LAX

PROJECT ID: 1660-02-75

WITH: 1660-02-75

COUNTY: CRAWFORD

MARCH 2026

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 = 360



04

N

1660-02-03

DESIGN DESIGNATION — USH 18/MAIN STREET

A.A.D.T.	2026	=	3,600
A.A.D.T.	2046	=	3,600
D.H.V.		=	720
D.D.		=	0.5
T.		=	16.8%
DESIGN SPEED		=	30 MPH
ESALS		=	5,800,000

CONVENTIONAL SYMBOLS

PLAN

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

PROFILE

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

UTILITIES

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

MARQUETTE - PRAIRIE DU CHIEN

MAIN STREET INTERSECTION

USH 18

CRAWFORD COUNTY

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
1660-02-73	WISC 2026216	1

STATE PROJECT NUMBER

1660-02-73



R-7-W

LAYOUT

SCALE 0 0.5 MI

TOTAL NET LENGTH OF CENTERLINE = 0.24 MILES

BEGIN PROJECT 1660-02-73
STA 10'WB'+91
Y = 122035.193
X = 316800.775

END PROJECT 1660-02-73
STA 23'WB'+44
Y = 120797.003
X = 316786.115

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

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

ORIGINAL PLANS PREPARED BY

JT ENGINEERING, INC
Consultant Services

WISCONSIN
JEDIDIAH J. MUNROE
PE-39156
MADISON, WI
PROFESSIONAL ENGINEER

DATE: 10/1/2025 (Professional Engineer Signature)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY

Surveyor	JT ENGINEERING, INC.
Designer	JT ENGINEERING, INC.
Project Manager	RANDY BYOM, P.E.
Regional Examiner	WISDOT SW REGION
Regional Supervisor	RANDY BYOM, P.E.

APPROVED FOR THE DEPARTMENT

DATE: 10/01/2025 (Signature)

E

FILE NAME : X:\PROJECTS\CRAWFORD\220077MW - 1660-02-03_USH 18 ROUNDABOUTS\DESIGN\C3D\SHEETSPLAN\010101-TI.DWG

PLOT DATE : 9/23/2025 11:58 AM

PLOT BY : BRITTON BACKER

PLOT NAME :

GENERAL NOTES

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

UTILITY LINES IN THE CROSS SECTIONS ARE FOR HORIZONTAL REFERENCE ONLY.

CONTRACTOR TO VERIFY ELEVATIONS OF THE EXISTING PAVEMENT TO REMAIN IN PLACE, PRIOR TO STAKING.

CONTRACTOR SHALL MAINTAIN ACCESS TO ALL DRIVEWAYS AT ALL TIMES EXCEPT WHEN WORK OPERATIONS REQUIRE THE DRIVEWAY TO BE CLOSED. ACCESS TO DRIVEWAY SHALL BE RE-ESTABLISHED IMMEDIATELY AFTER WORK IS COMPLETE. ACCESS SHALL BE PROVIDED DURING ALL NON-WORKING HOURS.

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

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

SAWCUTS, AS SHOWN ON THE PLANS, ARE SUGGESTED LOCATIONS AND MAY BE ADJUSTED AT THE DISCRETION OF THE ENGINEER TO BETTER SUIT FIELD CONDITIONS.

CONTRACTOR WILL BE RESPONSIBLE FOR RESHAPING AND SEEDING ANY PREVIOUSLY GRASSED AREAS WHICH ARE DISTURBED BY HIS OPERATION OUTSIDE OF THE NORMAL CONSTRUCTION LIMITS.

THE QUANTITY OF THE ITEMS FOR EROSION PROTECTION INCLUDES AN UNDISTURBED AMOUNT FOR PROTECTION, CONTROL AND ABATEMENT OF WATER POLLUTION RESULTING FROM SOIL EROSION. THE DISTRIBUTION AND LOCATION OF THESE MATERIALS ARE TO BE DETERMINED BY THE ENGINEER.

DISTURBED AREAS WITHIN THE RIGHT OF WAY ARE TO BE TOPSOILED, FERTILIZED, SEEDED, AND MULCHED OR EROSION MATTED AS DIRECTED BY THE ENGINEER.

THE EROSION CONTROL DEVICES AS SHOWN ON THE EROSION CONTROL SHEETS ARE AT SUGGESTED LOCATIONS. EXACT LOCATIONS WILL BE DETERMINED BY THE ENGINEER. EROSION CONTROL DEVICES SHALL BE PLACED IN SEQUENCE WITH CONSTRUCTION OPERATIONS OR AS DETERMINED BY THE ENGINEER.

NO TREES OR SHRUBS ARE TO BE REMOVED WITHOUT APPROVAL OF THE ENGINEER.

NUMBER, LOCATION, AND SPACING OF SIGNS AND DEVICES, AS SHOWN IN THE PLANS SHALL BE ADJUSTED TO FIT FIELD CONDITIONS.

EXISTING RIGHT OF WAY LINES SHOWN IN THE PLANS AND CROSS SECTIONS ARE APPROXIMATE.

DRIVEWAY AND ENTRANCE STATIONS AND OFFSETS IN THE PLANS REFER TO THE MATCH-IN LOCATION OF THE EXISTING DRIVEWAY/ENTRANCE.

CONCRETE PAVEMENT REMOVAL INCLUDES THE REMOVAL OF ANY REINFORCEMENT IN THE EXISTING CONCRETE PAVEMENT.

UTILITY CONTACTS

AL MUMM
ALLIANT ENERGY - ELECTRICITY
2200 E CHAMPION RD
PRAIRIE DU CHIEN, WI 53821
(608) 326-9781
ALLANMUMM@ALLIANTENERGY.COM

LARRY GATES
CITY OF PRAIRIE DU CHIEN - SEWER
214 EAST BLACKHAWK AVE
PRAIRIE DU CHIEN, WI 53821
(608) 326-8213
LGATES@PRAIRIEDUCHIEN-WI.GOV

CRAIG EGGERT
MEDIACOM WISCONSIN LLC - COMMUNICATION LINE
207 WEST PEARL STREET
DECORAH, IA 52101
(563) 419-5160
CEGGERT@MEDIACOMCC.COM

KYLE SCHLAMPP
CENTURYLINK - COMMUNICATION LINE
20 S WILSON AVE
RICE LAKE, WI 54868
(715) 252-5682
KYLE.SCHLAMPP@LUMEN.COM

LAURA SEALS
ALLIANT ENERGY- COMMUNICATIONS
200 1ST SE
CEDAR RAPIDS, IA 52401
LAURASEALS@ALIANTENERGY.COM

LARRY GATES
CITY OF PRAIRIE DU CHIEN - WATER
214 EAST BLACKHAWK AVE
PRAIRIE DU CHIEN, WI 53821
(608) 326-8213
LGATES@PRAIRIEDUCHIEN-WI.GOV

ROGER AHLES
MADISON GAS AND ELECTRIC COMPANY - GAS
623 RAILROAD STREET
MADISON, WI 53701-1231
(608) 252-5682
WORKPLANS@MGE.COM

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

RUNOFF COEFFICIENT TABLE

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

TOTAL PROJECT AREA = 9.58 ACRES
TOTAL AREA EXPECTED TO BE DISTURBED BY CONSTRUCTION ACTIVITIES = 4.56 ACRES

DESIGN CONTACTS

RANDY BYOM, P.E.
WISDOT SOUTHWEST REGION
LA CROSSE OFFICE
3550 MORMON COULEE RD
LA CROSSE, WI 54601
(608) 785-9966
RANDY.BYOM@DOT.WI.GOV

JEDIDIAH MUNROE, P.E.
JT ENGINEERING, INC.
281 W NETHERWOOD ROAD, SUITE 1
OREGON, WI 53575
(608) 515-5331
JEDM@JT-ENGINEERING.COM

DNR LIAISON

KAREN KALVELAGE
3550 MORMON COULEE RD
LA CROSSE, WI 54601
(608) 406-7880
KAREN.KALVELAGE@WISCONSIN.GOV

SECTION 2 ORDER OF SHEETS

GENERAL NOTES
PROJECT OVERVIEW
TYPICAL SECTIONS
CONSTRUCTION DETAILS
INTERSECTION DETAILS
REMOVAL PLAN
PLAN DETAILS
CURB RAMP DETAILS
EROSION CONTROL
STORM SEWER PLAN
PERMANENT SIGNING
LIGHTING REMOVAL
LIGHTING PLAN
PAVEMENT MARKINGS
TRAFFIC CONTROL
ALIGNMENT DIAGRAM

2

2

N

END CONSTRUCTION 1660-02-73
STA 17+93 'A'
MATCH EXISTING
SAW CUT REQ'D

END CONSTRUCTION 1660-02-73
STA 16+50 'B'
MATCH EXISTING
SAW CUT REQ'D

PRAIRIE ST

BEGIN CONSTRUCTION 1660-02-73
STA 10+83 'WB'
MATCH EXISTING
SAW CUT REQ'D

BEGIN PROJECT 1660-02-73
STA 10+91 'WB'
BEGIN RECONSTRUCTION LIMITS

MERGEN BROTHERS LLC

WISCONSIN AVE

WISDOT

MARIE CHULAFICH

IOWA ST

CASS ST

MK-9 CORPORATION

PAUL & MARY KREINKE

THOMAS & BARBARA STRAM

DELORES BONNEY TRUST

ELSIE DOWNING LF EST

CITY OF PRAIRIE DU CHIEN

RIVER DISTRICT HOTEL INC

BLACKHAWK AVE

MAIN ST

USH-18/MAIN ST

A CIRCLE

B CIRCLE

SHECKLER DEVELOPMENT LLC

EXCAVATION, HAULING, AND DISPOSAL OF CONTAMINATED SOIL
11+40'WB' - 12+15'WB' RT

ENVIRONMENTALLY SENSITIVE AREA

USH-18 WB/WISCONSIN AVE

USH-18EB/IOWA ST

BEGIN CONSTRUCTION 1660-02-73
STA 11+25 'A'
MATCH EXISTING
SAW CUT REQ'D

BEGIN CONSTRUCTION 1660-02-73
STA 10+15 'B'
MATCH EXISTING
SAW CUT REQ'D

THORNBURG RIVERVIEW LLC

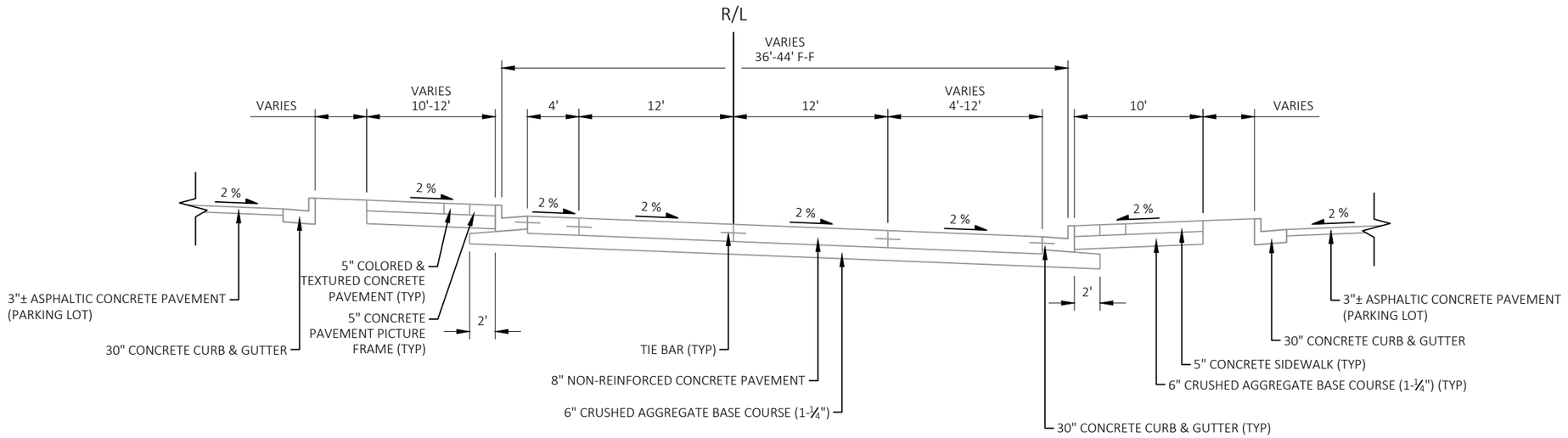
END PROJECT 1660-02-73
STA 23+44 'WB'
END RECONSTRUCTION LIMITS

WISDOT

PROJECT NO: 1660-02-73	HWY: USH 18	COUNTY: CRAWFORD	PROJECT OVERVIEW	SHEET 3	E

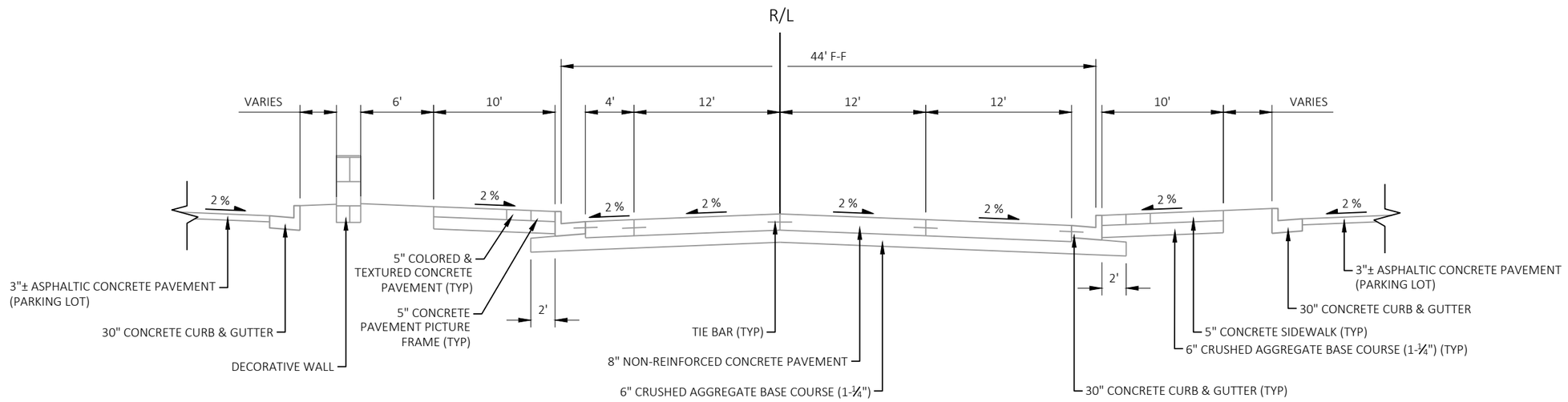
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LAYOUT NAME - 020201-po

PLOT DATE : 1/13/2026 11:20 AM PLOT BY : KYLE WILLIAMS PLOT NAME : PLOT SCALE : 1 IN:100 FT



EXISTING TYPICAL SECTION - MAIN ST

STA 10'WB'+80 - STA 13'WB'+00

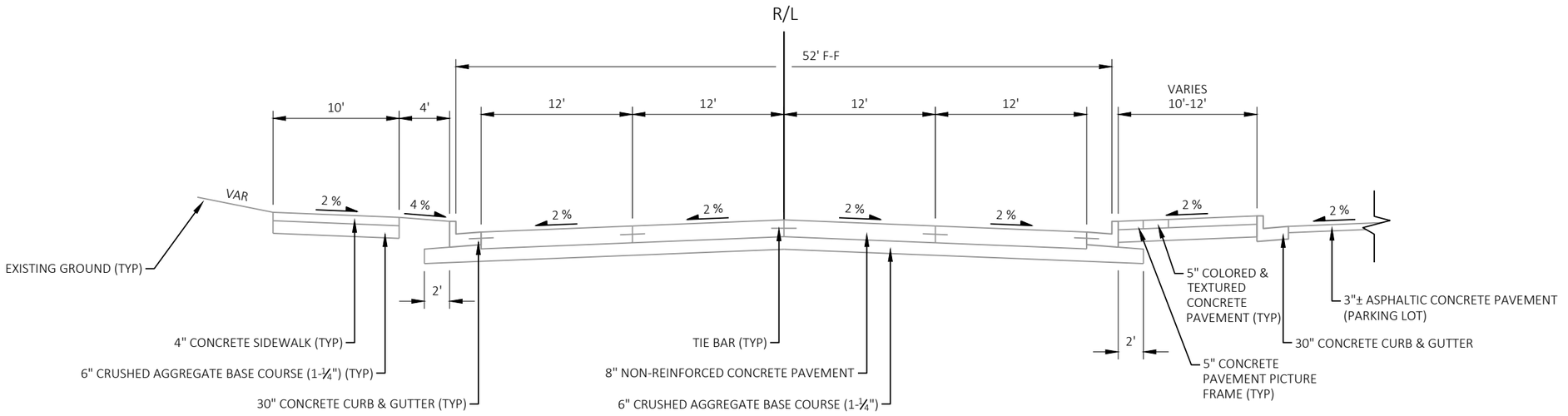


EXISTING TYPICAL SECTION - MAIN ST

STA 13'WB'+00 - STA 14'WB'+24

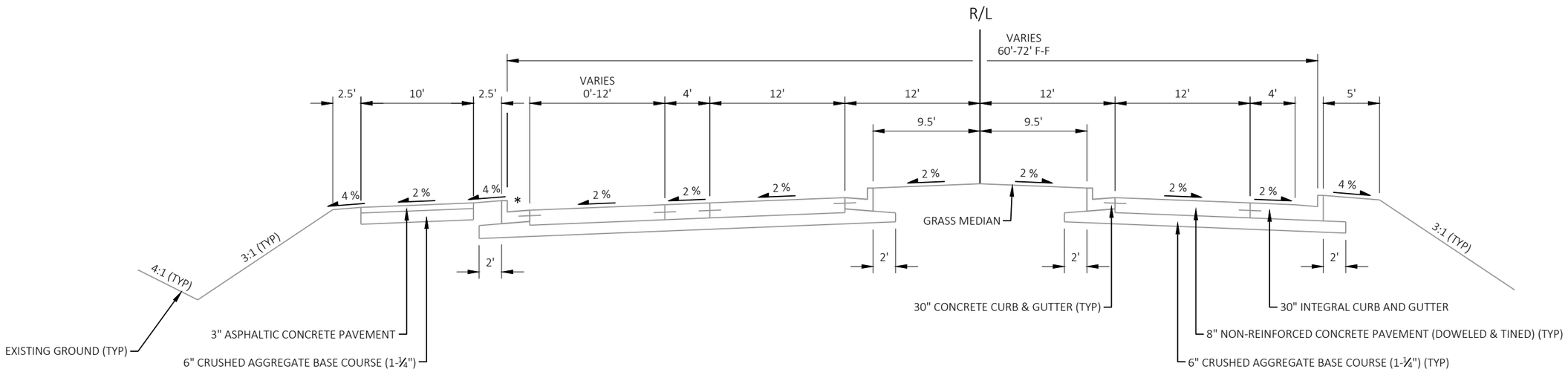
PROJECT NO: 1660-02-73	HWY: USH 18	COUNTY: CRAWFORD	TYPICAL SECTIONS	SHEET 4	E

2



EXISTING TYPICAL SECTION - USH 18 (MAIN ST)

STA 14'WB'+24 - STA 19'WB'+60



EXISTING TYPICAL SECTION - USH 18 (MAIN ST)

STA 19'WB'+60 - STA 23'WB'+43

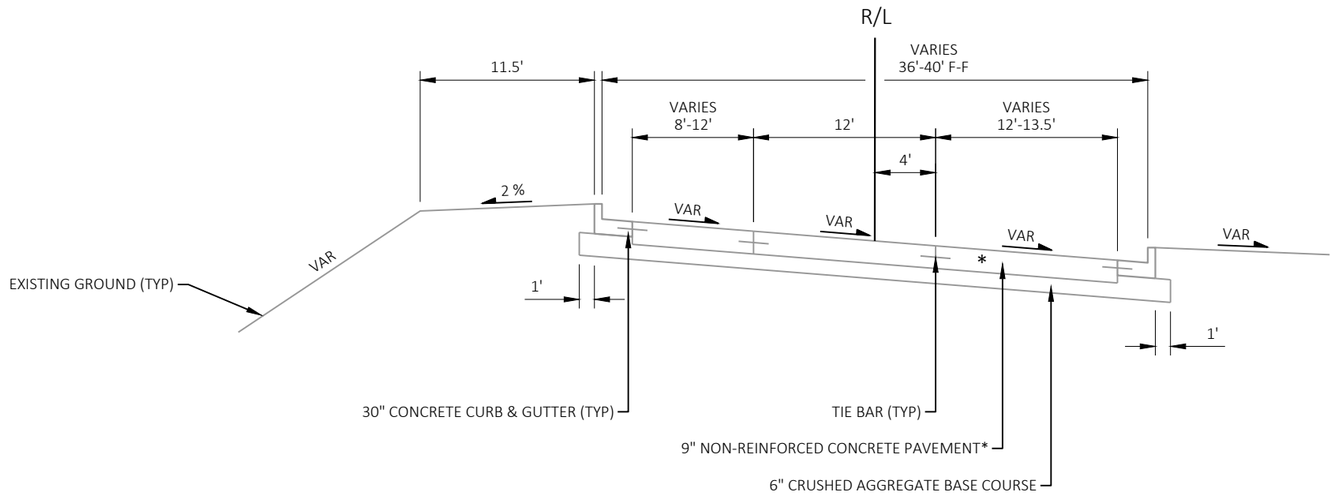
*NOTE: STA 23'WB'+30 TO STA 23'WB'+43 LT - EXISTING 30" INTEGRAL CURB AND GUTTER

PROJECT NO: 1660-02-73	HWY: USH 18	COUNTY: CRAWFORD	TYPICAL SECTIONS	SHEET 5	E

FILE NAME : X:\PROJECTS\CRAWFORD\220077MW - 1660-02-03_USH 18 ROUNDABOUTS\DESIGN\C3D\SHEETSPLAN\020301-TS.DWG
LAYOUT NAME - 020301-ts (2)

PLOT DATE : 1/13/2026 11:20 AM PLOT BY : KYLE WILLIAMS PLOT NAME : PLOT SCALE : 1 IN:10 FT

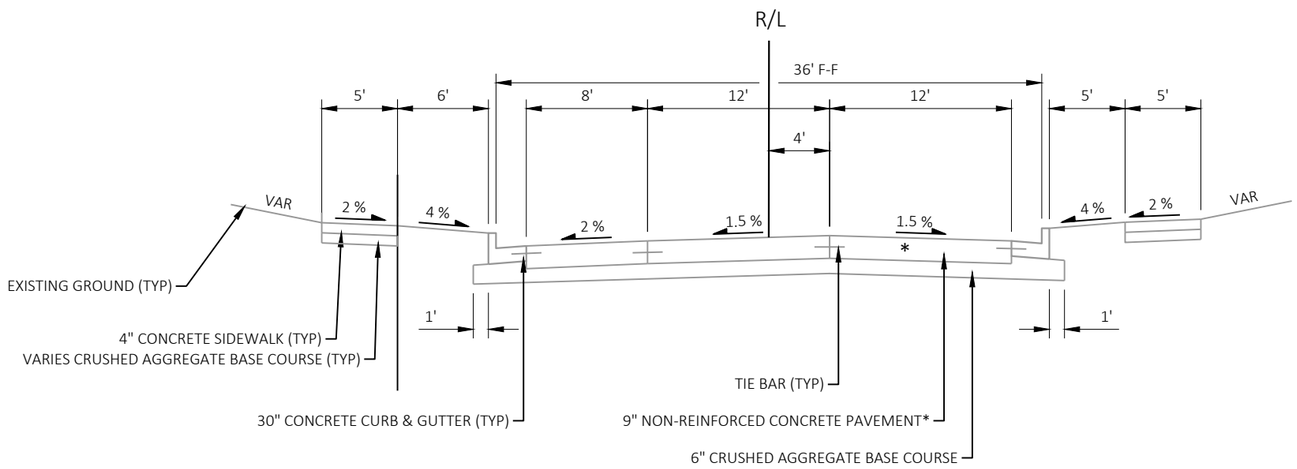
2



EXISTING TYPICAL SECTION - USH 18 (WISCONSIN ST)

STA 11'A'+25 - STA 13'A'+68

*NOTE: STA 13'A'+25 TO STA 13'A'+68 - 8" EXISTING CONCRETE PAVEMENT (DOWELED & TINED)

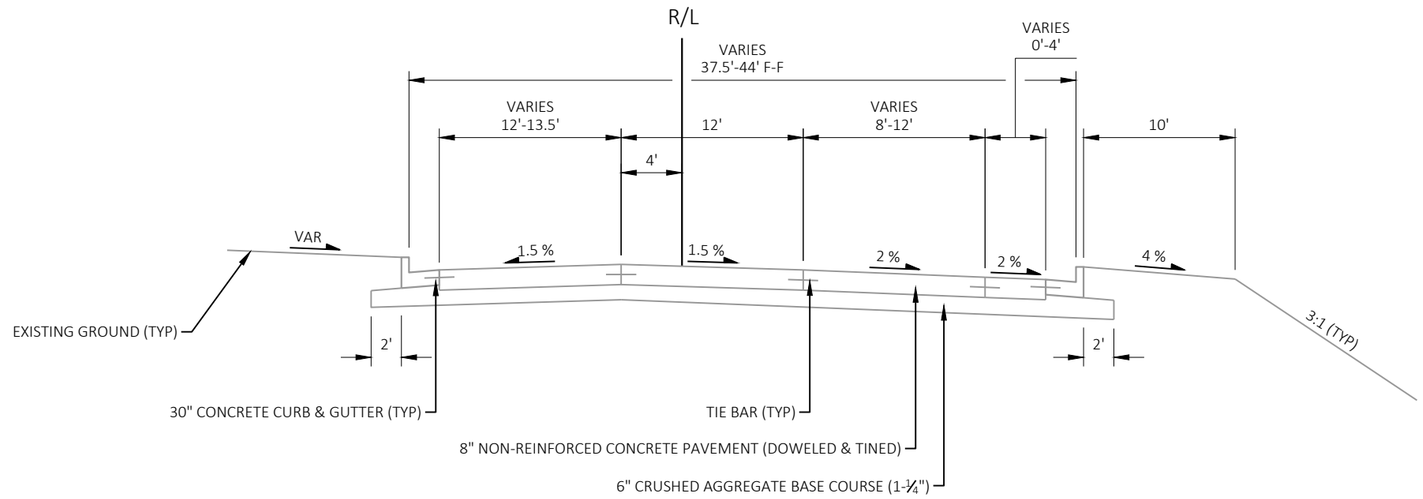


EXISTING TYPICAL SECTION - WISCONSIN ST

STA 14'A'+20 - STA 17'A'+93

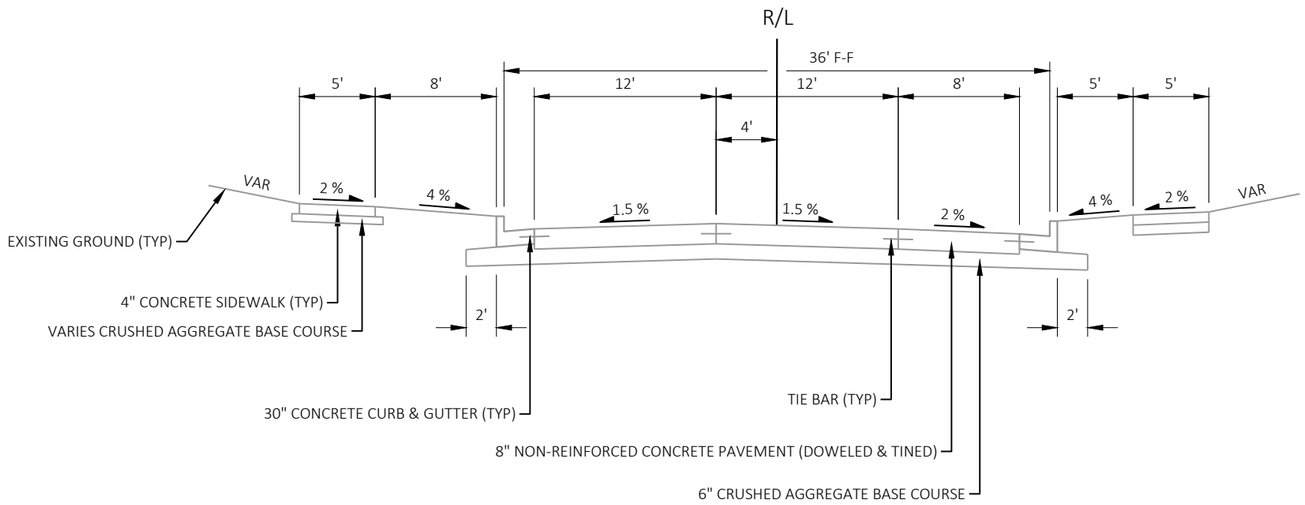
*NOTE: STA 14'A'+20 TO STA 14'A'+67 - 8" EXISTING CONCRETE PAVEMENT (DOWELED & TINED)

2



EXISTING TYPICAL SECTION - USH 18 (IOWA ST)

STA 10'B'+04 - STA 13'B'+60

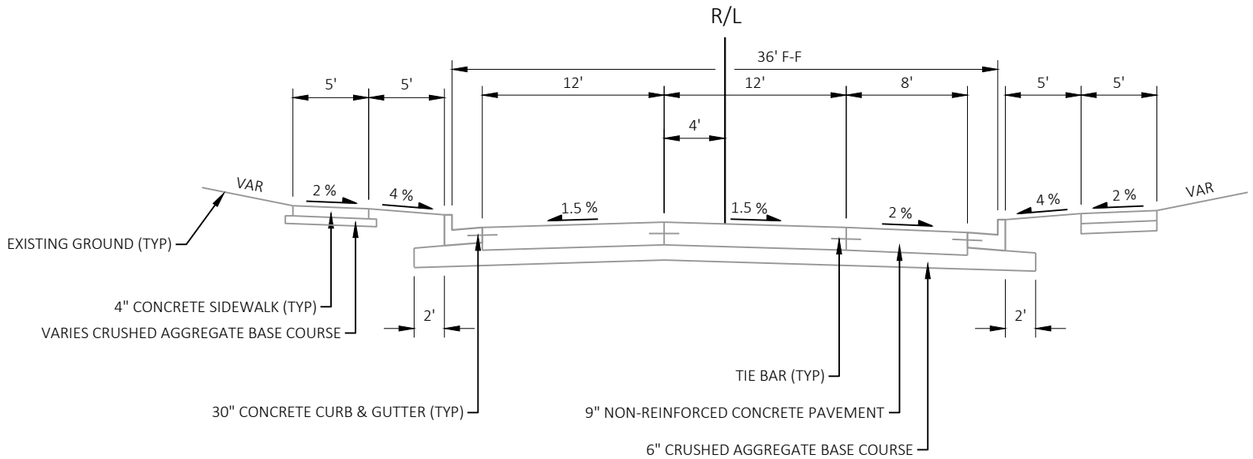


EXISTING TYPICAL SECTION - IOWA ST

STA 14'B'+41 - STA 15'B'+83

PROJECT NO: 1660-02-73	HWY: USH 18	COUNTY: CRAWFORD	TYPICAL SECTIONS	SHEET 7	E

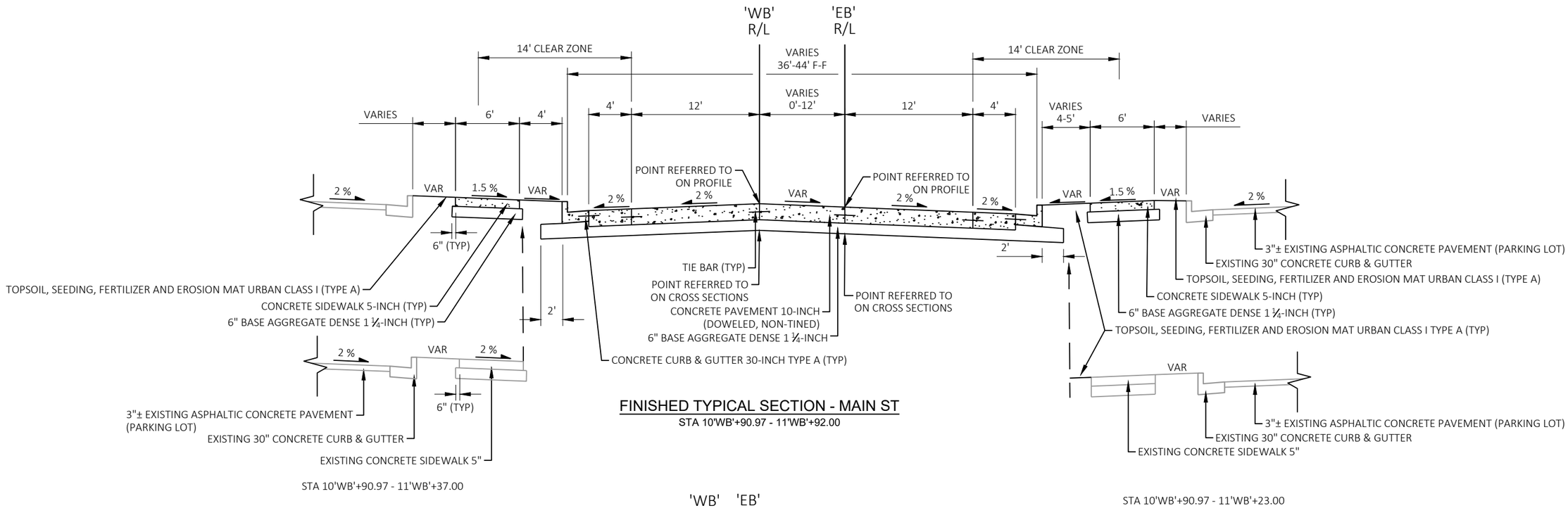
2



EXISTING TYPICAL SECTION - IOWA ST

STA 15'B'+83 - STA 16'B'+50

PROJECT NO: 1660-02-73	HWY: USH 18	COUNTY: CRAWFORD	TYPICAL SECTIONS	SHEET 8	E

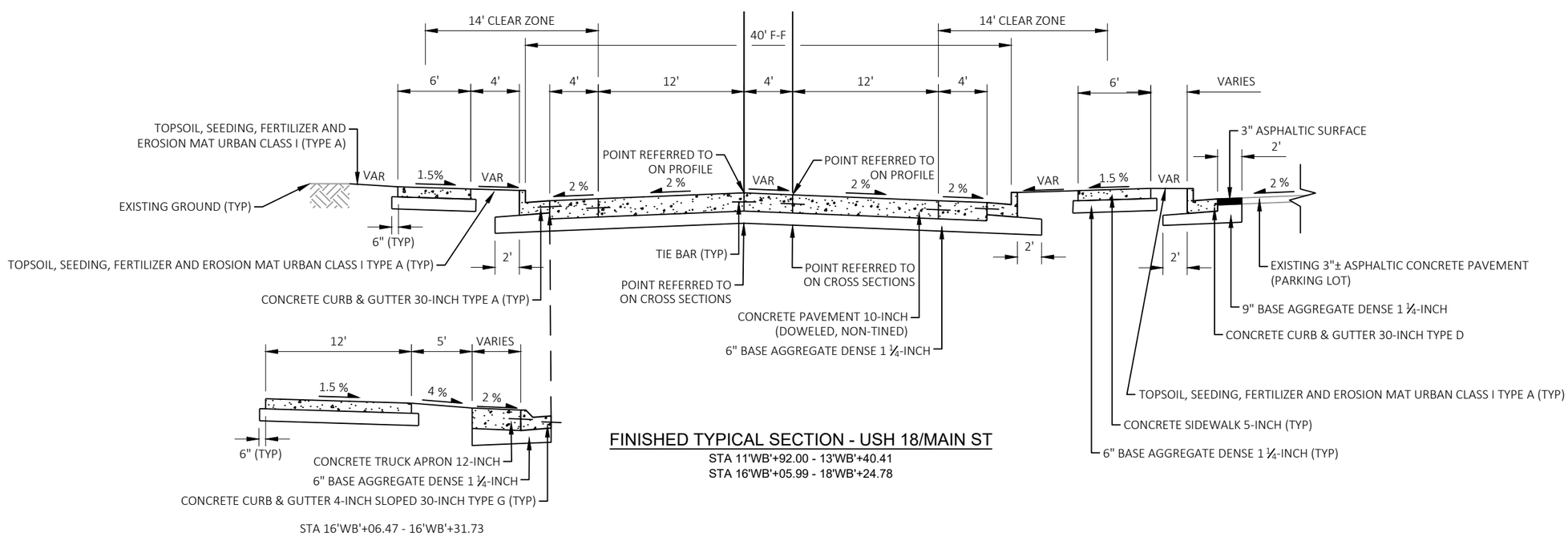


FINISHED TYPICAL SECTION - MAIN ST

STA 10'WB'+90.97 - 11'WB'+92.00

STA 10'WB'+90.97 - 11'WB'+37.00

STA 10'WB'+90.97 - 11'WB'+23.00



FINISHED TYPICAL SECTION - USH 18/MAIN ST

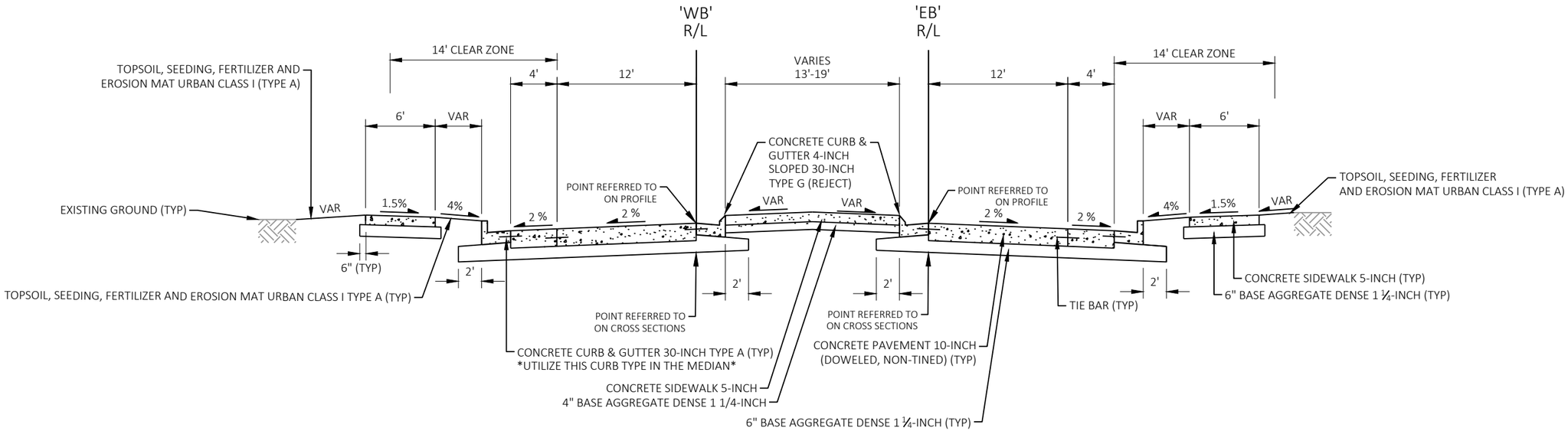
STA 11'WB'+92.00 - 13'WB'+40.41

STA 16'WB'+05.99 - 18'WB'+24.78

STA 16'WB'+06.47 - 16'WB'+31.73

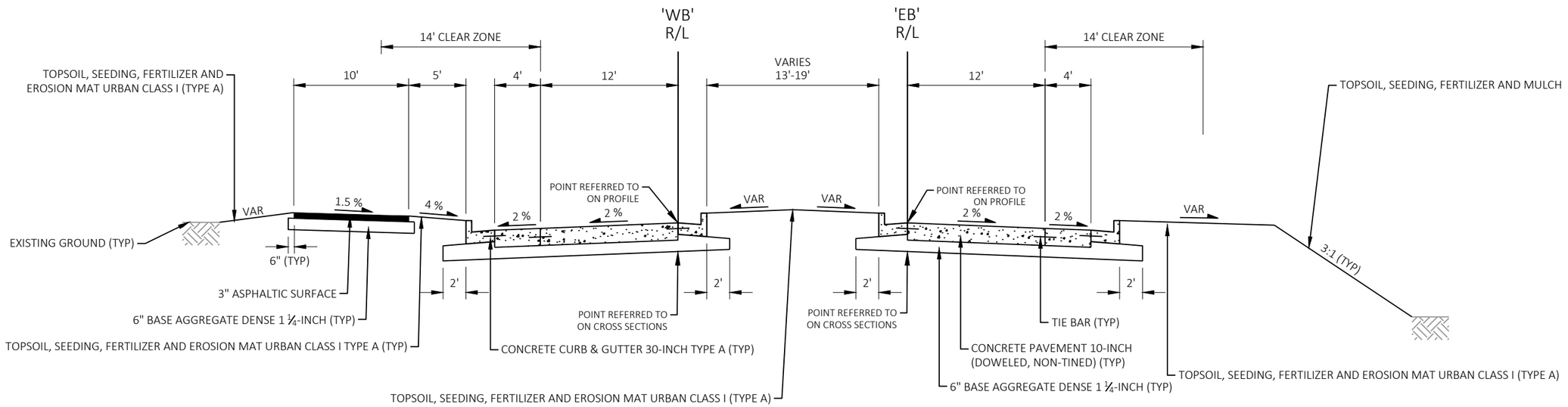
PROJECT NO: 1660-02-73	HWY: USH 18	COUNTY: CRAWFORD	TYPICAL SECTIONS	SHEET 9	E

FILE NAME : X:\PROJECTS\CRAWFORD\220077MW - 1660-02-03_USH 18 ROUNDABOUTS\DESIGN\C3D\SHEETSPLAN\020301-TS.DWG
LAYOUT NAME - 020301-ts (6)
PLOT DATE : 1/13/2026 11:20 AM PLOT BY : KYLE WILLIAMS PLOT NAME : PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42



FINISHED TYPICAL SECTION - USH 18/MAIN ST

STA 13'WB'+40.41 - 14'WB'+49.59
STA 15'WB'+57.74 - 16'WB'+05.99
STA 18'WB'+24.78 - 18'WB'85.51
STA 20'WB'+09.85 - 21'WB'30.00

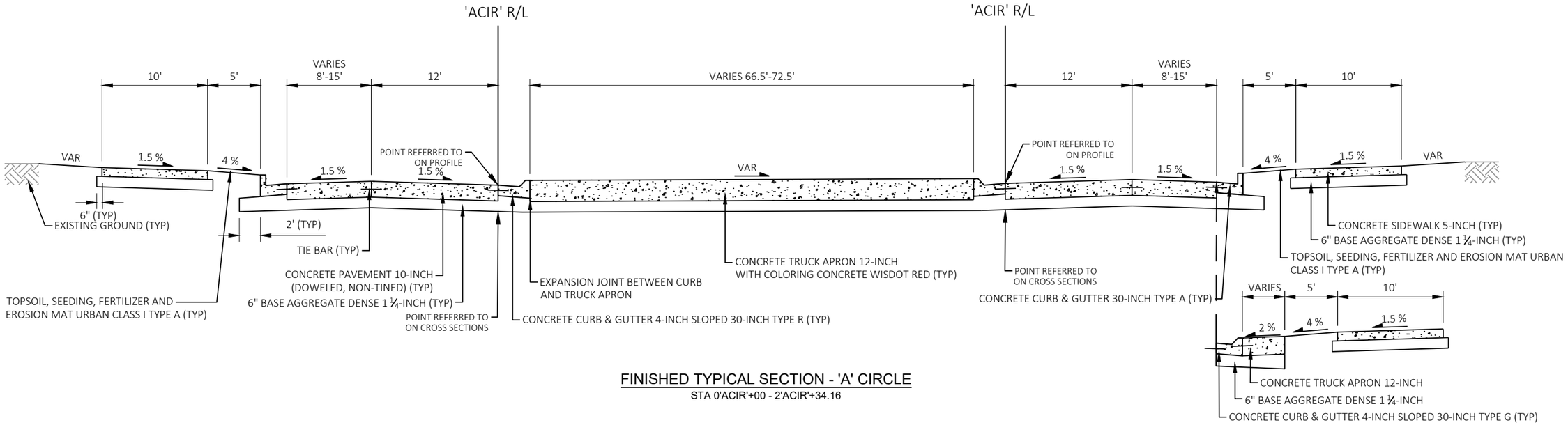


FINISHED TYPICAL SECTION - USH 18/MAIN ST

STA 21'WB'+30.00 - 23'WB'+43.79

PROJECT NO: 1660-02-73	HWY: USH 18	COUNTY: CRAWFORD	TYPICAL SECTIONS	SHEET 10	E

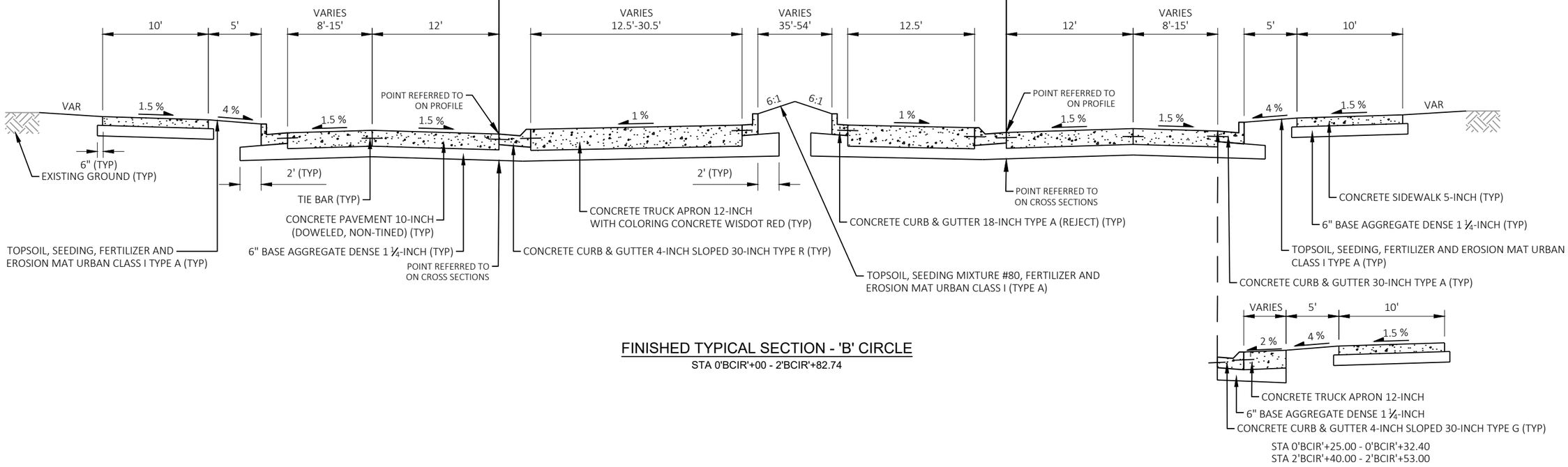
FILE NAME : X:\PROJECTS\CRAWFORD\220077MW - 1660-02-03_USH 18 ROUNDABOUTS\DESIGN\C3D\SHEETSPLAN\020301-TS.DWG
LAYOUT NAME - 020301-ts (7)
PLOT DATE : 1/13/2026 11:20 AM PLOT BY : KYLE WILLIAMS PLOT NAME : PLOT SCALE : 1 IN:10 FT



FINISHED TYPICAL SECTION - 'A' CIRCLE

STA 0'ACIR'+00 - 2'ACIR'+34.16

STA 0'ACIR'+43.00 - 0'ACIR'+60.32
STA 2'ACIR'+21.50 - 0'ACIR'+2.00



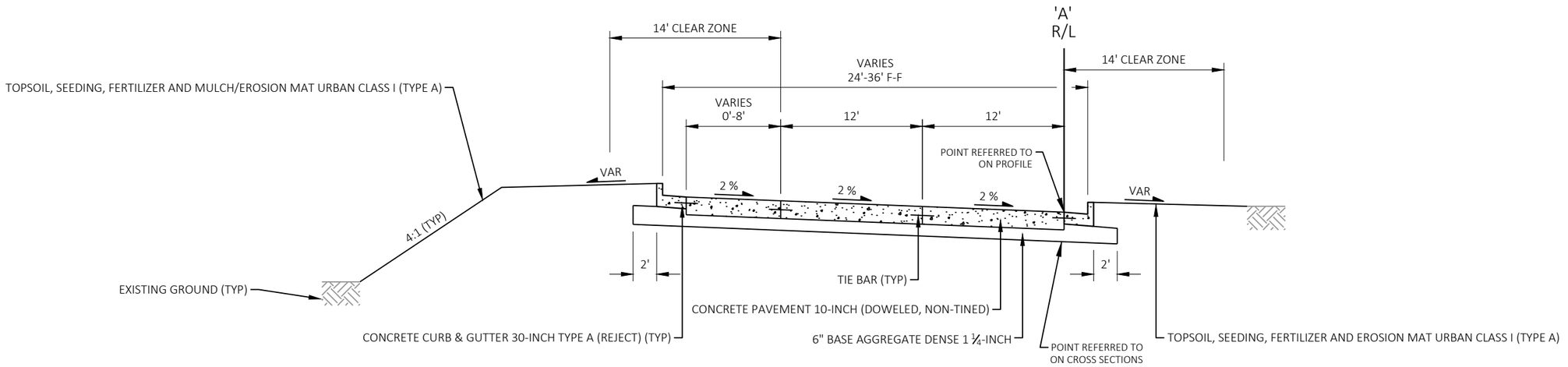
FINISHED TYPICAL SECTION - 'B' CIRCLE

STA 0'BCIR'+00 - 2'BCIR'+82.74

STA 0'BCIR'+25.00 - 0'BCIR'+32.40
STA 2'BCIR'+40.00 - 2'BCIR'+53.00

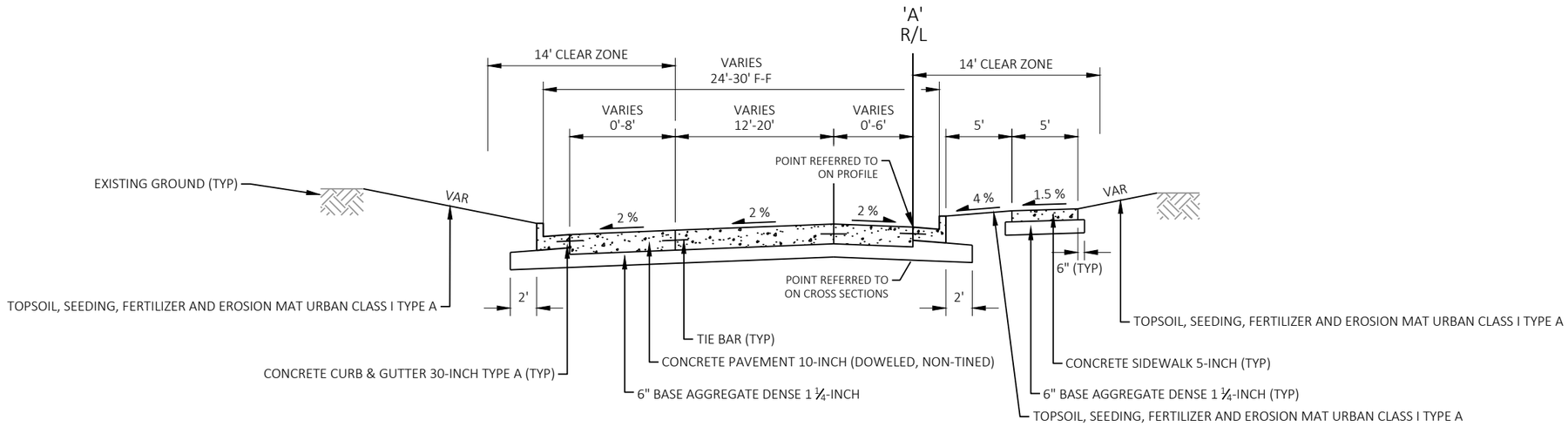
PROJECT NO: 1660-02-73	HWY: USH 18	COUNTY: CRAWFORD	TYPICAL SECTIONS	SHEET 11	E

2



FINISHED TYPICAL SECTION - USH 18/WISCONSIN ST

STA 11'A'+25.00 - 13'A'+33.37

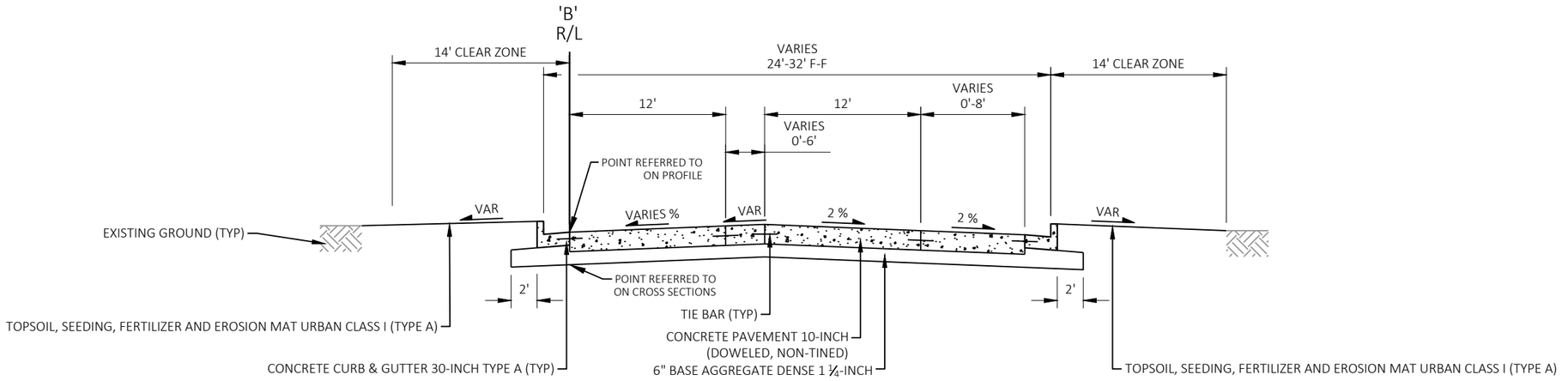


FINISHED TYPICAL SECTION - WISCONSIN STREET

STA 14'A'+50.82 - 17'A'+92.91

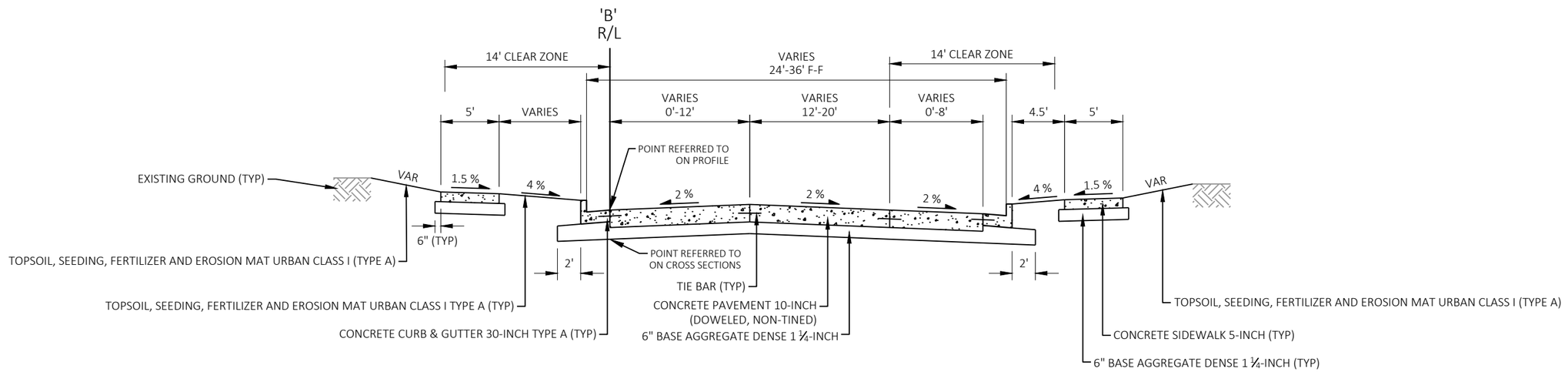
PROJECT NO: 1660-02-73	HWY: USH 18	COUNTY: CRAWFORD	TYPICAL SECTIONS	SHEET 12	E

2



FINISHED TYPICAL SECTION - USH 18/IOWA ST

STA 10'B'+15.00 - 13'B'+56.12

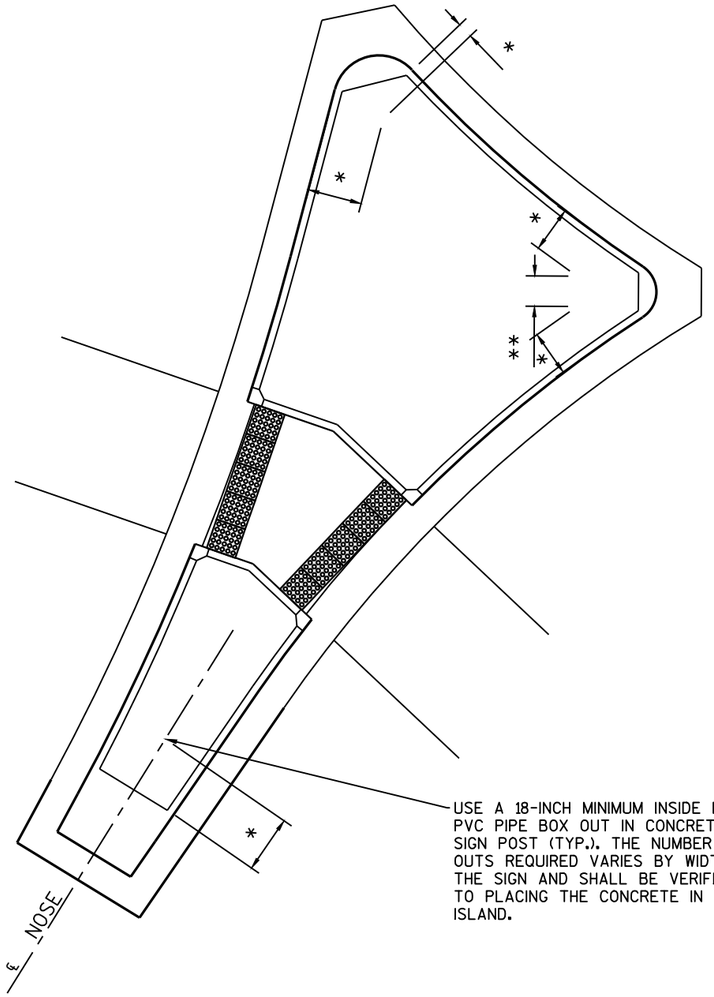


FINISHED TYPICAL SECTION - IOWA STREET

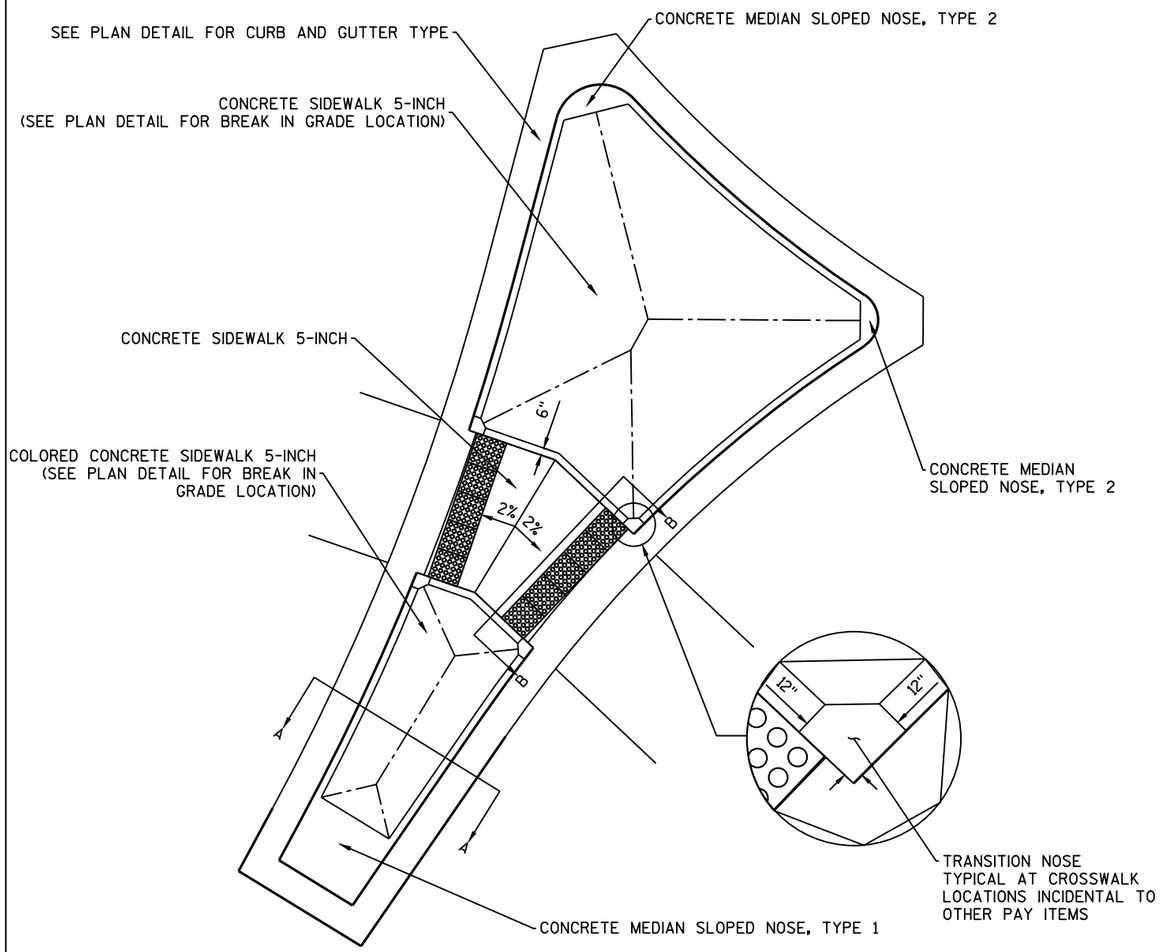
STA 14'B'+85.68 - 16'B'+50.00

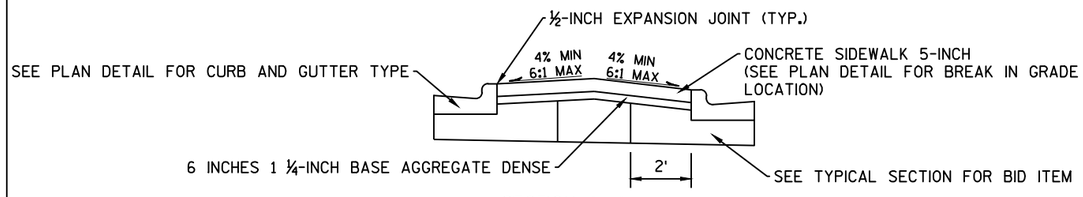
* DISTANCE TO BE LAID OUT IN THE FIELD BASED ON SIGN SIZE. TWO FOOT MINIMUM CLEARANCE BETWEEN THE EDGE OF SIGN AND THE FACE OF CURB.

** SEE SIGN DETAILS FOR POST SPACING.

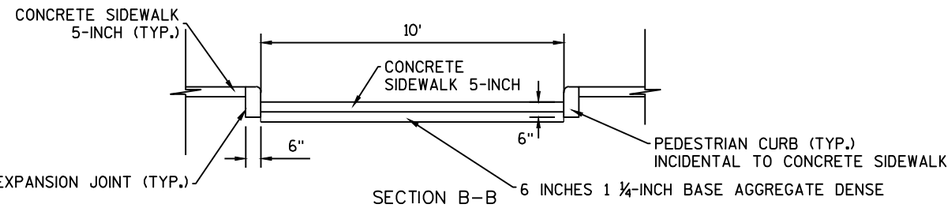


ISLAND SIGN LOCATION DETAIL (TYP.)



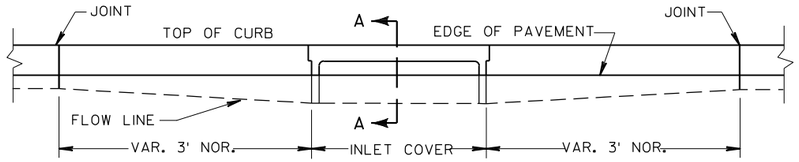


SECTION A–A

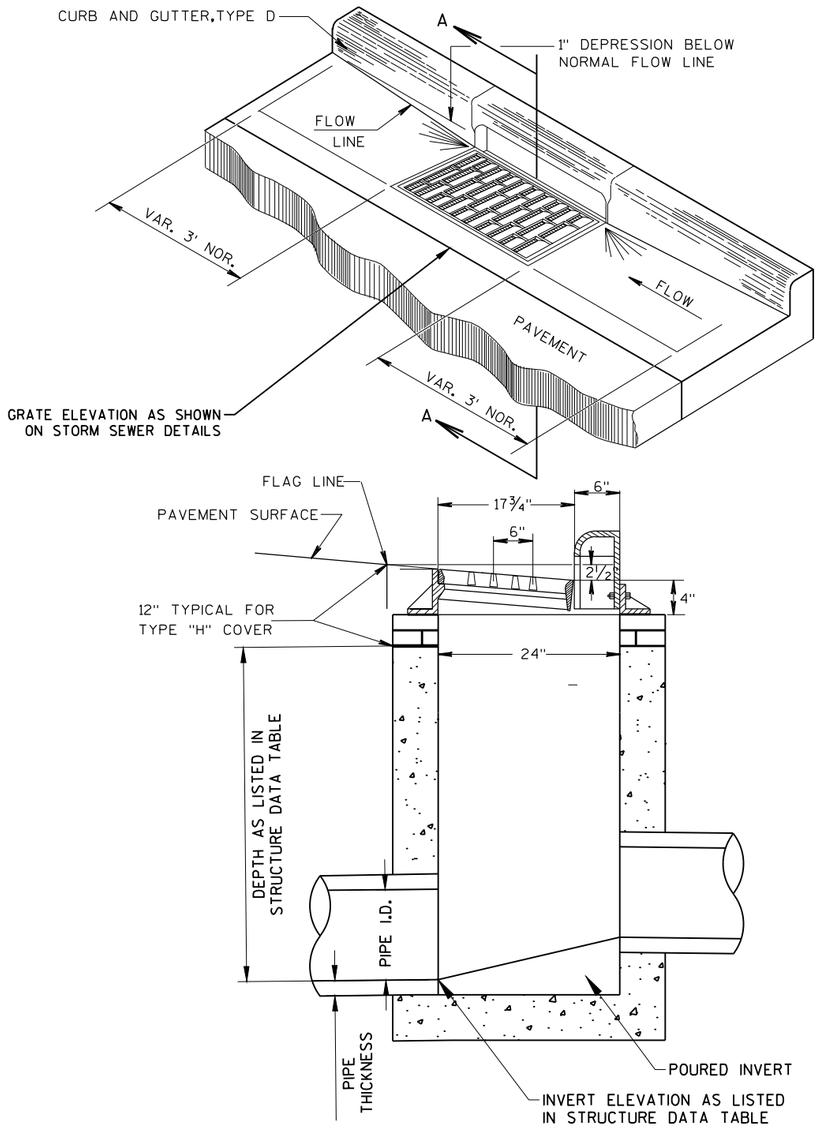


SECTION B–B

SPLITTER ISLAND DETAIL (TYP.)



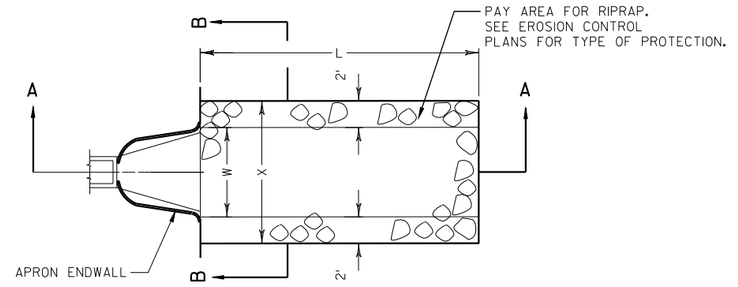
ELEVATION



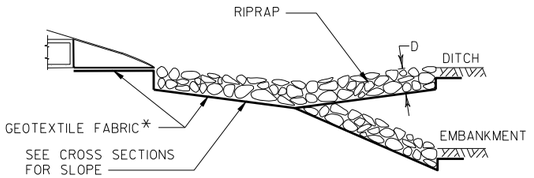
SECTION A-A

DETAIL OF CURB AND GUTTER AT INLETS AT SAG LOCATIONS

(INLET TYPE 2X3-H SHOWN)



PLAN VIEW



SECTION A-A

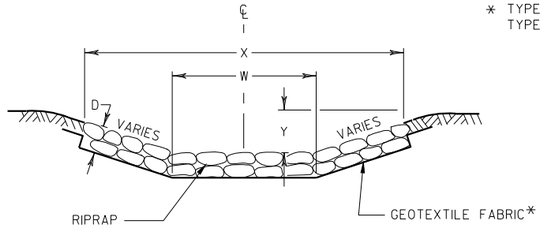
L = 3 x W (NOR) OR 10' MIN
OR AS INDICATED IN THE PLANS
OR AS DIRECTED BY THE ENGINEER

D = 12" FOR RIPRAP LIGHT
18" FOR RIPRAP MEDIUM
24" FOR RIPRAP HEAVY

X = W+4' FOR TYPICAL CULVERT
DISCHARGE INTO DITCH
W+6' FOR CULVERT DISCHARGE
DOWN EMBANKMENT SLOPE

Y = 0' FOR TYPICAL CULVERT
DISCHARGE INTO DITCH
6" FOR CULVERT DISCHARGE
DOWN EMBANKMENT SLOPE

* TYPE R (FOR RIPRAP LIGHT ONLY)
TYPE HR (FOR RIPRAP HEAVY AND MEDIUM ONLY)



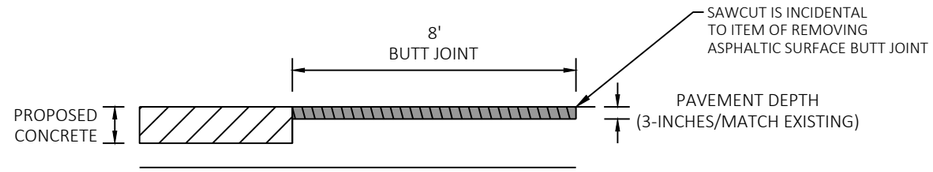
SECTION B-B

CONSTRUCTION NOTES:

1. GEOTEXTILE FABRIC SHALL EXTEND BENEATH THE ENTIRE LENGTH OF THE APRON ENDWALL SECTION. INSTALL ON PREPAVED FOUNDATION. GRADE PRIOR TO END WALL INSTALLATION.
2. COMPLETE GEOTEXTILE FABRIC AND RIPRAP SECTION INSTALLATION PRIOR TO STORM WATER FLOW.

RIPRAP AND GEOTEXTILE FABRIC DETAIL AT APRON ENDWALLS

SEE EROSION CONTROL PLAN FOR LOCATIONS



BUTT JOINT

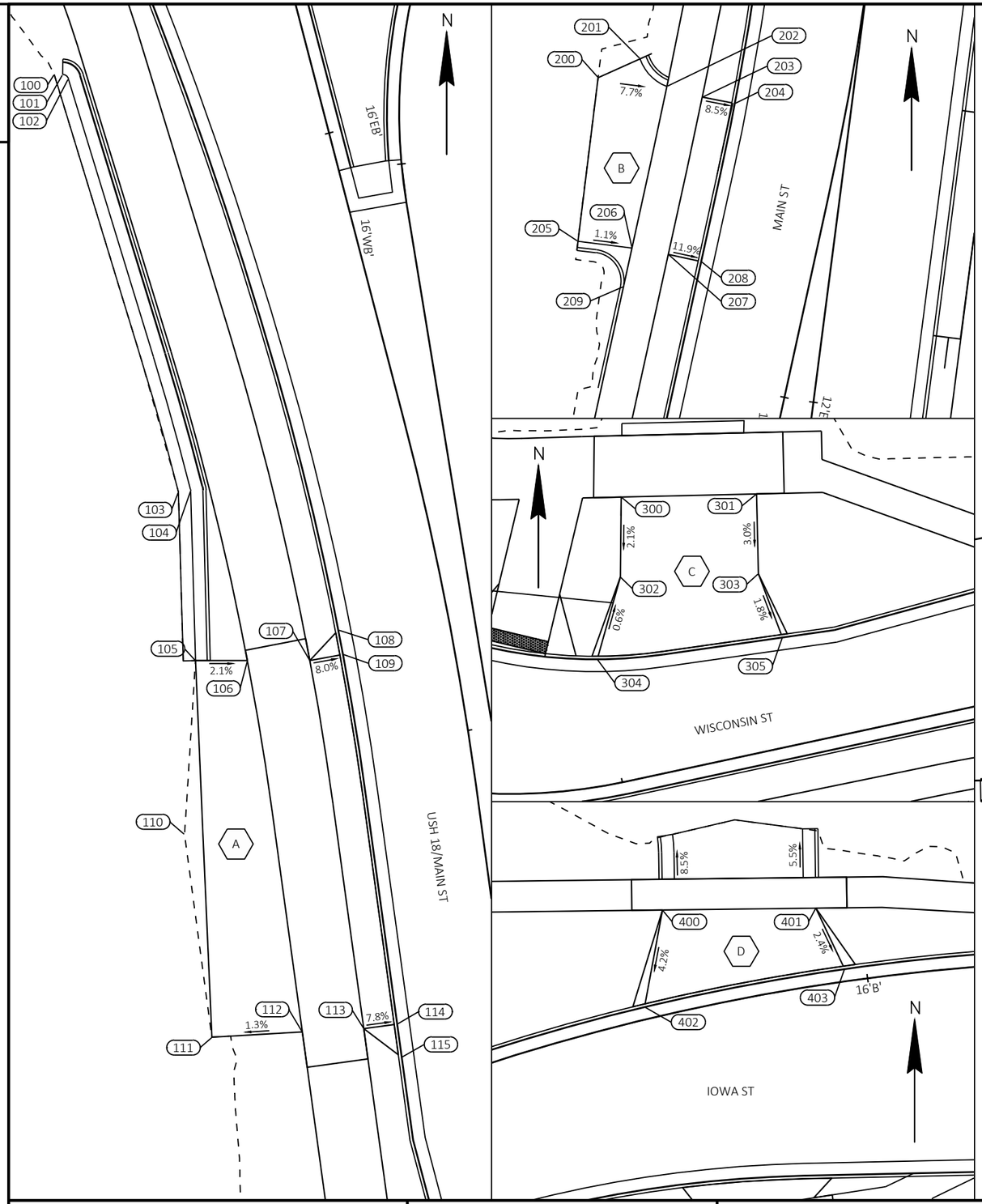
10+83'WB' - MATCH FROM NEW
CONCRETE INTO EXISTING ASPHALT

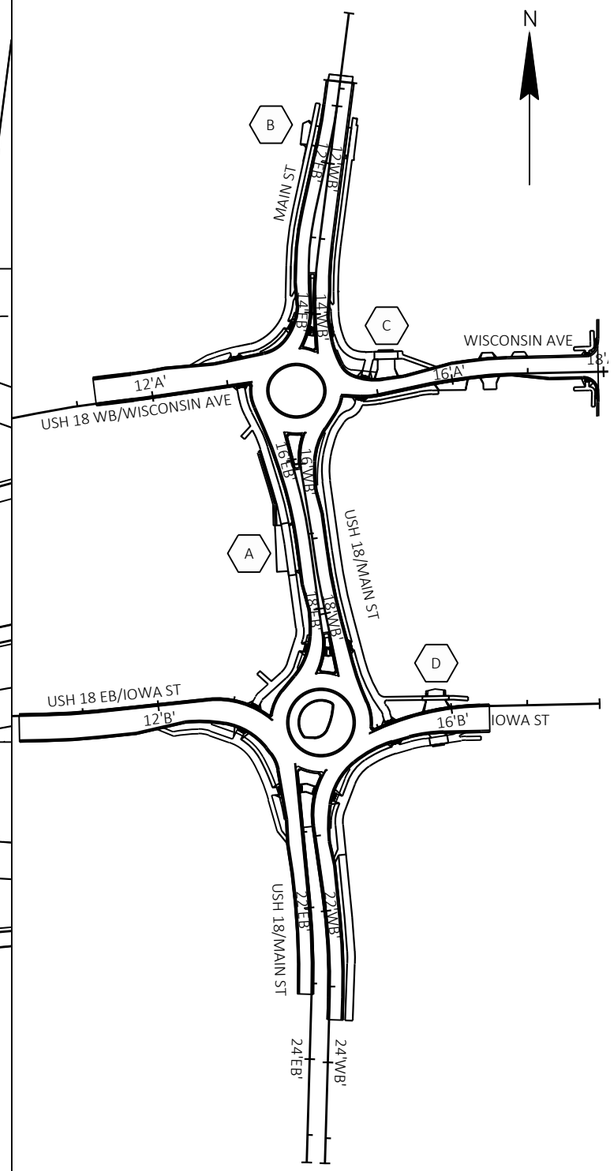
ASPHALTIC SURFACE

PROPOSED CONCRETE

REMOVING ASPHALTIC SURFACE BUTT JOINTS

PROJECT NO: 1660-02-73	HWY: USH 18	COUNTY: CRAWFORD	CONSTRUCTION DETAILS	SHEET 15	E





IOWA ST DRIVEWAY (D)					
POINT NUMBER	STATION	OFFSET	ELEVATION	Y	X
400	15+69.71	16.76' LT	635.60	121219.00	316914.27
401	15+93.37	12.49' LT	635.98	121219.30	316939.28
402	15+63.49	2.00' LT	634.92	121203.18	316911.36
403	15+96.50	2.00' LT	635.71	121209.38	316943.96

VISITOR CENTER DRIVEWAY (A)					
POINT NUMBER	STATION	OFFSET	ELEVATION	Y	X
100	15+79.45	40.95' RT	632.35	121545.10	316691.67
101	15+79.83	39.63' RT	632.29	121545.08	316693.04
102	15+80.75	38.90' RT	632.26	121544.37	316693.99
103	16+50.59	38.50' RT	631.37	121477.08	316711.93
104	16+50.93	36.53' RT	631.26	121477.25	316713.92
105	16+80.37	41.82' RT	631.23	121449.58	316714.70
106	16+82.09	33.50' RT	631.05	121449.58	316723.17
107	16+84.09	23.50' RT	630.94	121449.58	316733.34
108	16+79.88	18.00' RT	630.56	121454.58	316737.99
109	16+84.09	18.00' RT	630.44	121450.58	316738.75
110	17+10.55	48.14' RT	631.43	121421.22	316712.93
111	17+43.87	48.14' RT	631.26	121388.22	316717.45
112	17+45.03	33.50' RT	631.45	121389.06	316732.11
113	17+45.86	23.50' RT	631.30	121389.59	316742.13
114	17+45.86	18.00' RT	630.69	121390.33	316747.58
115	17+51.32	18.00' RT	630.75	121384.92	316748.32

MAIN ST DRIVEWAY (B)					
POINT NUMBER	STATION	OFFSET	ELEVATION	Y	X
200	11+54.61	40.68' RT	629.54	121979.93	316751.73
201	11+49.98	34.52' RT	629.63	121983.00	316758.57
202	11+53.84	29.40' RT	628.68	121978.51	316762.94
203	11+54.51	23.40' RT	628.58	121976.76	316768.71
204	11+54.51	18.00' RT	628.12	121975.73	316774.01
205	11+82.37	38.34' RT	628.95	121953.29	316748.43
206	11+81.56	29.50' RT	628.86	121952.19	316757.24
207	11+81.29	23.50' RT	628.70	121951.16	316763.16
208	11+81.29	18.00' RT	628.05	121949.98	316768.53
209	11+88.00	29.50' RT	628.83	121945.89	316755.86

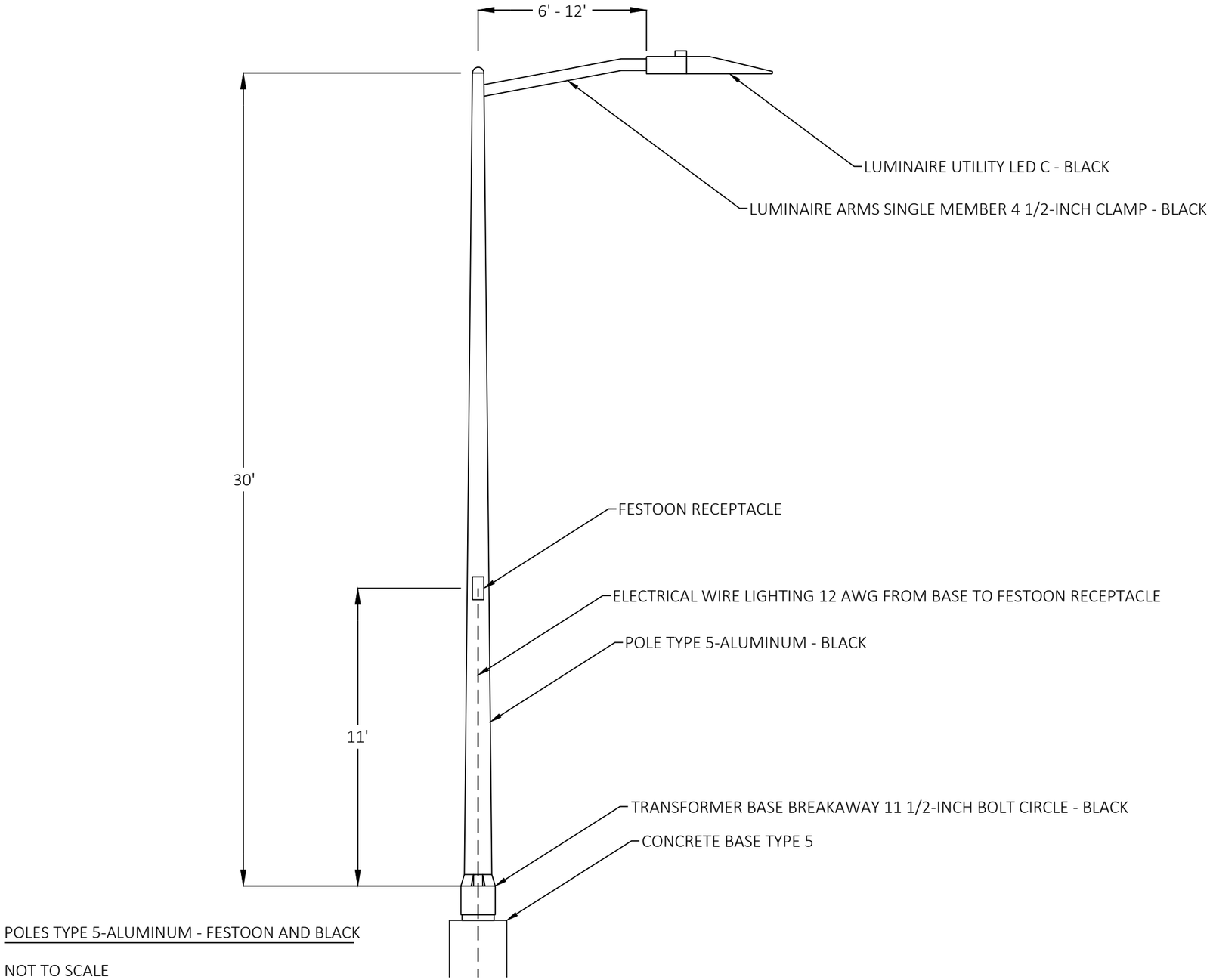
WISCONSIN ST DRIVEWAY (C)					
POINT NUMBER	STATION	OFFSET	ELEVATION	Y	X
300	15+09.58	45.48' LT	631.08	121668.70	316850.41
301	15+31.26	41.34' LT	631.25	121669.20	316872.48
302	15+06.71	32.80' LT	630.81	121655.69	316850.28
303	15+28.82	28.57' LT	630.86	121656.21	316872.77
304	15+00.08	20.45' LT	630.83	121642.25	316846.50
305	15+30.45	17.58' LT	630.66	121645.81	316876.68

2

PROJECT NO: 1660-02-73	HWY: USH 18	COUNTY: CRAWFORD	CONSTRUCTION DETAILS	SHEET 16	E

FILE NAME : X:\PROJECTS\CRAWFORD\220077MW - 1660-02-03_USH 18 ROUNDABOUTS\DESIGN\C3D\SHEETSPLAN\021002-CD.DWG
LAYOUT NAME - 021004-cd
PLOT DATE : 1/13/2026 11:21 AM PLOT BY : KYLE WILLIAMS PLOT NAME : PLOT SCALE : 1 IN:20 FT
WISDOT/CADDS SHEET 42

2



POLES TYPE 5-ALUMINUM - FESTOON AND BLACK

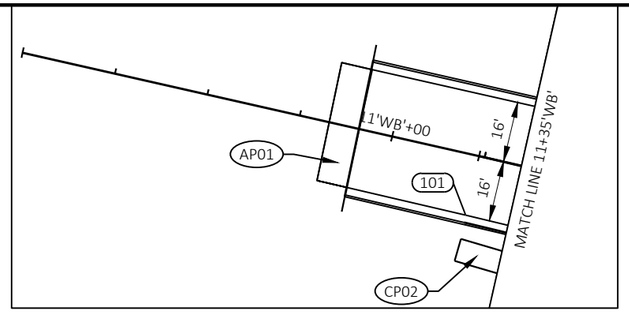
NOT TO SCALE

PROJECT NO: 1660-02-73	HWY: USH 18	COUNTY: CRAWFORD	CONSTRUCTION DETAILS	SHEET 17	E

2

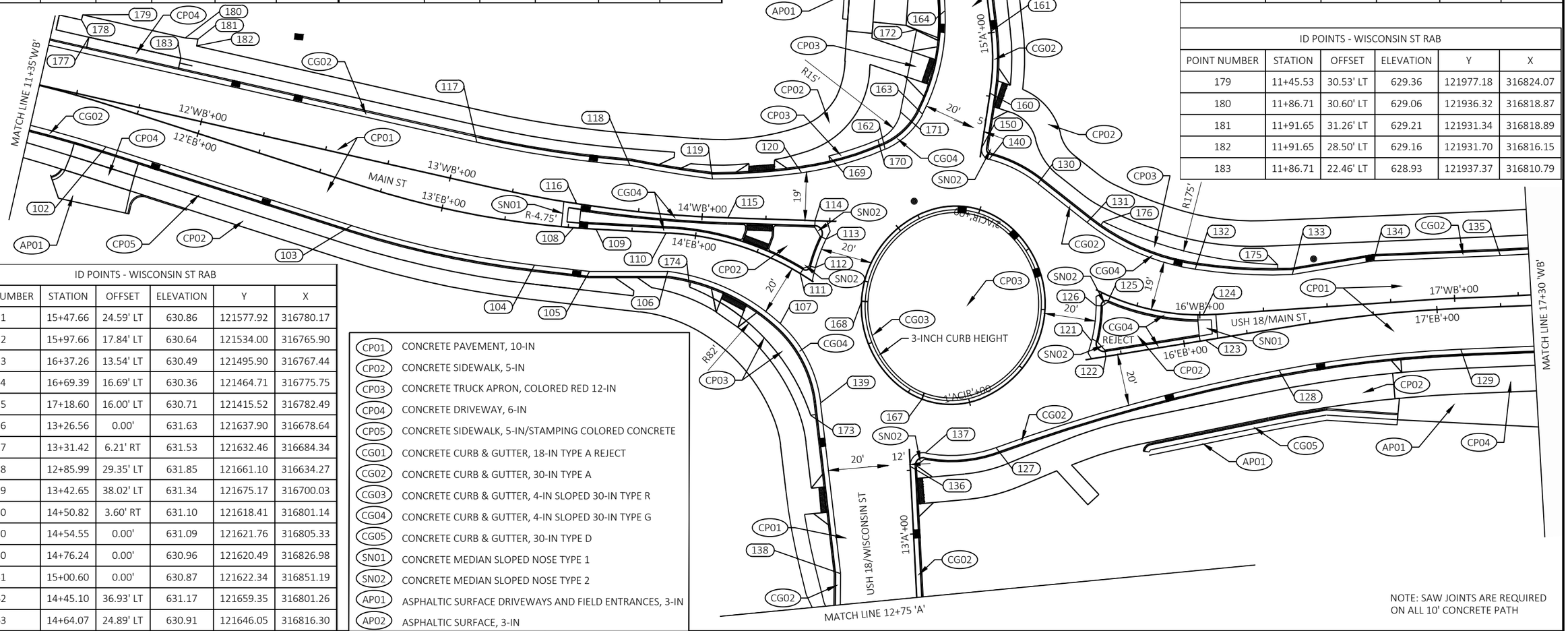
ID POINTS - WISCONSIN ST RAB					
POINT NUMBER	STATION	OFFSET	ELEVATION	Y	X
101	11+23.50	16.00' RT	628.67	122004.98	316780.74
102	11+65.76	17.85' RT	628.15	121963.31	316773.50
103	12+66.45	26.67' RT	628.61	121864.58	316751.85
104	13+38.63	26.42' RT	629.62	121791.75	316743.21
105	13+59.16	25.50' RT	629.90	121770.11	316742.77
106	13+88.23	22.22' RT	630.42	121739.60	316745.65
107	14+31.94	40.73' RT	631.18	121693.83	316729.40
108	13+50.73	9.51' RT	630.13	121778.02	316759.18
109	13+59.44	8.79' RT	630.26	121769.13	316759.44
110	13+86.42	7.26' RT	630.66	121741.68	316760.58
111	14+39.15	20.89' RT	631.47	121687.84	316749.65
112	14+45.02	18.30' RT	631.55	121682.15	316752.59
113	14+48.80	7.05' RT	631.54	121679.06	316764.04
114	14+44.24	0.00'	631.41	121684.04	316770.81
115	14+10.05	0.00'	630.93	121718.17	316768.72

ID POINTS - WISCONSIN ST RAB					
POINT NUMBER	STATION	OFFSET	ELEVATION	Y	X
116	13+50.61	0.00'	630.09	121777.57	316768.68
117	13+07.07	16.00' LT	629.31	121818.83	316788.97
118	13+69.62	17.66' LT	630.07	121758.21	316785.56
119	14+03.34	15.00' LT	630.52	121725.58	316783.33
120	14+38.40	18.60' LT	631.07	121691.01	316789.01
121	15+64.00	18.83' RT	631.02	121571.79	316734.23
122	15+70.09	22.51' RT	630.98	121565.58	316728.65
123	16+02.03	9.93' RT	630.73	121527.36	316738.61
124	16+01.25	0.00'	630.76	121529.26	316748.40
125	15+63.93	0.00'	630.94	121566.12	316752.19
126	15+60.45	5.60' RT	630.99	121571.33	316748.05
127	15+35.58	69.72' RT	631.45	121605.11	316689.07
128	16+29.47	23.44' RT	630.38	121497.60	316729.68
129	17+01.61	20.00' RT	630.49	121427.47	316744.52
130	15+25.17	34.39' LT	630.99	121598.52	316793.49



ID POINTS - WISCONSIN ST RAB					
POINT NUMBER	STATION	OFFSET	ELEVATION	Y	X
164	15+10.70	16.96' LT	630.64	121641.05	316857.50
165	15+38.25	15.02' LT	630.81	121644.95	316884.85
166	15+38.99	14.97' LT	630.82	121645.06	316885.58
167	13+53.45	0.19' RT	631.52	121635.80	316705.22
168	13+85.09	31.82' LT	631.61	121662.92	316741.14
169	0+01.49	39.17' RT	631.50	121681.05	316796.56
170	2+25.44	33.45' RT	631.48	121662.50	316804.67
171	14+63.64	33.55' LT	631.33	121654.72	316816.37
172	15+04.62	28.92' LT	631.05	121651.46	316849.05
173	0+59.77	33.47' RT	631.60	121678.67	316694.88
174	14+00.79	20.29' RT	630.89	121730.52	316740.27
175	16+31.81	17.77' LT	630.80	121501.96	316770.73
176	1+71.14	30.55' RT	631.13	121571.63	316781.04
177	11+49.79	22.54' LT	628.86	121973.98	316815.60
178	11+45.45	28.50' LT	629.32	121977.51	316822.06

ID POINTS - WISCONSIN ST RAB					
POINT NUMBER	STATION	OFFSET	ELEVATION	Y	X
179	11+45.53	30.53' LT	629.36	121977.18	316824.07
180	11+86.71	30.60' LT	629.06	121936.32	316818.87
181	11+91.65	31.26' LT	629.21	121931.34	316818.89
182	11+91.65	28.50' LT	629.16	121931.70	316816.15
183	11+86.71	22.46' LT	628.93	121937.37	316810.79



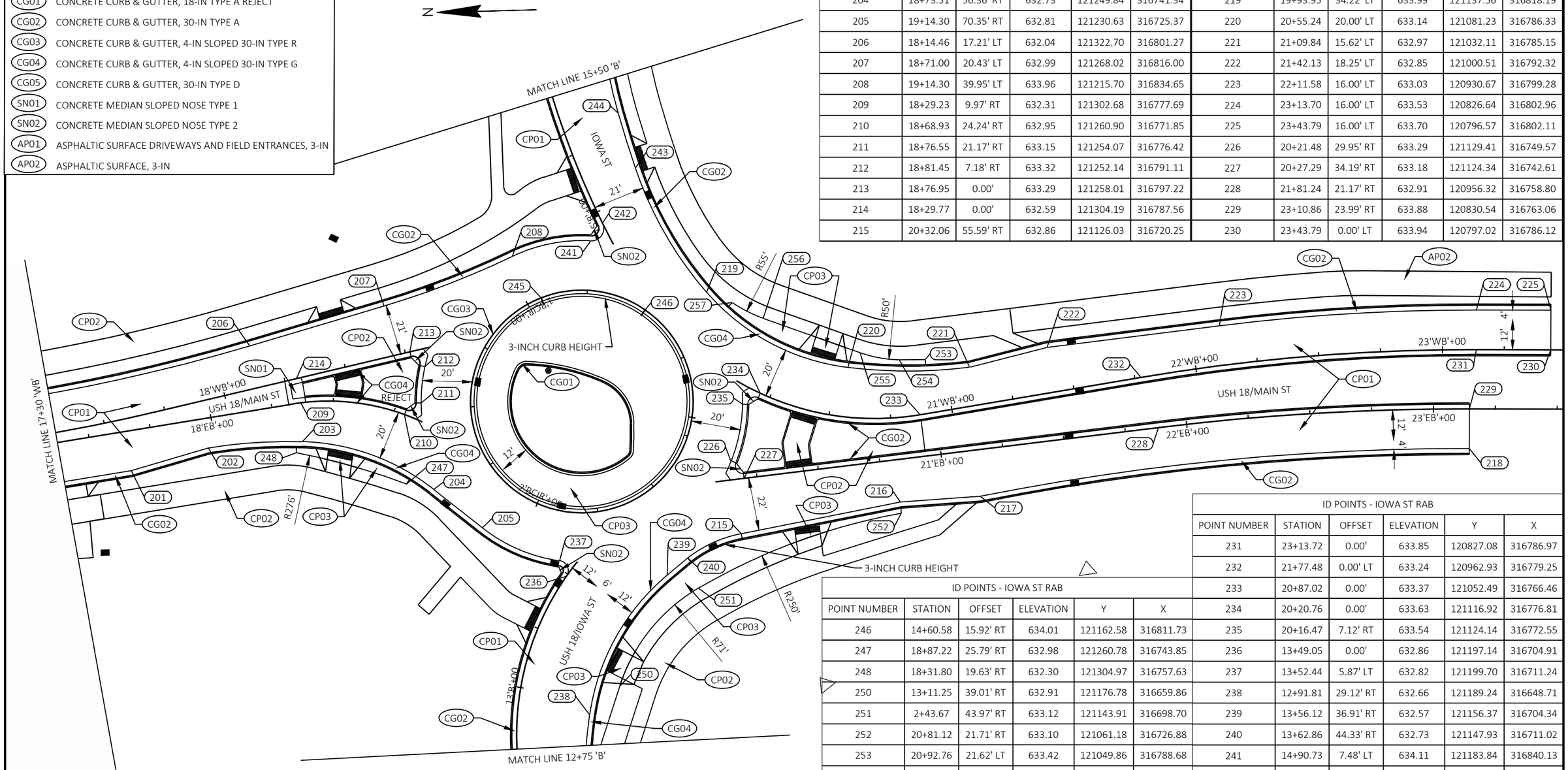
ID POINTS - WISCONSIN ST RAB					
POINT NUMBER	STATION	OFFSET	ELEVATION	Y	X
131	15+47.66	24.59' LT	630.86	121577.92	316780.17
132	15+97.66	17.84' LT	630.64	121534.00	316765.90
133	16+37.26	13.54' LT	630.49	121495.90	316767.44
134	16+69.39	16.69' LT	630.36	121464.71	316775.75
135	17+18.60	16.00' LT	630.71	121415.52	316782.49
136	13+26.56	0.00'	631.63	121637.90	316678.64
137	13+31.42	6.21' RT	631.53	121632.46	316684.34
138	12+85.99	29.35' LT	631.85	121661.10	316634.27
139	13+42.65	38.02' LT	631.34	121675.17	316700.03
140	14+50.82	3.60' RT	631.10	121618.41	316801.14
150	14+54.55	0.00'	631.09	121621.76	316805.33
160	14+76.24	0.00'	630.96	121620.49	316826.98
161	15+00.60	0.00'	630.87	121622.34	316851.19
162	14+45.10	36.93' LT	631.17	121659.35	316801.26
163	14+64.07	24.89' LT	630.91	121646.05	316816.30

CP01	CONCRETE PAVEMENT, 10-IN
CP02	CONCRETE SIDEWALK, 5-IN
CP03	CONCRETE TRUCK APRON, COLORED RED 12-IN
CP04	CONCRETE DRIVEWAY, 6-IN
CP05	CONCRETE SIDEWALK, 5-IN/STAMPING COLORED CONCRETE
CG01	CONCRETE CURB & GUTTER, 18-IN TYPE A REJECT
CG02	CONCRETE CURB & GUTTER, 30-IN TYPE A
CG03	CONCRETE CURB & GUTTER, 4-IN SLOPED 30-IN TYPE R
CG04	CONCRETE CURB & GUTTER, 4-IN SLOPED 30-IN TYPE G
CG05	CONCRETE CURB & GUTTER, 30-IN TYPE D
SN01	CONCRETE MEDIAN SLOPED NOSE TYPE 1
SN02	CONCRETE MEDIAN SLOPED NOSE TYPE 2
AP01	ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES, 3-IN
AP02	ASPHALTIC SURFACE, 3-IN

NOTE: SAW JOINTS ARE REQUIRED ON ALL 10' CONCRETE PATH

PROJECT NO: 1660-02-73	HWY: USH 18	COUNTY: CRAWFORD	INTERSECTION DETAILS - USH 18	SHEET 18	E

CP01	CONCRETE PAVEMENT, 10-IN
CP02	CONCRETE SIDEWALK, 5-IN
CP03	CONCRETE TRUCK APRON, COLORED RED 12-IN
CP04	CONCRETE DRIVEWAY, 6-IN
CP05	CONCRETE SIDEWALK, 5-IN/STAMPING COLORED CONCRETE
CG01	CONCRETE CURB & GUTTER, 18-IN TYPE A REJECT
CG02	CONCRETE CURB & GUTTER, 30-IN TYPE A
CG03	CONCRETE CURB & GUTTER, 4-IN SLOPED 30-IN TYPE R
CG04	CONCRETE CURB & GUTTER, 4-IN SLOPED 30-IN TYPE G
CG05	CONCRETE CURB & GUTTER, 30-IN TYPE D
SN01	CONCRETE MEDIAN SLOPED NOSE TYPE 1
SN02	CONCRETE MEDIAN SLOPED NOSE TYPE 2
AP01	ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES, 3-IN
AP02	ASPHALTIC SURFACE, 3-IN



NOTE: SAW JOINTS ARE REQUIRED
ON ALL 10' CONCRETE PATH

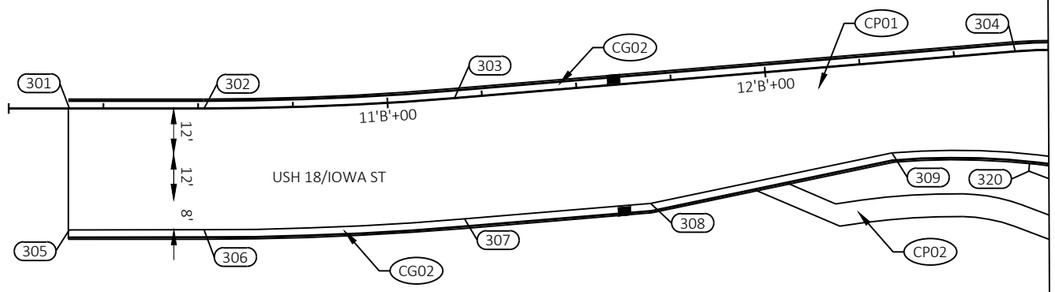
ID POINTS - IOWA ST RAB					
POINT NUMBER	STATION	OFFSET	ELEVATION	Y	X
201	17+56.70	20.98' RT	630.97	121371.86	316752.13
202	17+88.76	19.09' RT	631.46	121340.43	316760.47
203	18+26.25	25.37' RT	632.03	121302.45	316762.00
204	18+73.51	56.36' RT	632.73	121249.84	316741.34
205	19+14.30	70.35' RT	632.81	121230.63	316725.37
206	18+14.46	17.21' LT	632.04	121322.70	316801.27
207	18+71.00	20.43' LT	632.99	121268.02	316816.00
208	19+14.30	39.95' LT	633.96	121215.70	316834.65
209	18+29.23	9.97' RT	632.31	121302.68	316777.69
210	18+68.93	24.24' RT	632.95	121260.90	316771.85
211	18+76.55	21.17' RT	633.15	121254.07	316776.42
212	18+81.45	7.18' RT	633.32	121252.14	316791.11
213	18+76.95	0.00'	633.29	121258.01	316797.22
214	18+29.77	0.00'	632.59	121304.19	316787.56
215	20+32.06	55.59' RT	632.86	121126.03	316720.25

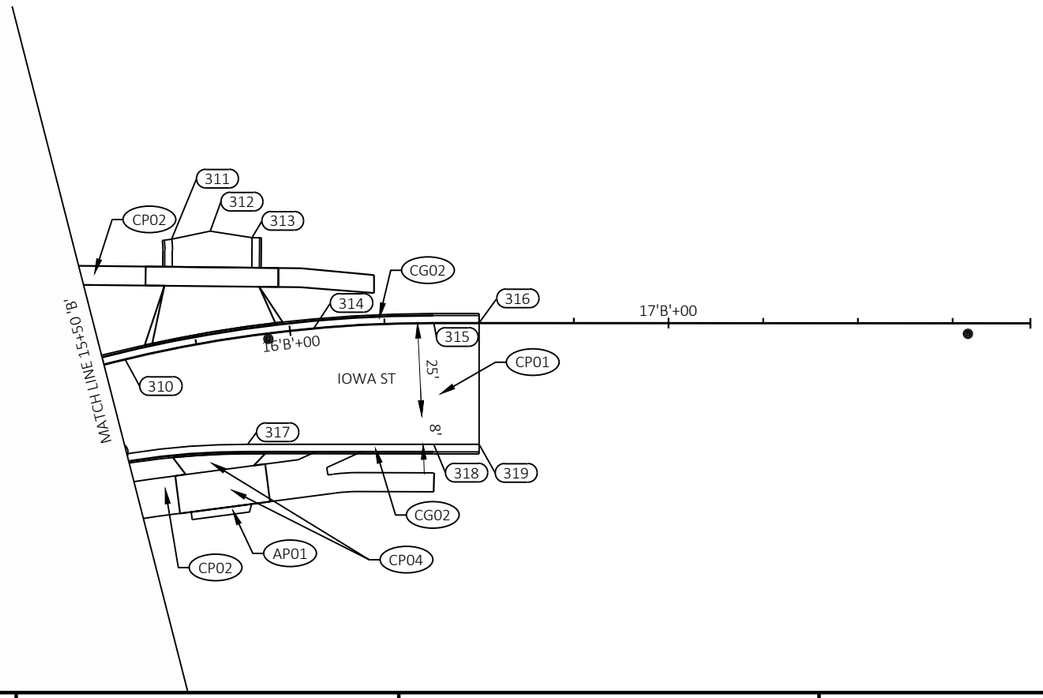
ID POINTS - IOWA ST RAB					
POINT NUMBER	STATION	OFFSET	ELEVATION	Y	X
216	20+76.49	34.13' RT	632.63	121061.39	316731.38
217	21+05.46	36.55' RT	632.49	121029.06	316732.89
218	23+10.80	39.99' RT	633.64	120830.99	316747.06
219	19+93.95	34.22' LT	633.99	121137.56	316818.19
220	20+55.24	20.00' LT	633.14	121081.23	316786.33
221	21+09.84	15.62' LT	632.97	121032.11	316785.15
222	21+42.13	18.25' LT	632.85	121000.51	316792.32
223	22+11.58	16.00' LT	633.03	120930.67	316799.28
224	23+13.70	16.00' LT	633.53	120826.64	316802.96
225	23+43.79	16.00' LT	633.70	120796.57	316802.11
226	20+21.48	29.95' RT	633.29	121129.41	316749.57
227	20+27.29	34.19' RT	633.18	121124.34	316742.61
228	21+81.24	21.17' RT	632.91	120956.32	316758.80
229	23+10.86	23.99' RT	633.88	120830.54	316763.06
230	23+43.79	0.00' LT	633.94	120797.02	316786.12

ID POINTS - IOWA ST RAB					
POINT NUMBER	STATION	OFFSET	ELEVATION	Y	X
231	23+13.72	0.00'	633.85	120827.08	316786.97
232	21+77.48	0.00' LT	633.24	120962.93	316779.25
233	20+87.02	0.00'	633.37	121052.49	316766.46
234	20+20.76	0.00'	633.63	121116.92	316776.81
235	20+16.47	7.12' RT	633.54	121124.14	316772.55
236	13+49.05	0.00'	632.86	121197.14	316704.91
237	13+52.44	5.87' LT	632.82	121199.70	316711.24
238	12+91.81	29.12' RT	632.66	121189.24	316648.71
239	13+56.12	36.91' RT	632.57	121156.37	316704.34
240	13+62.86	44.33' RT	632.73	121147.93	316711.02
241	14+90.73	7.48' LT	634.11	121183.84	316840.13
242	14+95.02	0.00'	634.20	121178.90	316847.22
243	15+10.05	21.47' RT	633.89	121165.00	316869.12
244	15+34.78	23.23' RT	634.08	121171.34	316891.46
245	14+60.67	26.35' LT	633.97	121204.43	316817.66

ID POINTS - IOWA ST RAB					
POINT NUMBER	STATION	OFFSET	ELEVATION	Y	X
246	14+60.58	15.92' RT	634.01	121162.58	316811.73
247	18+87.22	25.79' RT	632.98	121260.78	316743.85
248	18+31.80	19.63' RT	632.30	121304.97	316757.63
250	13+11.25	39.01' RT	632.91	121176.78	316659.86
251	2+43.67	43.97' RT	633.12	121143.91	316698.70
252	20+81.12	21.71' RT	633.10	121061.18	316726.88
253	20+92.76	21.62' LT	633.42	121049.86	316788.68
254	20+81.14	23.16' LT	633.36	121060.37	316788.85
255	20+60.72	26.39' LT	633.46	121076.16	316792.14
256	20+09.85	27.44' LT	633.97	121114.95	316807.05
257	0+32.66	27.72' RT	634.24	121127.31	316813.73

PROJECT NO: 1660-02-73	HWY: USH 18	COUNTY: CRAWFORD	INTERSECTION DETAILS - USH 18	SHEET 19 E





N

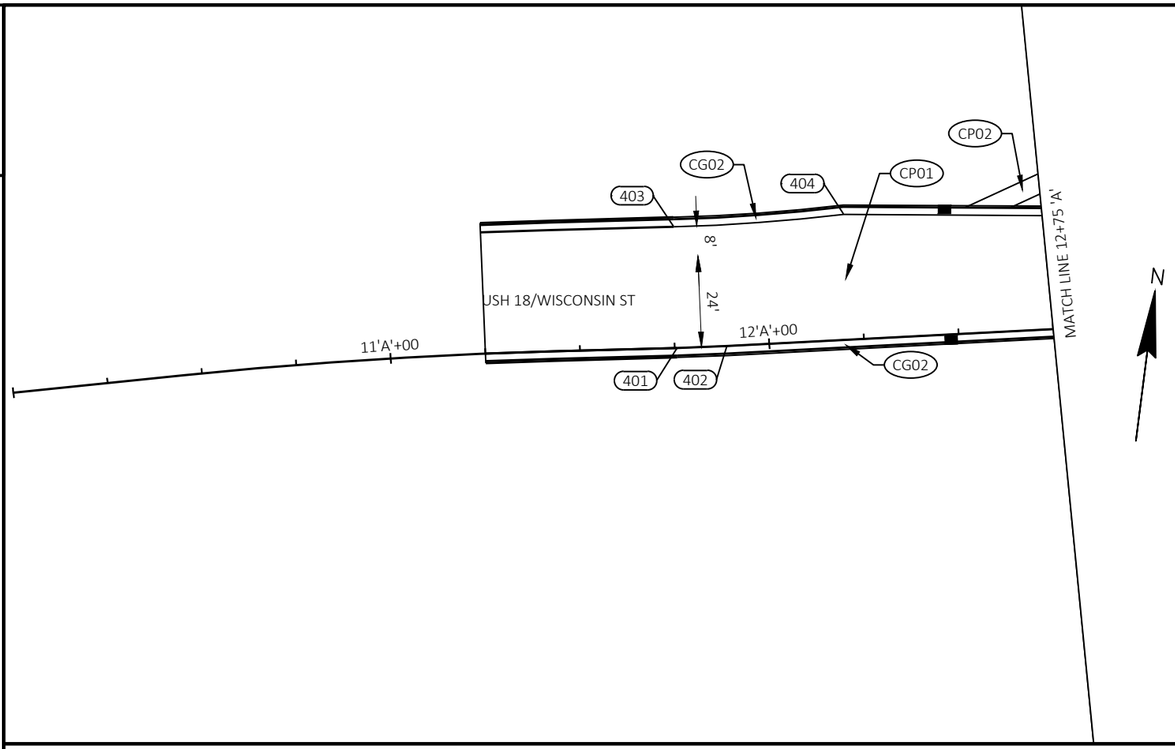
ID POINTS - IOWA ST					
POINT NUMBER	STATION	OFFSET	ELEVATION	Y	X
301	10+16.00	0.00'	636.78	121198.10	316377.53
302	10+51.51	0.00'	636.25	121198.85	316413.04
303	11+17.70	0.00'	635.25	121202.99	316479.08
304	12+66.23	0.00'	633.32	121218.40	316626.81
305	10+16.00	32.00' RT	636.68	121166.10	316378.21
306	10+51.51	32.00' RT	635.86	121166.86	316413.72
307	11+17.70	32.00' RT	634.61	121171.16	316482.40
308	11+66.99	32.00' RT	633.86	121176.28	316531.42
309	12+31.55	24.00' RT	633.21	121190.93	316594.80
310	15+55.75	0.00'	634.85	121199.35	316904.32
311	15+73.64	28.46' LT	635.00	121231.32	316915.90
312	15+83.27	28.84' LT	635.28	121233.67	316926.06
313	15+93.17	25.58' LT	635.62	121232.21	316937.12
314	16+06.28	0.00'	636.08	121208.64	316953.95
315	16+38.00	0.00'	637.20	121210.78	316985.58

ID POINTS - IOWA ST					
POINT NUMBER	STATION	OFFSET	ELEVATION	Y	X
316	16+50.00	0.00'	637.67	121211.04	316997.58
317	15+84.38	28.23' RT	634.94	121177.70	316937.21
318	16+38.00	32.00' RT	636.96	121178.78	316986.29
319	16+50.00	32.00' RT	637.51	121179.05	316998.29
320	12+67.57	31.77' RT	633.17	121186.89	316631.06

CP01	CONCRETE PAVEMENT, 10-IN
CP02	CONCRETE SIDEWALK, 5-IN
CP03	CONCRETE TRUCK APRON, COLORED RED 12-IN
CP04	CONCRETE DRIVEWAY, 6-IN
CP05	CONCRETE SIDEWALK, 5-IN/STAMPING COLORED CONCRETE
CG01	CONCRETE CURB & GUTTER, 18-IN TYPE A REJECT
CG02	CONCRETE CURB & GUTTER, 30-IN TYPE A
CG03	CONCRETE CURB & GUTTER, 4-IN SLOPED 30-IN TYPE R
CG04	CONCRETE CURB & GUTTER, 4-IN SLOPED 30-IN TYPE G
CG05	CONCRETE CURB & GUTTER, 30-IN TYPE D
SN01	CONCRETE MEDIAN SLOPED NOSE TYPE 1
SN02	CONCRETE MEDIAN SLOPED NOSE TYPE 2
AP01	ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES, 3-IN
AP02	ASPHALTIC SURFACE, 3-IN

NOTE: SAW JOINTS ARE REQUIRED ON ALL 10' CONCRETE PATH

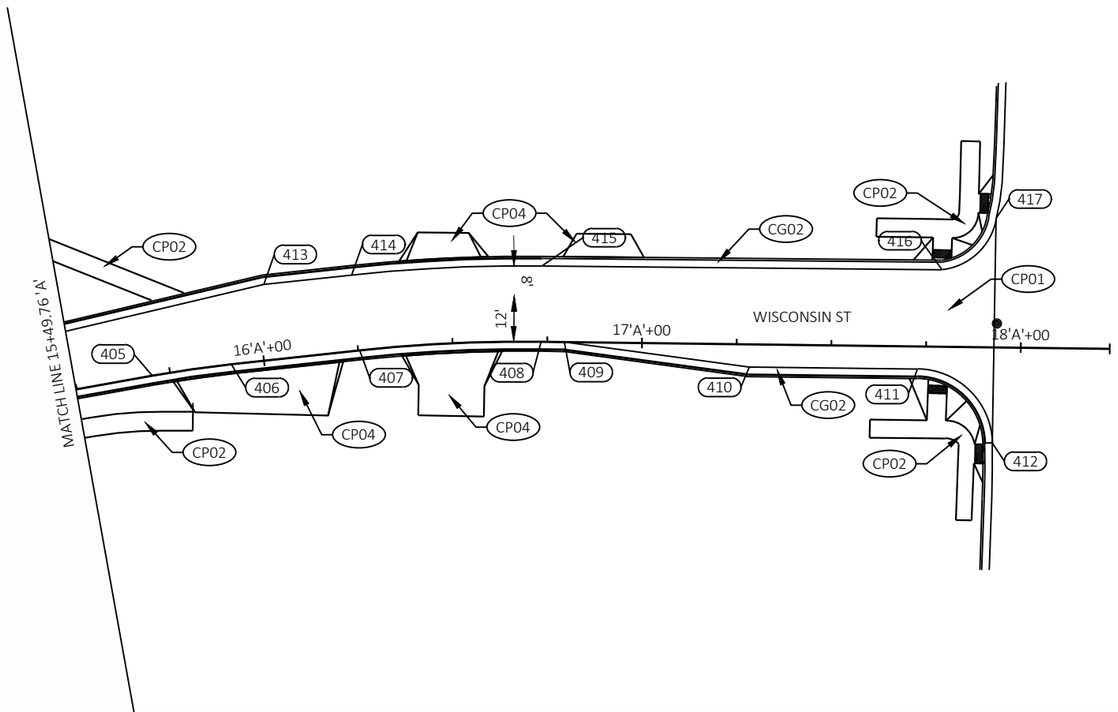
PROJECT NO: 1660-02-73	HWY: USH 18	COUNTY: CRAWFORD	INTERSECTION DETAILS - IOWA ST	SHEET 20	E



ID POINTS - WISCONSIN ST					
POINT NUMBER	STATION	OFFSET	ELEVATION	Y	X
401	11+75.63	0.00'	633.58	121616.33	316529.26
402	11+88.80	0.00'	633.41	121618.07	316542.31
403	11+75.63	32.00' LT	634.53	121648.11	316525.45
404	12+21.37	33.08' LT	633.38	121655.49	316569.78
405	15+70.28	0.00'	631.49	121637.00	316919.32
406	15+91.35	0.00'	631.93	121640.70	316940.06
407	16+25.44	0.00'	632.91	121645.52	316973.81
408	16+73.36	0.00'	634.81	121649.43	317021.53
409	16+79.54	0.00'	635.10	121649.56	317027.72
410	17+28.37	6.00' RT	637.14	121644.63	317076.66
411	17+72.81	6.00' RT	638.71	121645.60	317121.09
412	17+92.79	25.20' RT	639.14	121626.84	317141.49
413	16+02.09	20.00' LT	631.81	121662.02	316947.86
414	16+25.44	20.00' LT	632.51	121665.32	316970.99
415	16+73.36	20.00' LT	634.41	121669.42	317021.10

ID POINTS - WISCONSIN ST					
POINT NUMBER	STATION	OFFSET	ELEVATION	Y	X
416	17+78.98	20.30' LT	638.70	121672.03	317126.69
417	17+92.91	33.80' LT	638.89	121685.83	317140.32

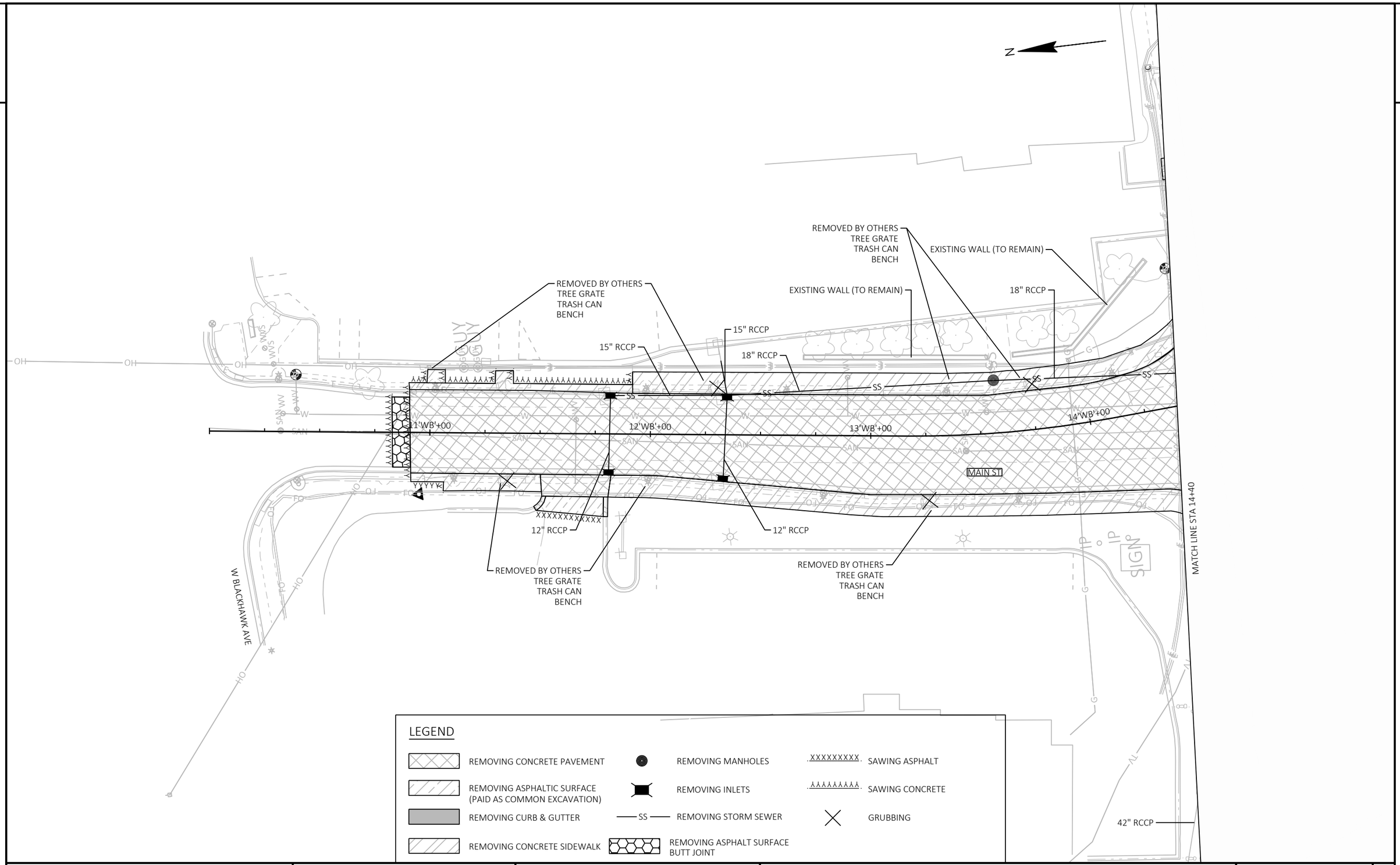
CP01	CONCRETE PAVEMENT, 10-IN
CP02	CONCRETE SIDEWALK, 5-IN
CP03	CONCRETE TRUCK APRON, COLORED RED 12-IN
CP04	CONCRETE DRIVEWAY, 6-IN
CP05	CONCRETE SIDEWALK, 5-IN/STAMPING COLORED CONCRETE
CG01	CONCRETE CURB & GUTTER, 18-IN TYPE A REJECT
CG02	CONCRETE CURB & GUTTER, 30-IN TYPE A
CG03	CONCRETE CURB & GUTTER, 4-IN SLOPED 30-IN TYPE R
CG04	CONCRETE CURB & GUTTER, 4-IN SLOPED 30-IN TYPE G
CG05	CONCRETE CURB & GUTTER, 30-IN TYPE D
SN01	CONCRETE MEDIAN SLOPED NOSE TYPE 1
SN02	CONCRETE MEDIAN SLOPED NOSE TYPE 2
AP01	ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES, 3-IN
AP02	ASPHALTIC SURFACE, 3-IN



NOTE: SAW JOINTS ARE REQUIRED ON ALL 10' CONCRETE PATH

PROJECT NO: 1660-02-73	HWY: USH 18	COUNTY: CRAWFORD	INTERSECTION DETAILS - WISCONSIN ST	SHEET 21	E

2



PROJECT NO: 1660-02-73	HWY: USH 18	COUNTY: CRAWFORD	REMOVAL PLAN	SHEET 22	E

FILE NAME : X:\PROJECTS\CRAWFORD\220077MW - 1660-02-03_USH 18 ROUNDABOUTS\DESIGN\C3D\SHEETSPLAN\021101-RM.DWG
LAYOUT NAME - 021101-rm (1)

PLOT DATE : 1/13/2026 11:23 AM PLOT BY : KYLE WILLIAMS PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

N

42" RCCP
12" RCCP
12" RCCP
42" RCCP
18" RCCP
12" RCCP
12" RCCP
12" RCCP
12" RCCP
18" RCCP
12" RCCP
12" RCCP
18" RCCP
18" RCCP
24" RCCP
12" RCCP
12" RCCP
12" RCCP
24" RCCP
24" RCCP
24" RCCP
12" RCCP
12" RCCP
12" RCCP
12" RCCP
12" RCCP
12" RCCP
24" RCCP
24" RCCP

MATCH LINE STA 14+40

WISCONSIN ST

IOWA ST

USH 18/MAIN ST

18'WB'+00

17'WB'+00

16'WB'+00

14'A'

15'A'

13'A'

15'B'

14'B'

13'B'

12'B'

FLAG
FLAG
FLAG

REMOVED BY OTHERS
TREE GRATE
TRASH CAN
BENCH

REMOVED BY OTHERS
TRASH CAN
BENCH

REMOVED BY OTHERS
POLICE CAMERAS ON
EXISTING LIGHT POLE

REMOVED BY OTHERS
POLICE CAMERAS ON
EXISTING LIGHT POLE

MATCH LINE STA 20+10

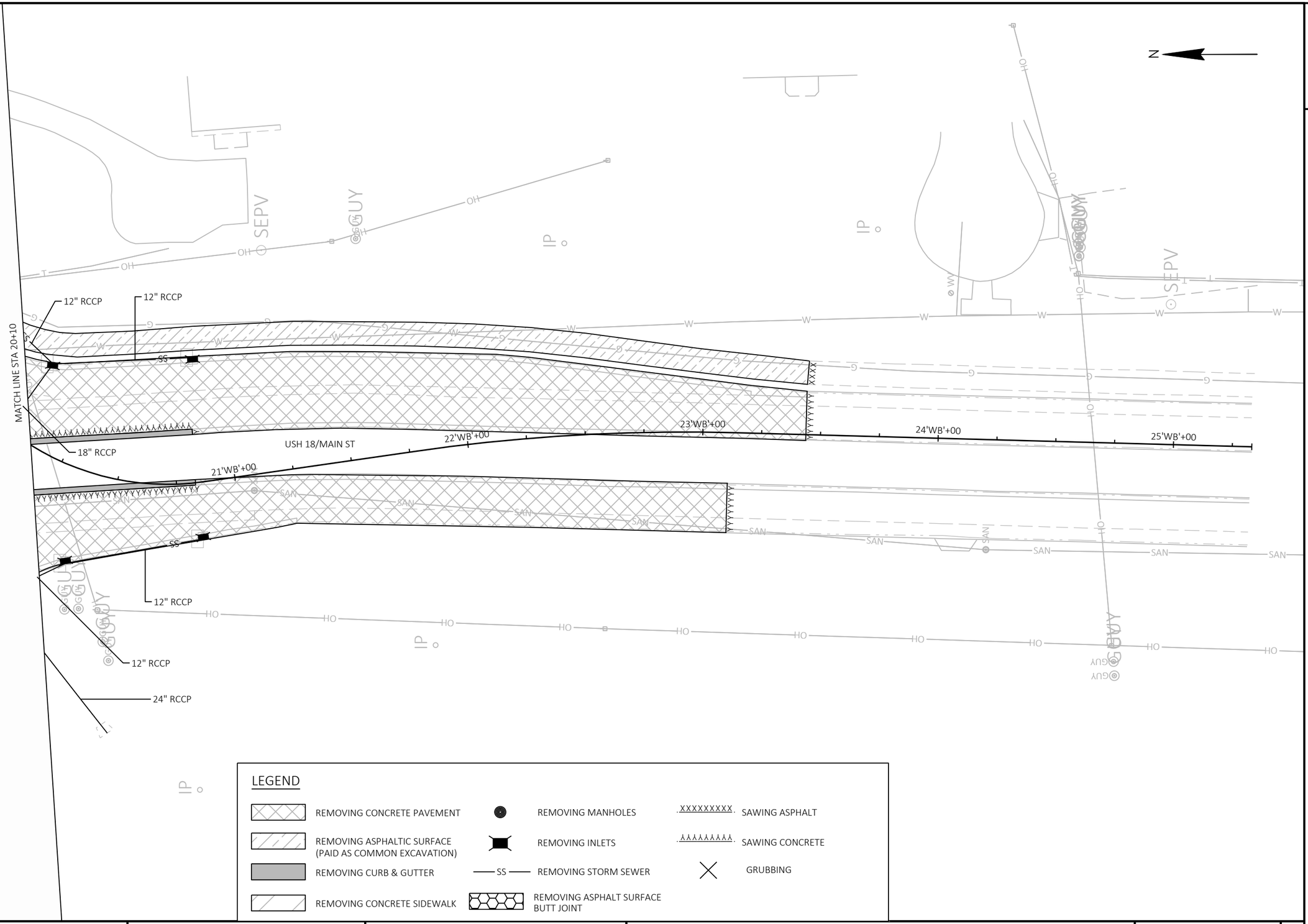
LEGEND

- REMOVING CONCRETE PAVEMENT
- REMOVING ASPHALTIC SURFACE (PAID AS COMMON EXCAVATION)
- REMOVING CURB & GUTTER
- REMOVING CONCRETE SIDEWALK
- REMOVING MANHOLES
- REMOVING INLETS
- SS — REMOVING STORM SEWER
- REMOVING ASPHALT SURFACE BUTT JOINT
- XXXXXXXXX SAWING ASPHALT
- AAAAAAAAA SAWING CONCRETE
- GRUBBING

PROJECT NO: 1660-02-73	HWY: USH 18	COUNTY: CRAWFORD	REMOVAL PLAN	SHEET 23	E

FILE NAME : X:\PROJECTS\CRAWFORD\220077MW - 1660-02-03_USH 18 ROUNDABOUTS\DESIGN\C3D\SHEETSPLAN\021101-RM.DWG
LAYOUT NAME - 021101-rm (2)
PLOT DATE : 1/13/2026 11:23 AM PLOT BY : KYLE WILLIAMS PLOT NAME : PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2



LEGEND

- REMOVING CONCRETE PAVEMENT
- REMOVING ASPHALTIC SURFACE (PAID AS COMMON EXCAVATION)
- REMOVING CURB & GUTTER
- REMOVING CONCRETE SIDEWALK
- REMOVING MANHOLES
- REMOVING INLETS
- SS — REMOVING STORM SEWER
- REMOVING ASPHALT SURFACE BUTT JOINT
- XXXXXXXXX SAWING ASPHALT
- AAAAAAAAA SAWING CONCRETE
- GRUBBING

PROJECT NO: 1660-02-73	HWY: USH 18	COUNTY: CRAWFORD	REMOVAL PLAN	SHEET 24	E

FILE NAME : X:\PROJECTS\CRAWFORD\220077MW - 1660-02-03_USH 18 ROUNDABOUTS\DESIGN\C3D\SHEETSPLAN\021101-RM.DWG
LAYOUT NAME - 021101-rm (3)
PLOT DATE : 1/13/2026 11:23 AM PLOT BY : KYLE WILLIAMS PLOT NAME : PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

2

N

MAIN ST

18'WB+00

18" RCCP

12" RCCP

12" RCCP

12" RCCP

18" RCCP

24" RCCP

24" RCCP

12" RCCP

18" RCCP

SS

SS

SS

11'B'

12'B'

13'B'

14'B'

15'B'

16'B'

USH 18/IOWA ST

IOWA ST

24" RCCP

24" RCCP

24" RCCP

12" RCCP

SS

SS

12" RCCP

18" RCCP

12" RCCP

12" RCCP

MAIN ST

21'WB+00

SEPV

IP

LEGEND

- REMOVING CONCRETE PAVEMENT
- REMOVING ASPHALTIC SURFACE (PAID AS COMMON EXCAVATION)
- REMOVING CURB & GUTTER
- REMOVING CONCRETE SIDEWALK
- REMOVING MANHOLES
- REMOVING INLETS
- SS — REMOVING STORM SEWER
- REMOVING ASPHALT SURFACE BUTT JOINT
- XXXXXXXXX SAWING ASPHALT
- SAWING CONCRETE
- GRUBBING

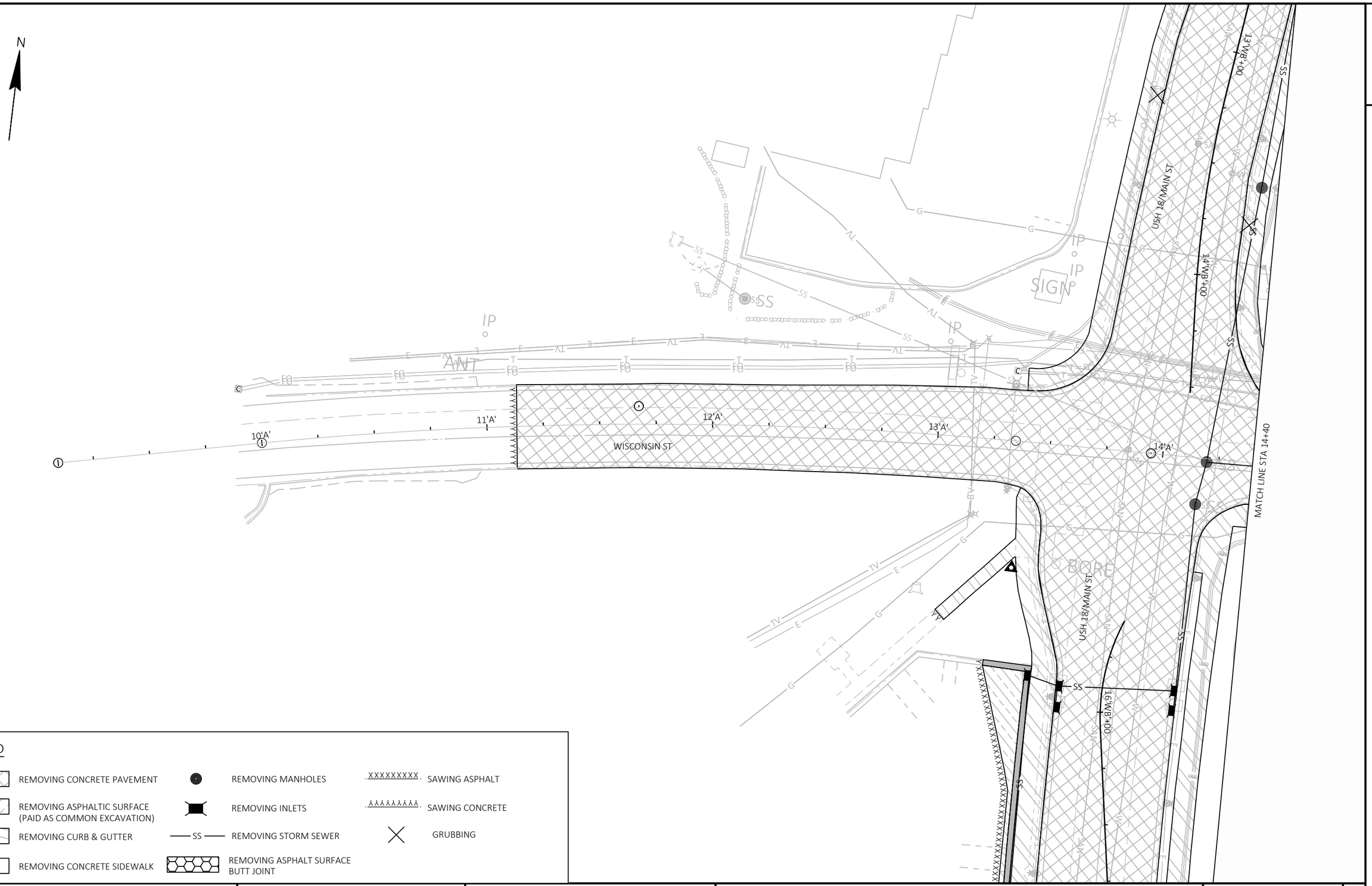
PROJECT NO: 1660-02-73	HWY: USH 18	COUNTY: CRAWFORD	REMOVAL PLAN	SHEET 25	E

FILE NAME : X:\PROJECTS\CRAWFORD\220077MW - 1660-02-03_USH 18 ROUNDABOUTS\DESIGN\C3D\SHEETSPLAN\021101-RM.DWG
LAYOUT NAME - 021101-rm (4)

PLOT DATE : 1/13/2026 11:23 AM PLOT BY : KYLE WILLIAMS PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2



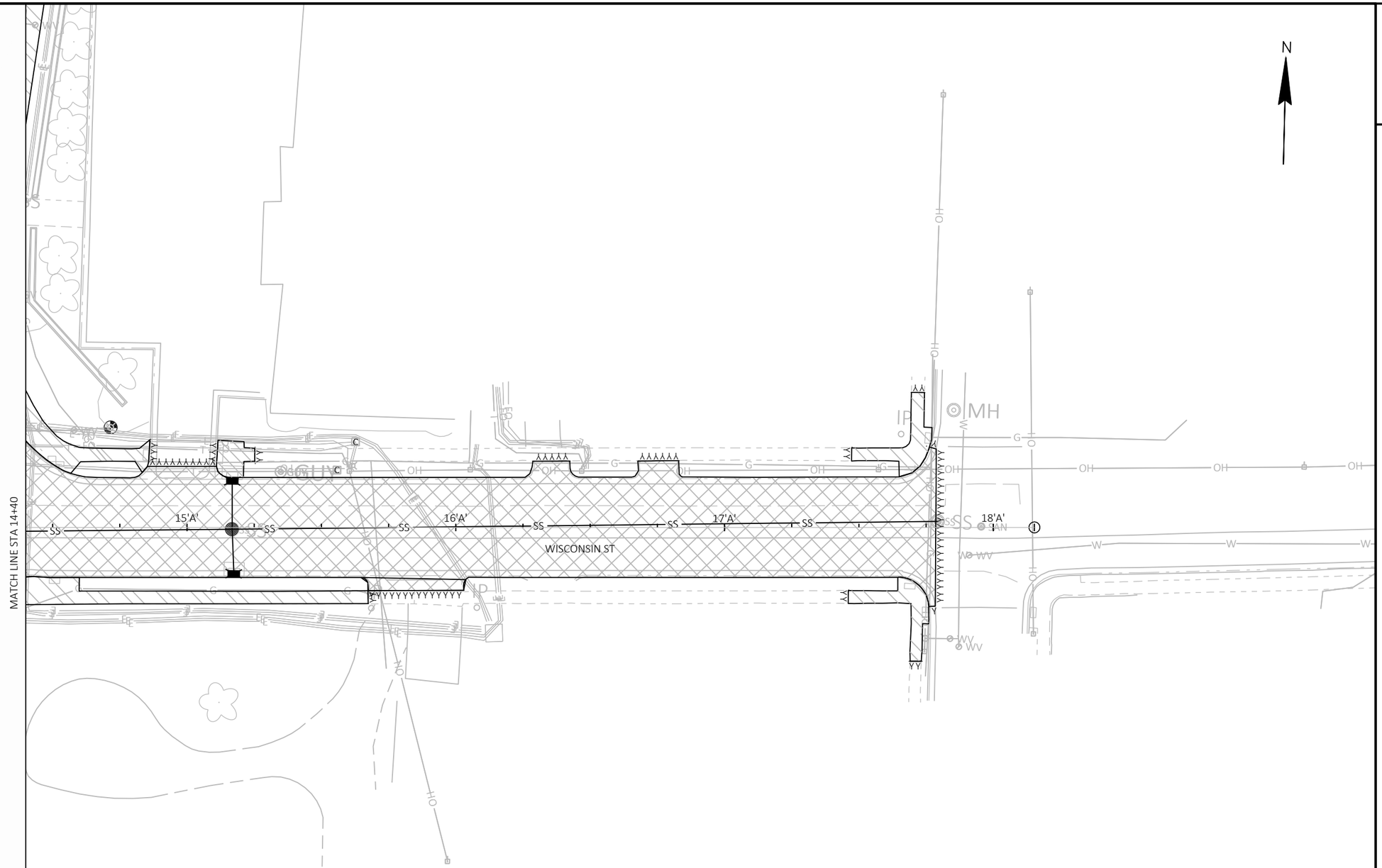
LEGEND

- REMOVING CONCRETE PAVEMENT
- REMOVING ASPHALTIC SURFACE (PAID AS COMMON EXCAVATION)
- REMOVING CURB & GUTTER
- REMOVING CONCRETE SIDEWALK
- REMOVING MANHOLES
- REMOVING INLETS
- SS — REMOVING STORM SEWER
- REMOVING ASPHALT SURFACE BUTT JOINT
- XXXXXXXXX SAWING ASPHALT
- XXXXXXXXX SAWING CONCRETE
- GRUBBING

PROJECT NO: 1660-02-73	HWY: USH 18	COUNTY: CRAWFORD	REMOVAL PLAN	SHEET 26	E

FILE NAME : X:\PROJECTS\CRAWFORD\220077MW - 1660-02-03_USH 18 ROUNDABOUTS\DESIGN\C3D\SHEETSPLAN\021101-RM.DWG
LAYOUT NAME - 06
PLOT DATE : 1/13/2026 11:23 AM PLOT BY : KYLE WILLIAMS PLOT NAME : PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2



LEGEND

- REMOVING CONCRETE PAVEMENT
- REMOVING ASPHALTIC SURFACE (PAID AS COMMON EXCAVATION)
- REMOVING CURB & GUTTER
- REMOVING CONCRETE SIDEWALK
- REMOVING MANHOLES
- REMOVING INLETS
- SS — REMOVING STORM SEWER
- REMOVING ASPHALT SURFACE BUTT JOINT
- XXXXXXXXX SAWING ASPHALT
- SAWING CONCRETE
- GRUBBING

PROJECT NO: 1660-02-73	HWY: USH 18	COUNTY: CRAWFORD	REMOVAL PLAN	SHEET 27	E

FILE NAME : X:\PROJECTS\CRAWFORD\220077MW - 1660-02-03_USH 18 ROUNDABOUTS\DESIGN\C3D\SHEETSPLAN\021101-RM.DWG
LAYOUT NAME - 07
PLOT DATE : 1/13/2026 11:23 AM PLOT BY : KYLE WILLIAMS PLOT NAME : PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

N

MATCH LINE 15+50 'A'

MATCH LINE 11+35 'WB'

SI (TYP)

HIGH POINT
STA 1'ANE'+68.00

HIGH POINT
STA 1'ASE'+66.77

LOW POINT
STA 0'ASE'+01.73

TLE (TYP)

EXISTING R/W (TYP)

R/W (TYP)

EXISTING R/W (TYP)

LOW POINT
STA 1'ACIR'+70.55

HIGH POINT
STA 0'ACIR'+53.58

HIGH POINT
STA 1'ANW'+05.60

LOW POINT
STA 1'ANW'+44.05

TLE (TYP)

MAIN ST

USH 18/MAIN ST

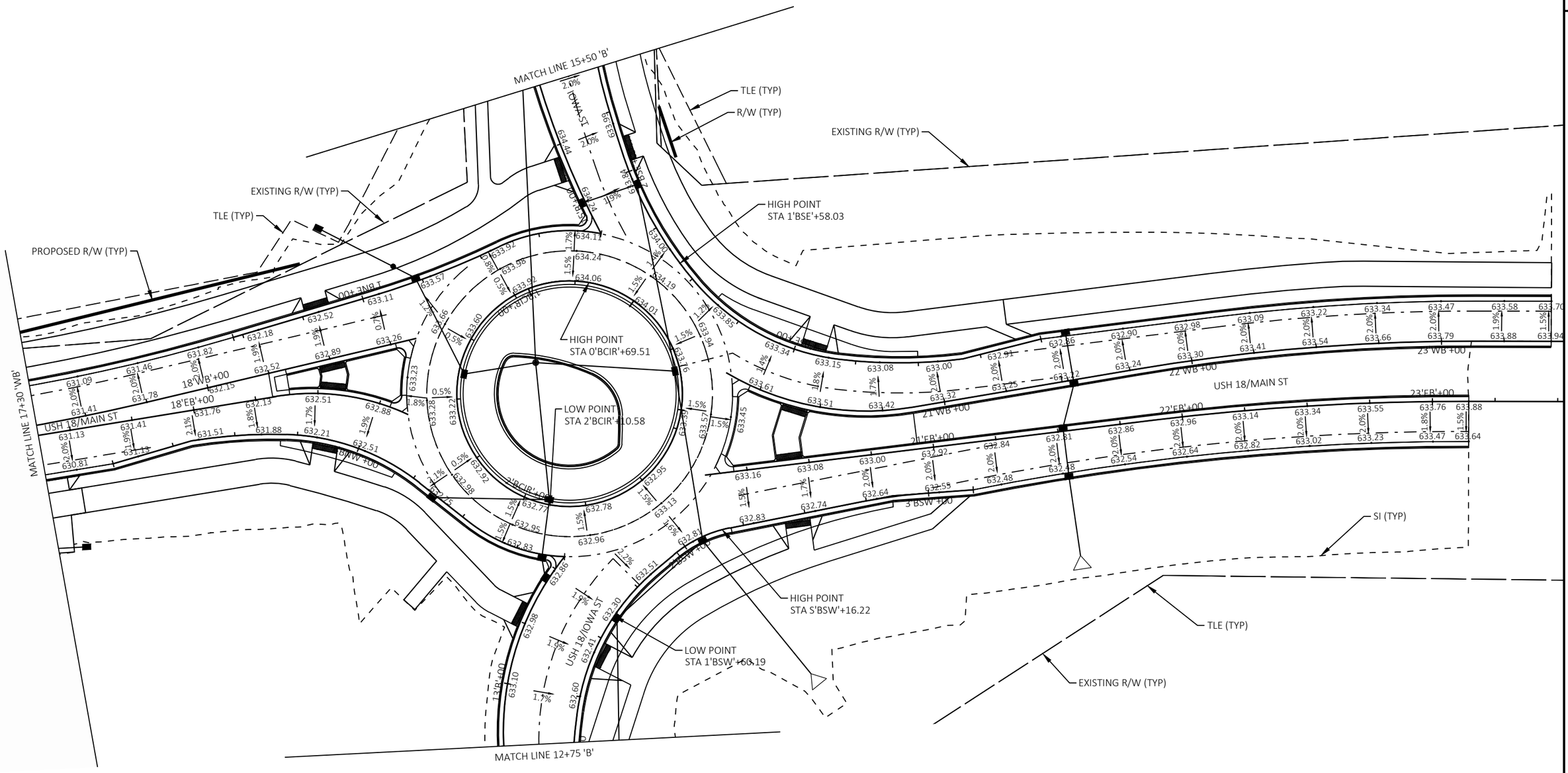
USH 18/WISCONSIN ST

MATCH LINE 12+75 'A'

MATCH LINE 17+30 'WB'

PROJECT NO: 1660-02-73	HWY: USH 18	COUNTY: CRAWFORD	PLAN DETAILS - USH 18	SHEET 28	E

2

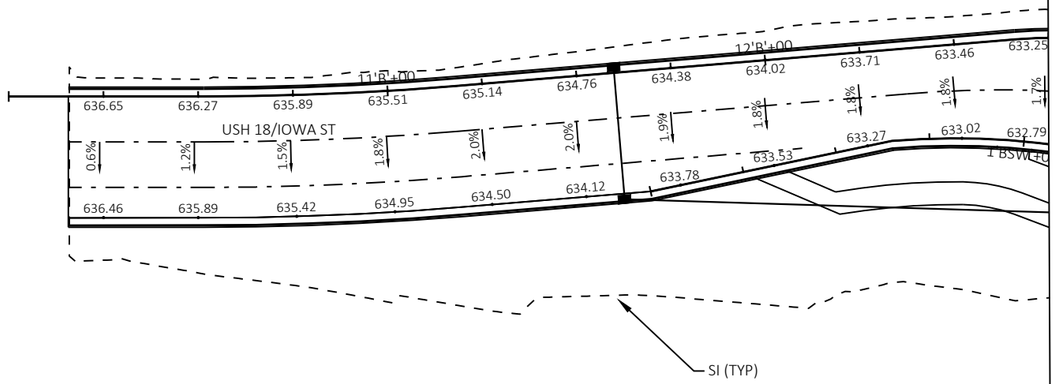


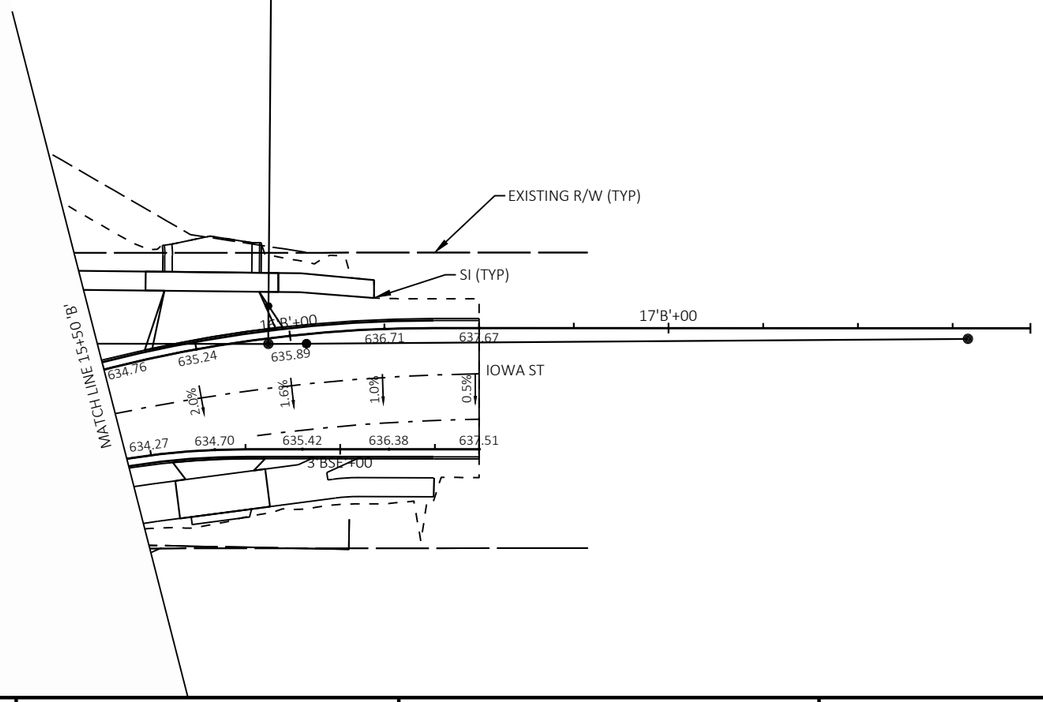
PROJECT NO: 1660-02-73	HWY: USH 18	COUNTY: CRAWFORD	PLAN DETAILS - USH 18	SHEET 29	E

FILE NAME : X:\PROJECTS\CRAWFORD\220077MW - 1660-02-03_USH 18 ROUNDABOUTS\DESIGN\C3D\SHEETSPLAN\021201-PD.DWG
LAYOUT NAME - 021201-pd (2) (USH18 - 2)

PLOT DATE : 1/13/2026 11:24 AM PLOT BY : KYLE WILLIAMS PLOT NAME : PLOT SCALE : 1 IN:40 FT

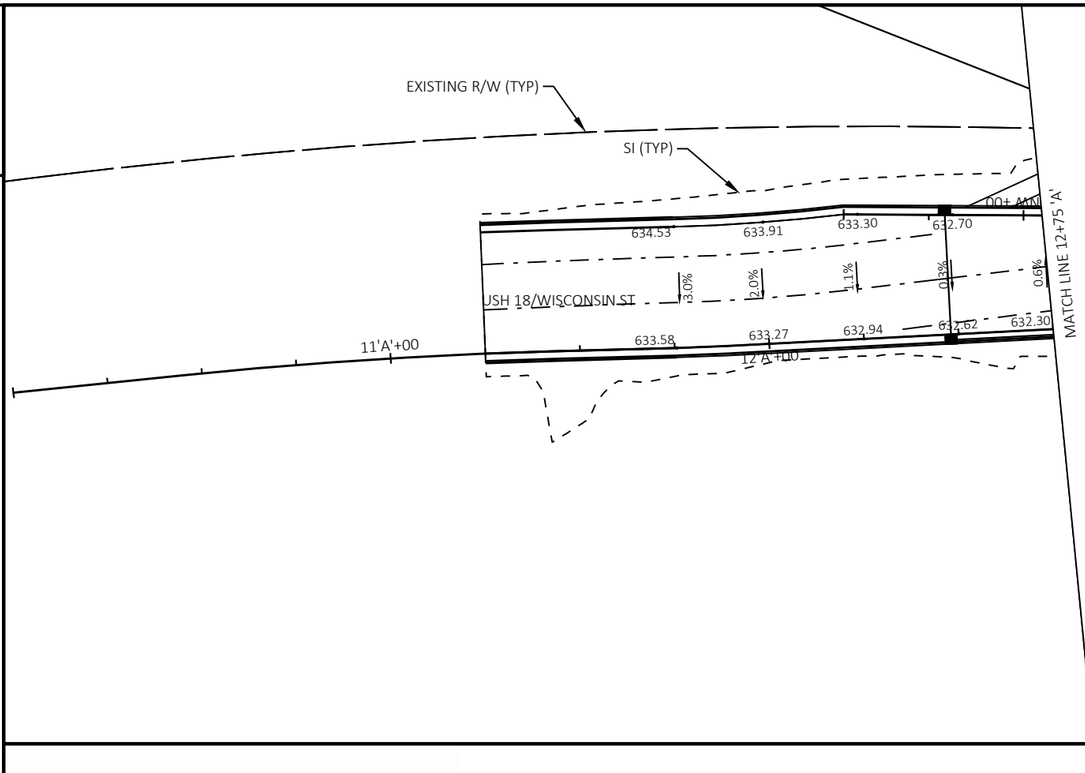
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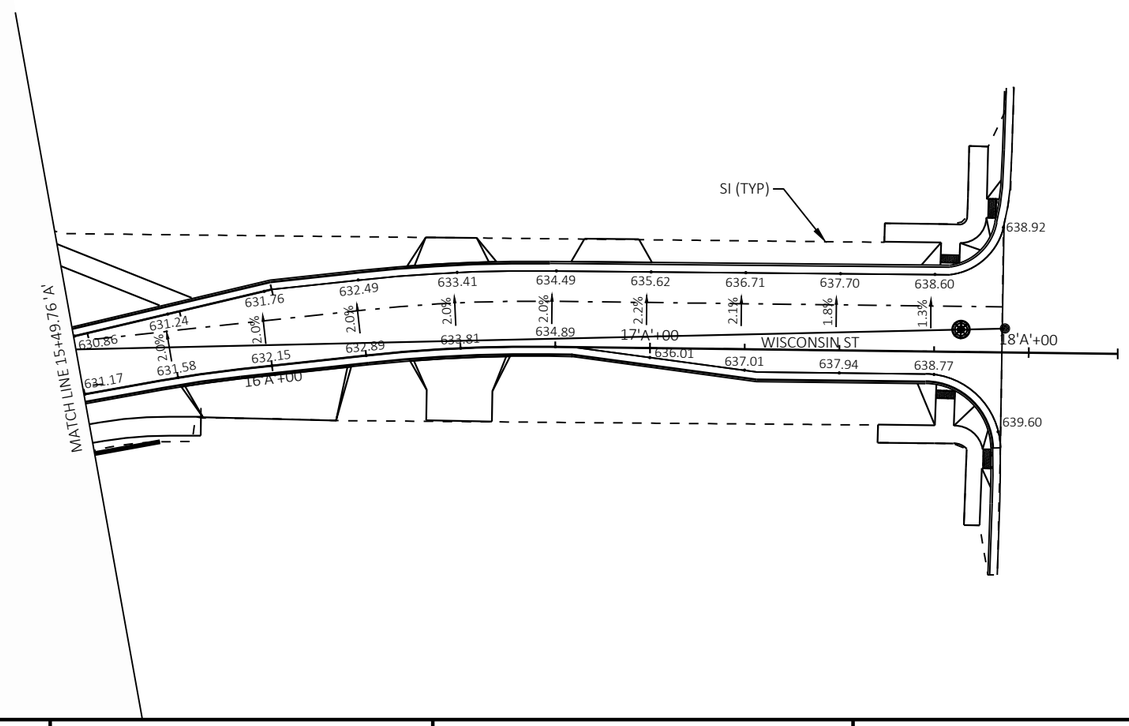
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PROJECT NO: 1660-02-73	HWY: USH 18	COUNTY: CRAWFORD	PLAN DETAILS - IOWA ST	SHEET 30	E



2

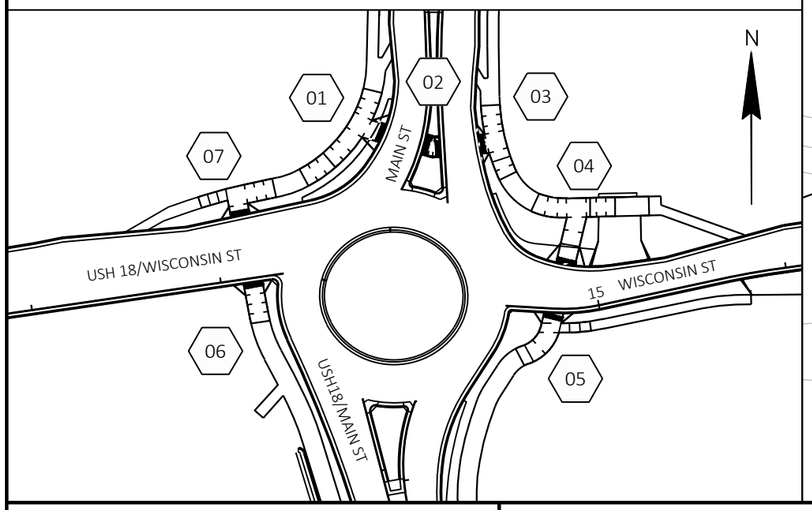
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PROJECT NO: 1660-02-73	HWY: USH 18	COUNTY: CRAWFORD	PLAN DETAILS - WISCONSIN ST	SHEET 31	E

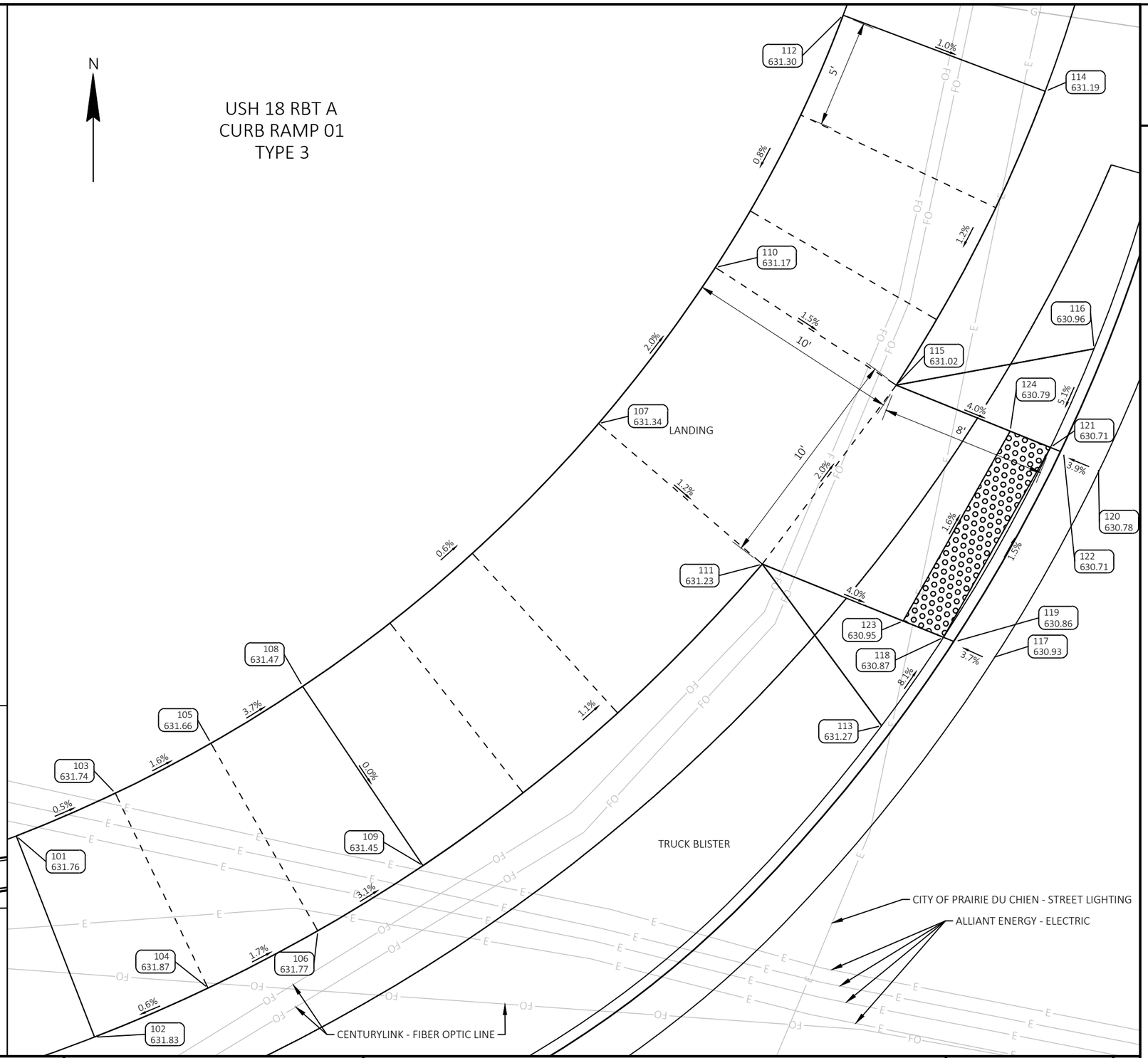
2

CURB RAMP 01					
POINT NUMBER	STATION	OFFSET	ELEVATION	Y	X
101	USH 18 EB 14+49.59	54.52' RT	631.76	121693.61	316693.59
102	USH 18 EB 14+56.59	48.27' RT	631.83	121684.79	316698.30
103	USH 18 EB 14+49.59	50.89' RT	631.74	121696.12	316697.91
104	USH 18 EB 14+52.84	43.93' RT	631.87	121687.67	316703.25
105	USH 18 EB 14+49.59	47.80' RT	631.66	121698.95	316702.04
106	USH 18 EB 14+49.59	39.88' RT	631.77	121690.91	316707.99
107	USH 18 EB 14+26.10	39.67' RT	631.34	121715.79	316718.10
108	USH 18 EB 14+49.59	45.38' RT	631.47	121702.07	316705.94
109	USH 18 EB 14+49.59	36.49' RT	631.45	121694.49	316712.47
110	USH 18 EB 14+12.81	37.05' RT	631.17	121723.62	316722.62
111	USH 18 EB 14+30.15	30.06' RT	631.23	121710.23	316726.42
112	USH 18 EB 13+94.15	33.61' RT	631.30	121735.93	316727.11
113	USH 18 EB 14+35.60	21.73' RT	631.27	121703.45	316732.79
114	USH 18 EB 13+97.20	23.87' RT	631.19	121733.54	316736.82
115	USH 18 EB 14+16.59	27.42' RT	631.02	121719.20	316731.59
116	USH 18 EB 14+11.12	19.15' RT	630.96	121721.96	316740.49
117	USH 18 EB 14+29.35	18.60' RT	630.93	121707.17	316737.47
118	USH 18 EB 14+29.45	21.02' RT	630.87	121707.86	316735.15
119	USH 18 EB 14+29.39	20.45' RT	630.86	121707.72	316735.71
120	USH 18 EB 14+17.33	17.33' RT	630.78	121716.54	316741.34
121	USH 18 EB 14+17.16	19.72' RT	630.71	121717.18	316739.03
122	USH 18 EB 14+17.17	19.08' RT	630.71	121717.04	316739.65
123	USH 18 EB 14+29.60	23.03' RT	630.95	121708.39	316733.21
124	USH 18 EB 14+17.02	21.74' RT	630.79	121717.71	316737.08



