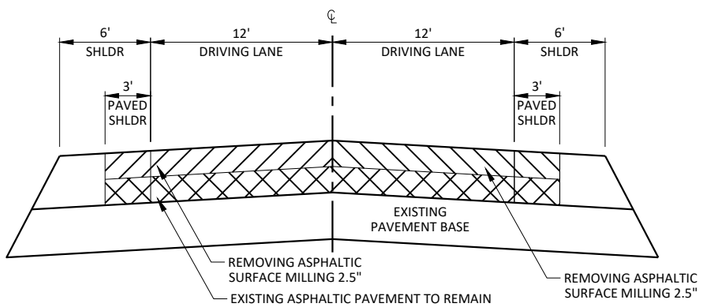


PROJECT NO:5910-00-72	HWY:CTH HH	COUNTY:GRANT	CONSTRUCTION DETAILS: CURB AND GUTTER LAYOUT DETAILS	SHEET 13	E



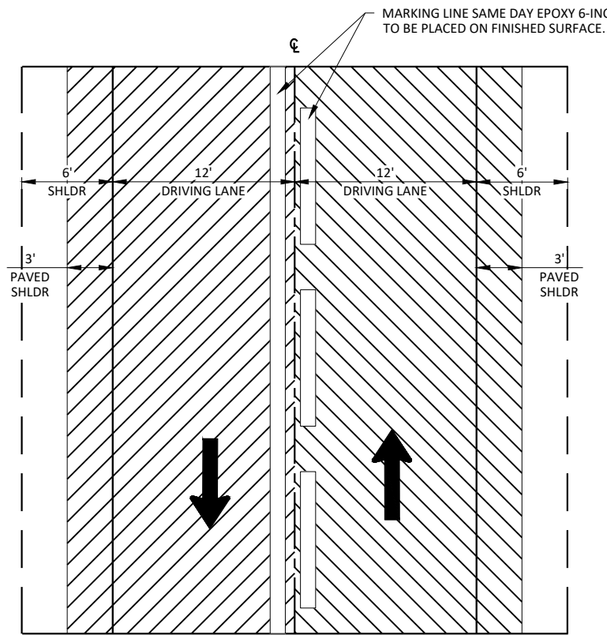
PLAN VIEW



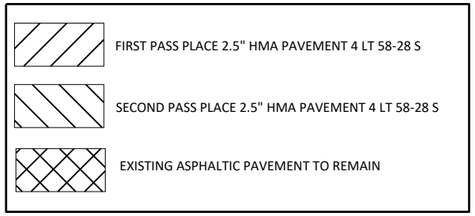


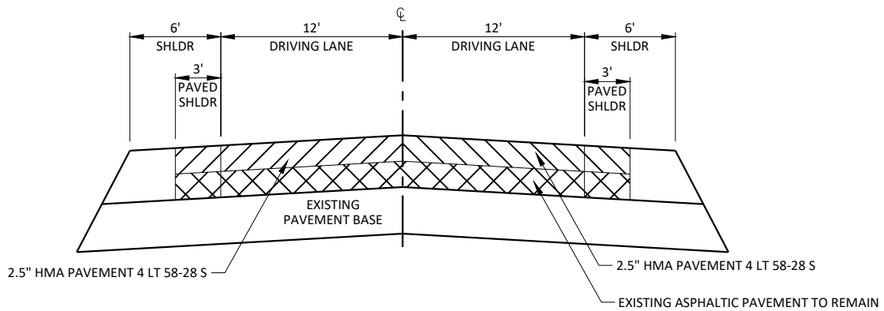
CROSS SECTION VIEW

FIRST PASS DETAIL (MILLING SECTION)



PLAN VIEW





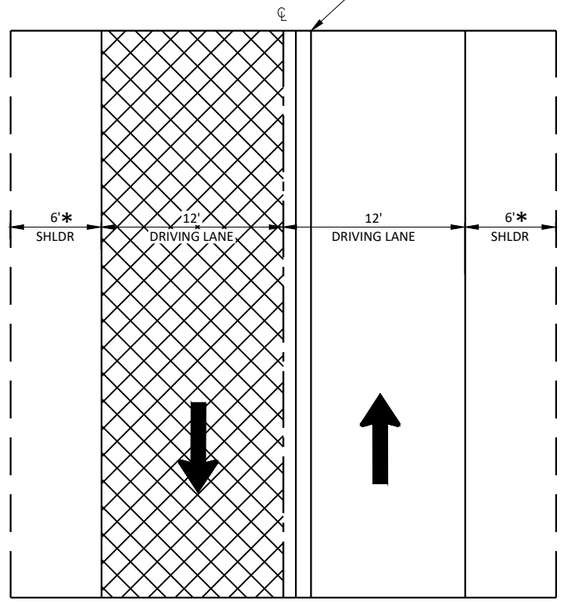
CROSS SECTION VIEW

SECOND PASS DETAIL (MILLING SECTION)

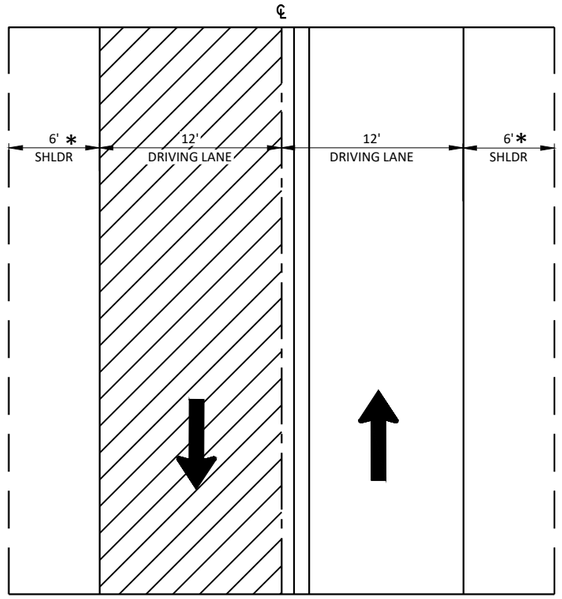
2

PROJECT NO:5910-00-72	HWY:CTH HH	COUNTY:GRANT	CONSTRUCTION DETAILS	SHEET 14	E

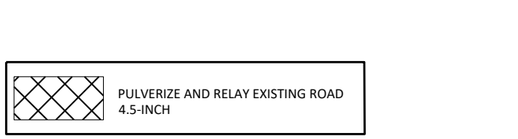
MARKING LINE PAINT 6-INCH (SINGLE SOLID YELLOW LINE) TO BE PLACED ON EXISTING LANE TO REMAIN DURING STAGE 1 OF CONSTRUCTION.

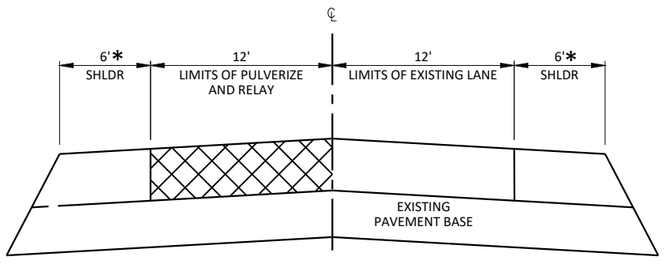


PLAN VIEW



PLAN VIEW

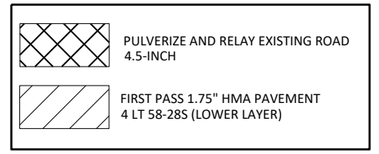


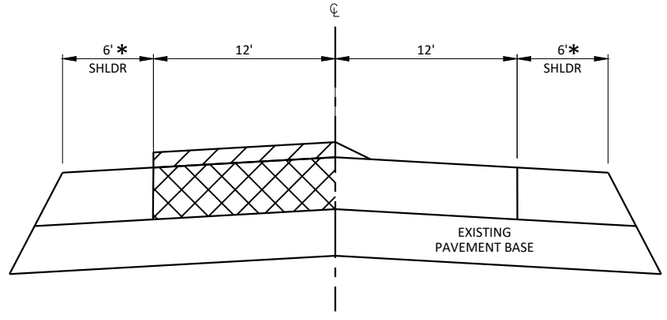


CROSS SECTION VIEW

FIRST PULVERIZE AND RELAY DETAIL

* SHOULDER WIDTHS VARY, SEE TYPICAL SECTIONS FOR MORE INFORMATION





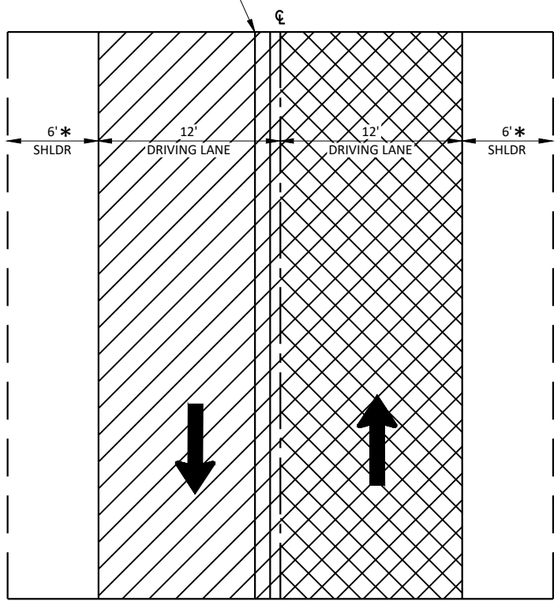
CROSS SECTION VIEW

FIRST PASS DETAIL

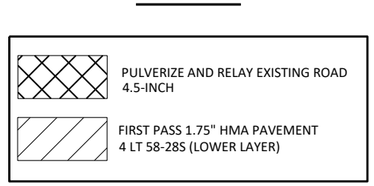
* SHOULDER WIDTHS VARY, SEE TYPICAL SECTIONS FOR MORE INFORMATION

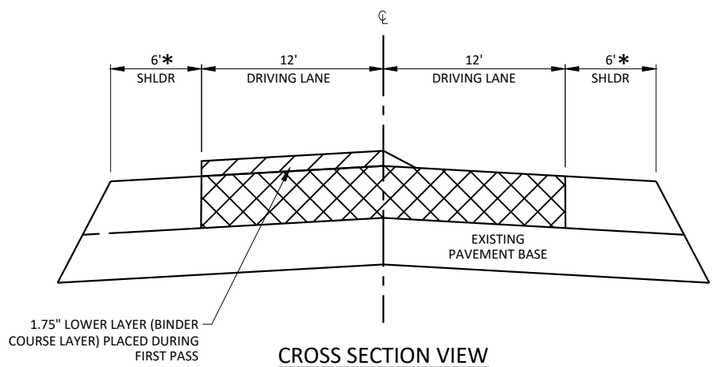
2

MARKING LINE PAINT 6-INCH (SINGLE SOLID YELLOW LINE) TO BE PLACED ON LOWER LAYER CONSTRUCTED DURING STAGE 1 OF CONSTRUCTION PRIOR TO PULVERIZE AND RELAYING OF REMAINING LANE.



PLAN VIEW

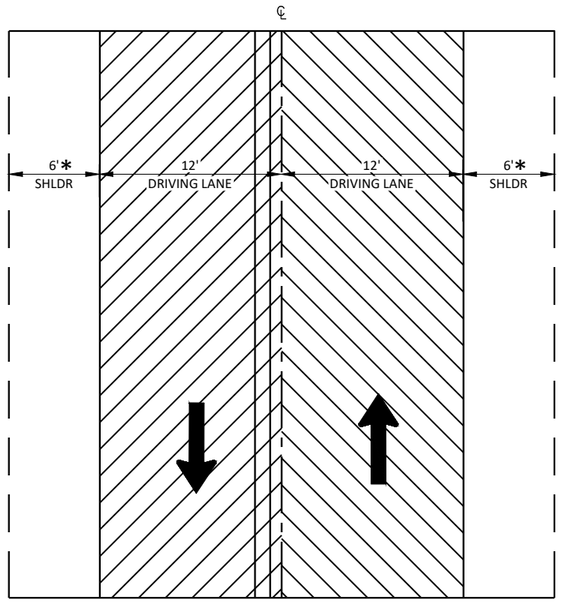




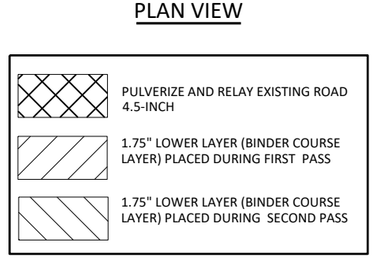
CROSS SECTION VIEW

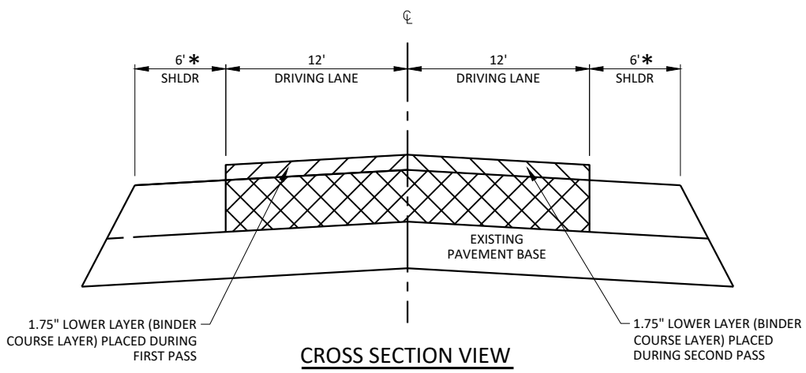
SECOND PULVERIZE AND RELAY DETAIL

* SHOULDER WIDTHS VARY, SEE TYPICAL SECTIONS FOR MORE INFORMATION



PLAN VIEW

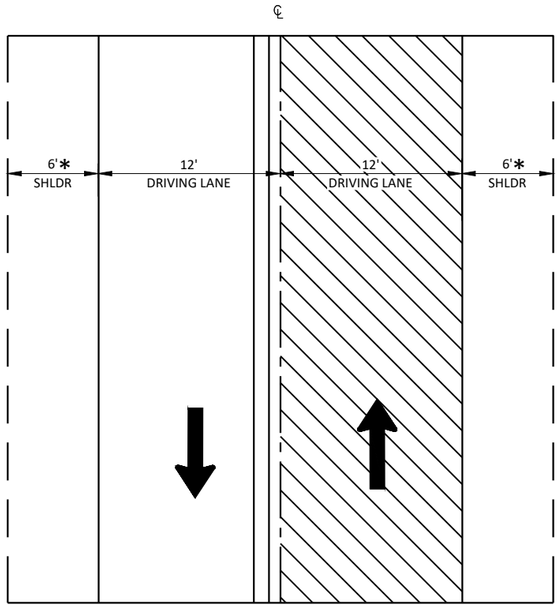




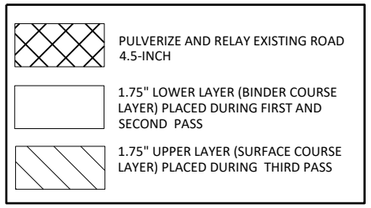
CROSS SECTION VIEW

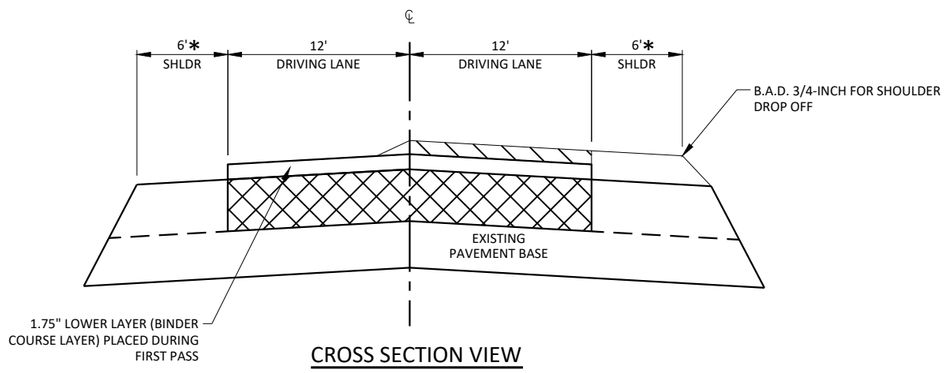
SECOND PASS DETAIL

* SHOULDER WIDTHS VARY, SEE TYPICAL SECTIONS FOR MORE INFORMATION



PLAN VIEW



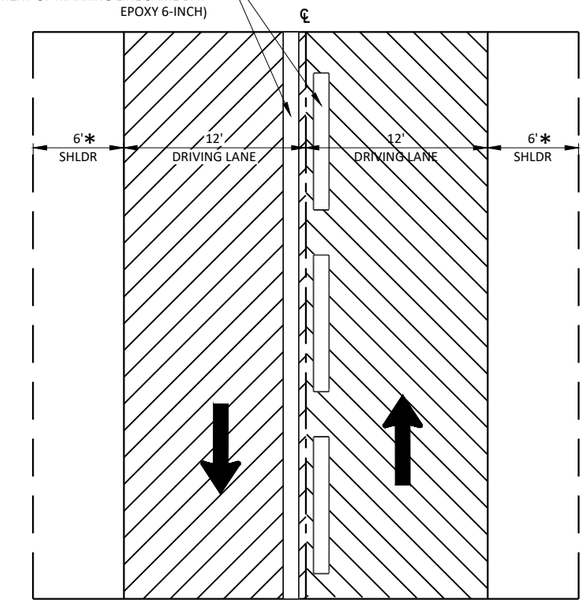


CROSS SECTION VIEW

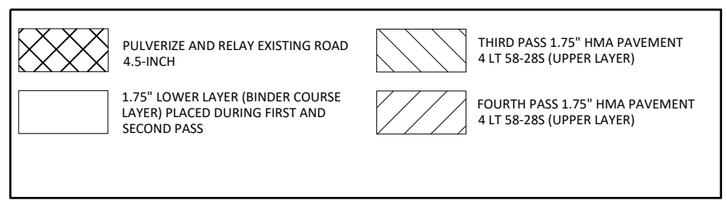
THIRD PASS DETAIL

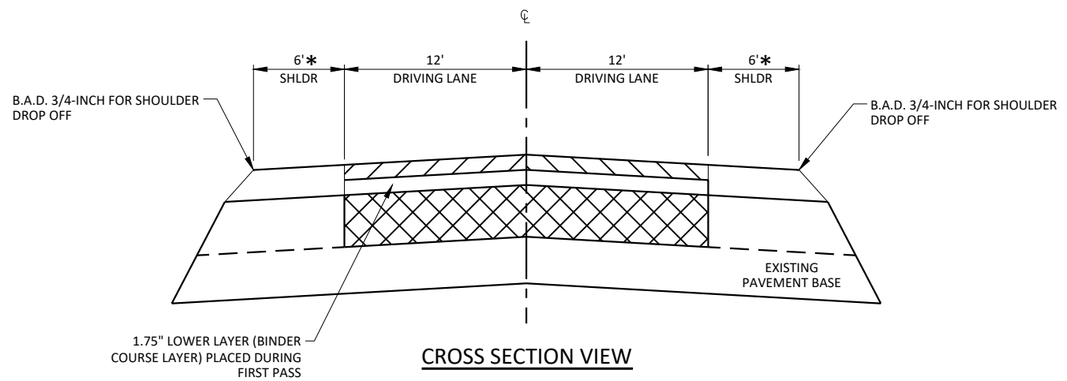
* SHOULDER WIDTHS VARY, SEE TYPICAL SECTIONS FOR MORE INFORMATION

MARKING LINE SAME DAY EPOXY 6-INCH TO BE PLACED SAME DAY AS PAVING OPERATION (LOCATING NO PASSING ZONE REQUIRED PRIOR TO PLACEMENT OF MARKING LINE SAME DAY EPOXY 6-INCH)



PLAN VIEW

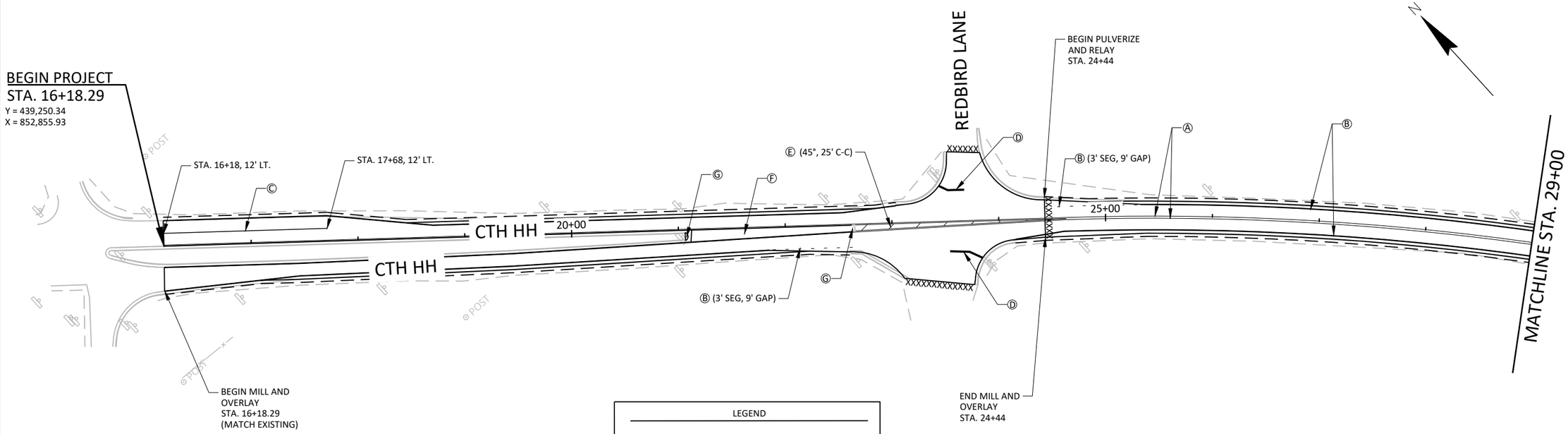




CROSS SECTION VIEW

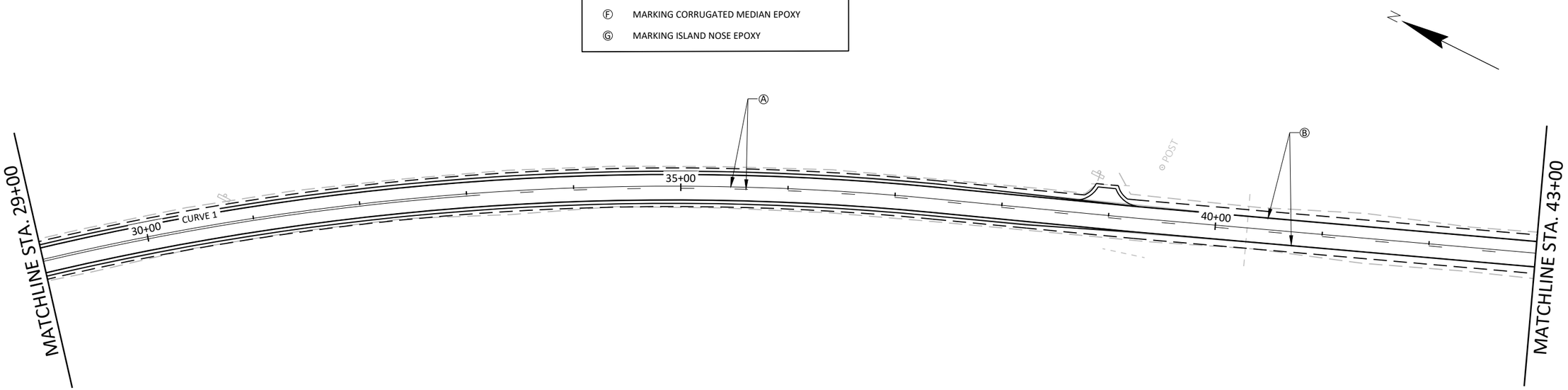
FOURTH PASS DETAIL

* SHOULDER WIDTHS VARY, SEE TYPICAL SECTIONS FOR MORE INFORMATION



LEGEND

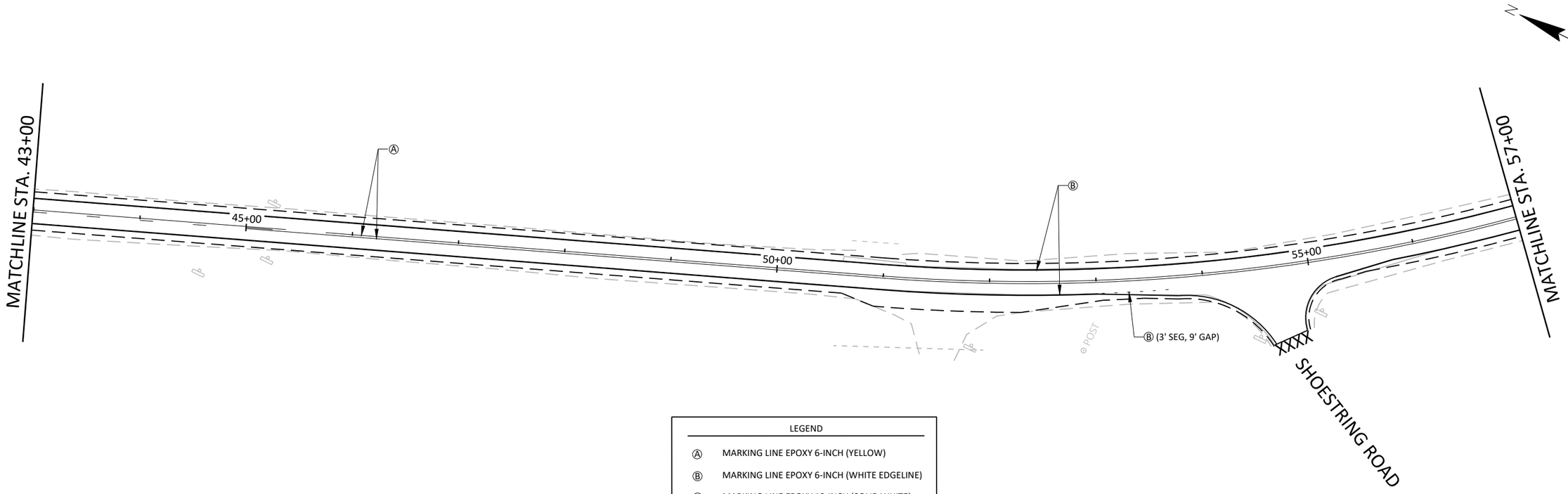
- Ⓐ MARKING LINE EPOXY 6-INCH (YELLOW)
- Ⓑ MARKING LINE EPOXY 6-INCH (WHITE EDGELINE)
- Ⓒ MARKING LINE EPOXY 10-INCH (SOLID WHITE)
- Ⓓ MARKING STOP LINE EPOXY 18-INCH
- Ⓔ MARKING DIAGONAL EPOXY 12-INCH
- Ⓕ MARKING CORRUGATED MEDIAN EPOXY
- Ⓖ MARKING ISLAND NOSE EPOXY



PROJECT NO: 5910-00-72	HWY: CTH HH	COUNTY: GRANT	PAVEMENT MARKING	SHEET	E

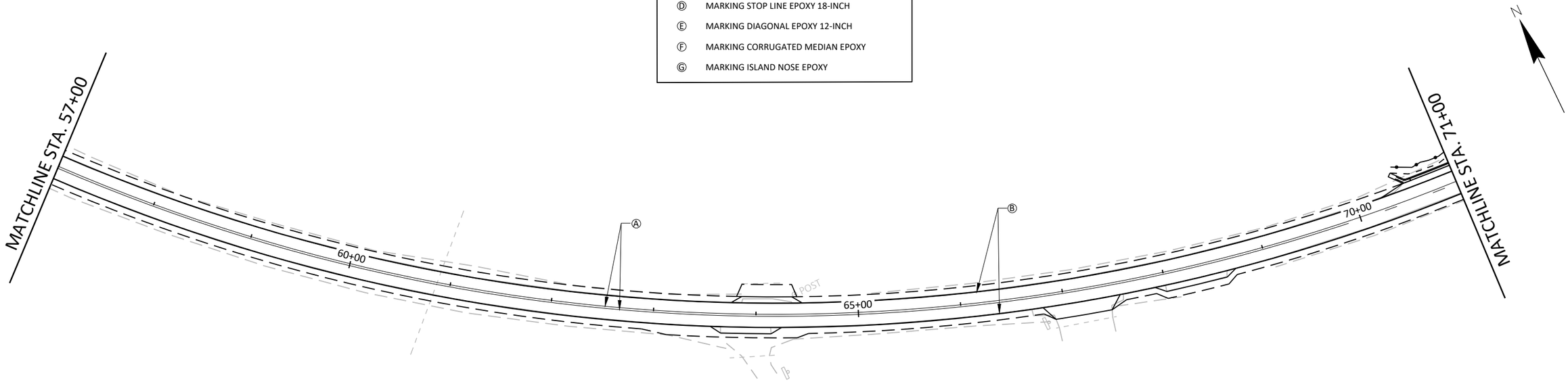
FILE NAME : M:\PROJECTS\G78030 GRANT CO HWY - CTH HH REHABILITATION\SHEETSPLAN\DETAILS\G78030_PAVEMENTMARKING.DWG
PLOT DATE : 6/5/2024 10:45:58 AM
PLOT BY : AUSTIN KASZUBSKI
PLOT SCALE : 1 IN:100 FT
LAYOUT : SHEET - (01)

2



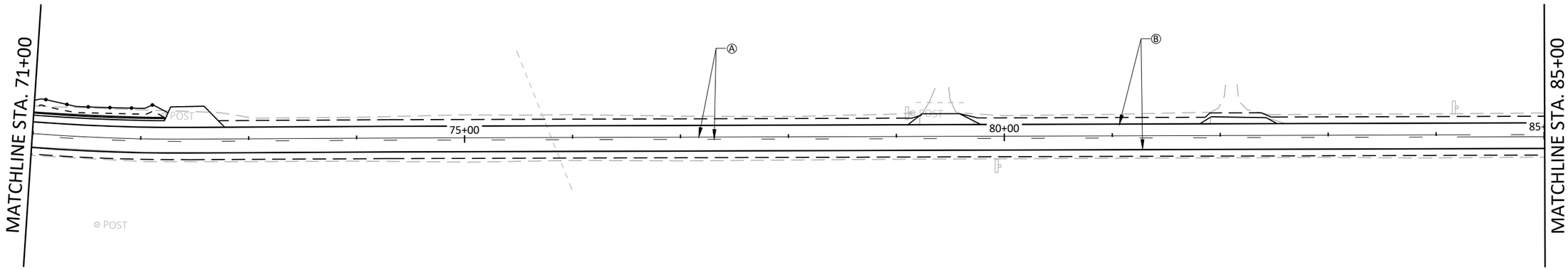
LEGEND

- Ⓐ MARKING LINE EPOXY 6-INCH (YELLOW)
- Ⓑ MARKING LINE EPOXY 6-INCH (WHITE EDGELINE)
- Ⓒ MARKING LINE EPOXY 10-INCH (SOLID WHITE)
- Ⓓ MARKING STOP LINE EPOXY 18-INCH
- Ⓔ MARKING DIAGONAL EPOXY 12-INCH
- Ⓕ MARKING CORRUGATED MEDIAN EPOXY
- Ⓖ MARKING ISLAND NOSE EPOXY



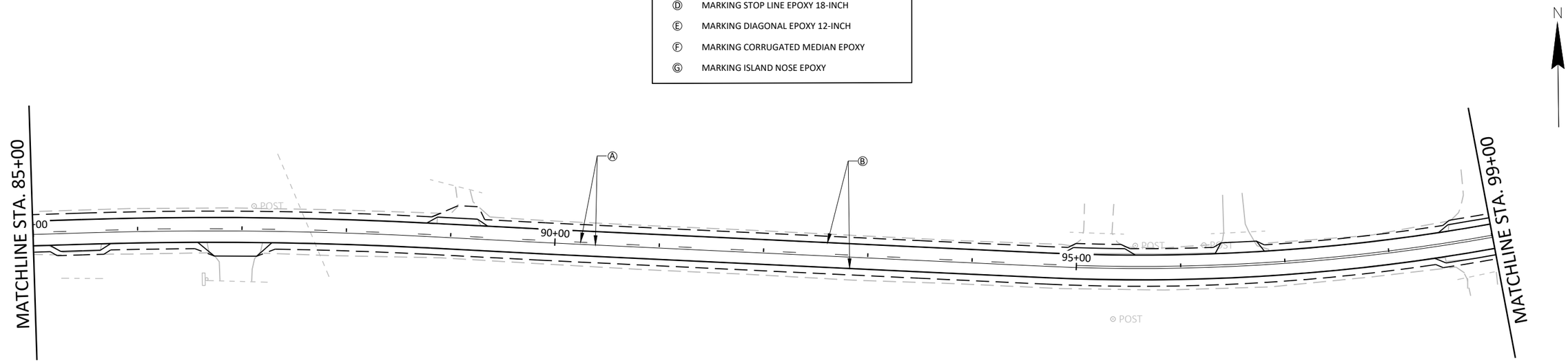
PROJECT NO: 5910-00-72	HWY: CTH HH	COUNTY: GRANT	PAVEMENT MARKING	SHEET	E

FILE NAME : M:\PROJECTS\G78030 GRANT CO HWY - CTH HH REHABILITATION\SHEETSPLAN\DETAILS\G78030_PAVEMENTMARKING.DWG PLOT DATE : 6/5/2024 10:45:59 AM PLOT BY : AUSTIN KASZUBSKI PLOT SCALE : 1 IN:100 FT LAYOUT : SHEET - (02)



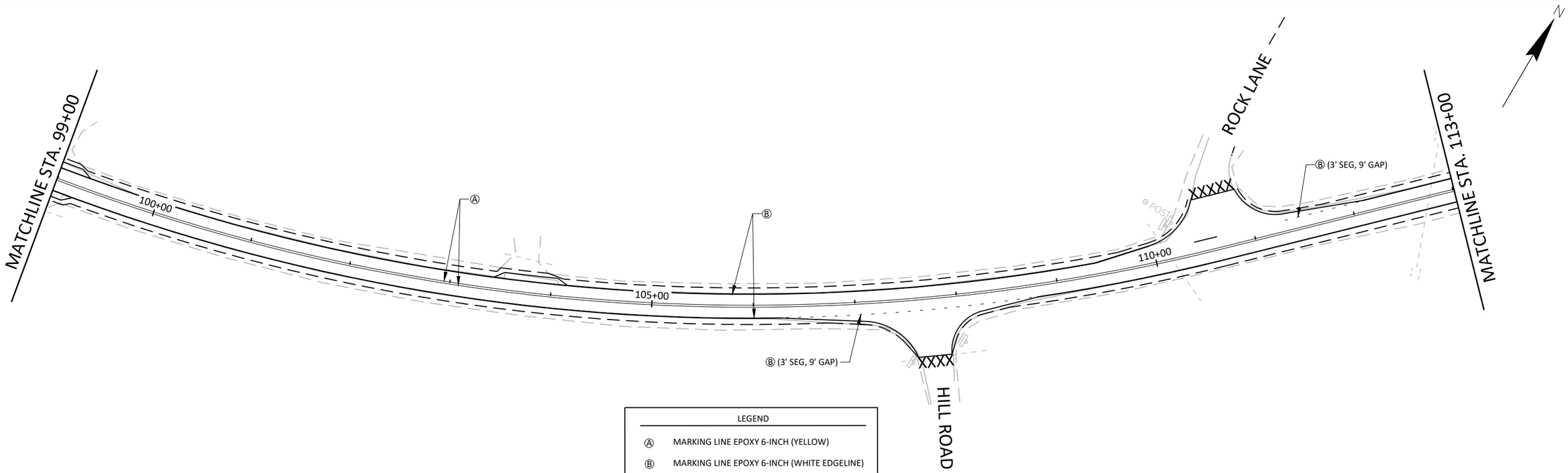
LEGEND

Ⓐ	MARKING LINE EPOXY 6-INCH (YELLOW)
Ⓑ	MARKING LINE EPOXY 6-INCH (WHITE EDGELINE)
Ⓒ	MARKING LINE EPOXY 10-INCH (SOLID WHITE)
Ⓓ	MARKING STOP LINE EPOXY 18-INCH
Ⓔ	MARKING DIAGONAL EPOXY 12-INCH
Ⓕ	MARKING CORRUGATED MEDIAN EPOXY
Ⓖ	MARKING ISLAND NOSE EPOXY



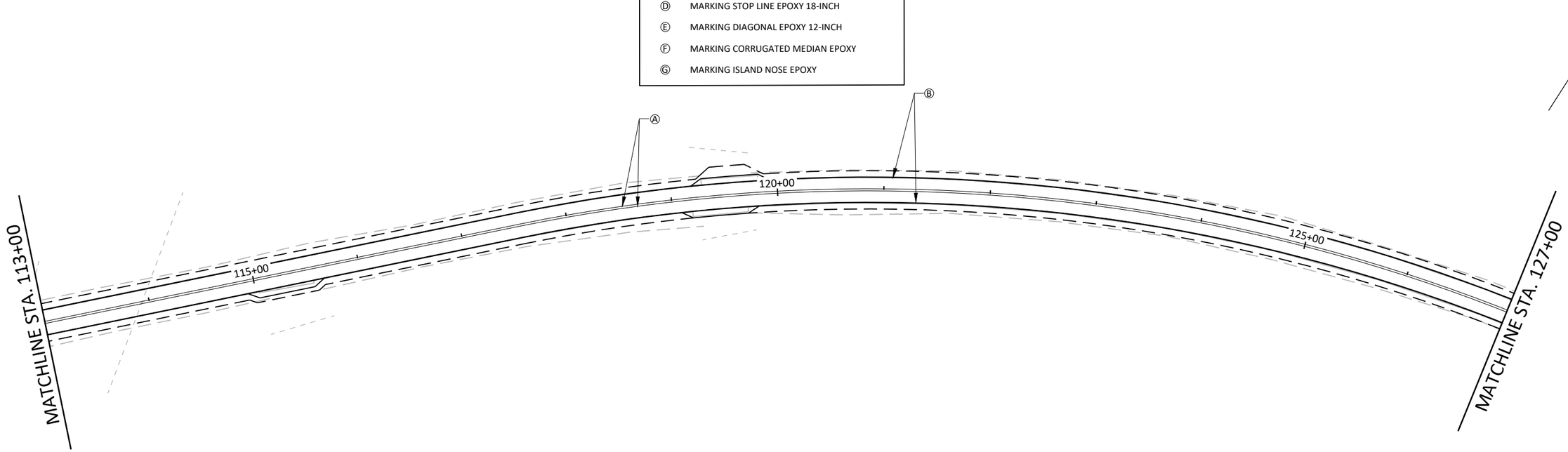
PROJECT NO: 5910-00-72	HWY: CTH HH	COUNTY: GRANT	PAVEMENT MARKING	SHEET 20	E

FILE NAME : M:\PROJECTS\G78030 GRANT CO HWY - CTH HH REHABILITATION\SHEETSPLAN\DETAILS\G78030_PAVEMENTMARKING.DWG PLOT DATE : 6/5/2024 10:46:00 AM PLOT BY : AUSTIN KASZUBSKI PLOT SCALE : 1 IN:100 FT LAYOUT : SHEET - (03)



