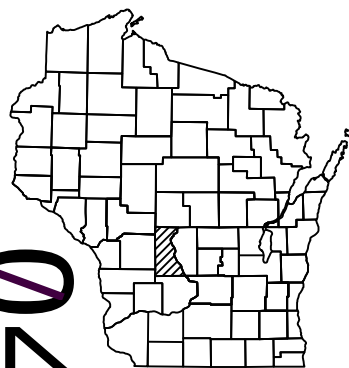


ORDER OF SHEETS

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

TOTAL SHEETS = 76



04

DESIGN DESIGNATION

A.A.D.T.	2026	=	2100
A.A.D.T.	2046	=	2300
D.H.V.		=	280
D.D.		=	60/40
T.		=	23.7%
DESIGN SPEED		=	55 MPH
ESALS		=	1,100,000

CONVENTIONAL SYMBOLS

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

PROFILE	
GRADE LINE	
ORIGINAL GROUND	
MARSH OR ROCK PROFILE (To be noted as such)	
SPECIAL DITCH	
GRADE ELEVATION	
CULVERT (Profile View)	
UTILITIES	
ELECTRIC	
FIBER OPTIC	
GAS	
SANITARY SEWER	
STORM SEWER	
TELEPHONE	
WATER	
UTILITY PEDESTAL	
POWER POLE	
TELEPHONE POLE	

	ROCK
	LABEL
	95.36
	E
	FO
	G
	SAN
	SS
	T
	W
	W
	W
	W

STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

LA VALLE - MAUSTON

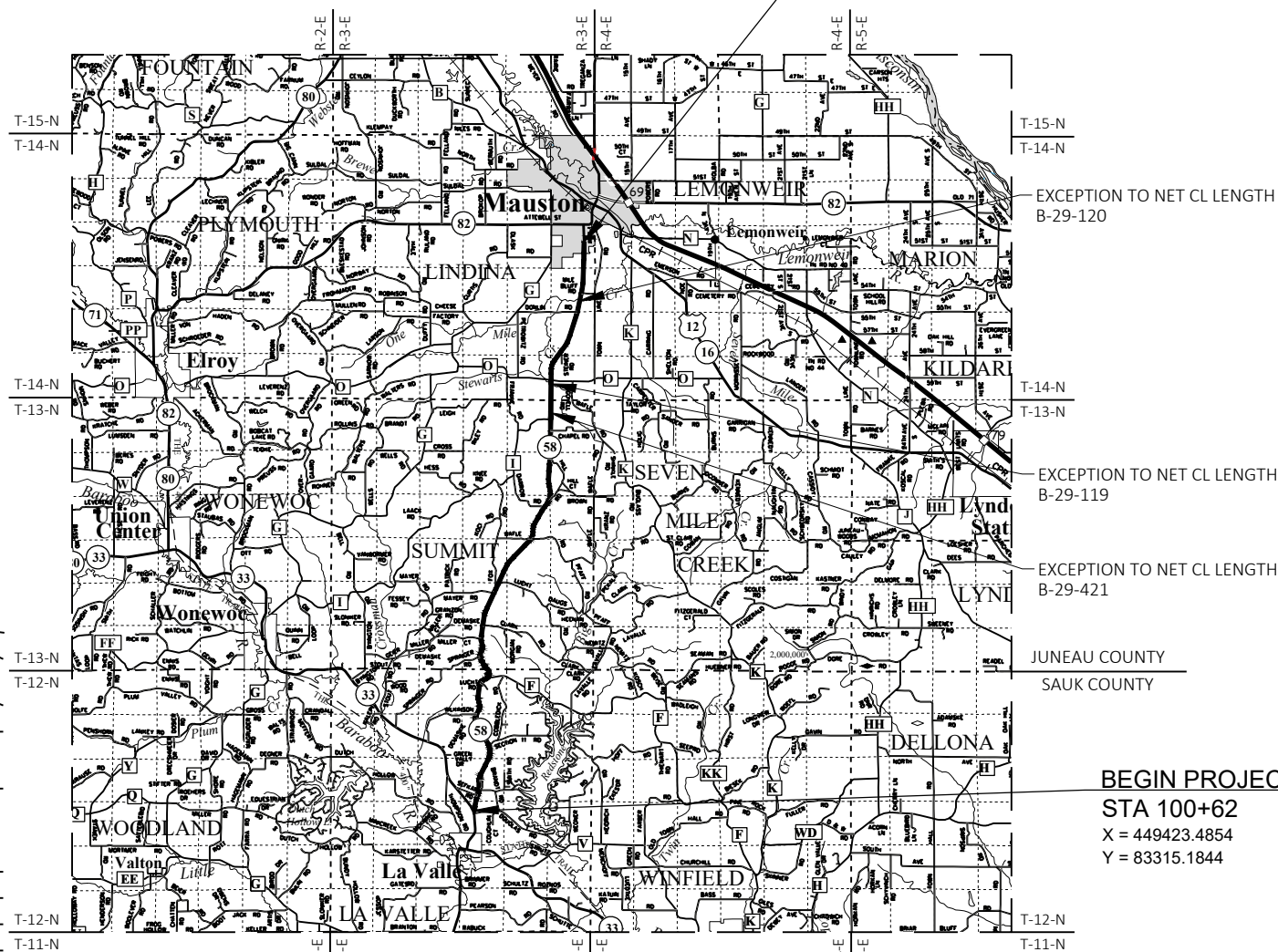
STH 33 TO 0.05 MI N SARA LANE

STH 58

JUNEAU COUNTY

STATE PROJECT NUMBER
5020-01-60

END PROJECT
STA 853+87



EXCEPTION TO NET CL LENGTH B-29-120

EXCEPTION TO NET CL LENGTH B-29-119

EXCEPTION TO NET CL LENGTH B-29-421

JUNEAU COUNTY
SAUK COUNTY

BEGIN PROJECT
STA 100+62
X = 449423.4854
Y = 83315.1844

SCALE 0 0.5 MI

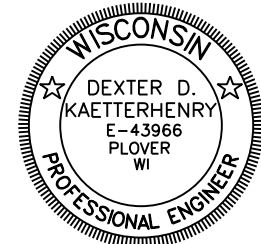
TOTAL NET LENGTH OF CENTERLINE = 14.266 MI

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

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
5020-01-60	WISC 2022529	1

ORIGINAL PLANS PREPARED BY

Stevens Point • Fond du Lac
120 Wiskie Boulevard North • Stevens Point, WI 54481
(715) 341-4563 • fax (715) 341-1256



10/14/2021
DATE
DEXTER D. KAETTERHENRY, PE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY	Surveyor	GREMMER AND ASSOCIATES, INC.
Designer	GREMMER AND ASSOCIATES, INC.	
Project Manager	NATHAN SCHUMAKER, P.E.	
Regional Examiner	SW REGION	
Regional Supervisor	DAN KLEINERTZ, P.E.	

APPROVED FOR THE DEPARTMENT
DATE: 10/28/21 *Nathaniel Schumaker*
(Signature)

E

GENERAL NOTES

UTILITY FACILITIES SHOWN WITHIN THE PLANS ARE APPROXIMATE AND THERE MAY BE OTHER UTILITIES NOT SHOWN. PRIVATE UTILITIES AND OTHER UTILITIES NOT LOCATED BY A DIGGERS HOTLINE LOCATE ARE NOT SHOWN. FIELD VERIFY AND LOCATE ALL UTILITIES FOR ACTUAL LOCATIONS, OTHER FACILITIES SIZES, TYPES, MATERIAL AND DEPTHS.

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

CURVE DATA IS BASED ON ARC DEFINITION.

APPLY TACK COAT AT A RATE OF 0.07 GAL/SY TO MILLED PAVEMENT SURFACES.

HMA PAVEMENT WEIGHT CALCULATIONS ARE BASED ON 112 LB/SY/IN.

THE CONTRACTOR'S PAVING OPERATIONS SHALL BE CONSISTENT WITH THE PLAN TYPICAL SECTIONS AND CONSTRUCTED TO PREVENT HMA LONGITUDINAL JOINTS FROM BEING LOCATED WITHIN A DRIVING, TURNING, PASSING OR PARKING LANE.

ORDER OF SECTION 2 SHEETS

GENERAL NOTES

PROJECT OVERVIEW

TYPICAL SECTIONS

CONSTRUCTION DETAILS

EROSION CONTROL

PAVEMENT MARKING

TRAFFIC CONTROL

WDNR CONTACT

DEPARTMENT OF NATURAL RESOURCES
ATTN: KAREN KALVELAGE
3550 MORMON COULEE ROAD
LA CROSEE, WI 54601
OFFICE: (608) 785-9115
EMAIL: karen.kalvelage@wisconsin.gov

DESIGN CONTACTS

DEPARTMENT OF TRANSPORTATION
ATTN: NATHANIEL SCHUMAKER
3550 MORMON COULEE ROAD
LA CROSEE, WI 54601
OFFICE: (608) 789-5538
EMAIL: nathaniel.schumaker@dot.wi.gov

GREMMER AND ASSOCIATES, INC
ATTN: DEXTER KAETTERHENRY
120 WILSHIRE BOULEVARD
STEVENS POINT, WI 54481
OFFICE: (715) 341-4363
EMAIL: d.kaetterhenry@gremmerassociates.com

ABBREVIATIONS

- AEW APRON ENDWALL
AGG AGGREGATE
AH AHEAD
ASP ASPHALT
BK BACK
BAD BASE AGGREGATE DENSE
BM BENCH MARK
CC CENTER OF CURVATURE
CE COMMERCIAL ENTRANCE
C&G CURB AND GUTTER
C/L CENTER OR CONSTRUCTION LINE
CONC CONCRETE
CP CULVERT PIPE
CPCM CULVERT PIPE CORRUGATED METAL
CPCS CULVERT PIPE CORRUGATED STEEL
CPRC CULVERT PIPE REINFORCED CONCRETE
CS CURVE SPIRAL, THE POINT OF CHANGE IN ALIGNMENT FROM CURVE TO SPIRAL
CSD CONCRETE SURFACE DRAIN
CY CUBIC YARD
D DEGREE OF CURVE
Δ DELTA
DISCH DISCHARGE
E EXTERNAL DISTANCE FROM MIDPOINT OF CIRCULAR CURVE FROM ANGLE
INTERSECTION
EASTBOUND
ELEVATION
FIELD ENTRANCE
HOT MIX ASPHALT
HIGH POINT
HEIGHT
INVERT
LENGTH OF CURVE
LEFT HAND FORWARD
LOW POINT
LENGTH OF SPIRAL
LEFT
MAXIMUM
MINIMUM
MATCHLINE

ABBREVIATIONS (CONTINUED)

- NB NORTHBOUND
NC NORMAL CROWN
NOM NOMINAL
NORM NORMAL
PAVT PAVEMENT
PC POINT OF CURVE
PCC POINT OF COMPOUND CURVE
PE PRIVATE ENTRANCE
PI POINT OF INTERSECTION
PLE PERMANENT LIMITED EASEMENT
PT POINT OF TANGENT
R RADIUS OF CURVE
R/L REFERENCE LINE
R/W RIGHT OF WAY
RC REVERSE CROWN
RCAEW APRON ENDWALL FOR CULVERT PIPE REINFORCED CONCRETE
RCP REINFORCED CONCRETE PIPE
REQ'D REQUIRED
RHF RIGHT HAND FORWARD
RO RUN OFF LENGTH
RT RIGHT
SALV SALVAGED
SB SOUTHBOUND
SC SPIRAL CURVE, THE POINT OF CHANGE IN ALIGNMENT FROM SPIRAL TO CURVE
STANDARD DETAIL DRAWING
SUPER ELEVATION
SEGMENT
SQUARE FOOT
STORM SEWER
SPIRAL TANGENT, THE POINT OF CHANGE IN ALIGNMENT FROM SPIRAL TO TANGENT
STATION
SQUARE YARD
TANGENT
TEMPORARY LIMITED EASEMENT
TANGENT SPIRAL, THE POINT OF CHANGE IN ALIGNMENT FROM SPIRAL TO TANGENT
TYPICAL
VELOCITY OR DESIGN SPEED
VARIES
VERTICAL CURVE
VERTICAL CURVE LENGTH
VERTICAL POINT OF CURVE
VERTICAL POINT OF INTERSECTION
VERTICAL POINT OF REVERSE CURVE
VERTICAL POINT OF TANGENCY
WESTBOUND

UTILITIES

- ALLIANT ENERGY - ELECTRICITY
ATTN: TYLER DONOVAN
338 E STATE STREET
MAUSTON, WI 53948
PHONE: (608) 963-9585
EMAIL: tylerdonovan@alliantenergy.com
ALLIANT ENERGY - GAS/PETROLEUM
ATTN: TYLER DONOVAN
338 E STATE STREET
MAUSTON, WI 53948
PHONE: (608) 963-9585
EMAIL: tylerdonovan@alliantenergy.comMARY
ASTREA - COMMUNICATION LINE
ATTN: RUSSELL KENNY
105 KENT STREET
PO BOX 190
IRON MOUNTAIN, MI 49801
PHONE: (906) 282-6434
EMAIL: russell.kenny@astreaconnect.com
CHARTER COMMUNICATIONS - COMMUNICATION LINE
ATTN: DAVID MOLDENHAUER
1348 PLAINFIELD AVE
JANESVILLE, WI 53545
PHONE: (608) 206-0494
EMAIL: david.moldenhauer@charter.com
CITY OF MAUTSON - WATER
ATTN: ROB NELSON
1260 NORTH ROAD
MAUSTON, WI 53948
PHONE: (608) 847-4070
EMAIL: rnelson@mauston.com
DAIRYLAND POWER COOPERATIVE - ELECTRICITY
ATTN: MIKE LYDON
3200 EAST AVENUE SOUTH
PO BOX 817
LA CROSSE, WI 54602-0817
PHONE: (608) 788-4000
EMAIL: michael.lydon@dairylandpower.com
FRONTIER COMMUNICATIONS OF WI LLC - COMMUNICATION LINE
ATTN: JERRY MOORE
222 W WISCONSIN ST
PORTAGE, WI 53901
PHONE: (608) 346-0356
EMAIL: jerald.r.moore@ftr.com

BENCH MARKS

Table with 4 columns: NO., STATION, DESCRIPTION, ELEV.
Rows: BM A 659+71 BRASS CAP 906.615, BM B 767+31 BRASS CAP 881.59

RUNOFF COEFFICIENT TABLE

Table with columns for Hydrologic Soil Group (A, B, C, D) and Slope Range (Percent) (0-2, 2-6, 6 & Over). Rows include Land Use (ROW CROPS, MEDIAN STRIP-TURF, SIDE SLOPE-TURF) and Pavement (ASPHALT, CONCRETE, BRICK, DRIVES, WALKS, ROOFS, GRAVEL ROADS, SHOULDERS).

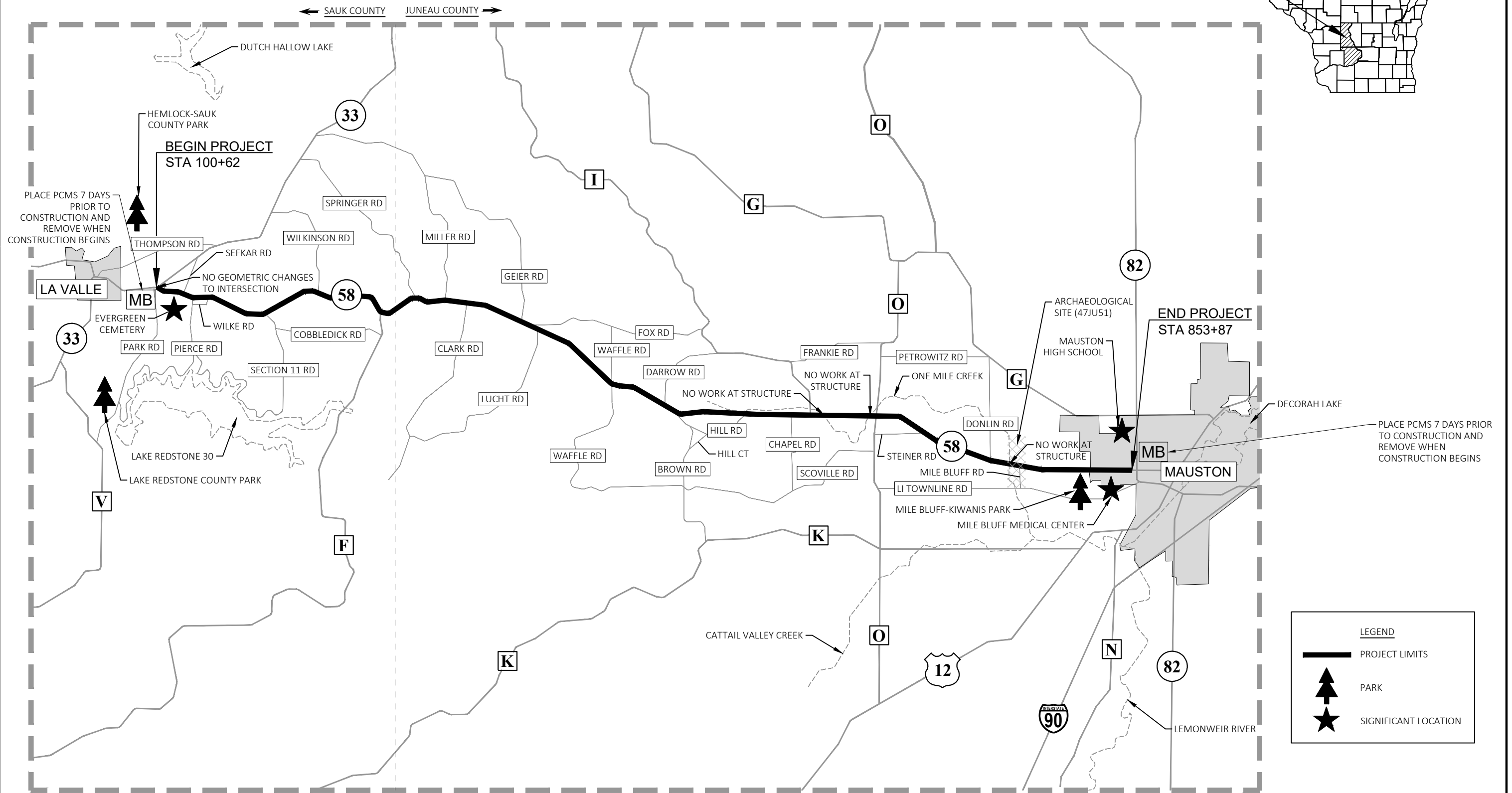
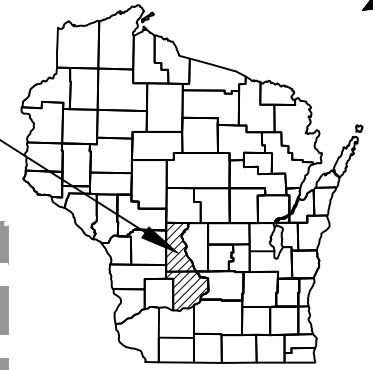
UTILITIES

- MEDICOM WISCONSIN LLC - COMMUNICATION LINE
ATTN: CRAIG EGGERT
1240 HIGHWAY 52
CHATFIELD, MN 55923
PHONE: (563) 419-5160
EMAIL: ceggert@medicomcc.com
NORTHERN NATURAL GAS COMPANY - GAS/PETROLEUM
ATTN: JENNIFER SWENEY
1120 CENTRE POINTE DR. STE 400
MENDOTA HEIGHTS, MN 55120
PHONE: (651) 456-1762
EMAIL: jennifer.sweney@nngco.com
OAKDALE ELECTRIC COOPERATIVE - ELECTRICITY
ATTN: MATT RIGGS
PO BOX 40
OAKDALE, WI 54649-0128
PHONE: (608) 372-8828
EMAIL: mriggs@oakdalerec.com
LA VALLE TELEPHONE COOPERATIVE, INC. - COMMUNICATION LINE
ATTN: JOHN BARTZ
108 WEST MAIN STREET
PO BOX 28
LA VALLE, WI 53941
PHONE: (608) 985-7201
EMAIL: jbartz@mwt.net
LA VALLE WATER WORKS - WATER
ATTN: JERRY CRAKER
101 WEST MAIN STREET
LA VALLE, WI 53941-0013
PHONE: (608) 985-6300
EMAIL: cacres@wmt.net
LEMONWEIR VALLEY TELEPHONE COMPANY - COMMUNICATION LINE
ATTN: BEN GRILLEY
127 US HIGHWAY 12
PO BOX 267
CAMP DOUGLAS, WI 54618
PHONE: (608) 427-6515
EMAIL: ben.grilley@getlynxx.com



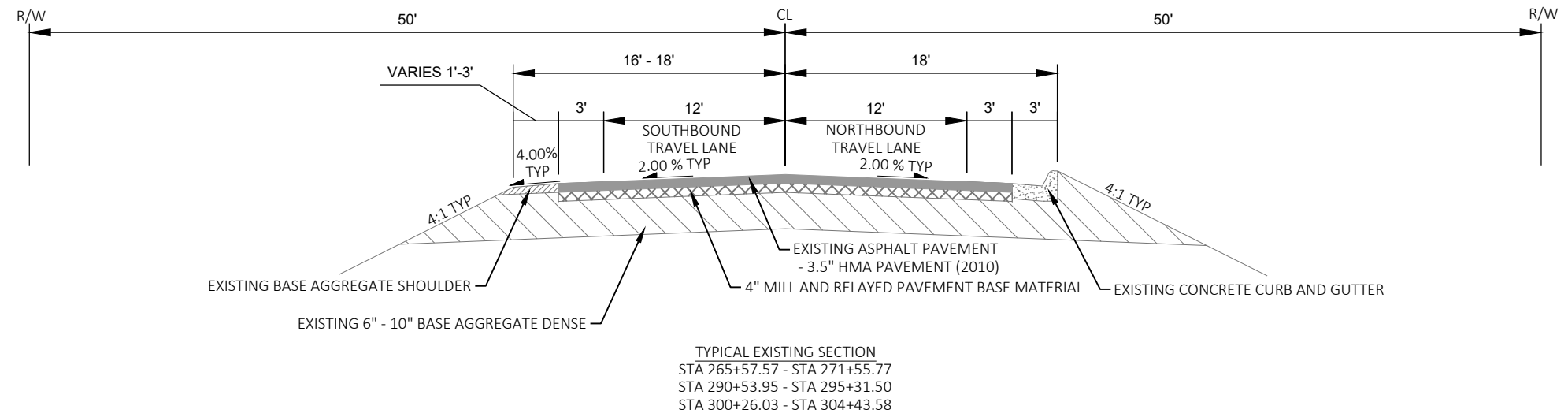
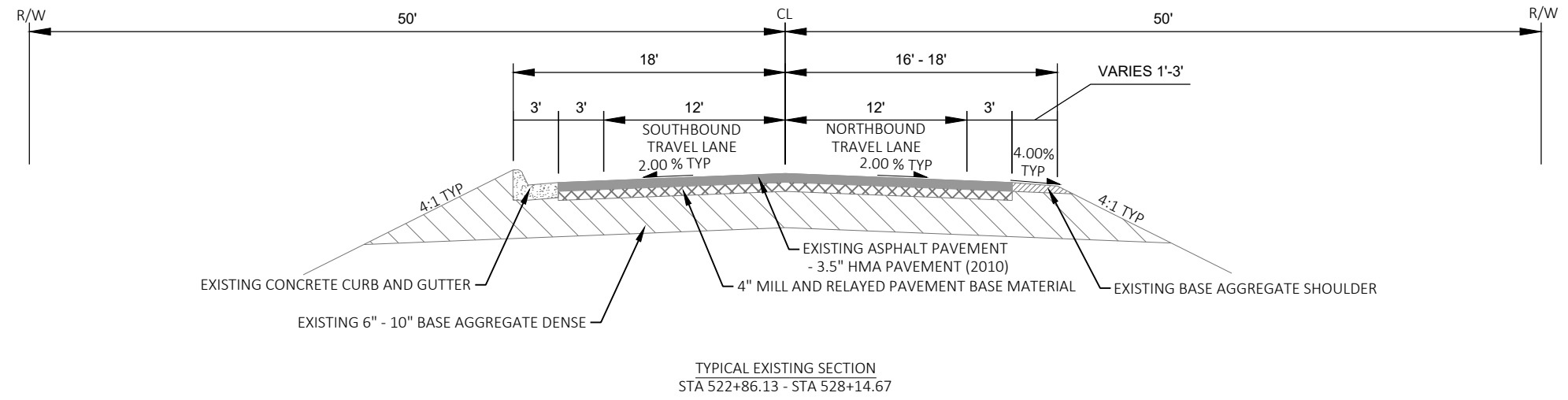
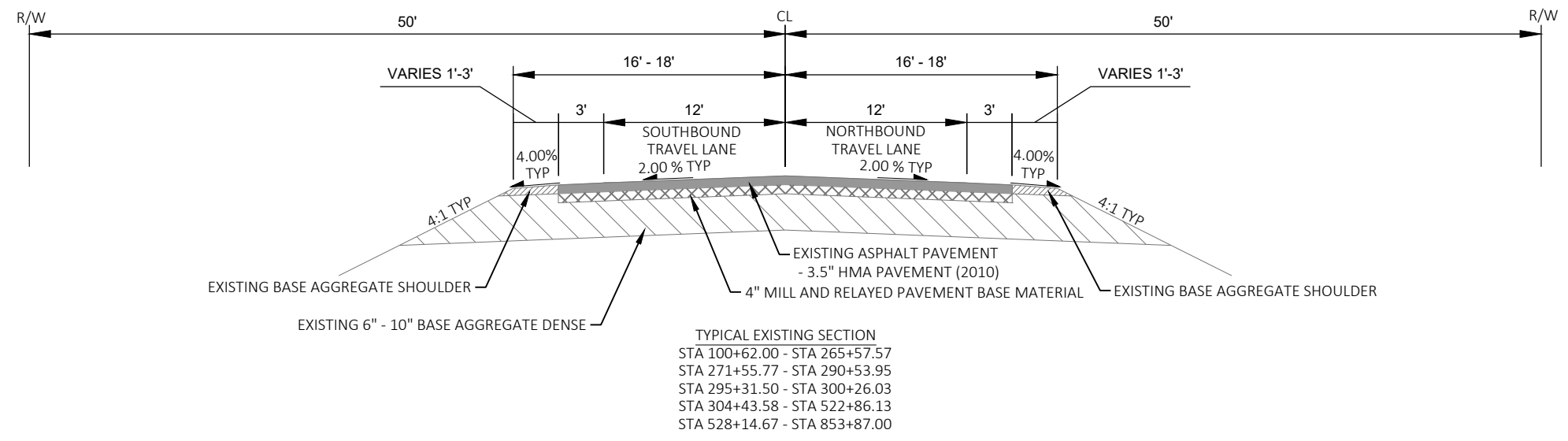
TOTAL PROJECT AREA = 58.9 ACRES
TOTAL AREA EXPECTED TO BE DISTURBED BY CONSTRUCTION ACTIVITIES = 0.05 ACRES

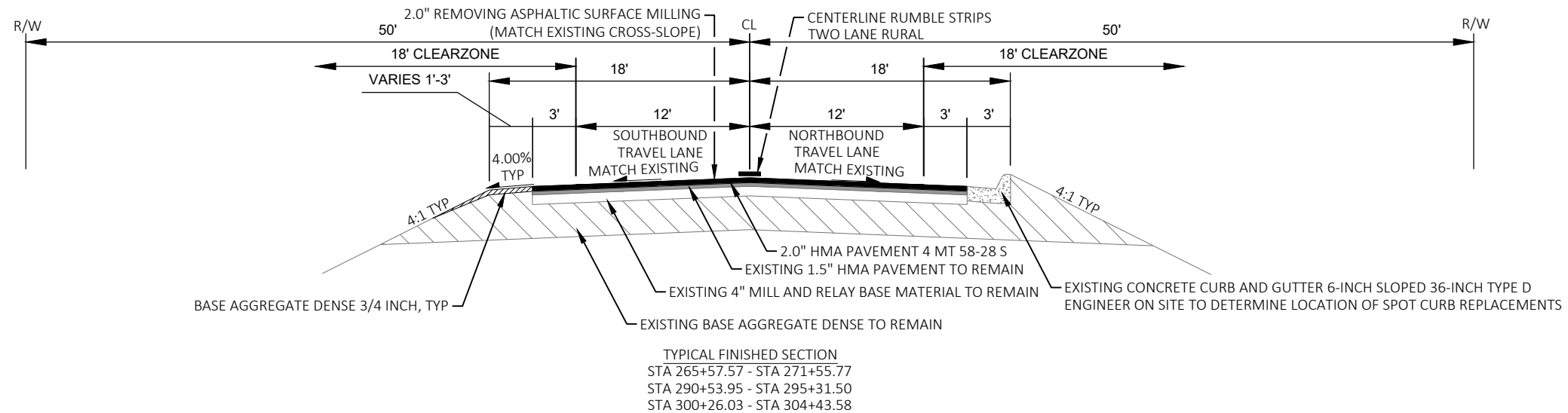
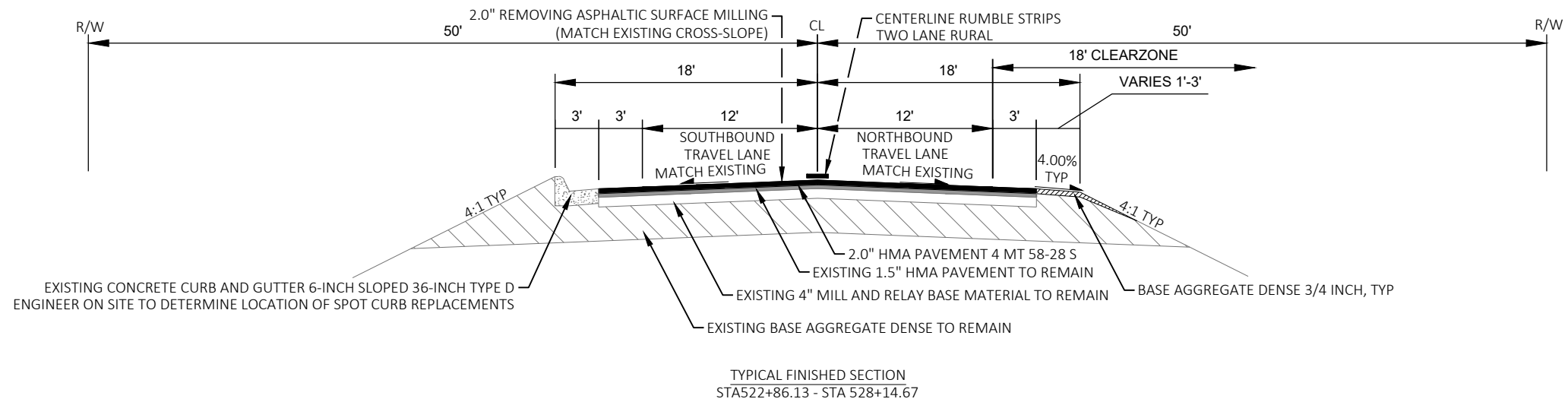
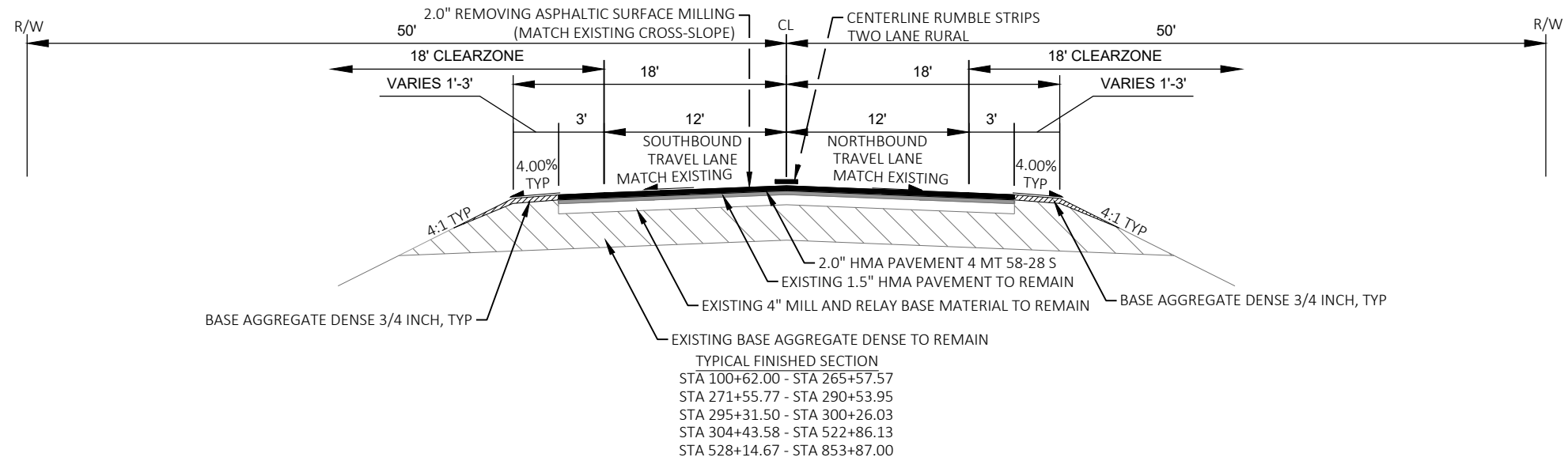
PROJECT LOCATION
JUNEAU/SAUK COUNTY
SOUTHWEST REGION - LA CROSSE OFFICE

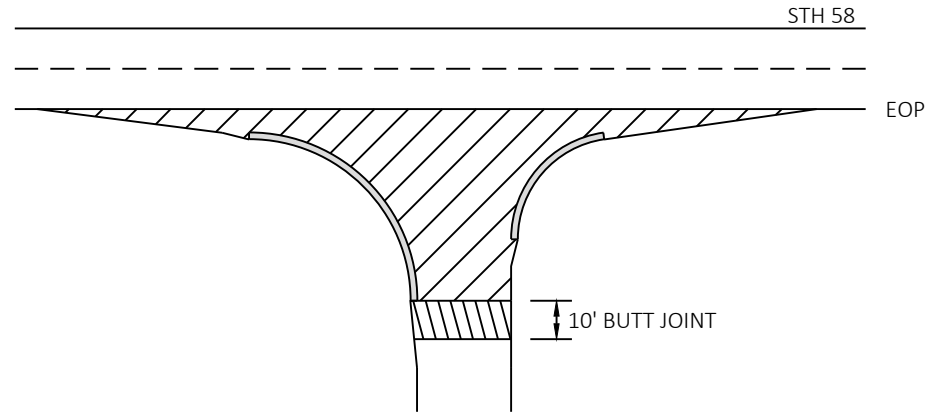


LEGEND

- PROJECT LIMITS
- PARK
- SIGNIFICANT LOCATION







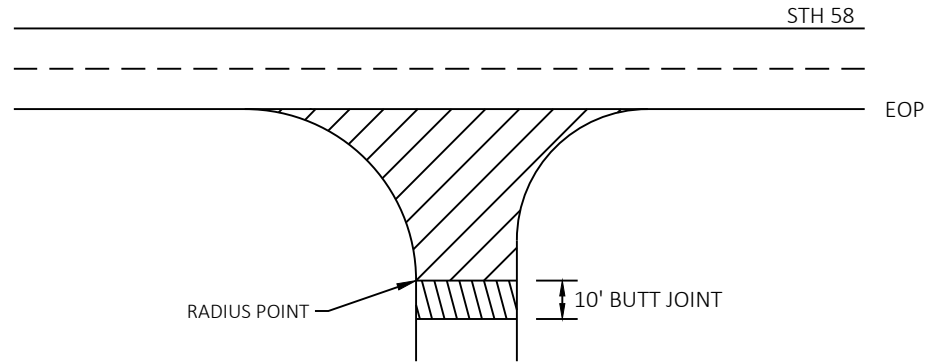
- REMOVING ASPHALTIC SURFACE MILLING
- REMOVING ASPHALTIC SURFACE BUTT JOINTS SEE BUTT JOINT DETAIL

NOTE: WHEN MATCHING TO AN UNPAVED SURFACE BUTT JOINT IS NOT REQUIRED

SIDE ROADS

WITH CURB AND GUTTER

- CTH F
- CTH I
- CTH O



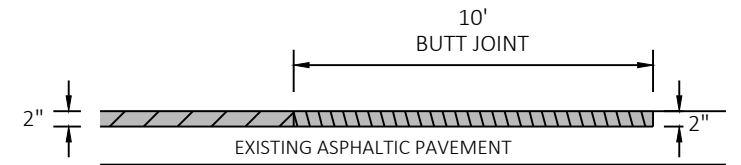
- REMOVING ASPHALTIC SURFACE MILLING
- REMOVING ASPHALTIC SURFACE BUTT JOINTS SEE BUTT JOINT DETAIL

NOTE: WHEN MATCHING TO AN UNPAVED SURFACE BUTT JOINT IS NOT REQUIRED

SIDE ROADS

WITHOUT CURB AND GUTTER

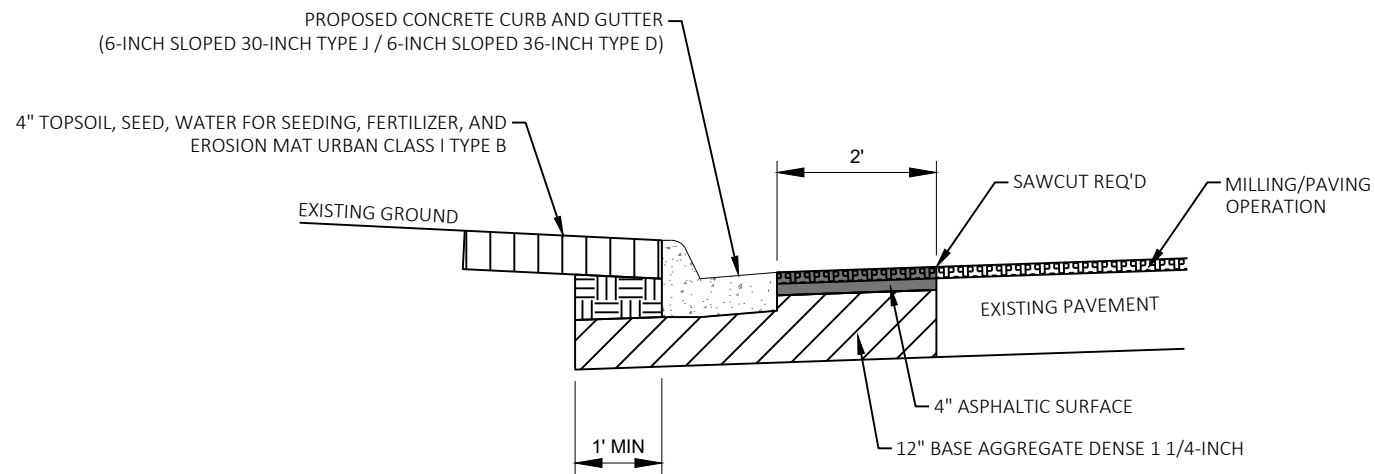
- | | | | |
|-----------------|---------------|--------------------------------|-----------------|
| SEFKAR ROAD | SPRINGER ROAD | DARROW ROAD | MILE BLUFF ROAD |
| PIERCE ROAD | MILLER ROAD | HILL ROAD | POWERS STREET |
| WILKE ROAD | CLARK ROAD | CHAPEL ROAD | HESS STREET |
| SECTION 11 ROAD | GEIER ROAD | STEINER ROAD | SARA LANE |
| WILKINSON ROAD | FOX ROAD | DONLIN ROAD | |
| LUCHT ROAD | WAFFLE ROAD | JUNEAU COUNTY FAIRGROUNDS ROAD | |



- HMA PAVEMENT
- REMOVING ASPHALTIC SURFACE MILLING
- REMOVING ASPHALTIC SURFACE BUTT JOINTS

BUTT JOINT

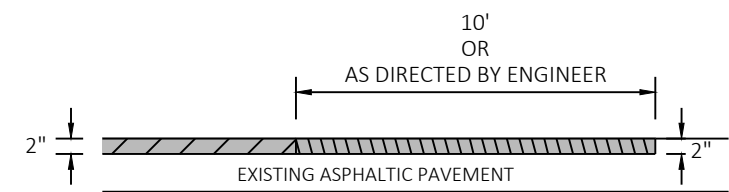
MAINLINE AND SIDE ROADS



CURB AND GUTTER

REPLACEMENT LOCATIONS

NOTES:
 CURB AND GUTTER WORK TO OCCUR PRIOR TO MILLING/PAVING OPERATION.
 ENGINEER ON SITE TO DETERMINE LOCATIONS OF CURB AND GUTTER REPLACEMENT

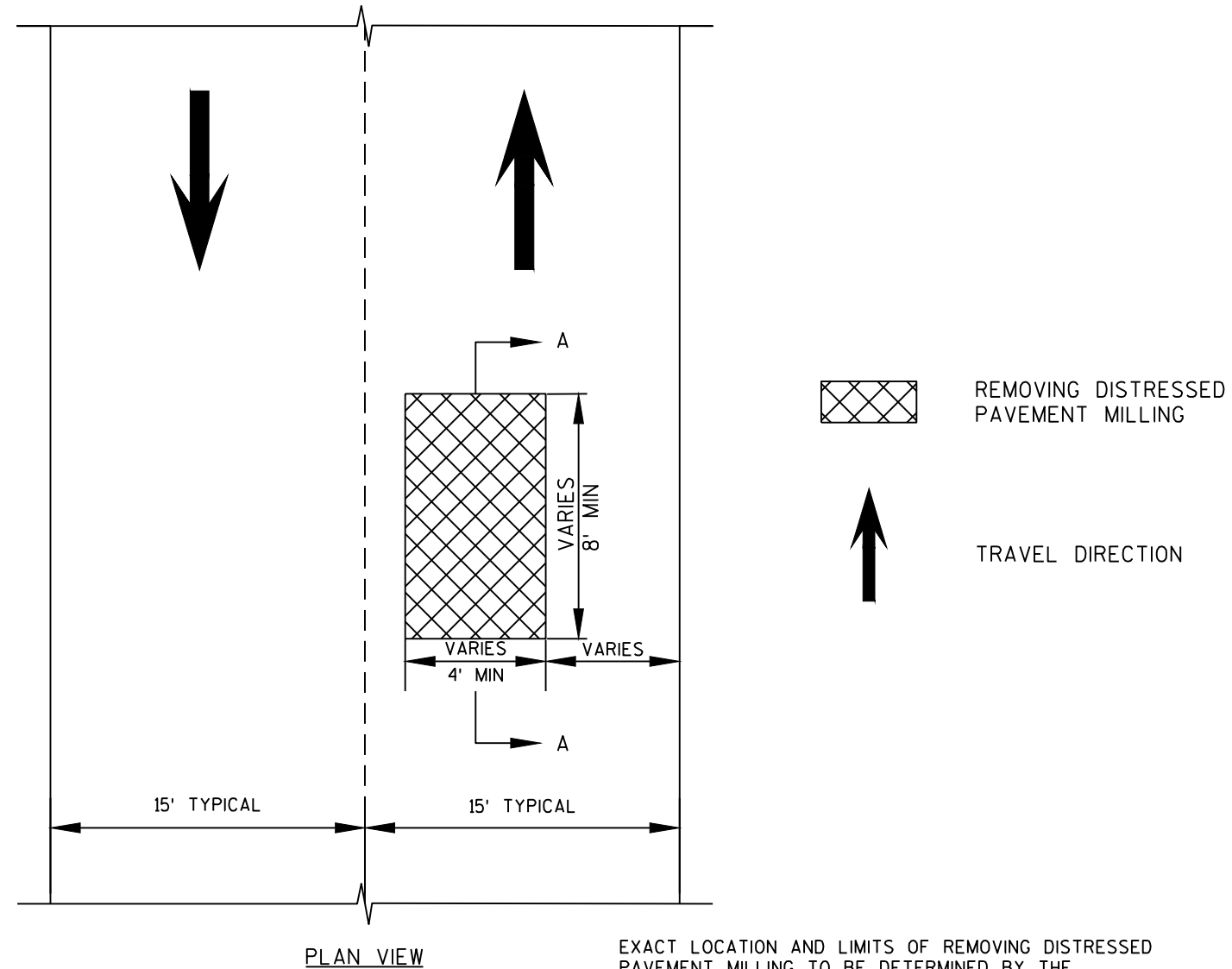
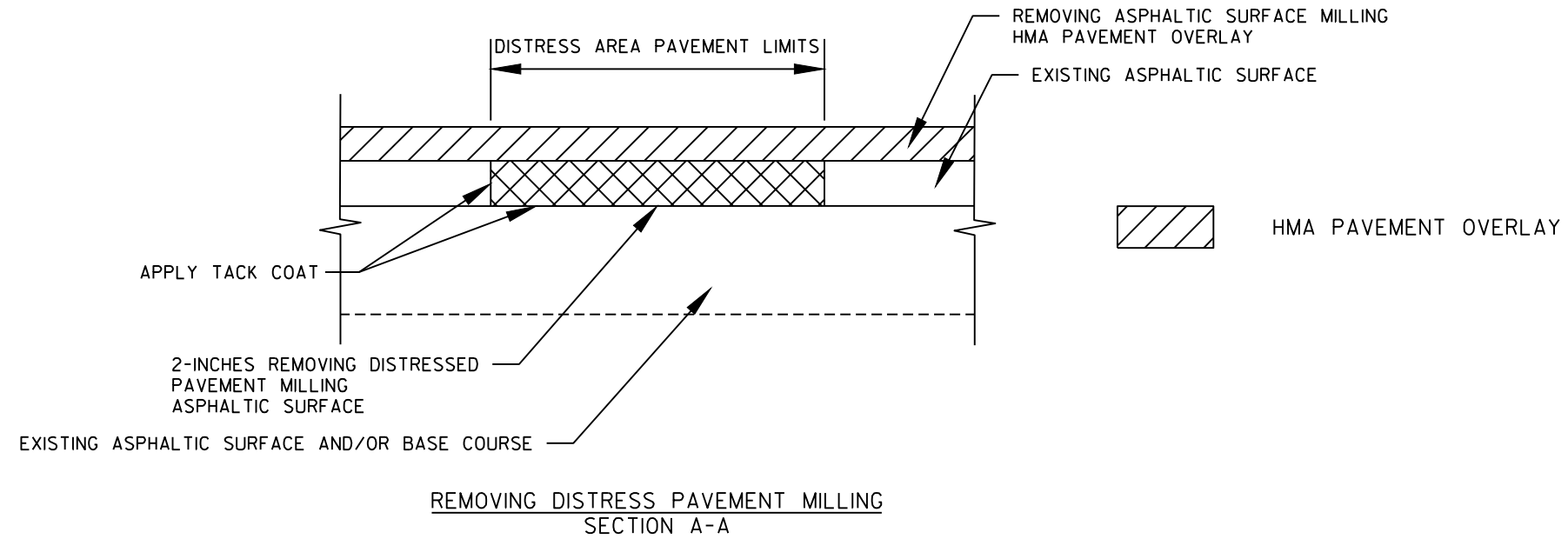


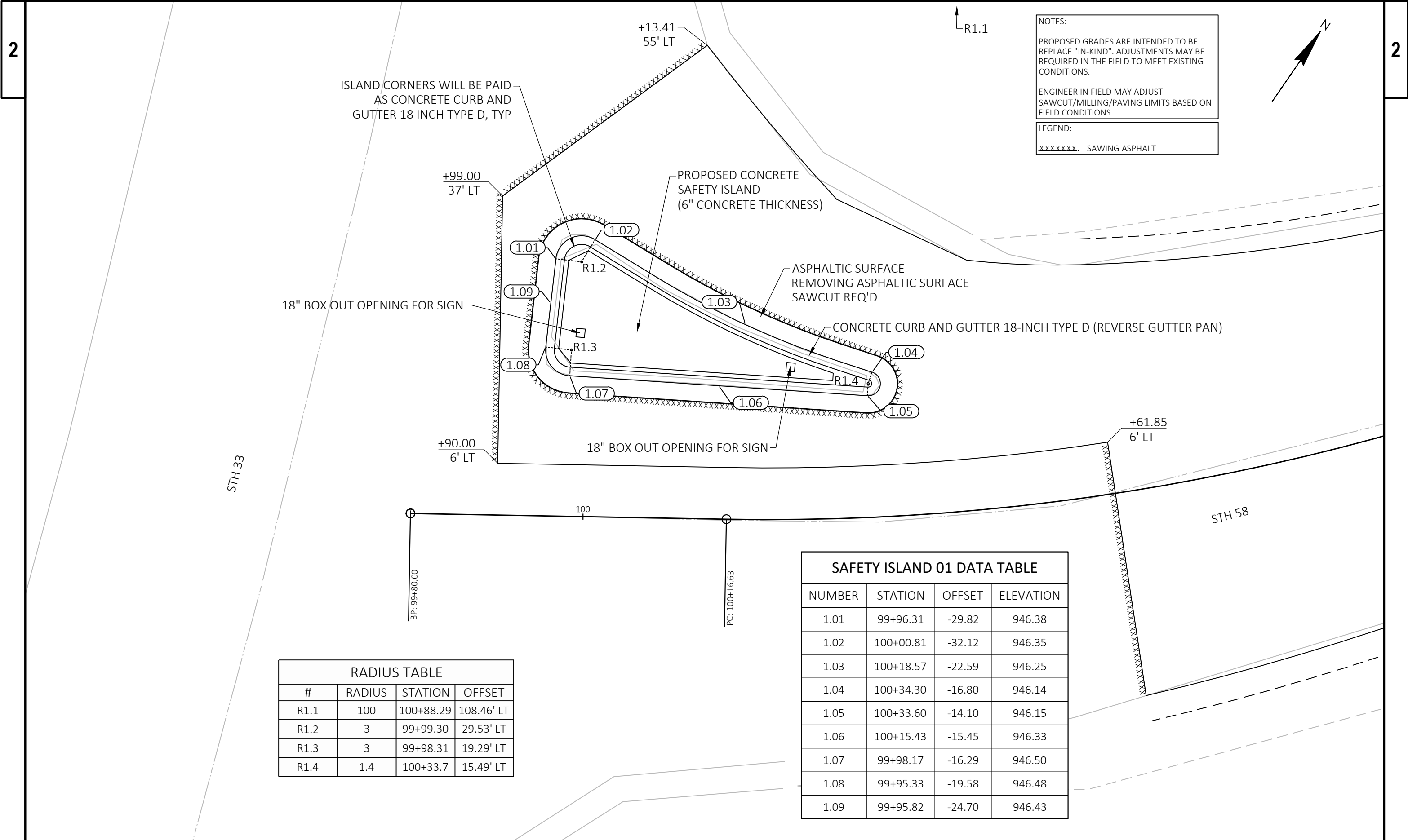
- HMA PAVEMENT / ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
- REMOVING ASPHALTIC SURFACE MILLING
- REMOVING ASPHALTIC SURFACE

DRIVEWAY RESTORATION

PROFILE VIEW

NOTES:
 DRIVEWAY RESTORATION ONLY REQUIRED WHERE SIGNIFICANT EXISTING DETEIORATION IS PRESENT. ENGINEER ON SITE TO DETERMINE.





NOTES:
 PROPOSED GRADES ARE INTENDED TO BE REPLACE "IN-KIND". ADJUSTMENTS MAY BE REQUIRED IN THE FIELD TO MEET EXISTING CONDITIONS.
 ENGINEER IN FIELD MAY ADJUST SAWCUT/MILLING/PAVING LIMITS BASED ON FIELD CONDITIONS.

LEGEND:
 xxxxxxxx. SAWING ASPHALT

18" BOX OUT OPENING FOR SIGN

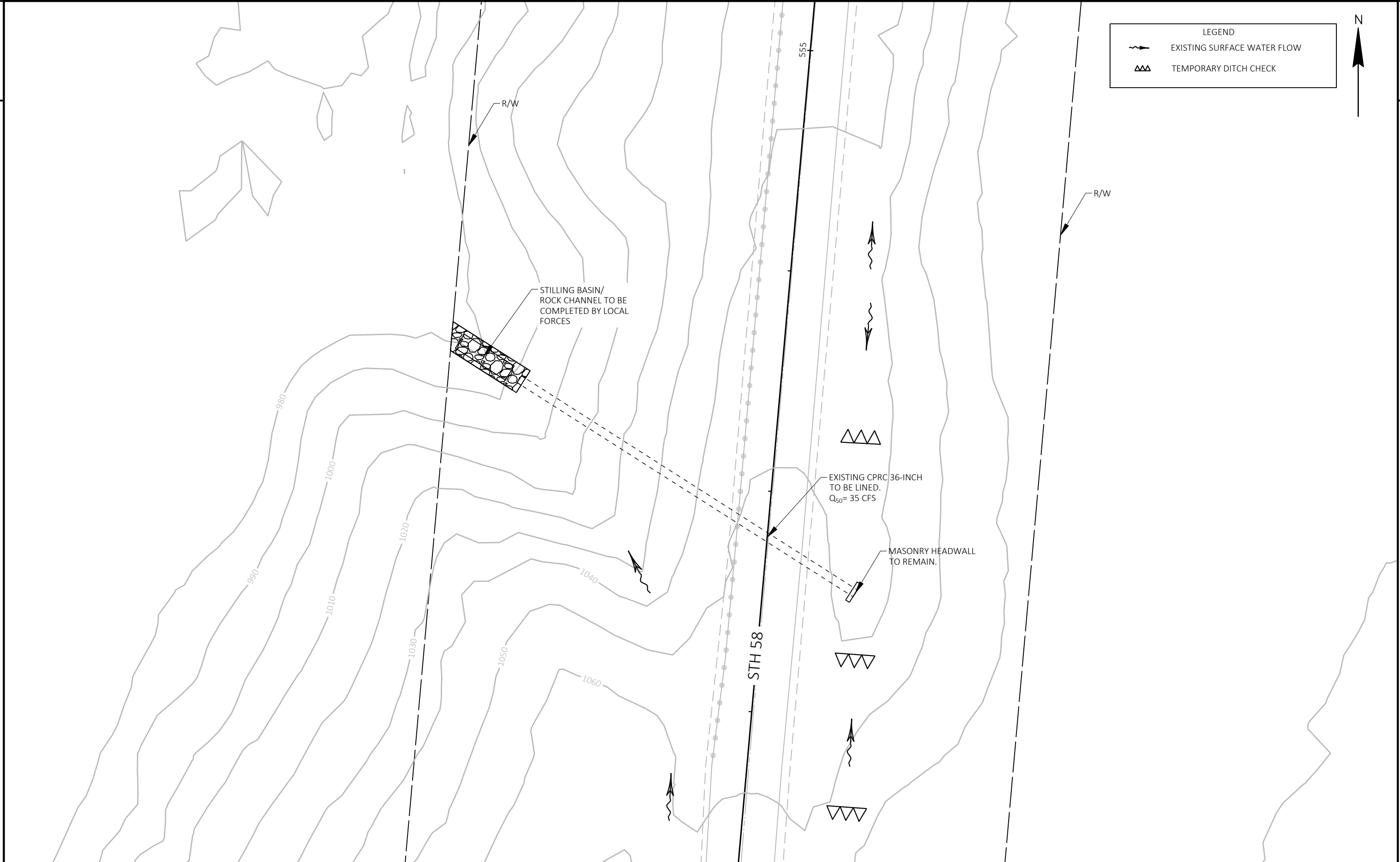
18" BOX OUT OPENING FOR SIGN

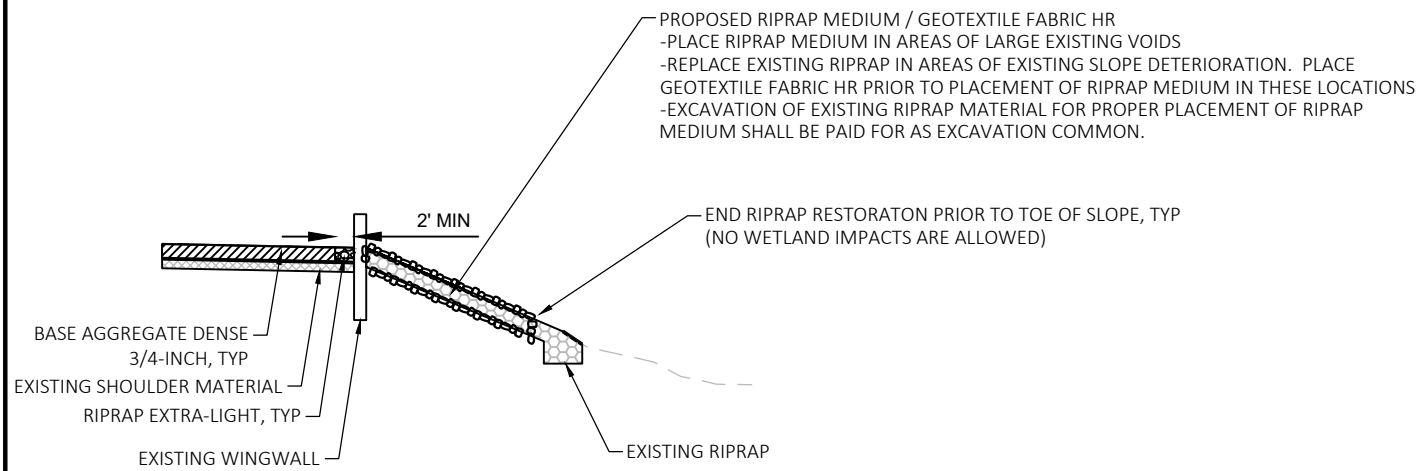
#	RADIUS	STATION	OFFSET
R1.1	100	100+88.29	108.46' LT
R1.2	3	99+99.30	29.53' LT
R1.3	3	99+98.31	19.29' LT
R1.4	1.4	100+33.7	15.49' LT

NUMBER	STATION	OFFSET	ELEVATION
1.01	99+96.31	-29.82	946.38
1.02	100+00.81	-32.12	946.35
1.03	100+18.57	-22.59	946.25
1.04	100+34.30	-16.80	946.14
1.05	100+33.60	-14.10	946.15
1.06	100+15.43	-15.45	946.33
1.07	99+98.17	-16.29	946.50
1.08	99+95.33	-19.58	946.48
1.09	99+95.82	-24.70	946.43

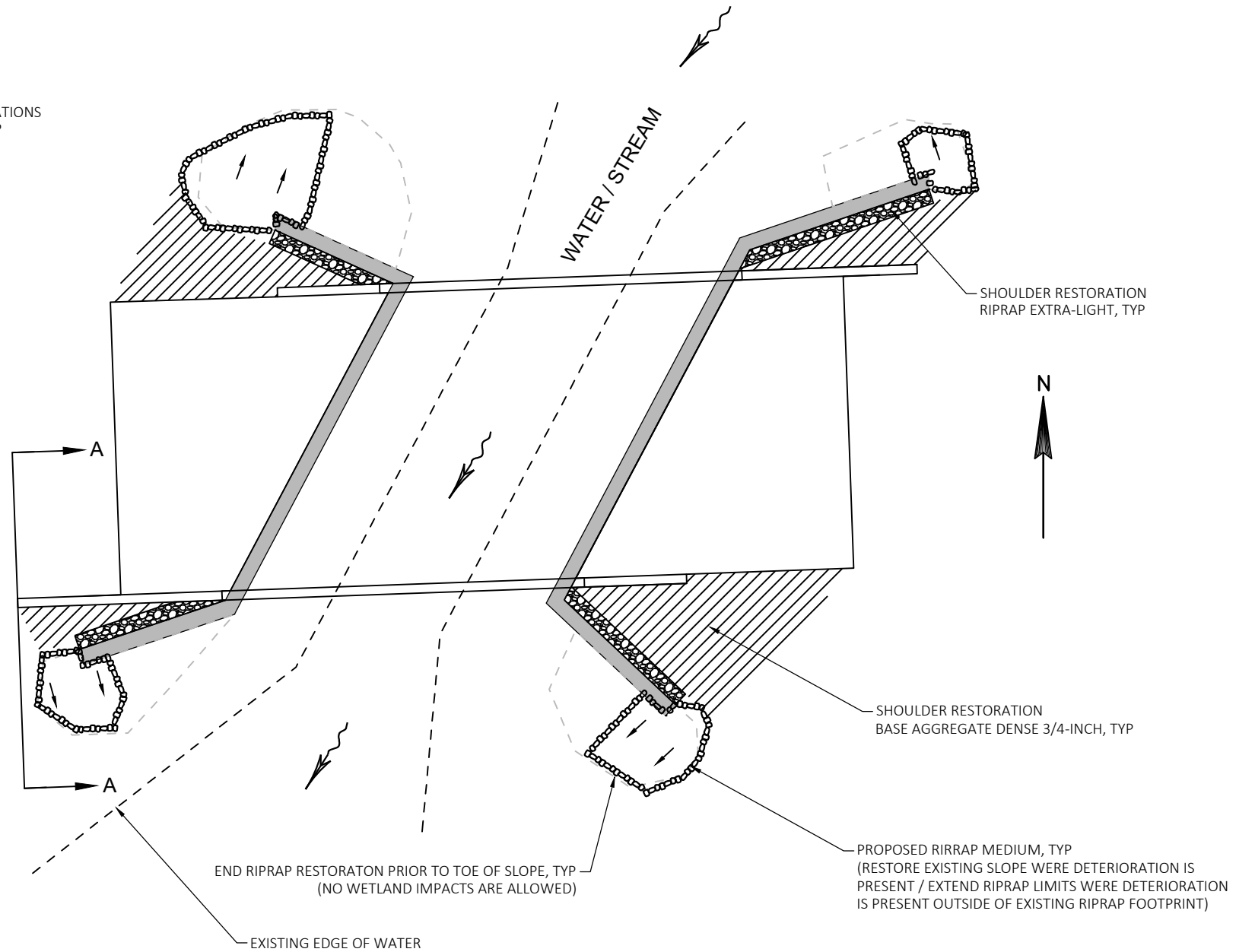
LEGEND

- EXISTING SURFACE WATER FLOW
- TEMPORARY DITCH CHECK





CROSS SECTION AT END OF WING WALL SECTION A-A



PLAN VIEW
B-29-0119
B-29-0120



B-29-0119 TO REMAIN
GUARDRAIL TO REMAIN
REPLACE ASPHALT SHOULDERS ADJACENT TO CONCRETE APPROACH SLAB
STABILIZE SHOULDER SLOPES BEHIND WING WALLS

RESTORATION LIMITS MAY BE ADJUSTED BY ENGINEER IN FIELD
PRIOR TO PLACEMENT OF TOPSOIL, SCARIFY EXISTING EMBANKMENT MATERIAL
4" TOPSOIL, SEED MIX NO 40, WATER FOR SEED, FERTILIZER TYPE B, AND
EROSION MAT URBAN CLASS I TYPE B, TYP



STH 58






660

CTHO

CTHO

RIPRAP EXTRA-LIGHT
EXCAVATE EXISTING SHOULDER WASHOUT MATERIAL ALONG
WINGWALL BEHIND GUARDRAIL TO A DEPTH OF 1 FOOT AND
PLACE RIPRAP MATERIAL.
GEOTEXTILE FABRIC IS NOT REQUIRED.