N

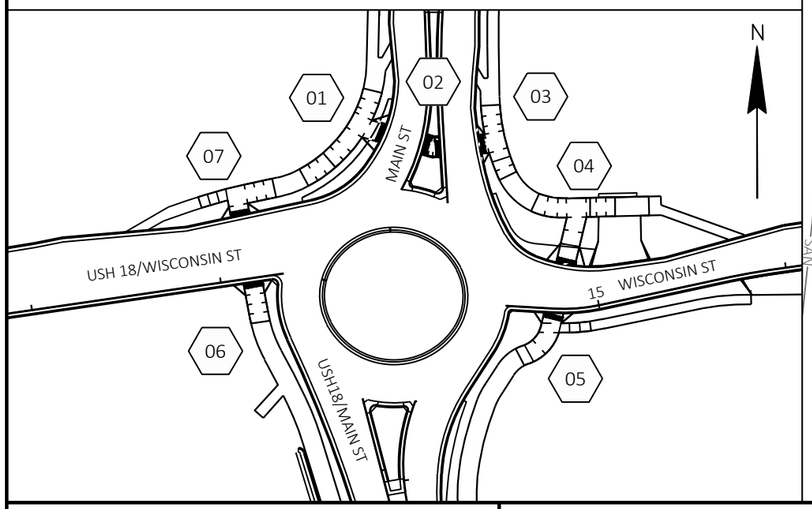
USH 18 RBT A
CURB RAMP 01
TYPE 3



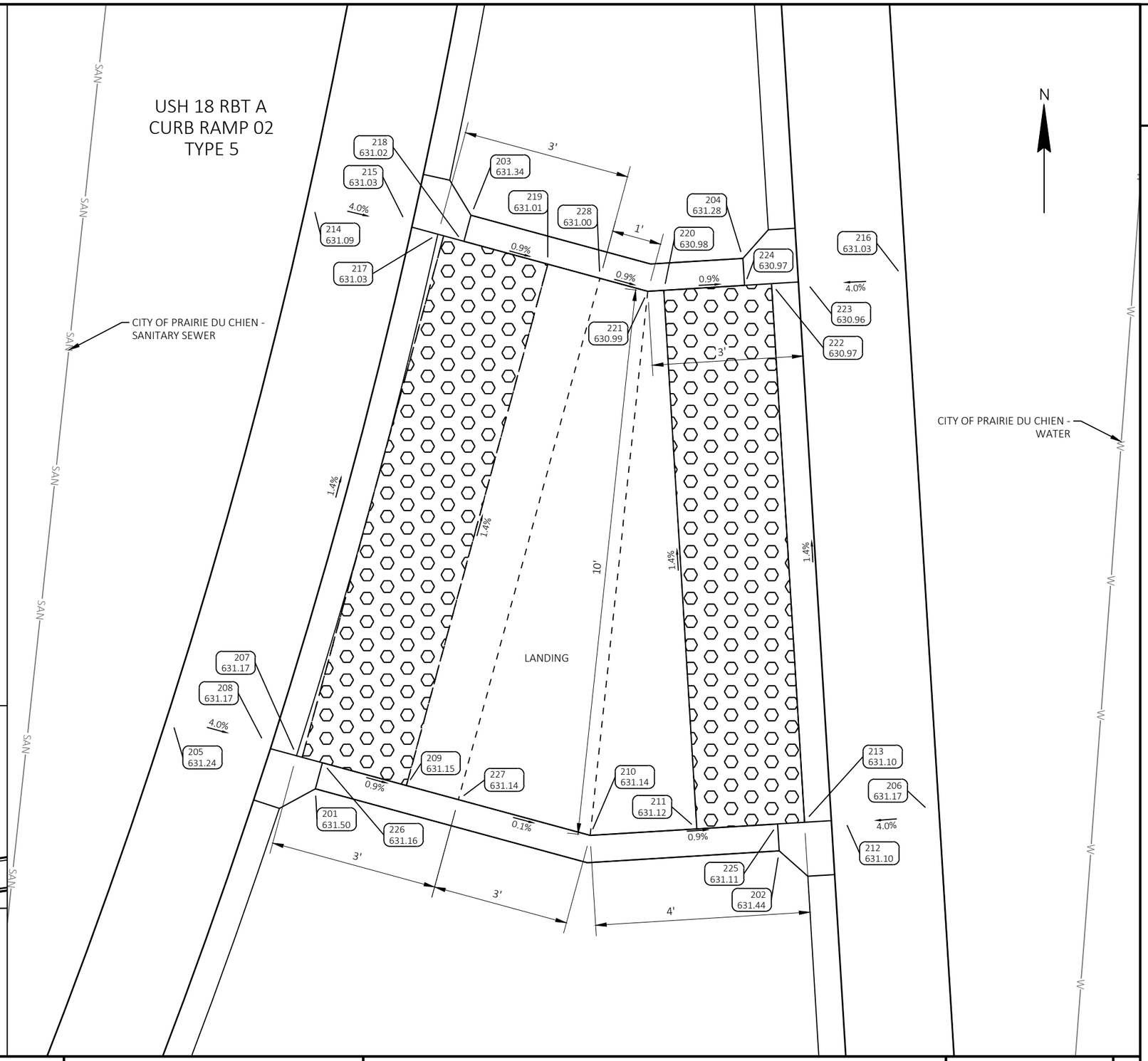
PROJECT NO: 1660-02-73	HWY: USH 18	COUNTY: CRAWFORD	CURB RAMPS	SHEET 32	E

2

CURB RAMP 02					
POINT NUMBER	STATION	OFFSET	ELEVATION	Y	X
201	USH 18 EB 14+28.63	3.02' LT	631.50	121701.07	316758.23
202	USH 18 EB 14+27.22	11.56' LT	631.44	121699.92	316766.83
203	USH 18 EB 14+17.91	3.02' LT	631.34	121711.70	316761.11
204	USH 18 EB 14+17.63	8.12' LT	631.28	121710.90	316766.16
205	USH 18 EB 14+28.25	0.11' LT	631.24	121702.33	316755.58
206	USH 18 EB 14+25.87	14.04' LT	631.17	121700.64	316769.63
207	USH 18 EB 14+28.16	2.50' LT	631.17	121701.69	316757.88
208	USH 18 EB 14+28.14	1.88' LT	631.17	121701.90	316757.29
209	USH 18 EB 14+28.07	4.61' LT	631.15	121701.13	316759.92
210	USH 18 EB 14+27.93	8.13' LT	631.14	121700.21	316763.32
211	USH 18 EB 14+27.28	9.98' LT	631.12	121700.33	316765.30
212	USH 18 EB 14+26.39	12.54' LT	631.10	121700.52	316768.03
213	USH 18 EB 14+26.63	11.85' LT	631.10	121700.46	316767.29
214	USH 18 EB 14+18.36	0.13' LT	631.09	121711.88	316758.19
215	USH 18 EB 14+18.30	1.88' LT	631.03	121711.56	316759.91
216	USH 18 EB 14+17.35	11.08' LT	631.03	121710.57	316769.12
217	USH 18 EB 14+18.36	2.50' LT	631.03	121711.36	316760.50
218	USH 18 EB 14+18.41	2.98' LT	631.02	121711.20	316760.96
219	USH 18 EB 14+18.46	4.61' LT	631.01	121710.80	316762.54
220	USH 18 EB 14+18.46	6.81' LT	630.98	121710.31	316764.69
221	USH 18 EB 14+18.54	6.53' LT	630.99	121710.29	316764.39
222	USH 18 EB 14+17.95	8.74' LT	630.97	121710.43	316766.68
223	USH 18 EB 14+17.78	9.34' LT	630.96	121710.48	316767.32
224	USH 18 EB 14+18.07	8.25' LT	630.97	121710.40	316766.19
225	USH 18 EB 14+26.79	11.39' LT	631.11	121700.42	316766.80
226	USH 18 EB 14+28.14	3.00' LT	631.16	121701.56	316758.36
227	USH 18 EB 14+28.03	5.61' LT	631.14	121700.87	316760.88
228	USH 18 EB 14+18.50	5.61' LT	631.00	121710.53	316763.50



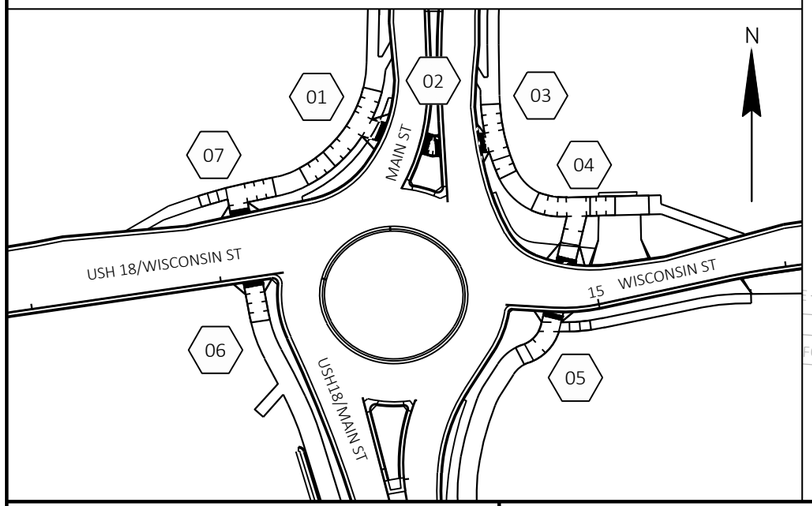
USH 18 RBT A
CURB RAMP 02
TYPE 5

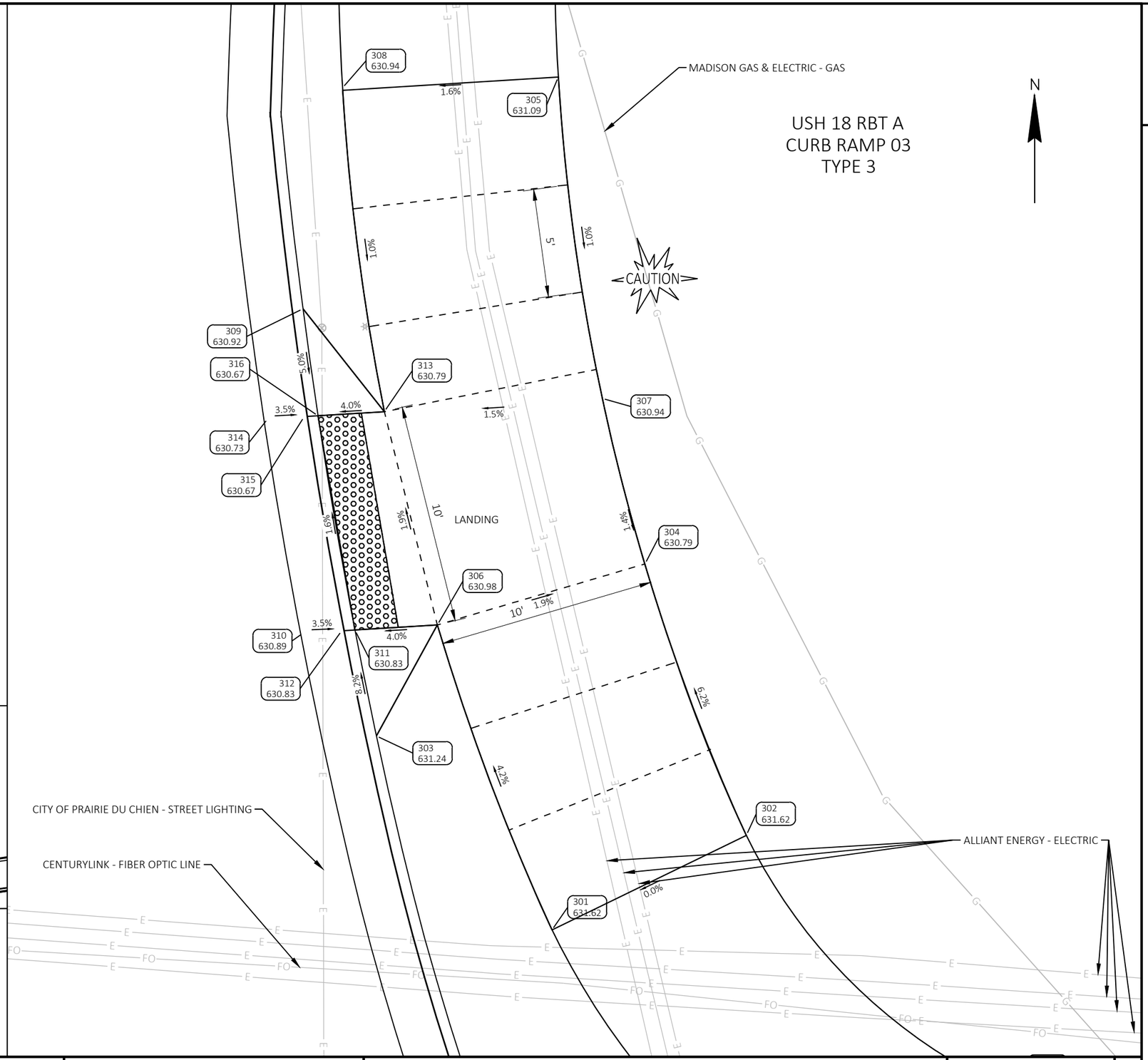


PROJECT NO: 1660-02-73	HWY: USH 18	COUNTY: CRAWFORD	CURB RAMPS	SHEET 33	E

FILE NAME : X:\PROJECTS\CRAWFORD\220077MW - 1660-02-03_USH 18 ROUNDABOUTS\DESIGN\C3D\SHEETSPLAN\021301-CR-1.DWG
LAYOUT NAME - 02
PLOT DATE : 1/13/2026 11:24 AM PLOT BY : KYLE WILLIAMS PLOT NAME : PLOT SCALE : 1 IN:2 FT
WISDOT/CADDS SHEET 42

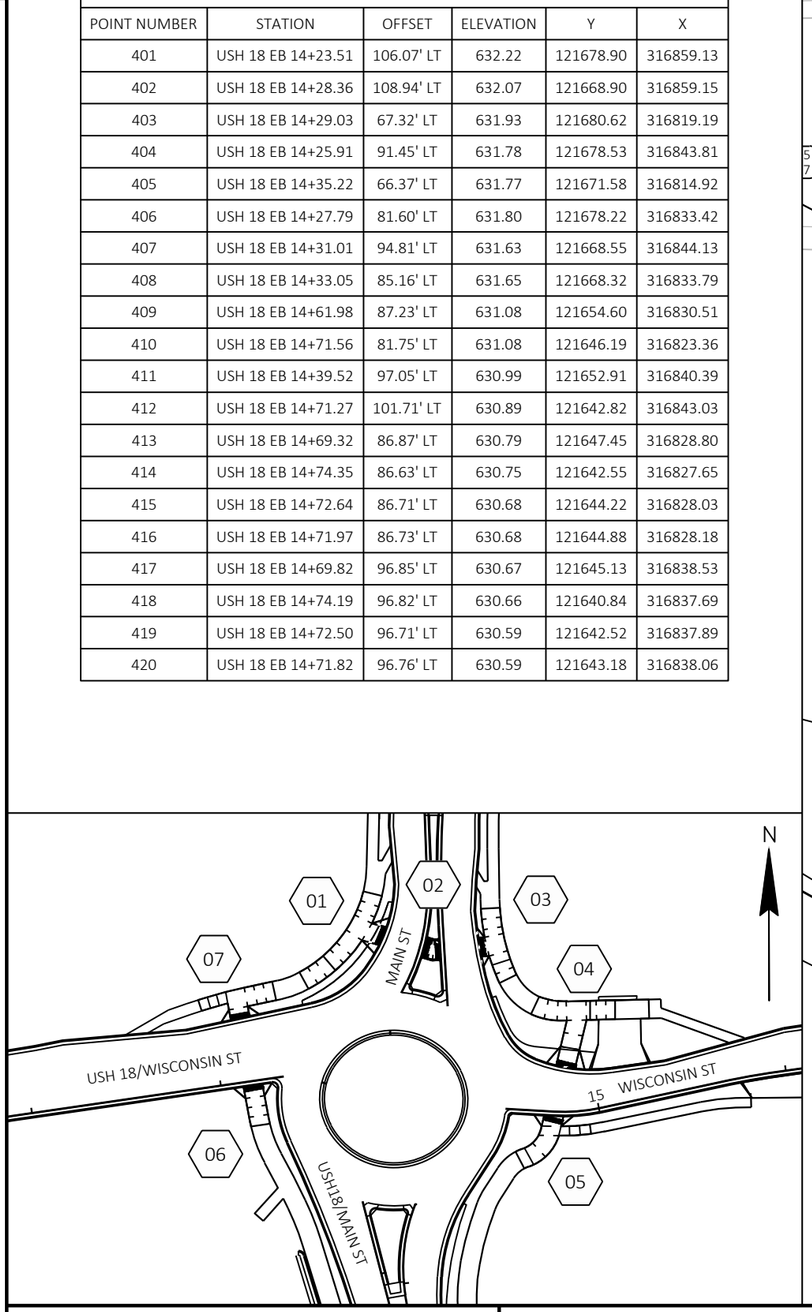
CURB RAMP 03					
POINT NUMBER	STATION	OFFSET	ELEVATION	Y	X
301	USH 18 EB 14+28.72	45.26' LT	631.62	121687.92	316798.37
302	USH 18 EB 14+24.02	52.61' LT	631.62	121692.29	316807.37
303	USH 18 EB 14+24.14	34.89' LT	631.24	121696.90	316790.25
304	USH 18 EB 14+16.32	45.10' LT	630.79	121704.86	316802.67
305	USH 18 EB 14+00.48	38.19' LT	631.09	121727.38	316798.67
306	USH 18 EB 14+19.85	36.33' LT	630.98	121702.03	316793.07
307	USH 18 EB 14+11.17	41.79' LT	630.94	121712.52	316800.70
308	USH 18 EB 14+01.34	28.25' LT	630.94	121726.89	316788.68
309	USH 18 EB 14+09.60	27.48' LT	630.92	121716.66	316786.85
310	USH 18 EB 14+21.27	30.37' LT	630.89	121701.65	316786.84
311	USH 18 EB 14+20.71	32.67' LT	630.83	121701.80	316789.25
312	USH 18 EB 14+20.85	32.09' LT	630.83	121701.76	316788.64
313	USH 18 EB 14+12.85	31.94' LT	630.79	121711.90	316790.62
314	USH 18 EB 14+13.84	26.69' LT	630.73	121711.57	316785.22
315	USH 18 EB 14+13.53	28.33' LT	630.67	121711.67	316786.90
316	USH 18 EB 14+13.41	28.95' LT	630.67	121711.71	316787.54

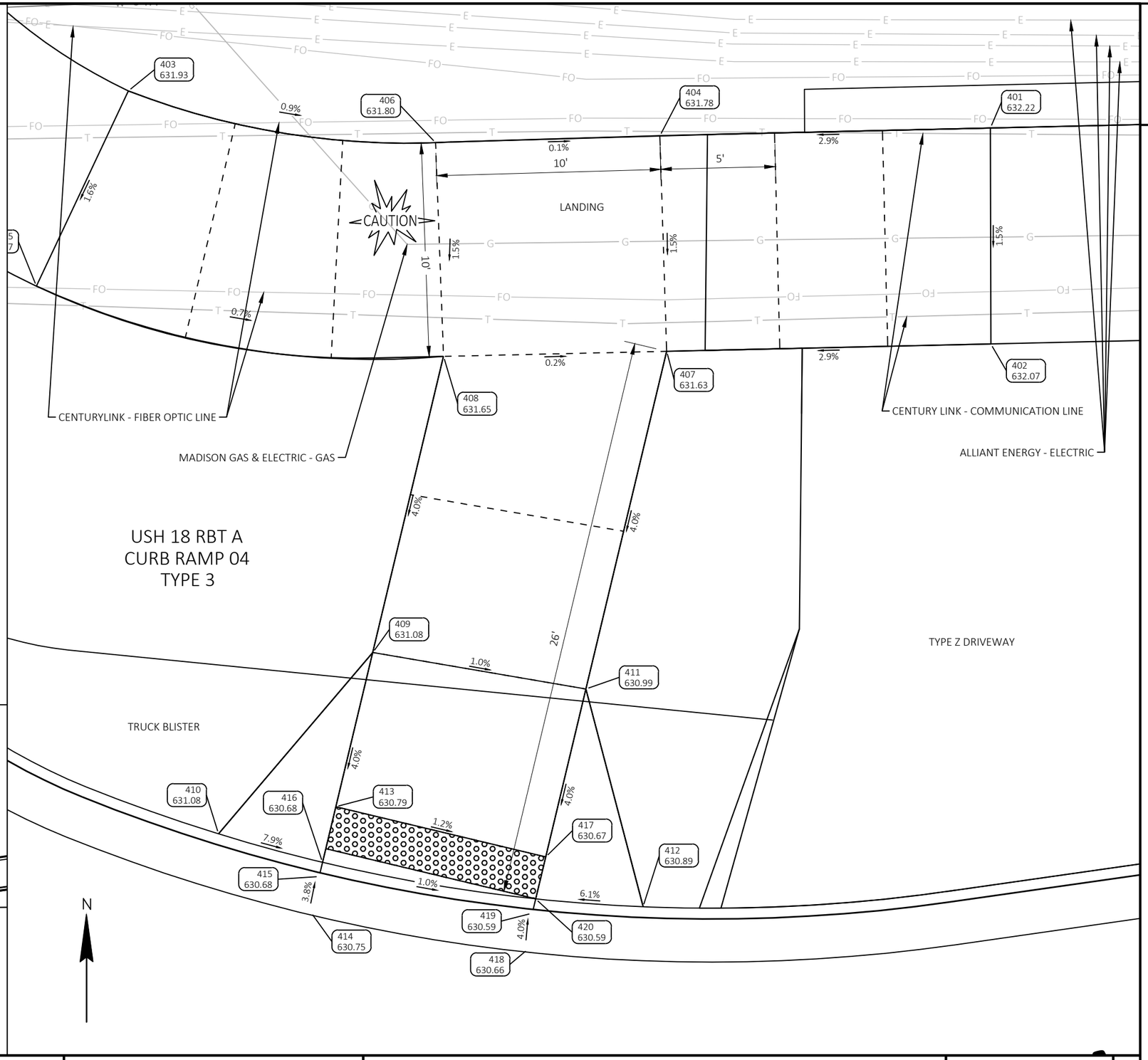




PROJECT NO: 1660-02-73	HWY: USH 18	COUNTY: CRAWFORD	CURB RAMPS	SHEET 34	E

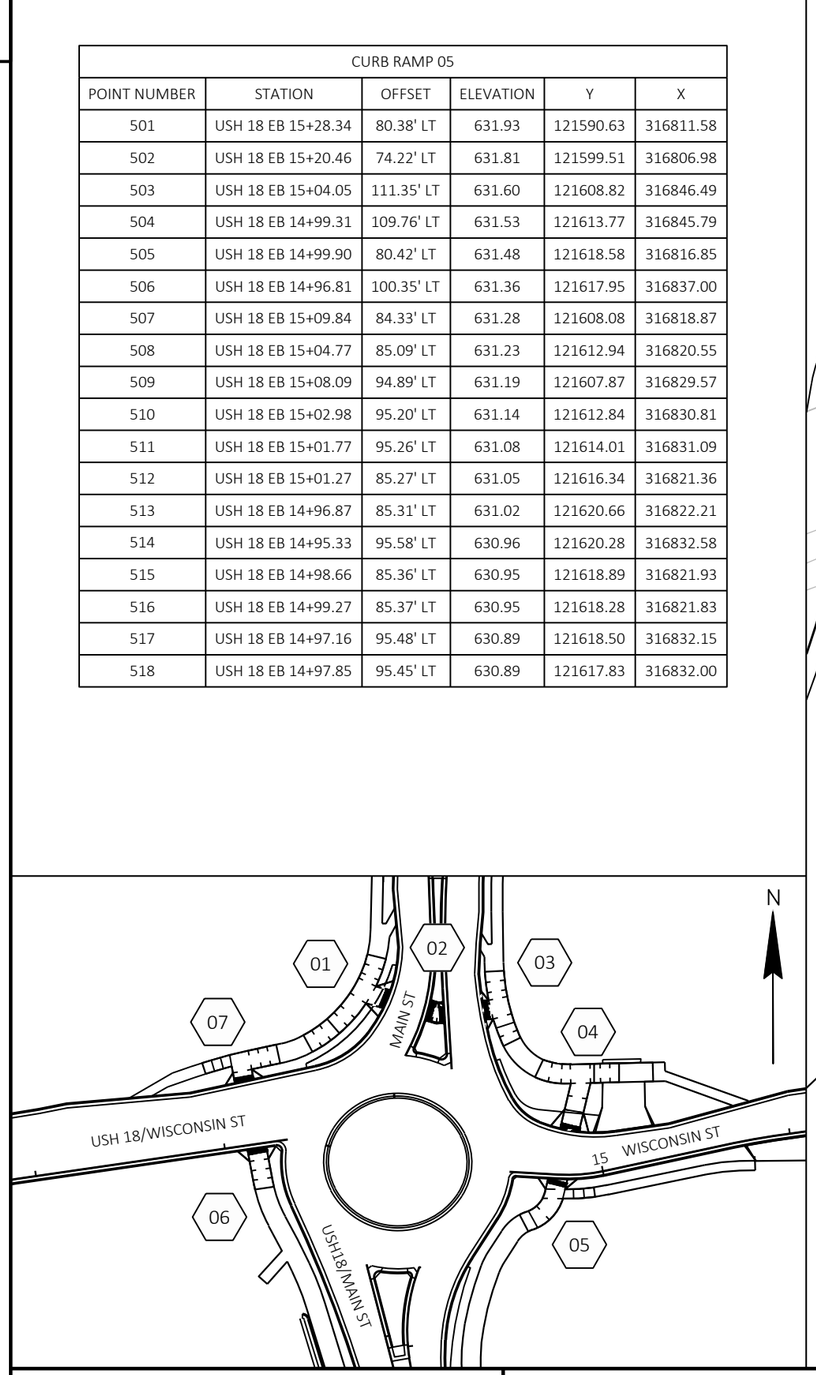
CURB RAMP 04					
POINT NUMBER	STATION	OFFSET	ELEVATION	Y	X
401	USH 18 EB 14+23.51	106.07' LT	632.22	121678.90	316859.13
402	USH 18 EB 14+28.36	108.94' LT	632.07	121668.90	316859.15
403	USH 18 EB 14+29.03	67.32' LT	631.93	121680.62	316819.19
404	USH 18 EB 14+25.91	91.45' LT	631.78	121678.53	316843.81
405	USH 18 EB 14+35.22	66.37' LT	631.77	121671.58	316814.92
406	USH 18 EB 14+27.79	81.60' LT	631.80	121678.22	316833.42
407	USH 18 EB 14+31.01	94.81' LT	631.63	121668.55	316844.13
408	USH 18 EB 14+33.05	85.16' LT	631.65	121668.32	316833.79
409	USH 18 EB 14+61.98	87.23' LT	631.08	121654.60	316830.51
410	USH 18 EB 14+71.56	81.75' LT	631.08	121646.19	316823.36
411	USH 18 EB 14+39.52	97.05' LT	630.99	121652.91	316840.39
412	USH 18 EB 14+71.27	101.71' LT	630.89	121642.82	316843.03
413	USH 18 EB 14+69.32	86.87' LT	630.79	121647.45	316828.80
414	USH 18 EB 14+74.35	86.63' LT	630.75	121642.55	316827.65
415	USH 18 EB 14+72.64	86.71' LT	630.68	121644.22	316828.03
416	USH 18 EB 14+71.97	86.73' LT	630.68	121644.88	316828.18
417	USH 18 EB 14+69.82	96.85' LT	630.67	121645.13	316838.53
418	USH 18 EB 14+74.19	96.82' LT	630.66	121640.84	316837.69
419	USH 18 EB 14+72.50	96.71' LT	630.59	121642.52	316837.89
420	USH 18 EB 14+71.82	96.76' LT	630.59	121643.18	316838.06

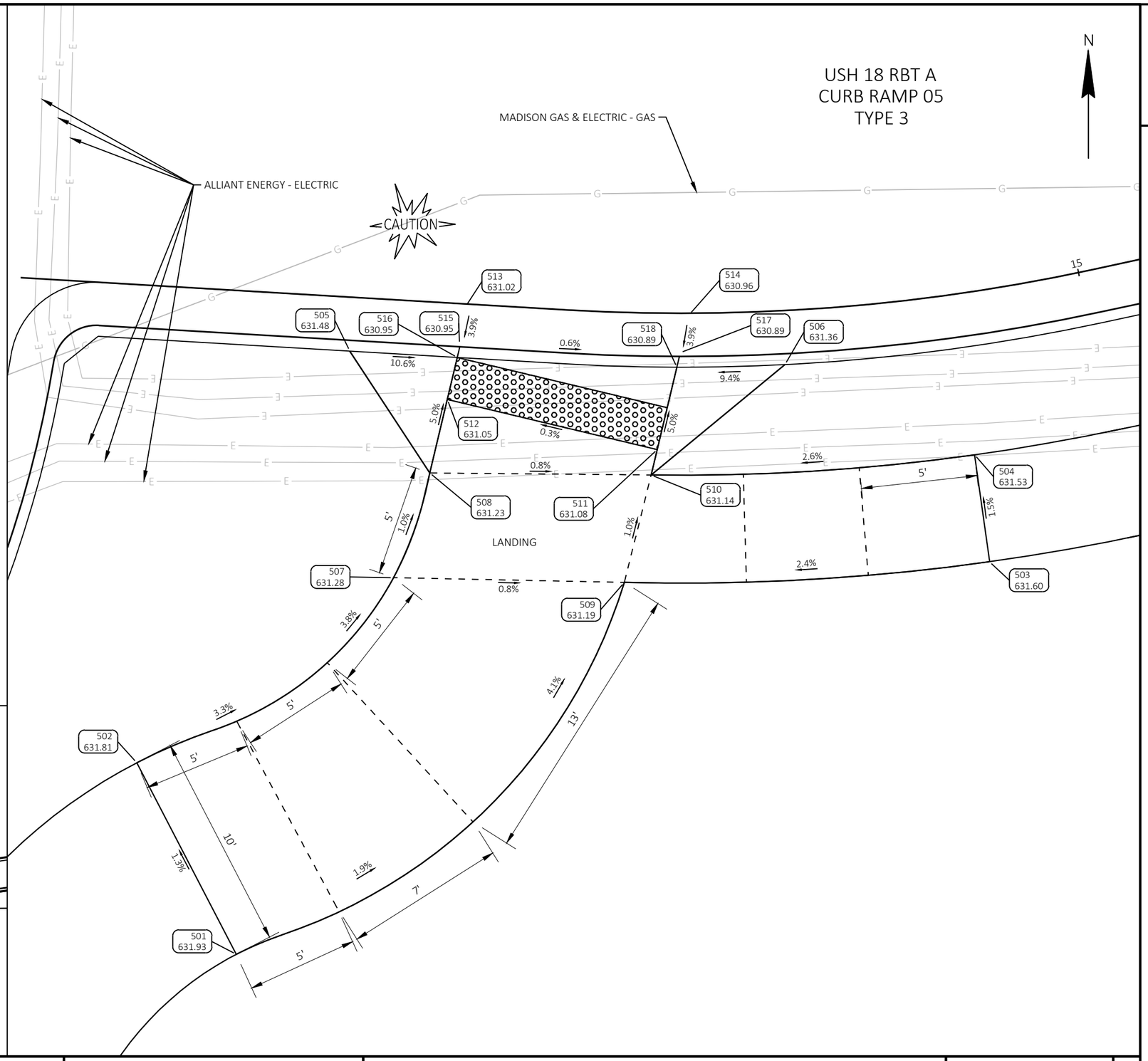




PROJECT NO: 1660-02-73	HWY: USH 18	COUNTY: CRAWFORD	CURB RAMPS	SHEET 35	E

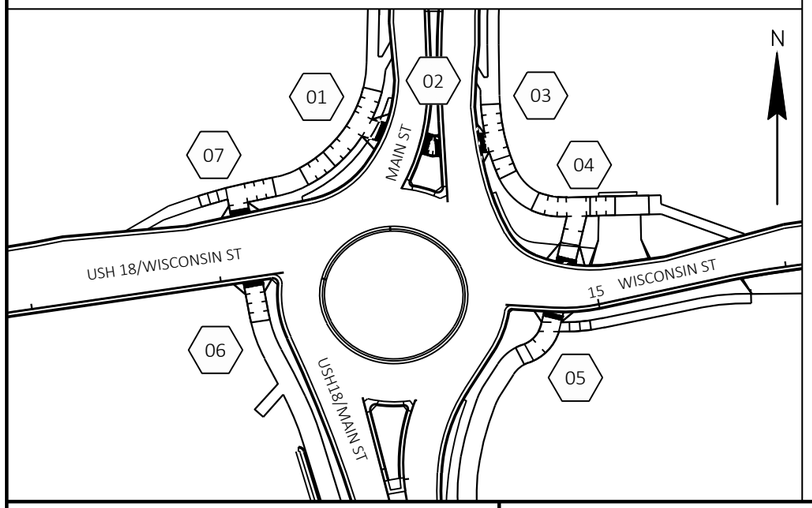
CURB RAMP 05					
POINT NUMBER	STATION	OFFSET	ELEVATION	Y	X
501	USH 18 EB 15+28.34	80.38' LT	631.93	121590.63	316811.58
502	USH 18 EB 15+20.46	74.22' LT	631.81	121599.51	316806.98
503	USH 18 EB 15+04.05	111.35' LT	631.60	121608.82	316846.49
504	USH 18 EB 14+99.31	109.76' LT	631.53	121613.77	316845.79
505	USH 18 EB 14+99.90	80.42' LT	631.48	121618.58	316816.85
506	USH 18 EB 14+96.81	100.35' LT	631.36	121617.95	316837.00
507	USH 18 EB 15+09.84	84.33' LT	631.28	121608.08	316818.87
508	USH 18 EB 15+04.77	85.09' LT	631.23	121612.94	316820.55
509	USH 18 EB 15+08.09	94.89' LT	631.19	121607.87	316829.57
510	USH 18 EB 15+02.98	95.20' LT	631.14	121612.84	316830.81
511	USH 18 EB 15+01.77	95.26' LT	631.08	121614.01	316831.09
512	USH 18 EB 15+01.27	85.27' LT	631.05	121616.34	316821.36
513	USH 18 EB 14+96.87	85.31' LT	631.02	121620.66	316822.21
514	USH 18 EB 14+95.33	95.58' LT	630.96	121620.28	316832.58
515	USH 18 EB 14+98.66	85.36' LT	630.95	121618.89	316821.93
516	USH 18 EB 14+99.27	85.37' LT	630.95	121618.28	316821.83
517	USH 18 EB 14+97.16	95.48' LT	630.89	121618.50	316832.15
518	USH 18 EB 14+97.85	95.45' LT	630.89	121617.83	316832.00

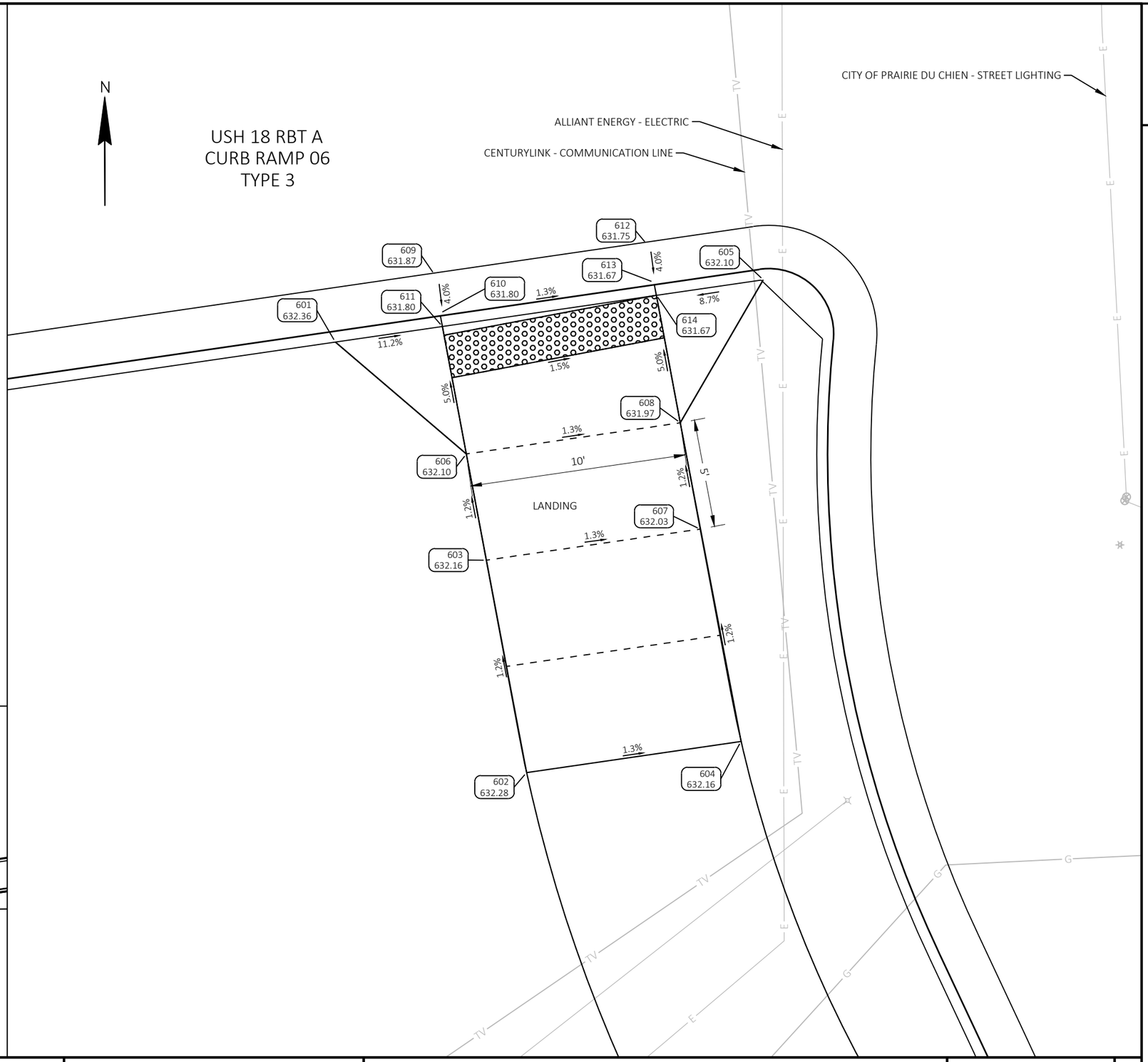




PROJECT NO: 1660-02-73	HWY: USH 18	COUNTY: CRAWFORD	CURB RAMPS	SHEET 36	E

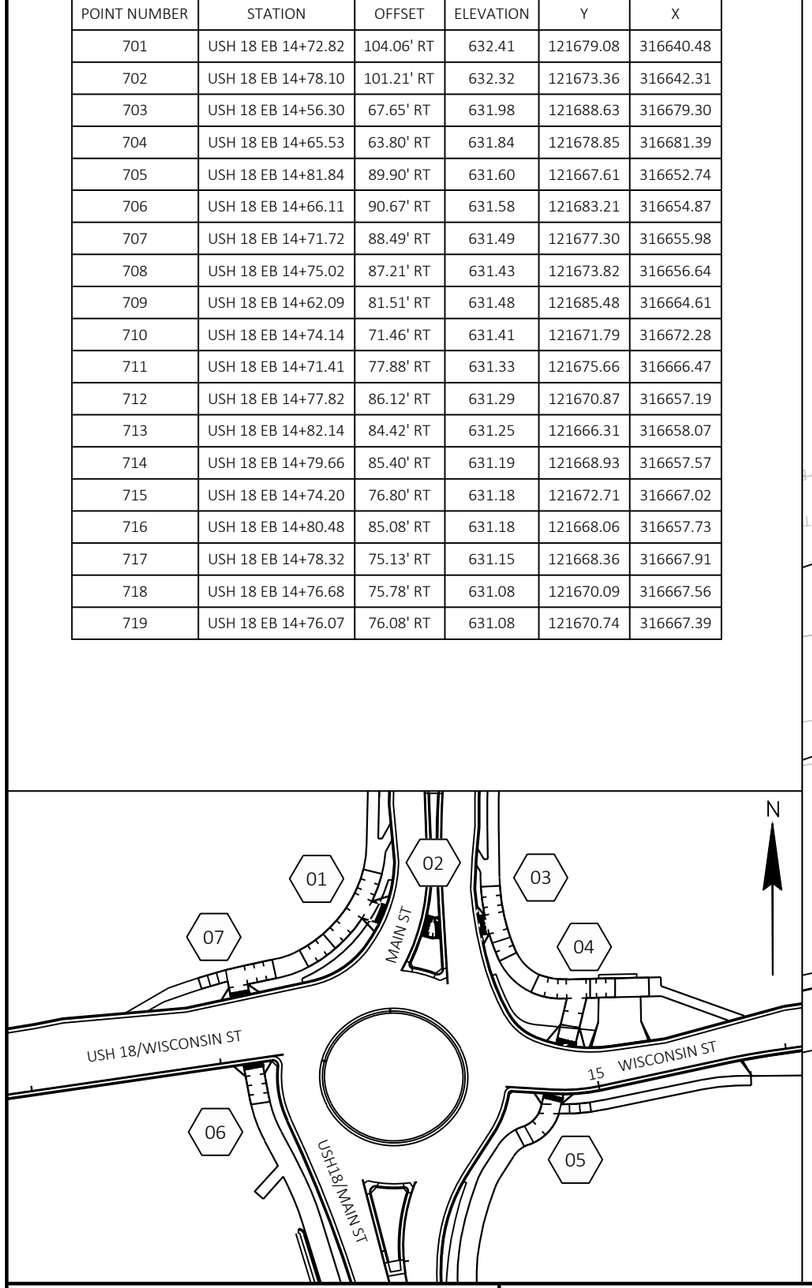
CURB RAMP 06					
POINT NUMBER	STATION	OFFSET	ELEVATION	Y	X
601	USH 18 EB 15+15.09	77.01' RT	632.36	121632.56	316659.30
602	USH 18 EB 15+33.04	64.66' RT	632.28	121612.65	316668.15
603	USH 18 EB 15+23.72	68.29' RT	632.16	121622.47	316666.29
604	USH 18 EB 15+29.80	55.17' RT	632.16	121614.09	316678.07
605	USH 18 EB 15+08.62	58.08' RT	632.10	121635.44	316679.10
606	USH 18 EB 15+19.07	70.11' RT	632.10	121627.38	316665.36
607	USH 18 EB 15+20.49	58.83' RT	632.03	121623.91	316676.18
608	USH 18 EB 15+15.83	60.64' RT	631.97	121628.82	316675.26
609	USH 18 EB 15+11.17	73.09' RT	631.87	121635.69	316663.88
610	USH 18 EB 15+12.89	72.50' RT	631.80	121633.89	316664.15
611	USH 18 EB 15+13.47	72.28' RT	631.80	121633.28	316664.25
612	USH 18 EB 15+07.98	63.70' RT	631.75	121637.10	316673.70
613	USH 18 EB 15+09.67	63.03' RT	631.67	121635.32	316674.04
614	USH 18 EB 15+10.22	62.82' RT	631.67	121634.74	316674.15

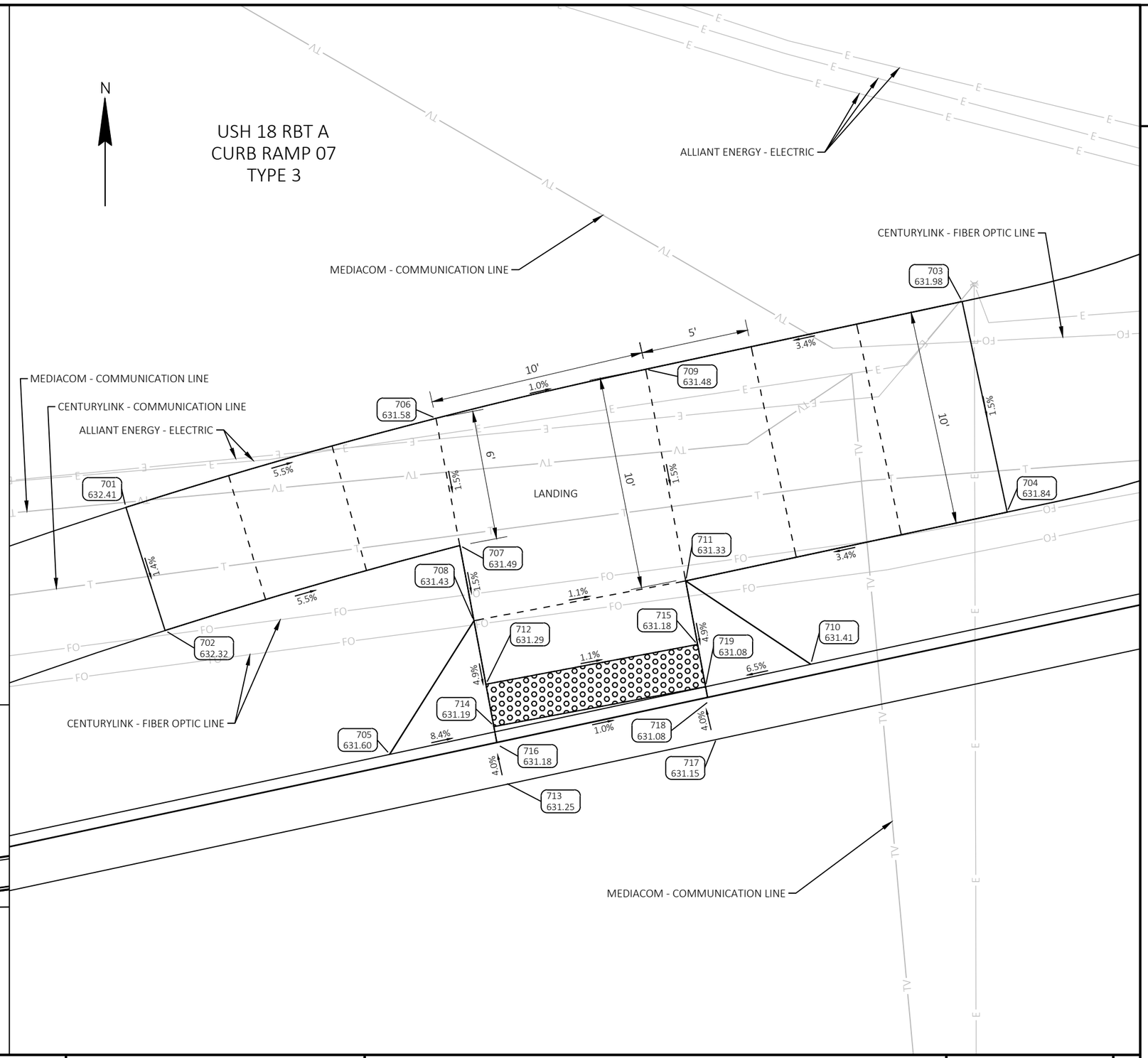




PROJECT NO: 1660-02-73	HWY: USH 18	COUNTY: CRAWFORD	CURB RAMPS	SHEET 37	E

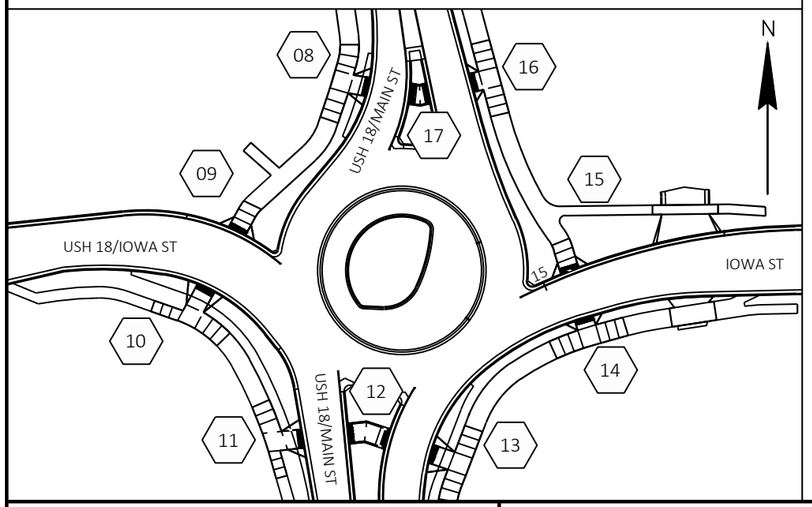
CURB RAMP 07					
POINT NUMBER	STATION	OFFSET	ELEVATION	Y	X
701	USH 18 EB 14+72.82	104.06' RT	632.41	121679.08	316640.48
702	USH 18 EB 14+78.10	101.21' RT	632.32	121673.36	316642.31
703	USH 18 EB 14+56.30	67.65' RT	631.98	121688.63	316679.30
704	USH 18 EB 14+65.53	63.80' RT	631.84	121678.85	316681.39
705	USH 18 EB 14+81.84	89.90' RT	631.60	121667.61	316652.74
706	USH 18 EB 14+66.11	90.67' RT	631.58	121683.21	316654.87
707	USH 18 EB 14+71.72	88.49' RT	631.49	121677.30	316655.98
708	USH 18 EB 14+75.02	87.21' RT	631.43	121673.82	316656.64
709	USH 18 EB 14+62.09	81.51' RT	631.48	121685.48	316664.61
710	USH 18 EB 14+74.14	71.46' RT	631.41	121671.79	316672.28
711	USH 18 EB 14+71.41	77.88' RT	631.33	121675.66	316666.47
712	USH 18 EB 14+77.82	86.12' RT	631.29	121670.87	316657.19
713	USH 18 EB 14+82.14	84.42' RT	631.25	121666.31	316658.07
714	USH 18 EB 14+79.66	85.40' RT	631.19	121668.93	316657.57
715	USH 18 EB 14+74.20	76.80' RT	631.18	121672.71	316667.02
716	USH 18 EB 14+80.48	85.08' RT	631.18	121668.06	316657.73
717	USH 18 EB 14+78.32	75.13' RT	631.15	121668.36	316667.91
718	USH 18 EB 14+76.68	75.78' RT	631.08	121670.09	316667.56
719	USH 18 EB 14+76.07	76.08' RT	631.08	121670.74	316667.39



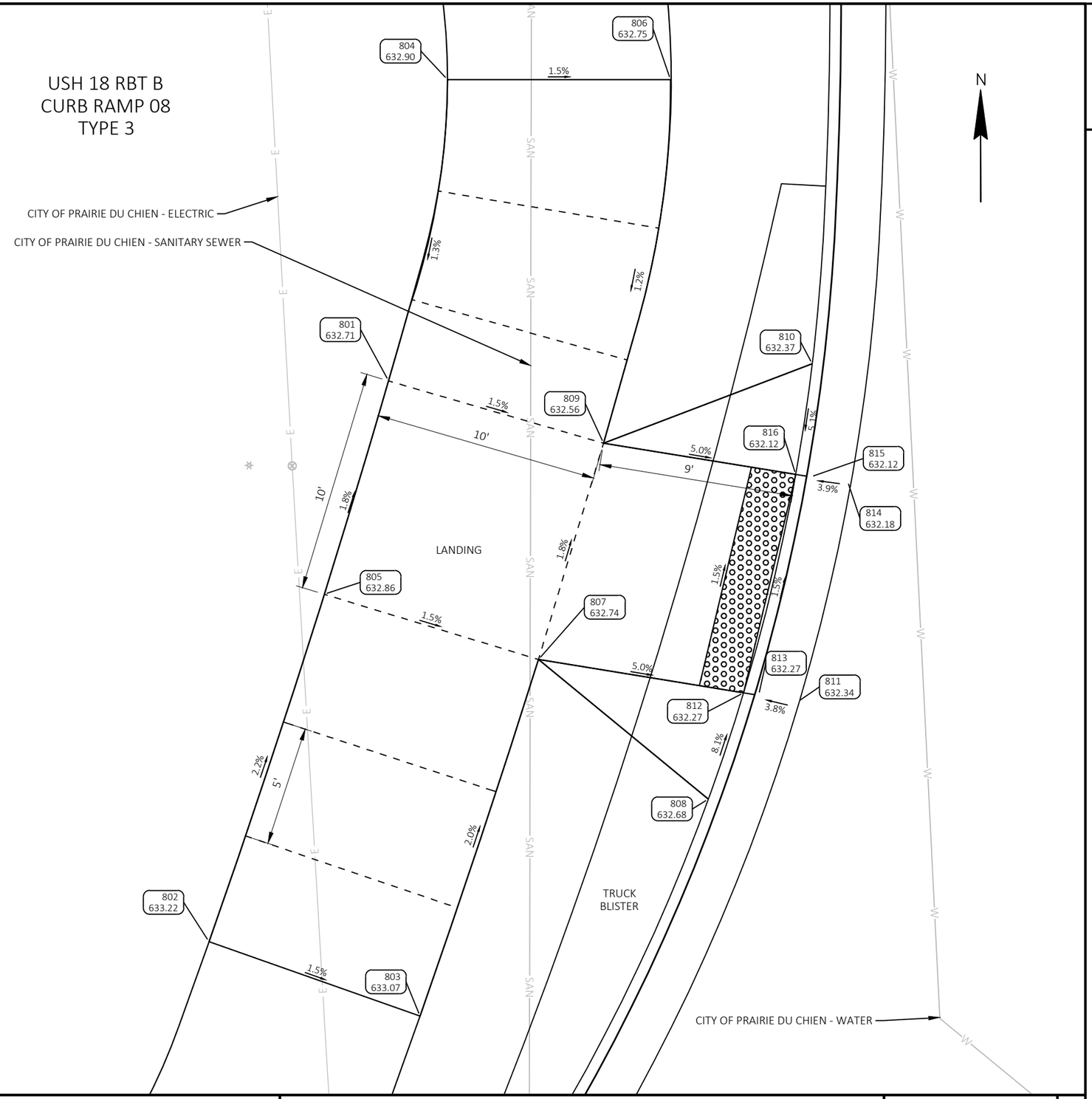


PROJECT NO: 1660-02-73	HWY: USH 18	COUNTY: CRAWFORD	CURB RAMPS	SHEET 38	E

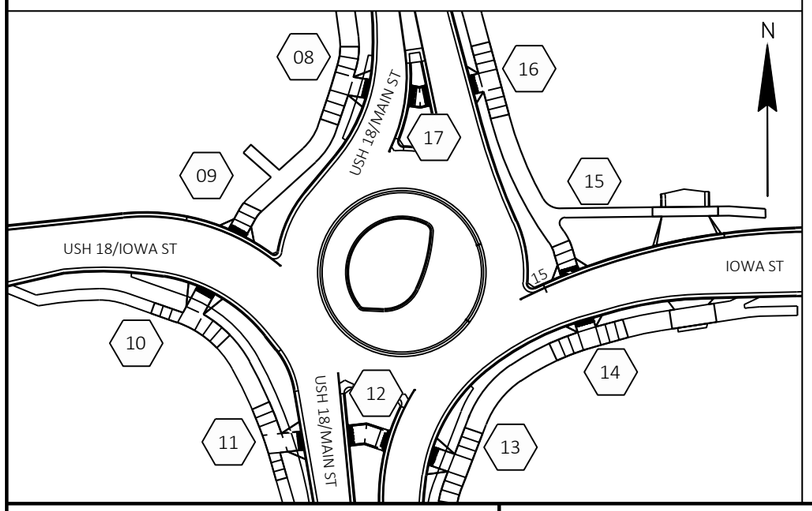
CURB RAMP 08					
POINT NUMBER	STATION	OFFSET	ELEVATION	Y	X
801	USH 18 EB 18+41.68	37.99' RT	632.71	121296.16	316740.08
802	USH 18 EB 18+87.22	40.52' RT	633.22	121271.11	316732.05
803	USH 18 EB 18+86.53	30.59' RT	633.07	121267.79	316741.48
804	USH 18 EB 18+25.17	33.78' RT	632.90	121309.61	316742.71
805	USH 18 EB 18+58.82	40.38' RT	632.86	121286.63	316737.20
806	USH 18 EB 18+26.52	23.90' RT	632.75	121309.61	316752.68
807	USH 18 EB 18+61.05	30.46' RT	632.74	121283.72	316746.78
808	USH 18 EB 18+67.44	21.74' RT	632.68	121277.49	316754.37
809	USH 18 EB 18+46.35	28.43' RT	632.56	121293.38	316749.69
810	USH 18 EB 18+41.74	19.04' RT	632.37	121296.93	316759.01
811	USH 18 EB 18+60.90	18.73' RT	632.34	121281.83	316758.36
812	USH 18 EB 18+60.92	21.17' RT	632.27	121282.23	316755.95
813	USH 18 EB 18+60.90	20.50' RT	632.27	121282.13	316756.61
814	USH 18 EB 18+48.33	17.49' RT	632.18	121291.69	316760.59
815	USH 18 EB 18+48.17	19.15' RT	632.12	121291.87	316758.94
816	USH 18 EB 18+48.04	19.82' RT	632.12	121291.98	316758.27

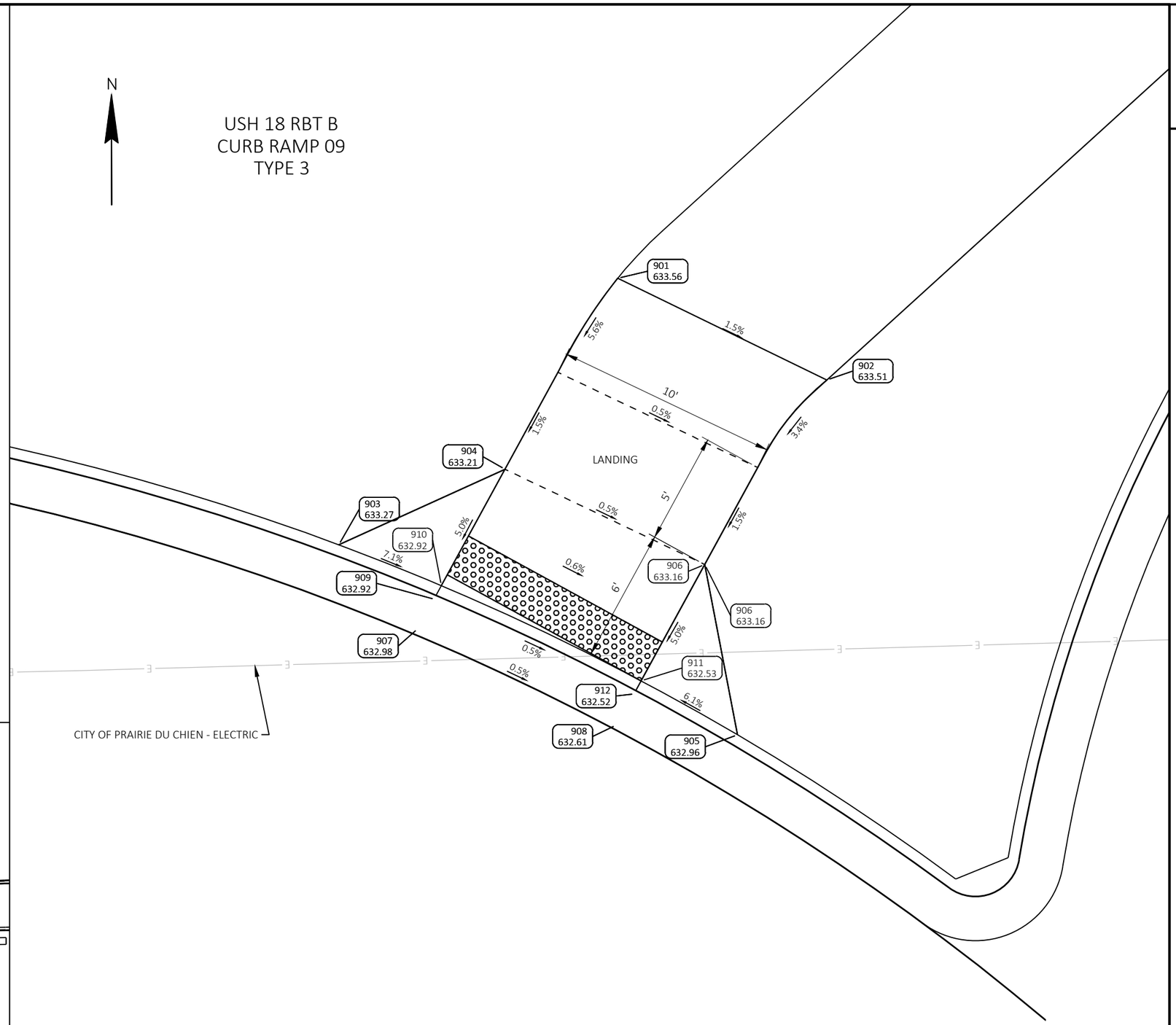


USH 18 RBT B
CURB RAMP 08
TYPE 3

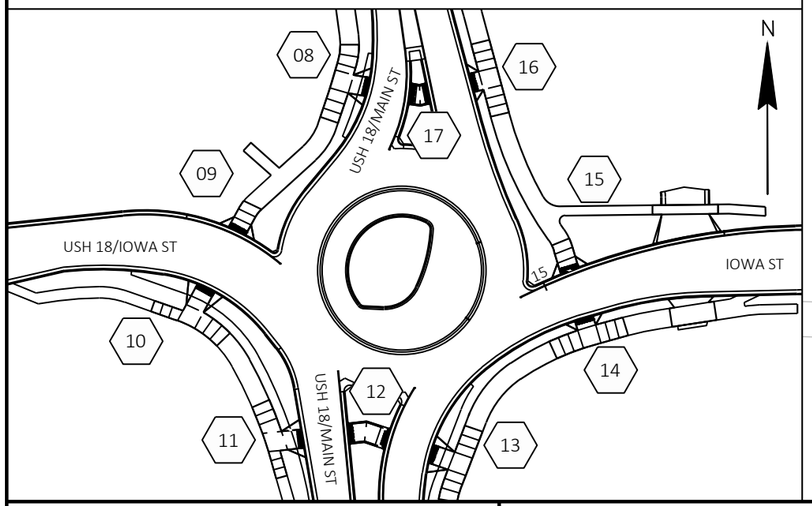


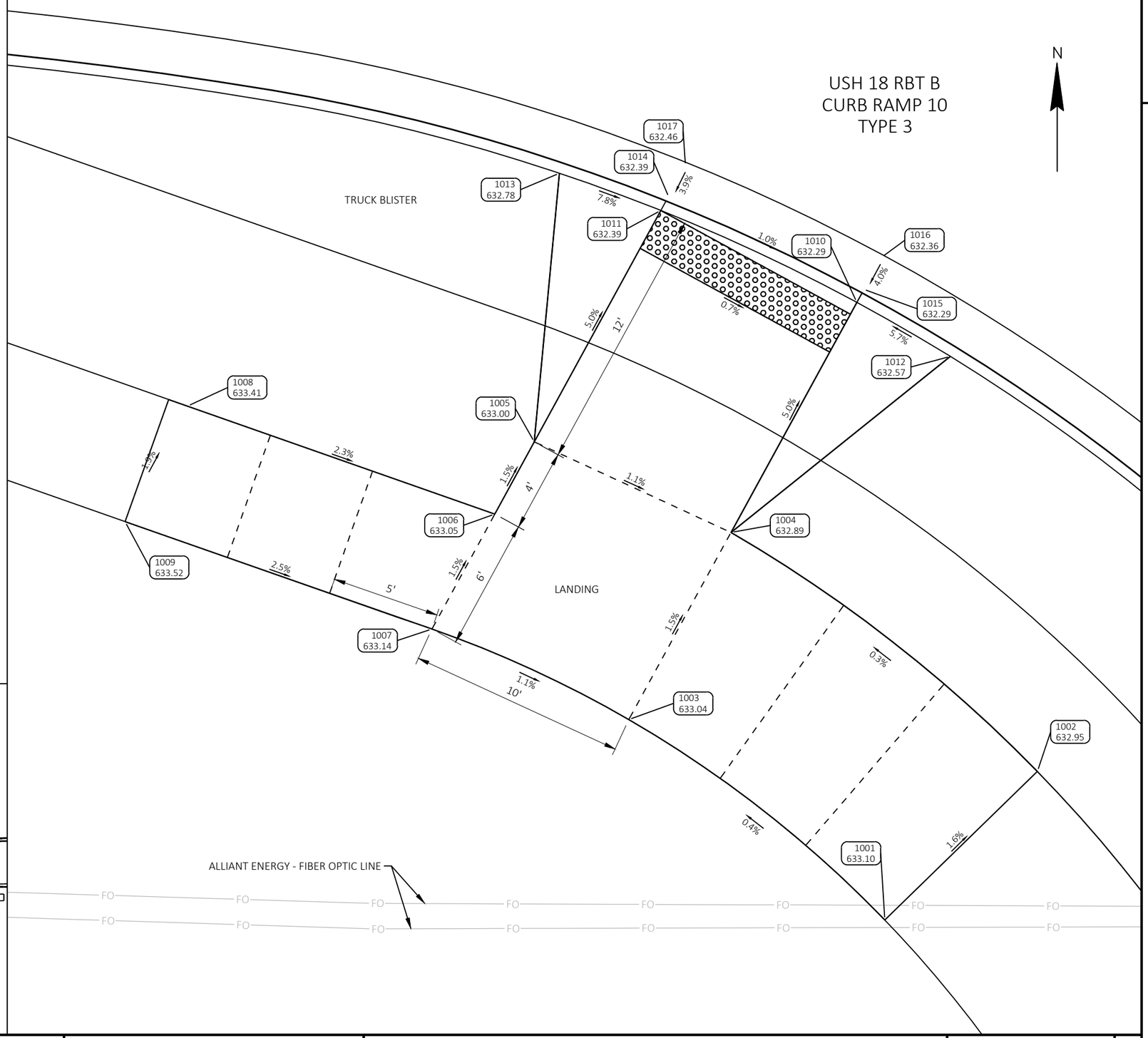
CURB RAMP 09					
POINT NUMBER	STATION	OFFSET	ELEVATION	Y	X
901	USH 18 EB 19+31.35	69.42' RT	633.56	121226.33	316691.09
902	USH 18 EB 19+33.71	59.17' RT	633.51	121221.73	316700.56
903	USH 18 EB 19+45.93	79.02' RT	633.27	121214.28	316678.47
904	USH 18 EB 19+40.92	72.45' RT	633.21	121217.69	316685.99
905	USH 18 EB 19+50.26	59.49' RT	632.96	121205.68	316696.52
906	USH 18 EB 19+43.08	62.67' RT	633.16	121213.38	316695.03
907	USH 18 EB 19+48.84	74.68' RT	632.98	121210.47	316682.04
908	USH 18 EB 19+51.07	64.95' RT	632.61	121206.11	316691.02
909	USH 18 EB 19+47.36	74.20' RT	632.92	121211.80	316682.84
910	USH 18 EB 19+46.69	74.07' RT	632.92	121212.43	316683.11
911	USH 18 EB 19+48.86	64.29' RT	632.53	121208.12	316692.15
912	USH 18 EB 19+49.49	64.43' RT	632.52	121207.53	316691.88





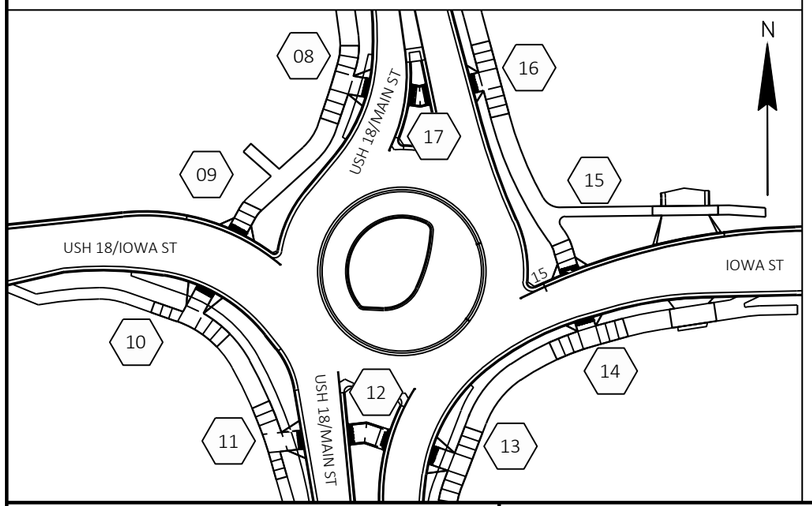
CURB RAMP 10					
POINT NUMBER	STATION	OFFSET	ELEVATION	Y	X
1001	USH 18 EB 20+08.09	66.09' RT	633.10	121148.89	316676.69
1002	USH 18 EB 20+01.77	60.73' RT	632.95	121155.76	316683.74
1003	USH 18 EB 20+03.68	79.69' RT	633.04	121158.16	316664.83
1004	USH 18 EB 19+94.18	77.02' RT	632.89	121166.82	316669.57
1005	USH 18 EB 19+92.14	86.84' RT	633.00	121171.01	316660.46
1006	USH 18 EB 19+95.81	87.87' RT	633.05	121167.67	316658.63
1007	USH 18 EB 20+01.64	89.51' RT	633.14	121162.35	316655.73
1008	USH 18 EB 19+94.13	102.84' RT	633.41	121172.66	316644.42
1009	USH 18 EB 19+99.99	104.46' RT	633.52	121167.32	316641.53
1010	USH 18 EB 19+82.49	73.74' RT	632.29	121177.47	316675.39
1011	USH 18 EB 19+80.39	83.54' RT	632.39	121181.72	316666.32
1012	USH 18 EB 19+83.96	68.96' RT	632.57	121174.97	316679.72
1013	USH 18 EB 19+79.76	88.50' RT	632.78	121183.44	316661.62
1014	USH 18 EB 19+79.71	83.31' RT	632.39	121182.33	316666.69
1015	USH 18 EB 19+81.83	73.59' RT	632.29	121178.08	316675.69
1016	USH 18 EB 19+80.20	73.10' RT	632.36	121179.55	316676.53
1017	USH 18 EB 19+78.12	82.89' RT	632.46	121183.78	316667.46

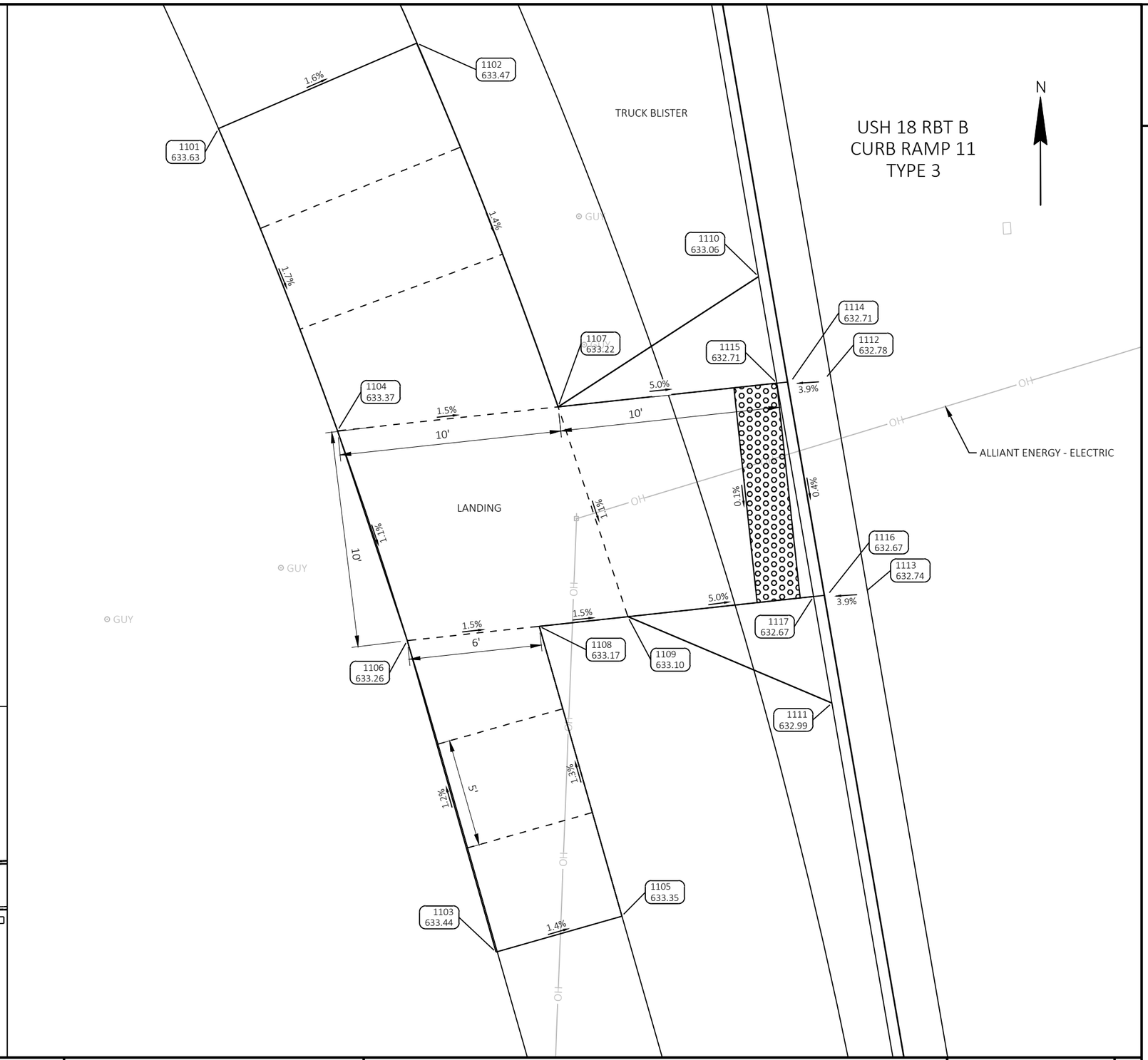




PROJECT NO: 1660-02-73	HWY: USH 18	COUNTY: CRAWFORD	CURB RAMPS	SHEET 41	E

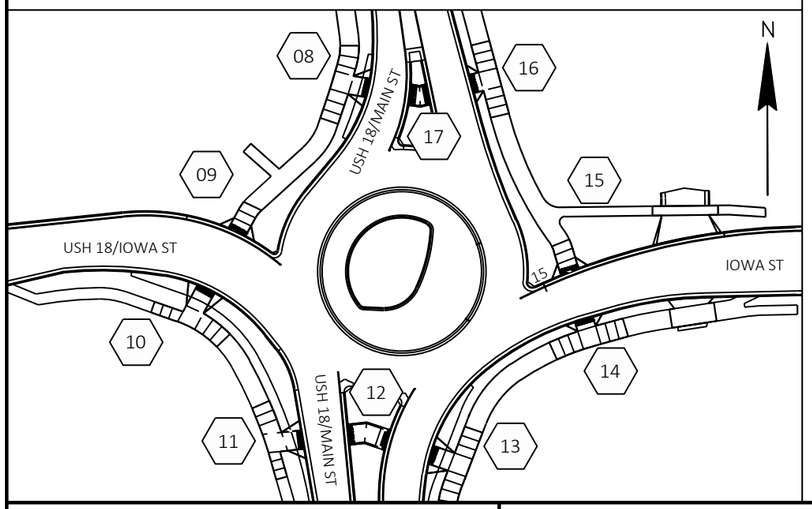
CURB RAMP 11					
POINT NUMBER	STATION	OFFSET	ELEVATION	Y	X
1101	USH 18 EB 20+23.39	47.57' RT	633.63	121116.17	316695.61
1102	USH 18 EB 20+20.33	38.07' RT	633.47	121120.12	316704.77
1103	USH 18 EB 20+62.55	38.44' RT	633.44	121078.06	316708.45
1104	USH 18 EB 20+37.84	43.43' RT	633.37	121102.18	316701.11
1105	USH 18 EB 20+61.46	32.49' RT	633.35	121079.72	316714.27
1106	USH 18 EB 20+47.81	41.15' RT	633.26	121092.47	316704.34
1107	USH 18 EB 20+37.71	33.17' RT	633.22	121103.29	316711.32
1108	USH 18 EB 20+47.74	35.01' RT	633.17	121093.13	316710.45
1109	USH 18 EB 20+47.69	30.88' RT	633.10	121093.58	316714.55
1110	USH 18 EB 20+32.61	23.36' RT	633.06	121109.31	316720.59
1111	USH 18 EB 20+52.57	21.87' RT	632.99	121089.58	316723.99
1112	USH 18 EB 20+37.59	20.74' RT	632.78	121104.60	316723.68
1113	USH 18 EB 20+47.62	19.86' RT	632.74	121094.71	316725.52
1114	USH 18 EB 20+37.58	22.33' RT	632.71	121104.45	316722.09
1115	USH 18 EB 20+37.59	22.99' RT	632.71	121104.38	316721.44
1116	USH 18 EB 20+47.57	21.58' RT	632.67	121094.59	316723.80
1117	USH 18 EB 20+47.58	22.24' RT	632.67	121094.51	316723.14
1118	USH 18 EB ???	???' ???	0.00	4.96	13.82
1119	USH 18 EB ???	???' ???	0.00	5.37	10.82

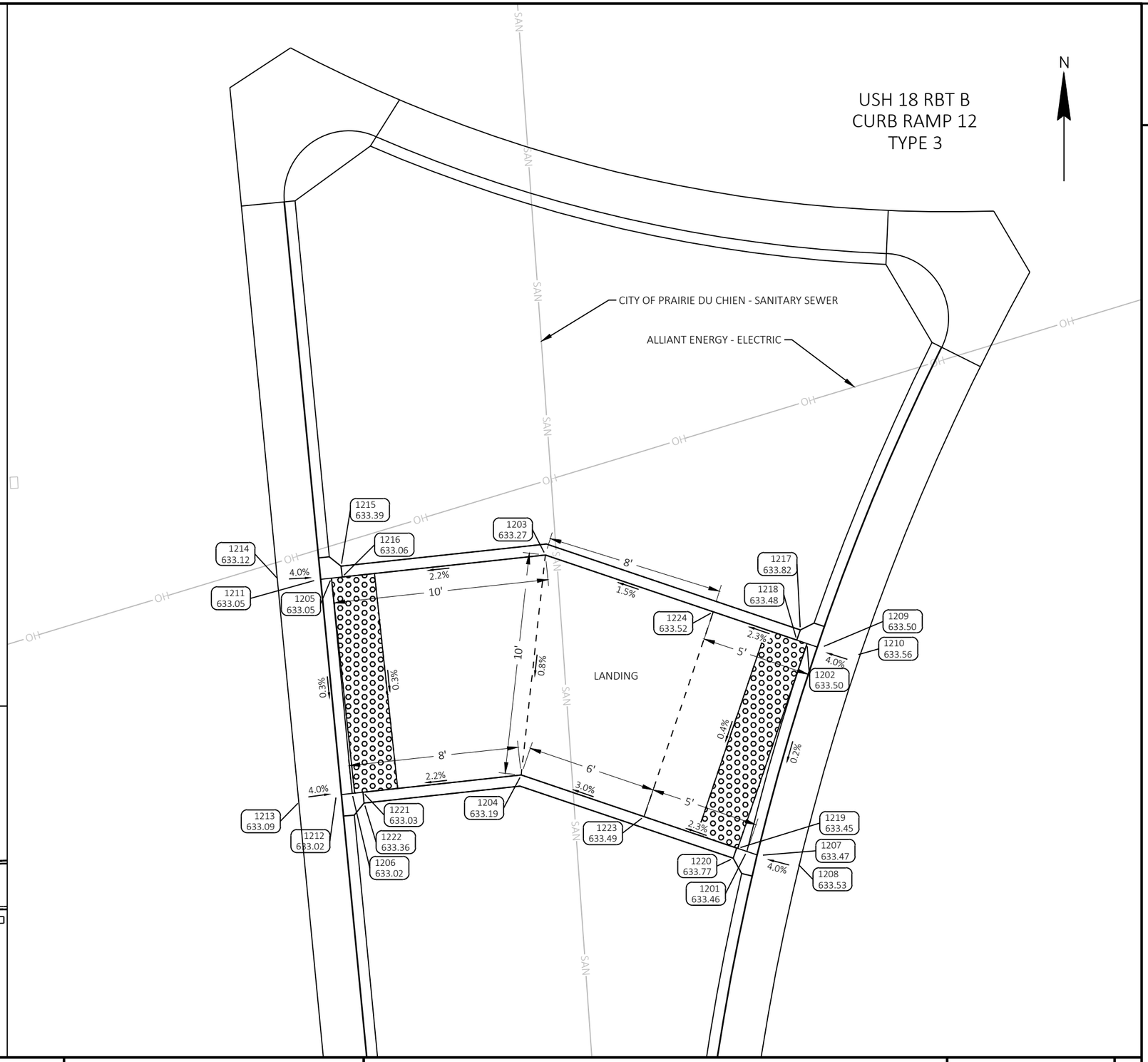




PROJECT NO: 1660-02-73	HWY: USH 18	COUNTY: CRAWFORD	CURB RAMPS	SHEET 42	E

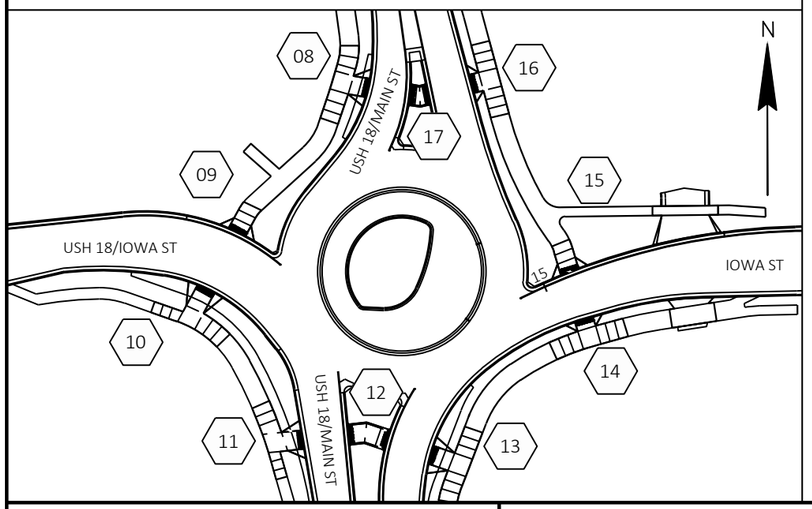
CURB RAMP 12					
POINT NUMBER	STATION	OFFSET	ELEVATION	Y	X
1201	USH 18 EB 20+51.71	20.43' LT	633.46	121094.49	316766.01
1202	USH 18 EB 20+42.41	24.12' LT	633.50	121104.11	316768.79
1203	USH 18 EB 20+37.17	12.45' LT	633.27	121108.21	316756.68
1204	USH 18 EB 20+47.19	10.37' LT	633.19	121098.03	316755.56
1205	USH 18 EB 20+37.29	2.50' LT	633.05	121107.13	316746.78
1206	USH 18 EB 20+47.29	2.50' LT	633.02	121097.18	316747.74
1207	USH 18 EB 20+51.94	21.02' LT	633.47	121094.32	316766.63
1208	USH 18 EB 20+52.45	22.67' LT	633.53	121093.97	316768.31
1209	USH 18 EB 20+42.65	24.76' LT	633.50	121103.93	316769.46
1210	USH 18 EB 20+43.17	26.31' LT	633.56	121103.56	316771.05
1211	USH 18 EB 20+37.30	1.82' LT	633.05	121107.05	316746.10
1212	USH 18 EB 20+47.28	1.76' LT	633.02	121097.11	316747.01
1213	USH 18 EB 20+47.42	0.06' LT	633.09	121096.82	316745.32
1214	USH 18 EB 20+37.14	0.07' LT	633.12	121107.04	316744.35
1215	USH 18 EB 20+36.78	2.99' LT	633.39	121107.68	316747.22
1216	USH 18 EB 20+37.28	3.00' LT	633.06	121107.19	316747.28
1217	USH 18 EB 20+41.75	23.87' LT	633.82	121104.74	316768.48
1218	USH 18 EB 20+42.20	23.66' LT	633.48	121104.27	316768.32
1219	USH 18 EB 20+51.53	20.02' LT	633.45	121094.64	316765.59
1220	USH 18 EB 20+51.96	19.77' LT	633.77	121094.18	316765.38
1221	USH 18 EB 20+47.28	3.00' LT	633.03	121097.23	316748.24
1222	USH 18 EB 20+47.78	3.01' LT	633.36	121096.74	316748.29
1223	USH 18 EB 20+49.65	15.84' LT	633.49	121096.10	316761.25
1224	USH 18 EB 20+40.53	19.94' LT	633.52	121105.58	316764.45

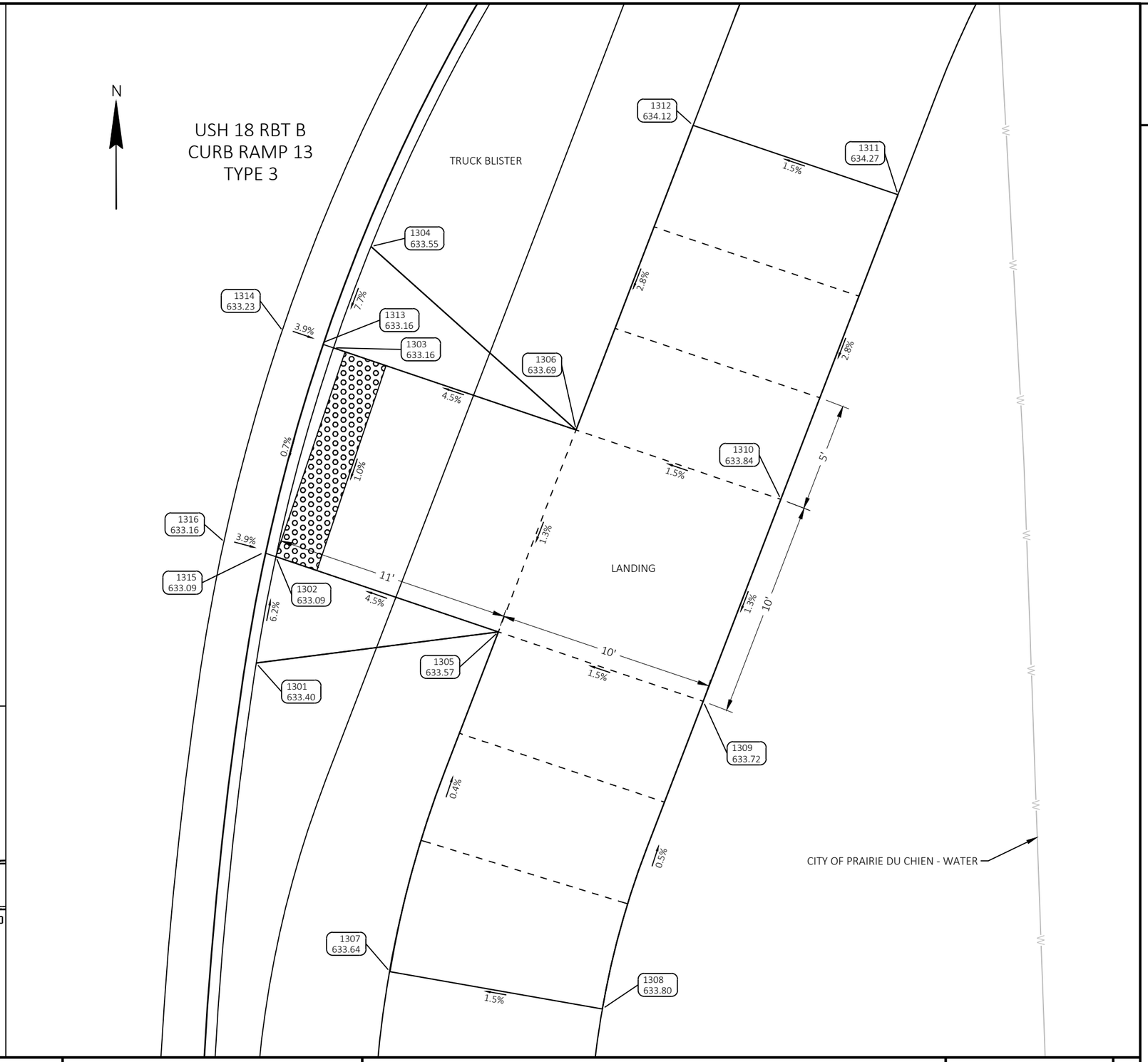




PROJECT NO: 1660-02-73	HWY: USH 18	COUNTY: CRAWFORD	CURB RAMPS	SHEET 43	E

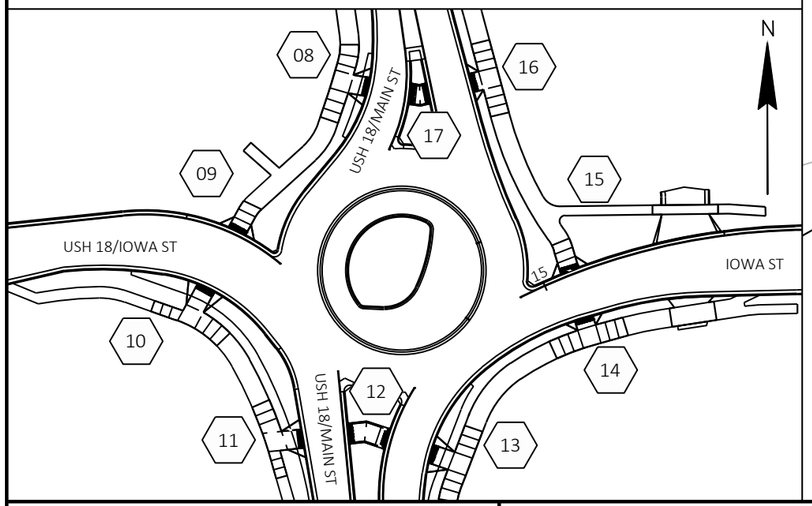
CURB RAMP 13					
POINT NUMBER	STATION	OFFSET	ELEVATION	Y	X
1301	USH 18 EB 20+66.83	41.96' LT	633.40	121081.51	316788.90
1302	USH 18 EB 20+62.01	43.34' LT	633.09	121086.44	316789.81
1303	USH 18 EB 20+52.66	46.92' LT	633.16	121096.09	316792.47
1304	USH 18 EB 20+48.15	49.10' LT	633.55	121100.78	316794.21
1305	USH 18 EB 20+66.47	53.26' LT	633.57	121082.95	316800.11
1306	USH 18 EB 20+57.51	57.73' LT	633.69	121092.30	316803.70
1307	USH 18 EB 20+81.63	46.76' LT	633.64	121067.24	316795.09
1308	USH 18 EB 20+84.28	56.38' LT	633.80	121065.52	316804.92
1309	USH 18 EB 20+70.57	62.39' LT	633.72	121079.75	316809.59
1310	USH 18 EB 20+61.62	66.86' LT	633.84	121089.09	316813.18
1311	USH 18 EB 20+48.11	73.60' LT	634.27	121103.18	316818.60
1312	USH 18 EB 20+44.01	64.48' LT	634.12	121106.39	316809.12
1313	USH 18 EB 20+52.39	46.40' LT	633.16	121096.31	316791.93
1314	USH 18 EB 20+51.67	44.68' LT	633.23	121096.86	316790.14
1315	USH 18 EB 20+61.76	42.82' LT	633.09	121086.64	316789.26
1316	USH 18 EB 20+61.12	41.06' LT	633.16	121087.11	316787.45

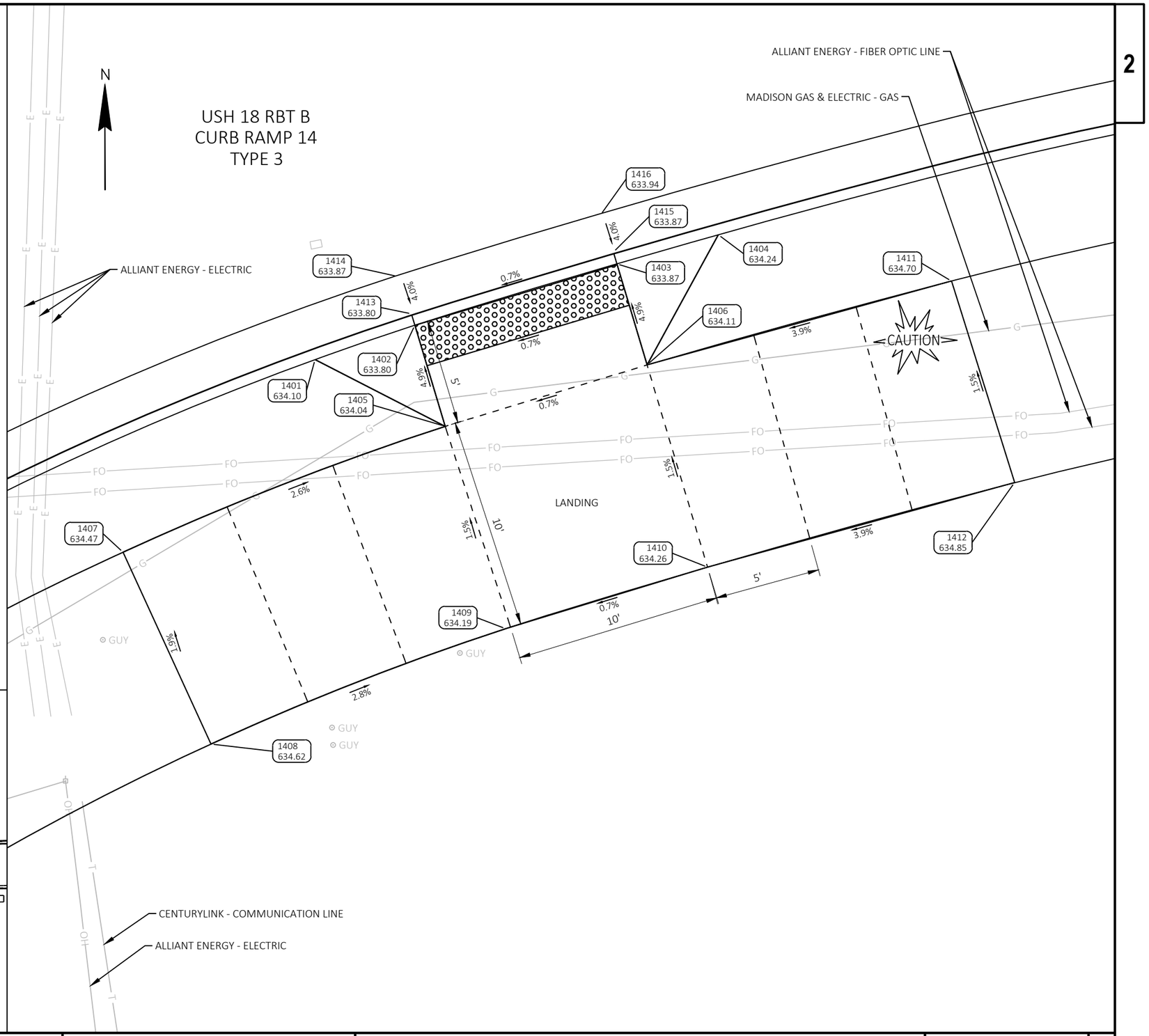




PROJECT NO: 1660-02-73	HWY: USH 18	COUNTY: CRAWFORD	CURB RAMPS	SHEET 44	E

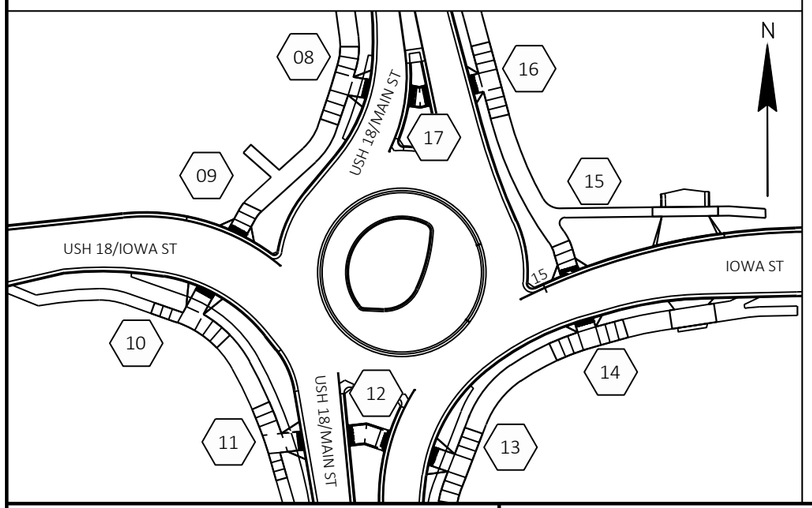
CURB RAMP 14					
POINT NUMBER	STATION	OFFSET	ELEVATION	Y	X
1401	USH 18 EB 19+56.96	113.09' LT	634.10	121160.37	316863.18
1402	USH 18 EB 19+54.31	117.33' LT	633.80	121161.99	316867.91
1403	USH 18 EB 19+49.33	126.00' LT	633.87	121164.90	316877.48
1404	USH 18 EB 19+46.91	130.38' LT	634.24	121166.28	316882.28
1405	USH 18 EB 19+58.66	119.81' LT	634.04	121157.20	316869.34
1406	USH 18 EB 19+53.67	128.47' LT	634.11	121160.11	316878.91
1407	USH 18 EB 19+67.90	106.27' LT	634.47	121151.24	316854.08
1408	USH 18 EB 19+75.82	112.38' LT	634.62	121142.15	316858.25
1409	USH 18 EB 19+67.35	124.75' LT	634.19	121147.62	316872.21
1410	USH 18 EB 19+62.37	133.42' LT	634.26	121150.53	316881.78
1411	USH 18 EB 19+46.56	141.64' LT	634.70	121164.08	316893.34
1412	USH 18 EB 19+55.19	146.70' LT	634.85	121154.54	316896.33
1413	USH 18 EB 19+53.83	117.06' LT	633.80	121162.53	316867.76
1414	USH 18 EB 19+52.25	116.05' LT	633.87	121164.29	316867.13
1415	USH 18 EB 19+48.82	125.72' LT	633.87	121165.46	316877.31
1416	USH 18 EB 19+47.25	124.73' LT	633.94	121167.21	316876.70

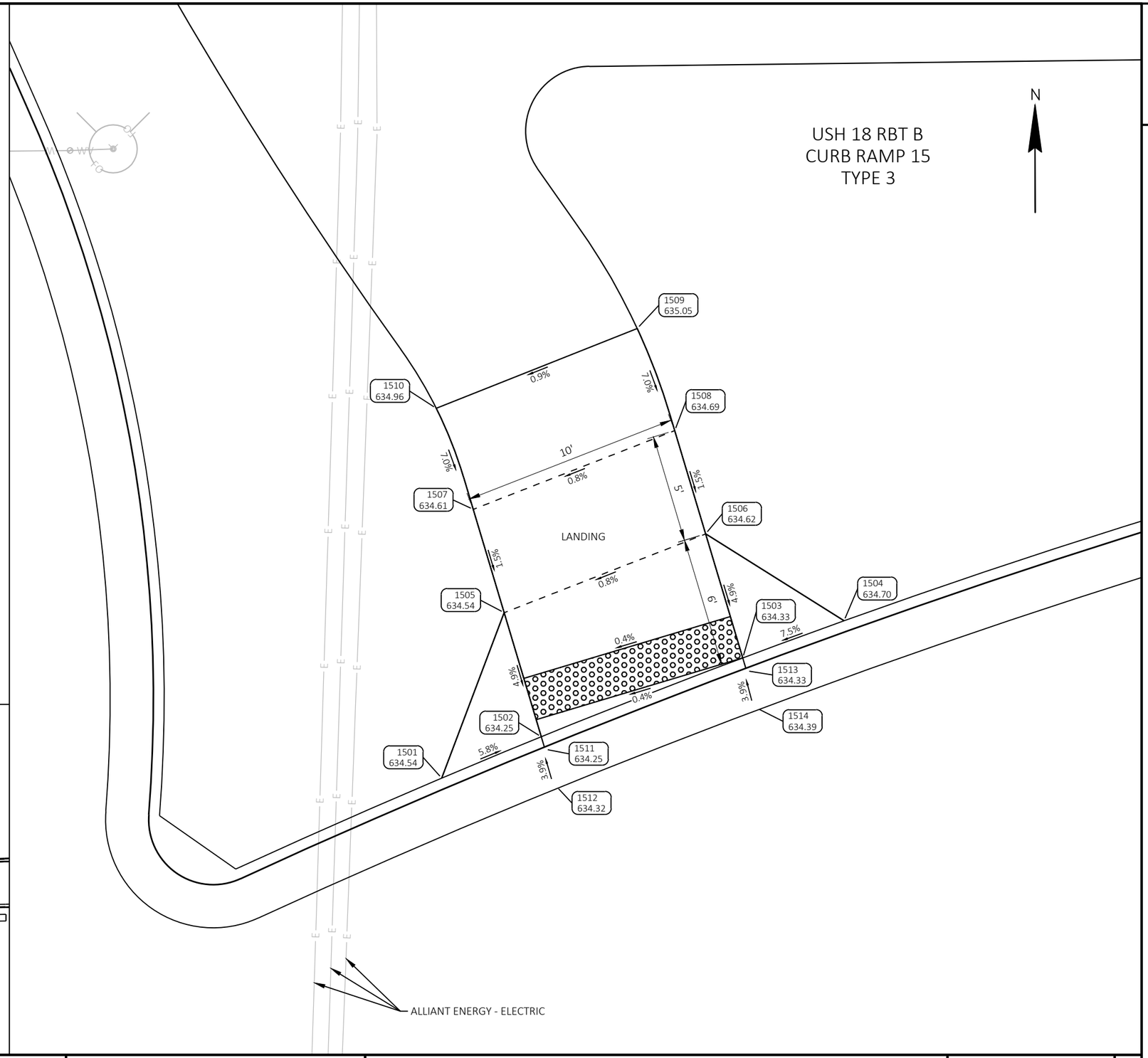




PROJECT NO: 1660-02-73	HWY: USH 18	COUNTY: CRAWFORD	CURB RAMPS	SHEET 45	E

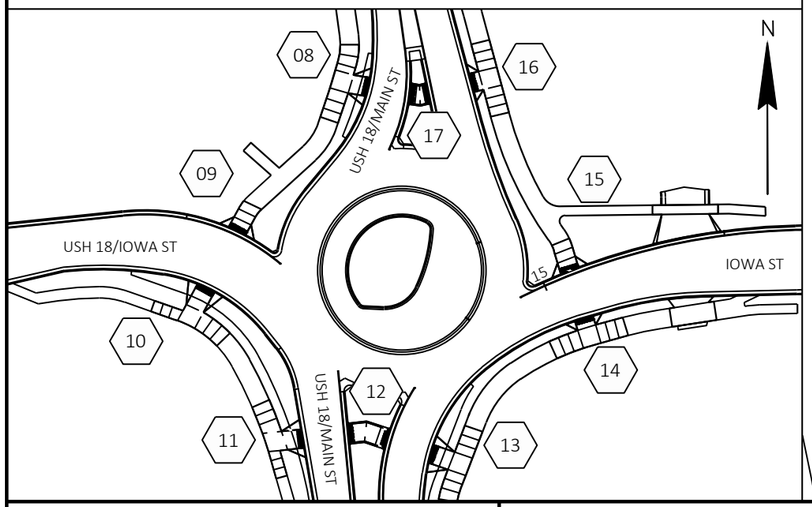
CURB RAMP 15					
POINT NUMBER	STATION	OFFSET	ELEVATION	Y	X
1501	USH 18 EB 19+34.26	100.20' LT	634.54	121185.38	316855.72
1502	USH 18 EB 19+31.35	104.27' LT	634.25	121187.30	316860.34
1503	USH 18 EB 19+25.69	112.55' LT	634.33	121190.96	316869.68
1504	USH 18 EB 19+22.96	116.74' LT	634.70	121192.68	316874.38
1505	USH 18 EB 19+26.13	101.30' LT	634.54	121193.05	316858.62
1506	USH 18 EB 19+20.47	109.58' LT	634.62	121196.71	316867.96
1507	USH 18 EB 19+21.79	98.83' LT	634.61	121197.84	316857.18
1508	USH 18 EB 19+16.13	107.11' LT	634.69	121201.50	316866.53
1509	USH 18 EB 19+11.91	104.35' LT	635.05	121206.23	316864.79
1510	USH 18 EB 19+17.61	96.11' LT	634.96	121202.53	316855.47
1511	USH 18 EB 19+31.87	104.57' LT	634.25	121186.73	316860.52
1512	USH 18 EB 19+33.45	105.49' LT	634.32	121184.98	316861.06
1513	USH 18 EB 19+26.23	112.86' LT	634.33	121190.36	316869.86
1514	USH 18 EB 19+27.81	113.72' LT	634.39	121188.63	316870.34





PROJECT NO: 1660-02-73	HWY: USH 18	COUNTY: CRAWFORD	CURB RAMPS	SHEET 46	E

CURB RAMP 16					
POINT NUMBER	STATION	OFFSET	ELEVATION	Y	X
1601	USH 18 EB 18+41.87	32.24' LT	632.63	121298.94	316810.25
1602	USH 18 EB 18+45.42	33.44' LT	632.37	121294.12	316811.56
1603	USH 18 EB 18+52.31	36.39' LT	632.51	121284.46	316814.16
1604	USH 18 EB 18+55.63	38.14' LT	632.92	121279.63	316815.46
1605	USH 18 EB 18+51.26	41.16' LT	632.76	121285.64	316819.02
1606	USH 18 EB 18+44.60	38.31' LT	632.62	121295.29	316816.42
1607	USH 18 EB 18+43.14	48.07' LT	632.77	121297.65	316826.14
1608	USH 18 EB 18+49.36	50.75' LT	632.91	121287.99	316828.74
1609	USH 18 EB 18+34.16	35.41' LT	632.87	121309.78	316812.51
1610	USH 18 EB 18+33.42	45.35' LT	633.02	121312.13	316822.24
1611	USH 18 EB 18+58.20	55.96' LT	633.74	121273.51	316832.64
1612	USH 18 EB 18+60.63	46.71' LT	633.59	121271.16	316822.92
1613	USH 18 EB 18+52.45	35.81' LT	632.51	121284.31	316813.56
1614	USH 18 EB 18+52.81	34.20' LT	632.57	121283.93	316811.92
1615	USH 18 EB 18+45.51	32.81' LT	632.37	121293.99	316810.92
1616	USH 18 EB 18+45.80	31.16' LT	632.44	121293.61	316809.28



USH 18 RBT B
CURB RAMP 16
TYPE 3

N

1610 633.02
1609 632.87
1601 632.63
1606 632.62
1602 632.37
1616 632.44
1615 632.37
1607 632.77
1608 632.91
1605 632.76
1614 632.57
1613 632.51
1603 632.51
1604 632.92
1611 633.74
1612 633.59

1.5%
1.6%
1.7%
5.3%
5.0%
3.9%
1.3%
3.8%
8.3%
5.5%
5'
10'

LANDING

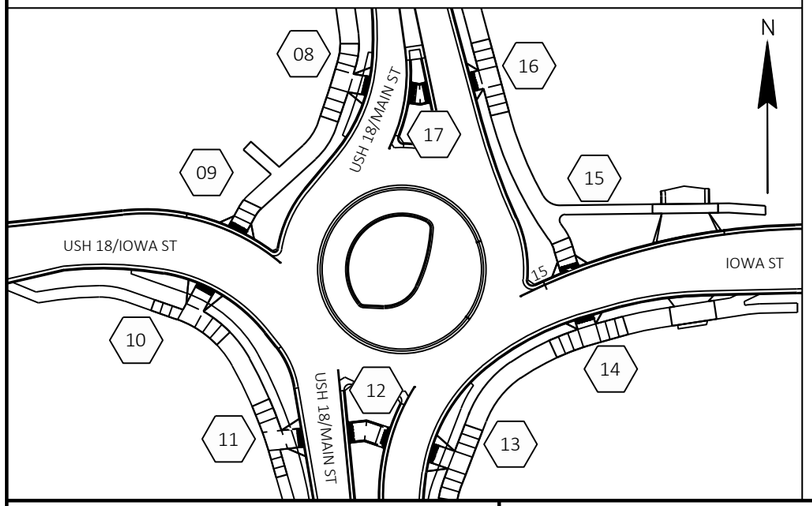
CITY OF PRAIRIE DU CHIEN - STREET LIGHTING

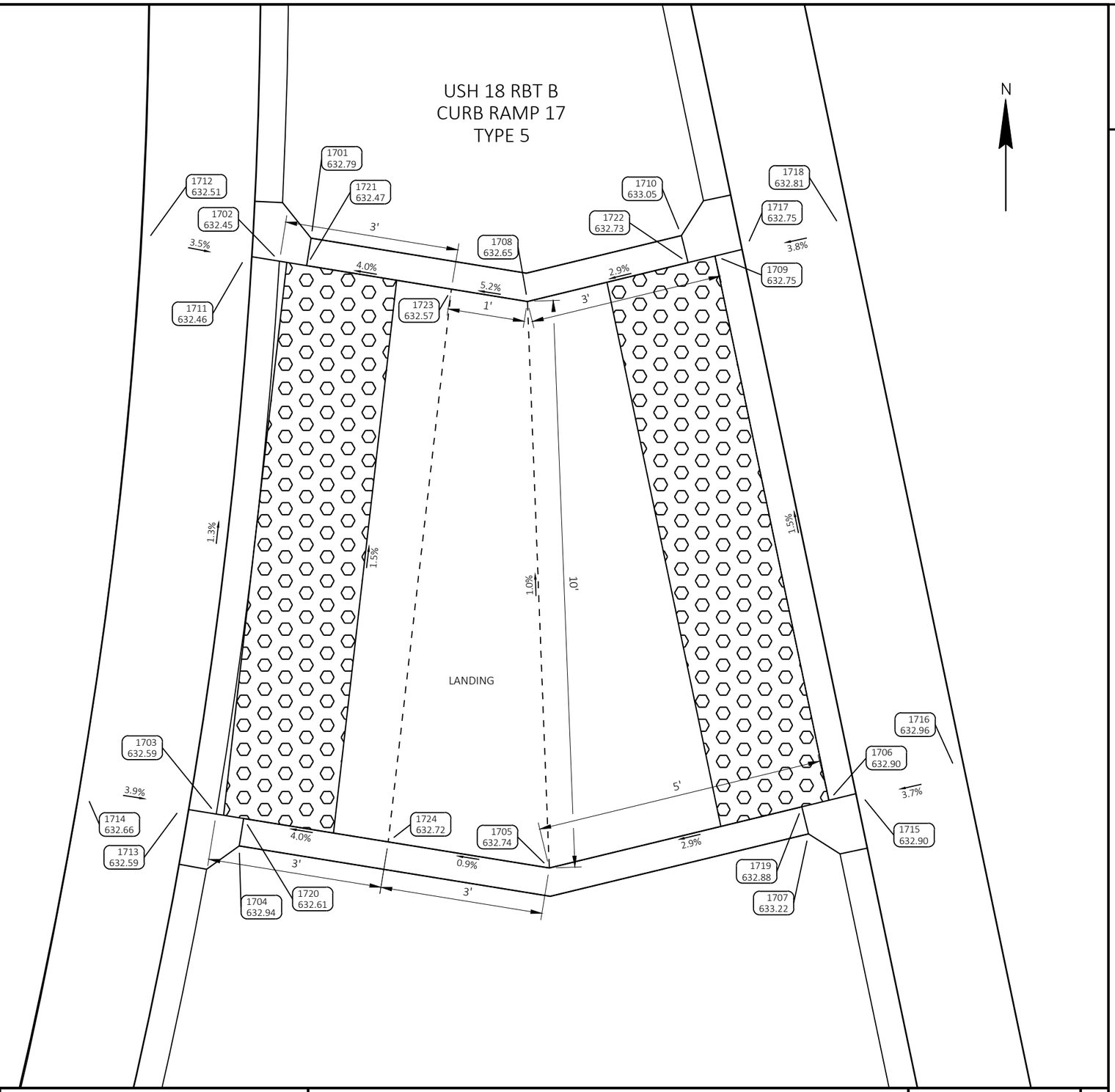
ALLIANT ENERGY - ELECTRIC

PROJECT NO: 1660-02-73	HWY: USH 18	COUNTY: CRAWFORD	CURB RAMPS	SHEET 47	E

FILE NAME : X:\PROJECTS\CRAWFORD\220077MW - 1660-02-03_USH 18 ROUNDABOUTS\DESIGN\C3D\SHEETSPLAN\021301-CR-2.DWG
LAYOUT NAME - 16
PLOT DATE : 1/13/2026 11:26 AM PLOT BY : KYLE WILLIAMS PLOT NAME : PLOT SCALE : 1 IN:5 FT

CURB RAMP 17					
POINT NUMBER	STATION	OFFSET	ELEVATION	Y	X
1701	USH 18 EB 18+50.52	3.05' LT	632.79	121288.80	316781.02
1702	USH 18 EB 18+50.95	2.50' LT	632.45	121288.39	316780.45
1703	USH 18 EB 18+60.69	2.50' LT	632.59	121278.44	316779.32
1704	USH 18 EB 18+61.18	3.00' LT	632.94	121277.87	316779.73
1705	USH 18 EB 18+60.65	8.57' LT	632.74	121277.47	316785.31
1706	USH 18 EB 18+58.88	13.35' LT	632.90	121278.69	316790.34
1707	USH 18 EB 18+59.45	13.08' LT	633.22	121278.08	316789.97
1708	USH 18 EB 18+51.37	7.00' LT	632.65	121287.66	316784.92
1709	USH 18 EB 18+50.45	10.32' LT	632.75	121288.48	316788.29
1710	USH 18 EB 18+50.14	9.70' LT	633.05	121288.85	316787.69
1711	USH 18 EB 18+50.90	1.89' LT	632.46	121288.48	316779.85
1712	USH 18 EB 18+50.74	0.09' LT	632.51	121288.74	316778.06
1713	USH 18 EB 18+60.68	1.86' LT	632.59	121278.56	316778.69
1714	USH 18 EB 18+60.74	0.14' LT	632.66	121278.79	316776.98
1715	USH 18 EB 18+58.71	13.89' LT	632.90	121278.80	316790.91
1716	USH 18 EB 18+58.13	15.53' LT	632.96	121279.24	316792.62
1717	USH 18 EB 18+50.28	10.87' LT	632.75	121288.63	316788.85
1718	USH 18 EB 18+49.88	12.55' LT	632.81	121289.00	316790.55
1719	USH 18 EB 18+59.04	12.89' LT	632.88	121278.57	316789.85
1720	USH 18 EB 18+60.69	3.00' LT	632.61	121278.36	316779.81
1721	USH 18 EB 18+51.00	2.99' LT	632.47	121288.31	316780.94
1722	USH 18 EB 18+50.58	9.84' LT	632.73	121288.36	316787.81
1723	USH 18 EB 18+51.25	5.62' LT	632.57	121287.89	316783.55
1724	USH 18 EB 18+60.67	5.64' LT	632.72	121277.94	316782.41

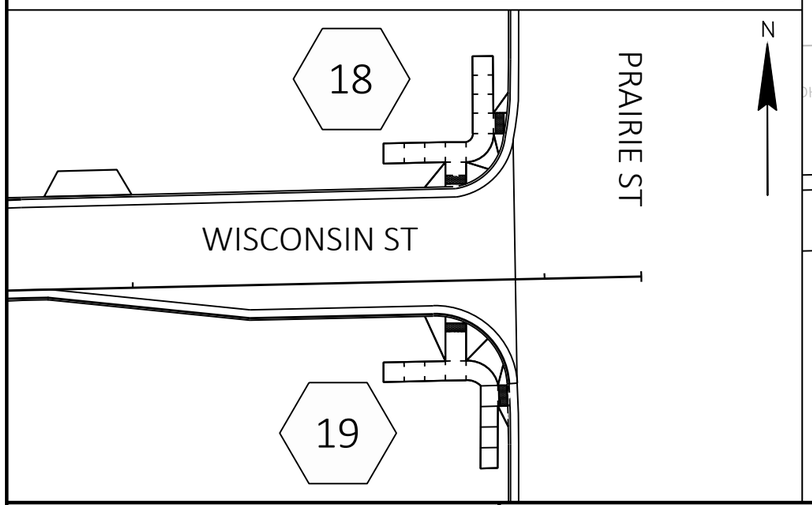




PROJECT NO: 1660-02-73	HWY: USH 18	COUNTY: CRAWFORD	CURB RAMPS	SHEET 48	E

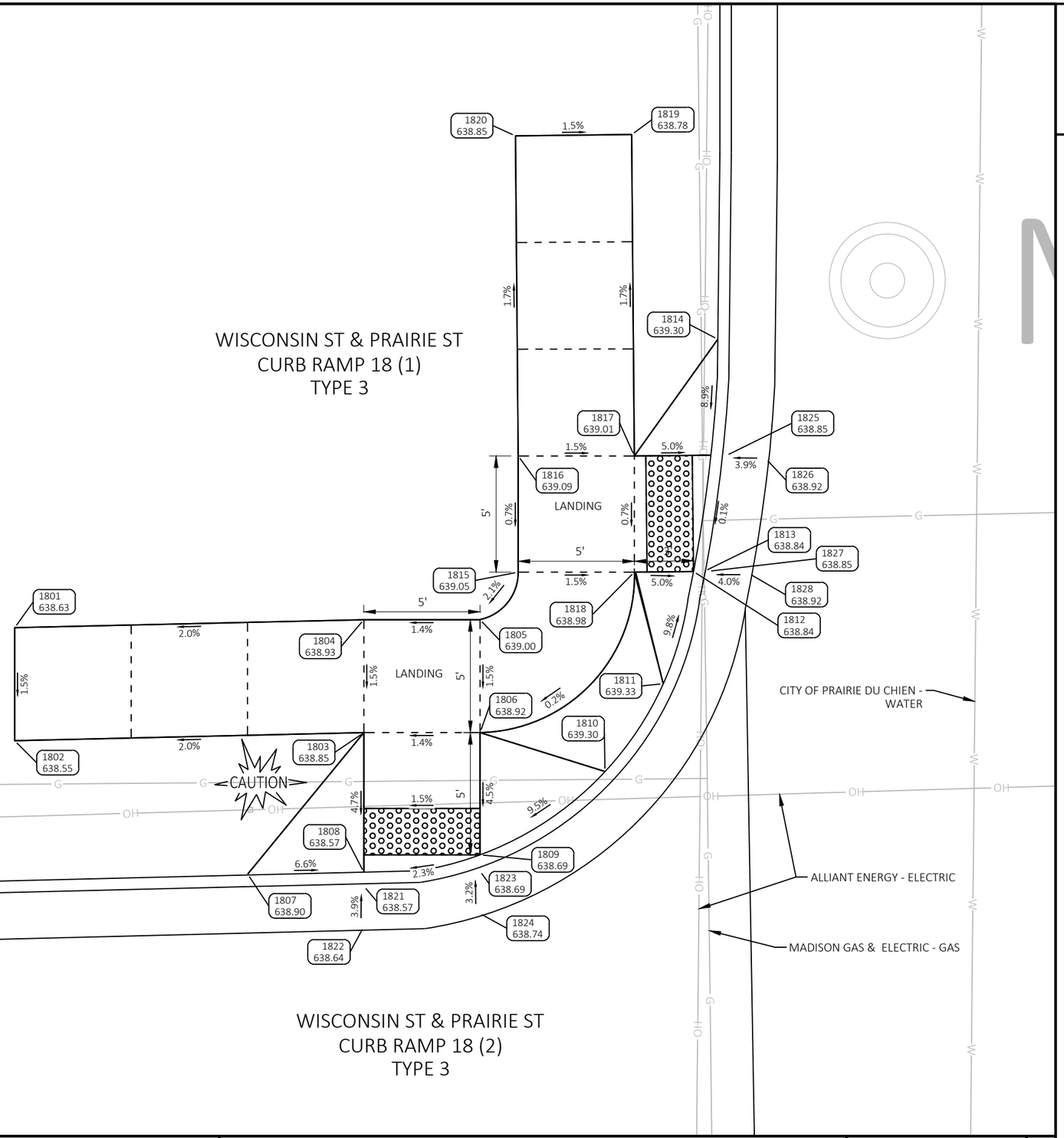
2

CURB RAMP 18					
POINT NUMBER	STATION	OFFSET	ELEVATION	Y	X
1801	USH 18 EB 17+61.61	33.64' LT	638.63	121684.99	317109.03
1802	USH 18 EB 17+61.51	28.78' LT	638.55	121680.12	317109.03
1803	USH 18 EB 17+76.54	28.79' LT	638.85	121680.47	317124.06
1804	USH 18 EB 17+76.65	33.66' LT	638.93	121685.33	317124.06
1805	USH 18 EB 17+81.65	33.55' LT	639.00	121685.33	317129.06
1806	USH 18 EB 17+81.54	28.68' LT	638.92	121680.47	317129.06
1807	USH 18 EB 17+71.41	22.81' LT	638.90	121674.38	317119.06
1808	USH 18 EB 17+76.41	22.79' LT	638.57	121674.46	317124.06
1809	USH 18 EB 17+81.42	23.42' LT	638.69	121675.21	317129.06
1810	USH 18 EB 17+86.88	26.89' LT	639.30	121678.79	317134.44
1811	USH 18 EB 17+89.47	30.62' LT	639.33	121682.58	317136.95
1812	USH 18 EB 17+90.88	35.42' LT	638.84	121687.41	317138.25
1813	USH 18 EB 17+91.36	35.42' LT	638.84	121687.42	317138.74
1814	USH 18 EB 17+92.14	45.39' LT	639.30	121697.41	317139.30
1815	USH 18 EB 17+83.33	35.56' LT	639.05	121687.38	317130.70
1816	USH 18 EB 17+83.44	40.56' LT	639.09	121692.38	317130.70
1817	USH 18 EB 17+88.44	40.45' LT	639.01	121692.38	317135.70
1818	USH 18 EB 17+88.33	35.45' LT	638.98	121687.38	317135.70
1819	USH 18 EB 17+88.63	54.28' LT	638.78	121706.21	317135.59
1820	USH 18 EB 17+83.63	54.34' LT	638.85	121706.16	317130.59
1821	USH 18 EB 17+76.40	22.19' LT	638.57	121673.86	317124.06
1822	USH 18 EB 17+76.35	20.44' LT	638.64	121672.11	317124.05
1823	USH 18 EB 17+81.40	22.74' LT	638.69	121674.52	317129.05
1824	USH 18 EB 17+81.33	20.92' LT	638.74	121672.70	317129.02
1825	USH 18 EB 17+92.38	40.37' LT	638.85	121692.39	317139.65
1826	USH 18 EB 17+94.09	40.22' LT	638.92	121692.27	317141.36
1827	USH 18 EB 17+91.52	35.42' LT	638.85	121687.42	317138.89
1828	USH 18 EB 17+93.25	35.29' LT	638.92	121687.33	317140.63



N

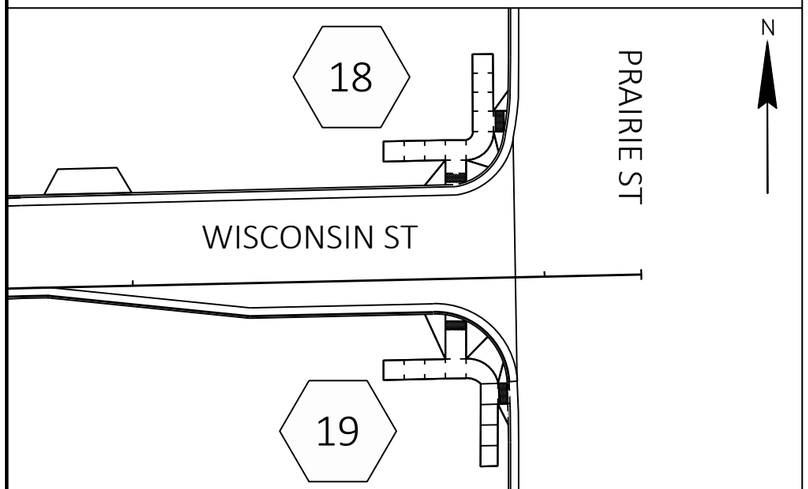
WISCONSIN ST & PRAIRIE ST
CURB RAMP 18 (1)
TYPE 3



WISCONSIN ST & PRAIRIE ST
CURB RAMP 18 (2)
TYPE 3

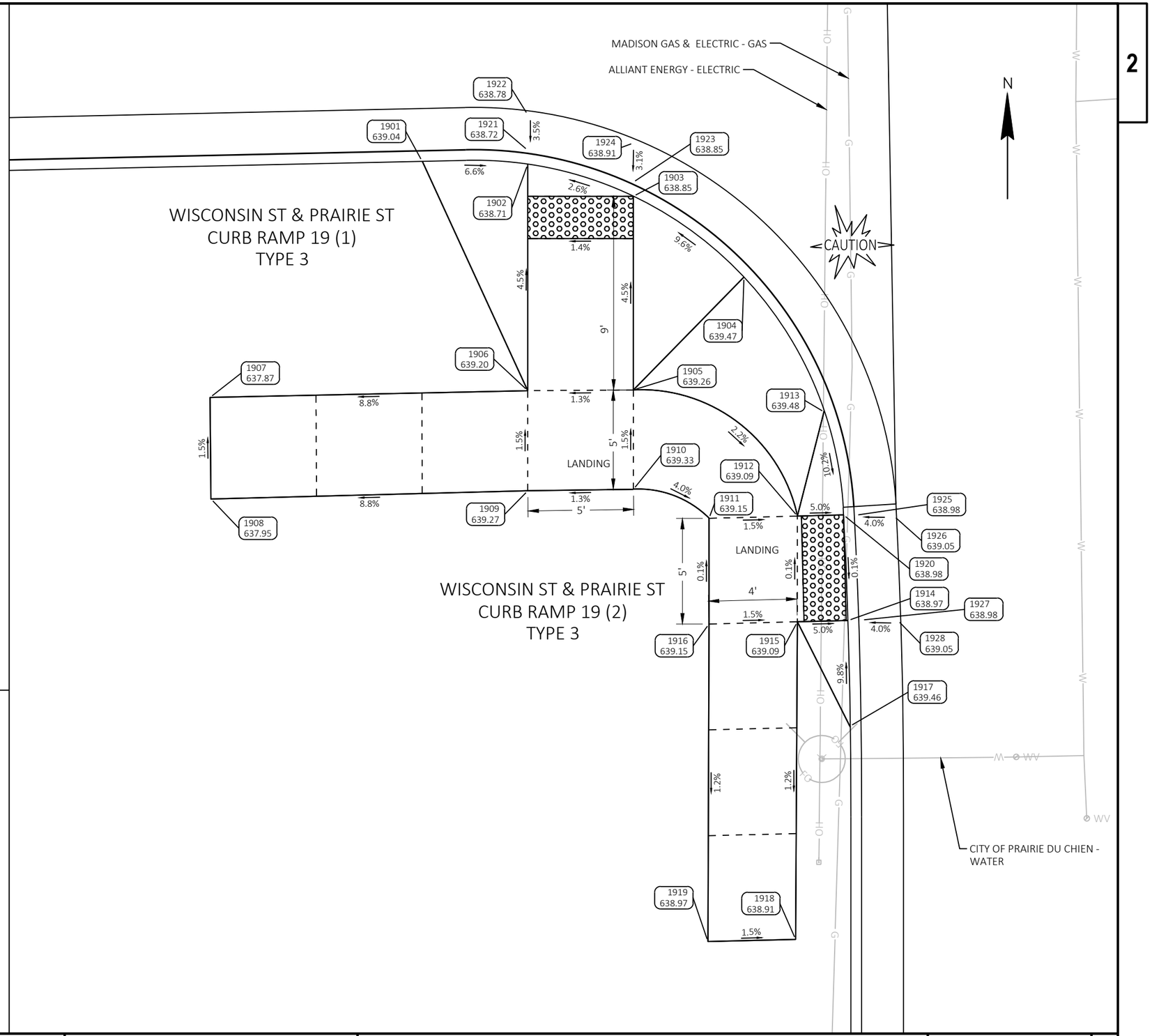
PROJECT NO: 1660-02-73	HWY: USH 18	COUNTY: CRAWFORD	CURB RAMPS	SHEET 49	E

CURB RAMP 19					
POINT NUMBER	STATION	OFFSET	ELEVATION	Y	X
1901	USH 18 EB 17+70.73	8.50' RT	639.04	121643.06	317119.06
1902	USH 18 EB 17+75.72	8.74' RT	638.71	121642.92	317124.06
1903	USH 18 EB 17+80.69	10.37' RT	638.85	121641.40	317129.06
1904	USH 18 EB 17+85.83	14.31' RT	639.47	121637.58	317134.29
1905	USH 18 EB 17+80.49	19.53' RT	639.26	121632.24	317129.06
1906	USH 18 EB 17+75.49	19.46' RT	639.20	121632.21	317124.06
1907	USH 18 EB 17+60.44	19.45' RT	637.87	121631.89	317109.02
1908	USH 18 EB 17+60.38	24.25' RT	637.95	121627.08	317109.06
1909	USH 18 EB 17+75.38	24.19' RT	639.27	121627.47	317124.06
1910	USH 18 EB 17+80.38	24.23' RT	639.33	121627.54	317129.06
1911	USH 18 EB 17+83.93	25.68' RT	639.15	121626.17	317132.64
1912	USH 18 EB 17+88.12	25.67' RT	639.09	121626.27	317136.83
1913	USH 18 EB 17+89.51	20.78' RT	639.48	121631.19	317138.11
1914	USH 18 EB 17+90.41	30.66' RT	638.97	121621.33	317139.23
1915	USH 18 EB 17+88.01	30.67' RT	639.09	121621.27	317136.83
1916	USH 18 EB 17+83.82	30.68' RT	639.15	121621.17	317132.64
1917	USH 18 EB 17+90.38	35.66' RT	639.46	121616.33	317139.31
1918	USH 18 EB 17+87.59	45.69' RT	638.91	121606.24	317136.74
1919	USH 18 EB 17+83.44	45.70' RT	638.97	121606.14	317132.59
1920	USH 18 EB 17+90.31	25.66' RT	638.98	121626.33	317139.01
1921	USH 18 EB 17+75.74	8.09' RT	638.72	121643.58	317124.06
1922	USH 18 EB 17+75.77	6.40' RT	638.78	121645.26	317124.06
1923	USH 18 EB 17+80.67	9.72' RT	638.85	121642.06	317129.04
1924	USH 18 EB 17+80.75	7.84' RT	638.91	121643.93	317129.07
1925	USH 18 EB 17+90.88	25.69' RT	638.98	121626.31	317139.59
1926	USH 18 EB 17+92.69	25.77' RT	639.05	121626.27	317141.40
1927	USH 18 EB 17+91.05	30.65' RT	638.98	121621.35	317139.86
1928	USH 18 EB 17+92.76	30.71' RT	639.05	121621.34	317141.58



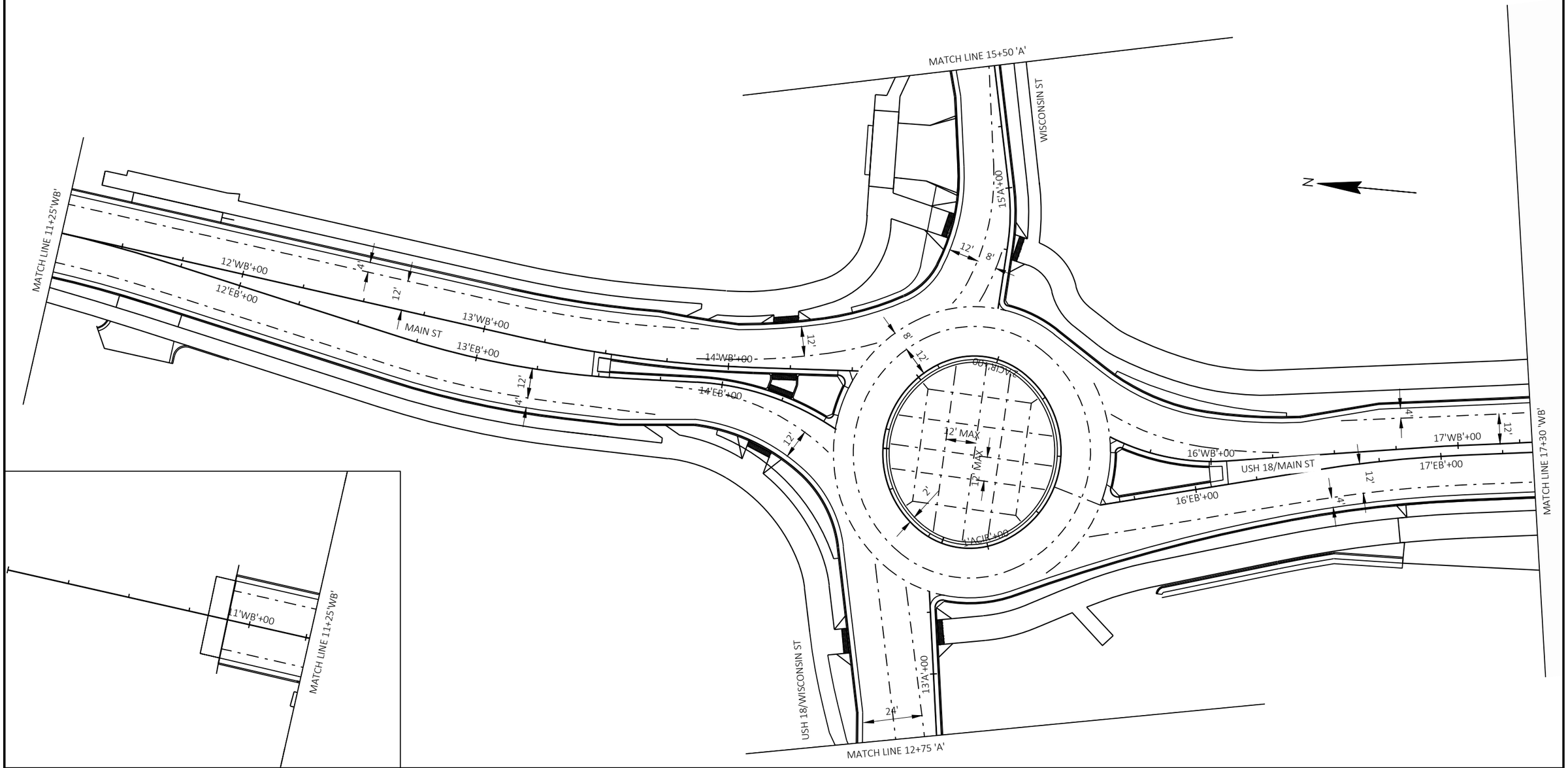
WISCONSIN ST & PRAIRIE ST
CURB RAMP 19 (1)
TYPE 3

WISCONSIN ST & PRAIRIE ST
CURB RAMP 19 (2)
TYPE 3



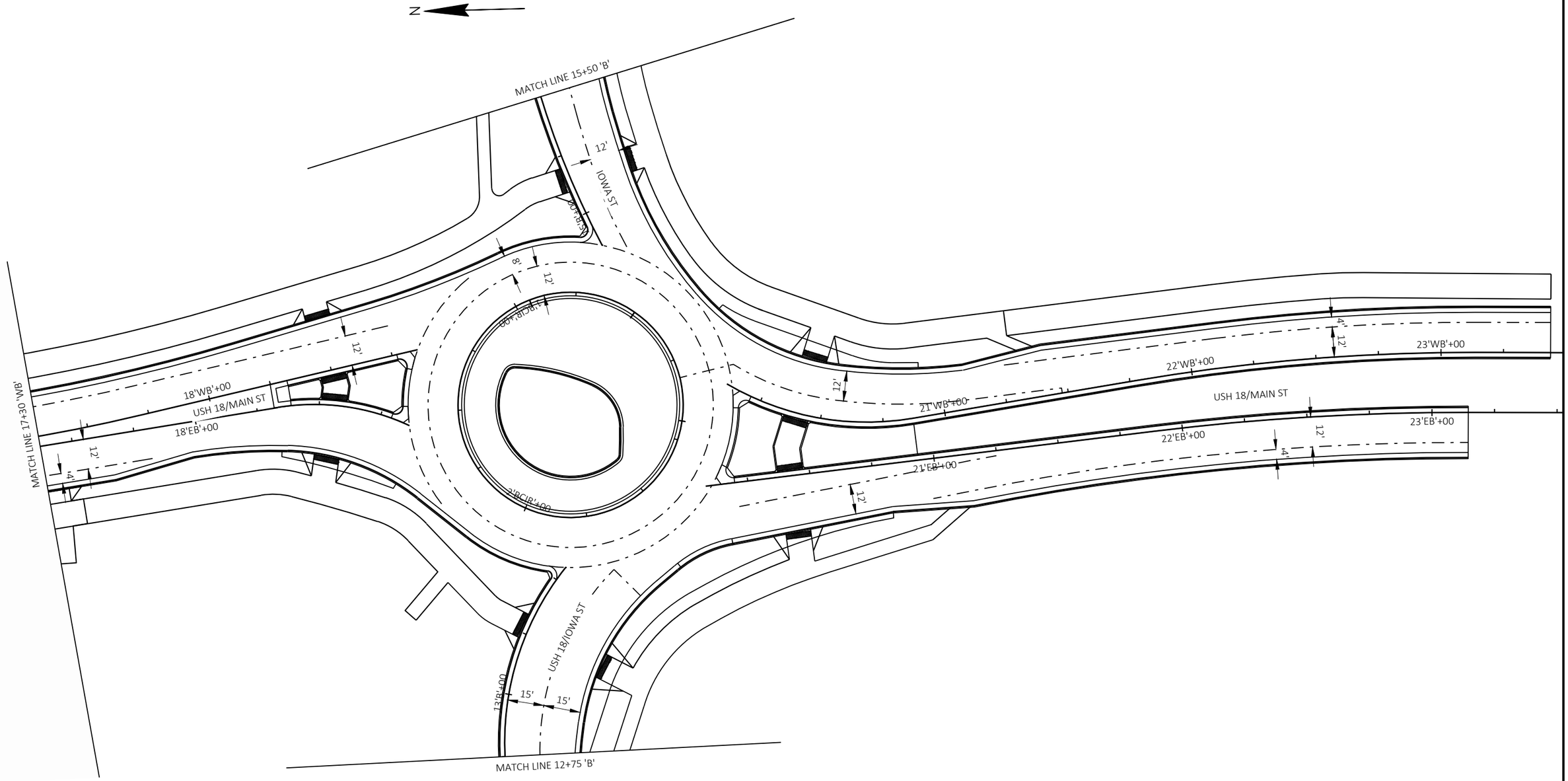
PROJECT NO: 1660-02-73	HWY: USH 18	COUNTY: CRAWFORD	CURB RAMPS	SHEET 50	E

2



PROJECT NO: 1660-02-73	HWY: USH 18	COUNTY: CRAWFORD	JOINT DETAILS	SHEET 51	E

2

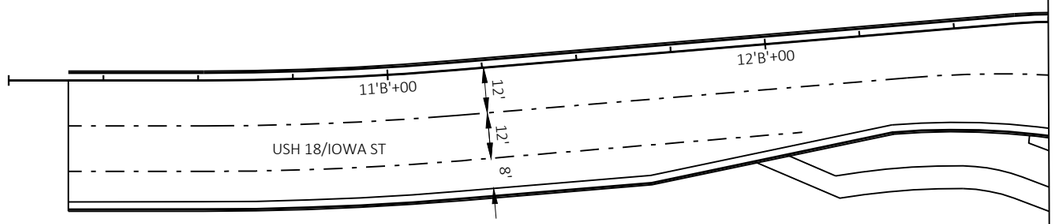


PROJECT NO: 1660-02-73	HWY: USH 18	COUNTY: CRAWFORD	JOINT DETAILS	SHEET 52	E

FILE NAME : X:\PROJECTS\CRAWFORD\220077MW - 1660-02-03_USH 18 ROUNDABOUTS\DESIGN\C3D\SHEETSPLAN\021401-JD.DWG
LAYOUT NAME - 021101-id (2) (USH18 - 2)

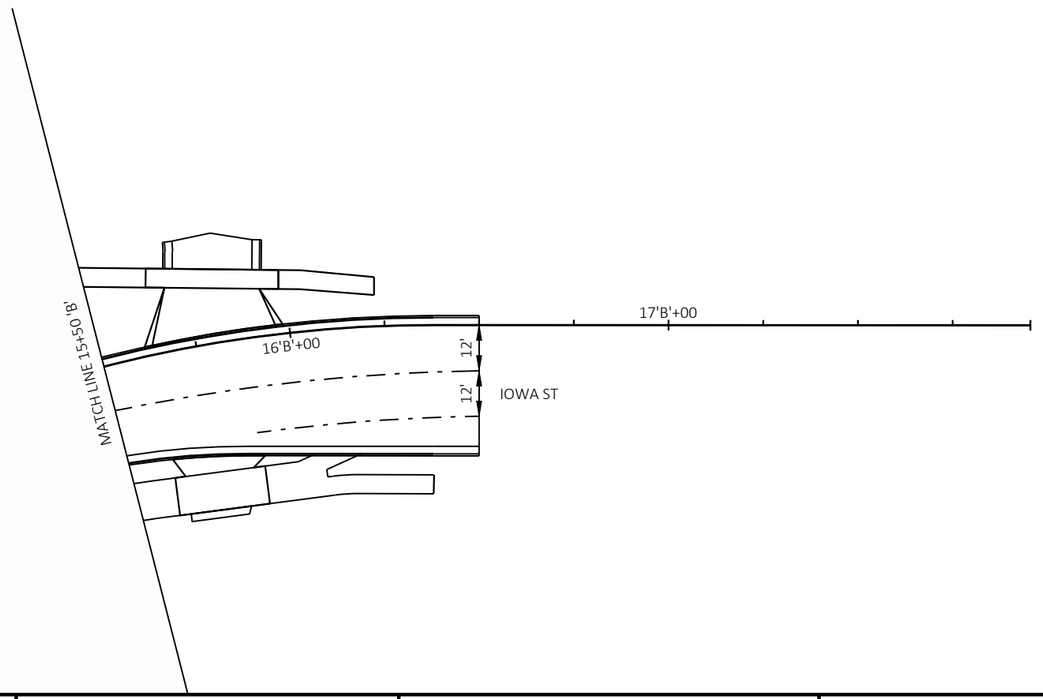
PLOT DATE : 1/13/2026 11:27 AM PLOT BY : KYLE WILLIAMS PLOT NAME : PLOT SCALE : 1 IN:40 FT

2



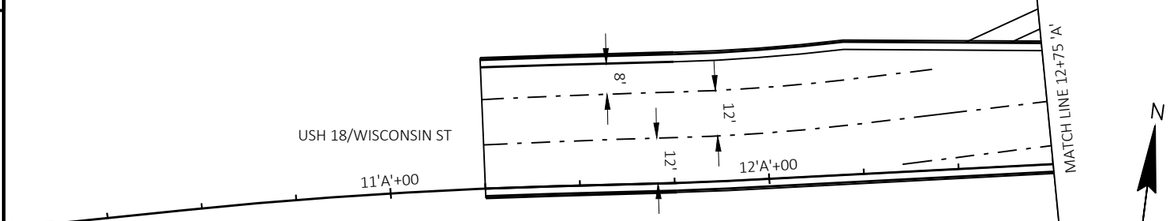
MATCH LINE 12+75 'B'

N

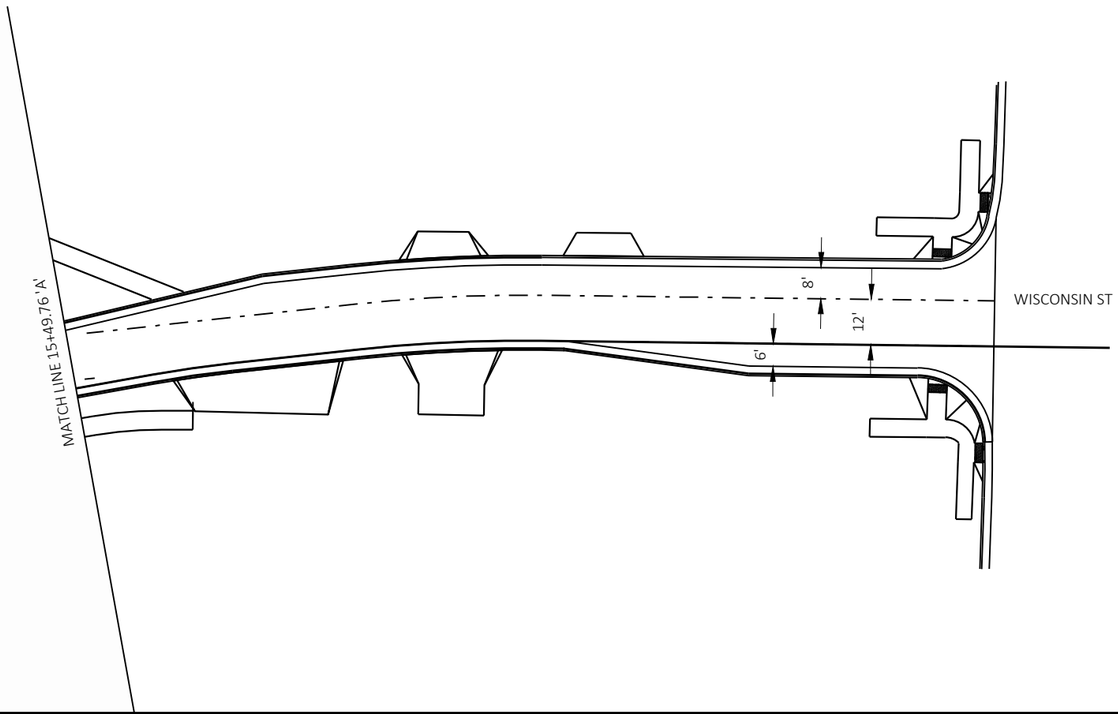


PROJECT NO: 1660-02-73	HWY: USH 18	COUNTY: CRAWFORD	JOINT DETAILS	SHEET 53	E

2







PROJECT NO: 1660-02-73	HWY: USH 18	COUNTY: CRAWFORD	JOINT DETAILS	SHEET 54	E

2

2

N

MATCH LINE 13+25

LEGEND

- EROSION MAT URBAN CLASS I, TYPE A
- INLET PROTECTION TYPE C
- SILT FENCE
- SLOPE INTERCEPT
- SURFACE WATER FLOW
- CULVERT PIPE CHECKS
- MUCLHING

Main St

14+00

14+00

SI (TYP.)

IP

IP

IP

SIGN

SS

T

USH 18/WB Wisconsin St

12+00

13+00

13+00

Wisconsin St

16+00

17+00

MATCH LINE 11+00

MATCH LINE 17+25

BORE

16+00

16+00

FLAG

FLAG

FLAG

MATCH LINE 16+75

N

MATCH LINE 11+00

N

SI (TYP.)

Wisconsin St

MATCH LINE 17+25

18+00

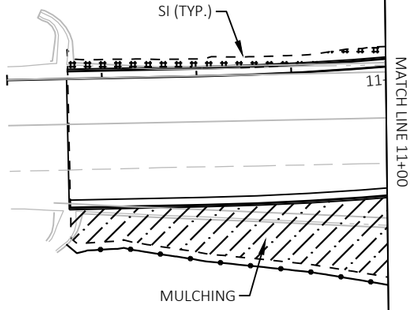
PROJECT NO: 1660-02-73	HWY: USH 18	COUNTY: CRAWFORD	EROSION CONTROL	SHEET 55	E

FILE NAME : X:\PROJECTS\CRAWFORD\220077MW - 1660-02-03_USH 18 ROUNDABOUTS\DESIGN\C3D\SHEETSPLAN\022001-EC.DWG
LAYOUT NAME - 022001-ec (1)

PLOT DATE : 1/13/2026 11:27 AM PLOT BY : KYLE WILLIAMS PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

N



N

LEGEND

- EROSION MAT URBAN CLASS I, TYPE A
- INLET PROTECTION TYPE C
- SILT FENCE
- SLOPE INTERCEPT
- SURFACE WATER FLOW
- CULVERT PIPE CHECKS
- MUCLHING

2

MATCH LINE 16+75
17+00
17+00
USH 18/Main St
18+00
18+00
SI (TYP.)
12+00
USH 18EB/Iowa St
13+00
MATCH LINE 11+00
17+00
Iowa St
MATCH LINE 20+50

PROJECT NO: 1660-02-73	HWY: USH 18	COUNTY: CRAWFORD	EROSION CONTROL	SHEET 56	E

FILE NAME : X:\PROJECTS\CRAWFORD\220077MW - 1660-02-03_USH 18 ROUNDABOUTS\DESIGN\C3D\SHEETSPLAN\022001-EC.DWG
LAYOUT NAME - 022001-ec (2)
PLOT DATE : 1/13/2026 11:28 AM PLOT BY : KYLE WILLIAMS PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

N

MATCH LINE 20+50

RIPRAP

IP

USH 18/Main St

21+00

21+00

INSTALL SILT FENCE CONTINUOUSLY, THEN TRIM AROUND RIPRAP AFTER PLACEMENT

SEPV

GUY

22+00

22+00

SI (TYP.)

23+00

23+00

IP

N

11+00

Main St

GUY

GUY

12+00

12+00

SI (TYP.)

