SUP

PROJECT ID: 1180-00-81, 1180-05-74

WITH: 1180-01-72

COUNTY: DOUGLAS

SEPTEMBER 2026

ORDER OF SHEETS

Section No.	1	Title
Section No.	2	Typical Sections and Details (Including 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 = 134

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
1180-00-81	WISC 2026428	1
1180-05-74	WISC 2026429	1

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

WENTWORTH - BRULE
BRANCH OF THE MIDDLE RIVER CULVERT

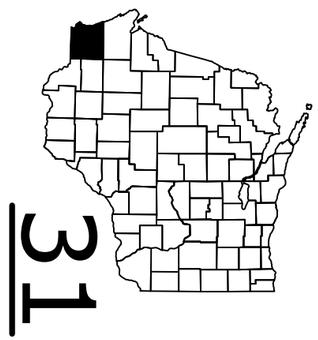
USH 2
DOUGLAS COUNTY

STATE PROJECT NUMBER
1180-00-81

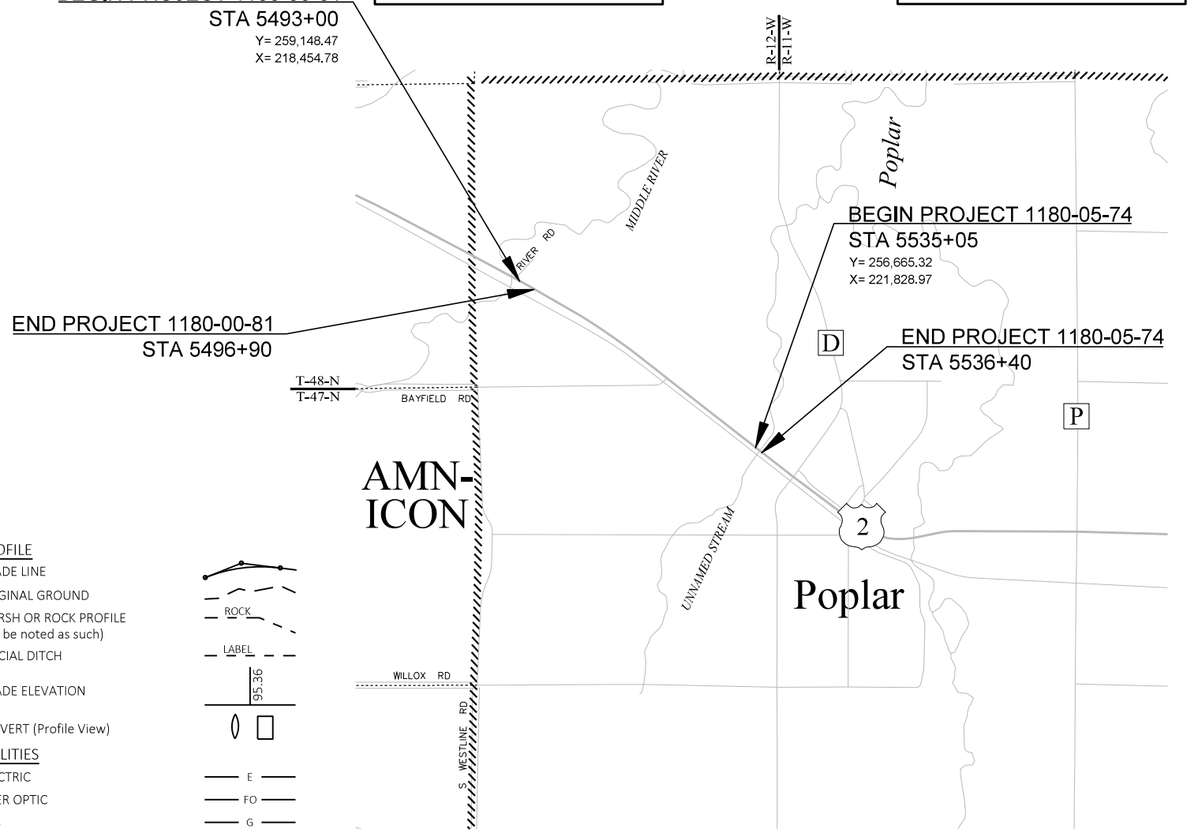
WENTWORTH - BRULE
BAYFIELD RD TO CTH D

USH 2
DOUGLAS COUNTY

STATE PROJECT NUMBER
1180-05-74







DESIGN DESIGNATION

A.A.D.T.	2027	=	6,330
A.A.D.T.	2047	=	7,040
D.H.V.		=	--
D.D.		=	--
T.		=	17.1%
DESIGN SPEED		=	55 MPH
ESALS		=	2,010,000

CONVENTIONAL SYMBOLS

PLAN
- CORPORATE LIMITS
- PROPERTY LINE
- LOT LINE
- LIMITED HIGHWAY EASEMENT
- EXISTING RIGHT OF WAY
- PROPOSED OR NEW R/W LINE
- SLOPE INTERCEPT
- REFERENCE LINE (300'EB')
- EXISTING CULVERT
- PROPOSED CULVERT (Box or Pipe)
- COMBUSTIBLE FLUIDS (CAUTION)
- MARSH AREA
- WOODED OR SHRUB AREA

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

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

LAYOUT
SCALE 0 0.5 MI

TOTAL NET LENGTH OF CENTERLINE PROJECT 1180-00-81 = 0.074 MI
TOTAL NET LENGTH OF CENTERLINE PROJECT 1180-05-74 = 0.026 MI
TOTAL NET LENGTH OF CENTERLINE = 0.100 MI

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

emcs
327 N 17th Avenue, Suite 304
Wausau, WI 54401
Phone: 715-845-1081
Fax: 414-347-1347

WISCONSIN STEPHANIE G. CHRISTENSEN E-35808 WAUSAU, WI PROFESSIONAL ENGINEER

4/8/2026 (Date) Stephanie G. Christensen (Signature)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY

Surveyor	EMCS, INC.
Designer	EMCS, INC.
Project Manager	KAREN RICHARDSON, KL ENGINEERING
Regional Examiner	WISDOT NW REGION
Regional Supervisor	JEFFREY OLSON, PE

APPROVED FOR THE DEPARTMENT Jeffrey G. Olson (Signature)
Digitally signed by Jeffrey G. Olson Date: 2026.04.09 09:00:30 -05'00'
DATE:

E

FILE NAME : P:\53XX\5338.DP.20.USH2.DOU\CADDS\11800574\SHEETSPLAN\010101-TI.DWG PLOT DATE : 4/7/2026 9:00 AM PLOT BY : PARKER TISCHAUSER PLOT NAME :

2

GENERAL NOTES

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

FINAL MARKING WILL BE COMPLETED UNDER TIED ID 1180-01-72.

RUMBLE STRIP RESTORATION WILL BE COMPLETED UNDER ID 1180-01-72.

ORDER OF SECTION 2 SHEETS

TYPICAL SECTIONS

CONSTRUCTION DETAILS

EROSION CONTROL

TRAFFIC CONTROL

DETOUR

UTILITIES

COMMUNICATIONS

BRIGHTSPEED OF NORTHWEST WISCONSIN, LLC
TAYLOR AYLESWORTH
135 N 21ST STREET
SUPERIOR, WI 54880-5203
PHONE: (980) 376-1577
EMAIL: TAYLOR.AYLESWORTH@BRIGHTSPEED.COM

MERIT NETWORK, INC.
JOHN C. SITKA
880 TECHNOLOGY DR, SUITE B
ANN ARBOR, MI 48108-8963
PHONE: (616) 970-1703
EMAIL: JCSITKA@MERIT.EDU

SPECTRUM
WESLEY SOAR
640 GARFIELD AVENUE
DULUTH, MN 55802
PHONE: (218) 522-0197
EMAIL: WESLEY.SOAR@CHARTER.COM

ELECTRIC

DAHLBERG LIGHT AND POWER COMPANY
JAMES DAHLBERG
9221 E MAIN
PO BOX 300
SOLON SPRINGS, WI 54873-0300
PHONE: (715) 816-4153
EMAIL: JIMDAHLBERG@DAHLBERGLIGHTANDPOWER.COM

GAS/PETROLEUM

SUPERIOR WATER, LIGHT & POWER COMPANY
JAMISON MEHLE
2915 HILL AVE
SUPERIOR, WI 54880
PHONE: (715) 395-6288
EMAIL: JMEHLE@SWLP.COM

SANITARY SEWER

VILLAGE OF POPLAR
RANDY JONES
4932 S VILLAGE RD
POPLAR, WI 54864
PHONE: (715) 364-8389
EMAIL: RANJONES89@HOTMAIL.COM

RUNOFF COEFFICIENT TABLE

	HYDROLOGIC SOIL GROUP											
	A			B			C			D		
	SLOPE RANGE (PERCENT)			SLOPE RANGE (PERCENT)			SLOPE RANGE (PERCENT)			SLOPE RANGE (PERCENT)		
LAND USE:	0-2	2-6	6 & OVER	0-2	2-6	6 & OVER	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 = 11.00 ACRES
TOTAL AREA EXPECTED TO BE DISTURBED BY CONSTRUCTION ACTIVITIES = 4.25 ACRES

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

DESIGNER CONTACT

EMCS, INC.
327 N 17TH AVE, SUITE 304
WAUSAU, WI 54401
OFFICE: (715) 845-1081

WISDOT DESIGN CONTACT

KAREN RICHARDSON, PE
KL ENGINEERING, INC.
5400 KING JAMES WAY, SUITE 200
MADISON, WI 53719
(608) 310-3282
KAREN.RICHARDSON@KLENGINEERING.COM

DNR LIAISON

AMY CRONK
DNR NORTHERN REGION HEADQUARTER
810 W. MAPLE STREET
SPOONER, WI 54801
(715) 635-4229
(715) 520-3976
AMY.CRONK@WISCONSIN.GOV

TRI-COUNTY CORRIDOR COMMISSION

PAT FAUST
COMMISSIONER
(715)682-0638
TRICOUNTYCORRIDOR@OUTLOOK.COM

2

N

MIDDLE RIVER

UNNAMED STREAM

UNNAMED STREAM

BEGIN PROJECT 1180-00-81
STA 5493+00

REMOVE C-16-0099
CONSTRUCT NEW CULVERT
AND NEW OUTLET DITCH

MIDDLE RIVER

RIVER RD

FIR DR

REMOVE C-16-0100
CONSTRUCT NEW CULVERT

END PROJECT 1180-05-74
STA 5536+40

CTH D

WESTLINE RD

5475 5480 5485 5490 5495 5500 5505 5510 USH 2 5515 5520 5530 5535 5540 5545 5550

END PROJECT 1180-00-81
STA 5496+90

BEGIN PROJECT 1180-05-74
STA 5535+05

CTH D

WESTLINE RD

BAYFIELD RD

UNNAMED STREAM
(BRANCH OF MIDDLE RIVER)

UNNAMED STREAM
(BRANCH OF
POPLAR RIVER)

UNNAMED STREAM

TOWN OF AMNICON

VILLAGE OF POPLAR

CENTER WEST LINE RD

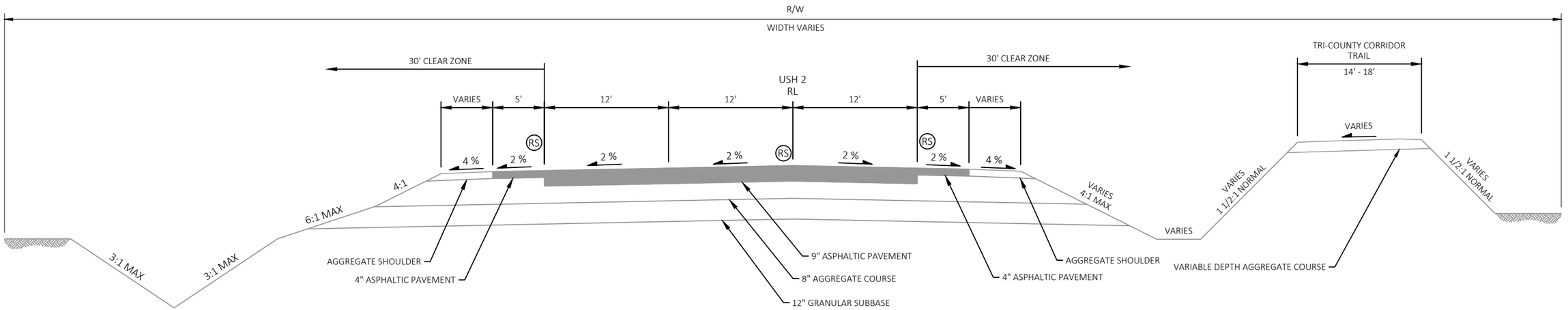
ELM RD

PROJECT NO: 1180-00-81, 1180-05-74	HWY: USH 2	COUNTY: DOUGLAS	PROJECT OVERVIEW	SHEET 3	E

FILE NAME : P:\53XX\5338.DP.20.USH2.DOU\CADDS\11800574\SHEETSPLAN\020201-PO.DWG
LAYOUT NAME - 01

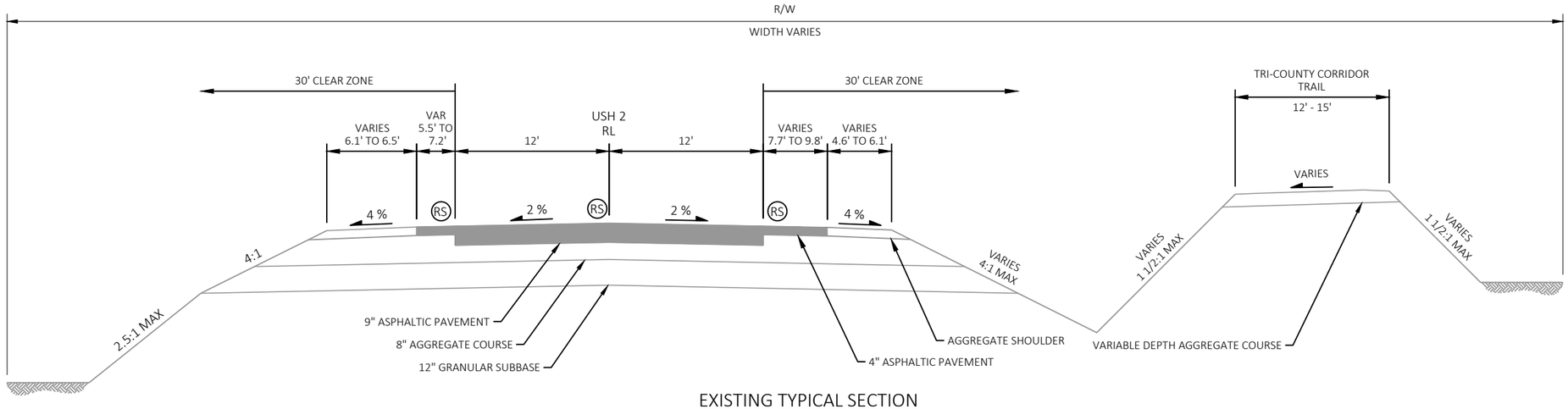
PLOT DATE : 4/7/2026 9:00 AM PLOT BY : PARKER TISCHAUSER PLOT NAME : PLOT SCALE : 1 IN:500 FT

WISDOT/CADDS SHEET 44



EXISTING TYPICAL SECTION
USH 2

STA 5493+00 - STA 5496+90



EXISTING TYPICAL SECTION
USH 2

STA 5535+05 - STA 5536+40

NOTES

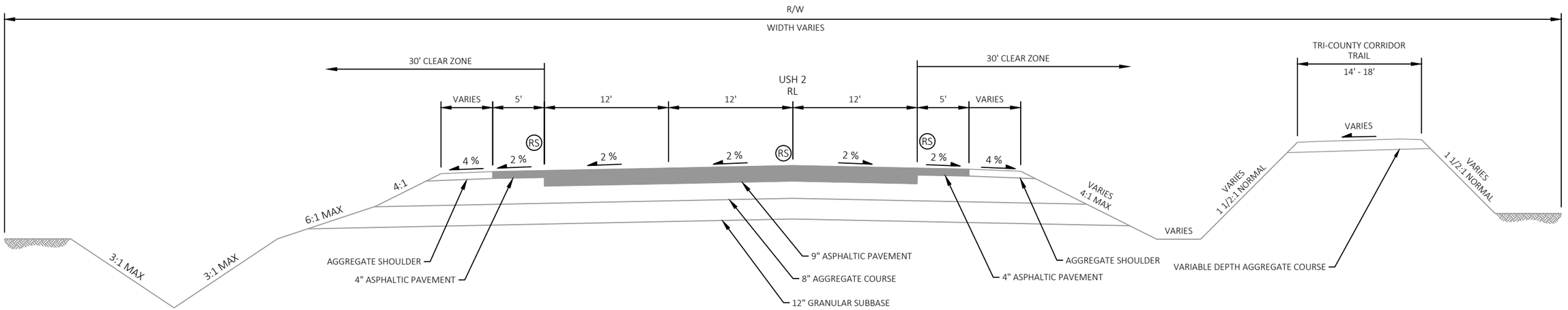
(RS) EXISTING RUMBLE STRIPS PRESENT

USH 2 FROM STA 5535+05 TO STA 5536+40 IS IN A TRANSITION SECTION FOR AN INTERSECTION APPROACH. A RANGE OF WIDTHS IS SHOWN, FIELD MATCH EXISTING PAVEMENT WIDTHS.

PROJECT NO: 1180-00-81, 1180-05-74	HWY: USH 2	COUNTY: DOUGLAS	TYPICAL SECTIONS	SHEET 4	E

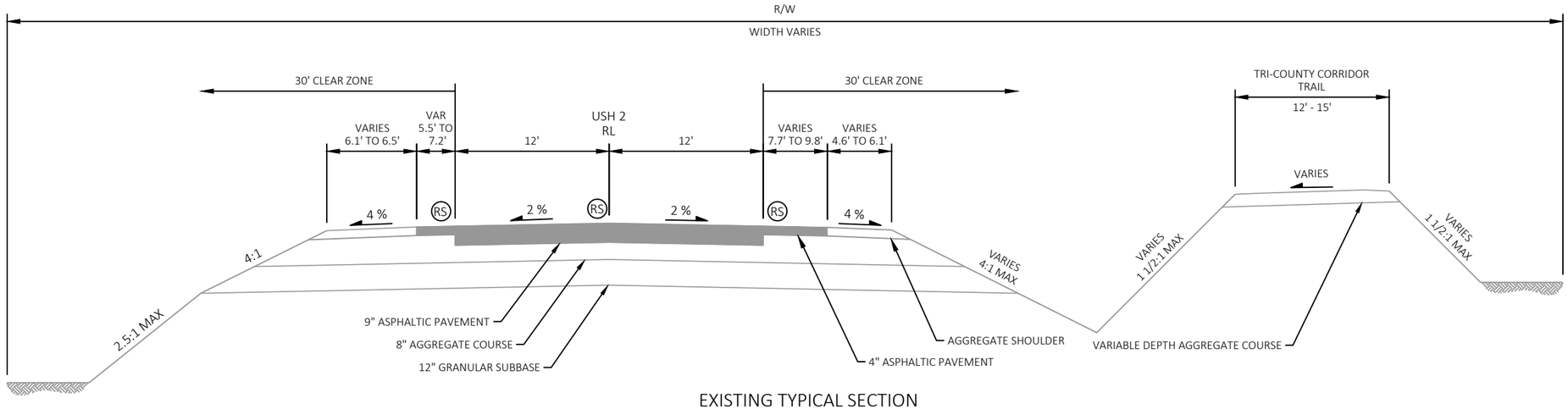
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LAYOUT NAME - 01

PLOT DATE : 4/7/2026 9:00 AM PLOT BY : PARKER TISCHAUSER PLOT NAME : PLOT SCALE : 1 IN:10 FT



EXISTING TYPICAL SECTION
USH 2

STA 5493+00 - STA 5496+90



EXISTING TYPICAL SECTION
USH 2

STA 5535+05 - STA 5536+40

NOTES

(RS) EXISTING RUMBLE STRIPS PRESENT

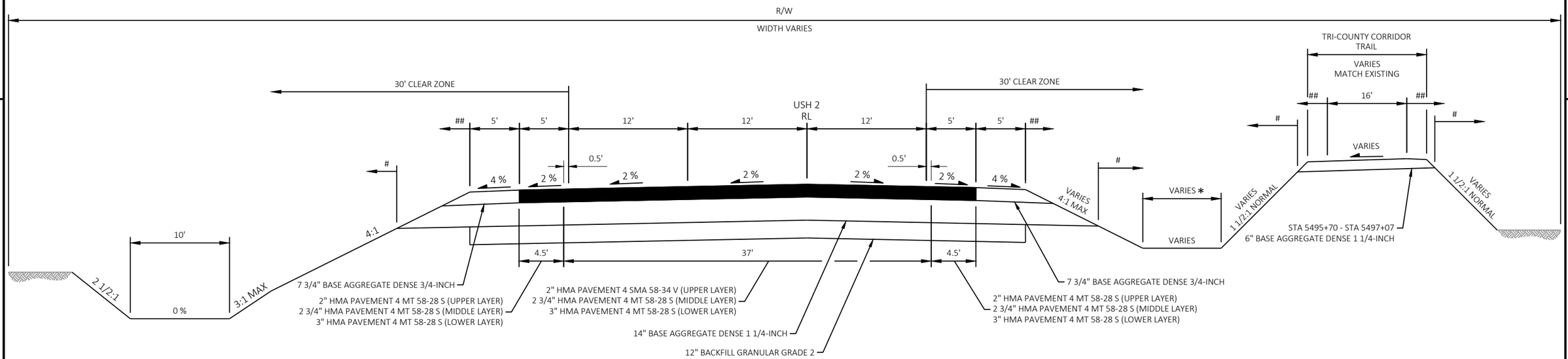
USH 2 FROM STA 5535+05 TO STA 5536+40 IS IN A TRANSITION SECTION FOR AN INTERSECTION APPROACH. A RANGE OF WIDTHS IS SHOWN, FIELD MATCH EXISTING PAVEMENT WIDTHS.

PROJECT NO: 1180-00-81, 1180-05-74	HWY: USH 2	COUNTY: DOUGLAS	TYPICAL SECTIONS	SHEET 5	E

FILE NAME : P:\53XX\5338.DP.20.USH2.DOU\CADDS\11800574\SHEETSPLAN\020301-TS.DWG
LAYOUT NAME - 01

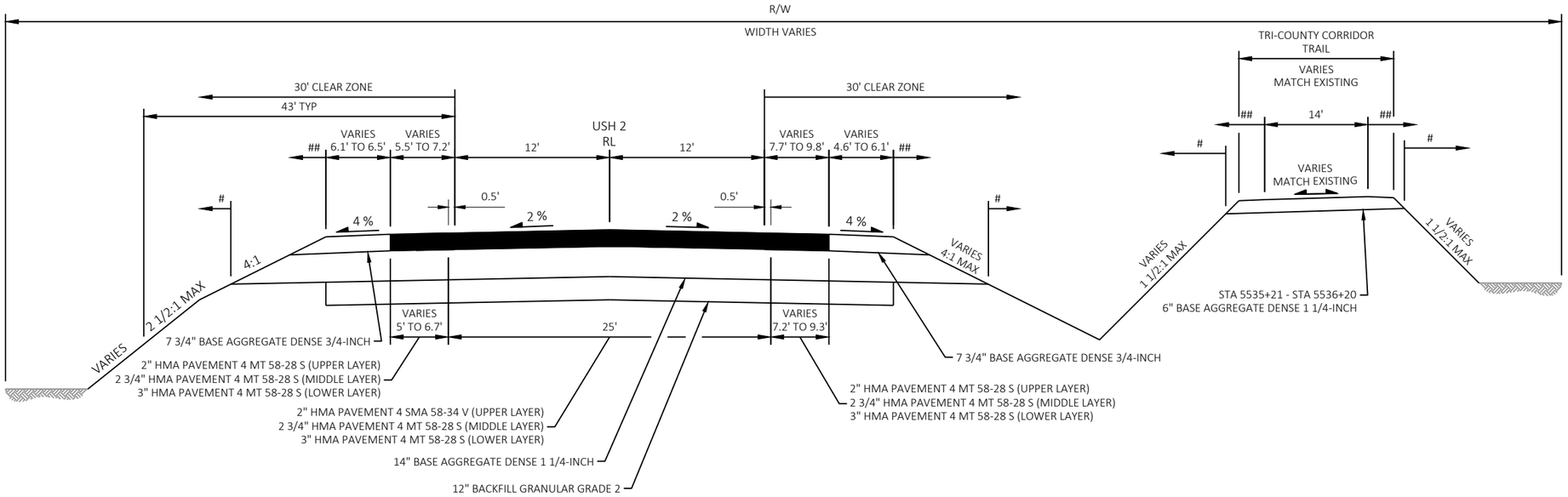
PLOT DATE : 4/20/2026 12:55 PM PLOT BY : PARKER TISCHAUSER PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 42



EXISTING TYPICAL SECTION
USH 2

STA 5493+00 - STA 5496+90



PROPOSED TYPICAL SECTION
USH 2

STA 5535+05 - STA 5536+40

NOTES

\# TOPSOIL AND EROSION MAT, SEE EROSION CONTROL PLANS FOR ADDITIONAL INFORMATION.

SEEDING AND FERTILIZER, SEE EROSION CONTROL PLANS FOR ADDITIONAL INFORMATION.

* FILL PLACED IN DITCH FROM STA 5493+00 TO STA 5456+90, RT TO IMPROVE DRAINAGE.

USH 2 FROM STA 5535+05 - STA 5536+40 IS IN A TRANSITION SECTION FOR AN INTERSECTION APPROACH. A RANGE OF WIDTHS IS SHOWN, FIELD MATCH EXISTING PAVEMENT WIDTHS.

PROJECT NO: 1180-00-81, 1180-05-74	HWY: USH 2	COUNTY: DOUGLAS	TYPICAL SECTIONS	SHEET 6	E

LEGEND

- SLOPE INTERCEPT
- RIPRAP MEDIUM (SEE CONSTRUCTION DETAILS)
- RIPRAP HEAVY (SEE CONSTRUCTION DETAILS)
- LIVING SNOW FENCE (SEE CONSTRUCTION DETAILS)

NOTES

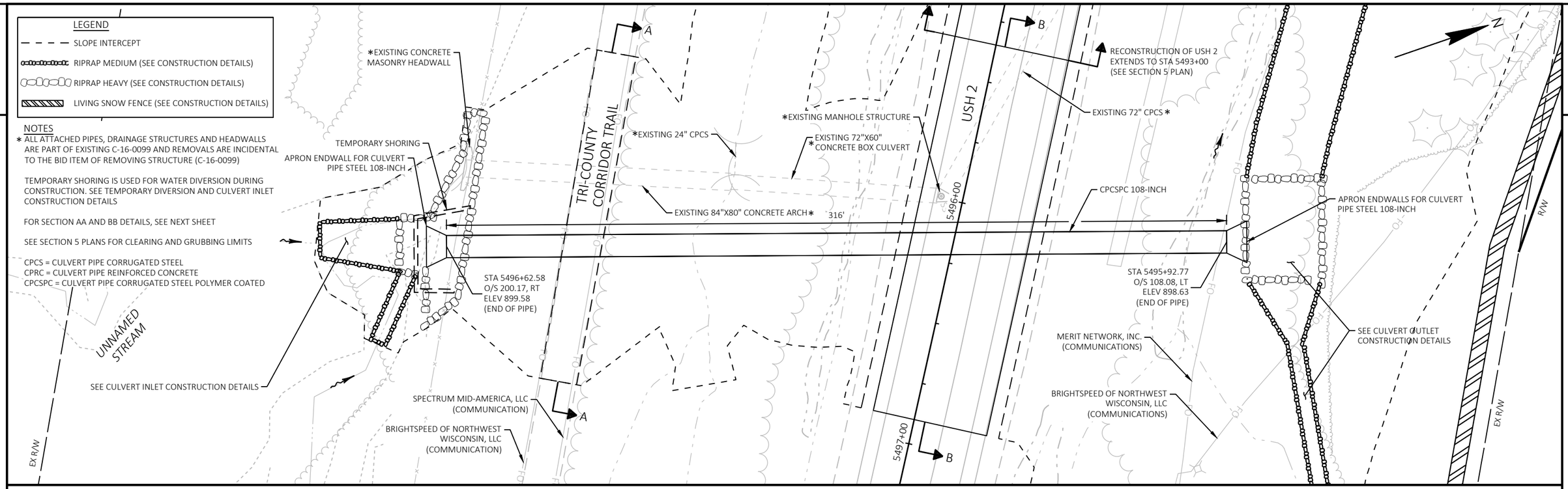
* ALL ATTACHED PIPES, DRAINAGE STRUCTURES AND HEADWALLS ARE PART OF EXISTING C-16-0099 AND REMOVALS ARE INCIDENTAL TO THE BID ITEM OF REMOVING STRUCTURE (C-16-0099)

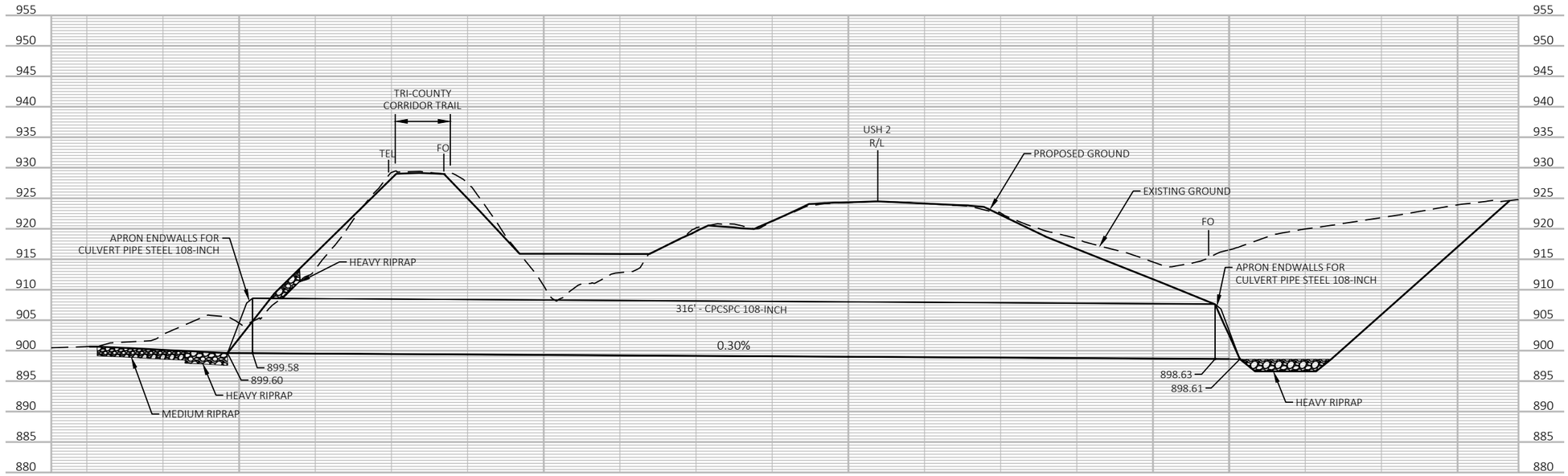
TEMPORARY SHORING IS USED FOR WATER DIVERSION DURING CONSTRUCTION. SEE TEMPORARY DIVERSION AND CULVERT INLET CONSTRUCTION DETAILS

FOR SECTION AA AND BB DETAILS, SEE NEXT SHEET

SEE SECTION 5 PLANS FOR CLEARING AND GRUBBING LIMITS

CPCS = CULVERT PIPE CORRUGATED STEEL
CPRC = CULVERT PIPE REINFORCED CONCRETE
CPCSPC = CULVERT PIPE CORRUGATED STEEL POLYMER COATED



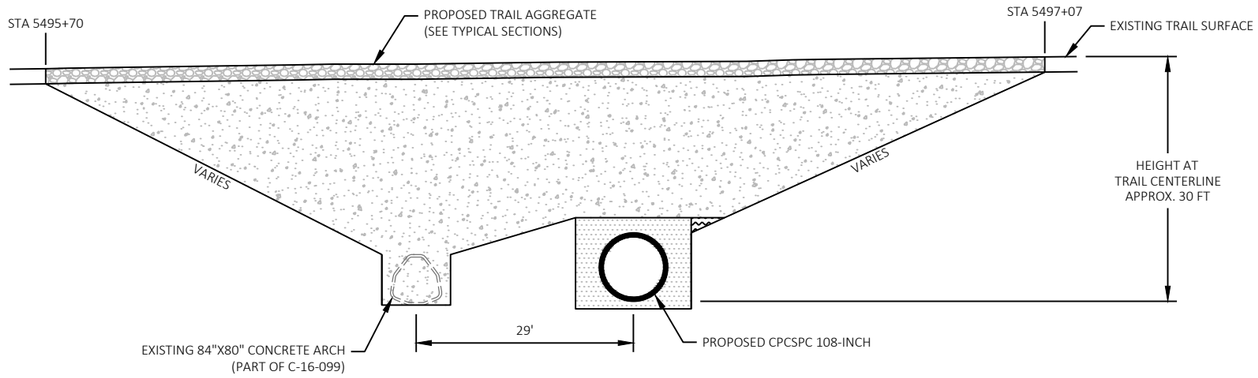


CULVERT PIPE PROFILE

PROJECT NO: 1180-00-81	HWY: USH 2	COUNTY: DOUGLAS	CONSTRUCTION DETAILS	SHEET 7	E

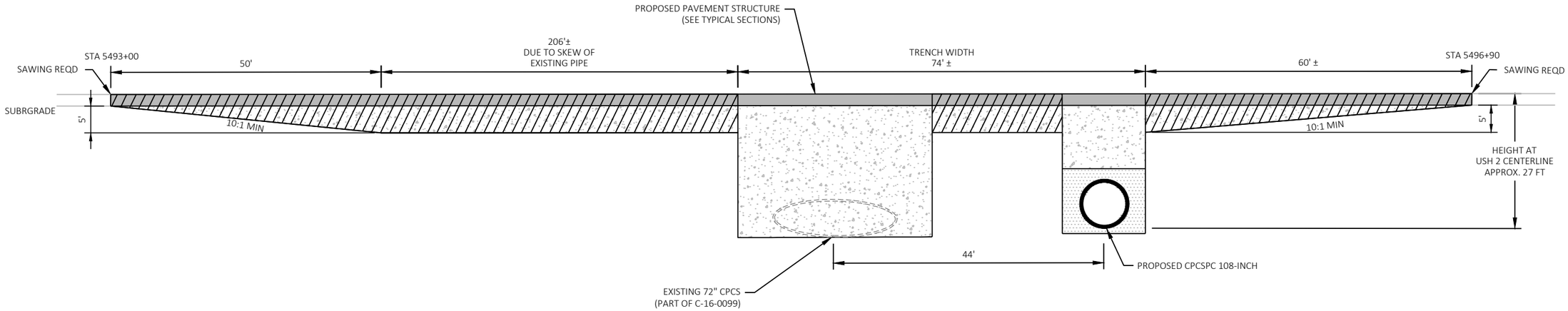
LEGEND

- TRENCH BACKFILL
- TRENCH OR FOUNDATION BACKFILL
- FOUNDATION BACKFILL
- TRANSITION CUT



TYPICAL TRAIL CUT SECTION DETAIL

SECTION A-A



TYPICAL USH 2 CUT SECTION DETAIL

SECTION B-B

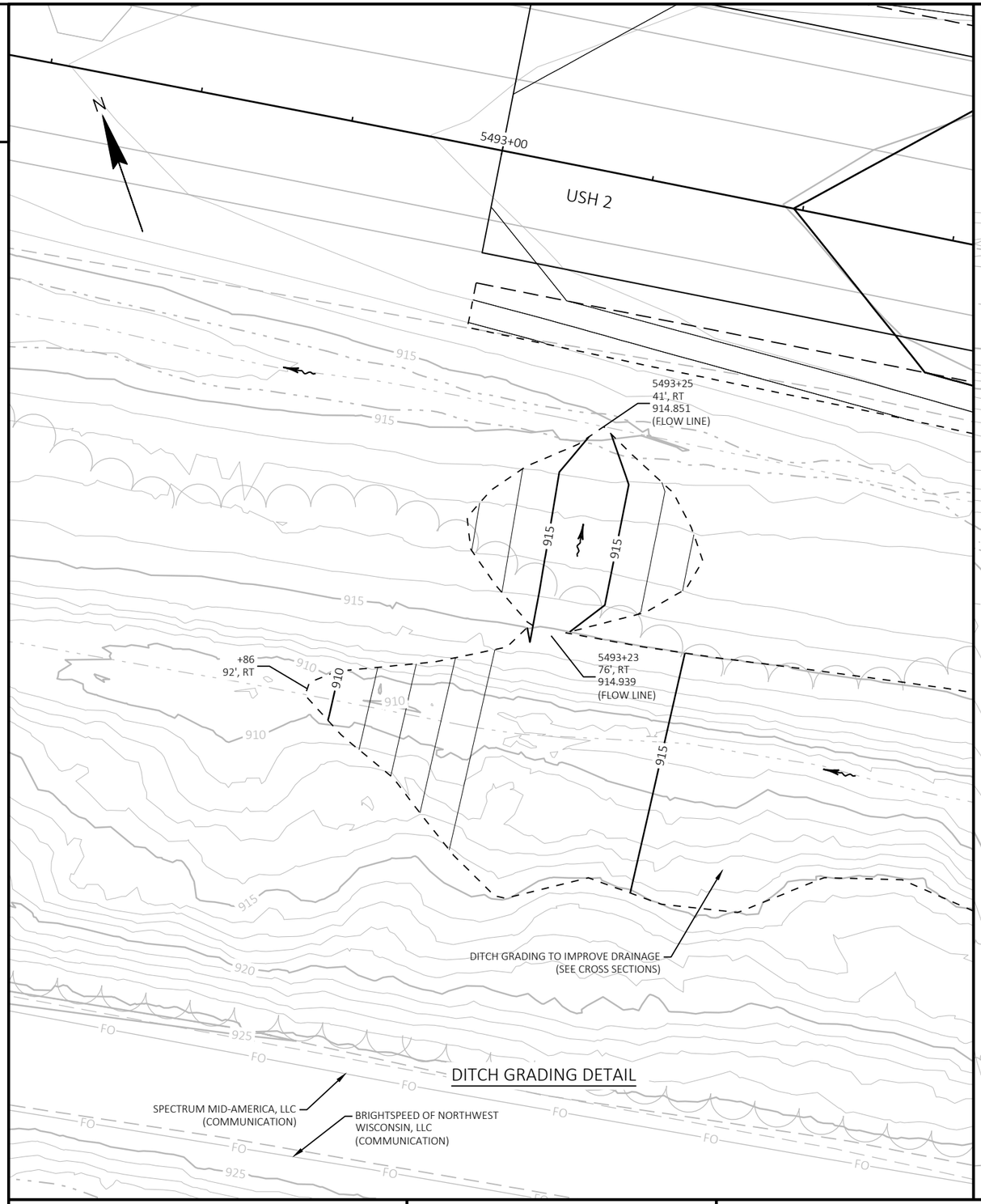
NOTES

TRANSITION CUT IS PAID AS EXCAVATION COMMON

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

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

FOR LOCATION OF SECTION AA AND BB DETAILS, SEE PREVIOUS SHEET



DITCH GRADING DETAIL

LEGEND

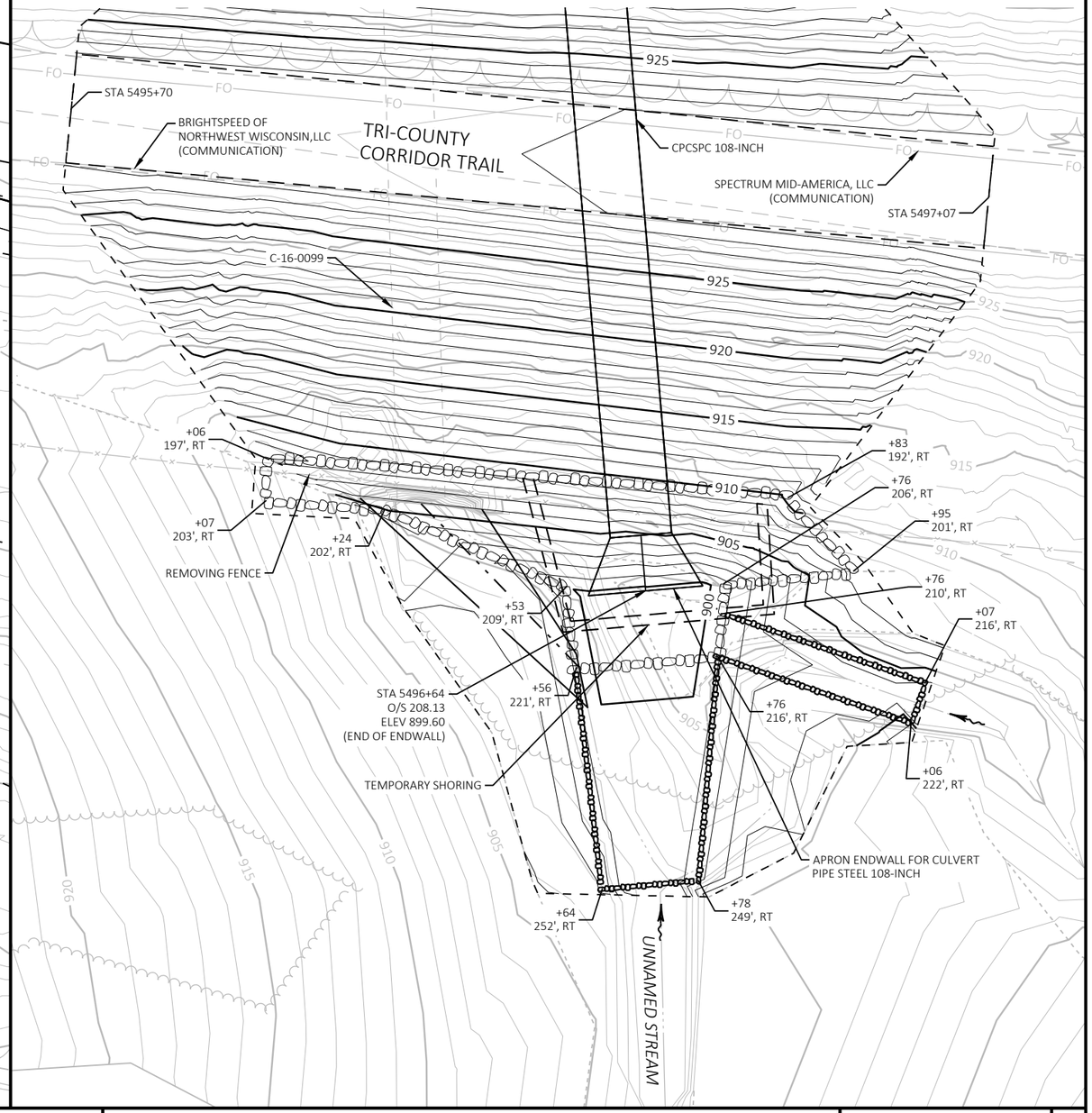
- SLOPE INTERCEPT
- RIPRAP MEDIUM (SEE CONSTRUCTION DETAILS)
- RIPRAP HEAVY (SEE CONSTRUCTION DETAILS)

CULVERT INLET DETAIL

NOTES

ALL STATION / OFFSET CALLOUTS ARE FROM THE USH 2 REFERENCE LINE.

TEMPORARY SHORING IS USED FOR WATER DIVERSION DURING CONSTRUCTION. SEE TEMPORARY DIVERSION CONSTRUCTION DETAIL AND EROSION CONTROL PLANS.



PROJECT NO: 1180-00-81	HWY: USH 2	COUNTY: DOUGLAS	CONSTRUCTION DETAILS	SHEET 9	E

2

LEGEND

- SLOPE INTERCEPT
- RIPRAP MEDIUM (SEE CONSTRUCTION DETAILS)
- RIPRAP HEAVY (SEE CONSTRUCTION DETAILS)

NOTES

ALL STATION / OFFSET CALLOUTS ARE FROM THE USH 2 REFERENCE LINE.

FOR SECTION AA,BB,CC, AND DD DETAILS, SEE NEXT SHEET.

SEE EROSION CONTROL PLANS FOR RIPRAP LAYOUT POINTS ON THE REST OF THE OUTLET DITCH

APRON ENDWALL FOR CULVERT PIPE STEEL 108-INCH

STA 5495+91
O/S 116.05', LT
ELEV 898.61
(END OF ENDWALL)

+45
140', LT

+60
140', LT

+99
149', LT

+25
147', LT

+27
141', LT

+16
184', LT

+18
179', LT

+44
110', LT

+67
111', LT

+06
119', LT

+75
52', LT

ACCESS FOR LIVING SNOW FENCE CLEARING AND GRUBBING MAY BE REQUIRED BEYOND THE LIMITS OF PROPOSED GRADING

MERIT NETWORK, INC (COMMUNICATION)

BRIGHTSPEED OF NORTHWEST WISCONSIN,LLC (COMMUNICATION)

UNNAMED STREAM

USH 2

CPCS 108-INCH

5496+00

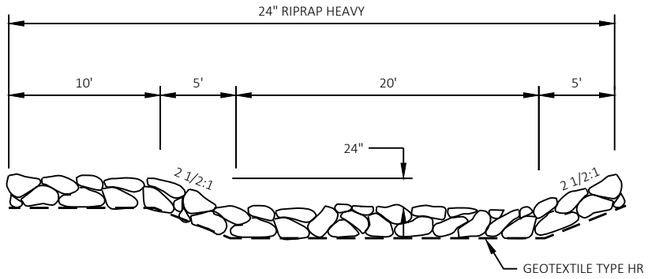
CULVERT OUTLET DETAIL

PROJECT NO: 1180-00-81	HWY: USH 2	COUNTY: DOUGLAS	CONSTRUCTION DETAILS	SHEET 10	E

FILE NAME : P:\53XX\5338.DP.20.USH2.DOU\CADDS\11800574\SHEETSPLAN\021002-CD.DWG
LAYOUT NAME - 02

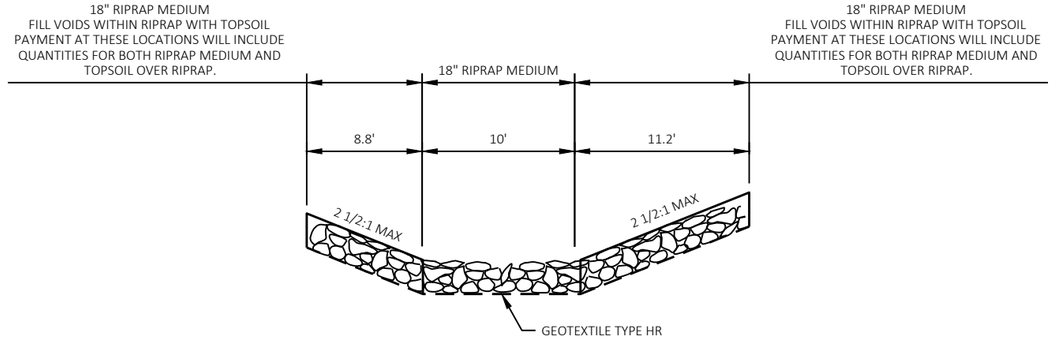
PLOT DATE : 4/20/2026 11:22 AM PLOT BY : PARKER TISCHAUSER PLOT NAME : PLOT SCALE : 1 IN:20FT

WISDOT/CADDS SHEET 44



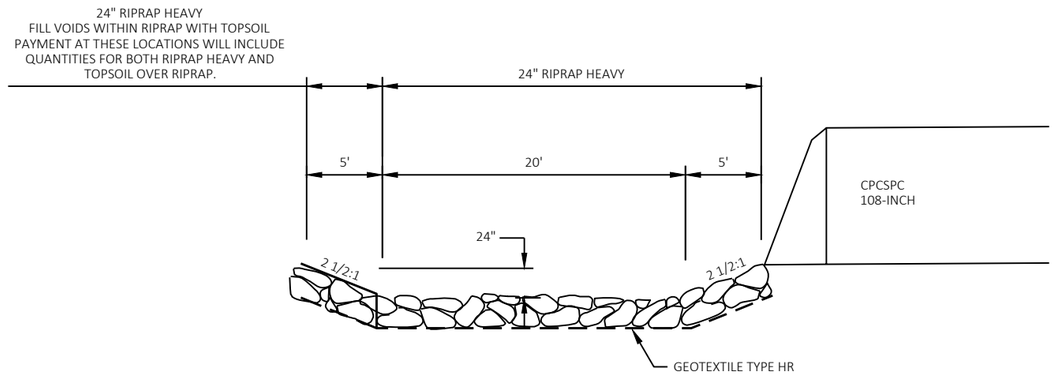
TYPICAL RIPRAP SECTION AT CULVERT OUTLET DETAIL

SECTION A-A



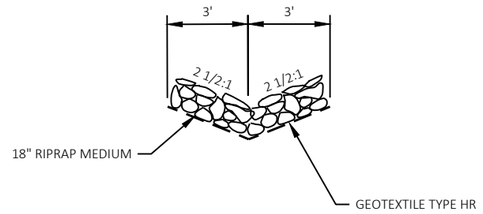
TYPICAL RIPRAP SECTION ALONG OUTLET DITCH DETAIL

SECTION C-C



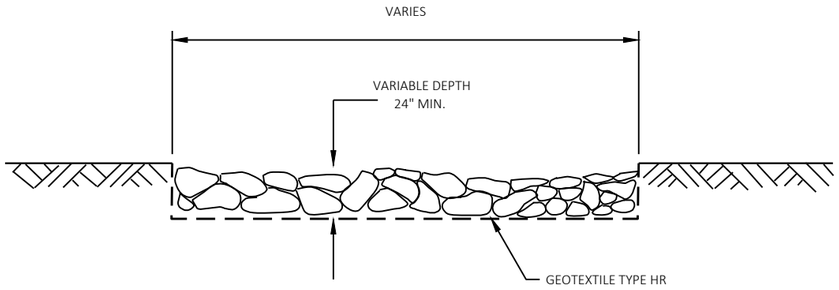
TYPICAL RIPRAP SECTION AT CULVERT OUTLET DETAIL

SECTION B-B



TYPICAL RIPRAP SECTION ALONG INTERCEPTOR INLET DITCH DETAIL

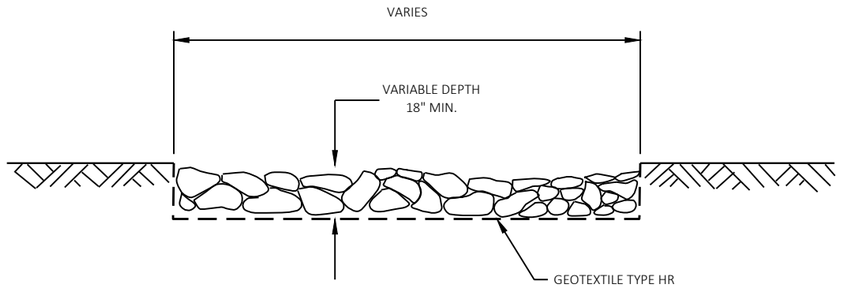
SECTION D-D



SECTION VIEW

TYPICAL RIPRAP HEAVY SECTION AT CULVERT INLET DETAIL

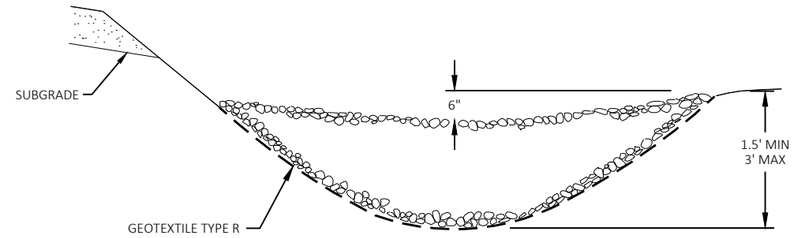
STA 5496+64, RT



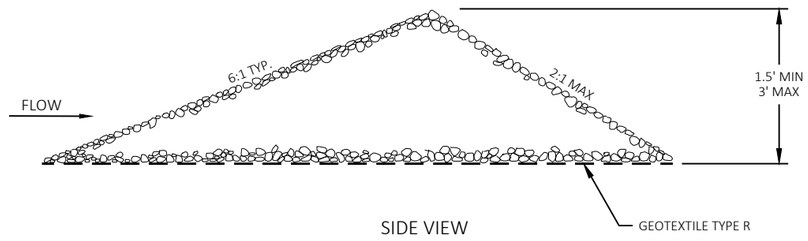
SECTION VIEW

TYPICAL RIPRAP MEDIUM SECTION AT CULVERT INLET DETAIL

STA 5496+64, RT

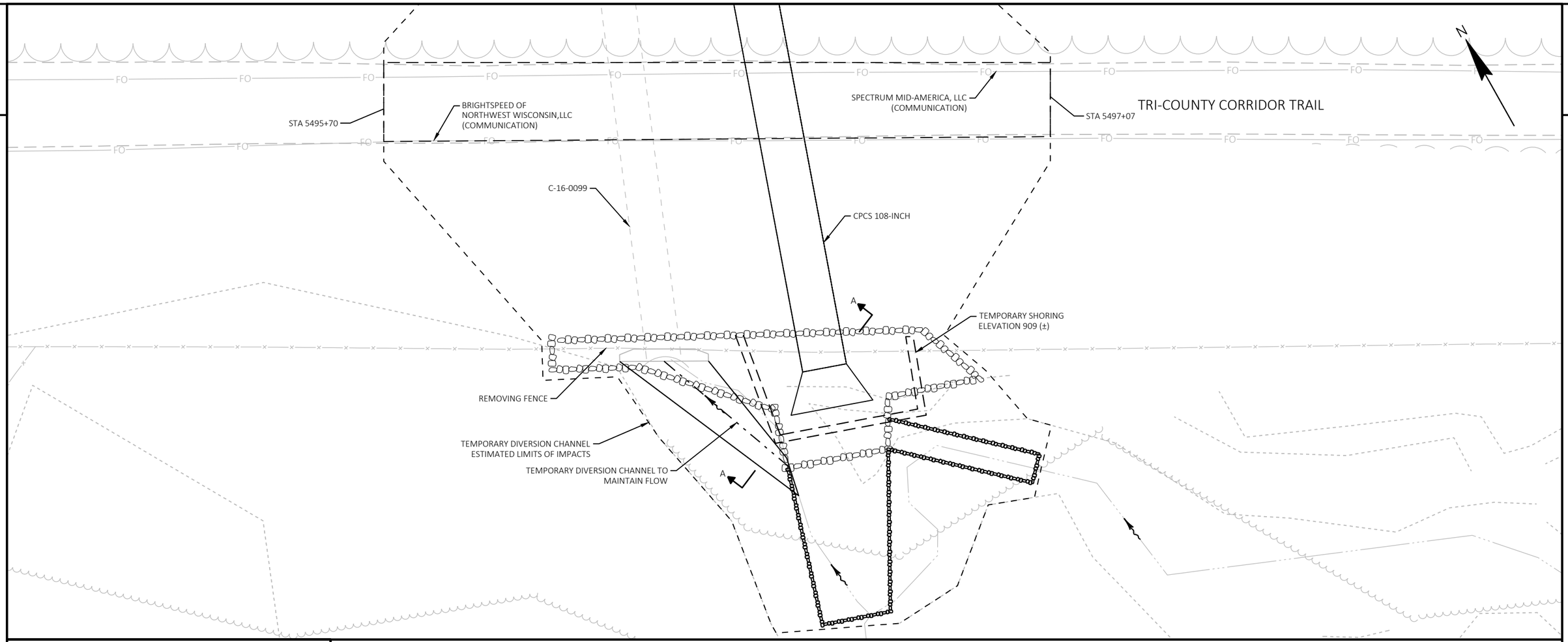


CROSS SECTIONAL VIEW



SIDE VIEW

STONE DITCH CHECKS DETAIL



2

LEGEND

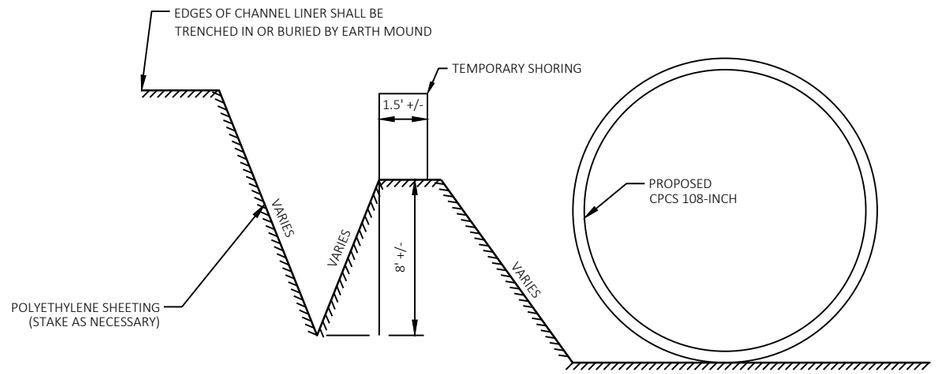
- - - - - - SLOPE INTERCEPT

TEMPORARY DIVERSION CHANNEL SHOULD BE CAPABLE OF CARRYING THE Q5(MIN) FLOW, WITH A FREEBOARD OF 6-INCHES (MIN) DURING THE CONSTRUCTION PERIOD. TEMPORARY SHORING IS SHOWN UP TO THE Q100 ELEVATION.

WORK FOR TEMPORARY DIVERSION CHANNEL AND ANY ADDITIONAL TEMPORARY IMPERMEABLE BARRIER MEASURES (SAND BAGS, ETC.) USED AT THE CULVERT OR OTHER DIVERSION TECHNIQUES IMPLEMENTED WILL BE PAID UNDER THE FOLLOWING BID ITEMS:
-POLYETHYLENE SHEETING
-TEMPORARY SHORING
-ROCK BAGS

SEE EROSION CONTROL PLANS FOR ADDITIONAL INFORMATION.

FLOW DATA
Q2 = 110 CFS
Q5 = 165 CFS
Q100 = 448 CFS
Q2 ELEVATION = 902 ±
Q5 ELEVATION = 903 ±
Q100 ELEVATION = 909 ±

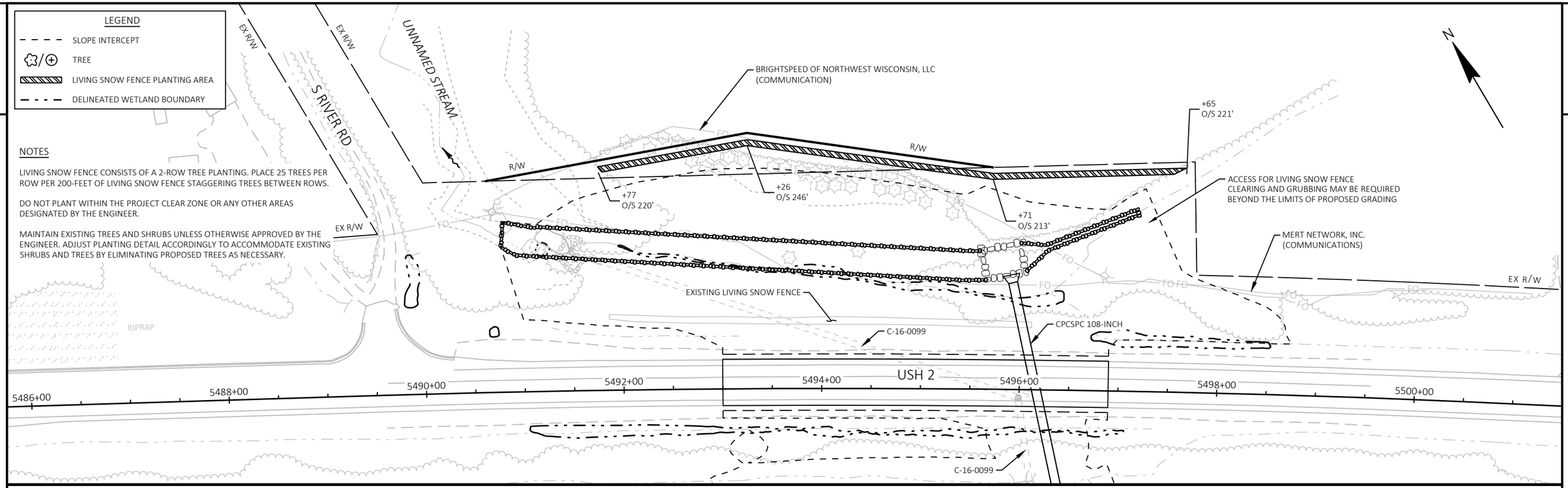


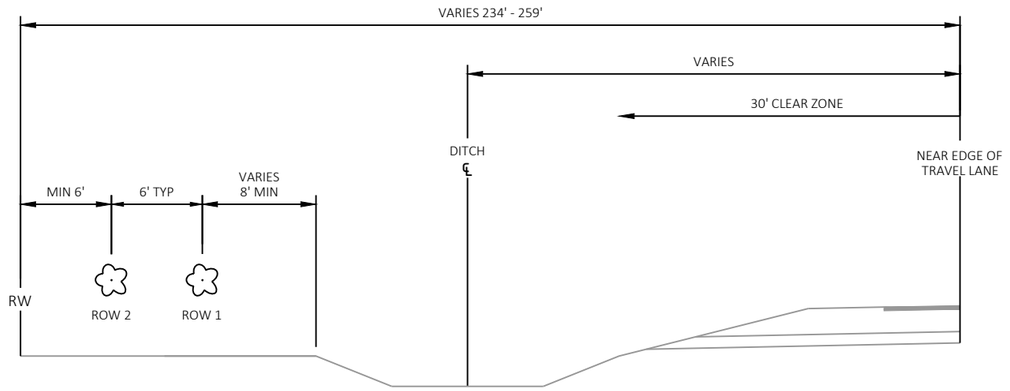
SECTION A-A

TEMPORARY DIVERSION DETAIL

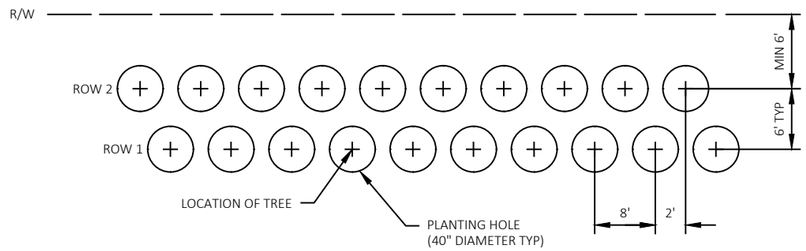
5496+56, 221' RT

PROJECT NO:1180-00-81	HWY: USH 2	COUNTY: DOUGLAS	CONSTRUCTION DETAILS	SHEET 13	E





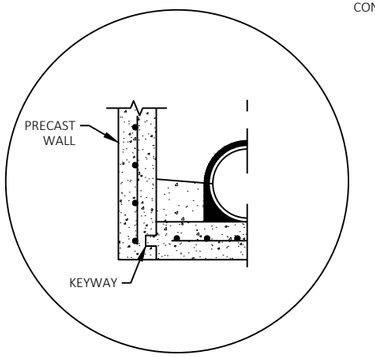
SNOWDRIFT CONTROL SECTION, TYPICAL
STA 5491+77 - STA 5497+65



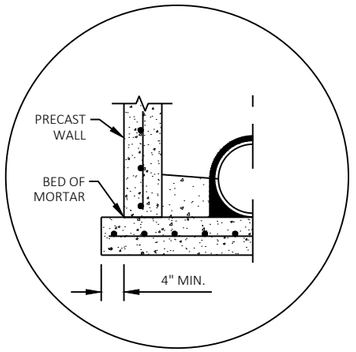
SNOWDRIFT CONTROL PLANTING DETAIL, PLAN
STA 5491+77 - STA 5497+65

ROW NO.	SYM.	COMMON NAME	SCIENTIFIC NAME	TYPE	AVE. MATURE HEIGHT	SIZE (HT) WHEN PLANTED	ROOT ZONE MODE	MINIMUM SIZE				BRACE OR GUY	FERT. UNITS REQ'D.	RODENT PROTCT REQ'D.	MULCH RING DIAM.
								BALL		PLANT HOLE					
								DIAM.	DEPTH	DIAM.	DEPTH				
1	CD	DOUGLAS FIR, COMMON	PSEUDOTSUGA MENZIESII	4E	75'	48"	BALLED AND BURLAPPED	16"	10"	40"	10"	NO	3	NO	52"
2	WS	SPRUCE, WHITE	PICEA GLAUCA	4E	50'	48"	BALLED AND BURLAPPED	16"	10"	40"	10"	NO	3	NO	52"

PROJECT NO: 1180-00-81	HWY: USH 2	COUNTY: DOUGLAS	CONSTRUCTION DETAILS - LIVING SNOW FENCE	SHEET 14	E

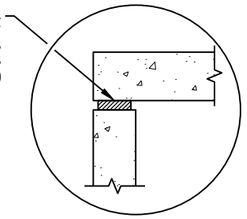


PRECAST REINFORCED CONCRETE WITH INTEGRAL BASE OPTIONS

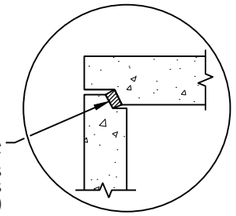


SEPARATE PRECAST REINFORCED CONCRETE BASE OPTIONS

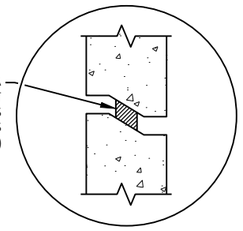
DETAIL "A"



TOP WITH PLAIN END JOINT

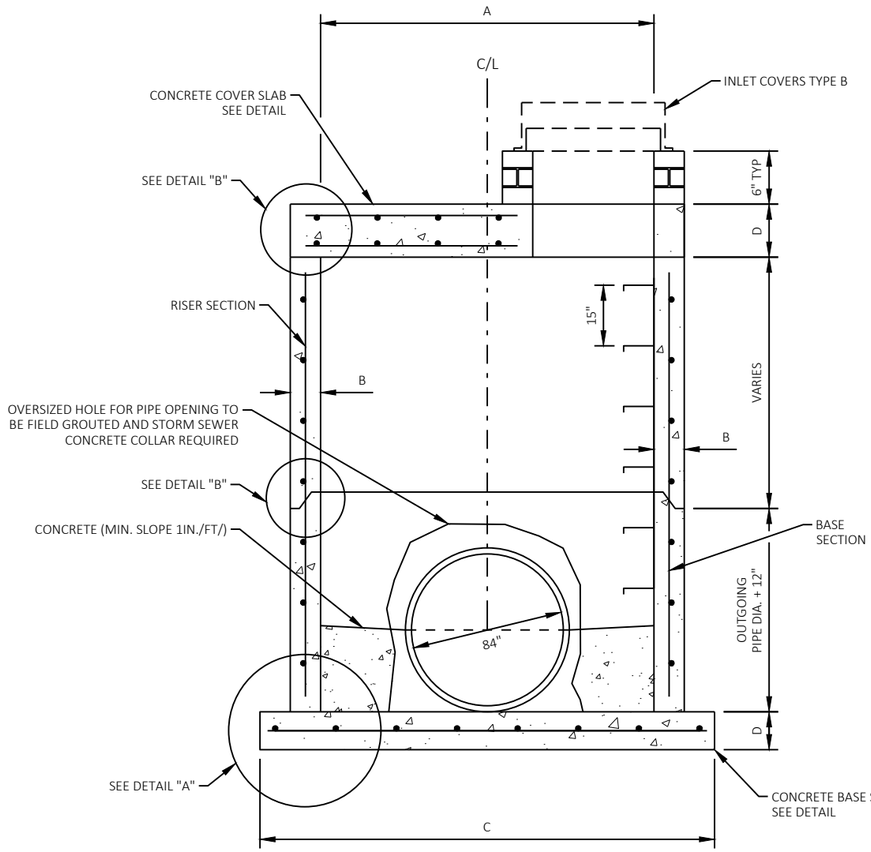


TOP WITH TONGUE AND GROOVE JOINT



RISER WITH TONGUE AND GROOVE JOINT

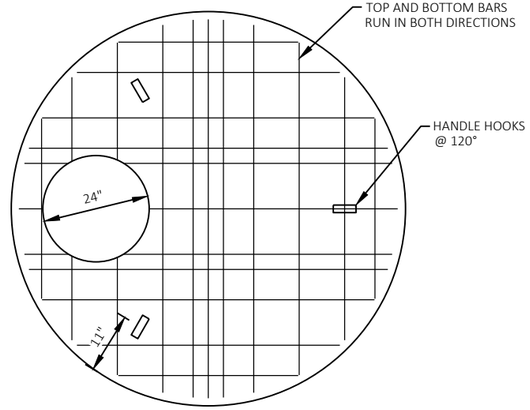
DETAIL "B"

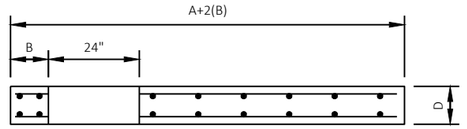


	A	B	C	D
MANHOLE 12-FT DIAMETER	144"	12"	176"	12"

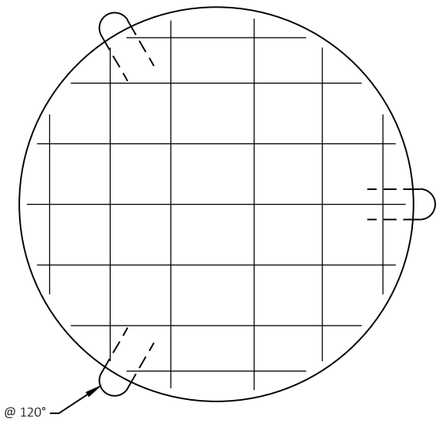
MANHOLE 12-FT DIAMETER

STA 5535+64.81, 40.39' RT





CONCRETE COVER SLAB





CONCRETE BASE SLAB

NOTES

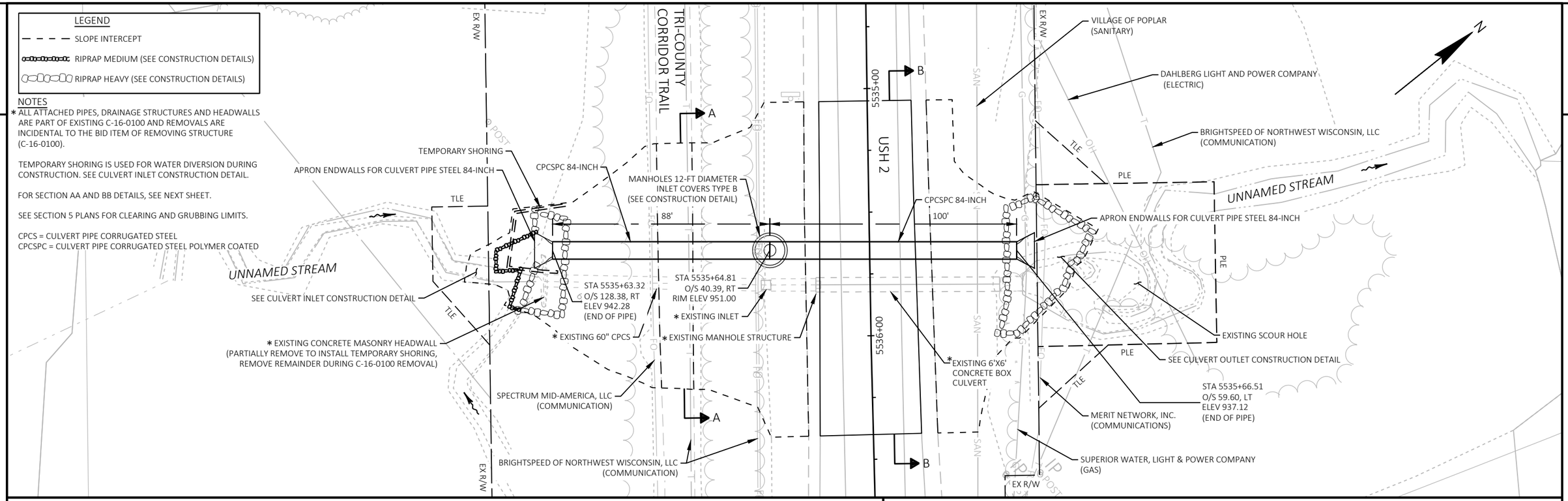
REINFORCING COMPLIES WITH ASTM C-478.

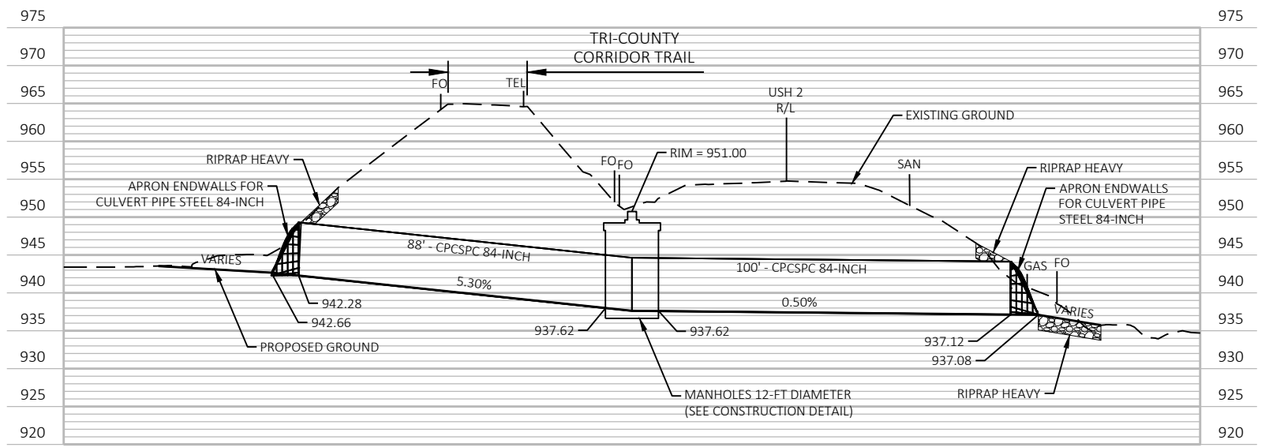
STEPS PLACED AT 15". STEPS COMPLY WITH ASTM C-478.

RISER AND SLABS DESIGN FOR HS20 LOADING.

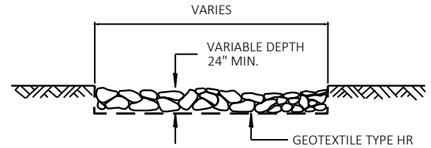
STAKING POINT IS AT THE CENTER OF THE STRUCTURE.

FOR ADDITIONAL INFORMATION SEE SDD "MANHOLES, 3-FT, 4-FT, 5-FT, 6-FT, 7-FT, 8-FT, 9-FT, AND 10-FT DIAMETER."





CULVERT PIPE PROFILE



SECTION VIEW

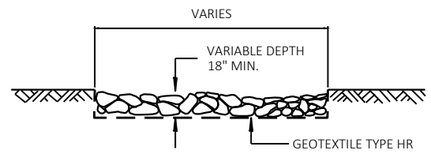
NOTES

AT OUTLET END, FILL IN SCOUR AREA WITH VARIABLE DEPTH RIPRAP HEAVY. QUANTITY PROVIDED IN MISCELLANEOUS QUANTITIES IS ESTIMATED TO FILL THE VOLUME OF THE SCOUR HOLE BASED ON 2021 SURVEY CONDITIONS.

SEE CONSTRUCTION DETAILS FOR ADDITIONAL RIPRAP LAYOUT INFORMATION.

RIPRAP HEAVY DETAIL

STA 5535+65, LT & RT



SECTION VIEW

NOTES

AT INLET END, LINE CHANNEL REALIGNMENT AREAS WITH VARIABLE DEPTH RIPRAP MEDIUM. QUANTITY PROVIDED IN MISCELLANEOUS QUANTITIES.

SEE CONSTRUCTION DETAILS FOR ADDITIONAL RIPRAP LAYOUT INFORMATION.

RIPRAP MEDIUM DETAIL

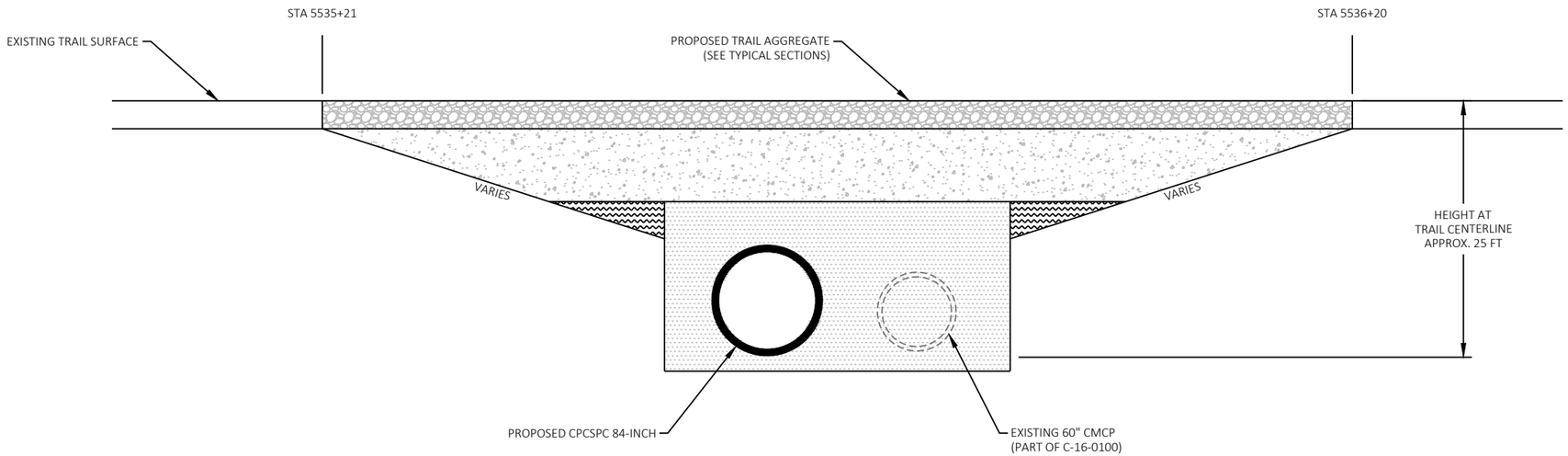
STA 5535+63, RT

PROJECT NO: 1180-05-74	HWY: USH 2	COUNTY: DOUGLAS	CONSTRUCTION DETAILS	SHEET 16	E

2

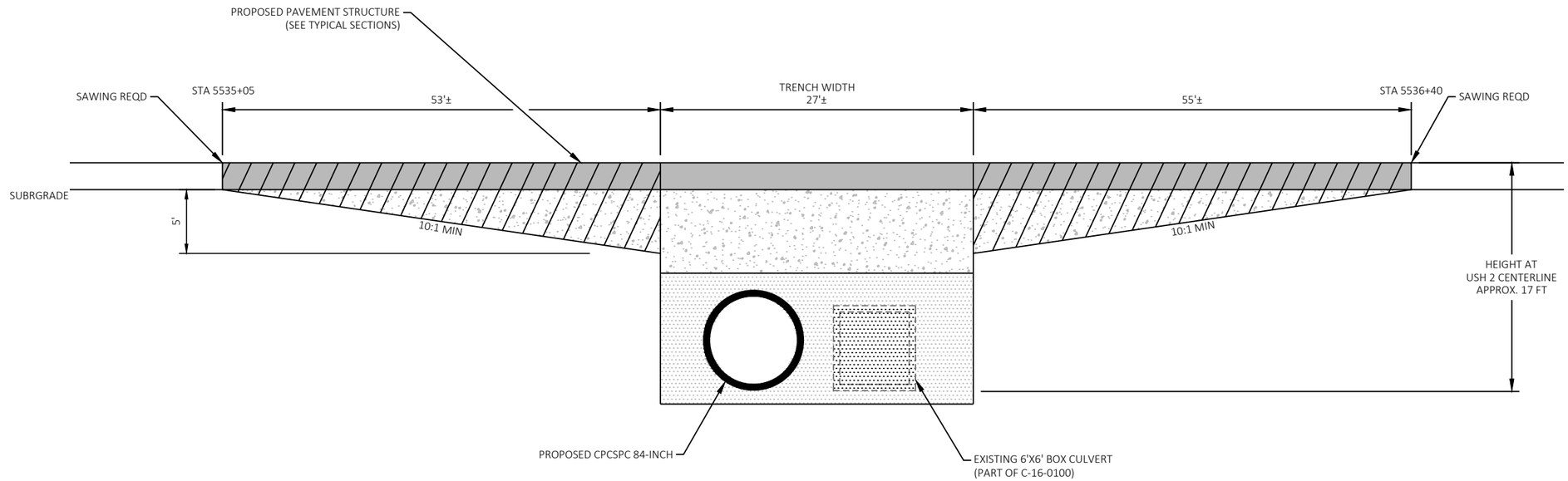
LEGEND

- TRENCH BACKFILL
- TRENCH OR FOUNDATION BACKFILL
- FOUNDATION BACKFILL
- TRANSITION CUT



TYPICAL TRAIL CUT SECTION DETAIL

SECTION A-A



TYPICAL USH 2 CUT SECTION DETAIL

SECTION B-B

NOTES

TRANSITION CUT IS PAID AS EXCAVATION COMMON

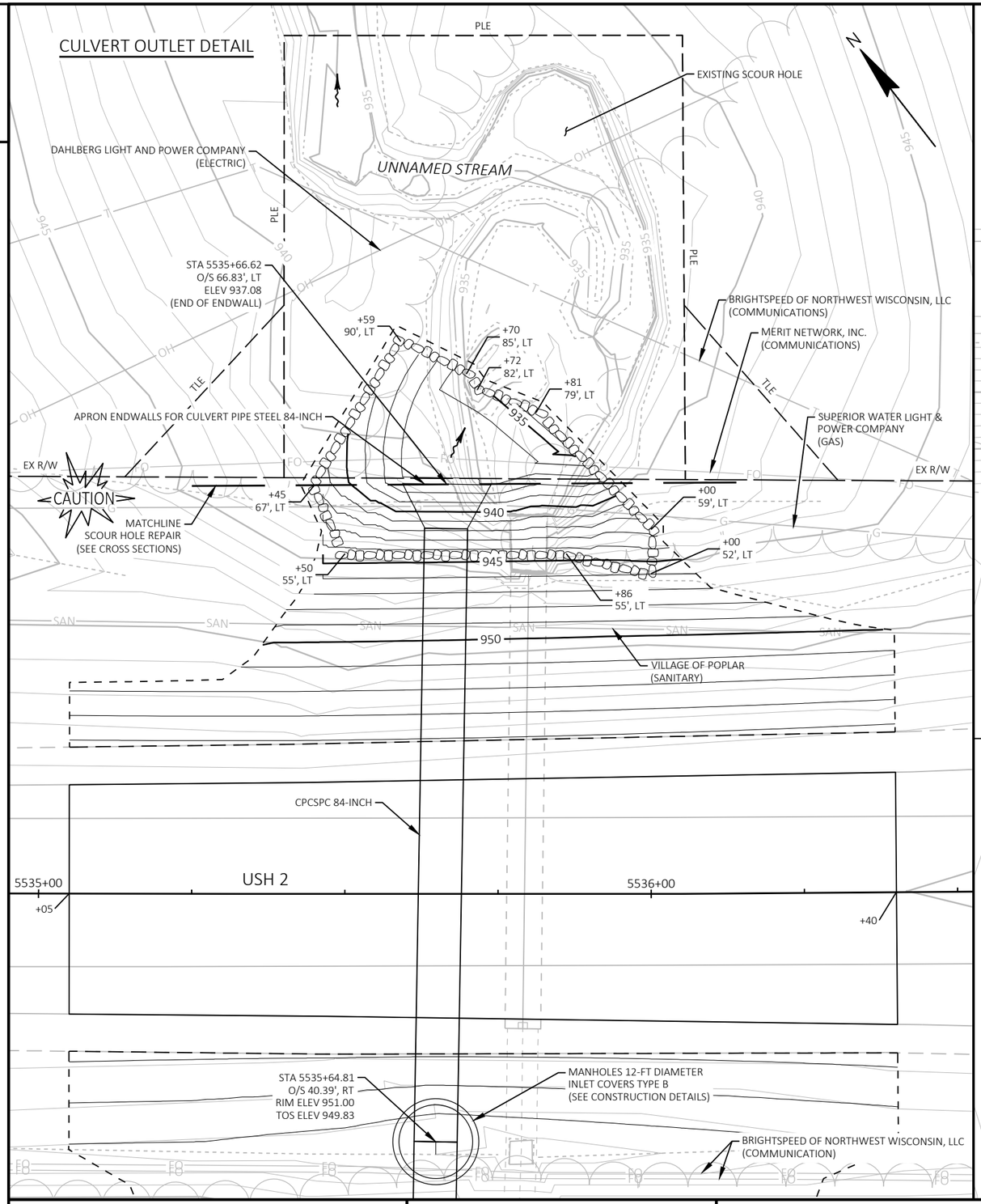
TRANSITION CUT WIDTH IS FROM SUBGRADE SHOULDER POINT TO SUBGRADE SHOULDER POINT

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

FOR LOCATION OF SECTION AA AND BB DETAILS, SEE PREVIOUS SHEET

2

CULVERT OUTLET DETAIL



NOTES

ALL STATION / OFFSET CALLOUTS ARE FROM THE USH 2 REFERENCE LINE.

TEMPORARY SHORING IS USED FOR WATER DIVERSION DURING CONSTRUCTION.

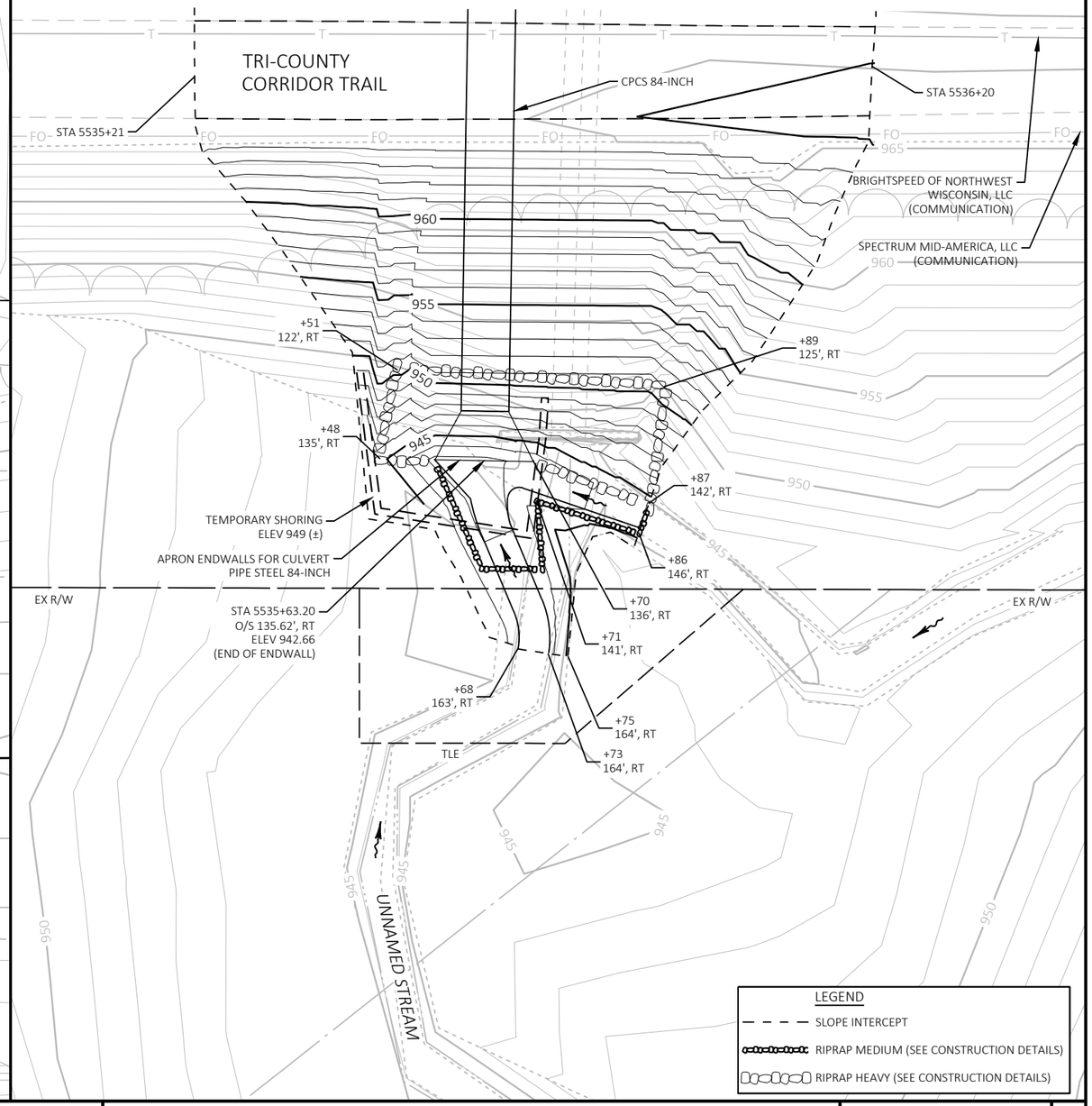
REMOVE A PORTION OF THE EXISTING HEADWALL PRIOR TO INSTALLATION OF TEMPORARY SHORING.

WORK FOR TEMPORARY DIVERSION CHANNEL AND ANY ADDITIONAL TEMPORARY IMPERMEABLE BARRIER MEASURES (SAND BAGS, ETC.) USED AT THE CULVERT OR OTHER DIVERSION TECHNIQUES IMPLEMENTED WILL BE PAID UNDER THE FOLLOWING BID ITEMS:
-POLYETHYLENE SHEETING
-TEMPORARY SHORING
-ROCK BAGS

SEE EROSION CONTROL PLANS FOR ADDITIONAL INFORMATION.

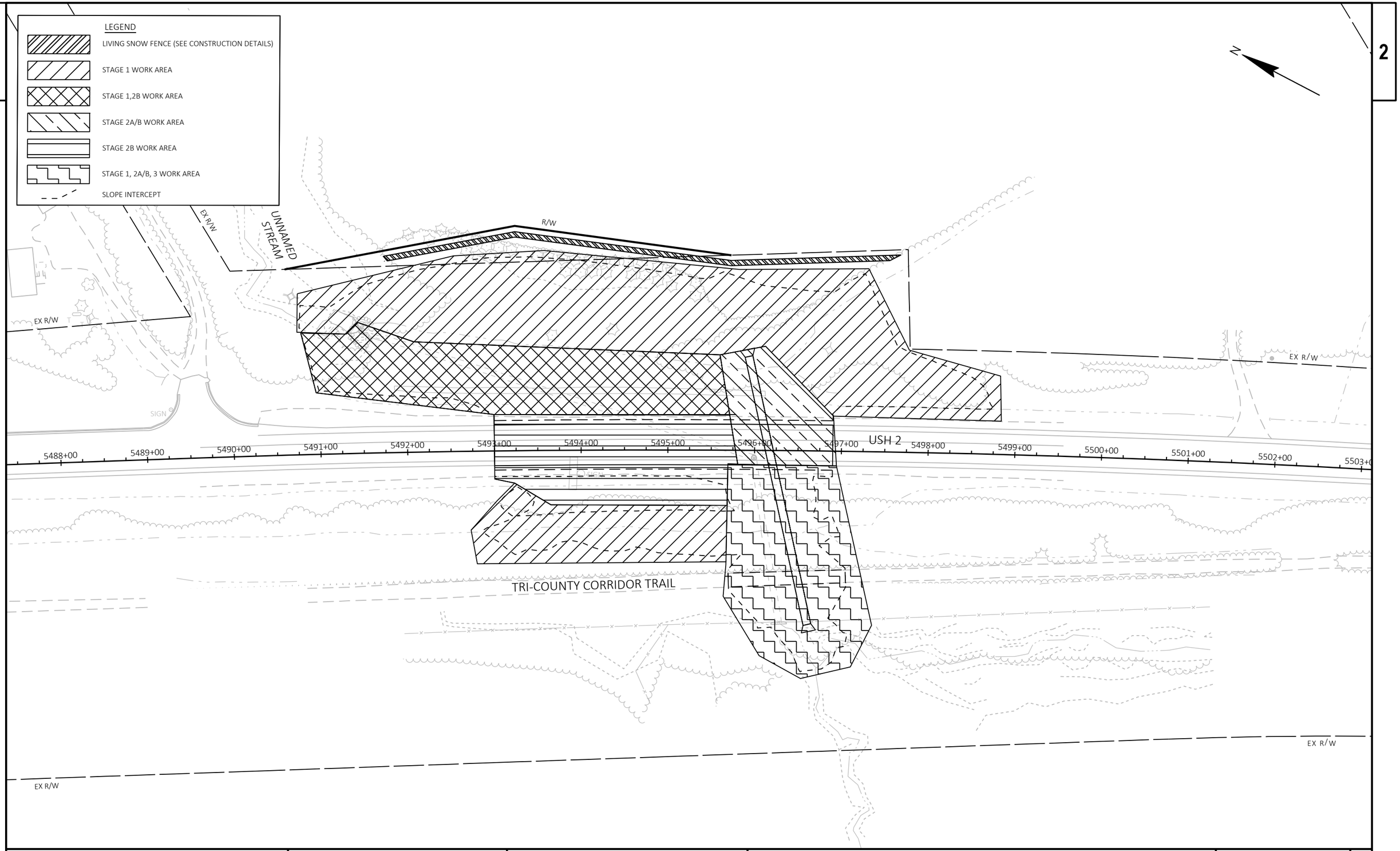
CULVERT INLET DETAIL

FLOW DATA
Q2 = 70 CFS
Q100 = 310 CFS
Q2 ELEVATION = 946 ±
Q100 ELEVATION = 955±



PROJECT NO: 1180-05-74	HWY: USH 2	COUNTY: DOUGLAS	CONSTRUCTION DETAILS	SHEET 18	E

FILE NAME : P:\53XX\5338.DP.20.USH2.DOU\CADDS\11800574\SHEETSPLAN\021007-CD.DWG
LAYOUT NAME - 01
PLOT DATE : 7/27/2026 4:22 PM
PLOT BY : PARKER TISCHAUSER
PLOT NAME :
PLOT SCALE : 1 IN:20 FT



PROJECT NO: 1180-00-81	HWY: USH 2	COUNTY: DOUGLAS	EROSION CONTROL: OVERVIEW	SHEET 19	E

FILE NAME : P:\53XX\5338.DP.20.USH2.DOU\CADDS\11800574\SHEETSPLAN\022001-EC.DWG
LAYOUT NAME - 01

PLOT DATE : 4/21/2026 11:12 AM PLOT BY : PARKER TISCHAUSER PLOT NAME : PLOT SCALE : 1 IN:100 FT

2

LEGEND

STAGE 2A/B WORK AREA

STAGE 1, 2A/B, 3 WORK AREA

SLOPE INTERCEPT

UNNAMED STREAM

PLE

TLE

TLE

TLE

TLE

EX R/W

EX R/W

EX R/W

EX R/W

5532+00

5533+00

5534+00

USH 2

5535+00

5536+00

5537+00

5538+00

5539+00

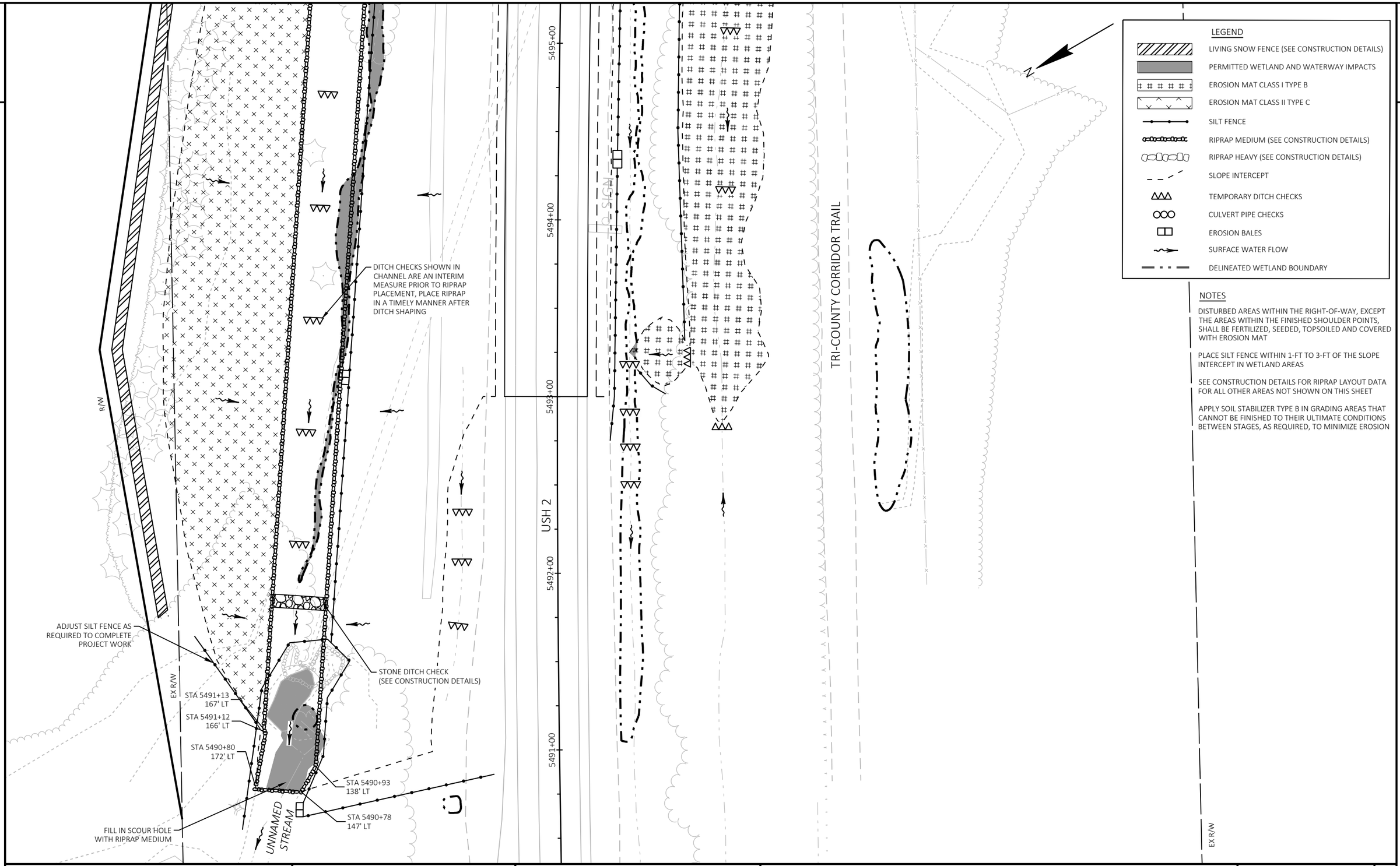
TRI-COUNTY CORRIDOR TRAIL

PROJECT NO: 1180-05-74	HWY: USH 2	COUNTY: DOUGLAS	EROSION CONTROL: OVERVIEW	SHEET 20	E

FILE NAME : P:\53XX\5338.DP.20.USH2.DOU\CADDS\11800574\SHEETSPLAN\022001-EC.DWG
LAYOUT NAME - 02

PLOT DATE : 4/21/2026 11:12 AM PLOT BY : PARKER TISCHAUSER PLOT NAME : PLOT SCALE : 1 IN:50 FT

2



LEGEND

- LIVING SNOW FENCE (SEE CONSTRUCTION DETAILS)
- PERMITTED WETLAND AND WATERWAY IMPACTS
- EROSION MAT CLASS I TYPE B
- EROSION MAT CLASS II TYPE C
- SILT FENCE
- RIPRAP MEDIUM (SEE CONSTRUCTION DETAILS)
- RIPRAP HEAVY (SEE CONSTRUCTION DETAILS)
- SLOPE INTERCEPT
- TEMPORARY DITCH CHECKS
- CULVERT PIPE CHECKS
- EROSION BALES
- SURFACE WATER FLOW
- DELINEATED WETLAND BOUNDARY

NOTES

DISTURBED AREAS WITHIN THE RIGHT-OF-WAY, EXCEPT THE AREAS WITHIN THE FINISHED SHOULDER POINTS, SHALL BE FERTILIZED, SEEDED, TOPSOILED AND COVERED WITH EROSION MAT

PLACE SILT FENCE WITHIN 1-FT TO 3-FT OF THE SLOPE INTERCEPT IN WETLAND AREAS

SEE CONSTRUCTION DETAILS FOR RIPRAP LAYOUT DATA FOR ALL OTHER AREAS NOT SHOWN ON THIS SHEET

APPLY SOIL STABILIZER TYPE B IN GRADING AREAS THAT CANNOT BE FINISHED TO THEIR ULTIMATE CONDITIONS BETWEEN STAGES, AS REQUIRED, TO MINIMIZE EROSION

2

PROJECT NO: 1180-00-81	HWY: USH 2	COUNTY: DOUGLAS	EROSION CONTROL: STAGE 1	SHEET 21	E

LEGEND

- LIVING SNOW FENCE (SEE CONSTRUCTION DETAILS)
- PERMITTED WETLAND AND WATERWAY IMPACTS
- EROSION MAT CLASS I TYPE B
- EROSION MAT CLASS II TYPE C
- SILT FENCE
- RIPRAP MEDIUM (SEE CONSTRUCTION DETAILS)
- RIPRAP HEAVY (SEE CONSTRUCTION DETAILS)
- SLOPE INTERCEPT
- TEMPORARY DITCH CHECKS
- CULVERT PIPE CHECKS
- EROSION BALES
- SURFACE WATER FLOW
- DELINEATED WETLAND BOUNDARY

NOTES

DISTURBED AREAS WITHIN THE RIGHT-OF-WAY, EXCEPT THE AREAS WITHIN THE FINISHED SHOULDER POINTS, SHALL BE FERTILIZED, SEEDED, TOPSOILED AND COVERED WITH EROSION MAT

PLACE SILT FENCE WITHIN 1-FT TO 3-FT OF THE SLOPE INTERCEPT IN WETLAND AREAS

SEE CONSTRUCTION DETAILS FOR RIPRAP LAYOUT DATA FOR ALL OTHER AREAS NOT SHOWN ON THIS SHEET

APPLY SOIL STABILIZER TYPE B IN GRADING AREAS THAT CANNOT BE FINISHED TO THEIR ULTIMATE CONDITIONS BETWEEN STAGES, AS REQUIRED, TO MINIMIZE EROSION



2

PROJECT NO: 1180-00-81	HWY: USH 2	COUNTY: DOUGLAS	EROSION CONTROL: STAGE 1	SHEET 22	E

2

LEGEND

- PERMITTED WETLAND AND WATERWAY IMPACTS
- EROSION MAT CLASS I TYPE B
- EROSION MAT CLASS II TYPE C
- SILT FENCE
- RIPRAP MEDIUM (SEE CONSTRUCTION DETAILS)
- RIPRAP HEAVY (SEE CONSTRUCTION DETAILS)
- SLOPE INTERCEPT
- INLET PROTECTION
- TEMPORARY DITCH CHECKS
- CULVERT PIPE CHECKS
- EROSION BALES
- SURFACE WATER FLOW
- DELINEATED WETLAND BOUNDARY

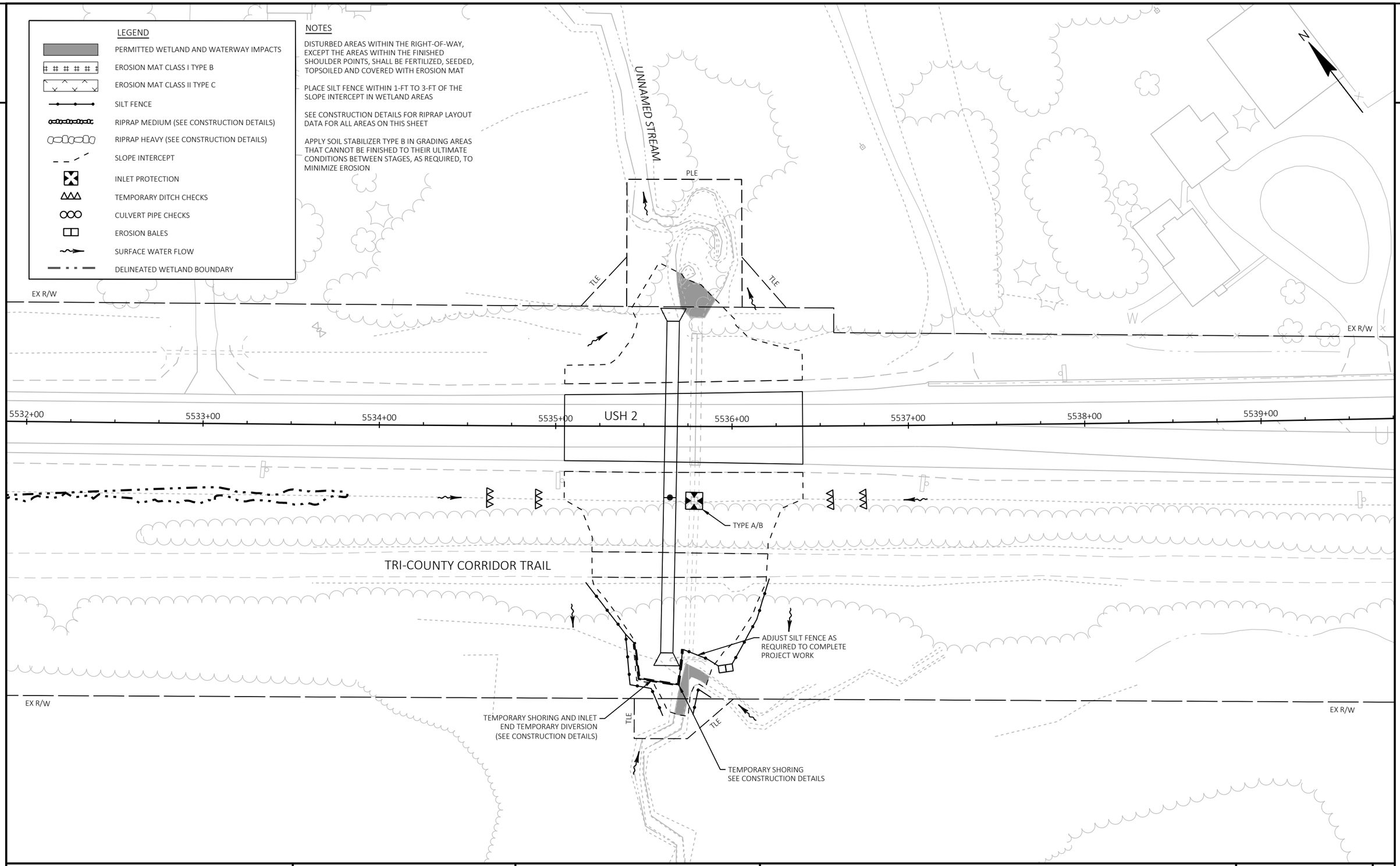
NOTES

DISTURBED AREAS WITHIN THE RIGHT-OF-WAY, EXCEPT THE AREAS WITHIN THE FINISHED SHOULDER POINTS, SHALL BE FERTILIZED, SEEDED, TOPSOILED AND COVERED WITH EROSION MAT

PLACE SILT FENCE WITHIN 1-FT TO 3-FT OF THE SLOPE INTERCEPT IN WETLAND AREAS

SEE CONSTRUCTION DETAILS FOR RIPRAP LAYOUT DATA FOR ALL AREAS ON THIS SHEET

APPLY SOIL STABILIZER TYPE B IN GRADING AREAS THAT CANNOT BE FINISHED TO THEIR ULTIMATE CONDITIONS BETWEEN STAGES, AS REQUIRED, TO MINIMIZE EROSION



PROJECT NO: 1180-05-74	HWY: USH 2	COUNTY: DOUGLAS	EROSION CONTROL: STAGE 1	SHEET 23	E

FILE NAME : P:\53XX\5338.DP.20.USH2.DOU\CADDS\11800574\SHEETSPLAN\022002-EC.DWG
LAYOUT NAME - 03

PLOT DATE : 4/20/2026 11:38 AM PLOT BY : PARKER TISCHAUSER PLOT NAME : PLOT SCALE : 1 IN:50 FT

2



LEGEND

- LIVING SNOW FENCE (SEE CONSTRUCTION DETAILS)
- PERMITTED WETLAND AND WATERWAY IMPACTS
- EROSION MAT CLASS I TYPE B
- EROSION MAT CLASS II TYPE C
- SILT FENCE
- RIPRAP MEDIUM (SEE CONSTRUCTION DETAILS)
- RIPRAP HEAVY (SEE CONSTRUCTION DETAILS)
- SLOPE INTERCEPT
- TEMPORARY DITCH CHECKS
- CULVERT PIPE CHECKS
- EROSION BALES
- SURFACE WATER FLOW
- DELINEATED WETLAND BOUNDARY
- IMPERMEABLE BARRIER

NOTES

DISTURBED AREAS WITHIN THE RIGHT-OF-WAY, EXCEPT THE AREAS WITHIN THE FINISHED SHOULDER POINTS, SHALL BE FERTILIZED, SEEDED, TOPSOILED AND COVERED WITH EROSION MAT

PLACE SILT FENCE WITHIN 1-FT TO 3-FT OF THE SLOPE INTERCEPT IN WETLAND AREAS

SEE CONSTRUCTION DETAILS FOR RIPRAP LAYOUT DATA FOR ALL OTHER AREAS NOT SHOWN ON THIS SHEET

APPLY SOIL STABILIZER TYPE B IN GRADING AREAS THAT CANNOT BE FINISHED TO THEIR ULTIMATE CONDITIONS BETWEEN STAGES, AS REQUIRED, TO MINIMIZE EROSION

ANY EROSION CONTROL MEASURES SHOWN IN GRAYSCALE WERE INSTALLED IN THE PREVIOUS STAGE(S)

2

PROJECT NO: 1180-00-81	HWY: USH 2	COUNTY: DOUGLAS	EROSION CONTROL: STAGE 2A	SHEET 24	E

FILE NAME : P:\53XX\5338.DP.20.USH2.DOU\CADDS\11800574\SHEETSPLAN\022003-EC.DWG
LAYOUT NAME - 01

PLOT DATE : 4/21/2026 11:43 AM PLOT BY : PARKER TISCHAUSER PLOT NAME : PLOT SCALE : 1 IN:50 FT

2

LEGEND

- LIVING SNOW FENCE (SEE CONSTRUCTION DETAILS)
- PERMITTED WETLAND AND WATERWAY IMPACTS
- EROSION MAT CLASS I TYPE B
- EROSION MAT CLASS II TYPE C
- SILT FENCE
- RIPRAP MEDIUM (SEE CONSTRUCTION DETAILS)
- RIPRAP HEAVY (SEE CONSTRUCTION DETAILS)
- SLOPE INTERCEPT
- TEMPORARY DITCH CHECKS
- CULVERT PIPE CHECKS
- EROSION BALES
- SURFACE WATER FLOW
- DELINEATED WETLAND BOUNDARY
- IMPERMEABLE BARRIER

NOTES

DISTURBED AREAS WITHIN THE RIGHT-OF-WAY, EXCEPT THE AREAS WITHIN THE FINISHED SHOULDER POINTS, SHALL BE FERTILIZED, SEEDED, TOPSOILED AND COVERED WITH EROSION MAT

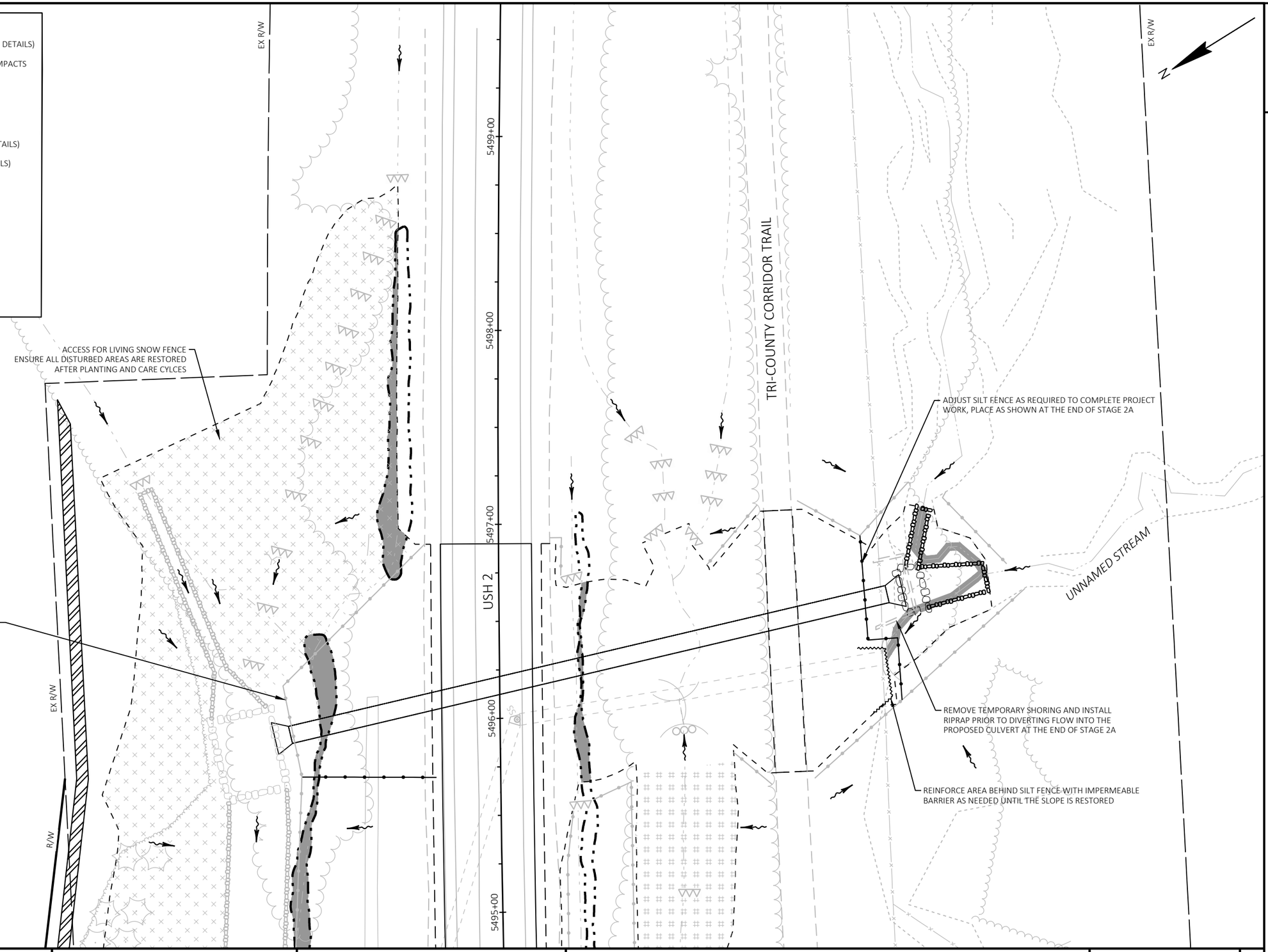
PLACE SILT FENCE WITHIN 1-FT TO 3-FT OF THE SLOPE INTERCEPT IN WETLAND AREAS

SEE CONSTRUCTION DETAILS FOR RIPRAP LAYOUT DATA FOR ALL OTHER AREAS NOT SHOWN ON THIS SHEET

APPLY SOIL STABILIZER TYPE B IN GRADING AREAS THAT CANNOT BE FINISHED TO THEIR ULTIMATE CONDITIONS BETWEEN STAGES, AS REQUIRED, TO MINIMIZE EROSION

ANY EROSION CONTROL MEASURES SHOWN IN GRAYSCALE WERE INSTALLED IN THE PREVIOUS STAGE(S)

PLACE IMPERMEABLE BARRIER UPTREAM OF EXISTING CULVERT CONSISTING OF POLYETHYLENE SHEETING, SAND BAGS, AND/OR ROCK BAGS OR OTHER APPROVED METHOD (ITEMS INCIDENTAL TO WORK) TO ADDRESS EROSION CONTROL AND WATER MANAGEMENT DURING EXISTING CULVERT REMOVAL



PROJECT NO: 1180-00-81	HWY: USH 2	COUNTY: DOUGLAS	EROSION CONTROL: STAGE 2A	SHEET 25	E

2

LEGEND

- PERMITTED WETLAND AND WATERWAY IMPACTS
- EROSION MAT CLASS I TYPE B
- EROSION MAT CLASS II TYPE C
- SILT FENCE
- RIPRAP MEDIUM (SEE CONSTRUCTION DETAILS)
- RIPRAP HEAVY (SEE CONSTRUCTION DETAILS)
- SLOPE INTERCEPT
- INLET PROTECTION
- TEMPORARY DITCH CHECKS
- CULVERT PIPE CHECKS
- EROSION BALES
- SURFACE WATER FLOW
- DELINEATED WETLAND BOUNDARY
- IMPERMEABLE BARRIER

NOTES

DISTURBED AREAS WITHIN THE RIGHT-OF-WAY, EXCEPT THE AREAS WITHIN THE FINISHED SHOULDER POINTS, SHALL BE FERTILIZED, SEEDED, TOPSOILED AND COVERED WITH EROSION MAT

PLACE SILT FENCE WITHIN 1-FT TO 3-FT OF THE SLOPE INTERCEPT IN WETLAND AREAS

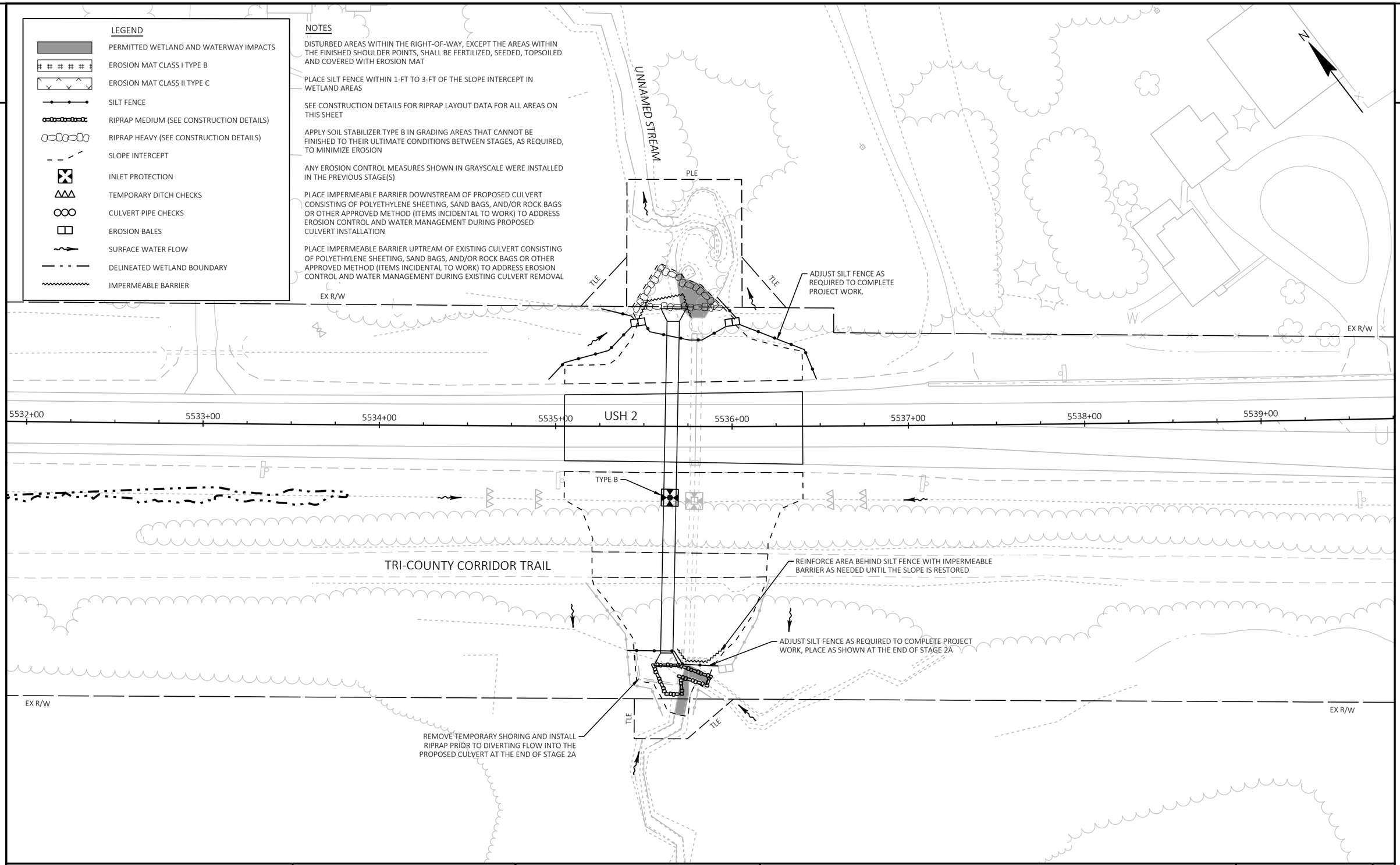
SEE CONSTRUCTION DETAILS FOR RIPRAP LAYOUT DATA FOR ALL AREAS ON THIS SHEET

APPLY SOIL STABILIZER TYPE B IN GRADING AREAS THAT CANNOT BE FINISHED TO THEIR ULTIMATE CONDITIONS BETWEEN STAGES, AS REQUIRED, TO MINIMIZE EROSION

ANY EROSION CONTROL MEASURES SHOWN IN GRAYSCALE WERE INSTALLED IN THE PREVIOUS STAGE(S)

PLACE IMPERMEABLE BARRIER DOWNSTREAM OF PROPOSED CULVERT CONSISTING OF POLYETHYLENE SHEETING, SAND BAGS, AND/OR ROCK BAGS OR OTHER APPROVED METHOD (ITEMS INCIDENTAL TO WORK) TO ADDRESS EROSION CONTROL AND WATER MANAGEMENT DURING PROPOSED CULVERT INSTALLATION

PLACE IMPERMEABLE BARRIER UPTREAM OF EXISTING CULVERT CONSISTING OF POLYETHYLENE SHEETING, SAND BAGS, AND/OR ROCK BAGS OR OTHER APPROVED METHOD (ITEMS INCIDENTAL TO WORK) TO ADDRESS EROSION CONTROL AND WATER MANAGEMENT DURING EXISTING CULVERT REMOVAL



PROJECT NO: 1180-05-74	HWY: USH 2	COUNTY: DOUGLAS	EROSION CONTROL: STAGE 2A	SHEET 26	E

FILE NAME : P:\53XX\5338.DP.20.USH2.DOU\CADDS\11800574\SHEETSPLAN\022003-EC.DWG
LAYOUT NAME - 03

PLOT DATE : 4/21/2026 11:43 AM PLOT BY : PARKER TISCHAUSER PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 44

2



LEGEND

- LIVING SNOW FENCE (SEE CONSTRUCTION DETAILS)
- PERMITTED WETLAND AND WATERWAY IMPACTS
- EROSION MAT CLASS I TYPE B
- EROSION MAT CLASS II TYPE C
- SILT FENCE
- RIPRAP MEDIUM (SEE CONSTRUCTION DETAILS)
- RIPRAP HEAVY (SEE CONSTRUCTION DETAILS)
- SLOPE INTERCEPT
- TEMPORARY DITCH CHECKS
- CULVERT PIPE CHECKS
- EROSION BALES
- SURFACE WATER FLOW
- DELINEATED WETLAND BOUNDARY
- IMPERMEABLE BARRIER

NOTES

DISTURBED AREAS WITHIN THE RIGHT-OF-WAY, EXCEPT THE AREAS WITHIN THE FINISHED SHOULDER POINTS, SHALL BE FERTILIZED, SEEDED, TOPSOILED AND COVERED WITH EROSION MAT

PLACE SILT FENCE WITHIN 1-FT TO 3-FT OF THE SLOPE INTERCEPT IN WETLAND AREAS

SEE CONSTRUCTION DETAILS FOR RIPRAP LAYOUT DATA FOR ALL OTHER AREAS NOT SHOWN ON THIS SHEET

APPLY SOIL STABILIZER TYPE B IN GRADING AREAS THAT CANNOT BE FINISHED TO THEIR ULTIMATE CONDITIONS BETWEEN STAGES, AS REQUIRED, TO MINIMIZE EROSION

ANY EROSION CONTROL MEASURES SHOWN IN GRAYSCALE WERE INSTALLED IN THE PREVIOUS STAGE(S)

PROJECT NO: 1180-00-81	HWY: USH 2	COUNTY: DOUGLAS	EROSION CONTROL: STAGE 2B	SHEET 27	E

FILE NAME : P:\53XX\5338.DP.20.USH2.DOU\CADDS\11800574\SHEETSPLAN\022004-EC.DWG
LAYOUT NAME - 01
PLOT DATE : 4/21/2026 11:44 AM
PLOT BY : PARKER TISCHAUSER
PLOT NAME :
PLOT SCALE : 1 IN:50 FT
WISDOT/CADDS SHEET 42

2

LEGEND

- LIVING SNOW FENCE (SEE CONSTRUCTION DETAILS)
- PERMITTED WETLAND AND WATERWAY IMPACTS
- EROSION MAT CLASS I TYPE B
- EROSION MAT CLASS II TYPE C
- SILT FENCE
- RIPRAP MEDIUM (SEE CONSTRUCTION DETAILS)
- RIPRAP HEAVY (SEE CONSTRUCTION DETAILS)
- SLOPE INTERCEPT
- TEMPORARY DITCH CHECKS
- CULVERT PIPE CHECKS
- EROSION BALES
- SURFACE WATER FLOW
- DELINEATED WETLAND BOUNDARY
- IMPERMEABLE BARRIER

NOTES

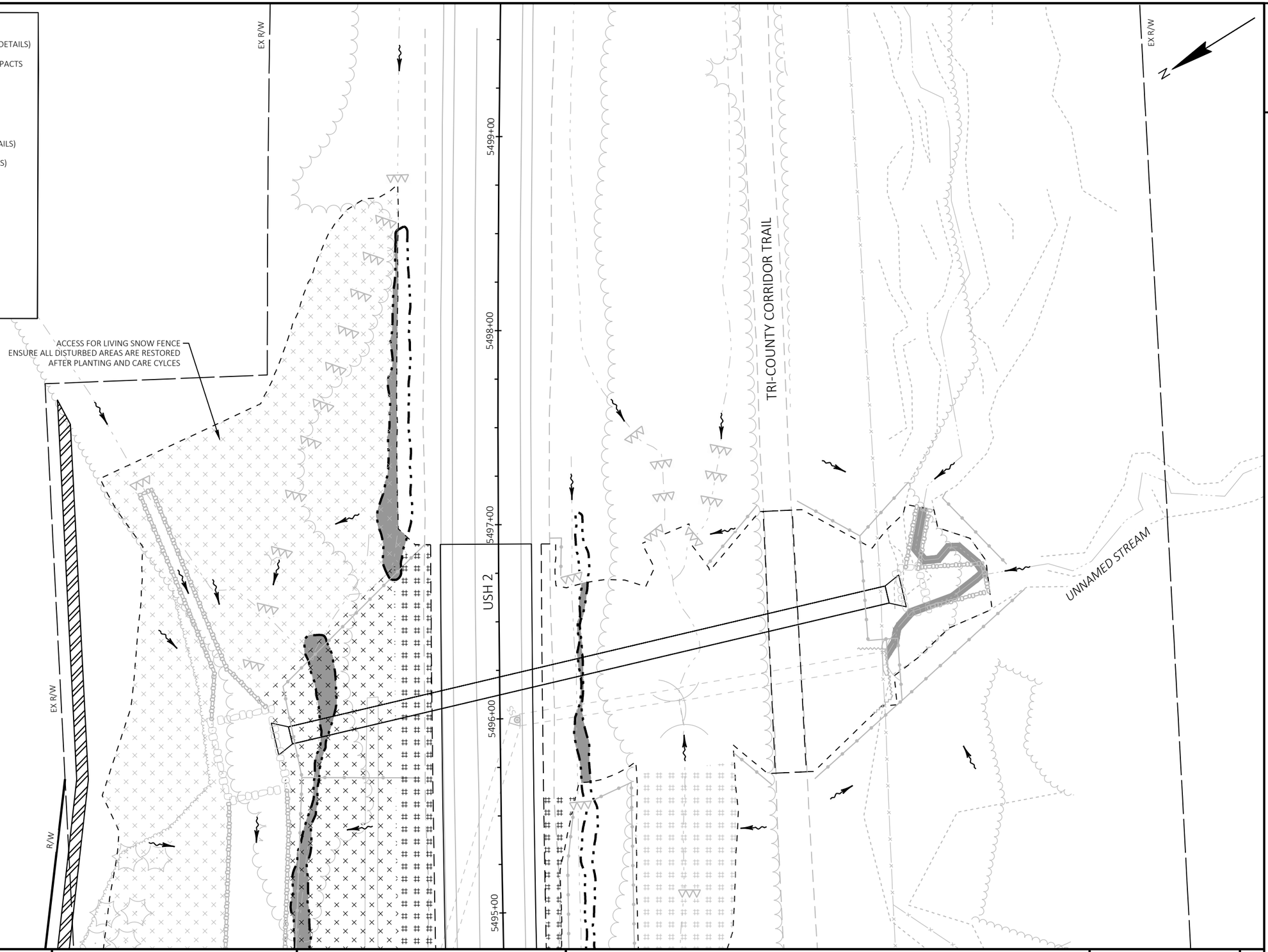
DISTURBED AREAS WITHIN THE RIGHT-OF-WAY, EXCEPT THE AREAS WITHIN THE FINISHED SHOULDER POINTS, SHALL BE FERTILIZED, SEEDED, TOPSOILED AND COVERED WITH EROSION MAT

PLACE SILT FENCE WITHIN 1-FT TO 3-FT OF THE SLOPE INTERCEPT IN WETLAND AREAS

SEE CONSTRUCTION DETAILS FOR RIPRAP LAYOUT DATA FOR ALL OTHER AREAS NOT SHOWN ON THIS SHEET

APPLY SOIL STABILIZER TYPE B IN GRADING AREAS THAT CANNOT BE FINISHED TO THEIR ULTIMATE CONDITIONS BETWEEN STAGES, AS REQUIRED, TO MINIMIZE EROSION

ANY EROSION CONTROL MEASURES SHOWN IN GRAYSCALE WERE INSTALLED IN THE PREVIOUS STAGE(S)



2

PROJECT NO: 1180-00-81	HWY: USH 2	COUNTY: DOUGLAS	EROSION CONTROL: STAGE 2B	SHEET 28	E

FILE NAME : P:\53XX\5338.DP.20.USH2.DOU\CADDS\11800574\SHEETSPLAN\022004-EC.DWG
LAYOUT NAME - 02

PLOT DATE : 4/21/2026 11:44 AM PLOT BY : PARKER TISCHAUSER PLOT NAME : PLOT SCALE : 1 IN:50 FT

2

2

LEGEND

- PERMITTED WETLAND AND WATERWAY IMPACTS
- EROSION MAT CLASS I TYPE B
- EROSION MAT CLASS II TYPE C
- SILT FENCE
- RIPRAP MEDIUM (SEE CONSTRUCTION DETAILS)
- RIPRAP HEAVY (SEE CONSTRUCTION DETAILS)
- SLOPE INTERCEPT
- INLET PROTECTION
- TEMPORARY DITCH CHECKS
- CULVERT PIPE CHECKS
- EROSION BALES
- SURFACE WATER FLOW
- DELINEATED WETLAND BOUNDARY
- IMPERMEABLE BARRIER

NOTES

DISTURBED AREAS WITHIN THE RIGHT-OF-WAY, EXCEPT THE AREAS WITHIN THE FINISHED SHOULDER POINTS, SHALL BE FERTILIZED, SEEDED, TOPSOILED AND COVERED WITH EROSION MAT

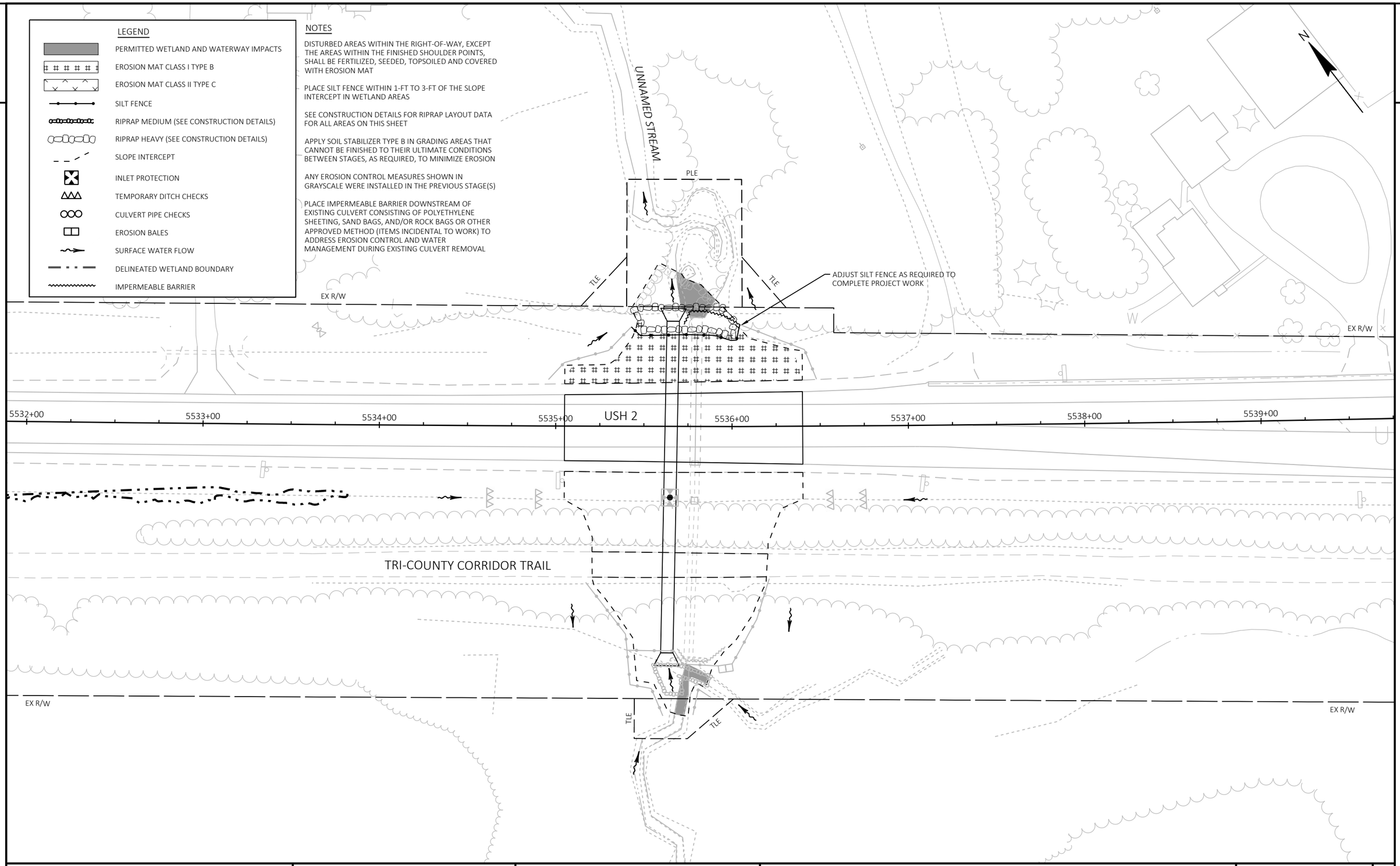
PLACE SILT FENCE WITHIN 1-FT TO 3-FT OF THE SLOPE INTERCEPT IN WETLAND AREAS

SEE CONSTRUCTION DETAILS FOR RIPRAP LAYOUT DATA FOR ALL AREAS ON THIS SHEET

APPLY SOIL STABILIZER TYPE B IN GRADING AREAS THAT CANNOT BE FINISHED TO THEIR ULTIMATE CONDITIONS BETWEEN STAGES, AS REQUIRED, TO MINIMIZE EROSION

ANY EROSION CONTROL MEASURES SHOWN IN GRAYSCALE WERE INSTALLED IN THE PREVIOUS STAGE(S)

PLACE IMPERMEABLE BARRIER DOWNSTREAM OF EXISTING CULVERT CONSISTING OF POLYETHYLENE SHEETING, SAND BAGS, AND/OR ROCK BAGS OR OTHER APPROVED METHOD (ITEMS INCIDENTAL TO WORK) TO ADDRESS EROSION CONTROL AND WATER MANAGEMENT DURING EXISTING CULVERT REMOVAL



PROJECT NO: 1180-05-74	HWY: USH 2	COUNTY: DOUGLAS	EROSION CONTROL: STAGE 2B	SHEET 29	E

FILE NAME : P:\53XX\5338.DP.20.USH2.DOU\CADDS\11800574\SHEETSPLAN\022004-EC.DWG
LAYOUT NAME - 03

PLOT DATE : 4/21/2026 11:44 AM PLOT BY : PARKER TISCHAUSER PLOT NAME : PLOT SCALE : 1 IN:50 FT

2



LEGEND

- LIVING SNOW FENCE (SEE CONSTRUCTION DETAILS)
- PERMITTED WETLAND AND WATERWAY IMPACTS
- EROSION MAT CLASS I TYPE B
- EROSION MAT CLASS II TYPE C
- SILT FENCE
- RIPRAP MEDIUM (SEE CONSTRUCTION DETAILS)
- RIPRAP HEAVY (SEE CONSTRUCTION DETAILS)
- SLOPE INTERCEPT
- TEMPORARY DITCH CHECKS
- CULVERT PIPE CHECKS
- EROSION BALES
- SURFACE WATER FLOW
- DELINEATED WETLAND BOUNDARY

NOTES

DISTURBED AREAS WITHIN THE RIGHT-OF-WAY, EXCEPT THE AREAS WITHIN THE FINISHED SHOULDER POINTS, SHALL BE FERTILIZED, SEEDED, TOPSOILED AND COVERED WITH EROSION MAT

PLACE SILT FENCE WITHIN 1-FT TO 3-FT OF THE SLOPE INTERCEPT IN WETLAND AREAS

SEE CONSTRUCTION DETAILS FOR RIPRAP LAYOUT DATA FOR ALL OTHER AREAS NOT SHOWN ON THIS SHEET

APPLY SOIL STABILIZER TYPE B IN GRADING AREAS THAT CANNOT BE FINISHED TO THEIR ULTIMATE CONDITIONS BETWEEN STAGES, AS REQUIRED, TO MINIMIZE EROSION

ANY EROSION CONTROL MEASURES SHOWN IN GRAYSCALE WERE INSTALLED IN THE PREVIOUS STAGE(S)

2

PROJECT NO: 1180-00-81	HWY: USH 2	COUNTY: DOUGLAS	EROSION CONTROL: STAGE 3	SHEET 30	E

FILE NAME : P:\53XX\5338.DP.20.USH2.DOU\CADDS\11800574\SHEETSPLAN\022005-EC.DWG
LAYOUT NAME - 01
PLOT DATE : 4/20/2026 11:40 AM
PLOT BY : PARKER TISCHAUSER
PLOT NAME :
PLOT SCALE : 1 IN:50 FT
WISDOT/CADDS SHEET 42

2

LEGEND

- LIVING SNOW FENCE (SEE CONSTRUCTION DETAILS)
- PERMITTED WETLAND AND WATERWAY IMPACTS
- EROSION MAT CLASS I TYPE B
- EROSION MAT CLASS II TYPE C
- SILT FENCE
- RIPRAP MEDIUM (SEE CONSTRUCTION DETAILS)
- RIPRAP HEAVY (SEE CONSTRUCTION DETAILS)
- SLOPE INTERCEPT
- TEMPORARY DITCH CHECKS
- CULVERT PIPE CHECKS
- EROSION BALES
- SURFACE WATER FLOW
- DELINEATED WETLAND BOUNDARY

NOTES

DISTURBED AREAS WITHIN THE RIGHT-OF-WAY, EXCEPT THE AREAS WITHIN THE FINISHED SHOULDER POINTS, SHALL BE FERTILIZED, SEEDED, TOPSOILED AND COVERED WITH EROSION MAT

PLACE SILT FENCE WITHIN 1-FT TO 3-FT OF THE SLOPE INTERCEPT IN WETLAND AREAS

SEE CONSTRUCTION DETAILS FOR RIPRAP LAYOUT DATA FOR ALL OTHER AREAS NOT SHOWN ON THIS SHEET

APPLY SOIL STABILIZER TYPE B IN GRADING AREAS THAT CANNOT BE FINISHED TO THEIR ULTIMATE CONDITIONS BETWEEN STAGES, AS REQUIRED, TO MINIMIZE EROSION

ANY EROSION CONTROL MEASURES SHOWN IN GRAYSCALE WERE INSTALLED IN THE PREVIOUS STAGE(S)



2

PROJECT NO: 1180-00-81 | HWY: USH 2 | COUNTY: DOUGLAS | EROSION CONTROL: STAGE 3 | SHEET 31 | E

2

LEGEND

- PERMITTED WETLAND AND WATERWAY IMPACTS
- EROSION MAT CLASS I TYPE B
- EROSION MAT CLASS II TYPE C
- SILT FENCE
- RIPRAP MEDIUM (SEE CONSTRUCTION DETAILS)
- RIPRAP HEAVY (SEE CONSTRUCTION DETAILS)
- SLOPE INTERCEPT
- INLET PROTECTION
- TEMPORARY DITCH CHECKS
- CULVERT PIPE CHECKS
- EROSION BALES
- SURFACE WATER FLOW
- DELINEATED WETLAND BOUNDARY

NOTES

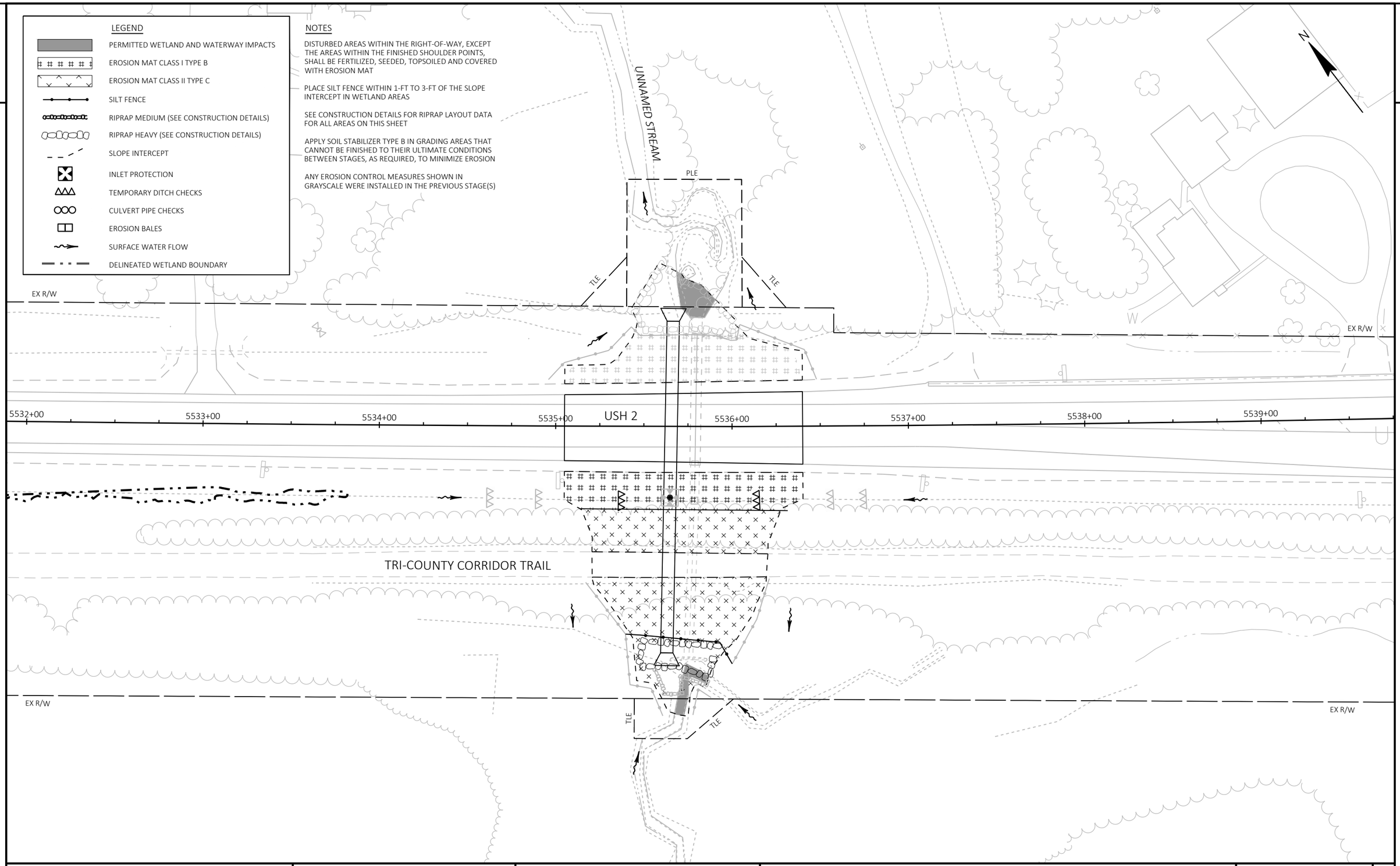
DISTURBED AREAS WITHIN THE RIGHT-OF-WAY, EXCEPT THE AREAS WITHIN THE FINISHED SHOULDER POINTS, SHALL BE FERTILIZED, SEEDED, TOPSOILED AND COVERED WITH EROSION MAT

PLACE SILT FENCE WITHIN 1-FT TO 3-FT OF THE SLOPE INTERCEPT IN WETLAND AREAS

SEE CONSTRUCTION DETAILS FOR RIPRAP LAYOUT DATA FOR ALL AREAS ON THIS SHEET

APPLY SOIL STABILIZER TYPE B IN GRADING AREAS THAT CANNOT BE FINISHED TO THEIR ULTIMATE CONDITIONS BETWEEN STAGES, AS REQUIRED, TO MINIMIZE EROSION

ANY EROSION CONTROL MEASURES SHOWN IN GRAYSCALE WERE INSTALLED IN THE PREVIOUS STAGE(S)



PROJECT NO: 1180-05-74	HWY: USH 2	COUNTY: DOUGLAS	EROSION CONTROL: STAGE 3	SHEET 32	E

2

TRAFFIC CONTROL SIGNS PCMS MESSAGES		
	PRIOR TO CONSTRUCTION	
PCMS SIGN LOCATION	PHASE 1 (2 SEC)	PHASE 2 (2 SEC)
USH 2 EB 0.4 MILES WEST OF BEGIN PROJECT LIMITS	ROAD CLOSED BEGINS	STARTING DATE
USH 2 WB 0.1 MILES EAST OF END PROJECT LIMITS	ROAD CLOSED BEGINS	STARTING DATE
	PRIOR TO DETOUR	
PCMS SIGN LOCATION	PHASE 1 (2 SEC)	PHASE 2 (2 SEC)
USH 2 EB 0.4 MILES WEST OF BEGIN PROJECT LIMITS	DETOUR BEGINS	STARTING DATE
USH 2 WB 0.1 MILES EAST OF END PROJECT LIMITS	DETOUR BEGINS	STARTING DATE

PCMS GENERAL NOTES

ADJUST TRAFFIC CONTROL PCMS MESSAGES AS NEEDED BASED ON CONSTRUCTION SCHEDULE.

CONSIDER GEOMETRICS WHEN LOCATING MESSAGE BOARDS SO THE DRIVER HAS A CLEAR VIEW OF THE BOARD FOR A MINIMUM OF 1,000 FEET IN FRONT OF THE MESSAGE BOARD. PLACE MESSAGE BOARDS AS FAR AWAY FROM LIVE TRAFFIC LANES AS POSSIBLE WITHOUT HAMPERING VISIBILITY.

PLACE TRAFFIC CONTROL SIGNS PCMS AND DISPLAY THE MESSAGE 7 DAYS PRIOR TO THE EXPECTED START OF THE PROPOSED WORK AND DETOUR. ADJUST THE MESSAGE DATE ACCORDINGLY.

LEGEND

1. PLACE TRAFFIC CONTROL SIGNS PER SDD "BARRICADES AND SIGNS FOR VARIOUS CLOSURES" IN SDD "BARRICADES AND SIGNS FOR MAINLINE CLOSURES" DURING ROADWAY DETOUR.
   PLACE TRAFFIC CONTROL SIGNS PER SDD "TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 M.P.H. OR GREATER, TWO WAY UNDIVIDED ROAD OPEN TO TRAFFIC" DURING WORK WITHOUT ROADWAY DETOUR.
2. PLACE TRAFFIC CONTROL SIGNS PER SDD "BARRICADES AND SIGNS FOR SIDEROAD CLOSURES".
3. PLACE TRAFFIC CONTROL SIGNS AND DRUMS PER SDD "TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY" OR IMPLEMENT LANE CLOSURE PER "TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION"
4. PLACE TRAFFIC CONTROL DRUMS AT 50' SPACING TO CLOSE PASSING LANE. PLACE TRAFFIC CONTROL BARRICADES TYPE III WITH TRAFFIC CONTROL SIGN R11-2L AT 1/4 MILE INTERVALS THROUGHOUT THE CLOSED PASSING LANE. PLACE TRAFFIC CONTROL SIGNS AND DRUMS PER SDD "TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE RIGHT LANE CLOSURE" FOR INTERSECTION WITHIN THE CLOSED PASSING LANE

MB TRAFFIC CONTROL SIGNS PCMS

TRAIL DETOUR ROUTE

TYPE III BARRICADE WITH/WITHOUT ATTACHED SIGN

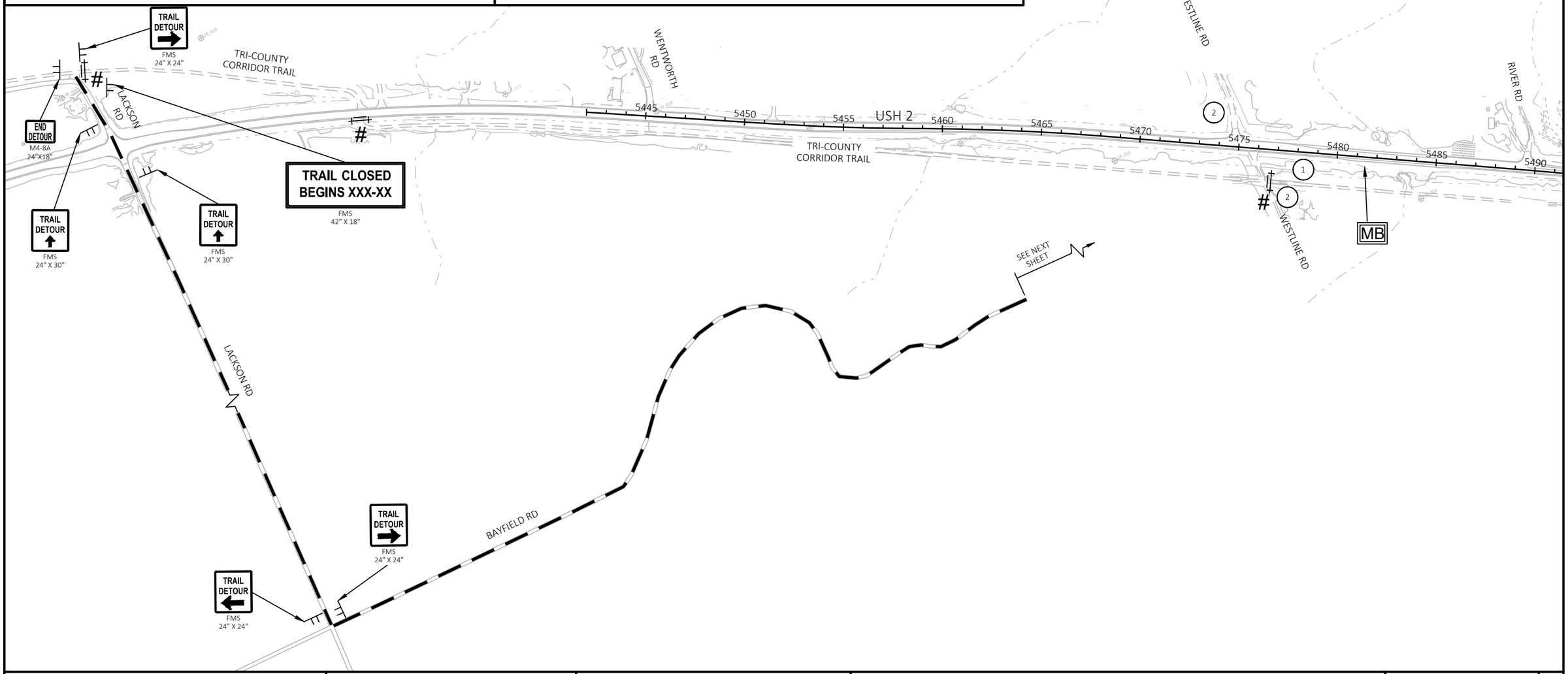
TRAFFIC CONTROL SIGN SUPPORT

WORK ZONE

TRAIL CLOSED
R11-2T
48"X30"

TRAFFIC CONTROL GENERAL NOTES

1. ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED.
2. "WO" SIGNS ARE THE SAME AS "W" SIGNS EXCEPT THE BACKGROUND IS ORANGE.
3. DELINEATE PRIVATE ACCESS WITH TRAFFIC CONTROL DRUMS, WHERE REQUIRED.
4. EXACT LOCATIONS FOR TRAFFIC CONTROL SIGNS FOR MAINLINE CLOSURE DEPENDS ON WHICH PROJECT LOCATION IS CURRENTLY BEING CONSTRUCTED AND ARE TO BE DETERMINED BY THE ENGINEER IN THE FIELD.
5. COORDINATE ALL TRAFFIC CONTROL DEVICES WITH PROJECT ID 1180-01-72.



PROJECT NO: 1180-00-81, 1180-05-74	HWY: USH 2	COUNTY: DOUGLAS	TRAFFIC CONTROL OVERVIEW AND TRAIL DETOUR	SHEET 33	E

FILE NAME : P:\53XX\5338.DP.20.USH2.DOU\CADDS\11800574\SHEETSPLAN\025000-TC.DWG
LAYOUT NAME - 01
PLOT DATE : 7/27/2026 4:25 PM PLOT BY : PARKER TISCHAUSER PLOT NAME : PLOT SCALE : 1 IN:500 FT

2

TRAFFIC CONTROL SIGNS PCMS MESSAGES		
	PRIOR TO CONSTRUCTION	
PCMS SIGN LOCATION	PHASE 1 (2 SEC)	PHASE 2 (2 SEC)
USH 2 EB 0.4 MILES WEST OF BEGIN PROJECT LIMITS	ROAD CLOSED BEGINS	STARTING DATE
USH 2 WB 0.1 MILES EAST OF END PROJECT LIMITS	ROAD CLOSED BEGINS	STARTING DATE
	PRIOR TO DETOUR	
PCMS SIGN LOCATION	PHASE 1 (2 SEC)	PHASE 2 (2 SEC)
USH 2 EB 0.4 MILES WEST OF BEGIN PROJECT LIMITS	DETOUR BEGINS	STARTING DATE
USH 2 WB 0.1 MILES EAST OF END PROJECT LIMITS	DETOUR BEGINS	STARTING DATE

PCMS GENERAL NOTES

ADJUST TRAFFIC CONTROL PCMS MESSAGES AS NEEDED BASED ON CONSTRUCTION SCHEDULE.

CONSIDER GEOMETRICS WHEN LOCATING MESSAGE BOARDS SO THE DRIVER HAS A CLEAR VIEW OF THE BOARD FOR A MINIMUM OF 1,000 FEET IN FRONT OF THE MESSAGE BOARD. PLACE MESSAGE BOARDS AS FAR AWAY FROM LIVE TRAFFIC LANES AS POSSIBLE WITHOUT HAMPERING VISIBILITY.

PLACE TRAFFIC CONTROL SIGNS PCMS AND DISPLAY THE MESSAGE 7 DAYS PRIOR TO THE EXPECTED START OF THE PROPOSED WORK AND DETOUR. ADJUST THE MESSAGE DATE ACCORDINGLY.

LEGEND

1. PLACE TRAFFIC CONTROL SIGNS PER SDD "BARRICADES AND SIGNS FOR VARIOUS CLOSURES" IN SDD "BARRICADES AND SIGNS FOR MAINLINE CLOSURES" DURING ROADWAY DETOUR.
   PLACE TRAFFIC CONTROL SIGNS PER SDD "TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 M.P.H. OR GREATER, TWO WAY UNDIVIDED ROAD OPEN TO TRAFFIC" DURING WORK WITHOUT ROADWAY DETOUR.
2. PLACE TRAFFIC CONTROL SIGNS PER SDD "BARRICADES AND SIGNS FOR SIDEROAD CLOSURES".
3. PLACE TRAFFIC CONTROL SIGNS AND DRUMS PER SDD "TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY" OR IMPLEMENT LANE CLOSURE PER "TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION"
4. PLACE TRAFFIC CONTROL DRUMS AT 50' SPACING TO CLOSE PASSING LANE. PLACE TRAFFIC CONTROL BARRICADES TYPE III WITH TRAFFIC CONTROL SIGN R11-2L AT 1/4 MILE INTERVALS THROUGHOUT THE CLOSED PASSING LANE. PLACE TRAFFIC CONTROL SIGNS AND DRUMS PER SDD "TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE RIGHT LANE CLOSURE" FOR INTERSECTION WITHIN THE CLOSED PASSING LANE

MB TRAFFIC CONTROL SIGNS PCMS

TRAIL DETOUR ROUTE

TYPE III BARRICADE WITH/WITHOUT ATTACHED SIGN

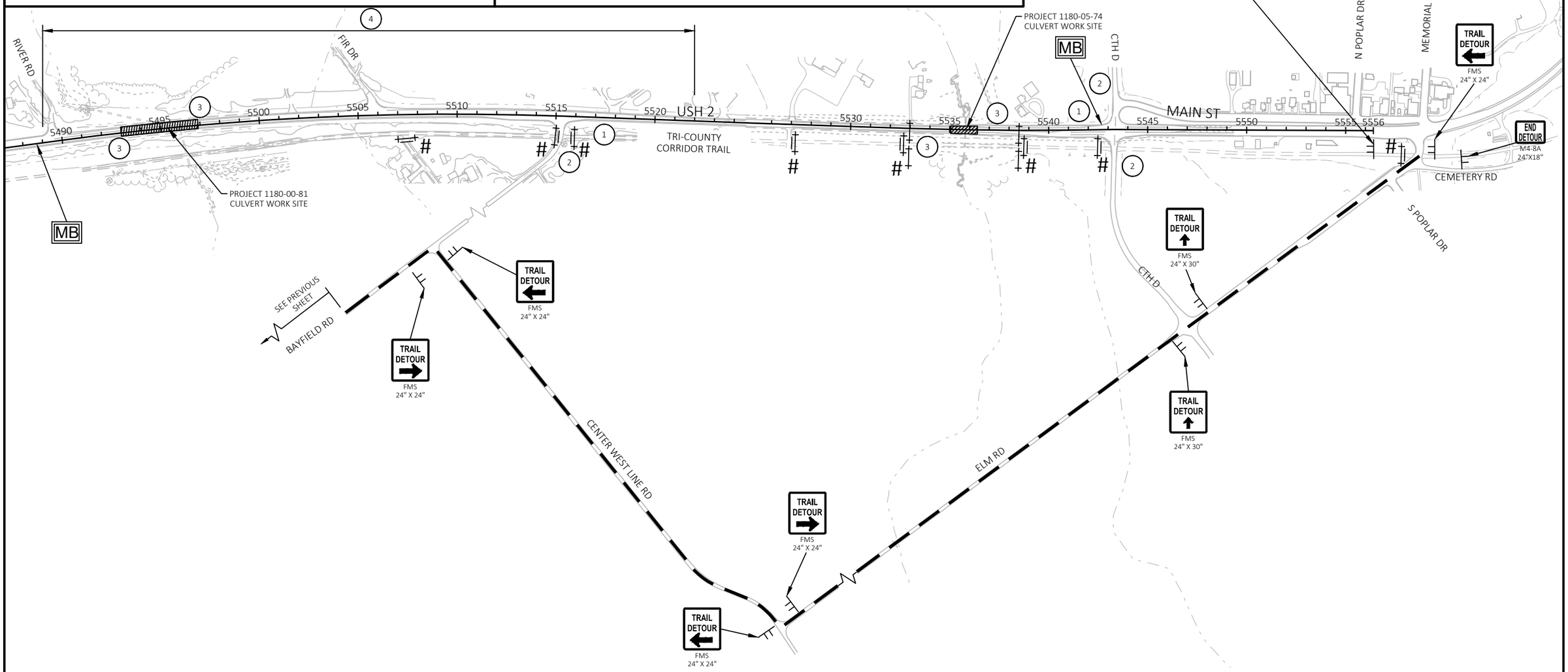
TRAFFIC CONTROL SIGN SUPPORT

WORK ZONE

TRAIL CLOSED
R11-2T
48"X30"

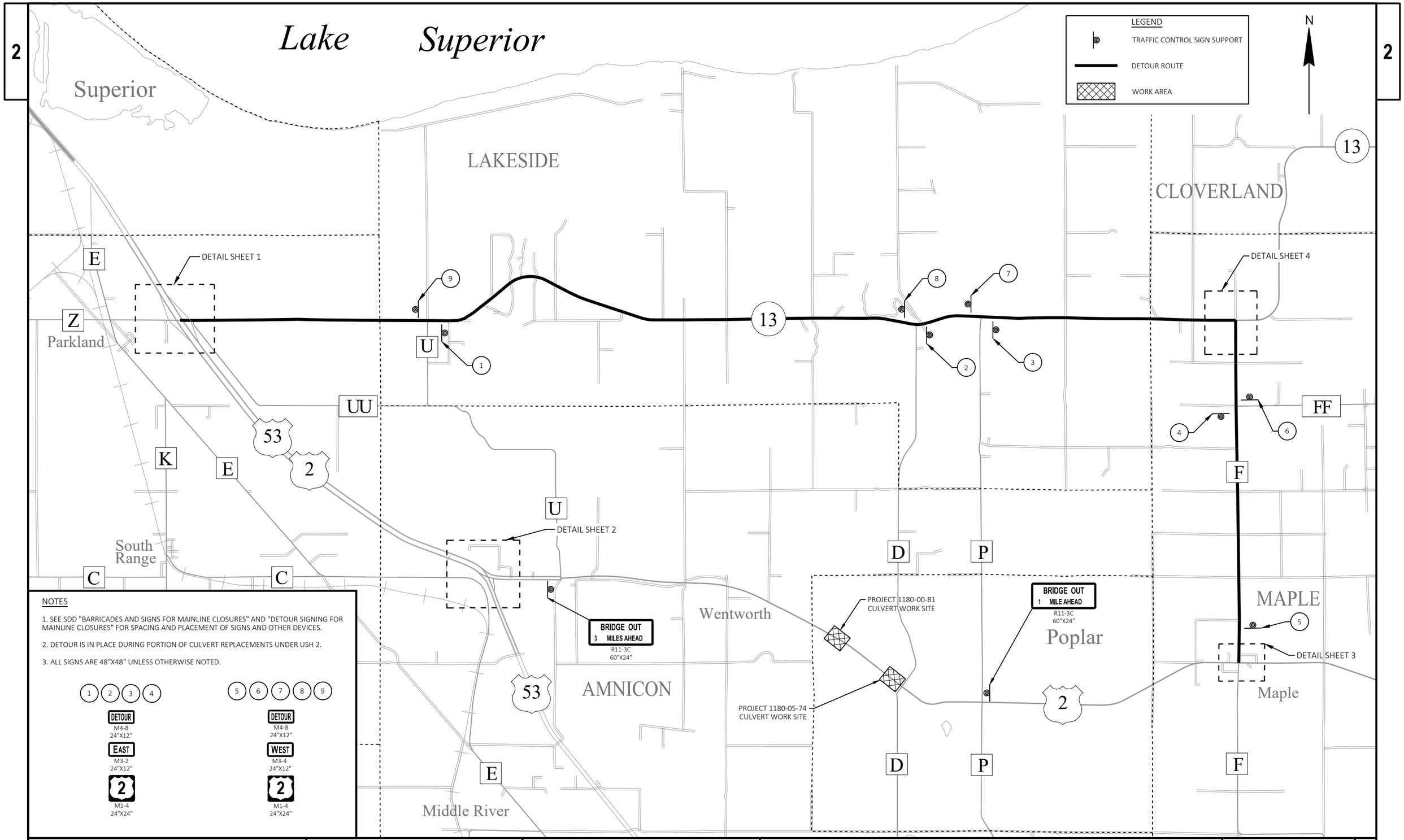
TRAFFIC CONTROL GENERAL NOTES

1. ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED.
2. "WO" SIGNS ARE THE SAME AS "W" SIGNS EXCEPT THE BACKGROUND IS ORANGE.
3. DELINEATE PRIVATE ACCESS WITH TRAFFIC CONTROL DRUMS, WHERE REQUIRED.
4. EXACT LOCATIONS FOR TRAFFIC CONTROL SIGNS FOR MAINLINE CLOSURE DEPENDS ON WHICH PROJECT LOCATION IS CURRENTLY BEING CONSTRUCTED AND ARE TO BE DETERMINED BY THE ENGINEER IN THE FIELD.
5. COORDINATE ALL TRAFFIC CONTROL DEVICES WITH PROJECT ID 1180-01-72.



PROJECT NO: 1180-00-81, 1180-05-74	HWY: USH 2	COUNTY: DOUGLAS	TRAFFIC CONTROL OVERVIEW AND TRAIL DETOUR	SHEET 34	E

FILE NAME : P:\53XX\5338.DP.20.USH2.DOU\CADDS\11800574\SHEETSPLAN\025000-TC.DWG
LAYOUT NAME - 02
PLOT DATE : 7/27/2026 4:25 PM PLOT BY : PARKER TISCHAUSER PLOT NAME : PLOT SCALE : 1 IN:500 FT



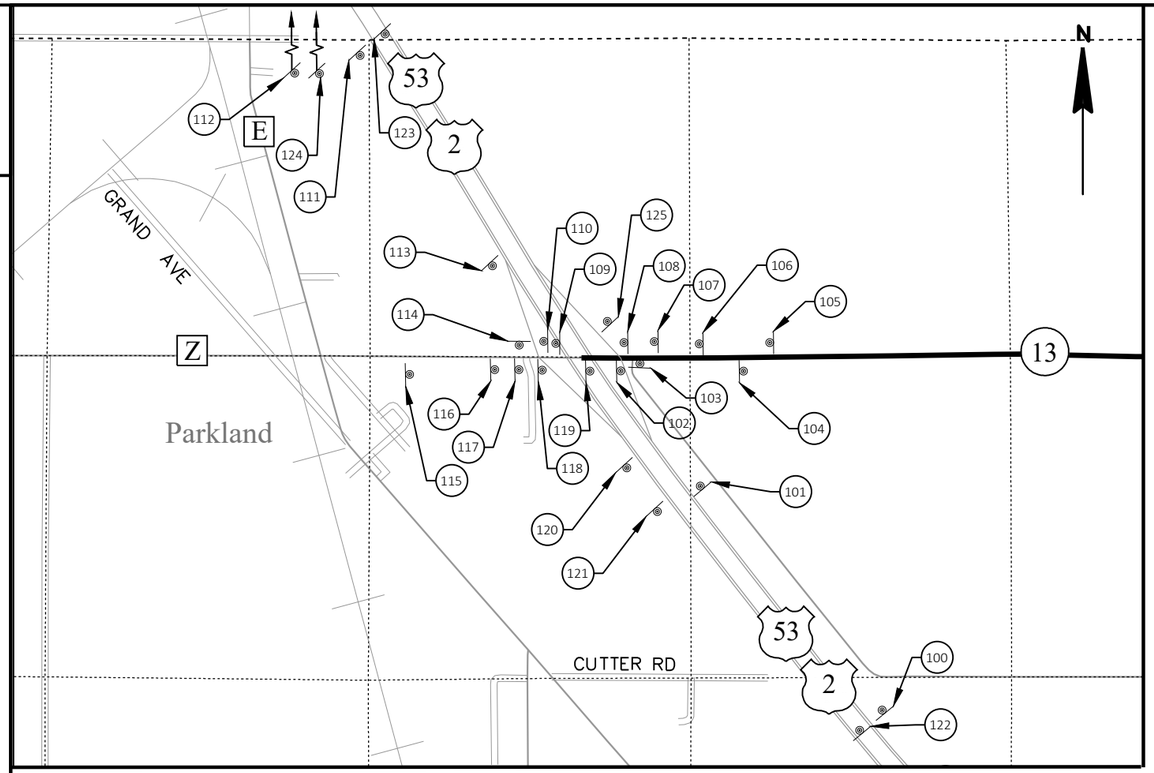
NOTES

1. SEE SDD "BARRICADES AND SIGNS FOR MAINLINE CLOSURES" AND "DETOUR SIGNING FOR MAINLINE CLOSURES" FOR SPACING AND PLACEMENT OF SIGNS AND OTHER DEVICES.
2. DETOUR IS IN PLACE DURING PORTION OF CULVERT REPLACEMENTS UNDER USH 2.
3. ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.

1	2	3	4
DETOUR M4-8 24"X12"		EAST M3-2 24"X12"	2 M1-4 24"X24"

5	6	7	8	9
DETOUR M4-8 24"X12"		WEST M3-4 24"X12"	2 M1-4 24"X24"	

PROJECT NO: 1180-00-81, 1180-05-74	HWY: USH 2	COUNTY: DOUGLAS	DETOUR	SHEET 35	E



100
EXIT 227
13 Z
Port Wing
Bayfield
1 1/4 MILES
DETOUR M4-8 36"X18"
EAST M3-2 36"X18"
2 M1-4 36"X36"
MO5-2R 30"X30"

101 113
EXIT 227
13 Z
Port Wing
Bayfield
DETOUR M4-8 36"X18"
EAST M3-2 36"X18"
2 M1-4 36"X36"
MO6-2 30"X30"

102
WEST NORTH SOUTH
2 53 13
DETOUR M4-8 24"X12"
EAST M3-2 24"X12"
2 M1-4 24"X24"
MO6-1 21"X21"

103
COUNTY Z
WEST SOUTH
2 13
DETOUR M4-8 24"X12"
EAST M3-2 24"X12"
2 M1-4 24"X24"
MO6-1 21"X21"

104
SOUTH EAST
13
SCENIC BYWAY
DETOUR M4-8 24"X12"
EAST M3-2 24"X12"
2 M1-4 24"X24"

105
END JCT JCT JCT
13 2 53 COUNTY Z
DETOUR M4-8 24"X12"
WEST M3-4 24"X12"
2 M1-4 24"X24"

106
Ashland
Spooner
Superior
* COVER

107
COVER *
DETOUR M4-8 24"X12"
EAST SOUTH WEST NORTH
2 53 2 53

108
COVER *
EAST SOUTH
2 53

109
Ashland
Spooner
* COVER

110
COVER *
EAST SOUTH
2 53

111
EXIT 227
13 Z
Port Wing
Bayfield
3/4 MILE
DETOUR M4-8 36"X18"
EAST M3-2 36"X18"
2 M1-4 36"X36"
MO5-2R 30"X30"

112 124
EAST M3-2 36"X18"
2 M1-4 36"X36"
DETOUR AHEAD W20-2A

114
DETOUR M4-8 24"X12"
EAST SOUTH EAST WEST
13 2 COUNTY Z
SCENIC BYWAY
COVER
MO6-1 21"X21"

115
JCT JCT JCT END
2 13 53 COUNTY Z
EAST M3-2 24"X12"
2 M1-4 24"X24"
DETOUR AHEAD W20-2A

116
DETOUR M4-8 24"X12"
WEST NORTH SOUTH EAST
2 53 53 2
COVER
MO6-1 21"X21"

117
Superior
Ashland
Spooner
(14" X14" PER A4-12 SIGN PLATE)
COVER
(14" X14" PER A4-12 SIGN PLATE)

118
DETOUR M4-8 24"X12"
EAST SOUTH
2 53
COVER
MO6-1 21"X21"

119
WEST NORTH SOUTH
2 53 13
DETOUR M4-8 24"X12"
EAST M3-2 24"X12"
2 M1-4 24"X24"
MO6-1 21"X21"

120
* COVER
EAST SOUTH
2 53

121
* COVER
2
Ashland 6
Eau Claire 135

122
DETOUR M4-8 36"X18"
EAST M3-2 36"X18"
2 M1-4 36"X36"
MO5-2R 30"X30"

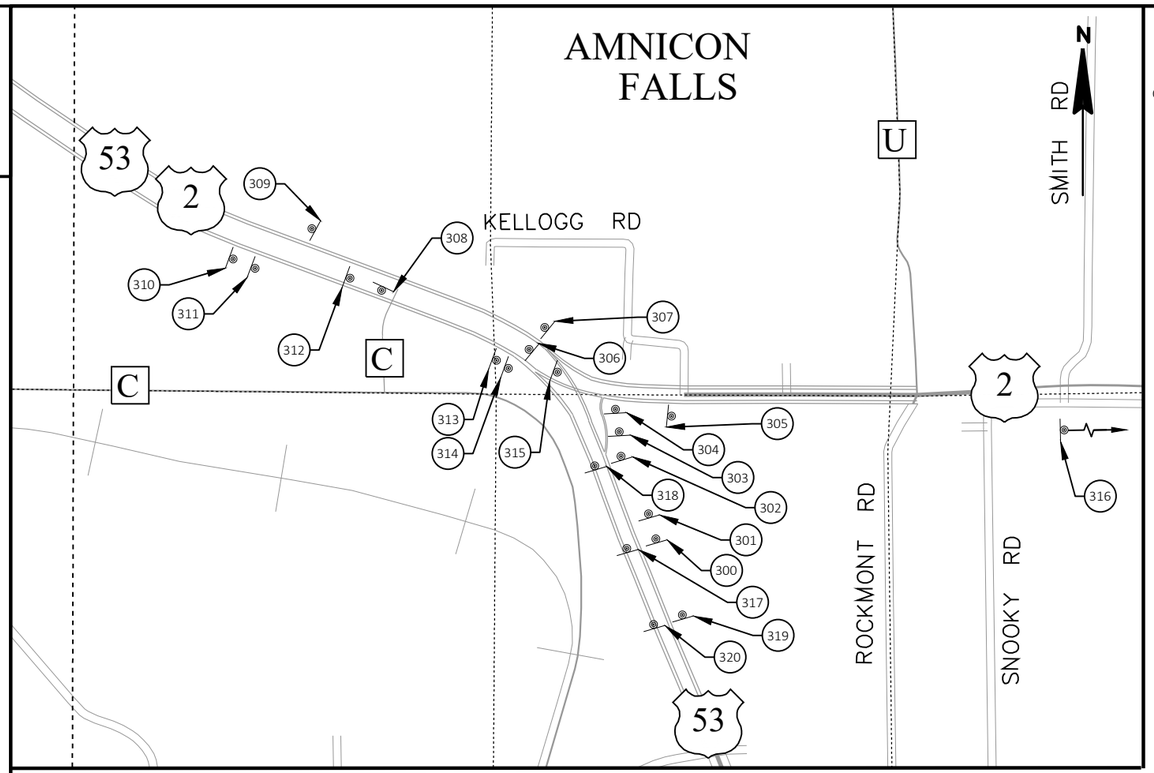
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DETOUR M4-8 36"X18"
EAST M3-2 36"X18"
2 M1-4 36"X36"
MO5-2R 30"X30"

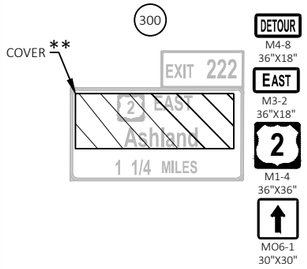
125
END DETOUR M4-8A 24"X18"
WEST M3-4 24"X12"
2 M1-4 24"X24"

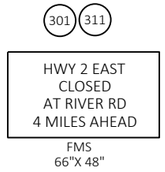
NOTES
* PAID AS TRAFFIC CONTROL COVERING SIGNS TYPE II

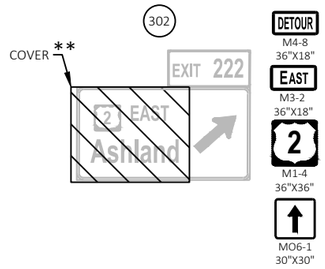
** PAID AS TRAFFIC CONTROL COVERING SIGNS TYPE I

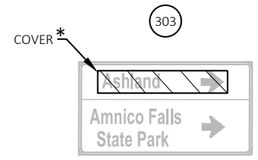
PROJECT NO: 1180-00-81, 1180-05-74	HWY: USH 2	COUNTY: DOUGLAS	DETOUR DETAIL SHEET 1	SHEET 36	E

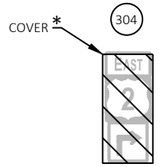


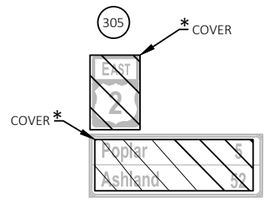


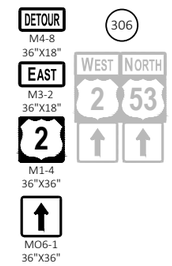


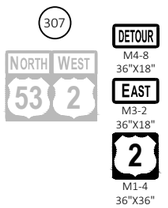


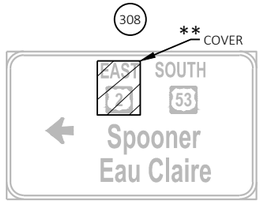


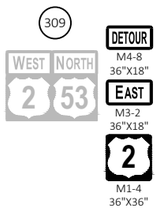


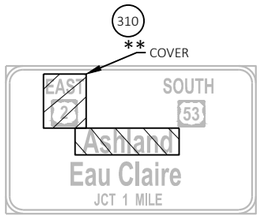


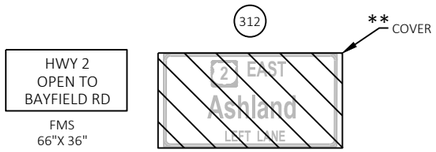


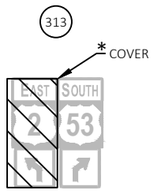


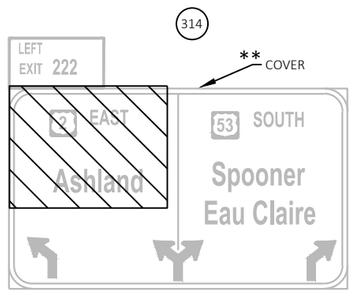


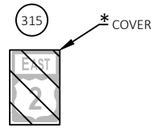


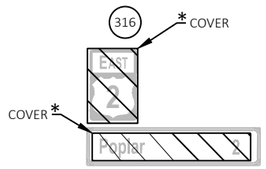












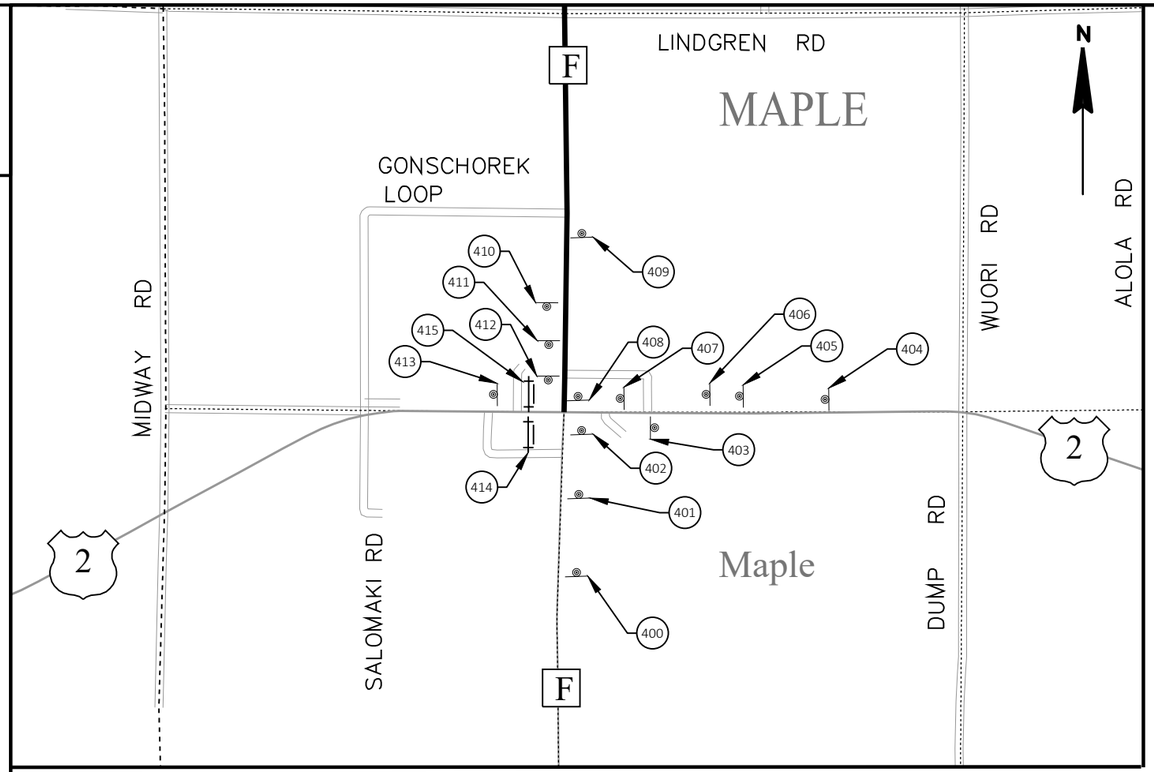




NOTES
* PAID AS TRAFFIC CONTROL COVERING SIGNS TYPE II

** PAID AS TRAFFIC CONTROL COVERING SIGNS TYPE I

PROJECT NO: 1180-00-81, 1180-05-74	HWY: USH 2	COUNTY: DOUGLAS	DETOUR DETAIL SHEET 2	SHEET 37	E



400

JCT 2

WEST
M3-4
24"X12"

2
M1-4
24"X24"

DETOUR AHEAD
W20-2A

401 406 411

HWY 2 WEST
CLOSED AT
HWY D

FMS
66"X 36"

402

DETOUR
M4-8
24"X12"

WEST
M3-4
24"X12"

2
M1-4
24"X24"

MO6-1
21"X21"

403

END DETOUR
M4-8A
24"X18"

EAST
2

404

DETOUR AHEAD
W20-2A

405

DETOUR
M4-8
24"X12"

JCT
COUNTY F

WEST
M3-4
24"X12"

2
M1-4
24"X24"

MO5-1R
21"X21"

407

COUNTY F

DETOUR
M4-8
24"X12"

WEST
M3-4
24"X12"

2
M1-4
24"X24"

MO6-1
21"X21"

408

COUNTY F
ATV ROUTE

409

COUNTY F

DETOUR
M4-8
24"X12"

WEST
M3-4
24"X12"

2
M1-4
24"X24"

410

DETOUR
M4-8
24"X12"

EAST
M3-2
24"X12"

2
M1-4
24"X24"

MO5-1L
21"X21"

412

DETOUR
M4-8
24"X12"

EAST
M3-2
24"X12"

2
M1-4
24"X24"

MO6-1
21"X21"

413

* COVER

WEST
2

414

BRIDGE OUT
4 MILES AHEAD
R11-3C
60"X24"
(MOUNT ON BARRICADE)

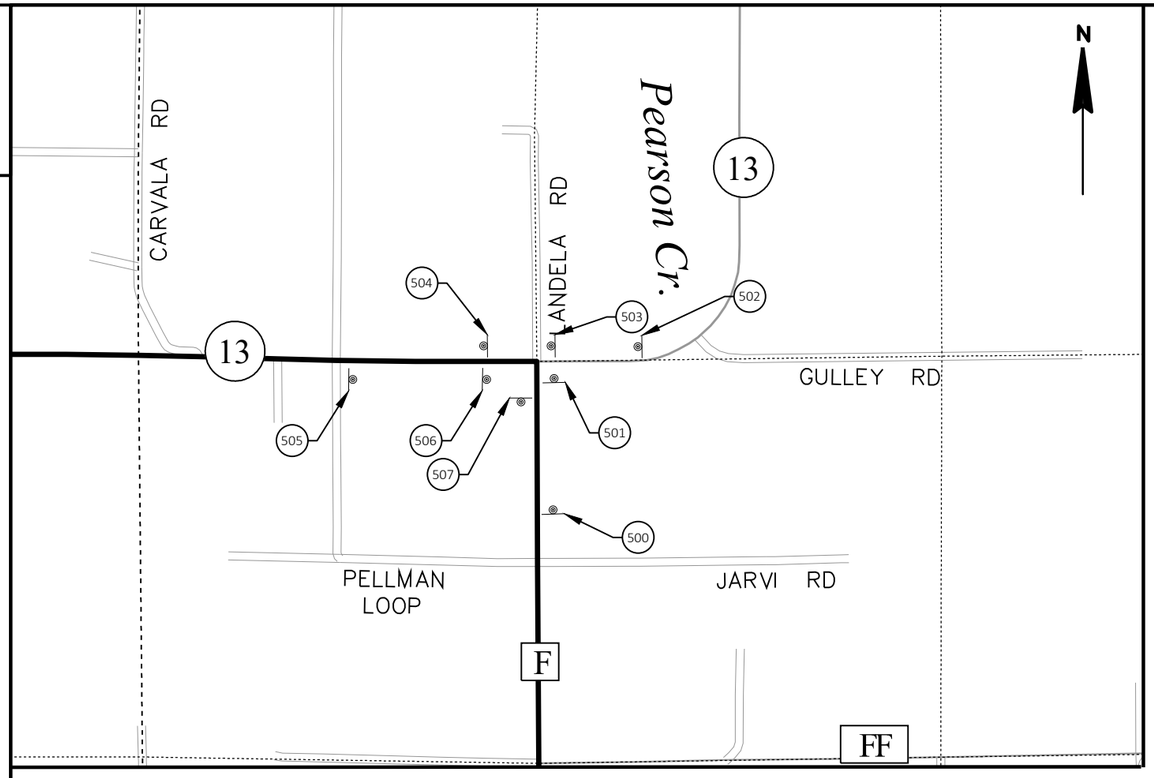
415

DETOUR
M4-9R
30"X24"
(MOUNT ON BARRICADE)

NOTES
* PAID AS TRAFFIC CONTROL COVERING SIGNS TYPE II

** PAID AS TRAFFIC CONTROL COVERING SIGNS TYPE I

PROJECT NO: 1180-00-81, 1180-05-74	HWY: USH 2	COUNTY: DOUGLAS	DETOUR DETAIL SHEET 3	SHEET 38	E



500
JCT 13
DETOUR M4-8 24"X12"
WEST M3-4 24"X12"
2 M1-4 24"X24"
MO5-1L 21"X21"

501
DETOUR M4-8 24"X12"
WEST M3-4 24"X12"
2 M1-4 24"X24"
MO6-1 21"X21"

502
JCT COUNTY F
WEST M3-4 24"X12"
2 M1-4 24"X24"
DETOUR AHEAD W20-2A

503
COUNTY F
DETOUR M4-8 24"X12"
WEST M3-4 24"X12"
2 M1-4 24"X24"
MO6-1 21"X21"

504
NORTH WEST 13 SCENIC BYWAY
DETOUR M4-8 24"X12"
WEST M3-4 24"X12"
2 M1-4 24"X24"

505
JCT COUNTY F
DETOUR M4-8 24"X12"
EAST M3-2 24"X12"
2 M1-4 24"X24"
MO5-1R 21"X21"

506
COUNTY F
DETOUR M4-8 24"X12"
EAST M3-2 24"X12"
2 M1-4 24"X24"
MO6-1 21"X21"

507
COUNTY F
DETOUR M4-8 24"X12"
EAST M3-2 24"X12"
2 M1-4 24"X24"

NOTES
* PAID AS TRAFFIC CONTROL COVERING SIGNS TYPE II

** PAID AS TRAFFIC CONTROL COVERING SIGNS TYPE I

					1180-00-81	1180-05-74
Line	**Item**	**Item Description**	**Unit**	**Total**	**Qty**	**Qty**
0002	201.0115	Clearing	ACRE	1.550	1.450	0.100
0004	201.0215	Grubbing	ACRE	1.550	1.450	0.100
0006	203.0220	Removing Structure (structure) 01. C-16-0099	EACH	1.000	1.000	
0008	203.0220	Removing Structure (structure) 02. C-16-0100	EACH	1.000		1.000
0016	204.0126.S	Removing Asphaltic Longitudinal Notched Wedge Joint Milling	LF	525.000	390.000	135.000
0022	205.0100	Excavation Common	CY	36,267.000	34,787.000	1,480.000
0024	209.2500	Backfill Granular Grade 2	TON	1,830.000	1,400.000	430.000
0030	213.0100	Finishing Roadway (project) 01. 1180-00-81	EACH	1.000	1.000	
0032	213.0100	Finishing Roadway (project) 02. 1180-05-74	EACH	1.000		1.000
0036	305.0110	Base Aggregate Dense 3/4-Inch	TON	340.000	245.000	95.000
0038	305.0120	Base Aggregate Dense 1 1/4-Inch	TON	3,150.000	2,380.000	770.000
0042	455.0605	Tack Coat	GAL	265.000	205.000	60.000
0048	460.2000	Incentive Density HMA Pavement	DOL	140.000	110.000	30.000
0050	460.6224	HMA Pavement 4 MT 58-28 S	TON	917.000	704.000	213.000
0052	460.8644	HMA Pavement 4 SMA 58-34 V	TON	222.000	180.000	42.000
0058	465.0110	Asphaltic Surface Patching	TON	25.000	25.000	
0066	511.1100	Temporary Shoring	SF	1,080.000	560.000	520.000
0072	521.1084	Apron Endwalls for Culvert Pipe Steel 84-Inch	EACH	2.000		2.000
0074	521.5184	Culvert Pipe Corrugated Steel Polymer Coated 84-Inch	LF	188.000		188.000
0082	606.0200	Riprap Medium	CY	940.000	923.000	17.000
0084	606.0300	Riprap Heavy	CY	305.000	180.000	125.000
0086	611.0606	Inlet Covers Type B	EACH	1.000		1.000
0102	618.0100	Maintenance and Repair of Haul Roads (project) 01. 1180-00-81	EACH	1.000	1.000	
0104	618.0100	Maintenance and Repair of Haul Roads (project) 02. 1180-05-74	EACH	1.000		1.000
0108	619.1000	Mobilization	EACH	0.450	0.350	0.100
0110	624.0100	Water	MGAL	50.000	40.000	10.000
0112	625.0100	Topsoil	SY	19,355.000	17,700.000	1,655.000
0114	628.1104	Erosion Bales	EACH	85.000	50.000	35.000
0116	628.1504	Silt Fence	LF	3,440.000	2,695.000	745.000
0118	628.1520	Silt Fence Maintenance	LF	3,440.000	2,695.000	745.000
0120	628.1905	Mobilizations Erosion Control	EACH	8.000	4.000	4.000
0122	628.1910	Mobilizations Emergency Erosion Control	EACH	6.000	3.000	3.000
0124	628.2004	Erosion Mat Class I Type B	SY	5,245.000	4,425.000	820.000
0126	628.2027	Erosion Mat Class II Type C	SY	14,110.000	13,275.000	835.000
0128	628.5505	Polyethylene Sheeting	SY	265.000	150.000	115.000
0130	628.6510	Soil Stabilizer Type B	ACRE	4.000	3.600	0.400
0132	628.7005	Inlet Protection Type A	EACH	2.000		2.000
0134	628.7010	Inlet Protection Type B	EACH	2.000		2.000
0140	628.7504	Temporary Ditch Checks	LF	700.000	600.000	100.000
0142	628.7515.S	Stone Ditch Checks	CY	20.000	20.000	
0144	628.7555	Culvert Pipe Checks	EACH	15.000	15.000	
0146	628.7560	Tracking Pads	EACH	4.000	2.000	2.000
0148	628.7570	Rock Bags	EACH	100.000	50.000	50.000
0150	629.0210	Fertilizer Type B	CWT	12.500	11.500	1.000
0152	630.0120	Seeding Mixture No. 20	LB	780.000	730.000	50.000
0154	630.0130	Seeding Mixture No. 30	LB	100.000	75.000	25.000
0156	630.0500	Seed Water	MGAL	435.000	395.000	40.000
0158	632.0101	Trees (species, root, size) 01. Douglasfir, Common, B&B, 4-FT	EACH	75.000	75.000	
0160	632.0101	Trees (species, root, size) 02. Spruce, White, B&B, 4-FT	EACH	75.000	75.000	

Line	Item	Item Description	Unit	Total	1180-00-81 Qty	1180-05-74 Qty
0162	632.9101	Landscape Planting Surveillance and Care Cycles	EACH	20.000	20.000	
0164	633.5200	Markers Culvert End	EACH	5.000	2.000	3.000
0166	638.2102	Moving Signs Type II	EACH	2.000	1.000	1.000
0170	642.5001	Field Office Type B	EACH	0.450	0.350	0.100
0172	643.0300	Traffic Control Drums	DAY	4,270.000	4,270.000	
0174	643.0420	Traffic Control Barricades Type III	DAY	2,050.000	2,050.000	
0176	643.0705	Traffic Control Warning Lights Type A	DAY	2,480.000	2,480.000	
0178	643.0900	Traffic Control Signs	DAY	8,315.000	8,315.000	
0180	643.0910	Traffic Control Covering Signs Type I	EACH	10.000	10.000	
0182	643.0920	Traffic Control Covering Signs Type II	EACH	31.000	31.000	
0184	643.1000	Traffic Control Signs Fixed Message	SF	162.000	162.000	
0186	643.1050	Traffic Control Signs PCMS	DAY	28.000	28.000	
0190	643.3165	Temporary Marking Line Paint 6-Inch	LF	1,050.000	780.000	270.000
0196	643.5000	Traffic Control	EACH	0.450	0.350	0.100
0198	645.0120	Geotextile Type HR	SY	2,725.000	2,425.000	300.000
0200	645.0130	Geotextile Type R	SY	70.000	70.000	
0202	646.1005	Marking Line Paint 4-Inch	LF	59,295.000	59,295.000	
0224	650.4000	Construction Staking Storm Sewer	EACH	1.000		1.000
0226	650.4500	Construction Staking Subgrade	LF	525.000	390.000	135.000
0228	650.5000	Construction Staking Base	LF	525.000	390.000	135.000
0230	650.6000	Construction Staking Pipe Culverts	EACH	3.000	1.000	2.000
0234	650.9911	Construction Staking Supplemental Control (project) 01. 1180-00-81	EACH	1.000	1.000	
0236	650.9911	Construction Staking Supplemental Control (project) 02. 1180-05-74	EACH	1.000		1.000
0240	650.9920	Construction Staking Slope Stakes	LF	934.000	799.000	135.000
0244	690.0150	Sawing Asphalt	LF	175.000	95.000	80.000
0250	ASP.1T0A	On-the-Job Training Apprentice at $5.00/HR	HRS	1,500.000	1,500.000	
0252	ASP.1T0G	On-the-Job Training Graduate at $5.00/HR	HRS	990.000	990.000	
0254	SPV.0060	Special 01. Apron Endwalls for Culvert Pipe Steel 108-Inch	EACH	2.000	2.000	
0256	SPV.0060	Special 02. Manholes 12-FT Diameter	EACH	1.000		1.000
0262	SPV.0090	Special 01. Culvert Pipe Corrugated Steel Polymer Coated 108-Inch	LF	316.000	316.000	
0264	SPV.0090	Special 02. Remove and Install Barbed Wire Fence	LF	95.000	95.000	
0268	SPV.0180	Special 01. Shredded Hardwood Bark Mulch	SY	250.000	250.000	

3

CLEARING AND GRUBBING ITEMS

CATEGORY	PROJECT	STATION	TO	STATION	OFFSET	201.0115 CLEARING ACRE	201.0215 GRUBBING ACRE
0010	1180-00-81						
		5490+73	-	5498+64	LT	0.74	0.74
		5492+80	-	5497+15	RT	0.71	0.71
1180-00-81 TOTALS						1.45	1.45
0010	1180-05-74						
		5535+80	-	5536+02	LT	0.02	0.02
		5535+16	-	5536+28	RT	0.08	0.08
1180-05-74 TOTALS						0.10	0.10
TOTALS						1.55	1.55

REMOVING STRUCTURE ITEMS

CATEGORY	PROJECT	STATION	OFFSET	203.0220.01 REMOVING STRUCTURE C-16-0099 EACH	203.0220.02 REMOVING STRUCTURE C-16-0100 EACH
0020	1180-00-81				
		5495+73	LT & RT	1	--
1180-00-81 TOTALS				1	--
0010	1180-05-74				
		5535+80	LT & RT	--	1
1180-05-74 TOTALS				--	1
TOTALS				1	1

FENCING ITEMS

CATEGORY	PROJECT	STATION	TO	STATION	OFFSET	SPV.0090.02 REMOVE AND INSTALL BARBED WIRE FENCE LF
0010	1180-00-81					
		5496+01	-	5496+96	RT	95
TOTALS						95

GRANULAR BACKFILL AND BASE AGGREGATE ITEMS

CATEGORY	PROJECT	STATION	TO	STATION	OFFSET	209.2500 BACKFILL GRANULAR GRADE 2 TON	305.0110 BASE AGGREGATE DENSE 3/4-INCH TON	305.0120 BASE AGGREGATE DENSE 1 1/4-INCH TON	COMMENTS
0010	1180-00-81								
		5493+00	-	5496+90	LT & RT	--	245	2,300	USH 2
		5495+70	-	5497+07	RT	--	--	80	TRI-COUNTY CORRIDOR TRAIL
1180-00-81 CAT 0010 TOTALS						--	245	2,380	
0020	1180-00-81								
		5493+00	-	5496+90	LT & RT	1,400	--	--	USH 2
1180-00-81 CAT 0020 TOTALS						1,400	--	--	
0010	1180-05-74								
		5535+05	-	5536+40	LT & RT	430	95	720	USH 2
		5535+21	-	5536+20	RT	--	--	50	TRI-COUNTY CORRIDOR TRAIL
1180-05-74 TOTALS						430	95	770	
TOTALS						1,830	340	3,150	

EARTHWORK SUMMARY

DIVISION	PROJECT	STATION	TO	STATION	LOCATION	205.0100 EXCAVATION COMMON (NOTE 1) (CY)	SALVAGED/UNUSABLE PAVEMENT MATERIAL (NOTE 2) (CY)	AVAILABLE MATERIAL (NOTE 3) (CY)	UNEXPANDED FILL (CY)	EXPANDED FILL (NOTE 4) (CY) FACTOR 1.25	MASS ORDINATE +/- (NOTE 5) (CY)	WASTE (CY)
1	1180-00-81	5490+79	-	5498+75	USH 2 AND TRAIL	31,557	443	31,114	2,813	3,516	27,598	27,598
		5493+00	-	5496+90	ROADWAY TRANSITION CUT	3,230	--	3,230	--	--	3,230	3,230
1180-00-81 TOTALS						34,787	443	34,344	2,813	3,516	30,828	30,828
2	1180-04-74	5535+05	-	5536+40	USH 2 AND TRAIL	889	115	774	134	168	606	606
		5535+05	-	5536+40	ROADWAY TRANSITION CUT	560	--	560	--	--	560	560
					SOUTH STREAM ALIGNMENT	14	--	14	--	--	14	14
					NORTH STREAM ALIGNMENT	17	--	17	--	--	17	17
1180-05-74 TOTALS						1,480	115	1,365	134	168	1,197	1,197
TOTALS						36,267	558	35,709	2,947	3,684	32,025	32,025

NOTES:
1) SALVAGED/UNUSABLE PAVEMENT MATERIAL IS INCLUDED IN CUT
2) SALVAGED/UNUSABLE PAVEMENT MATERIAL = (AREA OF PROJECT PAVEMENT) * (TYPICAL DEPTH)
3) AVAILABLE MATERIAL = CUT - SALVAGED/UNUSABLE PAVEMENT MATERIAL
4) EXPANDED FILL = (UNEXPANDED FILL) * (FILL FACTOR)
5) MASS ORDINATE = AVAILABLE MATERIAL - (EXPANDED FILL); POSITIVE INDICATES AN EXCESS OF MATERIAL; NEGATIVE INDICATES A SHORTAGE OF MATERIAL

ASPHALTIC ITEMS

CATEGORY	PROJECT	STATION	TO	STATION	455.0605 TACK COAT GAL	460.6224 HMA PAVEMENT 4 MT 58-28 S TON	460.8644 HMA PAVEMENT 4 SMA 58-34 V TON	204.0126.S REMOVING ASPHALTIC LONGITUDINAL NOTCHED WEDGE JOINT MILLING LF	465.0110 ASPHALTIC SURFACE PATCHING TON	690.0150 SAWING ASPHALT LF
0010	1180-00-81									
		5493+00	-	5496+90	205	704	180	390	--	95
		DETOUR			--	--	--	--	25	--
1180-00-81 TOTALS					205	704	180	390	25	95
0010	1180-05-74									
		5535+05	-	5536+40	60	213	42	135	--	80
1180-05-74 TOTALS					60	213	42	135	--	80
TOTALS					265	917	222	525	25	175

NOTE:
ASPHALTIC SURFACE PATCHING IS FOR POTHOLES AND MINOR REPAIRS ON DETOUR ROUTE

LOCATION	PROJECT	STA	TO	STA	MIXTURE USE	UNDERLYING SURFACE	BID ITEM	TONS	THICKNESS	QUALITY MANAGEMENT PROGRAM TO BE USED FOR: MIXTURE ACCEPTANCE	QUALITY MANAGEMENT PROGRAM TO BE USED FOR: DENSITY ACCEPTANCE
12 FOOT DRIVING LANES	1180-00-81	5493+00	-	5496+90	LOWER LAYER	BASE AGGREGATE	HMA PAVEMENT 4 MT 58-28 S	262	3"	QMP (SS 460.2.8)	DEPARTMENT ACCEPTANCE (SS 460.3.3.2); NOT ELIGIBLE FOR INCENTIVE
	1180-05-74	5535+05	-	5536+40				60			
12 FOOT DRIVING LANES	1180-00-81	5493+00	-	5496+90	MIDDLE LAYER	4 MT 58-28 S	HMA PAVEMENT 4 MT 58-28 S	240	2 3/4"	QMP (SS 460.2.8)	DEPARTMENT ACCEPTANCE (SS 460.3.3.2); NOT ELIGIBLE FOR INCENTIVE
	1180-05-74	5535+05	-	5536+40				55			
12 FOOT DRIVING LANES	1180-00-81	5493+00	-	5496+90	UPPER LAYER	4 MT 58-28 S	HMA PAVEMENT 4 SMA 58-34 V	175	2"	QMP (SS 460.2.8)	INCENTIVE DENSITY HMA PAVEMENT 460.2000
	1180-05-74	5535+05	-	5536+40				40			
SHOULDERS	1180-00-81	5493+00	-	5496+90	LOWER LAYER	BASE AGGREGATE	HMA PAVEMENT 4 MT 58-28 S	80	3"	QMP (SS 460.2.8)	DEPARTMENT ACCEPTANCE (SS 460.3.3.2); NOT ELIGIBLE FOR INCENTIVE
	1180-05-74	5535+05	-	5536+40				39			
SHOULDERS	1180-00-81	5493+00	-	5496+90	MIDDLE LAYER	4 MT 58-28 S	HMA PAVEMENT 4 MT 58-28 S	74	2 3/4"	QMP (SS 460.2.8)	DEPARTMENT ACCEPTANCE (SS 460.3.3.2); NOT ELIGIBLE FOR INCENTIVE
	1180-05-74	5535+05	-	5536+40				35			
SHOULDERS	1180-00-81	5493+00	-	5496+90	UPPER LAYER	4 MT 58-28 S	HMA PAVEMENT 4 MT 58-28 S	48	2"	QMP (SS 460.2.8)	DEPARTMENT ACCEPTANCE (SS 460.3.3.2); NOT ELIGIBLE FOR INCENTIVE
	1180-05-74	5535+05	-	5536+40				24			
SHOULDERS	1180-00-81	5493+00	-	5496+90	UPPER LAYER	4 MT 58-28 S	HMA PAVEMENT 4 SMA 58-34 V	5	2"	QMP (SS 460.2.8)	DEPARTMENT ACCEPTANCE (SS 460.3.3.2); NOT ELIGIBLE FOR INCENTIVE
	1180-05-74	5535+05	-	5536+40				2			
VARIOUS	1180-00-81	MISCELLANEOUS REPAIRS AFTER MILLING AND CURB PATCHES			--	PAVEMENT OR BASE AGGREGATE	ASPHALTIC SURFACE PATCHING	25	VARIES	(SS 465)	ORDINARY COMPACTION (SS 450.3.2.6.2)

3

CULVERT ITEMS

CATEGORY	PROJECT	STATION	OFFSET	521.1084 APRON ENDWALLS FOR CULVERT PIPE STEEL 84-INCH EACH	521.5184 # CULVERT PIPE CORRUGATED STEEL POLYMER COATED 84-INCH LF	611.0606 INLET COVERS TYPE B EACH	633.5200 MARKERS CULVERT END EACH	SPV.0060.01 APRON ENDWALLS FOR CULVERT PIPE STEEL 108-INCH EACH	SPV.0060.02 MANHOLES 12-FT DIAMETER EACH	SPV.0090.01 ## CULVERT PIPE CORRUGATED STEEL POLYMER COATED 108-INCH LF
0010	1180-00-81	5496+17	LT&RT	--	--	--	2	--	--	--
1180-00-81 CAT 0010 TOTALS				--	--	--	2	--	--	--
0020	1180-00-81	5496+17	LT&RT	--	--	--	--	2	--	316
1180-00-81 CAT 0020 TOTALS				--	--	--	--	2	--	316
0010	1180-05-74	5535+65	LT&RT	2	188	1	3	--	1	--
1180-05-74 TOTALS				2	188	1	3	--	1	--
TOTALS				2	188	1	5	2	1	316

NOTES:
CULVERT PIPE INVERTS AND LAYOUT INFORMATION IS SHOWN ON THE PLANS, DETAILS, AND CROSS SECTIONS.
MINIMUM REQUIRED WALL THICKNESS = 0.079
MINIMUM REQUIRED WALL THICKNESS = 0.138

RIPRAP ITEMS

CATEGORY	PROJECT	STATION	TO	STATION	OFFSET	606.0200 RIPRAP MEDIUM CY	606.0300 RIPRAP HEAVY CY	645.0120 GEOTEXTILE TYPE HR SY
0020	1180-00-81							
		5490+54	-	5498+80	LT	875	90	2,125
		5492+81	-	5497+40	RT	48	90	300
1180-00-81 TOTALS						923	180	2,425
0010	1180-05-74							
		5534+96	-	5536+48	LT	--	89	180
		5535+17	-	5536+21	RT	17	36	120
1180-05-74 TOTALS						17	125	300
TOTALS						940	305	2,725

TEMPORARY DIVERSION ITEMS

CATEGORY	PROJECT	STATION	OFFSET	511.1100 TEMPORARY SHORING SF	628.5505 POLYETHYLENE SHEETING SY	628.7570 ROCK BAGS EACH
0010	1180-00-81	5496+17	RT	560	150	50
1180-00-81 TOTALS				560	150	50
0010	1180-05-74	5535+65	RT	520	115	50
1180-05-74 TOTALS				520	115	50
TOTALS				1080	265	100

RESTORATION ITEMS

CATEGORY	PROJECT	STATION	TO	STATION	OFFSET	625.0100 TOPSOIL SY	629.0210 FERTILIZER TYPE B CWT	630.0120 SEEDING MIXTURE NO. 20 LB	630.0130 SEEDING MIXTURE NO. 30 LB	630.0500 SEED WATER MGAL
0010	1180-00-81									
		5490+54	-	5498+80	LT	10,450	6.6	432	38	234
		5492+81	-	5497+40	RT	3,705	2.3	149	20	83
		UNDISTRIBUTED				3,545	2.6	149	17	78
1180-00-81 TOTALS						17,700	11.5	730	75	395
0010	1180--05-74									
		5534+96	-	5536+48	LT	340	0.2	6	9	8
		5535+17	-	5536+21	RT	978	0.6	34	10	22
		UNDISTRIBUTED				337	0.2	10	6	10
1180-05-74 TOTALS						1,655	1.0	50	25	40
TOTALS						19,355	12.5	780	100	435

INLET PROTECTION ITEMS

PROJECT	STATION	TO	STATION	OFFSET	628.7005 INLET PROTECTION TYPE A EACH	628.7010 INLET PROTECTION TYPE B EACH
1180-05-74						
	5535+17	-	5536+21	RT	2	2
TOTALS					2	2

3

EROSION CONTROL ITEMS

CATEGORY	PROJECT	STATION	TO	STATION	OFFSET	628.1104 EROSION BALES EACH	628.1504 SILT FENCE LF	628.1520 SILT FENCE MAINTENANCE LF	628.2004 EROSION MAT CLASS I TYPE B SY	628.2027 EROSION MAT CLASS II TYPE C SY	628.6510 SOIL STABILIZER TYPE B ACRE	628.7504 TEMPORARY DITCH CHECKS LF	628.7555 CULVERT PIPE CHECKS EACH	628.7515.S STONE DITCH CHECKS CY	645.0130 GEOTEXTILE TYPE R SY
0010	1180-00-81														
		5490+54	-	5498+80	LT	15	1,075	1,075	835	9,615	2.2	263	--	15	65
		5492+81	-	5497+40	RT	5	1,080	1,080	2,705	1,000	0.8	213	10	--	--
		UNDISTRIBUTED				30	540	540	885	2,660	0.6	124	5	5	5
1180-00-81 TOTALS						50	2,695	2,695	4,425	13,275	3.6	600	15	20	70
0010	1180-05-74														
		5534+96	-	5536+48	LT	10	275	275	340	--	0.1	--	--	--	--
		5535+17	-	5536+21	RT	15	320	320	315	665	0.2	75	--	--	--
		UNDISTRIBUTED				10	150	150	165	170	0.1	25	--	--	--
1180-05-74 TOTALS						35	745	745	820	835	0.4	100	--	--	--
TOTALS						85	3,440	3,440	5,245	14,110	4.0	700	15	20	70

TRACKING PADS

CATEGORY	PROJECT	LOCATION	628.7560 TRACKING PADS EACH
0010	1180-00-81		
		UNDISTRIBUTED	2
1180-00-81 TOTAL			2
0010	1180-05-74		
		UNDISTRIBUTED	2
1180-05-74 TOTAL			2
TOTAL			4

3

LIVING SNOW FENCE ITEMS

CATEGORY	PROJECT	STATION	TO	STATION	OFFSET	632.0101.01 TREES DOUGLAS FIR, COMMON, B&B, 4-FT EACH	632.0101.02 TREES SPRUCE, WHITE, B&B, 4-FT EACH	SPV.0180.01 SHREDDED HARDWOOD BARK MULCH SY
0010	1180-00-81							
		5491+77	-	5497+65	LT	75	75	250
TOTALS						75	75	250

LANDSCAPE PLANTING SURVEILLANCE AND CARE CYCLES

CATEGORY	PROJECT	CARE CYCLE	632.9101 EACH
0010	1180-00-81		
		SEPTEMBER 2027	1
		OCTOBER 2027	1
		MAY 2028	1
		JUNE 2028	2
		JULY 2028	2
		AUGUST 2028	2
		SEPTEMBER 2028	2
		OCTOBER 2028	1
		MAY 2029	1
		JUNE 2029	2
		JULY 2029	2
		AUGUST 2029	2
		SEPTEMBER 2029	1
TOTAL			20

3

MOVING SIGNS

CATEGORY	PROJECT	STATION	OFFSET	SIGN MESSAGE	638.2102 MOVING SIGNS TYPE II EACH
0010	1180-00-81	5494+00	RT	ONCOMING TRAFFIC USES CENTER LANE	1
1180-00-81 TOTAL					1
0010	1180-05-74	5535+00	RT	POPLAR POPULATION	1
1180-05-74 TOTAL					1
TOTAL					2

TRAFFIC CONTROL COVERING SIGNS

			643.0910		643.0920	
			TRAFFIC CONTROL COVERING SIGNS TYPE I		TRAFFIC CONTROL COVERING SIGNS TYPE II	
CATEGORY	PROJECT	NUMBER OF CYCLES	NO.	EACH	NO.	EACH
0010	1180-00-81	1	10	10	31	31
TOTALS				10		31

TRAFFIC CONTROL ITEMS

			STAGE DURATION	643.0300 TRAFFIC CONTROL DRUMS		643.0420 TRAFFIC CONTROL BARRICADES TYPE III		643.0705 TRAFFIC CONTROL WARNING LIGHTS TYPE A		643.0900 TRAFFIC CONTROL SIGNS		643.1050 TRAFFIC CONTROL SIGNS PCMS	
CATEGORY	PROJECT	LOCATION	DAYS	NO.	DAY	NO.	DAY	NO.	DAY	NO.	DAY	NO.	DAY
0010	1180-00-81												
		TURTLE FENCE INSTALLATION	4	20	80	--	--	--	--	5	20	--	--
		PRIOR TO CONSTRUCTION	7	10	70	--	--	--	--	--	--	2	14
		ADVANCED WARNING & SHOULDER CLOSURE	150	27	4,050	--	--	--	--	15	2,250	--	--
		TRAIL DETOUR	70	--	--	20	1,400	24	1,680	16	1,120	--	--
		USH 2 DETOUR	25	10	70	26	650	32	800	197	4,925	2	14
TOTALS					4,270		2,050		2,480		8,315		28

NOTE:
TRAFFIC CONTROL DEVICES FOR PROJECT ID 1180-05-74 ARE INCLUDED IN PROJECT ID 1180-00-81.