LEGEND

-  EROSION MAT URBAN CLASS I, TYPE B
-  SILT FENCE
-  SLOPE INTERCEPT
-  EXISTING SURFACE WATER FLOW
-  RIPRAP MEDIUM

NOTES:
NO WORK ALLOWED AT WETLANDS. ALL EROSION
CONTROL EFFORTS TO OCCUR ABOVE TOE OF SLOPE.
NO CONSTRUCTION EQUIPMENT ALLOWED BEYOND
SILT FENCE LIMITS.

B-29-0120 TO REMAIN
GUARDRAIL TO REMAIN
REPLACE ASPHALT SHOULDERS ADJACENT TO CONCRETE APPROACH SLAB
STABILIZE SHOULDER SLOPES BEHIND WING WALLS



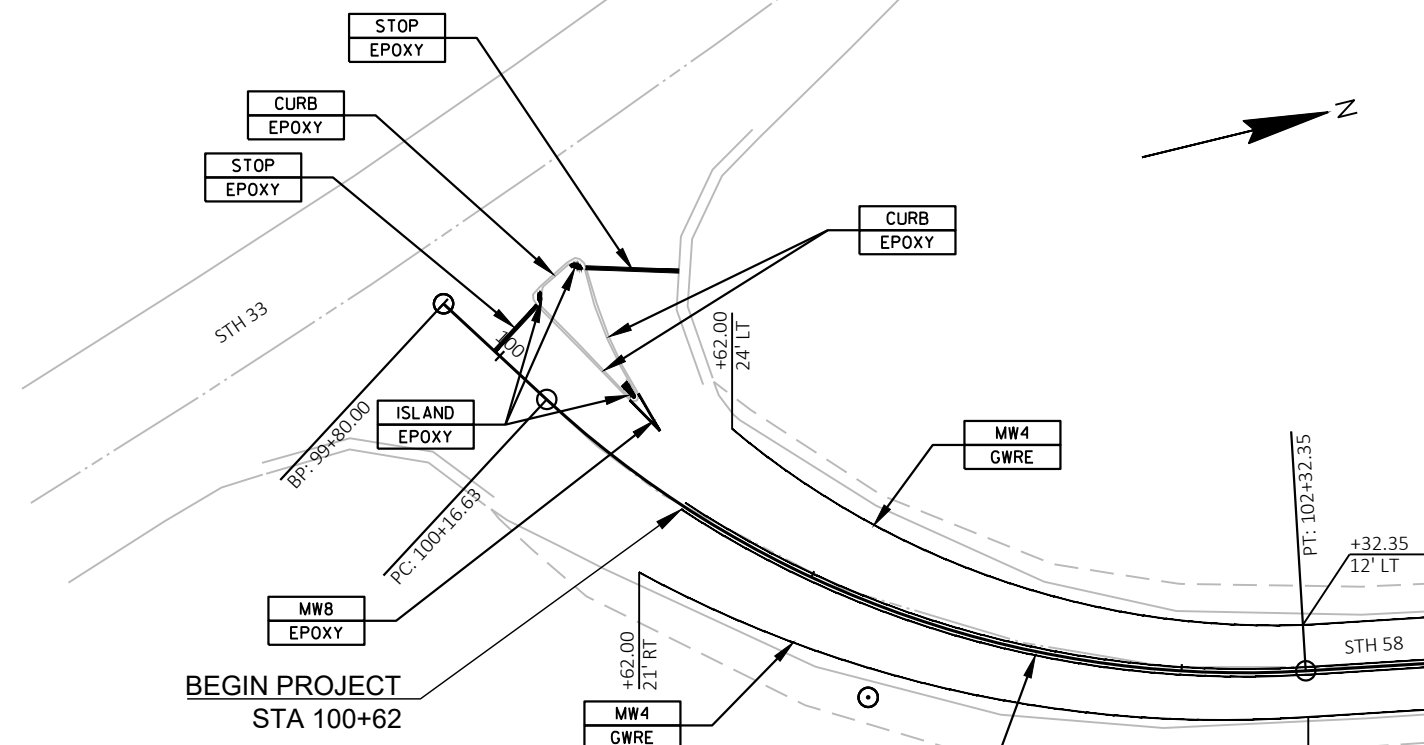
765

770

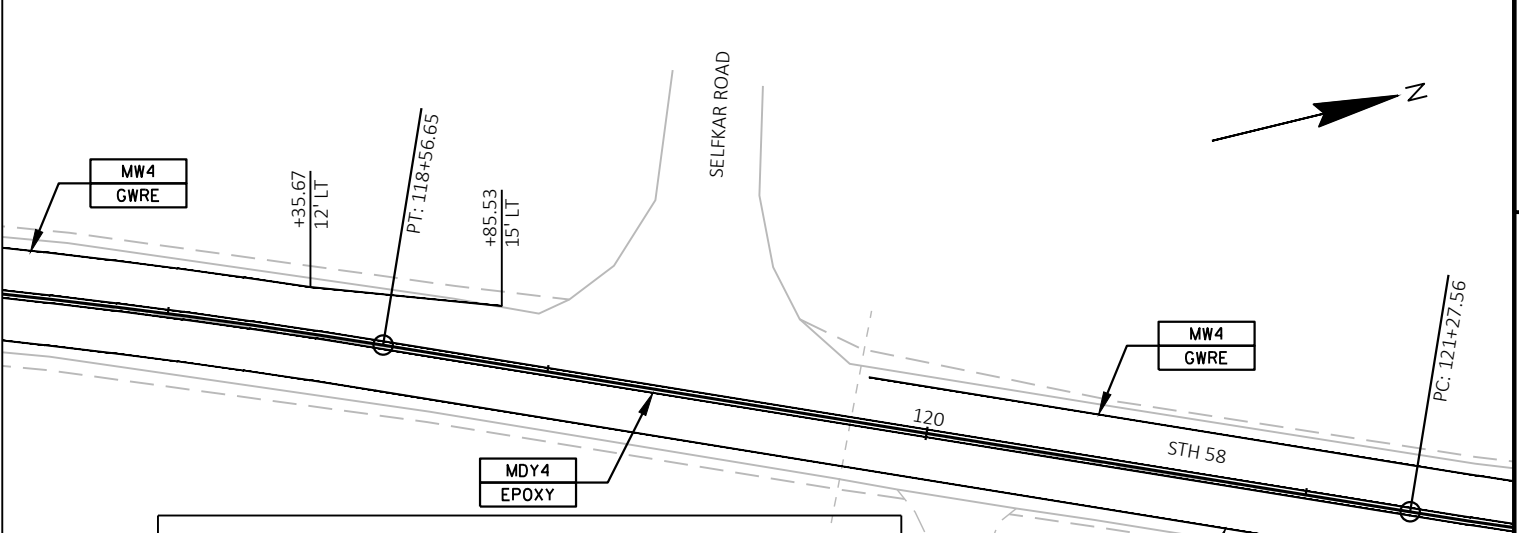
STH 58

RIPRAP EXTRA-LIGHT
EXCAVATE EXISTING SHOULDER WASHOUT MATERIAL ALONG
WINGWALL BEHIND GUARDRAIL TO A DEPTH OF 1 FOOT AND
PLACE RIPRAP MATERIAL.
GEOTEXTILE FABRIC IS NOT REQUIRED.

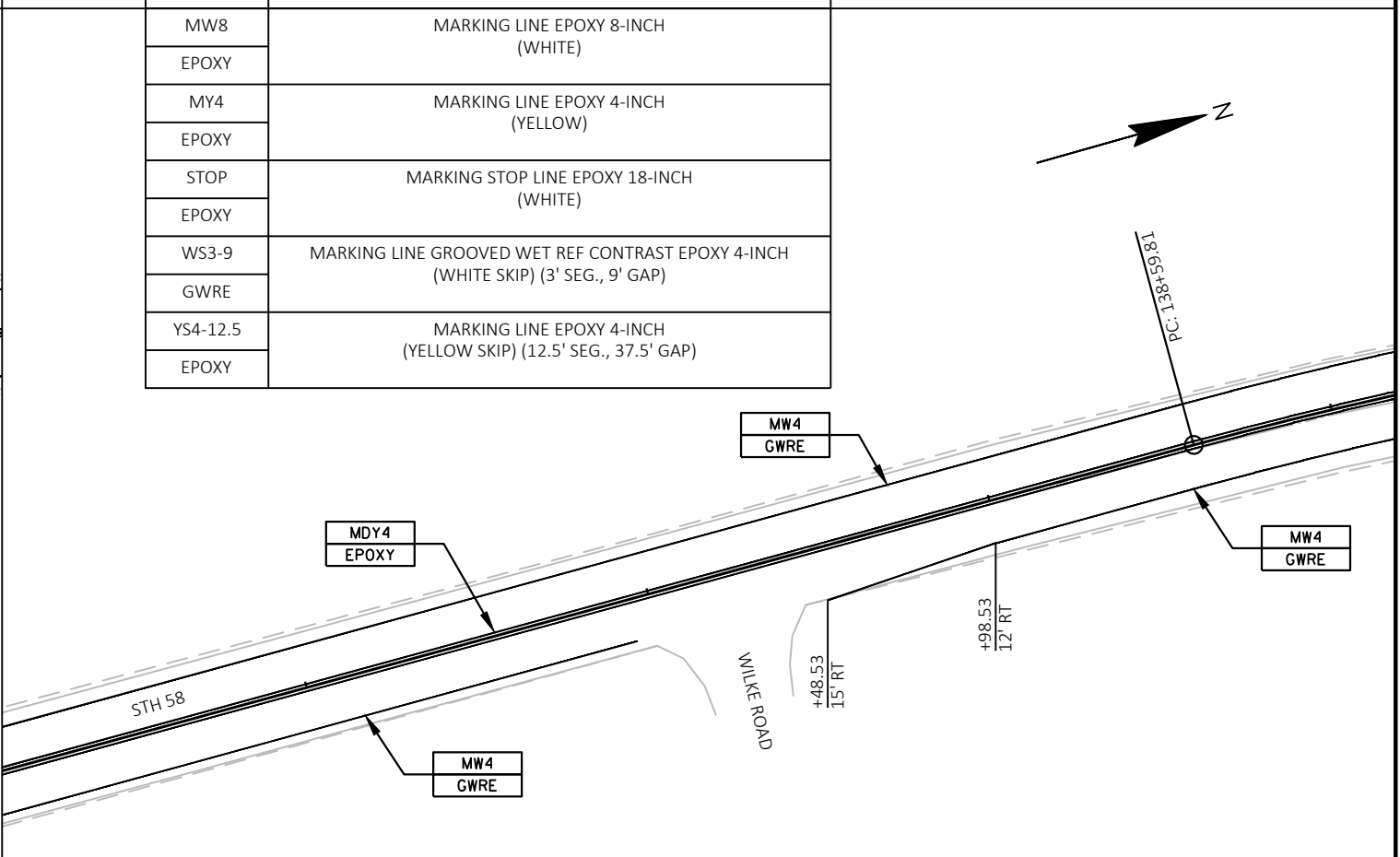
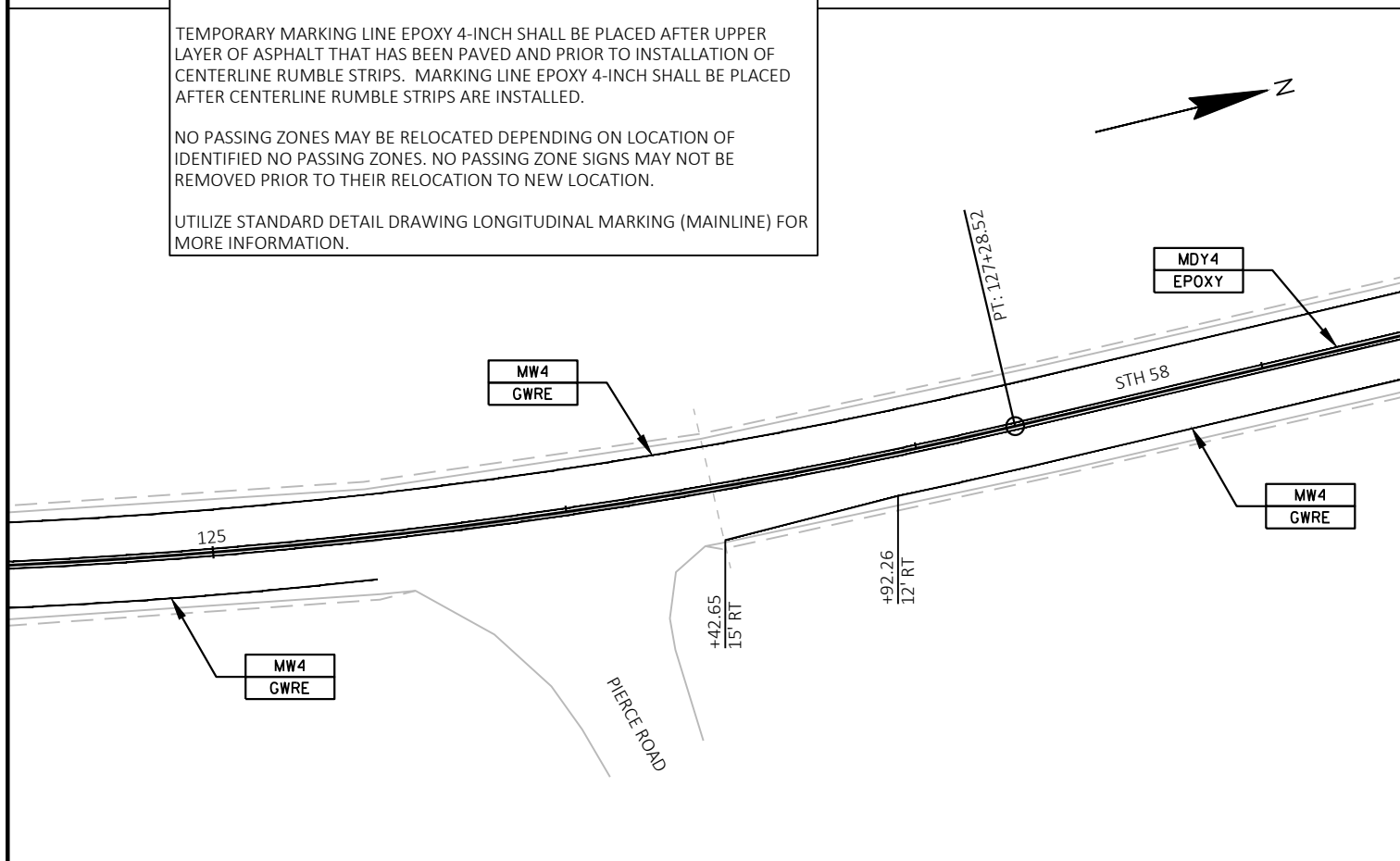
RESTORATION LIMITS MAY BE ADJUSTED BY ENGINEER IN FIELD
PRIOR TO PLACEMENT OF TOPSOIL, SCARIFY EXISTING EMBANKMENT MATERIAL
4" TOPSOIL, SEED MIX NO 40, WATER FOR SEED, FERTILIZER TYPE B, AND
EROSION MAT URBAN CLASS I TYPE B, TYP

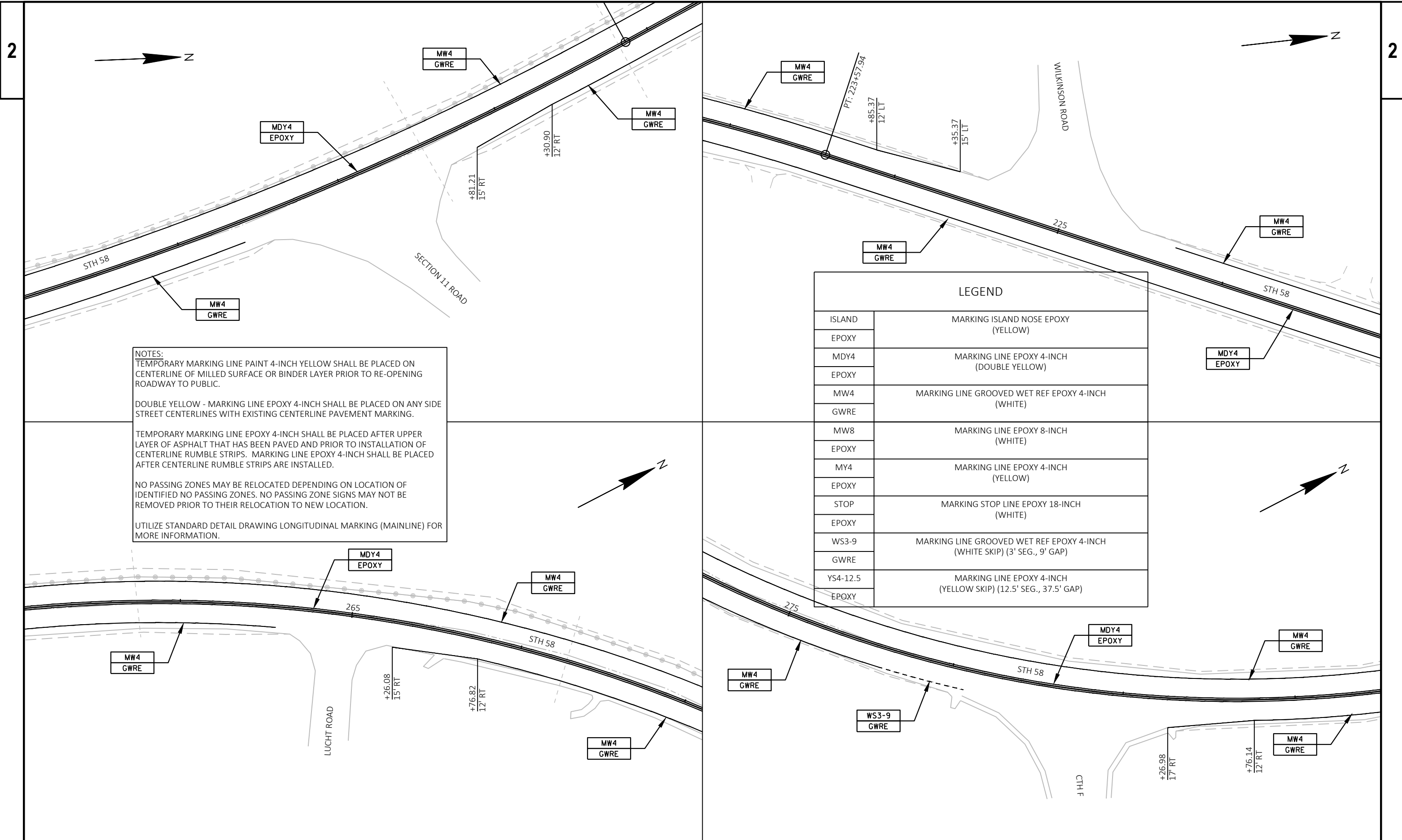


NOTES:
 TEMPORARY MARKING LINE PAINT 4-INCH YELLOW SHALL BE PLACED ON CENTERLINE OF MILLED SURFACE OR BINDER LAYER PRIOR TO RE-OPENING ROADWAY TO PUBLIC.
 DOUBLE YELLOW - MARKING LINE EPOXY 4-INCH SHALL BE PLACED ON ANY SIDE STREET CENTERLINES WITH EXISTING CENTERLINE PAVEMENT MARKING.
 TEMPORARY MARKING LINE EPOXY 4-INCH SHALL BE PLACED AFTER UPPER LAYER OF ASPHALT THAT HAS BEEN PAVED AND PRIOR TO INSTALLATION OF CENTERLINE RUMBLE STRIPS. MARKING LINE EPOXY 4-INCH SHALL BE PLACED AFTER CENTERLINE RUMBLE STRIPS ARE INSTALLED.
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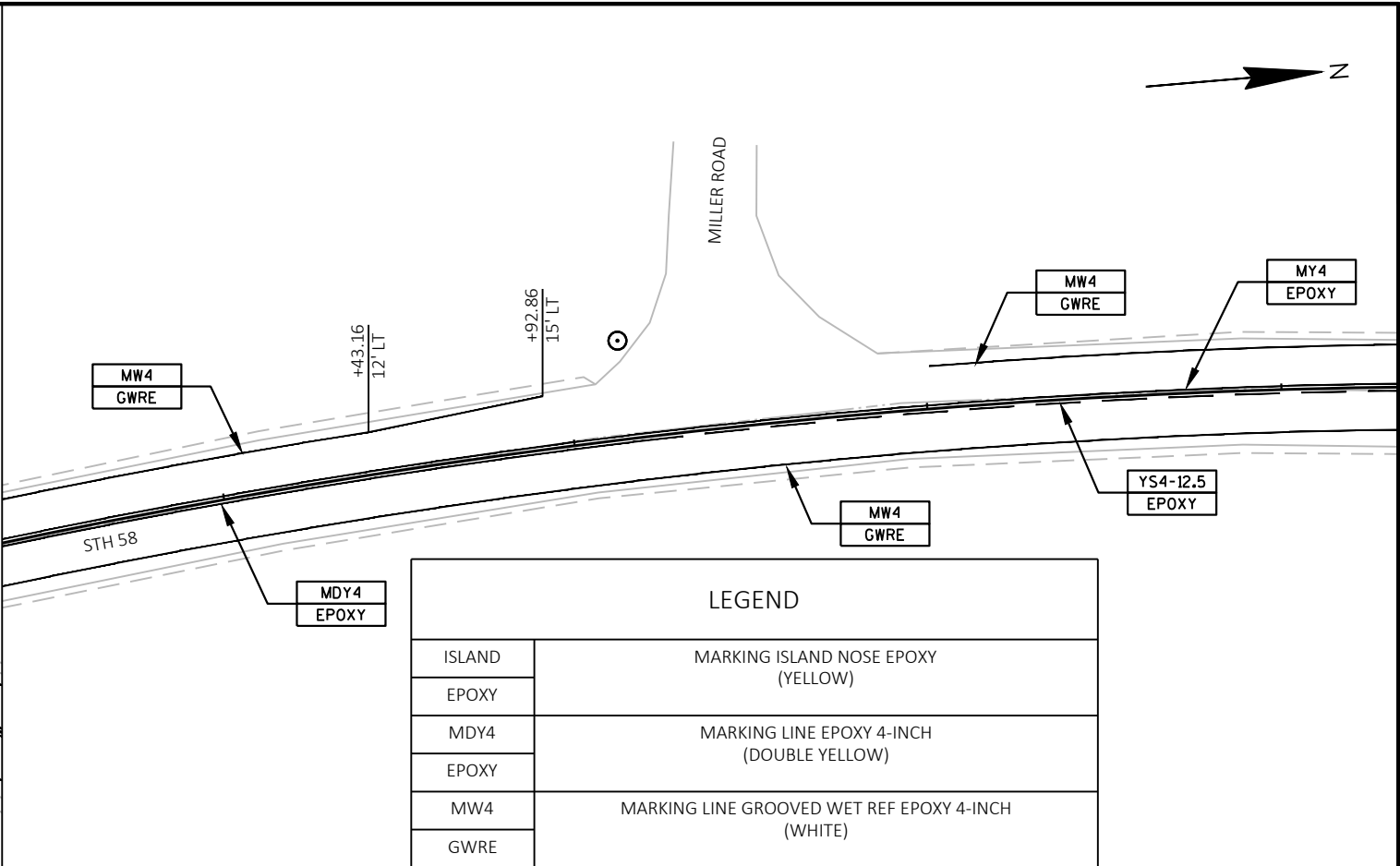
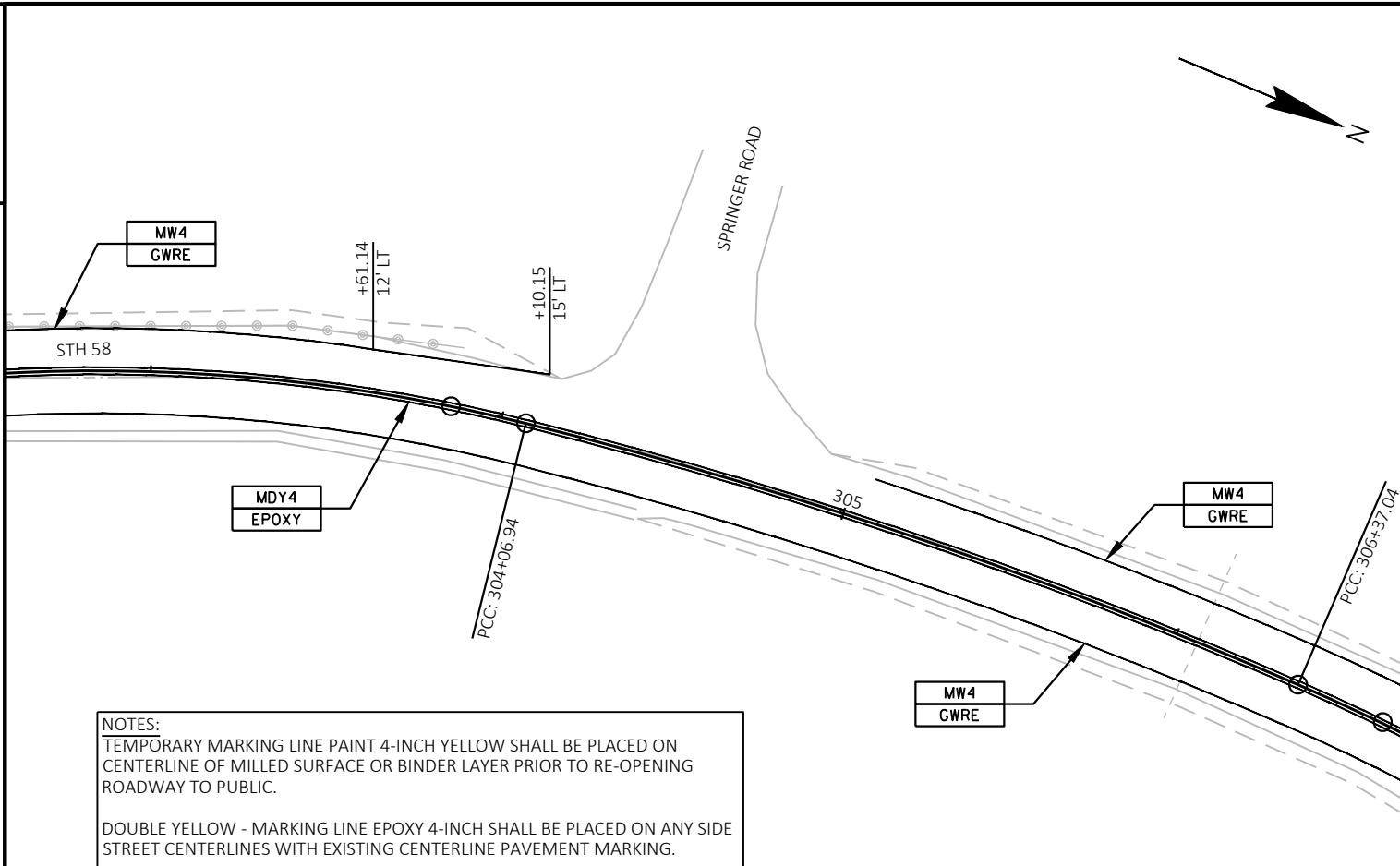
LEGEND	
CURB EPOXY	MARKING CURB EPOXY (YELLOW)
ISLAND EPOXY	MARKING ISLAND NOSE EPOXY (YELLOW)
MDY4 EPOXY	MARKING LINE EPOXY 4-INCH (DOUBLE YELLOW)
MW4 GWRE	MARKING LINE GROOVED WET REF CONTRAST EPOXY 4-INCH (WHITE)
MW8 EPOXY	MARKING LINE EPOXY 8-INCH (WHITE)
MY4 EPOXY	MARKING LINE EPOXY 4-INCH (YELLOW)
STOP EPOXY	MARKING STOP LINE EPOXY 18-INCH (WHITE)
WS3-9 GWRE	MARKING LINE GROOVED WET REF CONTRAST EPOXY 4-INCH (WHITE SKIP) (3' SEG., 9' GAP)
YS4-12.5 EPOXY	MARKING LINE EPOXY 4-INCH (YELLOW SKIP) (12.5' SEG., 37.5' GAP)





NOTES:
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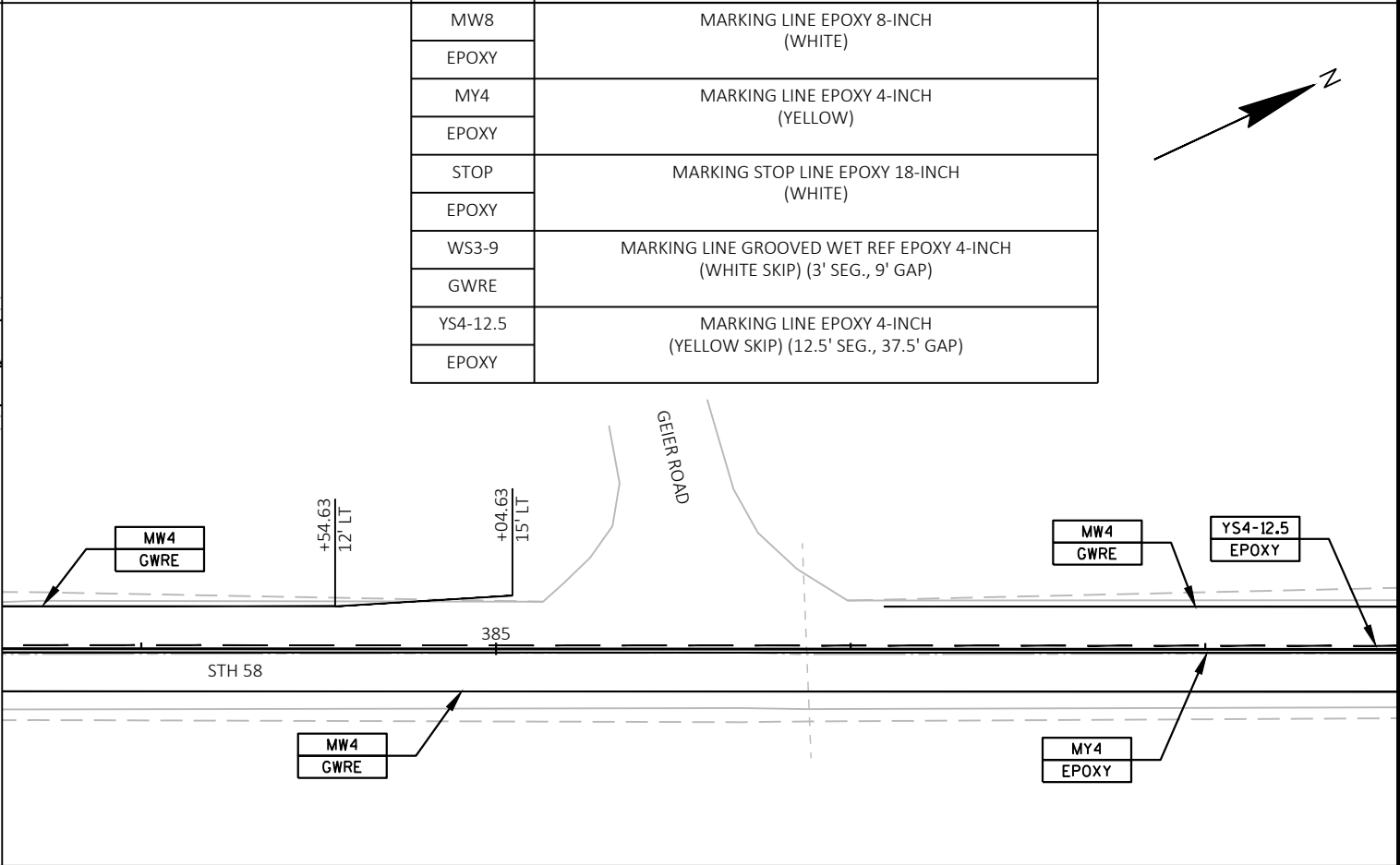
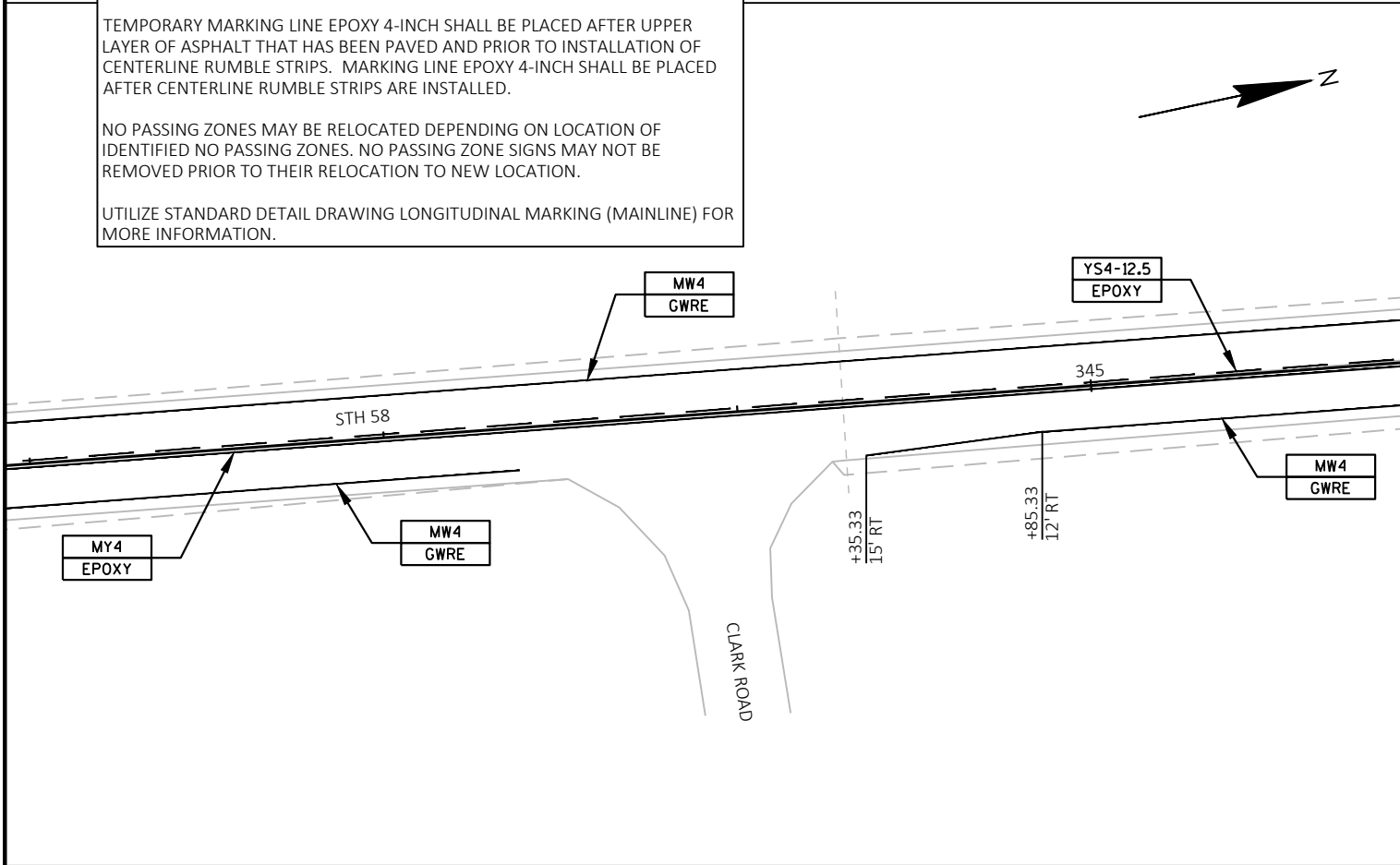
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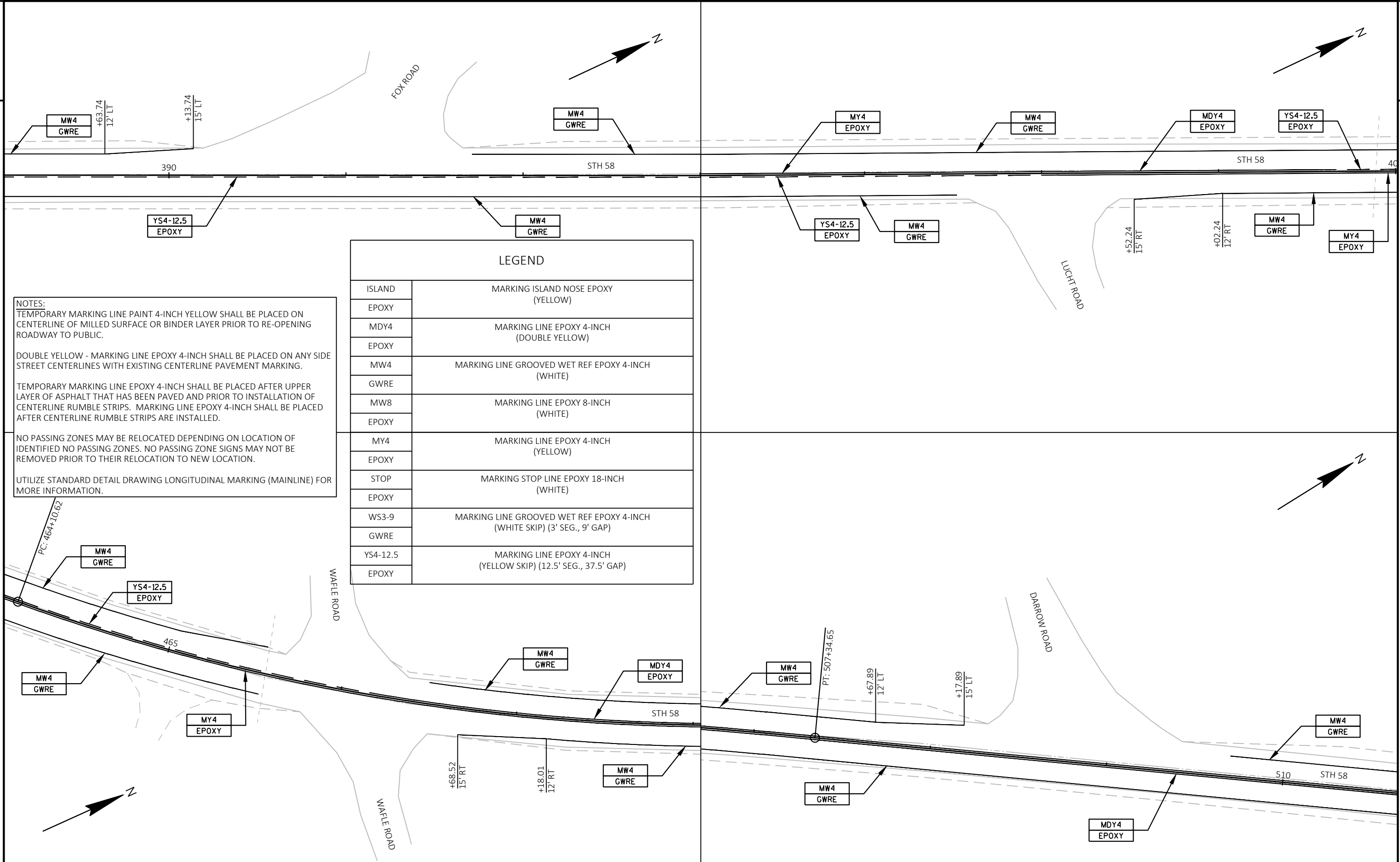
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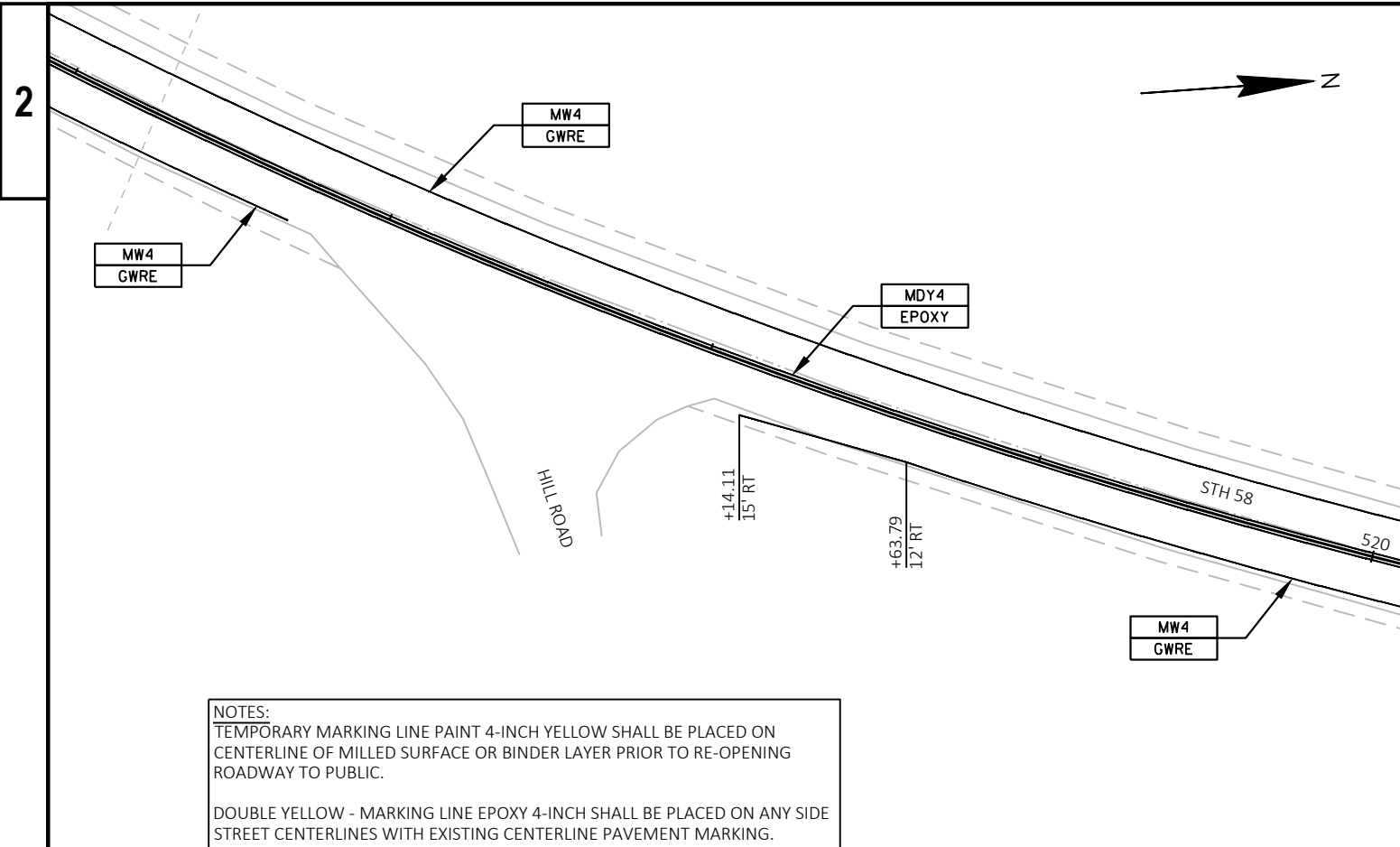
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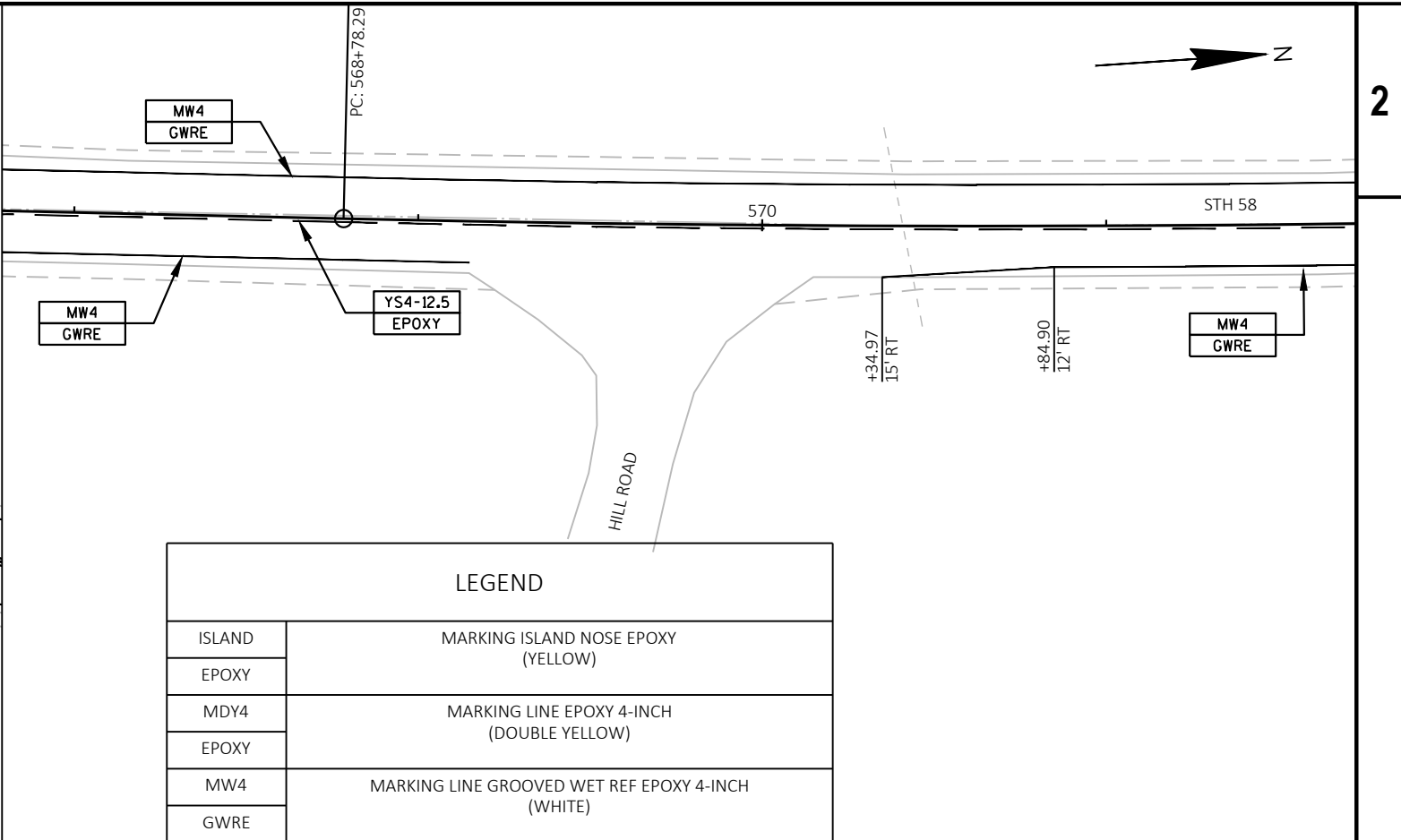


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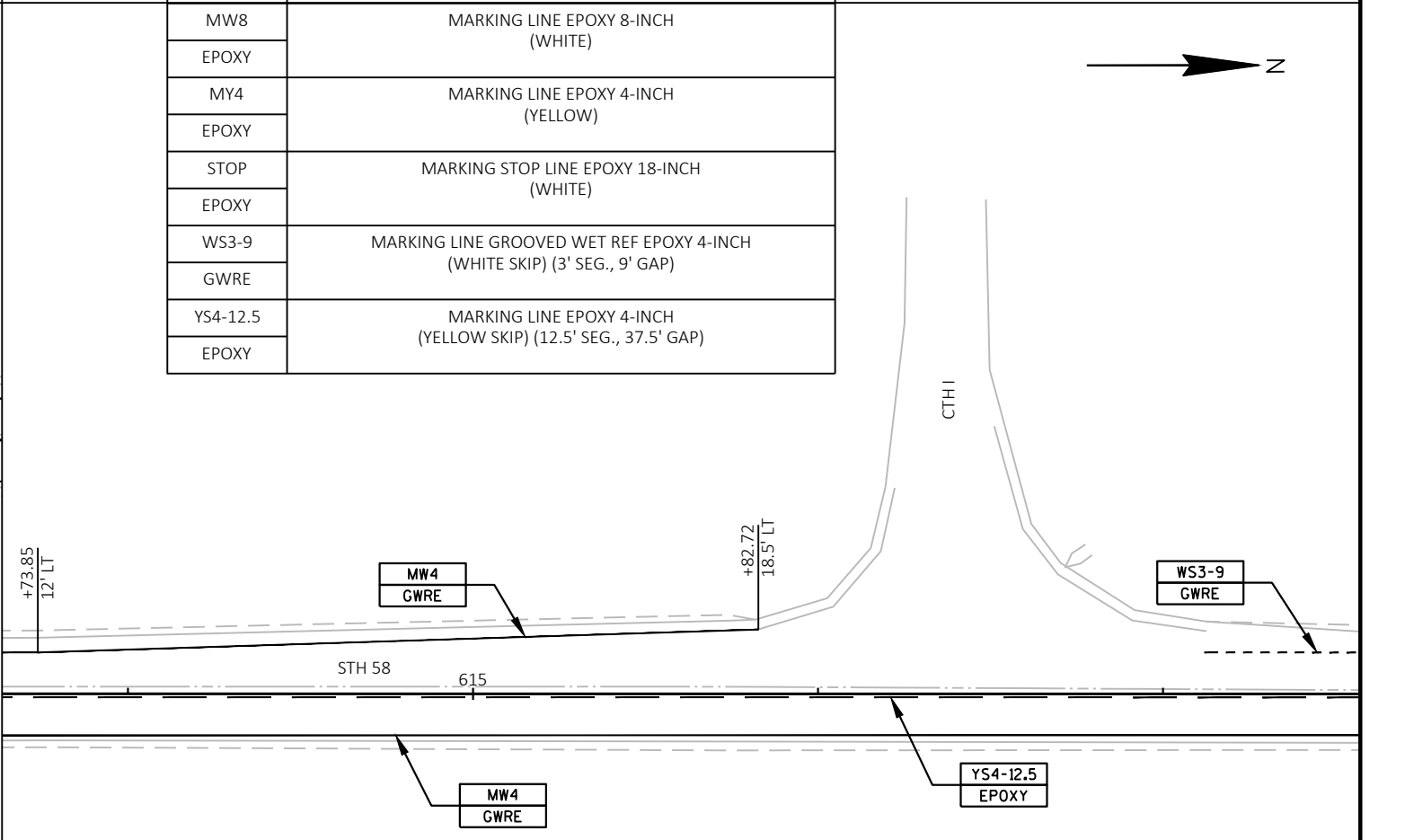
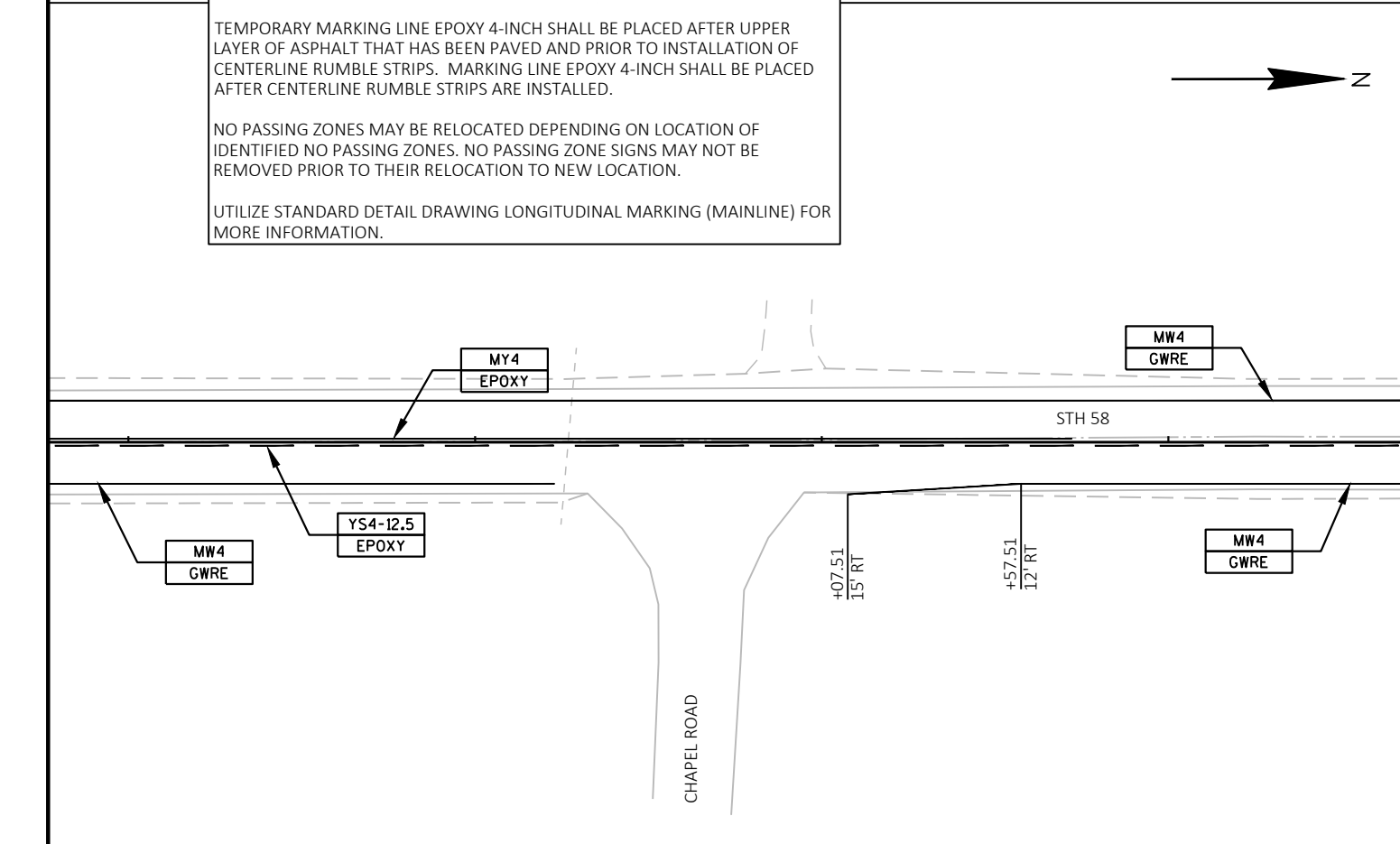
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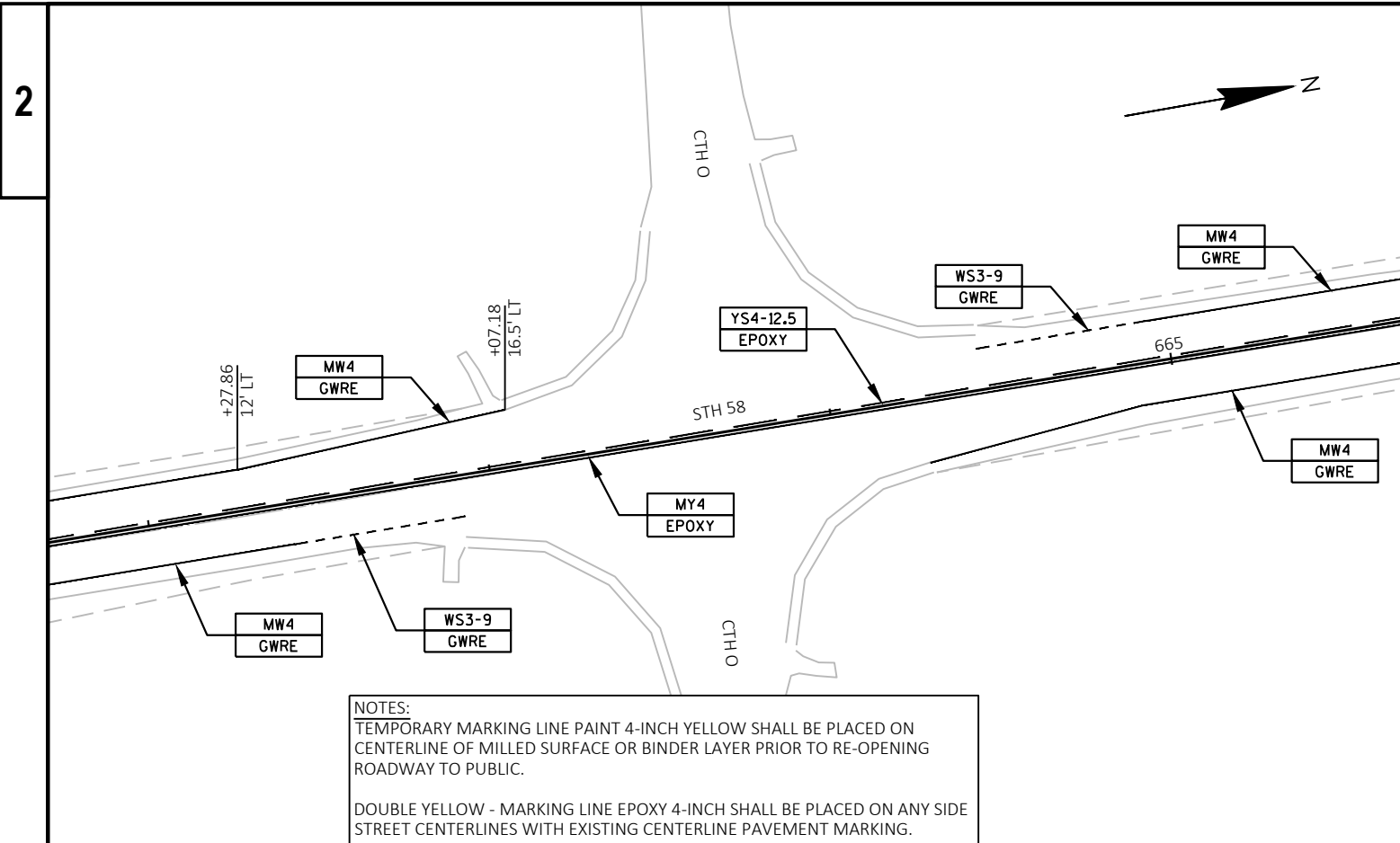