13+00

13+00

MATCH LINE 13+25

LEGEND

- EROSION MAT URBAN CLASS I, TYPE A
- INLET PROTECTION TYPE C
- SILT FENCE
- SLOPE INTERCEPT
- SURFACE WATER FLOW
- CULVERT PIPE CHECKS
- MUCLHING

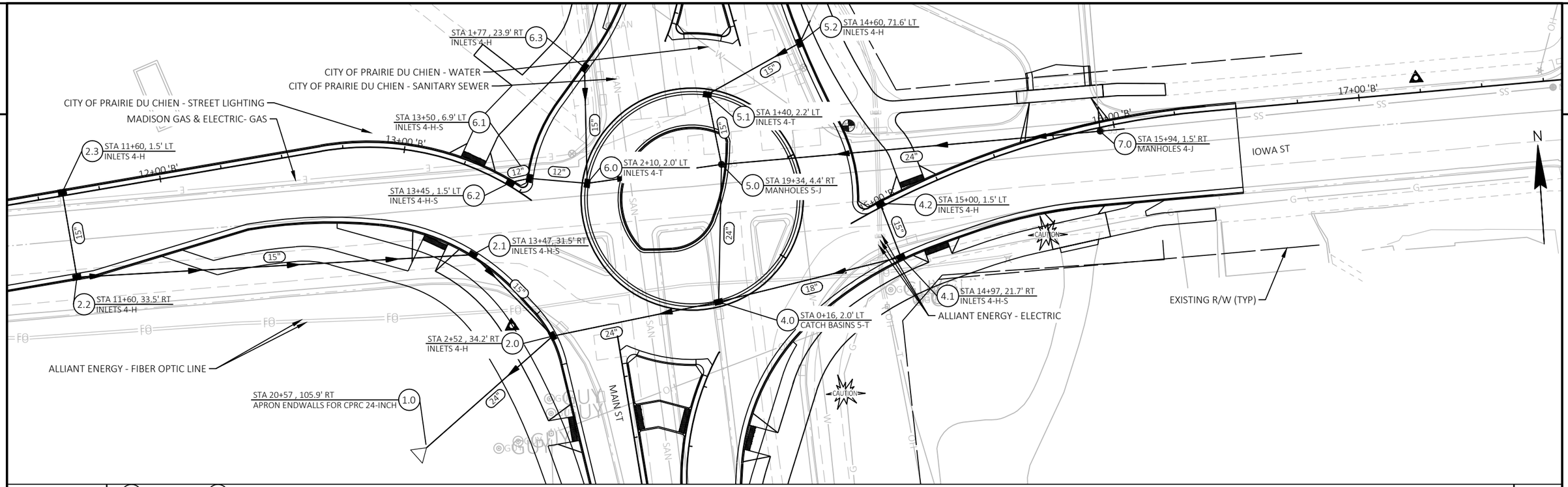
2

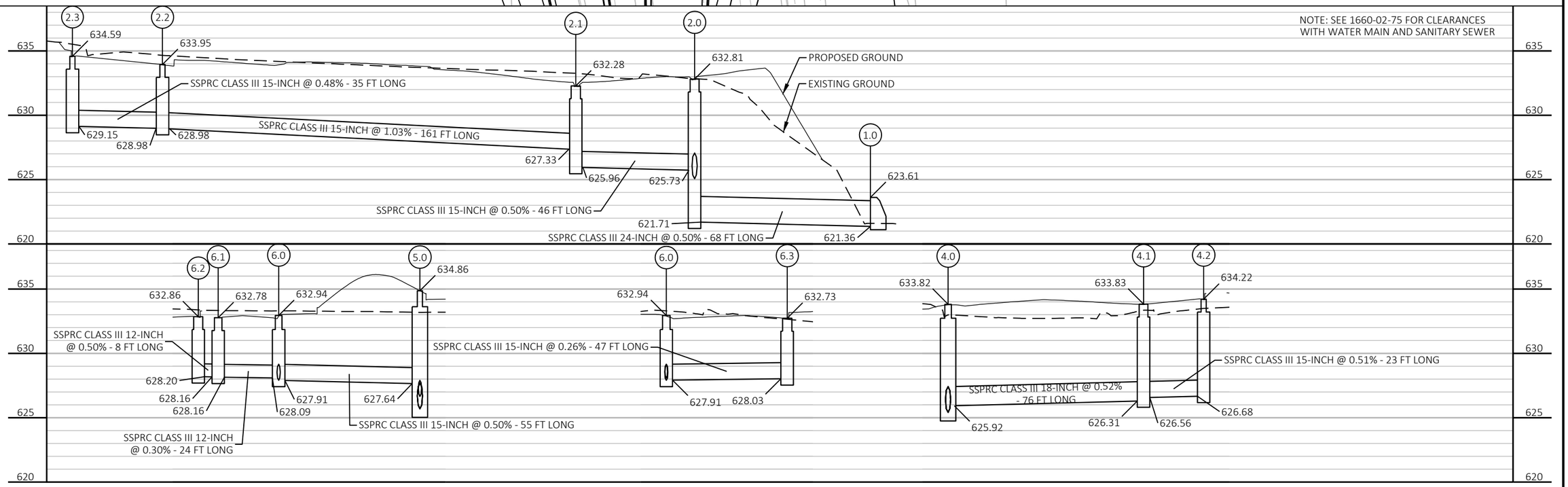
PROJECT NO: 1660-02-73	HWY: USH 18	COUNTY: CRAWFORD	EROSION CONTROL	SHEET 57	E

FILE NAME : X:\PROJECTS\CRAWFORD\220077MW - 1660-02-03_USH 18 ROUNDABOUTS\DESIGN\C3D\SHEETSPLAN\022001-EC.DWG
LAYOUT NAME - 022001-ec (3)

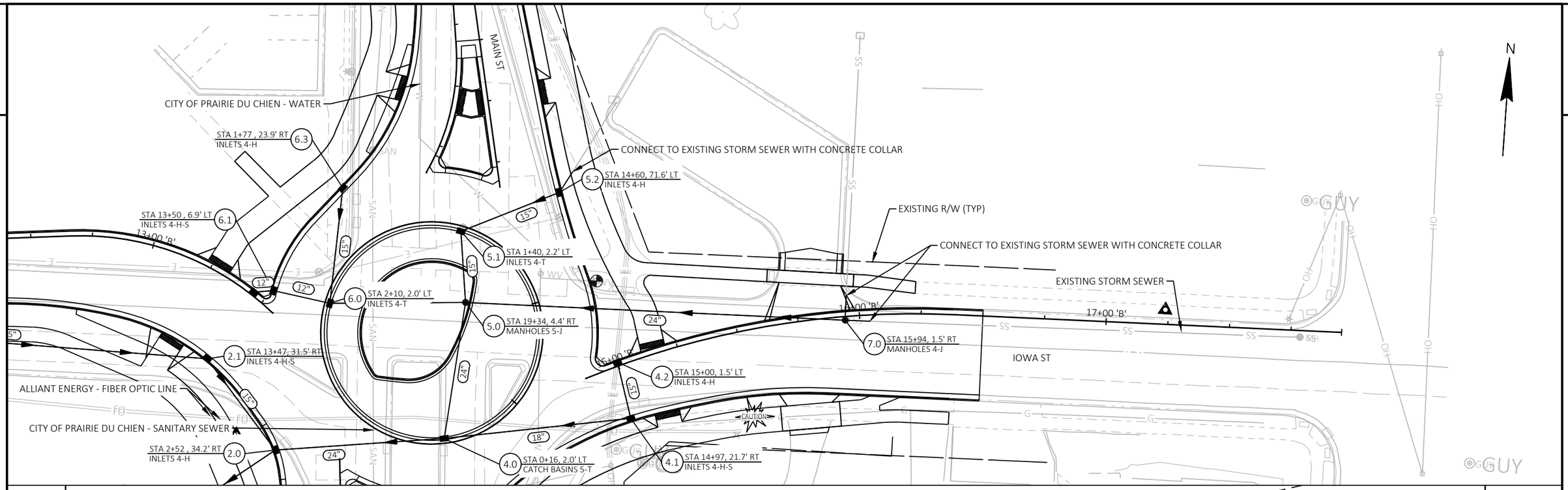
PLOT DATE : 1/13/2026 11:28 AM PLOT BY : KYLE WILLIAMS PLOT NAME : PLOT SCALE : 1 IN:40 FT

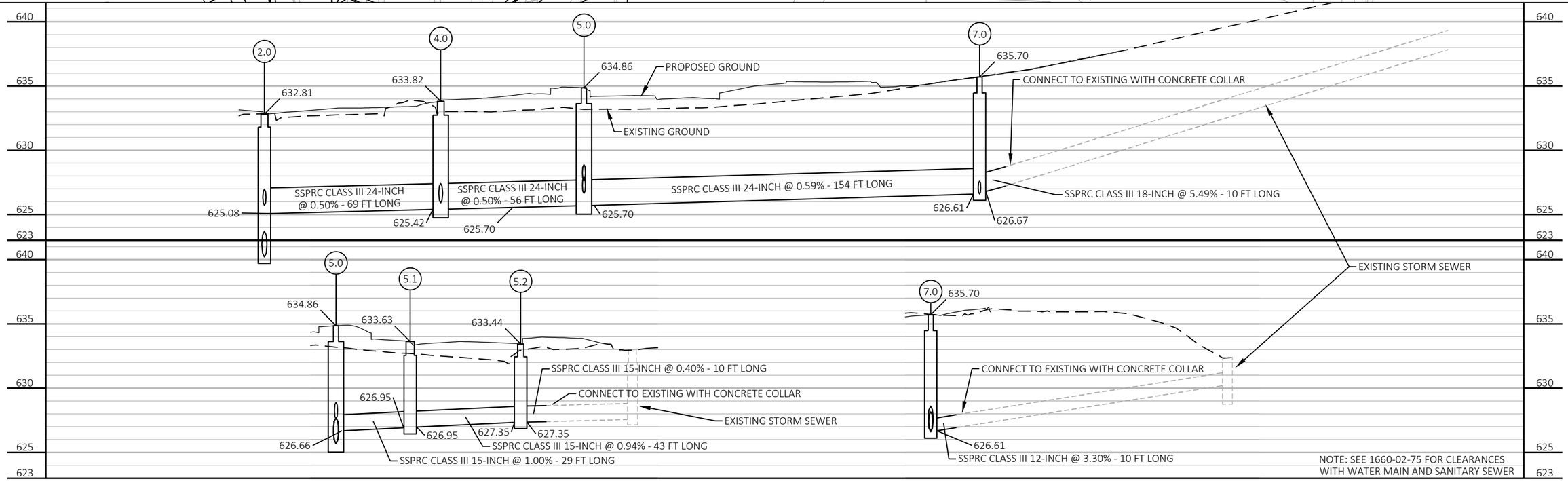
2





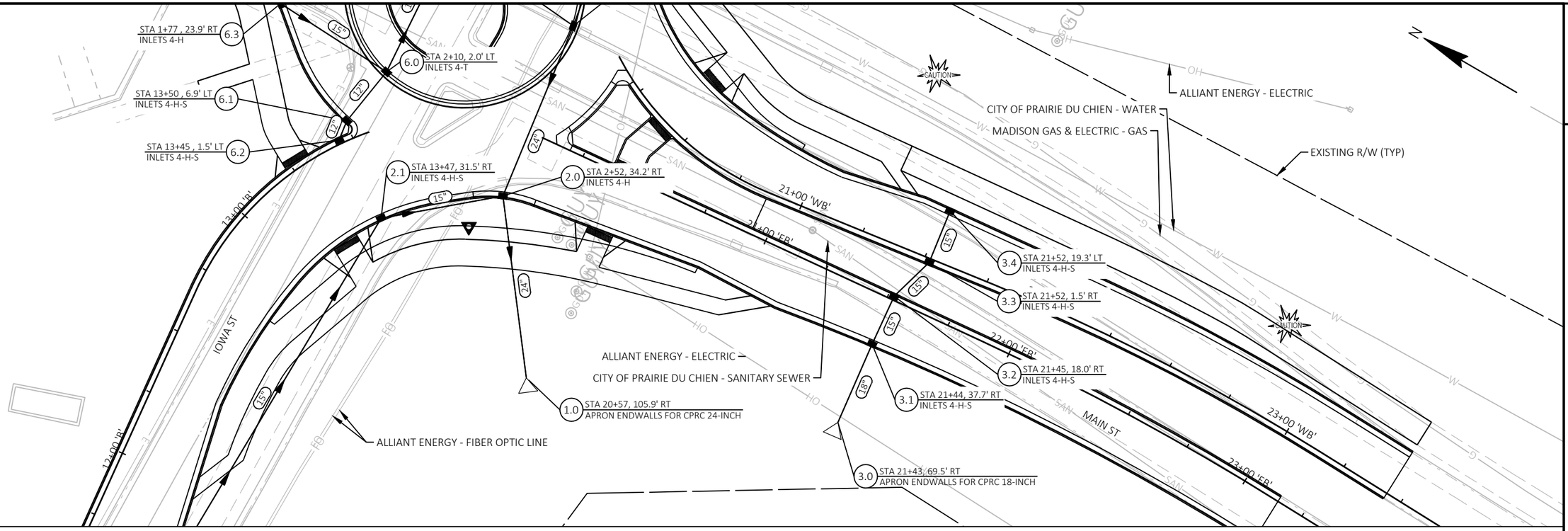
PROJECT NO: 1660-02-73	HWY: USH 18	COUNTY: CRAWFORD	STORM SEWER - USH 18	SHEET 58	E





PROJECT NO: 1660-02-73	HWY: USH 18	COUNTY: CRAWFORD	STORM SEWER - USH 18	SHEET 59	E

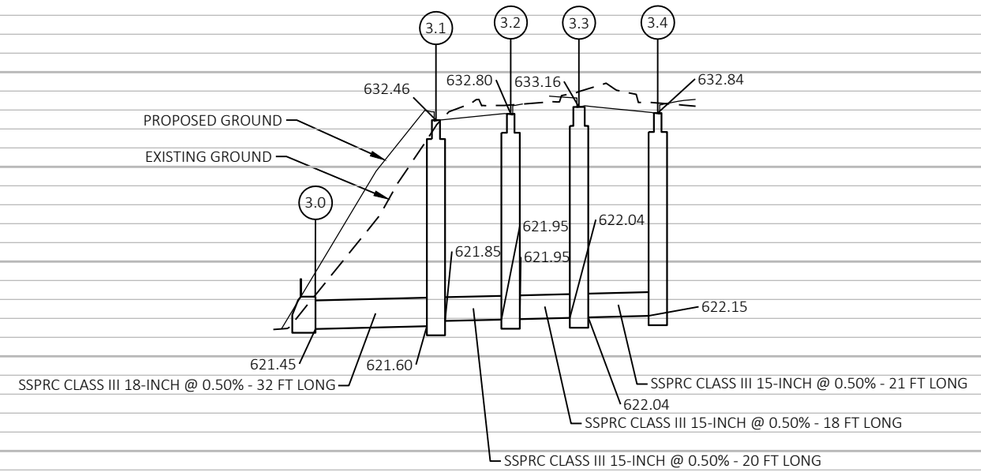
FILE NAME : X:\PROJECTS\CRAWFORD\220077MW - 1660-02-03_USH 18 ROUNDABOUTS\DESIGN\C3D\SHEETSPLAN\022501-SS.DWG
LAYOUT NAME - 022501-ss (2)
PLOT DATE : 1/13/2026 11:29 AM
PLOT BY : KYLE WILLIAMS
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 41



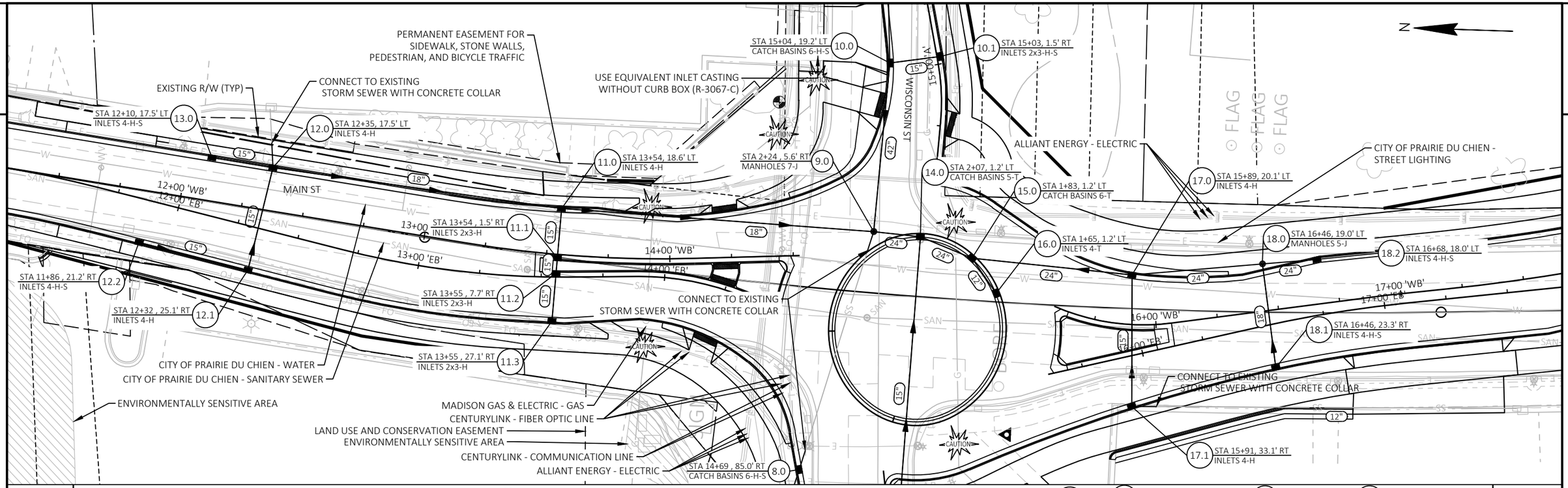
2

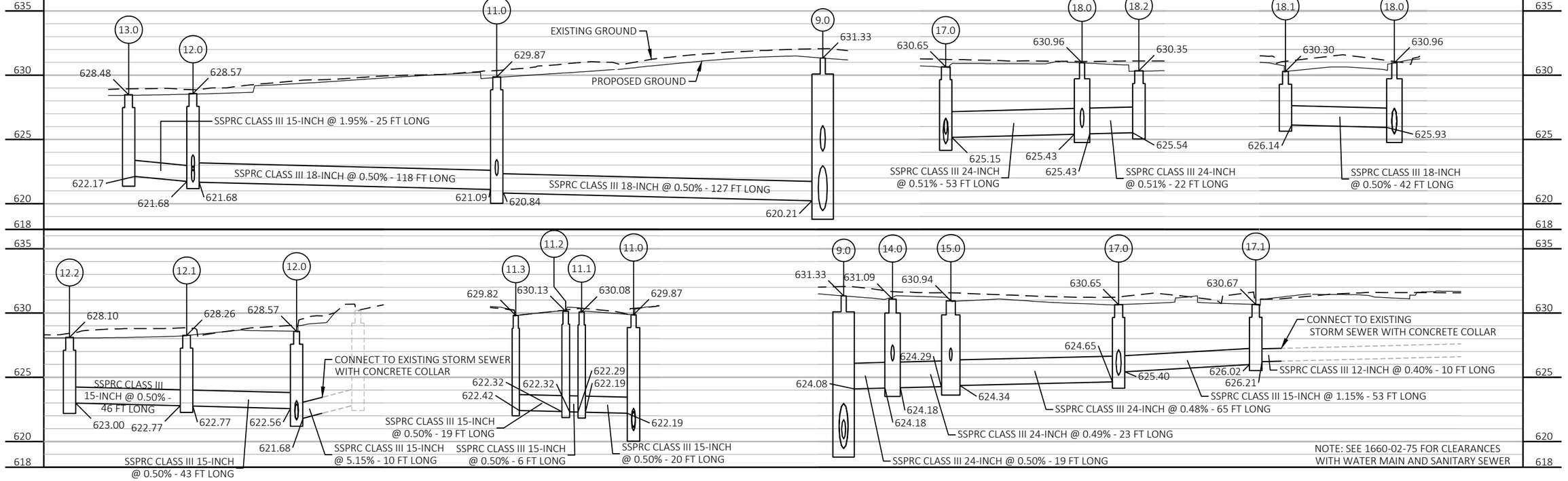
645
640
635
630
625
620
615
610

NOTE: SEE 1660-02-75 FOR CLEARANCES
WITH WATER MAIN AND SANITARY SEWER



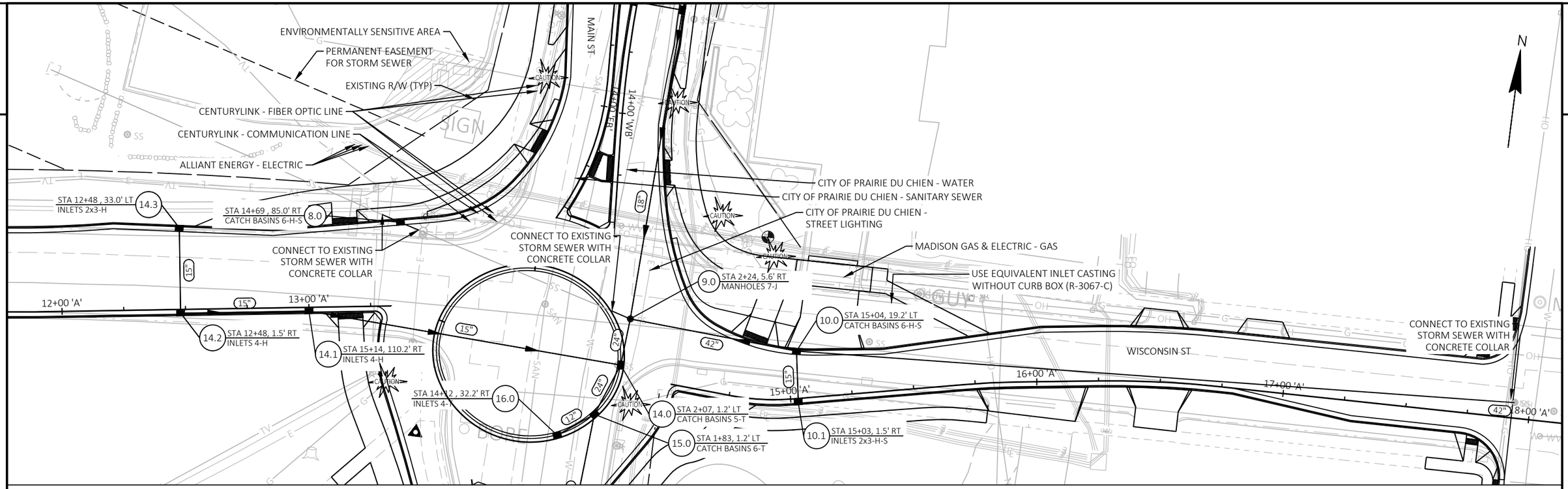
PROJECT NO: 1660-02-73	HWY: USH 18	COUNTY: CRAWFORD	STORM SEWER - USH 18	SHEET 60	E

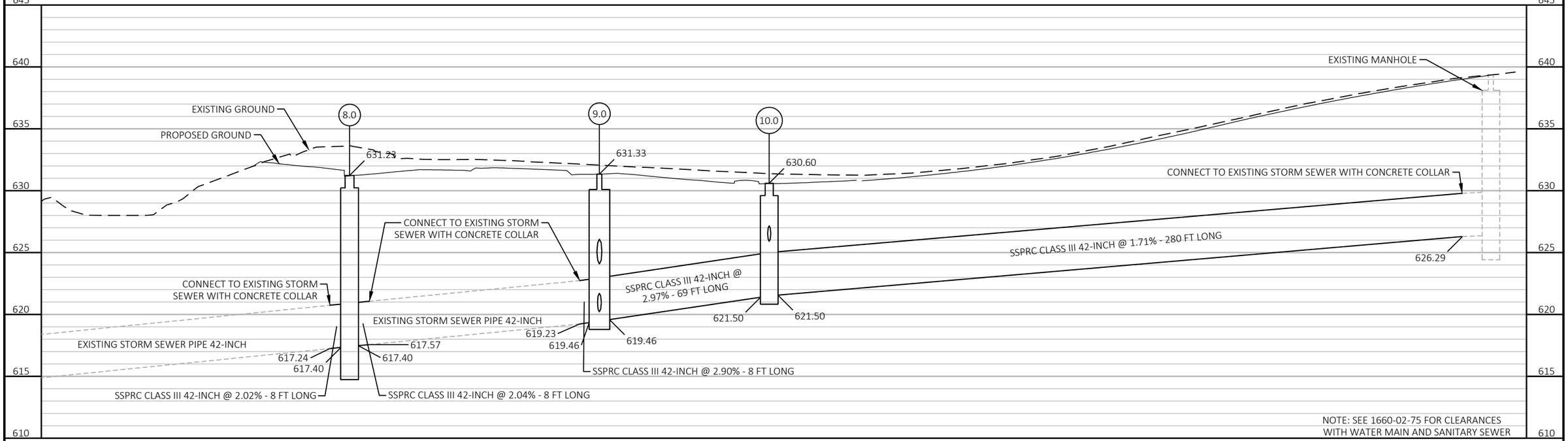




PROJECT NO: 1660-02-73	HWY: USH 18	COUNTY: CRAWFORD	STORM SEWER - USH 18	SHEET 61	E

FILE NAME : X:\PROJECTS\CRAWFORD\220077MW - 1660-02-03_USH 18 ROUNDABOUTS\DESIGN\C3D\SHEETSPLAN\022501-SS.DWG
LAYOUT NAME - 022501-ss (4)
PLOT DATE : 1/13/2026 11:29 AM PLOT BY : KYLE WILLIAMS PLOT NAME : PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 41

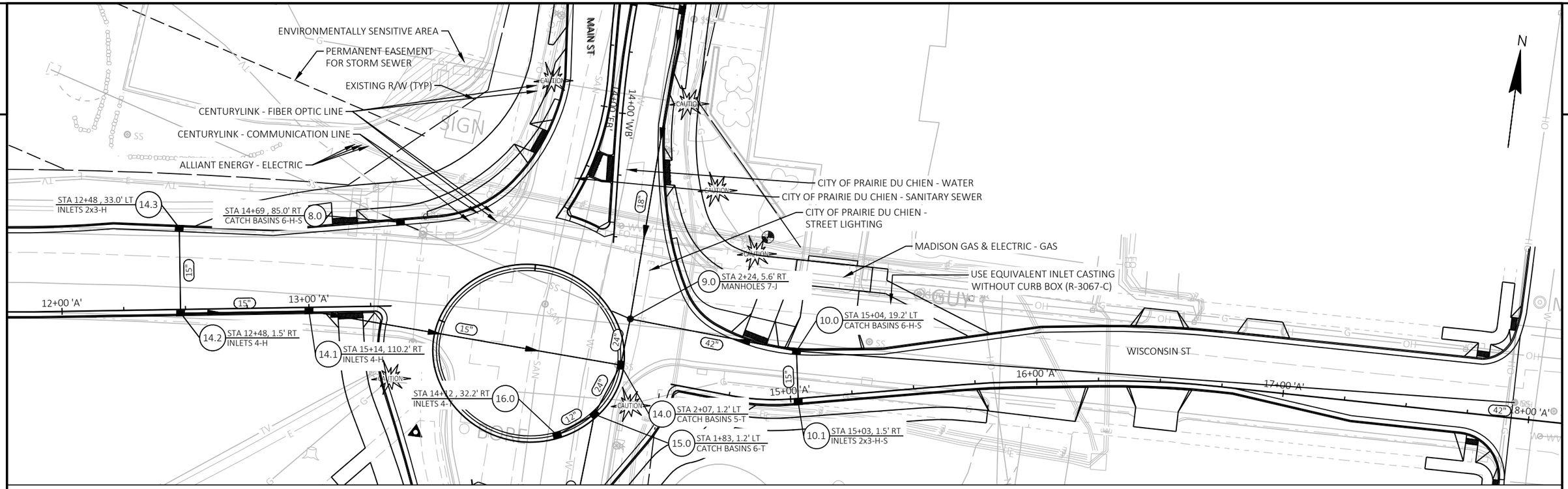


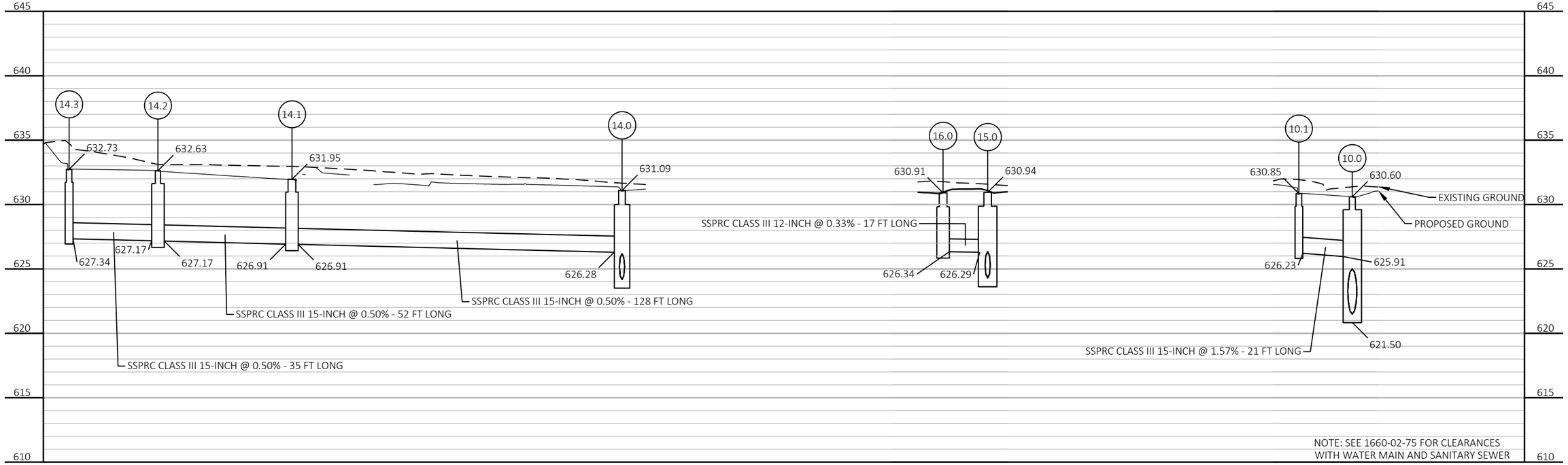


PROJECT NO: 1660-02-73	HWY: USH 18	COUNTY: CRAWFORD	STORM SEWER - USH 18	SHEET 62	E

FILE NAME : X:\PROJECTS\CRAWFORD\220077MW - 1660-02-03_USH 18 ROUNDABOUTS\DESIGN\C3D\SHEETSPLAN\022501-SS.DWG
LAYOUT NAME - 022501-ss (5)
PLOT DATE : 1/13/2026 11:30 AM
PLOT BY : KYLE WILLIAMS
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 41

2





PROJECT NO: 1660-02-73	HWY: USH 18	COUNTY: CRAWFORD	STORM SEWER - USH 18	SHEET 63	E

FILE NAME : X:\PROJECTS\CRAWFORD\220077MW - 1660-02-03_USH 18 ROUNDABOUTS\DESIGN\C3D\SHEETSPLAN\022501-SS.DWG
LAYOUT NAME - 022501-ss (6)
PLOT DATE : 1/13/2026 11:30 AM PLOT BY : KYLE WILLIAMS PLOT NAME : PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 41

2

N

STOP
ALL WAY
ESTR

1R-01
ATV ROUTE
REMOVE

GUY
GUY

171
172
173
174
Main Street

Blackhawk Ave

MATCH LINE STA 174+75

1R-02
ATV ROUTE
REMOVE

STOP
ALL WAY
ESTR

PROJECT NO: 1660-02-73	HWY: USH 18	COUNTY: CRAWFORD	SIGN REMOVALS	SHEET 64	E

FILE NAME : X:\PROJECTS\CRAWFORD\220077MW - 1660-02-03_USH 18 ROUNDABOUTS\DESIGN\C3D\SHEETSPLAN\023201-PS.DWG
LAYOUT NAME - 023201-ps (1)
PLOT DATE : 1/13/2026 11:30 AM
PLOT BY : KYLE WILLIAMS
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

2

N

2R-01 STOP
TRAFFIC FROM RIGHT DOES NOT STOP
REMOVE

2R-02 WEST 18 WEST 60
REMOVE

2R-03 Villa Louis Historic Site
REMOVE

2R-04 Marquette
REMOVE

2R-05 WEST 18 WEST 60
REMOVE

2R-08 STOP
TRAFFIC FROM RIGHT DOES NOT STOP
REMOVE

2R-06 DO NOT ENTER / ONE WAY
REMOVE

2R-10 STOP
TRAFFIC FROM RIGHT DOES NOT STOP
REMOVE

2R-07
REMOVE

REMOVED BY OTHERS

2R-14 ONE WAY / STOP / ONE WAY
TRAFFIC FROM LEFT DOES NOT STOP
S MAIN ST
W WISCONSIN ST
REMOVE

2R-13
REMOVE

2R-12 ONE WAY / STOP
TRAFFIC FROM RIGHT DOES NOT STOP
REMOVE

2R-11
REMOVE

2R-09
REMOVE

MATCH LINE STA 174+75

MATCH LINE STA 180+75

Wisconsin Street

USH 18/Main Street

USH 18/Iowa Street

15'A' 14'A' 13'A' 12'A'

15'B' 14'B' 13'B' 12'B'

175 176 177 178 179 180

GUY BORE SIGN FLAG IP

PROJECT NO: 1660-02-73	HWY: USH 18	COUNTY: CRAWFORD	SIGN REMOVALS	SHEET 65	E

FILE NAME : X:\PROJECTS\CRAWFORD\220077MW - 1660-02-03_USH 18 ROUNDABOUTS\DESIGN\C3D\SHEETSPLAN\023201-PS.DWG
LAYOUT NAME - 023201-ps (2)
PLOT DATE : 1/13/2026 11:30 AM PLOT BY : KYLE WILLIAMS PLOT NAME : PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

N

3R-01
NORTH 27
REMOVE

3R-02
ATV ROUTE
REMOVE

3R-03
Eastman
REMOVE

3R-04
REMOVE

3R-05
WEST 18 | WEST 60 | NORTH 27
REMOVE

SEPV
GUY
IP
CATV

MATCH LINE STA 180+75

181 182 183 184 185 186

USH 18/Main Street

3R-06
ATV ROUTE
REMOVE

3R-07
EAST 18 | EAST 60
REMOVE

3R-08
SPEED LIMIT 35
REMOVE

ADOPT A HIGHWAY
LDS CHURCH
PRAIRIE DU CHIEN BRANCH
ESTR

JCT 27
ESTR

PROJECT NO: 1660-02-73	HWY: USH 18	COUNTY: CRAWFORD	SIGN REMOVALS	SHEET 66	E

FILE NAME : X:\PROJECTS\CRAWFORD\220077MW - 1660-02-03_USH 18 ROUNDABOUTS\DESIGN\C3D\SHEETSPLAN\023201-PS.DWG
LAYOUT NAME - 023201-ps (3)
PLOT DATE : 1/13/2026 11:30 AM PLOT BY : KYLE WILLIAMS PLOT NAME : PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

N

4R-01

Villa Louis Historic Site

REMOVE

4R-02

Wisconsin Welcome Center

REMOVE

SPEED LIMIT 25

REMOVE

4R-03

WRONG WAY

REMOVE

ENGINE BRAKE MUFFLERS REQUIRED

REMOVED BY OTHERS

MATCH LINE STA 13+25

10'B'

11'B'

12'B'

13'B'

USH 18/Iowa Street

4R-04

ONLY ONLY

REMOVE

4R-05

Eastman

Bridgeport

Madison

REMOVE

4R-06

NORTH EAST EAST

27 18 60

REMOVE

IP

2

PROJECT NO: 1660-02-73	HWY: USH 18	COUNTY: CRAWFORD	SIGN REMOVALS	SHEET 67	E

FILE NAME : X:\PROJECTS\CRAWFORD\220077MW - 1660-02-03_USH 18 ROUNDABOUTS\DESIGN\C3D\SHEETSPLAN\023201-PS.DWG
LAYOUT NAME - 023201-ps (4)

PLOT DATE : 1/13/2026 11:30 AM PLOT BY : KYLE WILLIAMS PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

N

5R-01
DO NOT ENTER
REMOVE

5R-02
WRONG WAY
REMOVE

5R-03
ONE WAY
REMOVE

5R-04
SPEED LIMIT 25
REMOVE

DO NOT ENTER
ESTR

USH 18/Main Street

179

Prairie Street

GUY

IP

14'B' 15'B' 16'B' 17'B' 18'B'

181

5R-05
SPEED LIMIT 25
REMOVE

NORTH 27
NO PARKING
NOV 15 - MARCH 30
1:00 AM - 6:00 AM
ESTR

DO NOT ENTER

5R-07
YIELD
REMOVE

5R-06
REMOVE

SEPV

MATCH LINE STA 13+25

PROJECT NO: 1660-02-73	HWY: USH 18	COUNTY: CRAWFORD	SIGN REMOVALS	SHEET 68	E

FILE NAME : X:\PROJECTS\CRAWFORD\220077MW - 1660-02-03_USH 18 ROUNDABOUTS\DESIGN\C3D\SHEETSPLAN\023201-PS.DWG
LAYOUT NAME - 023201-ps (5)
PLOT DATE : 1/13/2026 11:30 AM PLOT BY : KYLE WILLIAMS PLOT NAME : PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

N

6R-01

Marquette 2

REMOVE

ESTR

6R-02

ADOPT A HIGHWAY

MCDONALD'S PRAIRIE DU CHIEN

REMOVE

6R-03

WEST WEST

18 60

REMOVE

6R-04

NO ATV TRAFFIC

REMOVE

IP

IP

IP

IP

SIGN

ANT

Main Street

174

175

176

177

MATCH LINE STA 15+00

10'A'

11'A'

12'A'

13'A'

14'A'

15

USH 18/Wisconsin Street

6R-05

EAST EAST WEST WEST

18 60 18 60

REMOVE

ESTR

6R-06

DO NOT ENTER

ONE WAY

REMOVE

6R-07

DO NOT ENTER

ONE WAY

REMOVE

BORE

FLAG

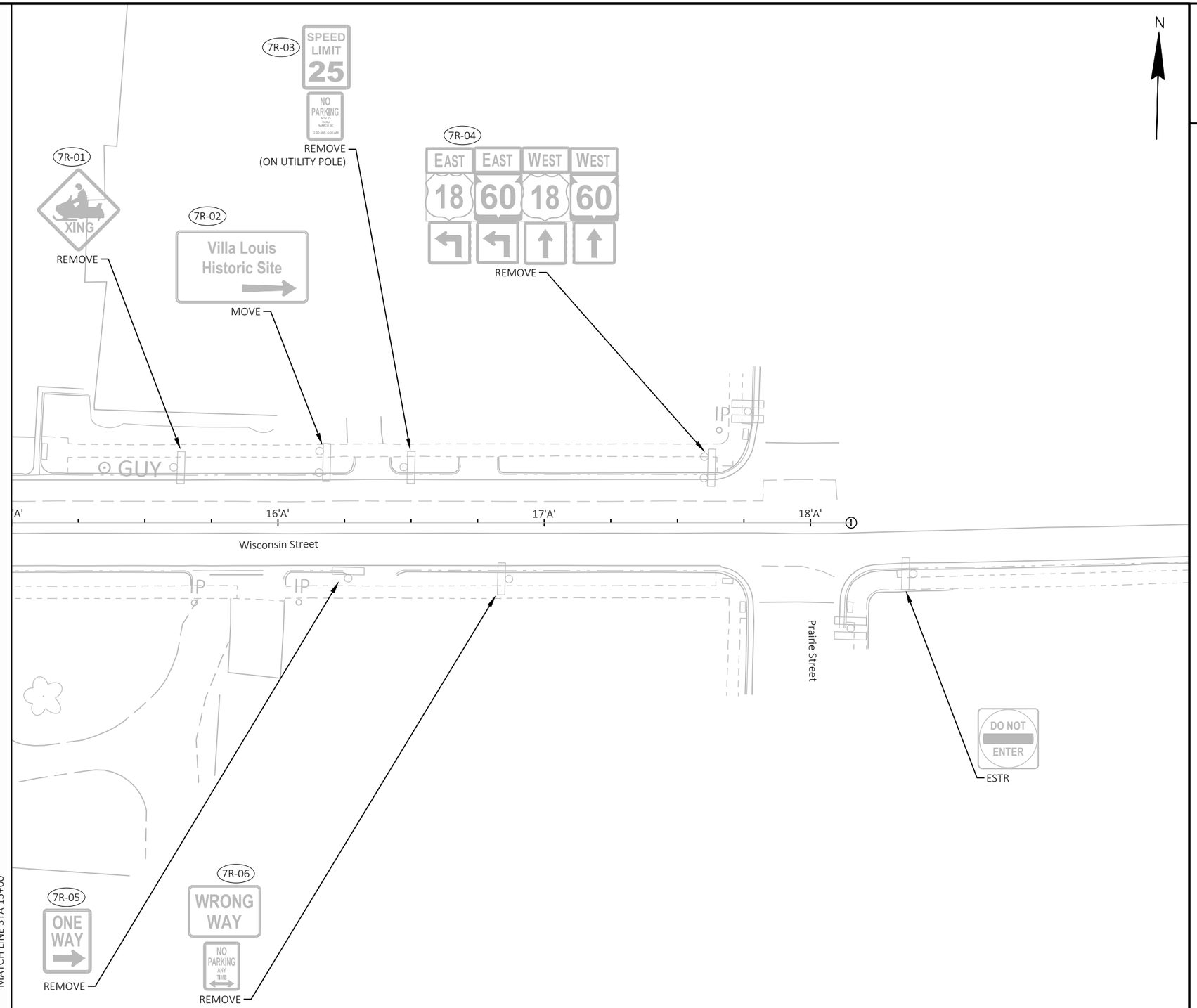
FLAG

FLAG

2

PROJECT NO: 1660-02-73	HWY: USH 18	COUNTY: CRAWFORD	SIGN REMOVALS	SHEET 69	E

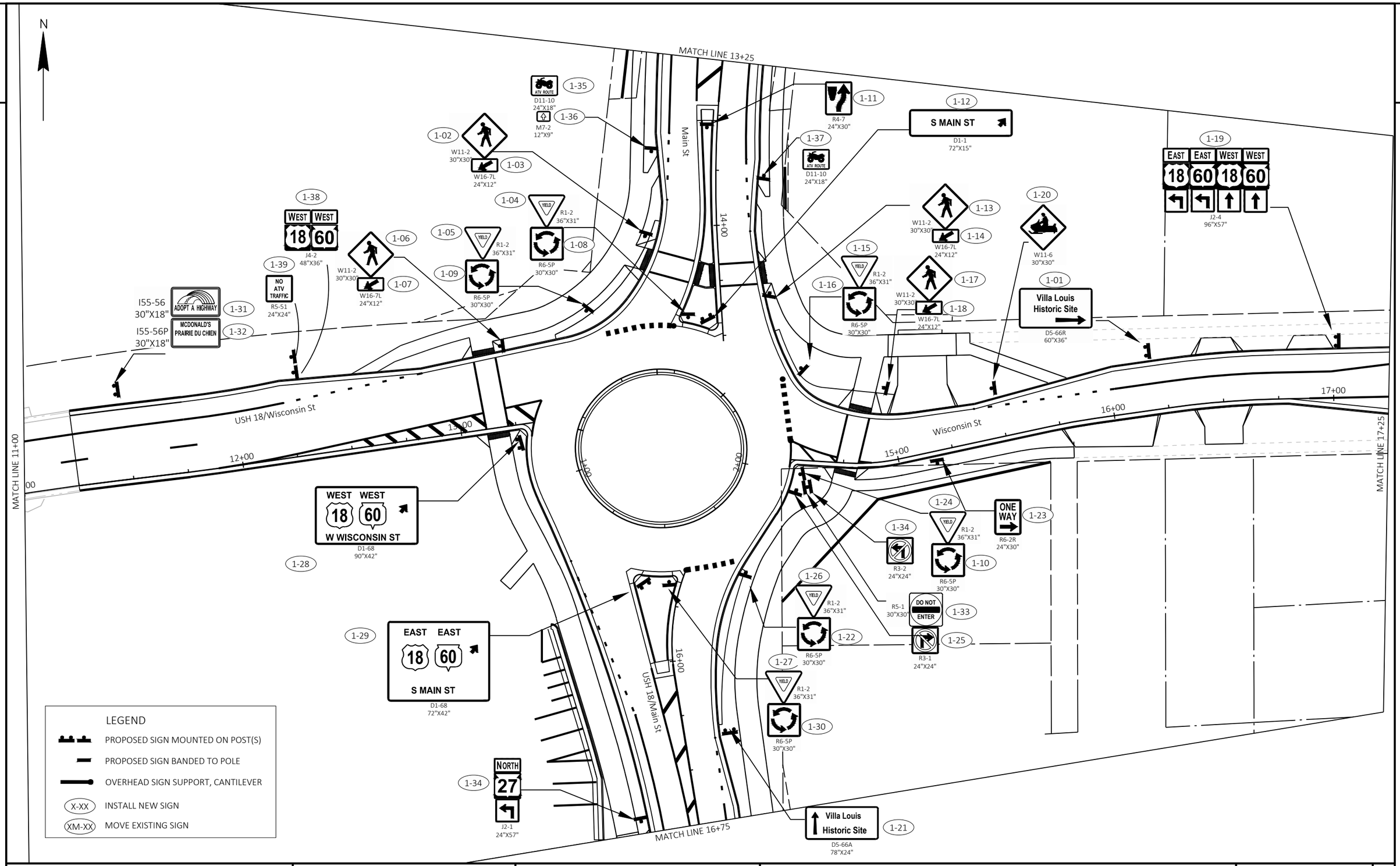
FILE NAME : X:\PROJECTS\CRAWFORD\220077MW - 1660-02-03_USH 18 ROUNDABOUTS\DESIGN\C3D\SHEETSPLAN\023201-PS.DWG
LAYOUT NAME - 023201-ps (6)
PLOT DATE : 1/13/2026 11:30 AM PLOT BY : KYLE WILLIAMS PLOT NAME : PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42



2

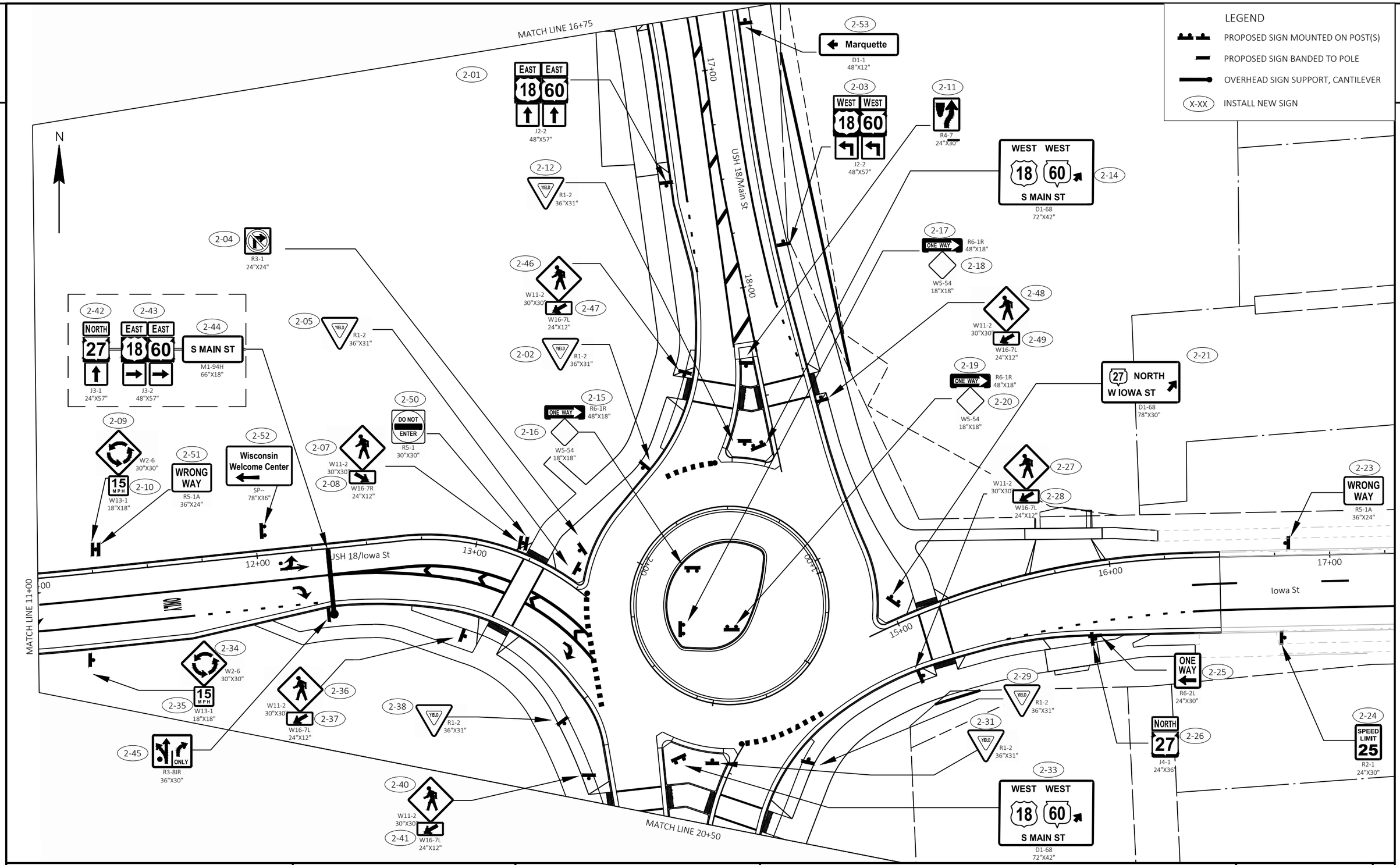
PROJECT NO: 1660-02-73	HWY: USH 18	COUNTY: CRAWFORD	SIGN REMOVALS	SHEET 70	E

FILE NAME : X:\PROJECTS\CRAWFORD\220077MW - 1660-02-03_USH 18 ROUNDABOUTS\DESIGN\C3D\SHEETSPLAN\023201-PS.DWG
LAYOUT NAME - 023201-ps (7)
PLOT DATE : 1/13/2026 11:30 AM
PLOT BY : KYLE WILLIAMS
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42



PROJECT NO: 1660-02-73	HWY: USH 18	COUNTY: CRAWFORD	PERMANENT SIGNING	SHEET 71	E

FILE NAME : X:\PROJECTS\CRAWFORD\220077MW - 1660-02-03_USH 18 ROUNDABOUTS\DESIGN\C3D\SHEETSPLAN\023202-PS.DWG
LAYOUT NAME - 023202-ps (1)
PLOT DATE : 1/13/2026 11:31 AM PLOT BY : KYLE WILLIAMS PLOT NAME : PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42



PROJECT NO: 1660-02-73	HWY: USH 18	COUNTY: CRAWFORD	PERMANENT SIGNING	SHEET 72	E

2

N

MATCH LINE 20+50

3-01
EAST EAST
18 60
J4-2
48"X36"

USH 18/Main St

21+00

3-03
W11-2
30"X30"

3-04
W16-7L
24"X12"

3-05
NORTH
27
J3-1
24"X57"

3-02
SPEED LIMIT
35
R2-1
24"X30"

22+00

3-13
Marquette
Eastman
D1-1
72"X30"

3-11
ATV ROUTE
D11-10
24"X18"

3-12
M7-2
12"X9"

3-10
ATV ROUTE
D11-10
24"X18"

23+00

3-06
W2-6
30"X30"

3-07
15 MPH
W13-1
18"X18"

LEGEND

- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN BANDED TO POLE
- OVERHEAD SIGN SUPPORT, CANTILEVER
- X-XX INSTALL NEW SIGN

N

2

11+00

Main St

12+00

3-08
W2-6
30"X30"

3-09
15 MPH
W13-1
18"X18"

13+00

MATCH LINE 13+25

PROJECT NO: 1660-02-73	HWY: USH 18	COUNTY: CRAWFORD	PERMANENT SIGNING	SHEET 73	E

FILE NAME : X:\PROJECTS\CRAWFORD\220077MW - 1660-02-03_USH 18 ROUNDABOUTS\DESIGN\C3D\SHEETSPLAN\023202-PS.DWG
LAYOUT NAME - 023202-ps (3)

PLOT DATE : 1/13/2026 11:31 AM PLOT BY : KYLE WILLIAMS PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

N

4-05

MARQUETTE 2

D2-1
78"X15"

USH 18/Wisconsin St

11+

MATCH LINE 11+00

N

Villa Louis
Historic Site

4-06

D5-66L
60"X36"

USH 18/Iowa St

11+

MATCH LINE 11+00

Eastman

Bridgeport
Madison

4-07

D1-3
78"X36"

2

LEGEND

- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN BANDED TO POLE
- OVERHEAD SIGN SUPPORT, CANTILEVER
- X-XX INSTALL NEW SIGN

N

4-01

W2-6
30"X30"

15 MPH

4-02

W13-1
18"X18"

MATCH LINE 17+25

Wisconsin St

18+00

4-03

LEFT LANE
MUST
TURN LEFT

R3-7L
30"X30"

4-04

LEFT LANE
MUST
TURN LEFT

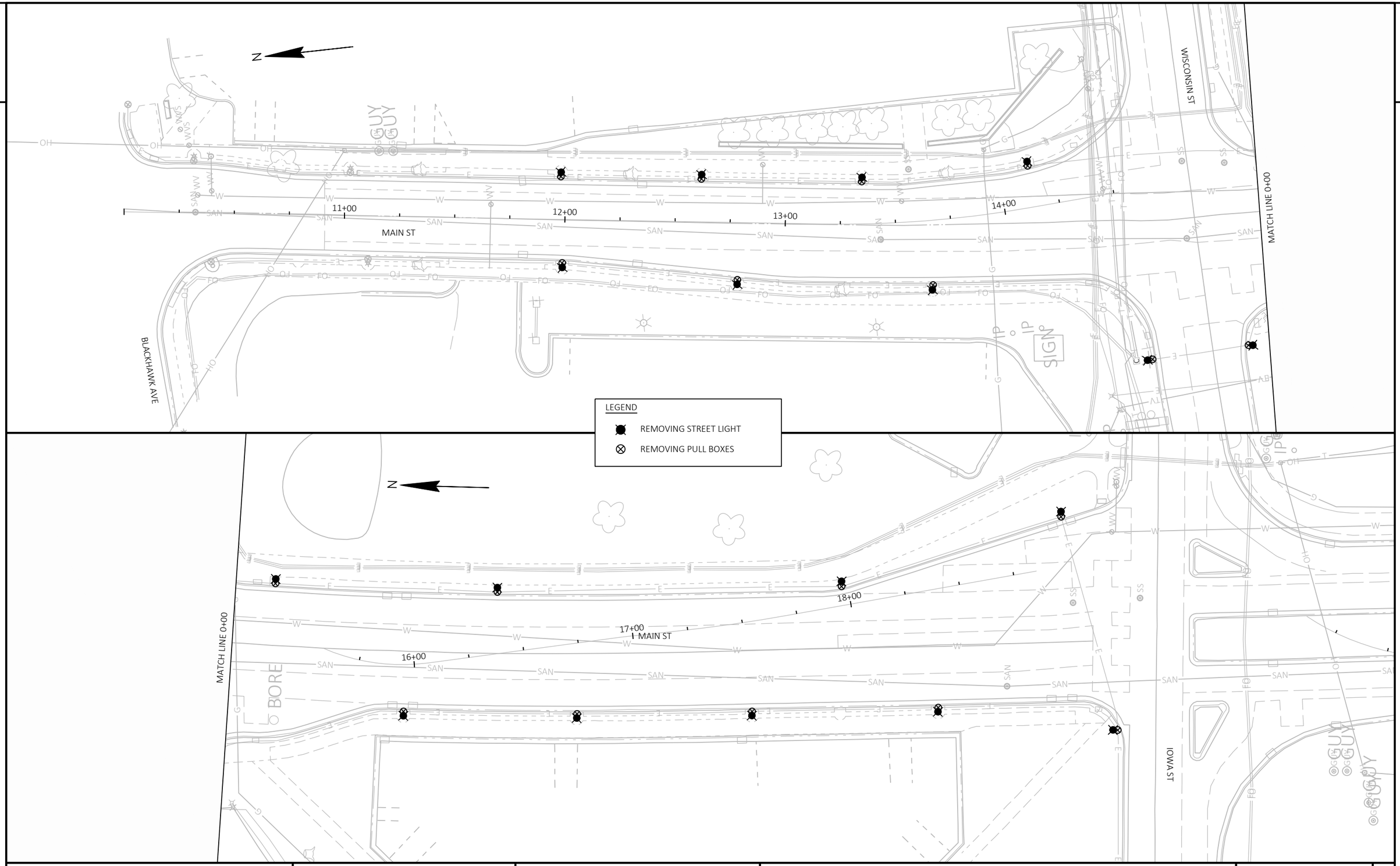
R3-7L
30"X30"

PROJECT NO: 1660-02-73	HWY: USH 18	COUNTY: CRAWFORD	PERMANENT SIGNING	SHEET 74	E

FILE NAME : X:\PROJECTS\CRAWFORD\220077MW - 1660-02-03_USH 18 ROUNDABOUTS\DESIGN\C3D\SHEETSPLAN\023202-PS.DWG
LAYOUT NAME - 023202-ps (4)

PLOT DATE : 1/13/2026 11:31 AM PLOT BY : KYLE WILLIAMS PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

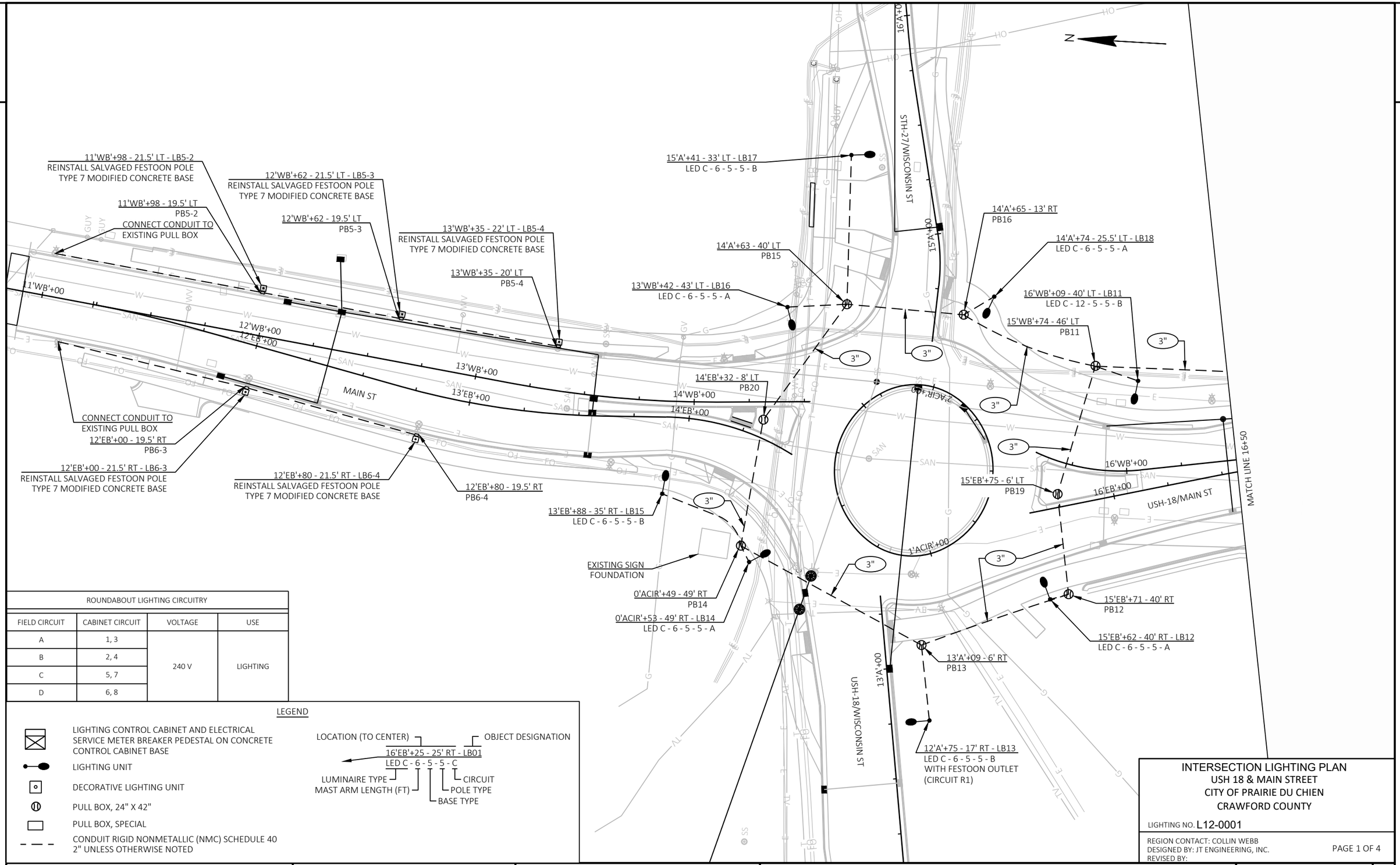


PROJECT NO: 1660-02-73	HWY: USH 18	COUNTY: CRAWFORD	LIGHTING REMOVAL	SHEET 75	E

FILE NAME : X:\PROJECTS\CRAWFORD\220077MW - 1660-02-03_USH 18 ROUNDABOUTS\DESIGN\C3D\SHEETSPLAN\023401-LR.DWG
LAYOUT NAME - 023401-lr

PLOT DATE : 1/13/2026 11:32 AM PLOT BY : KYLE WILLIAMS PLOT NAME : PLOT SCALE : 1 IN:40 FT

2



ROUNDABOUT LIGHTING CIRCUITRY			
FIELD CIRCUIT	CABINET CIRCUIT	VOLTAGE	USE
A	1, 3	240 V	LIGHTING
B	2, 4		
C	5, 7		
D	6, 8		

LEGEND

- LIGHTING CONTROL CABINET AND ELECTRICAL SERVICE METER BREAKER PEDESTAL ON CONCRETE CONTROL CABINET BASE
- LIGHTING UNIT
- DECORATIVE LIGHTING UNIT
- PULL BOX, 24" X 42"
- PULL BOX, SPECIAL
- CONDUIT RIGID NONMETALLIC (NMC) SCHEDULE 40 2" UNLESS OTHERWISE NOTED

LOCATION (TO CENTER) — OBJECT DESIGNATION
16'EB'+25 - 25' RT - LB01
LED C - 6 - 5 - 5 - C
LUMINAIRE TYPE
MAST ARM LENGTH (FT)
BASE TYPE
POLE TYPE
CIRCUIT

INTERSECTION LIGHTING PLAN
USH 18 & MAIN STREET
CITY OF PRAIRIE DU CHIEN
CRAWFORD COUNTY

LIGHTING NO. L12-0001

REGION CONTACT: COLLIN WEBB
DESIGNED BY: JT ENGINEERING, INC.
REVISED BY:

PAGE 1 OF 4

PROJECT NO: 1660-02-73	HWY: USH 18	COUNTY: CRAWFORD	LIGHTING PLAN	SHEET 76	E

ROUNDABOUT LIGHTING CIRCUITRY			
FIELD CIRCUIT	CABINET CIRCUIT	VOLTAGE	USE
A	1, 3	240 V	LIGHTING
B	2, 4		
C	5, 7		
D	6, 8		

N

IOWA ST

16'B'+00

15'B'+30 - 17' LT
PB07

15'B'+26 - 22' LT - LB07
LED C - 12 - 5 - 5 - B

0'BCIR'+52 - 49' RT
PB08

0'BCIR'+47 - 44' RT - LB08
LED C - 6 - 5 - 5 - A

0'BCIR'+45 - 50' RT
CONTROL CABINET A

15'B'+00

17'WB'+57 - 36' LT - LB09
LED C - 12 - 5 - 5 - B

1'BCIR'+10 - 45' LT - LB06
LED C - 6 - 5 - 5 - A

16'WB'+71 - 37' LT
PB10

16'WB'+74 - 35.5' LT - LB10
LED C - 12 - 5 - 5 - A

18'WB'+65 - 25' LT
PB06

20'WB'+49 - 46' LT
PB01

20'WB'+61 - 44' LT - LB01
LED C - 6 - 5 - 5 - C

1'BCIR'+00

17'WB'+54 - 21' LT
PB09

18'WB'+00

18'EB'+00

17'WB'+00

17'EB'+00

USH-18/MAIN ST

18'EB'+64 - 9' LT
PB18

20'EB'+51 - 6' LT
PB17

22'WB'+00

21'WB'+00

22'EB'+00

21'EB'+00

MATCH LINE 16+50

2'BCIR'+00

18'EB'+31 - 37' LT - LB05
LED C - 6 - 5 - 5 - C

18'EB'+54 - 43' RT
PB05

1'BCIR'+92 - 44' RT - LB04
LED C - 6 - 5 - 5 - D

1'BCIR'+95 - 27' RT
PB04

20'EB'+36 - 47' RT
PB02

20'EB'+12 - 54.6' RT - LB02
LED C - 6 - 5 - 5 - D

13'B'+11 - 48' RT
PB03

13'B'+00 - 55' RT - LB03
LED C - 6 - 5 - 5 - C
WITH FESTOON OUTLET
(CIRCUIT R2)

13'B'+00

USH-18/IOWA ST

LEGEND

- LIGHTING CONTROL CABINET AND ELECTRICAL SERVICE METER BREAKER PEDESTAL ON CONCRETE CONTROL CABINET BASE
- LIGHTING UNIT
- DECORATIVE LIGHTING UNIT
- PULL BOX, 24" X 42"
- PULL BOX, SPECIAL
- CONDUIT RIGID NONMETALLIC (NMC) SCHEDULE 40 2" UNLESS OTHERWISE NOTED

LOCATION (TO CENTER) — OBJECT DESIGNATION
16'EB'+25 - 25' RT - LB01
LED C - 6 - 5 - 5 - C
LUMINAIRE TYPE — CIRCUIT
MAST ARM LENGTH (FT) — POLE TYPE
BASE TYPE

INTERSECTION LIGHTING PLAN
USH 18 & MAIN STREET
CITY OF PRAIRIE DU CHIEN
CRAWFORD COUNTY

LIGHTING NO. L12-0001

REGION CONTACT: COLLIN WEBB
DESIGNED BY: JT ENGINEERING, INC.
REVISED BY:

PAGE 2 OF 4

PROJECT NO: 1660-02-73	HWY: USH 18	COUNTY: CRAWFORD	LIGHTING PLAN	SHEET 77	E

FILE NAME : X:\PROJECTS\CRAWFORD\220077MW - 1660-02-03_USH 18 ROUNDABOUTS\DESIGN\C3D\SHEETSPLAN\023601-LP.DWG
LAYOUT NAME - 023601-lp (2)

PLOT DATE : 1/13/2026 11:32 AM PLOT BY : KYLE WILLIAMS PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

REINSTALLED DECORATIVE POLE NOTES:

1. CONNECT TO EXISTING WIRING IN NEAREST EXISTING PULLBOX AS NOTED ON THE PLANS.
2. LIGHTING POWER SUPPLY SHALL CONSIST OF TWO HOT WIRES (CODED BLACK AND RED).
3. FESTOON POWER SUPPLY CIRCUITS SHALL CONSIST OF TWO HOT WIRES (CODED BLACK AND RED) AND ONE NEUTRAL WIRE (CODED WHITE). EACH POLE SHALL USE THE WHITE NEUTRAL AND ONE HOT (RED OR BLACK) ALTERNATING BLACK OR RED WIRES. BEGIN ALTERNATING BASED ON THE NEAREST EXISTING POLE NOT REINSTALLED WITH THIS PROJECT.
4. GROUND SHALL CONSIST OF ONE WIRE (CODED GREEN).

1 = CONTROL CABINET A		
CONDUIT	1	3"
A	2	#10
B	2	#10
R1	2	10
GROUND	1	#10

2 = CONTROL CABINET A		
CONDUIT	1	3"
C	2	#10
D	2	#10
R2	2	#10
GROUND	1	#10

EXISTING CITY CONTROL CABINET		
CONDUIT	1	2"
LIGHTING	2	#6
FESTOON	3	#6
GROUND	1	#6

EXISTING CITY CONTROL CABINET		
CONDUIT	1	2"
LIGHTING	2	#6
FESTOON	2	#6
GROUND	1	#6

EXISTING CITY CONTROL CABINET		
CONDUIT	1	2"
LIGHTING	2	#6
FESTOON	3	#6
GROUND	1	#6

EXISTING CITY CONTROL CABINET		
CONDUIT	1	2"
LIGHTING	2	#6
FESTOON	2	#6
GROUND	1	#6

CONTROL CABINET A		
CONDUIT	1	2"
B	2	#10
GROUND	1	#10

CONTROL CABINET A		
CONDUIT	1	2"
A	2	#10
GROUND	3	#10

CONTROL CABINET A		
CONDUIT	1	3"
GROUND	1	#10

CONTROL CABINET A		
CONDUIT	1	3"
A	2	#10
B	2	#10
GROUND	1	#10

CONTROL CABINET A		
CONDUIT	1	2"
A	4	#10
GROUND	2	#10

CONTROL CABINET A		
CONDUIT	1	2"
B	6	#10
GROUND	3	#10

CONTROL CABINET A		
CONDUIT	1	3"
A	4	#10
B	2	#10
GROUND	1	#10

CONTROL CABINET A		
CONDUIT	1	2"
B	2	#10
GROUND	2	#10

CONTROL CABINET A		
CONDUIT	1	2"
A	2	#10
GROUND	2	#10

CONTROL CABINET A		
CONDUIT	1	3"
A	2	#10
B	2	#10
GROUND	1	#10

CONTROL CABINET A		
CONDUIT	1	2"
B	4	#10
GROUND	2	#10

CONTROL CABINET A		
CONDUIT	1	2"
A	4	#10
GROUND	2	#10

ROUNDABOUT LIGHTING CIRCUITRY			
FIELD CIRCUIT	CABINET CIRCUIT	VOLTAGE	USE
A	1, 3	240 V	LIGHTING
B	2, 4		
C	5, 7		
D	6, 8		

NOTE: ROUNDABOUT LIGHTING CIRCUITS SHALL CONSIST OF TWO HOT WIRES.

LEGEND

- LIGHTING CONTROL CABINET AND ELECTRICAL SERVICE METER BREAKER PEDESTAL ON CONCRETE CONTROL CABINET BASE
- LIGHTING UNIT
- DECORATIVE LIGHTING UNIT
- PULL BOX, 24" X 42"
- PULL BOX, SPECIAL
- CONDUIT RIGID NONMETALLIC (NMC) SCHEDULE 40 2" UNLESS OTHERWISE NOTED

CONTROL CABINET A			
CONDUIT	1	2"	← CONDUIT QUANTITY AND SIZE
B	6	#10	
GROUND	3	#10	

← SERVICE CABINET

SIZE (AWG) OF CONDUCTORS
QUANTITY
CIRCUIT

CONNECT CONDUIT TO EXISTING PULLBOX

CONNECT CONDUIT TO EXISTING PULLBOX

11'WB'+00
12'WB'+00
12'EB'+00
13'WB'+00
13'EB'+00
MAIN ST
16'WB'+00
16'EB'+00
USH-18/MAIN ST
1'ACIR'+00
2'ACIR'+00
3'ACIR'+00
15'A'+00
16'A'+00
STH-27/WISCONSIN ST
13'A'+00
USH-18/WISCONSIN ST
MATCH LINE 16+50

LB5-2 PB5-2 LB5-3 PB5-3 LB5-4 PB5-4
LB6-3 PB6-3 LB6-4 PB6-4
LB15 PB14 LB14
LB16 PB15 LB17
PB16 LB18
PB20
PB11 LB11
PB19
LB12 PB12
PB13 LB13

INTERSECTION LIGHTING PLAN
USH 18 & MAIN STREET
CITY OF PRAIRIE DU CHIEN
CRAWFORD COUNTY

LIGHTING NO. L12-0001

REGION CONTACT: COLLIN WEBB
DESIGNED BY: JT ENGINEERING, INC.
REVISED BY:

PAGE 3 OF 4

PROJECT NO: 1660-02-73	HWY: USH 18	COUNTY: CRAWFORD	LIGHTING PLAN	SHEET 78	E

FILE NAME : X:\PROJECTS\CRAWFORD\220077MW - 1660-02-03_USH 18 ROUNDABOUTS\DESIGN\C3D\SHEETSPLAN\023602-LP.DWG
LAYOUT NAME - 023601-lp (1)
PLOT DATE : 1/13/2026 11:32 AM PLOT BY : KYLE WILLIAMS PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

ROUNDABOUT LIGHTING CIRCUITRY			
FIELD CIRCUIT	CABINET CIRCUIT	VOLTAGE	USE
A	1, 3	240 V	LIGHTING
B	2, 4		
C	5, 7		
D	6, 8		

NOTE: ROUNDABOUT LIGHTING CIRCUITS SHALL CONSIST OF TWO HOT WIRES.

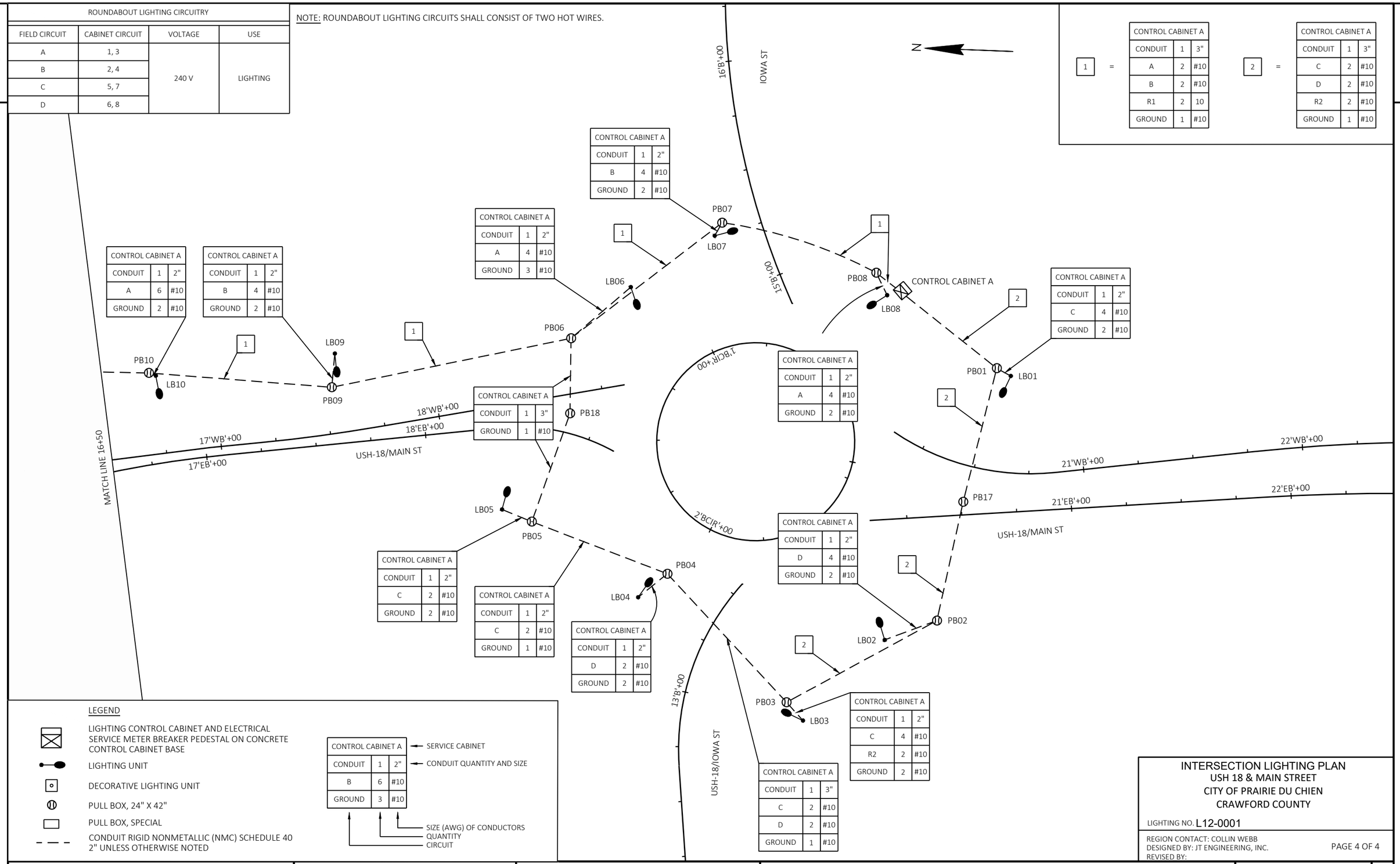
N

1 =

CONTROL CABINET A		
CONDUIT	1	3"
A	2	#10
B	2	#10
R1	2	10
GROUND	1	#10

2 =

CONTROL CABINET A		
CONDUIT	1	3"
C	2	#10
D	2	#10
R2	2	#10
GROUND	1	#10



CONTROL CABINET A		
CONDUIT	1	2"
A	6	#10
GROUND	2	#10

CONTROL CABINET A		
CONDUIT	1	2"
B	4	#10
GROUND	2	#10

CONTROL CABINET A		
CONDUIT	1	2"
A	4	#10
GROUND	3	#10

CONTROL CABINET A		
CONDUIT	1	2"
B	4	#10
GROUND	2	#10

CONTROL CABINET A		
CONDUIT	1	2"
A	4	#10
GROUND	2	#10

CONTROL CABINET A		
CONDUIT	1	2"
C	4	#10
GROUND	2	#10

CONTROL CABINET A		
CONDUIT	1	3"
GROUND	1	#10

CONTROL CABINET A		
CONDUIT	1	2"
C	2	#10
GROUND	2	#10

CONTROL CABINET A		
CONDUIT	1	2"
C	2	#10
GROUND	1	#10

CONTROL CABINET A		
CONDUIT	1	2"
D	2	#10
GROUND	2	#10

CONTROL CABINET A		
CONDUIT	1	2"
D	4	#10
GROUND	2	#10

CONTROL CABINET A		
CONDUIT	1	2"
C	4	#10
R2	2	#10
GROUND	2	#10

CONTROL CABINET A		
CONDUIT	1	3"
C	2	#10
D	2	#10
GROUND	1	#10

LEGEND

- LIGHTING CONTROL CABINET AND ELECTRICAL SERVICE METER BREAKER PEDESTAL ON CONCRETE CONTROL CABINET BASE
- LIGHTING UNIT
- DECORATIVE LIGHTING UNIT
- PULL BOX, 24" X 42"
- PULL BOX, SPECIAL
- CONDUIT RIGID NONMETALLIC (NMC) SCHEDULE 40 2" UNLESS OTHERWISE NOTED

CONTROL CABINET A		
CONDUIT	1	2"
B	6	#10
GROUND	3	#10

← SERVICE CABINET
← CONDUIT QUANTITY AND SIZE
SIZE (AWG) OF CONDUCTORS
QUANTITY
CIRCUIT

INTERSECTION LIGHTING PLAN
USH 18 & MAIN STREET
CITY OF PRAIRIE DU CHIEN
CRAWFORD COUNTY

LIGHTING NO. L12-0001

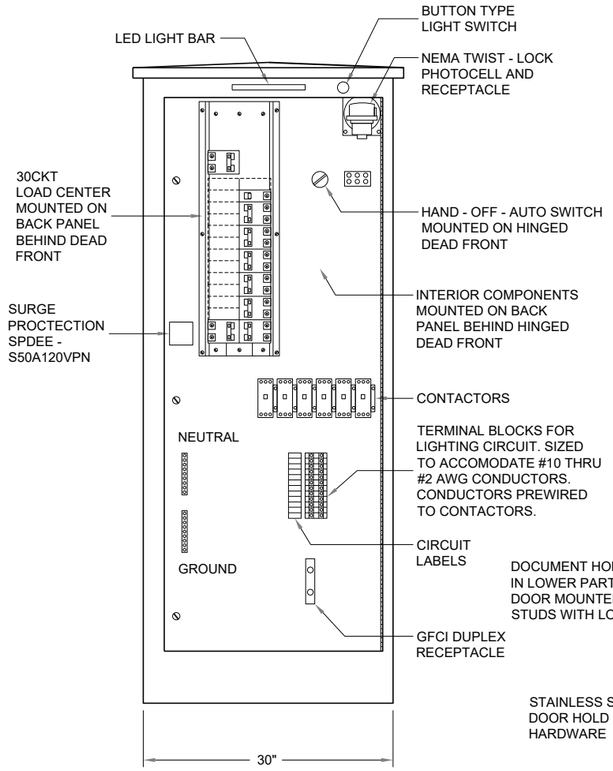
REGION CONTACT: COLLIN WEBB
DESIGNED BY: JT ENGINEERING, INC.
REVISED BY:

PAGE 4 OF 4

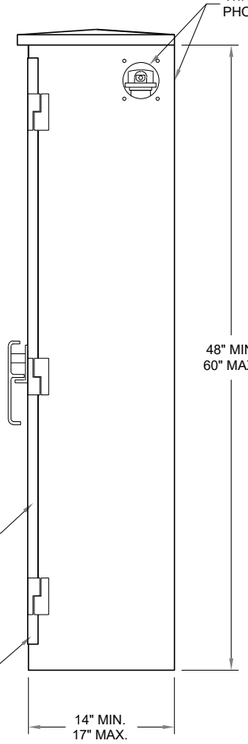
PROJECT NO: 1660-02-73	HWY: USH 18	COUNTY: CRAWFORD	LIGHTING PLAN	SHEET 79	E

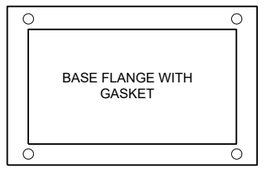
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LAYOUT NAME - 023601-lp (2)
PLOT DATE : 1/13/2026 11:32 AM PLOT BY : KYLE WILLIAMS PLOT NAME : PLOT SCALE : 1 IN:40 FT

FRONT INTERIOR ELEVATION

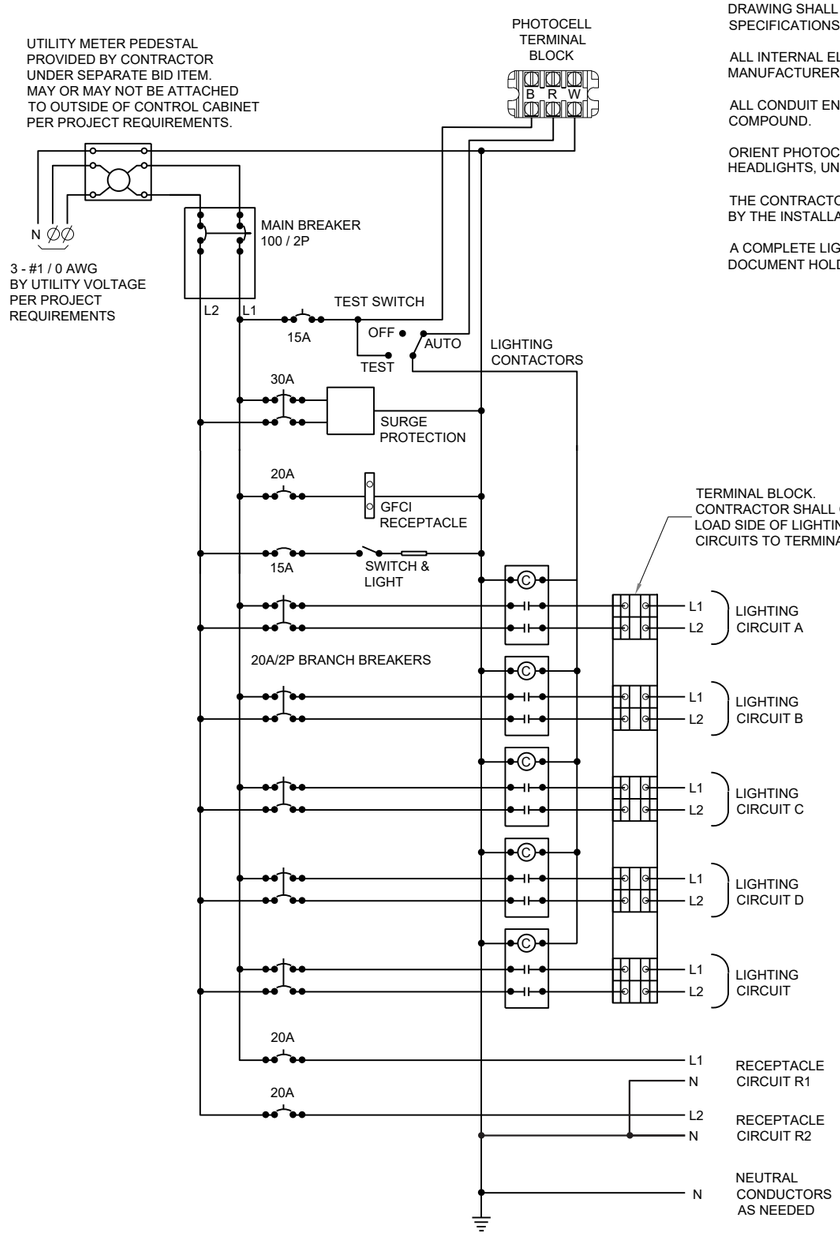


SIDE VIEW





LIGHTING CONTROL CABINET



CONTROL CABINET SCHEMATIC

GENERAL NOTES

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

ALL INTERNAL ELECTRICAL COMPONENTS WILL BE PRE - WIRED BY THE CABINENT MANUFACTURER.

ALL CONDUIT ENTRIES SHALL BE SEALED WITH AN APPROPRIATE DUCT SEALING COMPOUND.

ORIENT PHOTOCELL AWAY FROM AMBIENT LIGHT SOURCES AND ONCOMING TRAFFIC HEADLIGHTS, UNLESS OTHERWISE CALLED FOR IN THE SPECIAL PROVISION.

THE CONTRACTOR SHALL TOUCH UP ANY DAMAGE TO THE ANODIZED FINISH CAUSED BY THE INSTALLATION PROCESS. COLOR MATCH PAINT SHALL BE USED.

A COMPLETE LIGHTING OR ELECTRICAL PLAN SHALL BE SECURELY PLACED IN THE DOCUMENT HOLDER ATTACHED TO THE DOOR.

2

2

N

MATCH LINE 13+25

MAIN ST

USH 18/WISCONSIN ST

WISCONSIN ST

USH 18/MAIN ST

MATCH LINE 11+00

MATCH LINE 17+25

MATCH LINE 16+75

EXISTING PARKING STALL MARKINGS TO BE REMOVED

12+00 +88.80 0.00'

13+00 +21.90 -25.10' LT

+22.70 -13.12' LT

15+00 +87.77 0.00'

16+00

17+00 +02.09 -12.00' LT

1+00

2+00

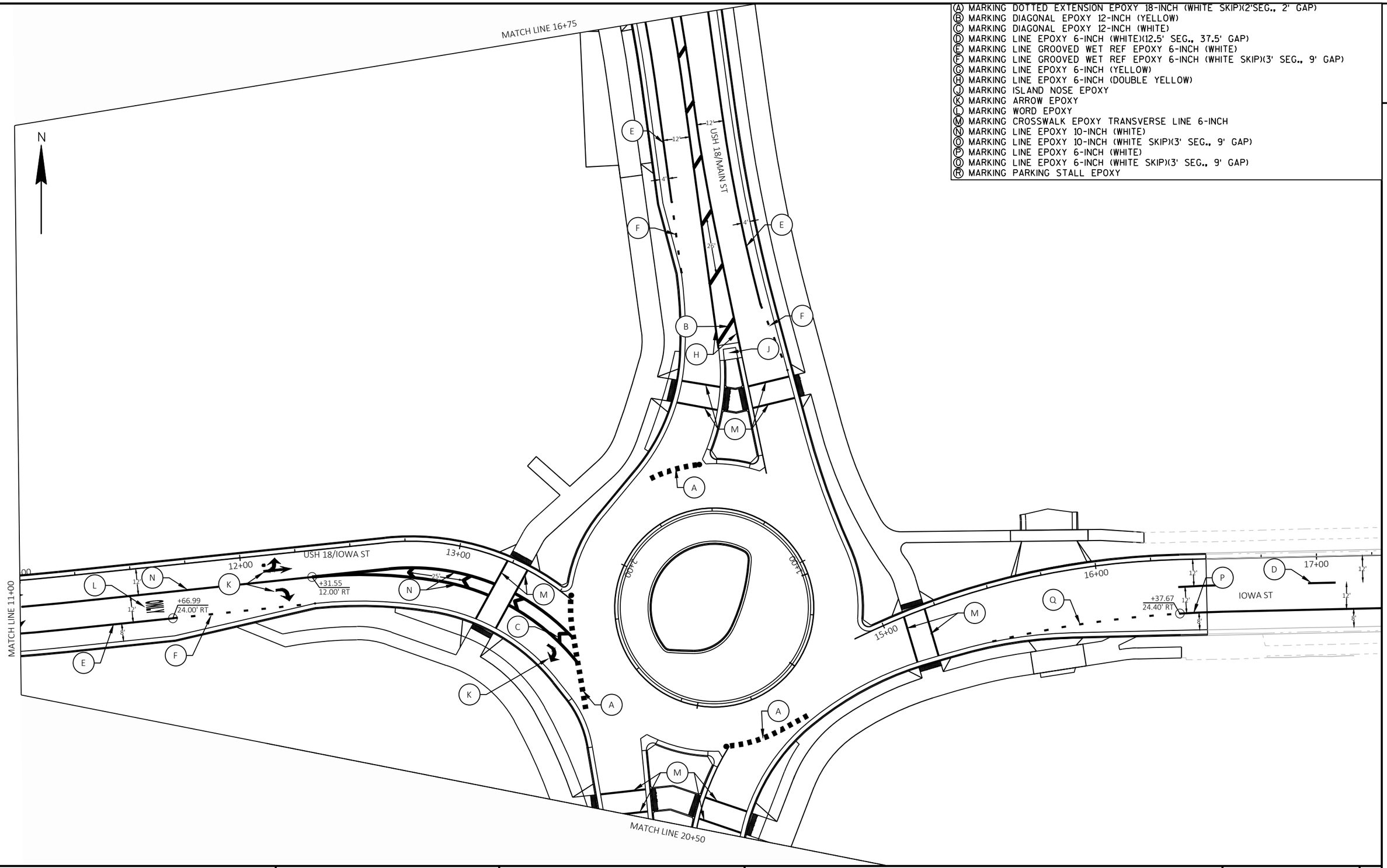
Ⓐ MARKING DOTTED EXTENSION EPOXY 18-INCH (WHITE SKIP)(2'SEG., 2' GAP)
Ⓑ MARKING DIAGONAL EPOXY 12-INCH (YELLOW)
Ⓒ MARKING DIAGONAL EPOXY 12-INCH (WHITE)
Ⓓ MARKING LINE EPOXY 6-INCH (WHITE)(12.5' SEG., 37.5' GAP)
Ⓔ MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE)
Ⓕ MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE SKIP)(3' SEG., 9' GAP)
Ⓖ MARKING LINE EPOXY 6-INCH (YELLOW)
Ⓗ MARKING LINE EPOXY 6-INCH (DOUBLE YELLOW)
Ⓙ MARKING ISLAND NOSE EPOXY
Ⓚ MARKING ARROW EPOXY
Ⓛ MARKING WORD EPOXY
Ⓜ MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH
Ⓝ MARKING LINE EPOXY 10-INCH (WHITE)
Ⓞ MARKING LINE EPOXY 10-INCH (WHITE SKIP)(3' SEG., 9' GAP)
Ⓟ MARKING LINE EPOXY 6-INCH (WHITE)
Ⓠ MARKING LINE EPOXY 6-INCH (WHITE SKIP)(3' SEG., 9' GAP)
Ⓡ MARKING PARKING STALL EPOXY

PROJECT NO: 1660-02-73	HWY: USH 18	COUNTY: CRAWFORD	PAVEMENT MARKINGS	SHEET 81	E

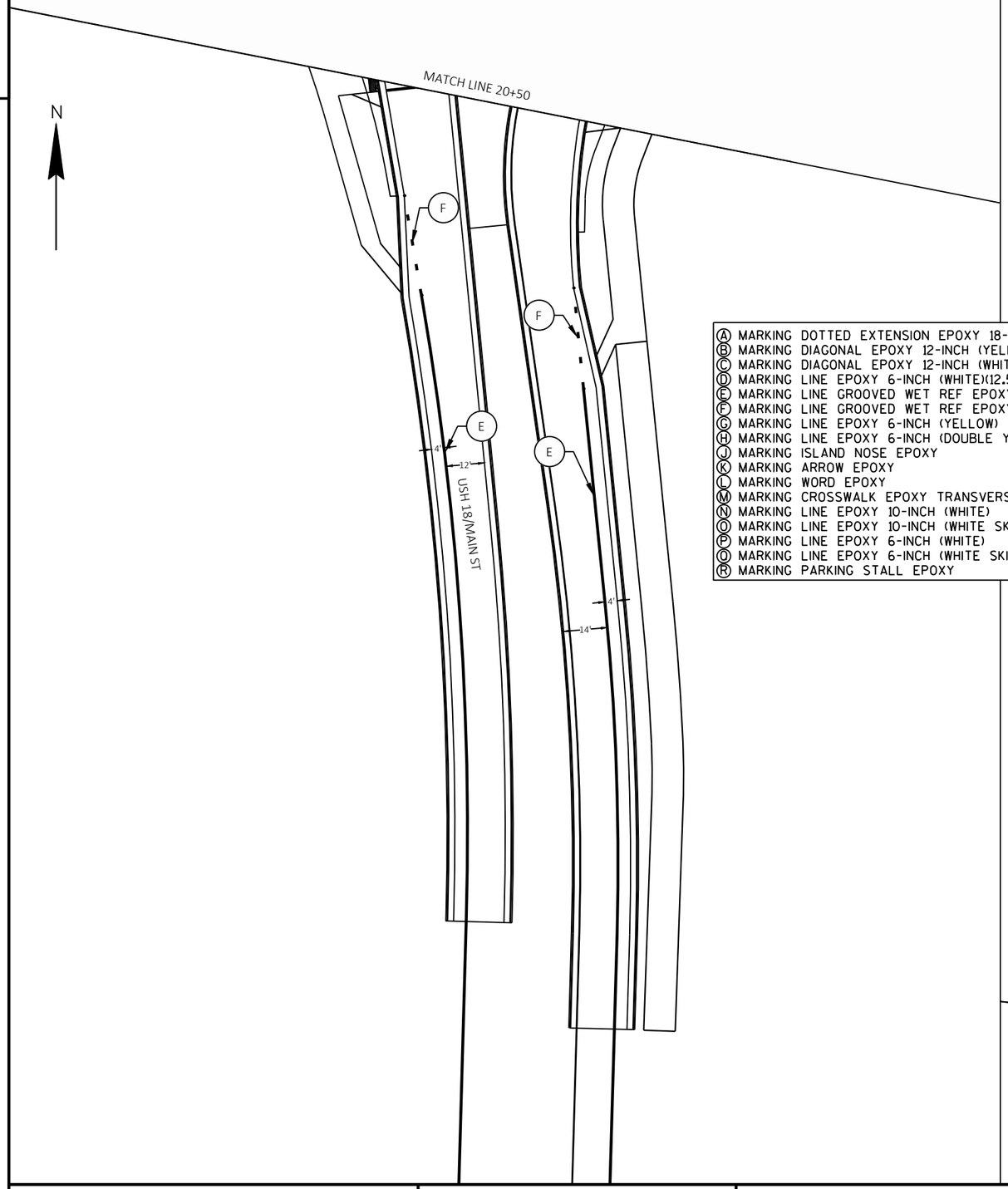
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LAYOUT NAME - 024501-pm (1)
PLOT DATE : 1/13/2026 11:33 AM PLOT BY : KYLE WILLIAMS PLOT NAME : PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

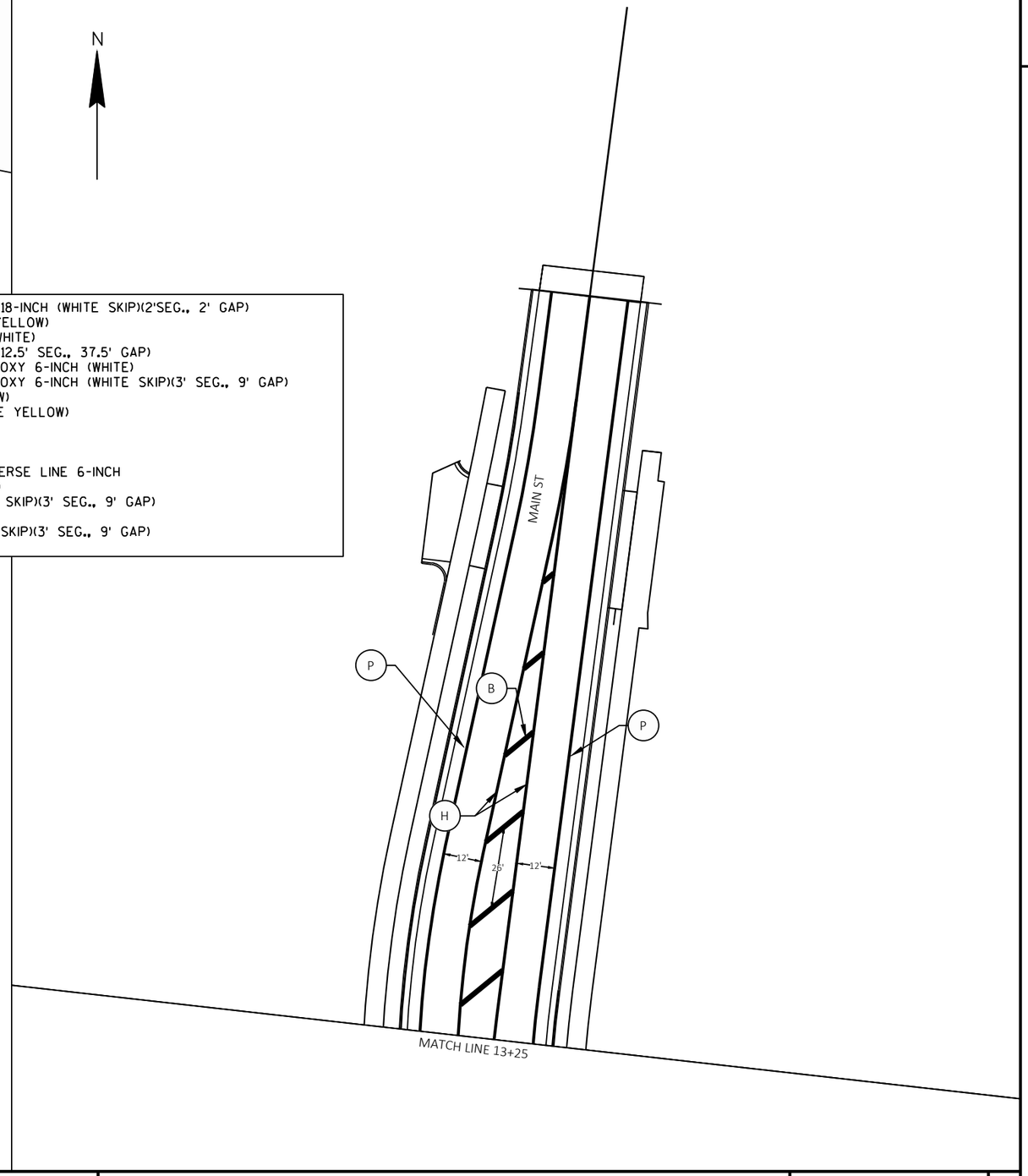
- (A) MARKING DOTTED EXTENSION EPOXY 18-INCH (WHITE SKIP)(2'SEG., 2' GAP)
- (B) MARKING DIAGONAL EPOXY 12-INCH (YELLOW)
- (C) MARKING DIAGONAL EPOXY 12-INCH (WHITE)
- (D) MARKING LINE EPOXY 6-INCH (WHITE)(12.5' SEG., 37.5' GAP)
- (E) MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE)
- (F) MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE SKIP)(3' SEG., 9' GAP)
- (G) MARKING LINE EPOXY 6-INCH (YELLOW)
- (H) MARKING LINE EPOXY 6-INCH (DOUBLE YELLOW)
- (J) MARKING ISLAND NOSE EPOXY
- (K) MARKING ARROW EPOXY
- (L) MARKING WORD EPOXY
- (M) MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH
- (N) MARKING LINE EPOXY 10-INCH (WHITE)
- (O) MARKING LINE EPOXY 10-INCH (WHITE SKIP)(3' SEG., 9' GAP)
- (P) MARKING LINE EPOXY 6-INCH (WHITE)
- (Q) MARKING LINE EPOXY 6-INCH (WHITE SKIP)(3' SEG., 9' GAP)
- (R) MARKING PARKING STALL EPOXY



PROJECT NO: 1660-02-73	HWY: USH 18	COUNTY: CRAWFORD	PAVEMENT MARKINGS	SHEET 82	E



Ⓐ MARKING DOTTED EXTENSION EPOXY 18-INCH (WHITE SKIP)(2'SEG., 2' GAP)
Ⓑ MARKING DIAGONAL EPOXY 12-INCH (YELLOW)
Ⓒ MARKING DIAGONAL EPOXY 12-INCH (WHITE)
Ⓓ MARKING LINE EPOXY 6-INCH (WHITE)(12.5' SEG., 37.5' GAP)
Ⓔ MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE)
Ⓕ MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE SKIP)(3' SEG., 9' GAP)
Ⓖ MARKING LINE EPOXY 6-INCH (YELLOW)
Ⓗ MARKING LINE EPOXY 6-INCH (DOUBLE YELLOW)
Ⓙ MARKING ISLAND NOSE EPOXY
Ⓚ MARKING ARROW EPOXY
Ⓛ MARKING WORD EPOXY
Ⓜ MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH
Ⓝ MARKING LINE EPOXY 10-INCH (WHITE)
Ⓞ MARKING LINE EPOXY 10-INCH (WHITE SKIP)(3' SEG., 9' GAP)
Ⓟ MARKING LINE EPOXY 6-INCH (WHITE)
Ⓠ MARKING LINE EPOXY 6-INCH (WHITE SKIP)(3' SEG., 9' GAP)
Ⓡ MARKING PARKING STALL EPOXY



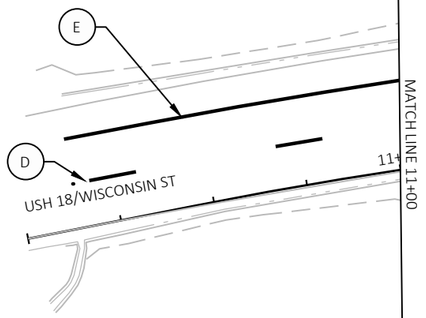
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PROJECT NO: 1660-02-73	HWY: USH 18	COUNTY: CRAWFORD	PAVEMENT MARKINGS	SHEET 83	E

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LAYOUT NAME - 024501-pm (3)
PLOT DATE : 1/13/2026 11:33 AM
PLOT BY : KYLE WILLIAMS
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

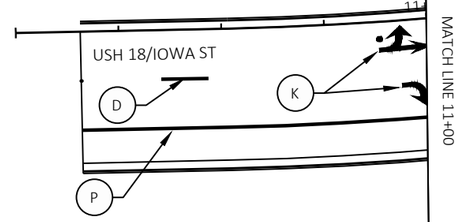
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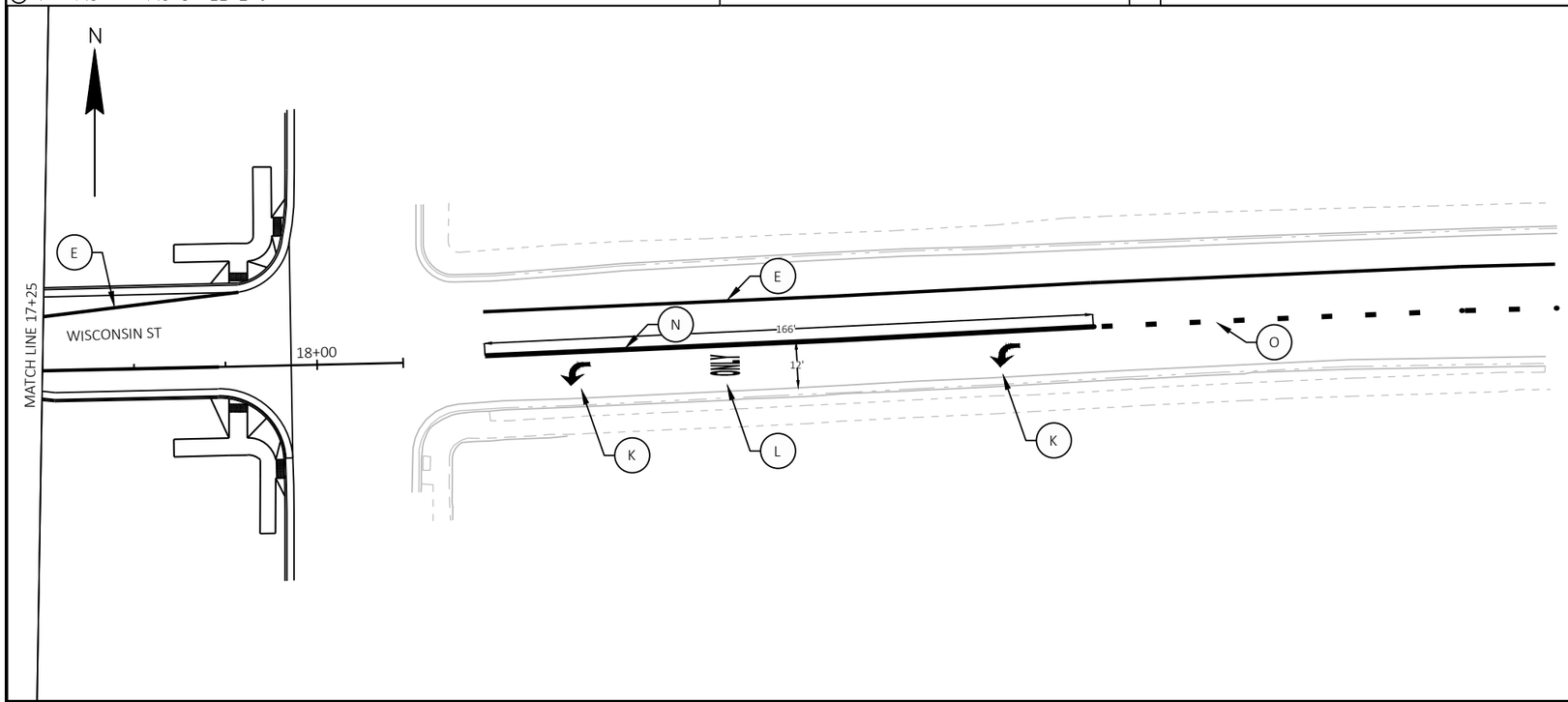
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Ⓐ MARKING DOTTED EXTENSION EPOXY 18-INCH (WHITE SKIP)(2'SEG., 2' GAP)
Ⓑ MARKING DIAGONAL EPOXY 12-INCH (YELLOW)
Ⓒ MARKING DIAGONAL EPOXY 12-INCH (WHITE)
Ⓓ MARKING LINE EPOXY 6-INCH (WHITE)(12.5' SEG., 37.5' GAP)
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Ⓕ MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE SKIP)(3' SEG., 9' GAP)
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Ⓙ MARKING ISLAND NOSE EPOXY
Ⓚ MARKING ARROW EPOXY
Ⓛ MARKING WORD EPOXY
Ⓜ MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH
Ⓝ MARKING LINE EPOXY 10-INCH (WHITE)
Ⓞ MARKING LINE EPOXY 10-INCH (WHITE SKIP)(3' SEG., 9' GAP)
Ⓟ MARKING LINE EPOXY 6-INCH (WHITE)
Ⓠ MARKING LINE EPOXY 6-INCH (WHITE SKIP)(3' SEG., 9' GAP)
Ⓡ MARKING PARKING STALL EPOXY

N





PROJECT NO: 1660-02-73	HWY: USH 18	COUNTY: CRAWFORD	PAVEMENT MARKINGS	SHEET 84	E

2

TRAFFIC CONTROL GENERAL NOTES

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

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

THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A DESIRABLE MINIMUM OF 100 FEET CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

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

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

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

ALL SIGNS SHALL BE 48"X48" UNLESS OTHERWISE NOTED.

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

MESSAGES FOR TEMPORARY AUDIBLE MESSAGE DEVICES - STAGE 2

A. ATTENTION PEDESTRIANS. YOU ARE AT THE CORNER OF BLACKHAWK AVENUE AND MAIN STREET. SIDEWALK CLOSED ON MAIN STREET AHEAD. FOR ACCESS TO SOUTH MAIN STREET, PROCEED ONE BLOCK EAST ON BLACKHAWK AVE TO PRAIRIE STREET. TURN SOUTH ON PRAIRIE STREET AND PROCEED TWO BLOCKS SOUTH TO IOWA STREET. TURN WEST ON IOWA STREET AND PROCEED ONE BLOCK WEST TO MAIN STREET.

B. ATTENTION PEDESTRIANS. YOU ARE AT THE CORNER OF BLACKHAWK AVENUE AND PRAIRIE STREET. SIDEWALK CLOSED ON PRAIRIE STREET AT WISCONSIN STREET. FOR ACCESS TO PRAIRIE STREET SOUTH OF WISCONSIN STREET STREET, CROSS PRAIRIE STREET EAST THEN PROCEED TWO BLOCKS SOUTH TO IOWA STREET.

C. ATTENTION PEDESTRIANS. YOU ARE AT THE CORNER OF BLACKHAWK AVENUE AND PRAIRIE STREET. FOR ACCESS TO MAIN STREET SOUTH OF WISCONSIN STREET STREET, PROCEED TWO BLOCKS SOUTH TO IOWA STREET. TURN WEST ON IOWA STREET AND PROCEED ONE BLOCK WEST.

D. ATTENTION PEDESTRIANS. YOU ARE AT THE CORNER OF PRAIRIE STREET AND WISCONSIN STREET. SIDEWALK ON WISCONSIN STREET CLOSED AHEAD. FOR ACCESS TO MAIN STREET SOUTH OF IOWA STREET, PROCEED SOUTH ONE BLOCK TO IOWA STREET. CROSS IOWA STREET, THEN TURN WEST ON IOWA STREET AND PROCEED ONE BLOCK WEST TO MAIN STREET. FOR ACCESS TO MAIN STREET NORTH OF BLACKHAWK AVENUE, PROCEED NORTH ONE BLOCK TO BLACKHAWK AVENUE, THEN TURN WEST ON BLAKCHAWK AVENUE AND PROCEED WEST ONE BLOCK.

E. ATTENTION PEDESTRIANS. YOU ARE AT THE CORNER OF PRAIRIE STREET AND IOWA STREET. SIDEWALK CLOSED ON MAIN STREET AT WISCONSIN STREET. TO ACCESS MAIN STREET SOUTH OF IOWA STREET, CROSS IOWA STREET SOUTH, THEN PROCEED ONE BLOCK WEST TO MAIN STREET. TO ACCESS MAIN STREET NORTH OF BLACKHAKWK AVENUE PROCEED NORTH TWO BLOCK. TURN WEST ON BLACKHAWK AVENUE, THEN PROCEED WEST ONE BLOCK.

F. ATTENTION PEDESTRIANS. YOU ARE AT THE CORNER OF PRAIRIE STREET AND IOWA STREET. SIDEWALK CLOSED ON MAIN STREET AT WISCONSIN STREET. TO ACCESS MAIN STREET SOUTH OF IOWA STREET, PROCEED ONE BLOCK WEST TO MAIN STREET. TO ACCESS MAIN STREET NORTH OF BLACKHAKWK AVENUE PROCEED NORTH TWO BLOCK. TURN WEST ON BLACKHAWK AVENUE, THEN PROCEED WEST ONE BLOCK.

G. ATTENTION PEDESTRIANS. YOU ARE AT THE CORNER OF PRAIRIE STREET AND IOWA STREET. SIDEWALK CLOSED ON MAIN STREET AT WISCONSIN STREET. TO ACCESS MAIN STREET SOUTH OF IOWA STREET, PROCEED ONE BLOCK WEST TO MAIN STREET. TO ACCESS MAIN STREET NORTH OF BLACKHAKWK AVENUE, CROSS PRAIRIE STREET EAST, THEN TURN NORTH. PROCEED NORTH TWO BLOCK. TURN WEST ON BLACKHAWK AVENUE, THEN PROCEED WEST ONE BLOCK.

MESSAGES FOR TEMPORARY AUDIBLE MESSAGE DEVICES - STAGE 3

A. ATTENTION PEDESTRIANS. YOU ARE AT THE CORNER OF IOWA STREET AND MAIN STREET. SIDEWALK CLOSED TO CROSS IOWA STREET NORTH. FOR ACCESS TO MAIN STREET NORTH OF IOWA STREET, PROCEED ONE BLOCK EAST ON IOWA STREET TO PRAIRIE STREET. TURN NORTH ON PRAIRIE STREET AND PROCEED ONE BLOCK NORTH TO WISCONSIN STREET. TURN WEST ON WISCONSIN STREET AND PROCEED ONE BLOCK WEST TO MAIN STREET.

B. ATTENTION PEDESTRIANS. YOU ARE AT THE CORNER OF IOWA STREET AND PRAIRIE STREET. FOR ACCESS TO MAIN STREET NORTH OF IOWA STREET, CROSS IOWA STREET NORTH THEN PROCEED ONE BLOCK NORTH TO WISCONSIN STREET.

C. ATTENTION PEDESTRIANS. YOU ARE AT THE CORNER OF IOWA STREET AND PRAIRIE STREET. SIDEWALK CLOSED ON IOWA STREET AHEAD. FOR ACCESS TO MAIN STREET NORTH OF IOWA STREET, PROCEED ONE BLOCK NORTH TO WISCONSIN STREET. FOR ACCESS TO MAIN STREET SOUTH OF IOWA STREET, CROSS IOWA STREET SOUTH AND TURN WEST. THEN PROCEED ONE BLOCK WEST TO MAIN STREET.

D. ATTENTION PEDESTRIANS. YOU ARE AT THE CORNER OF PRAIRIE STREET AND WISCONSIN STREET. SIDEWALK ON MAIN STREET CLOSED ONE BLOCK SOUTH OF WISCONSIN STREET. FOR ACCESS TO MAIN STREET SOUTH OF IOWA STREET, PROCEED SOUTH ONE BLOCK TO IOWA STREET. CROSS IOWA STREET, THEN TURN WEST ON IOWA STREET AND PROCEED ONE BLOCK WEST TO MAIN STREET.

E. ATTENTION PEDESTRIANS. YOU ARE AT THE CORNER OF MAIN STREET AND WISCONSIN STREET. SIDEWALK CLOSED ON MAIN STREET AT IOWA STREET. TO ACCESS MAIN STREET SOUTH OF IOWA STREET, CROSS MAIN STREET EAST, THEN PROCEED ONE BLOCK EAST TO PRAIRIE STREET. TURN SOUTH, CROSS WISCONSIN STREET, THEN PROCEED SOUTH ONE BLOCK TO IOWA STREET.

F. ATTENTION PEDESTRIANS. YOU ARE AT THE CORNER OF IOWA STREET AND PRAIRIE STREET. SIDEWALK CLOSED ON IOWA STREET AT MAIN STREET. TO ACCESS MAIN STREET, PROCEED ONE BLOCK NORTH TO WISCONSIN STREET. TURN WEST, THEN PROCEED WEST ONE BLOCK.

G. ATTENTION PEDESTRIANS. YOU ARE AT THE CORNER OF PRAIRIE STREET AND WISCONSIN STREET. SIDEWALK CLOSED ON IOWA STREET AT MAIN STREET. TO ACCESS MAIN STREET SOUTH OF IOWA STREET, PROCEED WEST ONE BLOCK TO MAIN STREET.

H. ATTENTION PEDESTRIANS. YOU ARE AT THE CORNER OF MAIN STREET AND WISCONSIN STREET. SIDEWALK CLOSED ON IOWA STREET AT MAIN STREET. TO ACCESS IOWA STREET, PROCEED WEST ONE BLOCK TO PRAIRIE STREET. TURN SOUTH, THEN PROCEED ONE BLOCK SOUTH TO IOWA STREET.

I. ATTENTION PEDESTRIANS. YOU ARE AT THE CORNER OF MAIN STREET AND WISCONSIN STREET. SIDEWALK CLOSED ON MAIN STREET AT IOWA STREET. TO ACCESS MAIN STREET SOUTH OF IOWA STREET, PROCEED EAST ONE BLOCK TO PRAIRIE STREET. TURN SOUTH, THEN PROCEED SOUTH ONE BLOCK TO IOWA STREET. CROSS IOWA STREET, THEN TURN WEST AND PROCEED ONE BLOCK WEST TO MAIN STREET.

J. ATTENTION PEDESTRIANS. YOU ARE AT THE CORNER OF PRAIRIE STREET AND WISCONSIN STREET. SIDEWALK CLOSED ON MAIN STREET AT IOWA STREET. TO ACCESS MAIN STREET SOUTH OF IOWA STREET, PROCEED SOUTH ONE BLOCK, THEN CROSS IOWA STREET. TURN WEST, THEN PROCEED WEST ONE BLOCK TO MAIN STREET. TO ACCESS MAIN STREET NORTH OF WISCONSIN STREET, PROCEED WEST ONE BLOCK TO MAIN STREET

K. ATTENTION PEDESTRIANS. YOU ARE AT THE CORNER OF IOWA STREET AND PRAIRIE STREET. SIDEWALK CLOSED ON IOWA STREET AHEAD. TO ACCESS MAIN STREET SOUTH OF IOWA STREET, CROSS IOWA STREET. TURN WEST, THEN PROCEED WEST ONE BLOCK TO MAIN STREET. TO ACCESS MAIN STREET NORTH OF WISCONSIN STREET, PROCEED ONE BLOCK NORTH. TURN WEST ON WISCONSIN STREET, THEN PROCEED ONE BLOCK WEST.

L. ATTENTION PEDESTRIANS. YOU ARE AT THE CORNER OF IOWA STREET AND PRAIRIE STREET. O ACCESS MAIN STREET SOUTH OF IOWA STREET, PROCEED WEST ONE BLOCK TO MAIN STREET. TO ACCESS MAIN STREET NORTH OF WISCONSIN STREET, PROCEED ONE BLOCK NORTH. TURN WEST ON WISCONSIN STREET, THEN PROCEED ONE BLOCK WEST.

2

2

2

N

ROAD WORK AHEAD
W20-3A

INSTALL PRIOR TO BRIDGE

USH 18

25'

50'

SHOULDER WORK
W21-5

R11-2L
48" X 30"
LANE CLOSED
TYPE III BARRICADE

MATCH LINE 9+30

LEGEND

- DELINEATOR FLEXIBLE/TUBULAR MARKER
- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- SIGN ON TEMPORARY SUPPORT
- DIRECTION OF TRAFFIC
- WORK AREA
- COMPLETED WORK
- TEMPORARY ASPHALTIC SURFACE (4-INCH HMA OVER 10-INCH 1-1/4" BASE AGGREGATE DENSE)
- PEDESTRIAN DETOUR ROUTE
- TEMPORARY PEDESTRIAN SURFACE PLYWOOD
- PROPOSED STORM SEWER WORK TO BE COMPLETED THIS STAGE
- EXISTING STORM SEWER TO REMAIN IN PLACE THIS STAGE

PROJECT NO: 1660-02-73	HWY: USH 18	COUNTY: CRAWFORD	TRAFFIC CONTROL - STAGE 1	SHEET 86	E

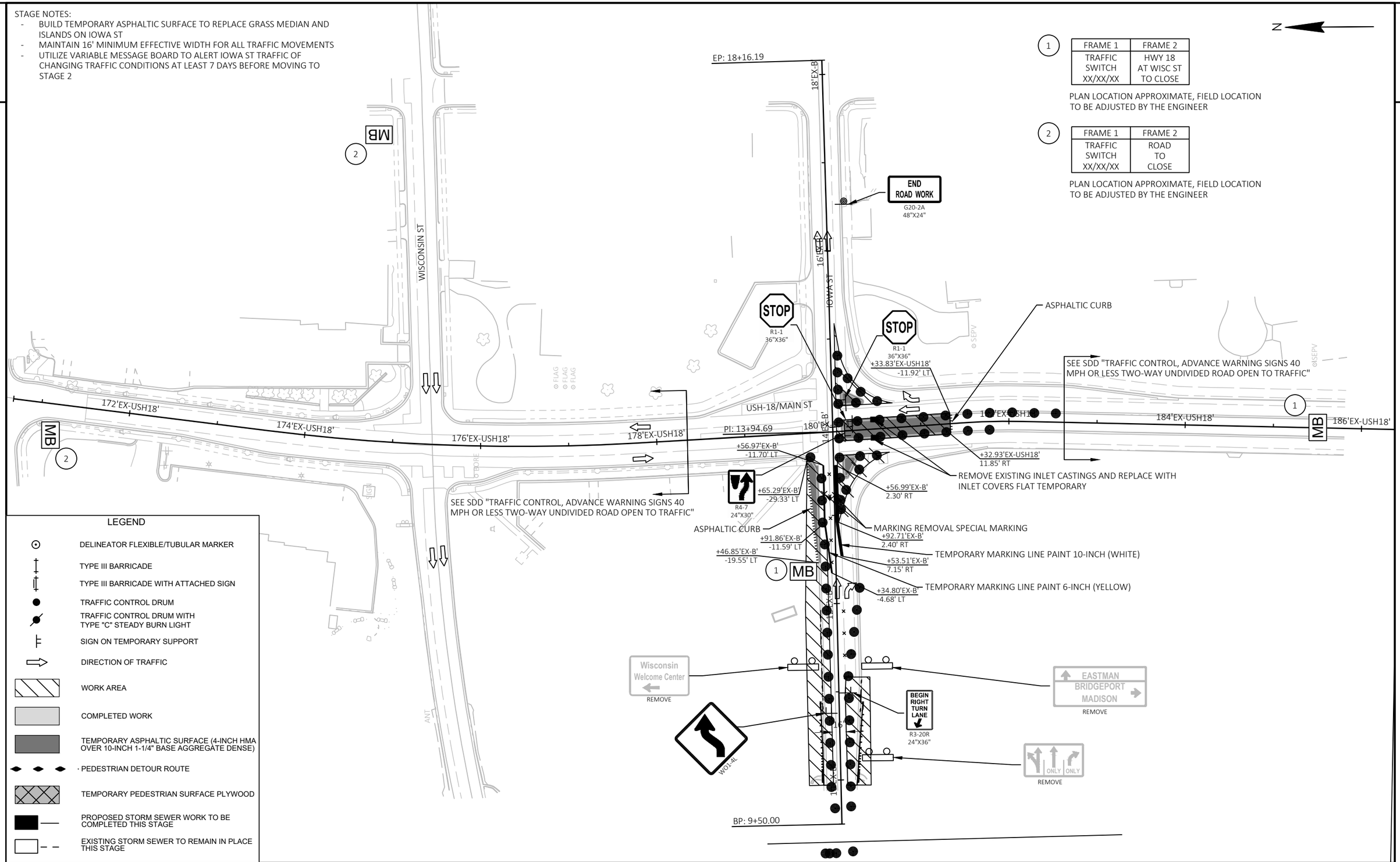
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LAYOUT NAME - 025101-tc (1) (1)

PLOT DATE : 1/15/2026 9:46 PM PLOT BY : JAY HILLE PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

STAGE NOTES:
- BUILD TEMPORARY ASPHALTIC SURFACE TO REPLACE GRASS MEDIAN AND ISLANDS ON IOWA ST
- MAINTAIN 16' MINIMUM EFFECTIVE WIDTH FOR ALL TRAFFIC MOVEMENTS
- UTILIZE VARIABLE MESSAGE BOARD TO ALERT IOWA ST TRAFFIC OF CHANGING TRAFFIC CONDITIONS AT LEAST 7 DAYS BEFORE MOVING TO STAGE 2



1	FRAME 1	FRAME 2
	TRAFFIC SWITCH XX/XX/XX	HWY 18 AT WISC ST TO CLOSE

PLAN LOCATION APPROXIMATE, FIELD LOCATION TO BE ADJUSTED BY THE ENGINEER

2	FRAME 1	FRAME 2
	TRAFFIC SWITCH XX/XX/XX	ROAD TO CLOSE

PLAN LOCATION APPROXIMATE, FIELD LOCATION TO BE ADJUSTED BY THE ENGINEER

LEGEND

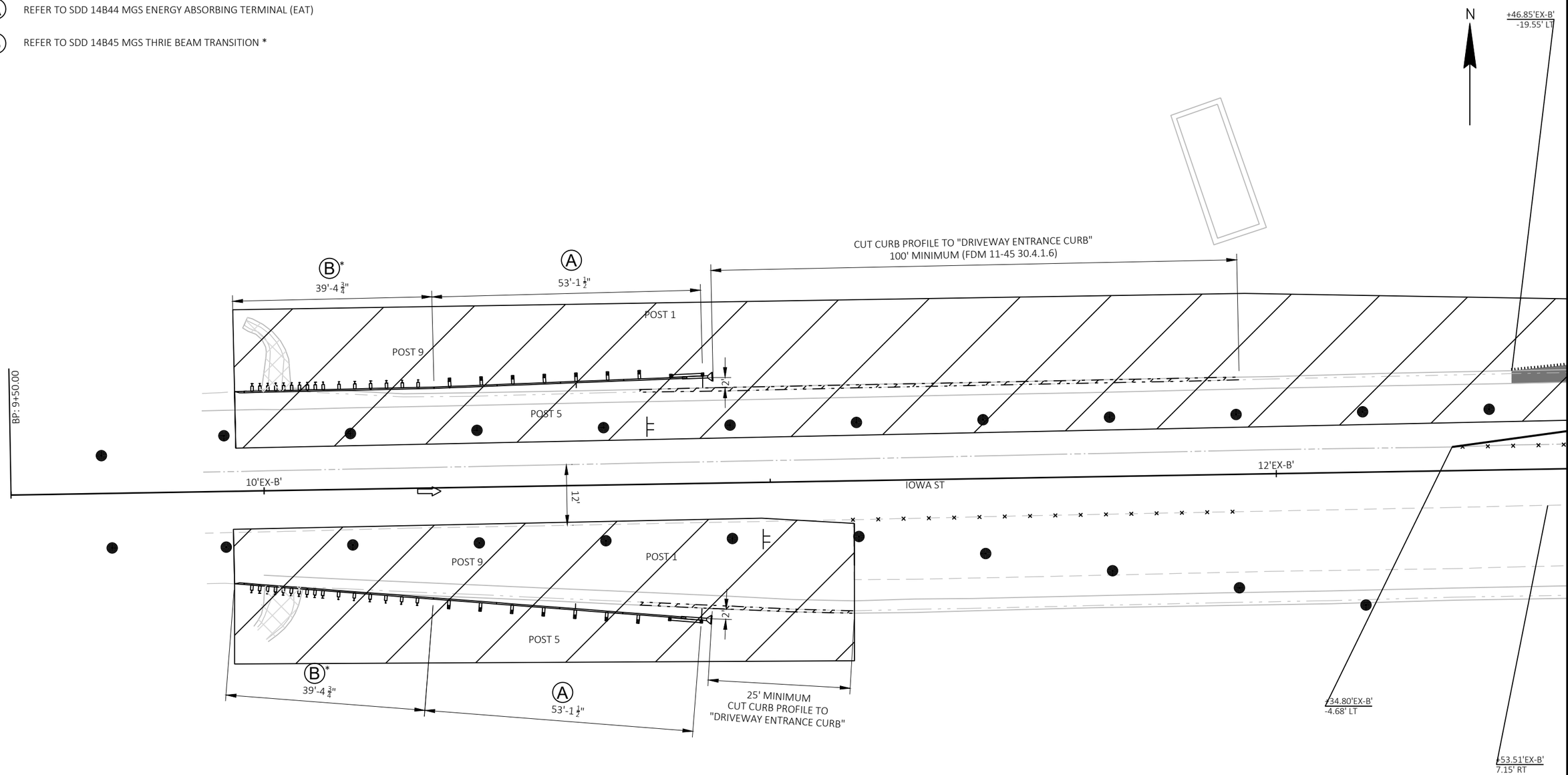
- DELINEATOR FLEXIBLE/TUBULAR MARKER
- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- SIGN ON TEMPORARY SUPPORT
- DIRECTION OF TRAFFIC
- WORK AREA
- COMPLETED WORK
- TEMPORARY ASPHALTIC SURFACE (4-INCH HMA OVER 10-INCH 1-1/4" BASE AGGREGATE DENSE)
- PEDESTRIAN DETOUR ROUTE
- TEMPORARY PEDESTRIAN SURFACE PLYWOOD
- PROPOSED STORM SEWER WORK TO BE COMPLETED THIS STAGE
- EXISTING STORM SEWER TO REMAIN IN PLACE THIS STAGE

PROJECT NO: 1660-02-73	HWY: USH 18	COUNTY: CRAWFORD	TRAFFIC CONTROL - STAGE 1	SHEET 87	E

Ⓐ REFER TO SDD 14B44 MGS ENERGY ABSORBING TERMINAL (EAT)

Ⓑ REFER TO SDD 14B45 MGS THRIE BEAM TRANSITION *

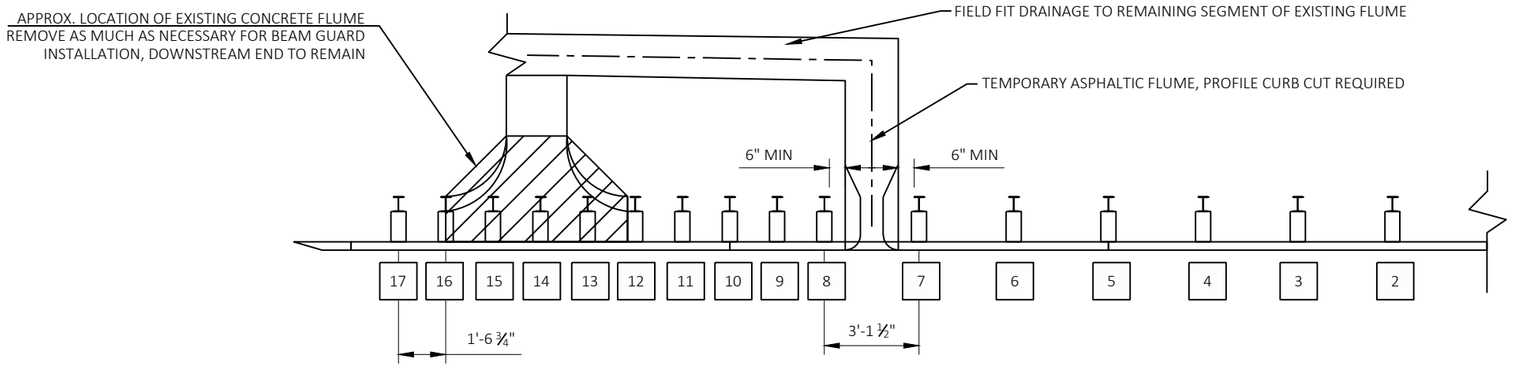
2



* REMOVE CURB AND GUTTER WITHIN MGS THRIE BEAM CONNECTION AS NEEDED, WITH APPROVAL FROM THE ENGINEER TO REMOVE CONFLICT WITH BEAM GUARD POSTS
- REFER TO SDD 15D28 FOR TRAFFIC CONTROL WORK ON SHOULDER OR PARKING LANE FOR TEMPORARY TRAFFIC CONTROL
- DRIVEWAY CURB PROFILE CUT TO BEGIN AT 3RD POST IN EAT (FDM 11-45-30.4.1.6, 2024)
- STATION AND OFFSET SUBJECT TO ADJUSTMENT DEPENDING ON FIELD-DETERMINED ANCHOR POINT

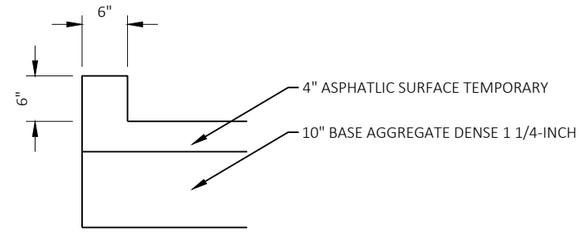
PROJECT NO: 1660-02-73	HWY: USH 18	COUNTY: CRAWFORD	TRAFFIC CONTROL STAGE 1 BEAM GUARD DETAIL	SHEET 88	E

FILE NAME : X:\PROJECTS\CRAWFORD\220077MW - 1660-02-03_USH 18 ROUNDABOUTS\DESIGN\C3D\SHEETSPLAN\025101-TC-STG1.DWG
LAYOUT NAME - 025101-tc (2)
PLOT DATE : 1/15/2026 9:42 PM PLOT BY : JAY HILLE PLOT NAME : PLOT SCALE : 1 IN:20 FT
WISDOT/CADDS SHEET 42

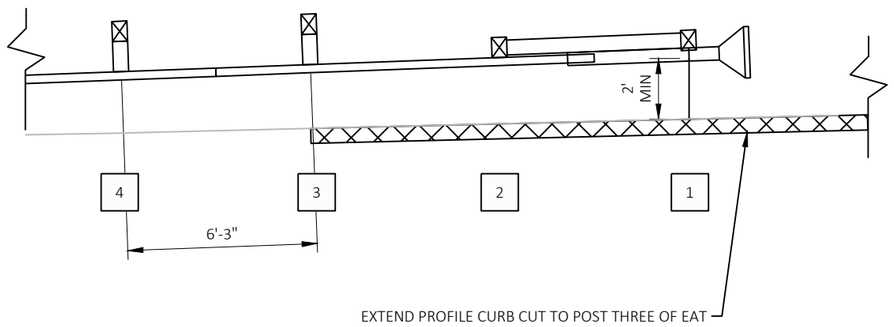


MIDWEST GUARDRAIL SYSTEM - THRIE BEAM TRANSITION

PLAN VIEW
REFER TO SDD 14B45

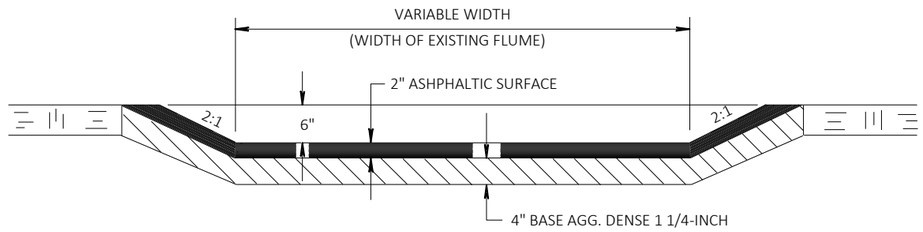


ASPHALTIC CURB DETAIL



MIDWEST GUARDRAIL SYSTEM - ENERGY ABSORBING TERMINAL

PLAN VIEW
REFER TO SDD 14B44



ASPHALTIC CONCRETE FLUME DETAIL

PROJECT NO: 1660-02-73	HWY: USH 18	COUNTY: CRAWFORD	TRAFFIC CONTROL STAGE 1 BEAM GUARD CONSTRUCTION DETAILS	SHEET 89	E

2

2

R11-2
48" X 30"
ROAD CLOSED
TYPE III BARRICADE

M4-8A 24"X18" | END DETOUR WEST | END DETOUR WEST | M4-8A 24"X18"
M3-4 24"X12" | M3-4 24"X12"
M1-4 24"X24" | 18 | 60 | M1-6 24"X24"

ROAD WORK AHEAD
W20-1A

END ROAD WORK
G20-2A
48"X24"

INSTALL PRIOR TO BRIDGE

TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH (WHITE)

SPEED LIMIT 25
EXISTING

Wisconsin Welcome Center NEXT LEFT
REMOVE

W03-1

1 MB
TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH (DOUBLE YELLOW)

W01-4R

W06-3
NEXT 1/4 MILE
WO57-51
48"X24"

SPEED LIMIT 25
EXISTING

JCT 27
EXISTING

BUSINESS DISTRICT
DOWNTOWN
REMOVE

SPEED LIMIT 55
R2-1
24"X30"

110.0000'
4-FOOT TAPER BEGINS AT START OF BRIDGE DECK

19.5'
18'
37.5'

NORTH 27 | EAST 18 | EAST 60
EXISTING

W03-1

TEMPORARY MARKING REMOVABLE MASK OUT TAPE 8-INCH

MATCH LINE 9+30

N

LEGEND

- DELINEATOR FLEXIBLE/TUBULAR MARKER
- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- SIGN ON TEMPORARY SUPPORT
- DIRECTION OF TRAFFIC
- WORK AREA
- COMPLETED WORK
- TEMPORARY ASPHALTIC SURFACE (4-INCH HMA OVER 10-INCH 1-1/4" BASE AGGREGATE DENSE)
- PEDESTRIAN DETOUR ROUTE
- TEMPORARY PEDESTRIAN SURFACE PLYWOOD
- PROPOSED STORM SEWER WORK TO BE COMPLETED THIS STAGE
- EXISTING STORM SEWER TO REMAIN IN PLACE THIS STAGE

PROJECT NO: 1660-02-73	HWY: USH 18	COUNTY: CRAWFORD	TRAFFIC CONTROL - STAGE 2 ADVANCED WARNING	SHEET 90	E

FILE NAME : X:\PROJECTS\CRAWFORD\220077MW - 1660-02-03_USH 18 ROUNDABOUTS\DESIGN\C3D\SHEETSPLAN\025102-TC-STG2.DWG
LAYOUT NAME - 025102-tc (1)
PLOT DATE : 1/15/2026 10:20 PM PLOT BY : JAY HILLE PLOT NAME : PLOT SCALE : 1 IN:100 FT

STAGE NOTES:
- BUILD WISCONSIN AVE RAB AND MAINTAIN BI-DIRECTIONAL TRAFFIC ON IOWA ST FOR USH-18 ACCESS
- MAINTAIN CHAMBER OF COMMERCE ACCESS FROM IOWA ST
- PEDESTRIAN ACCESS TO THE RIVER DISTRICT HOTEL MUST BE MAINTAINED
- PEDESTRIAN DETOUR FOLLOWING PRAIRIE ST
- SEE SDD "TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 MPH OR LESS TWO-WAY TRAFFIC UNDIVIDED ROAD OPEN TO TRAFFIC" FOR ADVANCED WARNING SIGN REQUIREMENTS

1

FRAME 1	FRAME 2
TRAFFIC SWITCH XX/XX/XX	HWY 18 BYPASS TO CLOSE

PLAN LOCATION APPROXIMATE, FIELD LOCATION TO BE ADJUSTED BY THE ENGINEER

2

FRAME 1	FRAME 2
TRAFFIC SWITCH XX/XX/XX	ROAD TO CLOSE

PLAN LOCATION APPROXIMATE, FIELD LOCATION TO BE ADJUSTED BY THE ENGINEER

LEGEND

- DELINEATOR FLEXIBLE/TUBULAR MARKER
- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- SIGN ON TEMPORARY SUPPORT
- TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC
- WORK AREA
- COMPLETED WORK
- TEMPORARY ASPHALTIC SURFACE (4-INCH HMA OVER 10-INCH 1-1/4" BASE AGGREGATE DENSE)
- PEDESTRIAN DETOUR ROUTE
- TEMPORARY PEDESTRIAN SURFACE MATTING
- PROPOSED STORM SEWER WORK TO BE COMPLETED THIS STAGE
- EXISTING STORM SEWER TO REMAIN IN PLACE THIS STAGE

PROJECT NO: 1660-02-73	HWY: USH 18	COUNTY: CRAWFORD	TRAFFIC CONTROL - STAGE 2	SHEET 91	E

2

2

VILLA LOUIS HISTORIC SITE
FIXED MESSAGE SIGN PLACED IN STAGE 2

DETOUR
M4-9BL 30"X24"

PRAIRIE ST

DETOUR
M4-9BR 30"X24"

TEMPORARY AUDIBLE MESSAGE DEVICE (TYP)

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

BLACKHAWK AVE

R9-9A 30"X18"
SIDEWALK CLOSED AHEAD
M4-9BL 30"X24"
DETOUR

R11-4 60" X 30"
ROAD CLOSED TO THRU TRAFFIC
TYPE III BARRICADE

WISCONSIN ST

R11-2 48" X 30"
ROAD CLOSED
TYPE III BARRICADE

R11-2L 48" X 30"
LANE CLOSED
TYPE III BARRICADE

SIDEWALK CLOSED
R9-9 24"X12"

M4-60D 30"X24"

DETOUR
M4-9BL 30"X24"

M4-9BR 30"X24"

+24.19'EX-B' 14.67' RT

DOWNTOWN
VILLA LOUIS HISTORIC SITE
FIXED MESSAGE SIGN PLACED IN STAGE 2

+61.16'EX-B' -18.81' LT

+51.27'EX-B' -18.86' LT

+75.54'EX-B' 33.62' LT

+45.20'EX-B' 3.67' RT

+94.32'EX-B' 10.78' RT

+63.80'EX-B' -18.91' LT

+57.60'EX-B' -34.99' LT

+42.36'EX-B' -19.16' LT

+29.68'EX-B' -35.31' LT

+74.02'EX-B' -35.81' LT

+47.25'EX-B' -35.94' LT

SIDEWALK CLOSED
R9-9 24"X12"

INLET COVERS FLAT TEMPORARY

COVER PLATE TEMPORARY

+57.13'EX-B' -36.38' LT

4'

ASPHALTIC CURB (TYP)

+16.55'EX-B' 12.21' RT

REBUILD FLUME

ROAD WORK AHEAD
W20-1A

18' EX-B'

IOWA ST

12' EX-B'

12' EX-B'

10' EX-B'

+45.99'EX-B' 14.67' RT

+95.08'EX-B' 21.78' RT

SIDEWALK CLOSED
R9-9 24"X12"
DETOUR
M4-9BR 30"X24"

CREATE TEMP CONNECTION FROM PROPOSED 24" PIPE TO EXISTING

CREATE TEMP CONNECTION FROM EXISTING PIPE TO PROPOSED INLET

+61.07'EX-B' -19.88' LT

+47.25'EX-B' -35.94' LT

MB 1

NO TURNS
R3-3 24"X24"

STUB OUT PIPE AND PLATE INLET

+15.88'EX-B' 23.19' RT

TEMPORARY MARKING LINE PAINT 6-INCH WHITE

TEMPORARY MARKING LINE PAINT 6-INCH YELLOW

25' (TYP)

6'

REFER TO SDD 15D50 DETAIL A FOR TRAFFIC CONTROL, ADDED LANE CLOSURE
PLACE "ROAD WORK AHEAD" 500' WEST OF LANE SPLIT
USE 50' DRUM SPACING UNTIL 25 MPH SPEED LIMIT ZONE

ROAD CLOSED BARRICADES AT INTERSECTION WITH DUNN ST

R11-2 48" X 30"
ROAD CLOSED
TYPE III BARRICADE

STAGE NOTES:
- TRAFFIC TO USE EXISTING RIGHT TURN LANE ON IOWA ST FOR THROUGH MOVEMENTS ONLY, UTILIZING THE TEMP. ASPHALT FROM STAGE 2
- BUILD NORTH HALF OF IOWA ST RAB AND FILL IN WITH ASPHALTIC SURFACE TO ALLOW THROUGH MOVEMENT ONLY IN NEXT STAGE
- DO NOT BUILD CURB ON LEFT SIDE OF IOWA ST ALIGNMENT ON THE WEST APPROACH

1 | FRAME 1 | TRAFFIC SWITCH XX/XX/XX

PLAN LOCATION APPROXIMATE, FIELD LOCATION TO BE ADJUSTED BY THE ENGINEER

LEGEND

- DELINEATOR FLEXIBLE/TUBULAR MARKER
- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- SIGN ON TEMPORARY SUPPORT
- TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC
- WORK AREA
- COMPLETED WORK
- TEMPORARY ASPHALTIC SURFACE (4-INCH HMA OVER 10-INCH 1-1/4" BASE AGGREGATE DENSE)
- PEDESTRIAN DETOUR ROUTE
- TEMPORARY PEDESTRIAN SURFACE MATTING
- PROPOSED STORM SEWER WORK TO BE COMPLETED THIS STAGE
- EXISTING STORM SEWER TO REMAIN IN PLACE THIS STAGE

PROJECT NO: 1660-02-73	HWY: USH 18	COUNTY: CRAWFORD	TRAFFIC CONTROL - STAGE 3A	SHEET 92	E

FILE NAME : X:\PROJECTS\CRAWFORD\220077MW - 1660-02-03_USH 18 ROUNDABOUTS\DESIGN\C3D\SHEETSPLAN\025103-TC-STG3A.DWG
LAYOUT NAME - 025103-tc
PLOT DATE : 1/15/2026 10:25 PM PLOT BY : JAY HILLE PLOT NAME : PLOT SCALE : 1 IN:100 FT

2

2

VILLA LOUIS HISTORIC SITE
FIXED MESSAGE SIGN PLACED IN STAGE 2

N

STAGE NOTES:
- TRAFFIC TO USE COMPLETED APPROACH AND TEMP. ASPHALT TO MAKE THROUGH MOVEMENT
- CRITICAL WORK IS THE PATHWAY ON THE SOUTHEAST CORNER OF IOWA ST AND MAIN ST
- COMPLETE ALL STORM SEWER WORK AS SOON AS PEDESTRIAN ACCOMMODATIONS ALLOW, CAN MOVE PLYWOOD SURFACE TO COMPLETE WORK

1 — FRAME 1: TRAFFIC SWITCH XX/XX/XX

PLAN LOCATION APPROXIMATE, FIELD LOCATION TO BE ADJUSTED BY THE ENGINEER

PRAIRIE ST

DETOUR M4-9BR 30"X24"

DETOUR M4-9BL 30"X24"

TEMPORARY AUDIBLE MESSAGE DEVICE (TYP)

WO1-6 48" X 24"
TYPE III BARRICADE

R11-2 48" X 30"
ROAD CLOSED
TYPE III BARRICADE

SIDEWALK CLOSED R9-9 24"X12"
DETOUR M4-9BR 30"X24"

+58.41'EX+B' -16.96' LT

18'EX+B'

IOWA ST

DOWNTOWN
VILLA LOUIS HISTORIC SITE
FIXED MESSAGE SIGN PLACED IN STAGE 2

SIDEWALK CLOSED R9-9 24"X12"

+75.49'EX+B' -33.12' LT

16'EX+B'

+42.10'EX+B' -4.85' LT

UTILIZE PAVEMENT GAP TO MAINTAIN ACCESS TO DRIVEWAY

+73.96'EX+B' -18.14' LT

ROAD CLOSED BARRICADES AT INTERSECTION WITH DUNN ST

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

BLACKHAWK AVE

SIDEWALK CLOSED R9-9 24"X12"
DETOUR M4-9BR 30"X24"

DETOUR M4-9BL 30"X24"

USH-18/MAIN ST

DETOUR M4-9BR 30"X24"

TEMPORARY MARKING LINE PAINT 6-INCH YELLOW

NO TURNS R3-3 24"X24"

16'

CONNECT INTO PREVIOUSLY COMPLETED 24" PIPE

TEMPORARY MARKING LINE TAPE 6-INCH WHITE

+58.27'EX+B' -35.87' LT

+58.89'EX+B' -20.87' LT

R11-2 48" X 30"
ROAD CLOSED
TYPE III BARRICADE

R11-4 60" X 30"
ROAD CLOSED TO THRU TRAFFIC
TYPE III BARRICADE

WISCONSIN AVE

WO11-2 48"X48"
WO16-7L 48"X24"

WO11-2 48"X48"
AHEAD WO16-9P 48"X24"

25'

REBUILD FLUME

R11-2L 48" X 30"
LANE CLOSED
TYPE III BARRICADE

16'

10'EX+B'

500'

W24-1L

ROAD WORK AHEAD W20-1A

REFER TO SDD TRAFFIC CONTROL, ADDED LANE CLOSURE WITH SHIFT
PLACE "ROAD WORK AHEAD" 500' WEST OF LANE SPLIT
USE 50' DRUM SPACING UNTIL 25 MPH SPEED LIMIT ZONE

LEGEND

- DELINEATOR FLEXIBLE/TUBULAR MARKER
- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- SIGN ON TEMPORARY SUPPORT
- TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC
- WORK AREA
- COMPLETED WORK
- TEMPORARY ASPHALTIC SURFACE (4-INCH HMA OVER 10-INCH 1-1/4" BASE AGGREGATE DENSE)
- PEDESTRIAN DETOUR ROUTE
- TEMPORARY PEDESTRIAN SURFACE MATTING
- PROPOSED STORM SEWER WORK TO BE COMPLETED THIS STAGE
- EXISTING STORM SEWER TO REMAIN IN PLACE THIS STAGE

PROJECT NO: 1660-02-73	HWY: USH 18	COUNTY: CRAWFORD	TRAFFIC CONTROL - STAGE 3B	SHEET 93	E

2

VILLA LOUIS HISTORIC SITE
FIXED MESSAGE SIGN PLACED IN STAGE 2

DETOUR M4-9BR 30"X24"

PRAIRIE ST

DETOUR M4-9BL 30"X24"

TEMPORARY AUDIBLE MESSAGE DEVICE (TYP)

UTILIZE PAVEMENT GAP TO MAINTAIN ACCESS TO DRIVEWAY

WO1-6 48" X 24"

TYPE III BARRICADE

SIDEWALK CLOSED AHEAD R9-9A 30"X18"

DETOUR M4-9BL 30"X24"

SIDEWALK CLOSED R9-9 24"X12"

DETOUR M4-9BR 30"X24"

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

BLACKHAWK AVE

IOWA ST

USH-18/MAIN ST

DETOUR M4-9BL 30"X24"

DETOUR M4-9BR 30"X24"

DOWNTOWN
VILLA LOUIS HISTORIC SITE
FIXED MESSAGE SIGN PLACED IN STAGE 2

SIDEWALK CLOSED R9-9 24"X12"

DETOUR M4-9BR 30"X24"

TEMPORARY AUDIBLE MESSAGE DEVICE (TYP)

ROAD CLOSED BARRICADES AT INTERSECTION WITH DUNN ST

STAGE NOTES:
- TRAFFIC TO USE COMPLETED APPROACH AND TEMP. ASPHALT TO MAKE THROUGH MOVEMENT
- MOVE PEDESTRIANS TO COMPLETED PATH
- COMPLETE ALL REMAINING WORK NOT COMPLETED IN PREVIOUS STAGE

1 FRAME 1 | TRAFFIC SWITCH XX/XX/XX

PLAN LOCATION APPROXIMATE, FIELD LOCATION TO BE ADJUSTED BY THE ENGINEER

N

SIDEWALK CLOSED AHEAD R9-9A 30"X18"

DETOUR M4-9BL 30"X24"

R11-4 60" X 30"
ROAD CLOSED TO THRU TRAFFIC
TYPE III BARRICADE

R11-2 48" X 30"
ROAD CLOSED
TYPE III BARRICADE

WISCONSIN ST

TEMPORARY PAVEMENT MARKING PLACED IN PREVIOUS STAGE

R11-2 48" X 30"
ROAD CLOSED
TYPE III BARRICADE

NO TURNS R3-3 24"X24"

MB 1

25'

16'

R11-2L 48" X 30"
LANE CLOSED
TYPE III BARRICADE

W24-1A

500'

ROAD WORK AHEAD W20-1A

REFER TO SDD TRAFFIC CONTROL, ADDED LANE CLOSURE WITH SHIFT
PLACE "ROAD WORK AHEAD" 500' WEST OF LANE SPLIT
USE 50' DRUM SPACING UNTIL 25 MPH SPEED LIMIT ZONE

LEGEND

- DELINEATOR FLEXIBLE/TUBULAR MARKER
- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- SIGN ON TEMPORARY SUPPORT
- TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC
- WORK AREA
- COMPLETED WORK
- TEMPORARY ASPHALTIC SURFACE (4-INCH HMA OVER 10-INCH 1-1/4" BASE AGGREGATE DENSE)
- PEDESTRIAN DETOUR ROUTE
- TEMPORARY PEDESTRIAN SURFACE MATTING
- PROPOSED STORM SEWER WORK TO BE COMPLETED THIS STAGE
- EXISTING STORM SEWER TO REMAIN IN PLACE THIS STAGE

PROJECT NO: 1660-02-73	HWY: USH 18	COUNTY: CRAWFORD	TRAFFIC CONTROL - STAGE 3C	SHEET 94	E

FILE NAME : X:\PROJECTS\CRAWFORD\220077MW - 1660-02-03_USH 18 ROUNDABOUTS\DESIGN\C3D\SHEETSPLAN\025105-TC-STG3C.DWG
LAYOUT NAME - 025105-tc
PLOT DATE : 1/15/2026 10:52 PM PLOT BY : JAY HILLE PLOT NAME : PLOT SCALE : 1 IN:100 FT

2

2

VILLA LOUIS HISTORIC SITE
FIXED MESSAGE SIGN
PLACED IN STAGE 2

STAGE NOTES:
- TRAFFIC TO USE COMPLETED ROUNDABOUT ON IOWA ST
- REMOVE TEMPORARY ASPHALT AND BUILD REMAINING SECTIONS, MINIMIZING IMPACT ON FLOW OF TRAFFIC THROUGH THE ROUNDABOUT

N

DETOUR
M4-9BR
30"X24"

PRAIRIE ST

DETOUR
M4-9BL
30"X24"

TEMPORARY AUDIBLE
MESSAGE DEVICE (TYP)

SIDEWALK CLOSED
R9-9
24"X12"
DETOUR
M4-9BR
30"X24"

IOWA ST

DETOUR
M4-9BL
30"X24"

DETOUR
M4-9BR
30"X24"

DOWNTOWN
VILLA LOUIS
HISTORIC SITE
FIXED MESSAGE SIGN
PLACED IN STAGE 2

SIDEWALK CLOSED
R9-9
24"X12"
DETOUR
M4-9BR
30"X24"

SIDEWALK CLOSED AHEAD
R9-9A
30"X18"
DETOUR
M4-9BL
30"X24"

R9-9
24"X12"
SIDEWALK CLOSED

DETOUR
M4-9BR
30"X24"

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

BLACKHAWK AVE

USH-18/MAIN ST

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

SIDEWALK CLOSED AHEAD
R9-9A
30"X18"
DETOUR
M4-9BL
30"X24"

R11-2
48" X 30"
ROAD CLOSED
TYPE III BARRICADE

R11-4
60" X 30"
ROAD CLOSED TO THRU TRAFFIC
TYPE III BARRICADE

WISCONSIN ST

R3-2
24"X24"

50'

ROAD WORK AHEAD
W20-1A

REFER TO SDD TRAFFIC CONTROL, ADDED LANE CLOSURE WITH SHIFT
PLACE "ROAD WORK AHEAD" 500' WEST OF LANE SPLIT
USE 50' DRUM SPACING

LEGEND

- DELINEATOR FLEXIBLE/TUBULAR MARKER
- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- SIGN ON TEMPORARY SUPPORT
- TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC
- WORK AREA
- COMPLETED WORK
- TEMPORARY ASPHALTIC SURFACE (4-INCH HMA OVER 10-INCH 1-1/4" BASE AGGREGATE DENSE)
- PEDESTRIAN DETOUR ROUTE
- TEMPORARY PEDESTRIAN SURFACE MATTING
- PROPOSED STORM SEWER WORK TO BE COMPLETED THIS STAGE
- EXISTING STORM SEWER TO REMAIN IN PLACE THIS STAGE

PROJECT NO: 1660-02-73	HWY: USH 18	COUNTY: CRAWFORD	TRAFFIC CONTROL - STAGE 3D	SHEET 95	E

FILE NAME : X:\PROJECTS\CRAWFORD\220077MW - 1660-02-03_USH 18 ROUNDABOUTS\DESIGN\C3D\SHEETSPLAN\025106-TC-STG3D.DWG
LAYOUT NAME - 025106-tc
PLOT DATE : 1/15/2026 10:57 PM PLOT BY : JAY HILLE PLOT NAME : PLOT SCALE : 1 IN:100 FT

GENERAL NOTES

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

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

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

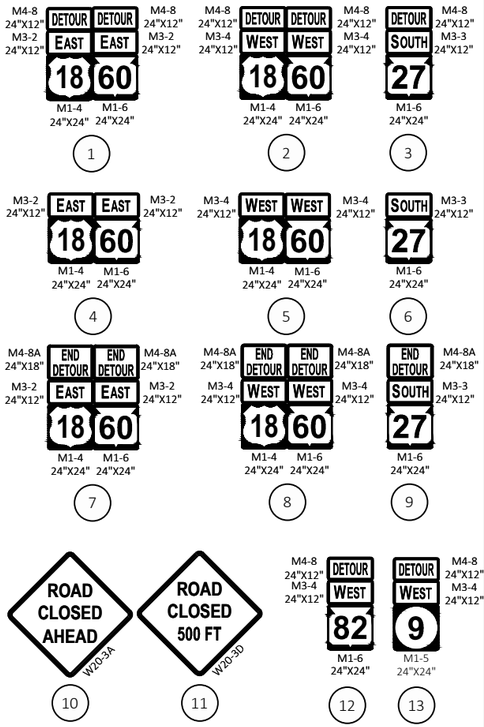
LEGEND

MB — MESSAGE BOARD

DETOUR ROUTE

POST MOUNTED SIGN

WORK AREA





PROJECT NO: 1660-02-73	HWY: USH 18	COUNTY: CRAWFORD	DETOUR PLAN - STAGE 2	SHEET 96 E

FILE NAME : X:\PROJECTS\CRAWFORD\220077MW - 1660-02-03_USH 18 ROUNDABOUTS\DESIGN\C3D\SHEETSPLAN\027001-DT.DWG
LAYOUT NAME - 027001-dt (STG2)

PLOT DATE : 1/14/2026 9:27 AM PLOT BY : JAY HILLE PLOT NAME : PLOT SCALE : 1 IN:1000 FT

WISDOT/CADDS SHEET 42

GENERAL NOTES

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

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

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

LEGEND

MB — MESSAGE BOARD

DETOUR ROUTE

POST MOUNTED SIGN

WORK AREA

1 — M4-8 24"X12" DETOUR EAST 18 60 M3-2 24"X12" M1-4 24"X24" M1-6 24"X24"

2 — M4-8 24"X12" DETOUR WEST 18 60 M3-4 24"X12" M1-4 24"X24" M1-6 24"X24"

3 — M4-8 24"X12" DETOUR SOUTH 27 M3-3 24"X12" M1-6 24"X24"

4 — M3-2 24"X12" EAST 18 60 M1-4 24"X24" M1-6 24"X24"

5 — M3-4 24"X12" WEST 18 60 M1-4 24"X24" M1-6 24"X24"

6 — M3-3 24"X12" SOUTH 27 M1-6 24"X24"

7 — M4-8A 24"X18" END DETOUR EAST 18 60 M3-2 24"X12" M1-4 24"X24" M1-6 24"X24"

8 — M4-8A 24"X18" END DETOUR WEST 18 60 M3-4 24"X12" M1-4 24"X24" M1-6 24"X24"

9 — M4-8A 24"X18" END DETOUR SOUTH 27 M3-3 24"X12" M1-6 24"X24"

10 — ROAD CLOSED AHEAD W20-3A

11 — ROAD CLOSED 500 FT W20-3D

12 — M4-8 24"X12" DETOUR WEST 82 M3-4 24"X12" M1-6 24"X24"

13 — M4-8 24"X12" DETOUR WEST 9 M3-4 24"X12" M1-5 24"X24"

A — MO5-1L 21"X21"

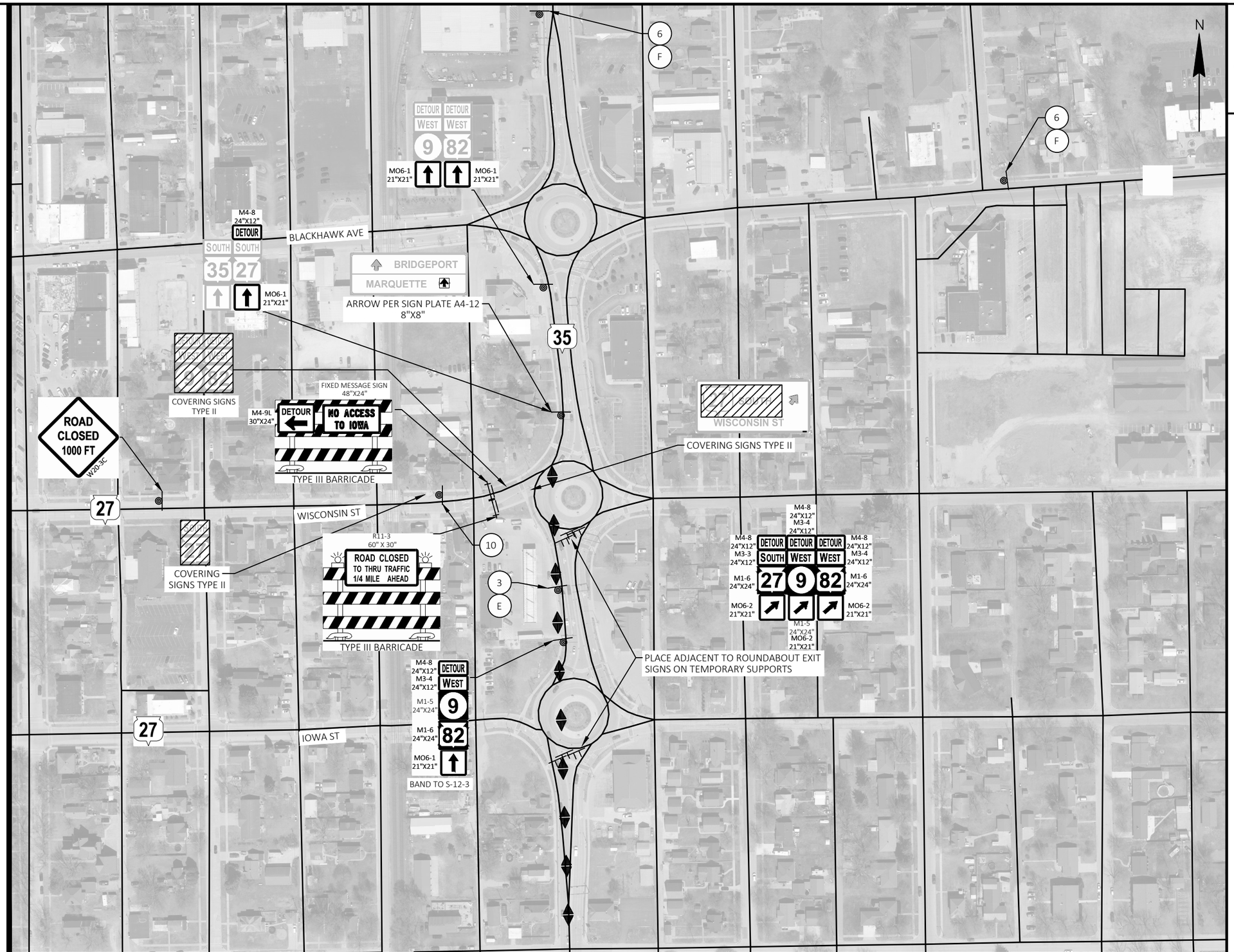
B — MO5-1R 21"X21"

C — MO6-1 21"X21"

D — MO6-1 21"X21"

E — MO6-1 21"X21"

F — DETOUR AHEAD W20-2A



PROJECT NO: 1660-02-73	HWY: USH 18	COUNTY: CRAWFORD	DETOUR PLAN - STAGE 2 DETAIL A	SHEET 97 E

FILE NAME : X:\PROJECTS\CRAWFORD\220077MW - 1660-02-03_USH 18 ROUNDABOUTS\DESIGN\C3D\SHEETSPLAN\027001-DT.DWG
LAYOUT NAME - 027002-dt (STG2)

PLOT DATE : 1/14/2026 9:27 AM PLOT BY : JAY HILLE PLOT NAME : PLOT SCALE : 1 IN:200 FT

WISDOT/CADDS SHEET 42

2

GENERAL NOTES

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

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

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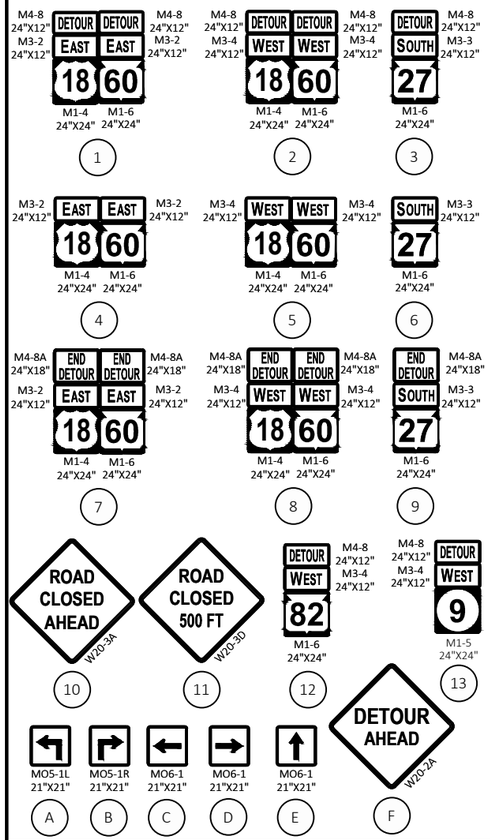
LEGEND

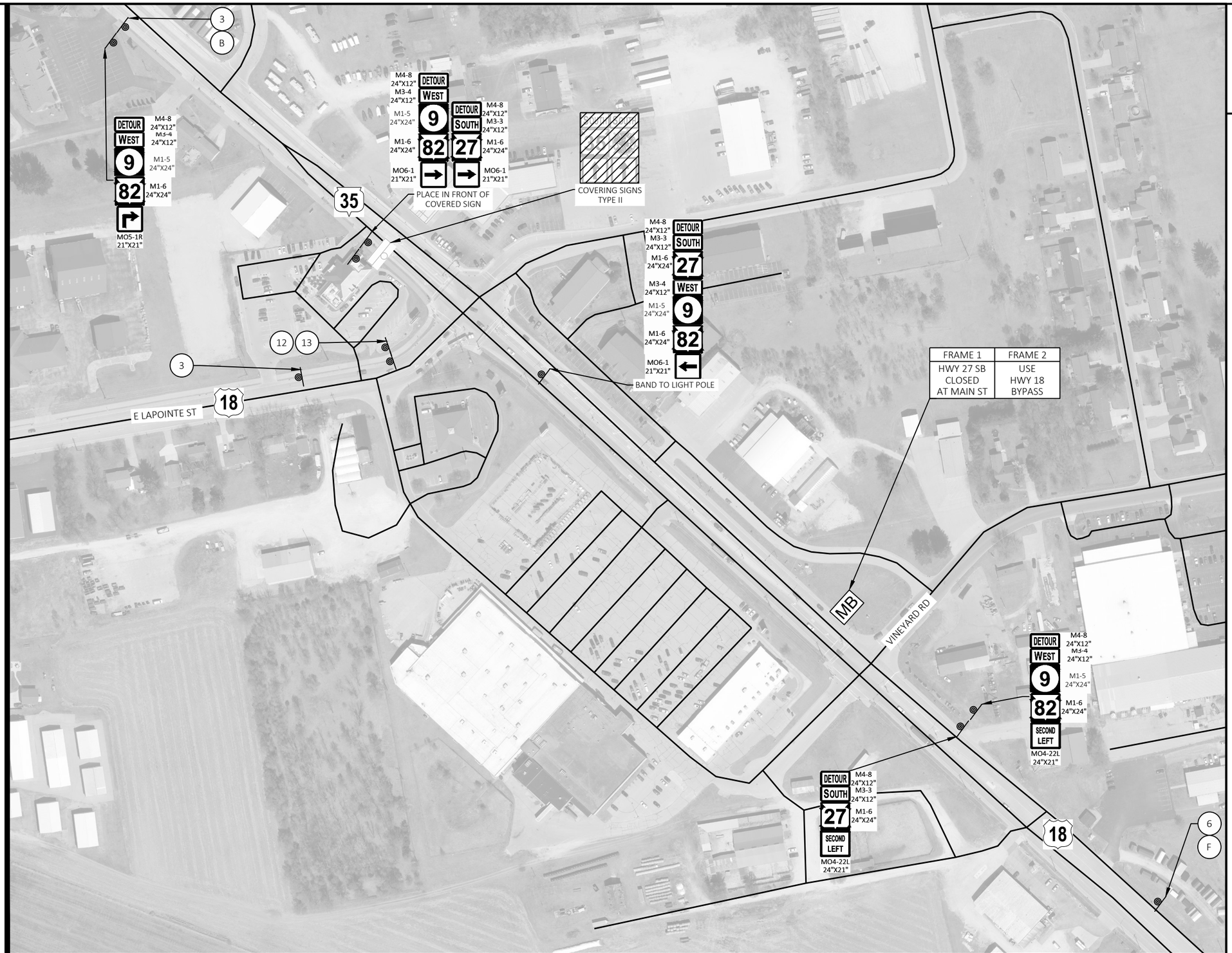
MB — MESSAGE BOARD

DETOUR ROUTE

POST MOUNTED SIGN

WORK AREA





PROJECT NO: 1660-02-73	HWY: USH 18	COUNTY: CRAWFORD	DETOUR PLAN - STAGE 2 DETAIL B	SHEET 98 E

FILE NAME : X:\PROJECTS\CRAWFORD\220077MW - 1660-02-03_USH 18 ROUNDABOUTS\DESIGN\C3D\SHEETSPLAN\027001-DT.DWG
LAYOUT NAME - 027003-dt (STG2)

PLOT DATE : 1/14/2026 9:28 AM PLOT BY : JAY HILLE PLOT NAME : PLOT SCALE : 1 IN:200 FT

WISDOT/CADDS SHEET 42

2

GENERAL NOTES

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

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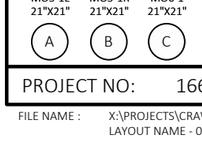
LEGEND

MB — MESSAGE BOARD

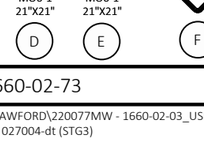
DETOUR ROUTE

POST MOUNTED SIGN

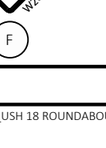
WORK AREA



1



2



3

4

5

6

7

8

9

10

11

A B C D E F



PROJECT NO: 1660-02-73	HWY: USH 18	COUNTY: CRAWFORD	DETOUR PLAN - STAGE 3	SHEET 99	E

FILE NAME : X:\PROJECTS\CRAWFORD\220077MW - 1660-02-03_USH 18 ROUNDABOUTS\DESIGN\C3D\SHEETSPLAN\027001-DT.DWG
LAYOUT NAME - 027004-dt (STG3)

PLOT DATE : 1/13/2026 11:40 AM PLOT BY : KYLE WILLIAMS PLOT NAME : PLOT SCALE : 1 IN:1000 FT

WISDOT/CADDS SHEET 42

2

GENERAL NOTES

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

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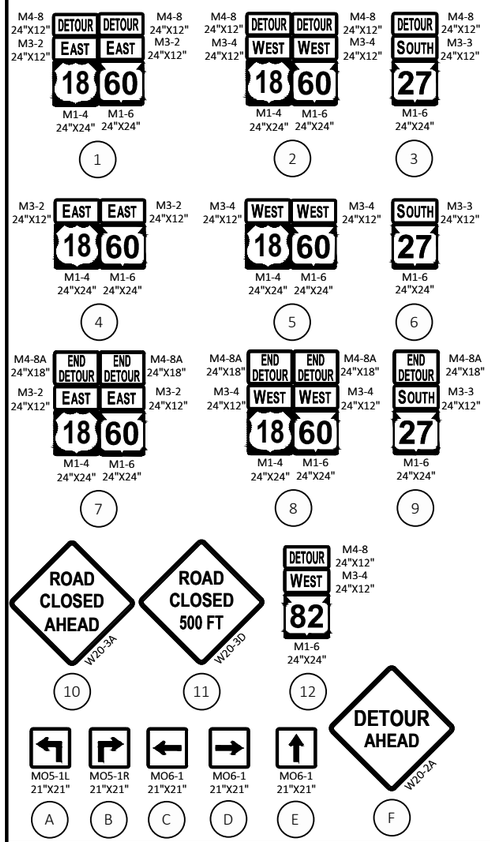
LEGEND

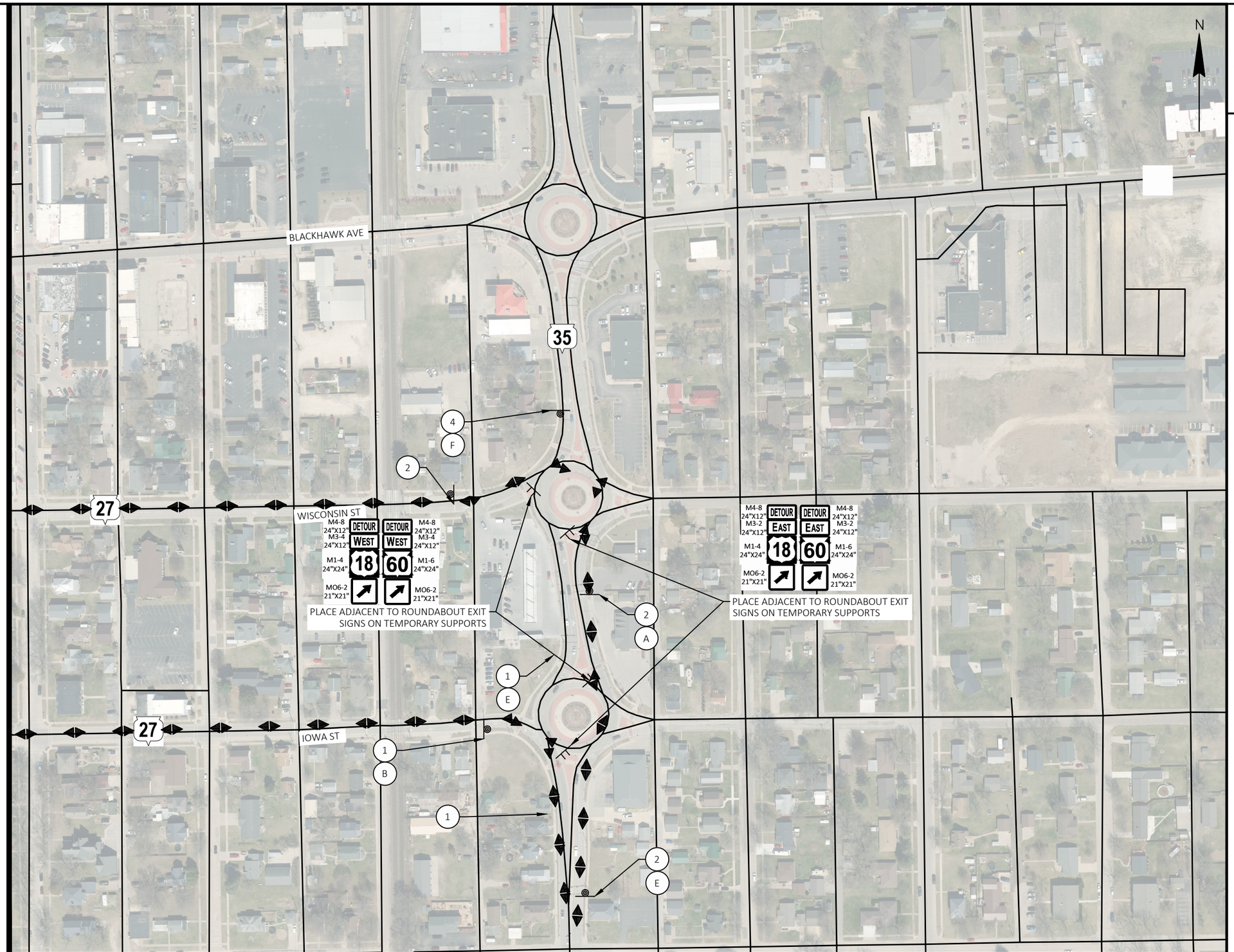
MB — MESSAGE BOARD

DETOUR ROUTE

POST MOUNTED SIGN

WORK AREA





PROJECT NO: 1660-02-73	HWY: USH 18	COUNTY: CRAWFORD	DETOUR PLAN - STAGE 3 DETAIL A	SHEET 100	E

FILE NAME : X:\PROJECTS\CRAWFORD\220077MW - 1660-02-03_USH 18 ROUNDABOUTS\DESIGN\C3D\SHEETSPLAN\027001-DT.DWG
LAYOUT NAME - 027005-dt (STG3)
PLOT DATE : 1/13/2026 11:40 AM
PLOT BY : KYLE WILLIAMS
PLOT NAME :
PLOT SCALE : 1 IN:200 FT
WISDOT/CADDS SHEET 42

2

GENERAL NOTES

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LEGEND

MB — MESSAGE BOARD

DETOUR ROUTE

POST MOUNTED SIGN

WORK AREA

M4-8 24"X12" DETOUR EAST / DETOUR EAST M4-8 24"X12" M3-2 24"X12" — 18 60 — M1-4 24"X24" M1-6 24"X24" — 1

M4-8 24"X12" DETOUR WEST / DETOUR WEST M4-8 24"X12" M3-4 24"X12" — 18 60 — M1-4 24"X24" M1-6 24"X24" — 2

M4-8 24"X12" DETOUR SOUTH M4-8 24"X12" M3-3 24"X12" — 27 — M1-6 24"X24" — 3

M3-2 24"X12" EAST EAST M3-2 24"X12" — 18 60 — M1-4 24"X24" M1-6 24"X24" — 4

M3-4 24"X12" WEST WEST M3-4 24"X12" — 18 60 — M1-4 24"X24" M1-6 24"X24" — 5

M3-3 24"X12" SOUTH M3-3 24"X12" — 27 — M1-6 24"X24" — 6

M4-8A 24"X18" END DETOUR / END DETOUR M4-8A 24"X18" M3-2 24"X12" EAST EAST M3-2 24"X12" — 18 60 — M1-4 24"X24" M1-6 24"X24" — 7

M4-8A 24"X18" END DETOUR / END DETOUR M4-8A 24"X18" M3-4 24"X12" WEST WEST M3-4 24"X12" — 18 60 — M1-4 24"X24" M1-6 24"X24" — 8

M4-8A 24"X18" END DETOUR SOUTH M4-8A 24"X18" M3-3 24"X12" — 27 — M1-6 24"X24" — 9

ROAD CLOSED AHEAD W20-3A — 10

ROAD CLOSED 500 FT W20-3D — 11

M4-8 24"X12" DETOUR WEST M3-4 24"X12" — 82 — M1-6 24"X24" — 12

MO5-1L 21"X21" — A

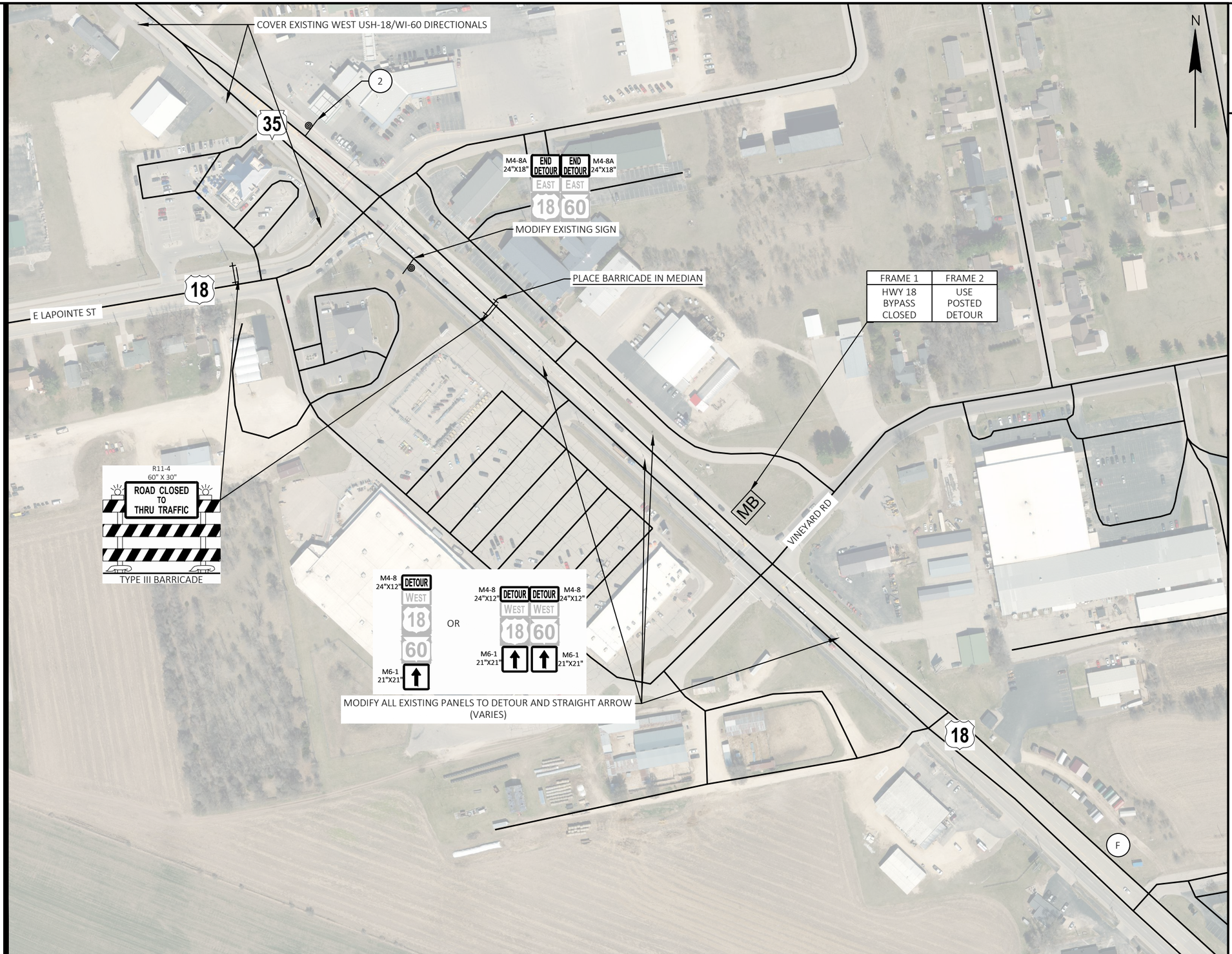
MO5-1R 21"X21" — B

MO6-1 21"X21" — C

MO6-1 21"X21" — D

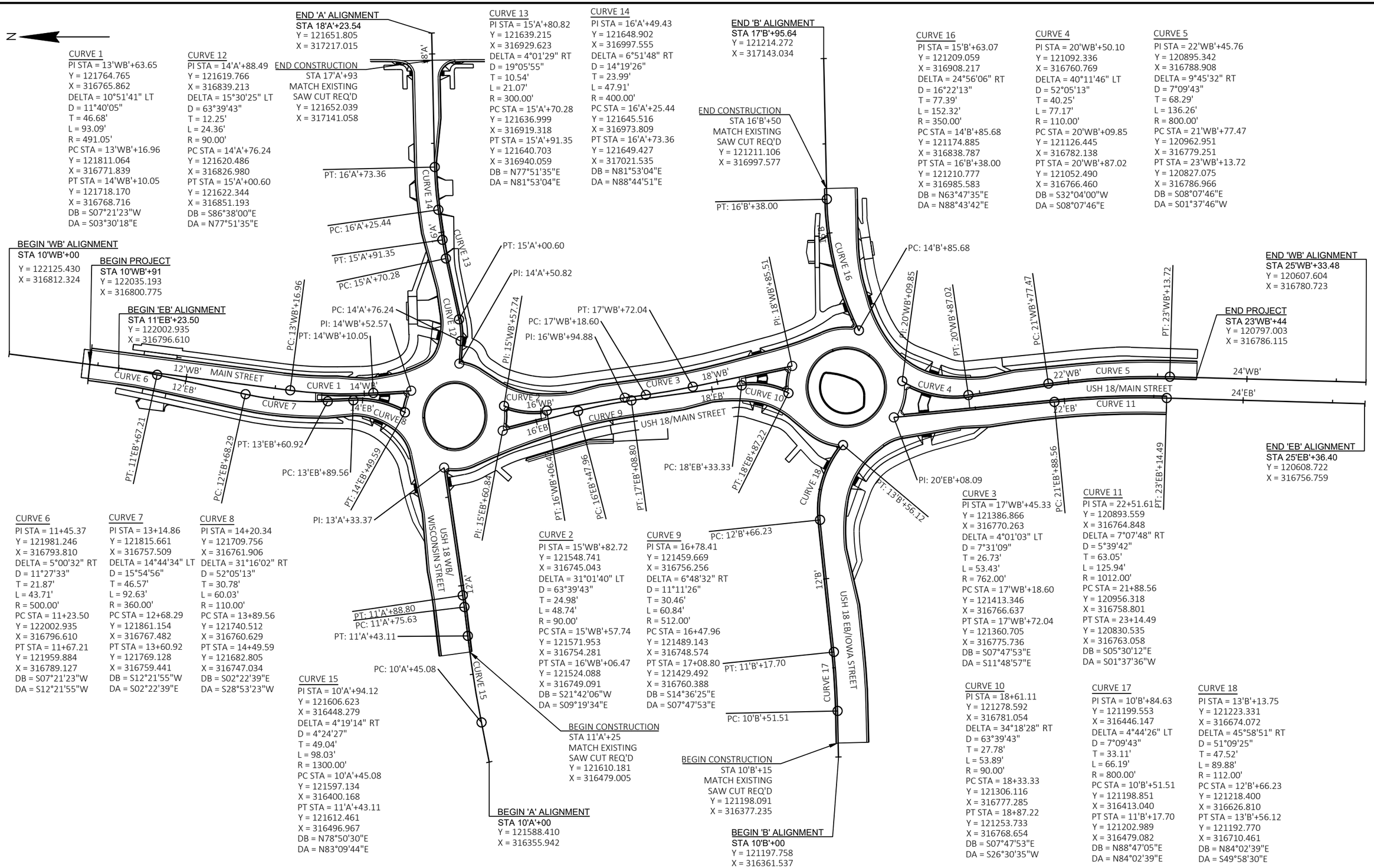
MO6-1 21"X21" — E

DETOUR AHEAD W20-2A — F



PROJECT NO: 1660-02-73	HWY: USH 18	COUNTY: CRAWFORD	DETOUR PLAN - STAGE 3 DETAIL B	SHEET 101	E

FILE NAME : X:\PROJECTS\CRAWFORD\220077MW - 1660-02-03_USH 18 ROUNDABOUTS\DESIGN\C3D\SHEETSPLAN\027001-DT.DWG
LAYOUT NAME - 027006-dt (STG3)
PLOT DATE : 1/13/2026 11:41 AM PLOT BY : KYLE WILLIAMS PLOT NAME : PLOT SCALE : 1 IN:200 FT



PROJECT NO: 1660-02-73	HWY: USH 18	COUNTY: CRAWFORD	ALIGNMENT DIAGRAM	SHEET 102	E

FILE NAME : X:\PROJECTS\CRAWFORD\220077MW - 1660-02-03_USH 18 ROUNDABOUTS\DESIGN\C3D\SHEETSPLAN\027201-AD.DWG
LAYOUT NAME - 027201-ad (1)
PLOT DATE : 1/13/2026 11:41 AM PLOT BY : KYLE WILLIAMS PLOT NAME : PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 42