3

TRAFFIC CONTROL SIGNS FIXED MESSAGE

CATEGORY	PROJECT	LOCATION	SIGN NUMBER	SIGN SIZE W X H FT X FT	643.1000 SF	SIGN MESSAGE
0010	1180-00-81					
		TRAIL DETOUR	--	2 X 2	4	TRAIL DETOUR RIGHT ARROW
		TRAIL DETOUR	--	2 X 2	4	TRAIL DETOUR RIGHT ARROW
		TRAIL DETOUR	--	2 X 2	4	TRAIL DETOUR RIGHT ARROW
		TRAIL DETOUR	--	2 X 2	4	TRAIL DETOUR RIGHT ARROW
		TRAIL DETOUR	--	2 X 2.5	5	TRAIL DETOUR ARROW
		TRAIL DETOUR	--	2 X 2.5	5	TRAIL DETOUR ARROW
		TRAIL DETOUR	--	2 X 2.5	5	TRAIL DETOUR ARROW
		TRAIL DETOUR	--	2 X 2.5	5	TRAIL DETOUR ARROW
		TRAIL DETOUR	--	2 X 2	4	TRAIL DETOUR LEFT ARROW
		TRAIL DETOUR	--	2 X 2	4	TRAIL DETOUR LEFT ARROW
		TRAIL DETOUR	--	2 X 2	4	TRAIL DETOUR LEFT ARROW
		TRAIL DETOUR	--	2 X 2	4	TRAIL DETOUR LEFT ARROW
		USH 53	301	5.5 X 4	22	HWY 2 EAST CLOSED AT RIVER RD 4 MILES AHEAD
		USH 53	311	5.5 X 4	22	HWY 2 EAST CLOSED AT RIVER RD 4 MILES AHEAD
		USH 53	312	5.5 X 3	17	HWY 2 OPEN TO BAYFIELD RD
		CTH F INTERSECTION	401	5.5 X 3	17	HWY 2 WEST CLOSED AT HWY D
		CTH F INTERSECTION	406	5.5 X 3	17	HWY 2 WEST CLOSED AT HWY D
		CTH F INTERSECTION	411	5.5 X 3	17	HWY 2 WEST CLOSED AT HWY D
TOTAL					162	

PAVEMENT MARKING ITEMS

CATEGORY	PROJECT	STATION	TO	STATION	643.3165 TEMPORARY MARKING LINE PAINT 6-INCH SOLID YELLOW LF	646.1005 MARKING LINE PAINT 4-INCH SOLID YELLOW LF	646.1005 MARKING LINE PAINT 4-INCH DASHED YELLOW LF	646.1005 MARKING LINE PAINT 4-INCH WHTE LF
0010	1180-00-81							
		5493+00	-	5496+90	780	--	--	--
		DETOUR (CTH F)			--	15,570	4,245	39,480
1180-00-81 TOTALS					780	15,570	4,245	39,480
0010	1180-05-74							
		5535+05	-	5536+40	270	--	--	--
1180-05-74 TOTALS					270	--	--	--
TOTALS					1,050	15,570	4,245	39,480
							59,295	

NOTES:
ALONG USH 2, FINAL MARKING WILL BE COMPLETED UNDER TIED ID 1180-01-72.
ALONG THE DETOUR, MATCH EXISTING NO PASSING AND PASSING ZONE MARKINGS. REMARK CENTERLINE AND EDGELINES ON CTH F ONLY.

3

WATER

CATEGORY	PROJECT	LOCATION	624.0100 MGAL
0010	1180-00-81		
		PROJECT	40
1180-00-81 TOTAL			40
0010	1180-05-74		
		PROJECT	10
1180-05-74 TOTAL			10
TOTAL			50

STAKING ITEMS

CATEGORY	PROJECT	STATION	TO	STATION	OFFSET	650.4000 CONSTRUCTION STAKING STORM SEWER EACH	650.4500 CONSTRUCTION STAKING SUBGRADE LF	650.5000 CONSTRUCTION STAKING BASE LF	650.6000 CONSTRUCTION STAKING PIPE CULVERTS EACH	650.9920 CONSTRUCTION STAKING SLOPE STAKES LF
0010	1180-00-81									
		5490+76	-	5498+75	LT & RT	--	390	390	--	799
1180-00-81 CAT 0010 TOTALS						--	390	390	--	799
0020	1180-00-81									
		5490+76	-	5498+75	LT & RT	--	--	--	1	--
1180-00-81 CAT 0020 TOTALS						--	--	--	1	--
0010	1180-05-74									
		5535+05	-	5536+40	LT & RT	1	135	135	2	135
1180-05-74 TOTALS						1	135	135	2	135
TOTALS						1	525	525	3	934

TRANSPORTATION PROJECT PLAT NO: 1180-00-21-4.01

THAT PART OF NE1/4 OF THE SW1/4 OF SECTION 36, TOWNSHIP 48 NORTH, RANGE 12 WEST, VILLAGE OF POPLAR, DOUGLAS COUNTY, WISCONSIN.

RELOCATION ORDER - USH 2, WENTWORTH - BRULE, BRANCH OF THE MIDDLE RIVER CULVERT, DOUGLAS COUNTY

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

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 84.02 (3), 84.09, AND 84.30, WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION HEREBY ORDERS THAT:
1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE STATE OF WISCONSIN, PURSUANT TO THE PROVISIONS OF SECTION 84.09 (1) OR (2), WISCONSIN STATUTES.

NOTES:

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

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

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

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

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

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

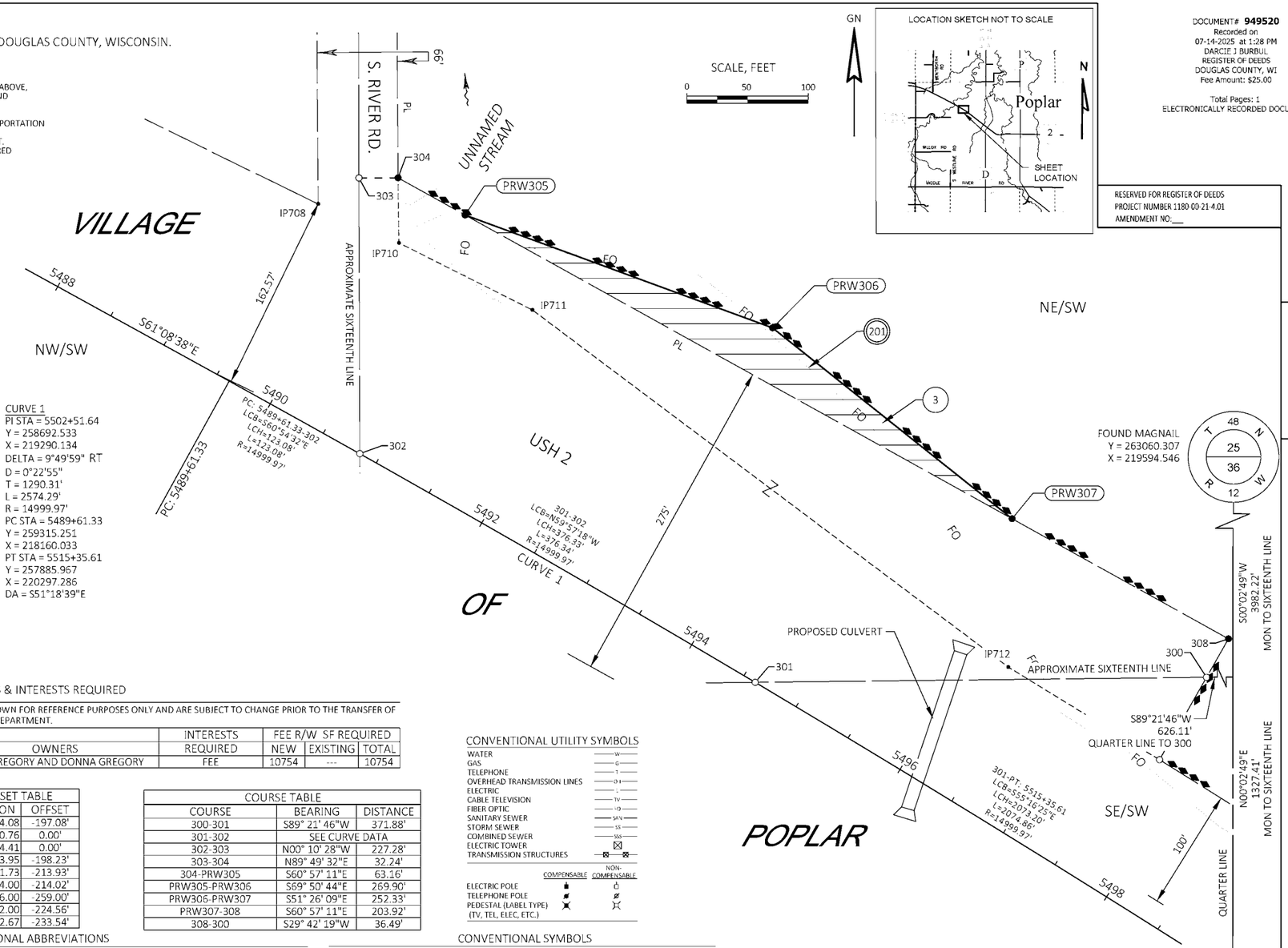
FOR THE CURRENT ACCESS/DRIVEWAY INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN SUPERIOR - NORTHWEST.

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

EXISTING HIGHWAY RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE FOR USH 2: R/W PLAT 1180-43-21, 1183-2-20 (T022-1(42)), 1189-03-21, AND EXISTING CENTERLINE.

EXISTING HIGHWAY RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE FOR S. RIVER RD.: R/W PLAT 1180-43-21, 1183-2-20 (T022-1(42)), 1189-03-21, AND EXISTING CENTERLINE.

EXISTING ACCESS CONTROL ALONG USH 2 HAS BEEN ESTABLISHED FROM R/W PLAT 1180-43-21, AND 1189-03-21.



CURVE 1
PI STA = 5502+51.64
Y = 258692.533
X = 219290.134
DELTA = 9°49'59" RT
D = 0°22'55"
T = 1290.31'
L = 2574.29'
R = 14999.97'
PC STA = 5489+61.33
Y = 259315.251
X = 218160.033
PT STA = 5515+35.61
Y = 257885.967
X = 220297.286
DA = S51°18'39"E

DOCUMENT# **949520**
Recorded on
07-14-2025 at 1:28 PM
DARCIE J BURBUL
REGISTER OF DEEDS
DOUGLAS COUNTY, WI
Fee Amount: $25.00

Total Pages: 1
ELECTRONICALLY RECORDED DOCUMENT

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 1180-00-21-4.01
AMENDMENT NO:___

FOUND MAGNAIL
Y = 263060.307
X = 219594.546

FOUND MAGNAIL
Y = 257750.678
X = 219590.204

201 BRIGHTSPEED OF NORTHWEST WISCONSIN, LLC (COMMUNICATION)
VOL.430, PG. 810, DOC. 585877 - PAR. 3
CORRECTION AFFIDAVIT DOC. 953977

EXISTING MONUMENTS			
POINT	Y (NORTHING)	X (EASTING)	DESCRIPTION
IP708	259461.274	218233.411	IP 3/4" IRON ROD
IP710	259429.187	218299.766	IP 3/4" IRON ROD
IP711	259373.900	218409.760	IP 3/4" IRON ROD
IP712	259079.590	218801.812	IP 3/4" IRON ROD
FOUND MONUMENT INFORMATION SHOWN REPRESENTS TYPE AND LOCATION OF EXISTING MONUMENTS WITHOUT OPINION AS TO THEIR VALIDITY AND USE AS A PROPERY CORNER.			

SCHEDULE OF LANDS & INTERESTS REQUIRED

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

PARCEL NUMBER	OWNERS	INTERESTS REQUIRED	FEE R/W SF REQUIRED NEW	EXISTING	TOTAL
3	JAMES GREGORY AND DONNA GREGORY	FEE	10754	---	10754

STATION & OFFSET TABLE		
POINT NO.	STATION	OFFSET
300	5497+74.08	-197.08'
301	5494+60.76	0.00'
302	5490+84.41	0.00'
303	5489+73.95	-198.23'
304	5490+01.73	-213.93'
PRW305	5490+64.00	-214.02'
PRW306	5493+26.00	-259.00'
PRW307	5495+72.00	-224.56'
308	5497+72.67	-233.54'

COURSE TABLE		
COURSE	BEARING	DISTANCE
300-301	S89° 21' 46"W	371.88'
301-302	SEE CURVE DATA	
302-303	N00° 10' 28"W	227.28'
303-304	N89° 49' 32"E	32.24'
304-PRW305	S60° 57' 11"E	63.16'
PRW305-PRW306	S69° 50' 44"E	269.90'
PRW306-PRW307	S51° 26' 09"E	252.33'
PRW307-308	S60° 57' 11"E	203.92'
308-300	S29° 42' 19"W	36.49'

CONVENTIONAL UTILITY SYMBOLS

WATER	W	
GAS	G	
TELEPHONE	T	
OVERHEAD TRANSMISSION LINES	OH	
ELECTRIC	E	
CABLE TELEVISION	TV	
FIBER OPTIC	FO	
SANITARY SEWER	SAN	
STORM SEWER	SS	
COMBINED SEWER	SSS	
ELECTRIC TOWER	⊠	
TRANSMISSION STRUCTURES	⊠—⊠	
	COMPENSABLE	NON-COMPENSABLE
ELECTRIC POLE	●	○
TELEPHONE POLE	◪	◪
PEDESTAL (LABEL TYPE) (TV, TEL, ELEC, ETC.)	⊠	⊠

CONVENTIONAL ABBREVIATIONS

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

CURVE DATA ABBREVIATIONS

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

CONVENTIONAL SYMBOLS

SECTION LINE
QUARTER LINE
SIXTEENTH LINE
NEW REFERENCE LINE
NEW R/W LINE
EXISTING R/W OR HE LINE
PROPERTY LINE
CORPORATE LIMITS
EXISTING CENTERLINE
LOT, TIE & OTHER MINOR LINES
ACCESS RESTRICTED (BY PREVIOUS PROJECT/CONTROL)
ACCESS RESTRICTED (BY ACQUISITION)
NO ACCESS (BY STATUTORY AUTHORITY)
NO ACCESS (NEW HIGHWAY)
BRIDGE
CULVERT
PARALLEL OFFSETS

NEW R/W (FEE OR HE) (HATCHING VARIES BY OWNER)
TEMPORARY LIMITED EASEMENT AREA
EASEMENT AREA (PERMANENT LIMITED OR RESTRICTED DEVELOPMENT)
PARCEL NUMBER
UTILITY NUMBER
PERMITTED SIGN
BUILDING — TO BE REMOVED
FOUND SURVEY MONUMENT (SEE FOUND MONUMENT TABLE)
R/W MONUMENT (TO BE SET)
NON-MONUMENTED R/W POINT
SIGN
SECTION CORNER SYMBOL
SECTION CORNER MONUMENT
GEODETIC SURVEY MONUMENT

UTILITY INTERESTS REQUIRED

UTILITY NUMBER	OWNER(S)	INTEREST REQUIRED
201	BRIGHTSPEED OF NORTHWEST WISCONSIN, LLC (COMMUNICATION)	RELEASE OF RIGHTS

emcs

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

WISCONSIN KEVIN C. BOYER S-2675 HEWITT WI LAND SURVEYOR

SIGNATURE: Kevin C. Boyer DATE: 7/14/2025
PRINT NAME: KEVIN C. BOYER
REGISTRATION NUMBER: S-2675

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION NW REGION - SUPERIOR
SIGNATURE: Aaron Gustafson DATE: 7/14/2025
PRINT NAME: AARON GUSTAFSON

COMPOSITE DRAWING, ORIGINAL ON FILE AT THE COUNTY REGISTER OF DEEDS OFFICE

LEGEND

- PAVEMENT LIMITS (SEE TYPICAL SECTIONS)
- AGGREGATE TRAIL LIMITS (SEE TYPICAL SECTIONS)
- DELINEATED WETLAND BOUNDARY
- SLOPE INTERCEPT
- X CLEARING AND GRUBBING
- RIPRAP MEDIUM (SEE CONSTRUCTION DETAILS)
- RIPRAP HEAVY (SEE CONSTRUCTION DETAILS)
- PERMITTED WETLAND AND WATERWAY IMPACTS
- LIVING SNOW FENCE PLANTING AREA (SEE CONSTRUCTION DETAILS)

STA 5495+73, LT&RT
REMOVING STRUCTURE (C-16-0099)
(107' - 84"X80" CONCRETE ARCH,
84' - 72"X60" CONCRETE BOX CULVERT,
478' - 72" CPCS,
CONCRETE MANHOLE,
CONCRETE MASONRY HEADWALL)

STA 5469+17, LT&RT
CULVERT PIPE CORRUGATED STEEL POLYMER COATED (CPCSPC) 108-INCH
2 - AEW FOR CULVERT PIPE STEEL 108-INCH REQ'D
2 - MARKERS CULVERT END REQ'D
SKEW 13° RHF
(SEE CONSTRUCTION DETAILS)

N

5

5

UNNAMED STREAM
EX R/W
S RIVER RD
R/W
R/W
EX R/W
BM 602
PC: 5489+61.33
RIPRAP
CP 505
S61°08'38"E
5488+00
5490+00
USH 2
5492+00
CURVE 1
5494+00
5496+00
5498+00
5500+00
5502+00
EX R/W
BM 601
BASE AGG PE
ACCESS FOR LIVING SNOW FENCE CLEARING AND GRUBBING MAY BE REQUIRED BEYOND THE LIMITS OF PROPOSED GRADING
BRIGHTSPEED OF NORTHWEST WISCONSIN, LLC (COMMUNICATION)
EXISTING LIVING SNOW FENCE
C-16-0099
MERT NETWORK, INC. (COMMUNICATIONS)
END PROJECT 1180-00-81
STA 5496+90
MATCH EXISTING
SAWCUT REQ'D
CP 506
C-16-0099
SPECTRUM MID-AMERICA, LLC (COMMUNICATION)
BEGIN PROJECT 1180-00-81
STA 5493+00
Y=259,148.47
X=218,454.78
MATCH EXISTING
SAWCUT REQ'D
CURVE NO. 1
PI STA = 5502+51.64
Y = 258692.53
X = 219290.13
PC STA = 5489+61.33
Y=259315.25
X=218160.03
PT STA = 5515+35.61
Y=257885.97
X=220297.29
DELTA = 9°49'59"
D = 0°22'55"
T = 1290.31'
L = 2574.29'
R = 14999.97'
SE=NC
ONCOMING TRAFFIC USES CENTER LANE
MOVE
TRI-COUNTY CORRIDOR TRAIL
BEGIN TRAIL CONSTRUCTION
STA 5495+70, 150' RT
MATCH EXISTING
BRIGHTSPEED OF NORTHWEST WISCONSIN, LLC (COMMUNICATION)
END TRAIL CONSTRUCTION
STA 5497+07, 144' RT
MATCH EXISTING
REMOVE AND INSTALL BARBED WIRE FENCE
UNNAMED STREAM
EX R/W

BENCH MARKS

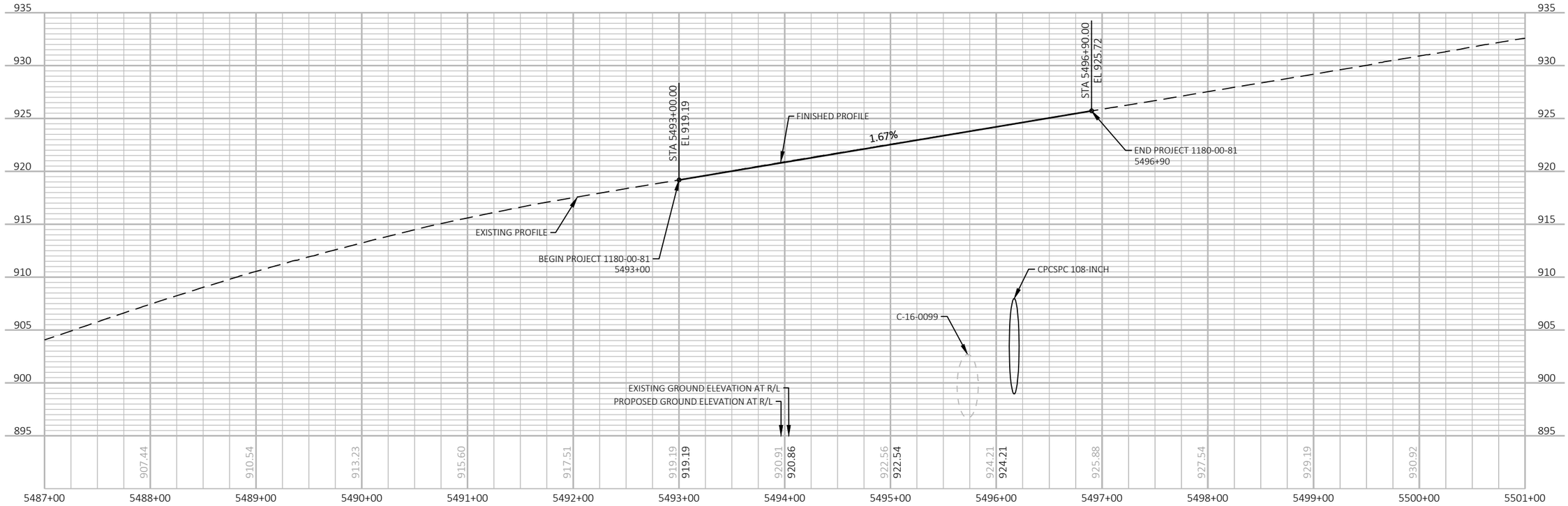
NO.	STATION/OFFSET	DESCRIPTION	ELEV.
601	5489+45.23, 152.49' LT	BENCH TIE SET	911.31
602	5501+91.57, 120.76' LT	BENCH TIE SET	937.11

CONTROL POINTS

NO.	Y	X	DESCRIPTION
505	259,383.373	218,141.85	3/4X24 REBAR SET W/CAP
506	258,662.638	219,130.87	3/4X24 REBAR SET W/CAP

PROJECT NO: 1180-00-81	HWY: USH 2	COUNTY: DOUGLAS	PLAN	SHEET 49	E

FILE NAME : P:\53XX\5338.DP.20.USH2.DOU\CADDS\11800574\SHEETSPLAN\050201-PN.DWG
LAYOUT NAME - 01
PLOT DATE : 4/7/2026 9:09 AM
PLOT BY : PARKER TISCHAUSER
PLOT NAME :
PLOT SCALE : 1 IN:100 FT



5

5

PROJECT NO: 1180-00-81	HWY: USH 2	COUNTY: DOUGLAS	PROFILE	SHEET 50	E

FILE NAME : P:\53XX\5338.DP.20.USH2.DOU\CADDS\11800574\SHEETSPLAN\050201-PN.DWG
LAYOUT NAME - 02

PLOT DATE : 4/7/2026 9:09 AM PLOT BY : PARKER TISCHAUSER PLOT NAME : PLOT SCALE : 1 IN:100 FT

LEGEND

- PAVEMENT LIMITS (SEE TYPICAL SECTIONS)
- AGGREGATE TRAIL LIMITS (SEE TYPICAL SECTIONS)
- DELINEATED WETLAND BOUNDARY
- SLOPE INTERCEPT
- X CLEARING AND GRUBBING
- RIPRAP MEDIUM (SEE CONSTRUCTION DETAILS)
- RIPRAP HEAVY (SEE CONSTRUCTION DETAILS)
- PERMITTED WETLAND AND WATERWAY IMPACTS
- LIVING SNOW FENCE PLANTING AREA (SEE CONSTRUCTION DETAILS)

CURVE NO. 2
PI STA = 5533+17.37
Y = 256779.97
X = 221680.41
PC STA = 5530+29.90
Y=256959.38
X=221455.80
PCC STA = 5536+04.82
Y=256604.17
X=221907.86
DELTA = 0°54'54"
D = 0°09'33"
T = 287.47'
L = 574.93'
R = 36000.00'
SE=NC

STA 5535+80, LT&RT
REMOVING STRUCTURE (C-16-0100),
(120' - 60" CMCP,
70' - 6'x6' CONCRETE BOX CULVERT,
CONCRETE INLET,
CONCRETE MANHOLE,
CONCRETE MASONRY HEADWALL)

STA 5535+65, LT&RT
CULVERT PIPE CORRUGATED STEEL POLYMER COATED (CPCSPC) 84-INCH
2 - AEW FOR CULVERT PIPE STEEL 84-INCH REQ'D
MANHOLES 12-FT DIAMETER REQ'D
INLET COVERS TYPE B REQ'D
3 - MARKERS CULVERT END REQ'D
SKEW 1° LHF
(SEE CONSTRUCTION DETAILS)

CURVE NO. 3
PI STA = 5539+68.30
Y = 256383.45
X = 222196.65
PCC STA = 5536+04.82
Y=256604.17
X=221907.86
PT STA = 5543+31.72
Y=256171.91
X=222492.23
DELTA = 1°47'58"
D = 0°14'51"
T = 363.48'
L = 726.90'
R = 23145.53'
SE=NC

UNNAMED STREAM

BRIGHTSPEED OF NORTHWEST WISCONSIN, LLC (COMMUNICATION)

DAHLBERG LIGHT AND POWER COMPANY (ELECTRIC)

MERIT NETWORK, INC. (COMMUNICATIONS)

SUPERIOR WATER, LIGHT AND POWER COMPANY (GAS)

EX R/W

BM 600

BEGIN PROJECT 1180-05-74
STA 5535+05
Y=256,665.32
X=221,828.97
MATCH EXISTING
SAWCUT REQ'D

END PROJECT 1180-05-74
STA 5536+40
MATCH EXISTING
SAWCUT REQ'D

CAUTION

PCC: 5536+04.82

CP 511

VILLAGE OF POPLAR (SANITARY)

BASE AGG PE

5532+00 CURVE 2 5534+00 5536+00 5538+00 CURVE 3

USH 2

CP 513

Poplar
POPULATION 603
MOVE

BRIGHTSPEED OF NORTHWEST WISCONSIN, LLC (COMMUNICATION)

SPECTRUM MID-AMERICA, LLC (COMMUNICATION)

TRI-COUNTY CORRIDOR TRAIL

END TRAIL CONSTRUCTION
STA 5536+20, 79' RT
MATCH EXISTING

BEGIN TRAIL CONSTRUCTION
STA 5535+21, 78' RT
MATCH EXISTING

C-16-0100

TLE

UNNAMED STREAM

BENCH MARKS			
NO.	STATION/OFFSET	DESCRIPTION	ELEV.
600	5534+79.71, 68.35' LT	BM MAG HUB IN POWERPOLE	953.72'

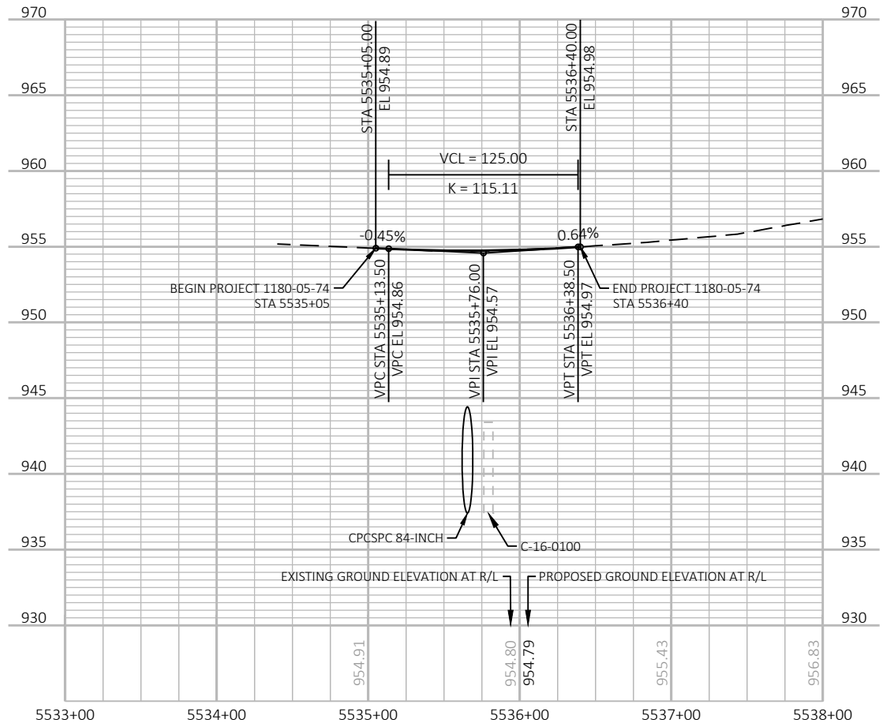
CONTROL POINTS			
NO.	Y	X	DESCRIPTION
511	256,631.96	221,912.82	.75" IRON ROD FOUND
513	256,481.06	222,016.08	.75" IRON ROD FOUND

PROJECT NO: 1180-05-74	HWY: USH 2	COUNTY: DOUGLAS	PLAN	SHEET 51	E

FILE NAME : P:\53XX\5338.DP.20.USH2.DOU\CADDS\11800574\SHEETSPLAN\050201-PN.DWG
LAYOUT NAME - 03

PLOT DATE : 4/7/2026 9:09 AM PLOT BY : PARKER TISCHAUSER PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 44

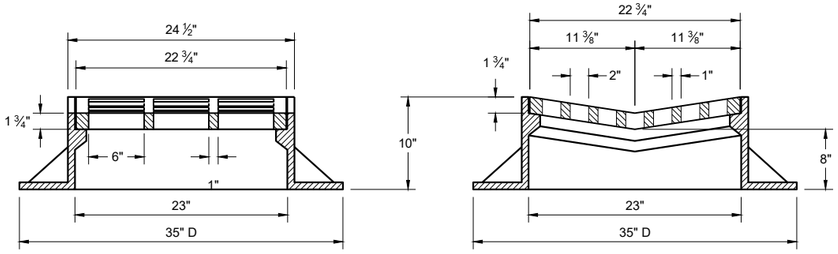


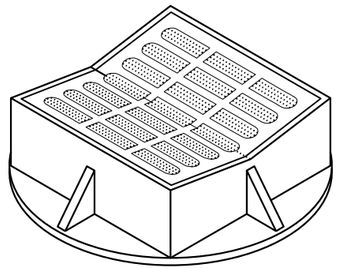
PROJECT NO: 1180-00-81	HWY: USH 2	COUNTY: DOUGLAS	PROFILE	SHEET 52	E

Standard Detail Drawing List

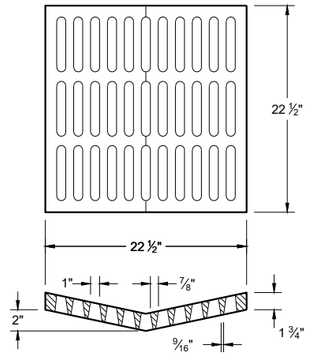
08A05-22B	INLET COVERS TYPE B, B-A, C, MS, MS-A, DW & WM
08B09-04	MANHOLES 3-FT, 4-FT, 5-FT, 6-FT, 7-FT, 8-FT, 9-FT, 10-FT DIAMETER
08E08-03	TYPICAL INSTALLATIONS OF EROSION BALES / TEMPORARY DITCH CHECKS
08E09-06	SILT FENCE
08E10-02	INLET PROTECTION TYPE A, B, C AND D
08E14-01	TRACKING PAD
08E15-01	CULVERT PIPE CHECK
08F01-11	APRON ENDWALLS FOR CULVERT PIPE
13C19-03	HMA LONGITUDINAL JOINTS
14A01-03	TREE PRESERVATION DETAILS
14A02-01	TREE PLANTING DETAIL
15A03-02A	FLEXIBLE MARKER POST FOR CULVERT END
15A03-02B	FLEXIBLE MARKER POST FOR CULVERT END
15C02-10A	BARRICADES AND SIGNS FOR MAINLINE CLOSURES
15C02-10B	BARRICADES AND SIGNS FOR VARIOUS CLOSURES
15C02-10C	DETOUR SIGNING FOR MAINLINE CLOSURES
15C02-10H	MODIFIED ROUTE ASSEMBLY FOR DETOUR SIGNING
15C03-05	BARRICADES AND SIGNS FOR SIDEROAD CLOSURES
15C04-05	TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 M.P.H. OR GREATER TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC
15C05-05	TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 M.P.H. OR LESS TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC
15C08-24A	PERMANENT LONGITUDINAL PAVEMENT MARKINGS
15C08-24B	TEMPORARY LONGITUDINAL PAVEMENT MARKING
15C11-11B	CHANNELIZING DEVICES DRUMS, CONES, BARRICADES AND VERTICAL PANELS
15C12-09A	TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION
15C12-09B	TRAFFIC CONTROL, LANE CLOSURE WITH AUTOMATED FLAGGER ASSISTANCE DEVICE
15C19-11A	MOVING PAVEMENT MARKING OPERATION TWO-LANE TWO-WAY ROADWAY
15D21-07A	TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE
15D28-05	TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY
15D51-02	TRAFFIC CONTROL, MOBILE OPERATIONS ON AN UNDIVIDED ROADWAY

6





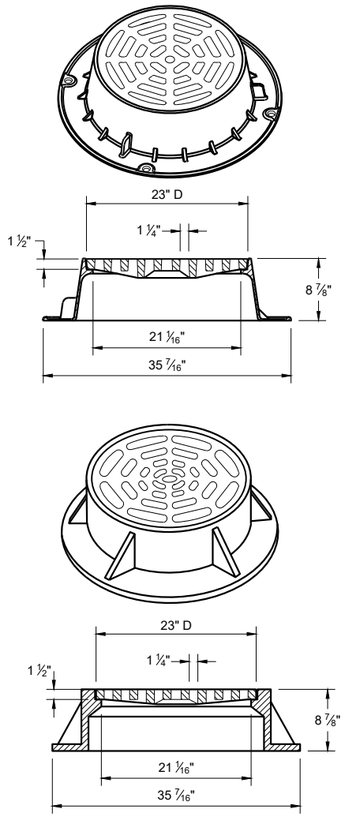
TYPE "B"



ALTERNATIVE GRATE FOR TYPE "B" COVER

USE WHERE PEDESTRIAN OF BICYCLE TRAFFIC IS POSSIBLE

NOTED AS TYPE B - A ON THE DRAINAGE TABLE



TYPE "C"

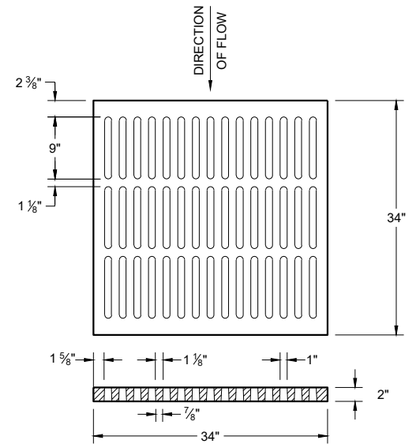
NOTE: EITHER CASTING IS ACCEPTABLE

GENERAL NOTES

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

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

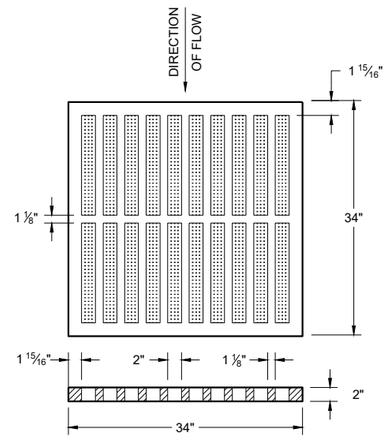
ROUND FRAMES AND COVERS SHALL HAVE CONTINUOUSLY MACHINED BEARING SURFACES TO PREVENT ROCKING AND RATTLING.



ALTERNATIVE TYPE "MS"

USE WHERE PEDESTRIAN OF BICYCLE TRAFFIC IS PERMITTED

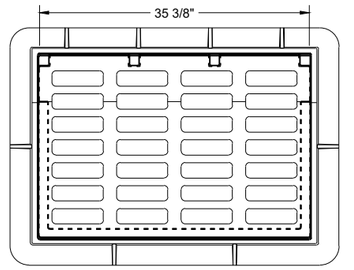
NOTED AS TYPE MS-A ON THE DRAINAGE TABLE

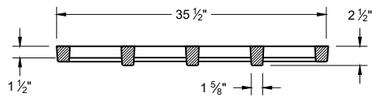


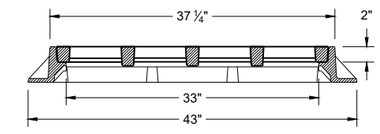
TYPE "MS"

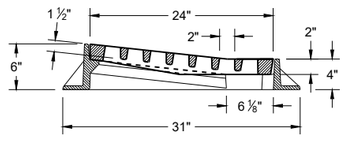
USE ON FREEWAYS AND EXPRESSWAYS

NOTED AS TYPE MS ON THE DRAINAGE TABLE



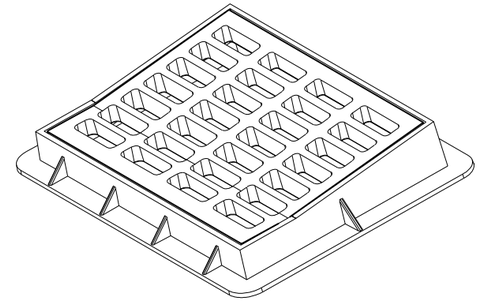


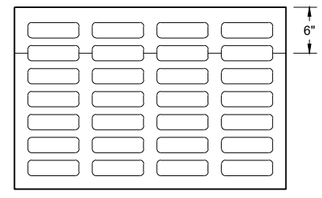


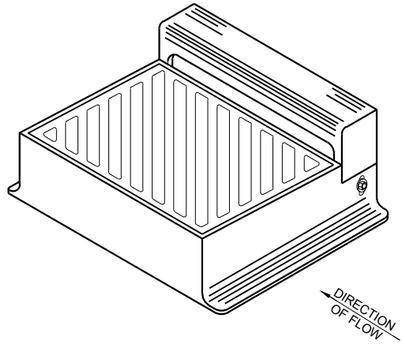


TYPE "DW"

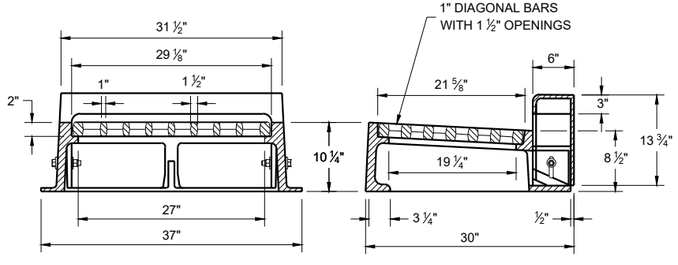
NOTES: FOR USE IN A SUMP CONDITION. THIS OPTION IS ONLY TO BE USED IF NO OTHER INLETS ARE APPLICABLE.







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



TYPE "WM"

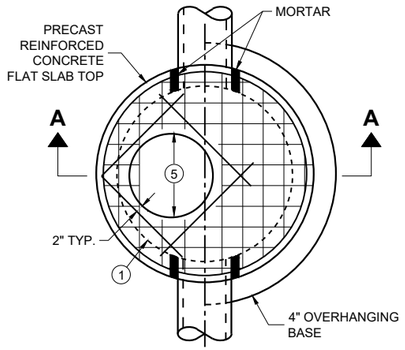
NOTE: CURB BOX HEIGHT ADJUSTABLE 6" - 9"

INLET COVERS
TYPES B, B-A, C,
MS, MS-A ,DW AND WM

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

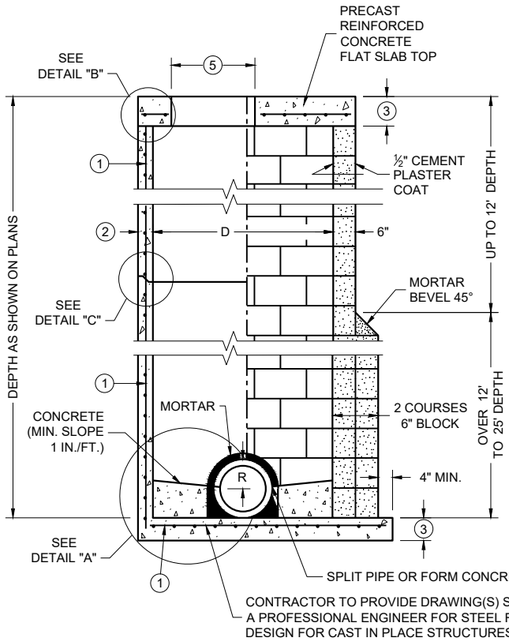
APPROVED
February 2025 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR

FHWA



PLAN VIEW

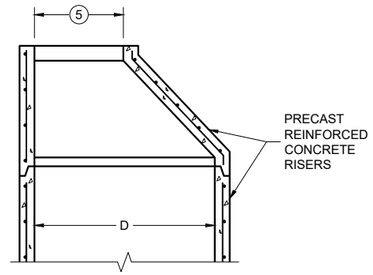
CIRCULAR OPENING



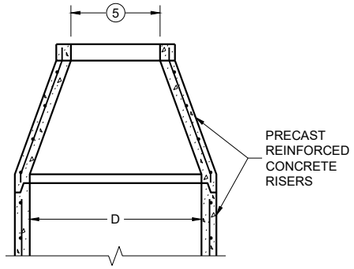
SECTION A - A

PRECAST REINFORCED CONCRETE WITH MONOLITHIC BASE

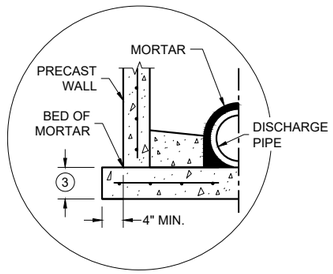
CONCRETE BLOCK WITH CAST IN PLACE OR PRECAST REINFORCED CONCRETE BASE (1)



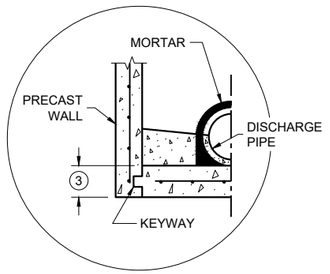
OPTIONAL PRECAST REINFORCED CONCRETE ECCENTRIC TOP



OPTIONAL PRECAST REINFORCED CONCRETE CONCENTRIC TOP

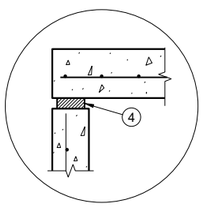


SEPARATE PRECAST REINFORCED CONCRETE BASE OPTION

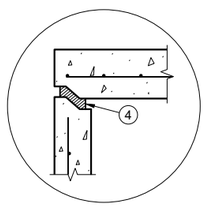


PRECAST REINFORCED CONCRETE WITH INTEGRAL BASE OPTION

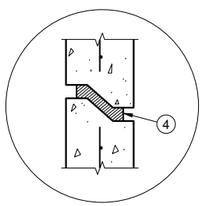
DETAIL "A"



TOP WITH PLAIN END JOINT



TOP WITH TONGUE AND GROOVE JOINT



RISER WITH TONGUE AND GROOVE JOINT

DETAIL "B"

DETAIL "C"

MANHOLE COVER OPENING MATRIX

OPENING SIZE (FT.) (5) \ MANHOLE COVER TYPE	C	ALL J'S	K	L	M
2 DIA.	X	X		X	
3 DIA.			X		X

PIPE MATRIX

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

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

GENERAL NOTES

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

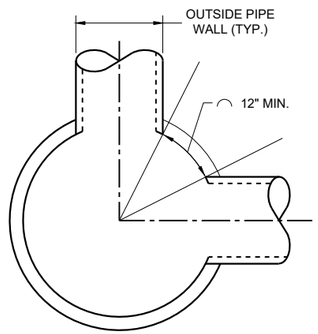
(1) FOR PRECAST MANHOLES AND REINFORCED CONCRETE BASES PROVIDE REINFORCING STEEL IN ACCORDANCE TO AASHTO M199.

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

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

(4) JOINTS TO BE SEALED WITH A BUTYL RUBBER SEAL PER SEALANT MANUFACTURERS RECOMMENDATIONS CONFORMING TO ASTM C 990 OR RUBBER GASKETS CONFORMING TO ASTM C443.

(5) SEE MANHOLE COVER OPENING MATRIX.



MINIMUM HORIZONTAL PIPE SEPARATION

DETAIL "D"

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

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

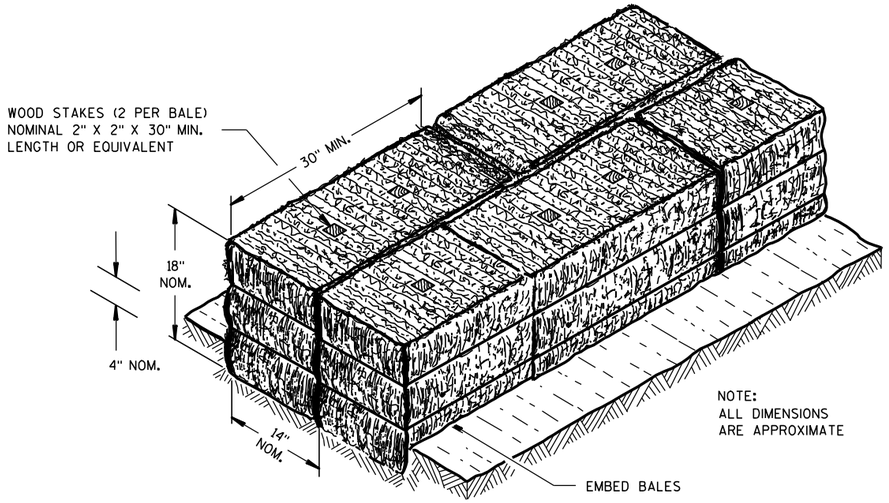
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
December 2023 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR

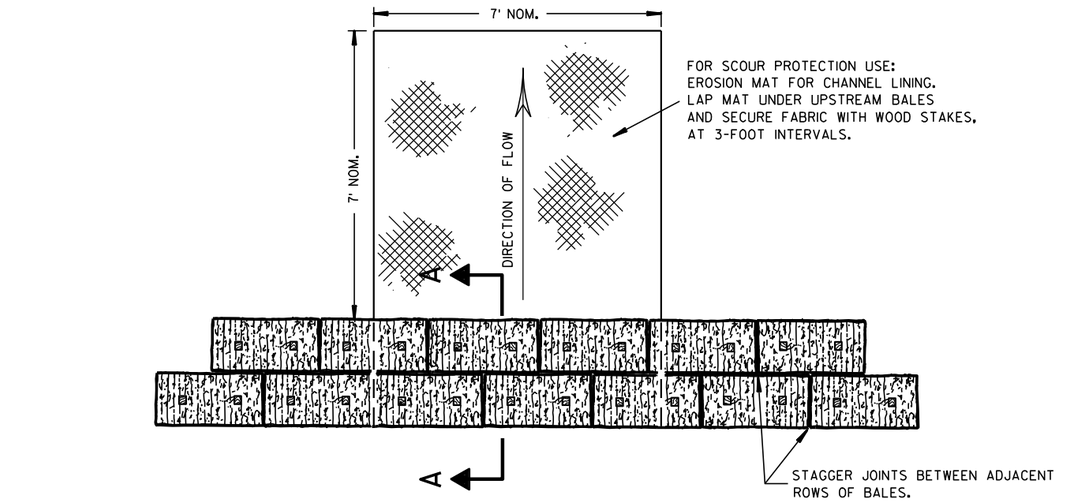
FHWA

SDD 08B09-04

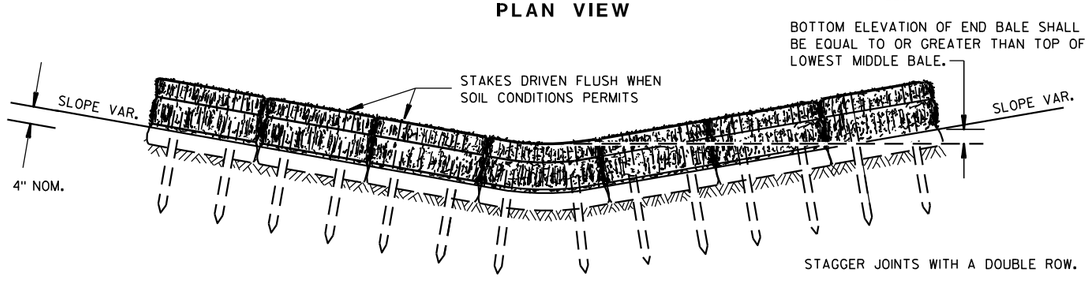
SDD 08B09-04



SECTION A-A



PLAN VIEW



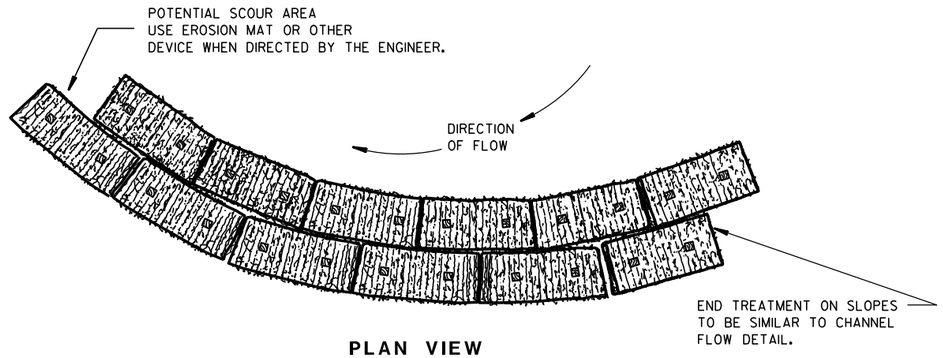
FRONT ELEVATION

TEMPORARY DITCH CHECK USING EROSION BALES ①

GENERAL NOTES

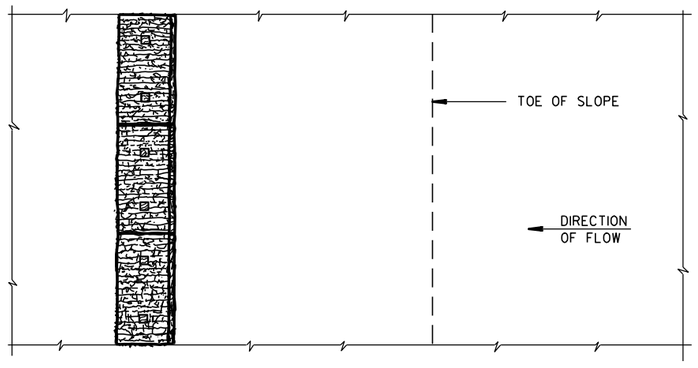
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

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

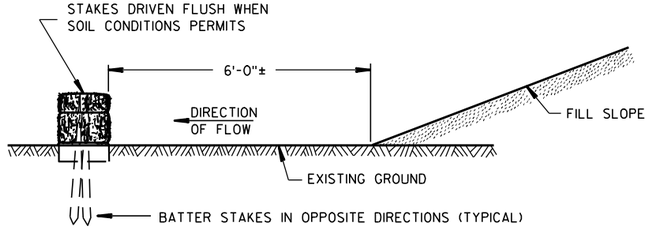


PLAN VIEW

WHEN ALTERING THE DIRECTION OF FLOW



PLAN VIEW



FRONT ELEVATION

WHEN EXISTING GROUND SLOPES AWAY FROM FILL SLOPE

EROSION BALES FOR SHEET FLOW

TYPICAL INSTALLATIONS OF EROSION BALES / TEMPORARY DITCH CHECKS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

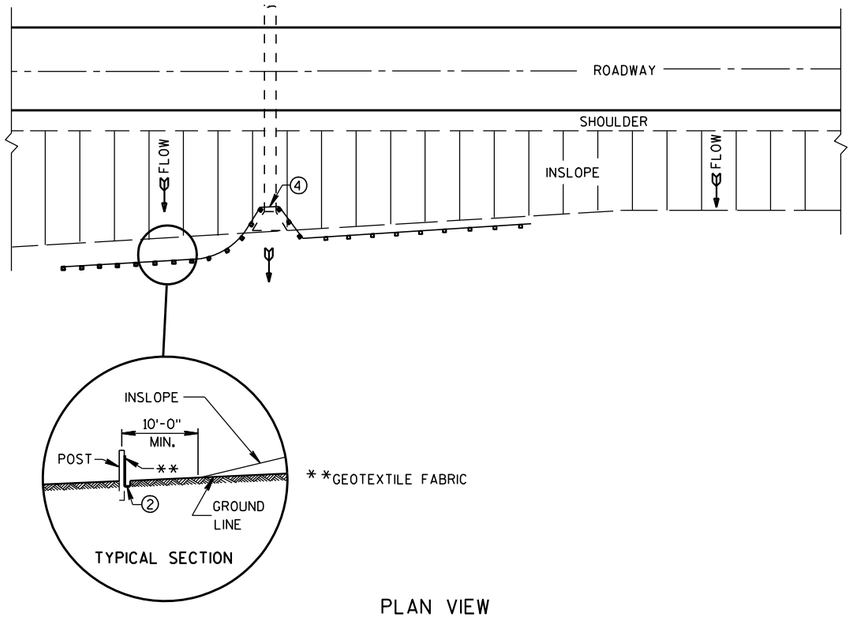
APPROVED

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

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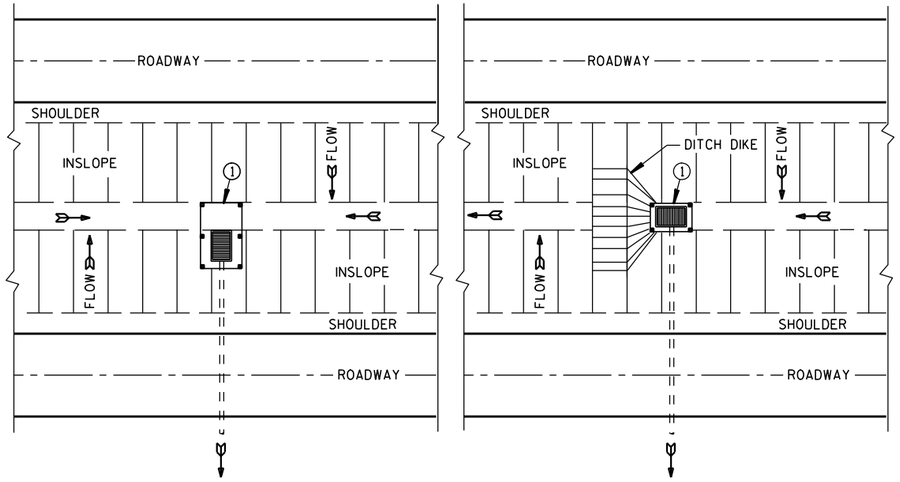
6

S.D.D. 8 E 8-3



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.

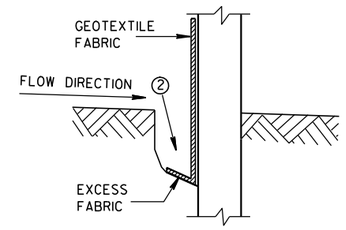
① HORIZONTAL BRACE REQUIRED WITH 2" X 4" WOODEN FRAME OR EQUIVALENT AT TOP OF POSTS.

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.

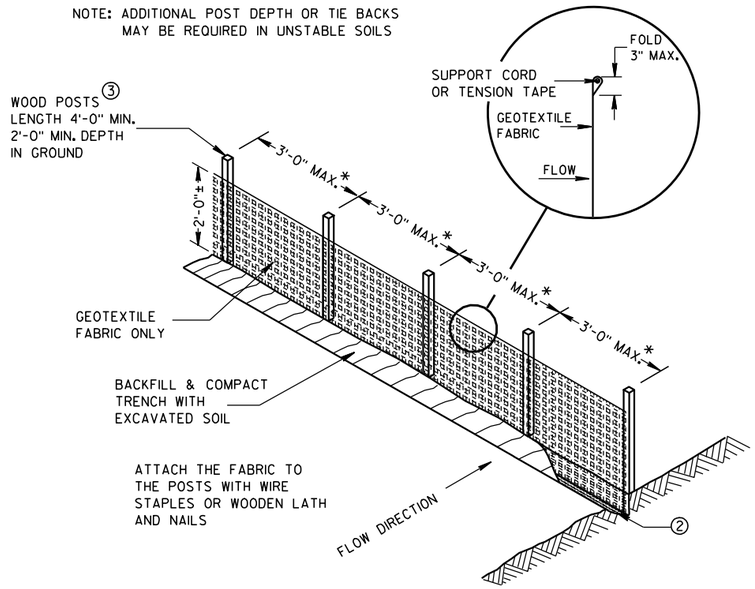
③ WOOD POSTS SHALL BE A MINIMUM SIZE OF 1⅛" X 1⅛" OF OAK OR HICKORY.

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.

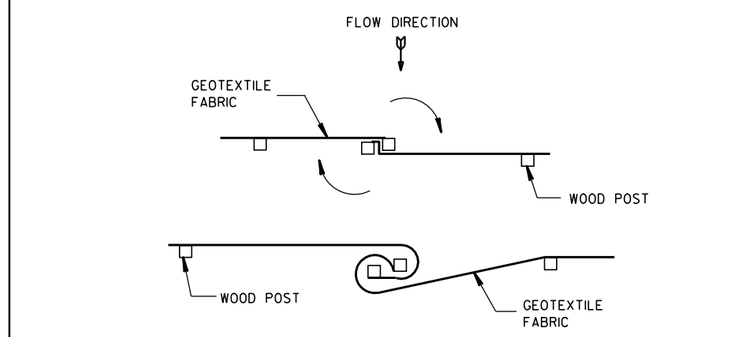


TRENCH DETAIL

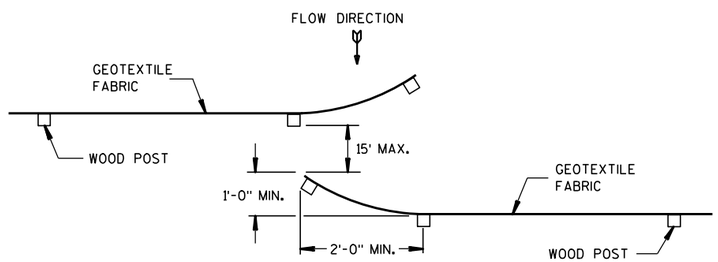


*NOTE: 8'-0" POST SPACING ALLOWED IF A WOVEN GEOTEXTILE FABRIC IS USED.

SILT FENCE

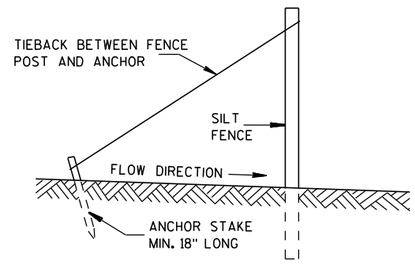


TWIST METHOD



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

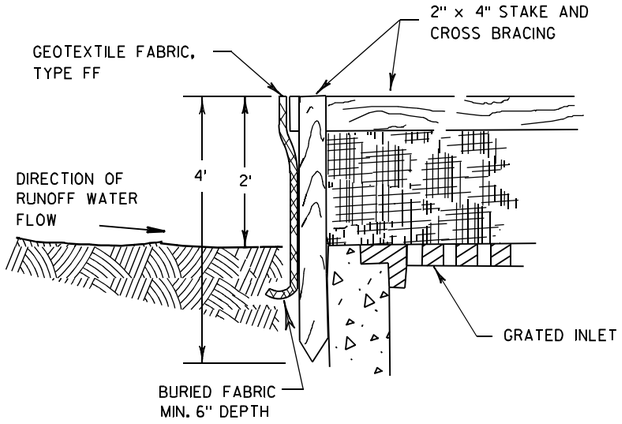
APPROVED
4-29-05 DATE
/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

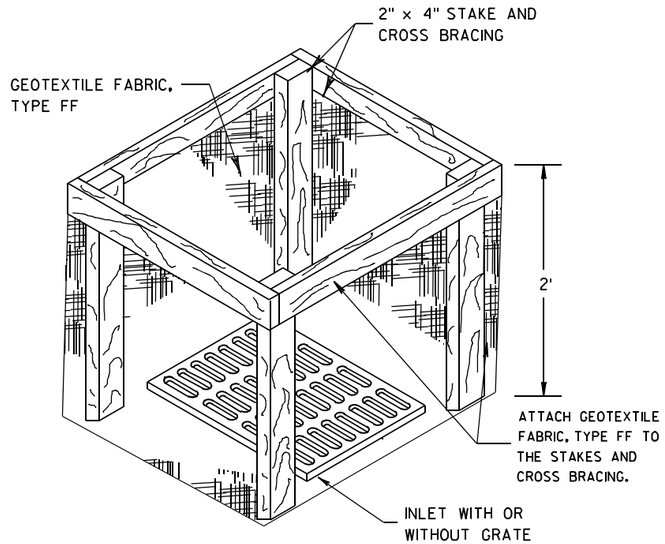
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S.D.D. 8 E 9-6

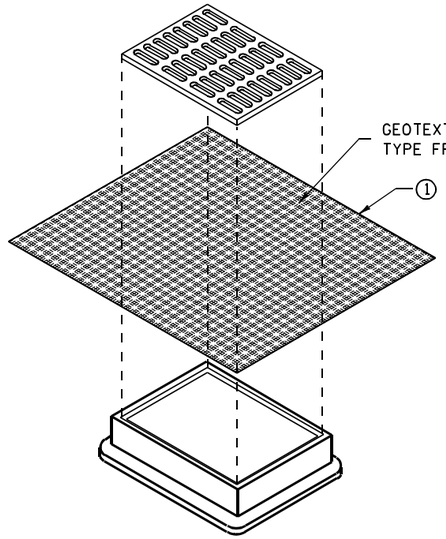
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S.D.D. 8 E 9-6



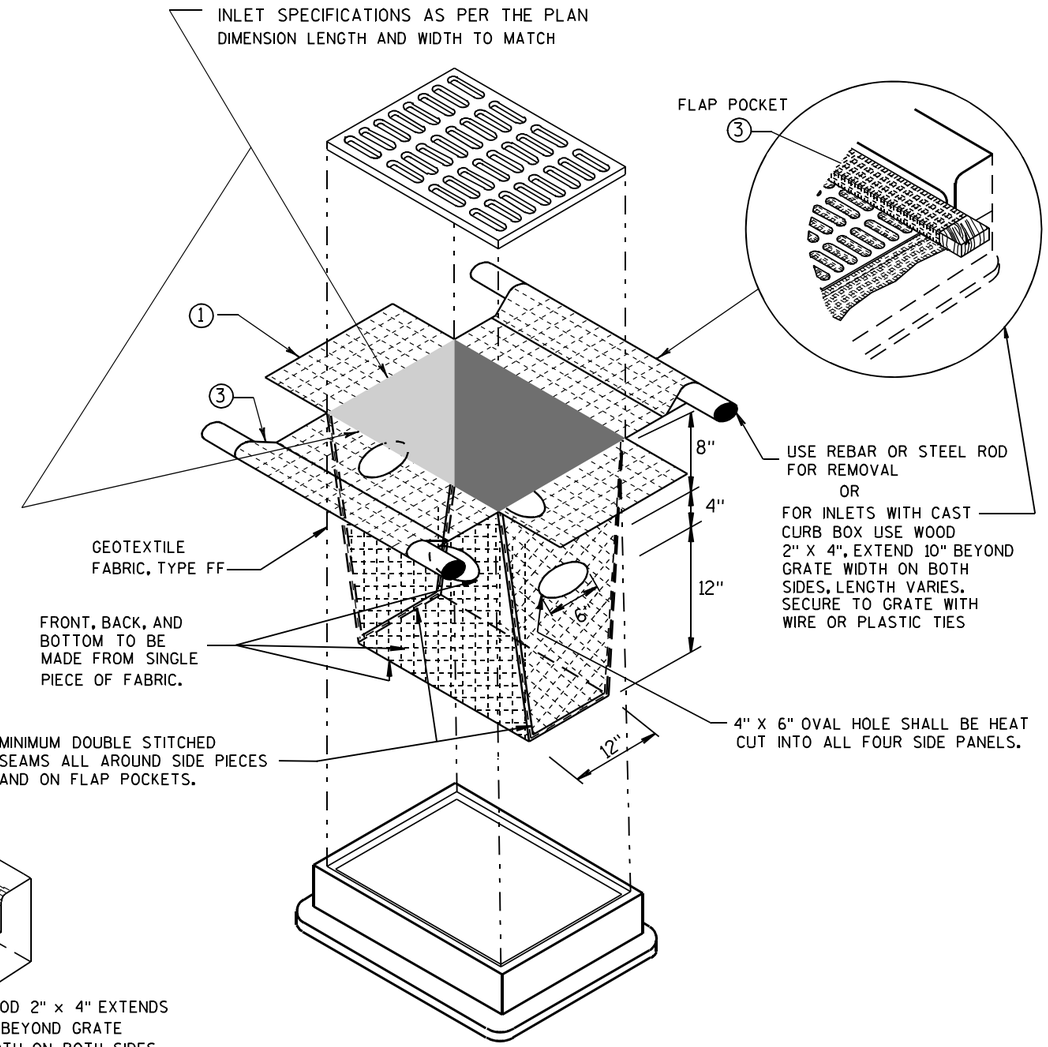


INLET PROTECTION, TYPE A



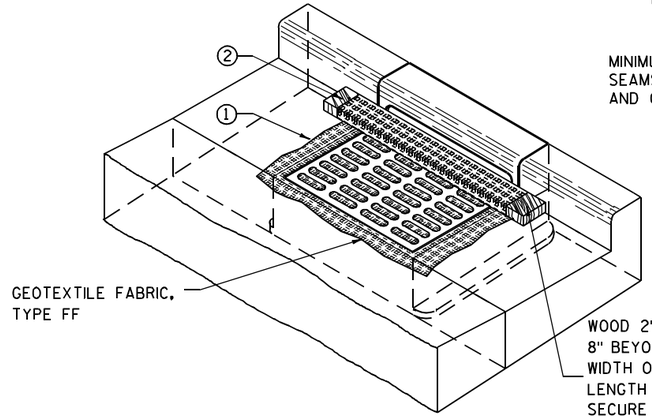
INLET PROTECTION, TYPE B
(WITHOUT CURB BOX)

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



INLET PROTECTION, TYPE D

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



INLET PROTECTION, TYPE C (WITH CURB BOX)

GENERAL NOTES

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

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

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

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

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

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

INSTALLATION NOTES

TYPE B & C

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

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

TYPE D

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

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

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

INLET PROTECTION
TYPE A, B, C, AND D

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

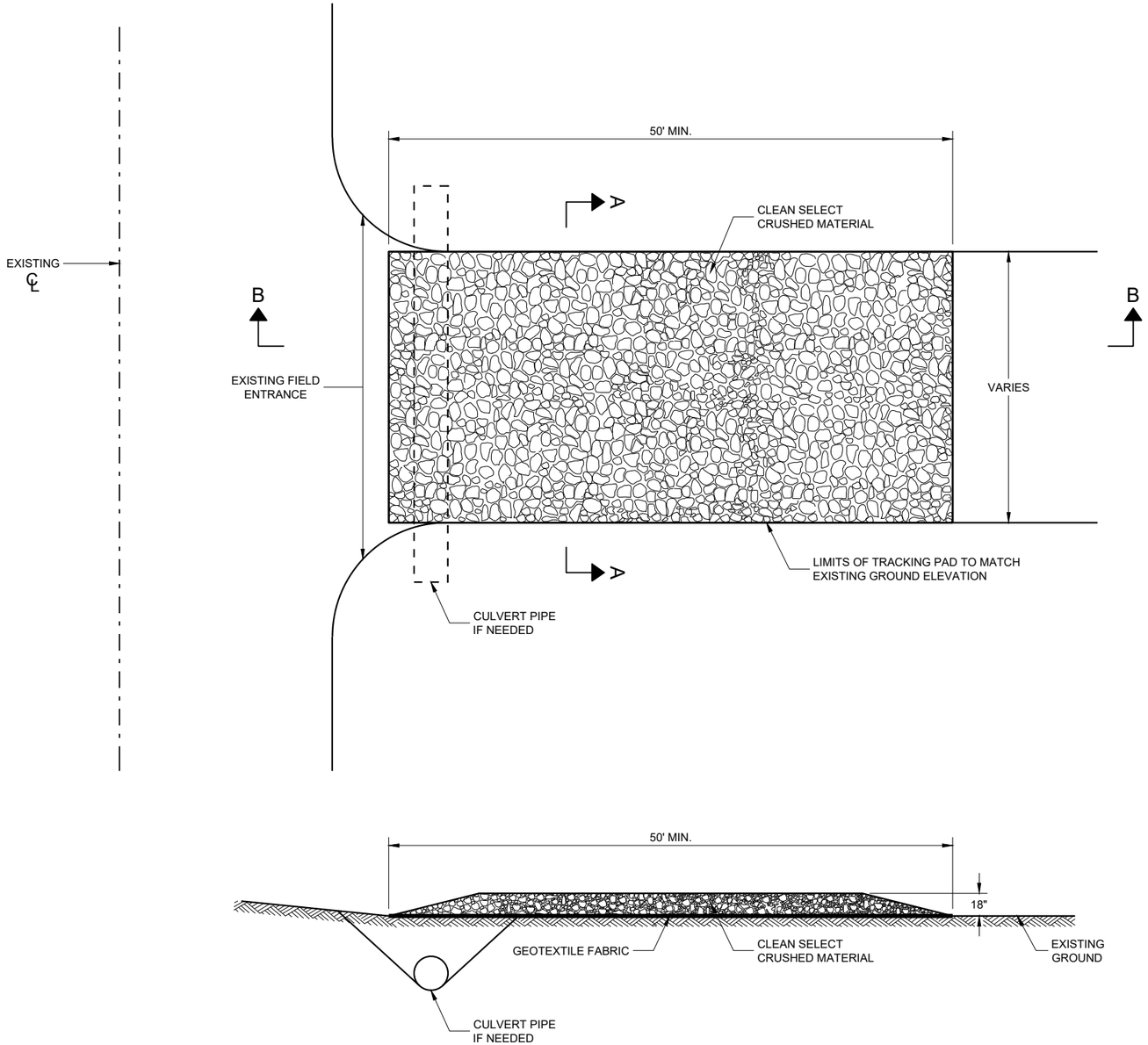
APPROVED

10/16/02
DATE

/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER

FHWA

6
S.D.D. 8 E 10-2



SECTION B - B

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.

TRACKING PAD SHALL BE INSPECTED DAILY. DEFICIENT AREAS SHALL BE REPAIRED OR REPLACED IMMEDIATELY.

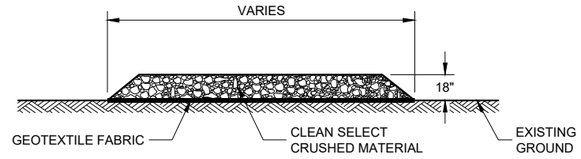
TRACKING PAD TO BE REMOVED AFTER CONSTRUCTION IS COMPLETED.

TRACKING PAD SHALL BE THE FULL WIDTH OF THE EGRESS POINT.

SURFACE WATER MUST BE PREVENTED FROM PASSING THROUGH THE TRACKING PAD. FLOWS SHALL BE DIVERTED AWAY, AROUND OR CONVEYED UNDER THE TRACKING PAD.

CULVERT PIPE OR OTHER BMP USED TO DIVERT WATER AWAY, AROUND OR UNDER THE TRACKING PAD SHALL BE DESIGNED TO CONVEY THE 2 YEAR - 24 HOUR EVENT.

THE COST OF ADDITIONAL BMP TO DIVERT WATER ARE INCIDENTAL TO THE TRACKING PAD BID ITEM.



SECTION A - A

TRACKING PAD

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

3/24/2011
DATE

/S/ Jerry H. Zogg
ROADWAY STANDARDS DEVE ENGINEER

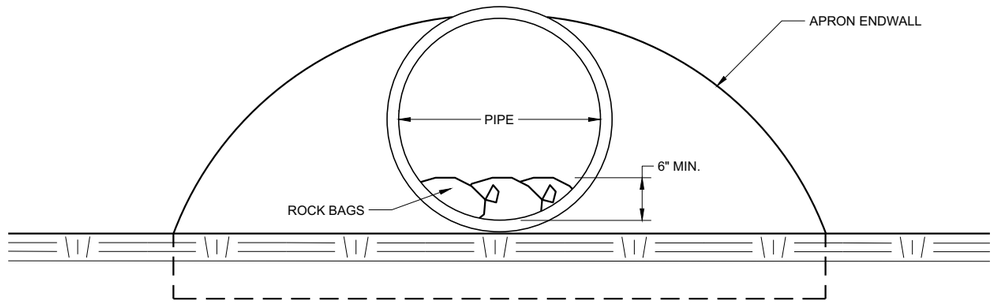
FHWA

6

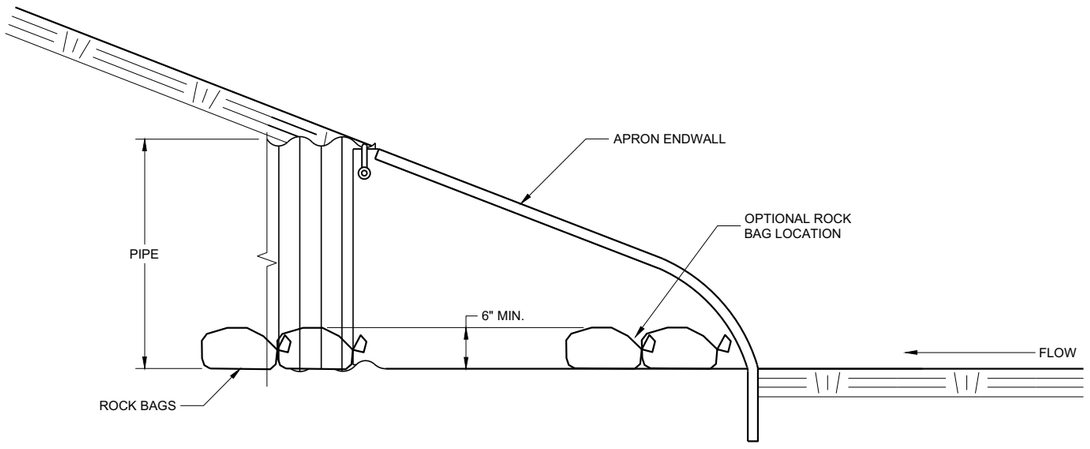
SDD 08E14 - 01

6

SDD 08E14 - 01



END VIEW



SIDE VIEW

CULVERT PIPE CHECK

(INSTALL ON INLET END ONLY)

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

6

SDD 08E15 - 01

6

SDD 08E15 - 01

METAL APRON ENDWALLS

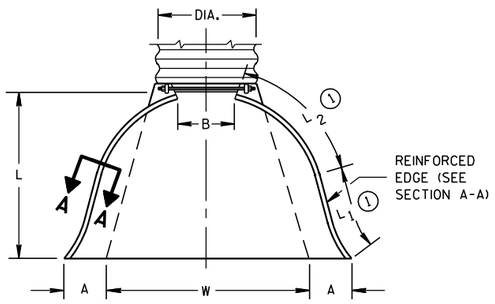
PIPE DIA. (IN.)	MIN. THICK. (Inches) STEEL	MIN. THICK. (Inches) ALUM.	DIMENSIONS (Inches) A (±1")	B (MAX.)	H (±1")	L (±1 1/2")	L1 ①	L2 ①	W (±2")	APPROX. SLOPE	BODY
12	.064	.060	6	6	6	21	12	17 1/2	24	2 1/2 to 1	1 Pc.
15	.064	.060	7	8	6	26	14	21 3/4	30	2 1/2 to 1	1 Pc.
18	.064	.060	8	10	6	31	15	28 1/4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

× EXCEPT CENTER PANEL SEE GENERAL NOTES

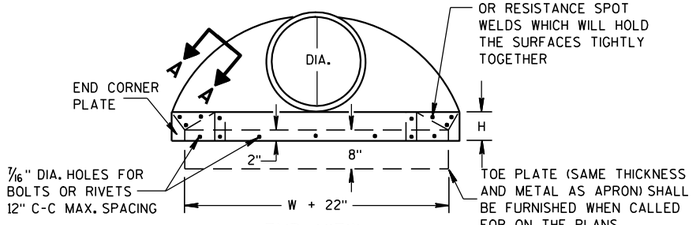
REINFORCED CONCRETE APRON ENDWALLS

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

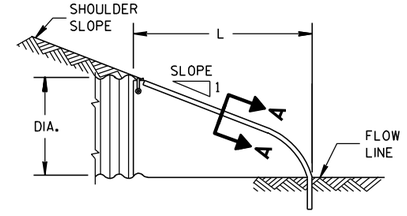
*MINIMUM
**MAXIMUM



PLAN VIEW

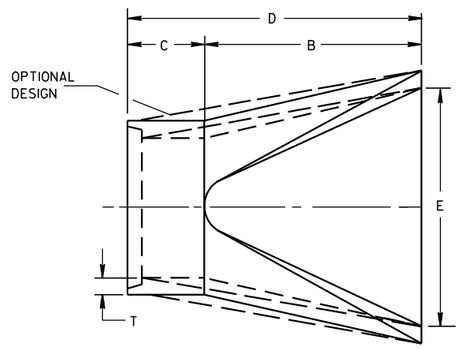


END VIEW

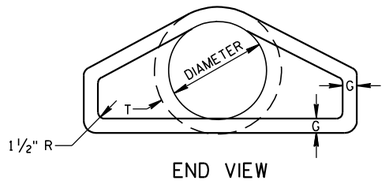


SIDE ELEVATION

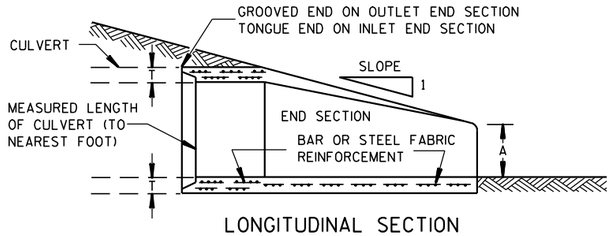
METAL ENDWALLS



PLAN

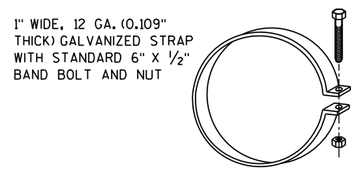


END VIEW



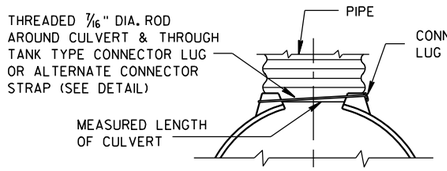
LONGITUDINAL SECTION

CONCRETE ENDWALLS

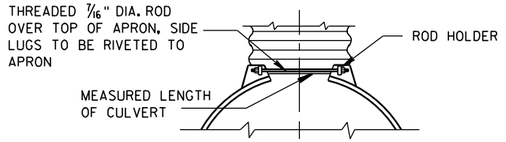


ALTERNATE FOR TYPE 1 CONNECTION

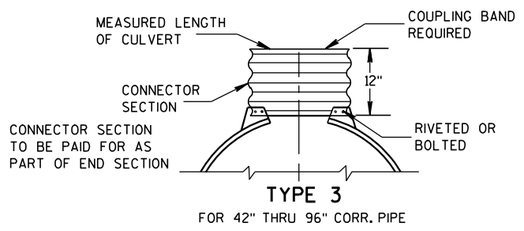
END SECTION CONNECTOR STRAP



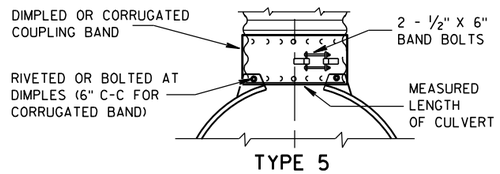
TYPE 1
FOR 12" THRU 24" CORR. PIPE



TYPE 2
FOR 30" THRU 96" CORR. PIPE



TYPE 3
FOR 42" THRU 96" CORR. PIPE



TYPE 5
ALTERNATE FOR:
ALL SIZES CORRUGATED CIRCULAR PIPE

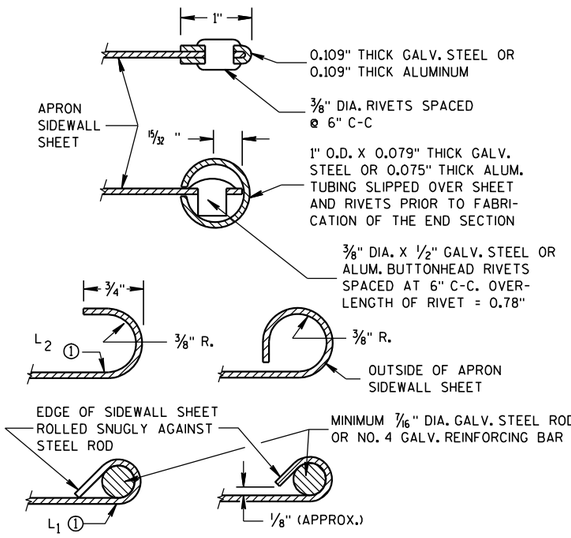
NOTE: DIMPLED BAND FITS OVER OUTSIDE OF ENDWALL. AND CORRUGATED BAND FITS INSIDE ENDWALL. DIMPLED BAND MAY BE USED WITH HELICALLY CORRUGATED PIPE.

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

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

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

CONNECTION DETAILS



SECTION A-A

GENERAL NOTES

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

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

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

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

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

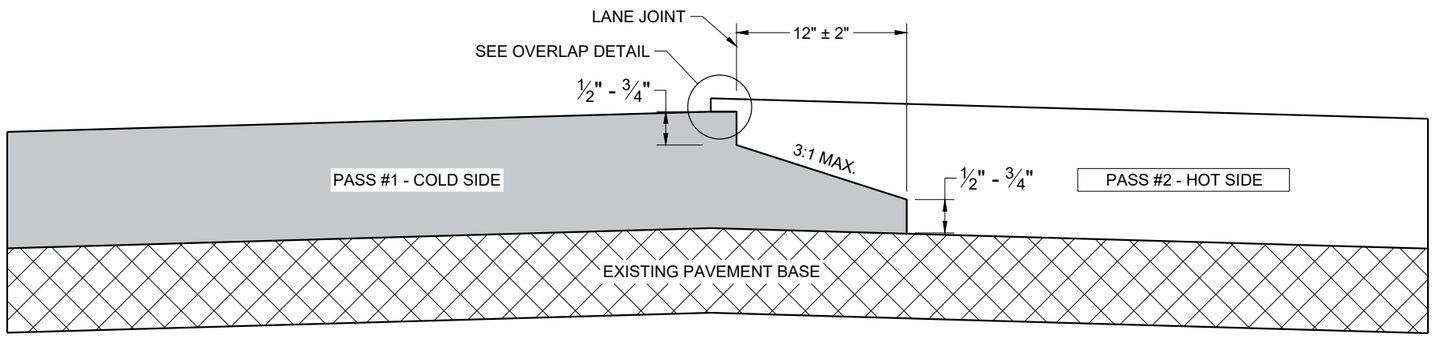
① FOR PIPE SIZES UP TO 60" DIAMETER, A 180° ROLLED EDGE MAY BE USED INSTEAD OF STEEL ROD REINFORCEMENT. SEE SECTION A-A.

APRON ENDWALLS FOR CULVERT PIPE

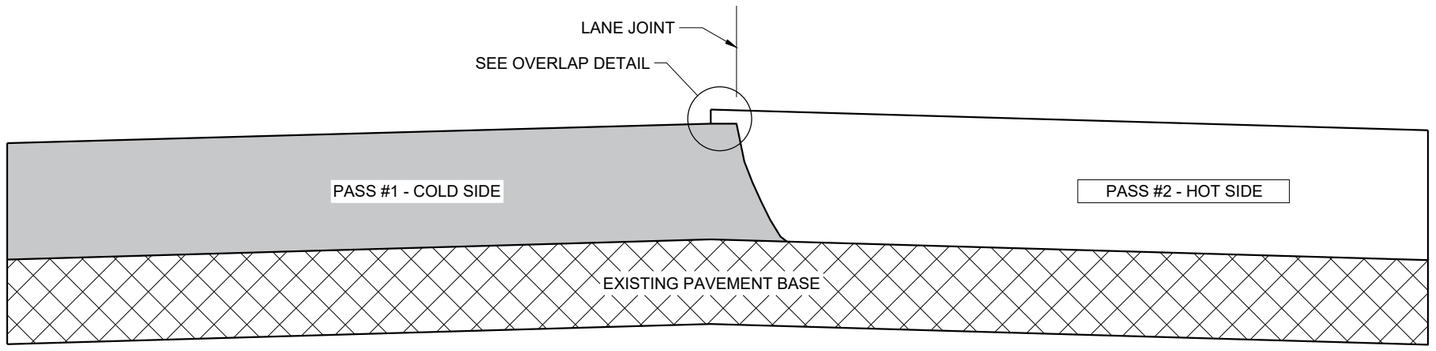
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

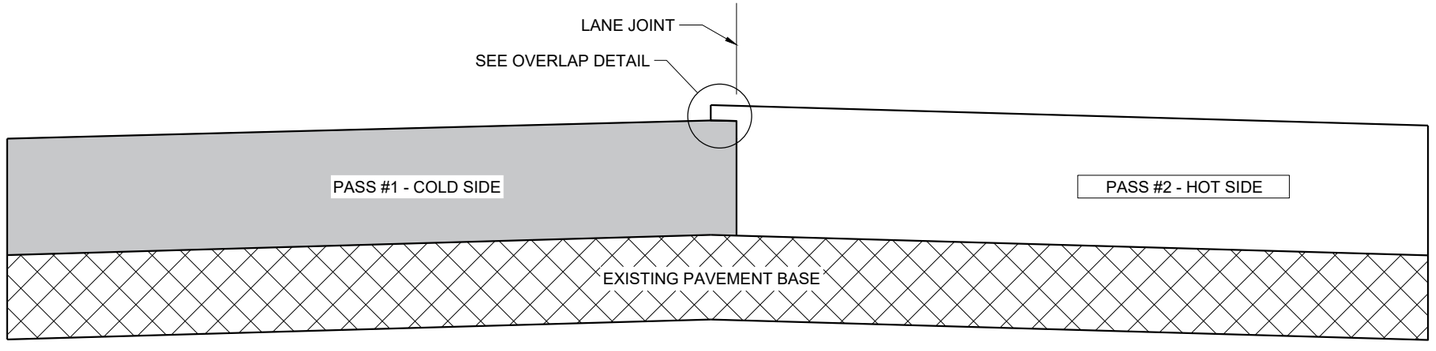
6
S.D.D. 8 F 1-11



TYPICAL PAVEMENT CROSS SECTION
NOTCHED WEDGE JOINT



TYPICAL PAVEMENT CROSS SECTION
VERTICAL JOINT



TYPICAL PAVEMENT CROSS SECTION
VERTICAL JOINT (MILLED)

GENERAL NOTES

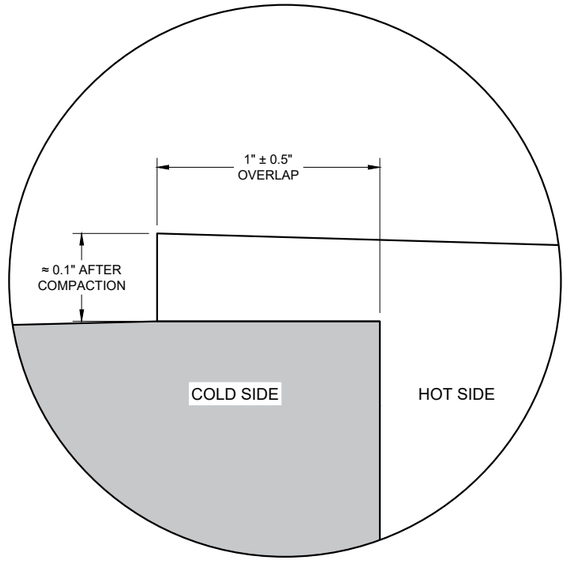
IN ADDITION TO THE DETAILS PROVIDED IN THIS DRAWING, CONFORM TO STANDARD SPECIFICATION 450.3.2.8 FOR WHEN A NOTCHED WEDGE JOINT IS REQUIRED AND FOR GENERAL JOINT CONSTRUCTION REQUIREMENTS.

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

6

SDD 13C19 - 03

SDD 13C19 - 03

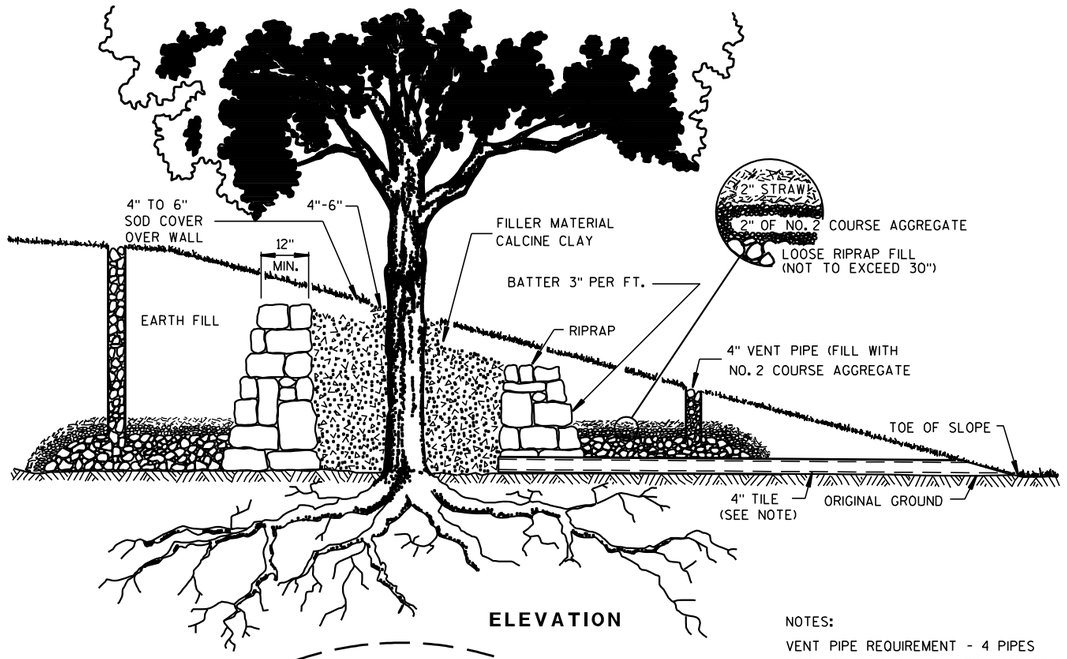
HMA LONGITUDINAL JOINTS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2020
DATE

/S/ Steven Hefel
HMA PAVEMENT ENGIN

FHWA



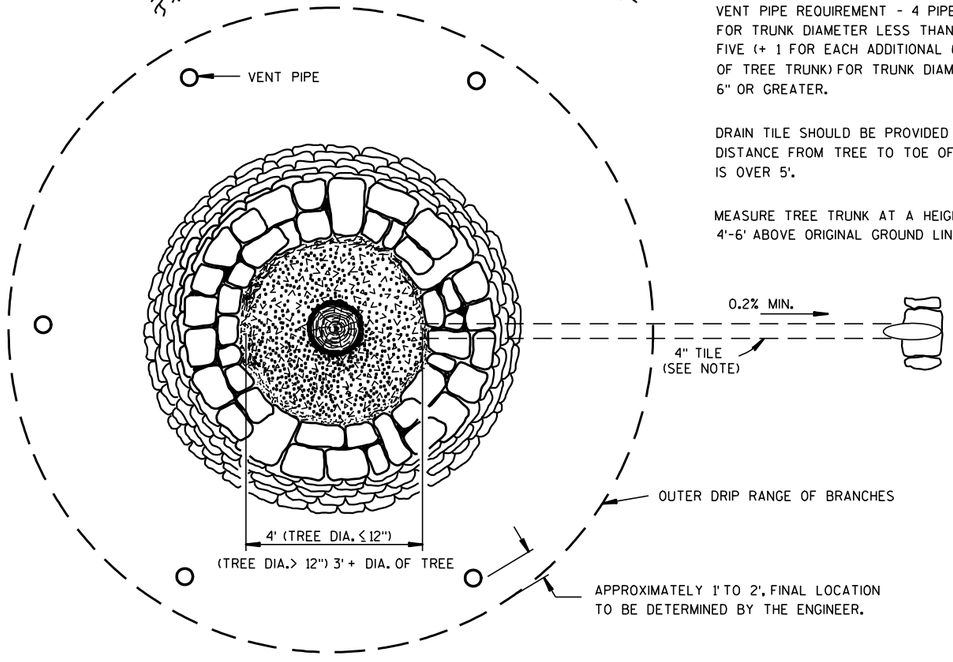
ELEVATION

NOTES:

VENT PIPE REQUIREMENT - 4 PIPES FOR TRUNK DIAMETER LESS THAN 6". FIVE (+ 1 FOR EACH ADDITIONAL 6" OF TREE TRUNK) FOR TRUNK DIAMETER 6" OR GREATER.

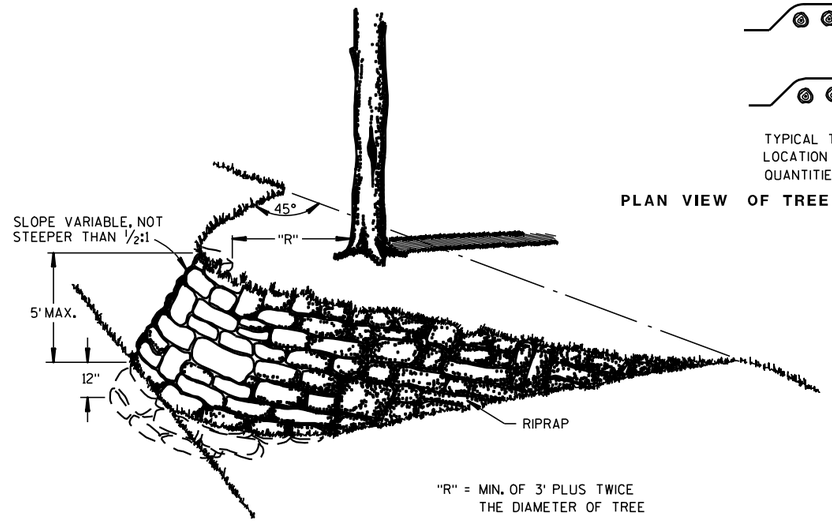
DRAIN TILE SHOULD BE PROVIDED IF DISTANCE FROM TREE TO TOE OF SLOPE IS OVER 5'.

MEASURE TREE TRUNK AT A HEIGHT 4'-6' ABOVE ORIGINAL GROUND LINE.



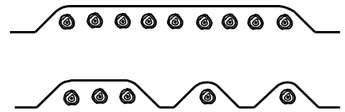
PLAN

FULL TREE WELL WITH RIPRAP WALL



"R" = MIN. OF 3' PLUS TWICE THE DIAMETER OF TREE

DETAILS OF TREE ISLAND AND ROOT PROTECTION



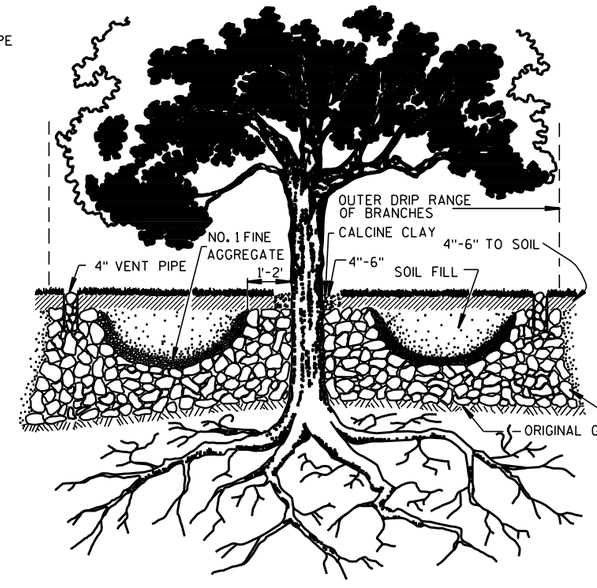
TYPICAL TREATMENTS OF ROOT PROTECTION. LOCATION SHOWN ON MISCELLANEOUS QUANTITIES SHEET.

PLAN VIEW OF TREE ISLANDS FOR ONE OR MORE TREES

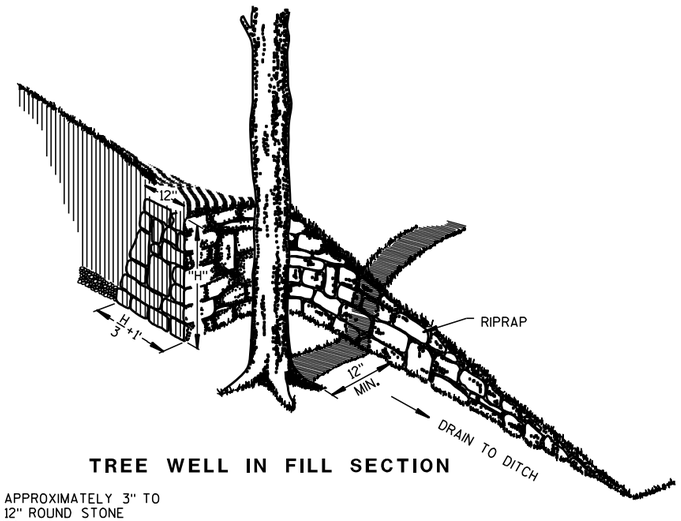
GENERAL NOTES

WALLS TO BE BUILT TO APPROXIMATE SHAPE AND DIMENSIONS SHOWN. STONE TO CONFORM TO SPECIFICATIONS FOR RIPRAP.

DETAILED DRAWINGS OF PROPOSED ALTERNATE DESIGNS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL.



TREE WELL WITHOUT WALL



TREE WELL IN FILL SECTION

DETAILS FOR TREE WELLS

TREE PRESERVATION DETAILS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
8/25/76 DATE
/S/ D. L. Strand STATE DESIGN ENGINEER
FHWA

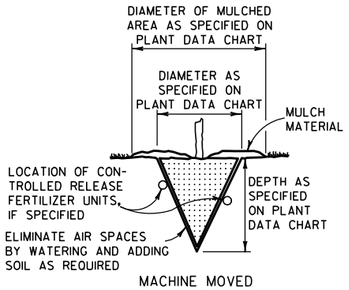
WYS

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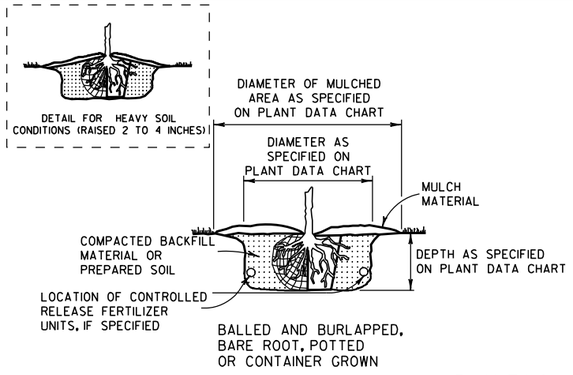
S.D.D. 14 A 1-3

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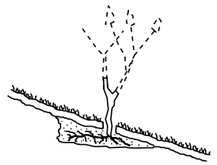
S.D.D. 14 A 1-3



MACHINE MOVED

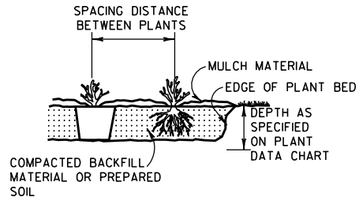


BALLED AND BURLAPPED, BARE ROOT, POTTED OR CONTAINER GROWN



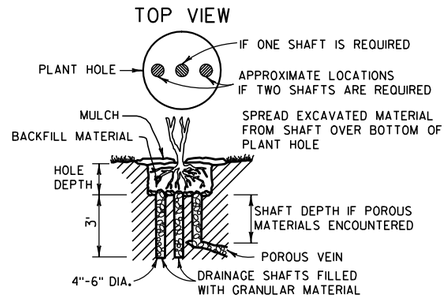
ACCOMMODATE ROOTS (SMOOTH AND STAGHORN SUMAC)

NOTE:
1) ENGINEER SHALL REQUIRE 3 SLITS IN POT TO SPEED DETERIORATION
2) METAL, PLASTIC OR OTHER NONDEGRADABLE POTS SHALL BE REMOVED PRIOR TO PLANTING



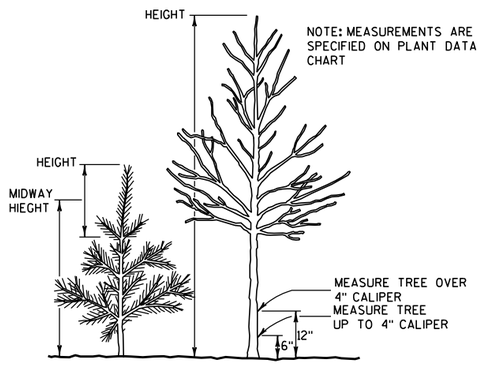
PREPARED BED (BARE ROOT AND POTTED)

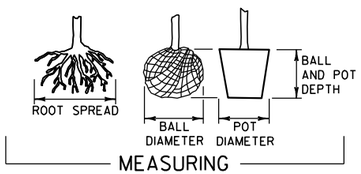
PLANTING



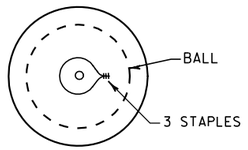
NOTE:
DRAINAGE SHAFT AS SPECIFIED ON PLANT DATA CHART

DRAINING

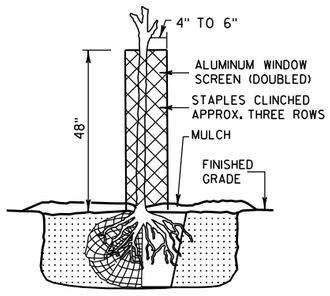




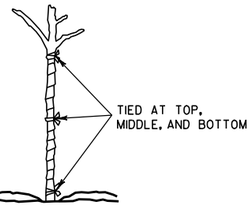
MEASURING



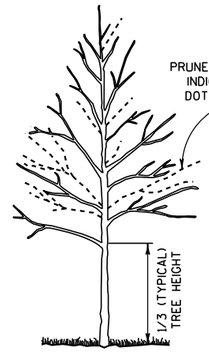
TOP VIEW



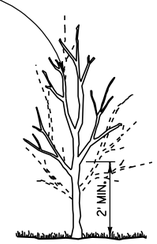
RODENT PROTECTION



WRAPPING



TALL DECIDUOUS TREES (ASH, MAPLE, LINDEN, OAK)



SINGLE STEMMED LOW DECIDUOUS TREES (CRABS AND OTHER SINGLE STEM TYPE)



MULTI-STEMMED LOW DECIDUOUS TREES OR LARGE SHRUBS (HAWTHORN, SERVICEBERRY)

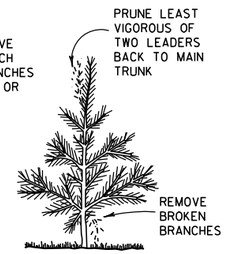
NOTE: WHEN PRUNING, PRESERVE CHARACTER AND SHAPE OF TREE. AVOID LEAVING STUBS - REMOVE BRANCH OR TWIG BACK TO THE NEAREST CROTCH
1) PRUNE TO REMOVE DEAD AND BROKEN BRANCHES
2) PRUNE TO REMOVE BRANCHES THAT TOUCH OR ARE TOO CLOSE TO OTHER BRANCHES



SHRUBS (GRAY DOGWOOD ARROWWOOD VIBURNUM)

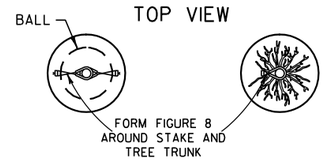


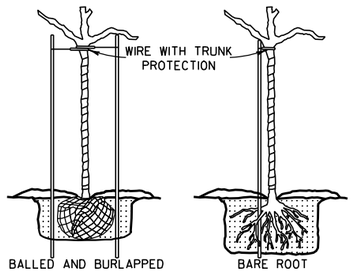
SUMAC

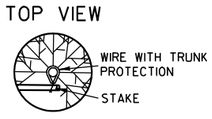


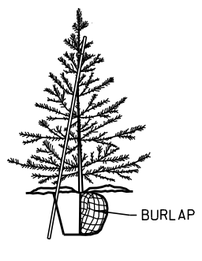
TREE TYPE EVERGREENS (PINE, SPRUCE, FIR) EVERGREENS USUALLY ARE NOT PRUNED

PRUNING



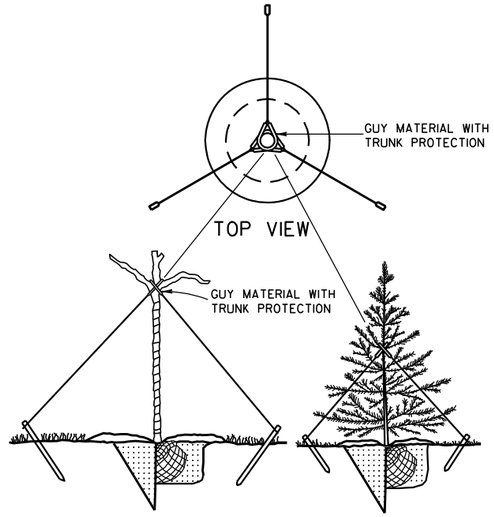






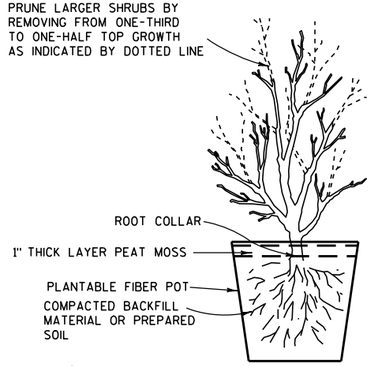
NOTE: BRACING STAKE
1) SHALL BE DRIVEN INTO THE GROUND AS CLOSE TO THE TREE AS POSSIBLE WITHOUT DAMAGING THE BRANCHES.
2) MAY BE DRIVEN AT SUCH AN ANGLE THAT IT DOES NOT PENETRATE THE BALL OR POT.
3) SHALL NOT PROTRUDE ABOVE THE TOP OF THE TREE; AND
4) SHALL HAVE A HOLE NEAR THE TOP TO HOLD THE WIRE IN PLACE.

BRACING



GUYING

PRUNE LARGER SHRUBS BY REMOVING FROM ONE-THIRD TO ONE-HALF TOP GROWTH AS INDICATED BY DOTTED LINE



POTTING

NOTES

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

BRACING, WRAPPING, GUYING, RODENT PROTECTION, FERTILIZER AND MULCH SHALL BE USED ONLY WHEN SPECIFIED ON THE PLANT DATA CHART (PART OF PLAN) OR SPECIAL PROVISIONS.

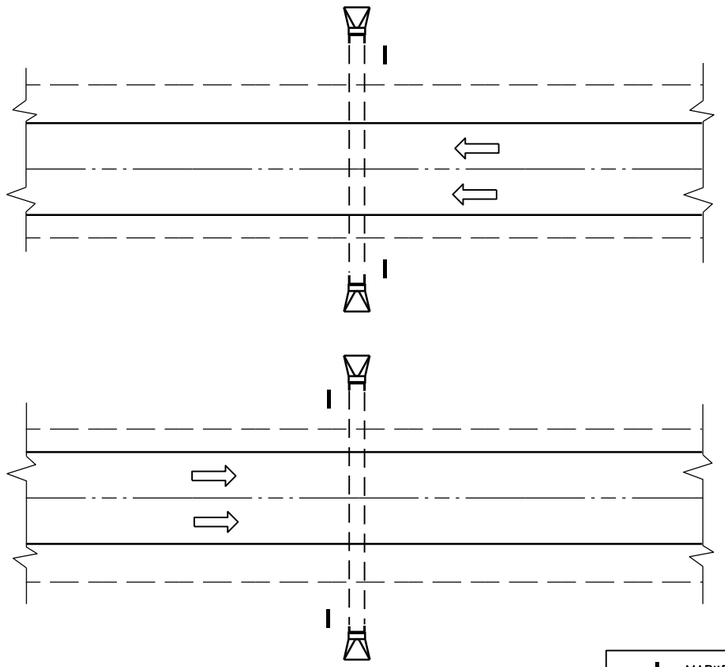
TREE PLANTING DETAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
4/11/94
DATE
/S/ Rory L. Rhinesmith
CHIEF METHODS DEVELOPMENT ENGINEER
FHWA

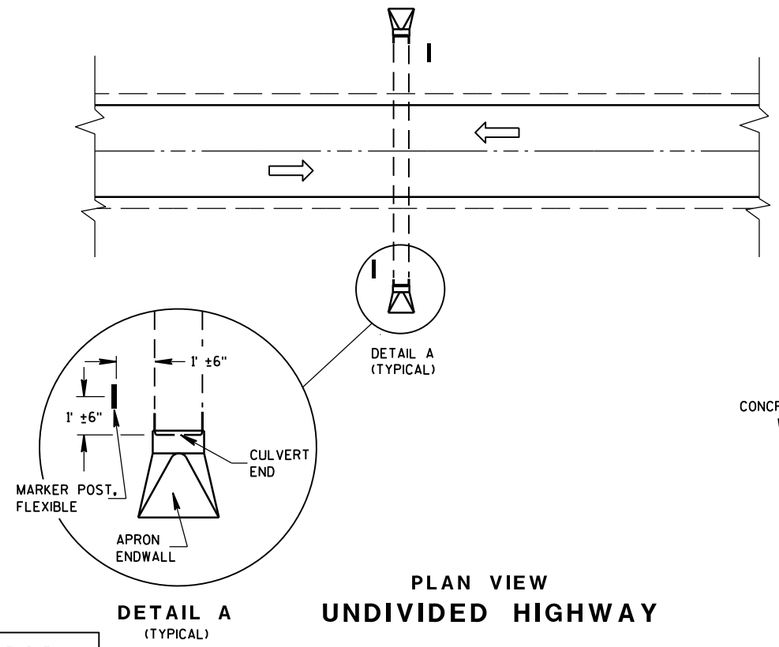
S.D.D. 14 A 2-1

S.D.D. 14 A 2-1



PLAN VIEW

DIVIDED HIGHWAY



DETAIL A
(TYPICAL)

PLAN VIEW

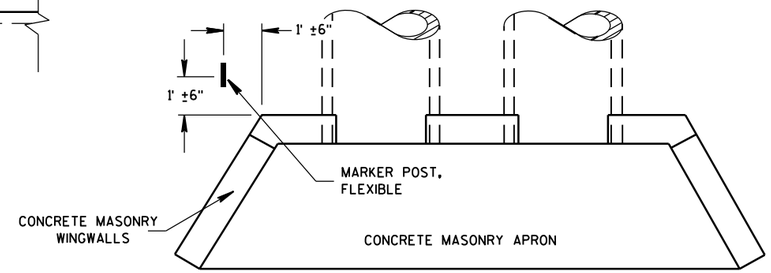
UNDIVIDED HIGHWAY

MARKER POST, FLEXIBLE

DIRECTION OF TRAFFIC FLOW

GENERAL NOTES

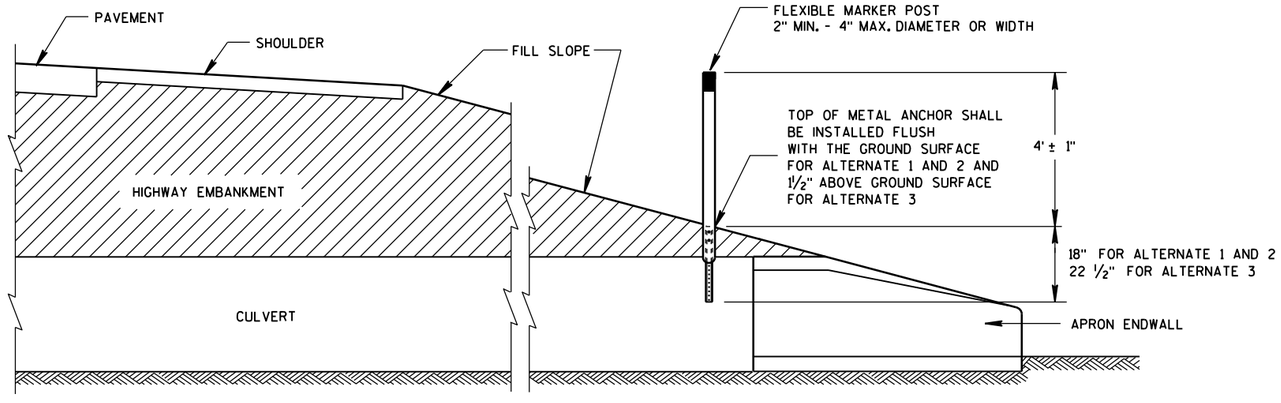
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.



PLAN VIEW

CONCRETE MASONRY ENDWALLS FOR CULVERT PIPE AND PIPE ARCH

FLEXIBLE MARKER POST LOCATION



CROSS SECTION

FLEXIBLE MARKER POST

FLEXIBLE MARKER POST FOR CULVERT END

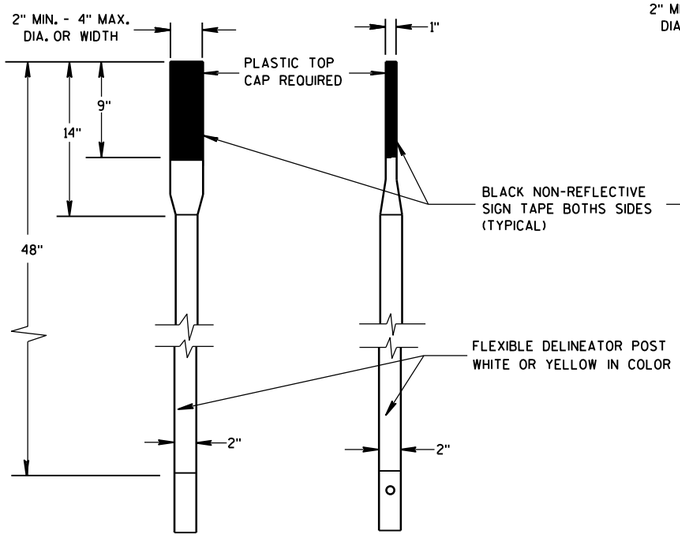
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

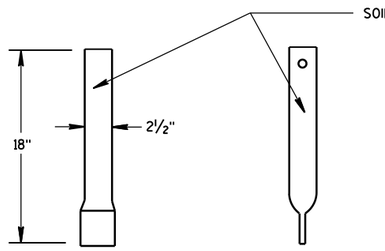
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S.D.D. 15 A 3-2a

6

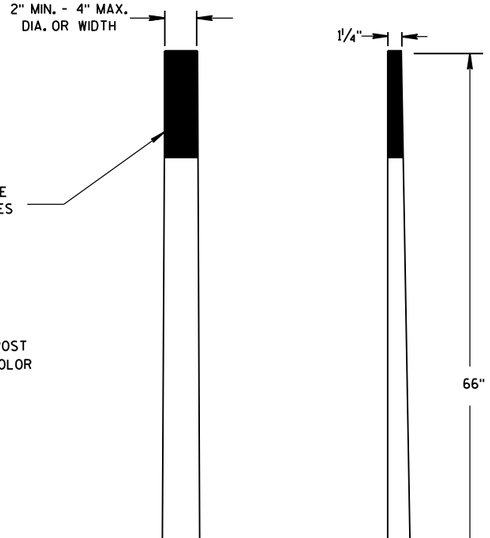
S.D.D. 15 A 3-2a





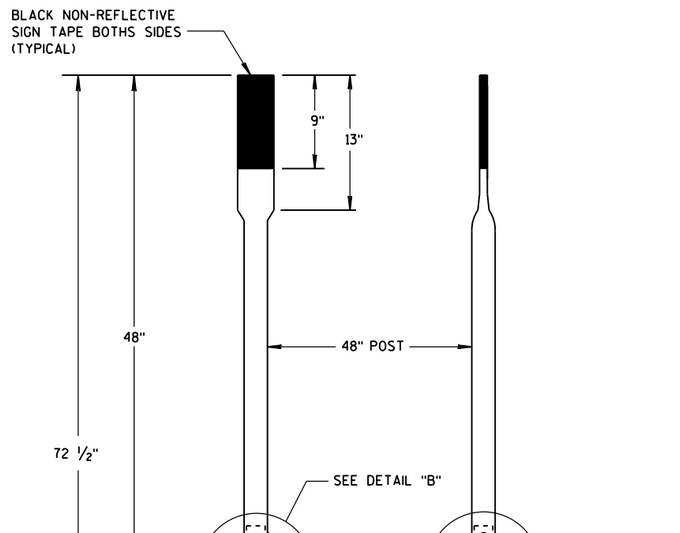
FRONT VIEW SIDE VIEW

ALTERNATE 1



FRONT VIEW SIDE VIEW

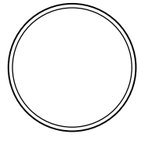
ALTERNATE 2



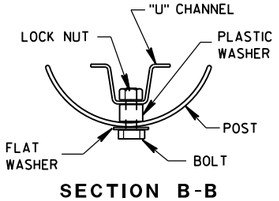
FRONT VIEW SIDE VIEW

ALTERNATE 3

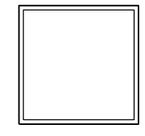
FLEXIBLE MARKER POSTS



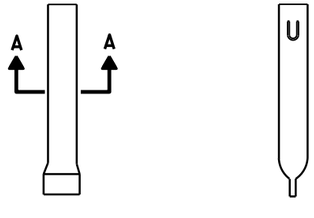
SECTION A-A



SECTION B-B

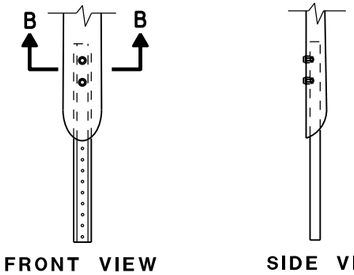


SECTION C-C



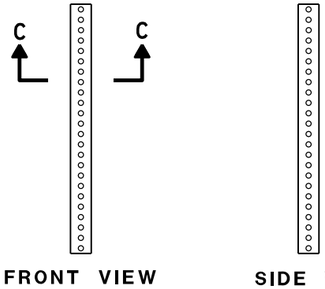
FRONT VIEW SIDE VIEW

ALTERNATE 1



FRONT VIEW SIDE VIEW

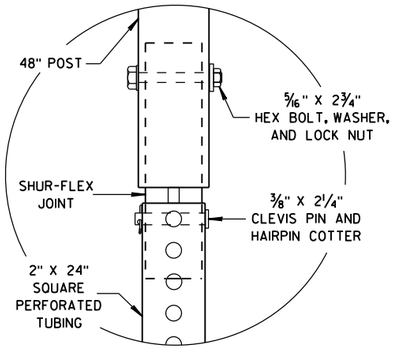
ALTERNATE 2



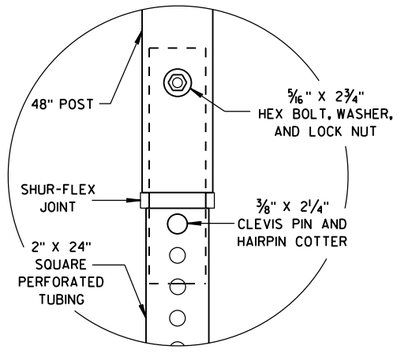
FRONT VIEW SIDE VIEW

ALTERNATE 3

FLEXIBLE MARKER POST ANCHORS



DETAIL B



DETAIL C

FLEXIBLE MARKER POST
FOR CULVERT END

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

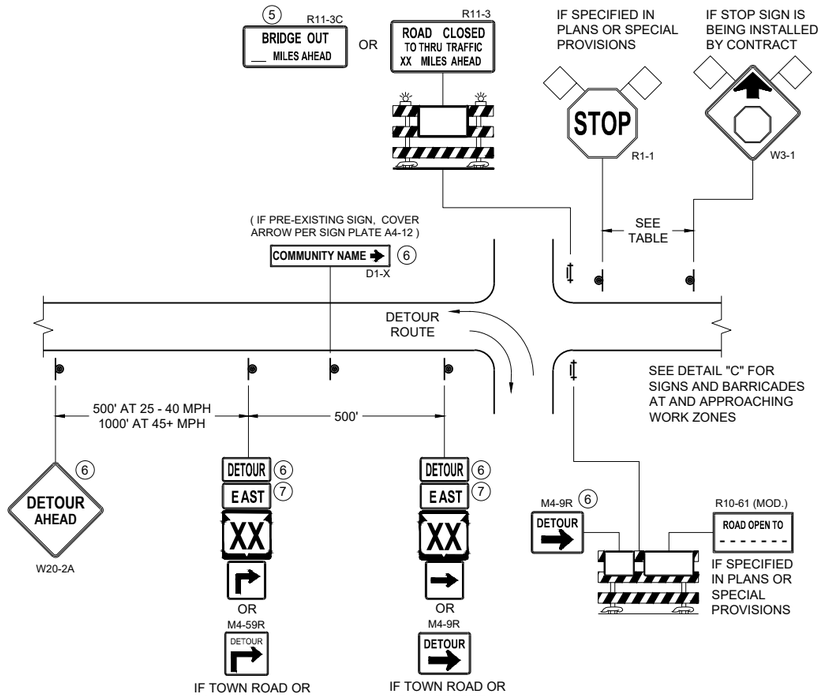
APPROVED
10/1/2012 — DATE
/S/ Travis Feltes — STATE TRAFFIC ENGINEER
FHWA

6

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

6

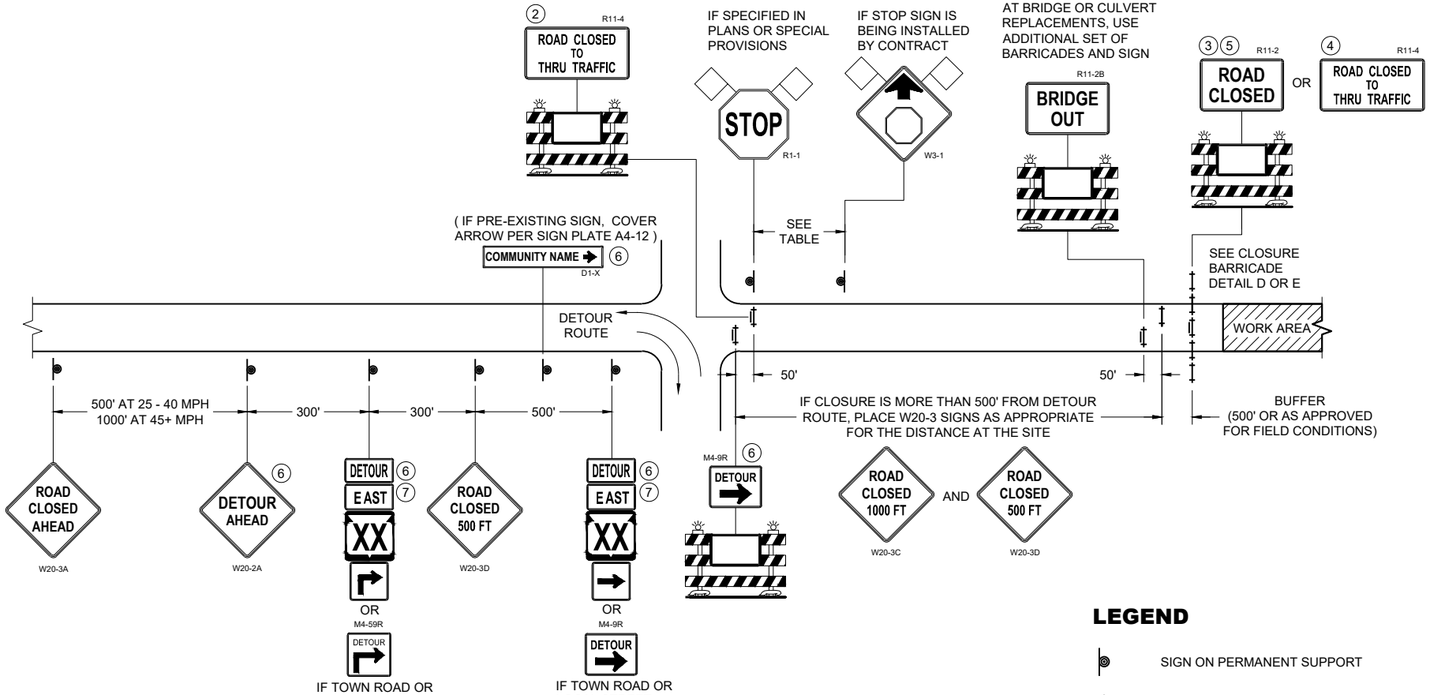
S.D.D. 15 A 3-2b



DETAIL A

MAINLINE CLOSURE WITH POSTED DETOUR

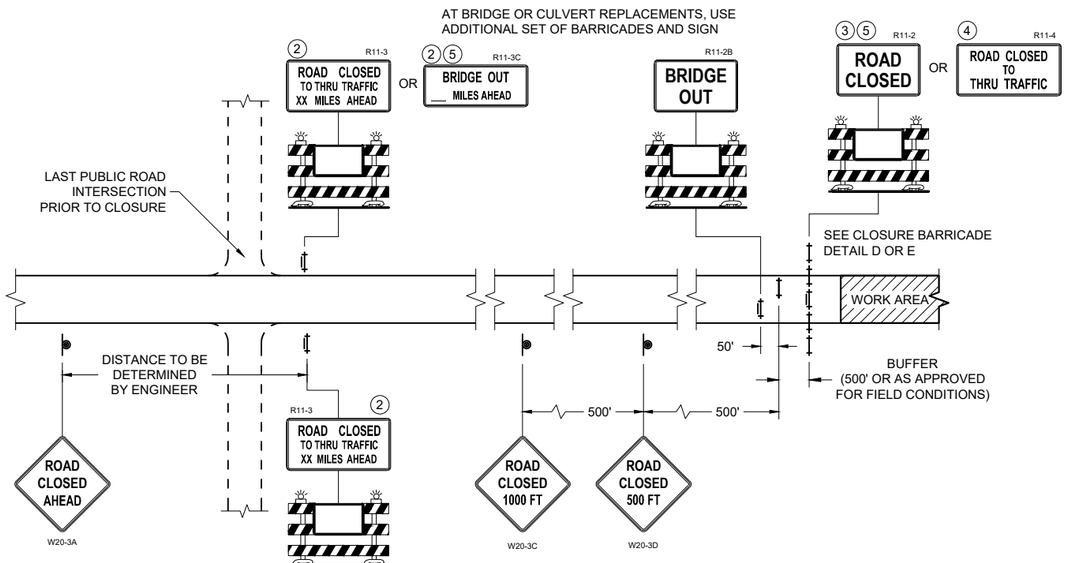
WORK ZONE GREATER THAN OR EQUAL TO ½ MILE FROM DETOUR ROUTE (1000 FEET IF URBAN)



DETAIL B

MAINLINE CLOSURE WITH POSTED DETOUR

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



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

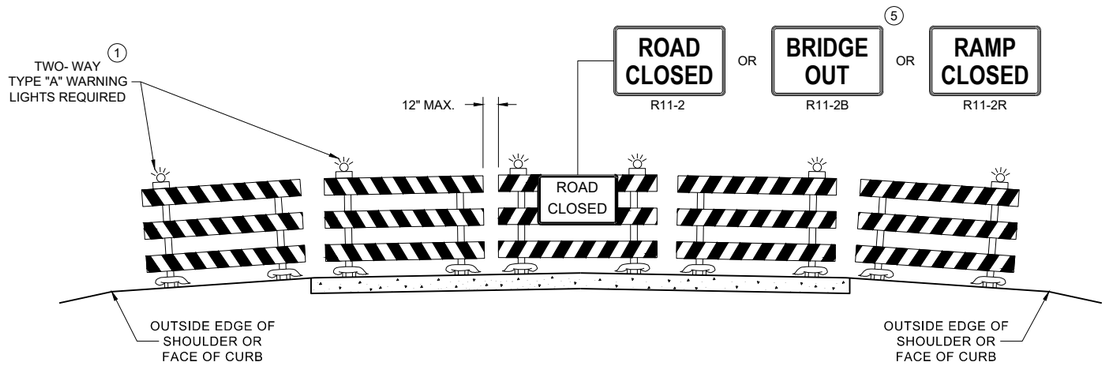
BARRICADES AND SIGNS FOR MAINLINE CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2025 — DATE
/S/ Andrew Heidtke — WORK ZONE ENGINEER

FHWA

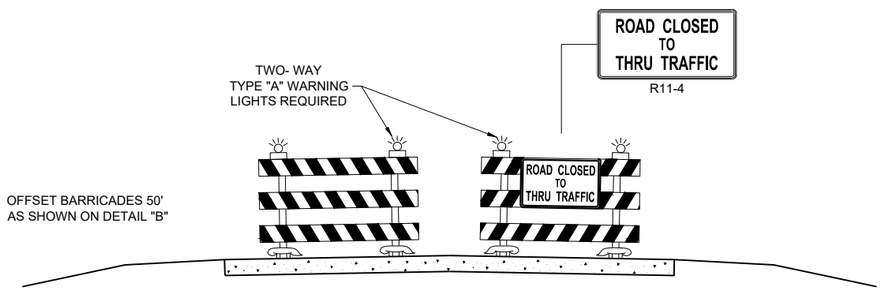
6
SDD 15C02-10a



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.

PARTIAL NUMBERS ON SIGNS SHALL BE DISPLAYED AS A WHOLE NUMBER(AS NEEDED) FOLLOWED BY A FRACTION. SIGNS SHALL NOT DISPLAY NUMBERS IN DECIMAL FORM.

"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"

SIGNS PLACED ON TYPE III BARRICADES THAT ARE SIZES OTHER THAN 48"X30" SHALL HAVE A CORRUGATED POLYPROPYLENE OR POLYETHYLENE PLASTIC SIGN BASE.

(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
November 2025 — DATE
/S/ Andrew Heidtke — WORK ZONE ENGINEER

FHWA

6

SDD 15C02-10b

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

LEGEND

- SIGN ON PERMANENT SUPPORT
- WORK AREA
- DETOUR — M4 - 8
- EAST — M3 - X
- XX — M1 - 4 OR XX — M1 - 6 OR COUNTY X — M1 - 5A
- M05 - 1 OR M06 - 1 OR M06 - 1

GENERAL NOTES

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

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

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

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

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

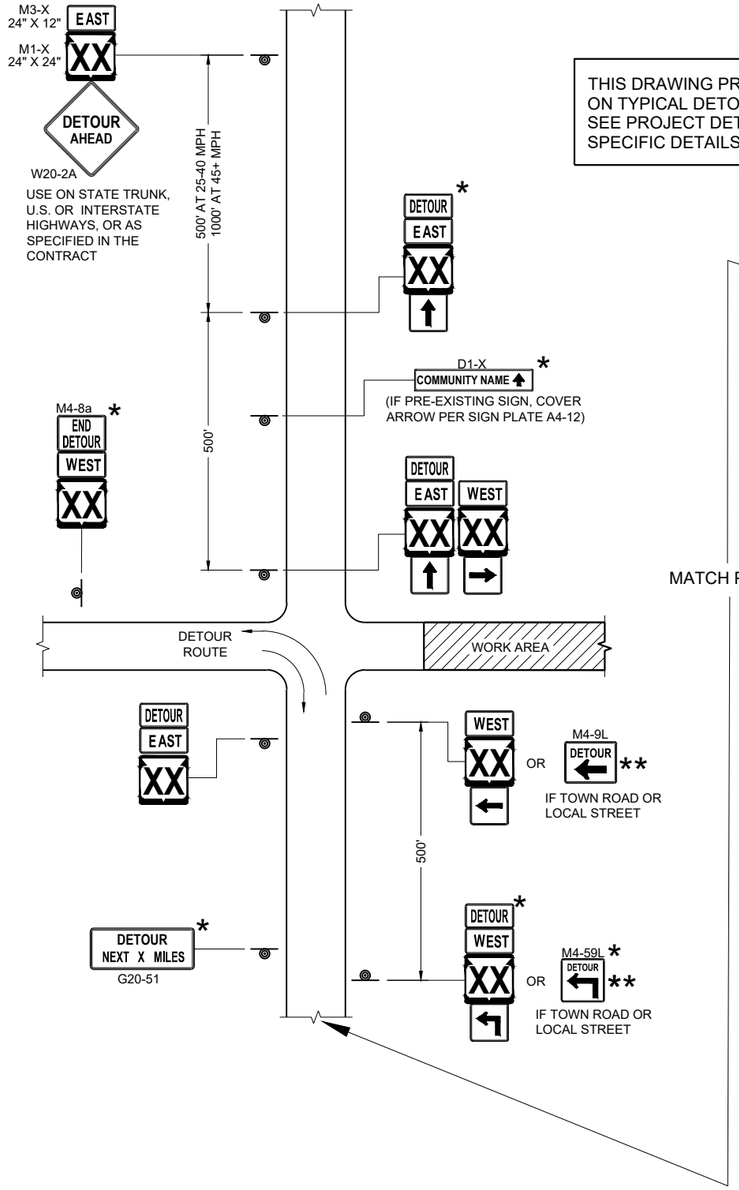
"MO" SIGNS ARE THE SAME AS "M" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

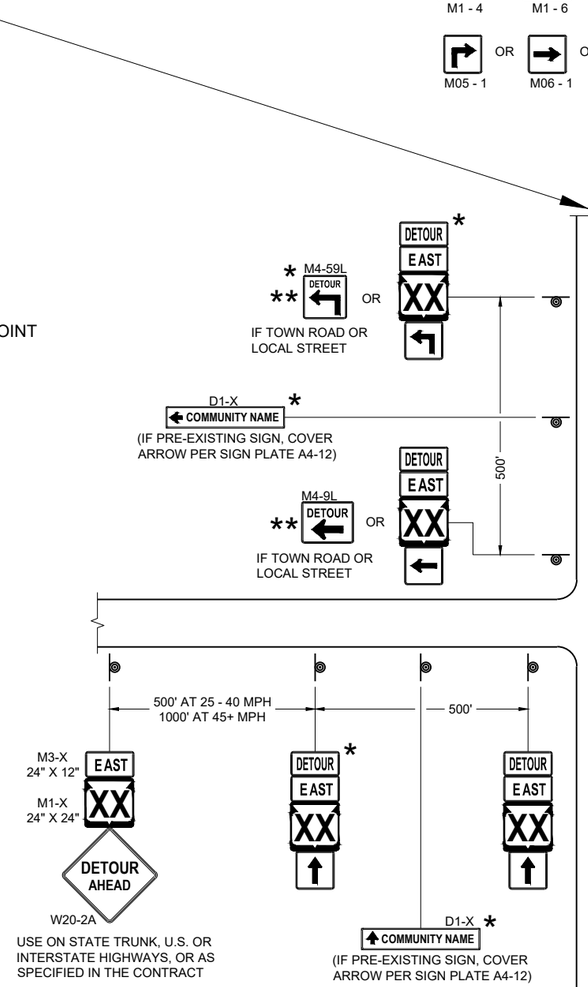
SIGN SIZES SHALL BE AS FOLLOWS:

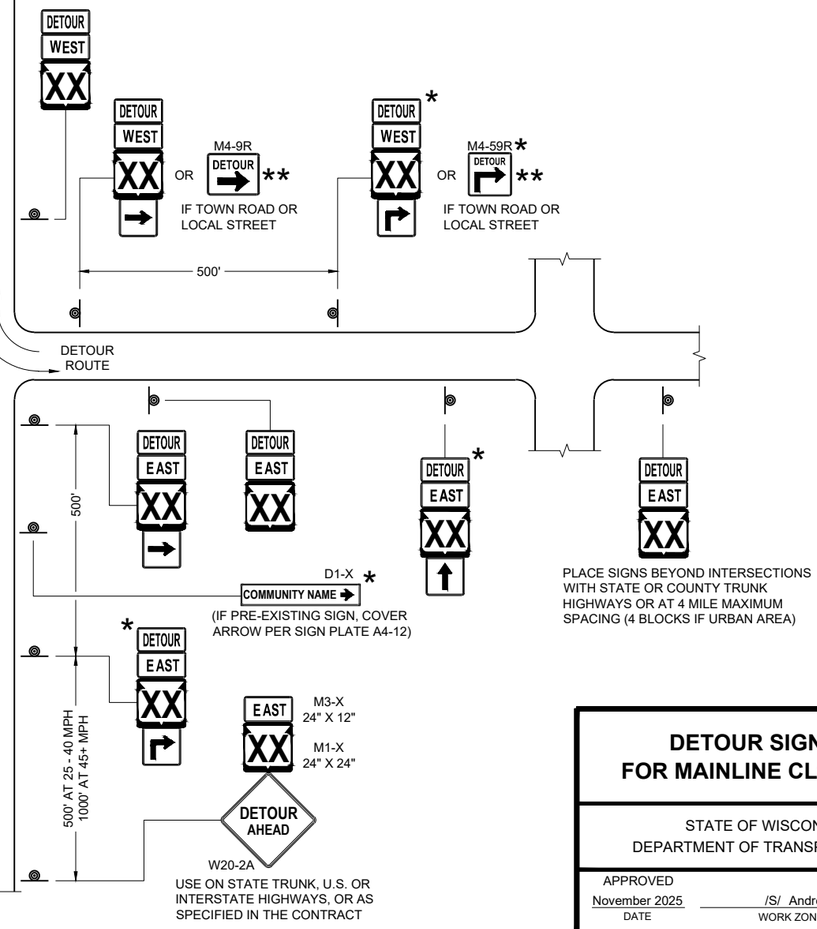
- M3-X SHALL BE 24" X 12" (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS)
- M4-8 SHALL BE 24" X 12" (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS)
- M1-4, M1-5A AND M1-6 SHALL BE 24" X 24" (36" X 36" IF NEEDED TO MATCH EXISTING SIGNS)
- M05-1 AND M06-1 SHALL BE 21" X 21" (30" X 30" IF NEEDED TO MATCH EXISTING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

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

** FOR A TOWN ROAD OR LOCAL STREET DETOURED ONTO A STATE TRUNK HIGHWAY, PLACE A ROAD NAME PLAQUE ABOVE THE M4-9 SIGN AS SPECIFIED IN THE CONTRACT.







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

DETAIL F
DETOUR SIGNING

DETOUR SIGNING FOR MAINLINE CLOSURES

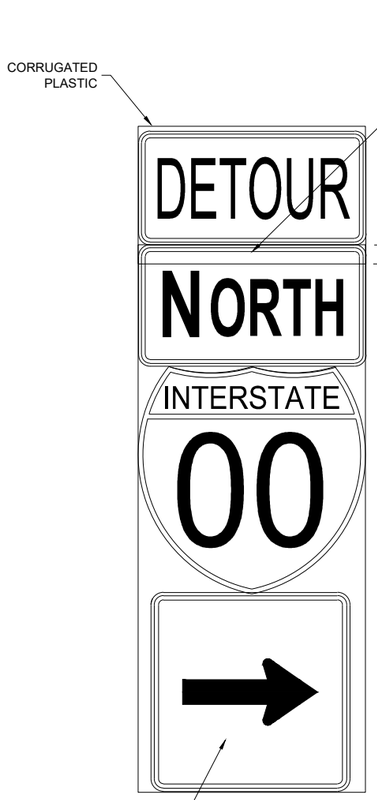
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2025 — DATE
/S/ Andrew Heidtke — WORK ZONE ENGINEER

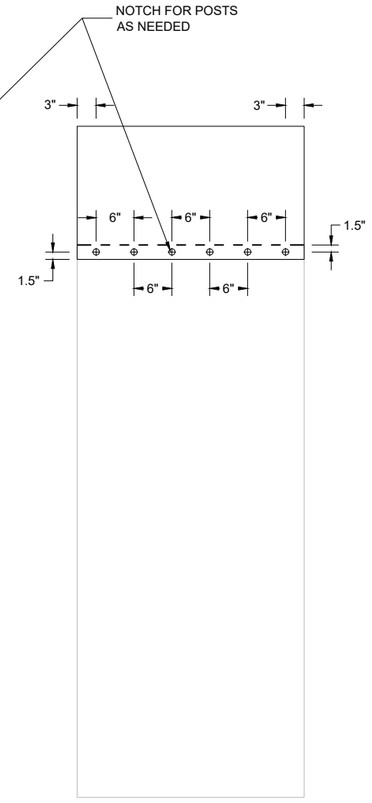
FHWA

SDD 15C02-10c
6

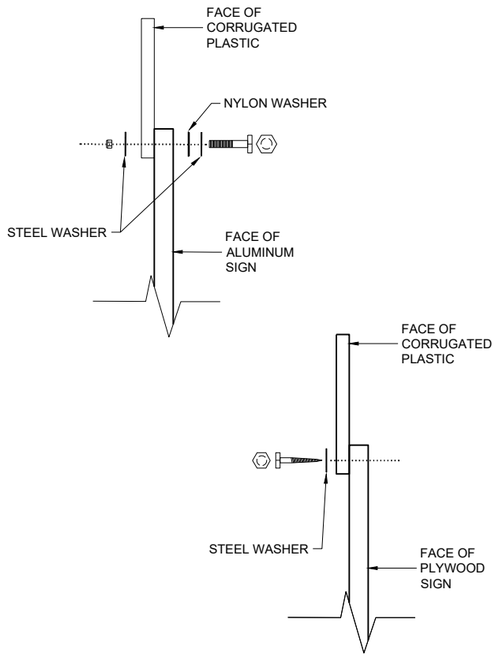
FRONT SIDE



BACK SIDE



SIDE VIEW



GENERAL NOTES

CELLS OF CORRUGATED PLASTIC SHALL BE VERTICALLY ORIENTED.

PROVIDE A 0.4-INCH THICK BASE CORRUGATED PLASTIC WITH A 0.035-INCH WALL THICKNESS AND 0.4-INCH CELL SIZE.

FOR 36" WIDE SIGNS: USE 6 FASTENERS AS SHOWN.

FOR 24" WIDE SIGNS: USE 4 FASTENERS WITH EDGE SPACING AS SHOWN AND 6" SPACING BETWEEN FASTENERS.

METAL WASHERS, NUTS, BOLTS AND LAGS 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, SC3

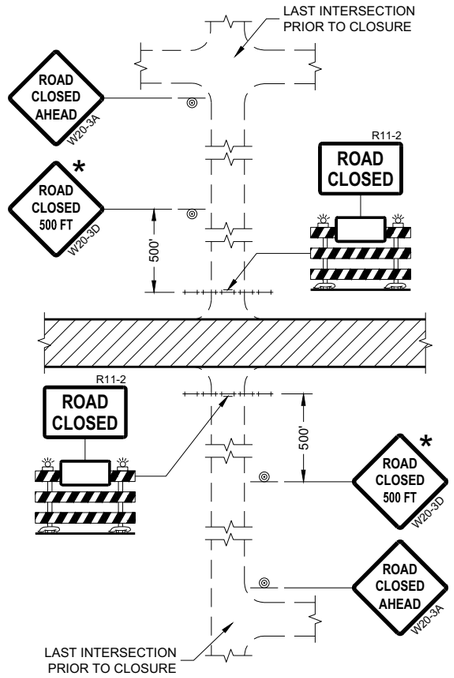
THREADS ON BOLTS AND NUTS SHALL BE MANUFACTURED WITH SUFFICIENT ALLOWANCE FOR THE CADMIUM PLATE OR GALVANIZED COATING TO PERMIT THE NUTS TO RUN FREELY ON THE BOLTS.

PLYWOOD SIGNS:
LAG SCREWS - 5/16" x 1"
ALUMINUM SIGNS:
MACHINE BOLTS - 5/16" x 1-1/4" LENGTH W/NUTS
WASHERS:
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

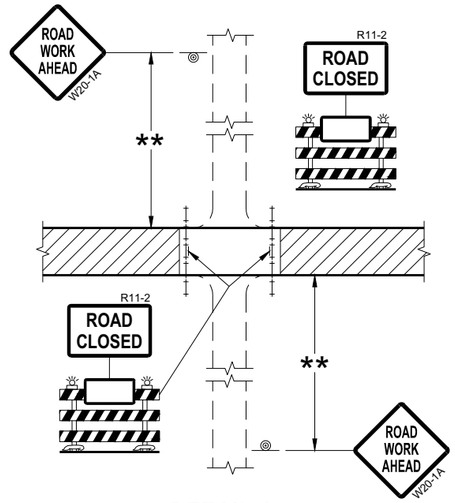
MODIFIED ROUTE ASSEMBLY FOR DETOUR SIGNING

MODIFIED ROUTE ASSEMBLY FOR DETOUR SIGNING	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED November 2025 DATE	/S/ Andrew Heidtke WORK ZONE ENGINEER
FHWA	

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SDD 15C02-10h



DETAIL 1
(NO ACCESS TO PROJECT)



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

GENERAL NOTES

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

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

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

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

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

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

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

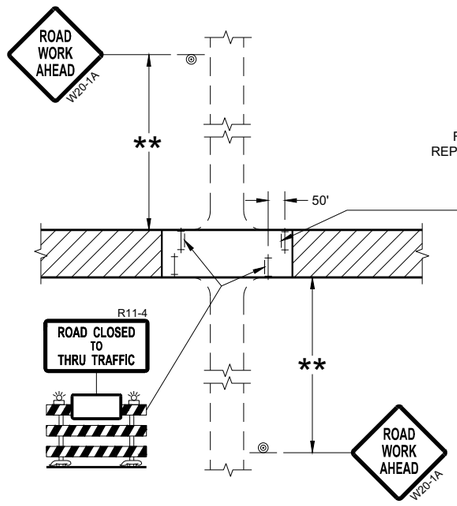
TYPE "A" LOW-INTENSITY FLASHING WARNING LIGHTS SHALL BE VISIBLE ON BOTH SIDES OF THE BARRICADE.

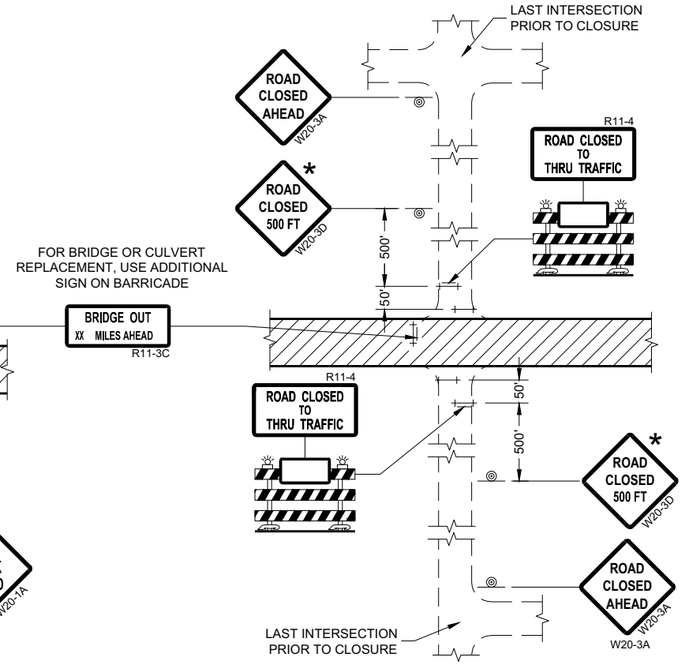
THE R11-2, R11-3, AND R11-4 SIGNS PLACED ON BARRICADES SHALL COVER NO MORE THAN THE TOP RAIL. THE SIGNS SHALL NOT COVER ANY PORTION OF THE MIDDLE OR BOTTOM RAILS.

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

* OMIT THE "ROAD CLOSED 500 FT." SIGN IF THE LAST INTERSECTION IS 500 FEET OR LESS FROM THE WORK ZONE.

** 500' MAX. OR AT LAST INTERSECTION, WHICHEVER IS CLOSEST.





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

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

LEGEND

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

BARRICADES AND SIGNS FOR SIDEROAD CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

FHWA

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SDD 15C03 - 05

SDD 15C03 - 05

GENERAL NOTES

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

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

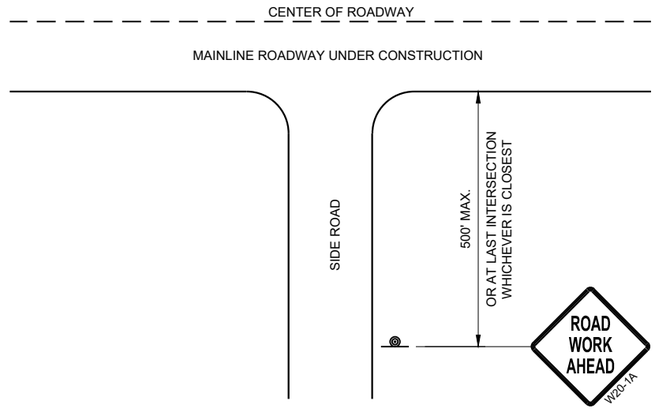
ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED.

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

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

* OMIT G20-1 SIGNS IF LENGTH OF WORK AREA IS 2 MILES OR LESS

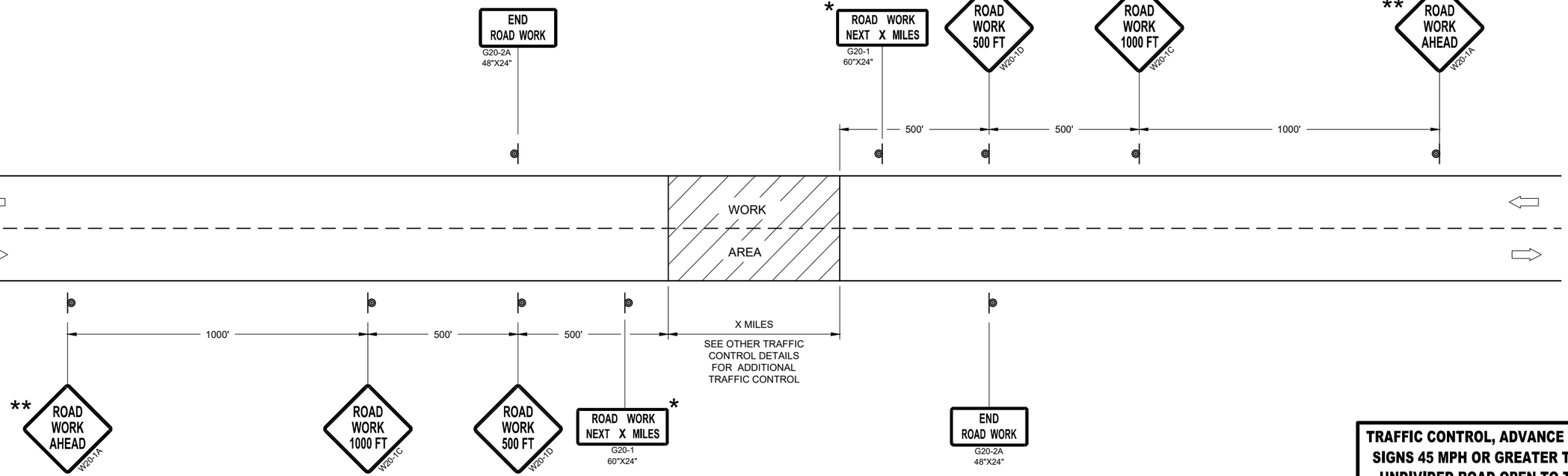
** PLACE AN ADDITIONAL W20-1A "ROAD WORK AHEAD" SIGN IF WORK AREA WITHIN THE PROJECT IS SEPARATED BY MORE THAN 2 MILES FROM PREVIOUS WORK AREA.



TYPICAL SIDE ROAD APPROACH WARNING SIGN DETAIL

LEGEND

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



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

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

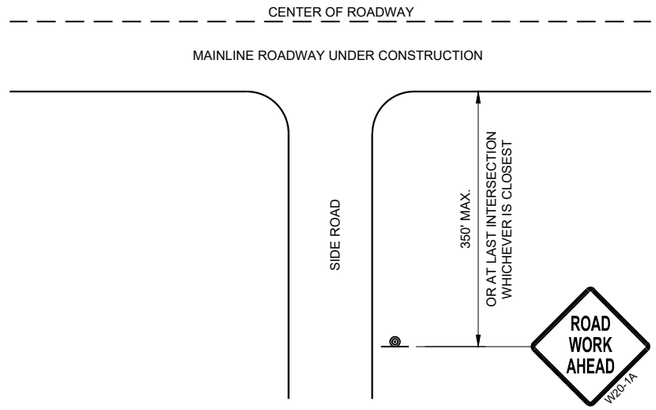
THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A MINIMUM OF 200 FEET (500 FEET DESIRABLE) CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

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

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

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

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



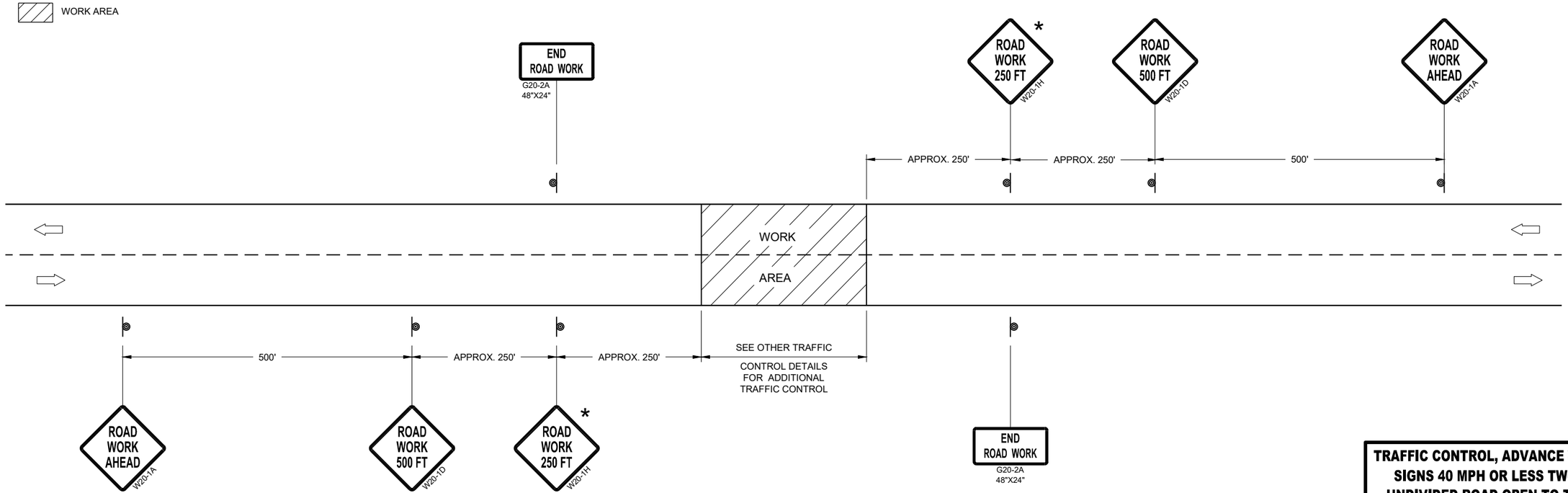
TYPICAL SIDE ROAD APPROACH WARNING SIGN DETAIL

LEGEND

SIGN ON PERMANENT SUPPORT

DIRECTION OF TRAFFIC

WORK AREA



TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40MPH OR LESS

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
July 2018
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

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SDD 15C05 - 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.

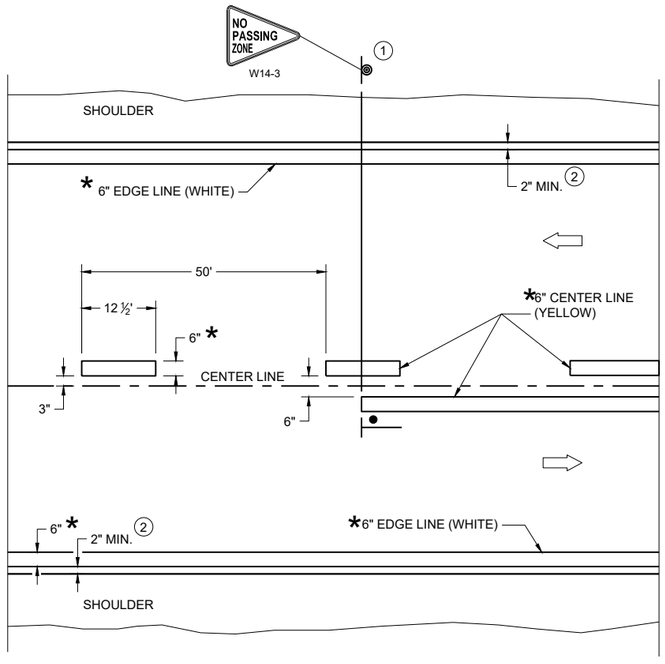
*CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES

LEGEND

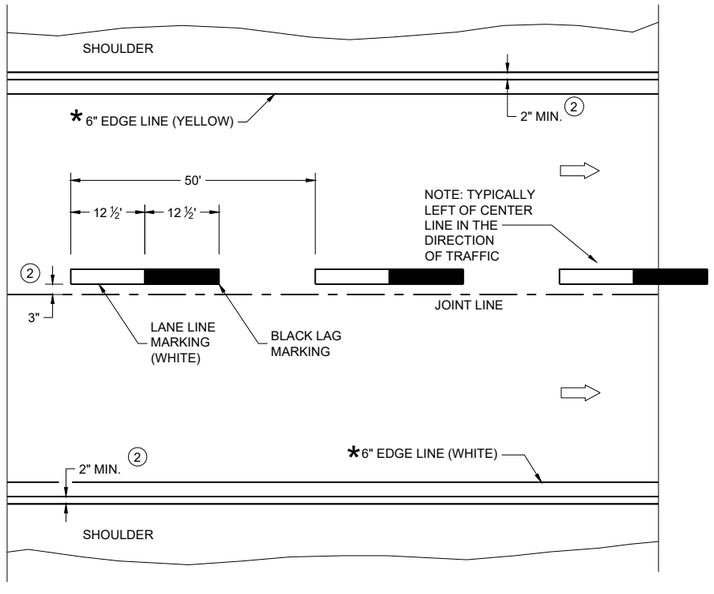
"T" MARKING

SIGN ON PERMANENT SUPPORT

DIRECTION OF TRAFFIC



TWO WAY TRAFFIC



ONE WAY TRAFFIC

PERMANENT PAVEMENT MARKING

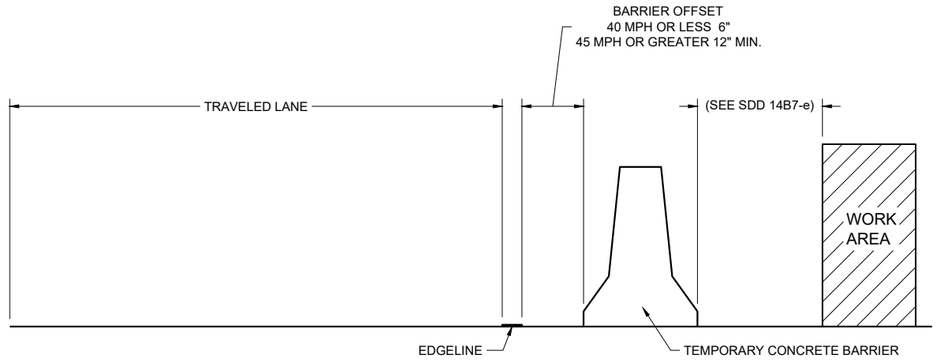
PERMANENT LONGITUDINAL PAVEMENT MARKINGS	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED December 2024 DATE	/S/ Jeannie Silver Statewide Pavement Marking Engineer
FHWA	

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SDD 15C08-24a

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SDD 15C08-24a



TEMPORARY BARRIER OFFSET FROM EDGELINE

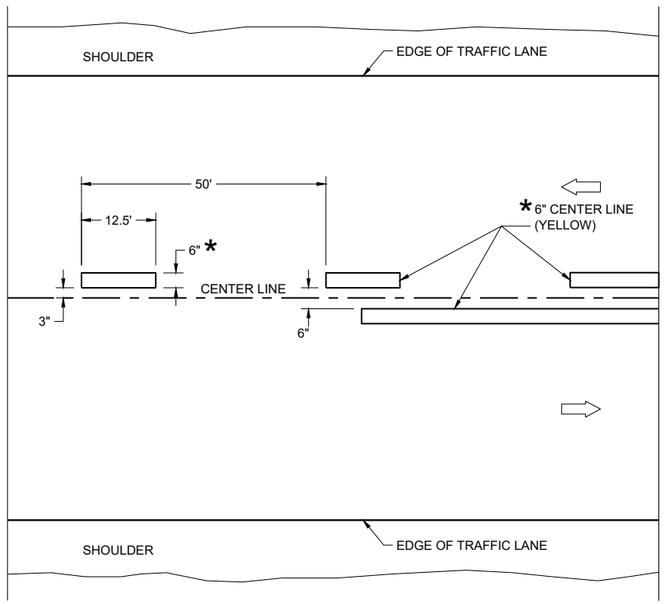
GENERAL NOTES

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

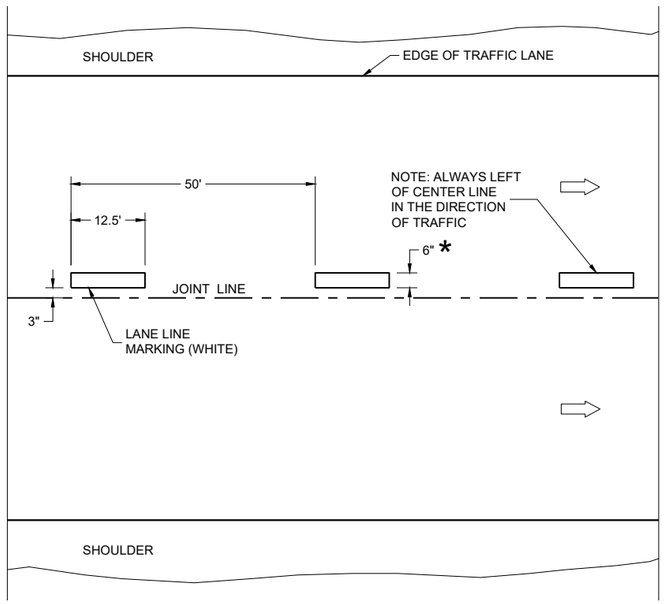
LEGEND

DIRECTION OF TRAFFIC

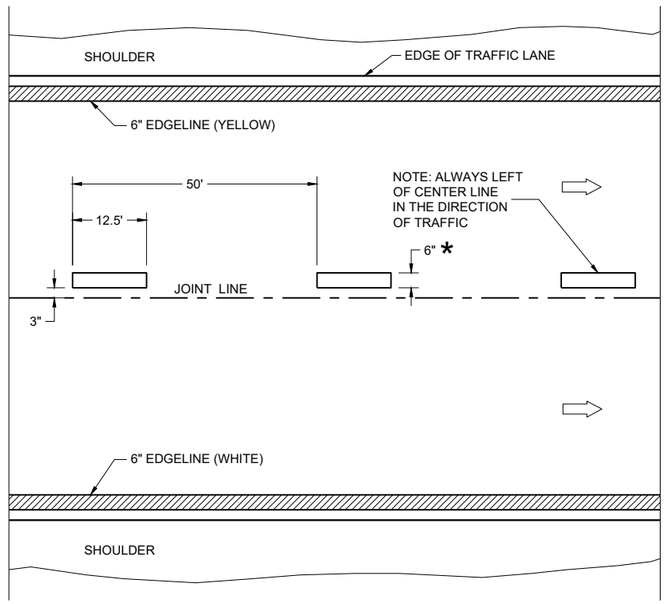
*CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES



TWO WAY TRAFFIC



ONE WAY TRAFFIC



FREEWAYS AND EXPRESSWAYS

TEMPORARY PAVEMENT MARKING

TEMPORARY LONGITUDINAL PAVEMENT MARKING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
December 2024
DATE
/S/ Jeannie Silver
Statewide Pavement Marking Engineer

FHWA

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SDD 15C08-24b

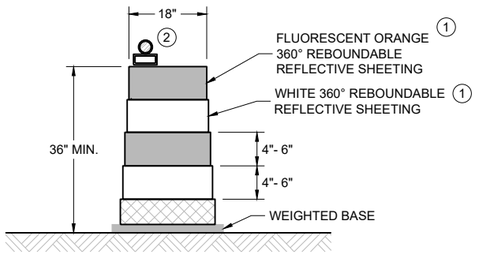
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SDD 15C08-24b

GENERAL NOTES

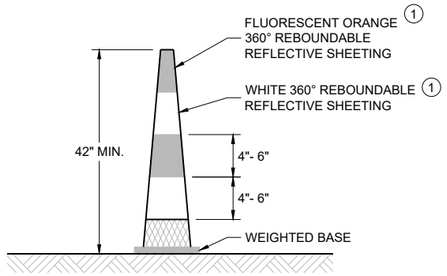
(1) REFLECTIVE SHEETING SHALL FOLLOW THE REQUIREMENTS IN THE APPROVED PRODUCTS LISTING FOR SIGN SHEETING.

(2) LOCATION OF WARNING LIGHTS WHEN SHOWN ON THE PLAN.



DRUM

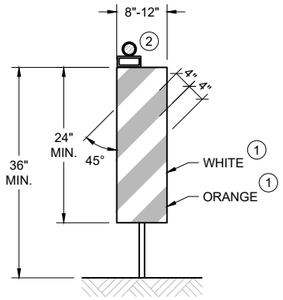
BALLAST WIDTHS
RANGE FROM 24"-36"



42" CONE

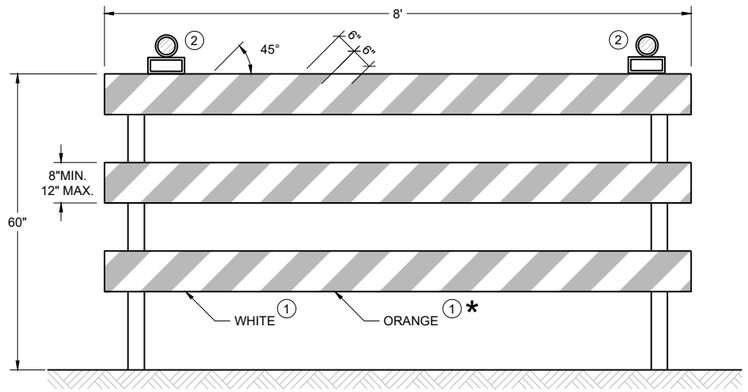
DO NOT USE IN TAPERS
½ SPACING OF DRUMS

BALLAST WIDTHS
RANGE FROM 14"-20"



VERTICAL PANEL

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



TYPE 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
February 2026 — DATE
/S/ Andrew Heidtke — WORK ZONE ENGINEER
FHWA

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SDD 15C11-11b

LEGEND

SIGN ON PORTABLE OR PERMANENT SUPPORT

TEMPORARY PORTABLE RUMBLE STRIP ARRAY

DIRECTION OF TRAFFIC

WORK AREA

FLAGGER, EQUIPPED WITH STOP/SLOW PADDLE FASTENED ON SUPPORT STAFF

GENERAL NOTES

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

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

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

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

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

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

FLAGGING

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

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

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

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

TEMPORARY PORTABLE RUMBLE STRIPS

UTILIZE TEMPORARY PORTABLE RUMBLE STRIPS ON ALL FLAGGING OPERATIONS.

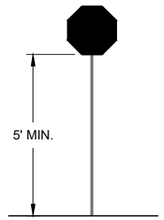
(3) EACH TEMPORARY PORTABLE RUMBLE STRIP ARRAY CONSISTS OF THREE RUMBLE STRIPS PLACED TRANSVERSE ACROSS THE LANE AT THE LOCATIONS SHOWN. WITHIN EACH ARRAY, SPACING BETWEEN RUMBLE STRIPS SHALL BE 15 FEET ON CENTER

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

INSTALL TEMPORARY RUMBLE STRIPS PER MANUFACTURER'S RECOMMENDATIONS.

PLACE ADVANCE SIGNING PRIOR TO INSTALLING TEMPORARY RUMBLE STRIPS.

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



STOP/SLOW PADDLE ON SUPPORT STAFF

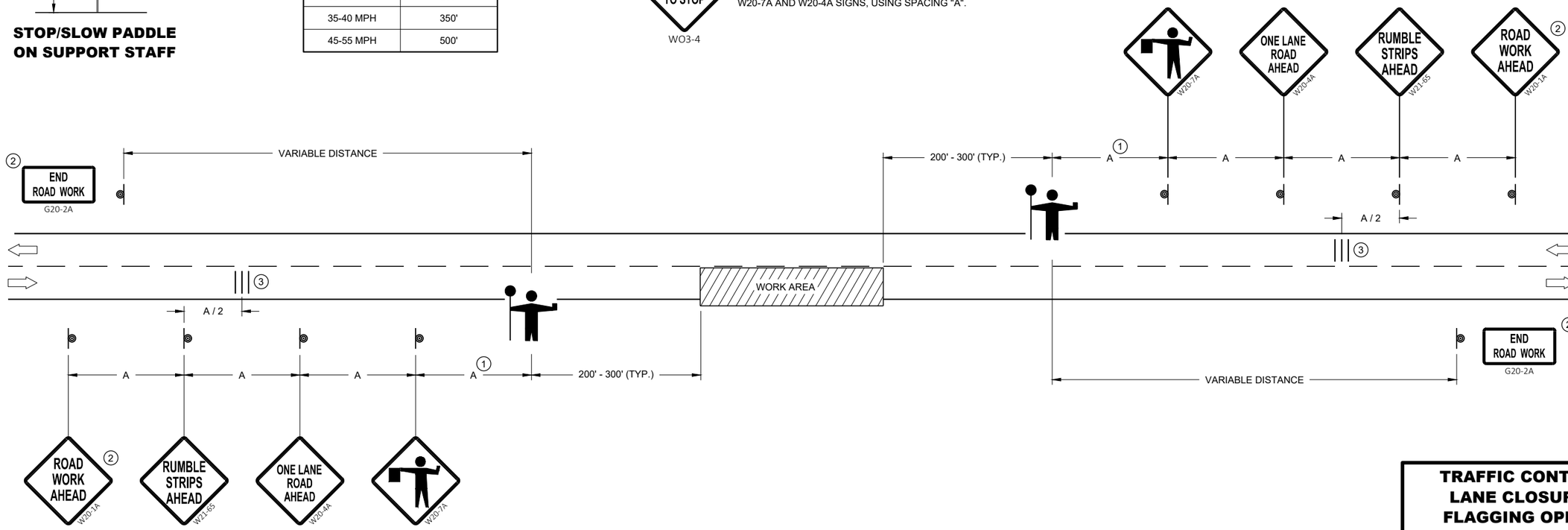
SIGN AND TEMPORARY RUMBLE STRIP ARRAY SPACING TABLE

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



WO3-4

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



TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2022
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

SDD 15C12 - 09a

SDD 15C12 - 09a

GENERAL NOTES

- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL CONE 42-INCH
- TRAFFIC CONTROL DRUM
- TEMPORARY PORTABLE RUMBLE STRIP ARRAY
- DIRECTION OF TRAFFIC
- WORK AREA
- AFAD — AUTOMATED FLAGGER ASSISTANCE DEVICE (AFAD)

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

IF THE AUTOMATED FLAGGER ASSISTANCE DEVICE (AFAD) STOPS WORKING, 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.

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.

(1) SIGN NOT REQUIRED IF FLAGGING OPERATION OCCURS WITHIN A SIGNED ROAD WORK ZONE AREA.

(2) IF FLAGGERS ARE PHYSICALLY NEEDED TO FLAG, REPLACE WO3-4 SIGNS WITH W20-7A SIGNS.

TEMPORARY PORTABLE RUMBLE STRIPS

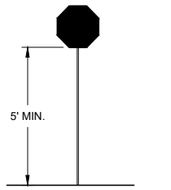
UTILIZE TEMPORARY PORTABLE RUMBLE STRIPS ON ALL FLAGGING OPERATIONS.

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

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.

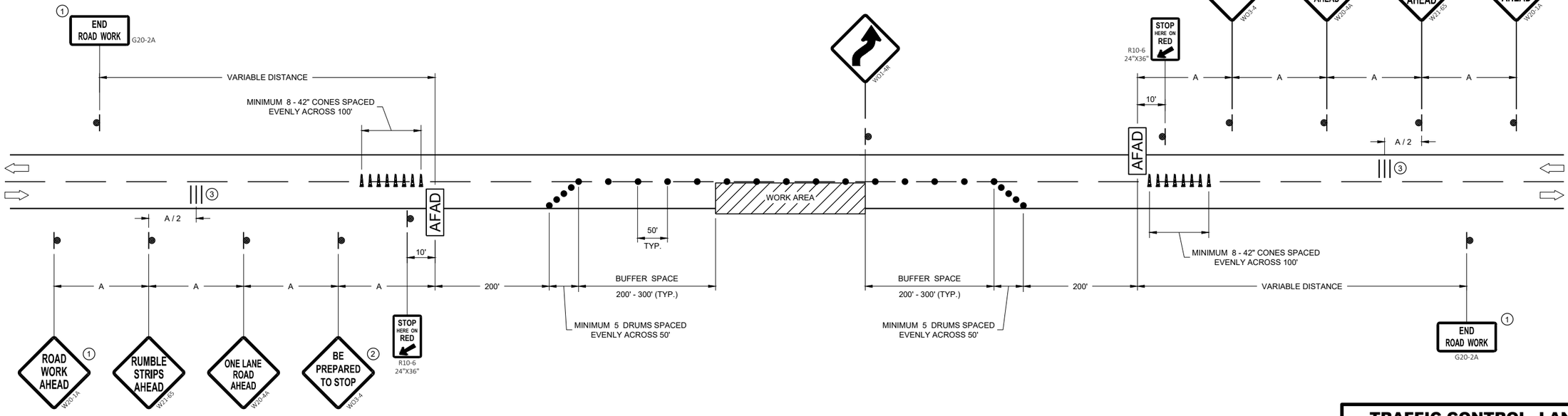
(3) EACH TEMPORARY PORTABLE RUMBLE STRIP ARRAY CONSISTS OF THREE RUMBLE STRIPS PLACED TRANSVERSELY AT THE LOCATIONS SHOWN. WITHIN EACH ARRAY, SPACING BETWEEN RUMBLE STRIPS SHALL BE 15 FEET ON CENTER.



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'



TRAFFIC CONTROL, LANE CLOSURE WITH AUTOMATED FLAGGER ASSISTANCE DEVICE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

SDD 15C12 - 09b

6
SDD 15C12 - 09b

LEGEND

V1 LEAD VEHICLE

V2 MARKING VEHICLE

V3 SHADOW VEHICLE

TRUCK MOUNTED ATTENUATOR (TMA)

SIGN ON TEMPORARY SUPPORT

DIRECTION OF TRAFFIC

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

WORKERS SHALL NOT PERFORM WORK FROM ANY SHADOW OR PROTECTION VEHICLES.

UPRIGHTS ORIENTED PARALLEL TO AND DOWNSTREAM FROM TRAFFIC.

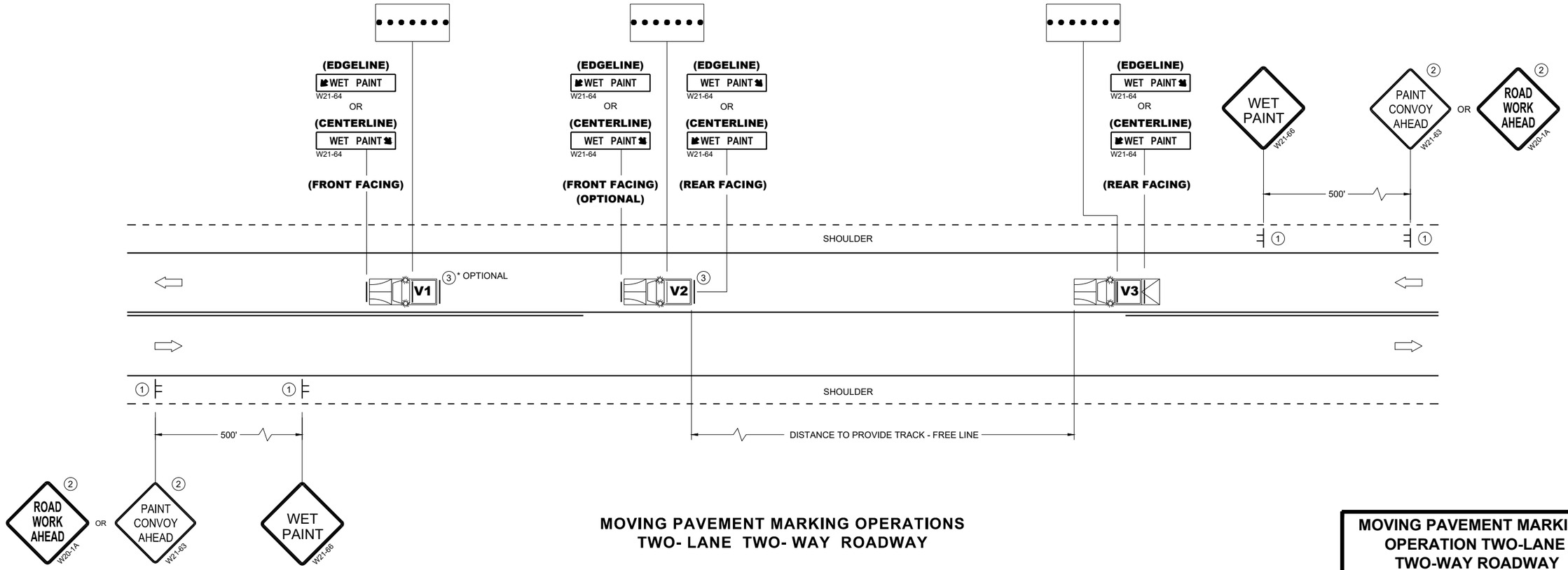
CONES SHOULD BE USED BETWEEN THE MARKING AND SHADOW VEHICLE AT 100 FOOT SPACING. CONES MAY BE OMITTED ON PAINTED LINE IF APPROVED BY THE ENGINEER. CONSIDER PAVEMENT MARKING DRY OR CURE TIMES AND TRAFFIC VOLUME.

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

(1) SIGNS SHALL BE REPEATED APPROXIMATELY EVERY THREE MILES AND AFTER EVERY MAJOR INTERSECTION.

(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

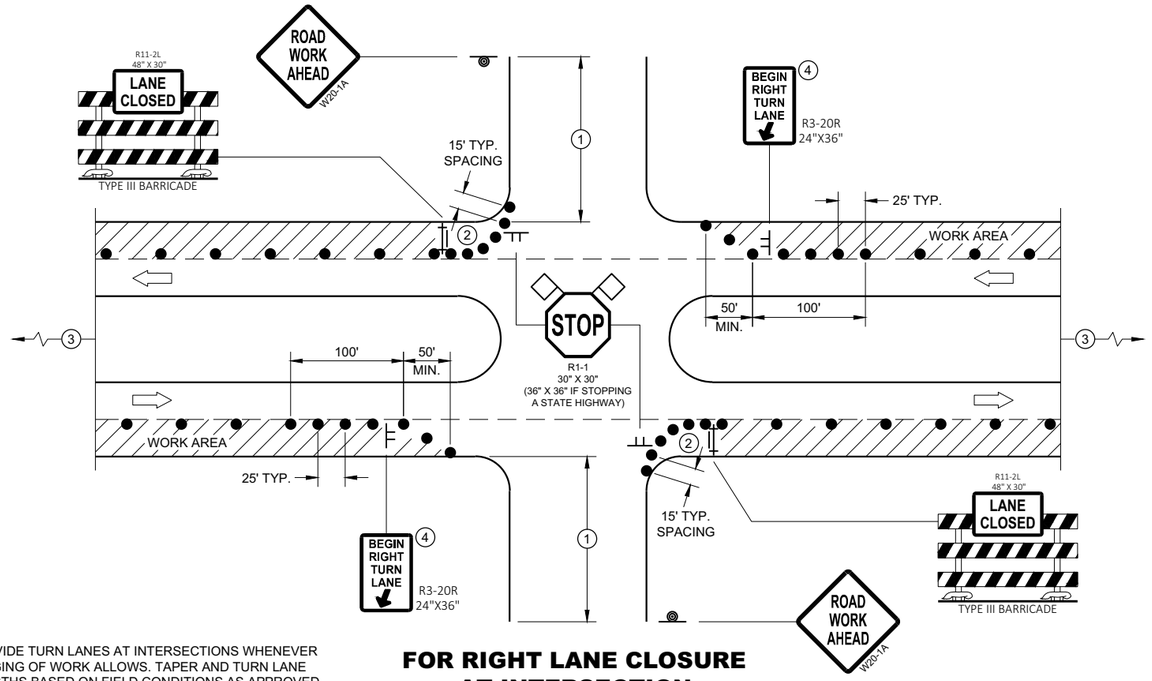
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2025 — DATE
/S/ Andrew Heidtke — STATE ELECTRICAL ENGINEER

FHWA

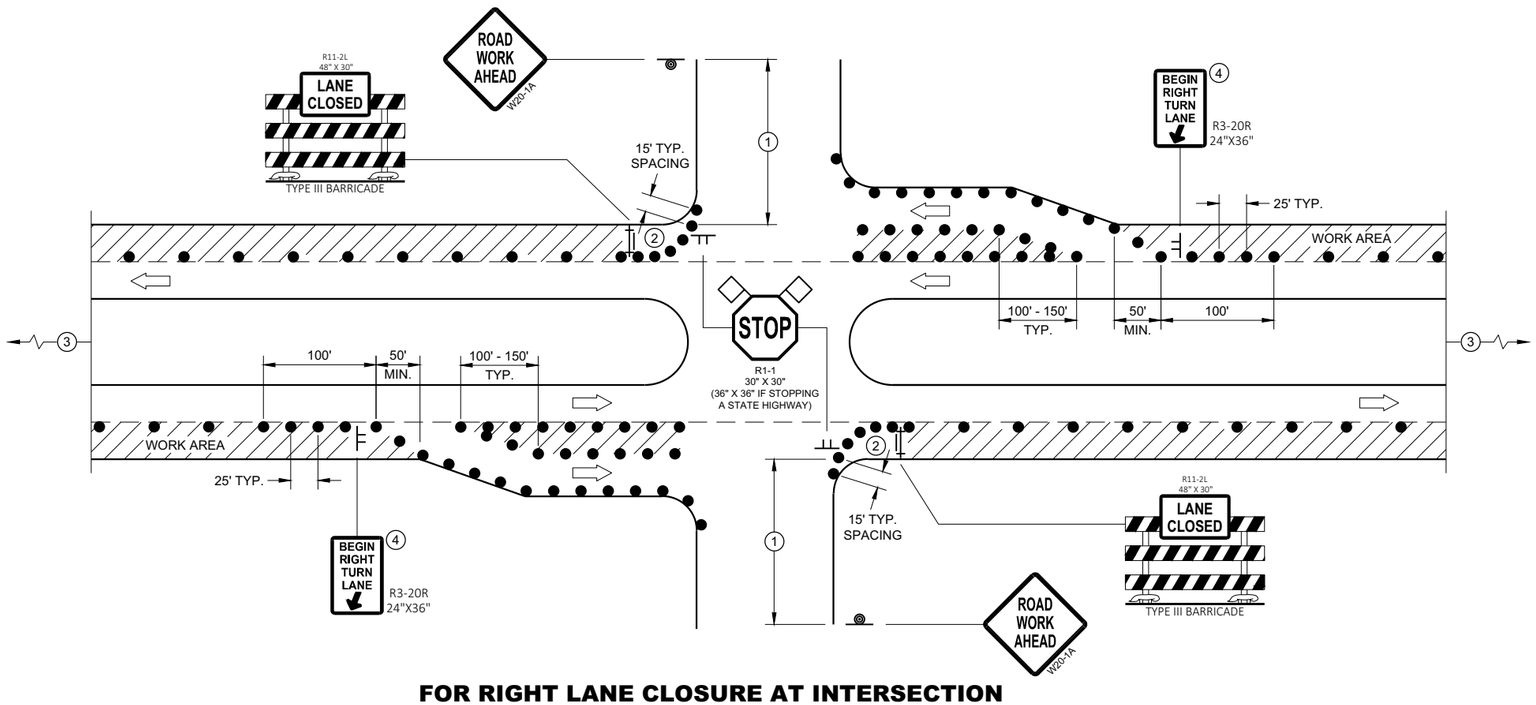
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SDD 15C19-11a



FOR RIGHT LANE CLOSURE AT INTERSECTION

PROVIDE TURN LANES AT INTERSECTIONS WHENEVER STAGING OF WORK ALLOWS. TAPER AND TURN LANE LENGTHS BASED ON FIELD CONDITIONS AS APPROVED BY THE ENGINEER.



FOR RIGHT LANE CLOSURE AT INTERSECTION (WITH RIGHT TURN BAY OPEN)

GENERAL NOTES

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS IN URBAN AREAS, 36" X 36" MAY BE USED IF APPROVED BY THE DISTRICT 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. NO WARNING LIGHTS SHALL BE WORKING ON COVERED OR "DOWNED" SIGNS.

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

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

SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE FHWA'S MANUAL OF STANDARD HIGHWAY SIGNS OR THE WISCONSIN STANDARD SIGN PLATES.

SIGNS THAT WILL REMAIN IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS OR THAT WILL BE PLACED IN A CLOSED LANE MAY BE MOUNTED ON PORTABLE SUPPORTS.

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

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

(1) 500' TYPICAL OR AT LAST INTERSECTION, WHICHEVER IS CLOSER.
350' IF 35 - 40 MPH.
200' IF 25 - 30 MPH.

(2) ALSO USE BARRICADE AND 15 FOOT TYPICAL DRUM SPACING AT COMMERCIAL DRIVEWAYS

(3) SEE SEPARATE LANE CLOSURE DETAIL FOR ADDITIONAL TRAFFIC CONTROL.

(4) MINIMUM MOUNTING HEIGHT OF 5 FEET FROM EDGE OF PAVEMENT (AT EDGE LINE LOCATION) TO BOTTOM OF SIGN.

LEGEND

- SIGN ON TEMPORARY SUPPORT
- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- TYPE III BARRICADE WITH ATTACHED SIGN
- DIRECTION OF TRAFFIC
- FLAGS, 16" X 16" MIN., ORANGE
- WORK AREA

TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE RIGHT LANE CLOSURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 15D21 - 07a

6

SDD 15D21 - 07a

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.

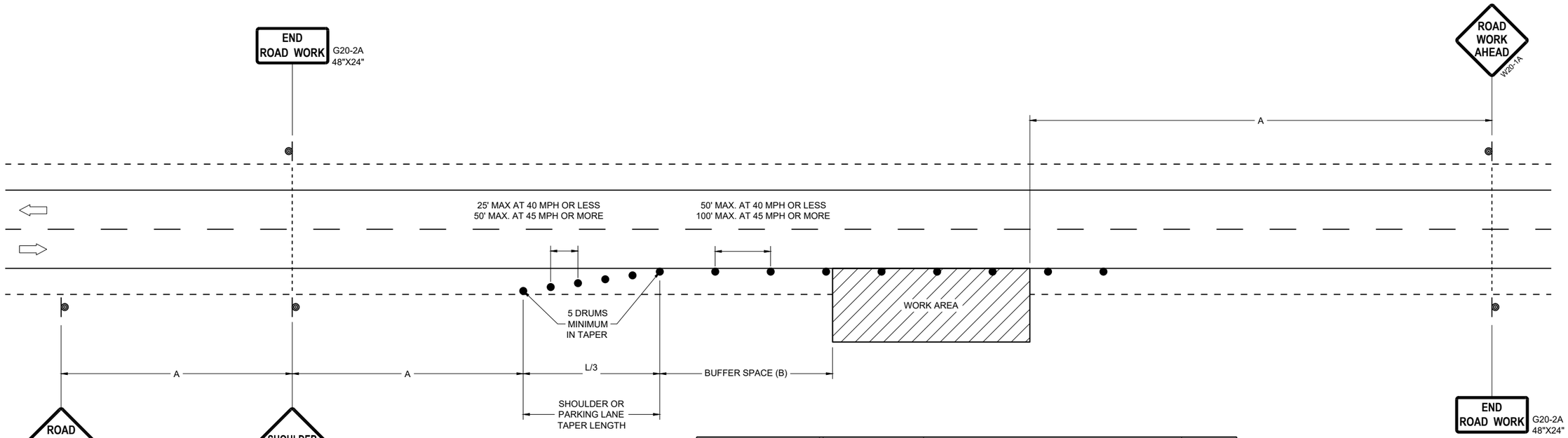
ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH THE TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

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	155
30	200'	15	20	25	30	35	40	200
35	350'	20	27	34	40	47	54	250
40	350'	26	35	44	53	62	70	305
45	500'	45	59	74	89	104	119	360
50	500'	50	66	83	99	116	132	425
55	500'	54	73	91	109	127	145	495

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2025
DATE

/S/ ANDREW HEIDTKE
STATEWIDE WORK ZONE TRAFFIC SAFETY ENGINEER

FHWA

6
SDD 15D28-05

LEGEND

V1 WORK VEHICLE

V2 SHADOW VEHICLE

TRUCK MOUNTED ATTENUATOR (TMA)

FLASHING ARROW PANEL (CAUTION)

WORK AREA

DIRECTION OF TRAFFIC

POSTED SPEED PRIOR TO WORK STARTING (MPH)	DECISION SIGHT DISTANCE (D)
0 - 25	550'
30	550'
35	700'
40	700'
45	900'
50	900'
55	1200'

GENERAL NOTES

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.

MOBILE IS WORK THAT MOVES CONTINUOUSLY OR MOVES AT LEAST THE DECISION SIGHT DISTANCE EVERY 15 MINUTES.

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

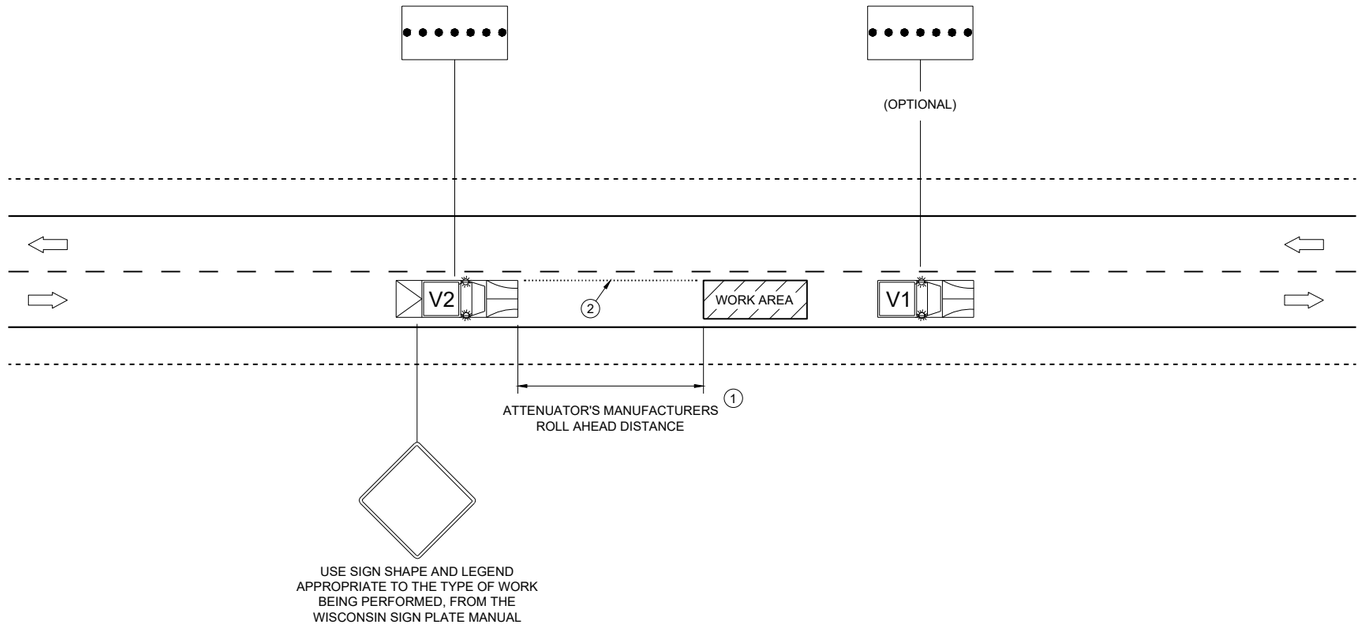
ALL ARROW PANELS SHALL BE REAR FACING, TYPE "B" OR "C", AND DISPLAYING THE FLASHING CAUTION MODE. SIGNS PLACED ON VEHICLES MUST NOT OBSCURE THE ARROW PANEL.

USE AN ATTENUATOR ON THE REARMOST VEHICLE THAT BLOCKS ALL OR PART OF THE TRAFFIC LANE.

WORKERS SHALL NOT PERFORM WORK FROM ANY SHADOW OR PROTECTION VEHICLES.

(1) DISTANCE BETWEEN VEHICLES MAY INCREASE FROM THE ATTENUATOR'S ROLL AHEAD BASED ON TERRAIN, SIGHT DISTANCE, 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 OR HORIZONTAL CURVES THAT RESTRICT SIGHT DISTANCE.

(2) ALIGN LEFT SIDE OF SHADOW VEHICLE WITH EDGE OF WORK AREA.



TRAFFIC CONTROL, MOBILE OPERATIONS ON AN UNDIVIDED ROADWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

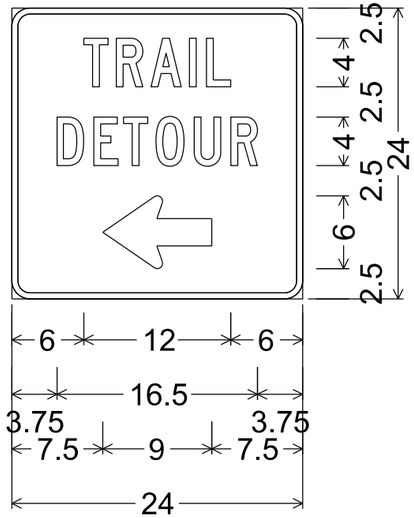
APPROVED

November 2025 — DATE

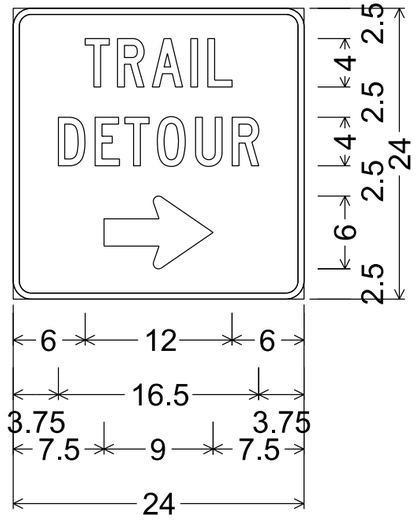
/S/ Andrew Heidtke — STATEWIDE WORK ZONE TRAFFIC SAFETY ENGINEER

FHWA

6 SDD 15D51-02



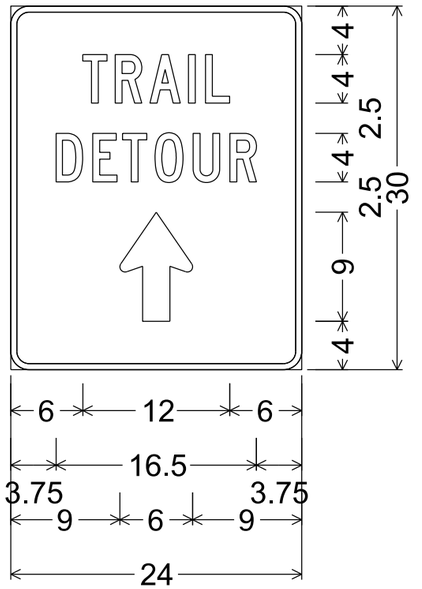
1.500" Radius, 0.500" Border



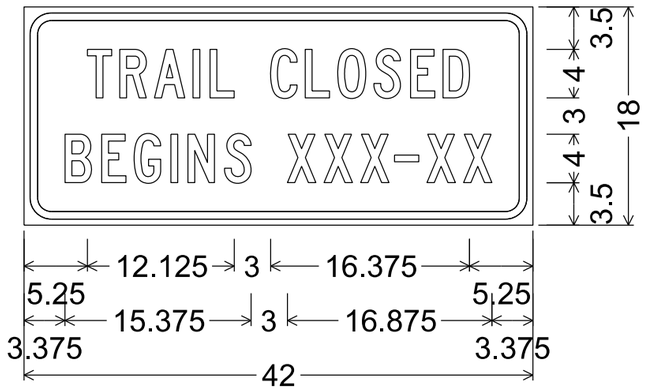
1.500" Radius, 0.500" Border

NOTES

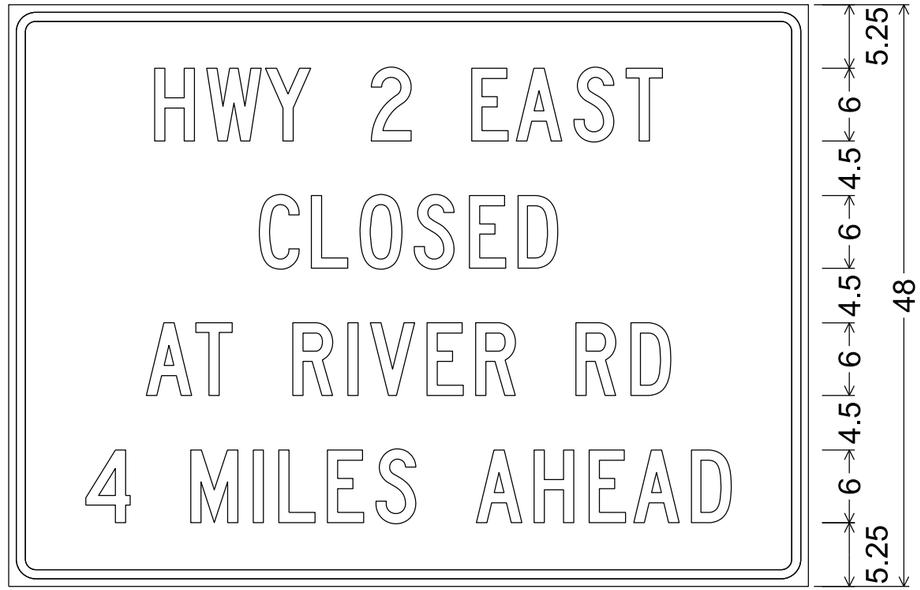
1. Fixed Message Signs Type II- Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - C



1.500" Radius, 0.500" Border



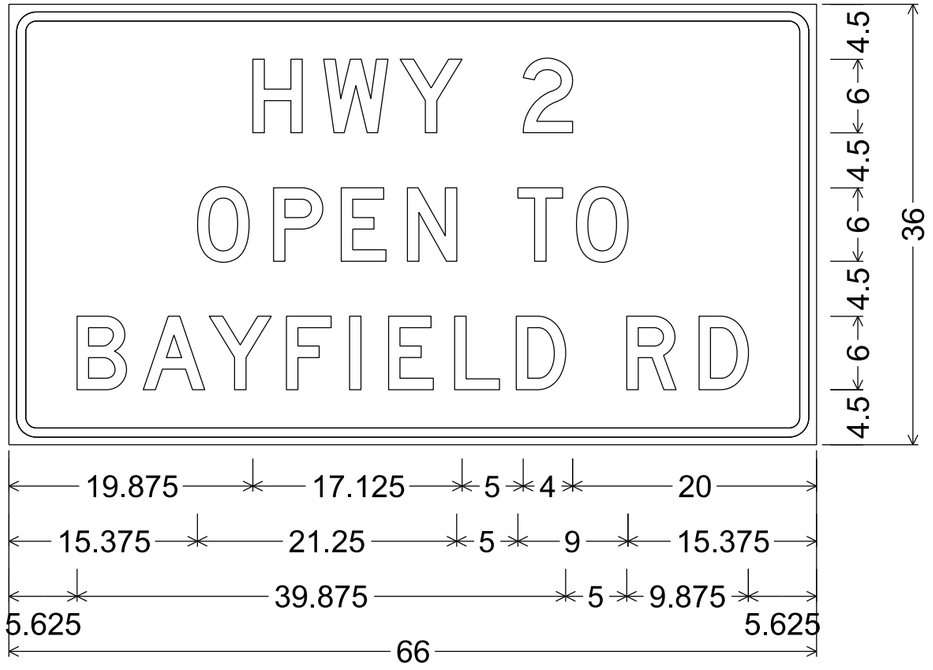
2.250" Radius, 0.625" Border, 0.500" Indent



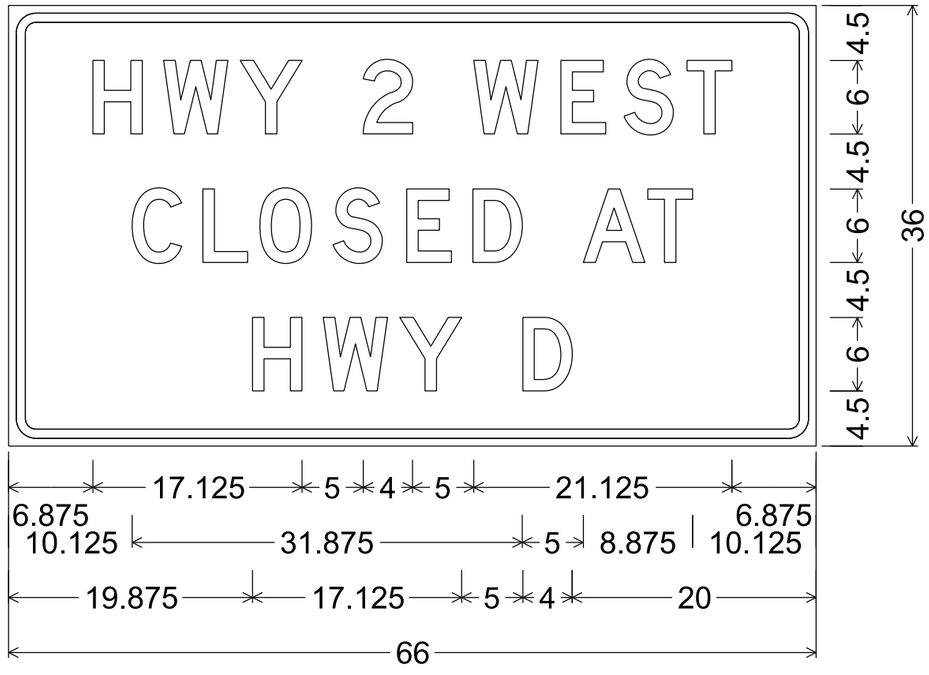
2.250" Radius, 0.750" Border, 0.625" Indent

NOTES

1. Fixed Message Signs Type II- Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - D



2.250" Radius, 0.750" Border, 0.625" Indent

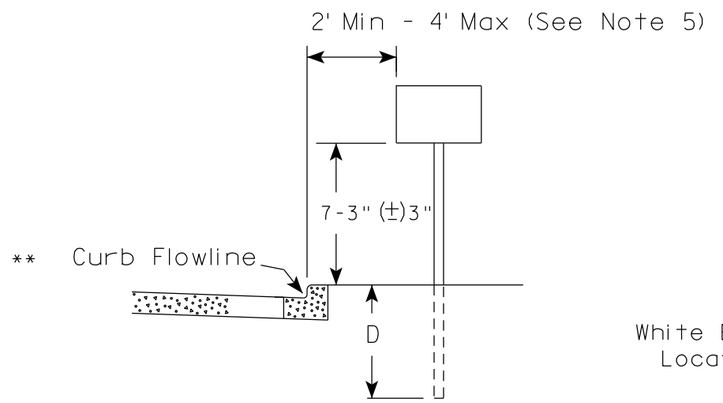


2.250" Radius, 0.750" Border, 0.625" Indent

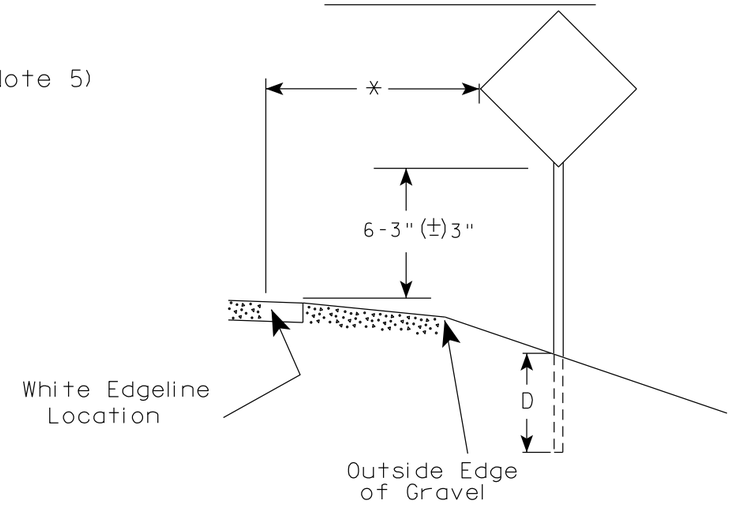
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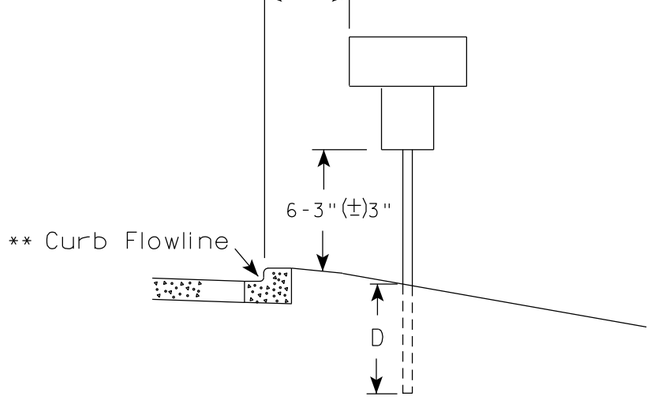
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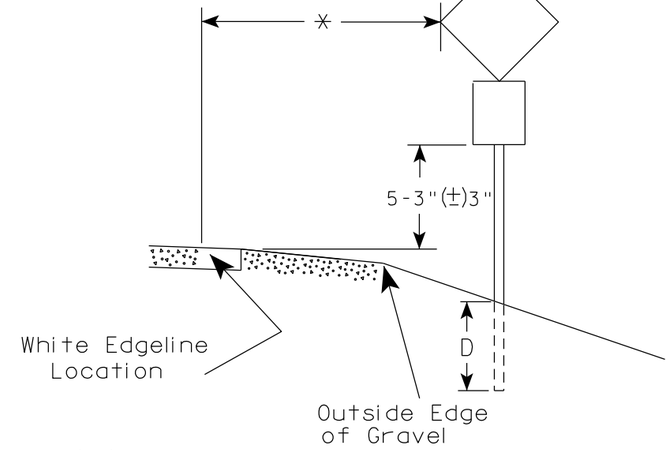
URBAN AREA



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.

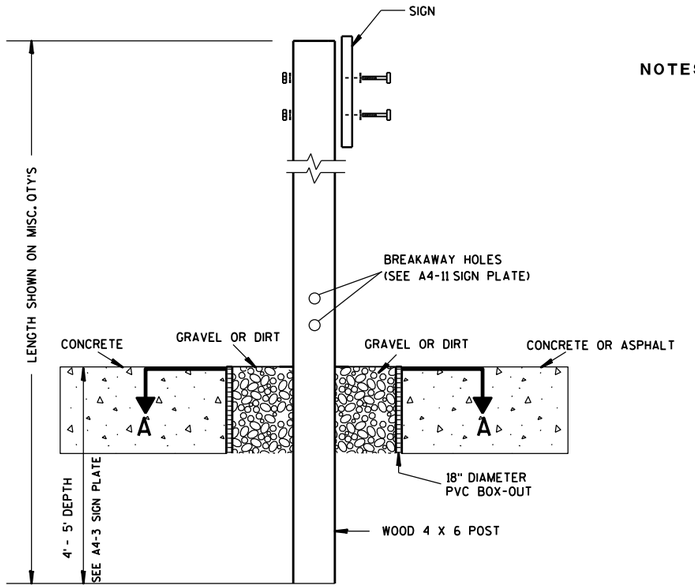
TYPICAL INSTALLATION OF PERMANENT TYPE II SIGNS ON SINGLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

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

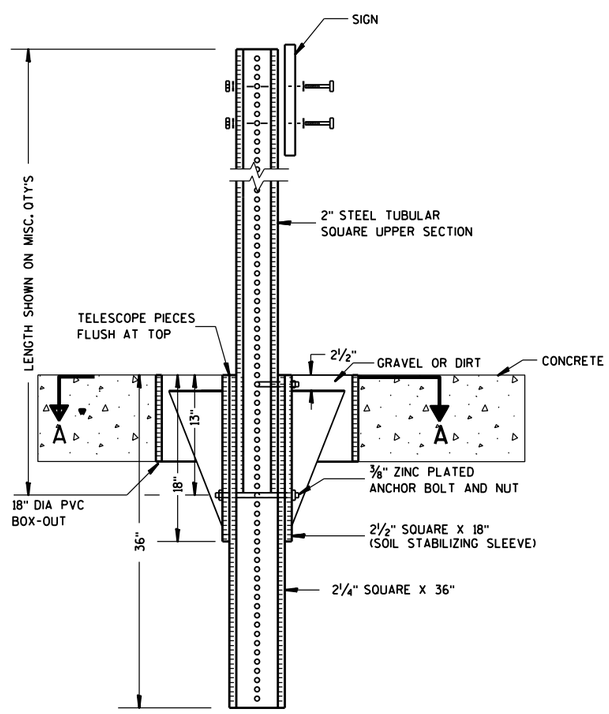
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 85	E



ELEVATION VIEW

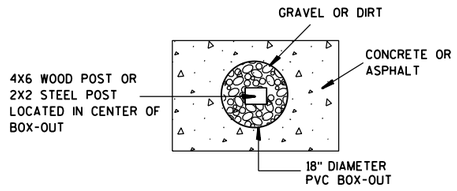
DETAIL OF WOOD 4 X 6 SIGN POST IN BOX-OUT

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

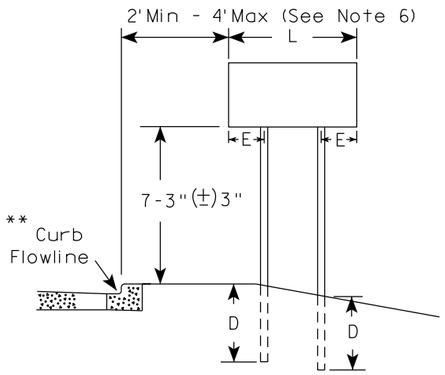
APPROVED Matthew R Rauch
for State Traffic Engineer

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

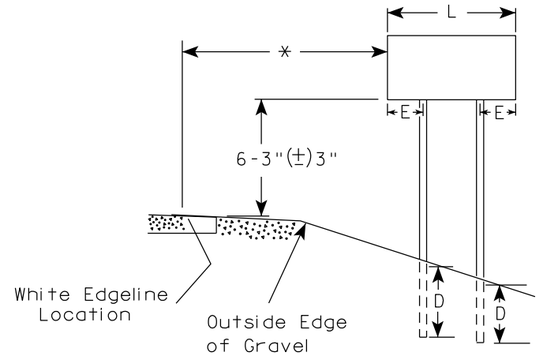
PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

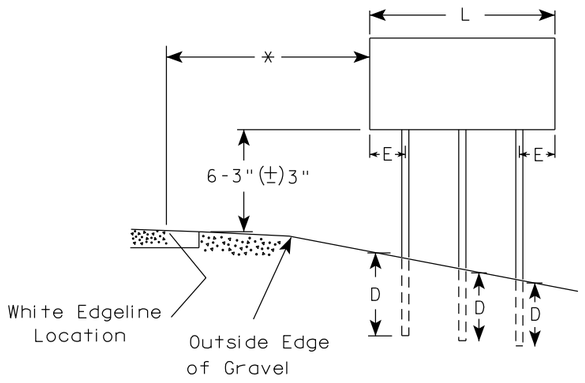
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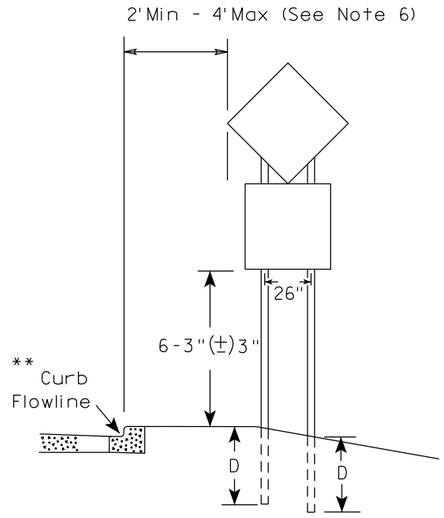
URBAN AREA



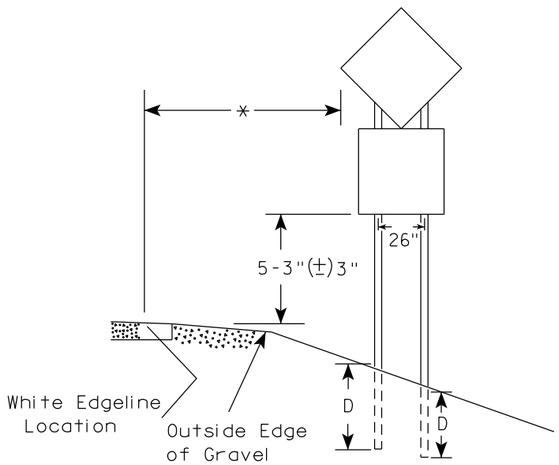
RURAL AREA (See Note 3)







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'

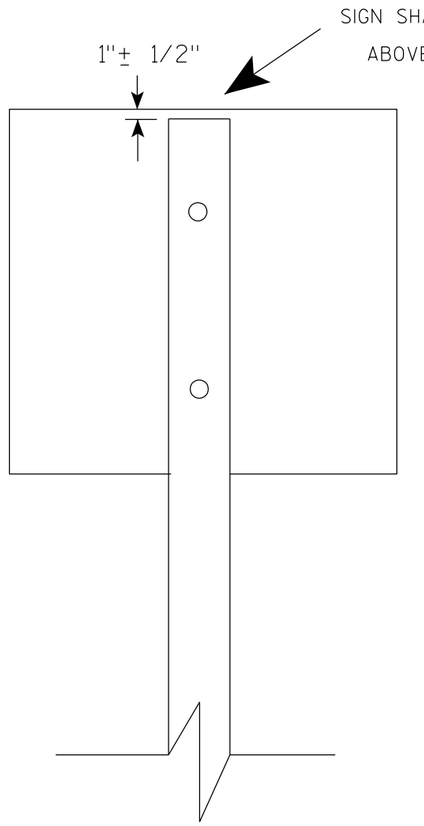
TYPICAL INSTALLATION OF TYPE II SIGNS ON MULTIPLE POSTS

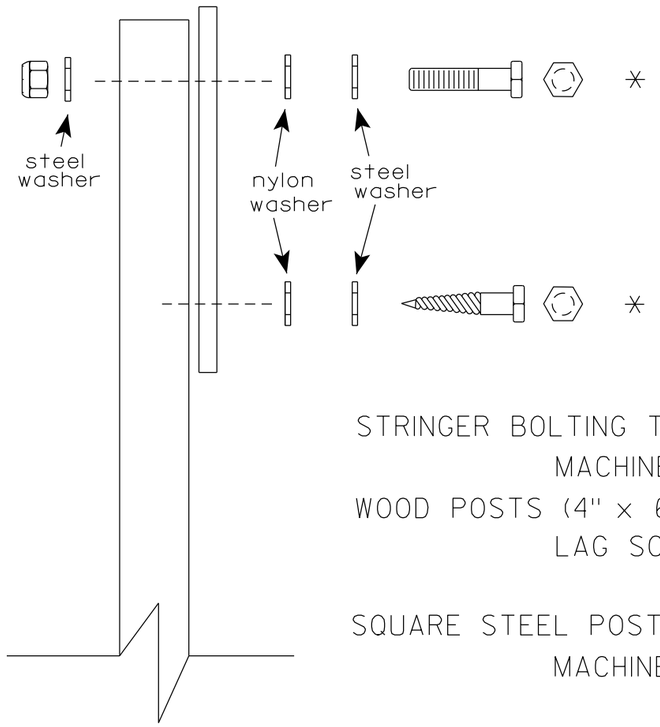
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

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

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 87	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

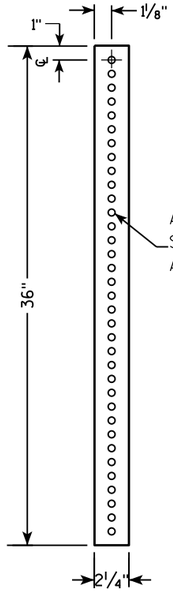
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

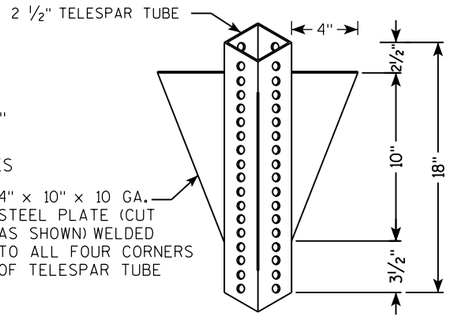
DATE 4/1/2020 PLATE NO. A4-8.9

TELESCOPIC TUBING ANCHORS
TWO PIECE SYSTEM

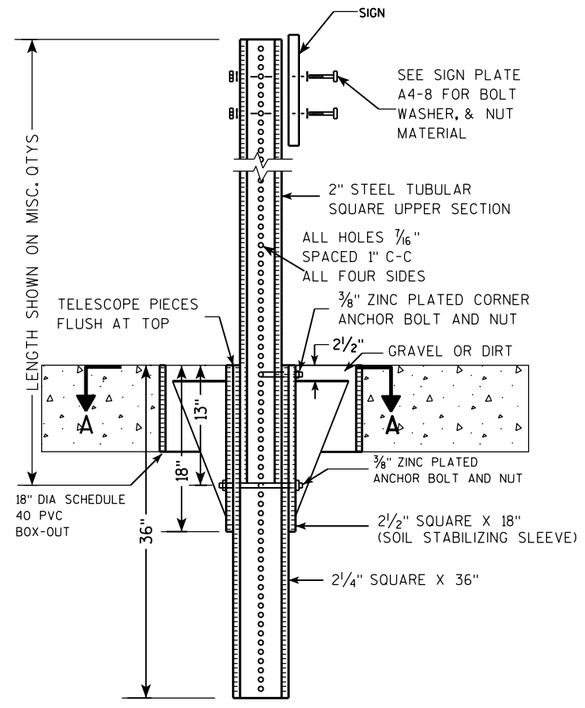
2 1/4 " SQUARE
12 GAUGE
PERFORATED
GALVANIZED FINISH



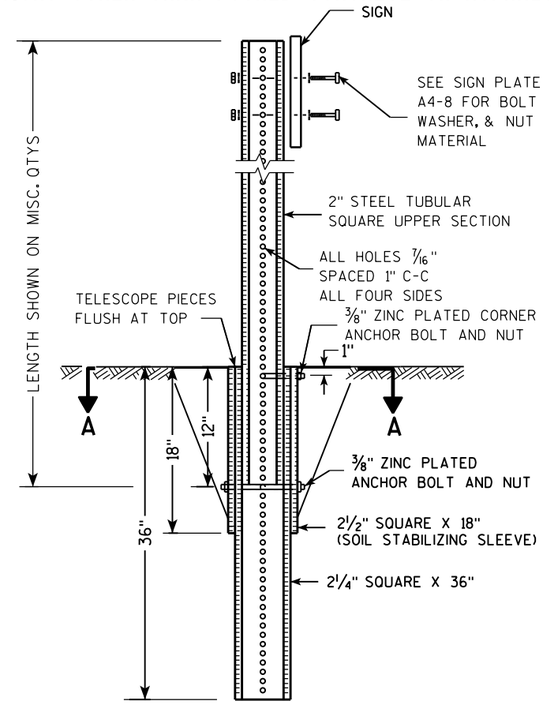
2 1/2 " SQUARE
12 GAUGE
OMNI-DIRECTIONAL
PERFORATED
SOIL STABILIZING SLEEVE
GALVANIZED FINISH

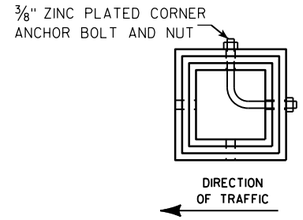


DETAIL OF TUBULAR STEEL SIGN POST
(IN POURED CONCRETE OR ASPHALT)



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).