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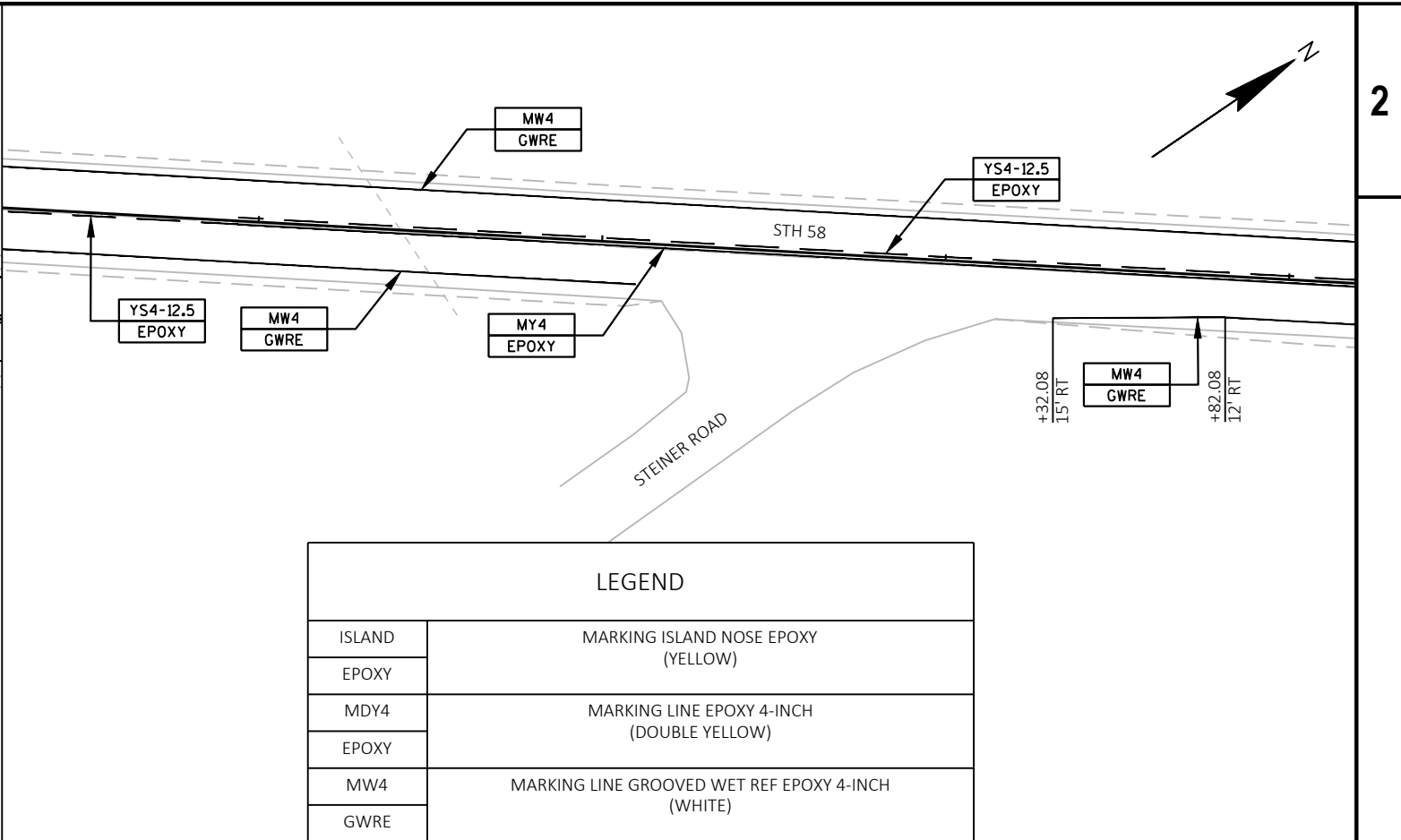
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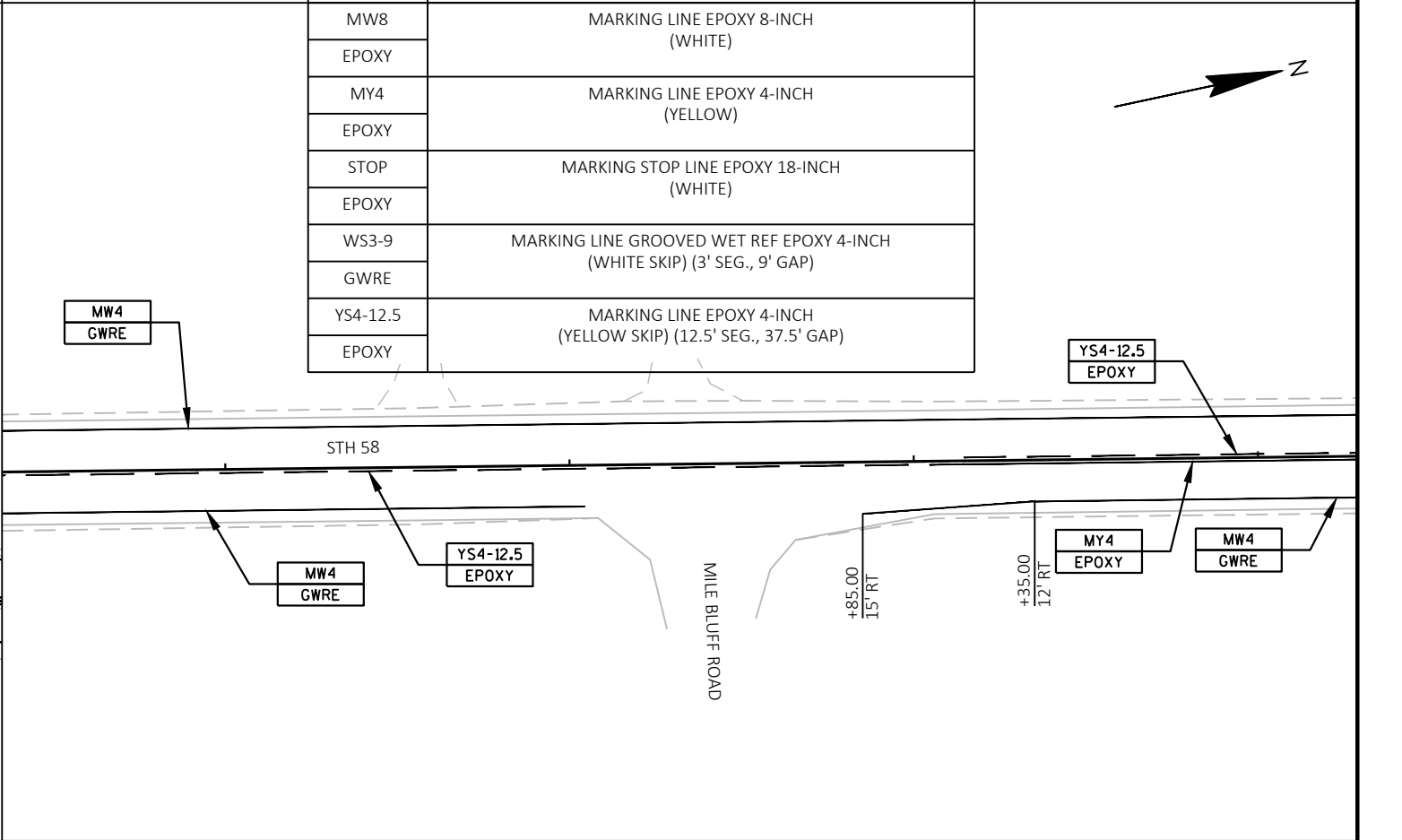
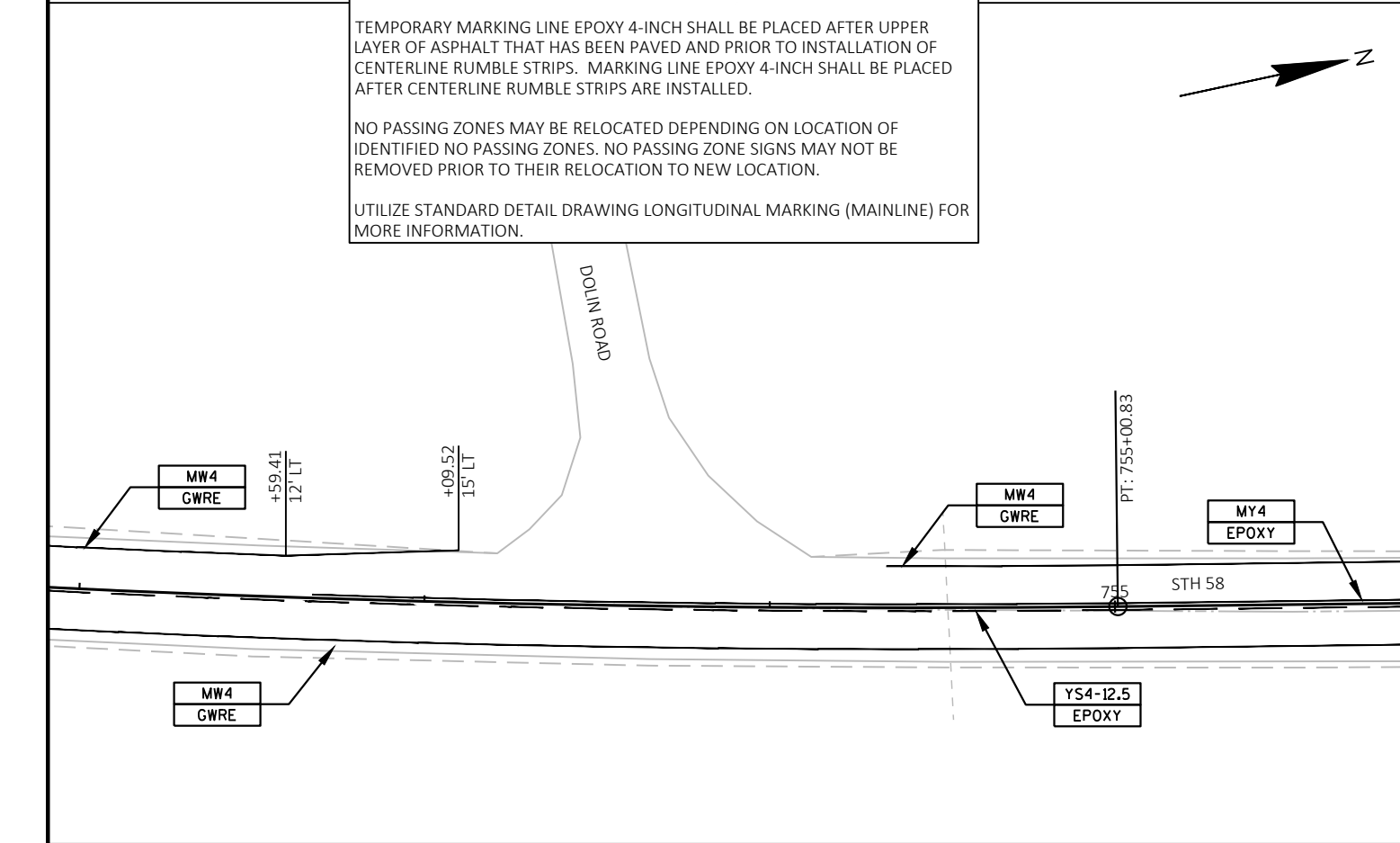
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PROJECT NO: 5020-01-60

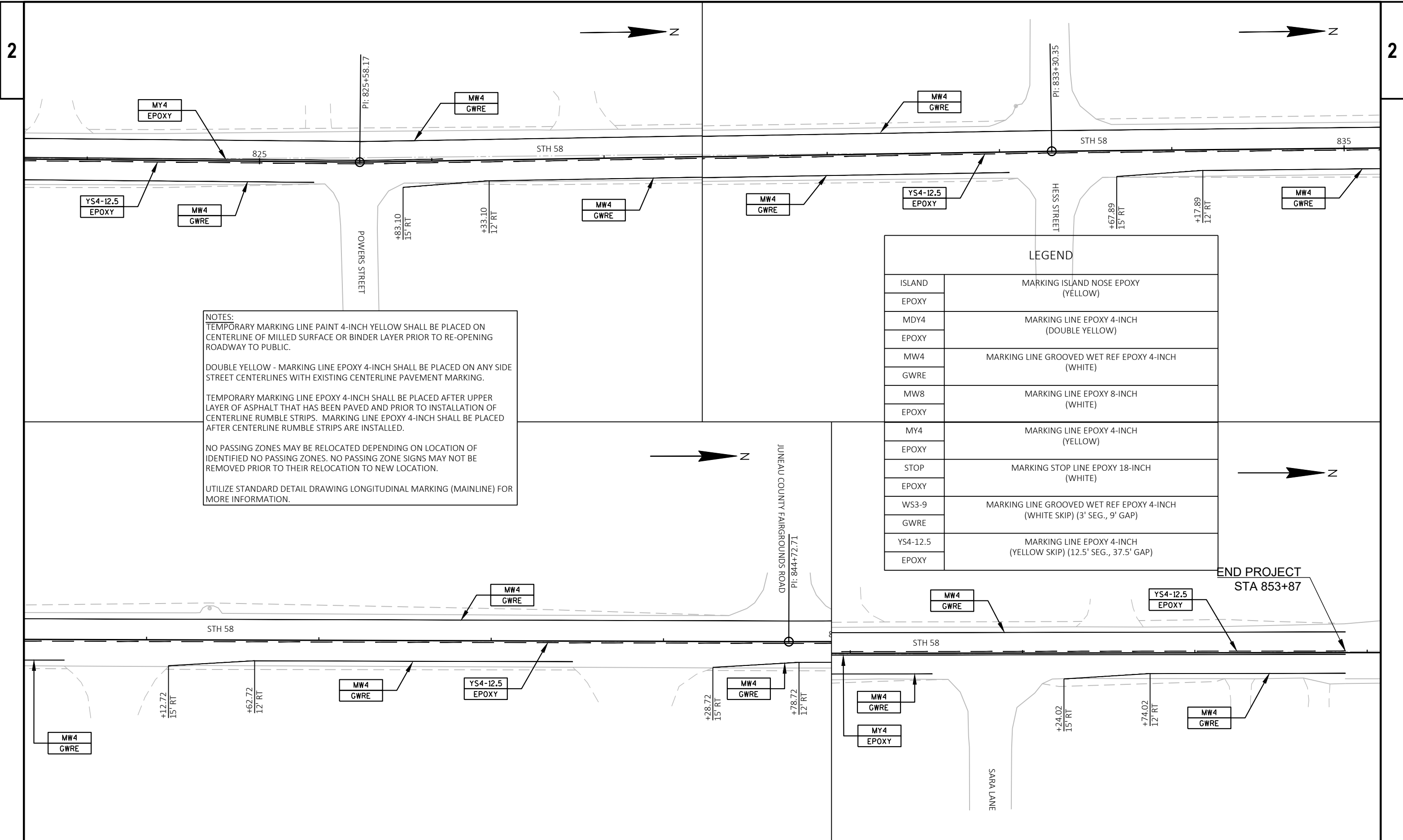
HWY: STH 58

COUNTY: JUNEAU

PAVEMENT MARKING

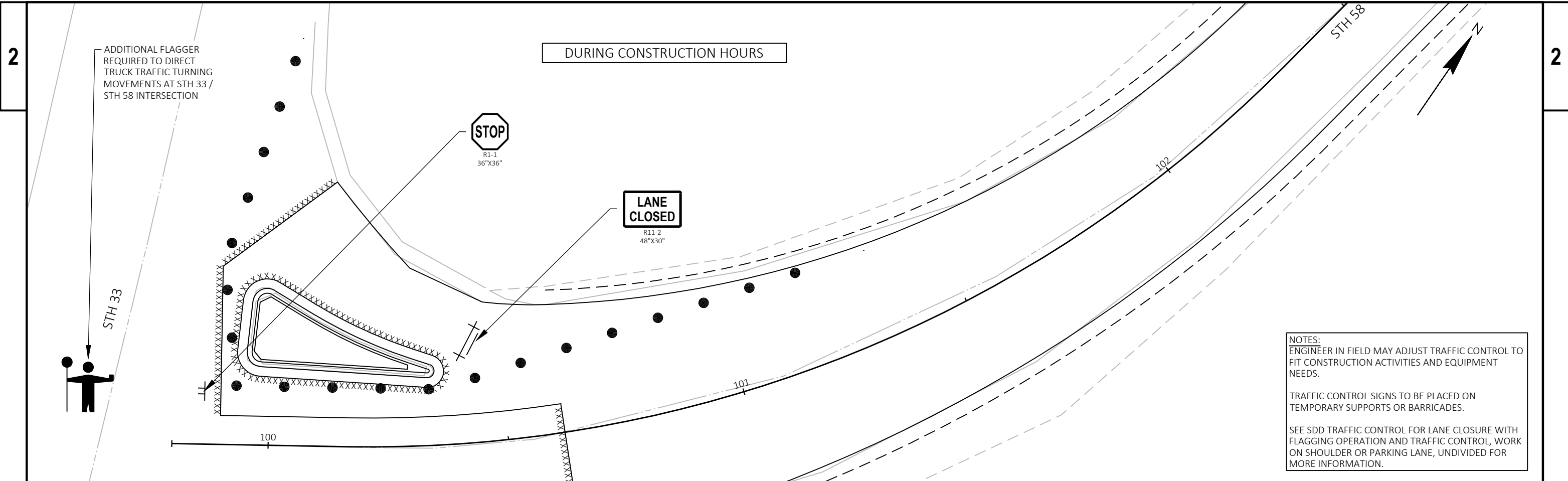
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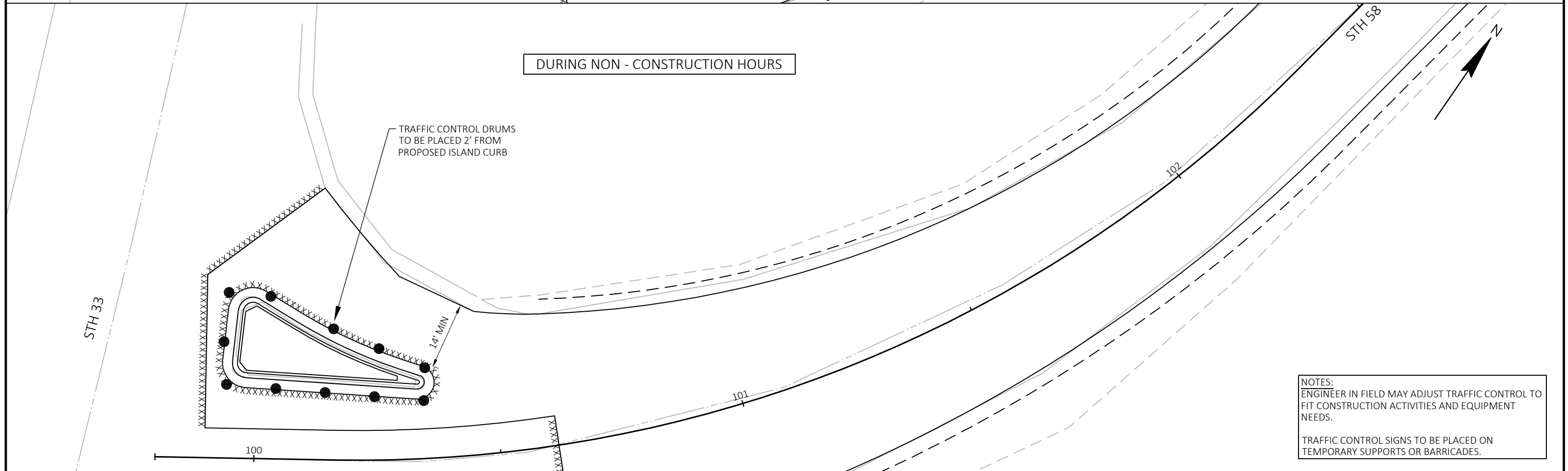


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EPOXY	
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EPOXY	
MW4	MARKING LINE GROOVED WET REF EPOXY 4-INCH (WHITE)
GWRE	
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EPOXY	
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EPOXY	
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EPOXY	



NOTES:
 ENGINEER IN FIELD MAY ADJUST TRAFFIC CONTROL TO FIT CONSTRUCTION ACTIVITIES AND EQUIPMENT NEEDS.
 TRAFFIC CONTROL SIGNS TO BE PLACED ON TEMPORARY SUPPORTS OR BARRICADES.
 SEE SDD TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION AND TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED FOR MORE INFORMATION.



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Estimate Of Quantities

5020-01-60

Line	Item	Item Description	Unit	Total	Qty
0002	204.0110	Removing Asphaltic Surface	SY	200.000	200.000
0004	204.0115	Removing Asphaltic Surface Butt Joints	SY	1,035.000	1,035.000
0006	204.0120	Removing Asphaltic Surface Milling	SY	253,000.000	253,000.000
0008	204.0150	Removing Curb & Gutter	LF	500.000	500.000
0010	205.0100	Excavation Common	CY	200.000	200.000
0012	211.0100	Prepare Foundation for Asphaltic Paving (project) 01. 5020-01-60	LS	1.000	1.000
0014	213.0100	Finishing Roadway (project) 01. 5020-01-60	EACH	1.000	1.000
0016	305.0110	Base Aggregate Dense 3/4-Inch	TON	4,500.000	4,500.000
0018	305.0120	Base Aggregate Dense 1 1/4-Inch	TON	500.000	500.000
0020	455.0605	Tack Coat	GAL	19,050.000	19,050.000
0022	460.0105.S	HMA Percent Within Limits (PWL) Test Strip Volumetrics	EACH	1.000	1.000
0024	460.0110.S	HMA Percent Within Limits (PWL) Test Strip Density	EACH	1.000	1.000
0026	460.2005	Incentive Density PWL HMA Pavement	DOL	25,000.000	25,000.000
0028	460.2007	Incentive Density HMA Pavement Longitudinal Joints	DOL	29,420.000	29,420.000
0030	460.2010	Incentive Air Voids HMA Pavement	DOL	31,300.000	31,300.000
0032	460.6224	HMA Pavement 4 MT 58-28 S	TON	31,300.000	31,300.000
0034	465.0105	Asphaltic Surface	TON	1,500.000	1,500.000
0036	465.0120	Asphaltic Surface Driveways and Field Entrances	TON	75.000	75.000
0038	465.0315	Asphaltic Flumes	SY	85.000	85.000
0040	465.0475	Asphalt Centerline Rumble Strips 2-Lane Rural	LF	73,550.000	73,550.000
0042	601.0407	Concrete Curb & Gutter 18-Inch Type D	LF	95.000	95.000
0044	601.0415	Concrete Curb & Gutter 6-Inch Sloped 30-Inch Type J	LF	255.000	255.000
0046	601.0557	Concrete Curb & Gutter 6-Inch Sloped 36-Inch Type D	LF	150.000	150.000
0048	602.2400	Concrete Safety Islands	SF	320.000	320.000
0050	606.0050	Riprap Extra-Light	CY	10.000	10.000
0052	606.0200	Riprap Medium	CY	105.000	105.000
0054	618.0100	Maintenance And Repair of Haul Roads (project) 01. 5020-01-60	EACH	1.000	1.000
0056	619.1000	Mobilization	EACH	1.000	1.000
0058	624.0100	Water	MGAL	50.000	50.000
0060	625.0100	Topsoil	SY	4,000.000	4,000.000
0062	628.1504	Silt Fence	LF	1,500.000	1,500.000
0064	628.1520	Silt Fence Maintenance	LF	750.000	750.000
0066	628.2008	Erosion Mat Urban Class I Type B	SY	4,000.000	4,000.000
0068	628.7504	Temporary Ditch Checks	LF	330.000	330.000
0070	629.0210	Fertilizer Type B	CWT	2.000	2.000
0072	630.0140	Seeding Mixture No. 40	LB	60.000	60.000
0074	630.0500	Seed Water	MGAL	80.000	80.000
0076	634.0612	Posts Wood 4x6-Inch X 12-FT	EACH	2.000	2.000
0078	634.0616	Posts Wood 4x6-Inch X 16-FT	EACH	10.000	10.000
0080	638.2102	Moving Signs Type II	EACH	12.000	12.000
0082	638.3000	Removing Small Sign Supports	EACH	12.000	12.000
0084	642.5001	Field Office Type B	EACH	1.000	1.000
0086	643.0300	Traffic Control Drums	DAY	1,200.000	1,200.000
0088	643.0420	Traffic Control Barricades Type III	DAY	80.000	80.000
0090	643.0900	Traffic Control Signs	DAY	2,000.000	2,000.000
0092	643.1050	Traffic Control Signs PCMS	DAY	14.000	14.000
0094	643.5000	Traffic Control	EACH	1.000	1.000
0096	645.0120	Geotextile Type HR	SY	160.000	160.000
0098	646.1020	Marking Line Epoxy 4-Inch	LF	137,500.000	137,500.000

Estimate Of Quantities

5020-01-60

Line	Item	Item Description	Unit	Total	Qty
0100	646.1040	Marking Line Grooved Wet Ref Epoxy 4-Inch	LF	147,500.000	147,500.000
0102	646.3020	Marking Line Epoxy 8-Inch	LF	40.000	40.000
0104	646.6120	Marking Stop Line Epoxy 18-Inch	LF	30.000	30.000
0106	646.8120	Marking Curb Epoxy	LF	90.000	90.000
0108	646.8220	Marking Island Nose Epoxy	EACH	3.000	3.000
0110	648.0100	Locating No-Passing Zones	MI	14.300	14.300
0112	649.0105	Temporary Marking Line Paint 4-Inch	LF	137,500.000	137,500.000
0114	649.0120	Temporary Marking Line Epoxy 4-Inch	LF	137,500.000	137,500.000
0116	650.5500	Construction Staking Curb Gutter and Curb & Gutter	LF	500.000	500.000
0118	650.8000	Construction Staking Resurfacing Reference	LF	73,550.000	73,550.000
0120	650.9910	Construction Staking Supplemental Control (project) 01. 5020-01-60	LS	1.000	1.000
0122	690.0150	Sawing Asphalt	LF	220.000	220.000
0124	690.0250	Sawing Concrete	LF	20.000	20.000
0126	740.0440	Incentive IRI Ride	DOL	36,775.000	36,775.000
0128	ASP.1T0A	On-the-Job Training Apprentice at \$5.00/HR	HRS	500.000	500.000
0130	ASP.1T0G	On-the-Job Training Graduate at \$5.00/HR	HRS	600.000	600.000
0132	SPV.0060	Special 01. Landmark Reference Monument Special	EACH	3.000	3.000
0134	SPV.0060	Special 02. Verify Landmark Reference Monument	EACH	3.000	3.000
0136	SPV.0090	Special 01. UV GRP CIPP 36-Inch	LF	188.000	188.000
0138	SPV.0180	Special 01. Removing Distressed Pavement Milling	SY	12,000.000	12,000.000

3

3

REMOVING ASPHALTIC SURFACE BUTT JOINTS

REMOVING ASPHALTIC SURFACE

REMOVING CURB AND GUTTER

STATION - STATION	LOCATION	204.0115 SY	COMMENTS
100+62	CL	55	BEGIN PROJECT
119+50	LT	30	SEFKAR ROAD
126+00	RT	40	PIERCE ROAD
137+10	RT	28	WILKE ROAD
182+00	RT	35	SECTION 11 ROAD
225+00	LT	30	WILKINSIN ROAD
264+95	RT	25	LUCHT ROAD
276+75	RT	36	CTH F
304+50	LT	30	SPRINGER ROAD
327+50	LT	28	MILLER ROAD
343+90	RT	28	CLARK ROAD
385+50	LT	35	GEIER ROAD
391+00	LT	75	FOX ROAD
398+00	RT	38	LUCHT ROAD
466+00	LT	28	WAFLE ROAD
466+10	RT	27	WAFLE ROAD
508+80	LT	40	DARROW ROAD
517+50	RT	25	HILL ROAD
569+75	RT	28	HILL ROAD
603+75	RT	28	CHAPEL ROAD
616+50	LT	35	CTH I
663+70	RT	35	CTH O
663+80	LT	35	CTH O
702+75	RT	25	STEINER ROAD
753+50	LT	25	DONLIN ROAD
777+20	RT	30	MILE BLUFF ROAD
825+60	RT	24	POWERS STREET
833+30	LT	27	JUNEAU COUNTY FAIRGROUNDS ROAD
833+30	RT	25	HESS STREET
844+75	LT	25	JUNEAU COUNTY FAIRGROUNDS ROAD
851+80	RT	30	SARA LANE
853+87	CL	30	END PROJECT
TOTALS		1,035	

STATION - STATION	LOCATION	204.0110 SY	COMMENTS
99+94 - 100+36	LT	40	ISLAND
100+62 - 853+87	LT & RT	100	CURB & GUTTER
100+62 - 853+87	LT & RT	60	DRIVEWAYS
TOTALS		200	

STATION - STATION	LOCATION	204.0150 LF	COMMENTS
99+95 - 100+35	LT	95	CONC ISLAND
UNDISTRIBUTED	LT/RT	405	SPOT REPLACEMENT
TOTAL		500	

REMOVING ASPHALTIC SURFACE MILLING

EXCAVATION COMMON

STATION - STATION	LOCATION	204.0120 SY
100+62 - 853+87	LT & RT	253,000
TOTALS		253,000

STATION - STATION	LOCATION	205.0100 CY
659+50 - 660+20	LT/RT	100
767+00 - 768+20	LT/RT	100
TOTAL		200

BASE AGGREGATE DENSE ITEMS

STATION - STATION	LOCATION	305.0110 BASE AGGREGATE DENSE 3/4-INCH TON	305.0110 BASE AGGREGATE DENSE 1 1/4-INCH TON	COMMENTS
CATEGORY CODE 0010				
100+62 - 853+87	RT / LT	4,500	--	SHOULDERING
UNDISTRIBUTED	RT / LT	--	500	CURB & GUTTER
TOTALS		4,500	500	

ASPHALTIC ITEMS

PWL ITEMS

STATION - STATION	LOCATION	455.0605 TACK COAT GAL	460.6224 HMA PAVEMENT 4 MT 58-28 S TON	465.0105 ASPHALTIC SURFACE TON	465.0120 ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES TON
CATEGORY CODE 0010					
100+62 - 853+87	CL / RT/ LT	19,050	31,300	1,500	75
TOTALS		19,050	31,300	1,500	75

STATION - STATION	460.0105.S HMA PERCENT WITHIN LIMITS (PWL) TEST STRIP VOLUMETRICS EACH	460.0110.S HMA PERCENT WITHIN LIMITS (PWL) TEST STRIP DENSITY EACH
CATEGORY CODE 0010		
PROJECT 5020-01-60	1	1
TOTALS		1

LOCATION	STATION	MIXTURE USE	UNDERLYING SURFACE	BID ITEM	TONS	THICKNESS	MIXTURE ACCEPTANCE	DENSITY ACCEPTANCE
12' Driving Lane	100+62 - 853+87	Upper Layer	Existing HMA Surface	4 MT 58-28 S	25,000	2"	PWL Incentive Air Voids HMA Pavement 460.2010	Incentive Density PWL HMA Pavement 460.2005
3' Shoulder / Side Roads / Guardrail	100+62 - 853+87	Upper Layer	Existing HMA Surface	4 MT 58-28 S	6,300	2"	PWL Incentive Air Voids HMA Pavement 460.2010	Acceptance testing by the department, not eligible for incentive

MISC. SHEET 1

3

FLUME ITEMS

STATION - STATION LOCATION		465.0315 ASPHALTIC FLUMES		COMMENTS
SY	SY	SY	SY	
CATEGORY CODE 0010				
276+50	RT	10		STH 58/ CTH F INTERSECTION
299+00 - 300+00	RT	50		STH 58 MAINLINE C&G
616+50	LT	10		STH 58/CTH I INTERSECTICION
664+00	LT/RT	15		STH 58/CTH O INTERSECTION
TOTALS		85		

RUBBLE STRIP ITEMS

STATION - STATION LOCATION		465.0475 ASPHALTIC CENTERLINE 2-LANE RURAL	
LF	LF	LF	LF
CATEGORY CODE 0010			
100+62 - 853+87	CL	73,550	
TOTALS		73,550	

SIGNING ITEMS

STATION - STATION LOCATION	638.2102 MOVING SIGNS TYPE II	638.3000 REMOVING SMALL SIGN SUPPORTS	634.0612 POSTS WOOD 4X6-INCH X 12-FT	634.0616 POSTS WOOD 4X6-INCH X 16-FT	COMMENT
	EACH	EACH	EACH	EACH	
CATEGORY CODE 0010					
100+00 - 100+50	2	2	2	--	ISLAND SIGNS
UNDISTRIBUTED	10	10	--	10	NO PASSING SIGNS
TOTALS		12	12	2	10

3

CONCRETE CURB AND GUTTER ITEMS

STATION - STATION LOCATION	LOCATION	601.0415 CONCRETE C&G 6-INCH SLOPED 30-INCH TYPE J	601.0407 CONCRETE C&G 18-INCH TYPE D	601.0557 CONCRETE C&G 6-INCH SLOPED 36-INCH TYPE D	650.5500 CONSTRUCTION STAKING CURB AND GUTTER
		LF	LF	LF	LF
CATEGORY CODE 0010					
99+95 - 100+35	LT	--	95	--	95
INCIDENTIAL	LT/RT	255	--	150	405
TOTALS		255	95	150	500

RIPRAP AND GEOTEXTILE FABRIC ITEMS

STATION	LOCATION	606.0050 RIPRAP EXTRA-LIGHT	606.0200 RIPRAP MEDIUM	645.0120 GEOTEXTILE FABRIC TYPE HR
		CY	CY	SY
CATEGORY CODE 0010				
659+50 - 660+20	LT/RT	5	50	75
767+00 - 768+20	LT/RT	5	55	85
TOTALS		10	105	160

LANDSCAPING ITEMS

STATION - STATION LOCATION	LOCATION	625.0100 TOPSOIL	628.1504 SILT FENCE	628.1520 SILT FENCE MAINTENANCE	628.2008 EROSION MAT URBAN CLASS I TYPE B	629.0210 FERTILIZER TYPE B	630.0140 SEED MIX NO. 40	630.0500 SEED WATER	COMMENTS
		SY	LF	LF	SY	CWT	LBS	MGAL	
CATEGORY CODE 0010									
658+67 - 659+75	LT	275	150	75	275	0.1	4	5	
658+67 - 659+75	RT	400	150	75	400	0.2	6	8	
660+00 - 661+04	LT	500	150	75	500	0.3	7	10	DO NOT APPLY
660+00 - 661+04	RT	375	150	75	375	0.2	5	7	FERTILIZER WITHIN
766+40 - 767+50	LT	500	150	75	500	0.3	8	11	20 FT OF WATER /
766+33 - 767+50	RT	450	150	75	450	0.2	7	9	WETLANDS
768+00 - 769+12	LT	400	150	75	400	0.2	6	8	
768+00 - 769+14	RT	450	150	75	450	0.2	6	9	
UNDISTRIBUTED	LT/RT	650	300	150	650	0.3	12	13	C&G RESTORATION
TOTALS		4,000	1,500	750	4,000	2.0	60	80	

SAFETY ISLAND ITEMS

STATION	LOCATION	602.2400 CONCRETE SAFETY ISLAND
SY	SY	SF
CATEGORY CODE 0010		
99+95 - 100+35	LT/RT	320
TOTAL		320

WATER

STATION - STATION LOCATION	624.0100 WATER	COMMENT
MGAL	MGAL	
CATEGORY CODE 0010		
PROJECT 5020-01-60	50	COMPACTION / DUST
TOTALS		50

MISC. SHEET 2

MARKING LINE ITEMS

STATION - STATION	LOCATION	646.1020 EPOXY 4-INCH YELLOW LF	646.1040 GROOVED WET REFLECTIVE EPOXY 4-INCH WHITE LF	646.3020 EPOXY 8-INCH WHITE LF	646.6120 STOP LINE EPOXY 18-INCH WHITE LF	646.8120 CURB EPOXY YELLOW LF	646.8220 ISLAND NOSE EPOXY YELLOW EACH	648.0101 LOCATING NO PASSING ZONES MI	649.0106 TEMPORARY PAINT 4-INCH YELLOW LF	649.0120 TEMPORARY EPOXY 4-INCH YELLOW LF	COMMENTS
100+00 - 853+87	LT/ RT/CL	137,500	147,500	40	30	90	3	14.3	137,500	137,500	TEMP PAINT FOR MILLED SURFACE
TOTALS		137,500	147,500	40	30	90	3	14.3	137,500	137,500	

DITCH CHECK ITEMS

STATION	LOCATION	628.7504 TEMPORARY DITCH CHECKS LF	COMMENTS
UNDISTRIBUTED	LT/RT	330	PERPENDICULAR TO EX DIRECTION OF FLOW AS NEEDED
TOTAL		330	

SAWING ITEMS

STATION - STATION	LOCATION	690.0150 SAWING ASPHALT LF	690.0250 SAWING CONCRETE LF	COMMENTS
100+62 UNDISTRIBUTED	CL LT/RT	110 110	-- 20	SAFETY ISLAND CURB & GUTTER REPLACEMENT
TOTALS		220	20	

REMOVING DISTRESSED PAVEMENT MILLING

STATION - STATION	LOCATION	SPV.0180.01 REMOVING DISTRESSED PAVEMENT MILLING SY
100+62 - 105+00	CL	150
125+00 - 145+00	CL	700
163+00 - 180+00	CL	600
230+00 - 235+00	CL	200
245+00 - 260+00	CL	600
285+00 - 300+00	CL	600
315+00 - 355+00	CL	1,500
370+00 - 440+00	CL	2,500
475+00 - 510+00	CL	1,450
510+00 -853+87	CL	2,500
UNDISTRIBUTED		1,200
TOTALS		12,000

TRAFFIC CONTROL ITEMS

LOCATION	643.0300 DRUMS DAYS	643.0420 BARRICADES TYPE III DAYS	643.0900 SIGNS DAYS	643.1050 PCMS DAYS	643.5000 TRAFFIC CONTROL EACH	
Project 5020-01-60	1,200	80	2,000	14	1	
TOTALS		1,200	80	2,000	14	1

REFERENCE MONUMENTS ITEMS

STATION	LOCATION	SPV.0060.01 LANDMARK REFERENCE MONUMENT SPECIAL EACH	SPV.0060.02 VERIFY LANDMARK REFERENCE MONUMENT EACH
576+12	1' RT	1	1
602+63	7' LT	1	1
640+05	24' LT	1	1
TOTALS		3	3

CONSTRUCTION STAKING ITEMS

STATION - STATION	LOCATION	650.8000 RESURFACING REFERENCE LF	650.9910 SUPPLEMENTAL CONTROL LS
PROJECT 5020-01-60	CL	73,550	1
TOTALS		73,550	1

STAKING ITEMS FOR CURB AND GUTTER SHOWN ELSEWHERE

UV GRP CIPP

STATION - STATION	LOCATION	SPV.0090.01 UV GRP CIPP 36-INCH LF	COMMENTS
552+80	CL	188	EX 36-INCH
TOTALS		188	

MISC. SHEET 3

CL CURVE DATA			
CURVE 1			
PI	101+30.772	PC	100+16.67
N	83350.063	N	83287.209
E	449483.295	E	449388.018
DELTA	46°17'36"	PT	102+32.35
D	21°27'33"	N	83465.368
T	114.142'	E	449503.693
L	215.728'		
R	267.000'		
LC	209.908'		
LCB	N33°26'27"E		

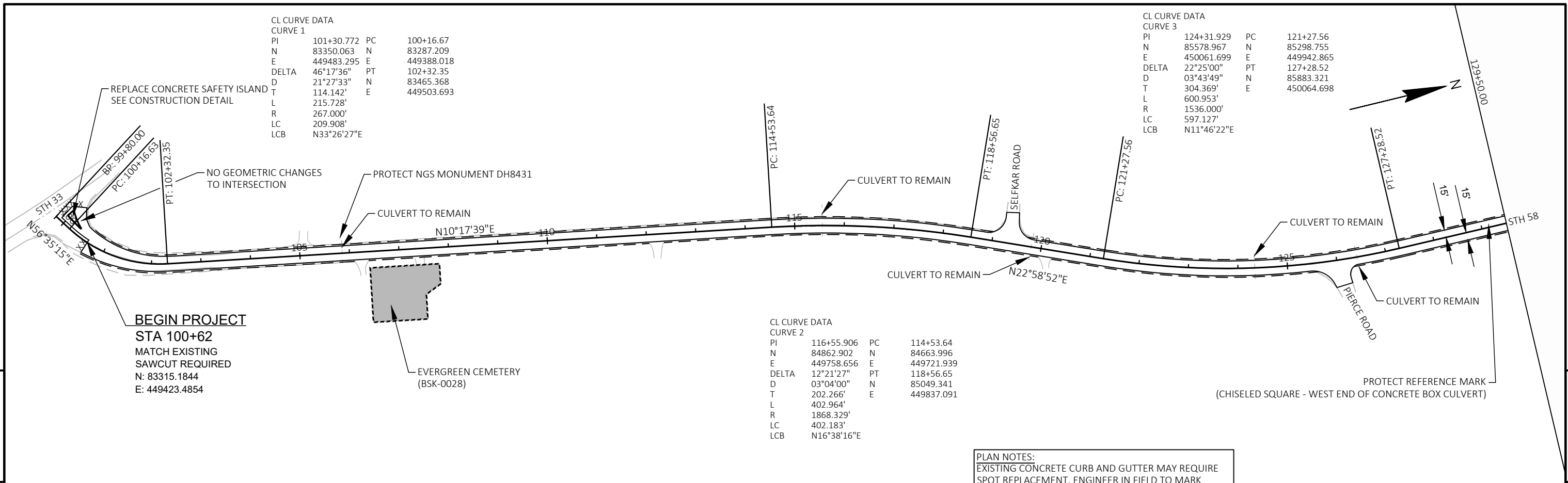
CL CURVE DATA			
CURVE 3			
PI	124+31.929	PC	121+27.56
N	85578.967	N	85298.755
E	450061.699	E	449942.865
DELTA	22°25'00"	PT	127+28.52
D	03°43'49"	N	85883.321
T	304.369'	E	450064.698
L	600.953'		
R	1536.000'		
LC	597.127'		
LCB	N11°46'22"E		

CL CURVE DATA			
CURVE 2			
PI	116+55.906	PC	114+53.64
N	84862.902	N	84663.996
E	449758.656	E	449721.939
DELTA	12°21'27"	PT	118+56.65
D	03°04'00"	N	85049.341
T	202.266'	E	449837.091
L	402.964'		
R	1868.329'		
LC	402.183'		
LCB	N16°38'16"E		

CL CURVE DATA			
CURVE 4			
PI	142+39.890	PC	138+59.81
N	87294.631	N	87014.565
E	450078.605	E	450075.845
DELTA	25°30'56"	PT	144+10.69
D	04°37'55"	N	87546.193
T	280.080'	E	450201.735
L	550.871'		
R	1237.000'		
LC	546.330'		
LCB	N13°19'20"E		

BEGIN PROJECT
STA 100+62
 MATCH EXISTING
 SAWCUT REQUIRED
 N: 83315.1844
 E: 449423.4854

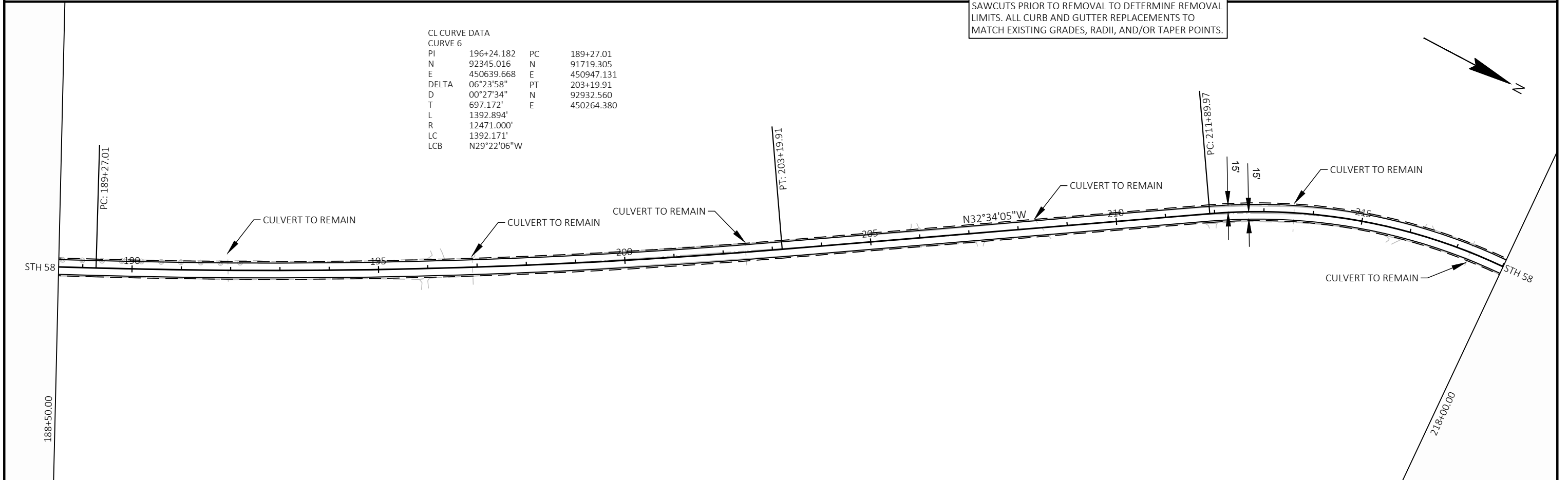
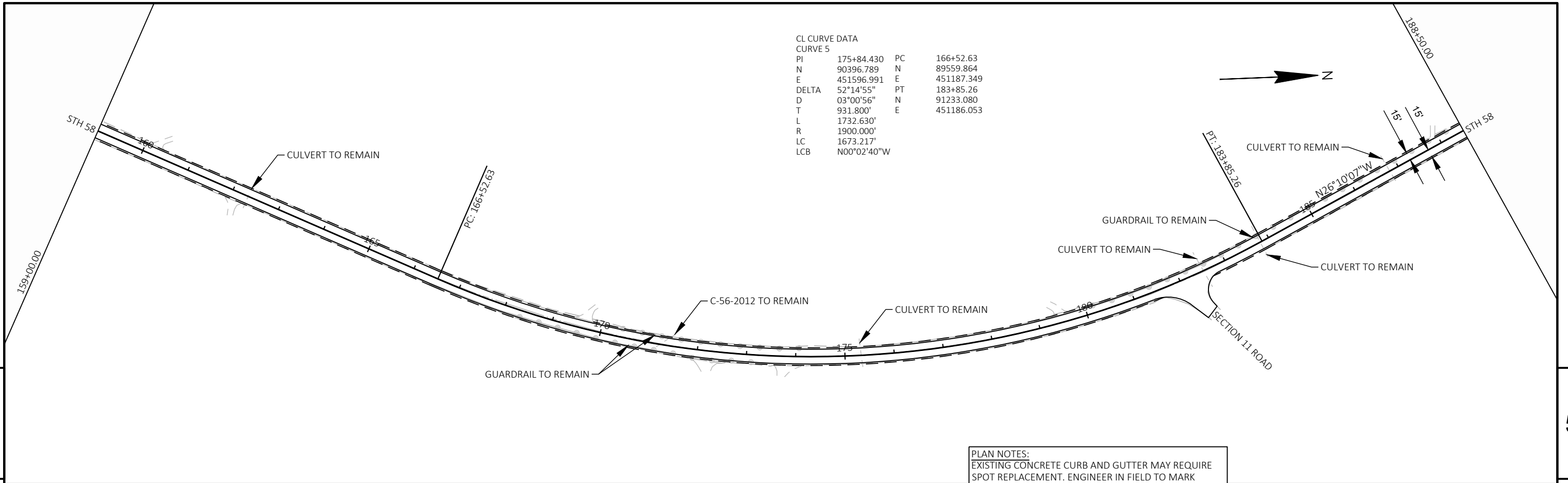
PLAN NOTES:
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CL CURVE DATA			
CURVE 5			
PI	175+84.430	PC	166+52.63
N	90396.789	N	89559.864
E	451596.991	E	451187.349
DELTA	52°14'55"	PT	183+85.26
D	03°00'56"	N	91233.080
T	931.800'	E	451186.053
L	1732.630'		
R	1900.000'		
LC	1673.217'		
LCB	N00°02'40"W		

CL CURVE DATA			
CURVE 6			
PI	196+24.182	PC	189+27.01
N	92345.016	N	91719.305
E	450639.668	E	450947.131
DELTA	06°23'58"	PT	203+19.91
D	00°27'34"	N	92932.560
T	697.172'	E	450264.380
L	1392.894'		
R	12471.000'		
LC	1392.171'		
LCB	N29°22'06"W		

PLAN NOTES:
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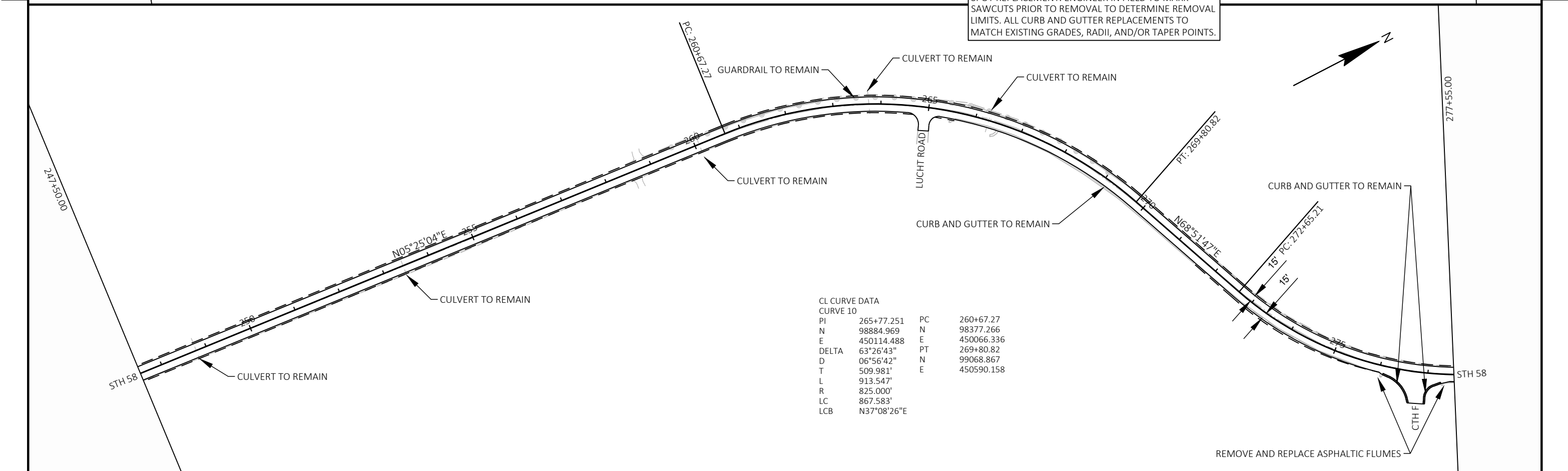
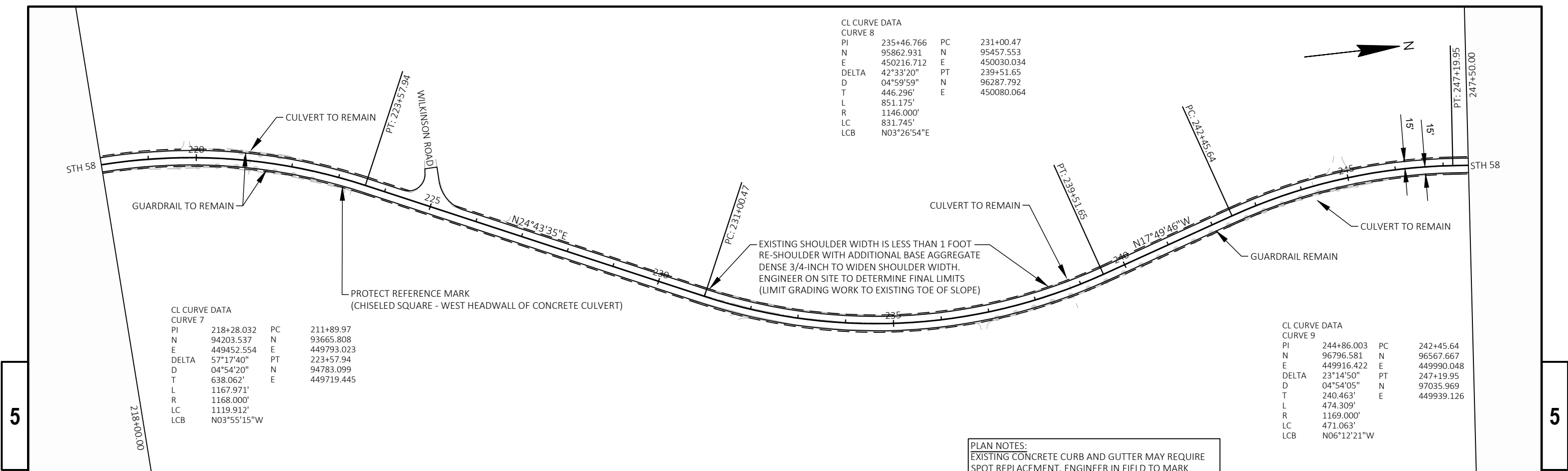