LEGEND

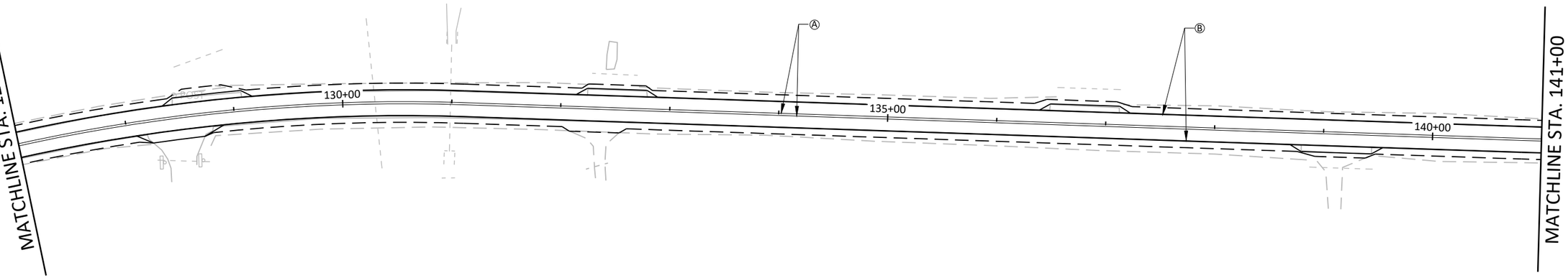
- Ⓐ MARKING LINE EPOXY 6-INCH (YELLOW)
- Ⓑ MARKING LINE EPOXY 6-INCH (WHITE EDGELINE)
- Ⓒ MARKING LINE EPOXY 10-INCH (SOLID WHITE)
- Ⓓ MARKING STOP LINE EPOXY 18-INCH
- Ⓔ MARKING DIAGONAL EPOXY 12-INCH
- Ⓕ MARKING CORRUGATED MEDIAN EPOXY
- Ⓖ MARKING ISLAND NOSE EPOXY



PROJECT NO: 5910-00-72	HWY: CTH HH	COUNTY: GRANT	PAVEMENT MARKING	SHEET	E

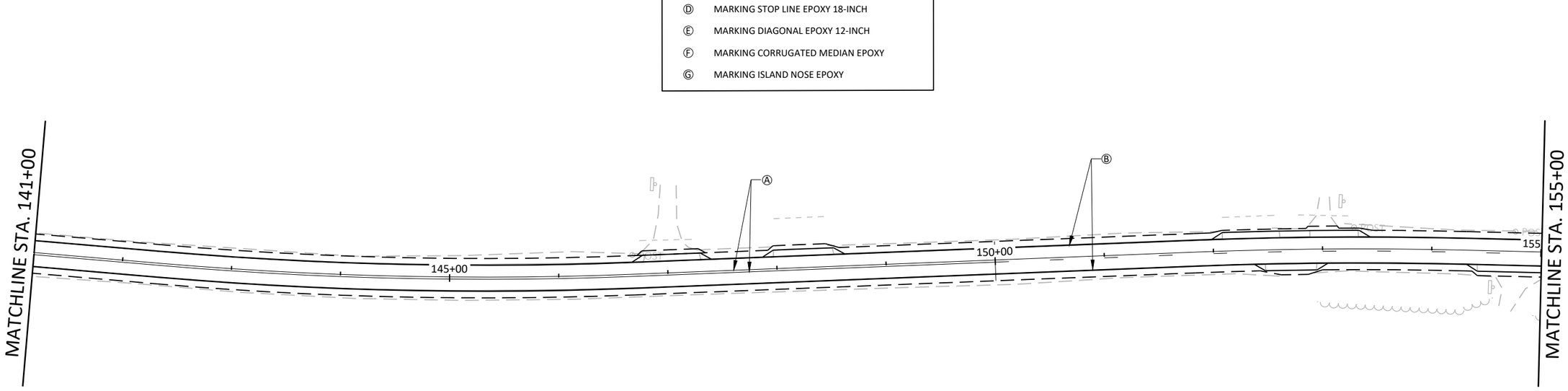
FILE NAME : M:\PROJECTS\G78030 GRANT CO HWY - CTH HH REHABILITATION\SHEETSPLAN\DETAILS\G78030_PAVEMENTMARKING.DWG
PLOT DATE : 6/5/2024 10:46:01 AM
PLOT BY : AUSTIN KASZUBSKI
PLOT SCALE : 1'IN:100 FT
LAYOUT : SHEET - (04)

2



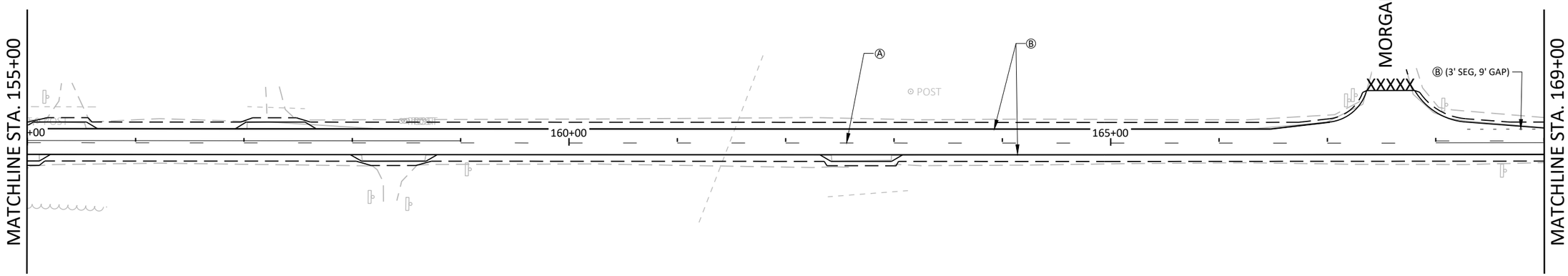
LEGEND

Ⓐ	MARKING LINE EPOXY 6-INCH (YELLOW)
Ⓑ	MARKING LINE EPOXY 6-INCH (WHITE EDGELINE)
Ⓒ	MARKING LINE EPOXY 10-INCH (SOLID WHITE)
Ⓓ	MARKING STOP LINE EPOXY 18-INCH
Ⓔ	MARKING DIAGONAL EPOXY 12-INCH
Ⓕ	MARKING CORRUGATED MEDIAN EPOXY
Ⓖ	MARKING ISLAND NOSE EPOXY



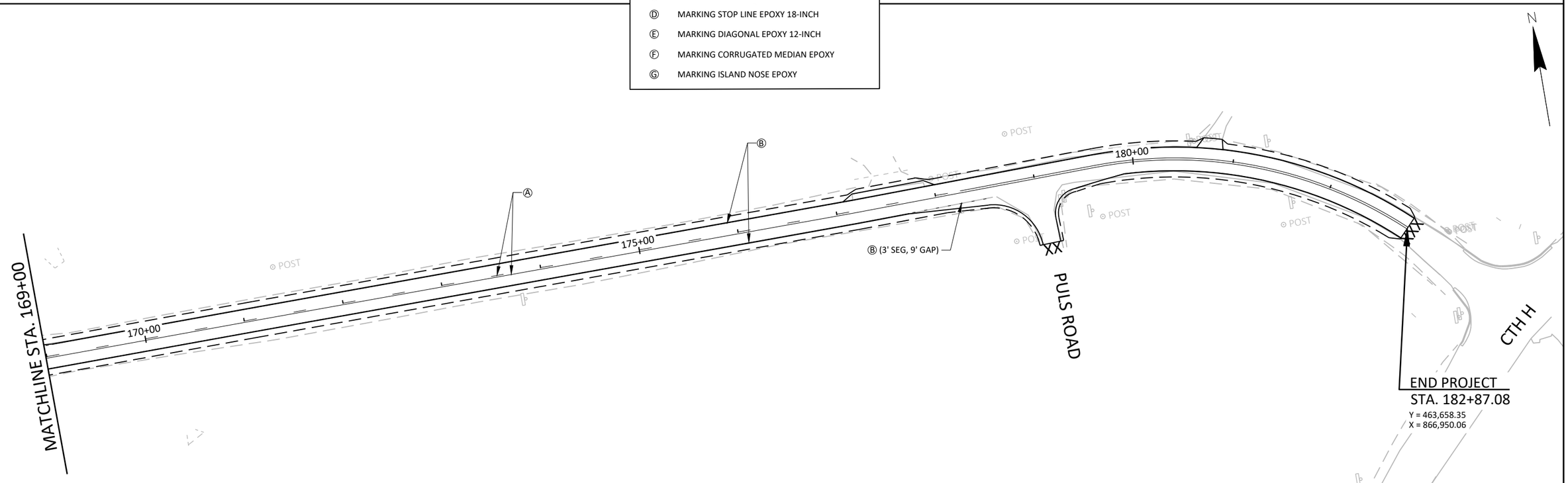
PROJECT NO: 5910-00-72	HWY: CTH HH	COUNTY: GRANT	PAVEMENT MARKING	SHEET	E

FILE NAME : M:\PROJECTS\G78030 GRANT CO HWY - CTH HH REHABILITATION\SHEETSPLAN\DETAILS\G78030_PAVEMENTMARKING.DWG
PLOT DATE : 6/5/2024 10:46:02 AM
PLOT BY : AUSTIN KASZUBSKI
PLOT SCALE : 1'IN:100 FT
LAYOUT : SHEET - (05)



LEGEND

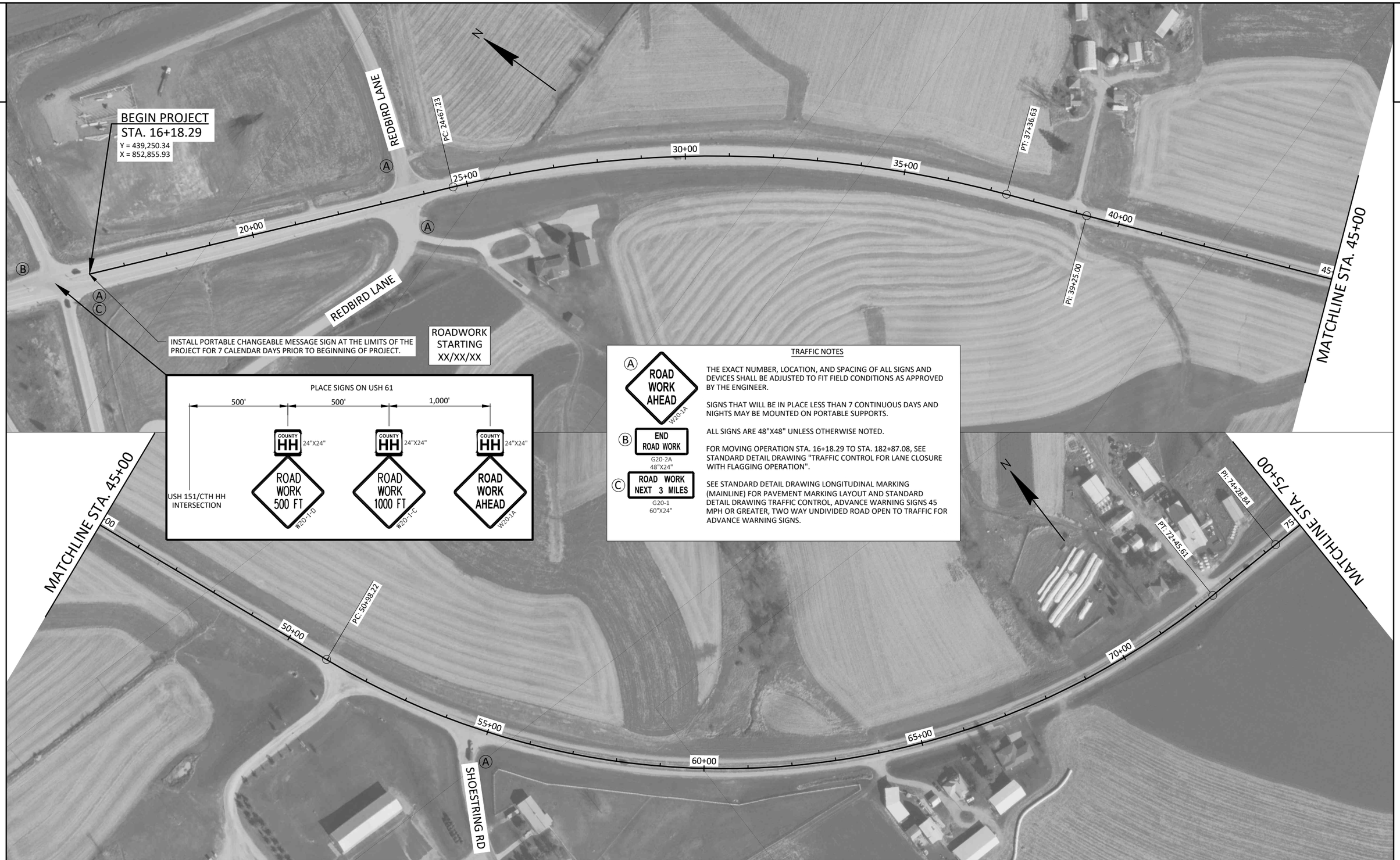
Ⓐ	MARKING LINE EPOXY 6-INCH (YELLOW)
Ⓑ	MARKING LINE EPOXY 6-INCH (WHITE EDGELINE)
Ⓒ	MARKING LINE EPOXY 10-INCH (SOLID WHITE)
Ⓓ	MARKING STOP LINE EPOXY 18-INCH
Ⓔ	MARKING DIAGONAL EPOXY 12-INCH
Ⓕ	MARKING CORRUGATED MEDIAN EPOXY
Ⓖ	MARKING ISLAND NOSE EPOXY



PROJECT NO: 5910-00-72	HWY: CTH HH	COUNTY: GRANT	PAVEMENT MARKING	SHEET	E

FILE NAME : M:\PROJECTS\G78030 GRANT CO HWY - CTH HH REHABILITATION\SHEETSPLAN\DETAILS\G78030_PAVEMENTMARKING.DWG
PLOT DATE : 6/5/2024 10:46:03 AM
PLOT BY : AUSTIN KASZUBSKI
PLOT SCALE : 1'IN:100 FT
LAYOUT : SHEET - (06)

2



PLACE SIGNS ON USH 61

500' 500' 1,000'

USH 151/CTH HH INTERSECTION

COUNTY HH 24"X24" — ROAD WORK 500 FT — W20-1-D

COUNTY HH 24"X24" — ROAD WORK 1000 FT — W20-1-C

COUNTY HH 24"X24" — ROAD WORK AHEAD — W20-1A

TRAFFIC NOTES

Ⓐ ROAD WORK AHEAD — W20-1A

Ⓑ END ROAD WORK — G20-2A 48"X24"

Ⓒ ROAD WORK NEXT 3 MILES — G20-1 60"X24"

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

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

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.

FOR MOVING OPERATION STA. 16+18.29 TO STA. 182+87.08, SEE STANDARD DETAIL DRAWING "TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION".

SEE STANDARD DETAIL DRAWING LONGITUDINAL MARKING (MAINLINE) FOR PAVEMENT MARKING LAYOUT AND STANDARD DETAIL DRAWING TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 MPH OR GREATER, TWO WAY UNDIVIDED ROAD OPEN TO TRAFFIC FOR ADVANCE WARNING SIGNS.

2

TRAFFIC NOTES

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

Ⓐ ROAD WORK AHEAD W20-1A

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

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.

FOR MOVING OPERATION STA. 16+18.29 TO STA. 182+87.08, SEE STANDARD DETAIL DRAWING "TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION".

SEE STANDARD DETAIL DRAWING LONGITUDINAL MARKING (MAINLINE) FOR PAVEMENT MARKING LAYOUT AND STANDARD DETAIL DRAWING TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 MPH OR GREATER, TWO WAY UNDIVIDED ROAD OPEN TO TRAFFIC FOR ADVANCE WARNING SIGNS.

PROJECT NO: 5910-00-72	HWY: CTH HH	COUNTY: GRANT	TRAFFIC CONTROL	SHEET	E

FILE NAME : M:\PROJECTS\G78030 GRANT CO HWY - CTH HH REHABILITATION\SHEETSPLAN\DETAILS\G78030_TRAFFICCONTROL.DWG PLOT DATE : 6/25/2024 10:13:24 AM PLOT BY : JEFF SMITH PLOT SCALE : 1" = 1' LAYOUT : 2

2

N

MATCHLINE STA. 135+00

+00

140+00

PI: 140+82.13

PC: 142+33.80

145+00

PT: 146+69.45

150+00

PC: 151+82.60

PT: 154+31.46

155+00

PI: 156+95.75

160+00

165

MATCHLINE STA. 165+00

TRAFFIC NOTES

Ⓐ ROAD WORK AHEAD W20-1A

Ⓑ END ROAD WORK G20-2A 48"X24"

Ⓒ ROAD WORK NEXT 3 MILES G20-1 60"X24"

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

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

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.

FOR MOVING OPERATION STA. 16+18.29 TO STA. 182+87.08, SEE STANDARD DETAIL DRAWING "TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION".

SEE STANDARD DETAIL DRAWING LONGITUDINAL MARKING (MAINLINE) FOR PAVEMENT MARKING LAYOUT AND STANDARD DETAIL DRAWING TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 MPH OR GREATER, TWO WAY UNDIVIDED ROAD OPEN TO TRAFFIC FOR ADVANCE WARNING SIGNS.

PLACE SIGNS ON CTH H (EAST AND WEST OF INTERSECTION)

500' 500' 1,000'

USH 151/CTH HH INTERSECTION

COUNTY HH 24"X24" ROAD WORK 500 FT W20-1-D

COUNTY HH 24"X24" ROAD WORK 1000 FT W20-1-C

COUNTY HH 24"X24" ROAD WORK AHEAD W20-1A

N

MORGAN ROAD

MATCHLINE STA. 165+00

PI: 164+94.13

A

PI: 171+11.57

170+00

175+00

PI: 177+18.32

PC: 179+61.94

180+00

A

PULS ROAD

A C

B

CTH H

ROADWORK STARTING XX/XX/XX

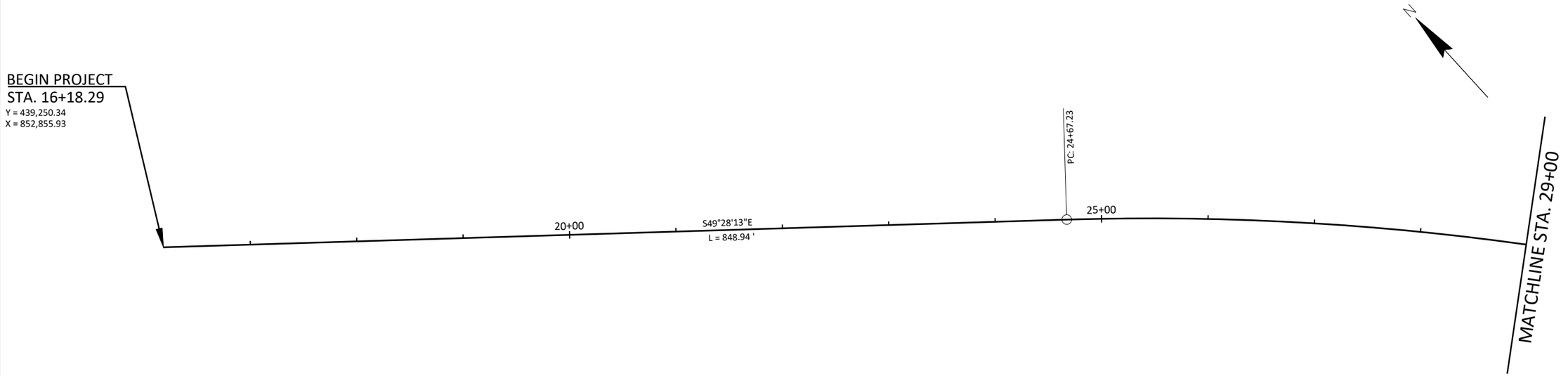
INSTALL PORTABLE CHANGEABLE MESSAGE SIGN AT THE LIMITS OF THE PROJECT FOR 7 CALENDAR DAYS PRIOR TO BEGINNING OF PROJECT.

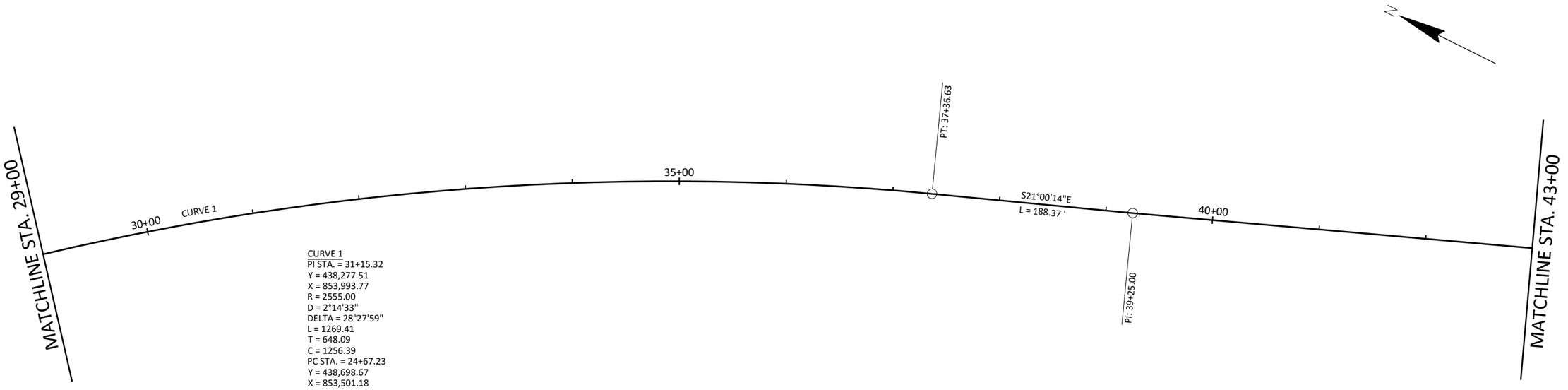
END PROJECT
STA. 182+87.08
Y = 463,658.35
X = 866,950.06

PROJECT NO: 5910-00-72	HWY: CTH HH	COUNTY: GRANT	TRAFFIC CONTROL	SHEET	E

FILE NAME : M:\PROJECTS\G78030 GRANT CO HWY - CTH HH REHABILITATION\SHEETSPLAN\DETAILS\G78030_TRAFFICCONTROL.DWG PLOT DATE : 6/25/2024 10:13:28 AM PLOT BY : JEFF SMITH PLOT SCALE : 1" = 1' LAYOUT : 3

2





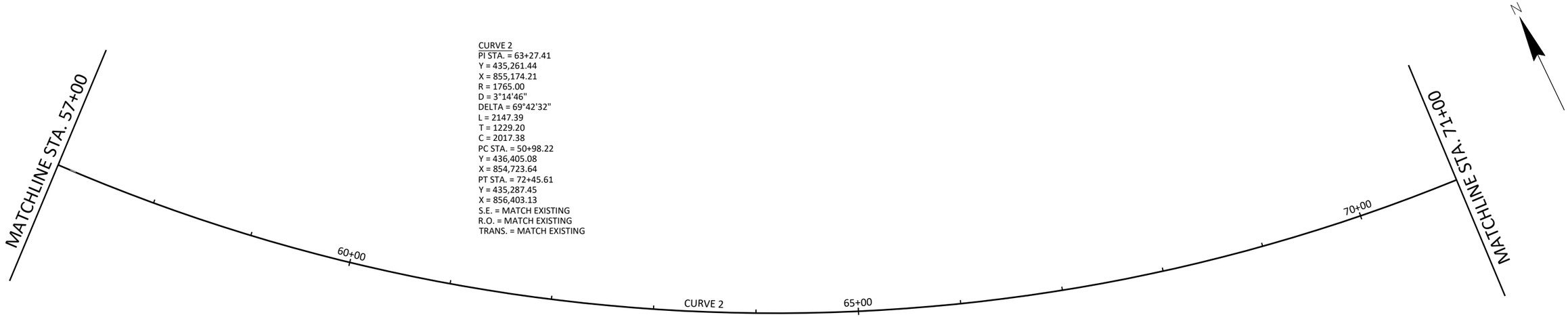
CURVE 1
PI STA. = 31+15.32
Y = 438,277.51
X = 853,993.77
R = 2555.00
D = 2°14'33"
DELTA = 28°27'59"
L = 1269.41
T = 648.09
C = 1256.39
PC STA. = 24+67.23
Y = 438,698.67
X = 853,501.18
PT STA. = 37+36.63
Y = 437,672.48
X = 854,226.07
S.E. = MATCH EXISTING
R.O. = MATCH EXISTING
TRANS. = MATCH EXISTING

PROJECT NO: 5910-00-72	HWY: CTH HH	COUNTY: GRANT	ALIGNMENT DETAILS	SHEET	E

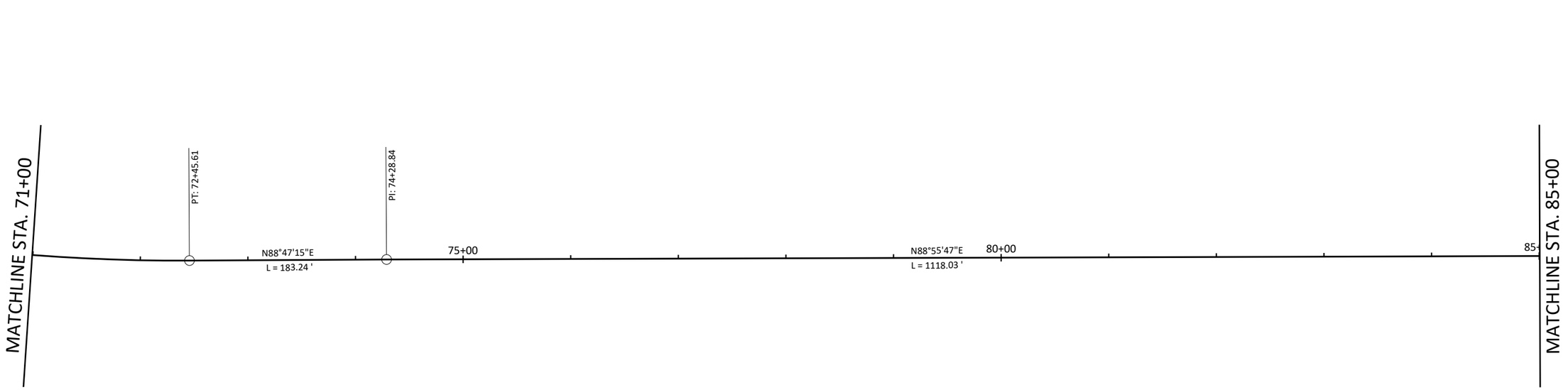
FILE NAME : M:\PROJECTS\G78030 GRANT CO HWY - CTH HH REHABILITATION\SHEETSPLAN\DETAILS\G78030_ALIGNMENTDETAILS.DWG PLOT DATE : 6/5/2024 9:09:23 AM PLOT BY : SAM BRAZEE PLOT SCALE : 1 IN:100 FT LAYOUT : SHEET - (01)

2

CURVE 2
PI STA. = 63+27.41
Y = 435,261.44
X = 855,174.21
R = 1765.00
D = 3°14'46"
DELTA = 69°42'32"
L = 2147.39
T = 1229.20
C = 2017.38
PC STA. = 50+98.22
Y = 436,405.08
X = 854,723.64
PT STA. = 72+45.61
Y = 435,287.45
X = 856,403.13
S.E. = MATCH EXISTING
R.O. = MATCH EXISTING
TRANS. = MATCH EXISTING



PROJECT NO: 5910-00-72	HWY: CTH HH	COUNTY: GRANT	ALIGNMENT DETAILS	SHEET 28	E



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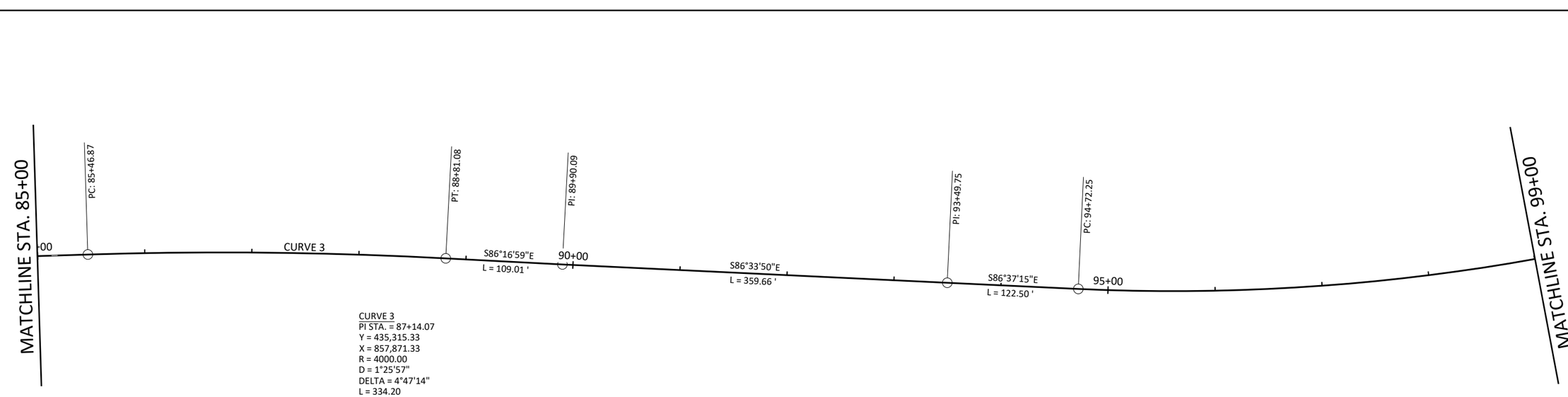
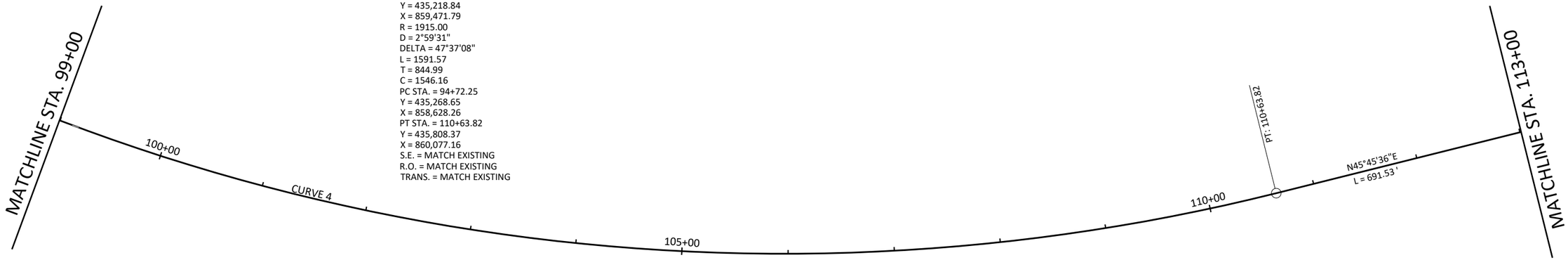
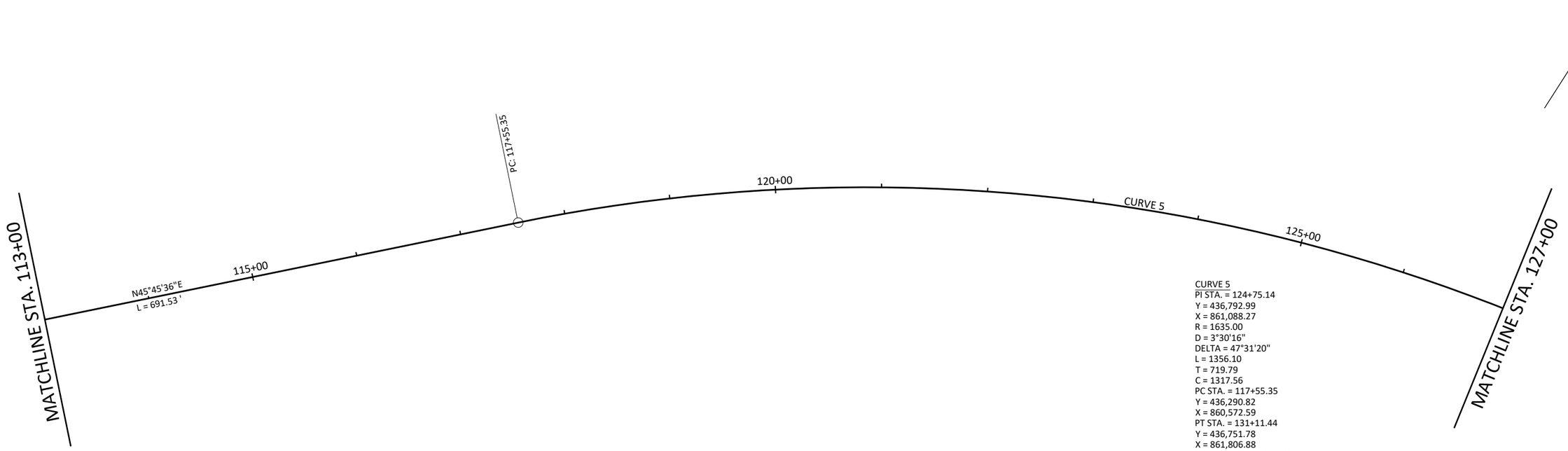


CURVE 3
PI STA. = 87+14.07
Y = 435,315.33
X = 857,871.33
R = 4000.00
D = 1°25'57"
DELTA = 4°47'14"
L = 334.20
T = 167.20
C = 334.11
PC STA. = 85+46.87
Y = 435,312.21
X = 857,704.16
PT STA. = 88+81.08
Y = 435,304.49
X = 858,038.18
S.E. = MATCH EXISTING
R.O. = MATCH EXISTING
TRANS. = MATCH EXISTING

PROJECT NO: 5910-00-72	HWY: CTH HH	COUNTY: GRANT	ALIGNMENT DETAILS	SHEET 29	E

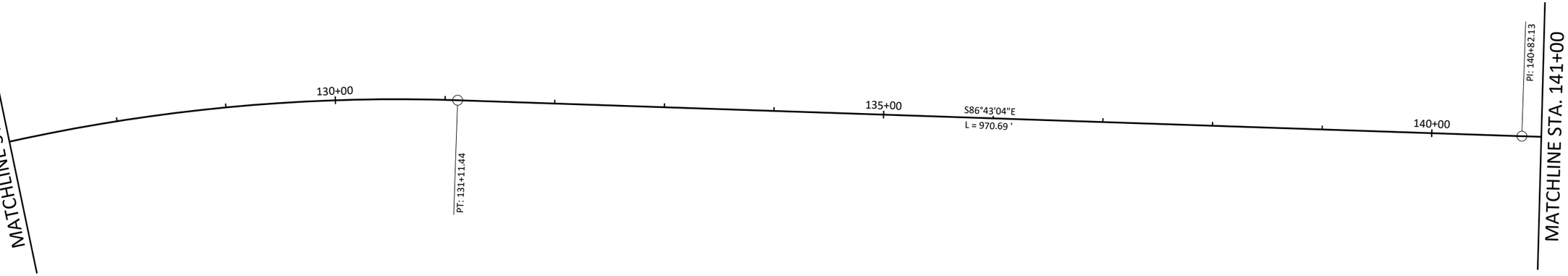


CURVE 4
PI STA. = 103+17.24
Y = 435,218.84
X = 859,471.79
R = 1915.00
D = 2°59'31"
DELTA = 47°37'08"
L = 1591.57
T = 844.99
C = 1546.16
PC STA. = 94+72.25
Y = 435,268.65
X = 858,628.26
PT STA. = 110+63.82
Y = 435,808.37
X = 860,077.16
S.E. = MATCH EXISTING
R.O. = MATCH EXISTING
TRANS. = MATCH EXISTING



CURVE 5
PI STA. = 124+75.14
Y = 436,792.99
X = 861,088.27
R = 1635.00
D = 3°30'16"
DELTA = 47°31'20"
L = 1356.10
T = 719.79
C = 1317.56
PC STA. = 117+55.35
Y = 436,290.82
X = 860,572.59
PT STA. = 131+11.44
Y = 436,751.78
X = 861,806.88
S.E. = MATCH EXISTING
R.O. = MATCH EXISTING
TRANS. = MATCH EXISTING