2

N

CURVE 3
PI STA = 1+82.78
Y = 121661.102
X = 316634.265
DELTA = 7°06'00" RT
D = 28°38'52"
T = 12.41'
L = 24.78'
R = 200.00'
PC STA = 1+70.38
Y = 121663.698
X = 316646.398
PT STA = 1+95.16
Y = 121660.027
X = 316621.904
DB = S77°55'33"W
DA = S85°01'33"W

CURVE 2
PI STA = 0+98.55
Y = 121679.052
X = 316718.176
DELTA = 40°43'03" RT
D = 114°35'30"
T = 18.55'
L = 35.53'
R = 50.00'
PC STA = 0+80.00
Y = 121693.829
X = 316729.396
PT STA = 1+15.53
Y = 121675.171
X = 316700.033
DB = S37°12'30"W
DA = S77°55'33"W

CURVE 1
PI STA = 0+56.11
Y = 121714.157
X = 316744.830
DELTA = 35°23'23" RT
D = 71°37'11"
T = 25.52'
L = 49.41'
R = 80.00'
PC STA = 0+30.58
Y = 121739.667
X = 316745.640
PT STA = 0+80.00
Y = 121693.829
X = 316729.396
DB = S01°49'07"W
DA = S37°12'30"W

BEGIN 'ANW' ALIGNMENT
STA 0'ANW'+00.00
Y = 121770.115
X = 316742.767

END 'ANE' ALIGNMENT
STA 2'ANE'+57.19
Y = 121758.207
X = 316785.563

CURVE 8
PI STA = 2+40.84
Y = 121741.938
X = 316783.821
DELTA = 4°24'33" RT
D = 13°28'53"
T = 16.36'
L = 32.71'
R = 425.00'
PC STA = 2+24.48
Y = 121725.584
X = 316783.334
PT STA = 2+57.19
Y = 121758.207
X = 316785.563
DB = N01°42'14"E
DA = N06°06'47"E

CURVE 7
PI STA = 2+06.98
Y = 121708.100
X = 316784.960
DELTA = 8°02'08" RT
D = 22°55'06"
T = 17.56'
L = 35.06'
R = 250.00'
PC STA = 1+89.42
Y = 121691.014
X = 316789.013
PT STA = 2+24.48
Y = 121725.584
X = 316783.334
DB = N13°20'50"W
DA = N05°18'41"W

CURVE 6
PI STA = 1+72.50
Y = 121674.343
X = 316792.969
DELTA = 15°36'36" RT
D = 45°50'12"
T = 17.13'
L = 34.06'
R = 125.00'
PC STA = 1+55.36
Y = 121659.351
X = 316801.264
PT STA = 1+89.42
Y = 121691.014
X = 316789.013
DB = N28°57'25"W
DA = N13°20'50"W

CURVE 5
PI STA = 1+45.55
Y = 121650.032
X = 316806.421
DELTA = 39°05'27" RT
D = 190°59'09"
T = 10.65'
L = 20.47'
R = 30.00'
PC STA = 1+34.90
Y = 121646.051
X = 316816.299
PT STA = 1+55.36
Y = 121659.351
X = 316801.264
DB = N68°02'53"W
DA = N28°57'25"W

CURVE 4
PI STA = 1+14.40
Y = 121638.019
X = 316836.227
DELTA = 30°04'04" RT
D = 71°37'11"
T = 21.49'
L = 41.98'
R = 80.00'
PC STA = 0+92.91
Y = 121641.052
X = 316857.499
PT STA = 1+34.90
Y = 121646.051
X = 316816.299
DB = S81°53'04"W
DA = N68°02'53"W
DA = S81°53'04"W
DA = N68°02'53"W

END 'ANW' ALIGNMENT
STA 2'ANW'+47.48
Y = 121654.213
X = 316566.892

BEGIN 'ANE' ALIGNMENT
STA 0'ANE'+00.00
Y = 121662.018
X = 316947.861

BEGIN 'ASW' ALIGNMENT
STA 0'ASW'+00.00
Y = 121637.602
X = 316682.485

END 'ASE' ALIGNMENT
STA 1'ASE'+66.77
Y = 121621.979
X = 316801.601

END 'ASW' ALIGNMENT
STA 1'ASW'+49.66
Y = 121497.596
X = 316729.685

BEGIN 'ASE' ALIGNMENT
STA 0'ASW'+00.00
Y = 121464.709
X = 316775.752

CURVE 9
PI STA = 0+17.97
Y = 121621.357
X = 316681.388
DELTA = 38°07'52" LT
D = 110°11'03"
T = 17.97'
L = 34.61'
R = 52.00'
PC STA = -0+00.00
Y = 121638.880
X = 316685.378
PT STA = 0+34.61
Y = 121605.110
X = 316689.070
DB = S12°49'34"W
DA = S25°18'17"E

CURVE 10
PI STA = 0+92.26
Y = 121552.990
X = 316713.712
DELTA = 9°13'11" RT
D = 8°00'48"
T = 57.65'
L = 115.05'
R = 715.00'
PC STA = 0+34.61
Y = 121605.110
X = 316689.070
PT STA = 1+49.66
Y = 121497.596
X = 316729.685
DB = S25°18'17"E
DA = S16°05'06"E

CURVE 11
PI STA = 0+51.43
Y = 121514.870
X = 316764.845
DELTA = 10°56'33" RT
D = 28°38'52"
T = 19.16'
L = 38.20'
R = 200.00'
PC STA = 0+32.27
Y = 121495.891
X = 316767.444
PT STA = 0+70.47
Y = 121533.998
X = 316765.896
DB = N07°47'53"W
DA = N03°08'40"E

CURVE 12
PI STA = 0+94.36
Y = 121557.852
X = 316767.206
DELTA = 29°43'55" RT
D = 63°39'43"
T = 23.89'
L = 46.70'
R = 90.00'
PC STA = 0+70.47
Y = 121533.998
X = 316765.896
PT STA = 1+17.17
Y = 121577.916
X = 316780.175
DB = N03°08'40"E
DA = N32°52'35"E

CURVE 13
PI STA = 1+54.35
Y = 121609.101
X = 316800.415
DELTA = 27°55'57" LT
D = 110°11'03"
T = 12.93'
L = 25.35'
R = 52.00'
PC STA = 1+41.41
Y = 121598.279
X = 316793.335
PT STA = 1+66.77
Y = 121621.979
X = 316801.601
DB = N33°11'35"E
DA = N05°15'38"E

USH 18/MAIN STREET
USH 18 WB/WISCONSIN STREET
USH 18 WB/WISCONSIN STREET
MAIN STREET
CURVE 1
CURVE 2
CURVE 3
CURVE 4
CURVE 5
CURVE 6
CURVE 7
CURVE 8
CURVE 9
CURVE 10
CURVE 11
CURVE 12
CURVE 13
PC: 0'ANW'+30.58
PCC: 0'ANW'+80.00
PT: 1'ANW'+15.53
PT: 1'ANW'+95.16
PC: 1'ANW'+70.38
PCC: 2'ANE'+24.48
PCC: 1'ANE'+89.42
PC: 0'ANE'+92.91
PI: 0'ANE'+65.29
PI: 0'ANE'+64.54
PCC: 1'ANE'+55.36
PCC: 1'ANE'+34.90
PCC: 0'ACIR'+71.03
PCC: 1'ACIR'+05.36
PCC: 2'ACIR'+22.44
PCC: 1'ACIR'+88.11
PRC: 0'ASW'+34.61
PT: 0+01.26
PC: 0+48.62
PCC: 0+71.05
PT: 0+71.28
PC: 1'ASE'+41.41
PT: 1'ASE'+17.17
PCC: 0'ASE'+70.47
PC: 0'ASE'+32.27

PROJECT NO: 1660-02-73	HWY: USH 18	COUNTY: CRAWFORD	ALIGNMENT DIAGRAM	SHEET 103	E

FILE NAME : X:\PROJECTS\CRAWFORD\220077MW - 1660-02-03_USH 18 ROUNDABOUTS\DESIGN\C3D\SHEETSPLAN\027202-AD.DWG
LAYOUT NAME - 027202-ad (1)
PLOT DATE : 1/13/2026 11:42 AM
PLOT BY : KYLE WILLIAMS
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

N

CURVE 1
PI STA = 0+51.62
Y = 121321.511
X = 316763.052
DELTA = 10°54'26" RT
D = 28°38'52"
T = 19.09'
L = 38.07'
R = 200.00'
PC STA = 0+32.52
Y = 121340.430
X = 316760.473
PT STA = 0+70.60
Y = 121302.445
X = 316762.005
DB = S07°45'46"E
DA = S03°08'40"W

CURVE 2
PI STA = 1+00.36
Y = 121272.728
X = 316760.372
DELTA = 36°35'49" RT
D = 63°39'43"
T = 29.76'
L = 57.49'
R = 90.00'
PC STA = 0+70.60
Y = 121302.445
X = 316762.005
PT STA = 1+28.08
Y = 121249.843
X = 316741.345
DB = S03°08'40"W
DA = S39°44'29"W

CURVE 3
PI STA = 1+74.49
Y = 121214.161
X = 316711.677
DELTA = 36°29'08" LT
D = 88°08'50"
T = 21.42'
L = 41.39'
R = 65.00'
PC STA = 1+53.06
Y = 121230.635
X = 316725.375
PT STA = 1+94.45
Y = 121192.770
X = 316710.461
DB = S39°44'29"W
DA = S03°15'20"W

BEGIN 'BNW' ALIGNMENT
STA 0'BNW'+00.00
Y = 121371.865
X = 316752.131

END 'BNW' ALIGNMENT
STA 1'BNW'+94.45
Y = 121192.770
X = 316710.461

END 'BNE' ALIGNMENT
STA 1'BNE'+53.97
Y = 121322.702
X = 316801.266

CURVE 4
PI STA = 0+21.62
Y = 121195.981
X = 316843.507
DELTA = 36°47'30" LT
D = 88°08'50"
T = 21.62'
L = 41.74'
R = 65.00'
PC STA = -0+00.00
Y = 121174.885
X = 316838.787
PT STA = 0+41.74
Y = 121215.702
X = 316834.653
DB = N12°36'47"E
DA = N24°10'42"W

CURVE 5
PI STA = 0+69.60
Y = 121241.118
X = 316823.242
DELTA = 9°06'09" RT
D = 16°22'13"
T = 27.86'
L = 55.60'
R = 350.00'
PC STA = 0+41.74
Y = 121215.702
X = 316834.653
PT STA = 0+97.34
Y = 121268.020
X = 316815.996
DB = N24°10'42"W
DA = N15°04'33"W

BEGIN 'BNE' ALIGNMENT
STA 0'BNE'+00.00
Y = 121174.885
X = 316838.787

BEGIN 'BSW' ALIGNMENT
STA 0'BSW'+00.00
Y = 121176.276
X = 316531.425

END 'BSE' ALIGNMENT
STA 3'BSE'+36.69
Y = 121179.051
X = 316998.288

CURVE 6
PI STA = 0+92.27
Y = 121193.755
X = 316621.872
DELTA = 15°29'55" RT
D = 28°38'52"
T = 27.22'
L = 54.10'
R = 200.00'
PC STA = 0+65.05
Y = 121190.931
X = 316594.802
PT STA = 1+19.15
Y = 121189.243
X = 316648.711
DB = N84°02'39"E
DA = S80°27'25"E

CURVE 7
PI STA = 1+53.65
Y = 121183.523
X = 316682.733
DELTA = 41°56'43" RT
D = 63°39'43"
T = 34.50'
L = 65.89'
R = 90.00'
PC STA = 1+19.15
Y = 121189.243
X = 316648.711
PT STA = 1+85.04
Y = 121156.529
X = 316704.214
DB = S80°27'25"E
DA = S38°30'42"E

CURVE 8
PI STA = 2+07.15
Y = 121139.229
X = 316717.981
DELTA = 28°44'41" RT
D = 114°35'30"
T = 12.81'
L = 25.08'
R = 50.00'
PC STA = 1+94.33
Y = 121149.254
X = 316710.003
PT STA = 2+19.42
Y = 121126.602
X = 316720.154
DB = S38°30'42"E
DA = S09°46'01"E

CURVE 9
PI STA = 2+85.59
Y = 121061.392
X = 316731.379
DELTA = 7°06'00" RT
D = 28°38'52"
T = 12.41'
L = 24.78'
R = 200.00'
PC STA = 2+73.18
Y = 121073.620
X = 316729.274
PT STA = 2+97.96
Y = 121048.998
X = 316731.957
DB = S09°46'01"E
DA = S02°40'01"E

END 'BSW' ALIGNMENT
STA 3'BSW'+17.92
Y = 121029.062
X = 316732.885

CURVE 10
PI STA = 0+57.16
Y = 121056.742
X = 316782.699
DELTA = 14°06'42" RT
D = 28°38'52"
T = 24.75'
L = 49.26'
R = 200.00'
PC STA = 0+32.40
Y = 121032.109
X = 316785.153
PT STA = 0+81.66
Y = 121081.230
X = 316786.326
DB = N05°41'16"W
DA = N08°25'27"E

CURVE 11
PI STA = 1+16.34
Y = 121115.535
X = 316791.406
DELTA = 42°08'44" RT
D = 63°39'43"
T = 34.68'
L = 66.20'
R = 90.00'
PC STA = 0+81.66
Y = 121081.230
X = 316786.326
PT STA = 1+47.86
Y = 121137.561
X = 316818.192
DB = N08°25'27"E
DA = N50°34'10"E

CURVE 12
PI STA = 1+77.34
Y = 121156.284
X = 316840.961
DELTA = 22°14'10" RT
D = 38°11'50"
T = 29.48'
L = 58.21'
R = 150.00'
PC STA = 1+47.86
Y = 121137.561
X = 316818.192
PT STA = 2+06.08
Y = 121164.998
X = 316869.122
DB = N50°34'10"E
DA = N72°48'21"E

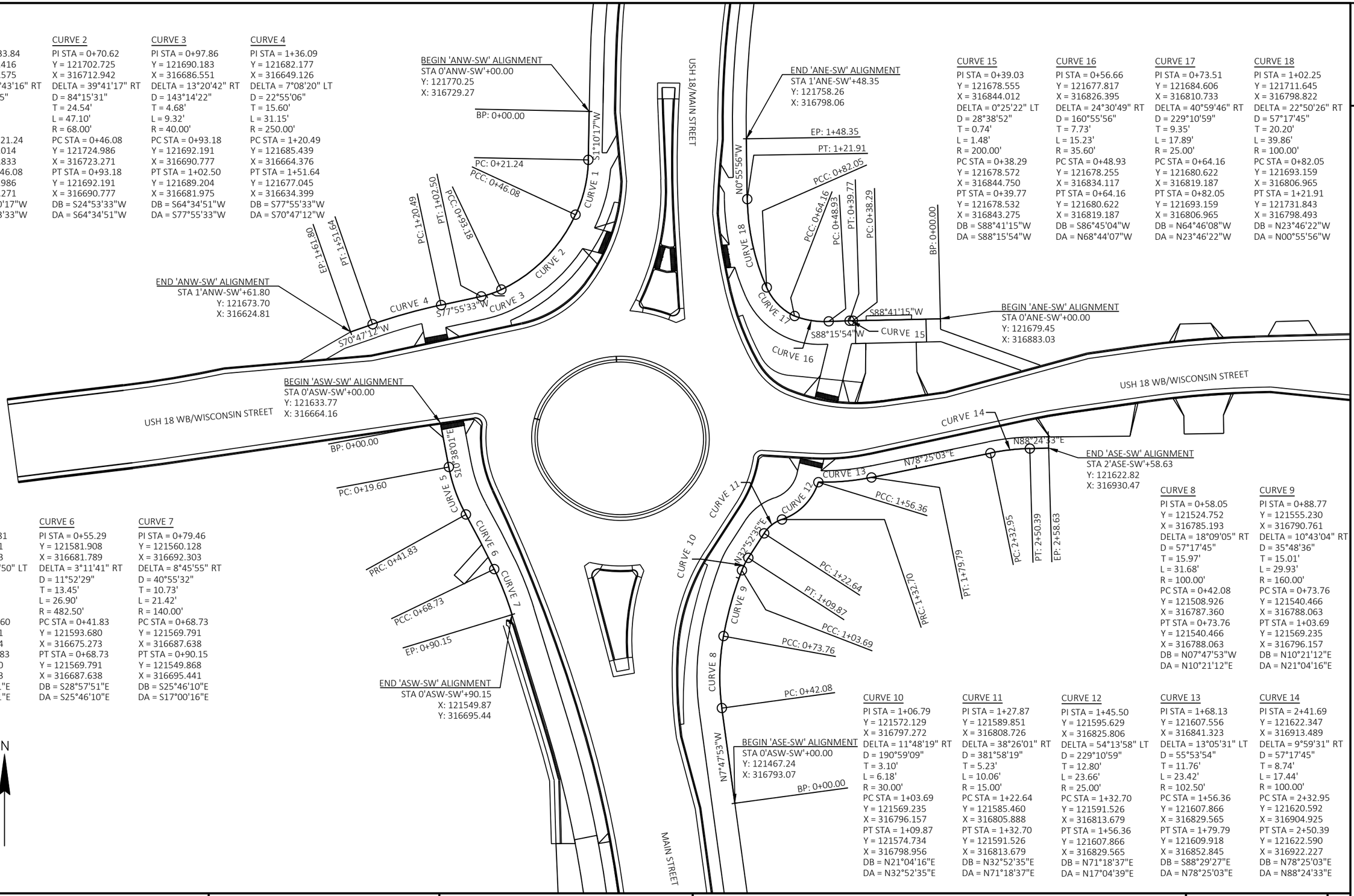
CURVE 13
PI STA = 2+17.69
Y = 121168.431
X = 316880.215
DELTA = 2°39'39" RT
D = 11°27'33"
T = 11.61'
L = 23.22'
R = 500.00'
PC STA = 2+06.08
Y = 121164.998
X = 316869.122
PT STA = 2+29.30
Y = 121171.345
X = 316891.456
DB = N72°48'21"E
DA = N75°28'00"E

CURVE 14
PI STA = 2+52.55
Y = 121177.179
X = 316913.962
DELTA = 13°15'41" RT
D = 28°38'52"
T = 23.25'
L = 46.29'
R = 200.00'
PC STA = 2+29.30
Y = 121171.345
X = 316891.456
PT STA = 2+75.59
Y = 121177.695
X = 316937.206
DB = N75°28'00"E
DA = N88°43'42"E

BEGIN 'BSE' ALIGNMENT
STA 0'BSE'+00.00
Y = 121000.513
X = 316792.319

PROJECT NO: 1660-02-73	HWY: USH 18	COUNTY: CRAWFORD	ALIGNMENT DIAGRAM	SHEET 104	E

2



CURVE 1
PI STA = 0+33.84
Y = 121736.416
X = 316728.575
DELTA = 23°43'16" RT
D = 95°29'35"
T = 12.60'
L = 24.84'
R = 60.00'
PC STA = 0+21.24
Y = 121749.014
X = 316728.833
PT STA = 0+46.08
Y = 121724.986
X = 316723.271
DB = S01°10'17"W
DA = S24°53'33"W

CURVE 2
PI STA = 0+70.62
Y = 121702.725
X = 316712.942
DELTA = 39°41'17" RT
D = 84°15'31"
T = 24.54'
L = 47.10'
R = 68.00'
PC STA = 0+46.08
Y = 121724.986
X = 316723.271
PT STA = 0+93.18
Y = 121692.191
X = 316690.777
DB = S24°53'33"W
DA = S64°34'51"W

CURVE 3
PI STA = 0+97.86
Y = 121690.183
X = 316686.551
DELTA = 13°20'42" RT
D = 143°14'22"
T = 4.68'
L = 9.32'
R = 40.00'
PC STA = 0+93.18
Y = 121692.191
X = 316690.777
PT STA = 1+02.50
Y = 121689.204
X = 316681.975
DB = S64°34'51"W
DA = S77°55'33"W

CURVE 4
PI STA = 1+36.09
Y = 121682.177
X = 316649.126
DELTA = 7°08'20" LT
D = 22°55'06"
T = 15.60'
L = 31.15'
R = 250.00'
PC STA = 1+20.49
Y = 121685.439
X = 316664.376
PT STA = 1+51.64
Y = 121677.045
X = 316634.399
DB = S77°55'33"W
DA = S70°47'12"W

CURVE 5
PI STA = 0+30.81
Y = 121603.491
X = 316669.843
DELTA = 18°19'50" LT
D = 82°26'24"
T = 11.21'
L = 22.23'
R = 69.50'
PC STA = 0+19.60
Y = 121614.511
X = 316667.774
PT STA = 0+41.83
Y = 121593.680
X = 316675.273
DB = S10°38'01"E
DA = S28°57'51"E

CURVE 6
PI STA = 0+55.29
Y = 121581.908
X = 316681.789
DELTA = 3°11'41" RT
D = 11°52'29"
T = 13.45'
L = 26.90'
R = 482.50'
PC STA = 0+41.83
Y = 121593.680
X = 316675.273
PT STA = 0+68.73
Y = 121569.791
X = 316687.638
DB = S28°57'51"E
DA = S25°46'10"E

CURVE 7
PI STA = 0+79.46
Y = 121560.128
X = 316692.303
DELTA = 8°45'55" RT
D = 40°55'32"
T = 10.73'
L = 21.42'
R = 140.00'
PC STA = 0+68.73
Y = 121569.791
X = 316687.638
PT STA = 0+90.15
Y = 121549.868
X = 316695.441
DB = S25°46'10"E
DA = S17°00'16"E

CURVE 15
PI STA = 0+39.03
Y = 121678.555
X = 316844.012
DELTA = 0°25'22" LT
D = 28°38'52"
T = 0.74'
L = 1.48'
R = 200.00'
PC STA = 0+38.29
Y = 121678.572
X = 316844.750
PT STA = 0+39.77
Y = 121678.532
X = 316843.275
DB = S88°41'15"W
DA = S88°15'54"W

CURVE 16
PI STA = 0+56.66
Y = 121677.817
X = 316826.395
DELTA = 24°30'49" RT
D = 160°55'56"
T = 7.73'
L = 15.23'
R = 35.60'
PC STA = 0+48.93
Y = 121678.255
X = 316834.117
PT STA = 0+64.16
Y = 121680.622
X = 316819.187
DB = S86°45'04"W
DA = N68°44'07"W

CURVE 17
PI STA = 0+73.51
Y = 121684.606
X = 316810.733
DELTA = 40°59'46" RT
D = 229°10'59"
T = 9.35'
L = 17.89'
R = 25.00'
PC STA = 0+64.16
Y = 121680.622
X = 316819.187
PT STA = 0+82.05
Y = 121693.159
X = 316806.965
DB = N64°46'08"W
DA = N23°46'22"W

CURVE 18
PI STA = 1+02.25
Y = 121711.645
X = 316798.822
DELTA = 22°50'26" RT
D = 57°17'45"
T = 20.20'
L = 39.86'
R = 100.00'
PC STA = 0+82.05
Y = 121693.159
X = 316806.965
PT STA = 1+21.91
Y = 121731.843
X = 316798.493
DB = N23°46'22"W
DA = N00°55'56"W

CURVE 8
PI STA = 0+58.05
Y = 121524.752
X = 316785.193
DELTA = 18°09'05" RT
D = 57°17'45"
T = 15.97'
L = 31.68'
R = 100.00'
PC STA = 0+42.08
Y = 121508.926
X = 316787.360
PT STA = 0+73.76
Y = 121540.466
X = 316788.063
DB = N07°47'53"W
DA = N10°21'12"E

CURVE 9
PI STA = 0+88.77
Y = 121555.230
X = 316790.761
DELTA = 10°43'04" RT
D = 35°48'36"
T = 15.01'
L = 29.93'
R = 160.00'
PC STA = 0+73.76
Y = 121540.466
X = 316788.063
PT STA = 1+03.69
Y = 121569.235
X = 316796.157
DB = N10°21'12"E
DA = N21°04'16"E

CURVE 10
PI STA = 1+06.79
Y = 121572.129
X = 316797.272
DELTA = 11°48'19" RT
D = 190°59'09"
T = 3.10'
L = 6.18'
R = 30.00'
PC STA = 1+03.69
Y = 121569.235
X = 316796.157
PT STA = 1+09.87
Y = 121574.734
X = 316798.956
DB = N21°04'16"E
DA = N32°52'35"E

CURVE 11
PI STA = 1+27.87
Y = 121589.851
X = 316808.726
DELTA = 38°26'01" RT
D = 381°58'19"
T = 5.23'
L = 10.06'
R = 15.00'
PC STA = 1+22.64
Y = 121585.460
X = 316805.888
PT STA = 1+32.70
Y = 121591.526
X = 316813.679
DB = N32°52'35"E
DA = N71°18'37"E

CURVE 12
PI STA = 1+45.50
Y = 121595.629
X = 316825.806
DELTA = 54°13'58" LT
D = 229°10'59"
T = 12.80'
L = 23.66'
R = 25.00'
PC STA = 1+32.70
Y = 121591.526
X = 316813.679
PT STA = 1+56.36
Y = 121607.866
X = 316829.565
DB = N71°18'37"E
DA = N17°04'39"E

CURVE 13
PI STA = 1+68.13
Y = 121607.556
X = 316841.323
DELTA = 13°05'31" LT
D = 55°53'54"
T = 11.76'
L = 23.42'
R = 102.50'
PC STA = 1+56.36
Y = 121607.866
X = 316829.565
PT STA = 1+79.79
Y = 121609.918
X = 316852.845
DB = S88°29'27"E
DA = N78°25'03"E

CURVE 14
PI STA = 2+41.69
Y = 121622.347
X = 316913.489
DELTA = 9°59'31" RT
D = 57°17'45"
T = 8.74'
L = 17.44'
R = 100.00'
PC STA = 2+32.95
Y = 121620.592
X = 316904.925
PT STA = 2+50.39
Y = 121622.590
X = 316922.227
DB = N78°25'03"E
DA = N88°24'33"E

PROJECT NO: 1660-02-73	HWY: USH 18	COUNTY: CRAWFORD	ALIGNMENT DIAGRAM	SHEET 105	E

FILE NAME : X:\PROJECTS\CRAWFORD\220077MW - 1660-02-03_USH 18 ROUNDABOUTS\DESIGN\C3D\SHEETSPLAN\027203-AD.DWG
LAYOUT NAME - 027203-ad (1)
PLOT DATE : 1/13/2026 11:42 AM
PLOT BY : KYLE WILLIAMS
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

N

CURVE 1
PI STA = 0+62.34
Y = 121307.579
X = 316743.272
DELTA = 23°14'44" RT
D = 190°59'09"
T = 6.17'
L = 12.17'
R = 30.00'
PC STA = 0+56.16
Y = 121313.692
X = 316742.434
PT STA = 0+68.34
Y = 121301.631
X = 316741.628
DB = S07°47'53"E
DA = S15°26'51"W

CURVE 2
PI STA = 0+86.35
Y = 121284.271
X = 316736.831
DELTA = 4°26'10" RT
D = 12°19'19"
T = 18.01'
L = 36.00'
R = 464.99'
PC STA = 0+68.34
Y = 121301.631
X = 316741.628
PT STA = 1+04.34
Y = 121267.335
X = 316730.705
DB = S15°26'51"W
DA = S19°53'02"W

CURVE 3
PI STA = 1+11.78
Y = 121260.339
X = 316728.175
DELTA = 27°51'13" RT
D = 190°59'09"
T = 7.44'
L = 14.58'
R = 30.00'
PC STA = 1+04.34
Y = 121267.335
X = 316730.705
PT STA = 1+18.92
Y = 121255.336
X = 316722.670
DB = S19°53'02"W
DA = S47°44'15"W

CURVE 4
PI STA = 1+62.15
Y = 121226.265
X = 316690.679
DELTA = 19°03'50" LT
D = 286°28'44"
T = 3.36'
L = 6.65'
R = 20.00'
PC STA = 1+58.79
Y = 121228.524
X = 316693.165
PT STA = 1+65.45
Y = 121223.319
X = 316689.068
DB = S47°44'15"W
DA = S28°40'24"W

BP: 0+00.00
BEGIN 'BNW' ALIGNMENT
STA 0'BNW'+00.00
Y: 121369.34
X: 316734.81

S7°47'53"E
PC: 0+56.16
PCC: 0+68.34
CURVE 1
PCC: 1+04.34
PT: 1+18.92
CURVE 2
PC: 1+58.79
CURVE 3
CURVE 4
PT: 1+65.45
EP: 1+78.36
S47°44'15"W
S28°40'24"W

MAIN STREET

END 'BNW' ALIGNMENT
STA 1'BNW'+78.36
Y: 121211.99
X: 316682.87

USH 18 EB/IOWA STREET

CURVE 15
PI STA = 1+44.42
Y = 121249.234
X = 316839.180
DELTA = 14°19'38" RT
D = 30°09'20"
T = 23.88'
L = 47.51'
R = 190.00'
PC STA = 1+20.54
Y = 121228.430
X = 316850.904
PT STA = 1+68.05
Y = 121272.292
X = 316832.969
DB = N29°24'11"W
DA = N15°04'33"W

CURVE 16
PI STA = 1+15.76
Y = 121223.268
X = 316853.813
DELTA = 61°17'23" RT
D = 572°57'28"
T = 5.92'
L = 10.70'
R = 10.00'
PC STA = 1+09.84
Y = 121223.340
X = 316859.737
PT STA = 1+20.54
Y = 121228.430
X = 316850.904
DB = S89°18'26"W
DA = N29°24'11"W

CURVE 17
PI STA = 1+19.37
Y = 121224.434
X = 316950.205
DELTA = 4°40'37" LT
D = 30°11'45"
T = 7.75'
L = 15.49'
R = 189.75'
PC STA = 0+11.62
Y = 121223.896
X = 316957.935
PT STA = 0+27.11
Y = 121224.340
X = 316942.457
DB = N86°00'57"W
DA = S89°18'26"W

END 'BNE' ALIGNMENT
STA 1'BNE'+68.05
Y: 121272.29
X: 316832.97

EP: 1+68.05
PCC: 1+20.54
PC: 1+09.84
CURVE 17
CURVE 16
S89°18'26"W
PT: 0+27.11
PC: 0+11.62
BP: 0+00.00
N86°00'57"W
CURVE 15

BEGIN 'BNE' ALIGNMENT
STA 0'BNE'+00.00
Y: 121223.09
X: 316969.53

USH 18 EB/IOWA STREET

CURVE 5
CURVE 6
S70°38'42"E
CURVE 7
CURVE 8
S15°54'36"E

BEGIN 'BSW' ALIGNMENT
STA 0'BSW'+00.00
Y: 121171.30
X: 316581.48

BP: 0+00.00
PCC: 0+32.61
PT: 0+46.49
PC: 0+74.75
PCC: 1+15.55
PT: 1+69.87
EP: 2+13.42

END 'BSW' ALIGNMENT
STA 2'BSW'+13.42
Y: 121045.72
X: 316717.73

USH 18/MAIN STREET

N88°43'42"E
N81°14'17"E
CURVE 14
CURVE 13
CURVE 12
CURVE 11
CURVE 10
CURVE 9
N21°02'03"E
N5°41'16"W

END 'BSE' ALIGNMENT
STA 2'BSE'+92.34
Y: 121166.29
X: 316986.57

CURVE 9
PI STA = 0+62.01
Y = 121064.109
X = 316803.572
DELTA = 26°43'19" RT
D = 143°14'22"
T = 9.50'
L = 18.66'
R = 40.00'
PC STA = 0+52.51
Y = 121054.655
X = 316804.514
PT STA = 0+71.17
Y = 121072.976
X = 316806.982
DB = N05°41'16"W
DA = N21°02'03"E

PC: 1+08.55
PCC: 1+38.87
PCC: 1+78.24
PCC: 2+00.65
PT: 2+19.03
PC: 2+66.39
PT: 2+72.27
EP: 2+92.34

PT: 0+71.17
PC: 0+52.51

BEGIN 'BSE' ALIGNMENT
STA 0'BSE'+00.00
Y: 121002.40
X: 316809.72

BP: 0+00.00

CURVE 5
PI STA = 0+16.35
Y = 121174.353
X = 316597.538
DELTA = 10°14'16" RT
D = 31°23'42"
T = 16.35'
L = 32.61'
R = 182.50'
PC STA = 0+00.00
Y = 121171.301
X = 316581.477
PT STA = 0+32.61
Y = 121174.503
X = 316613.885
DB = N79°14'18"E
DA = N89°28'34"E

CURVE 6
PI STA = 0+39.62
Y = 121174.567
X = 316620.894
DELTA = 19°52'45" RT
D = 143°14'22"
T = 7.01'
L = 13.88'
R = 40.00'
PC STA = 0+32.61
Y = 121174.503
X = 316613.885
PT STA = 0+46.49
Y = 121172.244
X = 316627.508
DB = N89°28'34"E
DA = S70°38'42"E

CURVE 7
PI STA = 0+96.17
Y = 121156.365
X = 316674.581
DELTA = 43°08'52" RT
D = 105°46'09"
T = 21.42'
L = 40.79'
R = 54.17'
PC STA = 0+74.75
Y = 121162.876
X = 316654.176
PT STA = 1+15.55
Y = 121137.660
X = 316685.016
DB = S72°18'12"E
DA = S29°09'20"E

CURVE 8
PI STA = 1+42.83
Y = 121113.831
X = 316698.309
DELTA = 13°14'44" RT
D = 24°22'52"
T = 27.29'
L = 54.33'
R = 235.00'
PC STA = 1+15.55
Y = 121137.660
X = 316685.016
PT STA = 1+69.87
Y = 121087.591
X = 316705.789
DB = S29°09'20"E
DA = S15°54'36"E

CURVE 10
PI STA = 1+24.19
Y = 121122.466
X = 316826.013
DELTA = 34°44'43" RT
D = 114°35'30"
T = 15.64'
L = 30.32'
R = 50.00'
PC STA = 1+08.55
Y = 121107.865
X = 316820.399
PT STA = 1+38.87
Y = 121131.263
X = 316838.948
DB = N21°02'03"E
DA = N55°46'46"E

CURVE 11
PI STA = 1+58.70
Y = 121142.417
X = 316855.348
DELTA = 17°01'35" RT
D = 43°14'32"
T = 19.83'
L = 39.37'
R = 132.50'
PC STA = 1+38.87
Y = 121131.263
X = 316838.948
PT STA = 1+78.24
Y = 121148.280
X = 316874.295
DB = N55°46'46"E
DA = N72°48'21"E

CURVE 12
PI STA = 1+89.45
Y = 121151.593
X = 316885.000
DELTA = 2°39'39" RT
D = 11°52'29"
T = 11.21'
L = 22.41'
R = 482.50'
PC STA = 1+78.24
Y = 121148.280
X = 316874.295
PT STA = 2+00.65
Y = 121154.405
X = 316895.848
DB = N72°48'21"E
DA = N75°28'00"E

CURVE 13
PI STA = 2+09.85
Y = 121156.713
X = 316904.753
DELTA = 5°46'17" RT
D = 31°23'42"
T = 9.20'
L = 18.38'
R = 182.50'
PC STA = 2+00.65
Y = 121154.405
X = 316895.848
PT STA = 2+19.03
Y = 121158.115
X = 316913.845
DB = N75°28'00"E
DA = N81°14'17"E

CURVE 14
PI STA = 2+69.34
Y = 121165.777
X = 316963.560
DELTA = 7°29'25" RT
D = 127°19'26"
T = 2.95'
L = 5.88'
R = 45.00'
PC STA = 2+66.39
Y = 121165.328
X = 316960.649
PT STA = 2+72.27
Y = 121165.842
X = 316966.505
DB = N81°14'17"E
DA = N88°43'42"E

PROJECT NO: 1660-02-73	HWY: USH 18	COUNTY: CRAWFORD	ALIGNMENT DIAGRAM	SHEET 106	E

FILE NAME : X:\PROJECTS\CRAWFORD\220077MW - 1660-02-03_USH 18 ROUNDABOUTS\DESIGN\C3D\SHEETSPLAN\027203-AD.DWG
LAYOUT NAME - 027203-ad (2)
PLOT DATE : 1/13/2026 11:42 AM
PLOT BY : KYLE WILLIAMS
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

CURVE 1
PI STA = 0+03.21
Y = 121214.059
X = 316792.275
DELTA = 65°24'20" LT
D = 1145°54'56"
T = 3.21'
L = 5.71'
R = 5.00'
PC STA = 0+00.00
Y = 121210.855
X = 316792.085
PT STA = 0+05.71
Y = 121215.567
X = 316789.441
DB = N03°24'30"E
DA = N61°59'50"W

CURVE 2
PI STA = 0+89.64
Y = 121168.861
X = 316753.124
DELTA = 46°47'11" LT
D = 1432°23'40"
T = 1.73'
L = 3.27'
R = 4.00'
PC STA = 0+87.91
Y = 121170.206
X = 316752.035
PT STA = 0+91.17
Y = 121168.734
X = 316754.850
DB = S38°58'57"E
DA = S85°46'09"E

CURVE 3
PI STA = 0+96.75
Y = 121168.322
X = 316760.415
DELTA = 4°01'56" LT
D = 36°08'38"
T = 5.58'
L = 11.16'
R = 158.52'
PC STA = 0+91.17
Y = 121168.734
X = 316754.850
PT STA = 1+02.33
Y = 121168.303
X = 316765.995
DB = S85°46'09"E
DA = S89°48'04"E

CURVE 4
PI STA = 1+41.34
Y = 121194.556
X = 316791.114
DELTA = 21°48'09" LT
D = 67°34'57"
T = 16.33'
L = 32.26'
R = 84.78'
PC STA = 1+25.01
Y = 121179.784
X = 316784.159
PT STA = 1+57.27
Y = 121210.855
X = 316792.085
DB = N25°12'39"E
DA = N03°24'30"E

CURVE 5
PI STA = 1+15.07
Y = 121168.258
X = 316778.733
DELTA = 64°59'17" LT
D = 286°28'44"
T = 12.74'
L = 22.69'
R = 20.00'
PC STA = 1+02.33
Y = 121168.303
X = 316765.995
DB = S89°48'04"E
DA = N25°12'39"E

CURVE 5
PI STA = 1+53.07
Y = 121284.754
X = 316659.335
DELTA = 156°59'07" LT
D = 190°59'09"
T = 147.36'
L = 82.20'
R = 30.00'
PC STA = 0+05.71
Y = 121215.567
X = 316789.441
PT STA = 0+87.91
Y = 121170.206
X = 316752.035
DB = N61°59'50"W
DA = S38°58'57"E

N

START/END 'CIR-APRN' ALIGNMENT
STA 0'CIR-APRN'+00.00
STA 1'CIR-APRN'+57.27
Y: 121210.86
X: 316792.09

MAIN STREET

USH 18 EB/IOWA STREET

USH 18 EB/IOWA STREET

USH 18/MAIN STREET

PCC: 0+05.71

BP: 0+00.00

EP: 1+57.27

CURVE 1

CURVE 2

CURVE 3

CURVE 4

CURVE 5

CURVE 6

1+00

PCC: 0+87.91

PCC: 0+91.17

PCC: 1+02.33

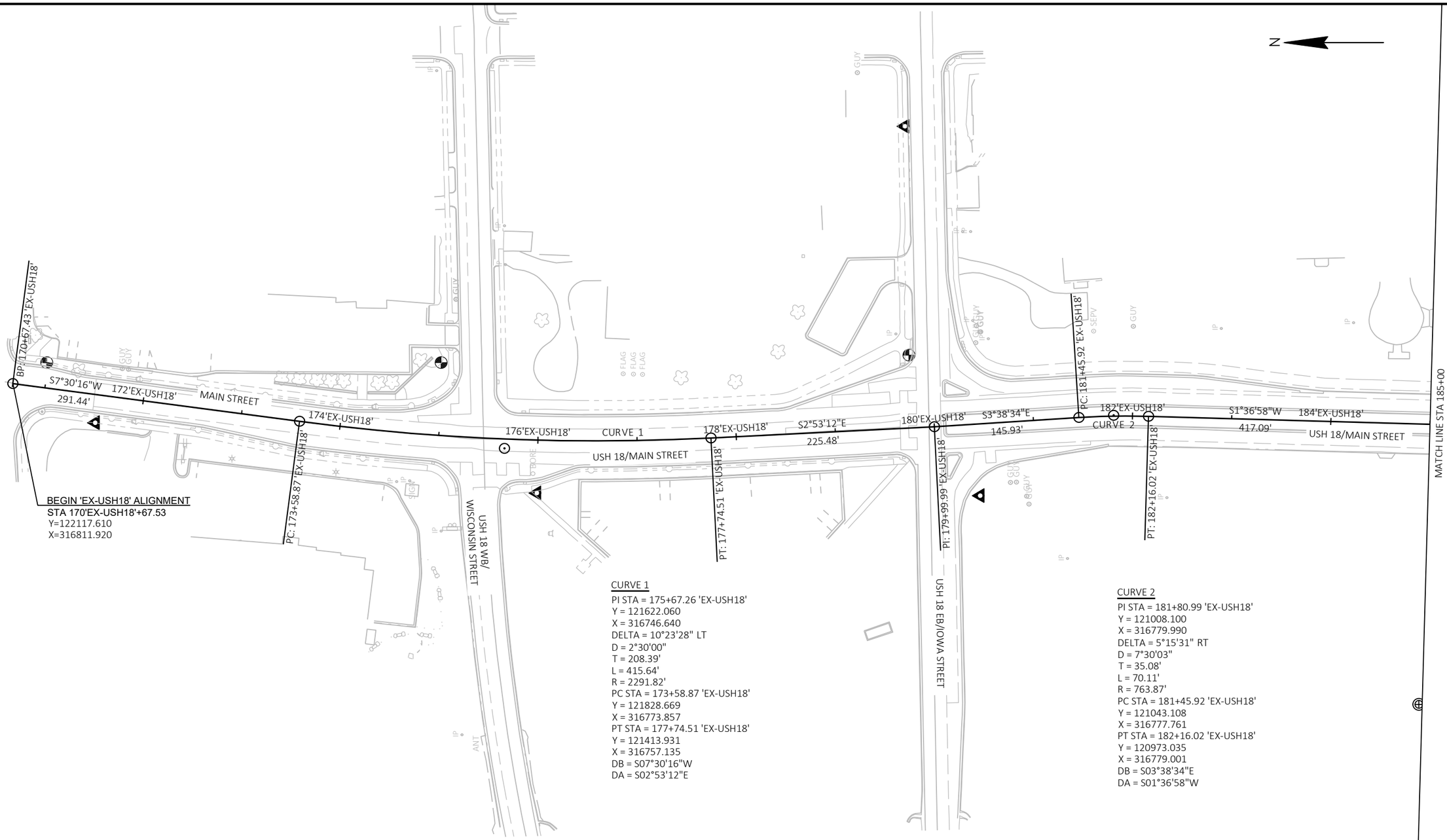
PCC: 1+25.01

PROJECT NO: 1660-02-73	HWY: USH 18	COUNTY: CRAWFORD	ALIGNMENT DIAGRAM	SHEET 107	E

FILE NAME : X:\PROJECTS\CRAWFORD\220077MW - 1660-02-03_USH 18 ROUNDABOUTS\DESIGN\C3D\SHEETSPLAN\027203-AD.DWG
LAYOUT NAME - 027203-ad (3)

PLOT DATE : 1/13/2026 11:42 AM PLOT BY : KYLE WILLIAMS PLOT NAME : PLOT SCALE : 1 IN:40 FT

2



CURVE 1
PI STA = 175+67.26 'EX-USH18'
Y = 121622.060
X = 316746.640
DELTA = 10°23'28" LT
D = 2°30'00"
T = 208.39'
L = 415.64'
R = 2291.82'
PC STA = 173+58.87 'EX-USH18'
Y = 121828.669
X = 316773.857
PT STA = 177+74.51 'EX-USH18'
Y = 121413.931
X = 316757.135
DB = S07°30'16"W
DA = S02°53'12"E

CURVE 2
PI STA = 181+80.99 'EX-USH18'
Y = 121008.100
X = 316779.990
DELTA = 5°15'31" RT
D = 7°30'03"
T = 35.08'
L = 70.11'
R = 763.87'
PC STA = 181+45.92 'EX-USH18'
Y = 121043.108
X = 316777.761
PT STA = 182+16.02 'EX-USH18'
Y = 120973.035
X = 316779.001
DB = S03°38'34"E
DA = S01°36'58"W

PROJECT NO: 1660-02-73	HWY: USH 18	COUNTY: CRAWFORD	ALIGNMENT DETAILS	SHEET 108	E

2

N

MATCH LINE STA 185+00

USH 18/MAIN STREET

186'EX-USH18'

PC: 186+33.11 'EX-USH18'

CURVE 3

188'EX-USH18'

PT: 189+22.17 'EX-USH18'

190'EX-USH18'

S3°26'35"E

306.96'

192'EX-USH18'

EP: 192+29.13 'EX-USH18'

NGS

END 'EX-USH18' ALIGNMENT
STA 192'EX-USH18'+29.13
Y=119960.780
X=316790.280

CURVE 3

PI STA = 187+77.73
Y = 120411.550
X = 316763.160
DELTA = 5°03'32" LT
D = 1°45'01"
T = 144.62'
L = 289.06'
R = 3273.71'
PC STA = 186+33.11
Y = 120556.114
X = 316767.238
PT STA = 189+22.17
Y = 120267.189
X = 316771.845
DB = S01°36'58"W
DA = S03°26'35"E

PROJECT NO: 1660-02-73	HWY: USH 18	COUNTY: CRAWFORD	ALIGNMENT DETAILS	SHEET 109	E

FILE NAME : X:\PROJECTS\CRAWFORD\220077MW - 1660-02-03_USH 18 ROUNDABOUTS\DESIGN\C3D\SHEETSPLAN\027203-AD (EXISTING ALI).DWG
LAYOUT NAME - 027203-ad (2)
PLOT DATE : 1/13/2026 11:43 AM PLOT BY : KYLE WILLIAMS PLOT NAME : PLOT SCALE : ############
WISDOT/CADDS SHEET 42

2

EP: 18+15.30 'EX-A'

END 'A' ALIGNMENT
STA 18'A'+15.30
Y=121656.990
X=317177.650

18'EX-A'

N88°38'45"E 420.63'

16'EX-A'

MAIN STREET

PI: 13+94.67 'EX-A'

USH 18/MAIN STREET

N88°31'44"E 60.08'

14'EX-A'

PT: 13+34.59 'EX-A'

USH 18 WB/
WISCONSIN STREET

12'EX-A'

CURVE 1

10'EX-A'

PC: 10+00.00 'EX-A'

N77°42'01"E 69.06'

BEGIN 'A' ALIGNMENT
STA 9'A'+09.31
Y=121586.136
X=316276.790

BP: 9+09.31 'EX-A'

EP: 18+16.19 'EX-B'

END 'B' ALIGNMENT
STA 18'B'+16.19
Y=121198.690
X=317189.880

18'EX-B'

N88°38'51"E 421.51'

16'EX-B'

PI: 13+94.69 'EX-B'

14'EX-B'

USH 18/MAIN STREET

USH 18 EB/IOWA STREET

N89°01'54"E 444.69'

12'EX-B'

10'EX-B'

BP: 9+50.00 'EX-B'

BEGIN 'B' ALIGNMENT
STA 9'B'+50.00
Y=121181.225
X=316323.867

N

CURVE 1
PI STA = 11+67.79 'EX-A'
Y = 121641.200
X = 316529.340
DELTA = 10°49'43" RT
D = 3°14'11"
T = 167.79'
L = 334.59'
R = 1770.34'
PC STA = 10+00.00 'EX-A'
Y = 121605.456
X = 316365.398
PT STA = 13+34.59 'EX-A'
Y = 121645.508
X = 316697.078
DB = N77°42'01"E
DA = N88°31'44"E

PROJECT NO: 1660-02-73	HWY: USH 18	COUNTY: CRAWFORD	ALIGNMENT DETAILS	SHEET 110	E

1660-02-73

Line	Item	Item Description	Unit	Total	Qty
0002	201.0220	Grubbing	ID	50.000	50.000
0004	204.0100	Removing Concrete Pavement	SY	12,850.000	12,850.000
0006	204.0115	Removing Asphaltic Surface Butt Joints	SY	29.000	29.000
0008	204.0150	Removing Curb & Gutter	LF	631.000	631.000
0010	204.0155	Removing Concrete Sidewalk	SY	2,016.000	2,016.000
0012	204.0195	Removing Concrete Bases	EACH	18.000	18.000
0014	204.0210	Removing Manholes	EACH	7.000	7.000
0016	204.0220	Removing Inlets	EACH	24.000	24.000
0018	204.0245	Removing Storm Sewer (size) 01. 12-Inch	LF	720.000	720.000
0020	204.0245	Removing Storm Sewer (size) 02. 15-Inch	LF	69.000	69.000
0022	204.0245	Removing Storm Sewer (size) 03. 18-Inch	LF	413.000	413.000
0024	204.0245	Removing Storm Sewer (size) 04. 24-Inch	LF	382.000	382.000
0026	204.0245	Removing Storm Sewer (size) 05. 42-Inch	LF	451.000	451.000
0028	204.0280	Sealing Pipes	EACH	1.000	1.000
0030	204.9060.S	Removing (item description) 01. Street Light	EACH	18.000	18.000
0032	205.0100	Excavation Common	CY	7,945.000	7,945.000
0034	205.0501.S	Excavation, Hauling, and Disposal of Petroleum Contaminated Soil	TON	255.000	255.000
0036	213.0100	Finishing Roadway (project) 01. 1660-02-73	EACH	1.000	1.000
0038	305.0120	Base Aggregate Dense 1 1/4-Inch	TON	5,523.000	5,523.000
0040	405.0100	Coloring Concrete WisDOT Red	CY	399.000	399.000
0042	405.1000	Stamping Colored Concrete	CY	13.000	13.000
0044	415.0100	Concrete Pavement 10-Inch	SY	8,878.000	8,878.000
0046	415.0210	Concrete Pavement Gaps	EACH	2.000	2.000
0048	415.1100	Concrete Pavement HES 10-Inch	SY	44.000	44.000
0050	415.2010	Concrete Truck Apron 12-Inch	SY	1,197.000	1,197.000
0052	415.4100	Concrete Pavement Joint Filling	SY	10,121.000	10,121.000
0054	416.0610	Drilled Tie Bars	EACH	28.000	28.000
0056	416.0620	Drilled Dowel Bars	EACH	173.000	173.000
0058	455.0605	Tack Coat	GAL	2.000	2.000
0060	465.0105	Asphaltic Surface	TON	51.000	51.000
0062	465.0120	Asphaltic Surface Driveways and Field Entrances	TON	26.000	26.000
0064	465.0125	Asphaltic Surface Temporary	TON	279.000	279.000
0066	465.0310	Asphaltic Curb	LF	558.000	558.000
0068	465.0315	Asphaltic Flumes	SY	15.000	15.000
0070	520.8000	Concrete Collars for Pipe	EACH	9.000	9.000
0072	522.1018	Apron Endwalls for Culvert Pipe Reinforced Concrete 18-Inch	EACH	1.000	1.000
0074	522.1024	Apron Endwalls for Culvert Pipe Reinforced Concrete 24-Inch	EACH	1.000	1.000
0076	531.2042	Drilling Shaft 42-Inch	LF	18.000	18.000
0078	531.5130	Foundation Single-Shaft Type MC-III (structure) 01. S-12-15	EACH	1.000	1.000
0080	532.5130	Monotube Cantilever Type III (structure) 01. S-12-15	EACH	1.000	1.000
0082	601.0405	Concrete Curb & Gutter 18-Inch Type A	LF	184.000	184.000
0084	601.0409	Concrete Curb & Gutter 30-Inch Type A	LF	4,742.000	4,742.000
0086	601.0411	Concrete Curb & Gutter 30-Inch Type D	LF	100.000	100.000
0088	601.0574	Concrete Curb & Gutter 4-Inch Sloped 30-Inch Type G	LF	991.000	991.000
0090	601.0581	Concrete Curb & Gutter 4-Inch Sloped 30-Inch Type R	LF	590.000	590.000
0092	601.0600	Concrete Curb Pedestrian	LF	88.000	88.000
0094	602.0410	Concrete Sidewalk 5-Inch	SF	27,340.000	27,340.000
0096	602.0505	Curb Ramp Detectable Warning Field Yellow	SF	120.000	120.000
0098	602.0515	Curb Ramp Detectable Warning Field Natural Patina	SF	320.000	320.000

1660-02-73

Line	Item	Item Description	Unit	Total	Qty
0100	602.0810	Concrete Driveway 6-Inch	SY	485.000	485.000
0102	602.3010	Concrete Surface Drains	CY	1.440	1.440
0104	606.0200	Riprap Medium	CY	16.000	16.000
0106	608.0312	Storm Sewer Pipe Reinforced Concrete Class III 12-Inch	LF	69.000	69.000
0108	608.0315	Storm Sewer Pipe Reinforced Concrete Class III 15-Inch	LF	966.000	966.000
0110	608.0318	Storm Sewer Pipe Reinforced Concrete Class III 18-Inch	LF	405.000	405.000
0112	608.0324	Storm Sewer Pipe Reinforced Concrete Class III 24-Inch	LF	529.000	529.000
0114	608.0342	Storm Sewer Pipe Reinforced Concrete Class III 42-Inch	LF	373.000	373.000
0116	611.0530	Manhole Covers Type J	EACH	4.000	4.000
0118	611.0613	Inlet Covers Type DW	EACH	1.000	1.000
0120	611.0624	Inlet Covers Type H	EACH	17.000	17.000
0122	611.0639	Inlet Covers Type H-S	EACH	14.000	14.000
0124	611.0652	Inlet Covers Type T	EACH	6.000	6.000
0126	611.1005	Catch Basins 5-FT Diameter	EACH	1.000	1.000
0128	611.1006	Catch Basins 6-FT Diameter	EACH	3.000	3.000
0130	611.2004	Manholes 4-FT Diameter	EACH	2.000	2.000
0132	611.2005	Manholes 5-FT Diameter	EACH	1.000	1.000
0134	611.2007	Manholes 7-FT Diameter	EACH	4.000	4.000
0136	611.3004	Inlets 4-FT Diameter	EACH	29.000	29.000
0138	611.3230	Inlets 2x3-FT	EACH	5.000	5.000
0140	611.8120.S	Cover Plates Temporary	EACH	3.000	3.000
0142	614.1100	MGS Guardrail Temporary Thrie Beam Transition	LF	79.000	79.000
0144	614.1200	MGS Guardrail Temporary Terminal EAT	EACH	2.000	2.000
0146	618.0100	Maintenance and Repair of Haul Roads (project) 01. 1660-02-73	EACH	1.000	1.000
0148	619.1000	Mobilization	EACH	1.000	1.000
0150	620.0300	Concrete Median Sloped Nose	SF	452.000	452.000
0152	624.0100	Water	MGAL	83.000	83.000
0154	625.0100	Topsoil	SY	6,837.000	6,837.000
0156	627.0200	Mulching	SY	2,831.000	2,831.000
0158	628.1504	Silt Fence	LF	1,145.000	1,145.000
0160	628.1520	Silt Fence Maintenance	LF	1,145.000	1,145.000
0162	628.1905	Mobilizations Erosion Control	EACH	5.000	5.000
0164	628.1910	Mobilizations Emergency Erosion Control	EACH	5.000	5.000
0166	628.2006	Erosion Mat Urban Class I Type A	SY	4,006.000	4,006.000
0168	628.7015	Inlet Protection Type C	EACH	36.000	36.000
0170	628.7555	Culvert Pipe Checks	EACH	8.000	8.000
0172	629.0210	Fertilizer Type B	CWT	4.370	4.370
0174	630.0140	Seeding Mixture No. 40	LB	304.000	304.000
0176	630.0180	Seeding Mixture No. 80	LB	3.000	3.000
0178	630.0500	Seed Water	MGAL	159.000	159.000
0180	634.0614	Posts Wood 4x6-Inch X 14-FT	EACH	33.000	33.000
0182	634.0616	Posts Wood 4x6-Inch X 16-FT	EACH	12.000	12.000
0184	634.0618	Posts Wood 4x6-Inch X 18-FT	EACH	6.000	6.000
0186	634.0811	Posts Tubular Steel 2x2-Inch X 11-FT	EACH	2.000	2.000
0188	634.0812	Posts Tubular Steel 2x2-Inch X 12-FT	EACH	4.000	4.000
0190	634.0814	Posts Tubular Steel 2x2-Inch X 14-FT	EACH	2.000	2.000
0192	637.2210	Signs Type II Reflective H	SF	367.050	367.050
0194	637.2230	Signs Type II Reflective F	SF	146.250	146.250
0196	638.2602	Removing Signs Type II	EACH	50.000	50.000

1660-02-73

Line	Item	Item Description	Unit	Total	Qty
0198	638.3000	Removing Small Sign Supports	EACH	62.000	62.000
0200	642.5201	Field Office Type C	EACH	1.000	1.000
0202	643.0300	Traffic Control Drums	DAY	6,656.000	6,656.000
0204	643.0420	Traffic Control Barricades Type III	DAY	4,176.000	4,176.000
0206	643.0500	Traffic Control Flexible Tubular Marker Posts	EACH	47.000	47.000
0208	643.0600	Traffic Control Flexible Tubular Marker Bases	EACH	47.000	47.000
0210	643.0705	Traffic Control Warning Lights Type A	DAY	4,019.000	4,019.000
0212	643.0715	Traffic Control Warning Lights Type C	DAY	1,288.000	1,288.000
0214	643.0900	Traffic Control Signs	DAY	32,796.000	32,796.000
0216	643.0920	Traffic Control Covering Signs Type II	EACH	2.000	2.000
0218	643.1000	Traffic Control Signs Fixed Message	SF	87.500	87.500
0220	643.1050	Traffic Control Signs PCMS	DAY	262.000	262.000
0222	643.3165	Temporary Marking Line Paint 6-Inch	LF	1,424.000	1,424.000
0224	643.3180	Temporary Marking Line Removable Tape 6-Inch	LF	9,172.000	9,172.000
0226	643.3265	Temporary Marking Line Paint 10-Inch	LF	249.000	249.000
0228	643.3980	Temporary Marking Removable Mask Out Tape 8-Inch	LF	991.000	991.000
0230	643.5000	Traffic Control	EACH	1.000	1.000
0232	644.1440	Temporary Pedestrian Surface Matting	SF	1,063.000	1,063.000
0234	644.1601	Temporary Pedestrian Curb Ramp	DAY	225.000	225.000
0236	644.1605	Temporary Pedestrian Detectable Warning Field	SF	40.000	40.000
0238	644.1810	Temporary Pedestrian Barricade	LF	1,148.000	1,148.000
0240	644.1900.S	Temporary Audible Message Devices	DAY	1,373.000	1,373.000
0242	645.0120	Geotextile Type HR	SY	88.000	88.000
0244	646.2020	Marking Line Epoxy 6-Inch	LF	3,444.000	3,444.000
0246	646.2040	Marking Line Grooved Wet Ref Epoxy 6-Inch	LF	1,403.000	1,403.000
0248	646.4020	Marking Line Epoxy 10-Inch	LF	808.000	808.000
0250	646.5020	Marking Arrow Epoxy	EACH	7.000	7.000
0252	646.5120	Marking Word Epoxy	EACH	2.000	2.000
0254	646.6320	Marking Dotted Extension Epoxy 18-Inch	LF	213.000	213.000
0256	646.6466	Cold Weather Marking Epoxy 6-Inch	LF	2,060.000	2,060.000
0258	646.6470	Cold Weather Marking Epoxy 10-Inch	LF	243.000	243.000
0260	646.7120	Marking Diagonal Epoxy 12-Inch	LF	270.000	270.000
0262	646.7420	Marking Crosswalk Epoxy Transverse Line 6-Inch	LF	436.000	436.000
0264	646.8220	Marking Island Nose Epoxy	EACH	3.000	3.000
0266	646.8320	Marking Parking Stall Epoxy	LF	174.000	174.000
0268	646.9000	Marking Removal Line 4-Inch	LF	117.000	117.000
0270	646.9102	Marking Removal Line 10-Inch	LF	225.000	225.000
0272	646.9300	Marking Removal Special Marking	EACH	2.000	2.000
0274	650.4000	Construction Staking Storm Sewer	EACH	41.000	41.000
0276	650.4500	Construction Staking Subgrade	LF	2,938.000	2,938.000
0278	650.7000	Construction Staking Concrete Pavement	LF	2,938.000	2,938.000
0280	650.8501	Construction Staking Electrical Installations (project) 01. 1660-02-73	EACH	1.000	1.000
0282	650.9000	Construction Staking Curb Ramps	EACH	24.000	24.000
0284	650.9500	Construction Staking Sidewalk (project) 01. 1660-02-73	EACH	1.000	1.000
0286	650.9911	Construction Staking Supplemental Control (project) 01. 1660-02-73	EACH	1.000	1.000
0288	650.9920	Construction Staking Slope Stakes	LF	2,938.000	2,938.000
0290	652.0225	Conduit Rigid Nonmetallic Schedule 40 2-Inch	LF	830.000	830.000
0292	652.0235	Conduit Rigid Nonmetallic Schedule 40 3-Inch	LF	1,455.000	1,455.000
0294	653.0164	Pull Boxes Non-Conductive 24x42-Inch	EACH	20.000	20.000

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Line	Item	Item Description	Unit	Total	Qty
0296	653.0905	Removing Pull Boxes	EACH	18.000	18.000
0298	654.0105	Concrete Bases Type 5	EACH	18.000	18.000
0300	654.0230	Concrete Control Cabinet Bases Type L30	EACH	1.000	1.000
0302	655.0610	Electrical Wire Lighting 12 AWG	LF	2,540.000	2,540.000
0304	655.0615	Electrical Wire Lighting 10 AWG	LF	13,865.000	13,865.000
0306	655.0625	Electrical Wire Lighting 6 AWG	LF	3,200.000	3,200.000
0308	656.0201	Electrical Service Meter Breaker Pedestal (location) 01. USH 18 & Iowa St	EACH	1.000	1.000
0310	657.0255	Transformer Bases Breakaway 11 1/2-Inch Bolt Circle	EACH	18.000	18.000
0312	657.0322	Poles Type 5-Aluminum	EACH	18.000	18.000
0314	657.0610	Luminaire Arms Single Member 4 1/2-Inch Clamp 6-FT	EACH	14.000	14.000
0316	657.0710	Luminaire Arms Truss Type 4 1/2-Inch Clamp 12-FT	EACH	4.000	4.000
0318	659.1125	Luminaires Utility LED C	EACH	18.000	18.000
0320	690.0150	Sawing Asphalt	LF	217.000	217.000
0322	690.0250	Sawing Concrete	LF	1,067.000	1,067.000
0324	715.0720	Incentive Compressive Strength Concrete Pavement	DOL	3,022.500	3,022.500
0326	ASP.1T0A	On-the-Job Training Apprentice at $5.00/HR	HRS	2,000.000	2,000.000
0328	ASP.1T0G	On-the-Job Training Graduate at $5.00/HR	HRS	1,320.000	1,320.000
0330	SPV.0060	Special 01. Inlet Covers Flat Temporary	EACH	3.000	3.000
0332	SPV.0060	Special 02. Removing Decorative Lighting System	EACH	1.000	1.000
0334	SPV.0060	Special 03. Pull Boxes Special	EACH	5.000	5.000
0336	SPV.0060	Special 04. Concrete Bases Type 7 Modified	EACH	5.000	5.000
0338	SPV.0060	Special 05. Powder Coating Light Poles	EACH	18.000	18.000
0340	SPV.0060	Special 10. Reinstalling Salvaged Festoon Pole	EACH	5.000	5.000
0342	SPV.0060	Special 11. Festoon Receptacle	EACH	2.000	2.000
0344	SPV.0060	Special 12. Modify Poles Type 5 - Aluminum	EACH	2.000	2.000
0346	SPV.0060	Special 16. Research And Locate Existing Land Parcel Monuments	EACH	7.000	7.000
0348	SPV.0060	Special 17. Verify And Replace Existing Land Parcel Monuments	EACH	7.000	7.000
0350	SPV.0060	Special 18. Utility Line Opening (ULO)	EACH	5.000	5.000
0352	SPV.0060	Special 20. Lighting Control Cabinets 120/240 30-Inch Special	EACH	1.000	1.000
0354	SPV.0060	Special 21. Temporary Storm Sewer Connection	EACH	2.000	2.000
0356	SPV.0060	Special 22. Powder Coating Overhead Sign Structure S-12-15	EACH	1.000	1.000
0386	SPV.0090	Special 01. Porfile Curb Cut	LF	160.000	160.000

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201-GRUBBING

CATEGORY	STATION	LOCATION	201.0220 GRUBBING ID	REMARKS
0010	11'WB'+34	RT	10	
0010	11'WB'+35	LT	10	
0010	12'WB'+30	RT	10	
0010	13'WB'+26	LT	10	
0010	13'WB'+76	RT	10	
		TOTAL 0010	50	

* ID TO BE FIELD-VERIFIED

204-REMOVING ANCILLARY CONCRETE

CATEGORY	STATION	TO	STATION	LOCATION	204.0100 REMOVING CONCRETE PAVEMENT SY	204.0150 REMOVING CURB & GUTTER LF	204.0155 REMOVING CONCRETE SIDEWALK SY	690.0250 SAWING CONCRETE LF	REMARKS
0010	10'WB'+91	-	14'WB'+39	S MAIN ST	1,685	16	658	215	BLACKHAWK AVE TO WISCONSIN ST
0010	14'WB'+39	-	19'WB'+01	USH 18	3,578	221	1,014	17	WISCONSIN ST TO IOWA ST
0010	19'WB'+01	-	23'WB'+44	USH 18	2,941	394	36	463	IOWA ST TO PROJECT LIMITS
0010	10'B'+16	-	16'B'+50	IOWA ST	2,313	--	154	148	
0010	11'A'+24	-	17'A'+93	WISCONSIN ST	2,333	--	154	224	
				TOTAL 0010	12,850	631	2,016	1,067	

204-REMOVING ASPHALT

CATEGORY	STATION	TO	STATION	LOCATION	204.0115 REMOVING ASPHALTIC SURFACE BUTT JOINTS SY	690.0150 SAWING ASPHALT LF	REMARKS
0010	10'WB'+83	-	10'WB'+91	USH 18	29	--	
0010	11'WB'+48	-	11'WB'+79	USH 18	--	31	DRIVEWAY RT
0010	15'WB'+88	-	17'WB'+48	USH 18	--	176	PARKING LOT RT
0010	19'WB'+88	-	23'WB'+45	USH 18	--	10	MULTI-USE PATH
				TOTAL 0010	29	217	

3

204-REMOVING LIGHTING

CATEGORY	LOCATION	204.0195 REMOVING CONCRETE BASES EACH	204.9060.S.01 (ITEM DESCRIPTION) (01. STREET LIGHT) EACH	653.0905 REMOVING PULL BOXES EACH	REMARKS
0010	USH 18	18	18	18	
	TOTAL 0010	18	18	18	

204-REMOVING SS PIPES

CATEGORY	LOCATION	204.0245.01 REMOVING STORM SEWER (SIZE) (01. 12-INCH) LF	204.0245.02 REMOVING STORM SEWER (SIZE) (02. 15-INCH) LF	204.0245.03 REMOVING STORM SEWER (SIZE) (03. 18-INCH) LF	204.0245.04 REMOVING STORM SEWER (SIZE) (04. 24-INCH) LF	204.0245.05 REMOVING STORM SEWER (SIZE) (05. 42-INCH) LF	204.0280 SEALING PIPES EACH	REMARKS
0010	USH 18	720	69	413	382	451	1	
	TOTAL 0010	720	69	413	382	451	1	

204-REMOVING SS STRUCTURES

CATEGORY	LOCATION	204.0210 REMOVING MANHOLES EACH	204.0220 REMOVING INLETS EACH	REMARKS
0010	USH 18	7	24	
	TOTAL 0010	7	24	

205-CONTAMINATION

CATEGORY	STATION	TO	STATION	LOCATION	205.0501.S EXCAVATION, HAULING, AND DISPOSAL OF PETROLEUM CONTAMINATED SOIL TON	REMARKS
0010	11'WB'+40	-	11'WB'+50	S MAIN ST	34	
0010	11'WB'+50	-	11'WB'+65	S MAIN ST	51	
0010	11'WB'+65	-	11'WB'+88	S MAIN ST	78	
0010	11'WB'+88	-	12'WB'+00	S MAIN ST	41	
0010	12'WB'+00	-	12'WB'+15	S MAIN ST	51	
				TOTAL 0010	255	

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205-EARTHWORK

DIVISION	FROM/TO STATION	LOCATION	205.0100 COMMON EXCAVATION CUT (2)	205.0100 COMMON EXCAVATION EBS EXCAVATION (3)	SALVAGED/UNUSABLE PAVEMENT MATERIAL (4)	AVAILABLE MATERIAL (5)	UNEXPANDED FILL	EXPANDED FILL (6) FACTOR 1.25	MASS ORDINATE +/- (7)	WASTE	208.0100 BORROW	COMMENT
DIVISION 1												
USH18	11+24.00/23+42.00	ALIGNMENT 'WB'	5,780	0	2,071	3,709	1,139	1,424	2,286	2,286	0	
CONTAMINATED SOIL	11+40.00/12+15.00	ALIGNMENT 'WB'	0	0	0	0	127	159	-159	0	0	
WISCONSIN ST - W LEG	10+10.00/13+00.00	ALIGNMENT 'A'	584	0	159	425	1	1	425	425	0	
WISCONSIN ST - E LEG	15+00.00/17+78.00	ALIGNMENT 'A'	523	0	286	237	37	46	193	193	0	
IOWA ST - W LEG	10+16.00/13+00.00	ALIGNMENT 'B'	833	0	264	569	7	9	557	557	0	
IOWA ST - E LEG	15+50.00/16+50.00	ALIGNMENT 'B'	225	0	98	127	28	35	92	92	0	
DIVISION 1 SUBTOTAL			7,945	0	2,878	5,067	1,339	1,674	3,394	3,553	0	
GRAND TOTAL			7,945	0	2,878	5,067	1,339	1,674	3,394	3,553	0	
TOTAL COMMON EXC			7,945									

NOTES:

(1) COMMON EXCAVATION IS THE SUM OF THE CUT AND EBS EXCAVATION COLUMNS. ITEM NUMBER 205.0100

(2) SALVAGED/UNSUABLE PAVEMENT MATERIAL IS INCLUDED IN CUT.

(3) EBS EXCAVATION TO BE BACKFILLED WITH SELECT BORROW MATERIAL. NOTE: THIS IS DESIGNERS CHOICE, CAN BE BACKFILLED WITH BORROW, OR CUT AS WELL.

(4) SALVAGED/UNUSABLE PAVEMENT MATERIAL

(5) AVAILABLE MATERIAL = CUT - SALVAGED/UNUSABLE PAVEMENT MATERIAL

(6) EXPANDED FILL FACTOR = 1.25

(7) THE MASS ORDINATE + OR - QTY CALCULATED FOR THE DIVISION. PLUS QUANTITY INDICATES AN EXCESS OF MATERIAL WITHIN THE DIVISION. MINUS INDICATES A SHORTAGE OF MATERIAL WITHIN THE DIVISION.

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305-AGGREGATES

CATEGORY	STATION	TO	STATION	LOCATION	305.0120 BASE AGGREGATE DENSE 1 1/4-INCH TON	REMARKS
0010	10'WB'+98	-	14'WB'+50	S MAIN ST	1,017	INCLUDES QUANTITY UNDER DRIVEWAYS
0010	14'WB'+50	-	15'WB'+50	'A' RAB	389	
0010	15'WB'+50	-	18'WB'+86	USH 18	1,136	INCLUDES QUANTITY UNDER DRIVEWAYS
0010	18'WB'+86	-	20'WB'+10	'B' RAB	646	
0010	20'WB'+10	-	23'WB'+44	USH 18	933	
0010	11'A'+25	-	13'A'+33	WISCONSIN ST - WEST	289	
0010	14'A'+51	-	17'A'+93	WISCONSIN ST - EAST	385	INCLUDES QUANTITY UNDER DRIVEWAYS
0010	10'B'+16	-	13'B'+56	IOWA ST - WEST	459	
0010	14'B'+86	-	16'B'+50	IOWA ST - EAST	269	INCLUDES QUANTITY UNDER DRIVEWAYS
				TOTAL 0010	5,523	

405-CONCRETE PAVEMENT

CATEGORY	STATION	TO	STATION	LOCATION	405.0100 COLORING CONCRETE WISDOT RED CY	415.0100 CONCRETE PAVEMENT 10-INCH SY	415.0210 CONCRETE PAVEMENT GAPS EACH	415.1100 CONCRETE PAVEMENT HES 10-INCH SY	415.2010 CONCRETE TRUCK APRON 12-INCH SY	415.4100 CONCRETE PAVEMENT JOINT FILLING SY	416.0610 DRILLED TIE BARS EACH	416.0620 DRILLED DOWEL BARS EACH	602.0810 CONCRETE DRIVEWAY 6-INCH SY	REMARKS
0010	10'WB'+98	-	14'WB'+50	S MAIN ST	28	1,453	--	--	84	1,537	--	--	95	
0010	14'WB'+50	-	15'WB'+50	'A' RAB	140	698	--	--	419	1,117	--	--	--	
0010	15'WB'+50	-	18'WB'+86	USH 18	16	1,516	--	--	49	1,565	--	--	112	
0010	18'WB'+86	-	20'WB'+10	'B' RAB	141	730	--	--	423	1,153	--	--	--	
0010	20'WB'+10	-	23'WB'+44	USH 18	62	1,310	--	--	186	1,496		32	--	
0010	11'A'+25	-	13'A'+33	WISCONSIN ST - WEST	--	737	--	--	--	737	28	31	--	
0010	14'A'+51	-	17'A'+93	WISCONSIN ST - EAST	12	822	--	--	36	858	--	44	180	
0010	10'B'+16	-	13'B'+56	IOWA ST - WEST	--	1,135	--	--	--	1,135	--	35	--	
0010	14'B'+86	-	16'B'+50	IOWA ST - EAST	--	477	2	44	--	523	--	31	98	
				TOTAL 0010	399	8,878	2	44	1,197	10,121	28	173	485	

405-SIDEWALK

CATEGORY	STATION	TO	STATION	LOCATION	405.1000 STAMPING COLORED CONCRETE CY	602.0410 CONCRETE SIDEWALK 5-INCH SF	602.0505 CURB RAMP DETECTABLE WARNING FIELD YELLOW SF	602.0515 CURB RAMP DETECTABLE WARNING FIELD NATURAL PATINA SF
0010	10'EB'+91	-	14'EB'+50	LT S MAIN ST	6	4,840	20	60
0010	10'EB'+91	-	14'EB'+50	RT S MAIN ST	7	4,160	20	20
0010	15'EB'+61	-	18'EB'+87	LT USH 18	--	6,820	--	100
0010	15'EB'+61	-	18'EB'+87	RT USH 18	--	4,840	20	40
0010	20'EB'+09	-	23'EB'+47	LT USH 18	--	4,170	20	60
0010	20'EB'+09	-	23'EB'+47	RT USH 18	--	1,850	40	--
0010	17'A' +60	-	17'A'+93	WISCONSIN ST - EAST	--	660	--	40
				TOTAL 0010	13	27,340	120	320

465-ASPHALT PAVEMENT

CATEGORY	STATION	TO	STATION	LOCATION	455.0605 TACK COAT GAL	465.0105 ASPHALTIC SURFACE TON	465.0120 ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES TON	465.0125 ASPHALTIC SURFACE TEMPORARY TON	465.0310 ASPHALTIC CURB LF	465.0315 ASPHALTIC FLUMES SY	REMARKS
0010	10'WB'+83	-	10'WB'+91	S MAIN ST	2	10	--	--	--	--	BUTT JOINT (3-INCHES)
0010	10'WB'+99	-	14'WB'+51	USH 18	--	--	6	--	--	--	
0010	15'WB'+50	-	18'WB'+86	USH 18	--	--	18	--	--	--	INCLUDES ASPHALT ALONG CURB BETWEEN PARKING LOT AND SIDEWALK RT
0010	18'WB'+86	-	20'WB'+10	'B' RAB	--	--	--	--	--	--	
0010	20'WB'+10	-	23'WB'+44	USH 18	--	41	--	--	--	--	3" SIDEWALK LT
0010	11'A'+25	-	13'A'+33	WISCONSIN ST - WEST	--	--	--	--	--	--	
0010	14'A'+51	-	17'A'+93	WISCONSIN ST - EAST	--	--	1	--	--	--	
0010	10'B'+16	-	13'B'+56	IOWA ST - WEST	--	--	--	--	--	15	
0010	14'B'+86	-	16'B'+50	IOWA ST - EAST	--	--	1	--	--	--	
0010	--	-	--	STAGE 1	--	--	--	110	130	--	
0010	--	-	--	STAGE 3A	--	--	--	169	428	--	
				TOTAL 0010	2	51	26	279	558	15	

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601-CURB AND GUTTER

CATEGORY	STATION	TO	STATION	LOCATION	601.0405 CONCRETE CURB & GUTTER 18-INCH TYPE A LF	601.0409 CONCRETE CURB & GUTTER 30-INCH TYPE A LF	601.0411 CONCRETE CURB & GUTTER 30-INCH TYPE D LF	601.0574 CONCRETE CURB & GUTTER 4-INCH SLOPED 30-INCH TYPE G LF	601.0581 CONCRETE CURB & GUTTER 4-INCH SLOPED 30-INCH TYPE R LF	601.0600 CONCRETE CURB PEDESTRIAN LF	602.3010 CONCRETE SURFACE DRAINS CY	620.0300 CONCRETE MEDIAN SLOPED NOSE SF	SPV.0090.01 SPECIAL (01. PROFILE CURB CUT) LF	REMARKS
0010	10'WB'+91	-	13'WB'+46	S MAIN ST	--	516	--	--	--	--	--	--	--	NORTH OF RAB "A" N MEDIAN
0010	16'WB'+06	-	18'WB'+25	USH 18	--	410	--	23	--	--	--	--	--	BETWEEN RAB "A" S MEDIAN AND RAB "B" N MEDIAN
0010	20'WB'+87	-	23'WB'+44	USH 18	--	969	--	3	--	--	--	--	--	SOUTH OF RAB "B" S MEDIAN
0010	11'A'+25	-	13'A'+07	WISCONSIN ST - WEST	--	365	--	--	--	--	--	--	--	WEST OF CURB RAMPS
0010	14'A'+87	-	17'A'+95	WISCONSIN ST - EAST	--	699	--	4	--	--	--	--	--	EAST OF CURB RAMPS
0010	0'ACIR'+00	-	2'ACIR'+34	RAB "A" - CENTER	--	--	--	--	236	--	--	--	--	
0010	13'EB'+48 0'ANW'+00	-	13'EB'+59 1'ANW'+64	RAB "A" - NW QUAD	--	99	--	277	--	20	--	119	--	INCLUDES ENTIRE MEDIAN ISLAND
0010	13'A'+07 0'ASW'+00	-	13'A'+33 1'ASW'+29	RAB "A" - SW QUAD	--	151	100	--	20	--	--	--	--	INCLUDES ALL CURB & GUTTER IN PARKING LOT
0010	14'A'+51 0'ASE'+61	-	14'A'+86 1'ASE'+67	RAB "A" - SE QUAD	--	86	--	140	11	--	--	127	--	INCLUDES ENTIRE MEDIAN ISLAND; REJECT
0010	13'WB'+46 1'ANE'+08	-	13'WB'+70 2'ANE'+57	RAB "A" - NE QUAD	--	105	--	71	--	--	--	--	--	
0010	10'B'+16	-	13'B'+18	IOWA ST - WEST	--	562	--	33	--	--	1.44	--	160	WEST OF CURB RAMPS
0010	15'B'+25	-	16'B'+50	IOWA ST - EAST	--	245	--	--	--	--	--	--	--	EAST OF CURB RAMPS
0010	0'BCIR'+00	-	2'BCIR'+83	RAB "B" - CENTER	184	--	--	--	283	--	--	--	--	
0010	13'B'+18 0'BNW'+65	-	13'B'+56 1'BNW'+94	RAB "B" - NW QUAD	--	107	--	200	16	22	--	136	--	INCLUDES ENTIRE MEDIAN ISLAND; REJECT
0010	1'BSW'+33	-	2'BSW'+97	RAB "B" - SW QUAD	--	12	--	155	--	--	--	--	--	
0010	0'BSE'+52	-	2'BSE'+19	RAB "B" - SE QUAD	--	248	--	85	--	46	--	70	--	INCLUDES MEDIAN UNTIL GRASS BREAK
0010	14'B'+86 0'BNE'+00	-	15'B'+25 1'BNE'+45	RAB "B" - NE QUAD	--	168	--	--	24	--	--	--	--	
				TOTAL 0010	184	4,742	100	991	590	88	1.44	452	160	

608-SS PIPES

CATEGORY	STRUCTURE	TO	STRUCTURE	INLET ELEVATION	DISCHARGE ELEVATION	SLOPE (%)	520.8000 CONCRETE COLLARS FOR PIPE EACH	608.0312 STORM SEWER PIPE REINFORCED CONCRETE CLASS III 12-INCH LF	608.0315 STORM SEWER PIPE REINFORCED CONCRETE CLASS III 15-INCH LF	608.0318 STORM SEWER PIPE REINFORCED CONCRETE CLASS III 18-INCH LF	608.0324 STORM SEWER PIPE REINFORCED CONCRETE CLASS III 24-INCH LF	608.0342 STORM SEWER PIPE REINFORCED CONCRETE CLASS III 42-INCH LF	REMARKS
0010	2.0	-	1.0	621.71	621.36	0.0050	--	--	--	--	68	--	
0010	2.1	-	2.0	625.96	625.73	0.0050	--	--	46	--	--	--	
0010	2.2	-	2.1	628.98	627.33	0.0103	--	--	161	--	--	--	
0010	2.3	-	2.2	629.15	628.98	0.0048	--	--	35	--	--	--	
0010	3.1	-	3.0	621.60	621.45	0.0050	--	--	--	32	--	--	
0010	3.2	-	3.1	621.95	621.85	0.0050	--	--	20	--	--	--	
0010	3.3	-	3.2	622.04	621.95	0.0050	--	--	18	--	--	--	
0010	3.4	-	3.3	622.15	622.04	0.0050	--	--	21	--	--	--	
0010	4.0	-	2.0	625.42	625.08	0.0050	--	--	--	--	69	--	
0010	4.1	-	4.0	626.31	625.92	0.0052	--	--	--	76	--	--	
0010	4.2	-	4.1	626.68	626.56	0.0051	--	--	23	--	--	--	
0010	5.0	-	4.0	625.70	625.42	0.0050	--	--	--	--	56	--	
0010	5.1	-	5.0	626.95	626.66	0.0100	--	--	29	--	--	--	
0010	5.2	-	5.1	627.35	626.95	0.0094	--	--	43	--	--	--	
0010	6.0	-	5.0	627.91	627.64	0.0050	--	--	55	--	--	--	
0010	6.1	-	6.0	628.16	628.09	0.0030	--	24	--	--	--	--	
0010	6.2	-	6.1	628.20	628.16	0.0050	--	8	--	--	--	--	
0010	6.3	-	6.0	628.03	627.91	0.0026	--	--	47	--	--	--	
0010	7.0	-	5.0	626.61	625.70	0.0059	--	--	--	--	154	--	
0010	8.0	-	NULL9	617.40	617.24	0.0202	1	--	--	--	--	8	
0010	9.0	-	NULL6	619.46	619.23	0.0290	1	--	--	--	--	8	
0010	10.0	-	9.0	621.50	619.46	0.0297	--	--	--	--	--	69	
0010	10.1	-	10.0	626.23	625.91	0.0157	--	--	21	--	--	--	
0010	11.0	-	9.0	620.84	620.21	0.0050	--	--	--	127	--	--	
0010	11.1	-	11.0	622.29	622.19	0.0050	--	--	20	--	--	--	
0010	11.2	-	11.1	622.32	622.29	0.0050	--	--	6	--	--	--	
0010	11.3	-	11.2	622.42	622.32	0.0050	--	--	19	--	--	--	
0010	12.0	-	11.0	621.68	621.09	0.0050	--	--	--	118	--	--	
0010	12.1	-	12.0	622.77	622.56	0.0050	--	--	43	--	--	--	
0010	12.2	-	12.1	623.00	622.77	0.0050	--	--	46	--	--	--	
0010	13.0	-	12.0	622.17	621.68	0.0195	--	--	25	--	--	--	
0010	14.0	-	9.0	624.18	624.08	0.0050	--	--	--	--	19	--	
0010	14.1	-	14.0	626.91	626.28	0.0050	--	--	128	--	--	--	
0010	14.2	-	14.1	627.17	626.91	0.0050	--	--	52	--	--	--	
0010	14.3	-	14.2	627.34	627.17	0.0050	--	--	35	--	--	--	
0010	15.0	-	14.0	624.29	624.18	0.0050	--	--	--	--	23	--	
0010	16.0	-	15.0	626.34	626.29	0.0033	--	17	--	--	--	--	
0010	17.0	-	15.0	624.65	624.34	0.0047	--	--	--	--	65	--	
0010	17.1	-	17.0	626.02	625.40	0.0115	--	--	53	--	--	--	
0010	18.0	-	17.0	625.43	625.15	0.0051	--	--	--	--	53	--	
0010	18.1	-	18.0	626.14	625.93	0.0050	--	--	--	42	--	--	
0010	18.2	-	18.0	625.54	625.43	0.0051	--	--	--	--	22	--	
0010	NULL1	-	7.0	626.94	626.61	0.0330	1	10	--	--	--	--	
0010	NULL2	-	7.0	627.22	626.67	0.0549	1	--	--	10	--	--	
0010	NULL3	-	5.2	627.39	627.35	0.0040	1	--	10	--	--	--	
0010	NULL4	-	17.1	626.25	626.21	0.0040	1	10	--	--	--	--	
0010	NULL5	-	10.0	626.29	621.50	0.0171	1	--	--	--	--	280	
0010	NULL7	-	12.0	622.20	621.68	0.0515	1	--	10	--	--	--	
0010	NULL8	-	8.0	617.57	617.4	0.0204	1	--	--	--	--	8	
						TOTAL 0010	9	69	966	405	529	373	

611-SS STRUCTURES

CATEGORY	STRUCTURE NO.	STATION	OFFSET	ALIGNMENT	RIM ELEVATION	INVERT ELEVATION	DEPTH	522.1018 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 18-INCH EACH	522.1024 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 24-INCH EACH	611.0530 MANHOLE COVERS TYPE J EACH	611.0613 INLET COVERS TYPE DW EACH	611.0624 INLET COVERS TYPE H EACH	611.0639 INLET COVERS TYPE H-S EACH	611.0652 INLET COVERS TYPE T EACH	611.1005 CATCH BASINS 5-FT DIAMETER EACH	611.1006 CATCH BASINS 6-FT DIAMETER EACH	611.2004 MANHOLES 4-FT DIAMETER EACH	611.2005 MANHOLES 5-FT DIAMETER EACH	611.2007 MANHOLES 7-FT DIAMETER EACH	611.3004 INLETS 4-FT DIAMETER EACH	611.3230 INLETS 2X3-FT EACH	REMARKS
0010	1.0	20+57.29	105.86' RT	USH18-WB	--	621.36	--	--	1	--	--	--	--	--	--	--	--	--	--	--	--	
0010	2.0	2+51.66	34.16' RT	IOWAST-CIR	632.81	621.71	10.32	--	--	--	--	1	--	--	--	--	--	--	--	1	--	
0010	2.1	13+47.38	31.50' RT	IOWAST-EB	632.28	625.96	5.47	--	--	--	--	--	1	--	--	--	--	--	--	1	--	
0010	2.2	11+59.98	33.50' RT	IOWAST-EB	633.95	628.98	4.12	--	--	--	--	1	--	--	--	--	--	--	--	1	--	
0010	2.3	11+59.98	1.50' LT	IOWAST-EB	634.59	629.15	4.59	--	--	--	--	1	--	--	--	--	--	--	--	1	--	
0010	3.0	21+43.61	69.50' RT	USH18-WB	--	621.45	--	1	--	--	--	--	--	--	--	--	--	--	--	--	--	
0010	3.1	21+43.97	37.70' RT	USH18-WB	632.46	621.60	4.12	--	--	--	--	--	1	--	--	--	--	--	--	1	--	
0010	3.2	21+44.87	18.02' RT	USH18-WB	632.80	621.95	4.08	--	--	--	--	--	1	--	--	--	--	--	--	1	--	
0010	3.3	21+52.18	1.50' RT	USH18-WB	633.16	622.04	4.39	--	--	--	--	--	1	--	--	--	--	--	--	1	--	
0010	3.4	21+52.18	19.30' LT	USH18-WB	632.84	622.15	3.93	--	--	--	--	--	1	--	--	--	--	--	--	1	--	
0010	4.0	0+16.00	2.00' LT	IOWAST-CIR	633.82	625.42	7.33	--	--	--	--	--	--	1	--	--	--	--	--	1	--	
0010	4.1	14+97.19	21.69' RT	IOWAST-EB	633.83	626.31	6.69	--	--	--	--	--	1	--	--	--	--	--	--	1	--	
0010	4.2	15+00.00	1.50' LT	IOWAST-EB	634.22	626.68	6.68	--	--	--	--	1	--	--	--	--	--	--	--	1	--	
0010	5.0	19+33.85	4.35' RT	USH18-WB	634.86	625.70	8.18	--	--	1	--	--	--	--	--	--	1	--	--	--	--	
0010	5.1	1+39.52	2.19' LT	IOWAST-CIR	633.63	626.95	5.55	--	--	--	--	--	--	1	--	--	--	--	--	1	--	
0010	5.2	18+85.51	24.16' LT	USH18-WB	633.44	627.35	5.24	--	--	--	--	1	--	--	--	--	--	--	--	1	--	
0010	6.0	2+10.00	2.00' LT	IOWAST-CIR	632.94	627.91	4.08	--	--	--	--	--	--	1	--	--	--	--	--	1	--	
0010	6.1	13+50.36	6.90' LT	IOWAST-EB	632.78	628.16	3.78	--	--	--	--	--	1	--	--	--	--	--	--	1	--	
0010	6.2	13+45.00	1.50' LT	IOWAST-EB	632.86	628.20	3.78	--	--	--	--	--	1	--	--	--	--	--	--	1	--	
0010	6.3	1+76.86	23.91' RT	IOWAST-CIR	632.73	628.03	3.84	--	--	--	--	1	--	--	--	--	--	--	--	1	--	
0010	7.0	15+94.00	1.50' RT	IOWAST-EB	635.70	626.61	8.11	--	--	1	--	--	--	--	--	--	1	--	--	--	--	
0010	8.0	14+69.38	85.01' RT	USH18-WB	631.23	615.40	14.79	--	--	--	--	--	1	--	--	1	--	--	--	--	--	
0010	9.0	2+24.00	5.55' RT	WISCONSINST-CIR	631.33	619.46	11.01	--	--	1	--	--	--	--	--	--	--	--	1	--	--	
0010	10.0	15+04.00	19.20' LT	WISCONSINST-WE	630.60	621.50	8.44	--	--	--	1	--	--	--	--	1	--	--	--	--	--	
0010	10.1	15+03.00	1.50' RT	WISCONSINST-WE	630.85	626.23	3.76	--	--	--	--	--	1	--	--	--	--	--	--	--	1	
0010	11.0	13+54.50	18.65' LT	USH18-WB	629.87	620.53	8.30	--	--	--	--	1	--	--	--	--	--	--	--	1	--	
0010	11.1	13+54.50	1.50' RT	USH18-WB	630.08	622.29	6.98	--	--	--	--	1	--	--	--	--	--	--	--	--	1	
0010	11.2	13+54.51	7.70' RT	USH18-WB	630.13	622.32	6.99	--	--	--	--	1	--	--	--	--	--	--	--	--	1	
0010	11.3	13+54.51	27.13' RT	USH18-WB	629.82	622.42	6.55	--	--	--	--	1	--	--	--	--	--	--	--	--	1	
0010	12.0	12+35.00	17.50' LT	USH18-WB	628.57	621.69	6.05	--	--	--	--	1	--	--	--	--	--	--	--	1	--	
0010	12.1	12+31.66	25.13' RT	USH18-WB	628.26	622.77	4.64	--	--	--	--	1	--	--	--	--	--	--	--	1	--	
0010	12.2	11+86.34	21.16' RT	USH18-WB	628.10	622.69	4.38	--	--	--	--	--	1	--	--	--	--	--	--	1	--	
0010	13.0	12+10.00	17.50' LT	USH18-WB	628.48	621.86	5.58	--	--	--	--	--	1	--	--	--	--	--	--	1	--	
0010	14.0	2+07.00	2.00' LT	WISCONSINST-CIR	631.09	624.18	6.03	--	--	--	--	--	--	1	1	--	--	--	--	--	--	
0010	14.1	15+14.37	110.18' RT	USH18-WB	631.95	626.91	4.19	--	--	--	--	1	--	--	--	--	--	--	--	1	--	
0010	14.2	12+48.00	1.50' RT	WISCONSINST-WE	632.63	627.17	4.60	--	--	--	--	1	--	--	--	--	--	--	--	1	--	
0010	14.3	12+48.00	33.00' LT	WISCONSINST-WE	632.73	627.34	4.54	--	--	--	--	1	--	--	--	--	--	--	--	--	1	
0010	15.0	1+83.00	2.00' LT	WISCONSINST-CIR	630.94	624.29	5.77	--	--	--	--	--	--	1	--	1	--	--	--	--	--	
0010	16.0	1+65.00	1.73' LT	WISCONSINST-CIR	630.91	626.34	3.58	--	--	--	--	--	--	1	--	--	--	--	--	1	--	
0010	17.0	15+89.00	20.10' LT	USH18-WB	630.65	624.65	5.3	--	--	--	--	1	--	--	--	--	--	--	--	1	--	
0010	17.1	15+91.45	33.14' RT	USH18-WB	630.67	626.02	3.8	--	--	--	--	1	--	--	--	--	--	--	--	1	--	
0010	18.0	16+45.91	19.01' LT	USH18-WB	630.96	625.43	4.57	--	--	1	--	--	--	--	--	--	--	1	--	--	--	
0010	18.1	16+45.91	23.29' RT	USH18-WB	630.30	626.14	3.33	--	--	--	--	--	1	--	--	--	--	--	--	1	--	
0010	18.2	16+68.00	18.00' LT	USH18-WB	630.35	625.54	4.02	--	--	--	--	--	1	--	--	--	--	--	--	1	--	
0010	TEMP1	180+48.00	10.70' LT	USH-18	--	--	--	--	--	--	--	--	--	--	--	--	--	--	1	--	--	
0010	TEMP2	180+47.00	9.90' RT	USH-18	--	--	--	--	--	--	--	--	--	--	--	--	--	--	1	--	--	
0010	TEMP3	2+10.00	2.00' LT	BCIR	--	--	--	--	--	--	--	--	--	--	--	--	--	--	1	--	--	
							TOTAL 0010	1	1	4	1	17	14	6	1	3	2	1	4	29	5	

3

614-GUARDRAIL

CATEGORY	STATION	TO	STATION	LOCATION	614.1100 MGS GUARDRAIL TEMPORARY THRIE BEAM TRANSITION LF	614.1200 MGS GUARDRAIL TEMPORARY TERMINAL EAT EACH	REMARKS
0010	10'B'+00	-	10'B'+87	IOWA ST	79	2	
				TOTAL 0010	79	2	

619-PROJECT WIDE

CATEGORY	LOCATION	213.0100.01 FINISHING ROADWAY (PROJECT) (01. 1660-02-73) EACH	618.0100.01 MAINTENANCE AND REPAIR OF HAUL ROADS (PROJECT) (01. 1660-02-73) EACH	619.1000 MOBILIZATION EACH	642.5201 FIELD OFFICE TYPE C EACH	SPV.0060.16 SPECIAL (16. RESEARCH AND LOCATE EXISTING LAND PARCEL MONUMENTS) EACH	SPV.0060.17 SPECIAL (17. VERIFY AND REPLACE EXISTING LAND PARCEL MONUMENTS) EACH	SPV.0060.18 SPECIAL (18. UTILITY LINE OPENING (ULO)) EACH	REMARKS
0010	USH 18	1	1	1	1	7	7	5	
	TOTAL 0010	1	1	1	1	7	7	5	

624-WATER

CATEGORY	LOCATION	624.0100 WATER MGAL	REMARKS
0010	USH 18	83	
	TOTAL 0010	83	

625-LANDSCAPING

CATEGORY	LOCATION	625.0100 TOPSOIL SY	627.0200 MULCHING SY	628.2006 EROSION MAT URBAN CLASS I TYPE A SY	629.0210 FERTILIZER TYPE B CWT	630.0140 SEEDING MIXTURE NO. 40 LB	630.0180 SEEDING MIXTURE NO. 80 LB	630.0500 SEED WATER MGAL	REMARKS
0010	A' RAB - NORTHWEST CORNER	434	--	434	0.28	20	--	10	
0010	A' RAB - NORTHEAST CORNER	487	--	487	0.31	22	--	11	
0010	A' RAB - SOUTHEAST CORNER	867	--	867	0.55	40	--	20	
0010	A' RAB - SOUTHWEST CORNER	272	--	272	0.18	13	--	7	
0010	B' RAB - NORTHWEST CORNER	595	--	595	0.38	27	--	14	
0010	B' RAB - NORTHEAST CORNER	257	--	257	0.17	12	--	6	
0010	B' RAB - SOUTHEAST CORNER	913	543	370	0.58	42	--	21	
0010	B' RAB - SOUTHWEST CORNER	2,210	2,031	179	1.40	100	--	50	
0010	'B' RAB - CENTER ISLAND	181	--	181	0.12	--	2	5	
0010	UNDISTRIBUTED	621	257	364	0.40	28	1	15	
	TOTAL 0010	6,837	2,831	4,006	4.37	304	3	159	

628-EROSION CONTROL

CATEGORY	LOCATION	628.1504 SILT FENCE LF	628.1520 SILT FENCE MAINTENANCE LF	628.1905 MOBILIZATIONS EROSION CONTROL EACH	628.1910 MOBILIZATIONS EMERGENCY EROSION CONTROL EACH	628.7015 INLET PROTECTION TYPE C EACH	628.7555 CULVERT PIPE CHECKS EACH	REMARKS
0010	USH 18	916	916	5	5	36	6	
0010	UNDISTRIBUTED	229	229	--	--	--	2	
	TOTAL 0010	1,145	1,145	5	5	36	8	

CATEGORY	SIGN NO.	TO	MESSAGE	CODE	SIGN WIDTH (IN)	SIGN HEIGHT (IN)	634.0614 POSTS WOOD 4X6-INCH X 14-FT EACH	634.0616 POSTS WOOD 4X6-INCH X 16-FT EACH	634.0618 POSTS WOOD 4X6-INCH X 18-FT EACH	634.0811 POSTS TUBULAR STEEL 2X2-INCH X 11-FT EACH	634.0812 POSTS TUBULAR STEEL 2X2-INCH X 12-FT EACH	634.0814 POSTS TUBULAR STEEL 2X2-INCH X 14-FT EACH	637.2210 SIGNS TYPE II REFLECTIVE H SF	637.2230 SIGNS TYPE II REFLECTIVE F SF	REMARKS
0010	1-01	-	VILLA LOUIS HISTORIC SITE	D5-66R	60	36	--	--	--	--	--	--	--	--	
0010	1-02	-	PEDESTRIAN CROSSING	W11-2	30	30	1	--	--	--	--	--	--	6.25	
0010	1-03	-	LEFT DIRECTIONAL	W16-7L	24	12	--	--	--	--	--	--	--	2.00	SAME POST AS 1-02
0010	1-04	-	YIELD	R1-2	36	31	--	1	--	--	--	--	3.88	--	
0010	1-05	-	YIELD	R1-2	36	31	--	1	--	--	--	--	3.88	--	
0010	1-06	-	PEDESTRIAN CROSSING	W11-2	30	30	1	--	--	--	--	--	--	6.25	
0010	1-07	-	LEFT DIRECTIONAL	W16-7L	24	12	--	--	--	--	--	--	--	2.00	SAME POST AS 1-06
0010	1-08	-	CIRCULAR INTERSECTION SIGN	R6-5P	30	30	--	--	--	--	--	--	6.25	--	SAME POST AS 1-04
0010	1-09	-	CIRCULAR INTERSECTION SIGN	R6-5P	30	30	--	--	--	--	--	--	6.25	--	SAME POST AS 1-05
0010	1-10	-	CIRCULAR INTERSECTION SIGN	R6-5P	30	30	--	--	--	--	--	--	6.25	--	SAME POST AS 1-24
0010	1-11	-	KEEP RIGHT	R4-7	24	30	1	--	--	--	--	--	5.00	--	1.75' CLEARANCE
0010	1-12	-	S MAIN ST - TILT RIGHT	D1-1	72	15	--	--	--	--	--	--	--	--	
0010	1-13	-	PEDESTRIAN CROSSING	W11-2	30	30	1	--	--	--	--	--	--	6.25	
0010	1-14	-	LEFT DIRECTIONAL	W16-7L	24	12	--	--	--	--	--	--	--	2.00	SAME POST AS 1-13
0010	1-15	-	YIELD	R1-2	36	31	--	--	--	--	--	1	7.75	--	
0010	1-16	-	CIRCULAR INTERSECTION SIGN	R6-5P	30	30	--	--	--	--	--	--	6.25	--	SAME POST AS 1-15
0010	1-17	-	PEDESTRIAN CROSSING	W11-2	30	30	--	--	--	--	1	--	--	6.25	
0010	1-18	-	LEFT DIRECTIONAL	W16-7L	24	12	--	--	--	--	--	--	--	2.00	SAME POST AS 1-17
0010	1-19	-	EAST 18 & 60, WEST 18 & 60	J2-4	96	57	--	--	2	--	--	--	38.00	--	
0010	1-20	-	SNOWMOBILE WARNING SIGN	W11-6	30	30	--	--	--	--	1	--	--	6.25	
0010	1-21	-	VILLA LOUIS HISTORIC SITE	D5-66A	78	24	--	--	--	--	--	--	--	--	
0010	1-22	-	CIRCULAR INTERSECTION SIGN	R6-5P	30	30	--	--	--	--	--	--	6.25	--	SAME POST AS 1-26
0010	1-23	-	ONE WAY	R6-2R	24	30	1	--	--	--	--	--	5.00	--	
0010	1-24	-	YIELD	R1-2	36	31	--	1	--	--	--	--	3.88	--	
0010	1-25	-	NO RIGHT TURN	R3-1	24	24	--	--	--	--	--	--	4.00	--	SAME POST AS 1-33
0010	1-26	-	YIELD	R1-2	36	31	--	--	--	--	--	1	3.88	--	
0010	1-27	-	YIELD	R1-2	36	31	--	1	--	--	--	--	3.88	--	
0010	1-28	-	WEST 18 & 60 - RIGHT	D1-68	90	42	--	--	--	--	--	--	--	--	
0010	1-29	-	EAST 18 & 60 - RIGHT	D1-68	72	42	--	--	--	--	--	--	--	--	
0010	1-30	-	CIRCULAR INTERSECTION SIGN	R6-5P	30	30	--	--	--	--	--	--	6.25	--	SAME POST AS 1-27
0010	1-31	-	ADOPT A HIGHWAY	I55-56	30	18	1	--	--	--	--	--	3.75	--	
0010	1-32	-	MCDONALD'S PRAIRIE DU CHIEN	I55-56P	30	18	--	--	--	--	--	--	3.75	--	SAME POST AS 1-31
0010	1-33	-	DO NOT ENTER	R5-1	30	30	1	--	--	--	--	--	6.25	--	
0010	1-34	-	NO LEFT TURN	R3-2	24	24	1	--	--	--	--	--	4.00	--	
0010	1-35	-	ATV ROUTE	D11-10	24	18	1	--	--	--	--	--	3.00	--	
0010	1-36	-	DIRECTIONAL	M7-2	12	9	--	--	--	--	--	--	0.75	--	SAME POST AS 1-35
0010	1-37	-	ATV ROUTE	D11-10	24	18	1	--	--	--	--	--	3.00	--	
0010	1-38	-	WEST 18 & 60	J4-2	48	36	--	1	--	--	--	--	12.00	--	
0010	1-39	-	NO ATV TRAFFIC	R5-51	24	24	1	--	--	--	--	--	4.00	--	
										--	--	--			
0010	2-01	-	NORTH 27, EAST 18 & 60	J2-3	72	57	--	--	2	--	--	--	28.50	--	
0010	2-02	-	YIELD	R1-2	36	31	1	--	--	--	--	--	3.88	--	
0010	2-03	-	WEST 18 & 60	J2-2	48	57	--	--	1	--	--	--	19.00	--	
0010	2-04	-	NO RIGHT TURN	R3-1	24	24	1	--	--	--	--	--	4.00	--	
0010	2-05	-	YIELD	R1-2	36	31	1	--	--	--	--	--	3.88	--	
0010	2-07	-	PEDESTRIAN CROSSING	W11-2	30	30	1	--	--	--	--	--	--	6.25	
0010	2-08	-	RIGHT DIRECTIONAL	W16-7R	24	12	--	--	--	--	--	--	--	2.00	SAME POST AS 2-07
0010	2-09	-	CIRCULAR INTERSECTION SIGN	W2-6	30	30	--	1	--	--	--	--	--	6.25	
0010	2-10	-	15 MPH	W13-1	18	18	--	--	--	--	--	--	--	2.25	SAME POST AS 2-09
0010	2-11	-	KEEP RIGHT	R4-7	24	30	1	--	--	--	--	--	5.00	--	
0010	2-14	-	WEST 18 & 60, S MAIN ST - RIGHT	D1-68	72	42	--	--	--	--	--	--	--	--	
0010	2-15	-	ONE WAY	R6-1R	48	18	1	--	--	--	--	--	6.00	--	
0010	2-16	-	IN ROAD OBJECT MARKER	W5-54	18	18	--	--	--	--	--	--	--	2.25	SAME POST AS 2-15
0010	2-17	-	ONE WAY	R6-1R	48	18	1	--	--	--	--	--	6.00	--	
0010	2-18	-	IN ROAD OBJECT MARKER	W5-54	18	18	--	--	--	--	--	--	--	2.25	SAME POST AS 2-17
0010	2-19	-	ONE WAY	R6-1R	48	18	1	--	--	--	--	--	6.00	--	
0010	2-20	-	IN ROAD OBJECT MARKER	W5-54	18	18	--	--	--	--	--	--	--	2.25	SAME POST AS 2-19
0010	2-21	-	NORTH 27, W IOWA ST - RIGHT	D1-68	78	30	--	--	--	--	--	--	--	--	
0010	2-23	-	WRONG WAY	R5-1A	36	24	1	--	--	--	--	--	6.00	--	
0010	2-24	-	SPEED LIMIT 25	R2-1	24	30	1	--	--	--	--	--	5.00	--	
0010	2-25	-	ONE WAY	R6-2L	24	30	1	--	--	--	--	--	5.00	--	
0010	2-26	-	NORTH 27	J1-1	24	36	--	1	--	--	--	--	6.00	--	
0010	2-27	-	PEDESTRIAN CROSSING	W11-2	30	30	1	--	--	--	--	--	--	6.25	
0010	2-28	-	LEFT DIRECTIONAL	W16-7L	24	12	--	--	--	--	--	--	--	2.00	SAME POST AS 2-27
0010	2-29	-	YIELD	R1-2	36	31	--	--	--	1	--	--	3.88	--	
0010	2-31	-	YIELD	R1-2	36	31	1	--	--	--	--	--	3.88	--	
0010	2-33	-	EAST 18 & 60, S MAIN ST - RIGHT	D1-68	72	42	--	--	--	--	--	--	--	--	
0010	2-34	-	CIRCULAR INTERSECTION SIGN	W2-6	30	30	--	1	--	--	--	--	--	6.25	
0010	2-35	-	15 MPH	W13-1	18	18	--	--	--	--	--	--	--	2.25	SAME POST AS 2-34
0010	2-36	-	PEDESTRIAN CROSSING	W11-2	30	30	--	--	--	--	1	--	--	6.25	
						SUBTOTAL	24	8	5	1	3	2	269.17	85.75	

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CONTINUED FROM PREVIOUS PAGE

637-PERMANENT SIGNING

CATEGORY	SIGN NO.	TO	MESSAGE	CODE	SIGN WIDTH (IN)	SIGN HEIGHT (IN)	634.0614 POSTS WOOD 4X6-INCH X 14-FT EACH	634.0616 POSTS WOOD 4X6-INCH X 16-FT EACH	634.0618 POSTS WOOD 4X6-INCH X 18-FT EACH	634.0811 POSTS TUBULAR STEEL 2X2-INCH X 11-FT EACH	634.0812 POSTS TUBULAR STEEL 2X2-INCH X 12-FT EACH	634.0814 POSTS TUBULAR STEEL 2X2-INCH X 14-FT EACH	637.2210 SIGNS TYPE II REFLECTIVE H SF	637.2230 SIGNS TYPE II REFLECTIVE F SF	REMARKS
0010	2-37	-	LEFT DIRECTIONAL	W16-7L	24	12	--	--	--	--	--	--	--	2.00	SAME POST AS 2-36
0010	2-38	-	YIELD	R1-2	36	31	--	--	--	1	--	--	3.88	--	
0010	2-40	-	PEDESTRIAN CROSSING	W11-2	30	30	--	--	--	--	1	--	--	6.25	
0010	2-41	-	LEFT DIRECTIONAL	W16-7L	24	12	--	--	--	--	--	--	--	2.00	SAME POST AS 2-40
0010	2-42	-	NORTH 27	J3-1	24	57	--	--	--	--	--	--	9.50	--	OVERHEAD ASSEMBLY
0010	2-43	-	EAST 18, 60	J3-2	48	57	--	--	--	--	--	--	19.00	--	OVERHEAD ASSEMBLY
0010	2-44	-	S MAIN ST	M1-94H	66	18	--	--	--	--	--	--	--	--	OVERHEAD ASSMEBLY
0010	2-45	-	LANE CONTROL SIGN	R3-8HR	36	30	--	--	--	--	--	--	7.50	--	POST OF OVERHEAD ASSEMBLY
0010	2-46	-	PEDESTRIAN CROSSING	W11-2	30	30	1	--	--	--	--	--	--	6.25	
0010	2-47	-	LEFT DIRECTIONAL	W16-7L	24	12	--	--	--	--	--	--	--	2.00	SAME POST AS 2-46
0010	2-48	-	PEDESTRIAN CROSSING	W11-2	30	30	1	--	--	--	--	--	--	6.25	
0010	2-49	-	LEFT DIRECTIONAL	W16-7L	24	12	--	--	--	--	--	--	--	2.00	SAME POST AS 2-48
0010	2-50	-	DO NOT ENTER	R5-1	30	30	1	--	--	--	--	--	6.25	--	
0010	2-51	-	WRONG WAY	R5-1A	36	24	--	--	--	--	--	--	6.00	--	SAME POST AS 2-09
0010	2-52	-	WISCONSIN WELCOME CENTER	SP--	78	36	--	--	--	--	--	--	--	--	
0010	2-53	-	MARQUETTE - LEFT	D1-1	48	12	--	--	--	--	--	--	--	--	
										--	--	--			
0010	3-01	-	EAST 18, 60	J4-2	48	36	--	1	--	--	--	--	12.00	--	
0010	3-02	-	SPEED LIMIT 35	R2-1	24	30	1	--	--	--	--	--	5.00	--	
0010	3-03	-	PEDESTRIAN CROSSING	W11-2	30	30	1	--	--	--	--	--	--	6.25	
0010	3-04	-	LEFT DIRECTIONAL	W16-7L	24	12	--	--	--	--	--	--	--	2.00	SAME POST AS 3-03
0010	3-05	-	NORTH 27	J3-3	24	57	--	--	1	--	--	--	9.50	--	
0010	3-06	-	CIRCULAR INTERSECTION SIGN	W2-6	30	30	--	1	--	--	--	--	--	6.25	
0010	3-07	-	15 MPH	W13-1	18	18	--	--	--	--	--	--	--	2.25	SAME POST AS 3-06
0010	3-08	-	CIRCULAR INTERSECTION SIGN	W2-6	30	30	--	1	--	--	--	--	--	6.25	
0010	3-09	-	15 MPH	W13-1	18	18	--	--	--	--	--	--	--	2.25	SAME POST AS 3-08
0010	3-10	-	ATV ROUTE	D11-10	24	18	1	--	--	--	--	--	3.00	--	
0010	3-11	-	ATV ROUTE	D11-10	24	18	1	--	--	--	--	--	3.00	--	
0010	3-12	-	DIRECTIONAL	M7-2	12	9	--	--	--	--	--	--	0.75	--	SAME POST AS 3-11
0010	3-13	-	EASTMAN - RIGHT	D1-1	72	30	--	--	--	--	--	--	--	--	
										--	--	--			
0010	4-01	-	CIRCULAR INTERSECTION SIGN	W2-6	30	30	--	1	--	--	--	--	--	6.25	
0010	4-02	-	15 MPH	W13-1	18	18	--	--	--	--	--	--	--	2.25	SAME POST AS 4-01
0010	4-03	-	LEFT LANE MUST TURN LEFT	R3-7L	30	30	1	--	--	--	--	--	6.25	--	
0010	4-04	-	LEFT LANE MUST TURN LEFT	R3-7L	30	30	1	--	--	--	--	--	6.25	--	
0010	4-05	-	MARQUETTE - 2	W13-1	78	15	--	--	--	--	--	--	--	--	
0010	4-06	-	VILLA LOUIS HISTORIC SITE	D5-66L	60	36	--	--	--	--	--	--	--	--	
0010	4-07	-	EASTMAN/BRIDGEPORT/MADISON	D1-2	78	36	--	--	--	--	--	--	--	--	
						SUBTOTAL	9	4	1	1	1	0	97.88	60.50	
						TOTAL 0010	33	12	6	2	4	2	367.05	146.25	

638-REMOVING SIGNS

CATEGORY	SIGN NO.	TO	LOCATION	MESSAGE	638.2602 REMOVING SIGNS TYPE II EACH	638.3000 REMOVING SMALL SIGN SUPPORTS EACH	REMARKS
0010	1R-01	-	S MAIN ST	ATV ROUTE	1	1	
0010	1R-02	-	S MAIN ST	ATV ROUTE, DIRECTIONAL	1	1	
0010	2R-01	-	S MAIN ST	ONE WAY, STOP, TRAFFIC DOES NOT STOP	1	1	
0010	2R-02	-	S MAIN ST	WEST 18, WEST 60, LEFT DIRECTIONAL	1	1	
0010	2R-03	-	S MAIN ST	VILLA LOUIS HISTORIC SITE	1	2	
0010	2R-04	-	S MAIN ST	MARQUETTE TO THE LEFT	1	2	
0010	2R-05	-	S MAIN ST	WEST 18, WEST 60, LEFT DIRECTIONAL	1	1	
0010	2R-06	-	S MAIN ST	ONE WAY, DO NOT ENTER	1	1	
0010	2R-07	-	S MAIN ST	YEILD	1	1	
0010	2R-08	-	S MAIN ST	STOP, TRAFFIC DOES NOT STOP	1	1	
0010	2R-09	-	S MAIN ST	LANE SPLIT	1	1	
0010	2R-10	-	S MAIN ST	STOP, TRAFFIC DOES NOT STOP	1	1	
0010	2R-11	-	S MAIN ST	KEEP RIGHT	1	1	
0010	2R-12	-	S MAIN ST	ONE WAY, STOP, TRAFFIC DOES NOT STOP	1	1	
0010	2R-13	-	S MAIN ST	DIVIDED HIGHWAY AHEAD	1	1	
0010	2R-14	-	S MAIN ST	ONE WAY, ONE WAY, STOP, TRAFFIC DOES NOT STOP	1	1	
0010	3R-01	-	S MAIN ST	NORTH 27, RIGHT DIRECTIONAL	1	1	
0010	3R-02	-	S MAIN ST	ATV ROUTE, AHEAD	1	1	
0010	3R-03	-	S MAIN ST	EASTMAN TO THE RIGHT	1	2	
0010	3R-04	-	S MAIN ST	STOP AHEAD	1	1	
0010	3R-05	-	S MAIN ST	WEST 18, WEST 60, NORTH 27, DIRECTIONALS	1	2	
0010	3R-06	-	S MAIN ST	ATV ROUTE	1	1	
0010	3R-07	-	S MAIN ST	EAST 18, EAST 60	1	1	
0010	3R-08	-	S MAIN ST	SPEED LIMIT 35	1	1	
0010	4R-01	-	IOWA ST	VILLA LOUIS HISTORIC SITE	1	2	
0010	4R-02	-	IOWA ST	WISCONSIN WELCOME CENTER	1	2	
0010	4R-03	-	IOWA ST	SPEED LIMIT 25, WRONG WAY	1	1	
0010	4R-04	-	IOWA ST	DIRECTIONALS	1	2	
0010	4R-05	-	IOWA ST	EASTMAN, BRIDGEPORT/MADISON	1	2	
0010	4R-06	-	IOWA ST	NORTH 27, EAST 18, EAST 60, DIRECTIONALS	1	2	
0010	5R-01	-	IOWA ST	DO NOT ENTER	1	1	
0010	5R-02	-	IOWA ST	WRONG WAY	1	1	
0010	5R-03	-	IOWA ST	ONE WAY	1	1	
0010	5R-04	-	IOWA ST	SPEED LIMIT 25	1	1	
0010	5R-05	-	IOWA ST	SPEED LIMIT 25	1	1	
0010	5R-06	-	IOWA ST	DO NOT ENTER, LANE SPLIT	1	1	
0010	5R-07	-	IOWA ST	YIELD	1	1	
0010	6R-01	-	WISCONSIN ST	MARQUETTE 2 MILES	1	2	
0010	6R-02	-	WISCONSIN ST	ADOPT A HIGHWAY, MCDONALD'S	1	1	
0010	6R-03	-	WISCONSIN ST	WEST 18, WEST 60	1	1	
0010	6R-04	-	WISCONSIN ST	NO ATV TRAFFIC	1	1	
0010	6R-05	-	WISCONSIN ST	E 18, E 60, W 18, W 60, DIRECTIONALS	1	2	
0010	6R-06	-	WISCONSIN ST	DO NOT ENTER, ONE WAY	1	1	
0010	6R-07	-	WISCONSIN ST	DO NOT ENTER, ONE WAY	1	1	
0010	7R-01	-	WISCONSIN ST	SNOWMOBILE CROSSING	1	1	
0010	7R-02	-	WISCONSIN ST	VILLA LOUIS HISTORIC SITE	1	2	
0010	7R-03	-	WISCONSIN ST	SPEED LIMIT 25, NO PARKING	1	--	ON UTILITY POLE
0010	7R-04	-	WISCONSIN ST	E 18, E 60, W 18, W 60, DIRECTIONALS	1	2	
0010	7R-05	-	WISCONSIN ST	ONE WAY	1	1	
0010	7R-06	-	WISCONSIN ST	WRONG WAY, NO PARKING	1	1	
				TOTAL 0010	50	62	

643-TRAFFIC CONTROL

			611.8120.S	643.0300		643.0420		643.0500	643.0600	643.0705		643.0715		643.0900	
			COVER PLATES TEMPORARY	TRAFFIC CONTROL DRUMS		TRAFFIC CONTROL BARRICADES TYPE III		TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER POSTS	TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER BASES	TRAFFIC CONTROL WARNING LIGHTS TYPE A		TRAFFIC CONTROL WARNING LIGHTS TYPE C		TRAFFIC CONTROL SIGNS	
CATEGORY	STAGE	DURATION	NUMBER	EACH	DAY	NUMBER	DAY	EACH	EACH	NUMBER	DAY	NUMBER	DAY	NUMBER	DAY
0010	STAGE 1	7	--	103	721	2	14	--	--	4	28	4	28	5	35
0010	STAGE 2	84	--	15	1,260	12	1,008	41	41	18	1,512	15	1,260	77	6,468
0010	STAGE 3A	62	3	33	2,046	8	496	--	--	12	744	--	--	14	868
0010	STAGE 3B	19	--	37	703	8	152	--	--	12	228	--	--	21	399
0010	STAGE 3C	12	--	40	480	8	96	--	--	12	144	--	--	19	228
0010	STAGE 3D	29	--	29	841	4	116	--	--	6	174	--	--	18	522
0010	DETOUR DURING STAGE 2	84	--	--	--	2	168	--	--	4	336	--	--	106	8,904
0010	DETOUR DURING STAGE 3	122	--	--	--	2	244	--	--	4	488	--	--	126	15,372
0010	UNDISTRIBUTED	--	--	--	605	--	1,882	6	6	--	365	--	--	--	--
		SUBTOTAL	3	257	6,656	46	4,176	47	47	72	4,019	19	1,288	386	32,796
		TOTAL 0010	3	6,656		4,176		47	47	4,019		1,288		32,796	

			643.0920	643.1000	643.1050	643.3165		643.3180		643.3265	643.3980	643.5000	SPV.0060.01	SPV.0060.21	
			TRAFFIC CONTROL COVERING SIGNS TYPE II	TRAFFIC CONTROL SIGNS FIXED MESSAGE	TRAFFIC CONTROL SIGNS PCMS	TEMPORARY MARKING LINE PAINT 6-INCH		TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH		TEMPORARY MARKING LINE PAINT 10-INCH (WHITE)	TEMPORARY MARKING REMOVABLE MASK OUT TAPE 8-INCH	TRAFFIC CONTROL	SPECIAL (01. INLET COVERS FLAT TEMPORARY)	SPECIAL (21. TEMPORARY STORM SEWER CONNECTION)	
CATEGORY	STAGE	DURATION	EACH	SF	SF	(YELLOW) LF	(WHITE) LF	(YELLOW) LF	(WHITE) LF	LF	LF	EACH	EACH	EACH	REMARKS
0010	STAGE 1	7	--	--	4	123	--	--	--	104	--	--	2	--	
0010	STAGE 2	84	--	39.50	1	656	645	2,202	3,782	145	--	--	--	--	
0010	STAGE 3A	62	--	--	1	--	--	618	619	--	--	--	1	2	
0010	STAGE 3B	19	--	--	1	--	--	--	372	--	--	--	--	--	
0010	STAGE 3C	12	--	--	1	--	--	372	372	--	--	--	--	--	
0010	STAGE 3D	29	--	--	--	--	--	--	--	--	--	--	--	--	
0010	DETOUR DURING STAGE 2	84	4	48.00	1	--	--	--	--	--	--	--	--	--	
0010	DETOUR DURING STAGE 3	122	--	--	1	--	--	--	--	--	--	--	--	--	
0010	UNDISTRIBUTED	--	10	--	--	--	--	320	515	--	991	1	--	--	
		SUBTOTAL	14	87.50	10	779	645	3,512	5,660	249	991	1	3	2	
		TOTAL 0010	14	87.50	262	1,424		9,172		249	991	1	3	2	

646-PAVEMENT MARKING

CATEGORY	STATION	TO	STATION	LOCATION	646.2020 MARKING LINE EPOXY 6-INCH (YELLOW) LF	646.2020 MARKING LINE EPOXY 6-INCH (WHITE) LF	646.2040 MARKING LINE GROOVED WET REF EPOXY 6-INCH LF	646.4020 MARKING LINE EPOXY 10-INCH LF	646.5020 MARKING ARROW EPOXY EACH	646.5120 MARKING WORD EPOXY EACH	646.6320 MARKING DOTTED EXTENSION EPOXY 18-INCH LF	646.6466 COLD WEATHER MARKING EPOXY 6-INCH (YELLOW) LF	646.6466 COLD WEATHER MARKING EPOXY 6-INCH (WHITE) LF	646.6470 COLD WEATHER MARKING EPOXY 10-INCH (YELLOW) LF	646.6470 COLD WEATHER MARKING EPOXY 10-INCH (WHITE) LF
0010	10'WB'+91	-	14'WB'+53	NORTH MAIN ST	950	564	--	--	--	--	--	--	--	--	--
0010	13'A'+33.37	-	13'A'+53.37	'A' RAB - WEST LEG	157	--	--	--	--	--	--	--	--	--	--
0010	14'A'+30.82	-	14'A'+50.82	'A' RAB - EAST LEG	41	--	--	--	--	--	28	--	--	--	--
0010	14'WB'+53	-	14'WB'+73	'A' RAB - NORTH LEG	--	--	--	--	--	--	34	--	--	--	--
0010	15'WB'+38	-	15'WB'+58	'A' RAB - SOUTH LEG	--	--	--	--	--	--	25	--	--	--	--
0010	10'A'+00	-	13'A'+33.37	WEST WISCONSIN ST	--	53	225	--	--	--	--	--	--	--	--
0010	14'A'+50.82	-	18'A'+23.54	EAST WISCONSIN ST	--	573	--	198	2	1	--	--	--	--	--
0010	15'WB'+58	-	18'WB'+86	CENTER MAIN ST	908	--	320	--	--	--	--	--	--	--	--
0010	13'B'+56.12	-	13'B'+76.12	'B' RAB - WEST LEG	--	--	--	238	1	--	56	--	--	--	--
0010	14'B'+65.68	-	14'B'+85.68	'B' RAB - EAST LEG	--	--	--	--	--	--	--	--	--	--	--
0010	18'WB'+86	-	19'WB'+06	'B' RAB - NORTH LEG	--	--	--	--	--	--	26	--	--	--	--
0010	19'WB'+90	-	20'WB'+10	'B' RAB - SOUTH LEG	--	--	--	--	--	--	44	--	--	--	--
0010	10'B'+00	-	13'B'+56.12	WEST IOWA ST	--	22	170	372	4	1	--	--	--	--	--
0010	14'B'+85.68	-	17'B'+95.64	EAST IOWA ST	--	176	--	--	--	--	--	--	--	--	--
0010	20'WB'+10	-	24'WB'+09	SOUTH MAIN ST	--	--	688	--	--	--	--	--	--	--	--
0010				UNDISTRIBUTED	--	--	--	--	--	--	--	451	1,609		243
				SUBTOTAL	2,056	1,388	1,403	808	7	2	213	451	1,609	0	243
				TOTAL 0010	3,444		1,403	808	7	2	213	2,060		243	

CATEGORY	STATION	TO	STATION	LOCATION	646.7120 MARKING DIAGONAL EPOXY 12-INCH (YELLOW) LF	646.7120 MARKING DIAGONAL EPOXY 12-INCH (WHITE) LF	646.7420 MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH LF	646.8220 MARKING ISLAND NOSE EPOXY EACH	646.8320 MARKING PARKING STALL EPOXY LF	646.9000 MARKING REMOVAL LINE 4-INCH LF	646.9102 MARKING REMOVAL LINE 10-INCH LF	646.9300 MARKING REMOVAL SPECIAL MARKING EACH	REMARKS
0010	10'WB'+91	-	14'WB'+53	NORTH MAIN ST	89	--	--	1	--	--	--	--	
0010	13'A'+33.37	-	13'A'+53.37	'A' RAB - WEST LEG	57	--	63	--	--	--	--	--	
0010	14'A'+30.82	-	14'A'+50.82	'A' RAB - EAST LEG	15	--	44	--	--	--	--	--	
0010	14'WB'+53	-	14'WB'+73	'A' RAB - NORTH LEG	--	--	69	--	--	--	--	--	
0010	15'WB'+38	-	15'WB'+58	'A' RAB - SOUTH LEG	--	--	--	--	--	--	--	--	
0010	10'A'+00	-	13'A'+33.37	WEST WISCONSIN ST	--	--	--	--	--	--	--	--	
0010	14'A'+50.82	-	18'A'+23.54	EAST WISCONSIN ST	--	--	--	--	--	--	--	--	
0010	15'WB'+58	-	18'WB'+86	CENTER MAIN ST	78	--	--	2	174	117	--	--	MARKING REMOVAL 4-INCH PARKING STALLS
0010	13'B'+56.12	-	13'B'+76.12	'B' RAB - WEST LEG	--	31	60	--	--	--	--	--	
0010	14'B'+65.68	-	14'B'+85.68	'B' RAB - EAST LEG	--	--	44	--	--	--	--	--	
0010	18'WB'+86	-	19'WB'+06	'B' RAB - NORTH LEG	--	--	75	--	--	--	--	--	
0010	19'WB'+90	-	20'WB'+10	'B' RAB - SOUTH LEG	--	--	81	--	--	--	--	--	
0010	10'B'+00	-	13'B'+56.12	WEST IOWA ST	--	--	--	--	--	--	225	2	MARKING REMOVAL IN STAGE 1
0010	14'B'+85.68	-	17'B'+95.64	EAST IOWA ST	--	--	--	--	--	--	--	--	
0010	20'WB'+10	-	24'WB'+09	SOUTH MAIN ST	--	--	--	--	--	--	--	--	
0010				UNDISTRIBUTED	--	--	--	--	--	--	--	--	ACCOUNTS FOR ALL APPLICABLE MARKINGS SOUTH OF WISCONSIN ST
				SUBTOTAL	239	31	436	3	174	117	225	2	
				TOTAL 0010	270		436	3	174	117	225	2	

644-TEMPORARY PEDESTRIAN ACCOMMODATIONS

CATEGORY	STAGE	DURATION	644.1440 TEMPORARY PEDESTRIAN SURFACE MATTING SF	644.1601 TEMPORARY PEDESTRIAN CURB RAMP NUMBER	644.1601 TEMPORARY PEDESTRIAN CURB RAMP DAY	644.1605 TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD SF	644.1810 TEMPORARY PEDESTRIAN BARRICADE LF	644.1900.S TEMPORARY AUDIBLE MESSAGE DEVICES NUMBER	644.1900.S TEMPORARY AUDIBLE MESSAGE DEVICES DAY	REMARKS
0010	1	7	0	0	0	0	0	0	0	
0010	2	84	0	2	168	16	158	8	672	
0010	3A	62	0	0	0	0	54	6	372	
0010	3B	19	1,063	3	57	24	561	5	95	
0010	3C	12	0	0	0	0	291	5	60	
0010	3D	29	0	0	0	0	84	6	174	
		TOTAL 0010	1,063		225	40	1,148		1,373	

645-RIP RAP

CATEGORY	STATION	OFFSET	606.0200 RIPRAP MEDIUM CY	645.0120 GEOTEXTILE TYPE HR SY	REMARKS
0010	20'WB'+58	RT	6	33	
0010	21'WB'+44	RT	10	55	
		TOTAL 0010	16	88	

650-CONSTRUCTION STAKING

CATEGORY	LOCATION	650.4000 CONSTRUCTION STAKING STORM SEWER EACH	650.4500 CONSTRUCTION STAKING SUBGRADE LF	650.7000 CONSTRUCTION STAKING CONCRETE PAVEMENT LF	650.8501.01 CONSTRUCTION STAKING ELECTRICAL INSTALLATIONS (PROJECT) (01. 1660-02-73) EACH	650.9000 CONSTRUCTION STAKING CURB RAMPS EACH	650.9500.01 CONSTRUCTION STAKING SIDEWALK (PROJECT) (01. 1660-02-73) EACH	650.9911.01 CONSTRUCTION STAKING SUPPLEMENTAL CONTROL (PROJECT) (01. 1660-02-73) EACH	650.9920 CONSTRUCTION STAKING SLOPE STAKES LF	REMARKS
0010	USH 18	41	2,938	2,938	1	24	1	1	2,938	
	TOTAL 0010	41	2,938	2,938	1	24	1	1	2,938	

3

652-CONDUIT

CATEGORY	STATION	TO	STATION	652.0225 CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH LF	652.0235 CONDUIT RIGID NONMETALLIC SCHEDULE 40 3-INCH LF	REMARKS
0010	CABINET	-	PB01	--	55	
0010	PB01	-	LB01	10	--	
0010	PB01	-	PB17	--	65	
0010	PB17	-	PB02	--	55	
0010	PB02	-	LB02	25	--	
0010	PB02	-	PB03	--	80	
0010	PB03	-	LB03	10	--	
0010	PB03	-	PB04	--	80	
0010	PB04	-	LB04	20	--	
0010	PB04	-	PB05	--	65	
0010	PB05	-	LB05	15	--	
0010	PB05	-	PB18	--	55	
0010	PB18	-	PB06	--	35	
0010	PB06	-	LB06	35	--	
0010	PB06	-	PB07	--	85	
0010	PB07	-	LB07	10	--	
0010	PB07	-	PB08	--	75	
0010	PB08	-	LB08	10	--	
0010	PB08	-	CABINET	--	15	
0010	PB06	-	PB09	--	110	
0010	PB09	-	LB09	15	--	
0010	PB09	-	PB10	--	85	
0010	PB10	-	LB10	5	--	
0010	PB10	-	PB11	--	85	
0010	PB11	-	LB11	20	--	
0010	PB11	-	PB19	--	60	
0010	PB19	-	PB12	--	45	
0010	PB12	-	LB12	10	--	
0010	PB12	-	PB13	--	80	
0010	PB13	-	LB13	35	--	
0010	PB13	-	PB14	--	80	
0010	PB14	-	LB14	15	--	
0010	PB14	-	LB15	55	--	
0010	PB14	-	PB20	--	60	
0010	PB20	-	PB15	--	65	
0010	PB15	-	LB16	25	--	
0010	PB15	-	LB17	70	--	
0010	PB15	-	PB16	--	55	
0010	PB16	-	LB18	15	--	
0010	PB16	-	PB11	--	65	
0010	EXISTING	-	PB5-2	95	--	
0010	PB5-2	-	LB5-2	5	--	
0010	PB5-2	-	PB5-3	65	--	
0010	PB5-3	-	LB5-3	5	--	
0010	PB5-3	-	PB5-4	75	--	
0010	PB5-4	-	LB5-4	5	--	
0010	EXISTING	-	PB6-3	90	--	
0010	PB6-3	-	LB6-3	5	--	
0010	PB6-3	-	PB6-4	80	--	
0010	PB6-4	-	LB6-4	5	--	
			TOTAL 0010	830	1,455	

653-PULL BOXES

CATEGORY	NO.	STATION	OFFSET	653.0164 PULL BOXES NON-CONDUCTIVE 24X42-INCH EACH	SPV.0060.03 SPECIAL (03. PULL BOXES SPECIAL) EACH	REMARKS
0010	PB01	20'WB'+49	46' LT	1	--	
0010	PB02	20'EB'+36	47' RT	1	--	
0010	PB03	13'B'+11	48' RT	1	--	
0010	PB04	1'BCIR'+95	27' RT	1	--	
0010	PB05	18'EB'+54	43' RT	1	--	
0010	PB06	18'WB'+65	25' LT	1	--	
0010	PB07	15'B'+30	17' LT	1	--	
0010	PB08	0'BCIR'+52	49' RT	1	--	
0010	PB09	17'WB'+54	21' LT	1	--	
0010	PB10	16'WB'+54	37' LT	1	--	
0010	PB11	15'WB'+74	46' LT	1	--	
0010	PB12	15'EB'+71	40' RT	1	--	
0010	PB13	13'A'+09	6' RT	1	--	
0010	PB14	0'ACIR'+53	49' RT	1	--	
0010	PB15	14'A'+63	40' LT	1	--	
0010	PB16	14'A'+65	13' RT	1	--	
0010	PB17	20'EB'+51	6' LT	1	--	
0010	PB18	18'EB'+64	9' LT	1	--	
0010	PB19	15'EB'+75	6' LT	1	--	
0010	PB20	14'EB'+32	8' LT	1	--	
0010	PB5-2	11'WB'+98	19.5' LT	--	1	
0010	PB5-3	12'WB'+62	19.5' LT	--	1	
0010	PB5-4	13'WB'+35	20' LT	--	1	
0010	PB6-3	12'EB'+00	19.5' RT	--	1	
0010	PB6-4	12'EB'+80	21.5' RT	--	1	
			TOTAL 0010	20	5	

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654-LIGHT POLES

CATEGORY	NO.	STATION	OFFSET	654.0105 CONCRETE BASES TYPE 5 EACH	655.0610 ELECTRICAL WIRE LIGHTING 12 AWG LF	657.0255 TRANSFORMER BASES BREAKAWAY 11 1/2-INCH BOLT CIRCLE EACH	657.0322 POLES TYPE 5-ALUMINUM EACH	657.0610 LUMINAIRE ARMS SINGLE MEMBER 4 1/2-INCH CLAMP 6-FT EACH	657.0710 LUMINAIRE ARMS TRUSS TYPE 4 1/2-INCH CLAMP 12-FT EACH	659.1125 LUMINAIRES UTILITY LED C EACH	SPV.0060.04 SPECIAL (04. CONCRETE BASES TYPE 7 MODIFIED) EACH	SPV.0060.05 SPECIAL (05. POWDER COATING LIGHT POLES) EACH	SPV.0060.10 SPECIAL (10. REINSTALLING SALVAGED FESTOON POLE) EACH	SPV.0060.11 SPECIAL (11. FESTOON RECEPTACLE) EACH	SPV.0060.12 SPECIAL (12. MODIFYING POLES TYPE 5 - ALUMINUM) EACH	REMARKS
0010	LB01	20'WB'+61	44' LT	1	120	1	1	1	--	1	--	--	--	--	--	
0010	LB02	20'EB'+12	54.6' RT	1	120	1	1	1	--	1	--	--	--	--	--	
0010	LB03	13'B'+00	55' RT	1	120	1	1	1	--	1	--	--	--	--	--	
0010	LB04	1'BCIR'+92	44' RT	1	120	1	1	1	--	1	--	--	--	--	--	
0010	LB05	18'EB'+31	37' LT	1	120	1	1	1	--	1	--	--	--	--	--	
0010	LB06	1'BCIR'+10	45' LT	1	120	1	1	1	--	1	--	--	--	--	--	
0010	LB07	15'B'+26	22' LT	1	140	1	1	--	1	1	--	--	--	--	--	
0010	LB08	0'BCIR'+48	44' RT	1	120	1	1	1	--	1	--	--	--	--	--	
0010	LB09	17'WB'+57	36' LT	1	140	1	1	--	1	1	--	--	--	--	--	
0010	LB10	16'WB'+74	35.5' LT	1	140	1	1	--	1	1	--	--	--	--	--	
0010	LB11	16'WB'+09	40' LT	1	140	1	1	--	1	1	--	--	--	--	--	
0010	LB12	15'EB'+62	40' RT	1	120	1	1	1	--	1	--	--	--	--	--	
0010	LB13	12'A'+75	17' RT	1	120	1	1	1	--	1	--	--	--	--	--	
0010	LB14	0'ACIR'+59	51' RT	1	120	1	1	1	--	1	--	--	--	--	--	
0010	LB15	13'EB'+88	35' RT	1	120	1	1	1	--	1	--	--	--	--	--	
0010	LB16	13'WB'+42	43' LT	1	120	1	1	1	--	1	--	--	--	--	--	
0010	LB17	15'A'+41	33'LT	1	120	1	1	1	--	1	--	--	--	--	--	
0010	LB18	14'A'+74	25.5' LT	1	120	1	1	1	--	1	--	--	--	--	--	
0010	LB5-2	11'WB'+98	21.5' LT	--	60	--	--	--	--	--	1	--	1	--	--	
0010	LB5-3	12'WB'+62	21.5' LT	--	60	--	--	--	--	--	1	--	1	--	--	
0010	LB5-4	13'WB'+35	22' LT	--	60	--	--	--	--	--	1	--	1	--	--	
0010	LB6-3	12'EB'+00	21.5' RT	--	60	--	--	--	--	--	1	--	1	--	--	
0010	LB6-4	12'EB'+80	21.5' RT	--	60	--	--	--	--	--	1	--	1	--	--	
			CATEGORY 0010 SUBTOTAL	18	2,540	18	18	14	4	18	5	0	5	0	0	
0020	LB01	20'WB'+61	44' LT	--	--	--	--	--	--	--	--	1	--	--	--	
0020	LB02	20'EB'+12	54.6' RT	--	--	--	--	--	--	--	--	1	--	--	--	
0020	LB03	13'B'+00	55' RT	--	--	--	--	--	--	--	--	1	--	1	1	
0020	LB04	1'BCIR'+92	44' RT	--	--	--	--	--	--	--	--	1	--	--	--	
0020	LB05	18'EB'+31	37' LT	--	--	--	--	--	--	--	--	1	--	--	--	
0020	LB06	1'BCIR'+10	45' LT	--	--	--	--	--	--	--	--	1	--	--	--	
0020	LB07	15'B'+26	22' LT	--	--	--	--	--	--	--	--	1	--	--	--	
0020	LB08	0'BCIR'+48	44' RT	--	--	--	--	--	--	--	--	1	--	--	--	
0020	LB09	17'WB'+57	36' LT	--	--	--	--	--	--	--	--	1	--	--	--	
0020	LB10	16'WB'+74	35.5' LT	--	--	--	--	--	--	--	--	1	--	--	--	
0020	LB11	16'WB'+09	40' LT	--	--	--	--	--	--	--	--	1	--	--	--	
0020	LB12	15'EB'+62	40' RT	--	--	--	--	--	--	--	--	1	--	--	--	
0020	LB13	12'A'+75	17' RT	--	--	--	--	--	--	--	--	1	--	1	1	
0020	LB14	0'ACIR'+59	51' RT	--	--	--	--	--	--	--	--	1	--	--	--	
0020	LB15	13'EB'+88	35' RT	--	--	--	--	--	--	--	--	1	--	--	--	
0020	LB16	13'WB'+42	43' LT	--	--	--	--	--	--	--	--	1	--	--	--	
0020	LB17	15'A'+41	33'LT	--	--	--	--	--	--	--	--	1	--	--	--	
0020	LB18	14'A'+74	25.5' LT	--	--	--	--	--	--	--	--	1	--	--	--	
			CATEGORY 0020 SUBTOTAL	0	0	0	0	0	0	0	0	18	0	2	2	
			TOTAL	18	2,540	18	18	14	4	18	5	18	5	2	2	

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655-DECORATIVE LIGHTING WIRING

CATEGORY	STATION	TO	STATION	# OF WIRES	655.0625 ELECTRICAL WIRE LIGHTING LF	REMARKS
0010	EXISTING	-	PB5-2	6	780	
0010	PB5-2	-	PB5-3	6	600	
0010	PB5-3	-	PB5-4	5	525	
0010	EXISTING	-	PB6-3	6	720	
0010	PB6-3	-	PB6-4	5	575	
				TOTAL 0010	3,200	

* THIS QUANTITY INCLUDES WIRING FOR THE LIGHTING, FESTOON, AND GROUND CIRCUITS

655-RAB CIRCUIT WIRING

CATEGORY	STATION	TO	STATION	CIRCUITS	# OF WIRES PER CIRCUIT	* 655.0615 ELECTRICAL WIRE LIGHTING 10 AWG LF	REMARKS
0010	CABINET	-	LB08	A	2	110	
0010	LB08	-	LB06	A	2	540	
0010	LB06	-	LB10	A	2	590	
0010	LB10	-	LB18	A	2	460	
0010	LB18	-	LB16	A	2	280	
0010	LB10	-	LB12	A	2	550	
0010	LB12	-	LB14	A	2	490	
0010	CABINET	-	LB07	B	2	300	
0010	LB07	-	LB09	B	2	560	
0010	LB09	-	LB11	B	2	520	
0010	LB11	-	LB17	B	2	540	
0010	LB11	-	LB13	B	2	640	
0010	LB13	-	LB15	B	2	430	
0010	CABINET	-	LB01	C	2	200	
0010	LB01	-	LB03	C	2	580	
0010	LB03	-	LB05	C	2	470	
0010	CABINET	-	LB02	D	2	540	
0010	LB02	-	LB04	D	2	530	
					CATEGORY 0010 SUBTOTAL	8,330	
0020	CABINET	-	LB13	R1	2	1690	
0020	CABINET	-	LB03	R2	2	730	
					CATEGORY 0020 SUBTOTAL	2,420	
					TOTAL	10,750	

*ADDITIONAL QUANTITIES SHOWN IN "655-RAB GROUND WIRING"

3

655-RAB GROUND WIRING

CATEGORY	STATION	TO	STATION	#OF WIRES	* 655.0615 ELECTRICAL WIRE LIGHTING LF	REMARKS
0010	CABINET	-	LB01	1	105	
0010	LB01	-	LB02	1	215	
0010	LB02	-	LB03	1	160	
0010	LB03	-	LB04	1	155	
0010	LB04	-	LB05	1	145	
0010	LB05	-	LB06	1	195	
0010	LB06	-	LB07	1	175	
0010	LB07	-	LB08	1	140	
0010	LB08	-	CABINET	1	65	
0010	LB06	-	LB09	1	210	
0010	LB09	-	LB10	1	150	
0010	LB10	-	LB11	1	150	
0010	LB11	-	LB18	1	145	
0010	LB18	-	LB16	1	145	
0010	LB16	-	LB17	1	125	
0010	LB11	-	LB12	1	195	
0010	LB12	-	LB13	1	135	
0010	LB13	-	LB14	1	175	
0010	LB14	-	LB15	1	100	
0010	LB14	-	LB16	1	230	
				TOTAL 0010	3,115	

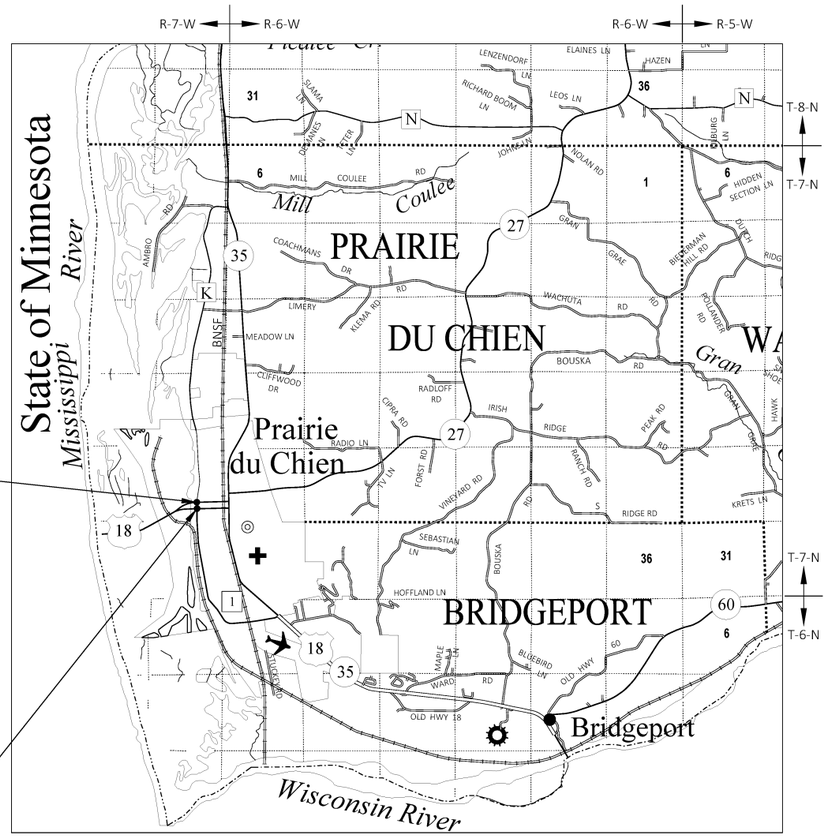
*ADDITIONAL QUANTITIES SHOWN IN "655-RAB CIRCUIT WIRING"

659-LIGHTING SYSTEM

CATEGORY	STATION	OFFSET	654.0230 CONCRETE CONTROL CABINET BASES TYPE L30 EACH	656.0201.01 ELECTRICAL SERVICE METER BREAKER PEDESTAL (LOCATION) (01. USH 18 & IOWA ST) EACH	SPV.0060.02 SPECIAL (02. REMOVING DECORATIVE LIGHTING SYSTEM) EACH	SPV.0060.20 SPECIAL (20. LIGHTING CONTROL CABINETS 120/240 30-INCH SPECIAL) EACH	REMARKS
0010	204'EB'+45	29' RT	1	1	1	1	
		TOTAL 0010	1	1	1	1	

STATE OF WISCONSIN
CITY OF PRAIRIE DU CHIEN
TRANSPORTATION PROJECT PLAT TITLE SHEET
1660-02-23
MARQUETTE - PRAIRIE DU CHIEN
MAIN STREET INTERSECTION
USH 18
CRAWFORD COUNTY





CONVENTIONAL SYMBOLS

SECTION LINE		SECTION CORNER SYMBOL	R/W MONUMENT (TO BE SET)
QUARTER LINE			NON-MONUMENTED R/W POINT
SIXTEENTH LINE		SECTION CORNER MONUMENT	FOUND IRON PIN (SEE FOUND MONUMENT TABLE) IP
NEW REFERENCE LINE		GEODETIC SURVEY MONUMENT	
NEW R/W LINE		SIXTEENTH CORNER MONUMENT	
EXISTING R/W OR HE LINE		SIGN	OFF-PREMISE SIGN
PROPERTY LINE			COMPENSABLE / NON-COMPENSABLE
LOT, TIE & OTHER MINOR LINES		ELECTRIC POLE	
SLOPE INTERCEPT		TELEPHONE POLE	
CORPORATE LIMITS		PEDESTAL (LABEL TYPE) (TV, TEL, ELEC, ETC.)	
UNDERGROUND FACILITY (COMMUNICATIONS, ELECTRIC, ETC)	W (TYPE)	ACCESS RESTRICTED BY ACQUISITION	
NEW R/W (FEE OR HE) (HATCHING VARIES BY OWNER)		NO ACCESS (BY STATUTORY AUTHORITY)	
TEMPORARY LIMITED EASEMENT AREA		ACCESS RESTRICTED (BY PREVIOUS PROJECT OR CONTROL)	
EASEMENT AREA (PERMANENT LIMITED OR RESTRICTED DEVELOPMENT)		NO ACCESS (NEW HIGHWAY)	
TRANSMISSION STRUCTURES		PARCEL NUMBER 25	UTILITY NUMBER 40
BUILDING / TO BE REMOVED		PARALLEL OFFSETS	
BRIDGE / CULVERT			

CONVENTIONAL ABBREVIATIONS

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

CURVE DATA

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

CONVENTIONAL UTILITY SYMBOLS

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

LAYOUT SCALE 0 1 MI.

THE NOTES,CONVENTIONAL SIGNS, AND ABBREVIATIONS ARE ASSOCIATED WITH EACH TRANSPORTATION PROJECT PLAT FOR PROJECT 1660-02-23

NOTES:

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

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

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

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

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

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

A PERMANENT LIMITED EASEMENT (PLE) IS A RIGHT FOR CONSTRUCTION AND MAINTENANCE PURPOSES, AS DEFINED HEREIN, INCLUDING THE RIGHT TO OPERATE NECESSARY EQUIPMENT THEREON AND THE RIGHT OF INGRESS AND EGRESS, AS LONG AS REQUIRED FOR SUCH PUBLIC PURPOSE, INCLUDING THE RIGHT TO PRESERVE, PROTECT, REMOVE, OR PLANT THEREON ANY VEGETATION THAT THE HIGHWAY AUTHORITIES MAY DEEM DESIRABLE, BUT WITHOUT PREJUDICE TO THE OWNER'S RIGHTS TO MAKE OR CONSTRUCT IMPROVEMENTS ON SAID LANDS OR TO FLATTEN THE SLOPES, PROVIDING SAID ACTIVITIES WILL NOT IMPAIR OR OTHERWISE ADVERSELY AFFECT THE HIGHWAY FACILITIES.

AN EASEMENT FOR HIGHWAY PURPOSES (HE), AS LONG AS SO USED, INCLUDING THE RIGHT TO PRESERVE, PROTECT, REMOVE, OR PLANT THEREON ANY VEGETATION THAT THE HIGHWAY AUTHORITIES MAY DEEM DESIRABLE.

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

FOR THE CURRENT ACCESS/DRIVEWAY INFORMATION, CONTACT THE CITY OF PRAIRIE DU CHIEN.

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

INFORMATION FOR THE BASIS OF EXISTING HIGHWAY RIGHT-OF-WAY POINTS OF REFERENCE AND ACCESS CONTROL ARE LISTED ON THE TPP DETAIL PAGES.

PROJECT NUMBER 1660-02-23 -4. 01
SHEET 2 OF 2
AMENDMENT NO:

135

FILE NAME : X:\PROJECTS\CRAWFORD\220077MW - 1660-02-03_USH 18 ROUNDABOUTS\DESIGN\C3D\RW\040101-TI.DWG
LAYOUT NAME: 040101-ti
PLOT DATE : 10/11/2024 11:07 AM PLOT BY : RYAN MALUEG

4

355332
RECORDED 10/30/2024 12:37 PM
MELISSA C NAGEL
REGISTER OF DEEDS OFFICE
CRAWFORD COUN**Y ****
RECORDING FEE :5.00
PAGES: 2
VOLUME: 3PL PA 136 9
The above recording i tion verifies that this docu.....as been electronically recorded and returned to the submitter.

TRANSPORTATION PROJECT PLAT NO: 1660-02-23 - 4.01

THAT PART OF LOT 1 AND LOT 2, CERTIFIED SURVEY MAP 797 RECORDED IN VOLUME 6 CS ON PAGES 91-91B AS DOCUMENT 259849, AND THAT PART OF LOT 1, CERTIFIED SURVEY MAP 1451 RECORDED IN VOLUME 12 CS ON PAGES 93-93A AS DOCUMENT 335635, BEING IN PRIVATE CLAIM 18, VILLAGE OF ST. FRIOL , AND THAT PART OF LOT 2, CERTIFIED SURVEY MAP 797 RECORDED IN VOLUME 6 CS ON PAGES 91-91B AS DOCUMENT 259849, AND THAT PART OF LOT 1, CERTIFIED SURVEY MAP 1451 RECORDED IN VOLUME 12 CS ON PAGES 93-93A AS DOCUMENT 335635, AND THAT PART OF OUTLOT 1, CERTIFIED SURVEY MAP 1471 RECORDED IN VOLUME 13 CS ON PAGES 13-13A AS DOCUMENT 339732, AND THAT PART OF LOT 1, LOT 2, LOT 3, AND LOT 4, BLOCK 121, UNION PLAT OF THE CITY OF PRAIRIE DU CHIEN, BEING IN PRIVATE CLAIM 19, VILLAGE OF ST. FRIOL, ALL BEING PART OF PRIVATE CLAIMS AT PRAIRIE DU CHIEN DATED NOVEMBER 13, 1828, ALL IN THE CITY OF PRAIRIE DU CHIEN, CRAWFORD COUNTY, WISCONSIN.

RELOCATION ORDER USH 18 MARQUETTE - PRAIRIE DU CHIEN MAIN STREET INTERSECTION CRAWFORD COUNTY, WISCONSIN

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

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SUBSECTION 62.22, WISCONSIN STATUTES, THE CITY OF PRAIRIE DU CHIEN HEREBY ORDERS THAT:
1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE CITY FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE CITY OF PRAIRIE DU CHIEN, PURSUANT TO THE PROVISION 62.22, WISCONSIN STATUTES.

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

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

FOUND MONUMENT INFORMATION SHOWN REPRESENTS TYPE AND LOCATION OF EXISTING MONUMENTS WITHOUT OPINION AS TO THEIR VALIDITY AND USE AS A PROPERTY CORNER.

FOR THE CURRENT ACCESS/DRIVEWAY INFORMATION, CONTACT THE CITY OF PRAIRIE DU CHIEN.

EXISTING RIGHT OF WAY FOR USH 18 ESTABLISHED FROM PREVIOUS PROJECTS 1660-02-21(T-017(34)), 1661-05-25, CSM 1451, AND CSM 1471.

EXISTING RIGHT OF WAY FOR USH 18/S MAIN ST ESTABLISHED FROM PREVIOUS PROJECTS 1660-02-21(T-017(34)) AND 1661-05-25.

EXISTING RIGHT OF WAY FOR W WISCONSIN ST ESTABLISHED FROM PREVIOUS PROJECTS 1660-02-21(T-017(34)), 1661-05-25, 1661-05-29, CSM 792, CSM 794, CSM 797, UNION PLAT OF THE CITY OF PRAIRIE DU CHIEN, AND PLAT OF SURVEY BY SCHROEDER DATED 2009.

EXISTING RIGHT OF WAY FOR S MAIN ST ESTABLISHED FROM PREVIOUS PROJECTS 1660-02-21(T-017(34)), 1661-05-25, CSM 792, CSM 797, CSM 1451, CSM 1471, UNION PLAT OF THE CITY OF PRAIRIE DU CHIEN, J.Y. SMITHS SUBDIVISION OF PART OF BLOCK NUMBER 123 OF THE UNION PLAT OF THE CITY OF PRAIRIE DU CHIEN, AND PLAT OF SURVEY BY BENZING 3-29-2019.

EXISTING ACCESS CONTROL FOR USH 18 ESTABLISHED FROM PREVIOUS PROJECT 1660-02-21(T-017(34)).

EXISTING ACCESS CONTROL FOR USH 18/S MAIN ST ESTABLISHED FROM PREVIOUS PROJECT 1661-05-25, AND DOC 318237

EXISTING ACCESS CONTROL FOR W WISCONSIN ST ESTABLISHED FROM PREVIOUS PROJECT 1661-05-25.

EXISTING ACCESS CONTROL FOR S MAIN ST ESTABLISHED FROM PREVIOUS PROJECTS 1660-02-21(T-017(34)) AND 1661-05-25.

UTILITY INTERESTS REQUIRED

UTILITY NUMBER	UTILITY OWNER(S)	INTERESTS REQUIRED
201	ALLIANT ENERGY	RELEASE OF RIGHTS

201 ALLIANT ENERGY - ELECTRIC
NO RECORDED EASEMENT - PARCELS 1, 2, & 3

CURVE TABLE

COURSE	ARC LENGTH	RADIUS	CHORD BEARING	CHORD LENGTH
113-114	26.34'	2764.00'	S05°44'05"W	26.34'

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER: 1660-02-23 - 4.01
SHEET 1 OF 2

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

PLE COURSE TABLE

COURSE	BEARING	DISTANCE
108-P121	N12° 52' 50"E	97.14'
P121-P122	S87° 25' 01"W	24.90'
P122-P123	N07° 00' 07"E	35.50'
P123-P124	N87° 25' 01"E	28.68'
P124-109	N12° 52' 50"E	16.79'
109-108	S12° 52' 50"W	150.24'

GN

SCALE, FEET
0 25 50

FOUND MONUMENT TABLE

POINT	Y COORDS	X COORDS	DESCRIPTION
2	121685.865	316663.231	IP/.75IN REB YCAP
3	121717.596	316713.964	IP/.75IN REB
4	121730.753	316713.011	IP/.75IN REB OCAP
5	121707.068	316710.967	IP/.75IN REB OCAP
6	121621.100	316931.675	IP/.75IN REB YCAP

R/W STATION & OFFSET TABLE

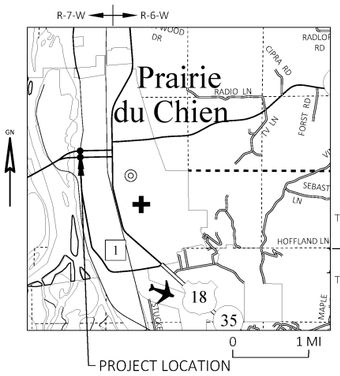
POINT	STATION	OFFSET
100	176+51.54	0.00' RT
101	174+64.50	0.00' RT
102	175+08.88	96.06' RT
103	174+84.99	72.20' RT
104	174+85.28	50.11' RT
105	174+61.87	49.80' RT
106	174+08.00	48.93' RT
107	174+07.08	43.01' RT
108	173+41.35	43.65' RT
109	171+91.78	29.43' RT
110	171+92.36	0.00' RT
111	171+92.92	28.60' LT
112	174+05.28	24.01' LT
113	174+03.36	33.59' LT
114	174+30.09	33.73' LT
115	174+49.55	35.87' LT
116	174+98.22	88.57' LT
117	174+91.08	158.17' LT
118	175+62.42	163.66' LT
119	175+81.77	85.94' LT
120	176+30.58	43.44' LT
125	176+50.96	43.70' LT

TLE STATION & OFFSET TABLE

POINT	STATION	OFFSET
T130	175+12.35	127.00' RT
T131	174+95.20	82.31' RT
T132	174+85.23	53.84' RT
T133	174+80.15	50.02' RT
T134	173+42.41	49.55' RT
T135	172+62.79	38.05' RT
T136	172+55.73	36.64' RT
T137	172+45.02	36.55' RT
T138	172+10.19	40.62' RT
T140	171+99.69	35.94' RT
T141	171+80.93	36.07' RT
T142	171+79.64	29.52' RT
T143	172+05.22	28.36' LT
T144	172+05.30	30.69' LT
T145	172+51.38	31.52' LT
T146	172+89.88	37.14' LT
T147	173+25.79	32.72' LT
T148	174+14.21	33.65' LT
T149	174+50.65	37.09' LT
T150	174+94.79	84.97' LT
T151	174+92.37	115.23' LT
T152	174+95.53	115.34' LT

PLE STATION & OFFSET TABLE

POINT	STATION	OFFSET
P121	172+44.65	34.45' RT
P122	172+48.99	58.98' RT
P123	172+13.49	59.25' RT
P124	172+08.50	31.02' RT



PROJECT LOCATION

COURSE TABLE

COURSE	BEARING	DISTANCE
100-102	N31° 27' 12"W	174.43'
102-103	N47° 57' 27"E	34.39'
103-104	S84° 54' 10"E	22.09'
104-105	N05° 22' 12"E	23.93'
105-106	N06° 28' 31"E	55.04'
106-107	N87° 16' 12"E	6.00'
107-108	N06° 28' 31"E	66.62'
108-109	N12° 52' 50"E	150.24'
109-110	S81° 25' 45"E	29.43'
110-111	S81° 25' 45"E	28.61'
111-112	S08° 34' 15"W	211.93'

COURSE TABLE

COURSE	BEARING	DISTANCE
112-113	N85° 09' 31"E	9.76'
113-114	SEE CURVE TABLE	
114-115	S00° 55' 56"E	19.29'
115-116	S43° 27' 39"E	70.84'
116-117	N88° 32' 42"E	69.93'
117-118	S01° 29' 12"E	65.00'
118-119	S77° 48' 30"W	80.15'
119-120	S43° 09' 46"W	63.68'
120-125	S00° 18' 18"E	20.00'
125-100	S89° 24' 34"W	43.70'

SCHEDULE OF LANDS & INTERESTS REQUIRED

PARCEL NUMBER	OWNER (S)	INTEREST(S) REQUIRED	FEE R/W S.F. REQUIRED NEW	EXISTING	TOTAL	TLE S.F.
1	SHECKLER DEVELOPMENT LLC	FEE, TLE	1358	---	1358	1124
2	CITY OF PRAIRIE DU CHIEN	TLE	---	---	---	41
3	SHECKLER LAND MANAGEMENT LLC	FEE, TLE	18	---	18	1459

OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE CITY OF PRAIRIE DU CHIEN. ALL AREAS SHOWN IN SQUARE FEET UNLESS OTHERWISE NOTED.

THE PURPOSE FOR ALL TLE'S IS GRADING UNLESS OTHERWISE NOTED.

J.Y. SMITHS SUBDIVISION OF PART OF BLOCK NUMBER 123 OF THE UNION PLAT OF THE CITY OF PRAIRIE DU CHEIN

LOT 2
LOT 3
LOT 4
LOT 5
LOT 6
PLAT OF SURVEY BY BENZING 3-29-2019
CITY
S 57°26'57"W
S MAIN ST
172
P.L.
T141
T142
109
110
TLE 196 S.F.
1
T140
P123
T138
P124
P121
P122
T137
T136
T135
PERMANENT EASEMENT DRIVEWAY PREVIOUS PROJECT 1661-05-25
28.79'
R/L CURVE 1
PI STA = 175+67.25
Y = 121622.263
X = 316746.715
DELTA = 10°20'02" LT
D = 2°30'00"
T = 207.24'
L = 413.35'
R = 2291.82'
DA = S02°53'05"E
LOT 18
VILLAGE OF ST. FRIOL
LOT 1
CSM 1451
V12 CS, P93-93A
DOC 335635
108
T134
36.50'
PC: 173+60.02
LOT 1
CSM 797
V6 CS, P91-91B
DOC 259849
111
T143
T144
2
TLE 41 S.F.
201
T145
3
TLE 1327 S.F.
T146
T147
PERMANENT EASEMENT SIDEWALK, STONE WALLS, PEDESTRIAN, AND BYCYCLE TRAFFIC DOC 338133
LOT 2
CSM 797
V6 CS, P91-91B
DOC 259849
(FKA CSM 792)
LAND USE AND CONSERVATION EASEMENT DOC 305039
106
107
36.50'
24.02'
174
PC TO PNT 101
L=104.49', R=2291.82'
LCB=S06°08'35"W
LCH=104.48'
112
113
T148
114
115
T149
3
TLE 38 S.F.
33.79'
LOT 3
CSM 797
V6 CS, P91-91B
DOC 259849
(FKA CSM 792/794)
PERMANENT EASEMENT FOR STORM SEWER DOC 305039
OUTLOT 1
CSM 1471
V13 CS, P13-13A
DOC 339732
IP 4
49.80'
105
101
OF
103
201
IP 3
T133
104
IP 5
0.14' N
0.20' E
T131
T130
TLE 193 S.F.
1
IP 1
2
102
T132
1
TLE 10 S.F.
APPROXIMATE NORTH LINE OF LOT 19/SOUTH LINE OF LOT 18 OF THE VILLAGE OF ST. FRIOL
OUTLOT 1
CSM 792
T150
3
TLE 94 S.F.
T151
T152
117
R/L CURVE 1
PNT 101 TO PNT 100
L=187.04', R=2291.82'
LCB=S02°29'56"W
LCH=186.99'
USH 18
41'
LOT 19
VILLAGE OF ST. FRIOL
W WISCONSIN ST/STH 27
35'
30'
116
118
6
IP
41.59'
LANDS OWNED BY WISCONSIN DEPARTMENT OF TRANSPORTATION
LOT 1
CURRENT R/W LINE IN USE
119
LOT 2
LOT 3
REMAINING ACREAGE 0.18 AC
BLOCK 121
LOT 4
120
125
P.L.
S89°24'34"W, 121.99'
R/W
12'
PLAT OF SURVEY BY SCHROEDER DATED 2009
UNION PLAT OF THE CITY OF PRAIRIE DU CHIEN
R/W
S0°07'29"E 84.12'
ALLEY
176
USH 18/S MAIN ST
PRAIRIE DU CHIEN
LOT 5
100
CORNER TO PNT 100
N12°39'57"E 97.79'
PNT 100 TO PT
L=121.83', R=2291.82'
LCB=N11°13'31"E
LCH=121.81'
CORNER TO PNT 100
N04°50'00"W 104.91'
PT: 177+73.37
CORNER TO CORNER
N83°56'58"E , 1015.08'
NW CORNER FARM LOT 33
FOUND 1" IRON ROD/W CAP
Y=120700.438
X=316488.601
SOUTH LINE OF LOT 20 OF THE VILLAGE OF FRIOL AND NORTH LINE OF FARM LOT 33
SW CORNER FARM LOT 32
(A CORNER ON THE NORTH LINE OF FARM LOT 33)
FOUND 1" REBAR
Y=120807.435
X=317498.031

JE ENGINEERING, INC
Consultant Services

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

SIGNATURE: James Cappeart DATE: 10/11/2024
PRINT NAME: JAMES R. CAPPEART
REGISTRATION NUMBER: S-3044

WISCONSIN James R. Cappeart S-3044 Green Bay Wis. LAND SURVEYOR

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE CITY OF PRAIRIE DU CHIEN:
SIGNATURE: DATE: 10/30/24
PRINT NAME Chad Abram

FILE NAME : X:\PROJECTS\CRAWFORD\220077\MW - 1660-02-03_USH 18 ROUNDABOUT\SDESIGN\C3D\RW\040101-RP.DWG
APPRAISAL PLAT DATE : 10/11/2024
PLOT NAME :
PLOT BY : RYAN MALUEG
PLOT DATE : 10/11/2024 11:06 AM

TRANSPORTATION PROJECT PLAT NO: 1660-02-23 - 4.02

THAT PART OF LOT 7, BLOCK 121, UNION PLAT OF THE CITY OF PRAIRIE DU CHIEN, BEING IN PRIVATE CLAIM 19, VILLAGE OF ST. FRIOL, AND THAT PART OF LOT 1, CERTIFIED SURVEY MAP 1270 RECORDED IN VOLUME 11 CS ON PAGES 37-37B AS DOCUMENT 305683, AND THAT PART OF LOT 6 AND LOT 7, BLOCK 122, UNION PLAT OF THE CITY OF PRAIRIE DU CHIEN, BEING IN PRIVATE CLAIM 20, VILLAGE OF ST. FRIOL, ALL BEING PART OF PRIVATE CLAIMS AT PRAIRIE DU CHIEN DATED NOVEMBER 13, 1828, ALL IN THE CITY OF PRAIRIE DU CHIEN, CRAWFORD COUNTY, WISCONSIN.