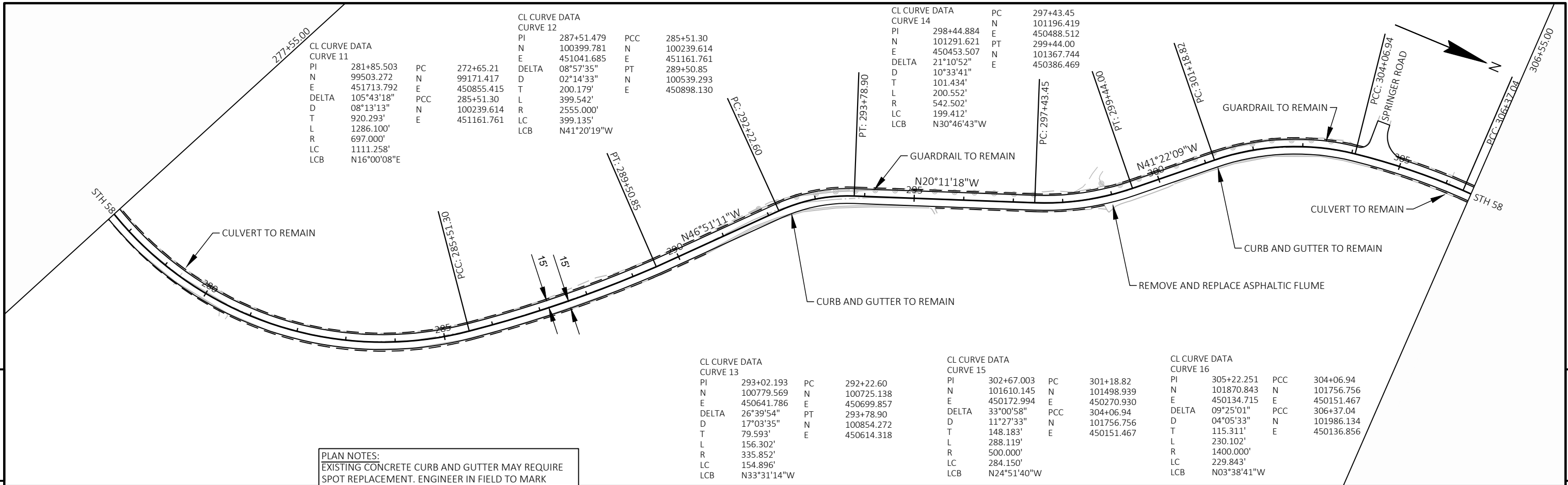
CL CURVE DATA			
CURVE 8			
PI	235+46.766	PC	231+00.47
N	95862.931	N	95457.553
E	450216.712	E	450030.034
DELTA	42°33'20"	PT	239+51.65
D	04°59'59"	N	96287.792
T	446.296'	E	450080.064
L	851.175'		
R	1146.000'		
LC	831.745'		
LCB	N03°26'54"E		

CL CURVE DATA			
CURVE 7			
PI	218+28.032	PC	211+89.97
N	94203.537	N	93665.808
E	449452.554	E	449793.023
DELTA	57°17'40"	PT	223+57.94
D	04°54'20"	N	94783.099
T	638.062'	E	449719.445
L	1167.971'		
R	1168.000'		
LC	1119.912'		
LCB	N03°55'15"W		

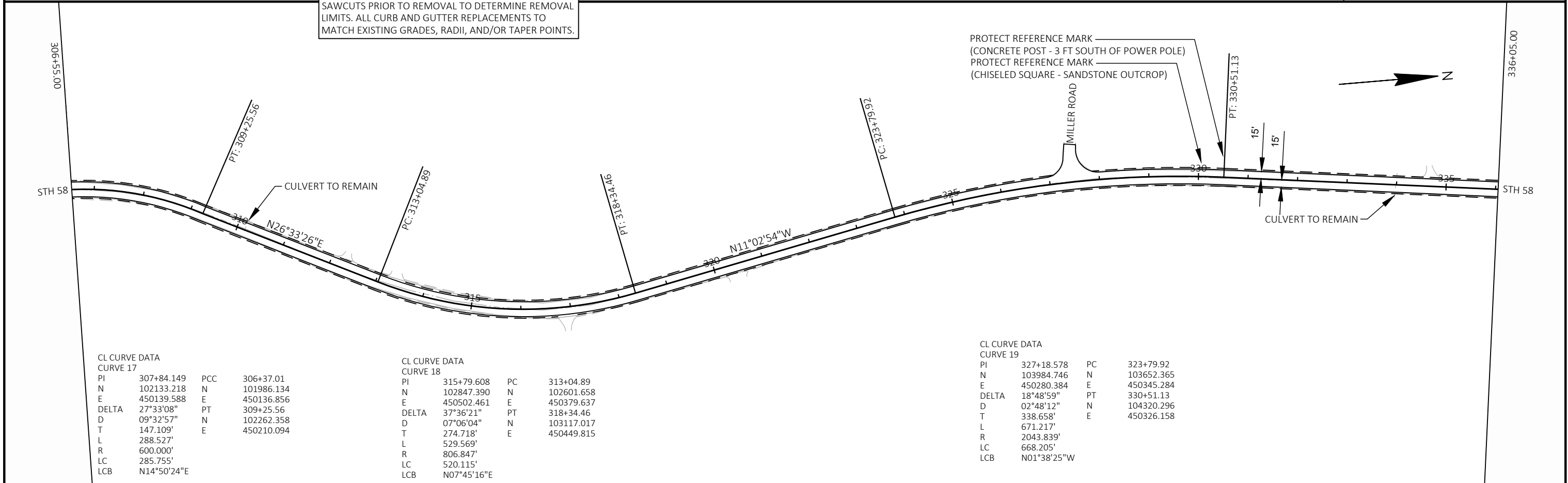
CL CURVE DATA			
CURVE 9			
PI	244+86.003	PC	242+45.64
N	96796.581	N	96567.667
E	449916.422	E	449990.048
DELTA	23°14'50"	PT	247+19.95
D	04°54'05"	N	97035.969
T	240.463'	E	449939.126
L	474.309'		
R	1169.000'		
LC	471.063'		
LCB	N06°12'21"W		

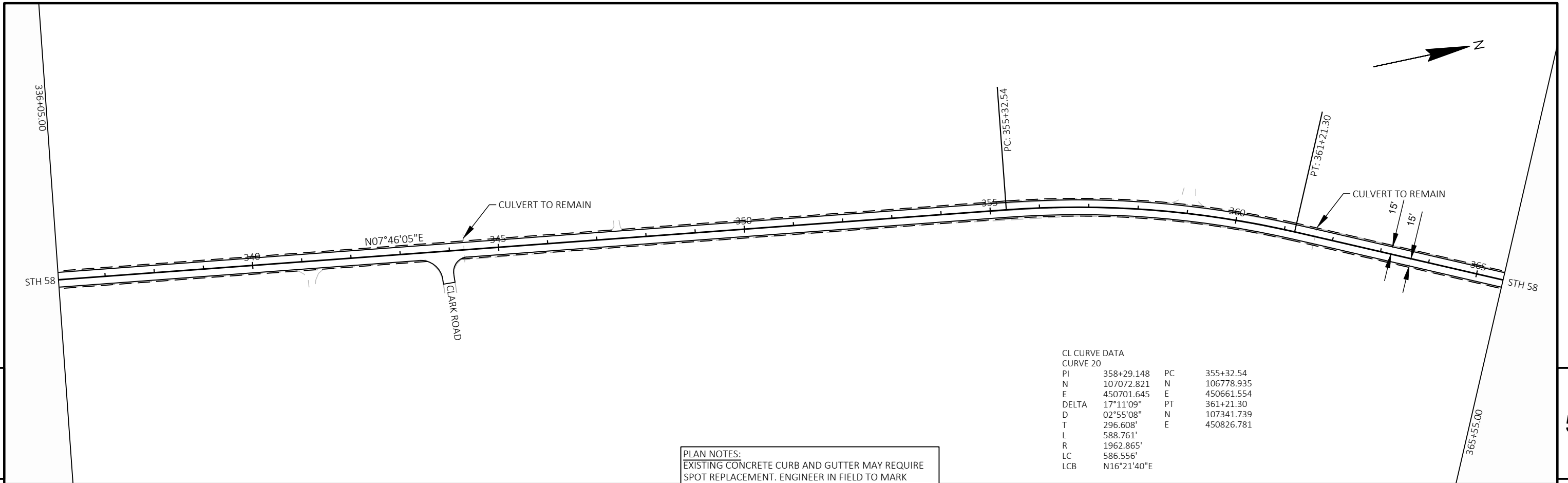
PLAN NOTES:
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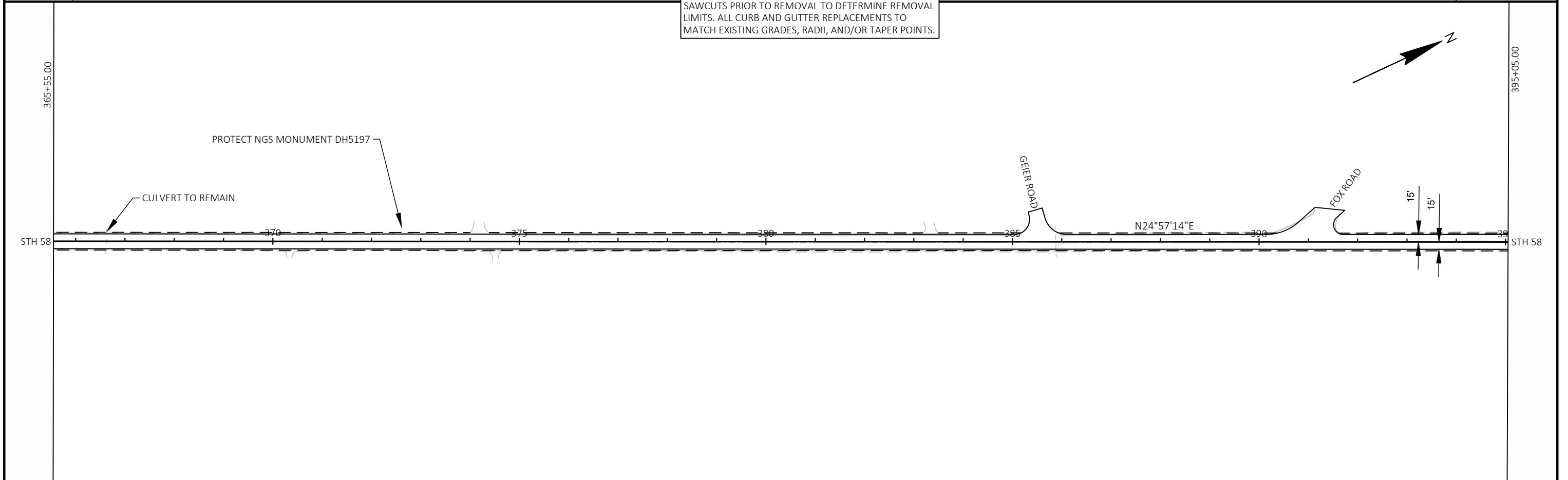


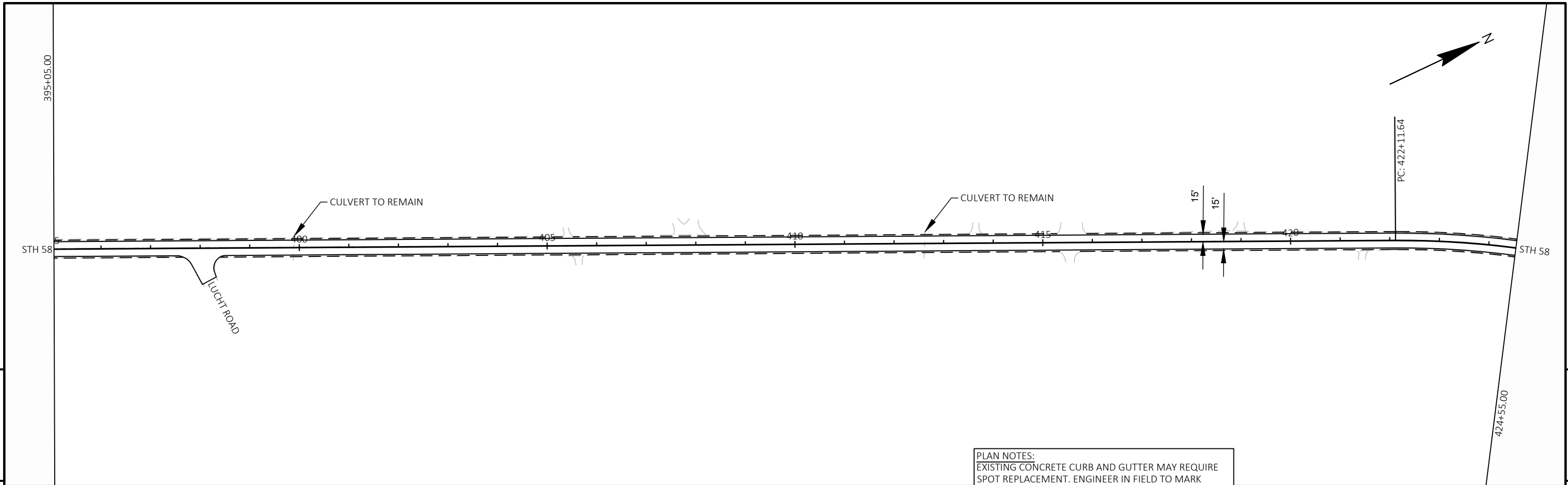
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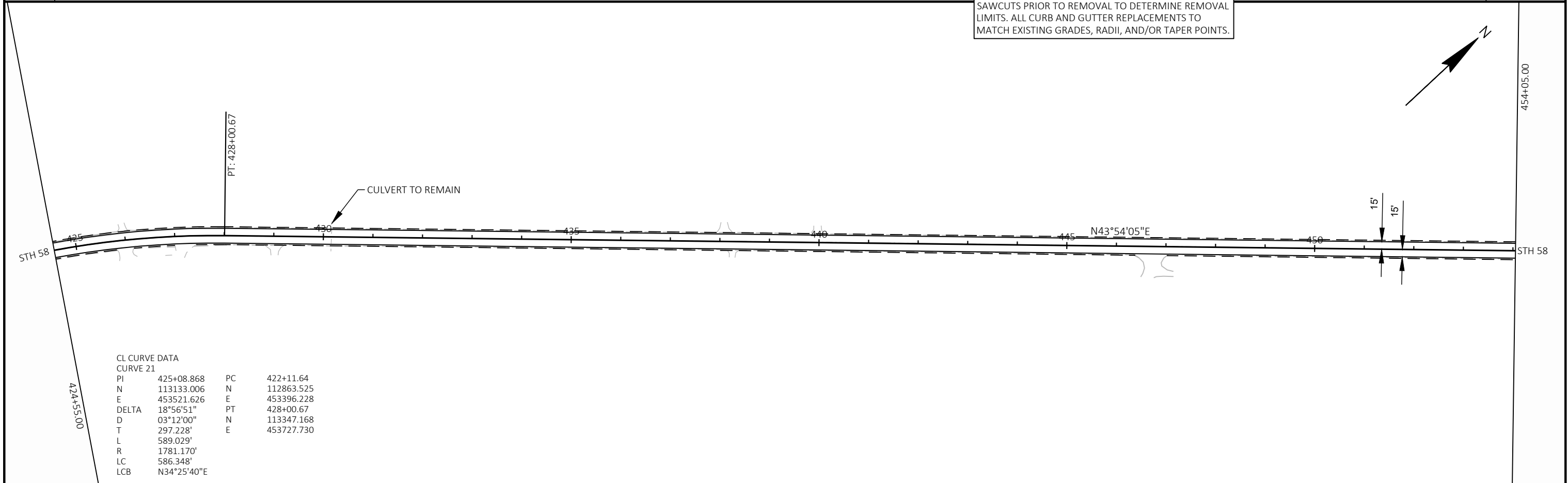


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CL CURVE DATA
 CURVE 21

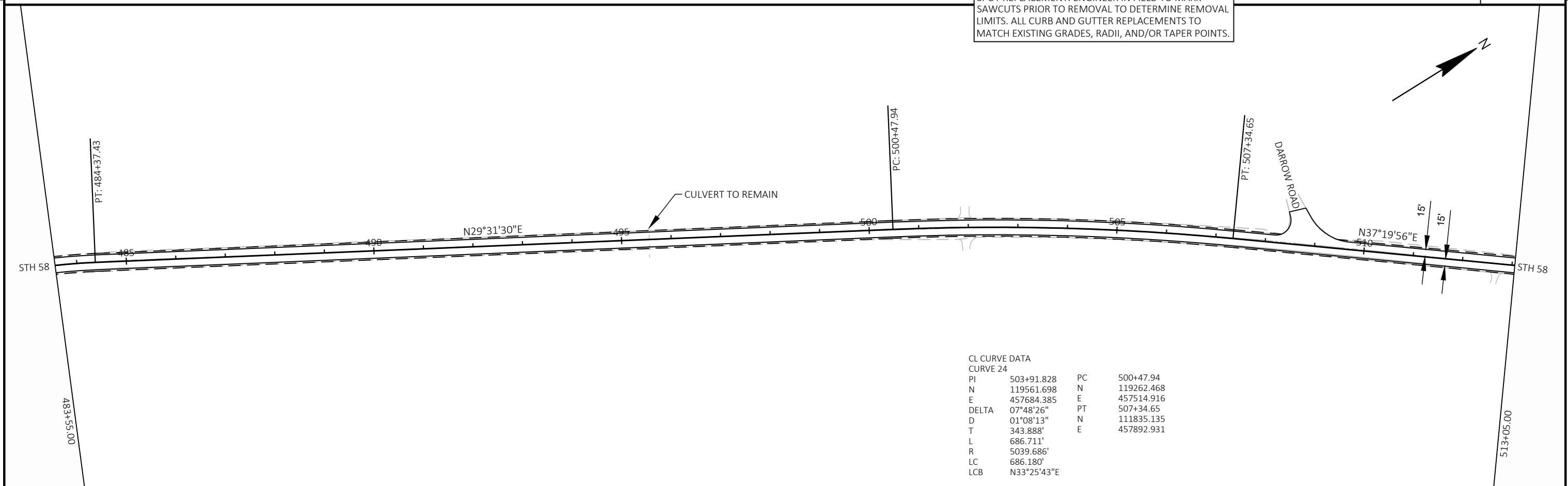
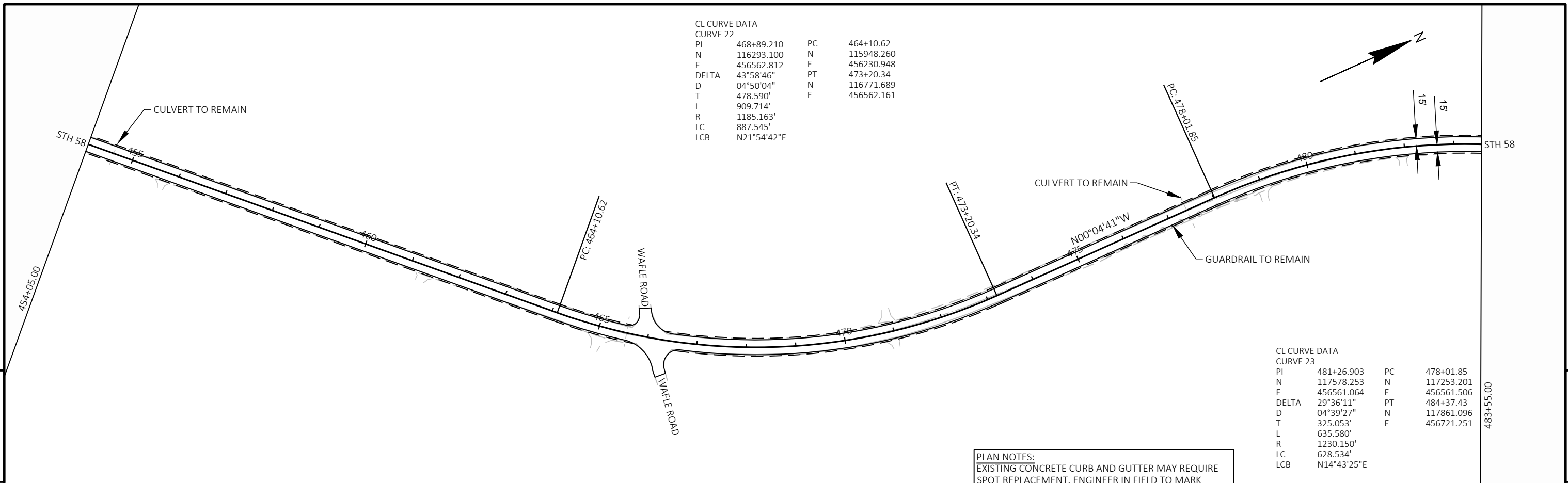
PI	425+08.868	PC	422+11.64
N	113133.006	N	112863.525
E	453521.626	E	453396.228
DELTA	18°56'51"	PT	428+00.67
D	03°12'00"	N	113347.168
T	297.228'	E	453727.730
L	589.029'		
R	1781.170'		
LC	586.348'		
LCB	N34°25'40"E		

PROJECT NO: 5020-01-60 HWY: STH 58 COUNTY: JUNEAU PLAN SHEETS SHEET E

CL CURVE DATA			
CURVE 22			
PI	468+89.210	PC	464+10.62
N	116293.100	N	115948.260
E	456562.812	E	456230.948
DELTA	43°58'46"	PT	473+20.34
D	04°50'04"	N	116771.689
T	478.590'	E	456562.161
L	909.714'		
R	1185.163'		
LC	887.545'		
LCB	N21°54'42"E		

CL CURVE DATA			
CURVE 23			
PI	481+26.903	PC	478+01.85
N	117578.253	N	117253.201
E	456561.064	E	456561.506
DELTA	29°36'11"	PT	484+37.43
D	04°39'27"	N	117861.096
T	325.053'	E	456721.251
L	635.580'		
R	1230.150'		
LC	628.534'		
LCB	N14°43'25"E		

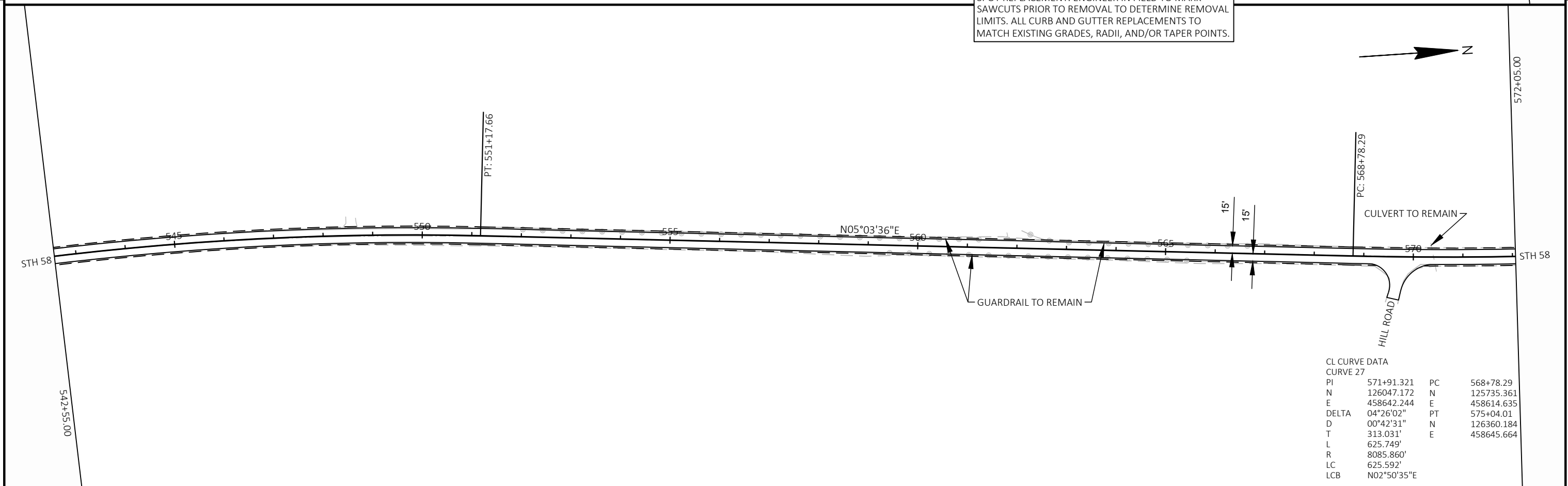
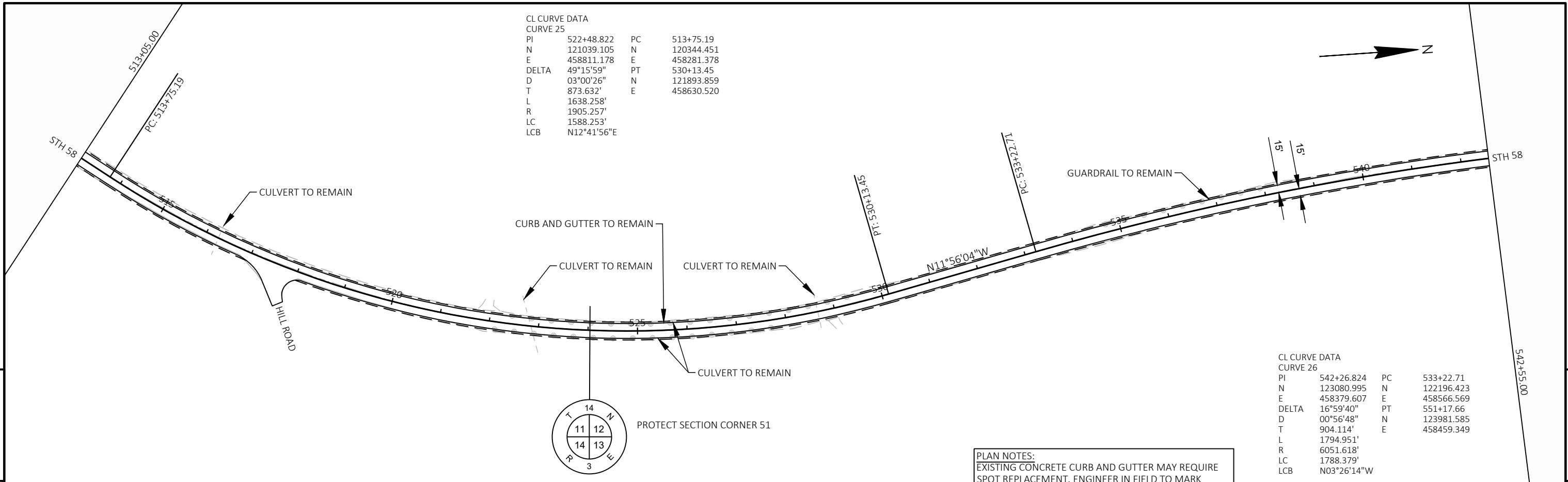
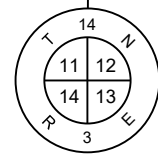
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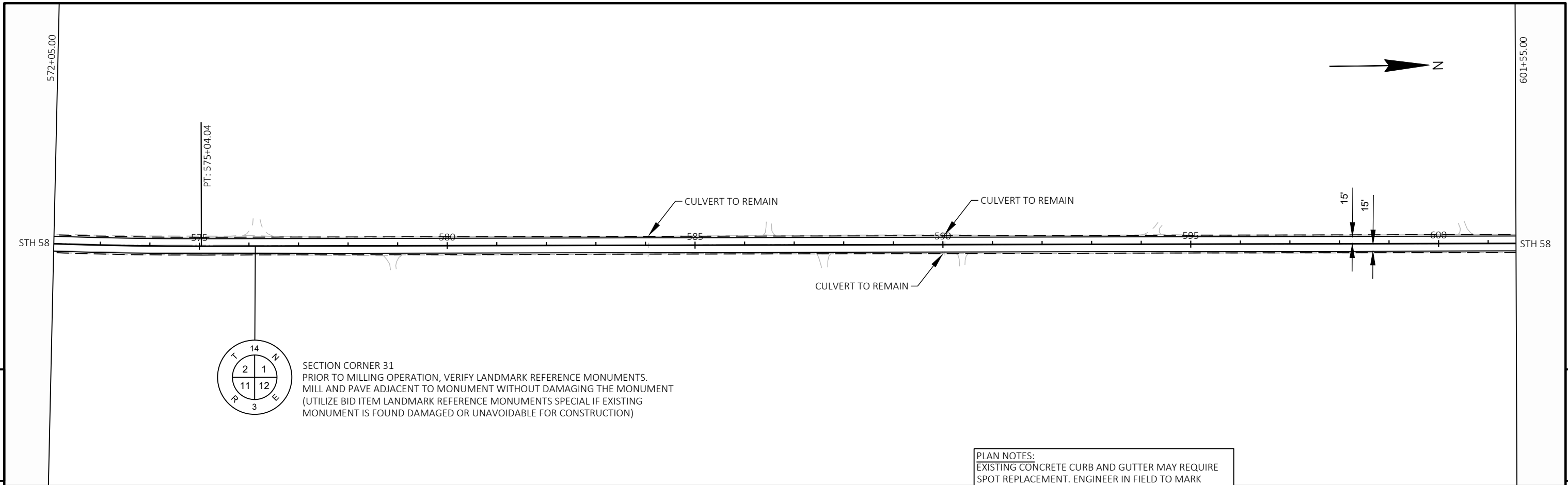
CL CURVE DATA			
CURVE 25			
PI	522+48.822	PC	513+75.19
N	121039.105	N	120344.451
E	458811.178	E	458281.378
DELTA	49°15'59"	PT	530+13.45
D	03°00'26"	N	121893.859
T	873.632'	E	458630.520
L	1638.258'		
R	1905.257'		
LC	1588.253'		
LCB	N12°41'56"E		

CL CURVE DATA			
CURVE 26			
PI	542+26.824	PC	533+22.71
N	123080.995	N	122196.423
E	458379.607	E	458566.569
DELTA	16°59'40"	PT	551+17.66
D	00°56'48"	N	123981.585
T	904.114'	E	458459.349
L	1794.951'		
R	6051.618'		
LC	1788.379'		
LCB	N03°26'14"W		

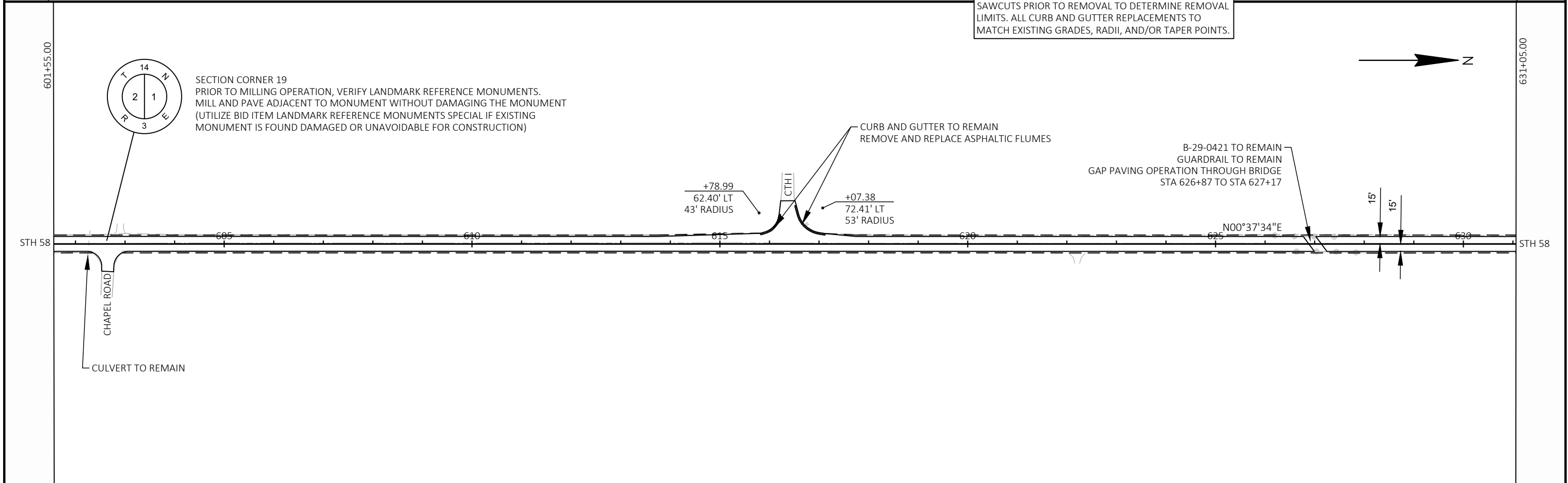
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PROJECT NO: 5020-01-60	HWY: STH 58	COUNTY: JUNEAU	PLAN SHEETS	SHEET	E
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PLAN NOTES:
 EXISTING CONCRETE CURB AND GUTTER MAY REQUIRE SPOT REPLACEMENT. ENGINEER IN FIELD TO MARK SAWCUTS PRIOR TO REMOVAL TO DETERMINE REMOVAL LIMITS. ALL CURB AND GUTTER REPLACEMENTS TO MATCH EXISTING GRADES, RADII, AND/OR TAPER POINTS.

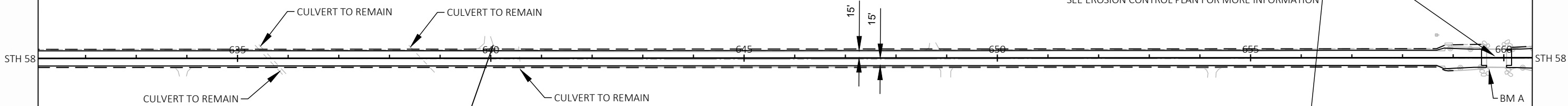


PROJECT NO: 5020-01-60	HWY: STH 58	COUNTY: JUNEAU	PLAN SHEETS	SHEET	E
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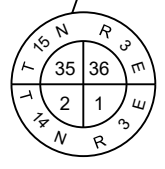
631+05.00

660+55.00

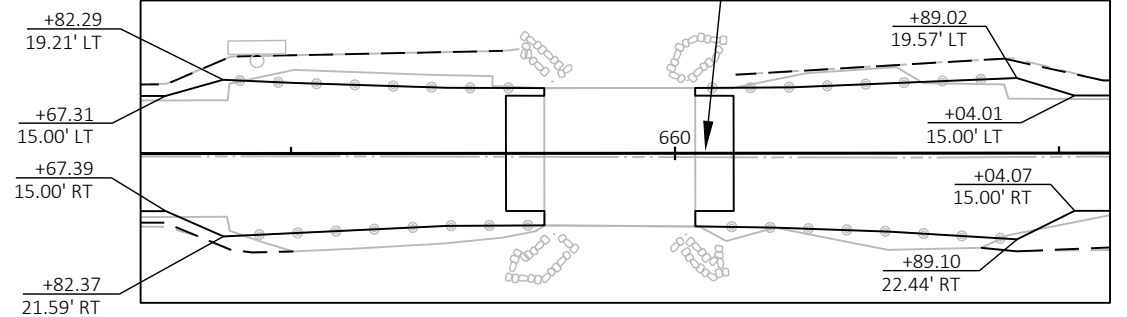
BENCH MARKS			
NO.	STATION	DESCRIPTION	ELEV.
BM A	659+71	BRASS CAP	906.615



B-29-0119 TO REMAIN
 GUARDRAIL TO REMAIN
 GAP PAVING OPERATION THROUGH THE BRIDGE (STA 659+56 TO STA 660+15)
 REPLACE ASPHALT SHOULDERS ADJACENT TO CONCRETE APPROACH SLAB
 STABILIZE SHOULDER SLOPES BEHIND WING WALLS
 SEE EROSION CONTROL PLAN FOR MORE INFORMATION



SECTION CORNER 131
 PRIOR TO MILLING OPERATION, VERIFY LANDMARK REFERENCE MONUMENTS.
 MILL AND PAVE ADJACENT TO MONUMENT WITHOUT DAMAGING THE MONUMENT
 (UTILIZE BID ITEM LANDMARK REFERENCE MONUMENTS SPECIAL IF EXISTING
 MONUMENT IS FOUND DAMAGED OR UNAVOIDABLE FOR CONSTRUCTION)

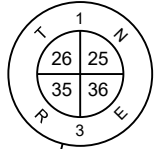


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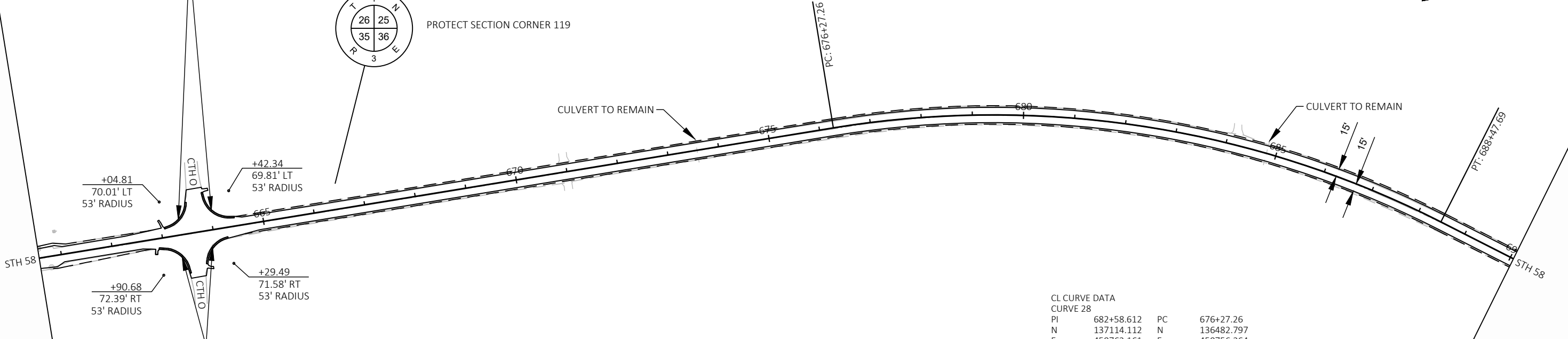
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PLAN NOTES:
 EXISTING CONCRETE CURB AND GUTTER MAY REQUIRE
 SPOT REPLACEMENT. ENGINEER IN FIELD TO MARK
 SAWCUTS PRIOR TO REMOVAL TO DETERMINE REMOVAL
 LIMITS. ALL CURB AND GUTTER REPLACEMENTS TO
 MATCH EXISTING GRADES, RADII, AND/OR TAPER POINTS.

CURB AND GUTTER TO REMAIN
 REMOVE AND REPLACE
 ASPHALTIC FLUMES



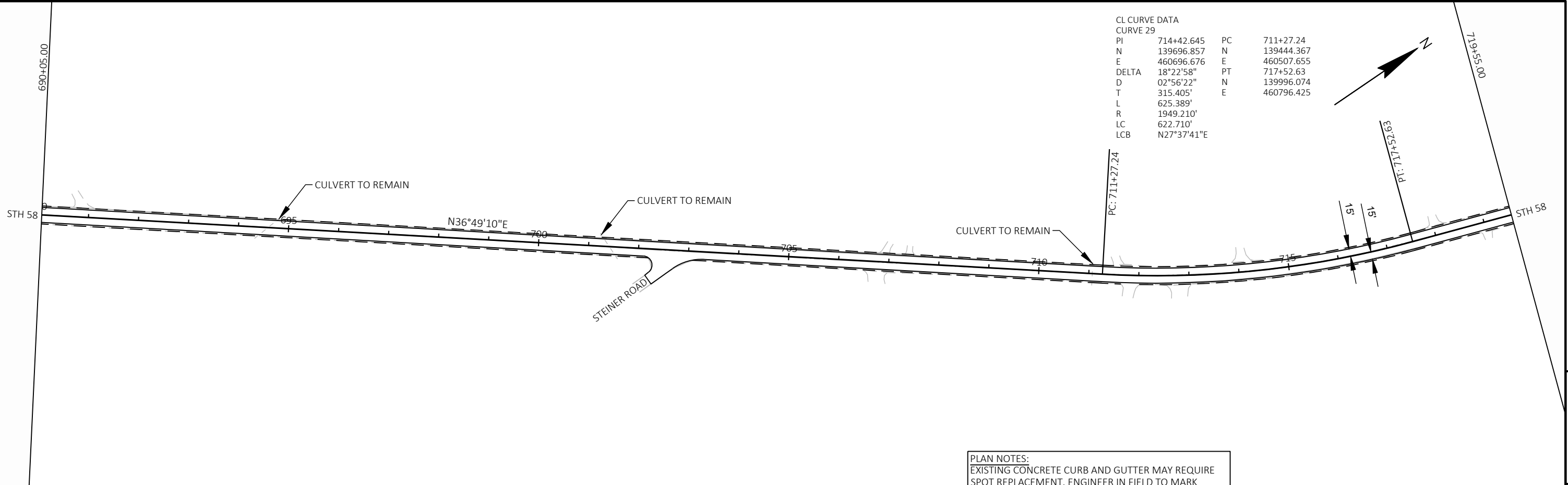
PROTECT SECTION CORNER 119



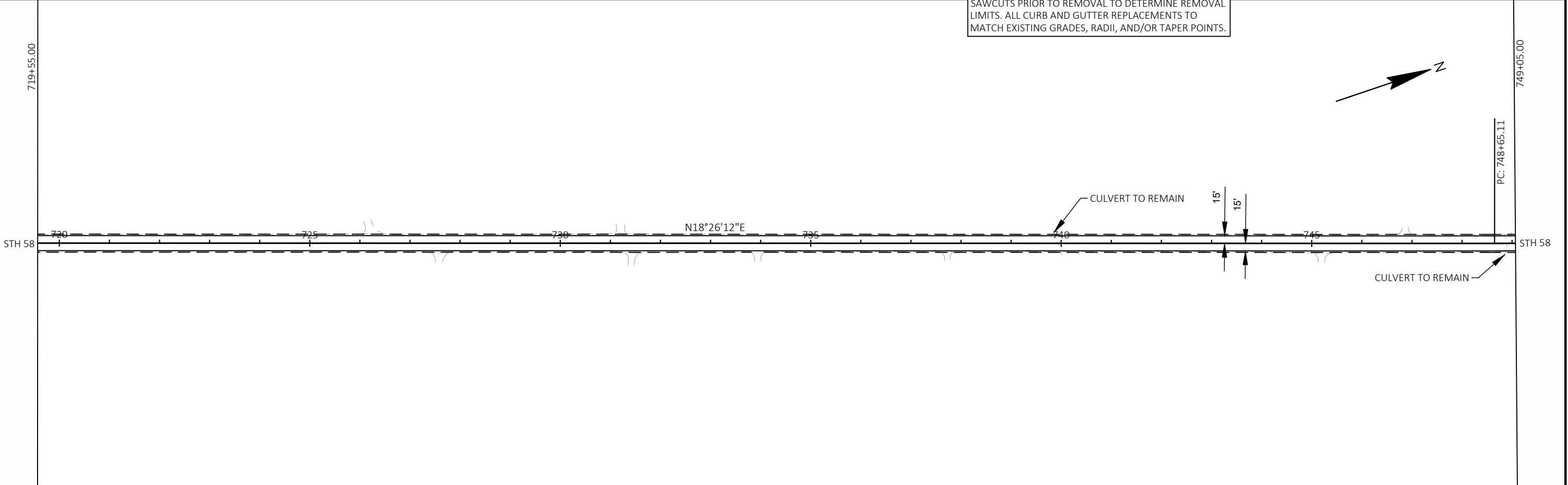
CL CURVE DATA			
CURVE 28			
PI	682+58.612	PC	676+27.26
N	137114.112	N	136482.797
E	458763.161	E	458756.264
DELTA	36°11'37"	PT	688+47.69
D	02°57'56"	N	137619.526
T	631.352'	E	459141.529
L	1220.433'		
R	1931.993'		
LC	1200.243'		
LCB	N18°43'22"E		

CURB AND GUTTER TO REMAIN
 REMOVE AND REPLACE ASPHALTIC FLUMES

CL CURVE DATA			
CURVE 29			
PI	714+42.645	PC	711+27.24
N	139696.857	N	139444.367
E	460696.676	E	460507.655
DELTA	18°22'58"	PT	717+52.63
D	02°56'22"	N	139996.074
T	315.405'	E	460796.425
L	625.389'		
R	1949.210'		
LC	622.710'		
LCB	N27°37'41"E		



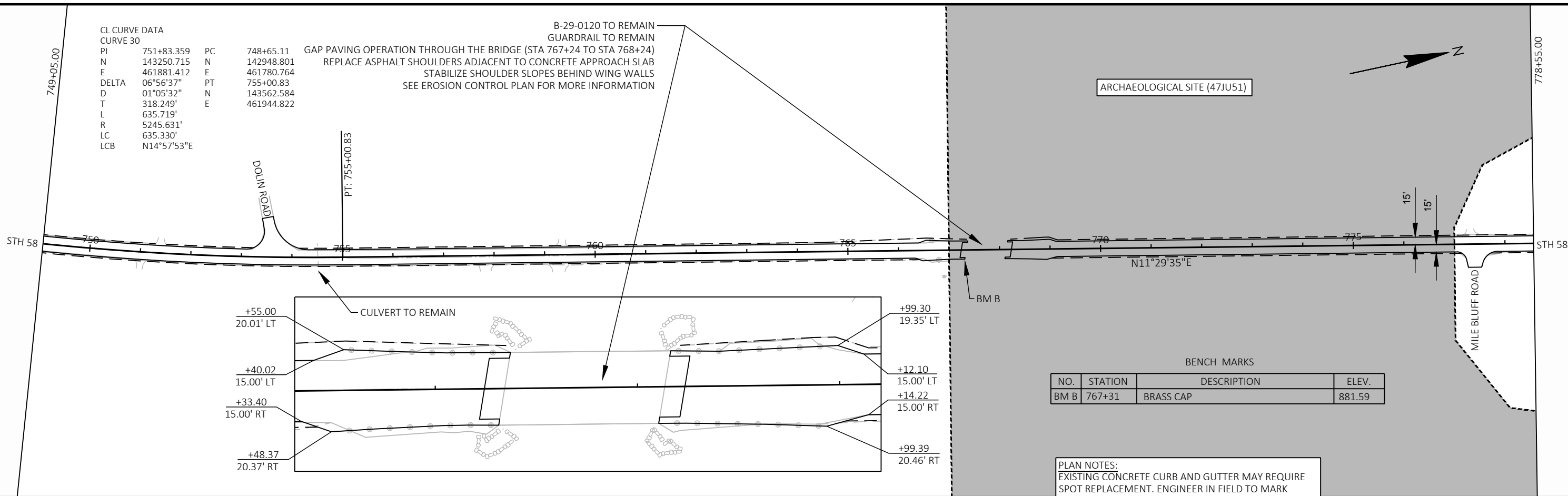
PLAN NOTES:
 EXISTING CONCRETE CURB AND GUTTER MAY REQUIRE SPOT REPLACEMENT. ENGINEER IN FIELD TO MARK SAWCUTS PRIOR TO REMOVAL TO DETERMINE REMOVAL LIMITS. ALL CURB AND GUTTER REPLACEMENTS TO MATCH EXISTING GRADES, RADII, AND/OR TAPER POINTS.



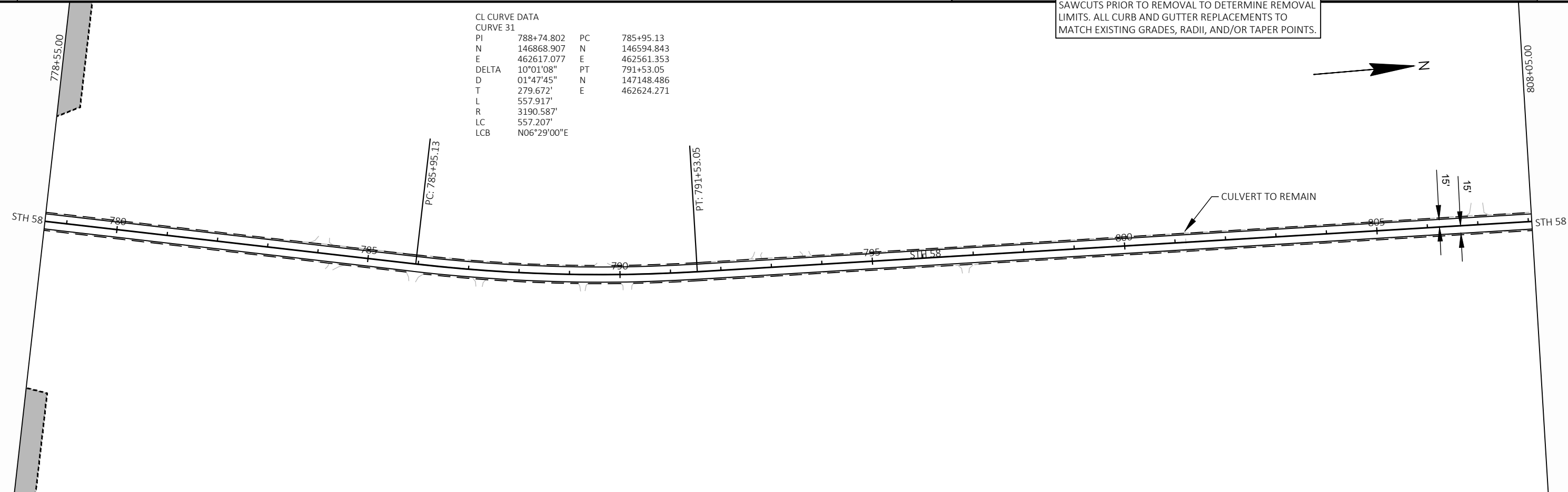
CL CURVE DATA
 CURVE 30
 PI 751+83.359 PC 748+65.11
 N 143250.715 N 142948.801
 E 461881.412 E 461780.764
 DELTA 06°56'37" PT 755+00.83
 D 01°05'32" N 143562.584
 T 318.249' E 461944.822
 L 635.719'
 R 5245.631'
 LC 635.330'
 LCB N14°57'53"E

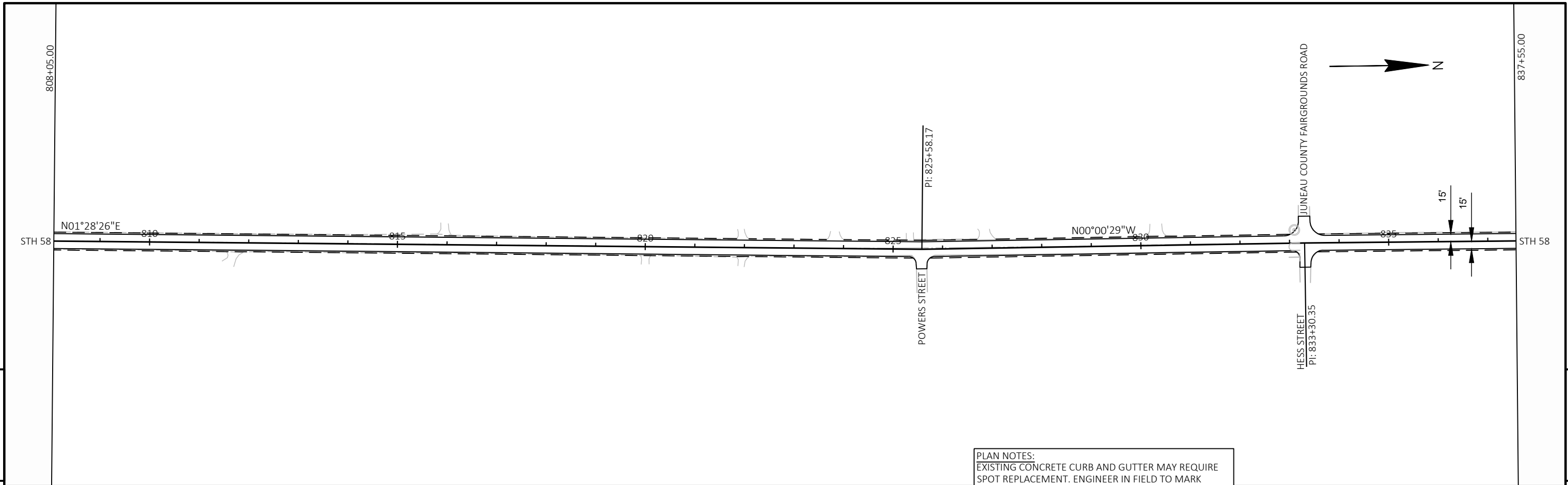
B-29-0120 TO REMAIN
 GUARDRAIL TO REMAIN
 GAP PAVING OPERATION THROUGH THE BRIDGE (STA 767+24 TO STA 768+24)
 REPLACE ASPHALT SHOULDERS ADJACENT TO CONCRETE APPROACH SLAB
 STABILIZE SHOULDER SLOPES BEHIND WING WALLS
 SEE EROSION CONTROL PLAN FOR MORE INFORMATION

ARCHAEOLOGICAL SITE (47JU51)



CL CURVE DATA
 CURVE 31
 PI 788+74.802 PC 785+95.13
 N 146868.907 N 146594.843
 E 462617.077 E 462561.353
 DELTA 10°01'08" PT 791+53.05
 D 01°47'45" N 147148.486
 T 279.672' E 462624.271
 L 557.917'
 R 3190.587'
 LC 557.207'
 LCB N06°29'00"E

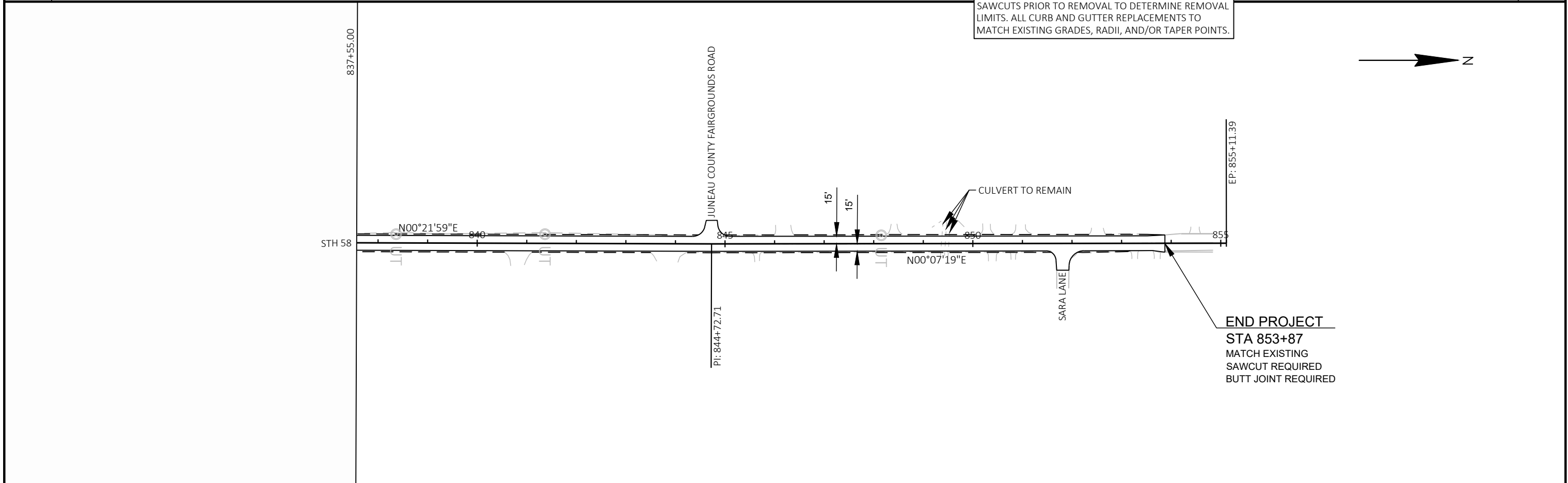




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5

PLAN NOTES:
 EXISTING CONCRETE CURB AND GUTTER MAY REQUIRE
 SPOT REPLACEMENT. ENGINEER IN FIELD TO MARK
 SAWCUTS PRIOR TO REMOVAL TO DETERMINE REMOVAL
 LIMITS. ALL CURB AND GUTTER REPLACEMENTS TO
 MATCH EXISTING GRADES, RADII, AND/OR TAPER POINTS.