PROJECT NO: 5910-00-72	HWY: CTH HH	COUNTY: GRANT	ALIGNMENT DETAILS	SHEET 30	E



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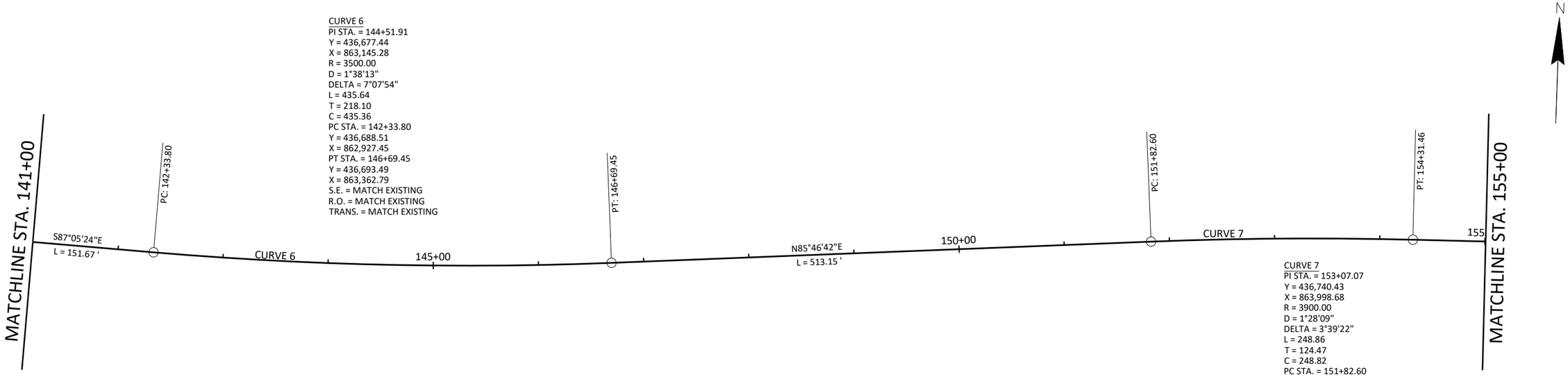
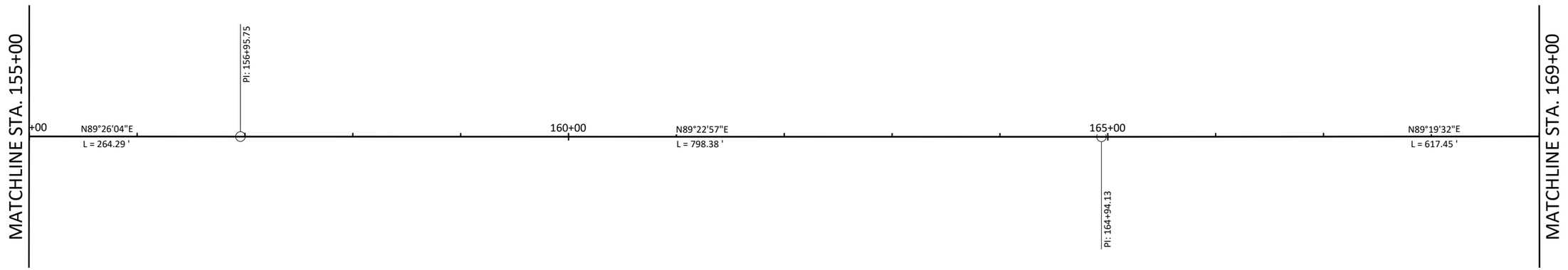


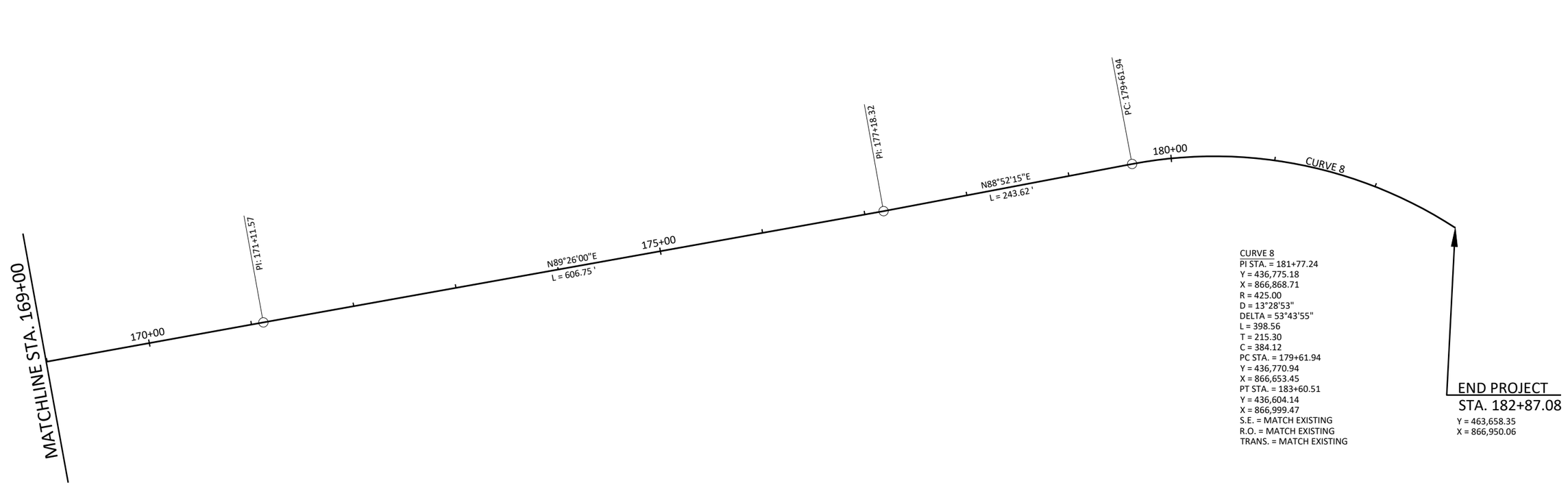
CURVE 6
PI STA. = 144+51.91
Y = 436,677.44
X = 863,145.28
R = 3500.00
D = 1°38'13"
DELTA = 7°07'54"
L = 435.64
T = 218.10
C = 435.36
PC STA. = 142+33.80
Y = 436,688.51
X = 862,927.45
PT STA. = 146+69.45
Y = 436,693.49
X = 863,362.79
S.E. = MATCH EXISTING
R.O. = MATCH EXISTING
TRANS. = MATCH EXISTING

CURVE 7
PI STA. = 153+07.07
Y = 436,740.43
X = 863,998.68
R = 3900.00
D = 1°28'09"
DELTA = 3°39'22"
L = 248.86
T = 124.47
C = 248.82
PC STA. = 151+82.60
Y = 436,731.27
X = 863,874.55
PT STA. = 154+31.46
Y = 436,741.66
X = 864,123.15
S.E. = MATCH EXISTING
R.O. = MATCH EXISTING
TRANS. = MATCH EXISTING

PROJECT NO: 5910-00-72	HWY: CTH HH	COUNTY: GRANT	ALIGNMENT DETAILS	SHEET 31	E



2



PROJECT NO: 5910-00-72	HWY: CTH HH	COUNTY: GRANT	ALIGNMENT DETAILS	SHEET 32	E

FILE NAME : M:\PROJECTS\G78030 GRANT CO HWY - CTH HH REHABILITATION\SHEETSPLAN\DETAILS\G78030_ALIGNMENTDETAILS.DWG
PLOT DATE : 6/5/2024 9:09:45 AM
PLOT BY : SAM BRAZEE
PLOT SCALE : 1'1N:100 FT
LAYOUT : SHEET - (06)

2

CONTROL POINTS

NO.	STA.	DESCRIPTION	Y	X
1	19+63	3/4" IRON REBAR SET, 63.8' RT	438,977.81	853,076.45
2	56+42	3/4" IRON REBAR SET, 78.4' RT	435,888.30	854,936.22
3	108+28	3/4" IRON REBAR SET, 138.7' RT	435,544.44	859,982.72
4	170+23	WISDOT CAP, 100.7' RT	436,658.45	865,716.14
5	180+89	3/4" IRON REBAR SET, 43.9' RT	436,712.30	866,767.22

USH 151

BEGIN PROJECT
STA. 16+18.29
Y = 439,250.34
X = 852,855.93

STA. 21+44, LT.
EXISTING F.E. (B.A.D.)
TO REMAIN

STA. 23+53 - STA. 23+84, LT.
REMOVING ASPHALTIC
SURFACE BUTT JOIINT REQ'D.

REDBIRD LANE

BEGIN PULVERIZE
AND RELAY
STA. 24+44

PC: 24+67.23

N

20+00

CTH HH

25+00

CTH HH

CTH HH

MATCHLINE STA. 29+00

C.P. 1

STA. 23+10 - STA. 23+75, RT.
REMOVING ASPHALTIC
SURFACE BUTT JOINT REQ'D.

END MILL AND
OVERLAY
STA. 24+44

USH 151

BEGIN MILL AND
OVERLAY
STA. 16+18.29
(MATCH EXISTING)

REDBIRD LANE

LEGEND

XXXXXXXXXX SAWING ASPHALT

STA. 38+96, LT.
EXISTING P.E. (B.A.D.)
TO REMAIN

N

PT: 37+36.63

MATCHLINE STA. 29+00

30+00

35+00

CTH HH

40+00

MATCHLINE STA. 43+00

PI: 39+25.00

STA. 39+11, RT.
EXISTING F.E. (B.A.D.)
TO REMAIN

PROJECT NO: 5910-00-72	HWY: CTH HH	COUNTY: GRANT	PLAN DETAILS	SHEET	E

FILE NAME : M:\PROJECTS\G78030 GRANT CO HWY - CTH HH REHABILITATION\SHEETSPLAN\DETAILS\G78030_PLANDETAILS.DWG PLOT DATE : 11/18/2024 9:23:37 AM PLOT BY : JEFF SMITH PLOT SCALE : 1 IN:100 FT LAYOUT : SHEET - (01)

2

2

CONTROL POINTS

NO.	STA.	DESCRIPTION	Y	X
1	19+63	3/4" IRON REBAR SET, 63.8' RT	438,977.81	853,076.45
2	56+42	3/4" IRON REBAR SET, 78.4' RT	435,888.30	854,936.22
3	108+28	3/4" IRON REBAR SET, 138.7' RT	435,544.44	859,982.72
4	170+23	WISDOT CAP, 100.7' RT	436,658.45	865,716.14
5	180+89	3/4" IRON REBAR SET, 43.9' RT	436,712.30	866,767.22

LEGEND

XXXXXXXXXX SAWING ASPHALT

MATCHLINE STA. 43+00

MATCHLINE STA. 57+00

MATCHLINE STA. 71+00

CTH HH

45+00

50+00

55+00

60+00

65+00

70+00

PC: 50+98.22

C.P. 2

SHOESTRING ROAD

STA. 51+03, LT.
EXISTING F.E. (B.A.D.)
TO REMAIN

STA. 51+55, RT.
EXISTING C.E. (B.A.D.)
TO REMAIN

STA. 54+59 - STA. 54+90, RT.
REMOVING ASPHALTIC
SURFACE BUTT JOINT REQ'D.

STA.64+01, LT.
EXISTING F.E. (B.A.D.)
TO REMAIN

STA. 70+58 - STA. 72+22, LT.
REMOVING CURB & GUTTER

STA. 70+58 - STA. 72+22, LT.
CONCRETE CURB & GUTTER
4-INCH SLOPED 36-INCH TYPE D

STA. 70+58 ASPHALTIC FLUMES
REQ'D

STA. 68+86, RT.
LANDMARK
REFERENCE
MONUMENTS AND
CAST IRON COVERS
REQ'D.

STA. 63+90, RT.
EXISTING P.E. (B.A.D.)
TO REMAIN

STA. 67+17, RT.
EXISTING P.E. (ASPHALT)
TO REMAIN

STA. 68+30, RT.
EXISTING F.E. (B.A.D.)
TO REMAIN

PROJECT NO: 5910-00-72	HWY: CTH HH	COUNTY: GRANT	PLAN DETAILS	SHEET	E

FILE NAME : M:\PROJECTS\G78030 GRANT CO HWY - CTH HH REHABILITATION\SHEETSPLAN\DETAILS\G78030_PLANDETAILS.DWG PLOT DATE : 11/18/2024 9:24:03 AM PLOT BY : JEFF SMITH PLOT SCALE : 1 IN:100 FT LAYOUT : SHEET - (02)

2

STA. 72+43, LT.
EXISTING P.E. (ASPHALT)
TO REMAIN

STA. 79+41, LT.
EXISTING P.E. (ASPHALT)
TO REMAIN

STA. 82+11, LT.
EXISTING F.E. (B.A.D.)
TO REMAIN

N

STA. 82+00, CL.
LANDMARK
REFERENCE
MONUMENTS AND
CAST IRON COVERS
REQ'D.

MATCHLINE STA. 71+00

PT: 72+45.61

PI: 74+28.84

75+00

80+00

85

CTH HH

MATCHLINE STA. 85+00

SCENIC RIVERS
ENERGY COOP

TDS TELECOM

LEGEND

XXXXXXXXXX SAWING ASPHALT

STA. 89+13, LT.
EXISTING F.E. (B.A.D.)
TO REMAIN

N

STA. 95+21, LT.
EXISTING P.E. (B.A.D.)
TO REMAIN

STA. 96+57, LT.
EXISTING P.E. (ASPHALT)
TO REMAIN

STA. 98+90, LT.
EXISTING P.E. (B.A.D.)
TO REMAIN

MATCHLINE STA. 85+00

PC: 85+46.87

PT: 88+81.08

PI: 89+90.09

PI: 93+49.75

PC: 94+72.25

90+00

95+00

CTH HH

EXISTING R/W LIMITS
NOT IDENTIFIED.

MATCHLINE STA. 99+00

STA. 85+46, RT.
EXISTING F.E. (B.A.D.)
TO REMAIN

STA. 86+93, RT.
EXISTING P.E. (ASPHALT)
TO REMAIN

STA. 98+82, RT.
EXISTING F.E. (B.A.D.)
TO REMAIN

PROJECT NO: 5910-00-72	HWY: CTH HH	COUNTY: GRANT	PLAN DETAILS	SHEET	E

FILE NAME : M:\PROJECTS\G78030 GRANT CO HWY - CTH HH REHABILITATION\SHEETSPLAN\DETAILS\G78030_PLANDETAILS.DWG PLOT DATE : 11/18/2024 9:24:23 AM PLOT BY : JEFF SMITH PLOT SCALE : 1 IN:100 FT LAYOUT : SHEET - (03)

2

2

STA. 103+72, LT.
EXISTING P.E. (B.A.D.)
TO REMAIN

CONTROL POINTS

NO.	STA.	DESCRIPTION	Y	X
1	19+63	3/4" IRON REBAR SET, 63.8' RT	438,977.81	853,076.45
2	56+42	3/4" IRON REBAR SET, 78.4' RT	435,888.30	854,936.22
3	108+28	3/4" IRON REBAR SET, 138.7' RT	435,544.44	859,982.72
4	170+23	WISDOT CAP, 100.7' RT	436,658.45	865,716.14
5	180+89	3/4" IRON REBAR SET, 43.9' RT	436,712.30	866,767.22

STA. 110+47 - STA. 110+92, LT.
REMOVING ASPHALTIC
SURFACE BUTT JOINT REQ'D.

ROCK LANE

MATCHLINE STA. 99+00

MATCHLINE STA. 113+00

100+00

105+00

110+00

PC: 110+63.82

XXXXX

CTH HH

EXISTING R/W LIMITS
NOT IDENTIFIED.

XXXX

HILL ROAD

C.P. 3

STA. 107+58 - STA. 107+90, RT.
REMOVING ASPHALTIC
SURFACE BUTT JOINT REQ'D.

LEGEND

XXXXXXXXXX SAWING ASPHALT

STA. 119+56, LT.
EXISTING F.E. (B.A.D.)
TO REMAIN

PC: 117+55.35

120+00

115+00

125+00

CTH HH

SCENIC RIVERS ENERGY COOP

MATCHLINE STA. 113+00

MATCHLINE STA. 127+00

STA. 126+07, RT.
LANDMARK
REFERENCE
MONUMENTS AND
CAST IRON COVERS
REQ'D.

EXISTING R/W LIMITS
NOT IDENTIFIED.

STA. 115+28, RT.
EXISTING F.E. (B.A.D.)
TO REMAIN

STA. 119+45, LT.
EXISTING F.E. (B.A.D.)
TO REMAIN

PROJECT NO: 5910-00-72	HWY: CTH HH	COUNTY: GRANT	PLAN DETAILS	SHEET	E

FILE NAME : M:\PROJECTS\G78030 GRANT CO HWY - CTH HH REHABILITATION\SHEETSPLAN\DETAILS\G78030_PLANDETAILS.DWG PLOT DATE : 11/18/2024 9:24:44 AM PLOT BY : JEFF SMITH PLOT SCALE : 1'IN:100 FT LAYOUT : SHEET - (04)

2

PROJECT NO: 5910-00-72	HWY: CTH HH	COUNTY: GRANT	PLAN DETAILS	SHEET 37	E

FILE NAME : M:\PROJECTS\G78030 GRANT CO HWY - CTH HH REHABILITATION\SHEETSPLAN\DETAILS\G78030_PLANDETAILS.DWG PLOT DATE : 11/18/2024 9:25:06 AM PLOT BY : JEFF SMITH PLOT SCALE : 1'IN:100 FT LAYOUT : SHEET - (05)

2

2

CONTROL POINTS

NO.	STA.	DESCRIPTION	Y	X
1	19+63	3/4" IRON REBAR SET, 63.8' RT	438,977.81	853,076.45
2	56+42	3/4" IRON REBAR SET, 78.4' RT	435,888.30	854,936.22
3	108+28	3/4" IRON REBAR SET, 138.7' RT	435,544.44	859,982.72
4	170+23	WISDOT CAP, 100.7' RT	436,658.45	865,716.14
5	180+89	3/4" IRON REBAR SET, 43.9' RT	436,712.30	866,767.22

STA. 155+30, LT.
EXISTING P.E. (B.A.D.)
TO REMAIN

STA. 157+29, LT.
EXISTING F.E. (B.A.D.)
TO REMAIN

EXISTING R/W LIMITS
NOT IDENTIFIED.

PI: 156+95.75

WE ENERGIES

SCENIC RIVERS ENERGY COOP

SCENIC RIVERS ENERGY COOP &
CUBA CITY/BELMONT TELEPHONE

MATCHLINE STA. 155+00

+00

160+00

CTH HH

165+00

PI: 164+94.13

STA. 158+38, RT.
EXISTING P.E. (B.A.D.)
TO REMAIN

STA. 162+70, LT.
EXISTING P.E. (B.A.D.)
TO REMAIN

STA. 167+369 - STA. 167+81, LT.
REMOVING ASPHALTIC
SURFACE BUTT JOINT REQ'D.

STA. 165+85, LT.
LANDMARK
REFERENCE
MONUMENTS AND
CAST IRON COVERS
REQ'D.

MORGAN ROAD

XXXXX

MATCHLINE STA. 169+00

N

LEGEND

XXXXXXXXXX SAWING ASPHALT

STA. 177+55, LT.
EXISTING P.E. (B.A.D.)
TO REMAIN

STA. 180+78, LT.
EXISTING P.E. (ASPHALT)
TO REMAIN

PC: 179+61.94

EXISTING R/W LIMITS
NOT IDENTIFIED.

PI: 177+18.32

SCENIC RIVERS ENERGY COOP &
CUBA CITY/BELMONT TELEPHONE

180+00

C.P. 5

PI: 171+11.57

175+00

CTH HH

170+00

STA. 179+02, LT.
LANDMARK
REFERENCE
MONUMENTS AND
CAST IRON COVERS
REQ'D.

PULS ROAD

CTH H

END PROJECT
STA. 182+87.08
Y = 463,658.35
X = 866,950.06

MATCHLINE STA. 169+00

B.M. (C.P. 4)

STA. 178+96 - STA. 179+14, RT.
SAWING ASPHALT REQ'D.

PROJECT NO: 5910-00-72	HWY: CTH HH	COUNTY: GRANT	PLAN DETAILS	SHEET	E

FILE NAME : M:\PROJECTS\G78030 GRANT CO HWY - CTH HH REHABILITATION\SHEETSPLAN\DETAILS\G78030_PLANDETAILS.DWG
PLOT DATE : 11/18/2024 9:25:36 AM
PLOT BY : JEFF SMITH
PLOT SCALE : 1'IN:100 FT
LAYOUT : SHEET - (06)

Estimate Of Quantities

5910-00-72

Line	Item	Item Description	Unit	Total	Qty
0002	204.0115	Removing Asphaltic Surface Butt Joints	SY	120.000	120.000
0004	204.0120	Removing Asphaltic Surface Milling	SY	4,110.000	4,110.000
0006	204.0150	Removing Curb & Gutter	LF	161.000	161.000
0008	211.0101	Prepare Foundation for Asphaltic Paving (project) 01. 5910-00-72	EACH	1.000	1.000
0010	211.0400	Prepare Foundation for Asphaltic Shoulders	STA	8.000	8.000
0012	213.0100	Finishing Roadway (project) 01. 5910-00-72	EACH	1.000	1.000
0014	305.0110	Base Aggregate Dense 3/4-Inch	TON	5,700.000	5,700.000
0016	325.0100	Pulverize and Relay	SY	46,440.000	46,440.000
0018	374.1020.S	QMP Pulverize and Relay Compaction	SY	46,440.000	46,440.000
0020	455.0605	Tack Coat	GAL	2,620.000	2,620.000
0022	460.2000	Incentive Density HMA Pavement	DOL	6,320.000	6,320.000
0024	460.5224	HMA Pavement 4 LT 58-28 S	TON	9,950.000	9,950.000
0026	460.9000.S	Material Transfer Vehicle	EACH	1.000	1.000
0028	465.0310	Asphaltic Curb	LF	23.000	23.000
0030	465.0315	Asphaltic Flumes	SY	10.000	10.000
0032	465.0560	Asphaltic Rumble Strips, Centerline	LF	15,843.000	15,843.000
0034	601.0553	Concrete Curb & Gutter 4-Inch Sloped 36-Inch Type D	LF	161.000	161.000
0036	618.0100	Maintenance and Repair of Haul Roads (project) 01. 5910-00-72	EACH	1.000	1.000
0038	619.1000	Mobilization	EACH	1.000	1.000
0040	621.0100	Landmark Reference Monuments	EACH	7.000	7.000
0042	624.0100	Water	MGAL	87.000	87.000
0044	625.0500	Salvaged Topsoil	SY	170.000	170.000
0046	627.0200	Mulching	SY	170.000	170.000
0048	628.1504	Silt Fence	LF	200.000	200.000
0050	628.1520	Silt Fence Maintenance	LF	100.000	100.000
0052	629.0210	Fertilizer Type B	CWT	0.100	0.100
0054	630.0120	Seeding Mixture No. 20	LB	8.000	8.000
0056	630.0500	Seed Water	MGAL	4.000	4.000
0058	642.5001	Field Office Type B	EACH	1.000	1.000
0060	643.0300	Traffic Control Drums	DAY	500.000	500.000
0062	643.0900	Traffic Control Signs	DAY	1,000.000	1,000.000
0064	643.1050	Traffic Control Signs PCMS	DAY	14.000	14.000
0066	643.5000	Traffic Control	EACH	1.000	1.000
0068	646.2005	Marking Line Paint 6-Inch	LF	15,815.000	15,815.000
0070	646.2020	Marking Line Epoxy 6-Inch	LF	32,460.000	32,460.000
0072	646.4020	Marking Line Epoxy 10-Inch	LF	150.000	150.000
0074	646.4720	Marking Line Same Day Epoxy 6-Inch	LF	32,819.000	32,819.000
0076	646.6120	Marking Stop Line Epoxy 18-Inch	LF	55.000	55.000
0078	646.7120	Marking Diagonal Epoxy 12-Inch	LF	35.000	35.000
0080	646.8020	Marking Corrugated Median Epoxy	SF	540.000	540.000
0082	646.8220	Marking Island Nose Epoxy	EACH	2.000	2.000
0084	648.0100	Locating No-Passing Zones	MI	3.160	3.160
0086	650.5500	Construction Staking Curb Gutter and Curb & Gutter	LF	161.000	161.000
0088	650.8000	Construction Staking Resurfacing Reference	LF	16,670.000	16,670.000
0090	650.9911	Construction Staking Supplemental Control (project) 01. 5910-00-72	EACH	1.000	1.000
0092	650.9920	Construction Staking Slope Stakes	LF	164.000	164.000
0094	690.0150	Sawing Asphalt	LF	261.000	261.000
0096	740.0440	Incentive IRI Ride	DOL	12,628.000	12,628.000
0098	ASP.1T0A	On-the-Job Training Apprentice at $5.00/HR	HRS	1,200.000	1,200.000

Estimate Of Quantities

					5910-00-72
0100	ASP.1T0G	On-the-Job Training Graduate at $5.00/HR	HRS	600.000	600.000

REMOVING ASPHALTIC SURFACE BUTT JOINTS

STATION	LOCATION	204.0115 (SY)
16+18.29	MAINLINE	21
23+46	REDBIRD LANE	18
23+67	REDBIRD LANE	13
54+75	SHOESTRING RD.	16
107+76	HILL RD.	13
110+86	ROCK LANE	12
167+57	MORGAN RD.	14
182+87.08	MAINLINE	13
	TOTAL =	120

REMOVING ASPHALTIC SURFACE MILLING

STATION	LOCATION	204.0120 (SY)
16+18 - 24+44	MAINLINE	4,110
	TOTAL =	4,110

REMOVING CURB & GUTTER

STATION - STATION	LOCATION	204.0150 (LF)
70+59 - 72+22	MAINLINE, LT.	161
	TOTAL =	161

PREPARATION OF FOUNDATION

STATION	LOCATION	211.0400 ASPHALTIC SHOULDERS (STA)
67+17	PE, RT	1
72+43	PE, LT	1
79+41	PE, LT	1
86+93	PE, RT	1
96+57	PE, LT	1
128+47	PE, RT	1
152+35	PE, LT	1
180+78	PE, LT	1
	TOTAL =	8.0

BASE AGGREGATE DENSE

LOCATION	305.0110 BASE AGGREGATE DENSE 3/4 - INCH (TON)
MAINLINE	5,400
DRIVEWAYS/FIELD ENTRANCES	300
TOTALS =	5,700

PULVERIZE AND RELAY

STATION - STATION	LOCATION	325.0100 PULVERIZE AND RELAY (SY)	374.1020.S QMP PULVERIZE AND RELAY COMPACTION (SY)
24+44 - 182+87.08	MAINLINE	46,440	46,440

HMA PAVEMENT

STATION - STATION	LOCATION	455.0605 TACK COAT (GAL)	460.2000 INCENTIVE DENSITY HMA PAVEMENT (DOL)	460.5224 HMA PAVEMENT 4 LT 58-28 S (TON)	460.9000.S MATERIAL TRANSFER VEHICLE (EACH)
-	PROJECT	-	6320	-	1
16+18.29 - 24+44	MAINLINE	290	-	590	-
24+44 - 182+87.08	MAINLINE	2,330	-	9,280	-
	DRIVEWAYS	-	-	80	-
	TOTALS =	2,620	6,320	9,950	1

ASPHALTIC FLUMES

STATION	LOCATION	465.0310 ASPHALTIC CURB (LF)	465.0315 ASPHALTIC FLUMES (SY)
70+59	MAINLINE, LT	23	10
	TOTAL =	23	10

ASPHALTIC RUMBLE STRIPS, CENTERLINE

STATION - STATION	LOCATION	465.0560 (LF)
24+44 - 182+87.08	MAINLINE	15,843
	TOTAL =	15,843

CONCRETE CURB & GUTTER

STATION - STATION	LOCATION	601.0553 CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE D (LF)	650.5500 CONSTRUCTION STAKING CURB & GUTTER (LF)
70+59 - 72+22	MAINLINE,	161	161
	TOTALS =	161	161

WATER

PROJECT	624.0100 (MGAL)
CTH HH	87
TOTAL =	87

LOCATING NO PASSING ZONES

PROJECT	648.0100 (MI)
CTH HH	3.16
TOTAL =	3.16

FINISHING ITEMS

LOCATION	625.0500 SALVAGED TOPSOIL (SY)	627.0200 MULCHING (SY)	629.0210 FERTILIZER TYPE B (CWT)	630.0120 SEED MIXTURE NO.20 (LB)	630.0500 SEED WATER (MGAL)
70+59 - 72+22	170	170	0.1	8	4
TOTALS =	170	170	0.1	8	4

PROJECT NO: 5910-00-72	HWY: CTH HH	COUNTY: GRANT	MISCELLANEOUS QUANTITIES	SHEET 41	E

3

SILT FENCE

STATION	LOCATION	628.1504 SILT FENCE (LF)	628.1520 SILT FENCE MAINTENANCE (LF)
70+45 - 72+25	CTH HH, LT.	200	100
	TOTALS =	200	100

TRAFFIC CONTROL

LOCATION	DURATION (DAYS)	643.0300 DRUMS (DAYS)	643.0900 SIGNS (DAYS)	643.1050 SIGNS PCMS (DAYS)	643.5000 TRAFFIC CONTROL (EACH)
CTH HH	67	-	1,000	14	1
UNDISTRIBUTED	--	500	-	-	-
TOTALS =		500	1,000	14	1

CONSTRUCTION STAKING

LOCATION	650.8000 RESURFACING REFERANCE (LF)	650.9911 SUPPLEMENTAL CONTROL (EACH)	650.9920 SLOPE STAKES (LF)
16+18.29 - 182+87.08	16,670	1	164
TOTAL =	16,670	1	164

SAWING

STATION	LOCATION	690.0150 ASPHALT (LF)
24+43	MAINLINE	35
182+87	MAINLINE	26
	DRIVEWAYS	200
	TOTALS =	261

3

PAVEMENT MARKING

STATION - STATION	LOCATION	DESCRIPTION	646.2005 MARKING LINE PAINT 6-INCH YELLOW SOLID (LF)	646.2020 MARKING LINE EPOXY 6-INCH SOLID (LF)	646.4020 MARKING LINE EPOXY 10-INCH SOLID (LF)	646.4720 MARKING LINE SAME DAY EPOXY 6-INCH YELLOW SOLID (LF)	646.4720 MARKING LINE SAME DAY EPOXY 6-INCH YELLOW 12.5' SKIPS (LF)	646.6120 MARKING STOP LINE EPOXY 18-INCH (LF)	646.7120 MARKING DIAGONAL EPOXY 12-INCH (LF)	646.8020 MARKING CORRUGATED MEDIAN EPOXY (SF)	646.8220 MARKING ISLAND NOSE EPOXY (EACH)
24+72 - 182+87.08	MAINLINE	YELLOW CENTERLINE	15,815	-	-	-	-	-	-	-	-
16+18.29 - 17+68	MAINLINE	WHITE TURN LANE	-	-	150	-	-	-	-	-	-
16+18.29 - 182+87.08	MAINLINE	WHITE EDGELINE	-	32,460	-	-	-	-	-	-	-
16+18.29 - 24+63	MAINLINE	YELLOW CENTERLINE	-	-	-	2,090	-	-	-	-	-
21+09	MAINLINE	YELLOW	-	-	-	-	-	-	-	-	1
21+09 - 22+65	MAINLINE	YELLOW	-	-	-	-	-	-	-	540	-
22+65	MAINLINE	YELLOW	-	-	-	-	-	-	-	-	1
22+65 - 24+63	MAINLINE	CHANNELIZING	-	-	-	-	-	-	35	-	-
23+60	MAINLINE, LT.	WHITE	-	-	-	-	-	25	-	-	-
23+65	MAINLINE, RT.	WHITE	-	-	-	-	-	30	-	-	-
24+63 - 36+91	MAINLINE	NO PASSING	-	-	-	2,438	-	-	-	-	-
36+91 - 45+24	MAINLINE	EB PASSING	-	-	-	833	833	-	-	-	-
45+24 - 68+75	MAINLINE	NO PASSING	-	-	-	4,702	-	-	-	-	-
68+75 - 79+96	MAINLINE	EB PASSING	-	-	-	1,121	1,121	-	-	-	-
79+96 - 84+19	MAINLINE	NO PASSING	-	-	-	846	-	-	-	-	-
84+19 - 96+34	MAINLINE	WB PASSING	-	-	-	1,215	1,215	-	-	-	-
96+34 - 147+97	MAINLINE	NO PASSING	-	-	-	10,326	-	-	-	-	-
147+97 - 159+09	MAINLINE	WB PASSING	-	-	-	1,112	1,112	-	-	-	-
159+09 - 168+10	MAINLINE	EB & WB PASSING	-	-	-	-	901	-	-	-	-
168+10 - 177+91	MAINLINE	EB PASSING	-	-	-	981	981	-	-	-	-
177+91 - 182+87.08	MAINLINE	NO PASSING	-	-	-	992	-	-		-	-
		TOTALS =	15,815	32,460	150	32,819		55	35	540	2

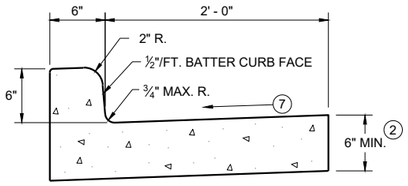
LANDMARK REFERENCE MONUMENTS

STATION	LOCATION	621.0100 LANDMARK REFERENCE MONUMENTS (EACH)
68+86	CTH HH, RT.	1
82+00	CTH HH, CL	1
126+07	CTH HH, RT.	1
139+40	CTH HH, LT.	1
152+61	CTH HH, LT.	1
165+85	CTH HH, LT.	1
179+02	CTH HH, LT.	1
	TOTAL =	7

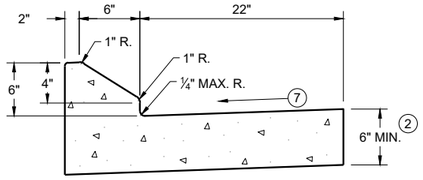
Standard Detail Drawing List

08D01-23A	CONCRETE CURB & GUTTER
08D01-23B	CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS
08D04-07	CONCRETE SURFACE DRAINS & ASPHALTIC FLUMES
08D22-01	DRIVEWAYS WITHOUT CURB & GUTTER RESURFACING PROJECTS RURAL
08E09-06	SILT FENCE
09A01-14A	AT-GRADE SIDE ROAD INTERSECTION, TYPES "B1", "B2", "C" AND D AND TEE INTERSECTION BYPASS LANE
09A01-14B	AT-GRADE SIDE ROAD INTERSECTION, TYPE "A1" & "A2"
13A11-04A	CENTERLINE RUMBLE STRIPS - ASPHALT
13A11-04D	CENTERLINE RUMBLE STRIPS - INTERSECTIONS, DRIVEWAYS, BRIDGES, RAILROADS
13C19-03	HMA LONGITUDINAL JOINTS
15C02-09A	BARRICADES AND SIGNS FOR MAINLINE CLOSURES
15C02-09B	BARRICADES AND SIGNS FOR VARIOUS CLOSURES
15C04-05	TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 M.P.H. OR GREATER TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC
15C08-23A	PERMANENT LONGITUDINAL PAVEMENT MARKINGS
15C11-10B	CHANNELIZING DEVICES DRUMS, CONES, BARRICADES AND VERTICAL PANELS
15C12-09A	TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION
15C18-08A	MEDIAN ISLAND MARKING PAVEMENT MARKINGS
15C18-08B	MEDIAN ISLAND MARKING MEDIAN ISLAND NOSE
15C19-08A	MOVING PAVEMENT MARKING OPERATION TWO-LANE TWO-WAY ROADWAY
15C33-04	STOP LINE AND CROSSWALK PAVEMENT MARKING
15C35-06A	PAVEMENT MARKING (INTERSECTIONS)
15D28-04	TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY
16A01-07	LANDMARK REFERENCE MONUMENTS AND COVERS

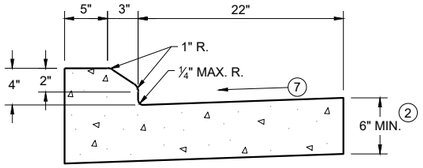
6



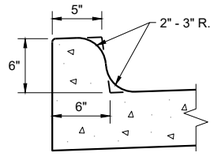
TYPES A (1) & D



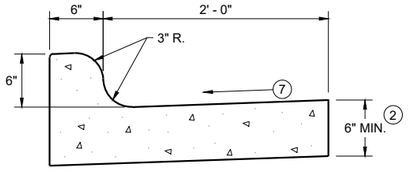
6" SLOPED CURB TYPES G (1) & J



4" SLOPED CURB TYPES G (1) & J

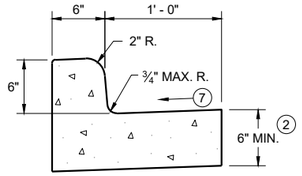


TYPES K (1) & L
(OPTIONAL CURB SHAPE)



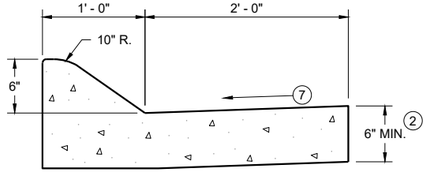
TYPES K (1) & L

CONCRETE CURB AND GUTTER 30"

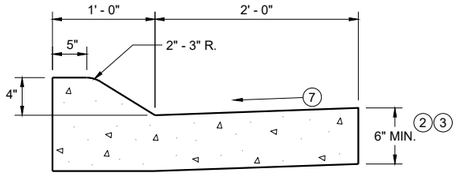


TYPES A (1) & D

CONCRETE CURB AND GUTTER 18"

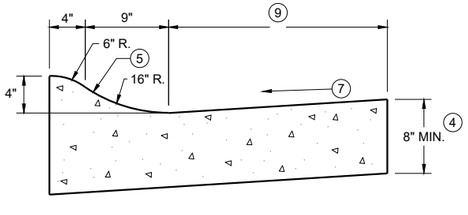


6" SLOPED CURB TYPES A (1) & D



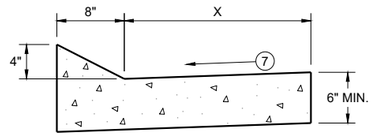
4" SLOPED CURB TYPES A (1) & D

CONCRETE CURB AND GUTTER 36"



4" SLOPED CURB TYPES R (1) & T

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

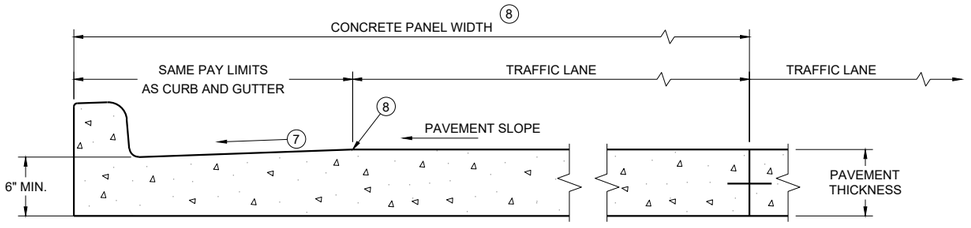


TYPES TBT & TBTT (1)

CONCRETE CURB AND GUTTER

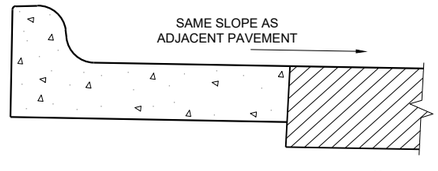
PAVEMENT THICKNESS AND MAXIMUM CONCRETE PANEL WIDTH TABLE

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.