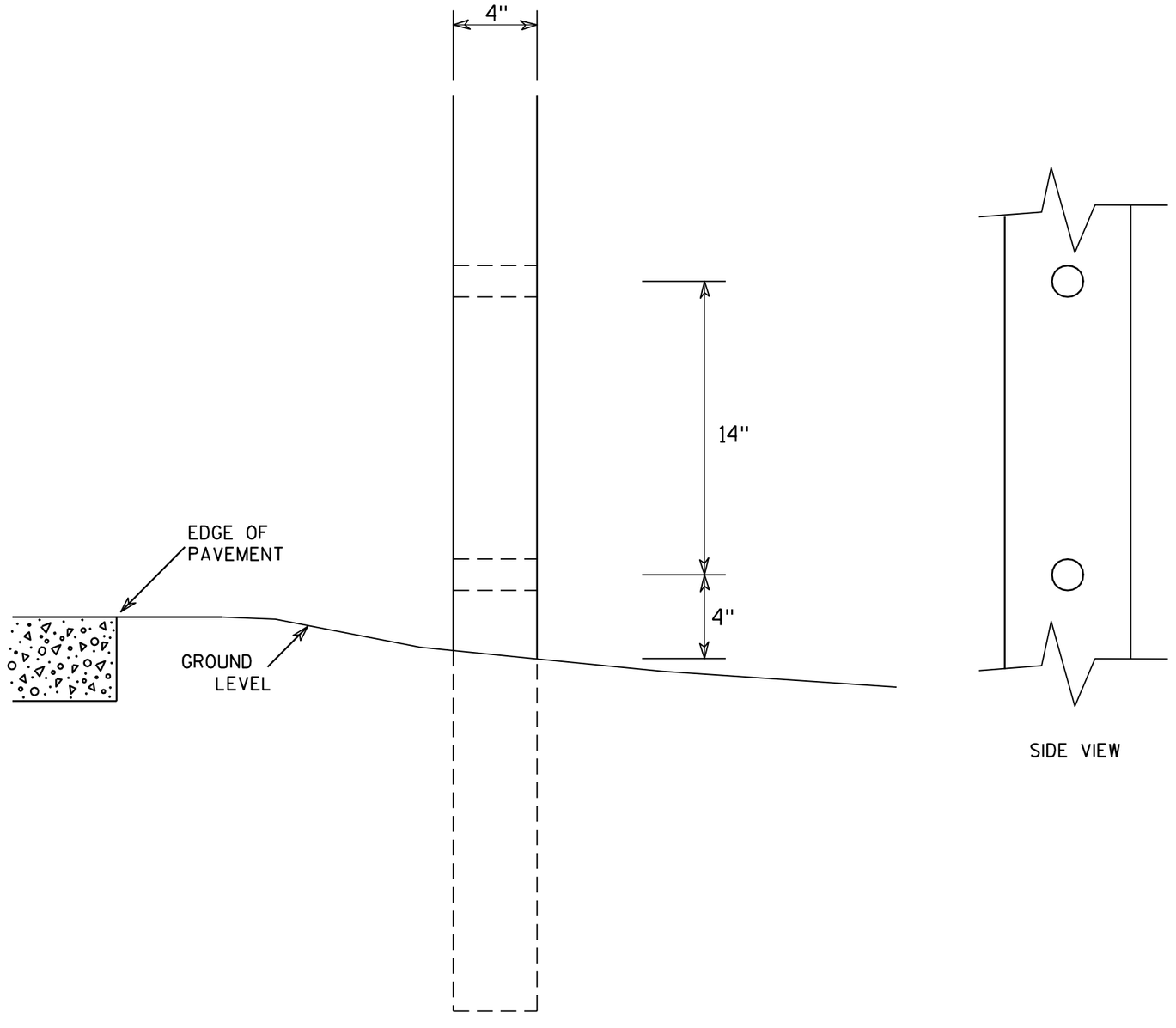
TUBULAR STEEL
SIGN POST
A4-9

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/05/15 PLATE 89 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.

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4 X 6 WOOD POST MODIFICATIONS

WISCONSIN DEPT OF TRANSPORTATION

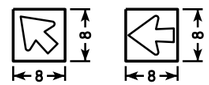
APPROVED Chester J Spang
for State Traffic Engineer

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

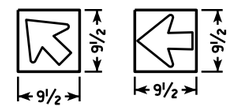
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 90	E

SIGN LAYOUT WITH VARIOUS SIZED MESSAGES

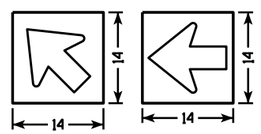




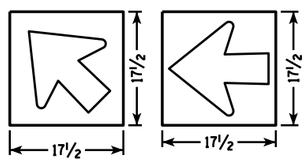




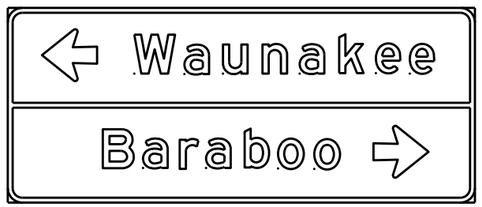






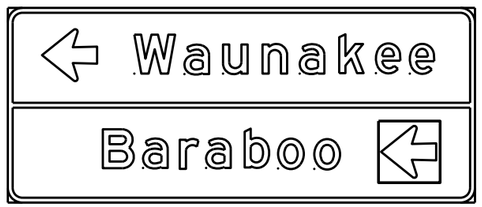


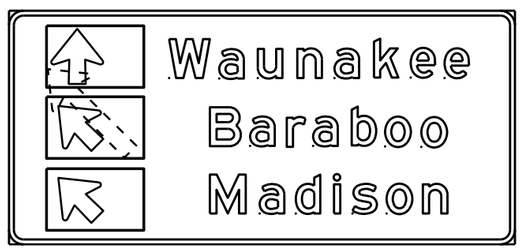
BEFORE





AFTER





GENERAL NOTES

1. Materials shall conform to Standard Specification Section 637.
   Base - Sheet Aluminum 0.040" Thickness
   Sheeting - Orange Type F Reflective
   Arrow - Black Non-Reflective
2. Arrow signs shall be fastened to permanent sign by either aluminum rivets or aluminum self-tapping sheet metal screws. There shall be a minmum of 2 fasteners used per arrow sign.
3. There shall be a spacer consisting of a 0.08" nylon washer between the back of the arrow sign and the face of the permanent sign.
4. Arrows are per standard plate A1-2
5. Use separate arrow sign for each destination
6. Tilt arrow is always at 45 degrees
7. Arrow is centered on arrow sign

Lower Case Copy Size	Standard Width (Single Arrow)	2 Line Tilt Arrow Cover Width	3 Line Tilt Arrow Cover Width	Height
3¾" Series C	8	9 ½	14 ½	8
4½" Series D & E	9 ½	10	15	9 ½
6" Series D & E	14	16	20 ½	14
8" Series E	17 ½	20 ½	25	17 ½

DESTINATION DIRECTIONAL ARROW FOR DETOUR SIGNS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 10/08/14

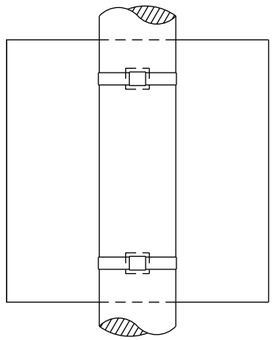
A4-12.2

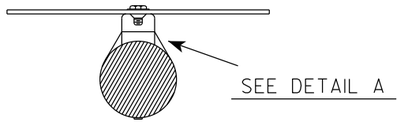
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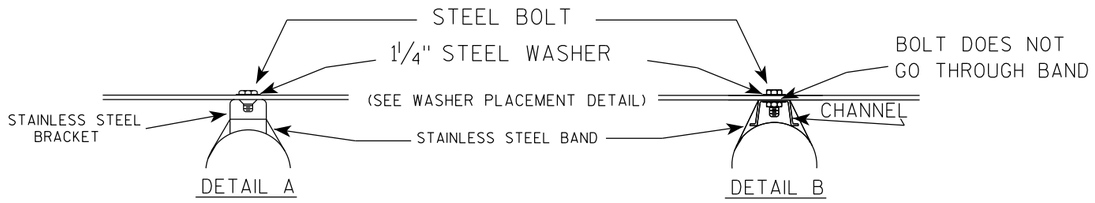
SHEET NO: E

BANDING

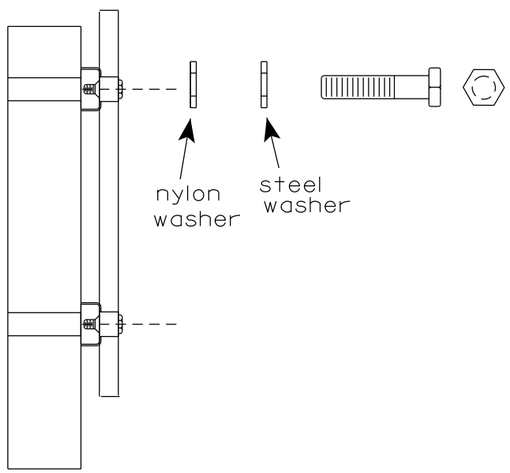
SINGLE SIGN







WASHER PLACEMENT

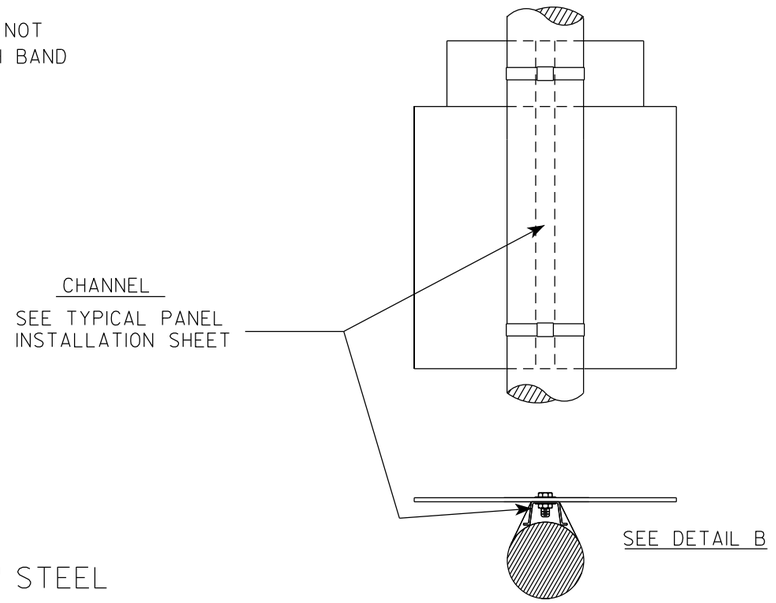


WASHERS (ALL POSTS) -
1-1/4" O.D. X 3/8" I.D. X 1/16" STEEL
1-1/4" O.D. X 3/8" I.D. X .080 NYLON
FOR ALL TYPE H SIGNS

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

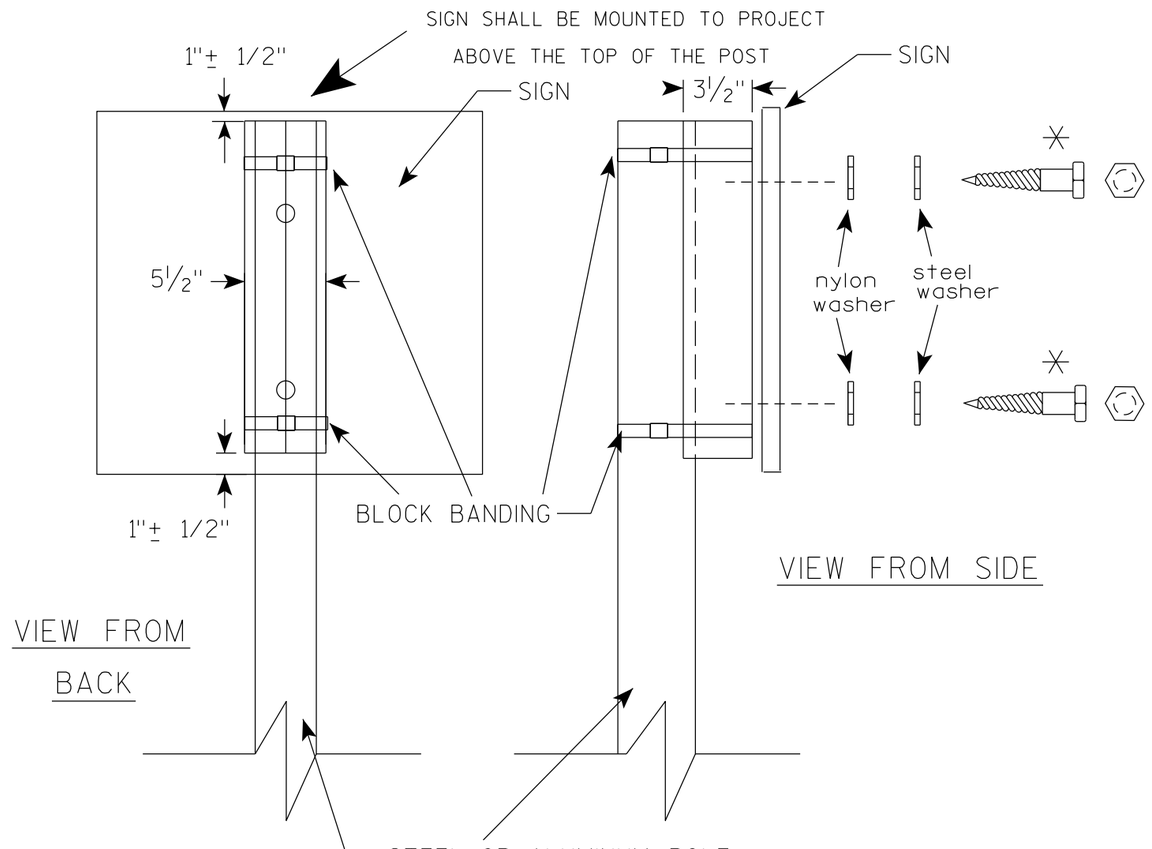
DATE 6/10/19 PLATE NO. A5-9.4

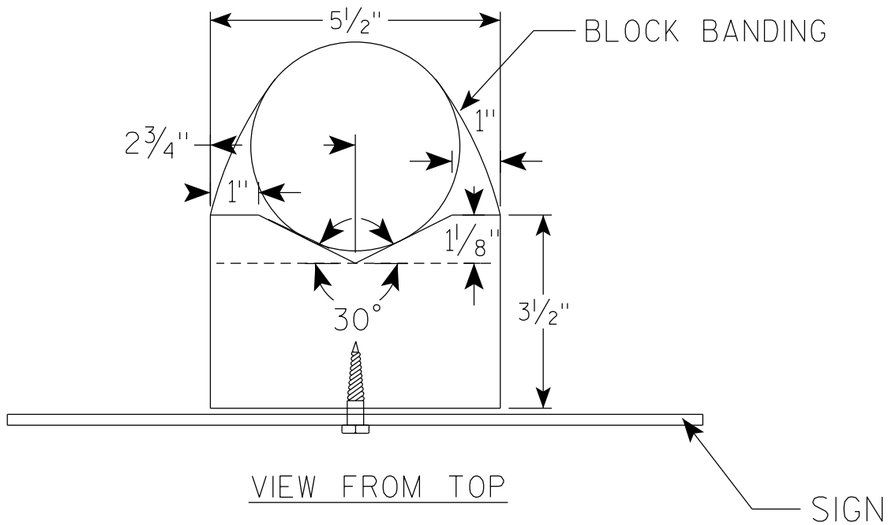
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 92	E

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

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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

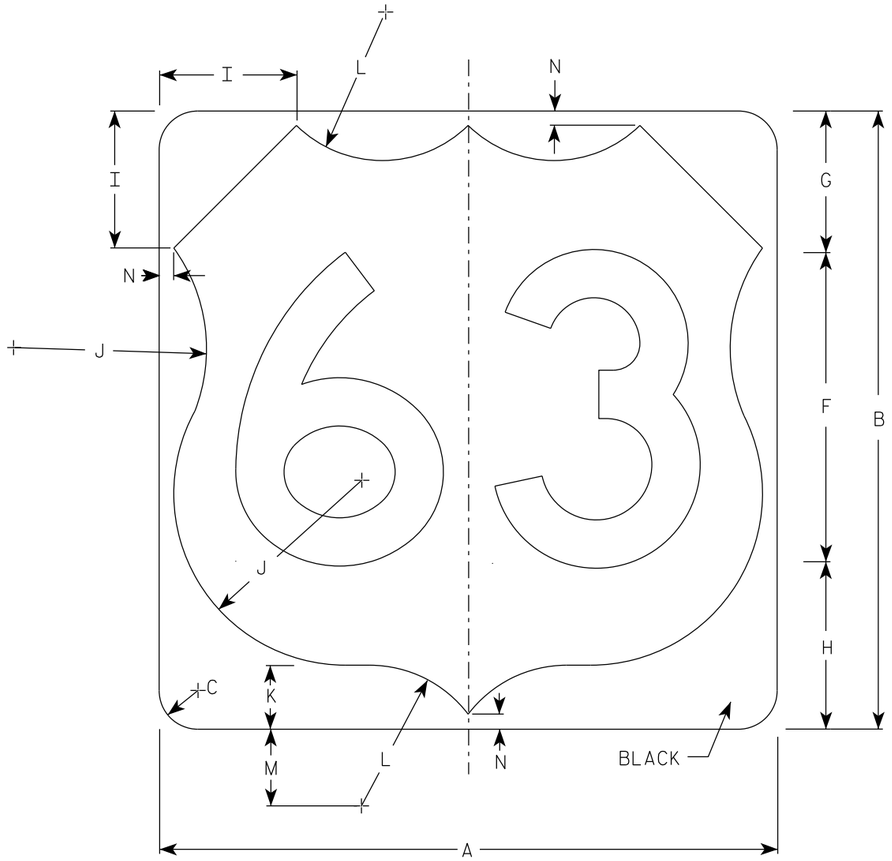
DATE 4/19/2022 PLATE NO. A5-10.3

PROJECT NO:

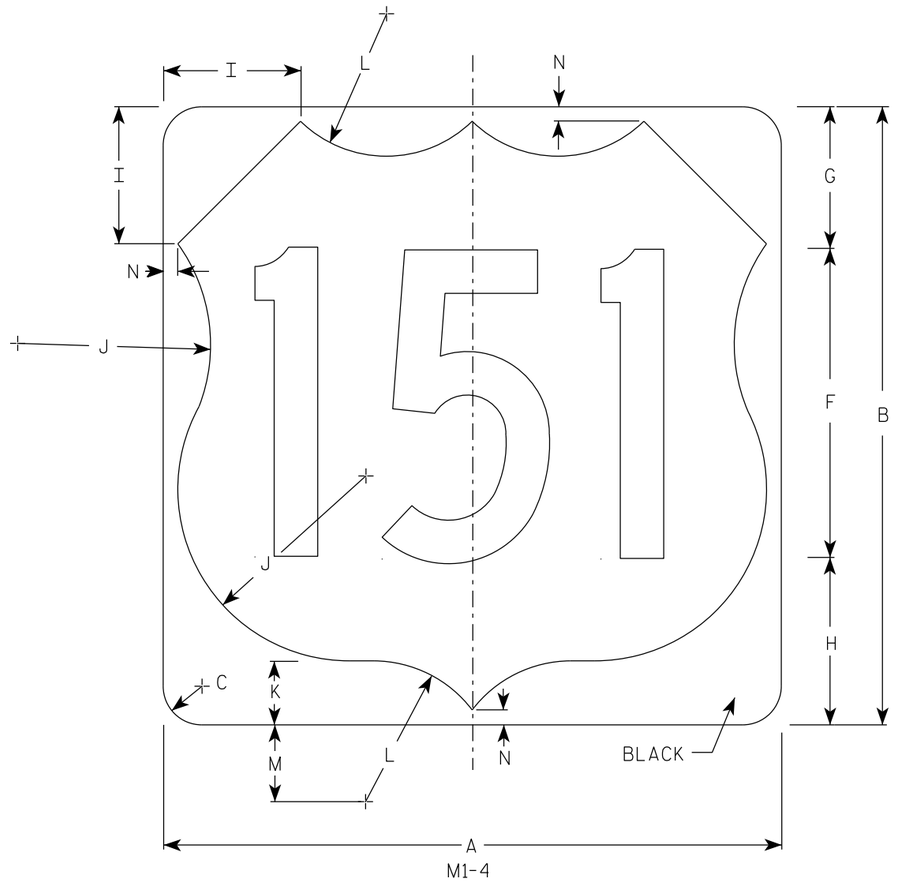
SHEET NO: 93 E

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - D except 3 number signs Series C



M1-4



M1-4

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

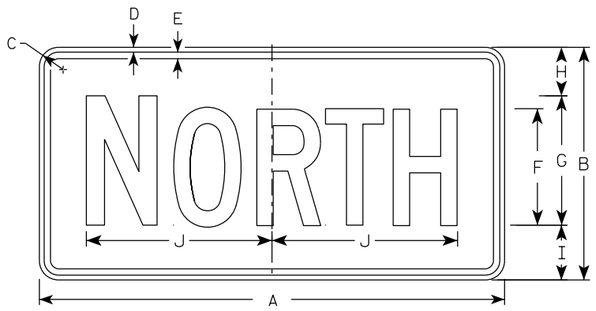
USH MARKER
M1-4 FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

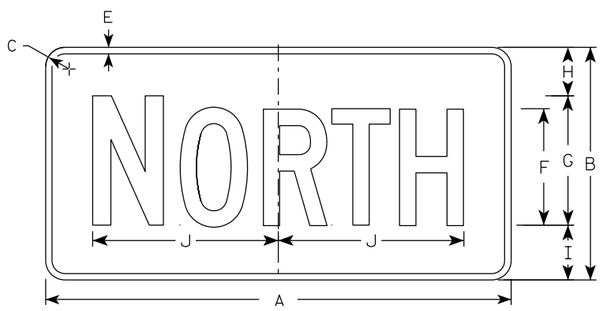
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/20/22 PLATE NO. M1-4.11

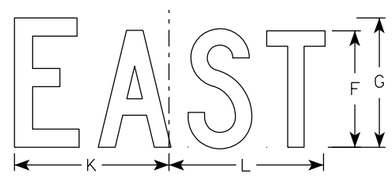
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 94 E



M3-1
MM3-1
MP3-1



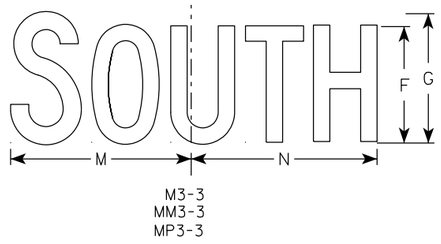
MB3-1
MK3-1
MN3-1



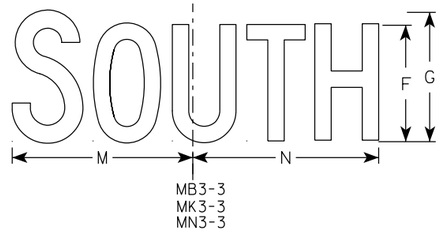
M3-2
MM3-2
MP3-2



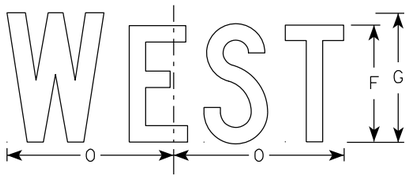
MB3-2
MK3-2
MN3-2



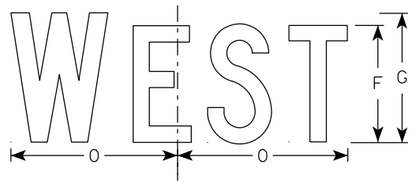
M3-3
MM3-3
MP3-3



MB3-3
MK3-3
MN3-3



M3-4
MM3-4
MP3-4



MB3-4
MK3-4
MN3-4

NOTES

1. All Signs Type II - Type H Reflective
2. Color:
   Background - See note 5
   Message - See note 5
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. M3-1 thru M3-4 Background - White
   Message - Black
   MB3-1 thru MB3-4 Background - Blue
   Message - White
   MK3-1 thru MK3-4 Background - Green
   Message - White
   MM3-1 thru MM3-4 Background - White
   Message - Green
   MN3-1 thru MN3-4 Background - Brown
   Message - White
   MP3-1 thru MP3-4 Background - White
   Message - Blue
6. Note the first letter of each direction is larger than the remainder of the message.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24	12	1 1/2	3/8	3/8	6	7	2 1/4	2 3/4	10 1/4	7 7/8	8 3/8	10 1/4	9 3/4	8 3/4												2.00
2M	24	12	1 1/2	3/8	3/8	6	7	2 1/4	2 3/4	10 1/4	7 7/8	8 3/8	10 1/4	9 3/4	8 3/4												2.00
3	36	18	1 1/2	3/8	1/2	9	10	3 3/4	4 1/4	14 3/8	12	12 1/8	14	14 1/8	13												4.5
4	36	18	1 1/2	3/8	1/2	9	10	3 3/4	4 1/4	14 3/8	12	12 1/8	14	14 1/8	13												4.5
5	36	18	1 1/2	3/8	1/2	9	10	3 3/4	4 1/4	14 3/8	12	12 1/8	14	14 1/8	13												4.5

STANDARD SIGNS
M3-1 THRU M3-4
SERIES

WISCONSIN DEPT OF TRANSPORTATION

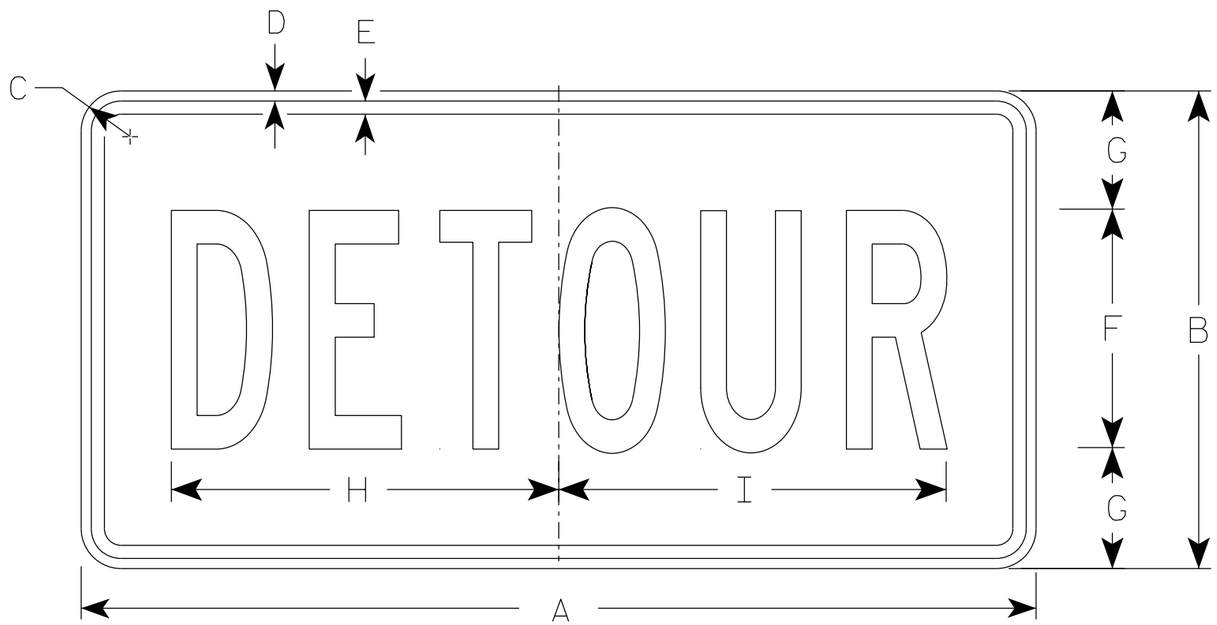
APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 2/8/2023 PLATE NO. M3-1.15

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 95 | E

NOTES

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



M4-8

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

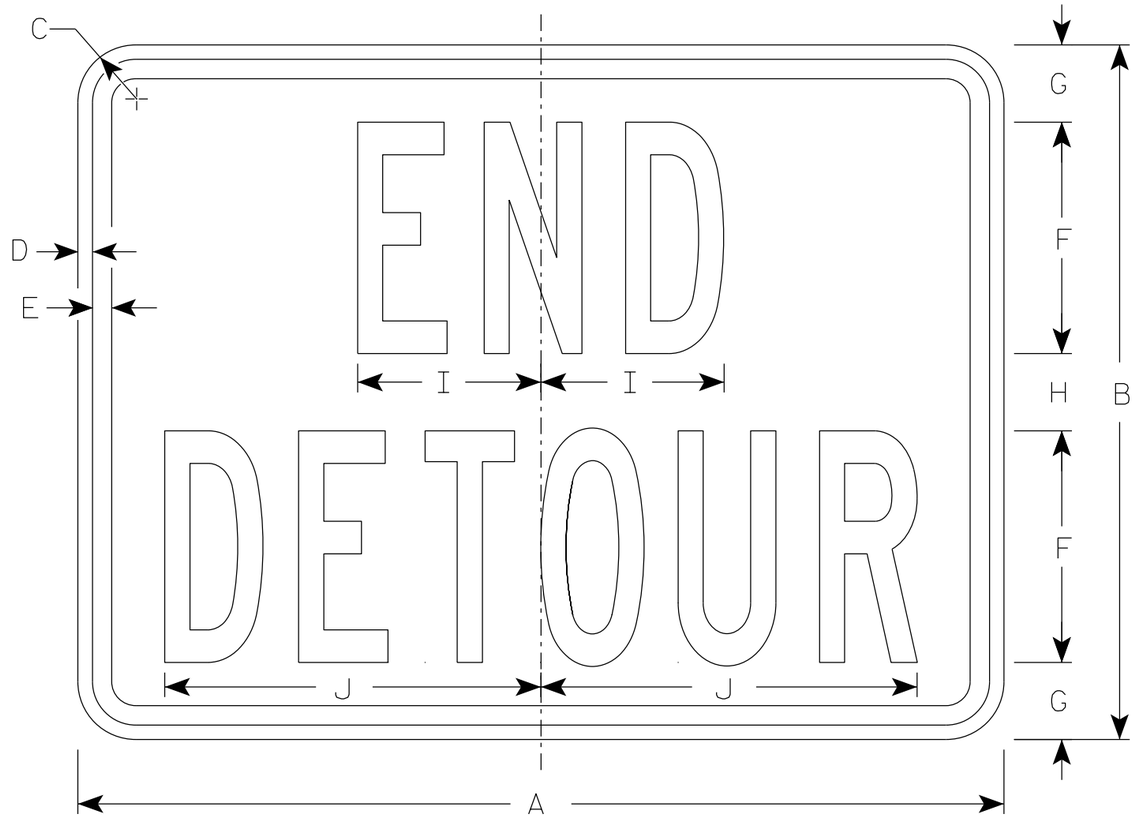
STANDARD SIGN
M4-8

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/9/2023 PLATE NO. M4-8.4

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 96	E



M4-8A

NOTES

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

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	24	18	1 ½	⅜	½	6	2	2	4 ¾	9 ¾																	3.0
2M	24	18	1 ½	⅜	½	6	2	2	4 ¾	9 ¾																	3.0
3	30	24	1 ½	⅜	½	8	2 ½	3	6 ¾	13																	5.0
4	30	24	1 ½	⅜	½	8	2 ½	3	6 ¾	13																	5.0
5	30	24	1 ½	⅜	½	8	2 ½	3	6 ¾	13																	5.0

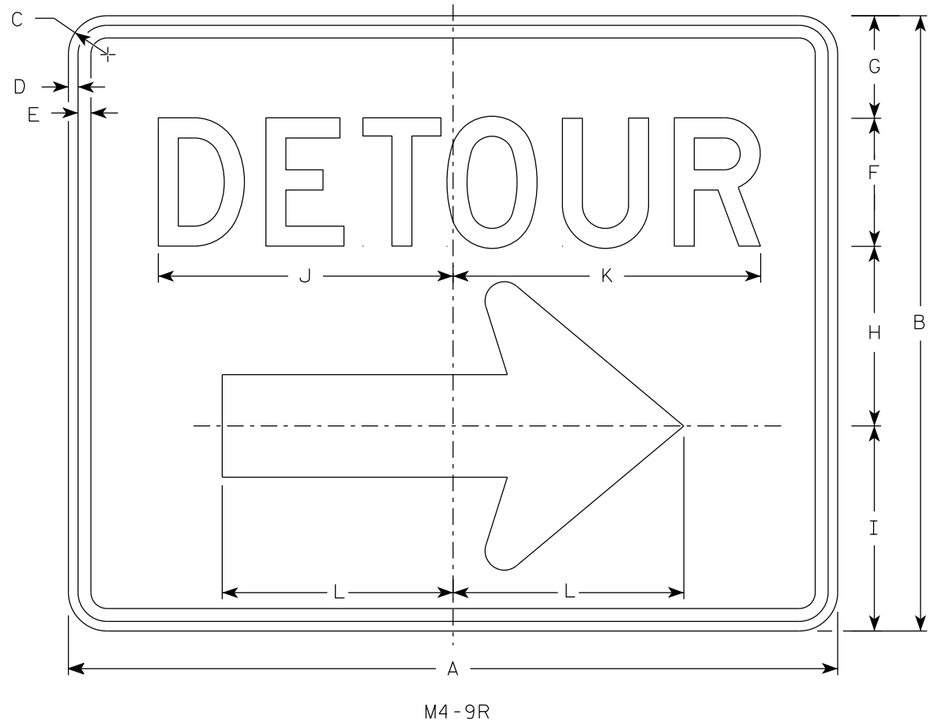
STANDARD SIGN
M4-8A

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/9/2023 PLATE NO. M4-8A.4

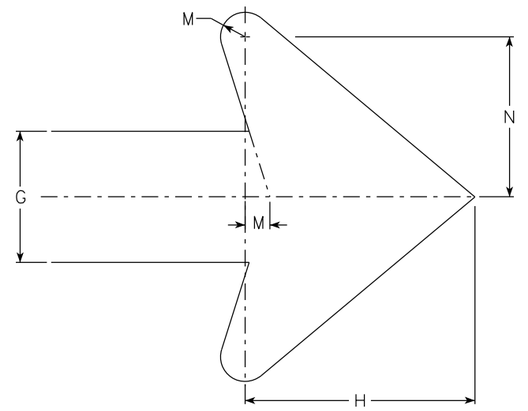
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 97 | E



M4-9R

NOTES

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



Arrow Detail

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

STANDARD SIGN
M4-9 R & L

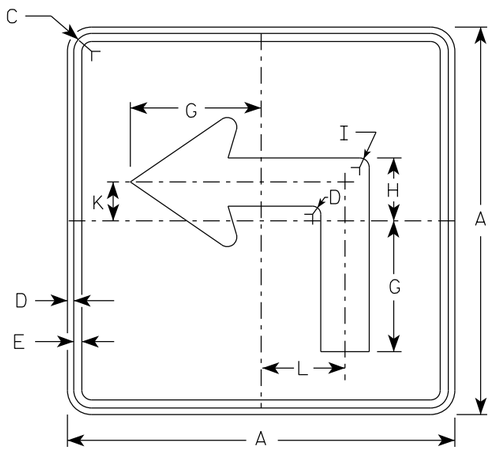
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

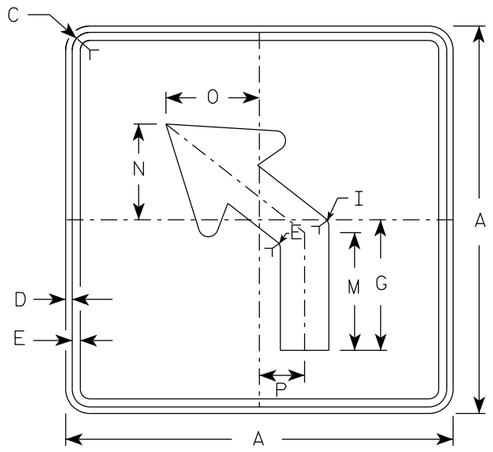
DATE 2/9/2023 PLATE NO. M4-9R.6

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

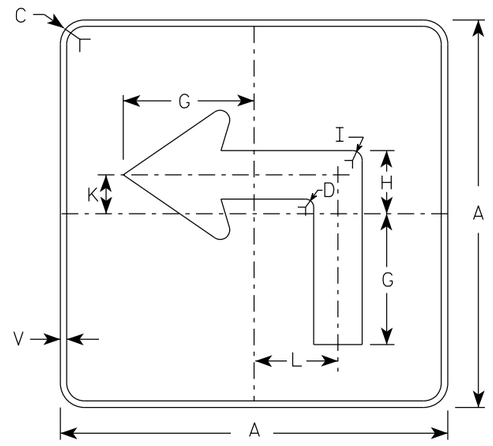
FILE NAME : C:\CAEfiles\Projects\tr_stdplate\M49R.dgn PLOT DATE : 21-MARCH 2023 1:40 PLOT BY : dotc4c PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42



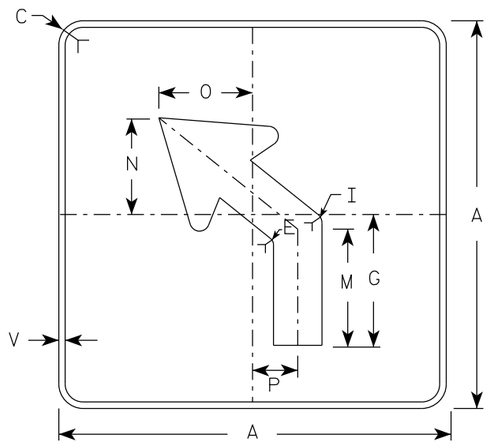
M5-1L
MM5-1L
MO5-1L
MP5-1L



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



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

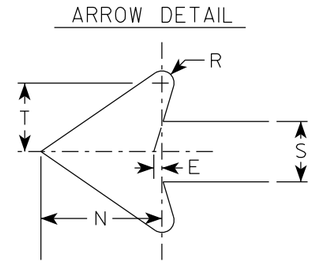


MB5-2L
MK5-2L
MN5-2L
MR5-2L

NOTES

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

ARROW DETAIL



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

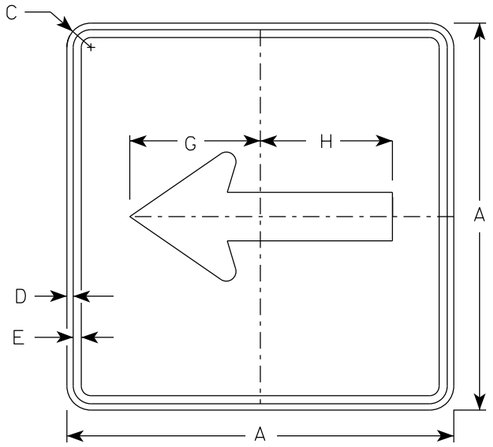
STANDARD SIGN
M5-1 & M5-2

WISCONSIN DEPT OF TRANSPORTATION

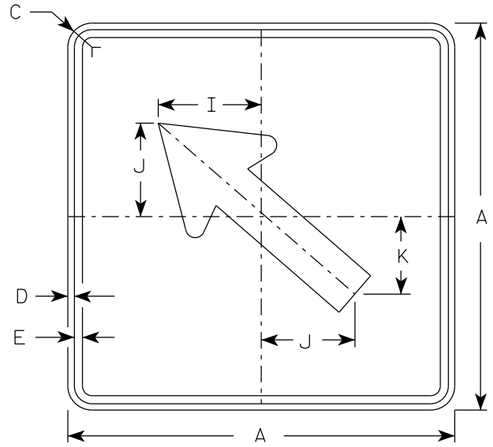
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/13/2023 PLATE NO. M5-1.15

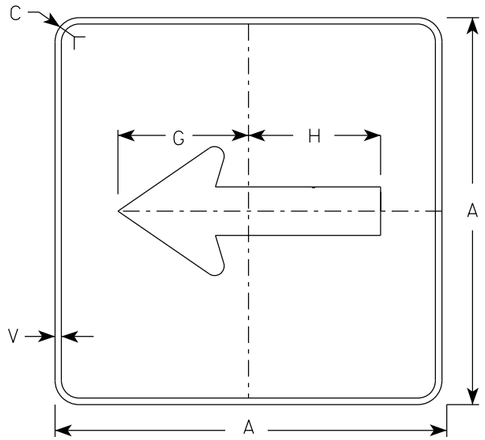
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 99 | E



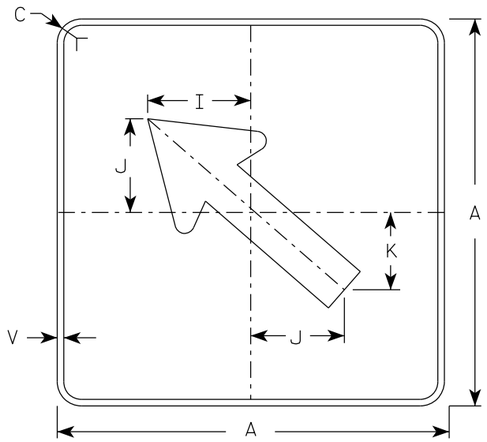
M6-1
MM6-1
MO6-1
MP6-1



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



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

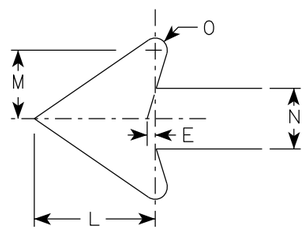


MB6-2
MK6-2
MN6-2
MR6-2

NOTES

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

ARROW DETAIL



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

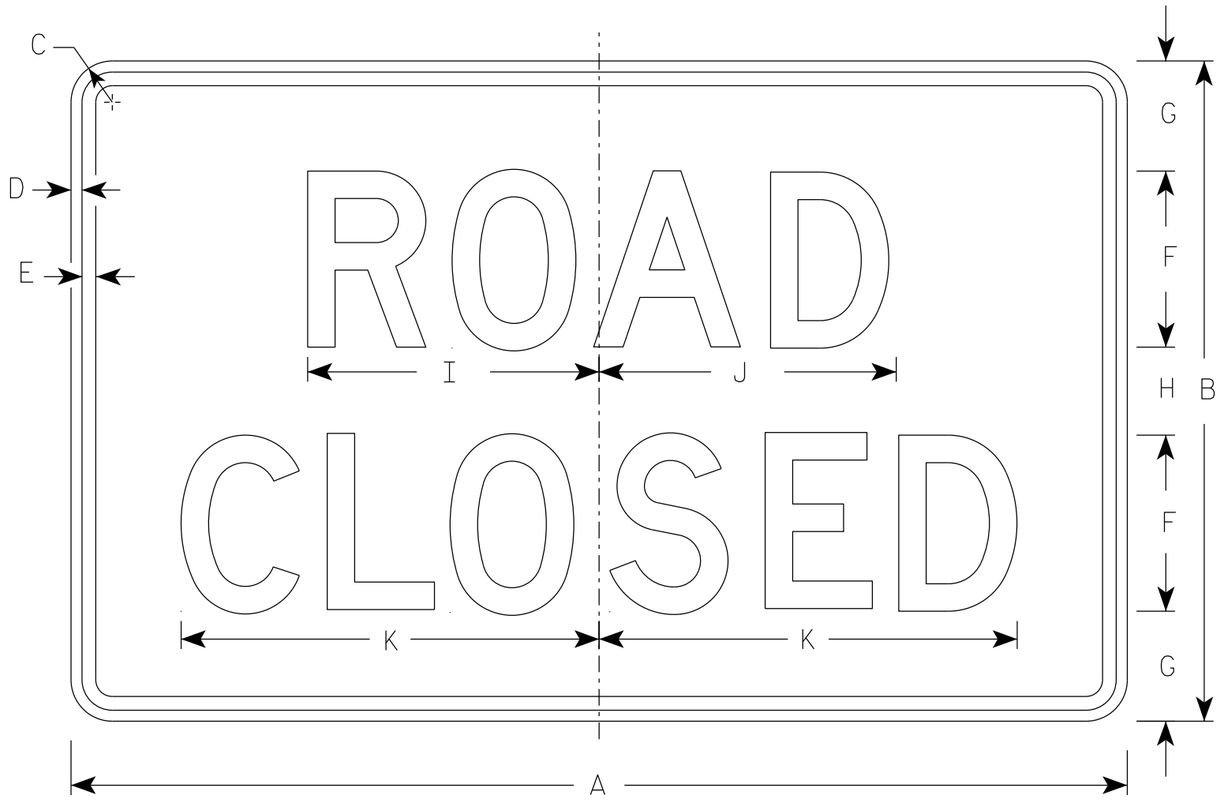
STANDARD SIGN
M6-1 & M6-2
SERIES

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 2/13/2023 PLATE NO. M6-1.16

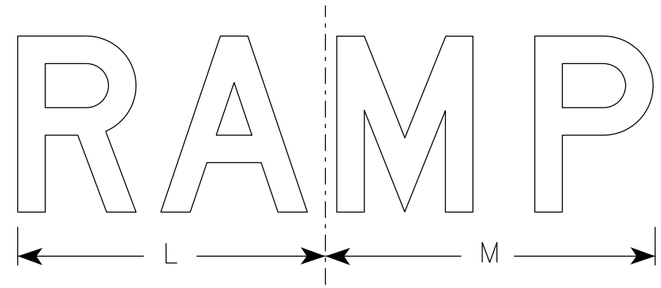
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 100 | E



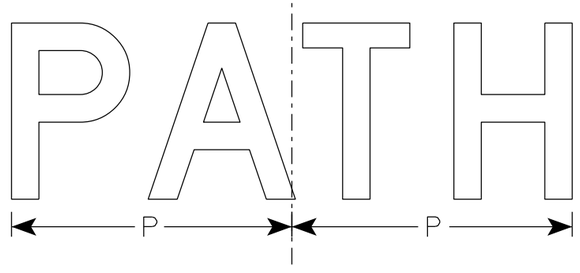
R11-2

NOTES

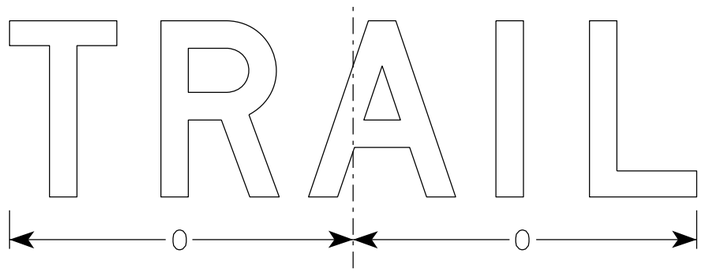
1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Modify the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



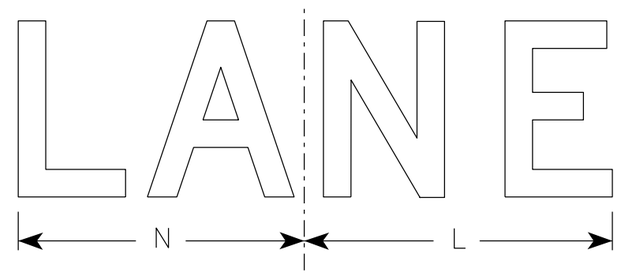
R11-2R



R11-2C



R11-2T



R11-2L

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	48	30	1 7/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13	15 5/8	12 3/4											10.0
2M	48	30	1 7/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13	15 5/8	12 3/4											10.0
3	48	30	1 7/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13	15 5/8	12 3/4											10.0
4	48	30	1 7/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13	15 5/8	12 3/4											10.0
5	48	30	1 7/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13	15 5/8	12 3/4											10.0

STANDARD SIGN
R11-2

WISCONSIN DEPT OF TRANSPORTATION

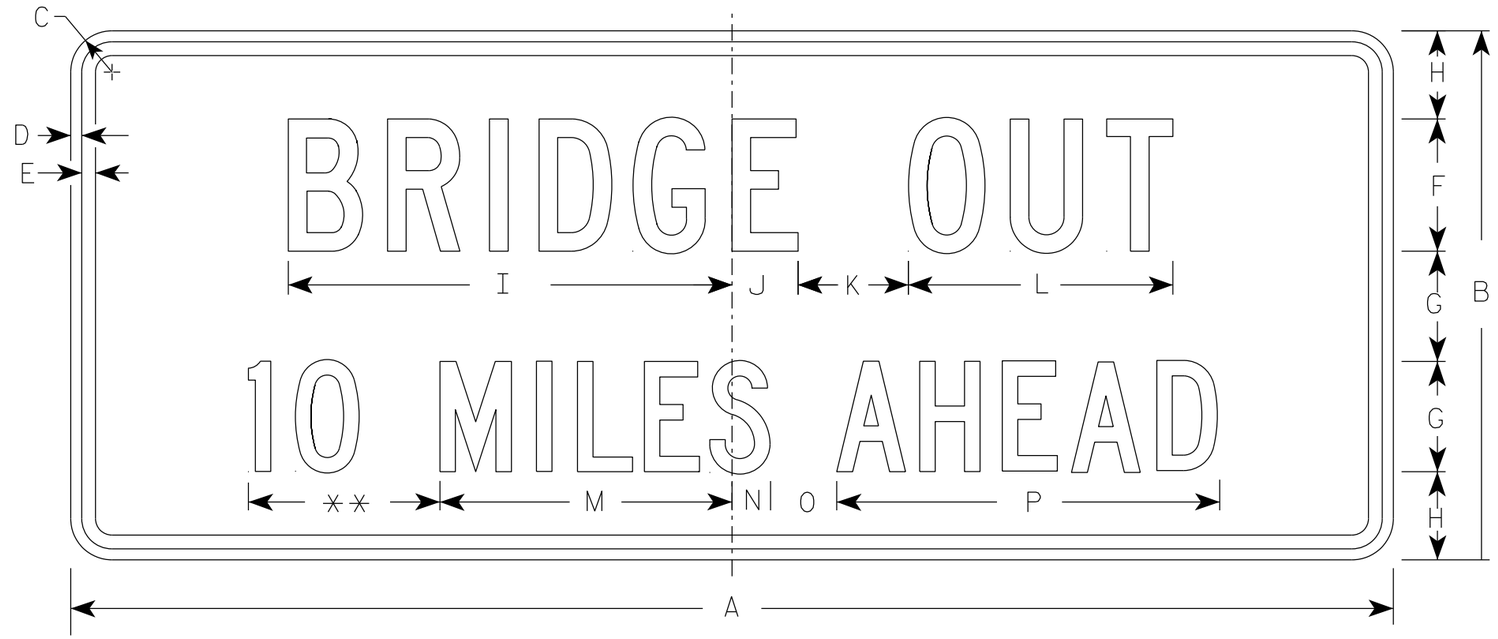
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/3/26 PLATE NO. R11-2.13

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

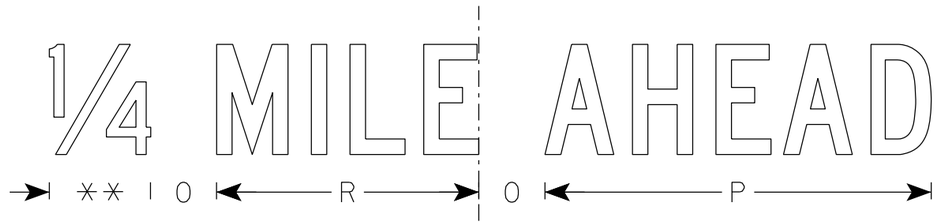
NOTES

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



R11-3C

** See Note 5



SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36	15	1 1/2	1/2	5/8	4	3	2 1/2	13 1/4	2 1/4	3	8	8	1 1/2	2	10 3/4		7 1/8									3.75
2S	60	24	1 7/8	1/2	5/8	6	5	4	20 1/8	3	5	12	13 1/4	1 3/4	3	17 3/8		11 7/8									10.0
2M	60	24	1 7/8	1/2	5/8	6	5	4	20 1/8	3	5	12	13 1/4	1 3/4	3	17 3/8		11 7/8									10.0
3																											
4																											
5																											

STANDARD SIGN
R11-3C

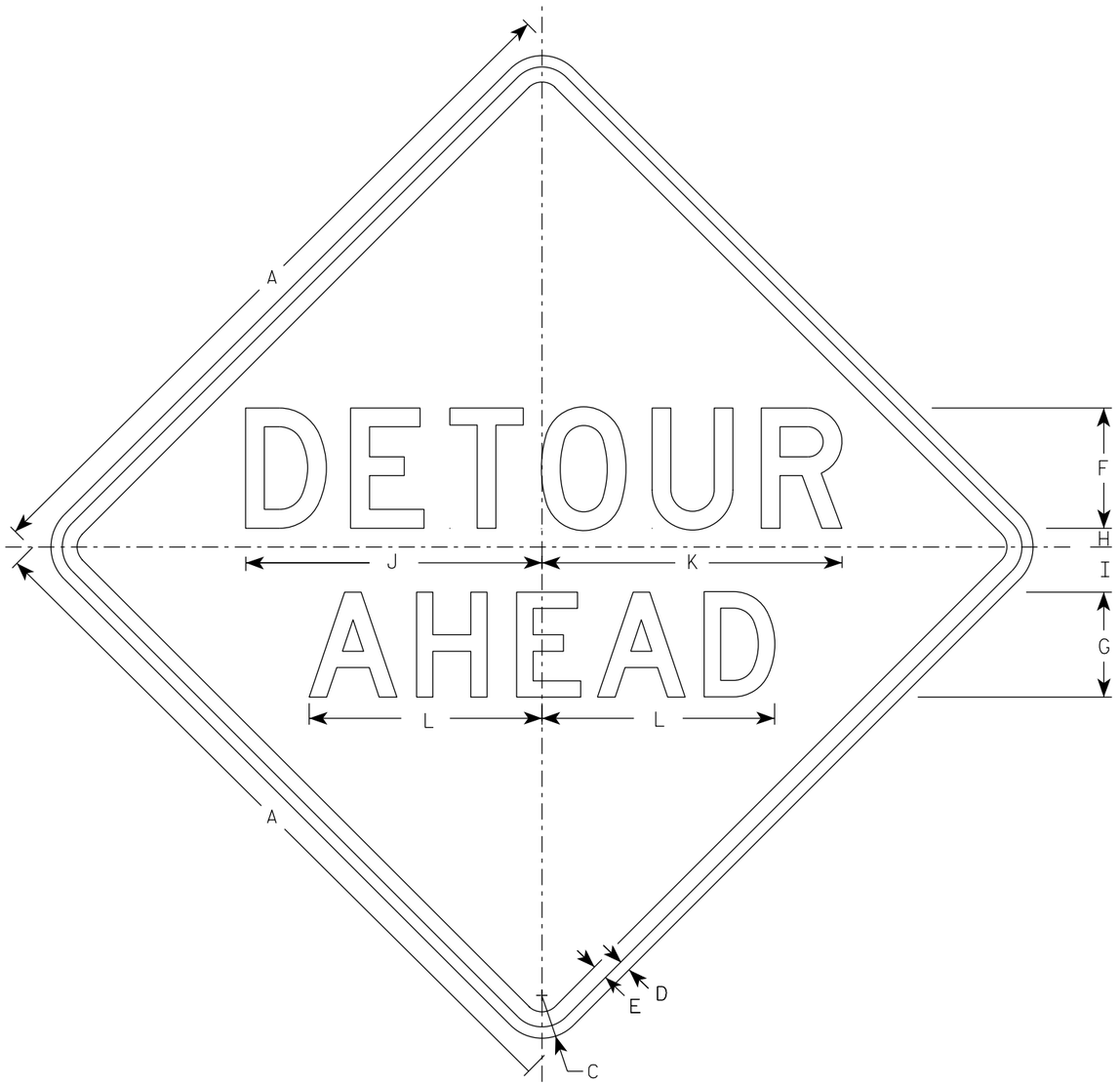
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

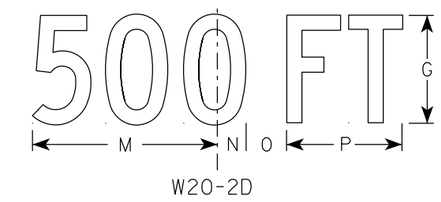
DATE 2/5/24 PLATE NO. R11-3C.4

PROJECT NO:

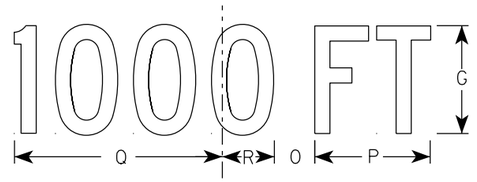
SHEET NO: 102 E



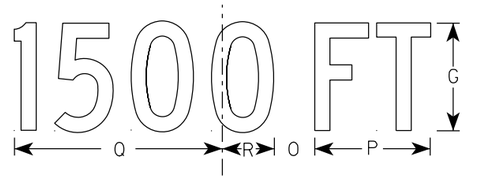
W20-2A



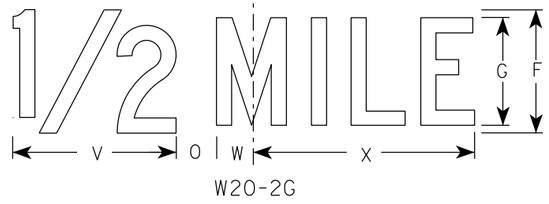
W20-2D



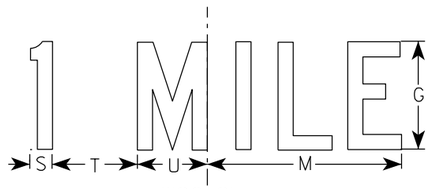
W20-2C



W20-2B



W20-2G



W20-2F

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - See note 5
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Line 1 is Series D.
   Line 2 is Series D for AHEAD and Series C for all other distances.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		2 1/4	5/8	3/4	6	5	1	2 1/4	14 3/4	15	11 5/8	9	1 3/8	1 7/8	5 5/8	10 1/8	2 1/2	1 1/8	4 1/2	3 1/2	8	1 3/4	10 3/4			9.0
2S	48		3	3/4	1	8	7	1 1/4	3	19 3/4	20	15 1/2	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	10 5/8	2 3/8	14 3/8			16.0
2M	48		3	3/4	1	8	7	1 1/4	3	19 3/4	20	15 1/2	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	10 5/8	2 3/8	14 3/8			16.0
3	48		3	3/4	1	8	7	1 1/4	3	19 3/4	20	15 1/2	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	10 5/8	2 3/8	14 3/8			16.0
4	48		3	3/4	1	8	7	1 1/4	3	19 3/4	20	15 1/2	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	10 5/8	2 3/8	14 3/8			16.0
5	48		3	3/4	1	8	7	1 1/4	3	19 3/4	20	15 1/2	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	10 5/8	2 3/8	14 3/8			16.0

STANDARD SIGN
W20-2A,B,C,D,F & G

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 1/10/2024 PLATE NO. W20-2.7

PROJECT NO:	HWY:	COUNTY:		SHEET NO: E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\W202.DGN PLOT DATE : 10-JAN 2024 11:36 PLOT BY : dotc4c PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

DIVISION 1 - USH 2 AND TRAIL - ID 1180-00-81

STATION	DISTANCE	AREA (SF) CUT	AREA (SF) FILL	INCREMENTAL VOL (CY) CUT NOTE 1	INCREMENTAL VOL (CY) FILL NOTE 2	CUMULATIVE VOL (CY) CUT 1.00	CUMULATIVE VOL (CY) EXPANDED FILL 1.25 NOTE 3	MASS ORDINATE NOTE 4
5490+79	0	0	0	0	0	0	0	0
5491+00	21	51	30	20	12	20	15	5
5492+00	100	856	0	1,681	56	1,701	85	1,616
5492+86	86	1,264	0	3,377	0	5,078	85	4,993
5493+00	14	1,512	25	720	6	5,798	93	5,706
5493+06	6	1,593	47	345	8	6,143	103	6,041
5493+10	4	1,635	70	239	9	6,382	114	6,268
5493+25	15	1,731	133	935	56	7,317	184	7,133
5493+45	20	1,750	137	1,289	100	8,606	309	8,297
5494+00	55	1,805	130	3,620	272	12,226	649	11,577
5495+00	100	1,579	209	6,267	628	18,493	1,434	17,059
5495+44	44	1,571	261	2,567	383	21,060	1,913	19,148
5495+71	27	1,844	285	1,707	273	22,767	2,254	20,513
5495+77	6	1,853	283	411	63	23,178	2,333	20,846
5495+85	8	1,772	272	537	82	23,715	2,435	21,280
5496+00	15	1,687	272	961	151	24,676	2,624	22,052
5496+17	17	1,983	235	1,155	159	25,831	2,823	23,009
5496+30	13	1,307	294	792	127	26,623	2,981	23,642
5496+34	4	1,262	303	190	44	26,813	3,036	23,777
5496+63	29	1,116	170	1,277	254	28,090	3,354	24,736
5496+83	20	969	95	773	98	28,863	3,476	25,387
5496+90	7	904	56	243	20	29,106	3,501	25,605
5497+00	10	667	4	291	11	29,397	3,515	25,882
5497+07	7	626	3	168	1	29,565	3,516	26,049
5497+10	3	600	0	68	0	29,633	3,516	26,117
5497+17	7	578	0	153	0	29,786	3,516	26,270
5498+00	83	302	0	1,352	0	31,138	3,516	27,622
5498+75	75	0	0	419	0	31,557	3,516	28,041
				31,557	2,813			

DIVISION 2 - USH 2 AND TRAIL - ID 1180-05-74

STATION	DISTANCE	AREA (SF) CUT	AREA (SF) FILL	INCREMENTAL VOL (CY) CUT NOTE 1	INCREMENTAL VOL (CY) FILL NOTE 2	CUMULATIVE VOL (CY) CUT 1.00	CUMULATIVE VOL (CY) EXPANDED FILL 1.25 NOTE 3	MASS ORDINATE NOTE 4
5535+05	0	153	0	0	0	0	0	0
5535+21	16	163	1	93	0	93	0	93
5535+25	4	164	1	24	0	117	0	117
5535+50	25	174	44	156	21	273	26	247
5535+65	15	199	16	103	17	376	48	329
5535+79	14	206	120	105	35	481	91	390
5536+00	21	193	9	155	50	636	154	482
5536+20	20	168	9	134	6	770	161	609
5536+25	5	160	8	30	2	800	164	636
5536+40	15	161	1	89	3	889	168	722
				889	134			

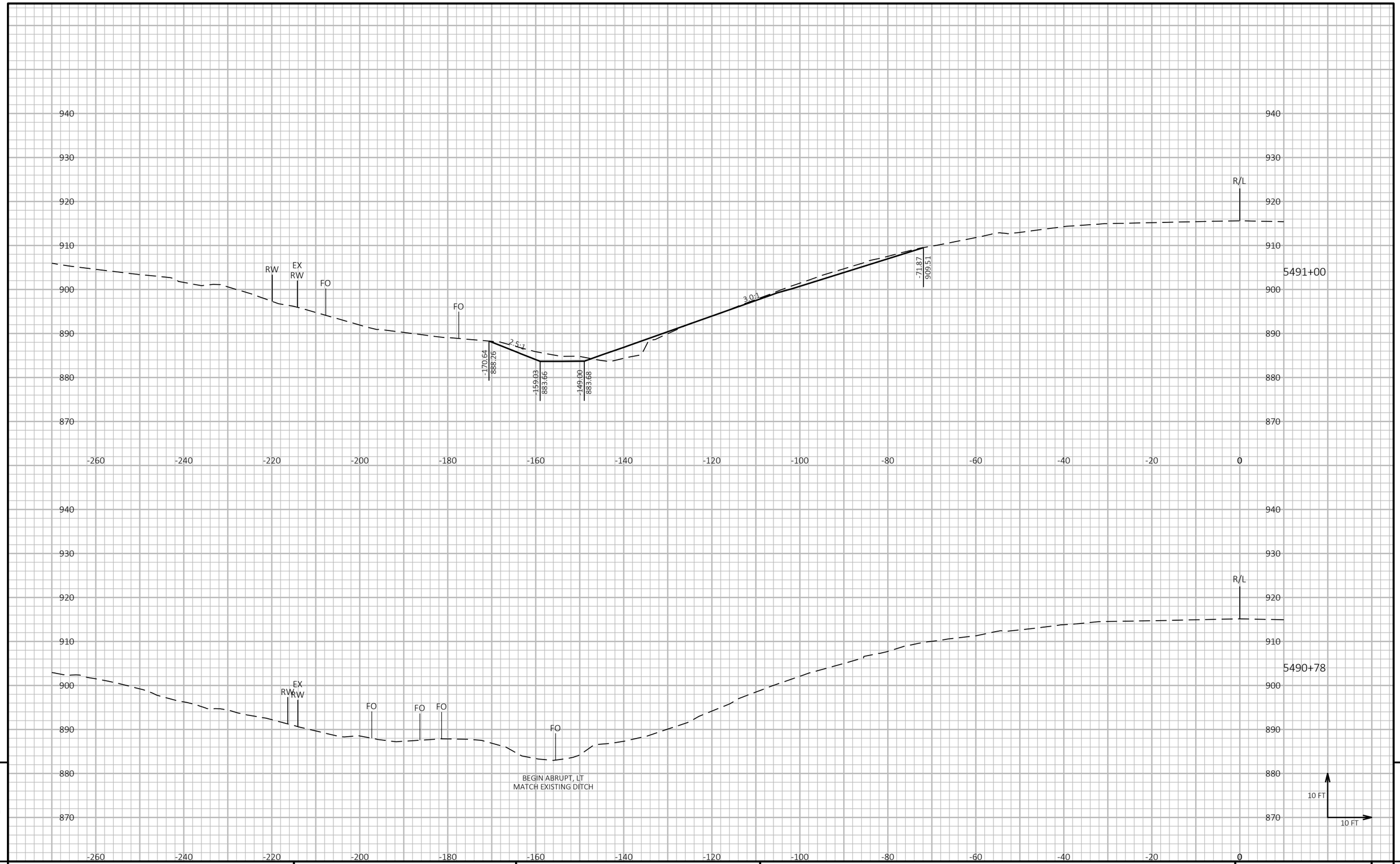
NOTES:

1 - CUT	CUT INCLUDES SALVAGED/UNUSABLE PAVEMENT MATERIAL. SALVAGED/UNUSABLE PAVEMENT MATERIAL IS CALCULATED ON THE SECTION 3 SUMMARY SHEET.
2 - FILL	FILL DOES NOT INCLUDE UNUSABLE PAVEMENT AREA/VOLUME. SALVAGED/UNUSABLE PAVEMENT MATERIAL IS CALCULATED ON THE SECTION 3 SUMMARY SHEET.
3 - EXPANDED FILL	(UNEXPANDED MATERIAL)*(EXPANSION FACTOR)
4 - MASS ORDINATE	CUT - (EXPANDED FILL); POSITIVE INDICATES AN EXCESS OF MATERIAL; NEGATIVE INDICATES A SHORTAGE OF MATERIAL

9

9

PROJECT NO: 1180-00-81, 1180-05-74	HWY: USH 2	COUNTY: DOUGLAS	EARTHWORK DATA	SHEET 104	E



9

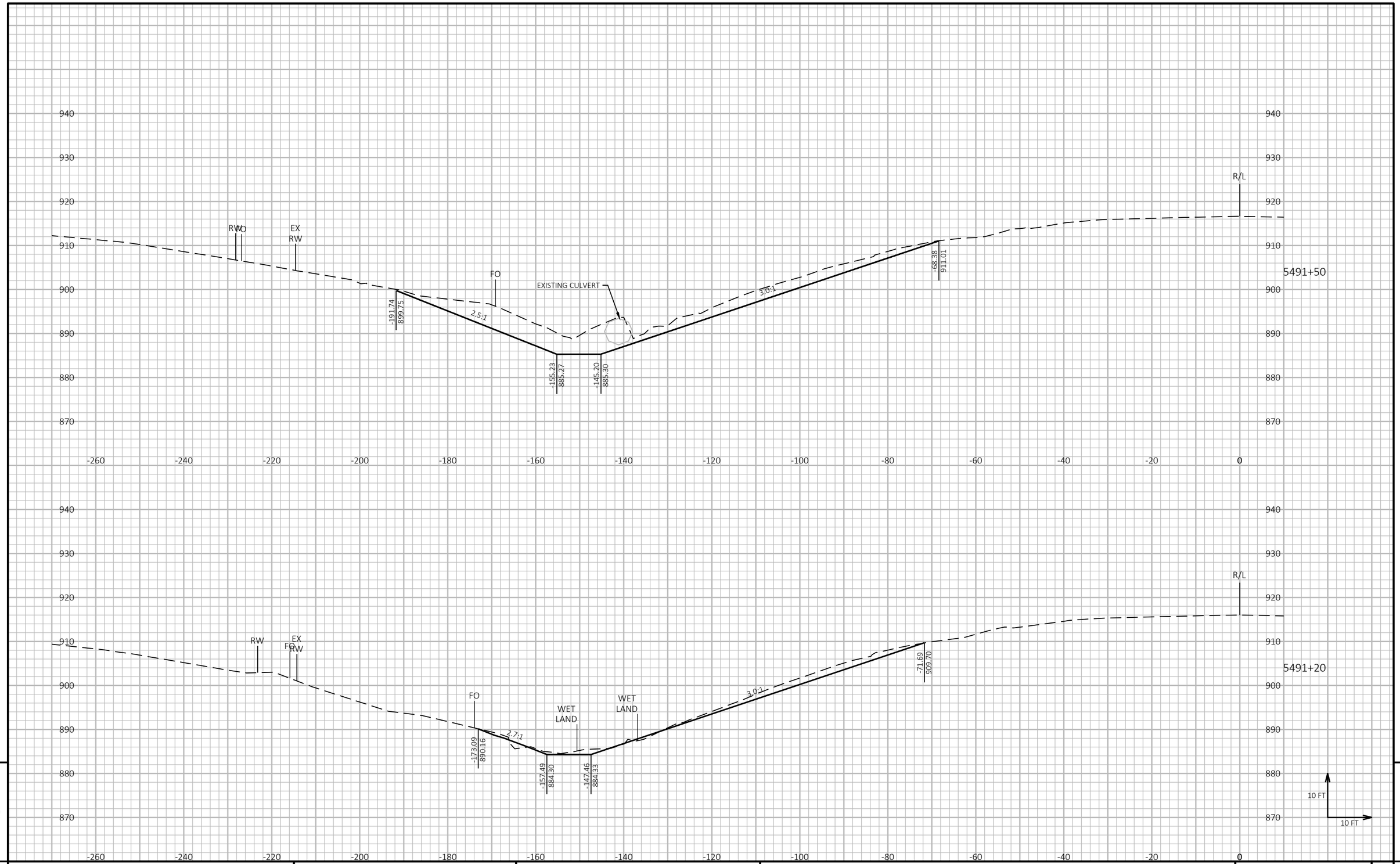
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PROJECT NO: 1180-00-81	HWY: USH 2	COUNTY: DOUGLAS	CROSS SECTIONS	SHEET 105	E

FILE NAME : P:\53XX\5338.DP.20.USH2.DOU\CADDS\11800574\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 01

PLOT DATE : 4/7/2026 10:25 AM PLOT BY : PARKER TISCHAUSER PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



9

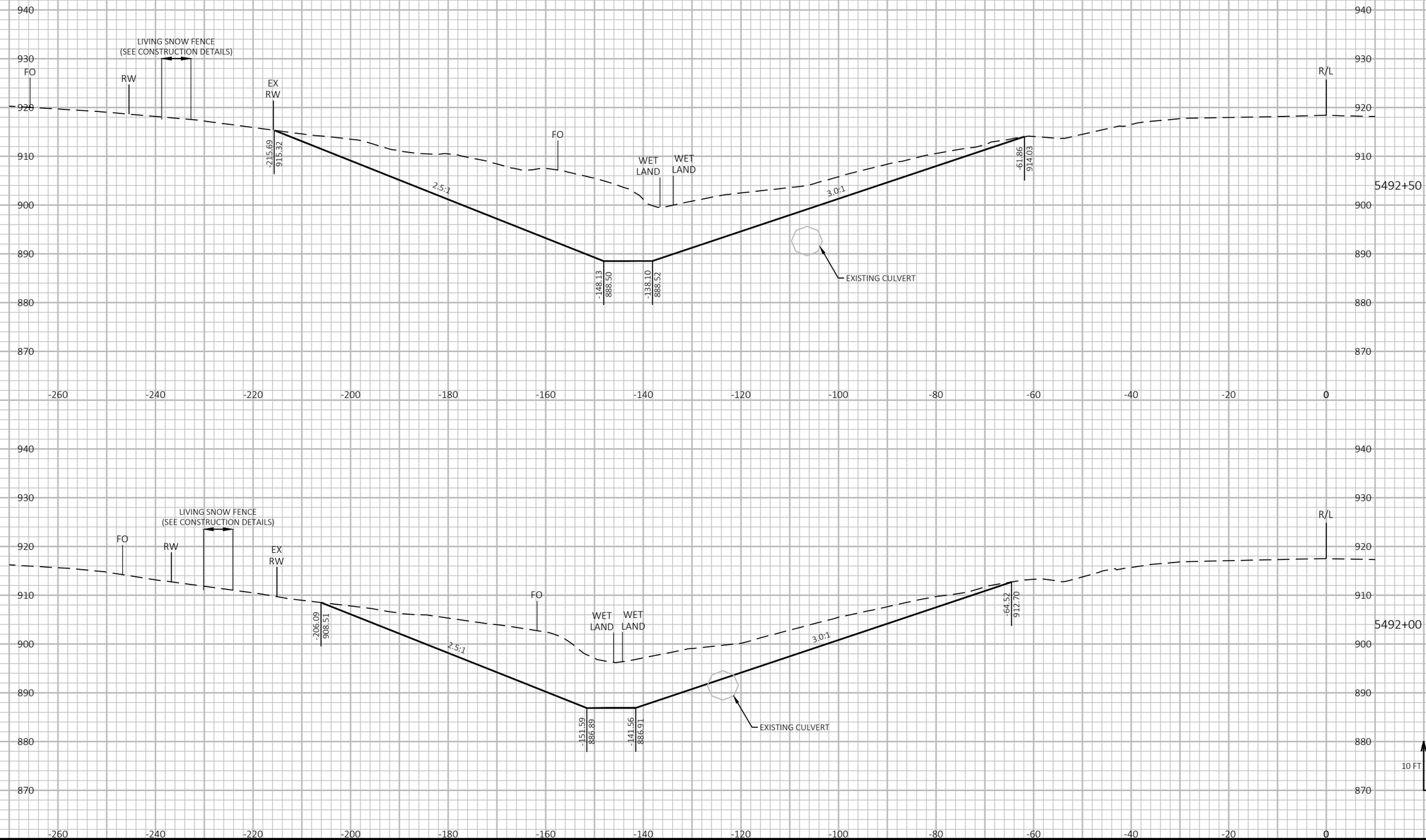
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PROJECT NO: 1180-00-81	HWY: USH 2	COUNTY: DOUGLAS	CROSS SECTIONS	SHEET 106	E

FILE NAME : P:\53XX\5338.DP.20.USH2.DOU\CADDS\11800574\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 02

PLOT DATE : 4/7/2026 10:25 AM PLOT BY : PARKER TISCHAUSER PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



9

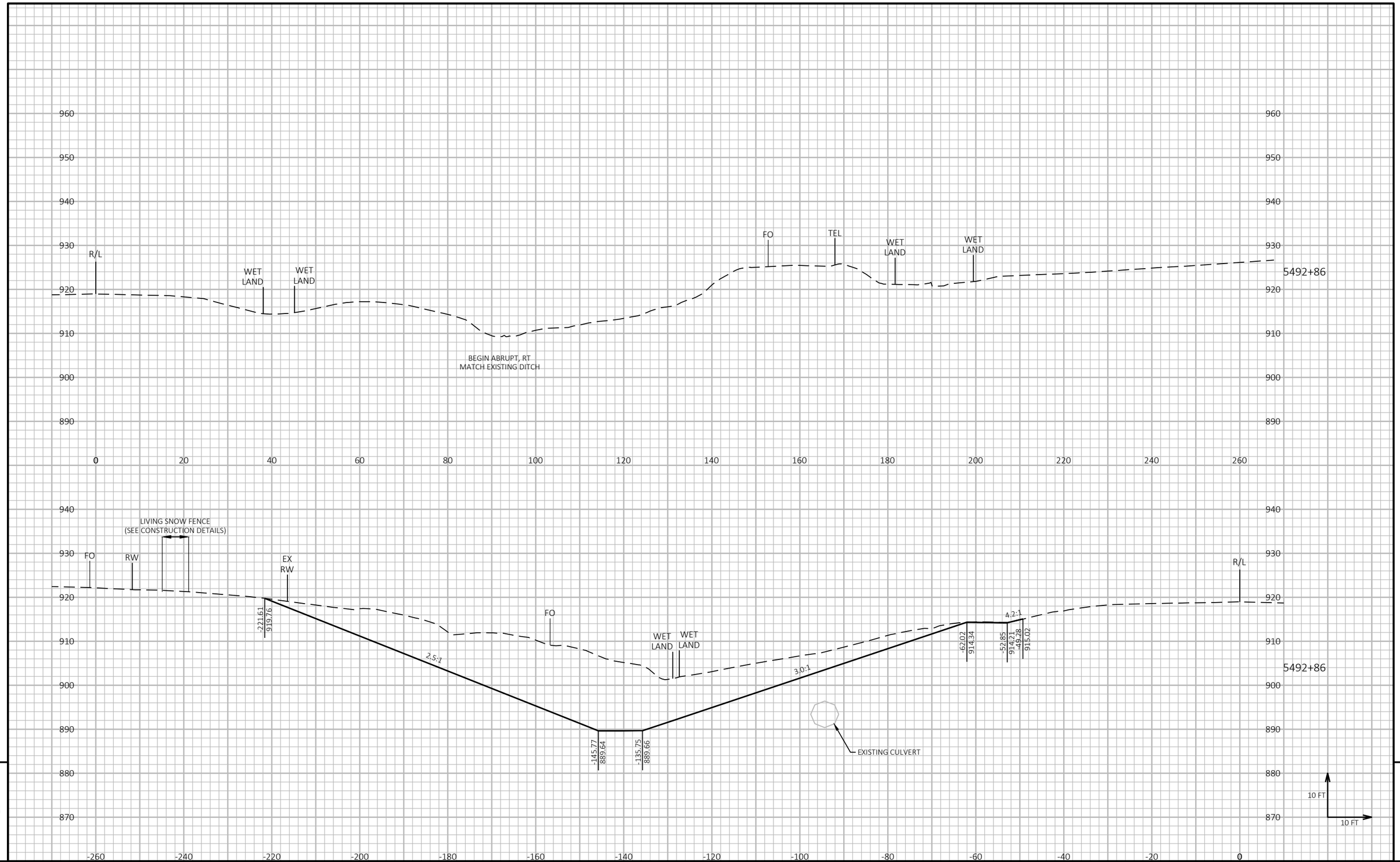
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PROJECT NO: 1180-00-81	HWY: USH 2	COUNTY: DOUGLAS	CROSS SECTIONS	SHEET 107	E

FILE NAME : P:\53XX\5338.DP.20.USH2.DOU\CADDS\11800574\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 03

PLOT DATE : 4/7/2026 10:25 AM PLOT BY : PARKER TISCHAUSER PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



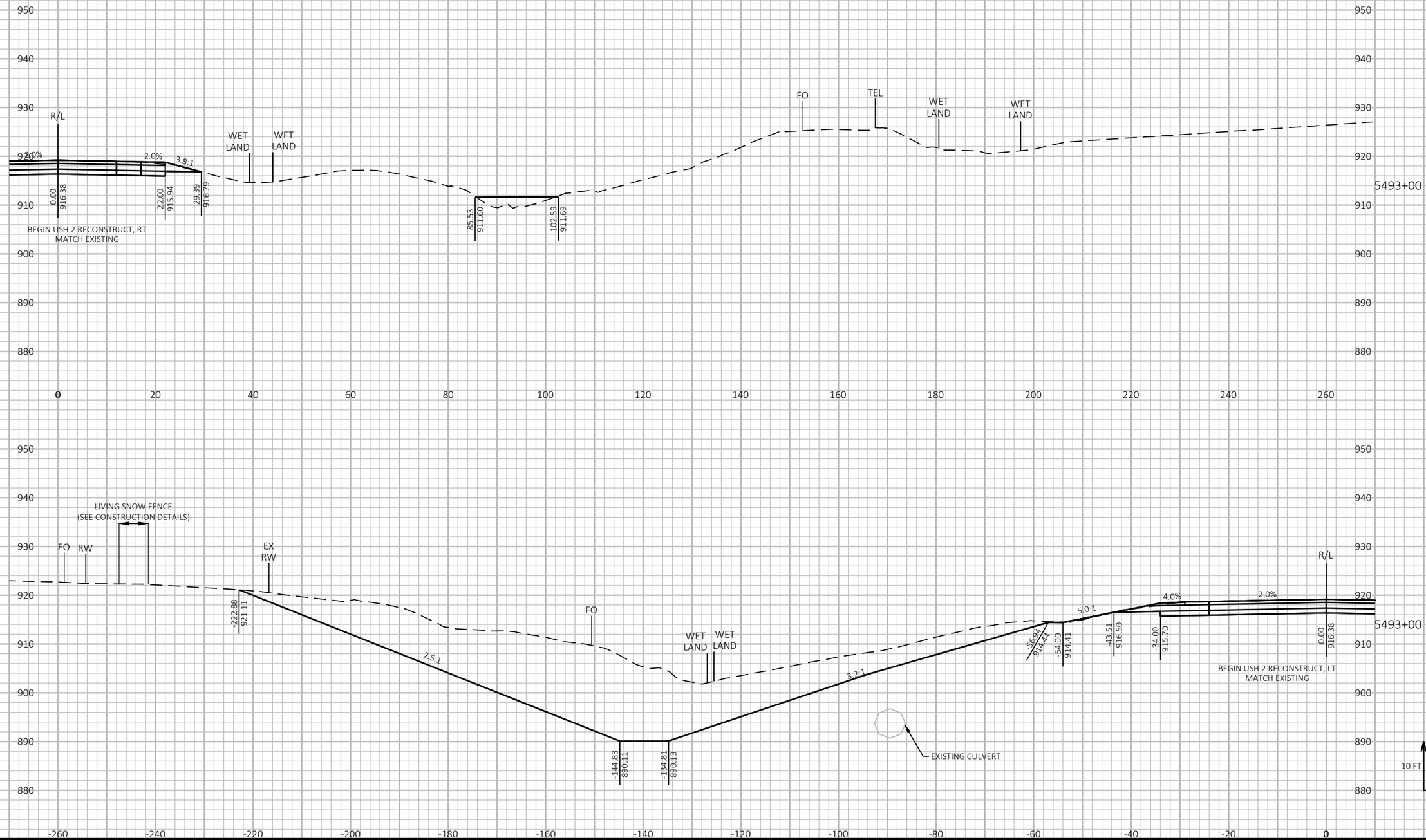
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PROJECT NO: 1180-00-81	HWY: USH 2	COUNTY: DOUGLAS	CROSS SECTIONS	SHEET 108	E

FILE NAME : P:\53XX\5338.DP.20.USH2.DOU\CADDS\11800574\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 04

PLOT DATE : 4/7/2026 10:25 AM PLOT BY : PARKER TISCHAUSER PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.



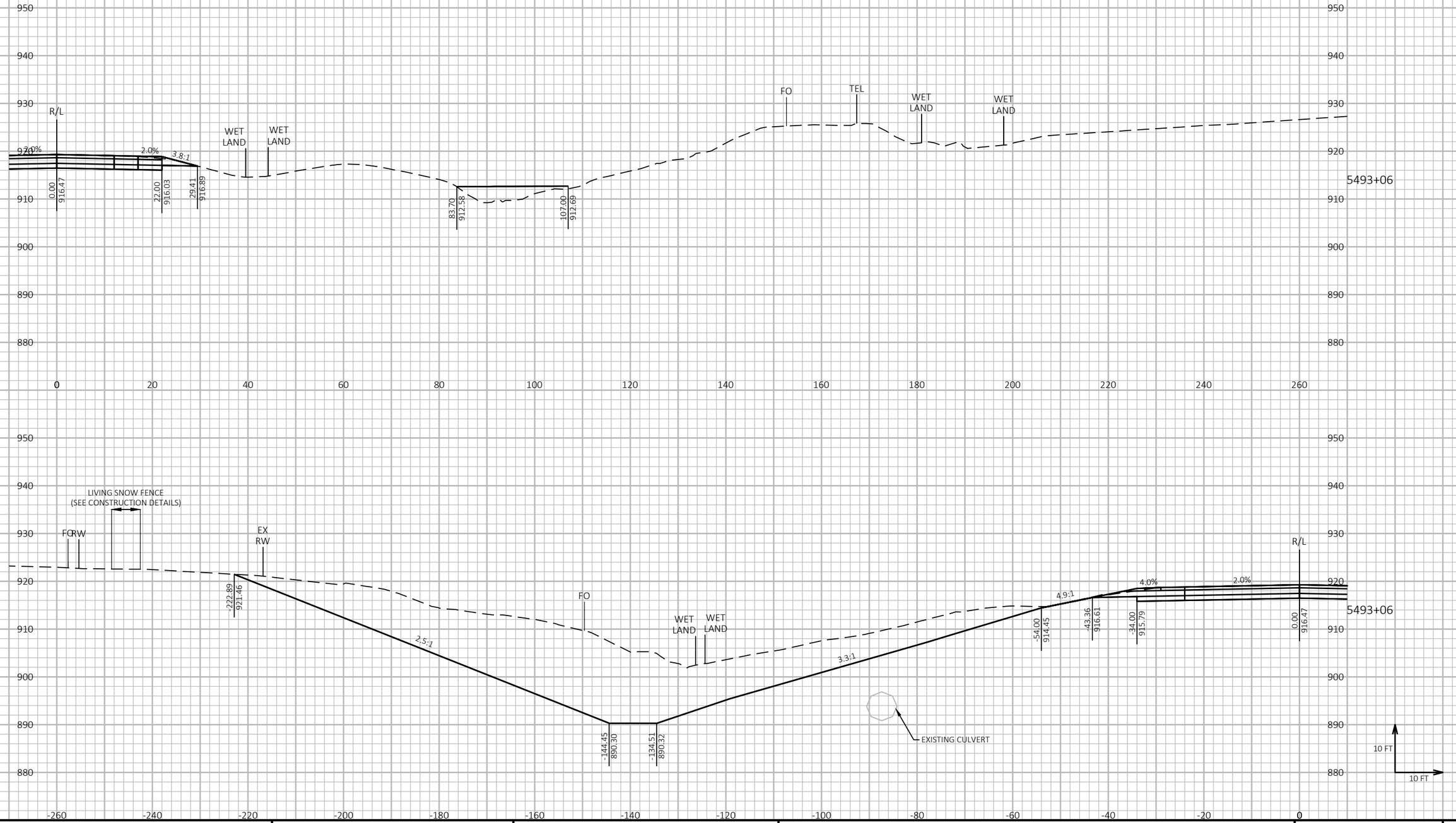
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PROJECT NO: 1180-00-81	HWY: USH 2	COUNTY: DOUGLAS	CROSS SECTIONS	SHEET 109	E

FILE NAME : P:\53XX\5338.DP.20.USH2.DOU\CADDS\11800574\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 05

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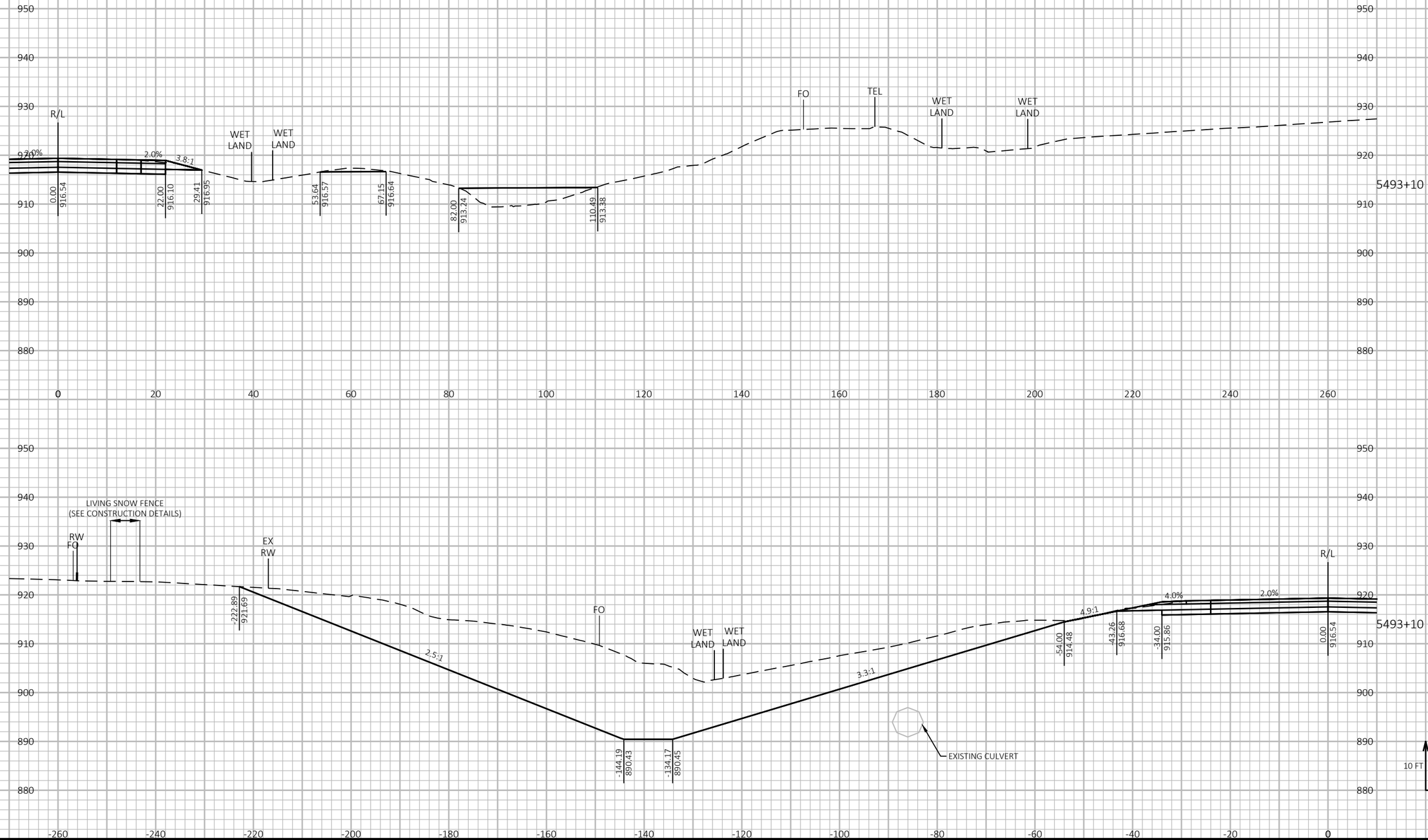


PROJECT NO: 1180-00-81	HWY: USH 2	COUNTY: DOUGLAS	CROSS SECTIONS	SHEET 110	E

FILE NAME : P:\53XX\5338.DP.20.USH2.DOU\CADDS\11800574\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 06

PLOT DATE : 4/7/2026 10:25 AM PLOT BY : PARKER TISCHAUSER PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



9

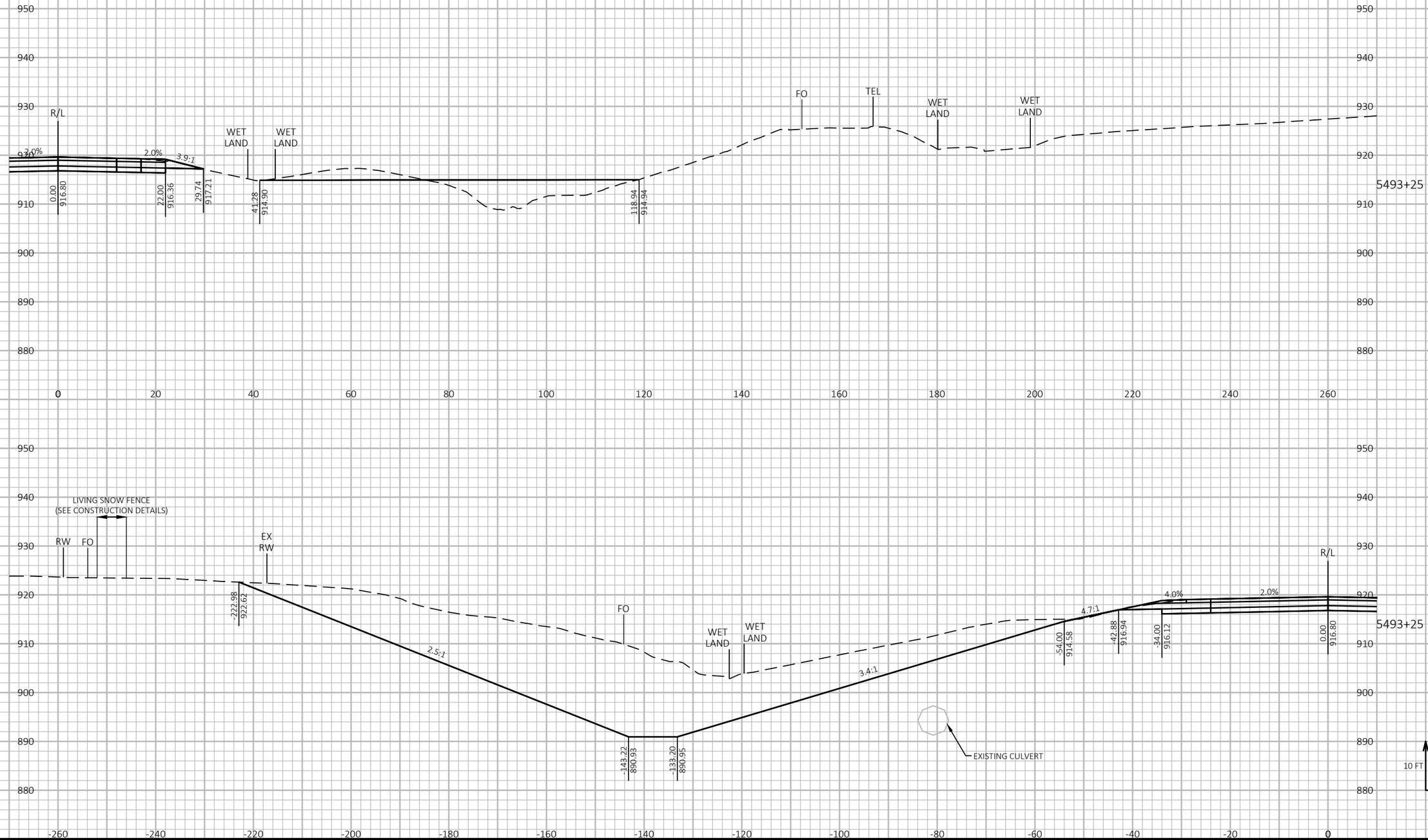
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PROJECT NO: 1180-00-81	HWY: USH 2	COUNTY: DOUGLAS	CROSS SECTIONS	SHEET 111	E

FILE NAME : P:\53XX\5338.DP.20.USH2.DOU\CADDS\11800574\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 07

PLOT DATE : 4/7/2026 10:25 AM PLOT BY : PARKER TISCHAUSER PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49

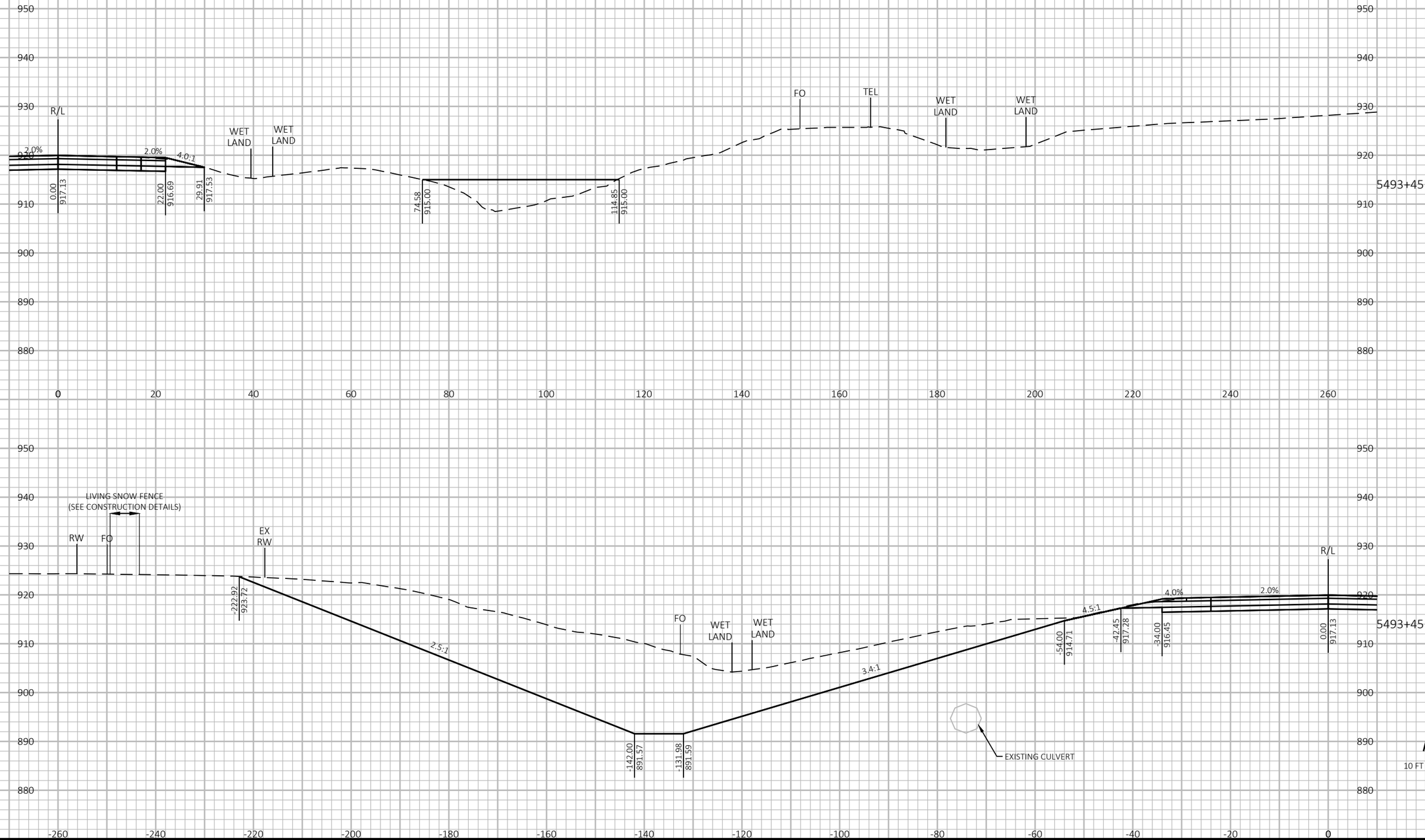


PROJECT NO: 1180-00-81	HWY: USH 2	COUNTY: DOUGLAS	CROSS SECTIONS	SHEET 112	E

FILE NAME : P:\53XX\5338.DP.20.USH2.DOU\CADDS\11800574\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 08

PLOT DATE : 4/7/2026 10:25 AM PLOT BY : PARKER TISCHAUSER PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49

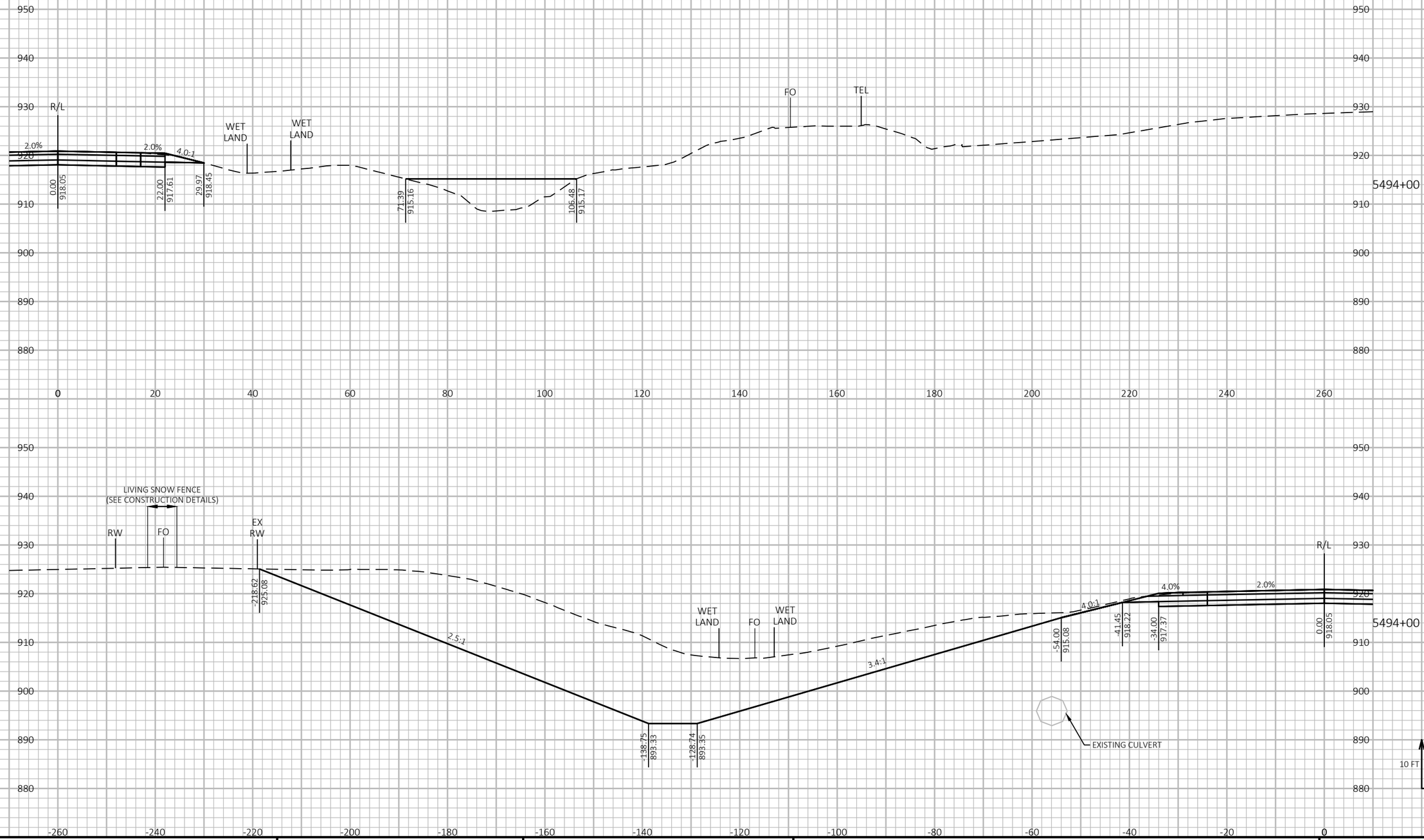


PROJECT NO: 1180-00-81	HWY: USH 2	COUNTY: DOUGLAS	CROSS SECTIONS	SHEET 113	E

FILE NAME : P:\53XX\5338.DP.20.USH2.DOU\CADDS\11800574\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 09

PLOT DATE : 4/7/2026 10:25 AM PLOT BY : PARKER TISCHAUSER PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



9

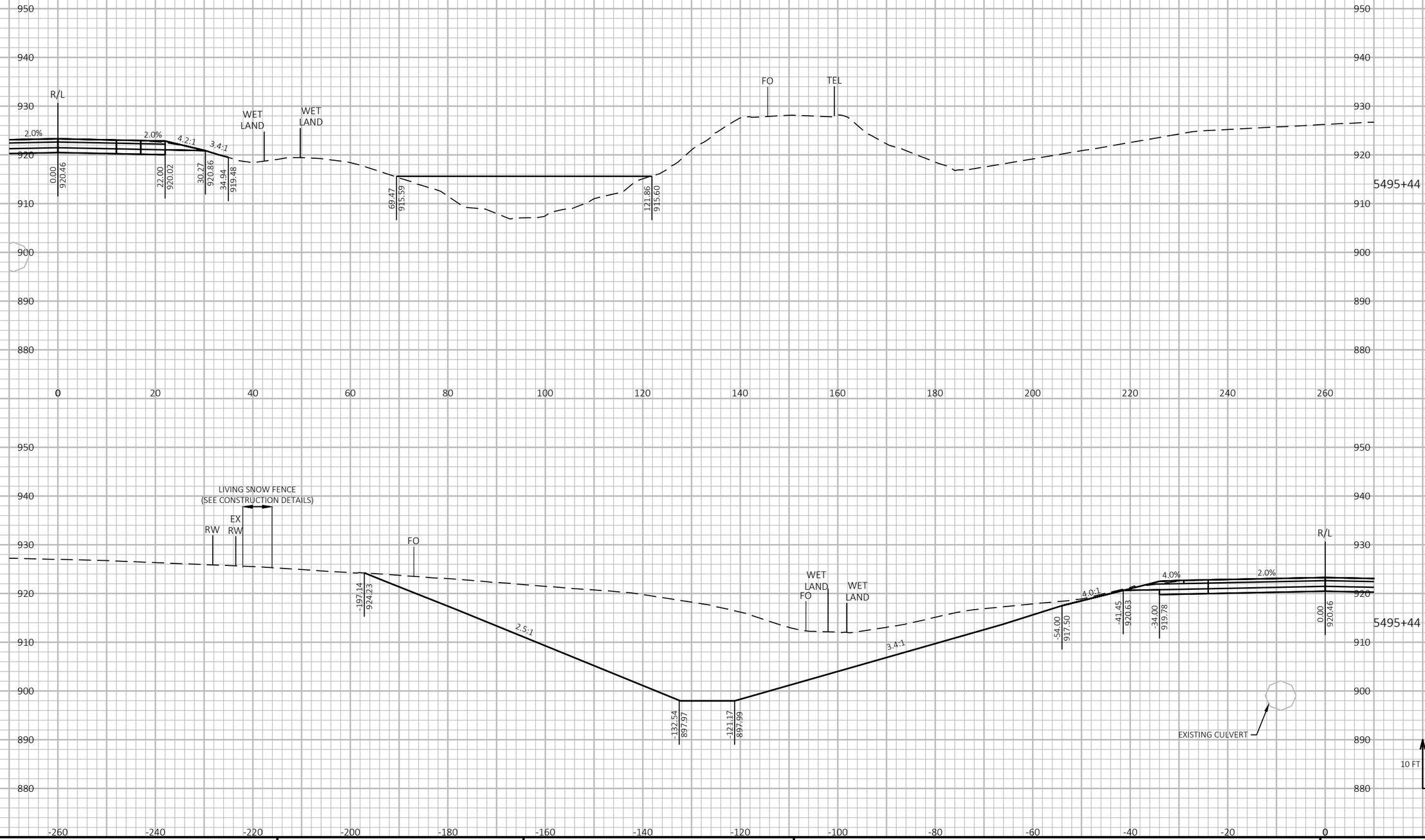
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PROJECT NO: 1180-00-81	HWY: USH 2	COUNTY: DOUGLAS	CROSS SECTIONS	SHEET 114	E

FILE NAME : P:\53XX\5338.DP.20.USH2.DOU\CADDS\11800574\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 10

PLOT DATE : 4/7/2026 10:25 AM PLOT BY : PARKER TISCHAUSER PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49

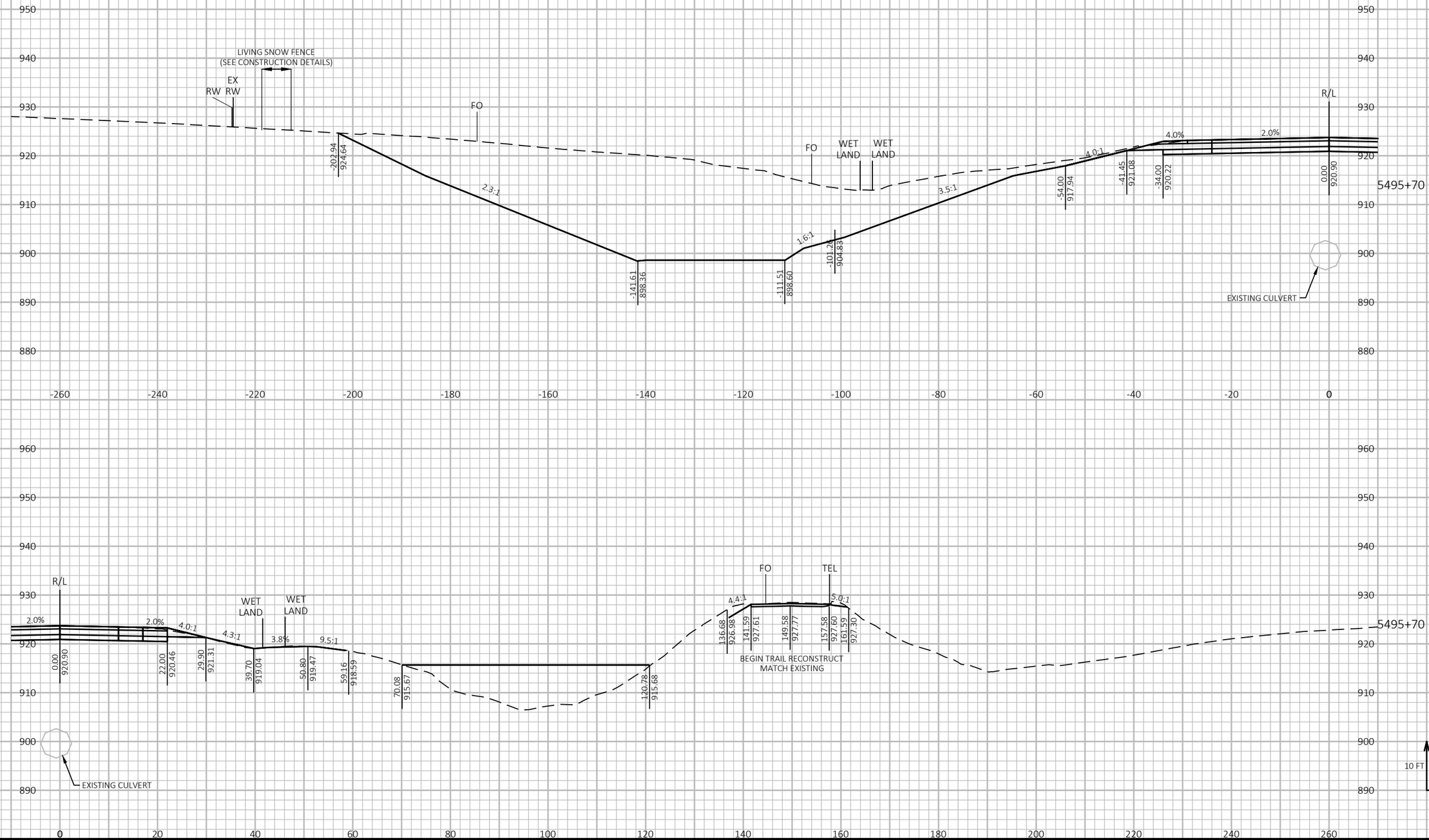


PROJECT NO: 1180-00-81	HWY: USH 2	COUNTY: DOUGLAS	CROSS SECTIONS	SHEET 115	E

FILE NAME : P:\53XX\5338.DP.20.USH2.DOU\CADDS\11800574\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 11

PLOT DATE : 4/7/2026 10:25 AM PLOT BY : PARKER TISCHAUSER PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49

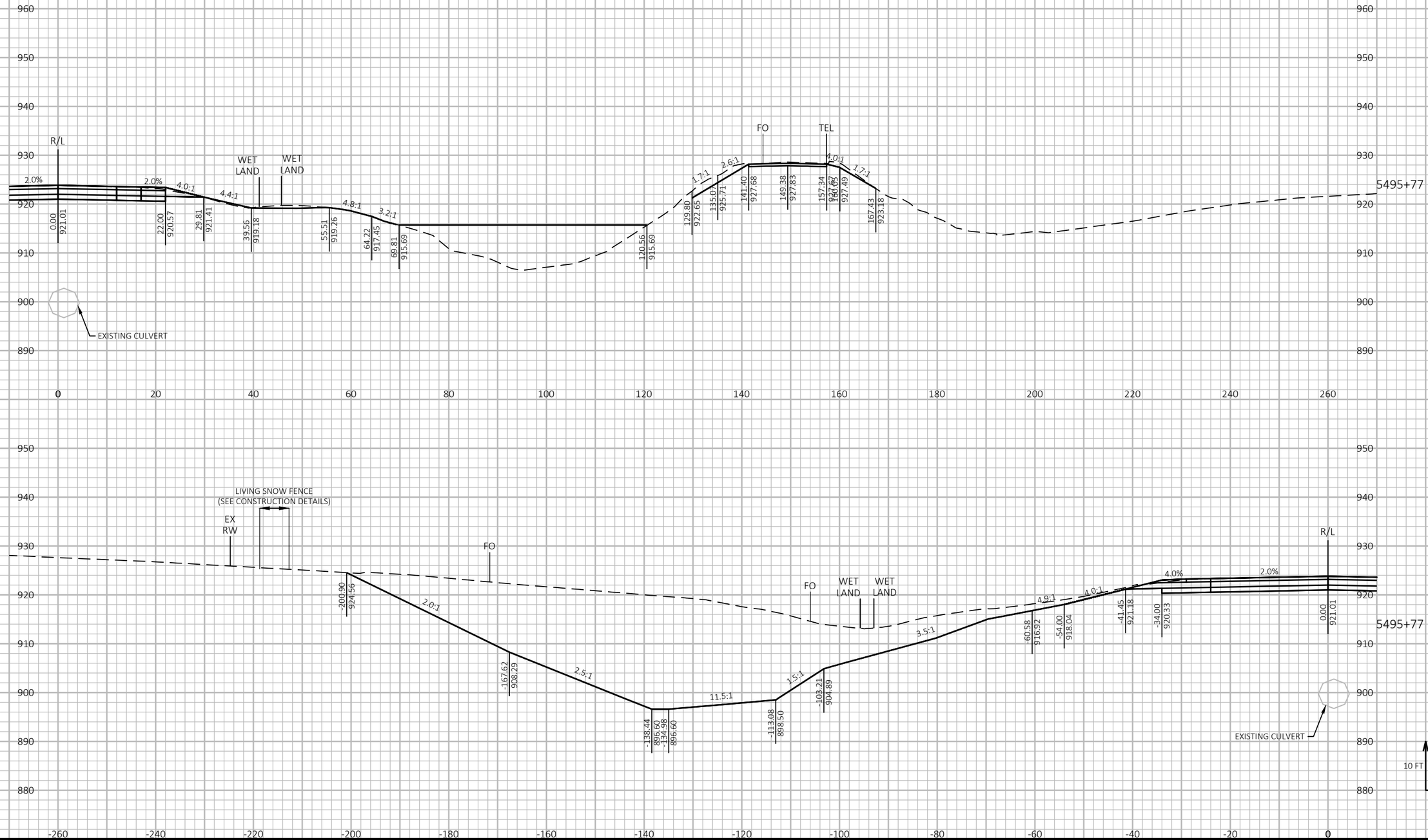


PROJECT NO: 1180-00-81	HWY: USH 2	COUNTY: DOUGLAS	CROSS SECTIONS	SHEET 116	E

FILE NAME : P:\53XX\5338.DP.20.USH2.DOU\CADDS\11800574\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 12

PLOT DATE : 4/7/2026 10:25 AM PLOT BY : PARKER TISCHAUSER PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49

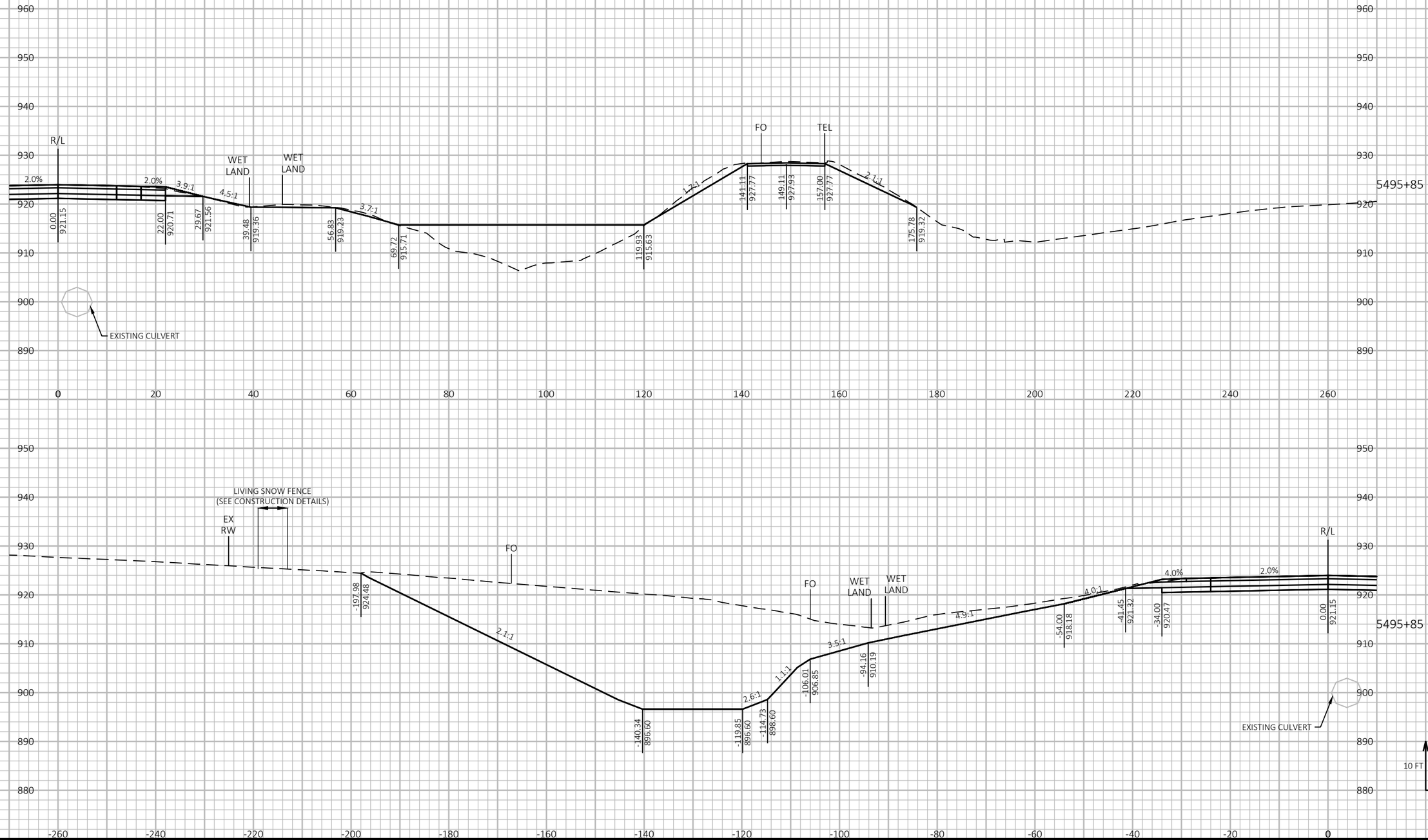


PROJECT NO: 1180-00-81	HWY: USH 2	COUNTY: DOUGLAS	CROSS SECTIONS	SHEET 117	E

FILE NAME : P:\53XX\5338.DP.20.USH2.DOU\CADDS\11800574\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 13

PLOT DATE : 4/7/2026 10:25 AM PLOT BY : PARKER TISCHAUSER PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49

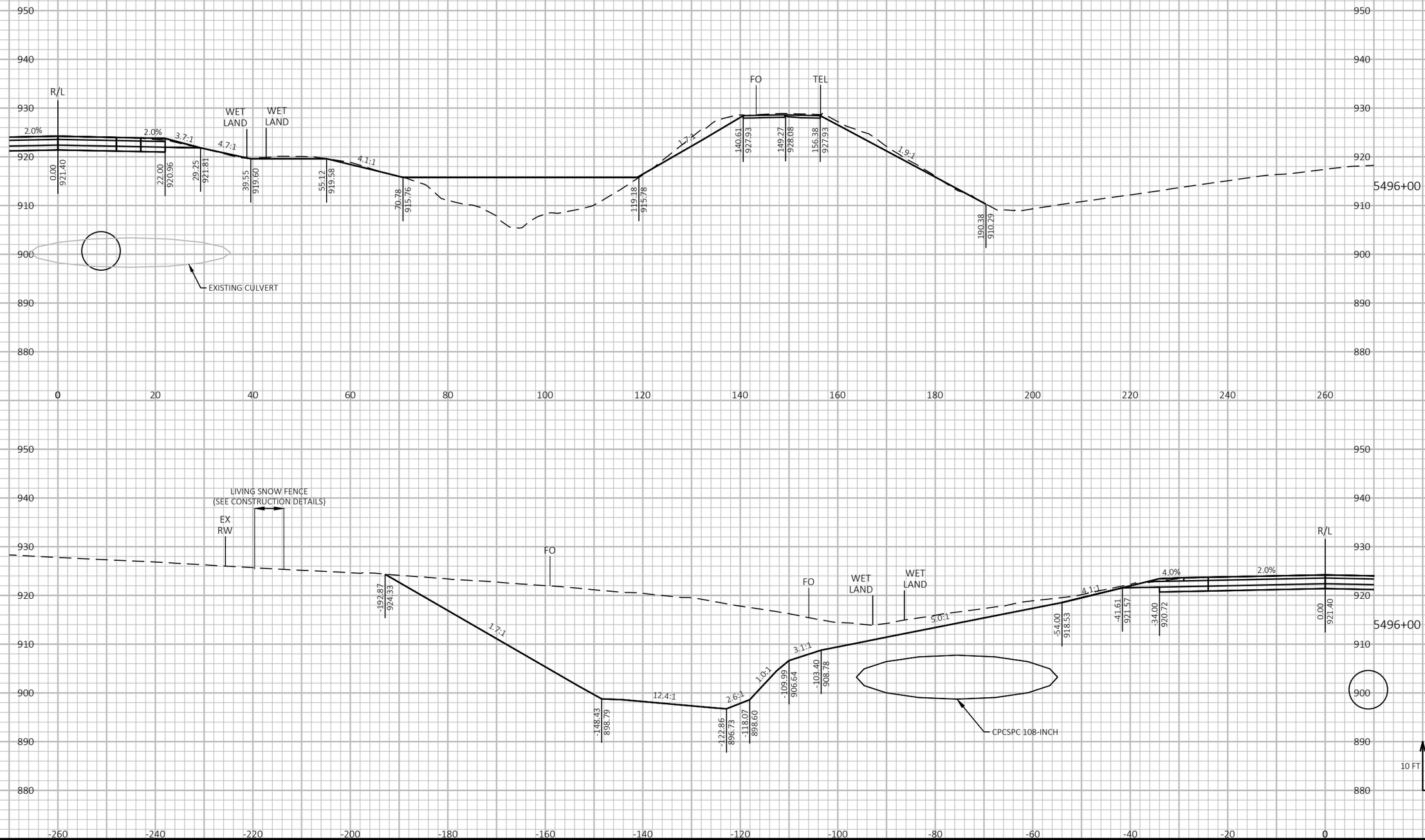


PROJECT NO: 1180-00-81	HWY: USH 2	COUNTY: DOUGLAS	CROSS SECTIONS	SHEET 118	E

FILE NAME : P:\53XX\5338.DP.20.USH2.DOU\CADDS\11800574\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 14

PLOT DATE : 4/7/2026 10:25 AM PLOT BY : PARKER TISCHAUSER PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49

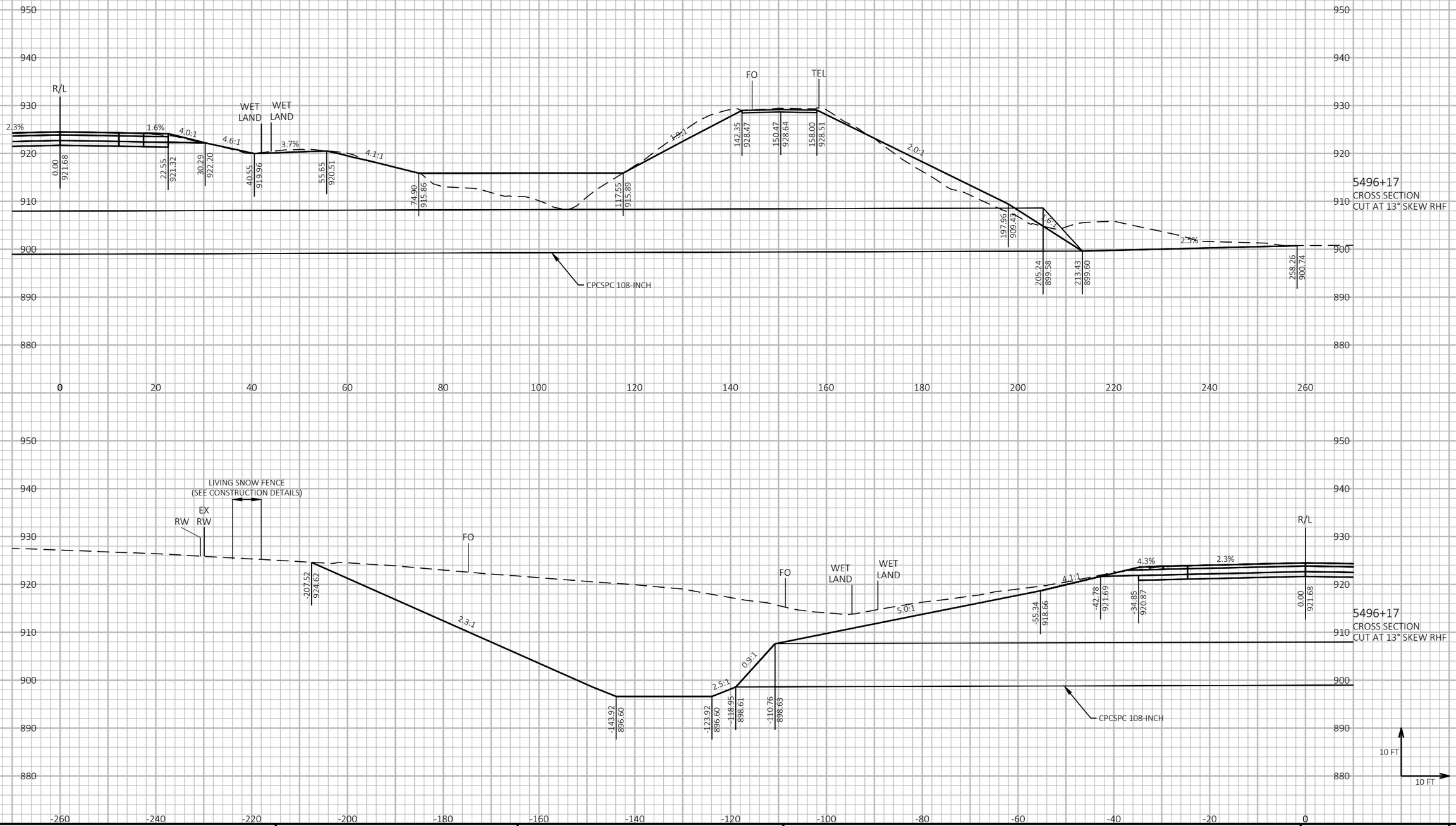


PROJECT NO: 1180-00-81	HWY: USH 2	COUNTY: DOUGLAS	CROSS SECTIONS	SHEET 119 E

FILE NAME : P:\53XX\5338.DP.20.USH2.DOU\CADDS\11800574\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 15

PLOT DATE : 4/7/2026 10:25 AM PLOT BY : PARKER TISCHAUSER PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49

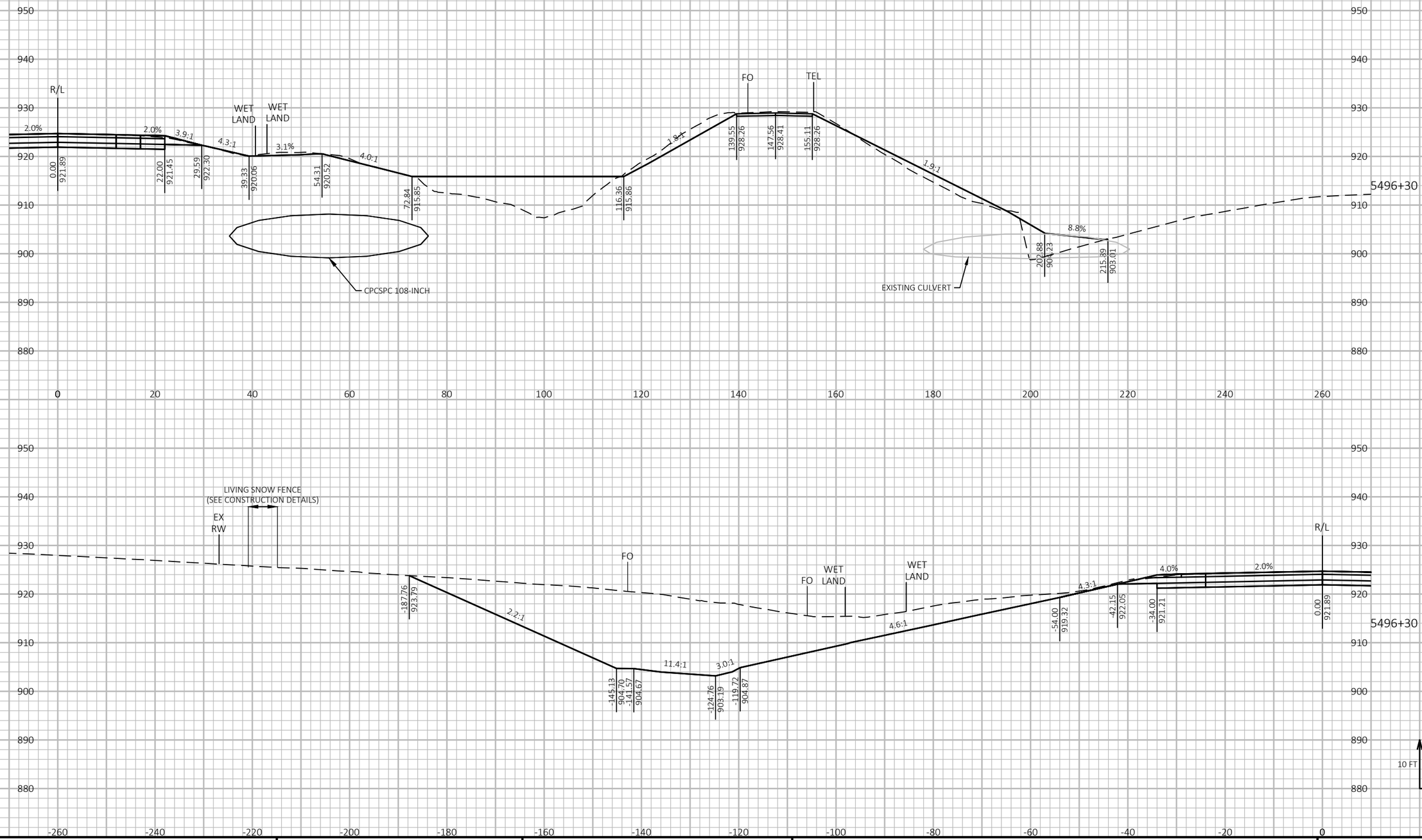


PROJECT NO: 1180-00-81	HWY: USH 2	COUNTY: DOUGLAS	CROSS SECTIONS	SHEET 120	E

FILE NAME : P:\53XX\5338.DP.20.USH2.DOU\CADDS\11800574\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 16

PLOT DATE : 4/7/2026 10:25 AM PLOT BY : PARKER TISCHAUSER PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49

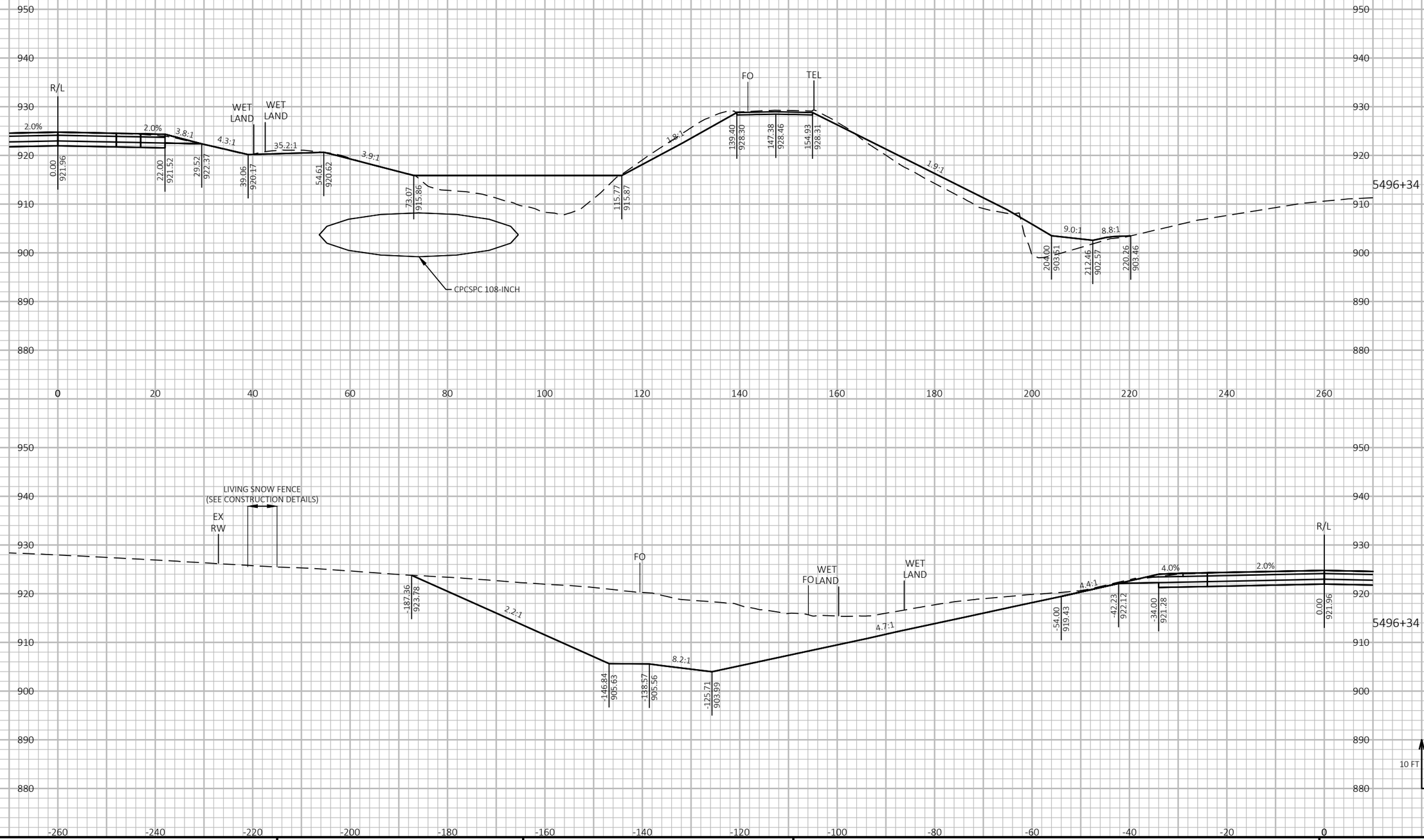


PROJECT NO: 1180-00-81	HWY: USH 2	COUNTY: DOUGLAS	CROSS SECTIONS	SHEET 121	E

FILE NAME : P:\53XX\5338.DP.20.USH2.DOU\CADDS\11800574\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 17

PLOT DATE : 4/7/2026 10:25 AM PLOT BY : PARKER TISCHAUSER PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



9

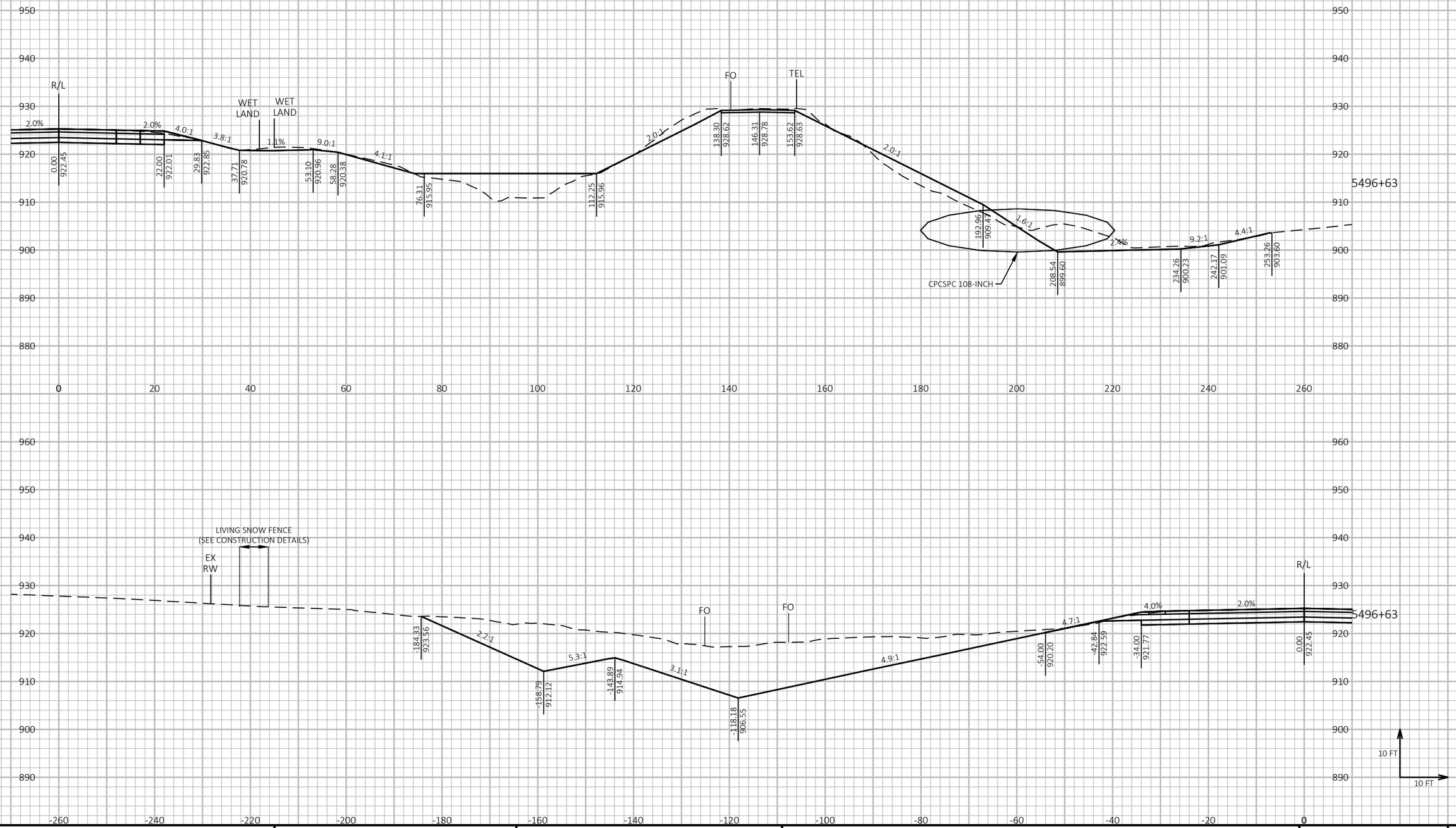
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PROJECT NO: 1180-00-81	HWY: USH 2	COUNTY: DOUGLAS	CROSS SECTIONS	SHEET 122	E

FILE NAME : P:\53XX\5338.DP.20.USH2.DOU\CADDS\11800574\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 18

PLOT DATE : 4/7/2026 10:25 AM PLOT BY : PARKER TISCHAUSER PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49

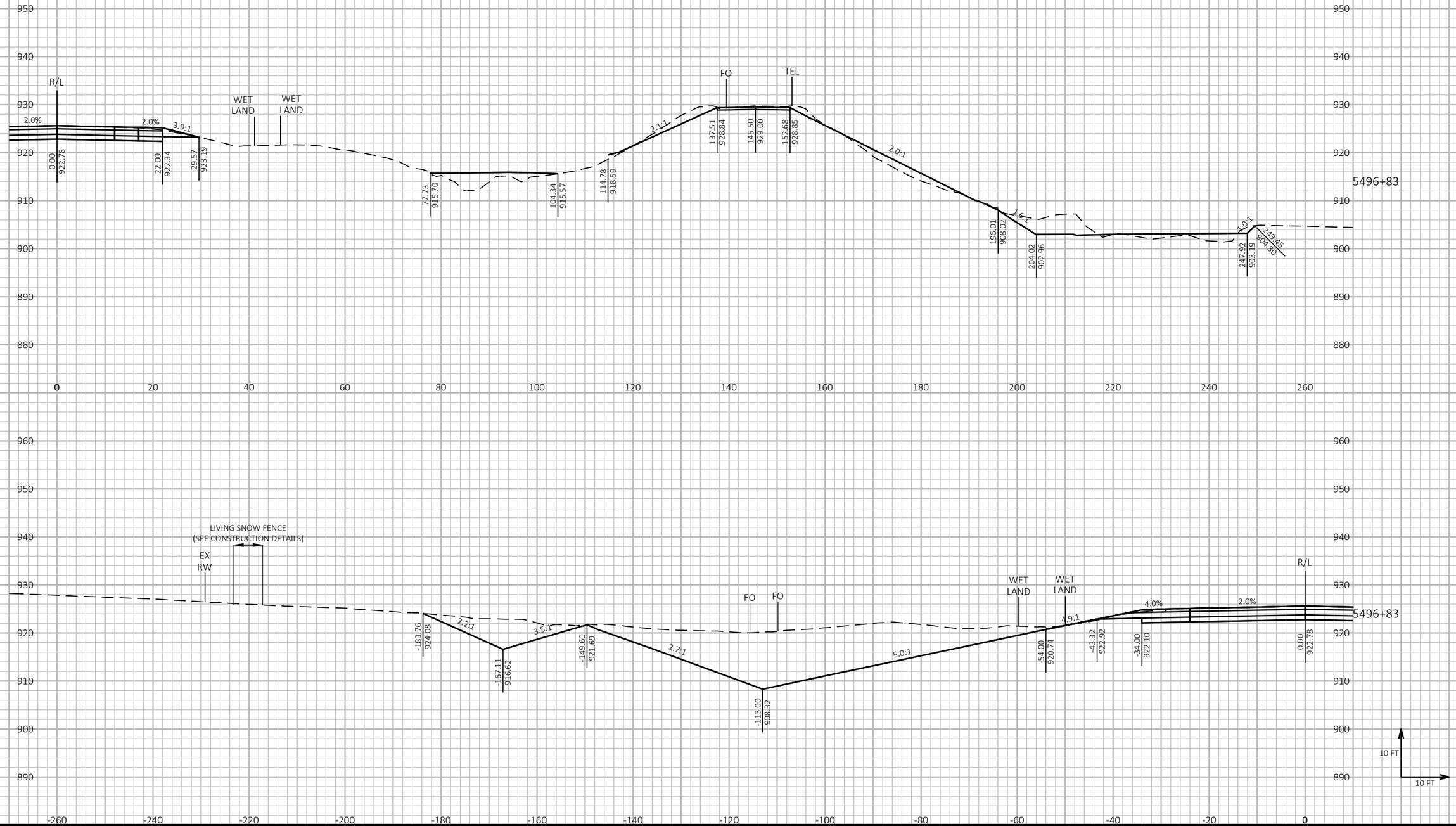


PROJECT NO: 1180-00-81	HWY: USH 2	COUNTY: DOUGLAS	CROSS SECTIONS	SHEET 123	E

FILE NAME : P:\53XX\5338.DP.20.USH2.DOU\CADDS\11800574\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 19

PLOT DATE : 4/7/2026 10:25 AM PLOT BY : PARKER TISCHAUSER PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49

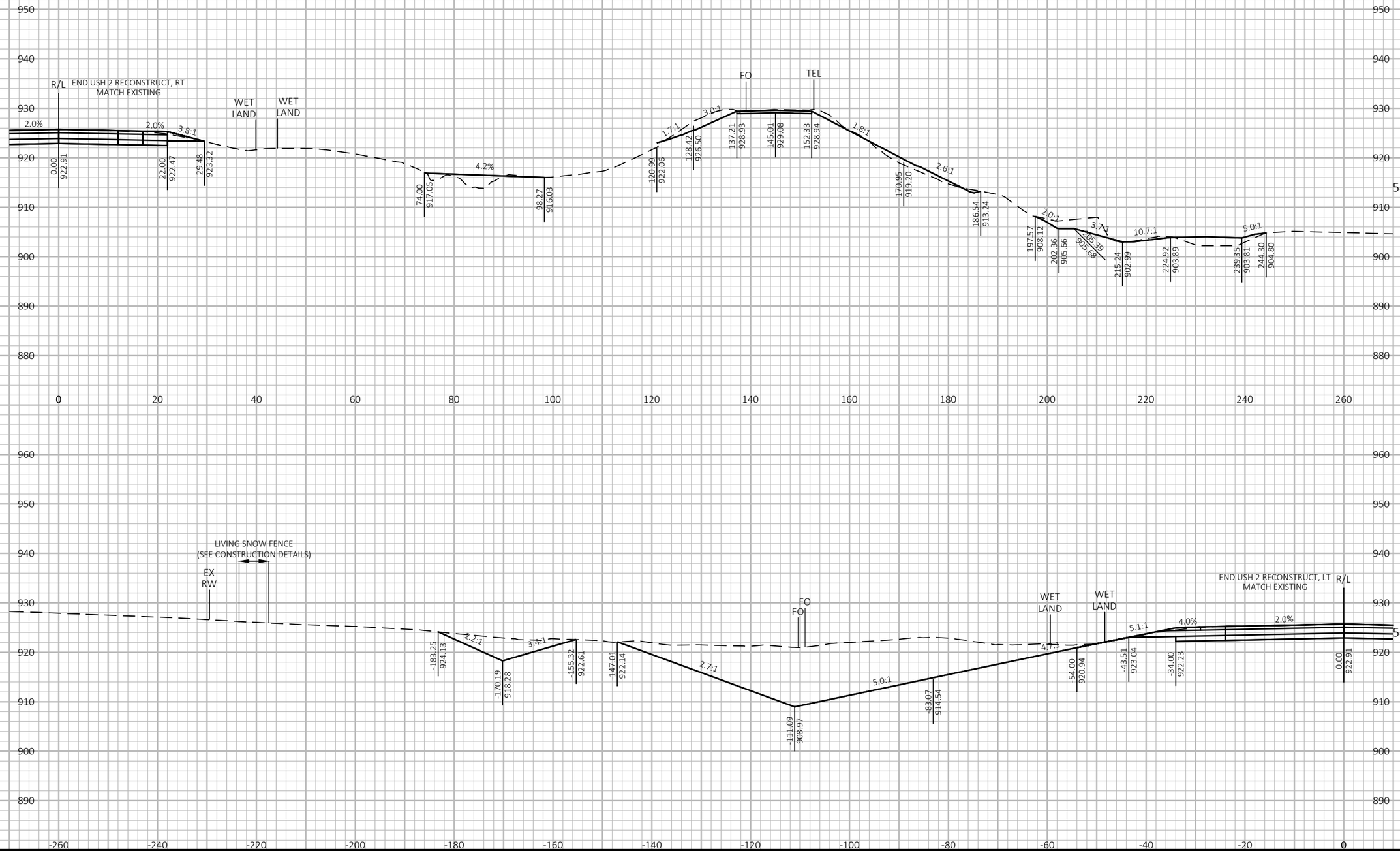


PROJECT NO: 1180-00-81	HWY: USH 2	COUNTY: DOUGLAS	CROSS SECTIONS	SHEET 124	E

FILE NAME : P:\53XX\5338.DP.20.USH2.DOU\CADDS\11800574\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 20

PLOT DATE : 4/7/2026 10:25 AM PLOT BY : PARKER TISCHAUSER PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49

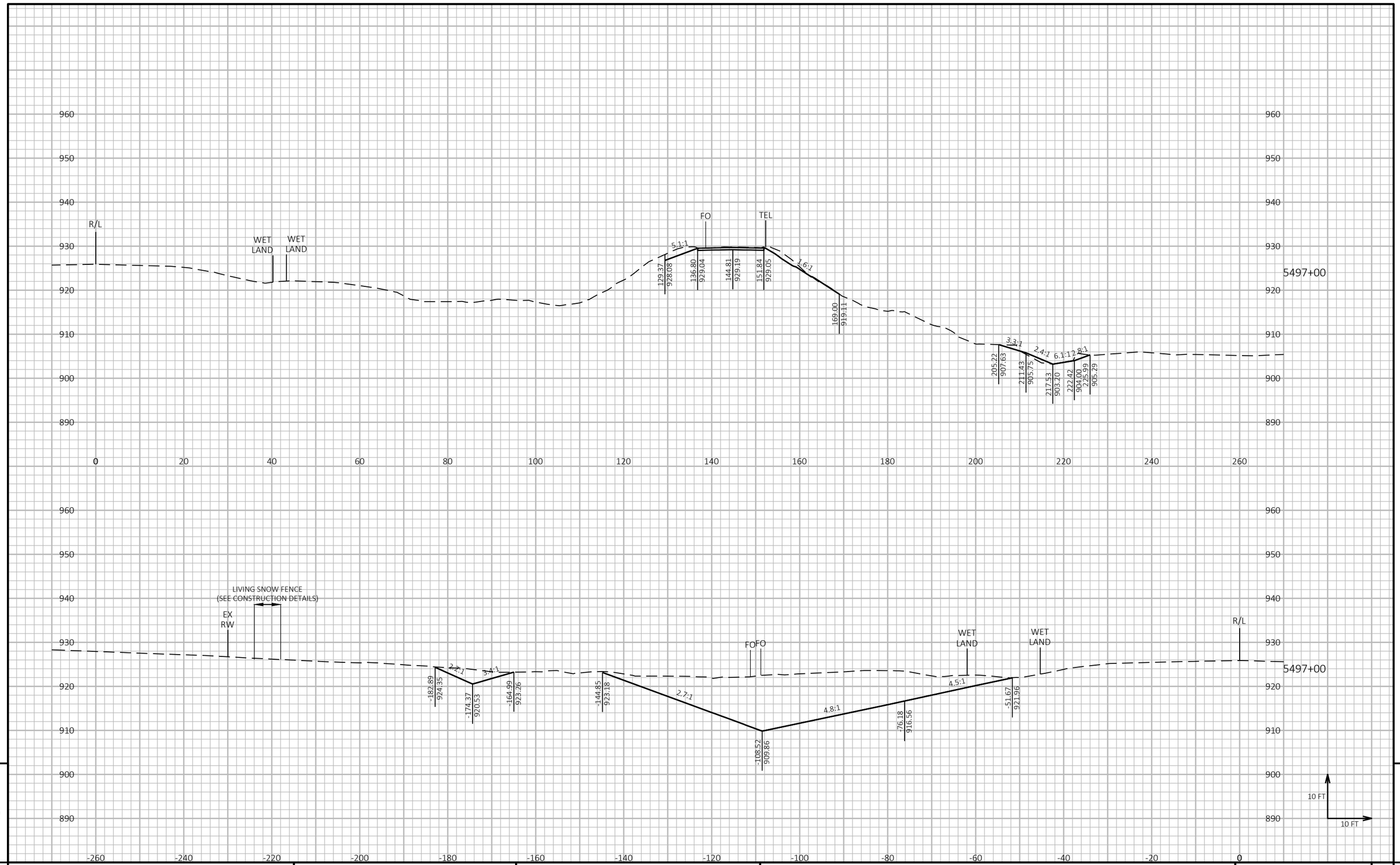


PROJECT NO: 1180-00-81	HWY: USH 2	COUNTY: DOUGLAS	CROSS SECTIONS	SHEET 125	E

FILE NAME : P:\53XX\5338.DP.20.USH2.DOU\CADDS\11800574\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 21

PLOT DATE : 4/7/2026 10:25 AM PLOT BY : PARKER TISCHAUSER PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



9

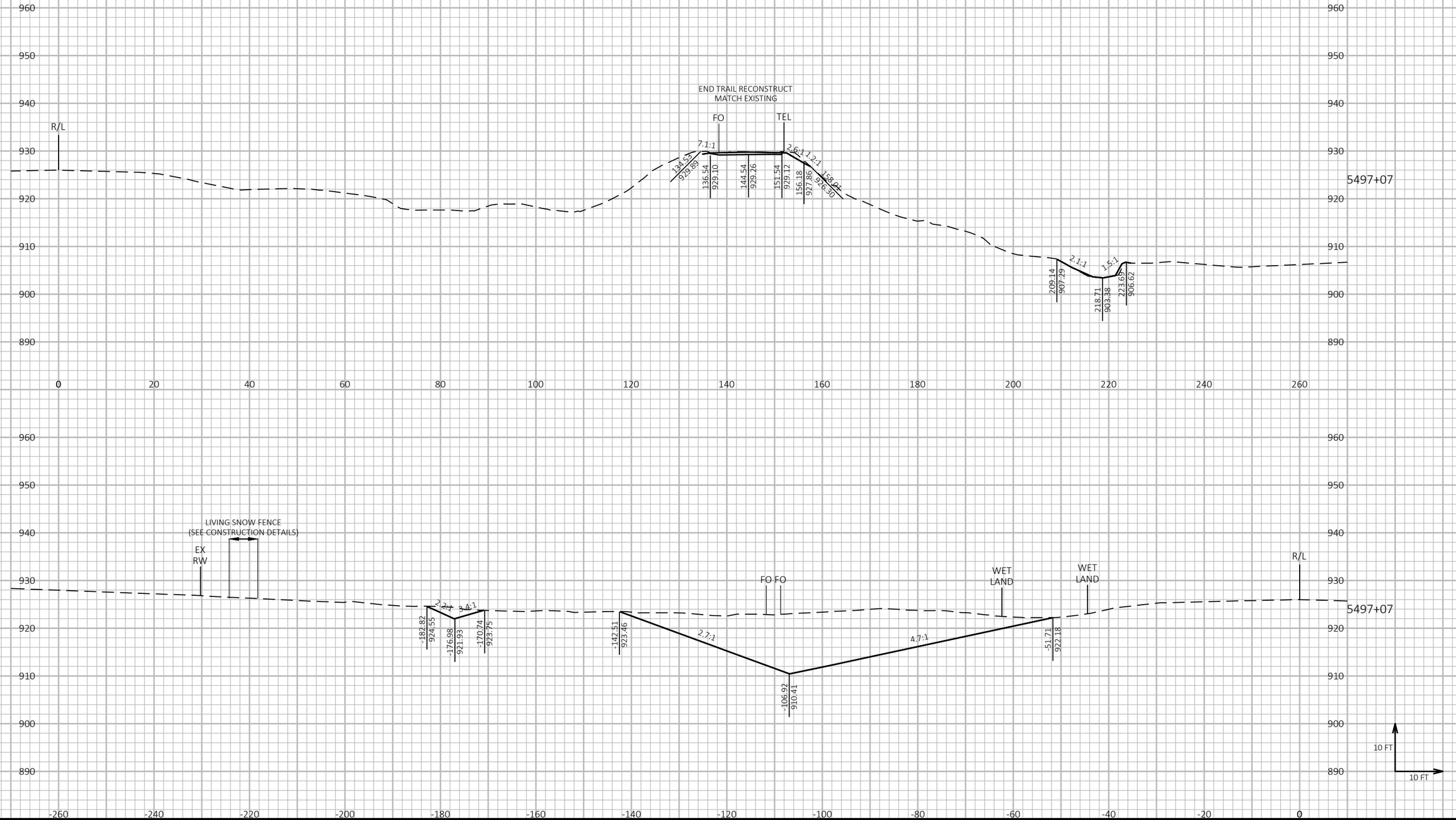
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PROJECT NO: 1180-00-81	HWY: USH 2	COUNTY: DOUGLAS	CROSS SECTIONS	SHEET 126	E

FILE NAME : P:\53XX\5338.DP.20.USH2.DOU\CADDS\11800574\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 22

PLOT DATE : 4/7/2026 10:25 AM PLOT BY : PARKER TISCHAUSER PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49

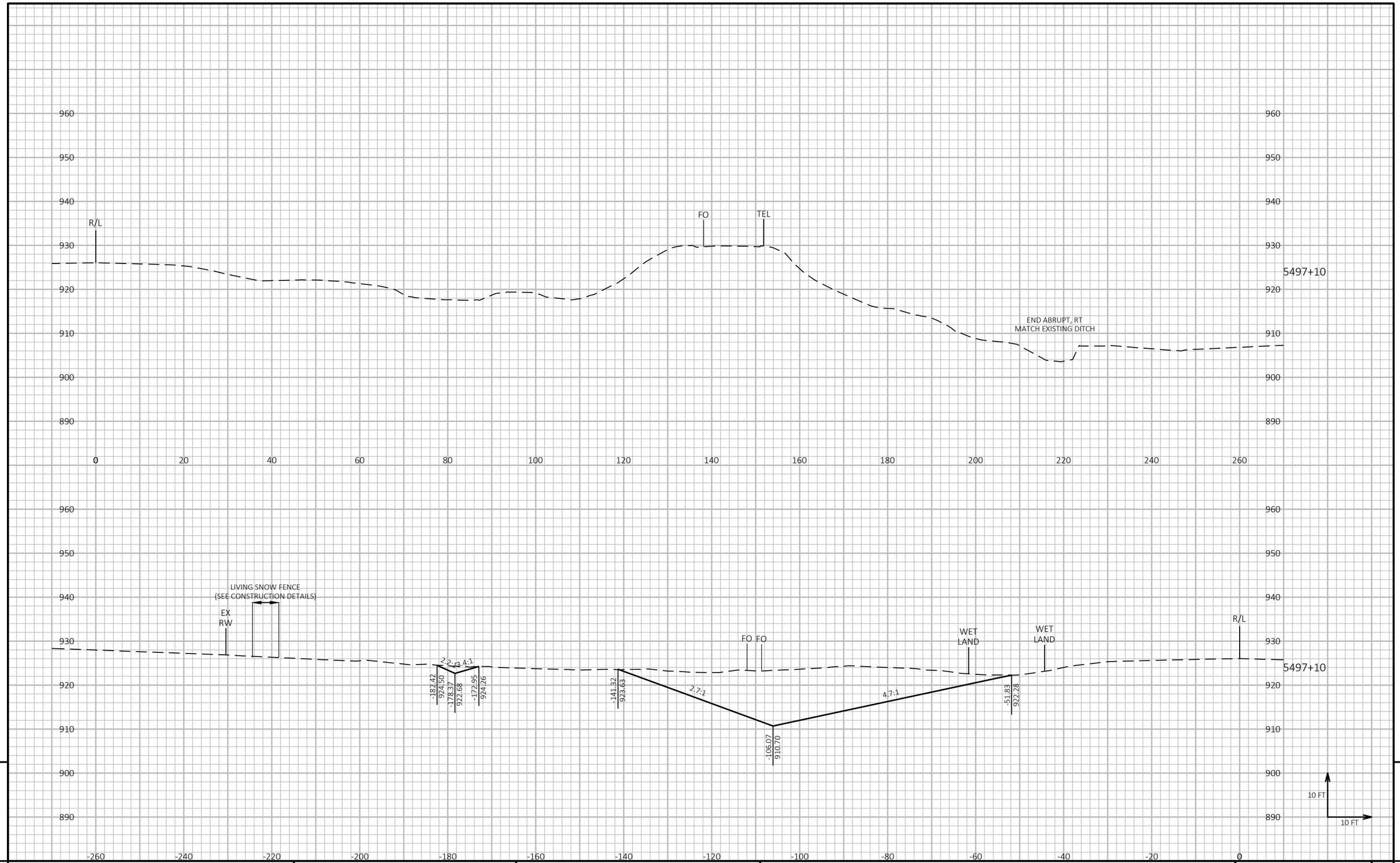


PROJECT NO: 1180-00-81	HWY: USH 2	COUNTY: DOUGLAS	CROSS SECTIONS	SHEET 127	E

FILE NAME : P:\53XX\5338.DP.20.USH2.DOU\CADDS\11800574\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 23

PLOT DATE : 4/7/2026 10:25 AM PLOT BY : PARKER TISCHAUSER PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



9

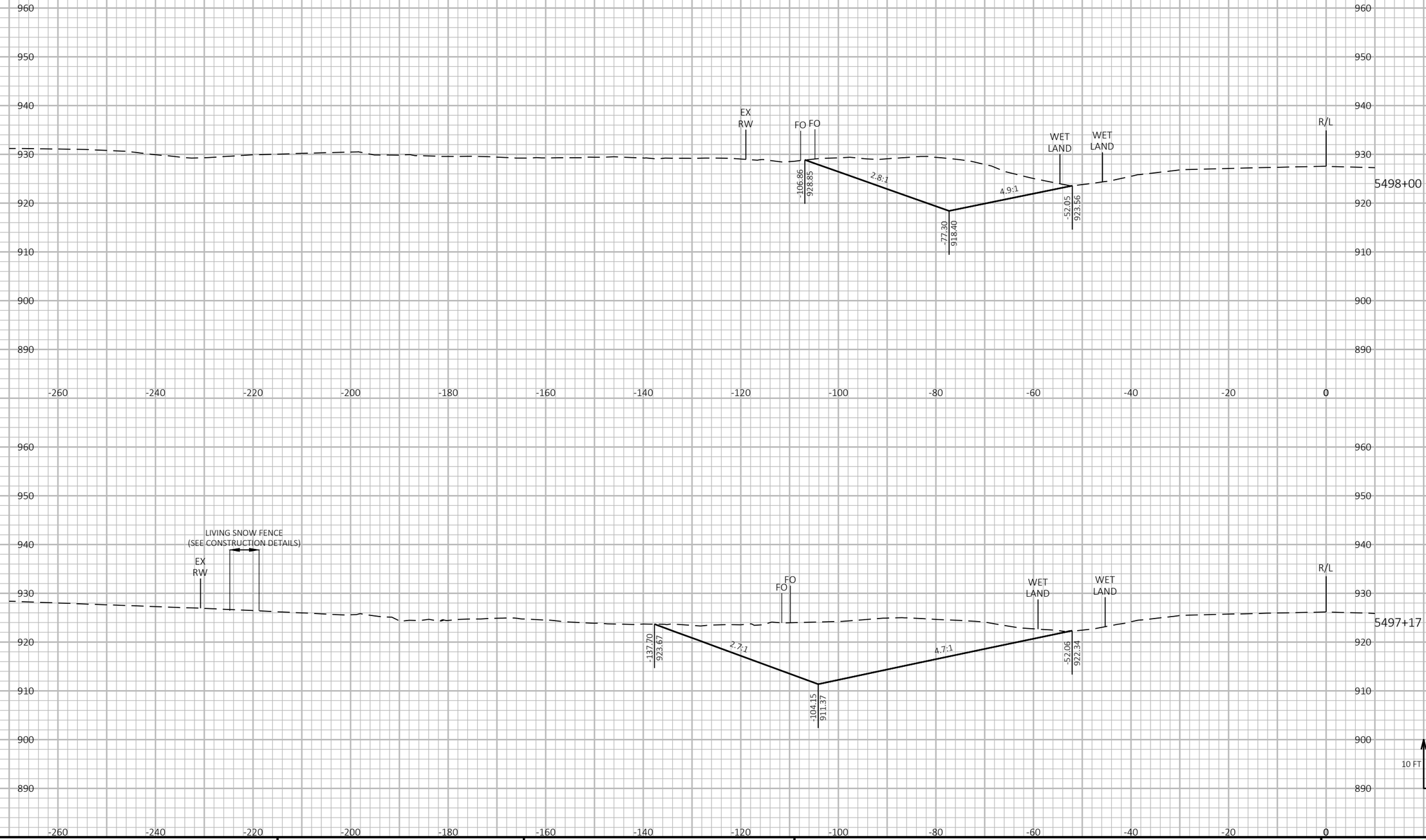
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PROJECT NO: 1180-00-81	HWY: USH 2	COUNTY: DOUGLAS	CROSS SECTIONS	SHEET 128	E

FILE NAME : P:\53XX\5338.DP.20.USH2.DOU\CADDS\11800574\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 24

PLOT DATE : 4/7/2026 10:25 AM PLOT BY : PARKER TISCHAUSER PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



9

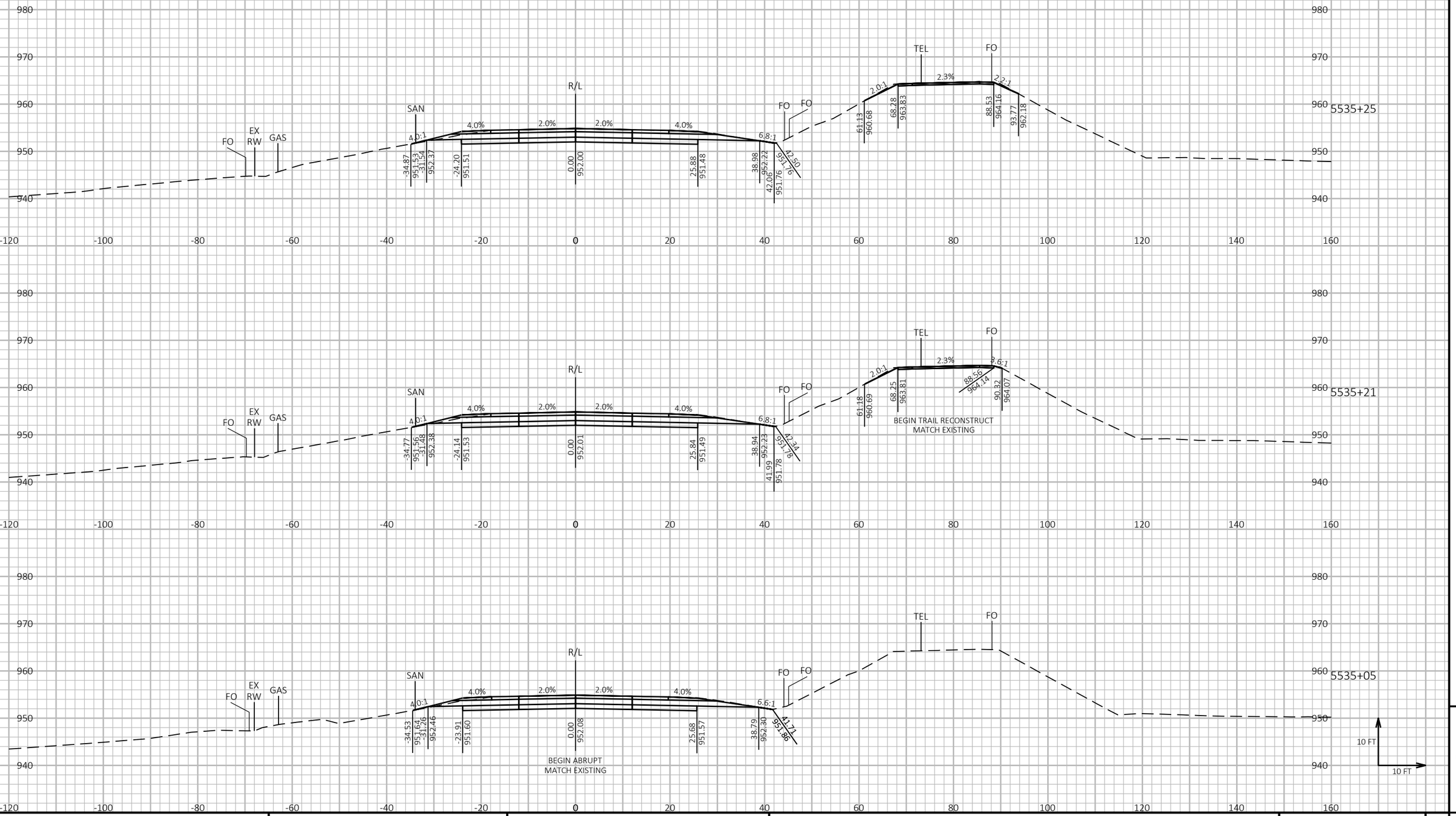
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PROJECT NO: 1180-00-81	HWY: USH 2	COUNTY: DOUGLAS	CROSS SECTIONS	SHEET 129	E

FILE NAME : P:\53XX\5338.DP.20.USH2.DOU\CADDS\11800574\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 25

PLOT DATE : 4/7/2026 10:25 AM PLOT BY : PARKER TISCHAUSER PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



9

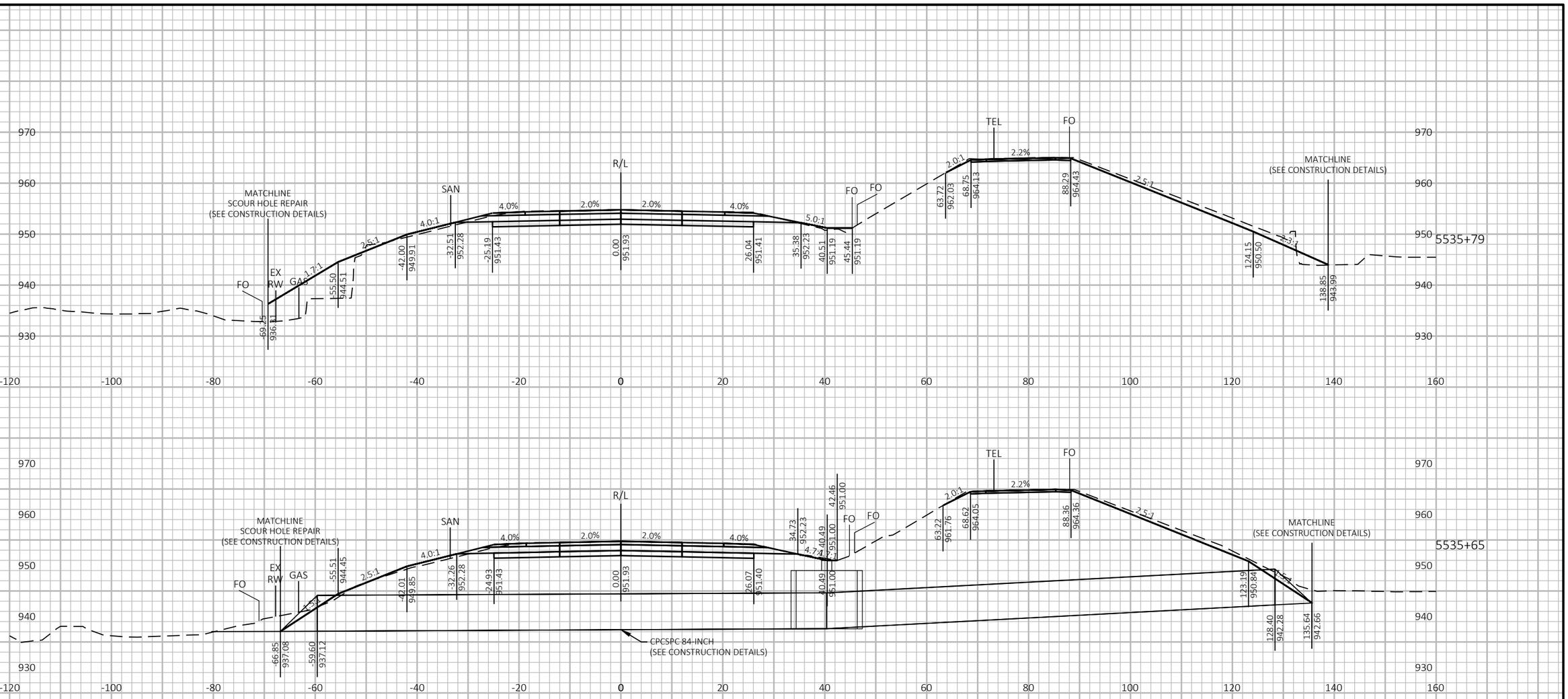
9

PROJECT NO: 1180-05-74	HWY: USH 2	COUNTY: DOUGLAS	CROSS SECTIONS	SHEET 130	E

FILE NAME : P:\53XX\5338.DP.20.USH2.DOU\CADDS\11800574\SHEETSPLAN\090202-XS.DWG
LAYOUT NAME - 01

PLOT DATE : 4/7/2026 9:11 AM PLOT BY : PARKER TISCHAUSER PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



9

9

PROJECT NO: 1180-05-74	HWY: USH 2	COUNTY: DOUGLAS	CROSS SECTIONS	SHEET 131	E

FILE NAME : P:\53XX\5338.DP.20.USH2.DOU\CADDS\11800574\SHEETSPLAN\090202-XS.DWG
LAYOUT NAME - 02

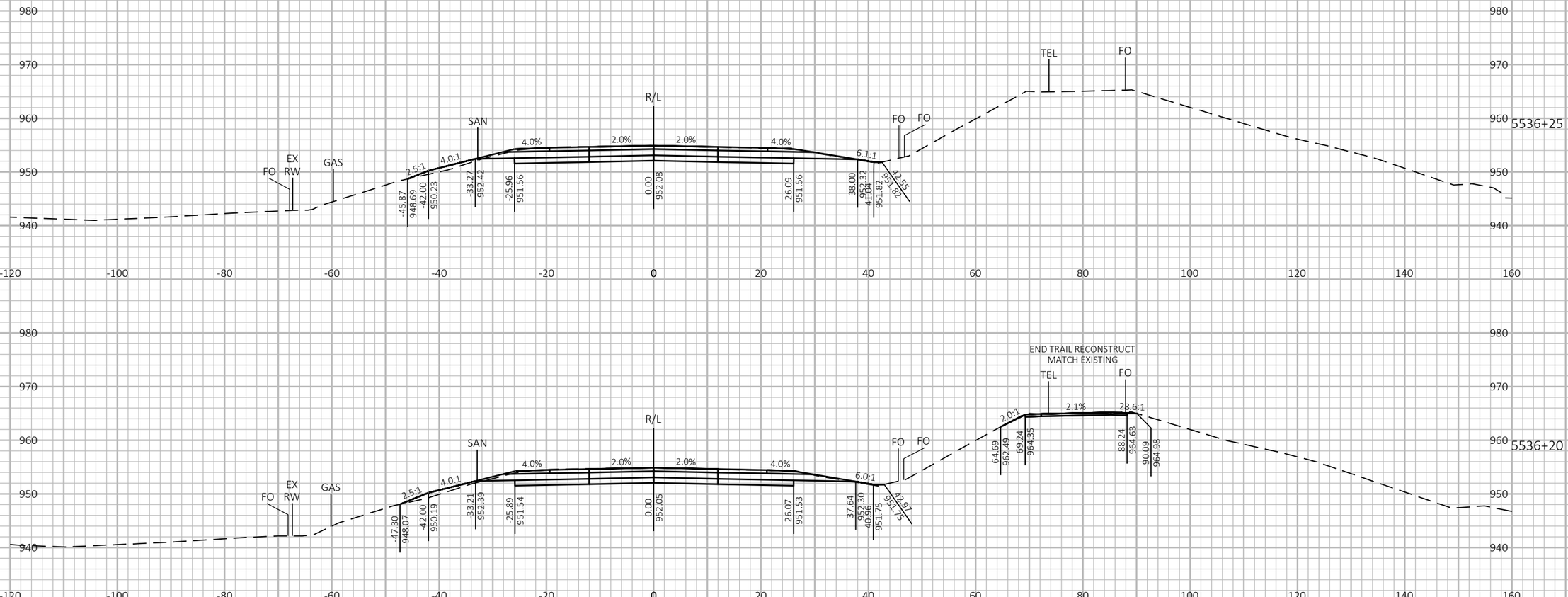
PLOT DATE : 4/7/2026 9:11 AM

PLOT BY : PARKER TISCHAUSER

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



9

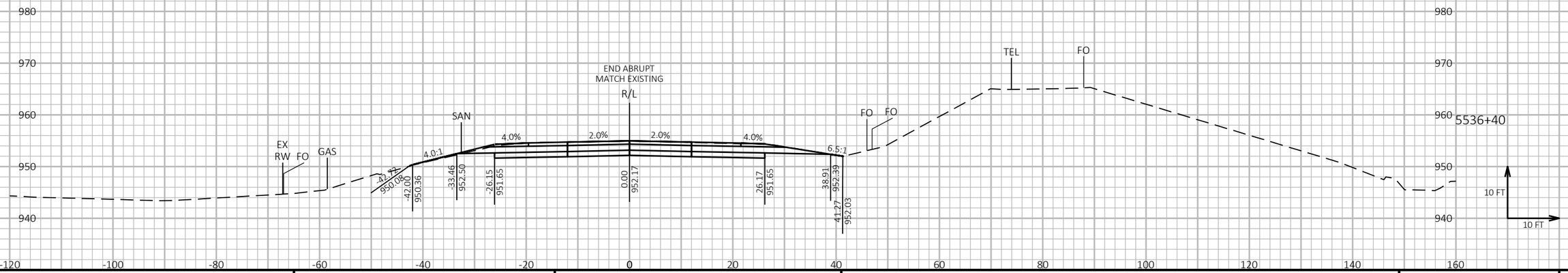
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PROJECT NO: 1180-05-74	HWY: USH 2	COUNTY: DOUGLAS	CROSS SECTIONS	SHEET 132	E

FILE NAME : P:\53XX\5338.DP.20.USH2.DOU\CADDS\11800574\SHEETSPLAN\090202-XS.DWG
LAYOUT NAME - 03

PLOT DATE : 4/7/2026 9:11 AM PLOT BY : PARKER TISCHAUSER PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



9

9

PROJECT NO: 1180-05-74	HWY: USH 2	COUNTY: DOUGLAS	CROSS SECTIONS	SHEET 133	E

FILE NAME : P:\53XX\5338.DP.20.USH2.DOU\CADDS\11800574\SHEETSPLAN\090202-XS.DWG
LAYOUT NAME - 04

PLOT DATE : 4/7/2026 9:11 AM PLOT BY : PARKER TISCHAUSER PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

Wisconsin Department of Transportation

Dedicated people creating transportation solutions
through innovation and exceptional service.

http://www.dot.wisconsin.gov

SUP

PROJECT ID: **1180-01-72**

WITH: 1180-00-81, 1180-05-74

COUNTY: **DOUGLAS**

SEPTEMBER 2026

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 = 248



31

N

DESIGN DESIGNATION

A.A.D.T.	2027	=	6,330
A.A.D.T.	2047	=	7,040
D.H.V.		=	1,310
D.D.		=	61/39
T.		=	17.1
DESIGN SPEED		=	55 MPH
ESALS		=	2,010,000

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

SUPERIOR - WENTWORTH

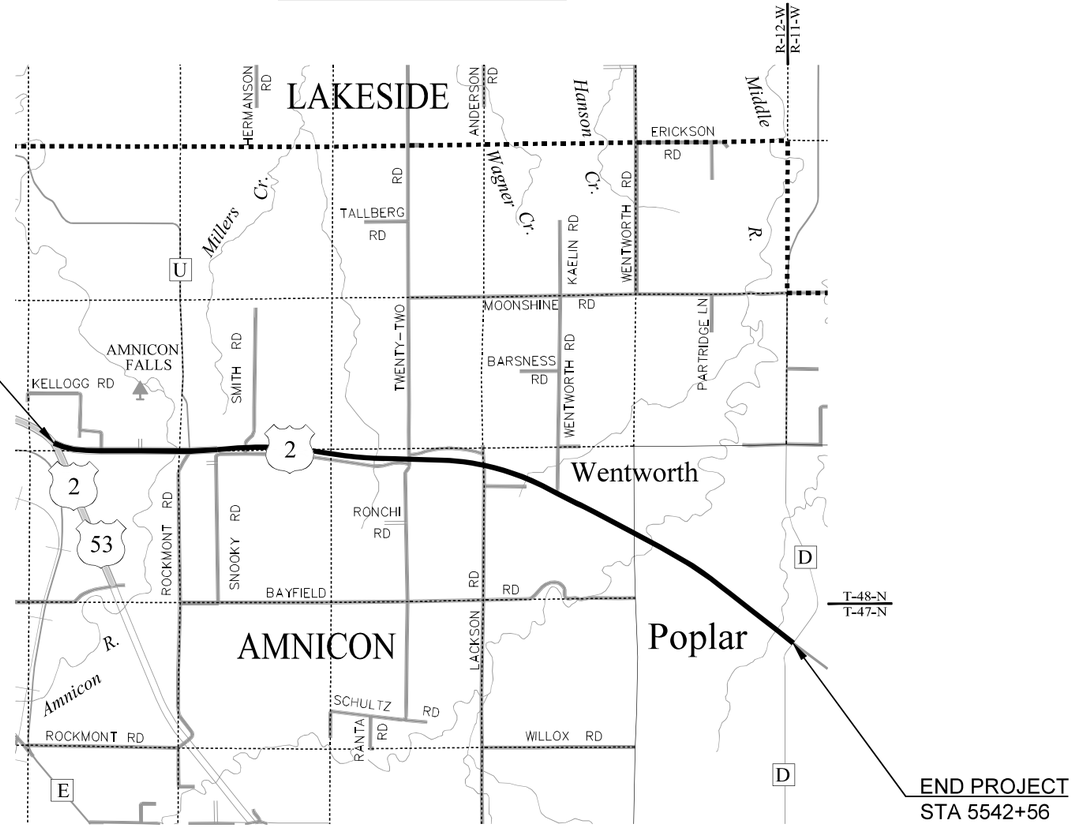
USH 53 S TO CTH D

USH 2

DOUGLAS COUNTY

STATE PROJECT NUMBER
1180-01-72

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
1180-01-72		



LAYOUT

SCALE 0 1 MI

TOTAL NET LENGTH OF CENTERLINE = 5.100 MI

HORIZONTAL POSITIONS SHOWN ON THIS PLAN ARE WISCONSIN COORDINATE REFERENCE SYSTEM (WISCRS), DOUGLAS COUNTY, NAD83 (2011), IN U.S. SURVEY FEET. POSITIONS SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES ARE THE SAME AS GROUND DISTANCES.

ELEVATIONS ARE REFERENCED TO NAVD 88 (2012). GPS DERIVED ELEVATIONS ARE BASED ON GEOID 18

CONVENTIONAL SYMBOLS

PLAN

- CORPORATE LIMITS
- PROPERTY LINE
- LOT LINE
- LIMITED HIGHWAY EASEMENT
- EXISTING RIGHT OF WAY
- PROPOSED OR NEW R/W LINE
- SLOPE INTERCEPT
- REFERENCE LINE (300'EB')
- EXISTING CULVERT
- PROPOSED CULVERT (Box or Pipe)
- COMBUSTIBLE FLUIDS (CAUTION)
- MARSH AREA
- WOODED OR SHRUB AREA

PROFILE

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

UTILITIES

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

emcs

327 N 17th Avenue, Suite 304
Wausau, WI 54401
Phone: 715-845-1081
Fax: 414-347-1347

WISCONSIN PROFESSIONAL ENGINEER
ERIK M. OLESON
E-43597
WAUSAU, WI

4/8/2026 (Date)

Erik M. Oleson (Signature)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY

Surveyor	WISDOT & EMCS, INC.
Designer	EMCS, INC.
Project Manager	KAREN RICHARDSON, KL ENGINEERING
Regional Examiner	WISDOT NW REGION
Regional Supervisor	JEFFREY OLSON, PE

APPROVED FOR THE DEPARTMENT Jeffrey G. Olson (Signature)

Digitally signed by Jeffrey G. Olson
Date: 2026.04.09 09:01:28 -05'00'

DATE:

E

FILE NAME : P:\55XX\5586.DP.23.USH2.DOU\CADDS\11800172\SHEETS\010101-TI.DWG

PLOT DATE : 4/8/2026 1:49 PM

PLOT BY : ERIK OLESON

PLOT NAME :

GENERAL NOTES

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

FINAL MARKING WILL BE COMPLETED UNDER THIS ID THROUGH THE TIED CULVERT PROJECTS - ID 1180-00-81 AND ID 1180-05-74 WORK AREA.

FINAL RUMBLE STRIP RESTORATION WILL BE COMPLETED UNDER THIS ID THROUGH THE TIED CULVERT PROJECTS - ID 1180-00-81 AND ID 1180-05-74 WORK AREA.

THE TRI-COUNTY CORRIDOR TRAIL IS LOCATED LEFT OF USH 2 AT THE BEGIN PROJECT LIMITS, CROSSES USH 2 NEAR STA 5430+30, AND CONTINUES ALONG THE SOUTH SIDE OF USH 2 THROUGH THE END PROJECT LIMITS.

THE SURVEY DATA AND EXISTING SURFACE USED FOR THE MILLING PROFILE DEVELOPMENT WAS PROVIDED BY WISDOT FROM SURVEY PERFORMED IN 2024. PRIOR TO BEGINNING THE PROFILE MILLING, VERIFY THE EXISTING ROADWAY ELEVATIONS IN THE PLANS MATCH THE CURRENT PAVEMENT SURFACE IN THE FIELD.

3D CONTROL POINTS IN THE TABLE BELOW WERE PROVIDED BY WISDOT. SET ADDITIONAL CONTROL AS NEEDED TO COMPLETE REMOVING ASPHALTIC SURFACE PROFILE MILLING. ADDITIONAL CONTROL IS INCIDENTAL TO REMOVING ASPHALTIC SURFACE PROFILE MILLING.

POINT NUMBER	POINT DESCRIPTION	NORTHING	EASTING	ELEVATION
1000	SOUTH RANGE GPS	262364.833	177157.786	774.299
1001	AMNICON GPS	244620.498	207293.262	1097.834
1002	G 209	225274.740	227296.303	987.020
1003	LAKESIDE C GPS	278415.904	223500.350	783.656

ORDER OF SECTION 2 DETAIL SHEETS

PROJECT OVERVIEW
TYPICAL SECTIONS
CONSTRUCTION DETAILS
MARKING
TRAFFIC CONTROL

ALIGNMENT DESCRIPTION

USH 2 EB: STA 6279+09 - STA 6325+80
USH 2 WB: STA 5273+29 - STA 5325+75
USH 2: STA 5325+75 - STA 5542+56

UTILITIES

COMMUNICATIONS

BRIGHTSPEED OF NORTH CENTRAL WISCONSIN, LLC
TAYLOR AYLESWORTH
135 N 21ST STREET
SUPERIOR, WI 54880
PHONE: (980) 376-1577
EMAIL: TAYLOR.AYLESWORTH@BRIGHTSPEED.COM

BRIGHTSPEED OF NORTHWEST WISCONSIN, LLC
TAYLOR AYLESWORTH
135 N21ST STREET
SUPERIOR, WI 54880
PHONE: (980) 376-1577
EMAIL:TAYLOR.AYLESWORTH@BRIGHTSPEED.COM

MERIT NETWORK, INC.
JOHN SITKA
880 TECHNOLOGY DR, SUITE B
ANN ARBOR, MI 48108-8963
PHONE: (616) 970-1703
EMAIL: JCSITKA@MERIT.EDU

SPECTRUM MID-AMERICA, LLC
WESLEY SOAR
640 GARFIELD AVENUE
DULUTH, MN 55802
PHONE: (218) 522-0197
EMAIL: WESLEY.SOAR@CHARTER.COM

ELECTRIC

DAHLBERG LIGHT AND POWER COMPANY
JAMES DAHLBERG
9221 E MAIN
PO BOX 300
SOLON SPRINGS, WI 54873-0300
PHONE: (715) 816-4153
EMAIL: JIMDAHLBERG@DAHLBERGLIGHTANDPOWER.COM

GAS/PETROLEUM

SUPERIOR WATER, LIGHT AND POWER COMPANY
KEVIN DOUVILLE
2915 HILL AVE
SUPERIOR, WI 54880
PHONE: (218) 340-9408
EMAIL: KDOUVILLE@SWLP.COM

SANITARY SEWER

VILLAGE OF POPLAR
JOSH PEARSON
89420 TURNER RD
BAYFIELD, WI 54814
PHONE: (715) 209-7327

RUNOFF COEFFICIENT TABLE

LAND USE:	HYDROLOGIC SOIL GROUP A SLOPE RANGE (PERCENT) 0-2	A 2-6	A 6 & OVER	B 0-2	B 2-6	B 6 & OVER	C 0-2	C 2-6	C 6 & OVER	D 0-2	D 2-6	D 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 STRIPTURF:	.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 SLOPETURF:			.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 = 219.49 ACRES
TOTAL AREA EXPECTED TO BE DISTURBED BY CONSTRUCTION ACTIVITIES = 0.78 ACRES

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

OTHER CONTACTS

DESIGNER CONTACT

EMCS, INC.
327 N 17TH AVE, SUITE 304
WAUSAU, WI 54401
OFFICE: (715) 845-1081

WISDOT DESIGN CONTACT

KAREN RICHARDSON, PE
KL ENGINEERING, INC.
5400 KING JAMES WAY, SUITE 200
MADISON, WI 53719
(608) 310-3282
KAREN.RICHARDSON@KLENGINEERING.COM

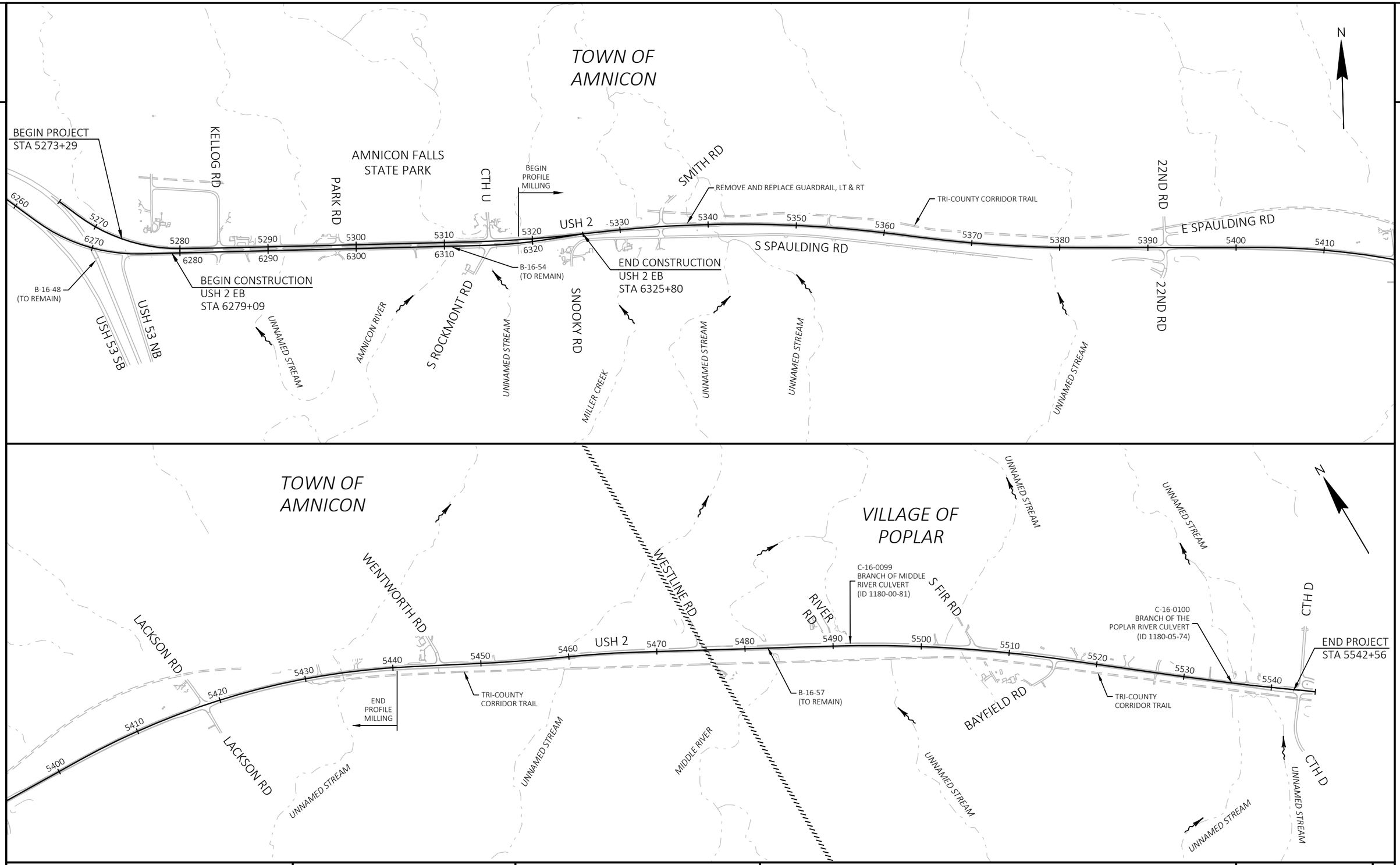
WDNR LIAISON

AMY CRONK
DNR NORHTERN REGION HEADQUARTERS
810 WEST MAPLE STREET
SPOONER, WI 54801
(715) 520-3976
AMY.CRONK@WISCONSIN.GOV

TRI-COUNTY CORRIDOR COMMISSION

PAT FAUST
COMMISSIONER
(715)682-0638
TRICOUNTYCORRIDOR@OUTLOOK.COM

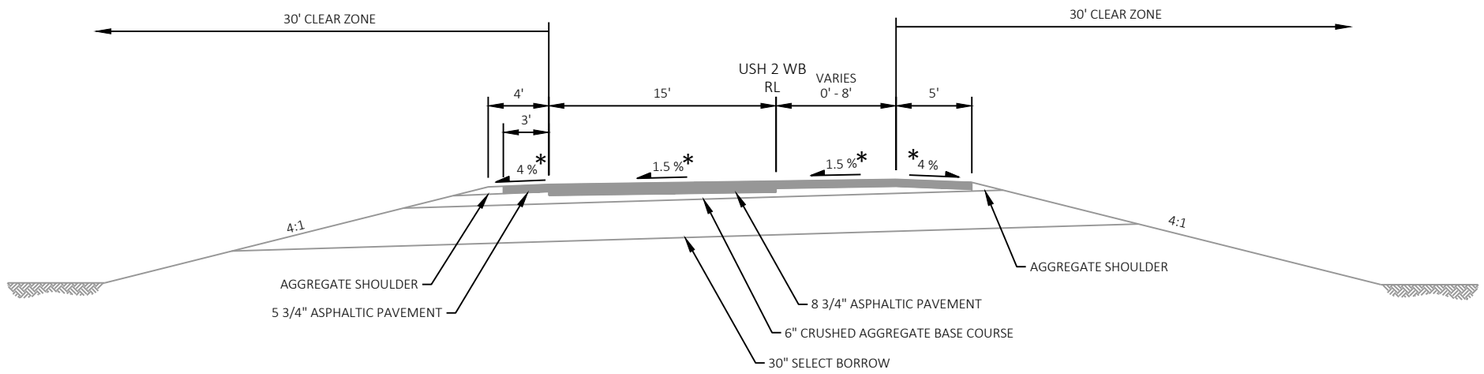
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PROJECT NO: 1180-01-72	HWY: USH 2	COUNTY: DOUGLAS	PROJECT OVERVIEW	SHEET 3	E

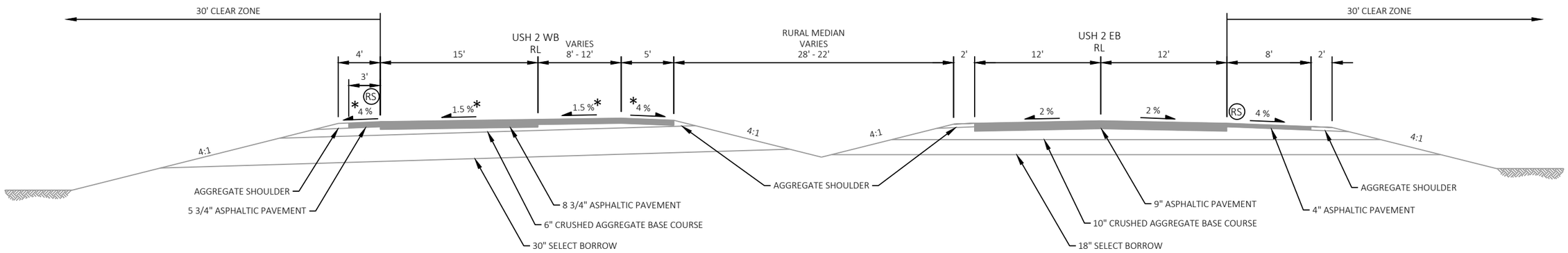
FILE NAME : P:\55XX\5586.DP.23.USH2.DOU\CADDS\11800172\SHEETS\020201-PO.DWG
LAYOUT NAME - 01
PLOT DATE : 4/22/2026 3:26 PM
PLOT BY : PARKER TISCHAUSER
PLOT NAME :
PLOT SCALE : 1 IN:1000 FT
WISDOT/CADDS SHEET 42

2



EXISTING TYPICAL SECTION
USH 2

STA 5273+29 - STA 5279+07



EXISTING TYPICAL SECTION
USH 2

STA 5279+07 - STA 5280+00
STA 6279+09 - STA 6280+00

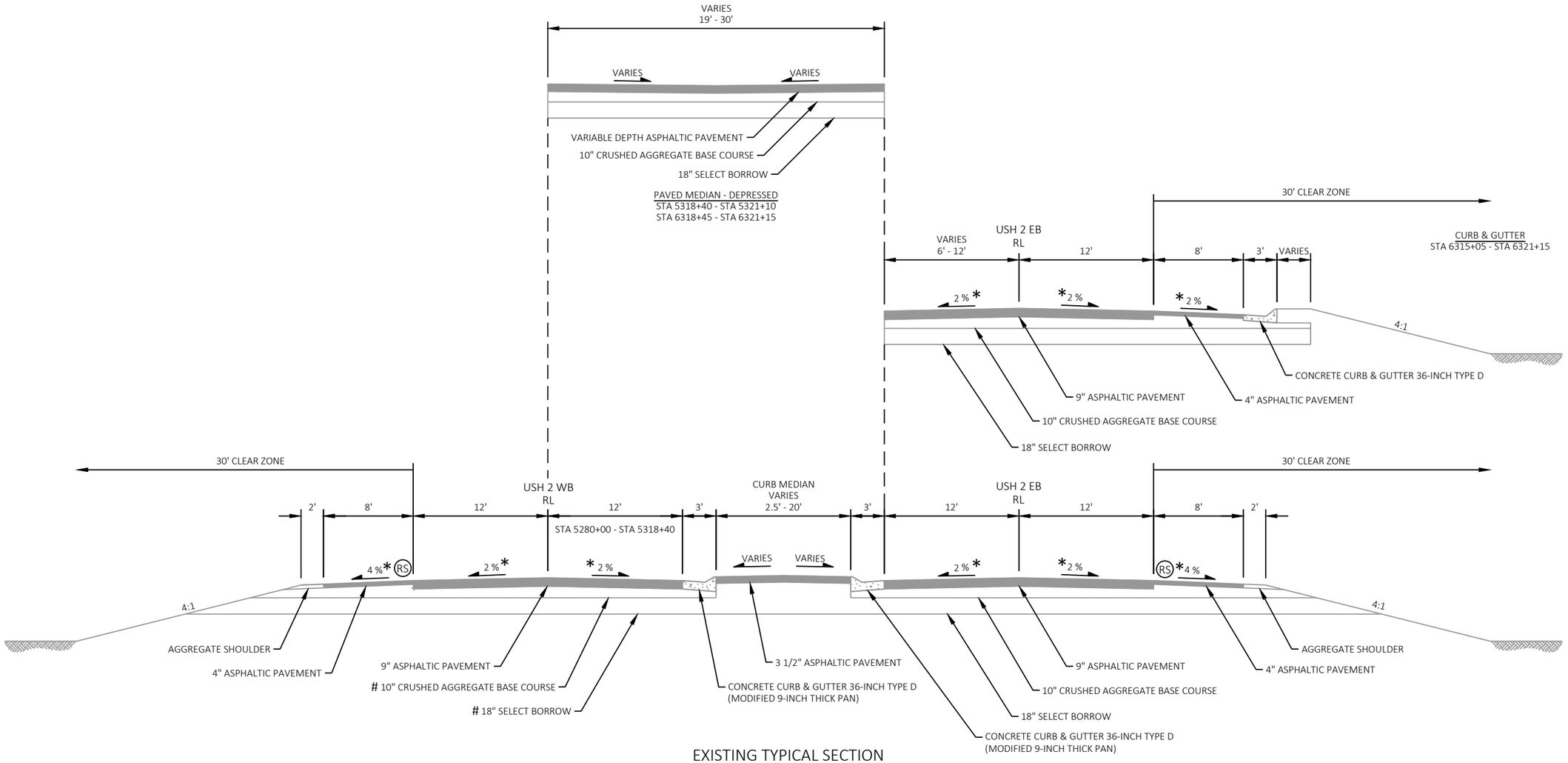
NOTES

* CROSS SLOPE VARIES DUE TO SUPERELEVATION

(RS) EXISTING RUMBLE STRIPS PRESENT

PROJECT NO: 1180-01-72	HWY: USH 2	COUNTY: DOUGLAS	TYPICAL SECTIONS	SHEET 4	E

2



EXISTING TYPICAL SECTION
USH 2

STA 5280+00 - STA 5321+10
STA 6280+00 - STA 6321+15

NOTES

SEE SECTION 5 PLAN SHEETS FOR EXISTING TURN LANE LOCATIONS

SEE CONSTRUCTION DETAILS AND SECTION 5 PLAN SHEETS FOR LOCATIONS OF EXISTING GUARDRAIL

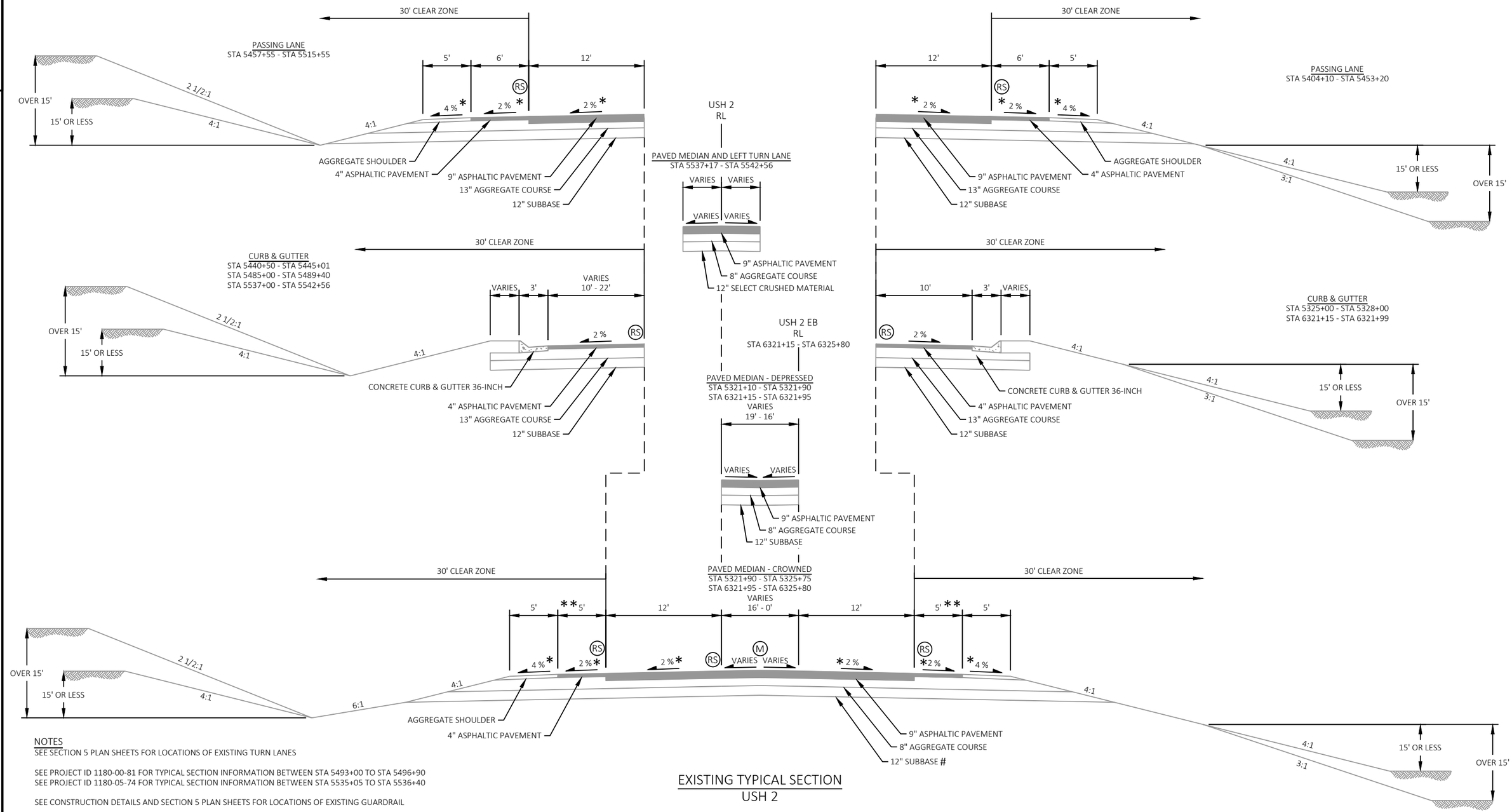
\# PAVEMENT STRUCTURE IS 8" CRUSHED AGGREGATE BASE COURSE, AND 12" SELECT BORROW FROM STA 5281+85 - STA 5312+00, LT

* CROSS SLOPE VARIES DUE TO SUPERELEVATION

(RS) EXISTING RUMBLE STRIPS PRESENT

PROJECT NO: 1180-01-72	HWY: USH 2	COUNTY: DOUGLAS	TYPICAL SECTIONS	SHEET 5	E

2



NOTES

SEE SECTION 5 PLAN SHEETS FOR LOCATIONS OF EXISTING TURN LANES

SEE PROJECT ID 1180-00-81 FOR TYPICAL SECTION INFORMATION BETWEEN STA 5493+00 TO STA 5496+90
SEE PROJECT ID 1180-05-74 FOR TYPICAL SECTION INFORMATION BETWEEN STA 5535+05 TO STA 5536+40

SEE CONSTRUCTION DETAILS AND SECTION 5 PLAN SHEETS FOR LOCATIONS OF EXISTING GUARDRAIL

\# PAVEMENT STRUCTURE CONSTRUCTED WITH SELECT CRUSHED MATERIAL IN PLACE OF SUBBASE FROM STA 5391+00 - STA 5542+50

* CROSS SLOPE VARIES DUE TO SUPERELEVATION

** 8' PAVED SHOULDER FROM STA 5321+10 - STA 5326+45, LT AND STA 5321+96 - STA 5341+89, RT

(RS) EXISTING RUMBLE STRIPS PRESENT

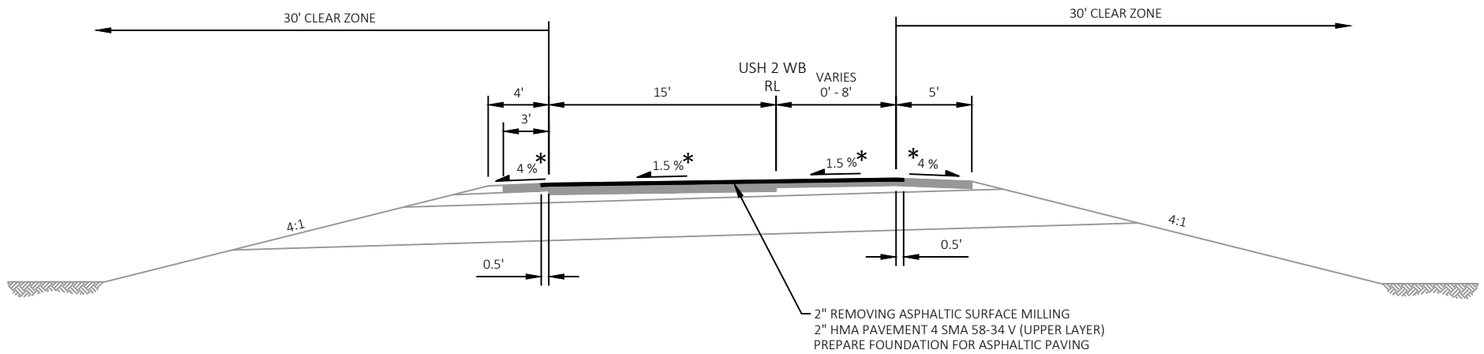
(M) NO MEDIAN PRESENT FROM STA 5325+75 - STA 5537+17

EXISTING TYPICAL SECTION
USH 2

STA 5321+10 - STA 5542+56
STA 6321+15 - STA 6325+80

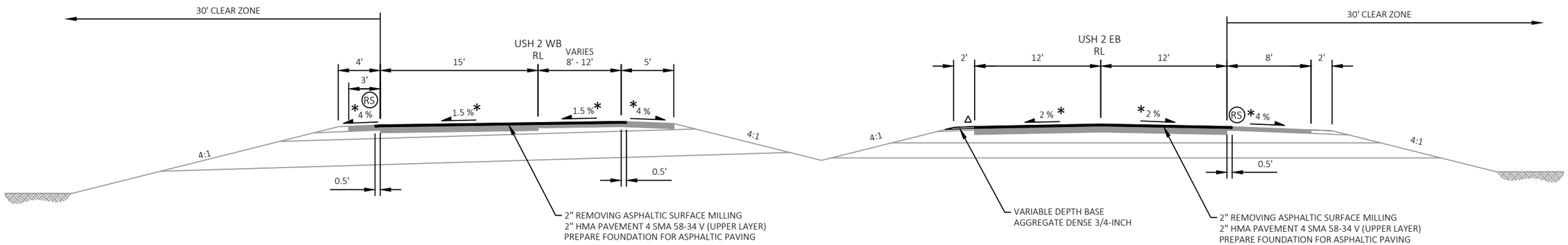
PROJECT NO: 1180-01-72	HWY: USH 2	COUNTY: DOUGLAS	TYPICAL SECTIONS	SHEET 6	E

2



FINISHED TYPICAL SECTION
USH 2

STA 5273+29 - STA 5279+07



FINISHED TYPICAL SECTION
USH 2

STA 5279+07 - STA 5280+00
STA 6279+09 - STA 6280+00

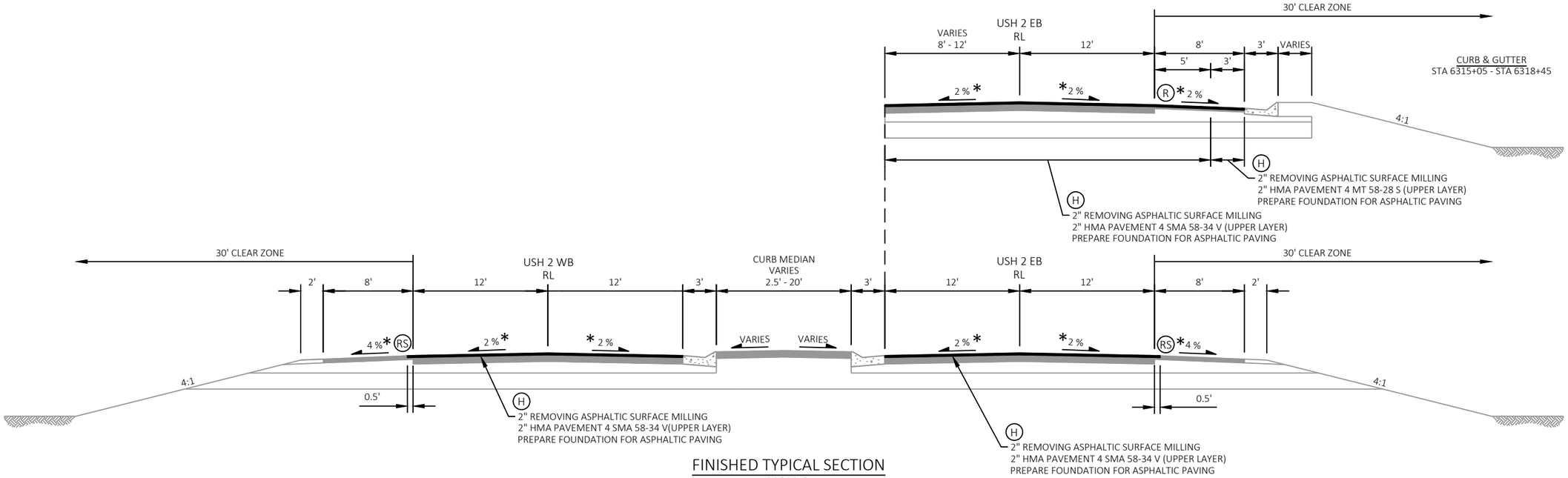
NOTES

* CROSS SLOPE VARIES DUE TO SUPERELEVATION

(RS) EXISTING RUMBLE STRIPS TO REMAIN

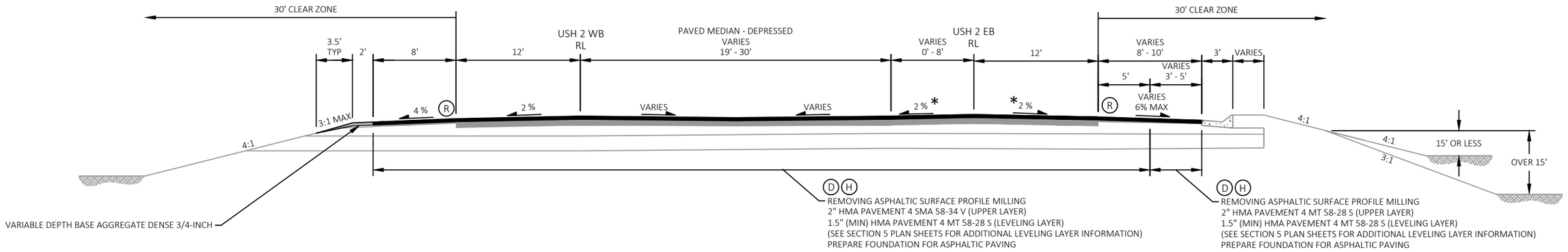
△ PAVEMENT SAFETY EDGE REQUIRED FOR PAVED SHOULDERS 3' OR LESS, SEE SDD "SAFETY EDGE"

PROJECT NO: 1180-01-72	HWY: USH 2	COUNTY: DOUGLAS	TYPICAL SECTIONS	SHEET 7	E



FINISHED TYPICAL SECTION
USH 2

STA 5280+00 - STA 5318+40
STA 6280+00 - STA 6318+45



FINISHED TYPICAL SECTION
USH 2

STA 5318+40 - STA 5321+10
STA 6318+45 - STA 6321+15

NOTES

SEE SECTION 5 PLAN SHEETS FOR EXISTING TURN LANE LOCATIONS

* CROSS SLOPE VARIES DUE TO SUPERELEVATION

(RS) EXISTING RUMBLE STRIPS TO REMAIN

(R) ASPHALTIC RUMBLE STRIPS, SEE SDD FOR "SHOULDER RUMBLE STRIPS - ASPHALT" OR "CENTERLINE RUMBLE STRIPS - ASPHALT" FOR ADDITIONAL INFORMATION

(D) SEE SPECIAL PROVISIONS FOR REQUIREMENTS FOR REMOVING ASPHALTIC SURFACE PROFILE MILLING, MILLING DEPTHS VARY BASE ON PROPOSED PROFILE, SEE PLAN AND PROFILE SHEET AND CROSS SECTIONS FOR ADDITIONAL INFORMATION

(H) CONTINUE HMA PAVEMENT 4 SMA 58-34 V AT SHOWN WIDTHS THROUGH SIDE ROADS, PAVED MEDIANS, AND TURN LANES IN NORMAL MILLING SEGMENTS. REDUCE PAVING WIDTH TO TRAVEL LANES THROUGH SIDE ROADS AND TURN LANES IN PROFILE MILLING SEGMENTS. USE HMA PAVEMENT 4 MT 58-28 S ON ALL UPPER LAYERS OUTSIDE SMA PAVEMENT.