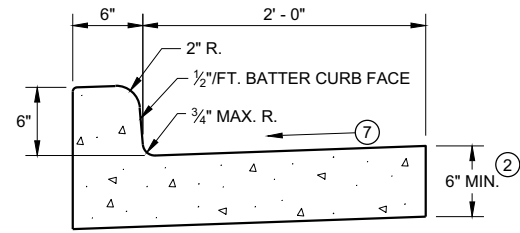


END PROJECT
 STA 853+87
 MATCH EXISTING
 SAWCUT REQUIRED
 BUTT JOINT REQUIRED

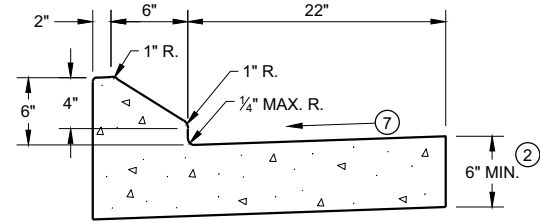
PROJECT NO: 5020-01-60	HWY: STH 58	COUNTY: JUNEAU	PLAN SHEETS	SHEET	E
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Standard Detail Drawing List

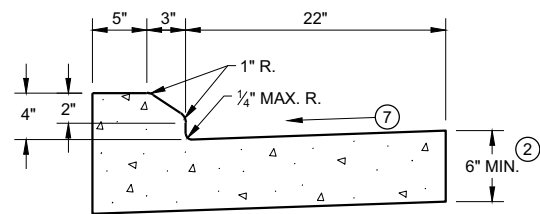
08D01-22A	CONCRETE CURB & GUTTER
08D01-22B	CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS
08D04-06	CONCRETE SURFACE DRAINS & ASPHALTIC FLUMES
08D22-01	DRIVEWAYS WITHOUT CURB & GUTTER RESURFACING PROJECTS RURAL
08E08-03	TYPICAL INSTALLATIONS OF EROSION BALES / TEMPORARY DITCH CHECKS
08E09-06	SILT FENCE
13A11-03A	2-LANE RURAL CENTER LINE RUMBLE STRIP, MILLING
13A11-03B	2-LANE RURAL CENTER LINE RUMBLE STRIP, MILLING
14B29-01	SAFETY EDGE
15C04-05	TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 M.P.H. OR GREATER TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC
15C08-21A	LONGITUDINAL MARKING (MAINLINE)
15C08-21B	TEMPORARY LONGITUDINAL PAVEMENT MARKING
15C08-21C	PAVEMENT MARKING (TURN LANES)
15C08-21D	PAVEMENT MARKING (TURN LANES)
15C11-09B	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
15C18-06A	MEDIAN ISLAND MARKING PAVEMENT MARKINGS
15C18-06B	MEDIAN ISLAND MARKING MEDIAN ISLAND NOSE
15C19-07A	MOVING PAVEMENT MARKING OPERATION TWO-LANE TWO-WAY ROADWAY
15C33-04	STOP LINE AND CROSSWALK PAVEMENT MARKING
15C35-04A	PAVEMENT MARKING (INTERSECTIONS)
15D06-05	TRAFFIC CONTROL, TWO LANE TWO WAY OPERATION
15D28-04	TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY
15D39-02	TRAFFIC CONTROL, DROP-OFF SIGNING
15D44-02	TRAFFIC CONTROL, SIGNING ON ROADWAYS WITH MILLED SURFACES
15D45-03	TRAFFIC CONTROL, SIGNING ON ROADWAYS WITH LOOSE GRAVEL
15D51-01	TRAFFIC CONTROL, MOBILE OPERATIONS ON AN UNDIVIDED ROADWAY
16A01-07	LANDMARK REFERENCE MONUMENTS AND COVERS



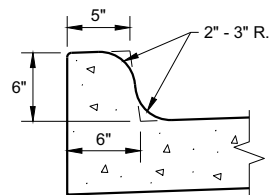
TYPES A^① & D



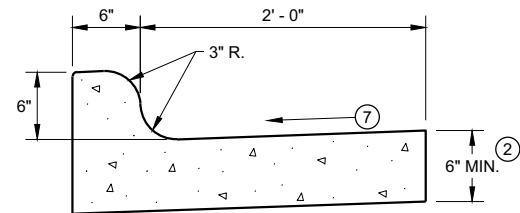
6" SLOPED CURB TYPES G^① & J



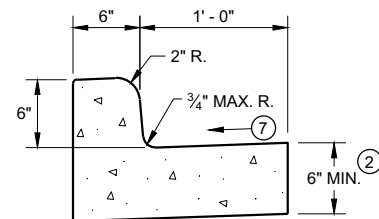
4" SLOPED CURB TYPES G^① & J



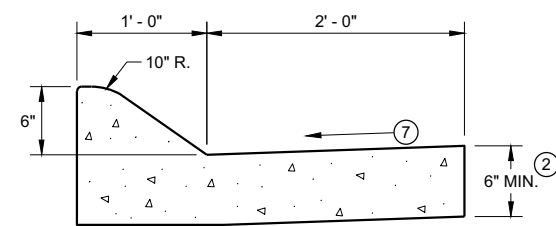
TYPES K^① & L
(OPTIONAL CURB SHAPE)



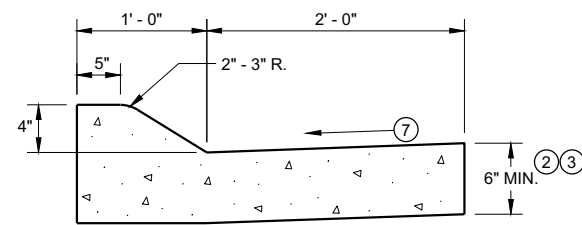
TYPES K^① & L
CONCRETE CURB AND GUTTER 30"



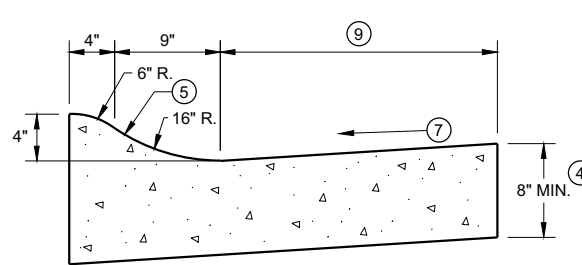
TYPES A^① & D
CONCRETE CURB AND GUTTER 18"



6" SLOPED CURB TYPES A^① & D

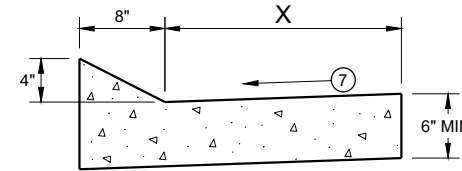


4" SLOPED CURB TYPES A^① & D
CONCRETE CURB AND GUTTER 36"



4" SLOPED CURB TYPES R^① & T

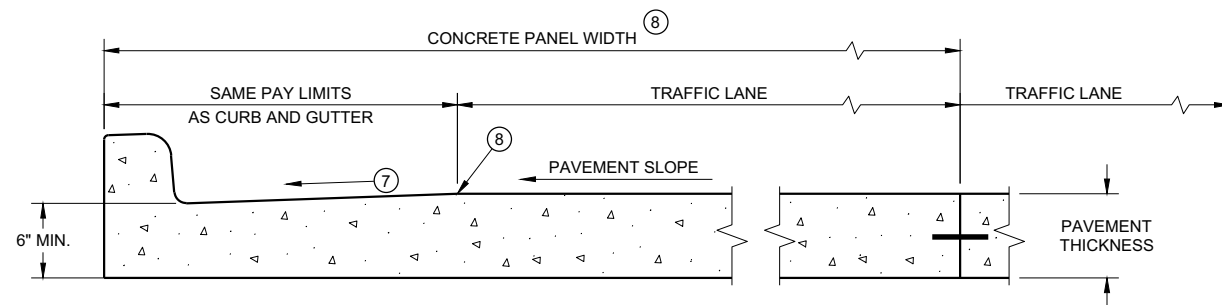
TBT & TBTT	X
30"	22"
36"	28"



TYPES TBT & TBTT^①
CONCRETE CURB AND GUTTER

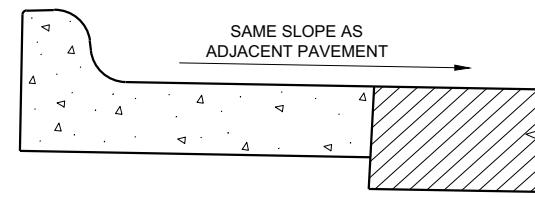
PAVEMENT THICKNESS
AND MAXIMUM CONCRETE
PANEL WIDTH TABLE

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



PARTIAL SECTION OF PAVEMENT *
WITH INTEGRAL CURB AND GUTTER

* BIKE LANE IS NOT SHOWN



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

GENERAL NOTES

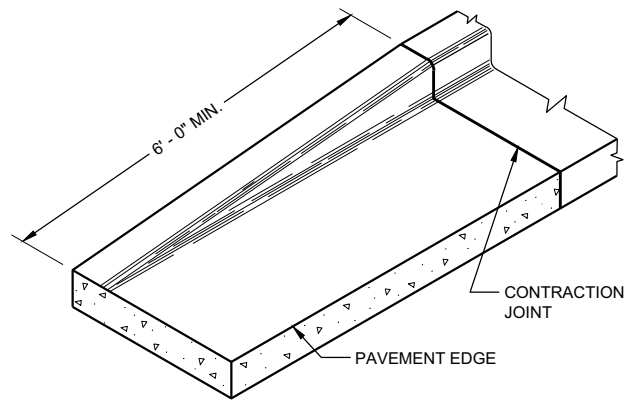
DETAILS OF CONSTRUCTION AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

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

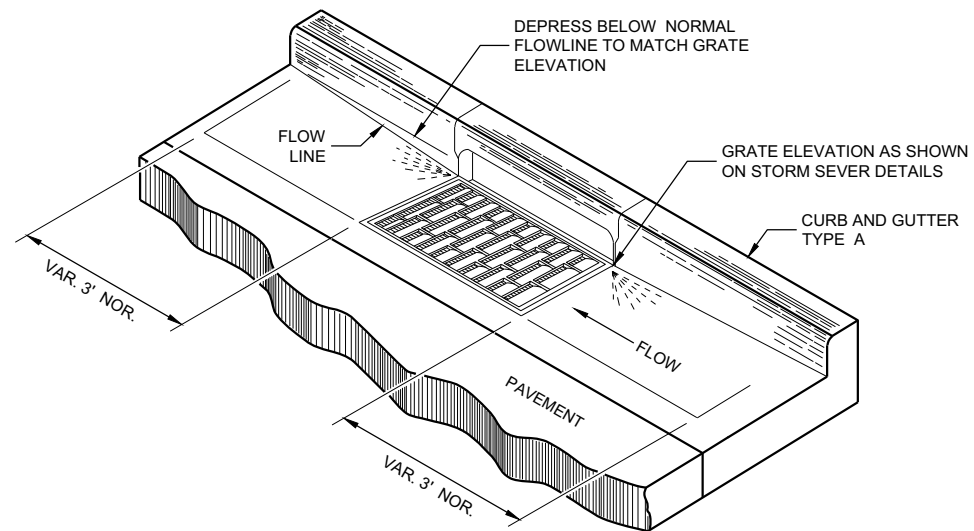
INTEGRAL CURB AND GUTTER SHALL CONFORM TO THE DETAILS SHOWN FOR CONCRETE CURB AND GUTTER INCLUDING THE TRANSVERSE GUTTER SLOPE.

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

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



END SECTION CURB AND GUTTER



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

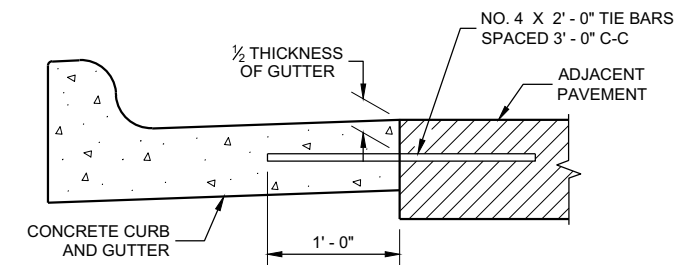
GENERAL NOTES

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

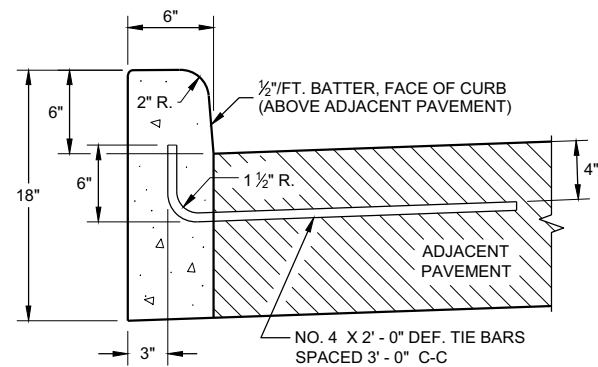
PAVEMENT TIES AND TIE BARS SHALL BE EPOXY COATED IN CONFORMANCE WITH SUBSECTION 505.2.6.2 OF THE STANDARD SPECIFICATIONS.

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

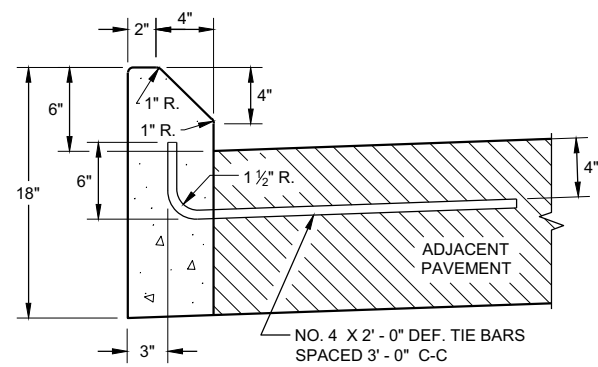
- ① TIE BARS ARE REQUIRED FOR CURB AND GUTTERS TYPES A, G, K, R, AND TBTT.
- ② THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 6" MINIMUM GUTTER THICKNESS IS MAINTAINED.
- ⑨ REFER TO SDD 08D18 AND 08D19 FOR ADDITIONAL DRIVEWAY ENTRANCE CURB DETAILS.



TYPICAL TIE BAR LOCATION ①

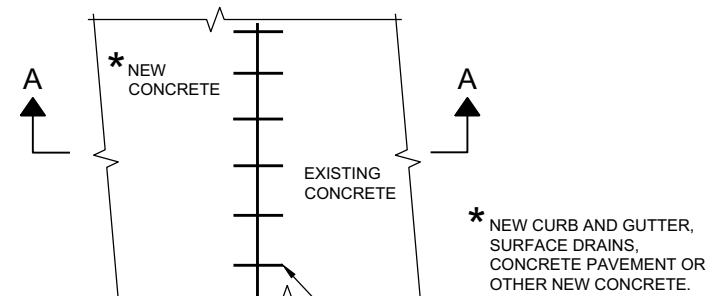


TYPES A ① & D

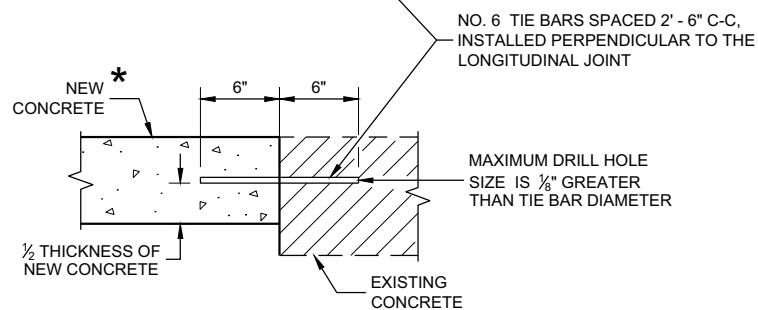


TYPES G ① & J

CONCRETE CURB

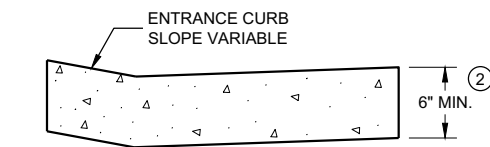


PLAN VIEW



SECTION A - A

TIE BARS DRILLED INTO EXISTING PAVEMENT



DRIVEWAY ENTRANCE CURB ⑨
(WHEN DIRECTED BY THE ENGINEER)

CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS

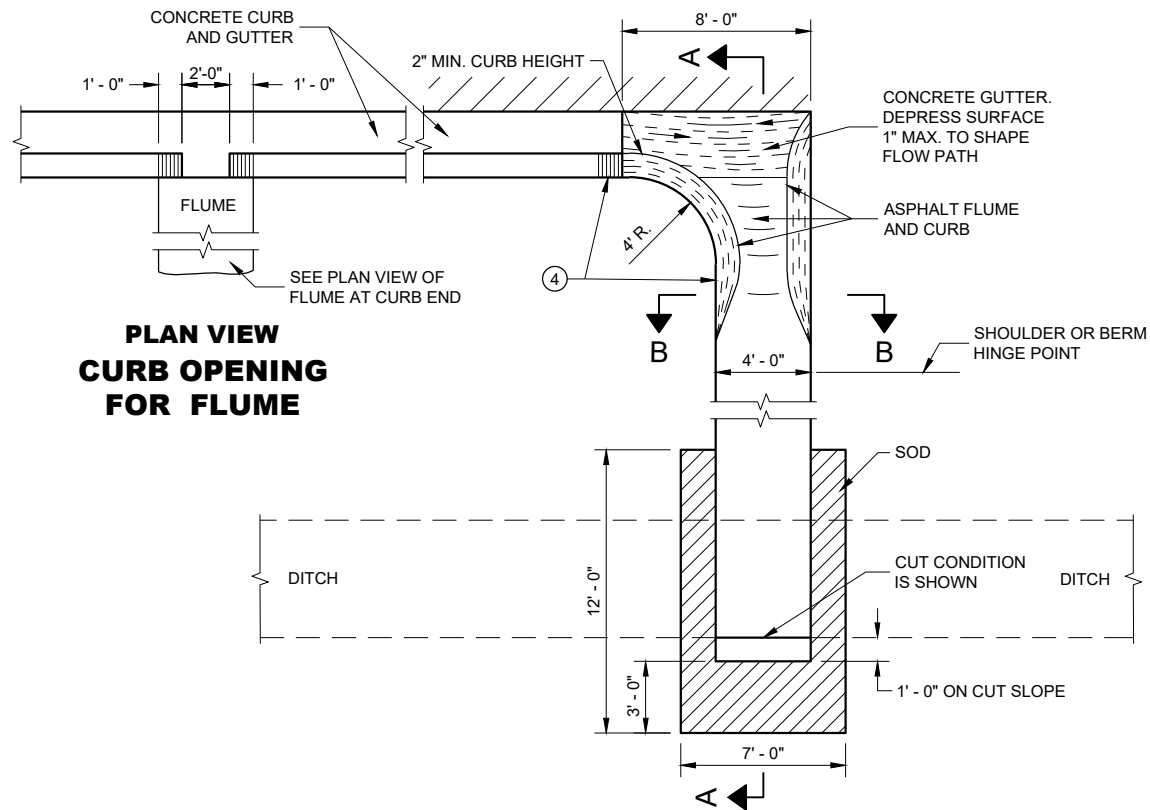
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2021 /S/ Rodney Taylor
DATE ROADWAY STANDARDS DEVELOPMENT
ENGINEER

FHWA

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

ASPHALTIC FLUME



**PLAN VIEW
CURB OPENING
FOR FLUME**

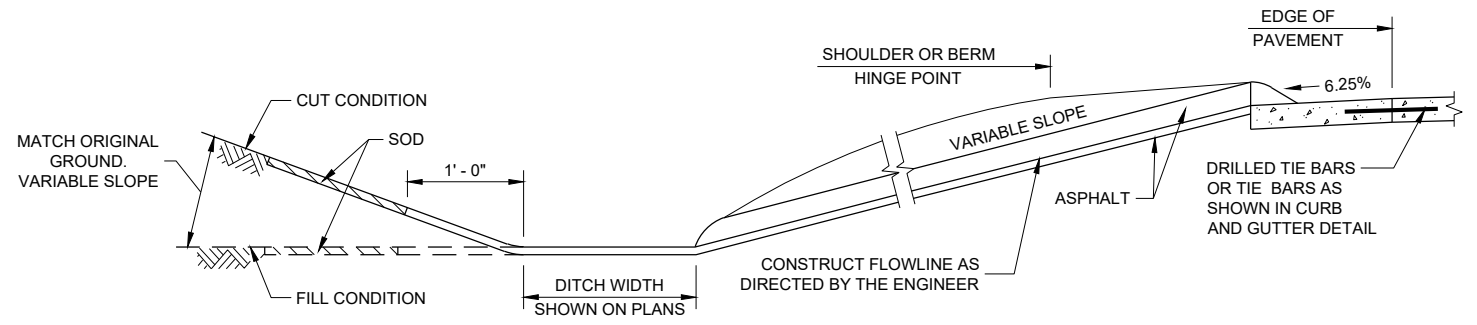
**PLAN VIEW
FLUME AT CURB END**

GENERAL NOTES

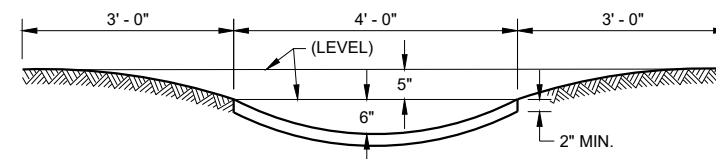
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

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

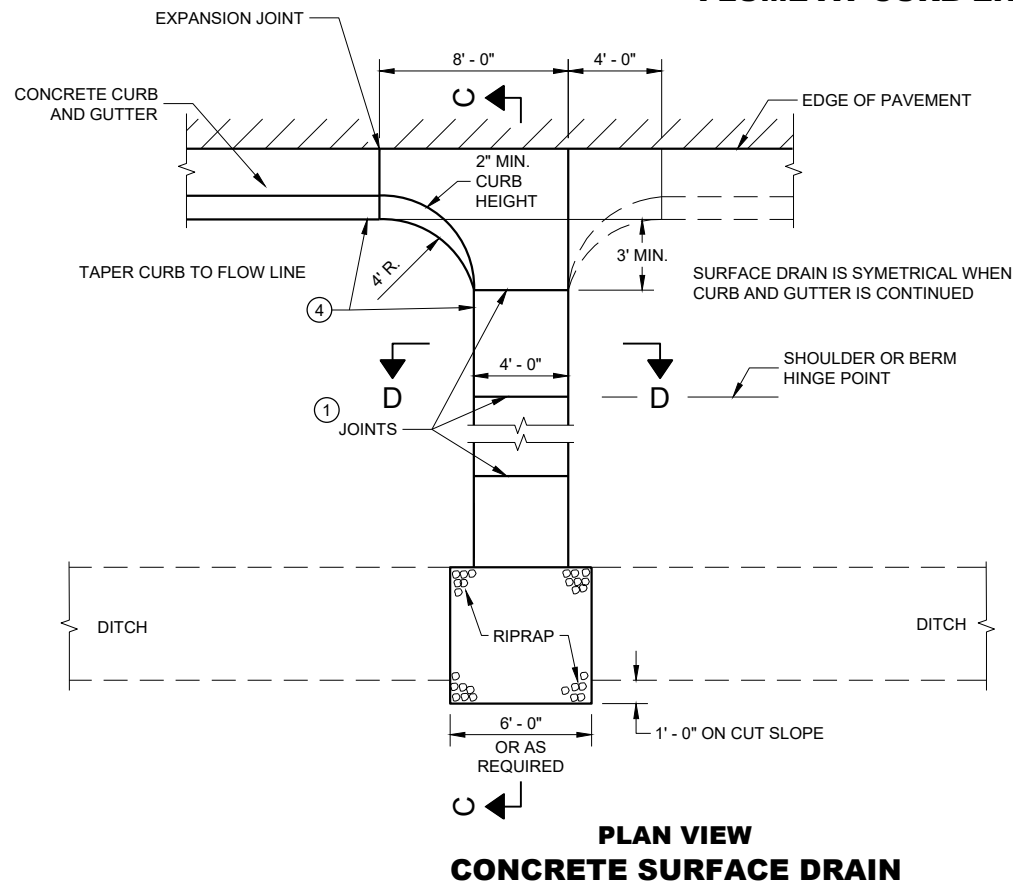
- ① JOINTS SHALL BE 1/8" TO 1/4" WIDE BY 1 1/2" DEEP AND SPACED AT UNIFORM INTERVALS OF APPROXIMATELY 4 FEET.
- ② GEOTEXTILE TYPE "R" SHALL UNDERLAY THE FULL LENGTH AND WIDTH OF THE CONCRETE SURFACE DRAIN AND RIPRAP.
- ③ CONCRETE SURFACE DRAIN WITHOUT CURB AND GUTTER MAY BE USED ON BACKSLOPES WHEN SPECIFIED.
- 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.



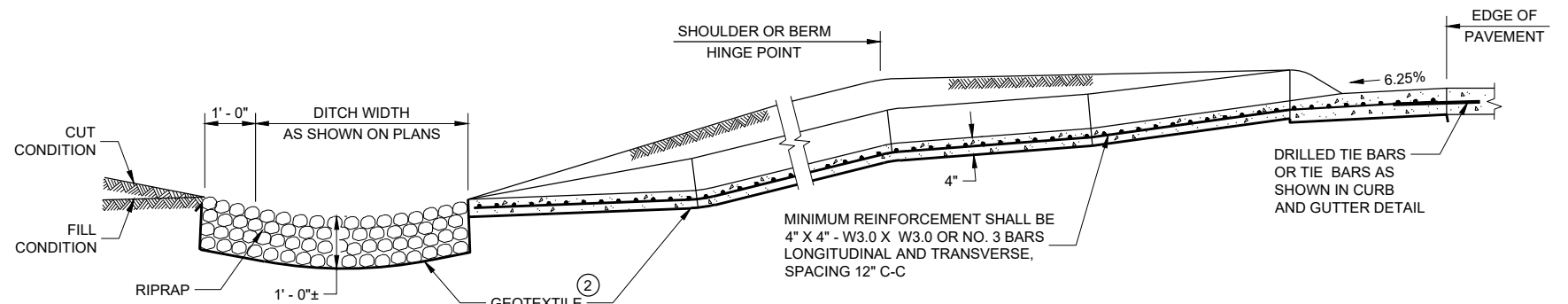
SECTION A - A



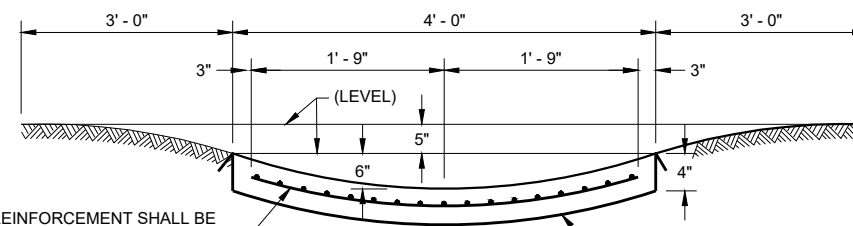
SECTION B - B



**PLAN VIEW
CONCRETE SURFACE DRAIN**



SECTION C - C



SECTION D - D

MINIMUM REINFORCEMENT SHALL BE 4" X 4" - W3.0 X W3.0 OR NO. 3 BARS LONGITUDINAL AND TRANSVERSE, SPACING 12" C-C

CONCRETE SURFACE DRAINS AND ASPHALTIC FLUMES

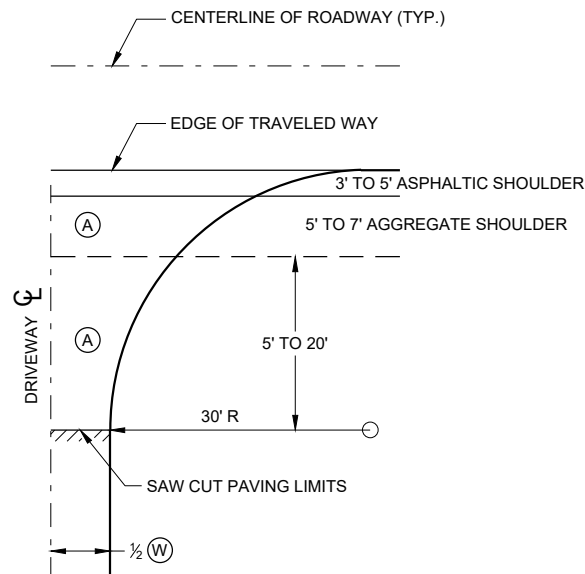
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

FHWA

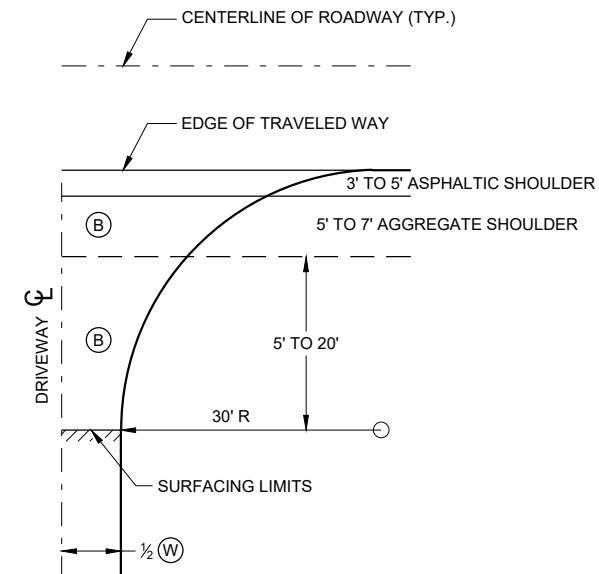
GENERAL NOTES

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

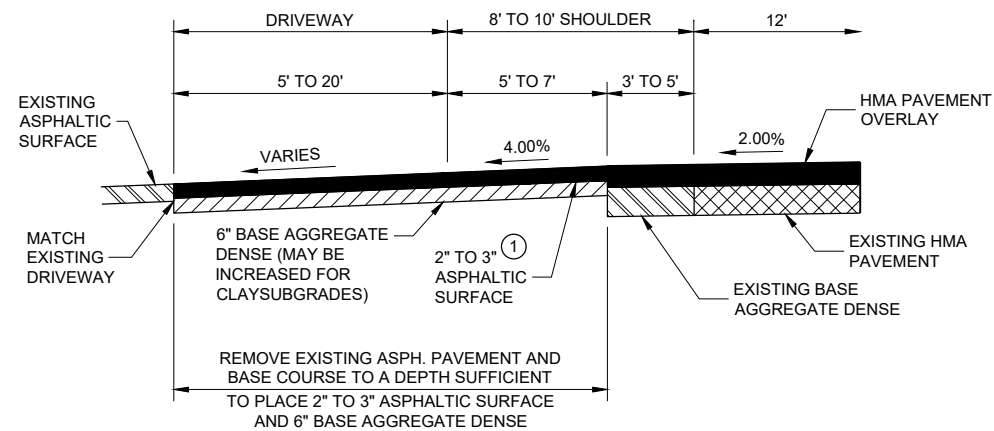


- (A) : PAID FOR AS ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES. (TON)
- (B) : PAID FOR AS BASE AGGREGATE DENSE 1 1/4" (TON)
- (W) : DRIVEWAY WIDTH 16' MIN. - 24' MAX.

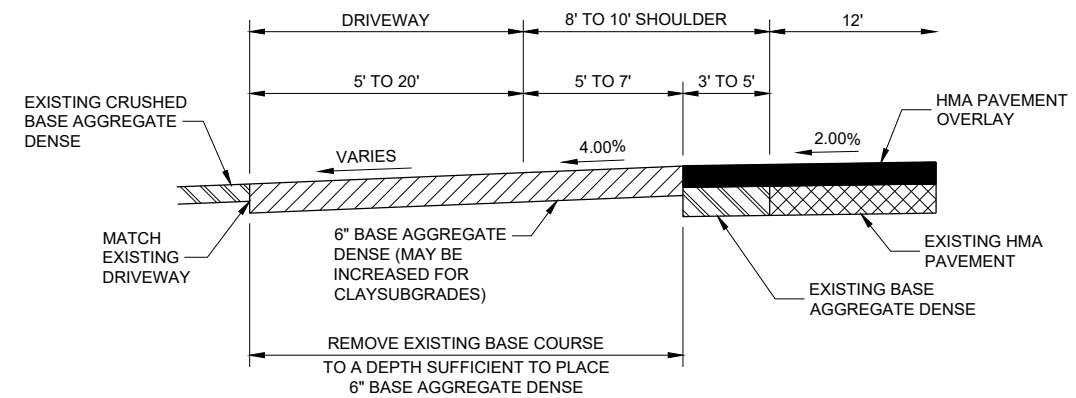
**PLAN VIEW
HALF SECTION**



**PLAN VIEW
HALF SECTION**



**PROFILE VIEW
RURAL ENTRANCE
WITH ASPHALTIC SURFACE
RESURFACING PROJECTS**

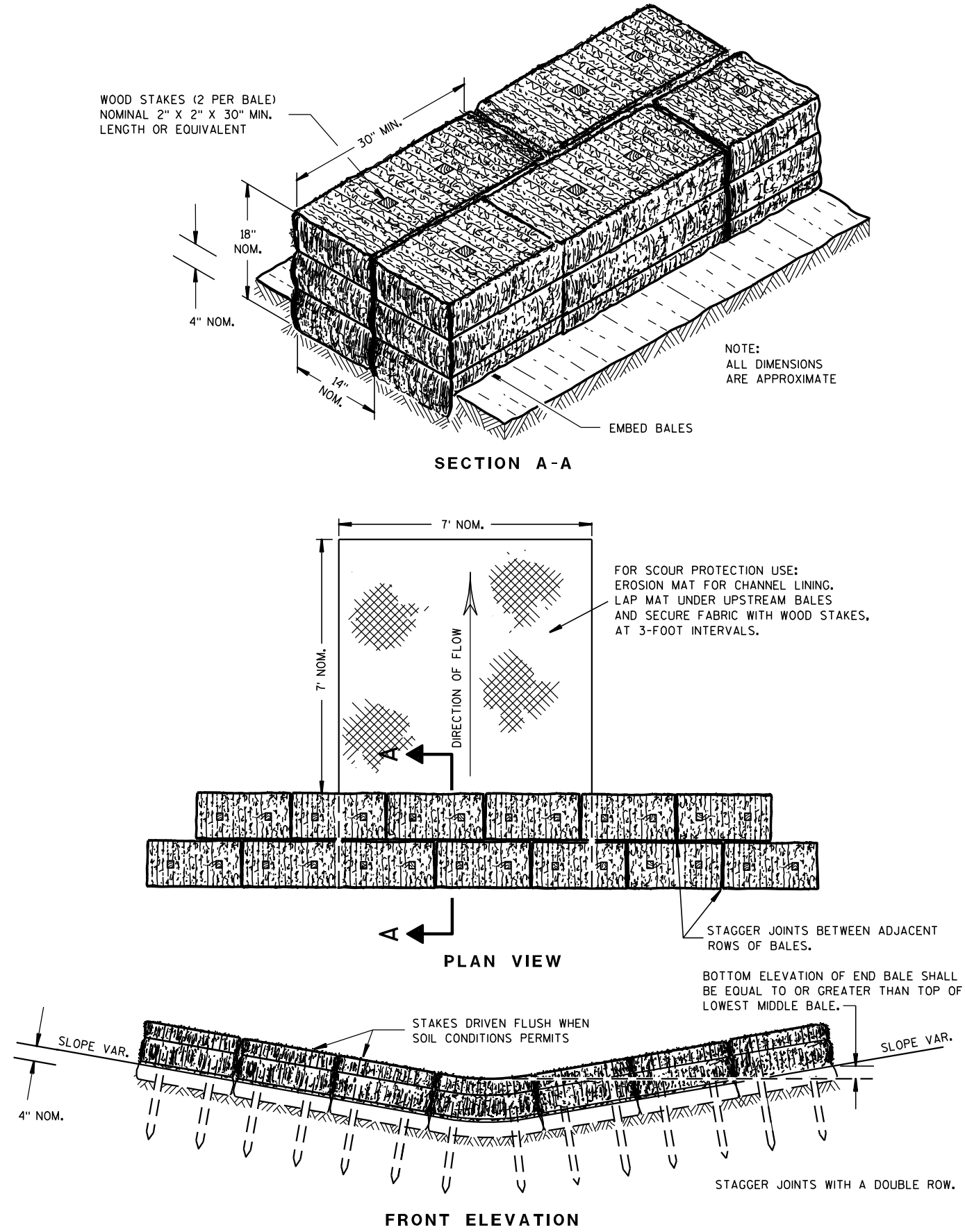


**PROFILE VIEW
RURAL ENTRANCE
WITH AGGREGATE SURFACE
6" BASE AGGREGATE DENSE
RESURFACING PROJECTS**

**DRIVEWAYS WITHOUT CURB
AND GUTTER RESURFACING
PROJECTS RURAL**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
December 2016 /S/ Rodney Taylor
DATE ROADWAY STANDARDS DEVELOPMENT
ENGINEER
FHWA

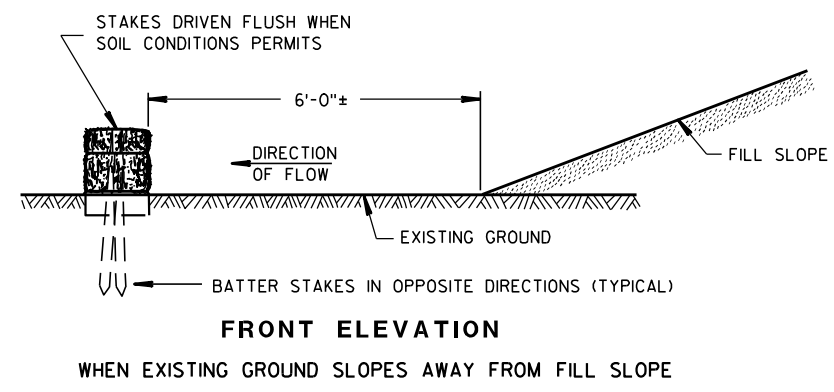
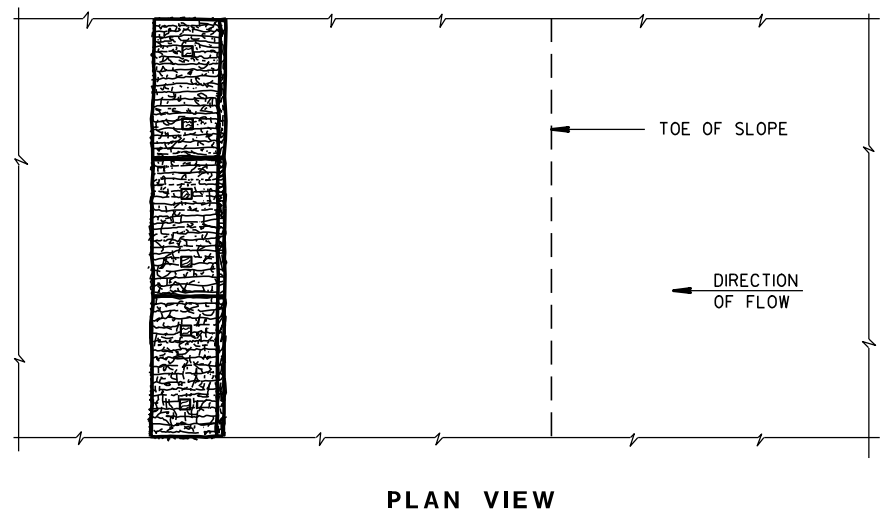
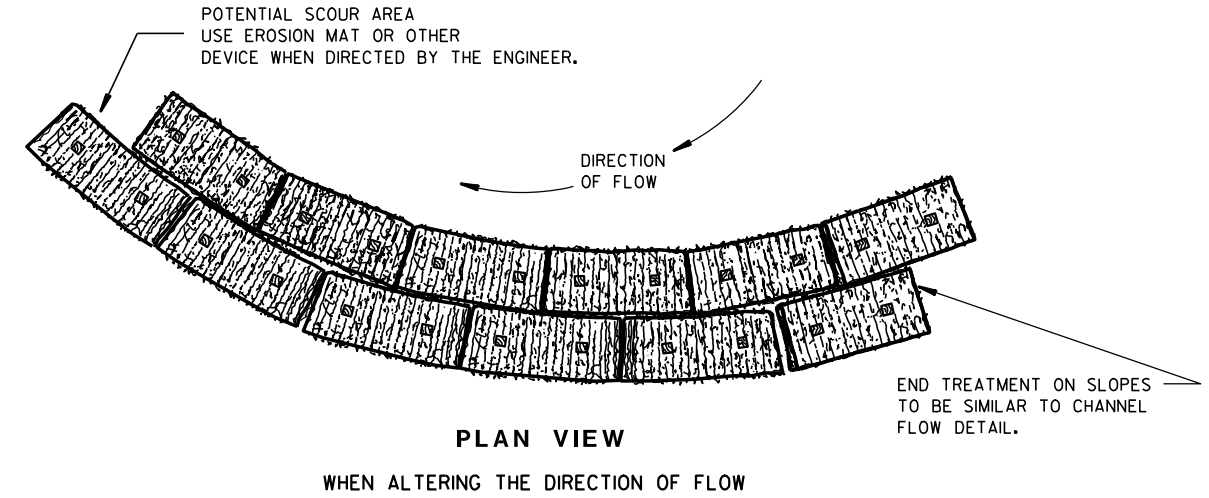


TEMPORARY DITCH CHECK USING EROSION BALES ①

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.

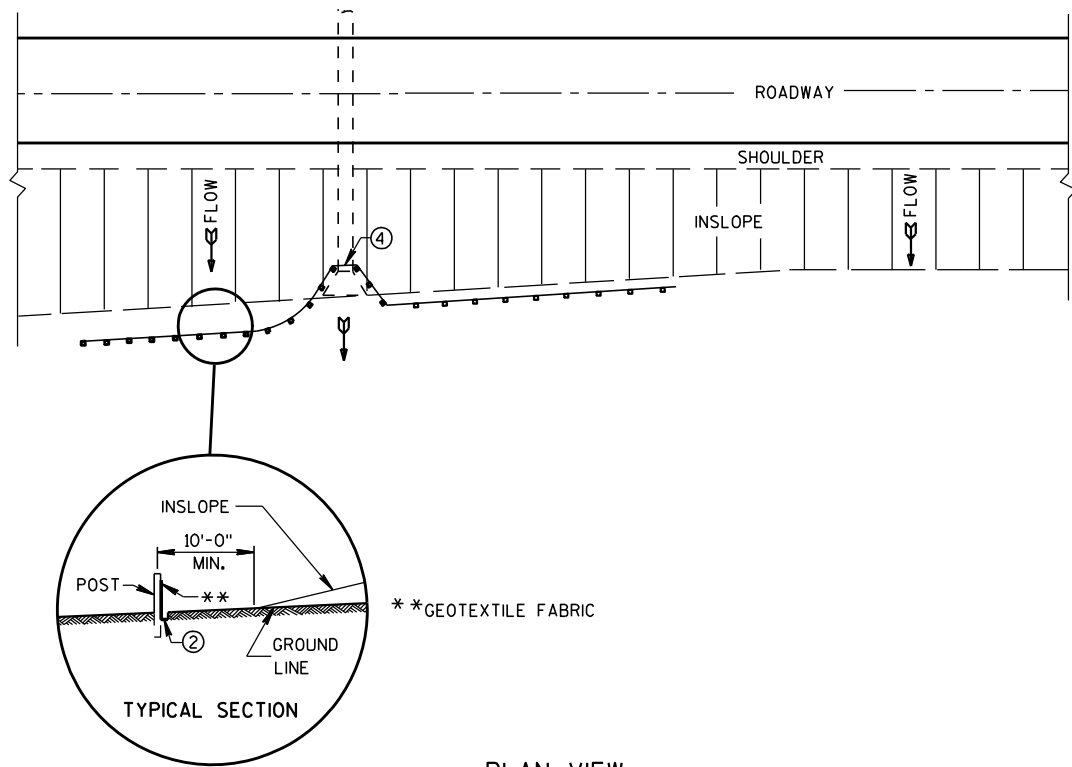


EROSION BALES FOR SHEET FLOW

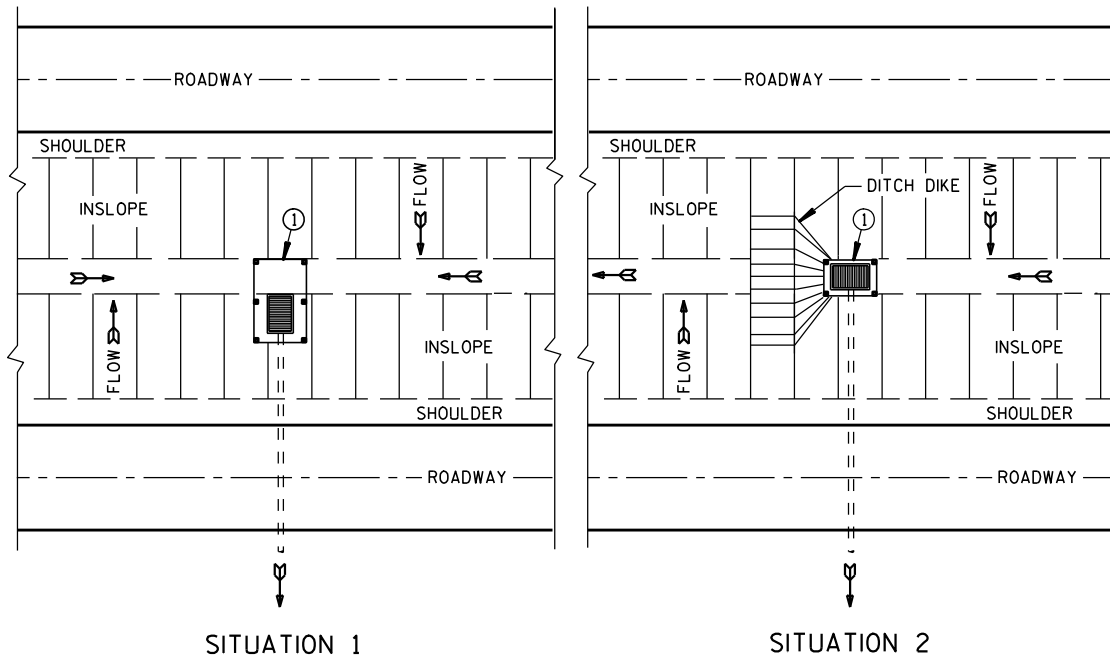
TYPICAL INSTALLATIONS OF EROSION BALES / TEMPORARY DITCH CHECKS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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



PLAN VIEW
TYPICAL APPLICATION OF SILT FENCE

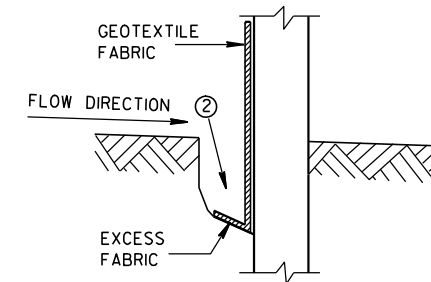


SITUATION 1 SITUATION 2
PLAN VIEW
SILT FENCE AT MEDIAN SURFACE DRAINS

GENERAL NOTES

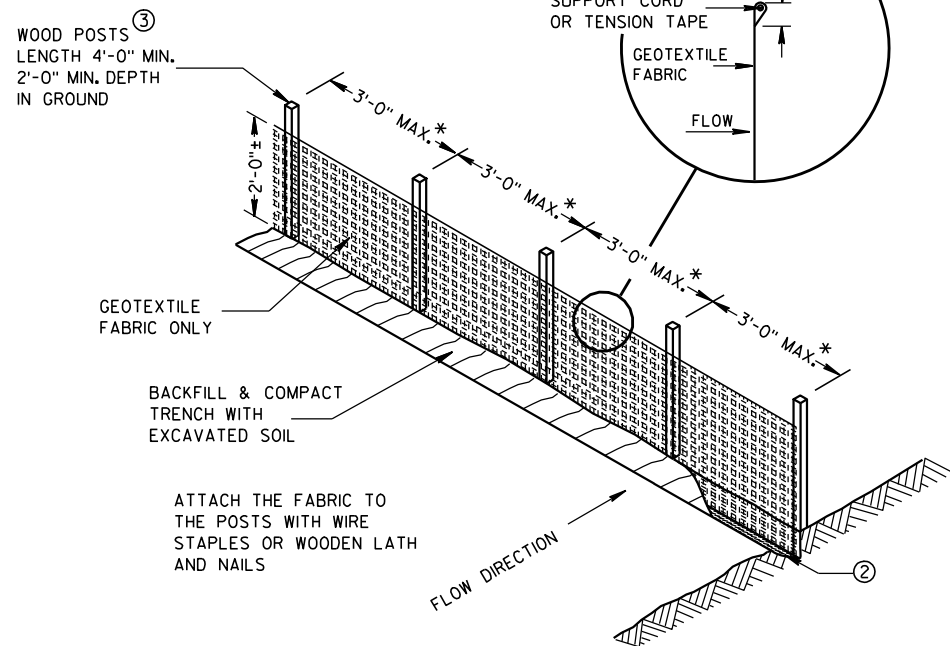
DETAILS OF CONSTRUCTION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

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



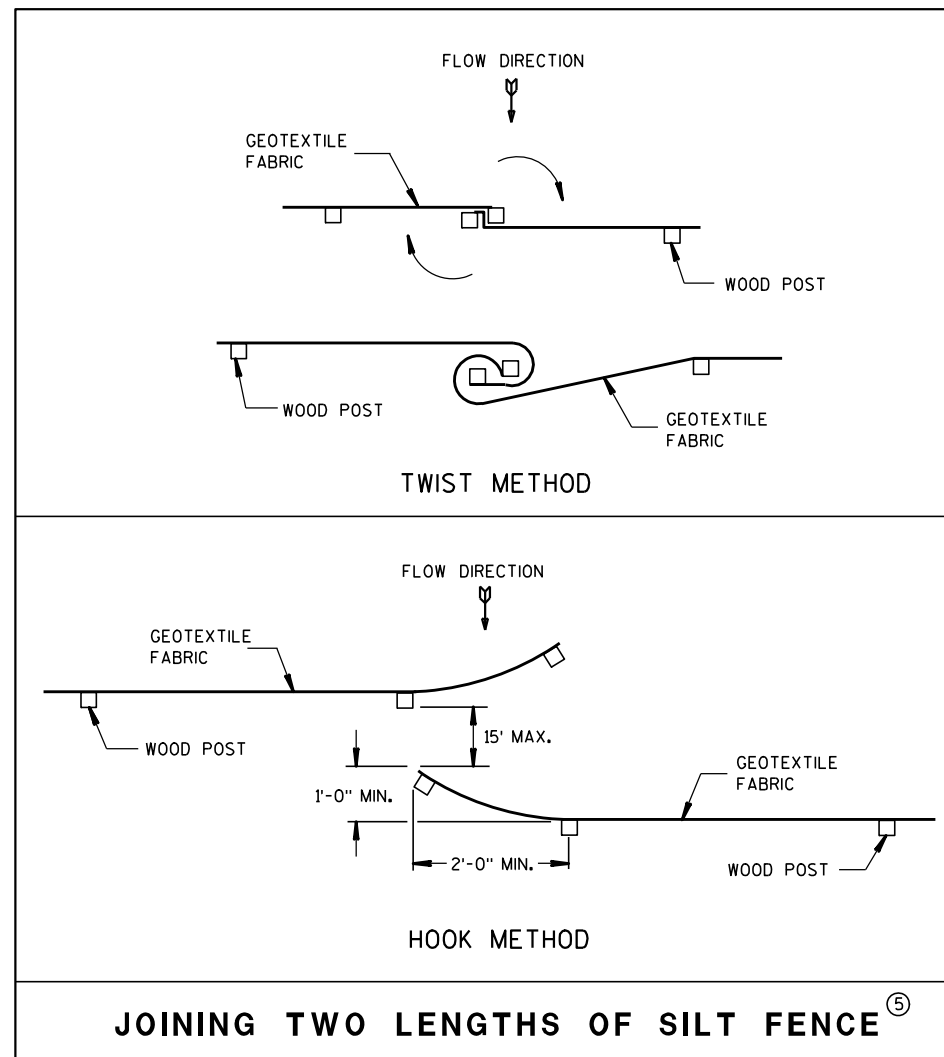
TRENCH DETAIL

NOTE: ADDITIONAL POST DEPTH OR TIE BACKS MAY BE REQUIRED IN UNSTABLE SOILS

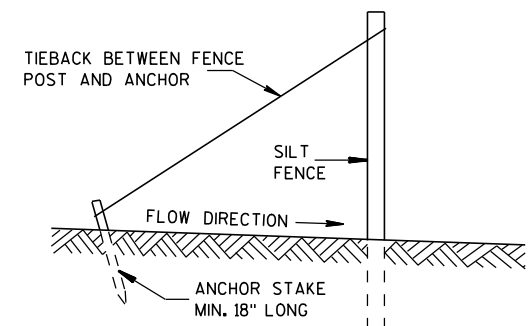


SILT FENCE

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



JOINING TWO LENGTHS OF SILT FENCE ⑤



SILT FENCE TIE BACK
(WHEN REQUIRED BY THE ENGINEER)

SILT FENCE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

GENERAL NOTES

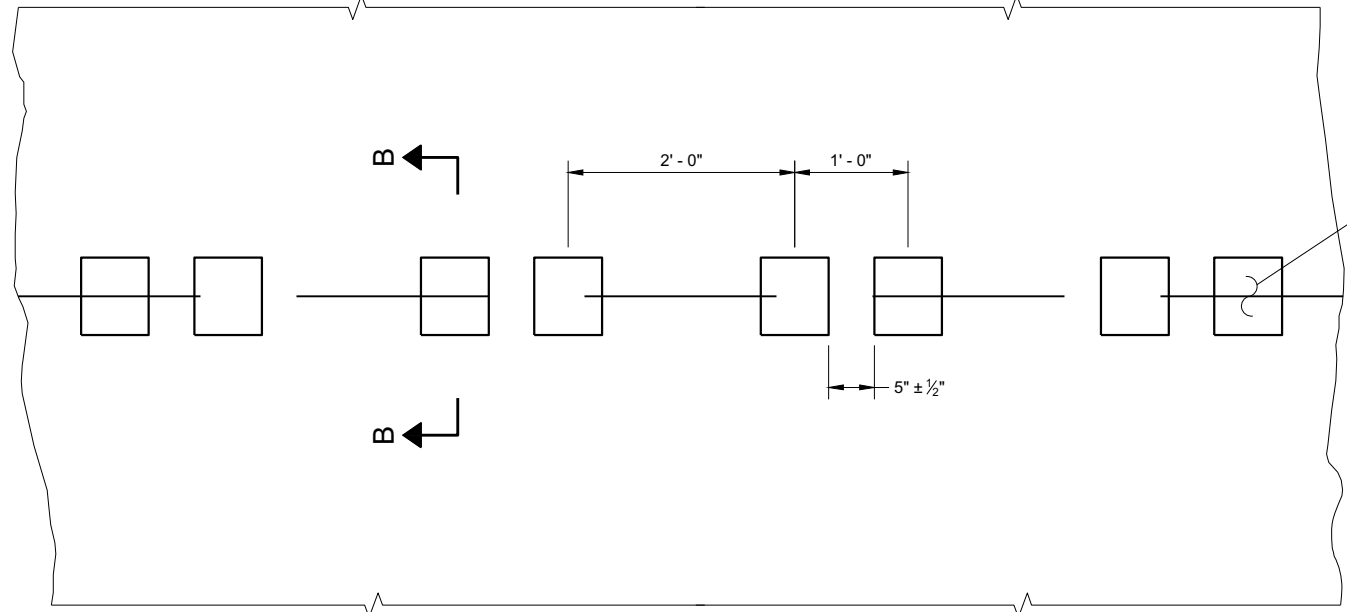
DETAILS OF CONSTRUCTION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

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

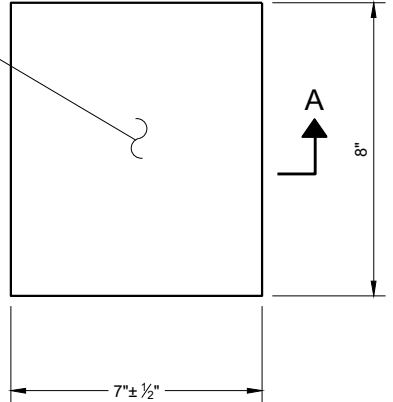
INSTALL PAVEMENT MARKING AFTER THE GROOVES ARE INSTALLED.

SEE SIGNING PLAN FOR SIGN REQUIREMENTS THAT MAY BE NEEDED.

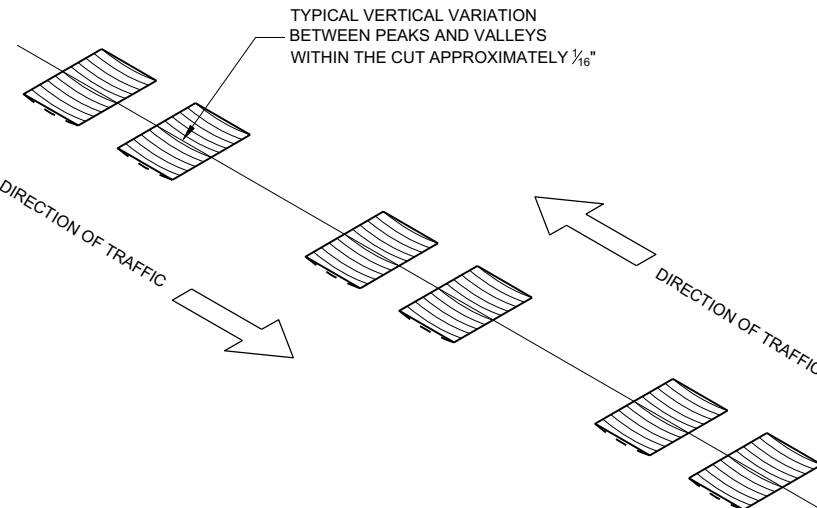
- ① CENTERLINE GROOVES MAY BE OMITTED IN AREAS WITH HIGH CONCENTRATIONS OF DRIVEWAYS, WHEN DIRECTED BY THE ENGINEER.