RELOCATION ORDER USH 18 MARQUETTE - PRAIRIE DU CHIEN MAIN STREET INTERSECTION CRAWFORD COUNTY, WISCONSIN

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

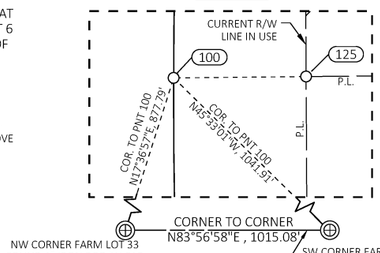
TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SUBSECTION 62.22, WISCONSIN STATUTES, THE CITY OF PRAIRIE DU CHIEN HEREBY ORDERS THAT:
1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE CITY FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE CITY OF PRAIRIE DU CHIEN, PURSUANT TO THE PROVISION 62.22, WISCONSIN STATUTES.

355408
RECORDED 11/08/2024 09:09 AM
MELISSA C NAGEL
REGISTER OF DEEDS OFFICE
CRAWFORD COUNTY, WIS.
RECORDING FEE :5.00
PAGES: 1
VOLUME: 3PL PA 0
137
The above recording i tion verifies that this docu...as been electronically recorded and returned to the submitter.

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER:1660-02-23 - 4.02

FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, RECORDED AS SHEET 2 OF 2 OF DOCUMENT #355332.

DETAIL A



TLE STATION & OFFSET TABLE		
POINT	STATION	OFFSET
T220	177+05.84	43.47' LT
T221	178+79.59	64.64' LT
T222	178+94.82	84.46' LT
T223	179+12.85	74.03' LT
T224	179+17.21	80.47' LT
T225	179+62.70	154.35' LT
T226	179+68.20	184.66' LT
T227	180+47.04	143.86' LT
T228	180+70.05	84.80' LT

SCHEDULE OF LANDS & INTERESTS REQUIRED

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

PARCEL NUMBER	OWNER (S)	INTEREST(S) REQUIRED	FEE R/W S.F. REQUIRED			TLE S.F.
			NEW	EXISTING	TOTAL	
7	GREAT RIVER MARKET PLACE, LLC	FEE, TLE	1122	---	1122	2797
8	JOSEPH DOWNING, BRUCE DOWNING, SALLY ANDERSON, MARLENE BYERS, AND JANET PAULSON	FEE, TLE	40	---	40	558

ALL AREAS SHOWN IN SQUARE FEET UNLESS OTHERWISE NOTED. THE PURPOSE FOR ALL TLE'S IS GRADING UNLESS OTHERWISE NOTED.

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

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

FOUND MONUMENT INFORMATION SHOWN REPRESENTS TYPE AND LOCATION OF EXISTING MONUMENTS WITHOUT OPINION AS TO THEIR VALIDITY AND USE AS A PROPERTY CORNER.

FOUND IRON PINS ARE 3/4" REBAR, UNLESS OTHERWISE NOTED.

FOR THE CURRENT ACCESS/DRIVEWAY INFORMATION, CONTACT THE CITY OF PRAIRIE DU CHIEN.

EXISTING RIGHT OF WAY FOR USH 18/S MAIN ST ESTABLISHED FROM PREVIOUS PROJECTS 1660-02-21(T-017(34)), 1661-05-25, CSM 1270, AND PLAT OF SURVEY BY MARX 3-9-2016

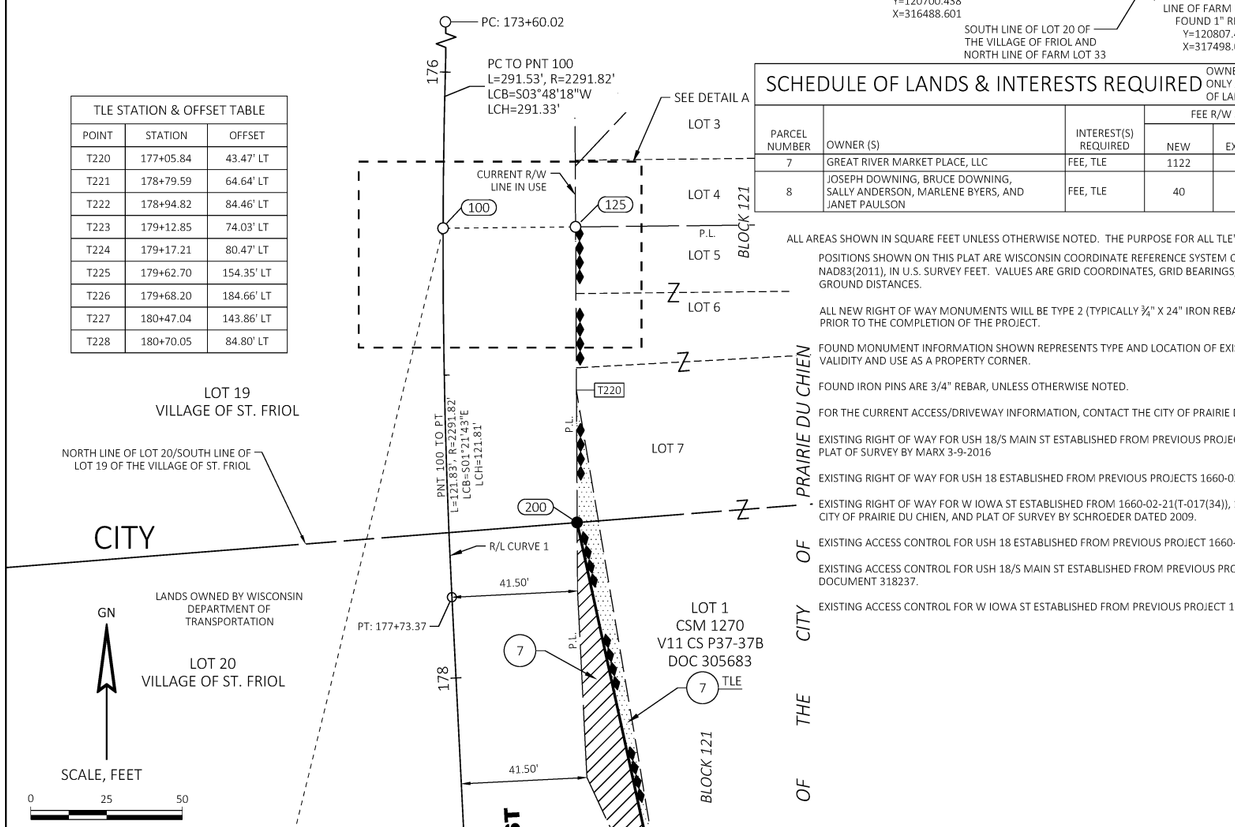
EXISTING RIGHT OF WAY FOR USH 18 ESTABLISHED FROM PREVIOUS PROJECTS 1660-02-21(T-017(34)) AND 1661-05-25.

EXISTING RIGHT OF WAY FOR W IOWA ST ESTABLISHED FROM 1660-02-21(T-017(34)), 1661-05-25. 1661-05-29, CSM 1270, UNION PLAT OF THE CITY OF PRAIRIE DU CHIEN, AND PLAT OF SURVEY BY SCHROEDER DATED 2009.

EXISTING ACCESS CONTROL FOR USH 18 ESTABLISHED FROM PREVIOUS PROJECT 1660-02-21(T-017(34)), 1661-05-25, AND DOCUMENT 318237.

EXISTING ACCESS CONTROL FOR USH 18/S MAIN ST ESTABLISHED FROM PREVIOUS PROJECT 1660-02-21(T-017(34)), 1661-05-25, AND DOCUMENT 318237.

EXISTING ACCESS CONTROL FOR W IOWA ST ESTABLISHED FROM PREVIOUS PROJECT 1661-05-25.



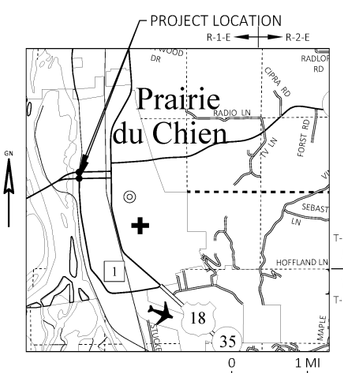
R/L CURVE 1
PI STA = 175+67.25
Y = 121622.263
X = 316746.715
DELTA = 10°20'02" LT
D = 2°30'00"
T = 207.24'
L = 413.35'
R = 2291.82'
DB = S07°26'57"W

R/L CURVE 2
PI STA = 181+81.01
Y = 121008.298
X = 316780.046
DELTA = 5°15'31" RT
D = 7°30'03"
T = 35.08'
L = 70.11'
R = 763.87'
DA = S01°37'03"W

FOUND MONUMENT TABLE			
POINT	Y COORDS	X COORDS	DESCRIPTION
8	121227.701	316861.853	IP/.75IN REB YCAP
10	121054.610	316635.590	IP/.75IN REB YCAP
11	120954.428	316696.873	IP/.75IN REB YCAP
15	121134.451	316857.193	IP/.75IN REB YCAP
16	121150.127	316875.420	IP/.75IN REB
20	120984.790	316863.706	IP/.75IN REB
21	121160.296	316965.127	IP/.75IN REB YCAP
22	121152.240	316964.984	IP/.75IN REB

R/W STATION & OFFSET TABLE		
POINT	STATION	OFFSET
100	176+51.54	0.00' RT
125	176+50.96	43.70' LT
200	177+50.39	42.40' LT
201	178+96.81	66.66' LT
202	179+65.51	94.62' LT
203	180+46.00	117.84' LT
204	180+50.99	96.92' LT
205	180+60.01	85.00' LT
206	182+25.10	85.96' LT
207	182+31.29	0.00' RT
208	182+37.16	81.62' RT
209	181+25.62	141.22' RT

COURSE TABLE		
COURSE	BEARING	DISTANCE
100-125	N89° 24' 34"E	43.70'
125-200	S00° 18' 18"E	97.57'
200-201	S12° 16' 34"E	147.98'
201-202	S25° 01' 50"E	74.17'
202-203	S19° 40' 39"E	82.45'
203-204	S72° 56' 58"W	21.51'
204-205	S49° 13' 01"W	14.95'
205-206	S02° 29' 50"E	172.87'
206-207	S87° 30' 10"W	86.18'
207-208	S87° 30' 10"W	81.83'
208-209	N31° 27' 17"W *(N31° 27' 23"W)*	117.44' *(117.44')*
209-100	N13° 49' 04"E	496.83'



JT ENGINEERING, INC Consultant Services

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

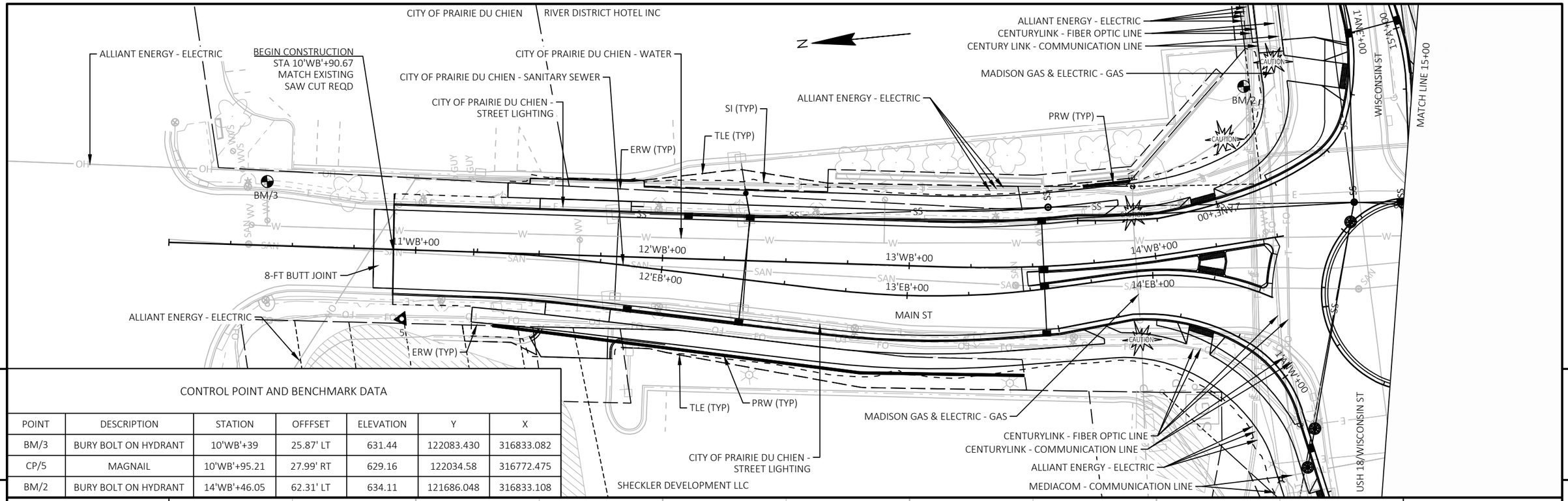
SIGNATURE: James Cappeart DATE: 11/5/2024
PRINT NAME: JAMES R. CAPPEART
REGISTRATION NUMBER: S-3044

WISCONSIN James R. Cappeart S-3044 Green Bay Wis. LAND SURVEYOR

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE CITY OF PRAIRIE DU CHIEN.

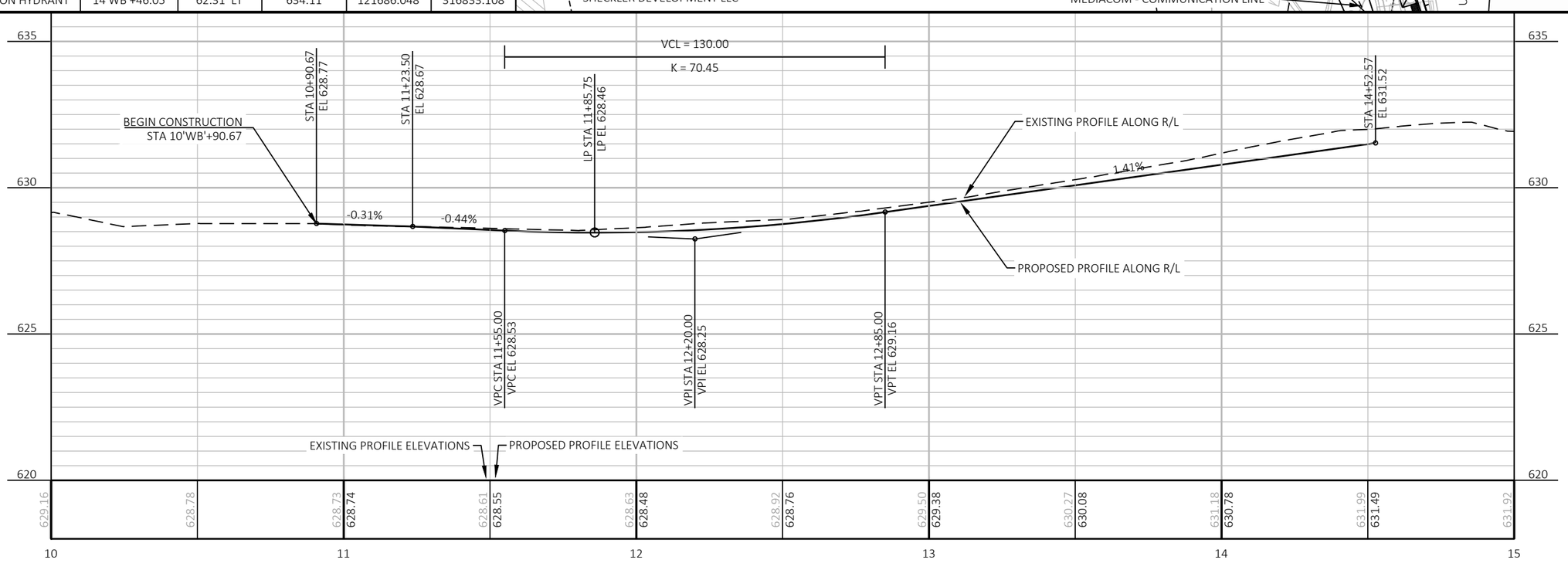
SIGNATURE: Chad Abram DATE: 11/8/2024
PRINT NAME: Chad Abram

FILE NAME : X:\PROJECTS\CRAWFORD\220077\MW - 1660-02-03_USH 18 ROUNDABOUT\SDESIGN\C3D\RW\040102-RP.DWG
APPRAISAL PLAT DATE : 11/5/2024
PLOT DATE : 11/5/2024 12:43 PM
PLOT BY : RYAN MALUEG
PLOT NAME :



CONTROL POINT AND BENCHMARK DATA

POINT	DESCRIPTION	STATION	OFFFSET	ELEVATION	Y	X
BM/3	BURY BOLT ON HYDRANT	10'WB'+39	25.87' LT	631.44	122083.430	316833.082
CP/5	MAGNAIL	10'WB'+95.21	27.99' RT	629.16	122034.58	316772.475
BM/2	BURY BOLT ON HYDRANT	14'WB'+46.05	62.31' LT	634.11	121686.048	316833.108

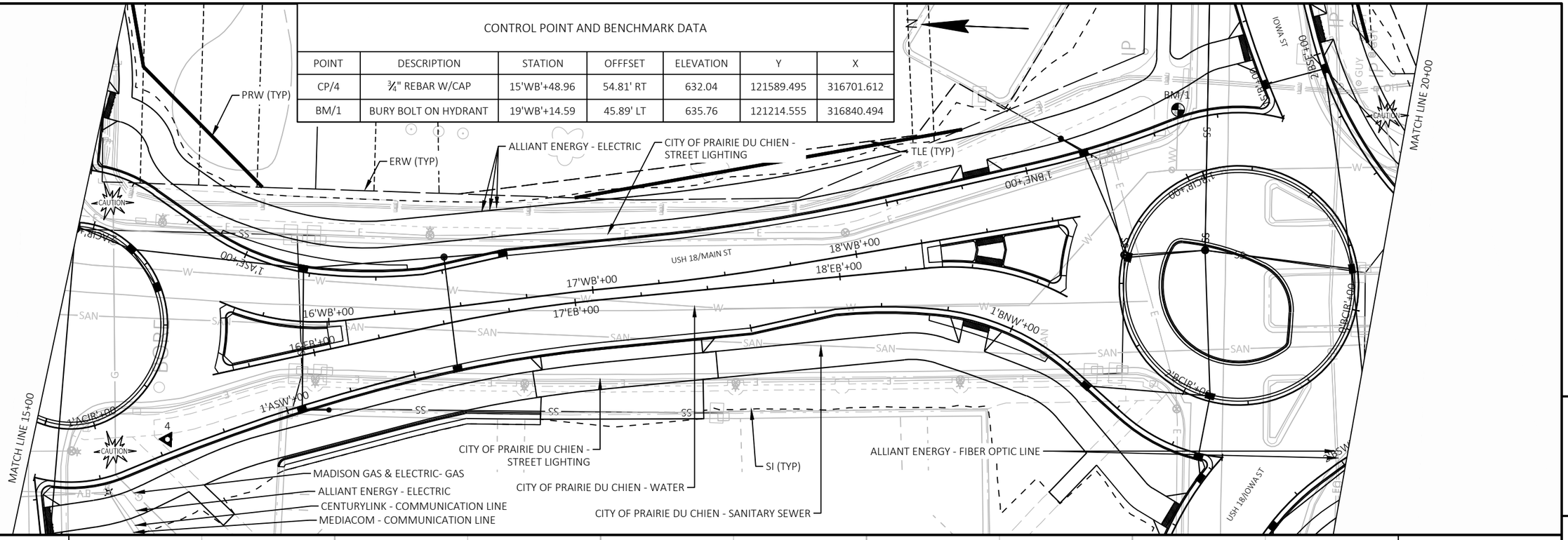


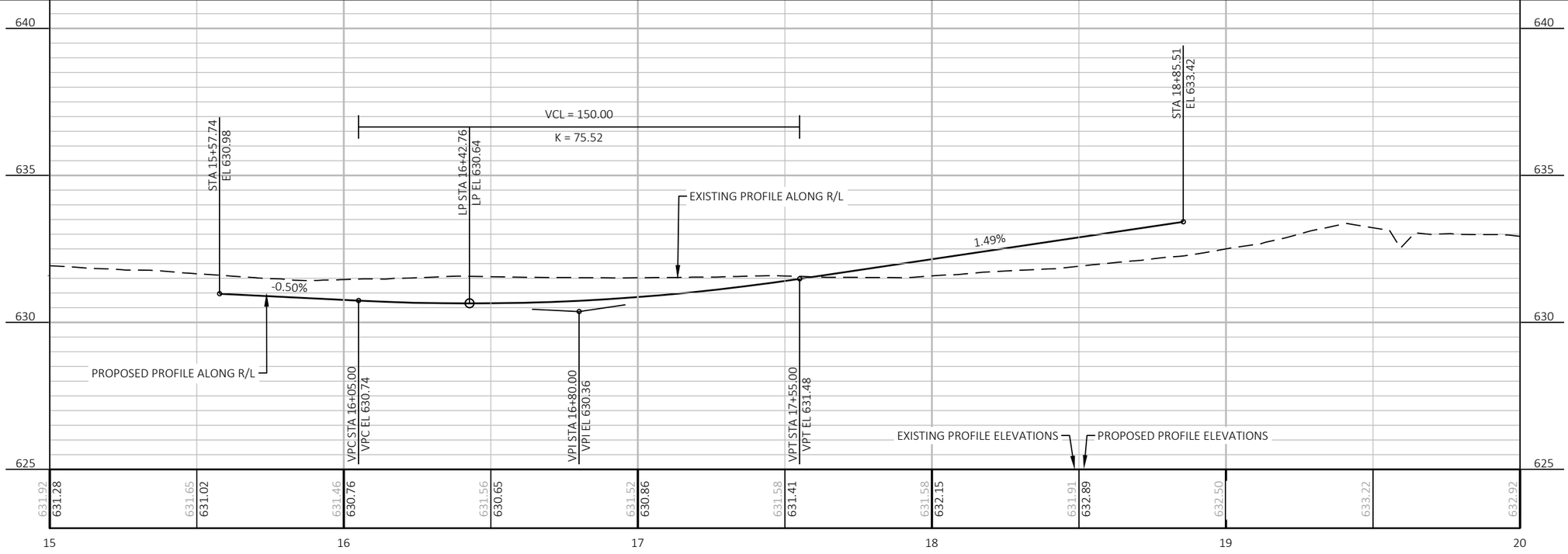
PROJECT NO: 1660-02-73	HWY: USH 18	COUNTY: CRAWFORD	PLAN AND PROFILE: USH18 WB	SHEET 138 E

FILE NAME : X:\PROJECTS\CRAWFORD\220077MW - 1660-02-03_USH 18 ROUNDABOUTS\DESIGN\C3D\SHEETSPLAN\050101-PP.DWG
LAYOUT NAME - 050101-pp (1) USH18 WB
PLOT DATE : 1/13/2026 11:43 AM PLOT BY : KYLE WILLIAMS PLOT NAME : PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 44

CONTROL POINT AND BENCHMARK DATA

POINT	DESCRIPTION	STATION	OFFFSET	ELEVATION	Y	X
CP/4	¾" REBAR W/CAP	15'WB'+48.96	54.81' RT	632.04	121589.495	316701.612
BM/1	BURY BOLT ON HYDRANT	19'WB'+14.59	45.89' LT	635.76	121214.555	316840.494



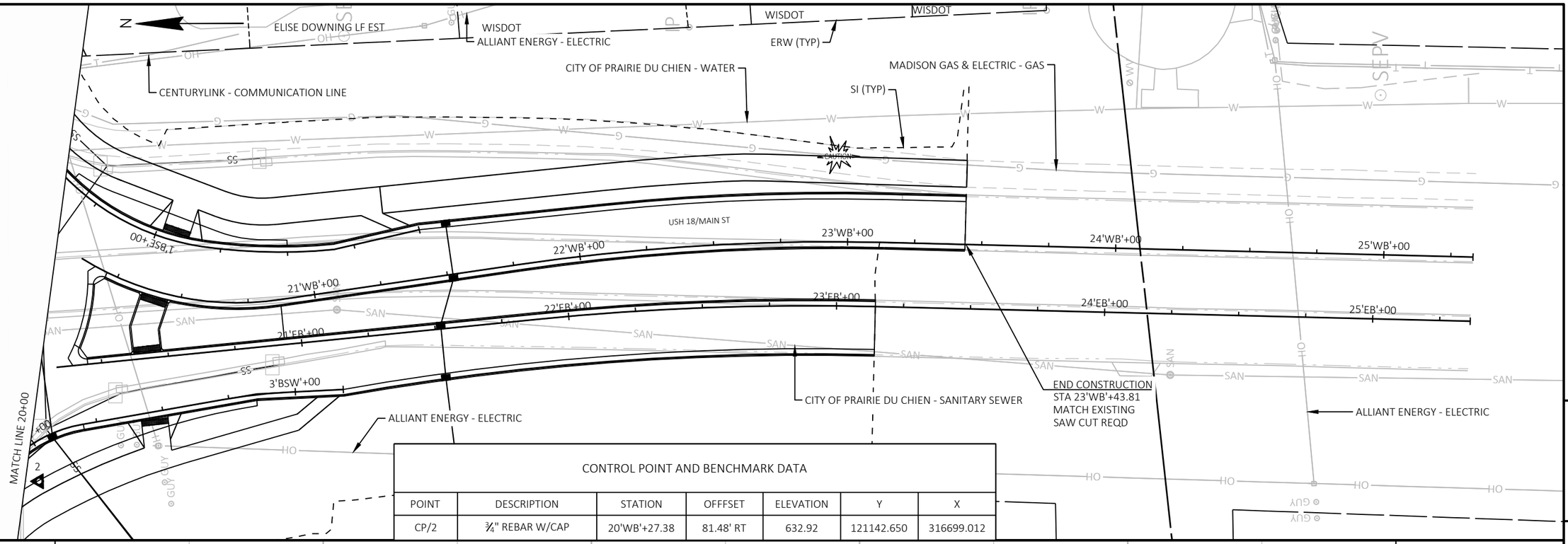


PROJECT NO: 1660-02-73	HWY: USH 18	COUNTY: CRAWFORD	PLAN AND PROFILE: USH18 WB	SHEET 139	E

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LAYOUT NAME - 050101-pp (2) USH18 WB

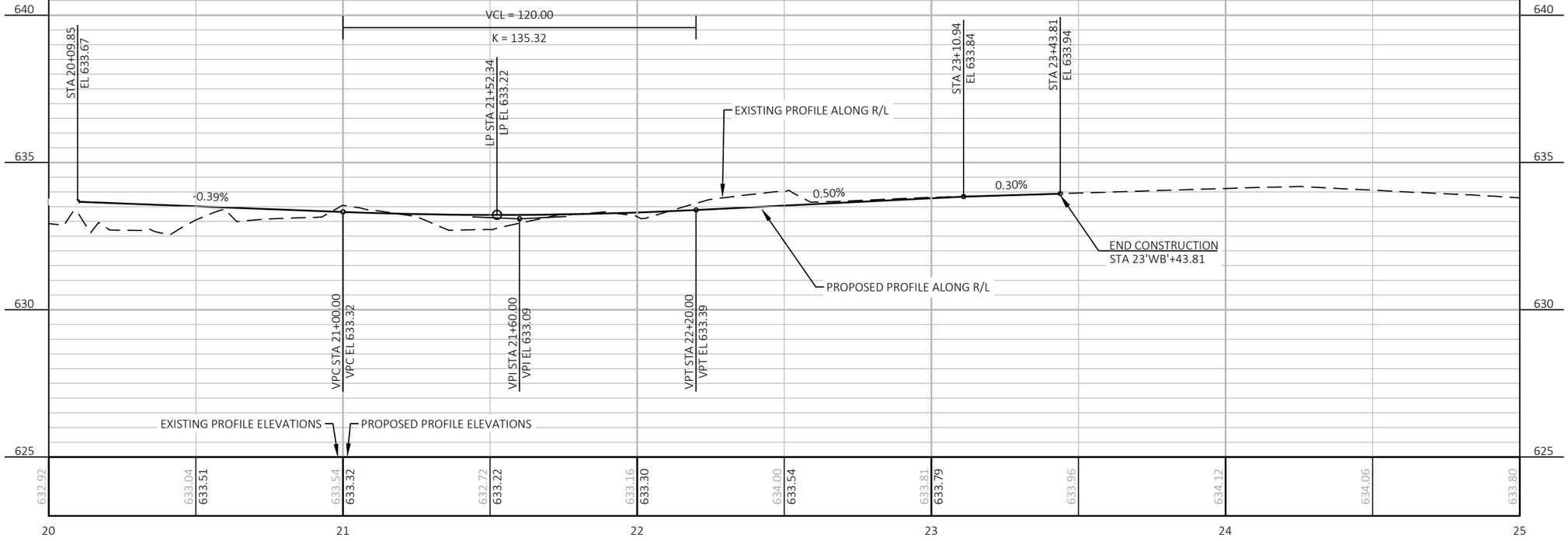
PLOT DATE : 1/13/2026 11:43 AM PLOT BY : KYLE WILLIAMS PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 44



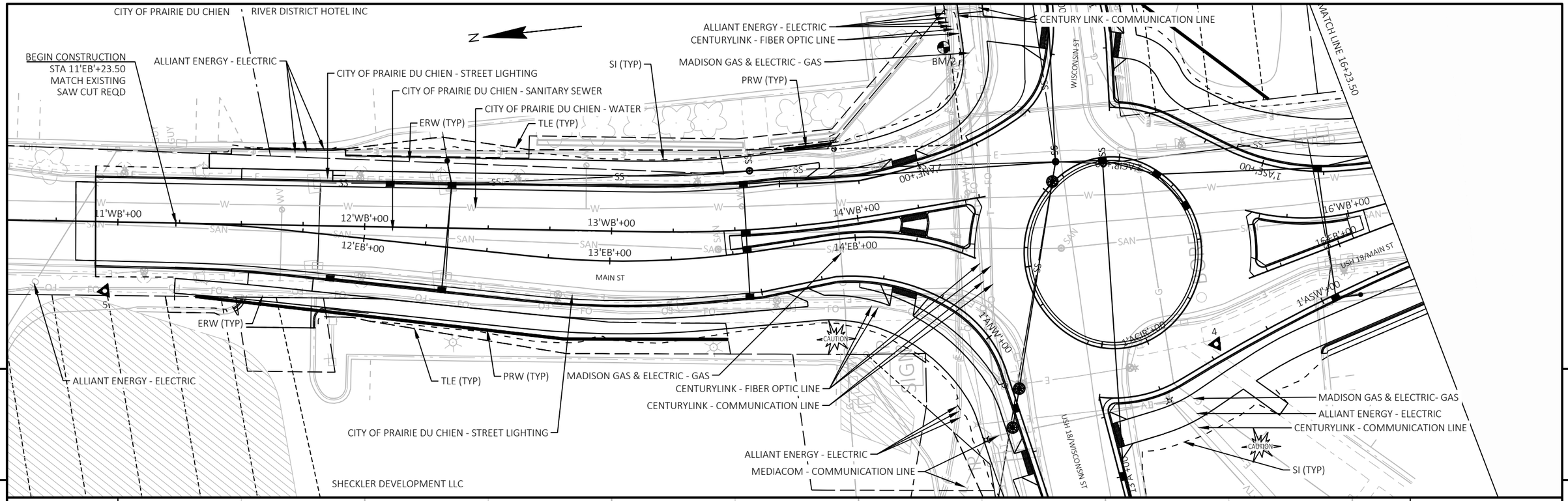
CONTROL POINT AND BENCHMARK DATA

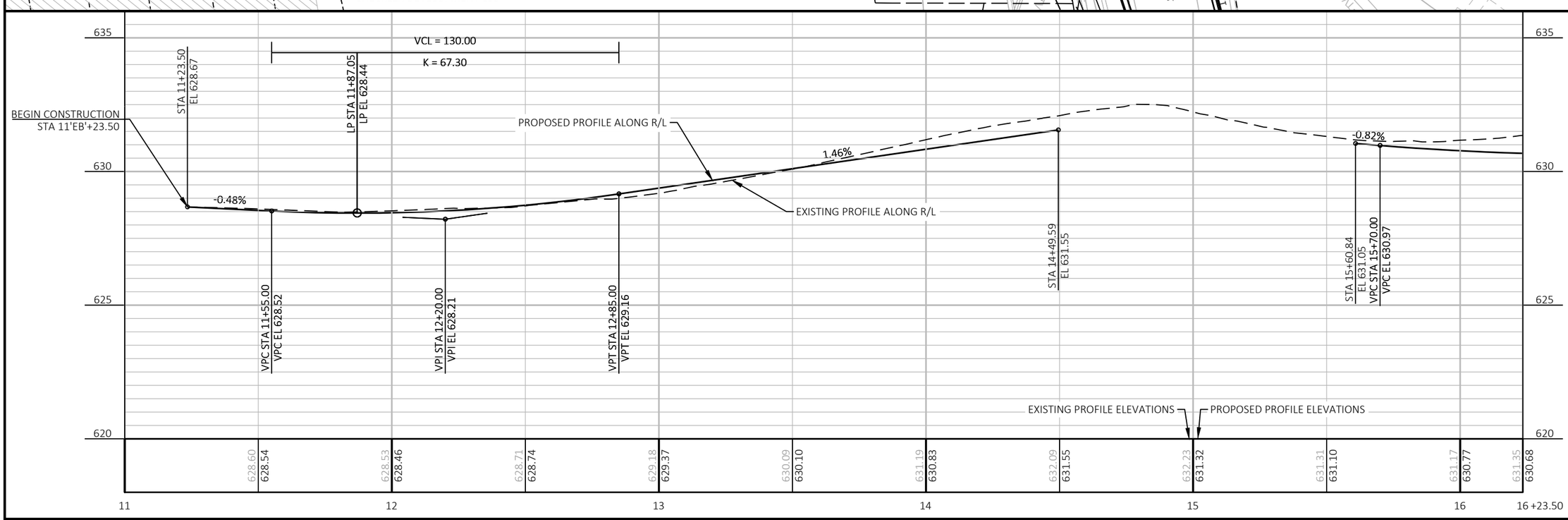
POINT	DESCRIPTION	STATION	OFFFSET	ELEVATION	Y	X
CP/2	¾" REBAR W/CAP	20'WB'+27.38	81.48' RT	632.92	121142.650	316699.012



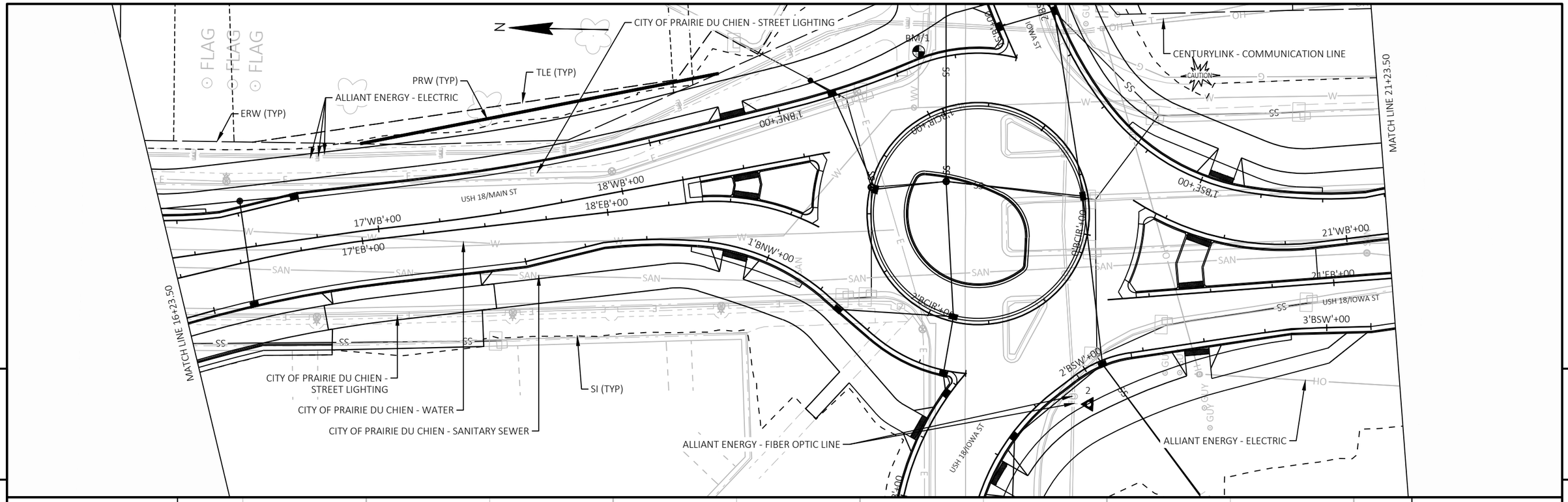
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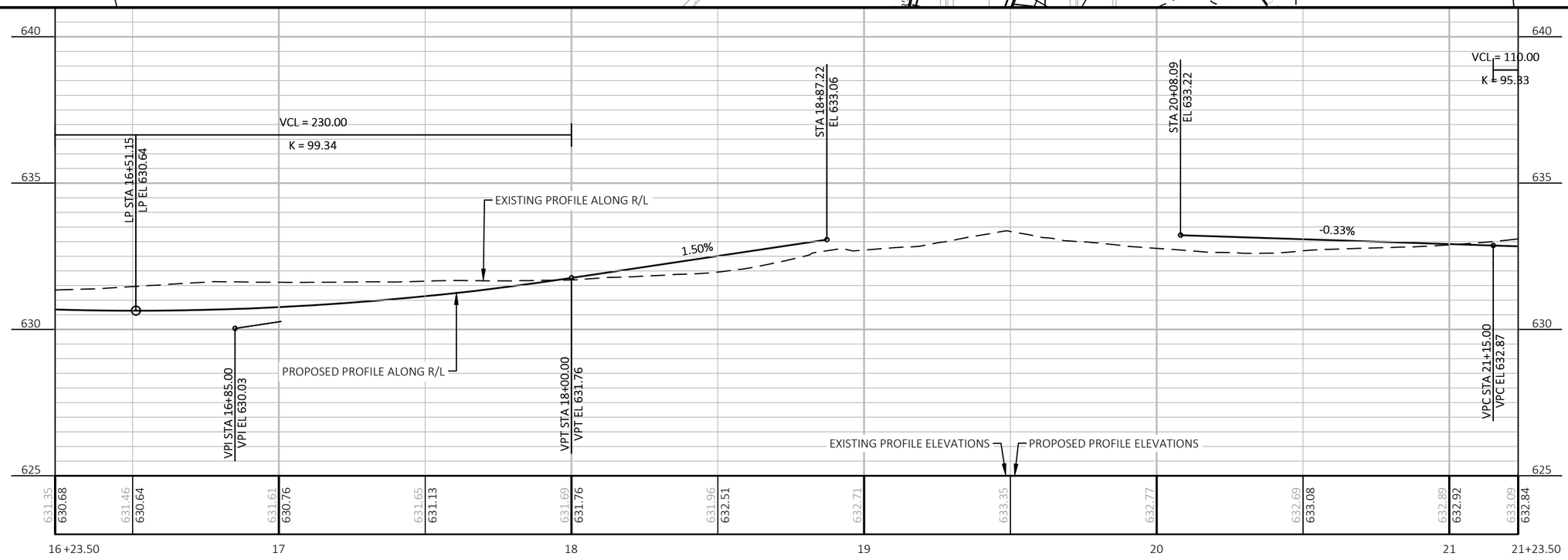
FILE NAME : X:\PROJECTS\CRAWFORD\220077MW - 1660-02-03_USH 18 ROUNDABOUTS\DESIGN\C3D\SHEETSPLAN\050101-PP.DWG
LAYOUT NAME - 050101-pp (3) USH18 WB
PLOT DATE : 1/13/2026 11:44 AM PLOT BY : KYLE WILLIAMS PLOT NAME : PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 44





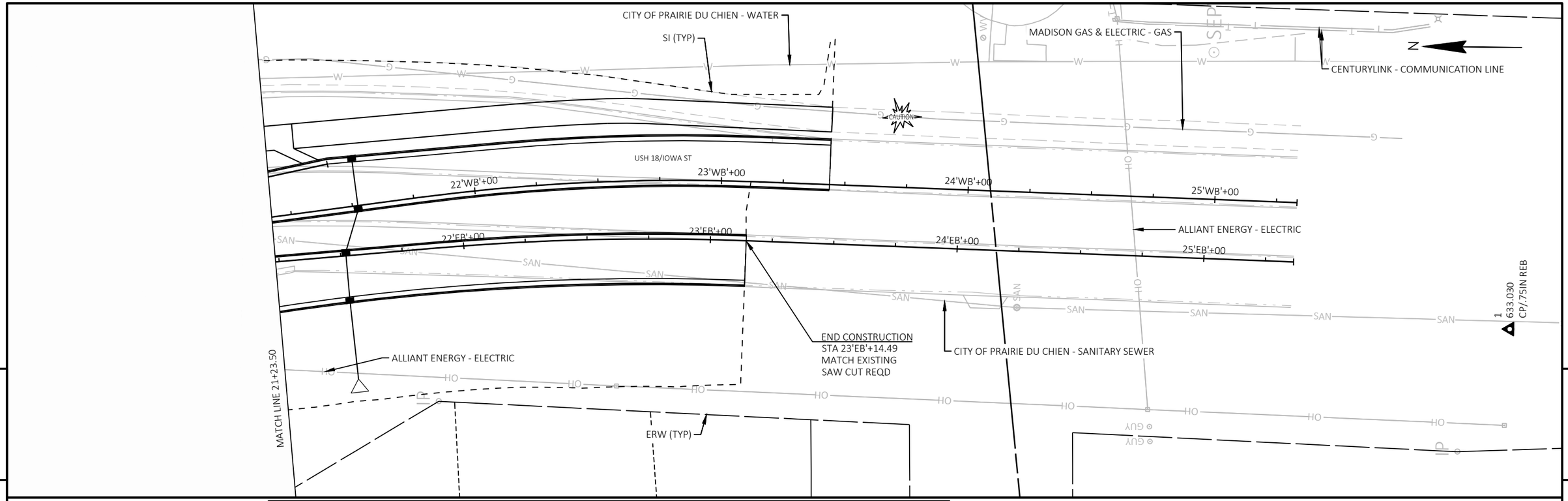
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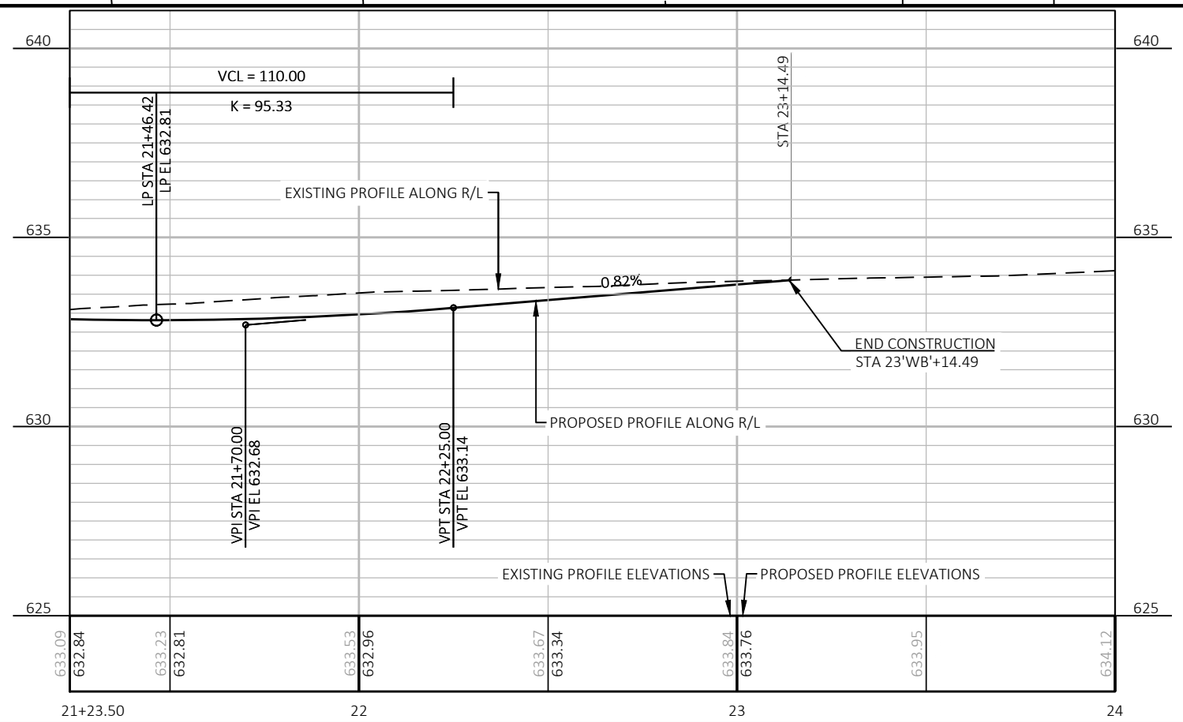




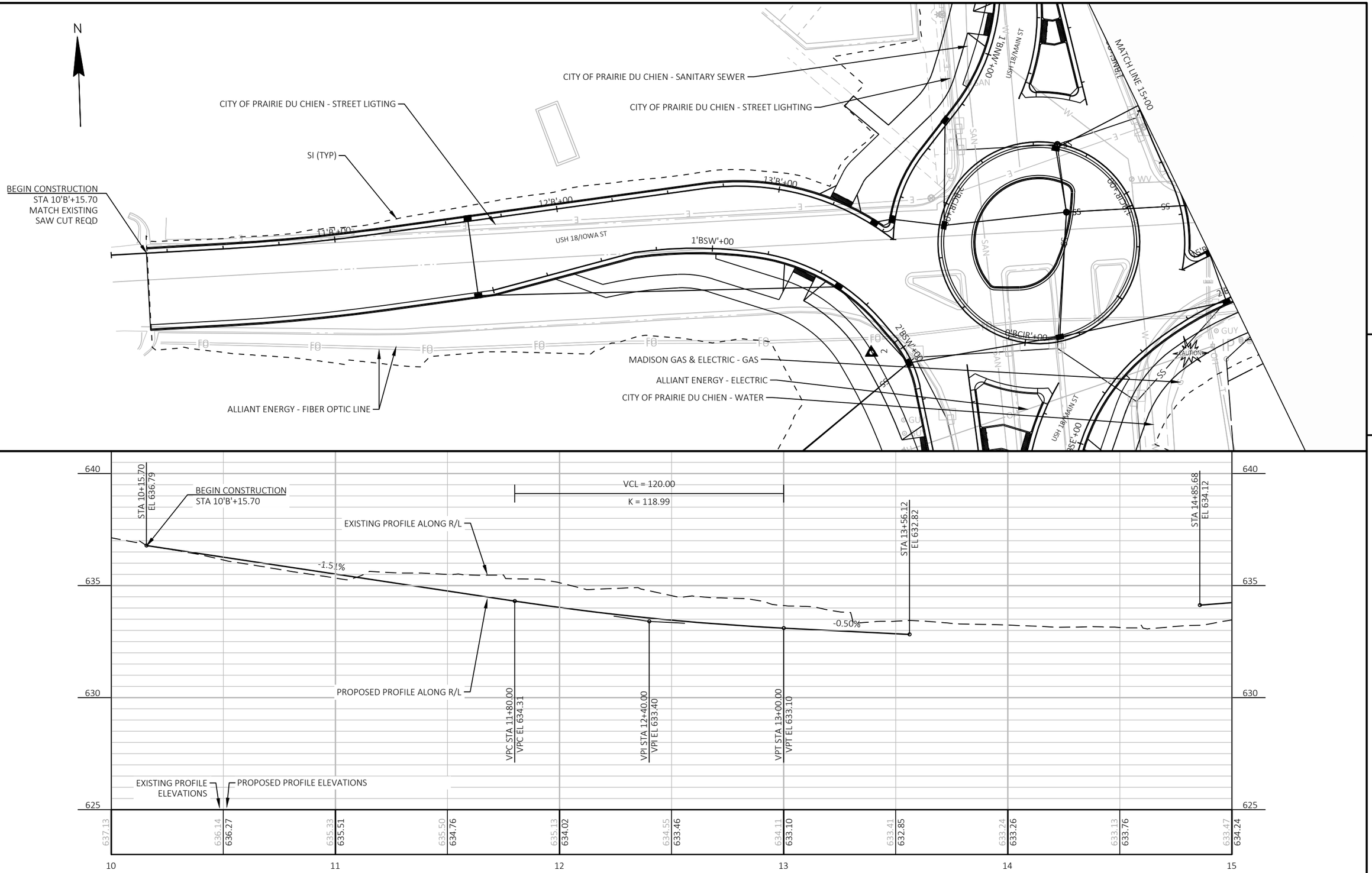
PROJECT NO: 1660-02-73	HWY: USH 18	COUNTY: CRAWFORD	PLAN AND PROFILE: USH18 EB	SHEET 142	E

FILE NAME : X:\PROJECTS\CRAWFORD\220077MW - 1660-02-03_USH 18 ROUNDABOUTS\DESIGN\C3D\SHEETSPLAN\050101-PP.DWG
LAYOUT NAME - 050101-pp (5) USH18 EB
PLOT DATE : 1/13/2026 11:44 AM PLOT BY : KYLE WILLIAMS PLOT NAME : PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 44





PROJECT NO: 1660-02-73	HWY: USH 18	COUNTY: CRAWFORD	PLAN AND PROFILE: USH18 EB	SHEET 143	E

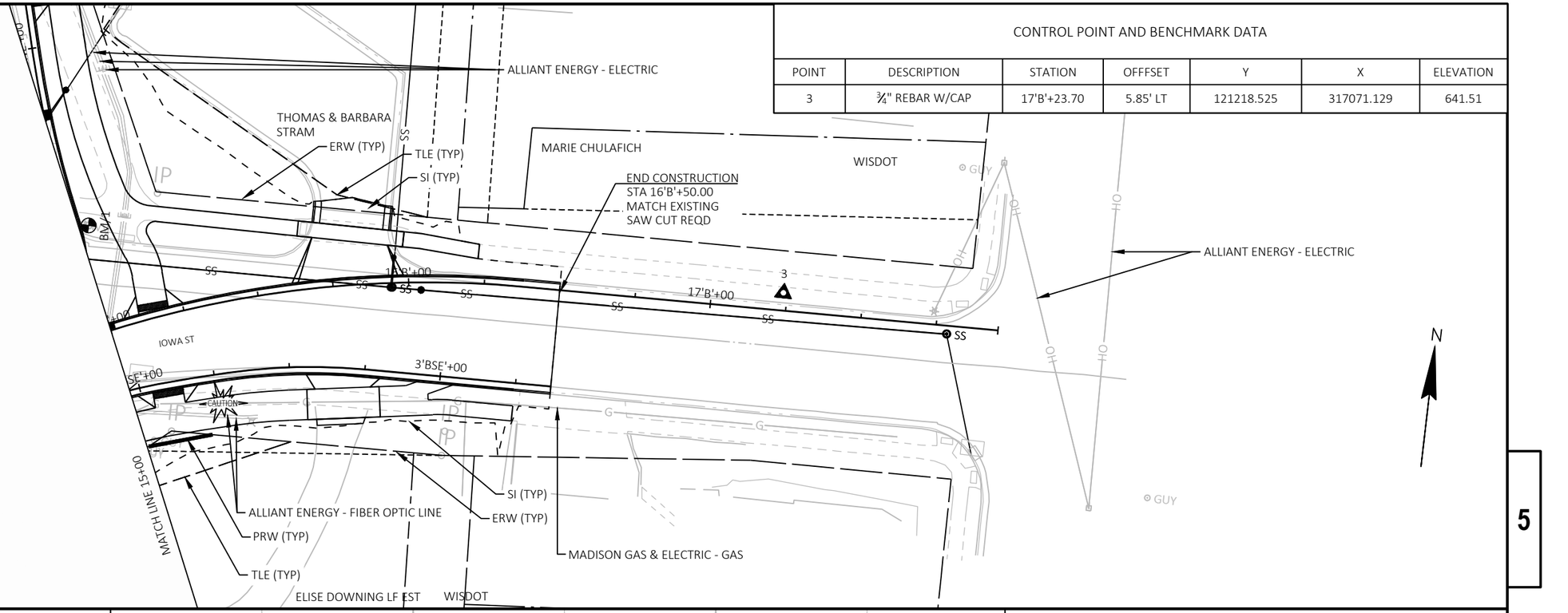


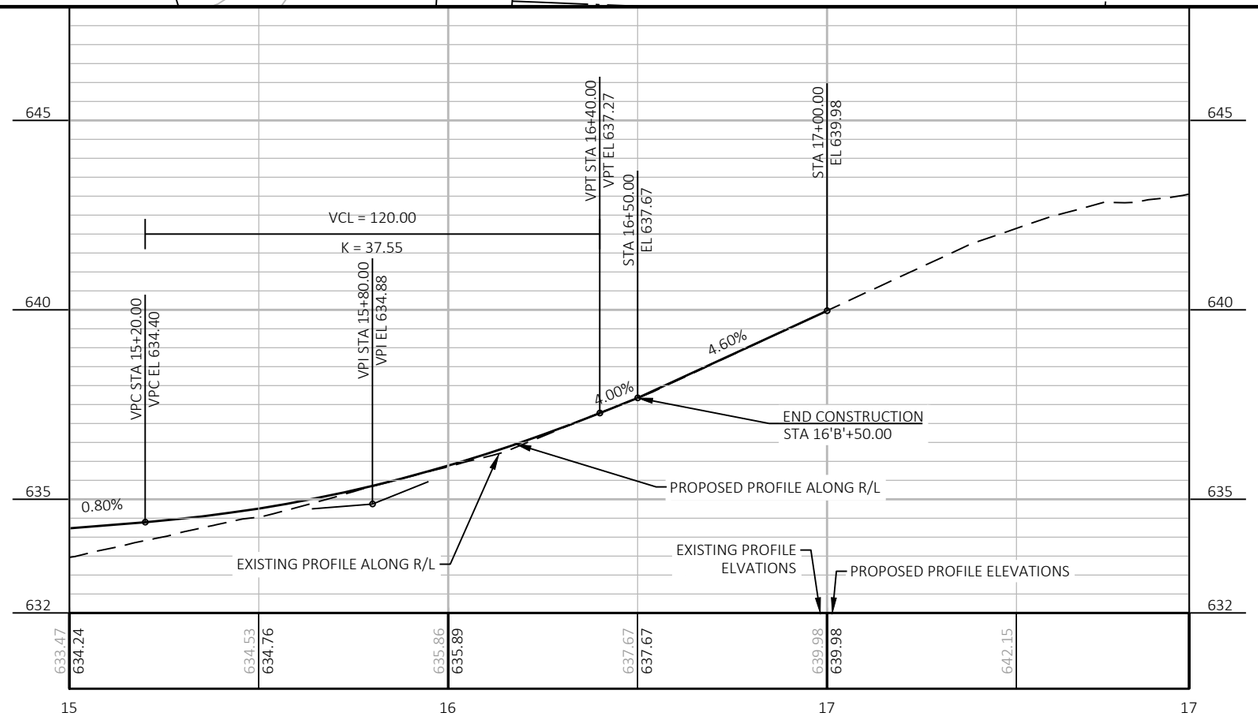
PROJECT NO: 1660-02-73	HWY: USH 18	COUNTY: CRAWFORD	PLAN AND PROFILE: IOWA ST - EB	SHEET 144	E

FILE NAME : X:\PROJECTS\CRAWFORD\220077MW - 1660-02-03_USH 18 ROUNDABOUTS\DESIGN\C3D\SHEETSPLAN\050101-PP.DWG
LAYOUT NAME - 050101-pp (7) Iowa EB
PLOT DATE : 1/13/2026 11:44 AM PLOT BY : KYLE WILLIAMS PLOT NAME : PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 44

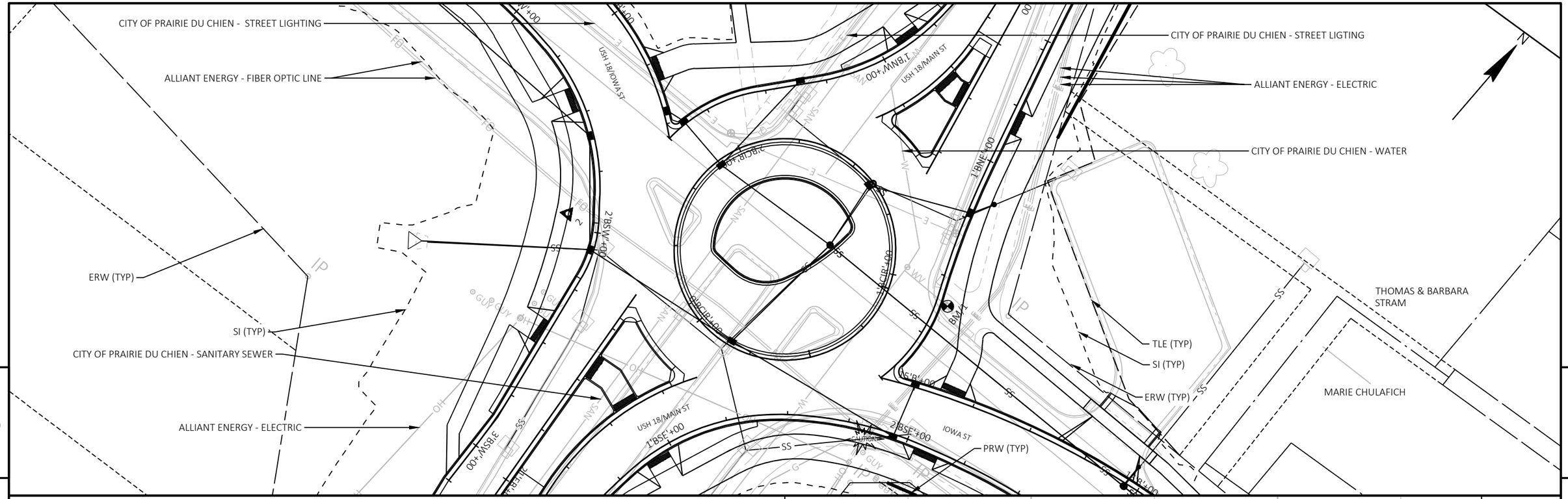
CONTROL POINT AND BENCHMARK DATA

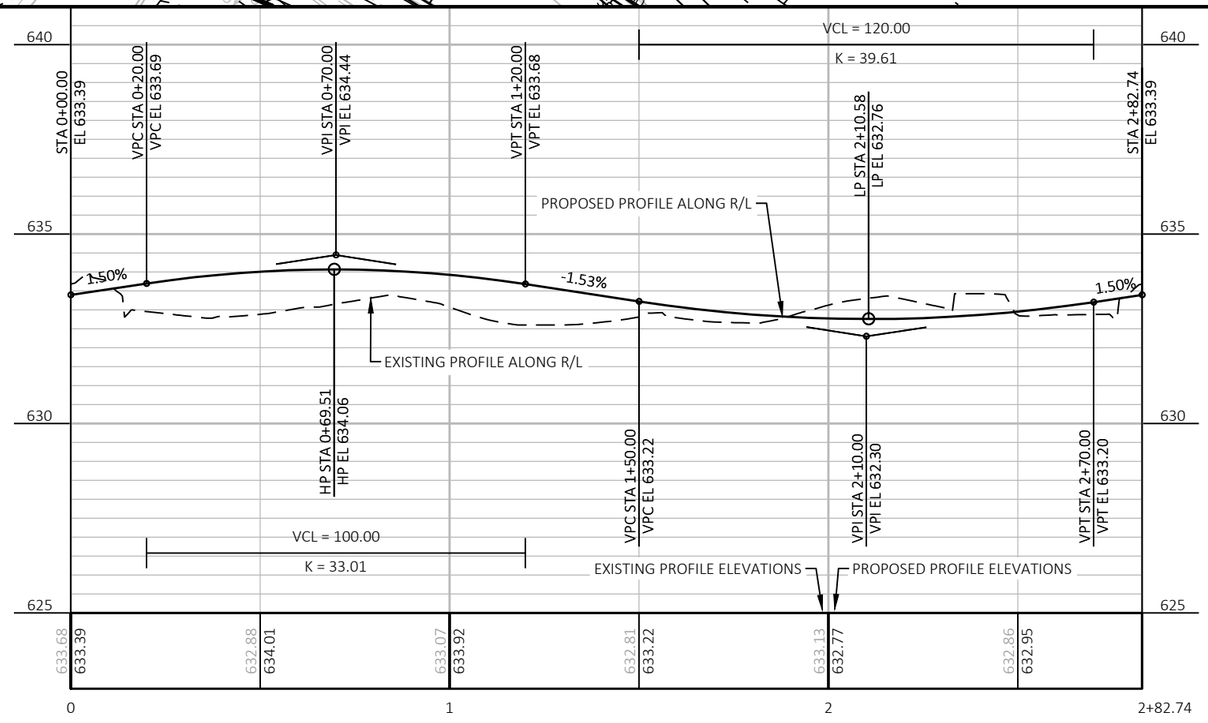
POINT	DESCRIPTION	STATION	OFFFSET	Y	X	ELEVATION
3	¾" REBAR W/CAP	17'B'+23.70	5.85' LT	121218.525	317071.129	641.51





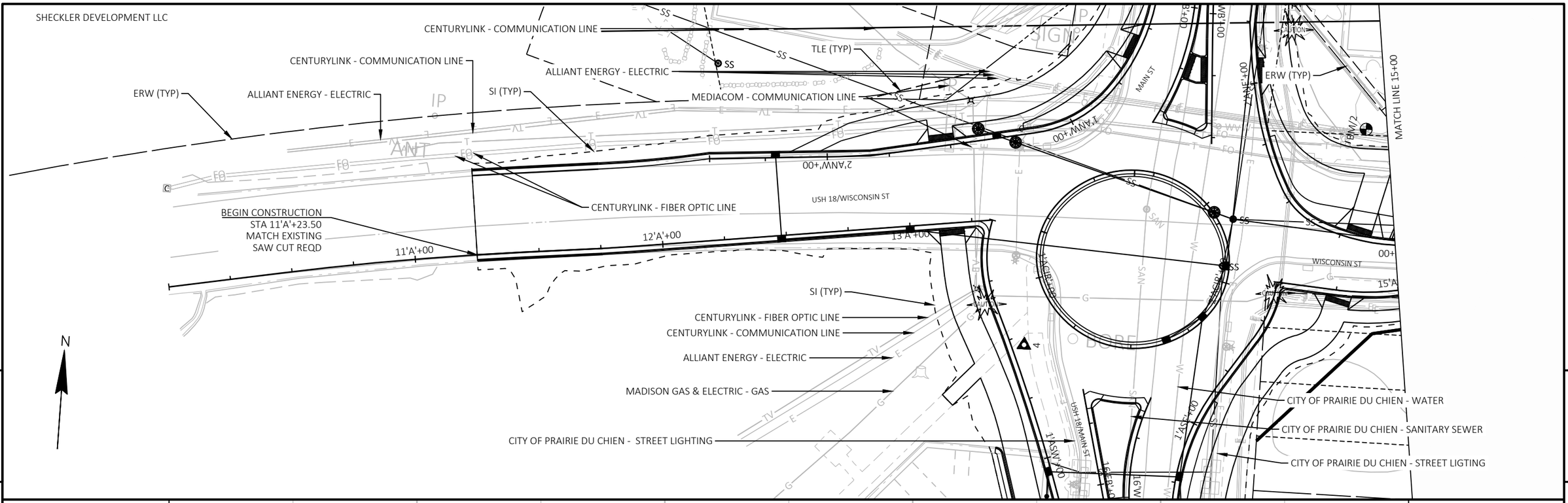
PROJECT NO: 1660-02-73	HWY: USH 18	COUNTY: CRAWFORD	PLAN AND PROFILE: IOWA ST - EB	SHEET 145	E

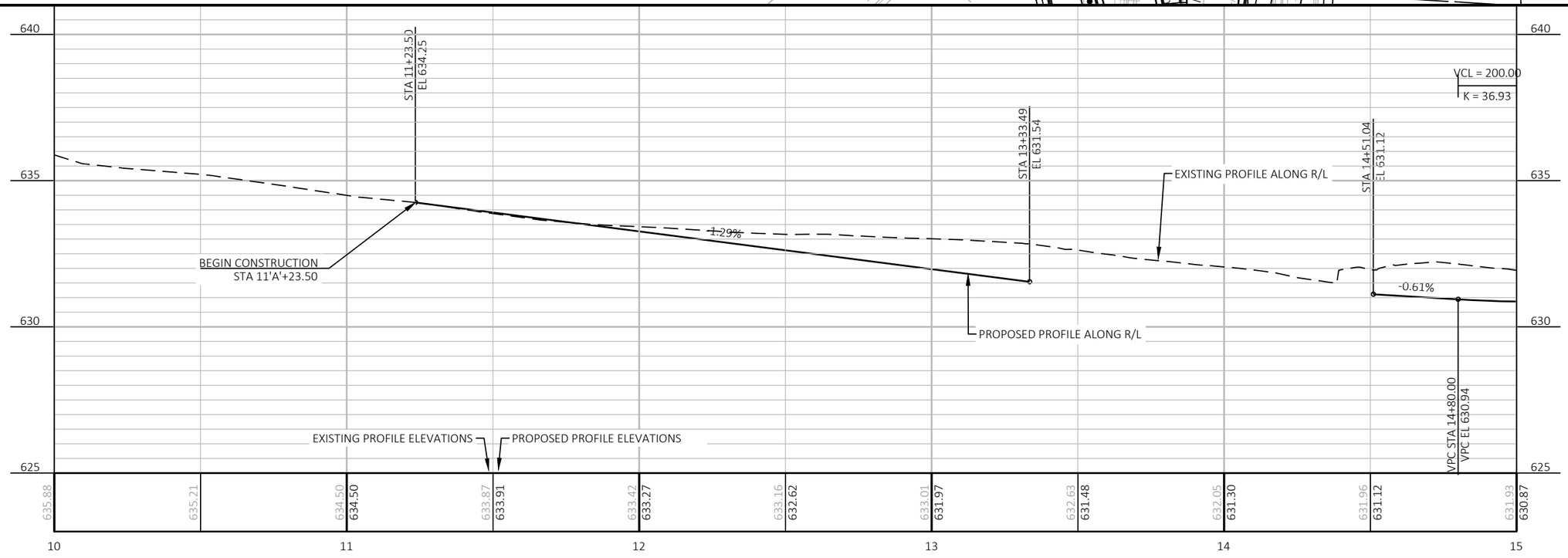




PROJECT NO: 1660-02-73	HWY: USH 18	COUNTY: CRAWFORD	PLAN AND PROFILE: IOWA ST - CIR	SHEET 146	E

SHECKLER DEVELOPMENT LLC



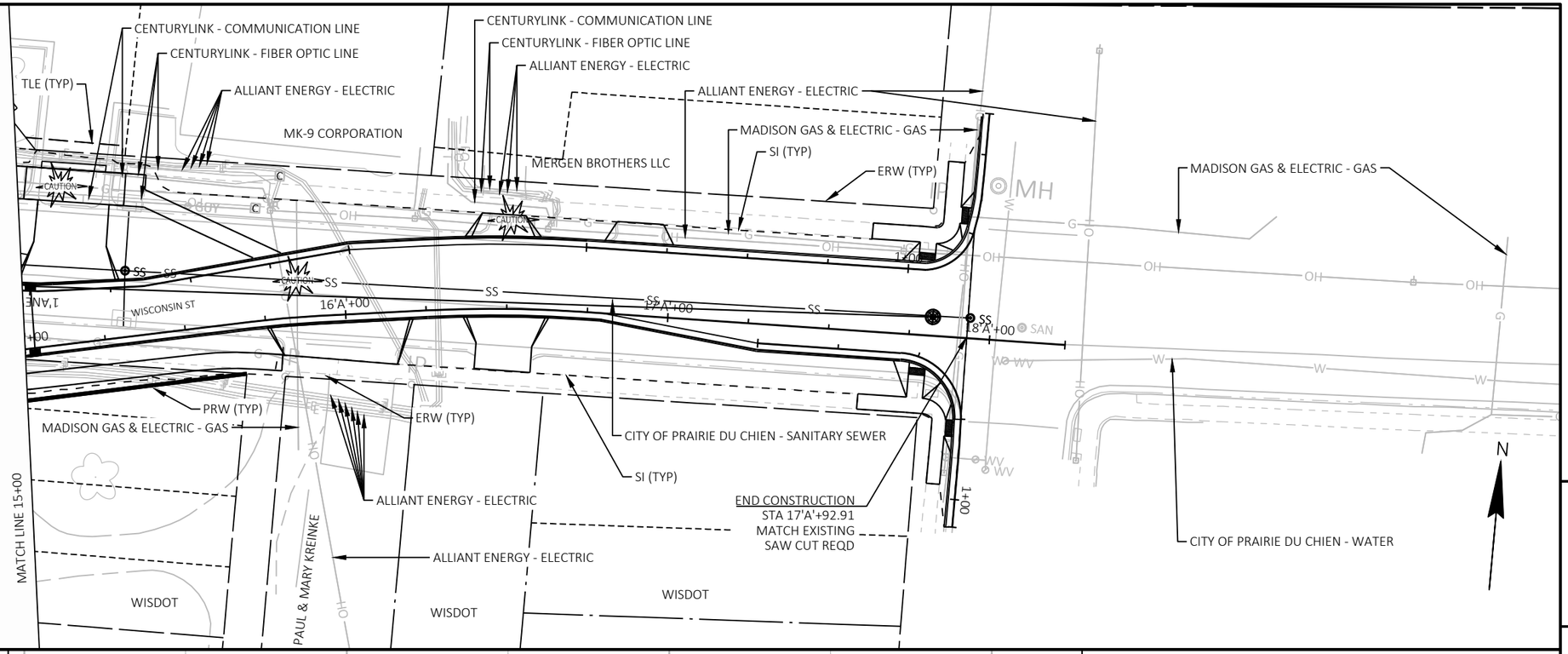


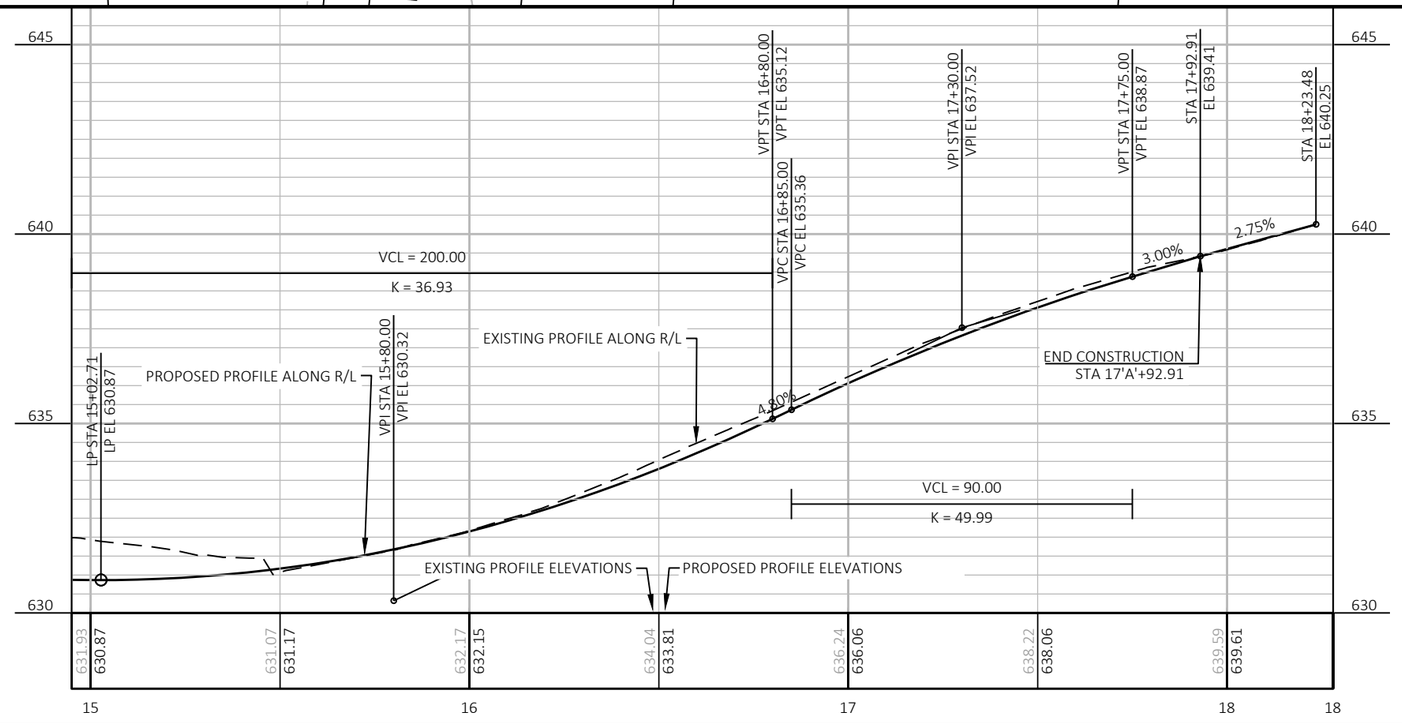
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FILE NAME : X:\PROJECTS\CRAWFORD\220077MW - 1660-02-03_USH 18 ROUNDABOUTS\DESIGN\C3D\SHEETSPLAN\050101-PP.DWG
LAYOUT NAME - 050101-pp (10) Wisconsin WB

PLOT DATE : 1/13/2026 11:45 AM PLOT BY : KYLE WILLIAMS PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 44





PROJECT NO: 1660-02-73	HWY: USH 18	COUNTY: CRAWFORD	PLAN AND PROFILE: WISCONSIN ST - WB	SHEET 148	E

FILE NAME : X:\PROJECTS\CRAWFORD\220077MW - 1660-02-03_USH 18 ROUNDABOUTS\DESIGN\C3D\SHEETSPLAN\050101-PP.DWG
LAYOUT NAME - 050101-pp (11) Wisconsin WB
PLOT DATE : 1/13/2026 11:45 AM PLOT BY : KYLE WILLIAMS PLOT NAME : PLOT SCALE : 1 IN:40 FT

RIVER DISTRICT HOTEL INC

CITY OF PRAIRIE DU CHIEN - WATER

CITY OF PRAIRIE DU CHIEN - ELECTRIC

SI (TYP)

TLE (TYP)

ALLIANT ENERGY - ELECTRIC

MADISON GAS & ELECTRIC

PRW (TYP)

CITY OF PRAIRIE DU CHIEN - SANITARY SEWER

CITY OF PRAIRIE DU CHIEN - STREET LIGHTING

THOMAS & BARBARA STRAM

WISDOT

PAUL & MARY KREINK

12'WB'+00

12'EB'+00

13'WB'+00

13'EB'+00

14'WB'+00

14'EB'+00

16'WB'+00

16'EB'+00

17'WB'+00

17'EB'+00

18'WB'+00

18'EB'+00

MAIN ST

USH 18/MAIN ST

USH 18/WISCONSIN ST

WISCONSIN ST

CAUTION

ERW (TYP)

SHECKLER DEVELOPMENT LLC

MADISON GAS & ELECTRIC - GAS

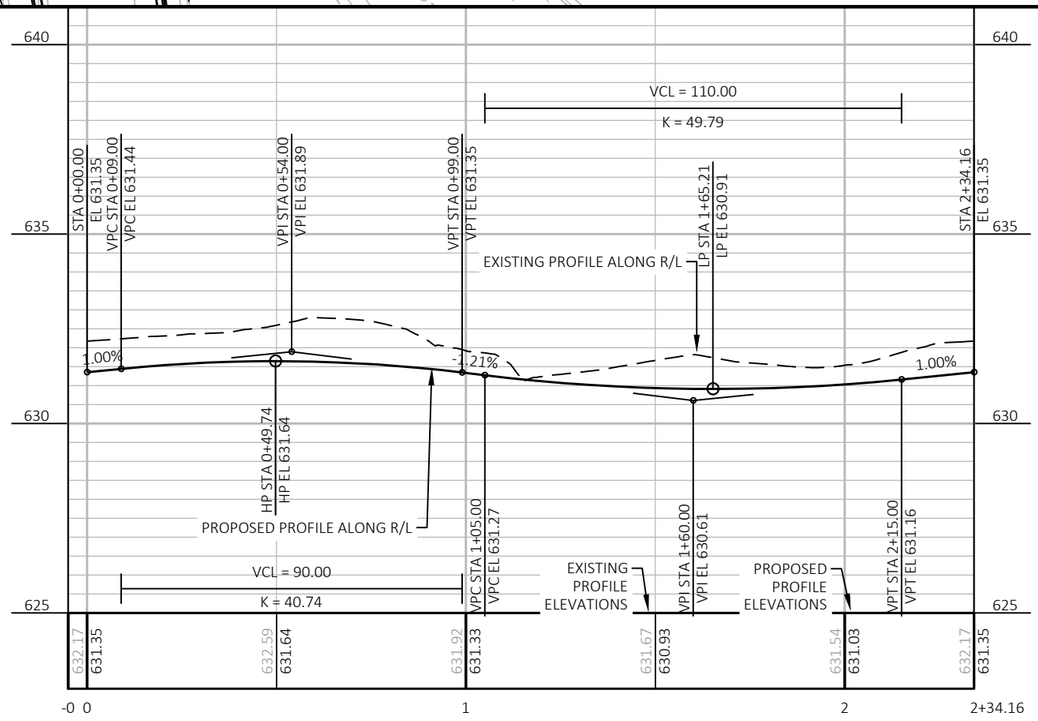
CENTURYLINK - FIBER OPTIC LINE

CENTURYLINK - COMMUNICATION LINE

N

5

5

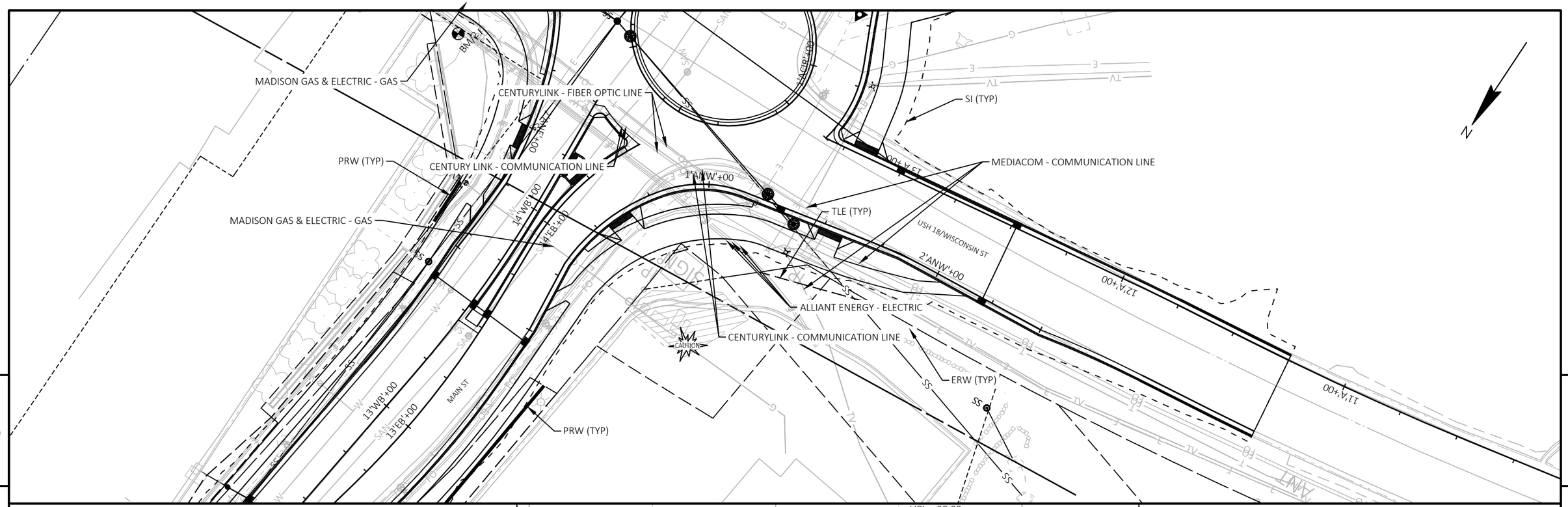


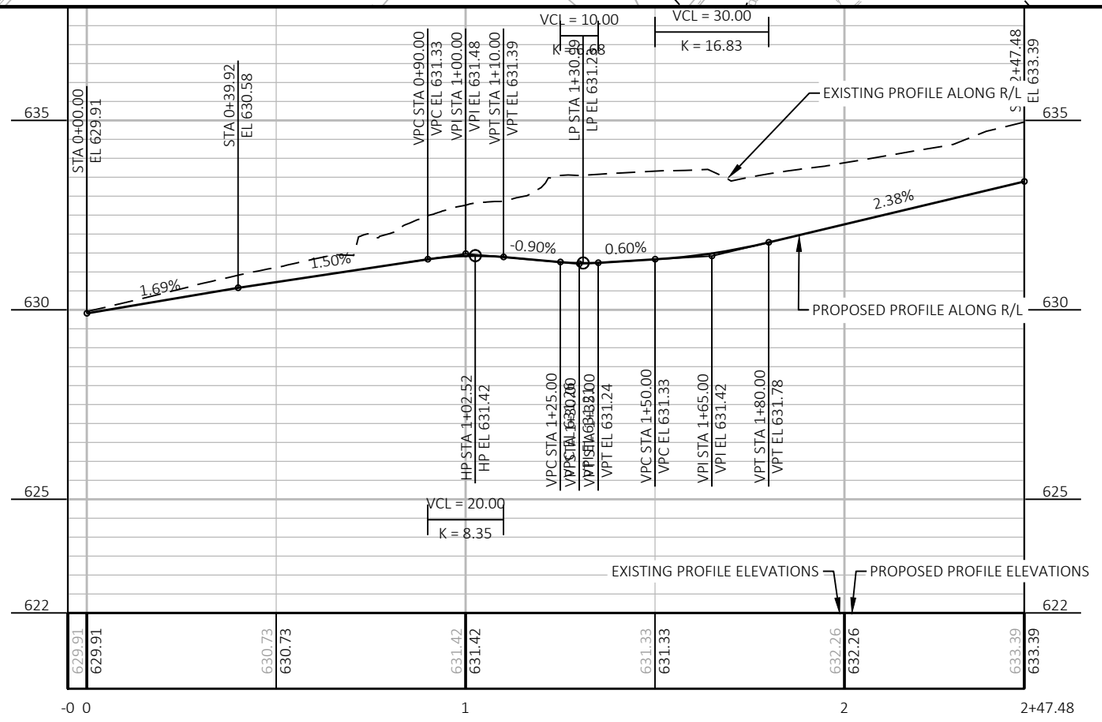
PROJECT NO: 1660-02-73	HWY: USH 18	COUNTY: CRAWFORD	PLAN AND PROFILE: WISCONSIN ST - CIR	SHEET 149	E

FILE NAME : X:\PROJECTS\CRAWFORD\220077MW - 1660-02-03_USH 18 ROUNDABOUTS\DESIGN\C3D\SHEETSPLAN\050101-PP.DWG
LAYOUT NAME - 050101-pp (12) Wisconsin CIR

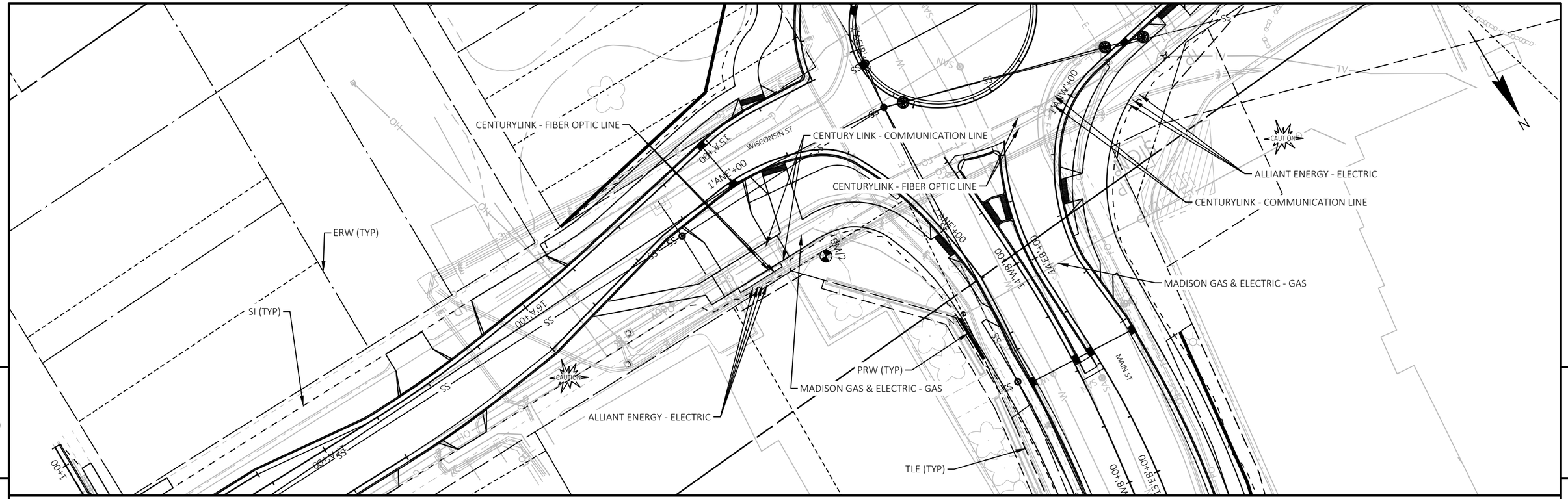
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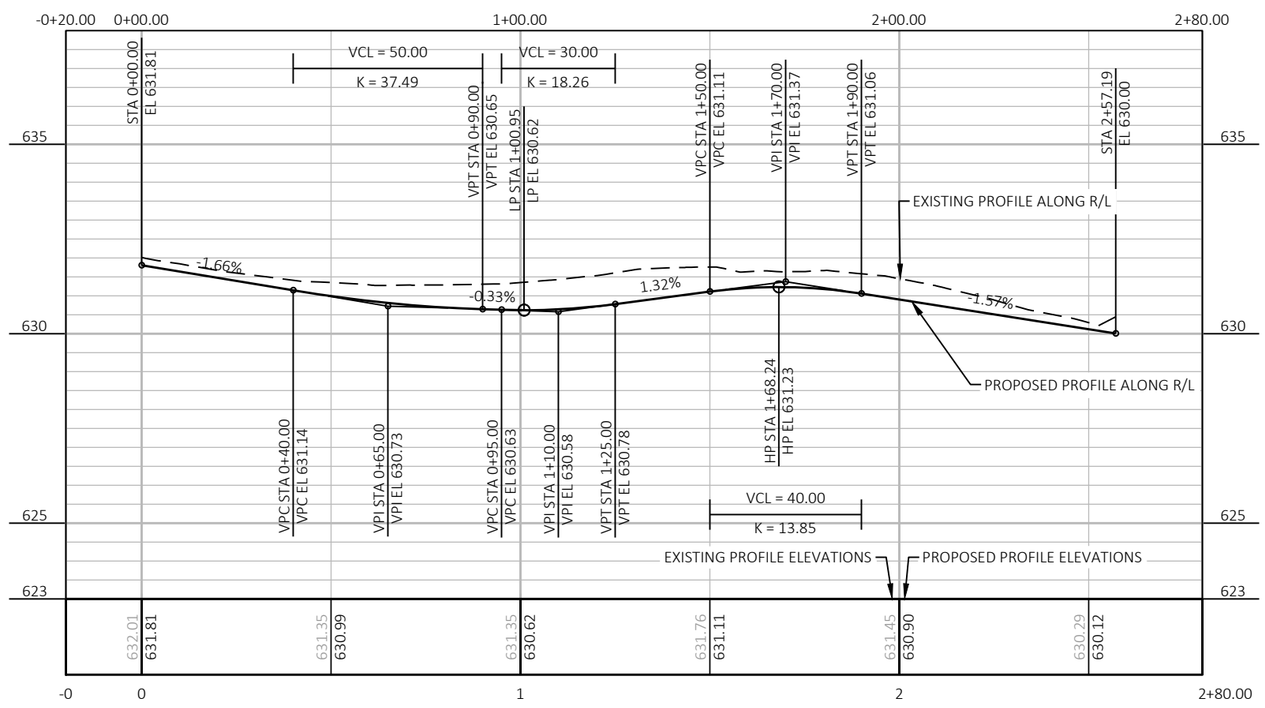
WISDOT/CADDS SHEET 44





PROJECT NO: 1660-02-73	HWY: USH 18	COUNTY: CRAWFORD	PLAN AND PROFILE: A-NW	SHEET 150	E

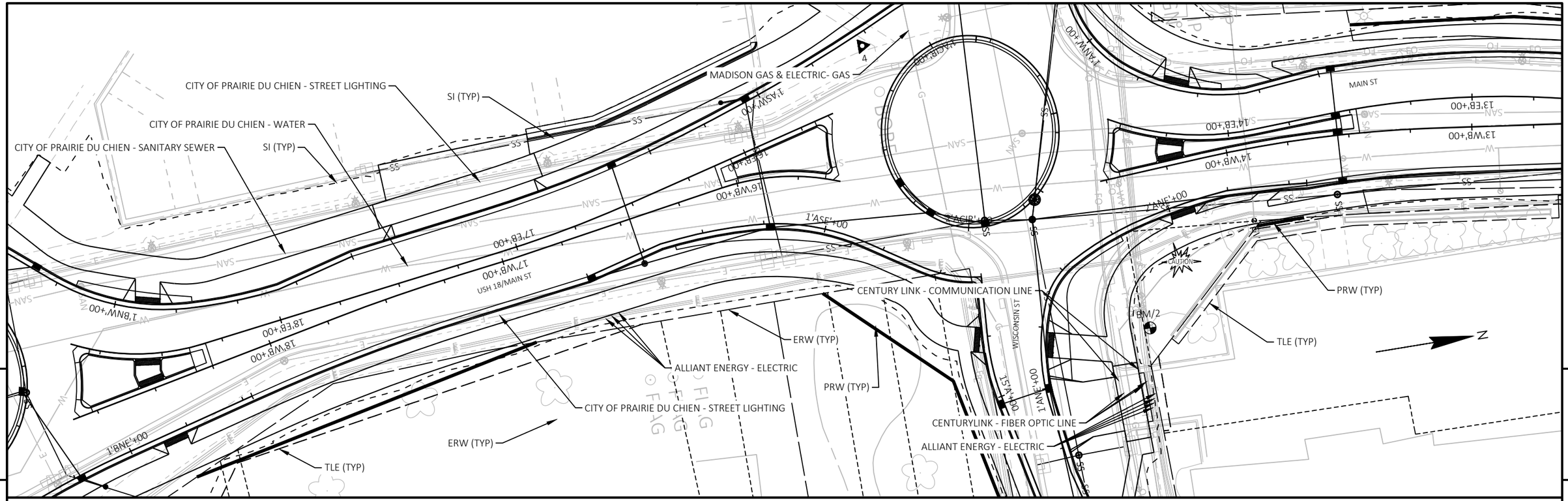


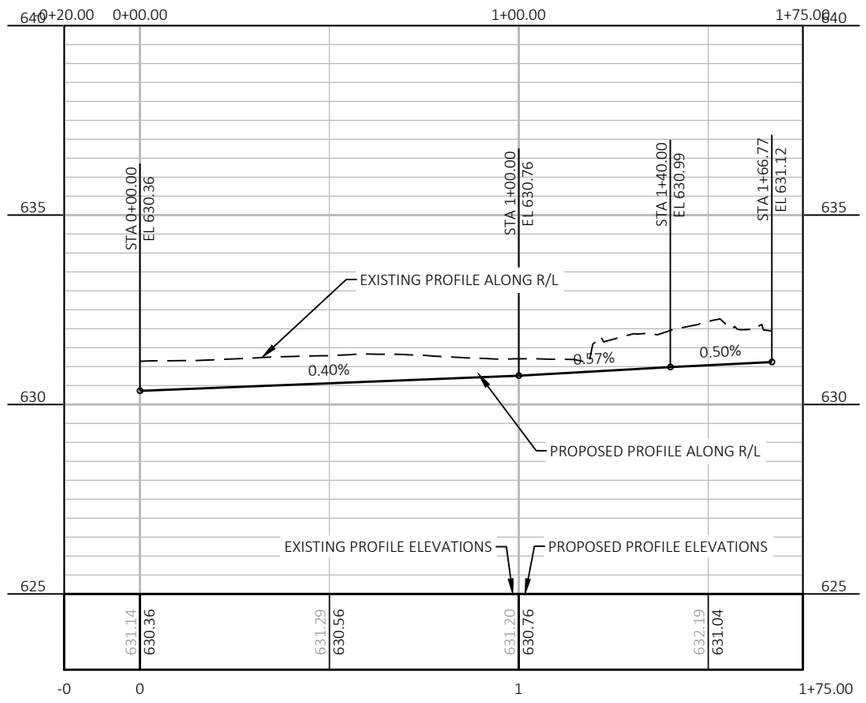


PROJECT NO: 1660-02-73	HWY: USH 18	COUNTY: CRAWFORD	PLAN AND PROFILE: A-NE	SHEET 151	E

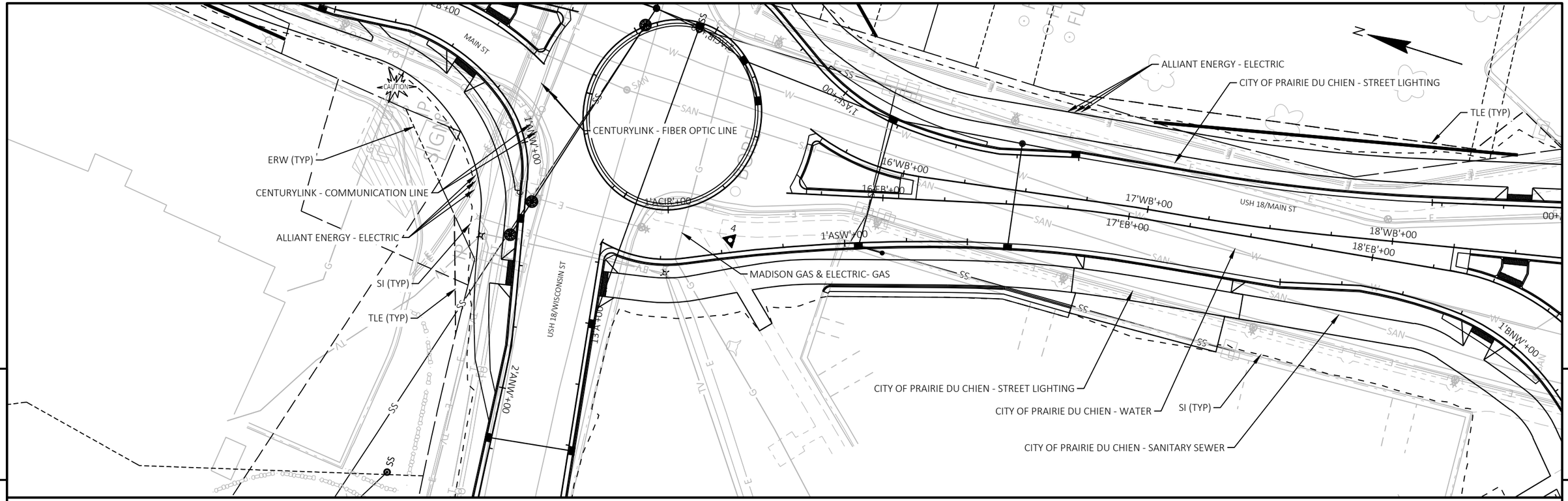
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LAYOUT NAME - 050101-pp A-NE

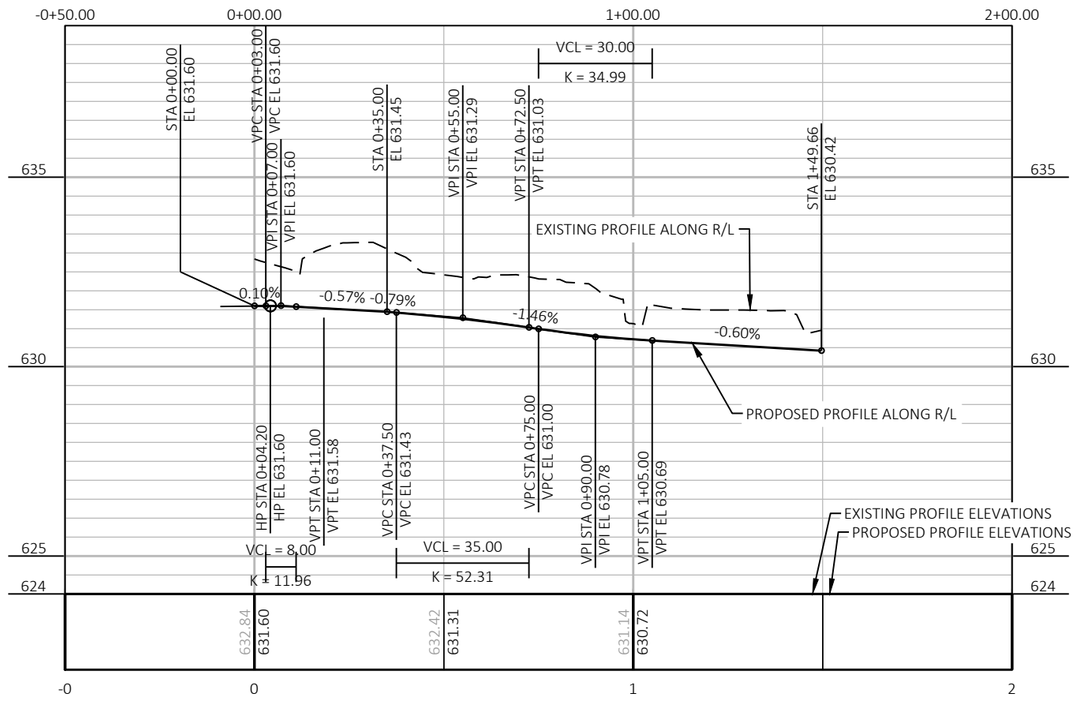
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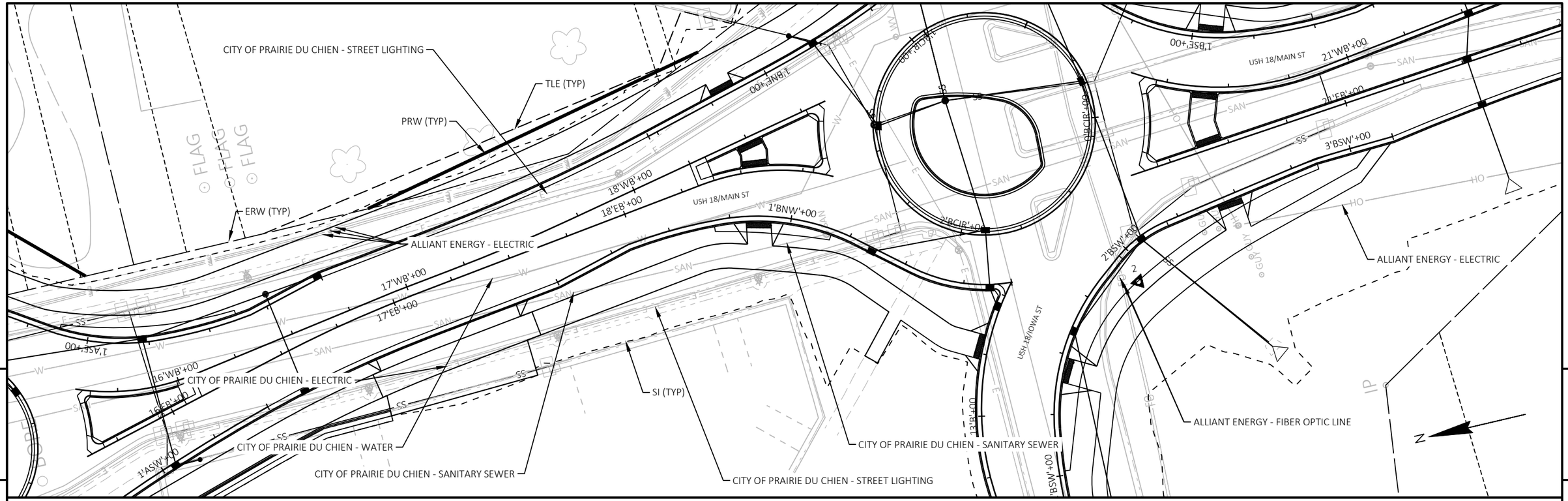


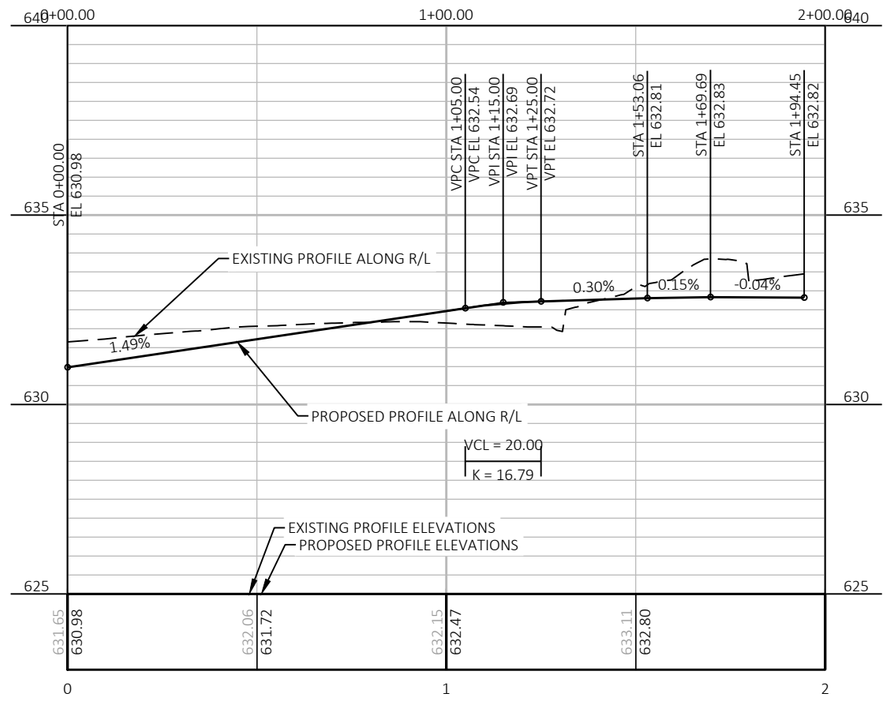
PROJECT NO: 1660-02-73	HWY: USH 18	COUNTY: CRAWFORD	PLAN AND PROFILE: A-SE	SHEET 152	E



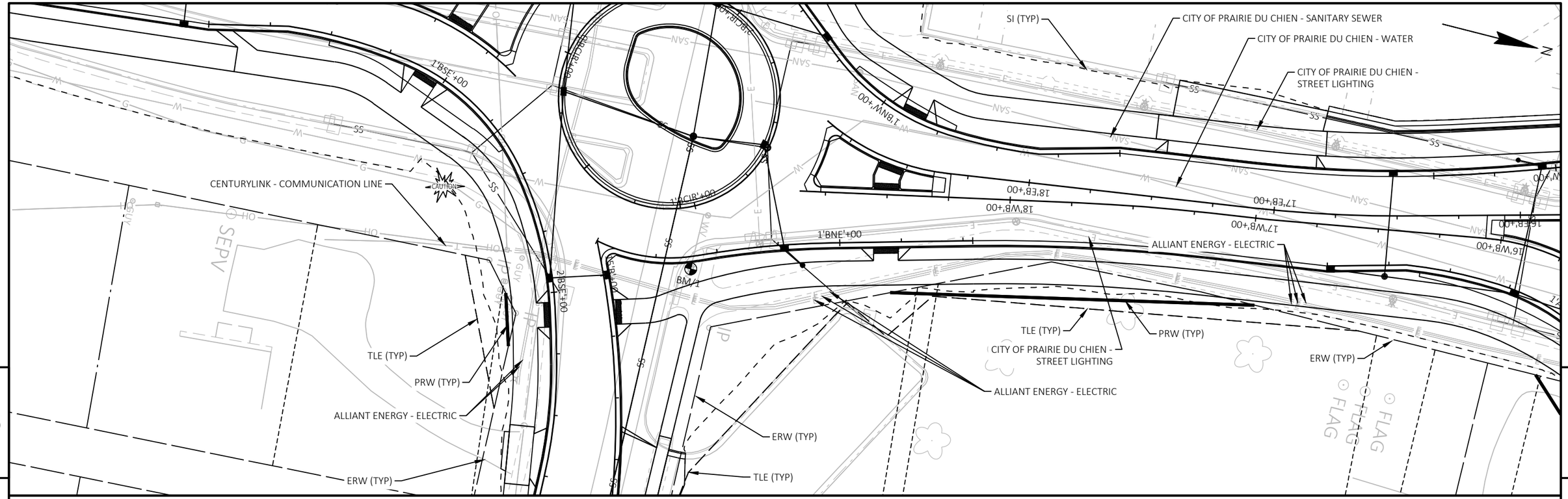


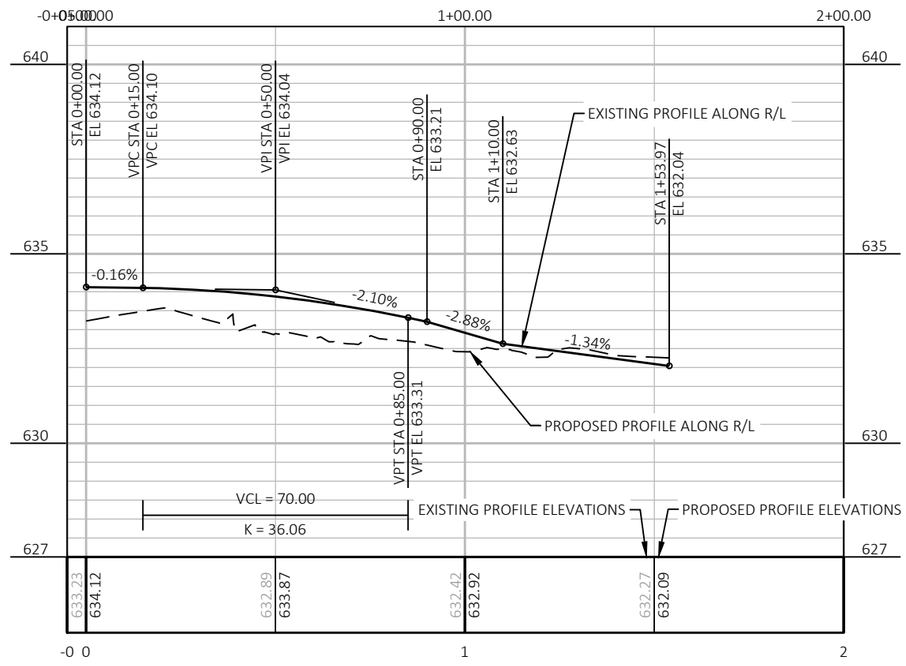
PROJECT NO: 1660-02-73	HWY: USH 18	COUNTY: CRAWFORD	PLAN AND PROFILE: A-SW	SHEET 153	E



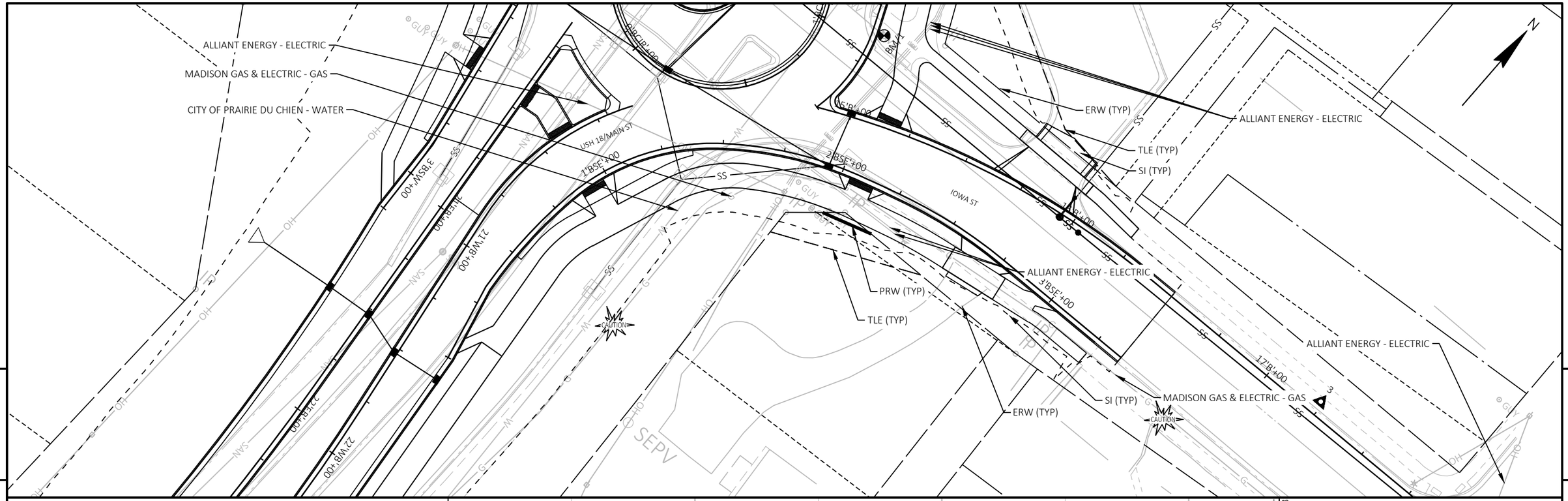


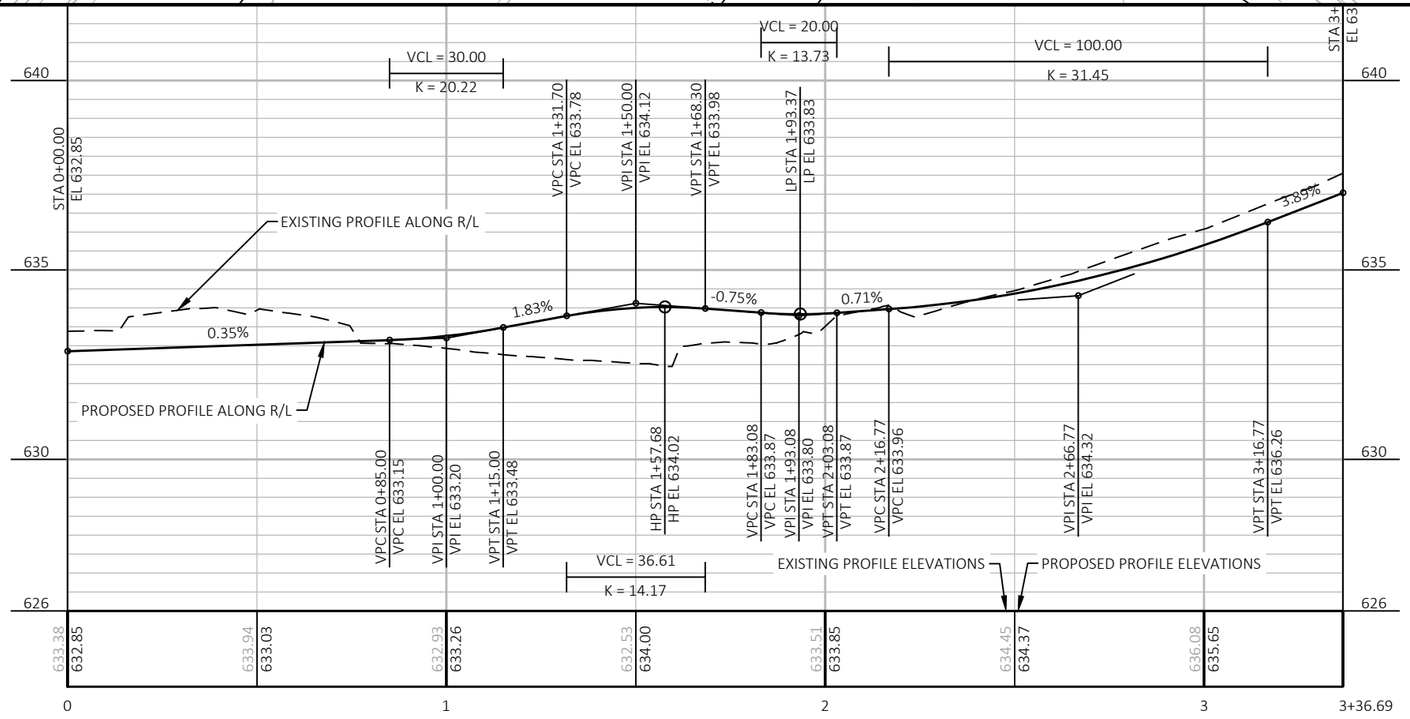
PROJECT NO: 1660-02-73	HWY: USH 18	COUNTY: CRAWFORD	PLAN AND PROFILE: B-NW	SHEET 154	E





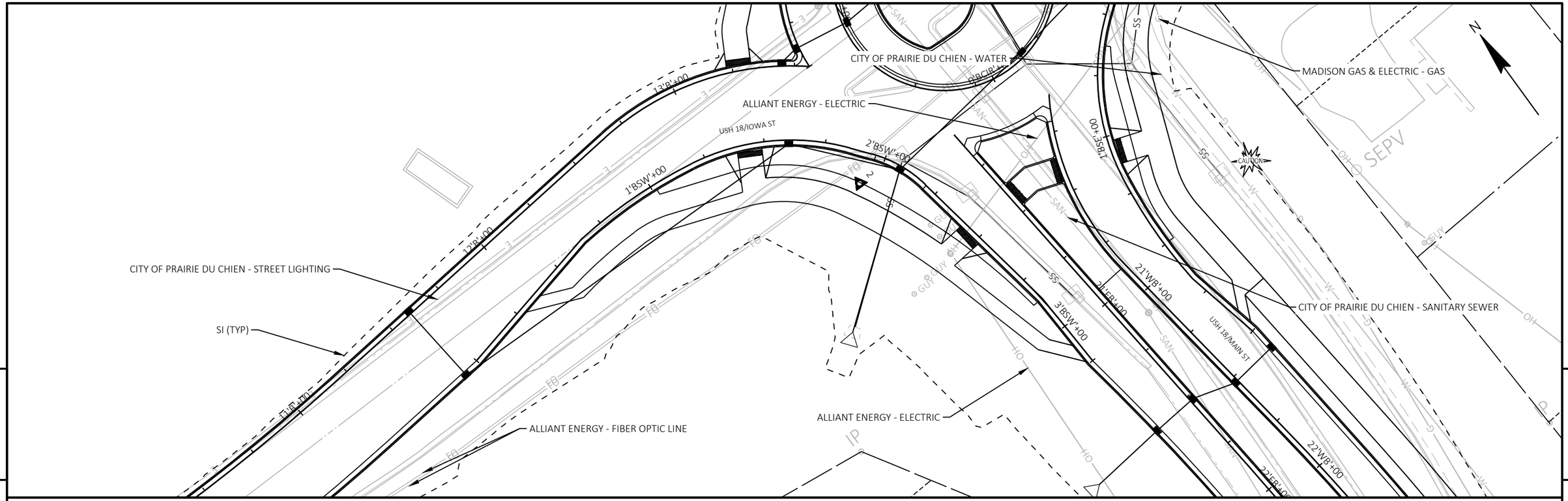
PROJECT NO: 1660-02-73	HWY: USH 18	COUNTY: CRAWFORD	PLAN AND PROFILE: B-NE	SHEET 155	E

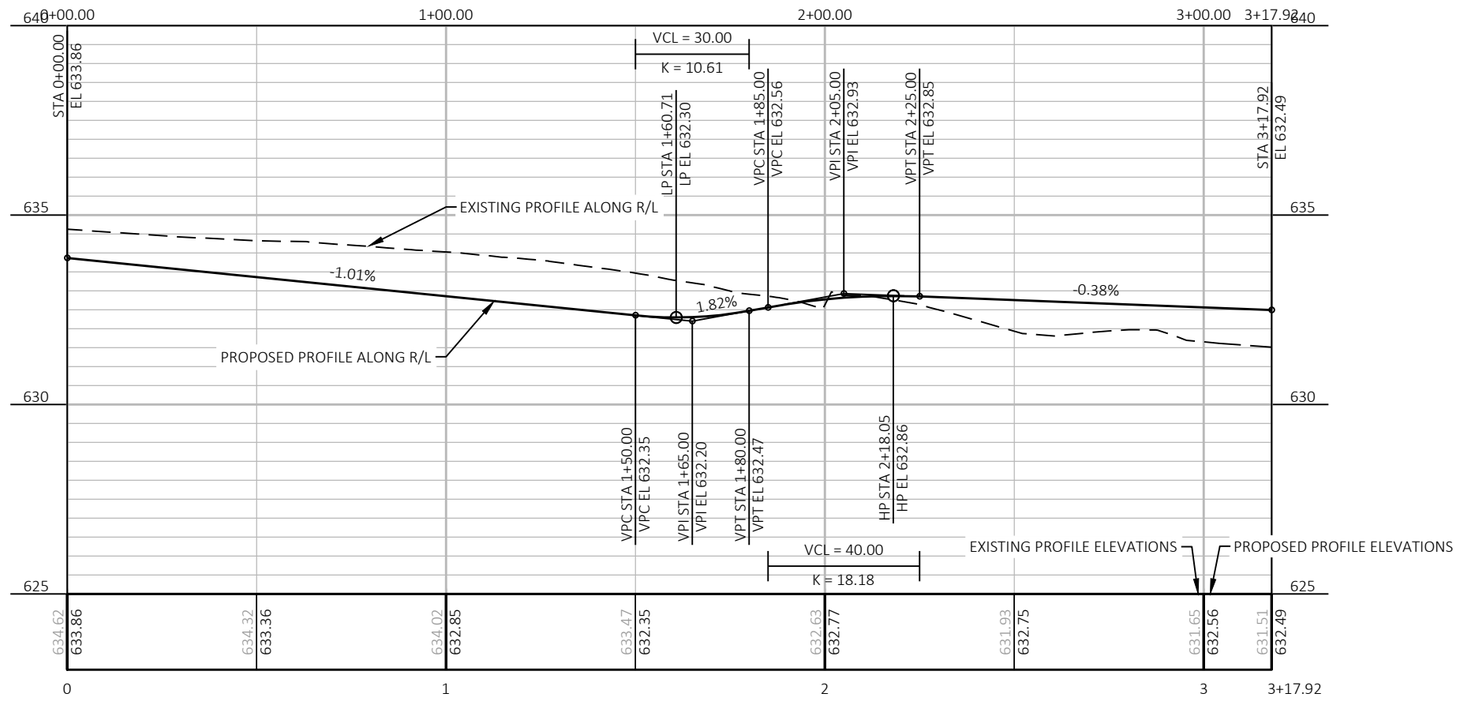




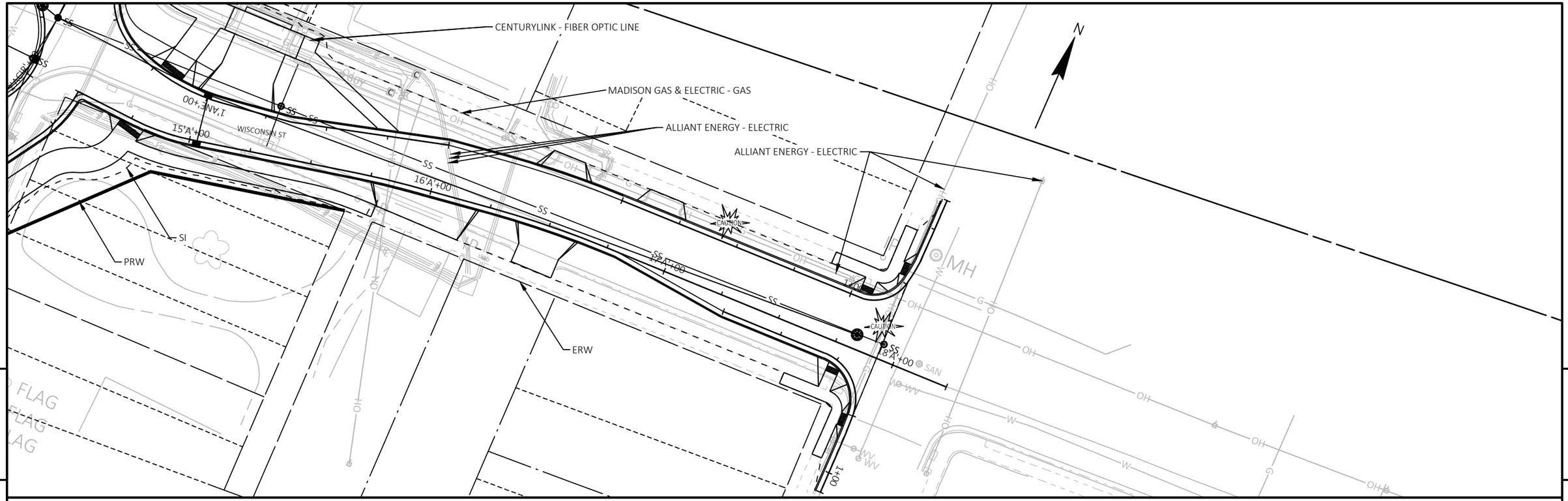
PROJECT NO: 1660-02-73	HWY: USH 18	COUNTY: CRAWFORD	PLAN AND PROFILE: B-SE	SHEET 156	E

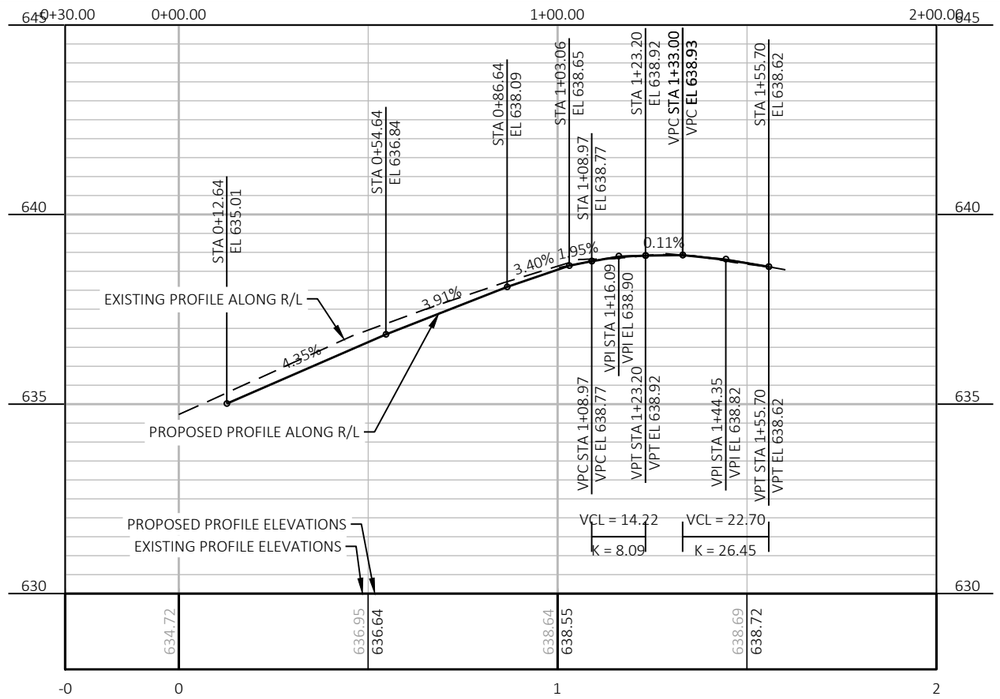
FILE NAME : X:\PROJECTS\CRAWFORD\220077MW - 1660-02-03_USH 18 ROUNDABOUTS\DESIGN\C3D\SHEETSPLAN\050101-PP.DWG
LAYOUT NAME - 050101-pp B-SE
PLOT DATE : 1/13/2026 11:47 AM PLOT BY : KYLE WILLIAMS PLOT NAME : PLOT SCALE : 1 IN:40 FT



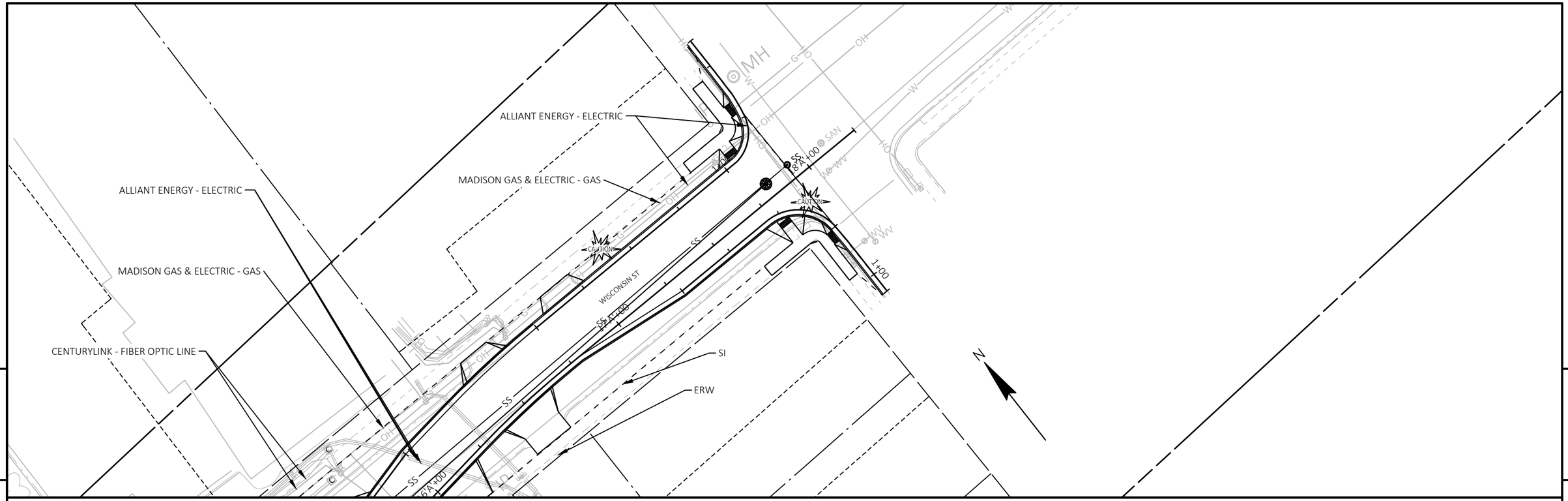


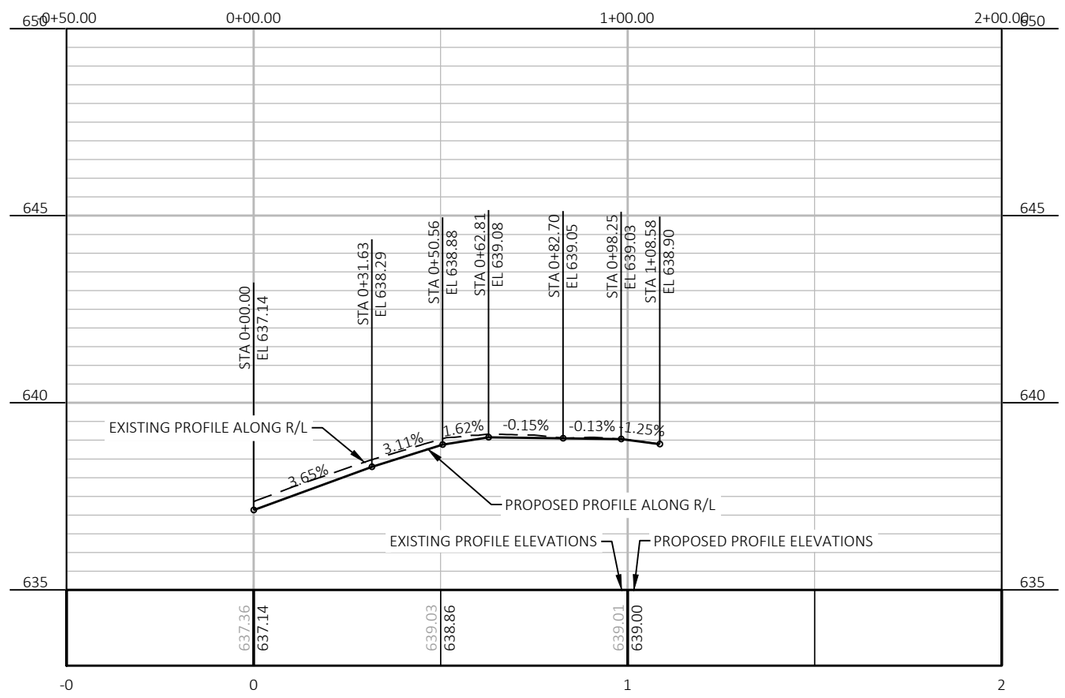
PROJECT NO: 1660-02-73	HWY: USH 18	COUNTY: CRAWFORD	PLAN AND PROFILE: B-SW	SHEET 157	E





PROJECT NO: 1660-02-73	HWY: USH 18	COUNTY: CRAWFORD	PLAN AND PROFILE: NW WISCONSIN-PRAIRIE	SHEET 158	E





PROJECT NO: 1660-02-73	HWY: USH 18	COUNTY: CRAWFORD	PLAN AND PROFILE: SW WISCONSIN-PRAIRIE	SHEET 159	E

FILE NAME : X:\PROJECTS\CRAWFORD\220077MW - 1660-02-03_USH 18 ROUNDABOUTS\DESIGN\C3D\SHEETSPLAN\050101-PP.DWG
LAYOUT NAME - 050101-pp SW Wisc-Prairie

PLOT DATE : 1/13/2026 11:48 AM PLOT BY : KYLE WILLIAMS PLOT NAME : PLOT SCALE : Custom

Standard Detail Drawing List

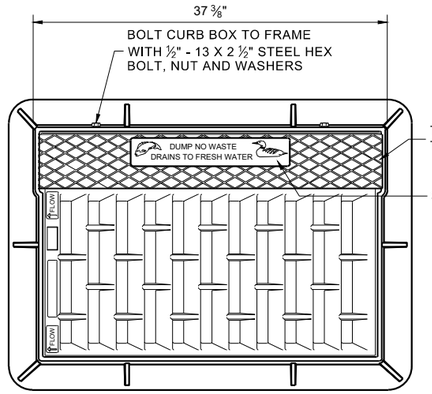
08A05-22A	INLET COVERS TYPE A, H, A-S, H-S & Z
08A05-22B	INLET COVERS TYPE B, B-A, C, MS, MS-A, DW & WM
08A05-22C	INLET COVERS TYPE F, HM, HM-S, S, T, HM-GJ & HM-GJ-S
08A05-22E	INLET COVER TYPE BW, MANHOLE COVERS, TYPE K, J, J-S, L & M
08A08-03	CATCH BASINS 3-FT, 4-FT, 5-FT AND 6-FT DIAMETER
08B09-04	MANHOLES 3-FT, 4-FT, 5-FT, 6-FT, 7-FT, 8-FT, 9-FT, 10-FT DIAMETER
08C07-03	INLETS 2X2-FT, 2X2.5-FT, 2X3-FT, 2.5X3-FT & 2X3.5-FT
08D01-24A	CONCRETE CURB & GUTTER
08D01-24B	CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS
08D04-07	CONCRETE SURFACE DRAINS & ASPHALTIC FLUMES
08D05-22B	CURB RAMPS TYPES 2 AND 3
08D05-22D	CURB RAMPS TYPES 4B AND 4B1
08D05-22E	CURB RAMPS TYPES 5, 6, 7A, 7B & 8
08D05-22G	CURB RAMPS RECTANGULAR AND RADIAL DETECTABLE WARNING PLATES
08D18-05	DRIVEWAY AND SIDEWALK RAMPS TYPES X & Y
08D19-05	DRIVEWAY AND SIDEWALK RAMPS TYPE Z
08E09-06	SILT FENCE
08E10-02	INLET PROTECTION TYPE A, B, C AND D
08E15-01	CULVERT PIPE CHECK
08F01-11	APRON ENDWALLS FOR CULVERT PIPE
08F04-08	JOINT TIES FOR CONCRETE PIPE AND CONCRETE COLLAR DETAIL
09B02-10	CONDUIT
09B16-03	PULL BOX NON-CONDUCTIVE
09C02-09	CONCRETE BASES, TYPES 1, 2, 5, & 6
09C03-04	TRANSFORMER/PEDESTAL BASES
09C14-03	CONCRETE CONTROL CABINET BASE, TYPE L
09D01-05	CABINET SERVICE INSTALLATION (METER BREAKER PEDESTAL)
09E01-15D	POLE MOUNTINGS FOR LIGHTING UNITS, TYPE 5 (30 FEET)
09E01-15G	HARDWARE DETAILS FOR POLE MOUNTINGS
09E03-06	NON-FREEWAY LIGHTING UNIT POLE WIRING
11B02-02	CONCRETE MEDIAN NOSE
12A04-03	STRUCTURE IDENTIFICATION PLAQUES, RAMP GATES, SIGN BRIDGES & OVERHEAD SIGN SUPPORTS & TRAFFIC SIGNALS
13C01-19	CONCRETE PAVEMENT LONGITUDINAL JOINTS AND TIES
13C13-11	URBAN DOWELED CONCRETE PAVEMENT
13C18-08A	CONCRETE PAVEMENT JOINTING
13C18-08B	CONCRETE PAVEMENT STEEL REINFORCEMENT
13C18-08C	CONCRETE PAVEMENT JOINT TYPES
13C18-08D	CONCRETE PAVEMENT JOINTING AT UTILITY FIXTURES
13C18-08E	CONCRETE PAVEMENT JOINTING AND STEEL REINFORCEMENT IN ROUNDABOUTS
13C18-08F	CONCRETE PAVEMENT INTERSECTION BOXOUT FOR INTEGRAL CURB AND GUTTER
14B44-04A	MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)
14B44-04B	MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)
14B44-04C	MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)
14B45-05A	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-05B	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-05C	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-05F	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
15C02-09A	BARRICADES AND SIGNS FOR MAINLINE CLOSURES
15C02-09B	BARRICADES AND SIGNS FOR VARIOUS CLOSURES
15C02-09C	DETOUR SIGNING FOR MAINLINE CLOSURES
15C02-09H	MODIFIED ROUTE ASSEMBLY FOR DETOUR SIGNING
15C03-05	BARRICADES AND SIGNS FOR SIDEROAD CLOSURES
15C05-05	TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 M.P.H. OR LESS TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC
15C07-16B	PAVEMENT MARKING WORDS
15C07-16C	PAVEMENT MARKING ARROWS
15C07-16D	ROUNDABOUT ARROWS
15C08-24A	PERMANENT LONGITUDINAL PAVEMENT MARKINGS
15C08-24B	TEMPORARY LONGITUDINAL PAVEMENT MARKING
15C08-24D	PAVEMENT MARKING (TURN LANES)
15C11-10A	CHANNELIZING DEVICES FLEXIBLE TUBULAR MARKER POST
15C11-10B	CHANNELIZING DEVICES DRUMS, CONES, BARRICADES AND VERTICAL PANELS
15C18-09A	MEDIAN ISLAND PAVEMENT MARKINGS
15C18-09B	PAVEMENT MARKINGS, MEDIAN ISLAND NOSE
15C22-01	DOTTED EXTENSION FOR ROUNDABOUT
15C33-05	STOP LINE AND CROSSWALK PAVEMENT MARKING
15C36-01	PARKING STALL MARKING

6

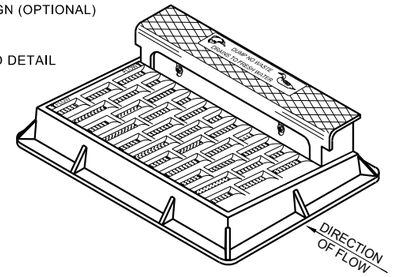
Standard Detail Drawing List

15D06-06	TRAFFIC CONTROL, TWO LANE TWO WAY OPERATION
15D28-04	TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY
15D30-11A	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-11B	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-11C	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-11D	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-11F	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-11G	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-11H	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-11I	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-11J	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-11K	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-11L	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D40-06A	TRAFFIC CONTROL, FULL LANE SHIFT NON-FREEWAY/EXPRESSWAY OR MULTILANE DIVIDED 45 MPH AND UNDER
15D40-06C	TRAFFIC CONTROL, PARTIAL LANE SHIFT NON-FREEWAY/EXPRESSWAY OR MULTILANE DIVIDED 45 MPH AND UNDER
15D50-04A	TRAFFIC CONTROL, ADDED LANE CLOSURE WITHOUT LANE SHIFT

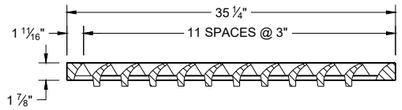
6

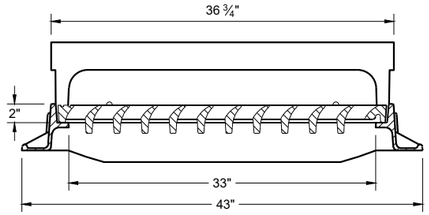


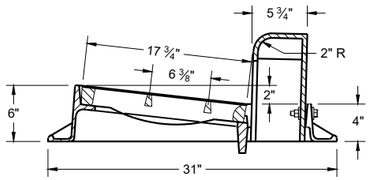
NOTE: EITHER CASTING IS ACCEPTABLE

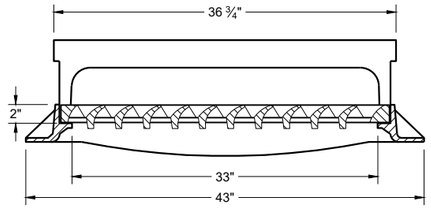


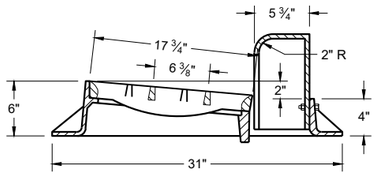
NOTE: CURB BOX HEIGHT ADJUSTABLE 6" - 9"







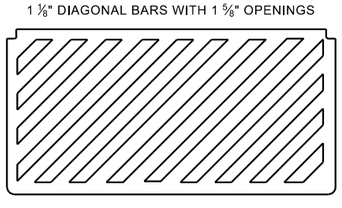




TYPE "H"

NOTE: EITHER CASTING IS ACCEPTABLE

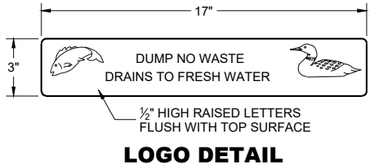
1 ⅛" DIAGONAL BARS WITH 1 ⅝" OPENINGS



SPECIAL GRATE FOR TYPE "H" COVER

(MEASURES 35" X 17 ¾" X 2")

(NOTED AS TYPE H-S ON DRAINAGE TABLE)



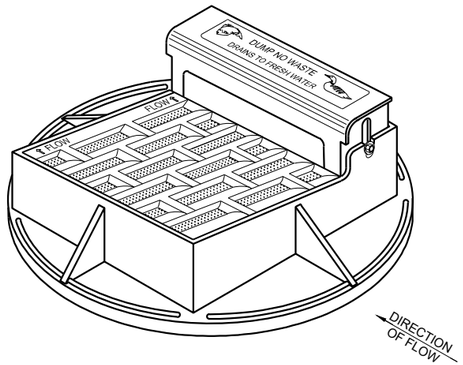
LOGO DETAIL

GENERAL NOTES

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

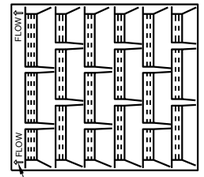
DETAIL DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR CATCH BASIN, MANHOLE AND INLET COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

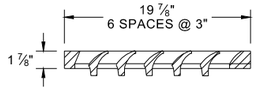
ROUND FRAMES AND COVERS SHALL HAVE CONTINUOUSLY MACHINED BEARING SURFACES TO PREVENT ROCKING AND RATTLING.

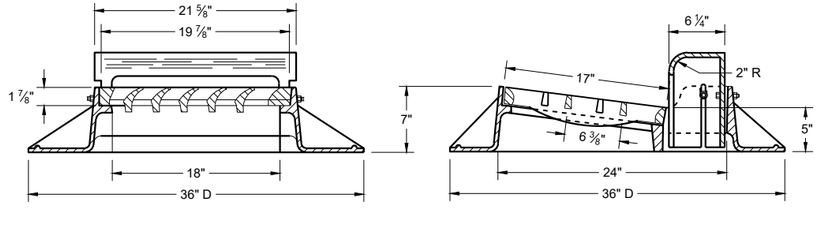


NOTE: CURB BOX HEIGHT ADJUSTABLE 6" - 9"

NOTE: EITHER CASTING IS ACCEPTABLE

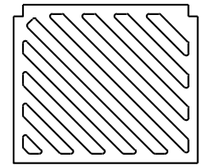






TYPE "A"

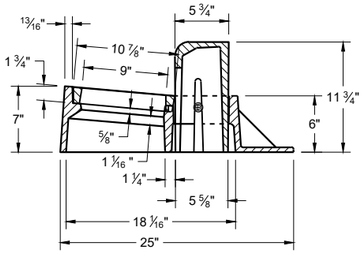
1" DIAGONAL BARS
WITH 1 ½" OPENINGS

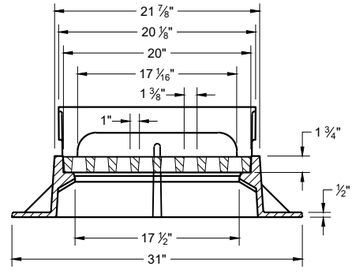


SPECIAL GRATE FOR TYPE "A" COVER

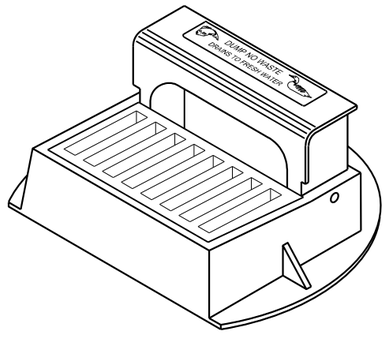
(MEASURES 19 ¾" X 17" X 1 ⅞")

(NOTED AS TYPE A-S ON DRAINAGE TABLE)





TYPE "Z"



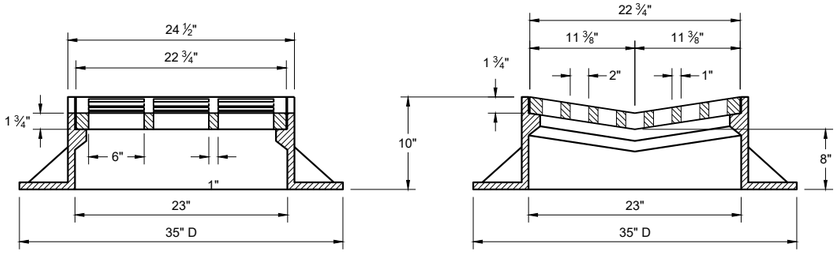
INLET COVERS
TYPES A, H, A-S, H-S AND Z

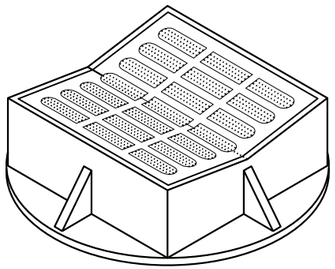
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2025
DATE

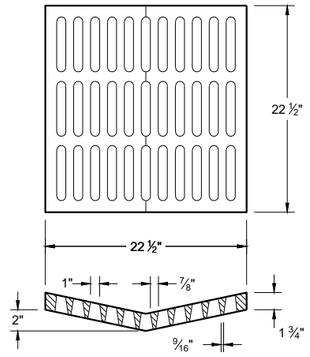
/S/ Rodney Taylor
ROADWAY STANDARDS DEVELOPMENT
UNIT SUPERVISOR

FHWA





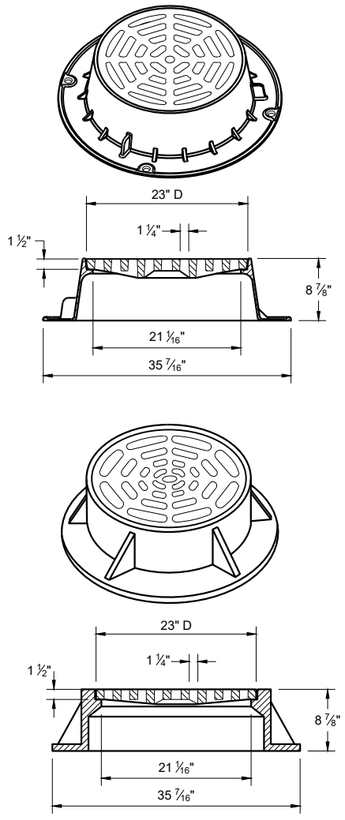
TYPE "B"



ALTERNATIVE GRATE FOR TYPE "B" COVER

USE WHERE PEDESTRIAN OF BICYCLE TRAFFIC IS POSSIBLE

NOTED AS TYPE B - A ON THE DRAINAGE TABLE



TYPE "C"

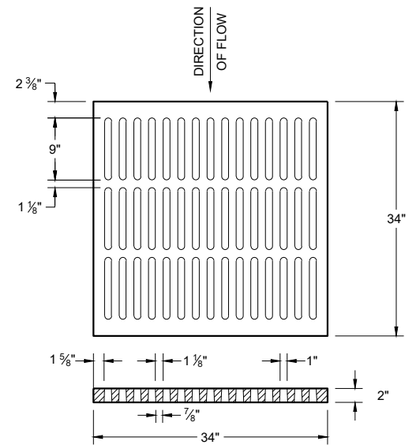
NOTE: EITHER CASTING IS ACCEPTABLE

GENERAL NOTES

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

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

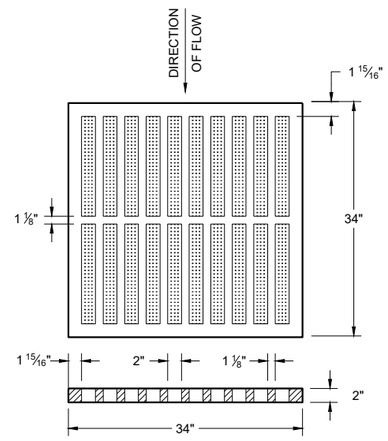
ROUND FRAMES AND COVERS SHALL HAVE CONTINUOUSLY MACHINED BEARING SURFACES TO PREVENT ROCKING AND RATTLING.



ALTERNATIVE TYPE "MS"

USE WHERE PEDESTRIAN OF BICYCLE TRAFFIC IS PERMITTED

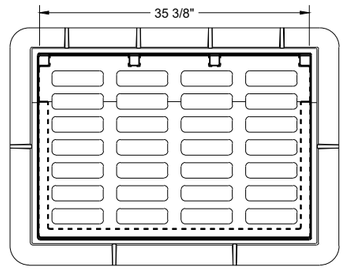
NOTED AS TYPE MS-A ON THE DRAINAGE TABLE

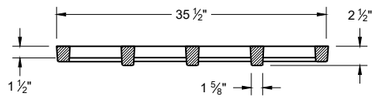


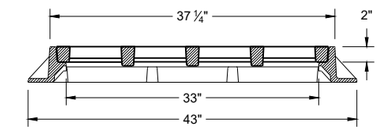
TYPE "MS"

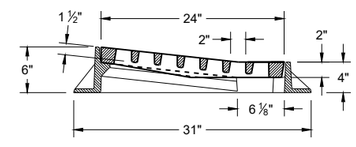
USE ON FREEWAYS AND EXPRESSWAYS

NOTED AS TYPE MS ON THE DRAINAGE TABLE



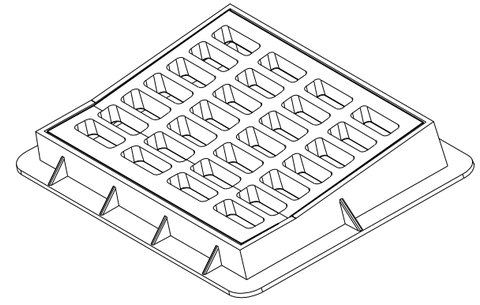


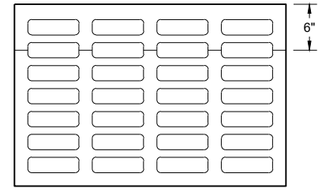


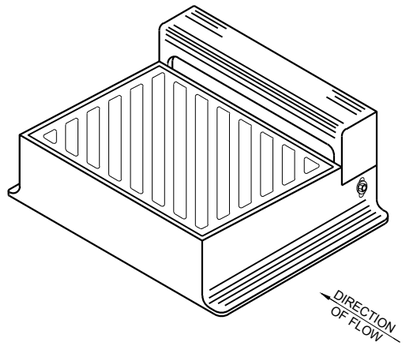


TYPE "DW"

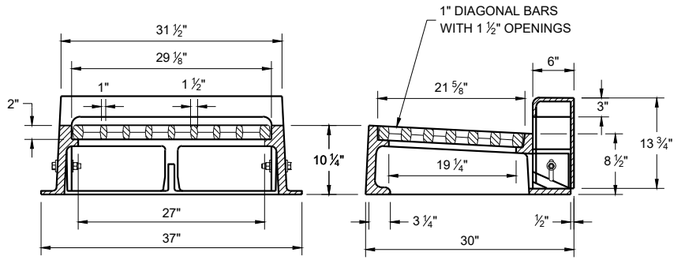
NOTES: FOR USE IN A SUMP CONDITION. THIS OPTION IS ONLY TO BE USED IF NO OTHER INLETS ARE APPLICABLE.







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



TYPE "WM"

NOTE: CURB BOX HEIGHT ADJUSTABLE 6" - 9"

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

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DEPARTMENT OF TRANSPORTATION

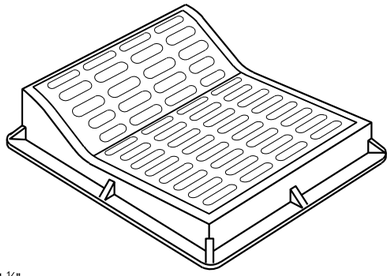
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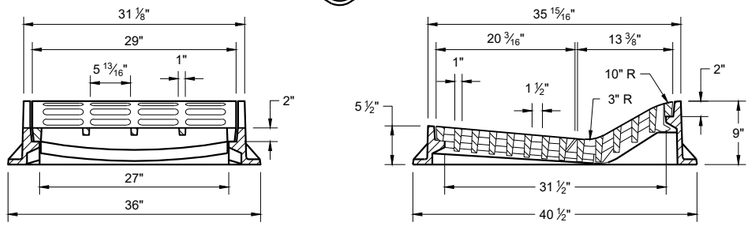
FHWA

GENERAL NOTES

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

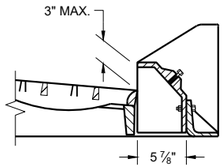
DETAIL DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR INLET COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.





TYPE "F"

USE WITH TYPES "A" AND "D" CONCRETE CURB AND GUTTER, 36"

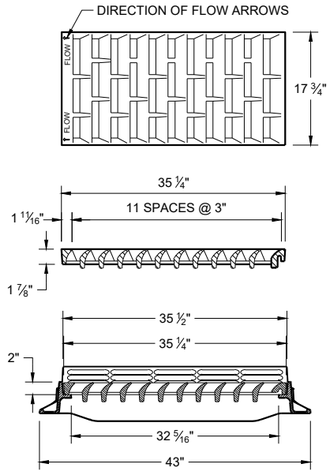


ALTERNATIVE CURB BOX FOR TYPE "HM" COVER

USE WITH TYPES "G" AND "J" CONCRETE CURB AND GUTTER, 30 INCH
NOTED AS TYP "HM-GJ" ON DRAINAGE TABLE

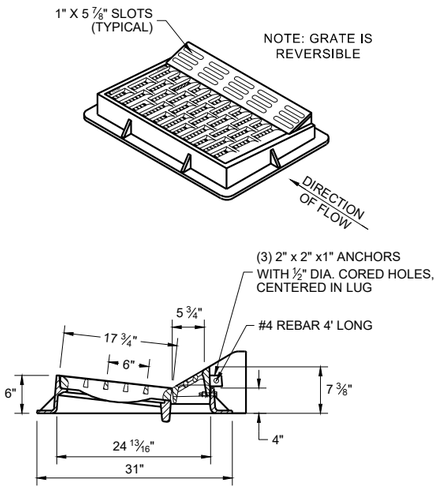
NOTE:
SPECIAL GRATE FOR THE TYPE "H" COVER MAY ALSO BE USED FOR THE TYPE "HM-GJ" COVER.

NOTED AS TYPE HM-GJ-S ON THE DRAINAGE TABLE.



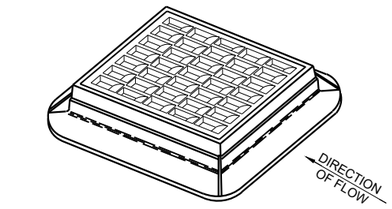
TYPE "HM"

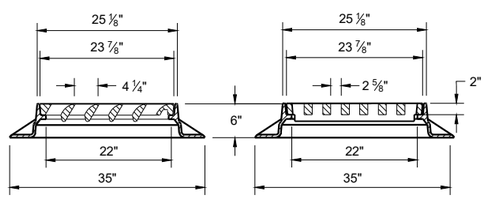
USE WITH TYPES "A" AND "D" CONCRETE CURB AND GUTTER, 36"



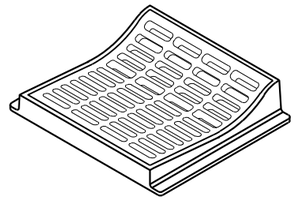
NOTE:
SPECIAL GRATE FOR THE TYPE "H" COVER MAY ALSO BE USED FOR THE TYPE "HM-GJ" COVER.

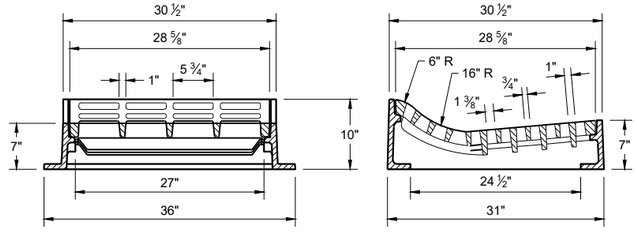
NOTED AS TYPE HM-GJ-S ON THE DRAINAGE TABLE.





TYPE "S"





TYPE "T"

USE WITH TYPES "R" AND "T" CONCRETE CURB AND GUTTER, 36"

INLET COVERS
TYPES F, HM, HM-S, S, T, HM-GJ AND HM-GJ-S

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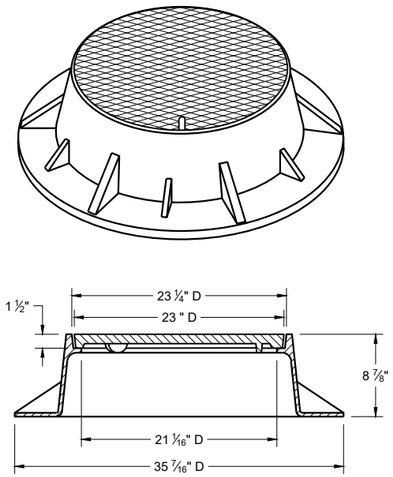
6
SDD 08A05-22c

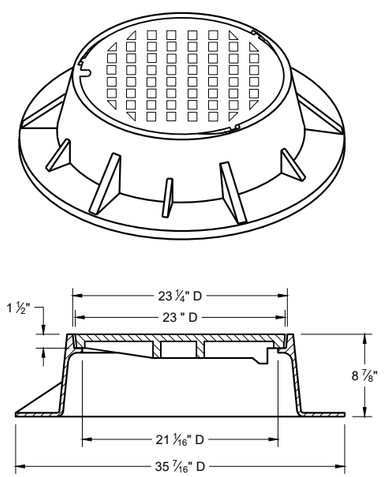
GENERAL NOTES

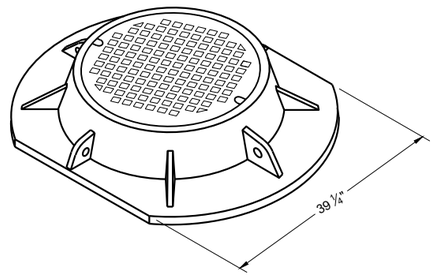
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

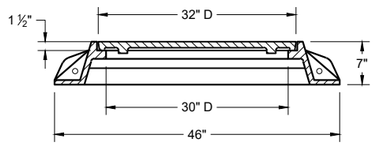
DETAIL DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR MANHOLE COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

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

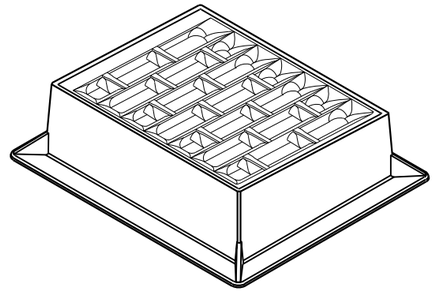


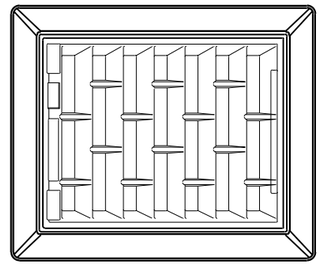


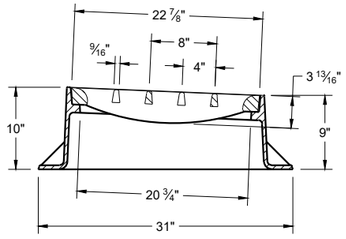


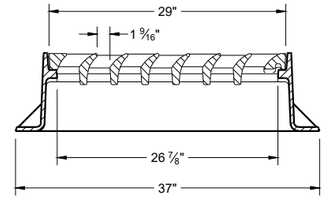


TYPE "K"

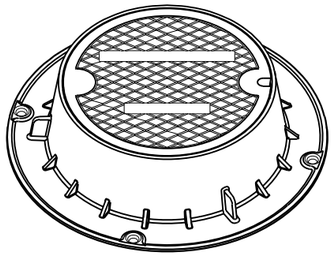


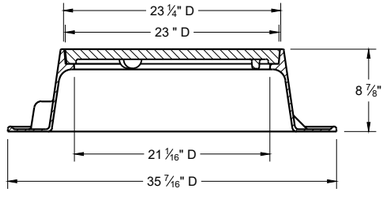






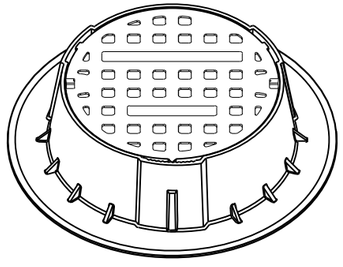
INLET COVER TYPE "BW"

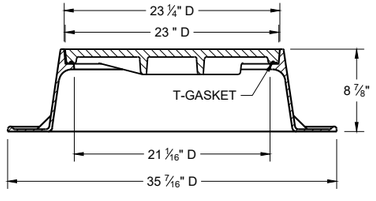




TYPE "J"

NOTE: EITHER CASTING IS ACCEPTABLE

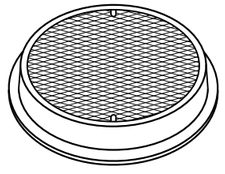


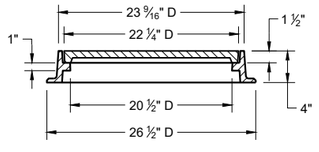


TYPE "J" SPECIAL

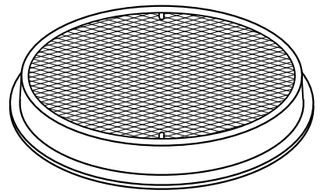
TYPE "B" NON-ROCKING SELF-SEAL LID
(NOTED AS TYPE J-S ON THE DRAINAGE TABLE)

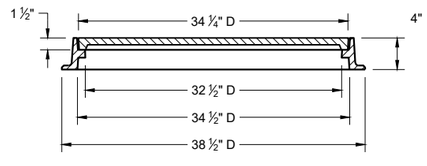
NOTE: EITHER CASTING IS ACCEPTABLE





TYPE "L"





TYPE "M"

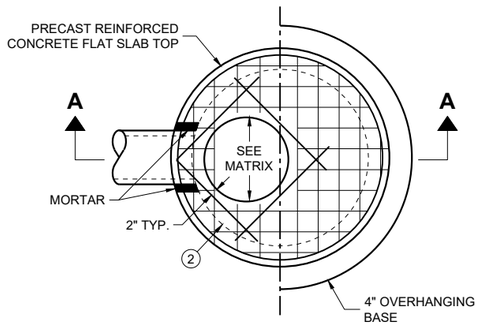
INLET COVERS TYPES BW
MANHOLE COVERS TYPES K, J, J-S, L, AND M

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

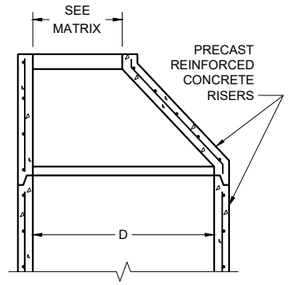
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PLAN VIEW CIRCULAR OPENING

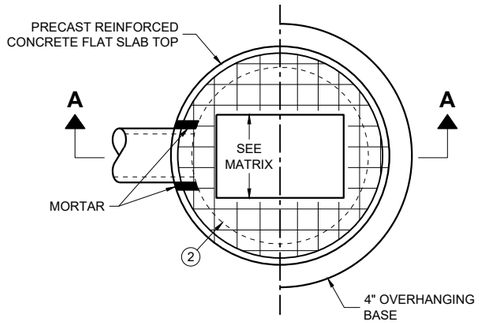


OPTIONAL PRECAST REINFORCED CONCRETE ECCENTRIC TOP

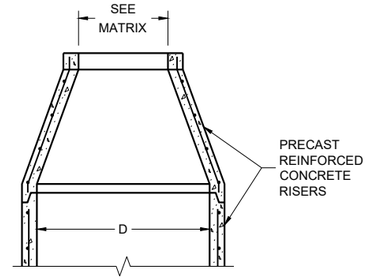
COVER MATRIX

CATCH BASIN SIZE	INLET COVER TYPE	ALL A'S	ALL B'S	BW	C	F	ALL H'S	S	T	V V-B	VV-B	WM	Z
	OPENING SIZE (FT.)												
3-FT	2 X 2	X	X					X		X			
	2 DIA.				X								X
4-FT TO 6-FT	2 X 2	X	X					X		X			
	2 X 2.5			X				X	X	X		X	
	2 DIA.				X								X
	2 X 3						X						
	2.5 X 3					X							
	2 X 3.5*										X*		

* REQUIRES 5-FT DIAMETER OR LARGER STRUCTURE



PLAN VIEW RECTANGULAR OPENING



OPTIONAL PRECAST REINFORCED CONCRETE CONCENTRIC TOP

PIPE MATRIX

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

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

GENERAL NOTES

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

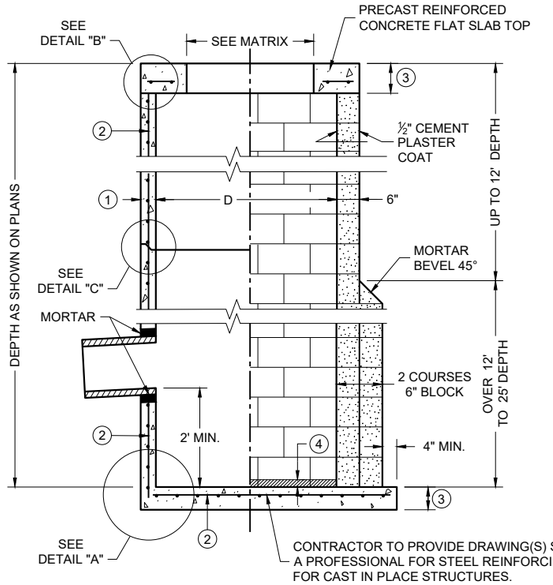
(1) MINIMUM WALL THICKNESS SHALL BE 4 INCHES FOR 3-FT, 5 INCHES FOR 4-FT, 6 INCHES FOR 5-FT AND 7 INCHES FOR 6-FT DIAMETER PRECAST CATCH BASINS.