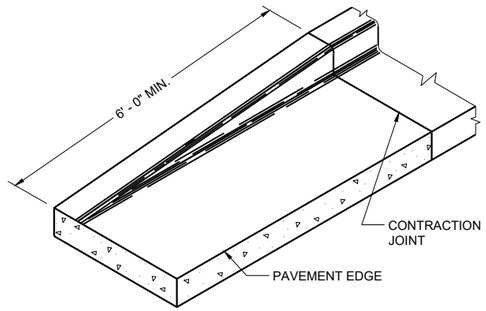
(8) INCLUDE LONGITUDINAL JOINT AND TIE BARS ALONG LANE EDGE WHEN CONCRETE PANEL WIDTH EXCEEDS THE MAXIMUM WIDTH PER TABLE BELOW. LONGITUDINAL JOINT(S) ARE NOT ALLOWED WITHIN TRAFFIC LANES AND BIKE LANES. LONGITUDINAL JOINT MAY BE SAWED.

(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

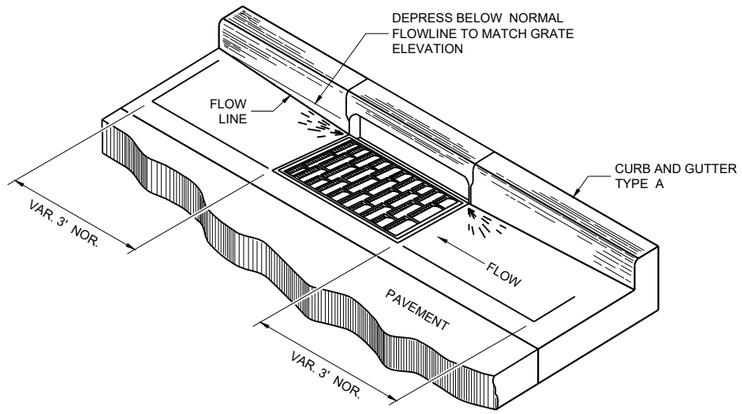
CONCRETE CURB AND GUTTER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

SDD 08D01-23a



END SECTION CURB 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.

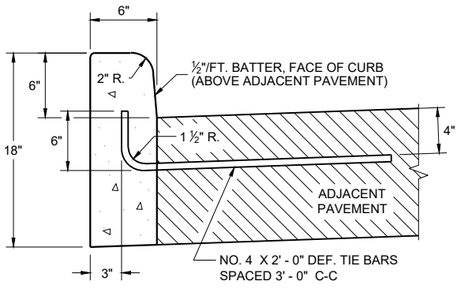
UNLESS OTHERWISE SHOWN ON THE TYPICAL CROSS SECTIONS, THE BASE AGGREGATE AND COMMON EXCAVATION LIMITS ARE 2' - 0" BEHIND THE BACK OF CURBS.

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

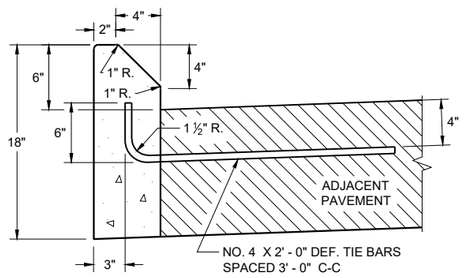
(2) THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 6" MINIMUM GUTTER THICKNESS IS MAINTAINED.

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

(11) PLACE 1" THICK EXPANSION JOINT MATERIAL BETWEEN VERTICAL FACE CURB TYPES EXTENDING FROM THE TOP OF CURB TO 1 INCH BELOW THE ADJOINING CONCRETE SURFACE. RIGID CONCRETE STRUCTURES INCLUDE RAISED CONCRETE MEDIANS, CONCRETE SAFETY ISLANDS, SPLITTER ISLANDS, OR LOCATIONS IDENTIFIED ON THE PLANS.

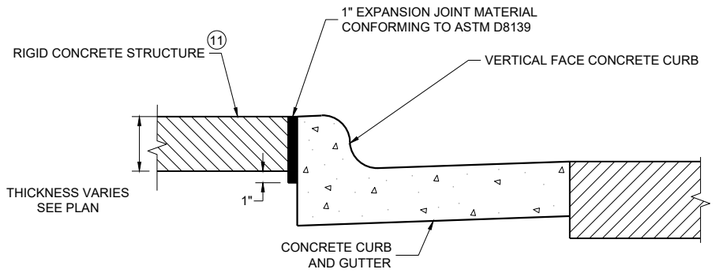


TYPES A (1) & D

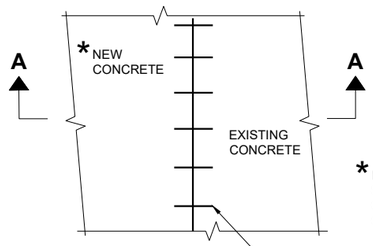


TYPES G (1) & J

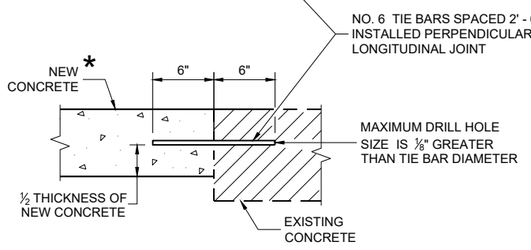
CONCRETE CURB



EXPANSION JOINT DETAIL FOR VERTICAL CURB ABUTTING A RIGID STRUCTURE (11)

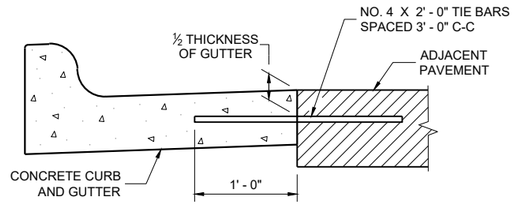


PLAN VIEW

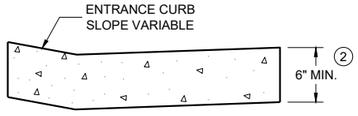


SECTION A - A

TIE BARS DRILLED INTO EXISTING PAVEMENT



TYPICAL TIE BAR LOCATION (1)



DRIVEWAY ENTRANCE CURB (10)

(WHEN DIRECTED BY THE ENGINEER)

CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023 — DATE
/S/ Rodnery Taylor — ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR

FHWA

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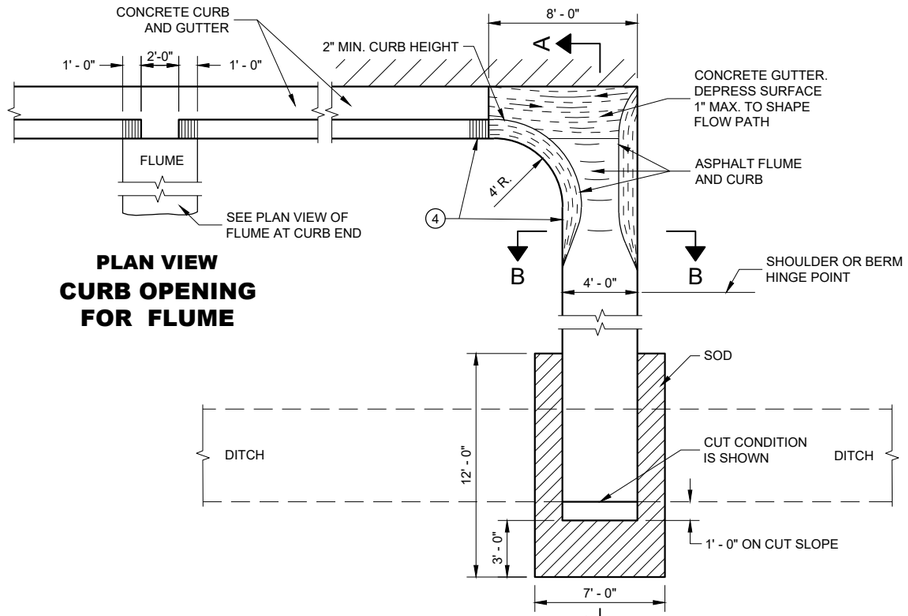
SDD 08D01-23b

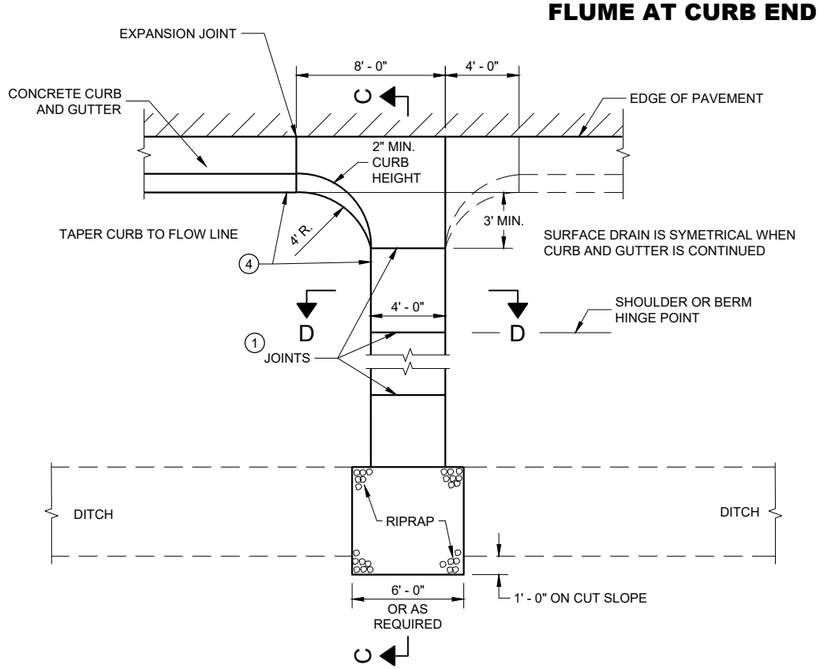
NOTE: TAPER CURB ENDS TO GUTTER IN 1' - 0"

ASPHALTIC FLUME



PLAN VIEW
CURB OPENING FOR FLUME

PLAN VIEW
FLUME AT CURB END



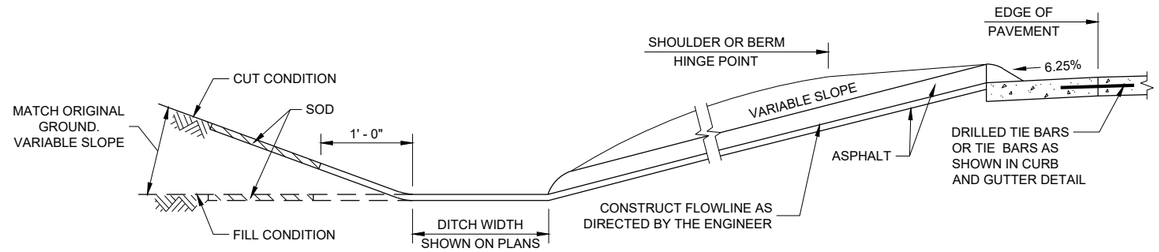
PLAN VIEW
CONCRETE SURFACE DRAIN

GENERAL NOTES

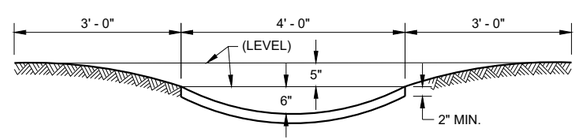
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

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

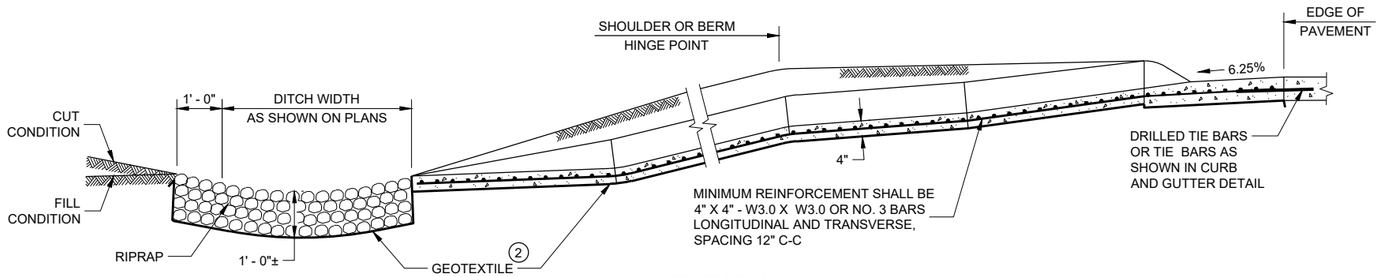
1. JOINTS SHALL BE ⅛" TO ¼" WIDE BY 1½" DEEP AND SPACED AT UNIFORM INTERVALS OF APPROXIMATELY 4 FEET.
2. GEOTEXTILE TYPE "R" SHALL UNDERLAY THE FULL LENGTH AND WIDTH OF THE CONCRETE SURFACE DRAIN AND RIPRAP.
3. CONCRETE SURFACE DRAIN WITHOUT CURB AND GUTTER MAY BE USED ON BACKSLOPES WHEN SPECIFIED.
4.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



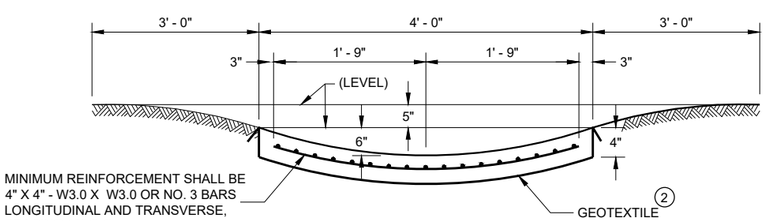
SECTION A - A



SECTION B - B



SECTION C - C



SECTION D - D

CONCRETE SURFACE DRAINS AND ASPHALTIC FLUMES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023
DATE

/S/ Rodney Taylor
ROADWAY STANDARDS DEVE ENGINEER

FHWA

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SDD 08D04 - 07

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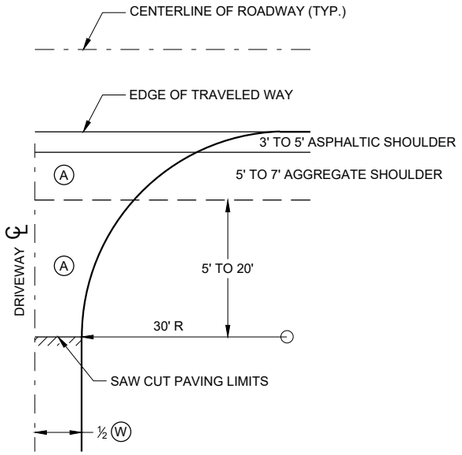
SDD 08D04 - 07

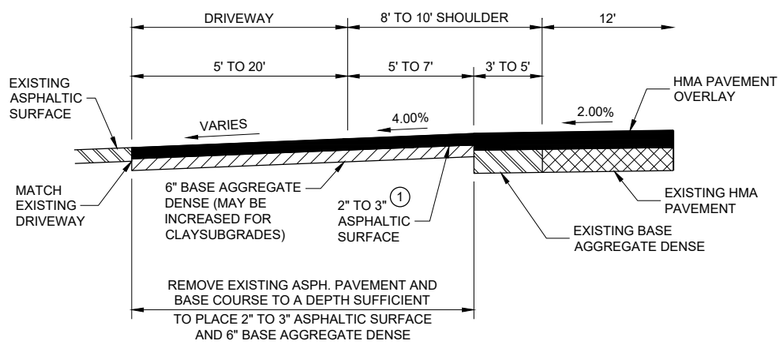
GENERAL NOTES

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



PLAN VIEW

HALF SECTION



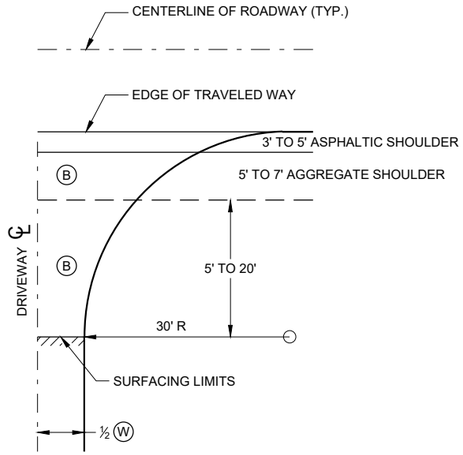
PROFILE VIEW

RURAL ENTRANCE
WITH ASPHALTIC SURFACE
RESURFACING PROJECTS

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

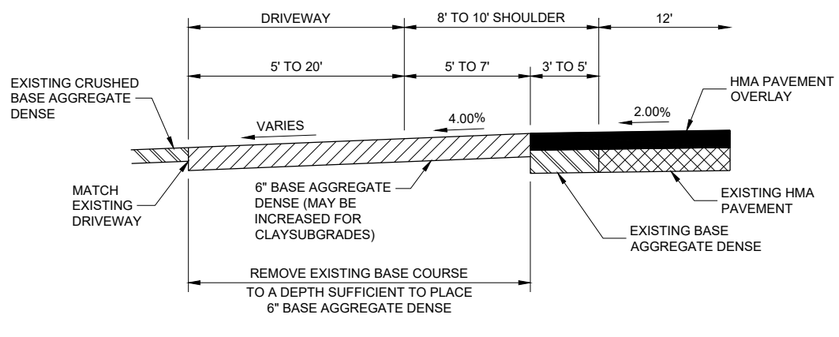
(B) : PAID FOR AS BASE AGGREGATE DENSE 1 ¼" (TON)

(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

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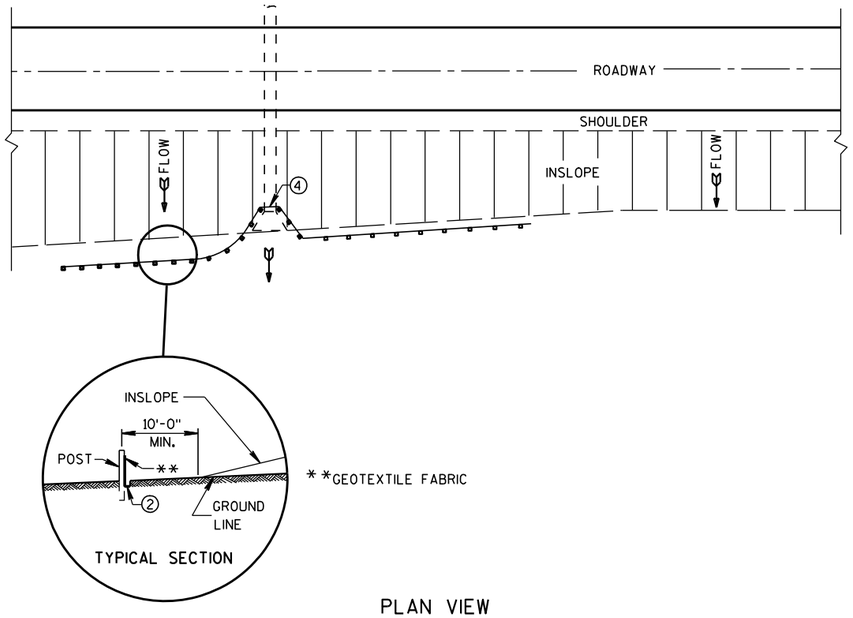
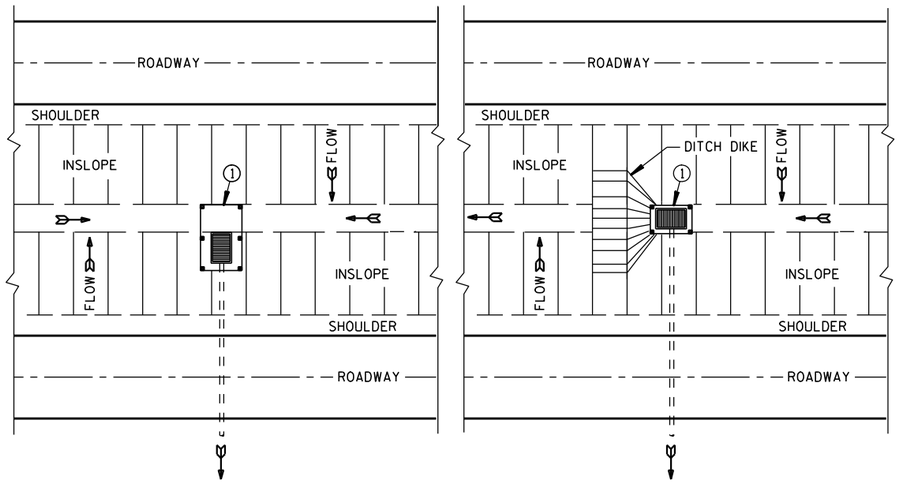
SDD 08D22 - 01



PLAN VIEW

TYPICAL APPLICATION OF SILT FENCE



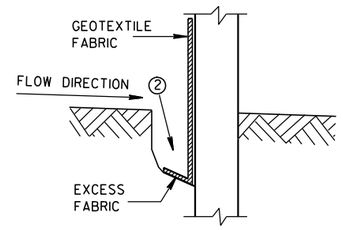
PLAN VIEW

SILT FENCE AT MEDIAN SURFACE DRAINS

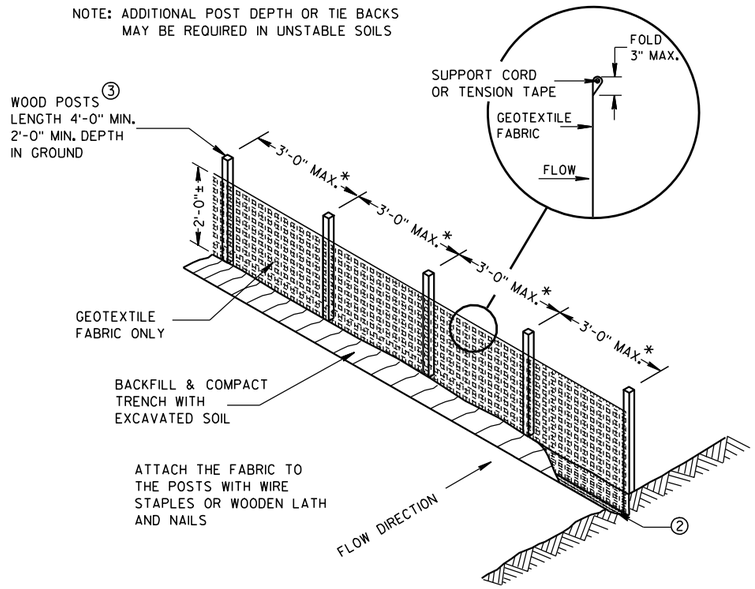
GENERAL NOTES

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

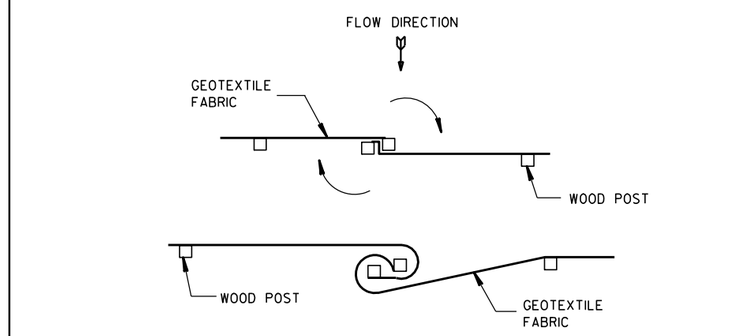
1. HORIZONTAL BRACE REQUIRED WITH 2" X 4" WOODEN FRAME OR EQUIVALENT AT TOP OF POSTS.
2. FOR MANUAL INSTALLATIONS THE TRENCH SHALL BE A MINIMUM OF 4" WIDE & 6" DEEP TO BURY AND ANCHOR THE GEOTEXTILE FABRIC. FOLD MATERIAL TO FIT TRENCH AND BACKFILL & COMPACT TRENCH WITH EXCAVATED SOIL.
3. WOOD POSTS SHALL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



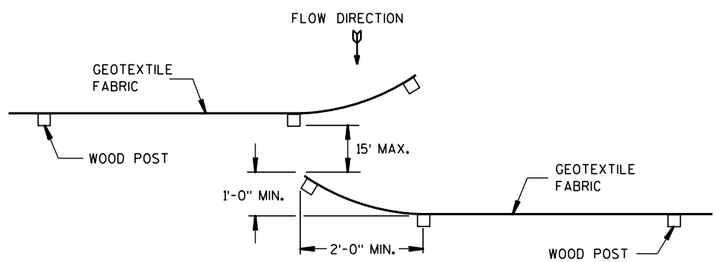
TRENCH DETAIL



SILT FENCE

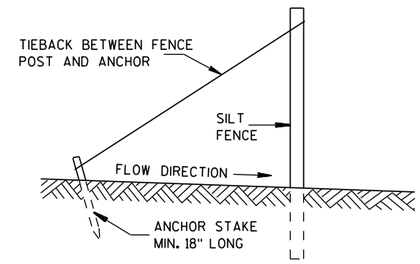


TWIST METHOD



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	

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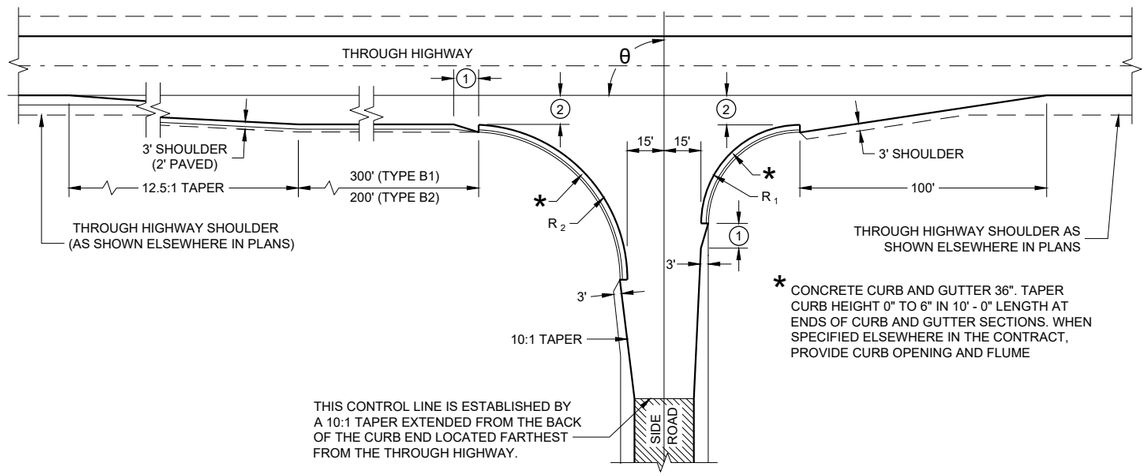
S.D.D. 8 E 9-6



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

TYPE "B1" AND "B2"

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

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

GENERAL NOTES

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

SIDE ROAD SURFACING NOTE

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

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

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

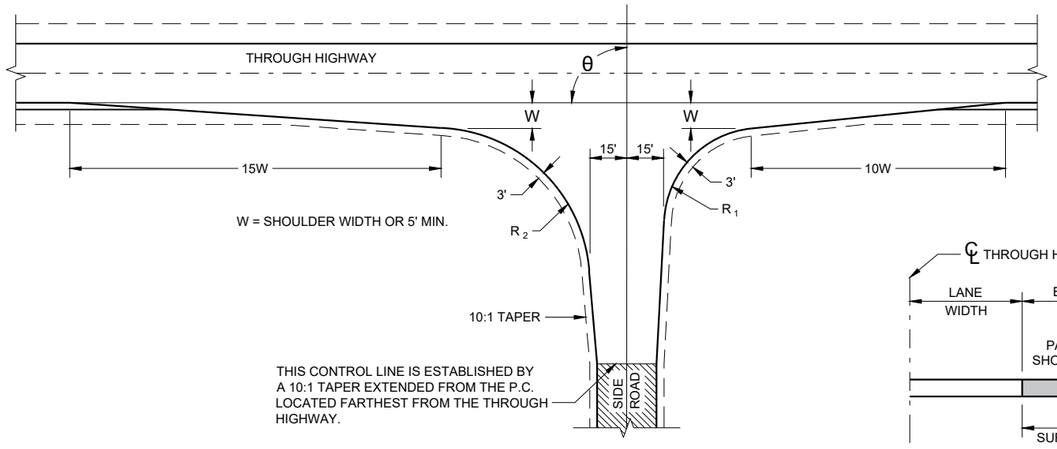
(1) 10-FT TYPICAL.

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

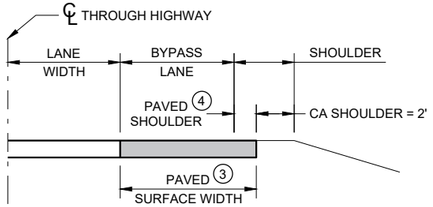
**10-FT MAY BE USED ON TYPE B2 ON RESURFACING PROJECTS IF SPECIFIED IN THE CONTRACT.

(3) BYPASS LANE PAVED SURFACE WIDTH OUTSIDE OF TRAVEL LANE
- ASPHALT = 12-FT PLUS PAVED SHOULDER WIDTH
- PC CONCRETE = 13-FT PLUS PAVED SHOULDER WIDTH

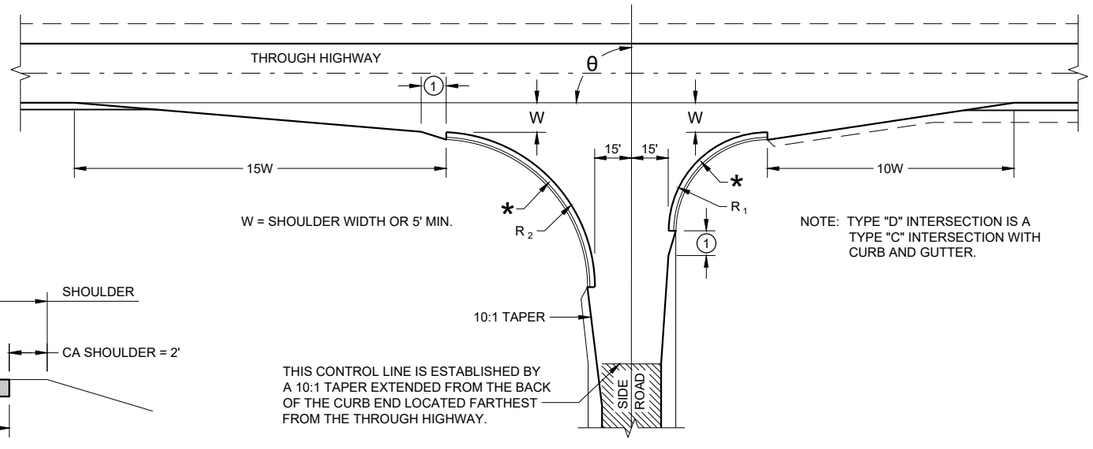
(4) BYPASS LANE PAVED SHOULDER WIDTH = THE GREATER OF 1-FT OR THE PAVED SHOULDER WIDTH OF THE THROUGH HIGHWAY.



TYPE "C"

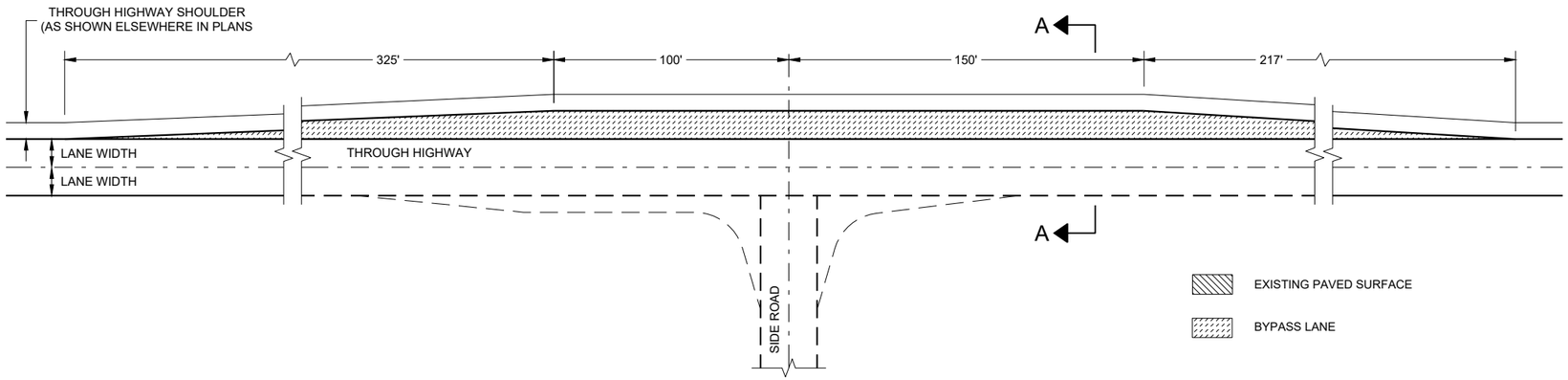


SECTION A - A
(SHOWING BYPASS LANE AND SHOULDER)



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

TYPE "D"



TEE INTERSECTION BYPASS LANE DETAIL

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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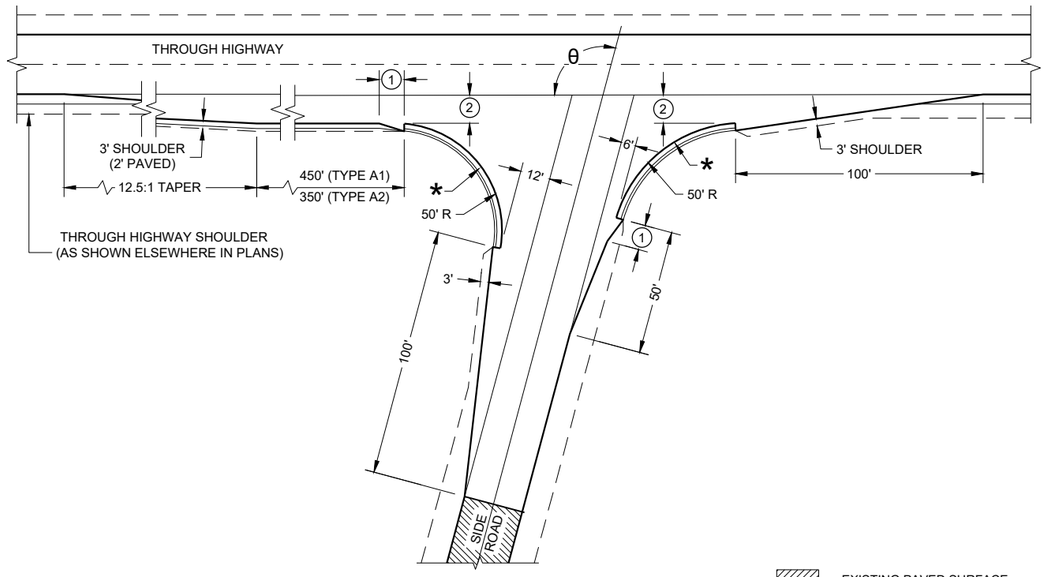
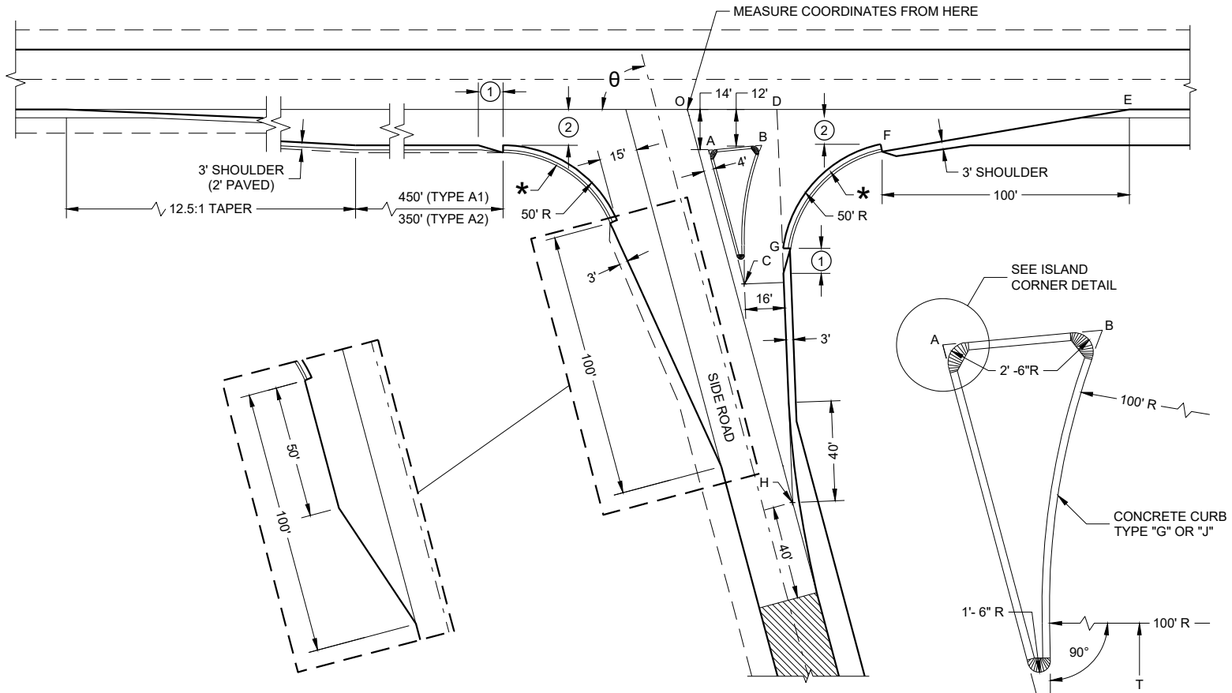
SDD 09A01 - 14a