PROJECT NO: 1180-01-72	HWY: USH 2	COUNTY: DOUGLAS	TYPICAL SECTIONS	SHEET 8	E

2

NOTES

SEE SECTION 5 PLAN SHEETS FOR EXISTING TURN LANE LOCATIONS

(GR) SEE CONSTRUCTION DETAILS - GUARDRAIL FOR LOCATIONS OF PROPOSED GUARDRAIL

* CROSS SLOPE VARIES DUE TO SUPERELEVATION

(P) WHERE PROPOSED SHOULDER PAVING FOR GUARDRAIL IS WIDER THAN EXISTING PAVEMENT EXCAVATE THE EXISTING SHOULDER AGGREGATE WITH PREPARE FOUNDATION FOR ASPHALTIC SHOULDERS AND PLACE THE LOWER LAYER OF HMA PAVEMENT (SEE MISCELLANEOUS QUANTITIES FOR LOCATIONS)

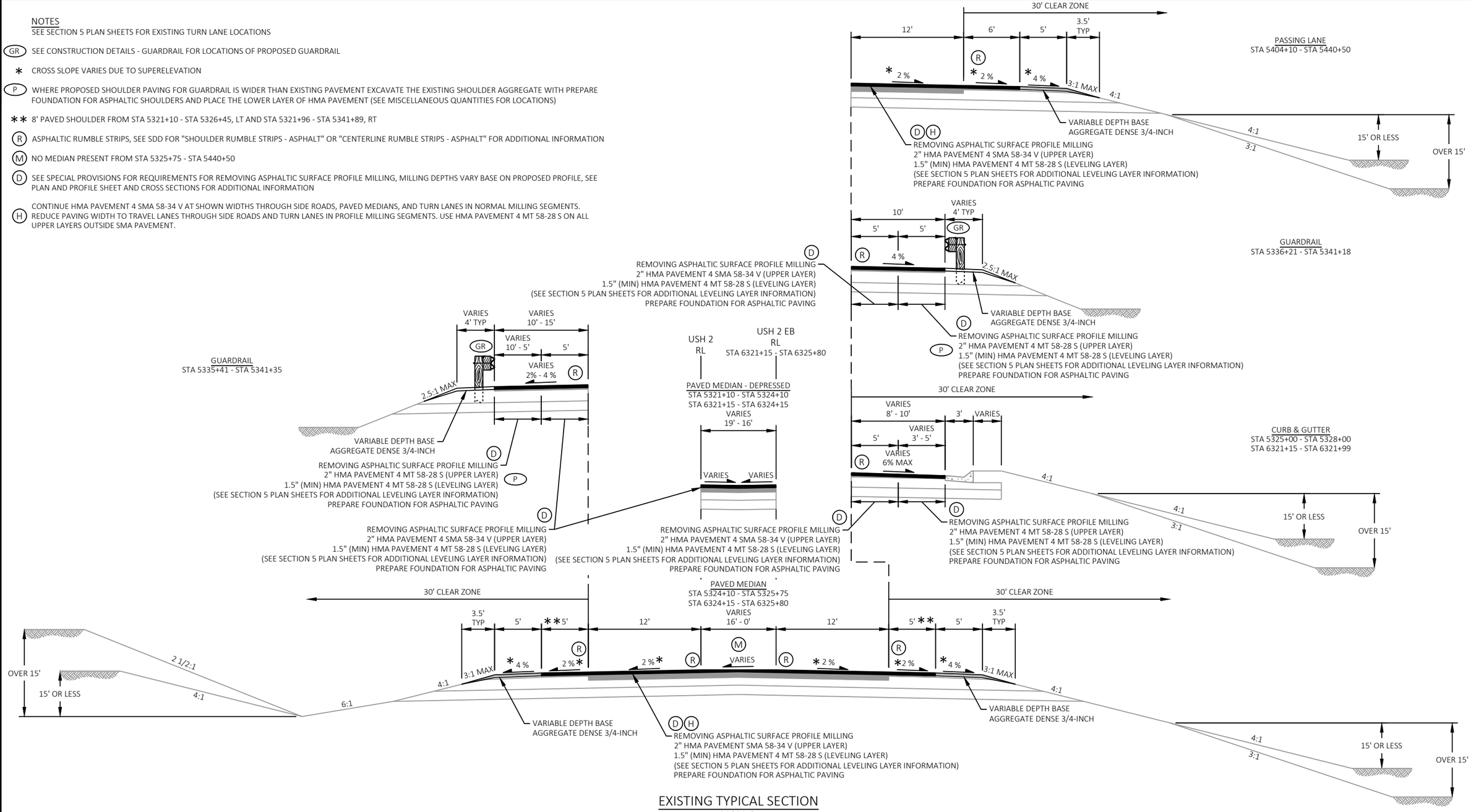
** 8' PAVED SHOULDER FROM STA 5321+10 - STA 5326+45, LT AND STA 5321+96 - STA 5341+89, RT

(R) ASPHALTIC RUMBLE STRIPS, SEE SDD FOR "SHOULDER RUMBLE STRIPS - ASPHALT" OR "CENTERLINE RUMBLE STRIPS - ASPHALT" FOR ADDITIONAL INFORMATION

(M) NO MEDIAN PRESENT FROM STA 5325+75 - STA 5440+50

(D) SEE SPECIAL PROVISIONS FOR REQUIREMENTS FOR REMOVING ASPHALTIC SURFACE PROFILE MILLING, MILLING DEPTHS VARY BASE ON PROPOSED PROFILE, SEE PLAN AND PROFILE SHEET AND CROSS SECTIONS FOR ADDITIONAL INFORMATION

(H) CONTINUE HMA PAVEMENT 4 SMA 58-34 V AT SHOWN WIDTHS THROUGH SIDE ROADS, PAVED MEDIANS, AND TURN LANES IN NORMAL MILLING SEGMENTS. REDUCE PAVING WIDTH TO TRAVEL LANES THROUGH SIDE ROADS AND TURN LANES IN PROFILE MILLING SEGMENTS. USE HMA PAVEMENT 4 MT 58-28 S ON ALL UPPER LAYERS OUTSIDE SMA PAVEMENT.

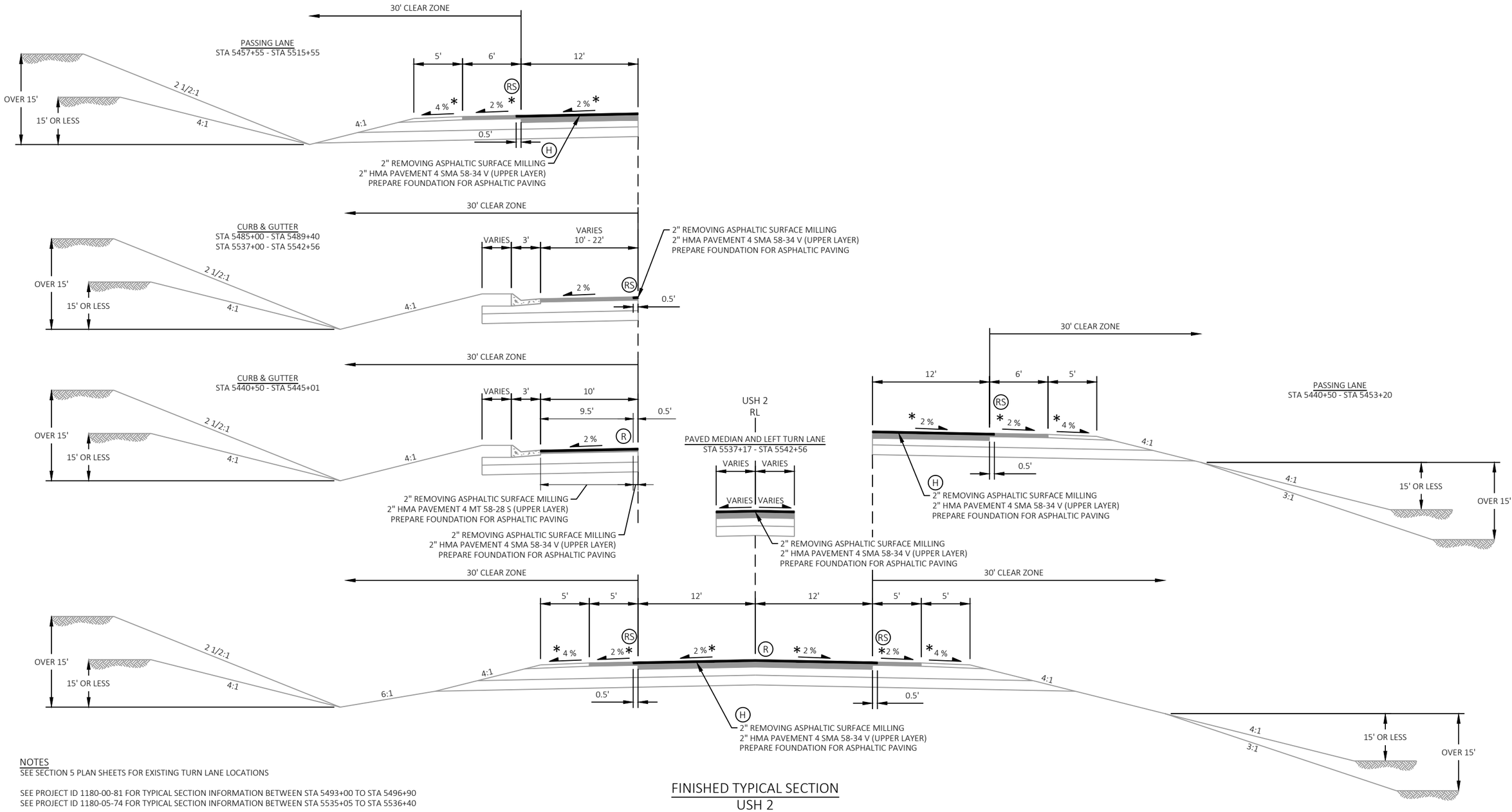


EXISTING TYPICAL SECTION
USH 2

STA 5321+10 - STA 5440+50
STA 6321+15 - STA 6325+80

PROJECT NO: 1180-01-72	HWY: USH 2	COUNTY: DOUGLAS	TYPICAL SECTIONS	SHEET 9	E

2



NOTES

SEE SECTION 5 PLAN SHEETS FOR EXISTING TURN LANE LOCATIONS

SEE PROJECT ID 1180-00-81 FOR TYPICAL SECTION INFORMATION BETWEEN STA 5493+00 TO STA 5496+90
SEE PROJECT ID 1180-05-74 FOR TYPICAL SECTION INFORMATION BETWEEN STA 5535+05 TO STA 5536+40

* CROSS SLOPE VARIES DUE TO SUPERELEVATION

(RS) EXISTING RUMBLE STRIPS TO REMAIN

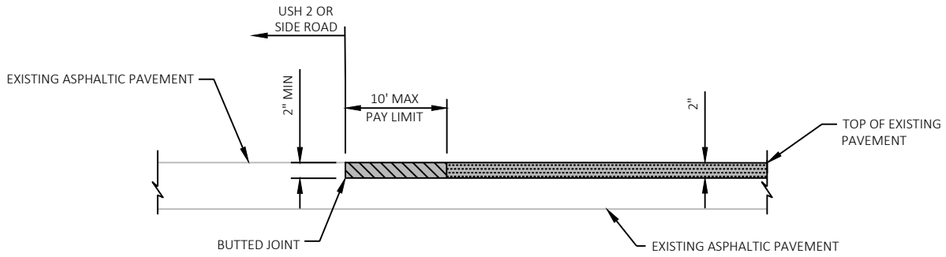
(R) ASPHALTIC RUMBLE STRIPS, SEE SDD FOR "SHOULDER RUMBLE STRIPS - ASPHALT" OR "CENTERLINE RUMBLE STRIPS - ASPHALT" FOR ADDITIONAL INFORMATION

(H) CONTINUE HMA PAVEMENT 4 SMA 58-34 V AT SHOWN WIDTHS THROUGH SIDE ROADS, PAVED MEDIANS, AND TURN LANES IN NORMAL MILLING SEGMENTS. REDUCE PAVING WIDTH TO TRAVEL LANES THROUGH SIDE ROADS AND TURN LANES IN PROFILE MILLING SEGMENTS. USE HMA PAVEMENT 4 MT 58-28 S ON ALL UPPER LAYERS OUTSIDE SMA PAVEMENT.

FINISHED TYPICAL SECTION
USH 2

STA 5440+50 - STA 5542+56

PROJECT NO: 1180-01-72	HWY: USH 2	COUNTY: DOUGLAS	TYPICAL SECTIONS	SHEET 10	E



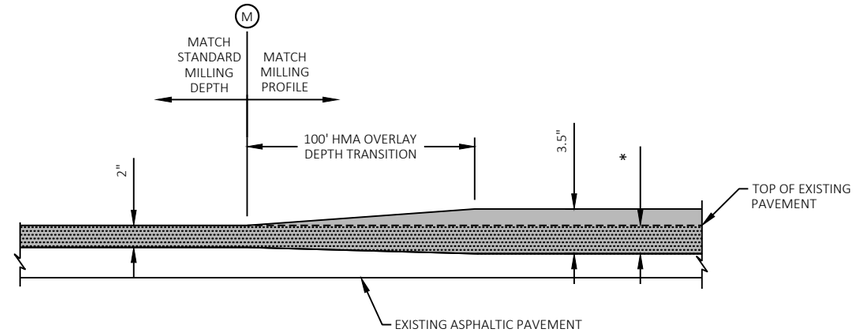
REMOVING ASPHALTIC SURFACE BUTT JOINTS
DO NOT REMOVE MATERIAL UNDER THIS ITEM UNTIL 24 HOURS BEFORE PAVING

REMOVING ASPHALTIC SURFACE MILLING

PROPOSED HMA PAVEMENT OVERLAY

USH 2 AND SIDE ROAD BUTT JOINT DETAIL

STANDARD MILLING SEGMENTS
SEE SECTION 5 PLAN SHEETS FOR LOCATIONS



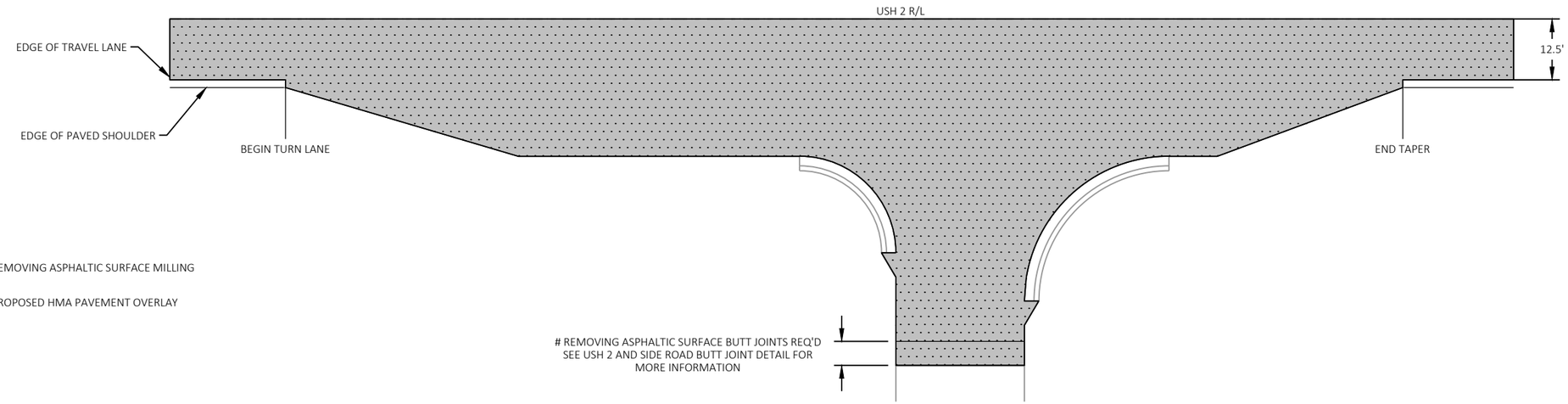
REMOVING ASPHALTIC SURFACE MILLING OR REMOVING ASPHALTIC SURFACE PROFILE MILLING

PROPOSED HMA PAVEMENT OVERLAY

PAVEMENT DEPTH TRANSITION DETAIL

(M) STA 5318+40 (STA 6318+45)
STA 5440+50 (MIRROR DETAIL)

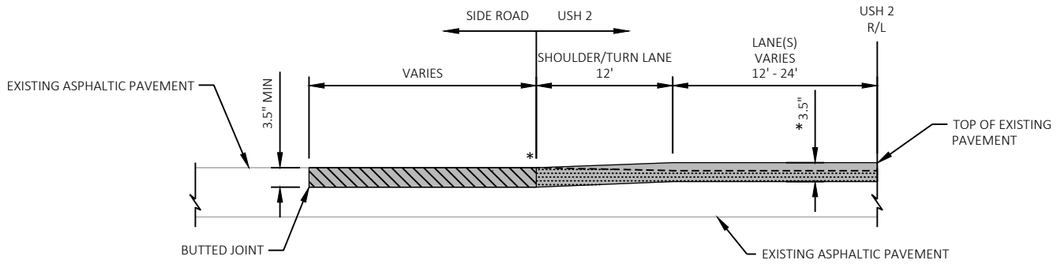
NOTE
* MILLING DEPTH VARIES DUE TO PROFILE MILLING



RURAL INTERSECTION HMA OVERLAY DETAIL

STA 5284+47, LT (KELLOG RD)
STA 5297+92, LT (PARK RD)
STA 5315+08, LT (CTH U)
STA 5314+80, RT (S ROCKMONT RD)
STA 5445+04, LT (WENTWORTH RD)
STA 5474+74, LT (WESTLINE RD)
STA 5489+56, LT (RIVER RD)
STA 5505+50, LT (S FIR RD)
STA 5515+17, RT (BAYFIELD RD)
STA 5542+56, RT (CTH D)

NOTE
MILL TURN LANE AT FULL WIDTH UP TO END PROJECT LIMIT (STA 5542+56)



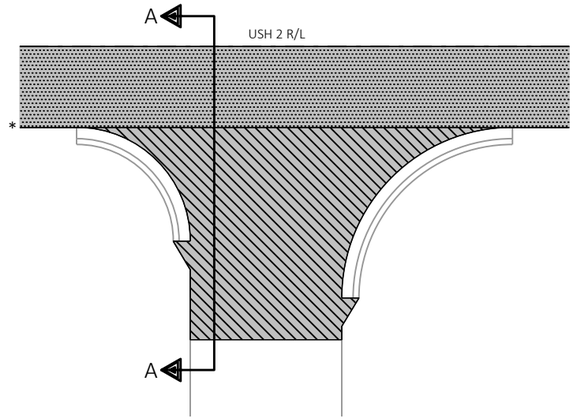
SECTION A-A

REMOVING ASPHALTIC SURFACE BUTT JOINTS
DO NOT REMOVE MATERIAL UNDER THIS ITEM UNTIL 24 HOURS BEFORE PAVING

REMOVING ASPHALTIC SURFACE PROFILE MILLING (VARIABLE DEPTH)

PROPOSED HMA PAVEMENT OVERLAY

*LEVELING LAYER PLUS HMA PAVEMENT UPPER LAYER



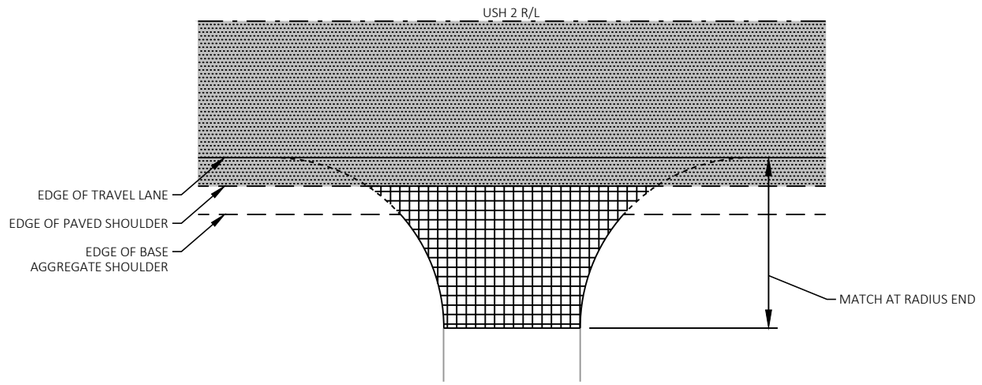
PLAN VIEW

RURAL INTERSECTION PROFILE MILLING AND BUTT JOINT DETAIL

STA 5334+72, LT (SMITH RD)
STA 5334+60, RT (E SPAULDING RD)
STA 5391+93, LT (22ND RD)
STA 5392+00, RT (22ND RD)
STA 5417+88, LT (LACKSON RD)
STA 5418+38, RT (LACKSON RD)

NOTE

* TYPICAL CROSS SLOPE OF USH 2 TRAVEL LANES IS 2%. VARY PAVED SHOULDER CROSS SLOPE OF MILLED SURFACE AND PROPOSED HMA SURFACE TO MATCH EXISTING CURB AT INTERSECTIONS (6% MAX CROSS SLOPE FOR SHOULDER).



VARIABLE DEPTH BASE AGGREGATE DENSE 3/4-INCH

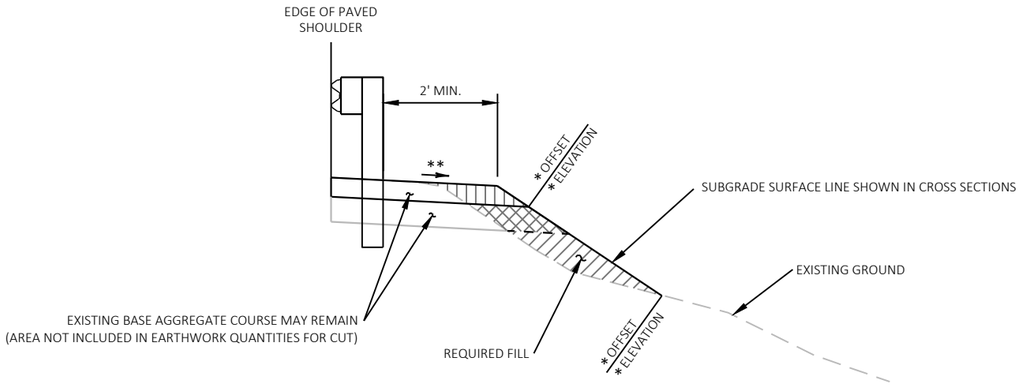
REMOVING ASPHALTIC SURFACE PROFILE MILLING

PROPOSED HMA PAVEMENT OVERLAY

UNPAVED DRIVEWAY DETAIL

PROFILE MILLING SEGMENTS
SEE SECTION 5 PLAN SHEETS FOR DRIVEWAY LOCATIONS

PROJECT NO: 1180-01-72	HWY: USH 2	COUNTY: DOUGLAS	CONSTRUCTION DETAILS	SHEET 12	E



SHOULDER WIDENING EARTHWORK & BASE AGGREGATE FOR GUARDRAIL DETAIL

SEE CONSTRUCTION DETAILS, SECTION 5 PLAN SHEETS, AND CROSS SECTIONS FOR LOCATIONS

NOTES

BENCH FILL AS REQUIRED PER STANDARD SPECIFICATION 205.3.2(4)

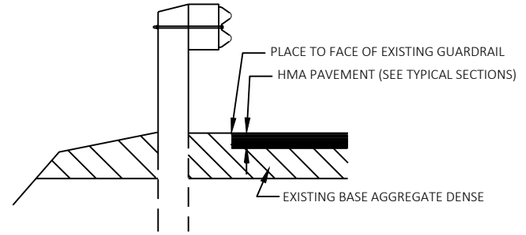
* OFFSET AND ELEVATION PROVIDED TO THESE POINTS ON THE CROSS SECTIONS

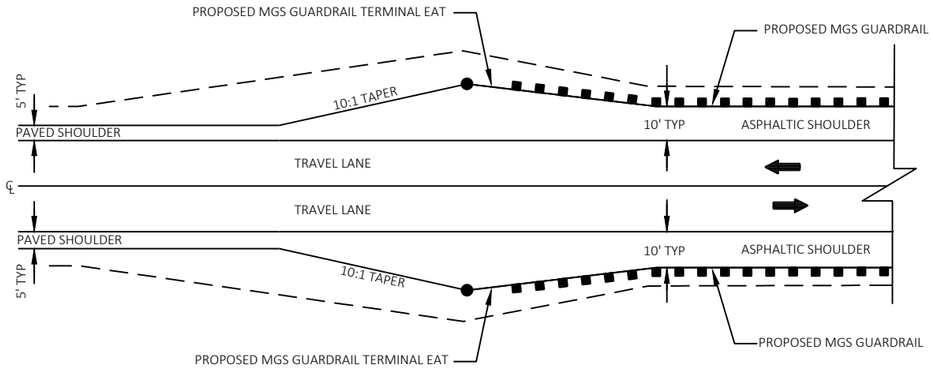
** SLOPE PROVIDED ON CROSS SECTIONS

RESTORE SLOPES WITH TOPSOIL, SEED, FERTILIZER, AND EMAT

LEGEND

- NEW BASE AGGREGATE DENSE 3/4-INCH
- NEW BASE AGGREGATE DENSE 1 1/4-INCH
- FILL

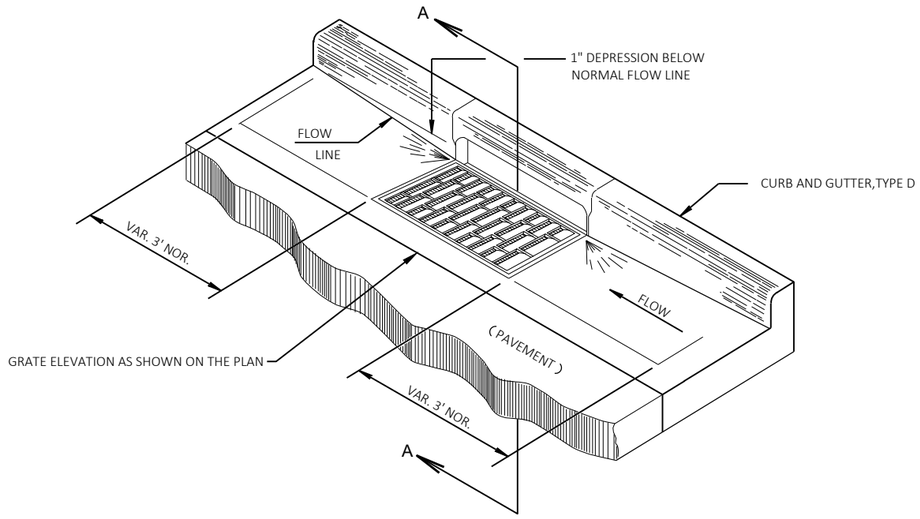


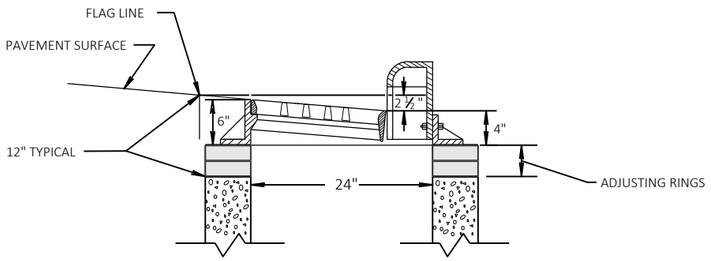


PAVED SHOULDER AT GUARDRAIL DETAIL

NOTE

SEE CONSTRUCTION DETAILS, SECTION 5 PLANS, AND SDD "MIDWEST GUARDRAIL SYSTEM (MGS) TERMINAL" FOR ADDITIONAL INFORMATION



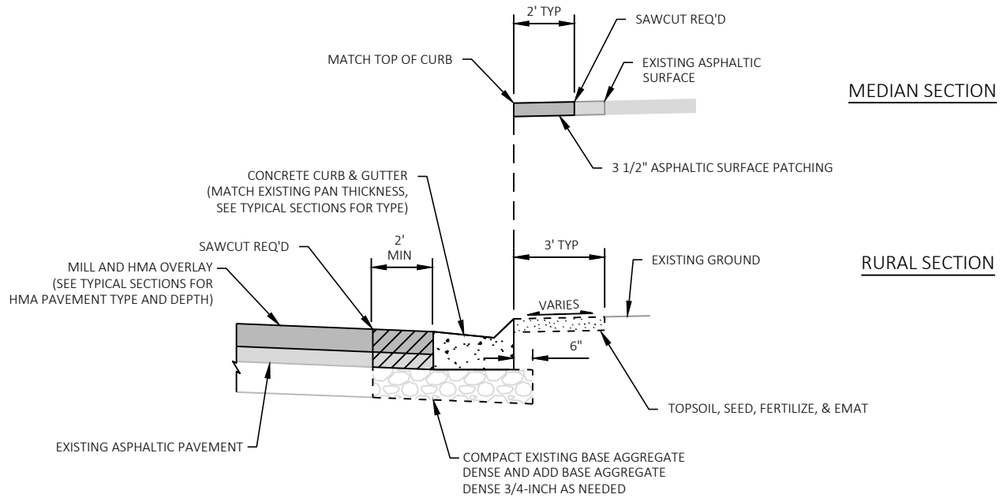


SECTION A-A

CONCRETE CURB AND GUTTER AT INLETS DETAIL

(TYPE 2X3-FT / H INLET SHOWN)

FOR STANDARD INLET ADJUSTMENTS
SEE SECTION 5 PLAN SHEETS FOR LOCATIONS
STA 5311+10
STA 6303+80



VARIABLE DEPTH ASPHALTIC SURFACE PATCHING
(MATCH EXISTING PAVEMENT DEPTH)

DETAIL OF CURB & GUTTER REPLACEMENT

SEE SECTION 5 PLAN SHEETS AND CONSTRUCTION DETAILS FOR
CURB & GUTTER REPLACEMENT LOCATIONS

NOTES
COMPLETE CURB & GUTTER REPLACEMENTS AND ASPHALTIC SURFACE PATCHING PRIOR TO THE MILL AND OVERLAY

FOR DETAILS NOT SHOWN, SEE SDD "CONCRETE CURB AND GUTTER"

2

LEGEND

- EROSION MAT CLASS 1 TYPE B
- EROSION MAT URBAN CLASS 1 TYPE B
- RIPRAP MEDIUM
- SILT FENCE
- SLOPE INTERCEPT
- DELINEATED WETLAND BOUNDARY
- TEMPORARY DITCH CHECK
- EROSION BALES
- SURFACE WATER FLOW
- ASPHALTIC SURFACE PATCHING
- PERMITTED WETLAND IMPACTS

NOTES

DISTURBED AREAS WITHIN THE RIGHT-OF-WAY, EXCEPT THE AREAS WITHIN THE FINISHED SHOULDER POINTS, SHALL BE FERTILIZED, SEEDED, TOPSOILED AND COVERED WITH EROSION MAT.

PLACE SILT FENCE WITHIN 1-FT TO 3-FT OF THE SLOPE INTERCEPT IN WETLAND AREAS.

INSTALL EROSION BALES DIRECTLY ADJACENT TO SILT FENCE ON THE NON-FLOW SIDE FOR SILT FENCE REINFORCEMENT. EROSION BALE INSTALLATION LENGTH IS 20' FOR EACH LOCATION OR AS DIRECTED BY THE ENGINEER. SEE DETAIL OF EROSION BALES FOR SHEET FLOW IN SDD "TYPICAL INSTALLATIONS OF EROSION BALES/TEMPORARY DITCH CHECKS" FOR ADDITIONAL INFORMATION.

N

TRI-COUNTY CORRIDOR TRAIL

UNNAMED STREAM

STA 5335+59 - STA 5341+29, LT
REMOVING GUARDRAIL

STA 5335+60 - STA 5341+28, LT
MGS GUARDRAIL 3
MGS GUARDRAIL 3K
MGS GUARDRAIL TERMINAL EAT

SPECTRUM
(COMMUNICATION)

+40
79', LT

SMITH RD

BRIGHTSPEED OF NORTH CENTRAL WISCONSIN, LLC
BRIGHTSPEED OF NORTHWEST WISCONSIN, LLC
(COMMUNICATION)

DAHLBERG LIGHT AND POWER COMPANY
(ELECTRIC)

+96
46', LT
876.57

END SECTION REQ'D

RIPRAP

MGS 3 MGS 3K

POST

MGS 3K MGS 3

R55'

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

+18
29', LT
877.42

+40
24', LT
877.61

+60
29', LT

+85
28', LT

+10
27', LT

+13
27', LT

+88

+00

USH 2

5333+00 5334+00 5335+00 5336+00 5337+00 5338+00 5339+00

MGS 3 MGS 3K

+82

+21
23', RT

+35
24', RT

+60
23', RT

+85
22', RT

+88
22', RT

+13

NO PASSING ZONE

MOVE

STA 5336+85 - STA 5340+95, RT
REMOVING GUARDRAIL

STA 5336+35 - STA 5340+92, RT
MGS GUARDRAIL 3
MGS GUARDRAIL 3 K
MGS GUARDRAIL TERMINAL EAT

POST

POST

E SPAULDING RD

MERIT NETWORK, INC.
(COMMUNICATION)

FO

OH

POST

GUY

EX R/W

DAHLBERG LIGHT AND POWER COMPANY
(ELECTRIC)
SPECTRUM
(COMMUNICATION)

PROJECT NO: 1180-01-72	HWY: USH 2	COUNTY: DOUGLAS	CONSTRUCTION DETAILS - GUARDRAIL	SHEET 15	E

2

LEGEND

- EROSION MAT CLASS 1 TYPE B
- EROSION MAT URBAN CLASS 1 TYPE B
- RIPRAP MEDIUM
- SILT FENCE
- SLOPE INTERCEPT
- DELINEATED WETLAND BOUNDARY
- TEMPORARY DITCH CHECK
- EROSION BALES
- SURFACE WATER FLOW
- ASPHALTIC SURFACE PATCHING
- PERMITTED WETLAND IMPACTS

NOTES

DISTURBED AREAS WITHIN THE RIGHT-OF-WAY, EXCEPT THE AREAS WITHIN THE FINISHED SHOULDER POINTS, SHALL BE FERTILIZED, SEEDED, TOPSOILED AND COVERED WITH EROSION MAT.

PLACE SILT FENCE WITHIN 1-FT TO 3-FT OF THE SLOPE INTERCEPT IN WETLAND AREAS.

INSTALL EROSION BALES DIRECTLY ADJACENT TO SILT FENCE ON THE NON-FLOW SIDE FOR SILT FENCE REINFORCEMENT. EROSION BALE INSTALLATION LENGTH IS 20' FOR EACH LOCATION OR AS DIRECTED BY THE ENGINEER. SEE DETAIL OF EROSION BALES FOR SHEET FLOW IN SDD "TYPICAL INSTALLATIONS OF EROSION BALES/TEMPORARY DITCH CHECKS" FOR ADDITIONAL INFORMATION.

N

2

SPAULDING RD
SMITH RD
MOVE

UNNAMED STREAM

TRI-COUNTY CORRIDOR TRAIL

ADOPT A HIGHWAY
POPLAR WENTWORTH LIONS CLUB
MOVE

STA 5335+59 - STA 5341+29, LT
REMOVING GUARDRAIL

STA 5335+60 - STA 5341+28, LT
MGS GUARDRAIL 3
MGS GUARDRAIL 3 K
MGS GUARDRAIL TERMINAL EAT

POST
MGS 3K, MGS 3
+00
+75 22', LT
+78 22', LT
+03 23', LT
+28 24', LT
+35 23', LT
+47

5339+00 5340+00 5341+00 USH 2 5342+00 5343+00 5344+00

MGS 3K, MGS 3
+14
+26 22', RT
+42 23', RT
+67 24', RT
+92 24', RT
+18 22', RT
+18

POST
RIPRAP
+09 69', RT
+11 79', RT
+88 73', RT
+55 73', RT
+89 80', RT
+54 77', RT
+59 76', RT
+60 70', RT
RIPRAP
POST

STA 5336+85 - STA 5340+95, RT
REMOVING GUARDRAIL

STA 5336+35 - STA 5340+92, RT
MGS GUARDRAIL 3
MGS GUARDRAIL 3 K
MGS GUARDRAIL TERMINAL EAT

PLACE RIPRAP MEDIUM ONLY, NO GEOTEXTILE FABRIC REQUIRED
1' MAXIMUM THICKNESS

E SPAULDING RD

DAHLBERG LIGHT AND POWER COMPANY
(ELECTRIC)
SPECTRUM
(COMMUNICATION)

OH
EX R/W

PROJECT NO: 1180-01-72	HWY: USH 2	COUNTY: DOUGLAS	CONSTRUCTION DETAILS - GUARDRAIL	SHEET 16	E

FILE NAME : P:\55XX\5586.DP.23.USH2.DOU\CADDS\11800172\SHEETS\021002-CD.DWG
LAYOUT NAME - 02

PLOT DATE : 4/22/2026 3:33 PM PLOT BY : PARKER TISCHAUSER PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

LEGEND

- EROSION MAT CLASS 1 TYPE B
- ASPHALTIC SURFACE
- SLOPE INTERCEPT
- DELINEATED WETLAND BOUNDARY
- RIPRAP LIGHT
- TEMPORARY DITCH CHECK
- SURFACE WATER FLOW
- INLET PROTECTION TYPE D
- PERMITTED WETLAND IMPACTS
- XXXXXXXX SAWING ASPHALT

N

USH 2

5434+00 5435+00 5436+00

SS

B B

SETTLEMENT REPAIR (SEE DETAIL)

RIPRAP LIGHT - 6' X 19' (SEE DETAIL)

+24 35', RT
+30 35', RT
+21 39', RT
+33 39', RT
C C
+21 47', RT
+33 47', RT
+24 53', RT
+30 53', RT
+51 56', RT
A A
+11 55', RT
+11 59', RT
+51 60', RT
+31 63', RT

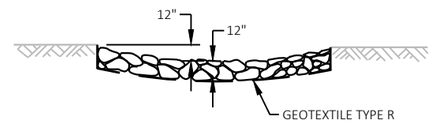
INLET GRADING (SEE DETAIL)

TRI-COUNTY CORRIDOR TRAIL

EX R/W

NOTE

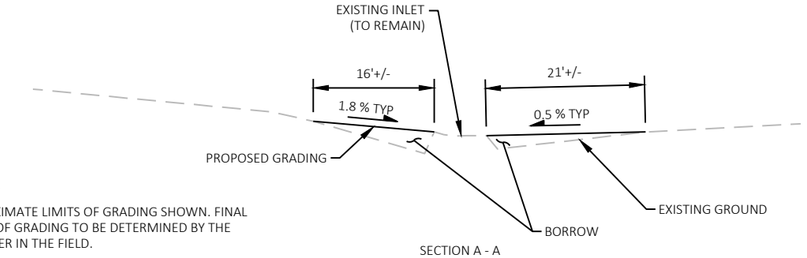
DISTURBED AREAS WITHIN THE RIGHT-OF-WAY, EXCEPT THE AREAS WITHIN THE FINISHED SHOULDER POINTS, SHALL BE FERTILIZED, SEEDED, TOPSOILED AND COVERED WITH EROSION MAT.



SECTION C - C

RIPRAP LIGHT DETAIL

STA 5434+28, RT



NOTES

APPROXIMATE LIMITS OF GRADING SHOWN. FINAL LIMITS OF GRADING TO BE DETERMINED BY THE ENGINEER IN THE FIELD.

INLET GRADING IS PAID UNDER THE CROSS DRAIN REPAIR GRADING SHAPING FINISHING ITEM.

SECTION A - A

INLET GRADING DETAIL

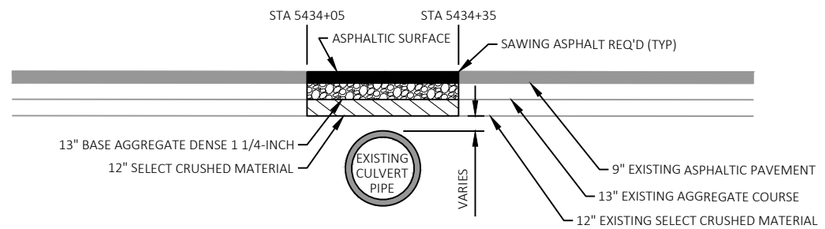
STA 5434+28, RT

NOTES

COMPLETE SETTLEMENT REPAIR AND ASPHALTIC SURFACE PRIOR TO MILL AND OVERLAY.

SETTLEMENT REPAIR WIDTH IS FROM EDGE OF PAVED SHOULDER TO EDGE OF PAVD SHOULDER.

REMOVAL OF EXISTING MATERIAL AND COMPACTION OF EXISTING SUBGRADE IS PAID UNDER THE CROSS DRAIN REPAIR GRADING SHAPING FINISHING ITEM.



SECTION B-B

SETTLEMENT REPAIR DETAIL

STA 5434+05 - STA 5434+35, LT & RT

PROJECT NO: 1180-01-72	HWY: USH 2	COUNTY: DOUGLAS	CONSTRUCTION DETAILS - SETTLEMENT REPAIR	SHEET 17	E

FILE NAME : P:\5SXX\5586.DP.23.USH2.DOU\CADDS\11800172\SHEETS\021003-CD.DWG
LAYOUT NAME - 01
PLOT DATE : 4/22/2026 3:32 PM PLOT BY : PARKER TISCHAUSER PLOT NAME : PLOT SCALE : 1 IN:20 FT
WISDOT/CADDS SHEET 42

2

LEGEND

- EROSION MAT CLASS 1 TYPE B
- DELINEATED WETLAND BOUNDARY
- CULVERT PIPE CHECK
- TEMPORARY DITCH CHECK
- SURFACE WATER FLOW
- PERMITTED WETLAND IMPACTS

NOTES

DITCH CLEANING LIMITS ARE APPROXIMATE AND MAY BE ADJUSTED BY THE ENGINEER IN THE FIELD

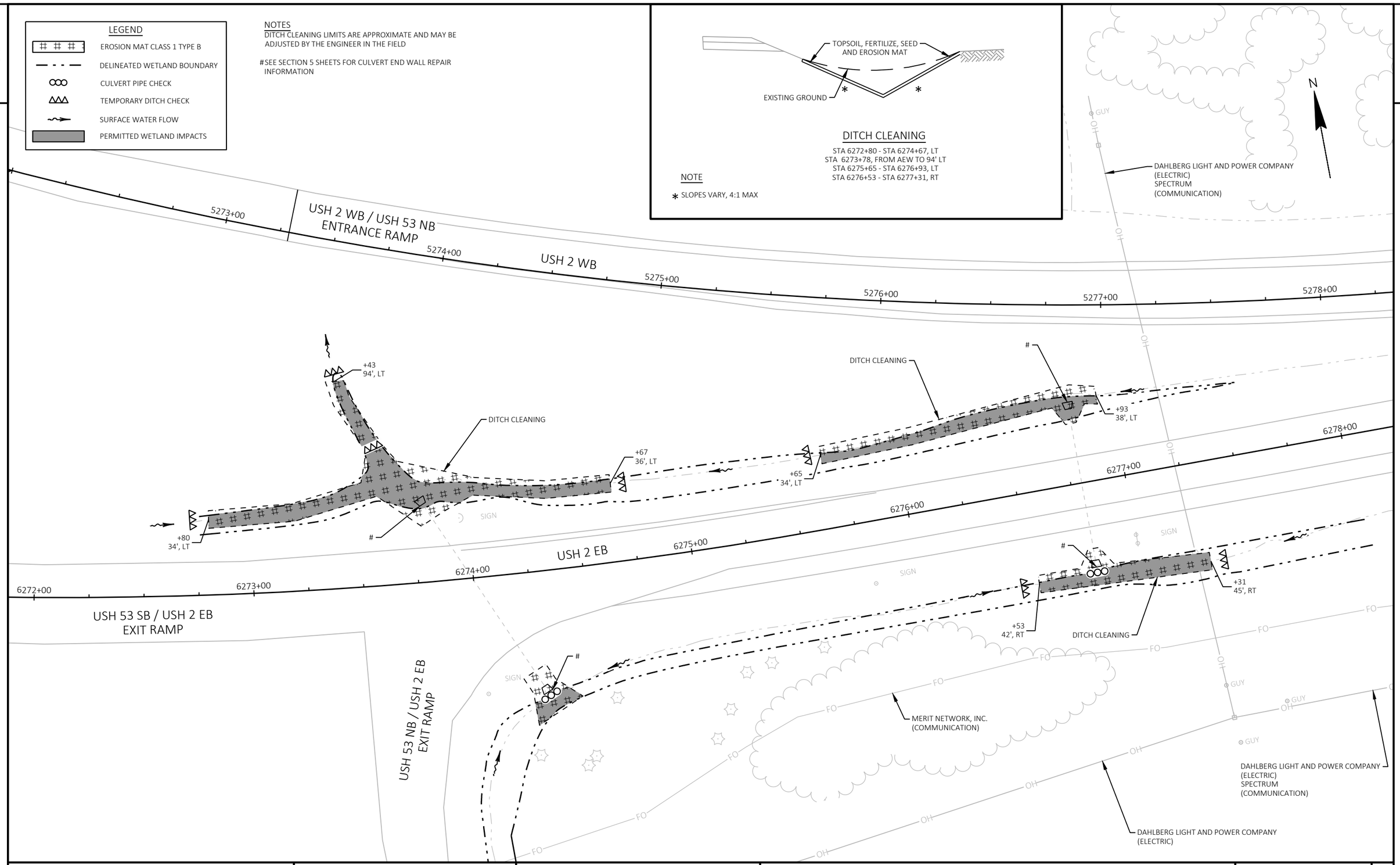
#SEE SECTION 5 SHEETS FOR CULVERT END WALL REPAIR INFORMATION

DITCH CLEANING

STA 6272+80 - STA 6274+67, LT
STA 6273+78, FROM AEW TO 94' LT
STA 6275+65 - STA 6276+93, LT
STA 6276+53 - STA 6277+31, RT

NOTE

* SLOPES VARY, 4:1 MAX



PROJECT NO: 1180-01-72	HWY: USH 2	COUNTY: DOUGLAS	CONSTRUCTION DETAILS - DITCH CLEANING	SHEET 18	E

2

LEGEND

- EROSION MAT CLASS 1 TYPE B
- DELINEATED WETLAND BOUNDARY
- CULVERT PIPE CHECK
- TEMPORARY DITCH CHECK
- SURFACE WATER FLOW
- PERMITTED WETLAND IMPACTS

NOTES

DITCH CLEANING LIMITS ARE APPROXIMATE AND MAY BE ADJUSTED BY THE ENGINEER IN THE FIELD

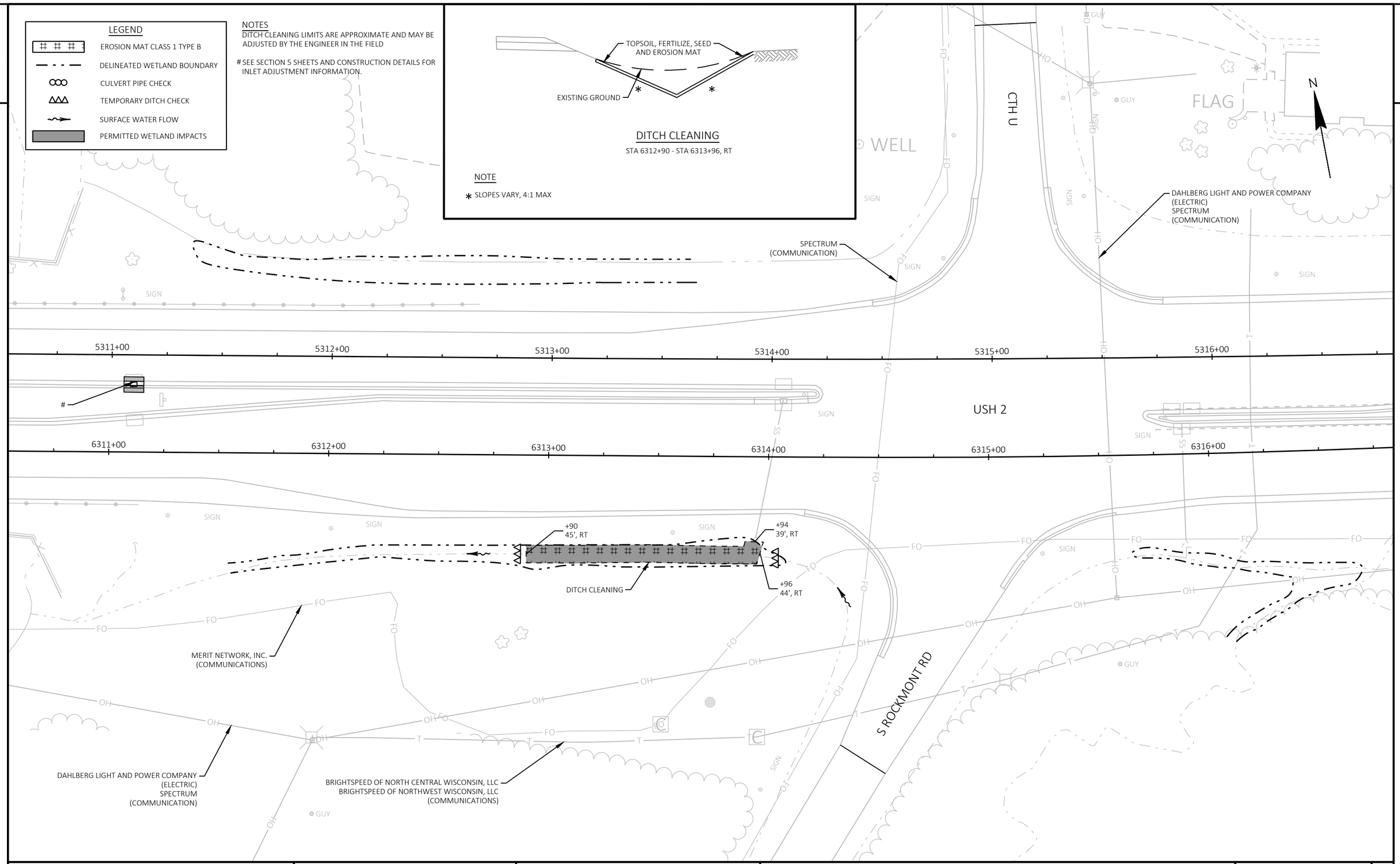
SEE SECTION 5 SHEETS AND CONSTRUCTION DETAILS FOR INLET ADJUSTMENT INFORMATION.

DITCH CLEANING

STA 6312+90 - STA 6313+96, RT

NOTE

* SLOPES VARY, 4:1 MAX



PROJECT NO: 1180-01-72	HWY: USH 2	COUNTY: DOUGLAS	CONSTRUCTION DETAILS - DITCH CLEANING	SHEET 19	E

2

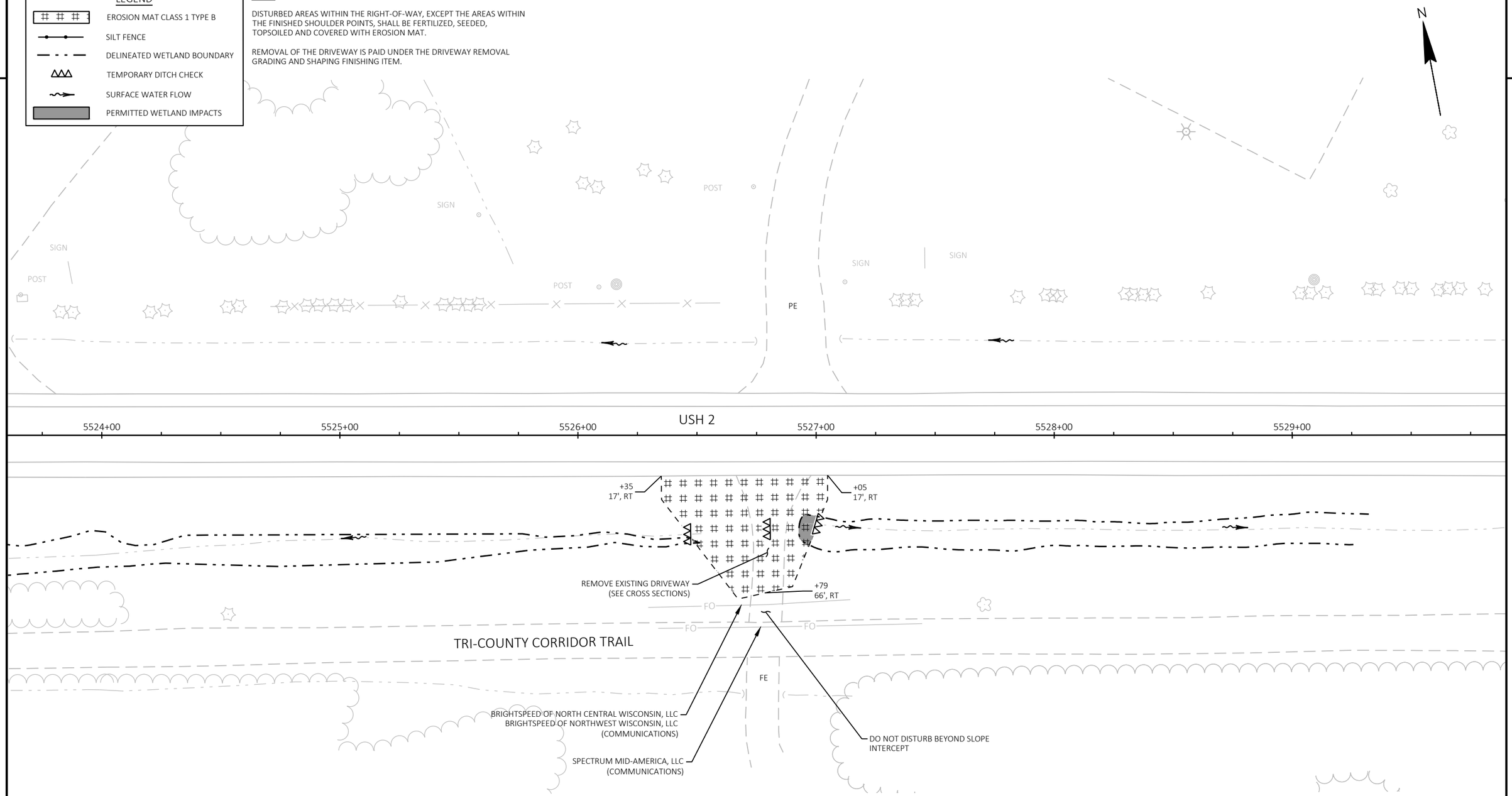
LEGEND

- EROSION MAT CLASS 1 TYPE B
- SILT FENCE
- DELINEATED WETLAND BOUNDARY
- TEMPORARY DITCH CHECK
- SURFACE WATER FLOW
- PERMITTED WETLAND IMPACTS

NOTE

DISTURBED AREAS WITHIN THE RIGHT-OF-WAY, EXCEPT THE AREAS WITHIN THE FINISHED SHOULDER POINTS, SHALL BE FERTILIZED, SEEDED, TOPSOILED AND COVERED WITH EROSION MAT.

REMOVAL OF THE DRIVEWAY IS PAID UNDER THE DRIVEWAY REMOVAL GRADING AND SHAPING FINISHING ITEM.



PROJECT NO: 1180-01-72	HWY: USH 2	COUNTY: DOUGLAS	CONSTRUCTION DETAILS - DRIVEWAY REMOVAL	SHEET 20	E

LEGEND

ARRW	MARKING ARROW (WHITE)	MWBLS6	MARKING LANE LINE SKIP 6-INCH (WHITE AND BLACK)(12.5' LINE, 12.5 LINE, 25' GAP)
WORD	MARKING WORD (WHITE)	EPOXY	EPOXY
MYC6	MARKING CENTER LINE 6-INCH (DOUBLE YELLOW)	GWRE	GROOVED WET REFLECTIVE EPOXY
MYE6	MARKING EDGE LINE 6-INCH (YELLOW)	GWREBE	GROOVED WET REFLECTIVE EPOXY WITH GROOVED BLACK EPOXY
MWE6	MARKING EDGE LINE 6-INCH (WHITE)	MYIN	MARKING ISLAND NOSE (YELLOW)
MWCH10	MARKING CHANNELIZING 10-INCH (WHITE)	MYC	MARKING CURB (YELLOW)
MYD12	MARKING DIAGONAL 12-INCH (YELLOW)(25' C-C AT 45°)		

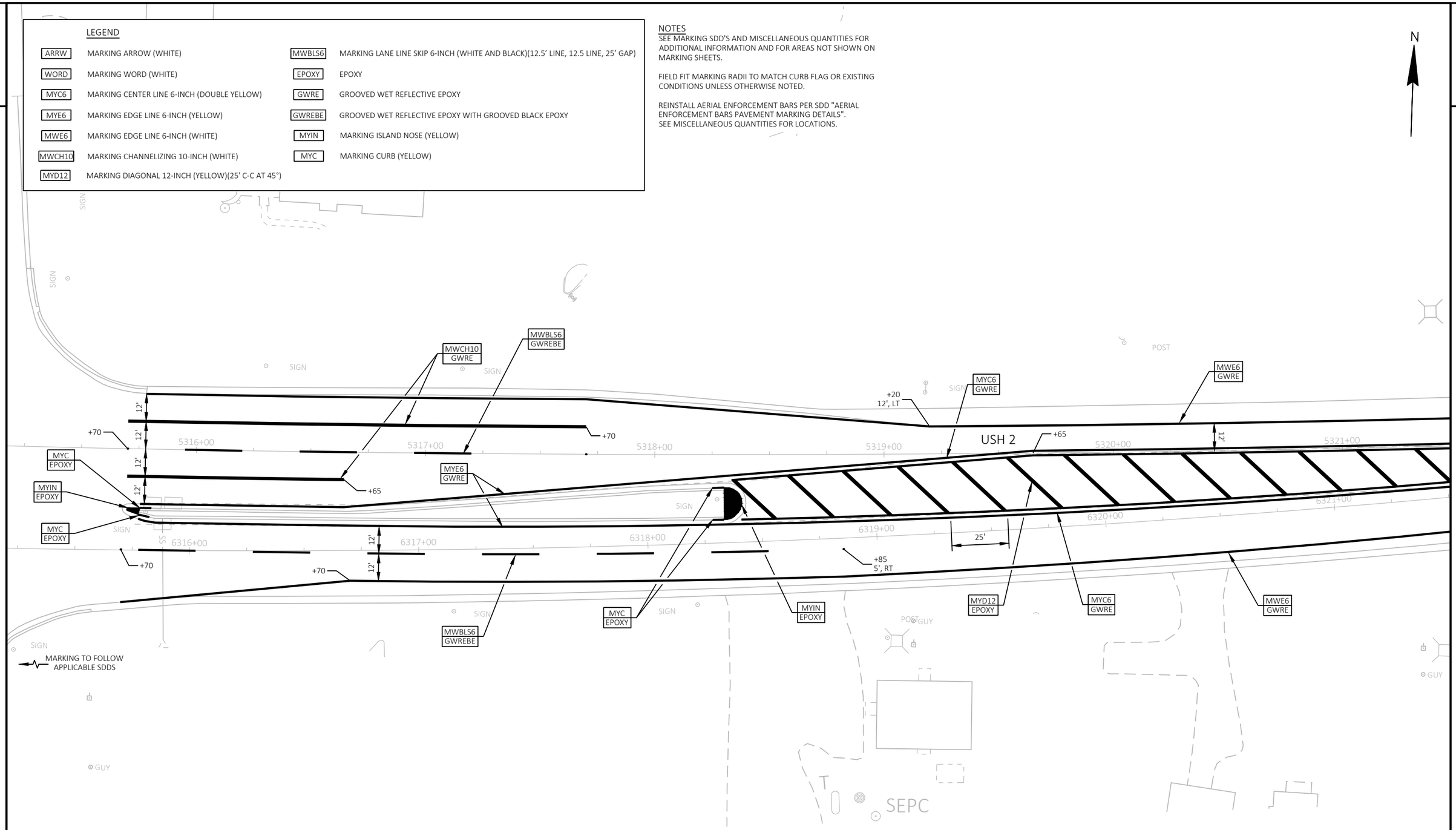
NOTES

SEE MARKING SDD'S AND MISCELLANEOUS QUANTITIES FOR ADDITIONAL INFORMATION AND FOR AREAS NOT SHOWN ON MARKING SHEETS.

FIELD FIT MARKING RADII TO MATCH CURB FLAG OR EXISTING CONDITIONS UNLESS OTHERWISE NOTED.

REINSTALL AERIAL ENFORCEMENT BARS PER SDD "AERIAL ENFORCEMENT BARS PAVEMENT MARKING DETAILS". SEE MISCELLANEOUS QUANTITIES FOR LOCATIONS.

N



PROJECT NO: 1180-01-72	HWY: USH 2	COUNTY: DOUGLAS	MARKING	SHEET 21	E

2

LEGEND

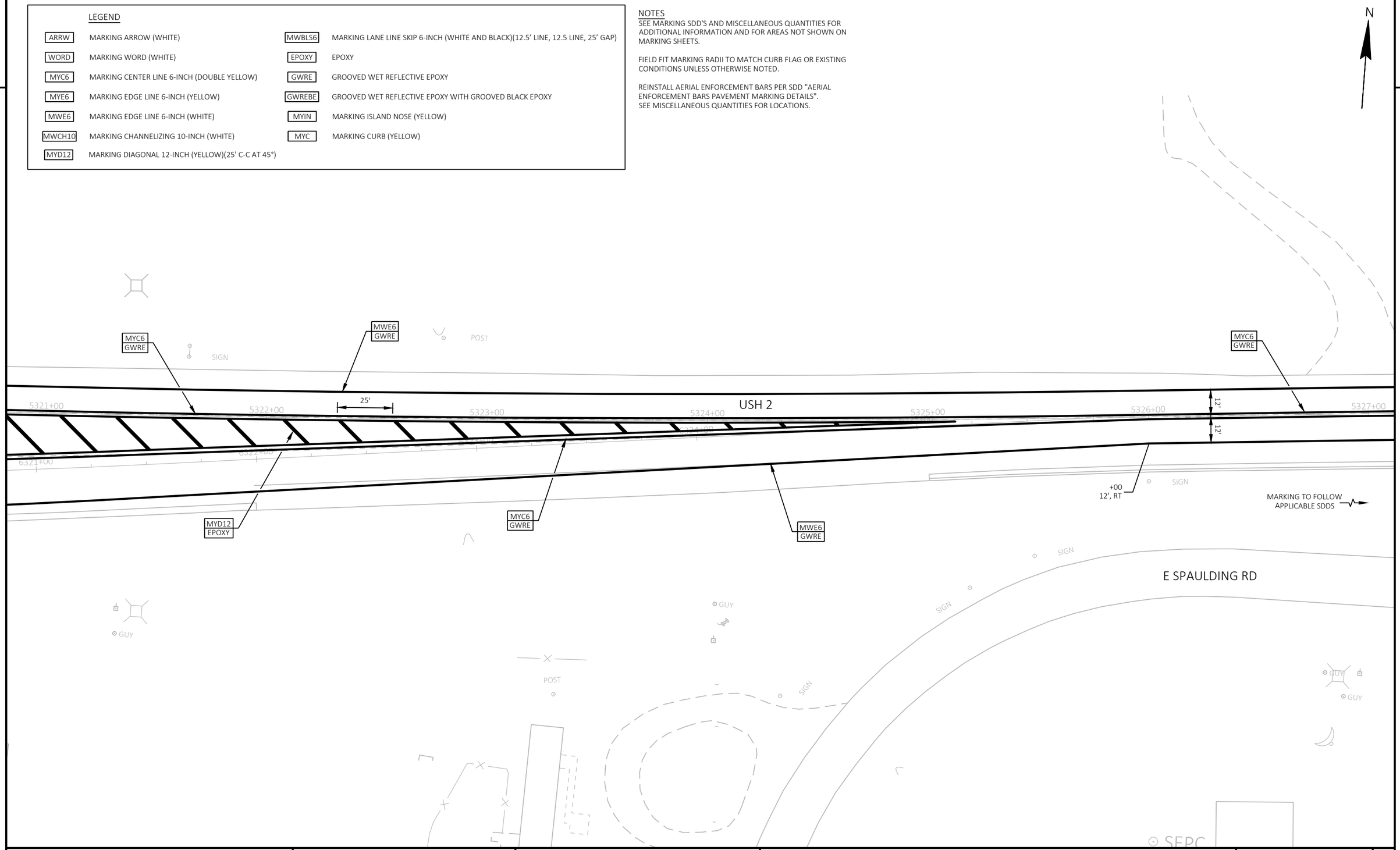
ARRW	MARKING ARROW (WHITE)	MWBLS6	MARKING LANE LINE SKIP 6-INCH (WHITE AND BLACK)(12.5' LINE, 12.5 LINE, 25' GAP)
WORD	MARKING WORD (WHITE)	EPOXY	EPOXY
MYC6	MARKING CENTER LINE 6-INCH (DOUBLE YELLOW)	GWRE	GROOVED WET REFLECTIVE EPOXY
MYE6	MARKING EDGE LINE 6-INCH (YELLOW)	GWREBE	GROOVED WET REFLECTIVE EPOXY WITH GROOVED BLACK EPOXY
MWE6	MARKING EDGE LINE 6-INCH (WHITE)	MYIN	MARKING ISLAND NOSE (YELLOW)
MWCH10	MARKING CHANNELIZING 10-INCH (WHITE)	MYC	MARKING CURB (YELLOW)
MYD12	MARKING DIAGONAL 12-INCH (YELLOW)(25' C-C AT 45°)		

NOTES

SEE MARKING SDD'S AND MISCELLANEOUS QUANTITIES FOR ADDITIONAL INFORMATION AND FOR AREAS NOT SHOWN ON MARKING SHEETS.

FIELD FIT MARKING RADII TO MATCH CURB FLAG OR EXISTING CONDITIONS UNLESS OTHERWISE NOTED.

REINSTALL AERIAL ENFORCEMENT BARS PER SDD "AERIAL ENFORCEMENT BARS PAVEMENT MARKING DETAILS". SEE MISCELLANEOUS QUANTITIES FOR LOCATIONS.



PROJECT NO: 1180-01-72	HWY: USH 2	COUNTY: DOUGLAS	MARKING	SHEET 22	E

2

LEGEND

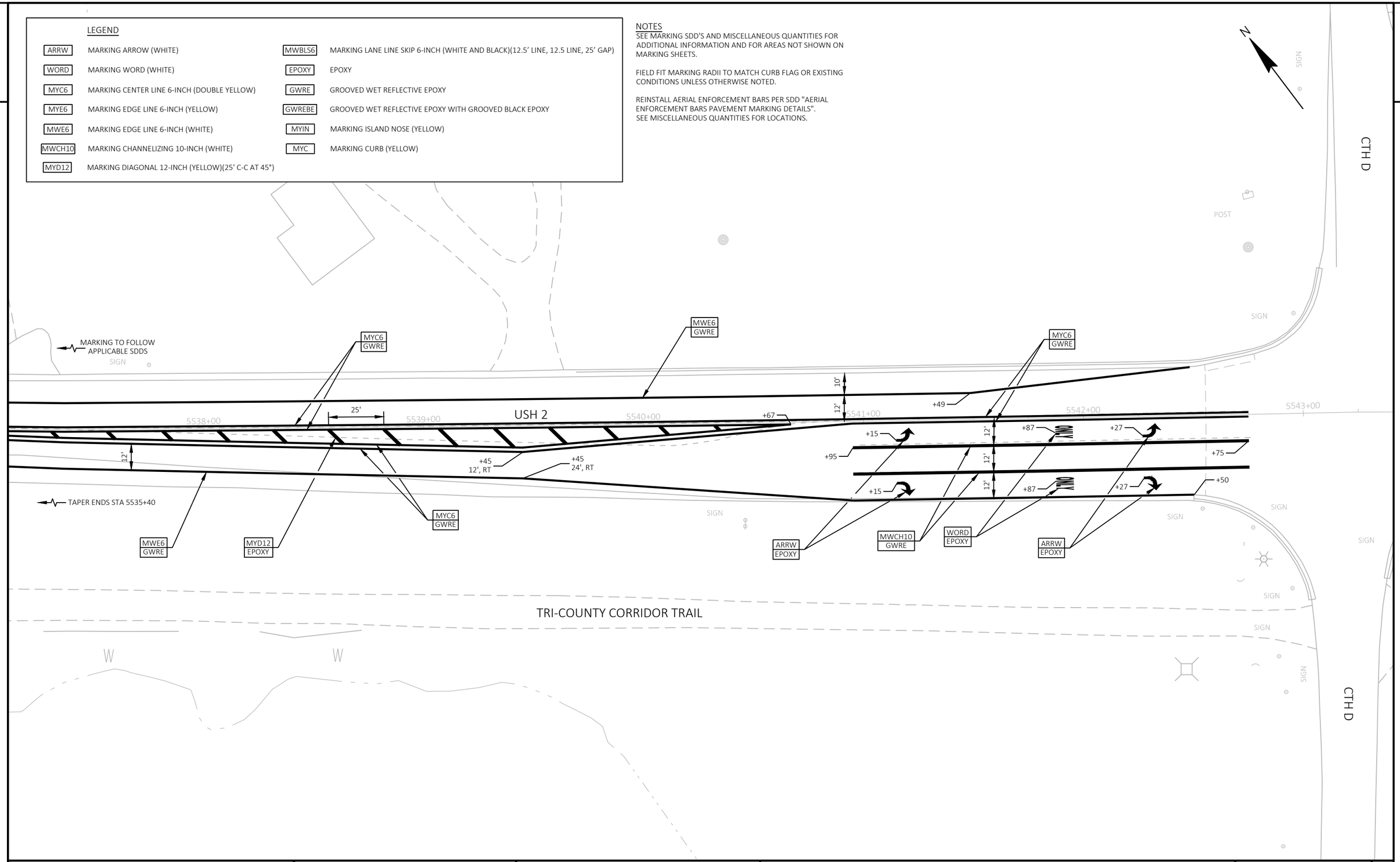
ARRW	MARKING ARROW (WHITE)	MWBLS6	MARKING LANE LINE SKIP 6-INCH (WHITE AND BLACK)(12.5' LINE, 12.5 LINE, 25' GAP)
WORD	MARKING WORD (WHITE)	EPOXY	EPOXY
MYC6	MARKING CENTER LINE 6-INCH (DOUBLE YELLOW)	GWRE	GROOVED WET REFLECTIVE EPOXY
MYE6	MARKING EDGE LINE 6-INCH (YELLOW)	GWREBE	GROOVED WET REFLECTIVE EPOXY WITH GROOVED BLACK EPOXY
MWE6	MARKING EDGE LINE 6-INCH (WHITE)	MYIN	MARKING ISLAND NOSE (YELLOW)
MWCH10	MARKING CHANNELIZING 10-INCH (WHITE)	MYC	MARKING CURB (YELLOW)
MYD12	MARKING DIAGONAL 12-INCH (YELLOW)(25' C-C AT 45°)		

NOTES

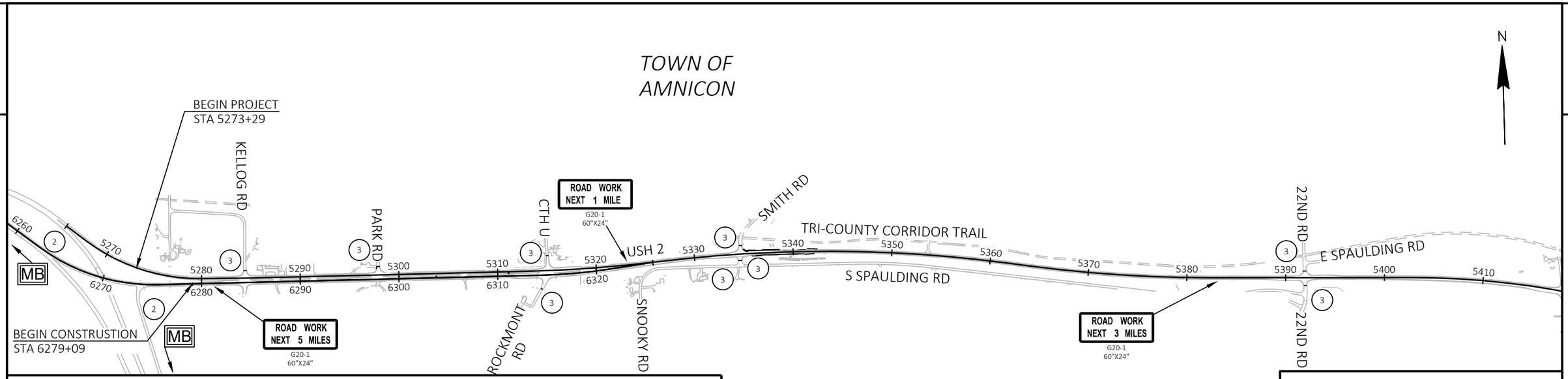
SEE MARKING SDD'S AND MISCELLANEOUS QUANTITIES FOR ADDITIONAL INFORMATION AND FOR AREAS NOT SHOWN ON MARKING SHEETS.

FIELD FIT MARKING RADII TO MATCH CURB FLAG OR EXISTING CONDITIONS UNLESS OTHERWISE NOTED.

REINSTALL AERIAL ENFORCEMENT BARS PER SDD "AERIAL ENFORCEMENT BARS PAVEMENT MARKING DETAILS". SEE MISCELLANEOUS QUANTITIES FOR LOCATIONS.



PROJECT NO: 1180-01-72	HWY: USH 2	COUNTY: DOUGLAS	MARKING	SHEET 23	E



TRAFFIC CONTROL GENERAL NOTES

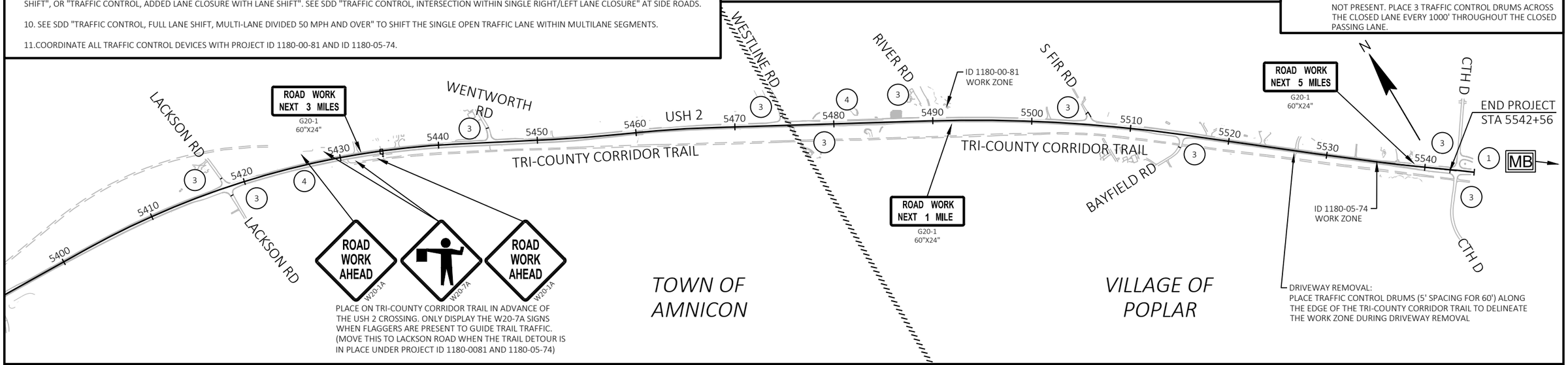
1. ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED.
2. "WO" SIGNS ARE THE SAME AS "W" SIGNS EXCEPT THE BACKGROUND IS ORANGE.
3. CONTROL SINGLE LANES OF TRAFFIC WITH FLAGGING PER SDD "TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION".
4. SEE SDD "TRAFFIC CONTROL, SIGNING ON ROADWAYS WITH MILLED SURFACES" DURING PERIODS WHERE TRAFFIC IS USING MILLED PAVEMENT.
5. PLACE LOW SHOULDER AND UNEVEN LANE SIGNS DURING THE MILLING AND PAVING OPERATION. SEE SDD "TRAFFIC CONTROL DROP-OFF SIGNING" FOR ADDITIONAL INFORMATION.
6. PLACE TRAFFIC CONTROL SIGNS AND DRUMS PER SDD "TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY," OR "TRAFFIC CONTROL, SHOULDER CLOSURE ON DIVIDED ROADWAY, SPEEDS GREATER THAN 40 MPH" FOR SHOULDER CLOSURES IN AREAS OF GUARDRAIL REPLACEMENT AND CURB AND GUTTER REPLACEMENT.
7. DELINEATE PRIVATE ACCESS WITH TRAFFIC CONTROL DRUMS, WHERE REQUIRED.
8. AFTER PLACEMENT OF TRAFFIC CONTROL DEVICES INCLUDING PCMS, VERIFY VISION CORNERS ARE NOT OBSTRUCTED.
9. CLOSE SINGLE LANES OF TRAFFIC IN THE DIVIDED ROADWAY SEGMENT PER SDD "TRAFFIC CONTROL LANE CLOSURE", "TRAFFIC CONTROL ADDED LANE CLOSURE WITHOUT LANE SHIFT", OR "TRAFFIC CONTROL, ADDED LANE CLOSURE WITH LANE SHIFT". SEE SDD "TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE RIGHT/LEFT LANE CLOSURE" AT SIDE ROADS.
10. SEE SDD "TRAFFIC CONTROL, FULL LANE SHIFT, MULTI-LANE DIVIDED 50 MPH AND OVER" TO SHIFT THE SINGLE OPEN TRAFFIC LANE WITHIN MULTILANE SEGMENTS.
11. COORDINATE ALL TRAFFIC CONTROL DEVICES WITH PROJECT ID 1180-00-81 AND ID 1180-05-74.

TRAFFIC CONTROL SIGNS PCMS MESSAGES

	PRIOR TO CONSTRUCTION		DURING USH 2 EB WORK NEAR USH 53		INCIDENT MANAGEMENT	
PCMS SIGN LOCATION	PHASE 1 (2 SEC)	PHASE 2 (2 SEC)	PHASE 1 (2 SEC)	PHASE 2 (2 SEC)	PHASE 1 (2 SEC)	PHASE 2 (2 SEC)
USH 53 SB 0.4 MILES NORTH OF CTH C	HWY 2 ROADWORK BEGINS	WEEKDAY STARTING DATE	HWY 2 FLAGGER AHEAD	BE PREPARED TO STOP	VARIES	VARIES
USH 53 NB 0.1 MILES NORTH OF BAYFIELD ROAD	HWY 2 ROADWORK BEGINS	WEEKDAY STARTING DATE	HWY 2 FLAGGER AHEAD	BE PREPARED TO STOP	VARIES	VARIES
USH 2 WB 0.2 MILES EAST OF CTH D	HWY 2 ROADWORK BEGINS	WEEKDAY STARTING DATE	--	--	--	--

LEGEND

- MB — TRAFFIC CONTROL SIGN PCMS
- 1 — PLACE TRAFFIC CONTROL SIGNS PER SDD "TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 MPH OR LESS, TWO WAY UNDIVIDED ROAD OPEN TO TRAFFIC"
- 2 — PLACE TRAFFIC CONTROL SIGNS PER SDD "TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 MPH OR GREATER, TWO WAY UNDIVIDED ROAD OPEN TO TRAFFIC"
- 3 — PLACE TRAFFIC CONTROL SIGNS PER "TYPICAL SIDEROAD APPROACH WARNING SIGN DETAIL" IN SDD "TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 MPH OR LESS, TWO WAY UNDIVIDED ROAD OPEN TO TRAFFIC" OR "TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 MPH OR GREATER, TWO WAY UNDIVIDED ROAD OPEN TO TRAFFIC"
- 4 — PLACE TRAFFIC CONTROL DRUMS AT 50' SPACING TO CLOSE PASSING LANE WHEN PASSING LANE MARKING IS NOT PRESENT. PLACE 3 TRAFFIC CONTROL DRUMS ACROSS THE CLOSED LANE EVERY 1000' THROUGHOUT THE CLOSED PASSING LANE.



PLACE ON TRI-COUNTY CORRIDOR TRAIL IN ADVANCE OF THE USH 2 CROSSING. ONLY DISPLAY THE W20-7A SIGNS WHEN FLAGGERS ARE PRESENT TO GUIDE TRAIL TRAFFIC. (MOVE THIS TO LACKSON ROAD WHEN THE TRAIL DETOUR IS IN PLACE UNDER PROJECT ID 1180-0081 AND 1180-05-74)

DRIVEWAY REMOVAL:
PLACE TRAFFIC CONTROL DRUMS (5' SPACING FOR 60') ALONG THE EDGE OF THE TRI-COUNTY CORRIDOR TRAIL TO DELINEATE THE WORK ZONE DURING DRIVEWAY REMOVAL

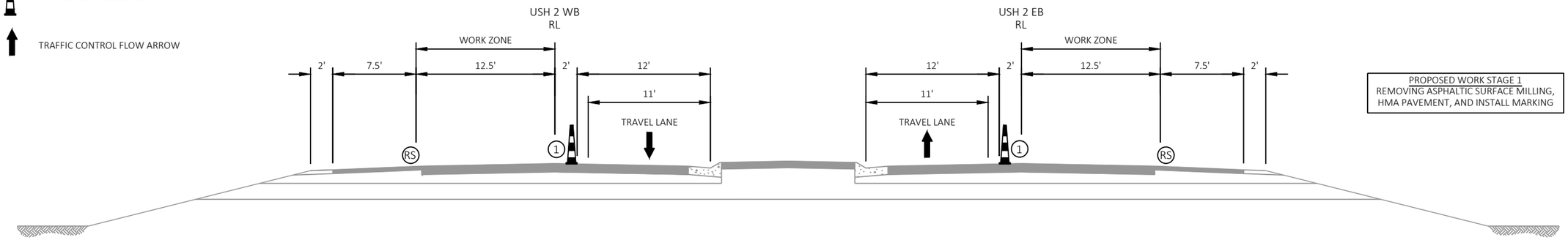
PROJECT NO: 1180-01-72	HWY: USH 2	COUNTY: DOUGLAS	TRAFFIC CONTROL - OVERVIEW	SHEET 24	E

2

LEGEND

TRAFFIC CONTROL CONE

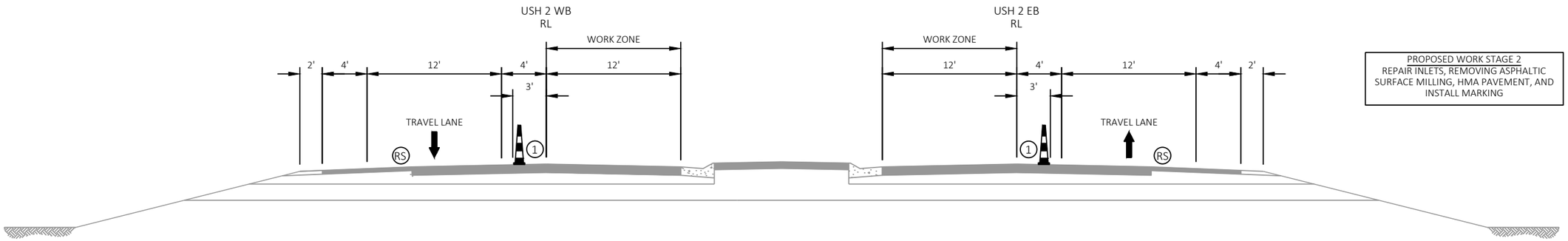
TRAFFIC CONTROL FLOW ARROW



PROPOSED WORK STAGE 1
REMOVING ASPHALTIC SURFACE MILLING, HMA PAVEMENT, AND INSTALL MARKING

STAGE 1 TYPICAL SECTION
USH 2

4-LANE DIVIDED SEGMENT



PROPOSED WORK STAGE 2
REPAIR INLETS, REMOVING ASPHALTIC SURFACE MILLING, HMA PAVEMENT, AND INSTALL MARKING

STAGE 2 TYPICAL SECTION
USH 2

4-LANE DIVIDED SEGMENT

NOTES

SEE SECTION 5 PLAN SHEETS FOR EXISTING TURN LANE LOCATIONS

(RS) EXISTING RUMBLE STRIPS PRESENT

SEE TRAFFIC CONTROL OVERVIEW AND STANDARD DETAIL DRAWING FOR STAGING THE 2-LANE SEGMENT AND ADDITIONAL STAGING INFORMATION

(1) CONE LOCATION SHOWN FOR AREAS WITH ACTIVE CONSTRUCTION ACTIVITIES DURING WORKING HOURS, SHIFT CONES PAST LANE LINE INTO THE WORK ZONE DURING NON-WORKING HOURS WHEN DROP-OFF REQUIREMENTS ARE MET

PROJECT NO: 1180-01-72	HWY: USH 2	COUNTY: DOUGLAS	TRAFFIC CONTROL - TYPICAL SECTIONS	SHEET 25	E

FILE NAME : P:\55XX\5586.DP.23.USH2.DOU\CADDS\11800172\SHEETS\025101-TC.DWG
LAYOUT NAME - 01
PLOT DATE : 4/22/2026 3:27 PM
PLOT BY : PARKER TISCHAUSER
PLOT NAME :
PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42

2

N

USH 53 NB

USH 53 SB

6250+00

6252+00

6254+00

6256+00

6258+00

6260+00

6262+00

6264+00

+50

100'

LANE CLOSED
R11-2L
48"X30"

LANE CLOSED
R11-2L
48"X30"

EXIT
55
MPH
WO13-2
48"X60"

LANE CLOSED
R11-2L
48"X30"

TTY

LEFT
EXIT 222

2 EAST
ASHLAND

53 SOUTH
SPOONER
EAU CLAIRE

LEGEND

- TYPE III BARRICADE WITH/WITHOUT ATTACHED SIGN
- TRAFFIC CONTROL DRUM (WITHOUT/WITH STEADY BURN LIGHT)
- DIRECTION OF TRAFFIC
- TRAFFIC CONTROL SIGN
- WORK AREA
- R6 — MARKING MARKING REMOVABLE MASK OUT TAPE 6-INCH
- TTY — TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH (YELLOW)
- TTW — TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH (WHITE)
- COVERING SIGNS TYPE I
- COVERING SIGNS TYPE II

PROJECT NO: 1180-01-72	HWY: USH 2	COUNTY: DOUGLAS	TRAFFIC CONTROL - USH 53 EXIT RAMP	SHEET 26	E

FILE NAME : P:\55XX\5586.DP.23.USH2.DOU\CADDS\11800172\SHEETS\025102-TC.DWG
LAYOUT NAME - 01

PLOT DATE : 4/22/2026 3:27 PM PLOT BY : PARKER TISCHAUSER PLOT NAME : PLOT SCALE : 1 IN:100 FT

2

N

BEGIN CONSTRUCTION
STA 6279+09

BEGIN PROJECT
STA 5273+29

USH 2 WB

USH 2 WB / USH 53 NB
ENTRANCE RAMP

5266+00
5268+00
5270+00
5272+00
5274+00
5276+00
5278+00
5280+00
6264+00
6266+00
6268+00
6270+00
6272+00
6274+00
6276+00
6278+00
6280+00

LANE CLOSED
R11-2L
48"X30"

WO1-4L

55
MPH
WO13-1
36"X36"

LANE CLOSED
R11-2L
48"X30"

B-16-48
(TO REMAIN)

TTY

330' SHIFTING TAPER

+70

50'

R6

TTW

WO1-6
48"X24"

500' BUFFER

100'

USH 2 EB

+00
12', LT

+00

+25

15'

TTW

LANE CLOSED
R11-2L
48"X30"

WO1-6
48"X24"

USH 53 SB / USH 2 EB
ENTRANCE RAMP

USH 53 NB / USH 2 EB
EXIT RAMP

USH 53 NB

USH 53 SB

LEGEND

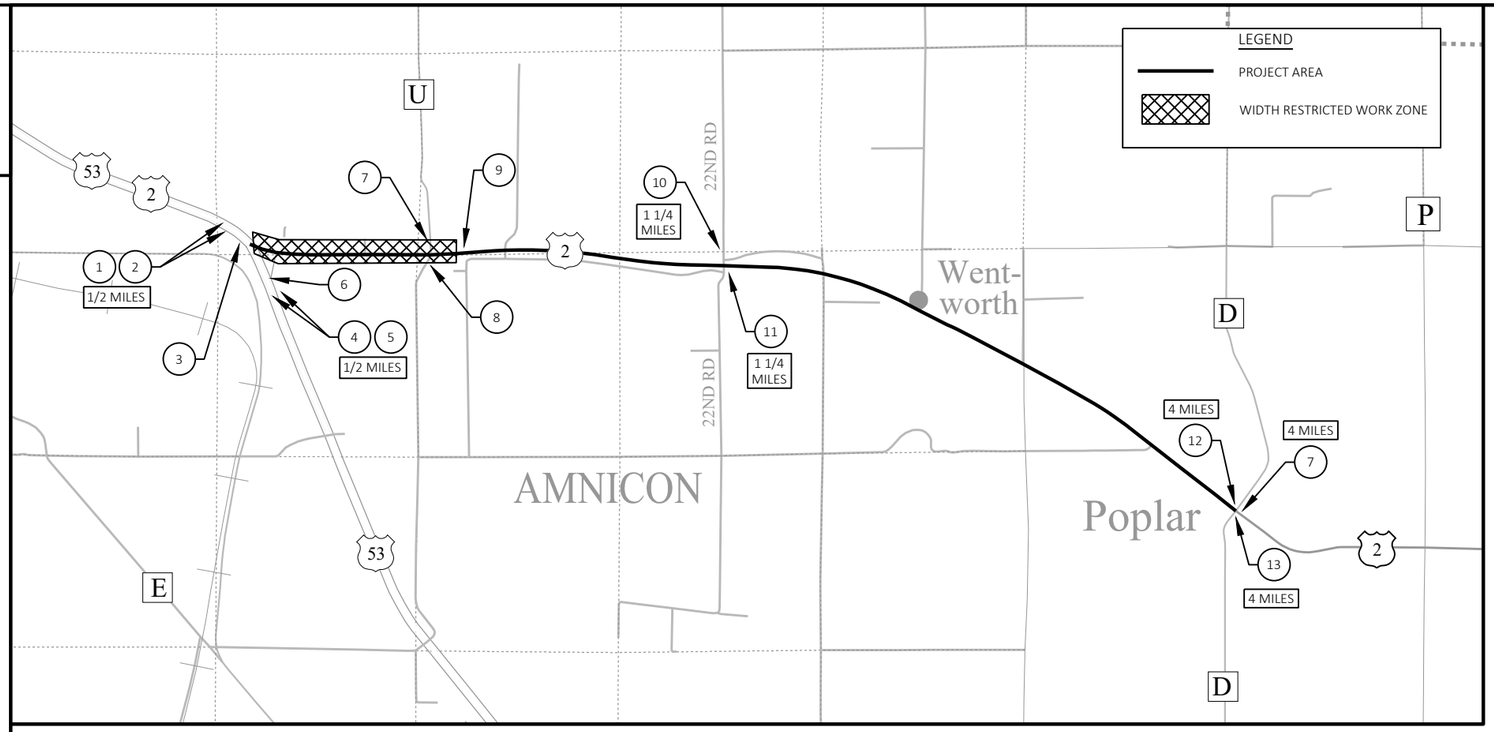
- TYPE III BARRICADE WITH/WITHOUT ATTACHED SIGN
- TRAFFIC CONTROL DRUM (WITHOUT/WITH STEADY BURN LIGHT)
- DIRECTION OF TRAFFIC
- TRAFFIC CONTROL SIGN
- WORK AREA
- R6 — MARKING MARKING REMOVABLE MASK OUT TAPE 6-INCH
- TTY — TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH (YELLOW)
- TTW — TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH (WHITE)
- COVERING SIGNS TYPE I
- COVERING SIGNS TYPE II

PROJECT NO: 1180-01-72	HWY: USH 2	COUNTY: DOUGLAS	TRAFFIC CONTROL - USH 53 EXIT RAMP	SHEET 27	E

FILE NAME : P:\55XX\5586.DP.23.USH2.DOU\CADDS\11800172\SHEETS\025102-TC.DWG
LAYOUT NAME - 02

PLOT DATE : 4/22/2026 3:27 PM PLOT BY : PARKER TISCHAUSER PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42



NOTES FOR WIDTH RESTRICTION SIGNING

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

SEE SDD "ADVANCED WIDTH RESTRICTION SIGNING" FOR W12-52 SIGNS ADJACENT TO WIDTH RESTRICTION LOCATIONS AND ADDITIONAL INFORMATION.

PLACE WIDTH RESTRICTION SIGNS AT ALL LOCATIONS DURING STAGE 1 LANE CLOSURES AS SHOWN IN THE TRAFFIC CONTROL TYPICAL SECTION AND DURING FLAGGING OPERATIONS AT THE BEGIN PROJECT LIMITS OF USH 2 WB WHEN AVAILABLE WIDTH IS THAN 16' FOR A USH 2 TRAVEL LANE.



M3-2
36"X18"



M1-4
36"X36"



W12-52
48"X48"



WO57-52
48"X36"

1 2
4 5



R12-70B
114"X42"

3



R12-70B MOD
114"X42"

6



M3-4
24"X12"



M1-4
24"X24"



W12-52
48"X48"

7 8



W12-52
48"X48"

9



M3-4
24"X12"



M1-4
24"X24"



W12-52
48"X48"



WO57-52
48"X36"

10 TO 13



W12-52
48"X48"



WO57-52
48"X36"

7

PROJECT NO: 1180-01-72	HWY: USH 2	COUNTY: DOUGLAS	TRAFFIC CONTROL - WIDTH RESTRICTIONS	SHEET 28	E

1180-01-72

Line	Item	Item Description	Unit	Total	Qty
0010	204.0110	Removing Asphaltic Surface	SY	20.000	20.000
0012	204.0115	Removing Asphaltic Surface Butt Joints	SY	2,070.000	2,070.000
0014	204.0120	Removing Asphaltic Surface Milling	SY	72,560.000	72,560.000
0016	204.0126.S	Removing Asphaltic Longitudinal Notched Wedge Joint Milling	LF	37,240.000	37,240.000
0018	204.0150	Removing Curb & Gutter	LF	69.000	69.000
0020	204.9060.S	Removing (item description) 01. Apron Endwalls	EACH	4.000	4.000
0026	211.0101	Prepare Foundation for Asphaltic Paving (project) 01. 1180-01-72	EACH	1.000	1.000
0028	211.0400	Prepare Foundation for Asphaltic Shoulders	STA	3.000	3.000
0034	213.0100	Finishing Roadway (project) 03. 1180-01-72	EACH	1.000	1.000
0036	305.0110	Base Aggregate Dense 3/4-Inch	TON	2,860.000	2,860.000
0038	305.0120	Base Aggregate Dense 1 1/4-Inch	TON	420.000	420.000
0040	312.0110	Select Crushed Material	TON	100.000	100.000
0042	455.0605	Tack Coat	GAL	12,197.000	12,197.000
0044	460.0115.S	HMA Pavement Test Strip Volumetrics	EACH	1.000	1.000
0046	460.0120.S	HMA Test Strip Density	EACH	2.000	2.000
0048	460.2000	Incentive Density HMA Pavement	DOL	10,570.000	10,570.000
0050	460.6224	HMA Pavement 4 MT 58-28 S	TON	7,080.000	7,080.000
0052	460.8644	HMA Pavement 4 SMA 58-34 V	TON	12,930.000	12,930.000
0054	460.9000.S	Material Transfer Vehicle	EACH	1.000	1.000
0056	465.0105	Asphaltic Surface	TON	280.000	280.000
0058	465.0110	Asphaltic Surface Patching	TON	60.000	60.000
0060	465.0315	Asphaltic Flumes	SY	18.000	18.000
0062	465.0520	Asphaltic Rumble Strips, Shoulder	LF	20,300.000	20,300.000
0064	465.0560	Asphaltic Rumble Strips, Centerline	LF	17,800.000	17,800.000
0068	520.8700	Cleaning Culvert Pipes	EACH	5.000	5.000
0070	521.1021	Apron Endwalls for Culvert Pipe Steel 21-Inch	EACH	2.000	2.000
0076	522.1024	Apron Endwalls for Culvert Pipe Reinforced Concrete 24-Inch	EACH	2.000	2.000
0078	601.0557	Concrete Curb & Gutter 6-Inch Sloped 36-Inch Type D	LF	69.000	69.000
0080	606.0100	Riprap Light	CY	4.000	4.000
0082	606.0200	Riprap Medium	CY	30.000	30.000
0088	611.8115	Adjusting Inlet Covers	EACH	2.000	2.000
0090	614.0010	Barrier System Grading Shaping Finishing	EACH	2.000	2.000
0092	614.0920	Salvaged Rail	LF	980.000	980.000
0094	614.0925	Salvaged Guardrail End Treatments	EACH	4.000	4.000
0096	614.2300	MGS Guardrail 3	LF	400.000	400.000
0098	614.2330	MGS Guardrail 3 K	LF	412.500	412.500
0100	614.2610	MGS Guardrail Terminal EAT	EACH	4.000	4.000
0106	618.0100	Maintenance and Repair of Haul Roads (project) 03. 1180-01-72	EACH	1.000	1.000
0108	619.1000	Mobilization	EACH	0.550	0.550
0110	624.0100	Water	MGAL	35.000	35.000
0112	625.0100	Topsoil	SY	765.000	765.000
0114	628.1104	Erosion Bales	EACH	100.000	100.000
0116	628.1504	Silt Fence	LF	1,920.000	1,920.000
0118	628.1520	Silt Fence Maintenance	LF	1,920.000	1,920.000
0120	628.1905	Mobilizations Erosion Control	EACH	5.000	5.000
0122	628.1910	Mobilizations Emergency Erosion Control	EACH	3.000	3.000
0124	628.2004	Erosion Mat Class I Type B	SY	765.000	765.000
0136	628.7015	Inlet Protection Type C	EACH	35.000	35.000
0138	628.7020	Inlet Protection Type D	EACH	2.000	2.000

1180-01-72

Line	Item	Item Description	Unit	Total	Qty
0140	628.7504	Temporary Ditch Checks	LF	270.000	270.000
0144	628.7555	Culvert Pipe Checks	EACH	10.000	10.000
0150	629.0210	Fertilizer Type B	CWT	1.000	1.000
0154	630.0130	Seeding Mixture No. 30	LB	35.000	35.000
0156	630.0500	Seed Water	MGAL	90.000	90.000
0164	633.5200	Markers Culvert End	EACH	12.000	12.000
0166	638.2102	Moving Signs Type II	EACH	5.000	5.000
0168	638.2602	Removing Signs Type II	EACH	4.000	4.000
0170	642.5001	Field Office Type B	EACH	0.550	0.550
0172	643.0300	Traffic Control Drums	DAY	8,814.000	8,814.000
0174	643.0420	Traffic Control Barricades Type III	DAY	340.000	340.000
0176	643.0705	Traffic Control Warning Lights Type A	DAY	680.000	680.000
0178	643.0900	Traffic Control Signs	DAY	5,498.000	5,498.000
0180	643.0910	Traffic Control Covering Signs Type I	EACH	1.000	1.000
0182	643.0920	Traffic Control Covering Signs Type II	EACH	2.000	2.000
0184	643.1000	Traffic Control Signs Fixed Message	SF	66.500	66.500
0186	643.1050	Traffic Control Signs PCMS	DAY	21.000	21.000
0188	643.1070	Traffic Control Cones 42-Inch	DAY	2,550.000	2,550.000
0190	643.3165	Temporary Marking Line Paint 6-Inch	LF	82,675.000	82,675.000
0192	643.3180	Temporary Marking Line Removable Tape 6-Inch	LF	2,780.000	2,780.000
0194	643.3960	Temporary Marking Removable Mask Out Tape 6-Inch	LF	88.000	88.000
0196	643.5000	Traffic Control	EACH	0.550	0.550
0200	645.0130	Geotextile Type R	SY	18.000	18.000
0204	646.2025	Marking Line Grooved Black Epoxy 6-Inch	LF	4,295.000	4,295.000
0206	646.2040	Marking Line Grooved Wet Ref Epoxy 6-Inch	LF	93,445.000	93,445.000
0208	646.4040	Marking Line Grooved Wet Ref Epoxy 10-Inch	LF	3,025.000	3,025.000
0210	646.5020	Marking Arrow Epoxy	EACH	4.000	4.000
0212	646.5120	Marking Word Epoxy	EACH	2.000	2.000
0214	646.5420	Marking Aerial Enforcement Bar Epoxy	EACH	10.000	10.000
0216	646.6120	Marking Stop Line Epoxy 18-Inch	LF	470.000	470.000
0218	646.7120	Marking Diagonal Epoxy 12-Inch	LF	600.000	600.000
0220	646.8120	Marking Curb Epoxy	LF	130.000	130.000
0222	646.8220	Marking Island Nose Epoxy	EACH	13.000	13.000
0232	650.8000	Construction Staking Resurfacing Reference	LF	31,133.000	31,133.000
0238	650.9911	Construction Staking Supplemental Control (project) 03. 1180-01-72	EACH	1.000	1.000
0240	650.9920	Construction Staking Slope Stakes	LF	12,210.000	12,210.000
0242	680.0100	Public Land Survey Monument Verify and Reset	EACH	2.000	2.000
0244	690.0150	Sawing Asphalt	LF	203.000	203.000
0246	690.0250	Sawing Concrete	LF	15.000	15.000
0248	740.0440	Incentive IRI Ride	DOL	26,910.000	26,910.000
0258	SPV.0060	Special 03. Cross Drain Repair Grading Shaping Finishing	EACH	1.000	1.000
0260	SPV.0060	Special 04. Driveway Removal Grading Shaping Finishing	EACH	1.000	1.000
0266	SPV.0090	Special 03. Ditch Cleaning	LF	575.000	575.000
0270	SPV.0180	Special 02. Removing Asphaltic Surface Profile Milling	SY	57,230.000	57,230.000

3

REMOVAL ITEMS

CATEGORY	STATION	TO	STATION	204.0115 REMOVING ASPHALTIC SURFACE BUTT JOINTS SY	204.0120 REMOVING ASPHALTIC SURFACE MILLING SY	SPV.0180.02 REMOVING ASPHALTIC SURFACE PROFILE MILLING SY
0010						
	5273+29	--	5318+40	49	15,200	--
	5318+40	--	5385+00	564	--	29,240
	5385+00	--	5440+50	1,304	--	27,990
	5440+50	--	5492+00	36	24,620	--
	5492+00	--	5542+56	89	18,830	--
	6279+09	--	6318+45	28	13,910	--
TOTALS				2,070	72,560	57,230

BASE AGGREGATE AND SELECT CRUSHED ITEMS

CATEGORY	STATION	TO	STATION	305.0110 BASE AGGREGATE DENSE 3/4-INCH TON	305.0120 BASE AGGREGATE DENSE 1 1/4-INCH TON	312.0110 SELECT CRUSHED MATERIAL TON	COMMENTS
0010							
	5273+29	--	5318+40	10	--	--	
	5318+40	--	5385+00	1,490	305	--	SHOULDER & DRIVEWAYS
	5385+00	--	5440+50	1,288	--	--	SHOULDER & DRIVEWAYS
	5434+05	--	5434+35	--	115	100	CROSS DRAIN REPAIR
	5440+50	--	5492+00	30	--	--	
	5492+00	--	5542+56	36	--	--	
	6279+09	--	6318+45	6	--	--	
TOTALS				2,860	420	100	

CONCRETE CURB & GUTTER ITEMS

CATEGORY	STATION	TO	STATION	OFFSET	204.0110* REMOVING ASPHALTIC SURFACE SY	204.0150* REMOVING CURB & GUTTER LF	465.0110* ASPHALTIC SURFACE PATCHING TON	601.0557* CONCRETE CURB & GUTTER 6-INCH SLOPED 36-INCH TYPE D LF	690.0150* SAWING ASPHALT LF	690.0250* SAWING CONCRETE LF
0010										
	5334+94	--	5335+40	LT	12	51	6	51	57	3
TOTALS					12	51	6	51	57	3

*ADDITIONAL QUANTITIES SHOWN ELSEWHERE

ASPHALTIC ITEMS

CATEGORY	STATION	TO	STATION	455.0605 TACK COAT GAL	460.0115.S HMA PAVEMENT TEST STRIPS VOLUMETRICS EACH	460.0120.S HMA PAVEMENT TEST STRIP DENSITY EACH	460.6224 HMA PAVEMENT 4 MT 58-28 S TON	460.8644 HMA PAVEMENT 4 SMA 58-34 V TON	REMOVING ASPHALTIC LONGITUDINAL NOTCHED WEDGE JOINT MILLING LF	465.0105 ASPHALTIC SURFACE TON	465.0110* ASPHALTIC SURFACE PATCHING TON	465.0315 ASPHALTIC FLUMES SY	465.0520 ASPHALTIC RUMBLE STRIPS, SHOULDER LF	465.0560 ASPHALTIC RUMBLE STRIPS, CENTERLINE LF
0010														
	5273+29	--	5318+40	1,065	--	--	375	1,360	3,841	--	--	18	--	--
	5318+40	--	5385+00	3,575	--	--	2,740	3,146	5,940	--	--	--	11,740	5,480
	5385+00	--	5440+50	3,515	--	--	2,920	2,892	9,100	--	--	--	8,275	4,750
	5434+05	--	5434+35	25	--	--	--	--		80	--	--	--	--
	5440+50	--	5492+00	1,725	--	--	375	2,450	8,231	--	--	--	195	3,950
	5492+00	--	5542+56	1,317	--	--	300	1,856	6,432	--	--	--	--	3,620
	6279+09	--	6318+45	975	--	--	370	1,226	3,696	--	--	--	90	--
	PROJECT			--	1	2	--	--		200	50	--	--	--
TOTALS				12,197	1	2	7,080	12,930	37,240	280	50	18	20,300	17,800

NOTES:
PROJECT ASPHALTIC SURFACE AND ASPHALTIC SURFACE PATCHING ARE USED FOR MISCELLANEOUS REPAIRS DESIGNATED BY THE ENGINEER.
*ADDITIONAL QUANTITIES SHOWN ELSEWHERE

LOCATION	STA	TO	STA	MIXTURE USE	UNDERLYING SURFACE	BID ITEM	TONS	THICKNESS	QUALITY MANAGEMENT PROGRAM TO BE USED FOR: MIXTURE ACCEPTANCE	QUALITY MANAGEMENT PROGRAM TO BE USED FOR: DENSITY ACCEPTANCE
15 FOOT ENTRANCE RAMP & 12 FOOT DRIVING LANES	5273+29	-	5318+40	UPPER LAYER	MILLED EXISTING HMA SURFACE	HMA PAVEMENT 4 SMA 58-34 V	1,360	2"	QMP (SS 460.2.8)	INCENTIVE DENSITY HMA PAVEMENT 460.2000
12 FOOT DRIVING LANES	6279+09	-	6318+45	UPPER LAYER	MILLED EXISTING HMA SURFACE	HMA PAVEMENT 4 SMA 58-34 V	1,152	2"	QMP (SS 460.2.8)	INCENTIVE DENSITY HMA PAVEMENT 460.2000
SHOULDERS (0.5')	5273+29 6279+09	- -	5318+40 6318+45	UPPER LAYER	MILLED EXISTING HMA SURFACE	HMA PAVEMENT 4 SMA 58-34 V	75	2"	QMP (SS 460.2.8)	DEPARTMENT ACCEPTANCE (SS 460.3.3.2); NOT ELIGIBLE FOR INCENTIVE
SHOULDERS, SIDEROADS, AND TURN LANES	5273+29 6279+09	- -	5318+40 6318+45	UPPER LAYER	MILLED EXISTING HMA SURFACE	HMA PAVEMENT 4 MT 58-28 S	745	2"	QMP (SS 460.2.8)	DEPARTMENT ACCEPTANCE (SS 460.3.3.2); NOT ELIGIBLE FOR INCENTIVE
12 FOOT DRIVING LANES, SHOULDERS, SIDEROADS, PAVED MEDIAN, GUARDRAIL WIDENING, AND TURN LANES	5318+40 6318+45	- -	5440+50 6325+80	LEVELING LAYER	MILLED EXISTING HMA SURFACE	HMA PAVEMENT 4 MT 58-28 S	4,970	1.5" (MIN)	QMP (SS 460.2.8)	DEPARTMENT ACCEPTANCE (SS 460.3.3.2); NOT ELIGIBLE FOR INCENTIVE
12 FOOT DRIVING LANES	5318+40 6318+45	- -	5440+50 6325+80	UPPER LAYER	4 MT 58-28 S	HMA PAVEMENT 4 SMA 58-34 V	4,256	2"	QMP (SS 460.2.8)	INCENTIVE DENSITY HMA PAVEMENT 460.2000
SHOULDERS, PAVED MEDIAN, AND GUARDRAIL WIDENING	5318+40 6318+45	- -	5440+50 6325+80	UPPER LAYER	4 MT 58-28 S	HMA PAVEMENT 4 SMA 58-34 V	1,782	2"	QMP (SS 460.2.8)	DEPARTMENT ACCEPTANCE (SS 460.3.3.2); NOT ELIGIBLE FOR INCENTIVE
SHOULDERS, SIDEROADS, GUARDRAIL WIDENING, AND TURN LANES	5318+40 6318+45	- -	5440+50 6325+80	UPPER LAYER	4 MT 58-28 S	HMA PAVEMENT 4 MT 58-28 S	690	2"	QMP (SS 460.2.8)	DEPARTMENT ACCEPTANCE (SS 460.3.3.2); NOT ELIGIBLE FOR INCENTIVE
12 FOOT DRIVING LANES	5440+50	-	5542+56	UPPER LAYER	MILLED EXISTING HMA SURFACE	HMA PAVEMENT 4 SMA 58-34 V	3,800	2"	QMP (SS 460.2.8)	INCENTIVE DENSITY HMA PAVEMENT 460.2000
SHOULDERS (0.5') AND PAVED MEDIAN	5440+50	-	5542+56	UPPER LAYER	MILLED EXISTING HMA SURFACE	HMA PAVEMENT 4 SMA 58-34 V	506	2"	QMP (SS 460.2.8)	DEPARTMENT ACCEPTANCE (SS 460.3.3.2); NOT ELIGIBLE FOR INCENTIVE
SHOULDERS, SIDEROADS, AND TURN LANES	5440+50	-	5542+56	UPPER LAYER	MILLED EXISTING HMA SURFACE	HMA PAVEMENT 4 MT 58-28 S	675	2"	QMP (SS 460.2.8)	DEPARTMENT ACCEPTANCE (SS 460.3.3.2); NOT ELIGIBLE FOR INCENTIVE
VARIOUS	VARIOUS			CROSS DRAIN REPAIR PATCH AND SPOT LANE FAILURES	BASE AGGREGATE	ASPHALTIC SURFACE	280	9"	(SS 465)	ORDINARY COMPACTION (SS 450.3.2.6.2)
VARIOUS	VARIOUS			MISCELLANEOUS REPAIRS AFTER MILLING AND CURB PATCHES	BASE AGGREGATE	ASPHALTIC SURFACE PATCHING	60	9"	(SS 465)	ORDINARY COMPACTION (SS 450.3.2.6.2)

3

RIPRAP ITEMS

CATEGORY	STATION	TO	STATION	OFFSET	606.0100 RIPRAP LIGHT CY	606.0200 RIPRAP MEDIUM CY	645.0130 GEOTEXTILE TYPE R SY	COMMENTS
0010								
	5340+09	--	5340+55	RT	--	11	--	GUARDRAIL REPLACEMENT
	5340+88	--	5341+60	RT	--	19	--	GUARDRAIL REPLACEMENT
	5434+24	--	5434+30	RT	4	--	18	SETTLEMENT REPAIR
TOTALS					4	30	18	

NOTE:
NO GEOTEXTILE IS REQUIRED AT GUARDRAIL; PROJECT IS FILLING OVER EXISTING RIPRAP (SEE CONSTRUCTION DETAILS)

CROSS DRAIN MAINTENANCE ITEMS

CATEGORY	STATION	OFFSET	204.9060.S.01 REMOVING APRON ENDWALLS EACH	520.8700 CLEANING CULVERT PIPES EACH	521.1021 APRON ENDWALLS FOR CULVERT PIPE STEEL 21-INCH EACH	522.1024 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 24-INCH EACH	633.5200 MARKERS CULVERT END EACH	NOTES
0010								
	5379+02	LT&RT	--	1	--	--	2	60" CONCRETE CULVERT
	5460+30	LT&RT	--	1	--	--	2	60" CONCRETE CULVERT
	6274+00	LT&RT	2	--	--	2	2	24" CONCRETE CULVERT
	6276+80	LT&RT	2	--	2	--	2	21" METAL CULVERT
	6314+02	LT&RT	--	1	--	--	1	24" CONCRETE CULVERT
	6315+88	LT&RT	--	1	--	--	1	24" CONCRETE CULVERT
	6322+90	LT&RT	--	1	--	--	2	24" CONCRETE CULVERT
TOTALS			4	5	2	2	12	

NOTE: CLEANING CULVERT PIPES ITEM INCLUDES CLEANING STORM SEWER DISCHARGE PIPES FROM MEDIAN INLETS

3

ADJUSTING INLET COVERS ITEMS

CATEGORY	STATION	OFFSET	204.0110* REMOVING ASPHALTIC SURFACE SY	204.0150* REMOVING CURB & GUTTER LF	465.0110* ASPHALTIC SURFACE PATCHING TON	601.0557* CONCRETE CURB & GUTTER 6-INCH SLOPED 36-INCH TYPE D LF	611.8115 ADJUSTING INLET COVERS EACH	690.0150* SAWING ASPHALT LF	690.0250* SAWING CONCRETE LF
0010									
	5311+10	RT	4	9	2	9	1	26	6
	6303+80	LT	4	9	2	9	1	26	6
TOTALS			8	18	4	18	2	52	12

*ADDITIONAL QUANTITIES SHOWN ELSEWHERE

3

BARRIER SYSTEM GRADING SHAPING FINISHING

					614.0010	**	**	**	**	**	**	**	**
CATEGORY	STATION	TO	STATION	OFFSET	EACH	FILL CY	BORROW CY	TOPSOIL SY	EROSION MAT CLASS I TYPE B SY	EROSION MAT URBAN CLASS I TYPE B SY	FERTILIZER TYPE B CWT	SEEDING MIXTURE NO. 30 LB	CONSTRUCTION STAKING SLOPE STAKES LF
0010													
	5334+98	--	5343+00	LT	1	80	80	645	100	550	0.4	29	802
	5335+15	--	5343+00	RT	1	255	255	1,370	360	1,010	0.9	61	785
TOTALS					2	335	335	2,015	460	1,560	1.3	90	1,587

**NON-BID ITEM, ITEMS AND QUANTITIES LISTED FOR BID INFORMATION ONLY. ITEMS INCIDENTAL TO BARRIER SYSTEM GRADING SHAPING FINISHING.

3

CROSS DRAIN REPAIR GRADING SHAPING FINISHING

					SPV.0060.03	**	**	**	**	**	**	**	**
CATEGORY	STATION	TO	STATION	OFFSET	EACH	EXCAVATION COMMON CY	FILL CY	BORROW CY	TOPSOIL SY	EROSION MAT CLASS I TYPE B SY	FERTILIZER TYPE B CWT	SEEDING MIXTURE NO. 30 LB	CONSTRUCTION STAKING SLOPE STAKES LF
0010													
	5434+11	--	5434+51	RT	1	150	10	10	50	50	0.1	2	40
TOTALS					1	150	10	10	50	50	0.1	2	40

**NON-BID ITEM, ITEMS AND QUANTITIES LISTED FOR BID INFORMATION ONLY. ITEMS INCIDENTAL TO CROSS DRAIN REPAIR GRADING SHAPING FINISHING.

DRIVEWAY REMOVAL GRADING SHAPING FINISHING

					SPV 0060.04	**	**	**	**	**	**	**
CATEGORY	STATION	TO	STATION	OFFSET	EACH	EXCAVATION COMMON CY	FILL CY	TOPSOIL SY	EROSION MAT CLASS I TYPE B SY	FERTILIZER TYPE B CWT	SEEDING MIXTURE NO. 30 LB	CONSTRUCTION STAKING SLOPE STAKES LF
0010												
	5526+35	--	5527+05	RT	1	45	10	285	285	0.2	13	70
TOTALS					1	45	10	285	285	0.2	13	70

**NON-BID ITEM, ITEMS AND QUANTITIES LISTED FOR BID INFORMATION ONLY. ITEMS INCIDENTAL TO DRIVEWAY REMOVAL GRADING SHAPING FINISHING.

3

GUARDRAIL ITEMS

CATEGORY	STATION	TO	STATION	OFFSET	211.0400 PREPARE FOUNDATION FOR ASPHALTIC SHOULDERS STA	614.0920 SALVAGED RAIL LF	614.0925 SALVAGED GUARDRAIL END TREATMENTS EACH	614.2300 MGS GUARDRAIL 3 LF	614.2330 MGS GUARDRAIL 3 K LF	614.2610 MGS GUARDRAIL TERMINAL EAT EACH
0010										
	5335+60	--	5341+28	LT	1	571	2	350	112.5	2
	5336+35	--	5340+92	RT	2	409	2	50	300.0	2
TOTALS					3	980	4	400	412.5	4

WATER

CATEGORY	LOCATION	624.0100 MGAL
0010		
	PROJECT	35
TOTAL		35

3

RESTORATION ITEMS

CATEGORY	STATION	TO	STATION	OFFSET	625.0100 TOPSOIL SY	629.0210 FERTILIZER TYPE B CWT	630.0130 SEEDING MIXTURE NO. 30 LB	630.0500 SEED WATER MGAL	COMMENTS
0010									
	5334+98	--	5343+00	LT	--	--	--	15	BARRIER SYSTEM
	5335+15	--	5343+00	RT	--	--	--	32	BARRIER SYSTEM
	5434+11	--	5434+51	RT	--	--	--	2	CROSS DRAIN REPAIR
	5526+35	--	5527+05	RT	--	--	--	7	DRIVEWAY REMOVAL
	6272+80	--	6274+67	LT	266	0.2	12	6	DITCH CLEANING
	6274+23	--	6274+43	RT	38	0.1	2	1	DITCH CLEANING
	6275+65	--	6276+93	LT	126	0.1	6	3	DITCH CLEANING
	6276+53	--	6277+31	RT	84	0.1	4	2	DITCH CLEANING
	6312+90	--	6313+96	RT	97	0.1	4	3	DITCH CLEANING
	UNDISTRIBUTED				154	0.4	7	19	
TOTALS					765	1.0	35	90	

NOTE:
TOPSOIL, FERTILIZER, AND SEED ITEMS ARE INCIDENTAL TO GRADING SHAPING FINISHING ITEMS.

EROSION CONTROL ITEMS

CATEGORY	STATION	TO	STATION	OFFSET	628.1104 EROSION BALES EACH	628.1504 SILT FENCE LF	628.1520 SILT FENCE MAINTENANCE LF	628.2004 EROSION MAT CLASS I TYPE B SY	628.7015 INLET PROTECTION TYPE C EACH	628.7020 INLET PROTECTION TYPE D EACH	628.7504 TEMPORARY DITCH CHECKS LF	628.7555 CULVERT PIPE CHECKS EACH	SPV.0090.03 DITCH CLEANING LF	COMMENTS
0010														
	5335+60	--	5341+29	LT	32	811	811	--	--	--	25	--	--	GUARDRAIL LEFT
	5336+35	--	5340+95	RT	48	724	724	--	--	--	25	--	--	GUARDRAIL RIGHT
	5434+07	--	5434+54	RT	--	--	--	--	--	1	25	--	--	CROSS DRAIN REPAIR
	5526+35	--	5527+05	RT	--	--	--	--	--	--	38	--	--	DRIVEWAY REMOVAL
	6272+80	--	6274+67	LT	--	--	--	266	--	--	50	--	243	DITCH CLEANING
	6274+23	--	6274+43	RT	--	--	--	38	--	--	--	4	20	DITCH CLEANING
	6275+65	--	6276+93	LT	--	--	--	126	--	--	--	--	128	DITCH CLEANING
	6276+53	--	6277+31	RT	--	--	--	84	--	--	25	4	78	DITCH CLEANING
	6312+90	--	6313+96	RT	--	--	--	97	--	--	25	--	106	DITCH CLEANING
							--							
	UNDISTRIBUTED				20	385	385	154	35	1	57	2	--	
TOTALS					100	1,920	1,920	765	35	2	270	10	575	

NOTE:
EROSION MAT CLASS I TYPE B ITEM IS INCIDENTAL TO GRADING SHAPING FINISHING ITEMS.

TRAFFIC CONTROL SIGNS FIXED MESSAGE

CATEGORY	LOCATION	SIGN NUMBER	SIGN SIZE W X H FT X FT	643.1000 SF	SIGN MESSAGE
0010					
	USH 53 SB	R12-70B	9.5 X 3.5	33.25	WIDE LOADS EXCEEDING 11 FT
	USH 53 NB	R12-70B	9.5 X 3.5	33.25	WIDE LOADS EXCEEDING 11 FT
TOTAL				66.50	

TRAFFIC CONTROL ITEMS

CATEGORY	LOCATION	STAGE DURATION DAYS	643.0300 TRAFFIC CONTROL DRUMS NO.	DAY	643.1070 TRAFFIC CONTROL CONES 42-INCH NO.	DAY	643.0420 TRAFFIC CONTROL BARRICADES TYPE III NO.	DAY	643.0705 TRAFFIC CONTROL WARNING LIGHTS TYPE A NO.	DAY	643.0900 TRAFFIC CONTROL SIGNS NO.	DAY	643.1050 TRAFFIC CONTROL SIGNS PCMS NO.	DAY	643.0910 TRAFFIC CONTROL COVERING SIGNS TYPE I EACH	643.0920 TRAFFIC CONTROL COVERING SIGNS TYPE II EACH
0010																
	PRIOR TO CONSTRUCTION	7	15	105	--	--	--	--	--	--	--	--	3	21	--	--
	ADVANCE WARNING	100	--	--	--	--	--	--	--	--	40	4,000	--	--	--	--
	MILL AND OVERLAY (4-LANE SEGMENT)	30	107	3,210	85	2,550	7	210	14	420	45	1,350	--	--	1	2
	PROFILE MILL AND OVERLAY	45	57	2,565	--	--	2	90	4	180	1	45	--	--	--	--
	GUARDRAIL REPLACEMENT	12	27	324	--	--	--	--	--	--	4	48	--	--	--	--
	SETTLEMENT REPAIR	5	8	40	--	--	--	--	--	--	2	10	--	--	--	--
	DRIVEWAY REMOVAL	5	10	50	--	--	--	--	--	--	1	5	--	--	--	--
	MILL AND OVERLAY (2-LANE SEGMENT)	20	126	2,520	--	--	2	40	4	80	2	40	--	--	--	--
TOTALS				8,814 #		2,550 #		340 #		680 # #		5,498 #		21	1	2

NOTE
COVER EACH SIGN FOR ONE CYCLE.

LONG LINE PAVEMENT MARKING ITEMS

CATEGORY	STATION	TO	STATION	643.3165 TEMPORARY MARKING LINE PAINT 6-INCH 12.5' LINE 37.5' SKIP YELLOW LF	SOLID YELLOW LF	12.5' LINE 37.5' SKIP WHITE LF	643.3180 TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH SOLID YELLOW LF	SOLID WHITE LF	643.3960 TEMPORARY MARKING REMOVABLE MASK OUT TAPE 6-INCH LF	646.2025 MARKING LINE GROOVED BLACK EPOXY 6-INCH 12.5' LINE 37.5' SKIP LF	646.2040 MARKING LINE GROOVED WET REF EPOXY 6-INCH 12.5' LINE 37.5' SKIP YELLOW LF	SOLID YELLOW LF	3' LINE 9' SKIP WHITE LF	12.5' LINE 37.5' SKIP WHITE LF	SOLID WHITE LF	646.4040 MARKING LINE GROOVED WET REF EPOXY 10-INCH SOLID WHITE LF
0010																
	5273+29	--	5325+75	--	4,765	1,700	--	--	--	850	--	5,290	50	850	4,850	295
	5325+75	--	5385+00	4,200	3,830	--	--	--	--	--	1,400	1,275	--	--	11,610	325
	5385+00	--	5440+50	4,200	14,080	2,665	--	--	--	890	1,400	4,695	165	890	10,580	845
	5440+50	--	5492+00	1,050	16,410	2,075	--	--	--	1,040	525	8,205	20	1,040	9,935	400
	5492+00	--	5542+56	700	19,210	1,150	--	--	--	575	350	9,645	190	575	9,840	560
	6251+50	--	6276+00	--	--	--	2,250	530	88	--	--	--	--	--	--	--
	6279+09	--	6325+80	--	4,765	1,875	--	--	--	940	--	4,710	25	940	4,390	600
TOTALS					82,675		2,780		88	4,295			93,445			3,025

NOTE:
PLACE TEMPORARY MARKING LINE PAINT ON MILLED SURFACE, LEVELING LAYER, AND SURFACE LAYER OF HMA PAVEMENT PRIOR TO GROOVING.

MISCELLANEOUS PAVEMENT MARKING ITEMS

CATEGORY	STATION	TO	STATION	646.5020 MARKING ARROW EPOXY EACH	646.5120 MARKING WORD EPOXY EACH	646.6120 MARKING STOP LINE EPOXY 18-INCH LF	646.7120 MARKING DIAGONAL EPOXY 12-INCH LF	646.8120 MARKING CURB EPOXY LF	646.8220 MARKING ISLAND NOSE EPOXY EACH
0010									
	5273+29	--	5325+75	--	--	106	492	65	13
	5325+75	--	5385+00	--	--	70	--	--	--
	5385+00	--	5440+50	--	--	132	--	--	--
	5440+50	--	5492+00	--	--	61	--	--	--
	5492+00	--	5542+56	4	2	70	108	--	--
	6279+09	--	6325+80	--	--	31	--	65	--
TOTALS				4	2	470	600	130	13

MARKING AERIAL ENFORCEMENT BAR EPOXY

CATEGORY	STATION	646.5420 EACH
0010		
	5400+30	2
	5406+90	2
	5413+50	2
	5420+10	2
	5426+70	2
TOTAL		10

SAWING ITEMS

CATEGORY	STATION	TO	STATION	690.0150* SAWING ASPHALT LF	COMMENTS
0010					
	5434+05	-	5434+35	94	SETTLEMENT REPAIR
TOTAL				94	

*ADDITIONAL QUANTITIES SHOWN ELSEWHERE

REMOVING AND MOVING SIGNS

CATEGORY	STATION	OFFSET	SIGN MESSAGE	638.2102 MOVING SIGNS TYPE II EACH	638.2602 REMOVING SIGNS TYPE II EACH
0010					
	5326+00	RT	ROUGH ROAD	--	1
	5326+00	RT	NEXT 1 1/2 MILES	--	1
	5335+24	RT	NO PASSING ZONE	1	--
	5341+01	LT	ROAD NAMES	1	--
	5341+29	LT	ADOPT A HWY	1	--
	5393+60	LT	ROUGH ROAD	--	1
	5393+60	LT	NEXT 1 1/2 MILES	--	1
	UNDISTRIBUTED			2	--
TOTALS				5	4

STAKING ITEMS

CATEGORY	STATION	TO	STATION	650.8000 CONSTRUCTION STAKING RESURFACING REFERENCE LF	650.9920 CONSTRUCTION STAKING SLOPE STAKES LF
0010					
	5273+29	-	5318+40	4,511	--
	5318+40	-	5440+50	12,210	12,210
	5440+50	-	5542+56	10,206	--
	6279+09	-	6321+15	4,206	--
	PROJECT			--	--
TOTALS				31,133	12,210

PUBLIC LAND SURVEY MONUMENT VERIFY AND RESET

CATEGORY	STATION	DESCRIPTION	680.0100 EACH
0010			
	5284+76	S 1/4 CORNER OF SEC 29, T48N, R12W	1
	5311+13	SE CORNER OF SECTION 29, T48N, R12W	1
TOTAL			2

LEGEND
DELINEATED WETLAND BOUNDARY
SLOPE INTERCEPT

CURVE NO. 1
PI STA = 5273+98.96
Y = 262894.28
X = 197293.84
PC STA = 5267+50.83
Y=263298.18
X=196786.96
PT STA = 5280+00.51
Y=262882.28
X=197941.86
DELTA = 37°29'15"
D = 2°59'59"
T = 648.13'
L = 1249.68'
R = 1910.00'
EXISTING SE = 5.5%
MATCH EXISTING ROADWAY CROSS SLOPES
AND SUPERELEVATION TRANSITIONS

KELLOG RD
EX R/W
EX R/W
EX R/W
EX R/W
EX R/W
EX R/W
PC: 5267+50.83
PT: 5280+00.51
PT: 6275+63.69
USH 2 WB / USH 53 NB
ENTRANCE RAMP
USH 2 WB
USH 2 EB
USH 53 SB / USH 2 EB
EXIT RAMP
USH 53 NB
USH 53 SB
USH 53 NB / USH 2 EB
EXIT RAMP
5268
5270
5272
5274
CURVE 1
5276
5278
5280
5282
6268
6270
6272
CURVE 2
6274
6276
6278
6280
6282
S88°56'21"E
S89°43'37"E
BEGIN PROJECT
STA 5273+29.00
Y=263,011.27
X=197,286.37
BUTT JOINT REQ'D
(SEE CONSTRUCTION DETAILS)
DAHLBERG LIGHT AND POWER COMPANY
(ELECTRIC)
SPECTRUM
(COMMUNICATION)
STA 6273+80, LT
CULVERT 16002028314
1-REMOVING APRON ENDWALLS REQ'D
1-APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 24-INCH REQ'D
1-MARKERS CULVERT END REQ'D
DITCH CLEANING
(SEE CONSTRUCTION DETAILS)
BEGIN CONSTRUCTION
STA 6279+09
BUTT JOINT REQ'D
(SEE CONSTRUCTION DETAILS)
MERIT NETWORK, INC.
(COMMUNICATION)
DAHLBERG LIGHT AND POWER COMPANY
(ELECTRIC)
SPECTRUM
(COMMUNICATION)
DITCH CLEANING
(SEE CONSTRUCTION DETAILS)
B-16-48
(TO REMAIN)
CURVE NO. 2
PI STA = 6269+47.13
Y = 262837.14
X = 196838.77
PC STA = 6262+82.40
Y=263245.67
X=196314.38
PT STA = 6275+63.69
Y=262833.98
X=197503.50
DELTA = 37°38'51"
D = 2°56'18"
T = 664.74'
L = 1281.30'
R = 1950.00'
STA 6276+80, LT & RT
CULVERT 16002028315
2-REMOVING APRON ENDWALLS REQ'D
2-APRON ENDWALLS FOR CULVERT PIPE STEEL 21-INCH REQ'D
2-MARKERS CULVERT END REQ'D
DAHLBERG LIGHT AND POWER COMPANY
(ELECTRIC)
STA 6274+27, RT
CULVERT 16002028314
1-REMOVING APRON ENDWALLS REQ'D
1-APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 24-INCH REQ'D
1-MARKERS CULVERT END REQ'D
POST
FO
OH
N

PROJECT NO: 1180-01-72	HWY: USH 2	COUNTY: DOUGLAS	PLAN	SHEET 38	E

LEGEND
DELINEATED WETLAND BOUNDARY
SLOPE INTERCEPT

EX R/W
EX R/W
KELLOG RD
EX R/W
EX R/W
PARK RD
N

T 48 N
29
32
R 12 W
PUBLIC LAND SURVEY MONUMENT VERIFY AND RESET

END CONSTRUCTION
STA 5284+42, 77' LT
MATCH EXISTING AGGREGATE SURFACE

ASPHALTIC FLUMES
ASPHALTIC FLUMES
PI: 5284+46.75
EX R/W
POINT
Y = 262874.02
X = 198388.02

END CONSTRUCTION
STA 5297+92, 85' LT
MATCH EXISTING AGGREGATE SURFACE

5
5

SEPC SEPC
ASPH CE
ASPH CE
ASPH PE
BASE AGG PE
BASE AGG PE

S88°56'21"E 5284 5286 5288 5290 USH 2 WB 5292 S89°43'28"E 5294 5296 5298

6284 6286 6288 6290 6292 S89°43'37"E 6294 6296 6298

USH 2 EB

BASE AGG PE
BASE AGG PE
ASPH CE
EX R/W
EX R/W

MERIT NETWORK, INC.
(COMMUNICATION)

BRIGHTSPEED OF NORTH CENTRAL WISCONSIN, LLC
BRIGHTSPEED OF NORTHWEST WISCONSIN, LLC
(COMMUNICATION)

DAHLBERG LIGHT AND POWER COMPANY
(ELECTRIC)

SPECTRUM
(COMMUNICATION)

DAHLBERG LIGHT AND POWER COMPANY
(ELECTRIC)
SPECTRUM
(COMMUNICATION)

UNNAMED STREAM

PROJECT NO: 1180-01-72	HWY: USH 2	COUNTY: DOUGLAS	PLAN	SHEET 39	E

LEGEND
DELINEATED WETLAND BOUNDARY
SLOPE INTERCEPT

EX R/W
EX R/W
EX R/W
EX R/W
EX R/W
EX R/W

AMNICON FALLS STATE PARK

N

PARK RD

END CONSTRUCTION
STA 5297+92, 85' LT
MATCH EXISTING AGGREGATE SURFACE

PI: 5299+99.90

STA 5311+10, RT
REMOVING CURB AND GUTTER
CONCRETE CURB & GUTTER 36- INCH TYPE D (MODIFIED 9-INCH THICK PAN)
ADJUSTING INLET COVERS
(SEE CONSTRUCTION DETAILS)

T 48 N
R 29 28 W
32 33
12

PUBLIC LAND SURVEY MONUMENT VERIFY AND RESET

DAHLBERG LIGHT AND POWER COMPANY
(ELECTRIC)

GUY POLE

5 5

5298 S89°43'28"E 5300 5302 USH 2 WB 5304 S89°43'29"E 5306 5308 5310 5312

Y = 262866.56
X = 199941.25

6298 6300 6302 6304 S89°43'37"E 6306 6308 6310 6312

USH 2 EB

BASE AGG PE
BASE AGG PE
POST
OH FO

MERIT NETWORK, INC.
(COMMUNICATION)

STA 6303+80, LT
REMOVING CURB AND GUTTER
CONCRETE CURB & GUTTER 36- INCH TYPE D (MODIFIED 9-INCH THICK PAN)
ADJUSTING INLET COVERS
(SEE CONSTRUCTION DETAILS)

DAHLBERG LIGHT AND POWER COMPANY
(ELECTRIC)
SPECTRUM
(COMMUNICATION)

B-16-0054
(TO REMAIN)

BRIGHTSPEED OF NORTH CENTRAL WISCONSIN, LLC
BRIGHTSPEED OF NORTHWEST WISCONSIN, LLC
(COMMUNICATION)

AMNICON RIVER

PROJECT NO: 1180-01-72	HWY: USH 2	COUNTY: DOUGLAS	PLAN	SHEET 40	E

FILE NAME : P:\55XX\5586.DP.23.USH2.DOU\CADDS\11800172\SHEETS\050201-PN.DWG
LAYOUT NAME - 03
PLOT DATE : 4/22/2026 3:30 PM PLOT BY : PARKER TISCHAUSER PLOT NAME : PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 44

LEGEND
- DELINEATED WETLAND BOUNDARY
- SLOPE INTERCEPT
- ASPHALTIC WEDGING GREATER THAN 2.5" *

NOTES
SEE CONSTRUCTION DETAILS FOR ALL WETLAND IMPACTS.

* THE TYPICAL AND MINIMUM HMA LEVELING LAYER IS 1.5".THE MAXIMUM SINGLE HMA LEVELING LAYER IS 2.5". SHADING REPRESENTS ANTICIPATED LOCATIONS WHERE THE PROFILE MILLING WILL DAYLIGHT BY MORE THAN 1" ABOVE EXISTING PAVEMENT. THESE AREAS WILL REQUIRE MORE THAN 2.5" LEVELING LAYER AND RESULTS IN SCARIFYING EXISTING PAVEMENT AND AN ADDITIONAL ASPHALTIC WEDGING LAYER. SEE TYPICAL SECTIONS FOR HMA MIX TYPES.

CURVE NO. 3
PI STA = 5319+74.90
Y = 262857.06
X = 201916.13
PC STA = 5313+25.77
Y=262860.18
X=201267.01
PT STA = 5326+22.98
Y=262917.89
X=202562.41
DELTA = 5°39'07"
D = 0°26'09"
T = 649.13'
L = 1297.22'
R = 13150.07'
EXISTING SE = NC

CURVE NO. 4
PI STA = 6317+88.21
Y = 262813.84
X = 201727.97
PC STA = 6314+13.86
Y=262815.62
X=201353.62
PT STA = 6321+61.49
Y=262860.88
X=202099.36
DELTA = 7°29'31"
D = 1°00'08"
T = 374.35'
L = 747.64'
R = 5717.57'
EXISTING SE=VARIES
PROPOSED SE=2.7%
SE TRANSITION (T)=125'
RO (RUNOFF)=72'

CURVE NO. 5
PI STA = 5344+10.69
Y = 263085.41
X = 204342.25
PC STA = 5326+22.98
Y=262917.89
X=202562.41
PT STA = 5361+79.15
Y=262800.29
X=206107.08
DELTA = 14°33'14"
D = 0°24'33"
T = 1787.71'
L = 3556.17'
R = 13999.97'
EXISTING SE = NC

BEGIN CONSTRUCTION
STA 5315+07, 152' LT
BUTT JOINT REQ'D
(SEE CONSTRUCTION DETAILS)

UNNAMED STREAM

EX R/W

CTH U

SPECTRUM
(COMMUNICATION)

DAHLBERG LIGHT AND POWER COMPANY
(ELECTRIC)
SPECTRUM
(COMMUNICATION)

PAVEMENT DEPTH TRANSITION
(SEE CONSTRUCTION DETAILS)

BEGIN PROFILE MILLING
STA 5318+40
STA 6318+45

PT: 6321+61.49

EP: 6325+80.06

BASE AGG PE

S89°43'29"E

S89°43'37"E

N82°46'52"E

CURVE 3

CURVE 4

CURVE 5

USH 2

MERIT NETWORK, INC.
(COMMUNICATION)

PC: 5313+25.77

PC: 6314+13.86

PC: 5326+22.98

DITCH CLEANING
(SEE CONSTRUCTION DETAILS)

STA 6314+02, LT & RT
CULVERT 16002028321
CLEANING CULVERT PIPES REQ'D
MARKERS CULVERT END REQ'D

S ROCKMONT RD

BEGIN CONSTRUCTION
STA 6314+43, 137' RT
MATCH EXISTING AGGREGATE SURFACE

STA 6315+88, LT & RT
CULVERT 16002028320
CLEANING CULVERT PIPES REQ'D
MARKERS CULVERT END REQ'D

BRIGHTSPEED OF NORTH CENTRAL WISCONSIN, LLC
BRIGHTSPEED OF NORTHWEST WISCONSIN, LLC
(COMMUNICATION)

DAHLBERG LIGHT AND POWER COMPANY
(ELECTRIC)
SPECTRUM
(COMMUNICATION)

STA 6322+90, LT & RT
CULVERT 16002028324
CLEANING CULVERT PIPES REQ'D
MARKERS CULVERT END REQ'D

E SPAULDING RD

TO REMAIN

ROUGH ROAD
REMOVE

NEXT
1 1/2 MILES
REMOVE

SEPC

POST

FO

OH

SIGN

FENCE

N

5

5

USH 2 WB

VCL = 200.00
K = 2003.34

VCL = 300.00
K = 501.61

VCL = 200.00
K = 542.22

EXISTING GROUND

STA 5318+40.00
EL 871.52

VPC STA 5319+00.00
VPC EL 872.13

VPI STA 5320+50.00
VPI EL 873.66

VPT STA 5322+00.00
VPT EL 874.30

VPC STA 5322+75.00
VPC EL 874.62

VPI STA 5323+75.00
VPI EL 875.04

VPT STA 5324+75.00
VPT EL 875.56

VPC STA 5325+75.00
VPC EL 876.09

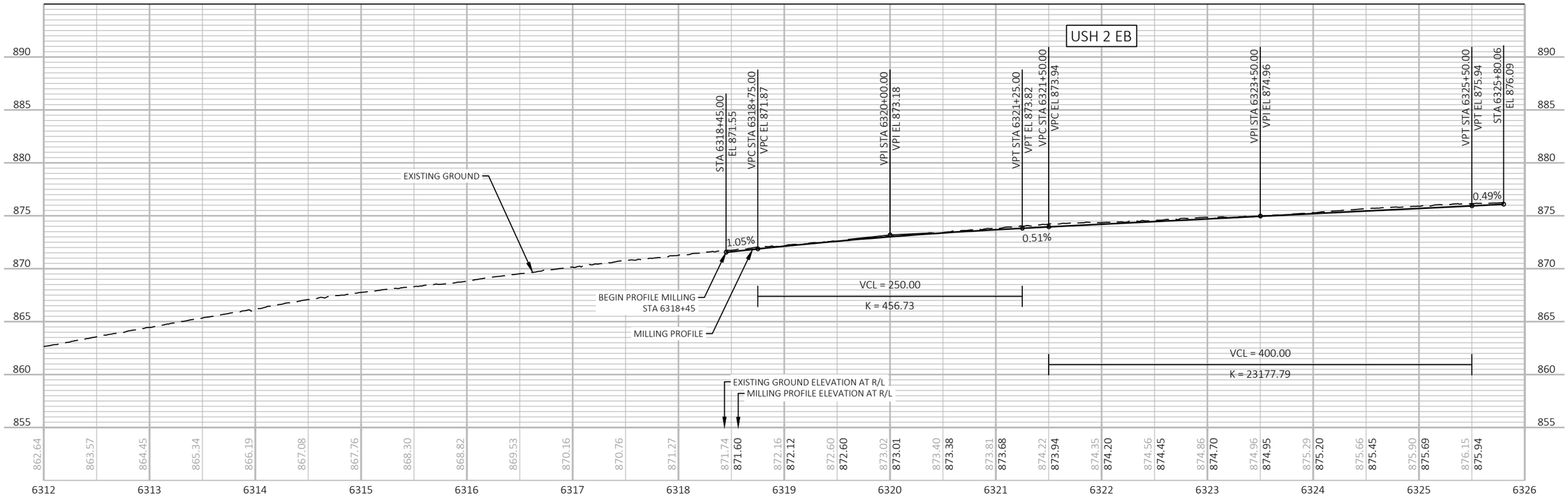
1.02%
0.42%
0.52%

BEGIN PROFILE MILLING
STA 5318+40

MILLING PROFILE

EXISTING GROUND ELEVATION AT R/L
MILLING PROFILE ELEVATION AT R/L

| | | |



PROJECT NO: 1180-01-72	HWY: USH 2	COUNTY: DOUGLAS	PROFILE - PROFILE MILLING	SHEET 42	E

FILE NAME : P:\55XX\5586.DP.23.USH2.DOU\CADDS\11800172\SHEETS\050202-PP.DWG
LAYOUT NAME - 02

PLOT DATE : 4/22/2026 3:28 PM PLOT BY : PARKER TISCHAUSER PLOT NAME : PLOT SCALE : 1 IN:100 FT

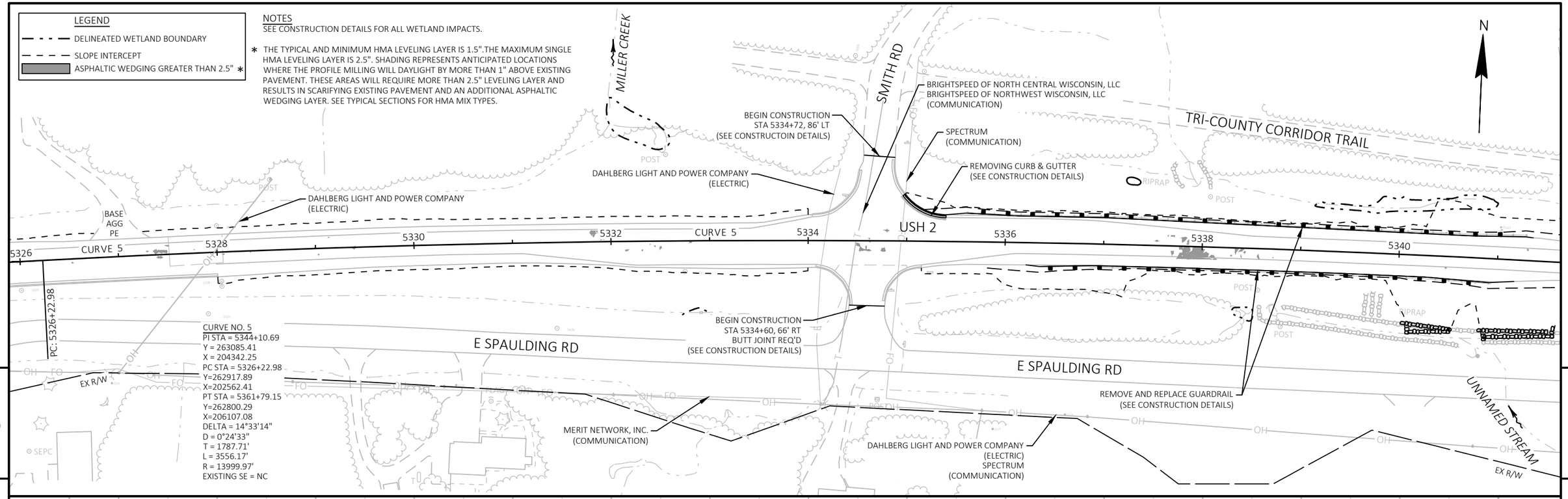
LEGEND

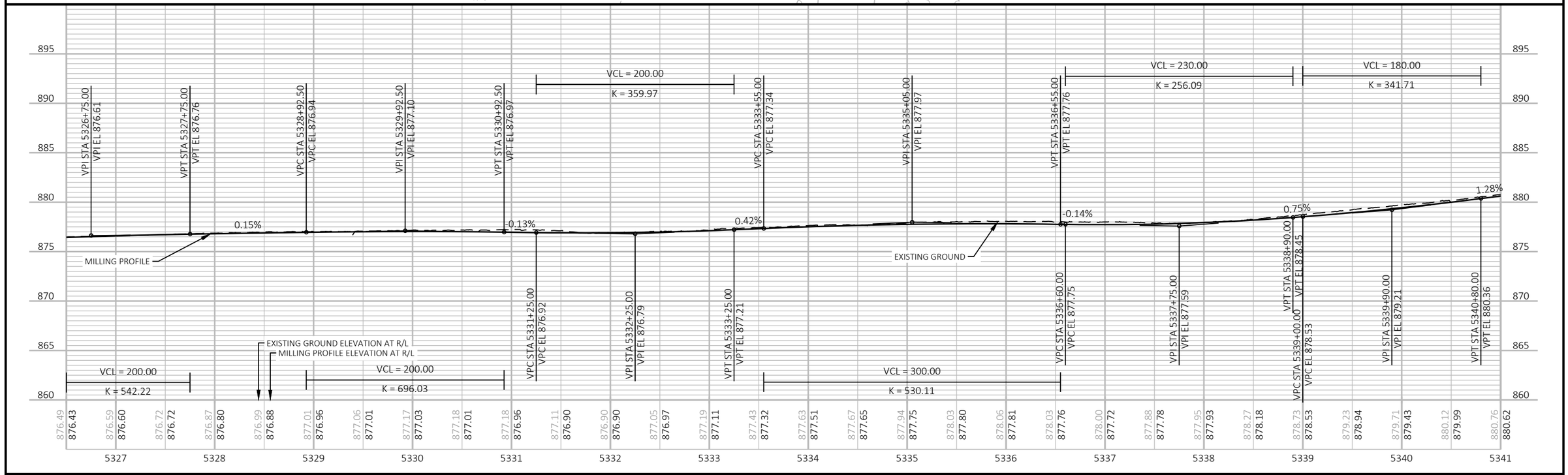
- DELINEATED WETLAND BOUNDARY
- SLOPE INTERCEPT
- ASPHALTIC WEDGING GREATER THAN 2.5" *

NOTES

SEE CONSTRUCTION DETAILS FOR ALL WETLAND IMPACTS.

* THE TYPICAL AND MINIMUM HMA LEVELING LAYER IS 1.5".THE MAXIMUM SINGLE HMA LEVELING LAYER IS 2.5". SHADING REPRESENTS ANTICIPATED LOCATIONS WHERE THE PROFILE MILLING WILL DAYLIGHT BY MORE THAN 1" ABOVE EXISTING PAVEMENT. THESE AREAS WILL REQUIRE MORE THAN 2.5" LEVELING LAYER AND RESULTS IN SCARIFYING EXISTING PAVEMENT AND AN ADDITIONAL ASPHALTIC WEDGING LAYER. SEE TYPICAL SECTIONS FOR HMA MIX TYPES.





PROJECT NO: 1180-01-72	HWY: USH 2	COUNTY: DOUGLAS	PLAN AND PROFILE - PROFILE MILLING	SHEET 43	E

FILE NAME : P:\55XX\5586.DP.23.USH2.DOU\CADDS\11800172\SHEETS\050202-PP.DWG
LAYOUT NAME - 03

PLOT DATE : 4/22/2026 3:37 PM PLOT BY : PARKER TISCHAUSER PLOT NAME : PLOT SCALE : 1 IN:100 FT

LEGEND

- DELINEATED WETLAND BOUNDARY
- SLOPE INTERCEPT
- ASPHALTIC WEDGING GREATER THAN 2.5" *

NOTES

SEE CONSTRUCTION DETAILS FOR ALL WETLAND IMPACTS.

* THE TYPICAL AND MINIMUM HMA LEVELING LAYER IS 1.5".THE MAXIMUM SINGLE HMA LEVELING LAYER IS 2.5". SHADING REPRESENTS ANTICIPATED LOCATIONS WHERE THE PROFILE MILLING WILL DAYLIGHT BY MORE THAN 1" ABOVE EXISTING PAVEMENT. THESE AREAS WILL REQUIRE MORE THAN 2.5" LEVELING LAYER AND RESULTS IN SCARIFYING EXISTING PAVEMENT AND AN ADDITIONAL ASPHALTIC WEDGING LAYER. SEE TYPICAL SECTIONS FOR HMA MIX TYPES.

CURVE NO. 5
PI STA = 5344+10.69
Y = 263085.41
X = 204342.25
PC STA = 5326+22.98
Y=262917.89
X=202562.41
PT STA = 5361+79.15
Y=262800.29
X=206107.08
DELTA = 14°33'14"
D = 0°24'33"
T = 1787.71'
L = 3556.17'
R = 13999.97'
EXISTING SE = NC

N

TRI-COUNTY CORRIDOR TRAIL

BASE AGG PE

5342 5344 5346 CURVE 5 5348 USH 2 5350 5352 5354 5356

RIPRAP POST

REMOVE AND REPLACE GUARDRAIL (SEE CONSTRUCTION DETAILS)

E SPAULDING RD

DAHLBERG LIGHT AND POWER COMPANY (ELECTRIC) SPECTRUM (COMMUNICATION)

DAHLBERG LIGHT AND POWER COMPANY (ELECTRIC) SPECTRUM (COMMUNICATION)

OH OH OH OH

UNNAMED STREAM

EX R/W

EX R/W

5 5

VCL = 300.00
K = 1281.32

VCL = 400.00
K = 723.81

VCL = 300.00
K = 605.02

VCL = 200.00
K = 411.39

VCL = 280.00
K = 254.04

1.17%
1.40%
1.90%
2.38%
1.28%

VPC STA 5341+32.50
VPC EL 881.03

VPI STA 5342+72.50
VPI EL 882.83

VPT STA 5344+12.50
VPT EL 886.17

VPC STA 5344+25.00
VPC EL 886.46

VPI STA 5345+25.00
VPI EL 888.85

VPT STA 5346+25.00
VPT EL 890.74

VPC STA 5346+75.00
VPC EL 891.69

VPI STA 5348+25.00
VPI EL 894.54

VPT STA 5349+75.00
VPT EL 896.64

VPC STA 5350+00.00
VPC EL 896.99

VPI STA 5351+50.00
VPI EL 899.09

VPT STA 5353+00.00
VPT EL 900.85

VPC STA 5353+37.50
VPC EL 901.28

VPI STA 5355+37.50
VPI EL 903.62

EXISTING GROUND

MILLING PROFILE

EXISTING GROUND ELEVATION AT R/L
MILLING PROFILE ELEVATION AT R/L

905 900 895 890 885 880 875 870

880.76	880.62	5341
881.38	881.26	
882.11	881.99	5342
882.89	882.81	
883.95	883.73	5343
884.97	884.75	
886.06	885.87	5344
887.14	887.05	
888.30	888.18	5345
889.34	889.25	
890.41	890.26	5346
891.39	891.22	
892.25	892.16	5347
893.21	893.07	
894.02	893.94	5348
894.87	894.76	
895.69	895.54	5349
896.53	896.29	
897.25	896.99	5350
897.93	897.68	
898.60	898.35	5351
899.07	899.01	
899.76	899.64	5352
900.37	900.25	
901.01	900.85	5353
901.50	901.43	
902.01	901.99	5354
902.62	902.51	
903.14	903.00	5355
903.56	903.45	

PROJECT NO: 1180-01-72	HWY: USH 2	COUNTY: DOUGLAS	PLAN AND PROFILE - PROFILE MILLING	SHEET 44	E

FILE NAME : P:\55XX\5586.DP.23.USH2.DOU\CADDS\11800172\SHEETS\050202-PP.DWG
LAYOUT NAME - 04

PLOT DATE : 4/22/2026 3:29 PM PLOT BY : PARKER TISCHAUSER PLOT NAME : PLOT SCALE : 1 IN:100 FT

LEGEND

- DELINEATED WETLAND BOUNDARY
- SLOPE INTERCEPT
- ASPHALTIC WEDGING GREATER THAN 2.5" *

NOTES

SEE CONSTRUCTION DETAILS FOR ALL WETLAND IMPACTS.

* THE TYPICAL AND MINIMUM HMA LEVELING LAYER IS 1.5".THE MAXIMUM SINGLE HMA LEVELING LAYER IS 2.5". SHADING REPRESENTS ANTICIPATED LOCATIONS WHERE THE PROFILE MILLING WILL DAYLIGHT BY MORE THAN 1" ABOVE EXISTING PAVEMENT. THESE AREAS WILL REQUIRE MORE THAN 2.5" LEVELING LAYER AND RESULTS IN SCARIFYING EXISTING PAVEMENT AND AN ADDITIONAL ASPHALTIC WEDGING LAYER. SEE TYPICAL SECTIONS FOR HMA MIX TYPES.

CURVE NO. 5
PI STA = 5344+10.69
Y = 263085.41
X = 204342.25
PC STA = 5326+22.98
Y=262917.89
X=202562.41
PT STA = 5361+79.15
Y=262800.29
X=206107.08
DELTA = 14°33'14"
D = 0°24'33"
T = 1787.71'
L = 3556.17'
R = 13999.97'
EXISTING SE = NC

CURVE NO. 6
PI STA = 5373+20.50
Y = 262618.26
X = 207233.82
PC STA = 5363+95.21
Y=262765.83
X=206320.37
PT STA = 5382+43.11
Y=262592.19
X=208158.74
DELTA = 7°33'46"
D = 0°24'33"
T = 925.29'
L = 1847.90'
R = 13999.97'
EXISTING SE = NC

T 48 N
28 27
33 34
R 12 W

LANDMARK REFERENCE MONUMENTS (DO NOT DISTURB)

EX R/W

EX R/W

N

POST

TRI-COUNTY CORRIDOR TRAIL

POST

POST

5356 5358 5360 5362 S80°49'22"E 5364 USH 2 5366 5368 5370

CURVE 5

CURVE 6

PT: 5361+79.15

PC: 5363+95.21

E SPAULDING RD

EX R/W

EX R/W

5

5

920 915 910 905 900 895 890 885

VPT STA 5357+37.50
VPT EL 904.85

VPC STA 5357+75.00
VPC EL 905.08

VPI STA 5359+25.00
VPI EL 906.00

VPT STA 5360+75.00
VPT EL 906.41

VPC STA 5362+00.00
VPC EL 906.75

VPI STA 5363+50.00
VPI EL 907.16

VPT STA 5365+00.00
VPT EL 907.57

VPC STA 5368+00.00
VPC EL 908.39

VCL = 600.00
K = 1183.71

EXISTING GROUND

MILLING PROFILE

0.61%

0.27%

0.27%

VCL = 400.00
K = 723.81

VCL = 300.00
K = 877.14

VCL = 300.00
K = 1746160.03

EXISTING GROUND ELEVATION AT R/L
MILLING PROFILE ELEVATION AT R/L

903.56	904.02	904.42	904.85	905.08
903.45	903.87	904.26	904.61	904.93
905.30	905.57	905.83	906.11	906.32
905.23	905.51	905.76	905.98	906.17
906.50	906.69	906.82	906.77	906.94
906.34	906.48	906.62	906.75	906.89
907.03	907.31	907.48	907.55	907.76
907.02	907.16	907.30	907.43	907.57
907.92	908.03	908.07	908.22	908.36	908.50	908.74	908.90	909.08	909.34
907.71	907.84	907.98	908.12	908.25	908.39	908.53	908.70	908.89	909.10

5356 5357 5358 5359 5360 5361 5362 5363 5364 5365 5366 5367 5368 5369 5370

PROJECT NO: 1180-01-72	HWY: USH 2	COUNTY: DOUGLAS	PLAN AND PROFILE - PROFILE MILLING	SHEET 45 E

LEGEND

- DELINEATED WETLAND BOUNDARY
- SLOPE INTERCEPT
- ASPHALTIC WEDGING GREATER THAN 2.5" *

NOTES

SEE CONSTRUCTION DETAILS FOR ALL WETLAND IMPACTS.

* THE TYPICAL AND MINIMUM HMA LEVELING LAYER IS 1.5".THE MAXIMUM SINGLE HMA LEVELING LAYER IS 2.5". SHADING REPRESENTS ANTICIPATED LOCATIONS WHERE THE PROFILE MILLING WILL DAYLIGHT BY MORE THAN 1" ABOVE EXISTING PAVEMENT. THESE AREAS WILL REQUIRE MORE THAN 2.5" LEVELING LAYER AND RESULTS IN SCARIFYING EXISTING PAVEMENT AND AN ADDITIONAL ASPHALTIC WEDGING LAYER. SEE TYPICAL SECTIONS FOR HMA MIX TYPES.

CURVE NO. 6
PI STA = 5373+20.50
Y = 262618.26
X = 207233.82
PC STA = 5363+95.21
Y=262765.83
X=206320.37
PT STA = 5382+43.11
Y=262592.19
X=208158.74
DELTA = 7°33'46"
D = 0°24'33"
T = 925.29'
L = 1847.90'
R = 13999.97'
EXISTING SE = NC

STA 5379+02, LT & RT
CULVERT 16002028104
CLEANING CULVERT PIPES REQ'D
MARKERS CULVERT END REQ'D

N

TRI-COUNTY CORRIDOR TRAIL

POST

RIPRAP

PT: 5382+43.11

5370 5372 5374 CURVE 6 5376 USH 2 5378 5380 5382 S88°23'08"E 5384

POST

E SPAULDING RD

EX R/W

UNNAMED STREAM

EX R/W

5

5

VCL = 600.00
K = 1183.71

VCL = 300.00
K = 859.59

VCL = 300.00
K = 4852.35

VCL = 300.00
K = 2945.91

VPC STA 5374+25.50
VPC EL 911.74

VPI STA 5375+75.50
VPI EL 912.91

VPT STA 5377+25.50
VPT EL 913.93

VPC STA 5382+75.00
VPC EL 918.79

VPI STA 5384+25.00
VPI EL 920.33

VPI STA 5371+00.00
VPI EL 909.21

VPT STA 5374+00.00
VPT EL 911.54

VPC STA 5378+00.00
VPC EL 914.43

VPI STA 5379+50.00
VPI EL 915.45

VPT STA 5381+00.00
VPT EL 916.99

0.78%
0.68%
1.03%

EXISTING GROUND
MILLING PROFILE

EXISTING GROUND ELEVATION AT R/L
MILLING PROFILE ELEVATION AT R/L

5370	909.34 / 909.10
5371	909.58 / 909.33
5372	909.77 / 909.59
5373	910.06 / 909.86
5374	910.29 / 910.15
5375	910.63 / 910.47
5376	911.05 / 910.81
5377	911.43 / 911.17
5378	911.78 / 911.54
5379	912.15 / 911.93
5380	912.58 / 912.31
5381	912.89 / 912.69
5382	913.27 / 913.05
5383	913.45 / 913.41
5384	913.82 / 913.76
	914.23 / 914.10
	914.60 / 914.43
	914.99 / 914.79
	915.24 / 915.17
	915.79 / 915.58
	916.21 / 916.02
	916.72 / 916.49
	917.19 / 916.99
	917.58 / 917.50
	918.02 / 918.02
	918.70 / 918.53
	919.18 / 919.04
	919.57 / 919.55
	920.22 / 920.06
	920.62 / 920.55

PROJECT NO: 1180-01-72	HWY: USH 2	COUNTY: DOUGLAS	PLAN AND PROFILE - PROFILE MILLING	SHEET 46 E

FILE NAME : P:\55XX\5586.DP.23.USH2.DOU\CADDS\11800172\SHEETS\050202-PP.DWG
LAYOUT NAME - 06

PLOT DATE : 4/22/2026 3:31 PM PLOT BY : PARKER TISCHAUSER PLOT NAME : PLOT SCALE : 1 IN:100 FT

LEGEND
- DELINEATED WETLAND BOUNDARY
- SLOPE INTERCEPT
- ASPHALTIC WEDGING GREATER THAN 2.5" *

NOTES
SEE CONSTRUCTION DETAILS FOR ALL WETLAND IMPACTS.

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TRI-COUNTY CORRIDOR TRAIL
22ND RD
MERIT NETWORK, INC.
(COMMUNICATION)
BEGIN CONSTRUCTION
STA 5391+92, 67' LT
BUTT JOINT REQ'D
(SEE CONSTRUCTION DETAILS)
NO PASSING ZONE
TO REMAIN
ROUGH ROAD
REMOVE
NEXT 1 1/2 MILES
REMOVE
EX R/W
EX R/W
N
5384 5386 5388 S88°23'08"E 5390 5392 USH 2 5394 5396 5398
DAHLBERG LIGHT AND POWER COMPANY
(ELECTRIC)
SPECTRUM
(COMMUNICATION)
BRIGHTSPEED OF NORTH CENTRAL WISCONSIN, LLC
BRIGHTSPEED OF NORTHWEST WISCONSIN, LLC
(COMMUNICATION)
E SPAULDING RD
BEGIN CONSTRUCTION
STA 5392+00, 79' RT
BUTT JOINT REQ'D
(SEE CONSTRUCTION DETAILS)
22ND RD
BERM
EX R/W
EX R/W
EX R/W

5 5

940 935 930 925 920 915 910 905

VPT STA 5385+75.00 VPT EL 921.78
VPC STA 5386+09.50 VPC EL 922.11
VPI STA 5387+09.50 VPI EL 923.07
VPT STA 5388+09.50 VPT EL 923.81
VPC STA 5388+44.00 VPC EL 924.06
VPI STA 5389+94.00 VPI EL 925.16
VPT STA 5391+44.00 VPT EL 926.48
VPC STA 5392+26.00 VPC EL 927.19
VPI STA 5393+76.00 VPI EL 928.51
VPT STA 5395+26.00 VPT EL 929.66
VPC STA 5395+90.00 VPC EL 930.16

VCL = 300.00 K = 2124.00
VCL = 300.00 K = 4852.35
VCL = 200.00 K = 867.53
VCL = 300.00 K = 2865.37
VCL = 800.00 K = 8190.35

EXISTING GROUND
MILLING PROFILE
0.96% 0.73% 0.88% 0.77%

EXISTING GROUND ELEVATION AT R/L
MILLING PROFILE ELEVATION AT R/L

5385	5386	5387	5388	5389	5390	5391	5392	5393	5394	5395	5396	5397	5398	5399
920.62	921.06	921.68	922.14	922.71	923.17	923.57	924.03	924.34	924.56	924.98	925.44	925.88	926.30	926.78	927.23	927.62	928.06	928.48	928.88	929.28	929.59	930.02	930.47	930.79	931.16	931.45	931.83	932.26	932.68
920.55	921.05	921.53	922.02	922.49	922.93	923.35	923.74	924.11	924.48	924.87	925.26	925.67	926.10	926.53	926.97	927.40	927.83	928.25	928.66	929.07	929.46	929.85	930.23	930.62	931.00	931.37	931.75	932.12	932.49

PROJECT NO: 1180-01-72	HWY: USH 2	COUNTY: DOUGLAS	PLAN AND PROFILE - PROFILE MILLING	SHEET 47	E

FILE NAME : P:\55XX\5586.DP.23.USH2.DOU\CADDS\11800172\SHEETS\050202-PP.DWG
LAYOUT NAME - 07
PLOT DATE : 4/22/2026 3:29 PM
PLOT BY : PARKER TISCHAUSER
PLOT NAME :
PLOT SCALE : 1 IN:100 FT

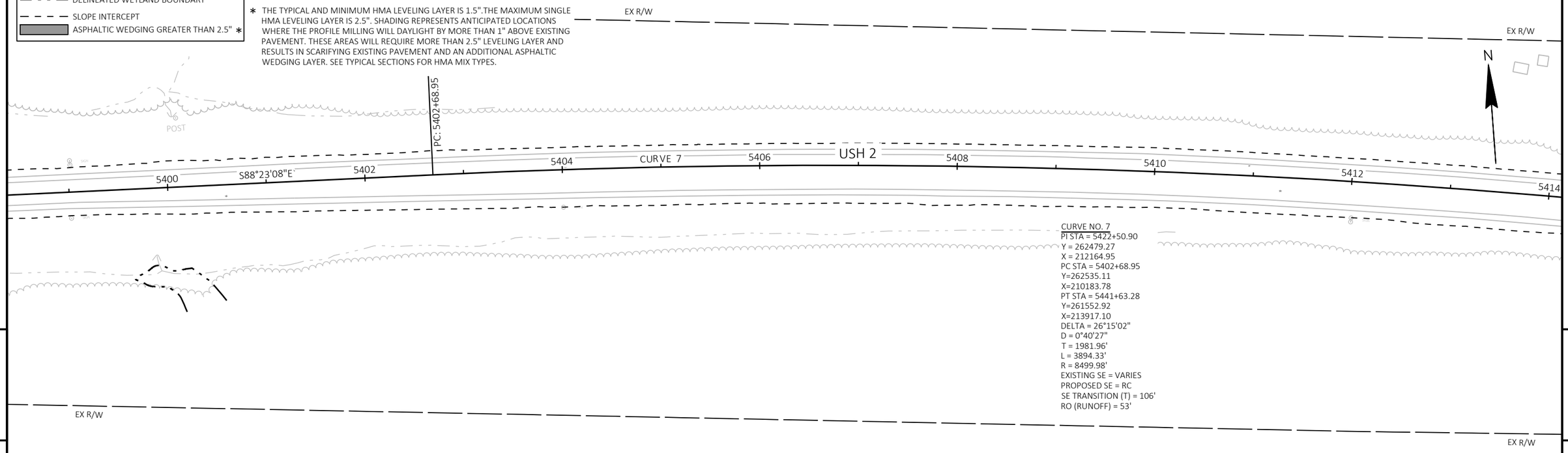
LEGEND

- DELINEATED WETLAND BOUNDARY
- SLOPE INTERCEPT
- ASPHALTIC WEDGING GREATER THAN 2.5" *

NOTES

SEE CONSTRUCTION DETAILS FOR ALL WETLAND IMPACTS.

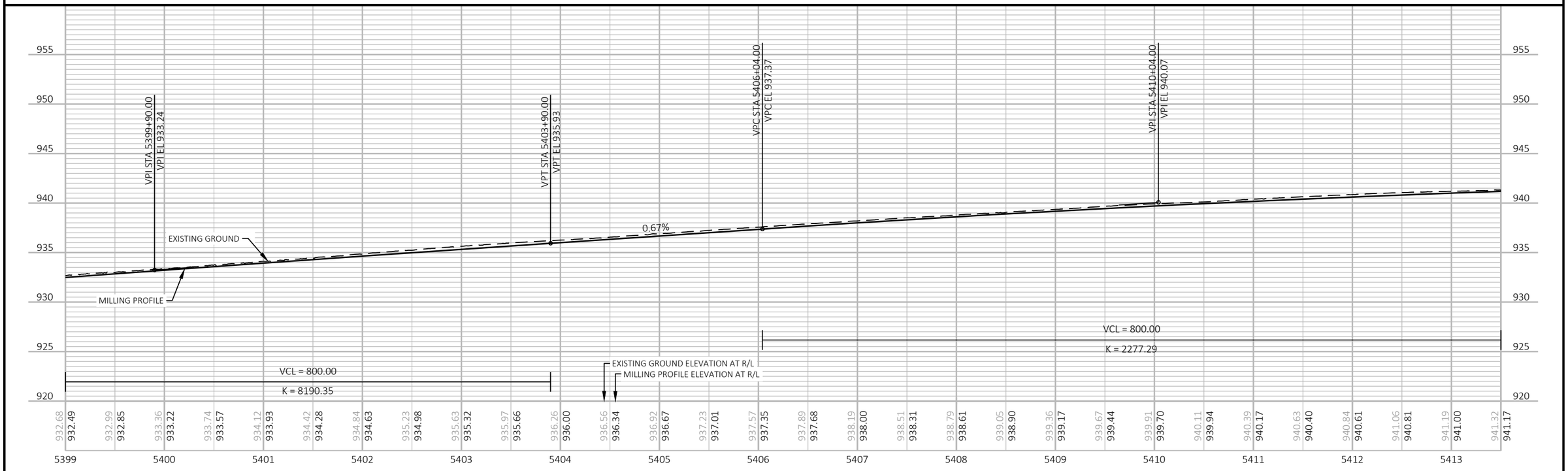
* THE TYPICAL AND MINIMUM HMA LEVELING LAYER IS 1.5".THE MAXIMUM SINGLE HMA LEVELING LAYER IS 2.5". SHADING REPRESENTS ANTICIPATED LOCATIONS WHERE THE PROFILE MILLING WILL DAYLIGHT BY MORE THAN 1" ABOVE EXISTING PAVEMENT. THESE AREAS WILL REQUIRE MORE THAN 2.5" LEVELING LAYER AND RESULTS IN SCARIFYING EXISTING PAVEMENT AND AN ADDITIONAL ASPHALTIC WEDGING LAYER. SEE TYPICAL SECTIONS FOR HMA MIX TYPES.



CURVE NO. 7
PI STA = 5422+50.90
Y = 262479.27
X = 212164.95
PC STA = 5402+68.95
Y=262535.11
X=210183.78
PT STA = 5441+63.28
Y=261552.92
X=213917.10
DELTA = 26°15'02"
D = 0°40'27"
T = 1981.96'
L = 3894.33'
R = 8499.98'
EXISTING SE = VARIES
PROPOSED SE = RC
SE TRANSITION (T) = 106'
RO (RUNOFF) = 53'

5

5



PROJECT NO: 1180-01-72	HWY: USH 2	COUNTY: DOUGLAS	PLAN AND PROFILE - PROFILE MILLING	SHEET 48	E

LEGEND

DELINEATED WETLAND BOUNDARY

SLOPE INTERCEPT

ASPHALTIC WEDGING GREATER THAN 2.5" *

NOTES

SEE CONSTRUCTION DETAILS FOR ALL WETLAND IMPACTS.

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EX R/W

LACKSON RD

BEGIN CONSTRUCTION
STA 5417+88, 102' LT
BUTT JOINT REQ'D
(SEE CONSTRUCTION DETAILS)

BRIGHTSPEED OF NORTH CENTRAL WISCONSIN, LLC
BRIGHTSPEED OF NORTHWEST WISCONSIN, LLC
(COMMUNICATION)

TRI-COUNTY CORRIDOR TRAIL

BERM

N

5414 5416 5418 CURVE 7 5420 USH 2 5422 5424 5426 5428

BEGIN CONSTRUCTION
STA 5418+38, 94' RT

CURVE NO. 7
PI STA = 5422+50.90
Y = 262479.27
X = 212164.95
PC STA = 5402+68.95
Y=262535.11
X=210183.78
PT STA = 5441+63.28
Y=261552.92
X=213917.10
DELTA = 26°15'02"
D = 0°40'27"
T = 1981.96'
L = 3894.33'
R = 8499.98'
EXISTING SE = VARIES
PROPOSED SE = RC
SE TRANSITION (T) = 106'
RO (RUNOFF) = 53'

960 955 950 945 940 935 930 925

VCL = 300.00
K = 34520.43

VPT STA 5414+04.00
VPT EL 941.36

EXISTING GROUND

0.32%

0.33%

MILLING PROFILE

VPC STA 5416+50.00
VPC EL 942.15

VPI STA 5418+00.00
VPI EL 942.63

VPT STA 5419+50.00
VPT EL 943.13

VPC STA 5422+50.00
VPC EL 944.12

VPI STA 5426+00.00
VPI EL 945.28

HP STA 5424+28.65
HP EL 944.41

VCL = 700.00
K = 540.32

VCL = 800.00
K = 2277.29

EXISTING GROUND ELEVATION AT R/L
MILLING PROFILE ELEVATION AT R/L

| | | |

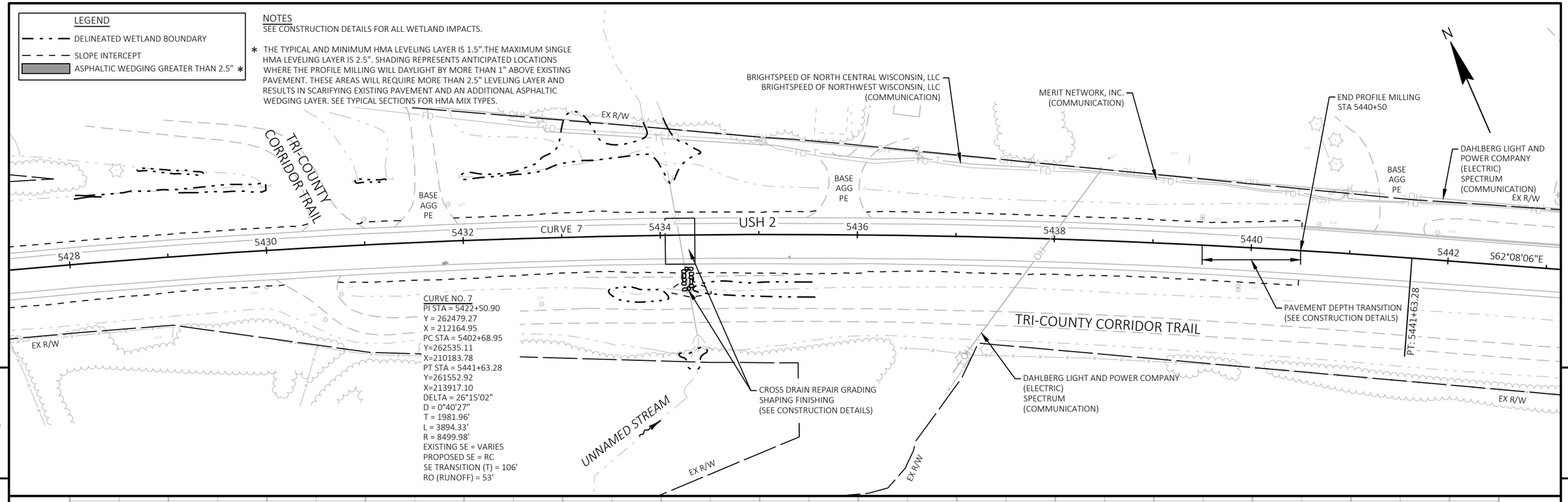
LEGEND

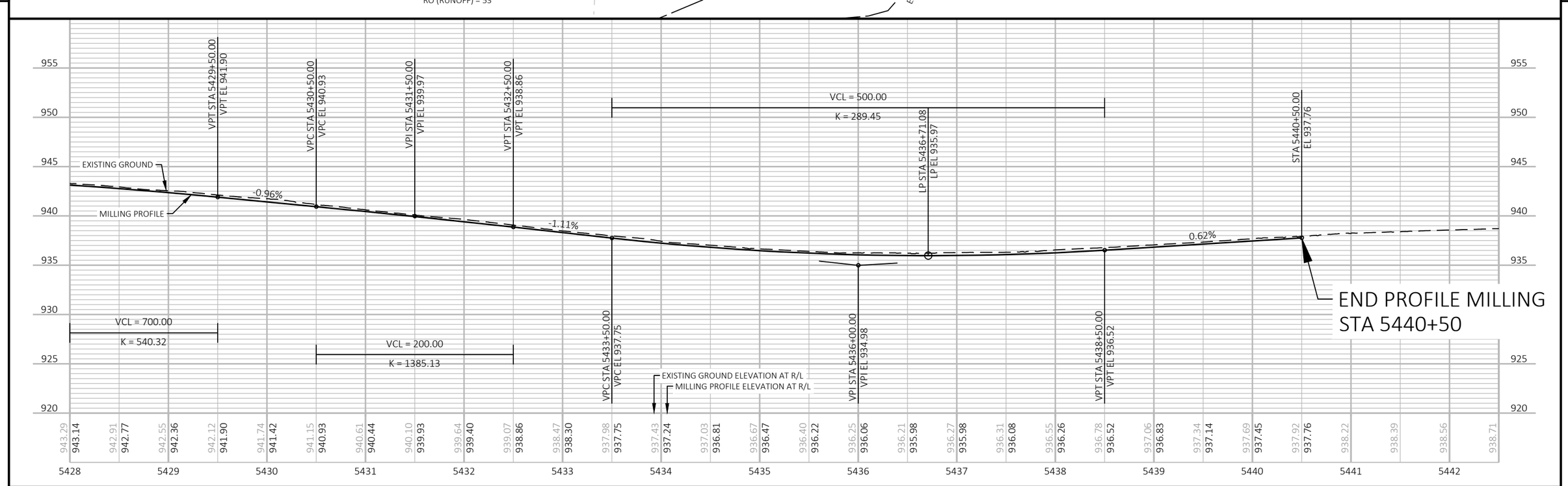
- DELINEATED WETLAND BOUNDARY
- SLOPE INTERCEPT
- ASPHALTIC WEDGING GREATER THAN 2.5" *

NOTES

SEE CONSTRUCTION DETAILS FOR ALL WETLAND IMPACTS.

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PROJECT NO: 1180-01-72	HWY: USH 2	COUNTY: DOUGLAS	PLAN AND PROFILE - PROFILE MILLING	SHEET 50	E

FILE NAME : P:\55XX\5586.DP.23.USH2.DOU\CADDS\11800172\SHEETS\050202-PP.DWG
LAYOUT NAME - 10

PLOT DATE : 4/22/2026 3:32 PM PLOT BY : PARKER TISCHAUSER PLOT NAME : PLOT SCALE : 1 IN:100 FT

LEGEND
DELINEATED WETLAND BOUNDARY
SLOPE INTERCEPT

EX R/W
EX R/W
WENTWORTH RD
BEGIN CONSTRUCTION
STA 5445+02, 146' LT
BUTT JOINT REQ'D
(SEE CONSTRUCTION DETAILS)
BRIGHTSPEED OF NORTH CENTRAL WISCONSIN, LLC
BRIGHTSPEED OF NORTHWEST WISCONSIN, LLC
(COMMUNICATION)
DAHLBERG LIGHT AND POWER COMPANY
(ELECTRIC)
SPECTRUM
(COMMUNICATION)
MERIT NETWORK, INC.
(COMMUNICATION)
GUY POLE
EX R/W
EX R/W
BASE AGG PE
USH 2
S62°08'06"E
CURVE 8
TRI-COUNTY CORRIDOR TRAIL
EX R/W
EX R/W
PT: 5441+63.28
PC: 5451+54.16

CURVE NO. 8
PI STA = 5455+05.08
Y = 260925.78
X = 215103.32
PC STA = 5451+54.16
Y=261089.80
X=214793.09
PT STA = 5458+55.80
Y=260780.17
X=215422.61
DELTA = 3°21'00"
D = 0°28'39"
T = 350.92'
L = 701.64'
R = 11999.98'
EXISTING SE = NC

5442 5444 5446 5448 5450 5452 5454 5456

5 5

PROJECT NO: 1180-01-72	HWY: USH 2	COUNTY: DOUGLAS	PLAN	SHEET 51	E

FILE NAME : P:\55XX\5586.DP.23.USH2.DOU\CADDS\11800172\SHEETS\050202-PP.DWG
LAYOUT NAME - 11
PLOT DATE : 4/22/2026 3:35 PM
PLOT BY : PARKER TISCHAUSER
PLOT NAME :
PLOT SCALE : 1 IN:100 FT

LEGEND

DELINEATED WETLAND BOUNDARY

SLOPE INTERCEPT

CURVE NO. 8
PI STA = 5455+05.08
Y = 260925.78
X = 215103.32
PC STA = 5451+54.16
Y=261089.80
X=214793.09
PT STA = 5458+55.80
Y=260780.17
X=215422.61
DELTA = 3°21'00"
D = 0°28'39"
T = 350.92'
L = 701.64'
R = 11999.98'
EXISTING SE = NC

CURVE NO. 9
PI STA = 5463+58.87
Y = 260571.43
X = 215880.33
PC STA = 5459+04.06
Y=260760.15
X=215466.51
PT STA = 5468+13.25
Y=260351.93
X=216278.67
DELTA = 4°20'28"
D = 0°28'39"
T = 454.82'
L = 909.20'
R = 11999.98'
EXISTING SE = NC

N

5

5

EX R/W

PT: 5458+55.80

PC: 5459+04.06

POST

POST

PT: 5468+13.25

EX R/W

5456 CURVE 8 5458 5460 5462 USH 2 5464 CURVE 9 5466 5468

S65°29'06"E

S61°08'38"E

5470

TRI-COUNTY CORRIDOR TRAIL

EX R/W

EX R/W

STA 5460+30, LT & RT
CULVERT 16002028326
CLEANING CULVERT PIPES REQ'D
MARKERS CULVERT END REQ'D

UNNAMED STREAM

PROJECT NO: 1180-01-72	HWY: USH 2	COUNTY: DOUGLAS	PLAN	SHEET 52	E

FILE NAME : P:\55XX\5586.DP.23.USH2.DOU\CADDS\11800172\SHEETS\050203-PN.DWG
LAYOUT NAME - 14

PLOT DATE : 4/22/2026 3:37 PM PLOT BY : PARKER TISCHAUSER PLOT NAME : PLOT SCALE : 1 IN:100 FT

LEGEND
DELINEATED WETLAND BOUNDARY
SLOPE INTERCEPT

N

EX R/W
WESTLINE RD
EX R/W
BERM
BRIGHTSPEED OF NORTH CENTRAL WISCONSIN, LLC
BRIGHTSPEED OF NORTHWEST WISCONSIN, LLC
(COMMUNICATION)
MERIT NETWORK, INC.
(COMMUNICATION)
DAHLBERG LIGHT AND POWER COMPANY
(ELECTRIC)
END CONSTRUCTION
STA 5474+74, 92' LT
MATCH EXISTING AGGREGATE SURFACE
EX R/W
EX R/W
SPECTRUM
(COMMUNICATION)
OH
T
FO
RIPRAP
RIPRAP
RIPRAP

5 5

5472 5474 5476 5478 USH 2 5480 S61°08'38"E 5482 5484 5486

BASE
AGG
PE
POST
POST
POST
RIPRAP
RIPRAP
TRI-COUNTY CORRIDOR TRAIL
EX R/W
MIDDLE RIVER
EX R/W

PROJECT NO: 1180-01-72	HWY: USH 2	COUNTY: DOUGLAS	PLAN	SHEET 53	E

FILE NAME : P:\55XX\5586.DP.23.USH2.DOU\CADDS\11800172\SHEETS\050203-PN.DWG
LAYOUT NAME - 15
PLOT DATE : 4/22/2026 3:34 PM
PLOT BY : PARKER TISCHAUSER
PLOT NAME :
PLOT SCALE : 1 IN:100 FT

LEGEND

DELINEATED WETLAND BOUNDARY

SLOPE INTERCEPT

CURVE NO. 10
PI STA = 5502+51.64
Y = 258692.53
X = 219290.13
PC STA = 5489+61.33
Y=259315.25
X=218160.03
PT STA = 5515+35.61
Y=257885.97
X=220297.29
DELTA = 9°49'59"
D = 0°22'55"
T = 1290.31'
L = 2574.29'
R = 14999.97'
EXISTING SE = NC

SEE PLANS FOR ID 1180-00-81 THROUGH THIS AREA FOR CULVERT WORK

FINAL MARKING AND RUMBLE STRIPS ALONG USH 2 WILL BE PLACED UNDER ID 1180-01-72

EX R/W

END CONSTRUCTION
STA 5489+56, 92' LT
MATCH EXISTING AGGREGATE SURFACE

RIVER RD

RIPRAP

5

5

5486 S61°08'38"E 5488 5490 5492 5494 USH 2 5496 CURVE 10 5498 5500

PC: 5489+61.33

TRI-COUNTY CORRIDOR TRAIL

UNNAMED STREAM

EX R/W

EX R/W

PROJECT NO: 1180-01-72	HWY: USH 2	COUNTY: DOUGLAS	PLAN	SHEET 54	E

FILE NAME : P:\55XX\5586.DP.23.USH2.DOU\CADDS\11800172\SHEETS\050203-PN.DWG
LAYOUT NAME - 16

PLOT DATE : 4/22/2026 3:26 PM PLOT BY : PARKER TISCHAUSER PLOT NAME : PLOT SCALE : 1 IN:100 FT

LEGEND
DELINEATED WETLAND BOUNDARY
SLOPE INTERCEPT

CURVE NO. 10
PI STA = 5502+51.64
Y = 258692.53
X = 219290.13
PC STA = 5489+61.33
Y=259315.25
X=218160.03
PT STA = 5515+35.61
Y=257885.97
X=220297.29
DELTA = 9°49'59"
D = 0°22'55"
T = 1290.31'
L = 2574.29'
R = 14999.97'
EXISTING SE = NC

N

EX R/W
EX R/W
UNNAMED STREAM
S FIR RD
END CONSTRUCTION
STA 5505+50, 113' LT
MATCH EXISTING AGGREGATE SURFACE
EX R/W
AGG BASE FE
RUINS
PT: 5515+35.61
EX R/W
5
5
5502
5504
5506
CURVE 10
5508
USH 2
5510
5512
5514
5516
TRI-COUNTY CORRIDOR TRAIL
END CONSTRUCTION
STA 5515+17, 129' RT
BUTT JOINT REQ'D
(SEE CONSTRUCTION DETAILS)
EX R/W
BAYFIELD RD
SEPC
POST
EX R/W
EX R/W
EX R/W
EX R/W
EX R/W

PROJECT NO: 1180-01-72	HWY: USH 2	COUNTY: DOUGLAS	PLAN	SHEET 55	E

FILE NAME : P:\55XX\5586.DP.23.USH2.DOU\CADDS\11800172\SHEETS\050203-PN.DWG
LAYOUT NAME - 17
PLOT DATE : 4/22/2026 3:35 PM
PLOT BY : PARKER TISCHAUSER
PLOT NAME :
PLOT SCALE : 1 IN:100 FT

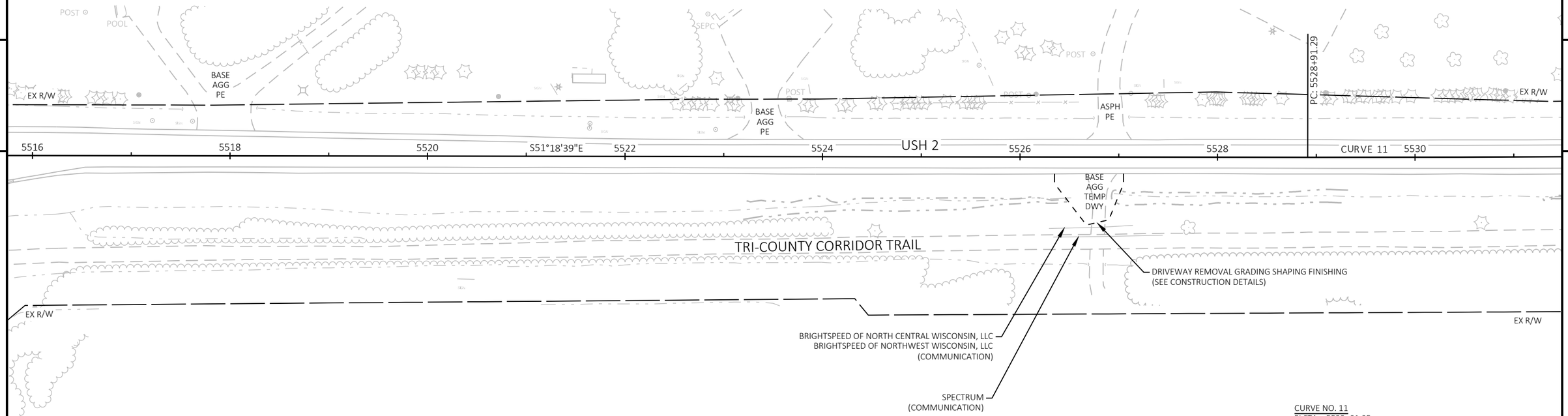
LEGEND

DELINEATED WETLAND BOUNDARY

SLOPE INTERCEPT

NOTE

SEE CONSTRUCTION DETAILS FOR ALL WETLAND IMPACTS.



CURVE NO. 11
PI STA = 5532+01.05
Y = 256844.91
X = 221597.24
PC STA = 5528+91.29
Y=257038.55
X=221355.45
PT STA = 5535+10.80
Y=256655.47
X=221842.32
DELTA = 0°59'10"
D = 0°09'33"
T = 309.76'
L = 619.51'
R = 35999.93'
EXISTING SE = NC

PROJECT NO: 1180-01-72	HWY: USH 2	COUNTY: DOUGLAS	PLAN	SHEET 56	E

LEGEND
DELINEATED WETLAND BOUNDARY
SLOPE INTERCEPT

UNNAMED STREAM

UNNAMED STREAM

SEE PLANS FOR ID 1180-05-74 THROUGH THIS AREA FOR CULVERT WORK

FINAL MARKING AND RUMBLE STRIPS ALONG USH 2 WILL BE PLACED UNDER ID 1180-01-72

EX R/W

CTH D

EX R/W

EX R/W

POST

EX R/W

5

5

BASE AGG FE

PT: 5535+10.80

PI: 5537+36.57

PC: 5538+24.79

BASE AGG FE

PT: 5542+96.41

PI: 5543+23.61

EP: 5544+99.98

Y = 256169.95
X = 222494.13

5532 CURVE 11 5534 5536 5538 USH 2 5540 CURVE 12 5542 5544

S52°17'49"E

S53°22'28"E

S54°07'30"E

S53°10'01"E

Y = 256517.40
X = 222020.95

Y = 256064.218
X = 222635.292

INL

TRI-COUNTY CORRIDOR TRAIL

END PROJECT
STA 5542+56
BUTT JOINT REQ'D
(SEE CONSTRUCTION DETAILS)

CTH D

EX R/W

UNNAMED STREAM

BERM

EX R/W

EX R/W

EX R/W

CURVE NO. 11
PI STA = 5532+01.05
Y = 256844.91
X = 221597.24
PC STA = 5528+91.29
Y=257038.55
X=221355.45
PT STA = 5535+10.80
Y=256655.47
X=221842.32
DELTA = 0°59'10"
D = 0°09'33"
T = 309.76'
L = 619.51'
R = 35999.93'
EXISTING SE = NC

CURVE NO. 12
PI STA = 5540+60.60
Y = 256324.08
X = 222281.00
PC STA = 5538+24.79
Y=256464.77
X=222091.75
PT STA = 5542+96.41
Y=256185.89
X=222472.08
DELTA = 0°45'02"
D = 0°09'33"
T = 235.81'
L = 471.62'
R = 35999.93'
EXISTING SE = NC

PROJECT NO: 1180-01-72	HWY: USH 2	COUNTY: DOUGLAS	PLAN	SHEET 57	E

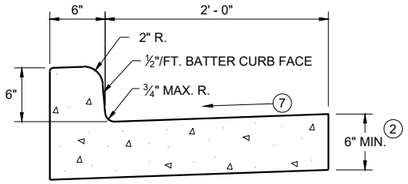
FILE NAME : P:\55XX\5586.DP.23.USH2.DOU\CADDS\11800172\SHEETS\050203-PN.DWG
LAYOUT NAME - 19

PLOT DATE : 4/22/2026 3:27 PM PLOT BY : PARKER TISCHAUSER PLOT NAME : PLOT SCALE : 1 IN:100 FT

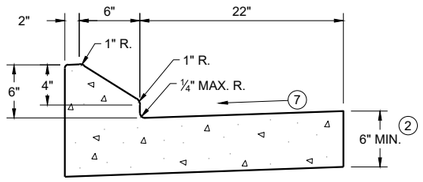
Standard Detail Drawing List

08D01-24A	CONCRETE CURB & GUTTER
08D01-24B	CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS
08D04-07	CONCRETE SURFACE DRAINS & ASPHALTIC FLUMES
08E08-03	TYPICAL INSTALLATIONS OF EROSION BALES / TEMPORARY DITCH CHECKS
08E09-06	SILT FENCE
08E10-02	INLET PROTECTION TYPE A, B, C AND D
08E15-01	CULVERT PIPE CHECK
08F01-11	APRON ENDWALLS FOR CULVERT PIPE
08F04-08	JOINT TIES FOR CONCRETE PIPE AND CONCRETE COLLAR DETAIL
13A10-03A	SHOULDER RUMBLE STRIPS - ASPHALT
13A10-03G	SHOULDER AND EDGE LINE RUMBLE STRIPS - CROSSINGS, INTERSECTIONS, BRIDGES, DRIVEWAYS
13A10-03H	SHOULDER AND EDGE LINE RUMBLE STRIPS - RAILROAD, PASSING, CLIMBING AND BYPASS LANES
13A11-04A	CENTERLINE RUMBLE STRIPS - ASPHALT
13A11-04D	CENTERLINE RUMBLE STRIPS - INTERSECTIONS, DRIVEWAYS, BRIDGES, RAILROADS
13C19-03	HMA LONGITUDINAL JOINTS
14B29-01	SAFETY EDGE
14B42-07A	MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL
14B42-07B	MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL
14B42-07C	MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL
14B42-07D	MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL
14B44-04A	MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)
14B44-04B	MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)
14B44-04C	MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)
15A03-02A	FLEXIBLE MARKER POST FOR CULVERT END
15A03-02B	FLEXIBLE MARKER POST FOR CULVERT END
15C02-10F	ADVANCED WIDTH RESTRICTION SIGNING
15C03-05	BARRICADES AND SIGNS FOR SIDEROAD CLOSURES
15C04-05	TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 M.P.H. OR GREATER TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC
15C05-05	TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 M.P.H. OR LESS TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC
15C07-16B	PAVEMENT MARKING WORDS
15C07-16C	PAVEMENT MARKING ARROWS
15C08-24A	PERMANENT LONGITUDINAL PAVEMENT MARKINGS
15C08-24B	TEMPORARY LONGITUDINAL PAVEMENT MARKING
15C08-24C	PAVEMENT MARKING (TURN LANES)
15C08-24D	PAVEMENT MARKING (TURN LANES)
15C11-11B	CHANNELIZING DEVICES DRUMS, CONES, BARRICADES AND VERTICAL PANELS
15C12-09A	TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION
15C12-09B	TRAFFIC CONTROL, LANE CLOSURE WITH AUTOMATED FLAGGER ASSISTANCE DEVICE
15C14-05	AERIAL ENFORCEMENT BARS PAVEMENT MARKING DETAILS
15C18-09A	MEDIAN ISLAND PAVEMENT MARKINGS
15C18-09B	PAVEMENT MARKINGS, MEDIAN ISLAND NOSE
15C18-09C	MEDIAN PAVEMENT MARKINGS DOUBLE ARROW WARNING SIGN PLACEMENT
15C19-11A	MOVING PAVEMENT MARKING OPERATION TWO-LANE TWO-WAY ROADWAY
15C19-11C	MOVING PAVEMENT MARKING OPERATION MULTI-LANE DIVIDED ROADWAY
15C33-05	STOP LINE AND CROSSWALK PAVEMENT MARKING
15C35-06A	PAVEMENT MARKING (INTERSECTIONS)
15C35-06B	PAVEMENT MARKING AND SIGNING (CLIMBING LANE & PASSING LANE)
15C35-06C	PAVEMENT MARKING AND SIGNING (CLIMBING LANE & PASSING LANE)
15D12-16A	TRAFFIC CONTROL, LANE CLOSURE
15D20-11B	TRAFFIC CONTROL, SINGLE RIGHT LANE CLOSURE, UNDIVIDED NON-FREEWAY/EXPRESSWAY
15D20-11C	TRAFFIC CONTROL, SINGLE LEFT LANE CLOSURE, UNDIVIDED NON-FREEWAY/EXPRESSWAY
15D21-07A	TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE
15D21-07B	TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE
15D27-05	TRAFFIC CONTROL, SHOULDER CLOSURE ON DIVIDED ROADWAY, SPEEDS GREATER THAN 40 MPH
15D28-05	TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY
15D39-03	TRAFFIC CONTROL, DROP-OFF SIGNING
15D40-07B	TRAFFIC CONTROL, FULL LANE SHIFT MULTILANE DIVIDED 50 MPH AND OVER
15D44-02	TRAFFIC CONTROL, SIGNING ON ROADWAYS WITH MILLED SURFACES
15D50-04A	TRAFFIC CONTROL, ADDED LANE CLOSURE WITHOUT LANE SHIFT
15D50-04B	TRAFFIC CONTROL, ADDED LANE CLOSURE WITH LANE SHIFT
15D51-02	TRAFFIC CONTROL, MOBILE OPERATIONS ON AN UNDIVIDED ROADWAY
16A02-01	GEODETIC SURVEY MONUMENT

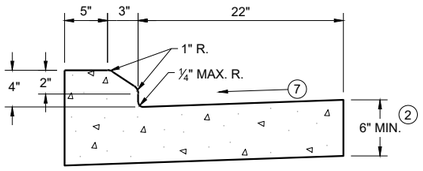
6



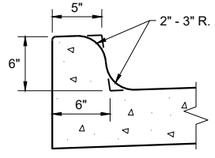
TYPES A (1) & D



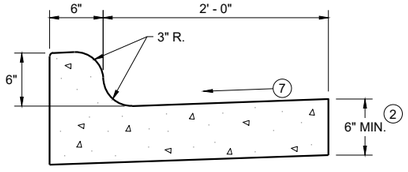
6" SLOPED CURB TYPES G (1) & J



4" SLOPED CURB TYPES G (1) & J

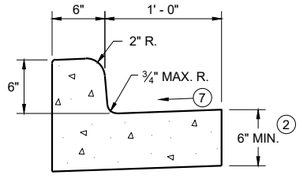


TYPES K (1) & L
(OPTIONAL CURB SHAPE)



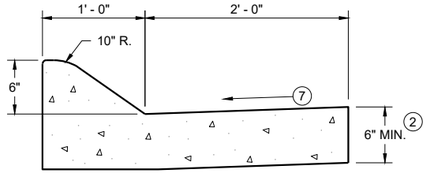
TYPES K (1) & L

CONCRETE CURB AND GUTTER 30"

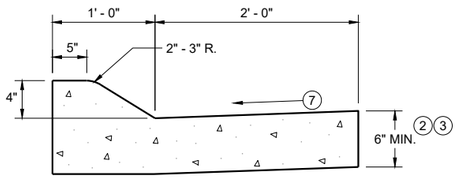


TYPES A (1) & D

CONCRETE CURB AND GUTTER 18"

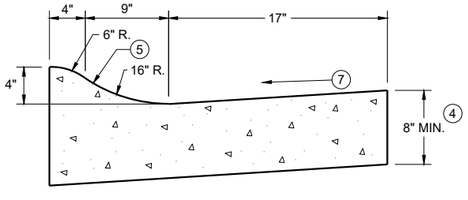


6" SLOPED CURB TYPES A (1) & D



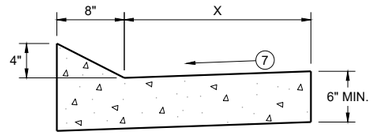
4" SLOPED CURB TYPES A (1) & D

CONCRETE CURB AND GUTTER 36"



4" SLOPED CURB TYPES R (1) & T
CONCRETE CURB AND GUTTER 30"

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

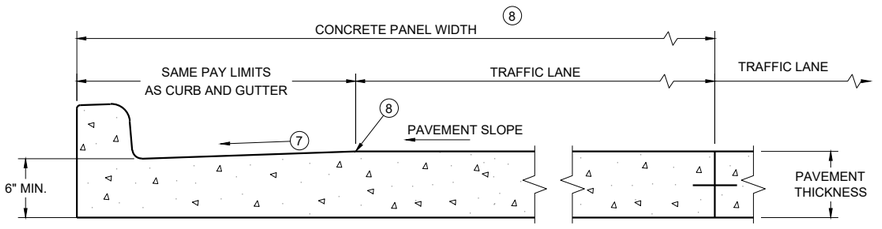


TYPES TBT & TBTT (1)

CONCRETE CURB AND GUTTER

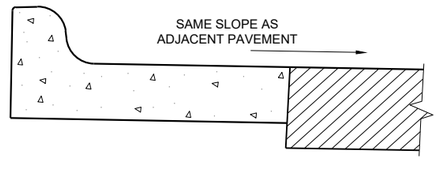
PAVEMENT THICKNESS AND MAXIMUM CONCRETE PANEL WIDTH TABLE

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.

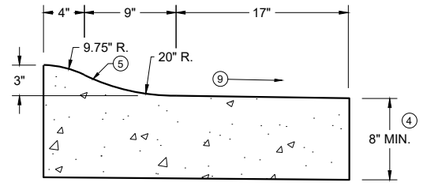
(5) UNLESS OTHERWISE NOTED, FOR STAKING PURPOSES THE FACE OF CURB IS 6" FROM THE BACK OF CURB.

(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.

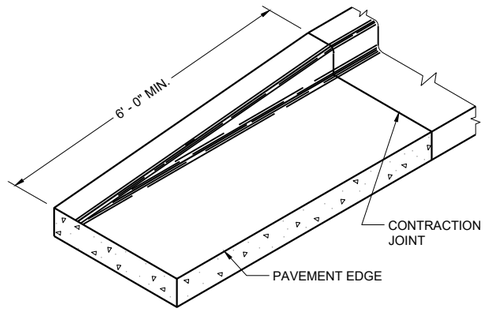
(9) SLOPE TO BE REVERSE SLOPE MATCHING THE SLOPE OF THE PAVEMENT AND THE CIRCULATORY ROADWAY



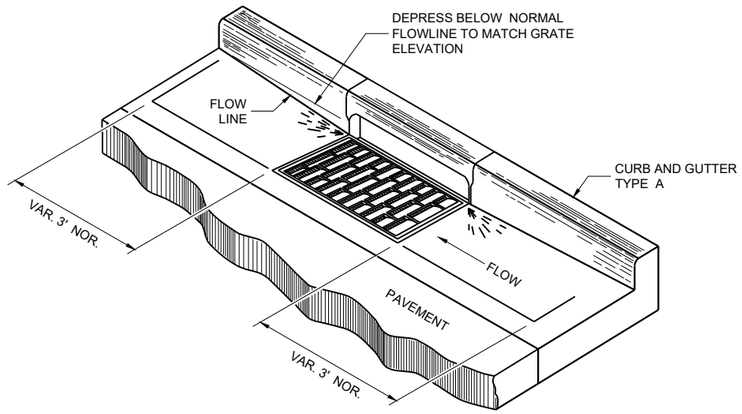
3" SLOPED CURB TYPES R (1) & T

CONCRETE CURB AND GUTTER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



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.

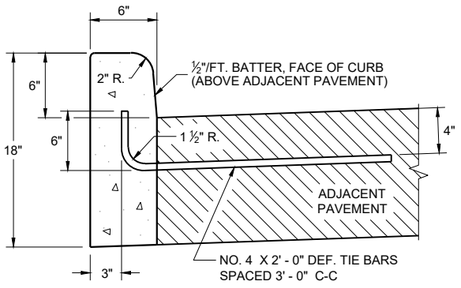
UNLESS OTHERWISE SHOWN ON THE TYPICAL CROSS SECTIONS, THE BASE AGGREGATE AND COMMON EXCAVATION LIMITS ARE 2' - 0" BEHIND THE BACK OF CURBS.

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

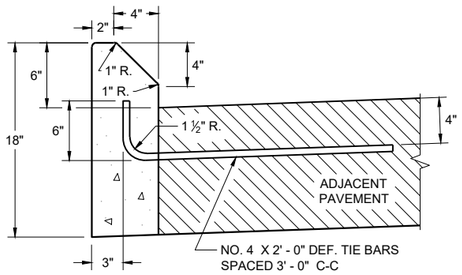
(2) THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 6" MINIMUM GUTTER THICKNESS IS MAINTAINED.

(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.

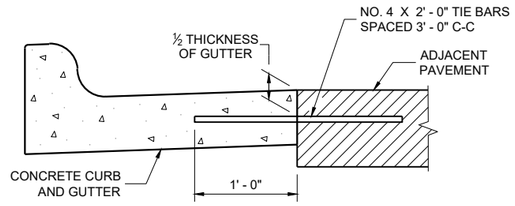


TYPES A (1) & D

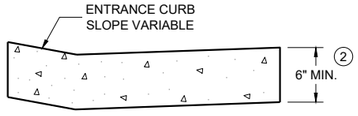


TYPES G (1) & J

CONCRETE CURB

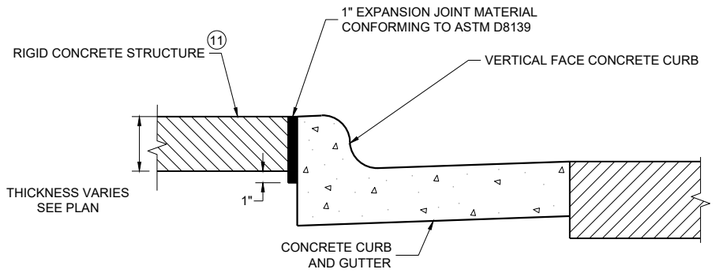


TYPICAL TIE BAR LOCATION (1)

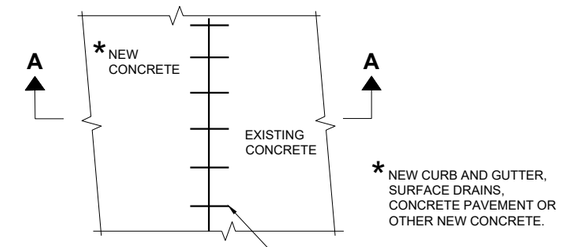


DRIVEWAY ENTRANCE CURB (10)

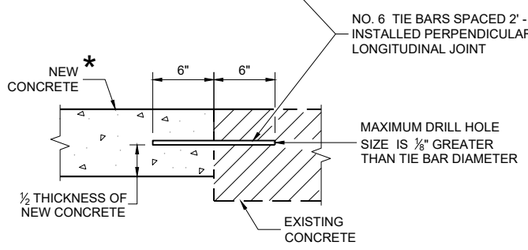
(WHEN DIRECTED BY THE ENGINEER)



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



PLAN VIEW



SECTION A - A

TIE BARS DRILLED INTO EXISTING PAVEMENT

CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2025 — DATE
/S/ Rodnery Taylor — ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR

FHWA

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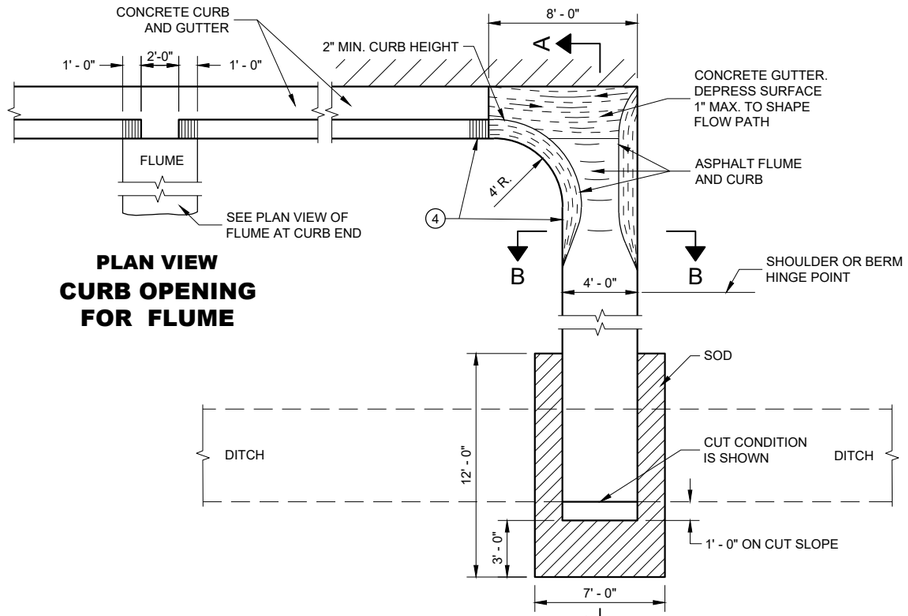
SDD 08D01-24b

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SDD 08D01-24b

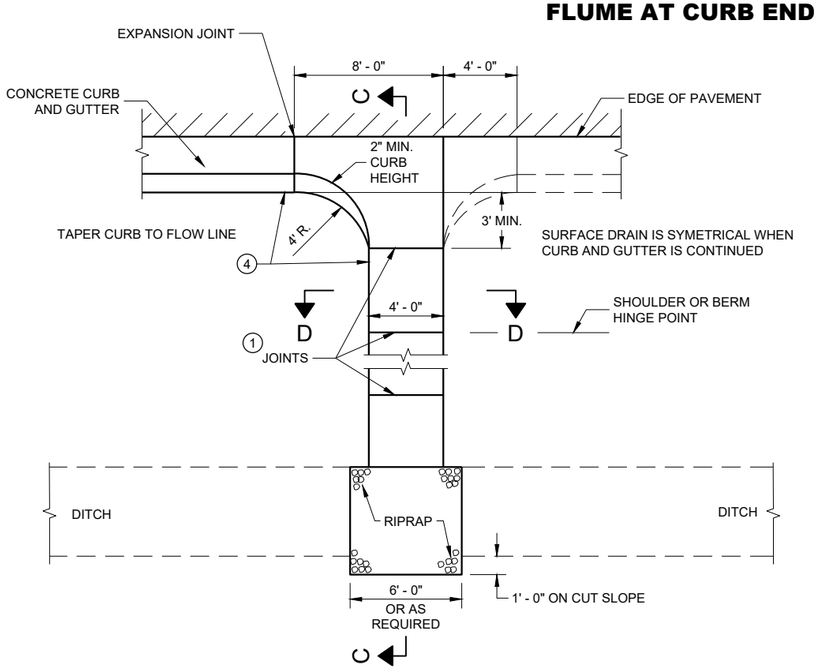
NOTE: TAPER CURB ENDS TO GUTTER IN 1' - 0"

ASPHALTIC FLUME



PLAN VIEW
CURB OPENING FOR FLUME

PLAN VIEW
FLUME AT CURB END



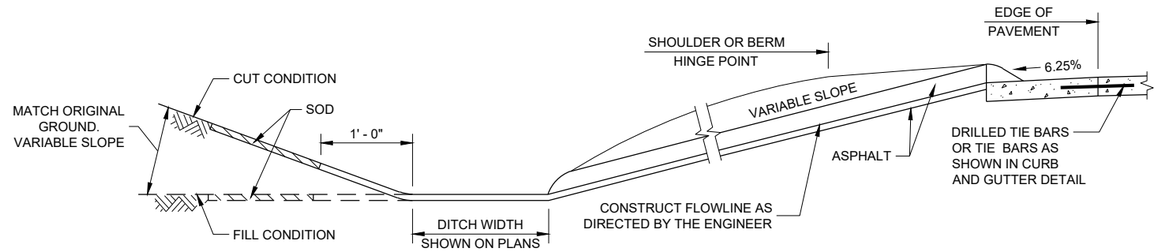
PLAN VIEW
CONCRETE SURFACE DRAIN

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.