(2) FOR PRECAST CATCH BASINS AND REINFORCED CONCRETE BASES PROVIDE REINFORCING STEEL IN ACCORDANCE TO AASHTO M199.

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

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

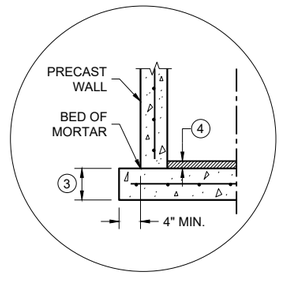
(5) JOINTS TO BE SEALED WITH A BUTYL RUBBER SEAL PER SEALANT MANUFACTURERS RECOMMENDATIONS CONFORMING TO ASTM C 990 OR RUBBER GASKETS CONFROMING TO ASTM C443.



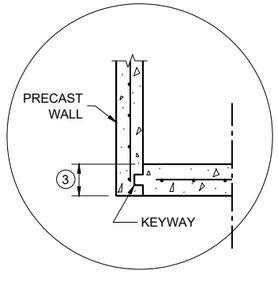
SECTION A - A

PRECAST REINFORCED CONCRETE WITH MONOLITHIC BASE

CONCRETE BLOCK WITH CAST IN PLACE OR PRECAST REINFORCED CONCRETE BASE (2)

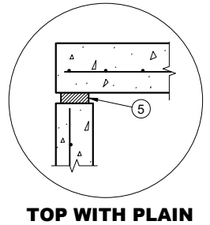


SEPARATE PRECAST REINFORCED CONCRETE BASE OPTION

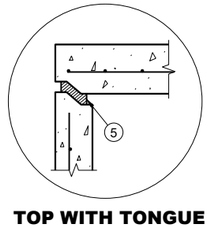


PRECAST REINFORCED CONCRETE WITH INTEGRAL BASE OPTION

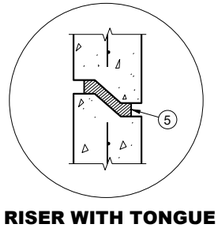
DETAIL "A"



TOP WITH PLAIN END JOINT

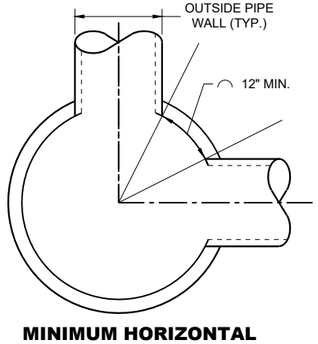


TOP WITH TONGUE AND GROOVE JOINT



RISER WITH TONGUE AND GROOVE JOINT

DETAIL "B" **DETAIL "C"**



MINIMUM HORIZONTAL PIPE SEPARATION

DETAIL "D"

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

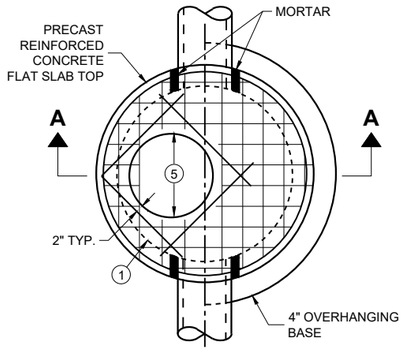
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

FHWA

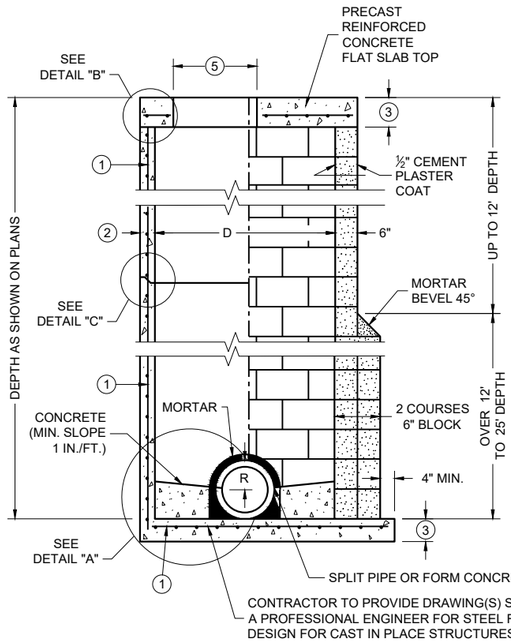
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PLAN VIEW

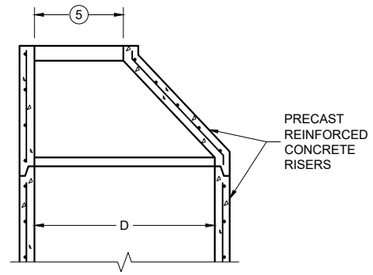
CIRCULAR OPENING



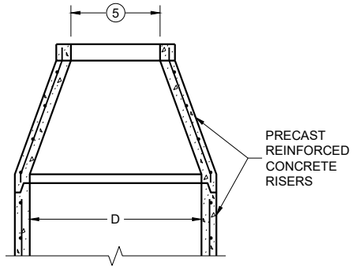
SECTION A - A

PRECAST REINFORCED CONCRETE WITH MONOLITHIC BASE

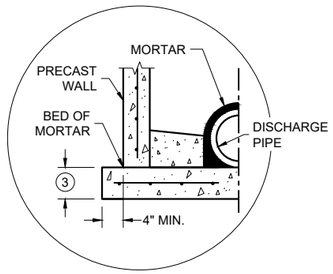
CONCRETE BLOCK WITH CAST IN PLACE OR PRECAST REINFORCED CONCRETE BASE (1)



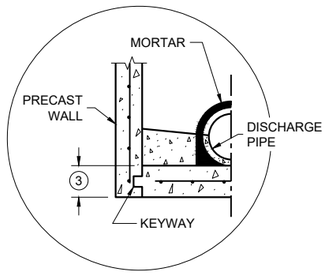
OPTIONAL PRECAST REINFORCED CONCRETE ECCENTRIC TOP



OPTIONAL PRECAST REINFORCED CONCRETE CONCENTRIC TOP

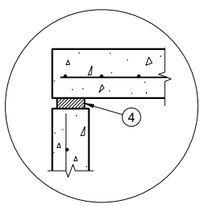


SEPARATE PRECAST REINFORCED CONCRETE BASE OPTION

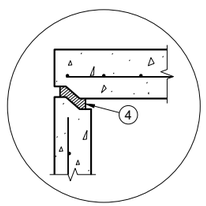


PRECAST REINFORCED CONCRETE WITH INTEGRAL BASE OPTION

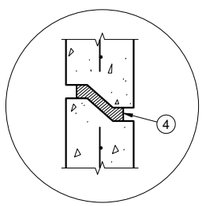
DETAIL "A"



TOP WITH PLAIN END JOINT



TOP WITH TONGUE AND GROOVE JOINT



RISER WITH TONGUE AND GROOVE JOINT

DETAIL "B" **DETAIL "C"**

MANHOLE COVER OPENING MATRIX

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

PIPE MATRIX

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

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

GENERAL NOTES

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

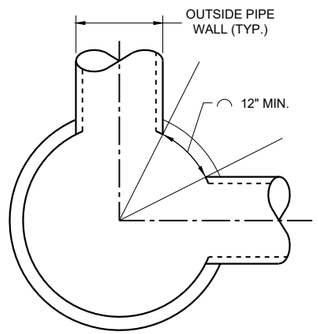
(1) FOR PRECAST MANHOLES AND REINFORCED CONCRETE BASES PROVIDE REINFORCING STEEL IN ACCORDANCE TO AASHTO M199.

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

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

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

(5) SEE MANHOLE COVER OPENING MATRIX.



MINIMUM HORIZONTAL PIPE SEPARATION

DETAIL "D"

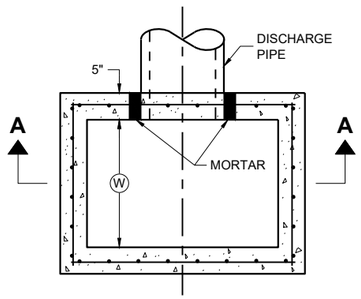
MANHOLES 3-FT, 4-FT, 5-FT, 6-FT, 7-FT, 8-FT, 9-FT AND 10-FT DIAMETER

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

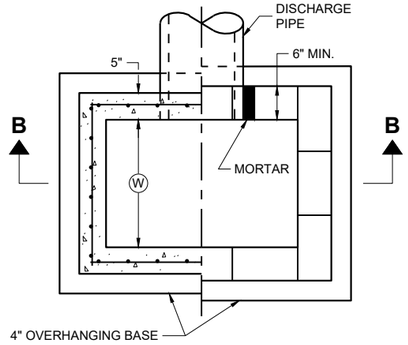
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

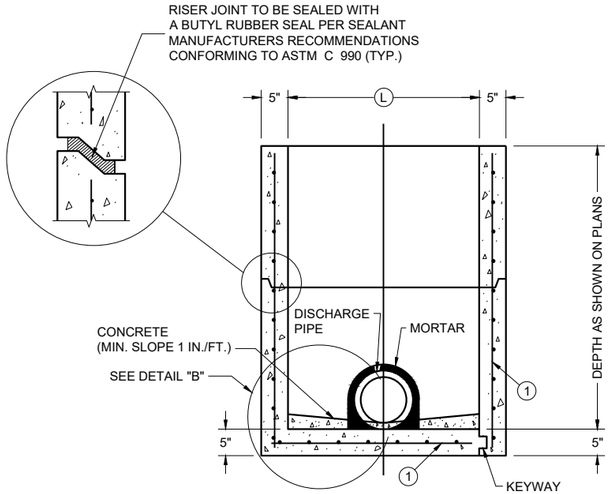
FHWA



PLAN VIEW



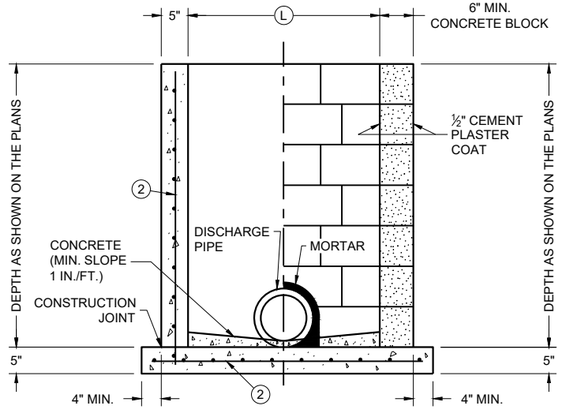
PLAN VIEW



PRECAST REINFORCED CONCRETE WITH MONOLITHIC BASE

PRECAST REINFORCED CONCRETE WITH INTEGRAL BASE

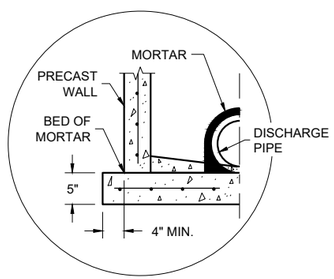
SECTION A - A



CAST IN PLACE REINFORCED CONCRETE

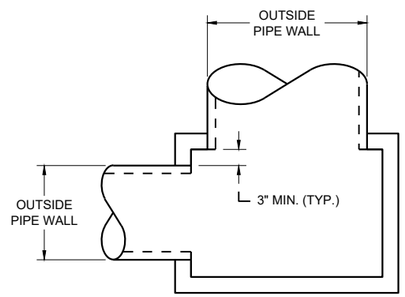
CONCRETE BLOCK WITH CAST IN PLACE OR PRECAST REINFORCED CONCRETE BASE (1)

SECTION B - B



SEPARATE PRECAST REINFORCED CONCRETE BASE OPTION

DETAIL "B"



DETAIL "A"

GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP N0T SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

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

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

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

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

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

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

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

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

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

(1) FOR PRECAST INLETS AND REINFORCED CONCRETE BASES PROVIDE REINFORCING STEEL IN ACCORDANCE TO ASTM C 913
(2) CONTRACTOR TO PROVIDE DRAWING(S) STAMPED BY A PROFESSIONAL ENGINEER FOR STEEL REINFORCING DESIGN FOR CAST-IN-PLACE STRUCTURES.

CATCH BASIN COVER MATRIX

INLET SIZE	WIDTH (W) (FT.)	LENGTH (L) (FT.)	INLET COVER TYPE									
			ALL A'S	ALL B'S	BW	F	ALL H'S	S	T	V	WM	V V-B
2 X 2-FT	2	2	X	X				X				
2 X 2.5-FT	2	2.5			X			X	X	X	X	
2 X 3-FT	2	3					X					
2.5 X 3-FT	2.5	3				X						
2 X 3.5-FT	2	3.5										X

PIPE MATRIX

CATCH BASIN SIZE	MAXIMUM INSIDE PIPE DIAMETER FOR TWO PIPES	
	WIDTH (IN)	LENGTH (IN)
2 X 2-FT	12	12
2 X 2.5-FT	12	18
2 X 3-FT	12	24
2.5 X 3-FT	18	24
2 X 3.5-FT	12	30

INLETS 2 X 2-FT, 2 X 2.5-FT, 2 X 3-FT, 2.5 X 3-FT AND 2X3.5-FT

INLETS 2 X 2-FT, 2 X 2.5-FT, 2 X 3-FT, 2.5 X 3-FT AND 2 X 3.5-FT

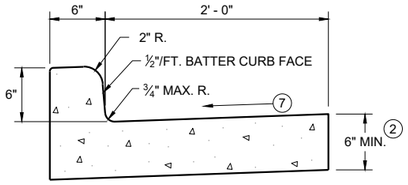
STATE OF WISCONSIN
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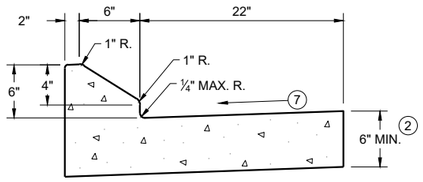
/S/ Rodney Taylor
ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR

FHWA

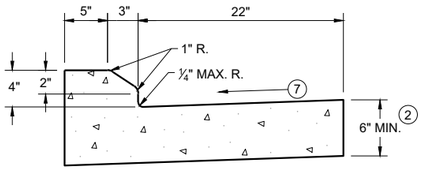
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SDD 08C07-03



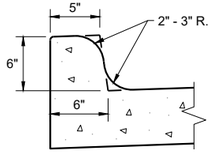
TYPES A (1) & D



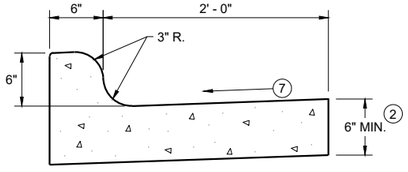
6" SLOPED CURB TYPES G (1) & J



4" SLOPED CURB TYPES G (1) & J

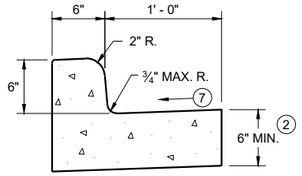


TYPES K (1) & L
(OPTIONAL CURB SHAPE)



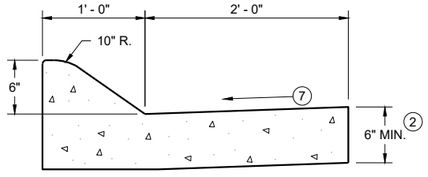
TYPES K (1) & L

CONCRETE CURB AND GUTTER 30"

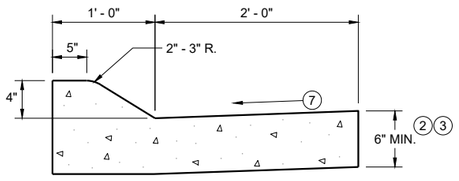


TYPES A (1) & D

CONCRETE CURB AND GUTTER 18"

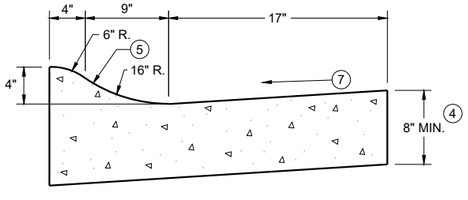


6" SLOPED CURB TYPES A (1) & D



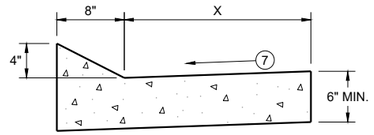
4" SLOPED CURB TYPES A (1) & D

CONCRETE CURB AND GUTTER 36"



4" SLOPED CURB TYPES R (1) & T
CONCRETE CURB AND GUTTER 30"

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

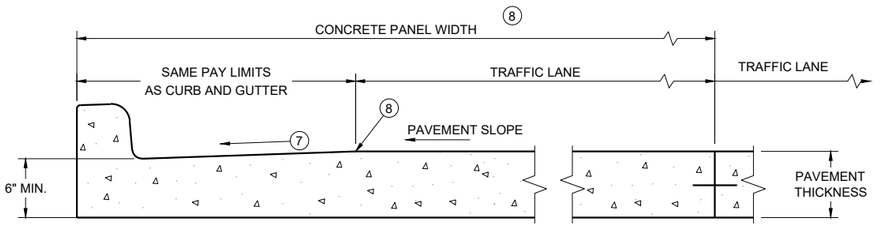


TYPES TBT & TBTT (1)

CONCRETE CURB AND GUTTER

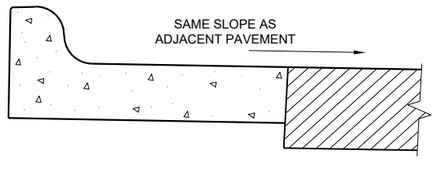
PAVEMENT THICKNESS AND MAXIMUM CONCRETE PANEL WIDTH TABLE

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



PARTIAL SECTION OF PAVEMENT * WITH INTEGRAL CURB AND GUTTER

* BIKE LANE IS NOT SHOWN



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

GENERAL NOTES

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

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

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

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

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

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

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

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

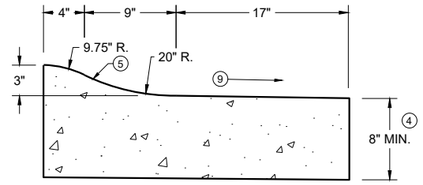
(5) UNLESS OTHERWISE NOTED, FOR STAKING PURPOSES THE FACE OF CURB IS 6" FROM THE BACK OF CURB.

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

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

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

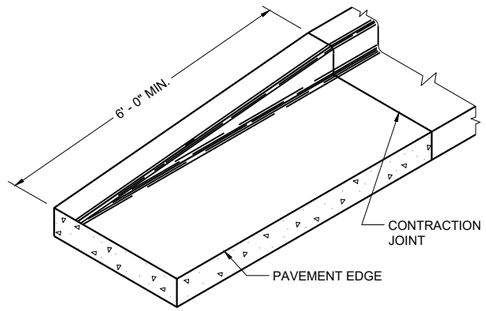
(9) SLOPE TO BE REVERSE SLOPE MATCHING THE SLOPE OF THE PAVEMENT AND THE CIRCULATORY ROADWAY



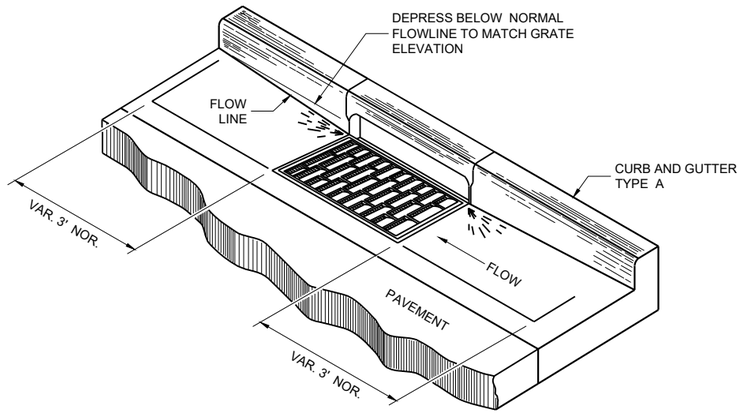
3" SLOPED CURB TYPES R (1) & T

CONCRETE CURB AND GUTTER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



END SECTION CURB AND GUTTER



DETAIL OF CURB AND GUTTER AT INLETS

(TYPICAL H INLET COVER SHOWN)

GENERAL NOTES

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

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

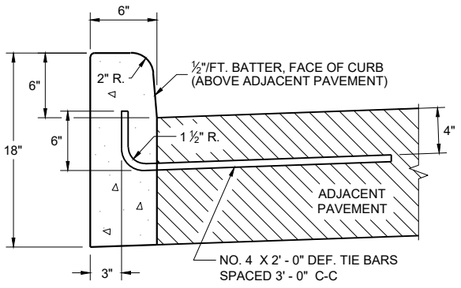
UNLESS OTHERWISE SHOWN ON THE TYPICAL CROSS SECTIONS, THE BASE AGGREGATE AND COMMON EXCAVATION LIMITS ARE 2' - 0" BEHIND THE BACK OF CURBS.

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

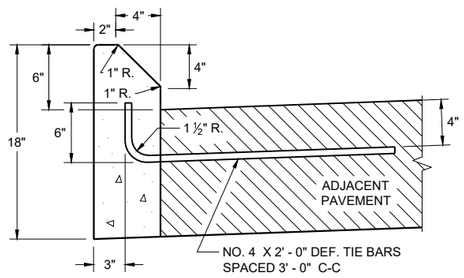
(2) THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 6" MINIMUM GUTTER THICKNESS IS MAINTAINED.

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

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

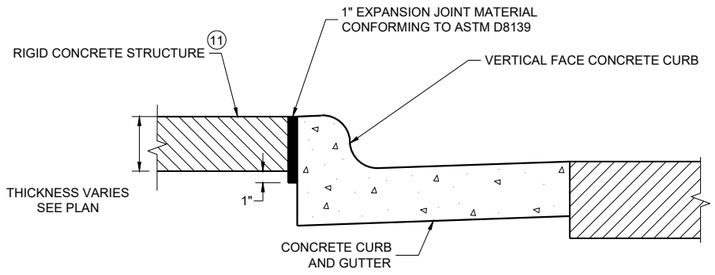


TYPES A (1) & D

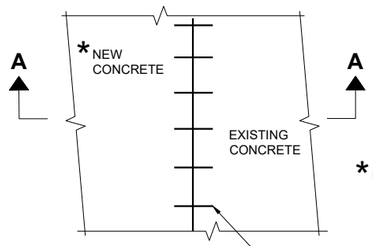


TYPES G (1) & J

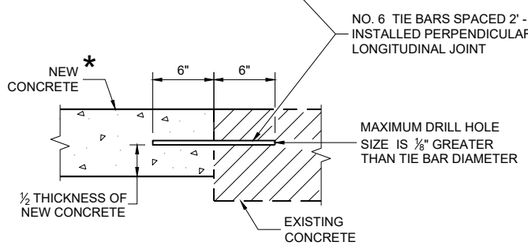
CONCRETE CURB



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

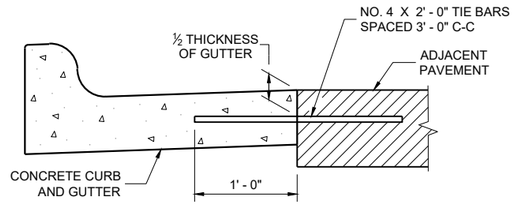


PLAN VIEW

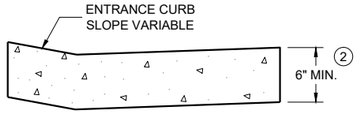


SECTION A - A

TIE BARS DRILLED INTO EXISTING PAVEMENT



TYPICAL TIE BAR LOCATION (1)



DRIVEWAY ENTRANCE CURB (10)

(WHEN DIRECTED BY THE ENGINEER)

CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

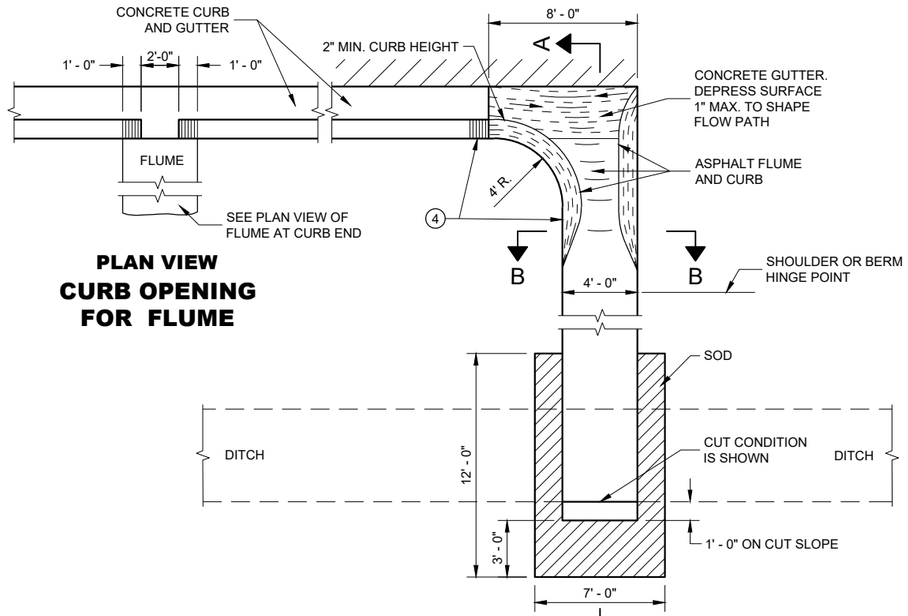
APPROVED
February 2025 — DATE
/S/ Rodnery Taylor — ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR

FHWA

6
SDD 08D01-24b

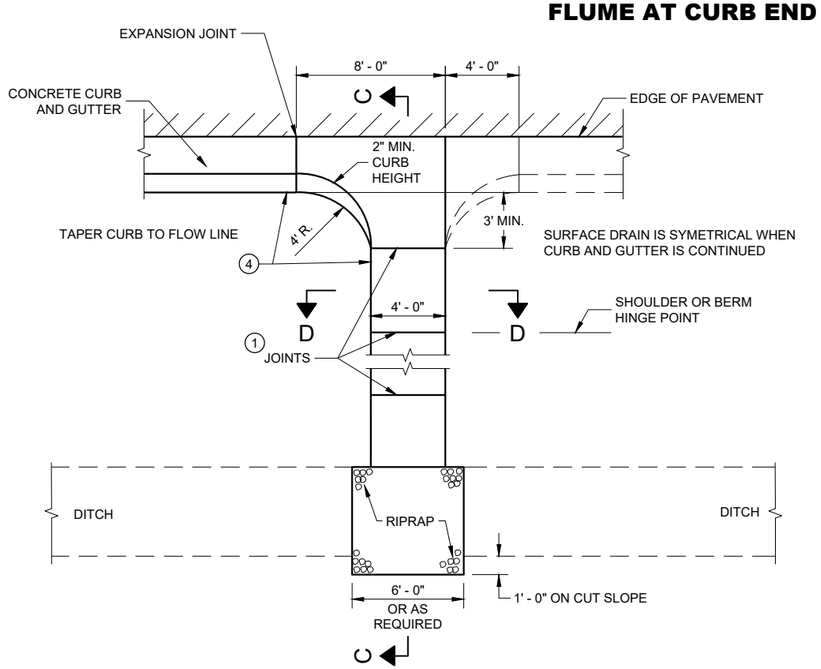
NOTE: TAPER CURB ENDS TO GUTTER IN 1' - 0"

ASPHALTIC FLUME



PLAN VIEW
CURB OPENING FOR FLUME

PLAN VIEW
FLUME AT CURB END



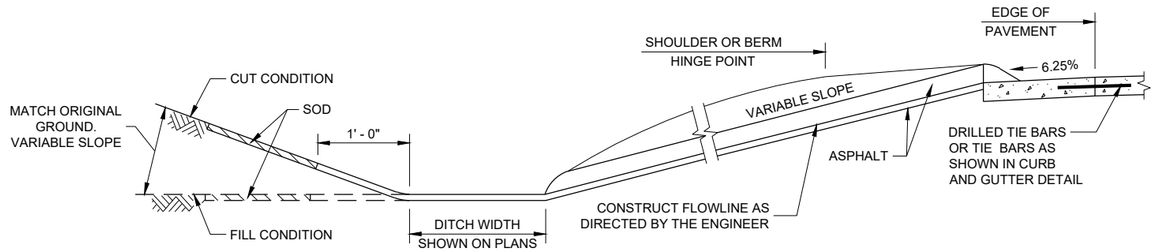
PLAN VIEW
CONCRETE SURFACE DRAIN

GENERAL NOTES

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

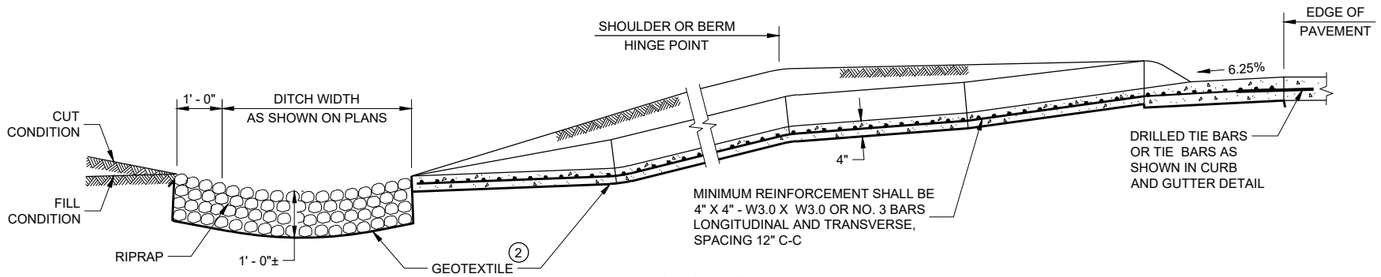
4" X 4" - W3.0 X W3.0 CONCRETE REINFORCEMENT SHALL BE IN ACCORDANCE WITH AASHTO SPECIFICATION M55.

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

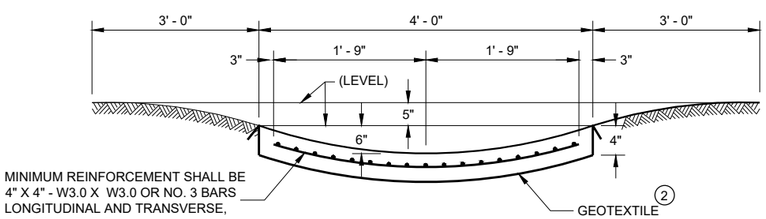


SECTION A - A

SECTION B - B



SECTION C - C



SECTION D - D

CONCRETE SURFACE DRAINS AND ASPHALTIC FLUMES

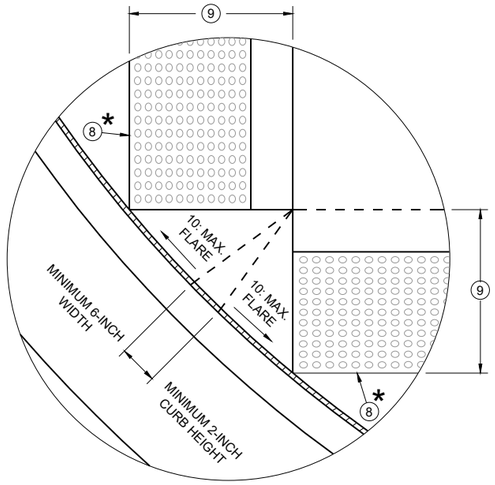
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023
DATE

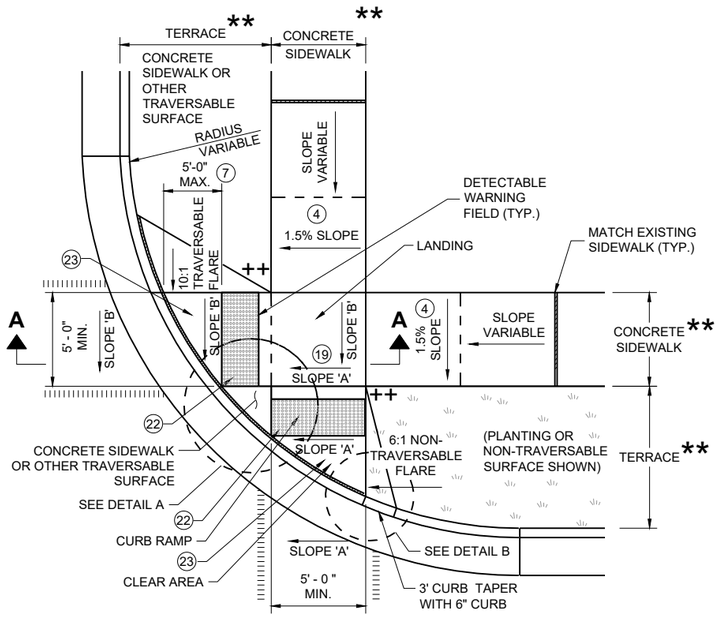
/S/ Rodney Taylor
ROADWAY STANDARDS DEVE ENGINEER

FHWA

6
SDD 08D04 - 07



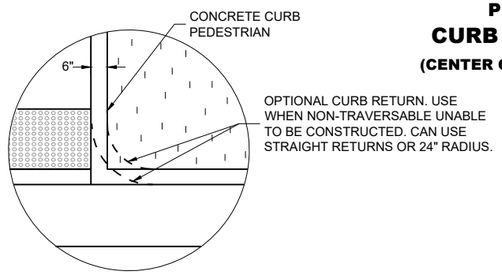
DETAIL A



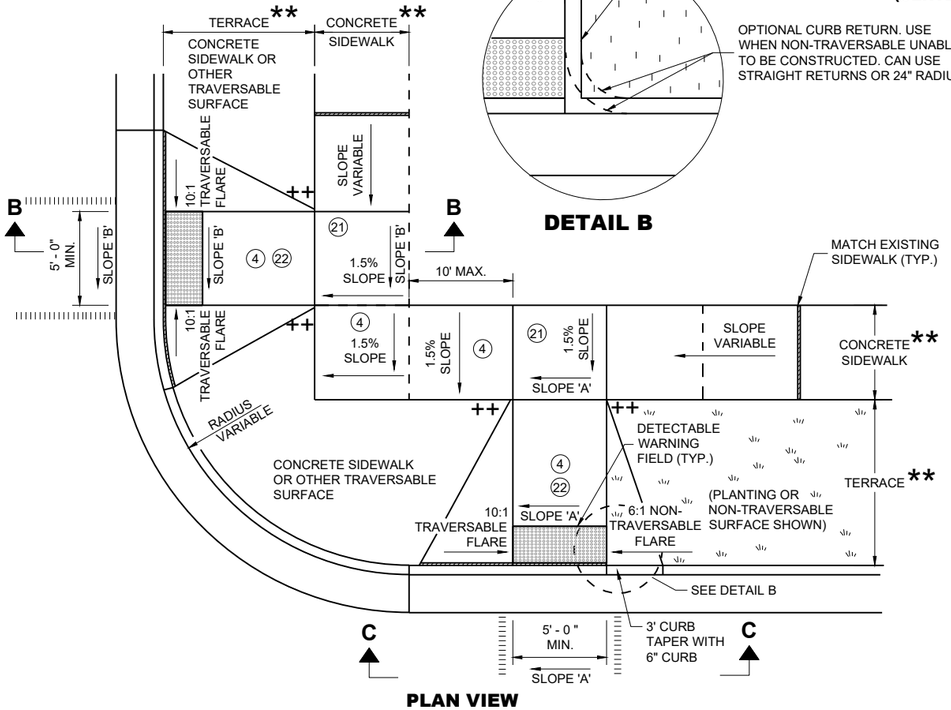
PLAN VIEW

CURB RAMP TYPE 2

(CENTER OF CORNER RADIUS)



DETAIL B



PLAN VIEW

CURB RAMP TYPE 3

(OUTSIDE OF CROSSWALK AREA)

GENERAL NOTES

AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF CURB RAMP ACCESS AREAS.

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.

DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE SHALL BE FROM THE SAME MANUFACTURER.

(2) GRADE CHANGE BETWEEN GUTTER COUNTER SLOPE AND THE CURB RAMP SLOPE IS DESIRABLY 11% OR LESS AND SHALL NOT EXCEED 13.3%. TYPICAL GUTTER COUNTER SLOPE IS 4% BUT MAY BE MODIFIED TO FIT FIELD CONDITIONS. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5%, DESIRABLY 7% OR LESS, AND SHALL NOT EXCEED A MAXIMUM OF 8.3%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

(3) MAXIMUM 8.3% CURB RAMP SLOPE IS ALLOWABLE WITH GUTTER COUNTER SLOPE OF 5% MAXIMUM AND A 13.3% MAXIMUM GRADE CHANGE.

(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2.1% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

(7) WHEN GRADE BREAK DISTANCE EXCEEDS 5 FEET, USE RADIAL DETECTABLE WARNING FIELD PER SDD 8D5-f.

(8) PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.

(9) WHEN DISTANCE IS LESS THAN 6' - 0", IT MAY BE DIFFICULT TO ACHIEVE A 7% DESIGN MAXIMUM SLOPE OR FLATTER ALONG THE RAMP. REDUCE CURB HEIGHT IN TRIANGLE AREA TO ACHIEVE 7% DESIGN MAXIMUM SLOPE OR FLATTER ON RAMP. CONSTRUCT 2-INCH MINIMUM CURB HEIGHT BETWEEN 10:1 FLARES.

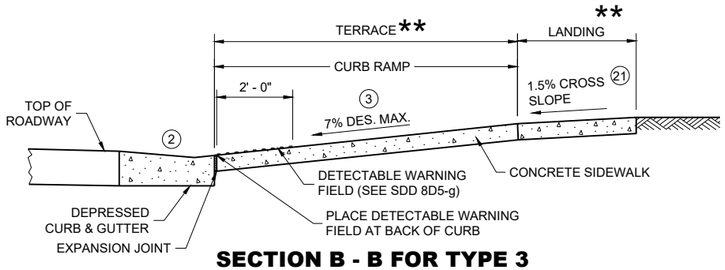
(17) A MAXIMUM 2-INCH CONCRETE BORDER IS PERMITTED ALONG ALL SIDES OF THE DETECTABLE WARNING FIELD SURFACE.

(19) WHERE A LANDING SERVES TWO CURB RAMPS, THE LANDING SLOPE SHALL NOT EXCEED THE CROSS SLOPE AT THE BOTTOM OF THE RAMP OR WITHIN THE CROSSWALK PARALLEL TO THE DIRECTION OF TRAVEL.

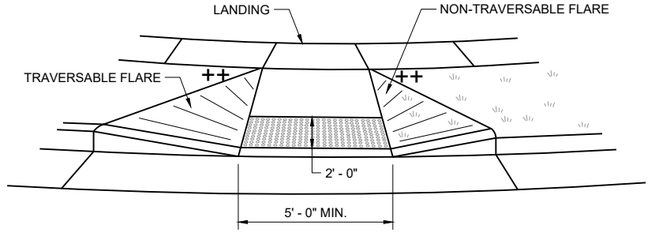
(21) PROVIDE A LANDING WITH A SLOPE PARALLEL TO ROADWAY THAT MATCHES SLOPE AT THE BOTTOM OF THE ADJACENT RAMP. SLOPE PERPENDICULAR TO ROADWAY SHALL BE 2.1% MAXIMUM. STANDARD LANDING SIZE IS 5 FEET BY 5 FEET.

(22) THE ENTIRE RAMP SHALL BE A PLANAR SURFACE. DO NOT WARP THE RUNNING SLOPE OR CROSS SLOPE OF THE RAMP. WARPING OF THE SIDEWALK CROSS SLOPE SHALL TAKE PLACE BETWEEN THE LANDING AND MATCH POINT.

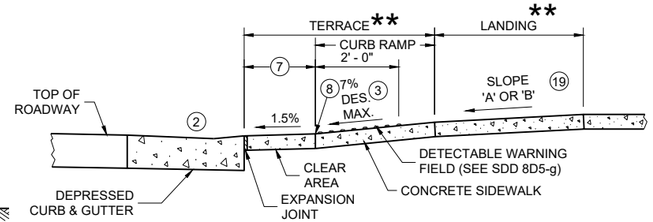
(23) THE CLEAR AREA BETWEEN THE BOTTOM OF RAMP AND BACK OF CURB SHALL BE SLOPED SO THAT WATER DRAINS OUT OF ONE SIDE OR BOTH SIDES OF THE CURB OPENING.



SECTION B - B FOR TYPE 3



VIEW C - C FOR TYPE 3



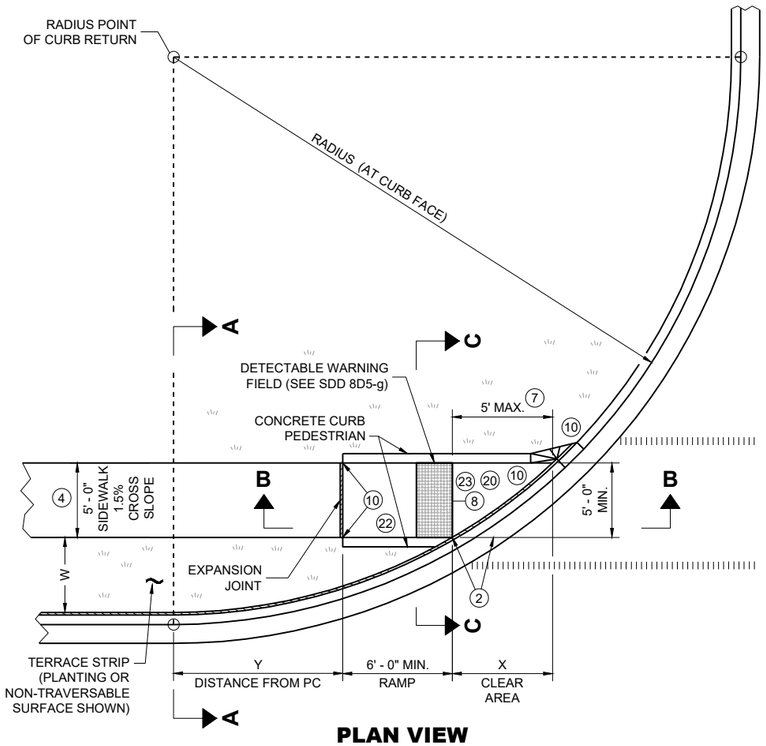
SECTION A - A FOR TYPE 2

LEGEND

▨	½" EXPANSION JOINT SIDEWALK
– – – –	CONTRACTION JOINT SIDEWALK
ıllıllıllıllıllı	PAVEMENT MARKING CROSSWALK (WHITE)
*	MAXIMUM 2.1% SLOPE IN ALL DIRECTIONS IN FRONT OF GRADE BREAK
**	WIDTH SHOWN ELSEWHERE IN THE PLANS
++	CONSTRUCT 6" WEDGE TO AVOID CONCRETE BREAKAGE

CURB RAMPS TYPE 2 AND 3

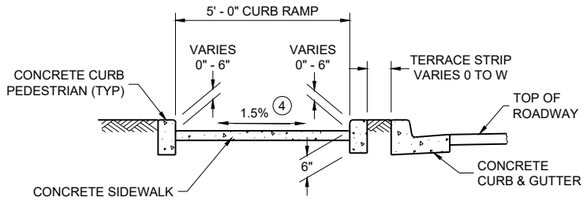
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



PLAN VIEW
CURB RAMP TYPE 4B

RADIUS (AT CURB FACE)	W = 3' - 0"		W = 4' - 0"		W = 5' - 0"		W = 6' - 0"		W = 7' - 0"		W = 8' - 0"		W = 9' - 0"		W = 10' - 0"	
	X	Y	X	Y	X	Y	X	Y	X	Y	X	Y	X	Y	X	Y
10 FEET	2' - 10 ¼"	0' - 5"	2' - 1"	1' - 4 ½"	1' - 5"	2' - 1"	0' - 10"	2' - 7 ½"	0' - 3 ¼"	3' - 0 ¼"						
15 FEET	4' - 6 ¾"	2' - 1 ¾"	3' - 9"	3' - 5 ¾"	3' - 1 ¼"	4' - 6"	2' - 6 ¾"	5' - 4 ½"	2' - 1"	6' - 1"	1' - 8"	6' - 8 ½"	1' - 3 ¼"	7' - 2 ½"	0' - 10 ¾"	7' - 7 ¼"
20 FEET			4' - 11 ½"	5' - 1 ¾"	4' - 3 ¼"	6' - 5 ½"	3' - 8 ¾"	7' - 7"	3' - 3"	8' - 6 ½"	2' - 10"	9' - 4 ½"	2' - 5 ½"	10' - 1 ¼"	2' - 1 ¼"	10' - 9"
30 FEET									4' - 10 ¾"	12' - 5 ¾"	4' - 5 ½"	13' - 7 ¾"	4' - 0 ¾"	14' - 8 ½"	3' - 8 ½"	15' - 8 ¼"
40 FEET															4' - 10 ¾"	19' - 8 ¼"

INTERMEDIATE RADII CAN BE INTERPOLATED
DIMENSION "Y" IS CALCULATED BASED ON 6'-0" RAMP LENGTH
DIMENSION "X" IS CALCULATED BASED ON 5'-0" SIDEWALK WIDTH



SECTION C - C FOR TYPE 4B

LEGEND

- ½" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT SIDEWALK
- PAVEMENT MARKING CROSSWALK (WHITE)
- * MAXIMUM 2.1% SLOPE IN ALL DIRECTIONS IF FRONT OF GRADE BREAK
- ++ CONSTRUCT 6" WEDGE TO AVOID CONCRETE BREAKAGE

GENERAL NOTES

AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF CURB RAMP ACCESS AREAS.

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.

DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE, SHALL BE FROM THE SAME MANUFACTURER.

(2) GRADE CHANGE BETWEEN GUTTER COUNTER SLOPE AND THE CURB RAMP SLOPE IS DESIRABLY 11% OR LESS AND SHALL NOT EXCEED 13.3%. TYPICAL GUTTER COUNTER SLOPE IS 4% BUT MAY BE MODIFIED TO FIT FIELD CONDITIONS. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5%, DESIRABLY 7% OR LESS, AND SHALL NOT EXCEED A MAXIMUM OF 8.3%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

(3) MAXIMUM 8.3% CURB RAMP SLOPE IS ALLOWABLE WITH GUTTER COUNTER SLOPE OF 5% MAXIMUM AND A 13.3% MAXIMUM GRADE CHANGE.

(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2.1% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

(7) WHEN THIS GRADE BREAK DISTANCE EXCEEDS 5 FEET, USE RADIAL DETECTABLE WARNING FIELD PER SDD 8D5-f.

(8) PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.

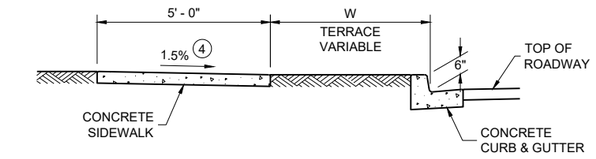
(10) INSTALL TRANSITION NOSE (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.

(17) A MAXIMUM 2-INCH CONCRETE BORDER IS PERMITTED ALONG ALL SIDES OF THE DETECTABLE WARNING FIELD SURFACE.

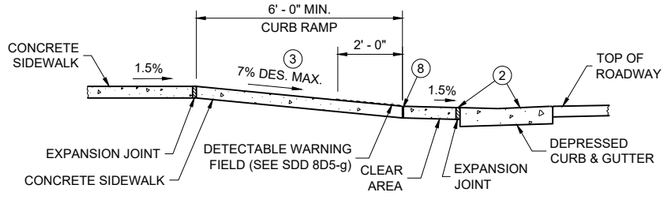
(20) MAXIMUM 1.5% DESIGN MAXIMUM AND 2.1% PROWAG MAXIMUM RUNNING SLOPE ON CLEAR AREA. CROSS SLOPE OF CLEAR AREA SHALL MATCH THE CROSS SLOPE OF THE ADJACENT CROSSWALK.

(22) THE ENTIRE RAMP SHALL BE A PLANAR SURFACE. DO NOT WARP THE RUNNING SLOPE OR CROSS SLOPE OF THE RAMP. WARPING OF THE SIDEWALK CROSS SLOPE SHALL TAKE PLACE BETWEEN THE LANDING AND MATCH POINT.

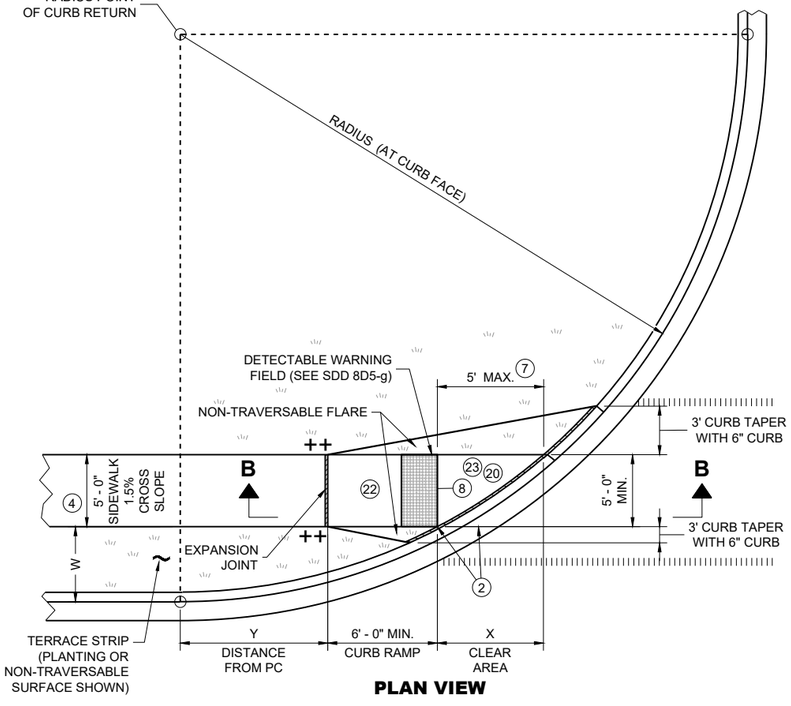
(23) THE CLEAR AREA BETWEEN THE BOTTOM OF RAMP AND BACK OF CURB SHALL BE SLOPED SO THAT WATER DRAINS OUT OF ONE SIDE OR BOTH SIDES OF THE CURB OPENING.



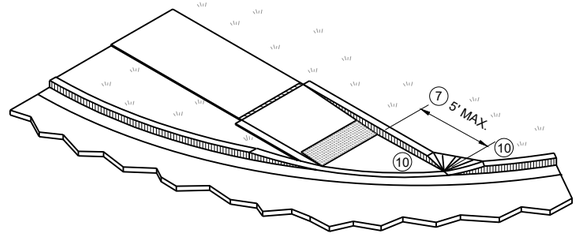
SECTION A - A FOR TYPE 4B



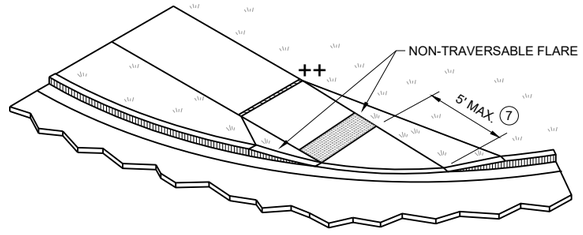
SECTION B - B FOR TYPE 4B AND TYPE 4B1



PLAN VIEW
CURB RAMP TYPE 4B1



ISOMETRIC VIEW FOR TYPE 4B



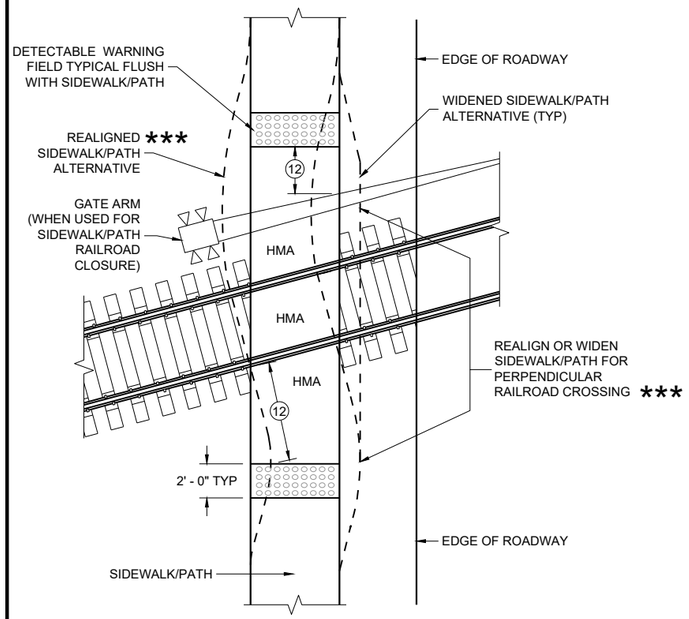
ISOMETRIC VIEW FOR TYPE 4B1

CURB RAMPS
TYPE 4B AND 4B1

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

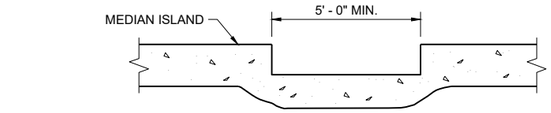
6

SDD 08D05-22d

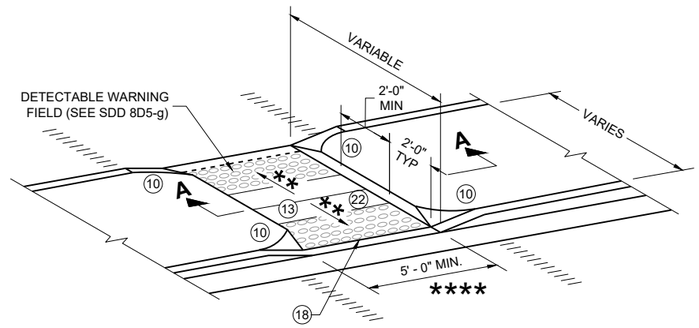


CURB RAMP TYPE 8

DETECTABLE WARNINGS FOR SIDEWALKS OR SHARED USE PATHS AT RAILROAD CROSSINGS



SECTION A - A FOR TYPE 5



CURB RAMP TYPE 5

MEDIAN ISLAND NON-ELEVATED PEDESTRIAN CROSSING

GENERAL NOTES

AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF CURB RAMP ACCESS AREAS.

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.

SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2.1%.

DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE, SHALL BE FROM THE SAME MANUFACTURER.

(2) GRADE CHANGE BETWEEN GUTTER COUNTER SLOPE AND THE CURB RAMP SLOPE IS DESIRABLY 11% OR LESS AND SHALL NOT EXCEED 13.3%. TYPICAL GUTTER COUNTER SLOPE IS 4% BUT MAY BE MODIFIED TO FIT FIELD CONDITIONS. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5%, DESIRABLY 7% OR LESS, AND SHALL NOT EXCEED A MAXIMUM OF 8.3%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

(3) MAXIMUM 8.3% CURB RAMP SLOPE IS ALLOWABLE WITH GUTTER COUNTER SLOPE OF 5% MAXIMUM AND A 13.3% MAXIMUM GRADE CHANGE.

(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2.1% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

(6) PROVIDE A 5 FOOT BY 5 FOOT LANDING. SLOPE PERPENDICULAR TO CURB SHALL BE 2.1% MAXIMUM. SLOPE PARALLEL TO CURB SHALL MATCH THE CURB AND GUTTER LONGITUDINAL SLOPE.

(10) INSTALL TRANSITION NOSE (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.

(11) SLOPE SIDEWALK TOWARD LANDING AS SHOWN WHERE THERE IS NO TERRACE OR WHERE THE TERRACE WIDTH IS LESS THAN 6 FEET WIDE.

(12) THE EDGE OF THE DETECTABLE WARNING FIELD NEAREST TO A RAILROAD CROSSING SHALL BE 1.5 FEET ±0.1' FROM THE FACE OF THE GATE ARM IF THE GATE ARM EXTENDS ACROSS THE SIDEWALK/PATH, WHERE THERE IS NO PEDESTRIAN GATE, THE EDGE OF THE DETECTABLE WARNING FIELD NEAREST TO THE RAILROAD TRACK IS 15 FEET MAXIMUM AND 12 FEET MINIMUM, 15 FEET TYPICAL FROM THE NEAREST RAIL.

(13) DO NOT INSTALL DETECTABLE WARNING FIELDS AT THE EDGES OF STEET-LEVEL PEDESTRIAN REFUGE ISLANDS IF A MINIMUM 2 FOOT CONCRETE SURFACE WITHOUT DETECTABLE WARNINGS (MEASURED IN THE DIRECTION OF PEDESTRIAN TRAVEL) CANNOT BE ACHIEVED.

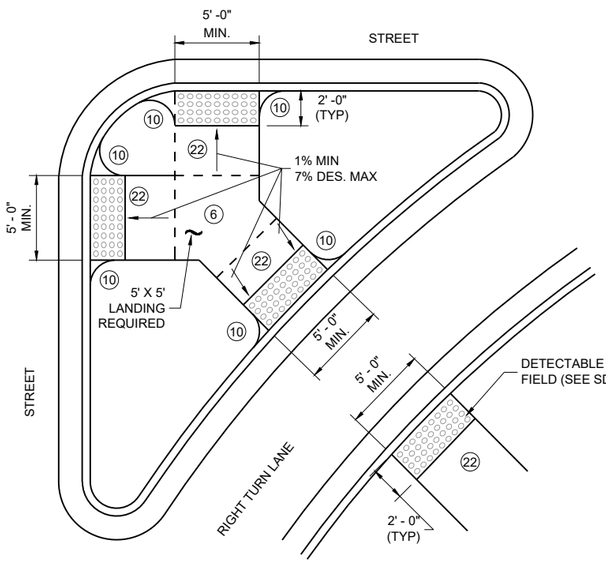
(17) A MAXIMUM 2-INCH CONCRETE BORDER IS PERMITTED ALONG ALL SIDES OF THE DETECTABLE WARNING FIELD SURFACE.

(18) WHEN THE DISTANCE BETWEEN THE BACK OF CURBS IS LESS THAN 6 FEET BUT THE FACE OF CURB TO FACE OF CURB DISTANCE IS 6 FEET OR GREATER THEN THE DETECTABLE WARNING FIELDS MAY BE MOVED SO THAT THE EDGE OF THE WARNING FIELD IS PLACED AT THE GUTTER FLOWLINE. MAINTAIN A MINIMUM OF TWO FEET BETWEEN DETECTABLE WARNING FIELD PANELS.

(22) THE ENTIRE RAMP SHALL BE A PLANAR SURFACE. DO NOT WARP THE RUNNING SLOPE OR CROSS SLOPE OF THE RAMP. WARPING OF THE SIDEWALK CROSS SLOPE SHALL TAKE PLACE BETWEEN THE LANDING AND MATCH POINT.

CURB RAMP TYPE 7A

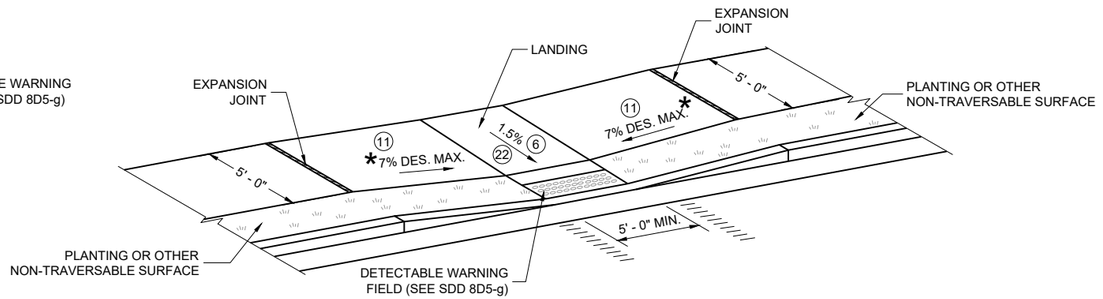
FOR INTERSECTIONS AND MID BLOCK CROSSINGS



CURB RAMP TYPE 6

DETECTABLE WARNING AT ISLANDS

REFER TO GENERAL NOTES (2) AND (3) FOR ALL ISLAND CURB RAMPS

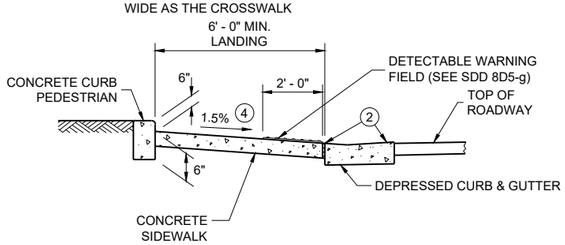


CURB RAMP TYPE 7B

FOR INTERSECTIONS AND MID BLOCK CROSSINGS

LEGEND

- ½" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)
- * MAXIMUM 8.3%
- ** 1% MINIMUM (PROVIDE DRAINAGE)
- *** DETAILS TO BE DETERMINED BY ENGINEER
- **** FOR SHARED USE PATHS, WIDTH MUST BE AS WIDE AS THE CROSSWALK



SECTION B - B FOR TYPE 7A

CURB RAMPS
TYPE 5, 6, 7A, 7B & 8

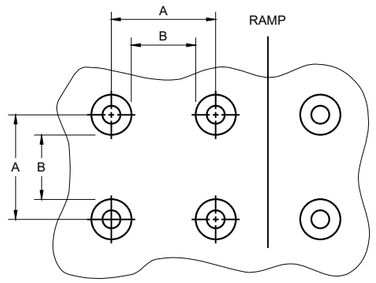
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

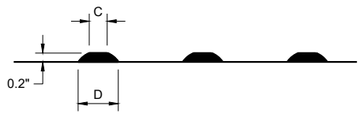
SDD 08D05-22e

	MIN.	MAX.
A	1.6"	2.4"
B	0.65"	1.5"
C	*	*
D	0.9"	1.4"

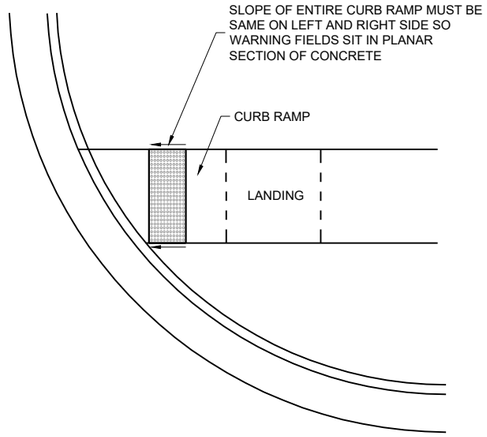
* THE C DIMENSION IS 50% TO 65% OF THE D DIMENSION.



PLAN VIEW



ELEVATION VIEW



DETECTABLE WARNING FIELD
PLANAR INSTALLATION

GENERAL NOTES

DETECTABLE WARNING FIELDS THAT ARE INSTALLED AT A CURB RAMP SHALL BE FROM THE SAME MANUFACTURER.

PLACE ALL DETECTABLE WARNING FIELD SYSTEMS IN ACCORDANCE TO THE MANUFACTURER'S RECOMMENDATION.

FIELD CUTS AT INTERMEDIATE JOINTS WITHIN THE RADIAL DETECTABLE WARNING FILED ARE PROHIBITED.

DETERMINE FINAL RADIAL WARNING FIELD CONFIGURATION AND ITS INDIVIDUAL PLATE LOCATIONS. PERFORM PRE-LAYOUT PRIOR TO PLACEMENT IN PLASTIC CONCRETE. FOLLOW MANUFACTURER'S PRODUCT LIST AND INSTALLATION RECOMMENDATIONS.

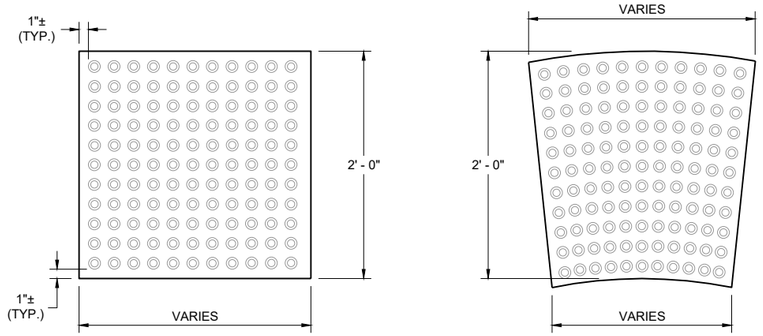
FOR RADIAL DETECTABLE WARNING FIELD APPLICATIONS WHERE STANDARD RADIAL PLATES ARE NOT AVAILABLE AT AN INTERSECTION CURB RADIUS, A COMBINATION OF SQUARE OR RECTANGULAR PLATES AND RADIAL PLATES MAY BE USED TO FORM RADIAL CONFIGURATION. RADIAL WEDGE PLATES IN COMBINATION WITH SQUARE PLATES ARE ALSO ACCEPTABLE. FOLLOW MANUFACTURER'S RECOMMENDATIONS.

REFER TO CONTRACT AND STANDARD SPECIFICATIONS FOR FIELD CUTTING REQUIREMENTS.

DO NOT EMBED IN CONCRETE ANY FIELD-CUT PLATES WITH CUT EDGES SHORTER THAN 6 INCHES. CONSULT WITH MANUFACTURER FOR RE-DRILLING AND ANCHORING REQUIREMENTS OF FIELD-CUT PLATES.

(15) FIELD SAW CUTS ALONG RADIAL DETECTABLE WARNING PLATES WILL BE NECESSARY TO MATCH EACH CURB RAMP EDGE. AVOID CUTTING THROUGH DOMES WHENEVER POSSIBLE. MAKE FIELD CUTS TRUE TO LINE AND WITHIN ⅛" DEVIATION. SMOOTH EDGES OF FIELD CUT PLATES.

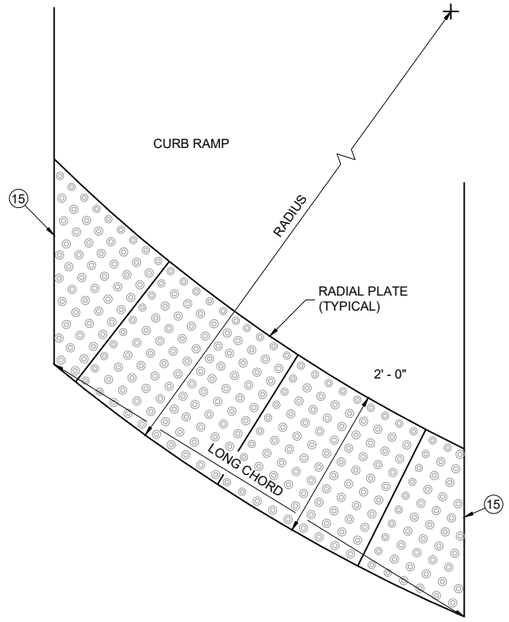
TRUNCATED DOMES
DETECTABLE WARNING PATTERN DETAIL



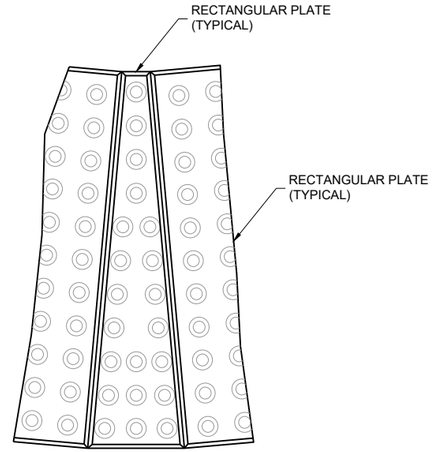
RECTANGULAR PLATES

RADIAL PLATES

PLAN VIEW
DETECTABLE WARNING FIELDS (TYPICAL)



PLAN VIEW
RADIAL DETECTABLE WARNING FIELD ATTRIBUTES



PLAN VIEW
RADIAL WEDGE PLATE CONNECTION DETAIL

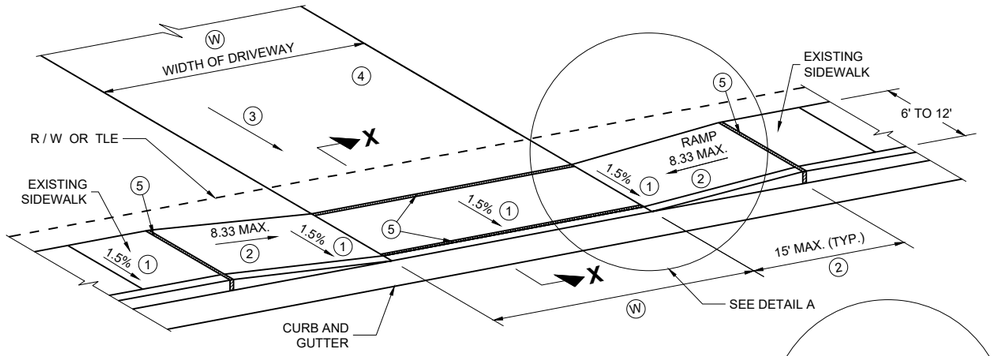
CURB RAMPS
RECTANGULAR AND RADIAL
DETECTABLE WARNING PLATES

STATE OF WISCONSIN
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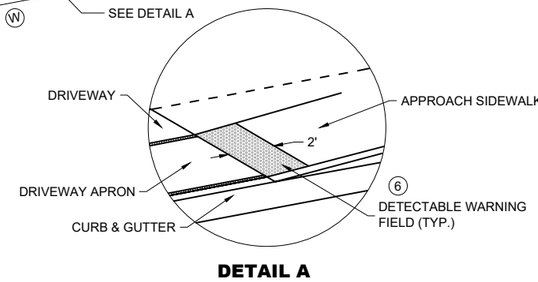
APPROVED
February 2025 — DATE
/S/ Rodney Taylor — <position>

FHWA

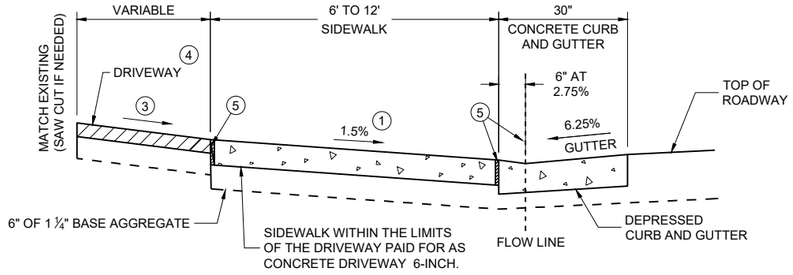
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SDD 08D05-22g



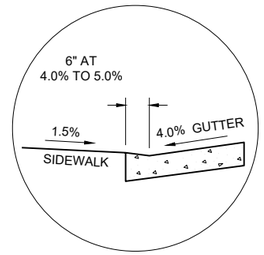
TYPE X
SIDEWALK ABUTS CURB AND GUTTER
TERRACE VARIES 0 TO 3 FEET



DETAIL A



SECTION X - X



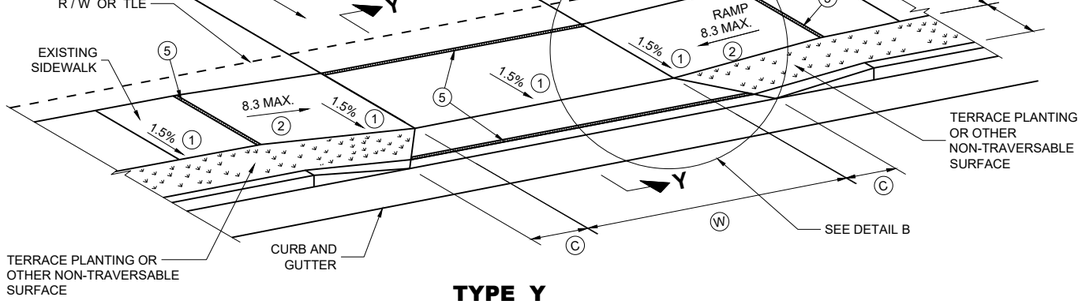
SECTION X - X
4% GUTTER SLOPE

Ⓦ: 12' MIN. - 24' MAX. RESIDENTIAL AND NON-COMMERCIAL (PE & FE)

16' MIN. - 35' MAX. COMMERCIAL (CE)

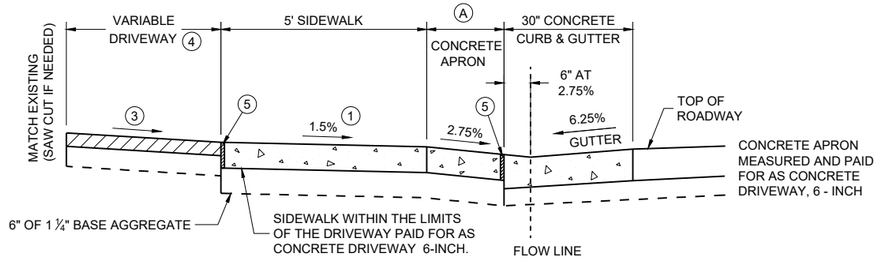
TABLE Y

Ⓐ FEET	Ⓒ FEET
3.5'	2.0'
4.5'	3.0'
5.5'	3.5'



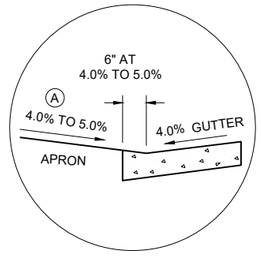
TYPE Y
SIDEWALK WITH NARROWER TERRACE
TERRACE VARIES 4 TO 6 FEET

Ⓐ:MEASURE FROM BACK OF CURB



NOTE: SIDEWALK MY BE DEPRESSED IN DRIVEWAY AREAS

SECTION Y - Y



SECTION Y - Y
4% GUTTER SLOPE

DRIVEWAY DETAIL WITH CONCRETE CURB AND GUTTER
(URBAN AND SUBURBAN)

GENERAL NOTES

PROVIDE CONSTRUCTION JOINTS ALONG THE CENTER OF THE CONCRETE FOR DRIVEWAYS UNDER 20 FEET IN WIDTH AND AT THE THIRD POINTS OVER 20 FEET IN WIDTH.

Ⓦ IS SHOWN ON PLAN AND PROFILE SHEETS.

OFFSETS, ELEVATIONS, AND PERCENT GRADE ARE SHOWN ON THE CROSS SECTIONS.

① CONSTRUCTION TOLERANCE OF 0.5%± FOR SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2.1%.

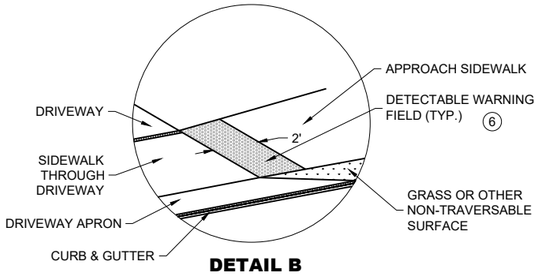
② THE SIDEWALK RAMP MAXIMUM RUNNING SLOPE SHALL NOT REQUIRE THE RAMP LENGTH TO EXCEED 15 FEET TO AVOID CHASING THE SLOPE INDEFINITELY WHEN CONNECTING TO STEEP GRADES. WHEN APPLYING THE 15 FOOT MAXIMUM LENGTH, THE RUNNING SLOPE OF THE SIDEWALK SHALL BE AS FLAT AS FEASIBLE AND NOT EXCEED THE LONGITUDINAL GRADE OF THE ROADWAY. SLOPE SIDEWALK RAMP TOWARD APRON AS SHOWN WHERE THERE IS NO TERRACE OR WHERE THE TERRACE WIDTH IS LESS THAN 6 FEET WIDE.

③ DRIVEWAY SLOPES: DESIRABLE MAXIMUM
- 10.5% UP AWAY FROM SIDEWALK (SAG)
- 8.5% DOWN AWAY FROM SIDEWALK (CREST)
- ABSOLUTE MAXIMUM 15% FOR BOTH CREST AND SAG

④ DRIVEWAY TYPES
- 6-INCH CONCRETE DRIVEWAY PAVEMENT OVER 6-INCH BASE AGGREGATE
- 2-INCH TO 3-INCH ASPHALTIC SURFACE OVER 6-INCH BASE AGGREGATE
- 6-INCH BASE AGGREGATE (MAY BE INCREASED FOR CLAY SUBGRADES.)

⑤ 1/2" EXPANSION JOINT FILLER

⑥ DETECABLE WARNING FIELDS ARE REQUIRED WHEN A PEDESTRIAN CIRCULATION ROUTE CROSSES A DRIVEWAY THAT IS TRAFFIC SIGNAL, STOP, OR YIELD SIGN CONTROLLED. DETECTABLE WARNING FIELDS TO BE 2 FT DEEP AND EXTEND THE WIDTH OF THE PEDESTRIAN CIRCULATION ROUTE.



DETAIL B

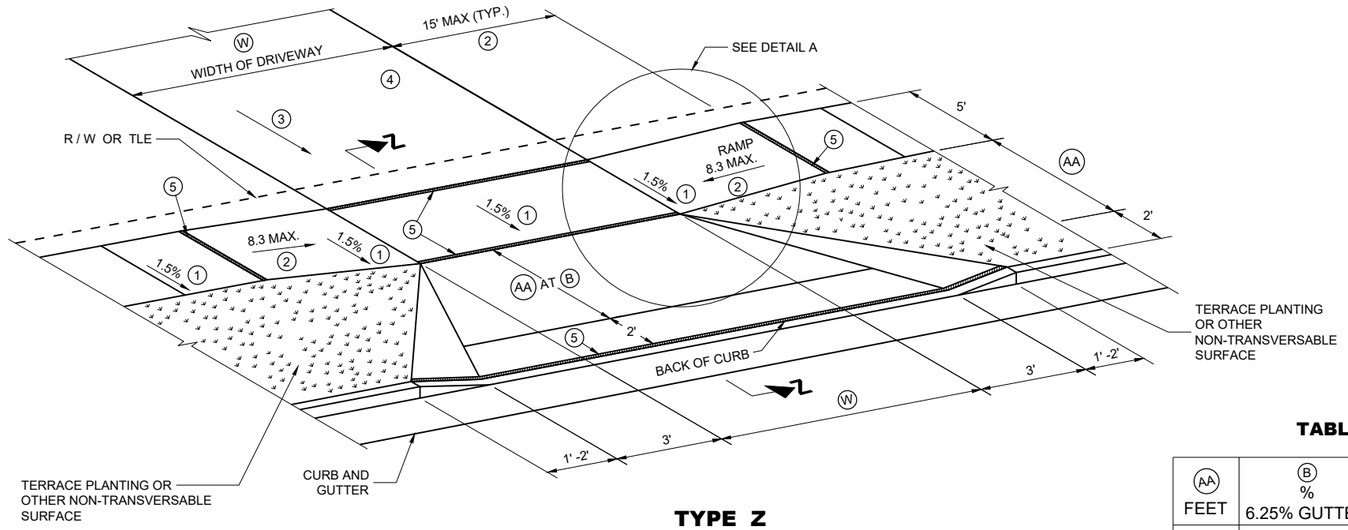
DRIVEWAY AND SIDEWALK RAMPS TYPES X AND Y

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2025 (DATE)
/S/ Rodney Taylor

FHWA

6
SDD 08D18-05



TYPE Z
SIDEWALK WITH WIDER TERRACE
TERRACE VARIES 7 TO 12 FEET

GENERAL NOTES

PROVIDE CONSTRUCTION JOINTS ALONG THE CENTER OF THE CONCRETE FOR DRIVEWAYS UNDER 20 FEET IN WIDTH AND AT THE THIRD POINTS OVER 20 FEET IN WIDTH.

(W) IS SHOWN ON PLAN AND PROFILE SHEETS.

OFFSETS, ELEVATIONS, AND PERCENT GRADE ARE SHOWN ON THE CROSS SECTIONS.

(1) CONSTRUCTION TOLERANCE OF 0.5%± FOR SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2.1%.

(2) THE SIDEWALK RAMP MAXIMUM RUNNING SLOPE SHALL NOT REQUIRE THE RAMP LENGTH TO EXCEED 15 FEET TO AVOID CHASING THE SLOPE INDEFINITELY WHEN CONNECTING TO STEEP GRADES. WHEN APPLYING THE 15 FOOT MAXIMUM LENGTH, THE RUNNING SLOPE OF THE SIDEWALK SHALL BE AS FLAT AS FEASIBLE AND NOT EXCEED THE LONGITUDINAL GRADE OF THE ROADWAY.

(3) DRIVEWAY SLOPES: DESIRABLE MAXIMUM
- 10.5% UP AWAY FROM SIDEWALK (SAG)
- 8.5% DOWN AWAY FROM SIDEWALK (CREST)
- ABSOLUTE MAXIMUM 15% FOR BOTH CREST AND SAG

(4) DRIVEWAY TYPES
- * 6-INCH CONCRETE DRIVEWAY PAVEMENT OVER 6-INCH BASE AGGREGATE 2-INCH
- * TO 3-INCH ASPHALTIC SURFACE OVER 6-INCH BASE AGGREGATE 6-INCH BASE
- * AGGREGATE (MAY BE INCREASED FOR CLAY SUBGRADES.)

(5) 1/2" EXPANSION JOINT FILLER.

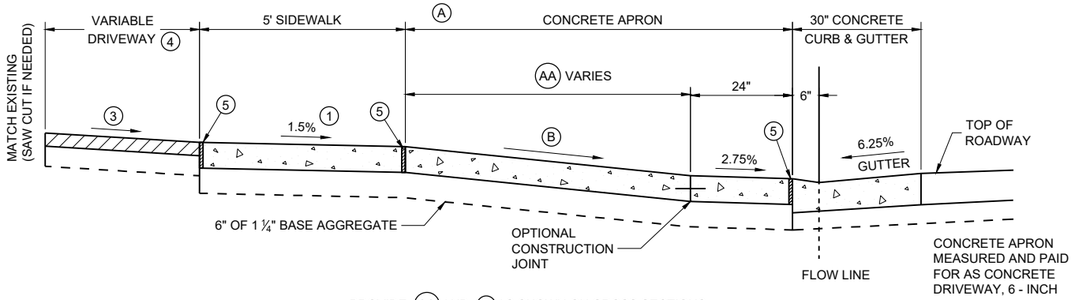
(6) DETECABLE WARNING FIELDS ARE REQUIRED WHEN A PEDESTRIAN CIRCULATION ROUTE CROSSES A DRIVEWAY THAT IS TRAFFIC SIGNAL, STOP, OR YIELD CONTROLLED. DETECTABLE WARNING FIELDS TO BE 2 FT DEEP AND EXTEND THE WIDTH OF THE PEDESTRIAN CIRCULATION ROUTE.

(W): 12' MIN. - 24' MAX. RESIDENTIAL AND NON-COMMERCIAL (PE & FE)

16' MIN. - 35' MAX. COMMERCIAL (CE)

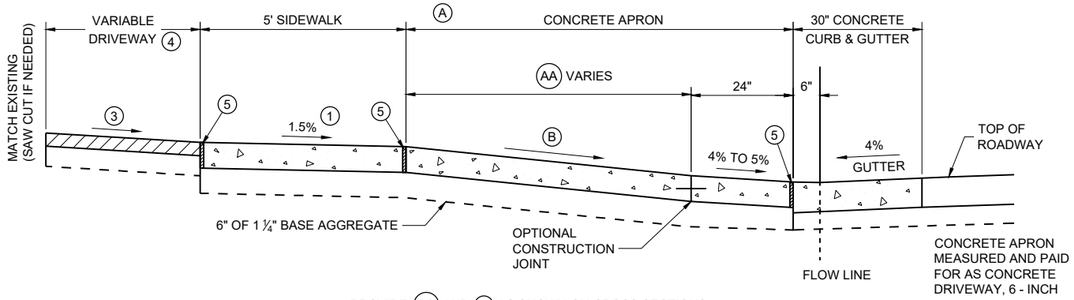
TABLE Z

(AA) FEET	(B) % 6.25% GUTTER	(B) % 4% GUTTER
4.5'	11.5%	9% TO 11.5%
5.5'	9% TO 11.5%	8% TO 11.5%
6.5'	8% TO 11.5%	6% TO 11.5%
7.5'	7% TO 11.5%	6% TO 11.5%
8.5'	6% TO 11.5%	5% TO 11.5%
9.5'	5% TO 11.5%	4% TO 11.5%



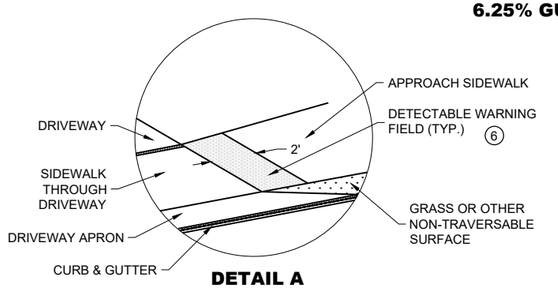
PROVIDE (AA) AND (B) AS SHOWN ON CROSS SECTIONS.

6.25% GUTTER SLOPE



PROVIDE (AA) AND (B) AS SHOWN ON CROSS SECTIONS.

4% GUTTER SLOPE



DETAIL A

NOTE: SIDEWALK MAY BE DEPRESSED IN DRIVEWAY AREAS FOR (B) VALUES NOT SHOWN IN TABLE Z.

SIDEWALK WITHIN THE LIMITS OF THE DRIVEWAY PAID FOR AS CONCRETE DRIVEWAY 6-INCH.

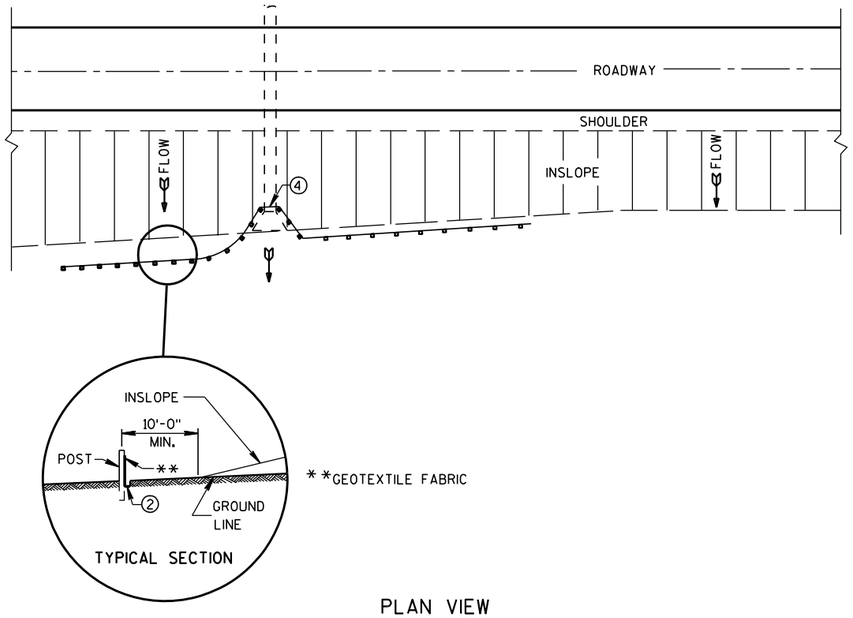
SECTION Z - Z
DRIVEWAY DETAIL WITH CONCRETE CURB AND GUTTER
(URBAN AND SUBURBAN)

DRIVEWAY AND SIDEWALK RAMPS TYPE Z

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

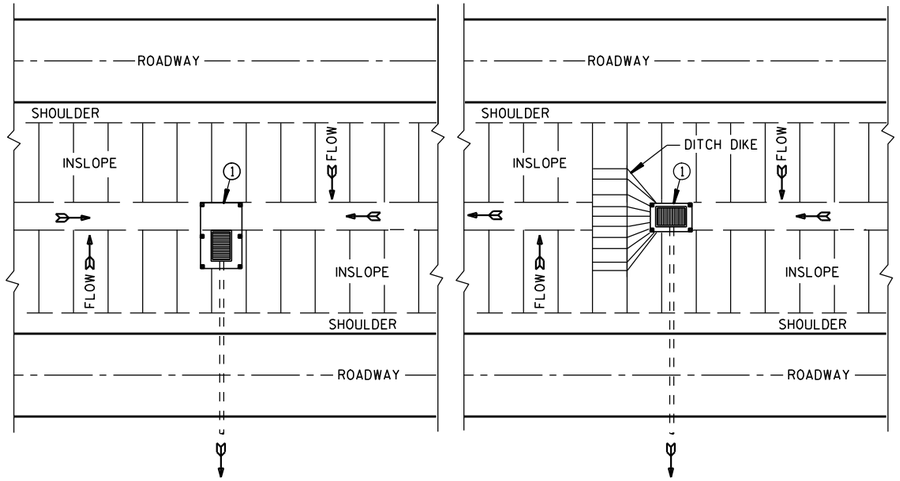
APPROVED
July 2023 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR

FHWA



PLAN VIEW

TYPICAL APPLICATION OF SILT FENCE



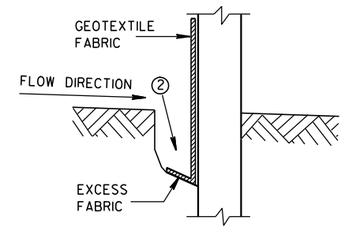
PLAN VIEW

SILT FENCE AT MEDIAN SURFACE DRAINS

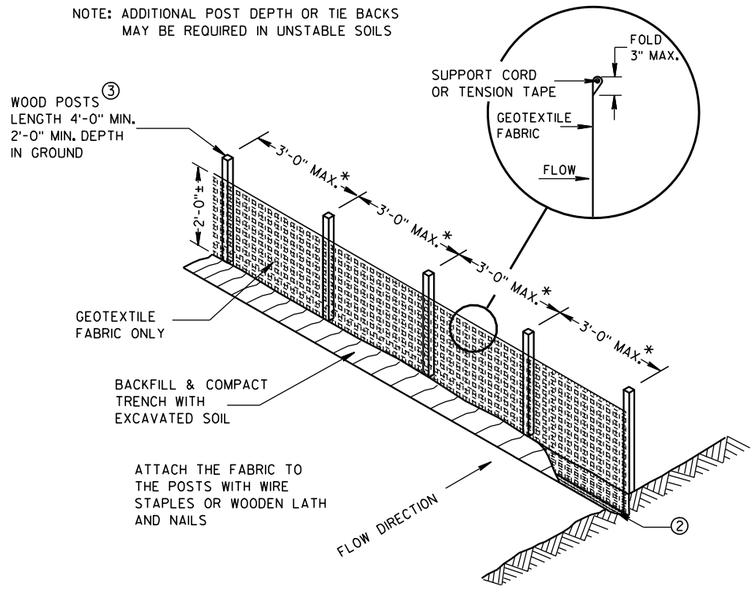
GENERAL NOTES

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

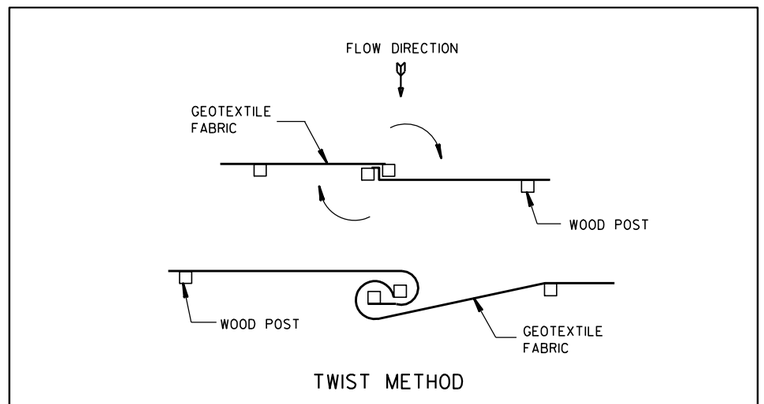
1. HORIZONTAL BRACE REQUIRED WITH 2" X 4" WOODEN FRAME OR EQUIVALENT AT TOP OF POSTS.
2. FOR MANUAL INSTALLATIONS THE TRENCH SHALL BE A MINIMUM OF 4" WIDE & 6" DEEP TO BURY AND ANCHOR THE GEOTEXTILE FABRIC. FOLD MATERIAL TO FIT TRENCH AND BACKFILL & COMPACT TRENCH WITH EXCAVATED SOIL.
3. WOOD POSTS SHALL BE A MINIMUM SIZE OF 1⅛" X 1⅛" OF OAK OR HICKORY.
4. SILT FENCE TO EXTEND ACROSS THE TOP OF THE PIPE.
5. CONSTRUCT SILT FENCE FROM A CONTINUOUS ROLL IF POSSIBLE BY CUTTING LENGTHS TO AVOID JOINTS. IF A JOINT IS NECESSARY USE ONE OF THE FOLLOWING TWO METHODS; A) OVERLAP THE END POSTS AND TWIST, OR ROTATE, AT LEAST 180 DEGREES, B) HOOK THE END OF EACH SILT FENCE LENGTH.



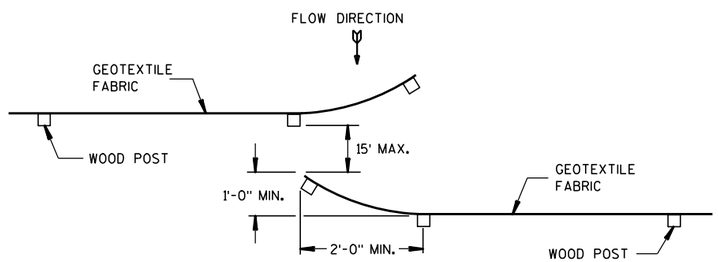
TRENCH DETAIL



SILT FENCE

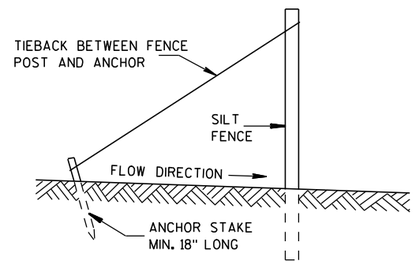


TWIST METHOD



HOOK METHOD

JOINING TWO LENGTHS OF SILT FENCE 5



SILT FENCE TIE BACK

(WHEN REQUIRED BY THE ENGINEER)

SILT FENCE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

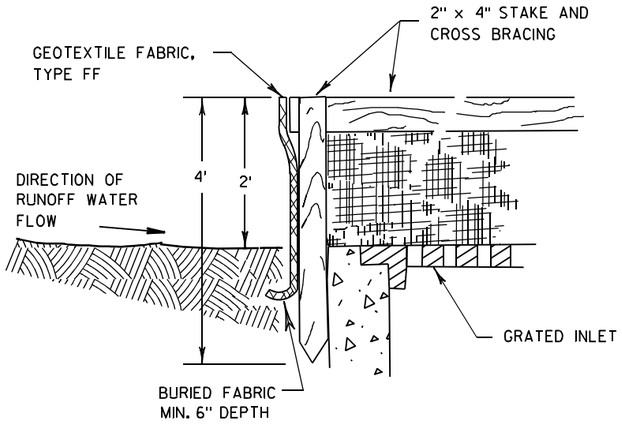
APPROVED
4-29-05 DATE
/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

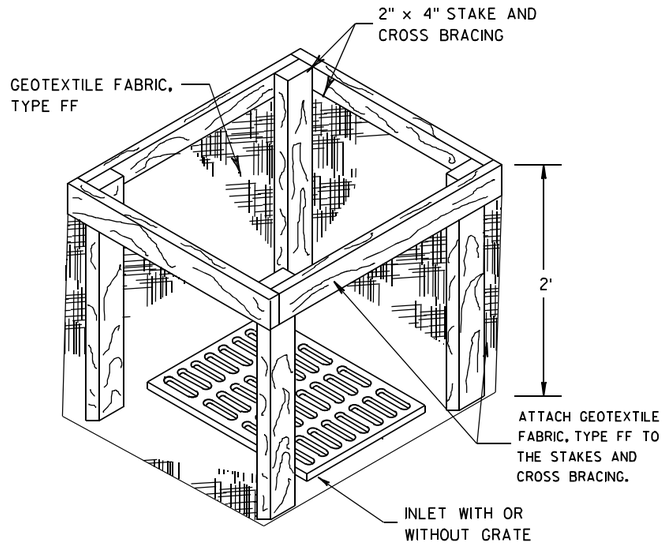
6

S.D.D. 8 E 9-6

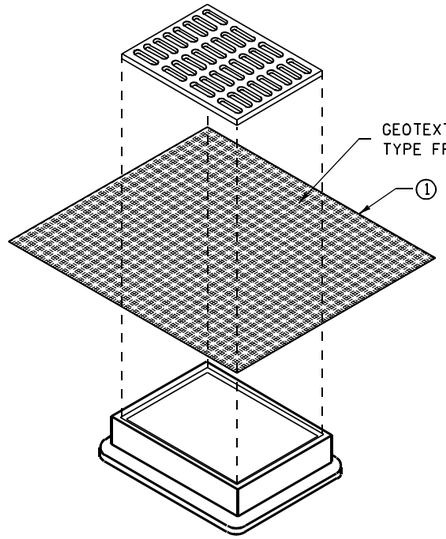
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S.D.D. 8 E 9-6



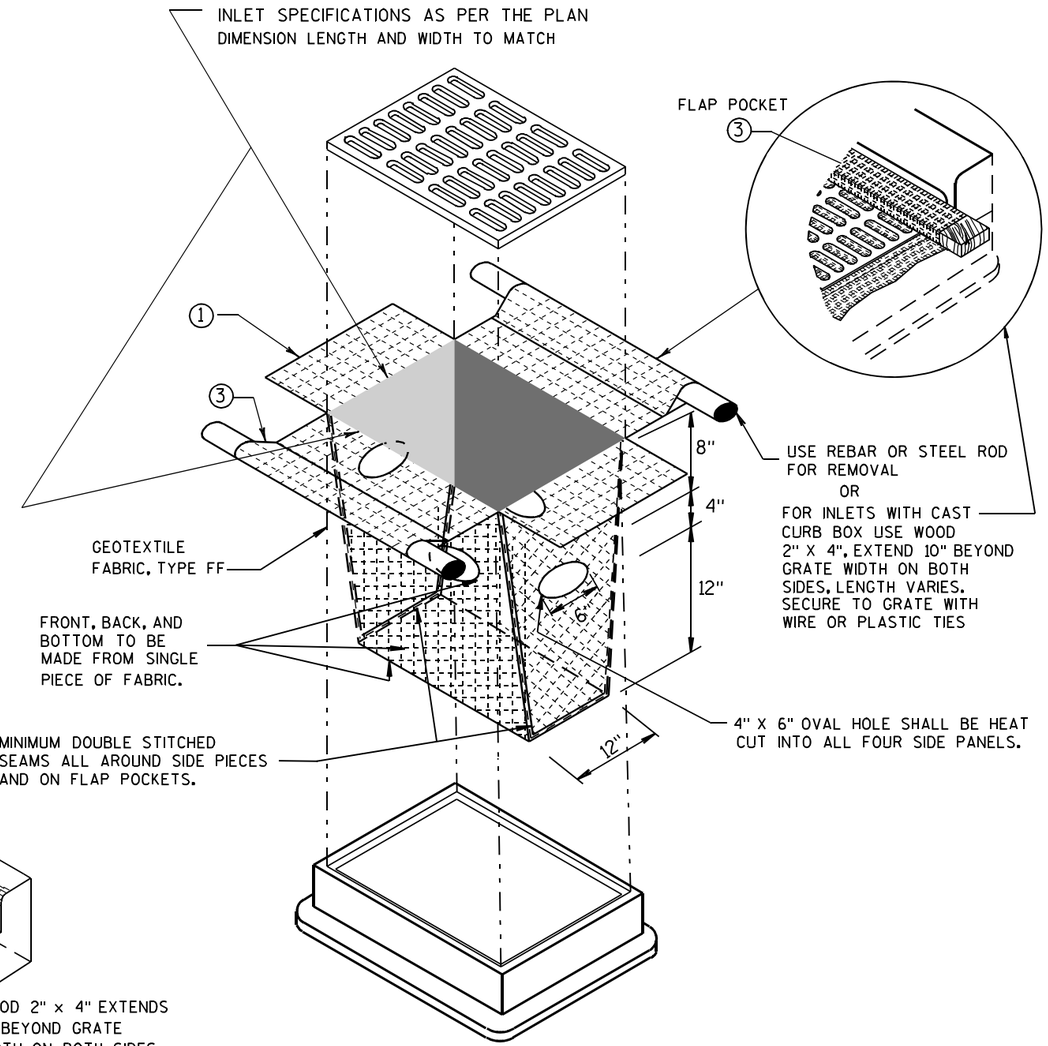


INLET PROTECTION, TYPE A



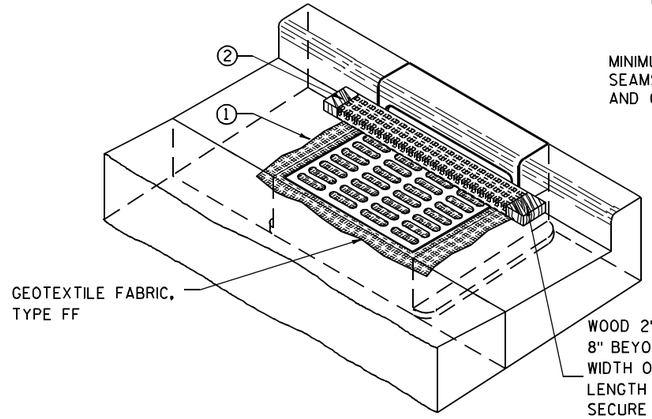
INLET PROTECTION, TYPE B
(WITHOUT CURB BOX)

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



INLET PROTECTION, TYPE D

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



INLET PROTECTION, TYPE C (WITH CURB BOX)

GENERAL NOTES

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

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

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

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

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

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

INSTALLATION NOTES

TYPE B & C

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

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

TYPE D

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

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

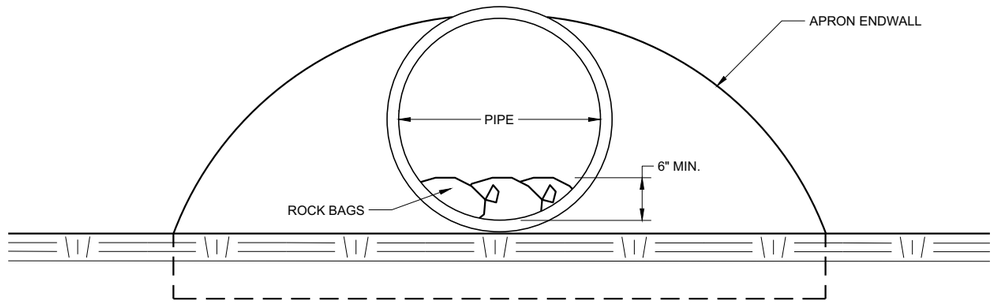
THE INSTALLED BAG SHALL HAVE A MINIMUM SIDE CLEARANCE, BETWEEN THE INLET WALLS AND THE BAG, MEASURED AT THE BOTTOM OF THE OVERFLOW HOLES, OF 3". WHERE NECESSARY THE CONTRACTOR SHALL CINCH THE BAG, USING PLASTIC ZIP TIES, TO ACHIEVE THE 3" CLEARANCE. THE TIES SHALL BE PLACED AT A MAXIMUM OF 4" FROM THE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

INLET PROTECTION
TYPE A, B, C, AND D

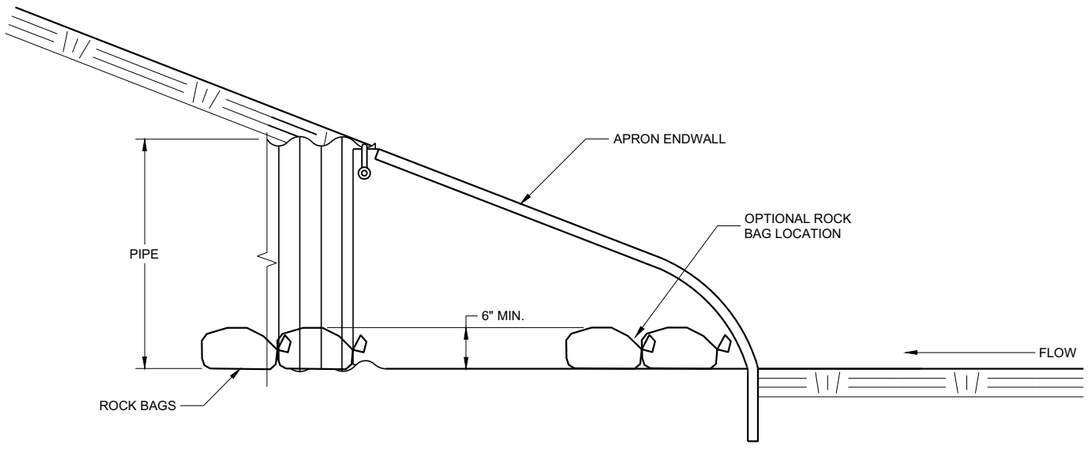
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

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



END VIEW



SIDE VIEW

CULVERT PIPE CHECK

(INSTALL ON INLET END ONLY)

CULVERT PIPE CHECK	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED May 2019 DATE	/S/ Daniel Schave EROSION CONTROL ENGI
FHWA	180

6

SDD 08E15 - 01

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SDD 08E15 - 01

METAL APRON ENDWALLS

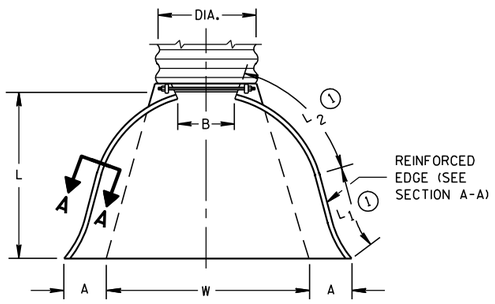
PIPE DIA. (IN.)	MIN. THICK. (Inches) STEEL	MIN. THICK. (Inches) ALUM.	DIMENSIONS (Inches) A (±1")	B (MAX.)	H (±1")	L (±1 1/2")	L1 ①	L2 ①	W (±2")	APPROX. SLOPE	BODY
12	.064	.060	6	6	6	21	12	17 1/2	24	2 1/2 to 1	1 Pc.
15	.064	.060	7	8	6	26	14	21 3/4	30	2 1/2 to 1	1 Pc.
18	.064	.060	8	10	6	31	15	28 1/4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

× EXCEPT CENTER PANEL SEE GENERAL NOTES

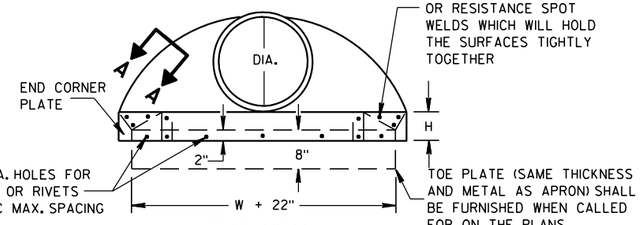
REINFORCED CONCRETE APRON ENDWALLS

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

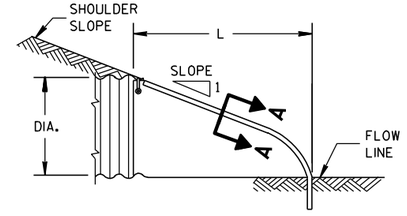
*MINIMUM
**MAXIMUM



PLAN VIEW

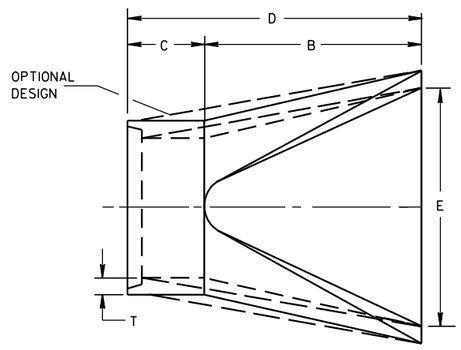


END VIEW

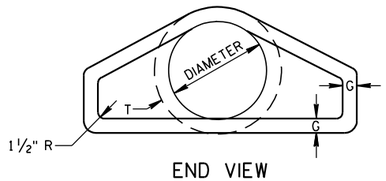


SIDE ELEVATION

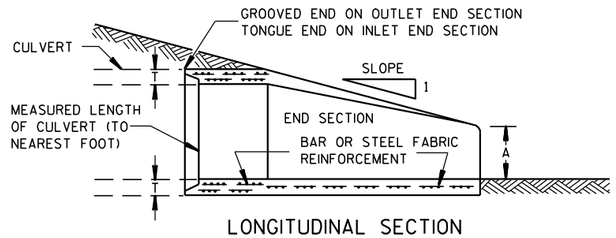
METAL ENDWALLS



PLAN

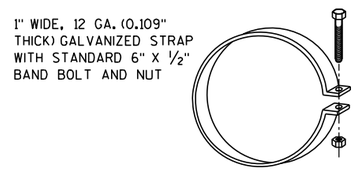


END VIEW



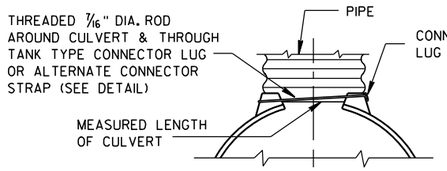
LONGITUDINAL SECTION

CONCRETE ENDWALLS

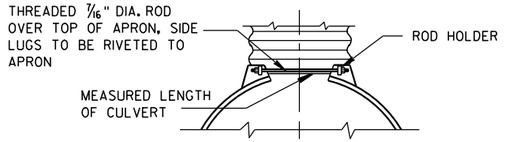


ALTERNATE FOR TYPE 1 CONNECTION

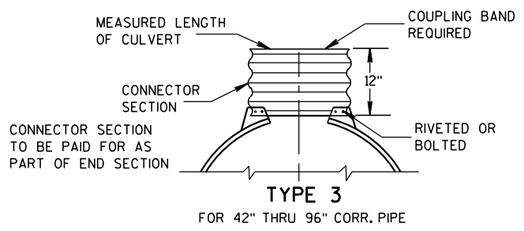
END SECTION CONNECTOR STRAP



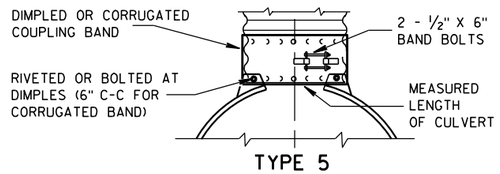
TYPE 1
FOR 12" THRU 24" CORR. PIPE



TYPE 2
FOR 30" THRU 96" CORR. PIPE



TYPE 3
FOR 42" THRU 96" CORR. PIPE



TYPE 5
ALTERNATE FOR:
ALL SIZES CORRUGATED CIRCULAR PIPE

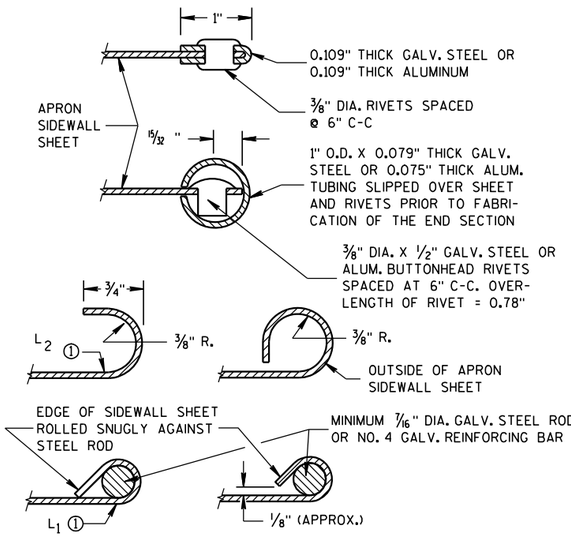
NOTE: DIMPLED BAND FITS OVER OUTSIDE OF ENDWALL. AND CORRUGATED BAND FITS INSIDE ENDWALL. DIMPLED BAND MAY BE USED WITH HELICALLY CORRUGATED PIPE.

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

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

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

CONNECTION DETAILS



SECTION A-A

GENERAL NOTES

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

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

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

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

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

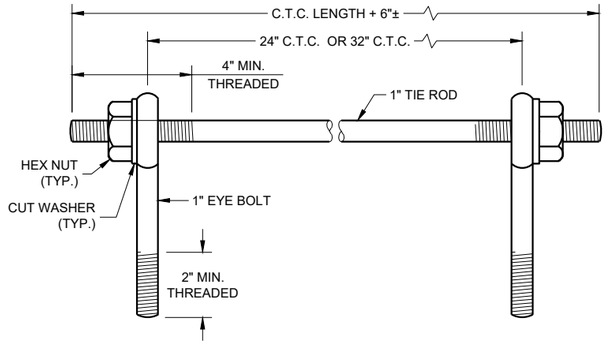
① FOR PIPE SIZES UP TO 60" DIAMETER, A 180° ROLLED EDGE MAY BE USED INSTEAD OF STEEL ROD REINFORCEMENT. SEE SECTION A-A.

APRON ENDWALLS FOR CULVERT PIPE

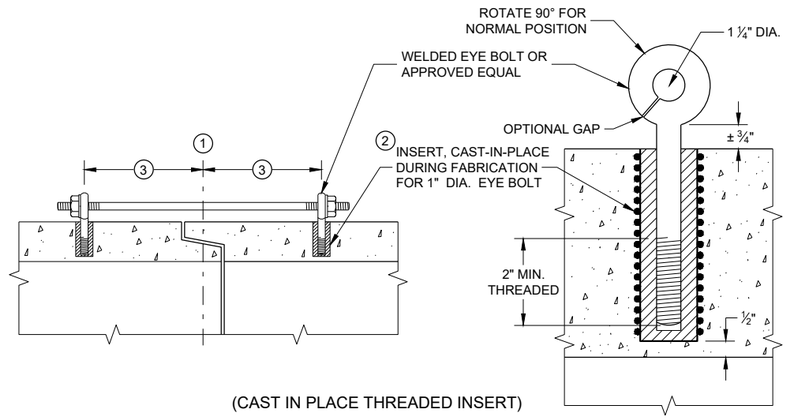
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

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



EYE BOLTS AND TIE ROD



(CAST IN PLACE THREADED INSERT)

LONGITUDINAL SECTIONS

EYE BOLT AND TIE ROD ASSEMBLY (ALTERNATE NO. 1)

GENERAL NOTES

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

CONCRETE CULVERT AND STORM SEWER PIPE SHALL BE TIED TOGETHER IN THE MANNER ILLUSTRATED BY THIS DETAIL AT LOCATIONS DESIGNATED IN THE STANDARD SPECIFICATIONS AND THE PLAN. THE CONTRACTOR MAY USE EITHER ALTERNATE 1, 2 OR 3 FOR DRAINAGE STRUCTURES. ONLY ALTERNATE 1 AND 3 MAY BE USED FOR CATTLE PASSES, UNLESS OTHERWISE STATED IN THE CONTRACT. THE MATERIALS, FABRICATION AND WORK NECESSARY TO TIE THE PIPE BY THIS DETAIL WILL BE CONSIDERED INCIDENTAL TO THE PIPE AND APRON ENDWALLS IF REQUIRED.

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

JOINT TIES TO BE HOT-DIP GALVANIZED PER ASTM A 153.

(1) CENTER LINE OF TONGUE AND GROOVE OR BELL AND SPIGOT JOINTS.

(2) THE INSIDE OF THE THREADED INSERTS SHALL BE CLEAN TO ALLOW THE INSERTION OF THREADED EYE BOLTS.

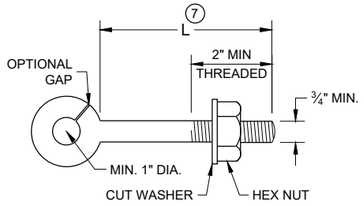
(3) HOLES SHALL BE CAST-IN-PLACE OR DRILLED PER THE APPLICABLE DETAIL, AND EQUAL DISTANCE FROM THE CENTERLINE OF THE JOINT.

(4) BOLT PROJECTION INSIDE OF PIPE SHALL NOT EXCEED 2 INCHES.

(5) OPENING TO BE ROD DIAMETER PLUS 1 INCH.

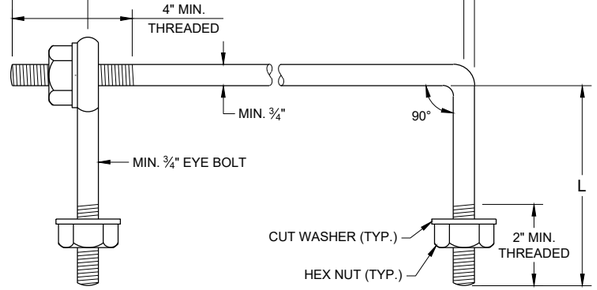
(6) LENGTH ADEQUATE TO EXTEND TO WITHIN ½ INCH OF THE INNER SURFACE OF THE PIPE.

(7) EYE BOLT LENGTH DETERMINED BY WALL THICKNESS, BELL THICKNESS AND BOLT PROJECTION INSIDE PIPE.

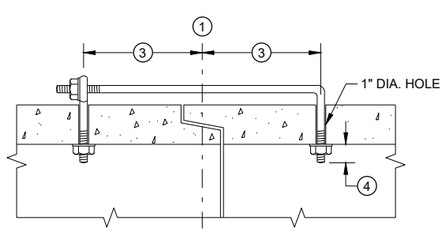


EYE BOLT (7)

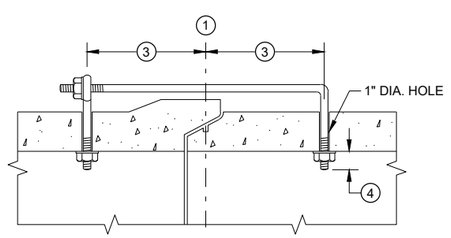
NOTE: TWO EYE BOLTS MAY BE USED WITH A 30" OR 38" LONG THREADED ROD IN LIEU OF THE 90° BENT TIE ROD.



EYE BOLT AND TIE ROD



(TONGUE AND GROOVE PIPE)



(MODIFIED BELL PIPE)

LONGITUDINAL SECTION

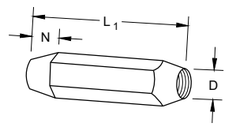
(JOINT TIES FOR 18" TO 66" DIA. CONCRETE PIPE)

EYE BOLT AND TIE ROD ASSEMBLY (ALTERNATE NO. 2)

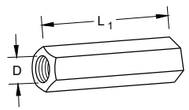
ADJUSTABLE TIE ROD TABLE

PIPE DIAMETER	TIE ROD DIAMETER	D	L_1	N
12 - 60	⅝	⅝	5	½
66 - 84	¾	¾	5	½
90 - 144	1	1	7	1 7/16

DIMENSIONS SHOWN ARE IN INCHES



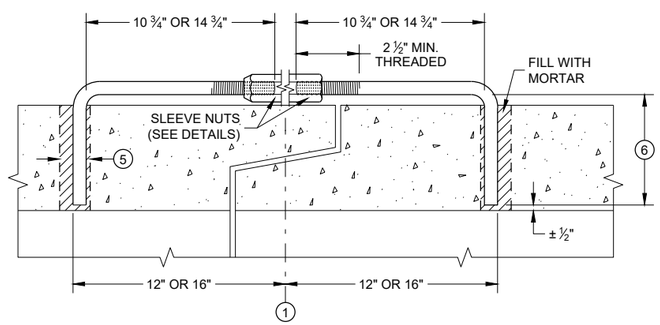
TAPERED



PLAIN

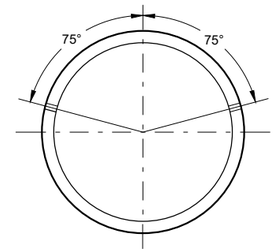
RIGHT AND LEFT THREADS

SLEEVE NUTS



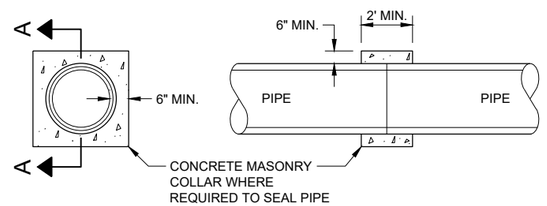
LONGITUDINAL SECTION

ADJUSTABLE TIE ROD (ALTERNATE NO. 3)



PLACEMENT OF (2) CAST-IN-PLACE INSERTS OR HOLES DURING FABRICATION FOR PIPE SECTIONS REQUIRING TIE RODS

TRANSVERSE SECTION



SECTION A - A

CONCRETE COLLAR DETAIL

JOINT TIES FOR CONCRETE PIPE AND CONCRETE COLLAR DETAIL

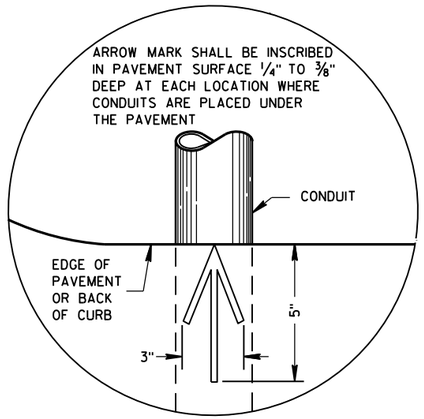
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

FHWA

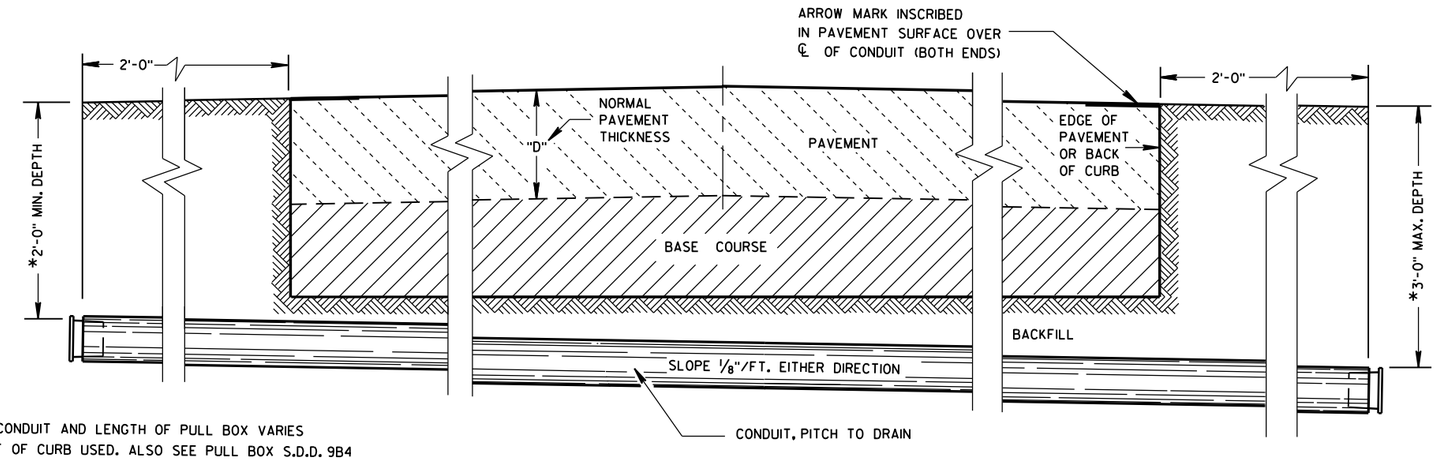
6

SDD 08F04 - 08



PLAN VIEW

ARROW MARK



*DEPTH OF CONDUIT AND LENGTH OF PULL BOX VARIES WITH HEIGHT OF CURB USED. ALSO SEE PULL BOX S.D.D. 9B4

SIDE ELEVATION

DETAIL FOR CONDUIT UNDER PAVED HIGHWAYS

GENERAL NOTES

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

METALLIC (STANDARD SPECIFICATION 652.2.2) OR NONMETALLIC (STANDARD SPECIFICATION 652.2.3) CONDUIT SHALL BE FURNISHED AND PLACED AS SHOWN.

DEPTH OF CONDUIT INSTALLED BELOW THE TRAVELED WAY SHALL BE 24 INCHES MINIMUM AND 36 INCHES MAXIMUM.

DEPTH OF CONDUIT INSTALLED THAT IS NOT BELOW THE TRAVELED WAY SHALL BE 18 INCHES MINIMUM AND 36 INCHES MAXIMUM.

ANY EXCEPTION TO THE MAXIMUM DEPTH SHALL BE ONLY WITH THE WRITTEN APPROVAL OF THE ENGINEER.

THE TRENCH SHALL NOT BE BACKFILLED PRIOR TO INSPECTION OF THE CONDUIT.

ALL METALLIC CONDUIT RACEWAY ENDS SHALL BE REAMED AND THREADED.

ALL METALLIC CONDUIT IN WHICH WIRE OR CABLE IS TO BE INSTALLED SHALL BE BUSHED WITH APPROVED THREADED BUSHINGS BEFORE INSTALLATION OF THE WIRE OR CABLE.

ALL METALLIC CONDUITS IN WHICH WIRE OR CABLE IS NOT TO BE INSTALLED SHALL BE CAPPED WITH THREADED PROTECTIVE CAPS, AS APPROVED BY THE ENGINEER.

ALL NONMETALLIC CONDUIT SHALL BE CAPPED OR PLUGGED IMMEDIATELY AFTER INSTALLATION AND SHALL REMAIN CAPPED OR PLUGGED UNTIL WIRE/CABLES ARE INSTALLED.

NONMETALLIC CONDUITS IN WHICH WIRE OR CABLE IS NOT BEING INSTALLED SHALL REMAIN CAPPED OR PLUGGED.

BENDING OF PVC ELECTRICAL CONDUIT SHALL BE ACCOMPLISHED BY USING A BLANKET OR EMERSION TYPE TANK DESIGNED FOR THE PURPOSE OF BENDING PVC ELECTRICAL CONDUIT.

ALL CUT ENDS SHALL BE TRIMMED INSIDE AND OUTSIDE TO REMOVE ALL ROUGH EDGES ON NONMETALLIC CONDUIT. (SEE NEC 347.5)

WHEN REQUIRED TO CONNECT NONMETALLIC CONDUIT TO METALLIC CONDUIT, ONLY U.L. LISTED ADAPTER FITTINGS SHALL BE USED.

PRIOR TO CONDUIT ACCEPTANCE, CONDUIT CAPS OR PLUGS SHALL BE REMOVED, AND THE CAPS, PLUGS AND CONDUIT ENDS SHALL BE THOROUGHLY CLEANED AND THEN THE CAPS OR PLUGS REINSTALLED TO ENSURE THAT THE CAPS OR PLUGS CAN BE EASILY REMOVED IN THE FUTURE.

ALL CONDUIT BEING FURNISHED AND INSTALLED SHALL HAVE THE U.L. LABEL FIRMLY ATTACHED.

CONDUIT RUNS SHALL BE THE SAME SIZE OF CONDUIT FROM ONE END TO THE OTHER (FROM PULL BOX TO PULL BOX-OR-JUNCTION BOX TO JUNCTION BOX-OR-BASE TO BASE, ETC.).

TRACER WIRE SHALL BE INSTALLED AS STATED IN THE STANDARD SPECIFICATION, ITEM 652.3.1.1.

ALL CONDUIT RUNS SHALL BE STRAIGHT (WITHOUT BENDS) FROM PULL BOX TO PULL BOX, PULL BOX TO BASE AND BASE TO BASE AS SHOWN ON THE PLANS.

CONDUIT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
March, 2017 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
FHWA

6

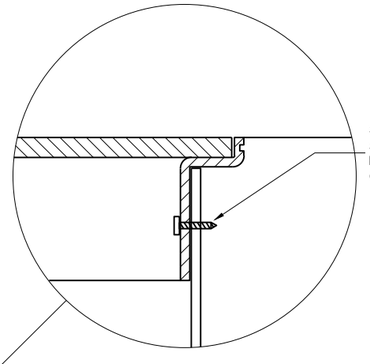
S.D.D. 9 B 2-10

TABLE OF NOMINAL DIMENSIONS
AND WEIGHTS

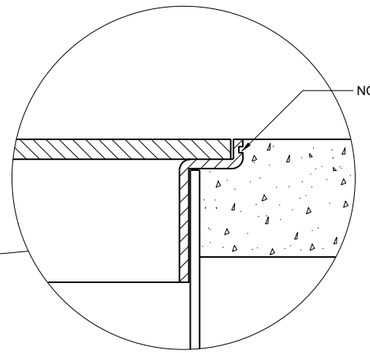
DIMENSION IN INCHES		NON- CONDUCTIVE PULL BOX	
BOX DIAMETER ** (INSIDE)	A	24	24
BOX OVERALL OUTSIDE DIAMETER	B	27	27
BOX LENGTH	C	36	42
FRAME OPENING	D	22 ½	22 ½
WEIGHT IN POUNDS *			
COVER		50	50
BOX ONLY		75	85

*THE ACTUAL WEIGHT OF THE COVER OR BOX ONLY MAY VARY NOT TO EXCEED 100 LBS INDIVIDUALLY.

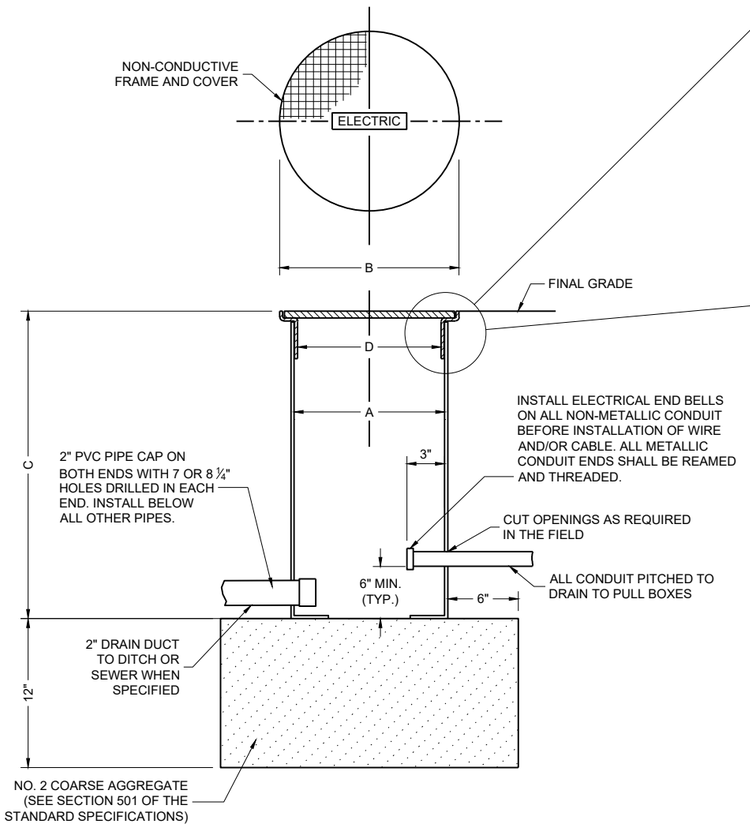
** DIAMETER VARIES FROM TOP TO BOTTOM WITH THE DIAMETER LARGER AT THE BOTTOM TO PREVENT FROST HEAVE.



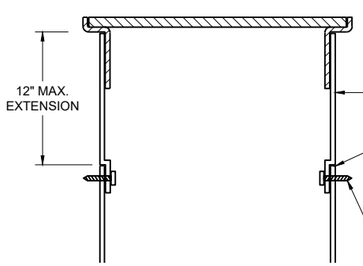
INSTALLED IN SOD OR CRUSHED AGGREGATE



INSTALLED IN SIDEWALK



NON-CONDUCTIVE PULL BOX



BOX EXTENSION

GENERAL NOTES

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

ALL BOXES, FRAMES AND COVERS SHALL BE SUITABLE FOR TIER 15 LOADING AS SPECIFIED IN ANSI/SCTE 77.

PROVIDE AN OPENING FOR TOOL ASSISTED COVER REMOVAL NOT LARGE ENOUGH TO PERMIT PASSAGE OF A SPHERE MORE THAN ½" DIAMETER

ENSURE COVER SURFACE IS SKID RESISTANT WITH A COEFFICIENT OF FRICTION OF AT LEAST 0.5 AND VERTICAL SURFACE DICONTINUITIES LESS THAN ¼".

COVER SHALL BE MAGNETICALLY LOCATABLE.

BOXES AND EXTENSIONS ARE TRIMMABLE FOR CUSTOM LENGTHS. TRIMMED PIECES SHALL MAINTAIN A UNIFORM LENGTH.

ENTRANCE HOLES INTO PULL BOXES SHALL BE CUT WITH A CIRCULAR HOLE SAW OR HYDRAULIC CONDUIT PUNCH. HOLE SIZE SHALL BE THE OUTSIDE DIAMETER OF THE CONDUIT THAT IS TO FIT IN THE OPENING PLUS NO MORE THAN ¼".

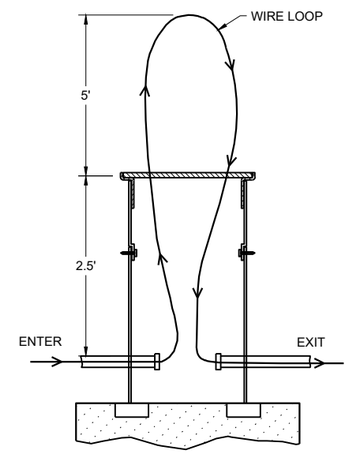
THE CONTRACTOR SHALL NOT INSTALL WIRE IN ANY PULL BOX UNTIL ITS INSTALLATION HAS BEEN INSPECTED AND ACCEPTED BY THE ENGINEER.

ALL METALLIC CONDUIT IN WHICH WIRE AND/OR CABLE IS TO BE INSTALLED, SHALL BE BUSHED BEFORE INSTALLATION OF THE WIRE AND/OR CABLE.

ENTIRE BOX MUST BE CONSTRUCTED OF NON-CONDUCTIVE MATERIALS WITH THE EXCEPTION OF STAINLESS STEEL FASTENERS AND MAGNETIC LOCATABLE DEVICE.

WHEN A PULL BOX IS INSTALLED IN CRUSHED AGGREGATE SHOULDERS, PLACE IT 2-3 INCHES BELOW GRADE AND COVER IT WITH 2-3 INCHES OF CRUSHED AGGREGATE.

LABEL ON COVER SHALL READ "ELECTRIC" FOR SIGNAL AND LIGHTING SYSTEMS, "WISDOT ITS" FOR COMMUNICATIONS AND ITS EQUIPMENT SYSTEMS.



MEASUREMENT DETAIL FOR WIRE/CABLE IN THE PULL BOX

PULL BOXES NON-CONDUCTIVE

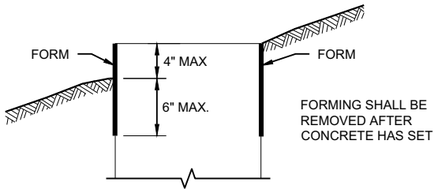
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2024 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL ENGINEER

FHWA

6
SDD 09B16-03

FORM DEPTH SHALL BE NO MORE THAN 6" BELOW GRADE ON THE LOWER SIDE OF BASE



FORMING DETAIL

QUANTITY REQUIREMENTS	CONCRETE BASE TYPE		
	1	2	5 & 6
APPROX. CUBIC YARDS OF CONCRETE	0.40	0.57	0.40
LBS. OF HOOP BAR STEEL	NONE	23	16
LBS. OF VERTICAL BAR STEEL	NONE	60	18

GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWINGSHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

BASES SHALL BE EXCAVATED BY USE OF A CIRCULAR AUGER.

TOP SURFACES OF CONCRETE BASES SHALL BE TROWEL FINISHED SMOOTH AND LEVEL.

CONDUIT SIZES AND LOCATIONS SHALL BE SHOWN ON THE PLANS

THE FINAL OR TERMINATING CONCRETE BASE IN A CONDUIT RUN SHALL HAVE A 6" EXIT STUB INSTALLED FOR FUTURE CABLING USE. THE EXIT STUB SHALL BE SIZED AS USED THROUGHOUT THE CONDUIT RUN AS SHOWN A THE ENTRANCE OF THE BASE.

ENDS OF CONDUIT INSTALLED BELOW GRADE FRO FUTURE USE SHALL BE CAPPED IF METALLIC OR PLUGGED IF NON-METALLIC.

MINIMUM BENDING RADIUS OF CONDUIT IS EQUAL TO 6X THE DIAMETER.

CONDUIT HEIGHT ABOVE CONCRETE BASES SHALL BE 1 INCH. ALL METALLIC CONDUIT ENDS SHALL BE REAMED AND THREADED.

ALL CONDUIT ENDS AT THE TOP OF CONCRETE BASES SHALL BE CAPPED IF METALLIC OR PLUGGED IF NON-METALLIC IMMEDIATELY AFTER PLACEMENT AND BEFORE CONCRETE IS POURED. CONDUITS IN WHICH WIRE OR CABLE IS NOT INSTALLED SHALL REMAIN CAPPED OR PLUGGED.

BELL ENDS SHALL BE INSTALLED ON ALL PVC CONDUIT EXPOSED AT THE TOP OF CONCRETE BASES BEFORE INSTALLATION.

WHEN REQUIRED TO CONNECT NON-METALLIC CONDUIT TO METALLIC CONDUIT, ONLY ADAPTER FITTINGS, U.L. LISTED FOR ELECTRICAL USE, SHALL BE USED.

IF A BASE REQUIRES A DEEP FORM BECAUSE OF LOOSE DIRT OR FILL, THE FORM SHALL BE REMOVED BEFORE BACKFILLING AROUND THE BASE. BACKFILL SHALL BE TAMPED TIGHT AGAINST THE BARE CONCRETE BASE IN LAYERS OF 1 FOOT OR LESS.

A NO. 4 AWG STRANDED COPPER EQUIPMENT GROUNDING CONDUCTOR SHALL BE EXOTHERMICALLY WELDED TO THE EQUIPMENT GROUNDING ELECTRODE (GROUND ROD) FOR TYPE 2, TYPE 5 AND TYPE 6 BASES.

THE EQUIPMENT GROUNDING CONDUCTOR SHALL BE FURNISHED AND INSTALLED TO ENTER ALL BASE TYPES THROUGH A 1 INCH CONDUIT INSTALLED FOR GROUNDING PURPOSES, LEAVING A 4 FOOT COIL OF WIRE ABOVE THE CONCRETE BASE. THE EQUIPMENT GROUNDING CONDUCTOR SHALL BE NEATLY COILED AND THE COILS TIED TOGETHER.

ANCHOR RODS SHALL BE THREADED 12" IN LENGTH ON EACH END OF THE ROD. ANCHOR RODS SHALL BE MANUFACTURED IN ACCORDANCE WITH SECTION 654.2.1 OF THE STANDARD SPECIFICATIONS.

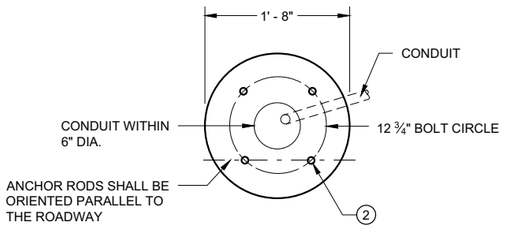
WASHERS AND LOCK WASHERS ARE REQUIRED ON ALL ANCHOR RODS.

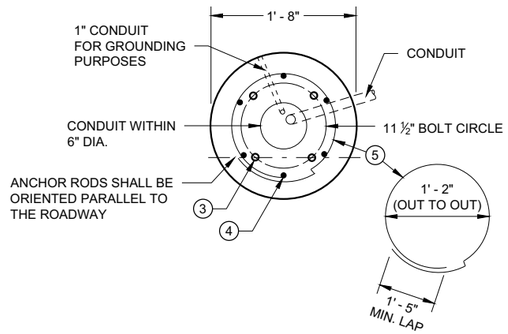
WHEN ANCHOR RODS USING THE ALTERNATE "L" BEND ARE FURNISHED, THE 4 INCH"L" BEND SHALL BE IN ADDITION TO THE SPECIFIED ANCHOR ROD BAR LENGTH. THE "L" BEND SHALL NOT BE THREADED.

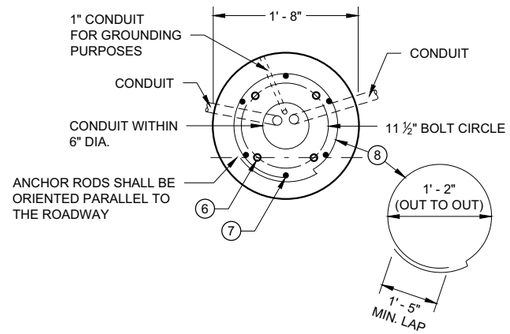
ANCHOR RODS SHALL BE INSTALLED WITH MISALIGNMENTS OF LESS THAN 1:40 FROM VERTICAL.

WELDING OF THE ANCHOR RODS TO THE CAGE IS UNACCEPTABLE. TIE WIRES SHALL BE USED.

BAR STEEL REINFORCEMENT SHALL BE COATED WITH POWDERED EPOXY RESIN IN ACCORDANCE WITH SECTION 505 OF THE STANDARD SPECIFICATIONS (LATEST EDITION).







1 THE MINIMUM DEPTH OF CONDUIT EXITING THE CONCRETE BASE AND INSTALLED BELOW THE TRAVELED WAY SHALL BE 24 INCHES. THE MINIMUM DEPTH OF CONDUIT EXITING THE CONCRETE BASE THAT IS NOT INSTALLED BELOW THE TRAVELED WAY SHALL BE 18 INCHES. THE MAXIMUM DEPTH OF ALL CONDUIT SHALL BE 36 INCHES EXCEPT WITH WRITTEN APPROVAL OF THE ENGINEER.

2 (4) 1" DIA. X 3' - 6" ANCHOR RODS.

3 (4) 1" DIA. X 5' - 0" ANCHOR RODS.

4 (6) NO. 6 X 6' - 8" BAR STEEL REINFORCEMENT.

5 (7) NO. 4 X 5' - 1" BAR STEEL REINFORCEMENT @ 1' - 0" C - C.

6 (4) 1" DIA. X 3' - 6" ANCHOR RODS.

7 (6) NO. 4 X 4' - 8" BAR STEEL REINFORCEMENT.

8 (5) NO. 4 X 5' - 1" BAR STELL REINFORCEMENT @ 1' - 0" C -C.

9 EXOTHERMIC CONNECTION TO EUIPMENT GROUNDING CONDUCTOR

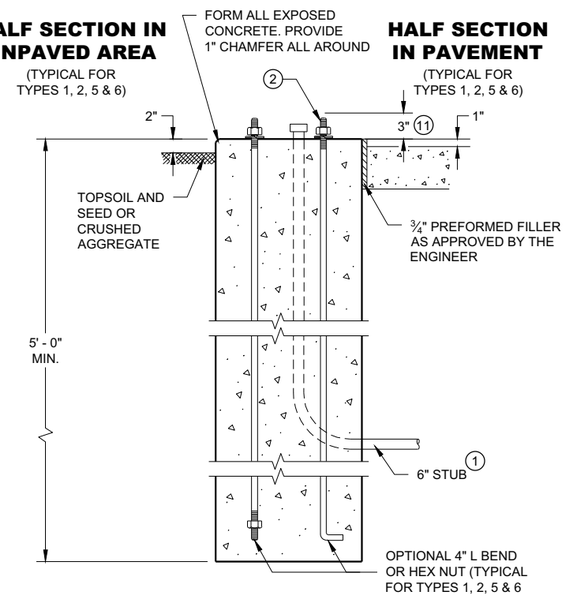
10 ⅝" DIA. X 8' -0" COPPERCLAD EQUIPMENT GROUNDING ELECTRODE REQUIRED

11 ANY ANCHOR ROD PROJECTION SHORTER THAN 2 ¾" OR LONGER THAN 3 ¼" SHALL REQUIRE THE BASE TO BE REMOVED AND REPLACED AT THE CONTRACTORS EXPENSE.

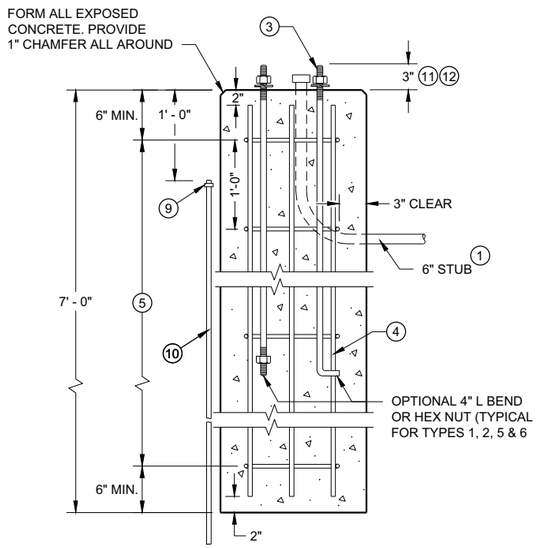
12 FOR NON - BREAKAWAY INSTALLATIONS, 4 ½" ± ANCHOR ROD PROJECTION WITH THE USE OF LEVELING NUTS. RODENT SCREEN REQUIRED.

HALF SECTION IN UNPAVED AREA
(TYPICAL FOR TYPES 1, 2, 5 & 6)

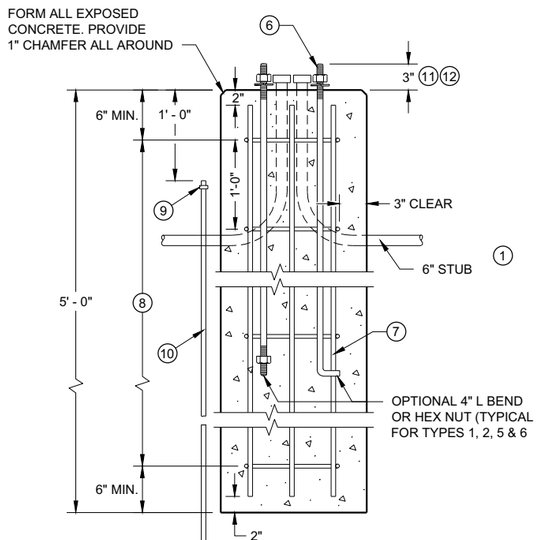
HALF SECTION IN PAVEMENT
(TYPICAL FOR TYPES 1, 2, 5 & 6)



TYPE 1



TYPE 2



TYPE 5 & 6

CONCRETE BASES

CONCRETE BASES
TYPES 1, 2, 5, & 6

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2019
DATE
/S/ Ahmet Demirbilek
STATE ELECTRICAL ENGI

FHWA

SDD 09C02 - 09

SDD 09C02 - 09

GENERAL NOTES

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

FOUR (4) BOLTS SHALL BE FURNISHED WITH EACH TRANSFORMER BASE. BOLTS SHALL BE 1" DIAMETER, 4" IN LENGTH, WITH WASHERS, LOCK WASHERS AND NUTS. BOLTS, NUTS AND WASHERS SHALL BE MANUFACTURED IN ACCORDANCE WITH SECTION 531.2.2 OF THE STANDARD SPECIFICATIONS.

LEVELING SHIMS, IF NEEDED, SHALL BE DESIGNED FOR THE PURPOSE AND USED UNDER CAST BASES WHEN PLUMBING POLES OR STANDARDS DURING INSTALLATION. THE USE OF WASHERS IN LIEU OF PROPER LEVELING SHIMS IS NOT ACCEPTABLE.

SHIM LENGTH SHALL BE LONG ENOUGH TO COMPLETELY COVER THE AREA UNDER THE LENGTH AND WIDTH OF THE BASE MOUNTING FLANGE.

DOUBLE NUTTING IS NOT ACCEPTABLE FOR LEVELING OR MOUNTING PURPOSES.

A NEMA APPROVED, U.L. LISTED, COPPER WITH BRASS OR STAINLESS STEEL SET SCREW, DIRECT BURY RATED, MECHANICAL CONNECTOR (LUG), SIZED TO ACCEPT AWG. #10 TO #4 COPPER STRANDED WIRE SHALL BE FURNISHED AND INSTALLED IN THE PEDESTAL AND TRANSFORMER BASES.

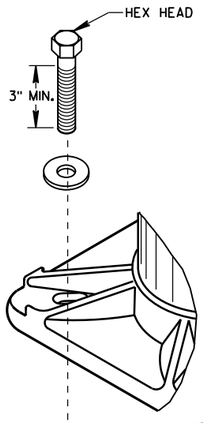
THE MECHANICAL CONNECTOR SHALL BE INSTALLED USING A 1/4" - 20 (TPI) STAINLESS STEEL HEX HEAD BOLT OF SUFFICIENT LENGTH TO FIRMLY ATTACH THE LUG TO THE BASE.

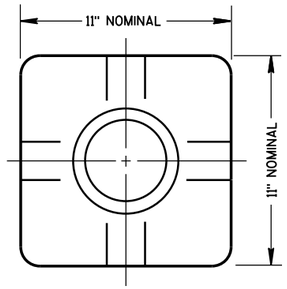
SHOULD THE MANNER OF ATTACHMENT OF THE LUG REQUIRE WASHERS, HEX NUTS, LOCK WASHER - THEY SHALL BE STAINLESS STEEL AS IS THE BOLT. THE MANNER OF ATTACHMENT SHALL NOT BLOCK ACCESSIBILITY TO WIRE PLACEMENT IN THE CONNECTOR.

PEDESTAL BASE COLLAR THREADING SHALL BE TAPERED AND IN ACCORDANCE WITH NATIONAL PIPE THREADING DIMENSIONS.

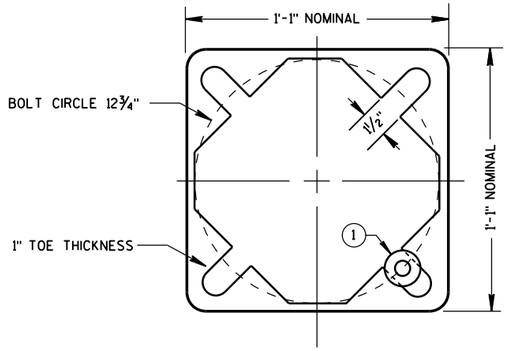
BASE COLLAR THREADING SHALL EXTEND INTO THE BASE COLLAR WITH SUFFICIENT DEPTH TO ACCEPT THE INSTALLATION OF TRAFFIC SIGNAL STANDARDS TO A DEPTH OF 1 1/2", THEN TIGHTENING TO A POINT OF BEING IMMOVABLE.

THE ACCESS DOOR SHALL BE OF THE SAME MATERIAL AS THE BASE.

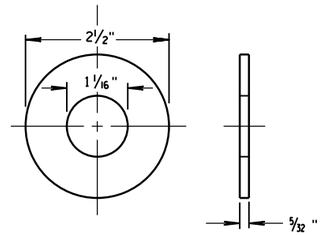




TOP VIEW
(PEDESTAL BASE)

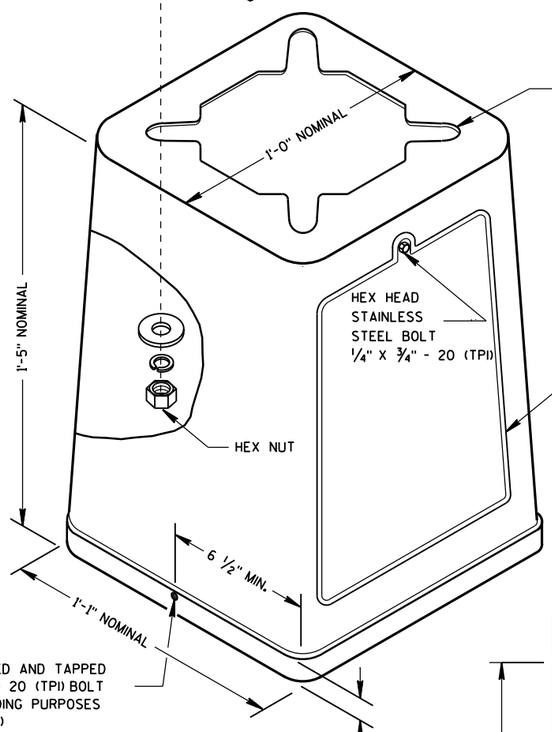


BOTTOM VIEW
(PEDESTAL BASE)

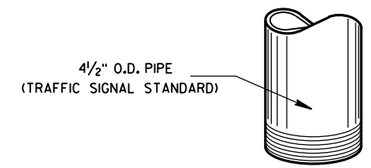


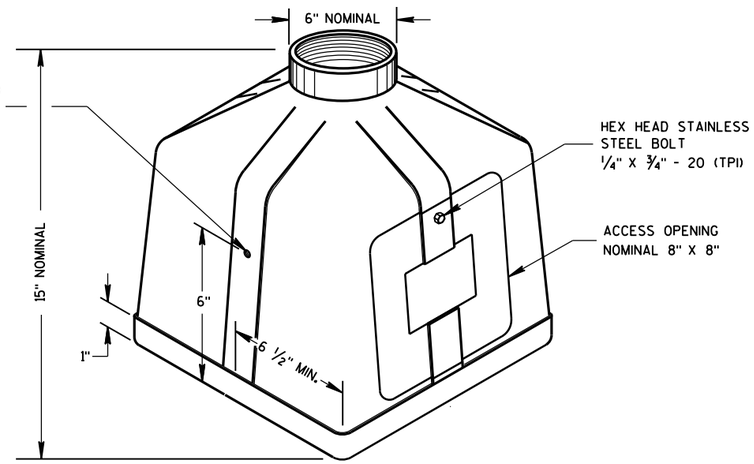
ZINC COATED STEEL WASHER
TO BE PROVIDED BY THE CONTRACTOR

PEDESTAL BASE WASHER (1)

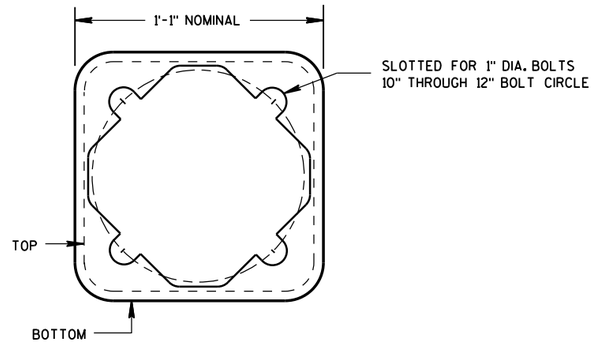


ISOMETRIC VIEW

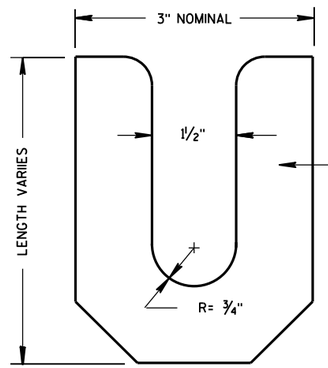




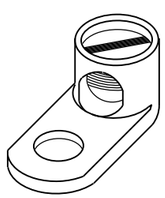
ISOMETRIC VIEW
PEDESTAL BASE



BOTTOM VIEW
(TRANSFORMER BASE)



LEVELING SHIM



TYPICAL MECHANICAL CONNECTOR LUG
TO BE FURNISHED WITH EACH BASE

TRANSFORMER BASE
INTENDED FOR USE WITH TYPE 2, 3, 4, 5 & 6 POLES

TRANSFORMER/PEDESTAL BASES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

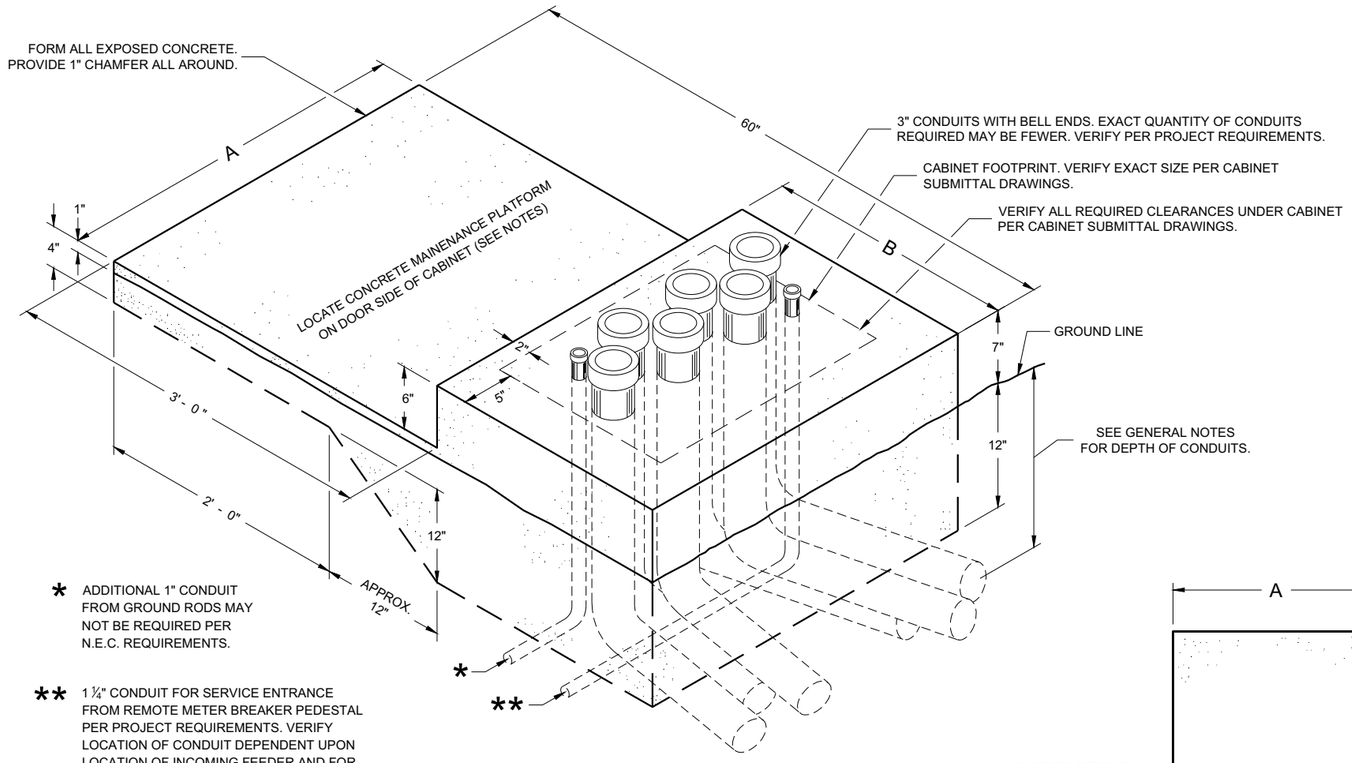
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Sept. 2014 — DATE
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* ADDITIONAL 1" CONDUIT FROM GROUND RODS MAY NOT BE REQUIRED PER N.E.C. REQUIREMENTS.

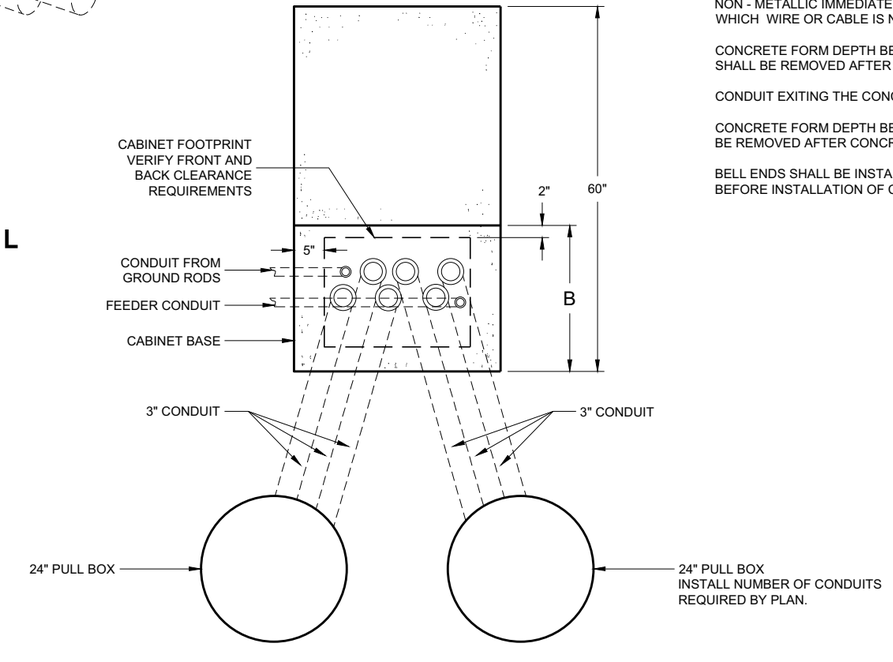
** 1 ¼" CONDUIT FOR SERVICE ENTRANCE FROM REMOTE METER BREAKER PEDESTAL PER PROJECT REQUIREMENTS. VERIFY LOCATION OF CONDUIT DEPENDENT UPON LOCATION OF INCOMING FEEDER AND FOR EASE OF CONNECTION TO LOAD CENTER.

ISOMETRIC VIEW

CONCRETE CONTROL CABINET BASE, TYPE L

(C.Y. CONCRETE = APPROX. 0.4)

CONCRETE BASE TYPE	CABINET WIDTH	DIMENSIONS		MAXIMUM 3" CONDUITS
		A	B	
L24	24"	34"	24"	4
L30	30"	40"	24"	6



PLAN VIEW

CONCRETE CONTROL CABINET BASE, TYPE L

GENERAL NOTES

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

INSTALL FOUR STAINLESS STEEL APPROVED CONCRETE MASONRY ANCHORS TO ANCHOR THE CABINET BASES. THE ANCHORS SHALL BE LOCATED AS DIRECTED BY THE ENGINEER TO PROPERLY ANCHOR THE CONTROL CABINET TO THE BASE.

WHEN REQUIRED TO CONNECT NON - METALLIC CONDUIT TO METALLIC CONDUIT, ONLY ADAPTER FITTINGS, U. L. LISTED FOR ELECTRICAL USE, SHALL BE USED.

CONDUIT HEIGHT ABOVE THE CONCRETE BASE SHALL BE 1 INCH.

DEPTH OF CONDUIT INSTALLED BELOW THE TRAVELED WAY SHALL BE 24 INCHES MINIMUM AND 36 INCHES MAXIMUM.

DEPTH OF CONDUIT INSTALLED THAT IS NOT BELOW THE TRAVELED WAY SHALL BE 18 INCHES MINIMUM AND 36 INCHES MAXIMUM.

ANY EXCEPTION TO THE MAXIMUM DEPTH SHALL BE ONLY WITH THE WRITTEN APPROVAL OF THE ENGINEER.

LOCATIONS SHALL BE AS SHOWN ON THE PLANS UNLESS DETERMINED BY THE ENGINEER IN THE FIELD.

CONTROL CABINET BASE TOP SURFACE SHALL BE TROWEL FINISHED SMOOTH AND LEVEL.

MAINTENANCE PLATFORM SHALL BE FLOAT OR BROOM FINISHED AND LEVEL.

MAINTENANCE PLATFORMS ARE NOT REQUIRED WHEN THE SURROUNDING AREA IS PAVED.

MINIMUM BENDING RADIUS OF CONDUIT EQUALS 6 TIMES THE DIAMETER.

ALL METALLIC CONDUIT ENDS SHALL BE REAMED AND THREADED.

CAP ALL BELOW GRADE METALLIC CONDUIT ENDS IN WHICH WIRE OR CABLE IS NOT BEING INSTALLED.

PLUG ALL BELOW GRADE NON - METALLIC CONDUIT ENDS IN WHICH WIRE OR CABLE IS NOT BEING INSTALLED.

ALL CONDUIT ENDS AT THE TOP OF CONCRETE BASES SHALL BE CAPPED IF METALLIC OR PLUGGED IF NON - METALLIC IMMEDIATELY AFTER PLACEMENT AND BEFORE CONCRETE IS POURED. CONDUITS IN WHICH WIRE OR CABLE IS NOT BEING INSTALLED SHALL REMAIN CAPPED OR PLUGGED.

CONCRETE FORM DEPTH BELOW FINISHED GRADE SHALL BE 6 INCHES MAXIMUM. CONCRETE FORMS SHALL BE REMOVED AFTER CONCRETE HAS SET.

CONDUIT EXITING THE CONCRETE BASE SHALL TERMINATE IN PULL BOXES AS SHOWN ON THE PLANS.

CONCRETE FORM DEPTH BELOW FINISHED GRADE SHALL BE 6 INCH MAXIMUM. CONCRETE FORMS SHALL BE REMOVED AFTER CONCRETE HAS SET.

BELL ENDS SHALL BE INSTALLED ON ALL PVC CONDUIT EXPOSED AT THE TOP OF THE CONCRETE BASE BEFORE INSTALLATION OF CABLE OR WIRE.