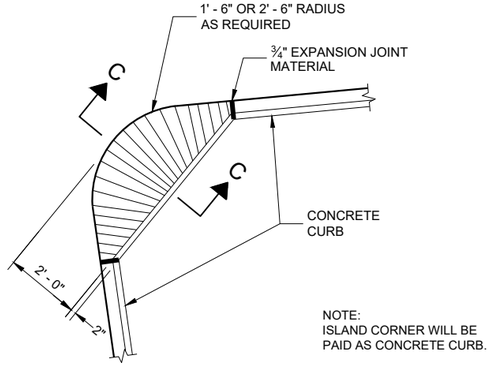


θ = MORE THAN 80°

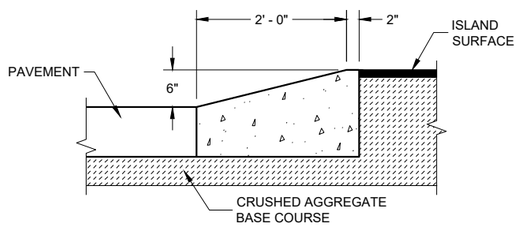


SIDE ROAD WIDENING AND TAPER REQUIRED WHERE THE THROUGH HIGHWAY CARRIES TWO-WAY TRAFFIC
θ = ACUTE ANGLES 70° OR LESS

θ = ACUTE ANGLES 80° OR LESS



PLAN VIEW



SECTION C - C

ISLAND CORNER DETAIL

(TO BE CONSTUCTED AT ALL ISLAND CORNERS)

TABLE OF DIMENSIONS FOR VARIABLE SIDE ROAD INTERSECTION ANGLES

(INTERPOLATE VALUES FOR ANGLES NOT SHOWN)

ANGLE θ DEGREES	COORDINATES IN FEET (MEASURED FROM POINT 'O') X / Y								LENGTH IN FEET				
	A	B	C	D	E	F	G	H	AB	AC	T	OJ	OH
60	12.7 / -14.0	44.9 / -12.0	46.4 / -72.4	41.9 / 0.0	205.0 / 0.0	104.6 / -12.0	64.0 / -75.5	85.0 / -147.1	32.3	67.4	4.9	85.9	169.9
65	10.9 / -14.0	39.0 / -12.0	37.8 / -71.6	39.4 / 0.0	196.1 / 0.0	95.7 / -12.0	54.1 / -71.5	70.5 / -151.3	28.2	63.6	8.5	80.9	166.9
70	9.4 / -14.0	33.9 / -12.0	29.8 / -70.1	37.4 / 0.0	188.3 / 0.0	87.8 / -12.0	45.6 / -67.5	56.1 / -154.2	24.6	59.7	11.5	76.1	164.1
75	7.9 / -14.0	29.3 / -12.0	22.3 / -67.9	35.7 / 0.0	181.2 / 0.0	80.7 / -12.0	38.2 / -63.4	41.8 / -155.9	21.5	55.8	13.8	71.4	161.4
80	6.5 / -14.0	25.4 / -12.0	15.6 / -65.2	34.4 / 0.0	174.8 / 0.0	74.4 / -12.0	31.8 / -59.3	27.6 / -156.5	18.9	52.0	15.6	66.9	158.9

TYPE 'A1" AND "A2" SIDE ROAD INTERSECTION DETAILS

AT GRADE SIDE ROAD INTERSECTIONS
TYPES "A1" AND "A2"

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2022 — DATE
/S/ John Jenkins — ROADWAY STANDARDS DEVE ENGINEER
FHWA

SDD 09A01 - 14b

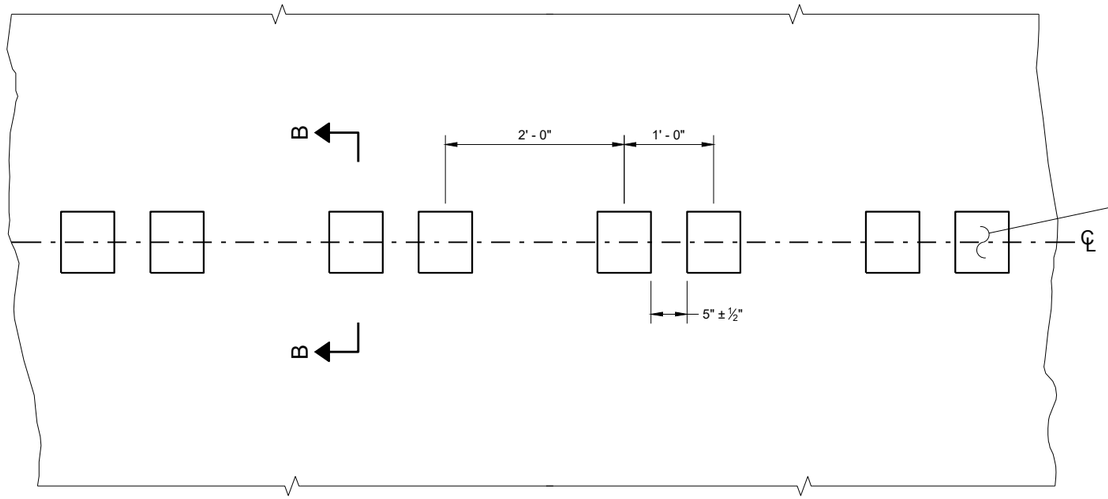
6

SDD 09A01 - 14b

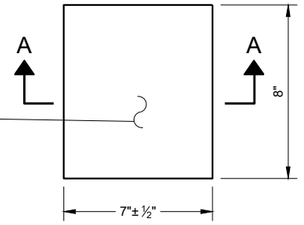
GENERAL NOTES

DO NOT MILL SHOULDER GROOVES THROUGH INTERSECTIONS, MARKED CROSSWALKS, NON-MOTORIZED PATH CROSSINGS, ETC. REFER TO SDD 13A11 SHEETS "d" AND "e".

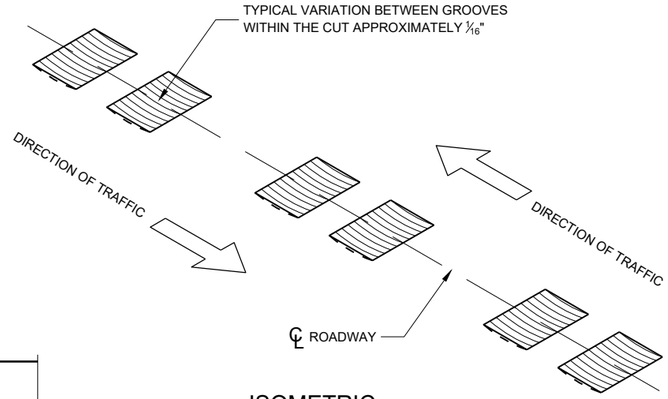
CENTERLINE GROOVES MAY BE OMITTED IN AREAS WITH HIGH CONCENTRATIONS OF DRIVEWAYS WHEN DIRECTED BY THE ENGINEER.



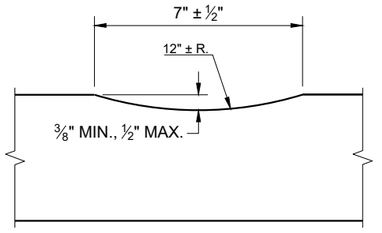
PLAN DETAIL VIEW



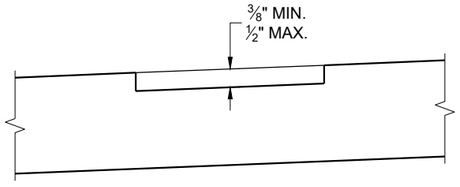
PLAN VIEW
(SINGLE GROOVE)



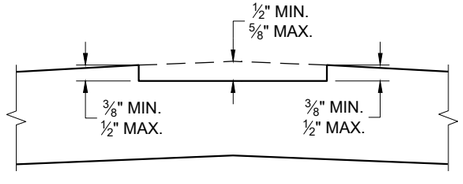
ISOMETRIC



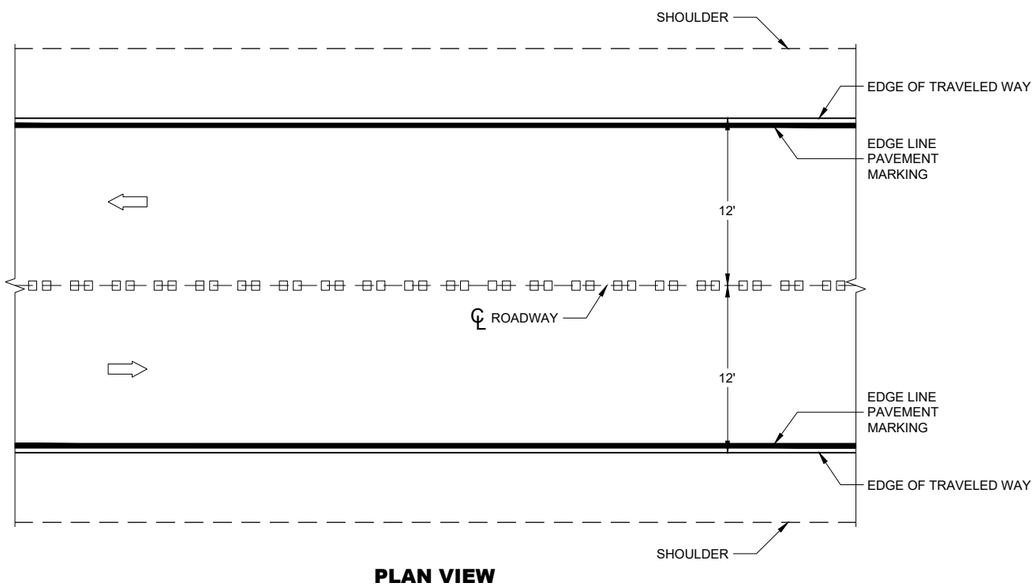
SECTION A - A



SECTION B - B
SUPERELEVATED ROADWAY



SECTION B - B
CROWNED ROADWAY



PLAN VIEW

CENTERLINE RUMBLE STRIPS - ASPHALT

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SDD 13A11 - 04a

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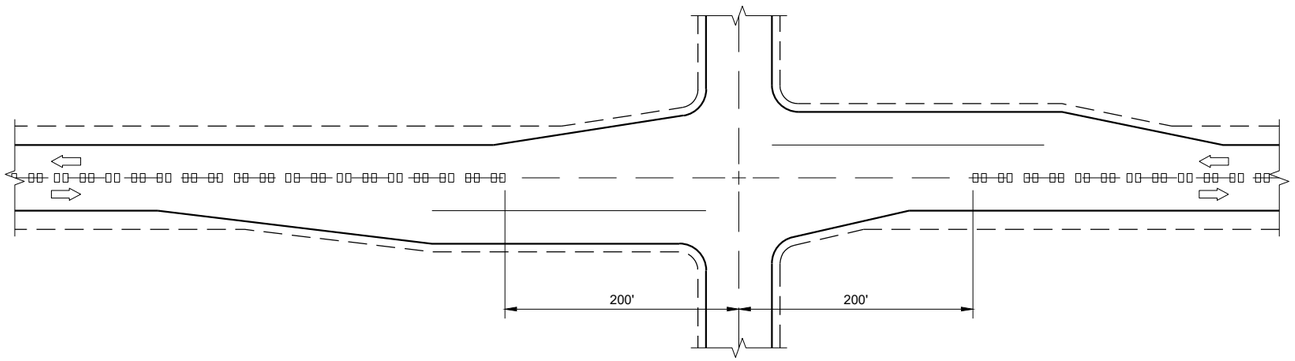
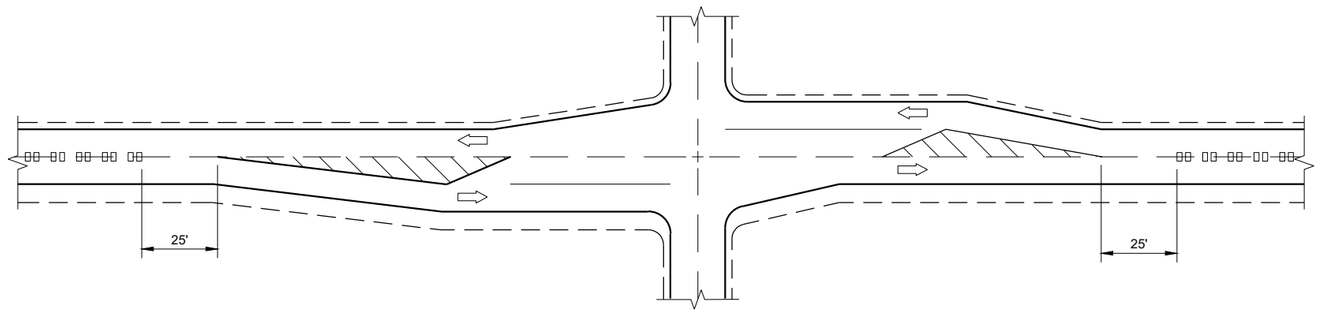
SDD 13A11 - 04a

CENTERLINE RUMBLE STRIPS - ASPHALT

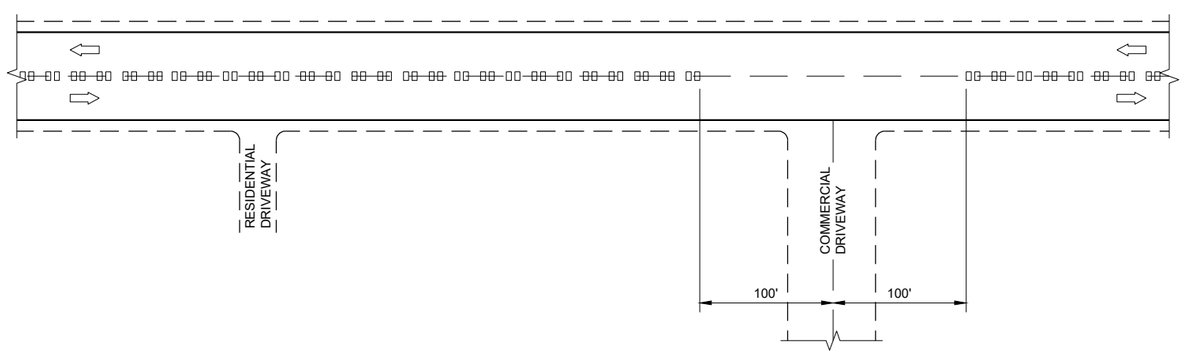
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTA



CENTERLINE GROOVES AT INTERSECTIONS



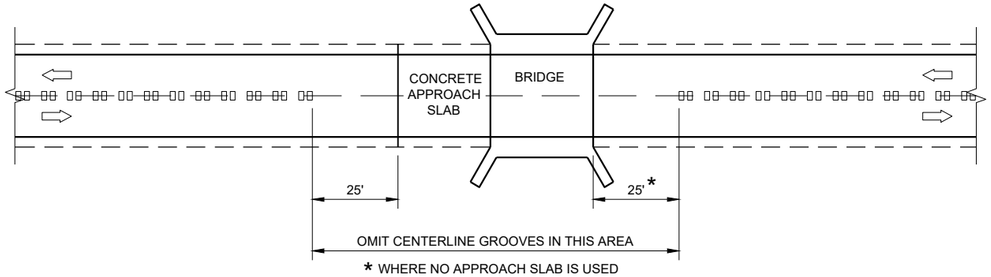
CENTERLINE GROOVES AT INTERSECTIONS (WITH LEFT TURN LANES)



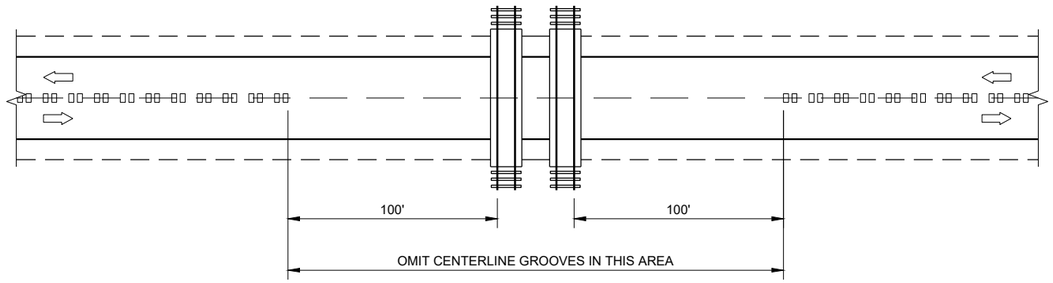
CENTERLINE GROOVES AT DRIVEWAYS (1)

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

CENTER LINE RUMBLE STRIPS - INTERSECTIONS, DRIVEWAYS, BRIDGES, RAIL ROADS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

May 2023
DATE

/S/ John Jenkins
ROADWAY STANDARDS DEVE ENGINEER

FHWA

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SDD 13A11 - 04d

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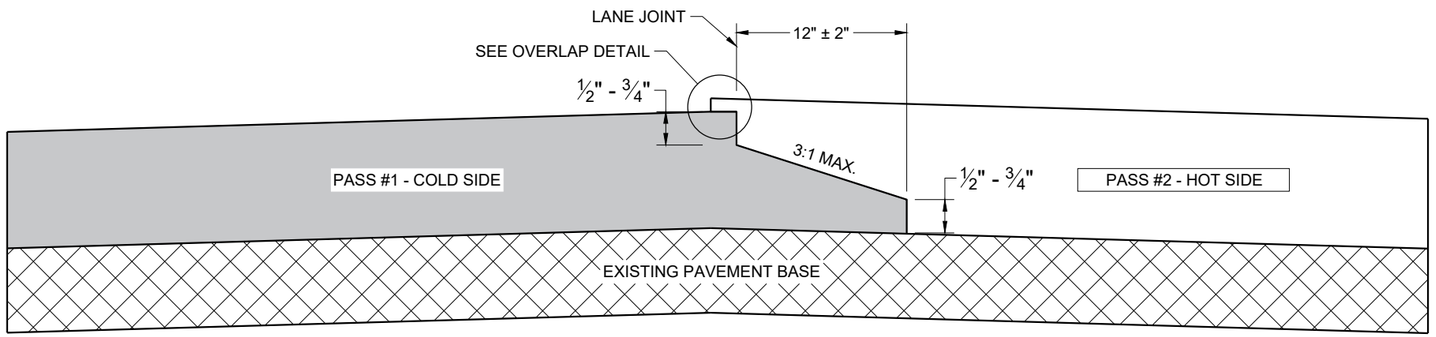
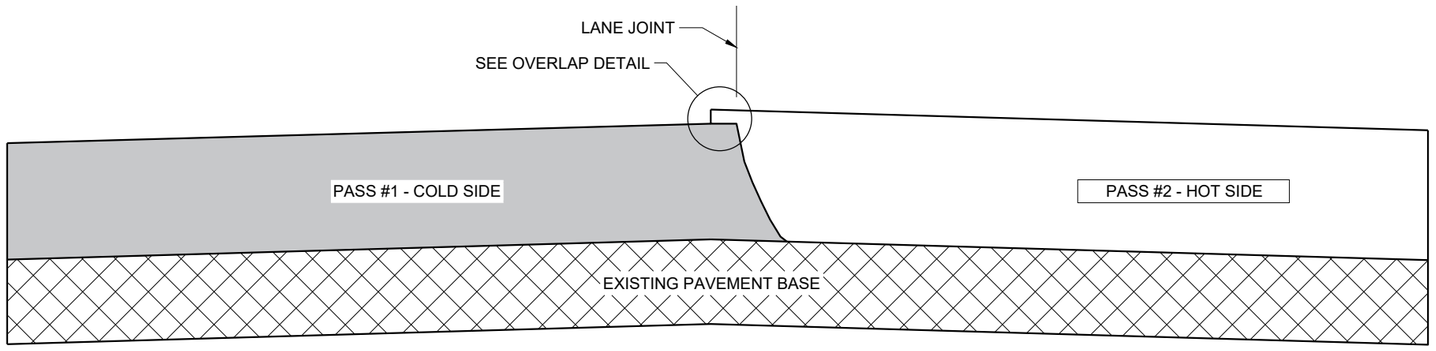
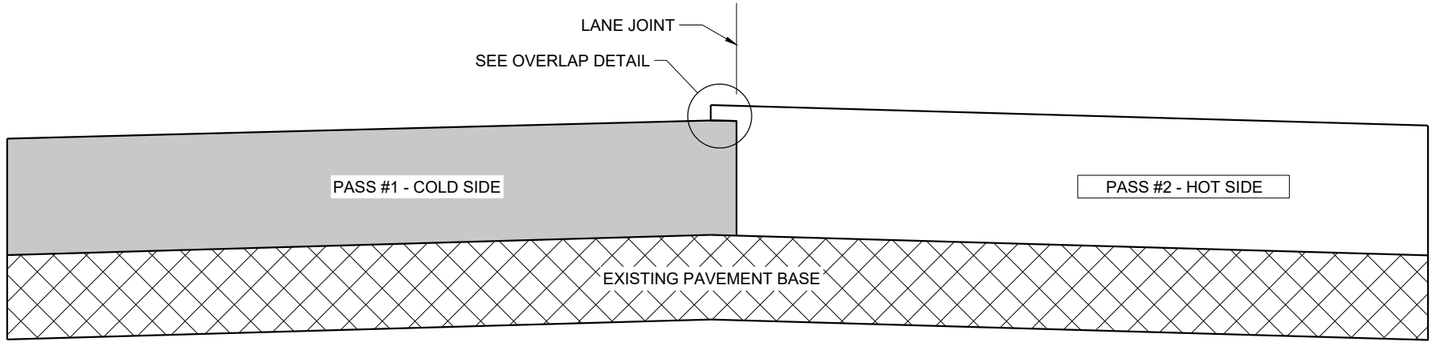


TYPICAL PAVEMENT CROSS SECTION
NOTCHED WEDGE JOINT



TYPICAL PAVEMENT CROSS SECTION
VERTICAL JOINT



TYPICAL PAVEMENT CROSS SECTION
VERTICAL JOINT (MILLED)

GENERAL NOTES

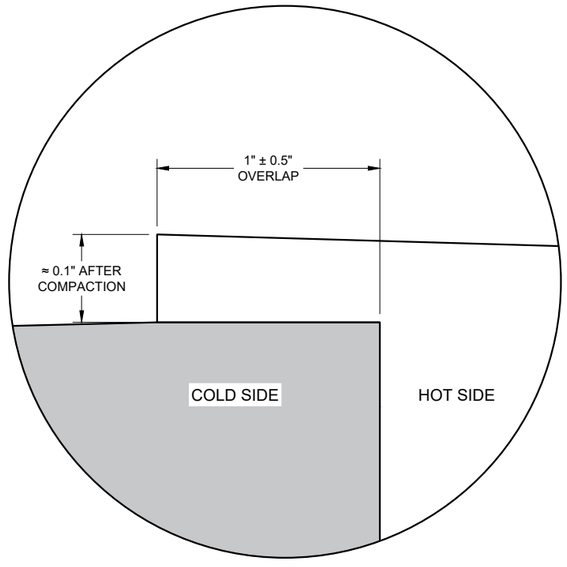
IN ADDITION TO THE DETAILS PROVIDED IN THIS DRAWING, CONFORM TO STANDARD SPECIFICATION 450.3.2.8 FOR WHEN A NOTCHED WEDGE JOINT IS REQUIRED AND FOR GENERAL JOINT CONSTRUCTION REQUIREMENTS.

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)

6

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SDD 13C19 - 03

SDD 13C19 - 03

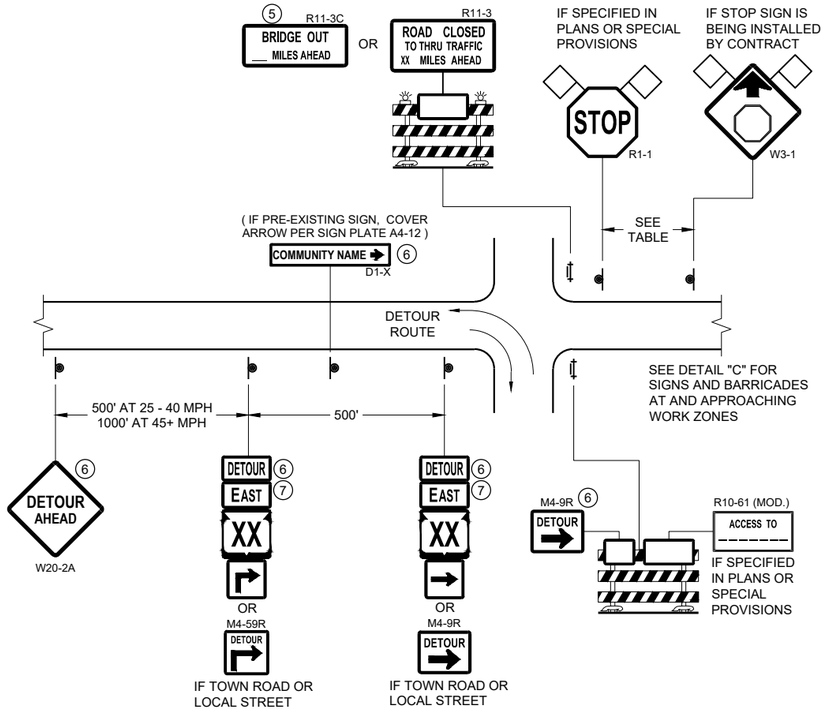
HMA LONGITUDINAL JOINTS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2020
DATE

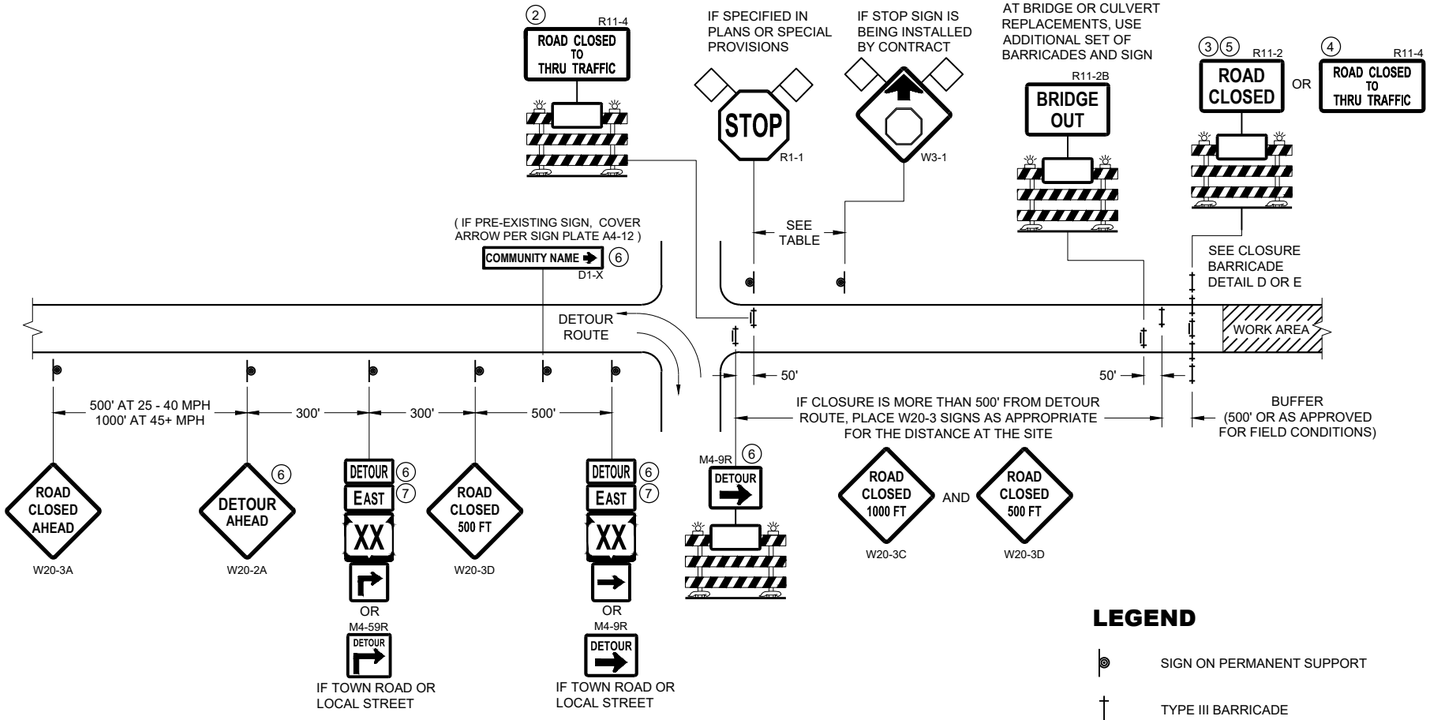
/S/ Steven Hefel
HMA PAVEMENT ENGIN

FHWA



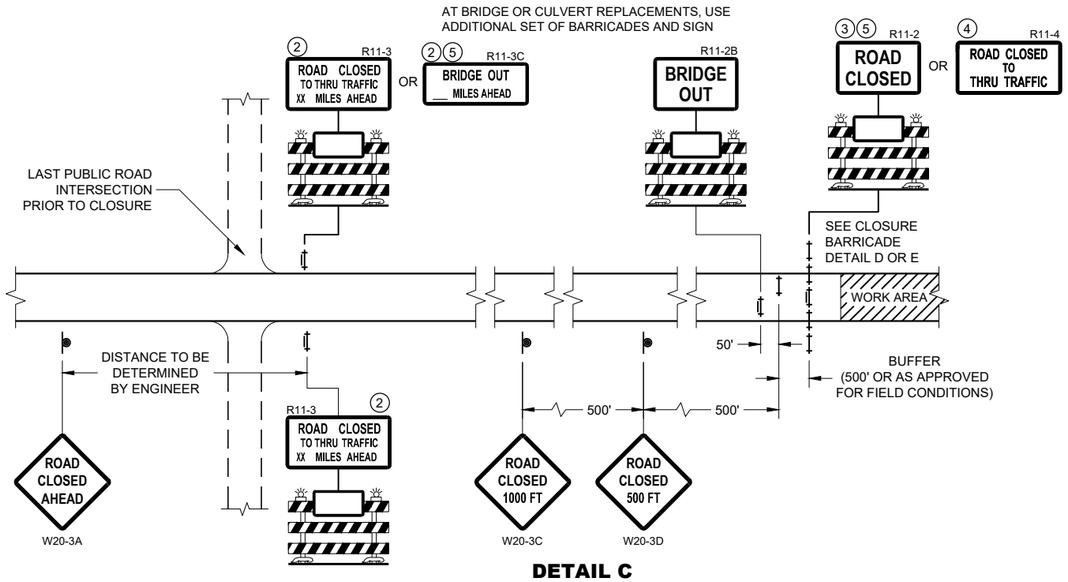
DETAIL A
MAINLINE CLOSURE WITH POSTED DETOUR

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
May 2023
DATE
/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA

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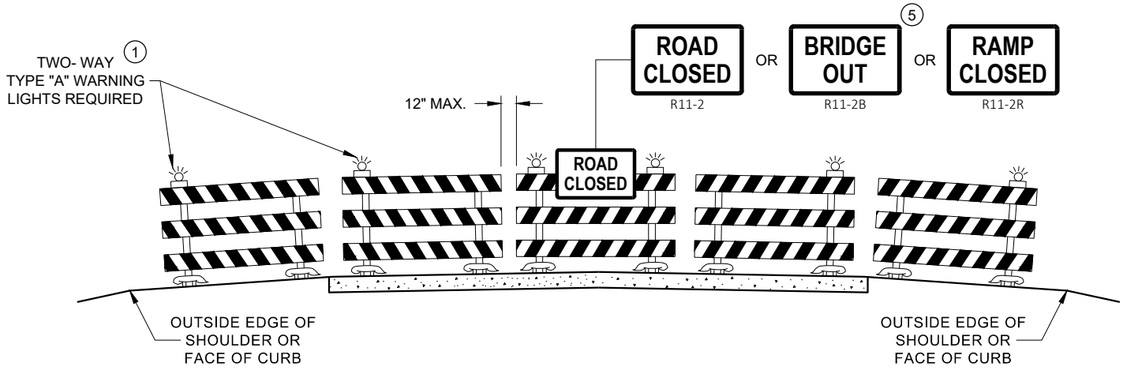
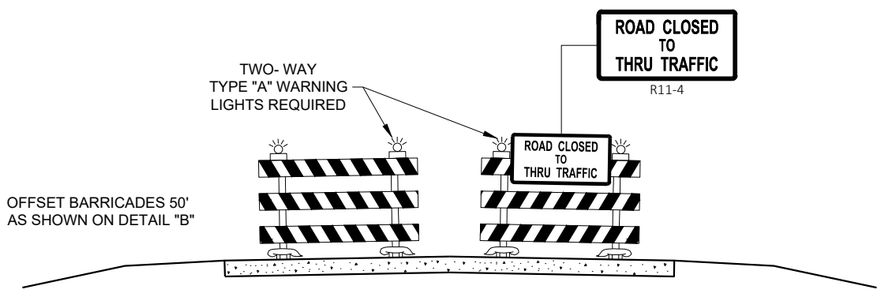
SDD 15C02 - 09a

SDD 15C02 - 09a



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
May 2023 — DATE
/S/ Andrew Heidtke — WORK ZONE ENGINEER
FHWA

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SDD 15C02 - 09b

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SDD 15C02 - 09b

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.

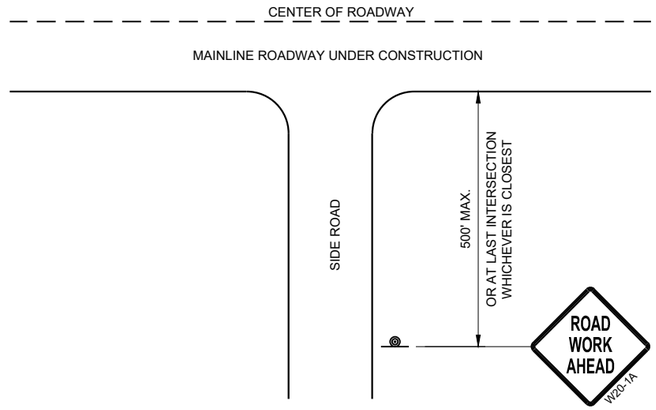
ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED.

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.



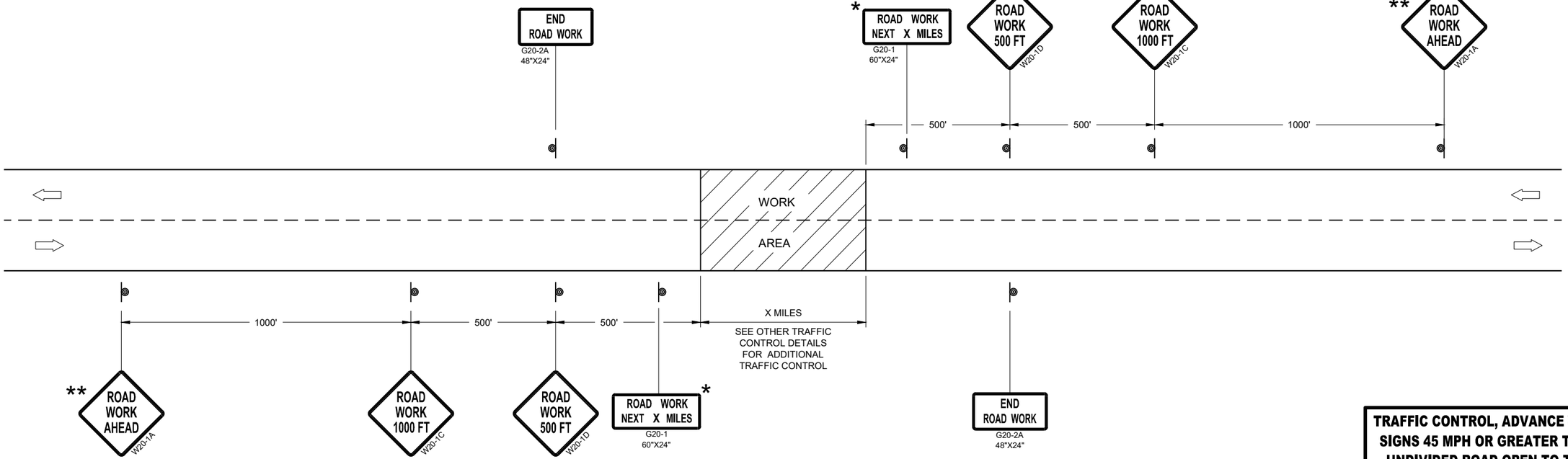
TYPICAL SIDE ROAD APPROACH WARNING SIGN DETAIL

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
DEPARTMENT OF TRANSPORTATION

APPROVED
July 2018
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

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SDD 15C04 - 05

GENERAL NOTES

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

(1) LOCATE THE NO PASSING ZONE W14-3 SIGN WITHIN 50 FEET OF THE "T" MARKING

(2) MEASURE FROM EDGE OF MARKING TO JOINT LINE. THIS DOES NOT INCLUDE SPACE NEEDED FOR GROOVING OPERATIONS.