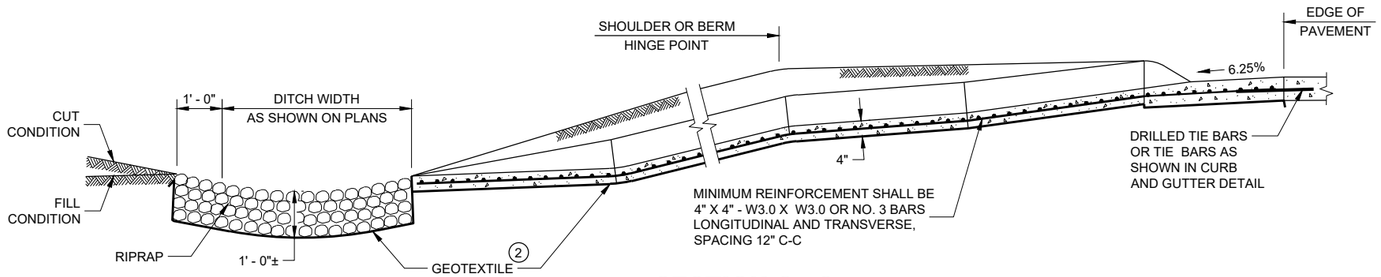
4" X 4" - W3.0 X W3.0 CONCRETE REINFORCEMENT SHALL BE IN ACCORDANCE WITH AASHTO SPECIFICATION M55.

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.

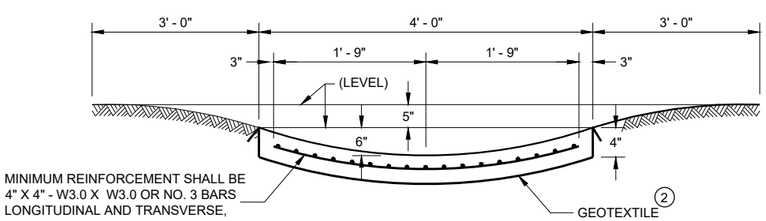


SECTION A - A

SECTION B - B



SECTION C - C



SECTION D - D

CONCRETE SURFACE DRAINS AND ASPHALTIC FLUMES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

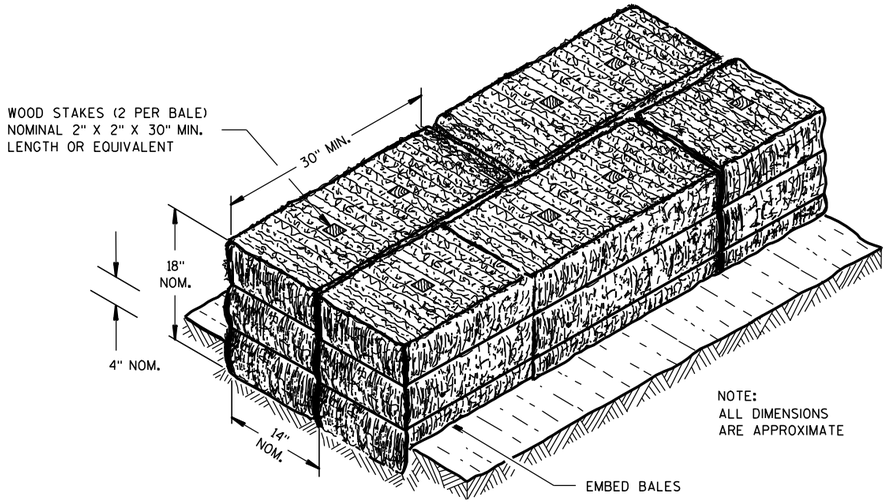
APPROVED
May 2023
DATE

/S/ Rodney Taylor
ROADWAY STANDARDS DEVE ENGINEER

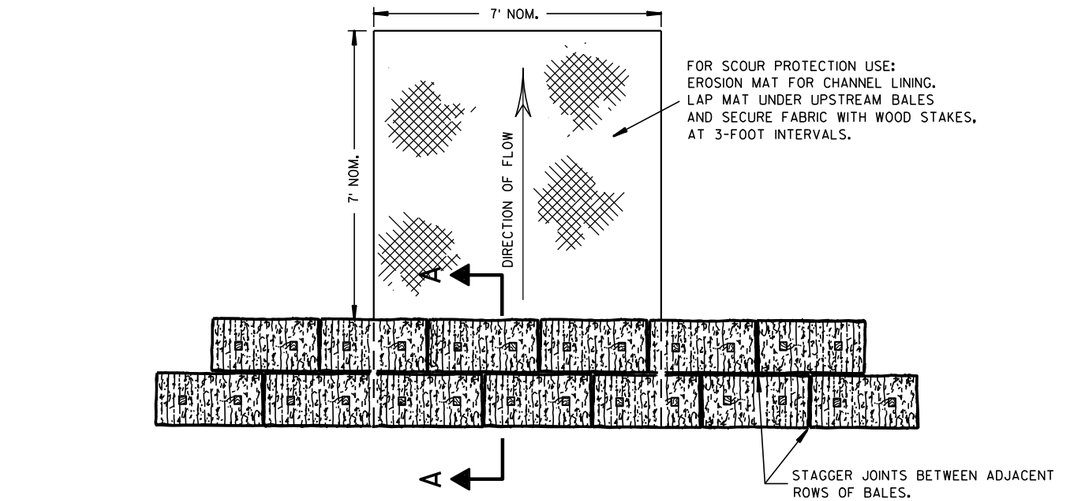
FHWA

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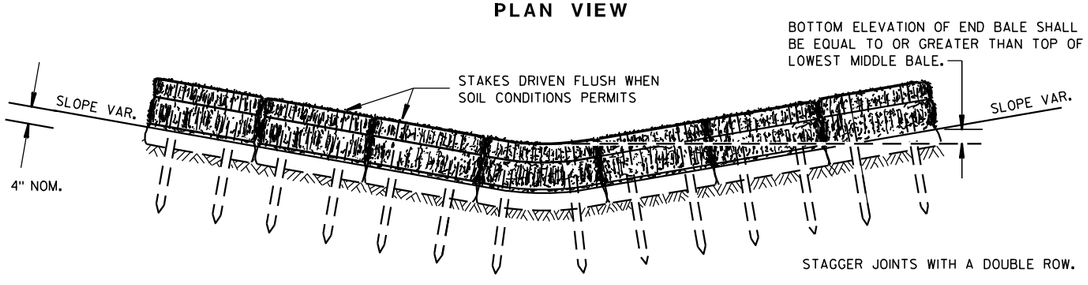
SDD 08D04 - 07



SECTION A-A



PLAN VIEW



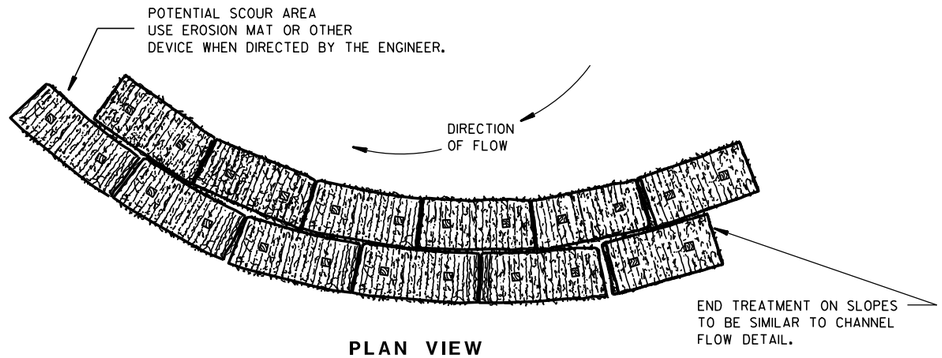
FRONT ELEVATION

TEMPORARY DITCH CHECK USING EROSION BALES (1)

GENERAL NOTES

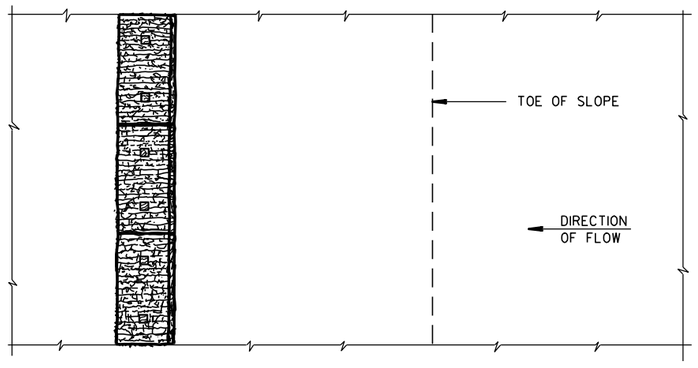
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

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

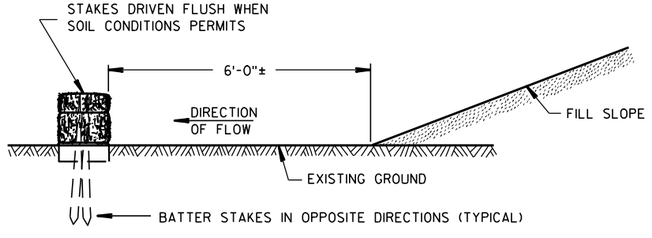


PLAN VIEW

WHEN ALTERING THE DIRECTION OF FLOW



PLAN VIEW



FRONT ELEVATION

WHEN EXISTING GROUND SLOPES AWAY FROM FILL SLOPE

EROSION BALES FOR SHEET FLOW

TYPICAL INSTALLATIONS OF EROSION BALES / TEMPORARY DITCH CHECKS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

6/04/02 — DATE

/S/ Beth Cannestra — CHIEF ROADWAY DEVELOPMENT ENGINEER

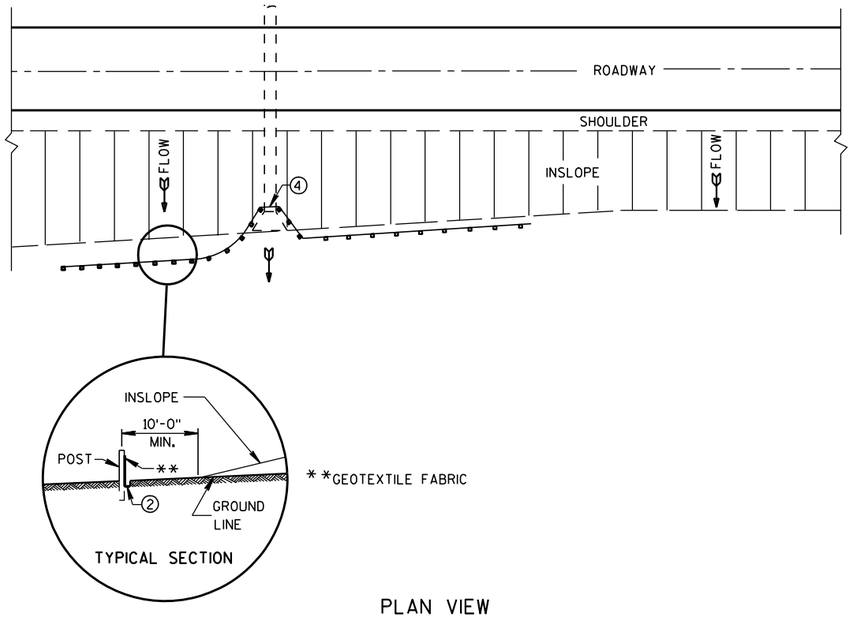
FHWA

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S.D.D. 8 E 8-3

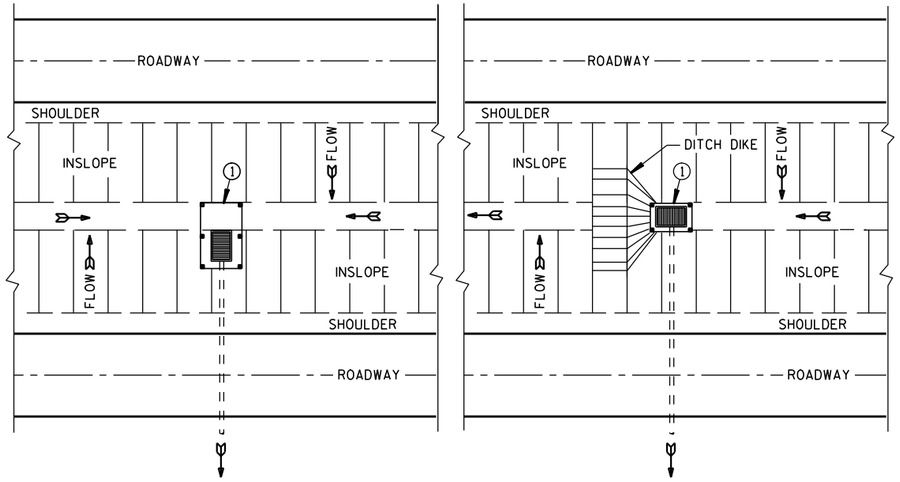
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S.D.D. 8 E 8-3



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.

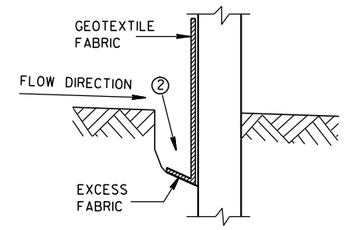
① HORIZONTAL BRACE REQUIRED WITH 2" X 4" WOODEN FRAME OR EQUIVALENT AT TOP OF POSTS.

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.

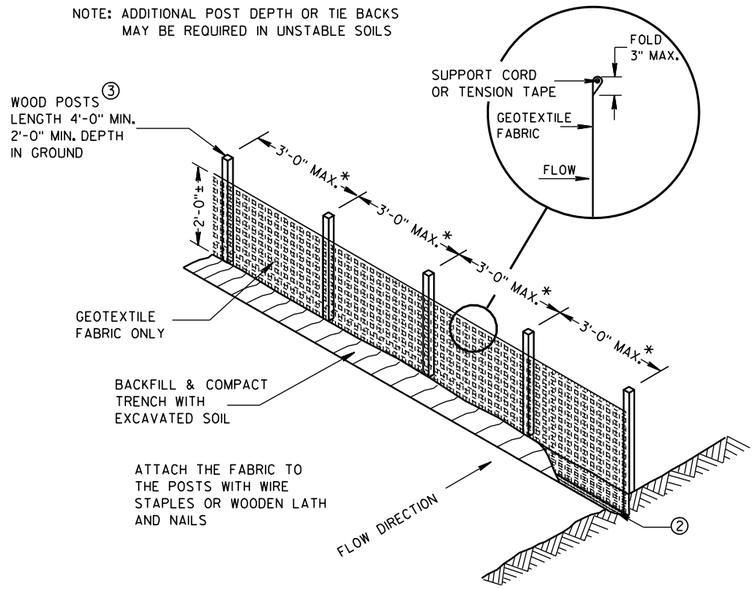
③ WOOD POSTS SHALL BE A MINIMUM SIZE OF 1⅛" X 1⅛" OF OAK OR HICKORY.

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.

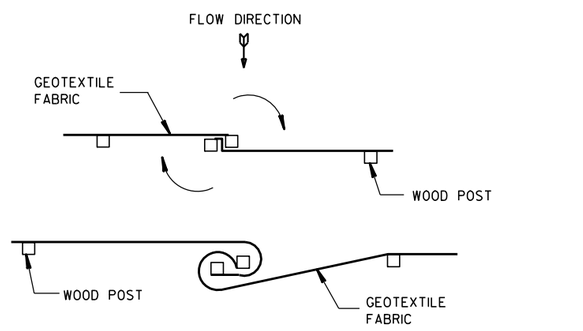


TRENCH DETAIL

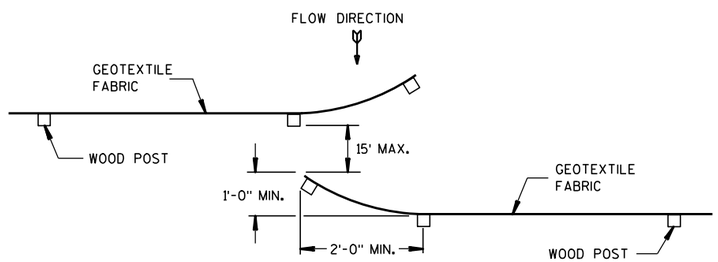


*NOTE: 8'-0" POST SPACING ALLOWED IF A WOVEN GEOTEXTILE FABRIC IS USED.

SILT FENCE

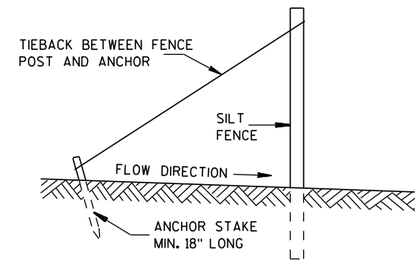


TWIST METHOD



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

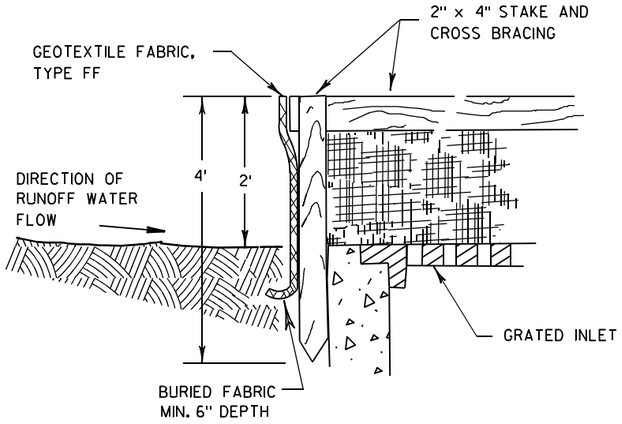
APPROVED
4-29-05 DATE
/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

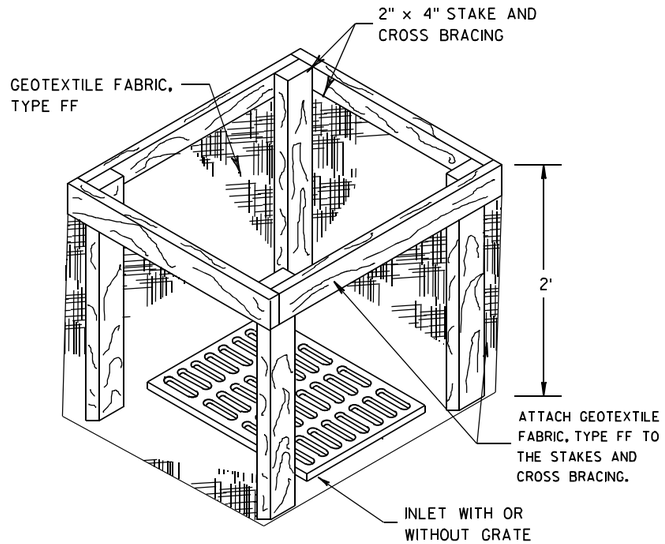
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S.D.D. 8 E 9-6

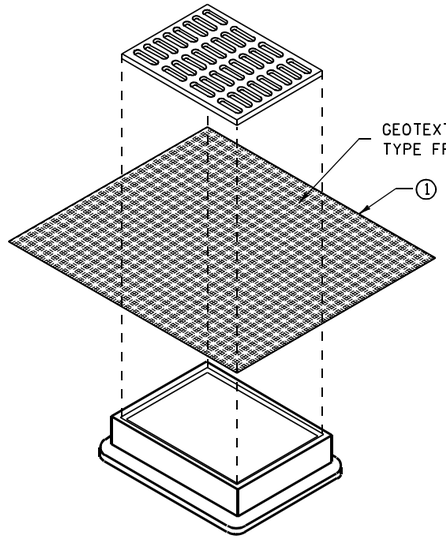
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S.D.D. 8 E 9-6



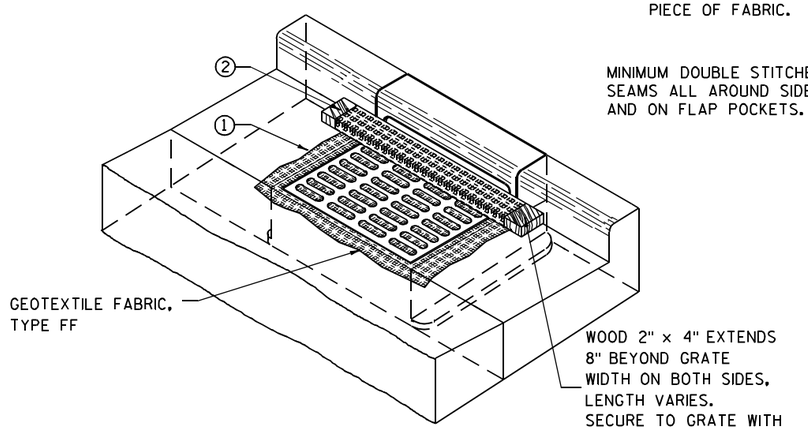


INLET PROTECTION, TYPE A

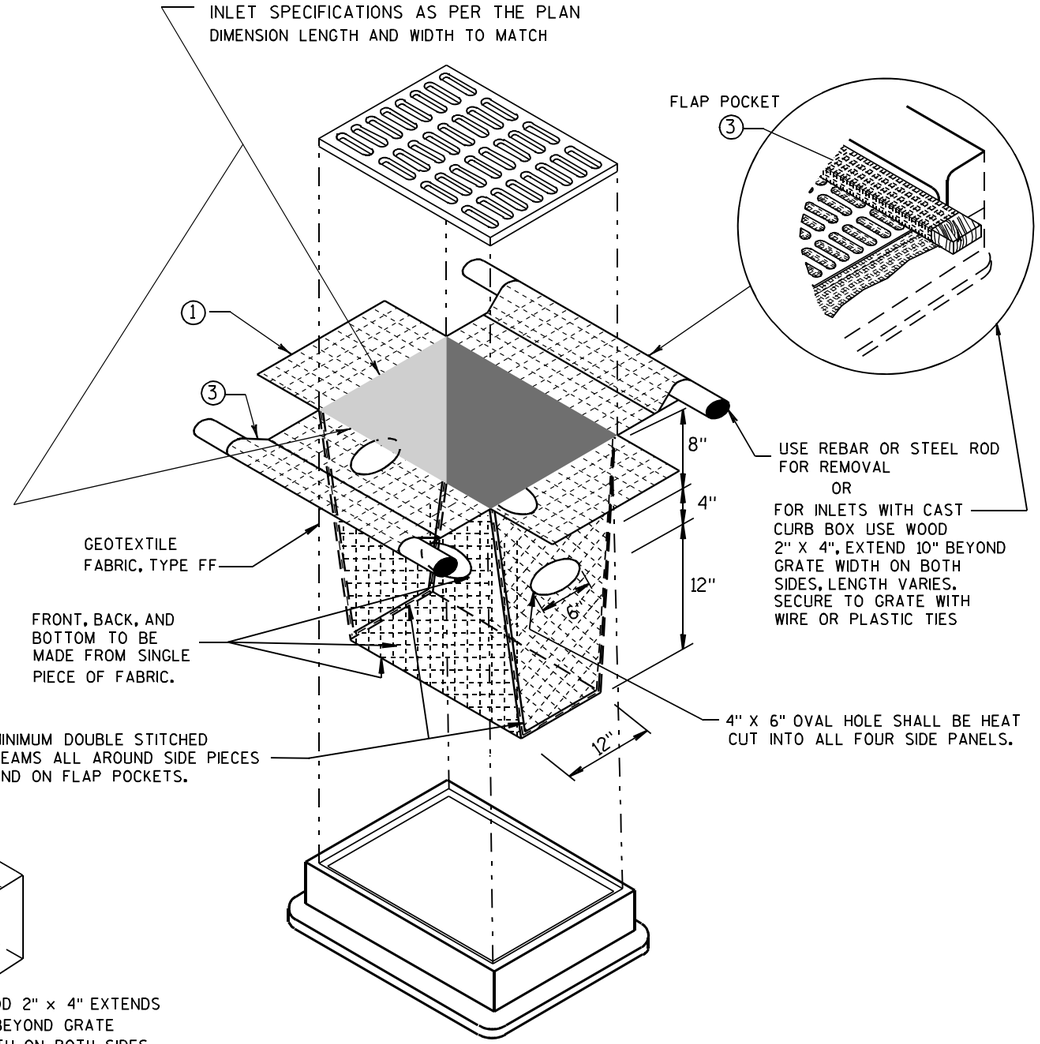


INLET PROTECTION, TYPE B
(WITHOUT CURB BOX)

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



INLET PROTECTION, TYPE C (WITH CURB BOX)



INLET PROTECTION, TYPE D

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

GENERAL NOTES

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

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

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

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

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

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

INSTALLATION NOTES

TYPE B & C

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

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

TYPE D

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

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

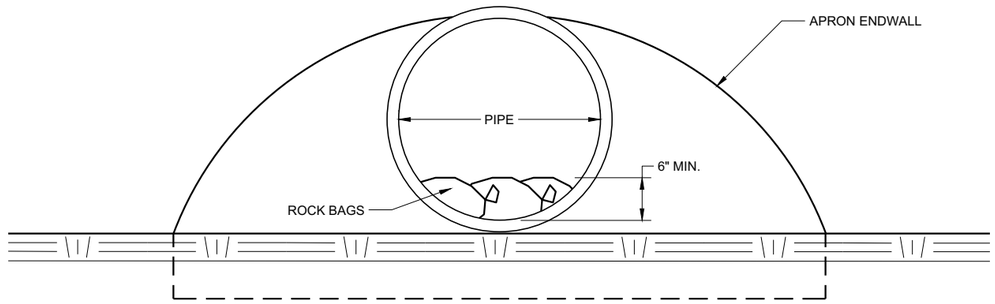
THE INSTALLED BAG SHALL HAVE A MINIMUM SIDE CLEARANCE, BETWEEN THE INLET WALLS AND THE BAG, MEASURED AT THE BOTTOM OF THE OVERFLOW HOLES, OF 3". WHERE NECESSARY THE CONTRACTOR SHALL CINCH THE BAG, USING PLASTIC ZIP TIES, TO ACHIEVE THE 3" CLEARANCE. THE TIES SHALL BE PLACED AT A MAXIMUM OF 4" FROM THE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

INLET PROTECTION
TYPE A, B, C, AND D

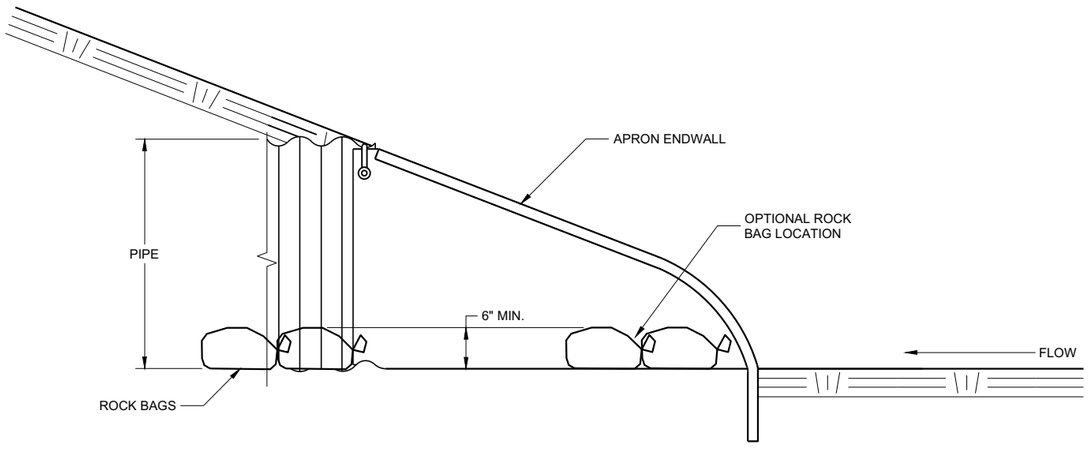
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

6
S.D.D. 8 E 10-2



END VIEW



SIDE VIEW

CULVERT PIPE CHECK

(INSTALL ON INLET END ONLY)

CULVERT PIPE CHECK

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2019
DATE

/S/ Daniel Schave
EROSION CONTROL ENGI

FHWA

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SDD 08E15 - 01

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SDD 08E15 - 01

METAL APRON ENDWALLS

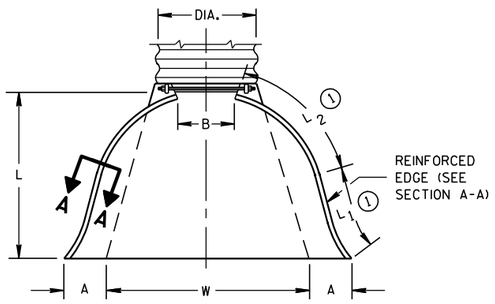
PIPE DIA. (IN.)	MIN. THICK. (Inches) STEEL	MIN. THICK. (Inches) ALUM.	DIMENSIONS (Inches) A (±1")	B (MAX.)	H (±1")	L (±1 1/2")	L1 ①	L2 ①	W (±2")	APPROX. SLOPE	BODY
12	.064	.060	6	6	6	21	12	17 1/2	24	2 1/2 to 1	1 Pc.
15	.064	.060	7	8	6	26	14	21 3/4	30	2 1/2 to 1	1 Pc.
18	.064	.060	8	10	6	31	15	28 1/4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

× EXCEPT CENTER PANEL SEE GENERAL NOTES

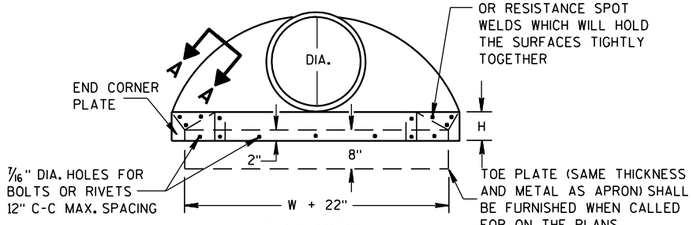
REINFORCED CONCRETE APRON ENDWALLS

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

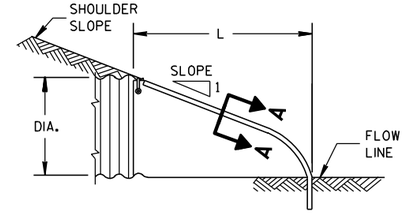
*MINIMUM
**MAXIMUM



PLAN VIEW

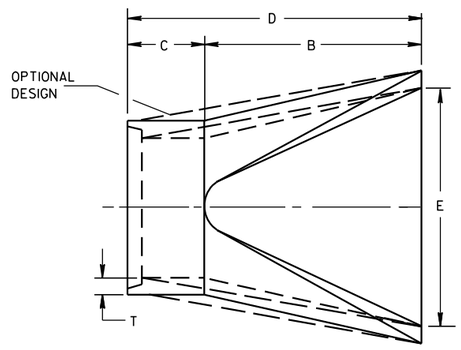


END VIEW

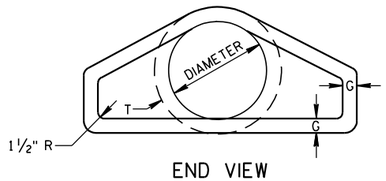


SIDE ELEVATION

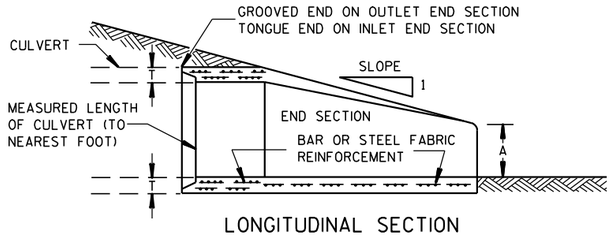
METAL ENDWALLS



PLAN

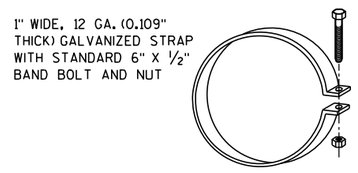


END VIEW



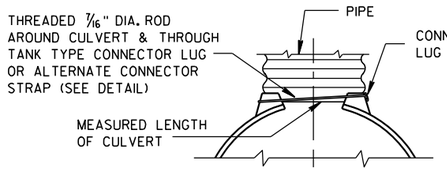
LONGITUDINAL SECTION

CONCRETE ENDWALLS

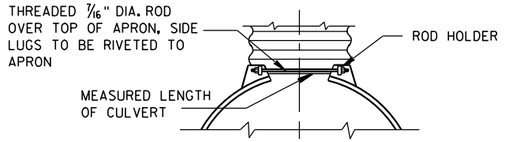


ALTERNATE FOR TYPE 1 CONNECTION

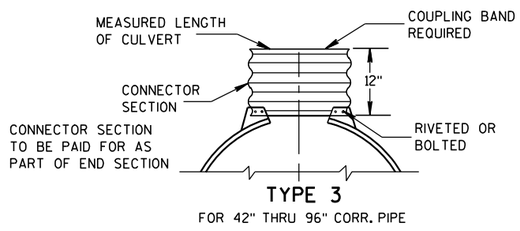
END SECTION CONNECTOR STRAP



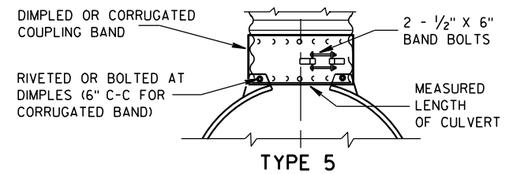
TYPE 1
FOR 12" THRU 24" CORR. PIPE



TYPE 2
FOR 30" THRU 96" CORR. PIPE



TYPE 3
FOR 42" THRU 96" CORR. PIPE



TYPE 5
ALTERNATE FOR:
ALL SIZES CORRUGATED CIRCULAR PIPE

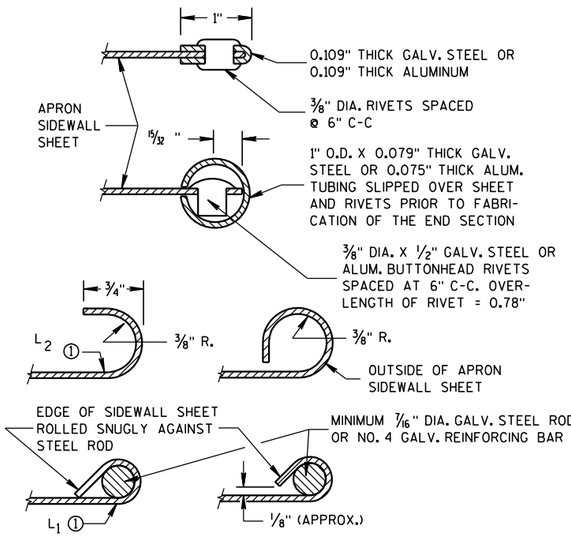
NOTE: DIMPLED BAND FITS OVER OUTSIDE OF ENDWALL. AND CORRUGATED BAND FITS INSIDE ENDWALL. DIMPLED BAND MAY BE USED WITH HELICALLY CORRUGATED PIPE.

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

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

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

CONNECTION DETAILS



SECTION A-A

GENERAL NOTES

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

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

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

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

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

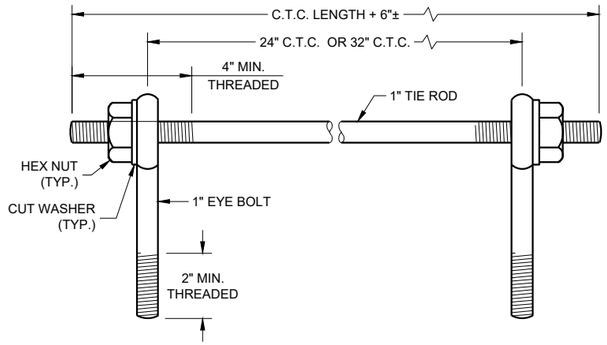
① FOR PIPE SIZES UP TO 60" DIAMETER, A 180° ROLLED EDGE MAY BE USED INSTEAD OF STEEL ROD REINFORCEMENT. SEE SECTION A-A.

APRON ENDWALLS FOR CULVERT PIPE

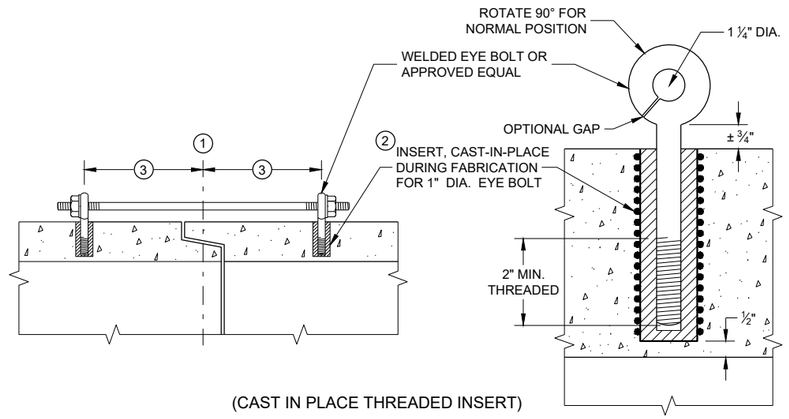
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

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



EYE BOLTS AND TIE ROD



(CAST IN PLACE THREADED INSERT)

LONGITUDINAL SECTIONS

EYE BOLT AND TIE ROD ASSEMBLY (ALTERNATE NO. 1)

GENERAL NOTES

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

CONCRETE CULVERT AND STORM SEWER PIPE SHALL BE TIED TOGETHER IN THE MANNER ILLUSTRATED BY THIS DETAIL AT LOCATIONS DESIGNATED IN THE STANDARD SPECIFICATIONS AND THE PLAN. THE CONTRACTOR MAY USE EITHER ALTERNATE 1, 2 OR 3 FOR DRAINAGE STRUCTURES. ONLY ALTERNATE 1 AND 3 MAY BE USED FOR CATTLE PASSES, UNLESS OTHERWISE STATED IN THE CONTRACT. THE MATERIALS, FABRICATION AND WORK NECESSARY TO TIE THE PIPE BY THIS DETAIL WILL BE CONSIDERED INCIDENTAL TO THE PIPE AND APRON ENDWALLS IF REQUIRED.

DETAILED DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR JOINT TIES SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL.

JOINT TIES TO BE HOT-DIP GALVANIZED PER ASTM A 153.

(1) CENTER LINE OF TONGUE AND GROOVE OR BELL AND SPIGOT JOINTS.

(2) THE INSIDE OF THE THREADED INSERTS SHALL BE CLEAN TO ALLOW THE INSERTION OF THREADED EYE BOLTS.

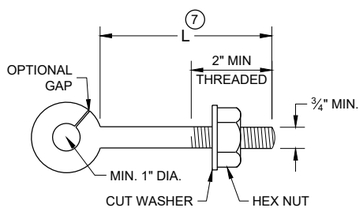
(3) HOLES SHALL BE CAST-IN-PLACE OR DRILLED PER THE APPLICABLE DETAIL, AND EQUAL DISTANCE FROM THE CENTERLINE OF THE JOINT.

(4) BOLT PROJECTION INSIDE OF PIPE SHALL NOT EXCEED 2 INCHES.

(5) OPENING TO BE ROD DIAMETER PLUS 1 INCH.

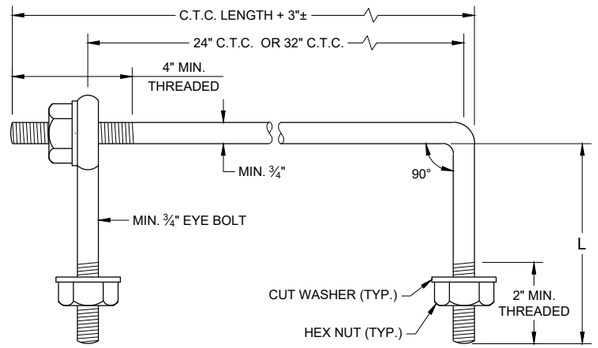
(6) LENGTH ADEQUATE TO EXTEND TO WITHIN ½ INCH OF THE INNER SURFACE OF THE PIPE.

(7) EYE BOLT LENGTH DETERMINED BY WALL THICKNESS, BELL THICKNESS AND BOLT PROJECTION INSIDE PIPE.

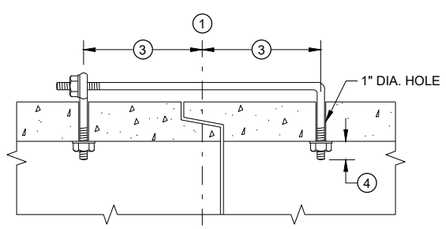


EYE BOLT (7)

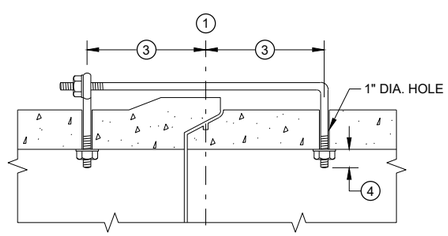
NOTE: TWO EYE BOLTS MAY BE USED WITH A 30" OR 38" LONG THREADED ROD IN LIEU OF THE 90° BENT TIE ROD.



EYE BOLT AND TIE ROD



(TONGUE AND GROOVE PIPE)



(MODIFIED BELL PIPE)

LONGITUDINAL SECTION

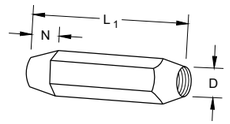
(JOINT TIES FOR 18" TO 66" DIA. CONCRETE PIPE)

EYE BOLT AND TIE ROD ASSEMBLY (ALTERNATE NO. 2)

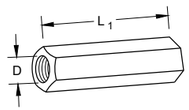
ADJUSTABLE TIE ROD TABLE

PIPE DIAMETER	TIE ROD DIAMETER	D	L_1	N
12 - 60	⅝	⅝	5	½
66 - 84	¾	¾	5	½
90 - 144	1	1	7	1 7/16

DIMENSIONS SHOWN ARE IN INCHES



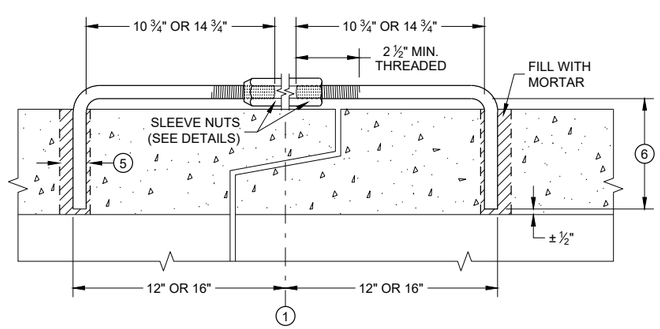
TAPERED



PLAIN

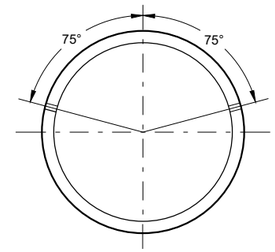
RIGHT AND LEFT THREADS

SLEEVE NUTS



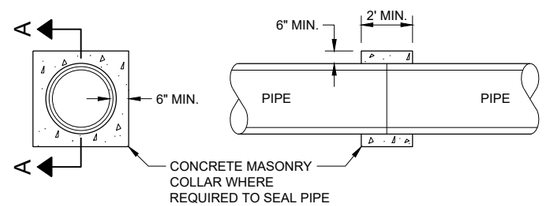
LONGITUDINAL SECTION

ADJUSTABLE TIE ROD (ALTERNATE NO. 3)



PLACEMENT OF (2) CAST-IN-PLACE INSERTS OR HOLES DURING FABRICATION FOR PIPE SECTIONS REQUIRING TIE RODS

TRANSVERSE SECTION



SECTION A - A

CONCRETE COLLAR DETAIL

JOINT TIES FOR CONCRETE PIPE AND CONCRETE COLLAR DETAIL

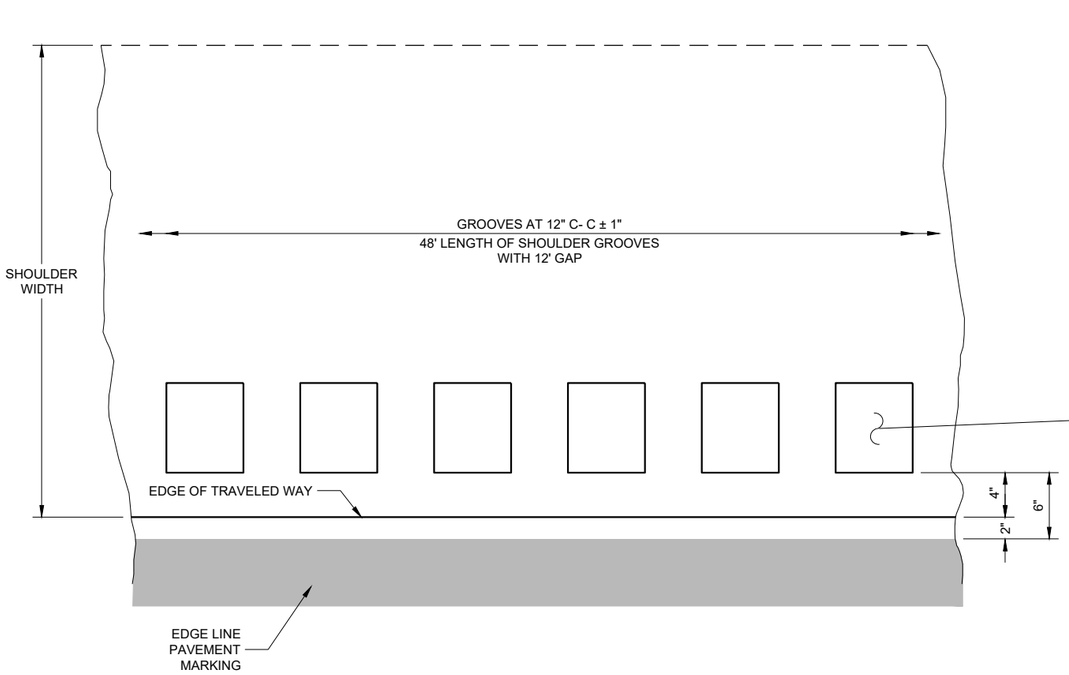
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

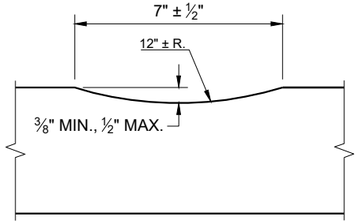
FHWA

SDD 08F04 - 08

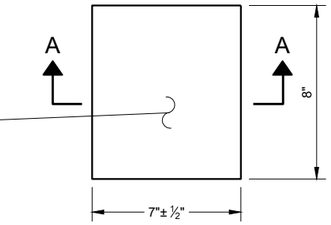
SDD 08F04 - 08



PLAN DETAIL VIEW
SHOULDER WITH GROOVES



SECTION A - A

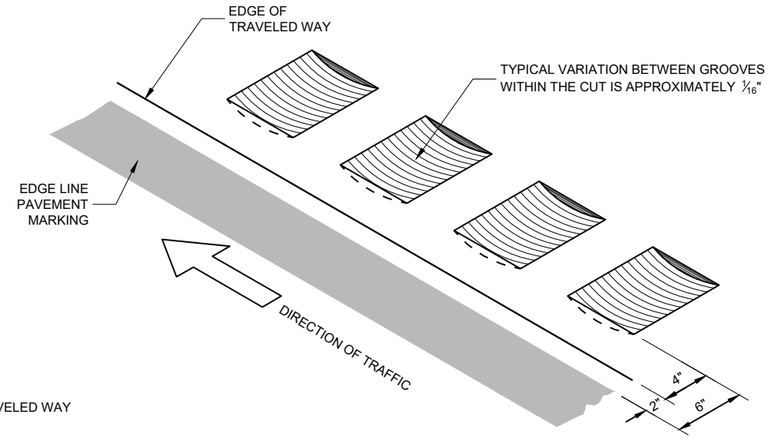


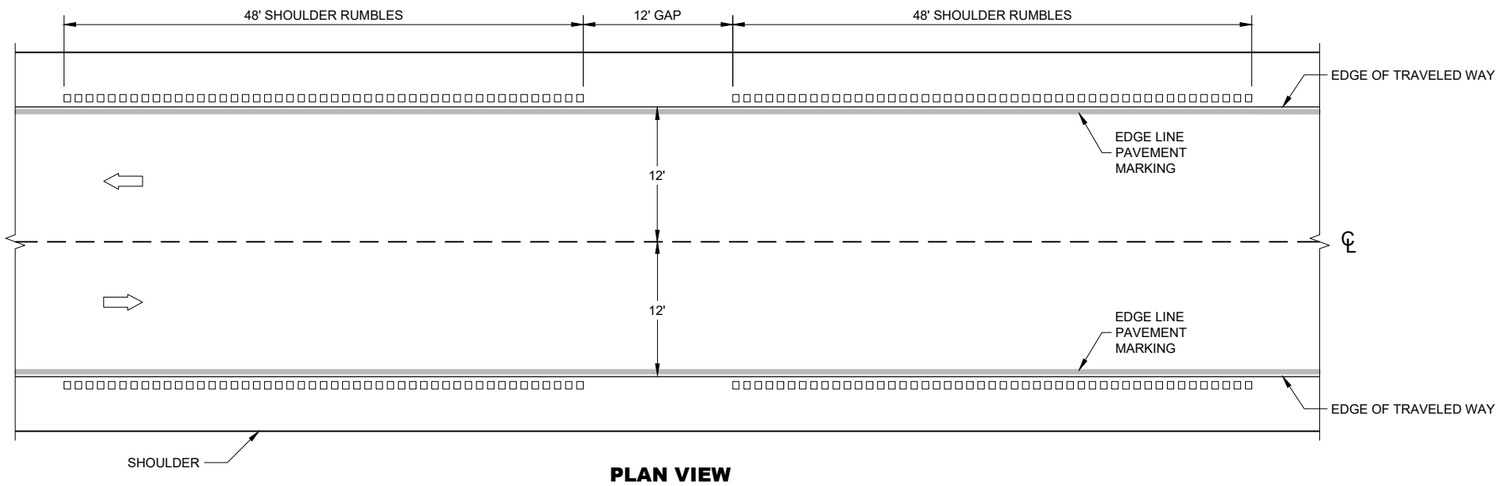
PLAN VIEW
(SINGLE GROOVE)

GENERAL NOTES

DO NOT MILL SHOULDER GROOVES THROUGH INTERSECTIONS, MARKED CROSSWALKS, NON-MOTORIZED PATH CROSSINGS, ETC. REFER TO SDD 13A10 SHEETS "g" AND "h".

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





PLAN VIEW

SHOULDER RUMBLE STRIPS - ASPHALT

6

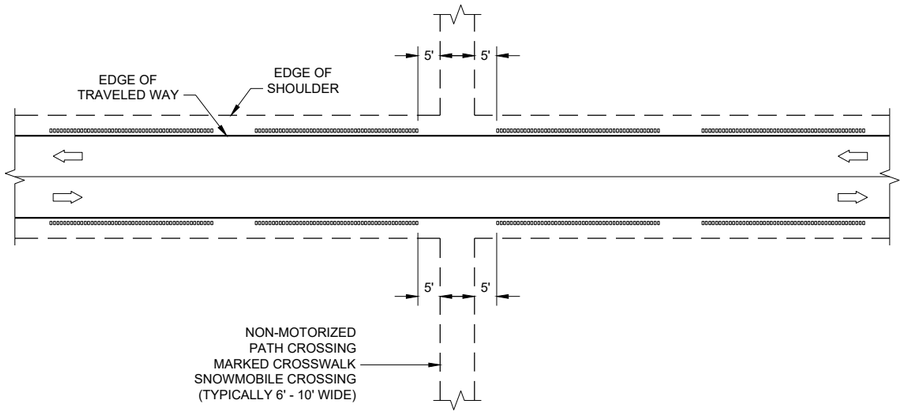
SDD 13A10 - 03a

SHOULDER RUMBLE STRIPS ASPHALT

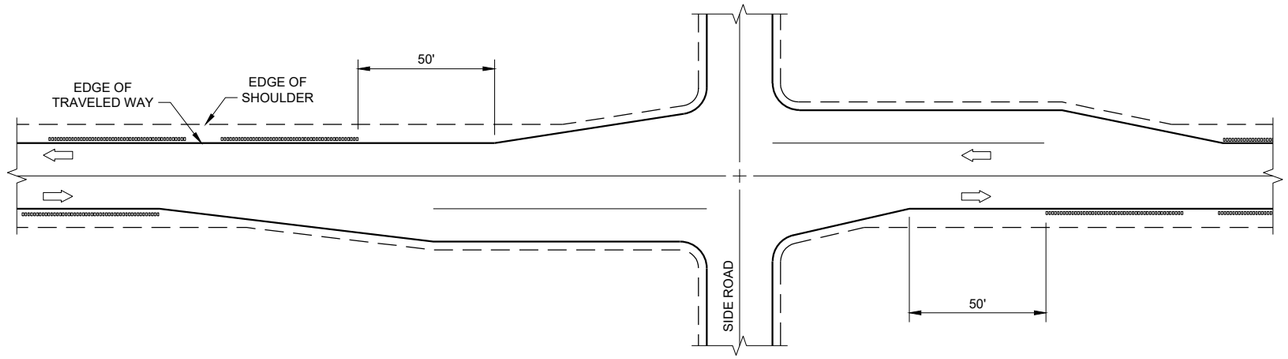
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTA

6

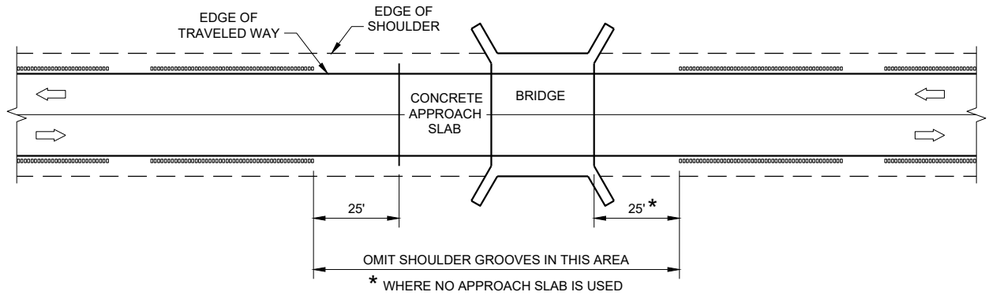
SDD 13A10 - 03a



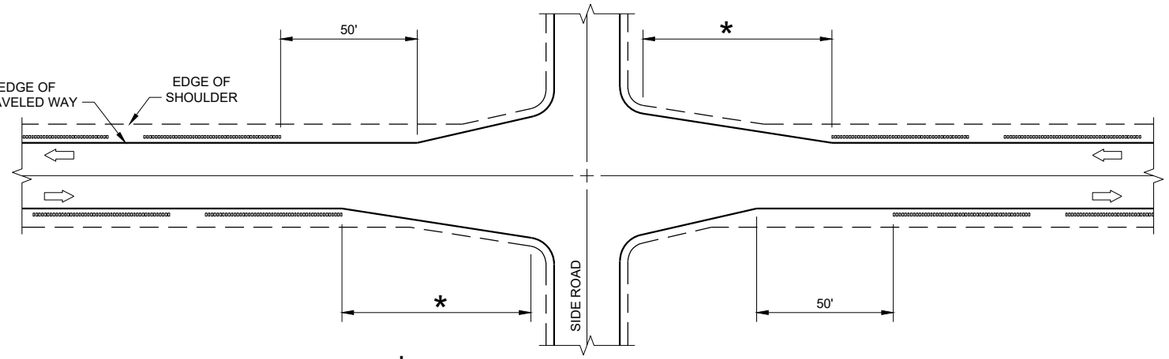
GROOVES AT MISCELLANEOUS CROSSINGS



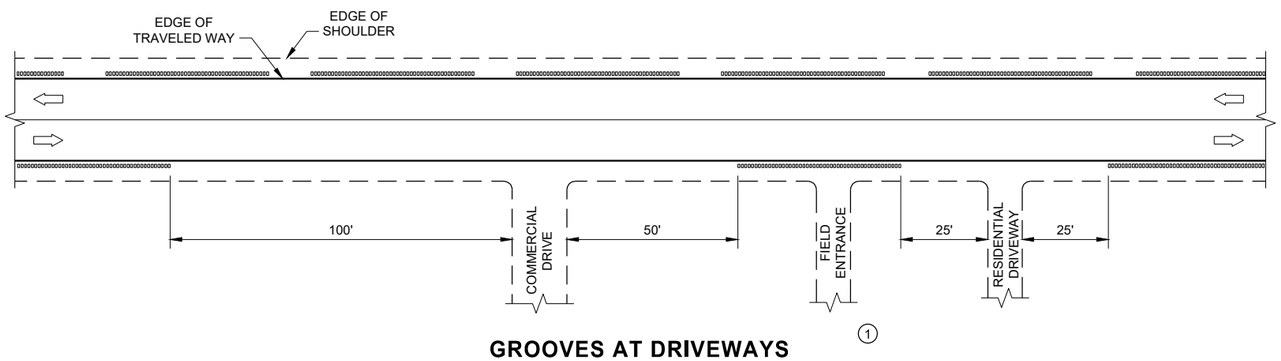
GROOVES AT RIGHT TURN LANE



GROOVES AT BRIDGES



GROOVES AT INTERSECTIONS WITH APPROACH TAPER



GROOVES AT DRIVEWAYS ①

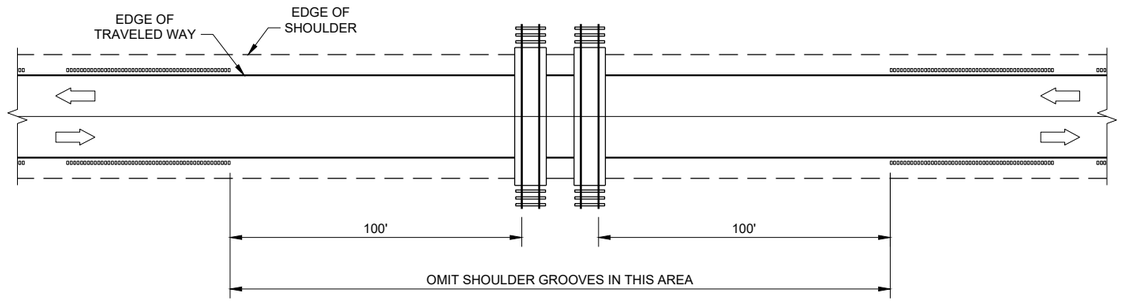
GENERAL NOTES

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

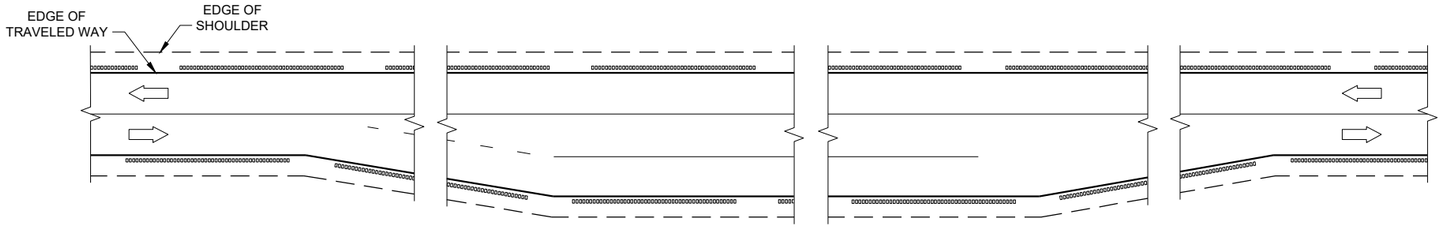
SHOULDER AND EDGE LINE RUMBLE STRIPS CROSSINGS, INTERSECTIONS, BRIDGES, DRIVEWAYS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

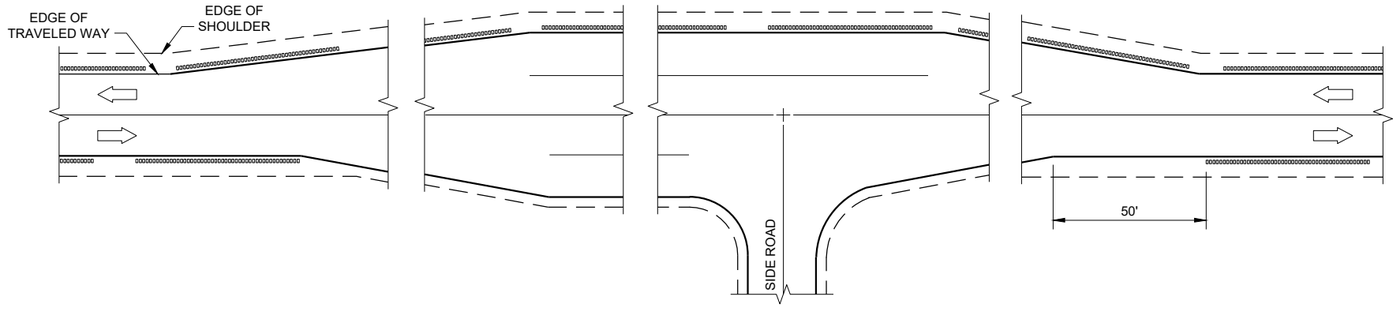
6
SDD 13A10 - 03g



GROOVES AT RAILROADS



GROOVES AT PASSING AND CLIMBING LANES



GROOVES AT BYPASS LANES

6

6

SDD 13A10 - 03h

SDD13A10 - 03h

SHOULDER AND EDGE LINE RUMBLE STRIPS - RAILROAD, PASSING, CLIMBING AND BYPASS LANES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

May 2023
DATE

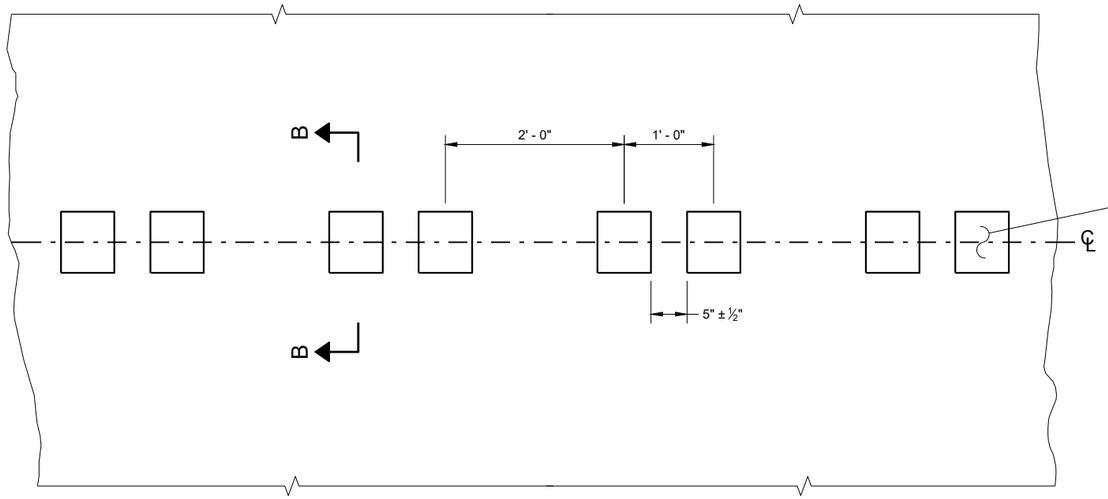
/S/ John Jenkins
ROADWAY STANDARDS DEVE ENGINEER

FHWA

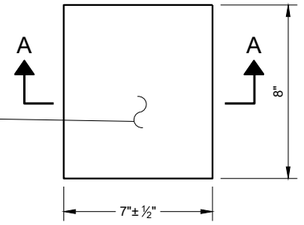
GENERAL NOTES

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

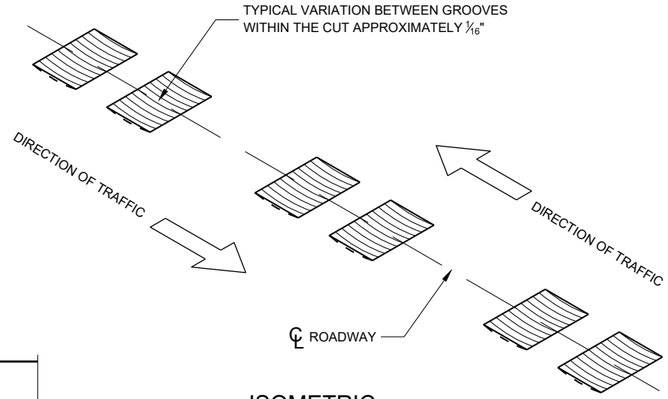
CENTERLINE GROOVES MAY BE OMITTED IN AREAS WITH HIGH CONCENTRATIONS OF DRIVEWAYS WHEN DIRECTED BY THE ENGINEER.



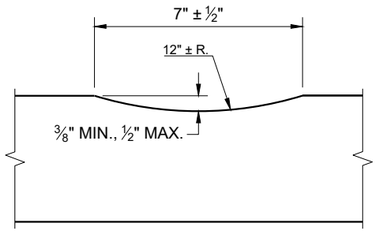
PLAN DETAIL VIEW



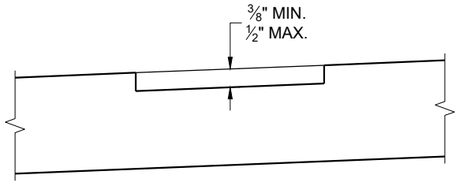
PLAN VIEW
(SINGLE GROOVE)



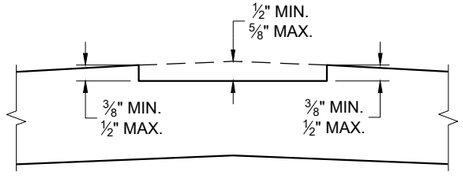
ISOMETRIC



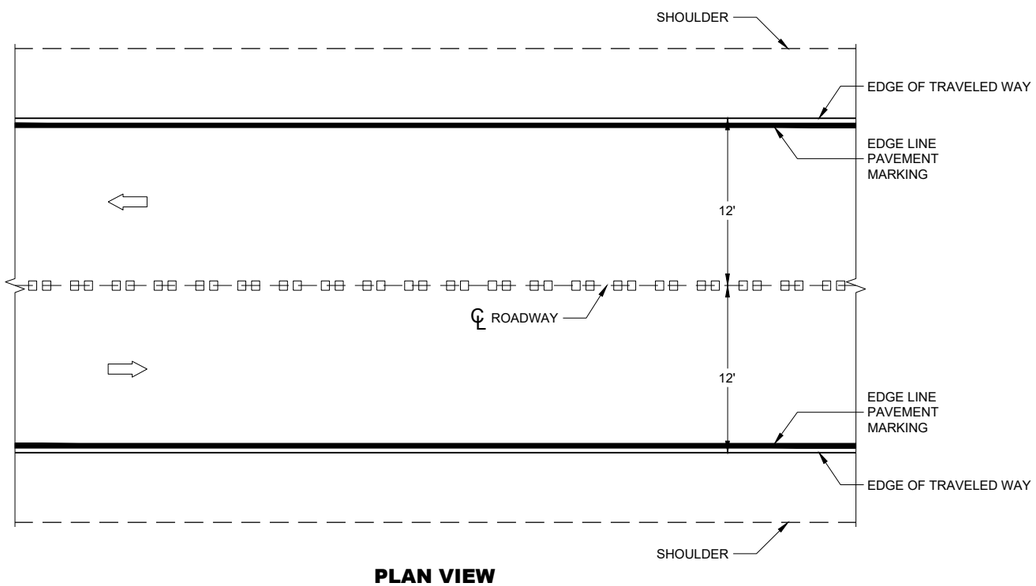
SECTION A - A



SECTION B - B
SUPERELEVATED ROADWAY



SECTION B - B
CROWNED ROADWAY



PLAN VIEW

CENTERLINE RUMBLE STRIPS - ASPHALT

6

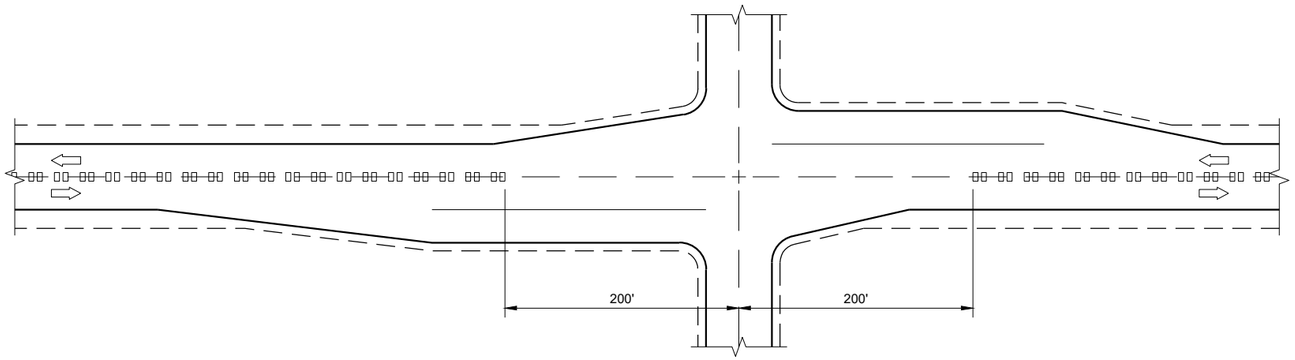
SDD 13A11 - 04a

CENTERLINE RUMBLE STRIPS - ASPHALT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTA

6

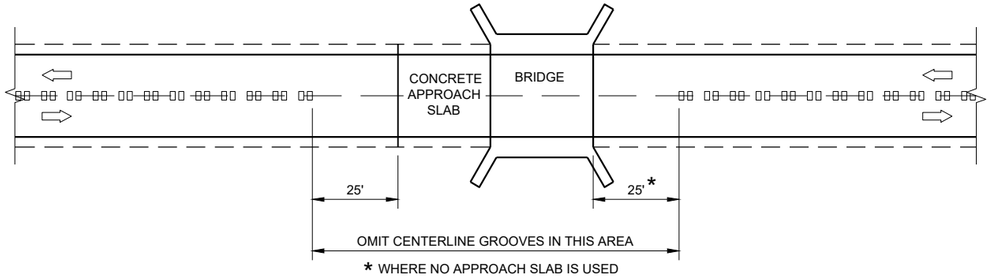
SDD13A11 - 04a



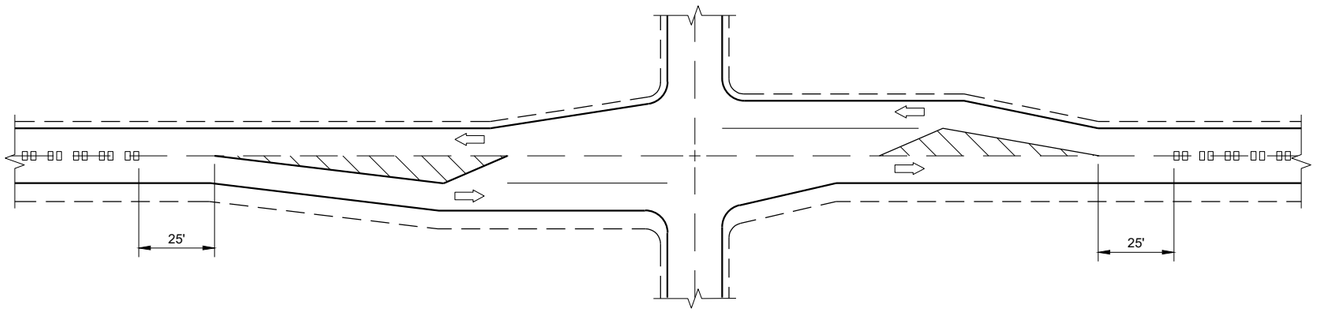
CENTERLINE GROOVES AT INTERSECTIONS

GENERAL NOTES

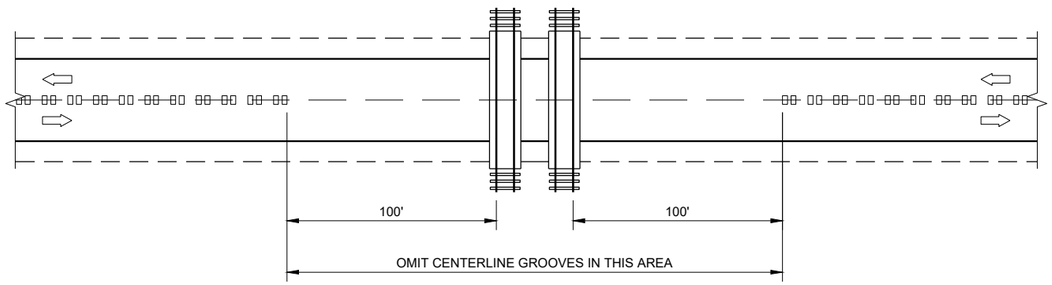
1. CENTERLINE GROOVES MAY BE OMITTED IN AREAS WITH HIGH CONCENTRATIONS OF DRIVEWAYS WHEN DIRECTED BY THE ENGINEER.



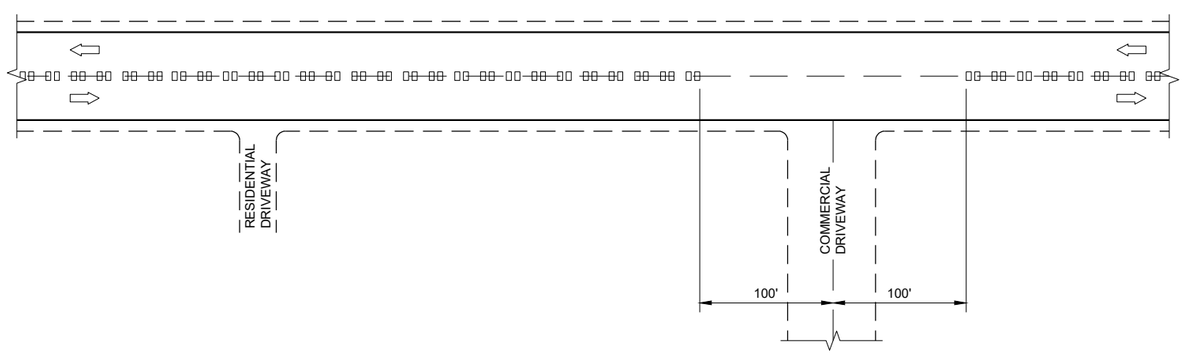
CENTERLINE GROOVES AT BRIDGES



CENTERLINE GROOVES AT INTERSECTIONS (WITH LEFT TURN LANES)



CENTERLINE GROOVES AT RAILROADS



CENTERLINE GROOVES AT DRIVEWAYS (1)

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

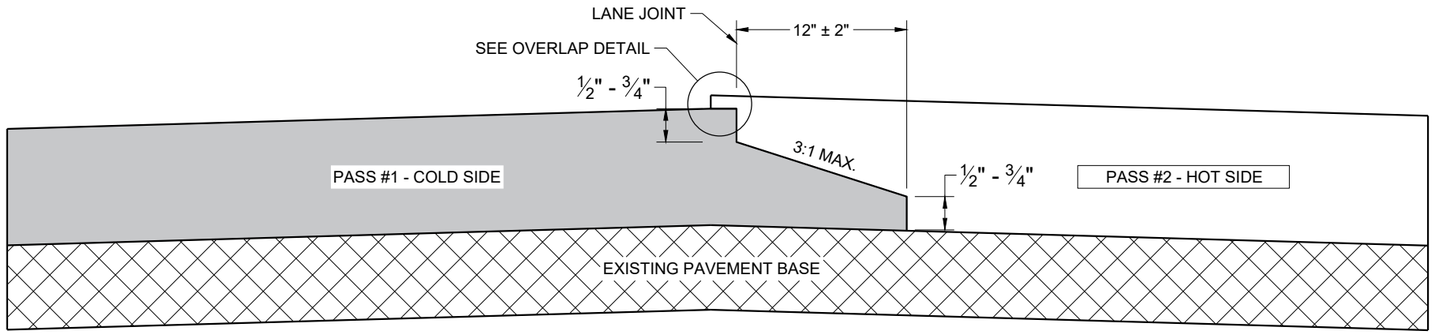
May 2023
DATE

/S/ John Jenkins
ROADWAY STANDARDS DEVE ENGINEER

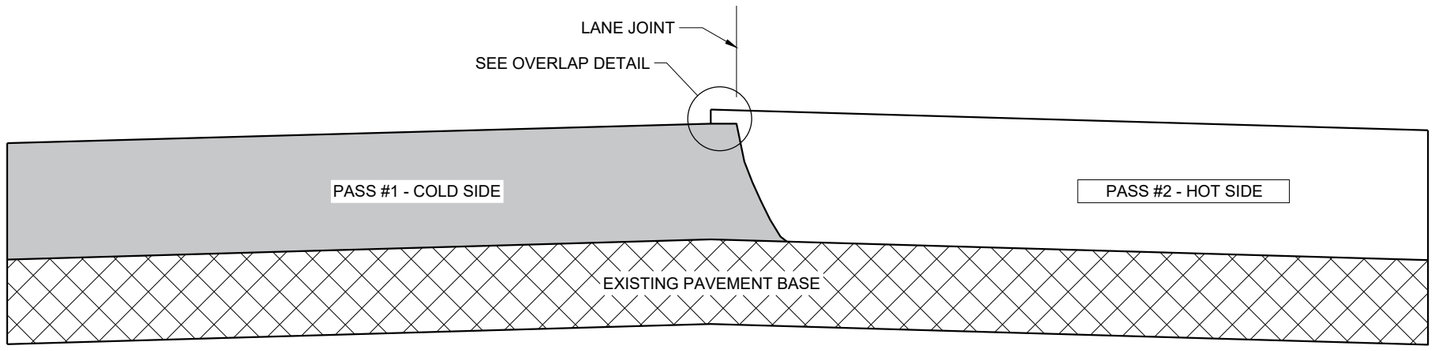
FHWA

6

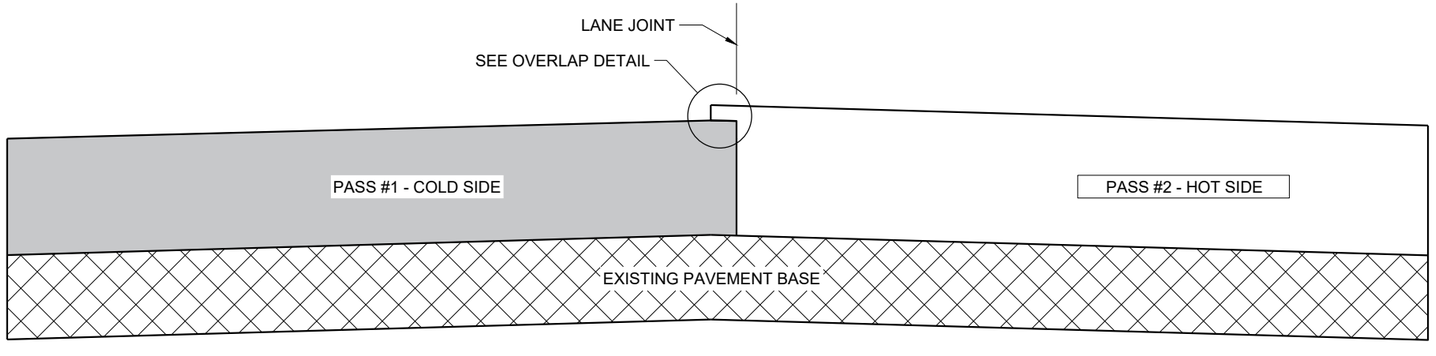
SDD 13A11 - 04d



TYPICAL PAVEMENT CROSS SECTION
NOTCHED WEDGE JOINT



TYPICAL PAVEMENT CROSS SECTION
VERTICAL JOINT



TYPICAL PAVEMENT CROSS SECTION
VERTICAL JOINT (MILLED)

GENERAL NOTES

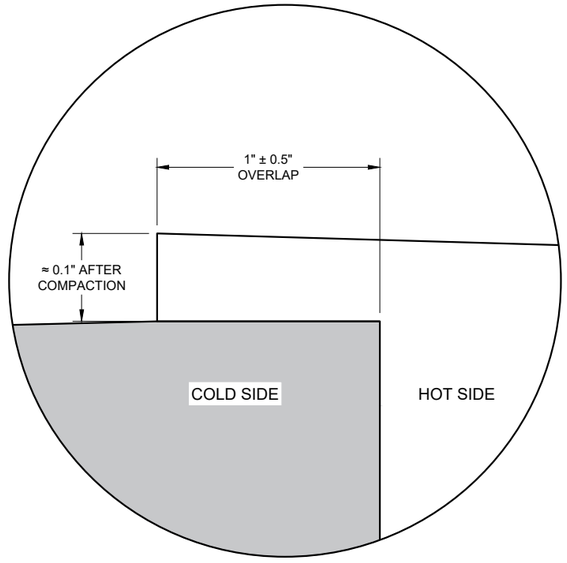
IN ADDITION TO THE DETAILS PROVIDED IN THIS DRAWING, CONFORM TO STANDARD SPECIFICATION 450.3.2.8 FOR WHEN A NOTCHED WEDGE JOINT IS REQUIRED AND FOR GENERAL JOINT CONSTRUCTION REQUIREMENTS.

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

6

SDD 13C19 - 03

SDD 13C19 - 03

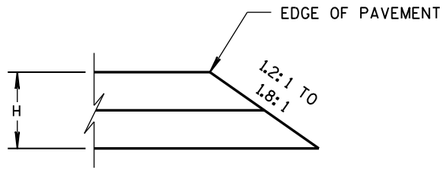
HMA LONGITUDINAL JOINTS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2020
DATE

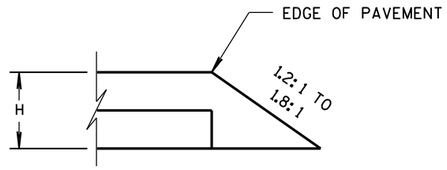
/S/ Steven Hefel
HMA PAVEMENT ENGIN

FHWA



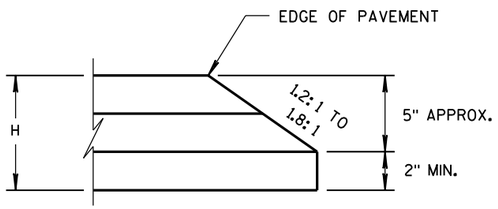
CONSTRUCTED WITH FINAL TWO LAYERS

FOR H 5" OR LESS



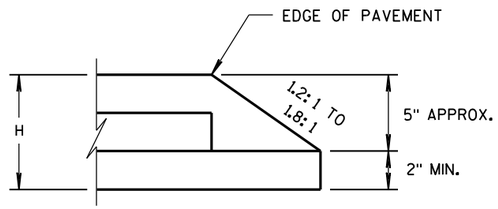
CONSTRUCTED WITH FINAL LAYER

FOR H 5" OR LESS



CONSTRUCTED WITH FINAL TWO LAYERS

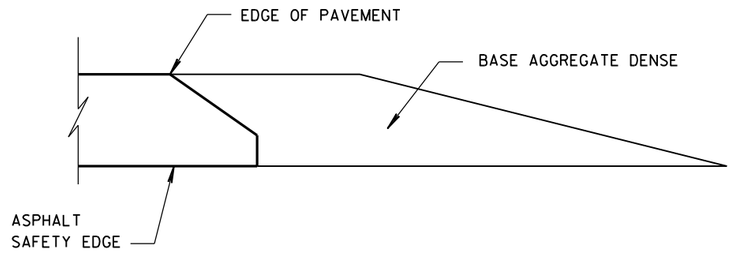
FOR H GREATER THAN 5"



CONSTRUCTED WITH FINAL LAYER

FOR H GREATER THAN 5"

HMA PAVEMENT AND HMA OVERLAYS



FINISHED SHOULDER AGGREGATE PLACEMENT

6

6

S.D.D. 14 B 29-1

S.D.D. 14 B 29-1

SAFETY EDGE SM

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

11/30/2012
DATE

/S/ Jerry H. Zoda
ROADWAY STANDARDS DEVELOPMENT ENGINEER

FHWA

(1) WOOD OR STEEL POSTS (w6X9 OR w6X8.5) MAY BE USED. DO NOT INTERMIX WOOD AND STEEL POSTS. INSTALL STEEL POSTS WITH HOLES ON APPROACHING TRAFFIC SIDE.

(2) USE WOOD OR APPROVED PLASTIC BLOCKOUTS. WOOD BLOCKOUTS MAY BE CONSTRUCTED OUT OF TWO OR MORE WOOD BLOCKOUTS. SEE ALTERNATE WOOD BLOCKOUT DETAIL. DIMENSIONS OF APPROVED PLASTIC BLOCKOUTS MAY VARY.

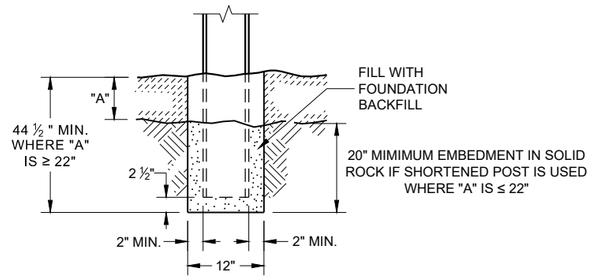
(3) IF ROCK IS ENCOUNTERED DURING EXCAVATION, PROVIDE A HOLE 12 INCHES IN DIAMETER EXTENDING 20 INCHES DEEP INTO THE ROCK. PLACE APPROXIMATELY 2 1/2" INCHES OF GRANULAR MATERIAL IN THE BOTTOM OF THE HOLE. CUT THE POSTS THE TO LENGTH AMD INSTALL. BACKFILL WITH EXCAVATED MATERIAL AND COMPACT. BACKFILL IS TO BE FREE OF LARGE ROCKS.

(4) WHEN THE DISTANCE FROM BACK OF POST TO SHOULDER HINGE POINT IS LESS THAN 2 FEET INSTALL LONGER POST AT HALF POST SPACING (K).

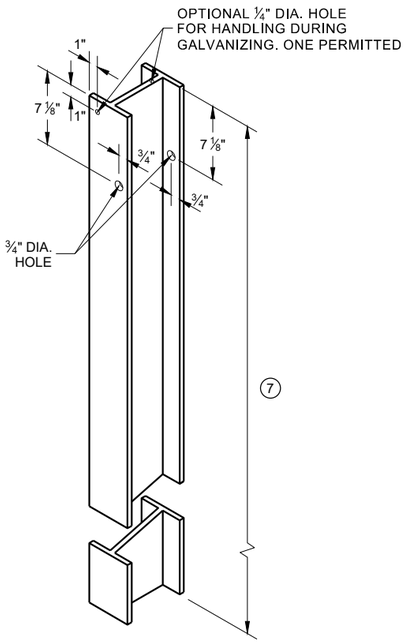
(5) FOR NEW MGS INSTALLATION TOP OF W-BEAM RAIL TOLERANCE IS ±1". FOR EXISTING MGS INSTALLATION TOP OF W-BEAM IS BETWEEN 27 ¾" TO 32".

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

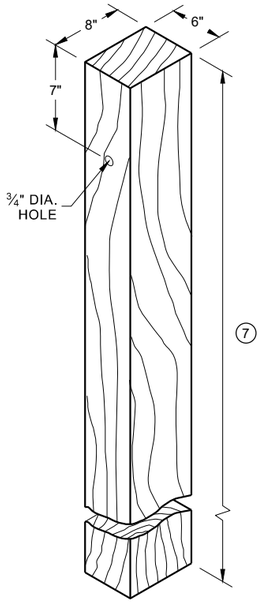
(7) TOTAL POST LENGTH FOR TYPE K IS 7' - 0".
TOTAL POST LENGTH FOR OTHER MGS TYPES IS 6' - 0".



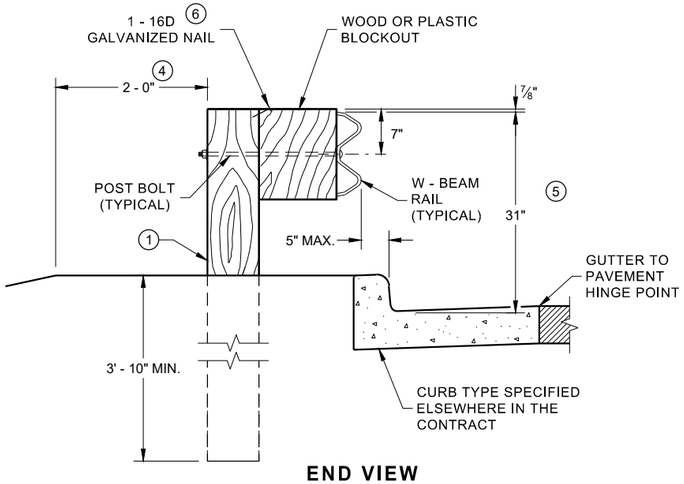
END VIEW
SETTING STEEL OR WOOD POST IN ROCK (3)



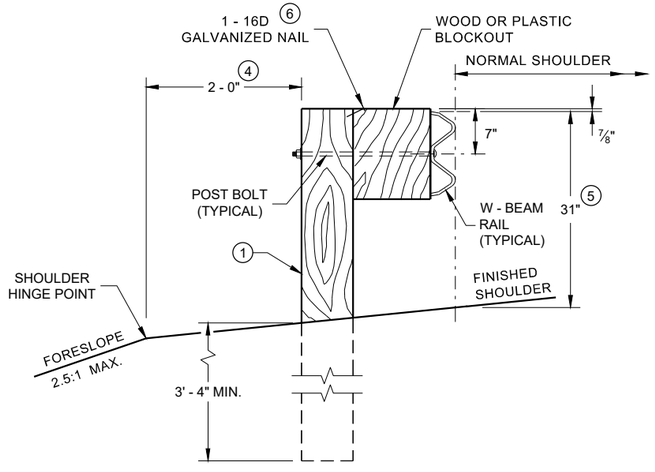
STEEL POST & HOLE PUNCHING DETAIL (W 6 X 9) (1)



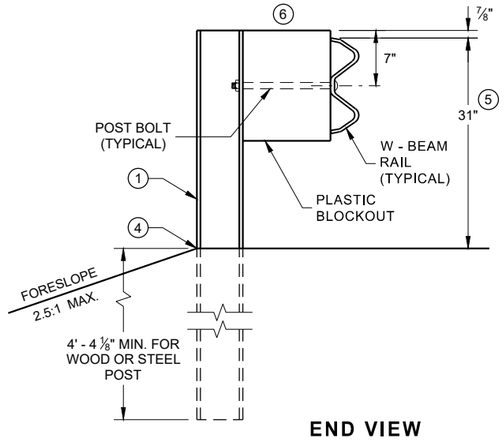
WOOD POST (6" X 8") NOMINAL (1)



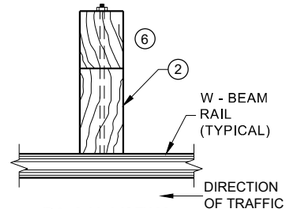
END VIEW
LOCATED ALONG A CURBED ROADWAY



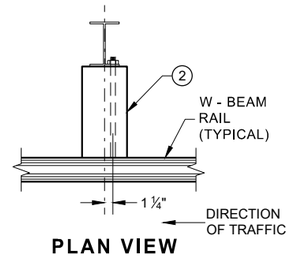
END VIEW
LOCATED ALONG A ROADWAY SHOULDER STANDARD INSTALLATION



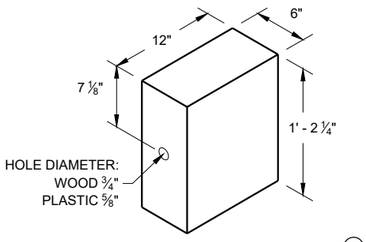
END VIEW
MGS LONGER POST AT HALFPOST SPACING W BEAM (K)



PLAN VIEW
WOOD POST, BLOCKOUT & BEAM



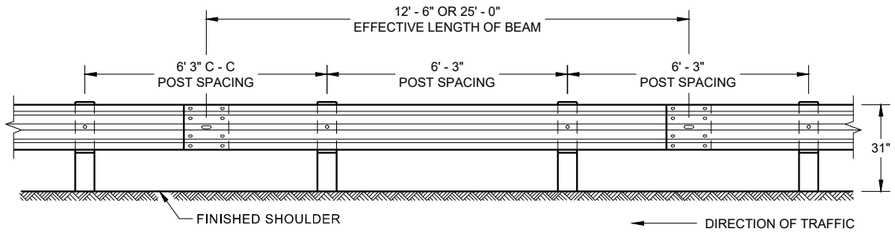
PLAN VIEW
STEEL POST, PLASTIC BLOCKOUT & BEAM



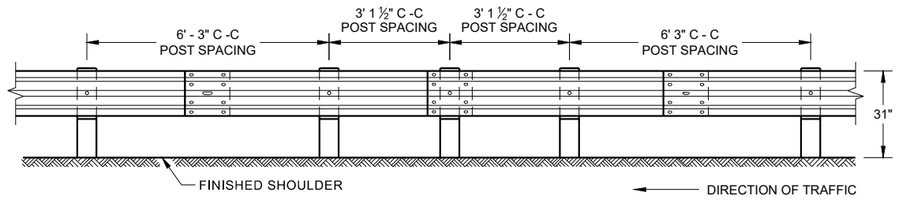
WOOD OR PLASTIC BLOCKOUT (2)

MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL

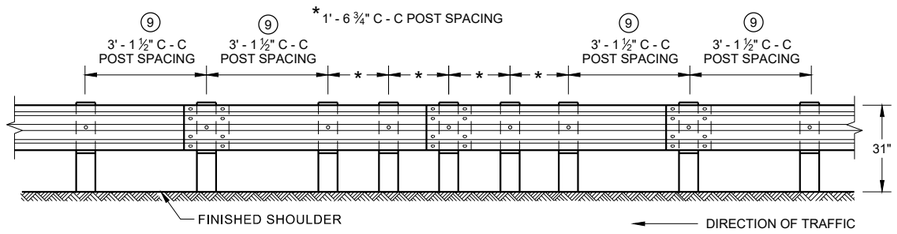
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



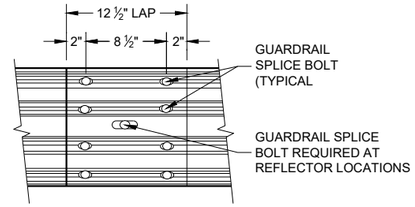
FRONT VIEW
POST SPACING STANDARD INSTALLATION



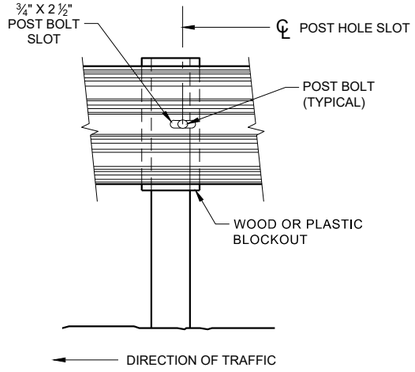
FRONT VIEW
HALF POST SPACING (HS) AND
HALF POST SPACING WITH LONGER POSTS (K)



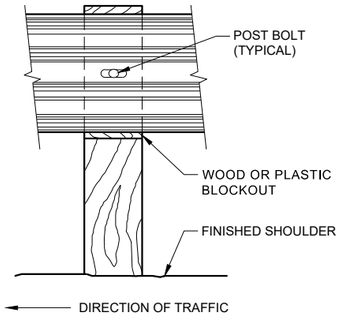
FRONT VIEW
QUARTER POST SPACING (QS)



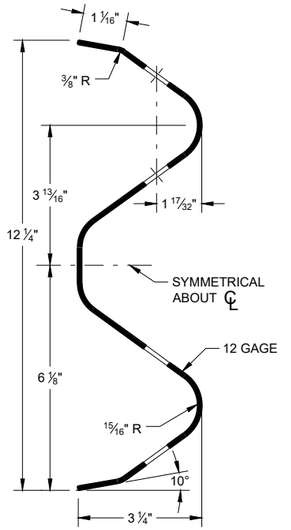
FRONT VIEW
MID-SPAN BEAM SPLICE



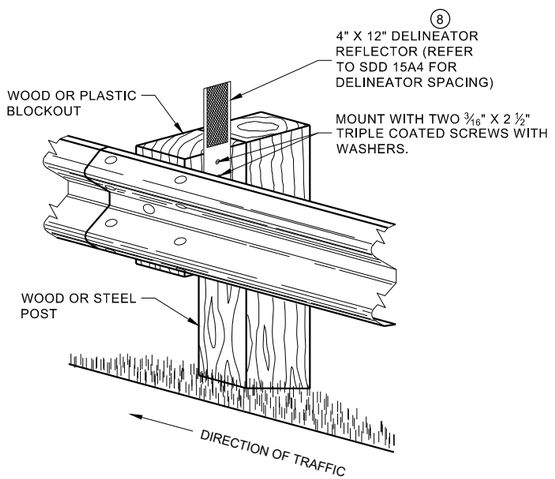
FRONT VIEW AT STEEL POST



FRONT VIEW AT WOOD POST



SECTION THRU W-BEAM RAIL



ONE SIDED REFLECTOR DETAIL
AND TYPICAL INSTALLATION

GENERAL NOTES

⑧ DO NOT INSTALL REFLECTORS ON THE FIRST 50 FEET OF THE APPROACH END OF THE ENERGY ABSORBING TERMINAL.

⑨ 25 FEET OF HALF POST SPACING IS REQUIRED ON APPROACH AND DEPARTURE ENDS OF QUARTER POST SPACING.

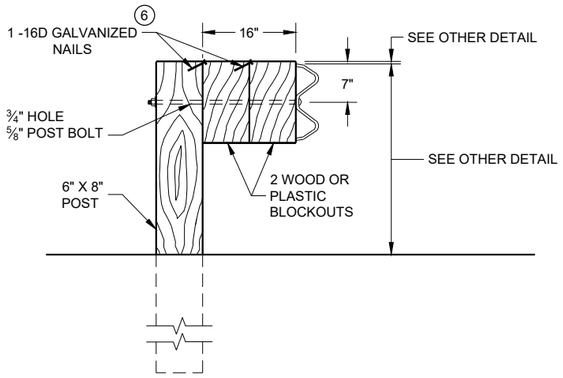
POST BOLTS ARE A ⅝" DIAMETER ASTM A307 GUARDRAIL BOLT. A POST BOLT REQUIRES ⅝" DIAMETER A563A DOUBLE RECESSED (DR) HEAVY HEX NUT AND ⅝" DIAMETER F844 FLAT WASHER. POST BOLTS MAY BE LONGER IF MULTIPLE BLOCKOUTS ARE BEING USED.

GUARD RAIL SPLICE BOLTS ARE A ⅝" DIAMETER ASTM A307 GUARDRAIL HEAD BOLT. A GUARDRAIL SPLICE BOLT REQUIRES ⅝" DIAMETER A563A DOUBLE RECESSED (DR) HEAVY HEX NUT.

MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6
SDD 14B42 - 07b

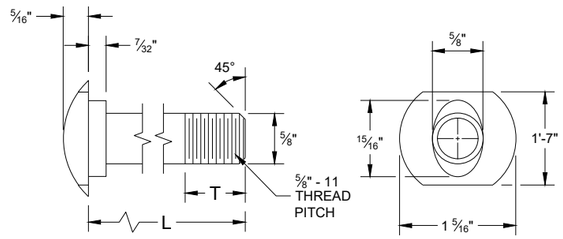


DETAIL FOR 16" BLOCKOUT DEPTH

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

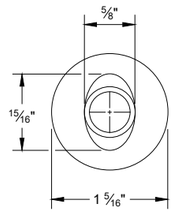
NOTE:

1. ALL FILLETS SHALL HAVE A MINIMUM RADIUS OF 3⁄16".
2. IF THE BOLT EXTENDS MORE THAN ¼" FROM THE NUT THE BOLT SHOULD BE TRIMMED BACK.

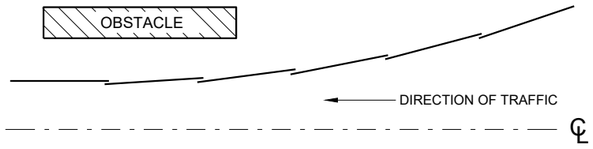


POST BOLT TABLE

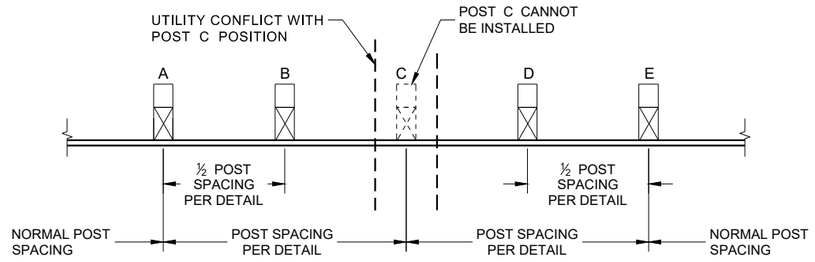
L	T (MIN.)
1 ¼"	1 ⅛"
2"	1 ¾"
10"	4"
14"	4 1⁄16"
18"	4"
21"	4 1⁄16"
25"	4"



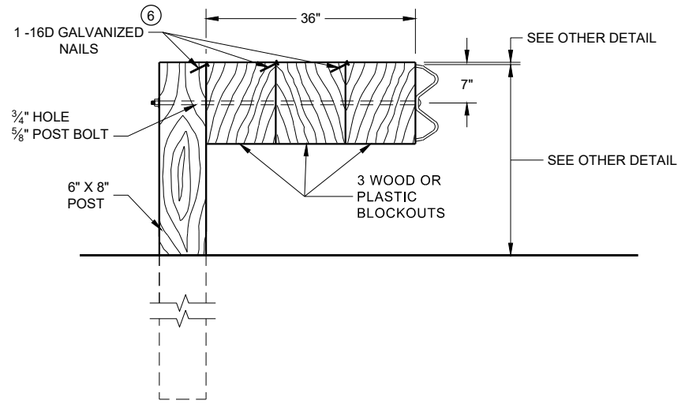
ALTERNATE BOLT HEAD



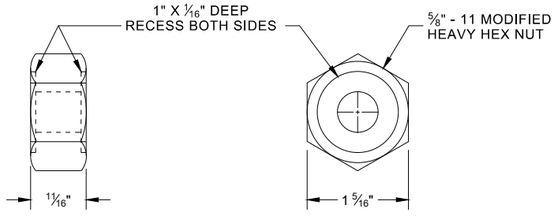
PLAN VIEW
BEAM LAPPING DETAIL



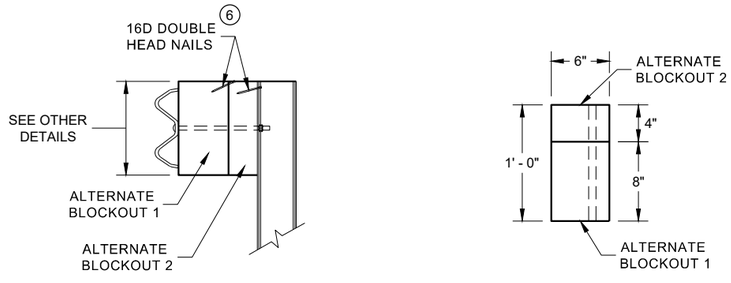
POST DRIVING FOR CONTINUOUS UNDERGROUND OBSTRUCTION



DETAIL FOR 36" BLOCKOUT DEPTH



POST BOLT, SPLICE BOLT AND RECESS NUT



SIDE VIEW

PLAN VIEW

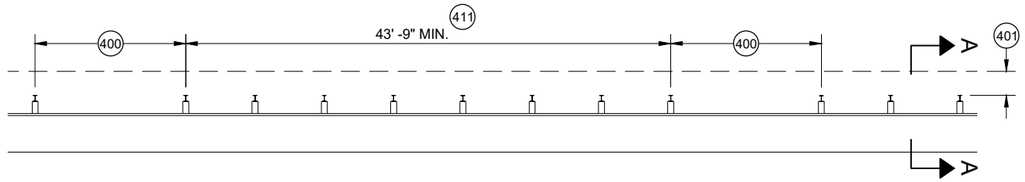
ALTERNATE WOOD BLOCKOUT DETAIL

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

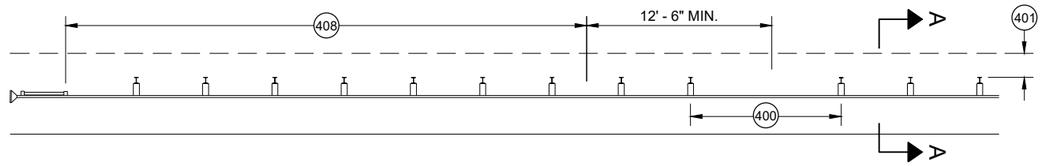
DO NOT USE 16" OR 36" BLOCKOUTS IF IT CAUSES THE POST TO BE DRIVEN BEYOND SHOULDER HINGE POINT OR CAUSES A FIXED OBJECT TO BE WITHIN THE DEFLECTION DISTANCE OF THE BARRIER.

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

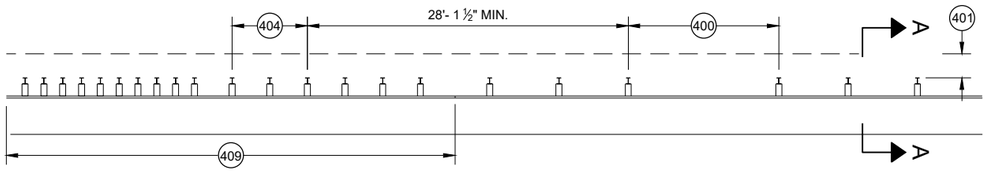
MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL



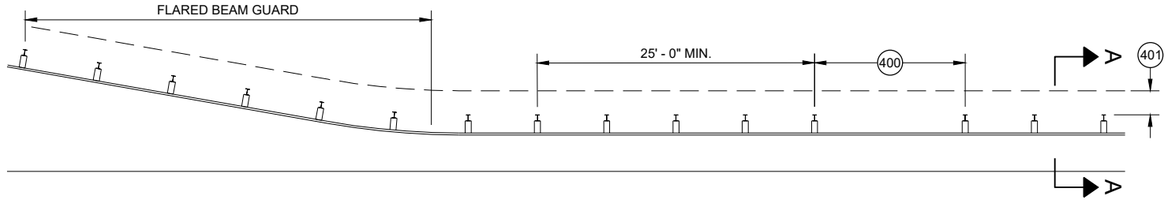
MISSING POST IN MGS GUARDRAIL



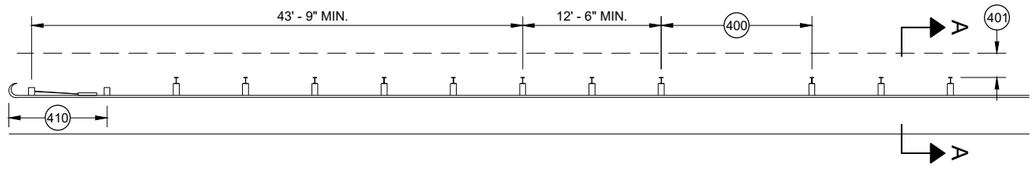
MISSING POST IN MGS GUARDRAIL NEAR EAT



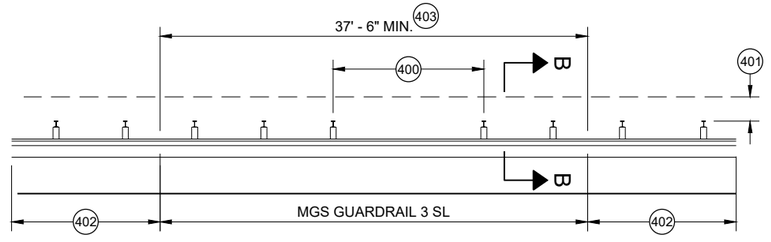
MISSING POST IN MGS GUARDRAIL NEAR AN APPROACH TRANSITION



MISSING POST IN MGS GUARDRAIL NEAR FLARED BEAM GUARD

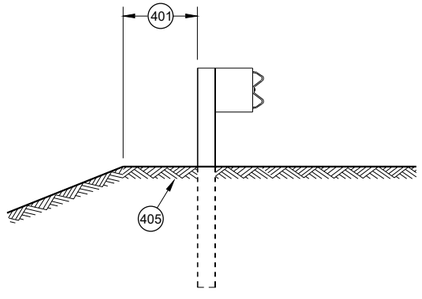


MISSING POST IN MGS GUARDRAIL NEAR A TYPE 2 END TERMINAL

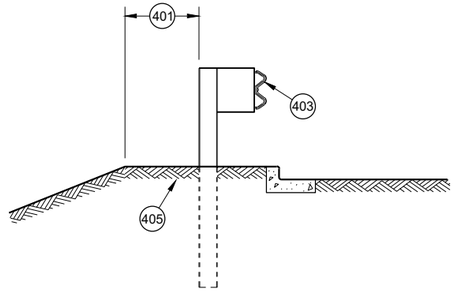


MISSING POST IN SHORT SPAN MGS GUARDRAIL NEAR CURB (SL) 407

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



SECTION A - A 406



SECTION B - B 406

MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

FHWA

SDD 14B42 - 07d

GENERAL NOTES

(A) THE SLOPE IN THE AREA BOUNDED BY THE GRADELINE, THE HINGE POINT LINE (HPL) AND THE CLEAR ZONE LIMITS (CZL) SHALL BE 4:1 OR FLATTER.

(B) AFTER FINAL ASSEMBLY, RECHECK CABLE TO BE SURE IT IS TAUT AND HAS NOT RELAXED

(C) DIFFERENT MANUFACTURERS REQUIRE DIFFERENT PERFORATED W - BEAM RAIL END PANELS. SEE MANUFACTURER'S INFORMATION.

(D) ATTACH ALUMINUM SHEET TO E.A.T. HEAD USING 4 STAINLESS STEEL SELF - TAPPING SCREWS. ONE SCREW PER CORNER.

(E) HARDWARE MAY VARY BETWEEN MANUFACTURER. SEE MANUFACTURER'S DRAWING FOR INFORMATION.

DIMENSIONS MAY VARY, MANUFACTURER'S INFORMATION.

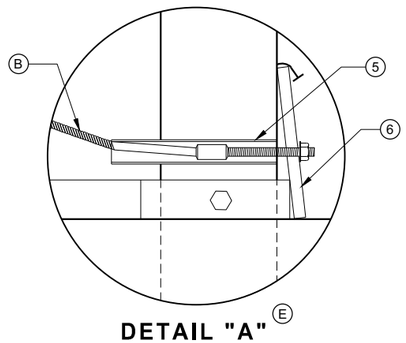
SEE SDD 14B42 FOR MORE INFORMATION.

* DO NOT ATTACH BLOCKOUTS TO POST 1 AND 2.

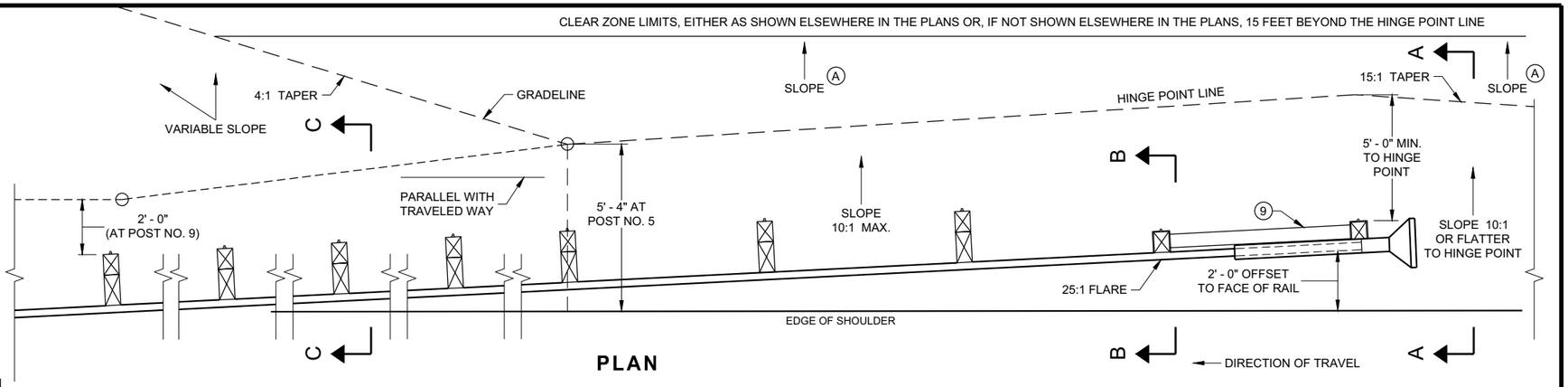
DO NOT INSTALL REFLECTORS ON THE FIRST 50 FEET OF THE APPROACH END OF THE ENERGY ABSORBING TERMINAL.

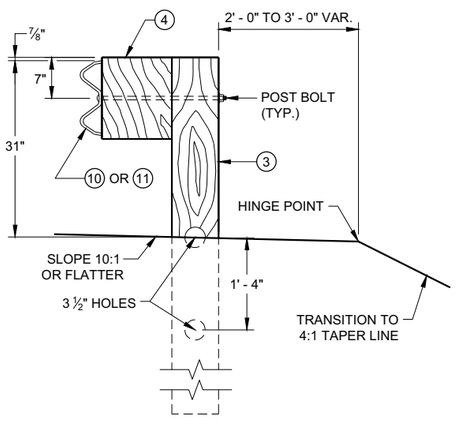
SEE MANUFACTURER'S DRAWING FOR SPLICE LOCATION, HARDWARE DIMENSIONS AND INSTALLATION INSTRUCTIONS.

THE CENTER OF THE UPPER 3 ½" DIAMETER HOLE ON POST NUMBER 3 THROUGH POST 9 IS TO BE FLUSH WITH THE GROUND LINE UP TO A MAXIMUM OF 2" ABOVE GROUND LINE. WOOD BLOCKS ON POSTS NUMBERED 3 THROUGH 9 MAY BE ADJUSTED UP TO 3" ABOVE THE TOP OF POST.

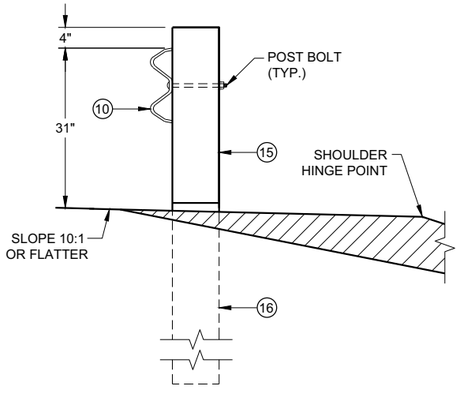


DETAIL "A" (E)

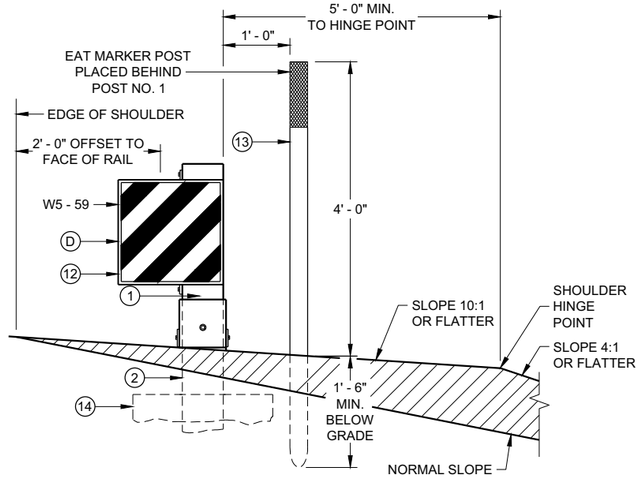




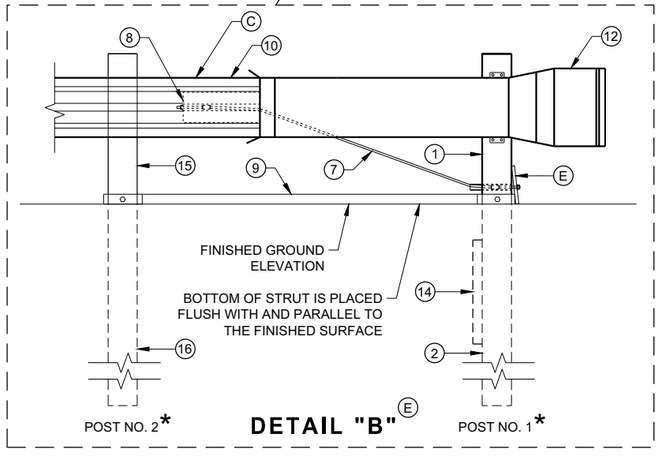
SECTION C - C
TYPICAL AT POST NOS. 3 - 9



SECTION B - B
TYPICAL AT POST NO. 2*



SECTION A - A
TYPICAL AT POST NO. 1*



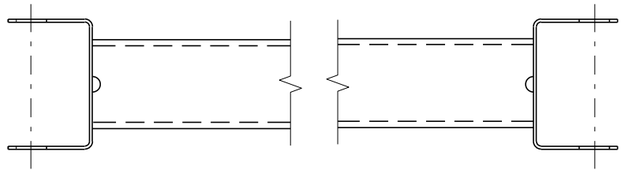
DETAIL "B" (E)

MIDWEST GUARDRAIL SYSTEM
ENERGY ABSORBING TERMINAL (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

SDD 14B44 - 04a

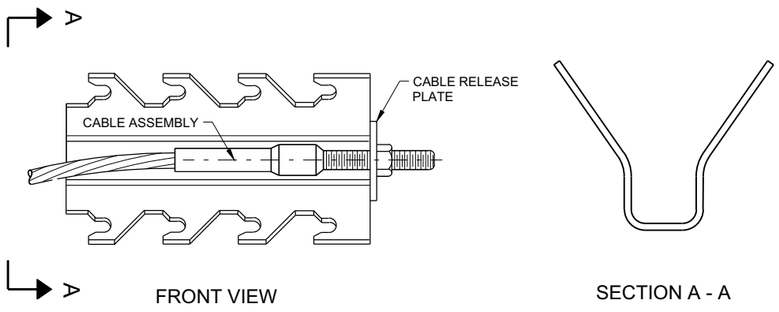
SDD 14B44 - 04a



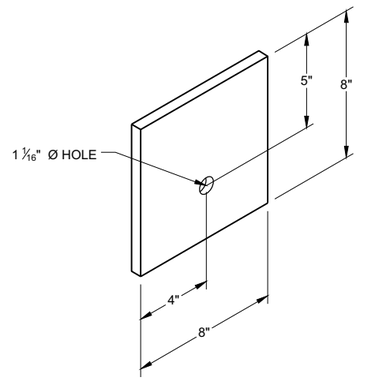
GENERIC GROUND STRUT ⑨ Ⓔ

BILL OF MATERIALS

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



GENERIC ANCHOR CABLE BOX ⑨ Ⓔ



BEARING PLATE ⑥ Ⓔ

6

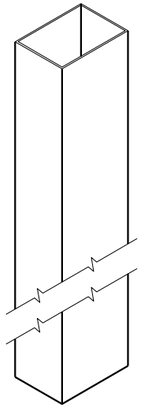
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SDD 14B44 - 04b

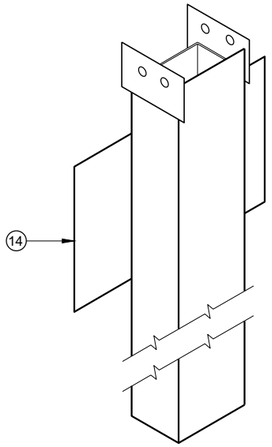
SDD 14B44 - 04b

MIDWEST GUARDRAIL SYSTEM
ENERGY ABSORBING TERMINAL
(MGS)

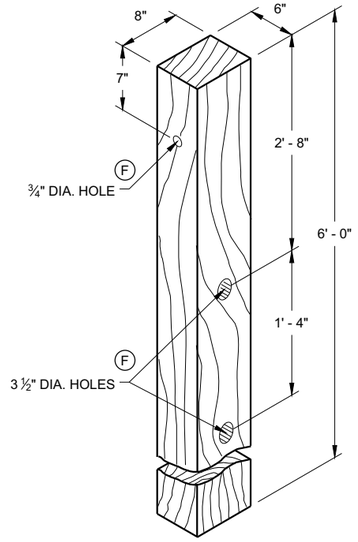
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



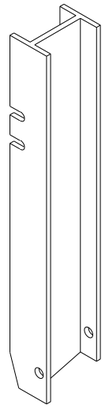
UPPER POST NO. 1 (1) (E)



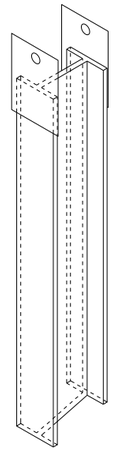
LOWER POST NO. 1 (2) (E)



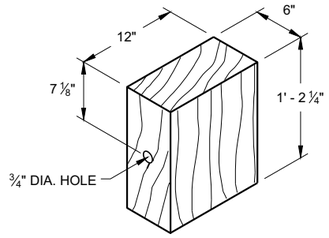
WOOD CRT POST (3) (E)
POSTS NUMBER 3-9



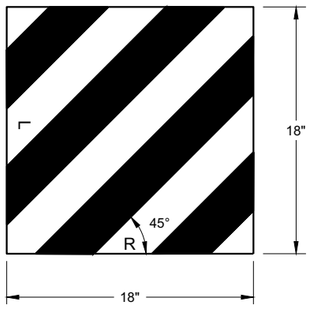
UPPER POST NO. 2 (15) (E)



LOWER POST NO. 2 (16) (E)

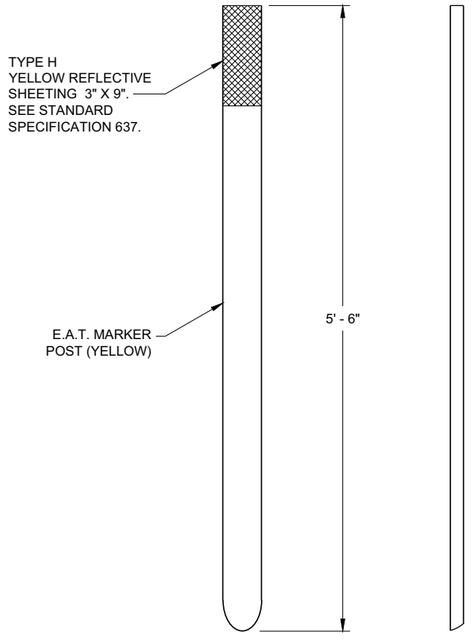


WOOD BLOCKOUT (4)
REQ'D. AT ALL POSTS EXCEPT POST NO'S 1 & 2



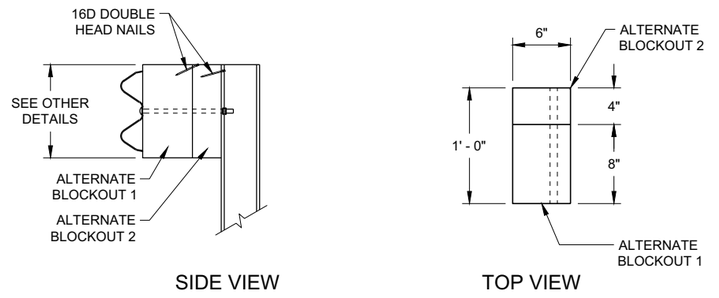
W5 - 59

REFLECTIVE SHEETING DETAIL (E)



FRONT VIEW SIDE VIEW

E.A.T. MARKER POST (13)



SIDE VIEW TOP VIEW

ALTERNATE WOOD BLOCKOUT DETAIL

MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)

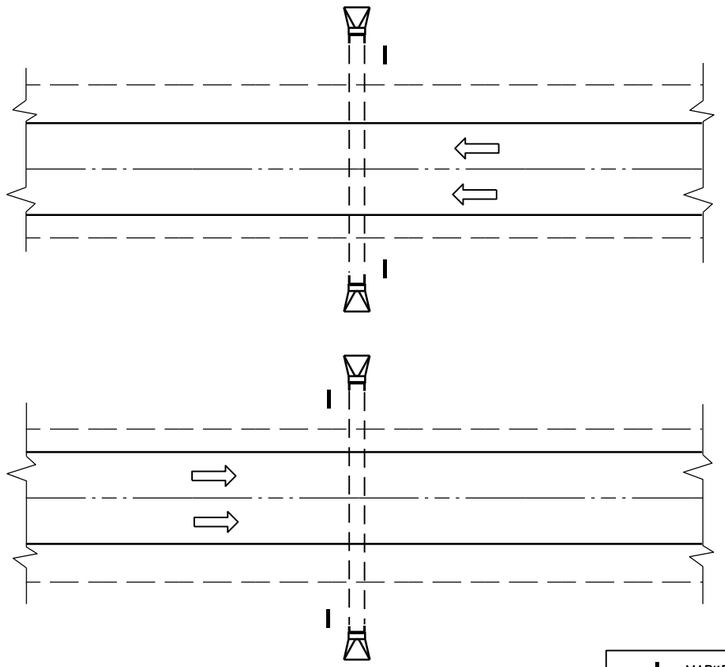
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
7/2018 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS DEVE UNIT SUPERVISOR

FHWA

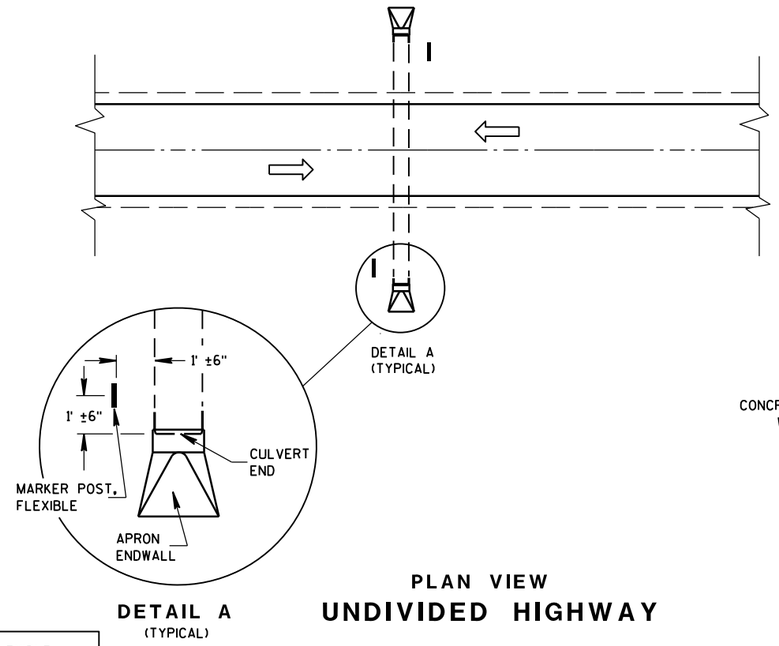
6

SDD 14B44 - 04c



PLAN VIEW

DIVIDED HIGHWAY



DETAIL A
(TYPICAL)

PLAN VIEW

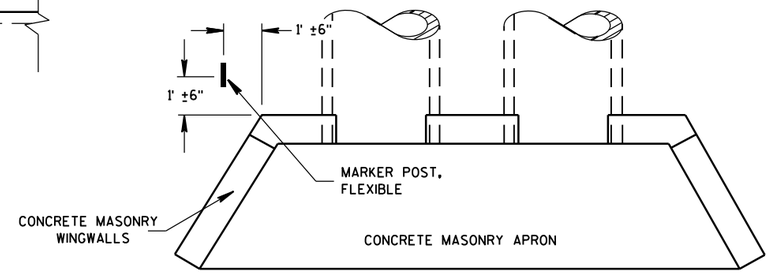
UNDIVIDED HIGHWAY

MARKER POST, FLEXIBLE

DIRECTION OF TRAFFIC FLOW

GENERAL NOTES

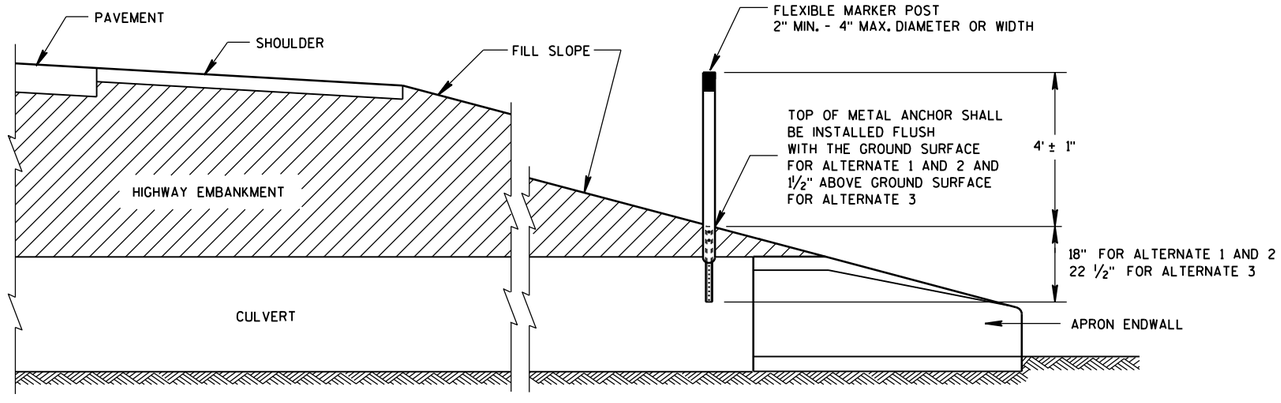
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.



PLAN VIEW

CONCRETE MASONRY ENDWALLS FOR CULVERT PIPE AND PIPE ARCH

FLEXIBLE MARKER POST LOCATION



CROSS SECTION

FLEXIBLE MARKER POST

FLEXIBLE MARKER POST
FOR CULVERT END

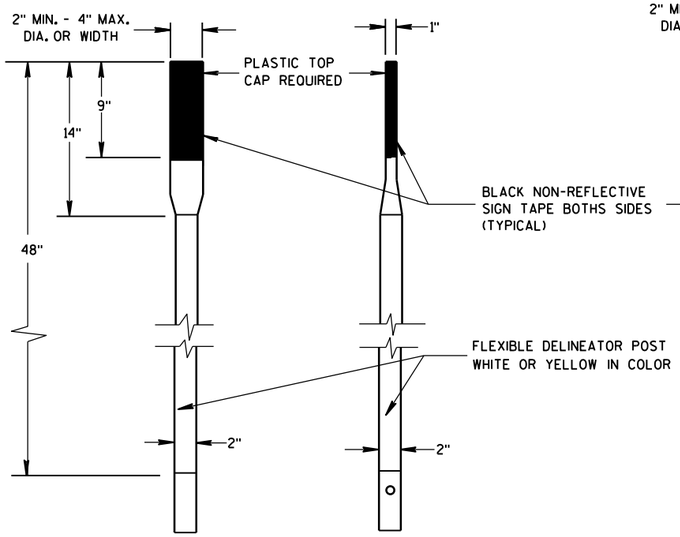
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

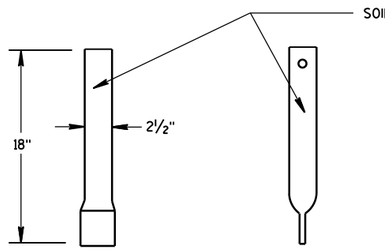
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S.D.D. 15 A 3-2a

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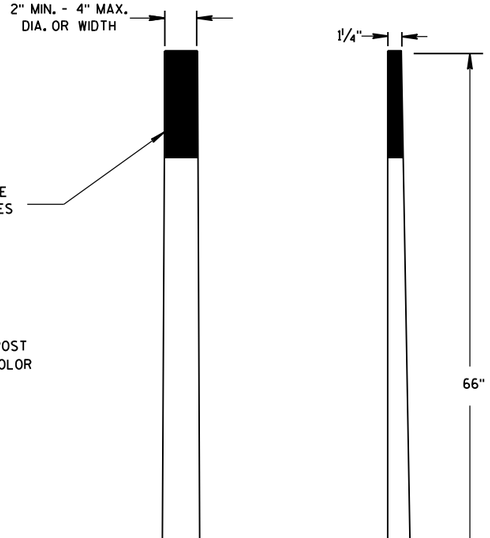
S.D.D. 15 A 3-2a





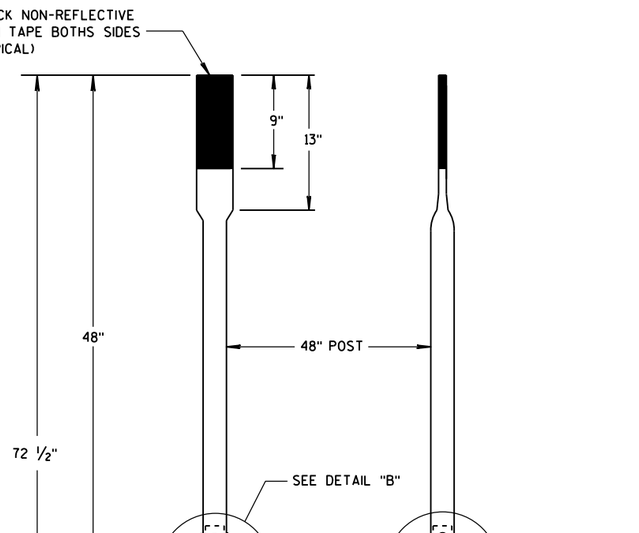
FRONT VIEW SIDE VIEW

ALTERNATE 1



FRONT VIEW SIDE VIEW

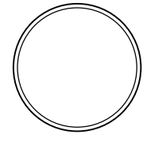
ALTERNATE 2



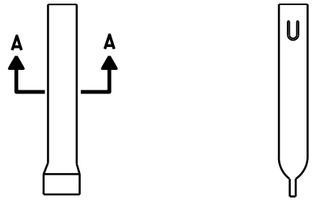
FRONT VIEW SIDE VIEW

ALTERNATE 3

FLEXIBLE MARKER POSTS

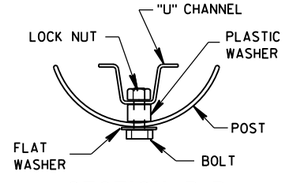


SECTION A-A

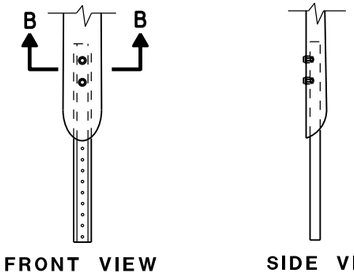


FRONT VIEW SIDE VIEW

ALTERNATE 1

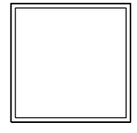


SECTION B-B

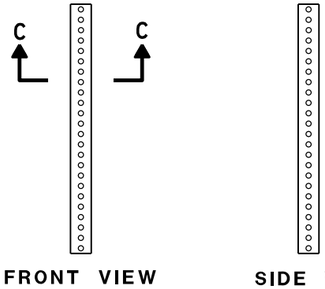


FRONT VIEW SIDE VIEW

ALTERNATE 2



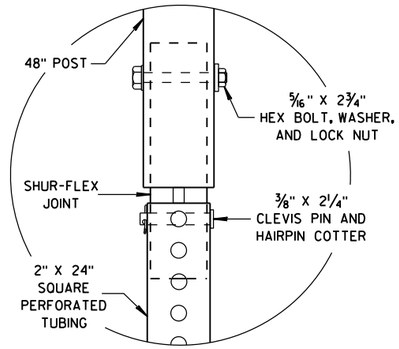
SECTION C-C



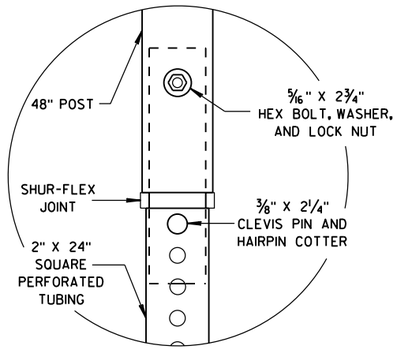
FRONT VIEW SIDE VIEW

ALTERNATE 3

FLEXIBLE MARKER POST ANCHORS



DETAIL B



DETAIL C

FLEXIBLE MARKER POST
FOR CULVERT END

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

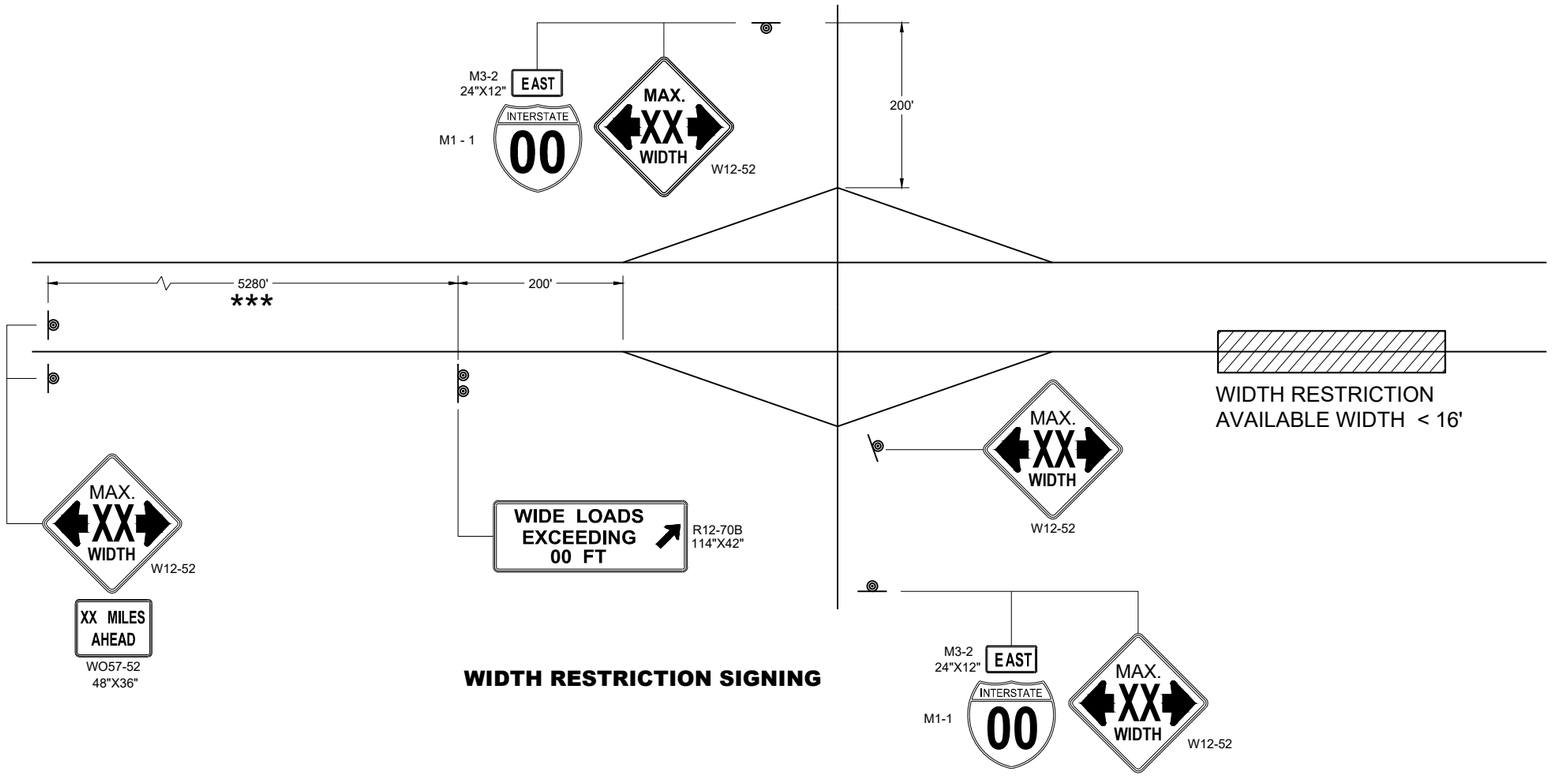
APPROVED
10/1/2012 — DATE
/S/ Travis Feltes — STATE TRAFFIC ENGINEER
FHWA

6

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

6

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



WIDTH RESTRICTION SIGNING

LEGEND

SIGN ON PERMANENT SUPPORT

GENERAL NOTES

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

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

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

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

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

WIDTH ON SIGN TO BE APPROXIMATELY ONE FOOT LESS THAN AVAILABLE WIDTH.

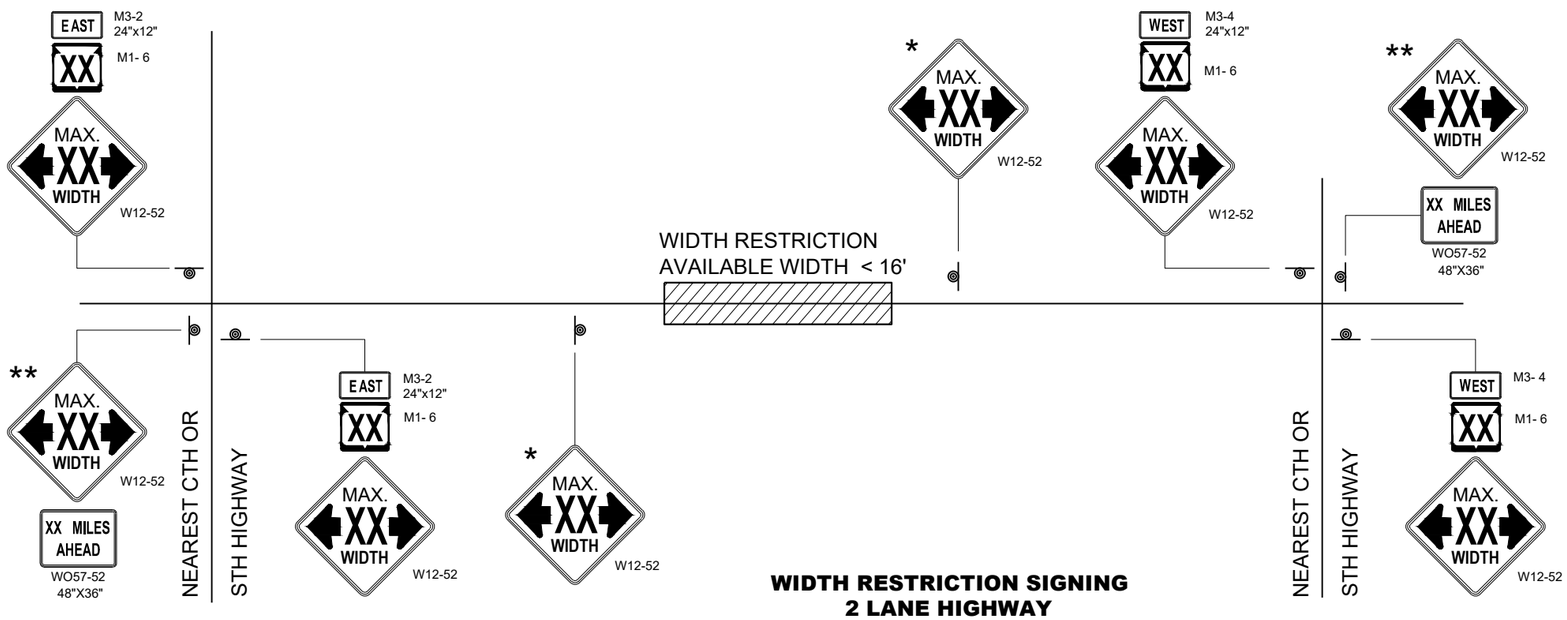
* PLACE 500 FEET AFTER THE W20 - 1A AND 500 FEET BEFORE ADDITIONAL SIGNS FOR ROADWAYS WITH A PRE - CONSTRUCTION SPEED LIMIT OF 45 MPH OR MORE. FOR 35-40 MPH, USE 350 FOOT TYPICAL SPACING. FOR 25-30 MPH, USE 200 FOOT TYPICAL SPACING.

** SIGN SHALL BE VISIBLE FROM ROADWAY.

*** ADDITIONAL SIGNS NEEDED IF THERE IS AN ON RAMP BETWEEN SIGNS.



WIDTH ON SIGN TO BE APPROX. 1 - FOOT LESS THAN AVAILABLE WIDTH



WIDTH RESTRICTION SIGNING
2 LANE HIGHWAY

ADVANCED WIDTH RESTRICTION SIGNING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

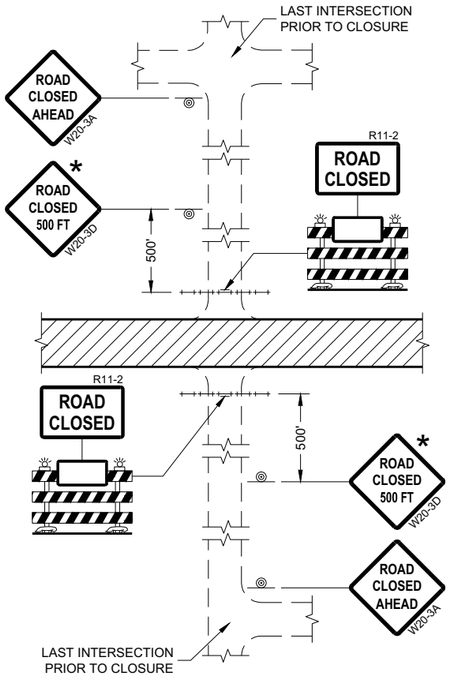
APPROVED
November 2025 — DATE
/S/ Andrew Heidtke — WORK ZONE ENGINEER

FHWA

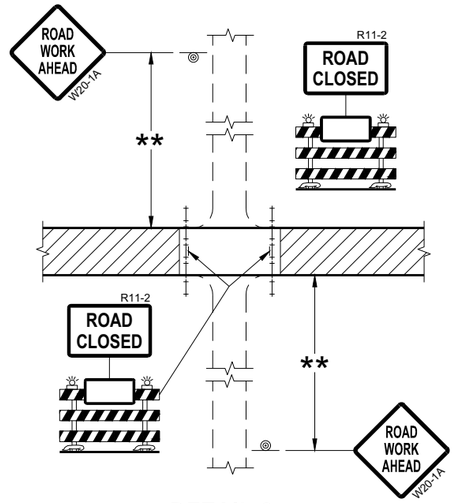
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SDD 15C02-10f

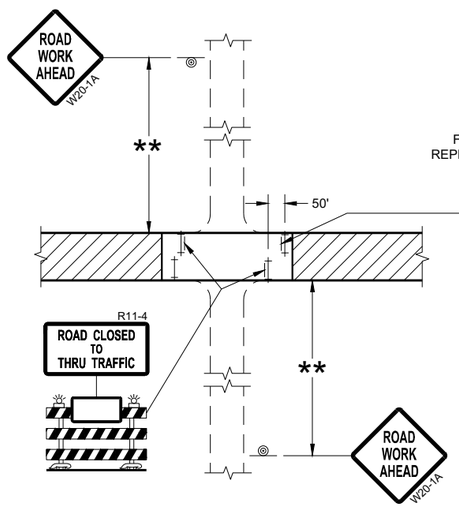
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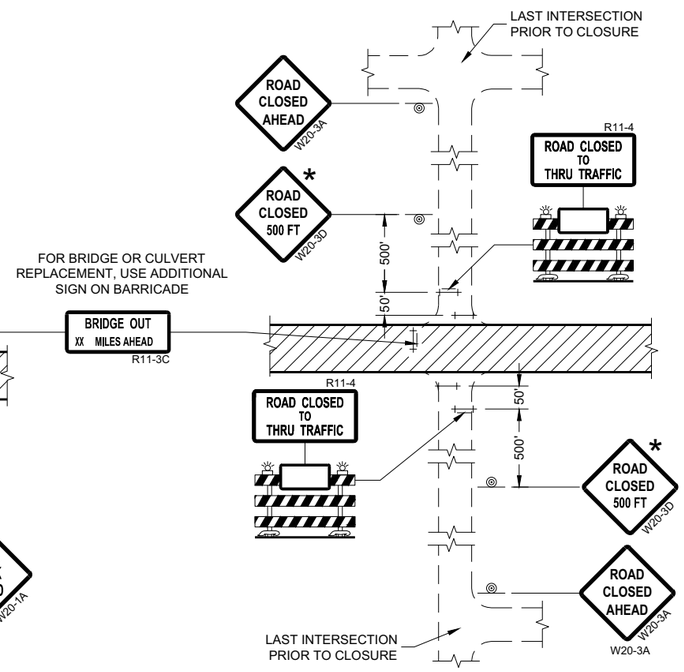
DETAIL 1
(NO ACCESS TO PROJECT)



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



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



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

GENERAL NOTES

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

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

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

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

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

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

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

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

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

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

* OMIT THE "ROAD CLOSED 500 FT." SIGN IF THE LAST INTERSECTION IS 500 FEET OR LESS FROM THE WORK ZONE.

** 500' MAX. OR AT LAST INTERSECTION, WHICHEVER IS CLOSEST.

LEGEND

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

BARRICADES AND SIGNS FOR SIDEROAD CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
July 2018
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

6

SDD 15C03 - 05

6

SDD 15C03 - 05

GENERAL NOTES

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

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

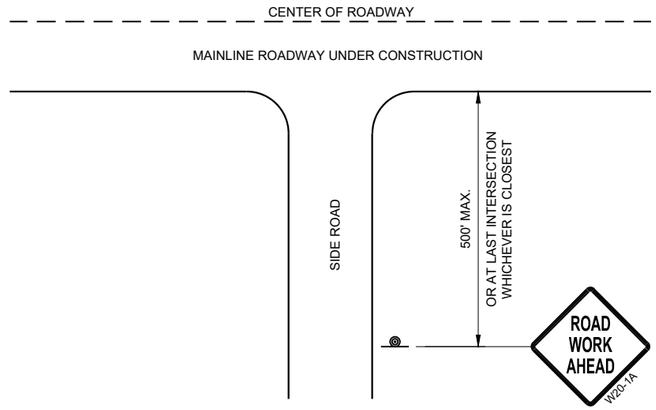
ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED.

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

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

* OMIT G20-1 SIGNS IF LENGTH OF WORK AREA IS 2 MILES OR LESS

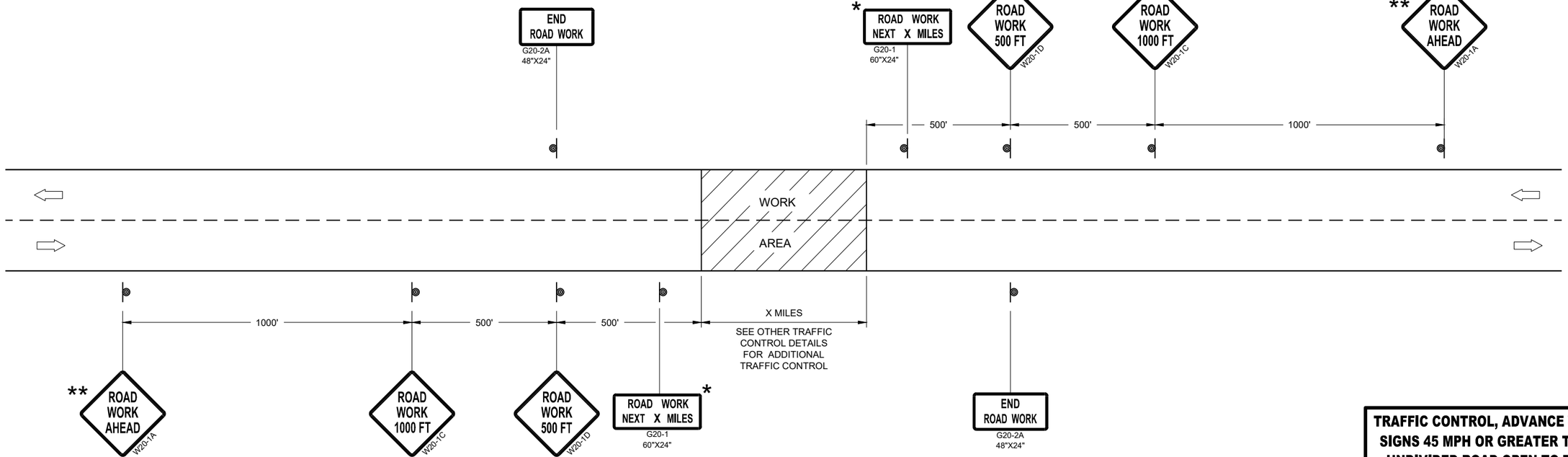
** PLACE AN ADDITIONAL W20-1A "ROAD WORK AHEAD" SIGN IF WORK AREA WITHIN THE PROJECT IS SEPARATED BY MORE THAN 2 MILES FROM PREVIOUS WORK AREA.



TYPICAL SIDE ROAD APPROACH WARNING SIGN DETAIL

LEGEND

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



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

6

SDD 15C04 - 05

GENERAL NOTES

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

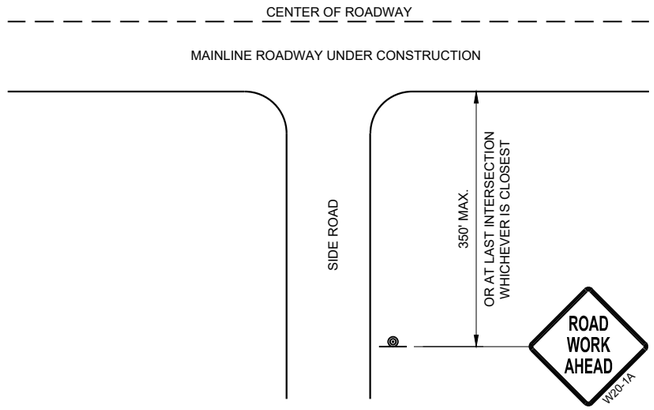
THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A MINIMUM OF 200 FEET (500 FEET DESIRABLE) CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

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

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

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

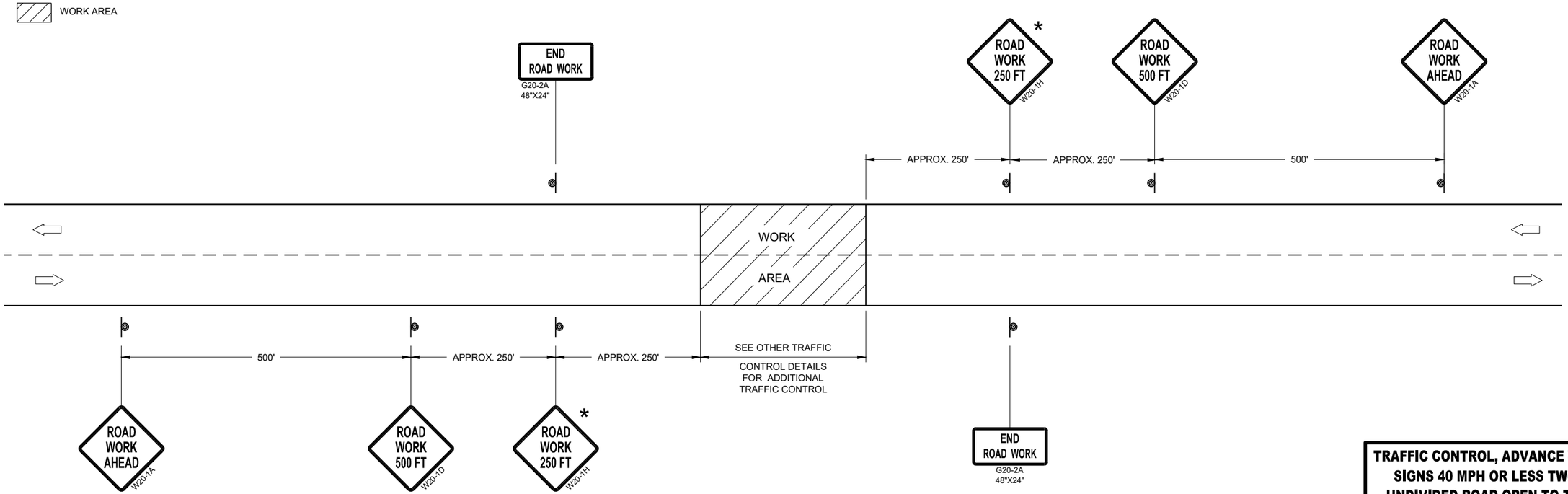
* THE THIRD W20-1 SIGN IS REQUIRED ONLY IF THERE IS AN INTERSECTION BETWEEN THE "ROAD WORK 500 FEET" SIGN AND THE WORK ZONE. ADJUST THE PLACEMENT OF THIS SIGN BASED ON INTERSECTION LOCATION AND OTHER FIELD CONDITIONS.



TYPICAL SIDE ROAD APPROACH WARNING SIGN DETAIL

LEGEND

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



TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40MPH OR LESS

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

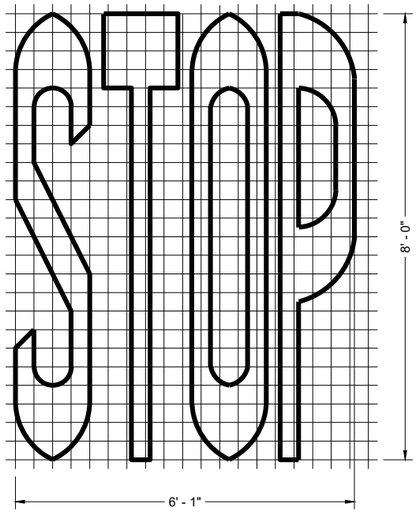
APPROVED
July 2018
DATE

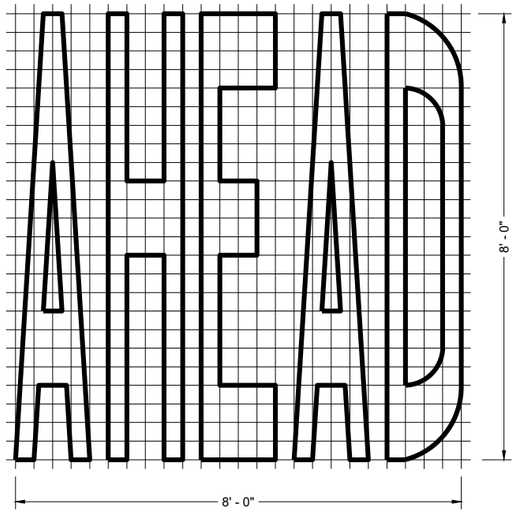
/S/ Andrew Heidtke
WORK ZONE ENGINEE

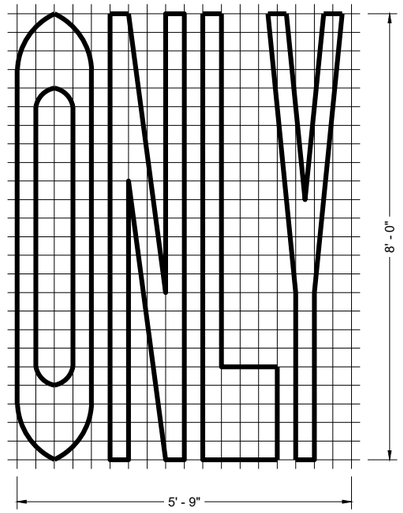
FHWA

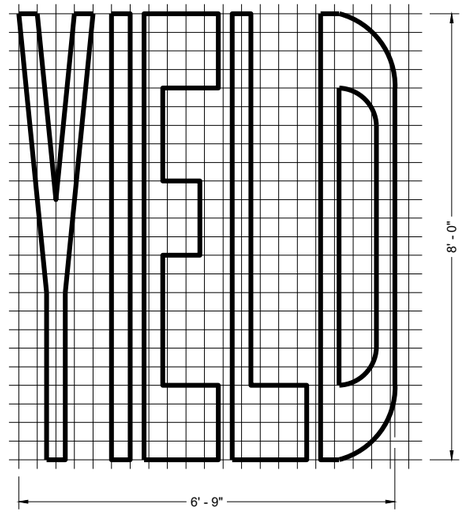
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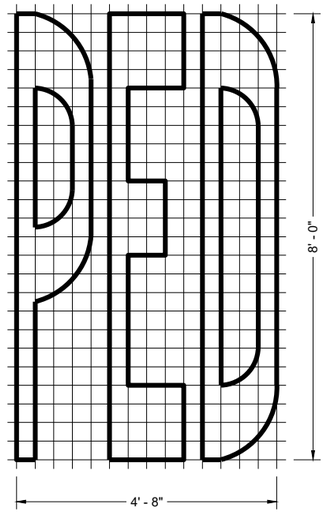
SDD 15C05 - 05

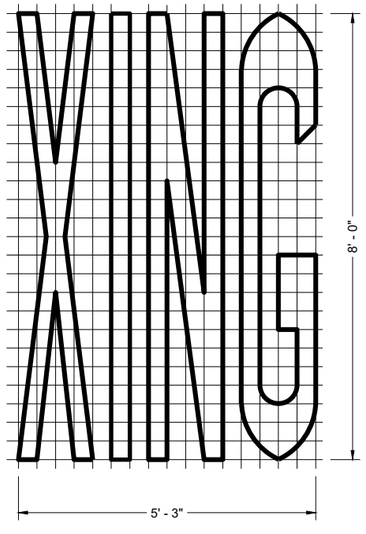


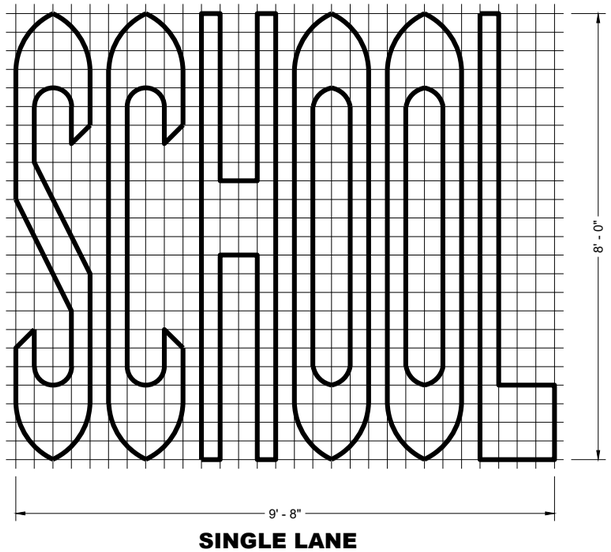




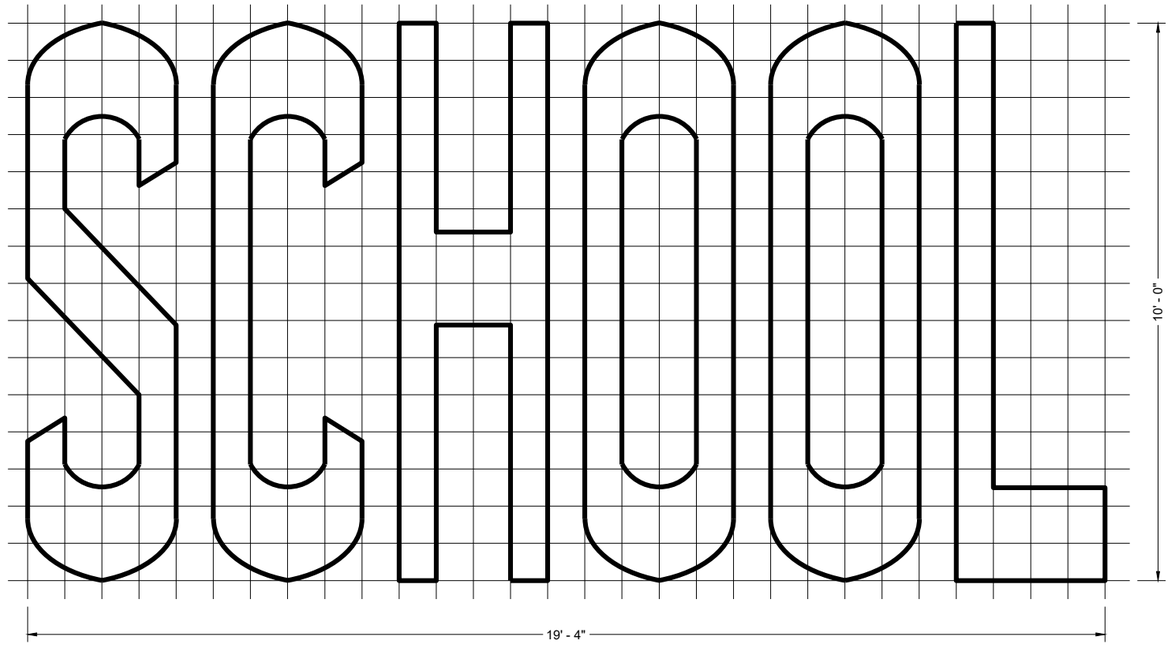








SINGLE LANE



TWO - LANE

GENERAL NOTES

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

PAVEMENT MARKING WORDS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2024 — DATE
/S/ Jeannie Silver — STATE SIGNING AND MARKING ENGINEER

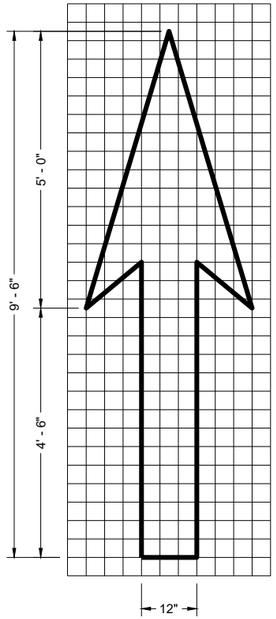
FHWA

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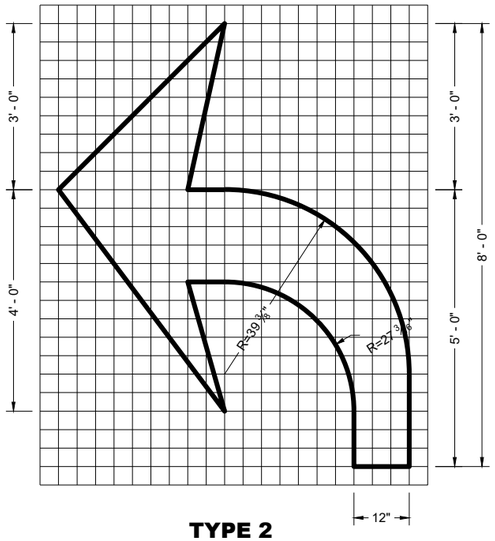
SDD 15C07-16b

GENERAL NOTES

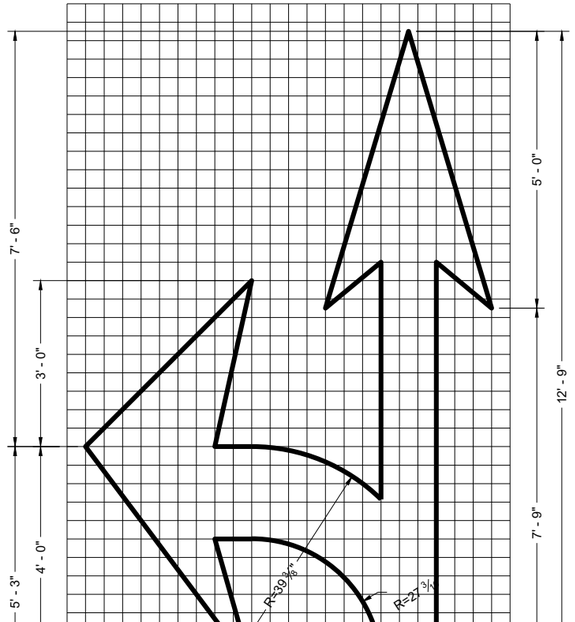
DETAILS OF INSTALLATION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.



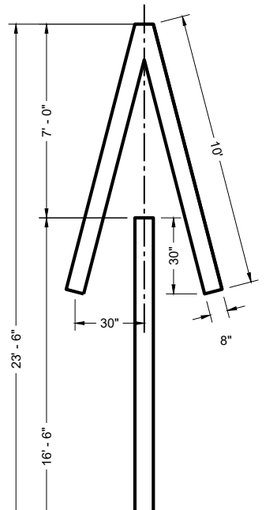
TYPE 1



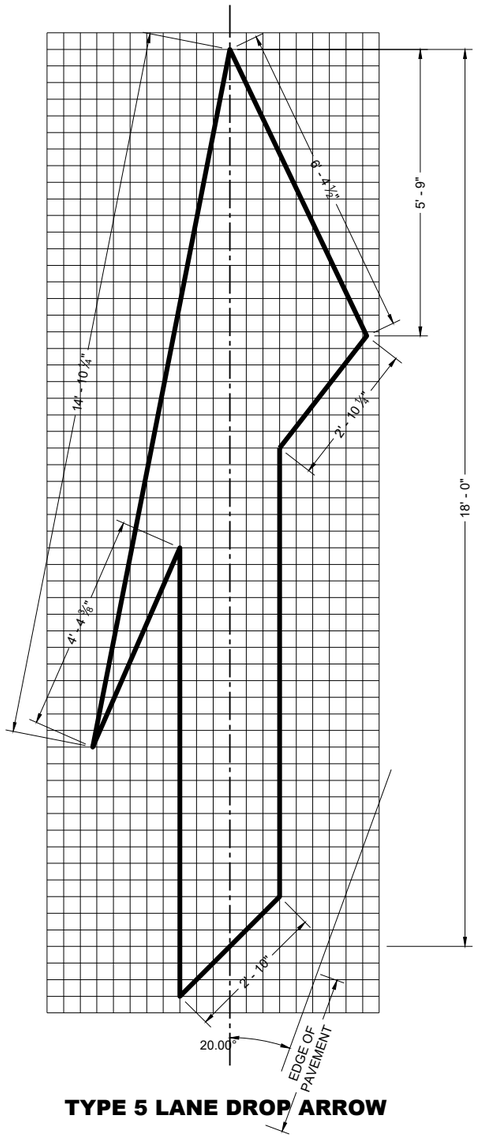
TYPE 2



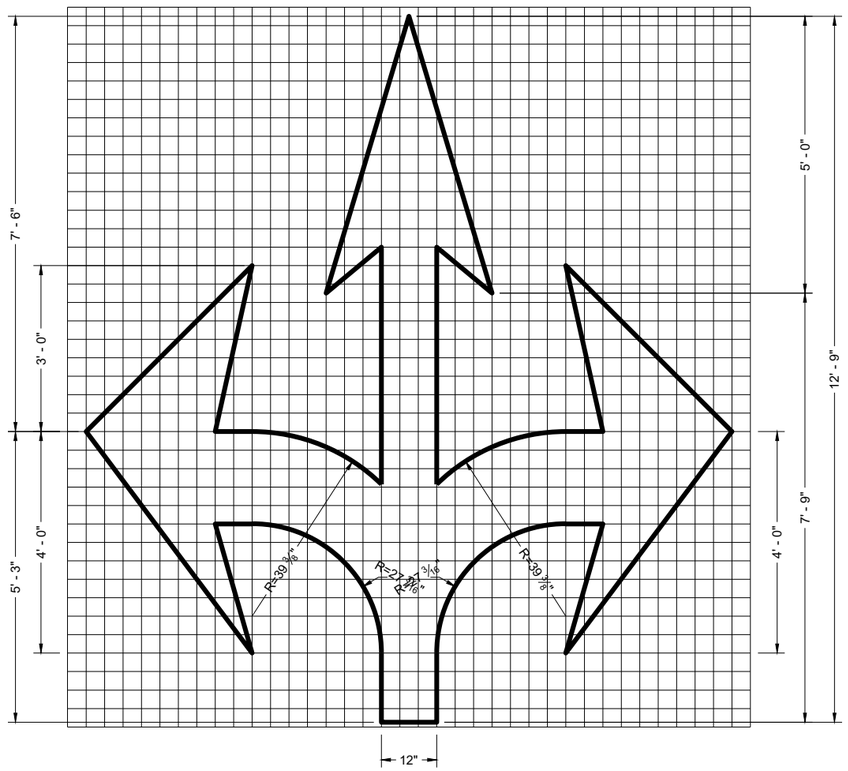
TYPE 3



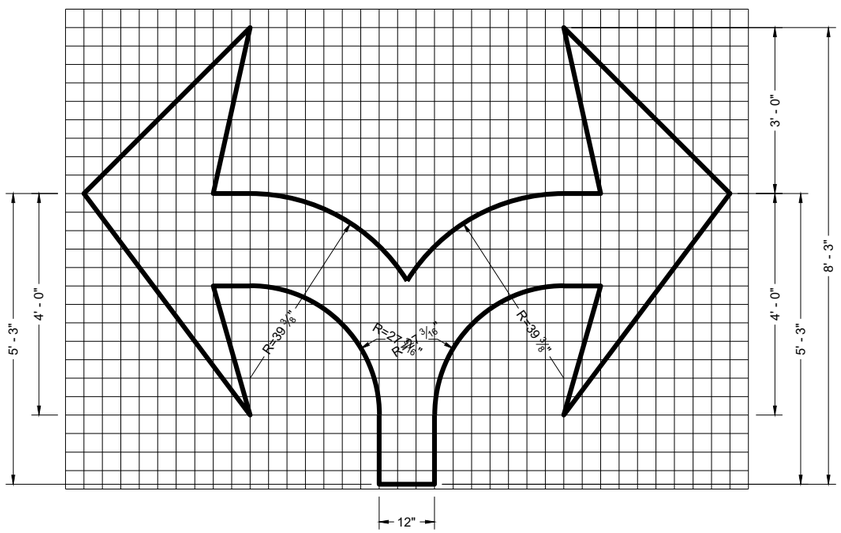
TYPE 4



TYPE 5 LANE DROP ARROW



TYPE 6



TYPE 7

SDD 15C07-16c

PAVEMENT MARKING ARROWS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2024 — DATE
/S/ Jeannie Silver — STATE SIGNING AND MARKING ENGINEER

FHWA

SDD 15C07-16c

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.

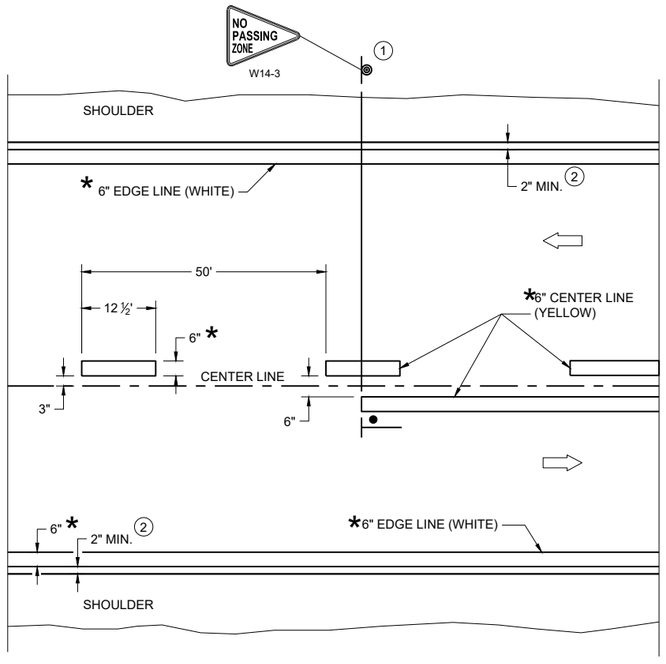
*CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES

LEGEND

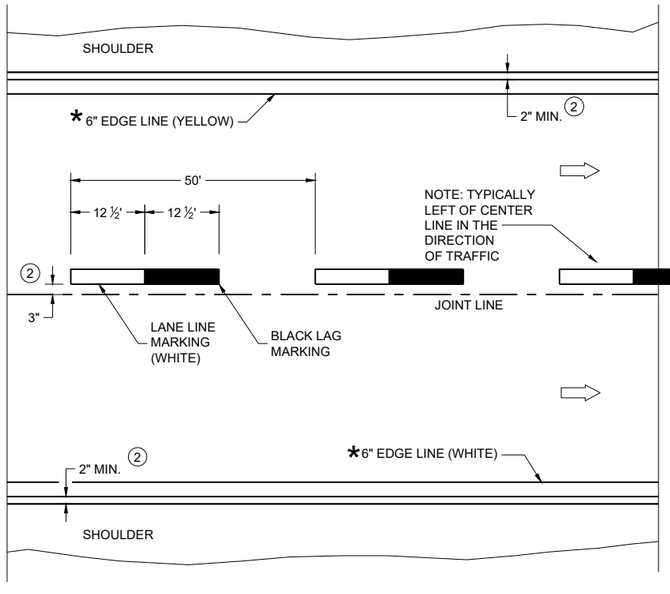
"T" MARKING

SIGN ON PERMANENT SUPPORT

DIRECTION OF TRAFFIC



TWO WAY TRAFFIC

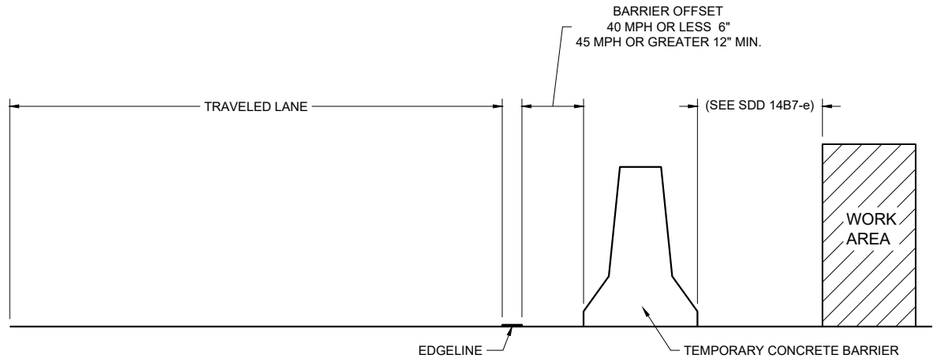


ONE WAY TRAFFIC

PERMANENT PAVEMENT MARKING

PERMANENT LONGITUDINAL PAVEMENT MARKINGS	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED December 2024 DATE	/S/ Jeannie Silver Statewide Pavement Marking Engineer
FHWA	

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TEMPORARY BARRIER OFFSET FROM EDGELINE

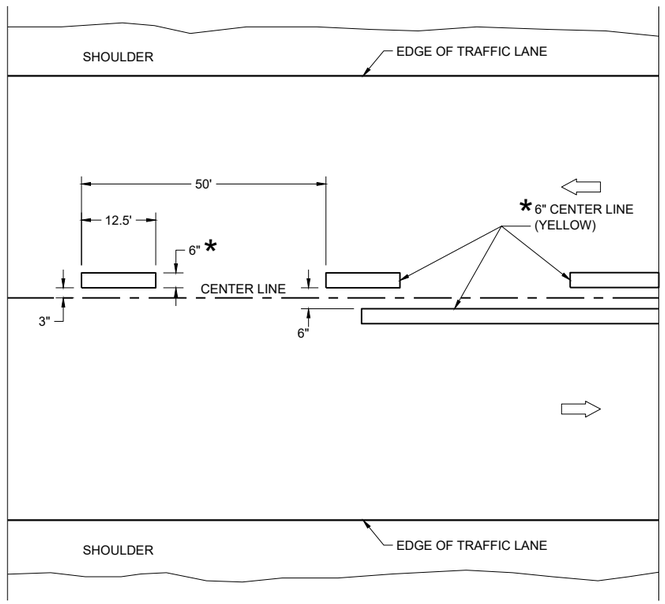
GENERAL NOTES

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

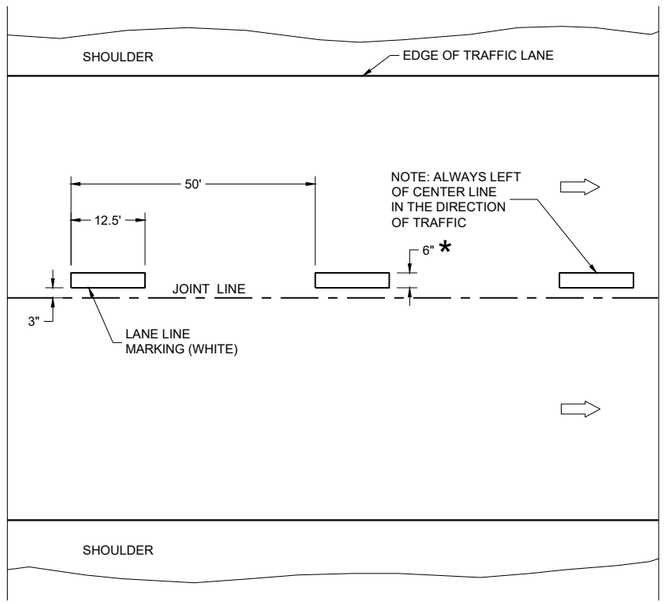
LEGEND

DIRECTION OF TRAFFIC

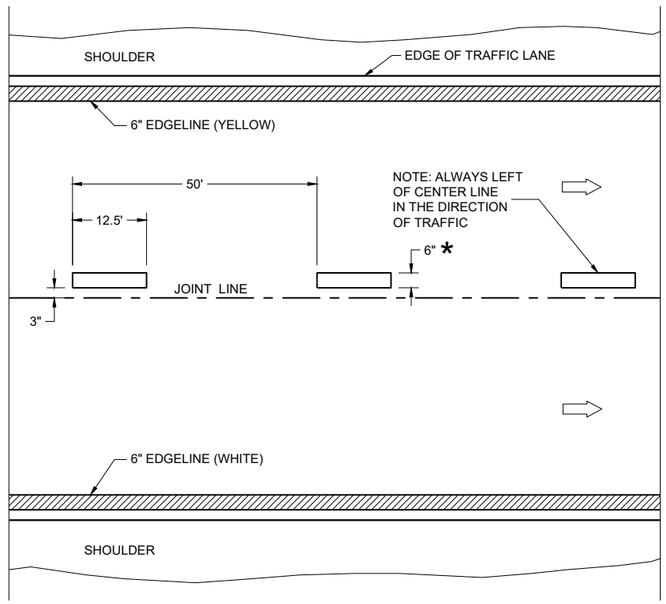
*CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES



TWO WAY TRAFFIC



ONE WAY TRAFFIC



FREEWAYS AND EXPRESSWAYS

TEMPORARY PAVEMENT MARKING

TEMPORARY LONGITUDINAL PAVEMENT MARKING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
December 2024
DATE
/S/ Jeannie Silver
Statewide Pavement Marking Engineer

FHWA

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SDD 15C08-24b

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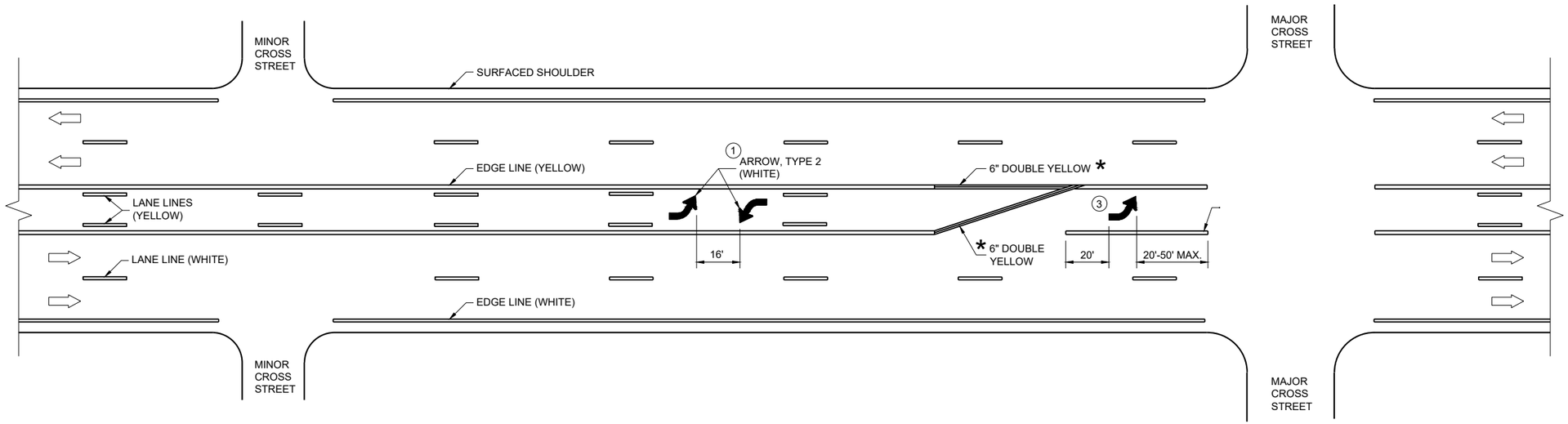
SDD 15C08-24b

GENERAL NOTES

1. A SET OF ARROWS IS REQUIRED EVERY 400 FEET OR NEAR INTERSECTIONS OR DRIVEWAYS WITH TURNING TRAFFIC.
2. 10" WHITE
3. TURN BAY LENGTH OF LESS THAN 48' DOES NOT REQUIRE PAVEMENT ARROWS OR TEXT.

⇨ DIRECTION OF TRAFFIC

*CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES



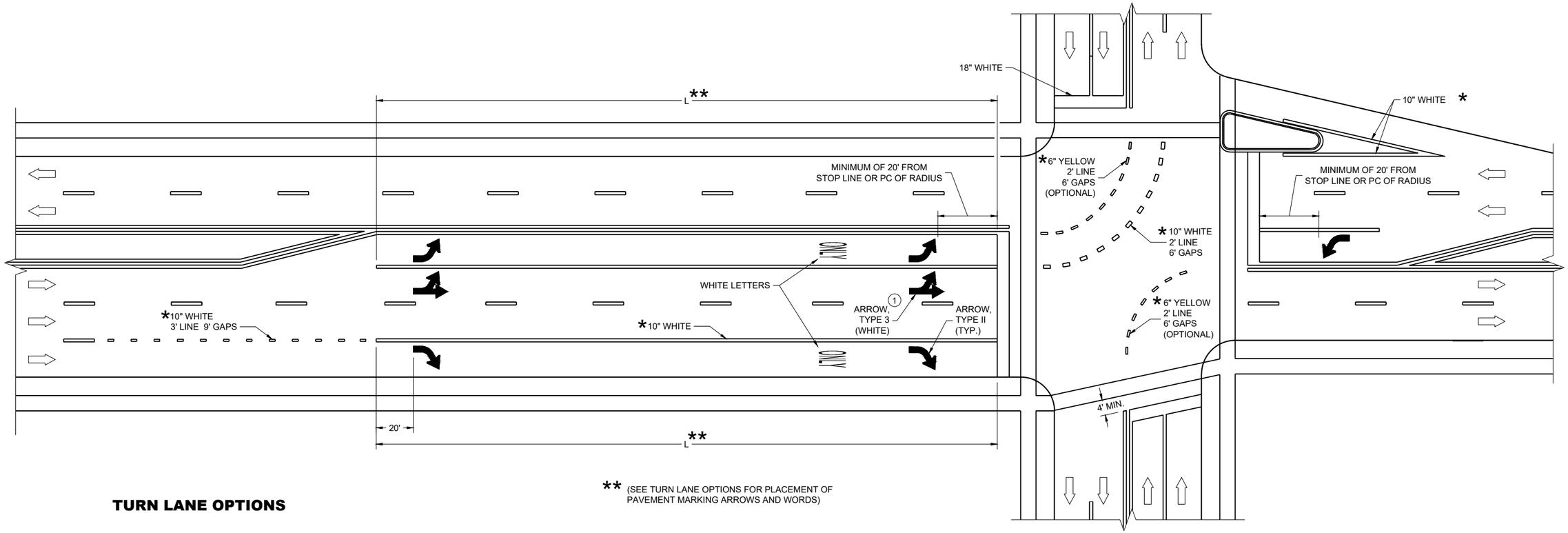
TWO WAY LEFT TURN LANE

6

PAVEMENT MARKING (TURN LANES)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

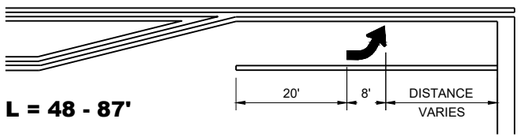
SDD 15C08-24c



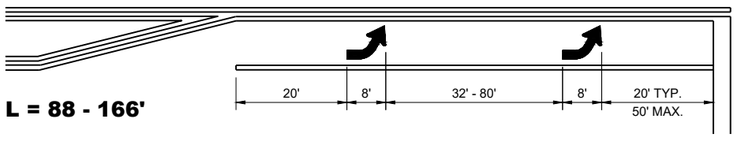
** (SEE TURN LANE OPTIONS FOR PLACEMENT OF PAVEMENT MARKING ARROWS AND WORDS)

TURN LANE OPTIONS

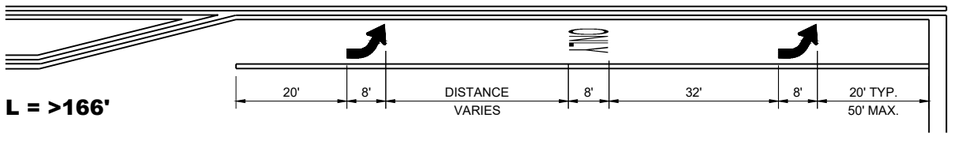
LENGTH OF TURN BAY (**L**) OF 0 - 47' DOES NOT
REQUIRE PAVEMENT MARKING ARROWS OR WORDS



L = 48 - 87'



L = 88 - 166'



L = >166'

GENERAL NOTES

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

DIRECTION OF TRAFFIC

L = LENGTH OF TURN BAY

*CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES

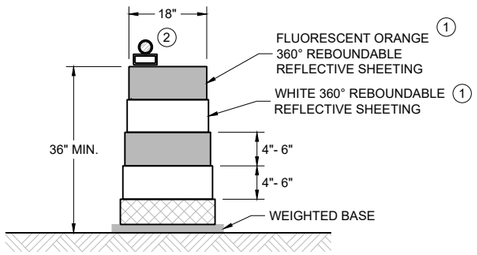
PAVEMENT MARKING (TURN LANES)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

GENERAL NOTES

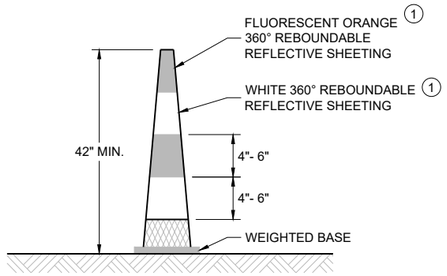
(1) REFLECTIVE SHEETING SHALL FOLLOW THE REQUIREMENTS IN THE APPROVED PRODUCTS LISTING FOR SIGN SHEETING.

(2) LOCATION OF WARNING LIGHTS WHEN SHOWN ON THE PLAN.



DRUM

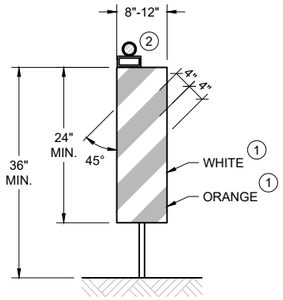
BALLAST WIDTHS
RANGE FROM 24"-36"



42" CONE

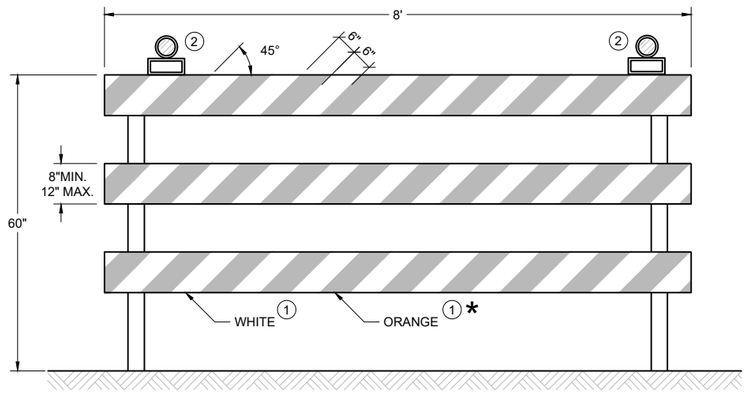
DO NOT USE IN TAPERS
½ SPACING OF DRUMS

BALLAST WIDTHS
RANGE FROM 14"-20"



VERTICAL PANEL

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



TYPE 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
February 2026 — DATE
/S/ Andrew Heidtke — WORK ZONE ENGINEER
FHWA

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SDD 15C11-11b

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.

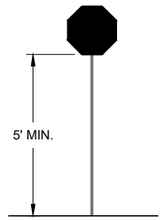
(3) EACH TEMPORARY PORTABLE RUMBLE STRIP ARRAY CONSISTS OF THREE RUMBLE STRIPS PLACED TRANSVERSE ACROSS THE LANE AT THE LOCATIONS SHOWN. WITHIN EACH ARRAY, SPACING BETWEEN RUMBLE STRIPS SHALL BE 15 FEET ON CENTER

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

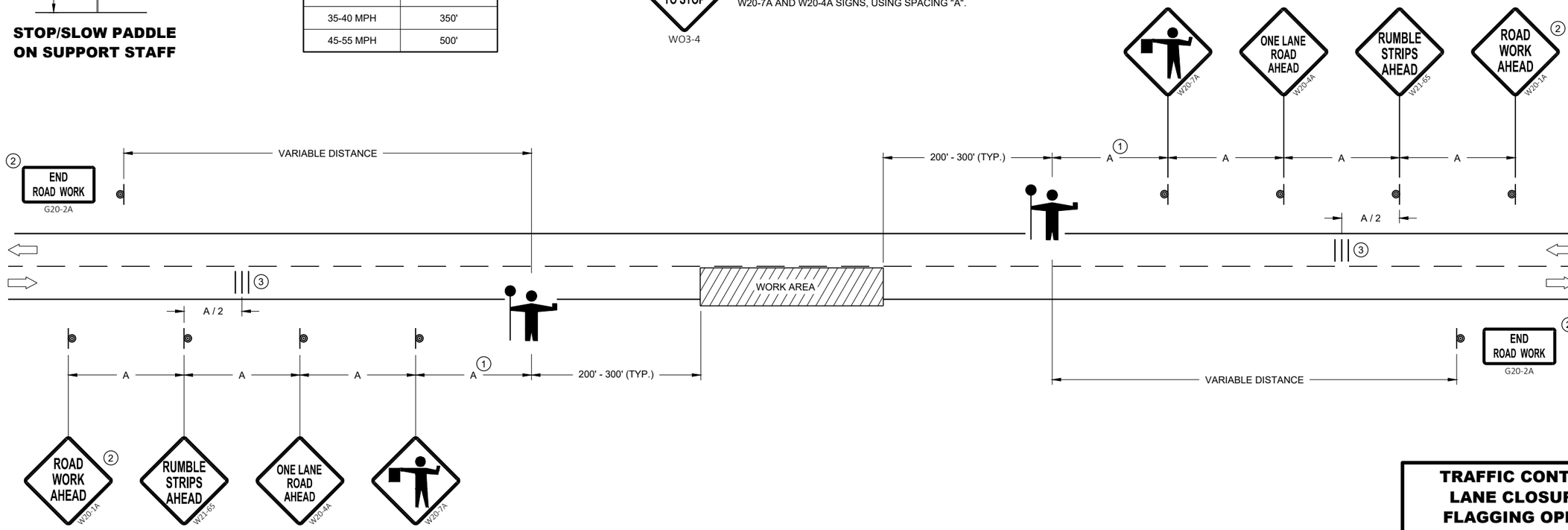
SIGN AND TEMPORARY RUMBLE STRIP ARRAY SPACING TABLE

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

GENERAL NOTES

- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL CONE 42-INCH
- TRAFFIC CONTROL DRUM
- TEMPORARY PORTABLE RUMBLE STRIP ARRAY
- DIRECTION OF TRAFFIC
- WORK AREA
- AFAD — AUTOMATED FLAGGER ASSISTANCE DEVICE (AFAD)

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

IF THE AUTOMATED FLAGGER ASSISTANCE DEVICE (AFAD) STOPS WORKING, 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.

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.

(1) SIGN NOT REQUIRED IF FLAGGING OPERATION OCCURS WITHIN A SIGNED ROAD WORK ZONE AREA.

(2) IF FLAGGERS ARE PHYSICALLY NEEDED TO FLAG, REPLACE WO3-4 SIGNS WITH W20-7A SIGNS.

TEMPORARY PORTABLE RUMBLE STRIPS

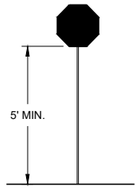
UTILIZE TEMPORARY PORTABLE RUMBLE STRIPS ON ALL FLAGGING OPERATIONS.

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

PLACE ADVANCE SIGNING PRIOR TO INSTALLING TEMPORARY RUMBLE STRIPS.

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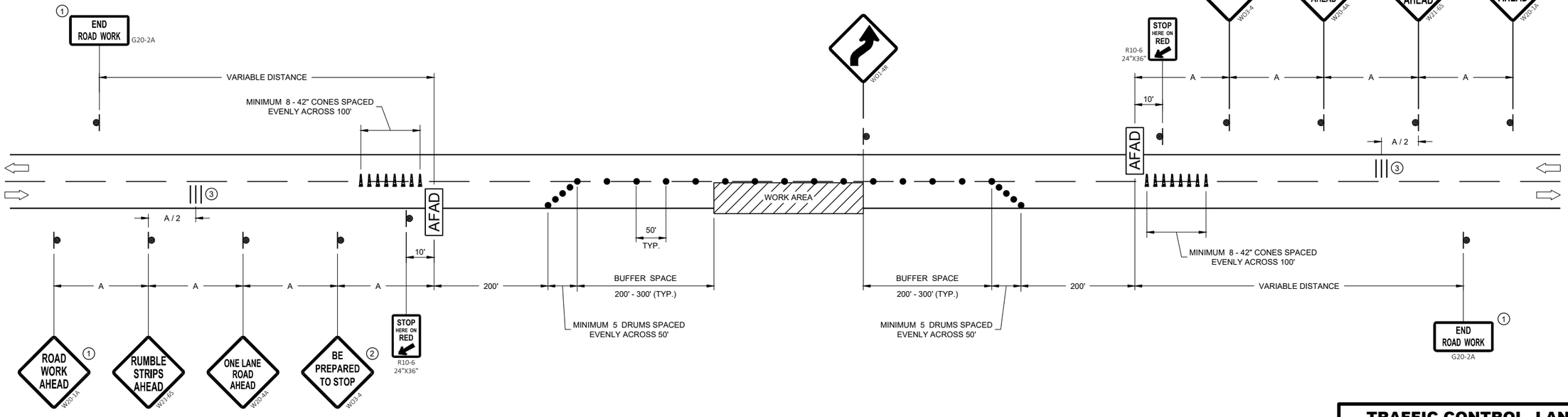
(3) EACH TEMPORARY PORTABLE RUMBLE STRIP ARRAY CONSISTS OF THREE RUMBLE STRIPS PLACED TRANSVERSELY AT THE LOCATIONS SHOWN. WITHIN EACH ARRAY, SPACING BETWEEN RUMBLE STRIPS SHALL BE 15 FEET ON CENTER.



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'



TRAFFIC CONTROL, LANE CLOSURE WITH AUTOMATED FLAGGER ASSISTANCE DEVICE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

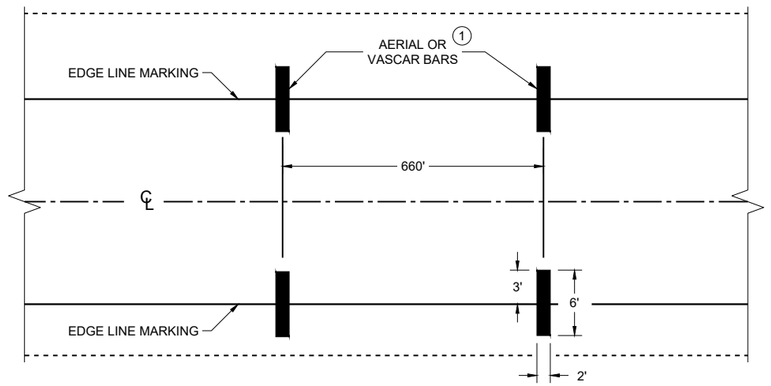
APPROVED
May 2022 — DATE
/S/ Andrew Heidtke — WORK ZONE ENGINEER
FHWA

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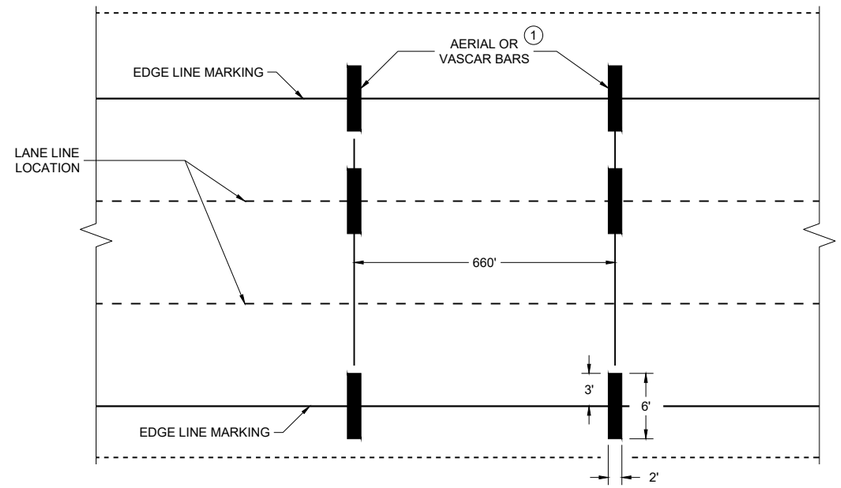
SDD 15C12 - 09b

GENERAL NOTES

(1) PLACE TWO TO FIVE AERIAL OR VASCAR BARS AT 660 FOOT SPACING.



TYPICAL FOR TWO WAY OR ONE WAY TRAFFIC



TYPICAL FOR MULTILANE TRAFFIC

SPEED ENFORCEMENT ZONE WITH AERIAL OR VASCAR BARS

AERIAL ENFORCEMENT BARS PAVEMENT MARKING DETAILS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2025 — DATE
/S/ Matthew R. Rauch — STATE SIGNING AND MARKING ENGINEER

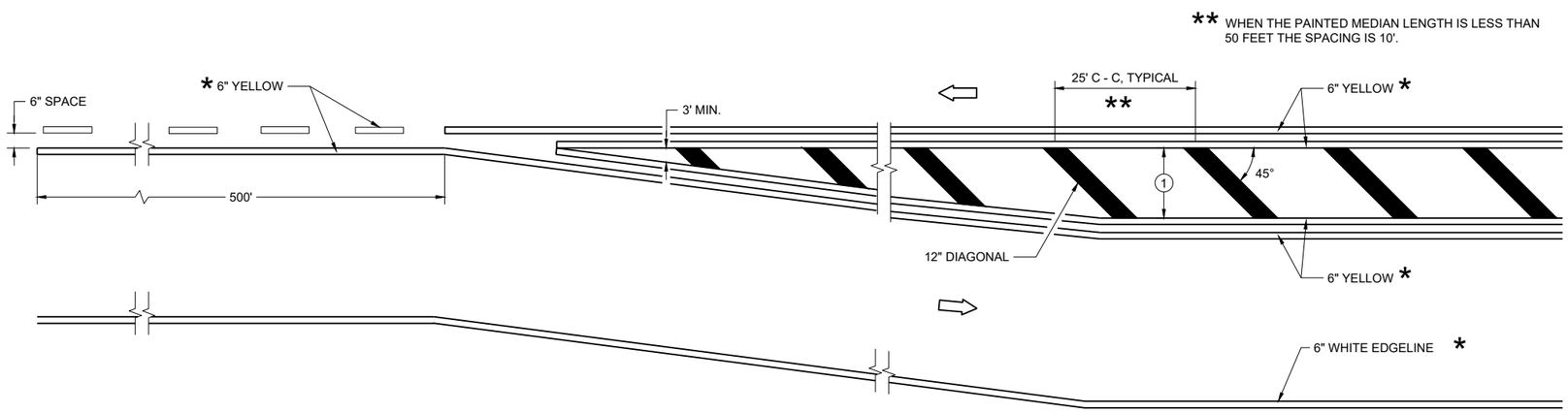
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SDD 15C14-05

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SDD 15C14-05



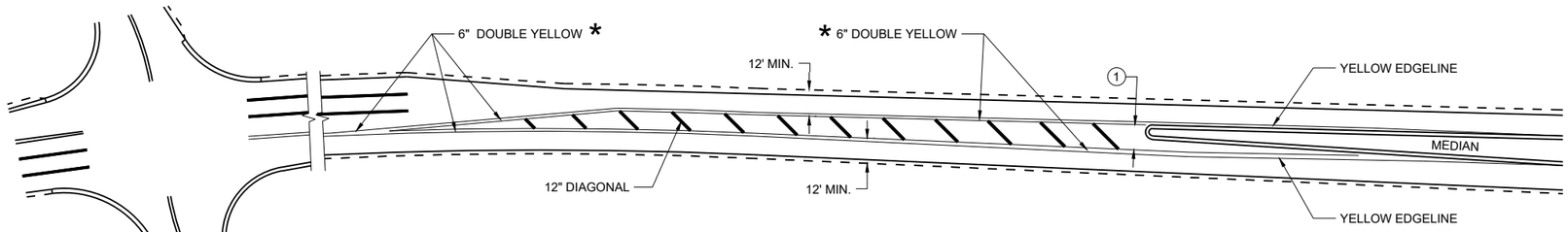
MEDIAN ISLAND DETAIL

GENERAL NOTES

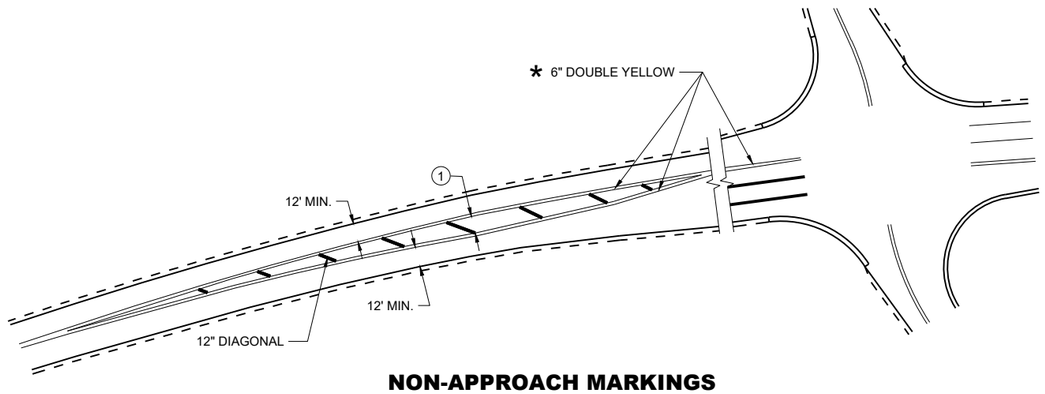
(1) DIAGONALS ARE OPTIONAL WHEN PAINTED ISLAND IS LESS THAN 6 FEET AT THE WIDEST POINT. OMIT DIAGONALS IF WIDTH IS LESS THAN 4 FEET.

DIRECTION OF TRAVEL

*CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES



APPROACH MARKINGS FOR OTHER MEDIAN TYPES



NON-APPROACH MARKINGS

MEDIAN ISLAND PAVEMENT MARKINGS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

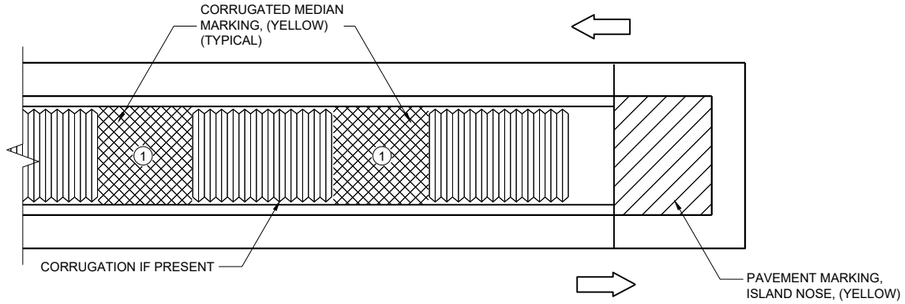
APPROVED
August 2024
DATE

/S/ Jeannie Silver
Statewide Pavement Marking Engineer

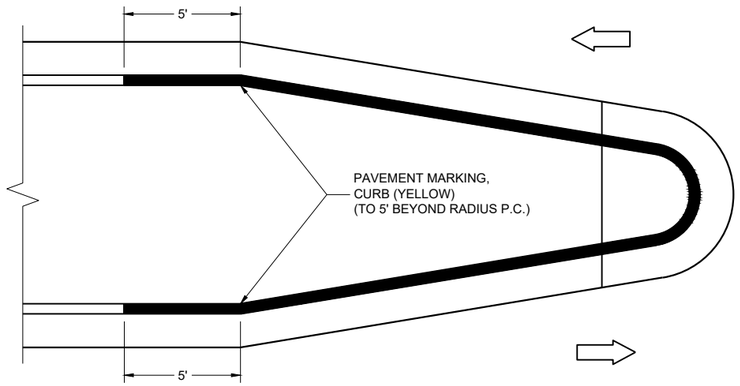
FHWA

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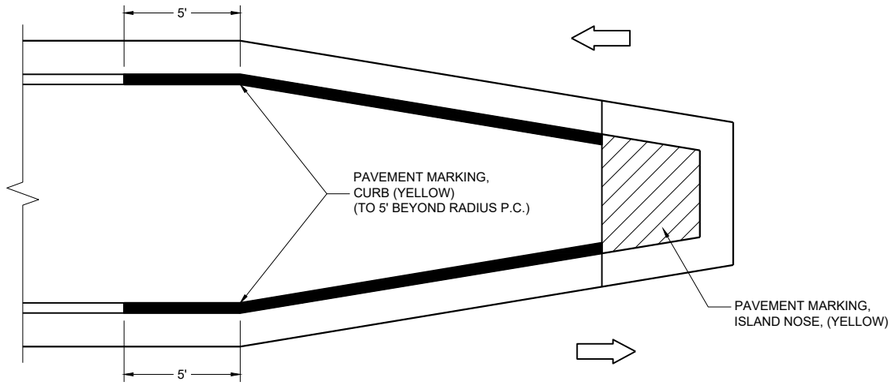
SDD 15C18-09a



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.

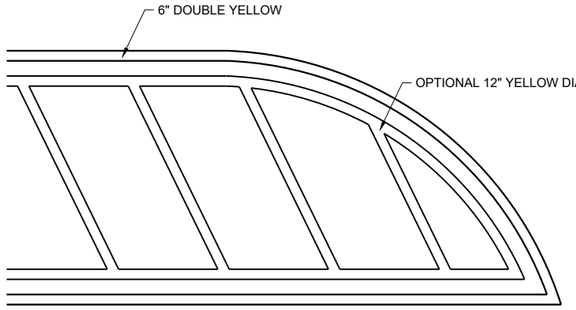
(1) APPLY PAVEMENT MARKING TO THE FLAT PORTION OF CORRUGATED MEDIAN.

ISLAND NOSE MARKING

CURB MARKING

CORRUGATED MEDIAN MARKING

DIRECTION OF TRAVEL



FLUSH MEDIAN ISLAND NOSE

**PAVEMENT MARKINGS,
MEDIAN ISLAND NOSE**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
August 2024
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Statewide Pavement Marking Engineer

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REQUIREMENTS FOR EDGE LINES		
POSTED SPEED	IS THERE CONTINUOUS LIGHTING?	
	YES	NO
≤ 30 MPH	NO	OPTIONAL
35 OR 40 MPH	OPTIONAL	RECOMMENDED
≥ 45 MPH	RECOMMENDED	REQUIRED

GENERAL NOTES

APPLIES TO ISLANDS AT LEFT TURNS AT ONE WAY ROADWAYS AS WELL.

SEE MISCELLANEOUS QUANTITIES FOR SIGN SIZE.