CONCRETE CONTROL CABINET BASE, TYPE L

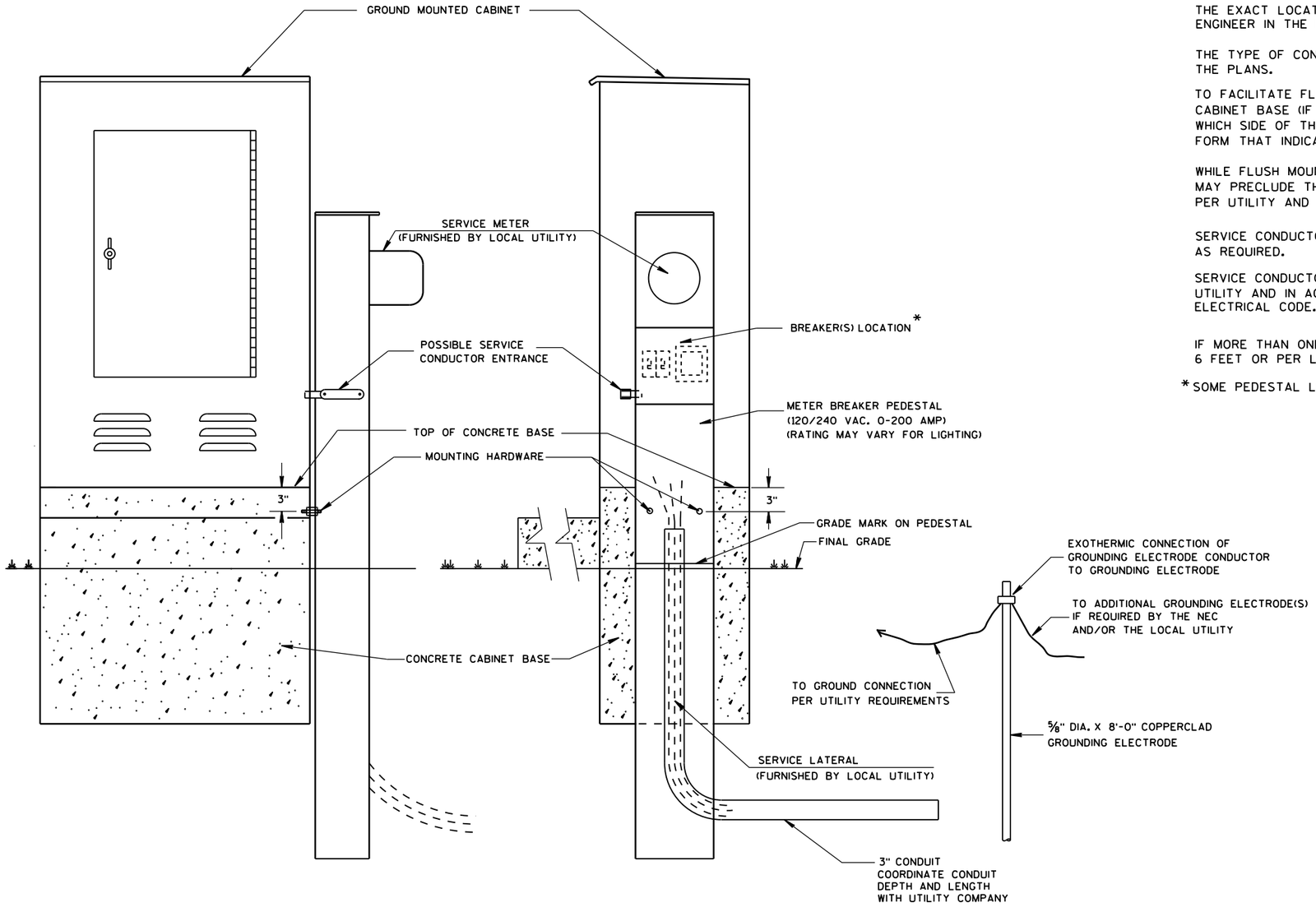
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November 2018
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TYPICAL CABINET SERVICE INSTALLATION

GENERAL NOTES

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

THE EXACT LOCATION OF THE METER BREAKER PEDESTAL SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD.

THE TYPE OF CONCRETE CABINET BASE TO BE INSTALLED SHALL BE AS CALLED FOR IN THE PLANS.

TO FACILITATE FLUSH MOUNTING OF THE METER BREAKER PEDESTAL AGAINST THE SIDE OF THE CABINET BASE (IF FLUSH MOUNTING POSSIBLE. CONFER WITH THE LOCAL UTILITY TO DETERMINE WHICH SIDE OF THE CONCRETE BASE THE ELECTRICAL SERVICE LATERAL WILL APPROACH. THEN FORM THAT INDICATED SIDE FOR FULL SIDE DEPTH.

WHILE FLUSH MOUNTING IS THE MOST DESIRABLE MOUNTING CONFIGURATION UTILITY REQUIREMENTS MAY PRECLUDE THIS OPTION. CONTRACTOR MUST PROVIDE UTILITY APPROVED PEDESTAL AND INSTALL PER UTILITY AND MANUFACTURERS REQUIREMENTS.

SERVICE CONDUCTOR ENTRANCES SHALL BE RIGID METALLIC CONDUIT, NIPPLES AND/OR CONDULETS AS REQUIRED.

SERVICE CONDUCTOR ENTRANCES SHALL BE SIZED AND LOCATED AS REQUIRED BY THE LOCAL UTILITY AND IN ACCORDANCE WITH APPROPRIATE ARTICLES OF THE LATEST ACCEPTED NATIONAL ELECTRICAL CODE.

IF MORE THAN ONE GROUNDING ELECTRODE IS REQUIRED, THE DISTANCE APART SHALL BE 6 FEET OR PER LOCAL UTILITY REGULATIONS.

* SOME PEDESTAL LIGHTING PLANS SHOW MAIN LUGS ONLY.

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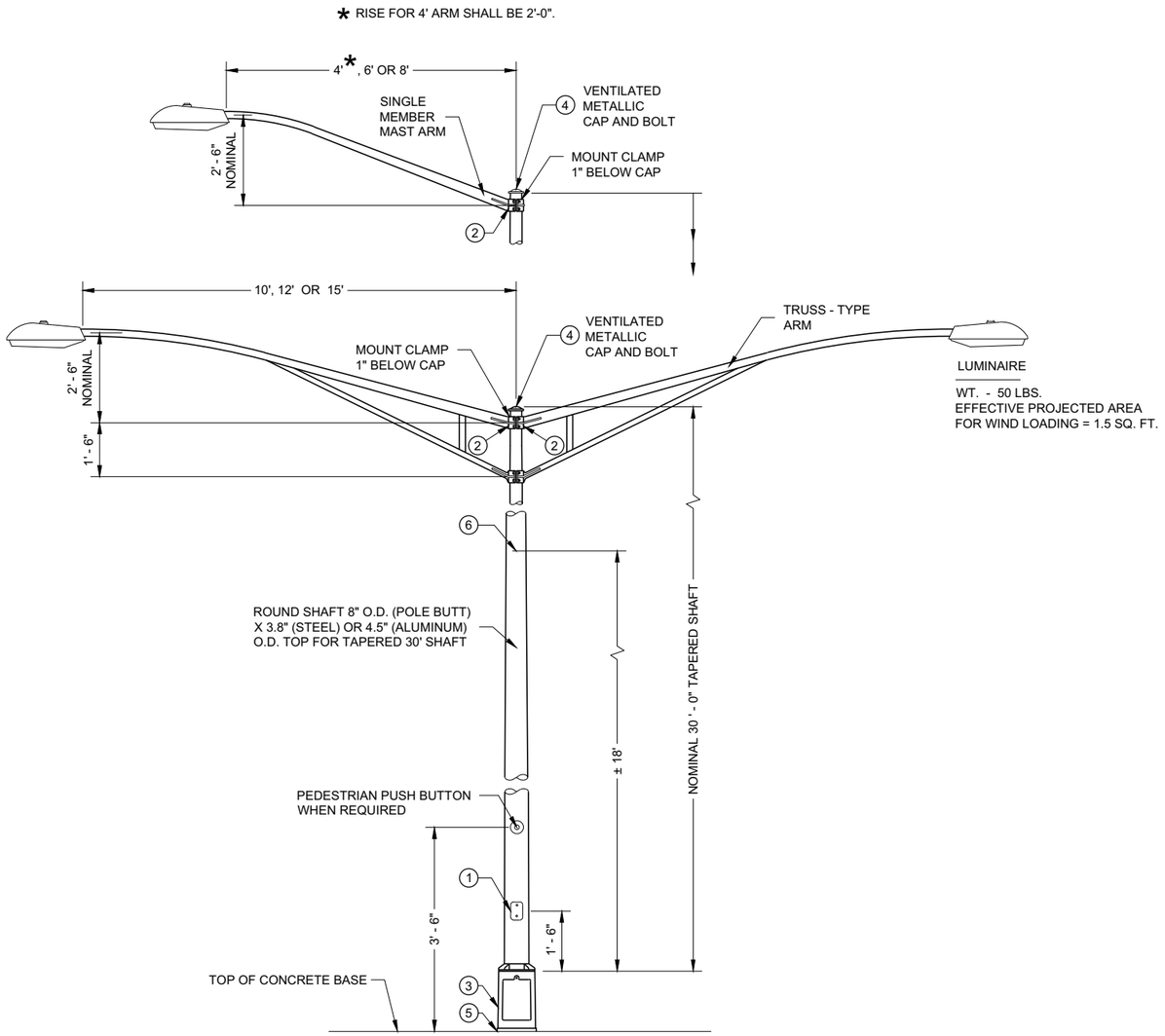
CABINET SERVICE INSTALLATION (METER BREAKER PEDESTAL)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept. 2014
DATE

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TYPE 5 POLE MOUNTING CONFIGURATION
(MAXIMUM LOAD)
LIGHTING ONLY

GENERAL NOTES

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

SECTION 657, POLES, OF THE STANDARD SPECIFICATIONS SHALL APPLY TO THIS DRAWING.

ALL TYPE 5 POLE MOUNTINGS SHALL BE DESIGNED TO INCLUDE TWIN 15' ARMS WITH LUMINAIRES.

POLES SHALL BE GALVANIZED STEEL OR ALUMINUM, AS CALLED FOR IN THE CONTRACT.

TYPE 5 ALUMINUM POLES SHALL BE CONSTRUCTED OF 6063 - T6 ALUMINUM ALLOY. SLEEVING INSIDE THE POLE IS NOT ACCEPTABLE.

TYPE 5 ALUMINUM POLES SHALL HAVE A MINIMUM WALL THICKNESS OF 0.1888".

TYPE 5 STEEL POLES SHALL HAVE A MINIMUM WALL THICKNESS OF U.S. STANDARD 11 GAGE (0.1196").

THE SLIPFITTER END OF THE LUMINAIRE MAST ARM SHALL BE A NOMINAL 2 ⅜ INCHES IN OUTSIDE DIAMETER. THE STRAIGHT PORTION OF THE SLIPFITTER END OF THE LUMINAIRE MAST ARM SHALL BE A NOMINAL 12 INCHES IN LENGTH.

WHEN TRANSFORMER BASES ARE USED, WIRE CONNECTIONS SHALL BE MADE IN THE TRANSFORMER BASE.

(1) 4" X 6" REINFORCED HANDHOLE AND COVER ASSEMBLY WITH TWO (2) ¼" X ¾" - 20 TPI , STAINLESS STEEL, HEX HEAD BOLTS.

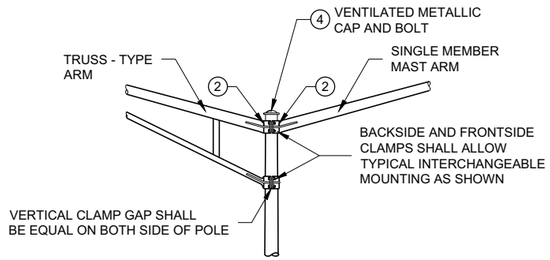
(2) GROMMETS. 1" CHASE NIPPLES OR 1" CLOSE CONDUIT NIPPLES WITH BUSHINGS SHALL BE PROVIDED FOR 1 ⅜" HOLE IN POLE SHAFT FOR WIRING.

(3) CAST ALUMINUM TRANSFORMER BASE, WHEN REQUIRED.

(4) FURNISH AND INSTALL VENTILATED, CAST METALLIC (ALUMINUM ALLOY) CAPS. FASTEN CAPS WITH ONE (1) ¼" X ¾" - 20 TPI STAINLESS STEEL, HEX HEAD BOLT.

(5) SHIMMING, IF NEEDED, SHALL BE LOCATED BETWEEN THE CONCRETE FOUNDATION AND POLE.

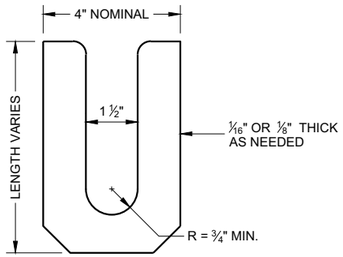
(6) INTERNAL DUMBBELL - TYPE VIBRATION DAMPER.



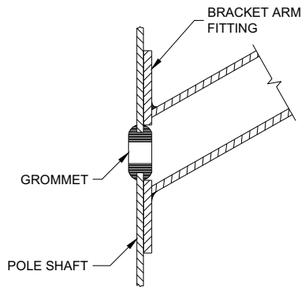
INTERCHANGEABLE MOUNTING DETAIL

POLE MOUNTINGS FOR LIGHTING UNITS, TYPE 5 (30 FEET)

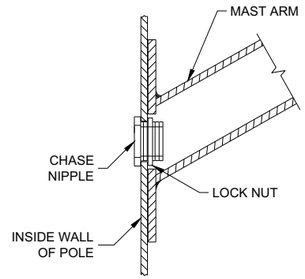
SDD 09E01 - 15d
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LEVELING SHIM (1)
SHALL BE ALUMINUM



TYPICAL APPLICATION OF GROMMET IN POLE SHAFT



TYPICAL APPLICATION OF CHASE NIPPLE IN POLE SHAFT

GENERAL NOTES

CLAMP BOLT-NUT TIGHTENING TORQUE SHALL BE INDICATED BY INDENT STAMPING (1/2 INCH NUMERALS AND LETTERS) OR WEATHERPROOF PRINTING ON THE INSIDE OF THE CLAMP THAT IS WELDED TO THE ARM MEMBER.

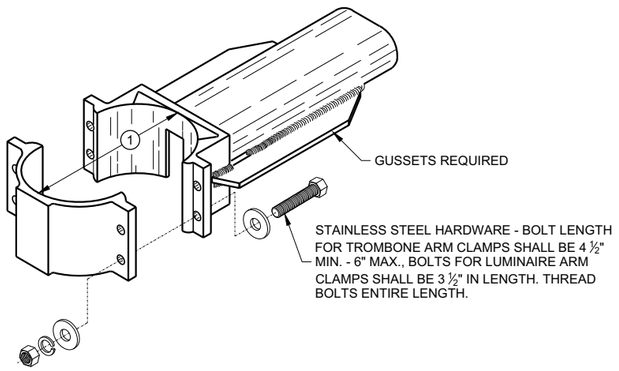
(1) 4.5" I.D. FOR LUMINAIRE MAST ARM CLAMP. 6.625" I.D. FOR TROMBONE MAST ARM CLAMP.

(2) INDIVIDUAL BASE PLATE ANCHOR ROD COVERS. (4 REQUIRED)

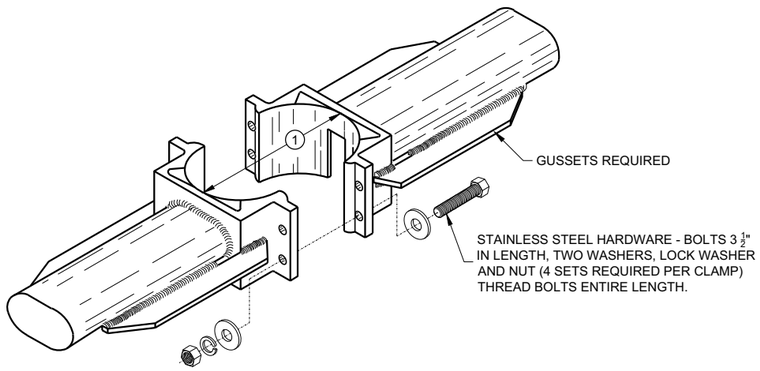
(3) BASE PLATE SLOTTED TO ACCEPT 11" THROUGH 12" BOLT CIRCLE USING 1" DIAMETER ANCHOR RODS.

(4) LEVELING SHIMS, DESIGNED FOR THE PURPOSE, SHALL BE USED WHEN PLUMBING POLES. THE USE OF WASHERS IN LIEU OF PROPER LEVELING SHIMS IS NOT ACCEPTABLE. LEVELING SHIMS SHALL BE USED ONLY BETWEEN THE TOP OF THE CONCRETE BASE AND A METALLIC BASE PLATE.

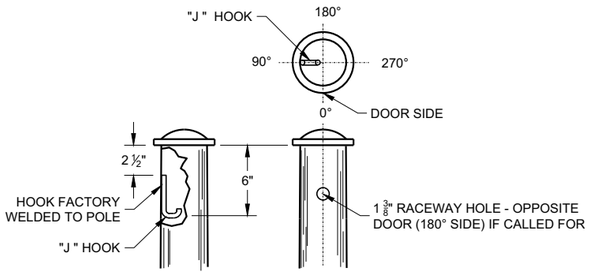
SHIMS SHALL BE LONG ENOUGH AND WIDE ENOUGH TO COMPLETELY COVER THE AREA UNDER THE LENGTH AND WIDTH OF THE BASE MOUNTING FLANGE.



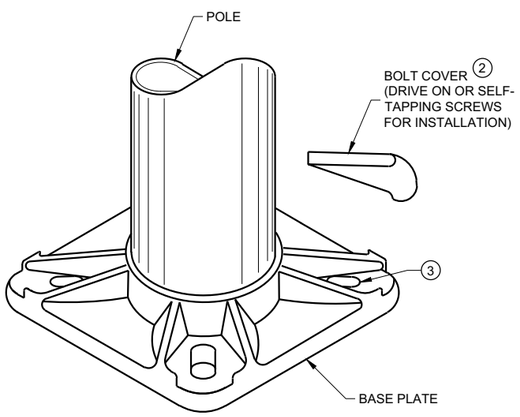
TYPICAL TROMBONE MAST ARM AND SINGLE LUMINAIRE MAST ARM MOUNTING CLAMP



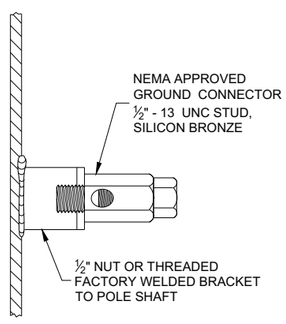
TYPICAL LUMINAIRE MAST ARM (DOUBLE) MOUNTING BRACKETS

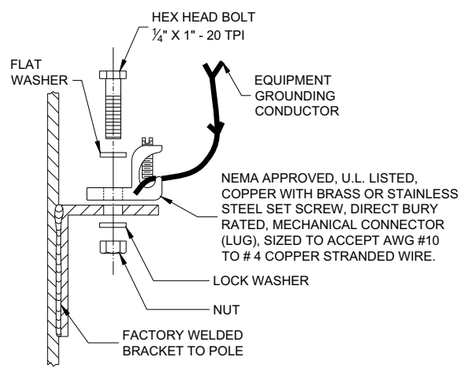


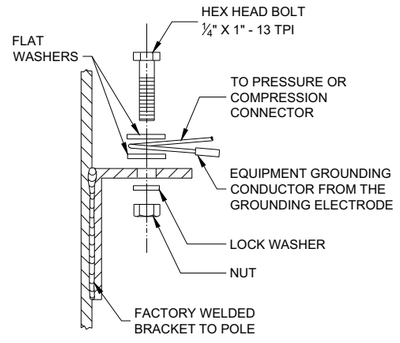
TYPICAL "J" HOOK LOCATION



BASE PLATE







TYPICAL GROUNDING CONNECTIONS
NUT, BOLT AND WASHERS SHALL BE STAINLESS STEEL

HARDWARE DETAILS FOR POLE MOUNTING

STATE OF WISCONSIN
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November 2018
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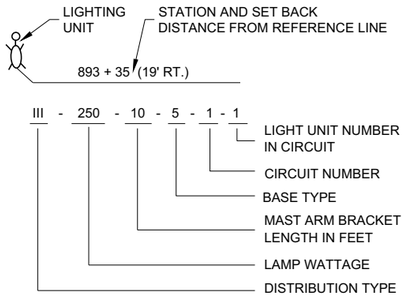
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GENERAL NOTES

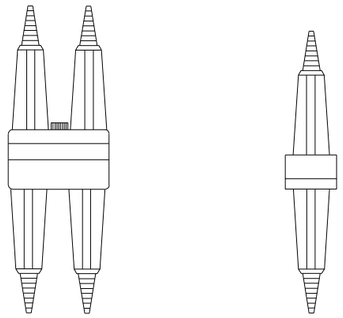
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

THE EQUIPMENT GROUND CONNECTOR SHALL BE TAPED WITH 3 WRAPS (MINIMUM) OF APPROVED RUBBER TAPE AND 3 WRAPS (MINIMUM) OF APPROVED VINYL TAPE TO COVER SHARP WIRE ENDS AFTER THE CONNECTION IS COMPLETED.

WHEN TRANSFORMER BASES ARE USED, ALL WIRING CONNECTIONS SHALL OCCUR WITHIN THE TRANSFORMER BASES.

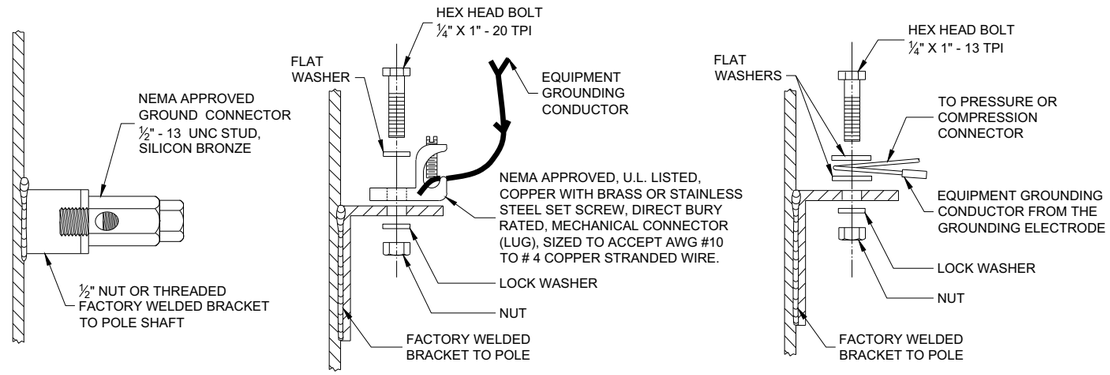


LIGHTING UNIT CODE
(TYPICAL)

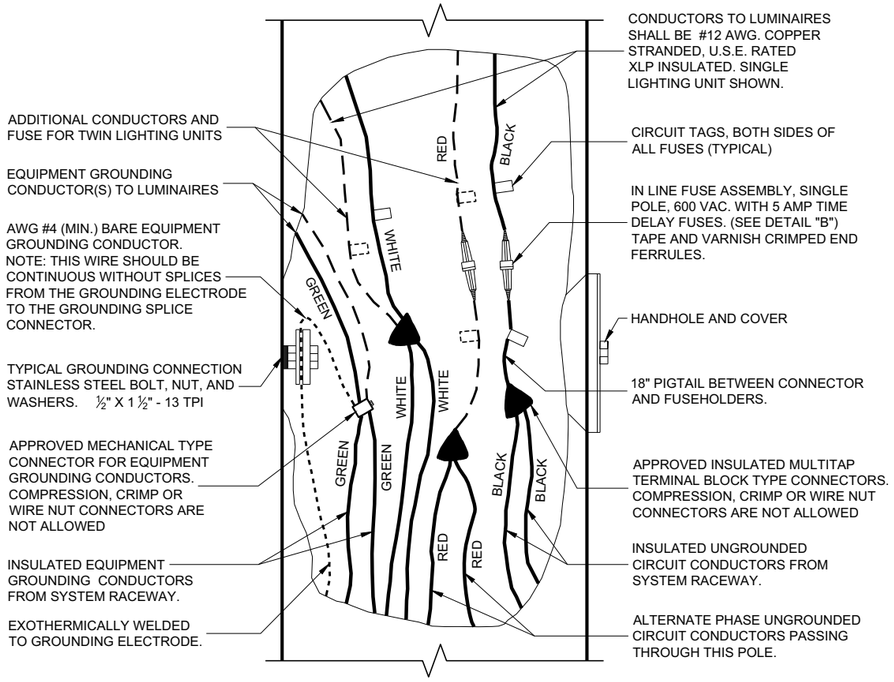


DETAIL "A"
BREAKAWAY DOUBLE POLE WITH WATERPROOF INSULATING BOOT

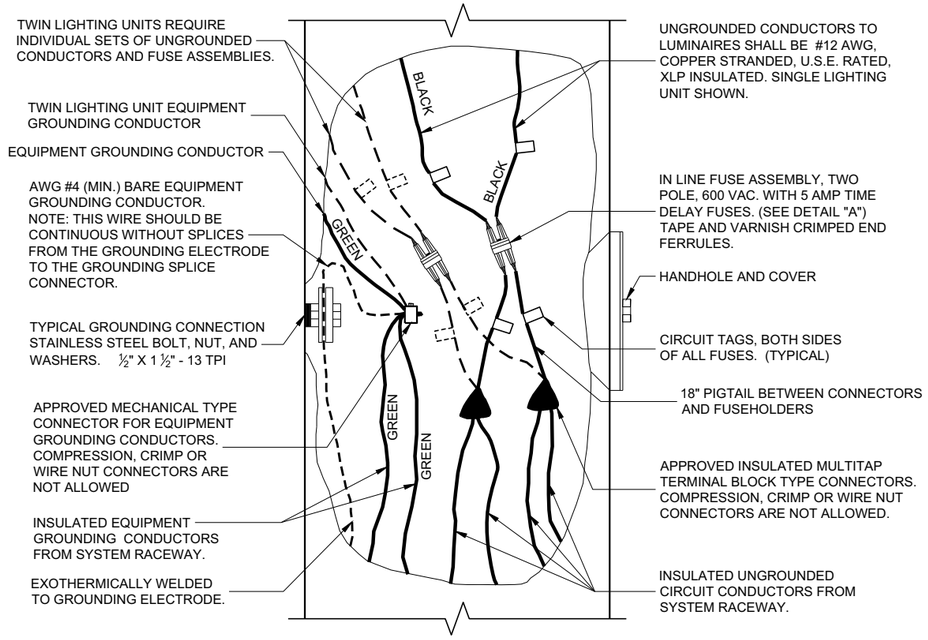
DETAIL "B"
BREAKAWAY SINGLE POLE WITH WATERPROOF INSULATING BOOT



TYPICAL GROUNDING CONNECTIONS
NUT, BOLT AND WASHERS SHALL BE STAINLESS STEEL



3 WIRE - 120, 240 OR 480 VAC (UNGROUNDED CONDUCTORS) WITH GROUNDING CONDUCTOR AND EQUIPMENT GROUNDING CONDUCTOR

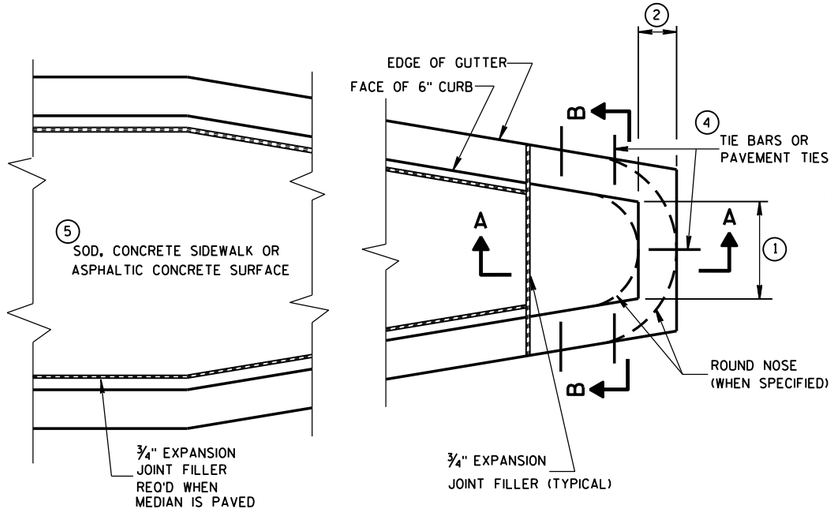


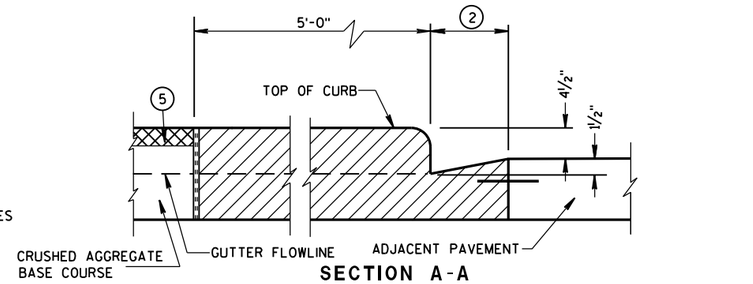
2 WIRE - 240 OR 480 VAC (UNGROUNDED CONDUCTORS) WITH EQUIPMENT GROUNDING CONDUCTOR

NON - FREEWAY LIGHTING UNIT POLE WIRING

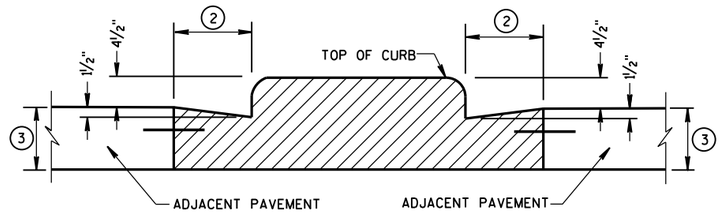
STATE OF WISCONSIN
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November 2018
DATE
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SECTION A-A



SECTION B-B

CONCRETE MEDIAN BLUNT NOSE DETAIL

GENERAL NOTES

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

(1) SEE PLAN FOR MEDIAN NOSE WIDTH AND RADIUS (FOR ROUND NOSE ALTERNATE).

(2) WIDTH OF GUTTER TO MATCH EXISTING ADJACENT GUTTER OR AS SPECIFIED ELSEWHERE IN THE PLAN.

(3) DEPTH EQUAL TO ADJACENT PAVEMENT. ADJACENT PAVEMENT STRUCTURE DETAILS ARE SHOWN ON THE PLAN. TYPICAL OPTIONS ARE:

(1) NEW OR EXISTING CONCRETE PAVEMENT.

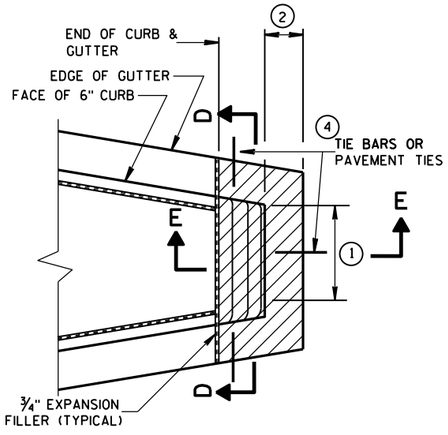
(2) ASPHALTIC CONCRETE PAVEMENT OVER NEW OR EXISTING CONCRETE BASE COURSE.

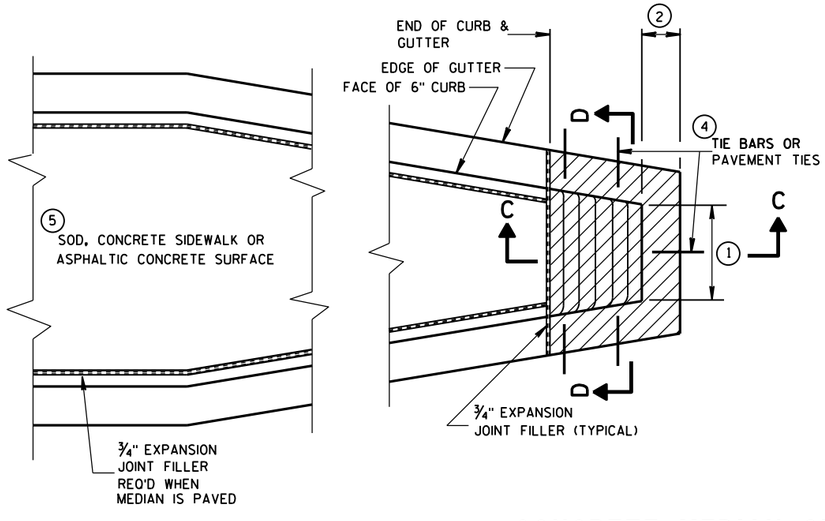
(3) ASPHALTIC CONCRETE PAVEMENT OVER CRUSHED AGGREGATE BASE COURSE.

(4) TIE BARS OR PAVEMENT TIES REQUIRED IN NEW CONCRETE PAVEMENT OR CONCRETE BASE COURSE. TIE BARS SHALL BE NO. 4 X 2'-0" SPACED AT 2'-0" C-C.

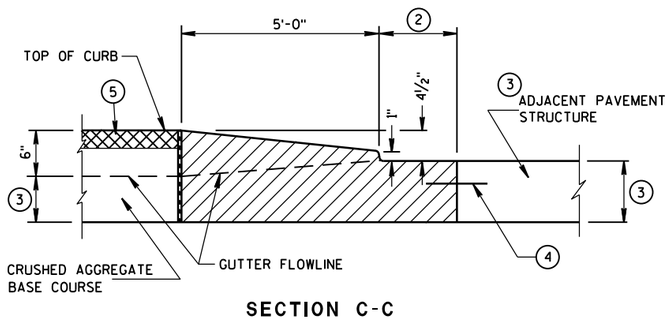
PAVEMENT TIES REQUIRED IN EXISTING CONCRETE BASE COURSE. PAVEMENT TIES SHALL BE NO. 6 X 1'-0" SPACED AT 3'-0" C-C INSTALLED ON A HORIZONTAL SKEW OF 6:1. THE DIRECTION OF SKEW SHALL ALTERNATE AFTER EVERY ONE OR TWO BARS.

(5) SURFACE TYPE AND DETAILS ARE SHOWN ELSEWHERE IN THE PLAN.

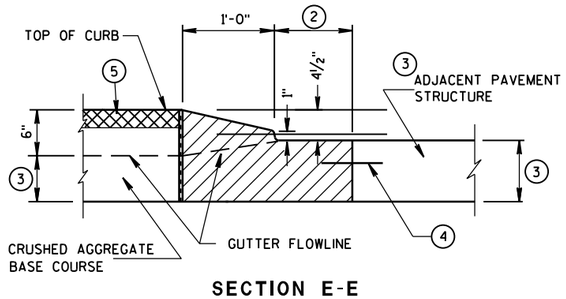




CONCRETE MEDIAN SLOPED NOSE TYPE 1

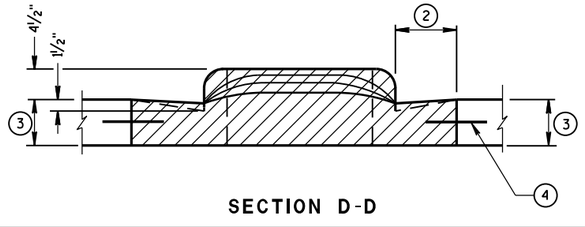


SECTION C-C



SECTION E-E

CONCRETE MEDIAN SLOPED NOSE TYPE 2



SECTION D-D

CONCRETE MEDIAN NOSE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

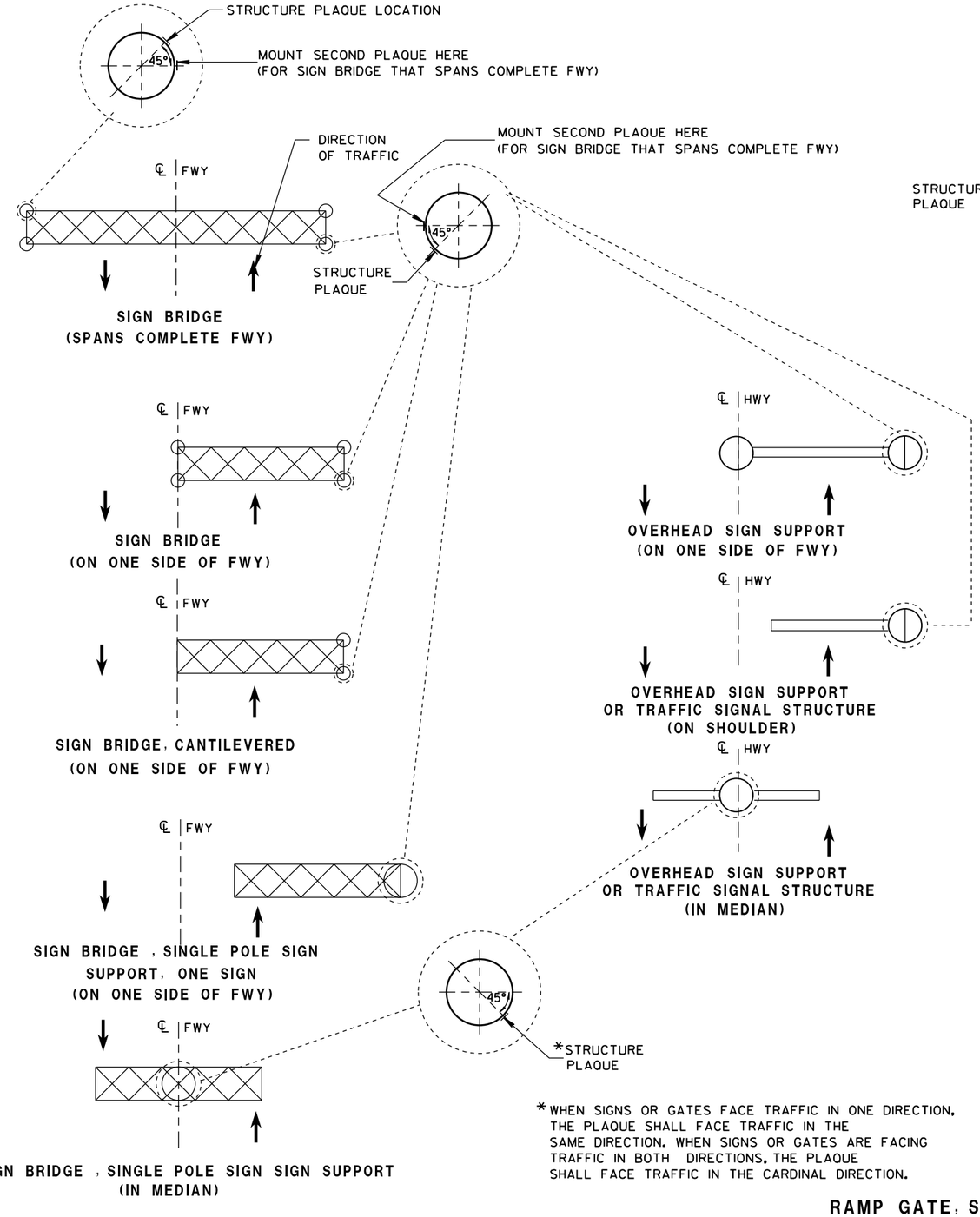
APPROVED
6/8/2006
DATE
/S/ Jerry H. Zogg
ROADWAY STANDARDS D ENGINEER
FHWA

6

S.D.D. 11 B 2-2

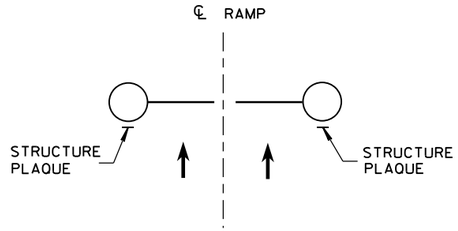
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S.D.D. 11 B 2-2

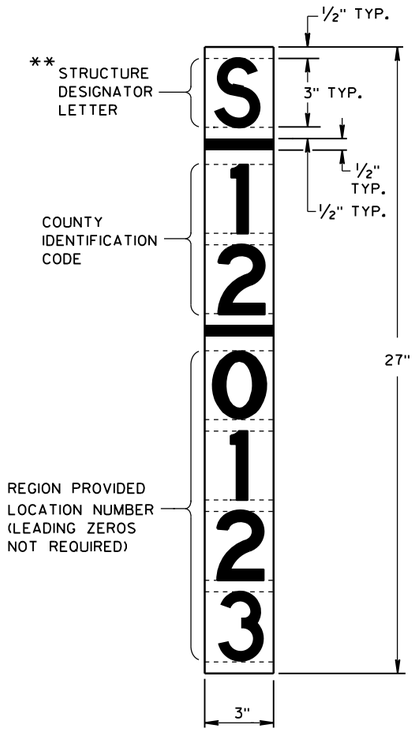


*WHEN SIGNS OR GATES FACE TRAFFIC IN ONE DIRECTION, THE PLAQUE SHALL FACE TRAFFIC IN THE SAME DIRECTION. WHEN SIGNS OR GATES ARE FACING TRAFFIC IN BOTH DIRECTIONS, THE PLAQUE SHALL FACE TRAFFIC IN THE CARDINAL DIRECTION.

LOCATION OF RAMP GATE, SIGN BRIDGE, OVERHEAD SIGN SUPPORT & TRAFFIC SIGNAL STRUCTURE PLAQUES



RAMP GATE
(ACROSS FWY ON-RAMP)



** LETTER "G" UTILIZED FOR RAMP GATES. LETTER "S" UTILIZED FOR SIGN BRIDGES, OVERHEAD SIGN SUPPORTS, AND TRAFFIC SIGNALS.

RAMP GATE, SIGN BRIDGE, OVERHEAD SIGN SUPPORT AND TRAFFIC SIGNAL STRUCTURE PLAQUE FOR SIGN BRIDGES AND OVERHEAD SIGN SUPPORT WHICH ARE NOT STRUCTURE MOUNTED

GENERAL NOTES

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

PLAQUES SHALL BE INCIDENTAL TO ALL NEW INSTALLATIONS.

IF THE PROPOSED SIGN BRIDGE OR OVERHEAD SIGN SUPPORT IS REPLACING AN EXISTING SIGN BRIDGE OR OVERHEAD SIGN SUPPORT, A NEW IDENTIFICATION PLAQUE WILL BE REQUIRED.

FASTEN TOP, CENTER AND BOTTOM OF PLAQUE TO POLE OR OTHER LOCATION AS FOLLOWS:

GALVANIZED STEEL SHAFT - 3 STAINLESS STEEL POP RIVETS

A588 STEEL SHAFT - SHIM FOR DRAINAGE WITH STAINLESS WASHERS; FASTEN WITH STAINLESS SELF-TAPPING SCREWS

ALUMINUM SHAFTS - 3 ALUMINUM POP RIVETS

MOUNTING HEIGHT SHALL BE APPROXIMATELY 5.0' ABOVE CURB OR SHOULDER. ADJUST IF IT IS KNOWN THAT REQUIRED TRAFFIC SIGNS WILL OBSTRUCT.

PLAQUE MATERIALS:

BASE - SHEET ALUMINUM, 0.060" THICK.

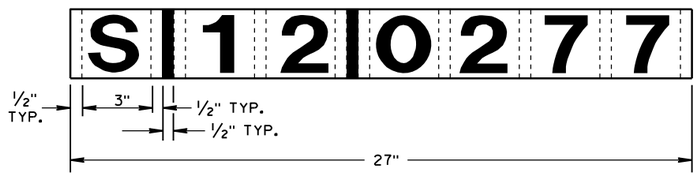
FACE - WHITE, SELF-ADHESIVE VINYL SHEETING, NON-RETROREFLECTIVE

LINES - BLACK, ½" WIDE, SELF-ADHESIVE

CHARACTERS:- BLACK, SELF ADHESIVE, SERIES "D", SIZE AS SHOWN.

FOR SIGN BRIDGES, STRUCTURE MOUNTED, THE STRUCTURE PLAQUE SHALL BE MOUNTED HORIZONTALLY AS SHOWN ON THE DRAWING. THE STRUCTURE PLAQUE SHALL BE MOUNTED HORIZONTALLY TO THE BACK OF THE SIGN, BETWEEN THE ALUMINUM EXTRUSIONS, NEAR THE TOP LEFT HAND CORNER OF THE SIGN. THE BASE MATERIAL SHALL BE OMITTED AND THE FACE ADHERED DIRECTLY TO THE ALUMINUM SURFACE. PRIOR TO ADHERING THE MATERIAL, THE ALUMINUM SURFACE SHALL BE SMOOTH, CLEAN AND DRY.

WHERE SIGN BRIDGE ILLUMINATION IS PROVIDED, THE STRUCTURE MUST ALSO HAVE A SIGN BRIDGE CIRCUIT PLAQUE AS SHOWN IN THE ELECTRICAL DETAILS.



IDENTIFICATION PLAQUE FOR SIGN BRIDGE, STRUCTURE MOUNTED

STRUCTURE IDENTIFICATION PLAQUES, RAMP GATES, SIGN BRIDGES, OVERHEAD SIGN SUPPORTS, & TRAFFIC SIGNALS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

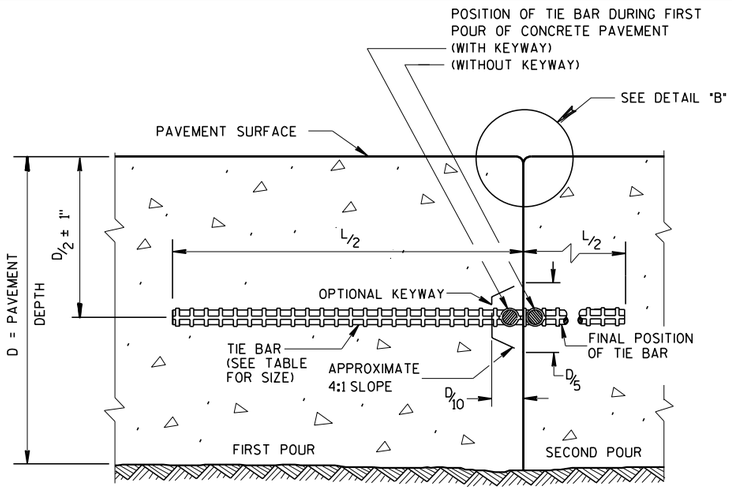
APPROVED
12/4/2012 — DATE
/S/ Travis Feltes — STATE TRAFFIC ENGINEER
FHWA

6

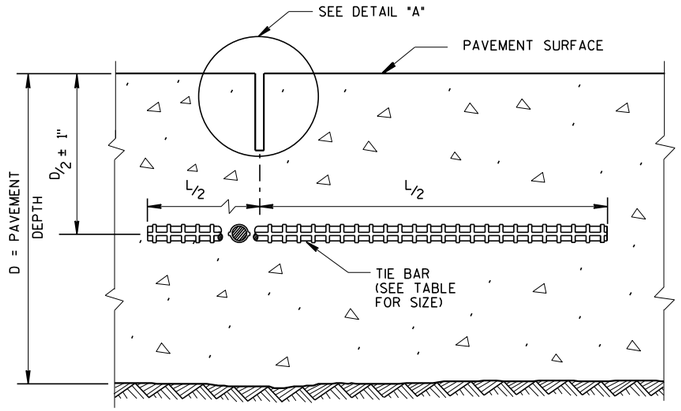
S.D.D. 12 A 4-3

6

S.D.D. 12 A 4-3



CONSTRUCTION JOINT



SAWED JOINT

GENERAL NOTES

CREATE A LONGITUDINAL JOINT FOR PAVEMENT WIDTHS GREATER THAN 15 FEET.

CORRELATE LONGITUDINAL JOINTS WITH LANE LINES WHEN POSSIBLE.

(1) ANCHOR TIE BARS INTO DRILLED HOLES WITH AN EPOXY.

(2) PAVEMENT THAT WAS IN PLACE PRIOR TO THE CONTRACT.

PLAN VIEW

SECTION A-A

LONGITUDINAL CONSTRUCTION JOINT TIE BARS ANCHORED INTO EXISTING PAVEMENT

DETAIL "A"

DETAIL "B"

DETAIL "C"

TIE BAR TABLE

PAVEMENT DEPTH (D)	TIE BAR SIZE	TIE BAR LENGTH (L)	MAX. TIE BAR SPACING
< 10 1/2"	NO. 4	30"	36"
≥ 10 1/2"	NO. 5	36"	36"
	NO. 4 *	30"	24" **

* SUBSTITUTE BENT BARS AT LONGITUDINAL JOINTS WHEN EQUIPMENT LIMITATIONS DURING CONSTRUCTION WARRANT (e.g. AUXILIARY LANES OR TURN LANES)

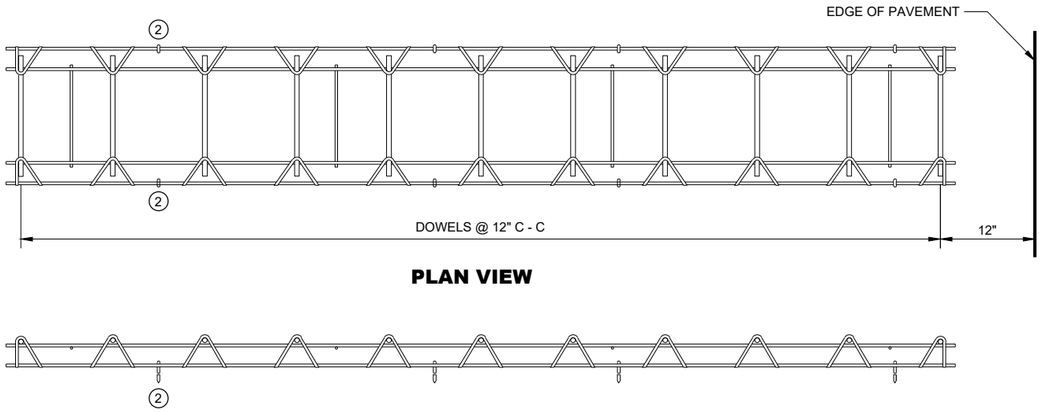
** CONFORM TO 15" MINUMUM SPACING FROM TRANSVERSE JOINTS; SPACING BETWEEN TIE BARS WILL BE 30" AT TRANSVERSE JOINTS.

PLAN VIEW
SHOWING LOCATION OF TIE BARS

CONCRETE PAVEMENT LONGITUDINAL JOINTS AND TIES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

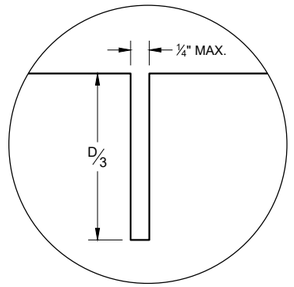
APPROVED
March 2018 — DATE
/S/ Peter Kemp PE — PAVEMENT SUPE
FHWA



PLAN VIEW

SIDE VIEW

CONTRACTION JOINT DOWEL ASSEMBLY (1)



JOINT DETAIL

GENERAL NOTES

CONTRACTION JOINTS

CONSTRUCT TRANSVERSE CONTRACTION JOINTS NORMAL TO THE CENTERLINE. SHOW THE LOCATION OF CONTRACTION JOINTS THROUGH INTERSECTIONS ON THE PLANS OR AS DIRECTED BY THE ENGINEER.

INSTALL DOWEL BARS PARALLEL TO THE PAVEMENT CENTERLINE AND PAVEMENT SURFACE.

FOR PAVEMENT SLABS OF VARYING WIDTHS, LOCATE THE OUTER MOST DOWEL BAR SO THAT THE CENTER OF THE BAR IS A MINIMUM OF 6 INCHES FROM AND A MAXIMUM OF 18 INCHES FROM THE FREE EDGE OF PAVEMENT.

CONSTRUCTION JOINTS

LOCATE CONSTRUCTION JOINTS A MINIMUM OF 6 FEET FROM THE NEAREST CONTRACTION JOINT AND ALIGN PARALLEL TO THE CONTRACTION JOINTS.

(1) OBTAIN THE ENGINEER'S APPROVAL FOR THE USE OF ALTERNATIVE DESIGNS OF THE DOWEL ASSEMBLY. USE MECHANICAL DOWEL BAR INSERTERS OR DOWEL ASSEMBLIES WHEN CONSTRUCTION CONTRACTION JOINTS.

(2) SECURE BASKETS WITH ANCHORS TO HOLD DOWEL BARS IN THE CORRECT POSITION AND ALIGNMENT. TYPE, LOCATION, NUMBER AND LENGTH OF ANCHORS ARE DEPENDENT UPON FIELD CONDITIONS.

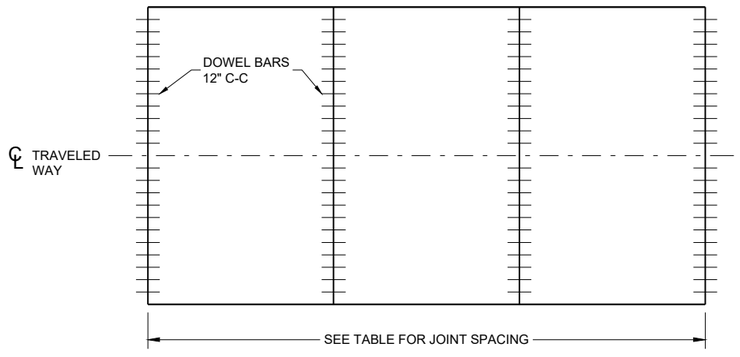
(3) FORM OR SAW CONSTRUCTION JOINTS. PROVIDE A ¼" RADIUS AT FORMED JOINTS.

(4) PROVIDE A SMOOTH VERTICAL FACE FOR THE ENTIRE DEPTH OF THE PAVEMENT WHEN FORMING CONSTRUCTION JOINTS.

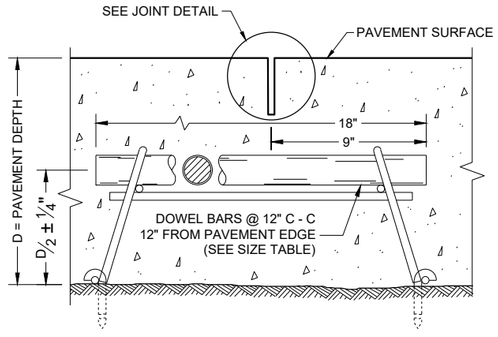
(5) INSTALL DOWEL BARS AT CONSTRUCTION JOINTS BY FORMING OR DRILLING. INSTALL FORMED DOWEL BARS 12 INCHES C - C AND 12 INCHES FROM PAVEMENT EDGE. REMOVE EXCESS CONCRETE FROM THE FREE END OF THE DOWEL BAR IF DOWEL BARS ARE FORMED THROUGH A HEADER BOARD. INSTALL DRILLED DOWEL BARS ACCORDING TO THE "DRILLED DOWEL BAR CONSTRUCTION JOINT" DETAIL.

(6) APPLY A THIN UNIFORM COATING OF SURFACE TREATMENT TO THE FREE END OF DOWEL BARS TO PREVENT BONDING.

(7) ANCHOR DOWEL BARS AND TIE BARS INTO DRILLED HOLES WITH AN EPOXY. MAXIMUM DRILLED HOLE SIZE IS ⅛" GREATER THAN DOWEL BAR DIAMETER, 9 INCHES IN LENGTH.



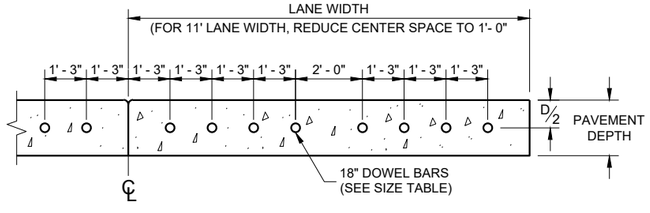
CONTRACTION JOINT LOCATIONS



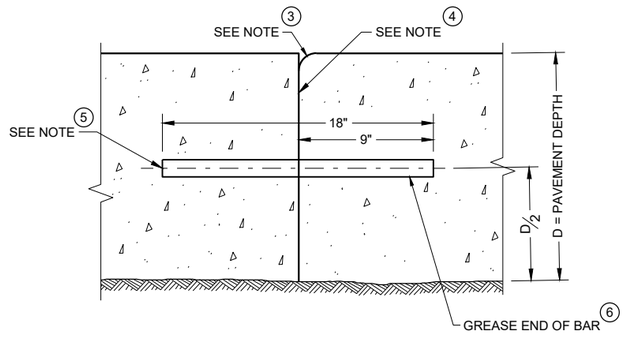
DOWELED CONTRACTION JOINT

PAVEMENT DEPTH, DOWEL BAR SIZE AND JOINT SPACING TABLE

PAVEMENT DEPTH (D)	DOWEL BAR DIAMETER	CONTRACTION JOINT SPACING
6", 6 ½"	NONE	12'
7", 7 ½"	1"	14'
8" & ABOVE	1 ¼"	15'



DRILLED DOWEL BAR CONSTRUCTION JOINT (7)



TRANSVERSE CONSTRUCTION JOINT

URBAN DOWELED CONCRETE PAVEMENT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2022
DATE

/S/ Peter Kemp P.E.
PAVEMENT SUPERVIS

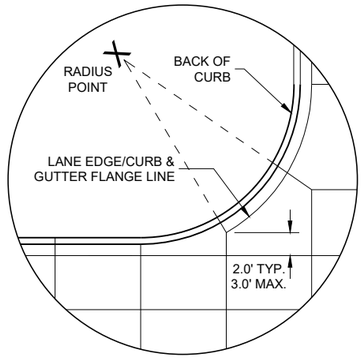
FHWA

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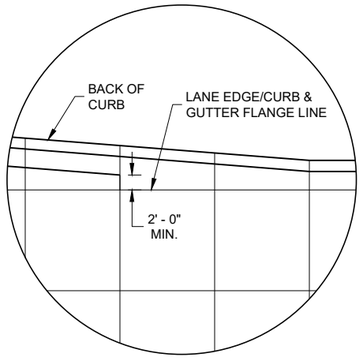
SDD 13C13 - 11

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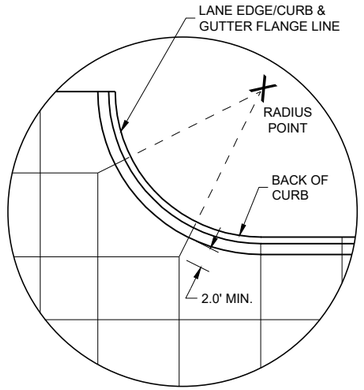
SDD 13C13 - 11



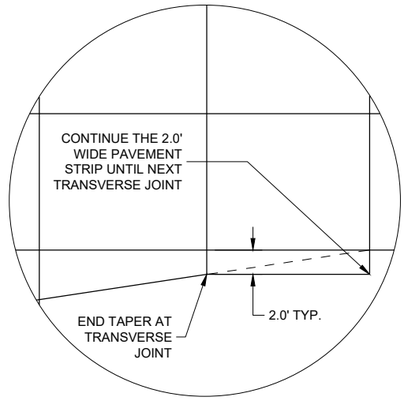
DETAIL "A"



DETAIL "B"



DETAIL "C"



DETAIL "D"

GENERAL NOTES

THE PRIMARY ROADWAY CONTROLS THE TRANSVERSE JOINT PATTERN.

ALIGN NEW JOINTS WITH EXISTING JOINTS OR CRACKS.

CONSTRUCT TRANSVERSE JOINTS PERPENDICULAR TO THE ROADWAY.

ADJUST TRANSVERSE JOINTS TO ALIGN WITH UTILITY FIXTURES (E.G MANHOLES AND INLETS) IN THE PAVEMENT STRUCTURE WHEN POSSIBLE. WATER VALVES DO NOT REQUIRE JOINT ADJUSTMENT.

AVOID SLABS LESS THAN 2 FEET WIDE OR GREATER THAN 15 FEET WIDE.

SEE TABLE FOR TRANSVERSE JOINT SPACING. JOINT SPACING SPECIFIED IS MAXIMUM AND ACTUAL SPACING CAN BE ADJUSTED TO ACCOMMODATE INTERSECTIONS.

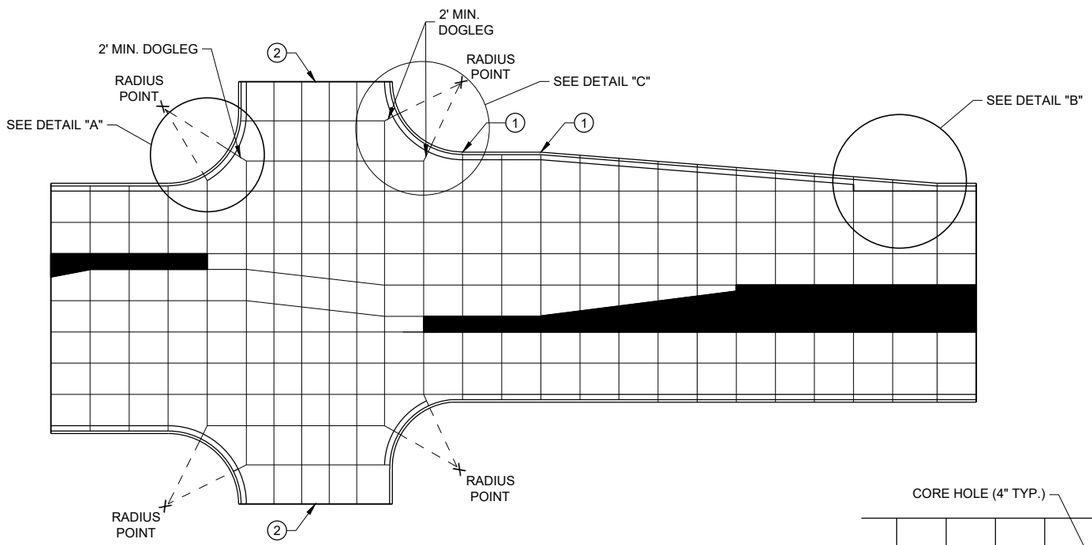
AVOID ANGLES LESS THAN 60° BY DOGLEGGING JOINTS THROUGH CURVE RADIUS POINTS. USE 90° ANGLES WHEN POSSIBLE.

CORRELATE LONGITUDINAL JOINTS WITH LANE LINES WHEN POSSIBLE.

(1) PROVIDE TRANSVERSE JOINTS AT ALL PAVEMENT WIDTH CHANGES.

(2) CONSTRUCT DOWELED EXPANSION JOINT ON THE SIDE ROAD OF AN INTERSECTION IF THE SIDE ROAD IS CONCRETE PAVEMENT AND GREATER THAN 300 FEET IN LENGTH. ALIGN EXPANSION JOINT WITH EDGE OF RADIUS.

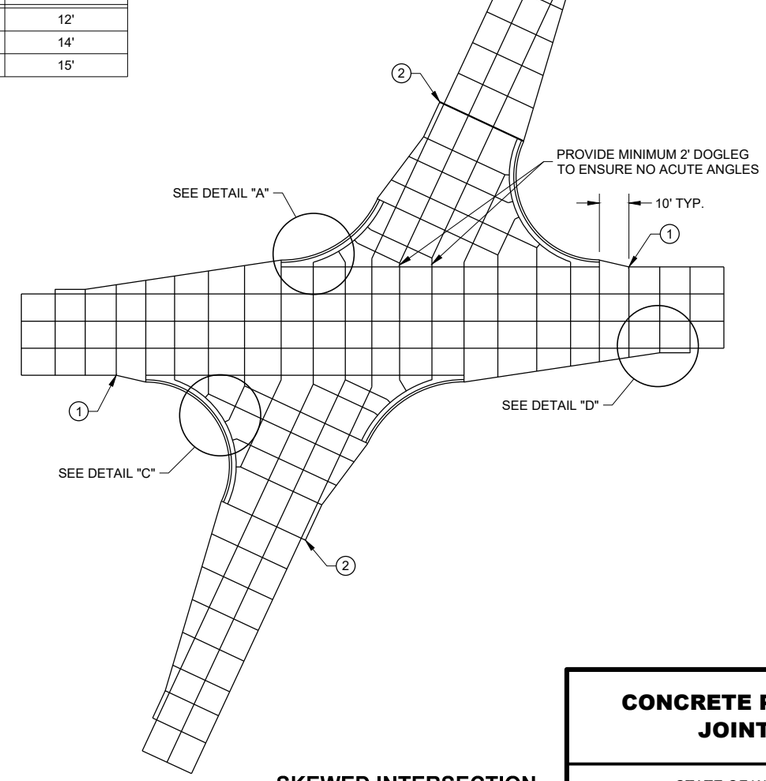
(3) THE ENGINEER MAY APPROVE SLIGHT VARIATIONS FROM THESE JOINTING DETAILS.



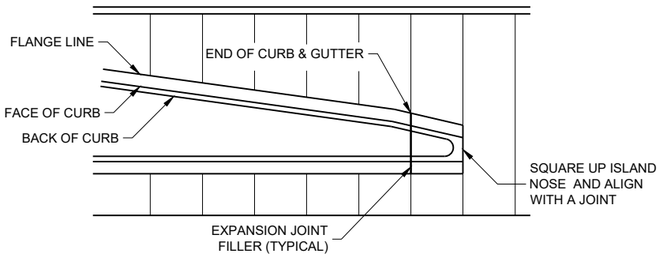
STANDARD INTERSECTION

PAVEMENT DEPTH AND JOINT SPACING TABLE

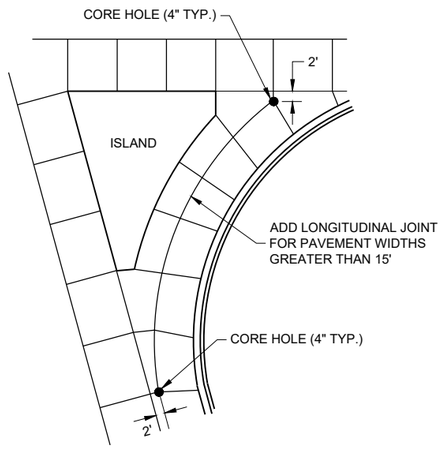
PAVEMENT DEPTH (D)	CONTRACTION JOINT SPACING
6", 6 ½"	12'
7", 7 ½"	14'
8" & ABOVE	15'



SKEWED INTERSECTION



APPROACH TO MEDIAN



LARGE RIGHT TURN

CONCRETE PAVEMENT JOINTING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 13C18 - 08a

6

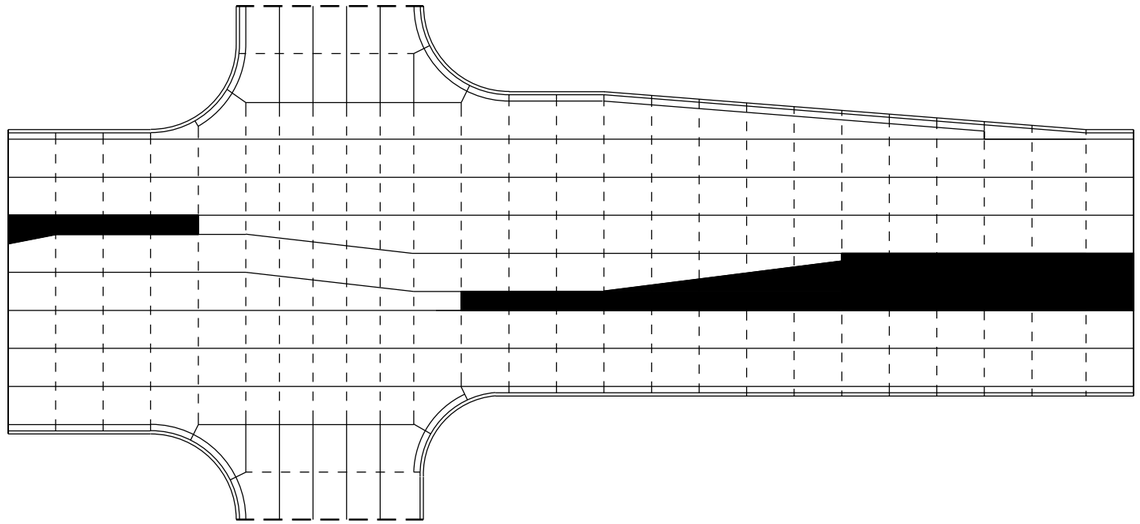
SDD 13C18 - 08a

LEGEND

POTENTIAL DOWELED EXPANSION JOINT

DOWELED JOINT

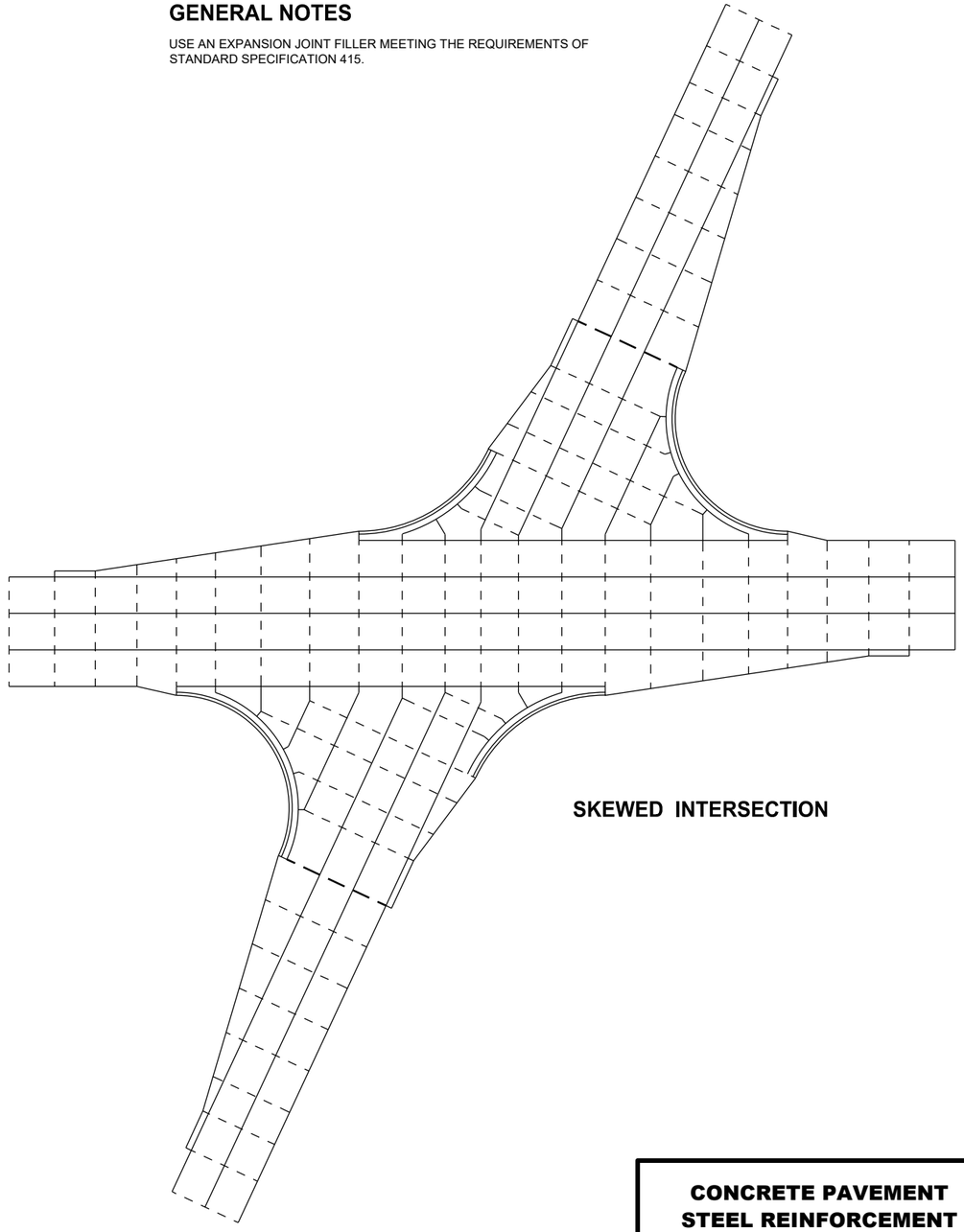
TIED JOINT



STANDARD INTERSECTION

GENERAL NOTES

USE AN EXPANSION JOINT FILLER MEETING THE REQUIREMENTS OF STANDARD SPECIFICATION 415.



SKEWED INTERSECTION

6

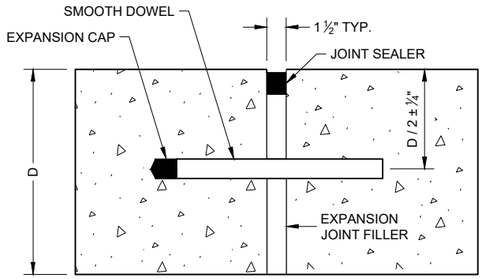
SDD 13C18 - 08b

CONCRETE PAVEMENT STEEL REINFORCEMENT

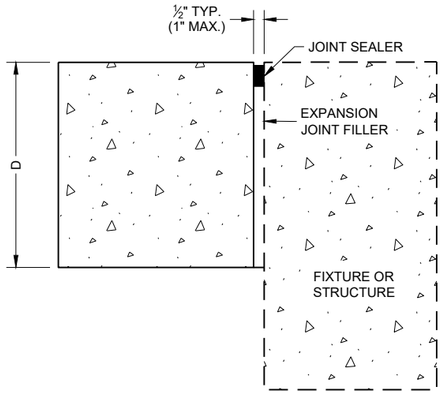
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTA

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SDD 13C18 - 08b



DOWELED TRANSVERSE (1)



UNTIED - LONGITUDINAL

EXPANSION JOINTS

TIE BAR TABLE

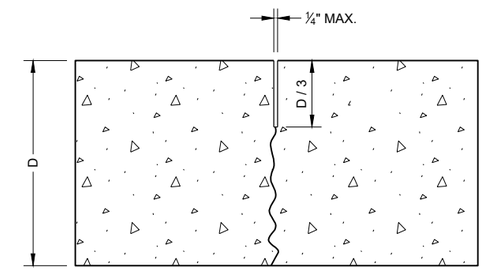
PAVEMENT DEPTH (D)	TIE BAR SIZE	TIE BAR LENGTH (L)	MAX. TIE BAR SPACING
< 10 ½"	NO. 4	30"	36"
≥ 10 ½"	NO. 5	36"	36"
	NO. 4 *	30"	24" **

* SUBSTITUTE BENT BARS AT LONGITUDINAL JOINTS WHEN EQUIPMENT LIMITATIONS DURING CONSTRUCTION WARRANT (e.g. AUXILIARY LANES OR TURN LANES)

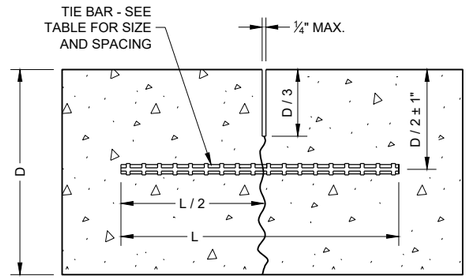
** CONFORM TO 15" MINIMUM SPACING FROM TRANSVERSE JOINTS; SPACING BETWEEN TIE BARS WILL BE 30" AT TRANSVERSE JOINTS.

GENERAL NOTES

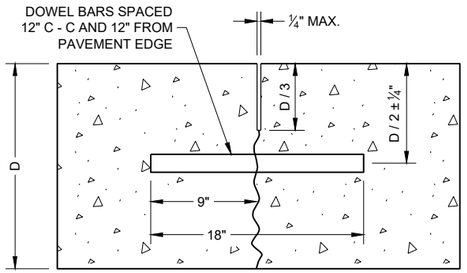
1. USE DOWELED EXPANSION JOINTS ON SIDE ROADS AT INTERSECTIONS (TO ISOLATETHE SIDE ROAD FROM THE THROUGH STREET) IF THE SIDE ROAD IS CONCRETE PAVEMENT AND GREATER THAN 300 FEET IN LENGTH.
2. SPACE CONTRACTION JOINTS IN ACCORDANCE WITH SDD 13C4, 13C11 OR 13C13.
3. LOCATE CONSTRUCTION JOINTS A MINIMUM OF 6 FEET FROM THE NEAREST CONTRACTION JOINT AND ALIGN PARALLEL TO CONTRACTION JOINTS.
4. CONSTRUCTION JOINTS CAN BE FORMED OR SAWED.
5. IF JOINT IS FORMED, PROVIDE A ¼" RADIUS.
6. ANCHOR TIE BARS INTO DRILLED HOLES WITH AN EPOXY.



UNDOWELED TRANSVERSE

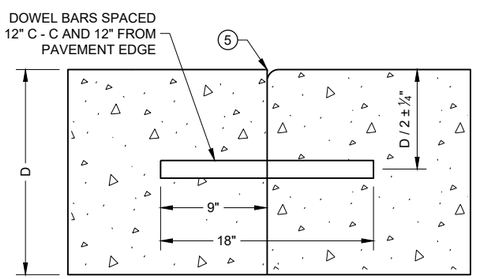


TIED LONGITUDINAL

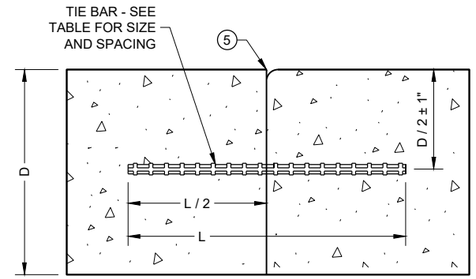


DOWELED TRANSVERSE

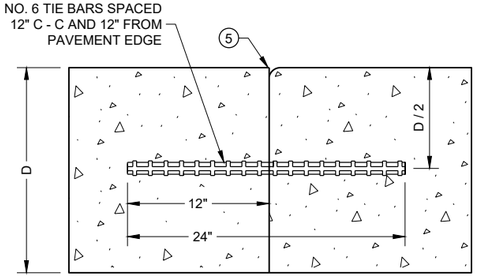
CONTRACTION JOINTS (2)



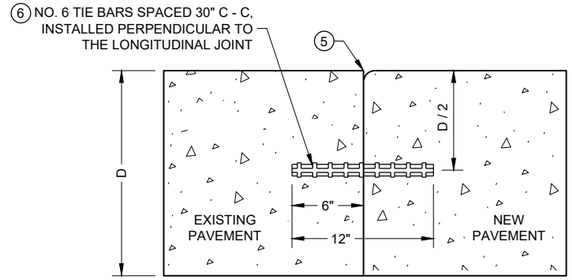
DOWELED TRANSVERSE (3)



TIED LONGITUDINAL



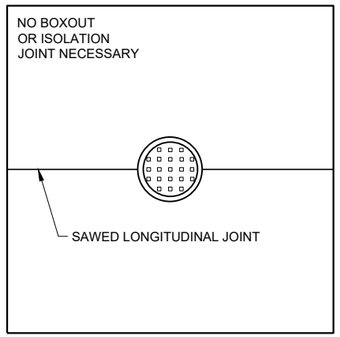
TIED TRANSVERSE (3)
(FOR USE ON NON-DOWELED PAVEMENTS ONLY)



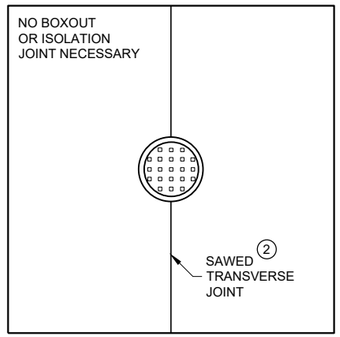
TIED LONGITUDINAL TO EXISTING

CONSTRUCTION JOINTS (4)

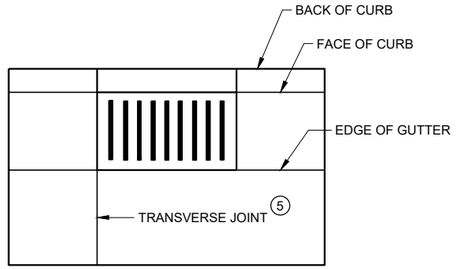
CONCRETE PAVEMENT JOINT TYPES



MANHOLE WITH LONGITUDINAL JOINT



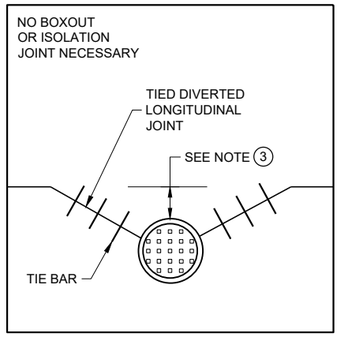
MANHOLE WITH TRANSVERSE JOINT



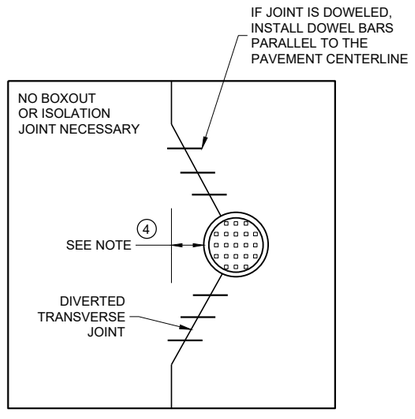
INLET WITH TRANSVERSE JOINT

GENERAL NOTES

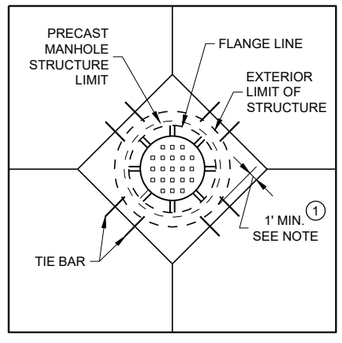
1. USE BOXOUTS WHEN UTILITY STRUCTURE IS IN THE PATH OF CONSTRUCTION JOINTS. PROVIDE A 1 FOOT MINIMUM CLEARANCE BETWEEN THE EXTERIOR LIMIT OF THE STRUCTURE TO THE DIAMOND BOXOUT.
2. ADJUST TRANSVERSE JOINT TO INTERSECT MANHOLE IF POSSIBLE.
3. IF DISTANCE BETWEEN THE LONGITUDINAL JOINT AND THE EDGE OF MANHOLE IS 2 FEET OR LESS, DIVERT THE LONGITUDINAL JOINT AT A 2:1 TAPER RATE TO THE CENTER OF THE MANHOLE. IF THE DISTANCE IS GREATER THAN 2 FEET, DO NOT DIVERT THE JOINT AND SAW AS NORMAL. PLACE REINFORCEMENT REBAR AROUND THE MANHOLE.
4. IF THE DISTANCE FROM THE EDGE OF THE MANHOLE TO THE NEAREST TRANSVERSE JOINT IS LESS 4 FEET OR LESS, REDIRECT JOINT TO INTERSECT THE CENTER OF THE MANHOLE. IF DISTANCE IS GREATER THAN 4 FEET, DO NOT DIVERT THE JOINT AND SAW AS NORMAL. PLACE REINFORCEMENT REBAR AROUND THE MANHOLE.
5. ALIGN TRANSVERSE JOINT WITH ONE EDGE OF INLET WHEN PRACTICAL.



MANHOLE WITH DIVERTED LONGITUDINAL CONTRACTION JOINT



MANHOLE WITH DIVERTED TRANSVERSE CONTRACTION JOINT



DIAGONAL MANHOLE BOXOUT FOR CONSTRUCTION JOINTS

CONCRETE PAVEMENT JOINTING AT UTILITY FIXTURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

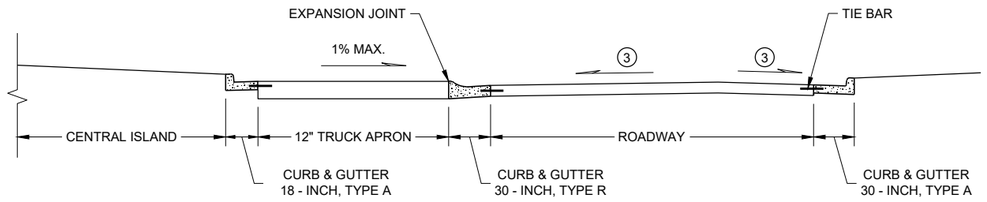
APPROVED
May 2023
DATE

/S/ Peter Kemp P.E.
PAVEMENT SUPERVIS

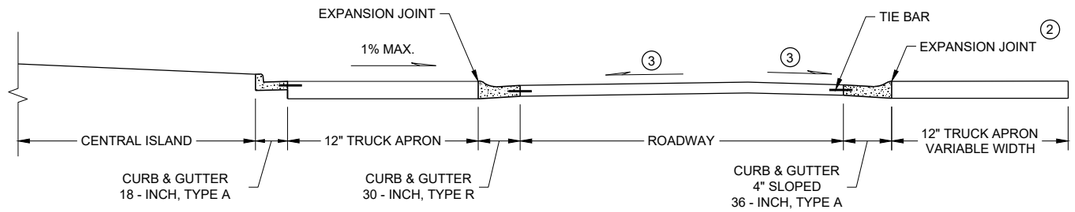
FHWA

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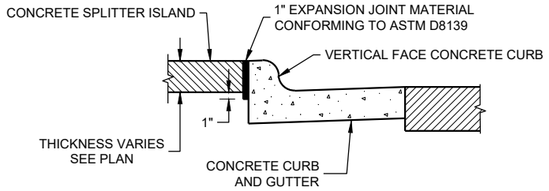
SDD 13C18 - 08d



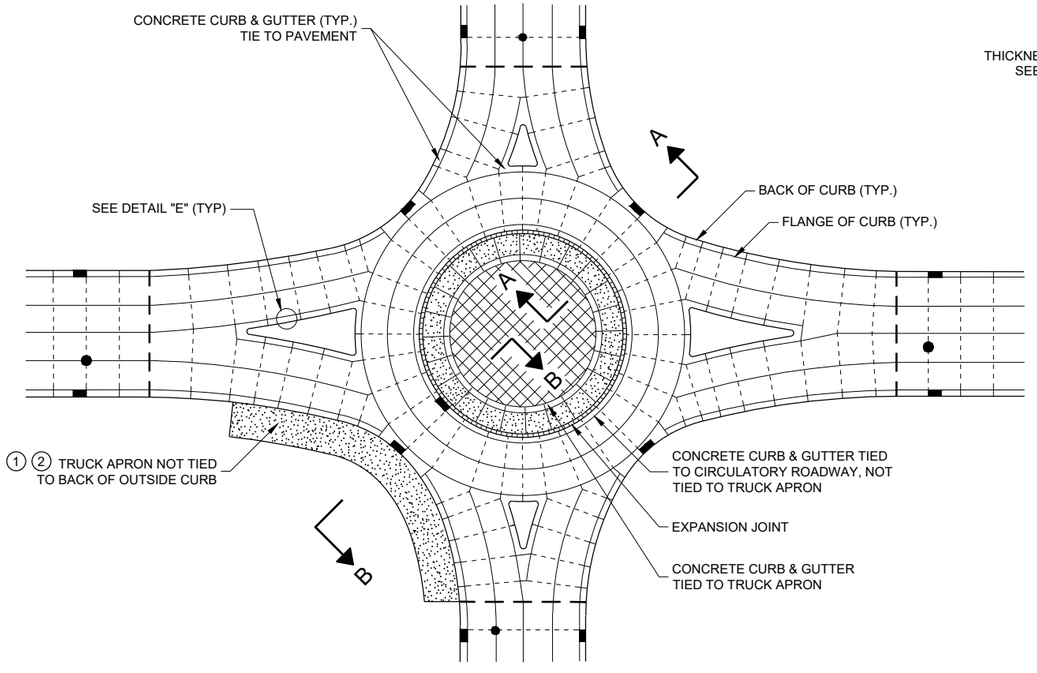
SECTION A - A



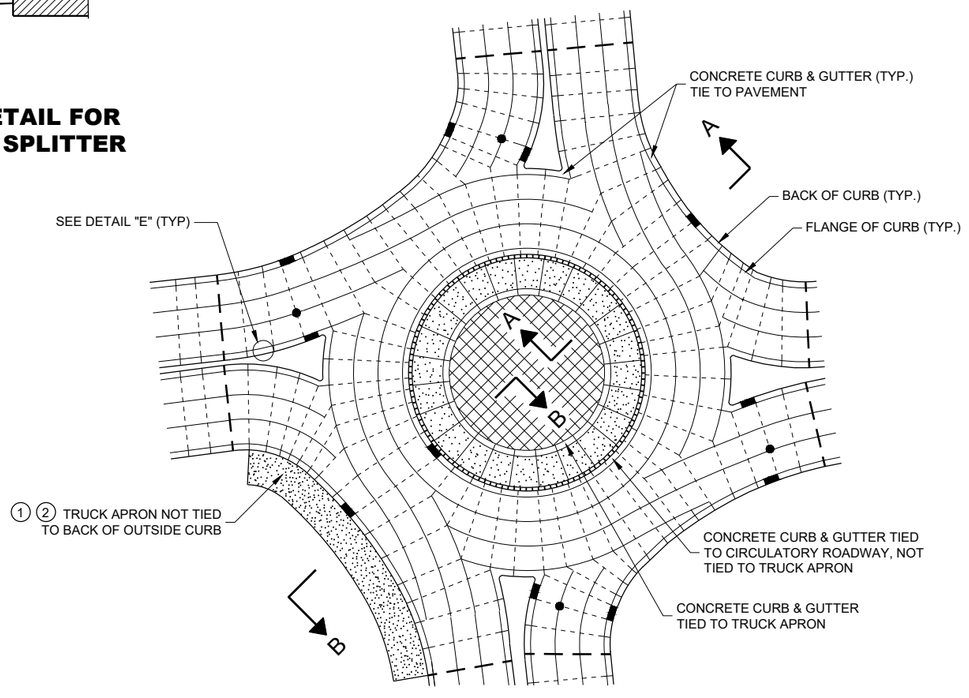
SECTION B - B



DETAIL 'E'
EXPANSION JOINT DETAIL FOR VERTICAL CURB AT A SPLITTER ISLAND



ISOLATED CIRCLE JOINT LAYOUT FOR ROUNDABOUTS



PINWHEEL JOINT LAYOUT FOR ROUNDABOUTS

GENERAL NOTES

MAXIMUM JOINT SPACING IS IN ACCORDANCE WITH THE TABLE SHOWN ON SDD 13C18 - SHEET "a"

USE EXPANSION JOINT FILLER MEETING THE REQUIREMENTS OF STANDARD SPECIFICATION 415.

DO NOT DOWEL OR TIE THE TRUCK APRON TRANSVERSE JOINTS.

(1) DESIGNER DETERMINES SIZE AND LOCATION(S) OF TRUCK APRON TO ACCOMMODATE TRACKING OF OVERSIZE / OVERWEIGHT VEHICLES.

(2) TIE THE OUTSIDE TRUCK APRON TO THE BACK SIDE OF CURB ONLY WHEN ENTIRE TRUCK APRON IS LESS THAN 3 FEET.

(3) CONFORM TO PLAN CONSTRUCTION DETAILS FOR CIRCULATORY ROADWAY CROSS SLOPE.

LEGEND

- DOWELED JOINT
- TIED JOINT
- EXPANSION JOINT
- POTENTIAL DOWELED EXPANSION JOINT
- TRUCK APRON
- CENTRAL ISLAND
- UTILITY STRUCTURES

CONCRETE PAVEMENT JOINTING AND STEEL REINFORCEMENT IN ROUNDABOUTS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023
DATE

/S/ Peter Kemp P.E.
PAVEMENT SUPERVIS

FHWA

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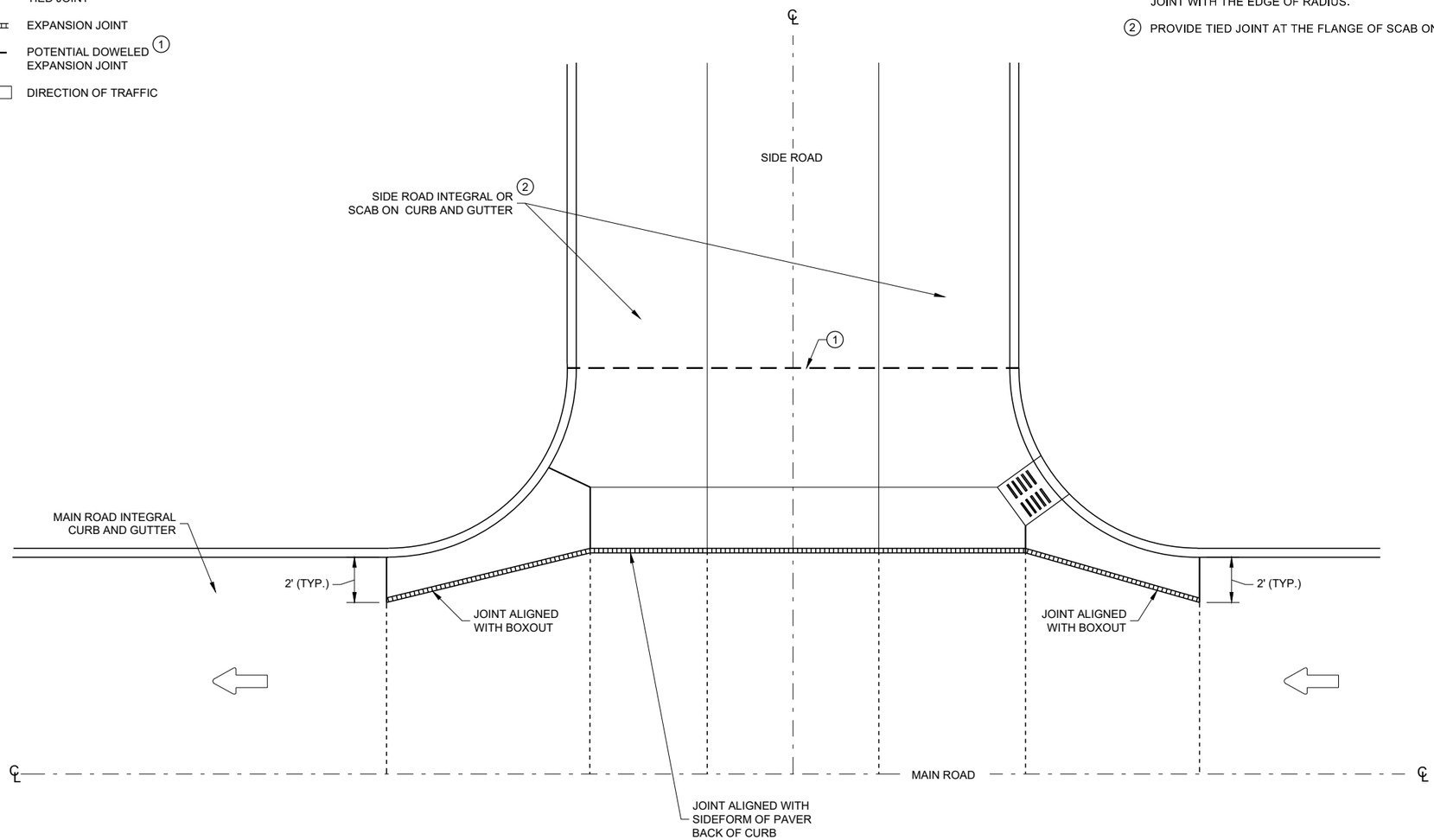
SDD 13C18 - 08e

6

SDD 13C18 - 08e

LEGEND

- DOWELED JOINT
- TIED JOINT
- EXPANSION JOINT
- POTENTIAL DOWELED EXPANSION JOINT (1)
- DIRECTION OF TRAFFIC



GENERAL NOTES

(1) CONSTRUCT DOWELED EXPANSION JOINT ON THE SIDE ROAD OF AN INTERSECTION IF THE SIDE ROAD IS CONCRETE PAVEMENT AND GREATER THAN 300 FEET IN LENGTH. ALIGN EXPANSION JOINT WITH THE EDGE OF RADIUS.

(2) PROVIDE TIED JOINT AT THE FLANGE OF SCAB ON CURB IF SCAB ON CURB AND GUTTER IS USE.

INTERSECTION BOXOUT FOR INTEGRAL CURB AND GUTTER

CONCRETE PAVEMENT INTERSECTION BOXOUT FOR INTEGRAL CURB AND GUTTER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023
DATE

/S/ Peter Kemp P.E.
PAVEMENT SUPERVIS 201

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SDD 13C18 - 08f

6

SDD 13C18 - 08f

GENERAL NOTES

(A) THE SLOPE IN THE AREA BOUNDED BY THE GRADELINE, THE HINGE POINT LINE (HPL) AND THE CLEAR ZONE LIMITS (CZL) SHALL BE 4:1 OR FLATTER.

(B) AFTER FINAL ASSEMBLY, RECHECK CABLE TO BE SURE IT IS TAUT AND HAS NOT RELAXED

(C) DIFFERENT MANUFACTURERS REQUIRE DIFFERENT PERFORATED W - BEAM RAIL END PANELS. SEE MANUFACTURER'S INFORMATION.

(D) ATTACH ALUMINUM SHEET TO E.A.T. HEAD USING 4 STAINLESS STEEL SELF - TAPPING SCREWS. ONE SCREW PER CORNER.

(E) HARDWARE MAY VARY BETWEEN MANUFACTURER. SEE MANUFACTURER'S DRAWING FOR INFORMATION.

DIMENSIONS MAY VARY, MANUFACTURER'S INFORMATION.

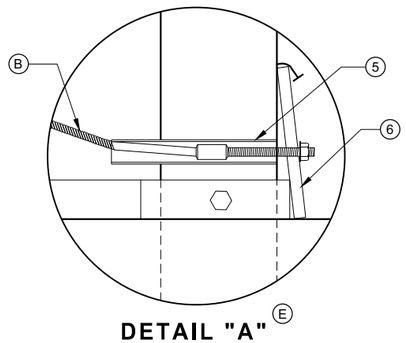
SEE SDD 14B42 FOR MORE INFORMATION.

* DO NOT ATTACH BLOCKOUTS TO POST 1 AND 2.

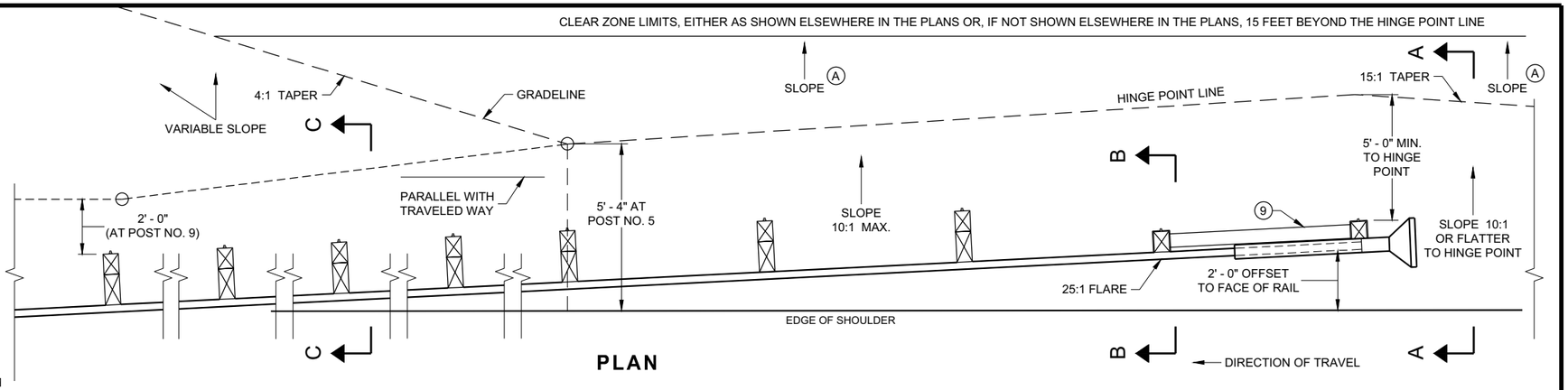
DO NOT INSTALL REFLECTORS ON THE FIRST 50 FEET OF THE APPROACH END OF THE ENERGY ABSORBING TERMINAL.

SEE MANUFACTURER'S DRAWING FOR SPLICE LOCATION, HARDWARE DIMENSIONS AND INSTALLATION INSTRUCTIONS.

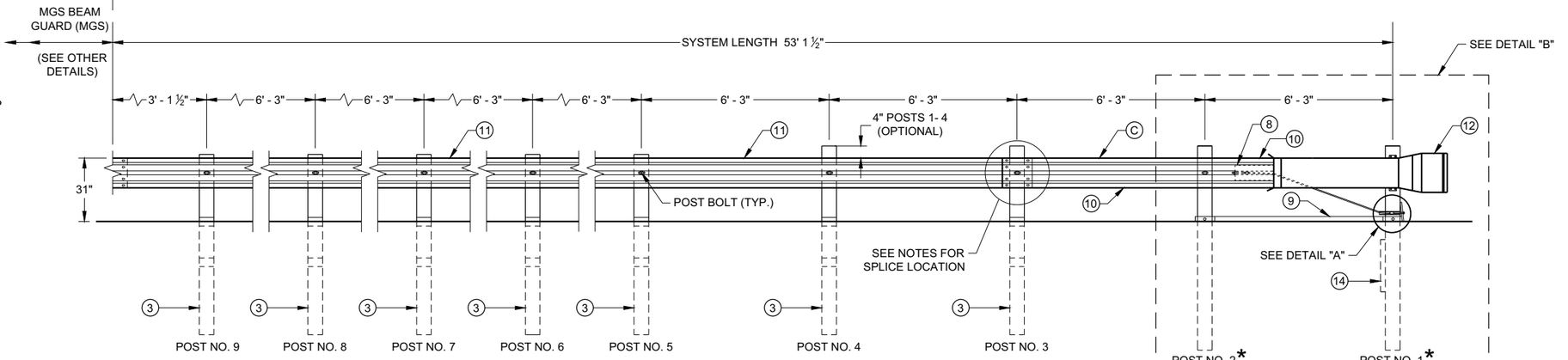
THE CENTER OF THE UPPER 3 ½" DIAMETER HOLE ON POST NUMBER 3 THROUGH POST 9 IS TO BE FLUSH WITH THE GROUND LINE UP TO A MAXIMUM OF 2" ABOVE GROUND LINE. WOOD BLOCKS ON POSTS NUMBERED 3 THROUGH 9 MAY BE ADJUSTED UP TO 3" ABOVE THE TOP OF POST.



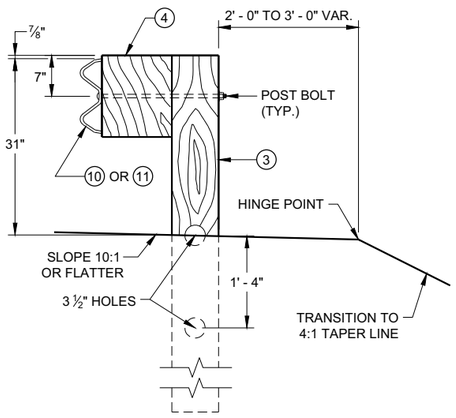
DETAIL "A" (E)



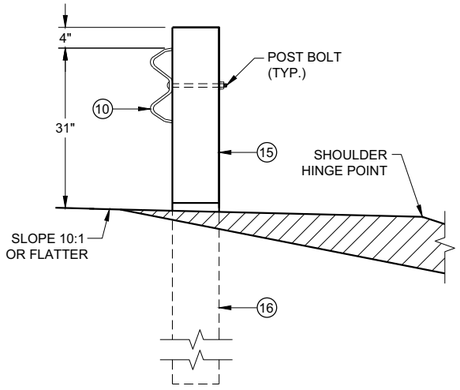
PLAN



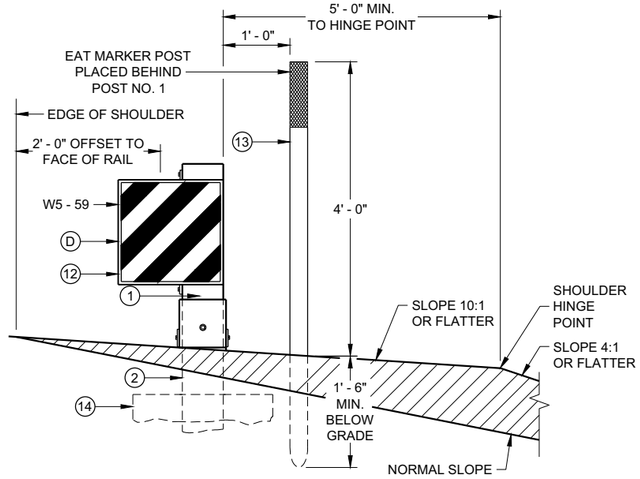
ELEVATION



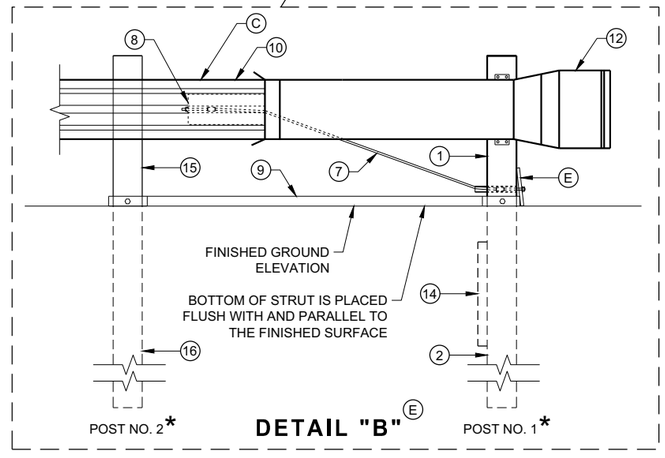
SECTION C - C
TYPICAL AT POST NOS. 3 - 9



SECTION B - B
TYPICAL AT POST NO. 2*



SECTION A - A
TYPICAL AT POST NO. 1*



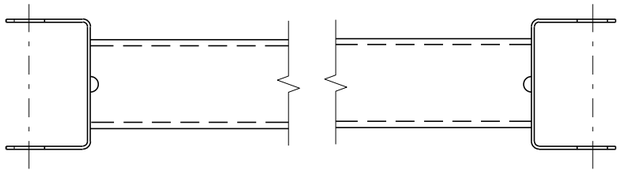
DETAIL "B" (E)

MIDWEST GUARDRAIL SYSTEM
ENERGY ABSORBING TERMINAL (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

SDD 14B44 - 04a

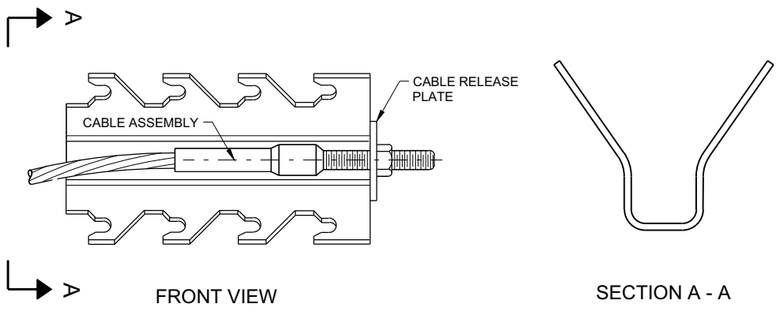
SDD 14B44 - 04a



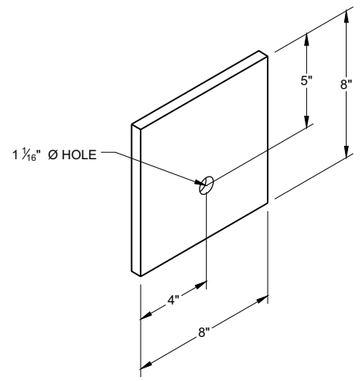
GENERIC GROUND STRUT (9) (E)

BILL OF MATERIALS

PART NO.	DESCRIPTION MATERIALS PROVIDED BY MGS EAT MANUFACTURER. SEE MANUGACTURER'S DETAILS FOR MORE INFORMATION.
(1)	UPPER POST NO. 1 6" X 6" TUBE
(2)	LOWER POST NO. 1
(3)	WOOD CRT
(4)	WOOD BLOCKOUT
(5)	PIPE SLEEVE
(6)	BEARING PLATE
(7)	BCT CABLE ASSEMBLY
(8)	ANCHOR CABLE BOX
(9)	GROUND STRUT
(10)	PERFORATED W-BEAM RAIL END PANEL, 12'-6" LONG.
(11)	STANDARD W-BEAM RAIL. MULTIPLE SECTIONS REQUIRED. SECTIONS VARY IN LENGTH.
(12)	IMPACT HEAD
(13)	EAT MARKER POST - YELLOW (SEE APPROVED PRODUCTS LIST)
(14)	SOIL PLATE
(15)	UPPER POST NO. 2
(16)	LOWER POST NO. 2



GENERIC ANCHOR CABLE BOX (9) (E)



BEARING PLATE (6) (E)

6

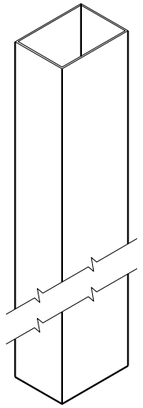
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SDD 14B44 - 04b

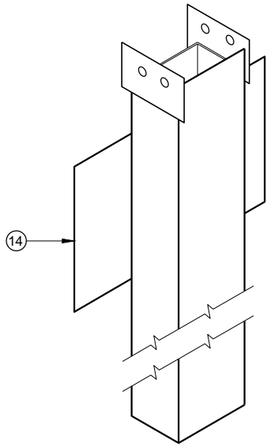
SDD 14B44 - 04b

MIDWEST GUARDRAIL SYSTEM
ENERGY ABSORBING TERMINAL
(MGS)

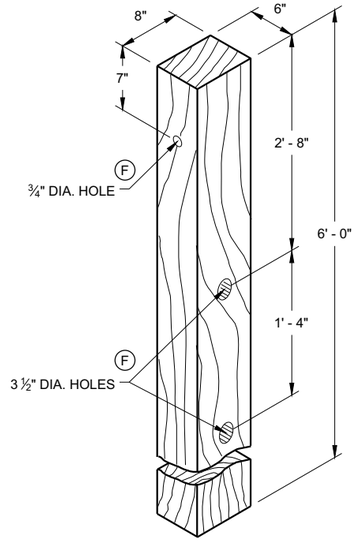
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



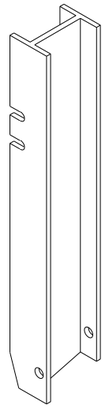
UPPER POST NO. 1 (1) (E)



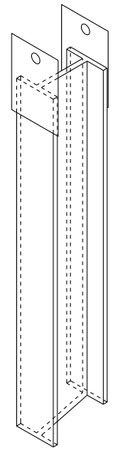
LOWER POST NO. 1 (2) (E)



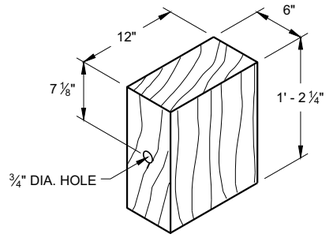
WOOD CRT POST (3) (E)
POSTS NUMBER 3-9



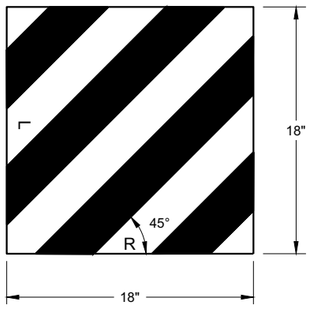
UPPER POST NO. 2 (15) (E)



LOWER POST NO. 2 (16) (E)

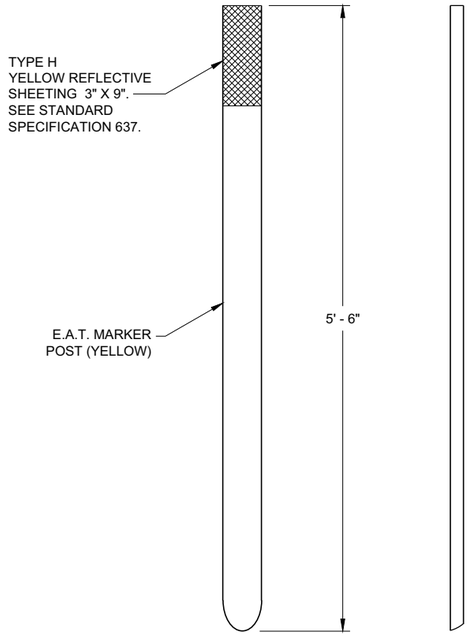


WOOD BLOCKOUT (4)
REQ'D. AT ALL POSTS EXCEPT POST NO'S 1 & 2



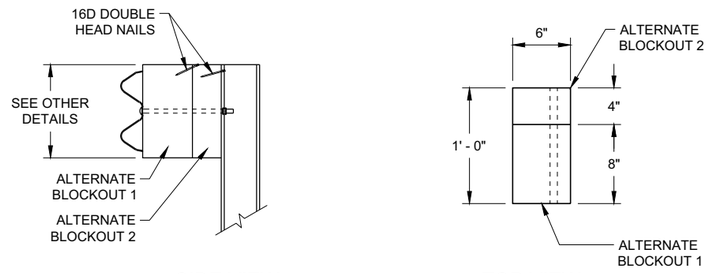
W5 - 59

REFLECTIVE SHEETING DETAIL (E)



FRONT VIEW SIDE VIEW

E.A.T. MARKER POST (13)



SIDE VIEW TOP VIEW

ALTERNATE WOOD BLOCKOUT DETAIL

MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)

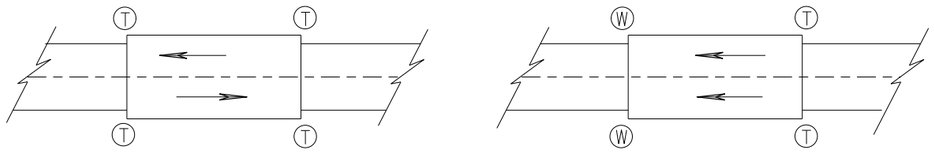
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
7/2018
DATE
/S/ Rodney Taylor
ROADWAY STANDARDS DEVE
UNIT SUPERVISOR

FHWA

6

SDD 14B44 - 04c



TWO WAY TRAFFIC

ONE WAY TRAFFIC

(T) THRIE BEAM CONNECTION

(W) W-BEAM CONNECTION WHEN REQUIRED

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

GENERAL NOTES

IF ROCK IS ENCOUNTERED, REMOVE ROCK TO FULL DEPTH OF POST PLUS 2½", AND 12" DIAMETER AROUND POST. SEE 14B42 FOR MORE DETAILS.

TRANSITION USES STEEL POSTS ONLY.

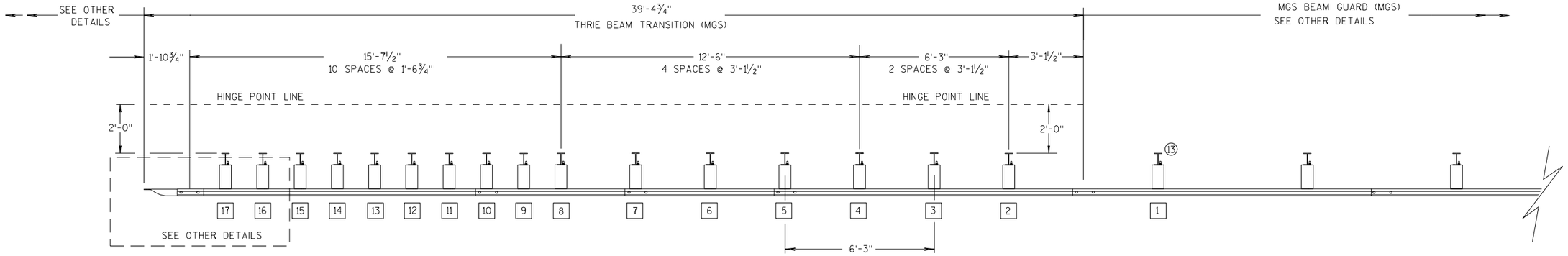
SEE STANDARD DETAIL DRAWING 14 B 42 FOR MORE INFORMATION.

POST 2 THROUGH 17 USES STEEL POST ONLY

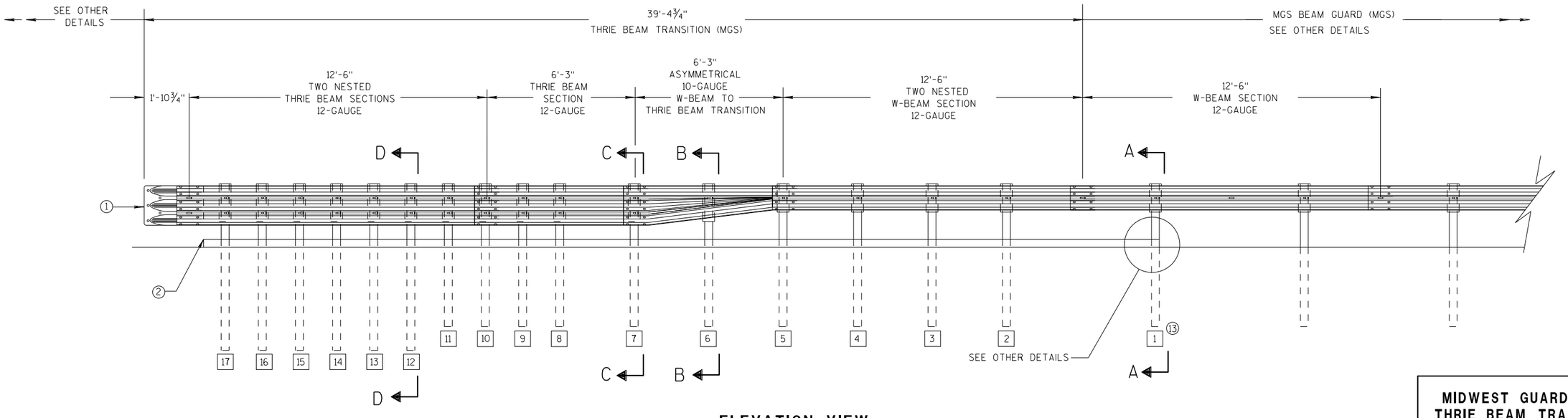
(1) BRIDGE RAILING TYPE "W" DOES NOT REQUIRE A TERMINAL CONNECTOR.

(2) OPTIONAL CURB AND GUTTER OR DRAINAGE FEATURE SEE PLAN FOR INFORMATION.

(13) STEEL OR WOOD POST IS ACCEPTABLE AT POST 1. SEE SDD14B42



PLAN VIEW



ELEVATION VIEW

MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR 205

6

S.D.D. 14 B 45-5a

6

S.D.D. 14 B 45-5a

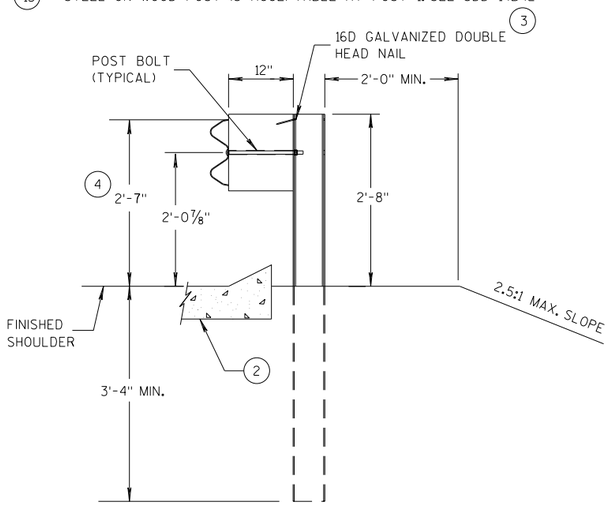
GENERAL NOTES

(2) OPTIONAL CURB AND GUTTER OR DRAINAGE FEATURE SEE PLAN FOR INFORMATION.

(3) WHEN USING STEEL POSTS AND WOOD BLOCKOUTS INSTALL FOUR 10D GALVANIZED NAILS. INSTALL NAILS AT THE BACK CORNERS OF THE BLOCK AND BEND THE NAILS OVER THE FLANGE OF THE STEEL POST.

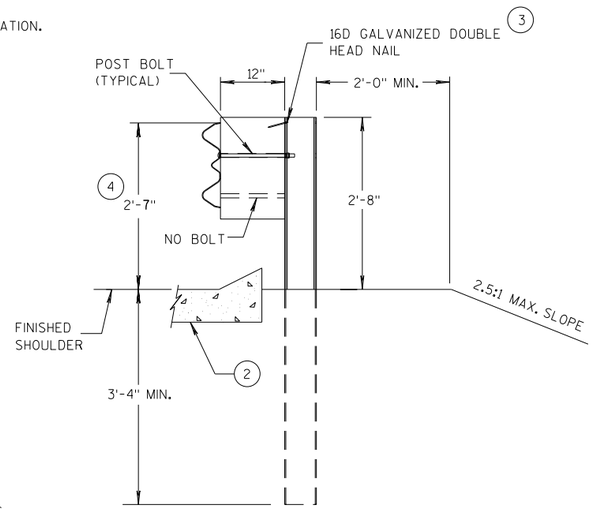
(4) TOLERANCE FOR TOP OF W-BEAM RAIL IS ± 1".

(13) STEEL OR WOOD POST IS ACCEPTABLE AT POST 1. SEE SDD 14B42



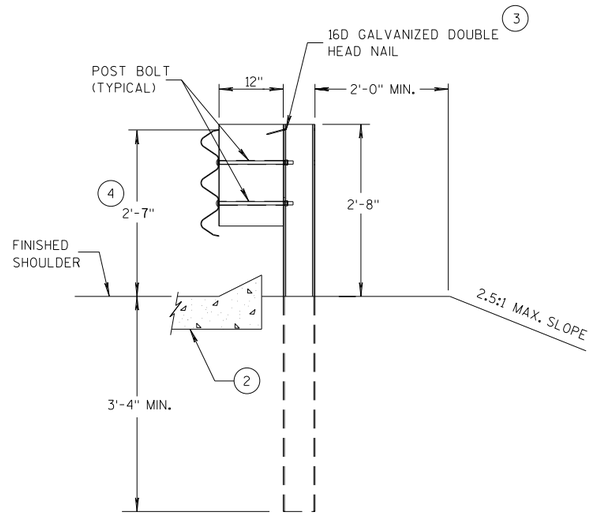
SECTION A-A (13)

POSTS 1-5



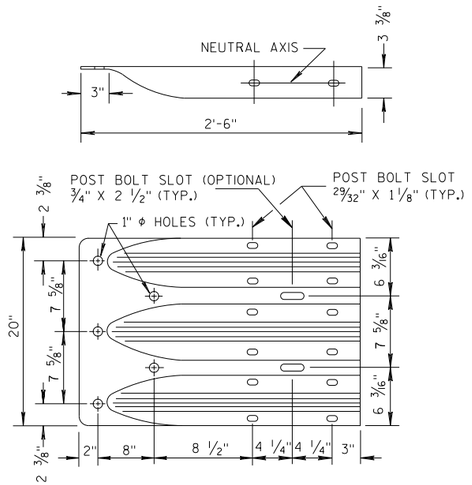
SECTION B-B

POST 6

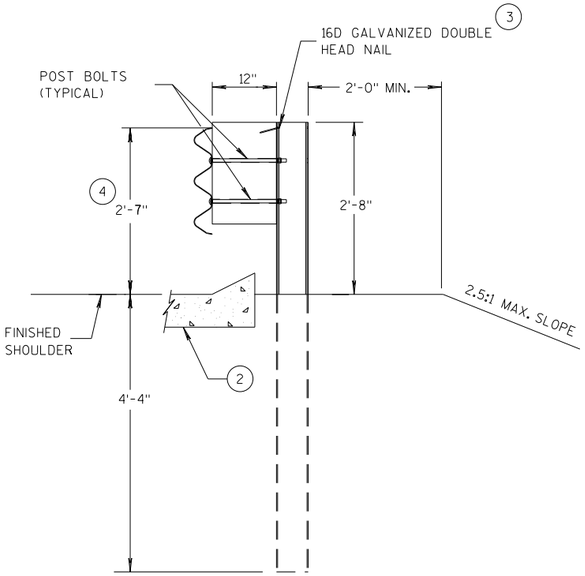


SECTION C-C

POSTS 7-11

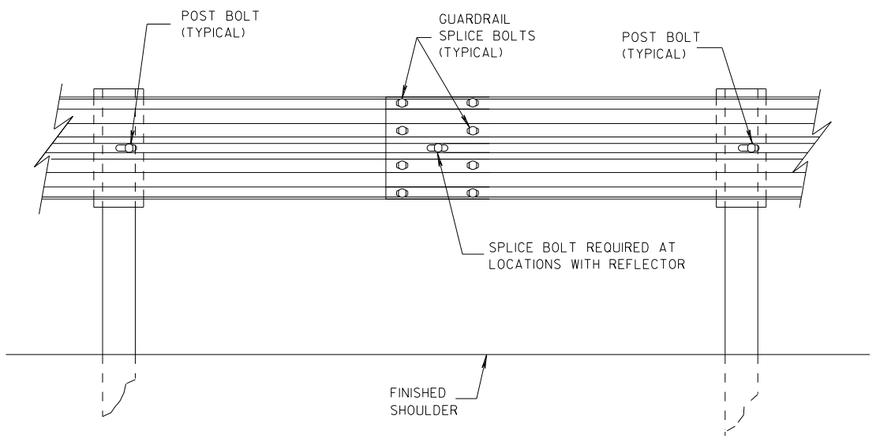


THRIE BEAM TERMINAL CONNECTOR



SECTION D-D

POSTS 12-17



SPLICE DETAIL

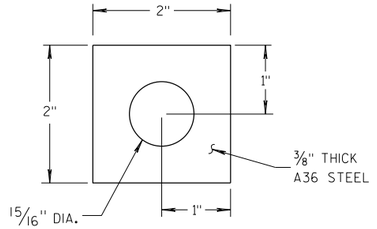
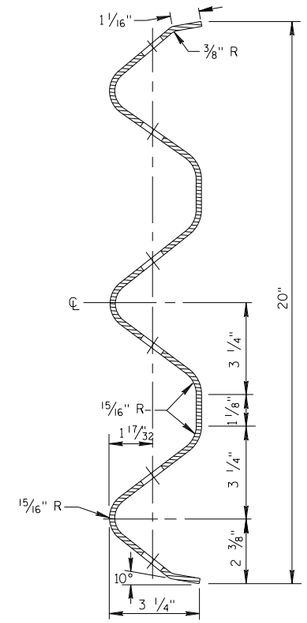


PLATE WASHER DETAIL



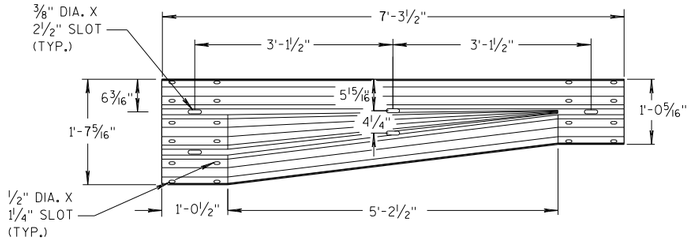
SECTION THRU THRIE BEAM RAIL ELEMENT

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

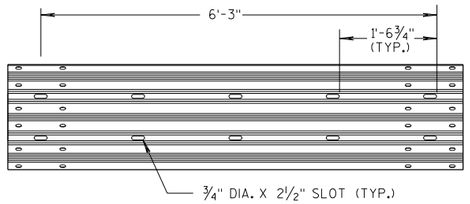
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

6

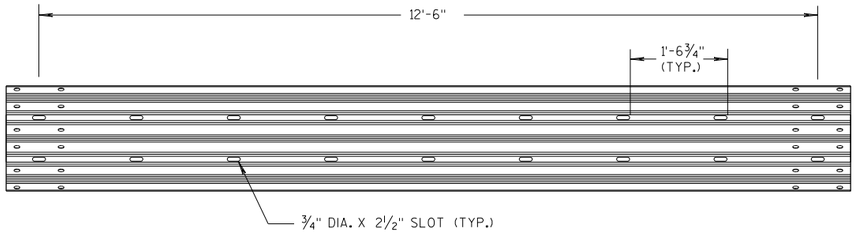
S.D.D. 14 B 45-5b



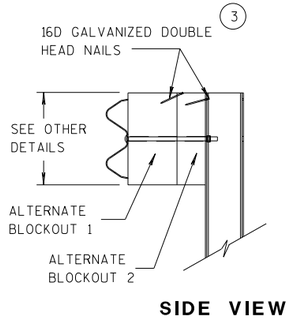
W-BEAM TO THRIE BEAM TRANSITION SECTION



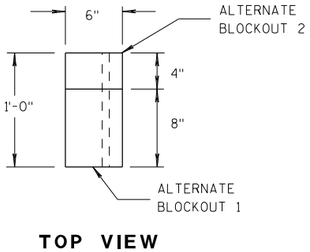
6'-3" THRIE BEAM SECTION



12'-6" THRIE BEAM SECTION

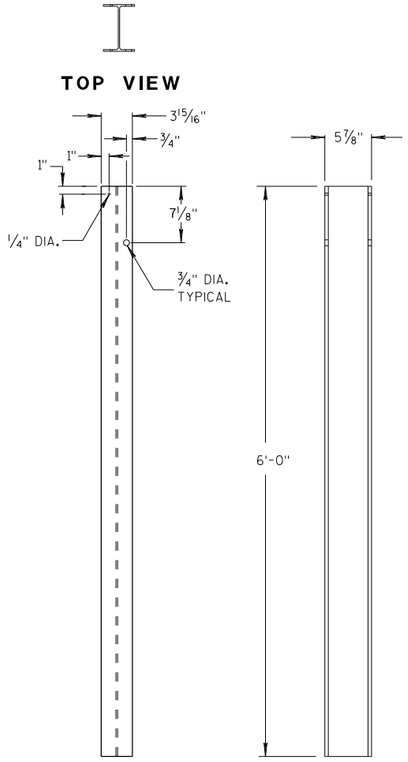


SIDE VIEW



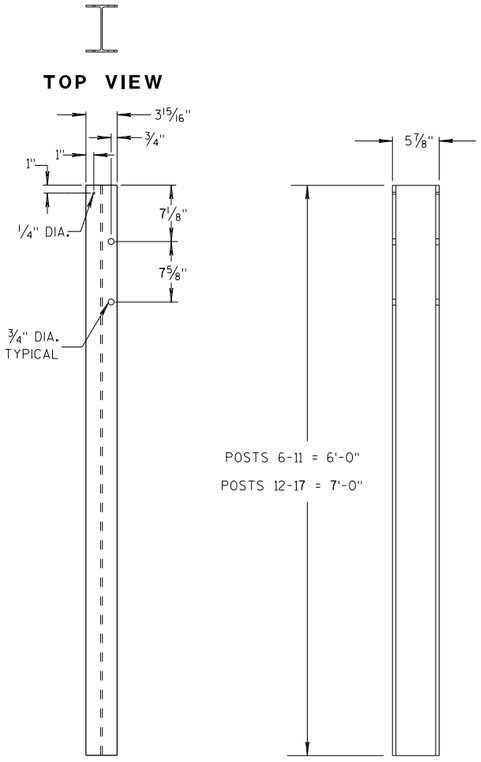
TOP VIEW

ALTERNATE WOOD BLOCKOUT DETAIL



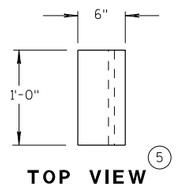
FRONT VIEW SIDE VIEW

STEEL POSTS 1-5 (13)

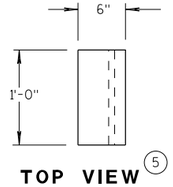


FRONT VIEW SIDE VIEW

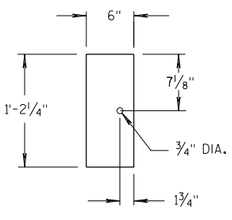
STEEL POSTS 6-17



TOP VIEW (5)

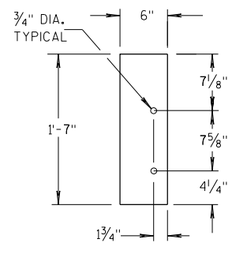


TOP VIEW (5)



FRONT VIEW

BLOCKOUT POSTS 1-5



FRONT VIEW

BLOCKOUT POSTS 6-17

GENERAL NOTES

STEEL POSTS ARE W6X9 OR W6X8.5.

BOLT HOLES FOR POST ARE ON FRONT AND OF SIDE OF POST.

(3) WHEN USING STEEL POSTS AND WOOD BLOCKOUTS INSTALL FOUR 16D GALVANIZED NAILS. INSTALL NAILS AT THE BACK CORNERS OF THE BLOCK AND BEND THE NAILS OVER THE FLANGE OF THE STEEL POST.

(5) WOOD BLOCKS MAY BE CONSTRUCTED OUT OF 2 WOOD BLOCKS. SEE ALTERNATE WOOD BLOCK DETAIL.

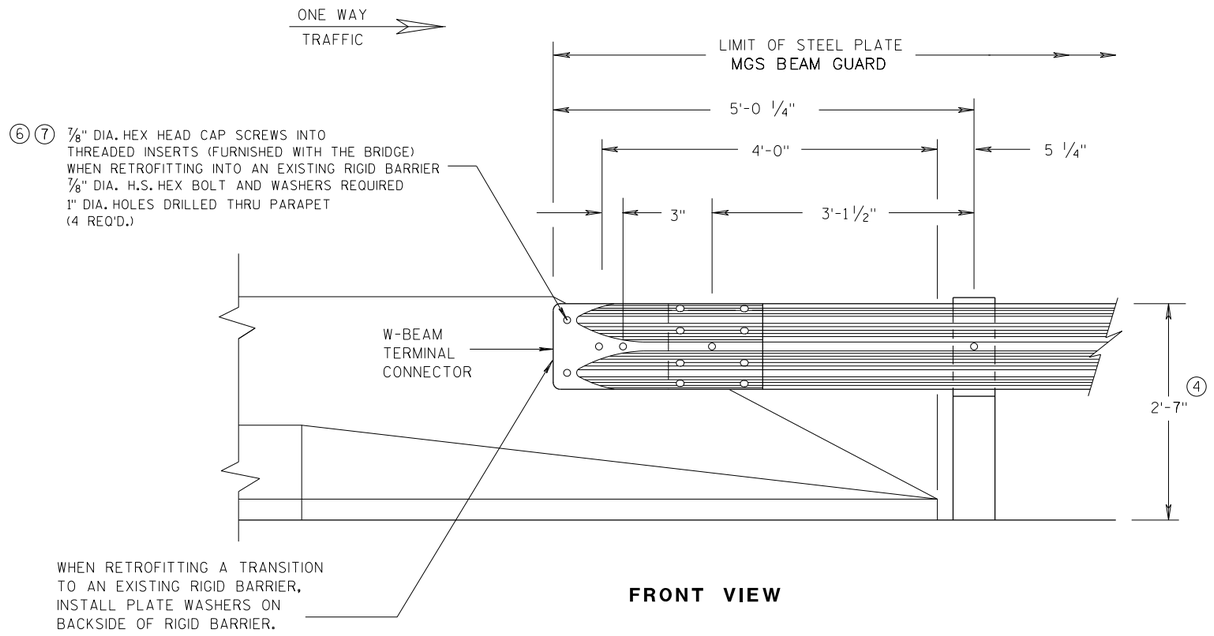
(13) STEEL OR WOOD POST IS ACCEPTABLE AT POST 1. SEE SDD 14B42.

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOF

6

S.D.D. 14 B 45-5c



FRONT VIEW

W BEAM CONNECTION TO PARAPETS WITH SLOPED ENDS

(USE ONLY AT TRAFFIC EXIT END OF ONE WAY BRIDGE)

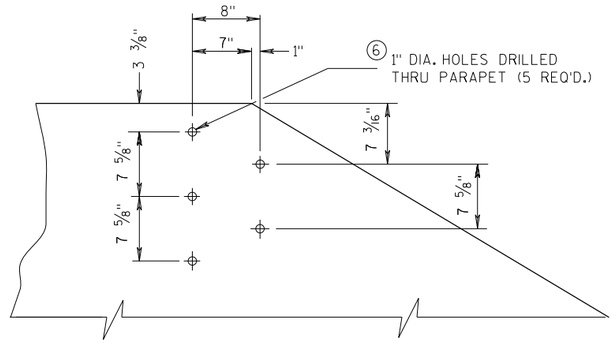
GENERAL NOTES

② OPTIONAL CURB AND GUTTER OR DRAINAGE FEATURE SEE PLAN FOR INFORMATION.

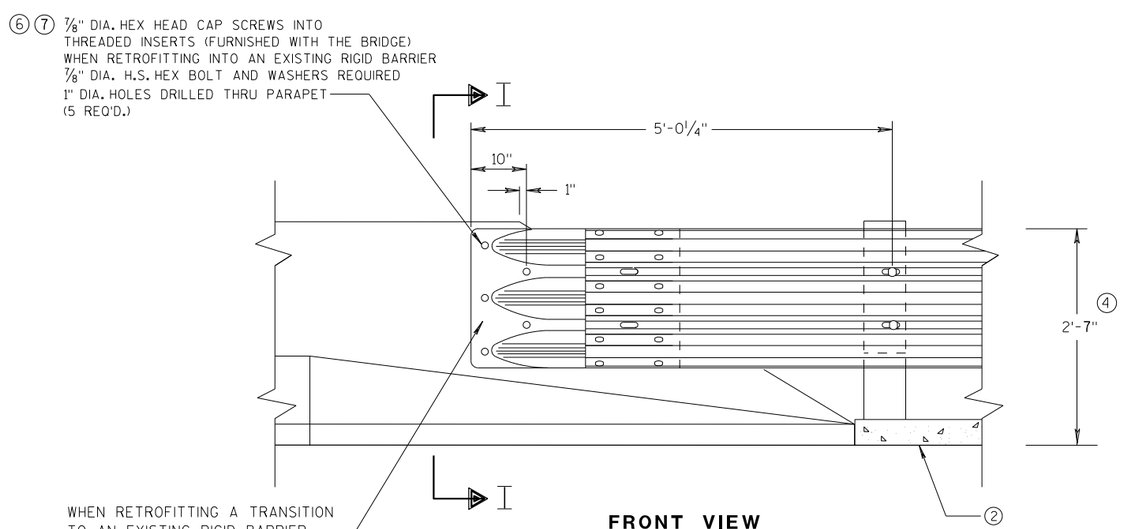
④ TOLERANCE FOR TOP OF BEAM IS ± 1".

⑥ DRILLING BOLT HOLES THROUGH THE PARAPET, BOLTS, NUTS, WASHERS AND REPAIRING DAMAGED CONCRETE ARE INCIDENTAL TO THE CONTRACT.

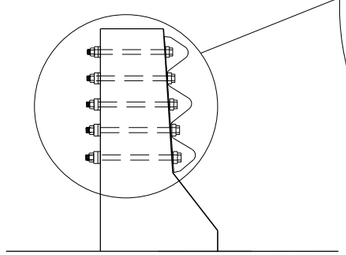
⑦ BOLTS MAY BE A325 BOLTS OR A449 BOLTS. BOLT LENGTH AND THREADING LENGTH ARE TO ALLOW FOR A TIGHT CONNECTION BETWEEN RIGID BARRIER AND THRIE BEAM CONNECTION PLATE. CONTRACTOR IS TO FIELD VERIFY BOLT LENGTH AND THREAD LENGTH. ONE ROUND WASHER REQUIRED BETWEEN BOLT HEAD AND THRIE BEAM CONNECTOR PLATE. BOLTS THAT EXTEND THROUGH THE PARAPET AND OUT THE BACK FACE REQUIRE A HARDENED ROUND STEEL WASHER THAT IS 2" O.D. X 5/32" THICK AND ONE PLATE WASHER. REPAIR ANY DAMAGED CONCRETE FROM BOLT INSTALLATION.



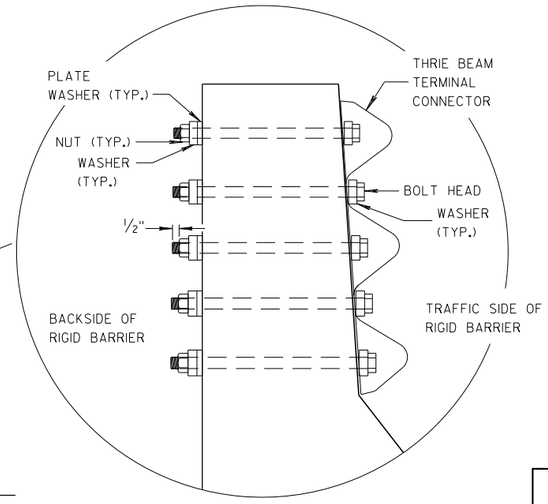
DRILL HOLE LOCATION AND PATTERN
FOR THRIE BEAM CONNECTION



FRONT VIEW



SECTION I-I



THRIE BEAM CONNECTION TO BRIDGE PARAPETS WITH SLOPED ENDS

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

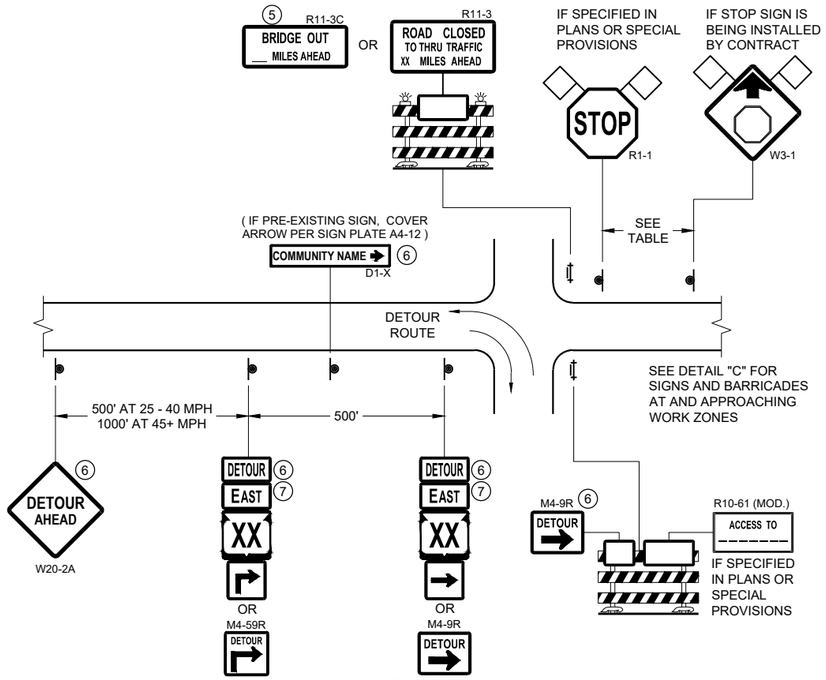
APPROVED
07/2018 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS [illegible] UNIT SUPERVI [illegible]ENT
FHWA

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S.D.D. 14 B 45-5f

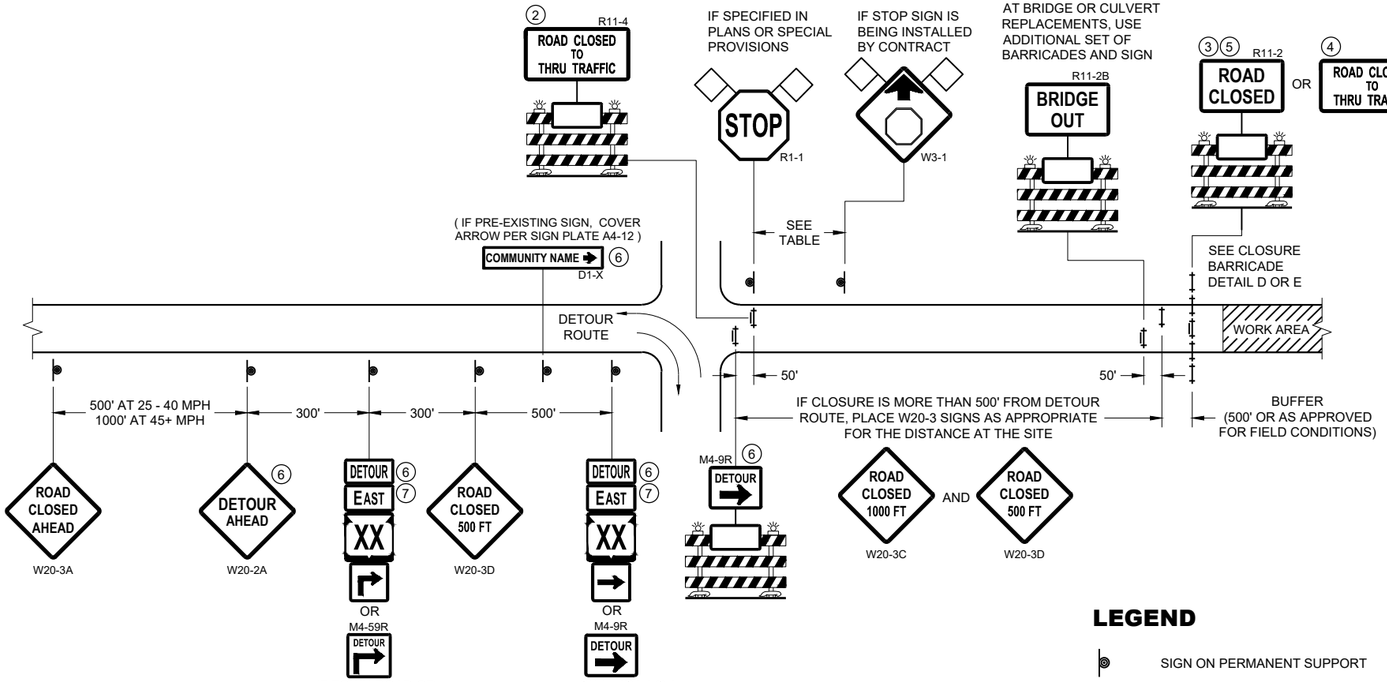
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S.D.D. 14 B 45-5f



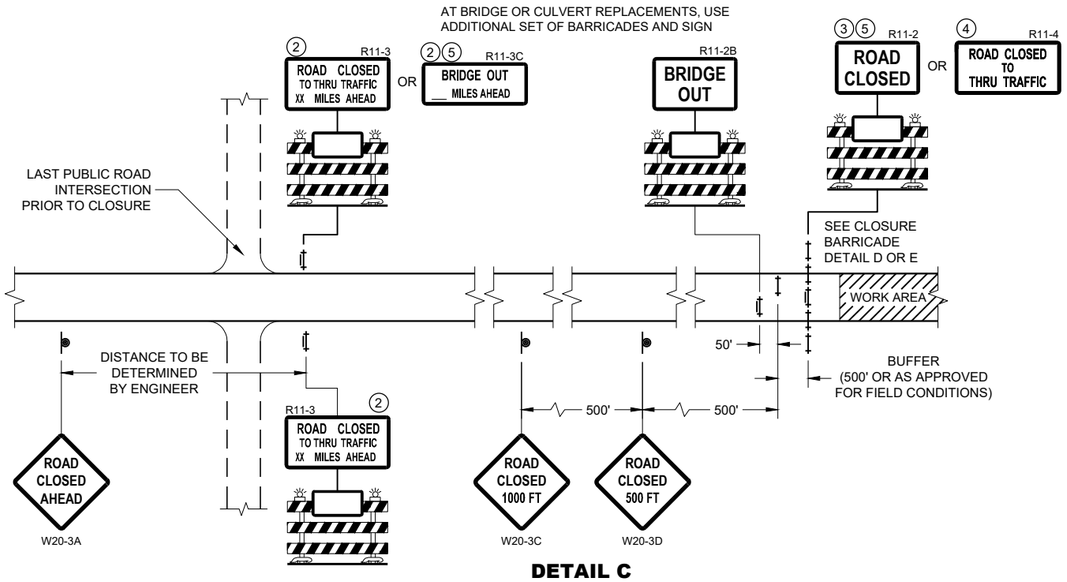
DETAIL A
MAINLINE CLOSURE WITH POSTED DETOUR

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



DETAIL B
MAINLINE CLOSURE WITH POSTED DETOUR

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



DETAIL C
MAINLINE CLOSURE, NO POSTED DETOUR

SPEED LIMIT (MPH)	"STOP AHEAD" ADVANCE WARNING DISTANCE (FT)
25	200
30	200
35	350
40	350
45	500
50	550
55	750

SEE SDD 15C2-SHEET "b"
FOR GENERAL NOTES
AND FOOTNOTES ① THROUGH ⑦

LEGEND

- SIGN ON PERMANENT SUPPORT
- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- TYPE "A" WARNING LIGHT (FLASHING)
- WORK AREA
- FLAGS, 16" X 16" MIN. (ORANGE)
- DETOUR — M4 - 8
- EAST — M3 - X
- XX — M1 - 4 OR XX — M1 - 6 OR COUNTY X — M1 - 5A
- M05 - 1 OR M06 - 1

BARRICADES AND SIGNS FOR MAINLINE CLOSURES

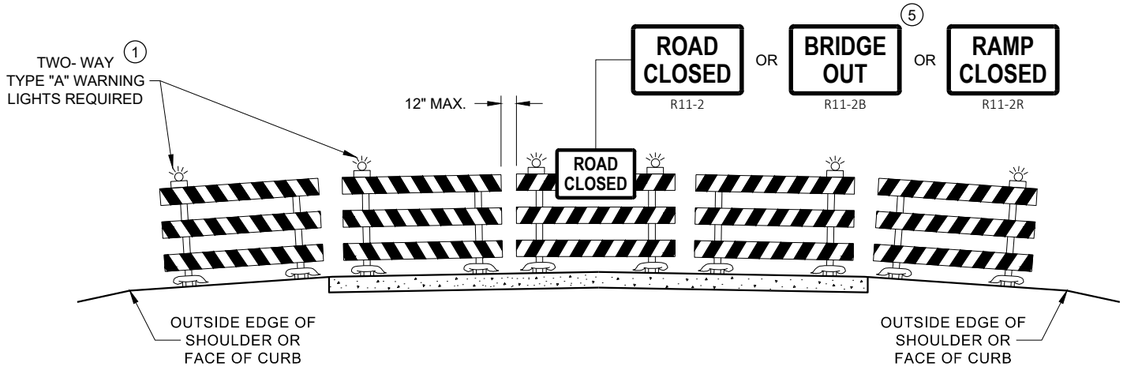
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023
DATE
/S/ Andrew Heidtke
WORK ZONE ENGINEER

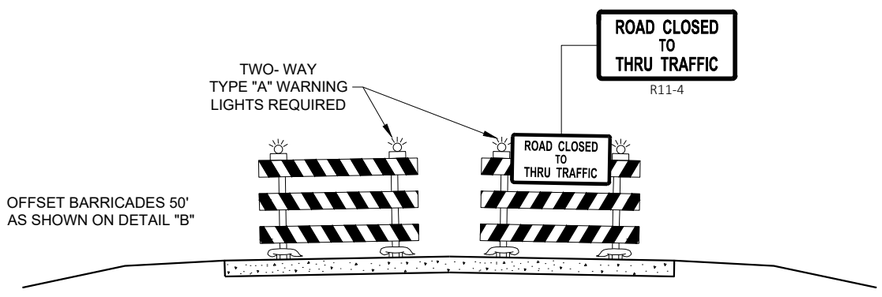
FHWA

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SDD 15C02 - 09a



DETAIL D
ROAD CLOSURE BARRICADE DETAIL
APPROACH VIEW



DETAIL E
LANE CLOSURE BARRICADE DETAIL
APPROACH VIEW

SEE SDD 15C2 - SHEET "a" FOR LEGEND

GENERAL NOTES

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

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

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

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

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

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

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

THE R11 - 2, R11 - 3, M4 - 9, R11 - 4, AND R10 - 61 SIGNS PLACED ON THE BARRICADES SHALL COVER NO MORE THAN THE TOP RAIL. THE SIGNS SHALL NOT COVER ANY PORTION OF THE MIDDLE RAIL OR BOTTOM RAILS.

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

ALL SIGNS SHALL BE 48" X 48" UNLESS OTHERWISE NOTED BELOW:
- R11 - 2 SHALL BE 48" X 30"
- R11 - 3 SHALL, R11 - 4 AND R10 - 61 SHALL BE 60 " X 30"
- M4 - 9 SHALL BE 30" X 24"
- M3 - X SHALL BE 24" X 12" (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS)
- M4 - 8 SHALL BE 24" X 12" (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS)
- M1 - 4, M1 - 5A AND M1 - 6 SHALL BE 24" X 24" (36" X 36" IF NEEDED TO MATCH EXISTING SIGNS)
- MO5 - 1 AND MO6 - 1 SHALL BE 21" X 21" (30" X 30" IF NEEDED TO MATCH EXISTING SIGNS)
- D1 - X SHALL BE AS SHOWN ON SPECIFIC PROJECT SIGNING DETAIL SHEETS.
- R1 - 1 SHALL BE 36" X 36"

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

(2) THESE SIGNS AND BARRICADES ARE NOT REQUIRED IF ROAD CLOSURE BEGINS AT AN INTERSECTION.

(3) FOR ROAD CLOSURE WITHOUT LOCAL ACCESS TO PROJECT, SEE ROAD CLOSURE BARRICADE DETAIL "D".

(4) FOR ROAD CLOSURE WITH LOCAL ACCESS TO PROJECT, SEE ROAD CLOSURE BARRICADE DETAIL "E".

(5) FOR BRIDGE OR CULVERT REPLACEMENTS, SUBSTITUTE "BRIDGE OUT" INSTEAD OF "ROAD CLOSED" ON R11 - 2 AND R11 - 3 SIGNS.

(6) INSTALL DETOUR AND COMMUNITY GUIDE SIGNS AND ARROWS ONLY IF SPECIFIED IN THE CONTRACT. IF THERE ARE EXISTING ROUTE MARKER ASSEMBLIES THAT WILL REMAIN IN PLACE, ADJUST THE LOCATION OF THE DETOUR ROUTE SIGNS TO CORRESPOND WITH THE EXISTING ASSEMBLIES. MODIFY EXISTING SIGNS WHERE POSSIBLE. SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS. IF DETOUR SIGNS ARE BEING INSTALLED BY OTHERS, PLACE THE CONTRACTED TRAFFIC CONTROL SIGNS TO ALLOW FOR PLACEMENT OF ALL WARNING, DETOUR AND GUIDE SIGNS AS SHOWN.

(7) "EAST" CARDINAL DIRECTION MARKERS AND RIGHT TURN ARROWS ARE SHOWN. USE OTHER CARDINAL DIRECTIONS AND ARROWS AS APPROPRIATE.

BARRICADES AND SIGNS FOR VARIOUS CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023
DATE
/S/ Andrew Heidtke
WORK ZONE ENGINEE
FHWA

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SDD 15C02 - 09b

6

SDD 15C02 - 09b

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

LEGEND

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

GENERAL NOTES

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

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

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

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

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

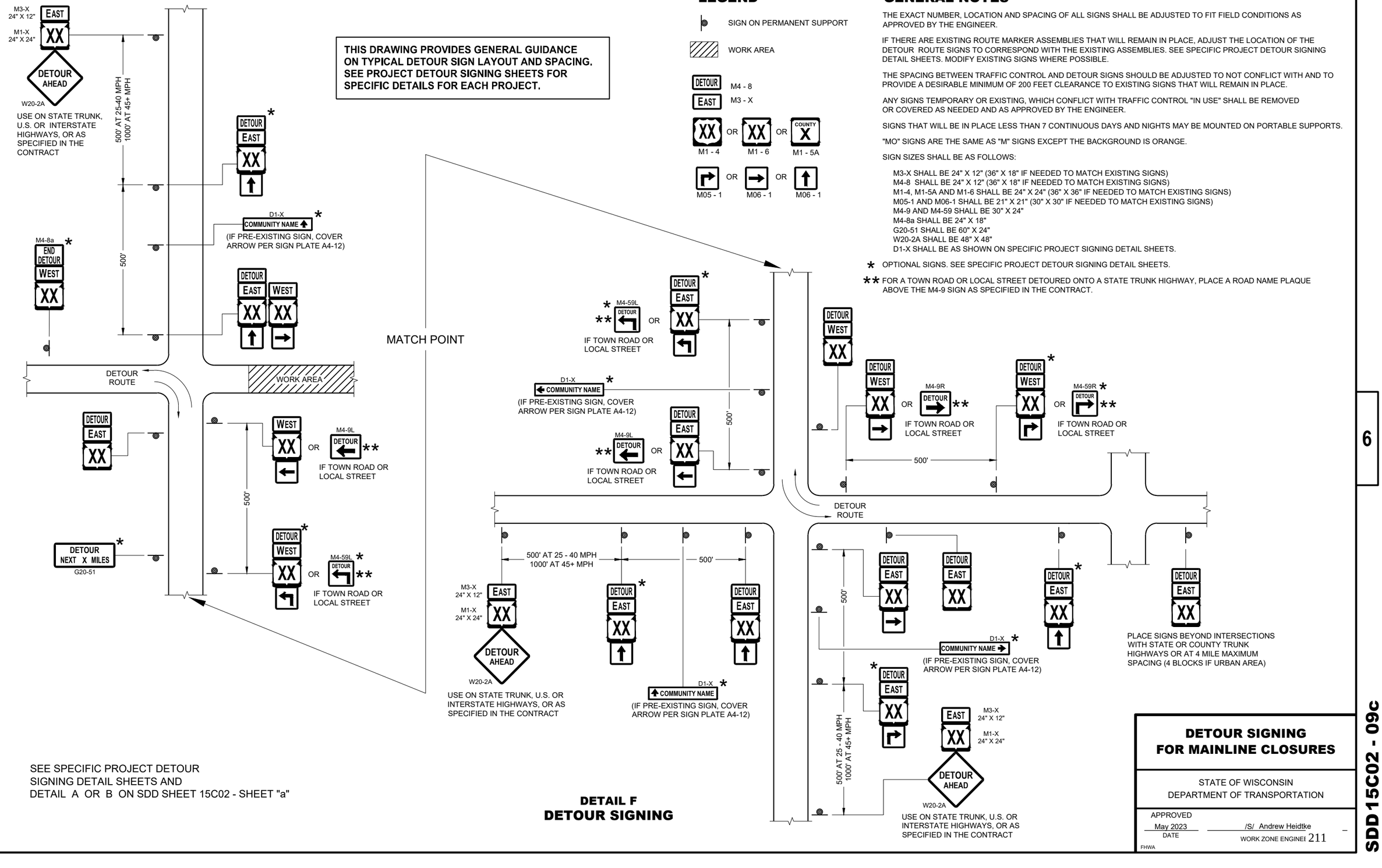
"MO" SIGNS ARE THE SAME AS "M" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

SIGN SIZES SHALL BE AS FOLLOWS:

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

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

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



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

DETAIL F
DETOUR SIGNING

DETOUR SIGNING FOR MAINLINE CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

FHWA

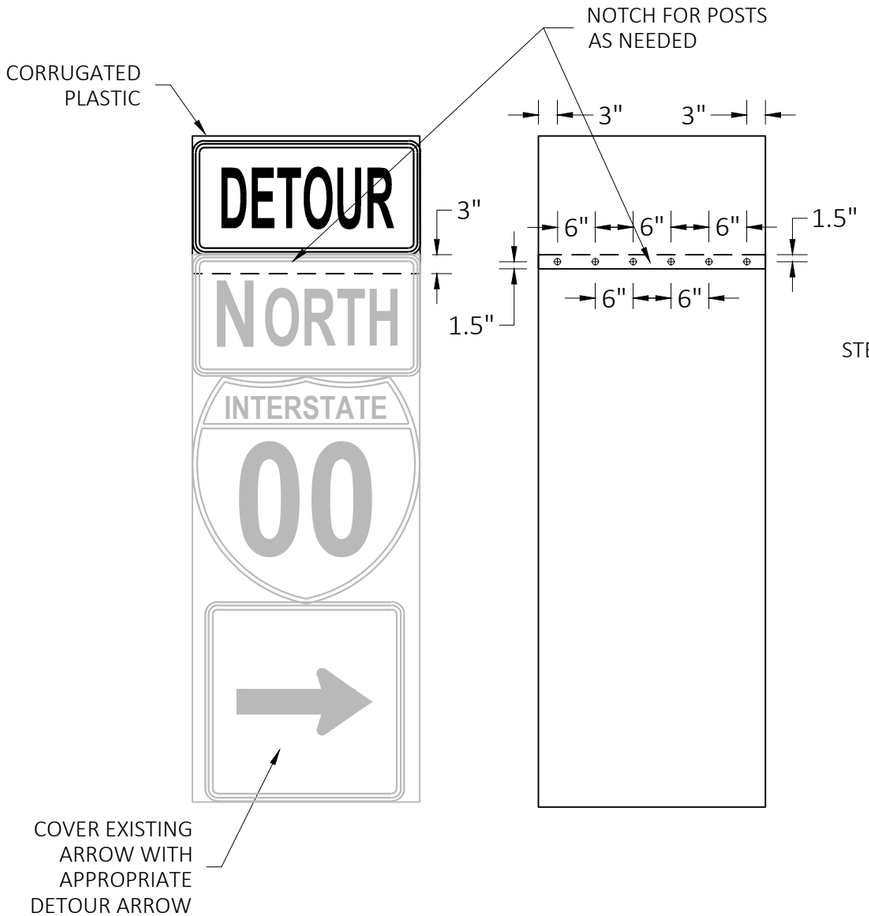
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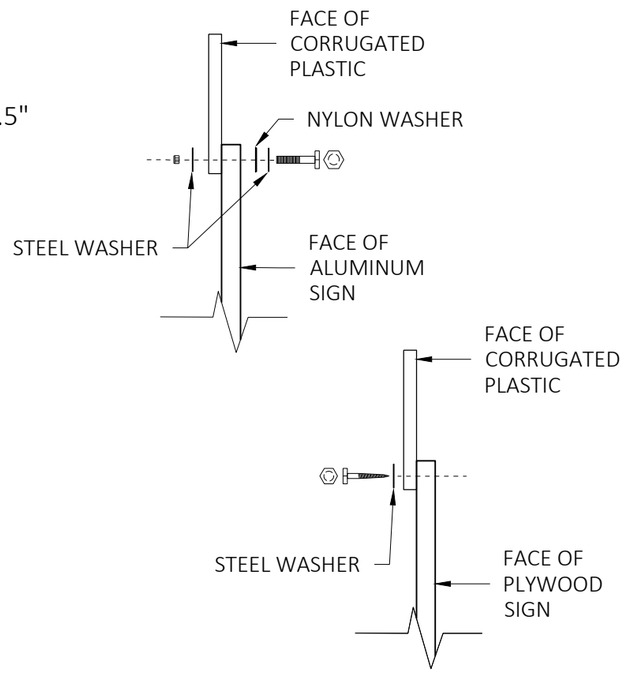
SDD 15C02 - 09c

FRONT SIDE

BACK SIDE

SIDE VIEW





GENERAL NOTES

CELLS OF CORRUGATED PLASTIC SHALL BE VERTICALLY ORIENTED.

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

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

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

METAL WASHERS, NUTS, BOLTS AND LAGS SHALL HAVE HEXAGONAL HEADS AND SHALL BE EITHER:

A. HOT DIP GALVANIZED IN ACCORDANCE WITH ASTM DESIGNATION: A 153, CLASS D, OR SC 3.

B. ELECTRO-GALVANIZED IN ACCORDANCE WITH ASTM DESIGNATION: B 633, TYPE III, SC3

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

PLYWOOD SIGNS:
LAG SCREWS - 5/16" x 1"
ALUMINUM SIGNS:
MACHINE BOLTS - 5/16" x 1-1/4" LENGTH W/NUTS
WASHERS:
1-1/4" O.D. x 3/8" I.D. x 1/16" STEEL
1-1/4" O.D. x 3/8" I.D. x .080 NYLON

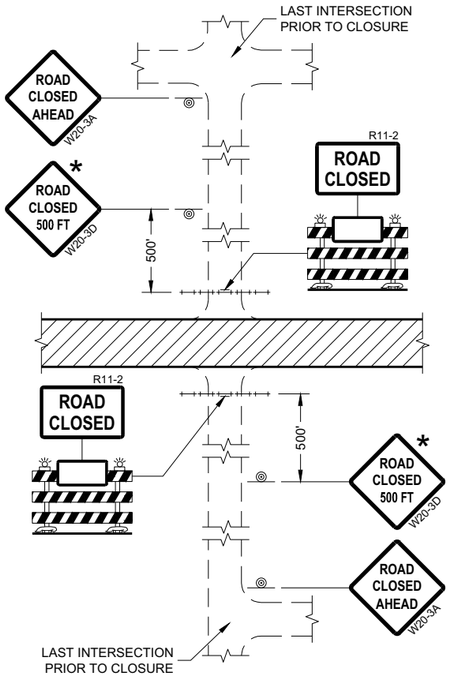
MODIFIED ROUTE ASSEMBLY FOR DETOUR SIGNING

MODIFIED ROUTE ASSEMBLY FOR DETOUR SIGNING

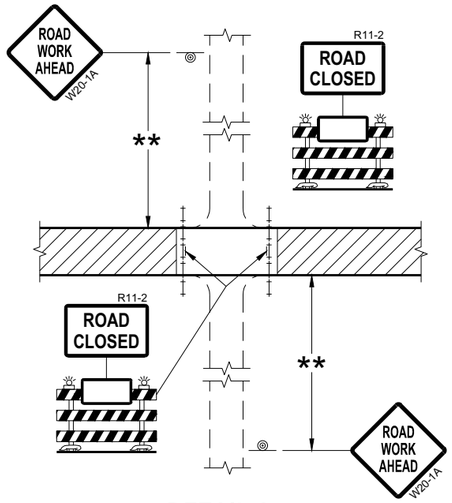
STATE OF WISCONSIN
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APPROVED
May 2023 — DATE
/S/ Andrew Heidtke — ROADWAY STANDARDS DEVEL ENGINEER
FHWA

6
SDD 15C02-09h



DETAIL 1
(NO ACCESS TO PROJECT)



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

GENERAL NOTES

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

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

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

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

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

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

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

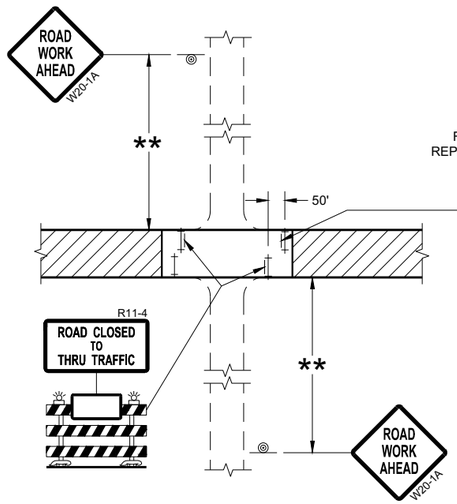
TYPE "A" LOW-INTENSITY FLASHING WARNING LIGHTS SHALL BE VISIBLE ON BOTH SIDES OF THE BARRICADE.

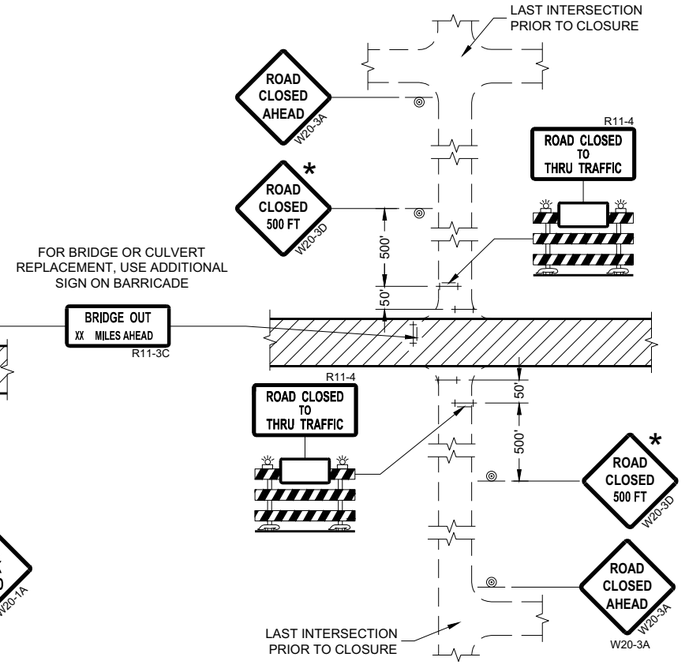
THE R11-2, R11-3, AND R11-4 SIGNS PLACED ON BARRICADES SHALL COVER NO MORE THAN THE TOP RAIL. THE SIGNS SHALL NOT COVER ANY PORTION OF THE MIDDLE OR BOTTOM RAILS.