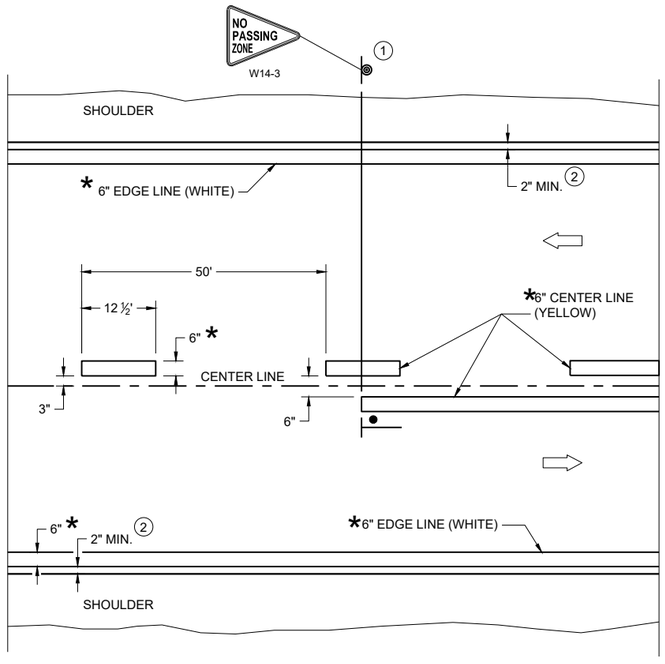
LEGEND

"T" MARKING

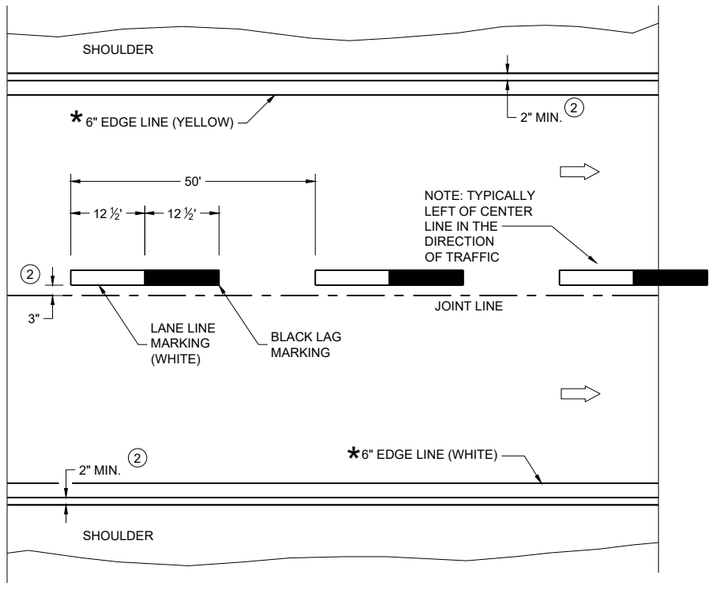
SIGN ON PERMANENT SUPPORT

DIRECTION OF TRAFFIC

*CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES



TWO WAY TRAFFIC



ONE WAY TRAFFIC

PERMANENT PAVEMENT MARKING

PERMANENT LONGITUDINAL PAVEMENT MARKINGS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023 — DATE
/S/ Jeannie Silver — Statewide Pavement Marking Engineer
FHWA

6

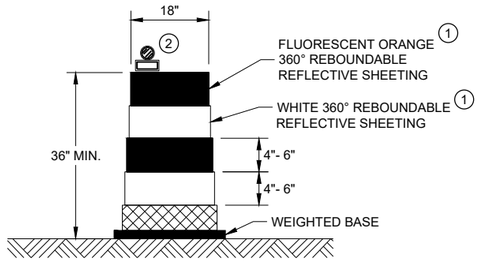
SDD 15C08-23a

6

SDD 15C08-23a

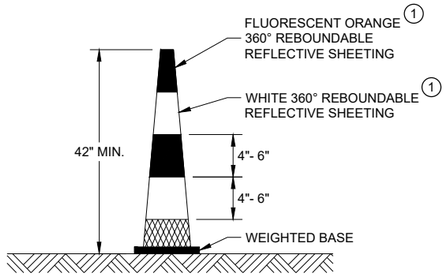
GENERAL NOTES

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



DRUM

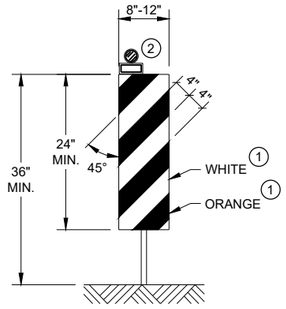
BALLAST WIDTHS
RANGE FROM 24"-36"



42" CONE

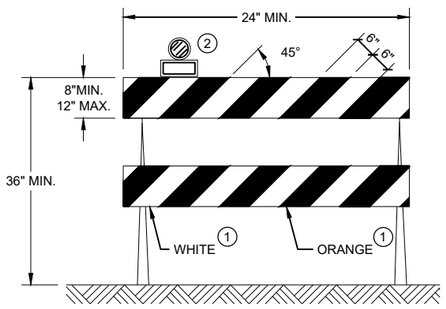
DO NOT USE IN TAPERS
½ SPACING OF DRUMS

BALLAST WIDTHS
RANGE FROM 14"-20"



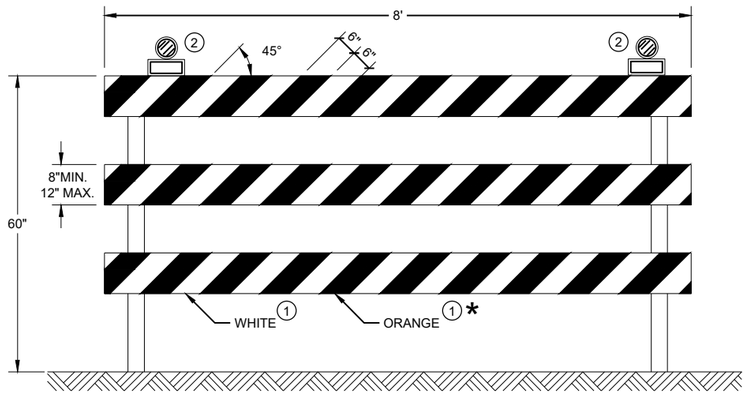
VERTICAL PANEL

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



TYPE II BARRICADE

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



TYPE III BARRICADE

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

* IF USED FOR A PERMANENT APPLICATION USE RED SHEETING.

CHANNELIZING DEVICES DRUMS, CONES, BARRICADES AND VERTICAL PANELS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2022
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

6

SDD 15C11 - 10b

6

SDD 15C11 - 10b

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.

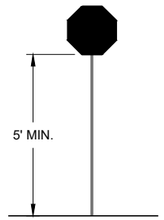
(3) EACH TEMPORARY PORTABLE RUMBLE STRIP ARRAY CONSISTS OF THREE RUMBLE STRIPS PLACED TRANSVERSE ACROSS THE LANE AT THE LOCATIONS SHOWN. WITHIN EACH ARRAY, SPACING BETWEEN RUMBLE STRIPS SHALL BE 15 FEET ON CENTER

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.



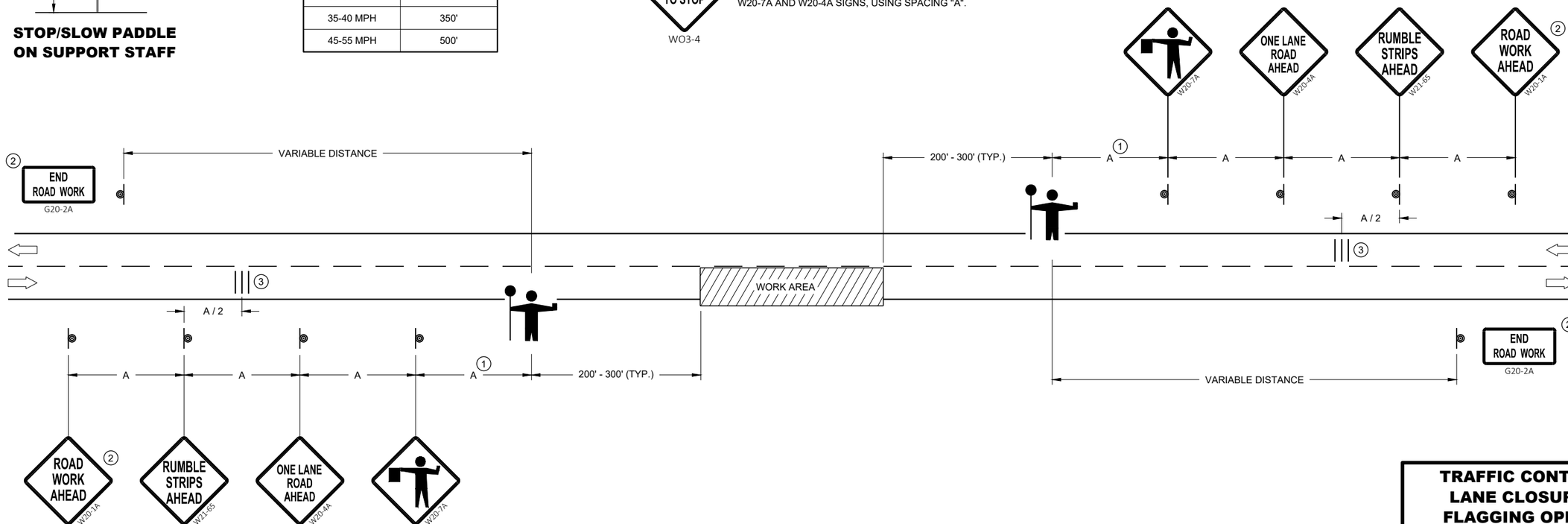
STOP/SLOW PADDLE ON SUPPORT STAFF

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 ENGINEER

FHWA

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SDD 15C12 - 09a

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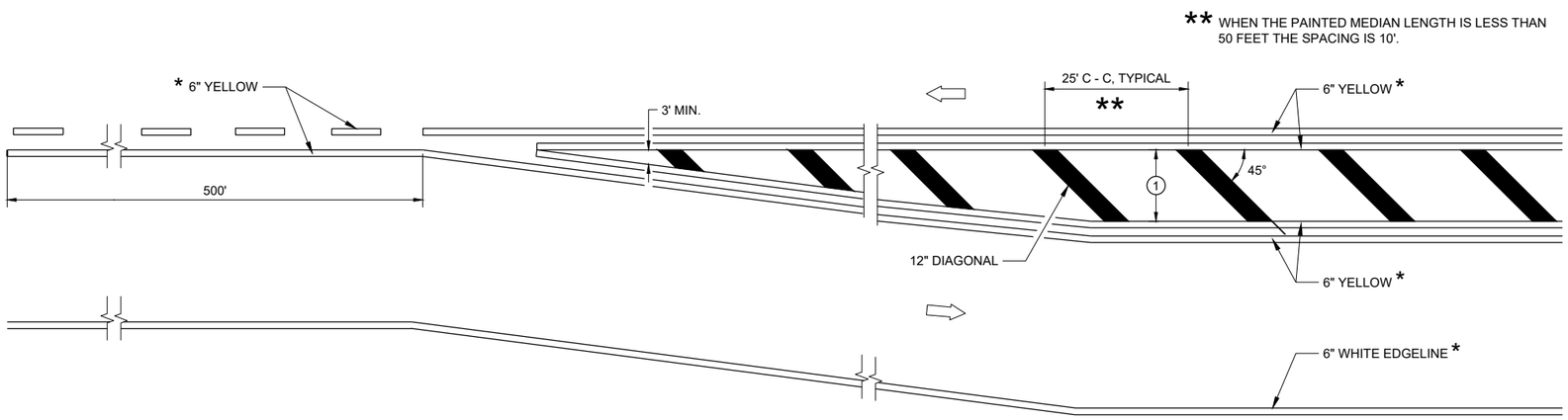
SDD 15C12 - 09a



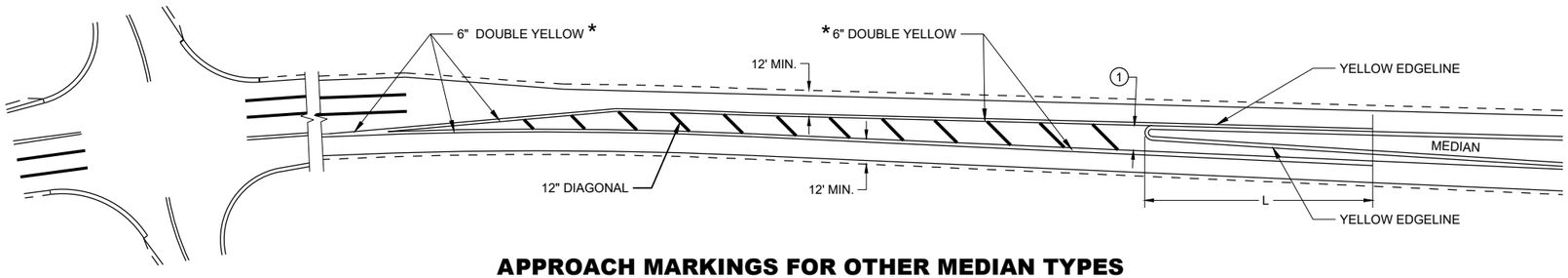
MEDIAN ISLAND DETAIL

GENERAL NOTES

1. DIAGONALS ARE OPTIONAL WHEN PAINTED ISLAND IS LESS THAN 6 FEET AT THE WIDEST POINT. OMIT DIAGONALS IF WIDTH IS LESS THAN 4 FEET.

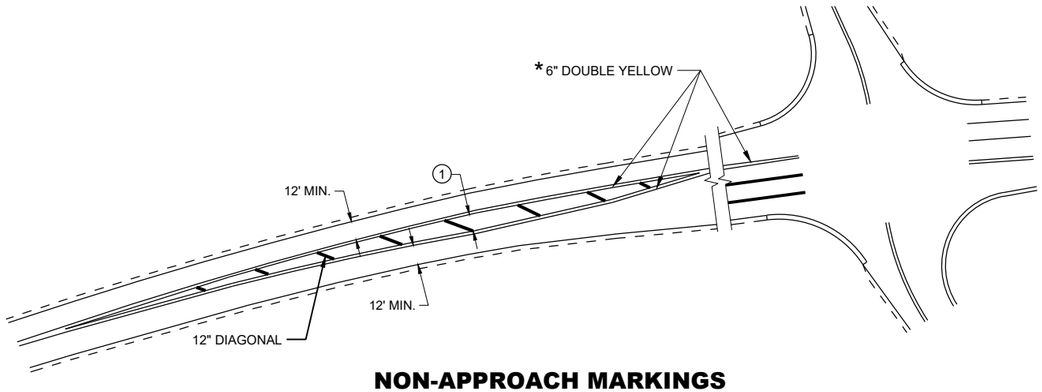
DIRECTION OF TRAVEL

* CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES



APPROACH MARKINGS FOR OTHER MEDIAN TYPES

SPEED LIMIT	L
<35 MPH	5'
35> MPH	50'



NON-APPROACH MARKINGS

MEDIAN ISLAND PAVEMENT MARKINGS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

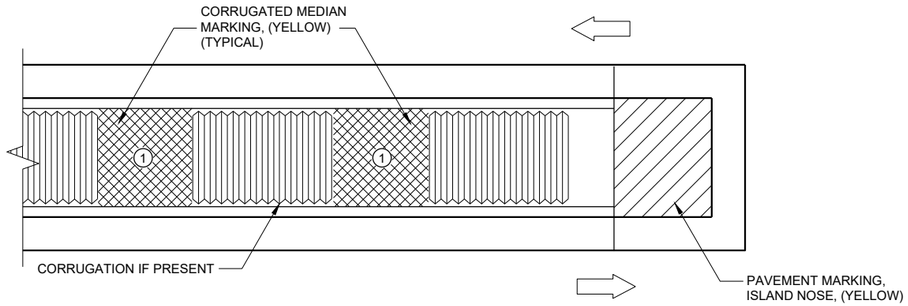
APPROVED
May 2023 — DATE
/S/ Jeannie Silver — ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR

FHWA

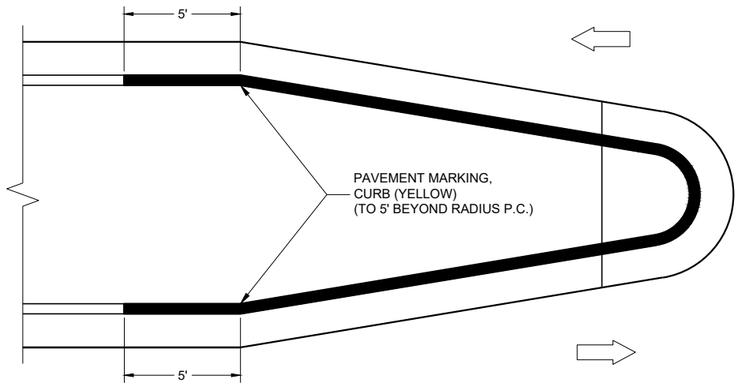
6

SDD 15C18-08a

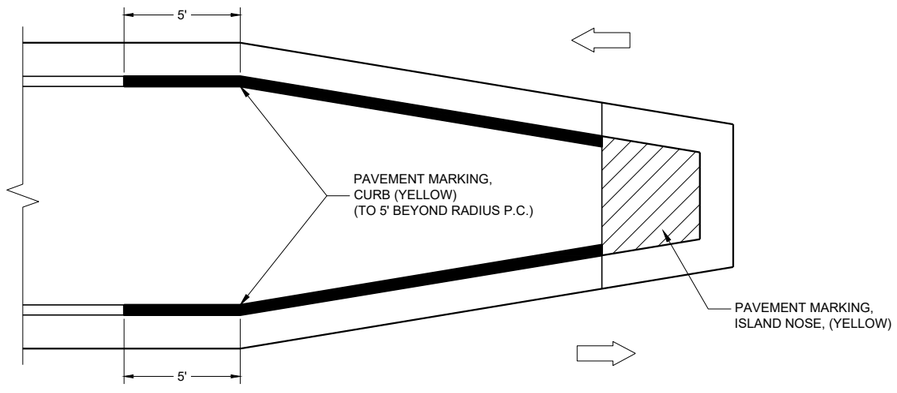
SDD 15C18-08a



MEDIAN ISLAND WITH SQUARE BLUNT NOSE



MEDIAN ISLAND WITH ROUND BLUNT NOSE



MEDIAN ISLAND WITH SLOPED NOSE

TYPICAL PLACEMENT OF PAVEMENT MARKING ON MEDIAN ISLANDS

GENERAL NOTES

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

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

ISLAND NOSE MARKING

CURB MARKING

CORRUGATED MEDIAN MARKING

DIRECTION OF TRAVEL

PAVEMENT MARKINGS, MEDIAN ISLAND NOSE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023 — DATE
/S/ Jeannie Silver — ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR

FHWA

6

SDD 15C18-08b

6

SDD 15C18-08b

LEGEND

V1 LEAD VEHICLE

V2 MARKING VEHICLE

V3 SHADOW VEHICLE

TRUCK MOUNTED ATTENUATOR (TMA)

SIGN ON TEMPORARY SUPPORT

DIRECTION OF TRAFFIC

FLASHING ARROW PANEL (CAUTION)

GENERAL NOTES

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

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

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

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

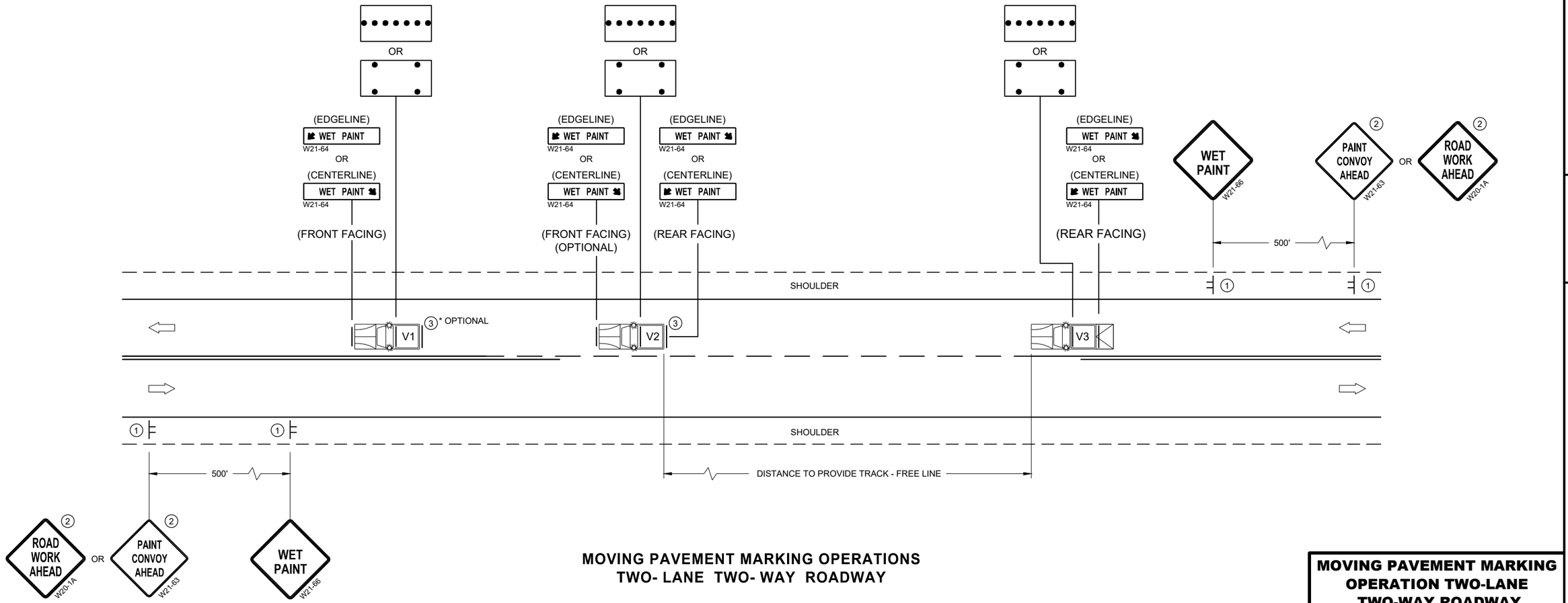
THE WORK AND SHADOW VEHICLES SHOULD PULL OVER PERIODICALLY TO ALLOW TRAFFIC TO PASS.

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

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

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

1. SIGNS SHALL BE REPEATED APPROXIMATELY EVERY THREE MILES.
2. IF CONSTRUCTION WORK ZONE SIGNS ARE IN PLACE, W20-1A OR W21-63 ARE NOT REQUIRED.
3. V1 AND V2 CAN BE SWITCHED SO THAT THE MARKER IS THE LEAD VEHICLE.



MOVING PAVEMENT MARKING OPERATIONS
TWO- LANE TWO- WAY ROADWAY

MOVING PAVEMENT MARKING OPERATION TWO-LANE TWO-WAY ROADWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2023
DATE

/S/ Andrew I
WORK ZONE EN

FHWA

6

SDD 15C19-08a

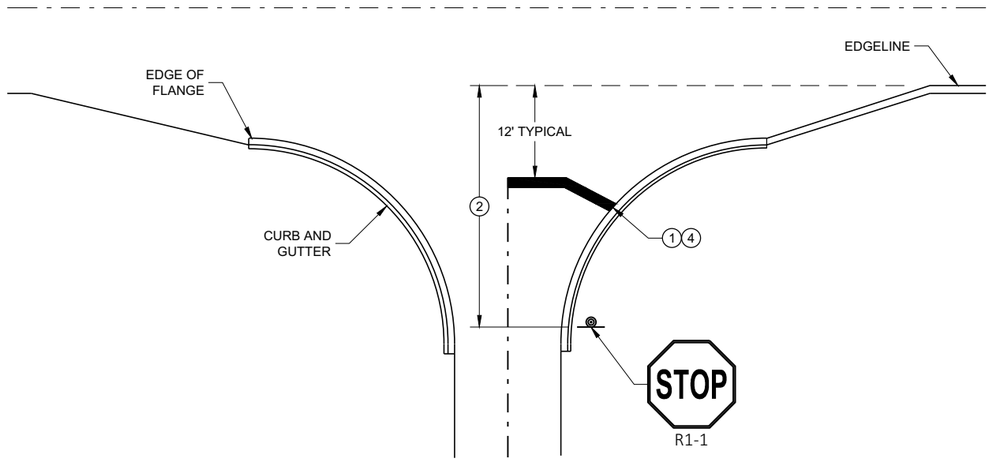
6

SDD 15C19-08a

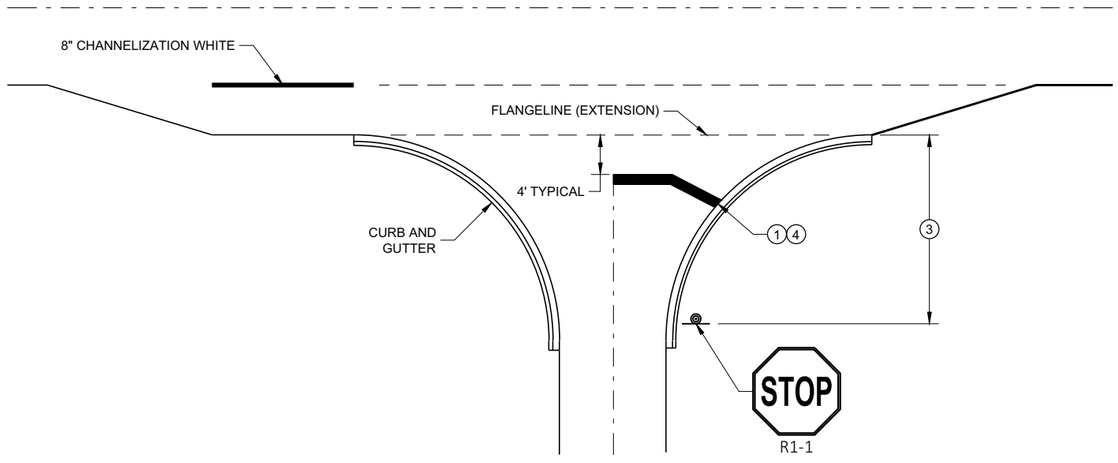
GENERAL NOTES

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

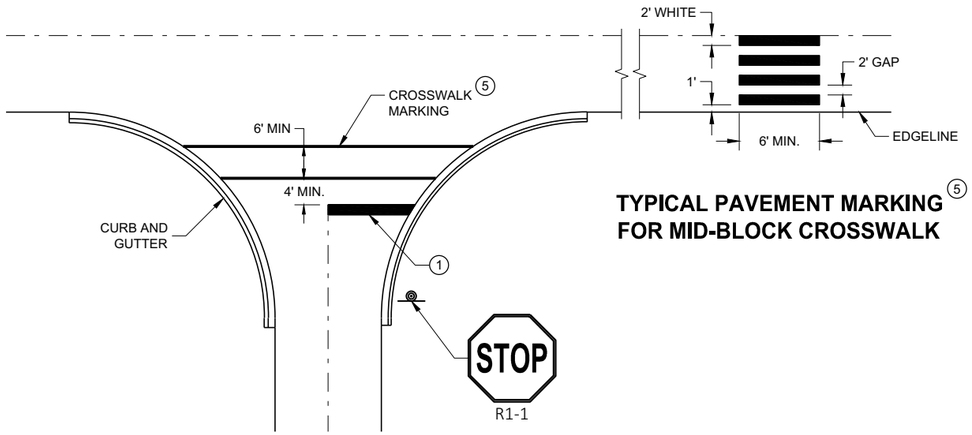
1. 18-INCH STOP LINES MAY BE DELETED OR ADDED BY THE REGION MARKING ENGINEER BASED ON VISIBILITY AND SIGHT LINES.
2. NO STOP LINE IS REQUIRED IF STOP SIGN IS LESS THAN OR EQUAL TO 40 FEET FROM THE EDGELINE.
3. NO STOP LINE IS REQUIRED IF STOP SIGN IS LESS THAN OR EQUAL TO 30 FEET FROM THE FLANGELINE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



TYPICAL STOP LINE PAVEMENT MARKING WITH CURB AND GUTTER

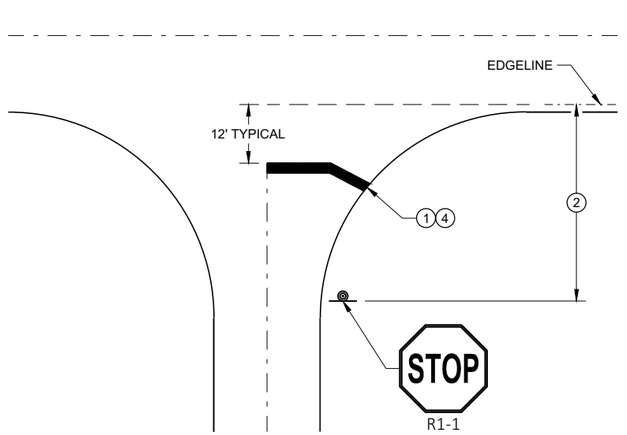


TYPICAL STOP LINE PAVEMENT MARKING FOR SIDEROADS WITH RIGHT TURN LANE



TYPICAL STOP LINE PAVEMENT MARKING FOR SIDEROADS WITH CROSSWALK MARKING

TYPICAL PAVEMENT MARKING FOR MID-BLOCK CROSSWALK 5



TYPICAL STOP LINE PAVEMENT MARKING WITHOUT CURB AND GUTTER

STOP LINE AND CROSSWALK PAVEMENT MARKING

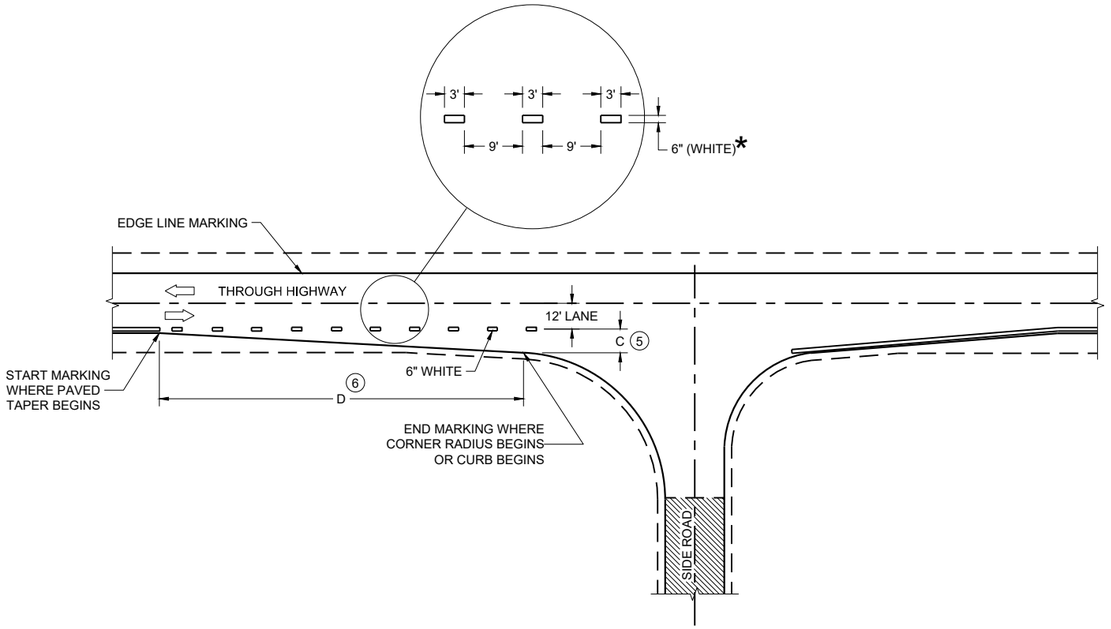
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2019 — DATE
/S/ Matthew Rauch — STATE SIGNING AND MARKING ENGINEER

FHWA

SDD 15C33 - 04

SDD 15C33 - 04



MINOR INTERSECTION

*CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES

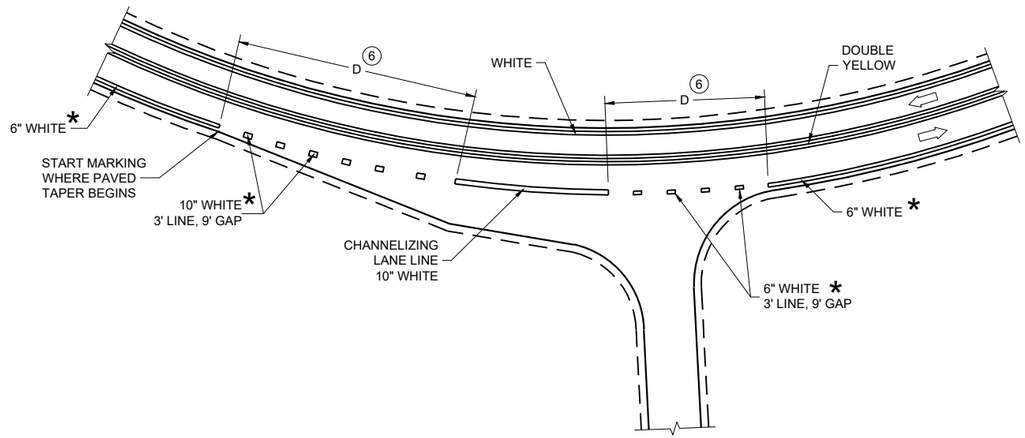
GENERAL NOTES

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

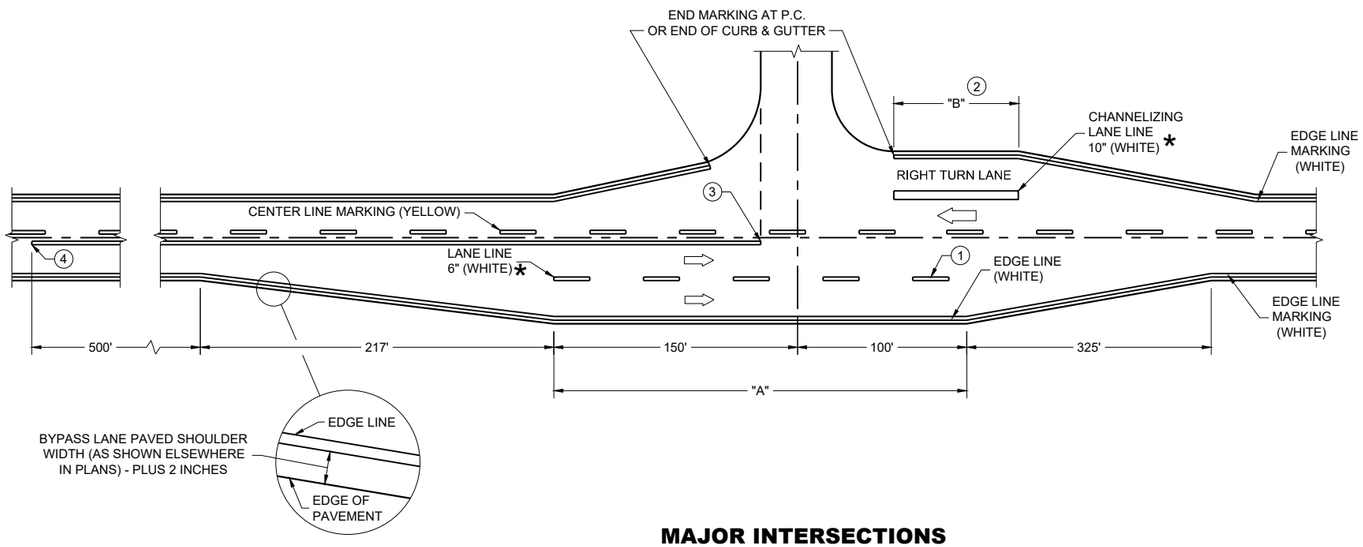
1. WHEN DISTANCE "A" IS LESS THAN 250 FEET, OMIT LANE LINE.
2. WHEN DISTANCE "B" IS LESS THAN 100 FEET, OMIT CHANNELIZING LANE LINE.
3. BARRIER LINE ENDS AT SIDE ROAD PAVEMENT / SURFACE EDGE EXTENSION.
4. BARRIER LINE STARTS 500 FEET PRIOR TO THE BYPASS TAPER.
5. WHEN DISTANCE "C" IS LESS THAN 4 FEET,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

LEGEND

DIRECTION OF TRAVEL



INTERSECTION ON OUTSIDE OF CURVE



MAJOR INTERSECTIONS

(INTERSECTION WITH FULL RIGHT TURN LANE OR BYPASS LANE)

PAVEMENT MARKING (INTERSECTIONS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 15C35-06a

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.