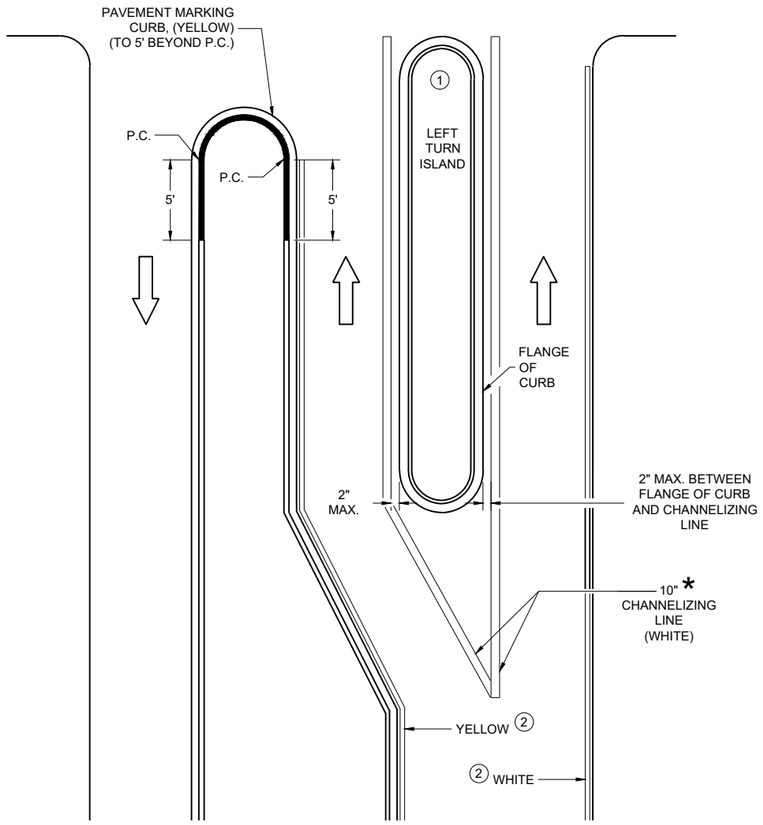
(1) MARK CURB NOSES YELLOW.

(2) MARK ACCORDING TO TABLE.

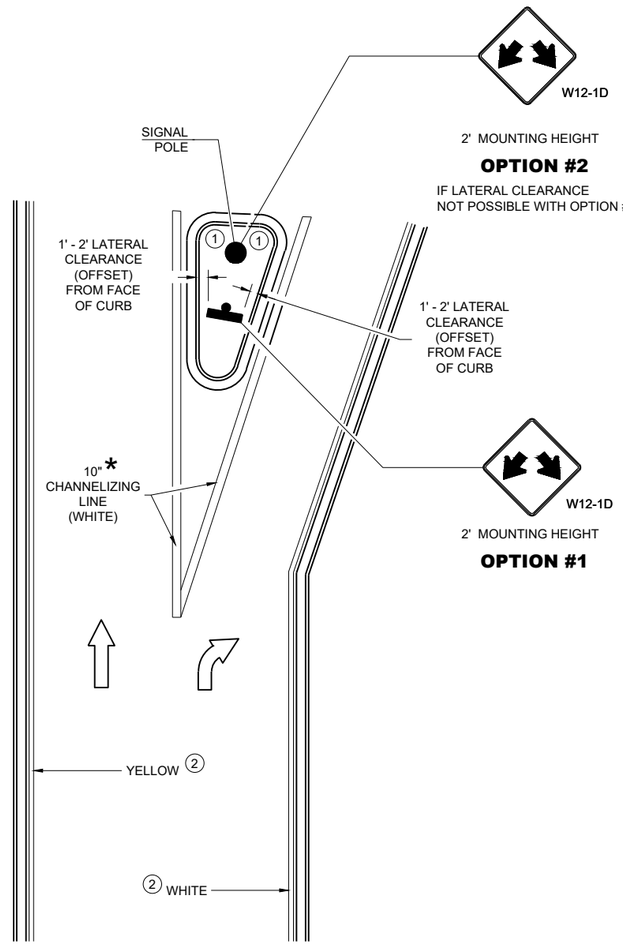
(3) CHEVRON MAY BE OMITTED IF LESS THAN 4" WIDE

DIRECTION OF TRAVEL

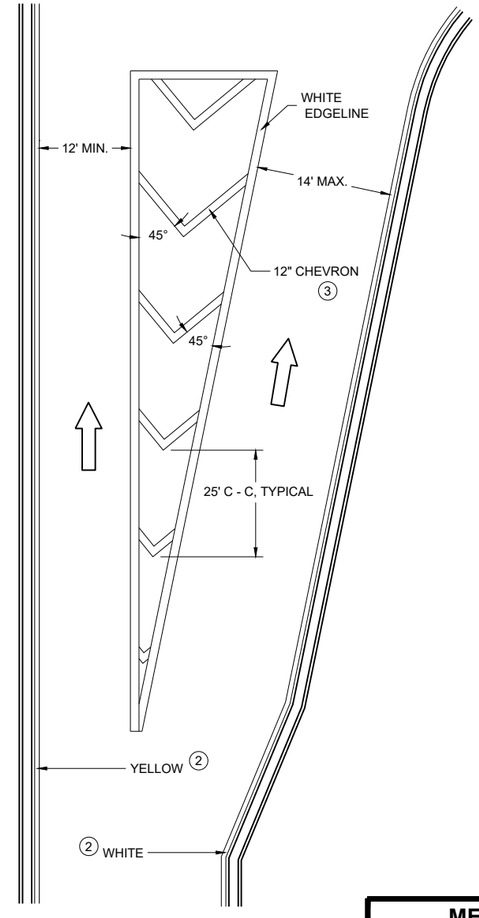
*CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES



LEFT TURN & MEDIAN ISLAND



RIGHT TURN ISLAND



TURN LANE DETAIL

MEDIAN PAVEMENT MARKINGS, DOUBLE ARROW WARNING SIGN PLACEMENT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
August 2024
DATE

/S/ Jeannie Silver
Statewide Pavement Marking Engineer

FHWA

6

SDD 15C18-09c

6

SDD 15C18-09c

LEGEND

V1 LEAD VEHICLE

V2 MARKING VEHICLE

V3 SHADOW VEHICLE

TRUCK MOUNTED ATTENUATOR (TMA)

SIGN ON TEMPORARY SUPPORT

DIRECTION OF TRAFFIC

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

WORKERS SHALL NOT PERFORM WORK FROM ANY SHADOW OR PROTECTION VEHICLES.

UPRIGHTS ORIENTED PARALLEL TO AND DOWNSTREAM FROM TRAFFIC.

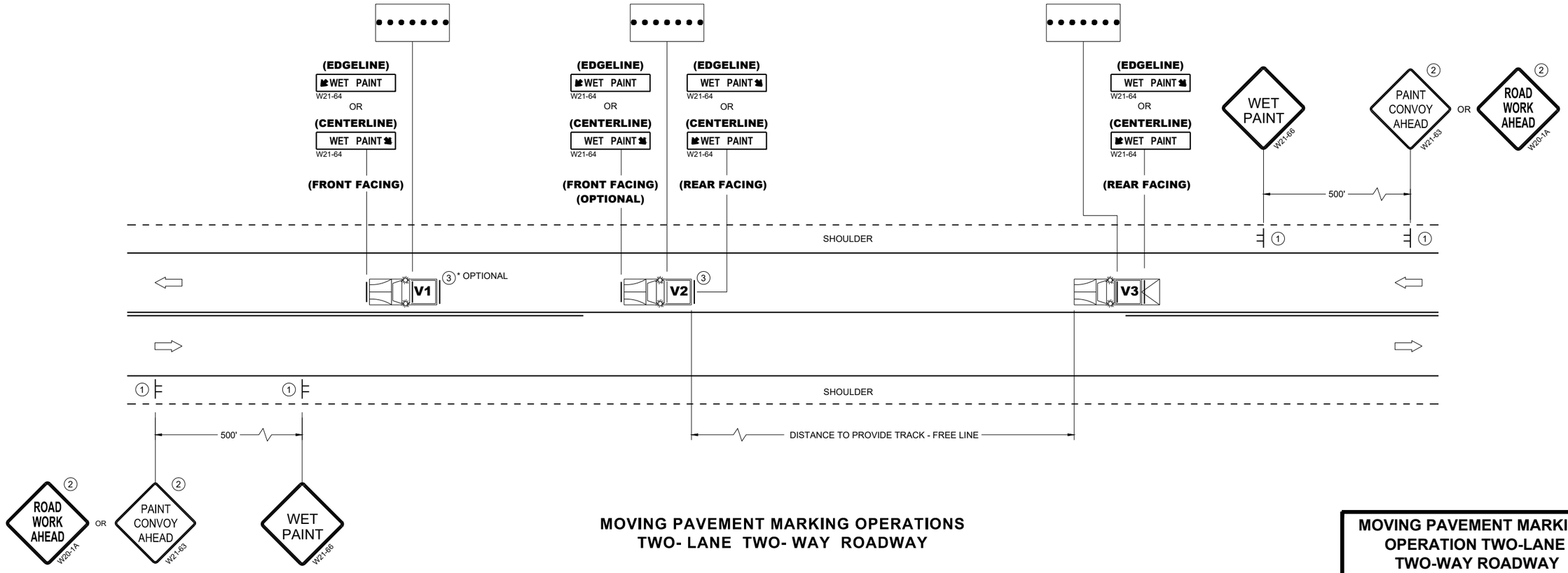
CONES SHOULD BE USED BETWEEN THE MARKING AND SHADOW VEHICLE AT 100 FOOT SPACING. CONES MAY BE OMITTED ON PAINTED LINE IF APPROVED BY THE ENGINEER. CONSIDER PAVEMENT MARKING DRY OR CURE TIMES AND TRAFFIC VOLUME.

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

(1) SIGNS SHALL BE REPEATED APPROXIMATELY EVERY THREE MILES AND AFTER EVERY MAJOR INTERSECTION.

(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
November 2025 — DATE
/S/ Andrew Heidtke — STATE ELECTRICAL ENGINEER

FHWA

6

SDD 15C19-11a

SDD 15C19-11a

LEGEND

V1 MARKING VEHICLE

V2 SHADOW VEHICLE

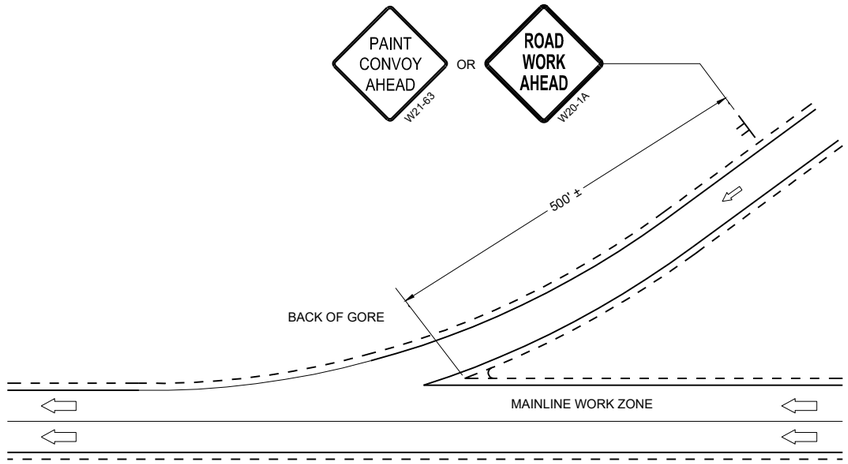
V3 TRAIL VEHICLE

TRUCK MOUNTED ATTENUATOR (TMA)

SIGN ON TEMPORARY SUPPORT

DIRECTION OF TRAFFIC

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. SIGNS PLACED ON VEHICLES MUST NOT OBSCURE THE ARROW PANEL.

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

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

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

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

USE AN ATTENUATOR ON THE REARMOST VEHICLE THAT BLOCKS ALL OR PART OF THE TRAFFIC LANE.

IF THE SHOULDER IS TOO NARROW TO ACCOMMODATE THE LAST TRAILING VEHICLE, THE VEHICLE SHOULD STRADDLE THE EDGE LINE.

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

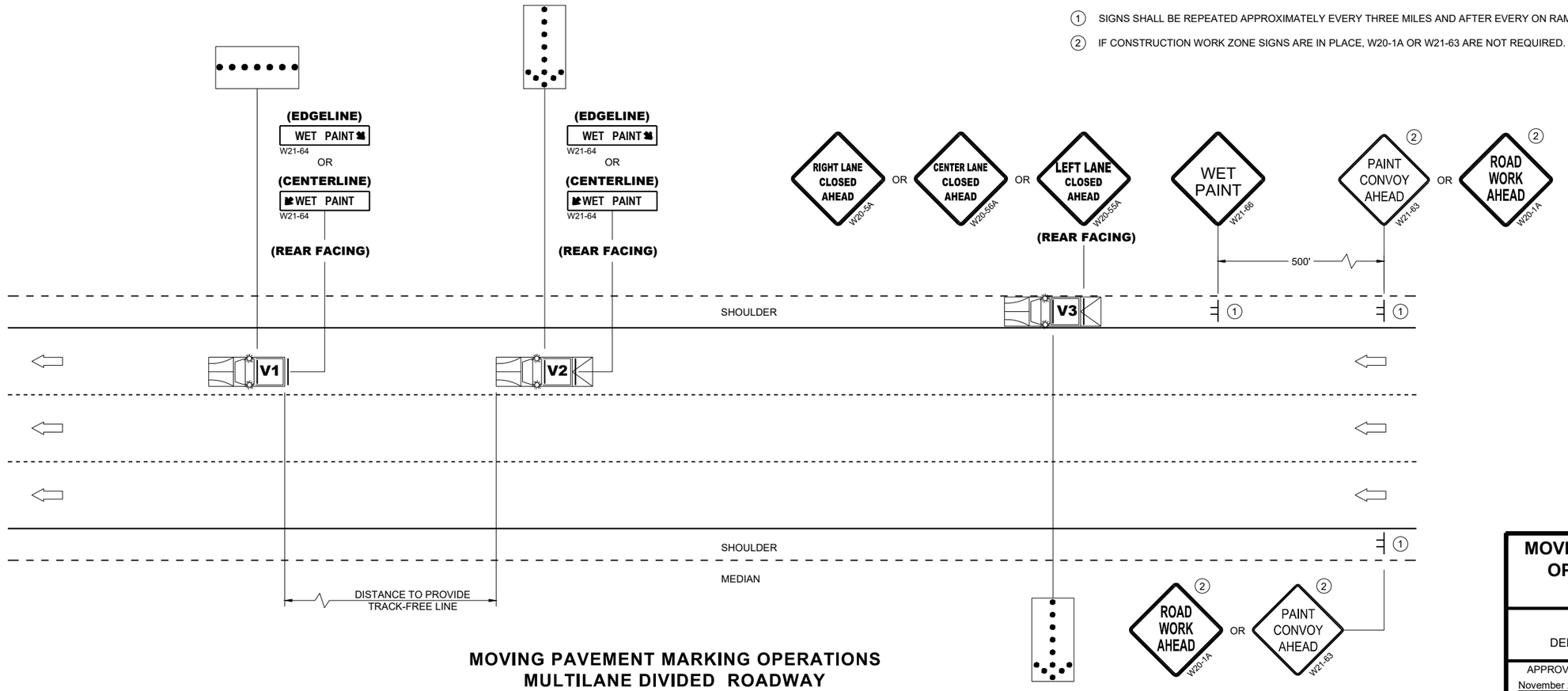
CONES SHOULD BE USED BETWEEN THE MARKING AND SHADOW VEHICLE AT 100 FOOT SPACING. CONES MAY BE OMITTED ON PAINTED LINE IF APPROVED BY THE ENGINEER. CONSIDER PAVEMENT MARKING DRY OR CURE TIMES AND TRAFFIC VOLUME.

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

WORKERS SHALL NOT PERFORM WORK FROM ANY SHADOW OR PROTECTION VEHICLES.

(1) SIGNS SHALL BE REPEATED APPROXIMATELY EVERY THREE MILES AND AFTER EVERY ON RAMP.

(2) IF CONSTRUCTION WORK ZONE SIGNS ARE IN PLACE, W20-1A OR W21-63 ARE NOT REQUIRED.



MOVING PAVEMENT MARKING OPERATIONS MULTILANE DIVIDED ROADWAY

MOVING PAVEMENT MARKING OPERATION MULTI-LANE DIVIDED ROADWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2025 — DATE
/S/ Andrew Heidtke — STATE ELECTRICAL ENGINEER

FHWA

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SDD 15C19-11c

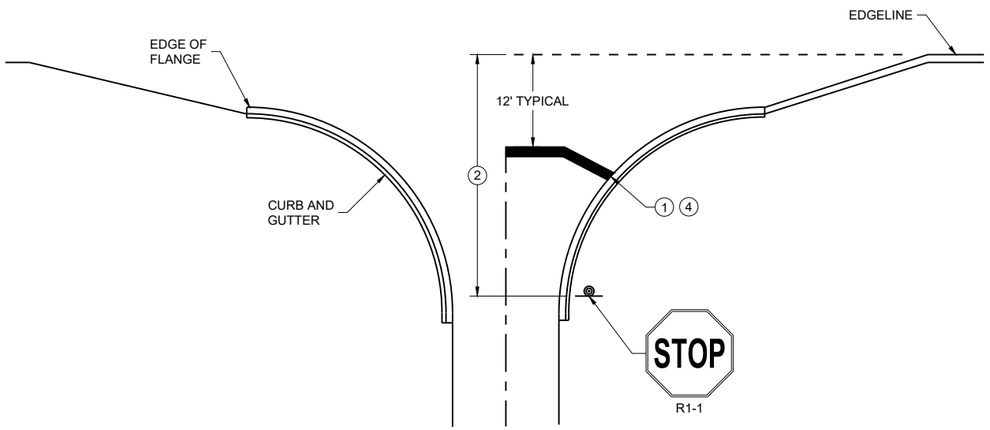
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SDD 15C19-11c

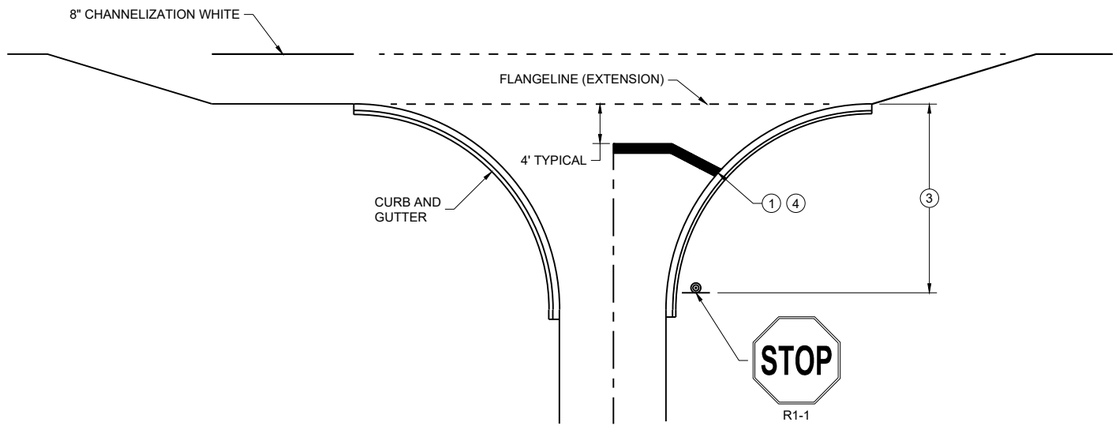
GENERAL NOTES

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

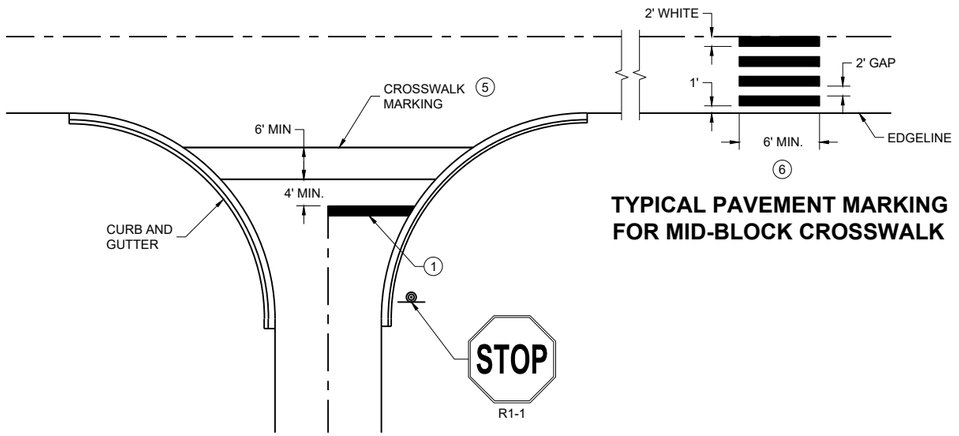
1. 18-INCH STOP LINES MAY BE DELETED OR ADDED BY THE REGION MARKING ENGINEER BASED ON VISIBILITY AND SIGHT LINES.
2. NO STOP LINE IS REQUIRED IF STOP SIGN IS LESS THAN OR EQUAL TO 40 FEET FROM THE EDGELINE.
3. NO STOP LINE IS REQUIRED IF STOP SIGN IS LESS THAN OR EQUAL TO 30 FEET FROM THE FLANGE LINE 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.
6. POSTED SPEED LIMITS OF 40 MPH OR GREATER USE A MINIMUM WIDTH OF 8' FOR MIDBLOCK CROSSWALKS



TYPICAL STOP LINE PAVEMENT MARKING WITH CURB AND GUTTER

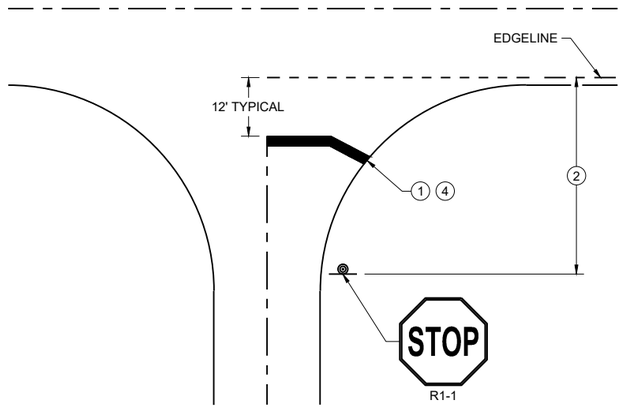


TYPICAL STOP LINE PAVEMENT MARKING FOR SIDE ROADS WITH RIGHT TURN LANE



TYPICAL PAVEMENT MARKING FOR MID-BLOCK CROSSWALK (5)

TYPICAL STOP LINE PAVEMENT MARKING FOR SIDE ROADS WITH CROSSWALK MARKING



TYPICAL STOP LINE PAVEMENT MARKING WITHOUT CURB AND GUTTER

STOP LINE AND CROSSWALK PAVEMENT MARKING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

March 2024 — DATE

/S/ Matthew Rauch — STATE SIGNING AND MARKING ENGINEER

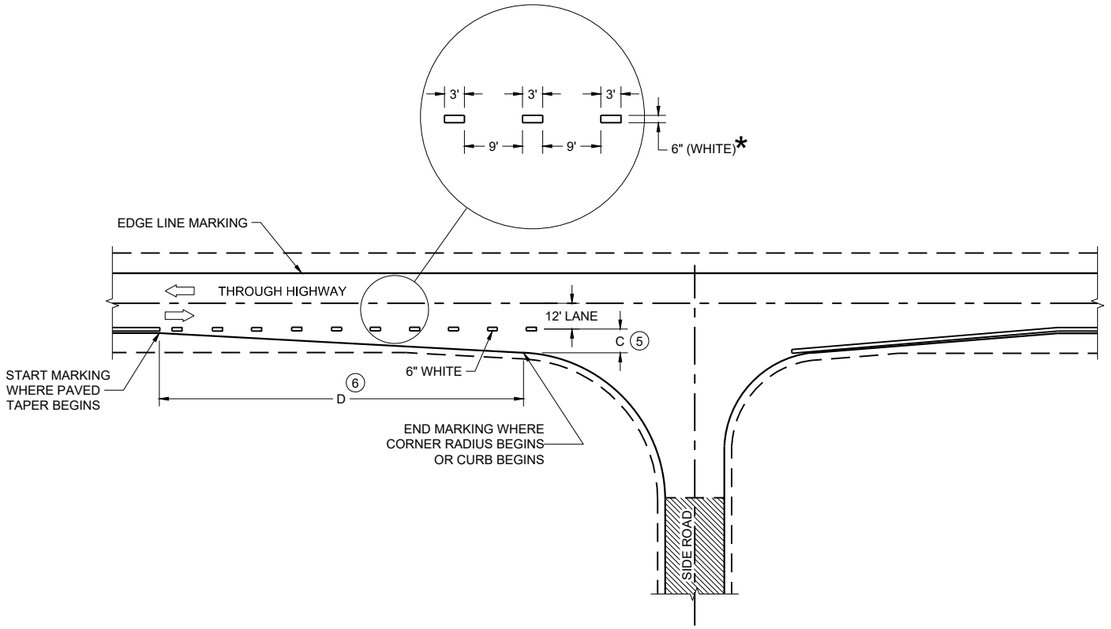
FHWA

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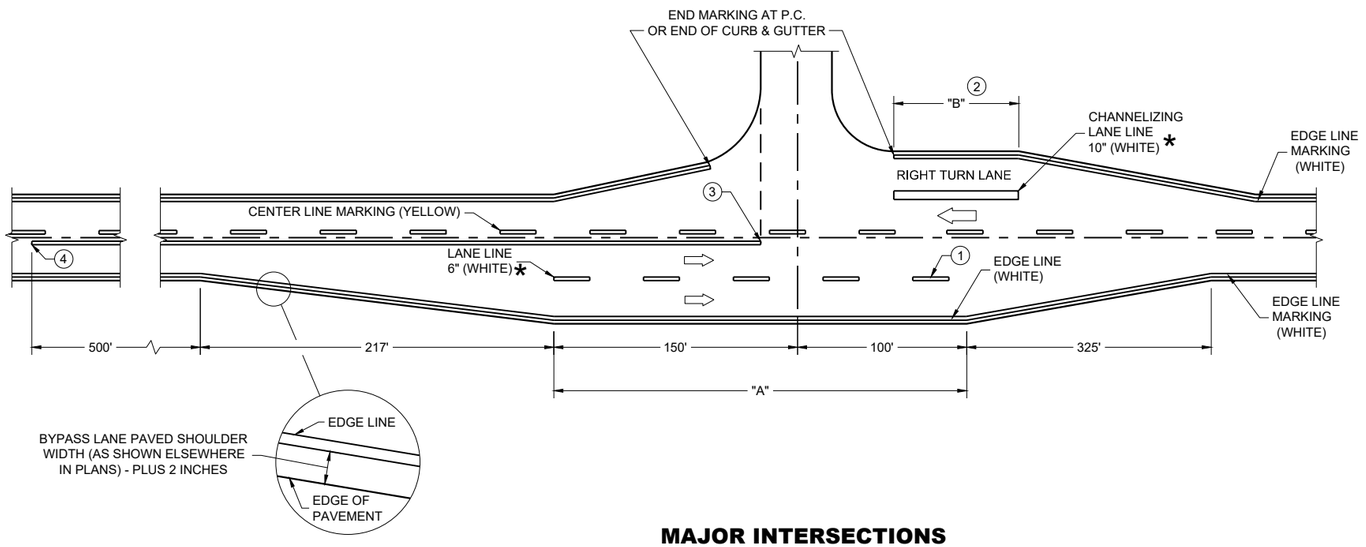
SDD 15C33-05

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SDD 15C33-05



MINOR INTERSECTION



MAJOR INTERSECTIONS

(INTERSECTION WITH FULL RIGHT TURN LANE OR BYPASS LANE)

*CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES

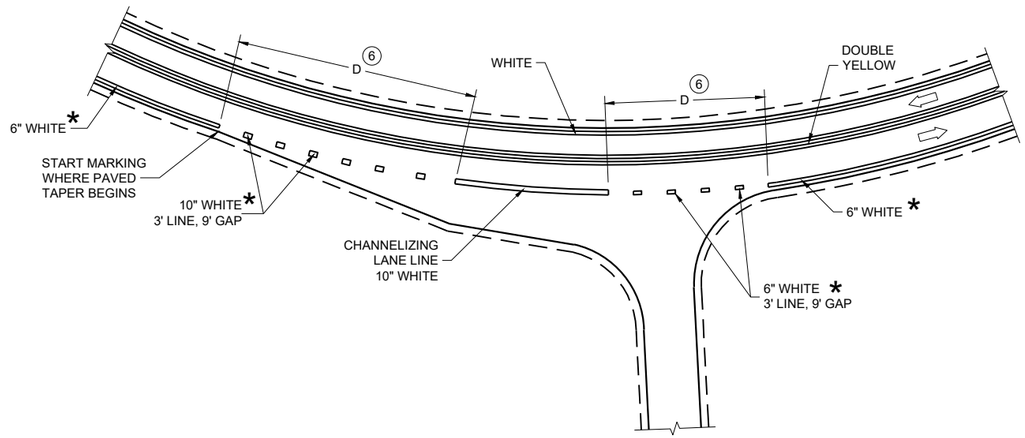
GENERAL NOTES

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

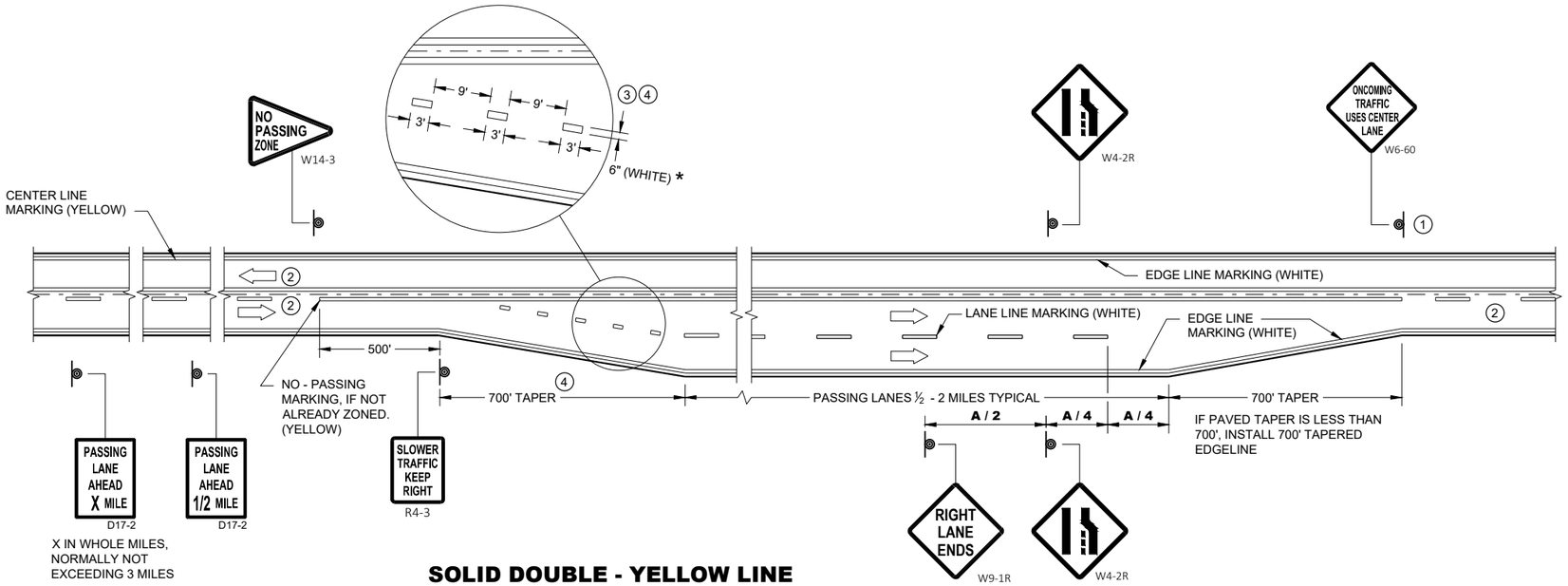
DIRECTION OF TRAVEL



INTERSECTION ON OUTSIDE OF CURVE

PAVEMENT MARKING (INTERSECTIONS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



SOLID DOUBLE - YELLOW LINE
(THROUGHOUT ENTIRE PASSING / CLIMBING LANE)

GENERAL NOTES

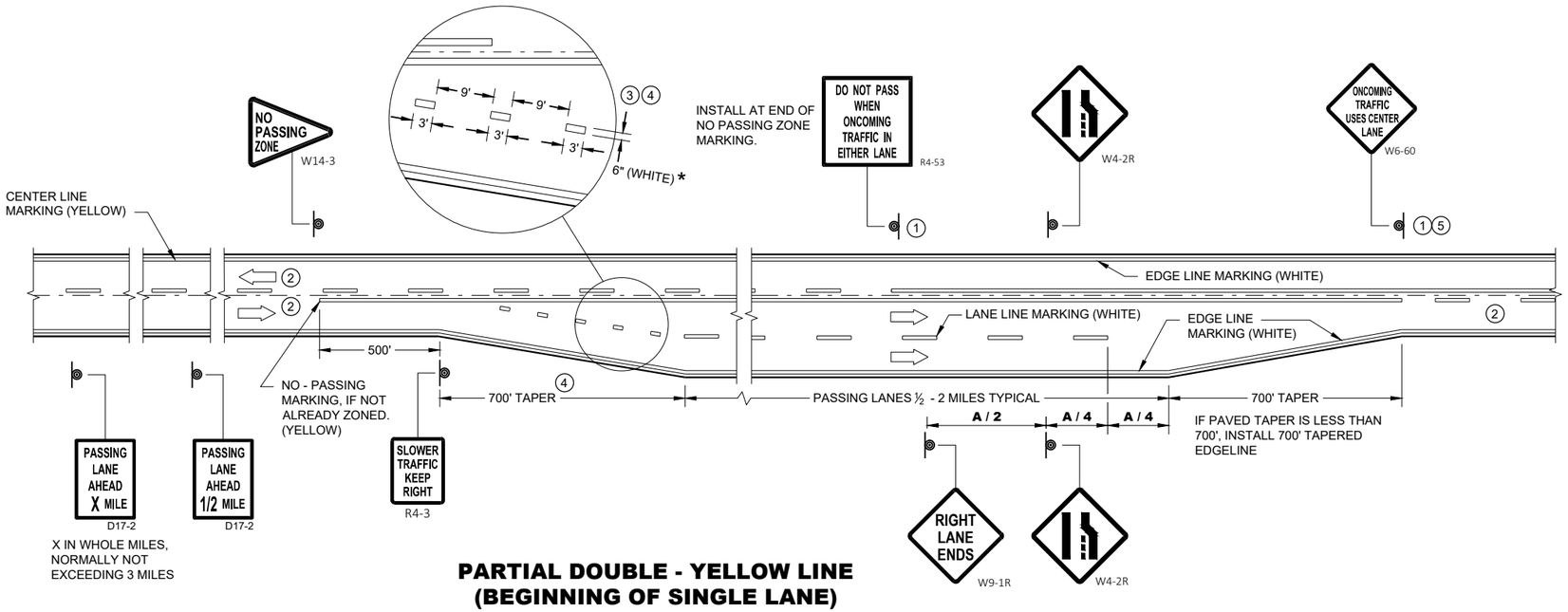
1. SIGN SHALL BE REPEATED AT 1 MILE INCREMENTS OR AT THE DISCRETION OF THE REGIONAL TRAFFIC ENGINEER.
2. THERE MAY BE SOLID YELLOW ON THE CENTERLINE DUE TO SIGHT CONDITIONS.
3. THE TAPER LENGTH OF THE DOTTED LINE PAVEMENT MARKING SHALL BE 700 FEET, 3' LINE, 9' GAP, EXCEPT RETRACE THE EXISTING LINE - GAP PATTERN WHERE EXISTING MARKINGS ARE IN PLACE.
4. WHEN THE ENTRANCE TAPER IS LESS THAN 700 FEET OR THE SHOULDER WIDTH IN THE PASSING / CLIMBING LANE IS LESS THAN THE ADJACENT HIGHWAY, DO NOT INSTALL DOTTED LINE PAVEMENT MARKING.
5. REPEAT EVERY 1 MILE UP UNTIL R4-53.

ARROW SYMBOL (⇨) SHOWS DIRECTION OF TRAVEL

DISTANCE TABLE

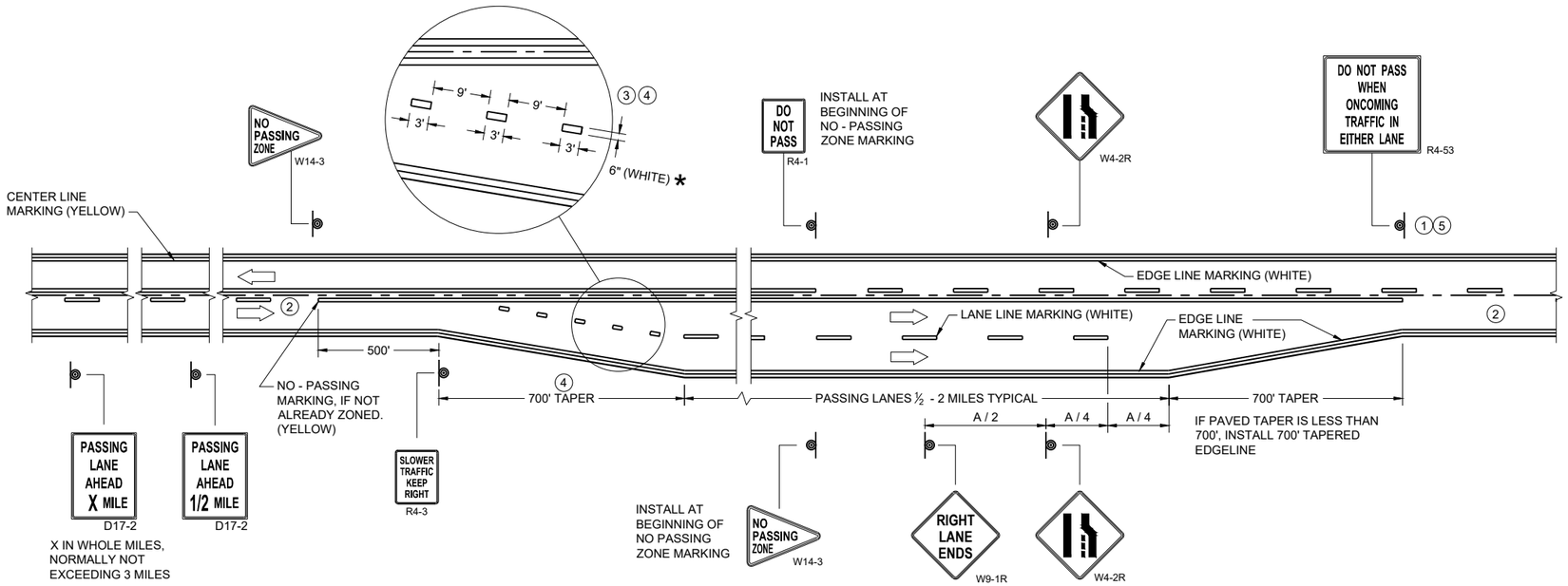
POSTED OR 85th PERCENTILE SPEED	DISTANCE "A"
45	775
50	885
55	990

* CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES



PARTIAL DOUBLE - YELLOW LINE
(BEGINNING OF SINGLE LANE)

PAVEMENT MARKING & SIGNING (CLIMBING LANE & PASSING LANE)



SOLID DOUBLE - YELLOW LINE
(END OF SINGLE LANE)

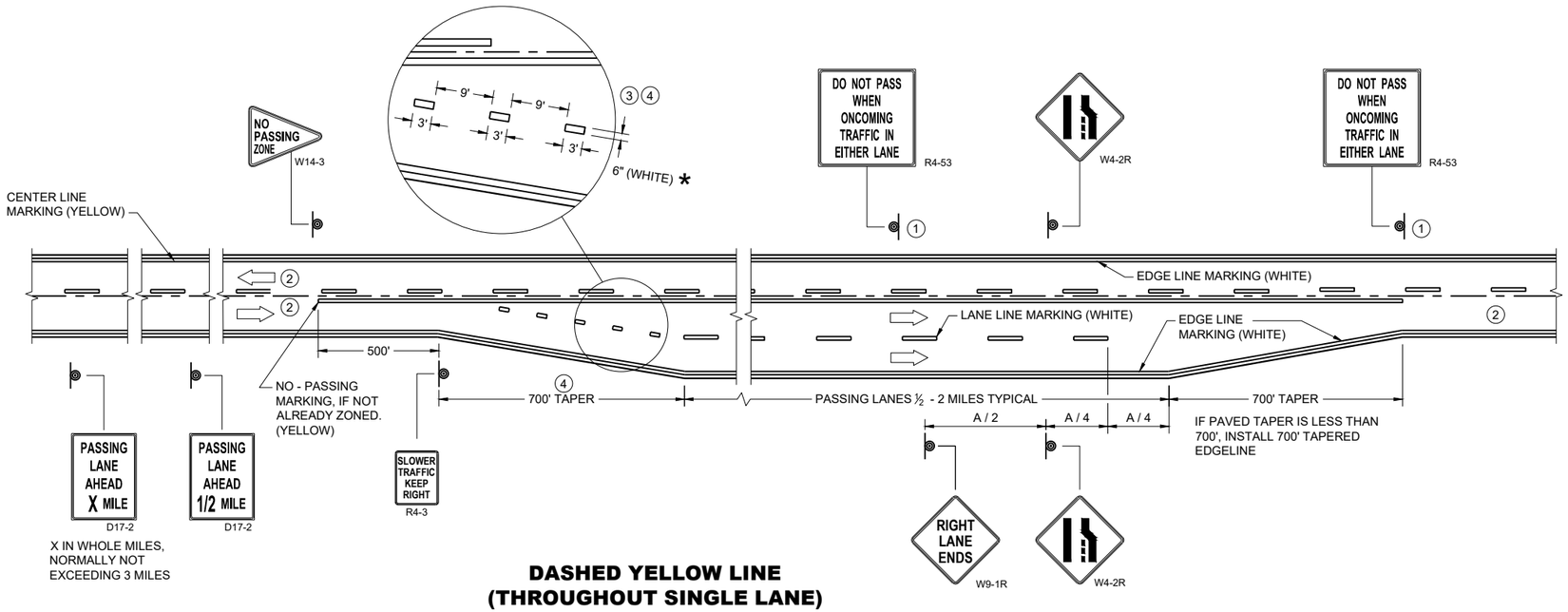
GENERAL NOTES

1. SIGN SHALL BE REPEATED AT 1 MILE INCREMENTS OR AT THE DISCRETION OF THE REGIONAL TRAFFIC ENGINEER.
2. THERE MAY BE SOLID YELLOW ON THE CENTERLINE DUE TO SIGHT CONDITIONS.
3. THE TAPER LENGTH OF THE DOTTED LINE PAVEMENT MARKING SHALL BE 700 FEET, 3' LINE, 9' GAP, EXCEPT RETRACE THE EXISTING LINE - GAP PATTERN WHERE EXISTING MARKINGS ARE IN PLACE.
4. WHEN THE ENTRANCE TAPER IS LESS THAN 700 FEET OR THE SHOULDER WIDTH IN THE PASSING / CLIMBING LANE IS LESS THAN THE ADJACENT HIGHWAY, DO NOT INSTALL DOTTED LINE PAVEMENT MARKING.
5. REPEAT EVERY ONE MILE UP UNTIL NO PASSING ZONE.

ARROW SYMBOL (⇨) SHOWS DIRECTION OF TRAVEL

DISTANCE TABLE

POSTED OR 85th PERCENTILE SPEED	DISTANCE "A"
45	775
50	885
55	990



DASHED YELLOW LINE
(THROUGHOUT SINGLE LANE)

*CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES

PAVEMENT MARKING & SIGNING (CLIMBING LANE & PASSING LANE)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

FHWA

6

SDD 15C35-06c

SDD 15C35-06c

GENERAL NOTES

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

THE SPACING BETWEEN SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A MINIMUM OF 200 FEET (500 FEET DESIRABLE) CLEARANCE TO EXISTING SIGNS.

THIS LANE CLOSURE IS TYPICAL FOR CLOSING RIGHT LANE - REVERSE FOR CLOSING LEFT LANE.

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

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

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

FOR A LANE CLOSURE THAT IS IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS, THE ADVANCED WARNING SIGNS MAY BE MOUNTED ON PORTABLE SUPPORTS.

REMOVE PAVEMENT MARKINGS AND PLACE TEMPORARY PAVEMENT MARKING LINE IF LANE CLOSURE IS TO BE IN PLACE 4 OR MORE CONTINUOUS DAYS AND NIGHTS.

IF THE HORIZONTAL ALIGNMENT IS SUCH THAT A CURVE MAY REQUIRE ADDITIONAL DELINEATION, THE DEVICE SPACING MAY BE DECREASED TO 50 FEET.

WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

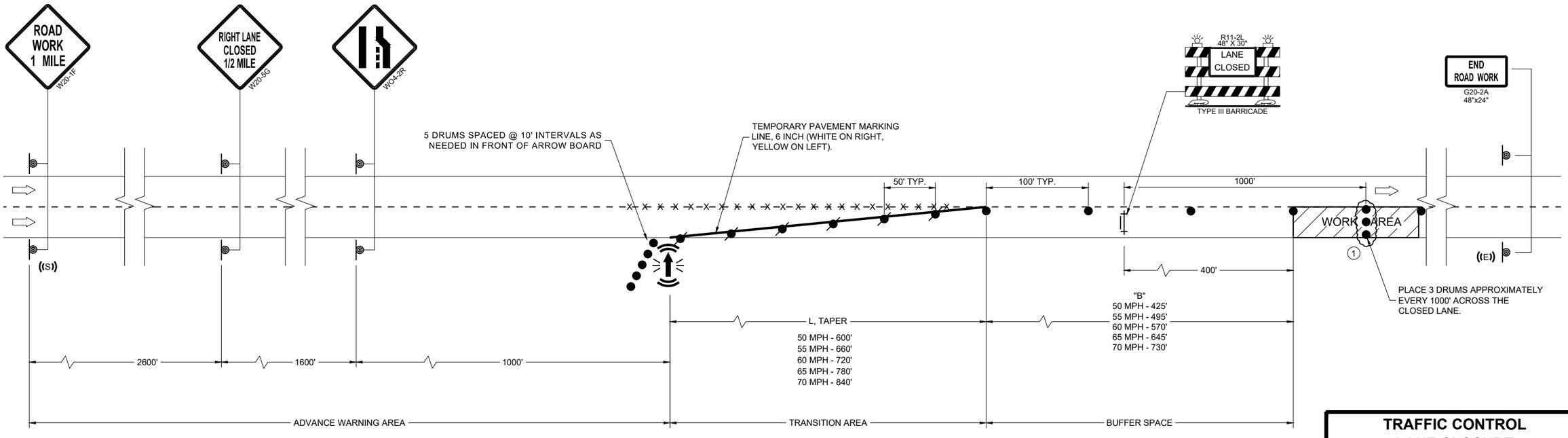
ADJUSTMENTS IN BUFFER SPACE NEED TO BE INCORPORATED WHEN THE LANE CLOSURE OCCURS NEAR AN INTERCHANGE EXIT OR ENTRANCE RAMP OR INTERSECTION. THE LANE CLOSURE MUST TAKE PLACE FAR ENOUGH IN ADVANCE OF AN EXIT OR ENTRANCE RAMP TO STILL ALLOW FOR ADEQUATE BUFFER SPACE. THE MINIMUM LENGTH OF THE BUFFER SPACE BEFORE AN EXIT RAMP SHOULD BE ONE HALF THE LENGTH OF THE TRANSITION AREA. THE ENTRANCE RAMP SHOULD BE FOLLOWED BY THE ORIGINAL BUFFER SPACE LENGTH OF 800 FEET DESIRABLE PRIOR TO ANOTHER TRAFFIC CONTROL CHANGE SUCH AS A CROSSOVER MANEUVER.

CONSIDER ROADWAY GEOMETRICS WHEN LOCATING SIGNS AND ARROW BOARD SO THE DRIVER HAS A CLEAR VIEW OF THE ARROW BOARD AND LANE CLOSURE DRUMS.

(1) DRUMS IN A CLOSED LANE THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY REESTABLISHED UPON COMPLETION OF THE OPERATION, OR FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.

LEGEND

- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- TYPE III BARRICADE WITH ATTACHED SIGN
- TYPE "A" WARNING LIGHT (FLASHING)
- REMOVING PAVEMENT MARKINGS
- DIRECTION OF TRAFFIC
- WORK AREA
- CONNECTED ARROW BOARD
- (S) WZ START LOCATION MARKER
- (E) WZ END LOCATION MARKER



TRAFFIC CONTROL LANE CLOSURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2025 — DATE
/S/ Andrew Heidtke — ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR

FHWA

6

SDD 15D12-16a

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SDD 15D12-16a

LEGEND

- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- TYPE III BARRICADE WITH ATTACHED SIGN
- TYPE "A" WARNING LIGHT (FLASHING)
- REMOVING PAVEMENT MARKINGS
- DIRECTION OF TRAFFIC
- WORK AREA
- CONNECTED ARROW BOARD
- WZ START LOCATION MARKER
- WZ END LOCATION MARKER

GENERAL NOTES

THIS DETAIL MAY BE USED FOR ROADWAYS WITH EITHER TWO OR THREE LANES IN EACH DIRECTION.

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 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. NO WARNING LIGHTS SHALL BE WORKING ON COVERED OR "DOWNED" SIGNS.

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS OR THAT WILL BE PLACED IN A CLOSED LANE MAY BE MOUNTED ON TEMPORARY SUPPORTS.

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

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

W20-1A, G20-1 AND G20-2A SIGNS ARE NOT REQUIRED IF THE LANE CLOSURE IS WITHIN A LARGER WORK ZONE WHERE THESE SIGNS ARE ALREADY PRESENT.

REMOVE PAVEMENT MARKINGS AND PLACE TEMPORARY PAVEMENT MARKING LINE IF LANE CLOSURE IS TO BE IN PLACE FOR 4 OR MORE CONTINUOUS DAYS AND NIGHTS.

CONSIDER GEOMETRICS WHEN LOCATING SIGNS AND ARROW BOARDS SO THE APPROACHING DRIVER HAS A CLEAR VIEW OF THE ARROW BOARDS AND LANE CLOSURE DRUMS FOR A MINIMUM 1500 FEET IN FRONT OF DRUMS.

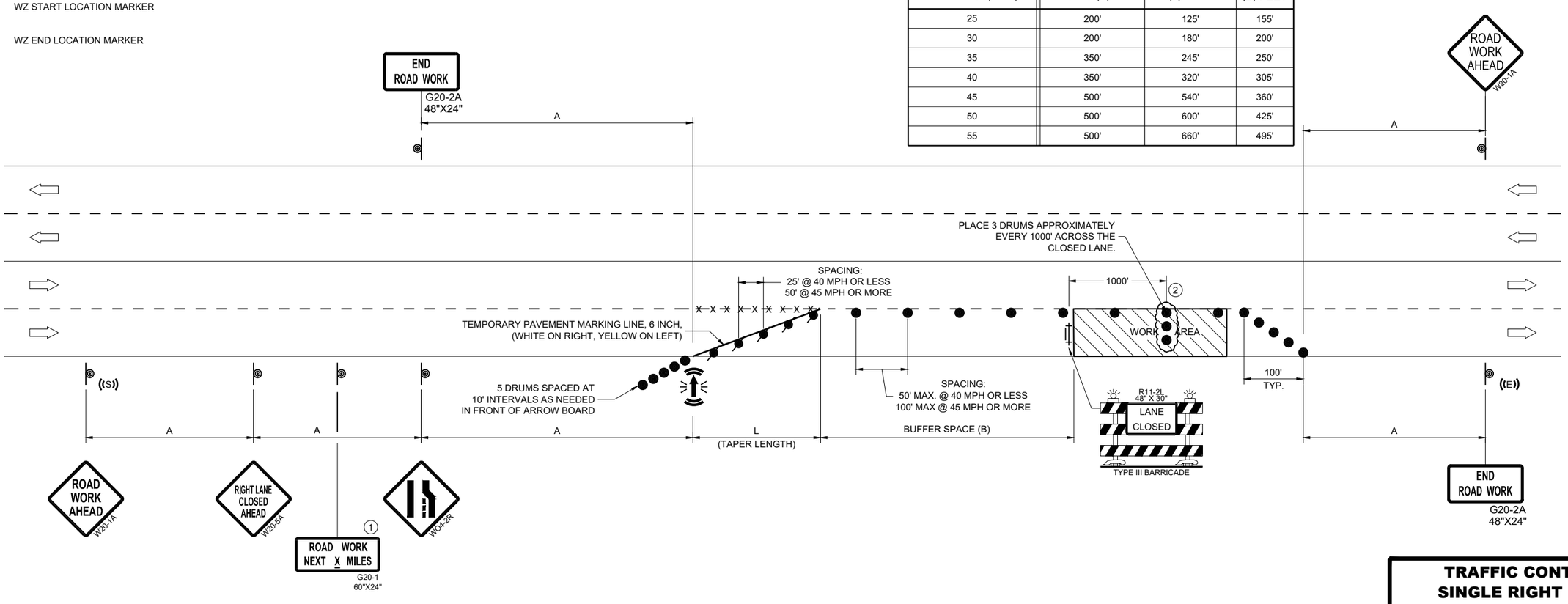
CHANNELIZING DEVICES PLACED ADJACENT TO WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

(1) OMIT G20-1 SIGNS IF LENGTH OF WORK AREA IS 2 MILES OR LESS.

(2) DRUMS IN A CLOSED LANE THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY REESTABLISHED UPON COMPLETION OF THE OPERATION, OR FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.

POSTED SPEED LIMIT PRIOR TO WORK STARTING (MPH)	ADVANCE WARNING SIGN SPACING (A) FEET	TAPER LENGTH (12 FT. LANE) (L) FEET	BUFFER SPACE (B) FEET
25	200'	125'	155'
30	200'	180'	200'
35	350'	245'	250'
40	350'	320'	305'
45	500'	540'	360'
50	500'	600'	425'
55	500'	660'	495'



TRAFFIC CONTROL, SINGLE RIGHT LANE CLOSURE, UNDIVIDED NON-FREEWAY/EXPRESSWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2025
DATE
/S/ Andrew Heidtke
WORK ZONE ENGINEER
FHWA

6
SDD 15D20-11b

LEGEND

- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- TYPE III BARRICADE WITH ATTACHED SIGN
- TYPE "A" WARNING LIGHT (FLASHING)
- REMOVING PAVEMENT MARKINGS
- DIRECTION OF TRAFFIC
- WORK AREA
- CONNECTED ARROW BOARD
- WZ START LOCATION MARKER
- WZ END LOCATION MARKER

GENERAL NOTES

THIS DETAIL MAY BE USED FOR ROADWAYS WITH EITHER TWO OR THREE LANES IN EACH DIRECTION.

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 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. NO WARNING LIGHTS SHALL BE WORKING ON COVERED OR "DOWNED" SIGNS.

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS OR THAT WILL BE PLACED IN A CLOSED LANE MAY BE MOUNTED ON TEMPORARY SUPPORTS.

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

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

W20-1A, G20-1 AND G20-2A SIGNS ARE NOT REQUIRED IF THE LANE CLOSURE IS WITHIN A LARGER WORK ZONE WHERE THESE SIGNS ARE ALREADY PRESENT.

REMOVE PAVEMENT MARKINGS AND PLACE TEMPORARY PAVEMENT MARKING LINE IF LANE CLOSURE IS TO BE IN PLACE FOR 4 OR MORE CONTINUOUS DAYS AND NIGHTS.

CONSIDER GEOMETRICS WHEN LOCATING SIGNS AND ARROW BOARDS SO THE APPROACHING DRIVER HAS A CLEAR VIEW OF THE ARROW BOARDS AND LANE CLOSURE DRUMS FOR A MINIMUM 1500 FEET IN FRONT OF DRUMS.

DUE TO LACK OF SHOULDER/MEDIAN, ARROW BOARD IS PLACED AT THE THE END OF THE TAPER.

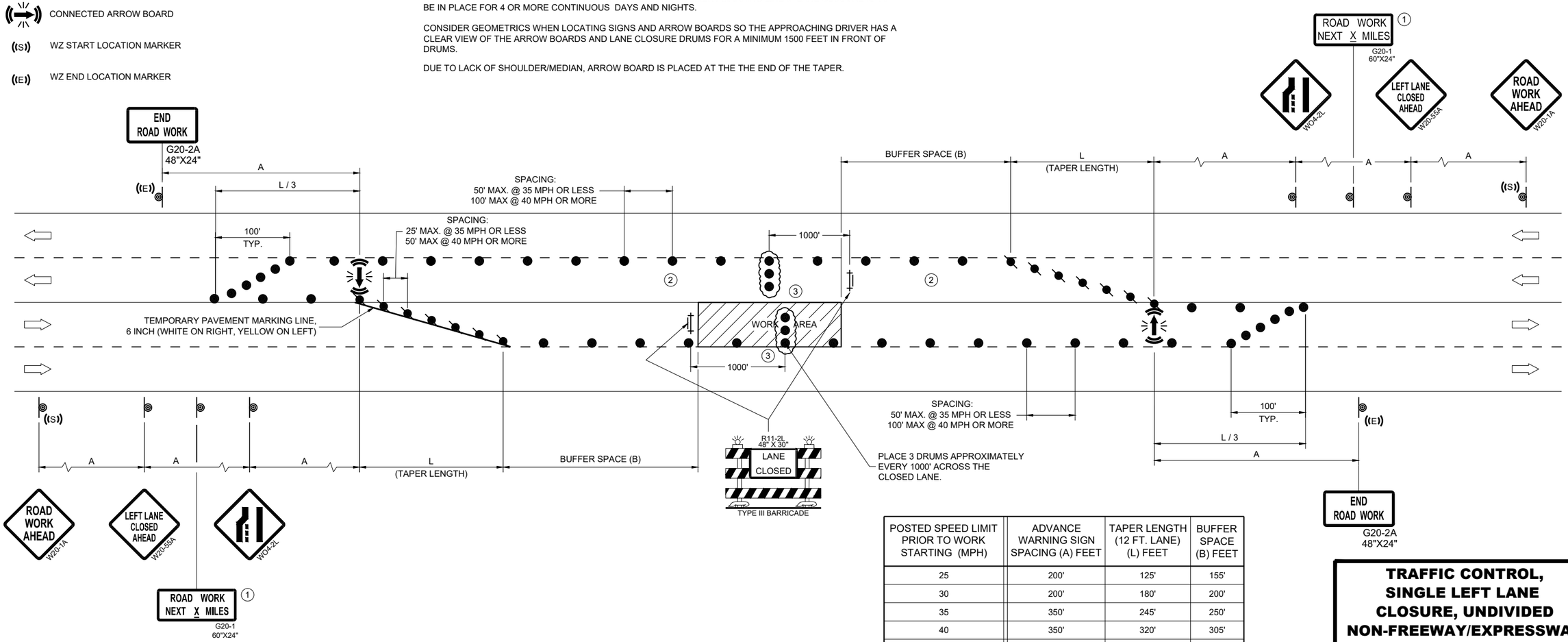
CHANNELIZING DEVICES PLACED ADJACENT TO WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

(1) OMIT G20-1 SIGNS IF LENGTH OF WORK AREA IS 2 MILES OR LESS.

(2) LANE MAY BE OPENED WHEN WORKERS ARE NOT PRESENT IN THE WORK AREA.

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



POSTED SPEED LIMIT PRIOR TO WORK STARTING (MPH)	ADVANCE WARNING SIGN SPACING (A) FEET	TAPER LENGTH (12 FT. LANE) (L) FEET	BUFFER SPACE (B) FEET
25	200'	125'	155'
30	200'	180'	200'
35	350'	245'	250'
40	350'	320'	305'
45	500'	540'	360'
50	500'	600'	425'
55	500'	660'	495'

TRAFFIC CONTROL, SINGLE LEFT LANE CLOSURE, UNDIVIDED NON-FREEWAY/EXPRESSWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

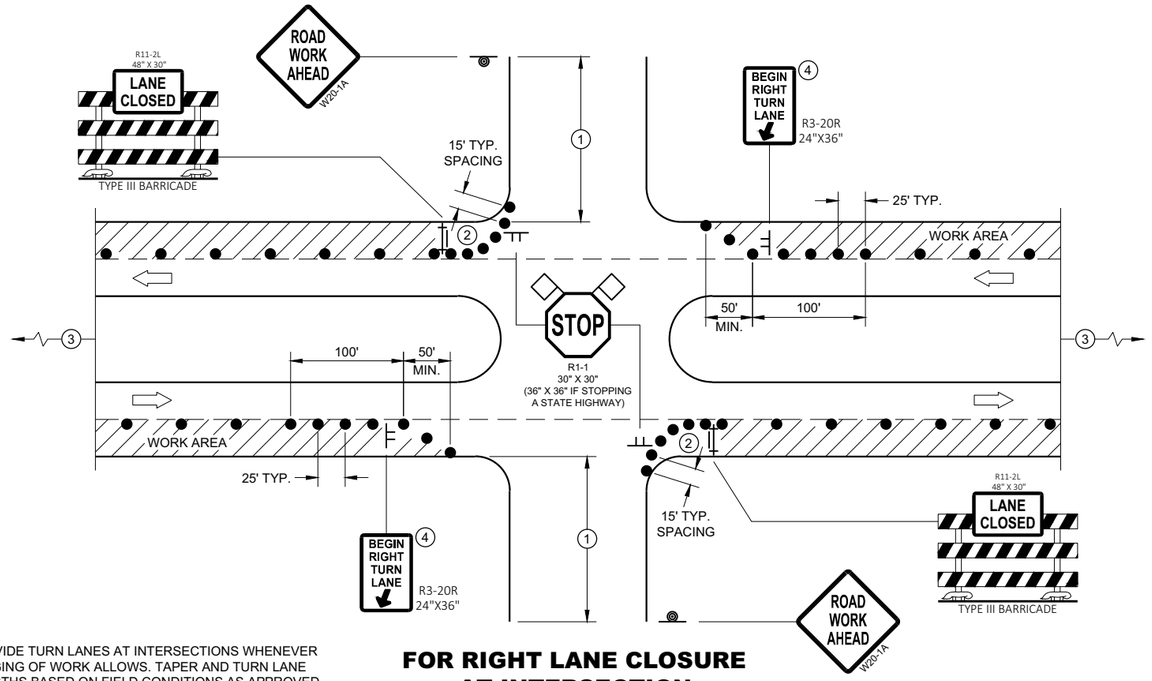
APPROVED

November 2025
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER

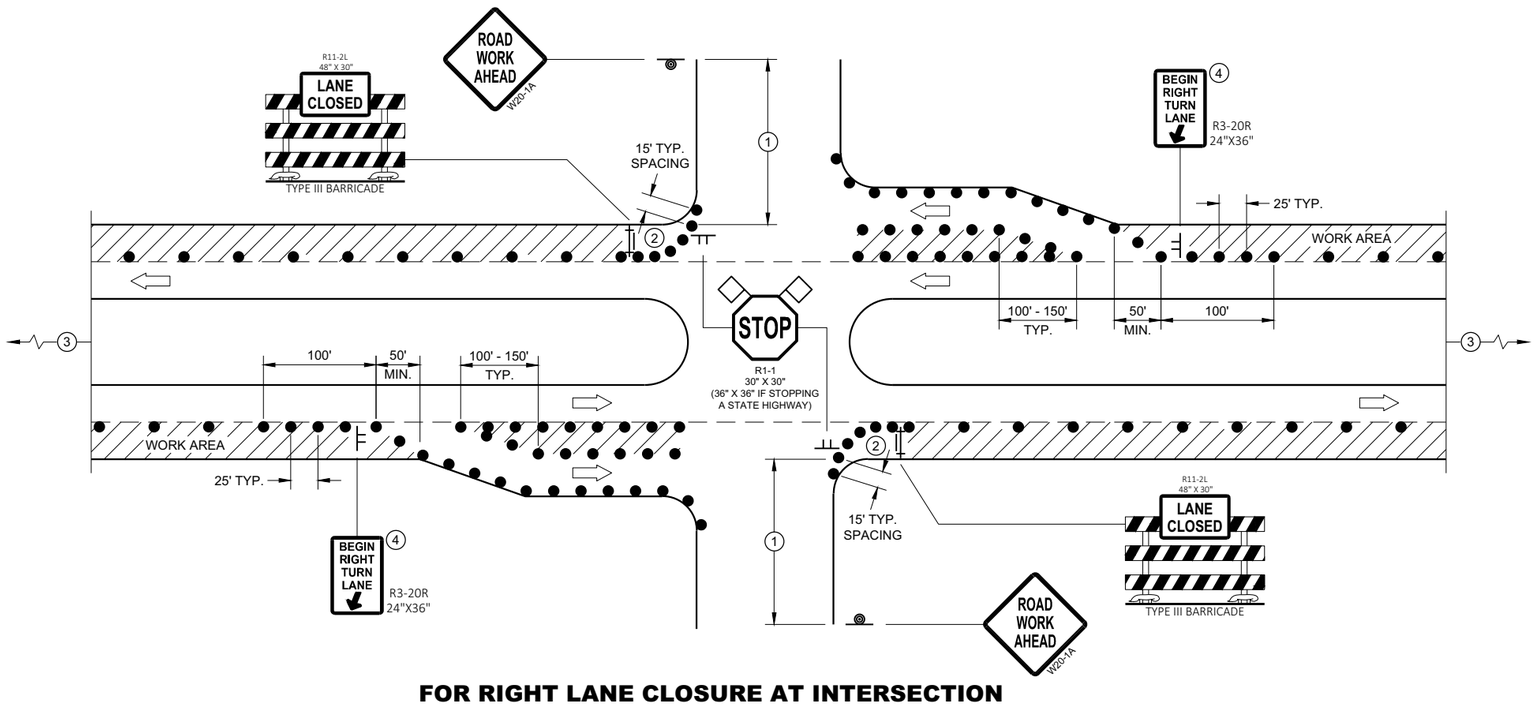
FHWA

6
SDD 15D20-11c



FOR RIGHT LANE CLOSURE AT INTERSECTION

PROVIDE TURN LANES AT INTERSECTIONS WHENEVER STAGING OF WORK ALLOWS. TAPER AND TURN LANE LENGTHS BASED ON FIELD CONDITIONS AS APPROVED BY THE ENGINEER.



FOR RIGHT LANE CLOSURE AT INTERSECTION (WITH RIGHT TURN BAY OPEN)

GENERAL NOTES

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS IN URBAN AREAS, 36" X 36" MAY BE USED IF APPROVED BY THE DISTRICT 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. NO WARNING LIGHTS SHALL BE WORKING ON COVERED OR "DOWNED" SIGNS.

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

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

SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE FHWA'S MANUAL OF STANDARD HIGHWAY SIGNS OR THE WISCONSIN STANDARD SIGN PLATES.

SIGNS THAT WILL REMAIN IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS OR THAT WILL BE PLACED IN A CLOSED LANE MAY BE MOUNTED ON PORTABLE SUPPORTS.

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

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

(1) 500' TYPICAL OR AT LAST INTERSECTION, WHICHEVER IS CLOSER.
350' IF 35 - 40 MPH.
200' IF 25 - 30 MPH.

(2) ALSO USE BARRICADE AND 15 FOOT TYPICAL DRUM SPACING AT COMMERCIAL DRIVEWAYS

(3) SEE SEPARATE LANE CLOSURE DETAIL FOR ADDITIONAL TRAFFIC CONTROL.

(4) MINIMUM MOUNTING HEIGHT OF 5 FEET FROM EDGE OF PAVEMENT (AT EDGE LINE LOCATION) TO BOTTOM OF SIGN.

LEGEND

- SIGN ON TEMPORARY SUPPORT
- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- TYPE III BARRICADE WITH ATTACHED SIGN
- DIRECTION OF TRAFFIC
- FLAGS, 16" X 16" MIN., ORANGE
- WORK AREA

TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE RIGHT LANE CLOSURE

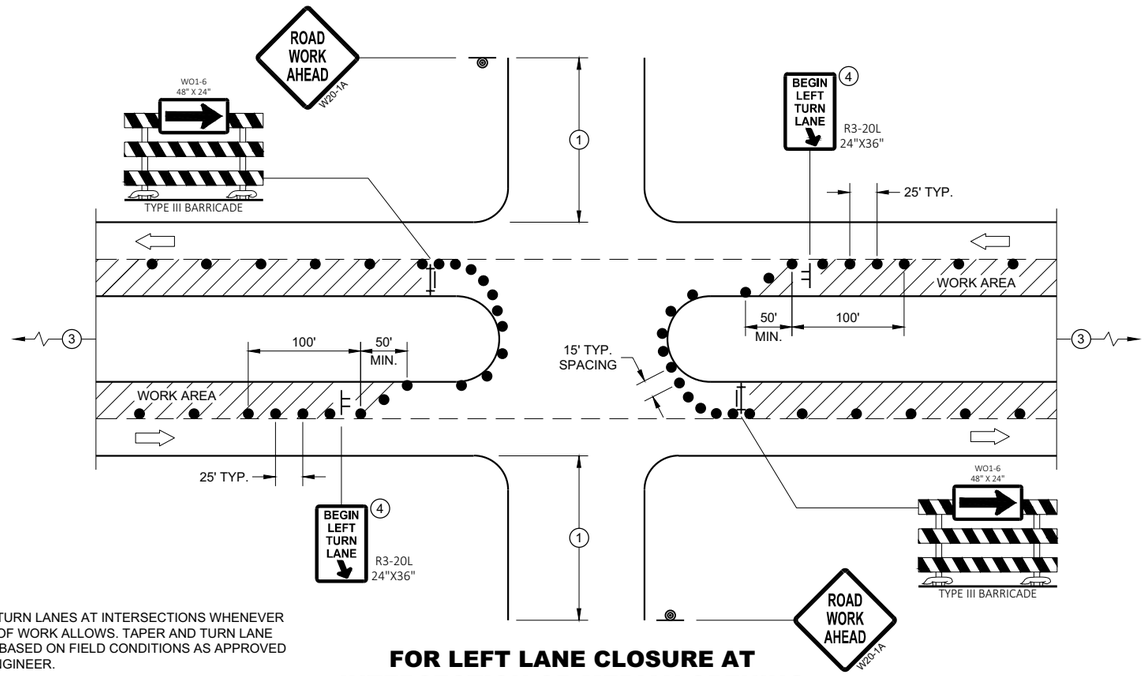
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 15D21 - 07a

6

SDD 15D21 - 07a



PROVIDE TURN LANES AT INTERSECTIONS WHENEVER STAGING OF WORK ALLOWS. TAPER AND TURN LANE LENGTHS BASED ON FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

FOR LEFT LANE CLOSURE AT INTERSECTION OR MEDIAN OPENING

GENERAL NOTES

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS IN URBAN AREAS, 36" X 36" MAY BE USED IF APPROVED BY THE DISTRICT 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. NO WARNING LIGHTS SHALL BE WORKING ON COVERED OR "DOWNED" SIGNS.

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

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

SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE FHWA'S MANUAL OF STANDARD HIGHWAY SIGNS OR THE WISCONSIN STANDARD SIGN PLATES.

SIGNS THAT WILL REMAIN IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS OR THAT WILL BE PLACED IN A CLOSED LANE MAY BE MOUNTED ON PORTABLE SUPPORTS.

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

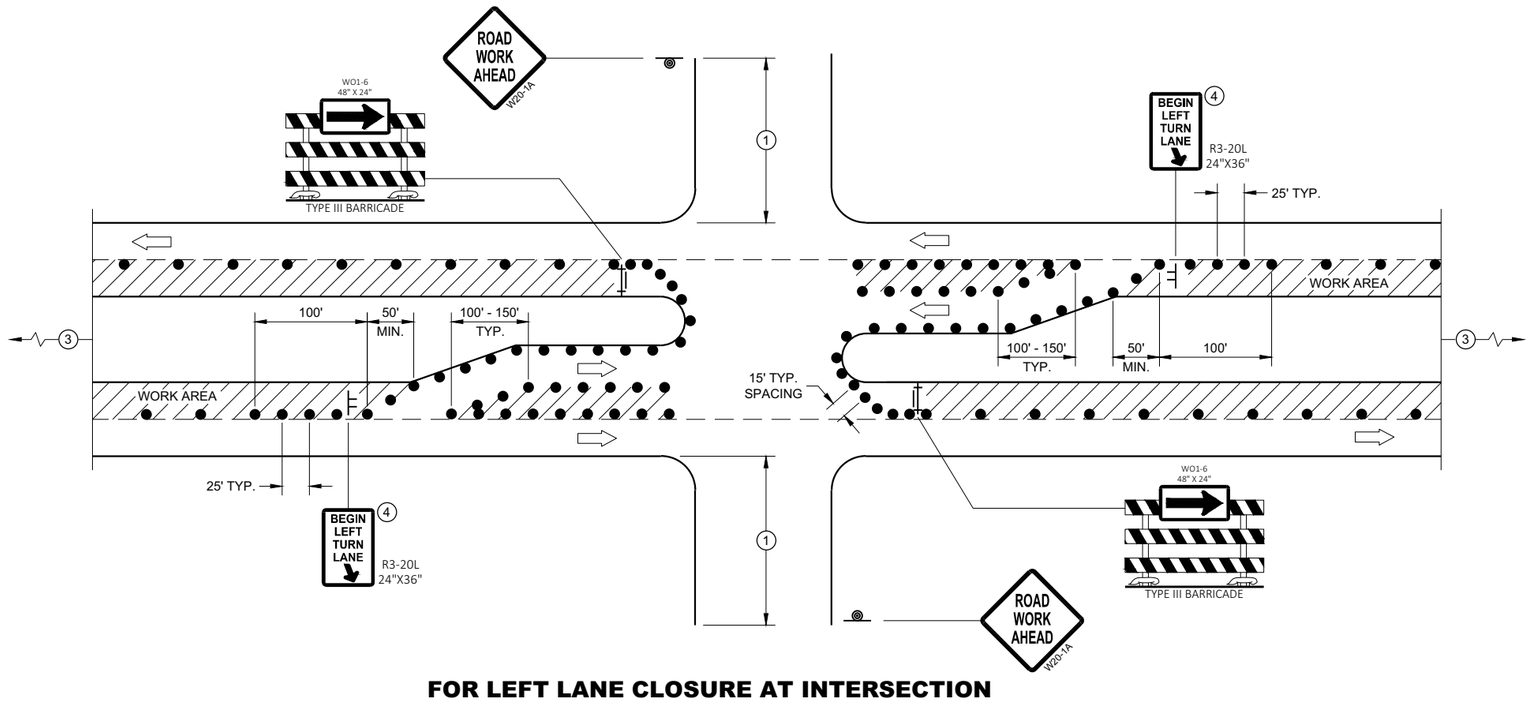
CHANNELIZING DEVICES PLACED ADJACENT TO WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

(1) 500' TYPICAL OR AT LAST INTERSECTION, WHICHEVER IS CLOSER.
350' IF 35 - 40 MPH.
200' IF 25 - 30 MPH.

(2) ALSO USE BARRICADE AND 15 FOOT TYPICAL DRUM SPACING AT COMMERCIAL DRIVEWAYS

(3) SEE SEPARATE LANE CLOSURE DETAIL FOR ADDITIONAL TRAFFIC CONTROL.

(4) MINIMUM MOUNTING HEIGHT OF 5 FEET FROM EDGE OF PAVEMENT (AT EDGE LINE LOCATION) TO BOTTOM OF SIGN.



FOR LEFT LANE CLOSURE AT INTERSECTION OR MEDIAN OPENING (WITH LEFT TURN BAY OPEN)

LEGEND

- SIGN ON TEMPORARY SUPPORT
- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- TYPE III BARRICADE WITH ATTACHED SIGN
- DIRECTION OF TRAFFIC
- FLAGS, 16" X 16" MIN., ORANGE
- WORK AREA

TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LEFT LANE CLOSURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
August 2020
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA

6

SDD 15D21 - 07b

6

SDD 15D21 - 07b

LEGEND

- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- DIRECTION OF TRAFFIC
- CONNECTED ARROW BOARD
- WORK AREA
- (S) WZ START LOCATION MARKER
- (E) WZ END LOCATION MARKER

GENERAL NOTES

THIS DETAIL IS TYPICAL FOR CLOSING THE RIGHT SHOULDER. FOR CLOSING THE LEFT SHOULDER, REVERSE THE TRAFFIC CONTROL.

THIS DETAIL MAY BE USED FOR DIVIDED ROADWAYS WITH ANY NUMBER OF TRAVEL LANES.

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.

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.

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

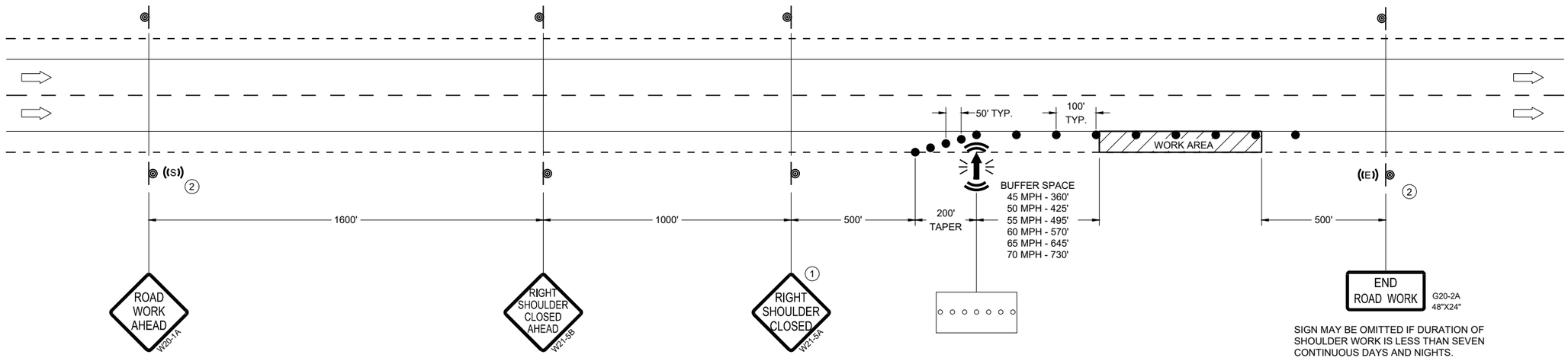
CHANNELIZING DEVICES PLACED ADJACENT TO WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

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

SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE FHWA'S MANUAL OF STANDARD HIGHWAY SIGNS OR THE WISCONSIN STANDARD SIGN PLATES.

(1) FOR SHORT DURATION SHOULDER WORK OF LESS THAN ONE HOUR THE W21-5A SIGN MAY BE OMITTED.

(2) IF ALREADY PRESENT WITHIN PROJECT , DO NOT INCLUDE ADDITIONAL DEVICE.



SIGN MAY BE OMITTED IF DURATION OF SHOULDER WORK IS LESS THAN SEVEN CONTINUOUS DAYS AND NIGHTS.

TRAFFIC CONTROL, SHOULDER CLOSURE ON DIVIDED ROADWAY, SPEEDS GREATER THAN 40 MPH

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

Noveber 2025
DATE

/S/ Andrew Heidtke
STATEWIDE WORK ZONE TRAFFIC SAFETY ENGINEER

FHWA

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.

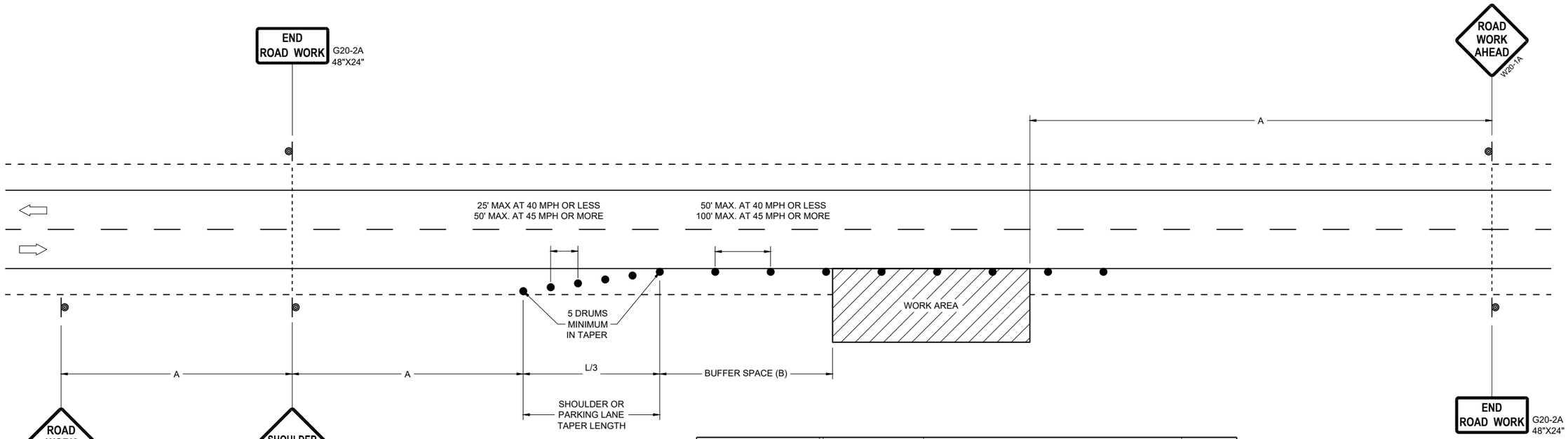
ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH THE TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

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	155
30	200'	15	20	25	30	35	40	200
35	350'	20	27	34	40	47	54	250
40	350'	26	35	44	53	62	70	305
45	500'	45	59	74	89	104	119	360
50	500'	50	66	83	99	116	132	425
55	500'	54	73	91	109	127	145	495

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2025
DATE

/S/ ANDREW HEIDTKE
STATEWIDE WORK ZONE TRAFFIC SAFETY ENGINEER

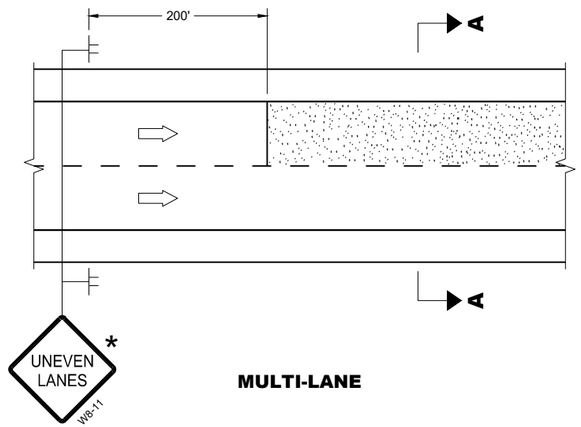
FHWA

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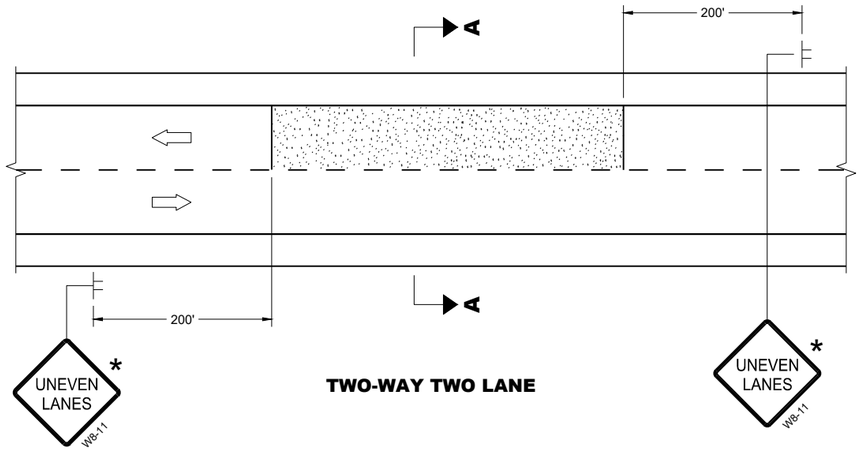
SDD 15D28-05

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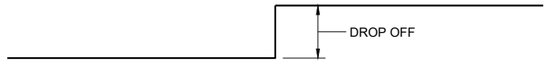
SDD 15D28-05



MULTI-LANE

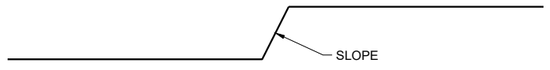


TWO-WAY TWO LANE

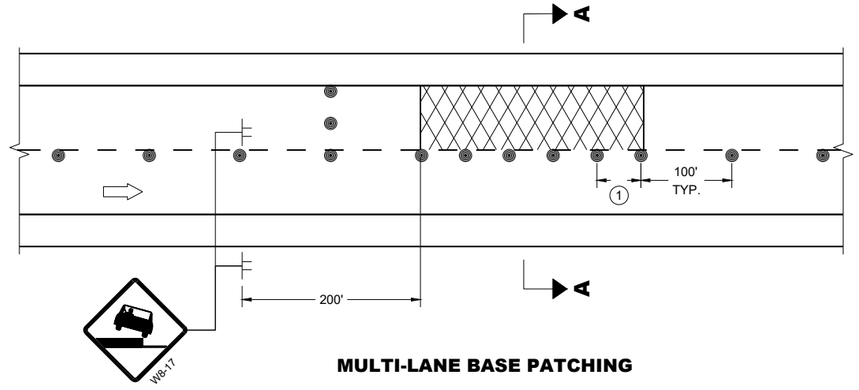


SECTION A - A

OR



SECTION A - A



MULTI-LANE BASE PATCHING

ADJACENT LANE DROP-OFFS

GENERAL NOTES

FOR SPOT LOCATIONS USE ENGINEERING JUDGEMENT WHEN PLACING ADDITIONAL SIGNS.

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

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

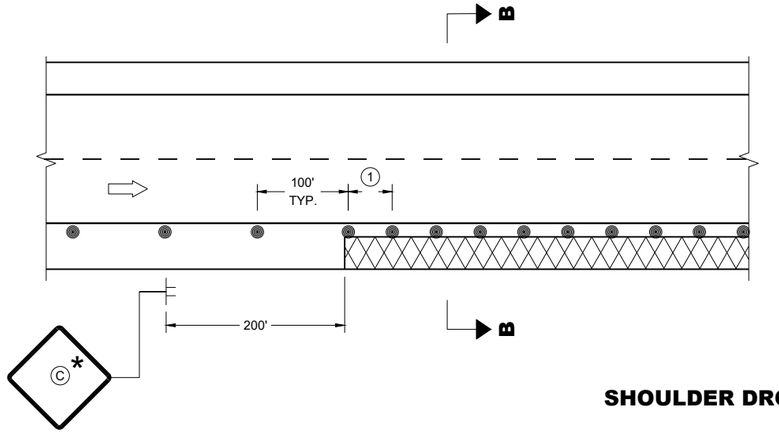
WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

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

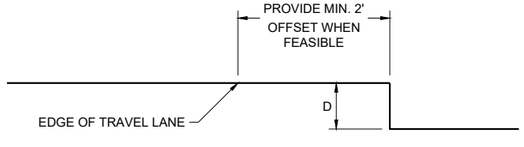
(1) USE CLOSER SPACING WHEN DELINEATING DROP-OFF.

LEGEND

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



SHOULDER DROP-OFFS



SECTION B - B

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

TRAFFIC CONTROL, DROP-OFF SIGNING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2025 — DATE
/S/ Andrew Heidtke — WORK ZONE ENGINEER

FHWA

6
SDD 15D39-03

LEGEND

- TYPE III BARRICADE WITH ATTACHED SIGN
- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- TYPE "A" WARNING LIGHT (FLASHING)
- DIRECTION OF TRAFFIC
- WORK AREA
- REMOVING PAVEMENT MARKING (SEE GENERAL NOTES)
- CONCRETE BARRIER TEMPORARY PRECAST

POSTED SPEED LIMIT PRIOR TO WORK STARTING (MPH)	SHIFTING TAPER L/2 W, LATERAL OFFSET (FT)					BUFFER SPACE (B) FEET
	10	11	12	13	14	
50	250	275	300	325	350	425
55	275	303	330	358	385	495
60	300	330	360	390	420	570
65	325	358	390	423	455	645
70	350	385	420	455	490	730

GENERAL NOTES

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

THE SPACING BETWEEN SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A MINIMUM OF 200 FEET, (500 FEET DESIRABLE) DISTANCE TO EXISTING SIGNS.

THIS LANE CLOSURE IS TYPICAL FOR LANE SHIFT RIGHT - REVERSE FOR SHIFTING LEFT.

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED.

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

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. NO WARNING LIGHTS SHALL BE WORKING ON ANY "COVERED" OR "DOWNED" SIGNS.

CONSIDER GEOMETRICS WHEN LOCATING SIGNS AND ARROW BOARDS SO THE DRIVER HAS A CLEAR VIEW OF THE ARROW BOARD AND LANE CLOSURE DRUMS FOR A MINIMUM 1500 FEET IN FRONT OF DRUMS.

FOR A LANE CLOSURE THAT IS IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS, THE ADVANCED WARNING SIGNS MAY BE MOUNTED ON PORTABLE SUPPORTS.

REMOVE PAVEMENT MARKINGS AND PLACE TEMPORARY PAVEMENT MARKING LINES IF LANE CLOSURE IS TO BE IN PLACE FOR 4 OR MORE CONTINUOUS DAYS AND NIGHTS.

WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

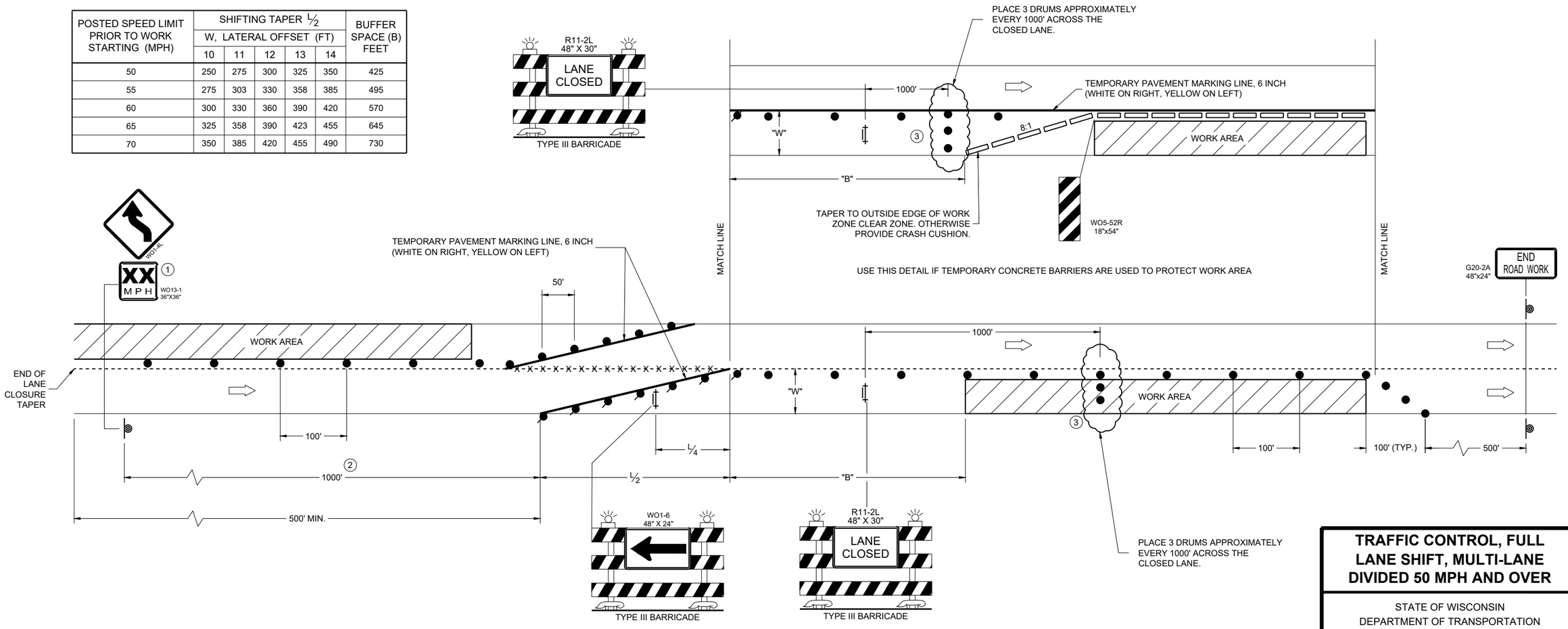
IF THE HORIZONTAL ALIGNMENT IS SUCH THAT A CURVE MAY REQUIRE ADDITIONAL DELINEATION, THE DEVICE SPACING MAY BE DECREASED TO 50 FEET.

ADJUSTMENTS IN BUFFER SPACE NEED TO BE INCORPORATED WHEN THE LANE SHIFT OCCURS NEAR AN INTERCHANGE EXIT OR ENTRANCE RAMP. THE LANE SHIFT MUST TAKE PLACE FAR ENOUGH IN ADVANCE OF AN EXIT OR ENTRANCE RAMP TO STILL ALLOW FOR ADEQUATE BUFFER SPACE. THE MINIMUM LENGTH OF THE BUFFER SPACE BEFORE AN EXIT RAMP SHOULD BE THE LENGTH OF ½ THE TRANSITION AREA. THE ENTRANCE RAMP SHOULD BE FOLLOWED BY THE ORIGINAL BUFFER SPACE LENGTH OF 800 FEET DESIRABLE PRIOR TO ANOTHER TRAFFIC CONTROL CHANGE SUCH AS A CROSSOVER MANEUVER.

(1) USE ONLY IF DESIGN SPEED IS 10 MPH BELOW POSTED SPEED.

(2) IF BEGINNING OF LANE SHIFT IS 1200' OF LESS FROM THE END OF THE LANE CLOSURE TAPER, PLACE THE WO1-4L SIGN 200 FEET AFTER THE END OF THE LANE CLOSURE TAPER.

(3) DRUMS IN A CLOSED LANE THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY REESTABLISHED UPON COMPLETION OF THE OPERATION, OR FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.



TRAFFIC CONTROL, FULL LANE SHIFT, MULTI-LANE DIVIDED 50 MPH AND OVER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2025 — DATE
/S/ Andrew Heidtke — WORK ZONE ENGINEER

FHWA

6
SDD 15D40-07b

GENERAL NOTES

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

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

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

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

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

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

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

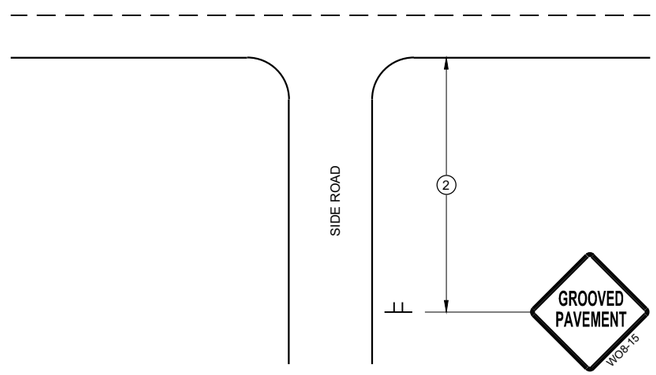
(1) PLACE SIGNS 350' IN ADVANCE OF MILLED SURFACES AND AT 1 MILE INTERVALS, OR AS DIRECTED BY THE ENGINEER.

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

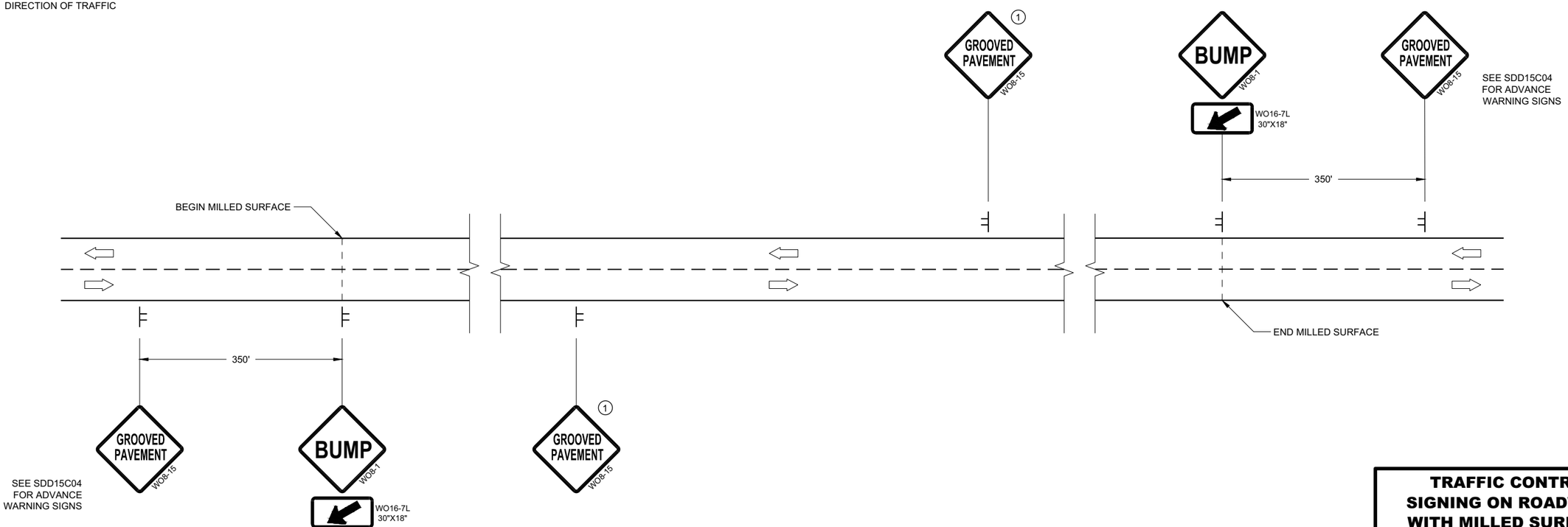
LEGEND

SIGN ON TEMPORARY SUPPORT

DIRECTION OF TRAFFIC



TYPICAL SIDE ROAD APPROACH SIGN DETAIL



DETAIL FOR SIGNING ON MILLED SURFACES

TRAFFIC CONTROL, SIGNING ON ROADWAYS WITH MILLED SURFACES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2020
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

SDD 15D44 - 02

SDD 15D44 - 02

LEGEND

- TYPE III BARRICADE WITH ATTACHED SIGN
- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- TYPE "A" WARNING LIGHT (FLASHING)
- DIRECTION OF TRAFFIC
- WORK AREA

POSTED SPEED LIMIT PRIOR TO WORK STARTING (MPH)	ADVANCE WARNING SIGN SPACING (A) FEET	SHIFTING TAPER L/2 W, LATERAL OFFSET (FT)					
		3	4	5	6	7	8
25	200	10	14	17	21	24	28
30	200	15	20	25	30	35	40
35	350	20	27	34	40	47	54
40	350	26	35	44	53	62	70
45	500	45	59	74	89	104	119
50	500	50	66	83	99	116	132
55	500	54	73	91	109	127	145

GENERAL NOTES

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

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS IN URBAN AREAS, 36"x36" SIGNS MAY BE USED IF APPROVED BY THE REGIONAL TRAFFIC UNIT.

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

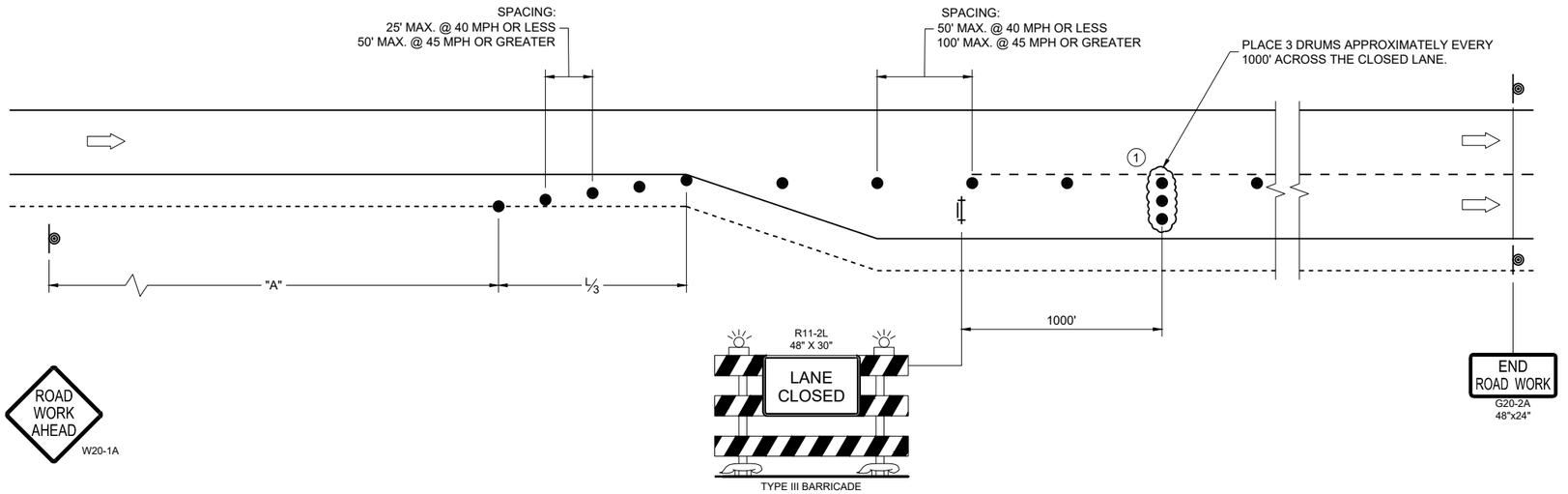
ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

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.

W20-1 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 WORK IS LESS THAN SEVEN CONTINUOUS DAYS AND NIGHTS.

(1) DRUMS IN A CLOSED LANE THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY REESTABLISHED UPON COMPLETION OF THE OPERATION, OR FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.



TRAFFIC CONTROL
ADDED LANE CLOSURE
WITHOUT LANE SHIFT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2025 — DATE
/S/ Andrew Heidtke — WORK ZONE ENGINEER

FHWA

6

SDD 15D50-04a

LEGEND

- TYPE III BARRICADE WITH ATTACHED SIGN
- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- TYPE "A" WARNING LIGHT (FLASHING)
- DIRECTION OF TRAFFIC
- WORK AREA

POSTED SPEED LIMIT PRIOR TO WORK STARTING (MPH)	ADVANCE WARNING SIGN SPACING (A) FEET	SHIFTING TAPER (L/2) FEET
25	200	60
30	200	90
35	350	120
40	350	160
45	500	270
50	500	300
55	500	330

GENERAL NOTES

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

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS IN URBAN AREAS, 36"x36" SIGNS MAY BE USED IF APPROVED BY THE REGIONAL TRAFFIC UNIT.

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

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.

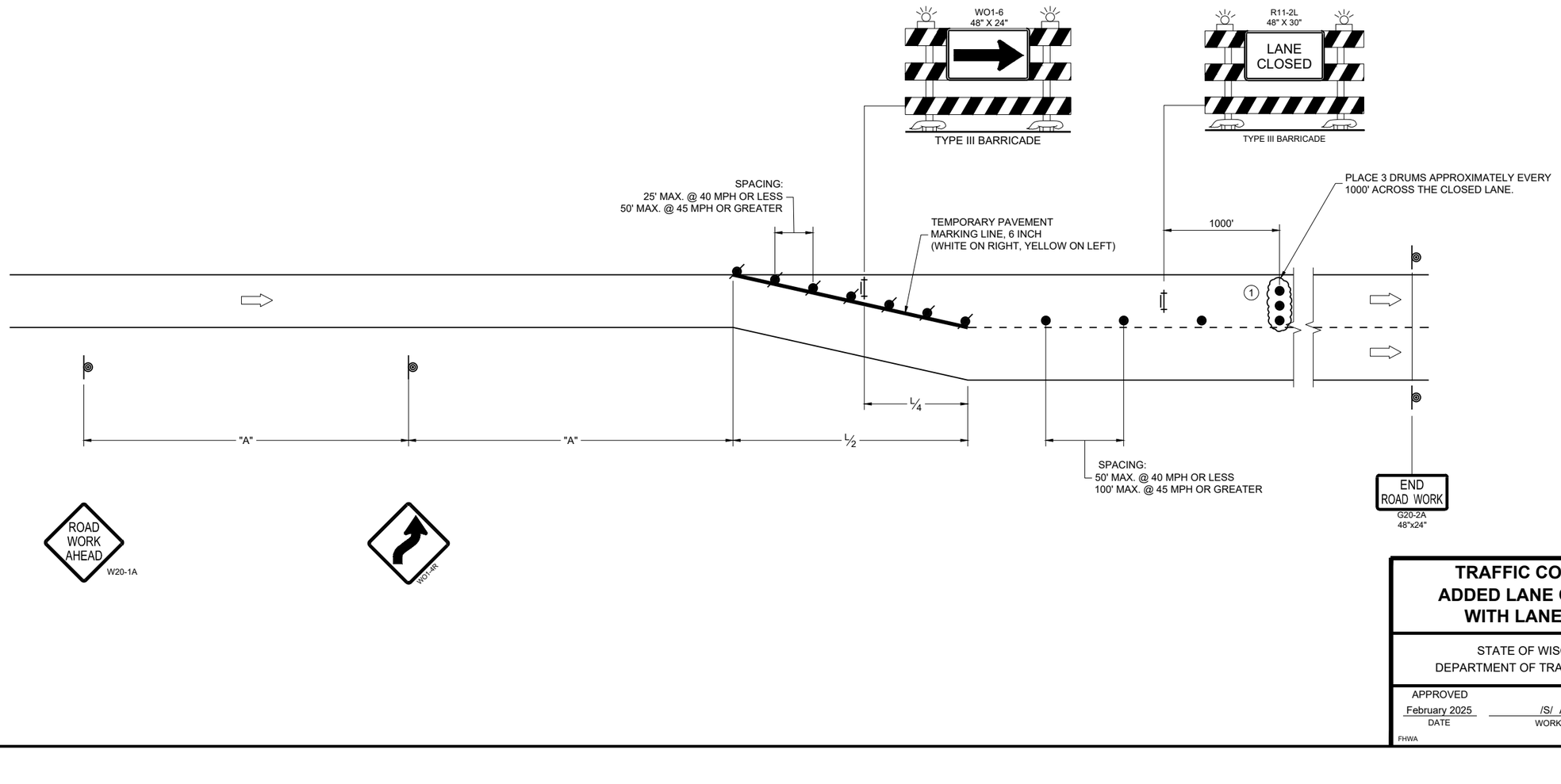
CHANNELIZING DEVICES PLACED ADJACENT TO WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

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

W20-1 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 WORK IS LESS THAN SEVEN CONTINUOUS DAYS AND NIGHTS.

PLACE TEMPORARY PAVEMENT MARKING AND PLACE TEMPORARY PAVEMENT LINE IF LANE CLOSURE IS TO BE IN PLACE FOR 4 OR MORE CONTINUOUS DAYS AND NIGHTS.

(1) DRUMS IN A CLOSED LANE THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY REESTABLISHED UPON COMPLETION OF THE OPERATION, OR FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.



TRAFFIC CONTROL, ADDED LANE CLOSURE WITH LANE SHIFT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2025 — DATE
/S/ Andrew Heidtke — WORK ZONE ENGINEER
FHWA

6
SDD 15D50-04b

LEGEND

V1 WORK VEHICLE

V2 SHADOW VEHICLE

TRUCK MOUNTED ATTENUATOR (TMA)

FLASHING ARROW PANEL (CAUTION)

WORK AREA

DIRECTION OF TRAFFIC

POSTED SPEED PRIOR TO WORK STARTING (MPH)	DECISION SIGHT DISTANCE (D)
0 - 25	550'
30	550'
35	700'
40	700'
45	900'
50	900'
55	1200'

GENERAL NOTES

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.

MOBILE IS WORK THAT MOVES CONTINUOUSLY OR MOVES AT LEAST THE DECISION SIGHT DISTANCE EVERY 15 MINUTES.

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

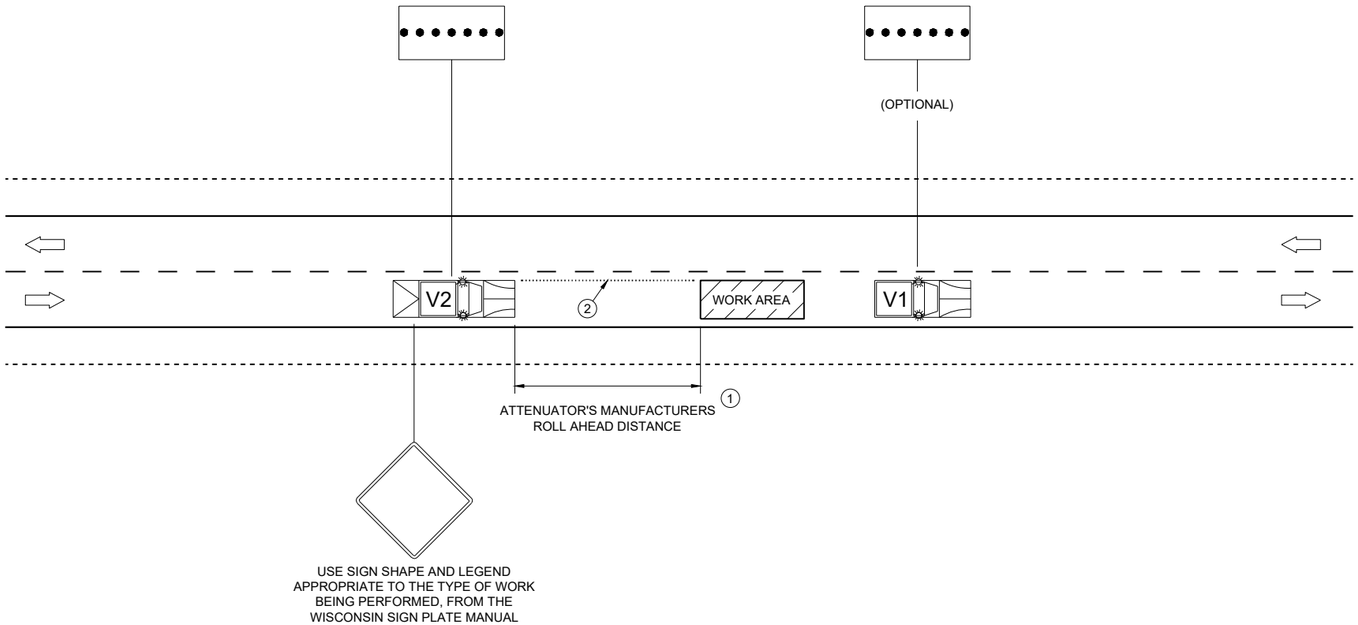
ALL ARROW PANELS SHALL BE REAR FACING, TYPE "B" OR "C", AND DISPLAYING THE FLASHING CAUTION MODE. SIGNS PLACED ON VEHICLES MUST NOT OBSCURE THE ARROW PANEL.

USE AN ATTENUATOR ON THE REARMOST VEHICLE THAT BLOCKS ALL OR PART OF THE TRAFFIC LANE.

WORKERS SHALL NOT PERFORM WORK FROM ANY SHADOW OR PROTECTION VEHICLES.

(1) DISTANCE BETWEEN VEHICLES MAY INCREASE FROM THE ATTENUATOR'S ROLL AHEAD BASED ON TERRAIN, SIGHT DISTANCE, 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 OR HORIZONTAL CURVES THAT RESTRICT SIGHT DISTANCE.

(2) ALIGN LEFT SIDE OF SHADOW VEHICLE WITH EDGE OF WORK AREA.



TRAFFIC CONTROL, MOBILE OPERATIONS ON AN UNDIVIDED ROADWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2025 — DATE
/S/ Andrew Heidtke — STATEWIDE WORK ZONE TRAFFIC SAFETY ENGINEER
FHWA

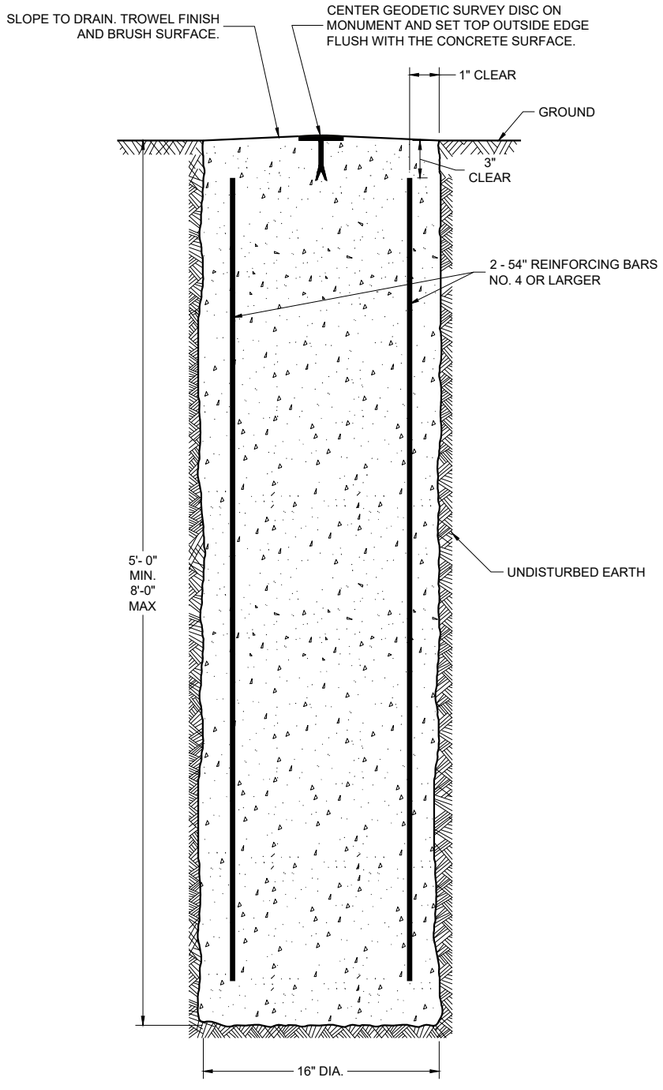
6
SDD 15D51-02

GENERAL NOTES

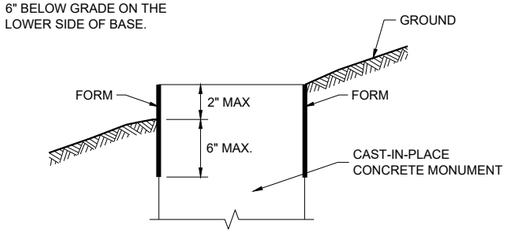
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

SURVEY MONUMENT SHALL BE EXCAVATED BY USE OF A CIRCULAR AUGER.

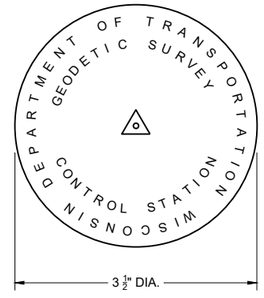
IF A SURVEY MONUMENT REQUIRES A DEEP FORM BECAUSE OF LOOSE DIRT OR FILL, THE FORM SHALL BE REMOVED BEFORE BACKFILLING AROUND THE BASE. BACKFILL SHALL BE TAMPED TIGHT AGAINST THE BARE CONCRETE BASE IN LAYERS OF 1 FOOT OR LESS.



CAST-IN-PLACE CONCRETE MONUMENT



FORMING DETAIL



GEODETIC SURVEY DISC
FURNISHED BY WISDOT

GEODETIC SURVEY MONUMENT

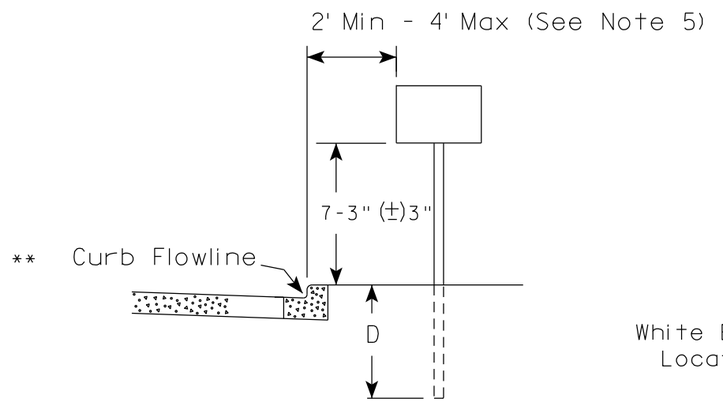
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
August 2025 — DATE
/S/ DAVID J. LAYTON — CHIEF SURVEY AND MAPPING ENGINEER

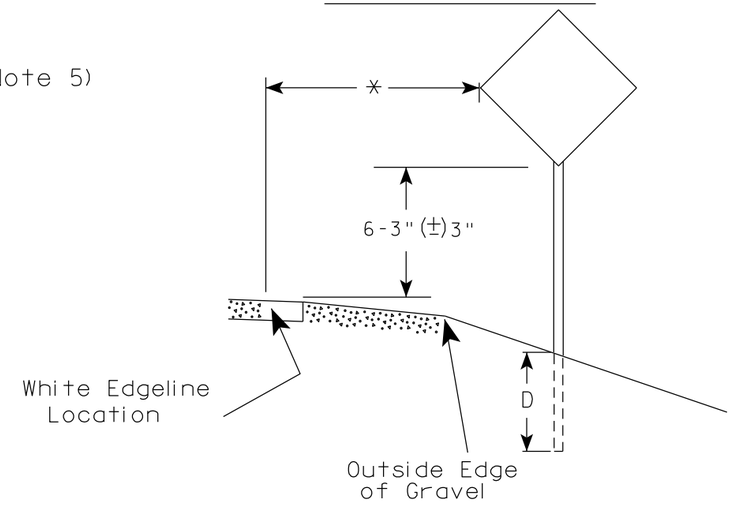
FHWA

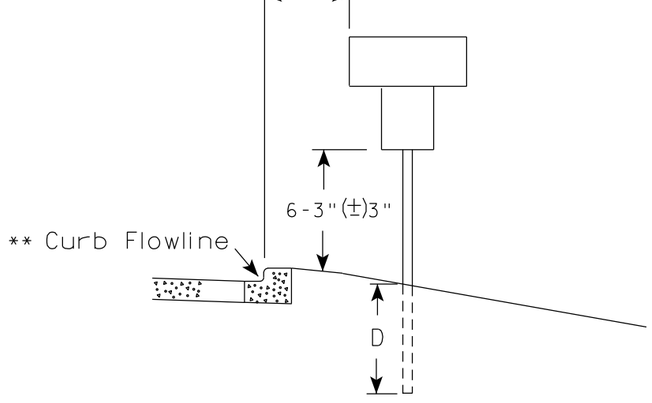
SDD 16A02-01
6

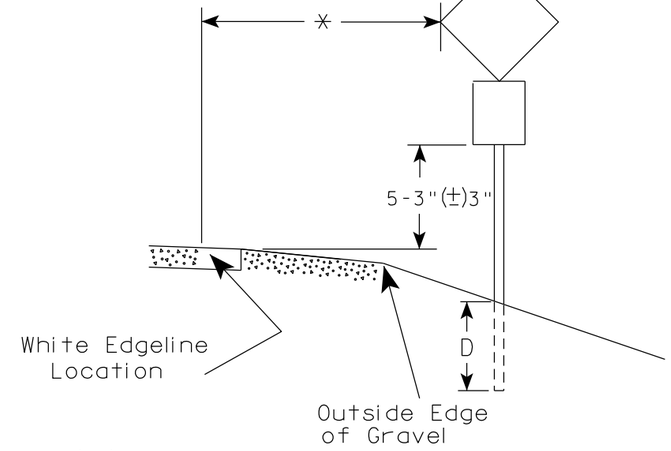
URBAN AREA



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.

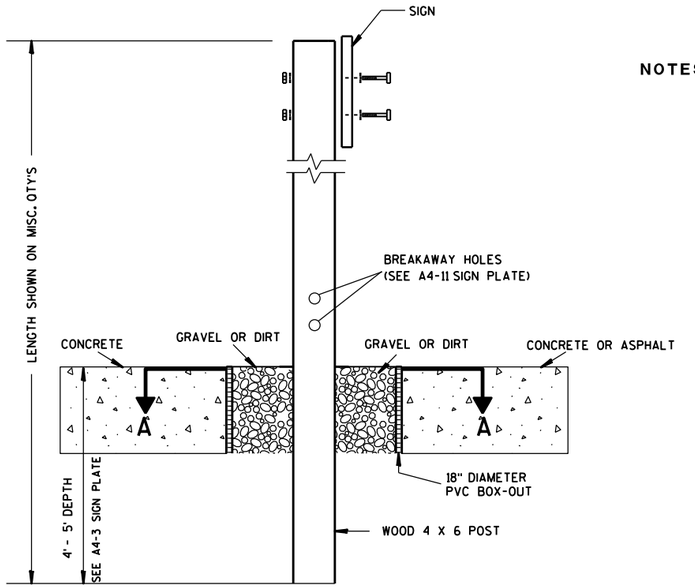
TYPICAL INSTALLATION OF PERMANENT TYPE II SIGNS ON SINGLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

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

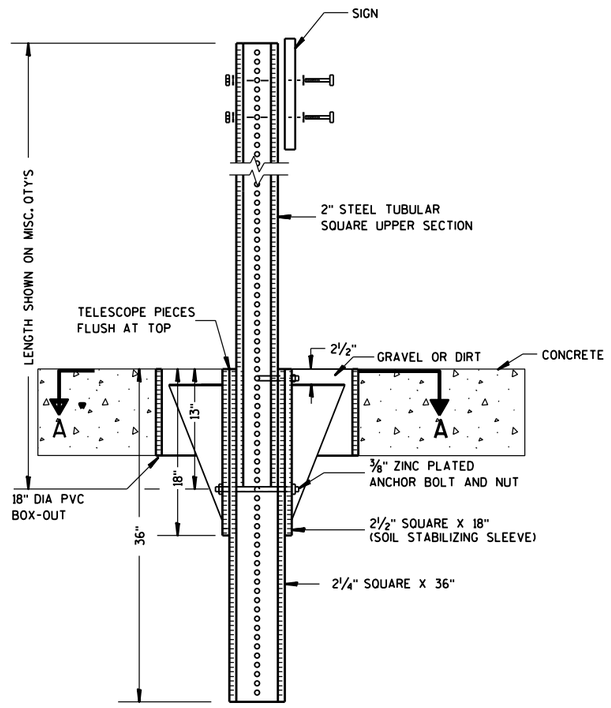
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 121	E



ELEVATION VIEW

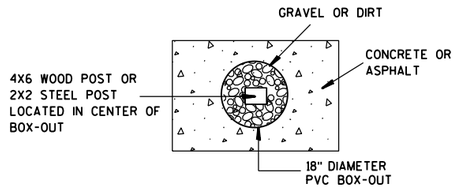
DETAIL OF WOOD 4 X 6 SIGN POST IN BOX-OUT

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

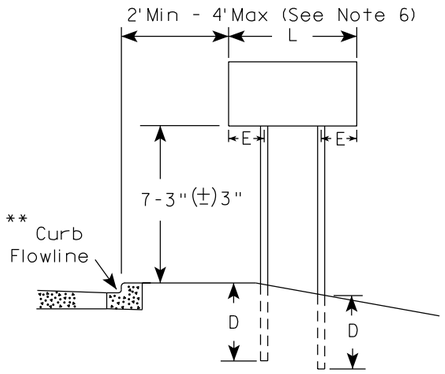
APPROVED Matthew R Rauch
for State Traffic Engineer

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

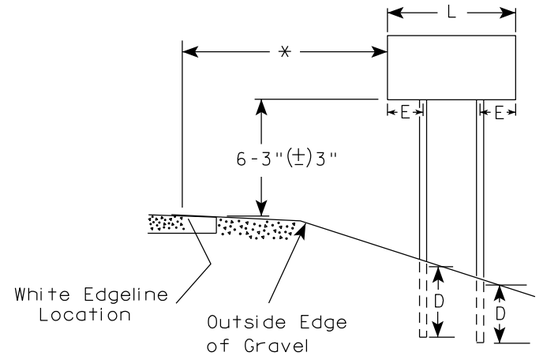
PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

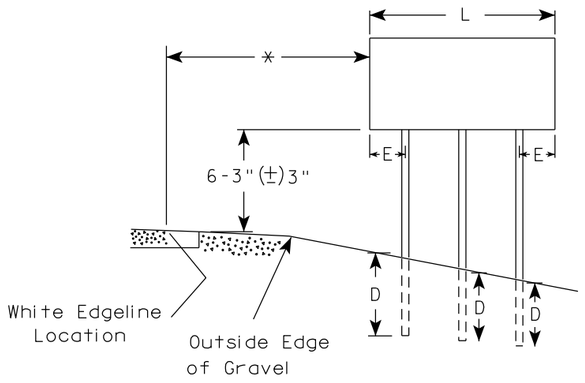
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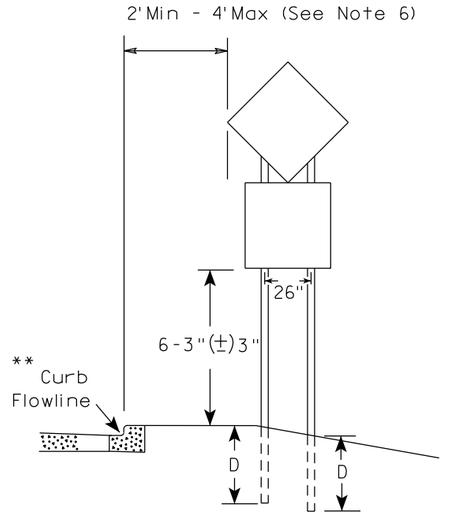
URBAN AREA



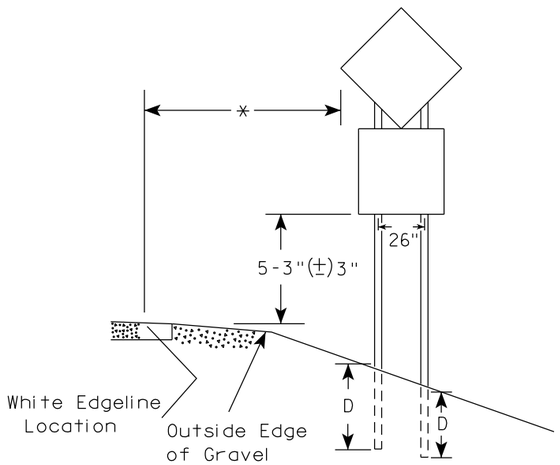
RURAL AREA (See Note 3)







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'

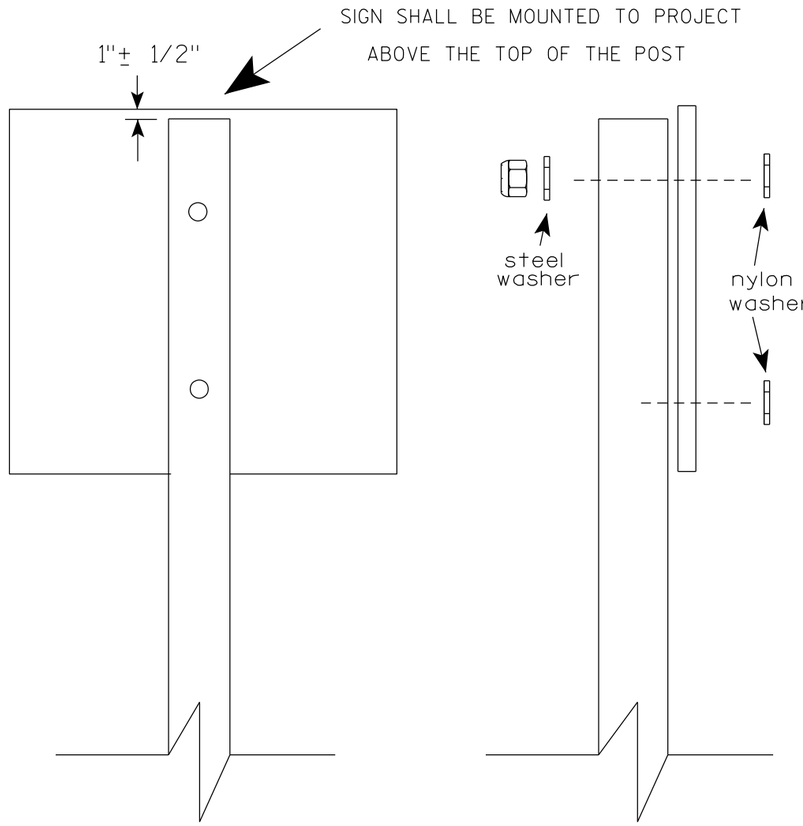
TYPICAL INSTALLATION OF TYPE II SIGNS ON MULTIPLE POSTS

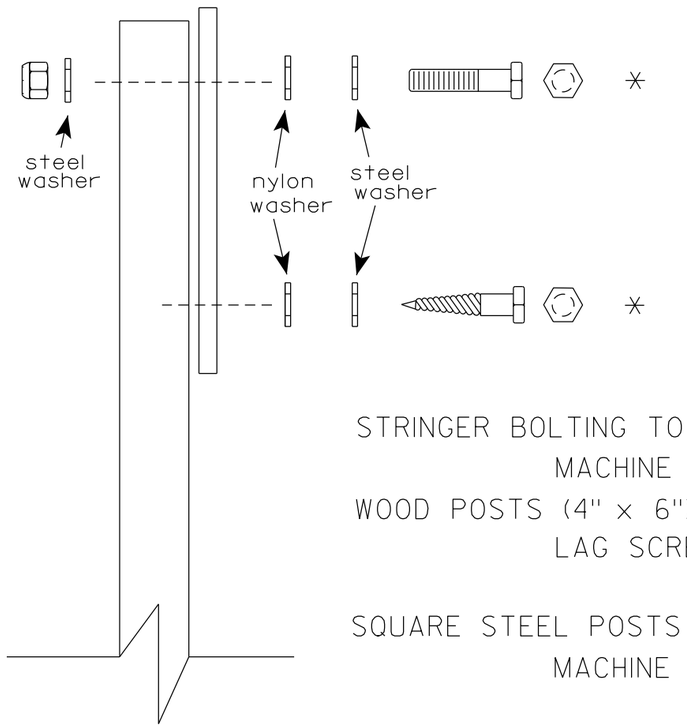
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

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

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 123	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

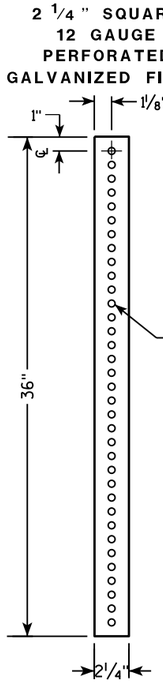
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

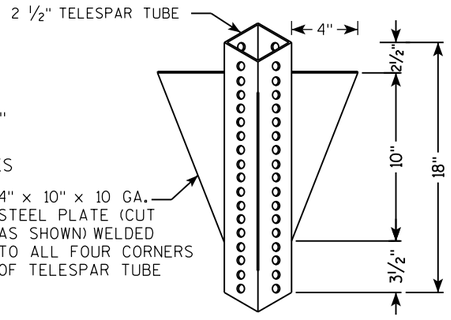
DATE 4/1/2020 PLATE NO. A4-8.9

TELESCOPIC TUBING ANCHORS
TWO PIECE SYSTEM

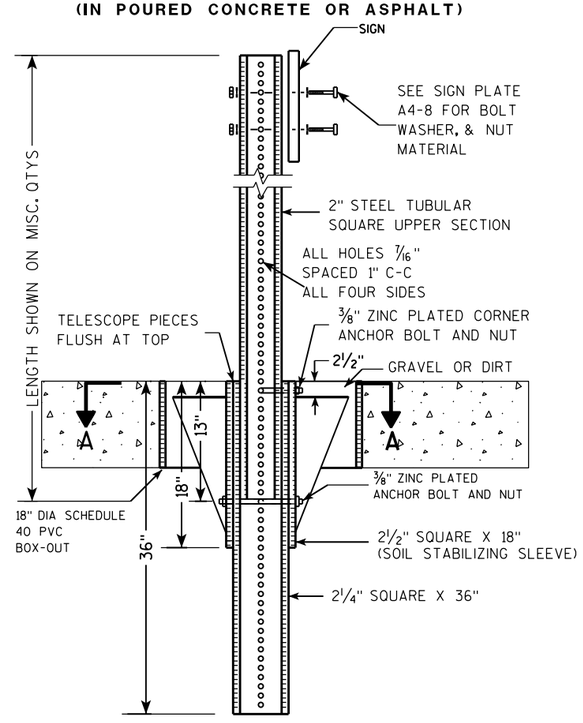
2 ¼ " SQUARE
12 GAUGE
PERFORATED
GALVANIZED FINISH



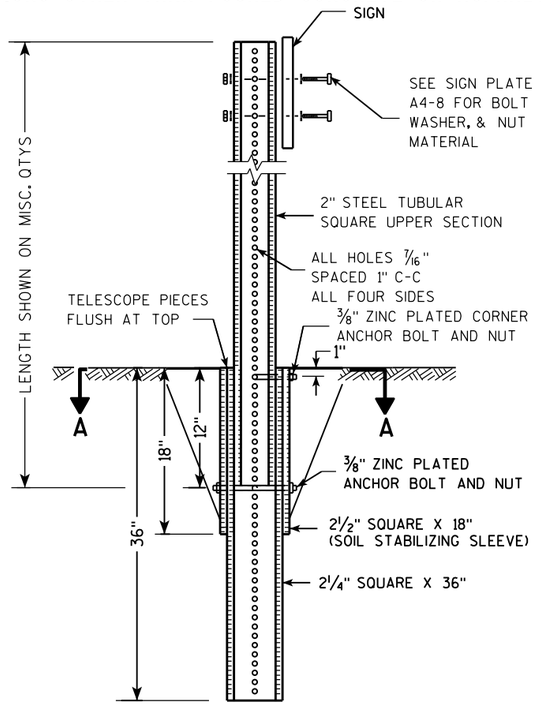
2 ½ " SQUARE
12 GAUGE
OMNI-DIRECTIONAL
PERFORATED
SOIL STABILIZING SLEEVE
GALVANIZED FINISH

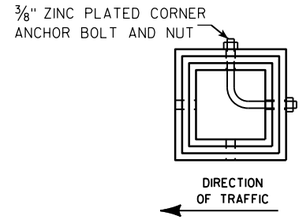


DETAIL OF TUBULAR STEEL SIGN POST
(IN POURED CONCRETE OR ASPHALT)



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





SECTION A-A

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

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

TUBULAR STEEL
SIGN POST
A4-9

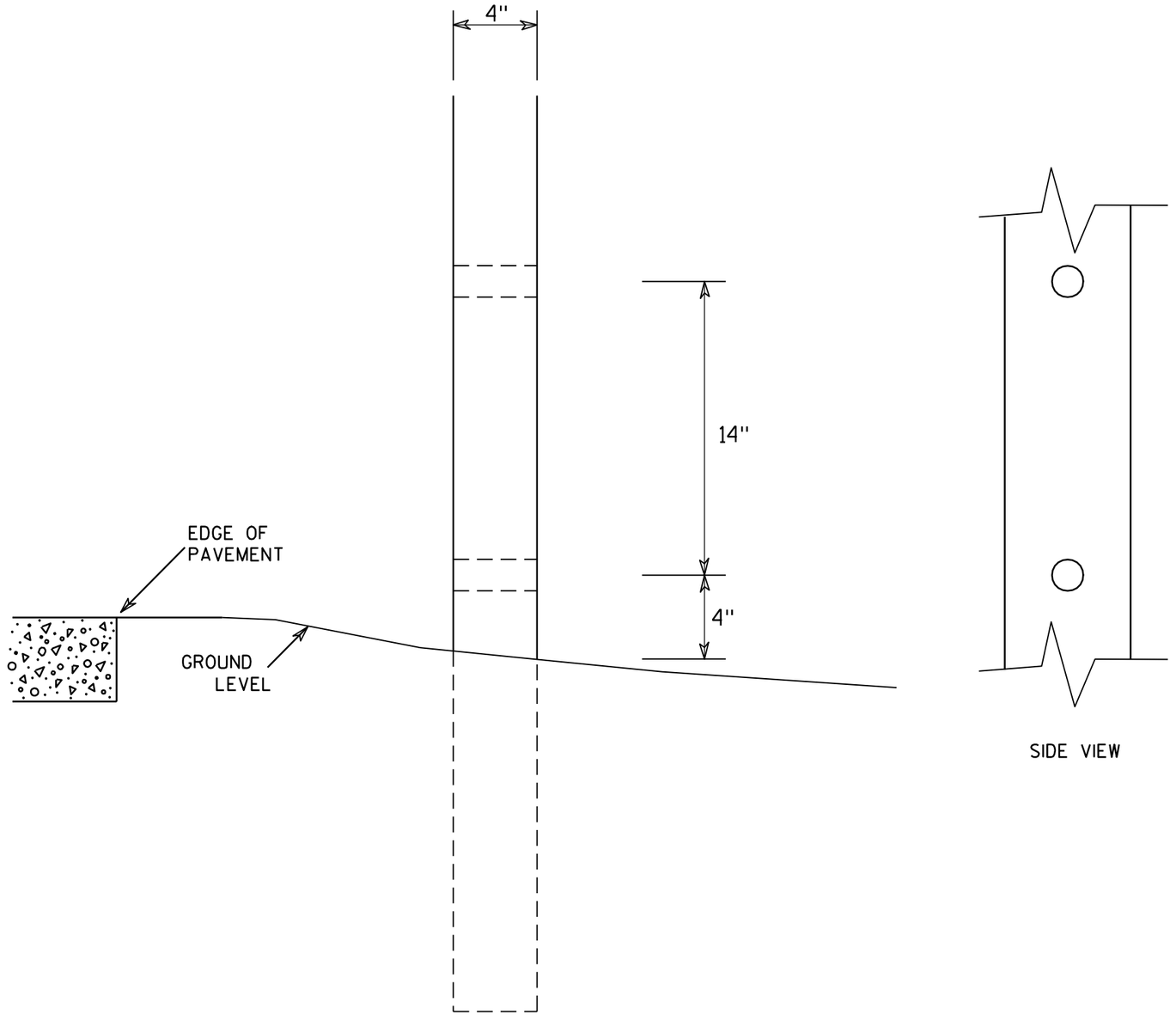
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/05/15 PLATE A4-9.9

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\A49.DGN PLOT DATE : 05-FEB-2015 17:09 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 13.659812:1.000000 WISDOT/CADDS SHEET 42



SIDE VIEW

GENERAL NOTES

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

4 X 6 WOOD POST MODIFICATIONS

WISCONSIN DEPT OF TRANSPORTATION

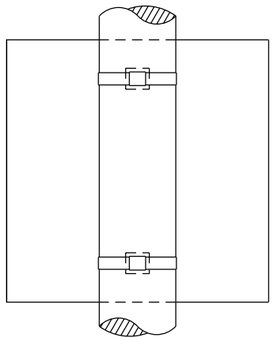
APPROVED Chester J Spang for State Traffic Engineer

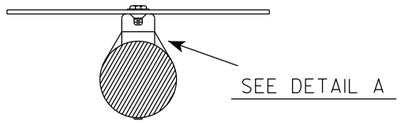
DATE 3/27/97 PLATE NO. A4-11.2

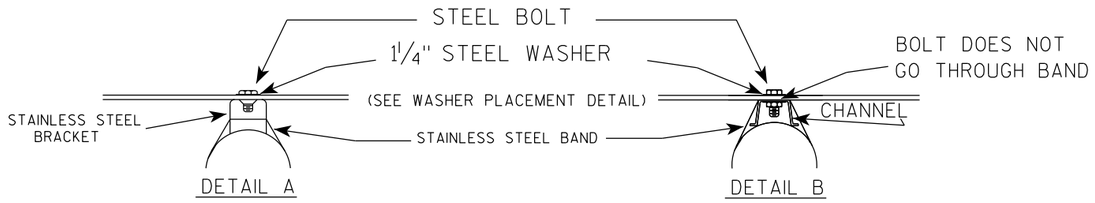
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 126	E

BANDING

SINGLE SIGN



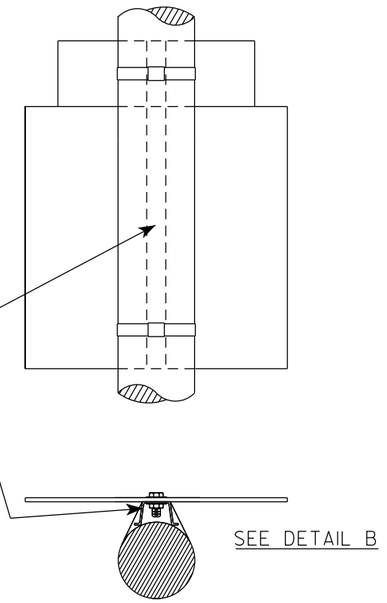




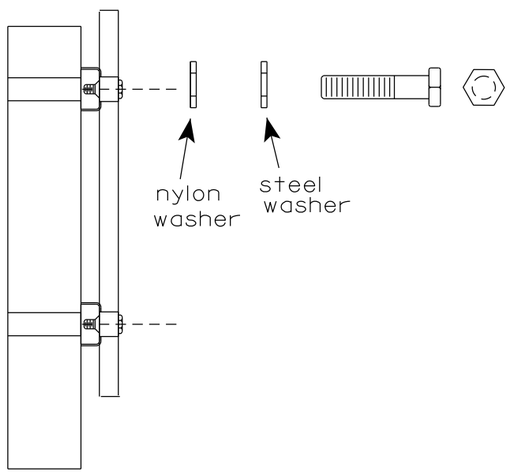
GENERAL NOTES

1. Any sign over 3 feet in width shall use the V-Block banding method. See A5-10 standard plate.
2. Signs 3 feet or greater in height shall have three bracket bands installed. Signs less than 3 feet in height shall have two bracket bands installed.
3. Banding and assembly bracket shall be stainless steel. All bands shall be ¾" in width and 0.025" thickness.
4. ALL SIGN MOUNTING BOLTS AND WASHERS SHALL BE EITHER:
   a. Hot dip or mechanically galvanized in accordance with ASTM Designation: A 153, Class D
   b. Electro-galvanized in accordance with ASTM designation: B 633, Type III, SC 3

"J" ASSEMBLY



WASHER PLACEMENT



WASHERS (ALL POSTS) -
1-1/4" O.D. X ⅜" I.D. X 1/16" STEEL
1-1/4" O.D. X ⅜" I.D. X .080 NYLON
FOR ALL TYPE H SIGNS

STANDARD SIGN
SIGN BANDING DETAILS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

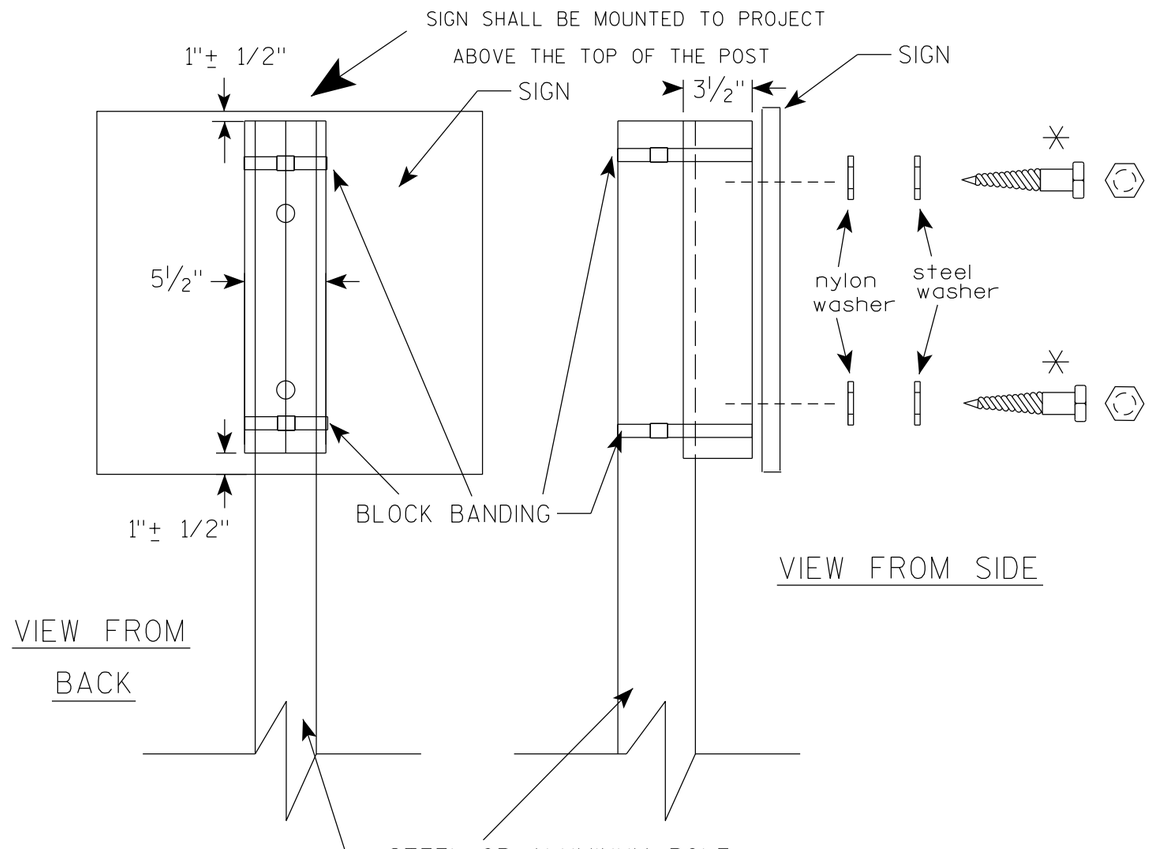
DATE 6/10/19 PLATE NO. A5-9.4

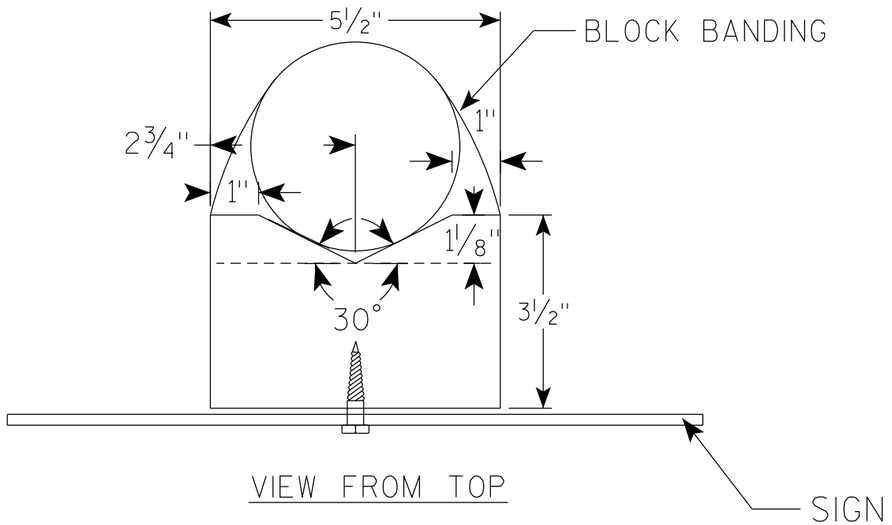
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 127	E

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)

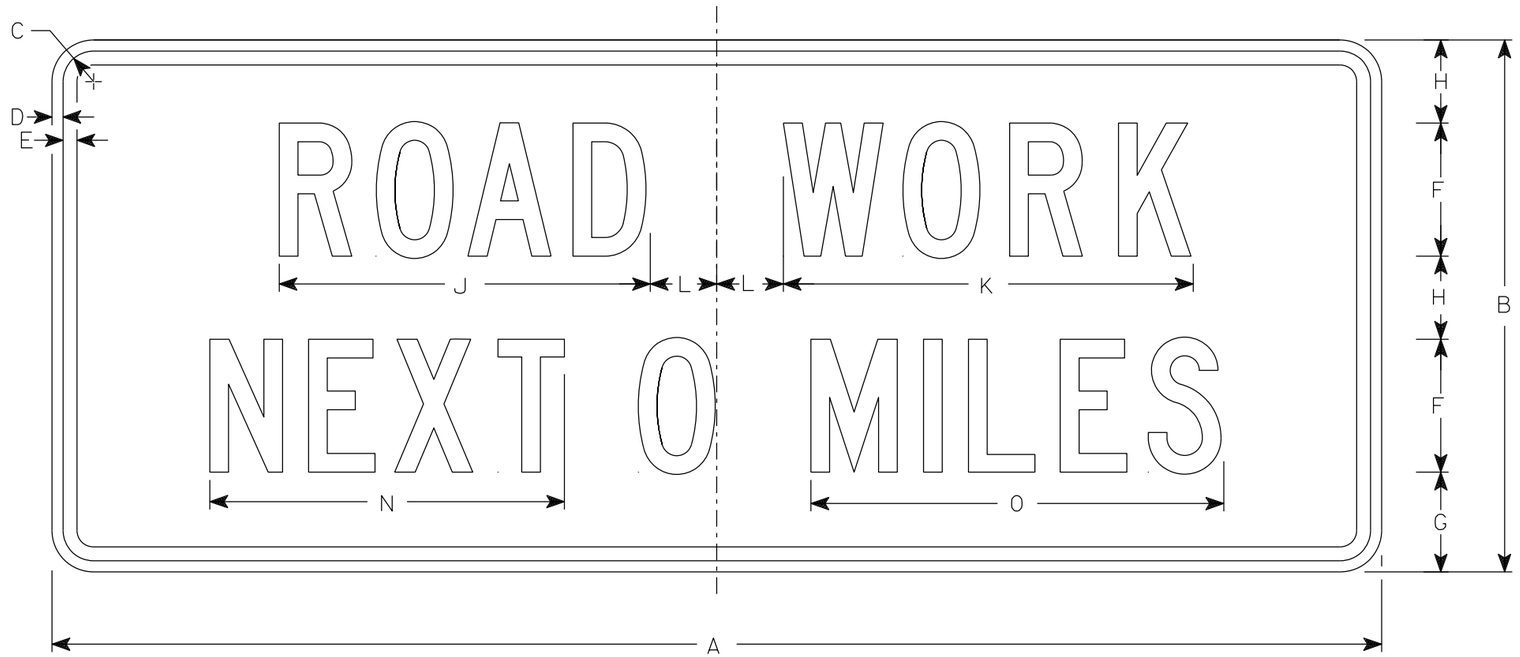
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

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

PROJECT NO:

SHEET NO: 128 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

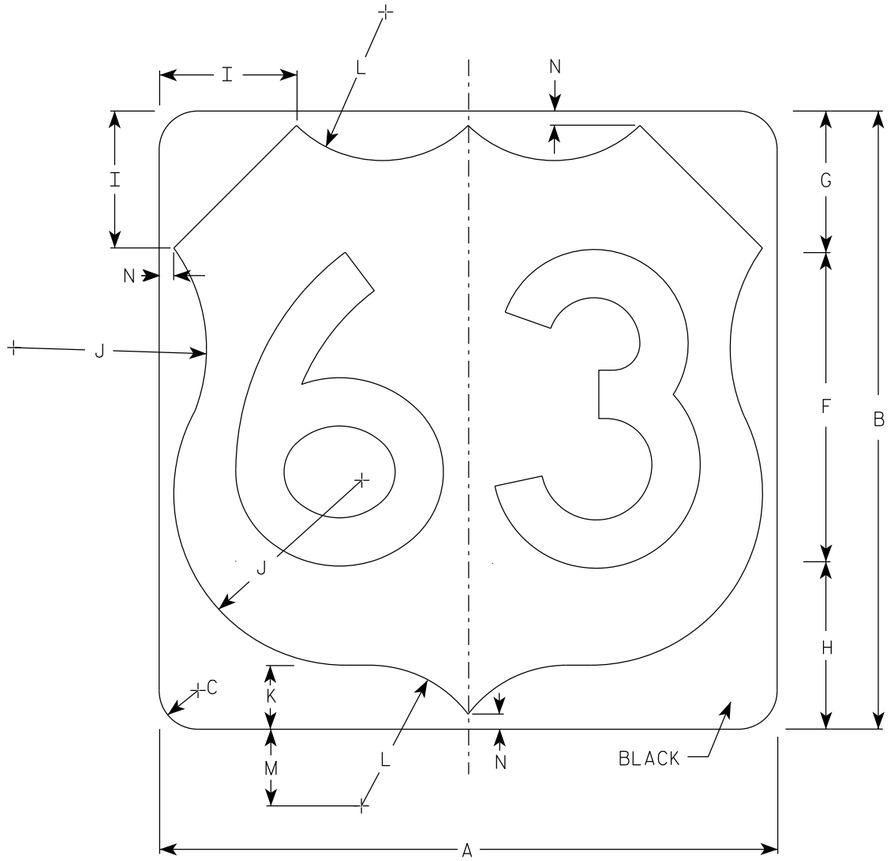
APPROVED Matthew R Rauch
for State Traffic Engineer

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

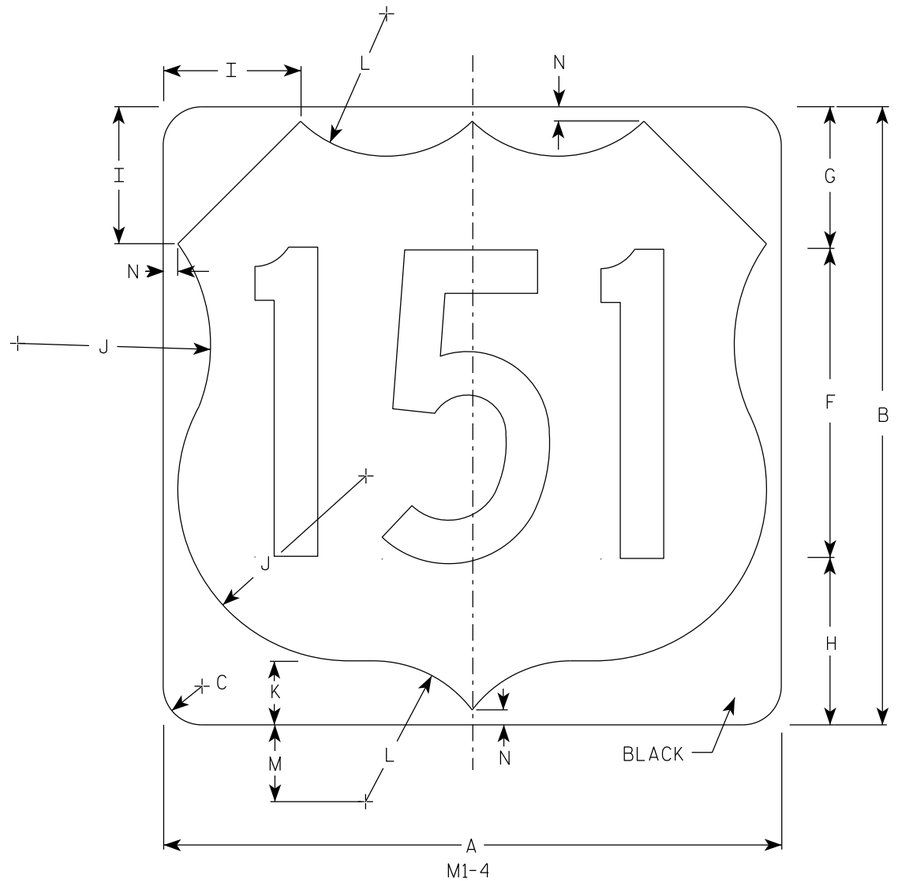
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 129	E

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - D except 3 number signs Series C



M1-4



M1-4

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

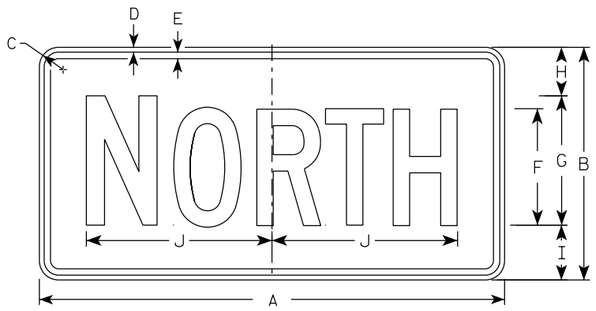
USH MARKER
M1-4 FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

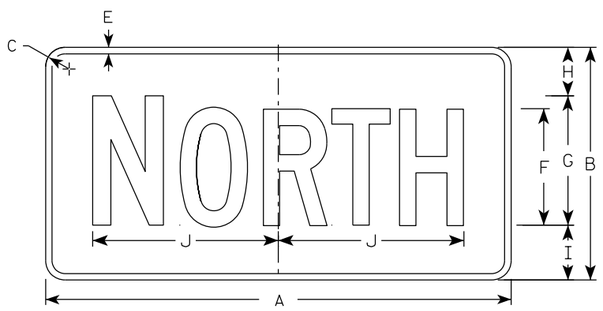
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/20/22 PLATE NO. M1-4.11

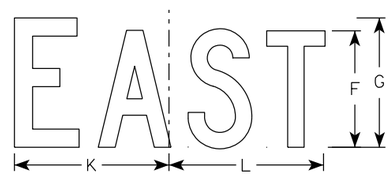
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 130	E



M3-1
MM3-1
MP3-1



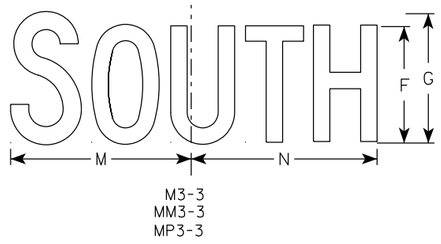
MB3-1
MK3-1
MN3-1



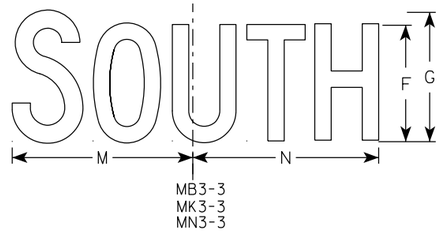
M3-2
MM3-2
MP3-2



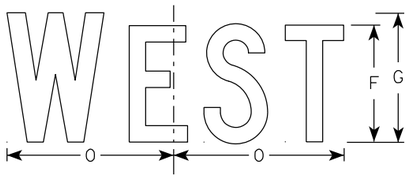
MB3-2
MK3-2
MN3-2



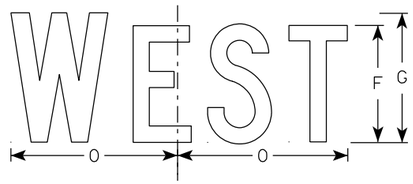
M3-3
MM3-3
MP3-3



MB3-3
MK3-3
MN3-3



M3-4
MM3-4
MP3-4



MB3-4
MK3-4
MN3-4

NOTES

1. All Signs Type II - Type H Reflective
2. Color:
   Background - See note 5
   Message - See note 5
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. M3-1 thru M3-4 Background - White
   Message - Black
   MB3-1 thru MB3-4 Background - Blue
   Message - White
   MK3-1 thru MK3-4 Background - Green
   Message - White
   MM3-1 thru MM3-4 Background - White
   Message - Green
   MN3-1 thru MN3-4 Background - Brown
   Message - White
   MP3-1 thru MP3-4 Background - White
   Message - Blue
6. Note the first letter of each direction is larger than the remainder of the message.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24	12	1 1/2	3/8	3/8	6	7	2 1/4	2 3/4	10 1/4	7 7/8	8 3/8	10 1/4	9 3/4	8 3/4												2.00
2M	24	12	1 1/2	3/8	3/8	6	7	2 1/4	2 3/4	10 1/4	7 7/8	8 3/8	10 1/4	9 3/4	8 3/4												2.00
3	36	18	1 1/2	3/8	1/2	9	10	3 3/4	4 1/4	14 3/8	12	12 1/8	14	14 1/8	13												4.5
4	36	18	1 1/2	3/8	1/2	9	10	3 3/4	4 1/4	14 3/8	12	12 1/8	14	14 1/8	13												4.5
5	36	18	1 1/2	3/8	1/2	9	10	3 3/4	4 1/4	14 3/8	12	12 1/8	14	14 1/8	13												4.5

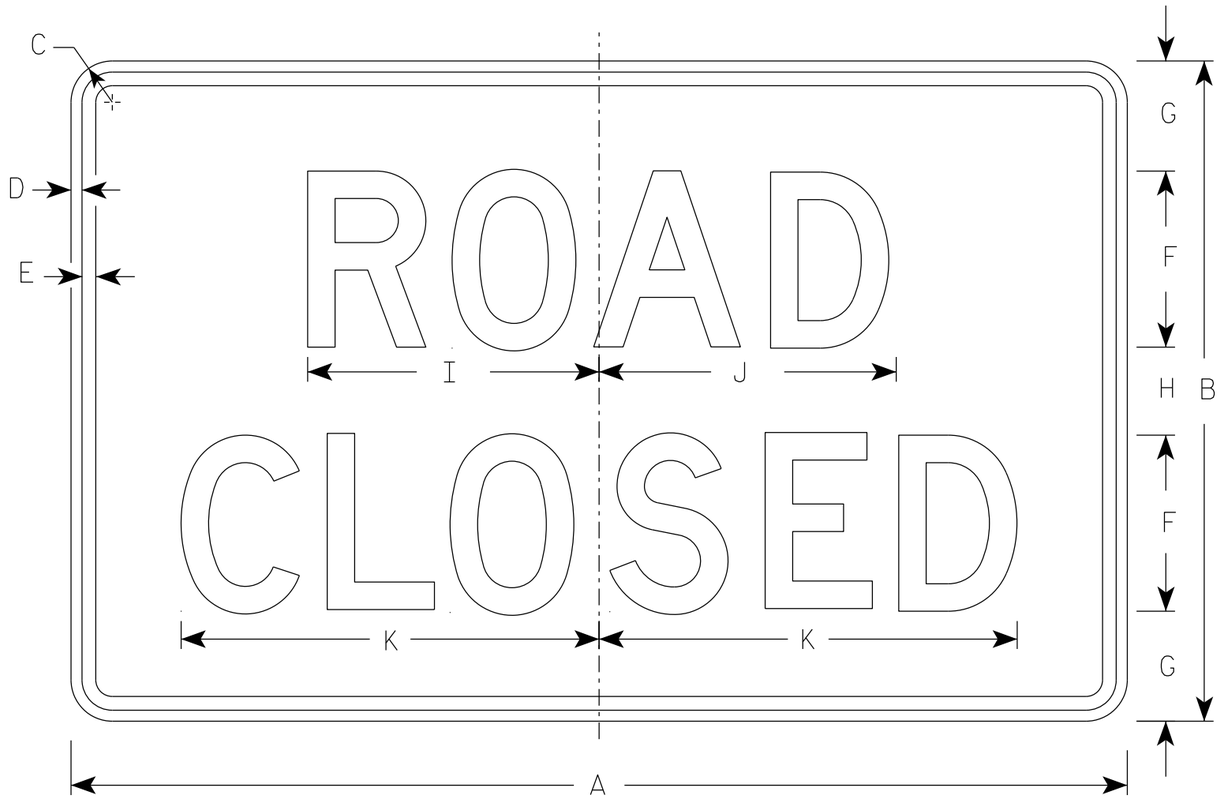
STANDARD SIGNS
M3-1 THRU M3-4
SERIES

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 2/8/2023 PLATE NO. M3-1.15

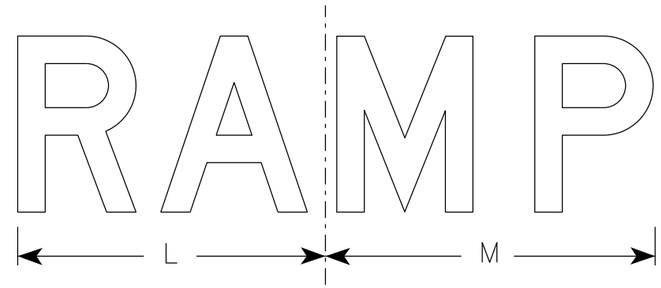
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 131 | E



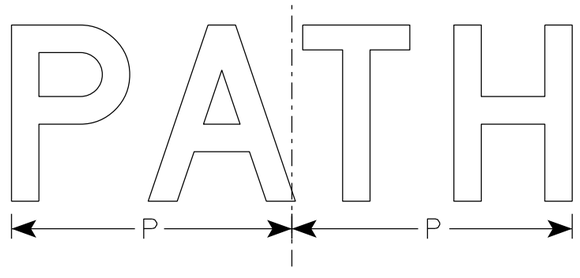
R11-2

NOTES

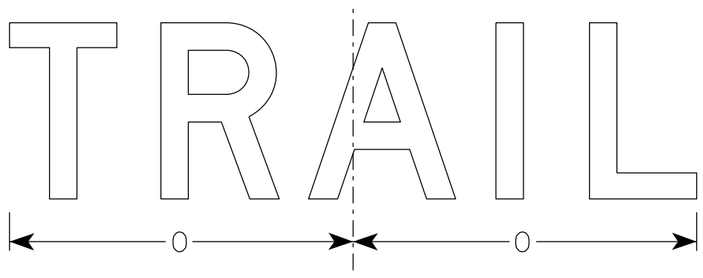
1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Modify the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



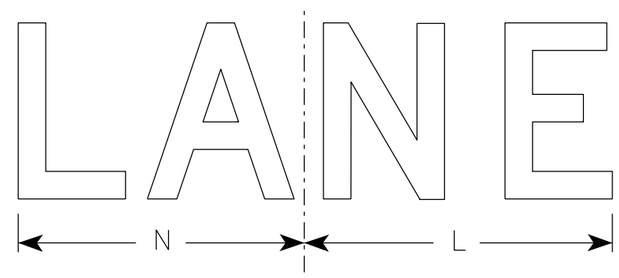
R11-2R



R11-2C



R11-2T



R11-2L

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	48	30	1 7/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13	15 5/8	12 3/4											10.0
2M	48	30	1 7/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13	15 5/8	12 3/4											10.0
3	48	30	1 7/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13	15 5/8	12 3/4											10.0
4	48	30	1 7/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13	15 5/8	12 3/4											10.0
5	48	30	1 7/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13	15 5/8	12 3/4											10.0

STANDARD SIGN
R11-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

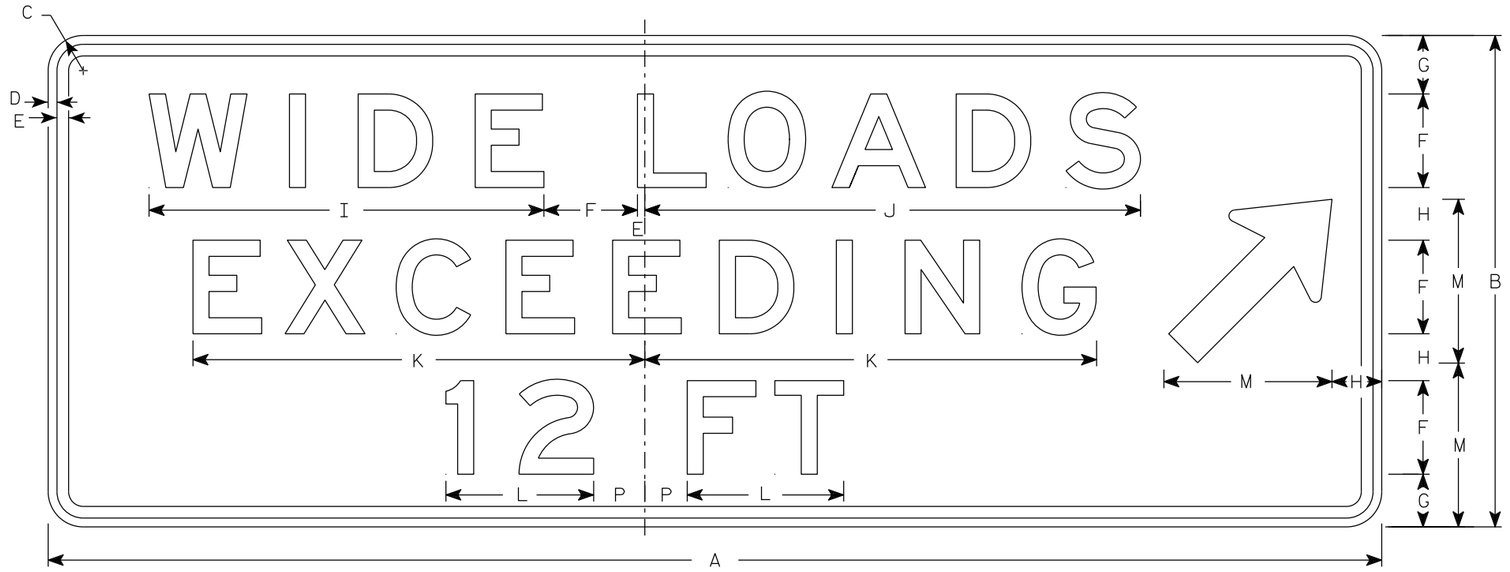
DATE 2/3/26 PLATE NO. R11-2.13

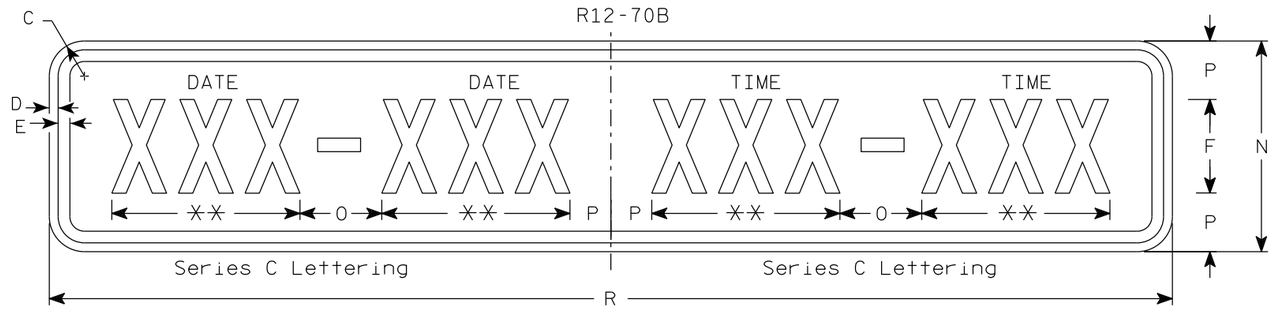
PROJECT NO: | HWY: | COUNTY: | SHEET NO: E

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - E except as noted
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.

** Substitute appropriate message, optically center message





R12-70C

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	R12-70 Area sq. ft.	R12-70C Area sq. ft.
1																												
2S	90	36	3	1/2	5/8	6	4	5	20 7/8	28 3/8	24 5/8	8 1/8	12	12	6	3		66									22.5	5.5
2M	90	36	3	1/2	5/8	6	4	5	20 7/8	28 3/8	24 5/8	8 1/8	12	12	6	3		66									22.5	5.5
3	90	36	3	1/2	5/8	6	4	5	20 7/8	28 3/8	24 5/8	8 1/8	12	12	6	3		66									22.5	5.5
4	114	42	3	3/4	1	8	5	4	34	42	39	13	14	18	7	3 1/2		96									36.75	12.0
5	114	42	3	3/4	1	8	5	4	34	42	39	13	14	18	7	3 1/2		96									36.75	12.0

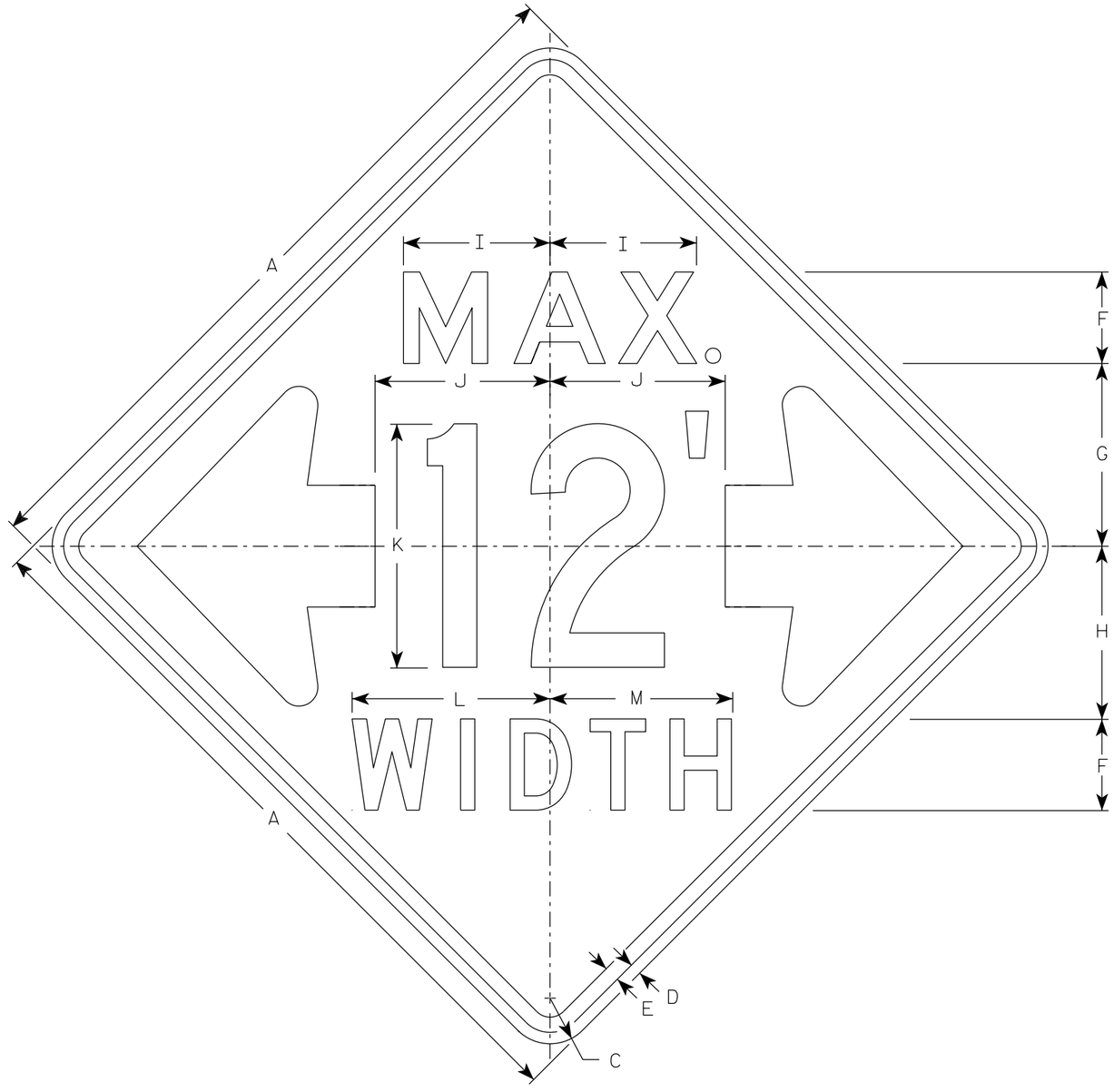
TYPICAL SIGN
R12-70B

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/9/24 PLATE NO. R12-70B.4

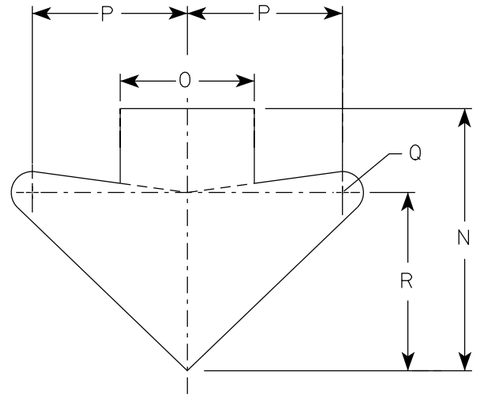
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 133 | E



W12-52

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - See note 5
4. The top line is series E, the numerals are series C, and the bottom line is series D.
5. Substitute appropriate numerals and adjust spacing as required.



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	48		3	¾	1	6	12	11 ⅜	9 ⅝	11 ½	16	13	12	15 ⅝	8	9 ¼	1 ¼	10 ⅝									16.0
2M	48		3	¾	1	6	12	11 ⅜	9 ⅝	11 ½	16	13	12	15 ⅝	8	9 ¼	1 ¼	10 ⅝									16.0
3																											
4																											
5																											

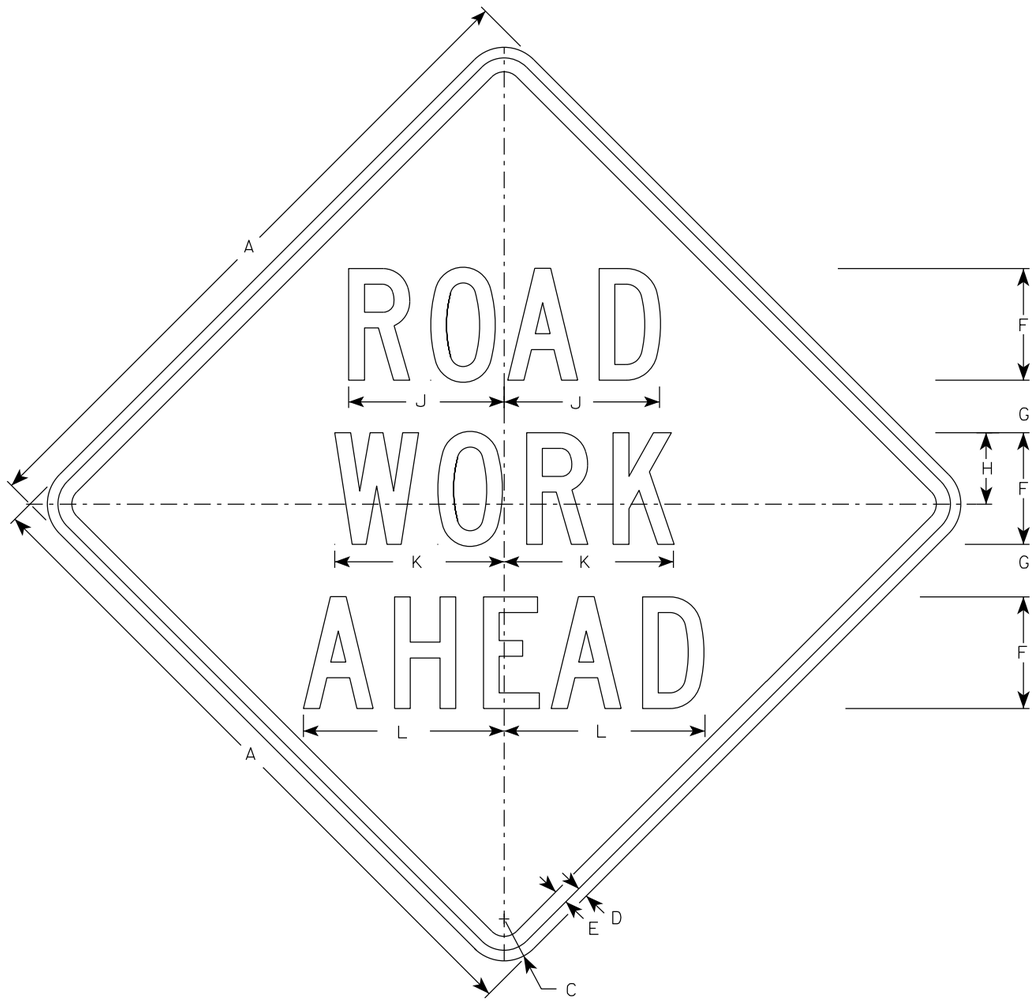
STANDARD SIGN
W12-52

WISCONSIN DEPT OF TRANSPORTATION

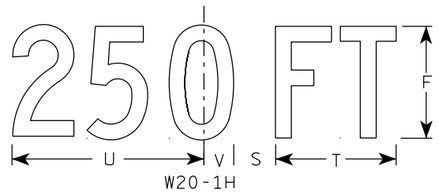
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/10/2024 PLATE NO. W12-52.8

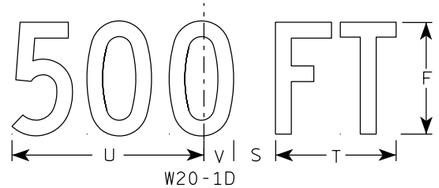
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 134 E



W20-1A



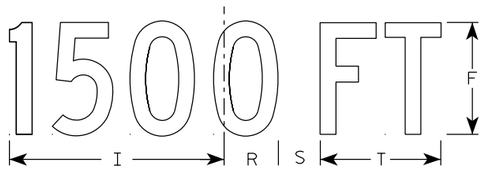
W20-1H



W20-1D



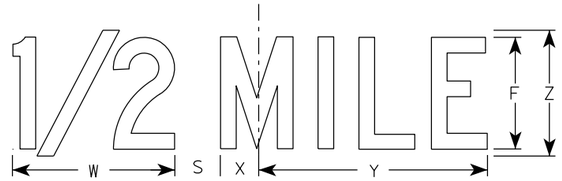
W20-1C



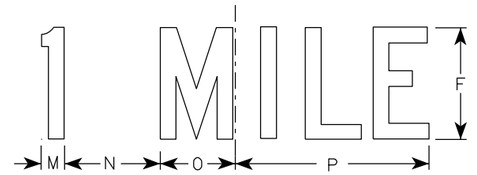
W20-1B

NOTES

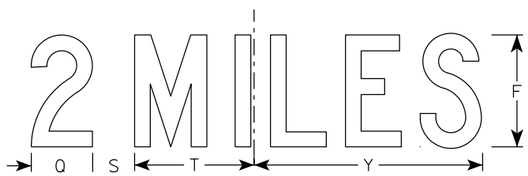
1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



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

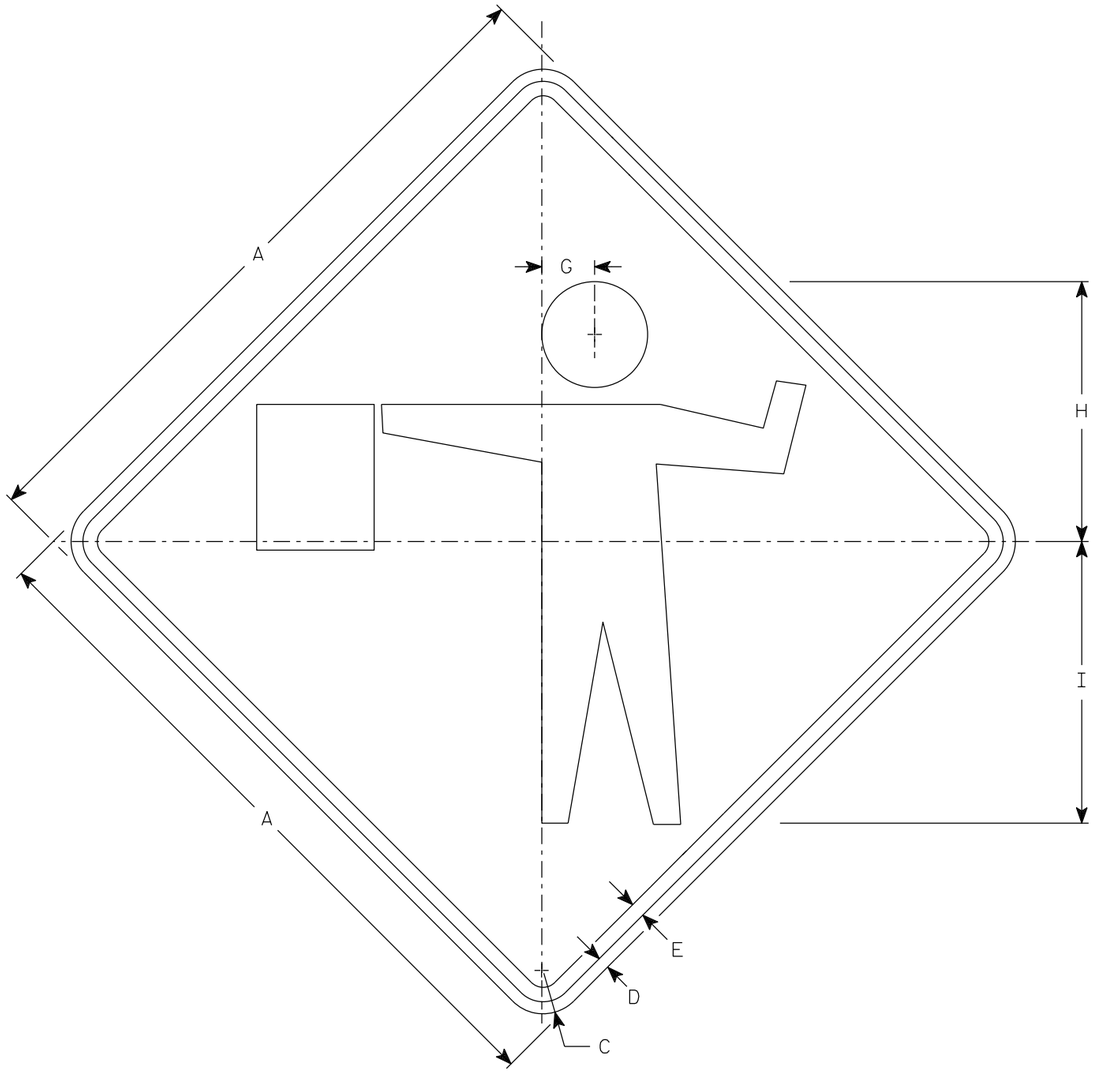
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

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

PROJECT NO:

SHEET NO: 135 E



W20-7A

NOTES

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

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		2 1/4	5/8	3/4		2 3/4	13 1/2	14 5/8																		9.0
2S	48		3	3/4	1		3 3/4	18	19 1/2																		16.0
2M	48		3	3/4	1		3 3/4	18	19 1/2																		16.0
3	48		3	3/4	1		3 3/4	18	19 1/2																		16.0
4	48		3	3/4	1		3 3/4	18	19 1/2																		16.0
5	48		3	3/4	1		3 3/4	18	19 1/2																		16.0

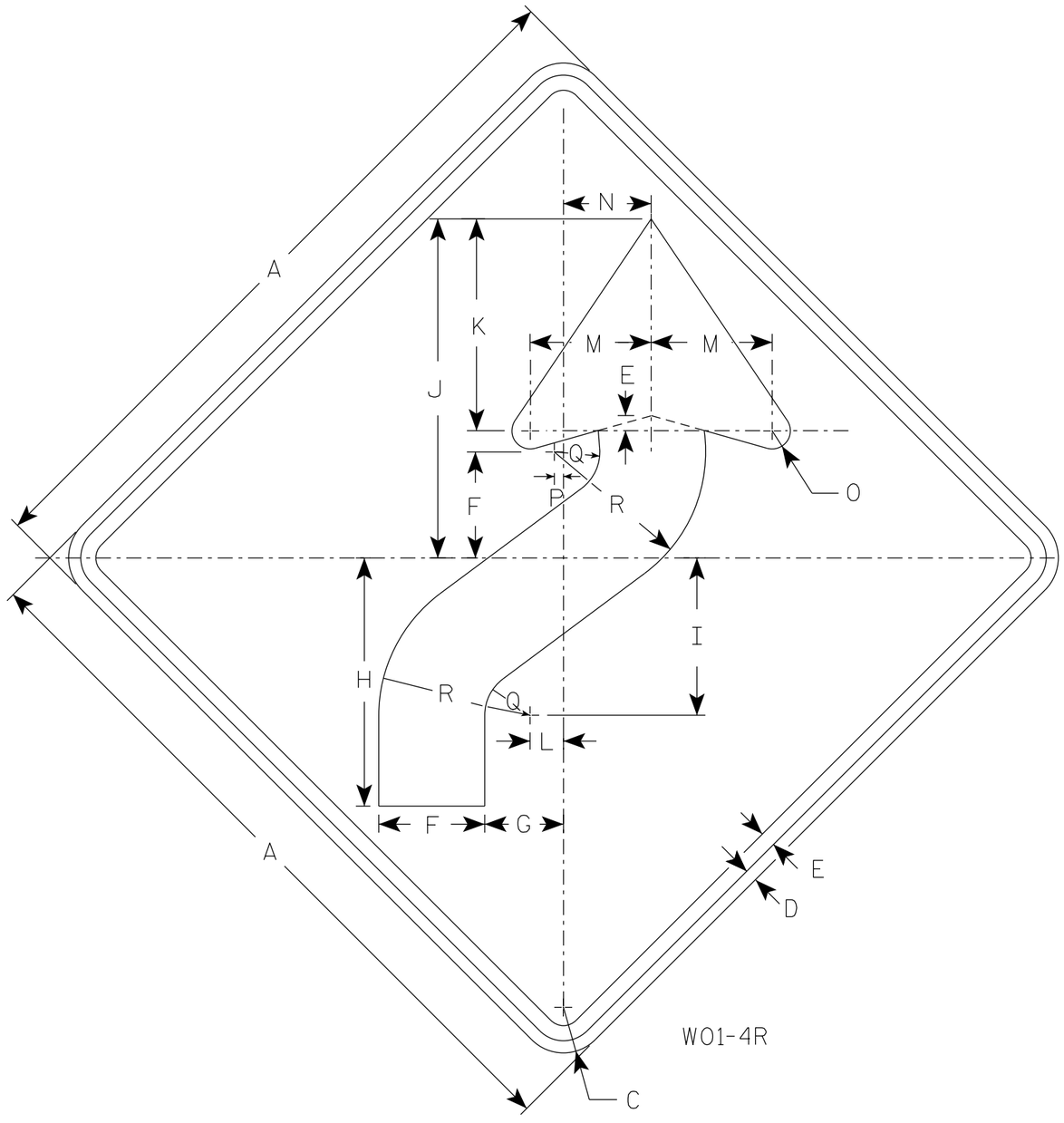
STANDARD SIGN
W20-7A

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/10/2024 PLATE NO. W20-7A.6

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 136 E



W01-4R

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. W01-4L is the same as W01-4R except the arrow is reversed along the vertical centerline.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		2 1/4	5/8	3/4	5 1/4	4	12 3/8	7 7/8	16 7/8	10 1/2	1 5/8	6	4 1/2	1	1/2	2 1/4	7 1/2									9.0
2S	48		3	3/4	1	7	5 1/4	16 1/2	10 1/2	22 1/2	14	2 1/4	8	6	1 1/4	5/8	3	10									16.0
2M	48		3	3/4	1	7	5 1/4	16 1/2	10 1/2	22 1/2	14	2 1/4	8	6	1 1/4	5/8	3	10									16.0
3	48		3	3/4	1	7	5 1/4	16 1/2	10 1/2	22 1/2	14	2 1/4	8	6	1 1/4	5/8	3	10									16.0
4	48		3	3/4	1	7	5 1/4	16 1/2	10 1/2	22 1/2	14	2 1/4	8	6	1 1/4	5/8	3	10									16.0
5	48		3	3/4	1	7	5 1/4	16 1/2	10 1/2	22 1/2	14	2 1/4	8	6	1 1/4	5/8	3	10									16.0

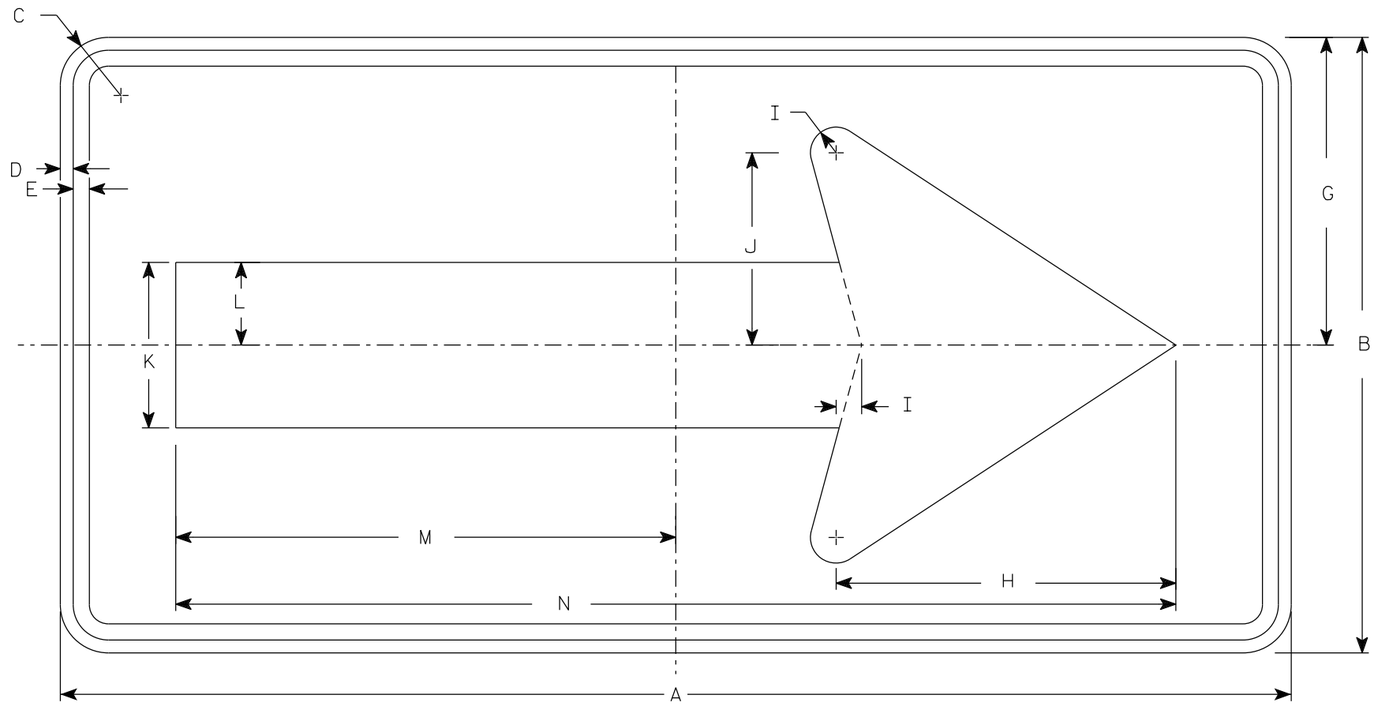
STANDARD SIGN
W01-4

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 1/24/2024 PLATE NO. W01-4.2

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 137 E



WO1-6

NOTES

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

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	48	24	1 7/8	1/2	5/8		12	13 1/4	1	7 1/2	6 1/2	3 1/4	19 1/2	39													8.0
2M	48	24	1 7/8	1/2	5/8		12	13 1/4	1	7 1/2	6 1/2	3 1/4	19 1/2	39													8.0
3	60	30	1 7/8	1/2	5/8		15	16 1/4	1 1/4	9 1/4	8	4	24 3/8	48 3/4													12.5
4	60	30	1 7/8	1/2	5/8		15	16 1/4	1 1/4	9 1/4	8	4	24 3/8	48 3/4													12.5
5	60	30	1 7/8	1/2	5/8		15	16 1/4	1 1/4	9 1/4	8	4	24 3/8	48 3/4													12.5

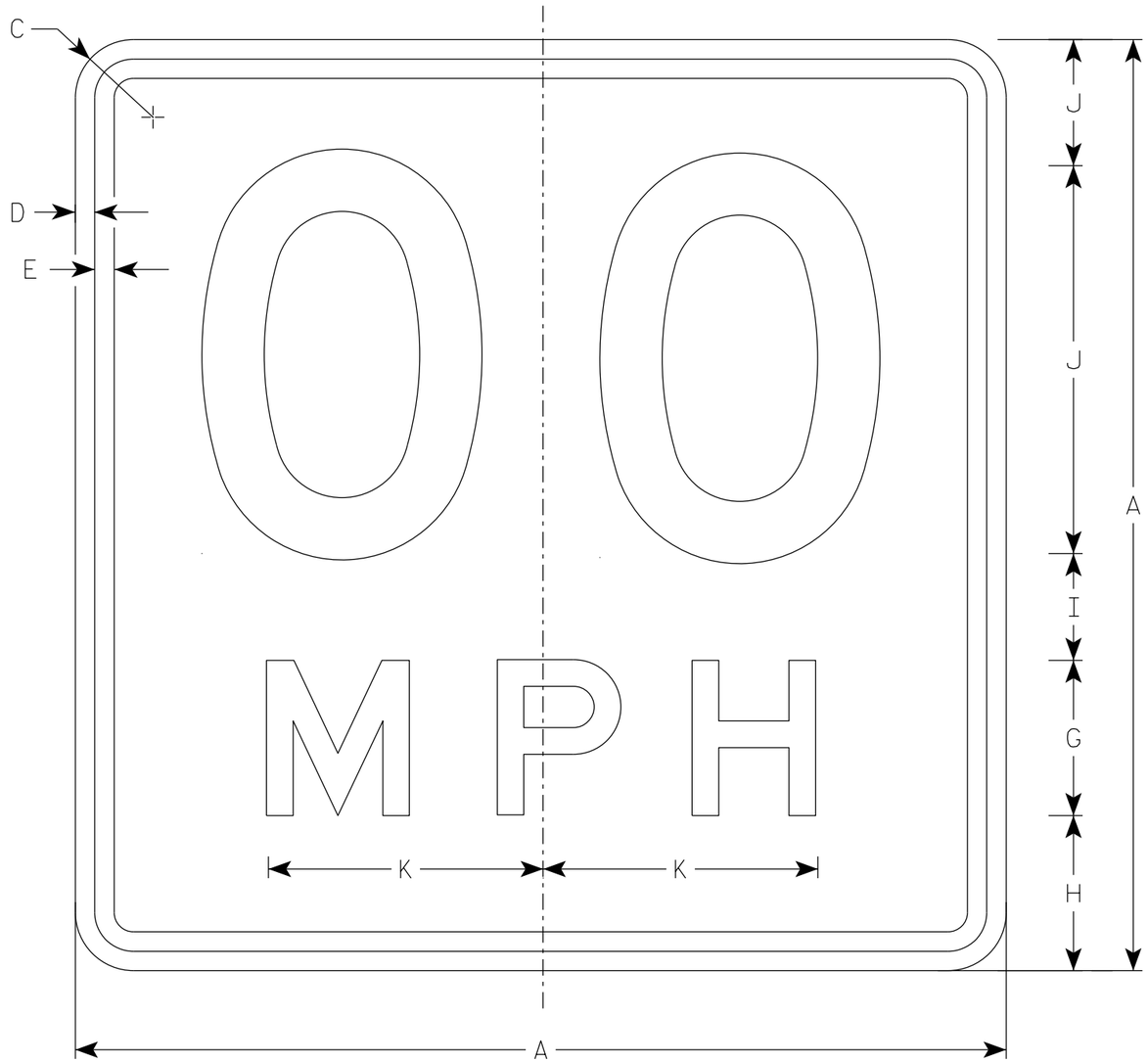
STANDARD SIGN
WO1-6

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/24/2024 PLATE NO. WO1-6.2

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



W013-1

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - See Note 6
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Substitute appropriate numerals and optically space about centerline to achieve proper balance.
6. Line 1 is Series D
   Line 2 is Series E

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

STANDARD SIGN

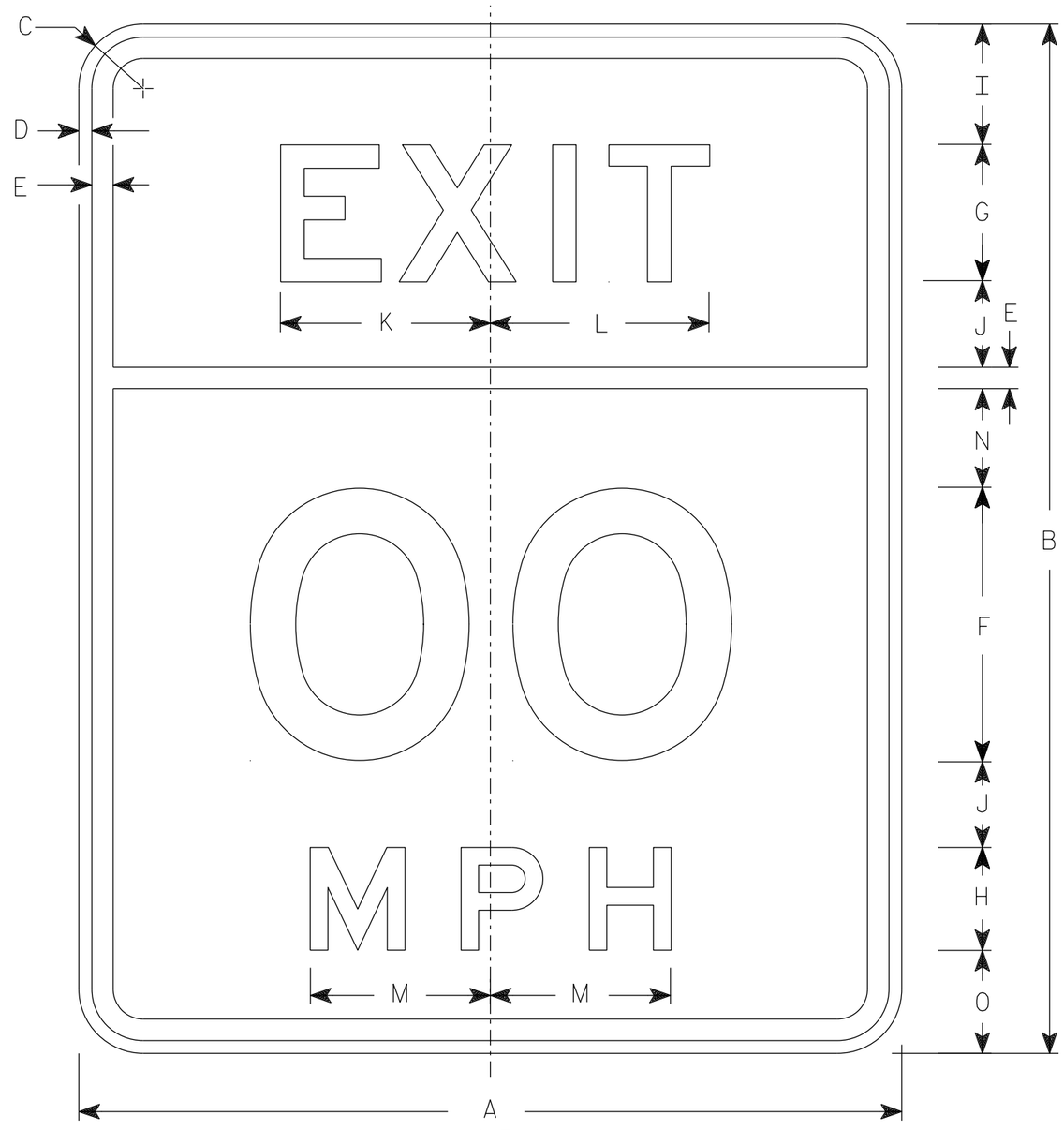
W013-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/1/2024 PLATE NO. W013-1.2

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E



WO13-2

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - E
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Substitute appropriate numerals and optically space about centerline 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	24	30	1 1/2	3/8	5/8	8	4	3	3 1/2	2 1/2	6 1/8	6 3/8	5 1/4	2 7/8	3												5.0
2M	24	30	1 1/2	3/8	5/8	8	4	3	3 1/2	2 1/2	6 1/8	6 3/8	5 1/4	2 7/8	3												5.0
3	36	48	1 7/8	5/8	7/8	12	6	4	6	4	9 1/4	9 1/2	7 1/8	5 1/8	6												12.0
4	36	48	1 7/8	5/8	7/8	12	6	4	6	4	9 1/4	9 1/2	7 1/8	5 1/8	6												12.0
5	48	60	3	3/4	1	16	8	6	7	5	12 1/4	12 3/4	10 5/8	5 3/4	6												20.0

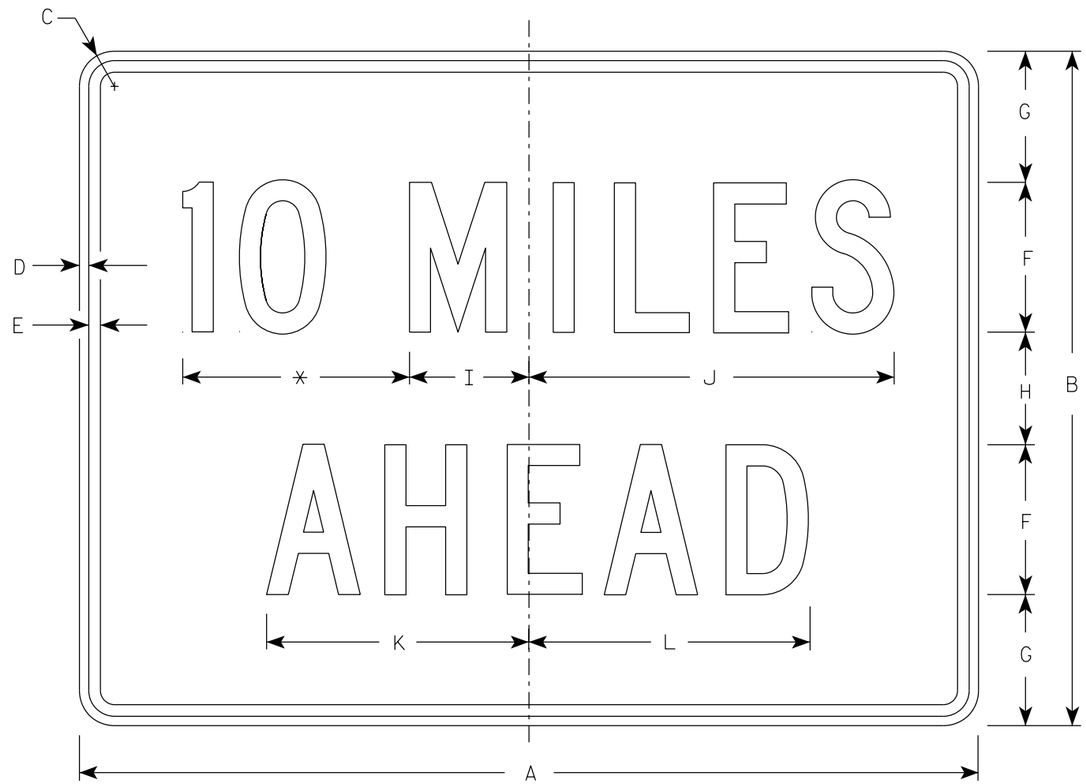
STANDARD SIGN
WO13-2

WISCONSIN DEPT OF TRANSPORTATION

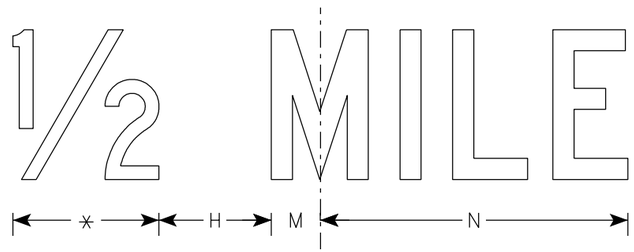
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/1/2024 PLATE NO. WO13-2.2

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E



W057-52



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. Substitute appropriate numerals to the nearest quarter mile and optically adjust spacing to achieve proper balance.