**PLAN VIEW
SHOULDER WITH GROOVES**

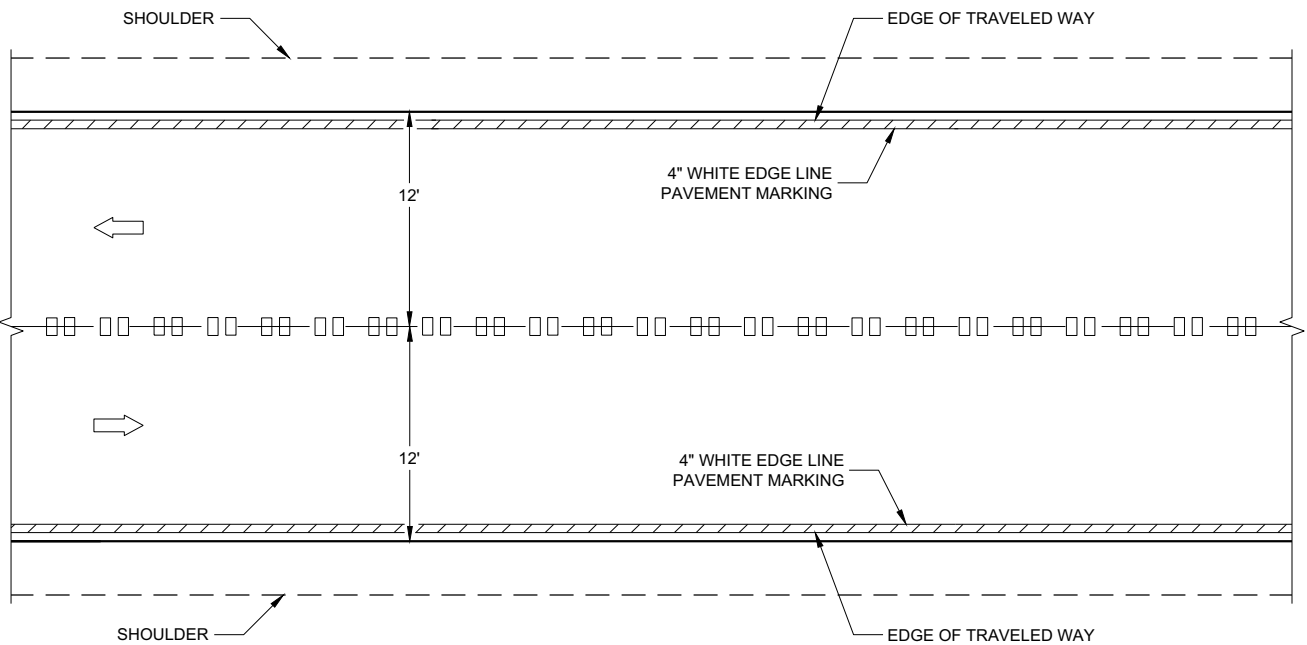


**PLAN VIEW
(SINGLE GROOVE)**

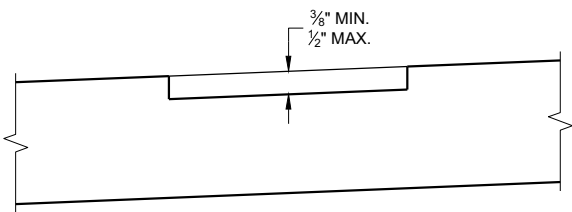


ISOMETRIC

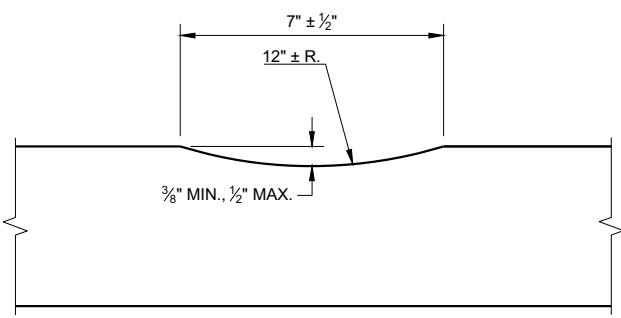
PLACEMENT DETAIL FOR TYPE 1 MILLED RUMBLE STRIP



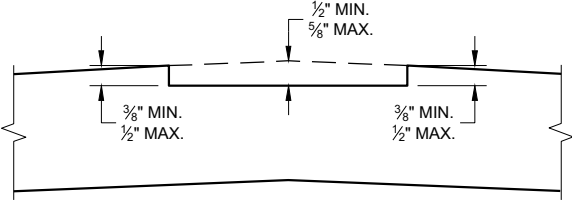
CENTERLINE GROOVES ON TWO-WAY ROADWAYS



**SECTION B - B
SUPERELEVATED ROADWAY**

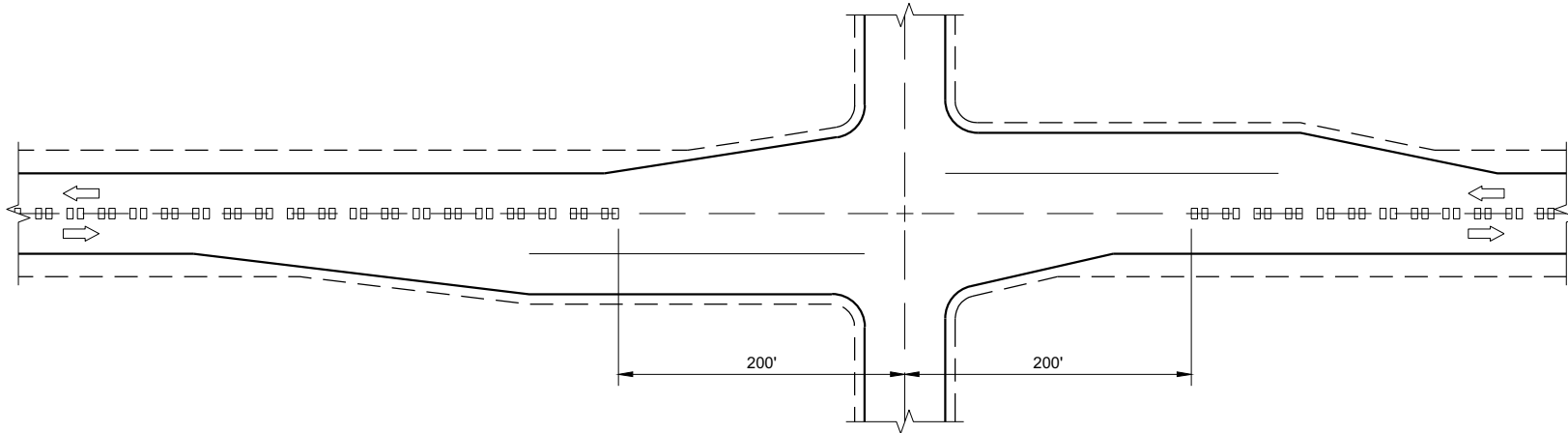


SECTION A - A

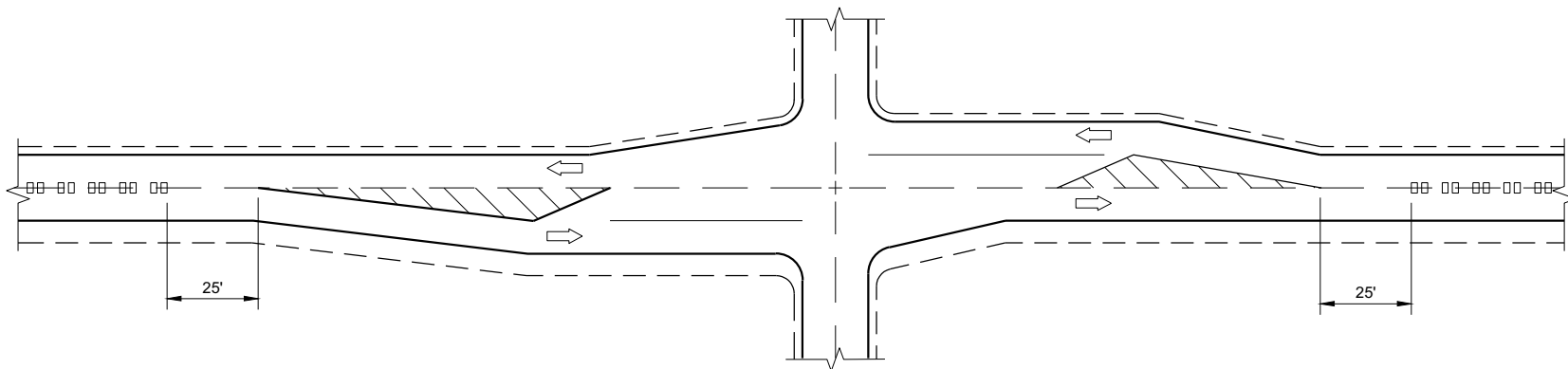


**SECTION B - B
CROWNED ROADWAY**

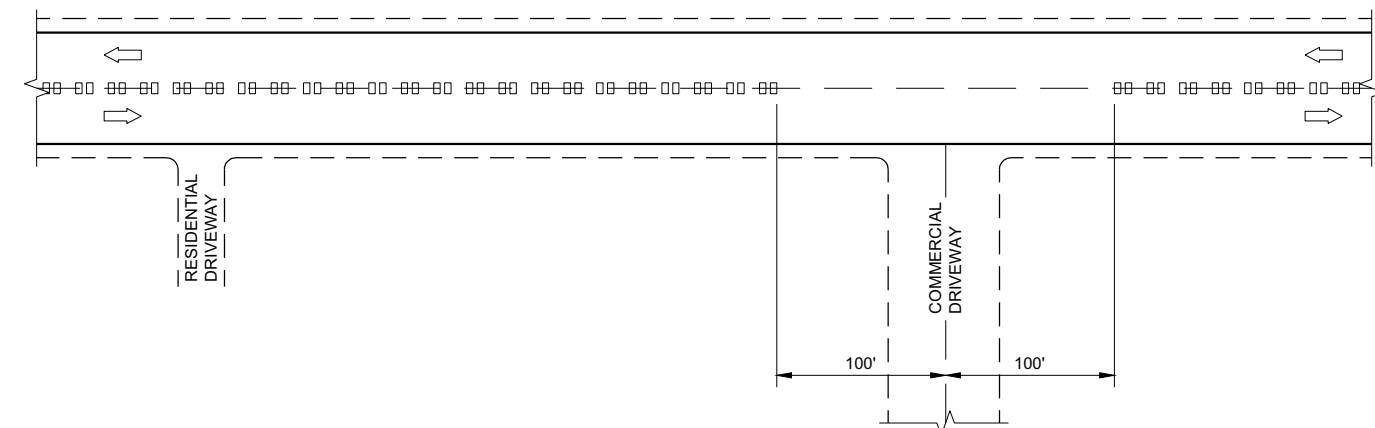
<p>2-LANE RURAL CENTER LINE RUMBLE STRIP, MILLING</p>
<p>STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION</p>



CENTERLINE GROOVES AT INTERSECTIONS



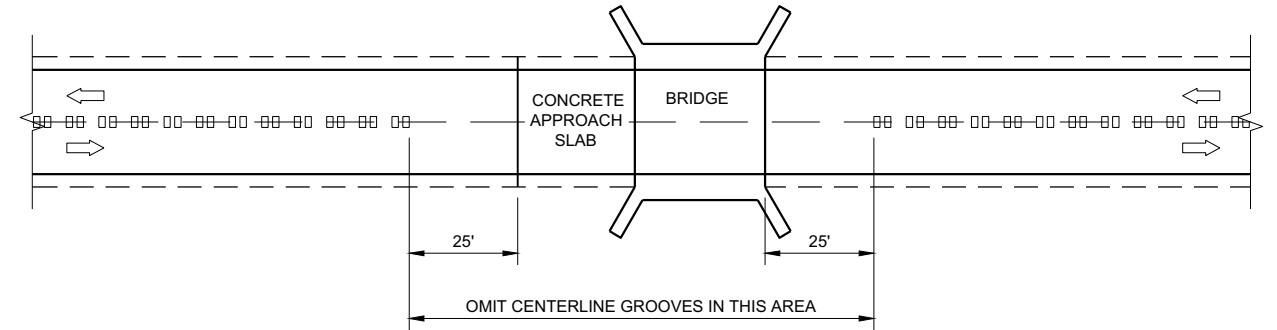
**CENTERLINE GROOVES AT INTERSECTIONS
(WITH LEFT TURN LANES)**



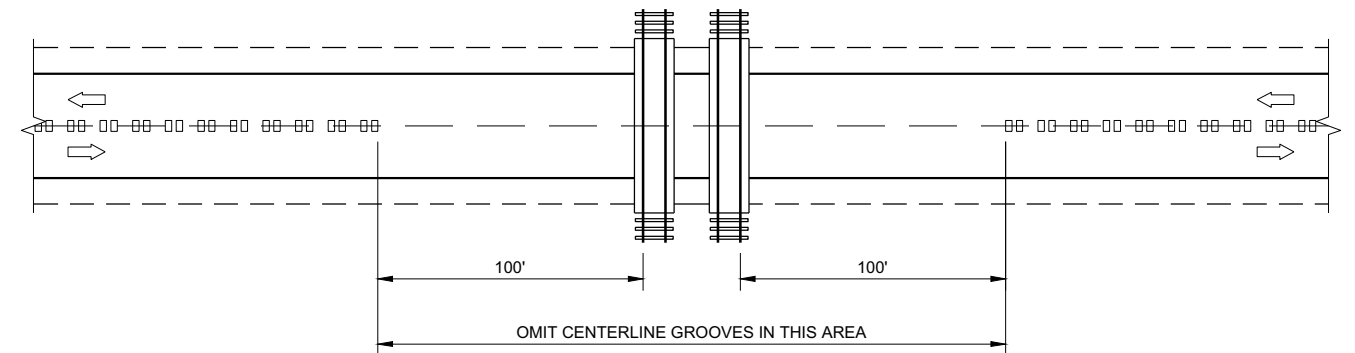
CENTERLINE GROOVES AT DRIVEWAYS^①

GENERAL NOTES

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



CENTERLINE GROOVES AT BRIDGES



CENTERLINE GROOVES AT RAILROADS

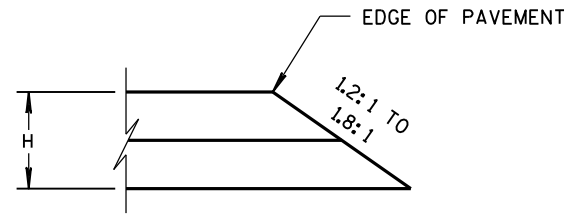
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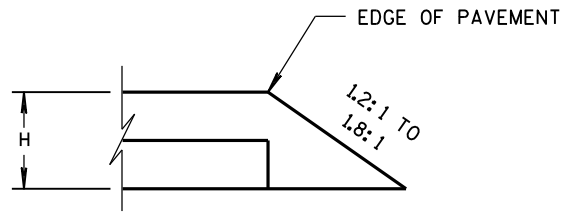
SDD 13A11 - 03b

SDD 13A11 - 03b

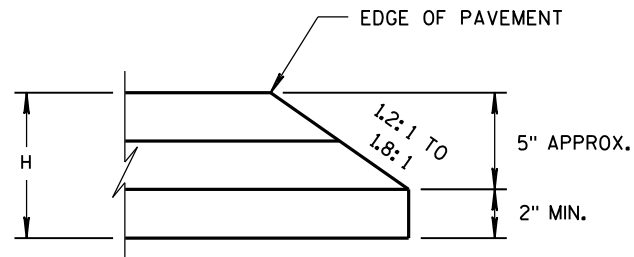
2-LANE RURAL CENTERLINE RUMBLE STRIP, MILLING	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED 7/2018 DATE	/S/ Rodney Taylor ROADWAY STANDARDS DEVELOPMENT ENGINEER
<small>FHWA</small>	



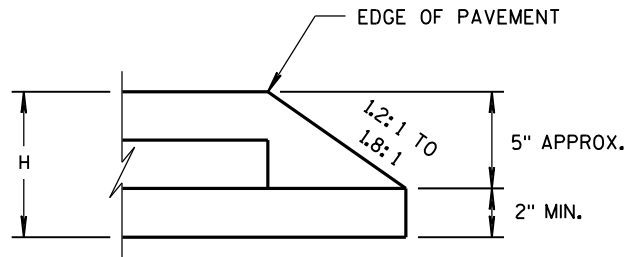
CONSTRUCTED WITH FINAL TWO LAYERS
FOR H 5" OR LESS



CONSTRUCTED WITH FINAL LAYER
FOR H 5" OR LESS

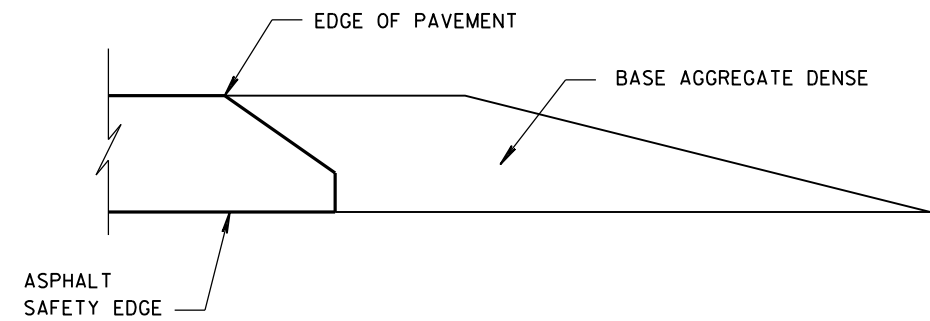


CONSTRUCTED WITH FINAL TWO LAYERS
FOR H GREATER THAN 5"



CONSTRUCTED WITH FINAL LAYER
FOR H GREATER THAN 5"

HMA PAVEMENT AND HMA OVERLAYS



FINISHED SHOULDER AGGREGATE PLACEMENT

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S.D.D. 14 B 29-1

S.D.D. 14 B 29-1

SAFETY EDGE _{SM}	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED DATE 11/30/2012	/s/ Jerry H. Zogg ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA	

GENERAL NOTES

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

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




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

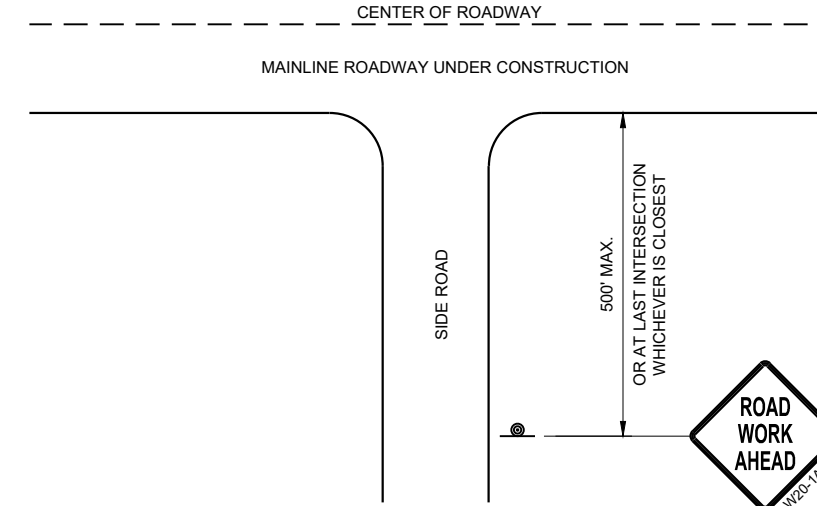
SIGNS THAT WILL BE IN PLACE LESS THAN SEVEN CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

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

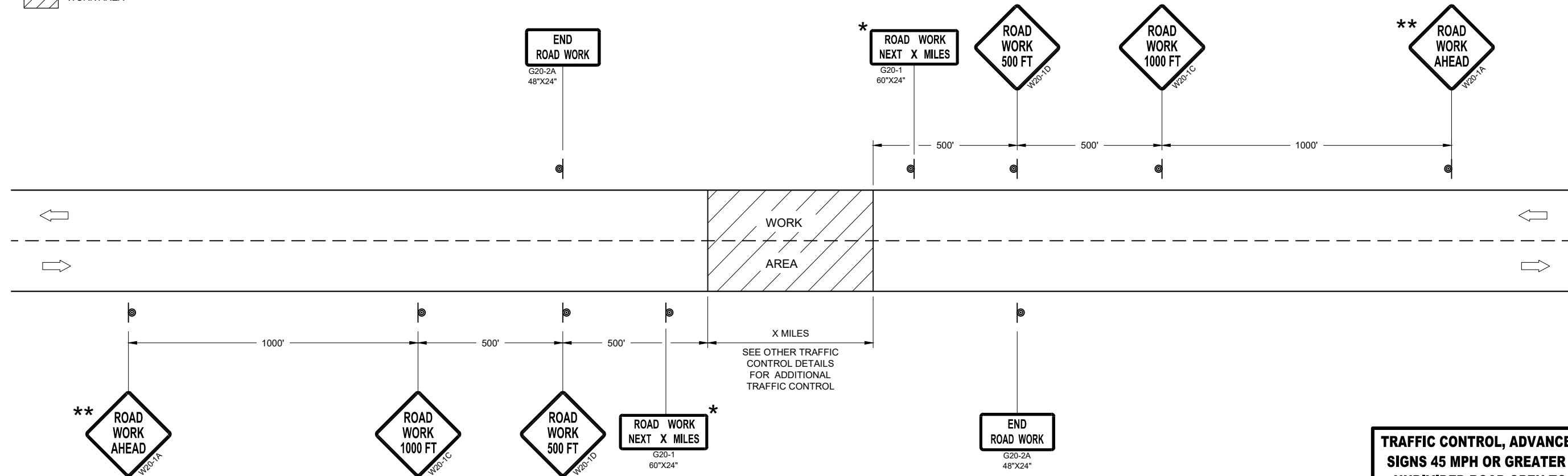
- * OMIT G20-1 SIGNS IF LENGTH OF WORK AREA IS 2 MILES OR LESS
- ** PLACE AN ADDITIONAL W20-1A "ROAD WORK AHEAD" SIGN IF WORK AREA WITHIN THE PROJECT IS SEPARATED BY MORE THAN 2 MILES FROM PREVIOUS WORK AREA.

LEGEND

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



TYPICAL SIDE ROAD APPROACH WARNING SIGN DETAIL



TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45MPH OR GREATER

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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




FHWA

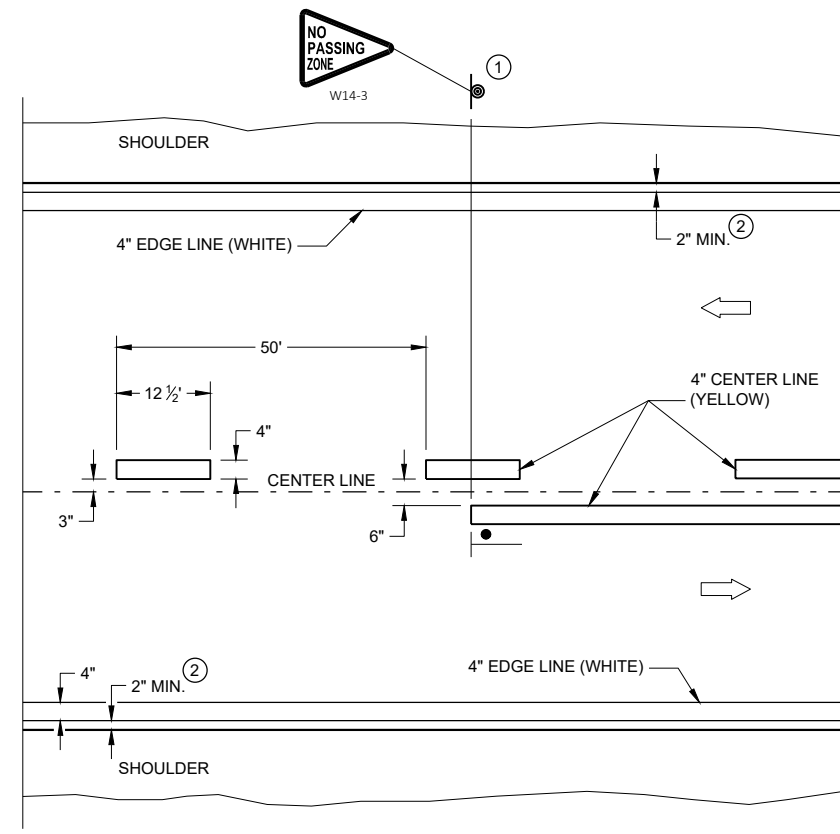
GENERAL NOTES

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

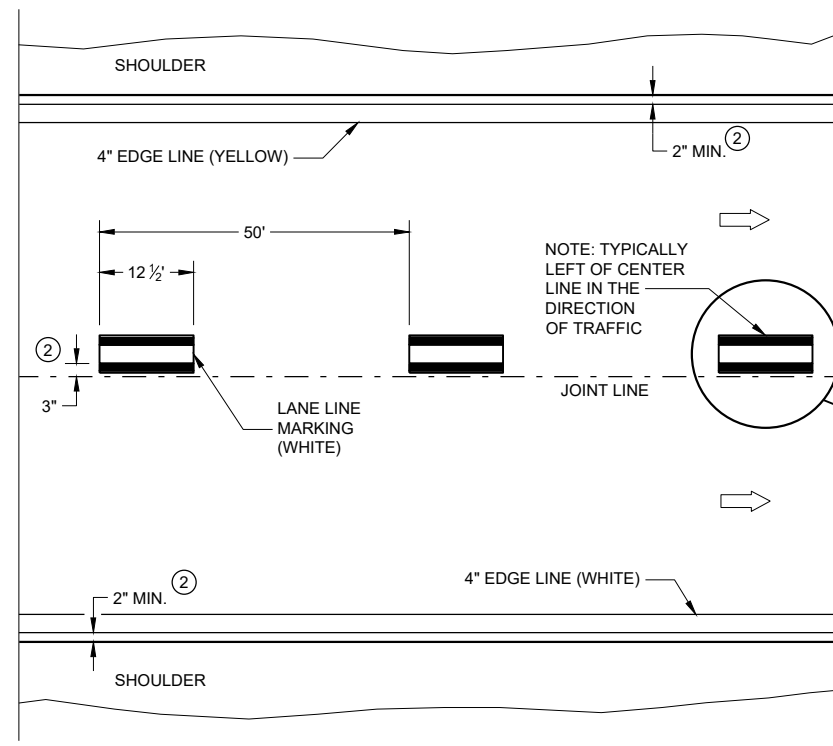
- ① LOCATE THE NO PASSING ZONE W14-3 SIGN WITHIN 50 FEET OF THE "T" MARKING
- ② MEASURE FROM EDGE OF MARKING TO JOINT LINE. THIS DOES NOT INCLUDE SPACE NEEDED FOR GROOVING OPERATIONS.

LEGEND

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

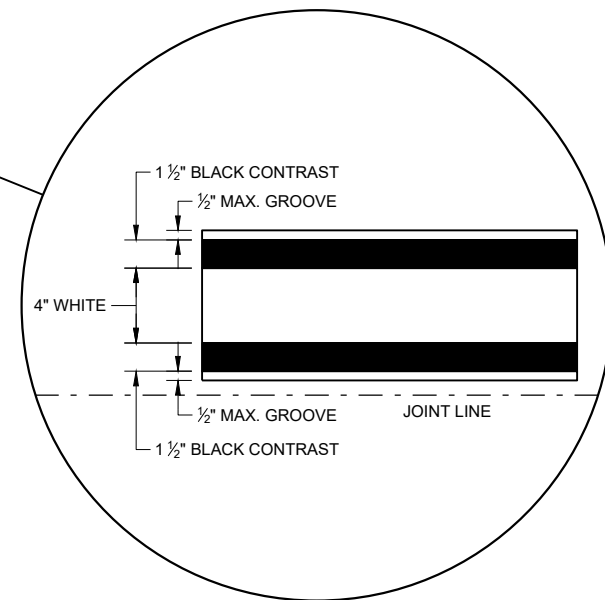


TWO WAY TRAFFIC



ONE WAY TRAFFIC

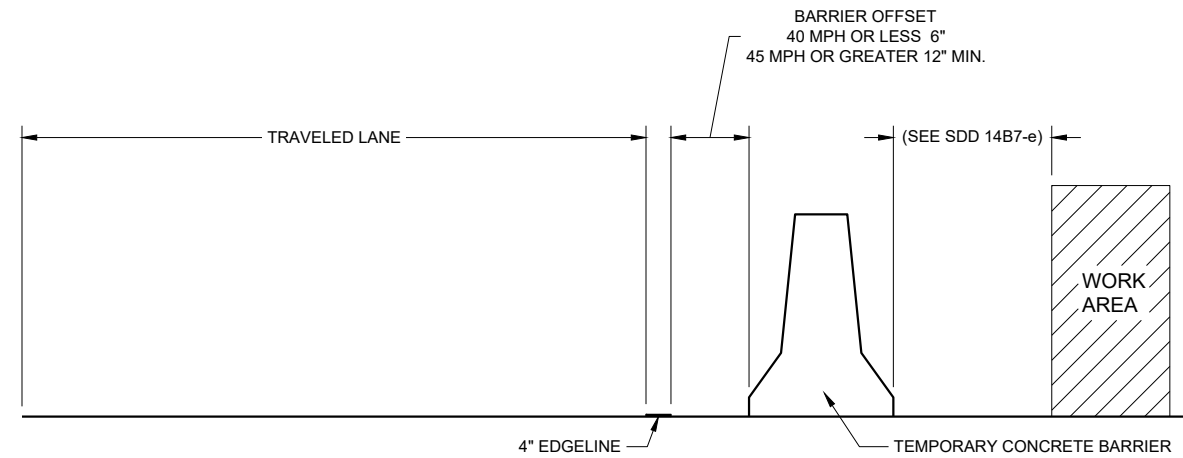
PERMANENT PAVEMENT MARKING



PERMANENT LONGITUDINAL PAVEMENT MARKINGS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
DATE: May 2022 /S/ Jeannie Silver
STATEWIDE SIGNING AND MARKING ENGINEER



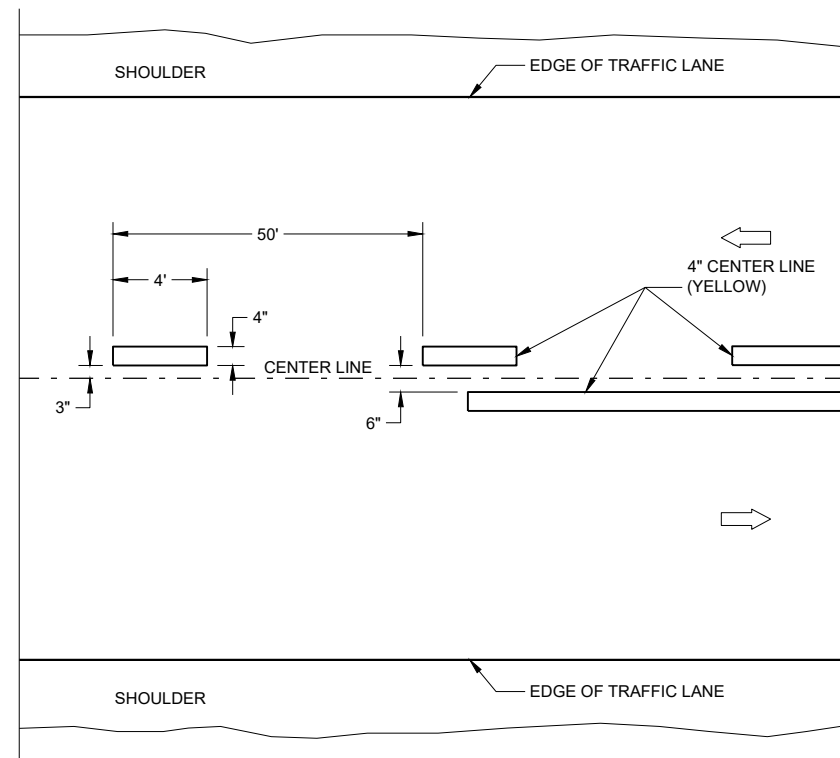
TEMPORARY BARRIER OFFSET FROM EDGELINE

GENERAL NOTES

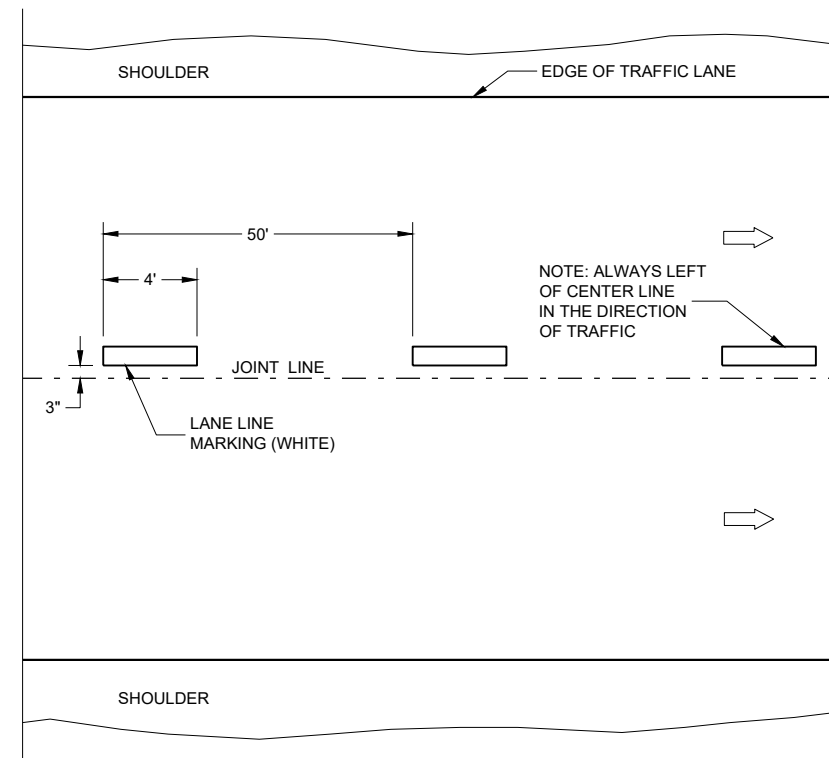
DETAILS OF CONSTRUCTION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO STANDARD SPECIFICATIONS AND SPECIAL PROVISIONS.

LEGEND

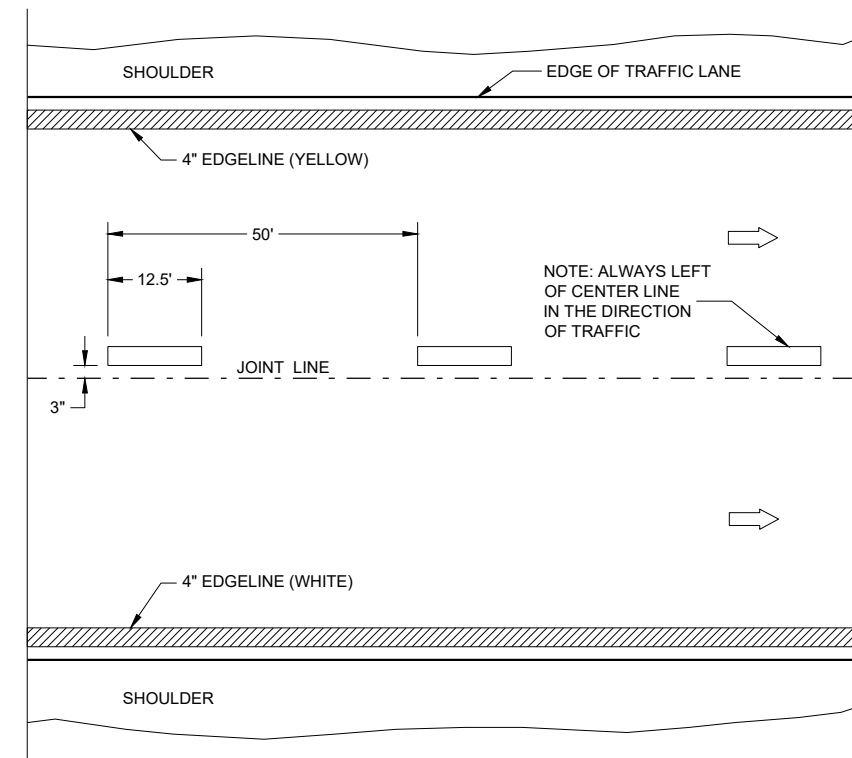
➡ DIRECTION OF TRAFFIC



TWO WAY TRAFFIC



ONE WAY TRAFFIC



FREEWAYS AND EXPRESSWAYS

TEMPORARY PAVEMENT MARKING

TEMPORARY LONGITUDINAL PAVEMENT MARKING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

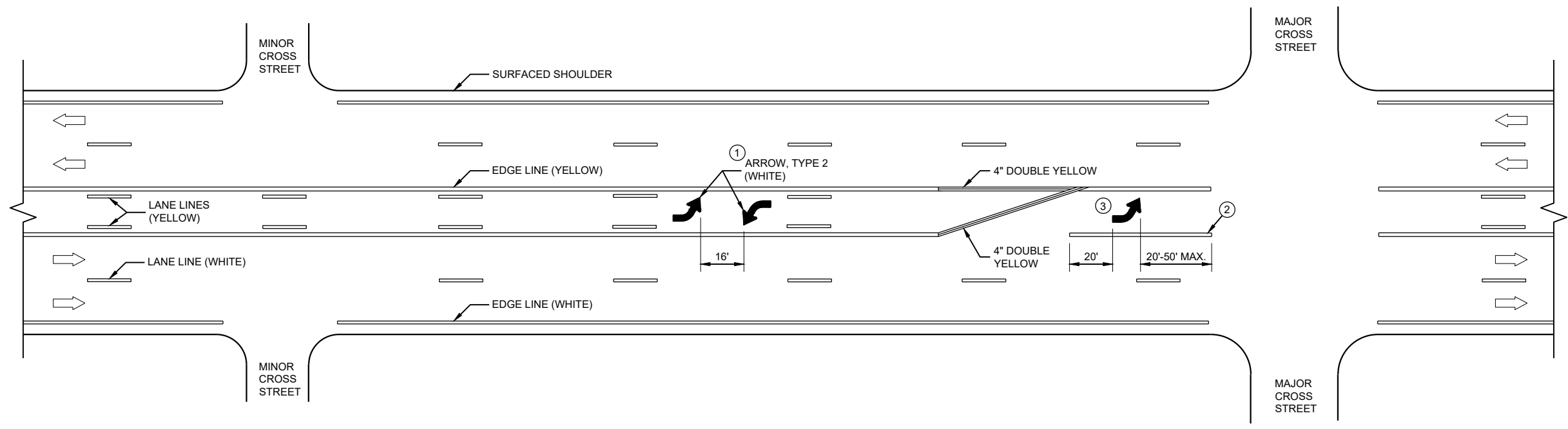
APPROVED
May 2022 /S/ Jeannie Silver
DATE STATEWIDE SIGNING AND MARKING ENGINEER

FHWA

GENERAL NOTES

- ① A SET OF ARROWS IS REQUIRED EVERY 400 FEET OR NEAR INTERSECTIONS OR DRIVEWAYS WITH TURNING TRAFFIC.
- ② 8" WHITE
- ③ TURN BAY LENGTH OF LESS THAN 48' DOES NOT REQUIRE PAVEMENT ARROWS OR TEXT.

➡ DIRECTION OF TRAFFIC



TWO WAY LEFT TURN LANE

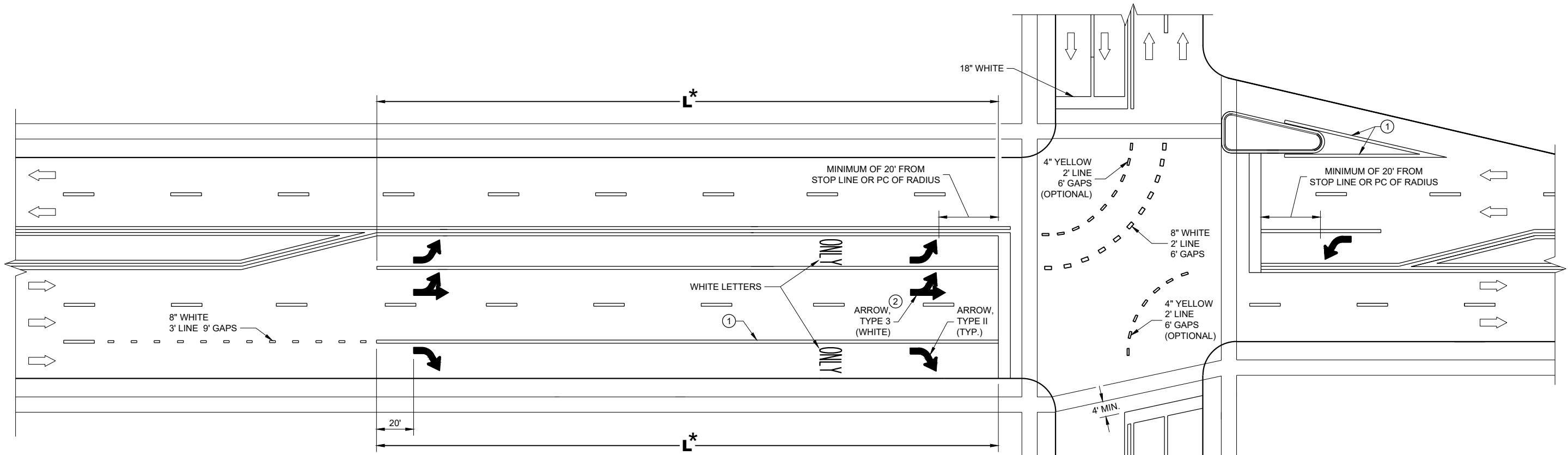
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SDD 15C08 - 21c

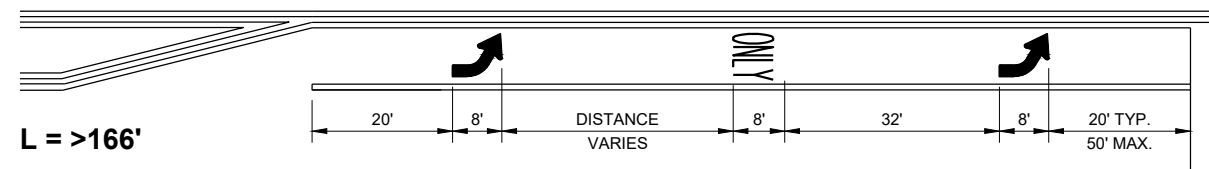
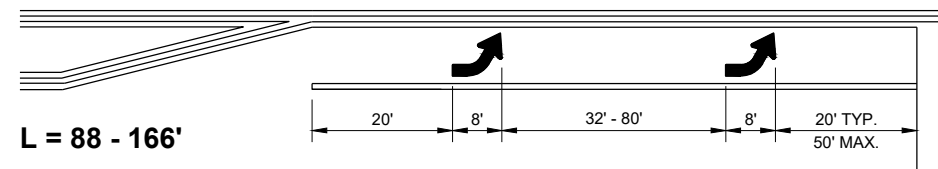
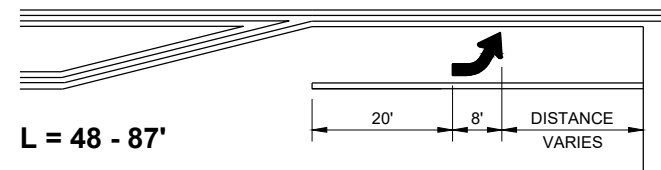
<p>PAVEMENT MARKING (TURN LANES)</p>
<p>STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION</p>



*(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



GENERAL NOTES

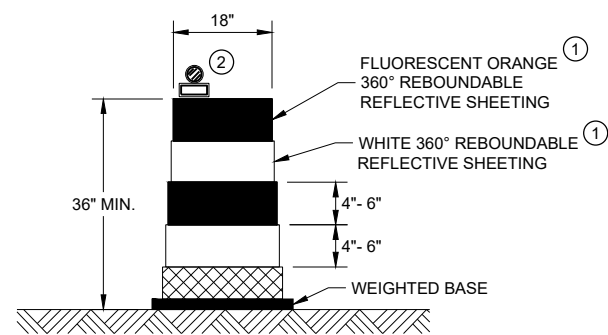
- ① 8" WHITE
- ② QUANTITY AND LOCATION OF TYPE 3 ARROWS ARE THE SAME AS THE TYPE II ARROWS IN THE ADJACENT TURN LANE. FOR TURN LANES WITH A PHYSICAL SEPARATION IN THE SAME DIRECTION OF TRAVEL, THE ARROWS AND "ONLY" MARKING MAY BE ELIMINATED.

➡ DIRECTION OF TRAFFIC

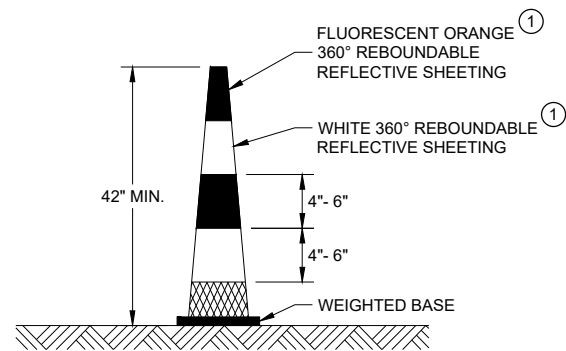
L = LENGTH OF TURN BAY

PAVEMENT MARKING (TURN LANES)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

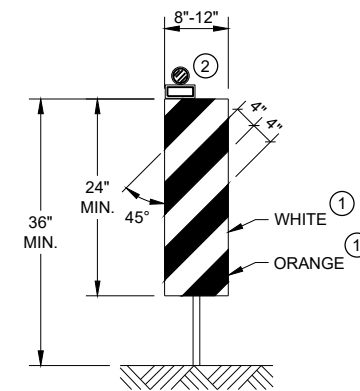


DRUM



42" CONE

DO NOT USE IN TAPERS
 1/2 SPACING OF DRUMS

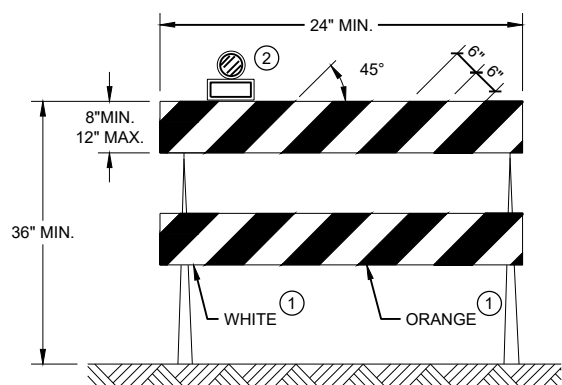


VERTICAL PANEL

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

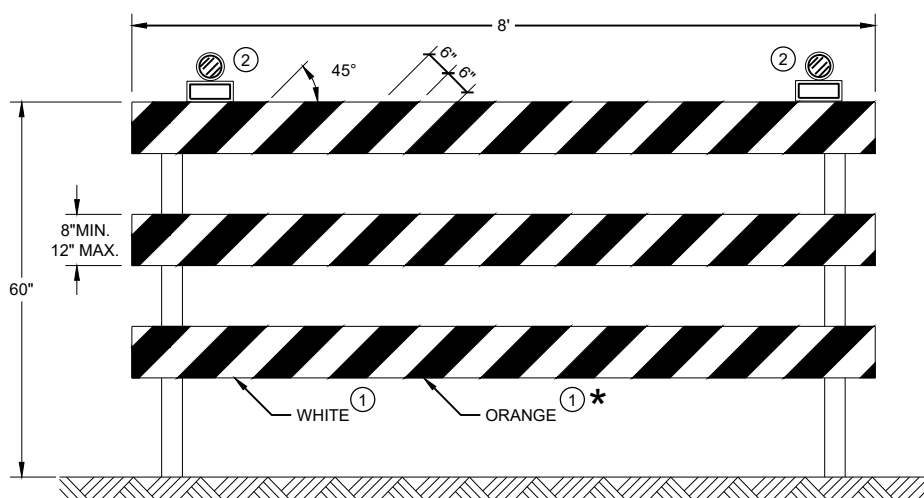
GENERAL NOTES

- 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.



TYPE II BARRICADE

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








TYPE III BARRICADE

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

* IF USED FOR A PERMANENT APPLICATION USE RED SHEETING.

CHANNELIZING DEVICES DRUMS, CONES, BARRICADES AND VERTICAL PANELS	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED May 2021 DATE	/S/ Andrew Heidtke WORK ZONE ENGINEER
<small>FHWA</small>	

LEGEND

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

GENERAL NOTES

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

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

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

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

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

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

FLAGGING

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

- ① FOR MOVING WORK OPERATIONS, POST ADDITIONAL W20-7A FLAGGER SIGNS AT APPROXIMATELY 3,500' INTERVALS IN THE MOVING WORK OPERATION OR AS APPROVED BY THE ENGINEER.
- ② SIGN NOT REQUIRED IF FLAGGING OPERATION OCCURS WITHIN A SIGNED ROAD WORK ZONE AREA.

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

TEMPORARY PORTABLE RUMBLE STRIPS

UTILIZE TEMPORARY PORTABLE RUMBLE STRIPS ON ALL FLAGGING OPERATIONS.

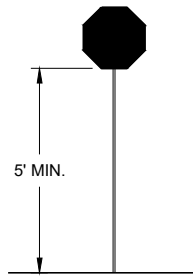
- ③ EACH TEMPORARY PORTABLE RUMBLE STRIP ARRAY CONSISTS OF THREE RUMBLE STRIPS PLACED TRANSVERSE ACROSS THE LANE AT THE LOCATIONS SHOWN. WITHIN EACH ARRAY, SPACING BETWEEN RUMBLE STRIPS SHALL BE 15 FEET ON CENTER

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

INSTALL TEMPORARY RUMBLE STRIPS PER MANUFACTURER'S RECOMMENDATIONS.

PLACE ADVANCE SIGNING PRIOR TO INSTALLING TEMPORARY RUMBLE STRIPS.

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



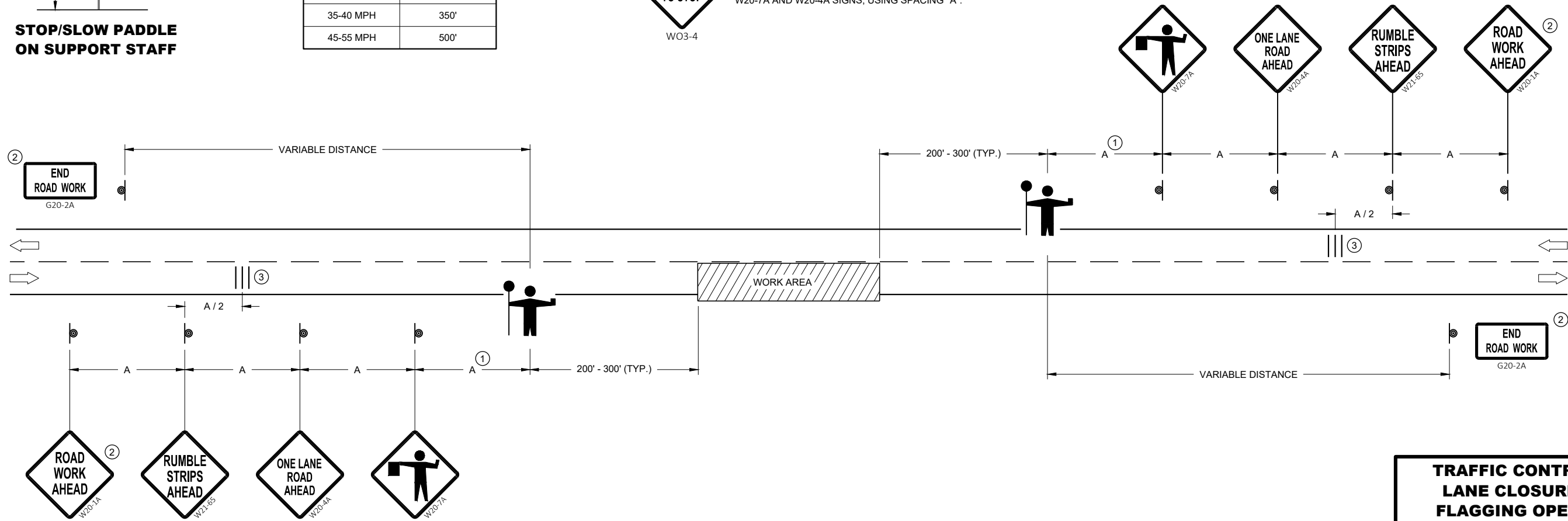
STOP/SLOW PADDLE ON SUPPORT STAFF

SIGN AND TEMPORARY RUMBLE STRIP ARRAY SPACING TABLE

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



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



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SDD 15C12 - 09a

SDD 15C12 - 09a








TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

FHWA

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

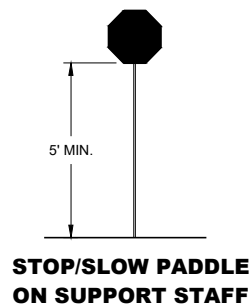
UTILIZE TEMPORARY PORTABLE RUMBLE STRIPS ON ALL FLAGGING OPERATIONS.

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

PLACE ADVANCE SIGNING PRIOR TO INSTALLING TEMPORARY RUMBLE STRIPS.

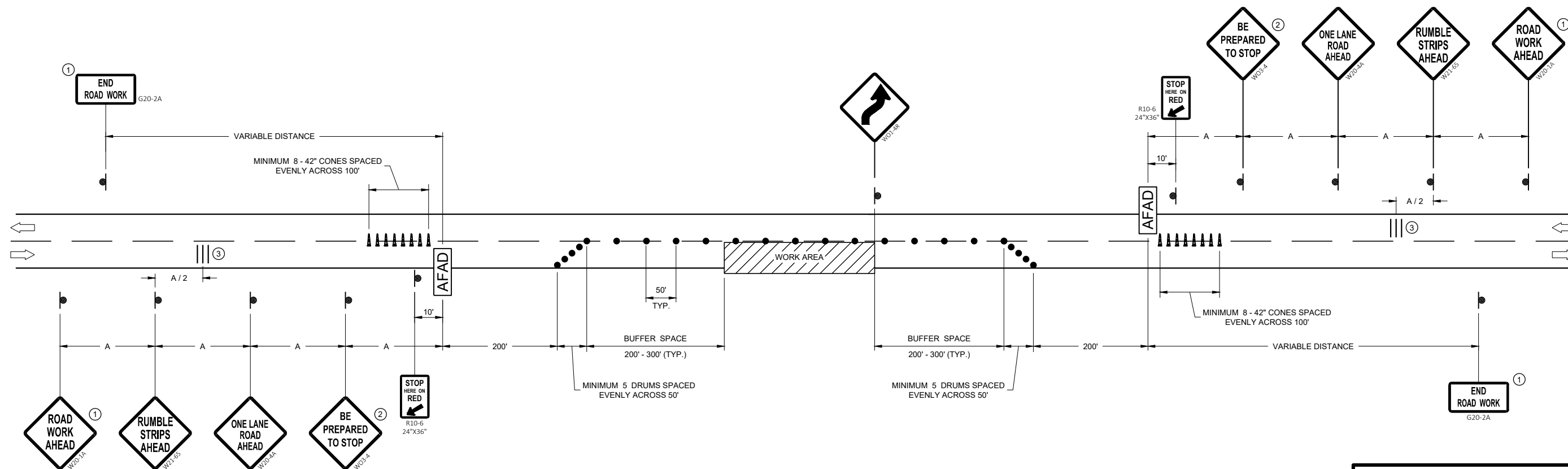
DO NOT INSTALL TEMPORARY PORTABLE RUMBLE STRIPS ON GRAVEL, MILLED SURFACES, OR ASPHALT THAT HAS BEEN PAVED LESS THAN 12 HOURS.

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.



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 /S/ Andrew Heidtke
DATE WORK ZONE ENGINEER

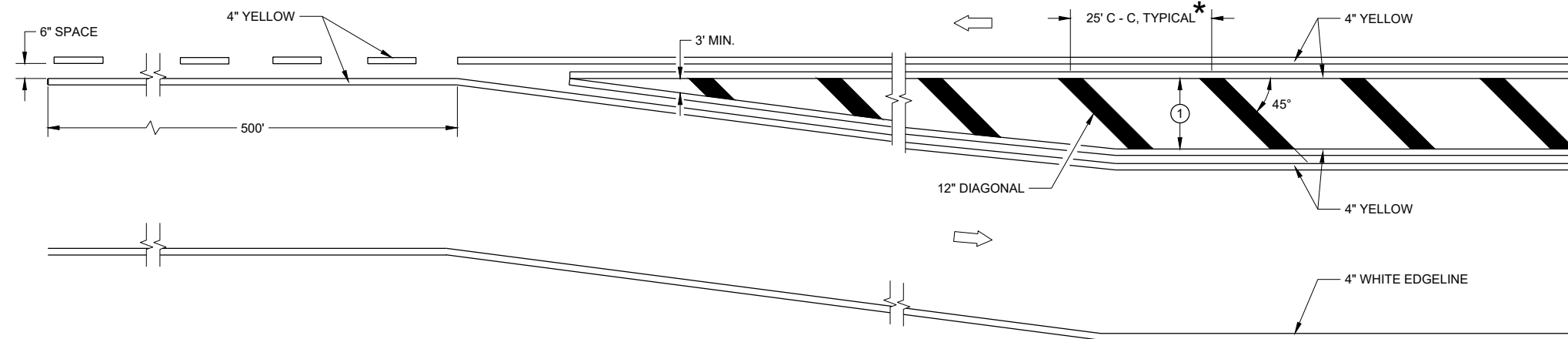
FHWA

GENERAL NOTES

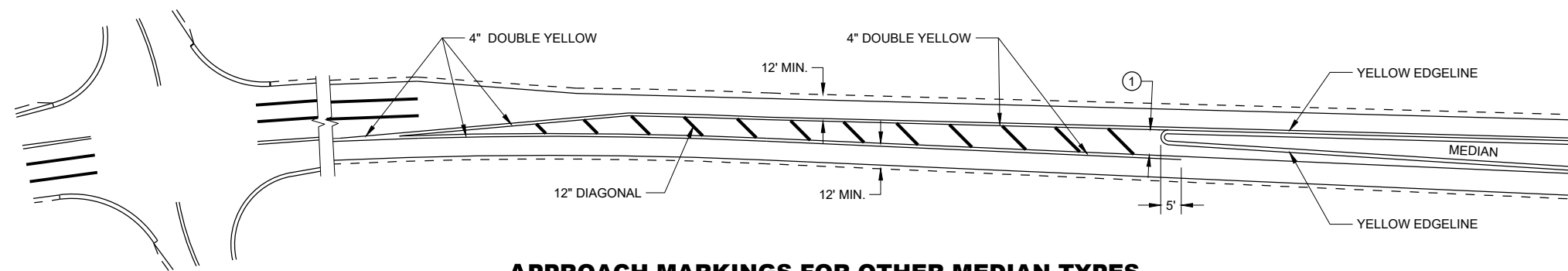
- ① DIAGONALS ARE OPTIONAL WHEN PAINTED ISLAND IS LESS THAN 6 FEET AT THE WIDEST POINT. OMIT DIAGONALS IF WIDTH IS LESS THAN 4 FEET.