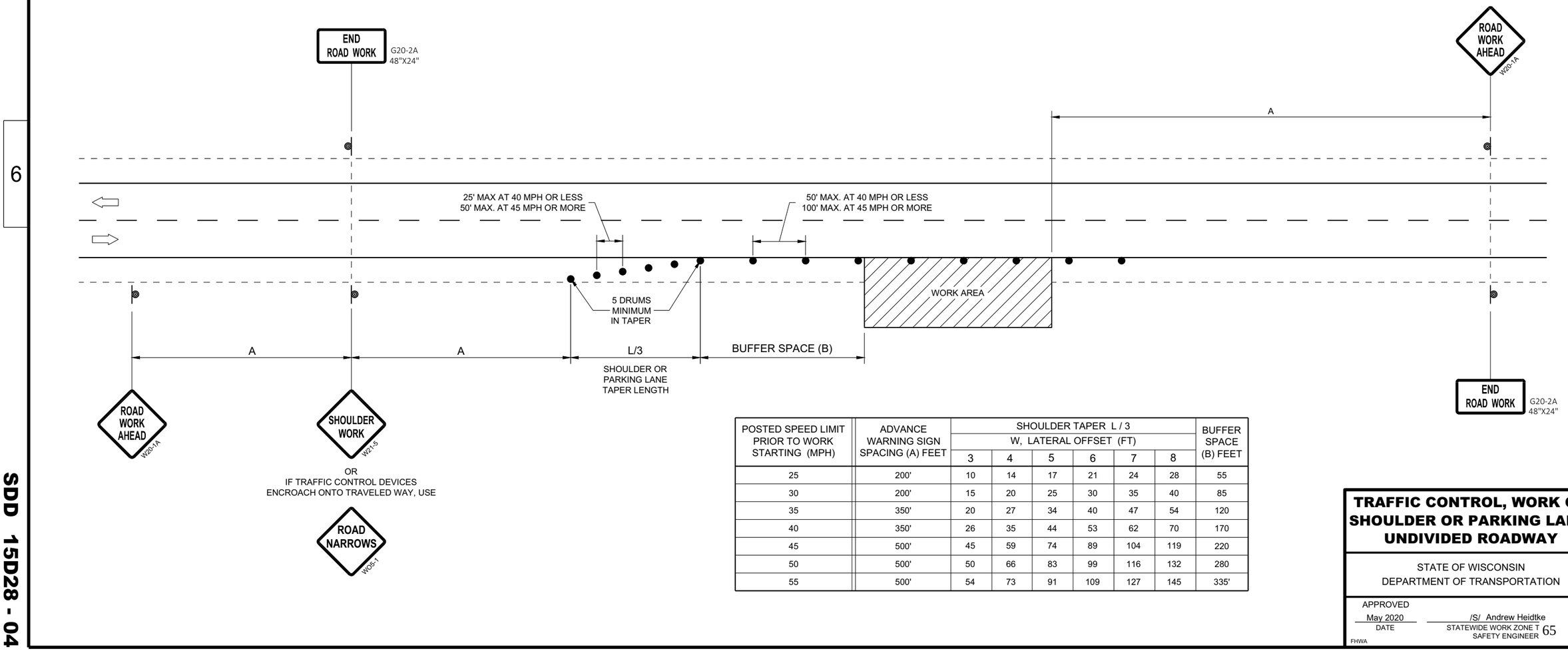
ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH THE TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

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

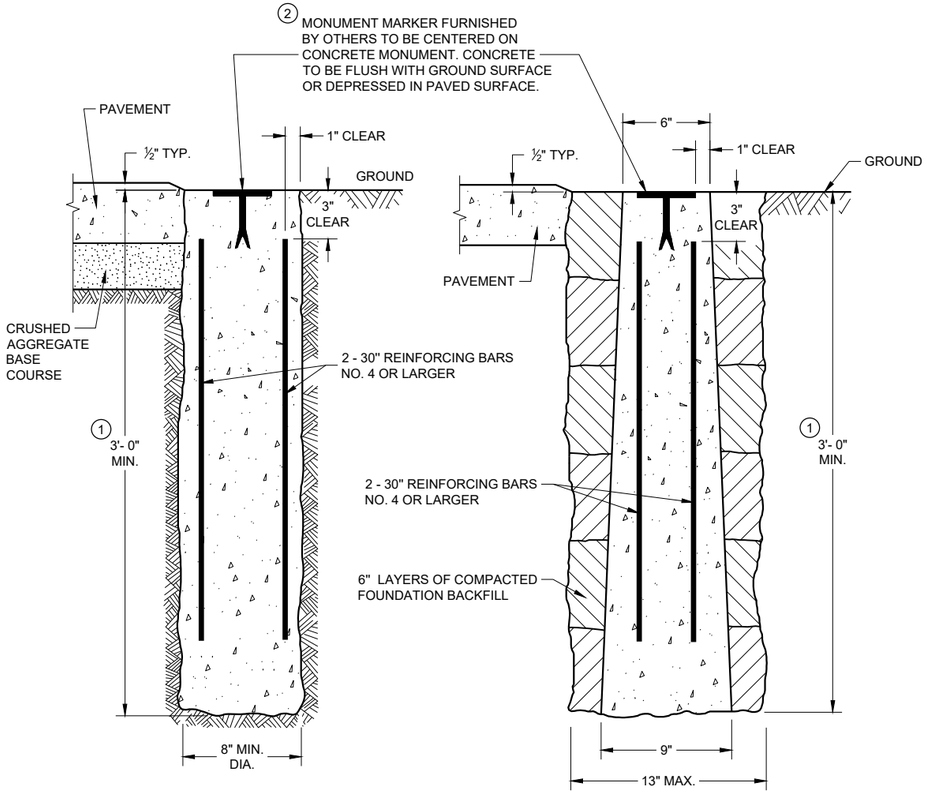
APPROVED
May 2020
DATE

/S/ Andrew Heidtke
STATEWIDE WORK ZONE T SAFETY ENGINEER

FHWA

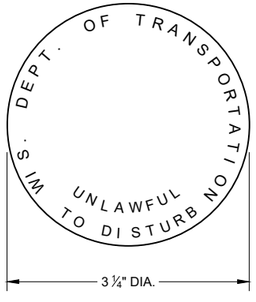
SDD 15D28 - 04

SDD 15D28 - 04



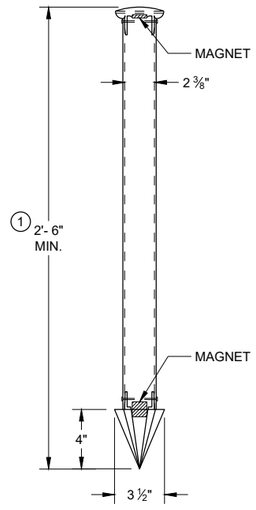
CAST-IN-PLACE **PRECAST**

CONCRETE MONUMENTS
TYPE A

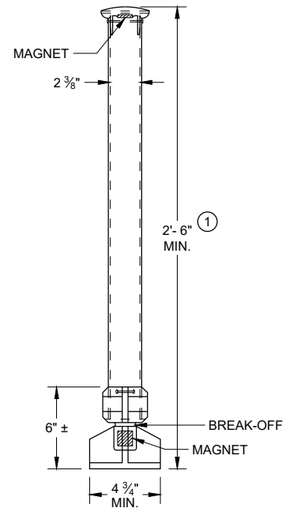


② **WIS DOT MONUMENT MARKER LOGO**

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

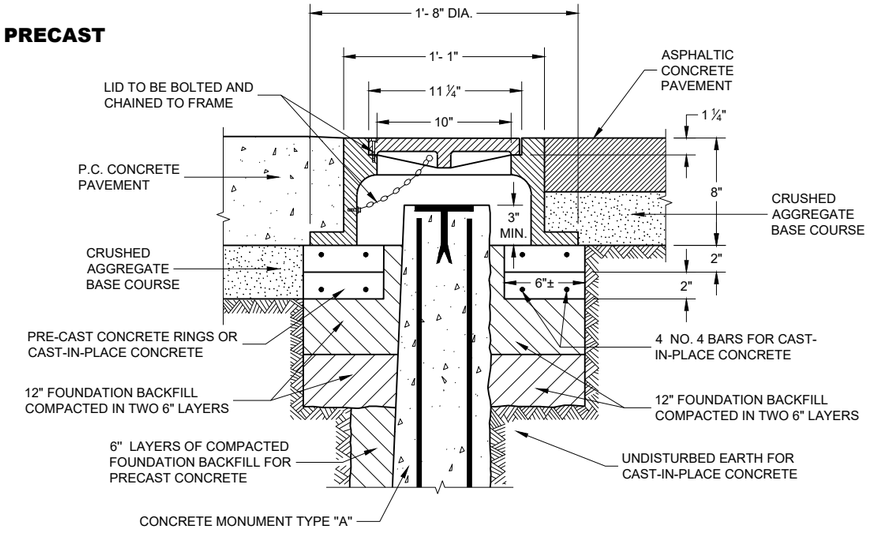


TYPE C
DRIVEN MONUMENT



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.

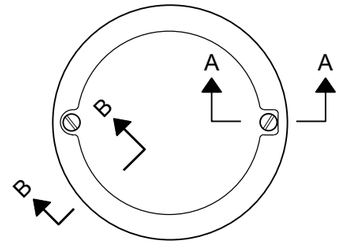
ALUMINUM MONUMENTS AND MONUMENT COVERS SHALL BE MADE FROM AN ALUMINUM AND MAGNESIUM ALLOY AS DETERMINED BY THE MANUFACTURER.

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.

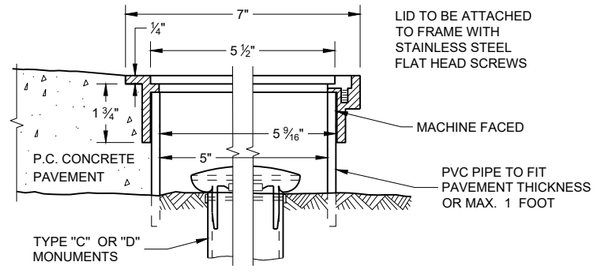
MONUMENT SHALL BE CAST-IN-PLACE CONCRETE UNLESS PRECAST CONCRETE OR ALUMINUM MONUMENTS ARE SPECIFIED IN THE CONTRACT OR PERMITTED BY THE ENGINEER.

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

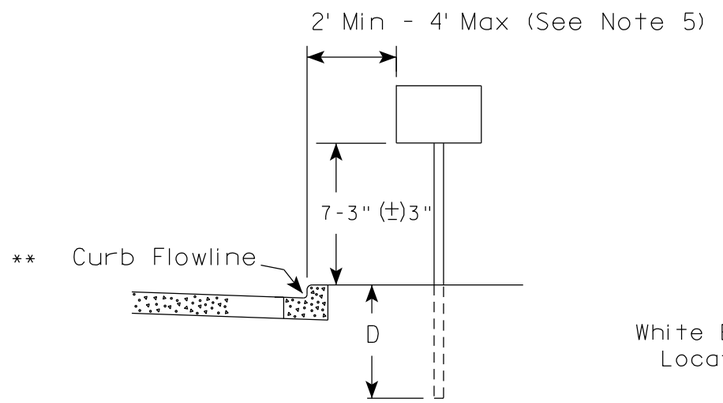
/S/ Raymond A. Kumapayii
CHIEF SURVEYING AND MAPPING ENGINEER

FHWA

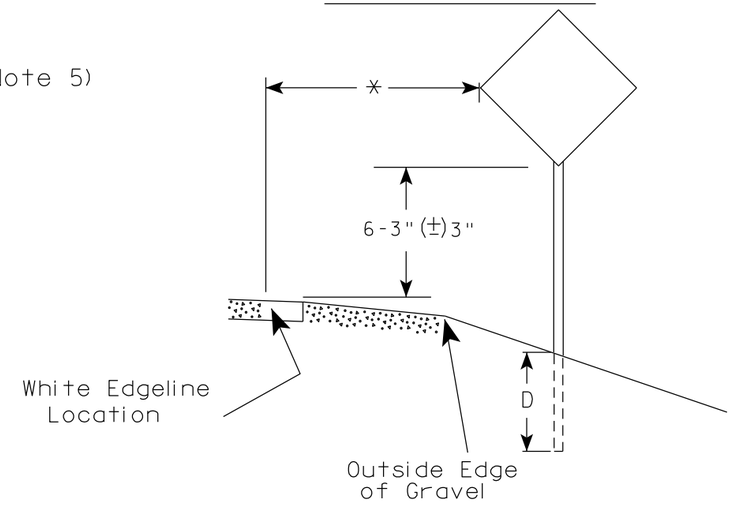
6

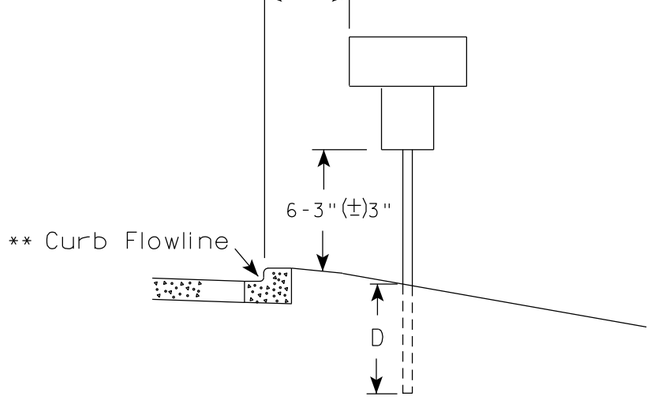
SDD 16A01 - 07

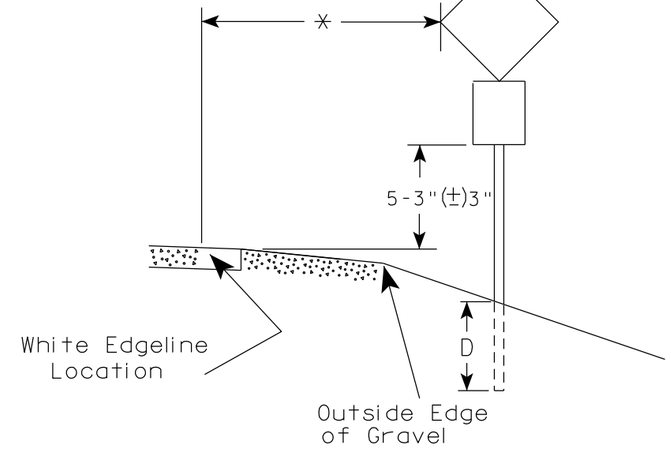
URBAN AREA



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" (±) 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".
3. For expressways and freeways, mounting height is 7'- 3" (±) 3" or 6'-3" (±) 3" depending upon existence of a sub-sign.
4. Minimum mounting height for signs mounted on traffic signal poles is 5'- 3" (±) 3".
5. Offset distance shall be consistent with existing signs or consistent throughout length of project.
6. Folding signs shall be mounted at a height of 5'-3" (±) 3" or as directd by the Engineer.

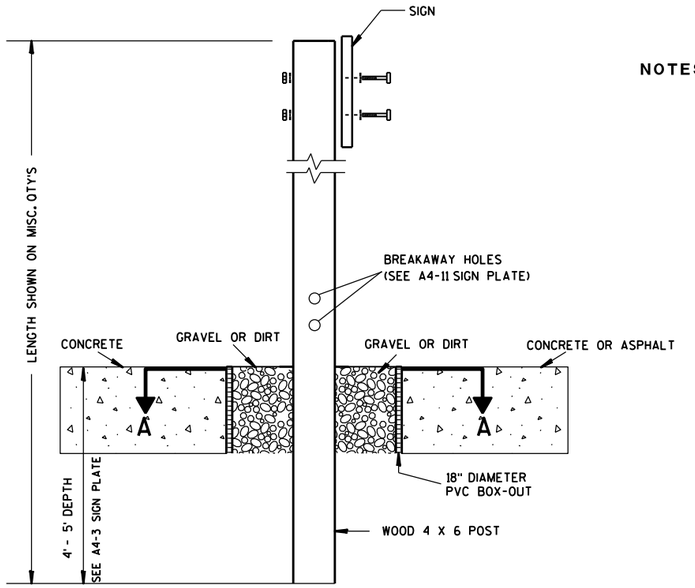
TYPICAL INSTALLATION OF PERMANENT TYPE II SIGNS ON SINGLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/6/23 PLATE NO. A4-3.23

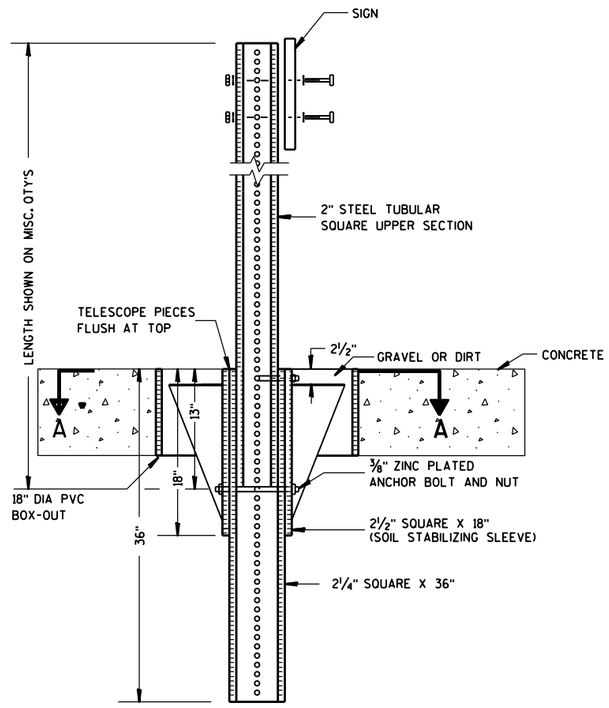
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 67	E



ELEVATION VIEW

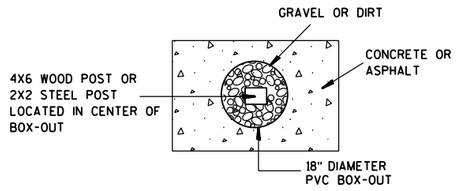
DETAIL OF WOOD 4 X 6 SIGN POST IN BOX-OUT

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

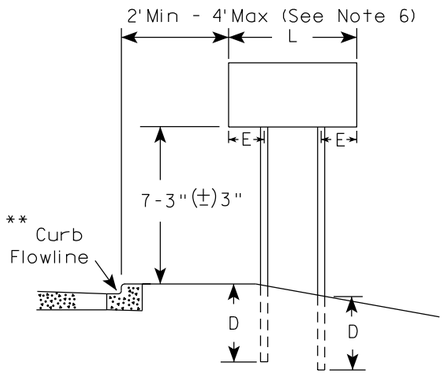
APPROVED Matthew R Rauch
for State Traffic Engineer

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

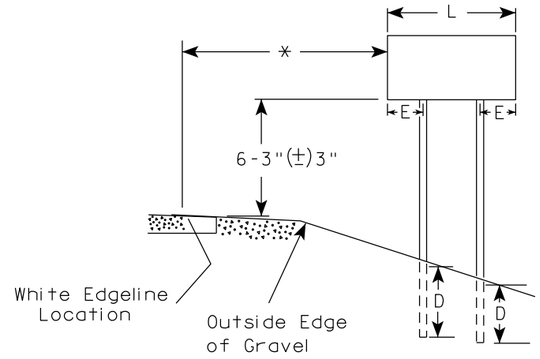
PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

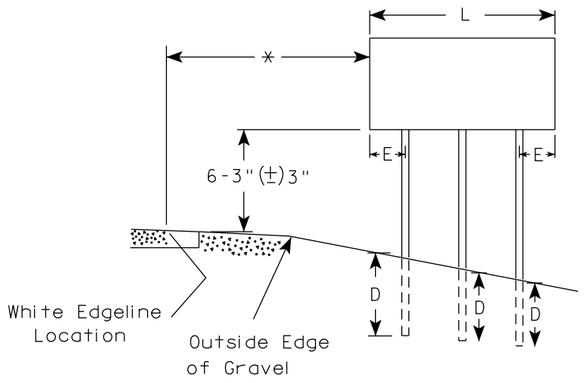
FILE NAME : C:\CAEFiles\Projects\tr_stdplate\A43B.DGN PLOT DATE : 27-JAN-2014 09:48 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 13.659812:1.000000 WISDOT/CADDS SHEET 42

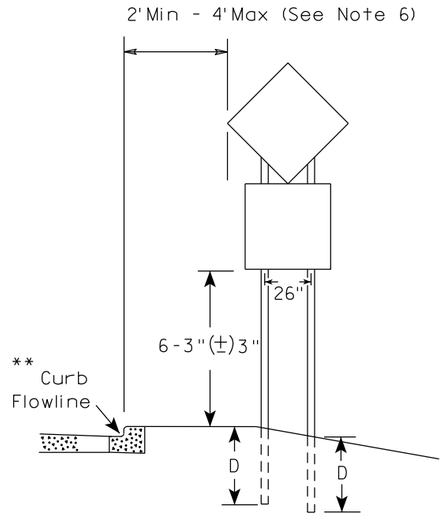
URBAN AREA



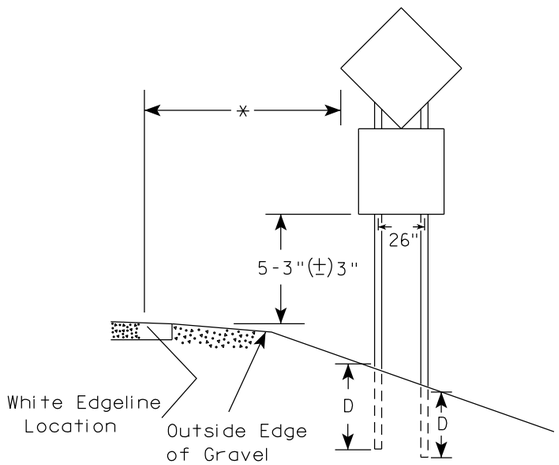
RURAL AREA (See Note 3)







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" (±) 3" or 6'-3" (±) 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" (±) 3" or as directed by the engineer.
8. The Double Arrow sign (W12-1) shall be mounted at a height of 2'-3" (±) 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" (±) 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'

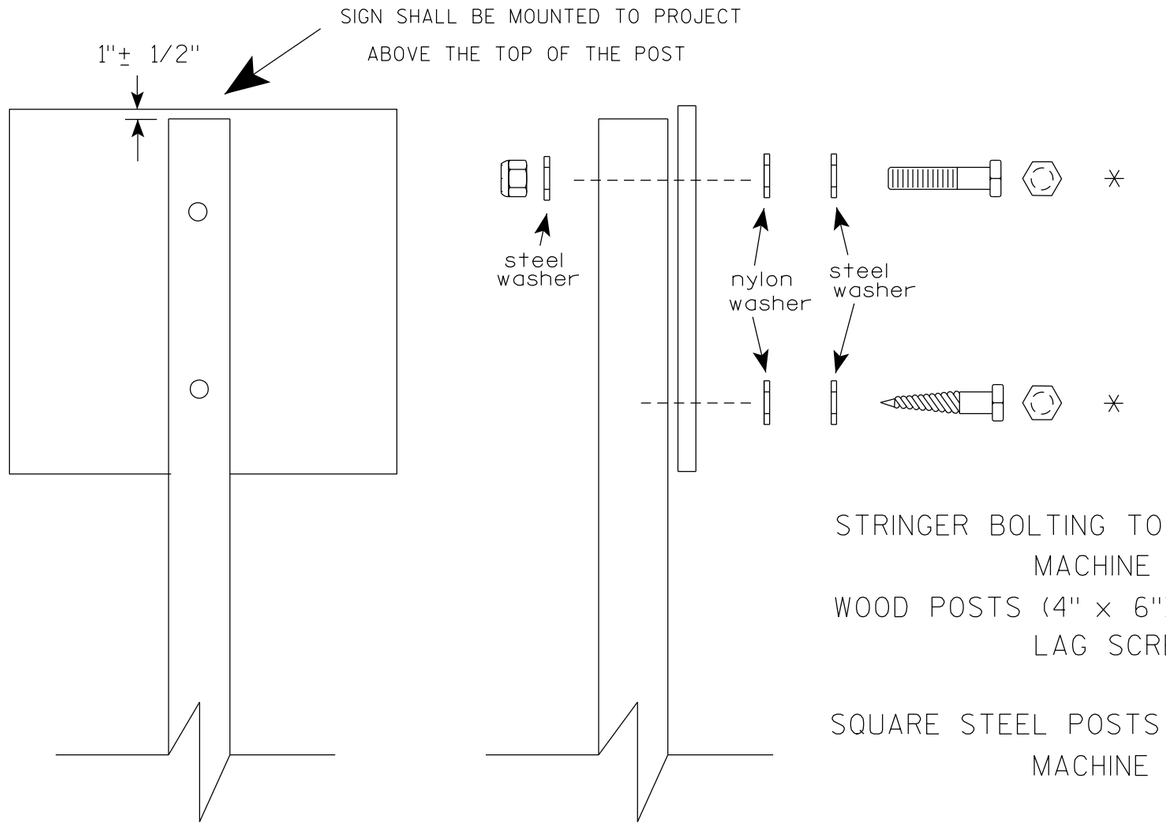
TYPICAL INSTALLATION OF TYPE II SIGNS ON MULTIPLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/6/23 PLATE NO. A4-4.16

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 69	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

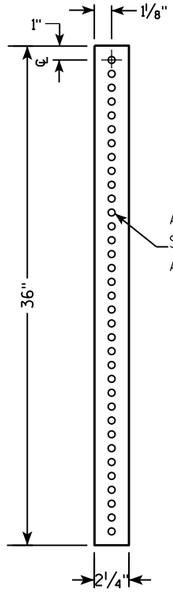
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

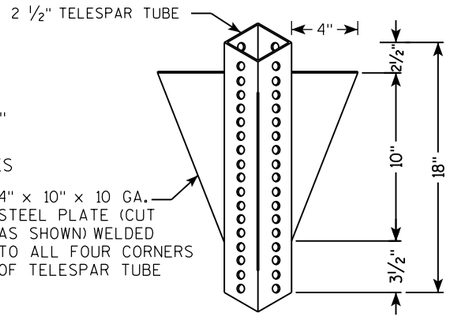
DATE 4/1/2020 PLATE NO. A4-8.9

TELESCOPIC TUBING ANCHORS
TWO PIECE SYSTEM

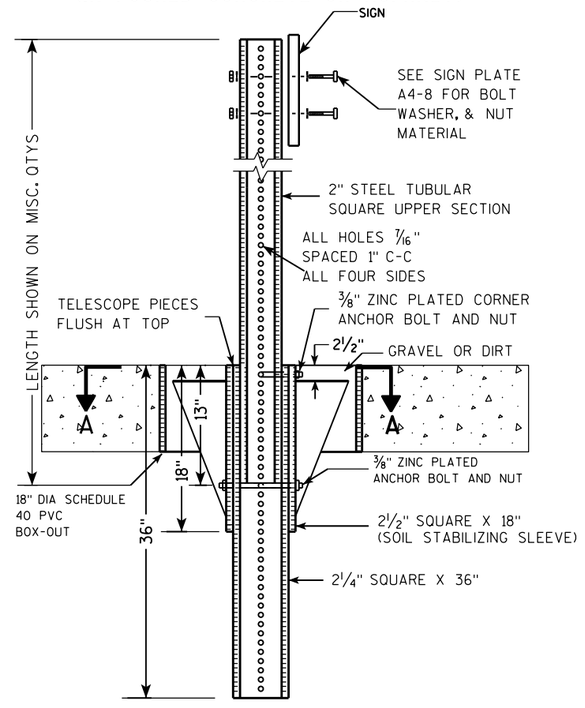
2 1/4 " SQUARE
12 GAUGE
PERFORATED
GALVANIZED FINISH



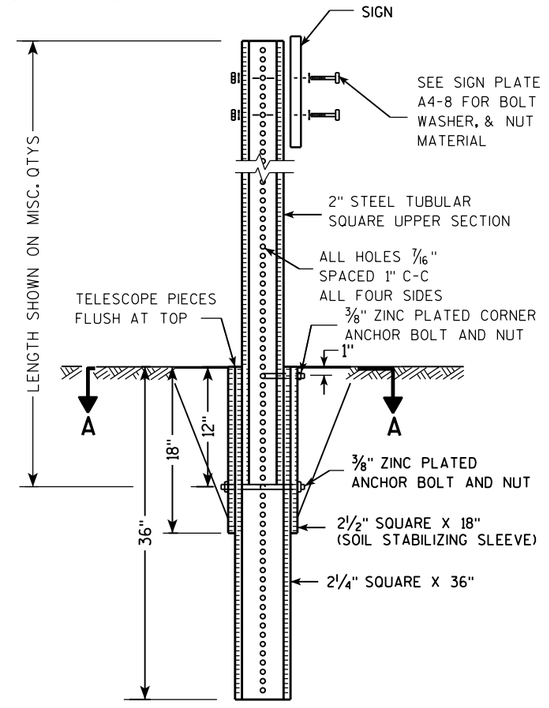
2 1/2 " SQUARE
12 GAUGE
OMNI-DIRECTIONAL
PERFORATED
SOIL STABILIZING SLEEVE
GALVANIZED FINISH

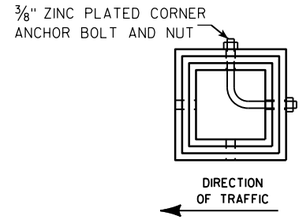


DETAIL OF TUBULAR STEEL SIGN POST
(IN POURED CONCRETE OR ASPHALT)



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).

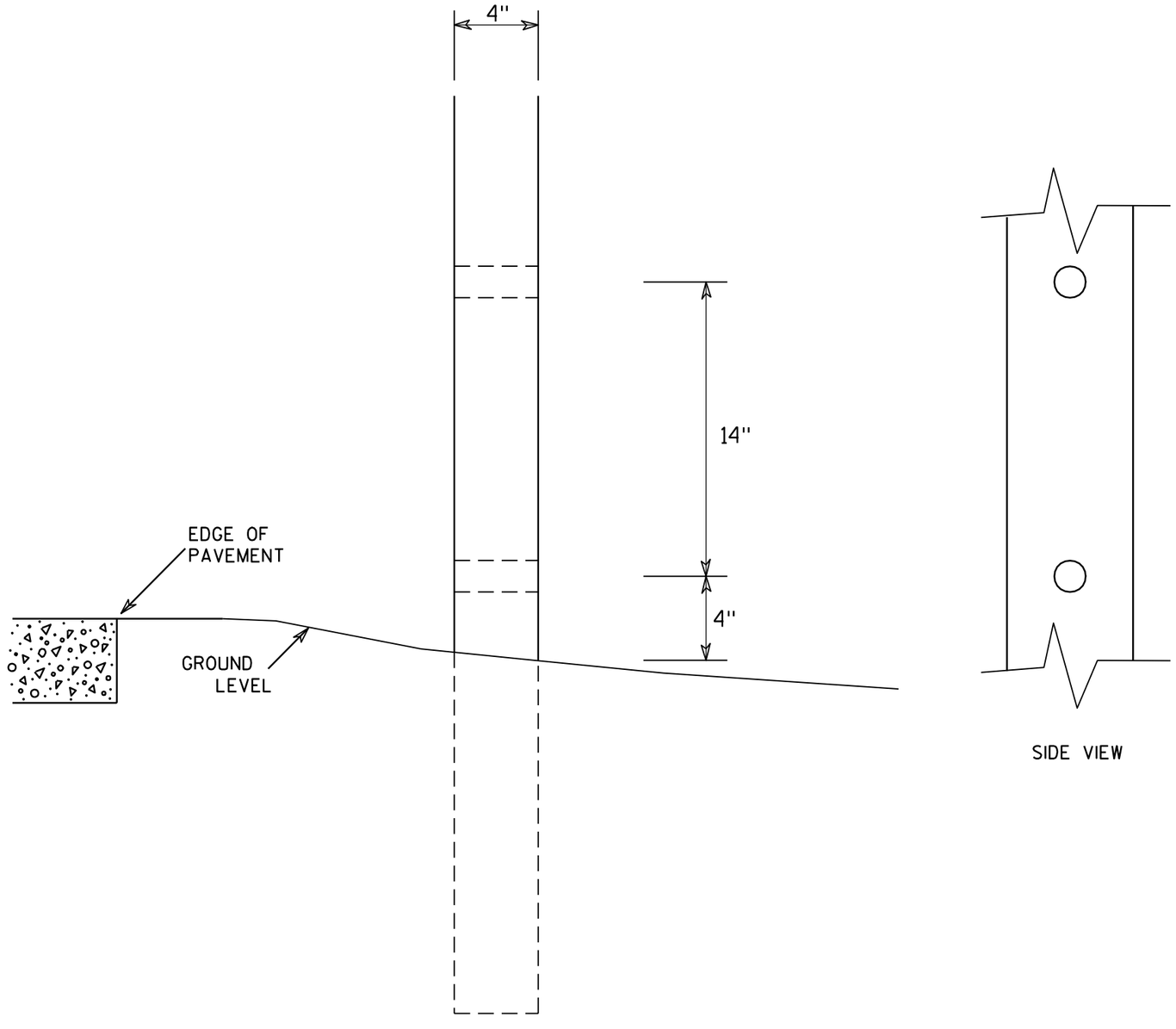
TUBULAR STEEL
SIGN POST
A4-9

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/05/15 PLATE 71 A4-9.9

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E



SIDE VIEW

GENERAL NOTES

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

4 X 6 WOOD POST MODIFICATIONS

WISCONSIN DEPT OF TRANSPORTATION

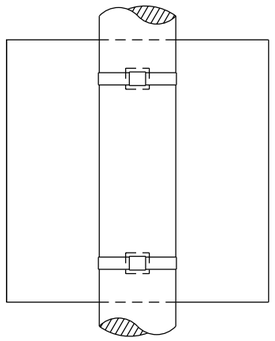
APPROVED Chester J Spang for State Traffic Engineer

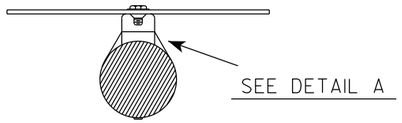
DATE 3/27/97 PLATE NO. A4-11.2

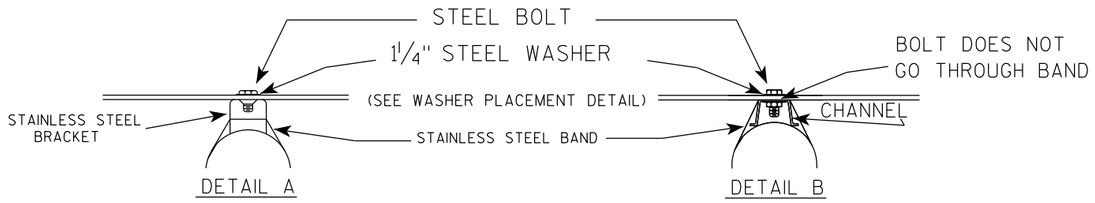
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 72	E

BANDING

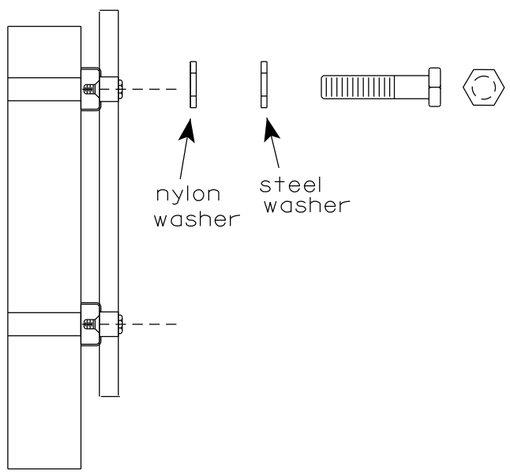
SINGLE SIGN







WASHER PLACEMENT

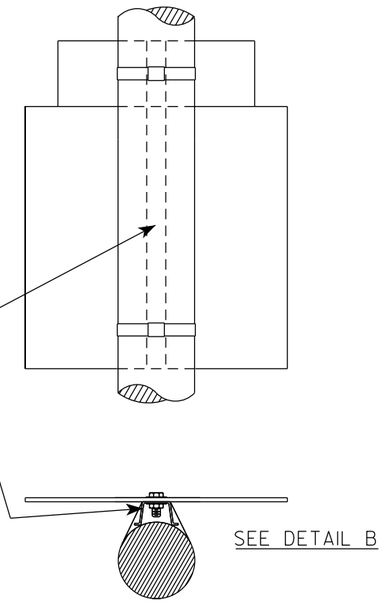


WASHERS (ALL POSTS) -
1-1/4" O.D. X 3/8" I.D. X 1/16" STEEL
1-1/4" O.D. X 3/8" I.D. X .080 NYLON
FOR ALL TYPE H SIGNS

GENERAL NOTES

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



STANDARD SIGN
SIGN BANDING DETAILS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

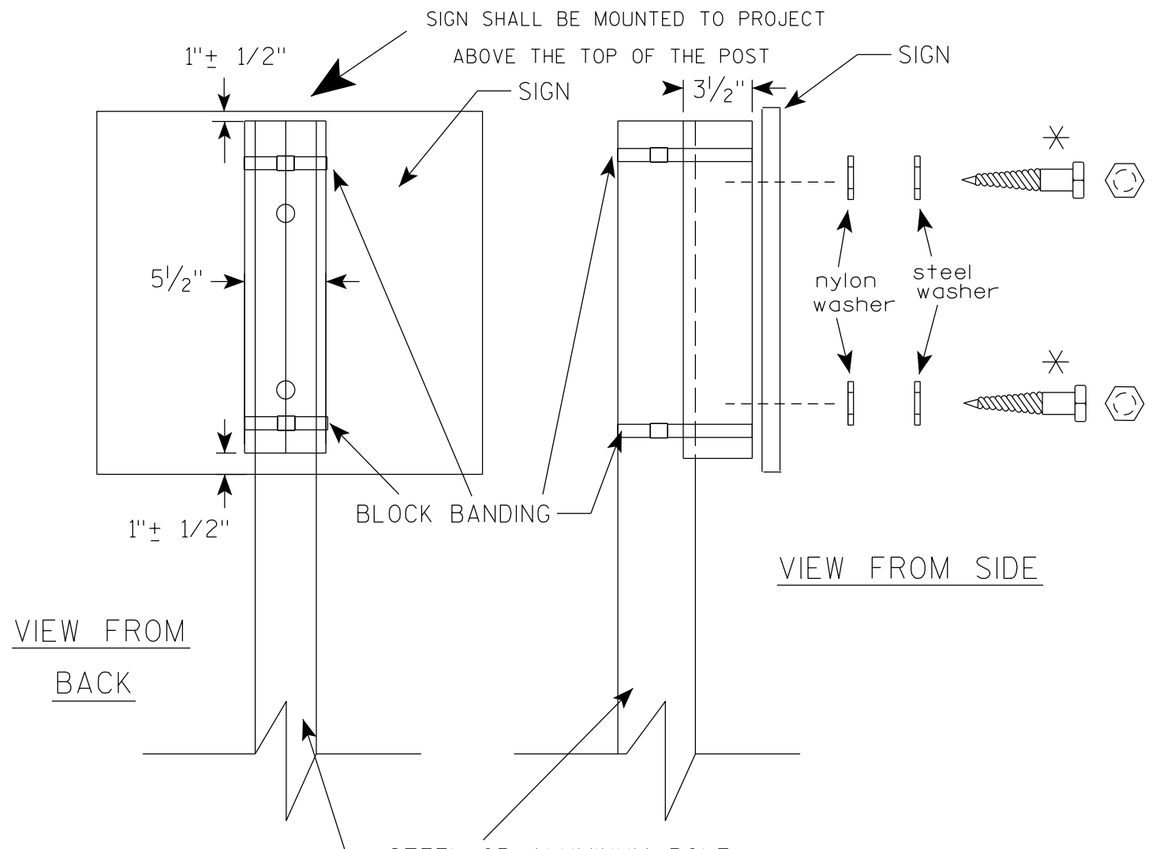
DATE 6/10/19 PLATE NO. A5-9.4

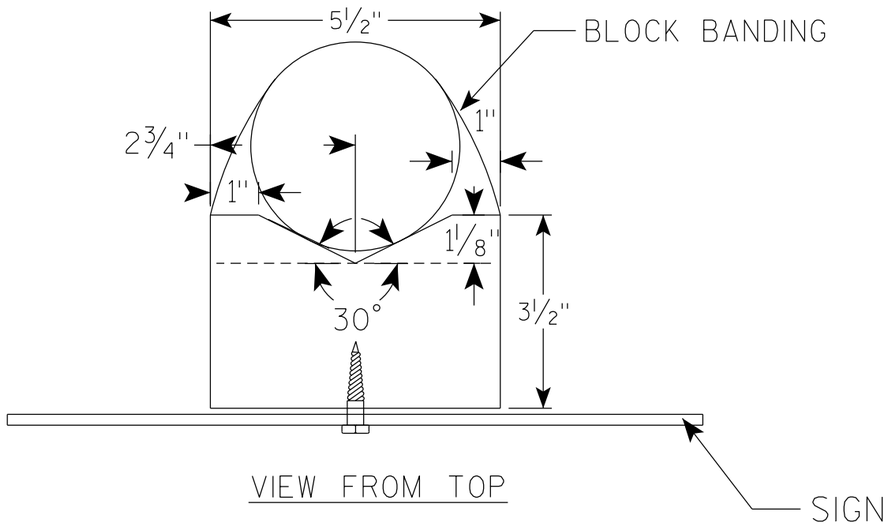
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 73	E