* See note 5

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36	24	1 1/2	3/8	1/2	6	4 1/2	3	4 3/4	14 5/8	10 5/8	11 3/8	2	12													6.0
2S	48	36	2 1/4	1/2	5/8	8	7	6	6 3/8	19 1/2	14	15	2 3/4	16 3/8													12.0
2M	48	36	2 1/4	1/2	5/8	8	7	6	6 3/8	19 1/2	14	15	2 3/4	16 3/8													12.0
3	48	36	2 1/4	1/2	5/8	8	7	6	6 3/8	19 1/2	14	15	2 3/4	16 3/8													12.0
4	48	36	2 1/4	1/2	5/8	8	7	6	6 3/8	19 1/2	14	15	2 3/4	16 3/8													12.0
5	48	36	2 1/4	1/2	5/8	8	7	6	6 3/8	19 1/2	14	15	2 3/4	16 3/8													12.0

STANDARD SIGN
W057-52

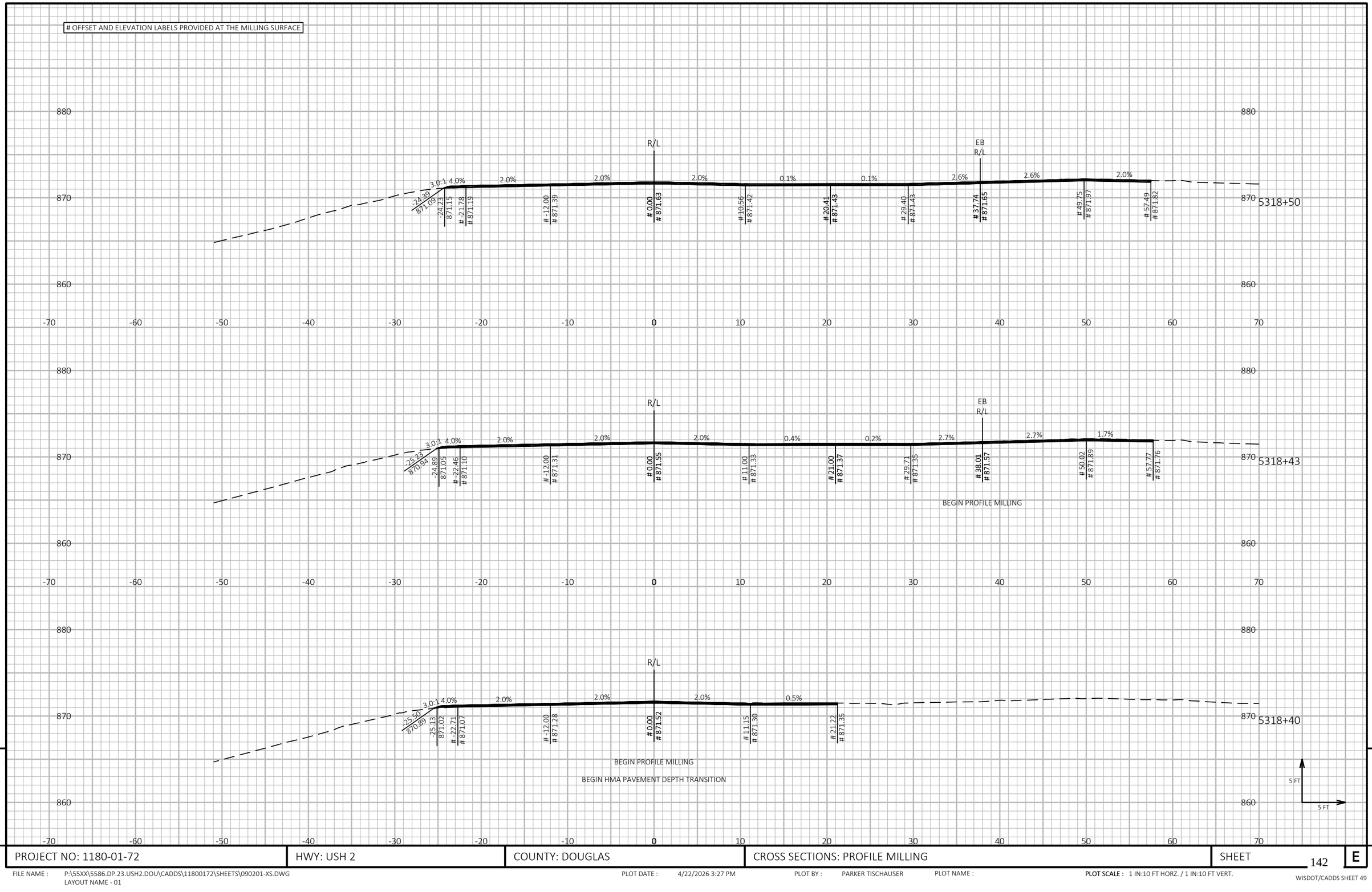
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/1/2024 PLATE NO. W057-52.3

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 141 E

OFFSET AND ELEVATION LABELS PROVIDED AT THE MILLING SURFACE



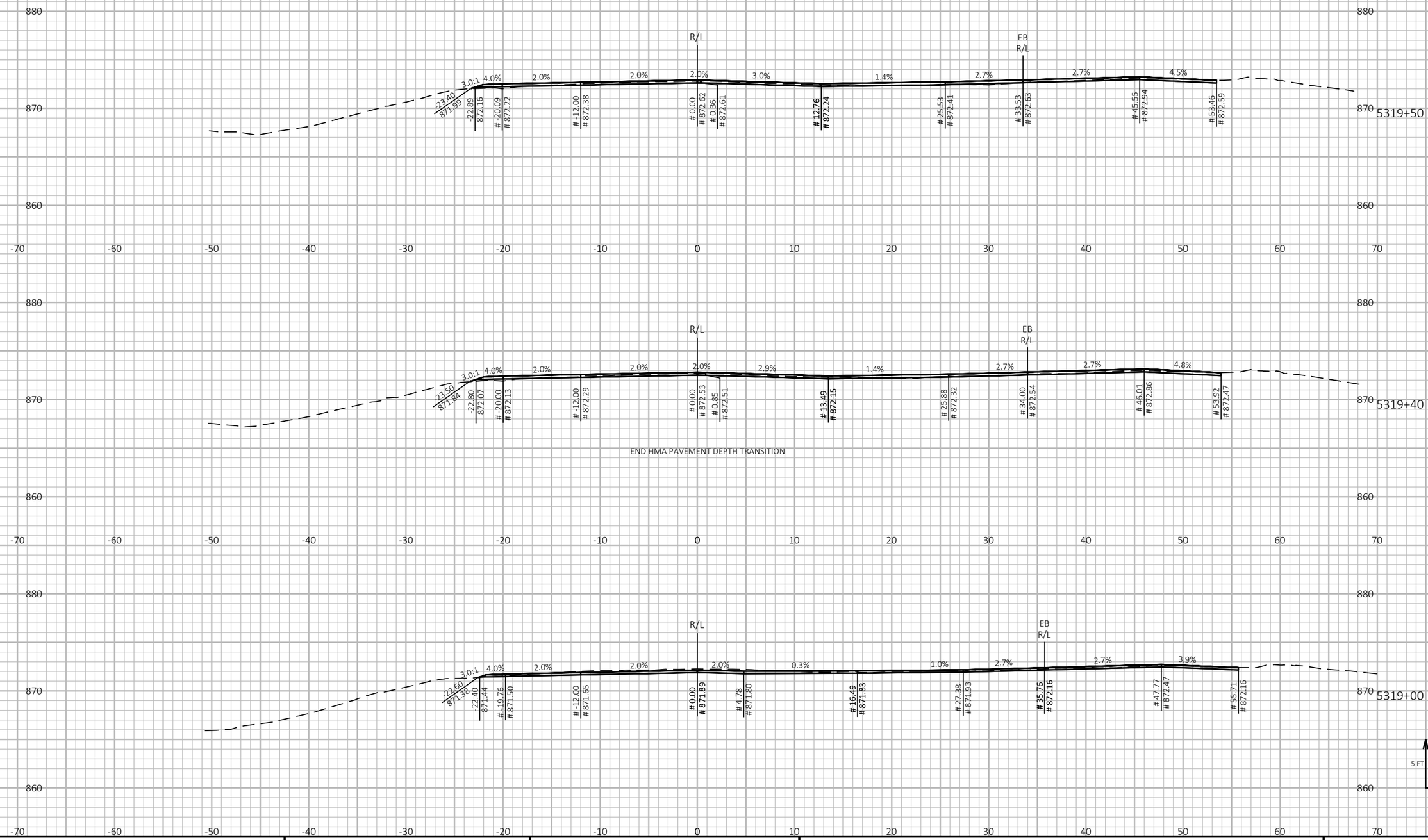
PROJECT NO: 1180-01-72	HWY: USH 2	COUNTY: DOUGLAS	CROSS SECTIONS: PROFILE MILLING	SHEET 142	E

FILE NAME : P:\55XX\5586.DP.23.USH2.DOU\CADDS\11800172\SHEETS\090201-XS.DWG
LAYOUT NAME - 01

PLOT DATE : 4/22/2026 3:27 PM PLOT BY : PARKER TISCHAUSER PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

OFFSET AND ELEVATION LABELS PROVIDED AT THE MILLING SURFACE

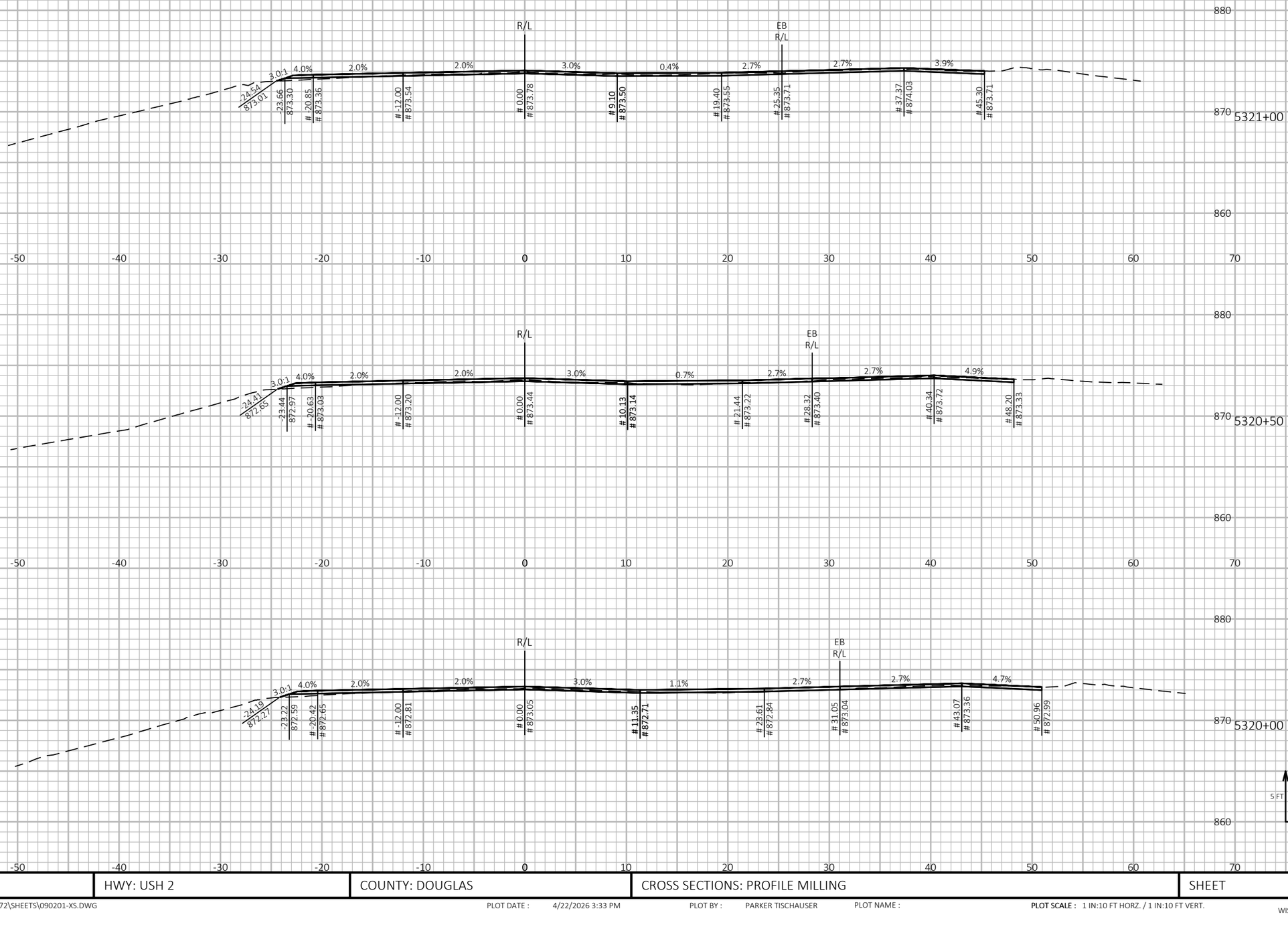


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PROJECT NO: 1180-01-72	HWY: USH 2	COUNTY: DOUGLAS	CROSS SECTIONS: PROFILE MILLING	SHEET 143	E

OFFSET AND ELEVATION LABELS PROVIDED AT THE MILLING SURFACE



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PROJECT NO: 1180-01-72	HWY: USH 2	COUNTY: DOUGLAS	CROSS SECTIONS: PROFILE MILLING	SHEET 144	E

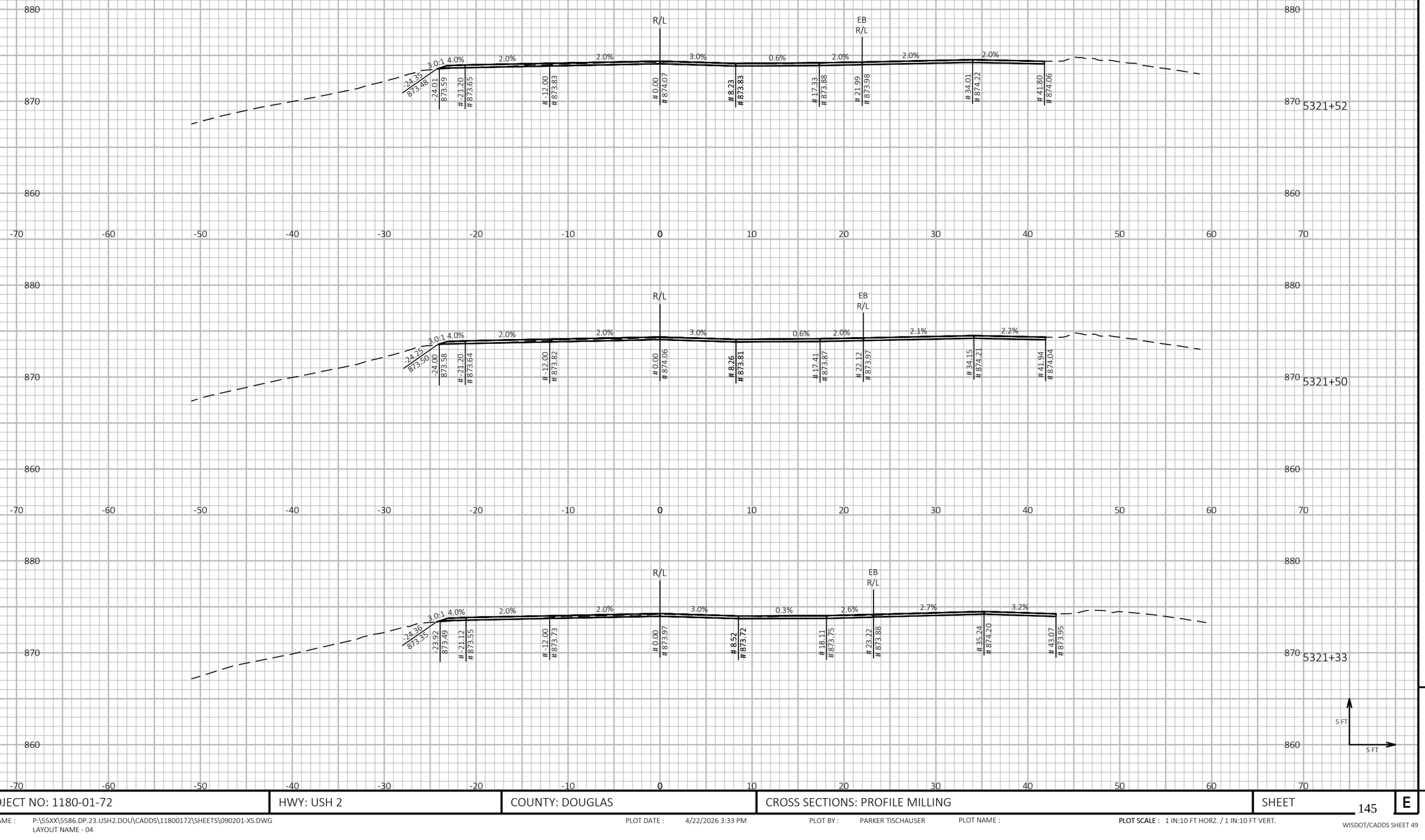
FILE NAME : P:\55XX\5586.DP.23.USH2.DOU\CADDS\11800172\SHEETS\090201-XS.DWG
LAYOUT NAME - 03

PLOT DATE : 4/22/2026 3:33 PM PLOT BY : PARKER TISCHAUSER PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

OFFSET AND ELEVATION LABELS PROVIDED AT THE MILLING SURFACE



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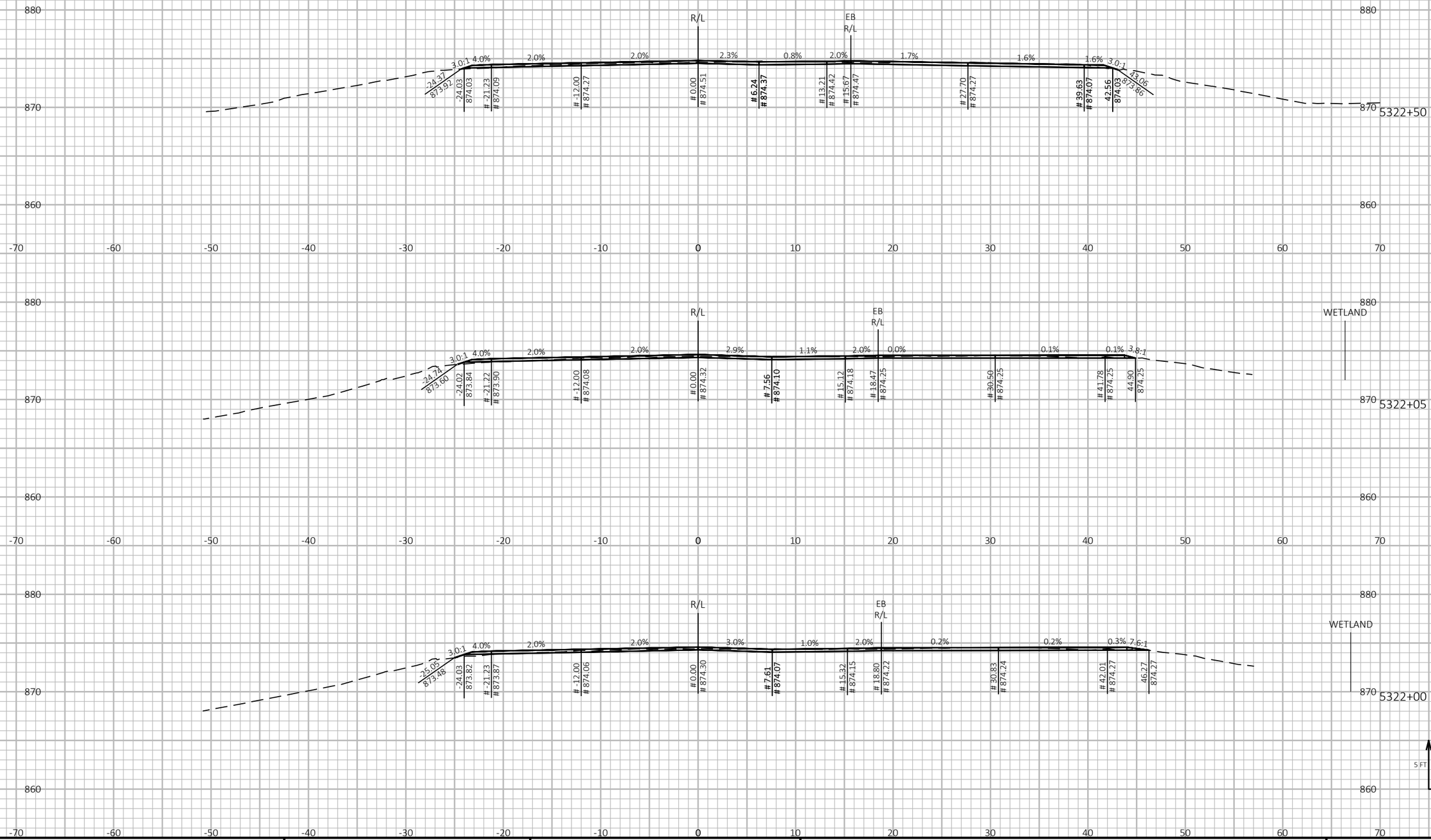
PROJECT NO: 1180-01-72	HWY: USH 2	COUNTY: DOUGLAS	CROSS SECTIONS: PROFILE MILLING	SHEET 145	E

FILE NAME : P:\55XX\5586.DP.23.USH2.DOU\CADDS\11800172\SHEETS\090201-XS.DWG
LAYOUT NAME - 04

PLOT DATE : 4/22/2026 3:33 PM PLOT BY : PARKER TISCHAUSER PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

OFFSET AND ELEVATION LABELS PROVIDED AT THE MILLING SURFACE

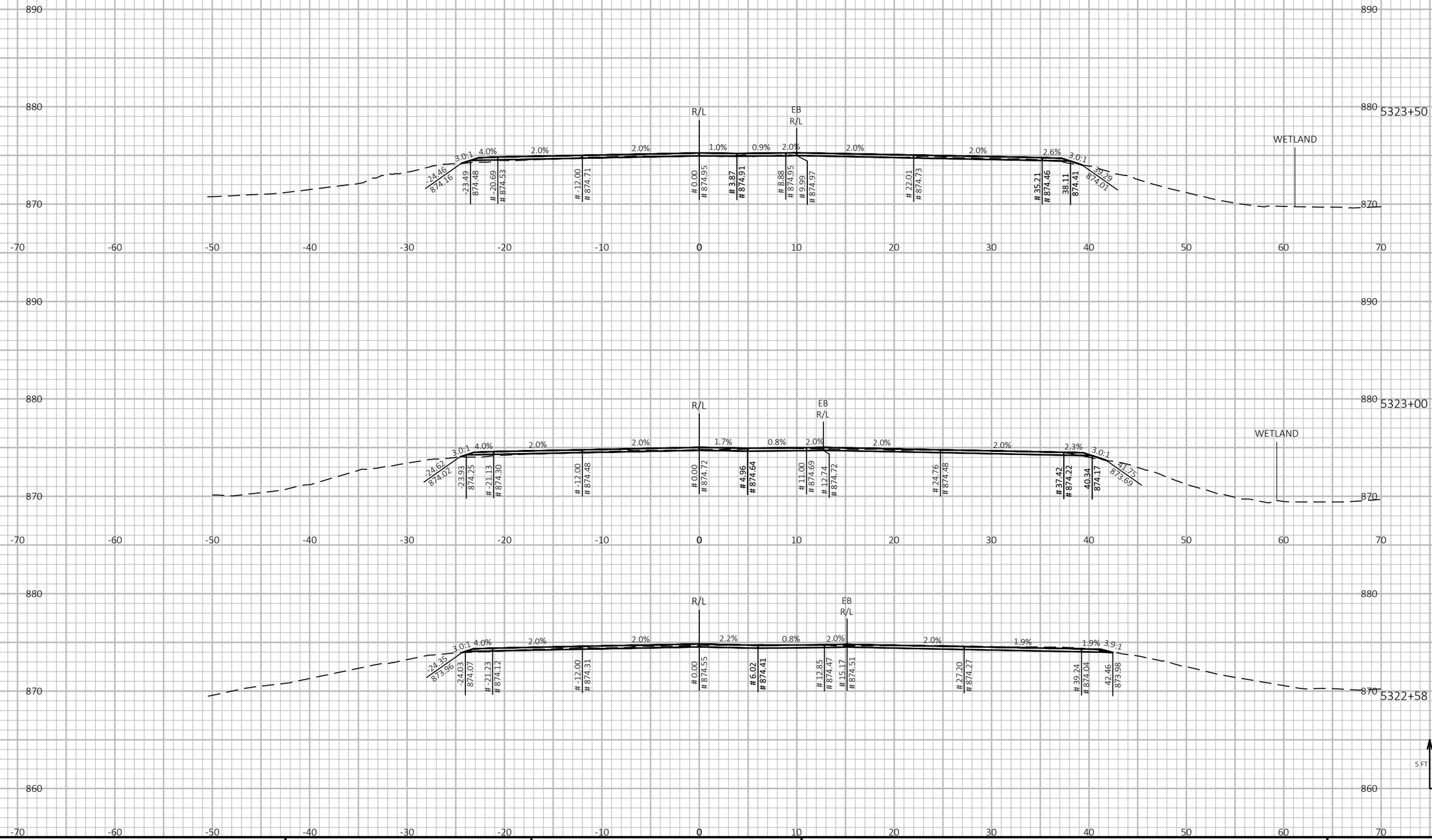


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PROJECT NO: 1180-01-72	HWY: USH 2	COUNTY: DOUGLAS	CROSS SECTIONS: PROFILE MILLING	SHEET 146	E

OFFSET AND ELEVATION LABELS PROVIDED AT THE MILLING SURFACE



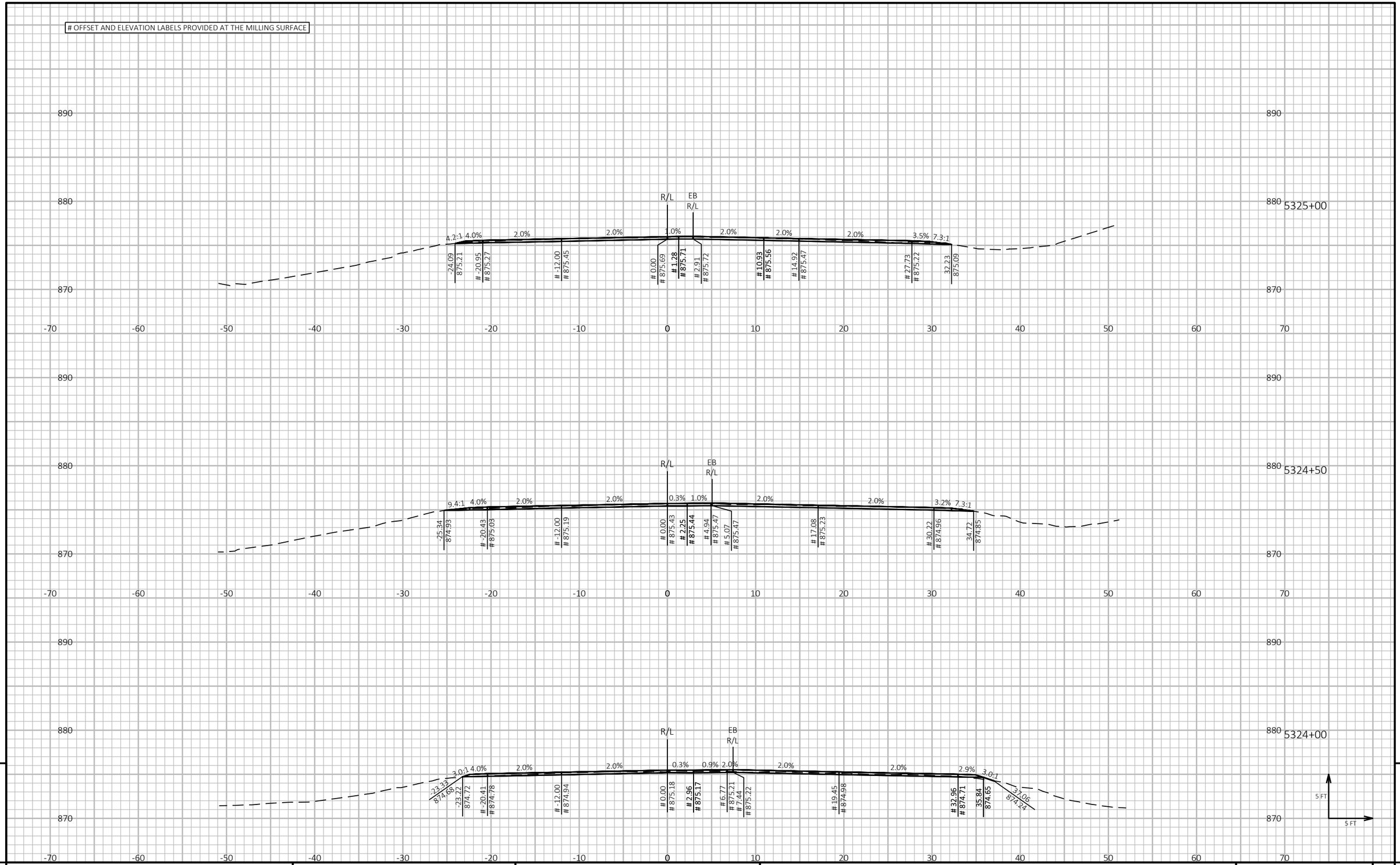
PROJECT NO: 1180-01-72	HWY: USH 2	COUNTY: DOUGLAS	CROSS SECTIONS: PROFILE MILLING	SHEET 147	E

FILE NAME : P:\55XX\5586.DP.23.USH2.DOU\CADDS\11800172\SHEETS\090201-XS.DWG
LAYOUT NAME - 06

PLOT DATE : 4/22/2026 3:29 PM PLOT BY : PARKER TISCHAUSER PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

OFFSET AND ELEVATION LABELS PROVIDED AT THE MILLING SURFACE



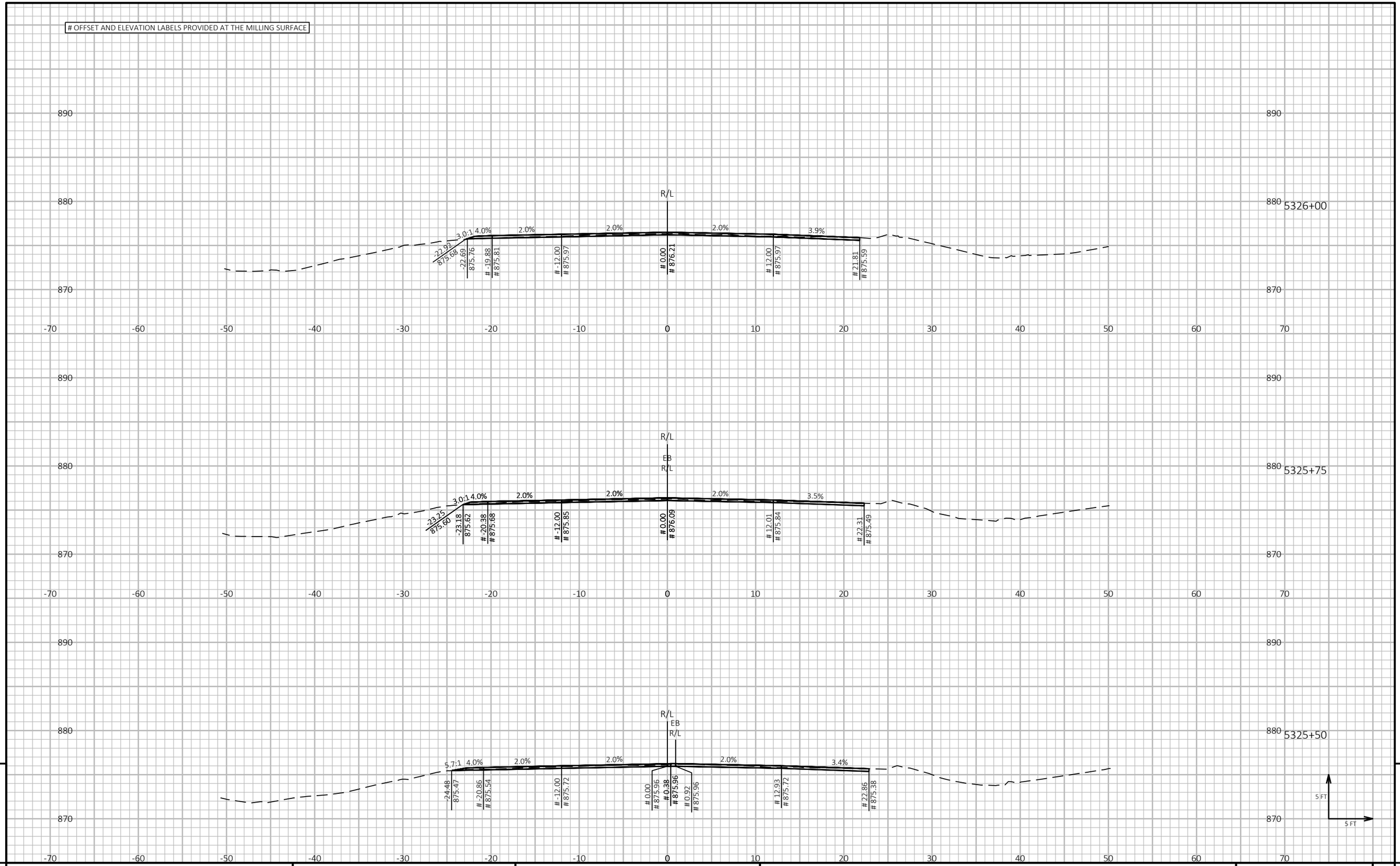
PROJECT NO: 1180-01-72	HWY: USH 2	COUNTY: DOUGLAS	CROSS SECTIONS: PROFILE MILLING	SHEET 148	E

FILE NAME : P:\55XX\5586.DP.23.USH2.DOU\CADDS\11800172\SHEETS\090201-XS.DWG
LAYOUT NAME - 07

PLOT DATE : 4/22/2026 3:30 PM PLOT BY : PARKER TISCHAUSER PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

OFFSET AND ELEVATION LABELS PROVIDED AT THE MILLING SURFACE



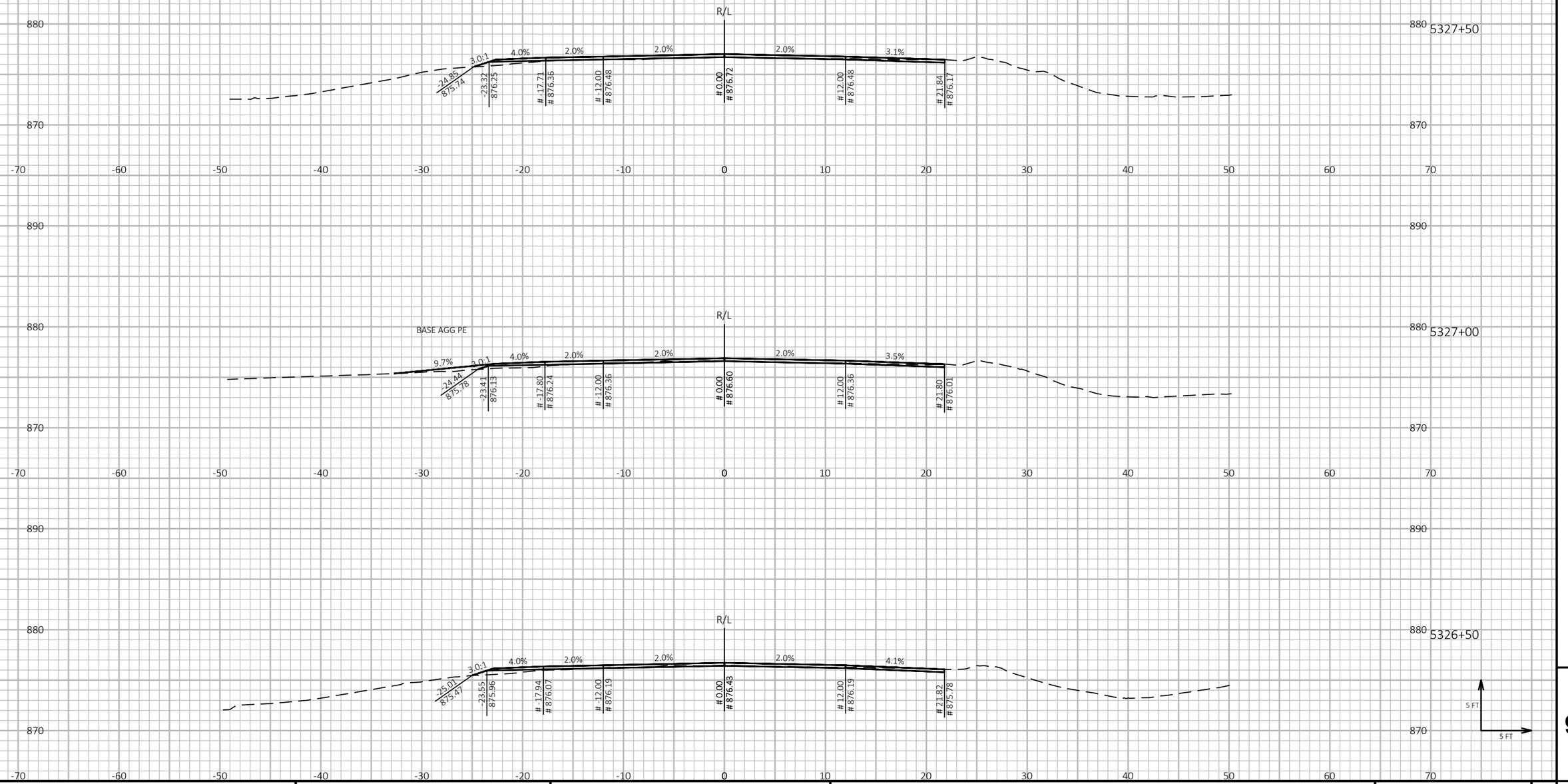
PROJECT NO: 1180-01-72	HWY: USH 2	COUNTY: DOUGLAS	CROSS SECTIONS: PROFILE MILLING	SHEET 149	E

FILE NAME : P:\55XX\5586.DP.23.USH2.DOU\CADDS\11800172\SHEETS\090201-XS.DWG
LAYOUT NAME - 08

PLOT DATE : 4/22/2026 3:30 PM PLOT BY : PARKER TISCHAUSER PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

OFFSET AND ELEVATION LABELS PROVIDED AT THE MILLING SURFACE



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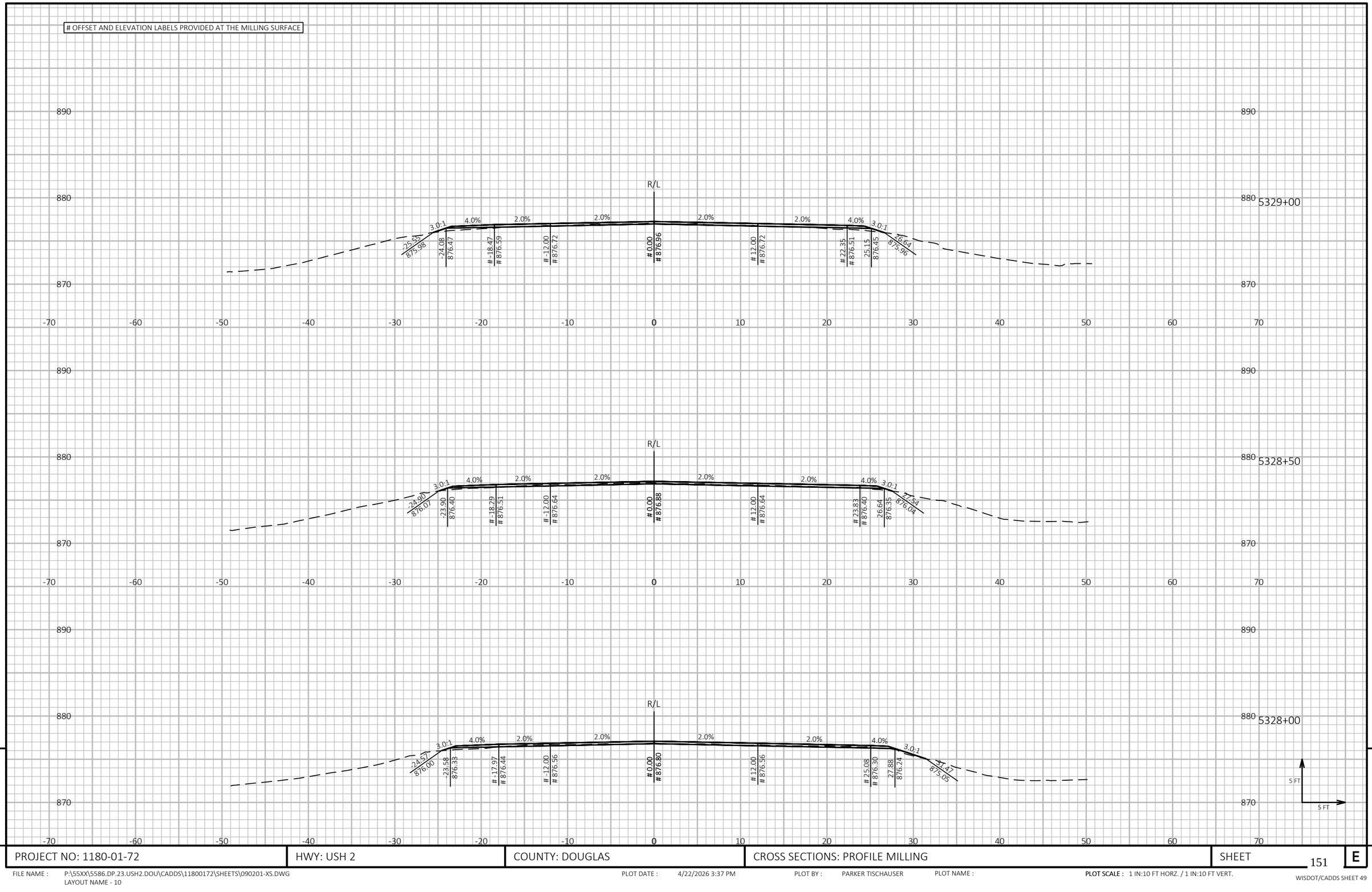
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PROJECT NO: 1180-01-72	HWY: USH 2	COUNTY: DOUGLAS	CROSS SECTIONS: PROFILE MILLING	SHEET 150	E

FILE NAME : P:\55XX\5586.DP.23.USH2.DOU\CADDS\11800172\SHEETS\090201-XS.DWG
LAYOUT NAME - 09

PLOT DATE : 4/22/2026 3:30 PM PLOT BY : PARKER TISCHAUSER PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

OFFSET AND ELEVATION LABELS PROVIDED AT THE MILLING SURFACE



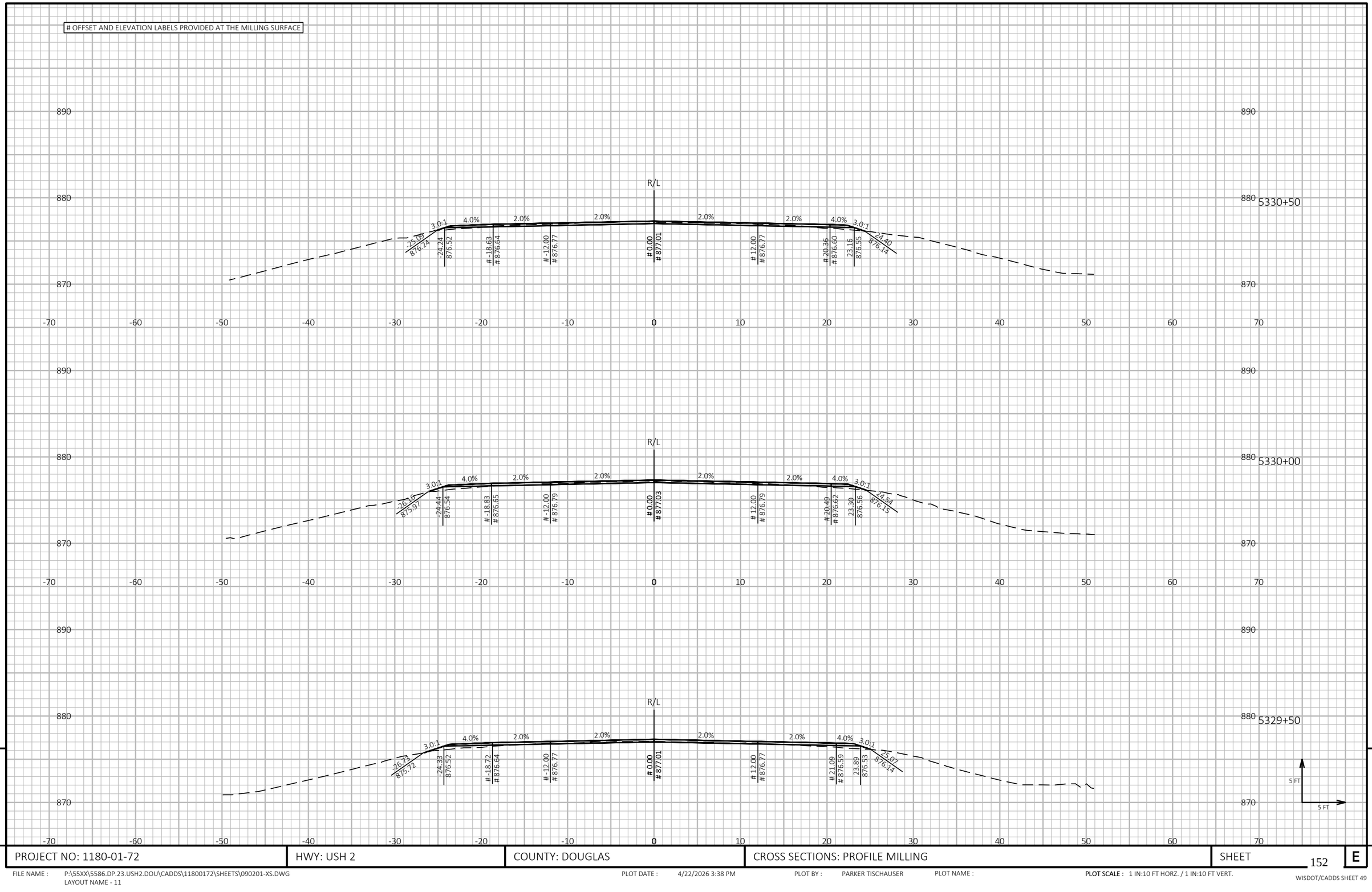
PROJECT NO: 1180-01-72	HWY: USH 2	COUNTY: DOUGLAS	CROSS SECTIONS: PROFILE MILLING	SHEET 151	E

FILE NAME : P:\55XX\5586.DP.23.USH2.DOU\CADDS\11800172\SHEETS\090201-XS.DWG
LAYOUT NAME - 10

PLOT DATE : 4/22/2026 3:37 PM PLOT BY : PARKER TISCHAUSER PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

OFFSET AND ELEVATION LABELS PROVIDED AT THE MILLING SURFACE



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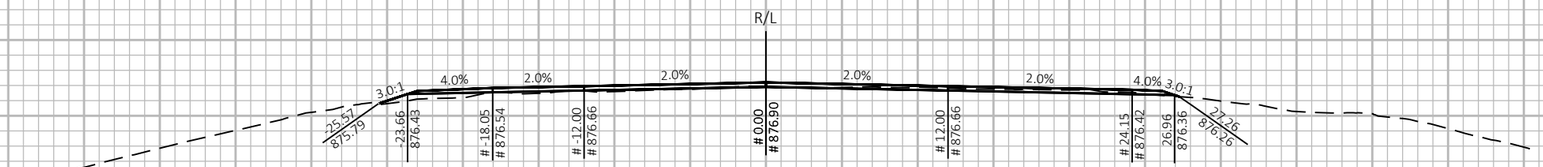
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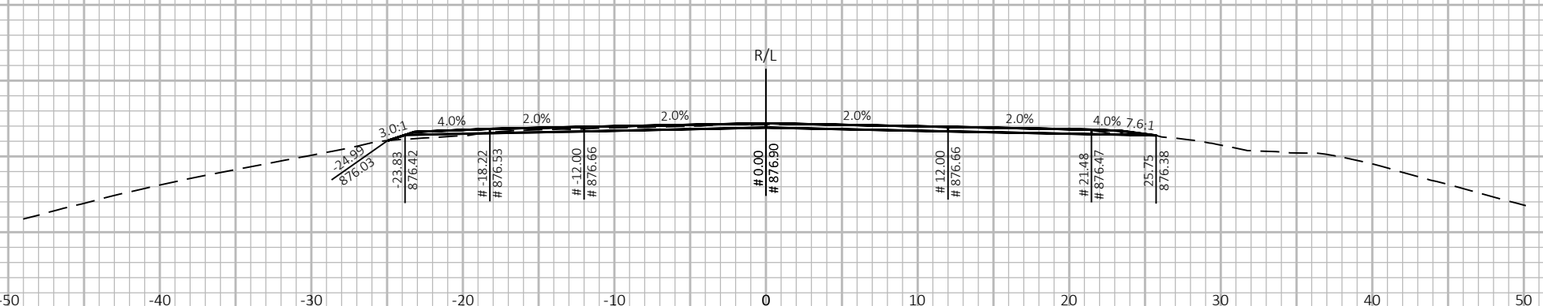
FILE NAME : P:\5SXX\5586.DP.23.USH2.DOU\CADDS\11800172\SHEETS\090201-XS.DWG
LAYOUT NAME - 11

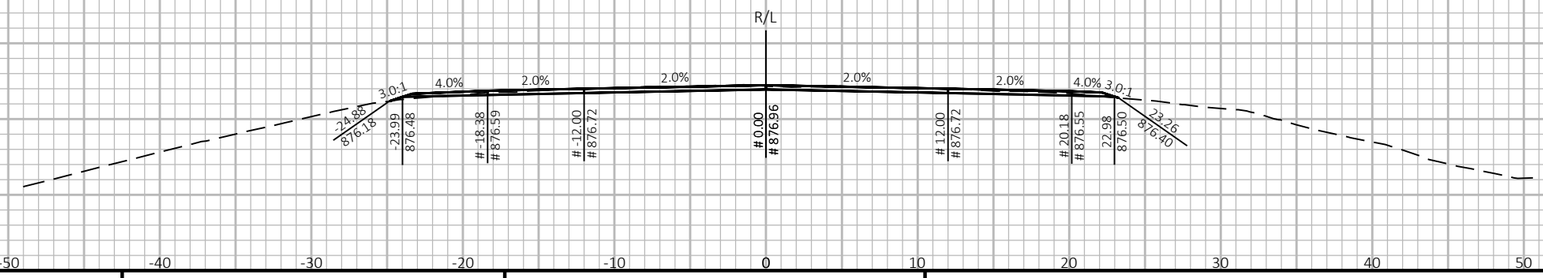
PLOT DATE : 4/22/2026 3:38 PM PLOT BY : PARKER TISCHAUSER PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

OFFSET AND ELEVATION LABELS PROVIDED AT THE MILLING SURFACE







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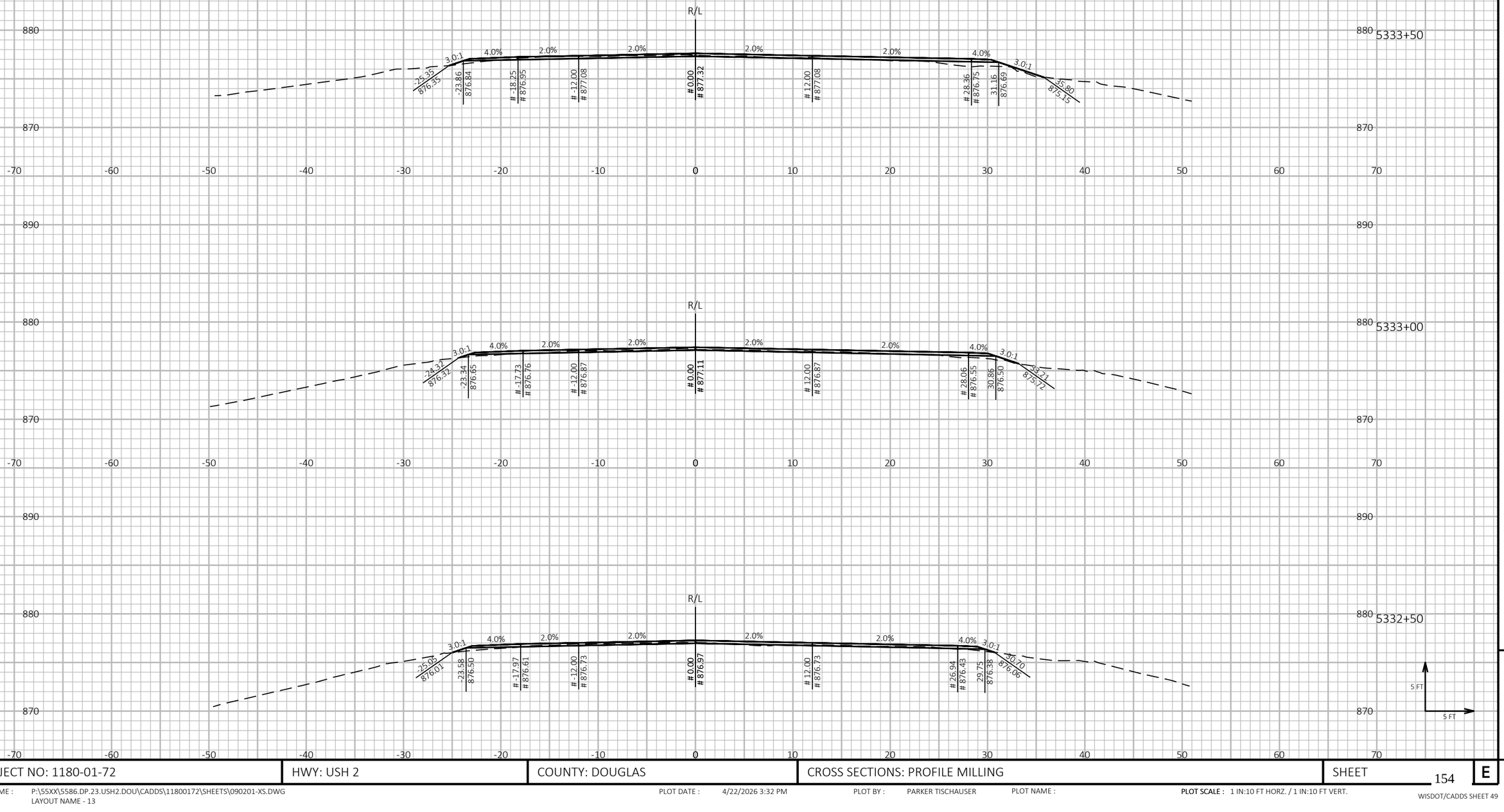
PROJECT NO: 1180-01-72	HWY: USH 2	COUNTY: DOUGLAS	CROSS SECTIONS: PROFILE MILLING	SHEET 153	E

FILE NAME : P:\55XX\5586.DP.23.USH2.DOU\CADDS\11800172\SHEETS\090201-XS.DWG
LAYOUT NAME - 12

PLOT DATE : 4/22/2026 3:35 PM PLOT BY : PARKER TISCHAUSER PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

OFFSET AND ELEVATION LABELS PROVIDED AT THE MILLING SURFACE



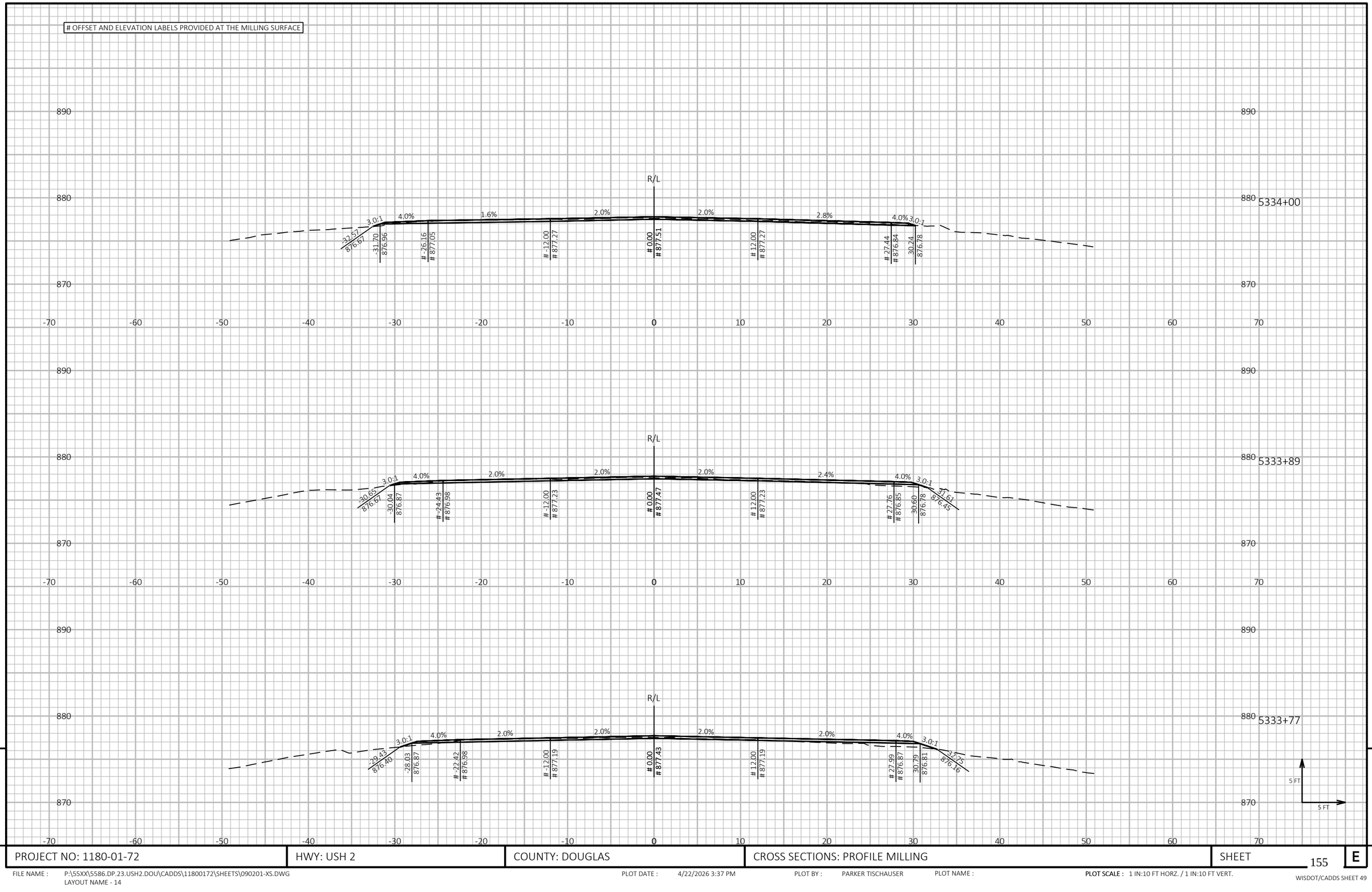
PROJECT NO: 1180-01-72	HWY: USH 2	COUNTY: DOUGLAS	CROSS SECTIONS: PROFILE MILLING	SHEET 154	E

FILE NAME : P:\55XX\5586.DP.23.USH2.DOU\CADDS\11800172\SHEETS\090201-XS.DWG
LAYOUT NAME - 13

PLOT DATE : 4/22/2026 3:32 PM PLOT BY : PARKER TISCHAUSER PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

OFFSET AND ELEVATION LABELS PROVIDED AT THE MILLING SURFACE



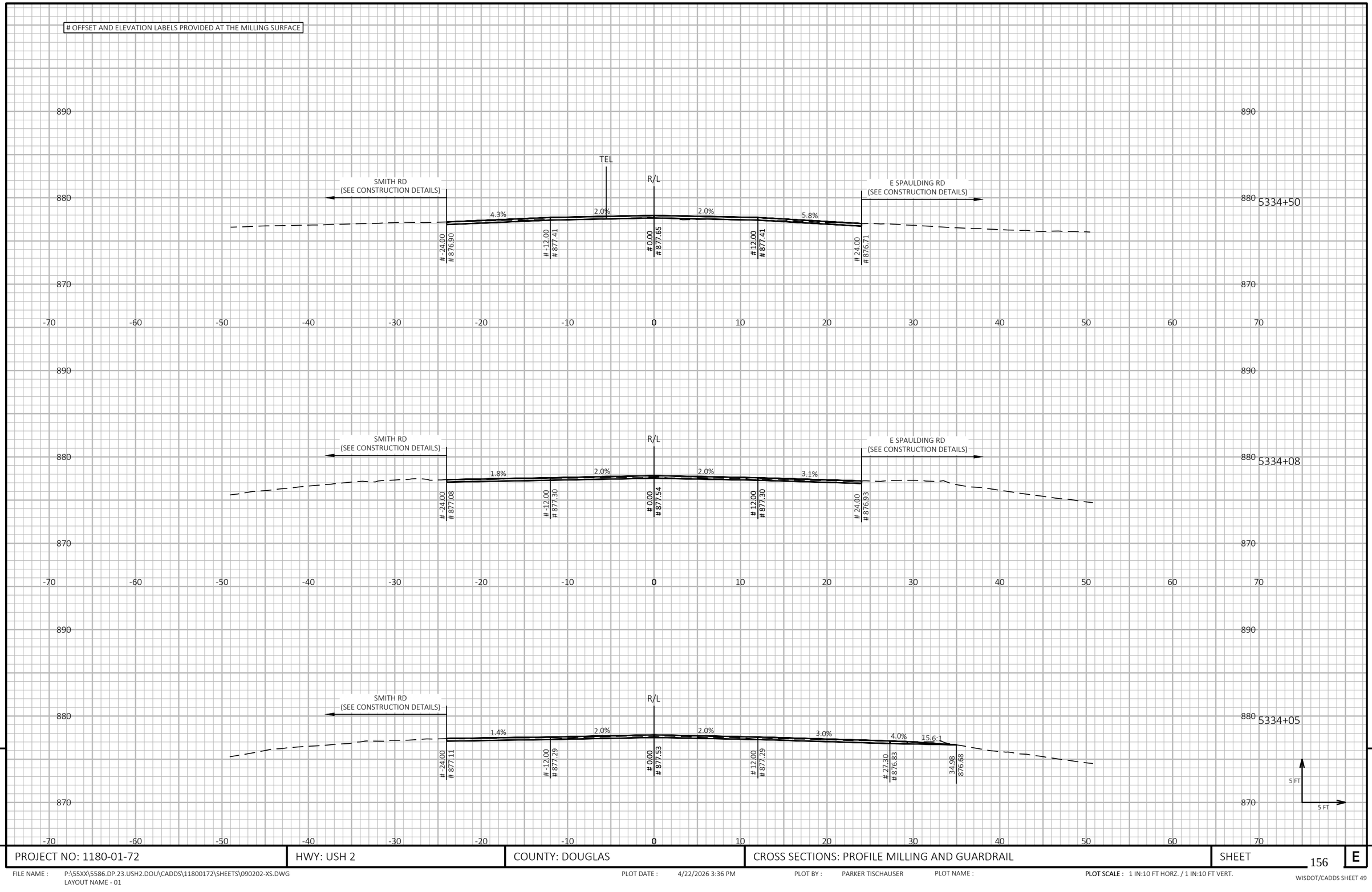
PROJECT NO: 1180-01-72	HWY: USH 2	COUNTY: DOUGLAS	CROSS SECTIONS: PROFILE MILLING	SHEET 155	E

FILE NAME : P:\55XX\5586.DP.23.USH2.DOU\CADDS\11800172\SHEETS\090201-XS.DWG
LAYOUT NAME - 14

PLOT DATE : 4/22/2026 3:37 PM PLOT BY : PARKER TISCHAUSER PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

OFFSET AND ELEVATION LABELS PROVIDED AT THE MILLING SURFACE



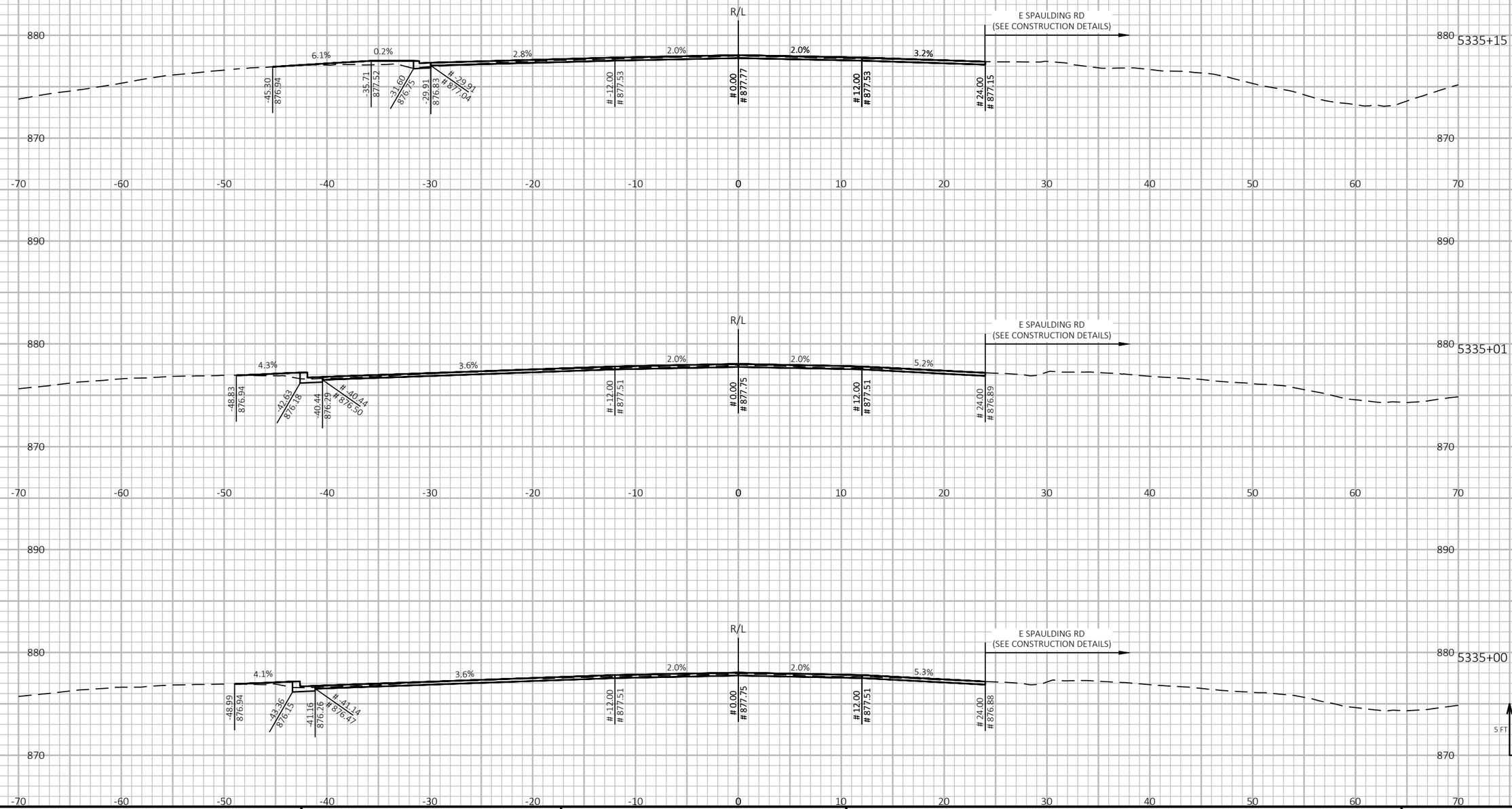
PROJECT NO: 1180-01-72	HWY: USH 2	COUNTY: DOUGLAS	CROSS SECTIONS: PROFILE MILLING AND GUARDRAIL	SHEET 156	E

FILE NAME : P:\55XX\5586.DP.23.USH2.DOU\CADDS\11800172\SHEETS\090202-XS.DWG
LAYOUT NAME - 01

PLOT DATE : 4/22/2026 3:36 PM PLOT BY : PARKER TISCHAUSER PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

OFFSET AND ELEVATION LABELS PROVIDED AT THE MILLING SURFACE



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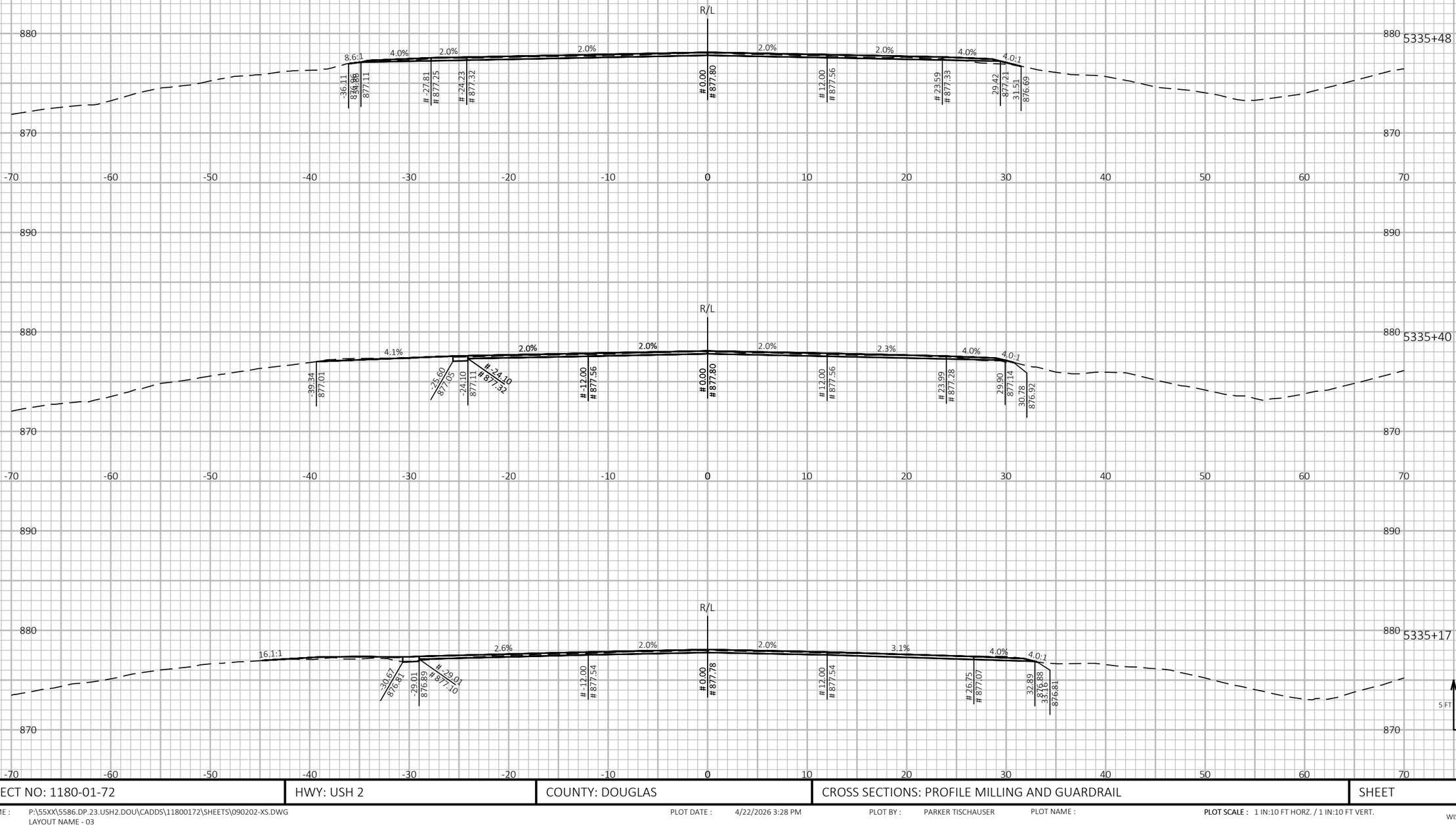
PROJECT NO: 1180-01-72	HWY: USH 2	COUNTY: DOUGLAS	CROSS SECTIONS: PROFILE MILLING AND GUARDRAIL	SHEET 157	E

FILE NAME : P:\55XX\5586.DP.23.USH2.DOU\CADDS\11800172\SHEETS\090202-XS.DWG
LAYOUT NAME - 02

PLOT DATE : 4/22/2026 3:28 PM PLOT BY : PARKER TISCHAUSER PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

OFFSET AND ELEVATION LABELS PROVIDED AT THE MILLING SURFACE



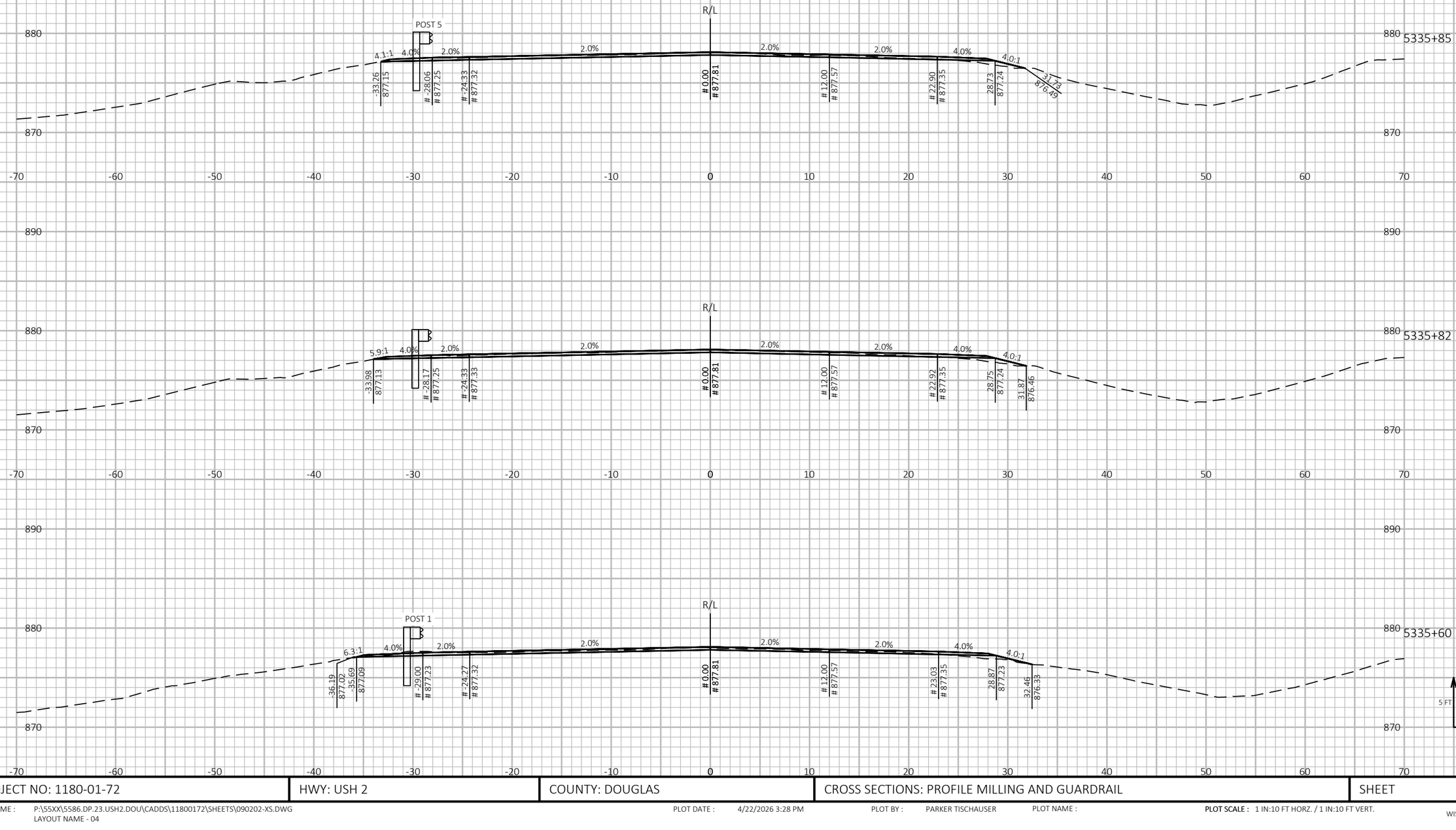
PROJECT NO: 1180-01-72	HWY: USH 2	COUNTY: DOUGLAS	CROSS SECTIONS: PROFILE MILLING AND GUARDRAIL	SHEET 158	E

FILE NAME : P:\55XX\5586.DP.23.USH2.DOU\CADDS\11800172\SHEETS\090202-XS.DWG
LAYOUT NAME - 03

PLOT DATE : 4/22/2026 3:28 PM PLOT BY : PARKER TISCHAUSER PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

OFFSET AND ELEVATION LABELS PROVIDED AT THE MILLING SURFACE



9

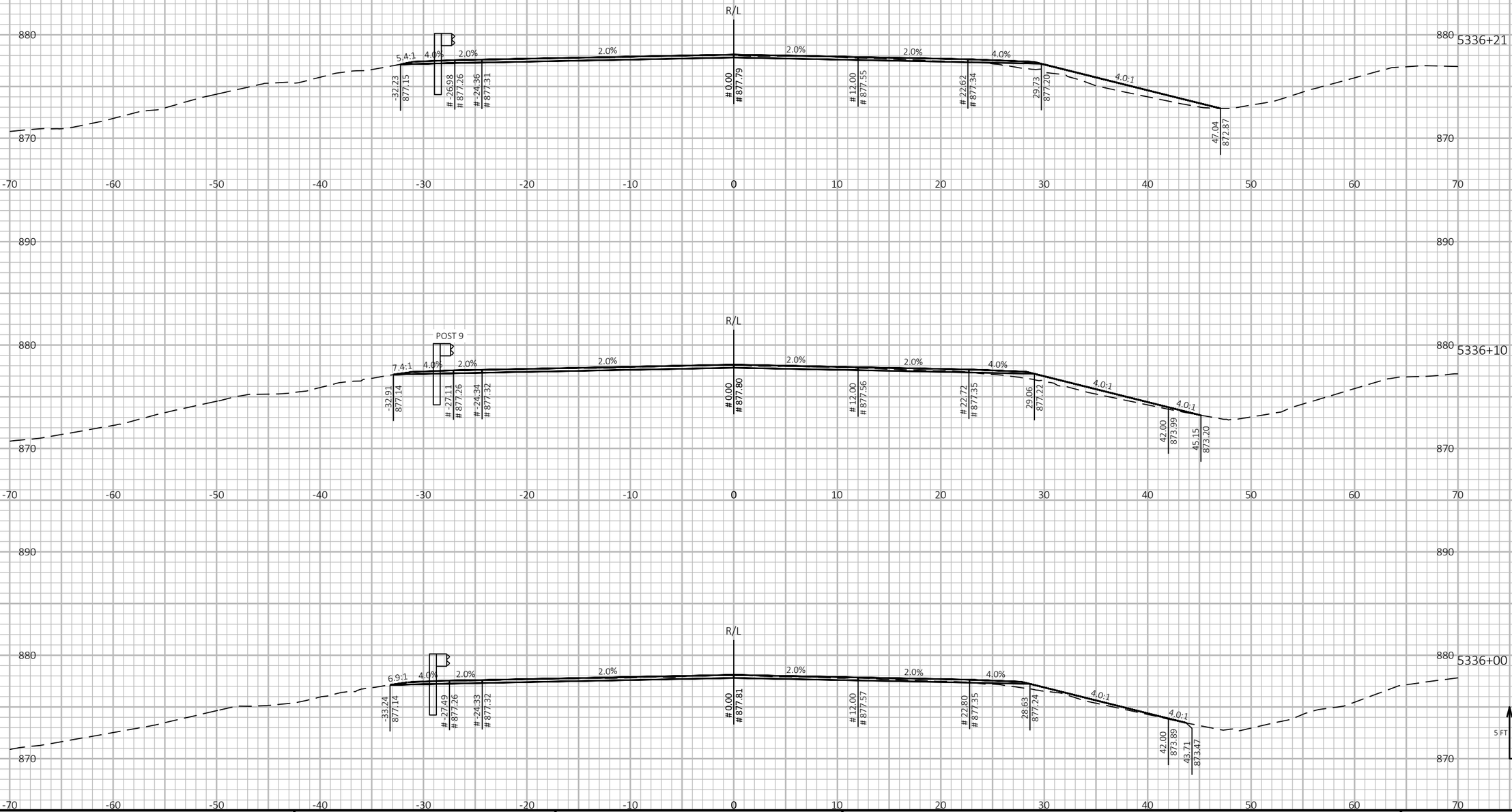
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PROJECT NO: 1180-01-72	HWY: USH 2	COUNTY: DOUGLAS	CROSS SECTIONS: PROFILE MILLING AND GUARDRAIL	SHEET 159	E

FILE NAME : P:\55XX\5586.DP.23.USH2.DOU\CADDS\11800172\SHEETS\090202-XS.DWG
LAYOUT NAME - 04

PLOT DATE : 4/22/2026 3:28 PM PLOT BY : PARKER TISCHAUSER PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

OFFSET AND ELEVATION LABELS PROVIDED AT THE MILLING SURFACE



9

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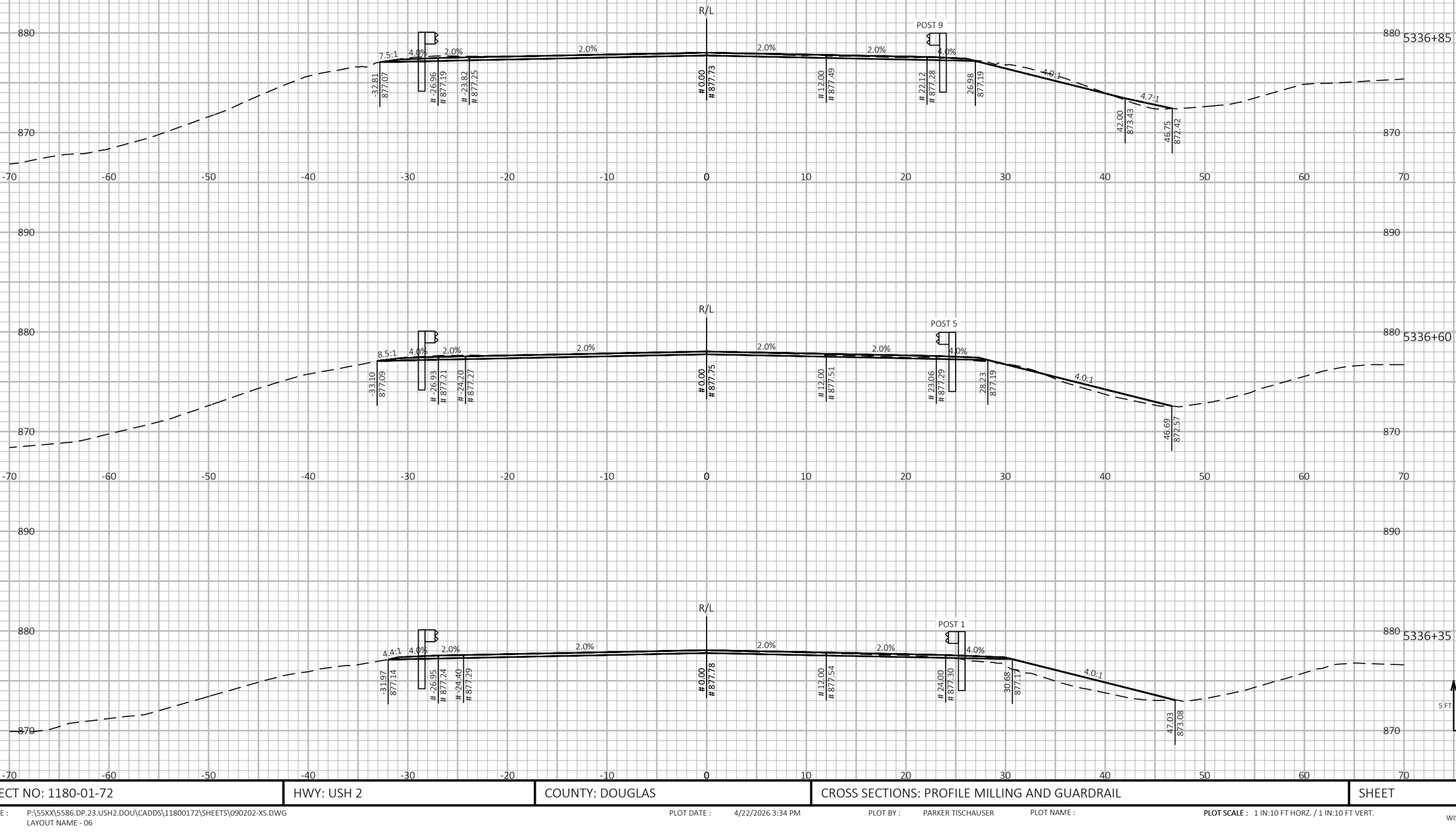
PROJECT NO: 1180-01-72	HWY: USH 2	COUNTY: DOUGLAS	CROSS SECTIONS: PROFILE MILLING AND GUARDRAIL	SHEET 160	E

FILE NAME : P:\55XX\5586.DP.23.USH2.DOU\CADDS\11800172\SHEETS\090202-XS.DWG
LAYOUT NAME - 05

PLOT DATE : 4/22/2026 3:35 PM PLOT BY : PARKER TISCHAUSER PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

OFFSET AND ELEVATION LABELS PROVIDED AT THE MILLING SURFACE



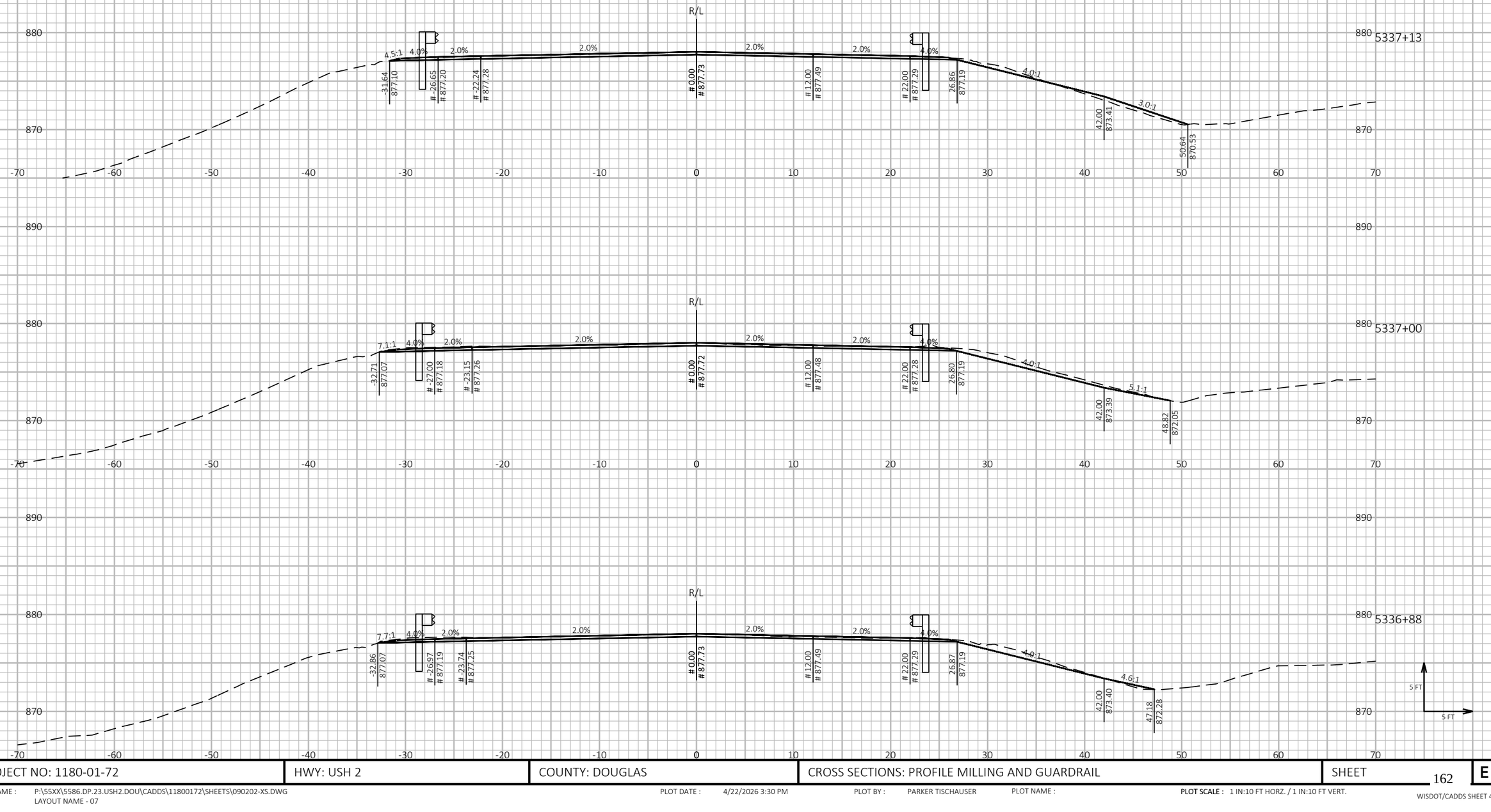
PROJECT NO: 1180-01-72	HWY: USH 2	COUNTY: DOUGLAS	CROSS SECTIONS: PROFILE MILLING AND GUARDRAIL	SHEET 161	E

FILE NAME : P:\55XX\5586.DP.23.USH2.DOU\CADDS\11800172\SHEETS\090202-XS.DWG
LAYOUT NAME - 06

PLOT DATE : 4/22/2026 3:34 PM PLOT BY : PARKER TISCHAUSER PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

OFFSET AND ELEVATION LABELS PROVIDED AT THE MILLING SURFACE



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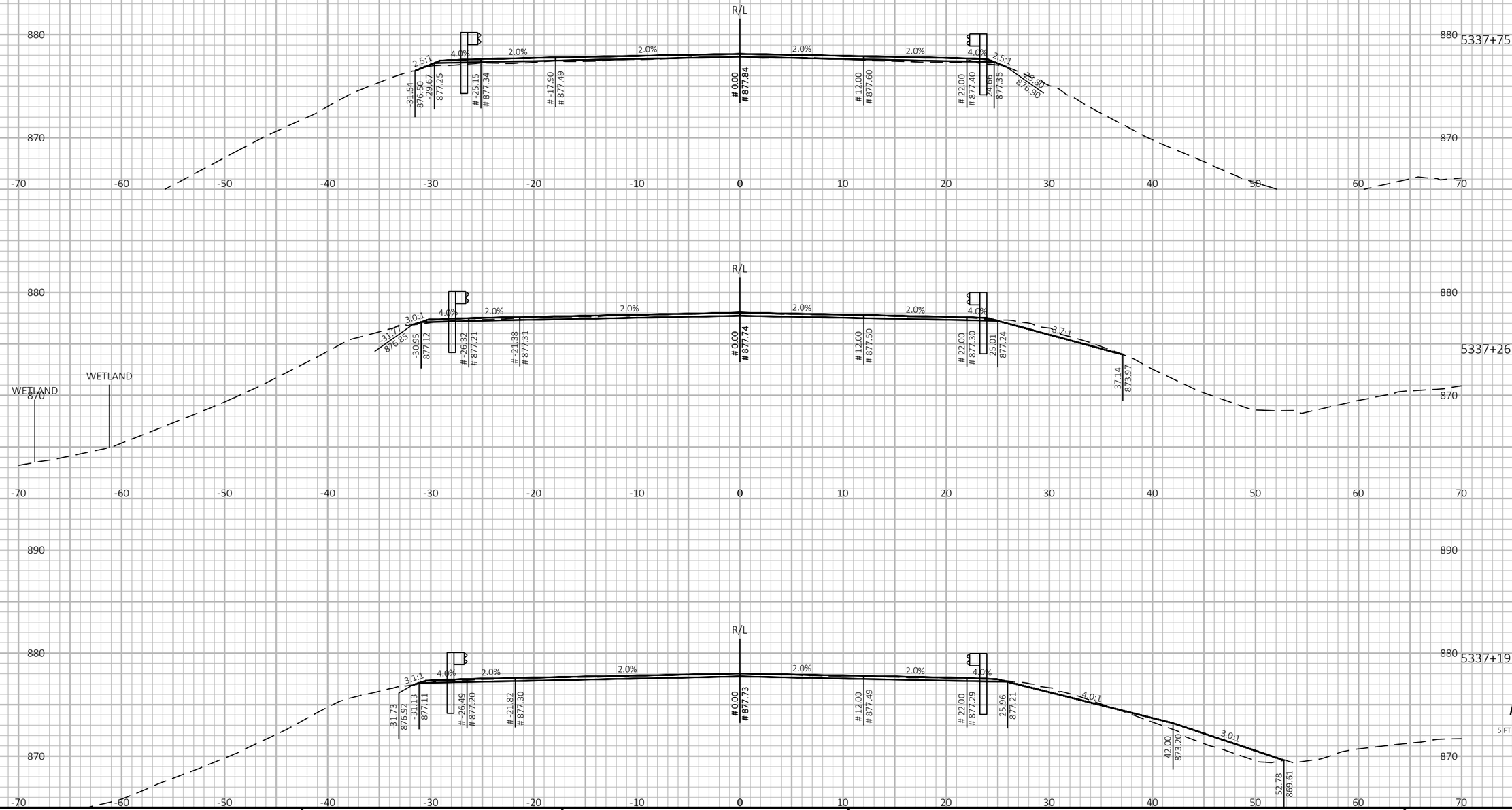
PROJECT NO: 1180-01-72	HWY: USH 2	COUNTY: DOUGLAS	CROSS SECTIONS: PROFILE MILLING AND GUARDRAIL	SHEET 162	E

FILE NAME : P:\55XX\5586.DP.23.USH2.DOU\CADDS\11800172\SHEETS\090202-XS.DWG
LAYOUT NAME - 07

PLOT DATE : 4/22/2026 3:30 PM PLOT BY : PARKER TISCHAUSER PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

OFFSET AND ELEVATION LABELS PROVIDED AT THE MILLING SURFACE



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PROJECT NO: 1180-01-72	HWY: USH 2	COUNTY: DOUGLAS	CROSS SECTIONS: PROFILE MILLING AND GUARDRAIL	SHEET 163	E

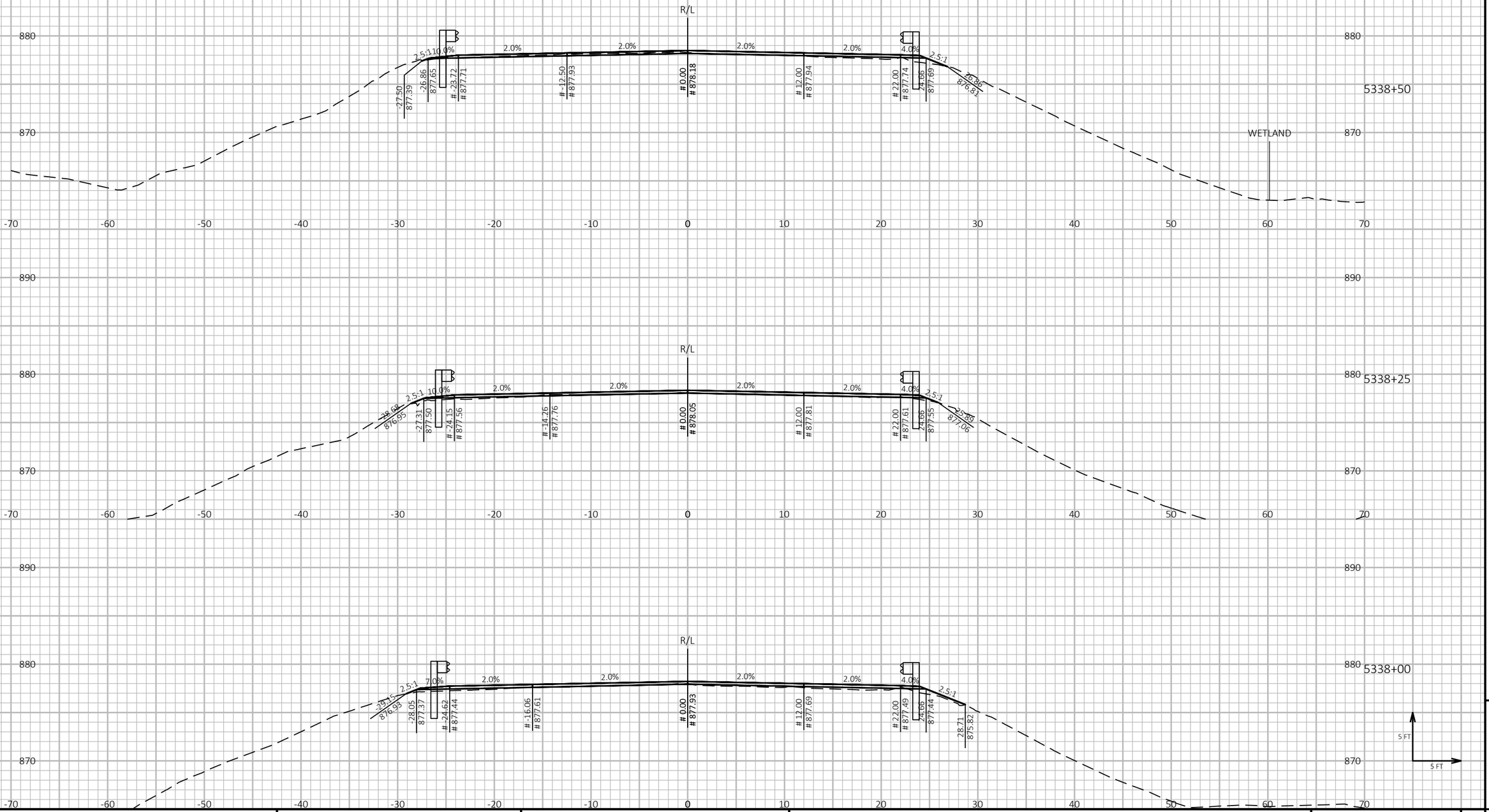
FILE NAME : P:\55XX\5586.DP.23.USH2.DOU\CADDS\11800172\SHEETS\090202-XS.DWG
LAYOUT NAME - 08

PLOT DATE : 4/22/2026 3:26 PM PLOT BY : PARKER TISCHAUSER PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

OFFSET AND ELEVATION LABELS PROVIDED AT THE MILLING SURFACE



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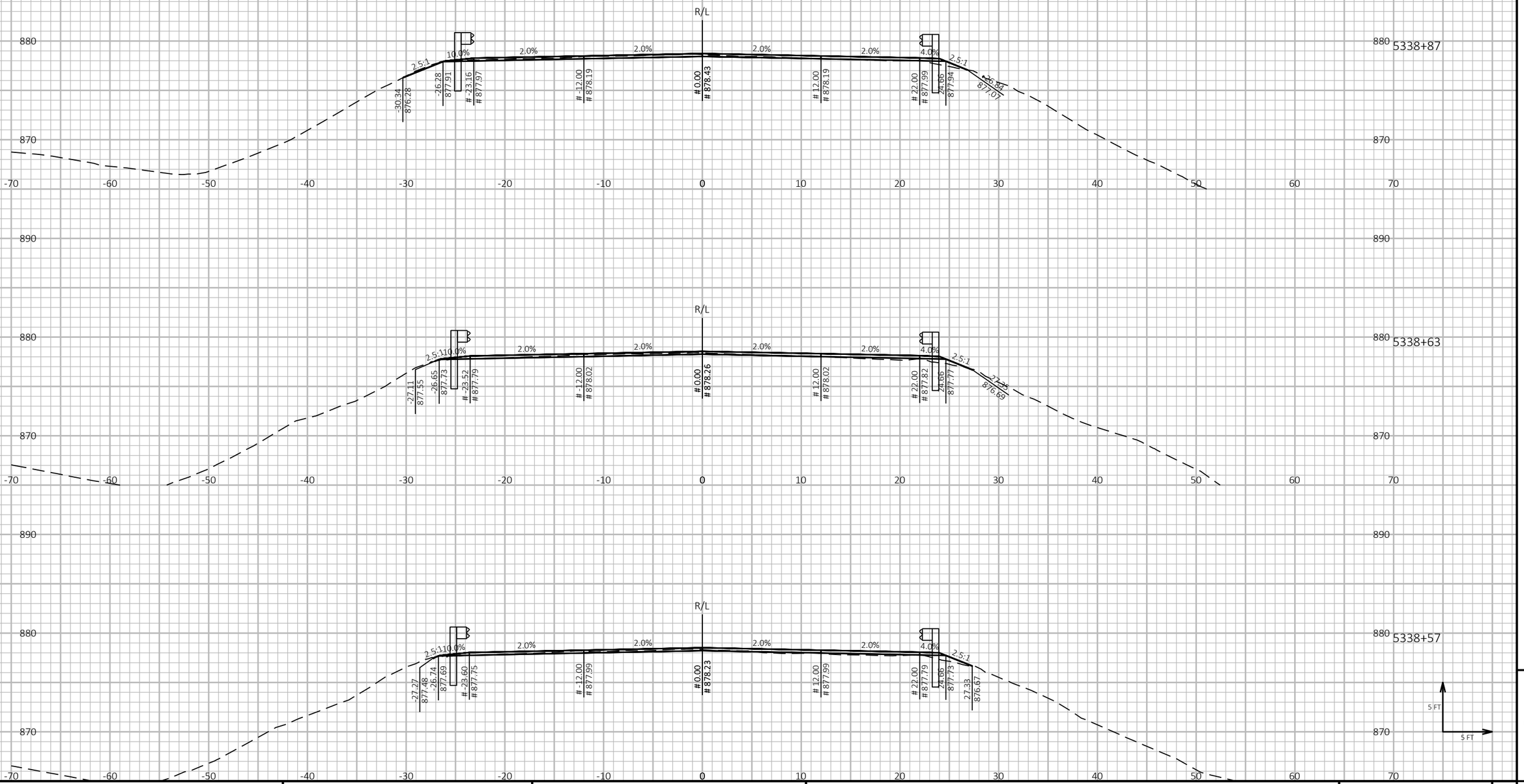
PROJECT NO: 1180-01-72	HWY: USH 2	COUNTY: DOUGLAS	CROSS SECTIONS: PROFILE MILLING AND GUARDRAIL	SHEET 164	E

FILE NAME : P:\55XX\5586.DP.23.USH2.DOU\CADDS\11800172\SHEETS\090202-XS.DWG
LAYOUT NAME - 09

PLOT DATE : 4/22/2026 3:34 PM PLOT BY : PARKER TISCHAUSER PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

OFFSET AND ELEVATION LABELS PROVIDED AT THE MILLING SURFACE



9

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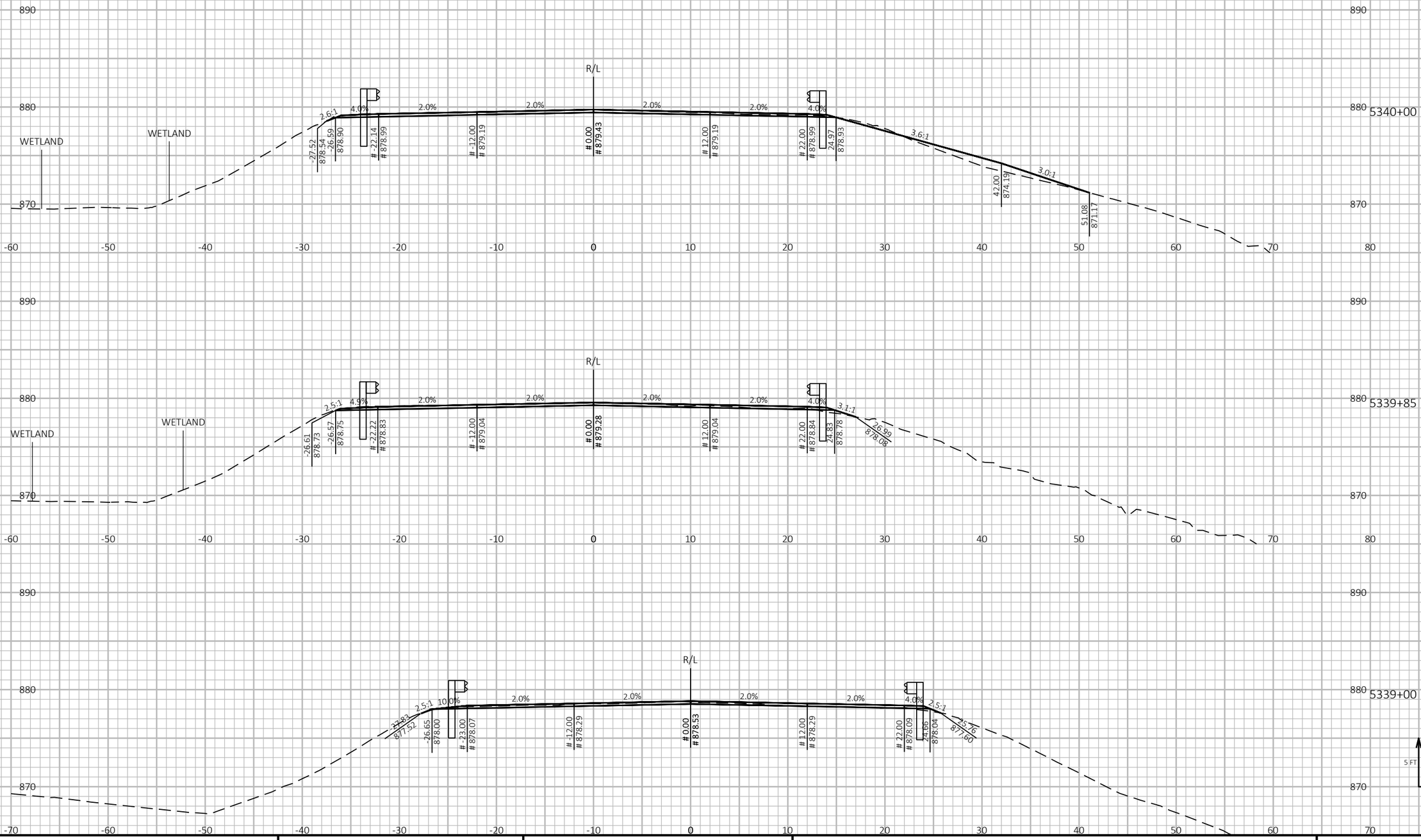
PROJECT NO: 1180-01-72	HWY: USH 2	COUNTY: DOUGLAS	CROSS SECTIONS: PROFILE MILLING AND GUARDRAIL	SHEET 165	E

FILE NAME : P:\55XX\5586.DP.23.USH2.DOU\CADDS\11800172\SHEETS\090202-XS.DWG
LAYOUT NAME - 10

PLOT DATE : 4/22/2026 3:35 PM PLOT BY : PARKER TISCHAUSER PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

OFFSET AND ELEVATION LABELS PROVIDED AT THE MILLING SURFACE



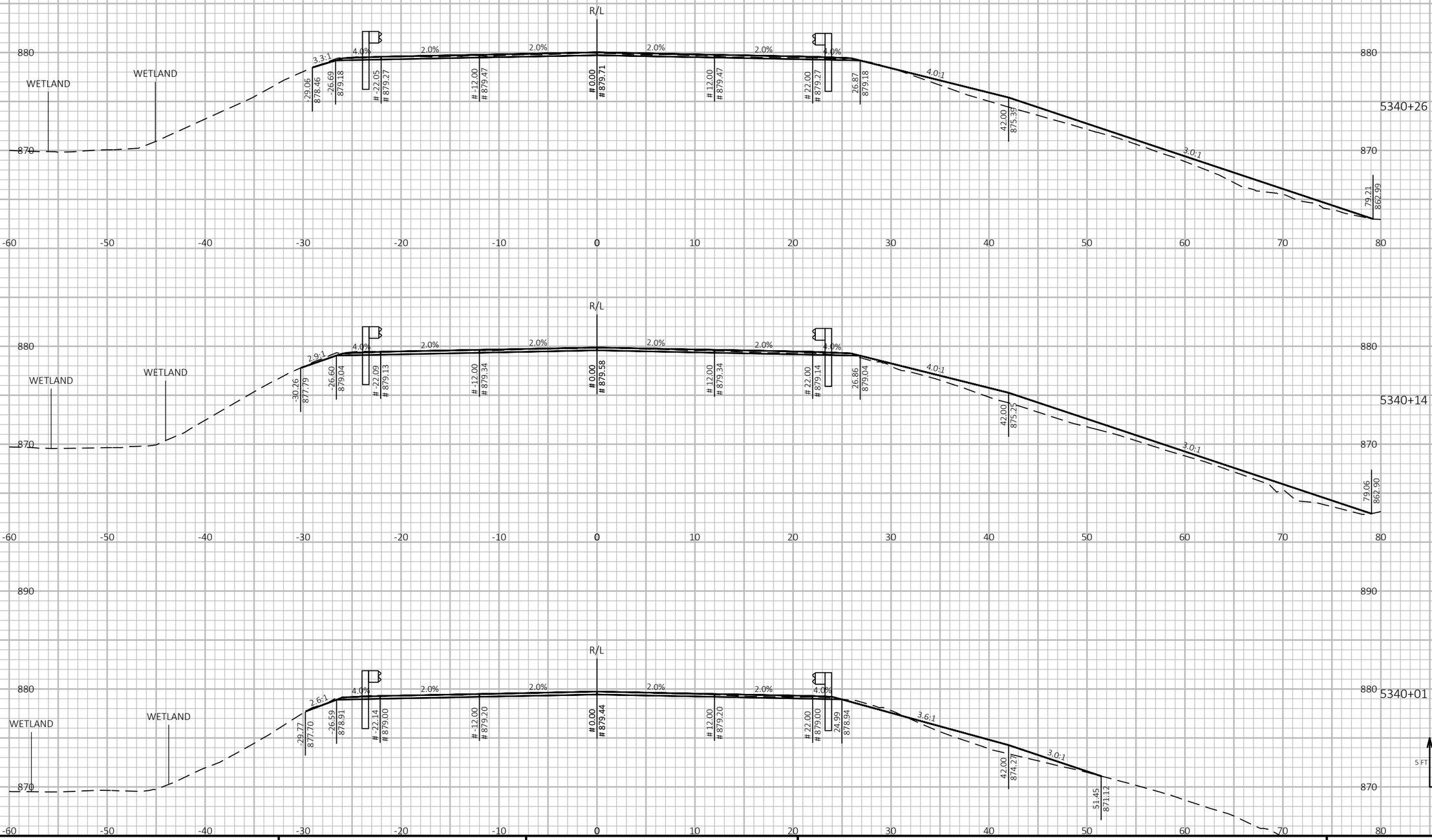
PROJECT NO: 1180-01-72	HWY: USH 2	COUNTY: DOUGLAS	CROSS SECTIONS: PROFILE MILLING AND GUARDRAIL	SHEET 166	E

FILE NAME : P:\55XX\5586.DP.23.USH2.DOU\CADDS\11800172\SHEETS\090202-XS.DWG
LAYOUT NAME - 11

PLOT DATE : 4/22/2026 3:32 PM PLOT BY : PARKER TISCHAUSER PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

OFFSET AND ELEVATION LABELS PROVIDED AT THE MILLING SURFACE



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PROJECT NO: 1180-01-72	HWY: USH 2	COUNTY: DOUGLAS	CROSS SECTIONS: PROFILE MILLING AND GUARDRAIL	SHEET 167	E

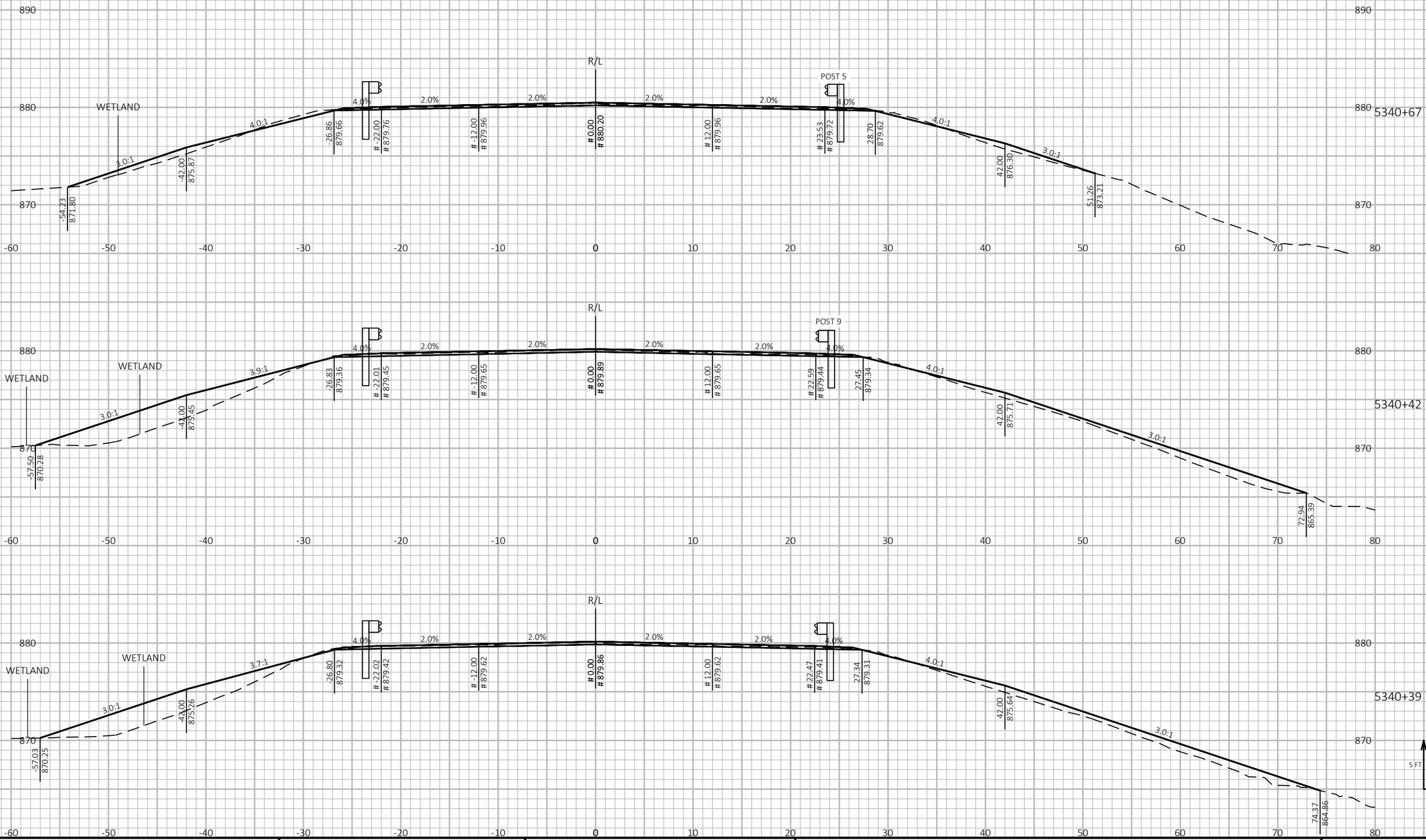
FILE NAME : P:\55XX\5586.DP.23.USH2.DOU\CADDS\11800172\SHEETS\090202-XS.DWG
LAYOUT NAME - 12

PLOT DATE : 4/22/2026 3:30 PM PLOT BY : PARKER TISCHAUSER PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

OFFSET AND ELEVATION LABELS PROVIDED AT THE MILLING SURFACE

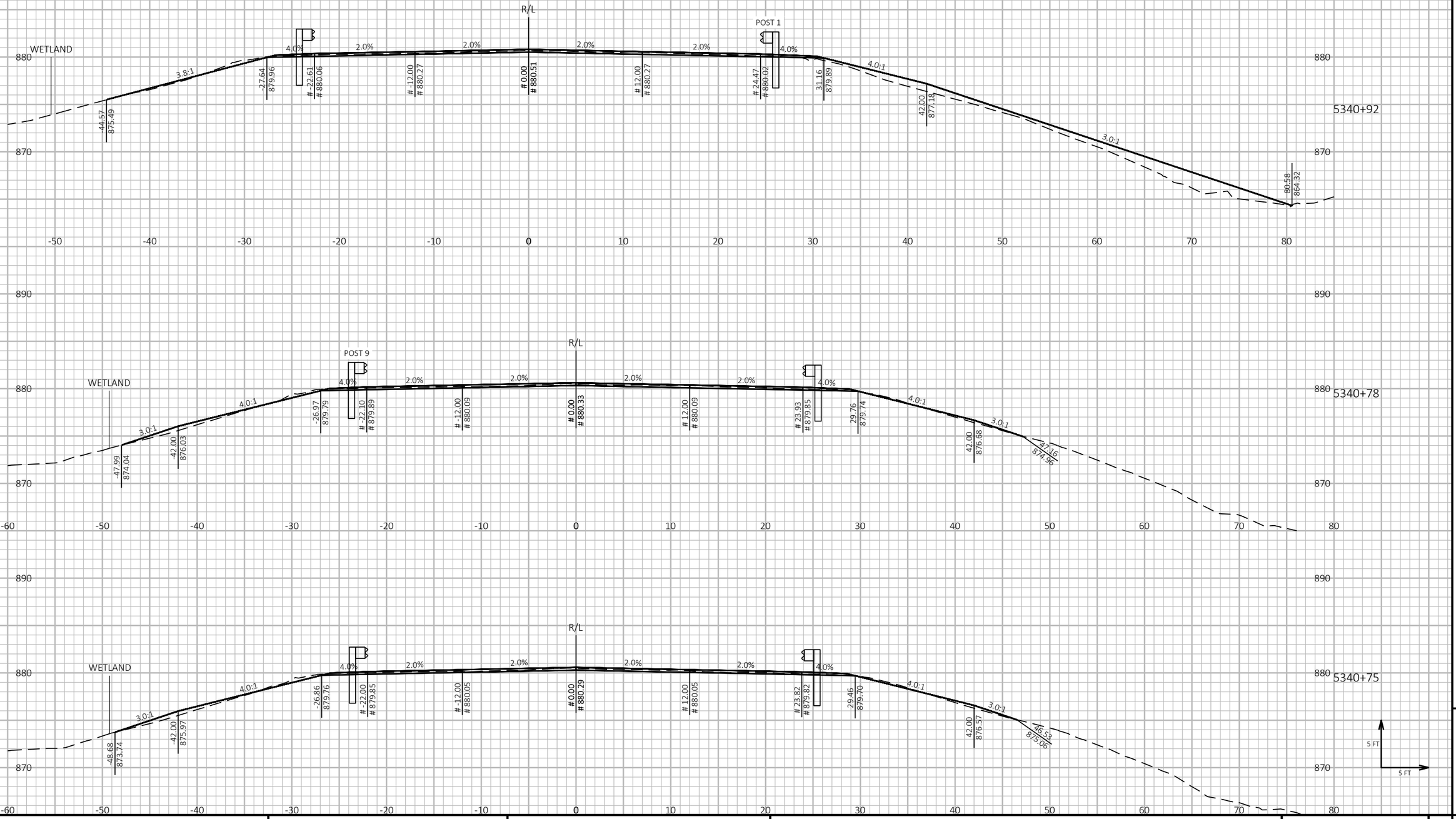


9

9

PROJECT NO: 1180-01-72	HWY: USH 2	COUNTY: DOUGLAS	CROSS SECTIONS: PROFILE MILLING AND GUARDRAIL	SHEET 168	E

OFFSET AND ELEVATION LABELS PROVIDED AT THE MILLING SURFACE



9

9

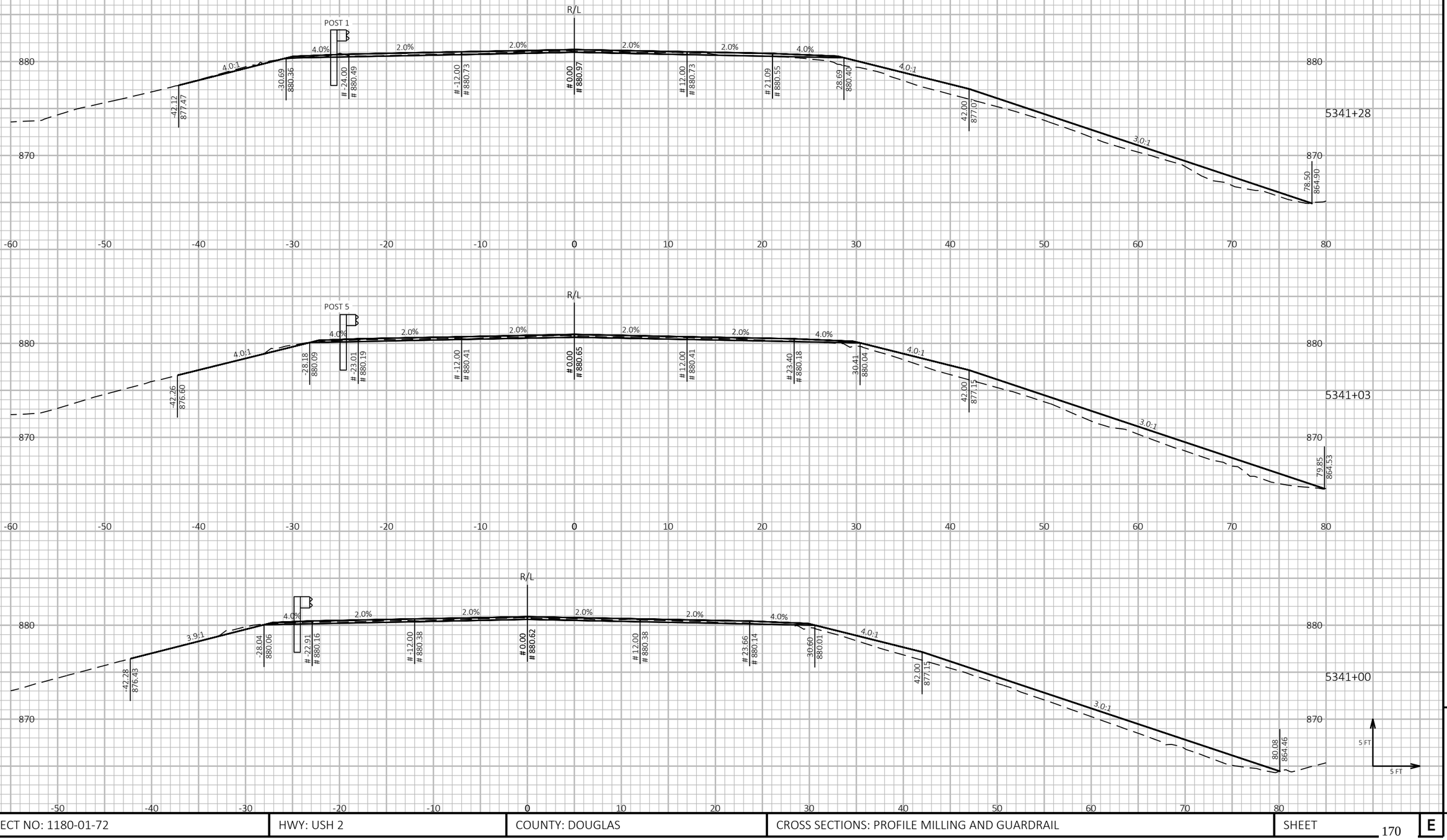
PROJECT NO: 1180-01-72	HWY: USH 2	COUNTY: DOUGLAS	CROSS SECTIONS: PROFILE MILLING AND GUARDRAIL	SHEET 169	E

FILE NAME : P:\55XX\5586.DP.23.USH2.DOU\CADDS\11800172\SHEETS\090202-XS.DWG
LAYOUT NAME - 14

PLOT DATE : 4/22/2026 3:34 PM PLOT BY : PARKER TISCHAUSER PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

OFFSET AND ELEVATION LABELS PROVIDED AT THE MILLING SURFACE



PROJECT NO: 1180-01-72	HWY: USH 2	COUNTY: DOUGLAS	CROSS SECTIONS: PROFILE MILLING AND GUARDRAIL	SHEET 170	E

FILE NAME : P:\55XX\5586.DP.23.USH2.DOU\CADDS\11800172\SHEETS\090202-XS.DWG
LAYOUT NAME - 15

PLOT DATE : 4/22/2026 3:38 PM PLOT BY : PARKER TISCHAUSER PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

OFFSET AND ELEVATION LABELS PROVIDED AT THE MILLING SURFACE

9

9

PROJECT NO: 1180-01-72	HWY: USH 2	COUNTY: DOUGLAS	CROSS SECTIONS: PROFILE MILLING AND GUARDRAIL	SHEET 171	E

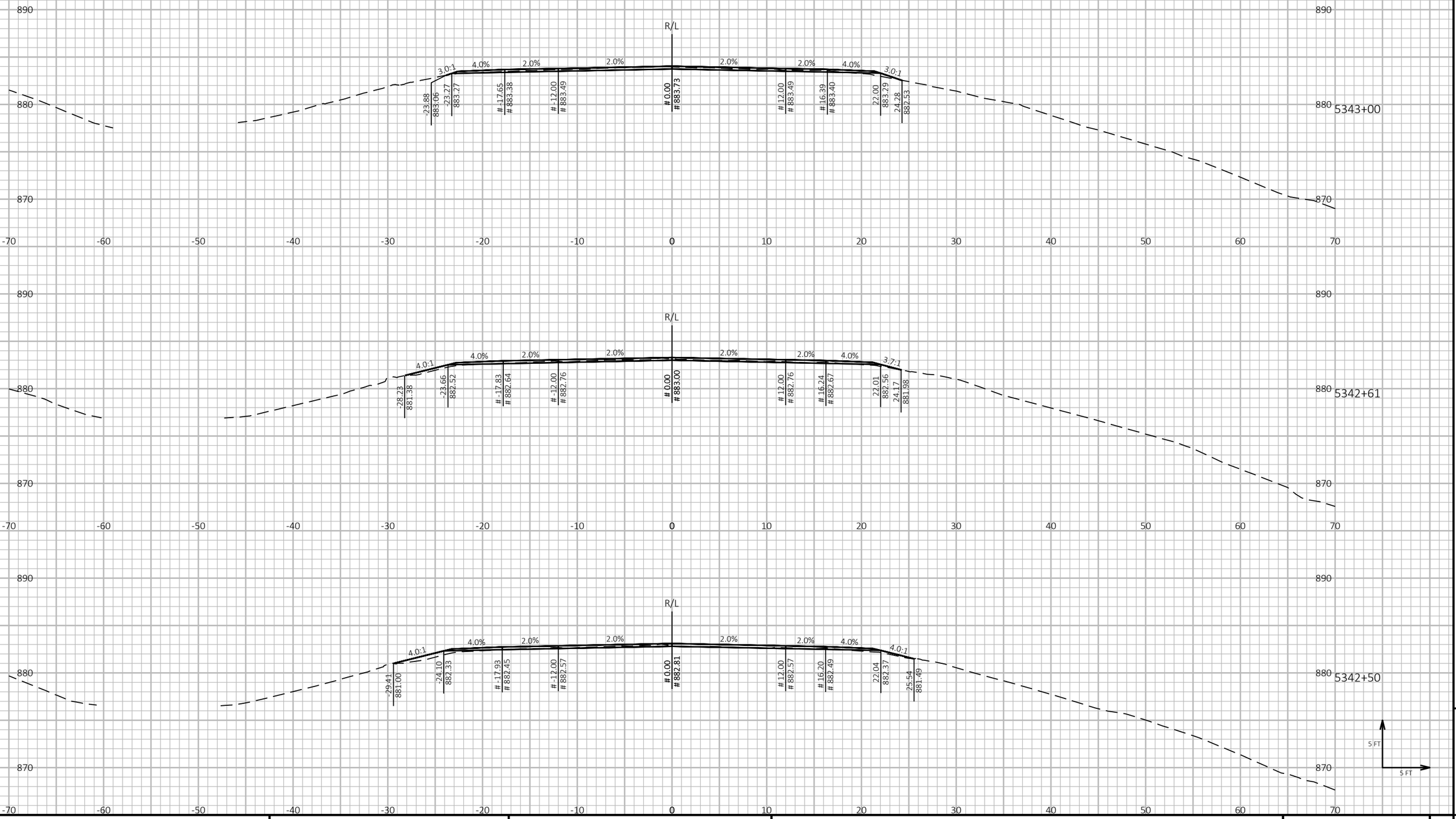
FILE NAME : P:\55XX\5586.DP.23.USH2.DOU\CADDS\11800172\SHEETS\090202-XS.DWG
LAYOUT NAME - 16

PLOT DATE : 4/22/2026 3:31 PM PLOT BY : PARKER TISCHAUSER PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

OFFSET AND ELEVATION LABELS PROVIDED AT THE MILLING SURFACE



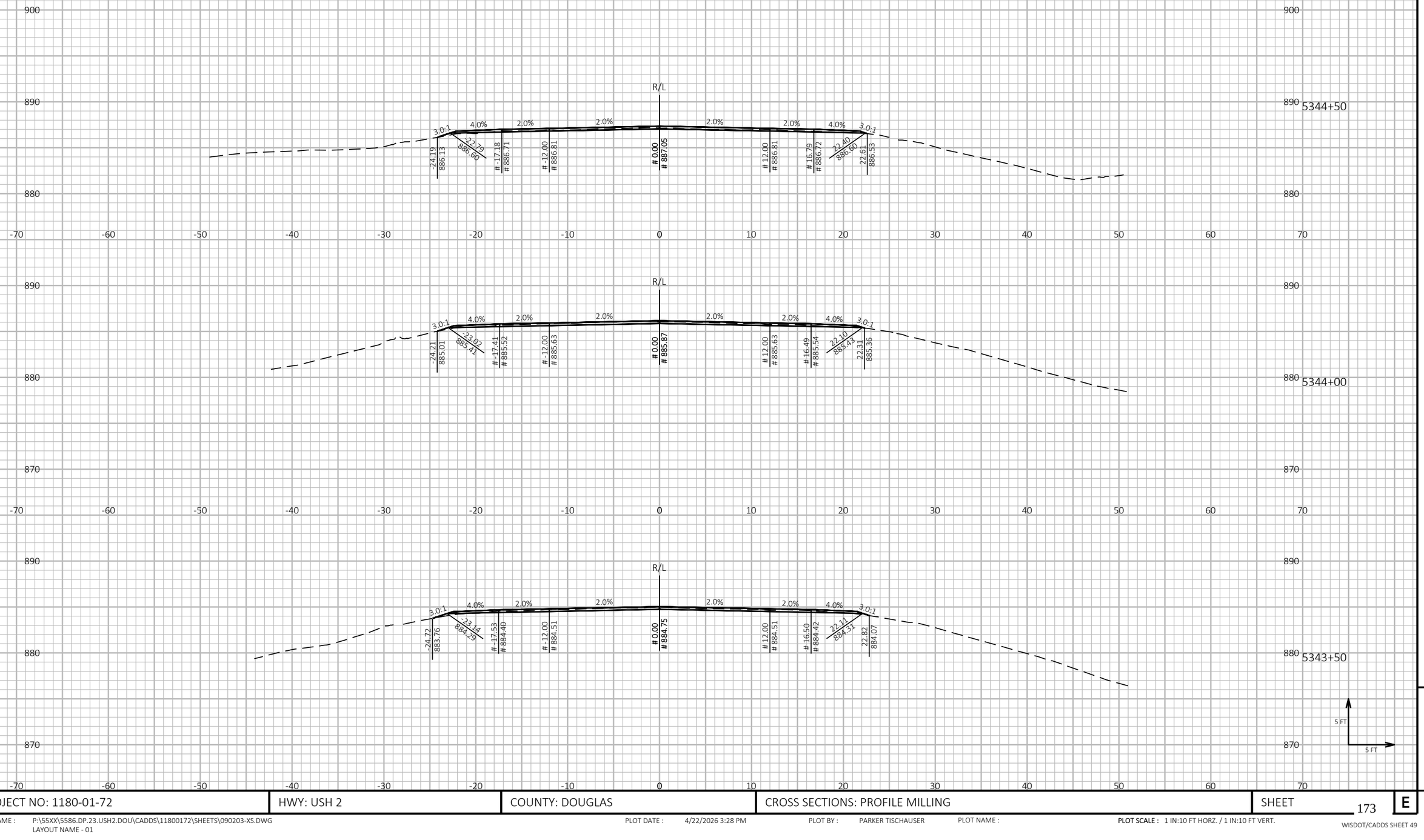
PROJECT NO: 1180-01-72	HWY: USH 2	COUNTY: DOUGLAS	CROSS SECTIONS: PROFILE MILLING AND GUARDRAIL	SHEET 172	E

FILE NAME : P:\55XX\5586.DP.23.USH2.DOU\CADDS\11800172\SHEETS\090202-XS.DWG
LAYOUT NAME - 17

PLOT DATE : 4/22/2026 3:35 PM PLOT BY : PARKER TISCHAUSER PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

OFFSET AND ELEVATION LABELS PROVIDED AT THE MILLING SURFACE



9

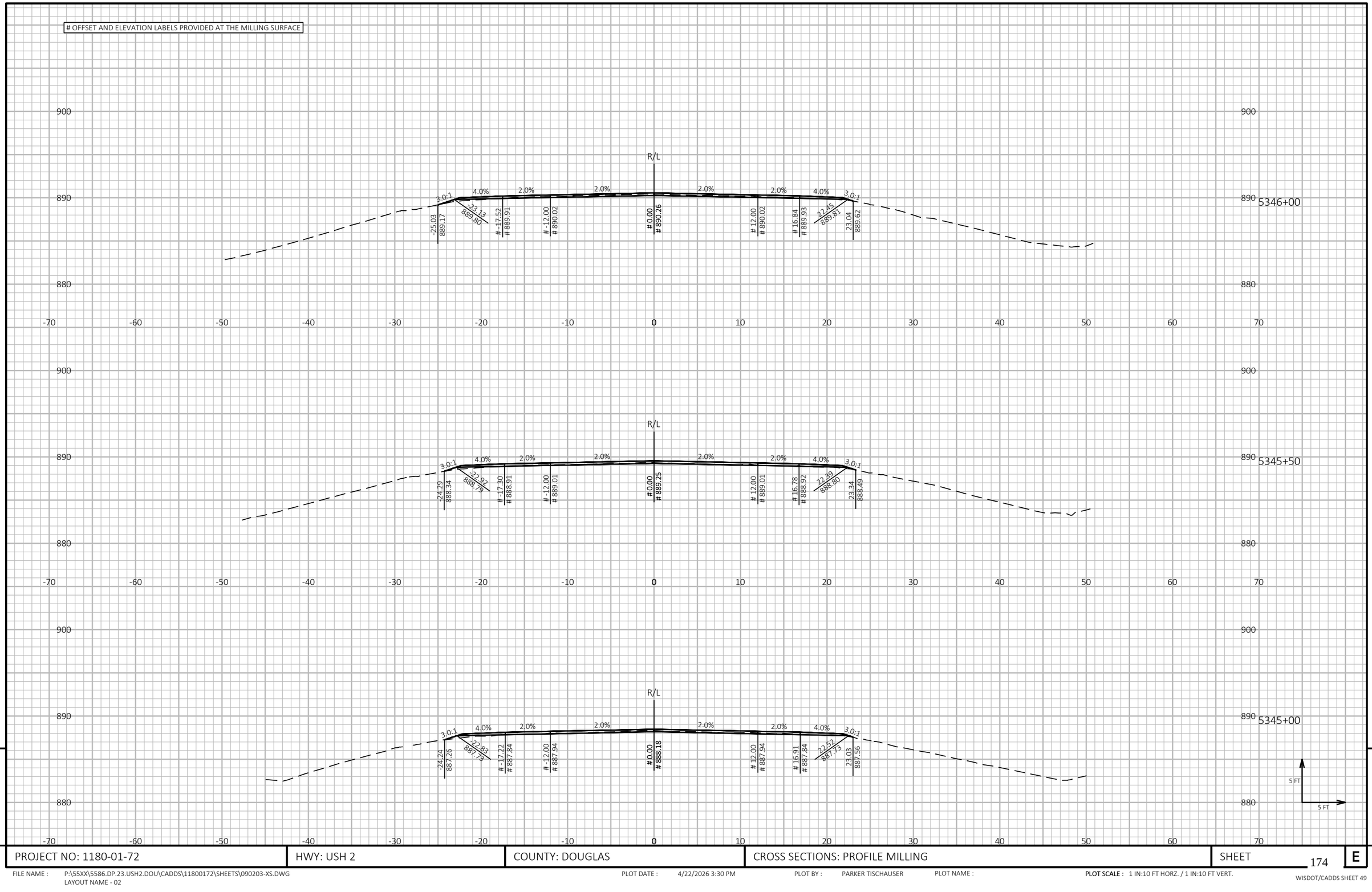
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PROJECT NO: 1180-01-72	HWY: USH 2	COUNTY: DOUGLAS	CROSS SECTIONS: PROFILE MILLING	SHEET 173	E

FILE NAME : P:\55XX\5586.DP.23.USH2.DOU\CADDS\11800172\SHEETS\090203-XS.DWG
LAYOUT NAME - 01

PLOT DATE : 4/22/2026 3:28 PM PLOT BY : PARKER TISCHAUSER PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

OFFSET AND ELEVATION LABELS PROVIDED AT THE MILLING SURFACE



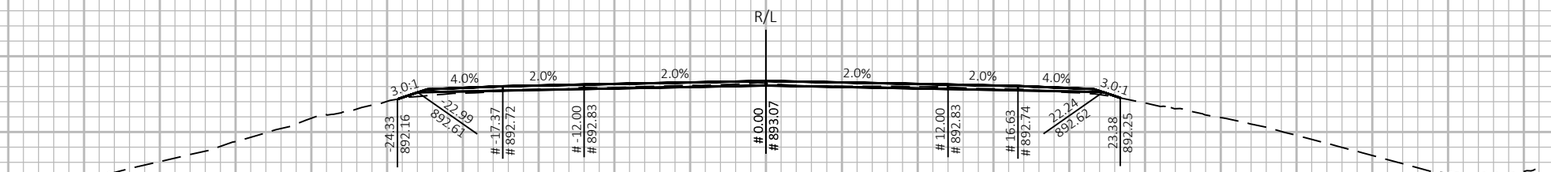
PROJECT NO: 1180-01-72	HWY: USH 2	COUNTY: DOUGLAS	CROSS SECTIONS: PROFILE MILLING	SHEET 174	E

FILE NAME : P:\55XX\5586.DP.23.USH2.DOU\CADDS\11800172\SHEETS\090203-XS.DWG
LAYOUT NAME - 02

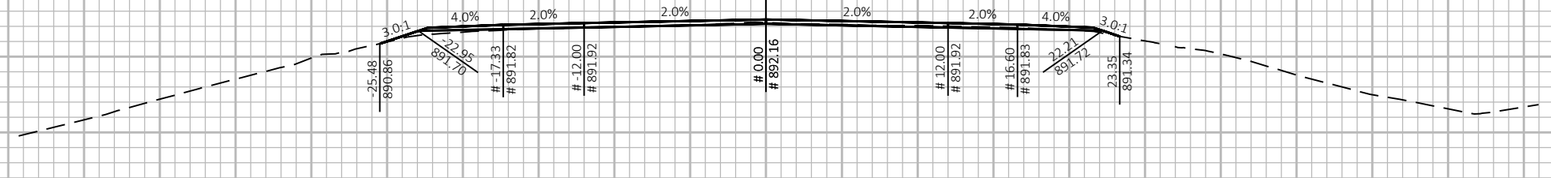
PLOT DATE : 4/22/2026 3:30 PM PLOT BY : PARKER TISCHAUSER PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

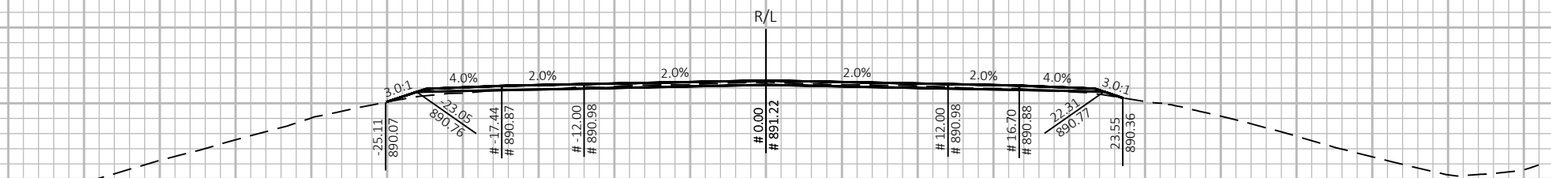
OFFSET AND ELEVATION LABELS PROVIDED AT THE MILLING SURFACE



5347+50



5347+00



5346+50

5 FT
5 FT

9

9

PROJECT NO: 1180-01-72	HWY: USH 2	COUNTY: DOUGLAS	CROSS SECTIONS: PROFILE MILLING	SHEET 175	E

FILE NAME : P:\55XX\5586.DP.23.USH2.DOU\CADDS\11800172\SHEETS\090203-XS.DWG
LAYOUT NAME - 03

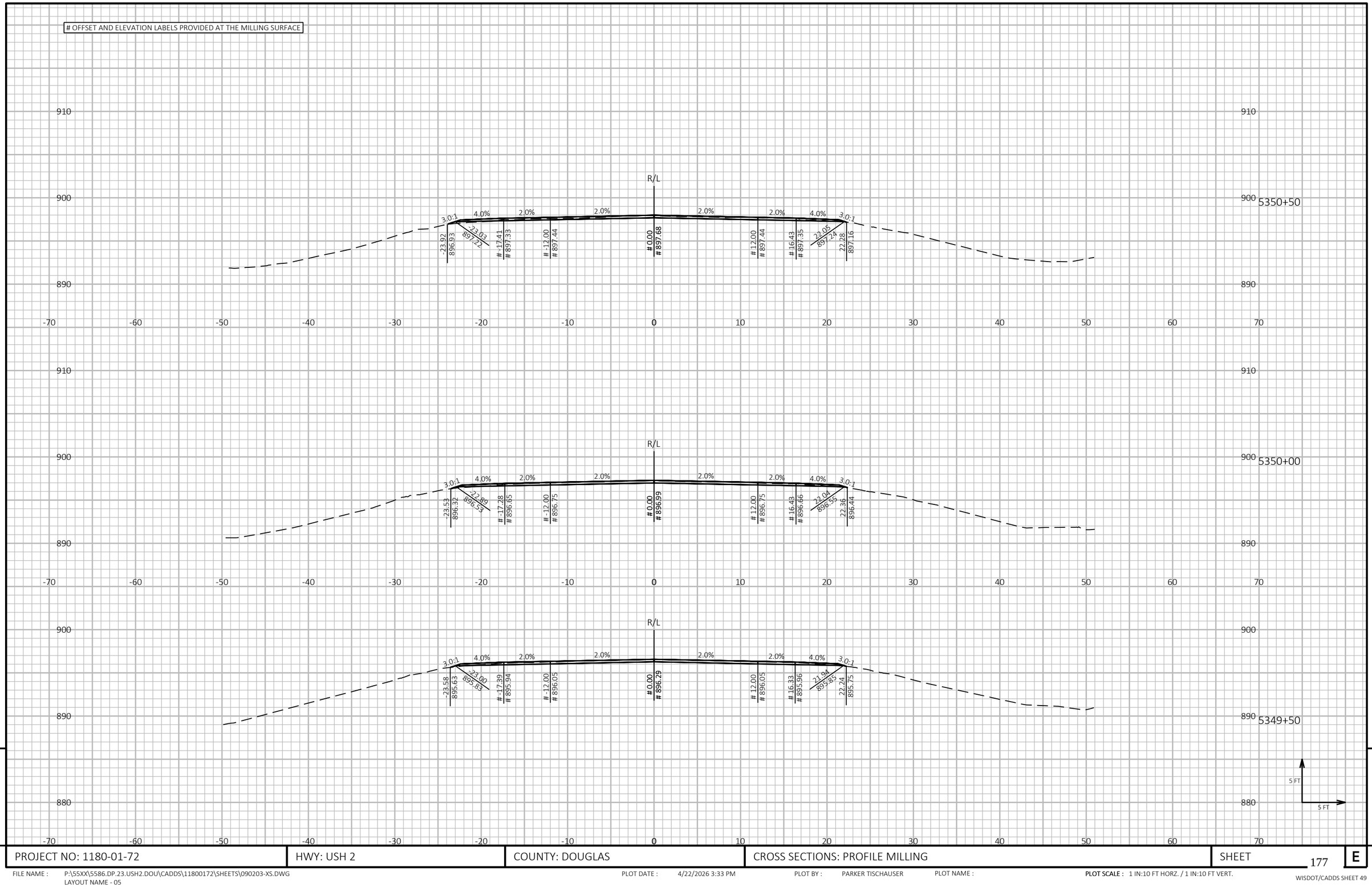
PLOT DATE : 4/22/2026 3:35 PM PLOT BY : PARKER TISCHAUSER PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

OFFSET AND ELEVATION LABELS PROVIDED AT THE MILLING SURFACE

PROJECT NO: 1180-01-72	HWY: USH 2	COUNTY: DOUGLAS	CROSS SECTIONS: PROFILE MILLING	SHEET 176	E

OFFSET AND ELEVATION LABELS PROVIDED AT THE MILLING SURFACE

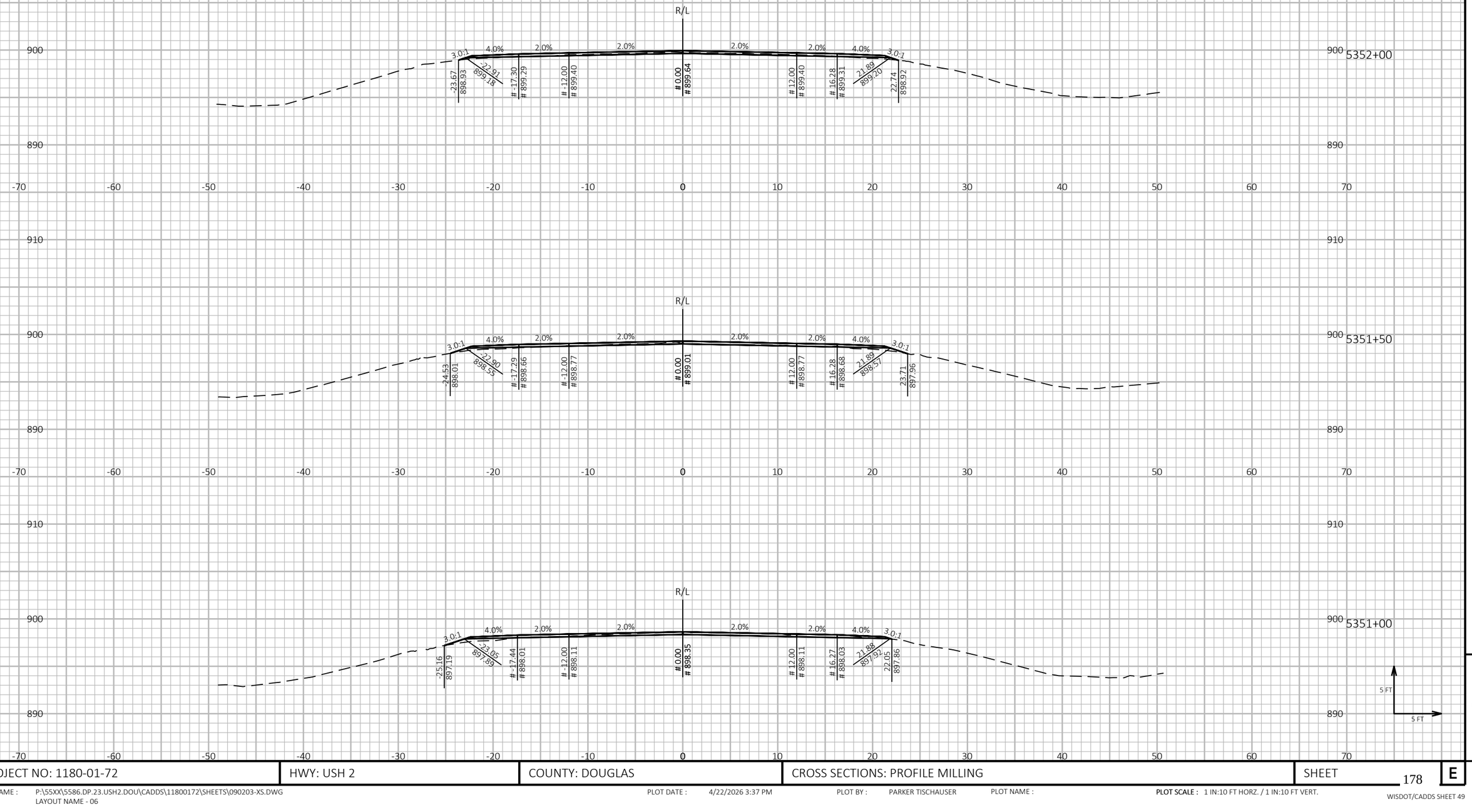


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PROJECT NO: 1180-01-72	HWY: USH 2	COUNTY: DOUGLAS	CROSS SECTIONS: PROFILE MILLING	SHEET 177	E

OFFSET AND ELEVATION LABELS PROVIDED AT THE MILLING SURFACE



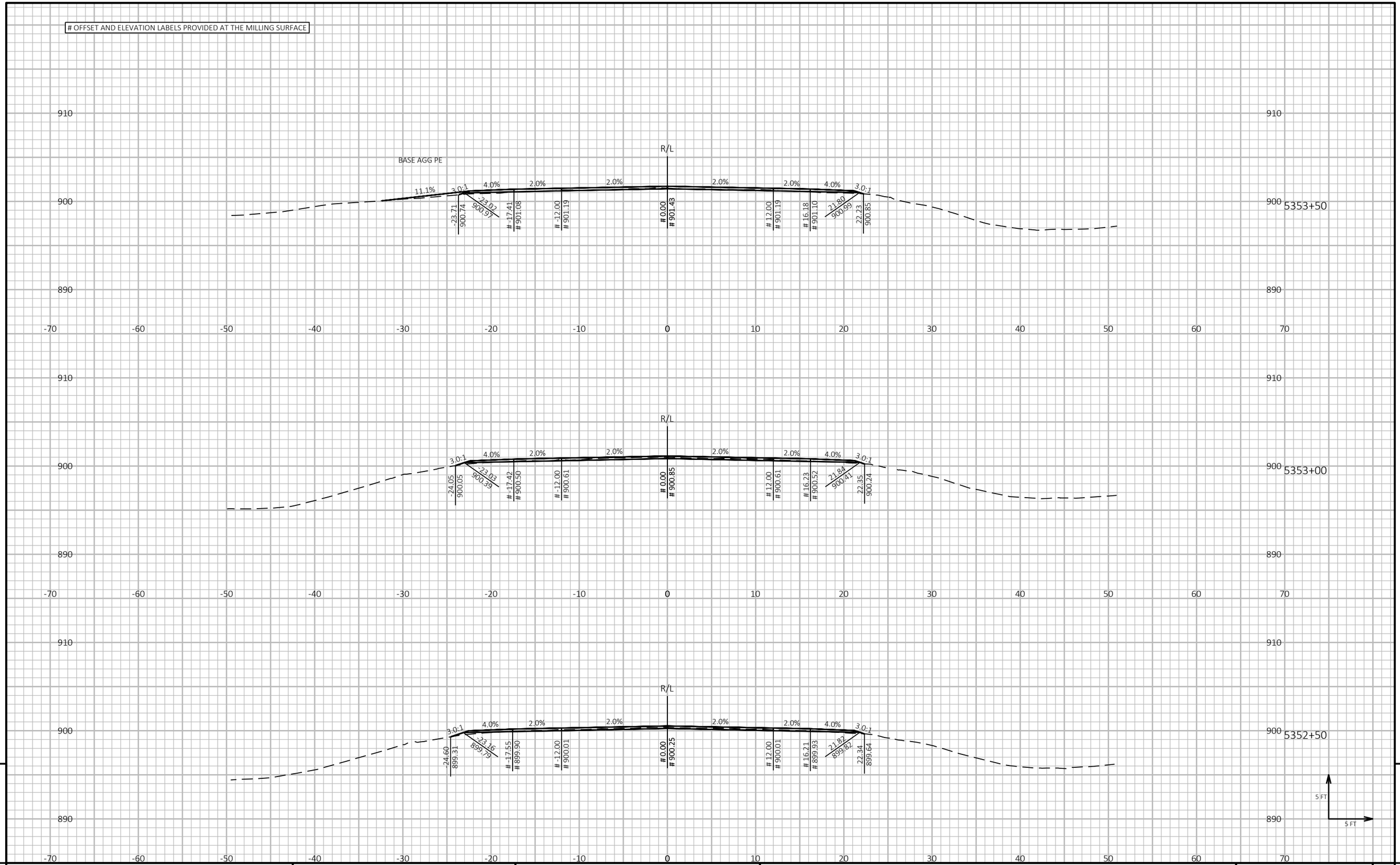
PROJECT NO: 1180-01-72	HWY: USH 2	COUNTY: DOUGLAS	CROSS SECTIONS: PROFILE MILLING	SHEET 178	E

FILE NAME : P:\55XX\5586.DP.23.USH2.DOU\CADDS\11800172\SHEETS\090203-XS.DWG
LAYOUT NAME - 06

PLOT DATE : 4/22/2026 3:37 PM PLOT BY : PARKER TISCHAUSER PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

OFFSET AND ELEVATION LABELS PROVIDED AT THE MILLING SURFACE



9

9

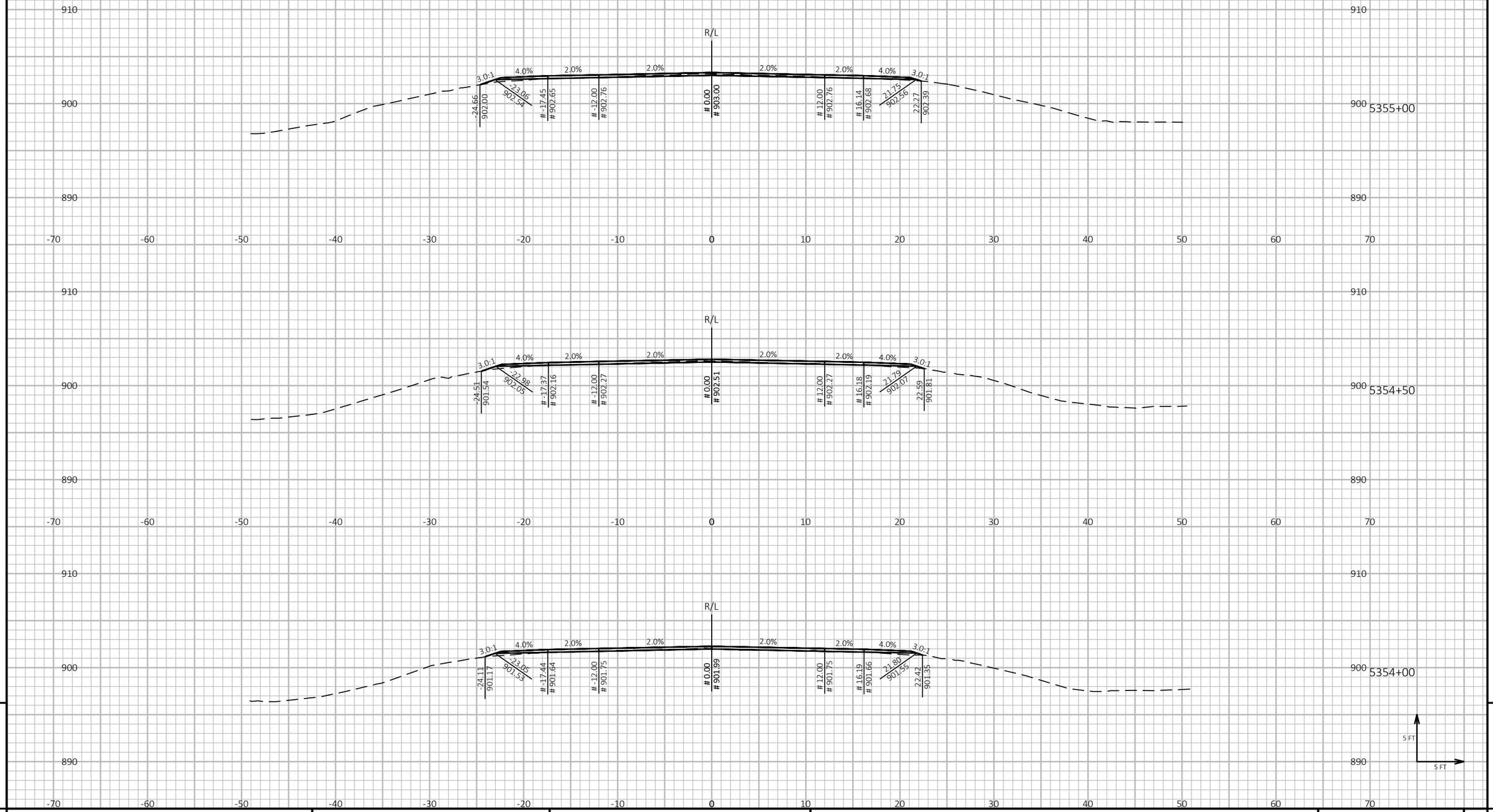
PROJECT NO: 1180-01-72	HWY: USH 2	COUNTY: DOUGLAS	CROSS SECTIONS: PROFILE MILLING	SHEET 179	E

FILE NAME : P:\55XX\5586.DP.23.USH2.DOU\CADDS\11800172\SHEETS\090203-XS.DWG
LAYOUT NAME - 07

PLOT DATE : 4/22/2026 3:34 PM PLOT BY : PARKER TISCHAUSER PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

OFFSET AND ELEVATION LABELS PROVIDED AT THE MILLING SURFACE



9

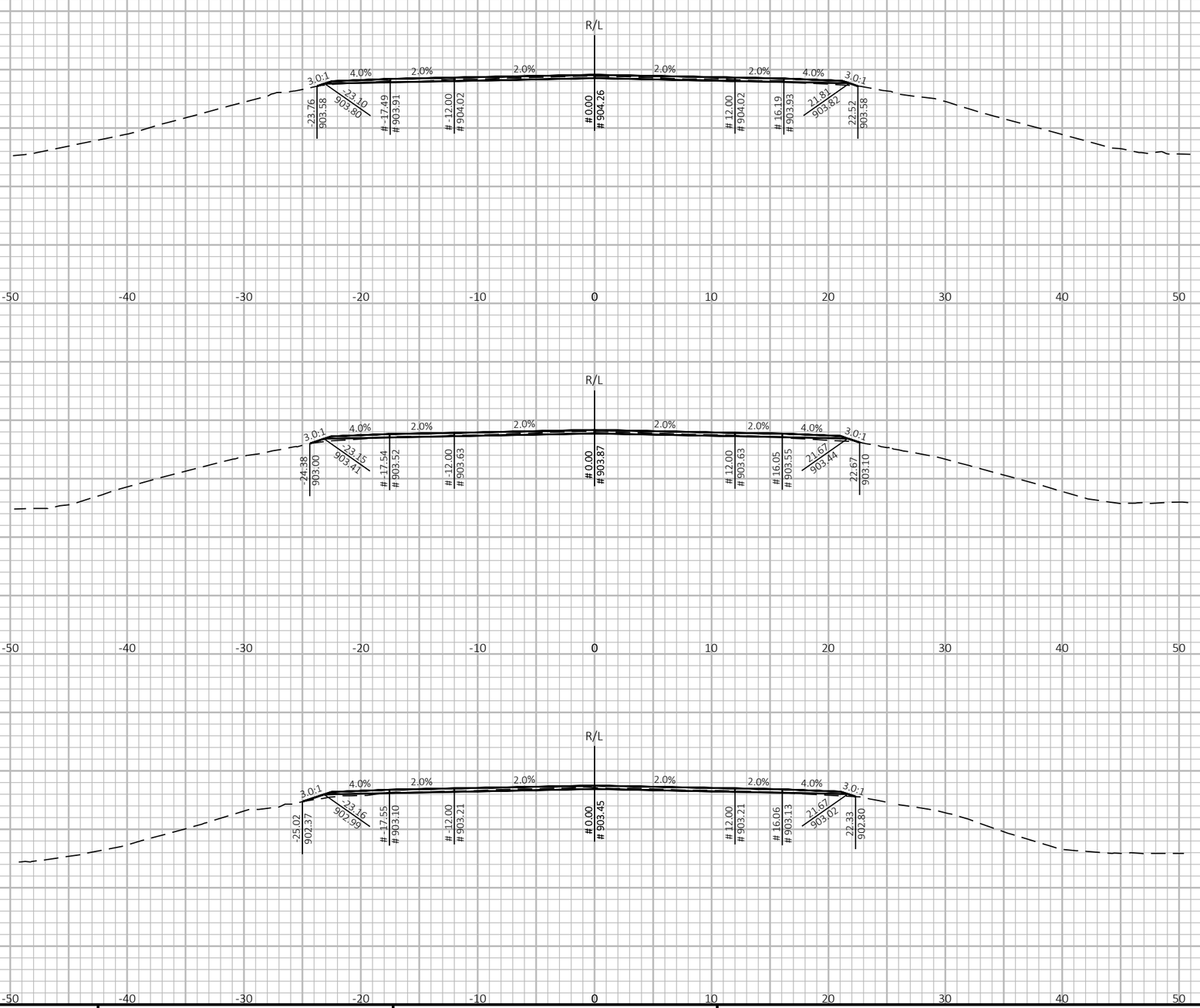
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PROJECT NO: 1180-01-72	HWY: USH 2	COUNTY: DOUGLAS	CROSS SECTIONS: PROFILE MILLING	SHEET 180	E

FILE NAME : P:\55XX\5586.DP.23.USH2.DOU\CADDS\11800172\SHEETS\090203-XS.DWG
LAYOUT NAME - 08

PLOT DATE : 4/22/2026 3:36 PM PLOT BY : PARKER TISCHAUSER PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

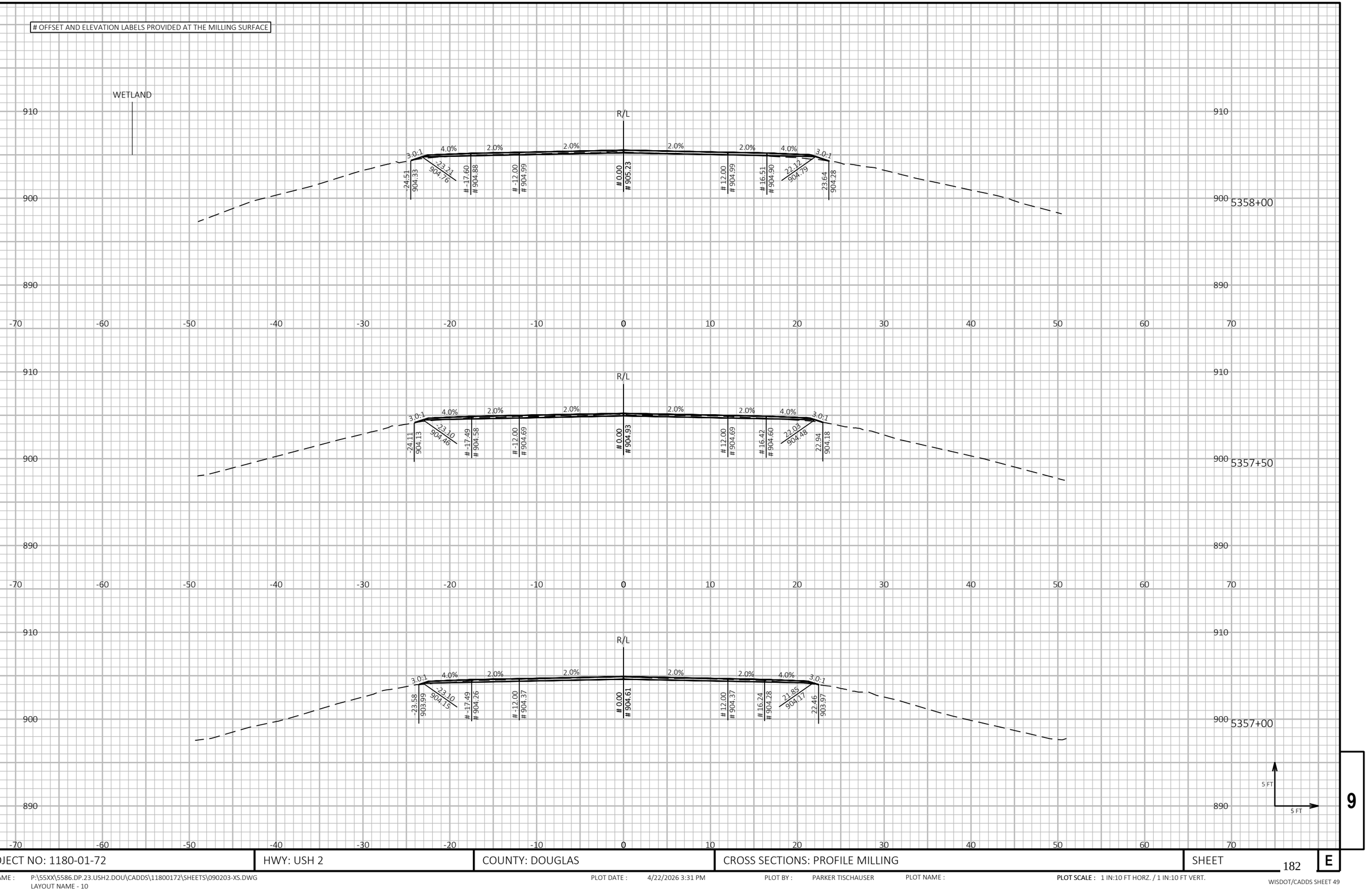
OFFSET AND ELEVATION LABELS PROVIDED AT THE MILLING SURFACE



PROJECT NO: 1180-01-72	HWY: USH 2	COUNTY: DOUGLAS	CROSS SECTIONS: PROFILE MILLING	SHEET 181	E

FILE NAME : P:\55XX\5586.DP.23.USH2.DOU\CADDS\11800172\SHEETS\090203-XS.DWG
LAYOUT NAME - 09
PLOT DATE : 4/22/2026 3:30 PM
PLOT BY : PARKER TISCHAUSER
PLOT NAME :
PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.
WISDOT/CADDS SHEET 49

OFFSET AND ELEVATION LABELS PROVIDED AT THE MILLING SURFACE

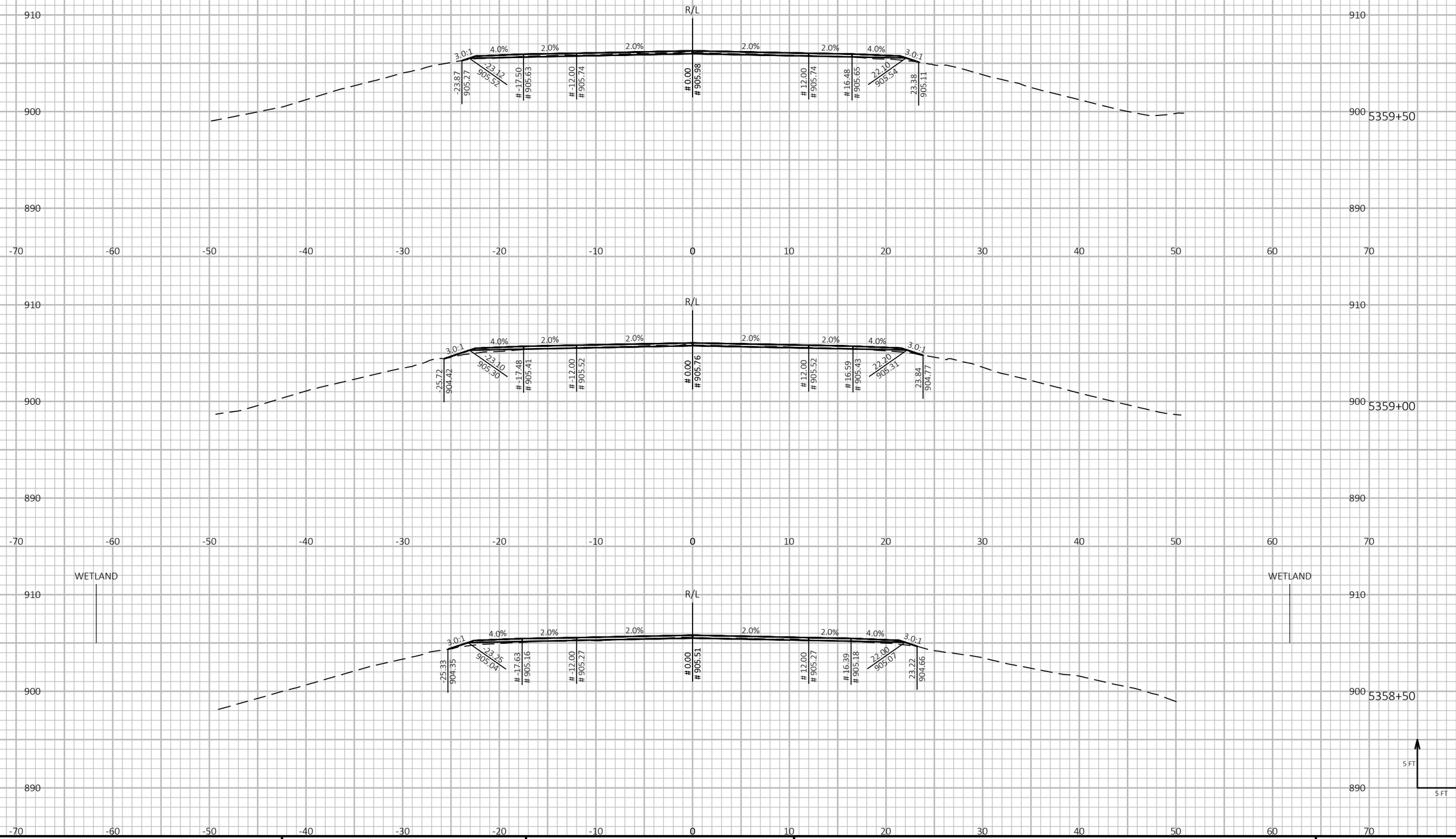


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9

PROJECT NO: 1180-01-72	HWY: USH 2	COUNTY: DOUGLAS	CROSS SECTIONS: PROFILE MILLING	SHEET 182	E

OFFSET AND ELEVATION LABELS PROVIDED AT THE MILLING SURFACE



9

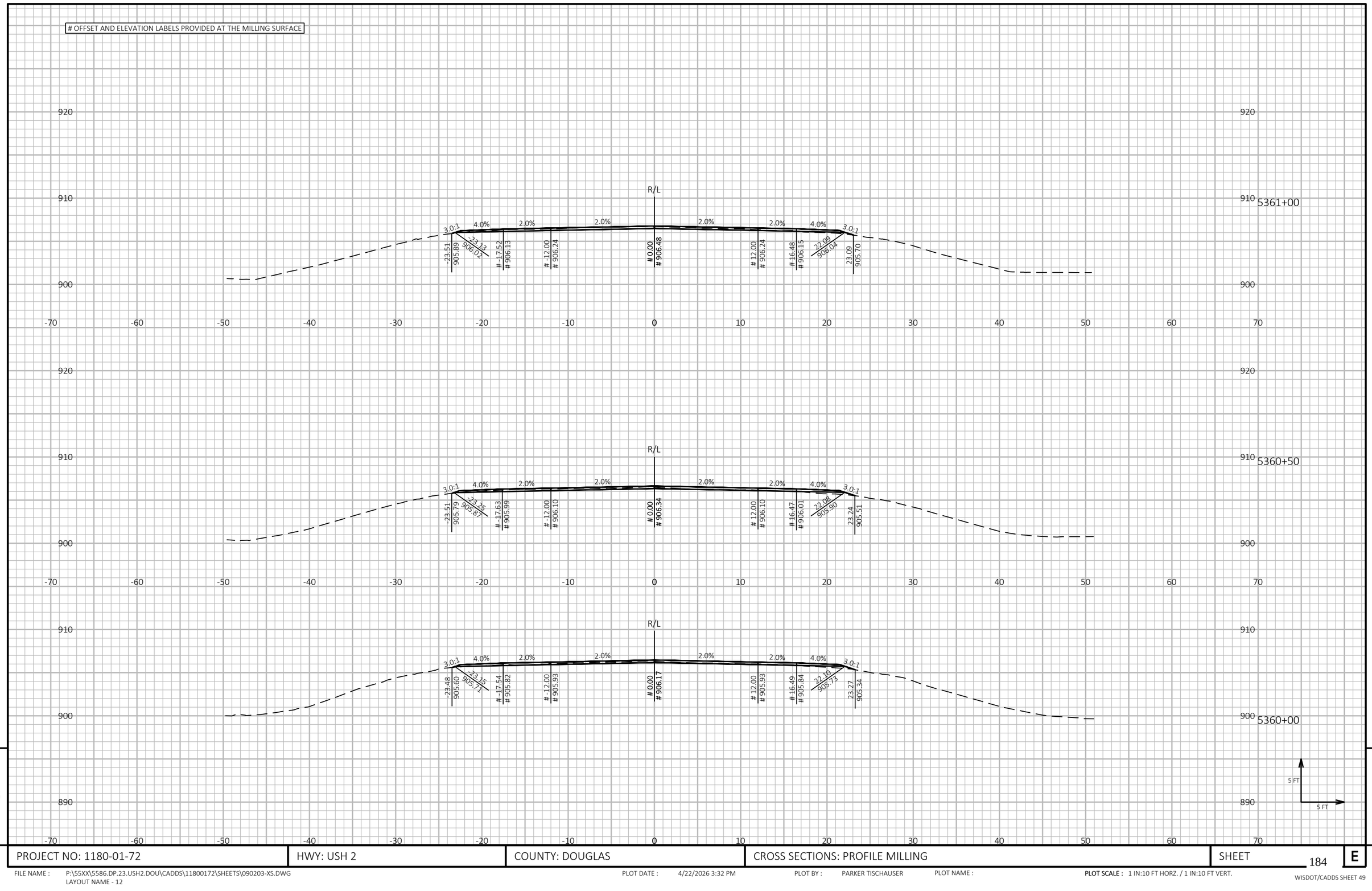
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PROJECT NO: 1180-01-72	HWY: USH 2	COUNTY: DOUGLAS	CROSS SECTIONS: PROFILE MILLING	SHEET 183	E

FILE NAME : P:\55XX\5586.DP.23.USH2.DOU\CADDS\11800172\SHEETS\090203-XS.DWG
LAYOUT NAME - 11

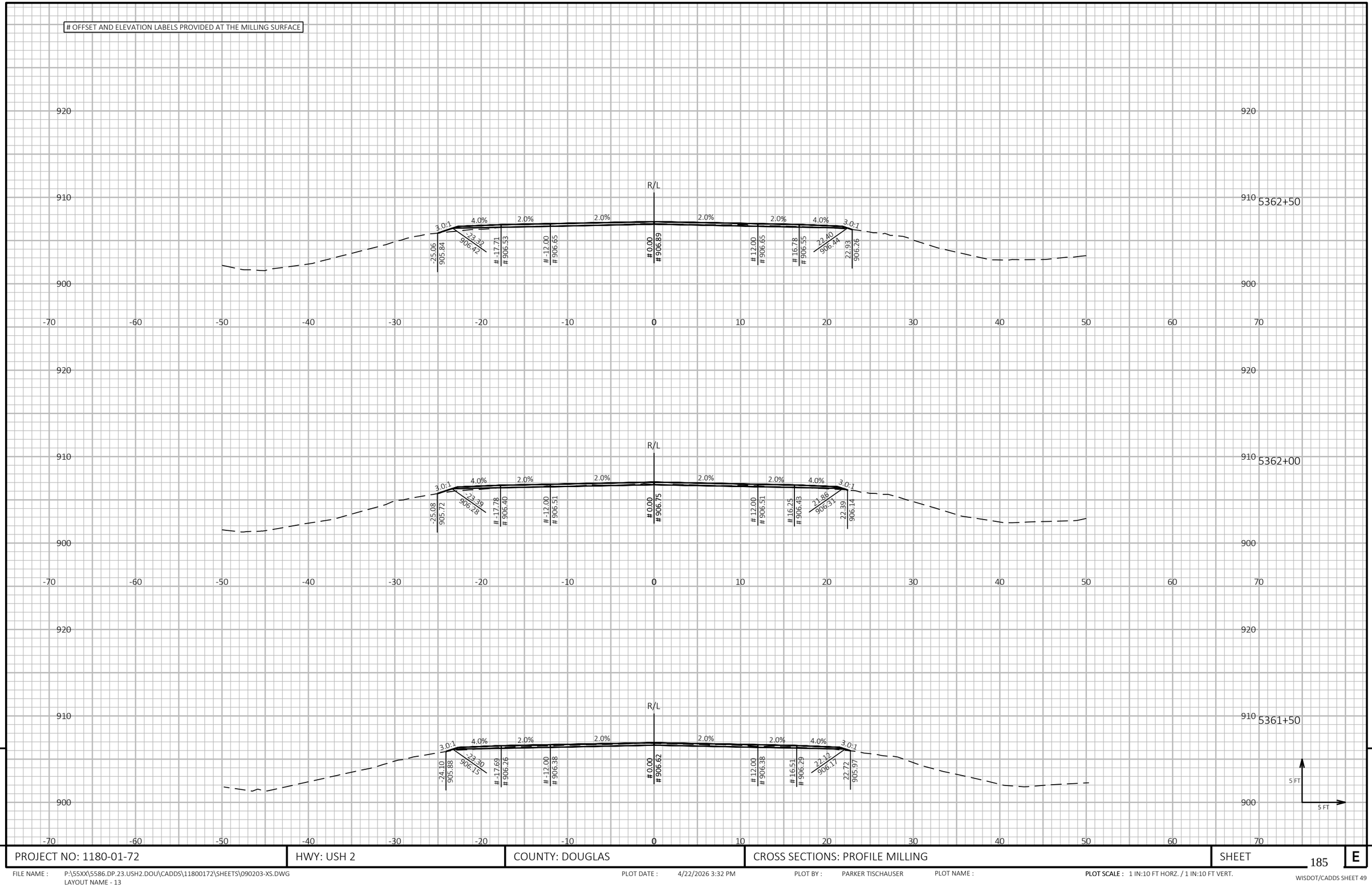
PLOT DATE : 4/22/2026 3:35 PM PLOT BY : PARKER TISCHAUSER PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

OFFSET AND ELEVATION LABELS PROVIDED AT THE MILLING SURFACE



PROJECT NO: 1180-01-72	HWY: USH 2	COUNTY: DOUGLAS	CROSS SECTIONS: PROFILE MILLING	SHEET 184	E

OFFSET AND ELEVATION LABELS PROVIDED AT THE MILLING SURFACE



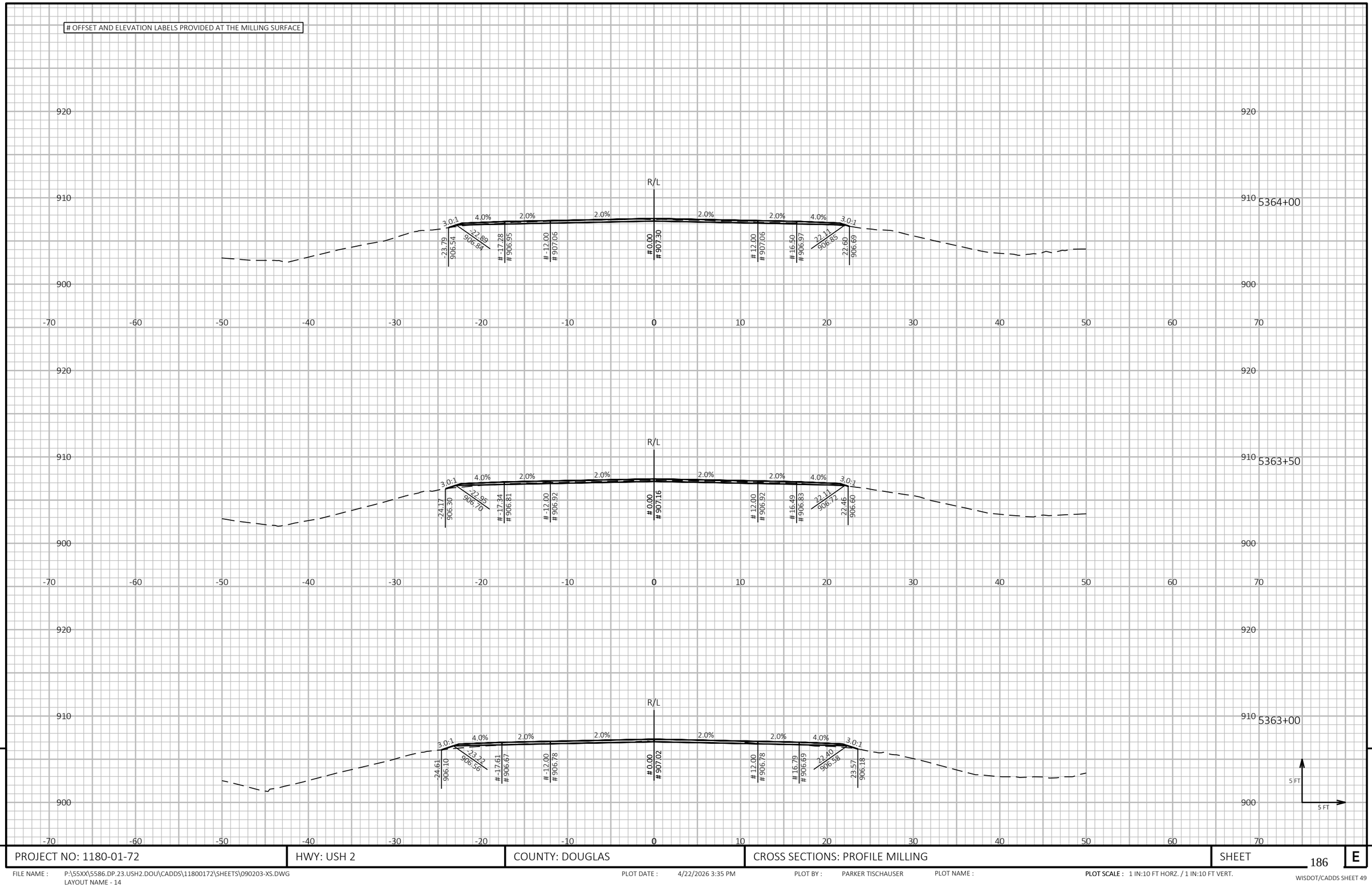
PROJECT NO: 1180-01-72	HWY: USH 2	COUNTY: DOUGLAS	CROSS SECTIONS: PROFILE MILLING	SHEET 185	E

FILE NAME : P:\55XX\5586.DP.23.USH2.DOU\CADDS\11800172\SHEETS\090203-XS.DWG
LAYOUT NAME - 13

PLOT DATE : 4/22/2026 3:32 PM PLOT BY : PARKER TISCHAUSER PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

OFFSET AND ELEVATION LABELS PROVIDED AT THE MILLING SURFACE



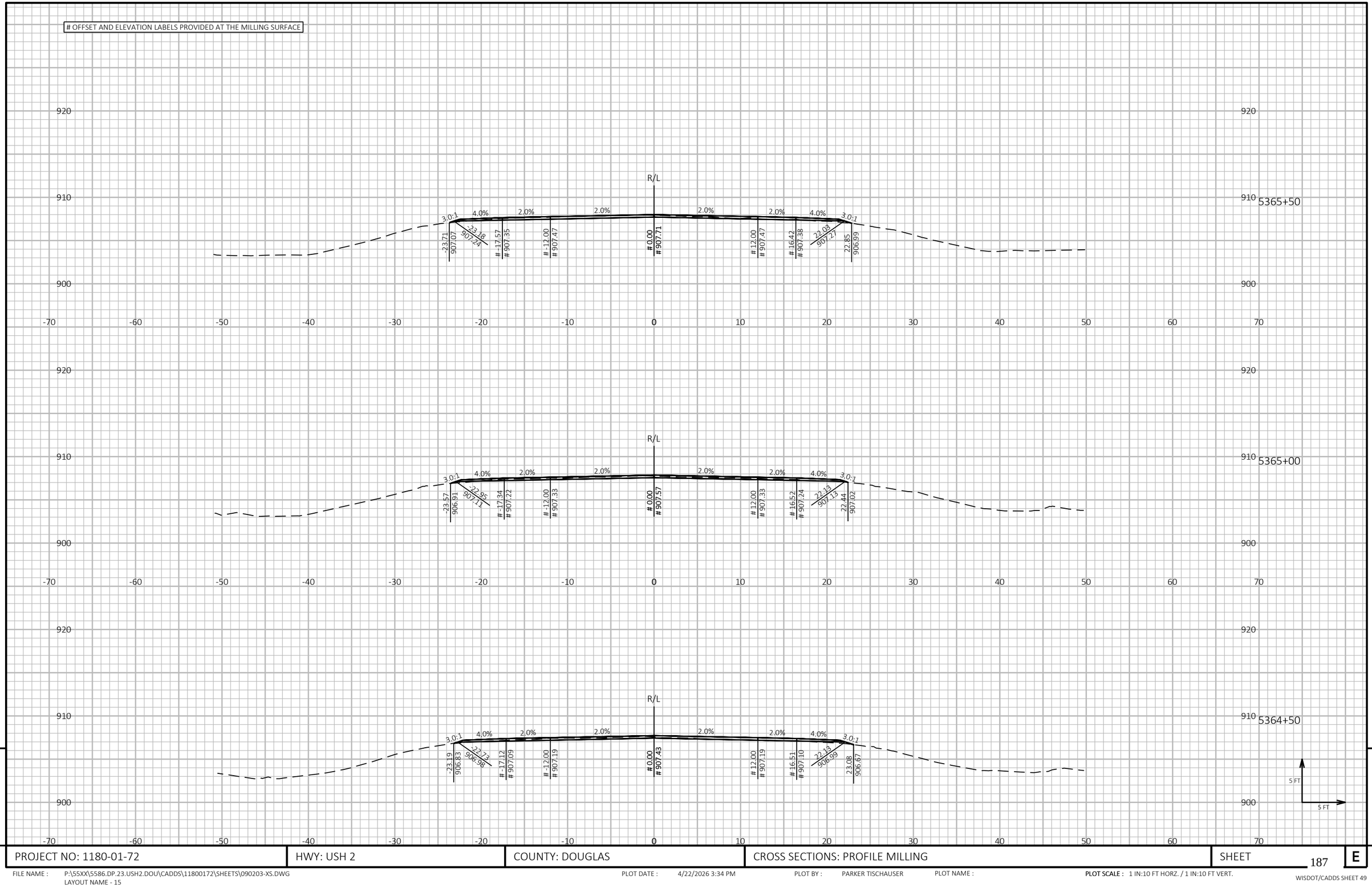
PROJECT NO: 1180-01-72	HWY: USH 2	COUNTY: DOUGLAS	CROSS SECTIONS: PROFILE MILLING	SHEET	E

FILE NAME : P:\55XX\5586.DP.23.USH2.DOU\CADDS\11800172\SHEETS\090203-XS.DWG
LAYOUT NAME - 14

PLOT DATE : 4/22/2026 3:35 PM PLOT BY : PARKER TISCHAUSER PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

OFFSET AND ELEVATION LABELS PROVIDED AT THE MILLING SURFACE



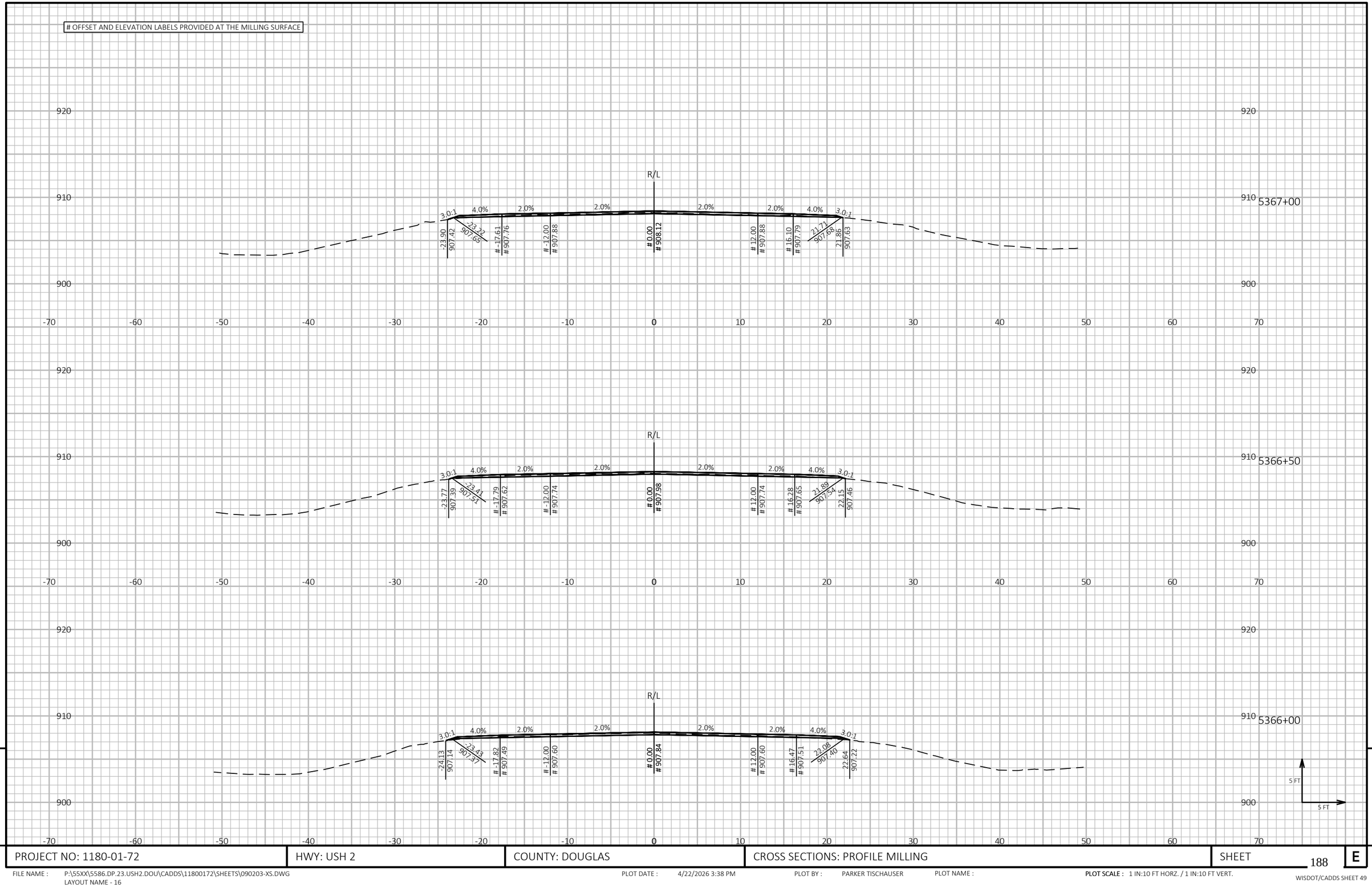
PROJECT NO: 1180-01-72	HWY: USH 2	COUNTY: DOUGLAS	CROSS SECTIONS: PROFILE MILLING	SHEET	187 E

FILE NAME : P:\55XX\5586.DP.23.USH2.DOU\CADDS\11800172\SHEETS\090203-XS.DWG
LAYOUT NAME - 15

PLOT DATE : 4/22/2026 3:34 PM PLOT BY : PARKER TISCHAUSER PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

OFFSET AND ELEVATION LABELS PROVIDED AT THE MILLING SURFACE



9

9

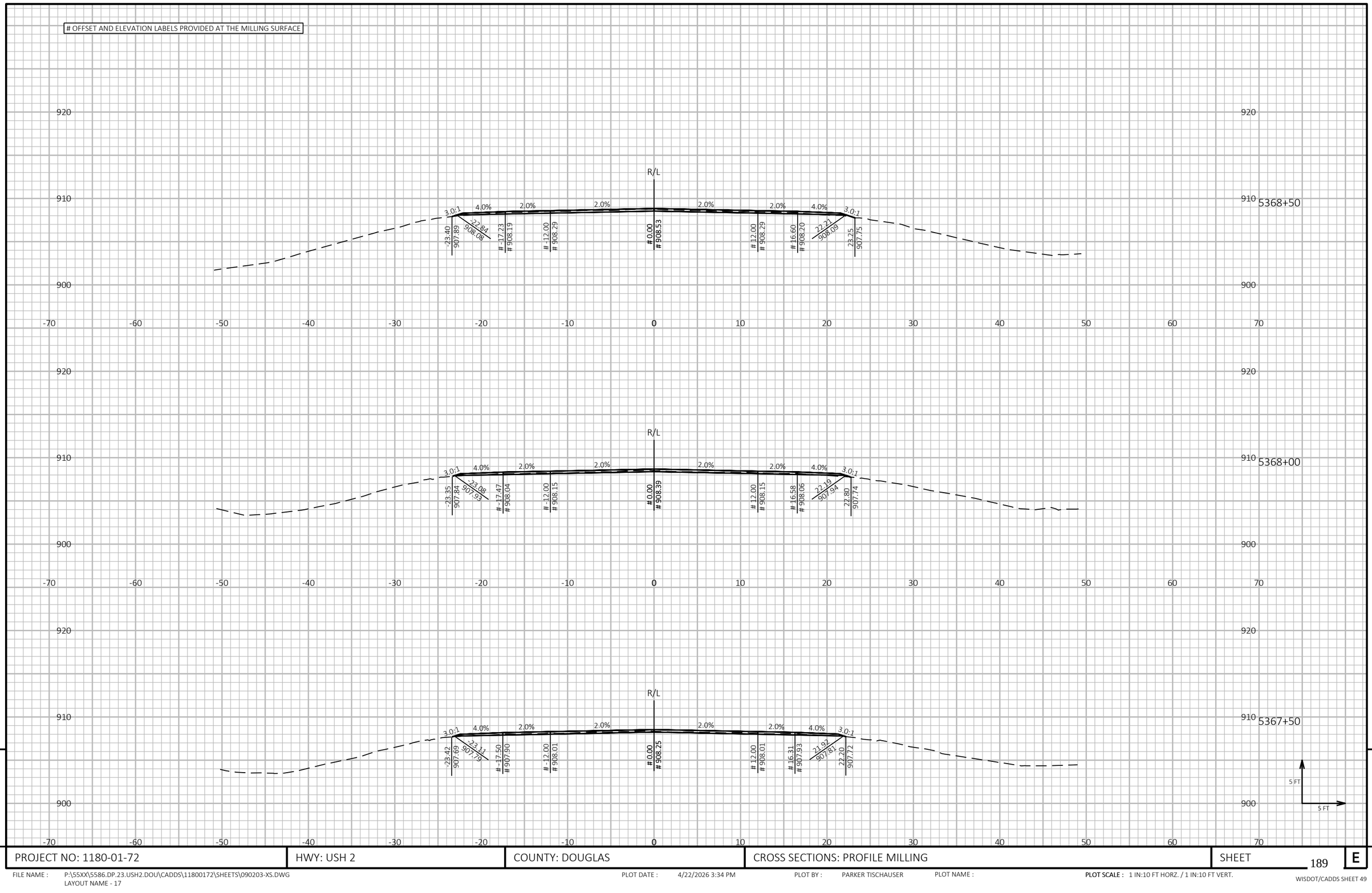
PROJECT NO: 1180-01-72	HWY: USH 2	COUNTY: DOUGLAS	CROSS SECTIONS: PROFILE MILLING	SHEET 188	E

FILE NAME : P:\55XX\5586.DP.23.USH2.DOU\CADDS\11800172\SHEETS\090203-XS.DWG
LAYOUT NAME - 16

PLOT DATE : 4/22/2026 3:38 PM PLOT BY : PARKER TISCHAUSER PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

OFFSET AND ELEVATION LABELS PROVIDED AT THE MILLING SURFACE



9

9

PROJECT NO: 1180-01-72	HWY: USH 2	COUNTY: DOUGLAS	CROSS SECTIONS: PROFILE MILLING	SHEET 189	E

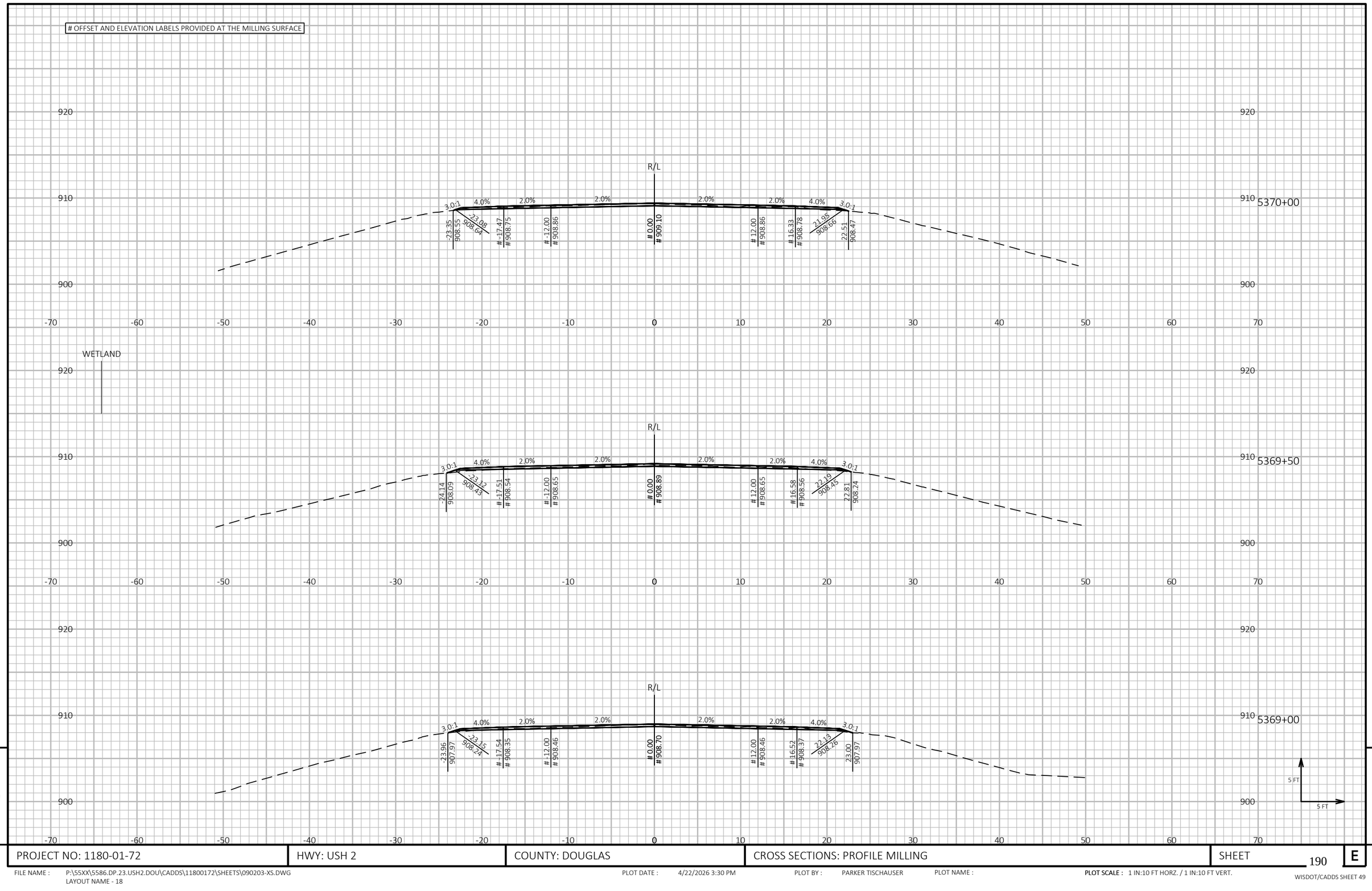
FILE NAME : P:\55XX\5586.DP.23.USH2.DOU\CADDS\11800172\SHEETS\090203-XS.DWG
LAYOUT NAME - 17

PLOT DATE : 4/22/2026 3:34 PM PLOT BY : PARKER TISCHAUSER PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

OFFSET AND ELEVATION LABELS PROVIDED AT THE MILLING SURFACE



PROJECT NO: 1180-01-72	HWY: USH 2	COUNTY: DOUGLAS	CROSS SECTIONS: PROFILE MILLING	SHEET 190	E

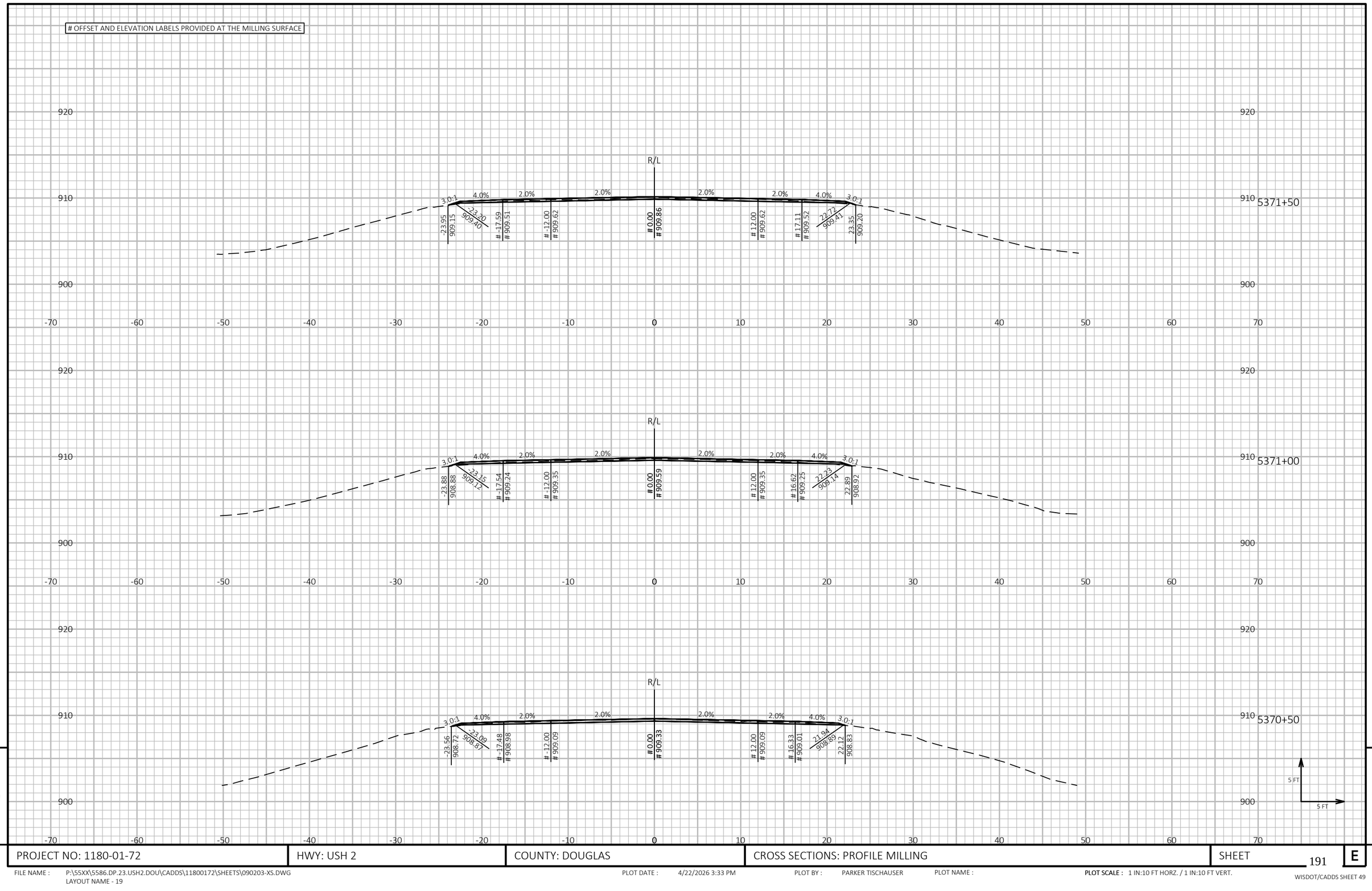
FILE NAME : P:\55XX\5586.DP.23.USH2.DOU\CADDS\11800172\SHEETS\090203-XS.DWG
LAYOUT NAME - 18

PLOT DATE : 4/22/2026 3:30 PM PLOT BY : PARKER TISCHAUSER PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

OFFSET AND ELEVATION LABELS PROVIDED AT THE MILLING SURFACE

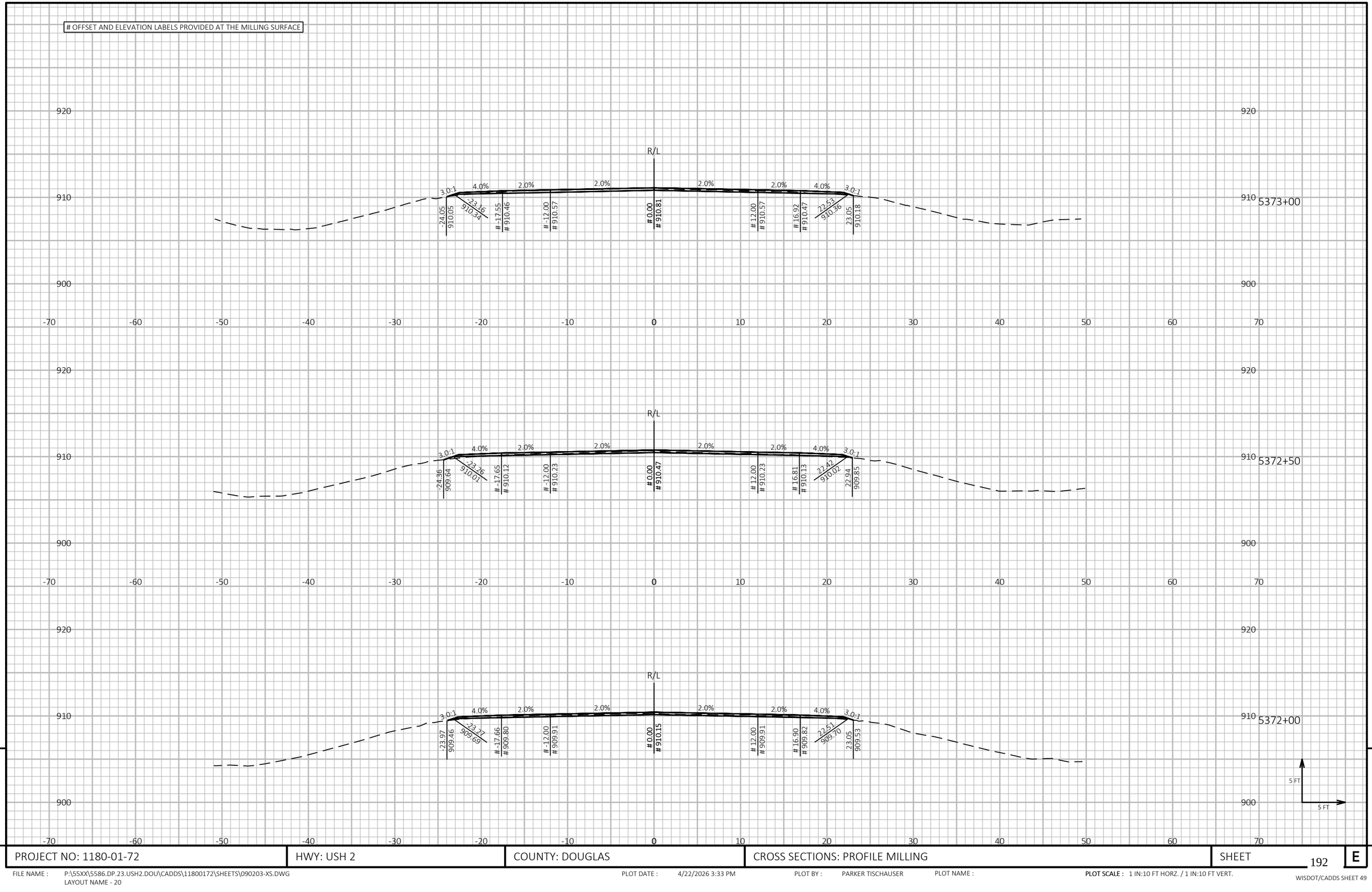


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PROJECT NO: 1180-01-72	HWY: USH 2	COUNTY: DOUGLAS	CROSS SECTIONS: PROFILE MILLING	SHEET 191	E

OFFSET AND ELEVATION LABELS PROVIDED AT THE MILLING SURFACE



PROJECT NO: 1180-01-72	HWY: USH 2	COUNTY: DOUGLAS	CROSS SECTIONS: PROFILE MILLING	SHEET 192	E

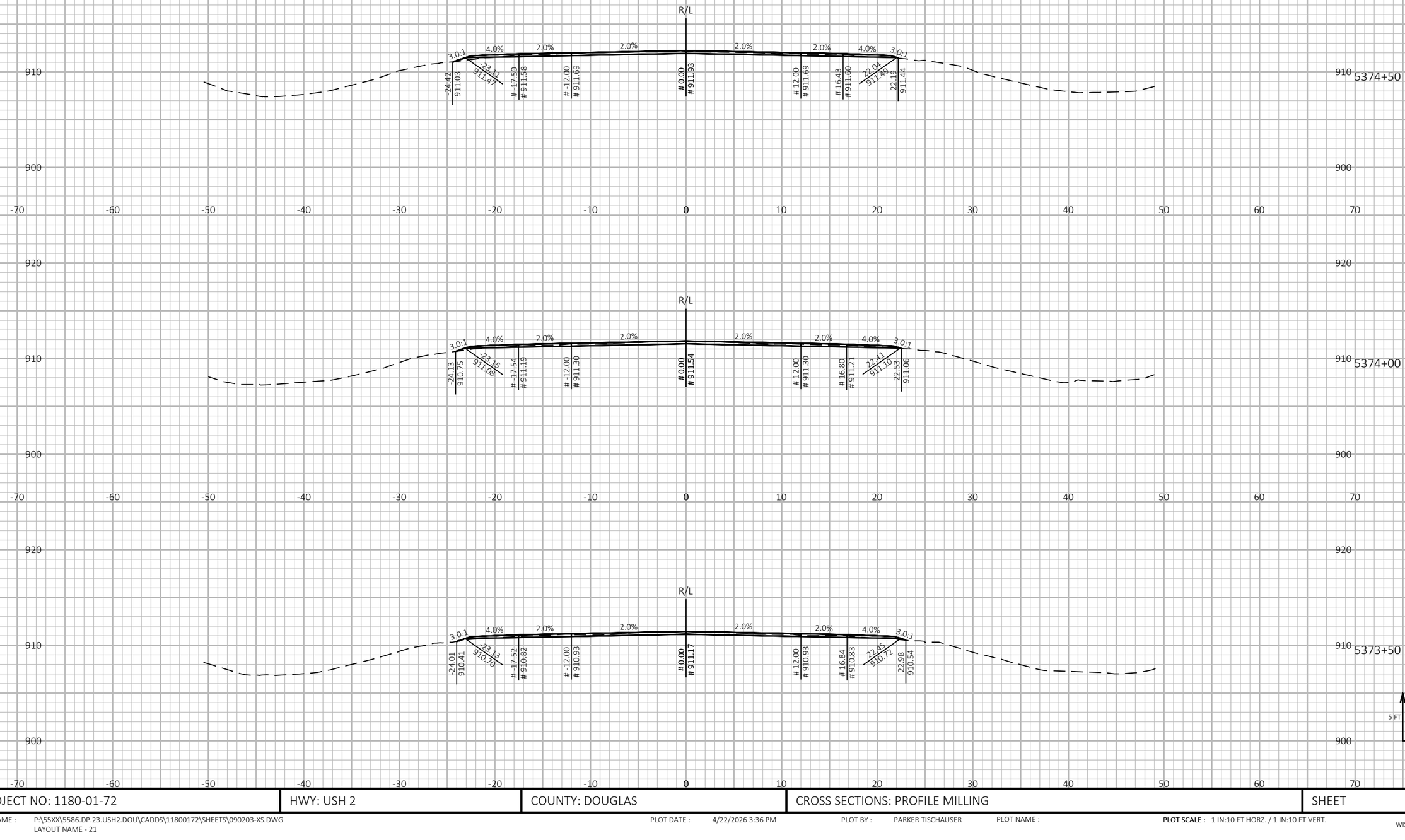
FILE NAME : P:\55XX\5586.DP.23.USH2.DOU\CADDS\11800172\SHEETS\090203-XS.DWG
LAYOUT NAME - 20

PLOT DATE : 4/22/2026 3:33 PM PLOT BY : PARKER TISCHAUSER PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

OFFSET AND ELEVATION LABELS PROVIDED AT THE MILLING SURFACE



9

9

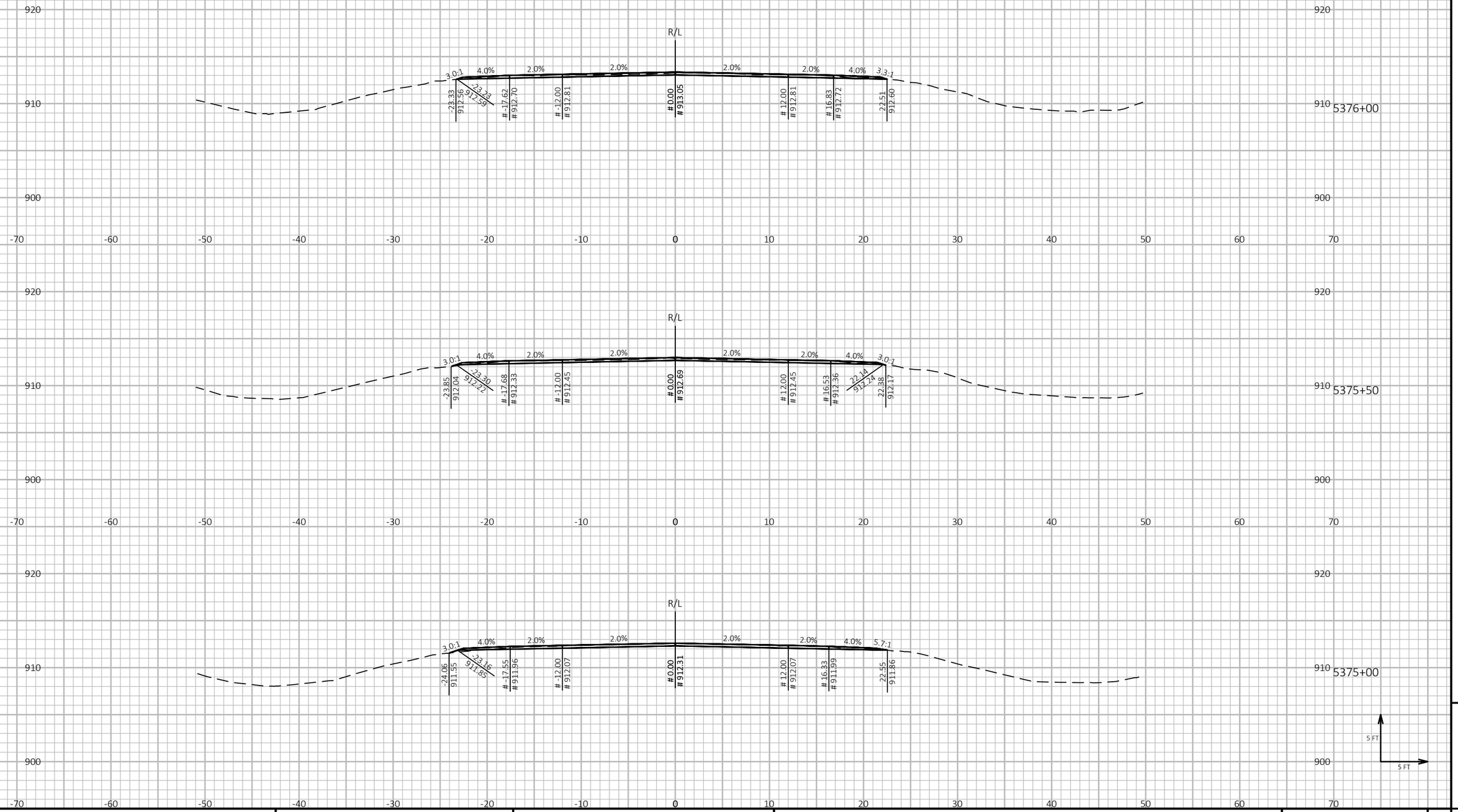
PROJECT NO: 1180-01-72	HWY: USH 2	COUNTY: DOUGLAS	CROSS SECTIONS: PROFILE MILLING	SHEET 193	E

FILE NAME : P:\55XX\5586.DP.23.USH2.DOU\CADDS\11800172\SHEETS\090203-XS.DWG
LAYOUT NAME - 21

PLOT DATE : 4/22/2026 3:36 PM PLOT BY : PARKER TISCHAUSER PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

OFFSET AND ELEVATION LABELS PROVIDED AT THE MILLING SURFACE



9

9

PROJECT NO: 1180-01-72	HWY: USH 2	COUNTY: DOUGLAS	CROSS SECTIONS: PROFILE MILLING	SHEET 194	E

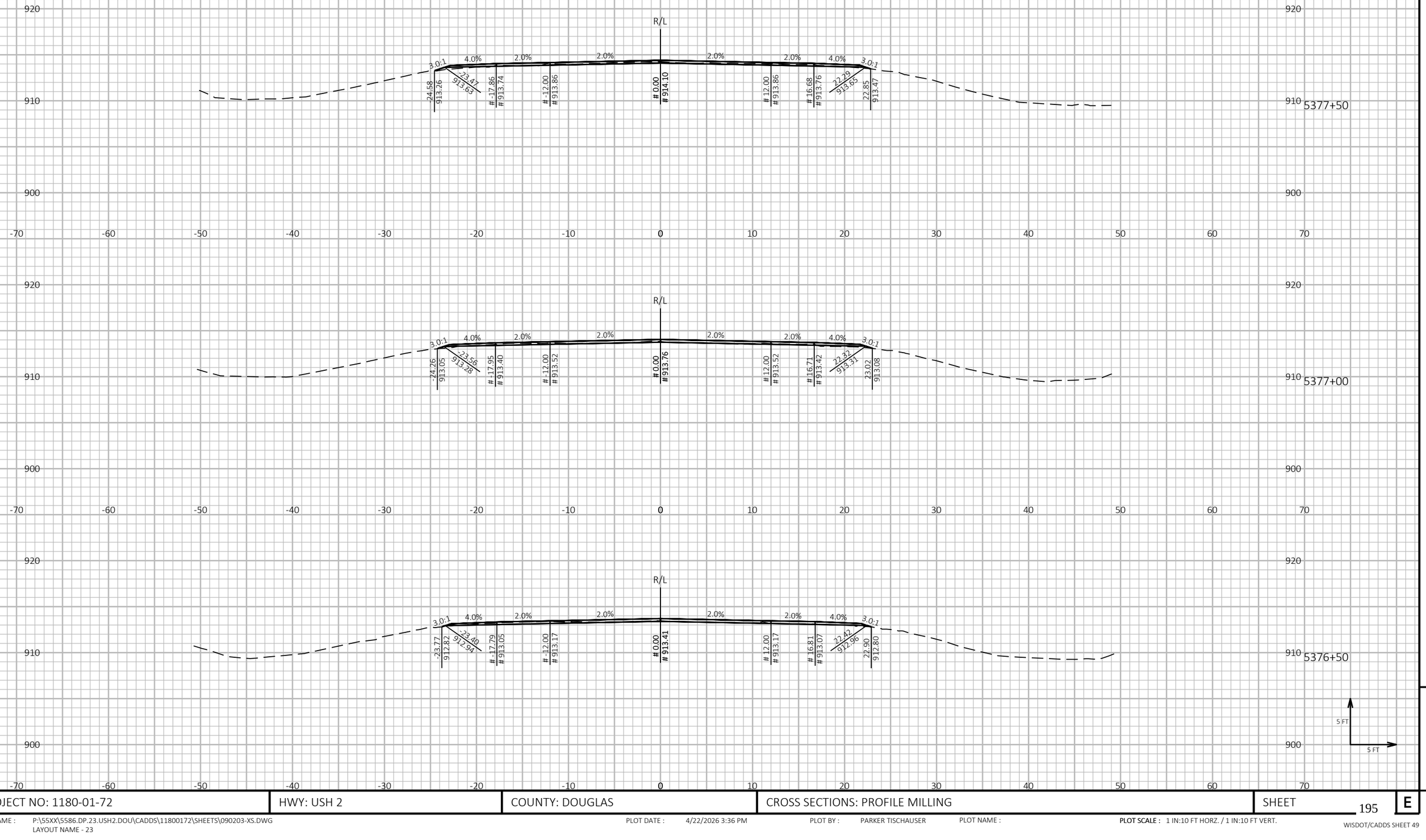
FILE NAME : P:\55XX\5586.DP.23.USH2.DOU\CADDS\11800172\SHEETS\090203-XS.DWG
LAYOUT NAME - 22

PLOT DATE : 4/22/2026 3:32 PM PLOT BY : PARKER TISCHAUSER PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

OFFSET AND ELEVATION LABELS PROVIDED AT THE MILLING SURFACE



9

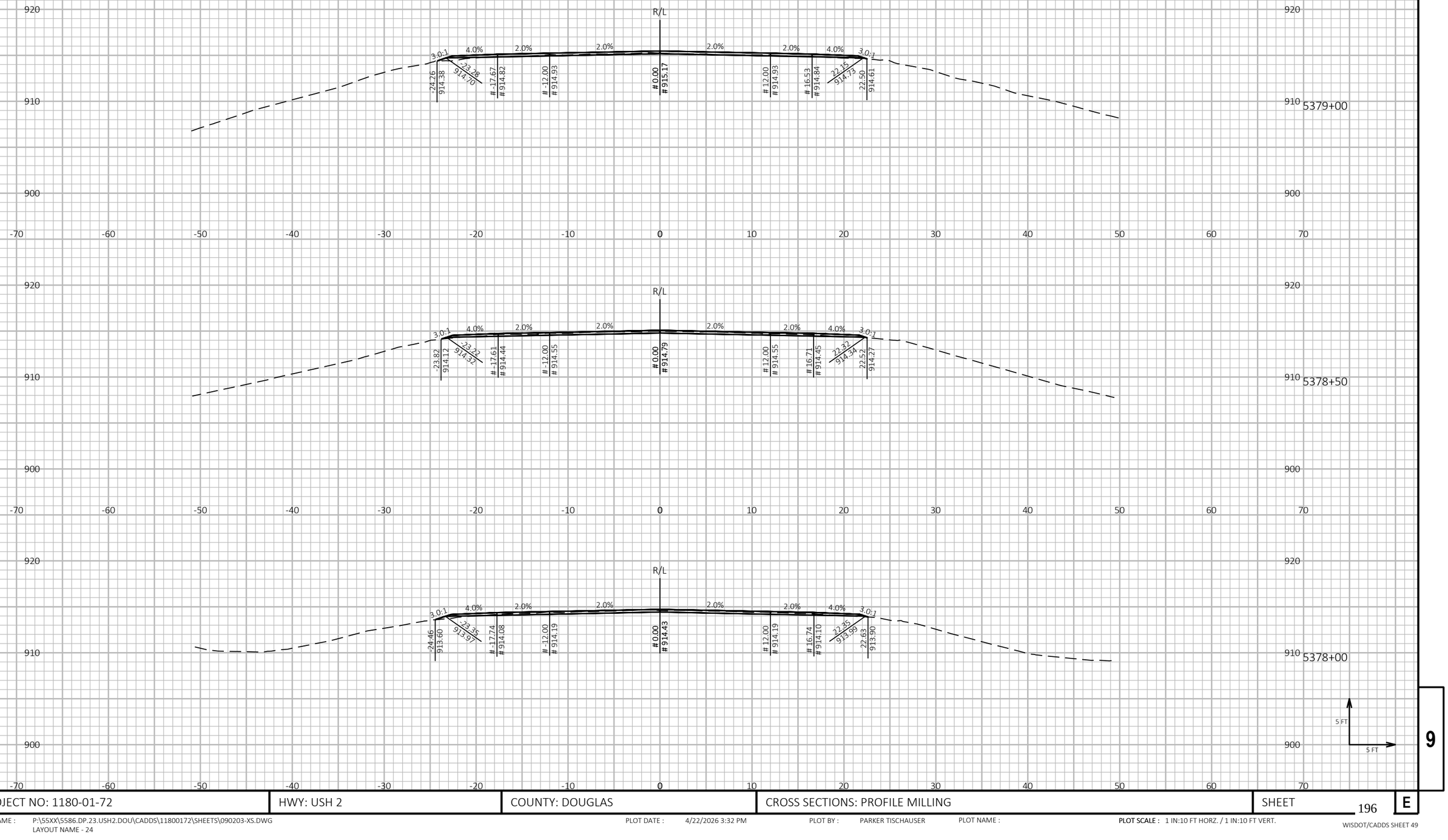
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PROJECT NO: 1180-01-72	HWY: USH 2	COUNTY: DOUGLAS	CROSS SECTIONS: PROFILE MILLING	SHEET 195	E