➔ DIRECTION OF TRAVEL

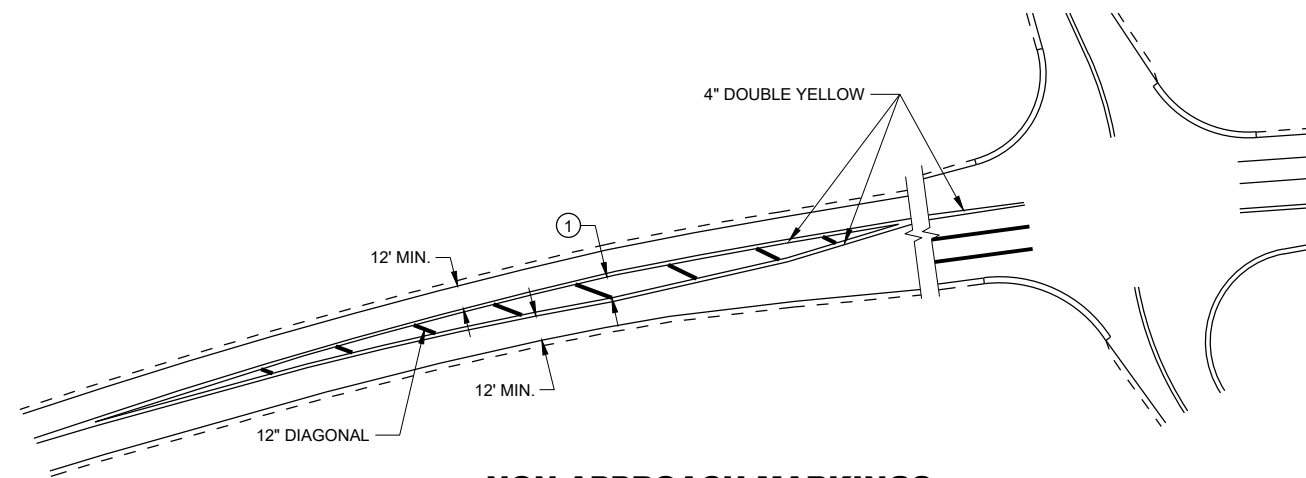
* WHEN THE PAINTED MEDIAN LENGTH IS LESS THAN 50 FEET THE SPACING IS 10'.



MEDIAN ISLAND DETAIL



APPROACH MARKINGS FOR OTHER MEDIAN TYPES



NON-APPROACH MARKINGS

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SDD 15C18 - 06a

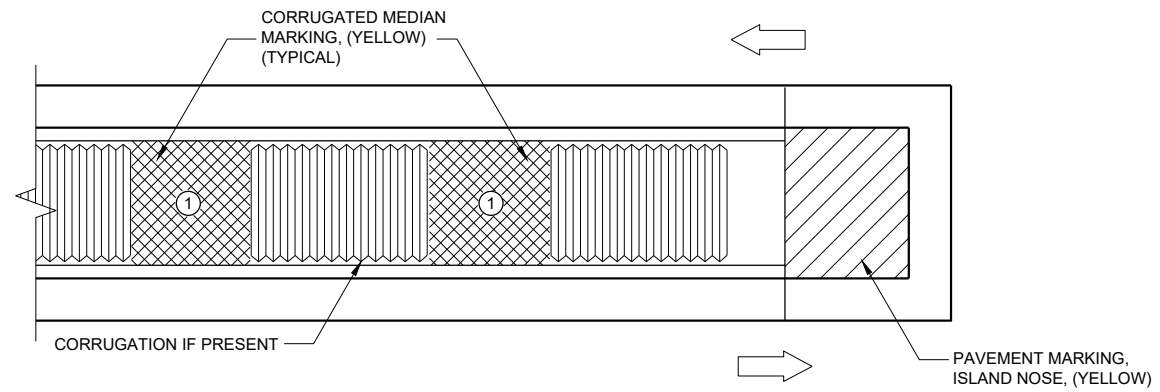
SDD 15C18 - 06a

**MEDIAN ISLAND
PAVEMENT MARKINGS**

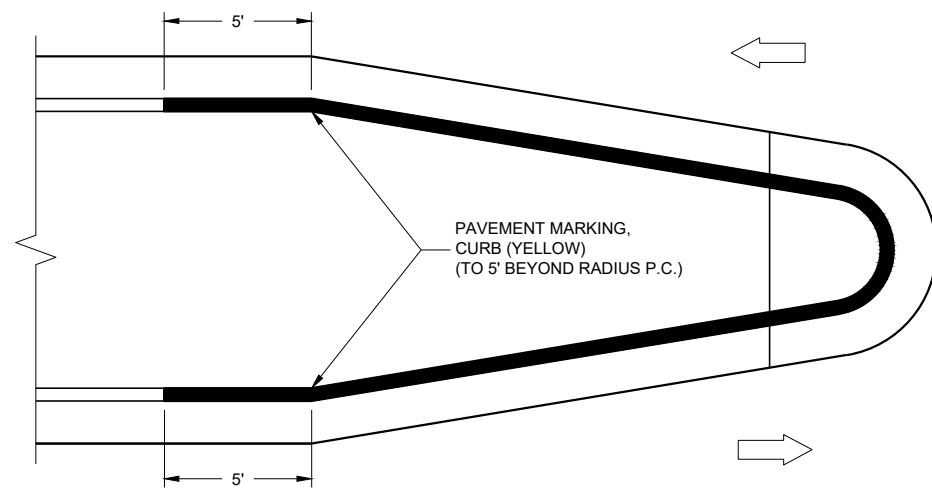
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

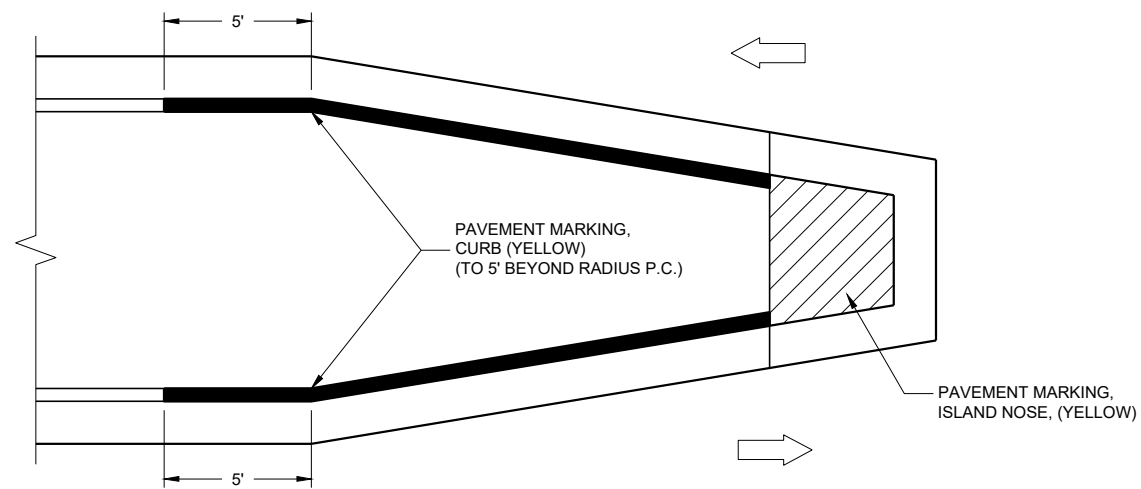
FHWA



MEDIAN ISLAND WITH SQUARE BLUNT NOSE



MEDIAN ISLAND WITH ROUND BLUNT NOSE



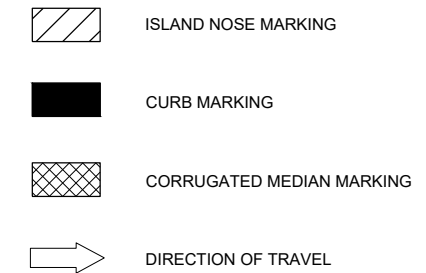
MEDIAN ISLAND WITH SLOPED NOSE

TYPICAL PLACEMENT OF PAVEMENT MARKING ON MEDIAN ISLANDS

GENERAL NOTES





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

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



PAVEMENT MARKINGS, MEDIAN ISLAND NOSE	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED May 2022 DATE	/S/ Jeannie Silver STATE SIGNING AND MARKING ENGINEER
<small>FHWA</small>	

LEGEND

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

GENERAL NOTES

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

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

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

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

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

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

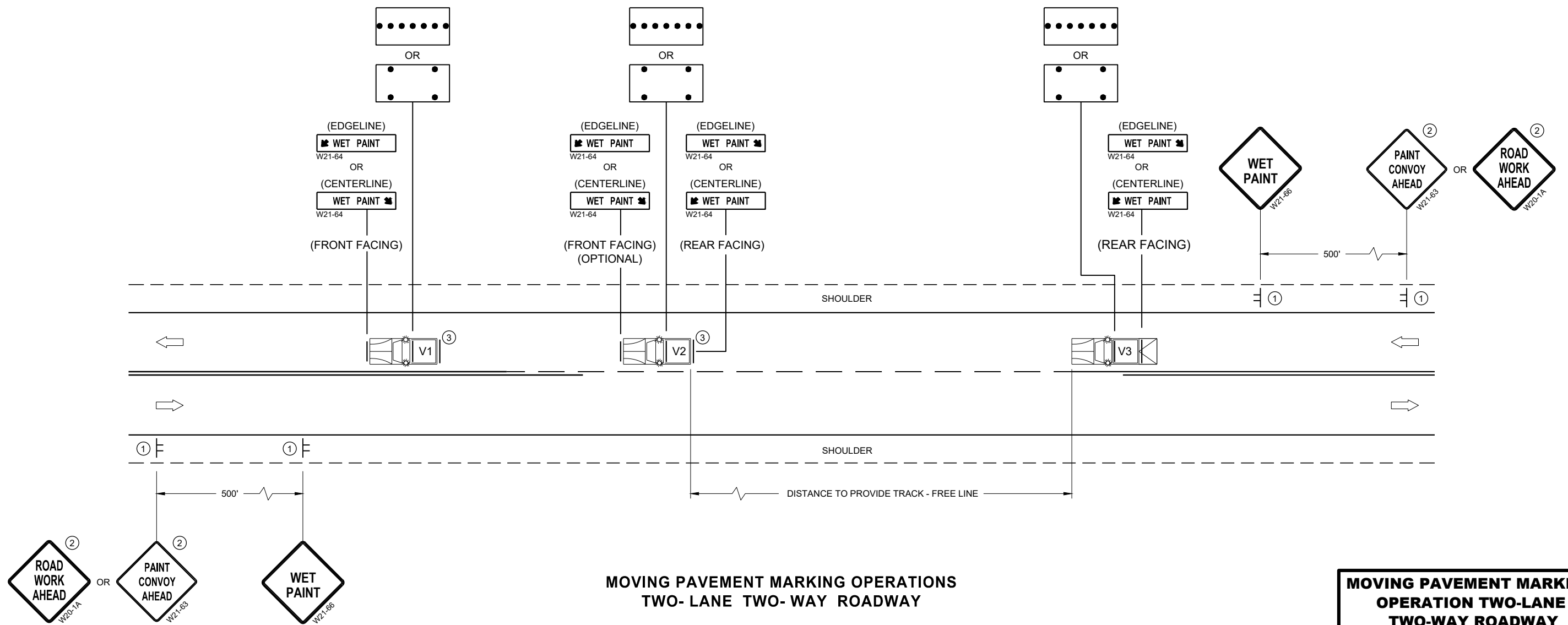
CONES SHOULD BE USED BETWEEN THE MARKING AND SHADOW VEHICLE AT 100 FOOT SPACING. CONES MAY BE OMITTED ON PAINTED LINE IF APPROVED BY THE ENGINEER. CONSIDER PAVEMENT MARKING DRY OR CURE TIMES AND TRAFFIC VOLUME.

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

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

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**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
DATE: May 2022 /S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA

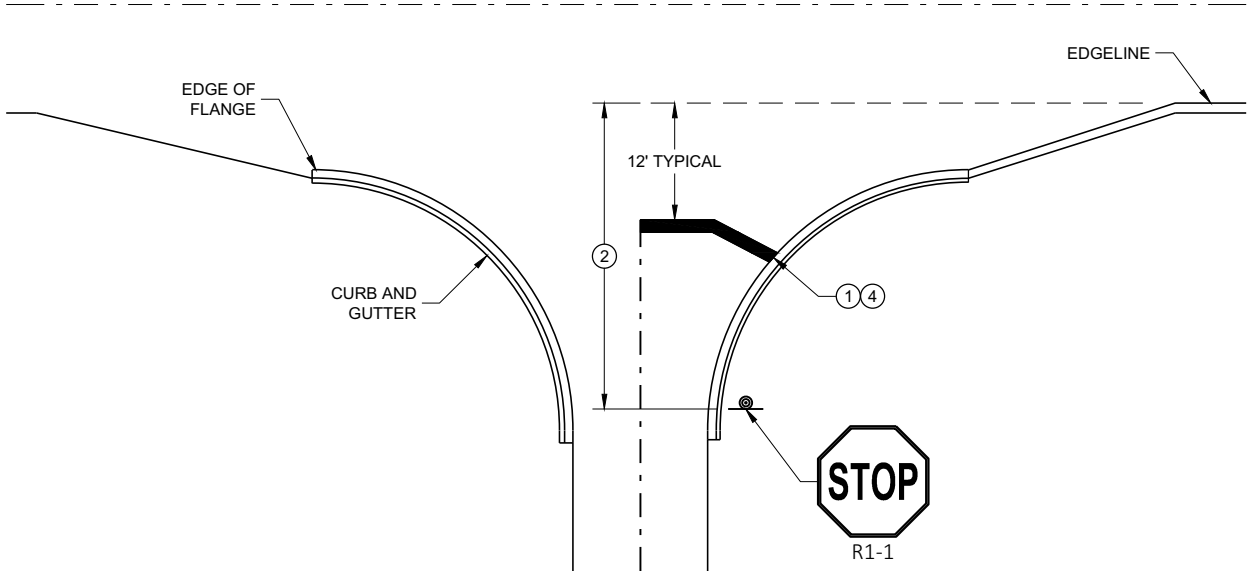
SDD 15C19 - 07a

SDD 15C19 - 07a

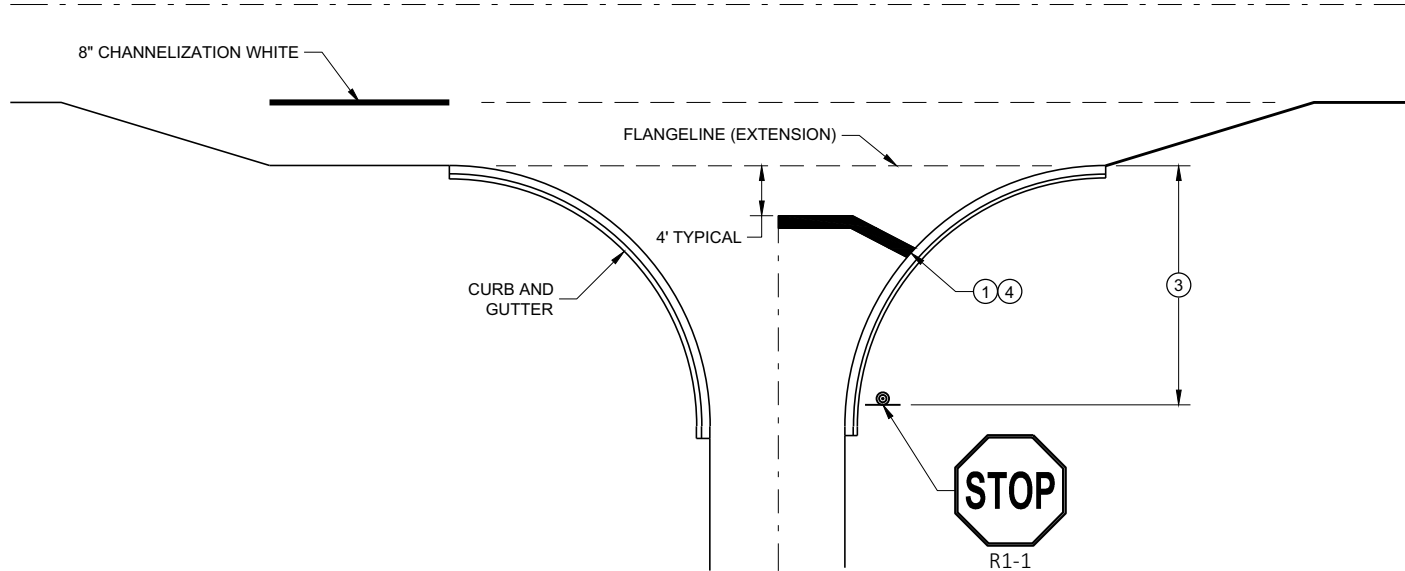
GENERAL NOTES

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

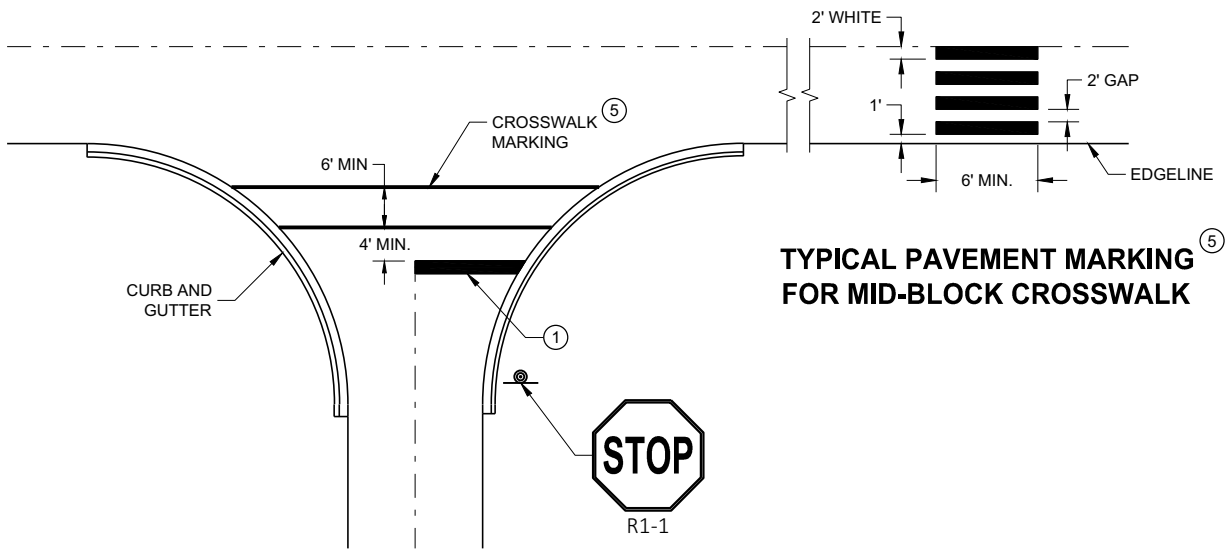
- ① 18-INCH STOP LINES MAY BE DELETED OR ADDED BY THE REGION MARKING ENGINEER BASED ON VISIBILITY AND SIGHT LINES.
- ② NO STOP LINE IS REQUIRED IF STOP SIGN IS LESS THAN OR EQUAL TO 40 FEET FROM THE EDGELINE.
- ③ NO STOP LINE IS REQUIRED IF STOP SIGN IS LESS THAN OR EQUAL TO 30 FEET FROM THE FLANGELINE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



TYPICAL STOP LINE PAVEMENT MARKING WITH CURB AND GUTTER

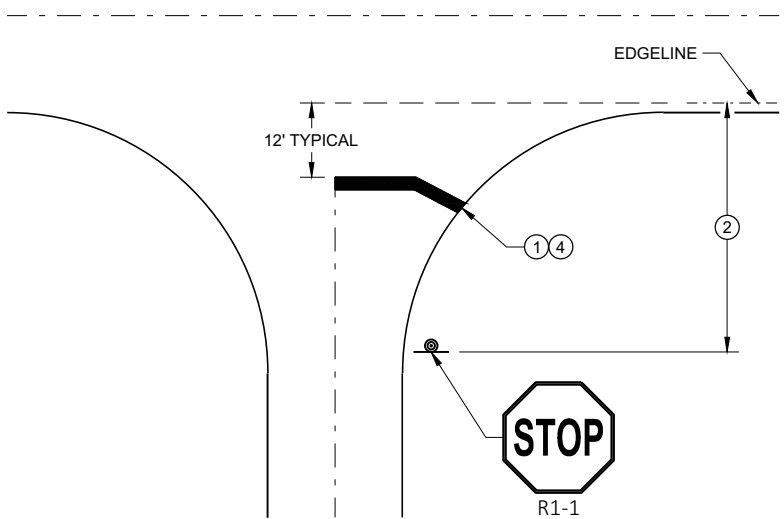


TYPICAL STOP LINE PAVEMENT MARKING FOR SIDEROADS WITH RIGHT TURN LANE



TYPICAL STOP LINE PAVEMENT MARKING FOR SIDEROADS WITH CROSSWALK MARKING

TYPICAL PAVEMENT MARKING FOR MID-BLOCK CROSSWALK



TYPICAL STOP LINE PAVEMENT MARKING WITHOUT CURB AND GUTTER

STOP LINE AND CROSSWALK PAVEMENT MARKING	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED November 2019 DATE	/s/ Matthew Rauch STATE SIGNING AND MARKING ENGINEER
<small>FHWA</small>	

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SDD 15C33 - 04

SDD 15C33 - 04

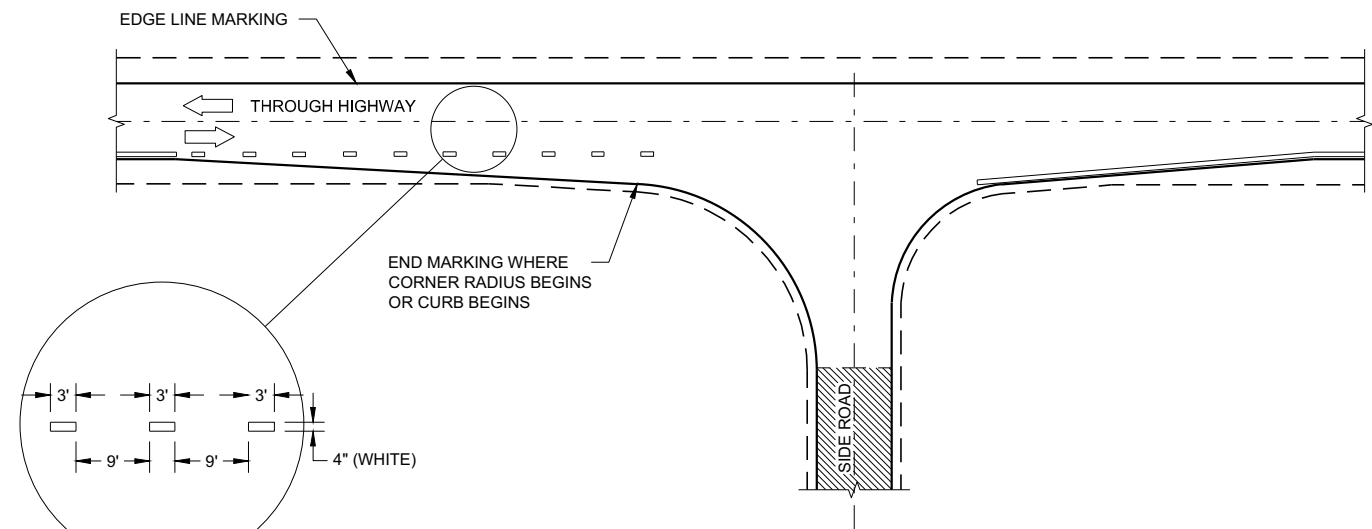
GENERAL NOTES

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

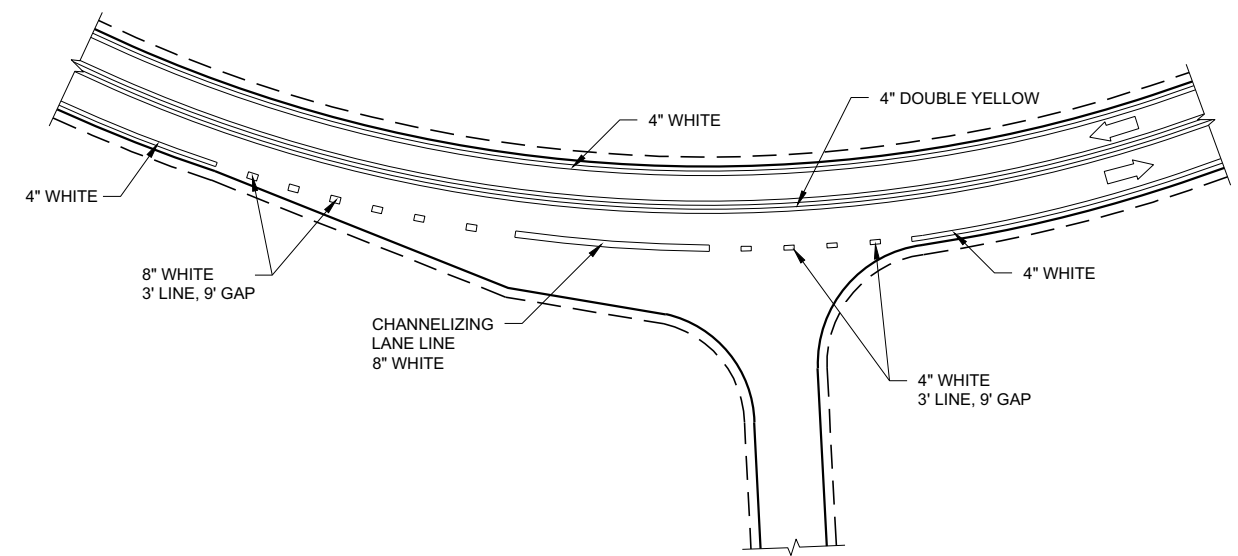
- ① WHEN DISTANCE "A" IS LESS THAN 250 FEET, OMIT LANE LINE.
- ② WHEN DISTANCE "B" IS LESS THAN 100 FEET, OMIT CHANNELIZING LANE LINE.
- ③ BARRIER LINE ENDS AT SIDE ROAD PAVEMENT / SURFACE EDGE EXTENSION.
- ④ BARRIER LINE STARTS 500 FEET PRIOR TO THE BYPASS TAPER.

LEGEND

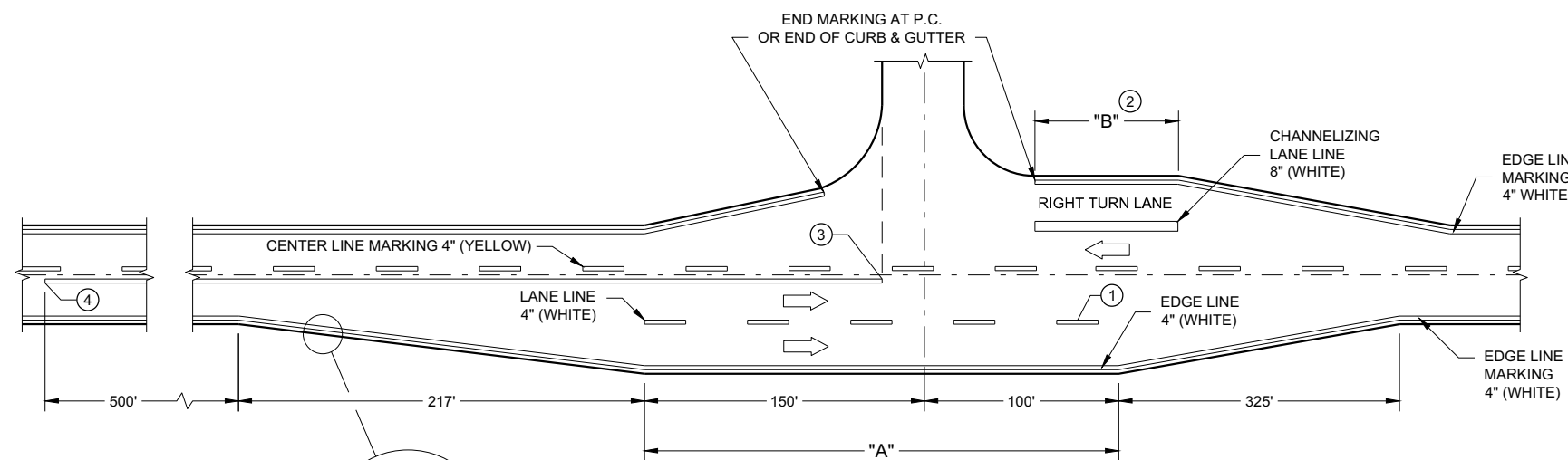
➡ DIRECTION OF TRAVEL



MINOR INTERSECTION



INTERSECTION ON OUTSIDE OF CURVE






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

**PAVEMENT MARKING
(INTERSECTIONS)**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

LEGEND

-  SIGN ON PERMANENT SUPPORT
-  DELINEATOR, FLEXIBLE/TUBULAR MARKER
-  DIRECTION OF TRAFFIC

GENERAL NOTES

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.

"WO" SIGN IS THE SAME AS "W" SIGN EXCEPT THE BACKGROUND IS ORANGE.

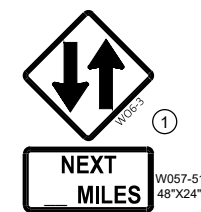
ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH THE TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER. NO WARNING LIGHTS SHALL BE WORKING ON COVERED OR "DOWNED" SIGNS.

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

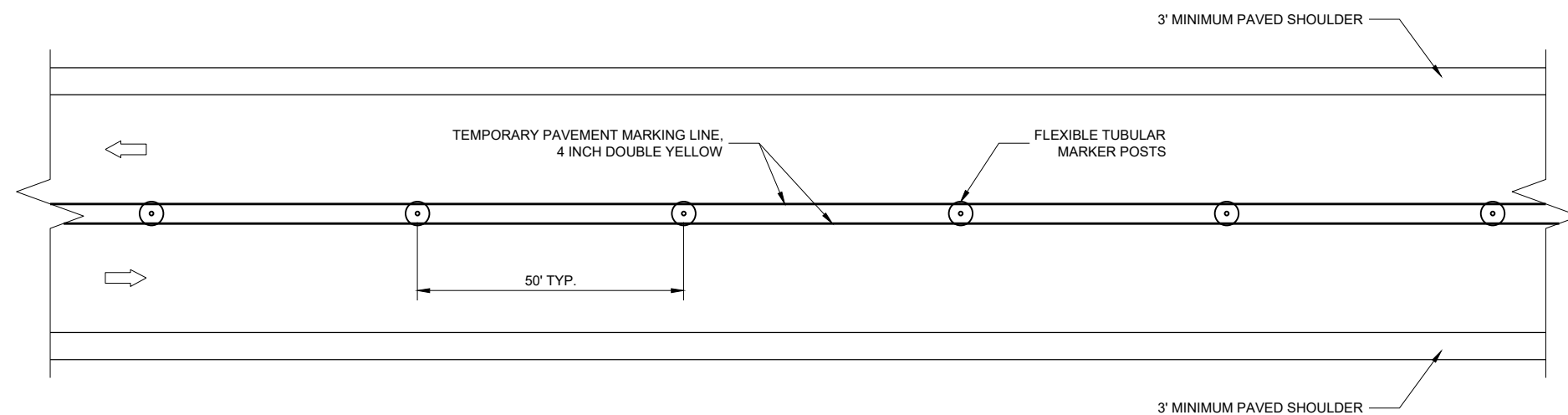
THE SPACING BETWEEN SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A MINIMUM OF 200 FEET (500' DESIRABLE) DISTANCE TO EXISTING SIGNS.

A SINGLE ROW OF FLEXIBLE TUBULAR MARKERS ON CENTERLINE EXTEND FOR THE ENTIRE LENGTH OF TWO-WAY TRAFFIC AT 50 FOOT SPACING.

COVER EXISTING CENTERLINE STRIPE WITH TEMPORARY PAVEMENT MARKING LINE, 4 INCH DOUBLE YELLOW.



- ① THE W06-3 AND W057-51 SHALL BE LOCATED 200 FEET BEYOND THE END OF THE ACCELERATION LANE OF EACH ENTRANCE RAMP AND / OR 500 FEET BEYOND ANY SIDE ROAD. THE R4-1 SHALL BE LOCATED 1000 FEET BEYOND THE W06-3 AND THE W057-51 AND THE SIGNS SHALL BE ALTERNATED WITH ONE MILE INTERVALS BETWEEN THE SIGNS.
- ② CONVENTIONAL: 24" X 30"
 FREEWAY AND EXPRESSWAY: 36" X 48"



TWO LANE, TWO WAY OPERATION

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SDD 15D06 - 05

SDD 15D06 - 05

TRAFFIC CONTROL TWO LANE TWO WAY OPERATION	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED February 2022 DATE	/S/ Andrew Heidtke WORK ZONE 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.

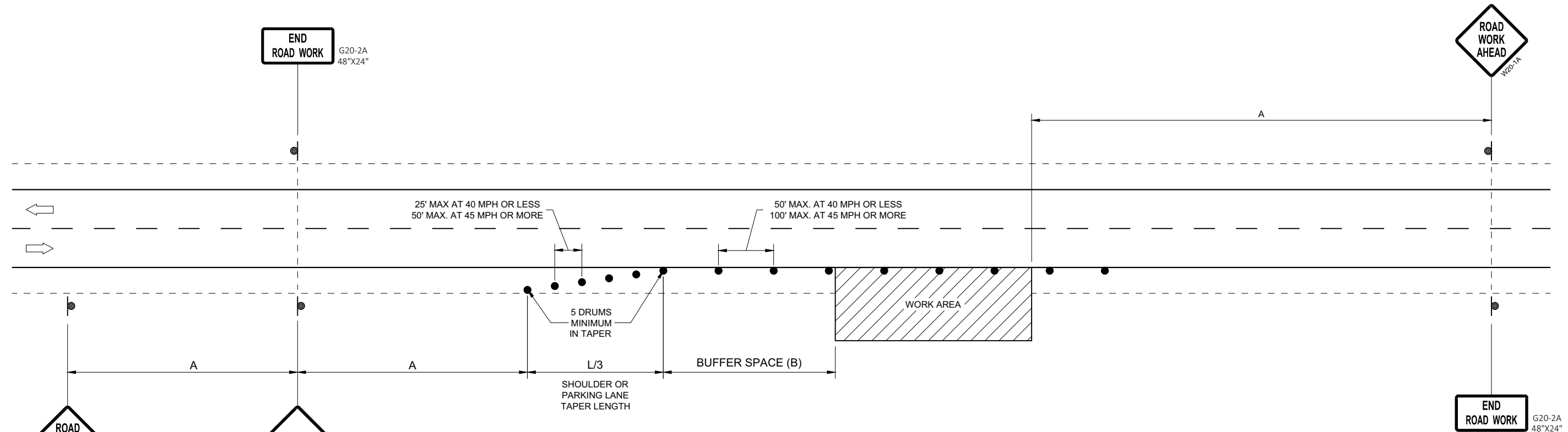
CHANNELIZING DEVICES PLACED ADJACENT TO WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

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.

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OR
IF TRAFFIC CONTROL DEVICES
ENCROACH ONTO TRAVELED WAY, USE

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

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

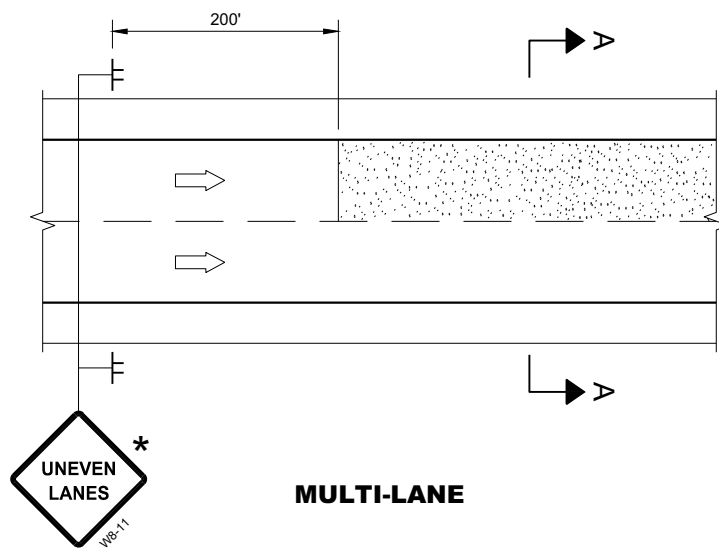
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

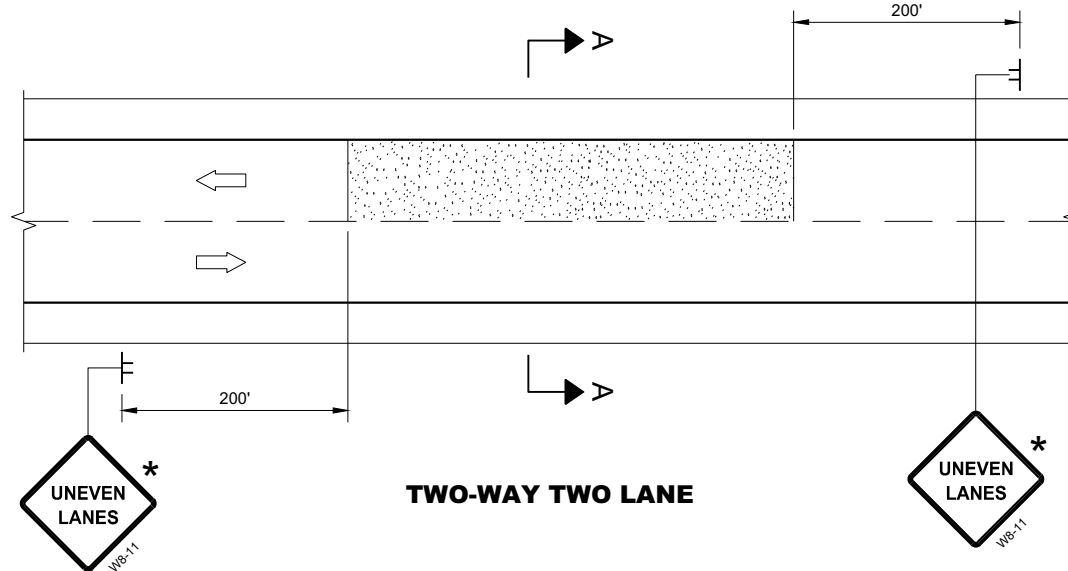
FHWA

SDD 15D28 - 04

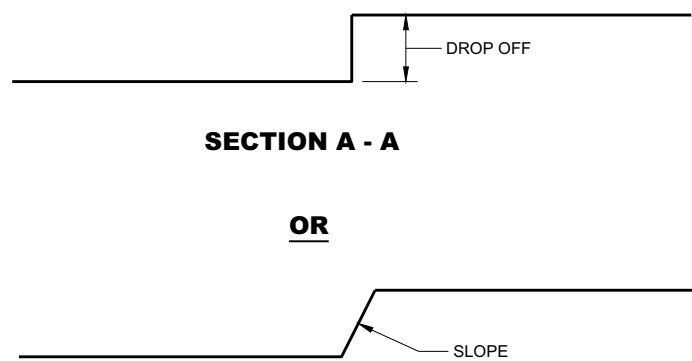
SDD 15D28 - 04



MULTI-LANE



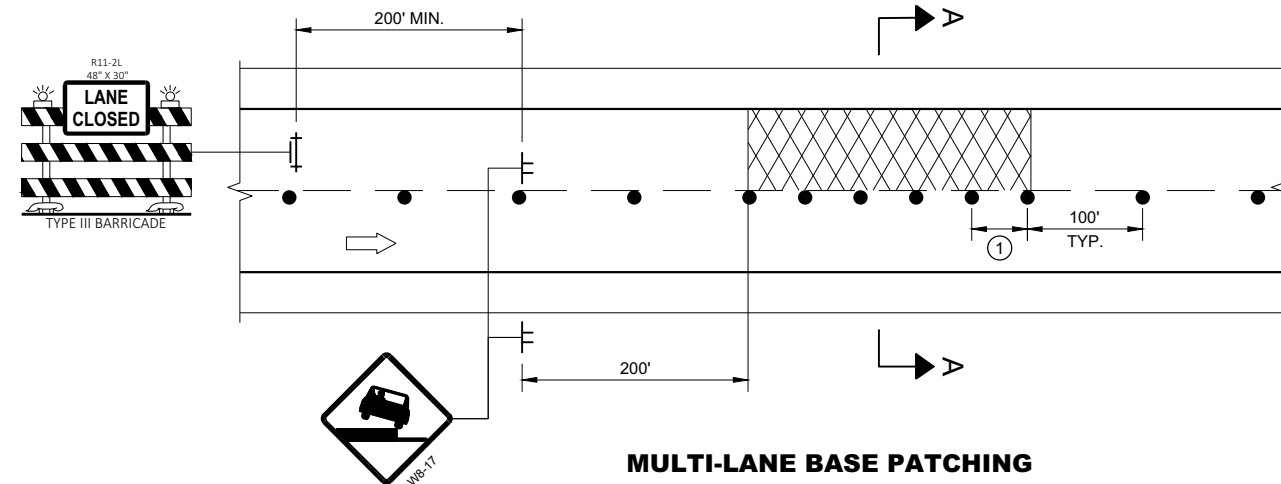
TWO-WAY TWO LANE



SECTION A - A

OR

SECTION A - A



MULTI-LANE BASE PATCHING

ADJACENT LANE DROP-OFFS

GENERAL NOTES

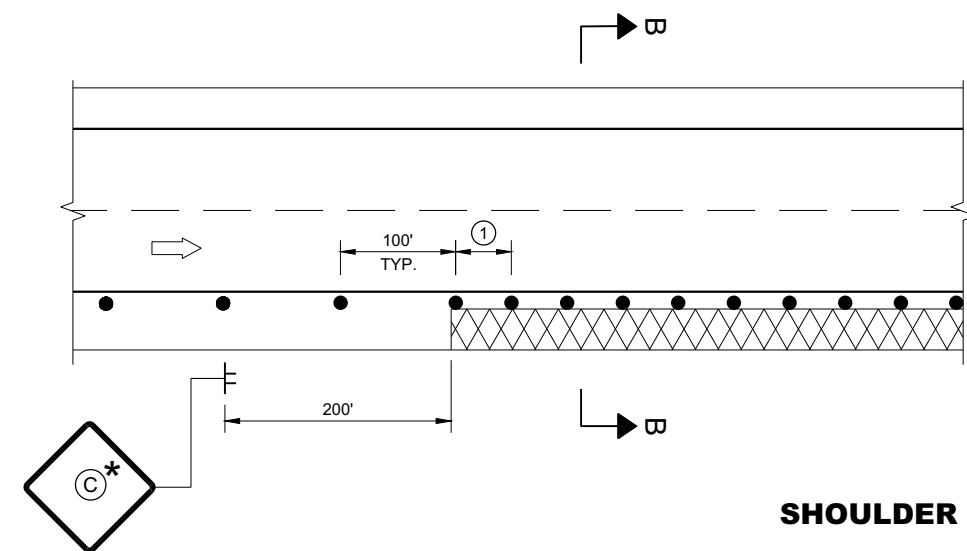
- FOR SPOT LOCATIONS USE ENGINEERING JUDGEMENT WHEN PLACING ADDITIONAL SIGNS.
- ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED.
- "WO" SIGNS ARE THE SAME AS "W" SIGNS EXCEPT THE BACKGROUND IS ORANGE.
- WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.
- * IF THE DROP-OFF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

LEGEND

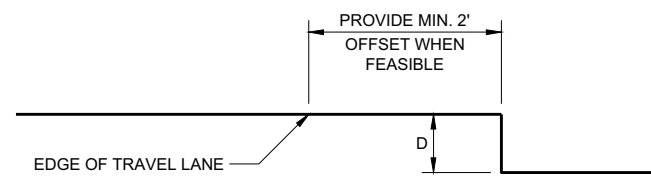
- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL DRUM
- TYPE III BARRICADE WITH ATTACHED SIGN
- TYPE "A" WARNING LIGHT (FLASHING)
- DIRECTION OF TRAFFIC
- WORK AREA WITH DROP-OFF
- MILLED SURFACE

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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

SDD 15D39 - 02

SDD 15D39 - 02

**TRAFFIC CONTROL,
DROP-OFF SIGNING**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

FHWA

GENERAL NOTES

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

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

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

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



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

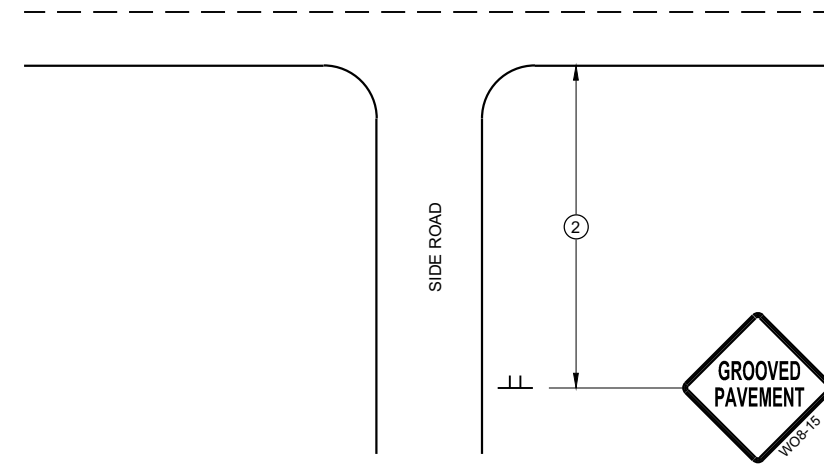
ALL SIGNS INAPPROPRIATE TO THE STATUS OF THE CONTROL ZONE, INCLUDING PRE-EXISTING SIGNS IN THE VICINITY, SHALL BE COVERED OR REMOVED AS DIRECTED BY THE ENGINEER.

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

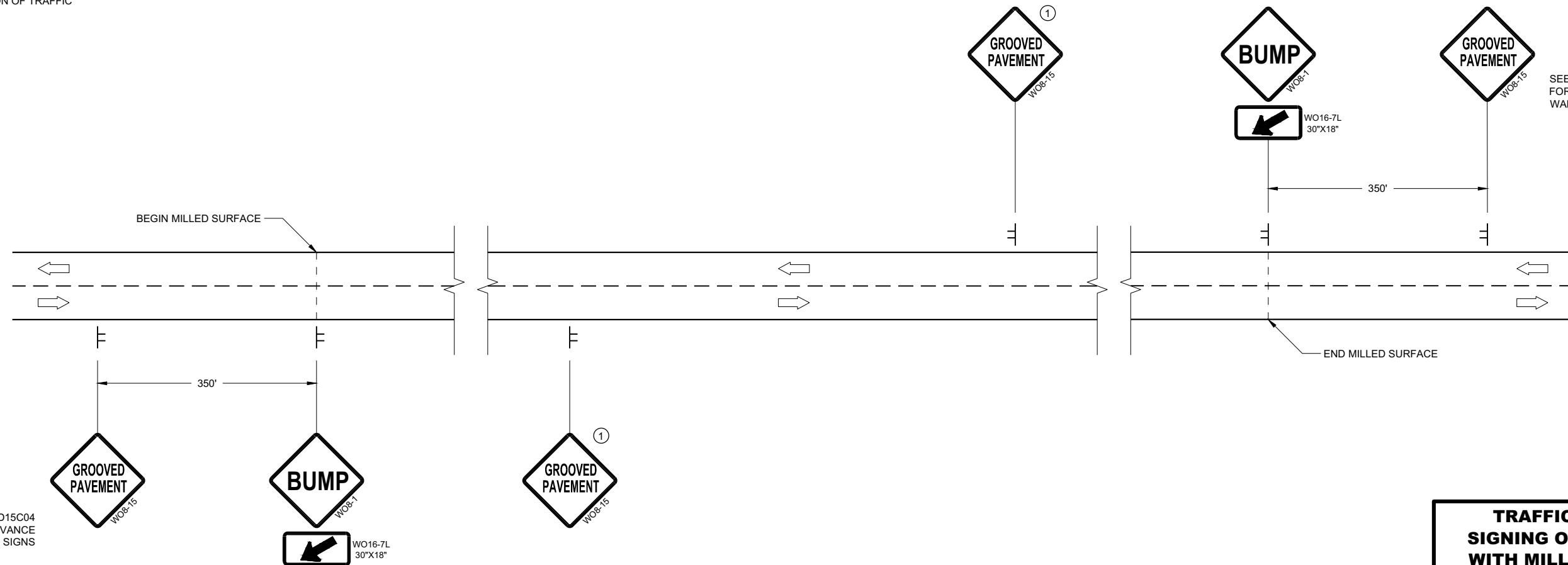
- ① PLACE SIGNS 350' IN ADVANCE OF MILLED SURFACES AND AT 1 MILE INTERVALS, OR AS DIRECTED BY THE ENGINEER.
- ② PLACE SIGN 200' MIN. FROM INTERSECTION AND 200' MIN. AFTER ADVANCE WARNING SIGN SHOWN IN SDD 15C04.

LEGEND

-  SIGN ON TEMPORARY SUPPORT
-  DIRECTION OF TRAFFIC



TYPICAL SIDE ROAD APPROACH SIGN DETAIL



SEE SDD15C04 FOR ADVANCE WARNING SIGNS

SEE SDD15C04 FOR ADVANCE WARNING SIGNS

DETAIL FOR SIGNING ON MILLED SURFACES

TRAFFIC CONTROL, SIGNING ON ROADWAYS WITH MILLED SURFACES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

FHWA

GENERAL NOTES

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

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

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

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

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

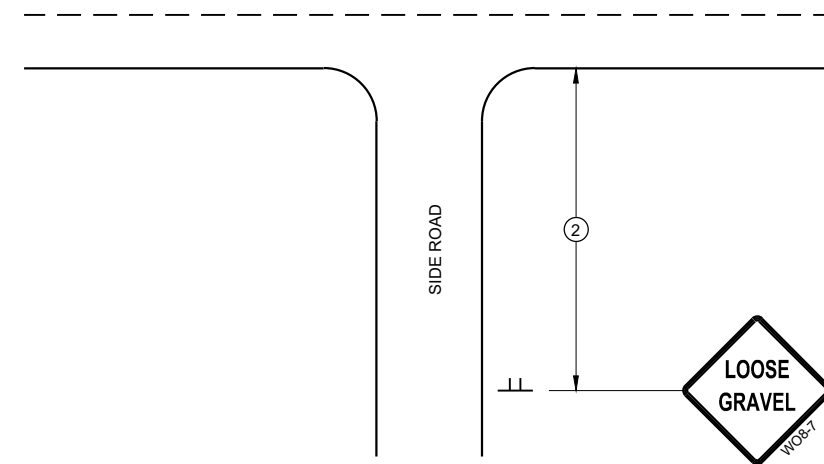
ALL SIGNS INAPPROPRIATE TO THE STATUS OF THE CONTROL ZONE, INCLUDING PRE-EXISTING SIGNS IN THE VICINITY, SHALL BE COVERED OR REMOVED AS DIRECTED BY THE ENGINEER.

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

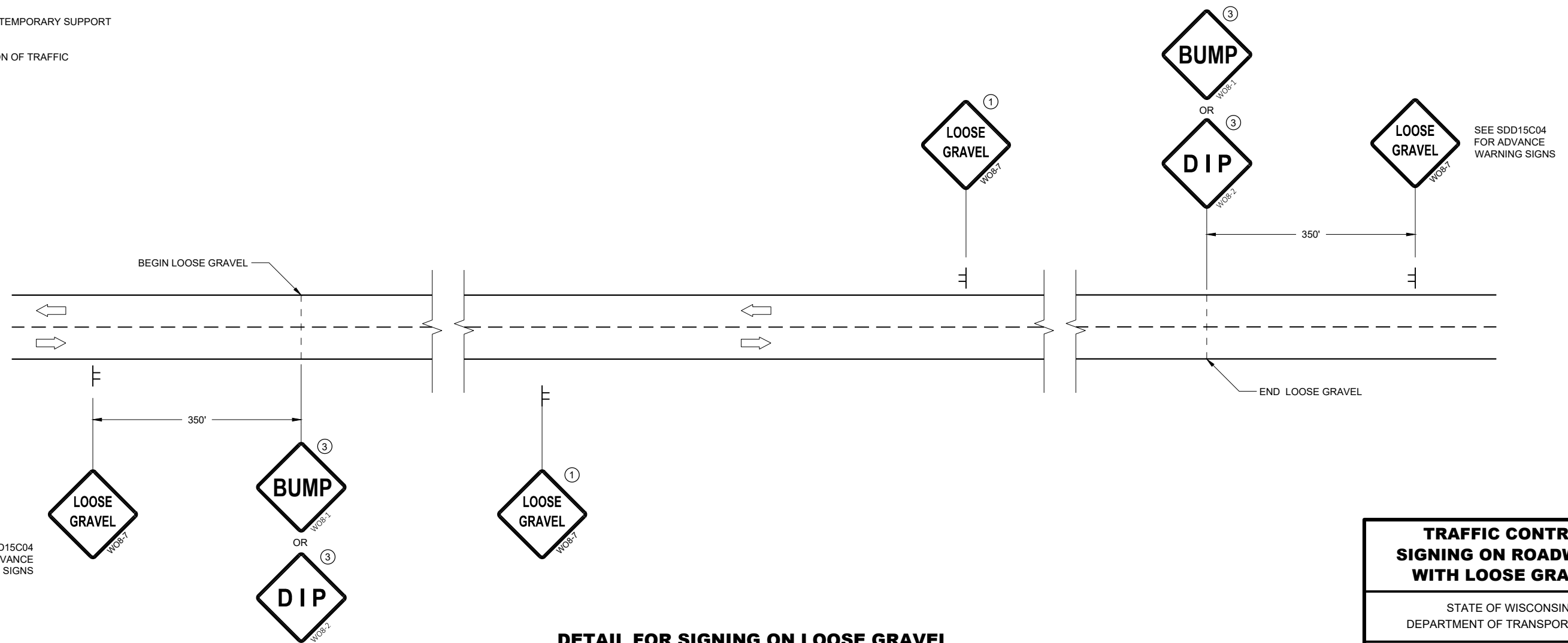
- ① PLACE SIGNS 350' IN ADVANCE OF CHIP SEALED OR LOOSE GRAVEL SURFACES AND AT 1 MILE INTERVALS, OR AS DIRECTED BY THE ENGINEER.
- ② PLACE SIGN 200' MIN. FROM INTERSECTION AND 200' MIN. AFTER ADVANCE WARNING SIGN SHOWN IN SDD 15C04.
- ③ ADD WO8-1 OR WO8-2 SIGN WHEN THE CONDITION IS PRESENT.

LEGEND

- ⊥ SIGN ON TEMPORARY SUPPORT
- ➡ DIRECTION OF TRAFFIC







TYPICAL SIDE ROAD APPROACH SIGN DETAIL



DETAIL FOR SIGNING ON LOOSE GRAVEL OR CHIP SEALED SURFACES

TRAFFIC CONTROL SIGNING ON ROADWAYS WITH LOOSE GRAVEL	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED February 2021 DATE	/S/ Andrew Heidtke WORK ZONE ENGINEER
FHWA	

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.

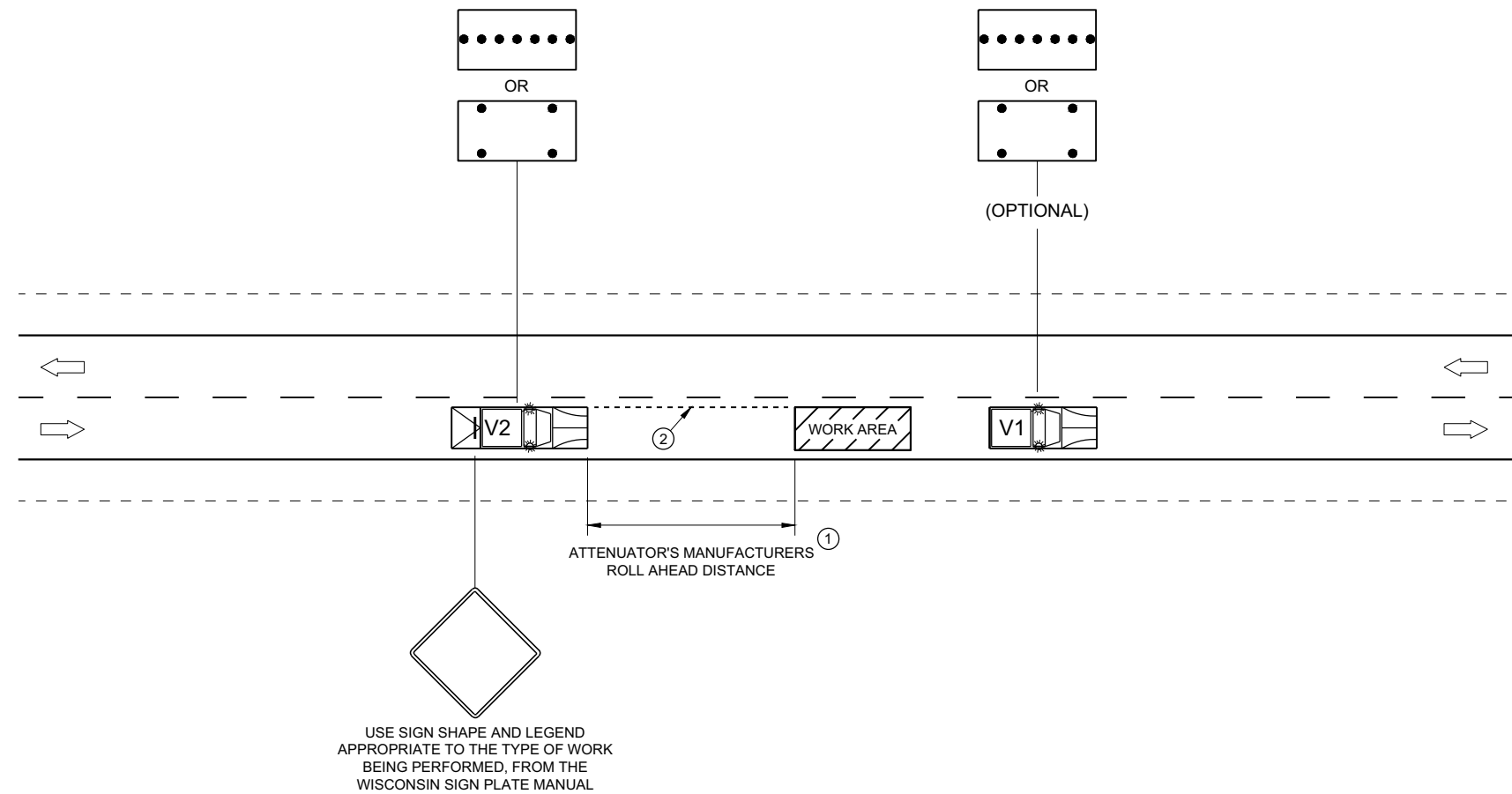
MOBILE IS WORK THAT MOVES CONTINUOUSLY OR MOVES AT LEAST THE DECISION SIGHT DISTANCE EVERY 15 MINUTES.