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)

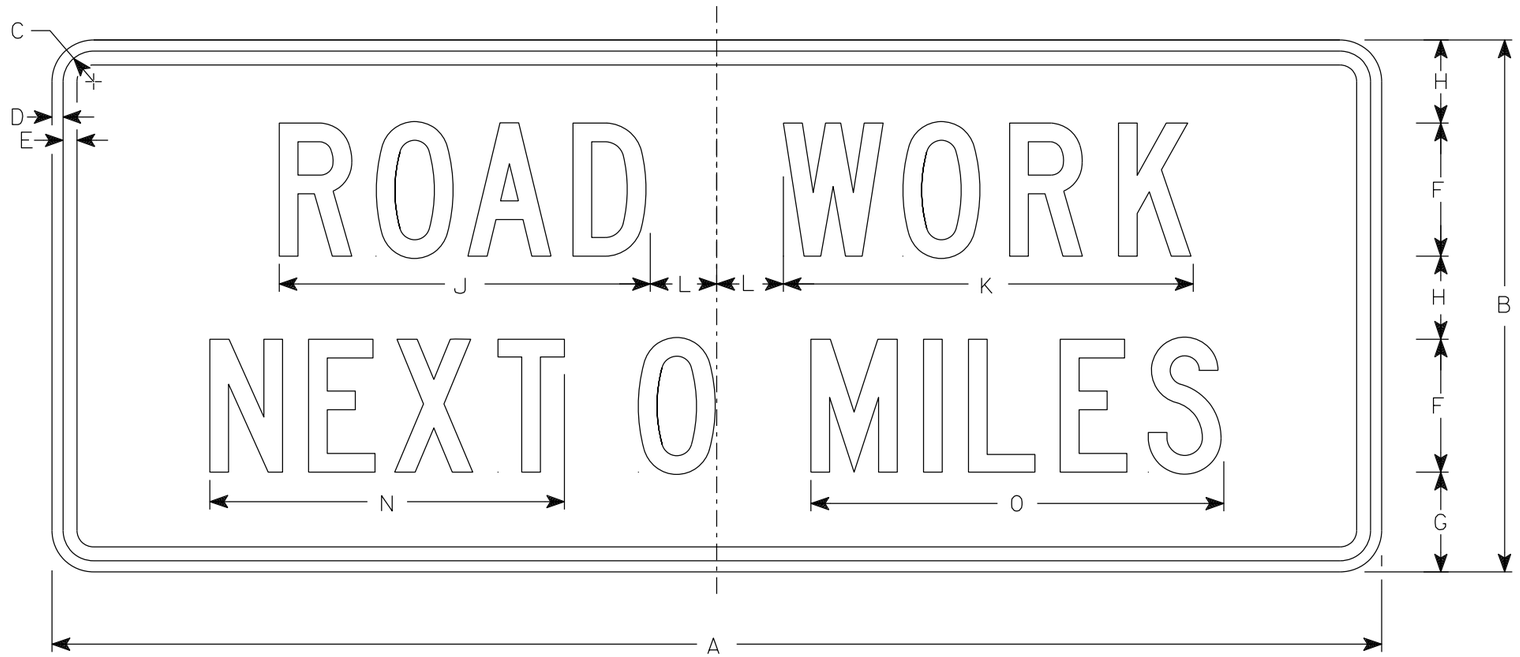
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

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

PROJECT NO:

SHEET NO: 74 E



G20-1

NOTES

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

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	60	24	1 7/8	1/2	5/8	6	4 1/2	3 3/4		16 3/4	18 1/2	3		16	18 5/8												10.0
2M	60	24	1 7/8	1/2	5/8	6	4 1/2	3 3/4		16 3/4	18 1/2	3		16	18 5/8												10.0
3	60	24	1 7/8	1/2	5/8	6	4 1/2	3 3/4		16 3/4	18 1/2	3		16	18 5/8												10.0
4	60	24	1 7/8	1/2	5/8	6	4 1/2	3 3/4		16 3/4	18 1/2	3		16	18 5/8												10.0
5	60	24	1 7/8	1/2	5/8	6	4 1/2	3 3/4		16 3/4	18 1/2	3		16	18 5/8												10.0

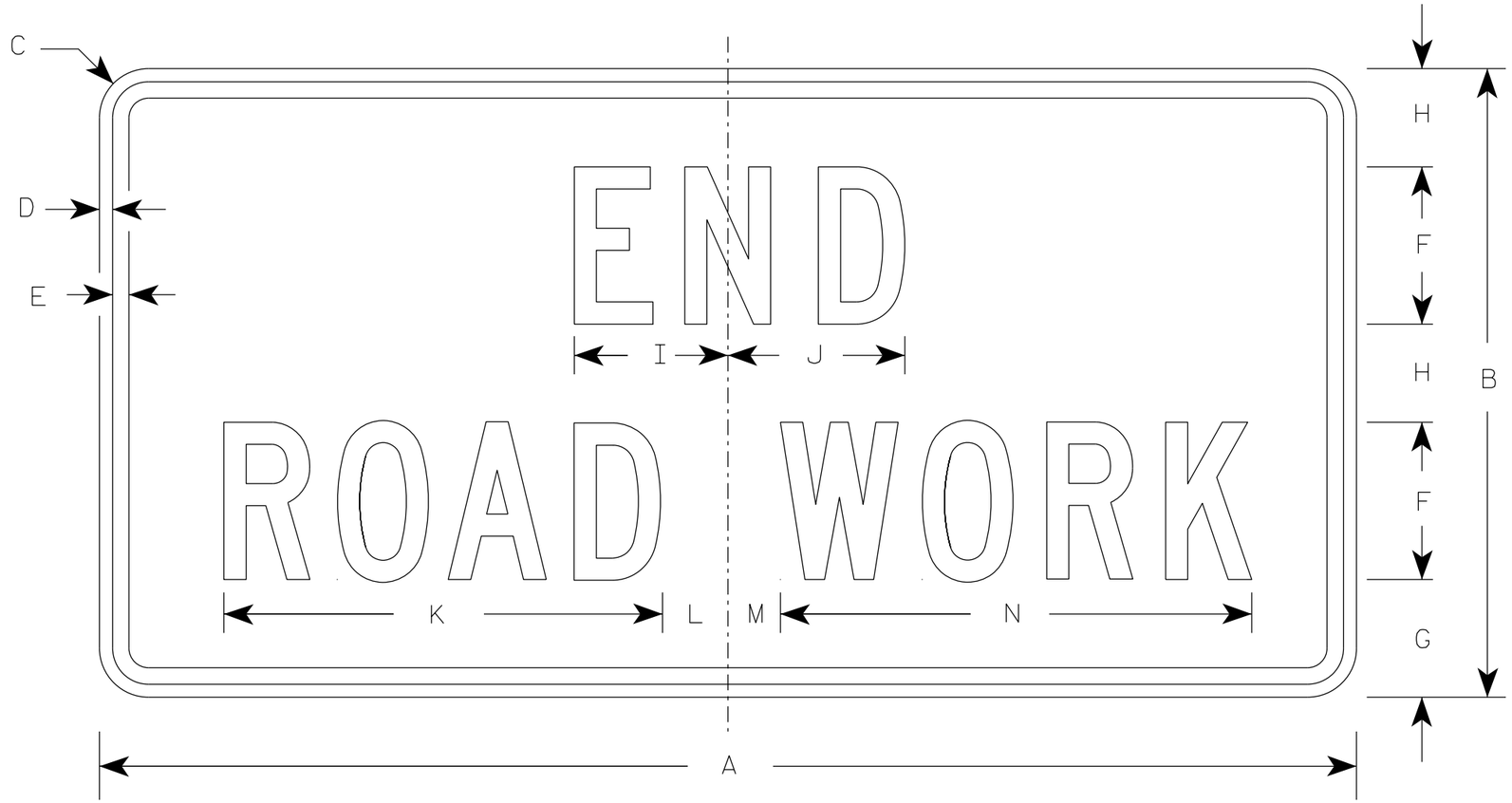
STANDARD SIGN
G20-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/26/2023 PLATE NO. G20-1.9

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 75	E



G20-2A

NOTES

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

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

STANDARD SIGN

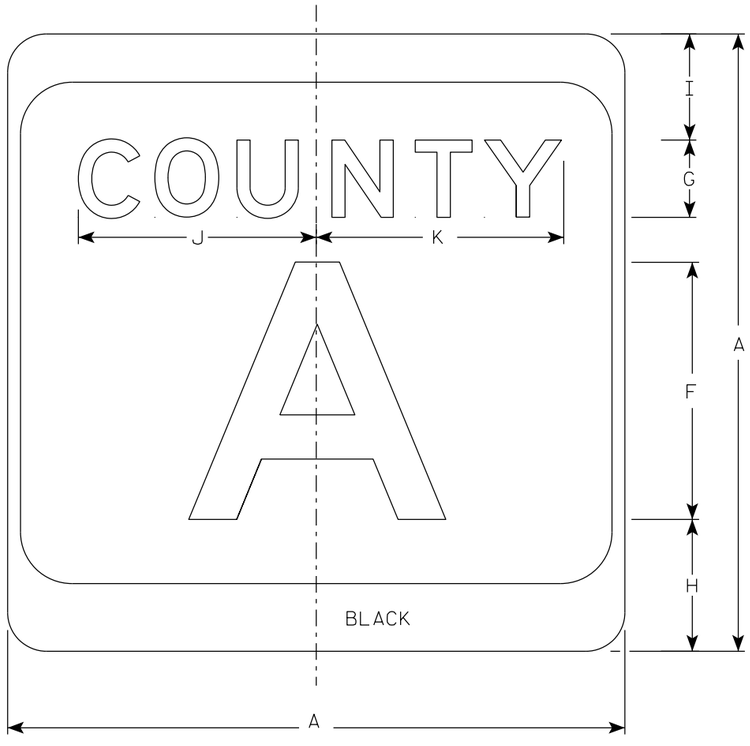
G20-2A

WISCONSIN DEPT OF TRANSPORTATION

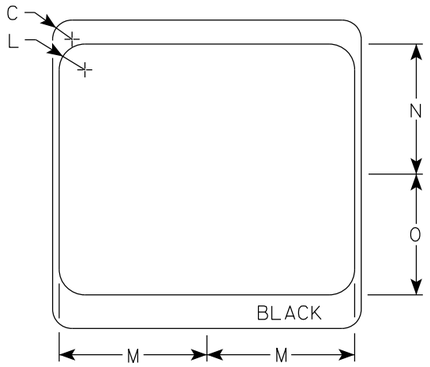
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/26/2023 PLATE NO. G20-2A.10

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 76 E

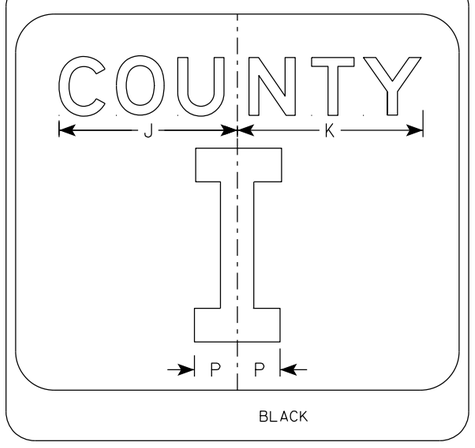


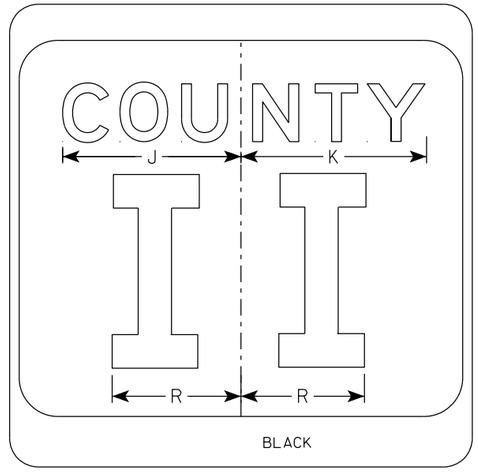
M1-5A



NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White & Black
   Message - Black
3. Message Series - see Note 4
4. Message Series E for 1 letter.
   Message Series D for 2 letters unless message is too big then Series C.
   Message Series C for 3 letters unless message is too big then Series B.
5. Substitute appropriate letters & optically center 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	24		1 1/2			10	3	5 1/8	4 1/8	9 1/4	9 5/8	2	11 1/2	10 1/8	9 3/8	2 1/4		6 5/8									4.0
2M	24		1 1/2			10	3	5 1/8	4 1/8	9 1/4	9 5/8	2	11 1/2	10 1/8	9 3/8	2 1/4		6 5/8									4.0
3	36		2 1/4			16	4	7 5/8	5 5/8	12 1/4	12 7/8	3	17 1/8	15 1/4	14	3 3/8		10									9.0
4	36		2 1/4			16	4	7 5/8	5 5/8	12 1/4	12 7/8	3	17 1/8	15 1/4	14	3 3/8		10									9.0
5	36		2 1/4			16	4	7 5/8	5 5/8	12 1/4	12 7/8	3	17 1/8	15 1/4	14	3 3/8		10									9.0

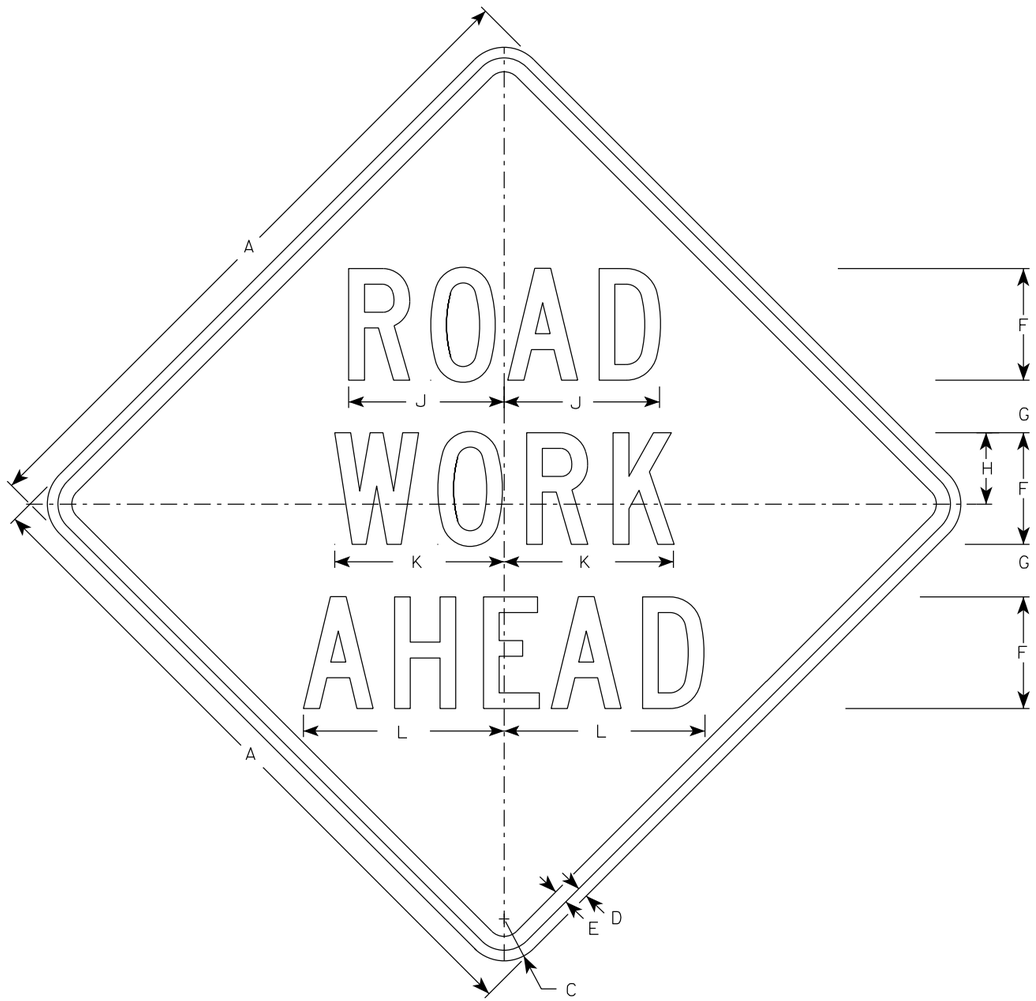
CTH MARKER
M1-5A FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

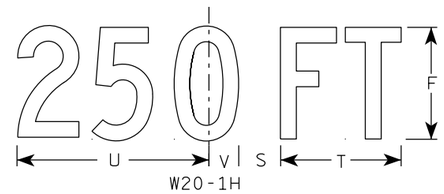
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/8/2022 PLATE NO. M1-5A.9

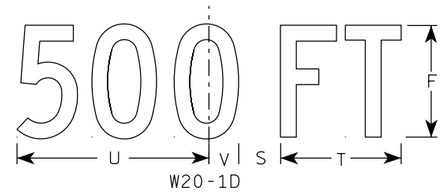
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 77	E



W20-1A



W20-1H



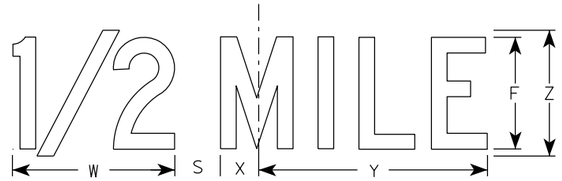
W20-1D

W20-1C

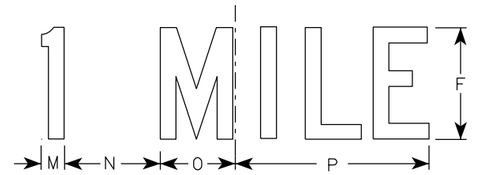
W20-1B

NOTES

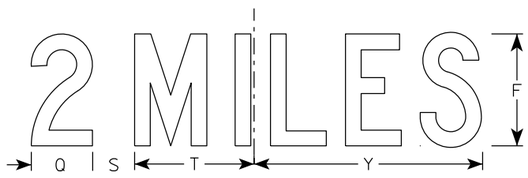
1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



W20-1G



W20-1F



W20-1E

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		2 1/4	5/8	3/4	5	2 5/8	3 1/4	10 1/8	7	7 5/8	8 7/8	1 1/8	4 1/2	3 1/2	9	3 1/4	2 1/2	2 1/4	5 5/8	9	1 3/8	8	1 3/4	10 3/4	6	9.0
2S	48		3	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8	4 3/8	3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0
2M	48		3	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8	4 3/8	3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0
3	48		3	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8	4 3/8	3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0
4	48		3	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8	4 3/8	3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0
5	48		3	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8	4 3/8	3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0

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

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/10/2024 PLATE NO. W20-1.12

PROJECT NO:

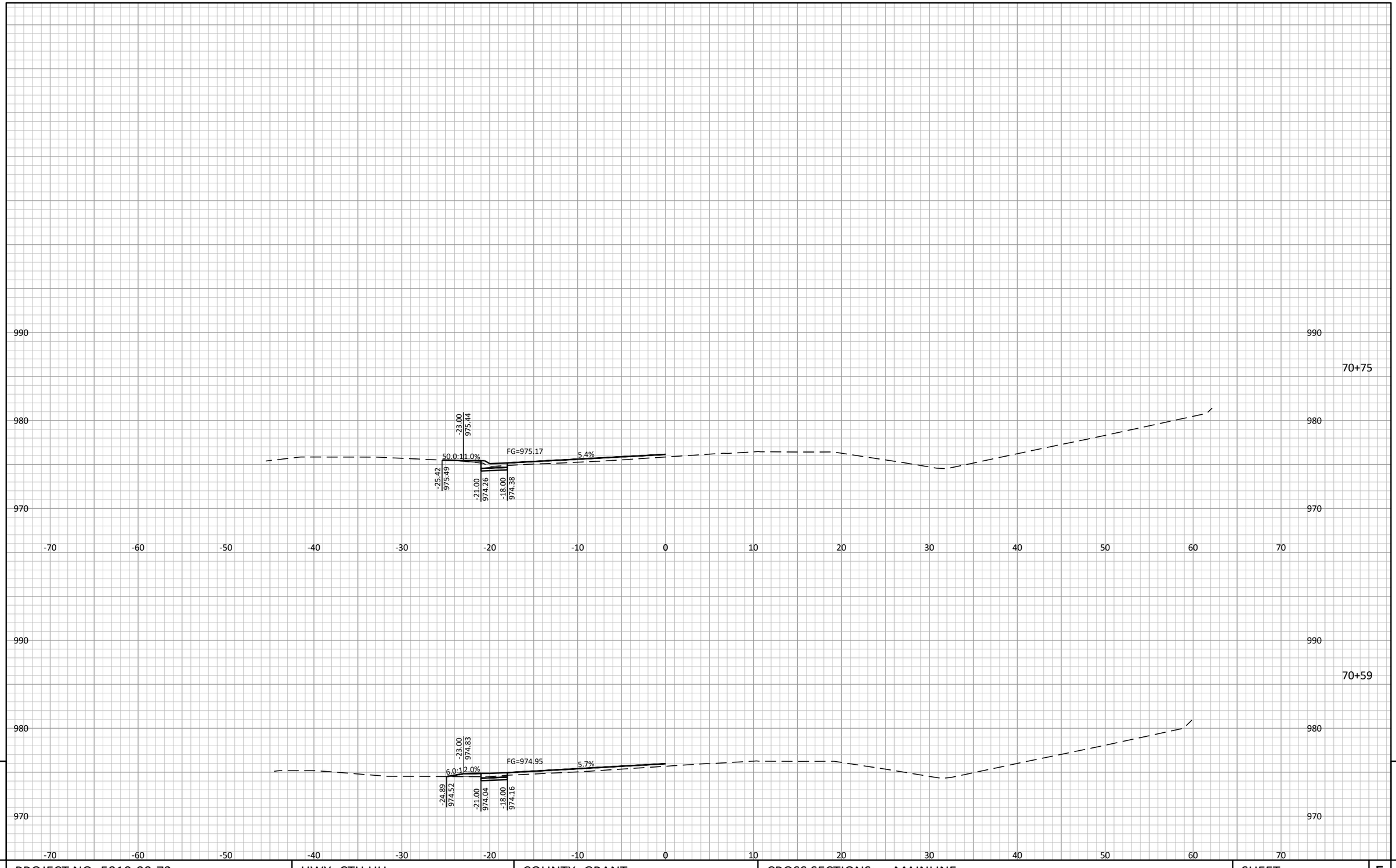
SHEET NO: 78 E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\W201.DGN PLOT DATE : 10-JAN 2024 11:16 PLOT BY : dotc4c

WISDOT/CADDS SHEET 42

7

7

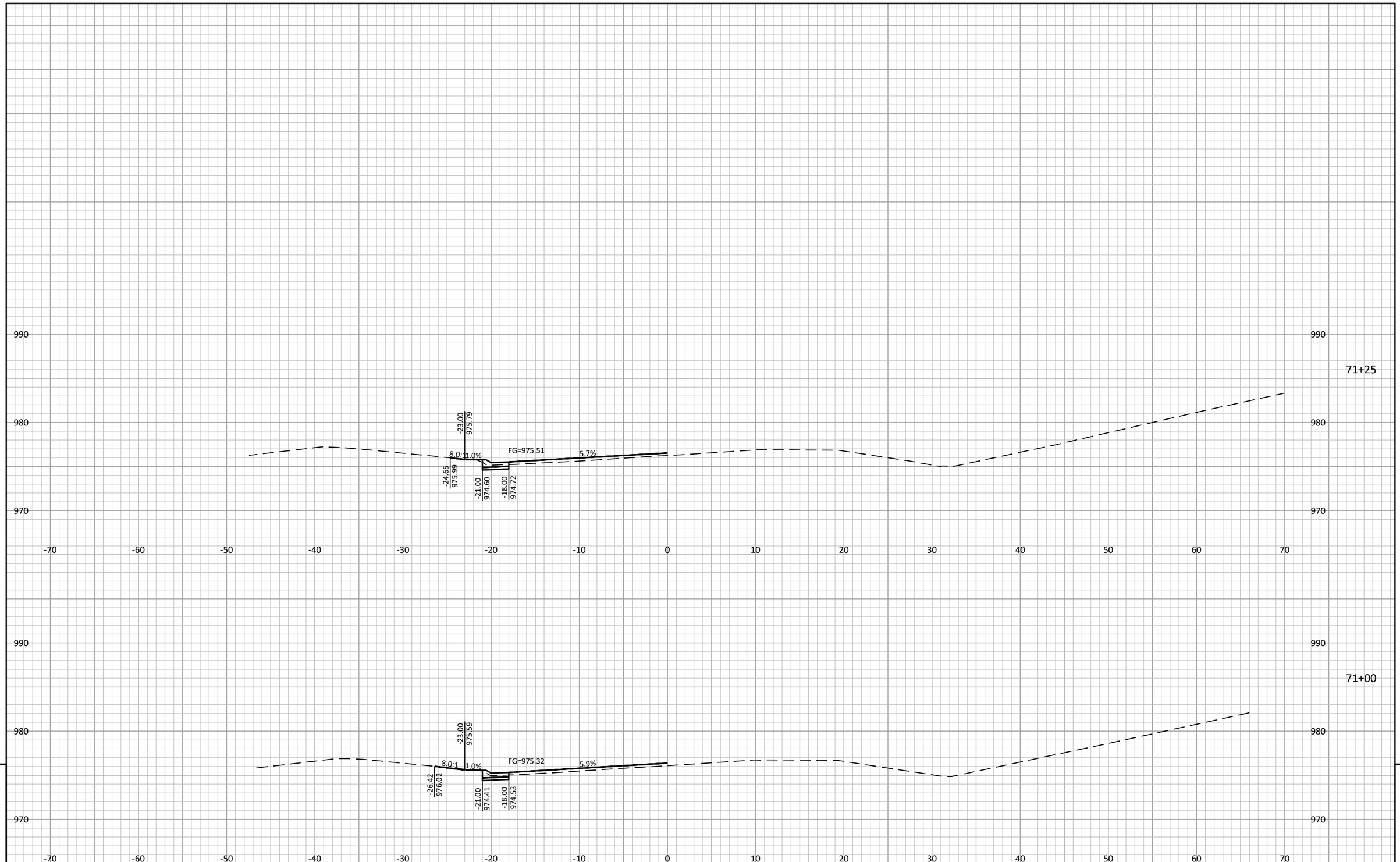


9

9

PROJECT NO: 5910-00-72	HWY: CTH HH	COUNTY: GRANT	CROSS SECTIONS: MAINLINE	SHEET 79	E

FILE NAME : M:\PROJECTS\G78030 GRANT CO HWY - CTH HH REHABILITATION\DESIGN\CORRIDORS\G78030_CURBANDGUTTER.DWG PLOT DATE : 6/5/2024 9:11:19 AM PLOT BY : SAM BRAZEE PLOT SCALE : 1" = 1' LAYOUT : 1

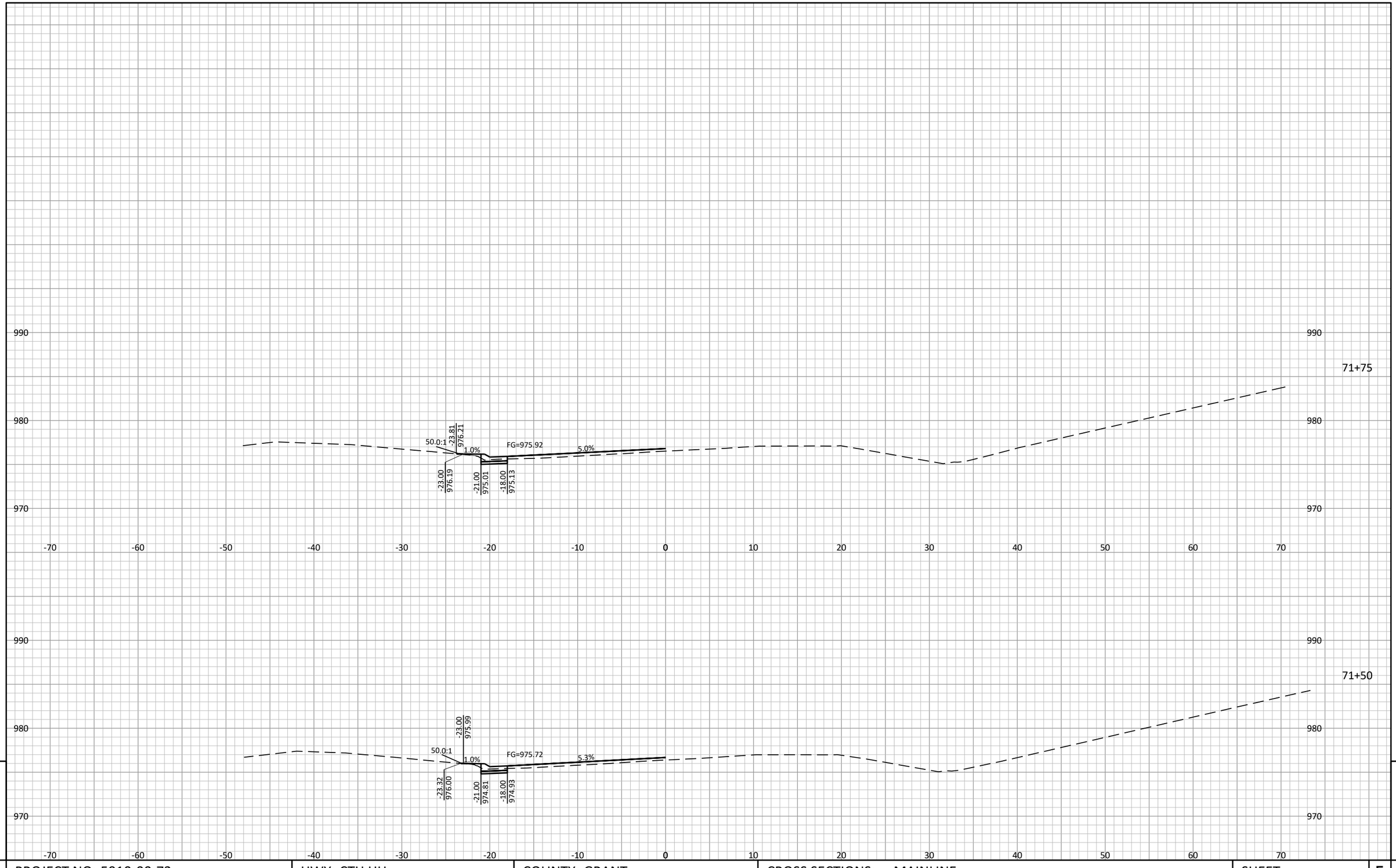


9

9

PROJECT NO: 5910-00-72	HWY: CTH HH	COUNTY: GRANT	CROSS SECTIONS: MAINLINE	SHEET 80	E

FILE NAME : M:\PROJECTS\G78030 GRANT CO HWY - CTH HH REHABILITATION\DESIGN\CORRIDORS\G78030_CURBANDGUTTER.DWG PLOT DATE : 6/5/2024 9:11:21 AM PLOT BY : SAM BRAZEE PLOT SCALE : 1" = 1' LAYOUT : 2

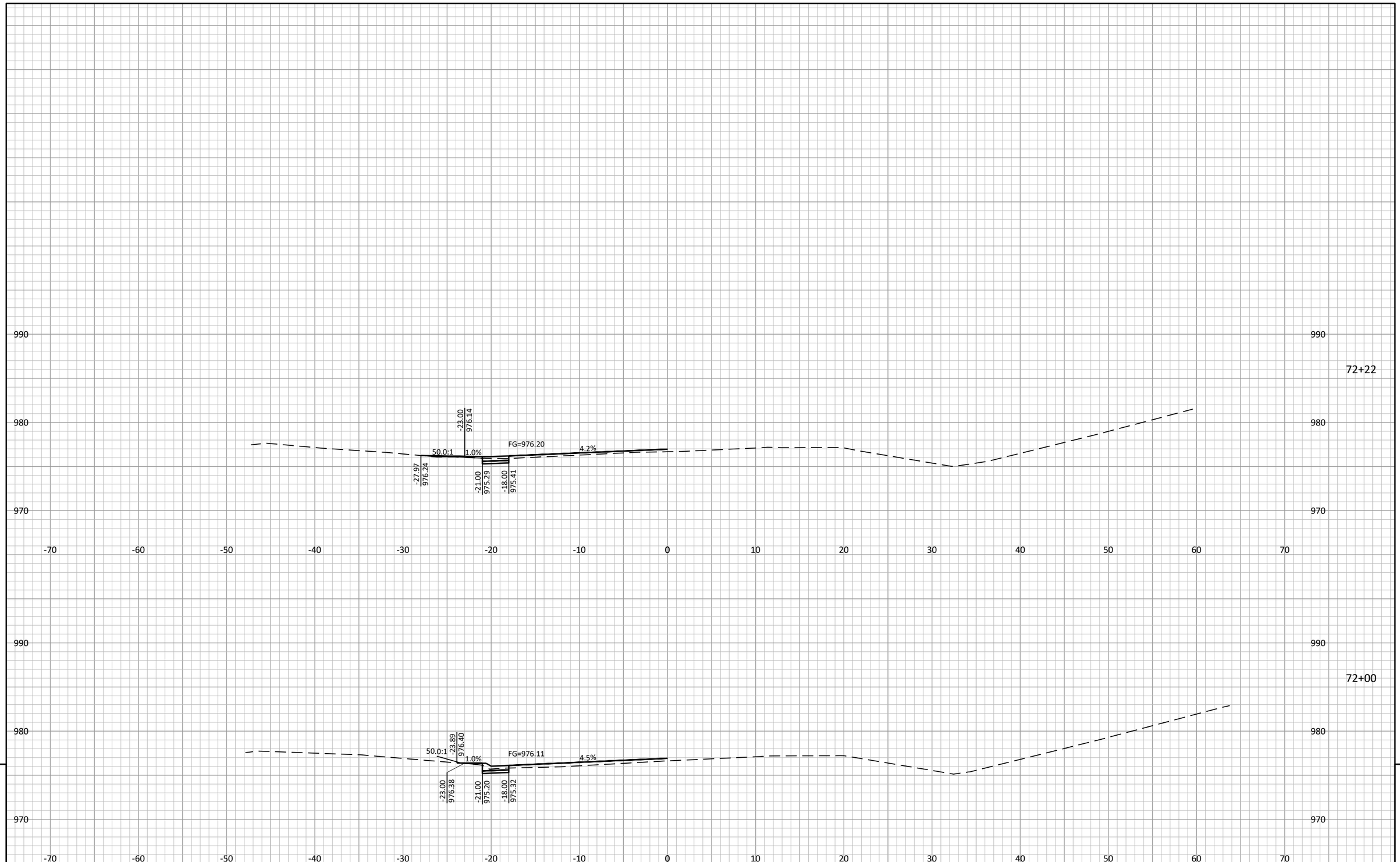


9

9

PROJECT NO: 5910-00-72	HWY: CTH HH	COUNTY: GRANT	CROSS SECTIONS: MAINLINE	SHEET	E

FILE NAME : M:\PROJECTS\G78030 GRANT CO HWY - CTH HH REHABILITATION\DESIGN\CORRIDORS\G78030_CURBANDGUTTER.DWG PLOT DATE : 6/5/2024 9:11:26 AM PLOT BY : SAM BRAZEE PLOT SCALE : 1" = 1' LAYOUT : 3



PROJECT NO: 5910-00-72	HWY: CTH HH	COUNTY: GRANT	CROSS SECTIONS: MAINLINE	SHEET 82	E

FILE NAME : M:\PROJECTS\G78030 GRANT CO HWY - CTH HH REHABILITATION\DESIGN\CORRIDORS\G78030_CURBANDGUTTER.DWG PLOT DATE : 6/5/2024 9:11:32 AM PLOT BY : SAM BRAZEE PLOT SCALE : 1" = 1' LAYOUT : 4

Notes

Wisconsin Department of Transportation

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through innovation and exceptional service.

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