FILE NAME : P:\55XX\5586.DP.23.USH2.DOU\CADDS\11800172\SHEETS\090203-XS.DWG
LAYOUT NAME - 23

PLOT DATE : 4/22/2026 3:36 PM PLOT BY : PARKER TISCHAUSER PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

OFFSET AND ELEVATION LABELS PROVIDED AT THE MILLING SURFACE



9

9

PROJECT NO: 1180-01-72	HWY: USH 2	COUNTY: DOUGLAS	CROSS SECTIONS: PROFILE MILLING	SHEET 196	E

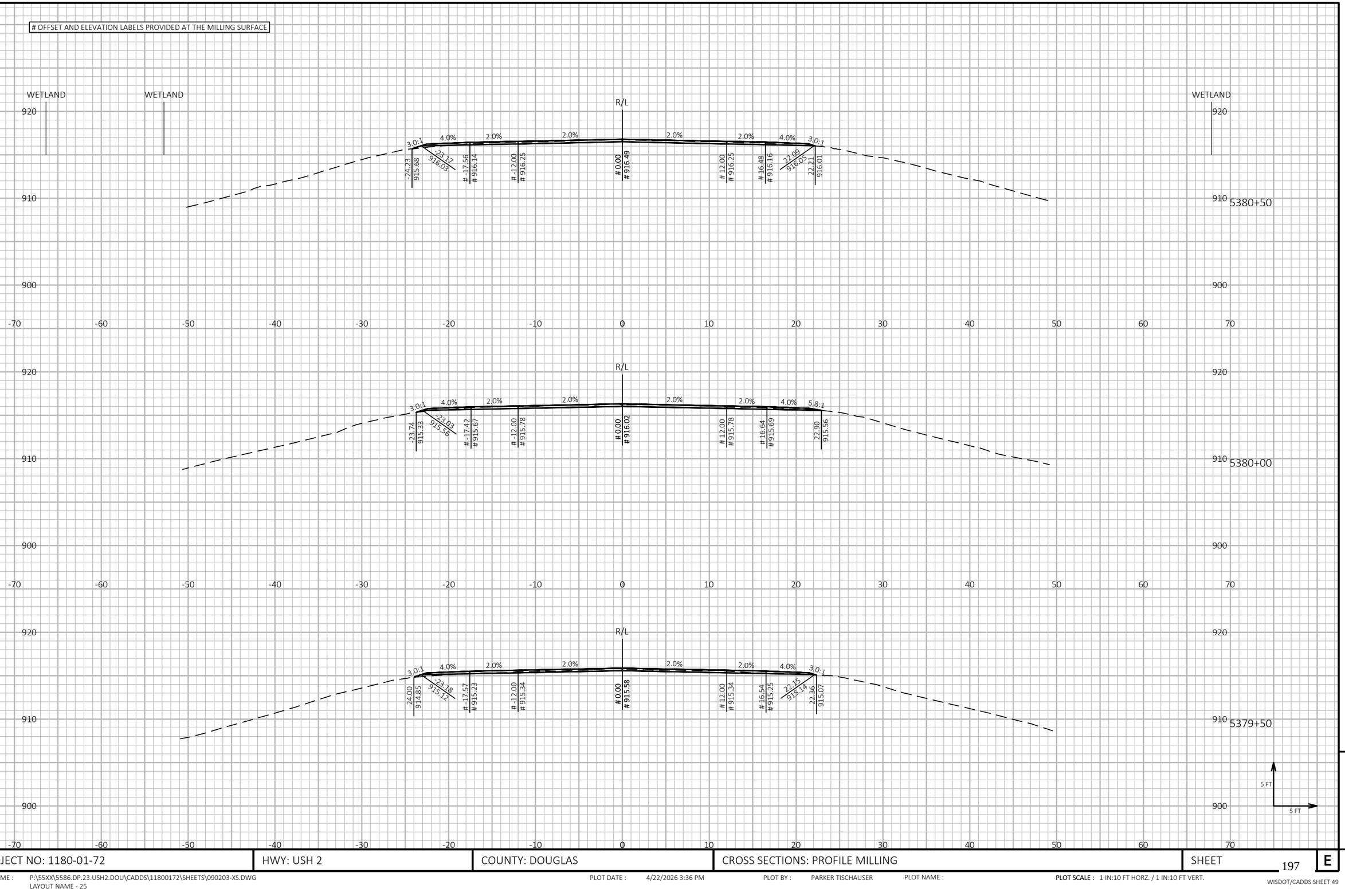
FILE NAME : P:\55XX\5586.DP.23.USH2.DOU\CADDS\11800172\SHEETS\090203-XS.DWG
LAYOUT NAME - 24

PLOT DATE : 4/22/2026 3:32 PM PLOT BY : PARKER TISCHAUSER PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

OFFSET AND ELEVATION LABELS PROVIDED AT THE MILLING SURFACE



9

9

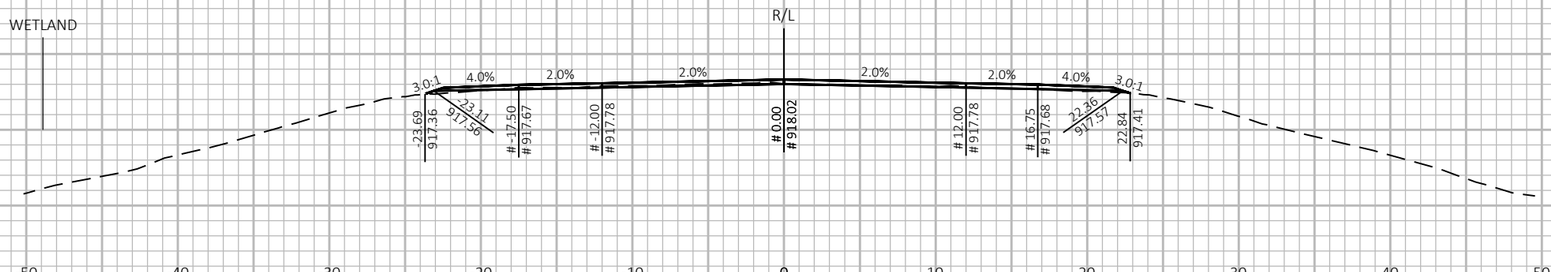
PROJECT NO: 1180-01-72	HWY: USH 2	COUNTY: DOUGLAS	CROSS SECTIONS: PROFILE MILLING	SHEET 197	E

FILE NAME : P:\55XX\5586.DP.23.USH2.DOU\CADDS\11800172\SHEETS\090203-XS.DWG
LAYOUT NAME - 25

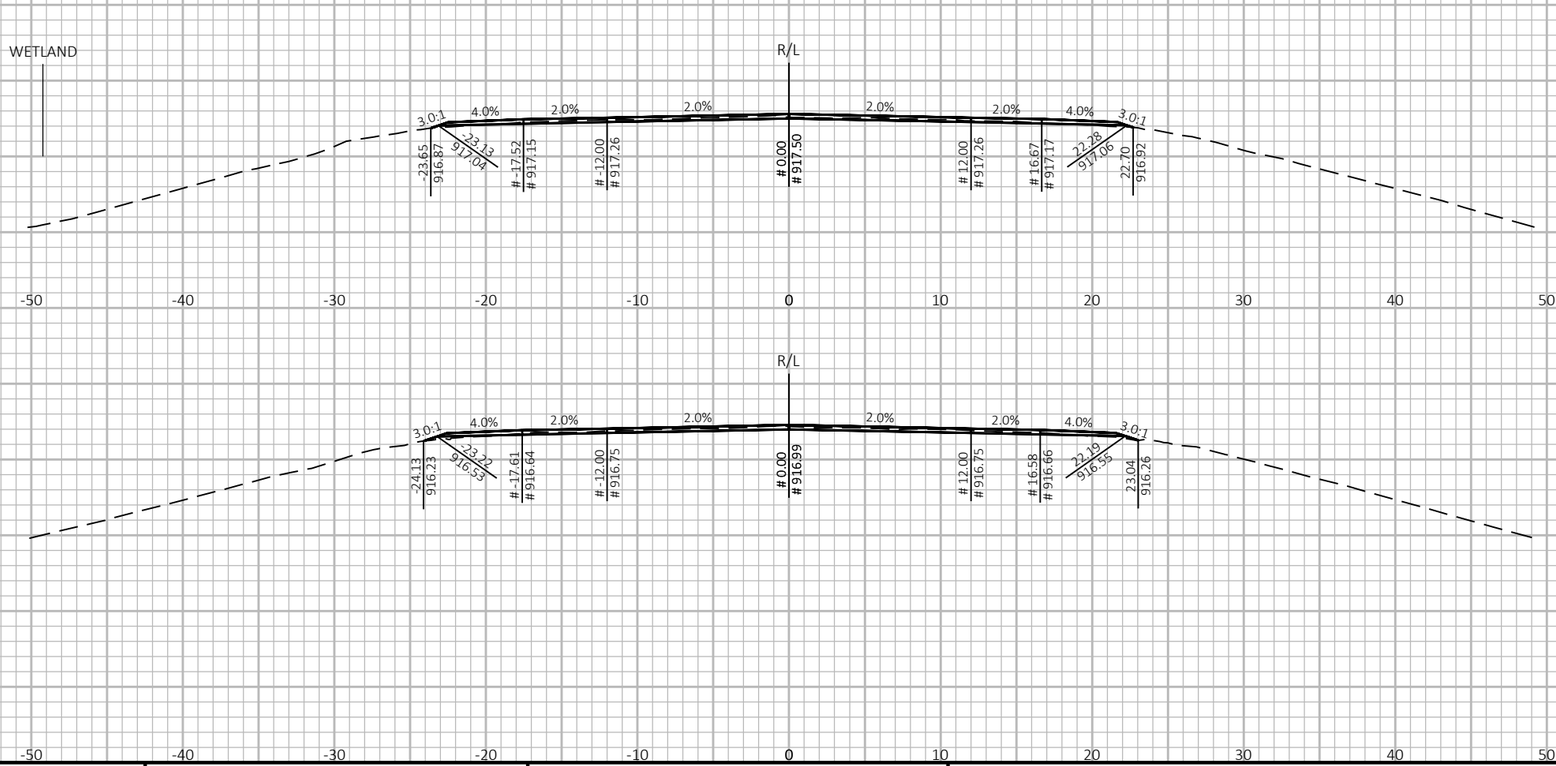
PLOT DATE : 4/22/2026 3:36 PM PLOT BY : PARKER TISCHAUSER PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

OFFSET AND ELEVATION LABELS PROVIDED AT THE MILLING SURFACE



5382+00



5381+50

5381+00

5 FT
5 FT

9

9

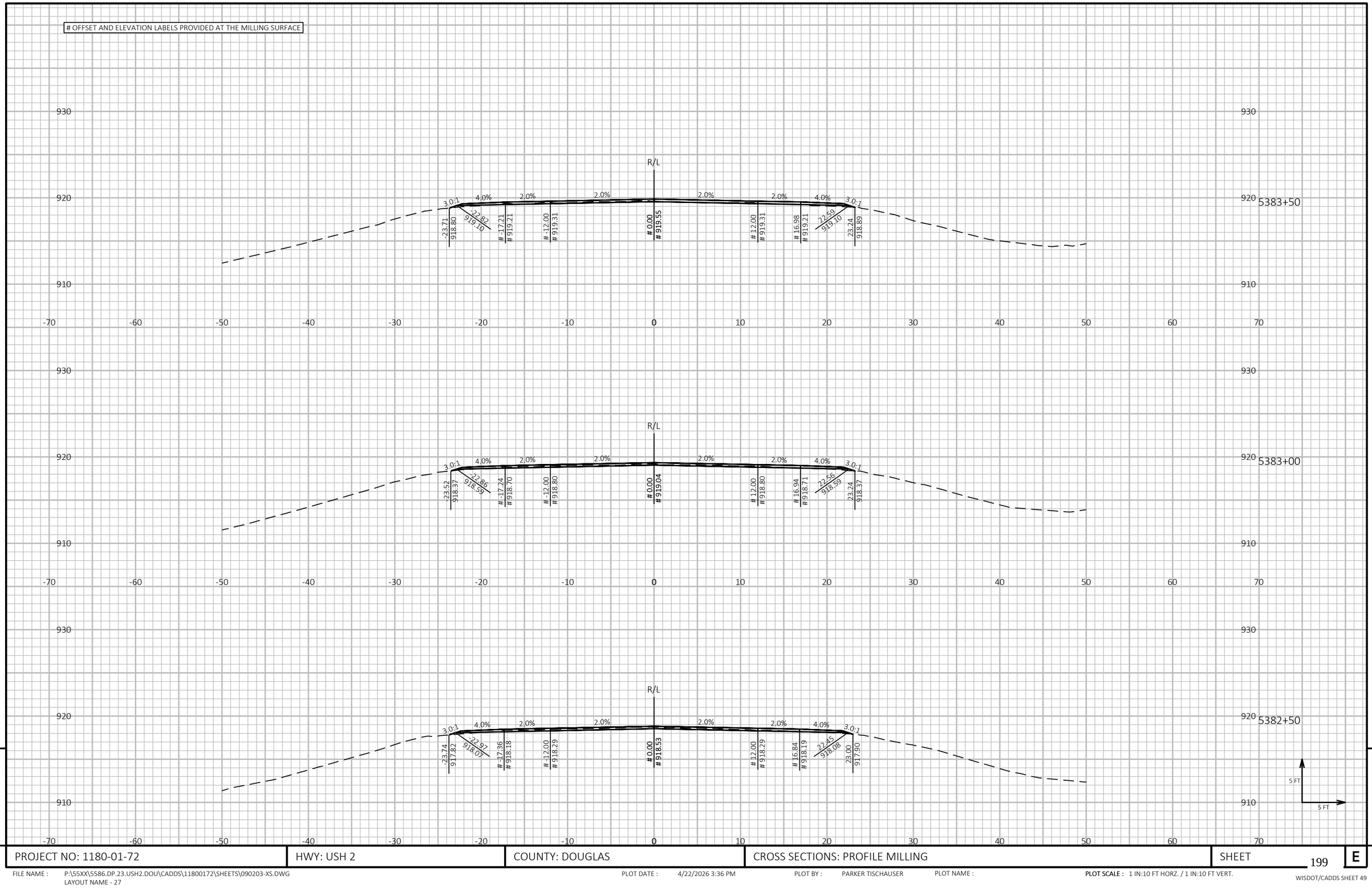
PROJECT NO: 1180-01-72	HWY: USH 2	COUNTY: DOUGLAS	CROSS SECTIONS: PROFILE MILLING	SHEET 198	E

FILE NAME : P:\55XX\5586.DP.23.USH2.DOU\CADDS\11800172\SHEETS\090203-XS.DWG
LAYOUT NAME - 26

PLOT DATE : 4/22/2026 3:38 PM PLOT BY : PARKER TISCHAUSER PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

OFFSET AND ELEVATION LABELS PROVIDED AT THE MILLING SURFACE



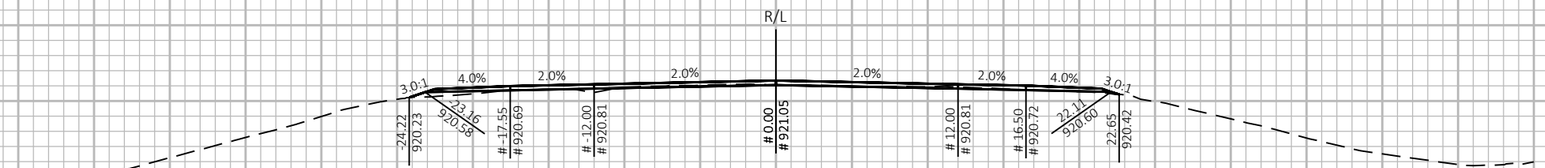
PROJECT NO: 1180-01-72	HWY: USH 2	COUNTY: DOUGLAS	CROSS SECTIONS: PROFILE MILLING	SHEET 199	E

FILE NAME : P:\55XX\5586.DP.23.USH2.DOU\CADDS\11800172\SHEETS\090203-XS.DWG
LAYOUT NAME - 27

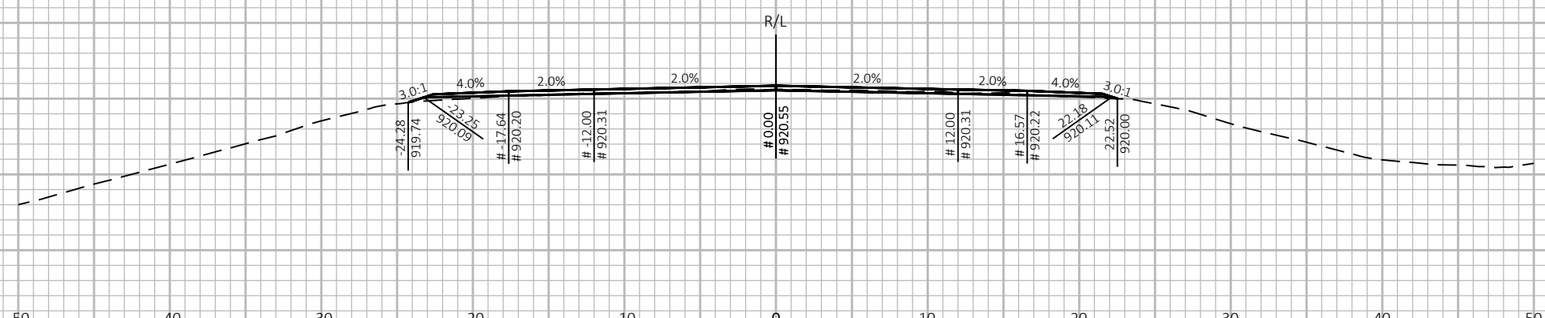
PLOT DATE : 4/22/2026 3:36 PM PLOT BY : PARKER TISCHAUSER PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

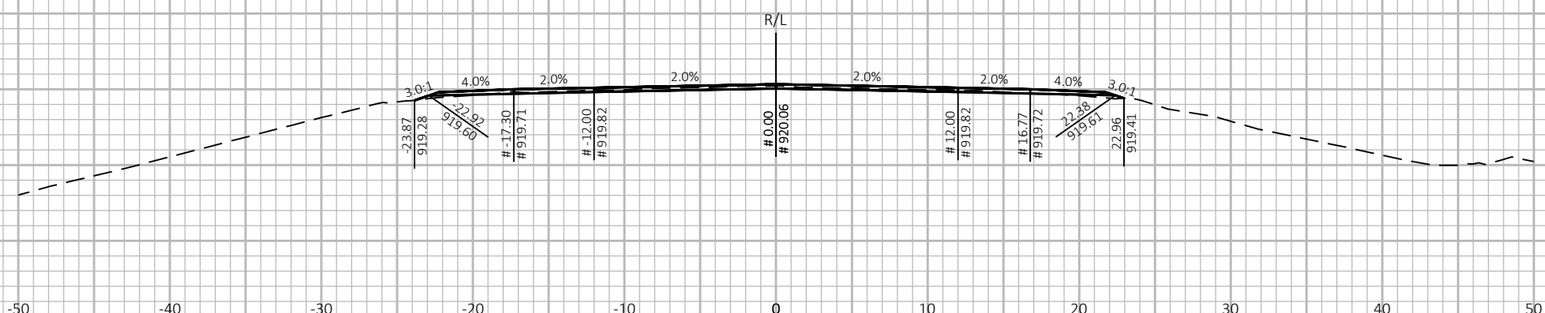
OFFSET AND ELEVATION LABELS PROVIDED AT THE MILLING SURFACE



5385+00



5384+50



5384+00

5 FT
5 FT

9 9

PROJECT NO: 1180-01-72 | HWY: USH 2 | COUNTY: DOUGLAS | CROSS SECTIONS: PROFILE MILLING | SHEET 200 | E

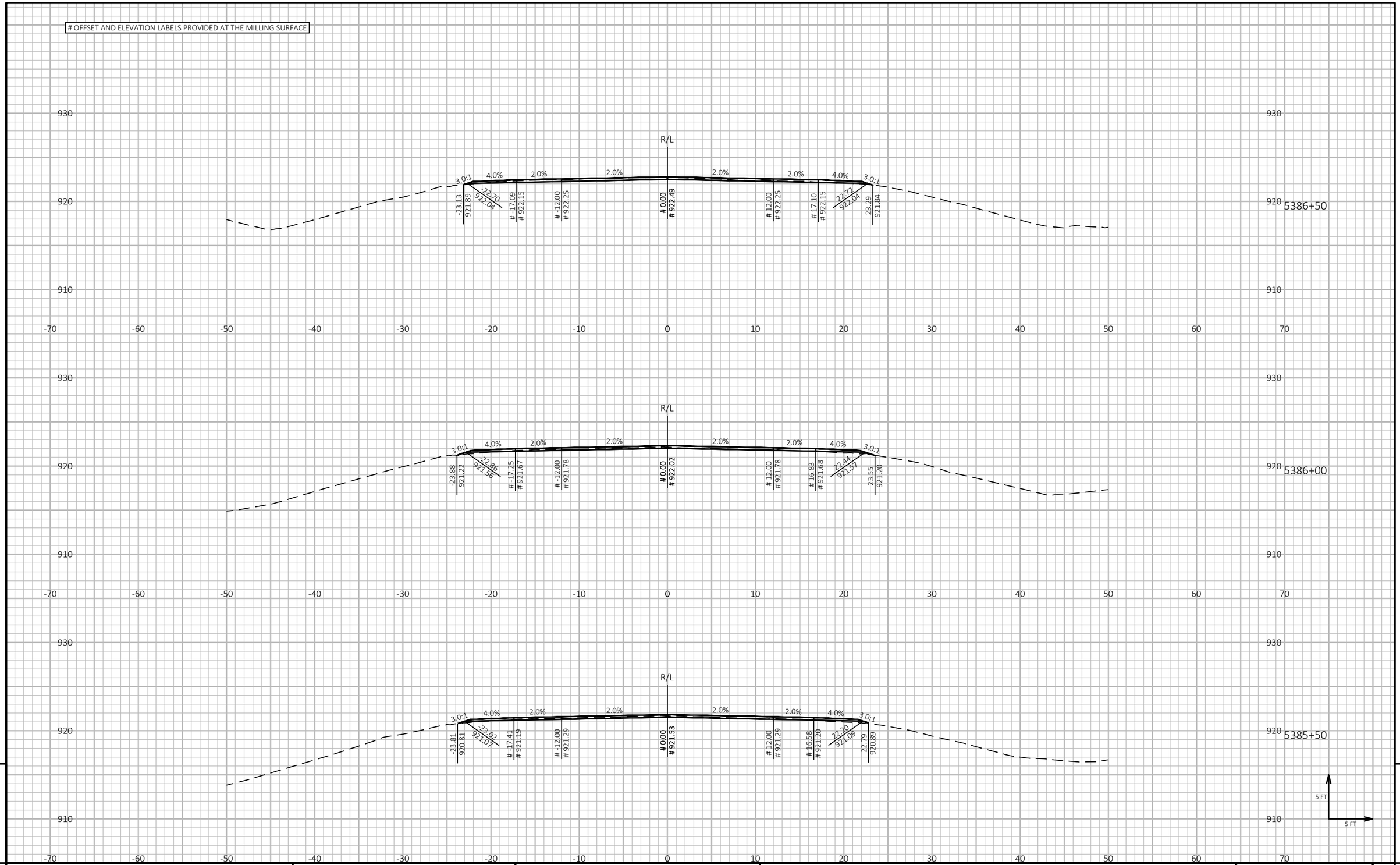
FILE NAME : P:\55XX\5586.DP.23.USH2.DOU\CADDS\11800172\SHEETS\090203-XS.DWG
LAYOUT NAME - 28

PLOT DATE : 4/22/2026 3:31 PM PLOT BY : PARKER TISCHAUSER PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

OFFSET AND ELEVATION LABELS PROVIDED AT THE MILLING SURFACE



9

9

PROJECT NO: 1180-01-72	HWY: USH 2	COUNTY: DOUGLAS	CROSS SECTIONS: PROFILE MILLING	SHEET 201	E

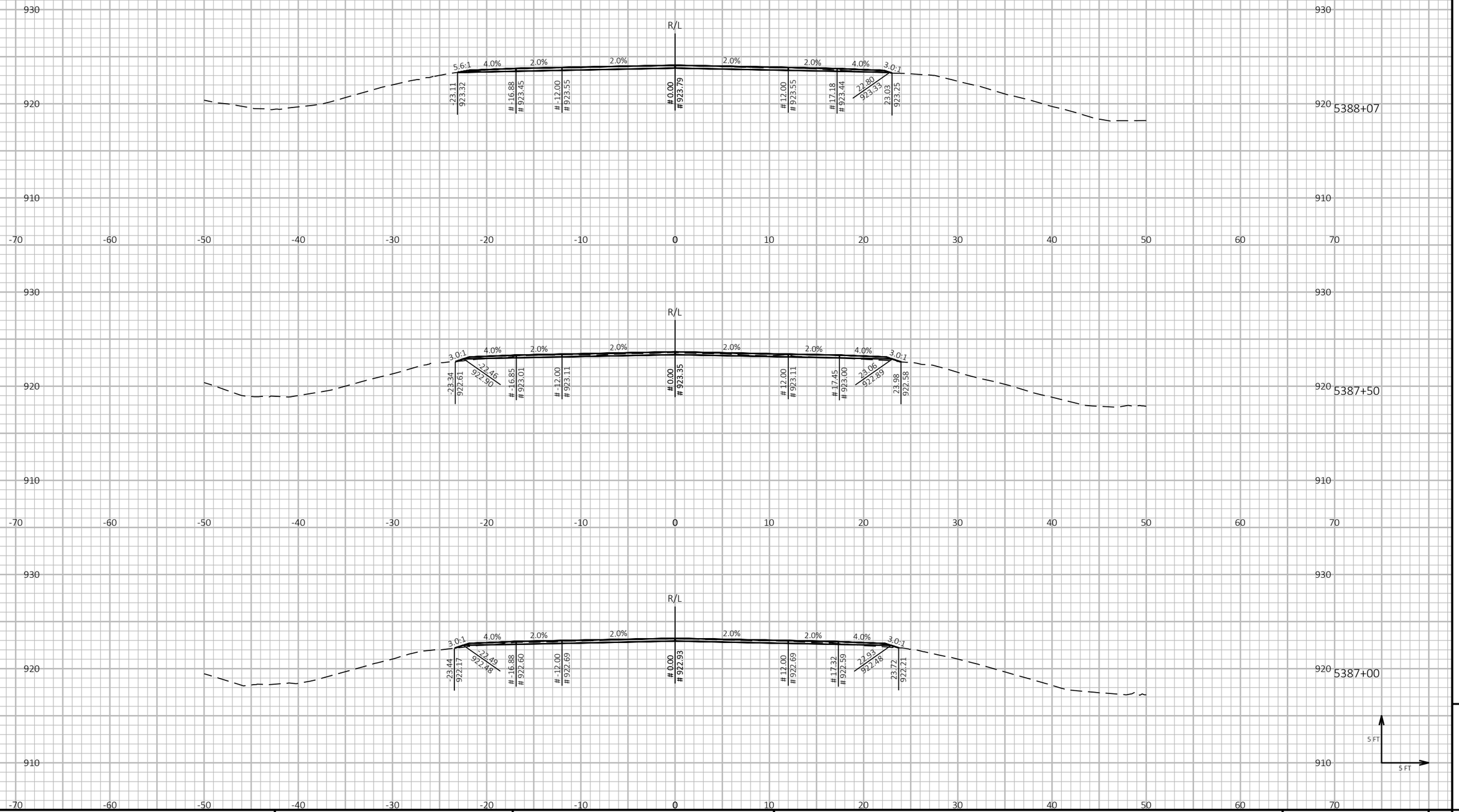
FILE NAME : P:\55XX\5586.DP.23.USH2.DOU\CADDS\11800172\SHEETS\090203-XS.DWG
LAYOUT NAME - 29

PLOT DATE : 4/22/2026 3:31 PM PLOT BY : PARKER TISCHAUSER PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

OFFSET AND ELEVATION LABELS PROVIDED AT THE MILLING SURFACE



9

9

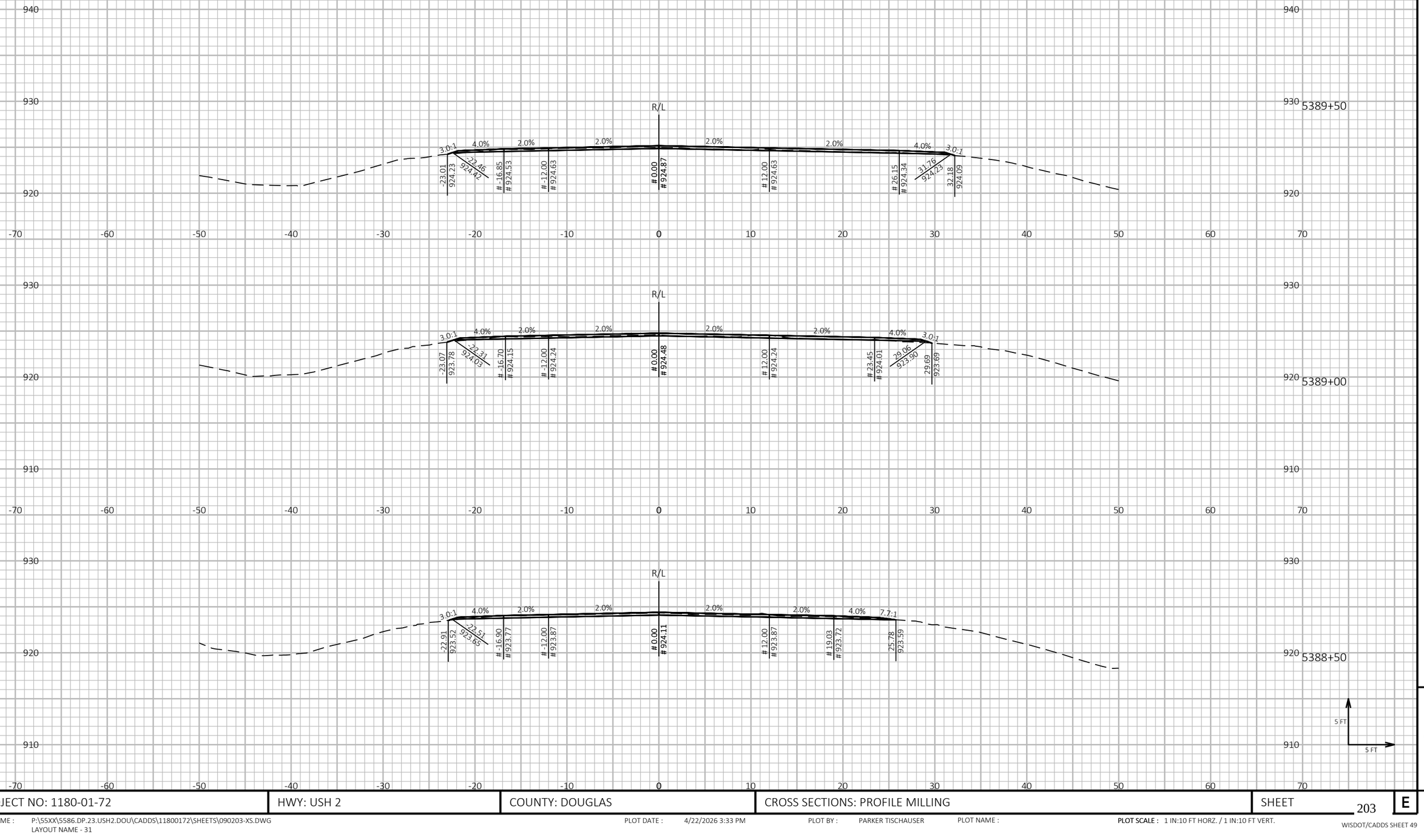
PROJECT NO: 1180-01-72	HWY: USH 2	COUNTY: DOUGLAS	CROSS SECTIONS: PROFILE MILLING	SHEET 202	E

FILE NAME : P:\55XX\5586.DP.23.USH2.DOU\CADDS\11800172\SHEETS\090203-XS.DWG
LAYOUT NAME - 30

PLOT DATE : 4/22/2026 3:30 PM PLOT BY : PARKER TISCHAUSER PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

OFFSET AND ELEVATION LABELS PROVIDED AT THE MILLING SURFACE



9

9

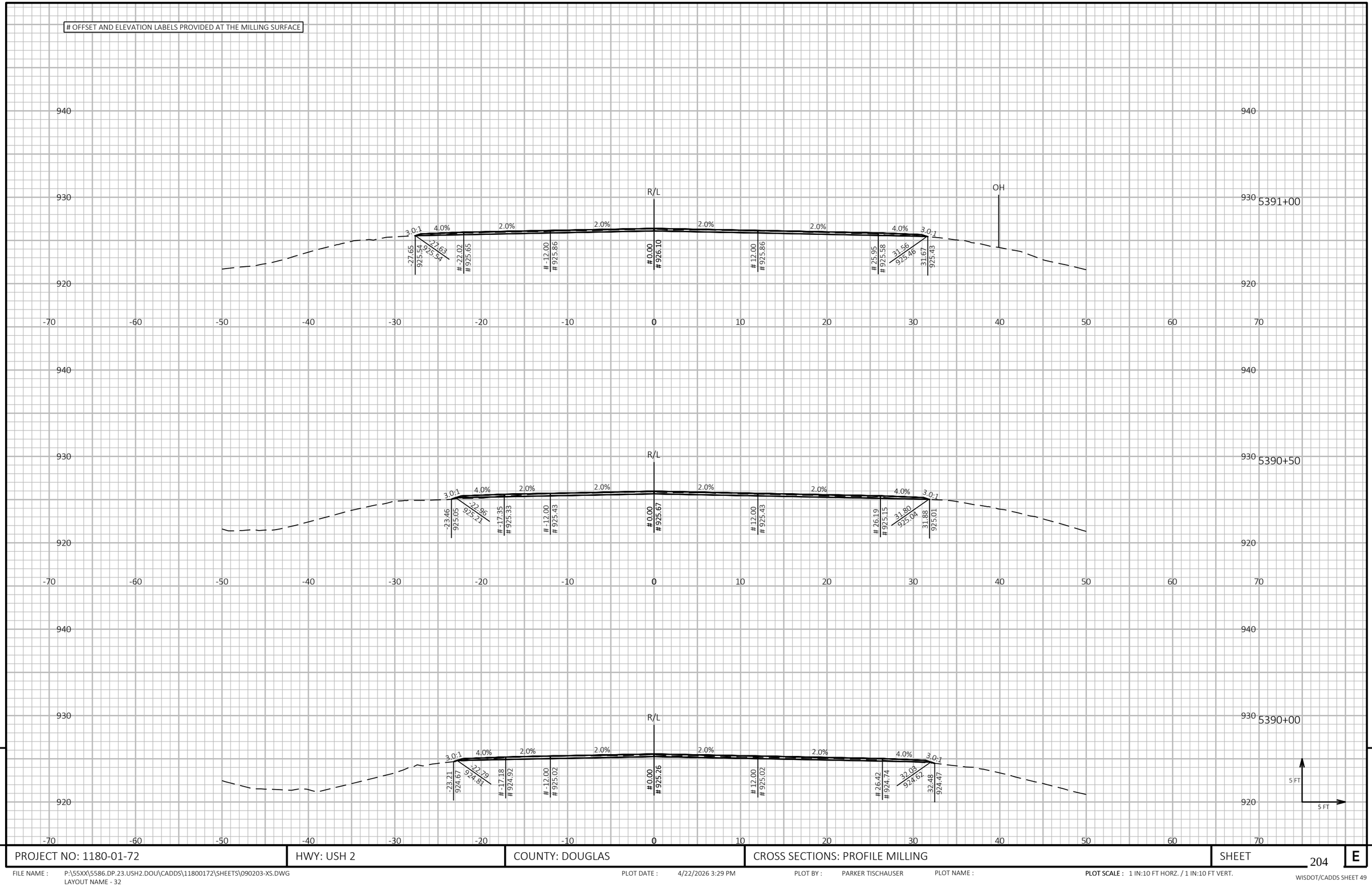
PROJECT NO: 1180-01-72	HWY: USH 2	COUNTY: DOUGLAS	CROSS SECTIONS: PROFILE MILLING	SHEET 203	E

FILE NAME : P:\55XX\5586.DP.23.USH2.DOU\CADDS\11800172\SHEETS\090203-XS.DWG
LAYOUT NAME - 31

PLOT DATE : 4/22/2026 3:33 PM PLOT BY : PARKER TISCHAUSER PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

OFFSET AND ELEVATION LABELS PROVIDED AT THE MILLING SURFACE



9

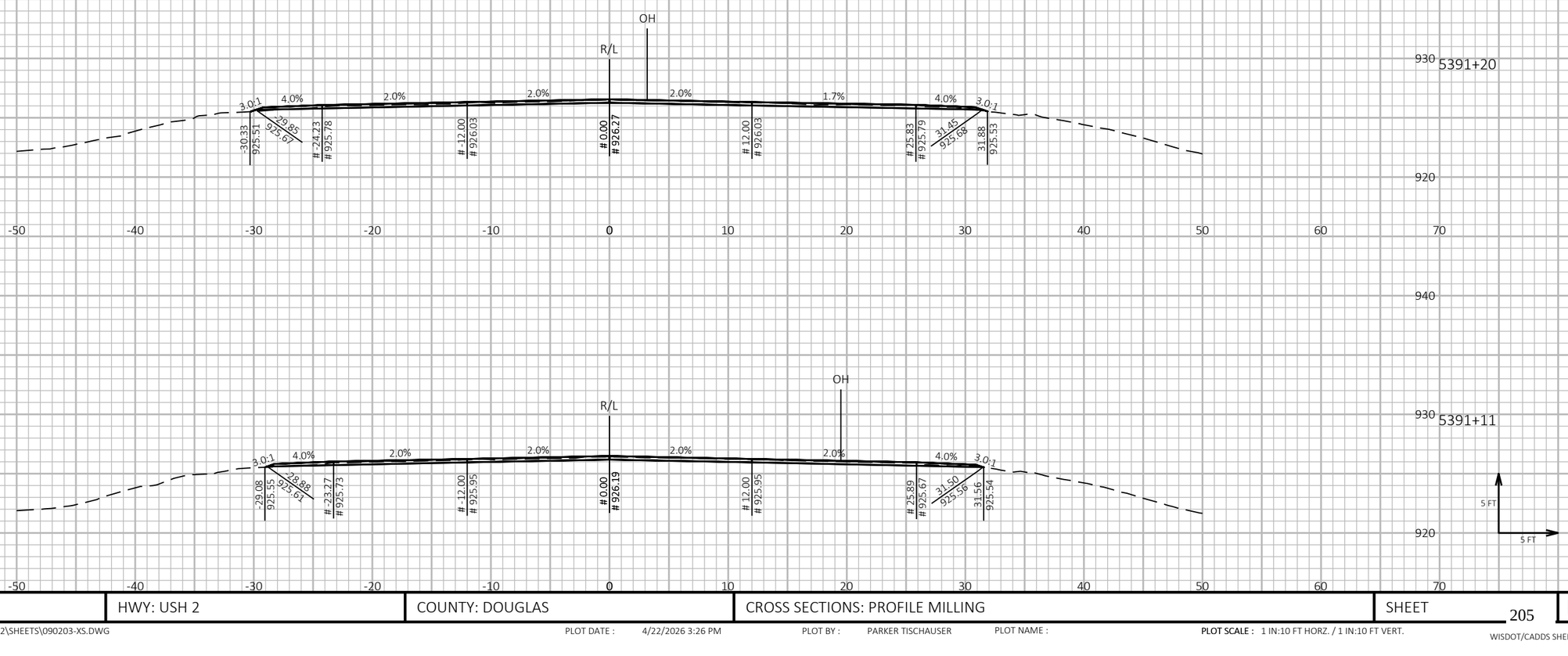
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PROJECT NO: 1180-01-72	HWY: USH 2	COUNTY: DOUGLAS	CROSS SECTIONS: PROFILE MILLING	SHEET 204	E

FILE NAME : P:\55XX\5586.DP.23.USH2.DOU\CADDS\11800172\SHEETS\090203-XS.DWG
LAYOUT NAME - 32

PLOT DATE : 4/22/2026 3:29 PM PLOT BY : PARKER TISCHAUSER PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

OFFSET AND ELEVATION LABELS PROVIDED AT THE MILLING SURFACE



9

9

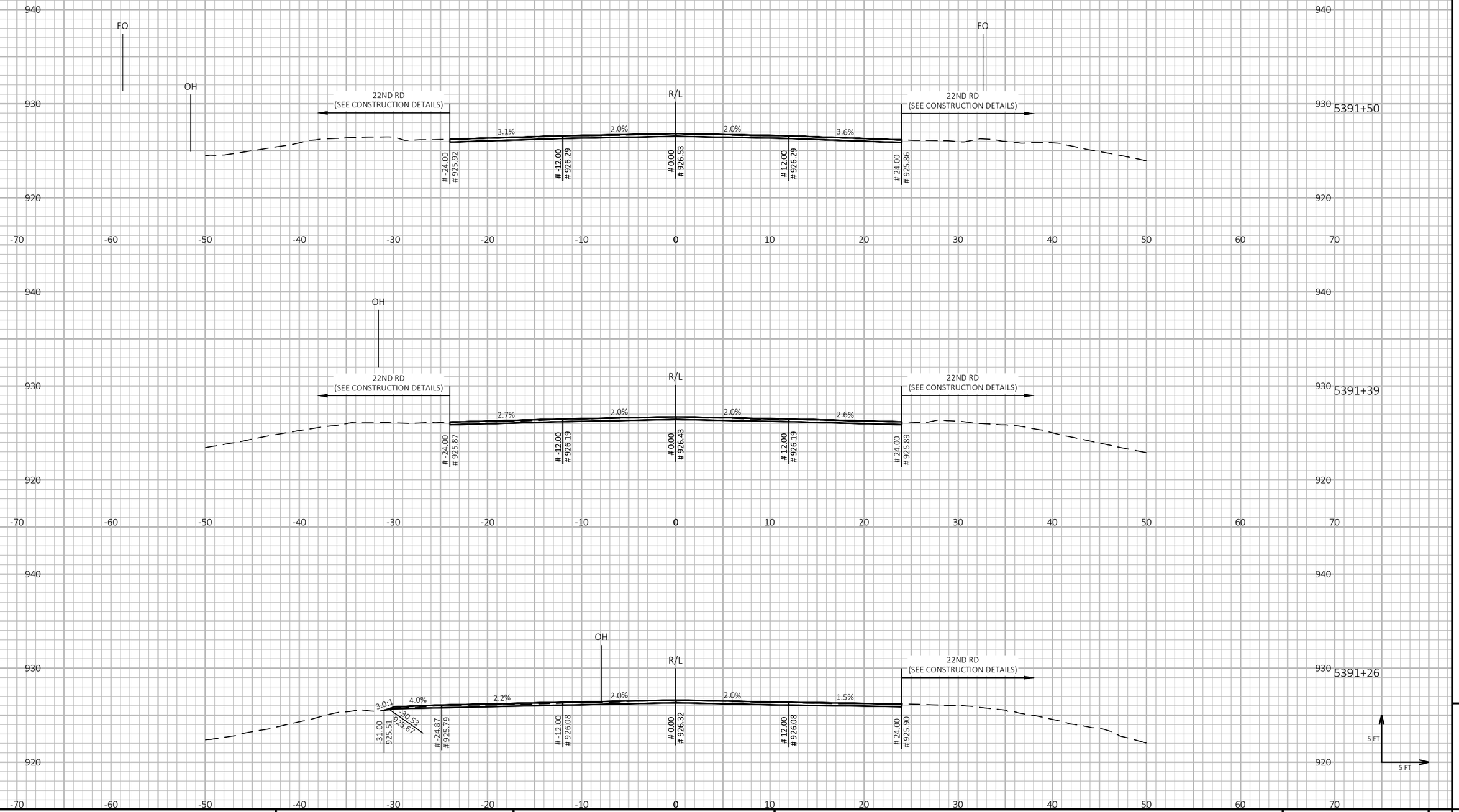
PROJECT NO: 1180-01-72	HWY: USH 2	COUNTY: DOUGLAS	CROSS SECTIONS: PROFILE MILLING	SHEET 205	E

FILE NAME : P:\55XX\5586.DP.23.USH2.DOU\CADDS\11800172\SHEETS\090203-XS.DWG
LAYOUT NAME - 33

PLOT DATE : 4/22/2026 3:26 PM PLOT BY : PARKER TISCHAUSER PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

OFFSET AND ELEVATION LABELS PROVIDED AT THE MILLING SURFACE



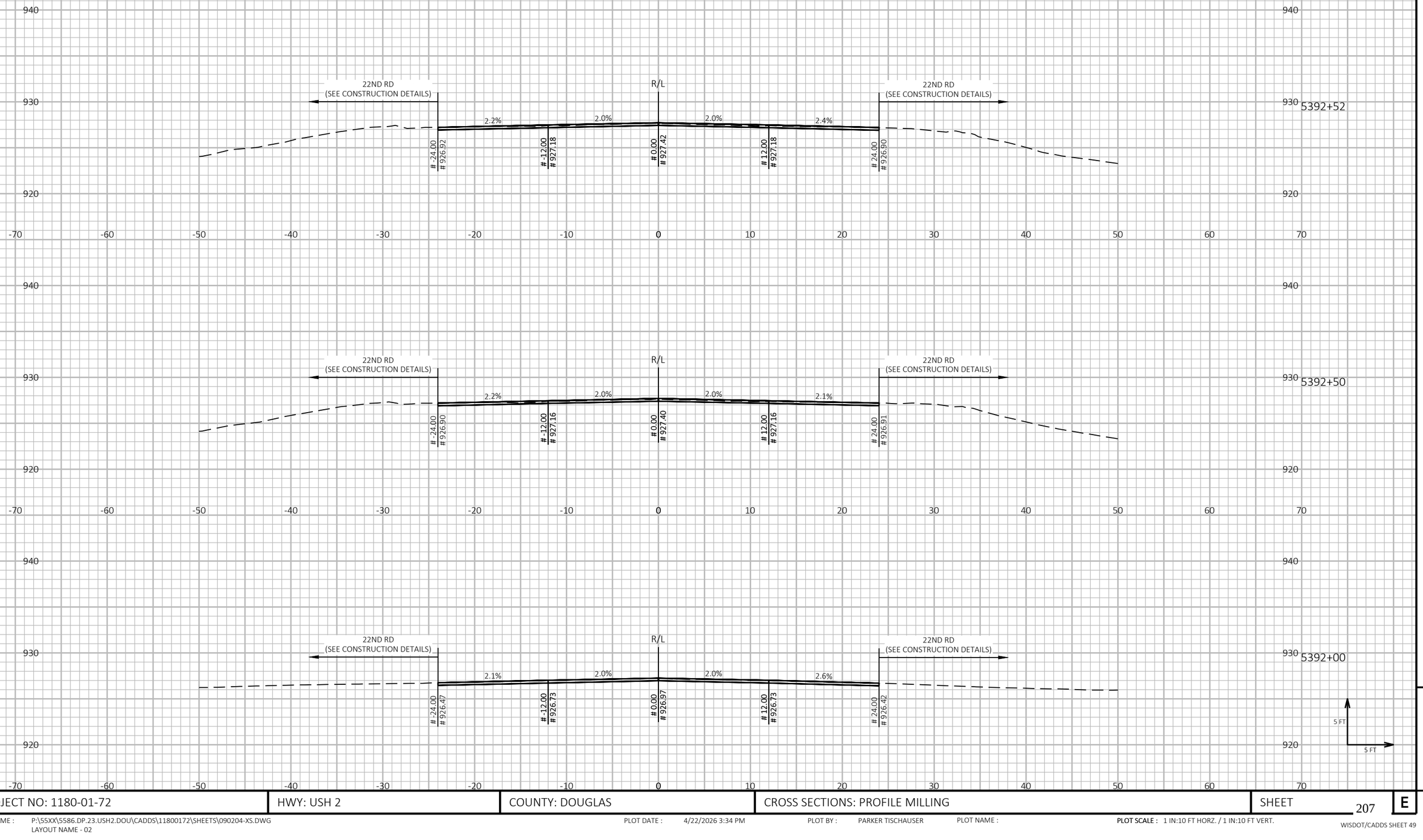
PROJECT NO: 1180-01-72	HWY: USH 2	COUNTY: DOUGLAS	CROSS SECTIONS: PROFILE MILLING	SHEET 206	E

FILE NAME : P:\55XX\5586.DP.23.USH2.DOU\CADDS\11800172\SHEETS\090204-XS.DWG
LAYOUT NAME - 01

PLOT DATE : 4/22/2026 3:31 PM PLOT BY : PARKER TISCHAUSER PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

OFFSET AND ELEVATION LABELS PROVIDED AT THE MILLING SURFACE



9

9

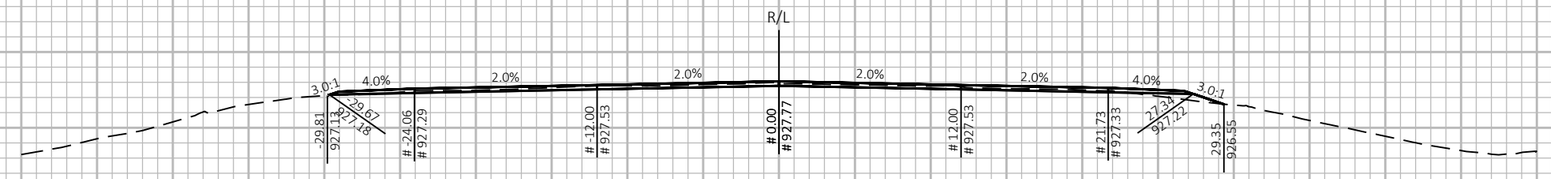
PROJECT NO: 1180-01-72	HWY: USH 2	COUNTY: DOUGLAS	CROSS SECTIONS: PROFILE MILLING	SHEET 207	E

FILE NAME : P:\55XX\5586.DP.23.USH2.DOU\CADDS\11800172\SHEETS\090204-XS.DWG
LAYOUT NAME - 02

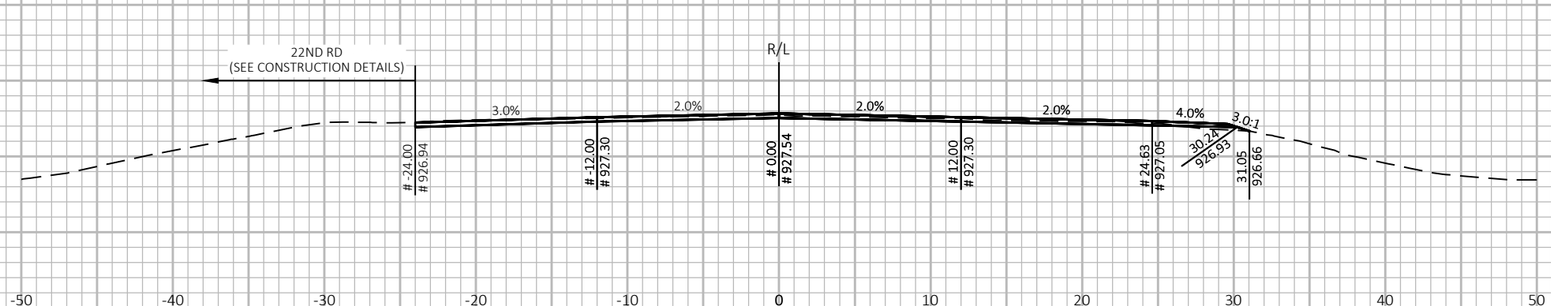
PLOT DATE : 4/22/2026 3:34 PM PLOT BY : PARKER TISCHAUSER PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

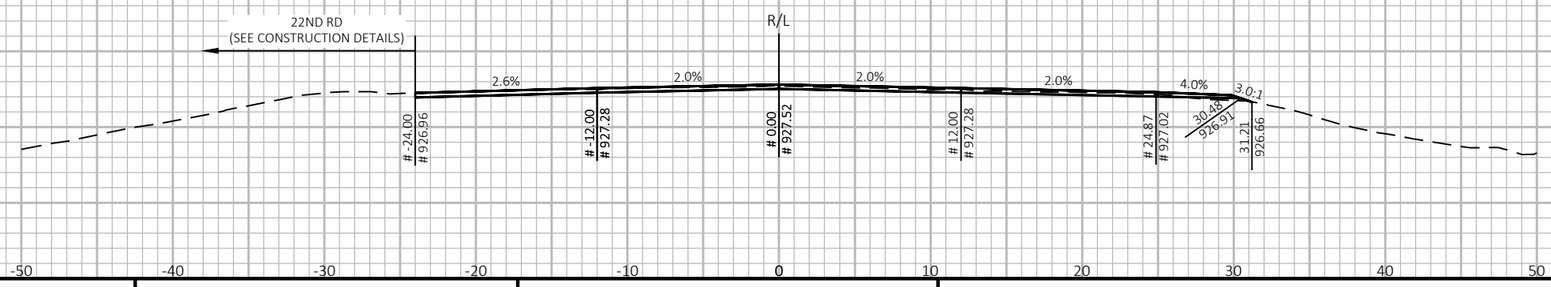
OFFSET AND ELEVATION LABELS PROVIDED AT THE MILLING SURFACE



5392+93



5392+66



5392+63

5 FT
5 FT

9

9

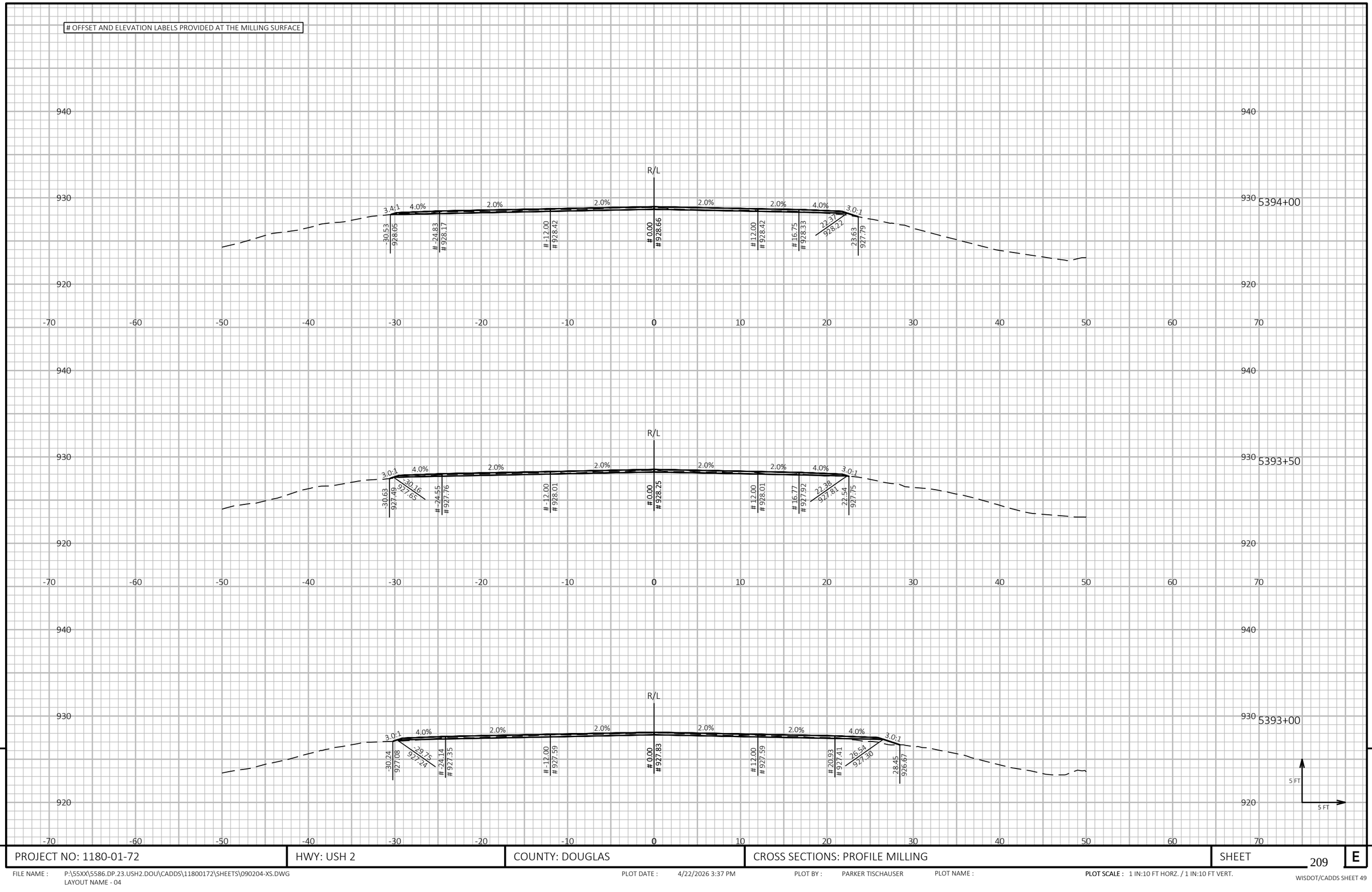
PROJECT NO: 1180-01-72	HWY: USH 2	COUNTY: DOUGLAS	CROSS SECTIONS: PROFILE MILLING	SHEET 208	E

FILE NAME : P:\55XX\5586.DP.23.USH2.DOU\CADDS\11800172\SHEETS\090204-XS.DWG
LAYOUT NAME - 03

PLOT DATE : 4/22/2026 3:37 PM PLOT BY : PARKER TISCHAUSER PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

OFFSET AND ELEVATION LABELS PROVIDED AT THE MILLING SURFACE



9

9

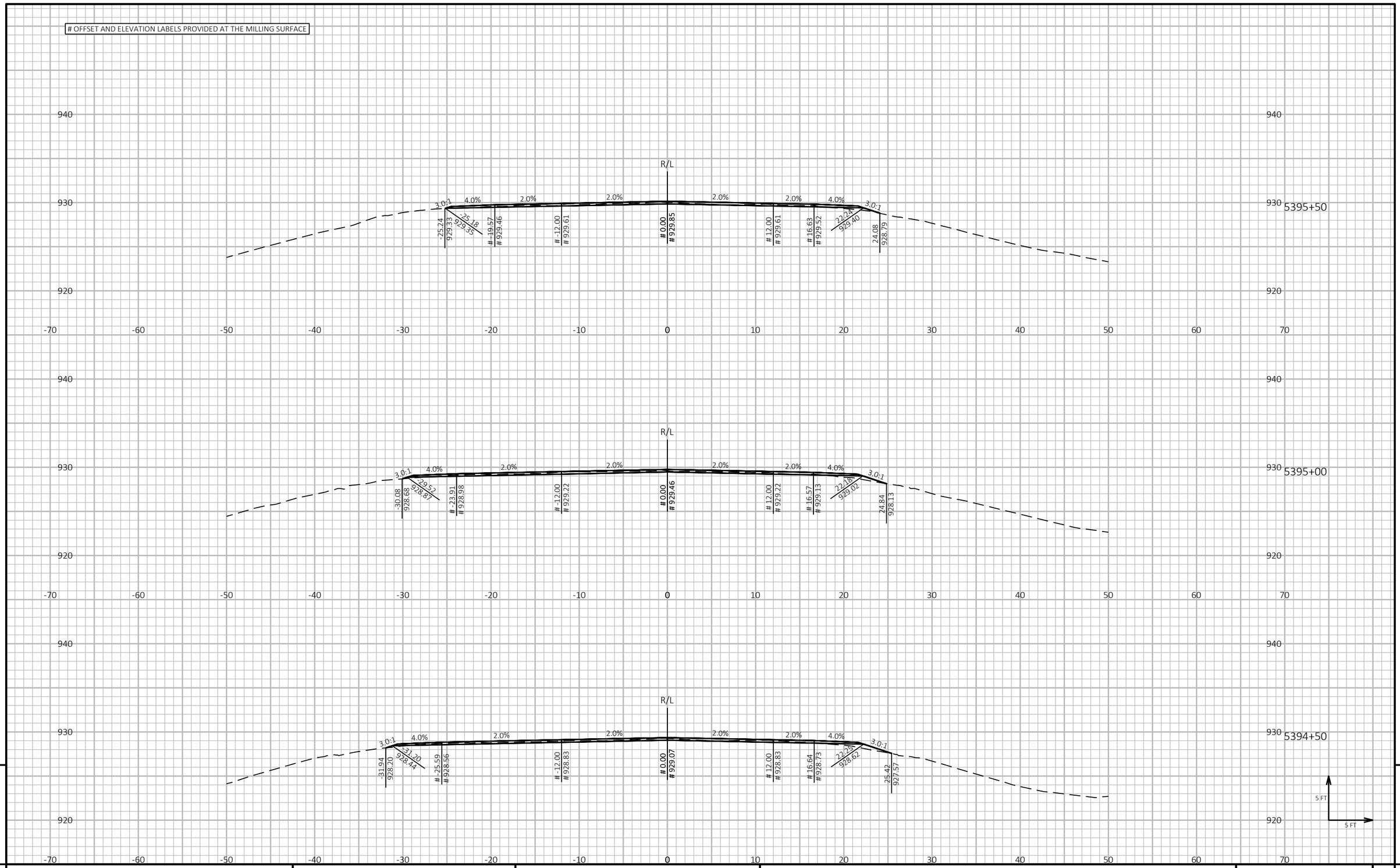
PROJECT NO: 1180-01-72	HWY: USH 2	COUNTY: DOUGLAS	CROSS SECTIONS: PROFILE MILLING	SHEET 209	E

FILE NAME : P:\55XX\5586.DP.23.USH2.DOU\CADDS\11800172\SHEETS\090204-XS.DWG
LAYOUT NAME - 04

PLOT DATE : 4/22/2026 3:37 PM PLOT BY : PARKER TISCHAUSER PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

OFFSET AND ELEVATION LABELS PROVIDED AT THE MILLING SURFACE



PROJECT NO: 1180-01-72	HWY: USH 2	COUNTY: DOUGLAS	CROSS SECTIONS: PROFILE MILLING	SHEET 210	E

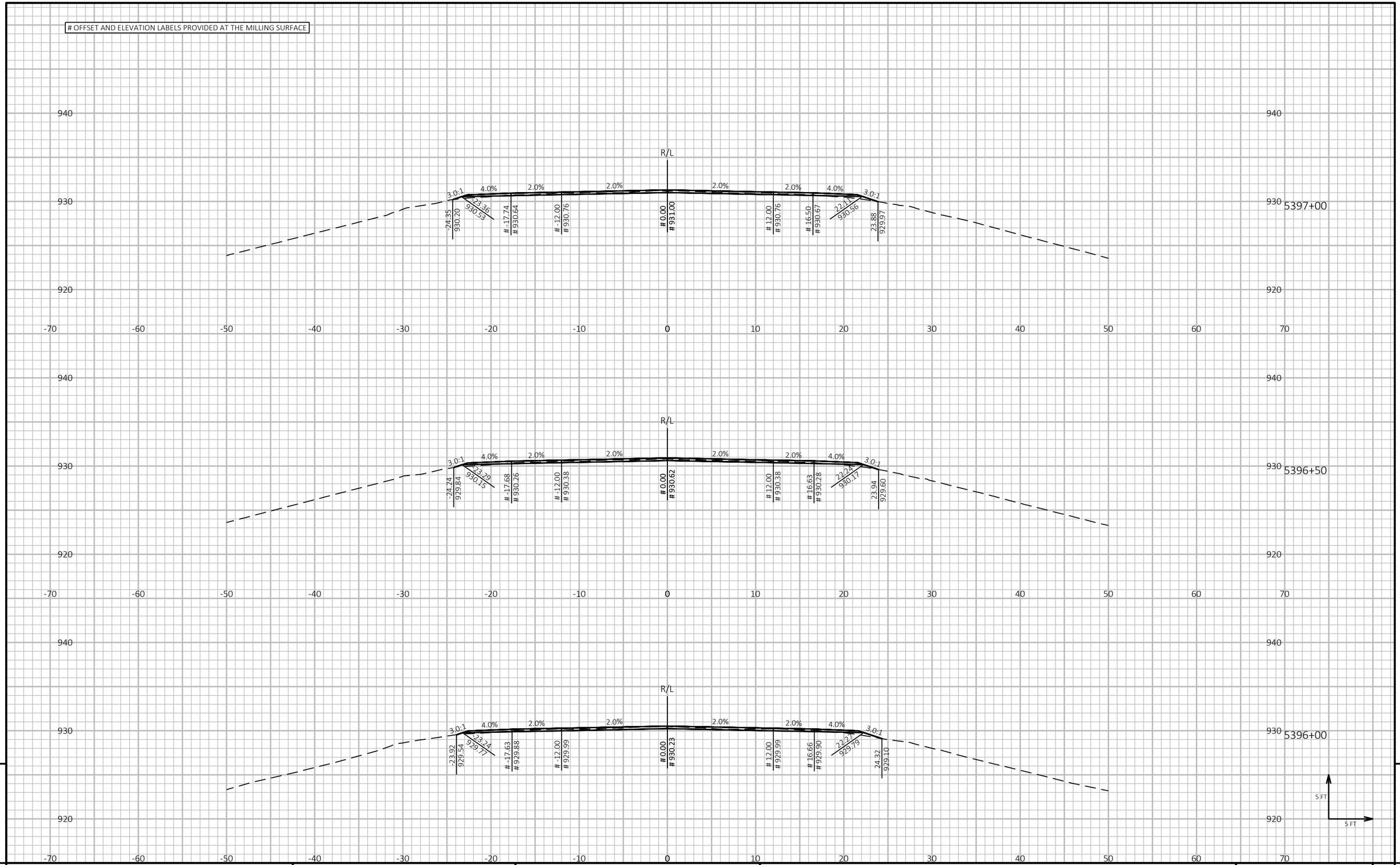
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LAYOUT NAME - 05

PLOT DATE : 4/22/2026 3:32 PM PLOT BY : PARKER TISCHAUSER PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

OFFSET AND ELEVATION LABELS PROVIDED AT THE MILLING SURFACE



PROJECT NO: 1180-01-72	HWY: USH 2	COUNTY: DOUGLAS	CROSS SECTIONS: PROFILE MILLING	SHEET 211	E

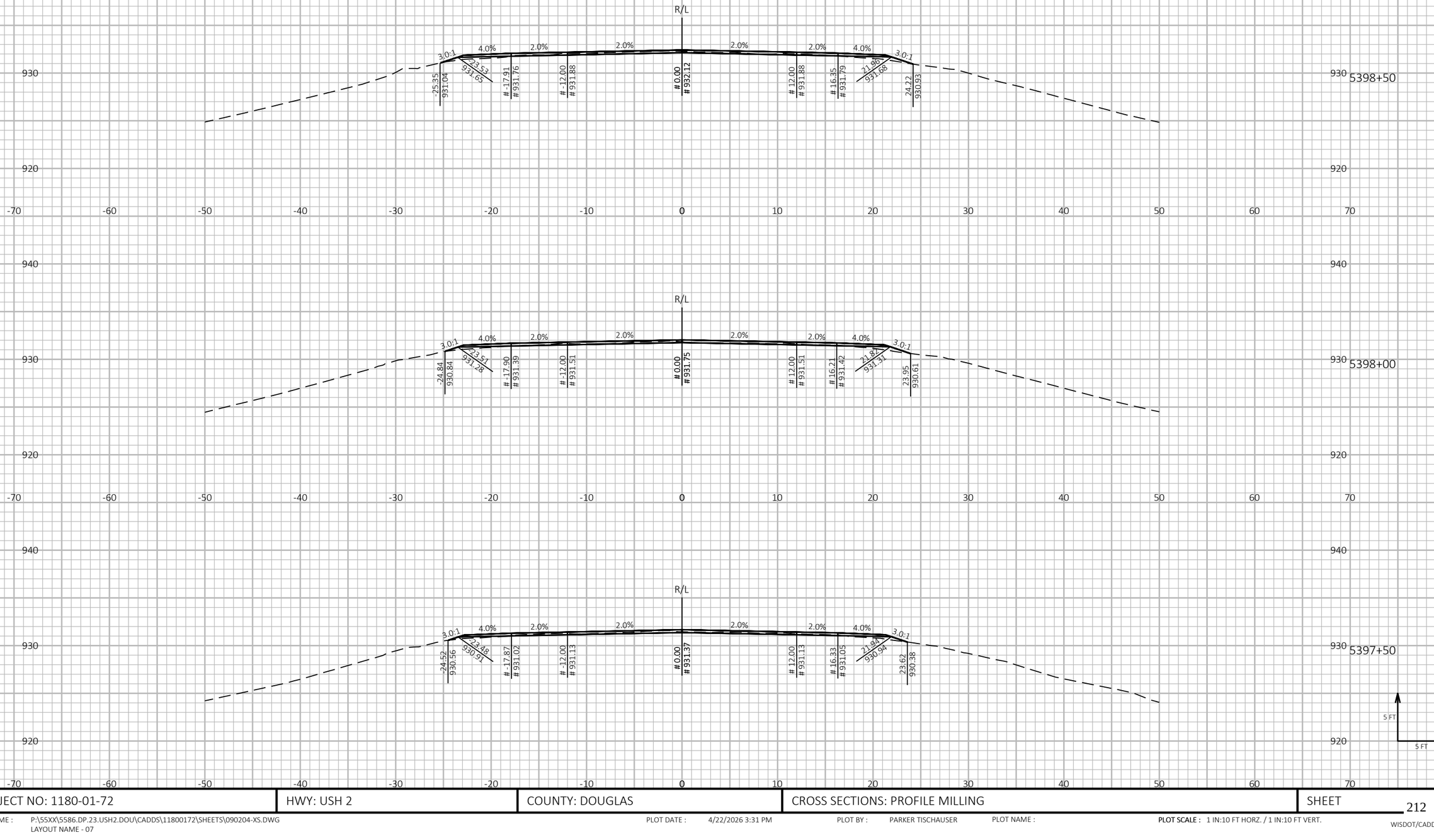
FILE NAME : P:\55XX\5586.DP.23.USH2.DOU\CADDS\11800172\SHEETS\090204-XS.DWG
LAYOUT NAME - 06

PLOT DATE : 4/22/2026 3:33 PM PLOT BY : PARKER TISCHAUSER PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

OFFSET AND ELEVATION LABELS PROVIDED AT THE MILLING SURFACE



9

9

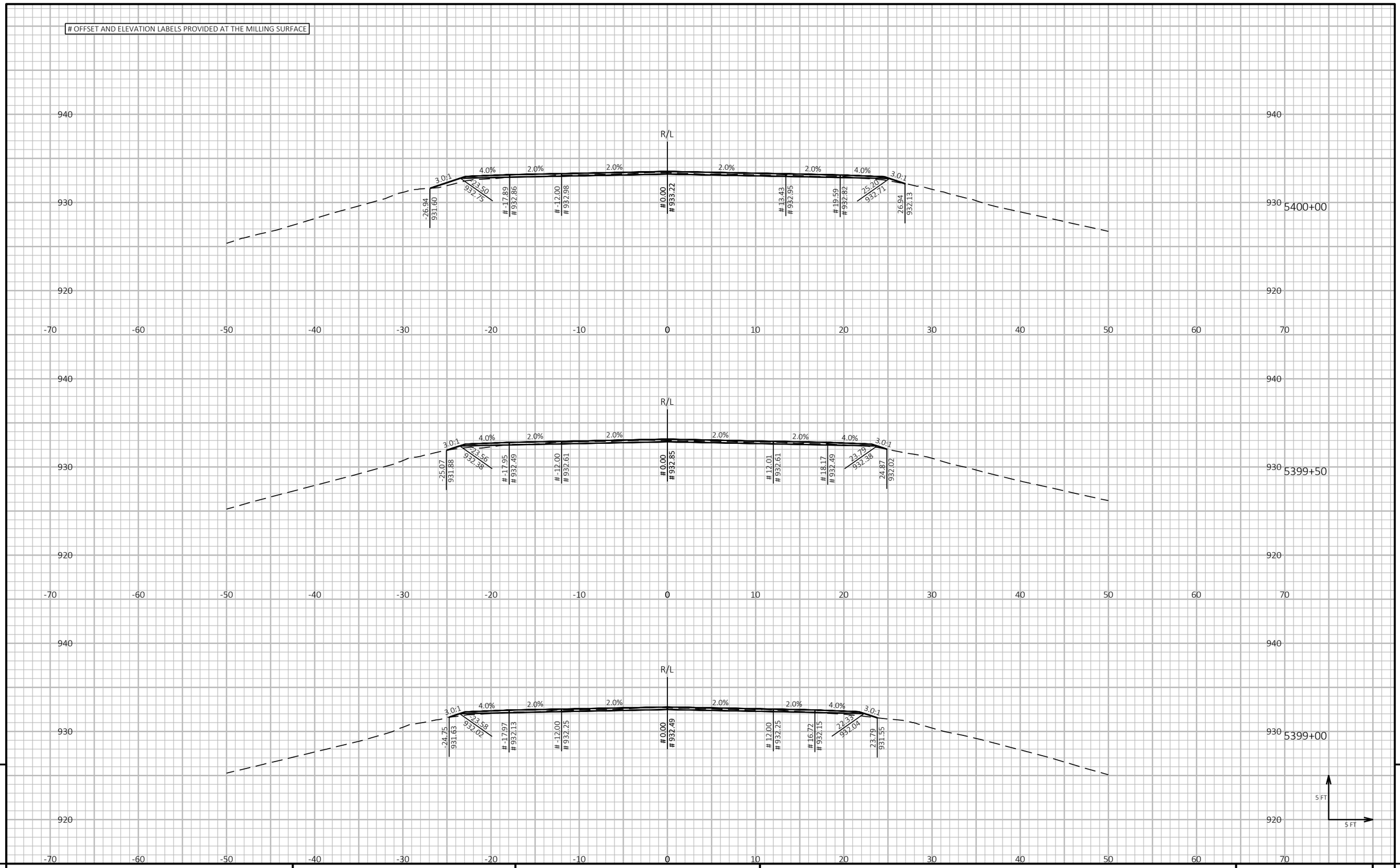
PROJECT NO: 1180-01-72	HWY: USH 2	COUNTY: DOUGLAS	CROSS SECTIONS: PROFILE MILLING	SHEET 212	E

FILE NAME : P:\55XX\5586.DP.23.USH2.DOU\CADDS\11800172\SHEETS\090204-XS.DWG
LAYOUT NAME - 07

PLOT DATE : 4/22/2026 3:31 PM PLOT BY : PARKER TISCHAUSER PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

OFFSET AND ELEVATION LABELS PROVIDED AT THE MILLING SURFACE



9

9

PROJECT NO: 1180-01-72	HWY: USH 2	COUNTY: DOUGLAS	CROSS SECTIONS: PROFILE MILLING	SHEET 213	E

FILE NAME : P:\5SXX\5586.DP.23.USH2.DOU\CADDS\11800172\SHEETS\090204-XS.DWG
LAYOUT NAME - 08

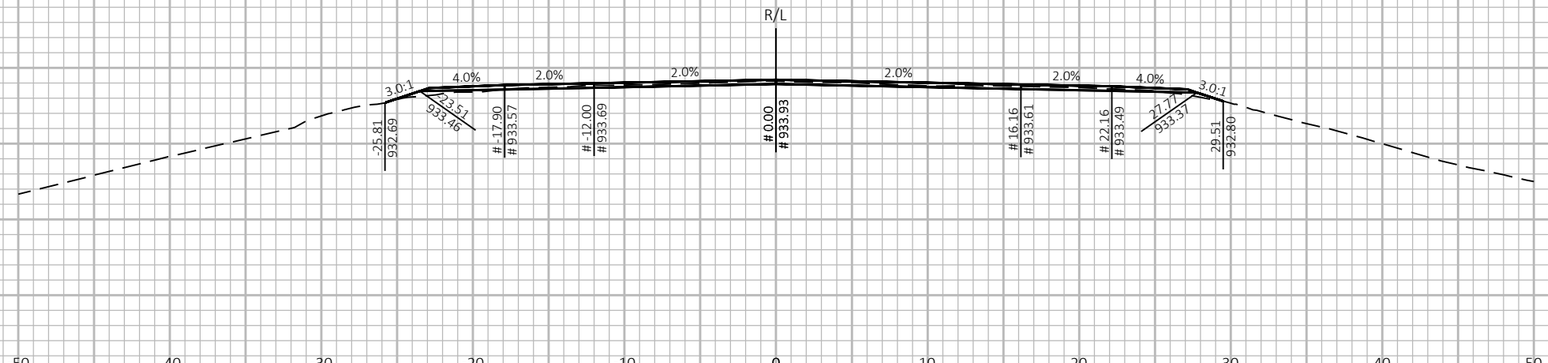
PLOT DATE : 4/22/2026 3:32 PM PLOT BY : PARKER TISCHAUSER PLOT NAME :

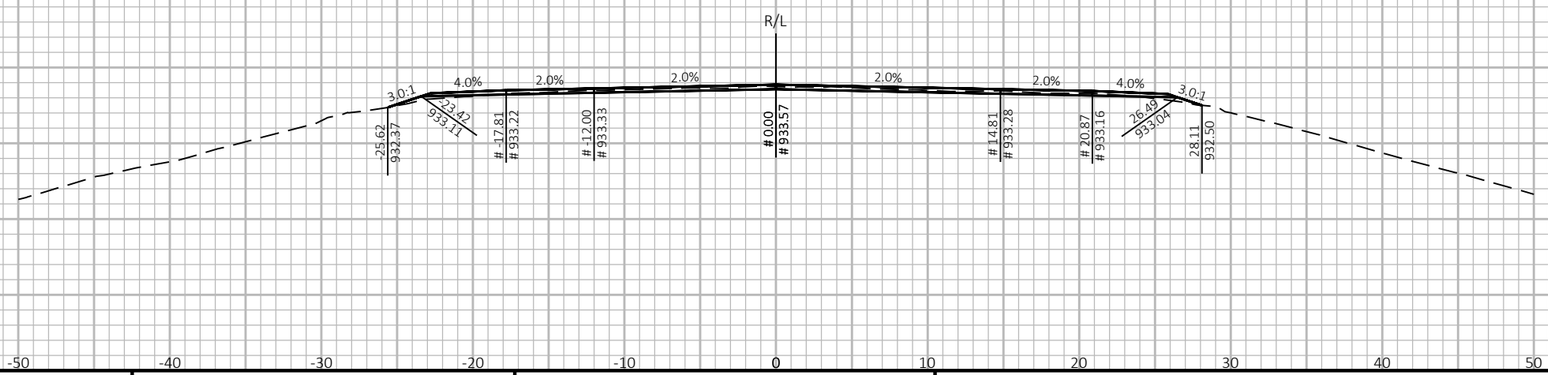
PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

OFFSET AND ELEVATION LABELS PROVIDED AT THE MILLING SURFACE





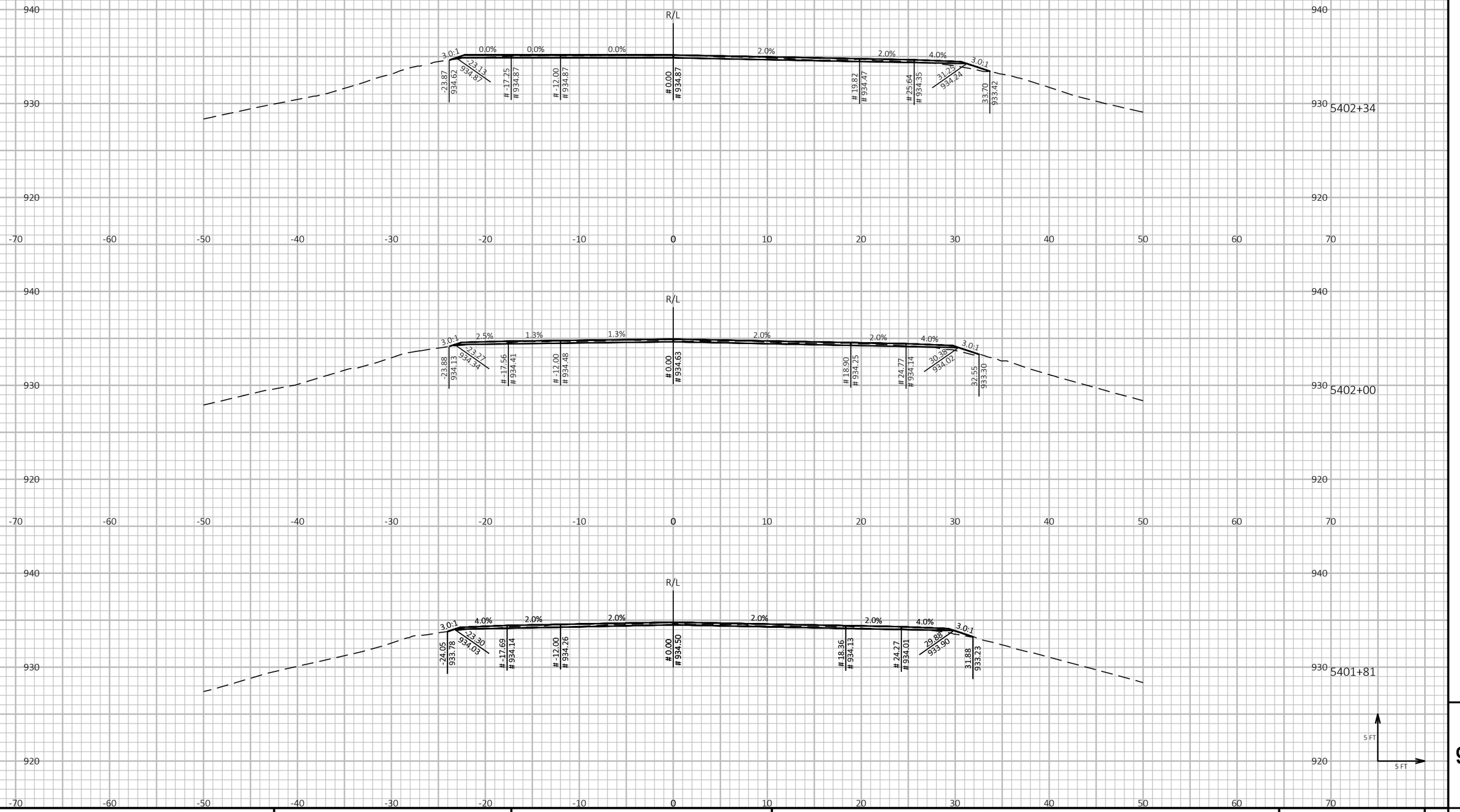


9

9

PROJECT NO: 1180-01-72	HWY: USH 2	COUNTY: DOUGLAS	CROSS SECTIONS: PROFILE MILLING	SHEET 214	E

OFFSET AND ELEVATION LABELS PROVIDED AT THE MILLING SURFACE



9

9

PROJECT NO: 1180-01-72	HWY: USH 2	COUNTY: DOUGLAS	CROSS SECTIONS: PROFILE MILLING	SHEET 215	E

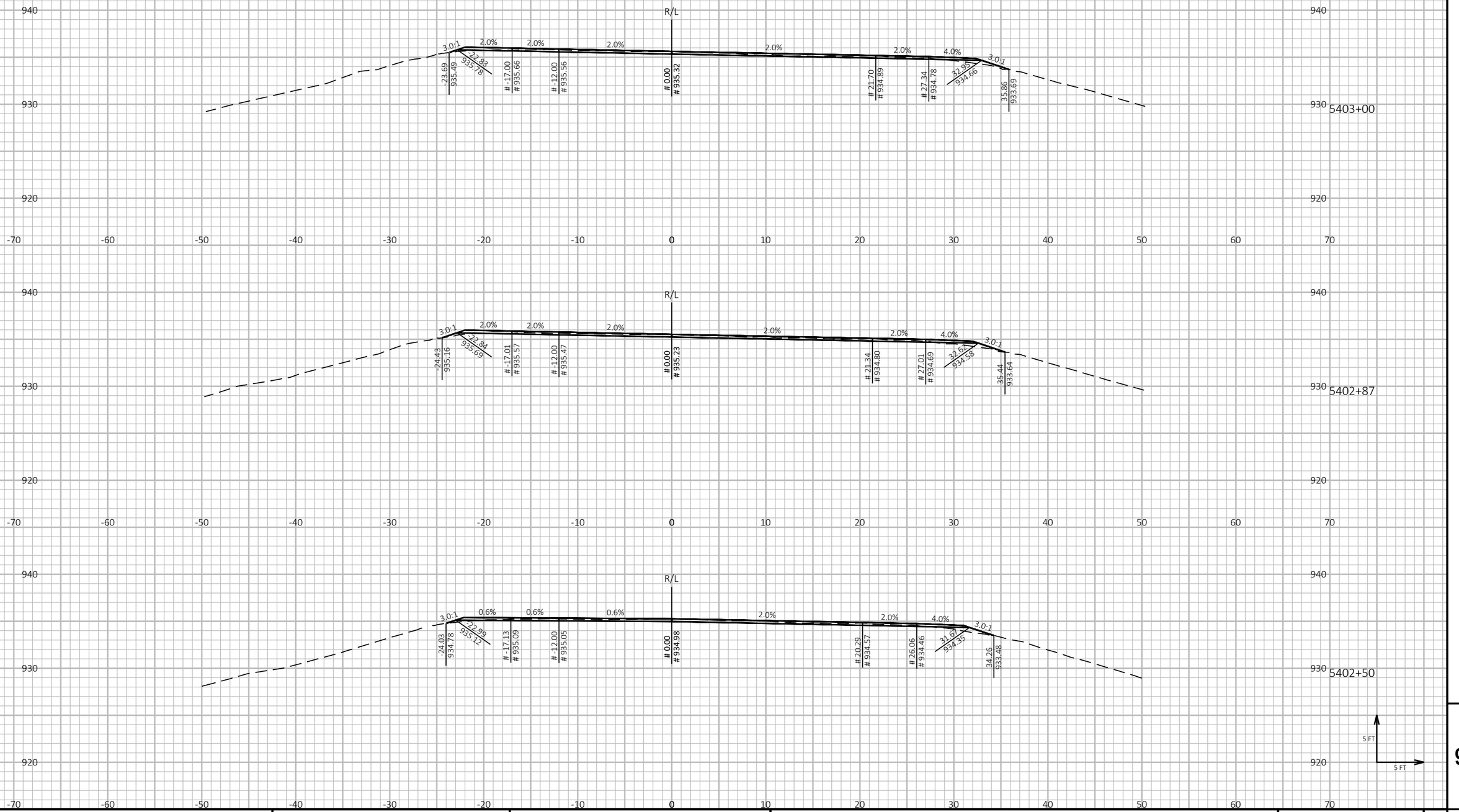
FILE NAME : P:\55XX\5586.DP.23.USH2.DOU\CADDS\11800172\SHEETS\090204-XS.DWG
LAYOUT NAME - 10

PLOT DATE : 4/22/2026 3:34 PM PLOT BY : PARKER TISCHAUSER PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

OFFSET AND ELEVATION LABELS PROVIDED AT THE MILLING SURFACE



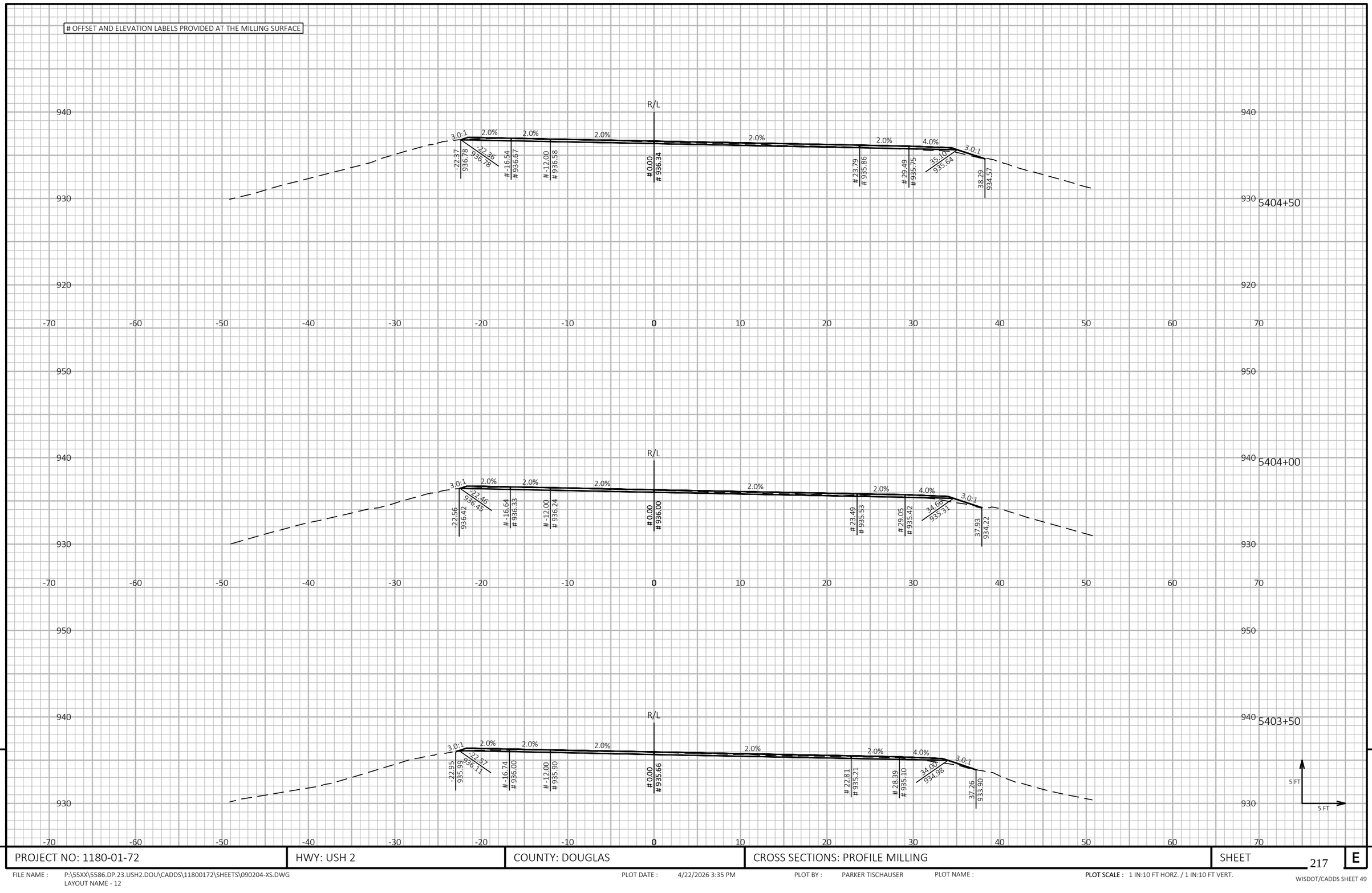
PROJECT NO: 1180-01-72	HWY: USH 2	COUNTY: DOUGLAS	CROSS SECTIONS: PROFILE MILLING	SHEET 216	E

FILE NAME : P:\55XX\5586.DP.23.USH2.DOU\CADDS\11800172\SHEETS\090204-XS.DWG
LAYOUT NAME - 11

PLOT DATE : 4/22/2026 3:34 PM PLOT BY : PARKER TISCHAUSER PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

OFFSET AND ELEVATION LABELS PROVIDED AT THE MILLING SURFACE



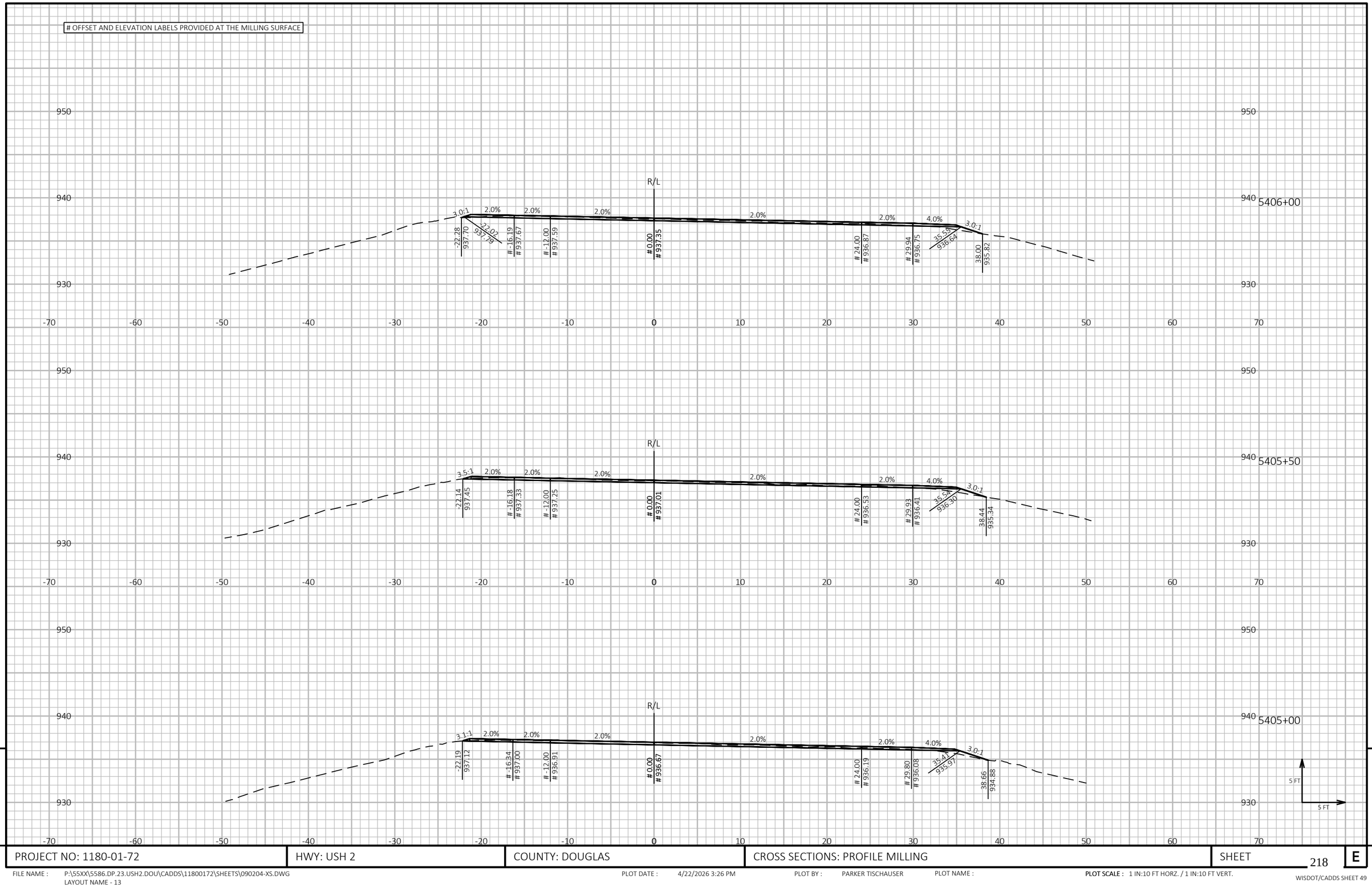
PROJECT NO: 1180-01-72	HWY: USH 2	COUNTY: DOUGLAS	CROSS SECTIONS: PROFILE MILLING	SHEET 217	E

FILE NAME : P:\55XX\5586.DP.23.USH2.DOU\CADDS\11800172\SHEETS\090204-XS.DWG
LAYOUT NAME - 12

PLOT DATE : 4/22/2026 3:35 PM PLOT BY : PARKER TISCHAUSER PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

OFFSET AND ELEVATION LABELS PROVIDED AT THE MILLING SURFACE



9

9

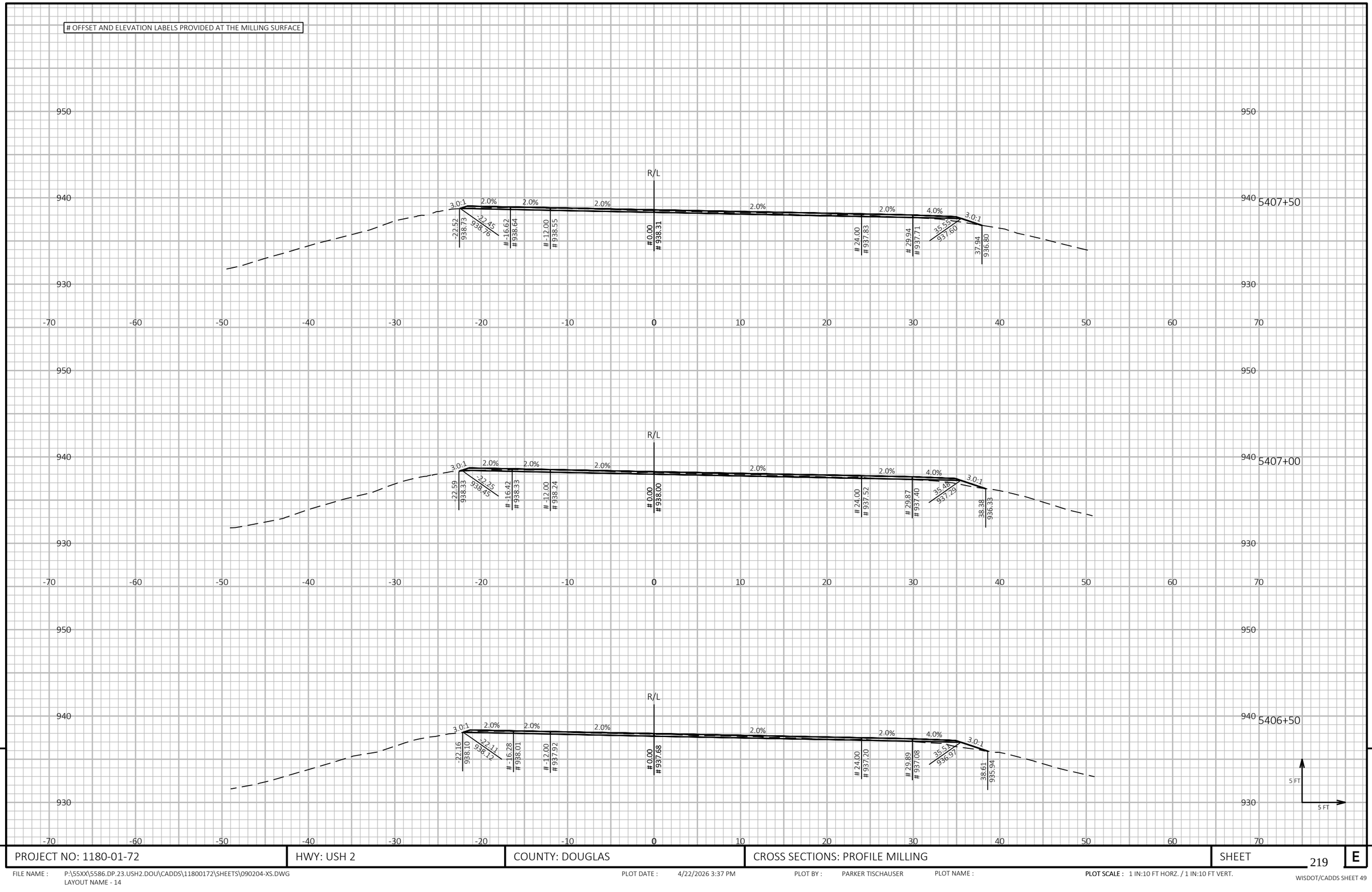
PROJECT NO: 1180-01-72	HWY: USH 2	COUNTY: DOUGLAS	CROSS SECTIONS: PROFILE MILLING	SHEET 218	E

FILE NAME : P:\55XX\5586.DP.23.USH2.DOU\CADDS\11800172\SHEETS\090204-XS.DWG
LAYOUT NAME - 13

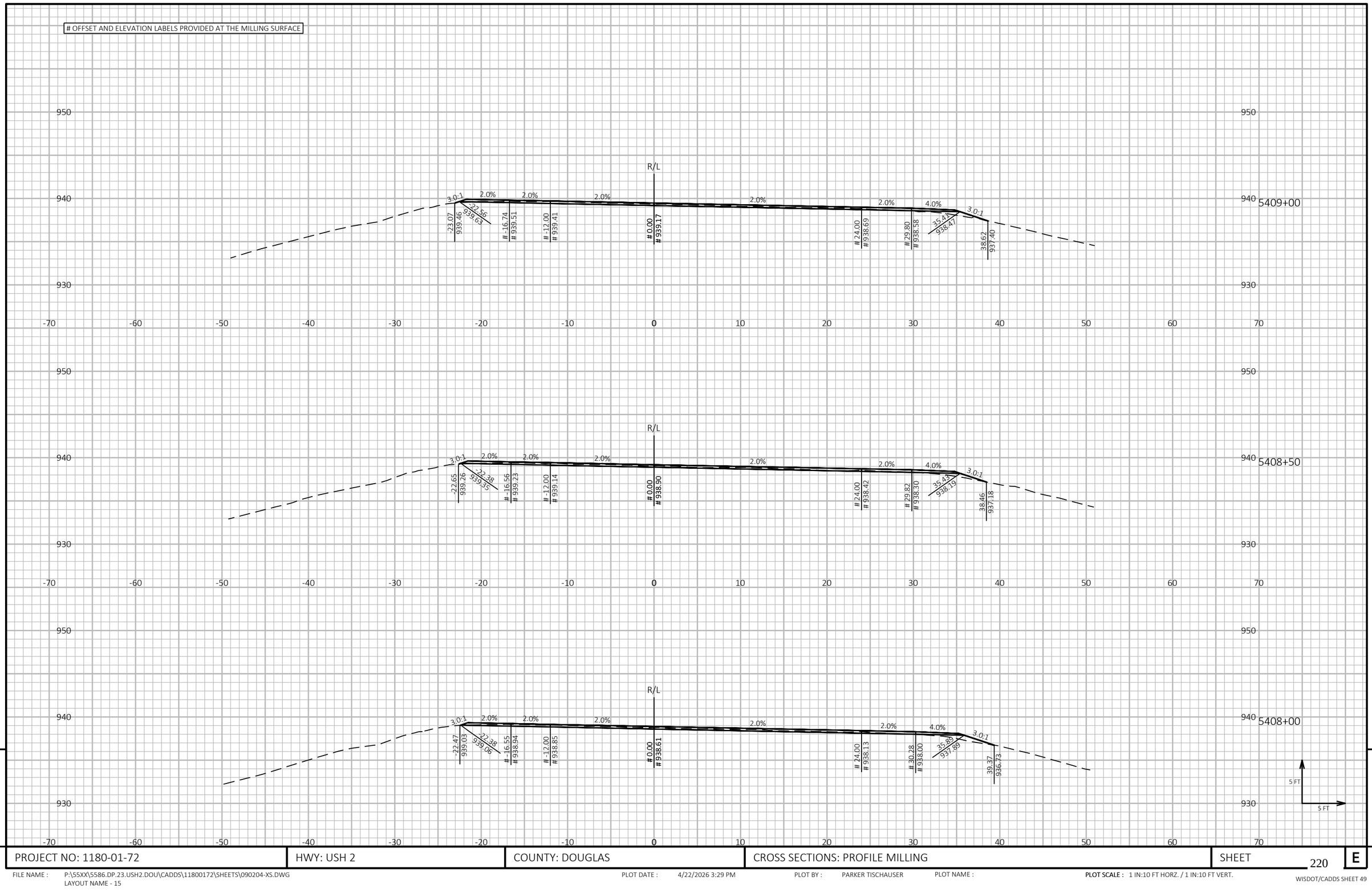
PLOT DATE : 4/22/2026 3:26 PM PLOT BY : PARKER TISCHAUSER PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

OFFSET AND ELEVATION LABELS PROVIDED AT THE MILLING SURFACE



OFFSET AND ELEVATION LABELS PROVIDED AT THE MILLING SURFACE



PROJECT NO: 1180-01-72	HWY: USH 2	COUNTY: DOUGLAS	CROSS SECTIONS: PROFILE MILLING	SHEET 220	E

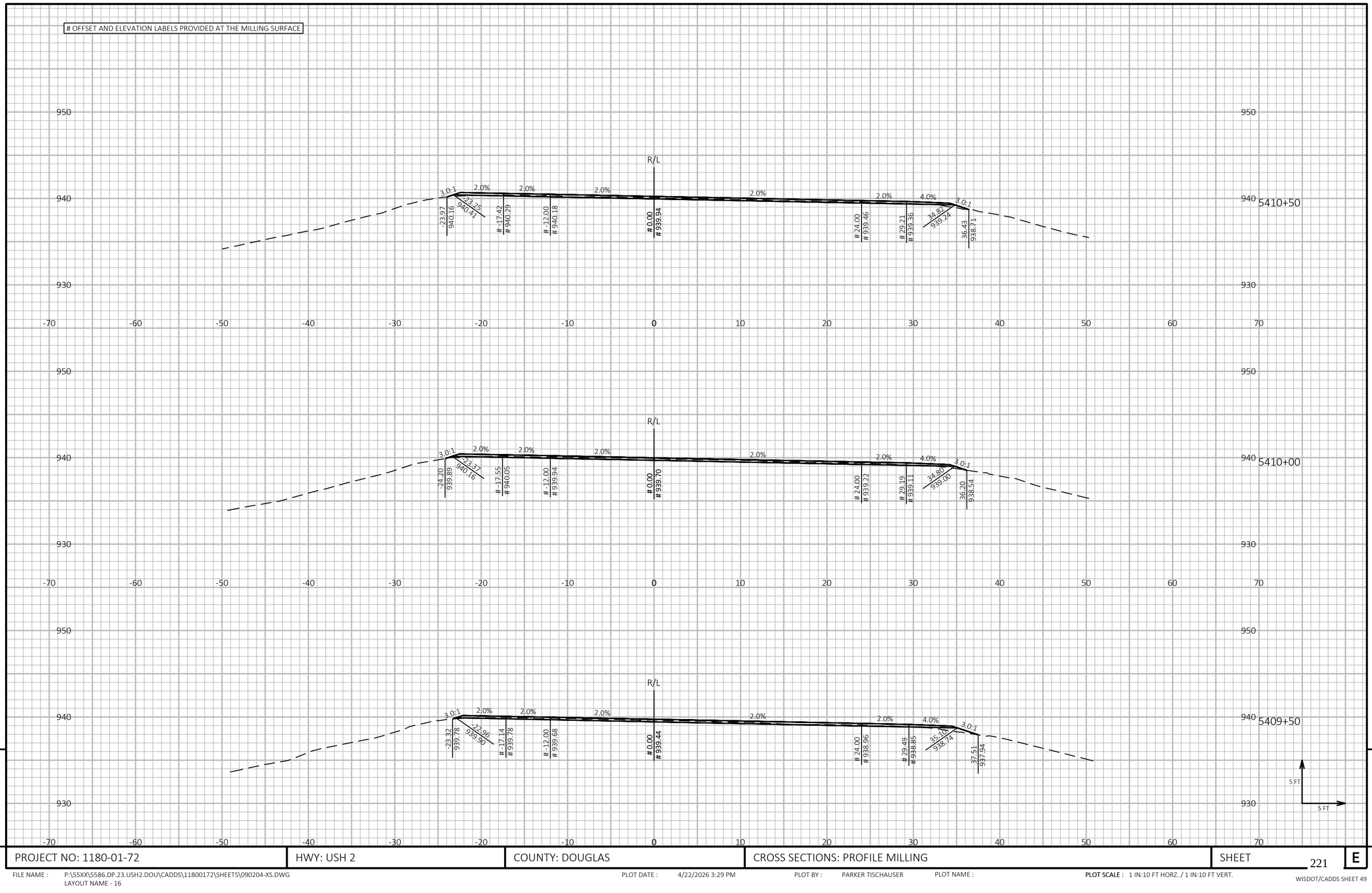
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LAYOUT NAME - 15

PLOT DATE : 4/22/2026 3:29 PM PLOT BY : PARKER TISCHAUSER PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

OFFSET AND ELEVATION LABELS PROVIDED AT THE MILLING SURFACE



PROJECT NO: 1180-01-72	HWY: USH 2	COUNTY: DOUGLAS	CROSS SECTIONS: PROFILE MILLING	SHEET 221 E

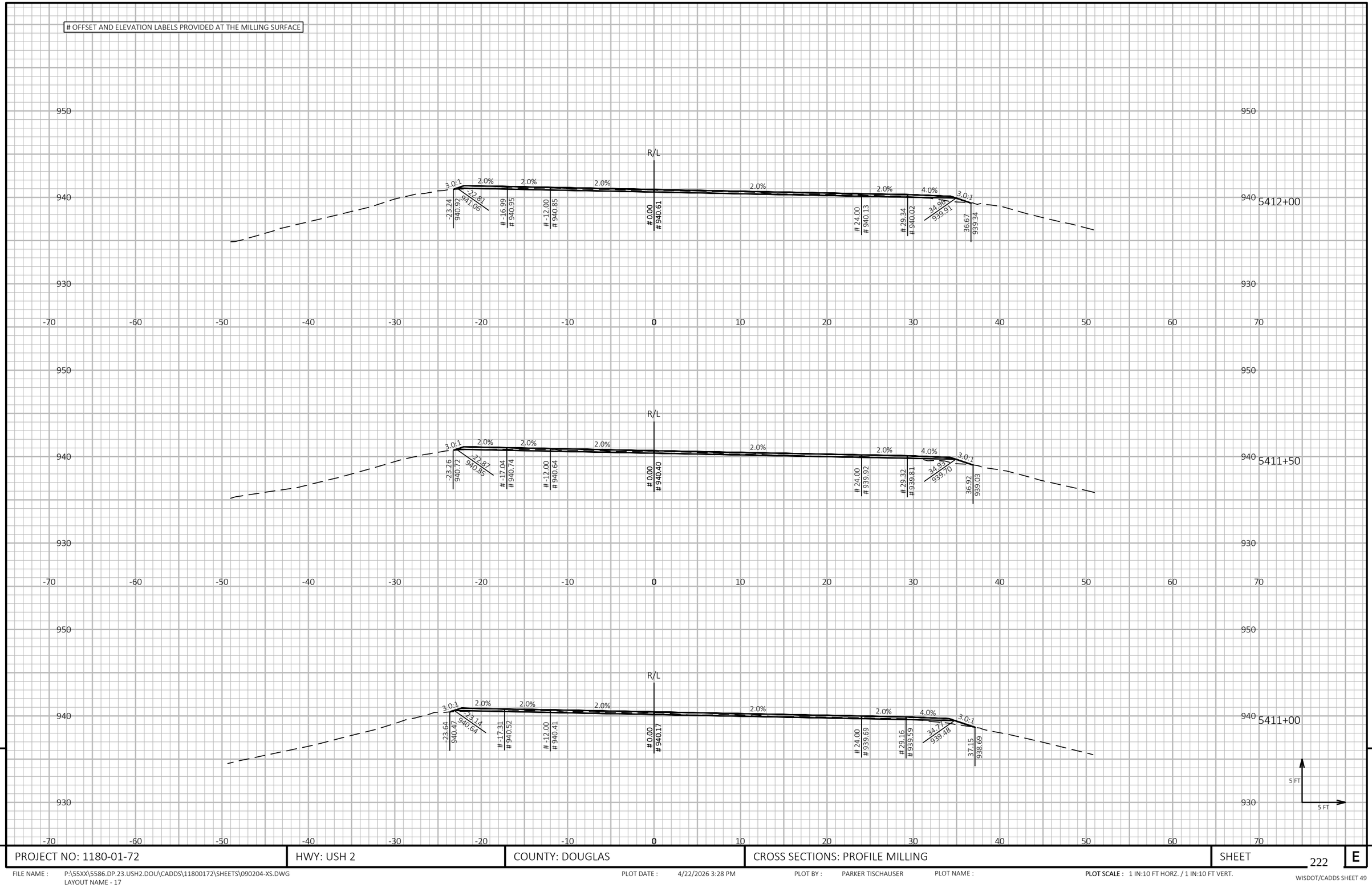
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LAYOUT NAME - 16

PLOT DATE : 4/22/2026 3:29 PM PLOT BY : PARKER TISCHAUSER PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

OFFSET AND ELEVATION LABELS PROVIDED AT THE MILLING SURFACE



PROJECT NO: 1180-01-72	HWY: USH 2	COUNTY: DOUGLAS	CROSS SECTIONS: PROFILE MILLING	SHEET 222	E

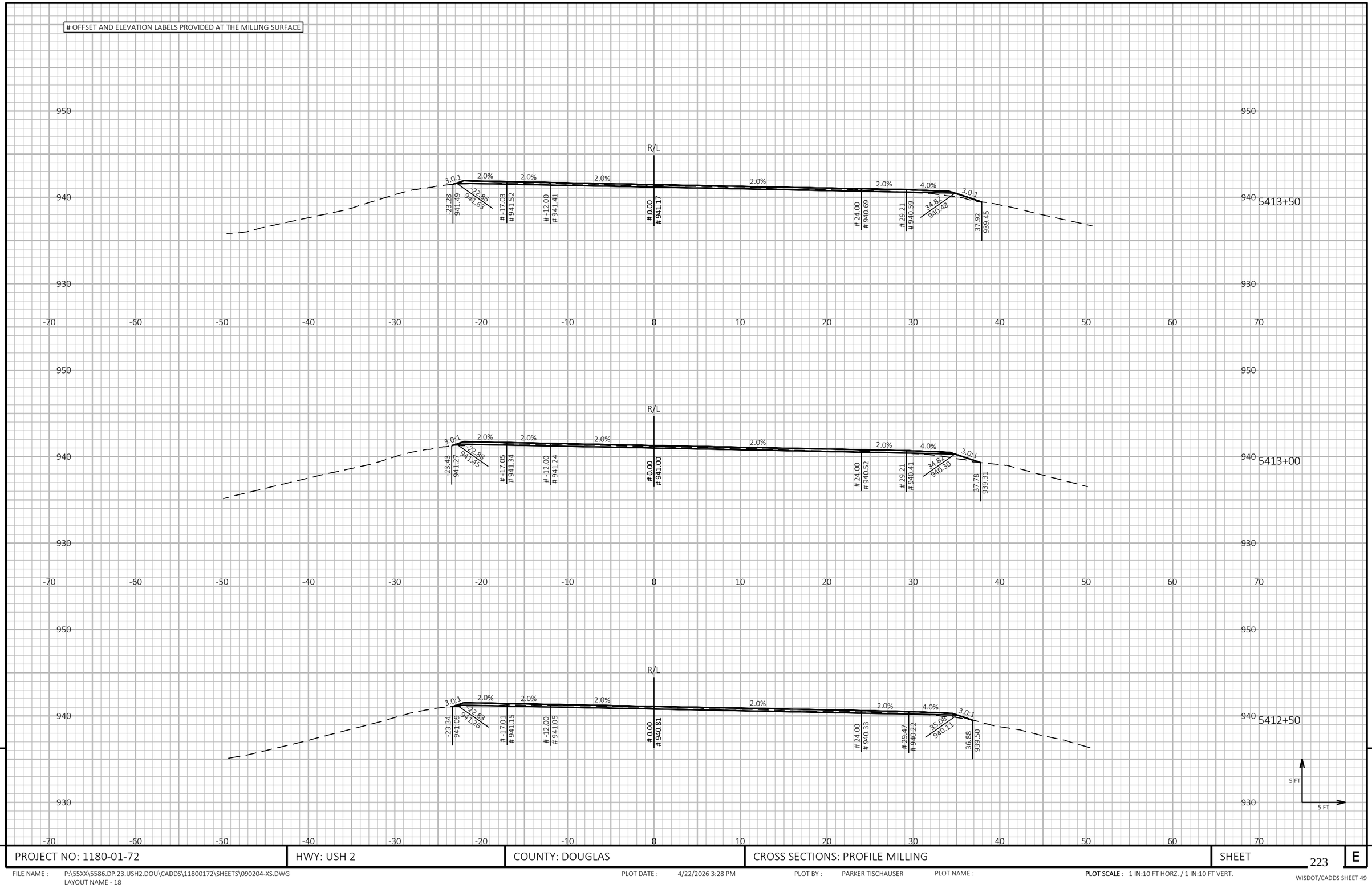
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LAYOUT NAME - 17

PLOT DATE : 4/22/2026 3:28 PM PLOT BY : PARKER TISCHAUSER PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

OFFSET AND ELEVATION LABELS PROVIDED AT THE MILLING SURFACE



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PROJECT NO: 1180-01-72	HWY: USH 2	COUNTY: DOUGLAS	CROSS SECTIONS: PROFILE MILLING	SHEET 223	E

9

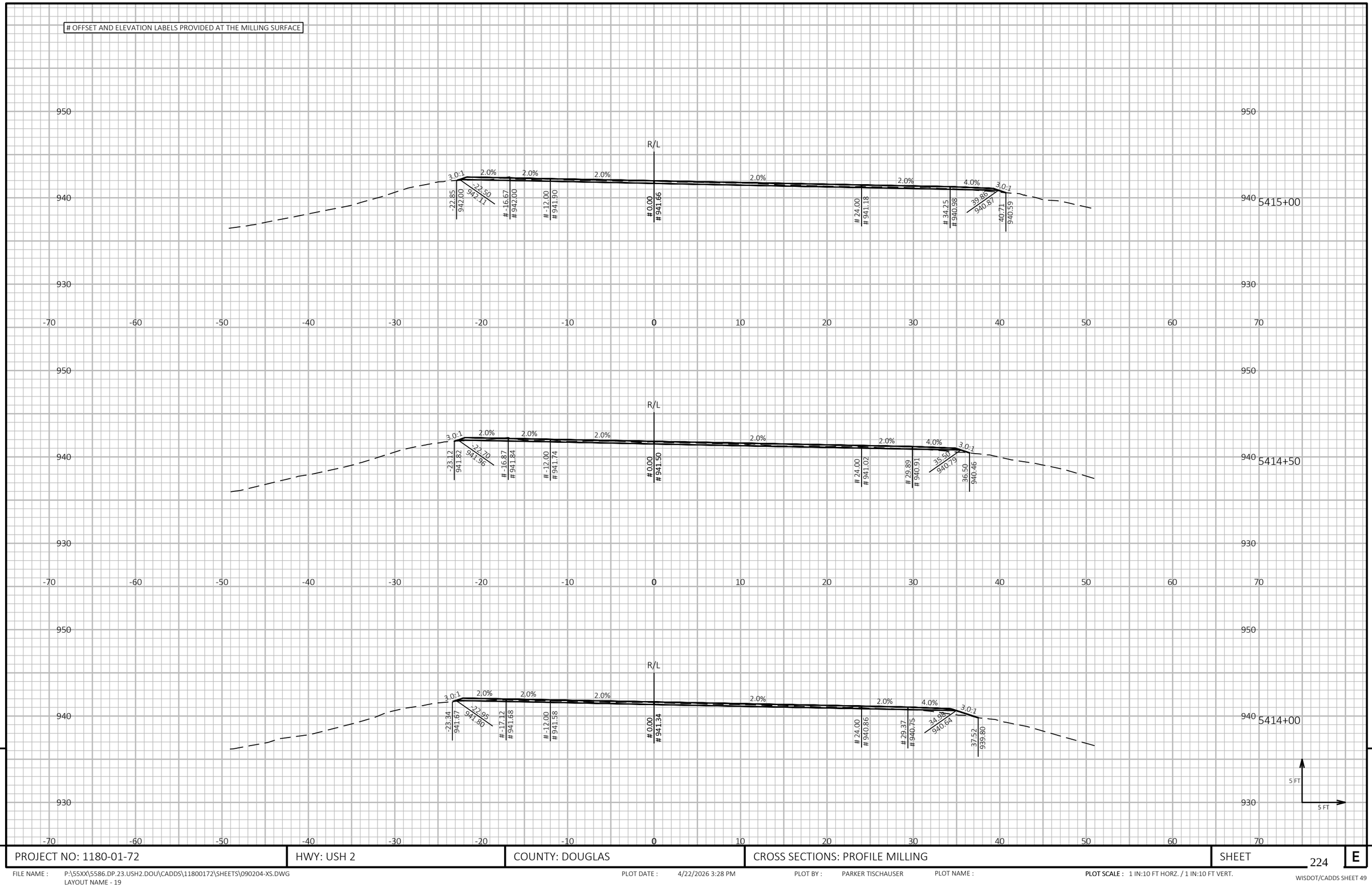
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LAYOUT NAME - 18

PLOT DATE : 4/22/2026 3:28 PM PLOT BY : PARKER TISCHAUSER PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

OFFSET AND ELEVATION LABELS PROVIDED AT THE MILLING SURFACE



9

9

PROJECT NO: 1180-01-72	HWY: USH 2	COUNTY: DOUGLAS	CROSS SECTIONS: PROFILE MILLING	SHEET 224	E

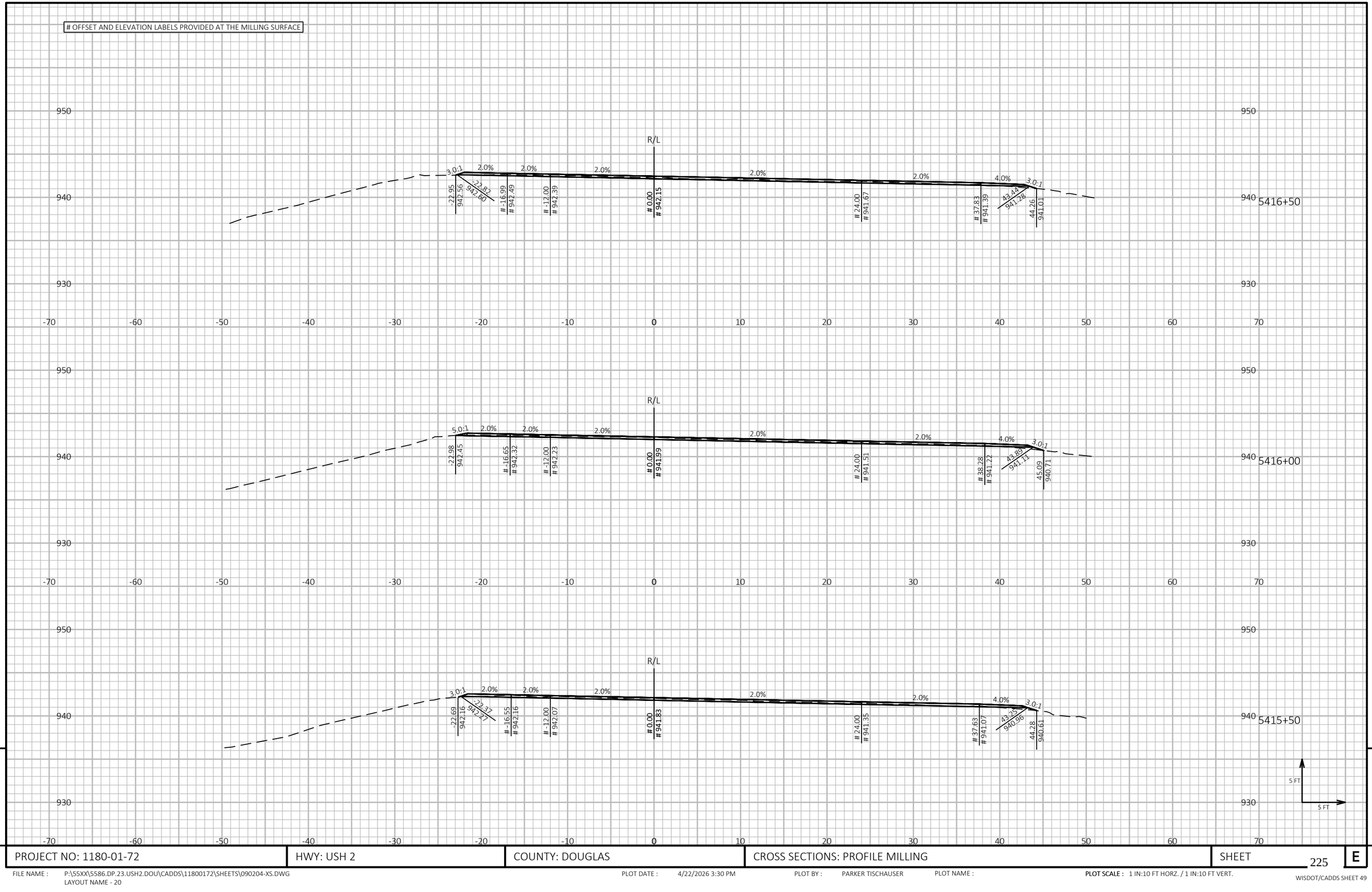
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LAYOUT NAME - 19

PLOT DATE : 4/22/2026 3:28 PM PLOT BY : PARKER TISCHAUSER PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

OFFSET AND ELEVATION LABELS PROVIDED AT THE MILLING SURFACE



PROJECT NO: 1180-01-72	HWY: USH 2	COUNTY: DOUGLAS	CROSS SECTIONS: PROFILE MILLING	SHEET 225	E

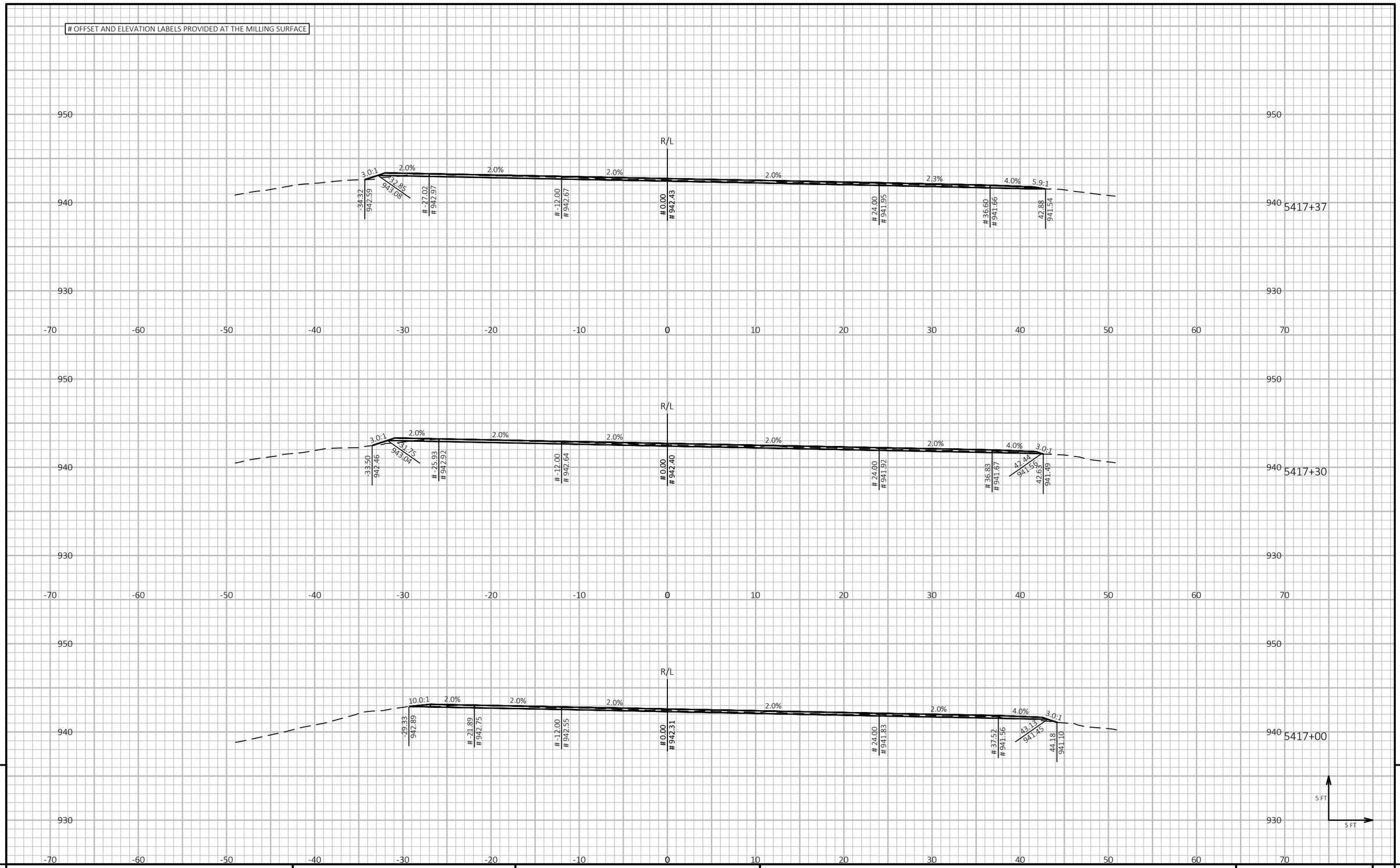
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LAYOUT NAME - 20

PLOT DATE : 4/22/2026 3:30 PM PLOT BY : PARKER TISCHAUSER PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

OFFSET AND ELEVATION LABELS PROVIDED AT THE MILLING SURFACE



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PROJECT NO: 1180-01-72	HWY: USH 2	COUNTY: DOUGLAS	CROSS SECTIONS: PROFILE MILLING	SHEET 226	E

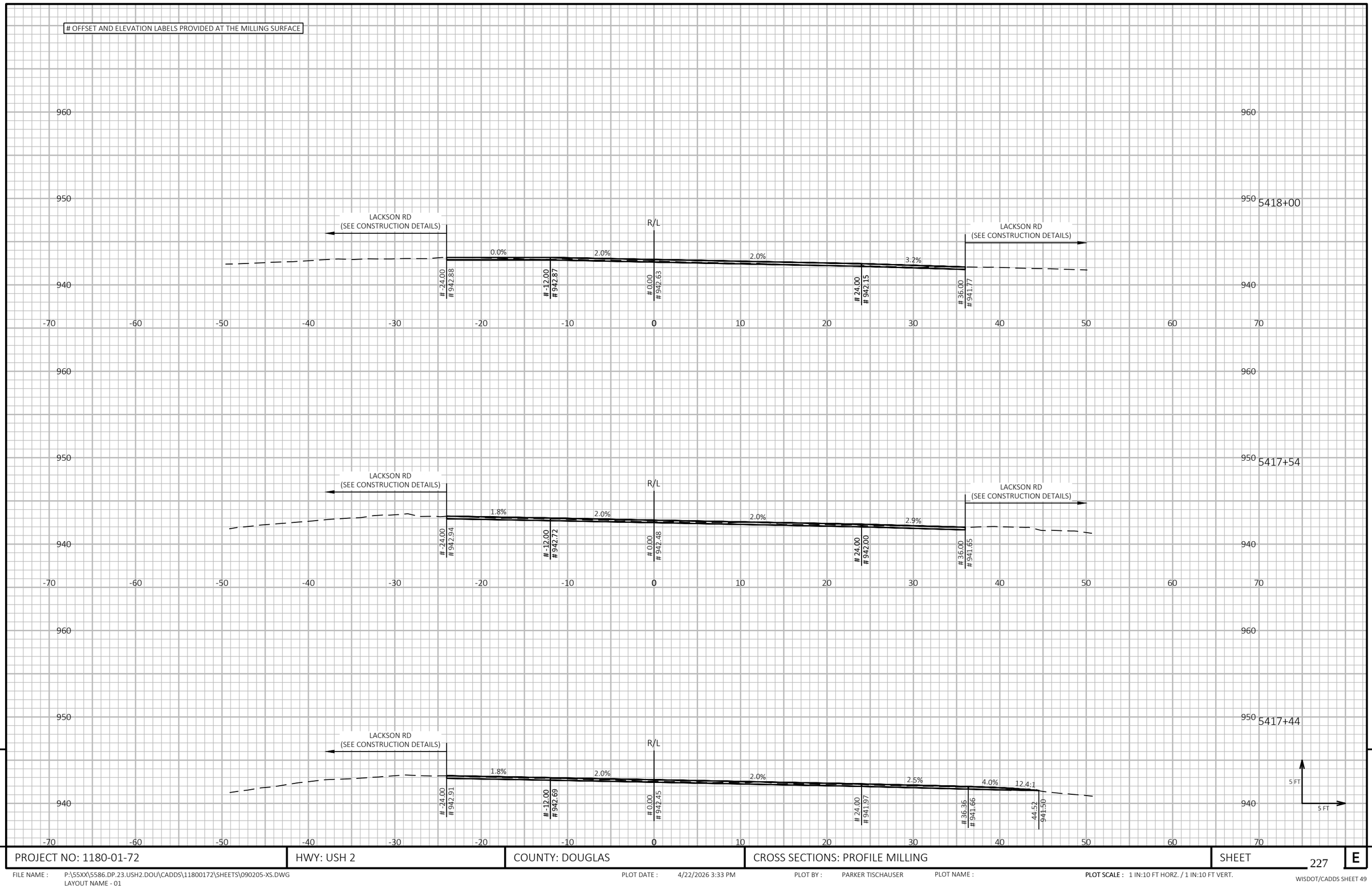
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LAYOUT NAME - 21

PLOT DATE : 4/22/2026 3:38 PM PLOT BY : PARKER TISCHAUSER PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

OFFSET AND ELEVATION LABELS PROVIDED AT THE MILLING SURFACE



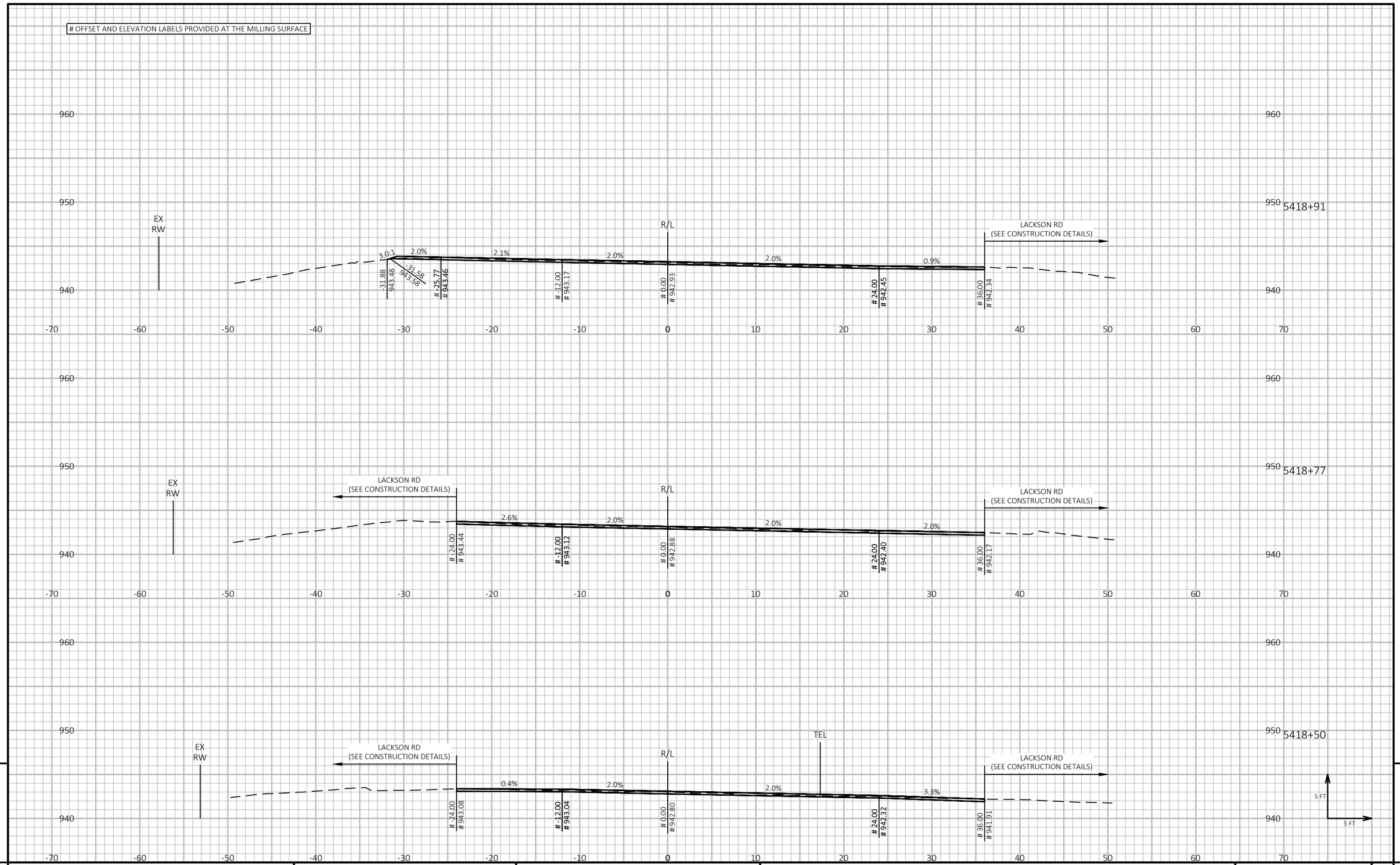
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PROJECT NO: 1180-01-72	HWY: USH 2	COUNTY: DOUGLAS	CROSS SECTIONS: PROFILE MILLING	SHEET 227	E

FILE NAME : P:\55XX\5586.DP.23.USH2.DOU\CADDS\11800172\SHEETS\090205-XS.DWG
LAYOUT NAME - 01

PLOT DATE : 4/22/2026 3:33 PM PLOT BY : PARKER TISCHAUSER PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

OFFSET AND ELEVATION LABELS PROVIDED AT THE MILLING SURFACE



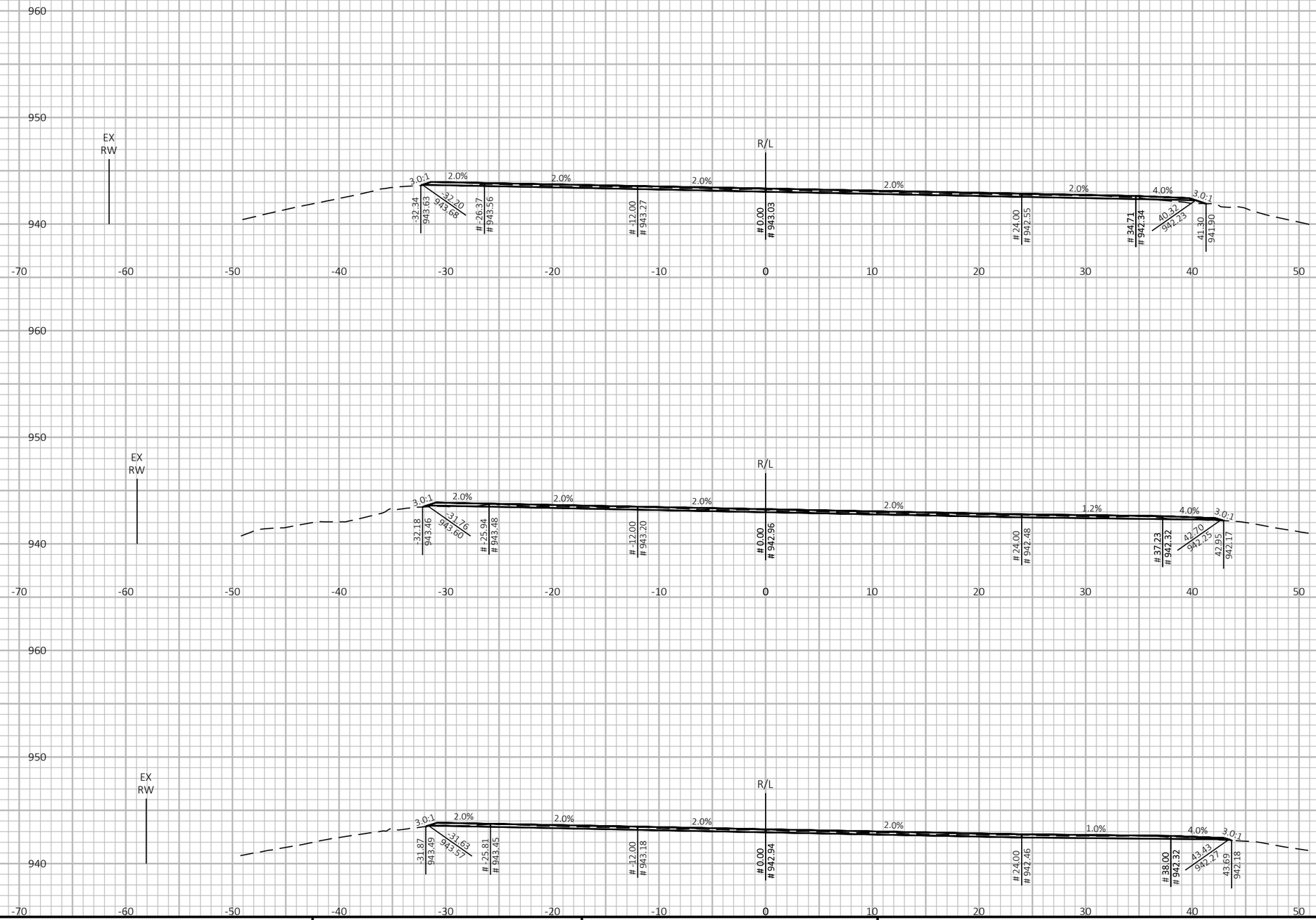
PROJECT NO: 1180-01-72	HWY: USH 2	COUNTY: DOUGLAS	CROSS SECTIONS: PROFILE MILLING	SHEET 228	E

FILE NAME : P:\55XX\5586.DP.23.USH2.DOU\CADDS\11800172\SHEETS\090205-XS.DWG
LAYOUT NAME - 02

PLOT DATE : 4/22/2026 3:34 PM PLOT BY : PARKER TISCHAUSER PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

OFFSET AND ELEVATION LABELS PROVIDED AT THE MILLING SURFACE



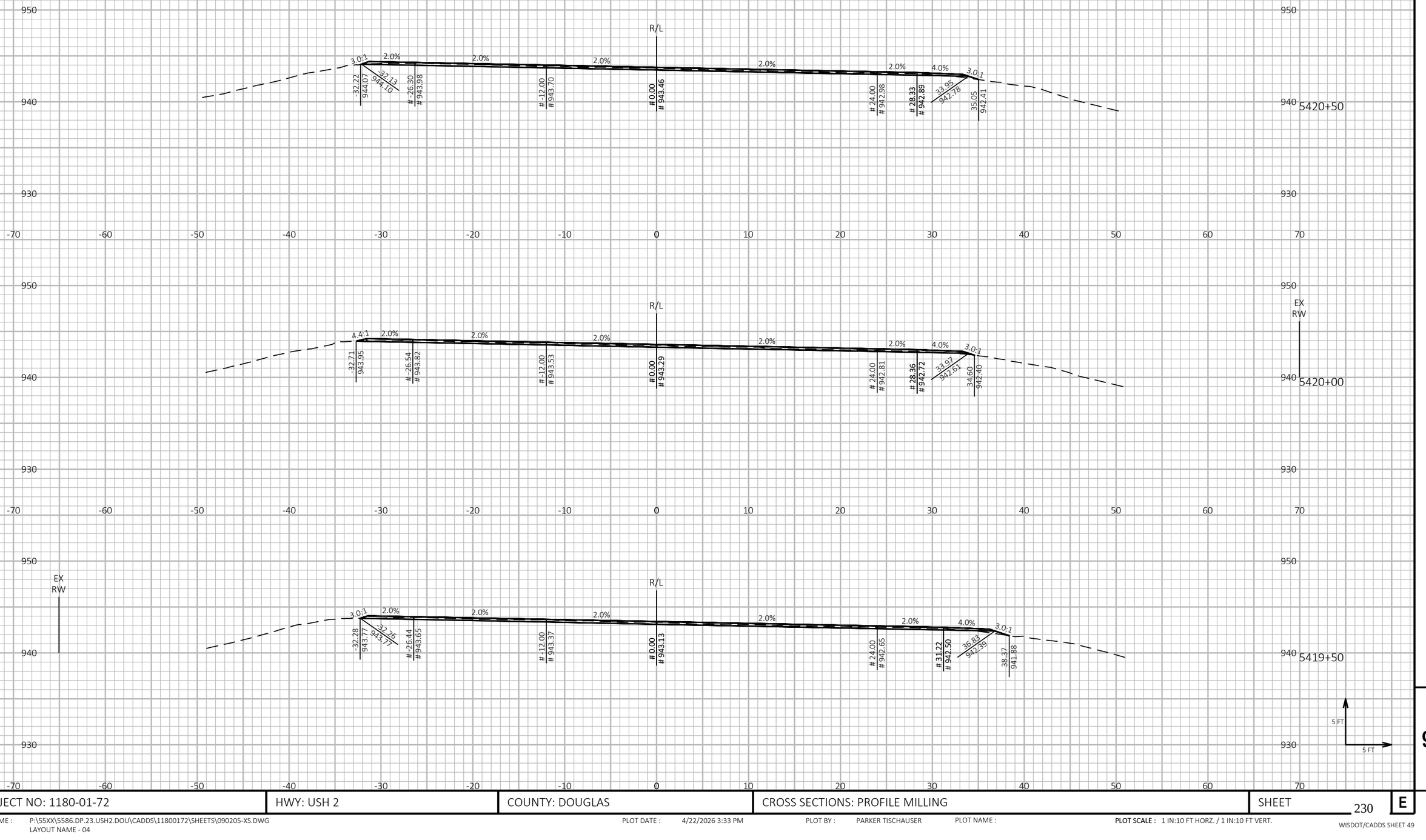
PROJECT NO: 1180-01-72	HWY: USH 2	COUNTY: DOUGLAS	CROSS SECTIONS: PROFILE MILLING	SHEET 229	E

FILE NAME : P:\55XX\5586.DP.23.USH2.DOU\CADDS\11800172\SHEETS\090205-XS.DWG
LAYOUT NAME - 03

PLOT DATE : 4/22/2026 3:35 PM PLOT BY : PARKER TISCHAUSER PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

OFFSET AND ELEVATION LABELS PROVIDED AT THE MILLING SURFACE

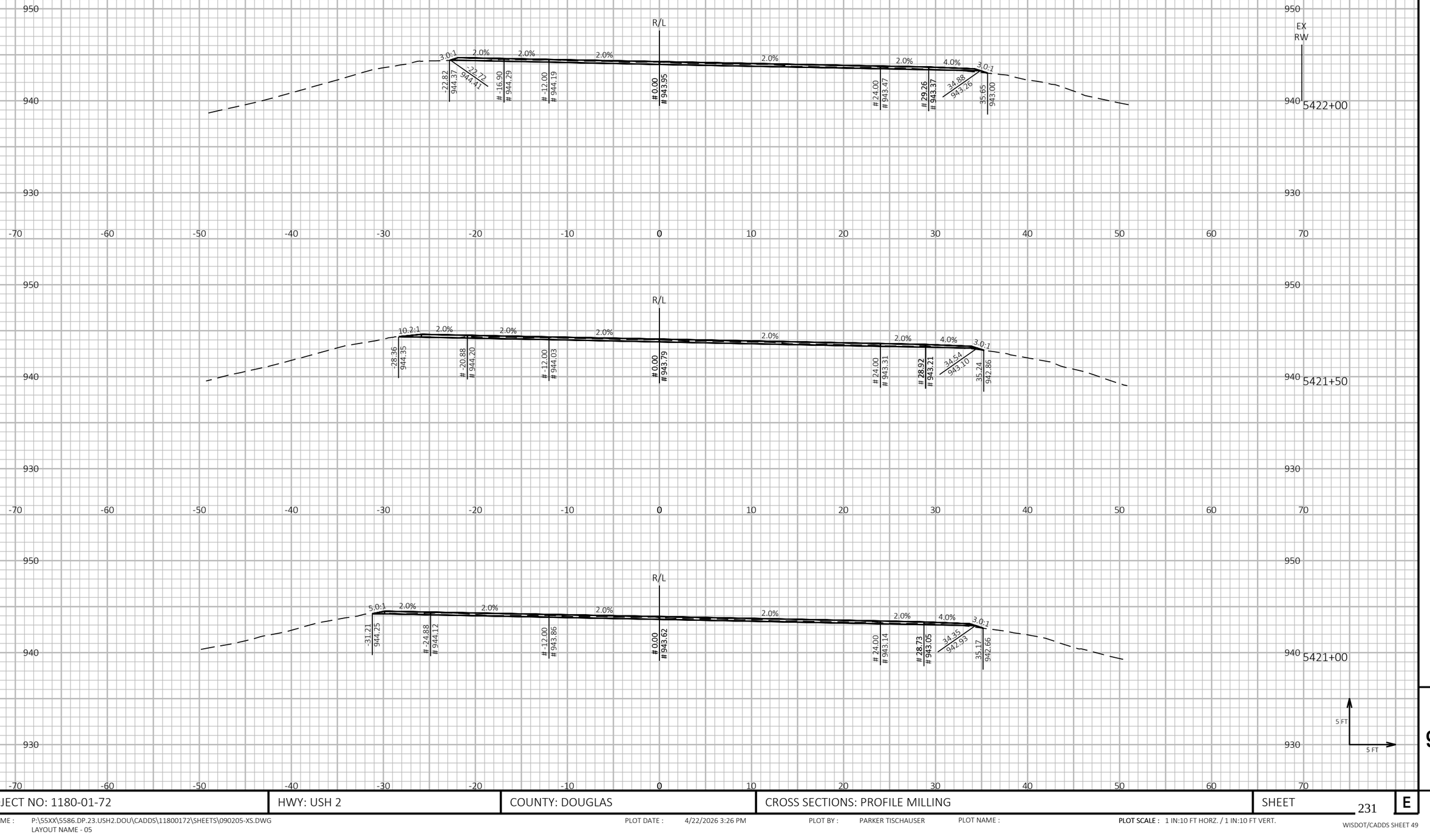


PROJECT NO: 1180-01-72	HWY: USH 2	COUNTY: DOUGLAS	CROSS SECTIONS: PROFILE MILLING	SHEET 230	E

FILE NAME : P:\55XX\5586.DP.23.USH2.DOU\CADDS\11800172\SHEETS\090205-XS.DWG
LAYOUT NAME - 04

PLOT DATE : 4/22/2026 3:33 PM PLOT BY : PARKER TISCHAUSER PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

OFFSET AND ELEVATION LABELS PROVIDED AT THE MILLING SURFACE



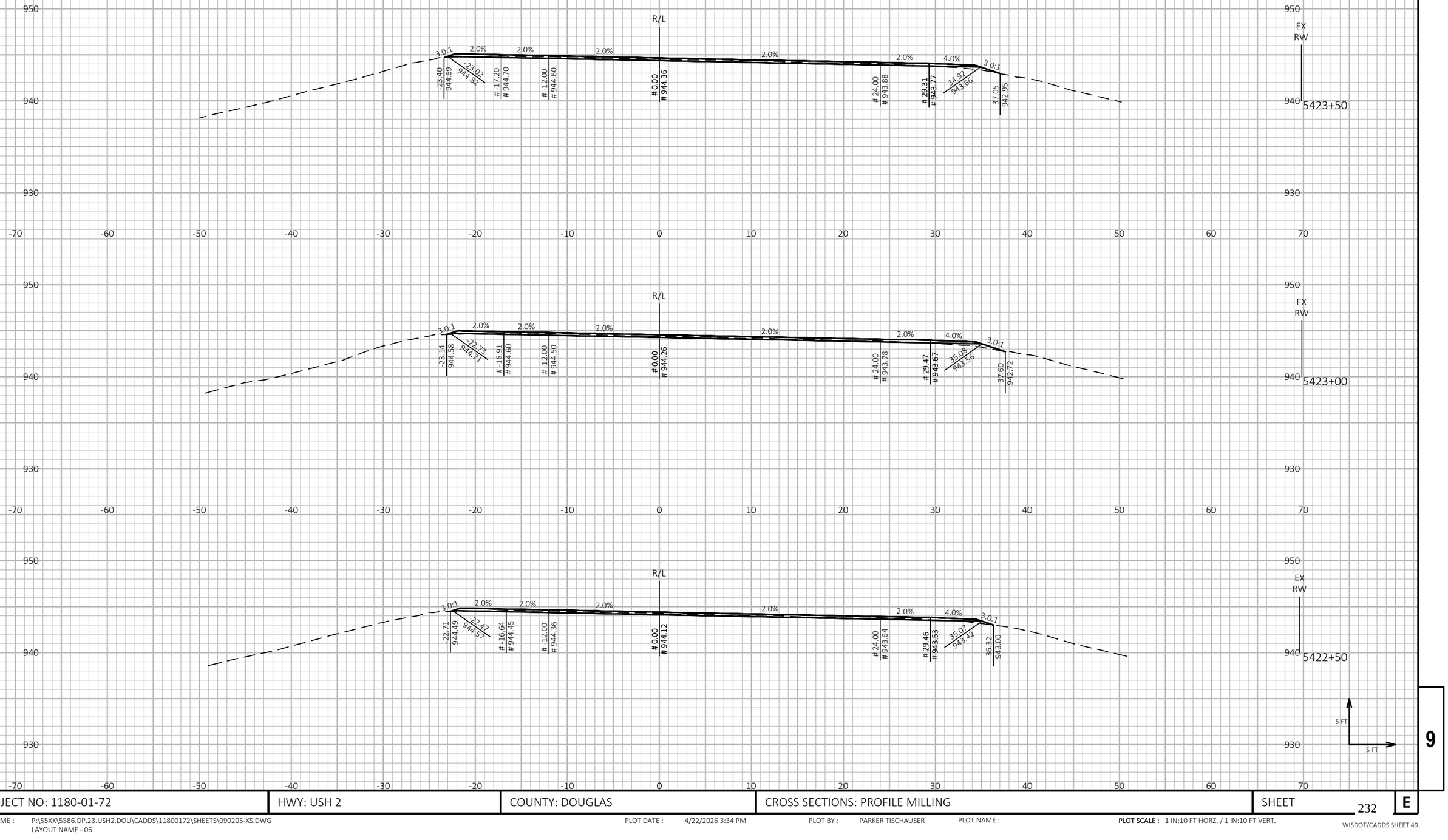
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FILE NAME : P:\55XX\5586.DP.23.USH2.DOU\CADDS\11800172\SHEETS\090205-XS.DWG
LAYOUT NAME - 05

PLOT DATE : 4/22/2026 3:26 PM PLOT BY : PARKER TISCHAUSER PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

OFFSET AND ELEVATION LABELS PROVIDED AT THE MILLING SURFACE



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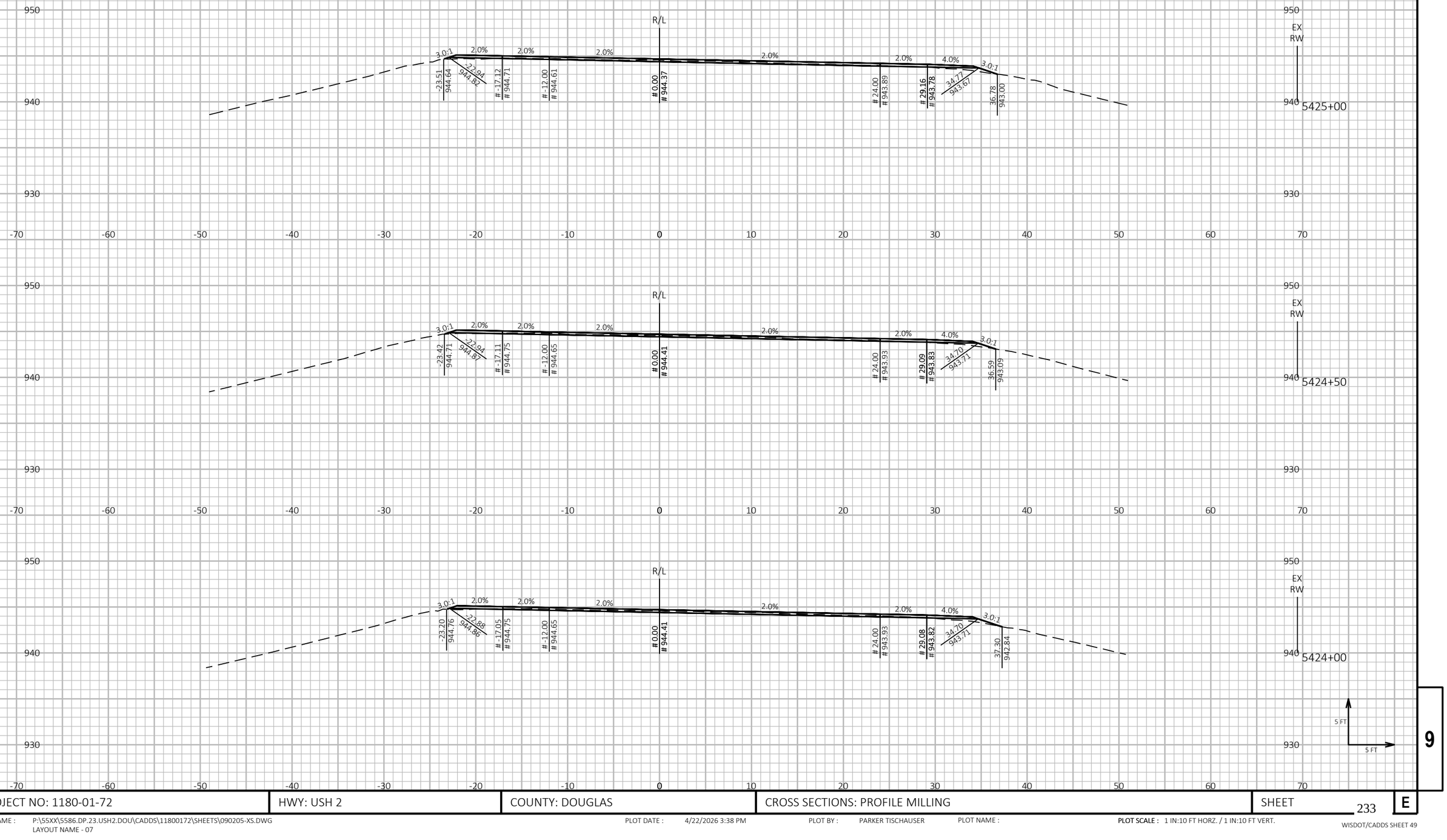
PROJECT NO: 1180-01-72	HWY: USH 2	COUNTY: DOUGLAS	CROSS SECTIONS: PROFILE MILLING	SHEET 232	E

FILE NAME : P:\55XX\5586.DP.23.USH2.DOU\CADDS\11800172\SHEETS\090205-XS.DWG
LAYOUT NAME - 06

PLOT DATE : 4/22/2026 3:34 PM PLOT BY : PARKER TISCHAUSER PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

OFFSET AND ELEVATION LABELS PROVIDED AT THE MILLING SURFACE



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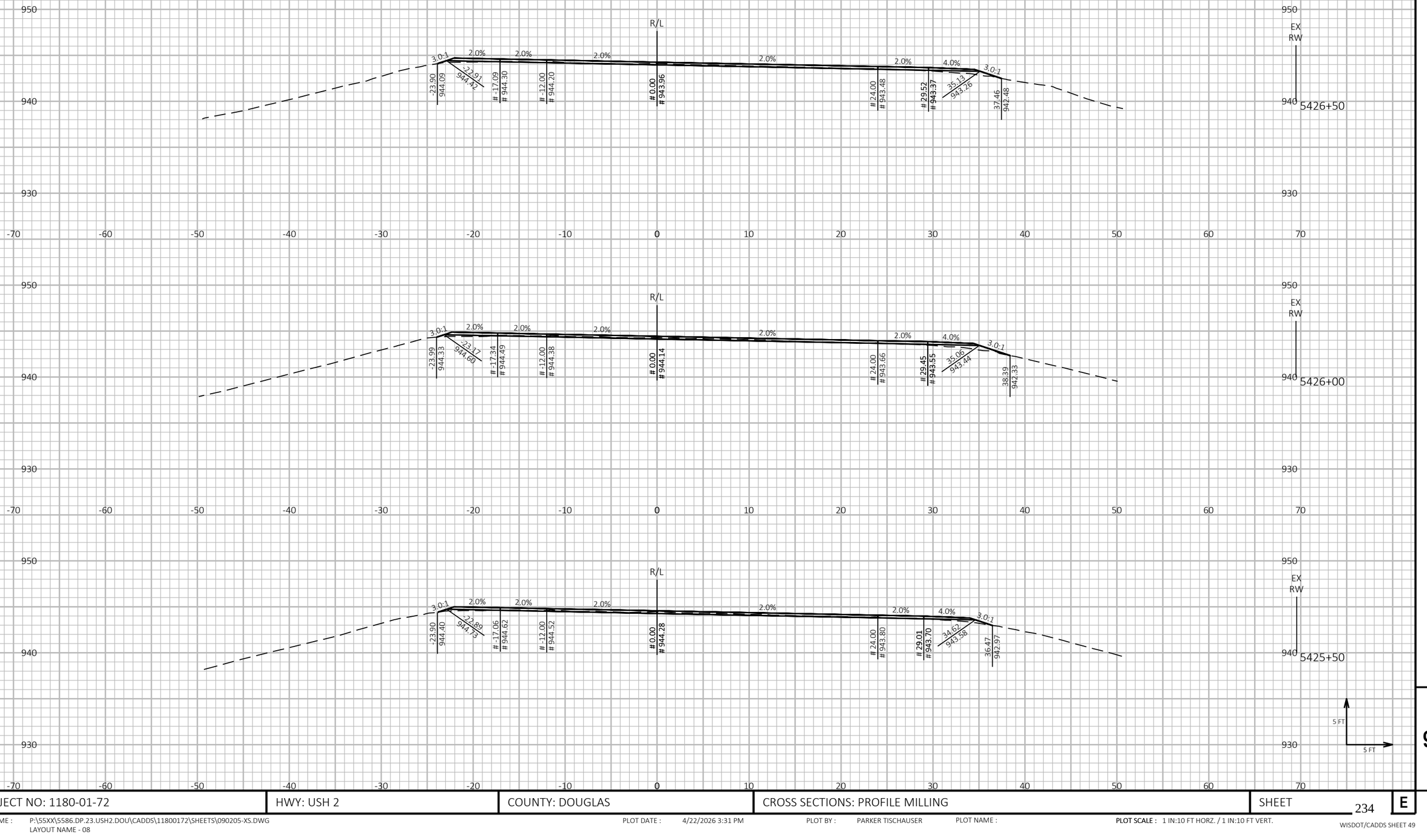
PROJECT NO: 1180-01-72	HWY: USH 2	COUNTY: DOUGLAS	CROSS SECTIONS: PROFILE MILLING	SHEET 233	E

FILE NAME : P:\55XX\5586.DP.23.USH2.DOU\CADDS\11800172\SHEETS\090205-XS.DWG
LAYOUT NAME - 07

PLOT DATE : 4/22/2026 3:38 PM PLOT BY : PARKER TISCHAUSER PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

OFFSET AND ELEVATION LABELS PROVIDED AT THE MILLING SURFACE

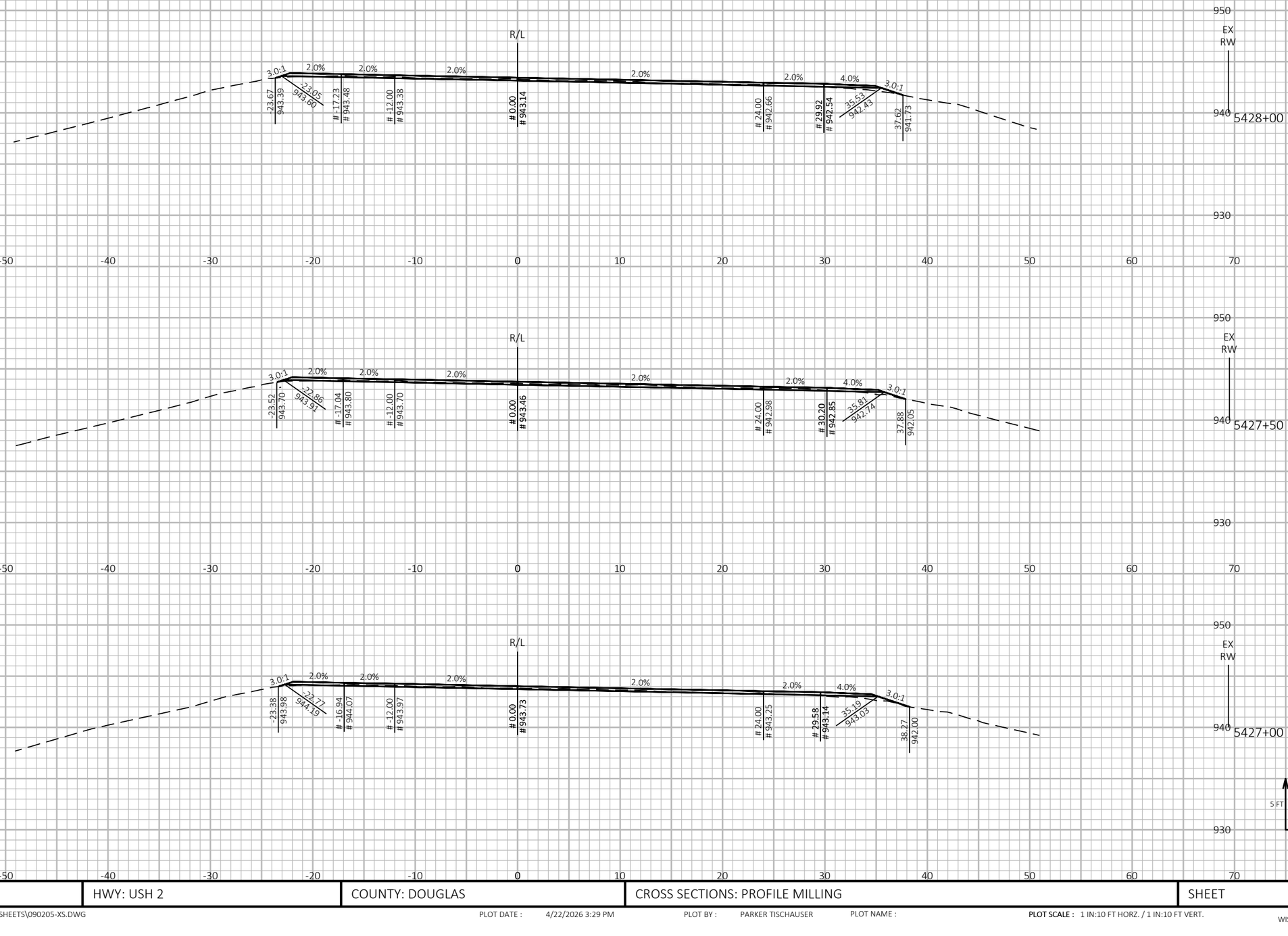


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PROJECT NO: 1180-01-72	HWY: USH 2	COUNTY: DOUGLAS	CROSS SECTIONS: PROFILE MILLING	SHEET 234	E

OFFSET AND ELEVATION LABELS PROVIDED AT THE MILLING SURFACE

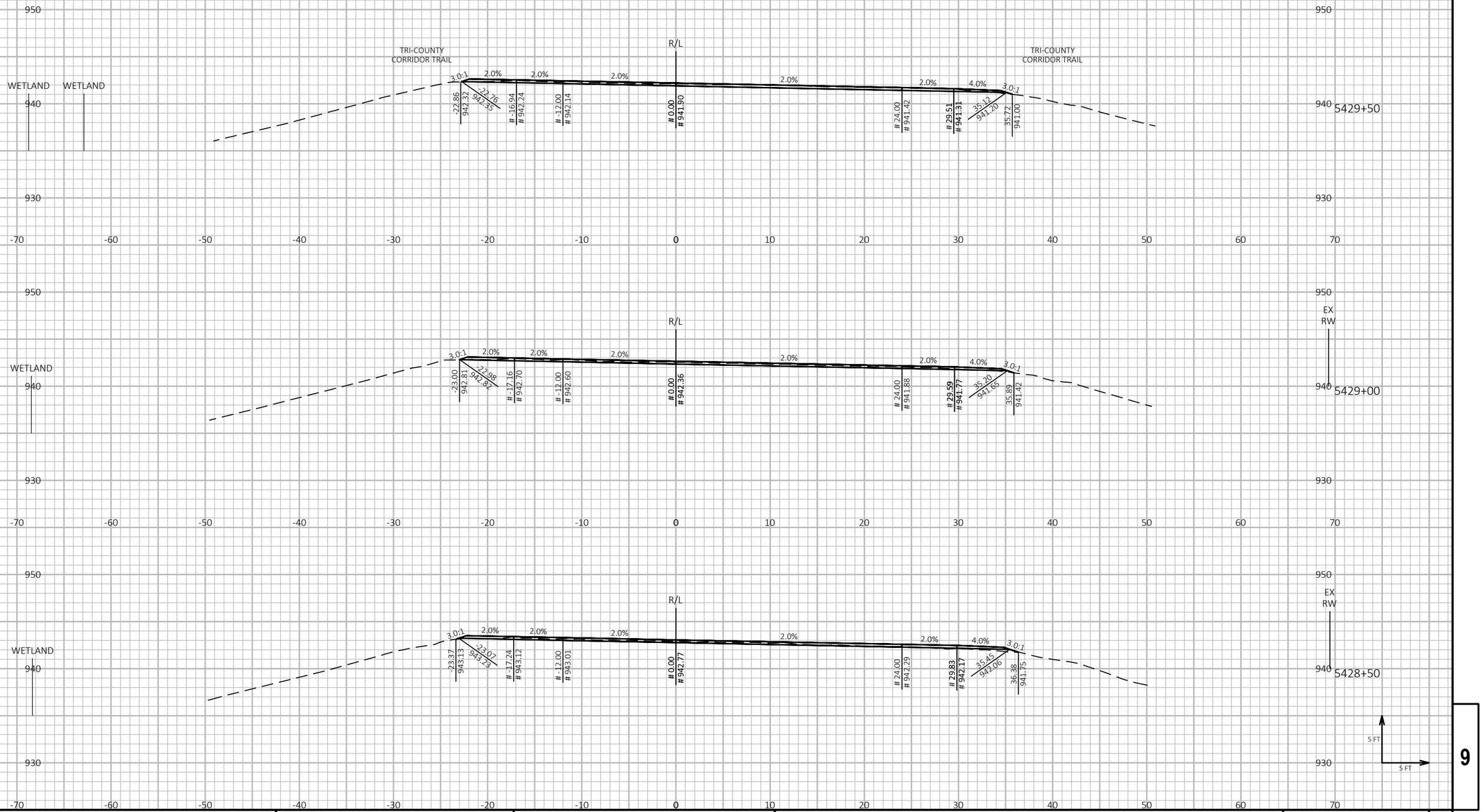


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PROJECT NO: 1180-01-72	HWY: USH 2	COUNTY: DOUGLAS	CROSS SECTIONS: PROFILE MILLING	SHEET 235	E

OFFSET AND ELEVATION LABELS PROVIDED AT THE MILLING SURFACE



9

PROJECT NO: 1180-01-72	HWY: USH 2	COUNTY: DOUGLAS	CROSS SECTIONS: PROFILE MILLING	SHEET 236	E

FILE NAME : P:\55XX\5586.DP.23.USH2.DOU\CADDS\11800172\SHEETS\090205-XS.DWG
LAYOUT NAME - 10

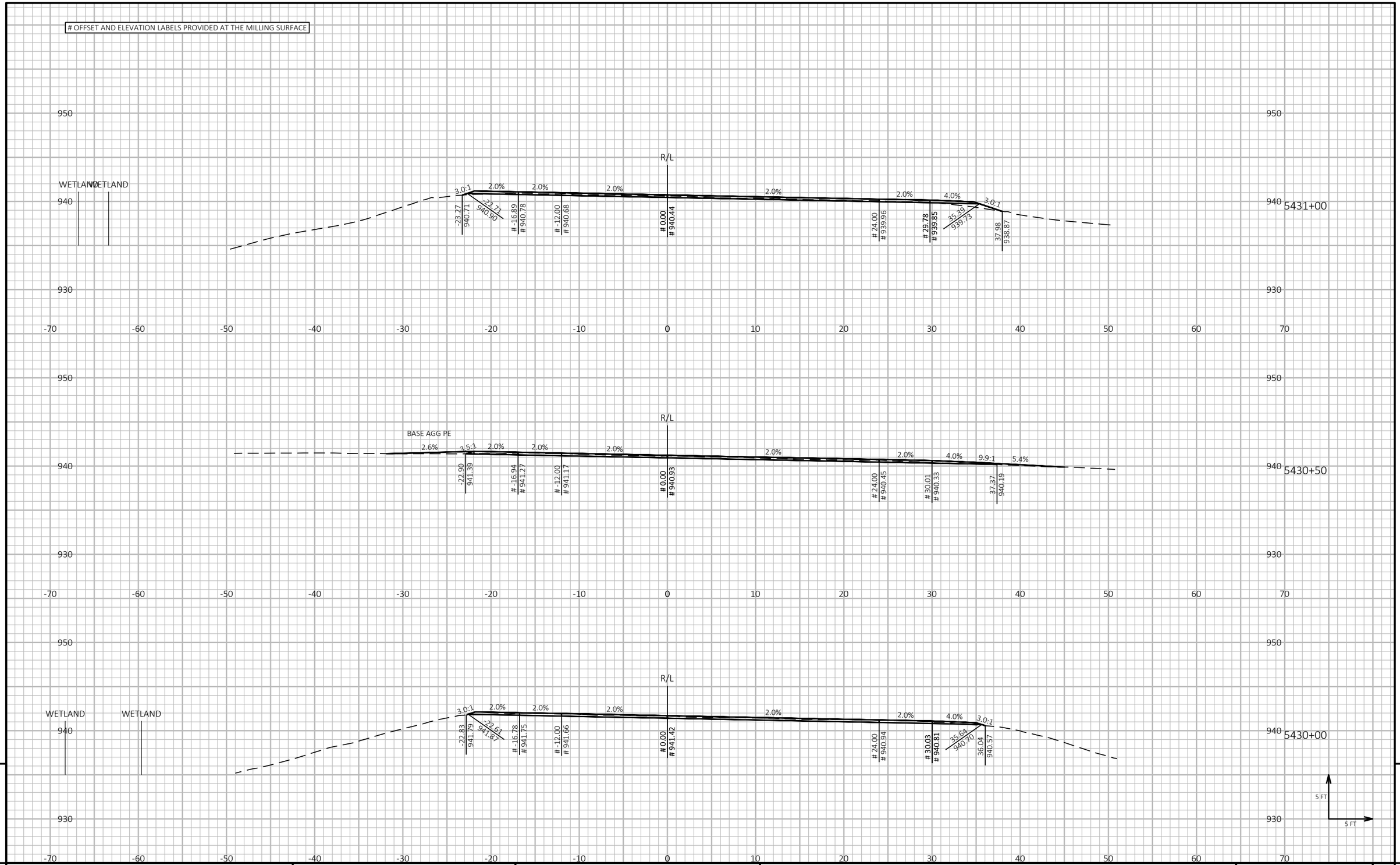
PLOT DATE : 4/22/2026 3:38 PM PLOT BY : PARKER TISCHAUSER PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

9

OFFSET AND ELEVATION LABELS PROVIDED AT THE MILLING SURFACE



PROJECT NO: 1180-01-72	HWY: USH 2	COUNTY: DOUGLAS	CROSS SECTIONS: PROFILE MILLING	SHEET 237	E

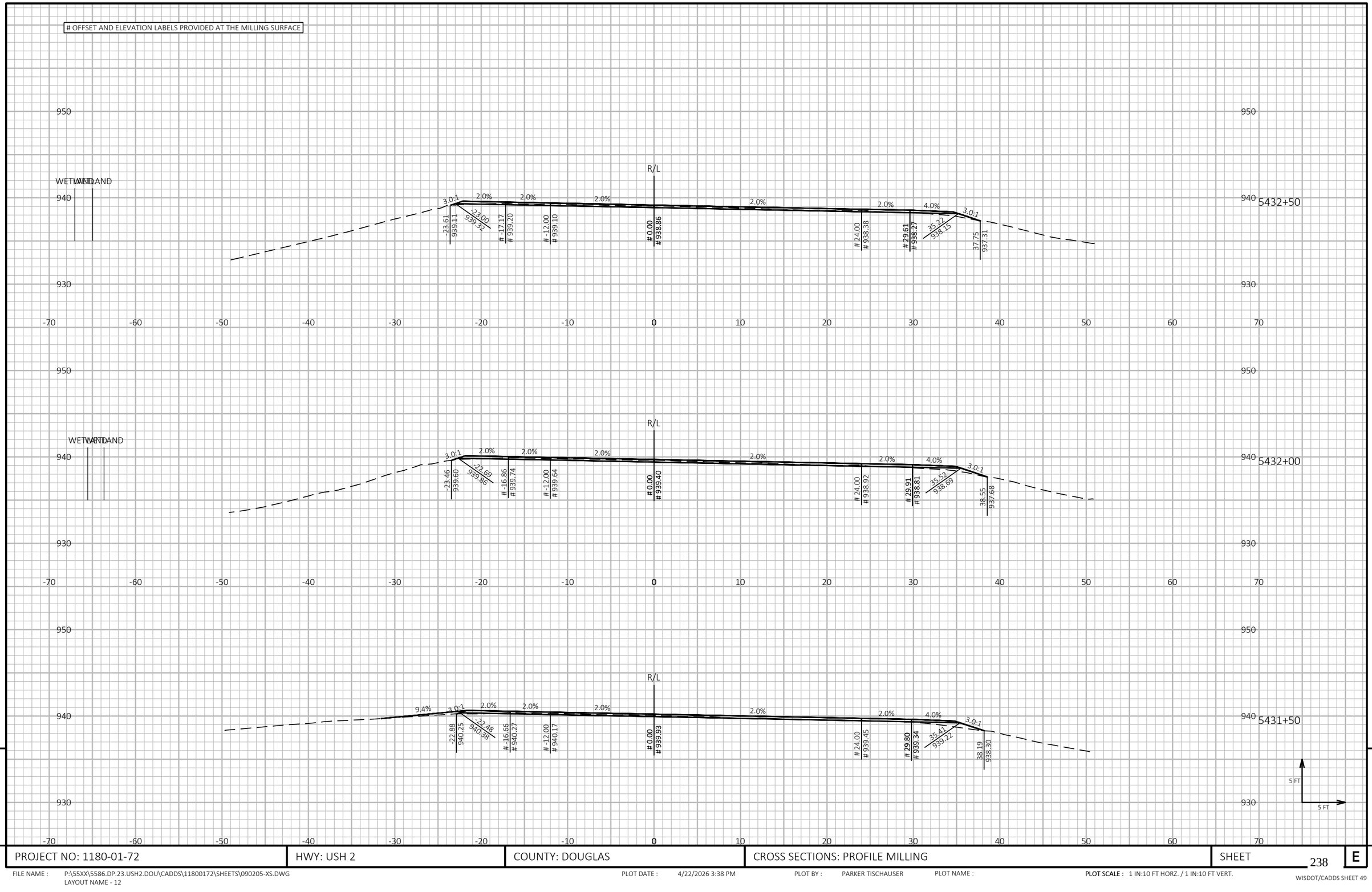
FILE NAME : P:\55XX\5586.DP.23.USH2.DOU\CADDS\11800172\SHEETS\090205-XS.DWG
LAYOUT NAME - 11

PLOT DATE : 4/22/2026 3:34 PM PLOT BY : PARKER TISCHAUSER PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

OFFSET AND ELEVATION LABELS PROVIDED AT THE MILLING SURFACE



PROJECT NO: 1180-01-72	HWY: USH 2	COUNTY: DOUGLAS	CROSS SECTIONS: PROFILE MILLING	SHEET 238	E

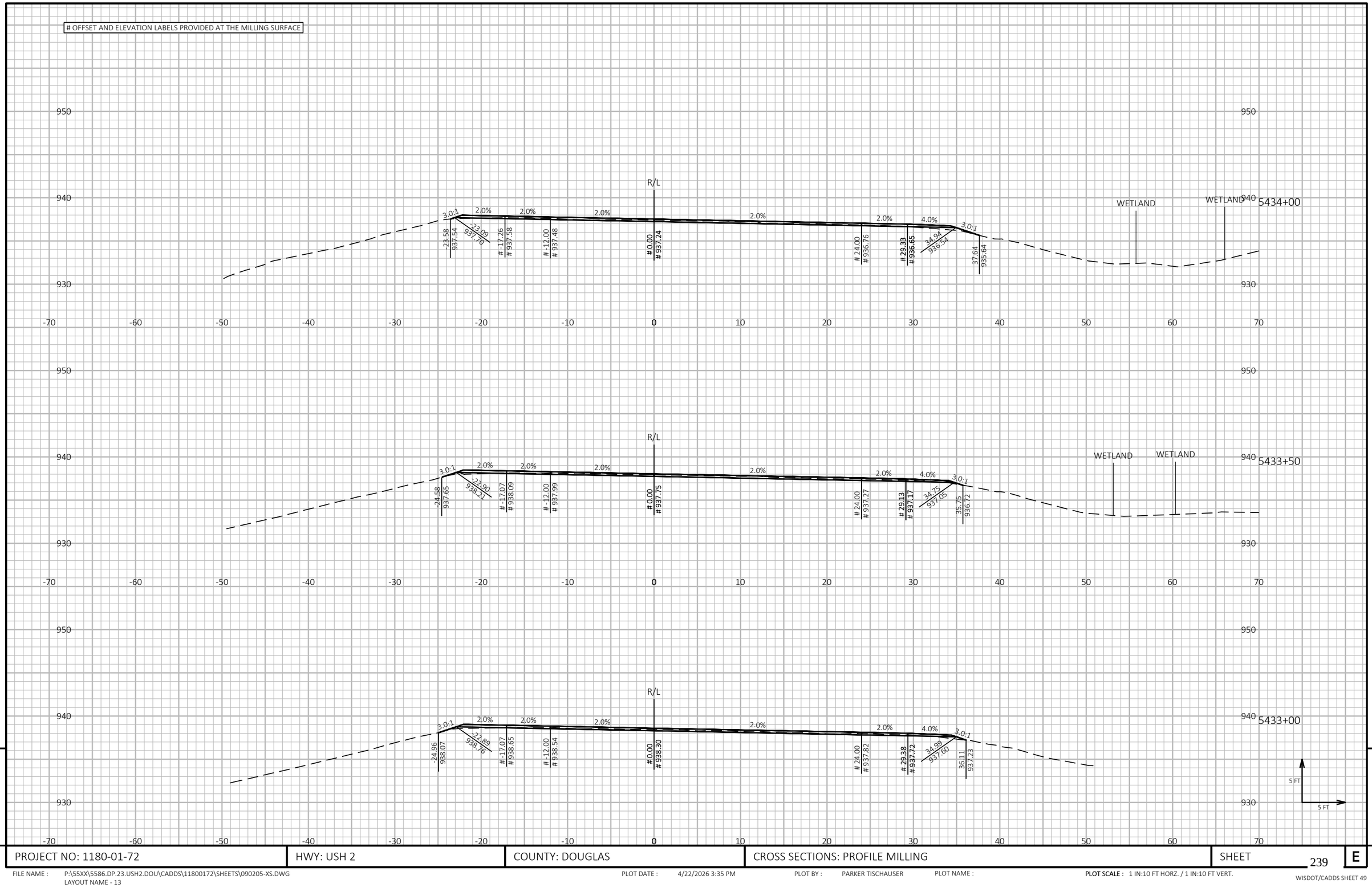
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LAYOUT NAME - 12

PLOT DATE : 4/22/2026 3:38 PM PLOT BY : PARKER TISCHAUSER PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

OFFSET AND ELEVATION LABELS PROVIDED AT THE MILLING SURFACE



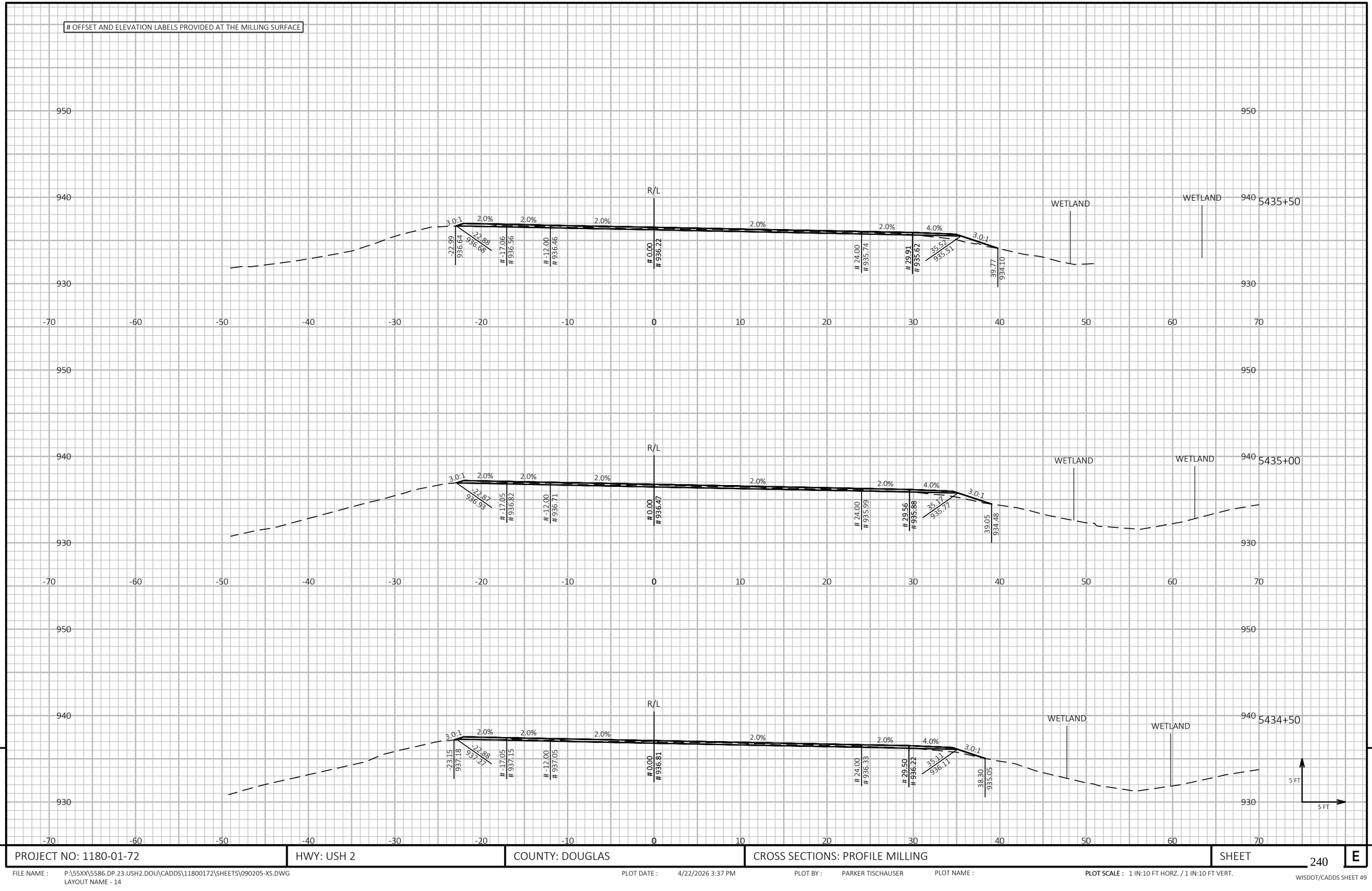
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FILE NAME : P:\55XX\5586.DP.23.USH2.DOU\CADDS\11800172\SHEETS\090205-XS.DWG
LAYOUT NAME - 13

PLOT DATE : 4/22/2026 3:35 PM PLOT BY : PARKER TISCHAUSER PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

OFFSET AND ELEVATION LABELS PROVIDED AT THE MILLING SURFACE



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9

PROJECT NO: 1180-01-72	HWY: USH 2	COUNTY: DOUGLAS	CROSS SECTIONS: PROFILE MILLING	SHEET 240	E

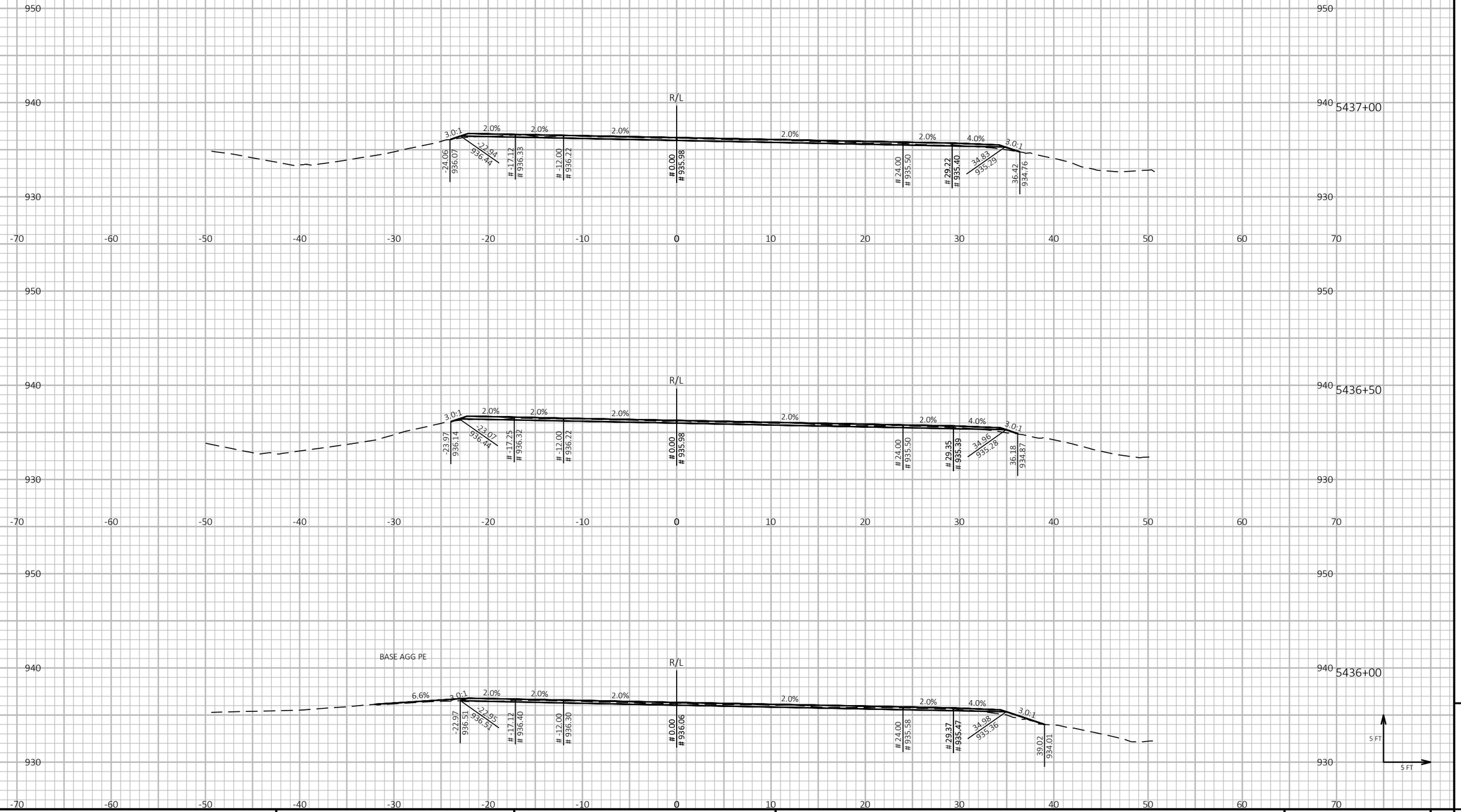
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LAYOUT NAME - 14

PLOT DATE : 4/22/2026 3:37 PM PLOT BY : PARKER TISCHAUSER PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

OFFSET AND ELEVATION LABELS PROVIDED AT THE MILLING SURFACE



PROJECT NO: 1180-01-72	HWY: USH 2	COUNTY: DOUGLAS	CROSS SECTIONS: PROFILE MILLING	SHEET 241	E

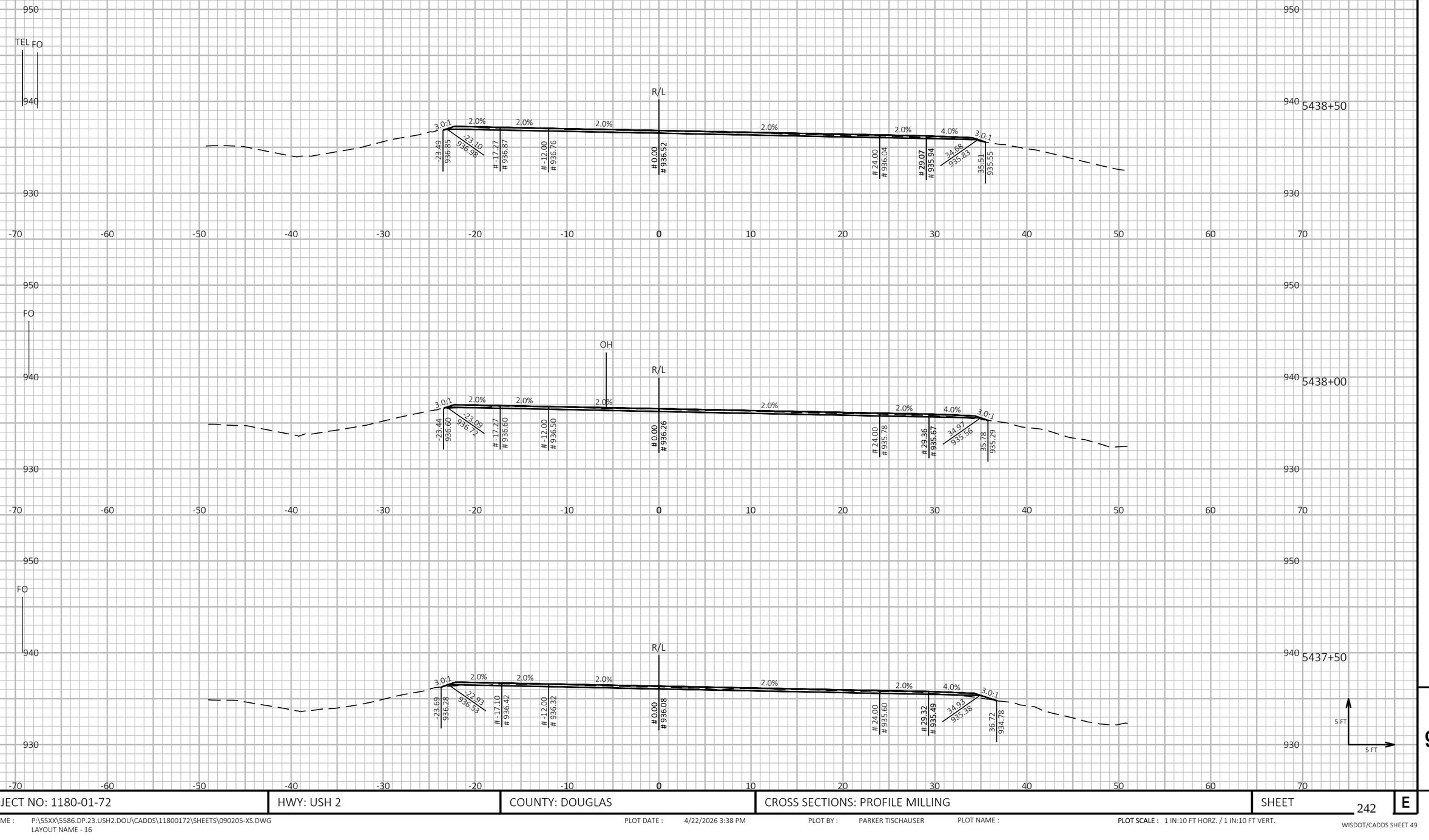
FILE NAME : P:\55XX\5586.DP.23.USH2.DOU\CADDS\11800172\SHEETS\090205-XS.DWG
LAYOUT NAME - 15

PLOT DATE : 4/22/2026 3:30 PM PLOT BY : PARKER TISCHAUSER PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

OFFSET AND ELEVATION LABELS PROVIDED AT THE MILLING SURFACE



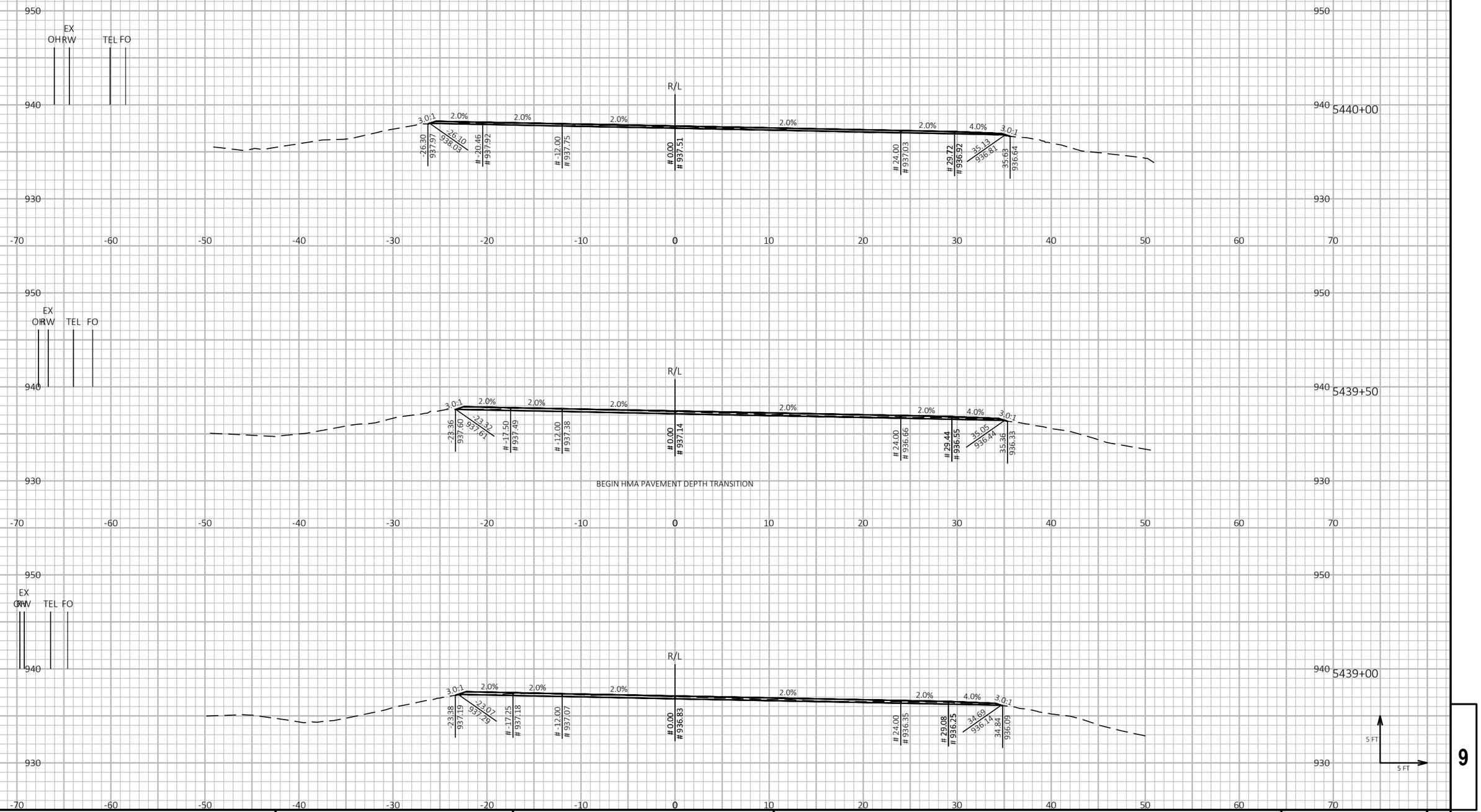
PROJECT NO: 1180-01-72	HWY: USH 2	COUNTY: DOUGLAS	CROSS SECTIONS: PROFILE MILLING	SHEET 242	E

FILE NAME : P:\55XX\5586.DP.23.USH2.DOU\CADDS\11800172\SHEETS\090205-XS.DWG
LAYOUT NAME - 16

PLOT DATE : 4/22/2026 3:38 PM PLOT BY : PARKER TISCHAUSER PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

OFFSET AND ELEVATION LABELS PROVIDED AT THE MILLING SURFACE



9

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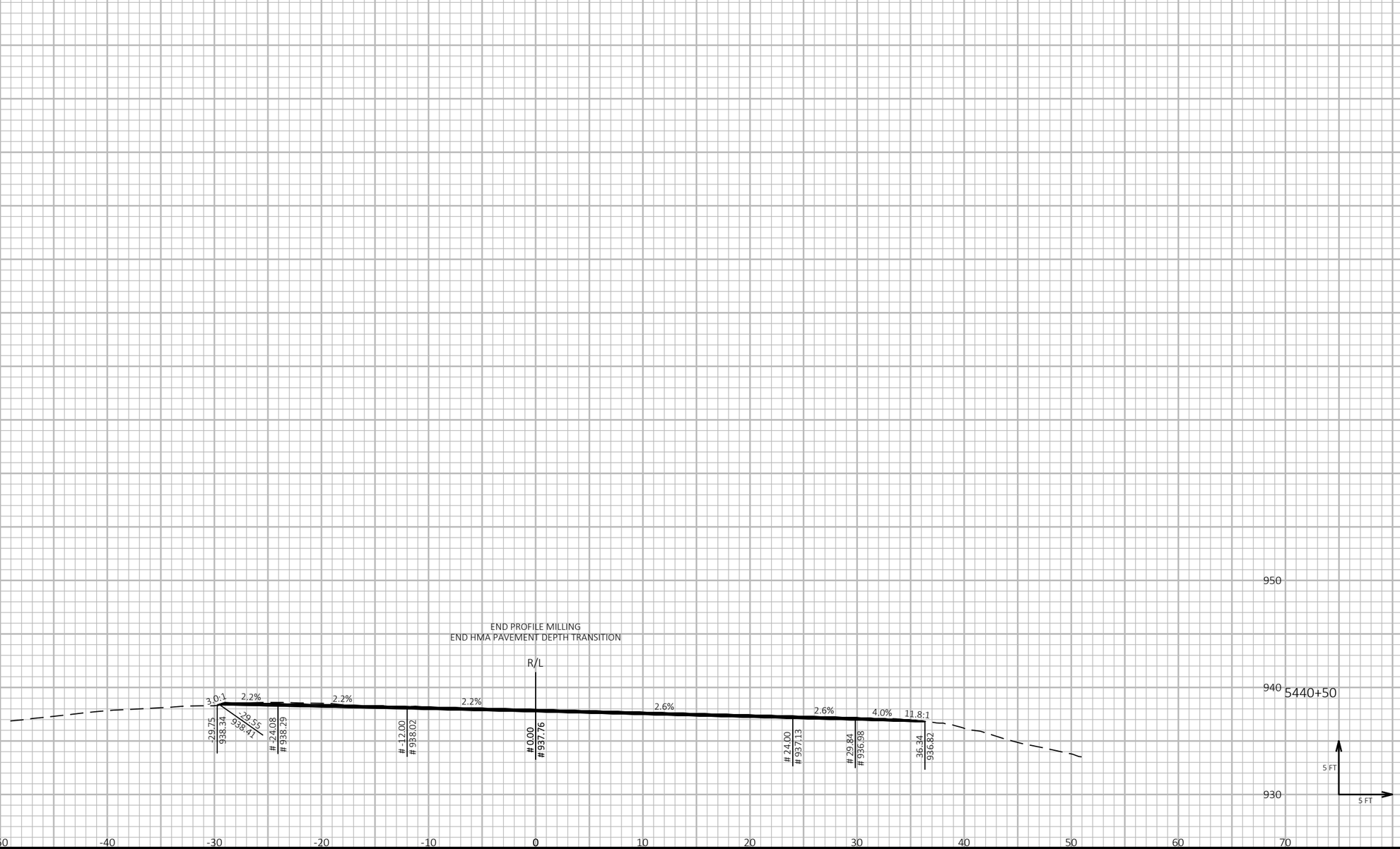
PROJECT NO: 1180-01-72	HWY: USH 2	COUNTY: DOUGLAS	CROSS SECTIONS: PROFILE MILLING	SHEET 243	E

FILE NAME : P:\55XX\5586.DP.23.USH2.DOU\CADDS\11800172\SHEETS\090205-XS.DWG
LAYOUT NAME - 17

PLOT DATE : 4/22/2026 3:26 PM PLOT BY : PARKER TISCHAUSER PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

OFFSET AND ELEVATION LABELS PROVIDED AT THE MILLING SURFACE

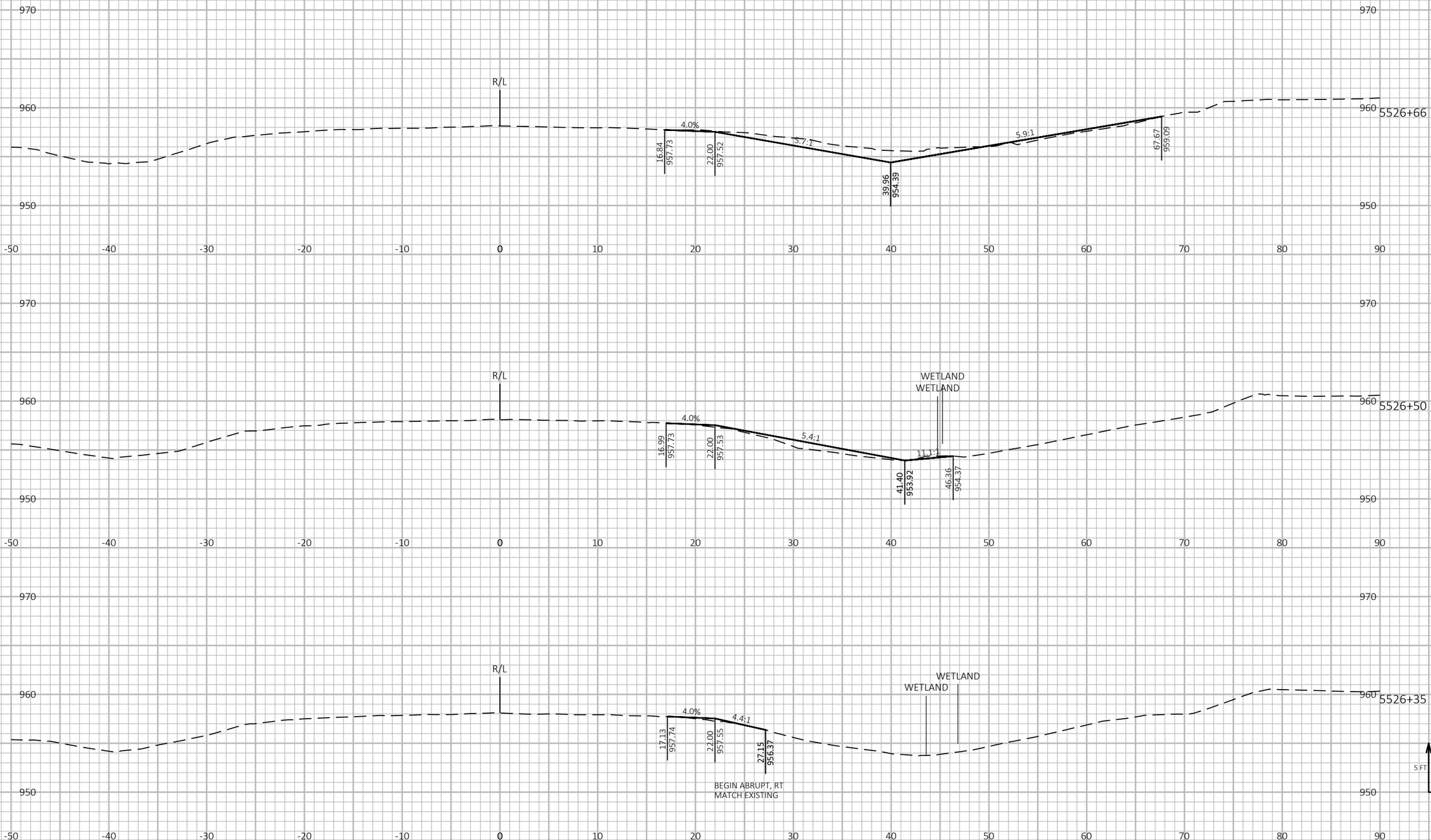


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FILE NAME : P:\55XX\5586.DP.23.USH2.DOU\CADDS\11800172\SHEETS\090205-XS.DWG
LAYOUT NAME - 18

PLOT DATE : 4/22/2026 3:34 PM PLOT BY : PARKER TISCHAUSER PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

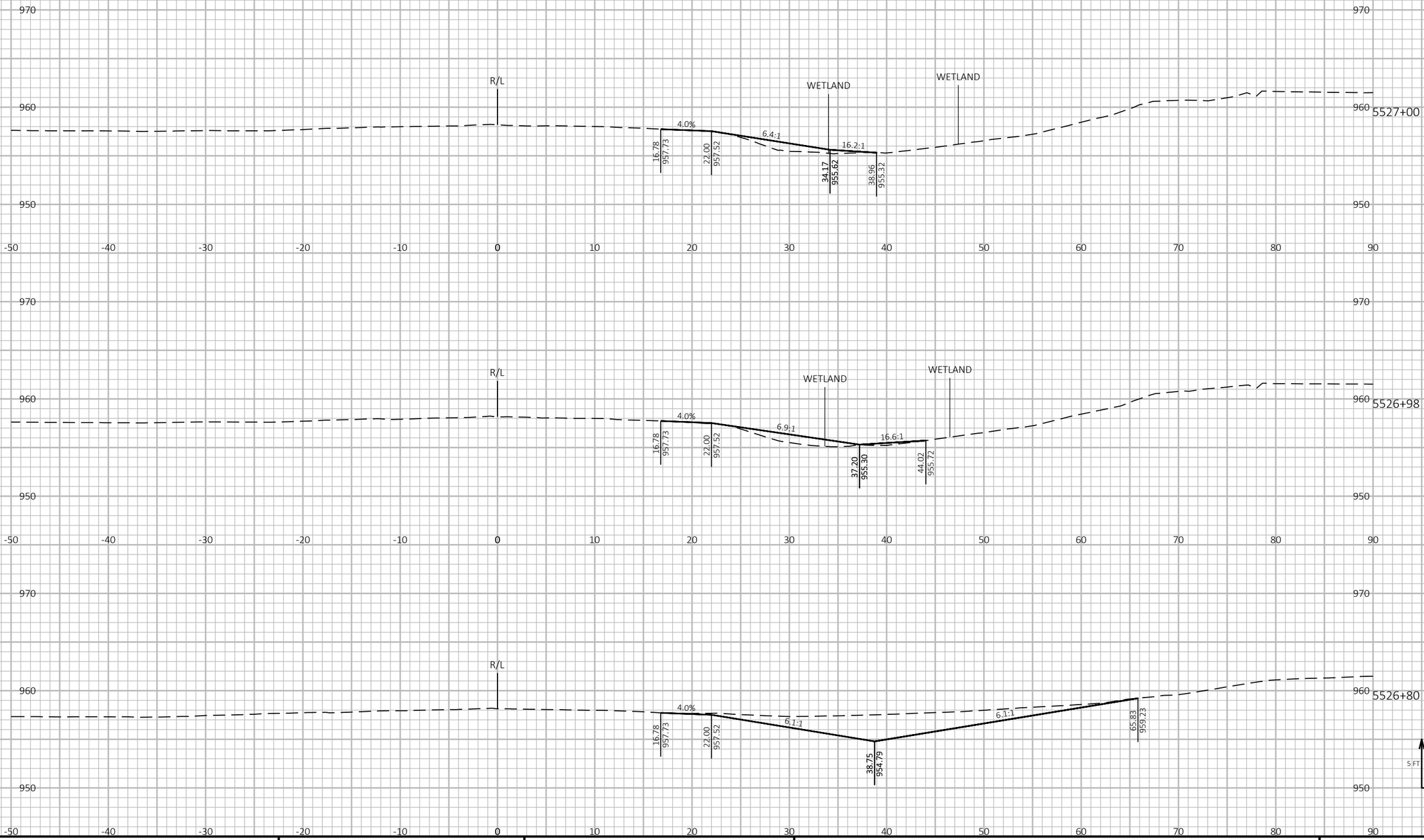


PROJECT NO: 1180-01-72	HWY: USH 2	COUNTY: DOUGLAS	CROSS SECTIONS: DRIVEWAY REMOVAL	SHEET 245	E

FILE NAME : P:\55XX\5586.DP.23.USH2.DOU\CADDS\11800172\SHEETS\090206-XS.DWG
LAYOUT NAME - 01

PLOT DATE : 4/22/2026 3:30 PM PLOT BY : PARKER TISCHAUSER PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

9

PROJECT NO: 1180-01-72	HWY: USH 2	COUNTY: DOUGLAS	CROSS SECTIONS: DRIVEWAY REMOVAL	SHEET 246	E

FILE NAME : P:\55XX\5586.DP.23.USH2.DOU\CADDS\11800172\SHEETS\090206-XS.DWG
LAYOUT NAME - 02

PLOT DATE : 4/22/2026 3:27 PM PLOT BY : PARKER TISCHAUSER PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

970
960
950
R/L
END ABRUPT, RT
MATCH EXISTING
4.0%
4.3:1
16.78
957.73
22.00
957.52
27.08
956.35
WETLAND
WETLAND
5527+05
5 FT
5 FT
-50
-40
-30
-20
-10
0
10
20
30
40
50
60
70
80
90

9

9

PROJECT NO: 1180-01-72	HWY: USH 2	COUNTY: DOUGLAS	CROSS SECTIONS: DRIVEWAY REMOVAL	SHEET 247	E

FILE NAME : P:\55XX\5586.DP.23.USH2.DOU\CADDS\11800172\SHEETS\090206-XS.DWG
LAYOUT NAME - 03

PLOT DATE : 4/22/2026 3:33 PM

PLOT BY : PARKER TISCHAUSER

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

Wisconsin Department of Transportation

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