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.

- 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.



6

6

SDD 15D51 - 01

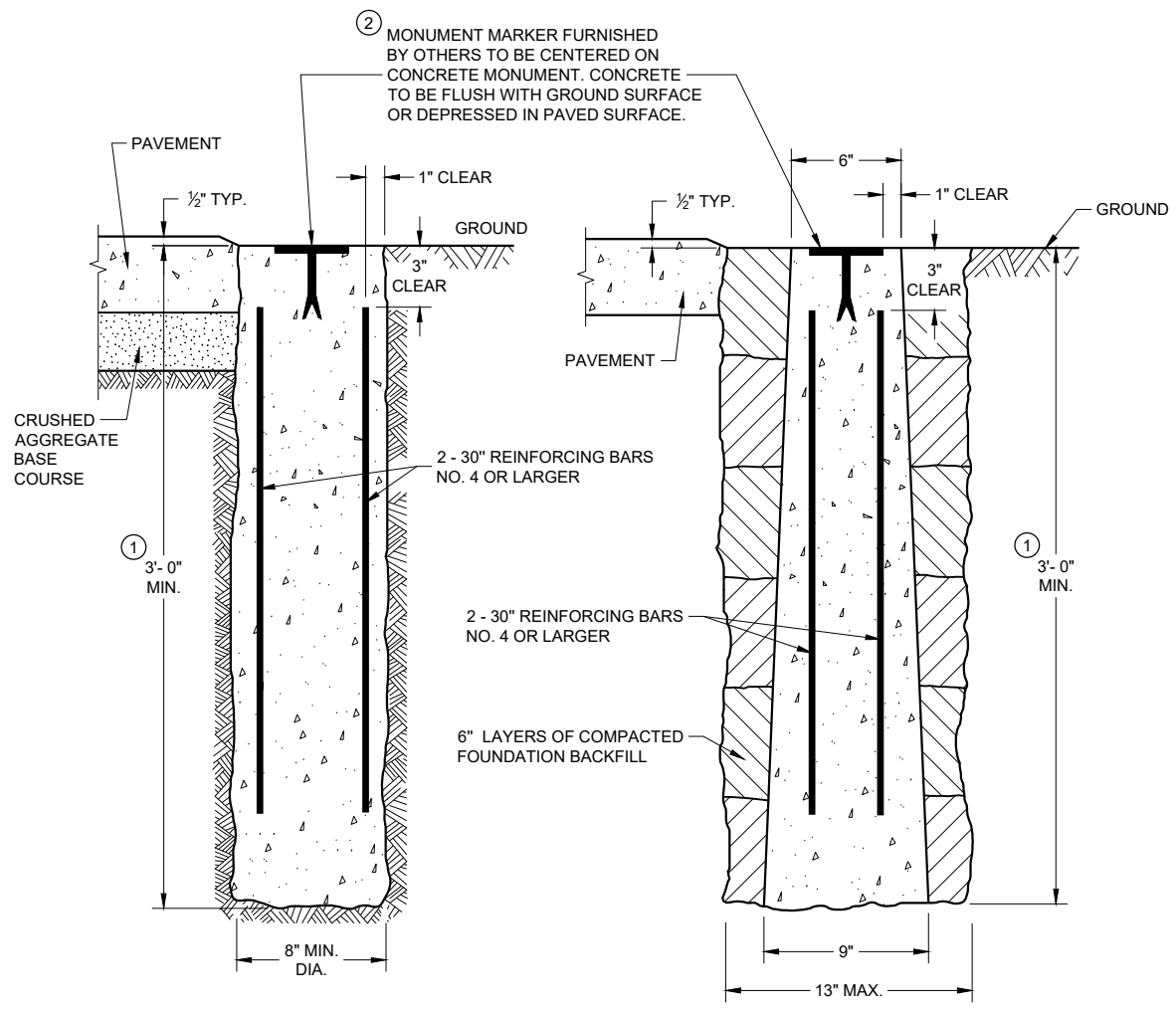
SDD 15D51 - 01

**TRAFFIC CONTROL,
MOBILE OPERATIONS ON
AN UNDIVIDED ROADWAY**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2021 DATE /S/ Andrew Heidtke
STATEWIDE WORK ZONE TRAFFIC SAFETY ENGINEER

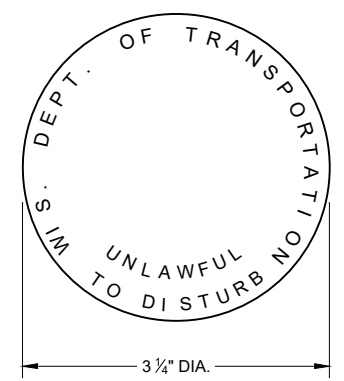
FHWA



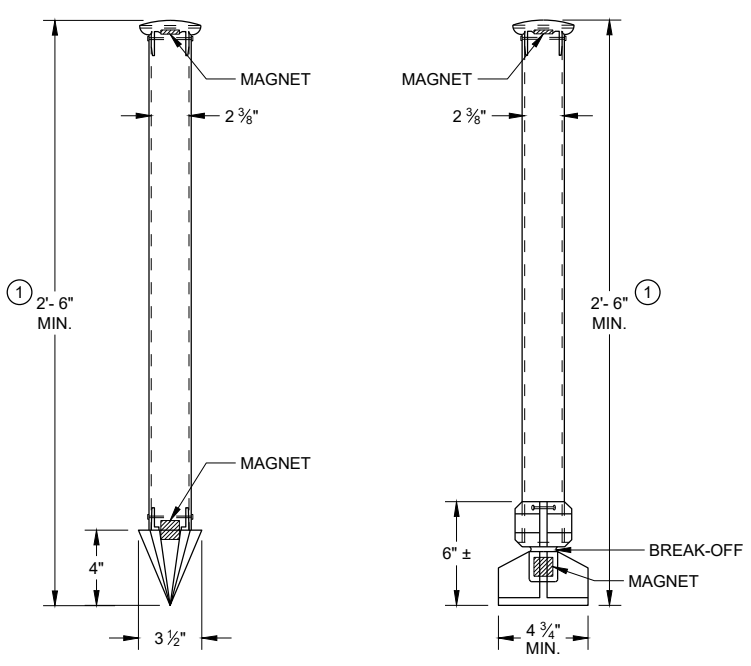
CAST-IN-PLACE

PRECAST

CONCRETE MONUMENTS
TYPE A



WIS DOT MONUMENT MARKER LOGO
FOR TYPES "A", "C" & "D"



TYPE C
DRIVEN MONUMENT

TYPE D
NON-DRIVEN
BREAK-OFF MONUMENT

ALUMINUM MONUMENTS
(INCLUDES MARKER)

GENERAL NOTES

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

DETAILED DRAWINGS OF PROPOSED ALTERNATE DESIGNS FOR METAL MONUMENTS OR MONUMENT COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL.

PERMANENT MAGNETS SHALL BE INSERTED NEAR THE TOP AND BOTTOM OF ALL ALUMINUM MONUMENTS SO THE MONUMENT CAN EASILY BE DETECTED BY A METAL DETECTOR.

THE CAST IRON MONUMENT COVER SHALL BE A "NON-ROCKING" TYPE. ADJUSTMENT OF THE COVER TO GRADE MAY BE ACCOMPLISHED BY THE USE OF MORTAR AND BRICK, OR BY EITHER PRECAST OR CAST-IN-PLACE REINFORCED CONCRETE GRADE RINGS.

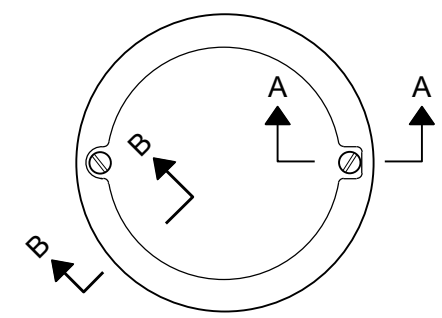
MONUMENTS SHALL BE LOCATED AND PLACED AT THE DIRECTION OF THE ENGINEER.

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

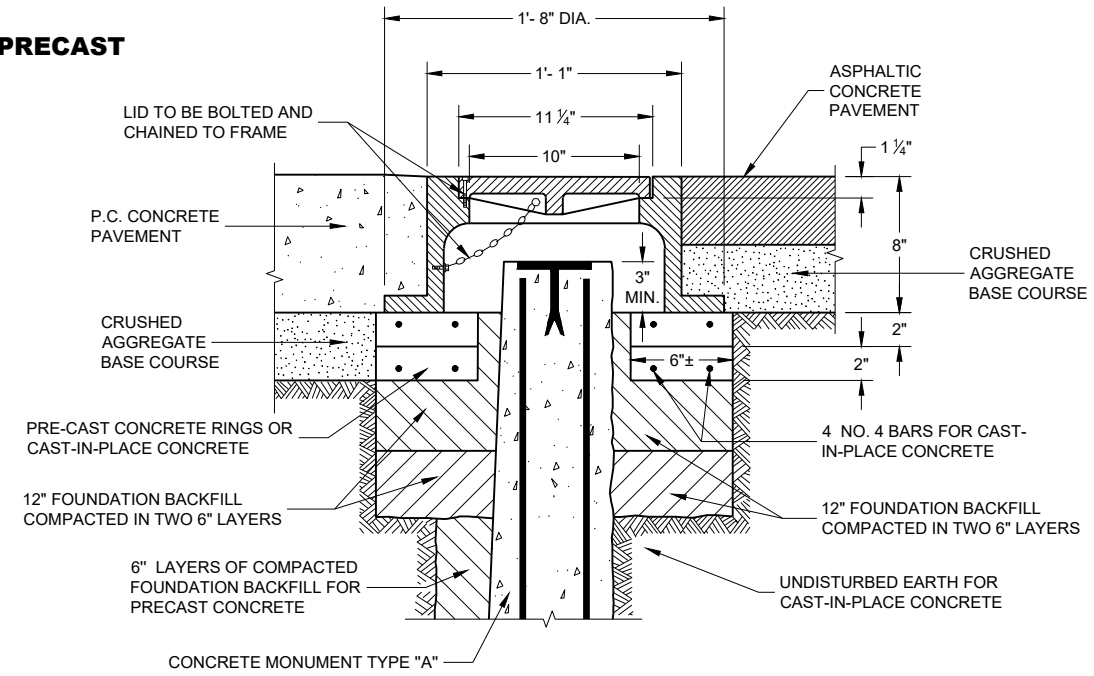
THE MONUMENT COVERS DETAILED ON THIS DRAWING ARE NOT EQUAL ALTERNATES. MONUMENT COVERS SHALL BE CAST IRON UNLESS ALUMINUM IS SPECIFIED ELSEWHERE IN THE CONTRACT.

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

- ① MINIMUM LENGTH SHALL BE 4'-0" FOR MONUMENTS INSTALLED IN PAVED AREAS.
- ② AN OFFICIAL COUNTY MONUMENT MARKER SUPPLIED BY A COUNTY MAY BE REQUIRED FOR SOME SECTION CORNERS AND WITNESS MONUMENTS INSTEAD OF THIS WISDOT MARKER.

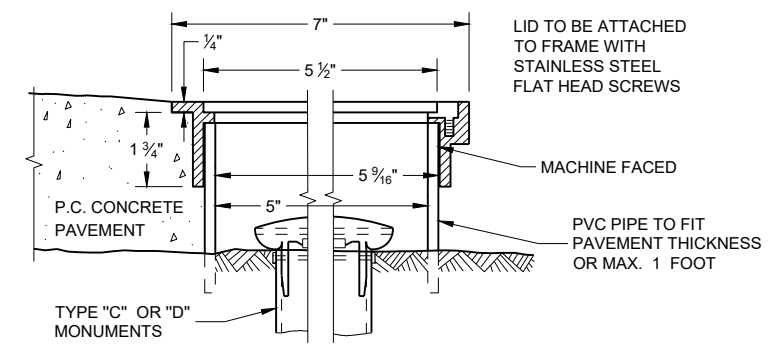


TOP VIEW



CAST IRON MONUMENT COVER

(APPROXIMATE WEIGHT 95 LBS)



SECTION B-B SECTION A-A
ALUMINUM MONUMENT COVER

(APPROXIMATE WEIGHT 2 LBS)
(FOR CONCRETE PAVEMENT ONLY)

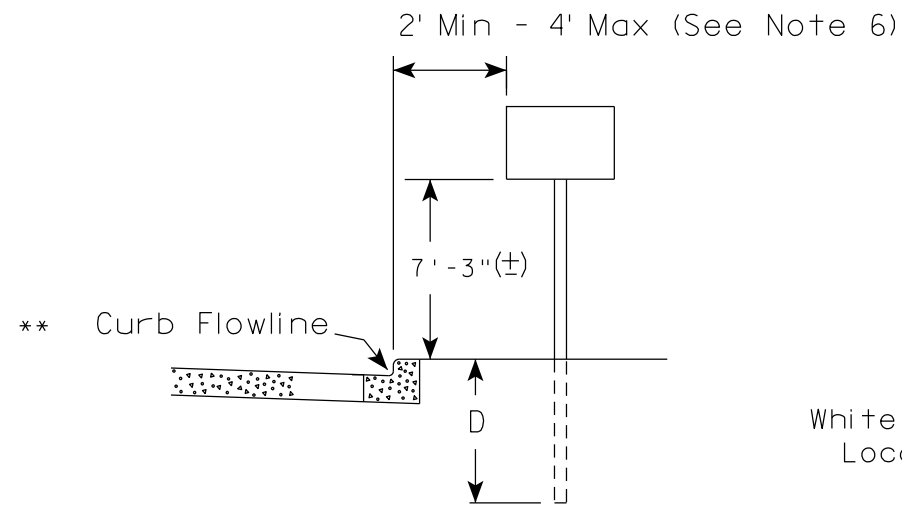
LANDMARK REFERENCE
MONUMENTS AND COVERS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

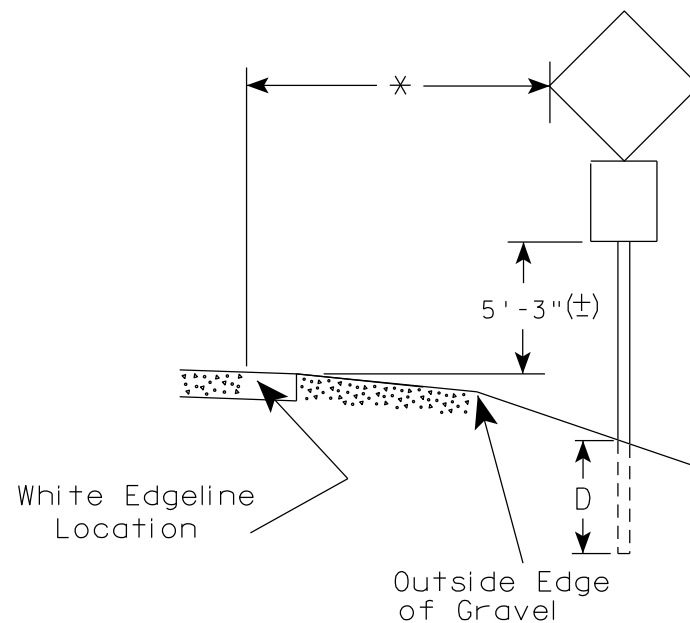
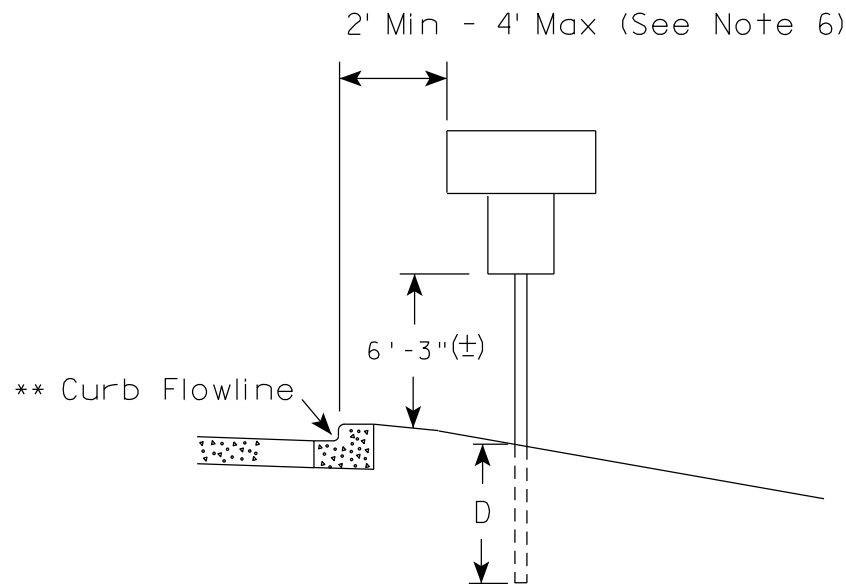
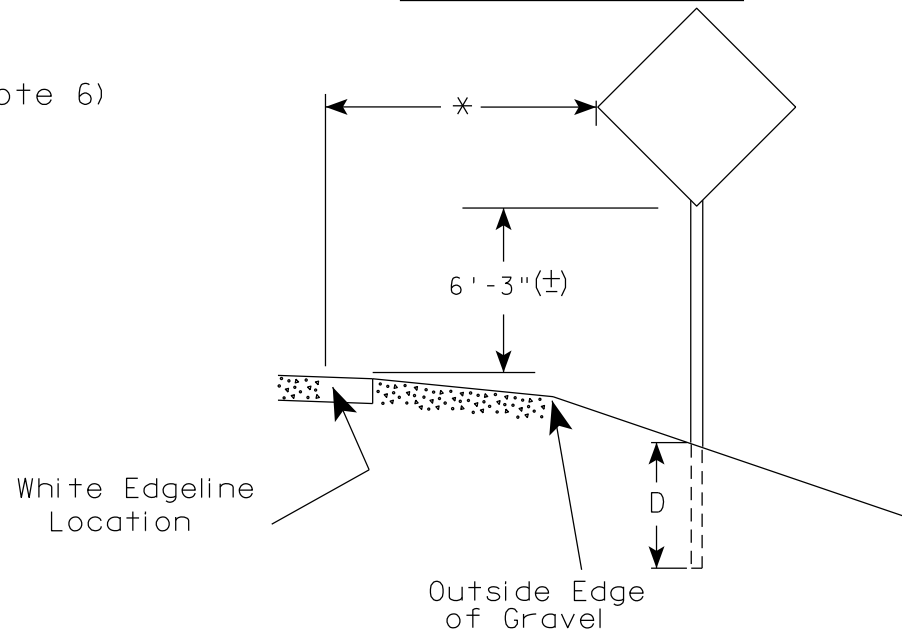
APPROVED
March 2018 /S/ Raymond A. Kumapayil
DATE CHIEF SURVEYING AND MAPPING ENGINEER

FHWA

URBAN AREA



RURAL AREA (See Note 2)



GENERAL NOTES

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

POST EMBEDMENT DEPTH

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

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

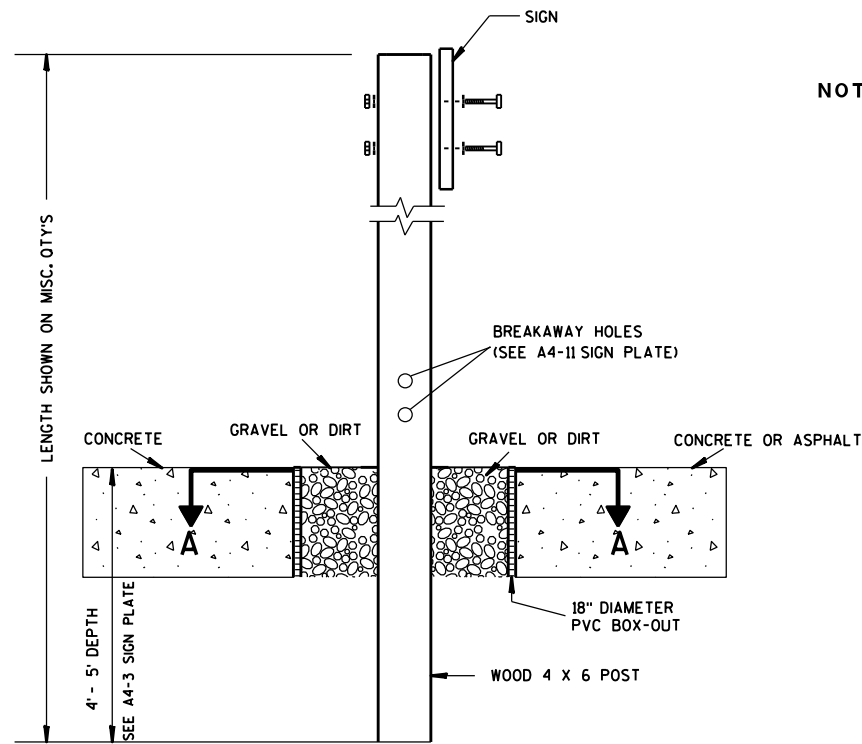
* 6 feet from edge of a paved shoulder or 12 feet from the edge of pavement (edge line location) or 2 feet from outside edge of gravel, whichever is greater unless directed by project engineer.

TYPICAL INSTALLATION OF PERMANENT TYPE II SIGNS ON SINGLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

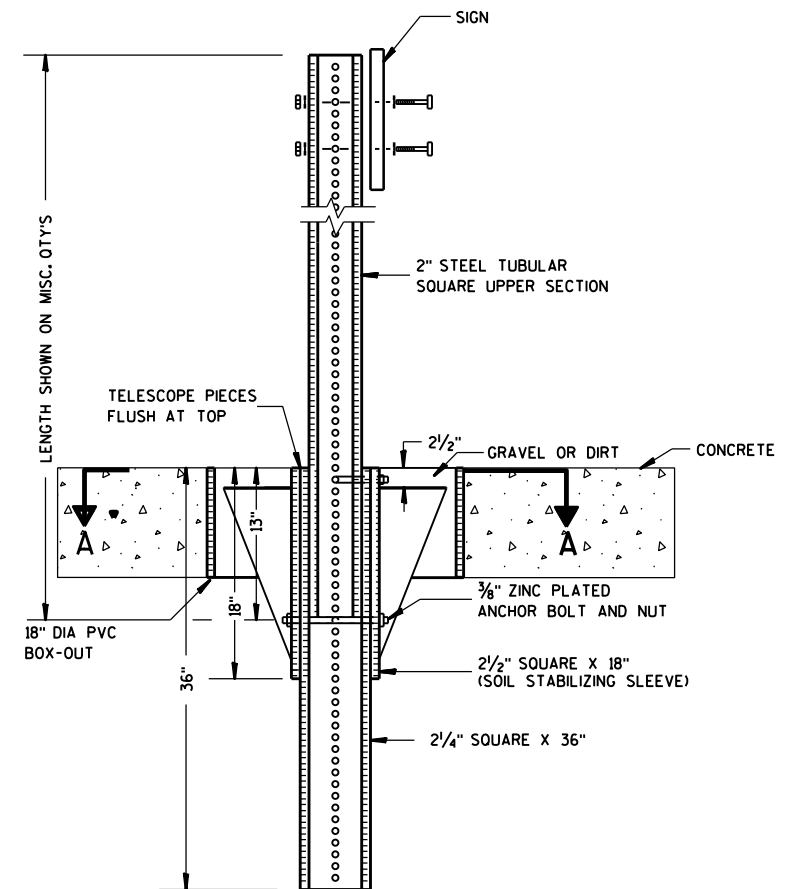
DATE 5/13/2020 PLATE NO. A4-3.22



ELEVATION VIEW

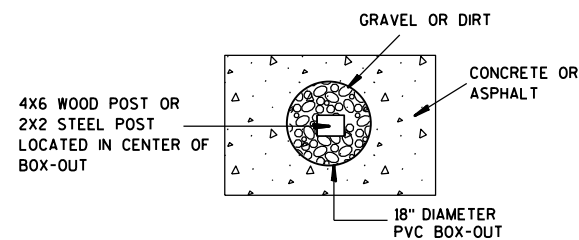
DETAIL OF WOOD 4 X 6 SIGN POST IN BOX-OUT

- 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

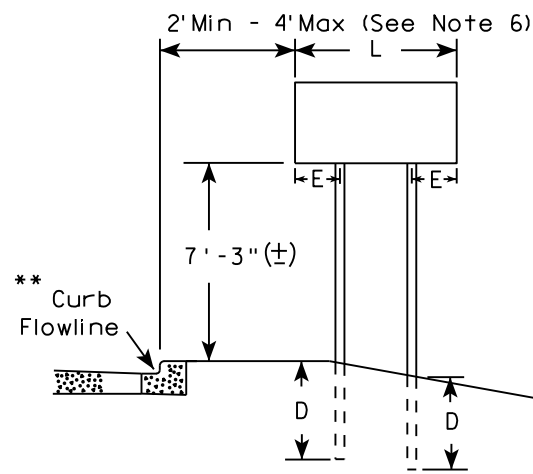
FOR NEW CONCRETE/ ASPHALT INSTALLATIONS

SIGN POST BOX-OUTS A4-3B	
<small>WISCONSIN DEPT OF TRANSPORTATION</small>	
APPROVED <i>Matthew R. Rauch</i> <small>for State Traffic Engineer</small>	
<small>DATE 1/27/14</small>	<small>PLATE NO. A4-3B.1</small>

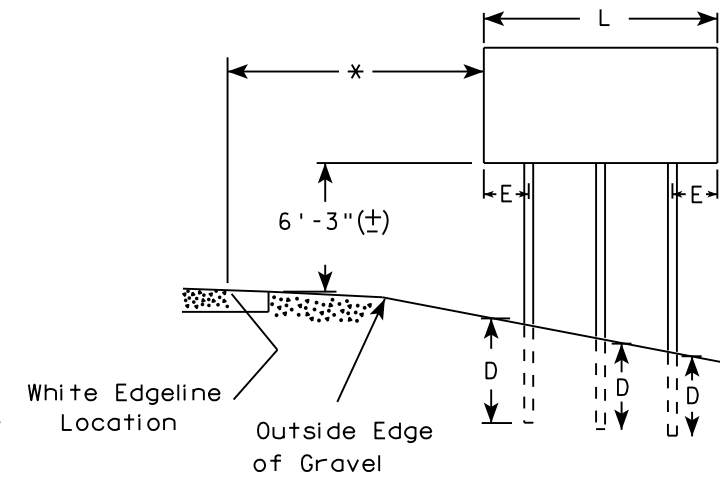
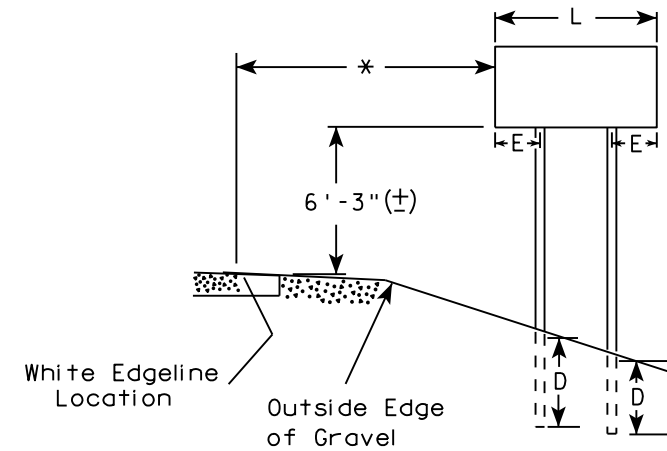
GENERAL NOTES

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

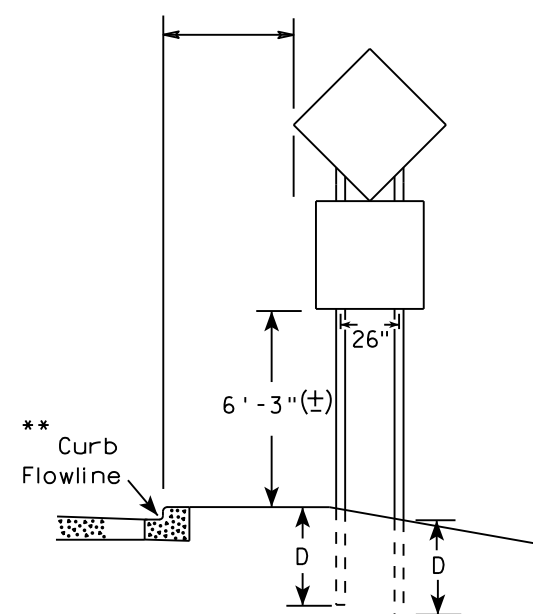
URBAN AREA



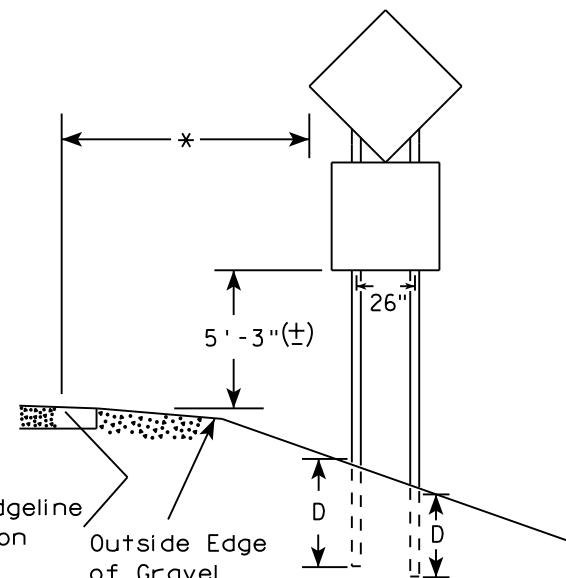
RURAL AREA (See Note 3)



2' Min - 4' Max (See Note 6)



48" DIAMOND WARNING SIGN



48" DIAMOND WARNING SIGN

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

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

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

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

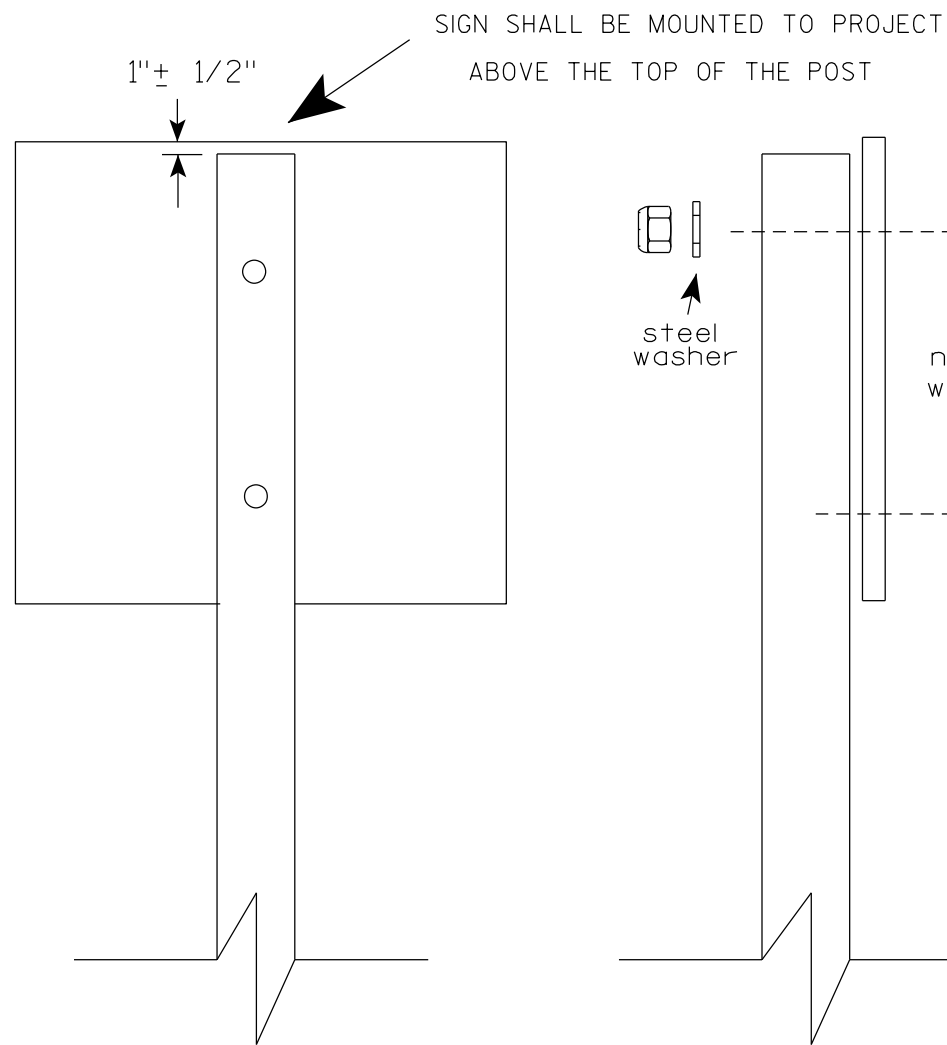
SIGN SHAPE OTHER THAN DIAMOND (THREE POSTS REQUIRED)	
L	E
Greater than 108" to 144"	12"

POST EMBEDMENT DEPTH

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

TYPICAL INSTALLATION OF TYPE II SIGNS ON MULTIPLE POSTS

WISCONSIN DEPT OF TRANSPORTATION
 APPROVED *Matthew R. Rauch*
 For State Traffic Engineer
 DATE 8/21/17 PLATE NO. A4-4.15



Nuts, bolts and lags used for mounting signs shall have hexagonal heads and shall be either :

- Hot dip galvanized in accordance with ASTM Designation: A 153, Class D, or SC 3
- Electro-galvanized in accordance with ASTM Designation : B 633, TYPE III, SC 3.

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

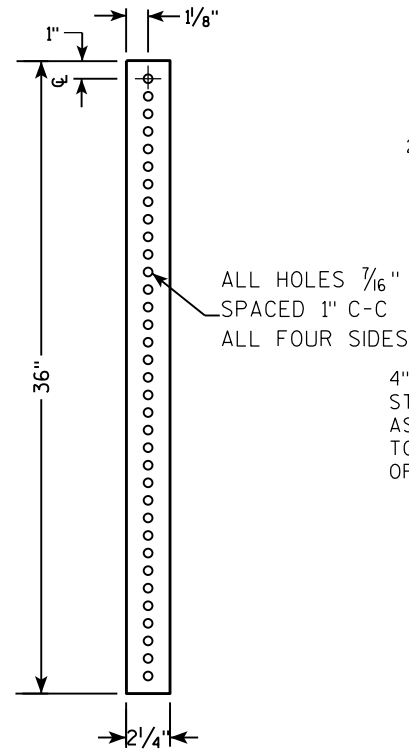
- STRINGER BOLTING TO ALUMINUM SIGNS (SEE SIGN PLATE A4-18)
- MACHINE BOLTS - $\frac{5}{16}$ " X 1-3/4" Length w/ lock nuts
- WOOD POSTS (4" x 6")
- LAG SCREWS - $\frac{3}{8}$ " X 3" (NO STRINGERS ON BACK OF SIGN)
 - $\frac{3}{8}$ " X 4" (STRINGERS ON BACK OF SIGN)
- SQUARE STEEL POSTS (2" x 2")
- MACHINE BOLTS - $\frac{3}{8}$ " X 3-1/4" Length w/ nuts (NO STRINGER ON BACK OF SIGN)
 - $\frac{3}{8}$ " X 5" Length w/ nuts (STRINGERS ON BACK OF SIGN)
- RIVETS - $\frac{9}{32}$ " (6605-9-6) BULB-TITE, TRI-FOLD, ALUMINUM BODY/MANDREL
- O.D. FLANGE .720-.765 INCH, GRIP RANGE .042-.375 INCH
- WASHERS (ALL POSTS) -
- 1-1/4" O.D. X $\frac{3}{8}$ " I.D. X $\frac{1}{16}$ " STEEL
 - 1-1/4" O.D. X $\frac{3}{8}$ " I.D. X .080 NYLON

* Two different fastening systems are shown for illustration purposes. On any individual sign, either one or the other system shall be used. Actual number of fasteners per sign varies with the sign area, but normally there are two. For a single post installation, all signs greater than 9 sq. ft. require the use of 3 fasteners.

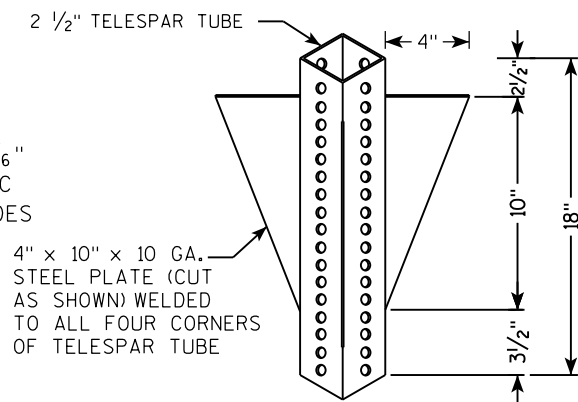
ATTACHMENT OF SIGNS TO POSTS	
WISCONSIN DEPT OF TRANSPORTATION	
APPROVED	<i>Matthew R Rauch</i> For State Traffic Engineer
DATE 4/1/2020	PLATE NO. A4-8.9

**TELESCOPIC TUBING ANCHORS
TWO PIECE SYSTEM**

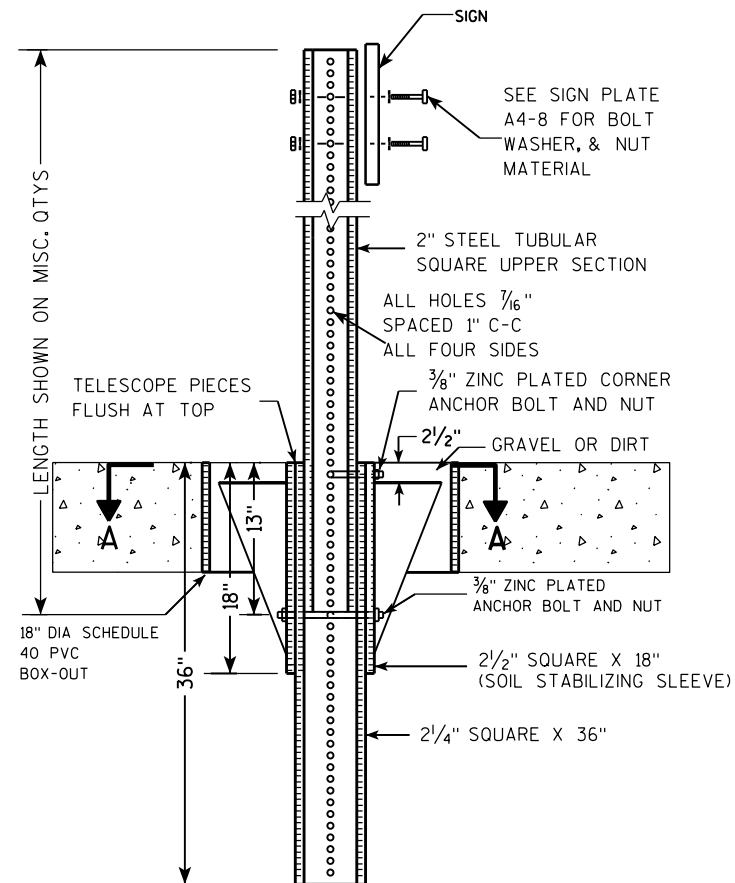
2 1/4" SQUARE
12 GAUGE
PERFORATED
GALVANIZED FINISH



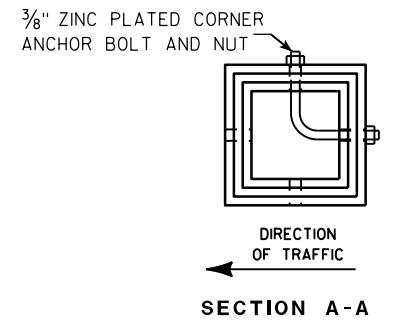
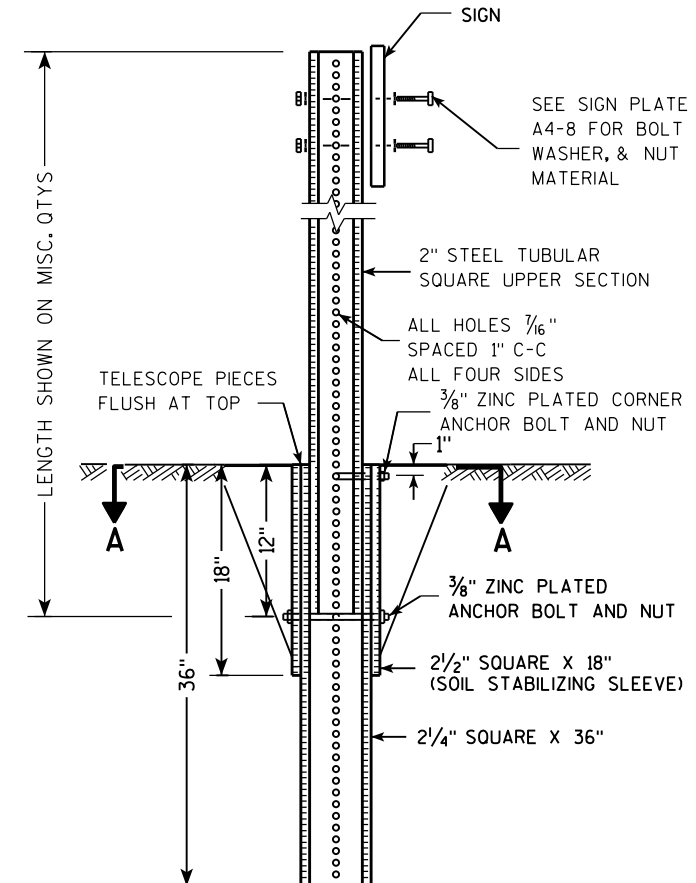
2 1/2" SQUARE
12 GAUGE
OMNI-DIRECTIONAL
PERFORATED
SOIL STABILIZING SLEEVE
GALVANIZED FINISH



**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)**



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

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

**TUBULAR STEEL
SIGN POST
A4-9**

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

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

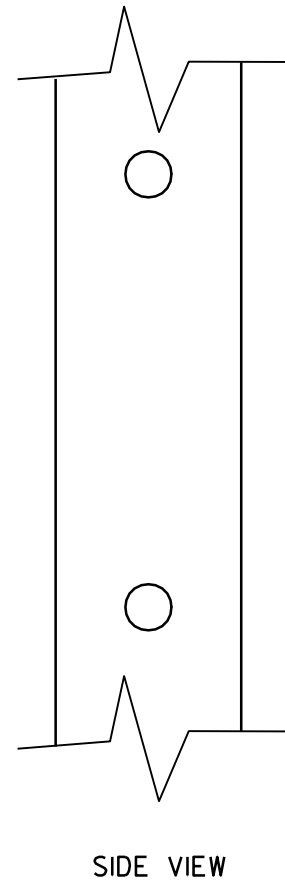
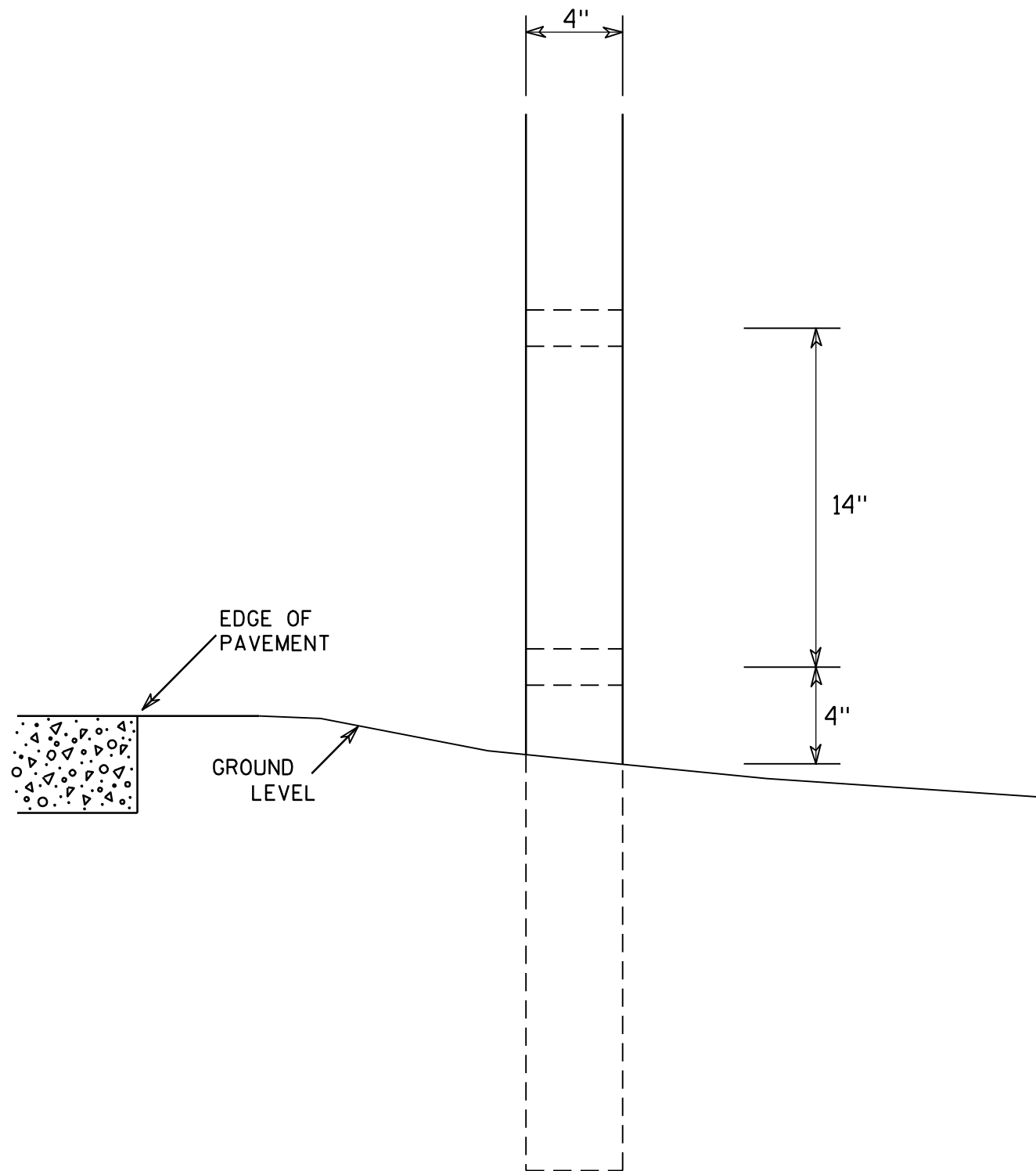
PROJECT NO:

HWY:

COUNTY:

SHEET NO:

E



GENERAL NOTES

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

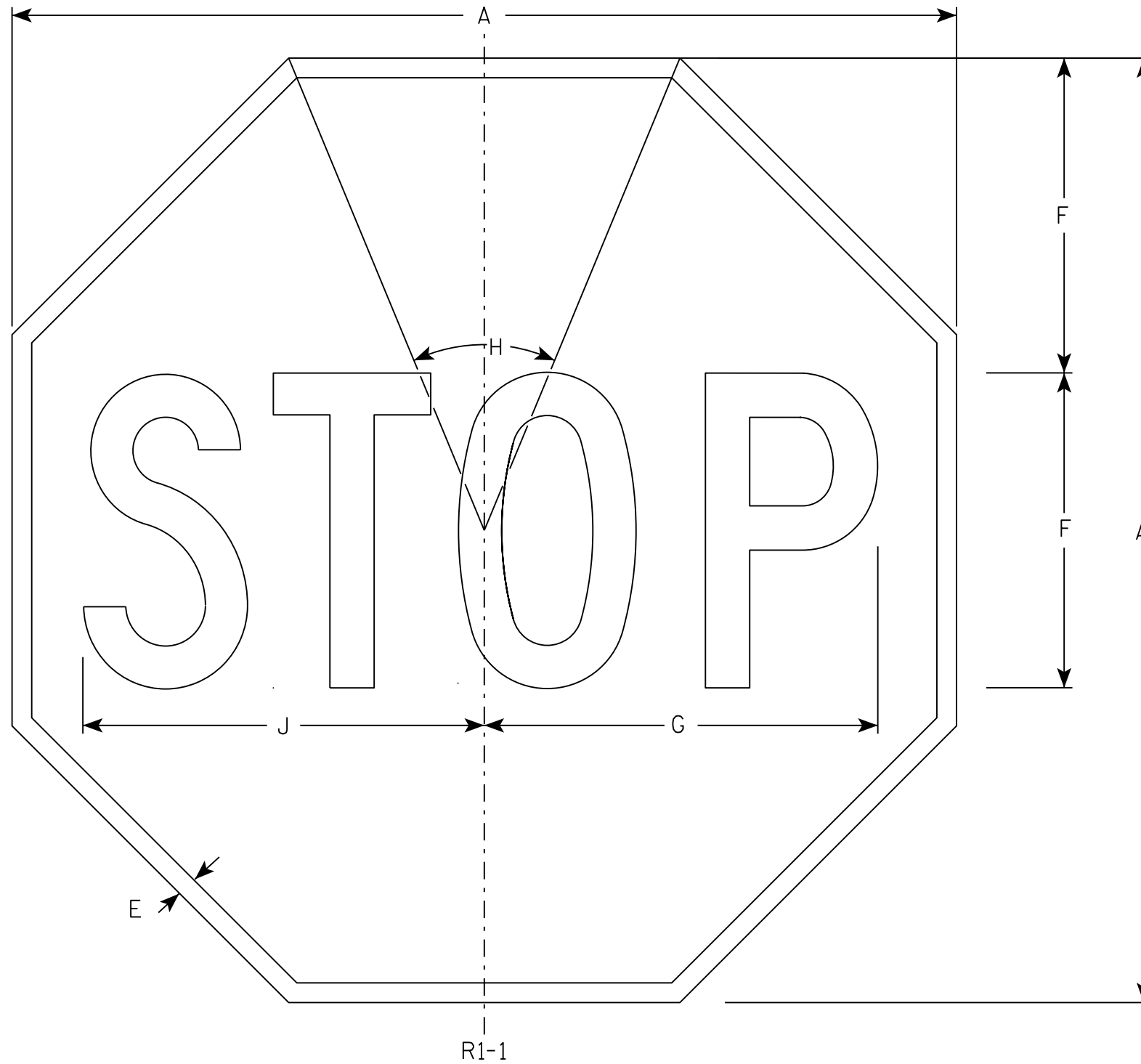
7

7

4 X 6 WOOD POST MODIFICATIONS	
<i>WISCONSIN DEPT OF TRANSPORTATION</i>	
APPROVED	<i>Chester J Spang</i> for State Traffic Engineer
DATE <u>3/27/97</u>	PLATE NO. <u>A4-11.2</u>

NOTES

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



R1-1

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

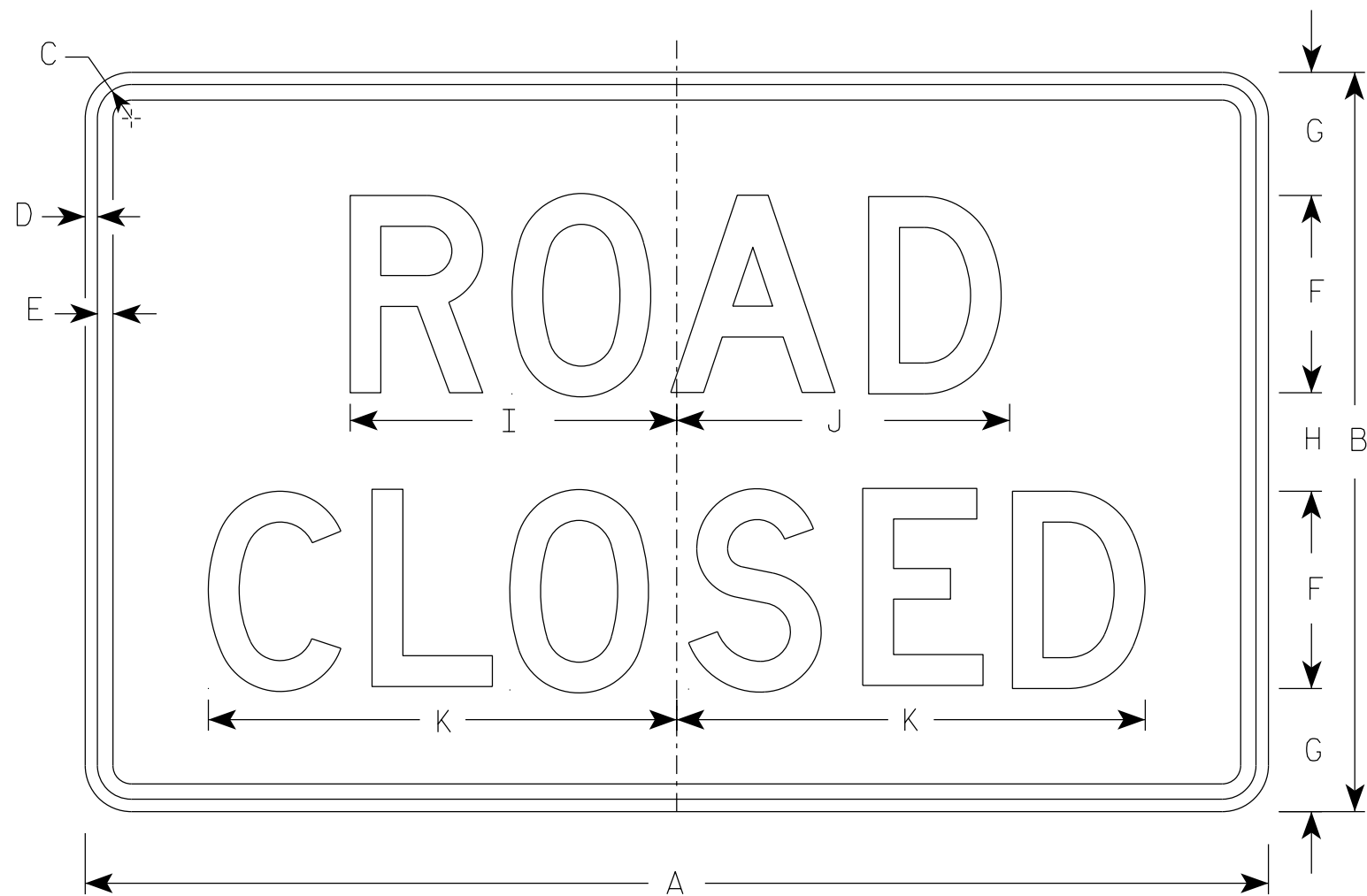
STANDARD SIGN
R1-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

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

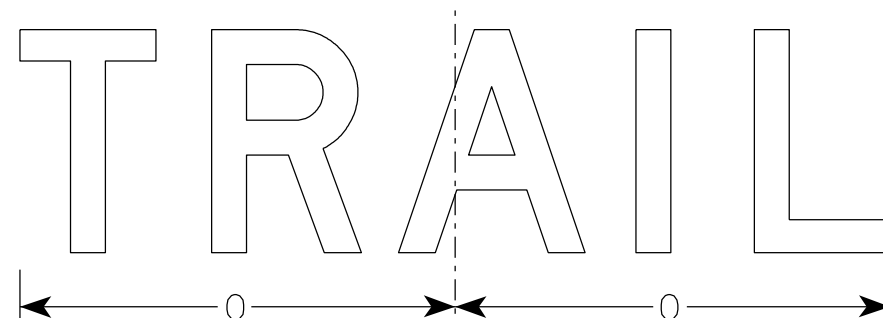
PROJECT NO: _____ HWY: _____ COUNTY: _____ SHEET NO: **E**



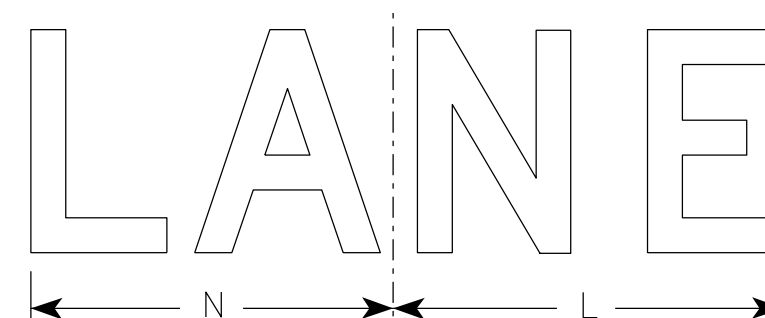
R11-2



R11-2R



R11-2T



R11-2L

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.

7

7

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

STANDARD SIGN
R11-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R Rauch*
For State Traffic Engineer

DATE 3/29/2021 PLATE NO. R11-2.11

PROJECT NO: _____ HWY: _____ COUNTY: _____ SHEET NO: _____ **E**



Wisconsin Department of Transportation

Dedicated people creating transportation solutions through innovation and exceptional service.

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