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

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

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





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

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

LEGEND

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

BARRICADES AND SIGNS FOR SIDEROAD CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
July 2018
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

6

SDD 15C03 - 05

GENERAL NOTES

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

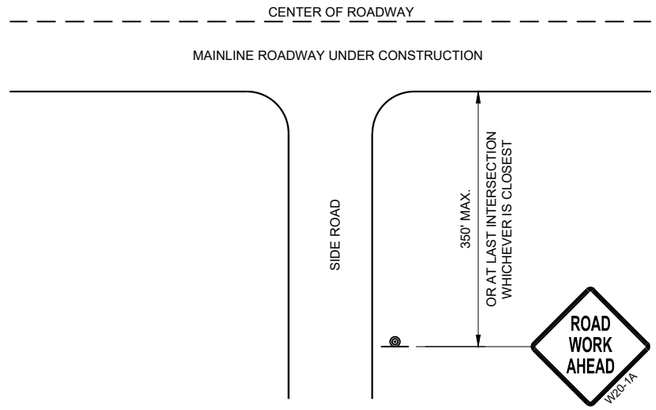
THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A MINIMUM OF 200 FEET (500 FEET DESIRABLE) CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

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

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

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

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



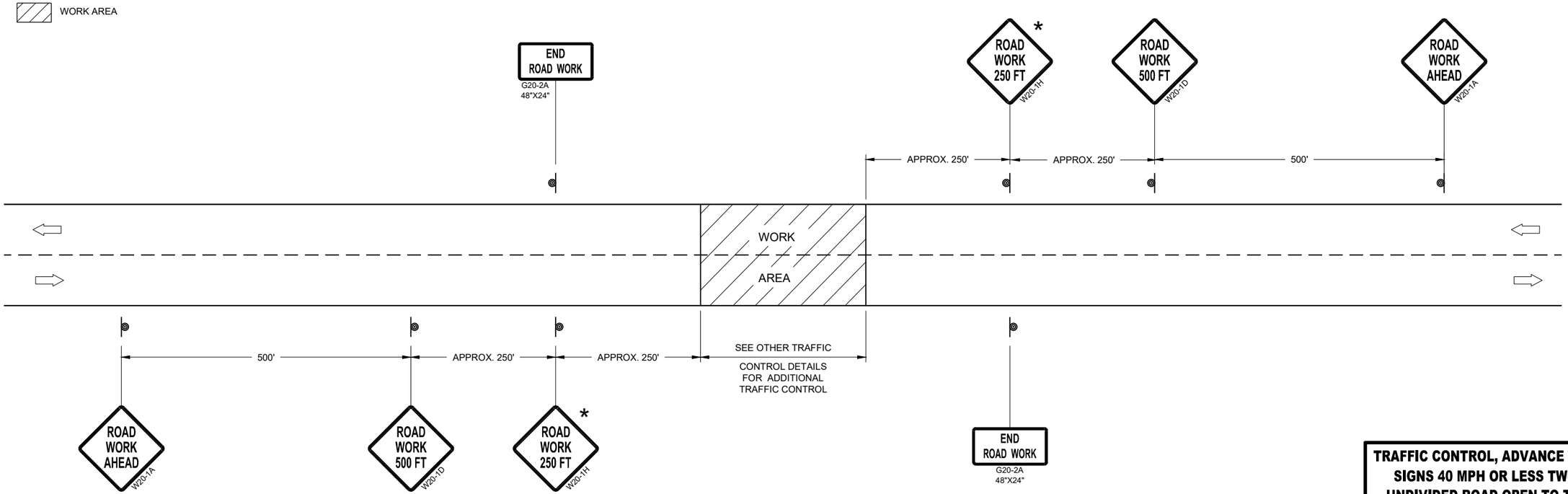
TYPICAL SIDE ROAD APPROACH WARNING SIGN DETAIL

LEGEND

SIGN ON PERMANENT SUPPORT

DIRECTION OF TRAFFIC

WORK AREA



TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40MPH OR LESS

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

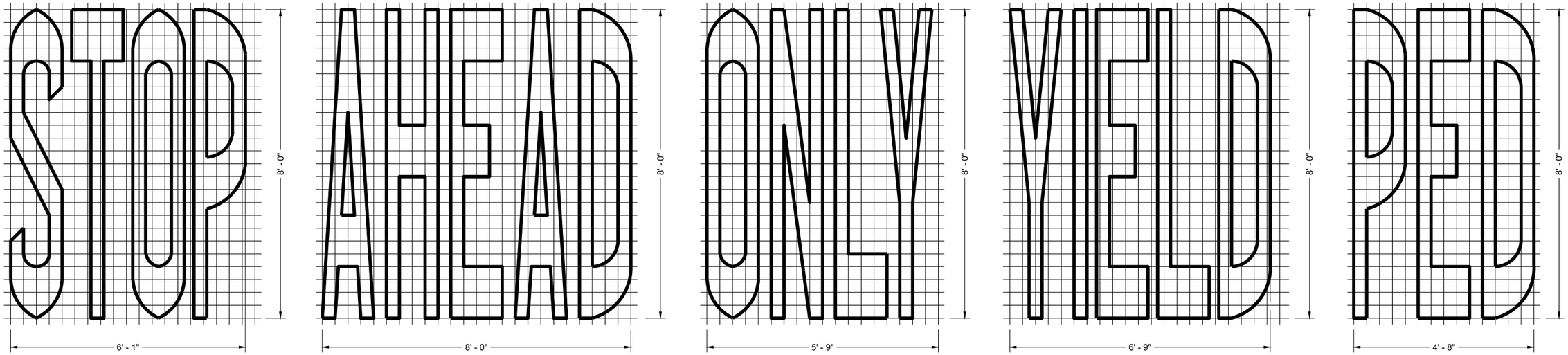
APPROVED
July 2018
DATE

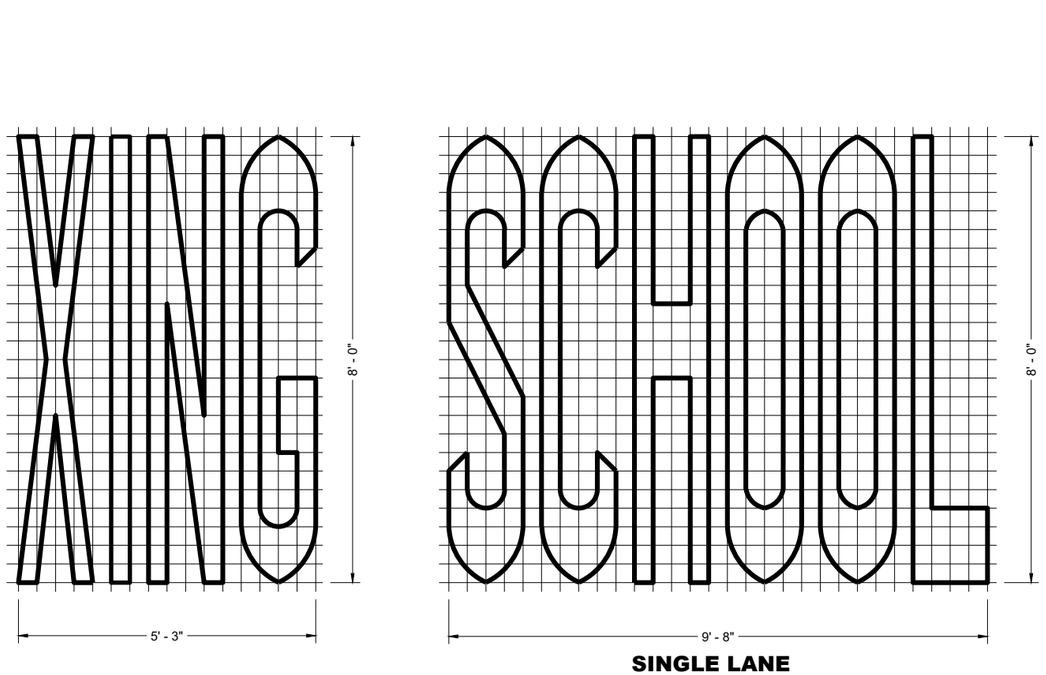
/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

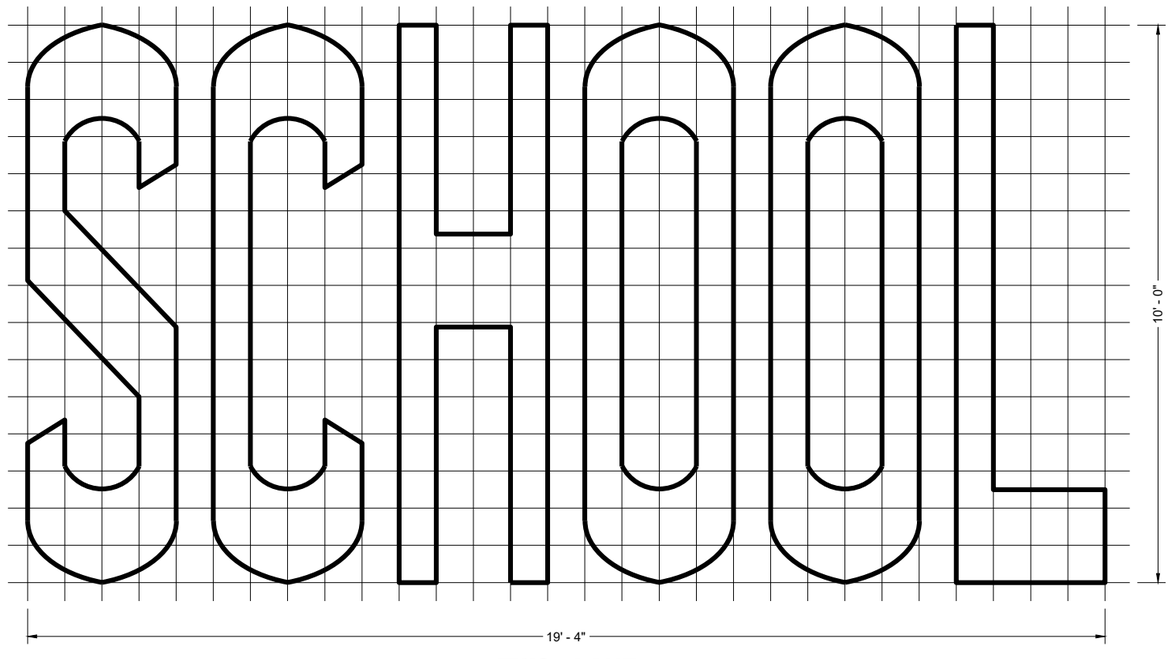
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SDD 15C05 - 05





SINGLE LANE



TWO - LANE

GENERAL NOTES

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

PAVEMENT MARKING WORDS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
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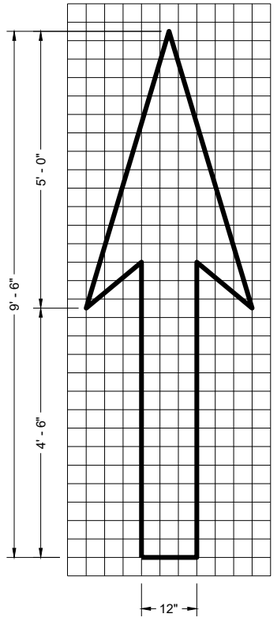
SDD 15C07-16b

6

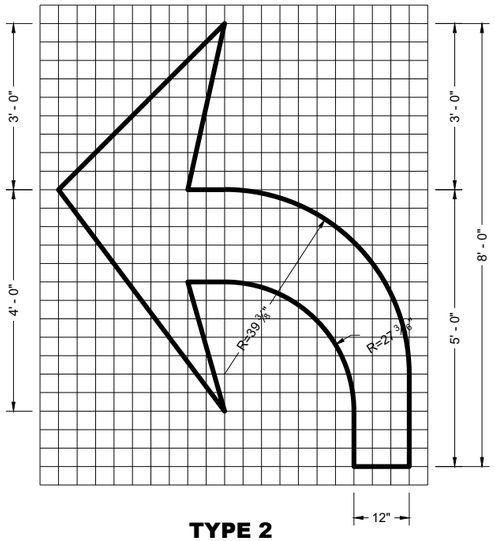
SDD 15C07-16b

GENERAL NOTES

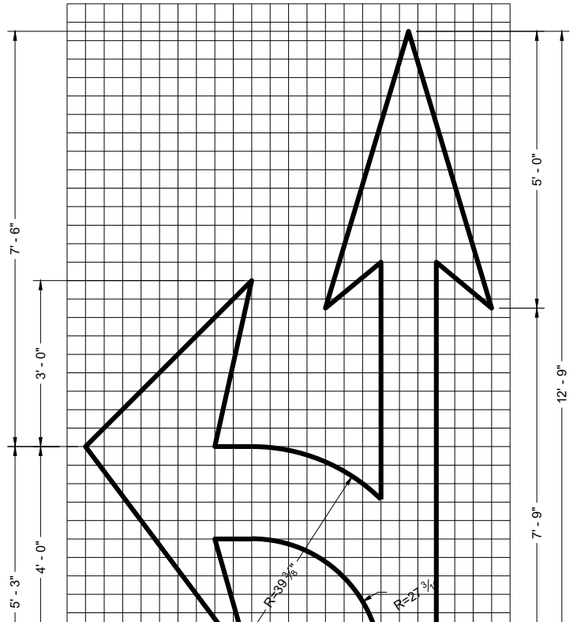
DETAILS OF INSTALLATION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.



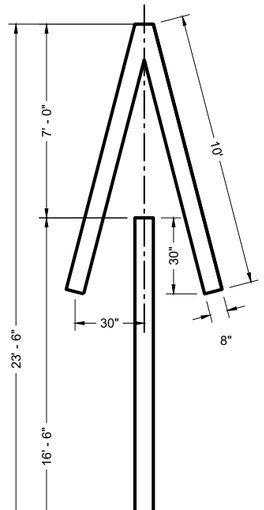
TYPE 1



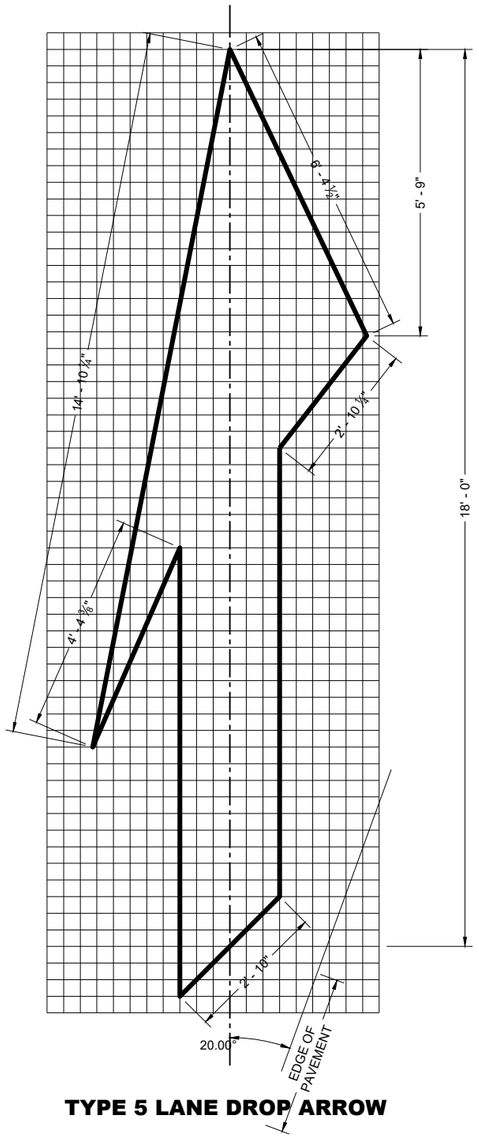
TYPE 2



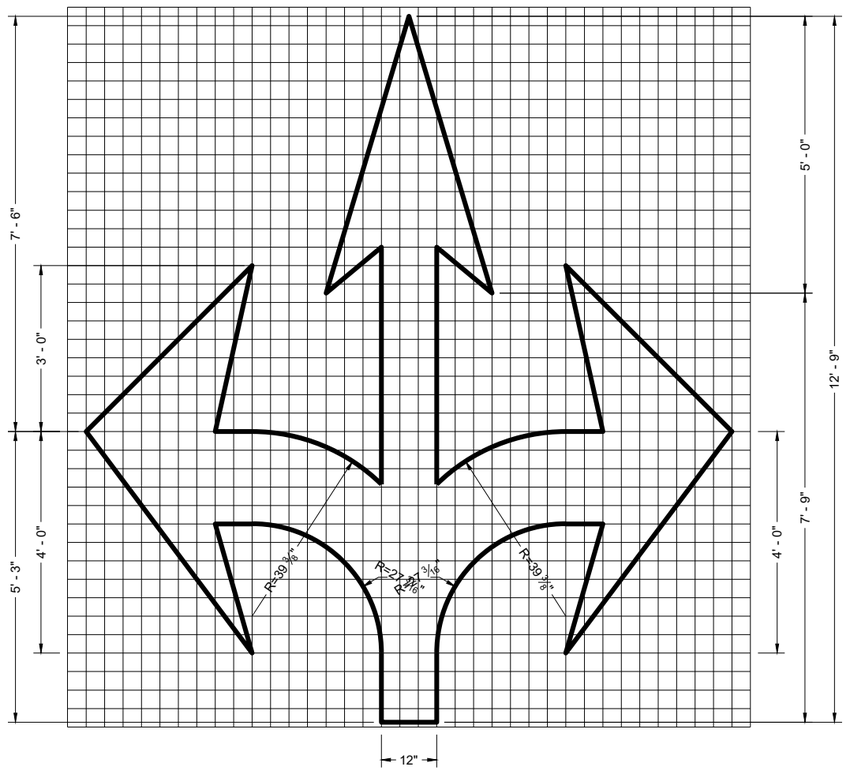
TYPE 3



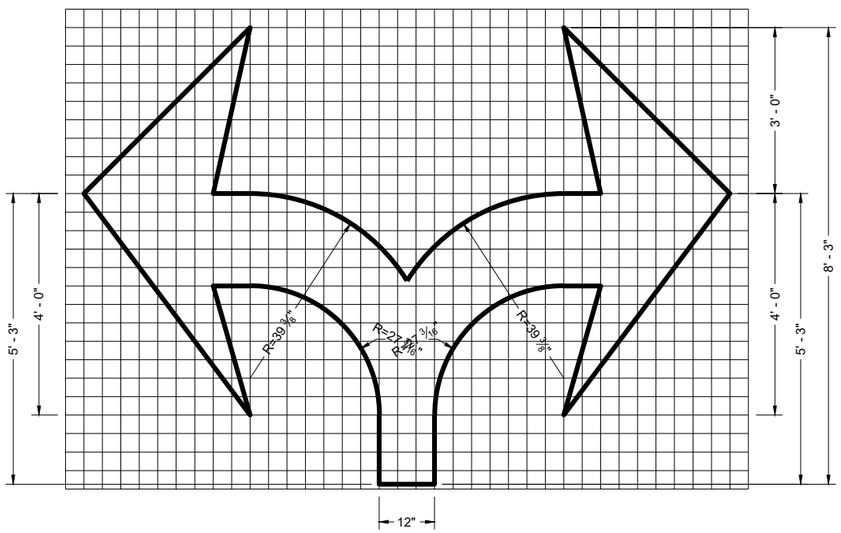
TYPE 4



TYPE 5 LANE DROP ARROW



TYPE 6



TYPE 7

PAVEMENT MARKING ARROWS

STATE OF WISCONSIN
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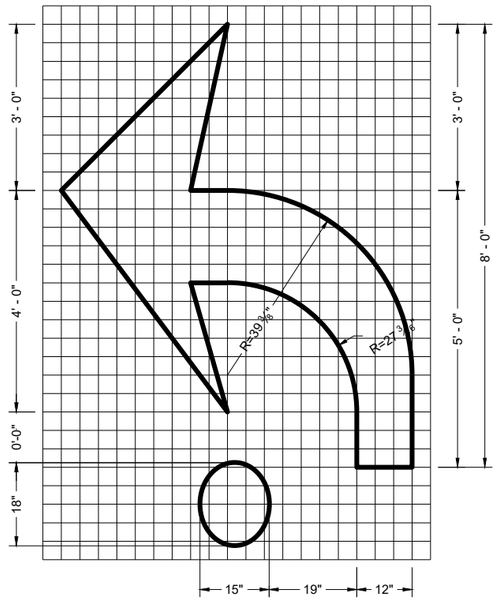
SDD 15C07-16c

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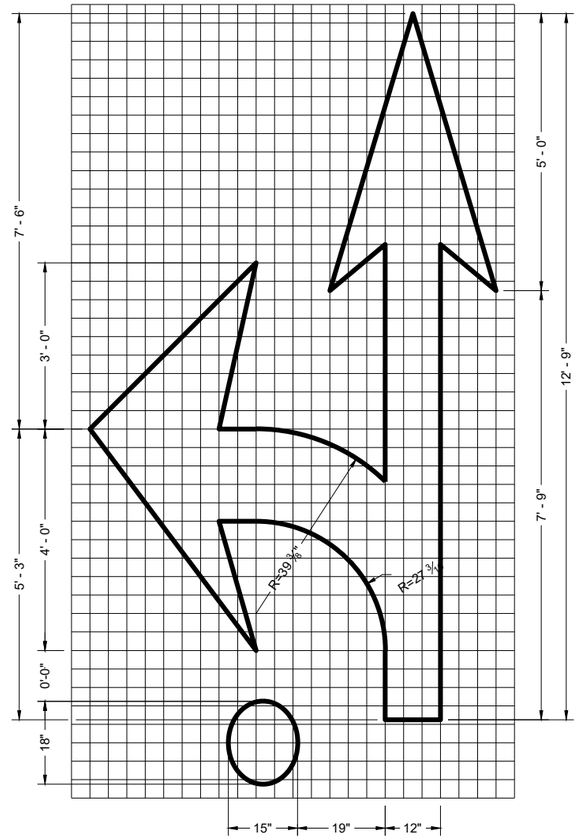
SDD 15C07-16c

GENERAL NOTES

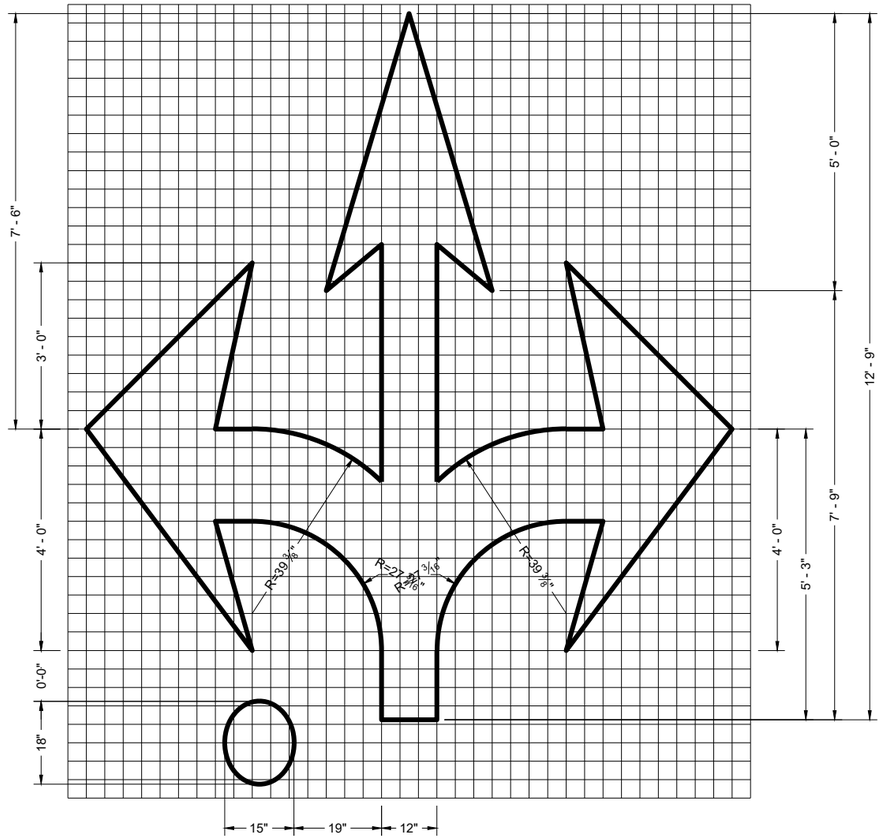
DETAILS OF INSTALLATION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.



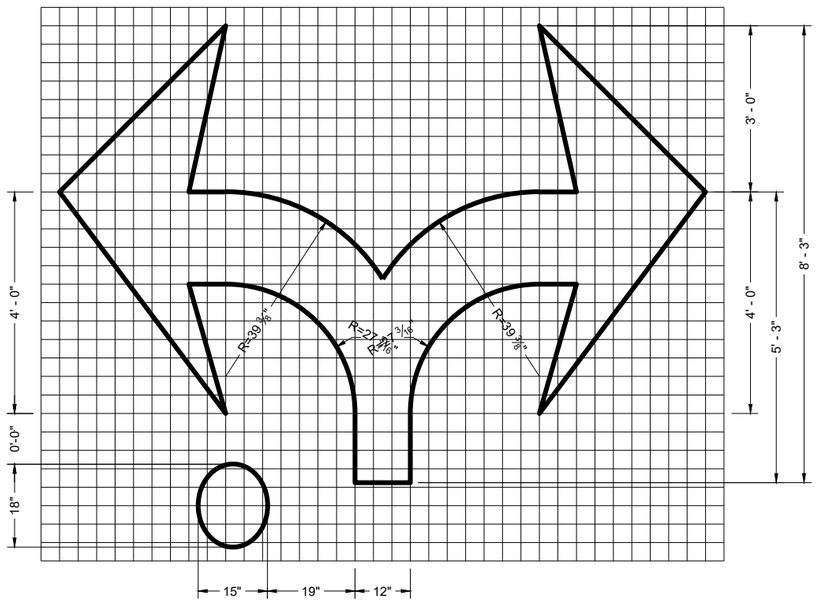
TYPE 2R



TYPE 3R



TYPE 6R



TYPE 7R

ROUNDABOUT MARKING ARROWS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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6
SDD 15C07-16d

GENERAL NOTES

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

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

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

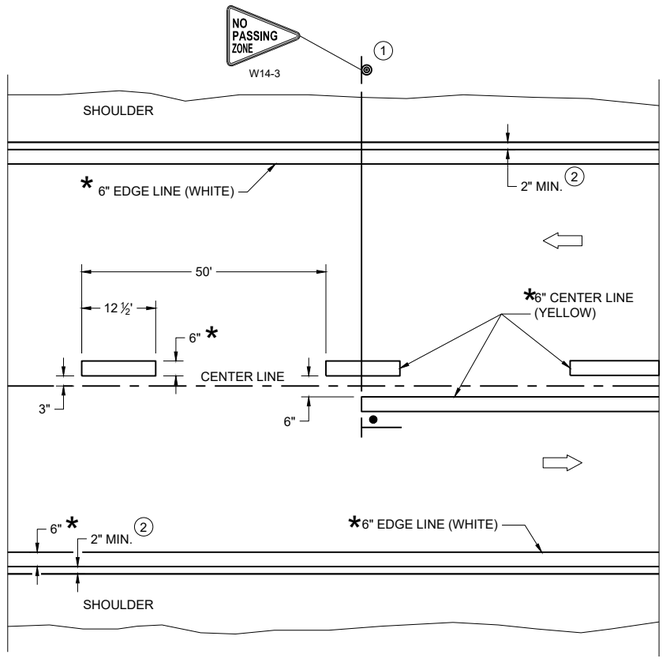
*CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES

LEGEND

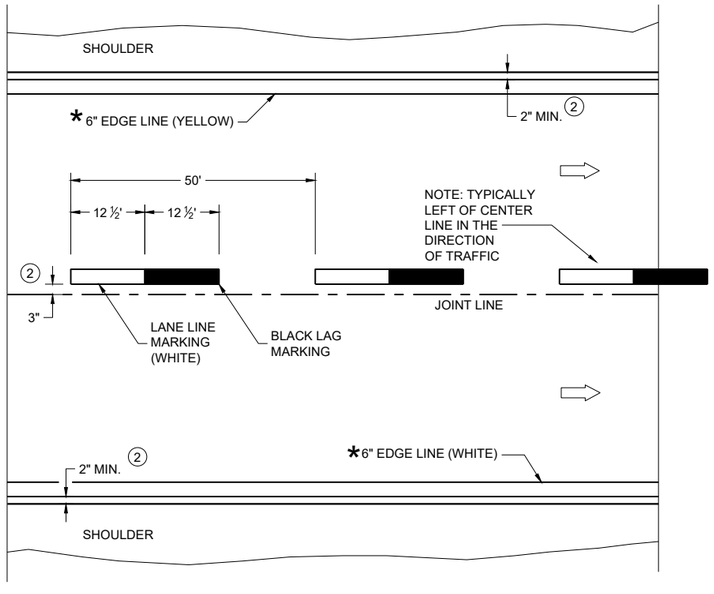
"T" MARKING

SIGN ON PERMANENT SUPPORT

DIRECTION OF TRAFFIC



TWO WAY TRAFFIC



ONE WAY TRAFFIC

PERMANENT PAVEMENT MARKING

6

PERMANENT LONGITUDINAL PAVEMENT MARKINGS

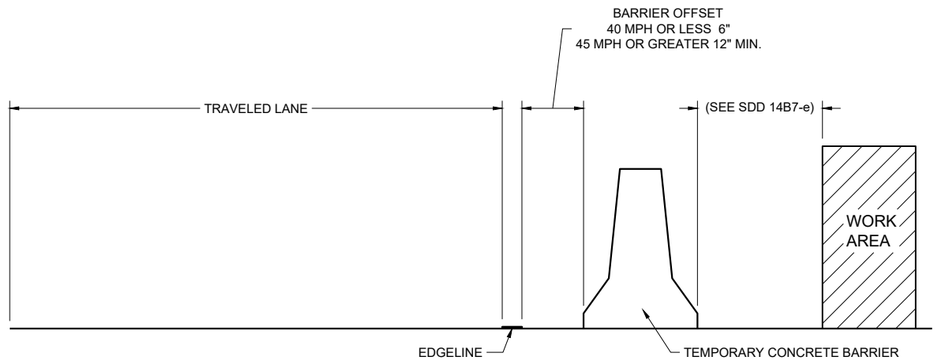
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
December 2024
DATE

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Statewide Pavement Marking Engineer

FHWA

SDD 15C08-24a



TEMPORARY BARRIER OFFSET FROM EDGELINE

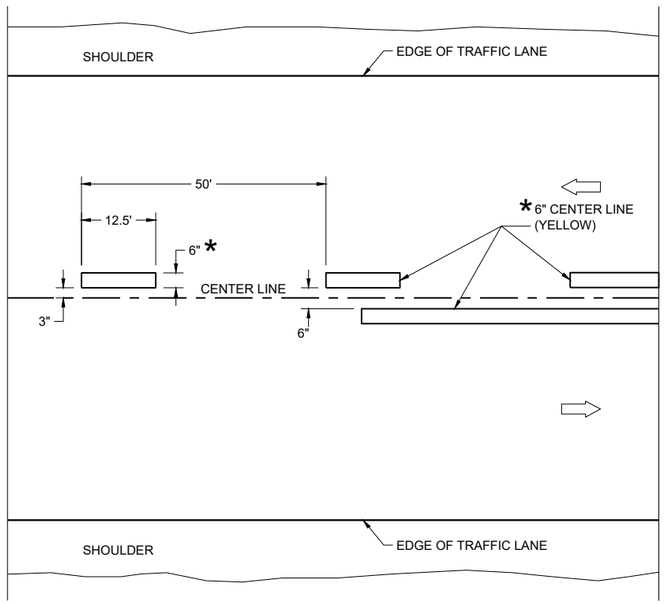
GENERAL NOTES

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

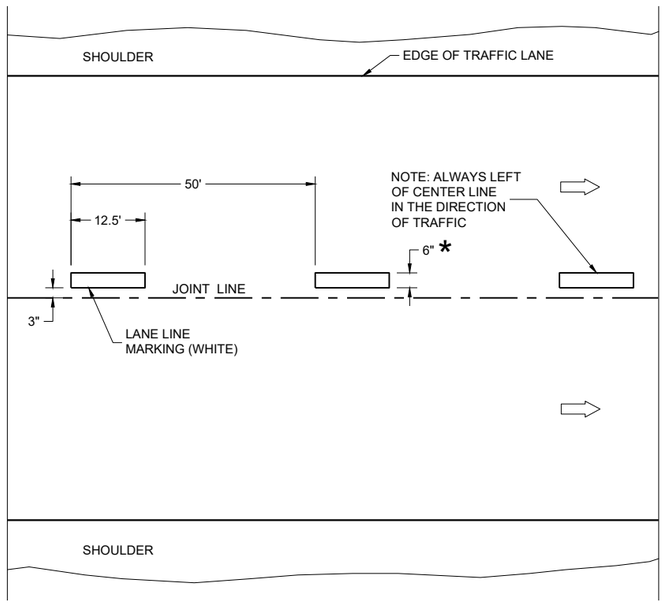
LEGEND

⇨ DIRECTION OF TRAFFIC

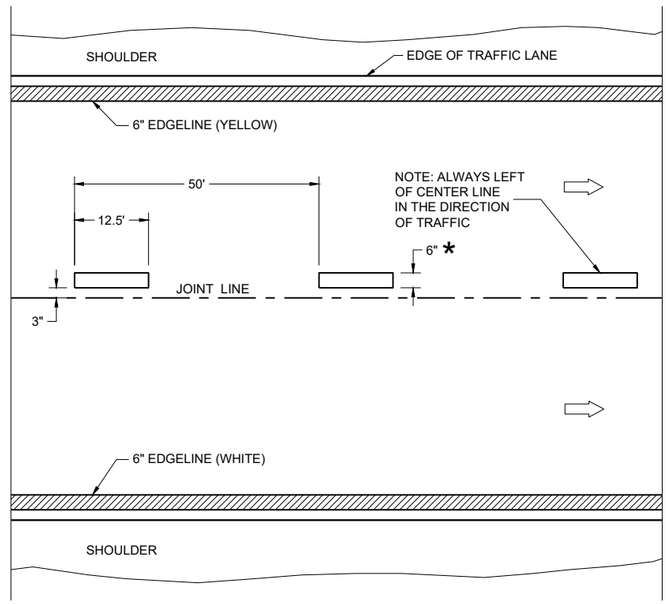
*CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES



TWO WAY TRAFFIC



ONE WAY TRAFFIC



FREEWAYS AND EXPRESSWAYS

TEMPORARY PAVEMENT MARKING

TEMPORARY LONGITUDINAL PAVEMENT MARKING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

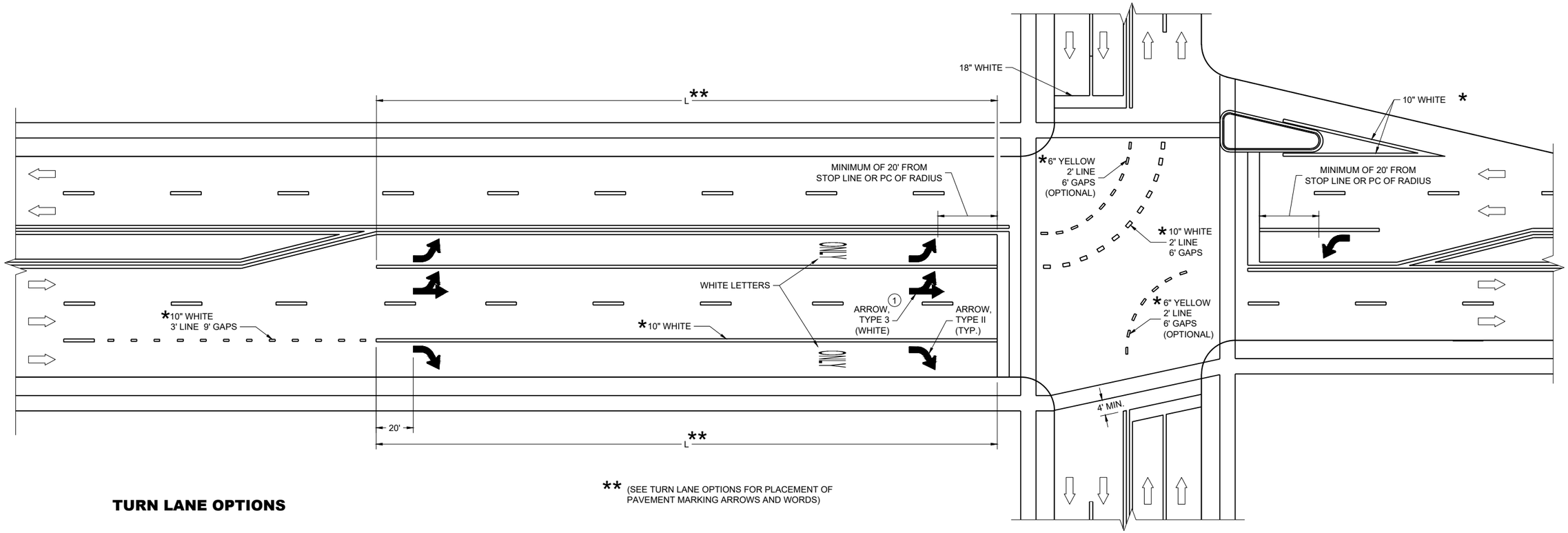
FHWA

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SDD 15C08-24b

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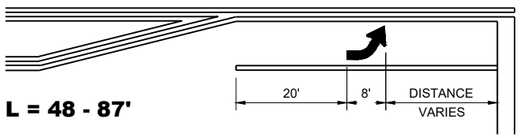
SDD 15C08-24b



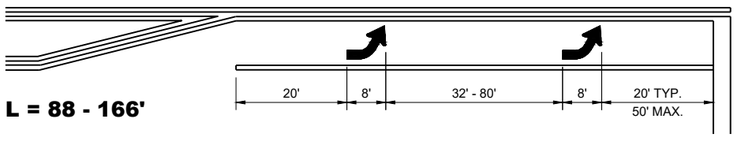
** (SEE TURN LANE OPTIONS FOR PLACEMENT OF PAVEMENT MARKING ARROWS AND WORDS)

TURN LANE OPTIONS

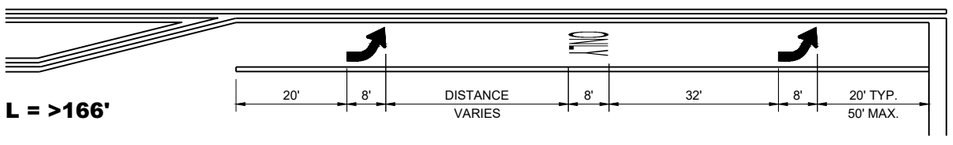
LENGTH OF TURN BAY (**L**) OF 0 - 47' DOES NOT
REQUIRE PAVEMENT MARKING ARROWS OR WORDS



L = 48 - 87'



L = 88 - 166'



L = >166'

GENERAL NOTES

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

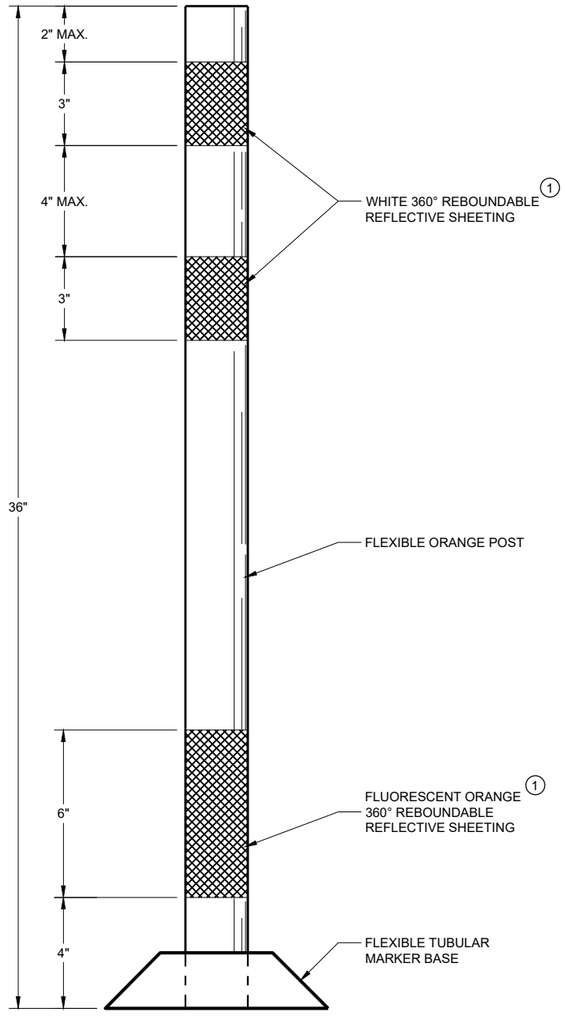
DIRECTION OF TRAFFIC

L = LENGTH OF TURN BAY

*CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES

PAVEMENT MARKING (TURN LANES)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



FLEXIBLE TUBULAR MARKER POST WORK ZONE

GENERAL NOTES

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

SURFACE MOUNTED BASES SHALL BE FURNISHED IN ACCORDANCE WITH MANUFACTURERS RECOMMENDATIONS TO BE COMPATIBLE WITH FLEXIBLE TUBULAR MARKER POSTS TO A SIZE AND SHAPE THAT WILL PROVIDE A STABLE POST FOUNDATION WHEN SECURED TO THE PAVEMENT.

THE ASPHALTIC ADHESIVE OR BUTYL PAD FURNISHED SHALL BE IN ACCORDANCE WITH MANUFACTURERS RECOMMENDATIONS, UNLESS DIRECTED BY THE ENGINEER TO USE BOLTS.

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

6

SDD 15C11 - 10a

CHANNELIZING DEVICES
FLEXIBLE TUBULAR MARKER POST

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2022
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

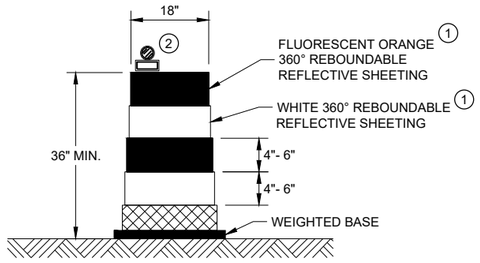
FHWA

6

SDD 15C11 - 10a

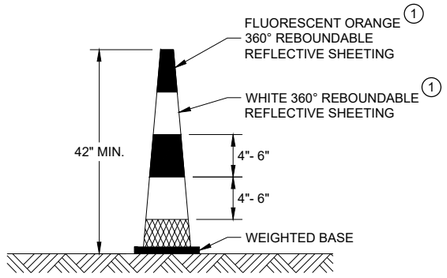
GENERAL NOTES

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



DRUM

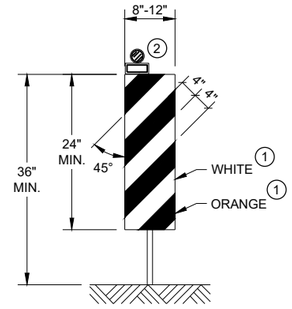
BALLAST WIDTHS
RANGE FROM 24"-36"



42" CONE

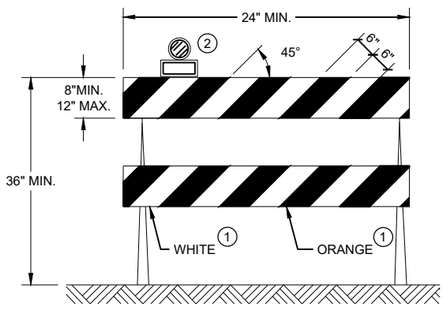
DO NOT USE IN TAPERS
½ SPACING OF DRUMS

BALLAST WIDTHS
RANGE FROM 14"-20"



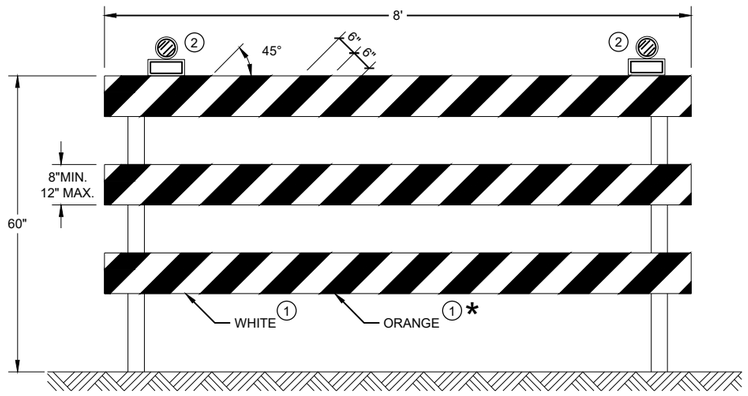
VERTICAL PANEL

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



TYPE II BARRICADE

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



TYPE III BARRICADE

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

* IF USED FOR A PERMANENT APPLICATION USE RED SHEETING.

CHANNELIZING DEVICES DRUMS, CONES, BARRICADES AND VERTICAL PANELS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

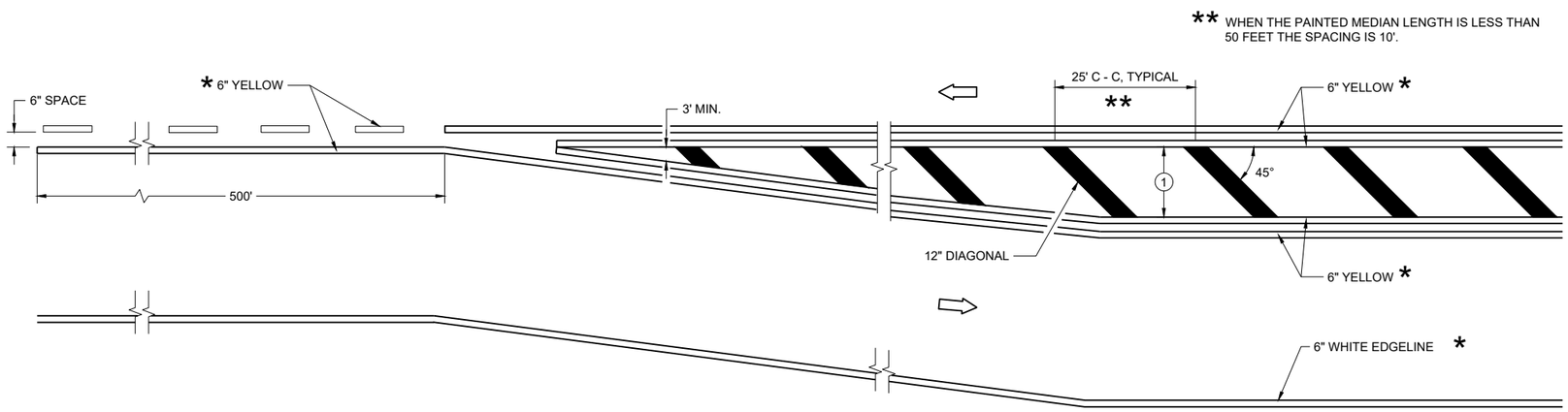
APPROVED
November 2022 — DATE
/S/ Andrew Heidtke — WORK ZONE ENGINEER
FHWA

6

SDD 15C11 - 10b

6

SDD 15C11 - 10b



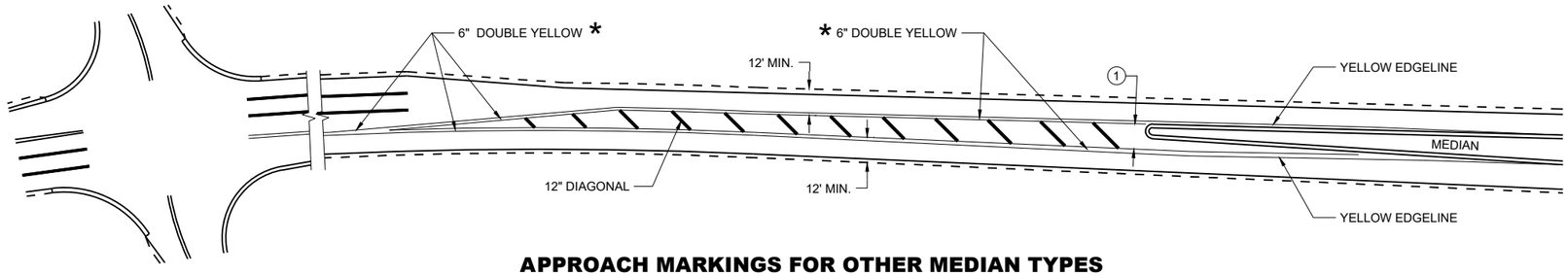
MEDIAN ISLAND DETAIL

GENERAL NOTES

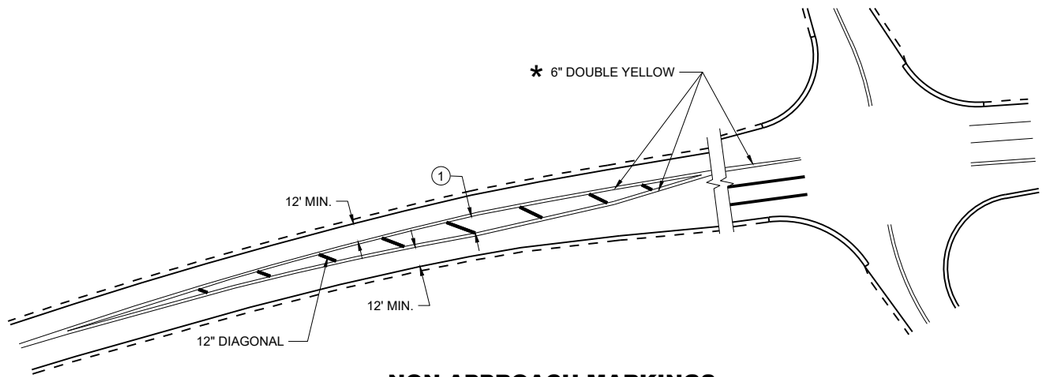
(1) DIAGONALS ARE OPTIONAL WHEN PAINTED ISLAND IS LESS THAN 6 FEET AT THE WIDEST POINT. OMIT DIAGONALS IF WIDTH IS LESS THAN 4 FEET.

DIRECTION OF TRAVEL

*CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES



APPROACH MARKINGS FOR OTHER MEDIAN TYPES



NON-APPROACH MARKINGS

MEDIAN ISLAND PAVEMENT MARKINGS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
August 2024
DATE

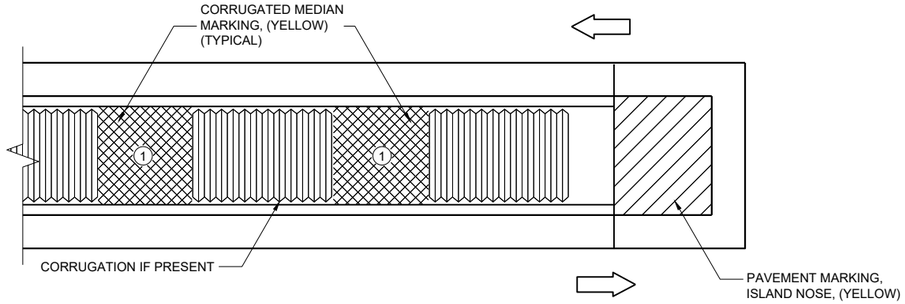
/S/ Jeannie Silver
Statewide Pavement Marking Engineer

FHWA

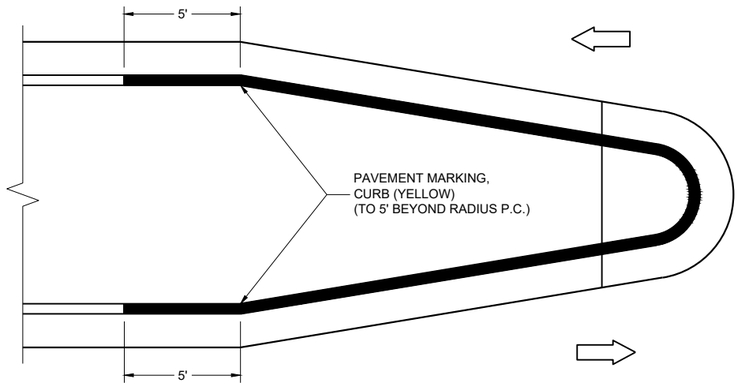
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SDD 15C18-09a

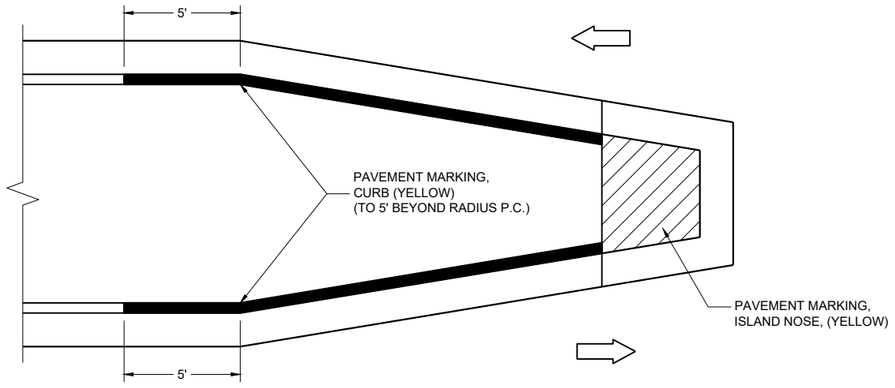
SDD 15C18-09a



MEDIAN ISLAND WITH SQUARE BLUNT NOSE



MEDIAN ISLAND WITH ROUND BLUNT NOSE



MEDIAN ISLAND WITH SLOPED NOSE

**TYPICAL PLACEMENT OF
PAVEMENT MARKING ON MEDIAN ISLANDS**

GENERAL NOTES

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

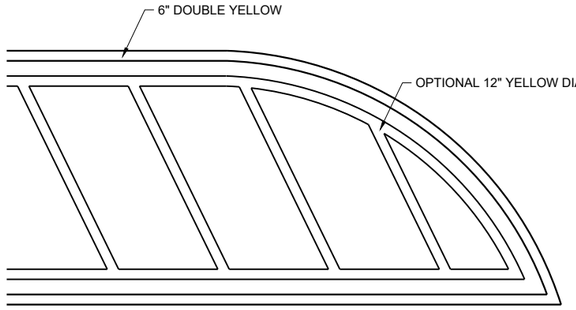
(1) APPLY PAVEMENT MARKING TO THE FLAT PORTION OF CORRUGATED MEDIAN.

ISLAND NOSE MARKING

CURB MARKING

CORRUGATED MEDIAN MARKING

DIRECTION OF TRAVEL



FLUSH MEDIAN ISLAND NOSE

**PAVEMENT MARKINGS,
MEDIAN ISLAND NOSE**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
August 2024
DATE

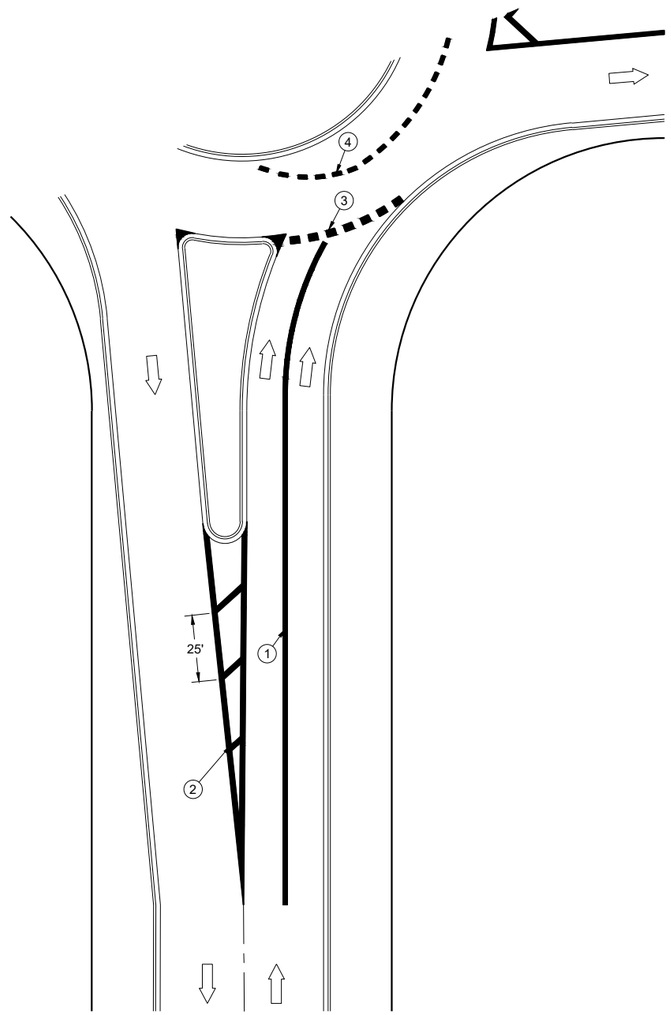
/S/ Jeannie Silver
Statewide Pavement Marking Engineer

FHWA

SDD 15C18-09b

LEGEND

①	10" WHITE
②	12" DIAGONALS AT 25' SPACING. (CAN BE OMITTED IF LESS THAN 6')
③	18" WHITE, 2' LINE, 2' GAP
④	6" LINE (6 FT LINE, 3'GAP)
⇨	DIRECTION OF TRAFFIC
═══	CURB AND GUTTER
———	RIGHT OF WAY



6

SDD 15C22-01

DOTTED EXTENSION FOR ROUNDABOUT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
August 2024
DATE

/S/ Matthew Rauch
ROADWAY STANDARDS DEVELOPMENT
UNIT SUPERVISOR

FHWA

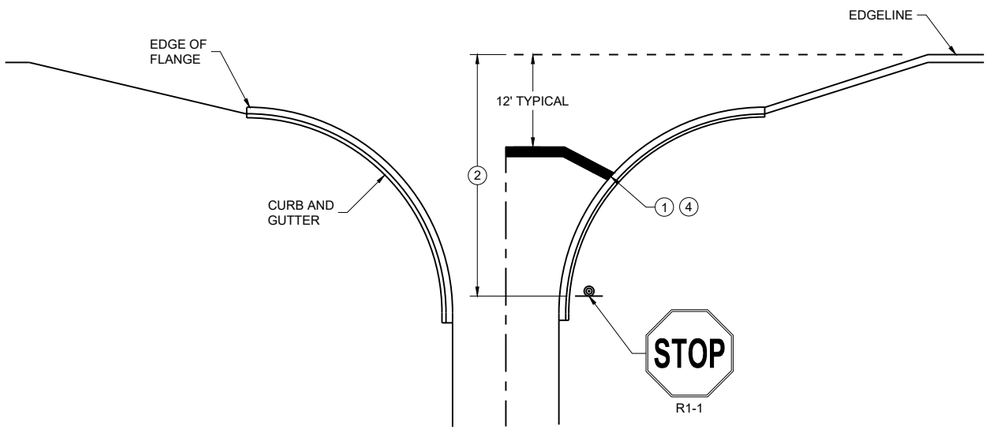
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SDD 15C22-01

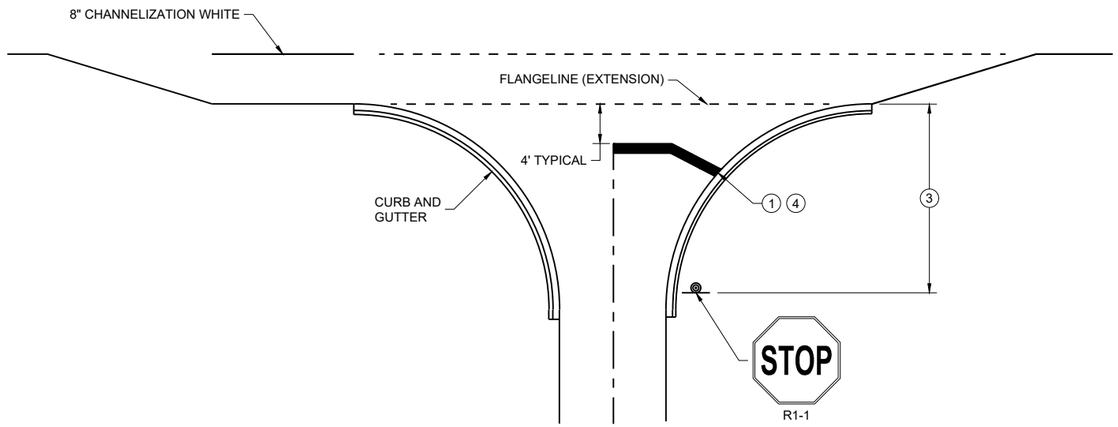
GENERAL NOTES

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

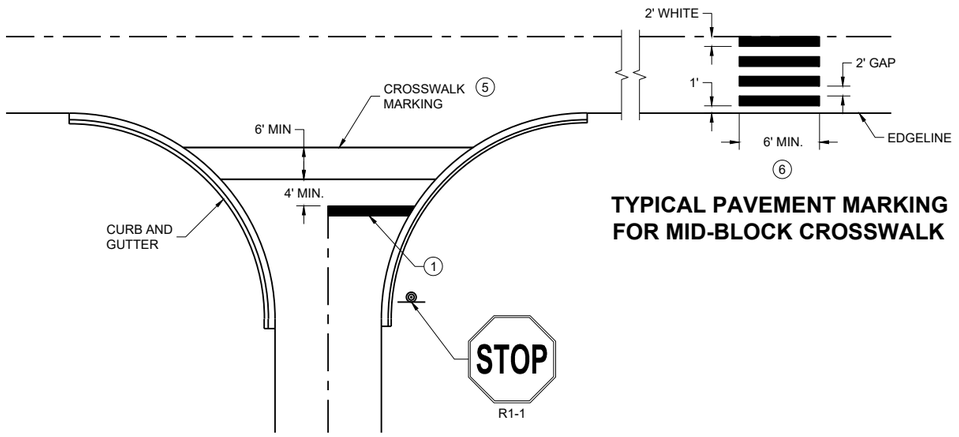
1. 18-INCH STOP LINES MAY BE DELETED OR ADDED BY THE REGION MARKING ENGINEER BASED ON VISIBILITY AND SIGHT LINES.
2. NO STOP LINE IS REQUIRED IF STOP SIGN IS LESS THAN OR EQUAL TO 40 FEET FROM THE EDGELINE.
3. NO STOP LINE IS REQUIRED IF STOP SIGN IS LESS THAN OR EQUAL TO 30 FEET FROM THE FLANGE LINE EXTENSION.
4. MOVE CLOSER TO THE EDGE OF TRAVEL LINE AS NEEDED FOR VISIBILITY AND SIGHT LINES (NO CLOSER THAN 4 FEET).
5. LADDER BAR CROSSWALKS SHOULD ONLY BE USED FOR MID BLOCK CROSSINGS. USE 2 - 6" TRANSVERSE LINES.
6. POSTED SPEED LIMITS OF 40 MPH OR GREATER USE A MINIMUM WIDTH OF 8' FOR MIDBLOCK CROSSWALKS



TYPICAL STOP LINE PAVEMENT MARKING WITH CURB AND GUTTER

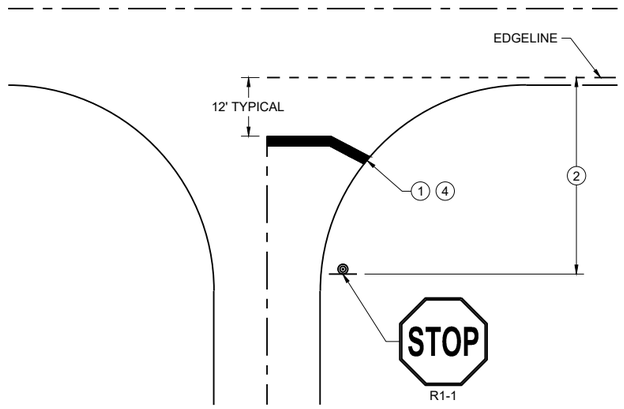


TYPICAL STOP LINE PAVEMENT MARKING FOR SIDE ROADS WITH RIGHT TURN LANE



TYPICAL PAVEMENT MARKING FOR MID-BLOCK CROSSWALK (5)

TYPICAL STOP LINE PAVEMENT MARKING FOR SIDE ROADS WITH CROSSWALK MARKING



TYPICAL STOP LINE PAVEMENT MARKING WITHOUT CURB AND GUTTER

STOP LINE AND CROSSWALK PAVEMENT MARKING

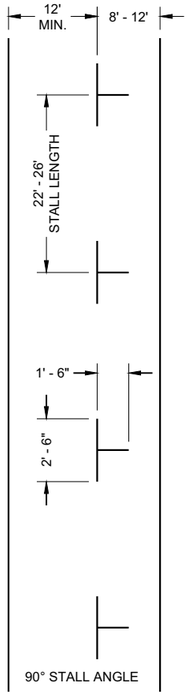
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

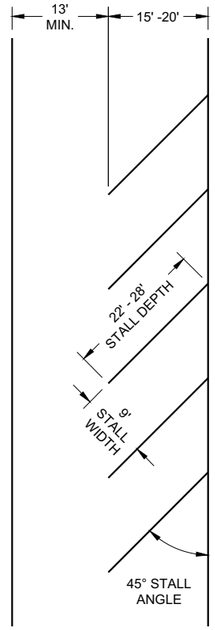
March 2024 — DATE

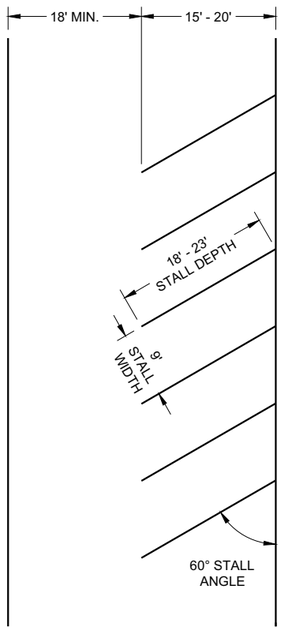
/S/ Matthew Rauch — STATE SIGNING AND MARKING ENGINEER

FHWA



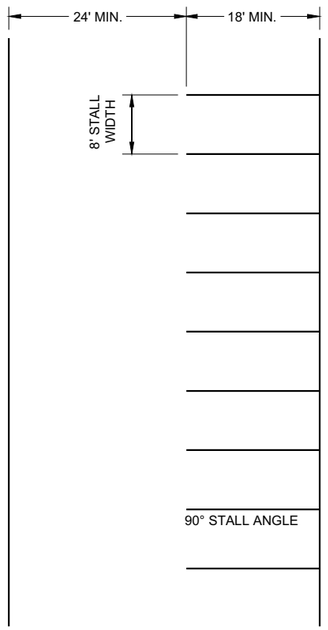
PARALLEL PARKING





ANGLED PARKING

(ANGLED PARKING IS NOT ALLOWED ON STATE HIGHWAYS UNLESS A DESIGN JUSTIFICATION HAS BEEN COMPLETED.)



PARKING LOTS

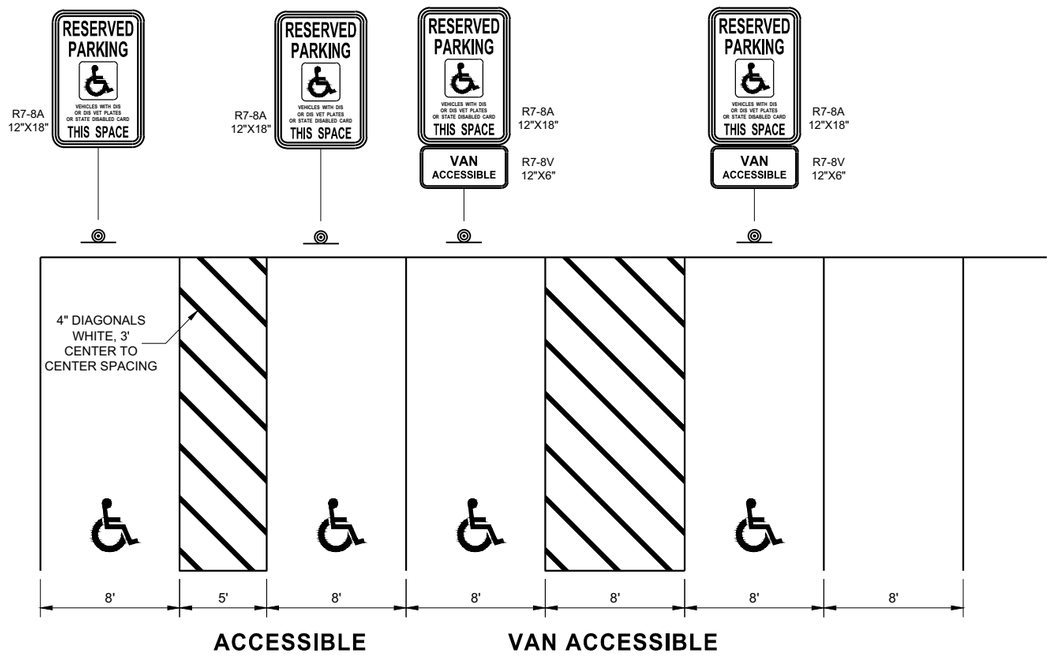
GENERAL NOTES

ALL LINES 4" WHITE (UNLESS OTHERWISE NOTED)

LAST PARKING STALL IS A MINIMUM OF 15' FROM THE CROSSWALK.

LEGEND

SIGN ON PERMANENT SUPPORT



ACCESSIBLE VAN ACCESSIBLE

PARKING STALL MARKING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
August 2019 — DATE
/S/ Matthew Rauch — STATE SIGNING AND MAF ENGINEER

FHWA

SDD 15C36 - 01

SDD 15C36 - 01

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.

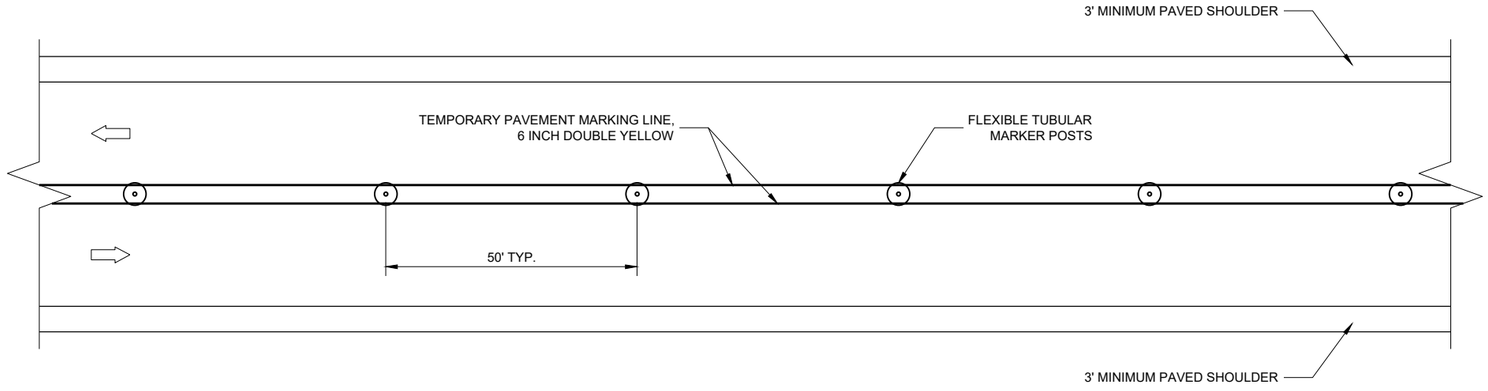
COVER EXISTING CENTERLINE STRIPE WITH TEMPORARY PAVEMENT MARKING LINE, 6 INCH DOUBLE YELLOW.





1. THE WO6-3 AND WO57-51 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 WO6-3 AND THE WO57-51 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

6

SDD 15D06-06

TRAFFIC CONTROL
TWO LANE TWO WAY OPERATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

6

SDD 15D06-06

LEGEND

SIGN ON PERMANENT SUPPORT

TRAFFIC CONTROL DRUM

DIRECTION OF TRAFFIC

WORK ZONE

GENERAL NOTES

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS IN URBAN AREAS, 36" X 36" SIGNS MAY BE USED IF APPROVED BY THE REGIONAL TRAFFIC UNIT.

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

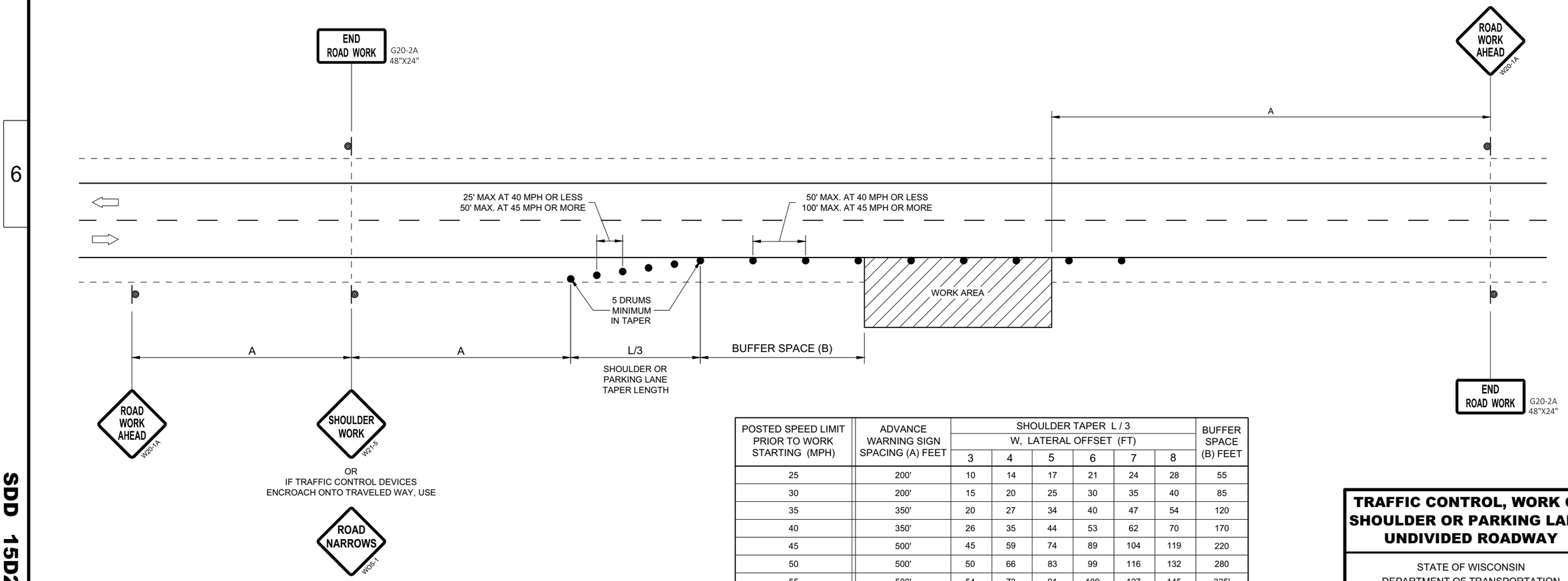
ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH THE TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

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

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

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

W20-1A AND G20-2A SIGNS ARE NOT REQUIRED IF THE WORK AREA IS WITHIN A LARGER WORK ZONE WHERE THESE SIGNS ARE ALREADY PRESENT. G20-2A SIGNS MAY ALSO BE OMITTED IF DURATION OF WORK IS LESS THAN 7 CONTINUOUS DAYS AND NIGHTS.



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

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

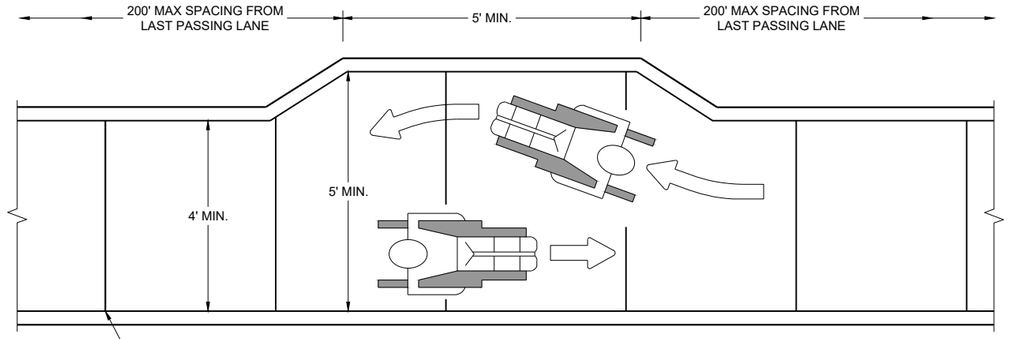
APPROVED
May 2020
DATE

/S/ Andrew Heidtke
STATEWIDE WORK ZONE T SAFETY ENGINEER

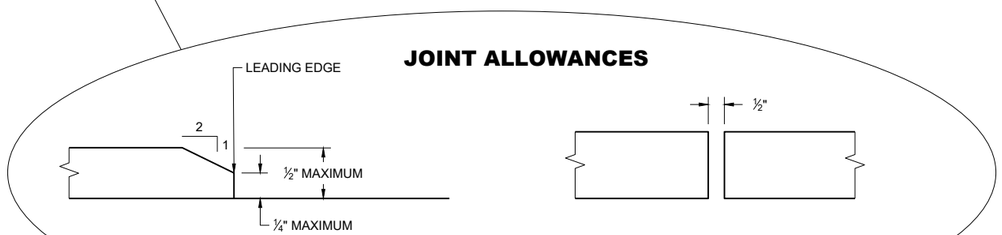
FHWA

SDD 15D28 - 04

SDD 15D28 - 04



NARROW SIDEWALK PASSING DETAIL



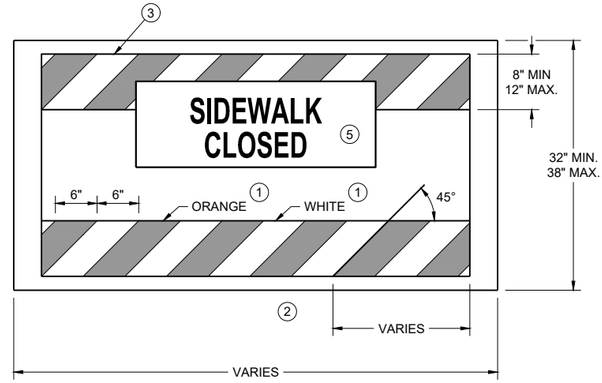
MAXIMUM VERTICAL GAP

MAXIMUM HORIZONTAL GAP

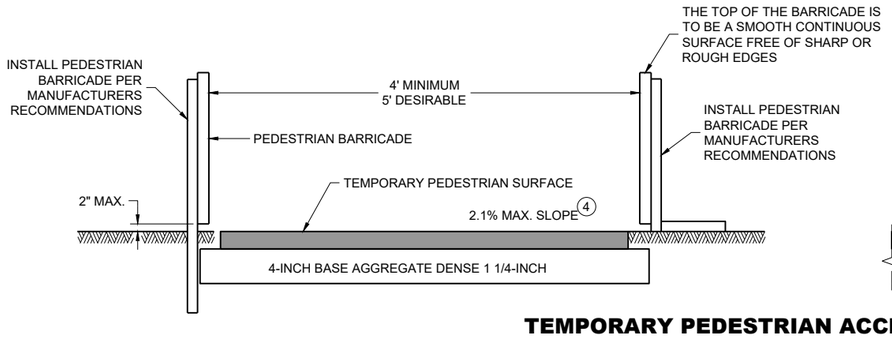
GENERAL NOTES

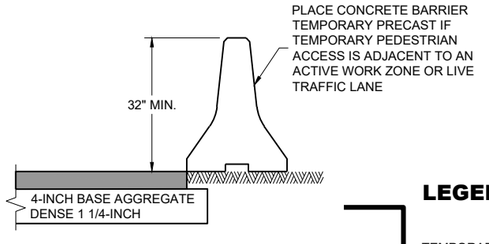
BARRICADE DEVICE SELECTED FROM APPROVED PRODUCT LIST

1. REFLECTIVE SHEETING SHALL FOLLOW THE REQUIREMENTS IN THE APPROVED PRODUCTS LISTING FOR SIGN SHEETING.
2. SHEETING REQUIRED ON MORE THAN 50% OF BARRICADE WIDTH.
3. PLACE SHEETING ON BOTH SIDES OF THE BARRICADE.
* USE THIS DETAIL FOR SHEETING PLACEMENT REFERENCE.
4. WHEN THE TEMPORARY PEDESTRIAN ACCESS ROUTE RUNS PARALLEL ON THE ROADWAY SURFACE, THE MAXIMUM CROSS SLOPE WILL MATCH THE EXISTING ROADWAY CROSS SLOPE.
5. WHERE SIGNS FOR TEMPORARY PEDESTRIAN ACCOMMODATIONS ARE SHOWN BEING PLACED BEHIND TEMPORARY PEDESTRIAN BARRICADE, THE SIGNS MAY BE MOUNTED ON THE TEMPORARY PEDESTRIAN BARRICADE INSTEAD. A CORRUGATED POLYPROPYLENE OR POLYETHYLENE PLASTIC SIGN BASE SHALL BE USED IF MOUNTED ON THE BARRICADE. THE TOP OF THE SIGN SHALL BE MOUNTED BELOW THE TOP OF THE BARRICADE TO ALLOW A CONTINUOUS HAND-TRAILING EDGE.

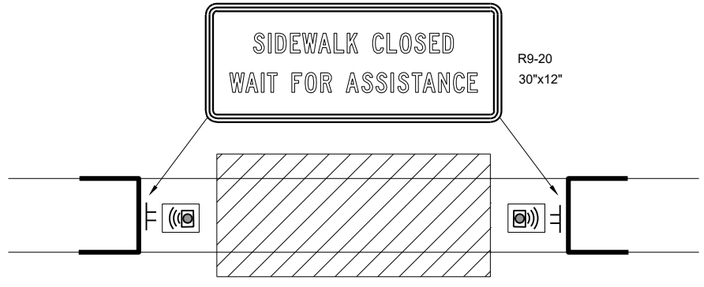


TEMPORARY PEDESTRIAN BARRICADE *





TEMPORARY PEDESTRIAN ACCESS



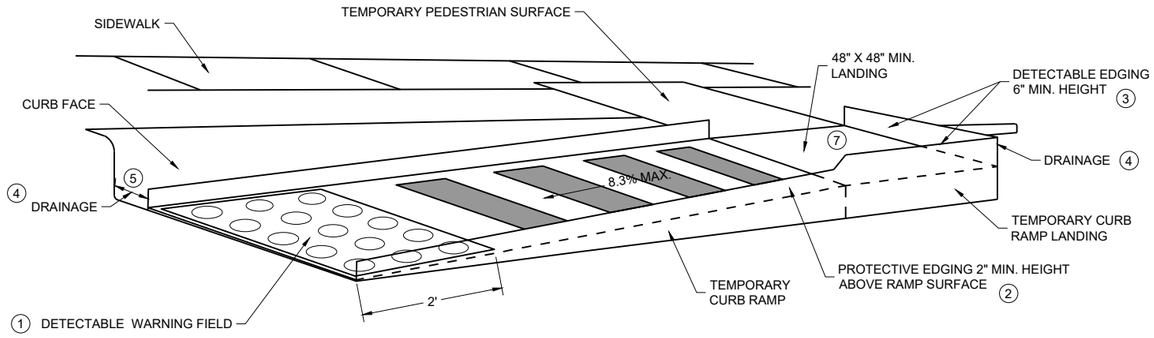
TEMPORARY PEDESTRIAN FLAGGING

LEGEND

- TEMPORARY PEDESTRIAN BARRICADE
- AUDIBLE MESSAGE DEVICE
- TEMPORARY SIGN SUPPORT
- WORK AREA

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



PERSPECTIVE VIEW

GENERAL NOTES

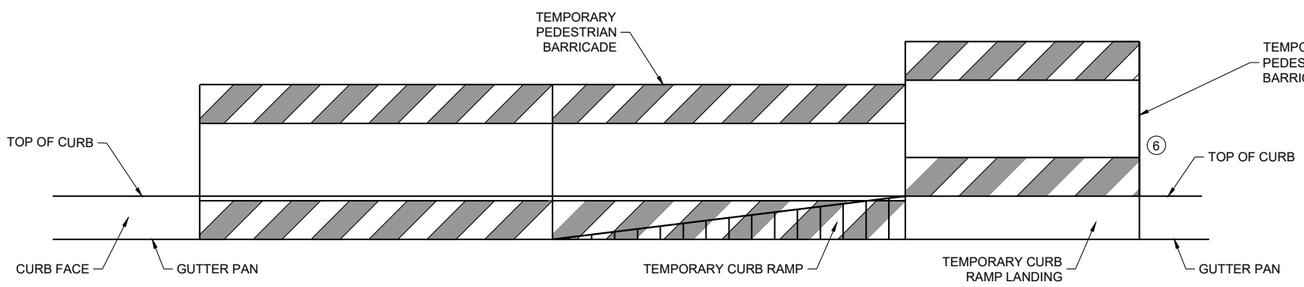
CURB RAMPS SHALL BE 48" MIN. WIDTH WITH A FIRM, STABLE AND SLIP RESISTANT SURFACE.

CURB RAMPS AND LANDINGS SHALL HAVE A 1:48 (2.1%) MAX. CROSS-SLOPE.

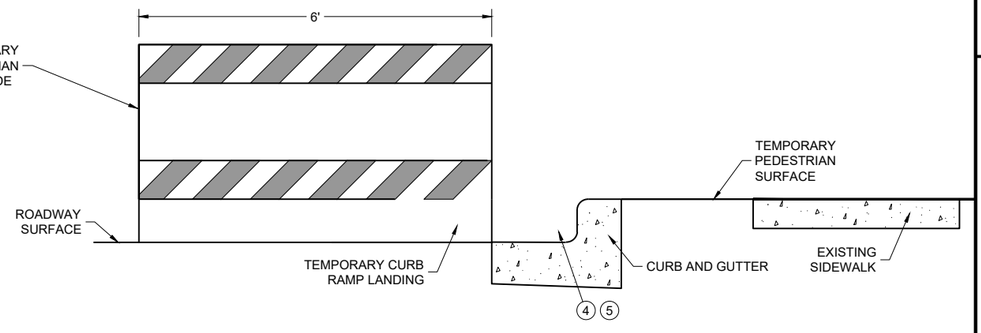
CLEAR SPACE OF 48" X 48" SHALL BE PROVIDED ABOVE AND BELOW THE CURB RAMP. LATERAL JOINTS OR GAPS BETWEEN SURFACES SHALL BE LESS THAN ½" WIDTH.

CHANGES BETWEEN SURFACE HEIGHTS SHALL NOT EXCEED ½". LATERAL EDGES MAY BE VERTICAL UP TO ¼" HIGH AND SHALL BE BEVELED AT 1:2 BETWEEN ¼" AND ½".

1. INSTALL CONTRASTING TEMPORARY DETECTABLE WARNING FIELD AT PEDESTRIAN STREET CROSSINGS, AS SHOWN IN THE PLANS.
2. PROTECTIVE EDGING WITH A 2" MIN. HEIGHT SHALL BE INSTALLED WHEN A CURB RAMP OR LANDING PLATFORM HAS A VERTICAL DROP OF 6" OR GREATER OR HAS A SIDE APRON SLOPE STEEPER THAN 1:3 (33%). PROTECTIVE EDGING SHOULD BE CONSIDERED WHEN CURB RAMPS OR LANDING PLATFORMS HAVE A VERTICAL DROP OF 3" OR MORE.
3. DETECTABLE EDGING WITH 6" MIN. HEIGHT AND CONTRASTING COLOR SHALL BE INSTALLED ON ALL CURB RAMP LANDINGS WHERE THE WALKWAY CHANGES DIRECTION (TURNS).
4. DO NOT RESTRICT WATER FLOW IN THE GUTTER SYSTEM.
5. ENSURE CURB RAMP IS OUT OF THE GUTTER PAN.
6. IF ONLY PART OF THE END PANEL OF TEMPORARY PEDESTRIAN BARRICADE PANEL IS NEEDED, EXTEND EXCESS PORTION OF TEMPORARY PEDESTRIAN BARRICADE PANEL HERE.
7. LANDING TO BE SLOPED A MAXIMUM OF 2.1% IN ALL DIRECTIONS OF PEDESTRIAN TRAVEL.



FRONT VIEW



SIDE VIEW

TEMPORARY CURB RAMP PARALLEL TO CURB

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

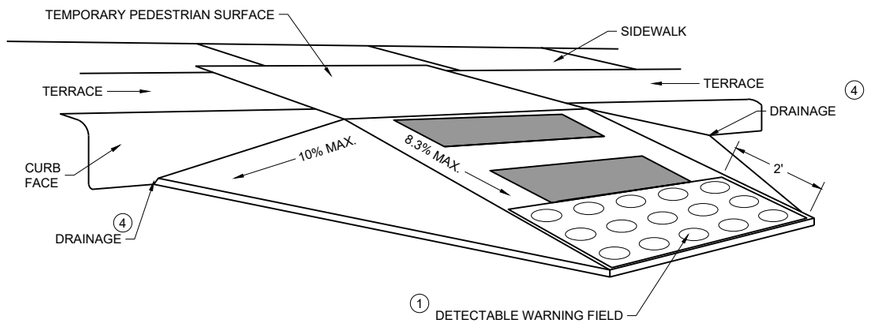
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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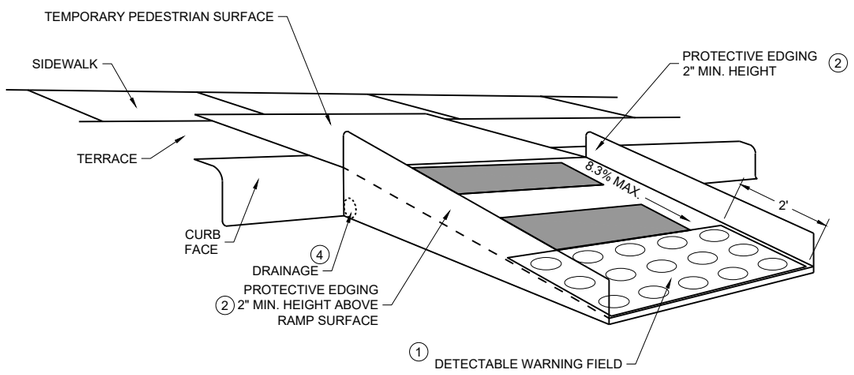
SDD 15D30-12b

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SDD 15D30-12b



WITH SIDE APRON (5)



WITH PROTECTIVE EDGE

TEMPORARY CURB RAMP PERPENDICULAR TO CURB

GENERAL NOTES

CURB RAMPS SHALL BE 48" MINIMUM WIDTH WITH A FIRM, STABLE AND SLIP RESISTANT SURFACE.

ALTERNATE SIDEWALK WORK BETWEEN LEFT AND RIGHT SIDE OF ROADWAY TO MAINTAIN PEDESTRIAN ACCESS.

CURB RAMPS AND LANDINGS SHALL HAVE A 1:48 (2.1%) MAX. CROSS-SLOPE.

CLEAR SPACE OF 48" X 48" SHALL BE PROVIDED ABOVE AND BELOW THE CURB RAMP.

LATERAL JOINTS OR GAPS BETWEEN SURFACES SHALL BE LESS THAN ½" WIDTH.

CHANGES BETWEEN SURFACE HEIGHTS SHALL NOT EXCEED ½". LATERAL EDGES MAY BE VERTICAL UP TO ¼" HIGH AND SHALL BE BEVELED AT 1:2 BETWEEN ¼" AND ½".

(1) INSTALL CONTRASTING TEMPORARY DETECTABLE WARNING FIELD AT PEDESTRIAN STREET CROSSINGS, AS SHOWN IN THE PLANS

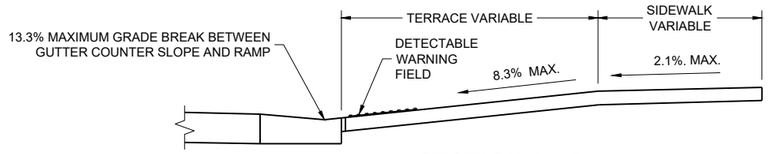
(2) PROTECTIVE EDGING WITH A 2" MIN. HEIGHT SHALL BE INSTALLED WHEN A CURB RAMP OR LANDING PLATFORM HAS A VERTICAL DROP OF 6" OR GREATER OR HAS A SIDE APRON SLOPE STEEPER THAN 1:3 (33%). PROTECTIVE EDGING SHOULD BE CONSIDERED WHEN CURB RAMPS OR LANDING PLATFORMS HAVE A VERTICAL DROP OF 3" OR MORE.

(3) DETECTABLE EDGING WITH 6" MIN. HEIGHT AND CONTRASTING COLOR SHALL BE INSTALLED ON ALL CURB RAMP LANDINGS WHERE THE WALKWAY CHANGES DIRECTION (TURNS).

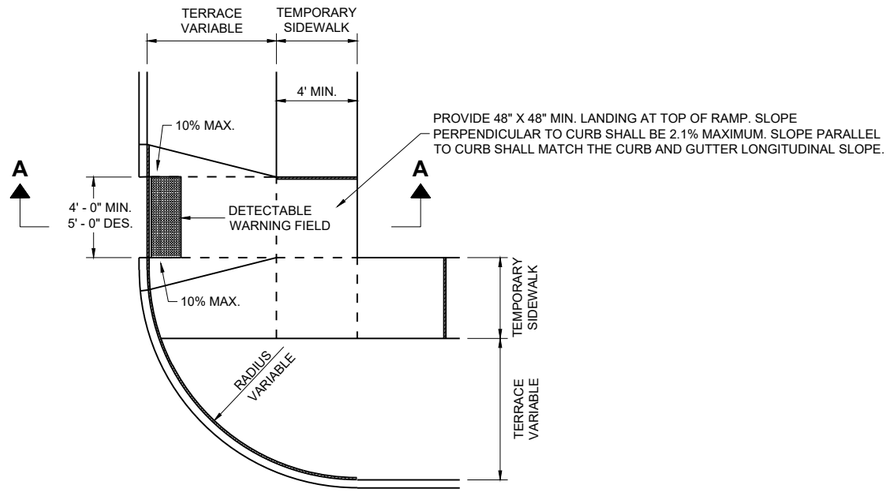
(4) DO NOT RESTRICT WATER FLOW IN THE GUTTER SYSTEM.

(5) CAN ONLY BE USED FOR RAMPS WITH 6" OR LESS OF VERTICAL CHANGE.

GENERAL NOTES



SECTION A - A



PLAN VIEW
TEMPORARY TYPE 3 RAMP
(OUTSIDE OF CROSSWALK AREA)

6

SDD 15D30-12d

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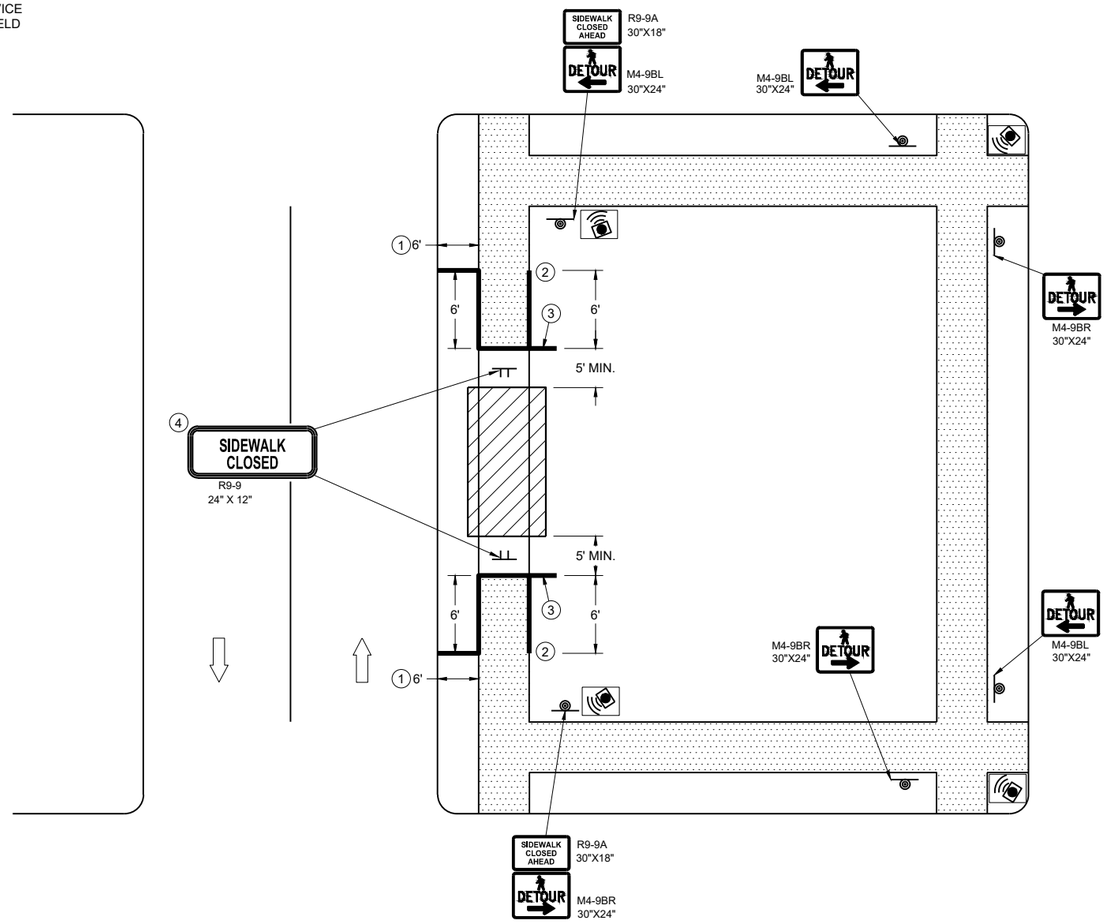
SDD 15D30-12d

TRAFFIC CONTROL,
PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

LEGEND

- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- UNDER PEDESTRIAN TRAFFIC
- WORK AREA
- TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC
- TEMPORARY AUDIBLE MESSAGE DEVICE (EXACT PLACEMENT BASED UPON FIELD CONDITIONS)



SIDEWALK DETOUR, SIDEWALK ONLY ON ONE SIDE

GENERAL NOTES

WHERE TEMPORARY BARRICADE RUNS PARALLEL ALONG SIDEWALK, PLACE THE FACE OF THE BARRICADE AT THE EDGE OF THE SIDEWALK.

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

PLACE TEMPORARY PEDESTRIAN BARRICADE TO FIT FIELD CONDITIONS, AVOIDING CONFLICTS WITH DRIVEWAYS AND OTHER EXISTING FEATURES.

1. IF TERRACE IS LESS THAN 6 FEET WIDE, OMIT TEMPORARY PEDESTRIAN BARRICADE FROM THE SIDEWALK TO THE CURB.
2. PLACE BARRICADE CLOSURE SO THAT THE TEMPORARY PEDESTRIAN BARRICADE END IS AT THE LAST OPEN SIDEWALK ACCESS TO RESIDENCES OR BUSINESSES BEFORE THE SIDEWALK CLOSURE.
3. IF TEMPORARY PEDESTRIAN BARRICADE PANEL IS WIDER THAN THE SIDEWALK WIDTH, THE PORTION OF EXCESS PANEL SHOULD EXTEND INTO THE TERRACE.
4. MOUNTING HEIGHT OF 5 FEET FROM THE SURFACE TO THE BOTTOM OF SIGN.

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

LEGEND

- SIGN ON TEMPORARY SUPPORT
- WORK AREA
- UNDER PEDESTRIAN TRAFFIC
- TEMPORARY PEDESTRIAN SURFACE
- TEMPORARY PEDESTRIAN BARRICADE
- OPTIONAL TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC

GENERAL NOTES

TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG.

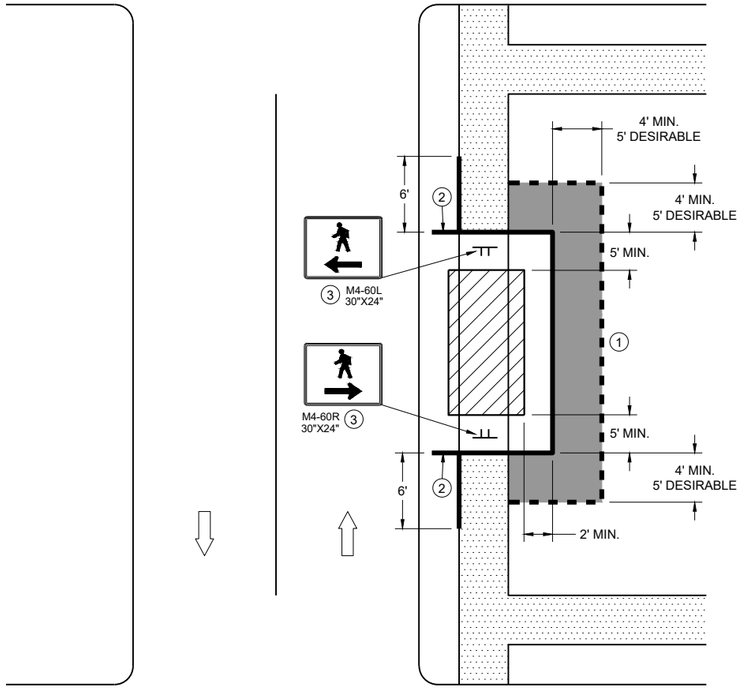
WHERE TEMPORARY BARRICADE RUNS PARALLEL ALONG SIDEWALK, PLACE THE FACE OF THE BARRICADE AT THE EDGE OF THE SIDEWALK.

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

(1) USE TEMPORARY PEDESTRIAN BARRICADE TO SEPARATE PEDESTRIANS FROM DROP OFFS OR FOR ADDITIONAL PEDESTRIAN CHANNELIZATION.

(2) IF TEMPORARY PEDESTRIAN BARRICADE PANEL IS WIDER THAN THE SIDEWALK WIDTH, THE PORTION OF EXCESS PANEL SHOULD EXTEND INTO THE TERRACE.

(3) MOUNTING HEIGHT OF 5 FEET FROM THE SURFACE TO THE BOTTOM OF SIGN.



SIDEWALK BYPASS
SINGLE SIDE

6

SDD 15D30-12g

TRAFFIC CONTROL,
PEDESTRIAN ACCOMMODATION

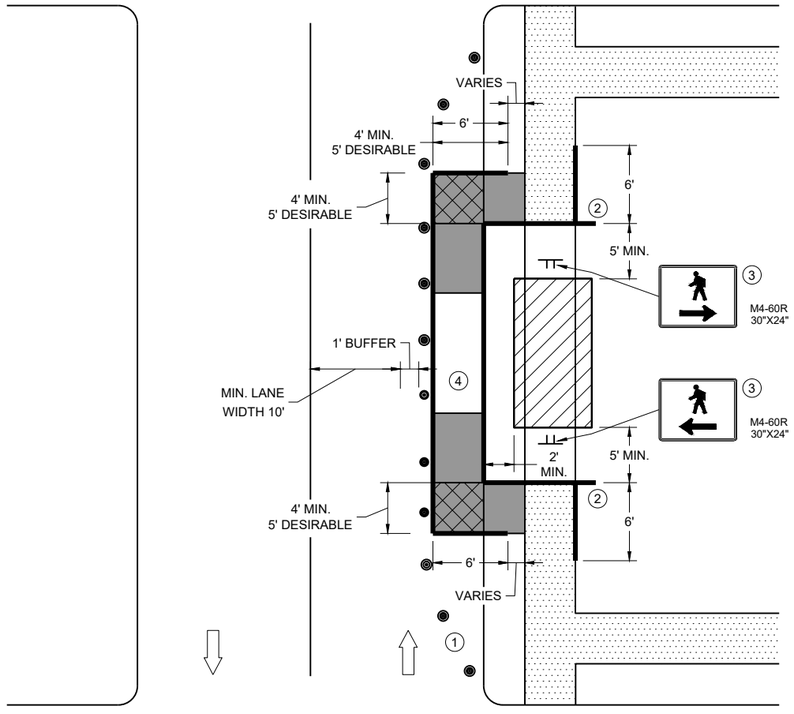
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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SDD 15D30-12g

LEGEND

- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL DRUM
- WORK AREA
- UNDER PEDESTRIAN TRAFFIC
- TEMPORARY CURB RAMP
- TEMPORARY PEDESTRIAN SURFACE "A"
- TEMPORARY PEDESTRIAN SURFACE "B"
- TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC



SIDEWALK BYPASS, SINGLE SIDE

GENERAL NOTES

TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG.

WHERE TEMPORARY BARRICADE RUNS PARALLEL ALONG SIDEWALK, PLACE THE FACE OF THE BARRICADE AT THE EDGE OF THE SIDEWALK.

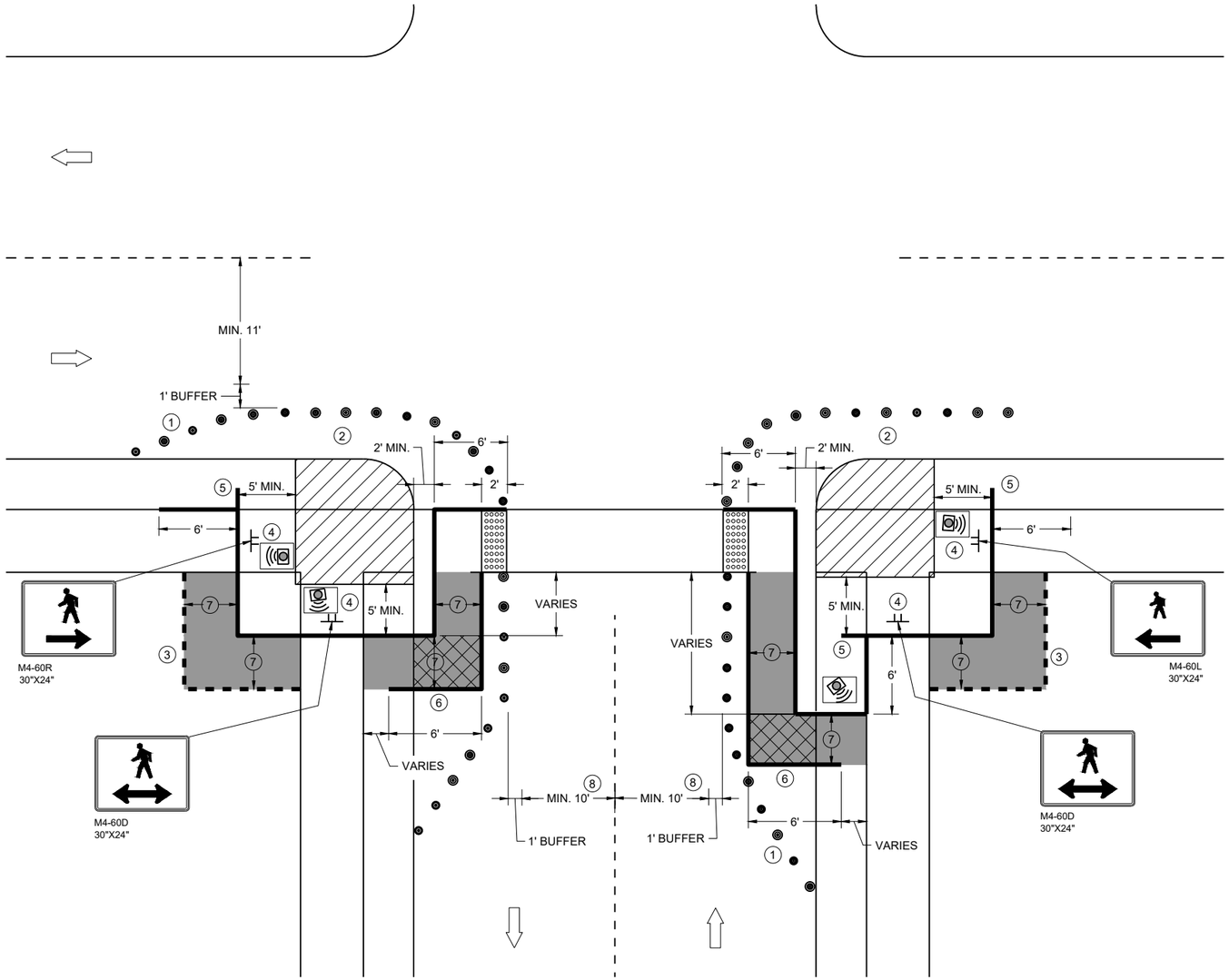
1. SHOULDER OR LANE CLOSURE ADVANCE WARNING AND BUFFER SPACE REQUIRED.
2. PLACE EXCESS PORTION OF TEMPORARY PEDESTRIAN BARRICADE PANEL PAST THE SIDEWALK ON THE SIDE AWAY FROM THE ROAD.
3. MOUNTING HEIGHT OF 5 FEET FROM THE SURFACE TO THE BOTTOM OF SIGN.
4. USE EXISTING PAVEMENT SURFACE. IF EXISTING PAVEMENT SURFACE HAS BEEN REMOVED, USE A TEMPORARY PEDESTRIAN SURFACE. WHEN THE TEMPORARY PEDESTRIAN ACCESS ROUTE RUNS PARALLEL ON THE ROADWAY SURFACE, THE MAXIMUM CROSS SLOPE WILL MATCH THE EXISTING ROADWAY CROSS SLOPE.

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SDD 15D30-12h

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



CURB RAMP PEDESTRIAN TRAFFIC CONTROL
SIDEWALK ON SINGLE SIDE

GENERAL NOTES

IF PEDESTRIAN PUSH BUTTONS ARE PRESENT ON THE EXISTING FACILITY, ENSURE THEY ARE MAINTAINED/ACCESSIBLE FOR PEDESTRIAN USE THROUGHOUT THE TEMPORARY PEDESTRIAN ACCOMMODATIONS.

TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG

WHEN TEMPORARY PEDESTRIAN BARRICADE RUNS PARALLEL ALONG THE SIDEWALK, PLACE THE FACE OF THE BARRICADE AT THE EDGE OF THE SIDEWALK.

WHEN THE TEMPORARY PEDESTRIAN ACCESS ROUTE RUNS PARALLEL ON THE ROADWAY SURFACE, THE MAXIMUM CROSS SLOPE WILL MATCH THE EXISTING ROADWAY CROSS SLOPE.

1. SHOULDER OR LANE CLOSURE ADVANCE WARNING AND PROPER BUFFER SPACE REQUIRED.
2. PROVIDE ADEQUATE SPACE FOR CONTRACTOR OPERATIONS
3. USE TEMPORARY PEDESTRIAN BARRICADE TO SEPARATE PEDESTRIANS FROM DROP OFFS OR FOR ADDITIONAL PEDESTRIAN CHANNELIZATION.
4. MOUNTING HEIGHT OF 5 FEET FROM SIDEWALK SURFACE TO BOTTOM OF SIGN.
5. PLACE EXCESS PORTION OF TEMPORARY PEDESTRIAN BARRICADE PANEL IN THE SIDEWALK TERRACE.
6. IF TEMPORARY PEDESTRIAN BARRICADE DOES NOT REACH THE FACE OF THE CURB, USE AN ADDITIONAL PANEL AND EXTEND INTO THE TERRACE.
7. 4 FEET MINIMUM, 5 FEET DESIRABLE
8. IF MINIMUM LANE WIDTHS CAN'T BE ATTAINED, CURB RAMPS MAY NEED TO BE CONSTRUCTED AT SEPARATE TIMES.

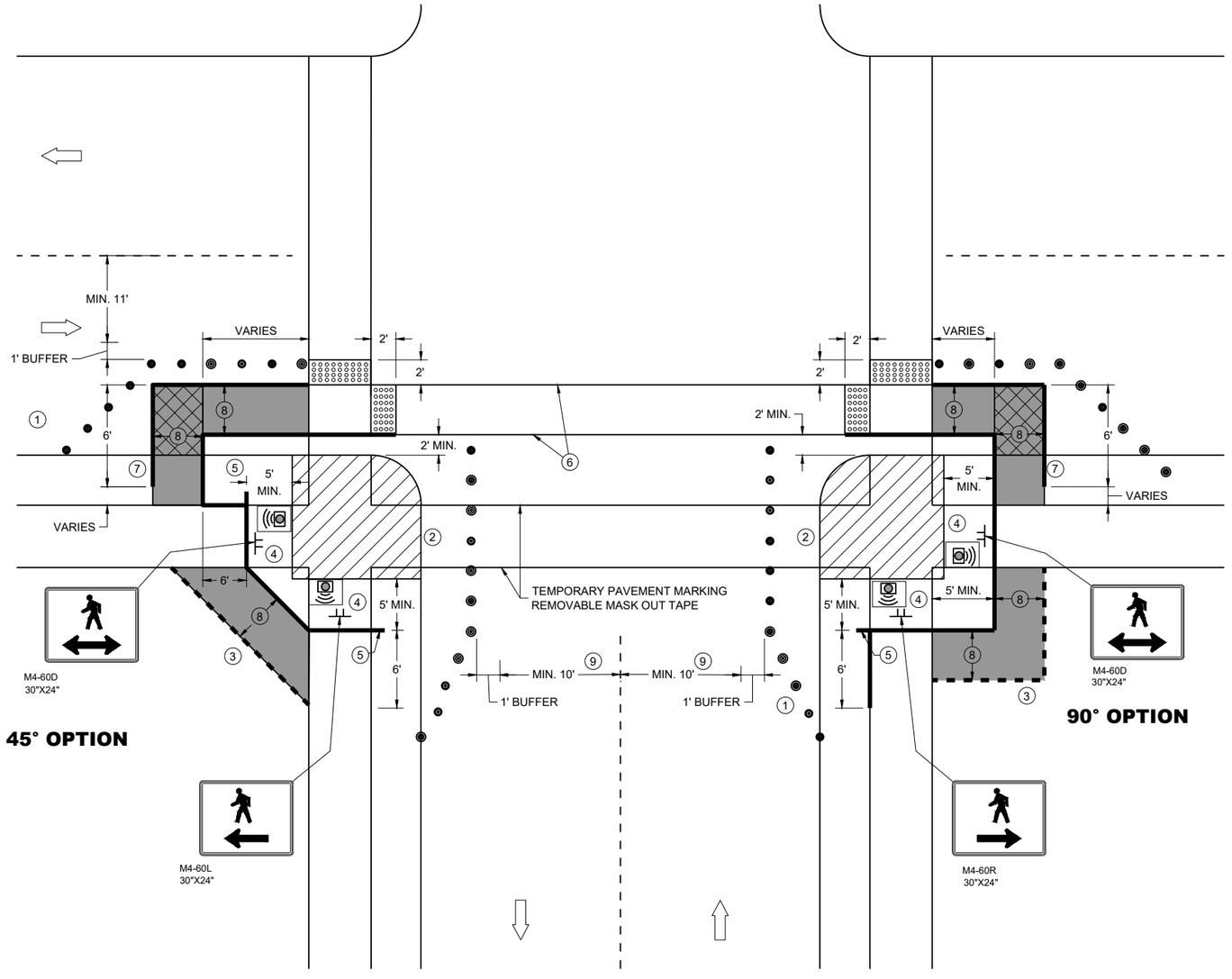
LEGEND

- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL DRUM
- WORK AREA
- TEMPORARY CURB RAMP
- TEMPORARY PEDESTRIAN SURFACE "A"
- TEMPORARY PEDESTRIAN SURFACE "B"
- TEMPORARY DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN BARRICADE
- OPTIONAL TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC
- TEMPORARY AUDIBLE MESSAGE DEVICE (EXACT PLACEMENT BASED UPON FIELD CONDITIONS)

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6
SDD 15D30-12i



CURB RAMP PEDESTRIAN TRAFFIC CONTROL

GENERAL NOTES

IF PEDESTRIAN PUSH BUTTONS ARE PRESENT ON THE EXISTING FACILITY, ENSURE THEY ARE MAINTAINED/ACCESSIBLE FOR PEDESTRIAN USE THROUGHOUT THE TEMPORARY PEDESTRIAN ACCOMMODATIONS.

TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG

WHEN TEMPORARY PEDESTRIAN BARRICADE RUNS PARALLEL ALONG THE SIDEWALK, PLACE THE FACE OF THE BARRICADE AT THE EDGE OF THE SIDEWALK.

WHEN THE TEMPORARY PEDESTRIAN ACCESS ROUTE RUNS PARALLEL ON THE ROADWAY SURFACE, THE MAXIMUM CROSS SLOPE WILL MATCH THE EXISTING ROADWAY CROSS SLOPE.

(1) SHOULDER OR LANE CLOSURE ADVANCE WARNING AND PROPER BUFFER SPACE REQUIRED.

(2) PROVIDE ADEQUATE SPACE FOR CONTRACTOR OPERATIONS

(3) USE TEMPORARY PEDESTRIAN BARRICADE TO SEPARATE PEDESTRIANS FROM DROP OFFS OR FOR ADDITIONAL PEDESTRIAN CHANNELIZATION.

(4) MOUNTING HEIGHT OF 5 FEET FROM SIDEWALK SURFACE TO BOTTOM OF SIGN.

(5) PLACE EXCESS PORTION OF TEMPORARY PEDESTRIAN BARRICADE PANEL IN THE SIDEWALK TERRACE.

(6) WHITE 6" TEMPORARY PAVEMENT MARKING

(7) IF TEMPORARY PEDESTRIAN BARRICADE DOES NOT REACH THE FACE OF THE CURB, USE AN ADDITIONAL PANEL AND EXTEND INTO THE TERRACE.

(8) 4 FEET MINIMUM, 5 FEET DESIRABLE

(9) IF MINIMUM LANE WIDTHS CAN'T BE ATTAINED, CURB RAMPS MAY NEED TO BE CONSTRUCTED AT SEPARATE TIMES.

LEGEND

- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL DRUM
- WORK AREA
- TEMPORARY CURB RAMP
- TEMPORARY PEDESTRIAN SURFACE "A"
- TEMPORARY PEDESTRIAN SURFACE "B"
- TEMPORARY DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN BARRICADE
- OPTIONAL TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC
- TEMPORARY AUDIBLE MESSAGE DEVICE (EXACT PLACEMENT BASED UPON FIELD CONDITIONS)

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

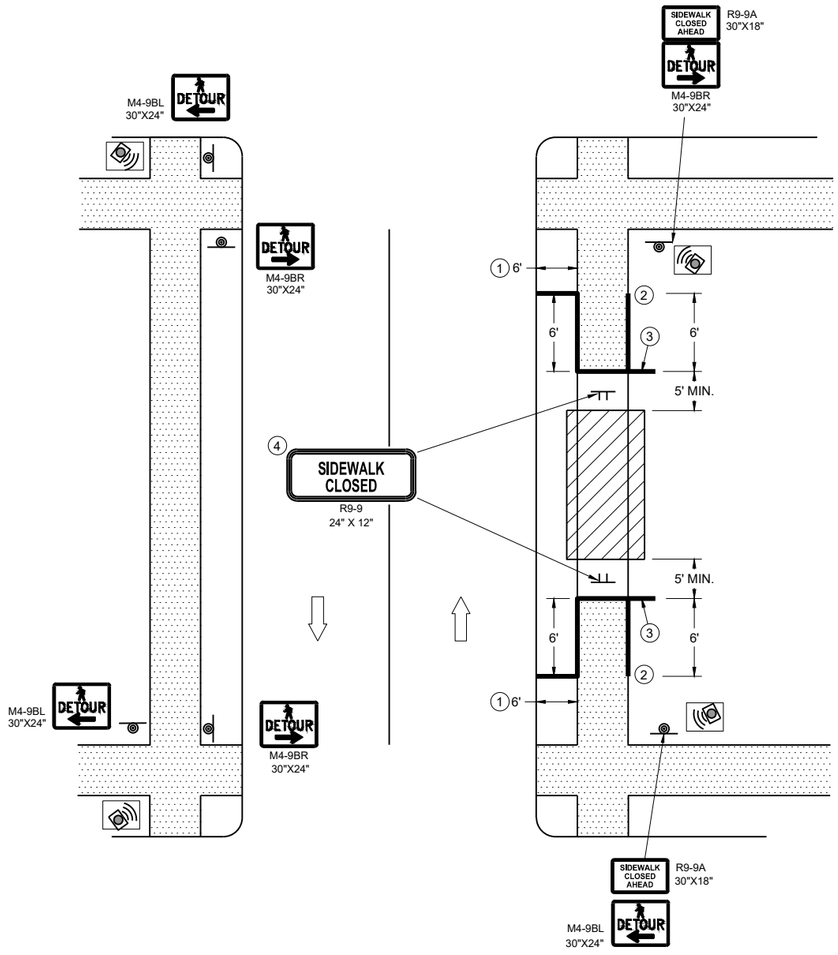
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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SDD 15D30-12j

LEGEND

- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- UNDER PEDESTRIAN TRAFFIC
- WORK AREA
- TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC
- TEMPORARY AUDIBLE MESSAGE DEVICE (EXACT PLACEMENT BASED UPON FIELD CONDITIONS)



SIDEWALK DETOUR, SIDEWALK ON BOTH SIDES

GENERAL NOTES

WHERE TEMPORARY BARRICADE RUNS PARALLEL ALONG SIDEWALK, PLACE THE FACE OF THE BARRICADE AT THE EDGE OF THE SIDEWALK.

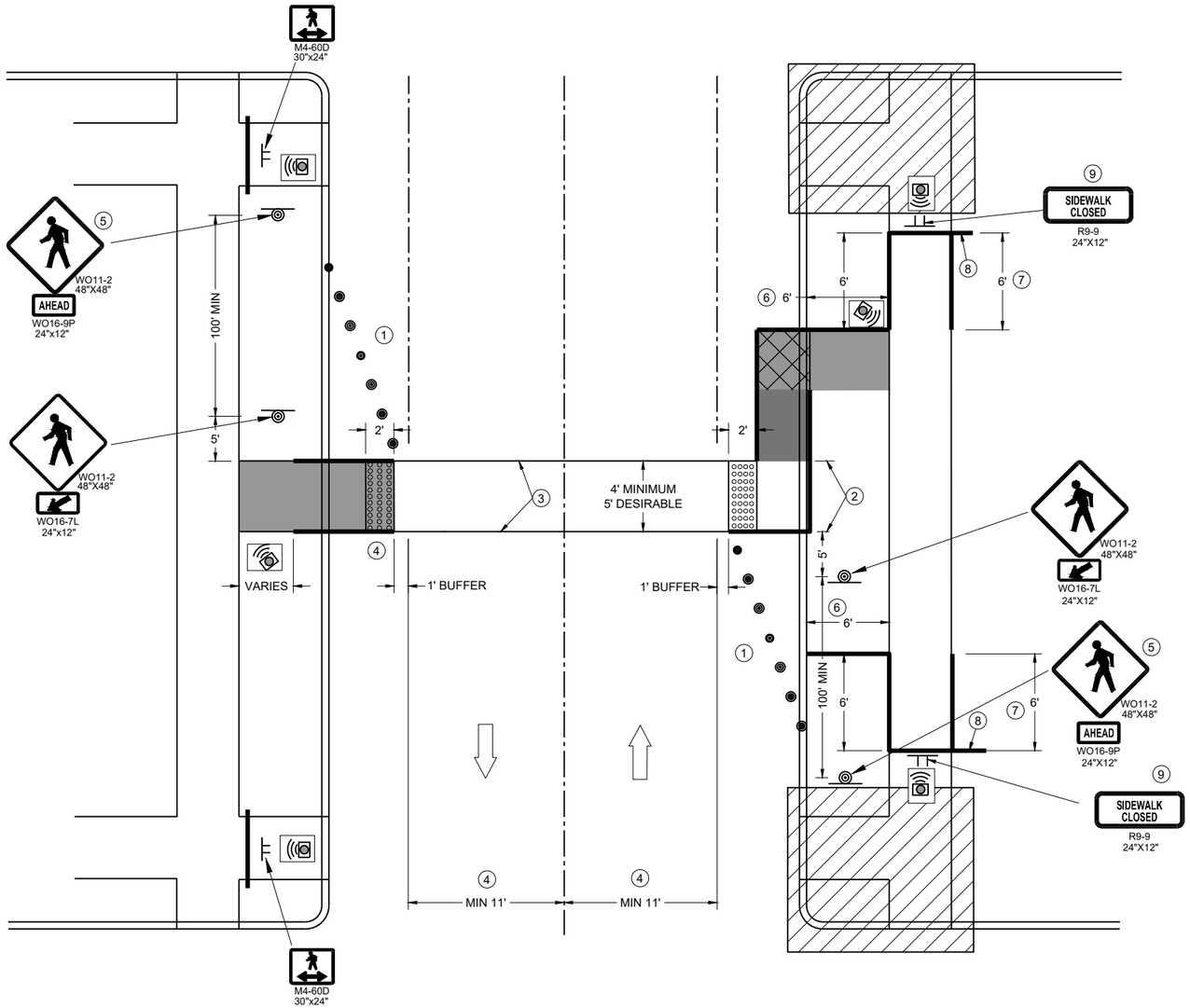
SIGNS THAT REMAIN IN PLACE LESS THAN SEVEN CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

PLACE TEMPORARY PEDESTRIAN BARRICADE TO FIT FIELD CONDITIONS, AVOIDING CONFLICT WITH DRIVEWAYS AND OTHER EXISTING FEATURES.

1. IF TERRACE IS LESS THAN 6 FEET WIDE, OMIT TEMPORARY PEDESTRIAN BARRICADE FROM THE SIDEWALK TO THE CURB.
2. PLACE BARRICADE CLOSURE SO THAT THE TEMPORARY PEDESTRIAN BARRICADE END IS AT THE LAST OPEN SIDEWALK ACCESS TO RESIDENCES OR BUSINESSES BEFORE THE SIDEWALK CLOSURE.
3. IF TEMPORARY PEDESTRIAN BARRICADE PANEL IS WIDER THAN THE SIDEWALK WIDTH, THE PORTION OF EXCESS PANEL SHOULD EXTEND INTO THE TERRACE.
4. MOUNTING HEIGHT OF 5 FEET FROM THE SURFACE TO THE BOTTOM OF SIGN.

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



TEMPORARY PEDESTRIAN CROSSING

GENERAL NOTES

TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG.

SEE OTHER PEDESTRIAN ACCOMMODATION DETAILS FOR SIGNING AND DEVICES FOR DIFFERENT PEDESTRIAN FACILITIES CLOSURES.

WHEN THE TEMPORARY PEDESTRIAN ACCESS ROUTE RUNS PARALLEL ON THE ROADWAY SURFACE, THE MAXIMUM CROSS SLOPE WILL MATCH THE EXISTING ROADWAY CROSS SLOPE.

1. SHOULDER OR LANE CLOSURE ADVANCED WARNING AND PROPER BUFFER SPACE REQUIRED.
2. 4 FEET MINIMUM, 5 FEET DESIRABLE.
3. WHITE 6" TEMPORARY PAVEMENT MARKING.
4. IF MINIMUM LANE WIDTHS CAN'T BE ATTAINED, PERPENDICULAR CURB RAMPS MAY NEED TO BE UTILIZED.
5. IF MINIMUM 100' SPACING FROM THE MID-BLOCK CROSSING CANNOT BE ATTAINED BEFORE THE INTERSECTION, REMOVE THIS SIGN ASSEMBLY.
6. IF TERRACE IS LESS THAN 6 FEET WIDE, OMIT TEMPORARY PEDESTRIAN BARRICADE FROM THE SIDEWALK TO THE CURB.
7. PLACE BARRICADE CLOSURE SO THAT THE TEMPORARY PEDESTRIAN BARRICADE END IS AT THE LAST OPEN SIDEWALK ACCESS TO RESIDENCES OR BUSINESSES BEFORE THE SIDEWALK CLOSURE.
8. IF TEMPORARY PEDESTRIAN BARRICADE PANEL IS WIDER THAN THE SIDEWALK WIDTH, THE PORTION OF THE EXCESS PANEL SHOULD EXTEND INTO THE TERRACE.
9. MOUNTING HEIGHT OF 5 FEET FROM THE SURFACE TO THE BOTTOM OF THE SIGN.

LEGEND

- TRAFFIC CONTROL DRUM
- SIGN ON TEMPORARY SUPPORT
- TEMPORARY CURB RAMP
- TEMPORARY DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN SURFACE "A"
- TEMPORARY PEDESTRIAN SURFACE "B"
- WORK AREA
- TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC
- TEMPORARY AUDIBLE MESSAGE DEVICE (EXACT PLACEMENT BASED UPON FIELD CONDITIONS)

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

FHWA

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SDD 15D30-12I

LEGEND

- TYPE III BARRICADE WITH ATTACHED SIGN
- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- TYPE "A" WARNING LIGHT (FLASHING)
- DIRECTION OF TRAFFIC
- WORK AREA
- REMOVING PAVEMENT MARKING (SEE GENERAL NOTES)
- CONCRETE BARRIER TEMPORARY PRECAST

POSTED SPEED LIMIT PRIOR TO WORK STARTING (MPH)	ADVANCE WARNING SIGN SPACING (A) FEET	SHIFTING TAPER L/2 W, LATERAL OFFSET (FT)					BUFFER SPACE (B) FEET
		10	11	12	13	14	
25	200	52	57	63	68	73	155
30	200	75	83	90	98	105	200
35	350	102	112	123	133	143	250
40	350	133	147	160	173	187	305
45	500	225	248	270	293	315	360

GENERAL NOTES

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

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

THIS LANE CLOSURE IS TYPICAL FOR LANE SHIFT RIGHT - REVERSE FOR SHIFTING LEFT.

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED.

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

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

CONSIDER GEOMETRICS WHEN LOCATING SIGNS AND ARROW BOARDS SO THE DRIVER HAS A CLEAR VIEW OF THE ARROW BOARD AND LANE CLOSURE DRUMS FOR A MINIMUM 1500 FEET IN FRONT OF DRUMS.

FOR A LANE CLOSURE THAT IS IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS, THE ADVANCED WARNING SIGNS MAY BE MOUNTED ON PORTABLE SUPPORTS.

REMOVE PAVEMENT MARKINGS AND PLACE TEMPORARY PAVEMENT MARKING LINES IF LANE CLOSURE IS TO BE IN PLACE FOR 4 OR MORE CONTINUOUS DAYS AND NIGHTS.

WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

IF THE HORIZONTAL ALIGNMENT IS SUCH THAT A CURVE MAY REQUIRE ADDITIONAL DELINEATION, THE DEVICE SPACING MAY BE DECREASED TO 50 FEET.

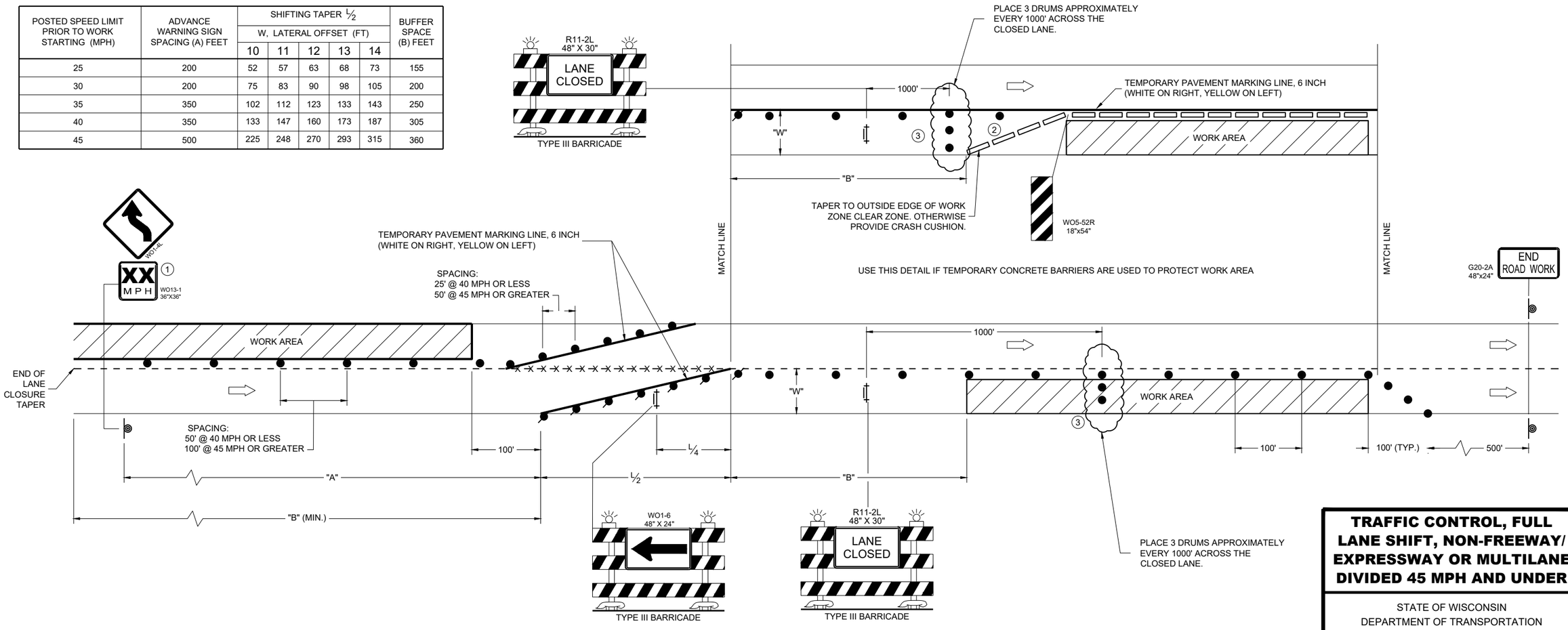
ADJUSTMENTS IN BUFFER SPACE NEED TO BE INCORPORATED WHEN THE LANE SHIFT OCCURS NEAR AN INTERCHANGE EXIT OR ENTRANCE RAMP. THE LANE SHIFT MUST TAKE PLACE FAR ENOUGH IN ADVANCE OF AN EXIT OR ENTRANCE RAMP TO STILL ALLOW FOR ADEQUATE BUFFER

SPACE. THE MINIMUM LENGTH OF THE BUFFER SPACE BEFORE AN EXIT RAMP SHOULD BE 1/2 THE LENGTH OF THE TRANSITION AREA. THE ENTRANCE RAMP SHOULD BE FOLLOWED BY THE ORIGINAL BUFFER SPACE LENGTH OF 800 FEET DESIRABLE PRIOR TO ANOTHER TRAFFIC CONTROL
CHANGE SUCH AS A CROSSOVER MANEUVER.

(1) USE ONLY IF DESIGN SPEED IS 10 MPH BELOW POSTED SPEED.

(2) BARRIER FLARE RATE: 6:1 @ 40 MPH OR LESS
8:1 @ 45 MPH OR GREATER

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



TRAFFIC CONTROL, FULL LANE SHIFT, NON-FREEWAY/ EXPRESSWAY OR MULTILANE DIVIDED 45 MPH AND UNDER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2025
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA

LEGEND

- TYPE III BARRICADE WITH ATTACHED SIGN
- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- TYPE "A" WARNING LIGHT (FLASHING)
- DIRECTION OF TRAFFIC
- WORK AREA
- REMOVING PAVEMENT MARKING (SEE GENERAL NOTES)
- CONCRETE BARRIER TEMPORARY PRECAST

GENERAL NOTES

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

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

THIS LANE CLOSURE IS TYPICAL FOR LANE SHIFT LEFT - REVERSE FOR SHIFTING RIGHT.

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED.

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

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

CONSIDER GEOMETRICS WHEN LOCATING SIGNS AND ARROW BOARDS SO THE DRIVER HAS A CLEAR VIEW OF THE ARROW BOARD AND LANE CLOSURE DRUMS FOR A MINIMUM 1500 FEET IN FRONT OF DRUMS.

FOR A LANE CLOSURE THAT IS IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS, THE ADVANCED WARNING SIGNS MAY BE MOUNTED ON PORTABLE SUPPORTS.

REMOVE PAVEMENT MARKINGS AND PLACE TEMPORARY PAVEMENT MARKING LINES IF LANE CLOSURE IS TO BE IN PLACE FOR 4 OR MORE CONTINUOUS DAYS AND NIGHTS.

WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

IF THE HORIZONTAL ALIGNMENT IS SUCH THAT A CURVE MAY REQUIRE ADDITIONAL DELINEATION, THE DEVICE SPACING MAY BE DECREASED TO 50 FEET.

ADJUSTMENTS IN BUFFER SPACE NEED TO BE INCORPORATED WHEN THE LANE SHIFT OCCURS NEAR AN INTERCHANGE EXIT OR ENTRANCE RAMP. THE LANE SHIFT MUST TAKE PLACE FAR ENOUGH IN ADVANCE OF AN EXIT OR ENTRANCE RAMP TO STILL ALLOW FOR ADEQUATE BUFFER SPACE. THE MINIMUM LENGTH OF THE BUFFER SPACE BEFORE AN EXIT RAMP SHOULD BE 1/2 THE LENGTH OF THE TRANSITION AREA. THE ENTRANCE RAMP SHOULD BE FOLLOWED BY THE ORIGINAL BUFFER SPACE LENGTH OF 800 FEET DESIRABLE PRIOR TO ANOTHER TRAFFIC CONTROL CHANGE SUCH AS A CROSSOVER MANEUVER.

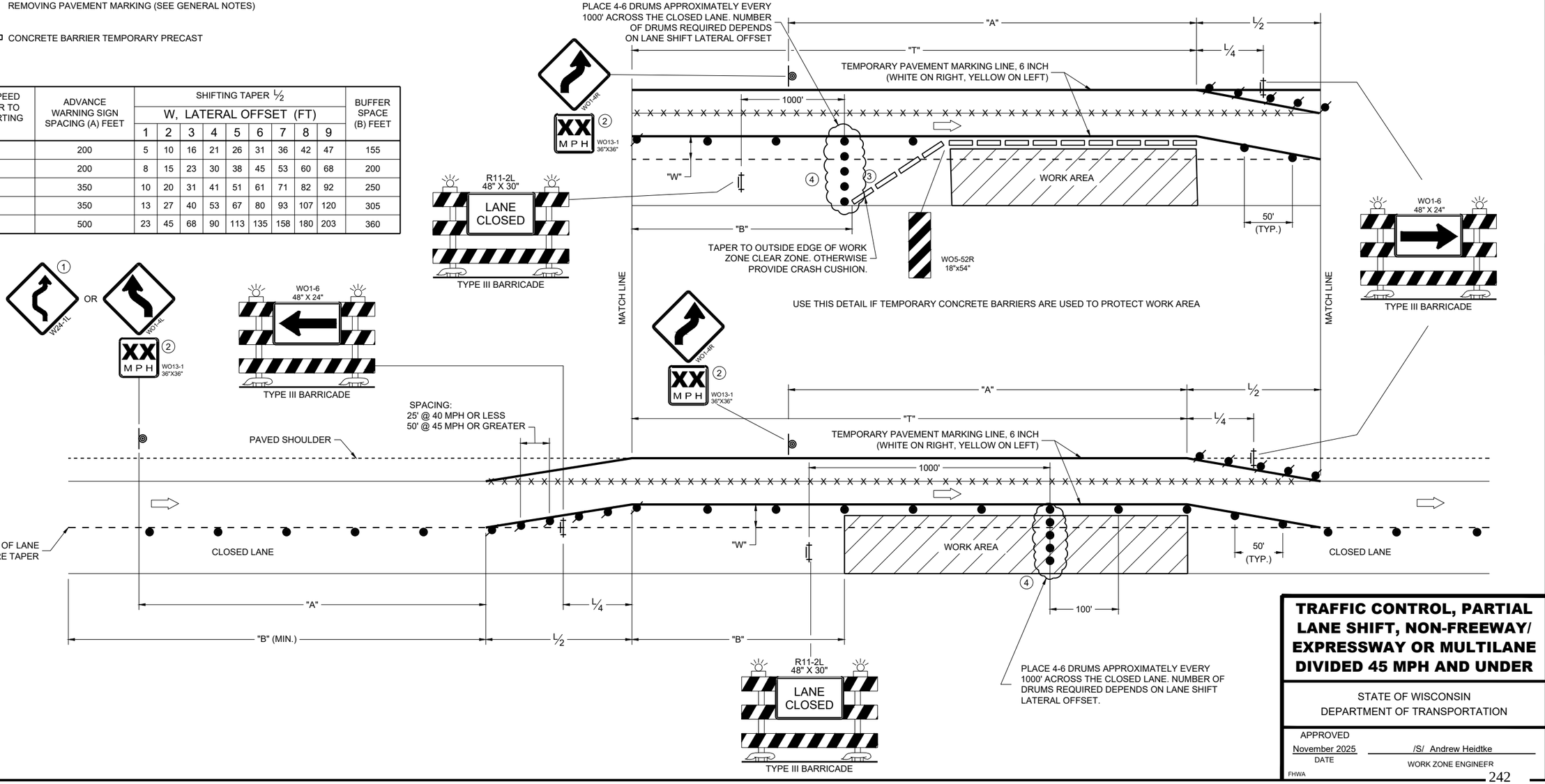
(1) USE ONLY WHEN T<600', OMIT WO1-4R.

(2) IF NEEDED, USE ONLY IF DESIGN SPEED IS 10 MPH BELOW POSTED SPEED.

(3) BARRIER FLARE RATE: 6:1 @ 40 MPH OR LESS
8:1 @ 45 MPH OR GREATER

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

POSTED SPEED LIMIT PRIOR TO WORK STARTING (MPH)	ADVANCE WARNING SIGN SPACING (A) FEET	SHIFTING TAPER 1/2 W, LATERAL OFFSET (FT)									BUFFER SPACE (B) FEET
		1	2	3	4	5	6	7	8	9	
25	200	5	10	16	21	26	31	36	42	47	155
30	200	8	15	23	30	38	45	53	60	68	200
35	350	10	20	31	41	51	61	71	82	92	250
40	350	13	27	40	53	67	80	93	107	120	305
45	500	23	45	68	90	113	135	158	180	203	360



TRAFFIC CONTROL, PARTIAL LANE SHIFT, NON-FREEWAY/ EXPRESSWAY OR MULTILANE DIVIDED 45 MPH AND UNDER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2025
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEFR

FHWA

6

SDD 15D40-07c

6

SDD 15D40-07c

LEGEND

- TYPE III BARRICADE WITH ATTACHED SIGN
- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- TYPE "A" WARNING LIGHT (FLASHING)
- DIRECTION OF TRAFFIC
- WORK AREA

POSTED SPEED LIMIT PRIOR TO WORK STARTING (MPH)	ADVANCE WARNING SIGN SPACING (A) FEET	SHIFTING TAPER L/2 W, LATERAL OFFSET (FT)					
		3	4	5	6	7	8
25	200	10	14	17	21	24	28
30	200	15	20	25	30	35	40
35	350	20	27	34	40	47	54
40	350	26	35	44	53	62	70
45	500	45	59	74	89	104	119
50	500	50	66	83	99	116	132
55	500	54	73	91	109	127	145

GENERAL NOTES

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

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS IN URBAN AREAS, 36"x36" SIGNS MAY BE USED IF APPROVED BY THE REGIONAL TRAFFIC UNIT.

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

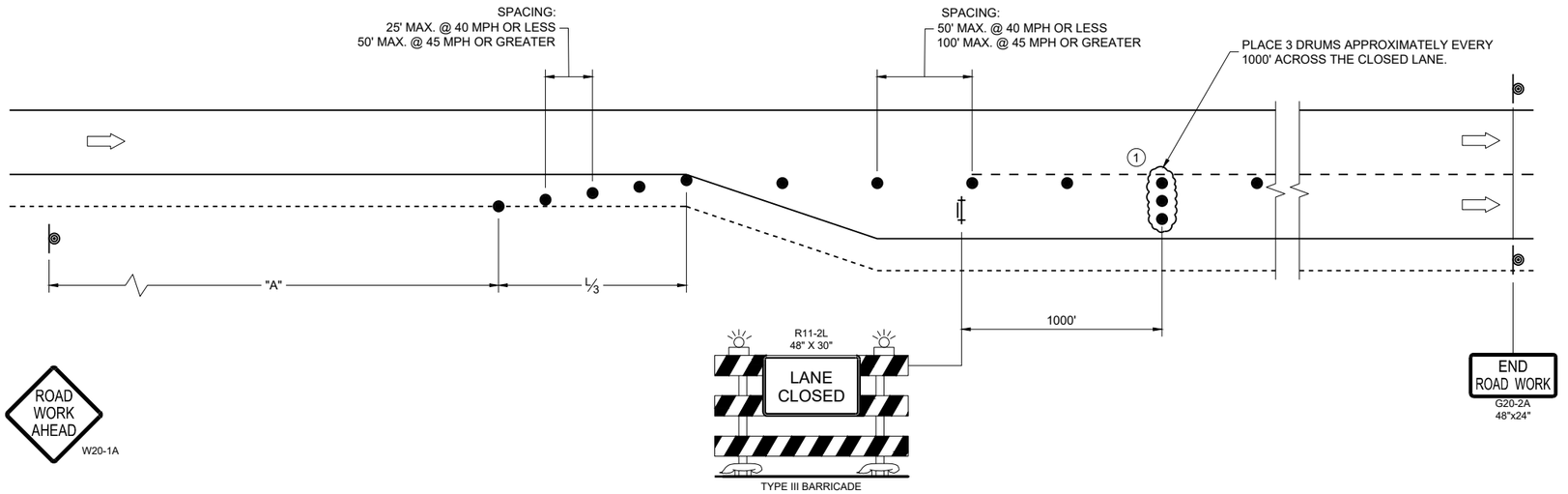
ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

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

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

W20-1 AND G20-2A SIGNS ARE NOT REQUIRED IF THE WORK AREA IS WITHIN A LARGER WORK ZONE WHERE THESE SIGNS ARE ALREADY PRESENT. G20-2A SIGNS MAY ALSO BE OMITTED IF DURATION WORK IS LESS THAN SEVEN CONTINUOUS DAYS AND NIGHTS.

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



TRAFFIC CONTROL
ADDED LANE CLOSURE
WITHOUT LANE SHIFT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

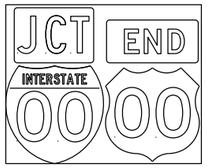
FHWA

6
SDD 15D50-04a

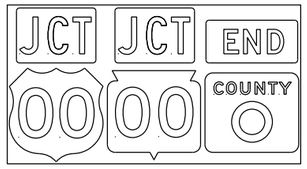
TYPICAL ASSEMBLIES



J1-1



J1-2



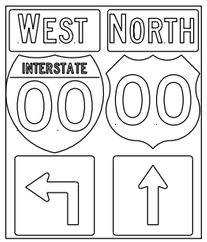
J1-3



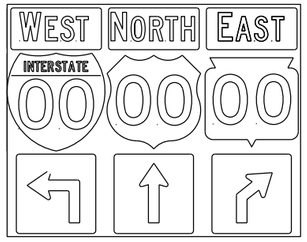
JR1-1



J2-1



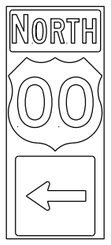
J2-2



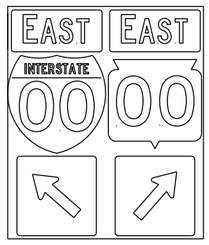
J2-3



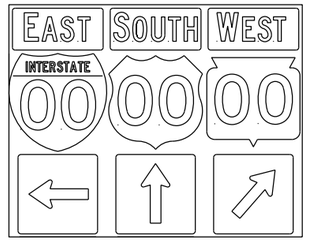
JV
(Typical Vertical J-Assembly
See Note 10 and 11)



J3-1



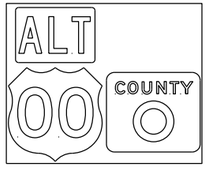
J3-2



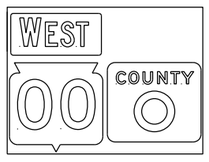
J3-3



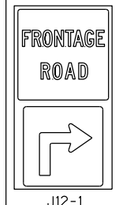
J4-1



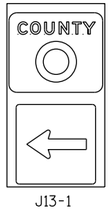
J4-2



J4-2



J12-1



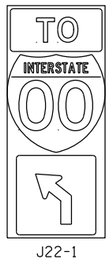
J13-1



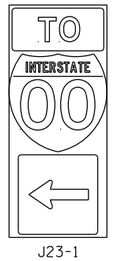
J32-1



J33-1



J22-1



J23-1



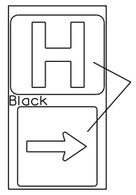
JR13-1



JR23-1



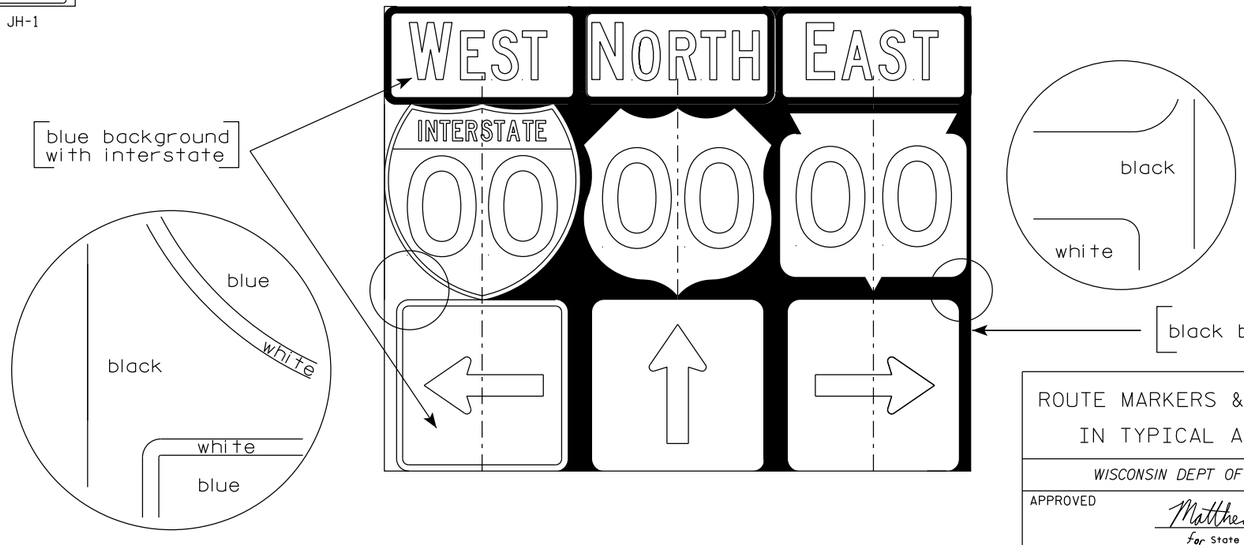
JR99-1



JH-1

NOTES

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



ROUTE MARKERS & COMPONENTS IN TYPICAL ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

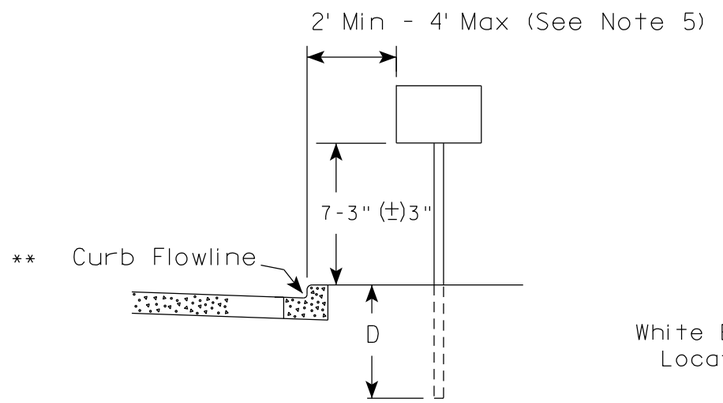
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 6/7/23 PLATE NO. A2-1S.10

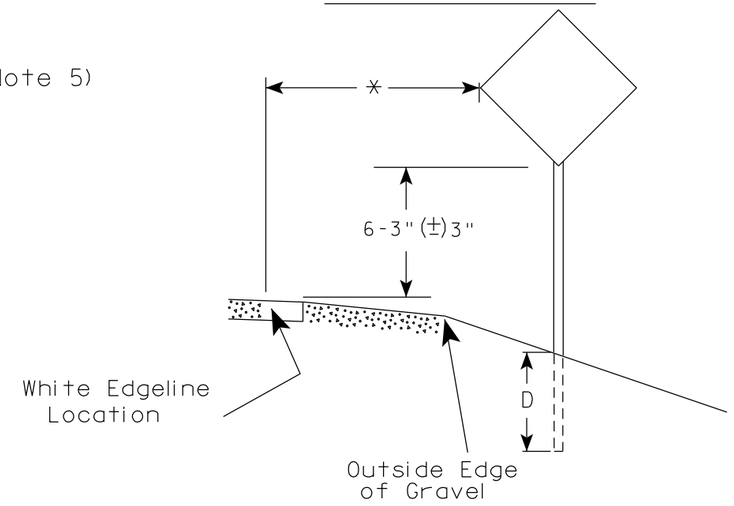
PROJECT NO:

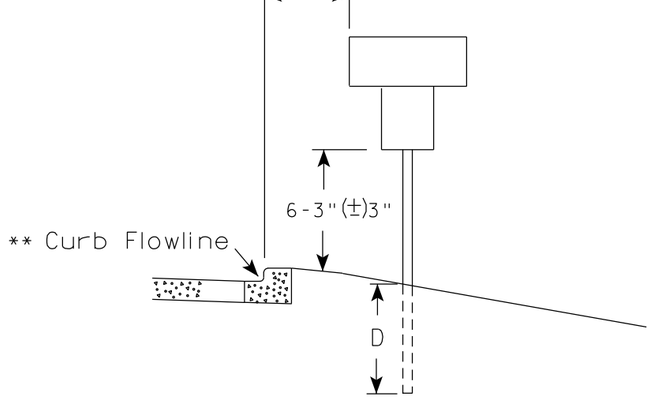
SHEET NO: 244 E

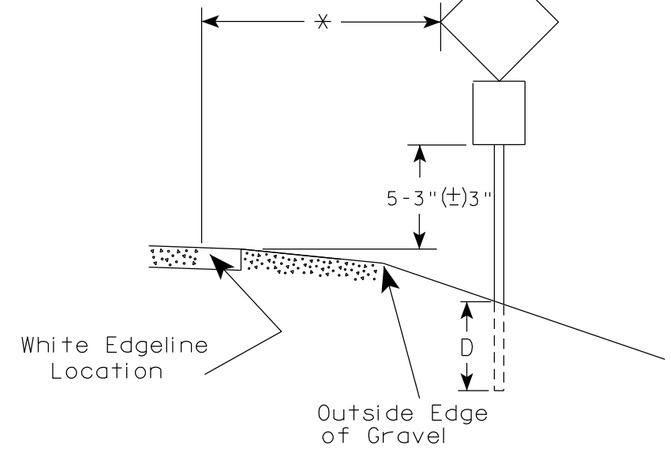
URBAN AREA



RURAL AREA (See Note 2)







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

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

POST EMBEDMENT DEPTH

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

GENERAL NOTES

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

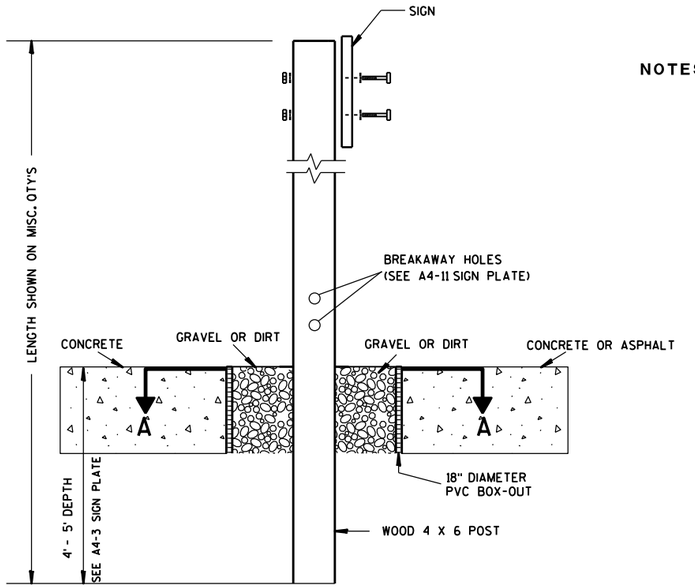
TYPICAL INSTALLATION OF PERMANENT TYPE II SIGNS ON SINGLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

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

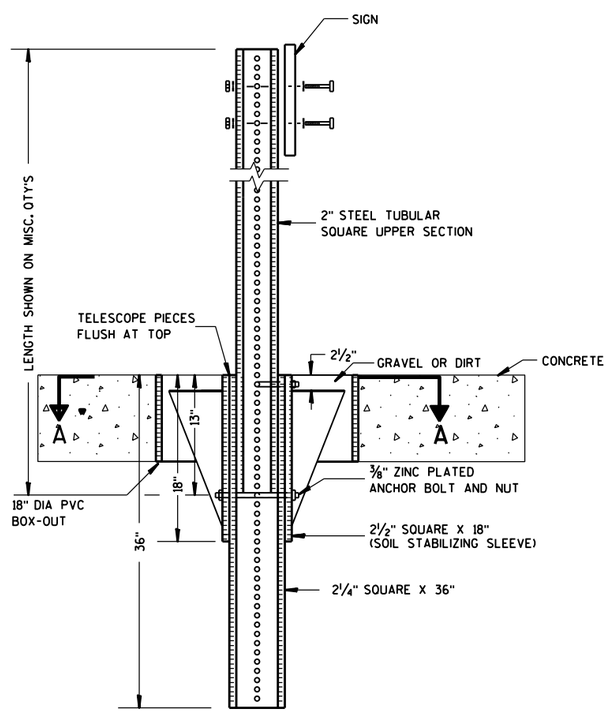
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 245	E



ELEVATION VIEW

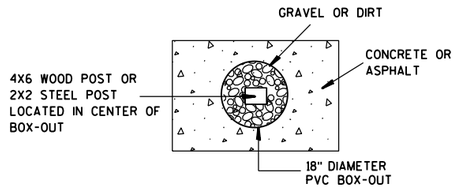
DETAIL OF WOOD 4 X 6 SIGN POST IN BOX-OUT

NOTES:
1. ALL MATERIAL TO BE APPROVED BY ENGINEER PRIOR TO INSTALLATION
2. SEE SIGN PLATE A4-8 FOR SIGN HARDWARE REQUIREMENTS
3. 18 INCH X 18 INCH SQUARE BOX-OUTS MAY BE USED FOR INSTALLATIONS IN EXISTING CONCRETE OR ASPHALT LOCATIONS.



ELEVATION VIEW

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



PLAN VIEW

FOR NEW CONCRETE/ASPHALT INSTALLATIONS

SIGN POST BOX-OUTS A4-3B

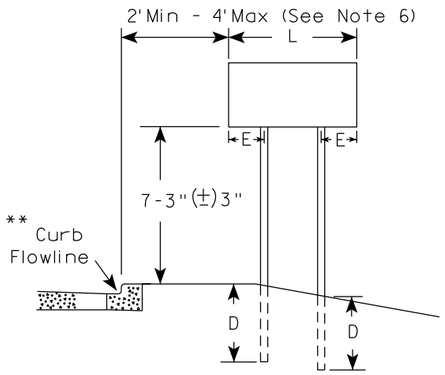
WISCONSIN DEPT OF TRANSPORTATION

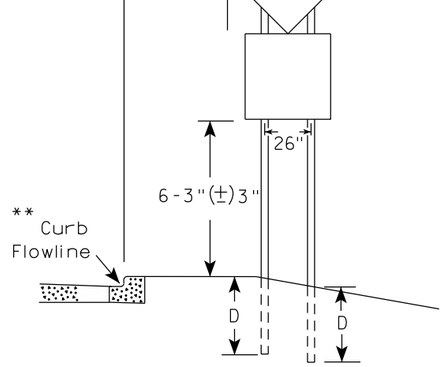
APPROVED Matthew R Rauch
for State Traffic Engineer

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

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

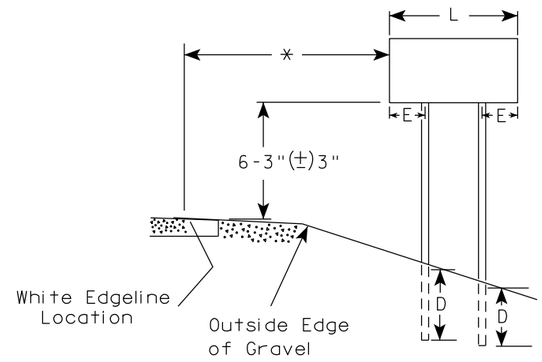
URBAN AREA

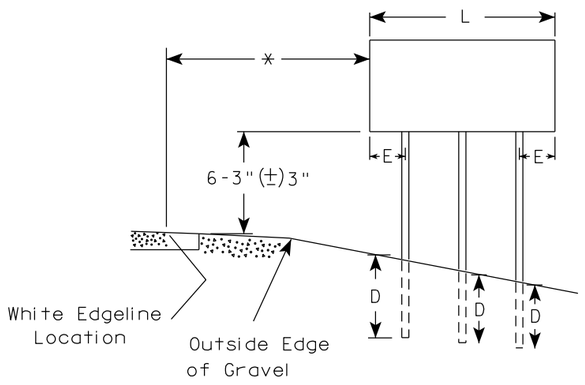


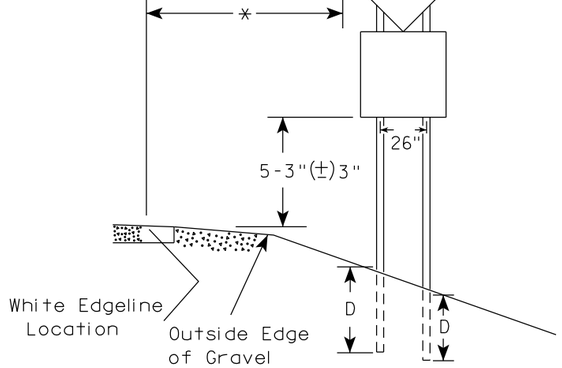


48" DIAMOND WARNING SIGN

RURAL AREA (See Note 3)







48" DIAMOND WARNING SIGN

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

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

GENERAL NOTES

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

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

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

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

POST EMBEDMENT DEPTH

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

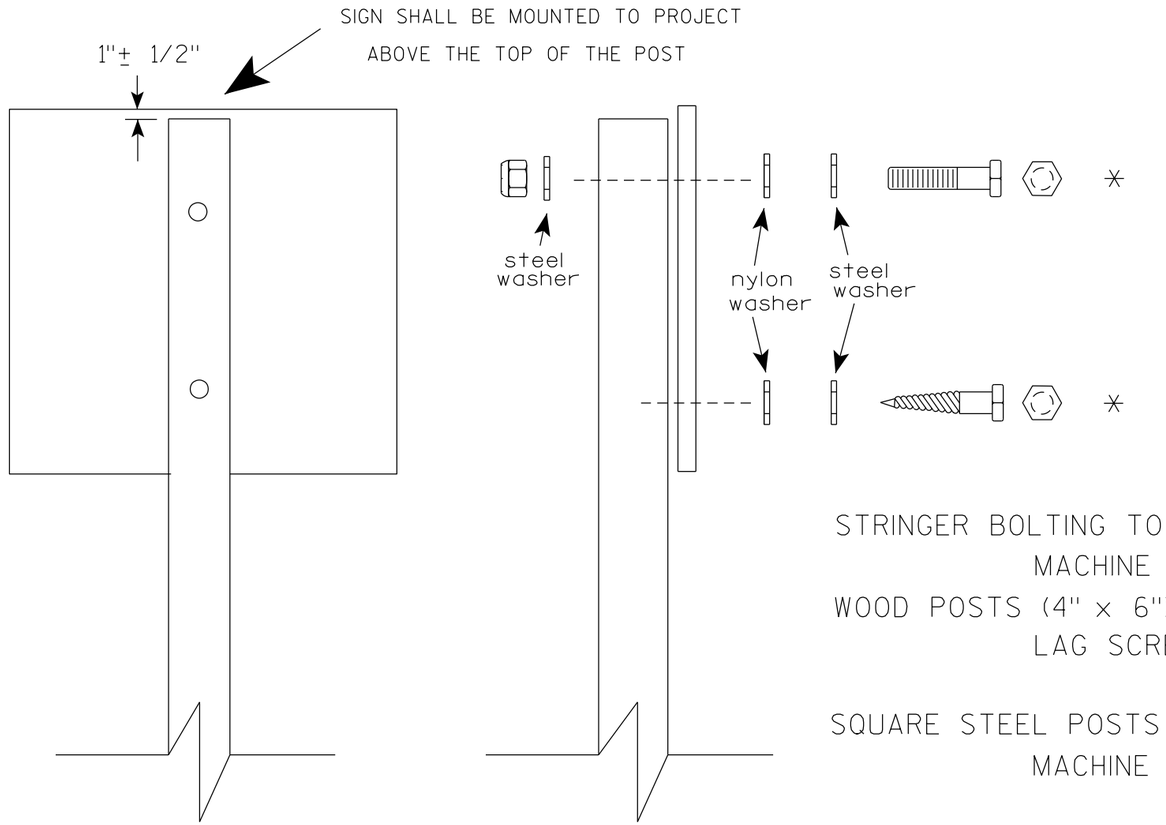
TYPICAL INSTALLATION OF TYPE II SIGNS ON MULTIPLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

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

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 247	E



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

a. Hot dip galvanized in accordance with ASTM Designation: A 153, Class D, or SC 3

b. Electro-galvanized in accordance with ASTM Designation : B 633, TYPE III, SC 3.

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

STRINGER BOLTING TO ALUMINUM SIGNS (SEE SIGN PLATE A4-18)

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

WOOD POSTS (4" x 6")

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

SQUARE STEEL POSTS (2" x 2")

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

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

WASHERS (ALL POSTS) -

1-1/4" O.D. X 3/8" I.D. X 1/16" STEEL
1-1/4" O.D. X 3/8" I.D. X .080 NYLON

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

ATTACHMENT OF SIGNS TO POSTS

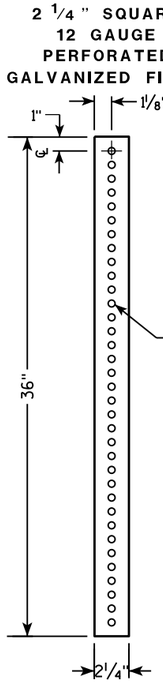
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

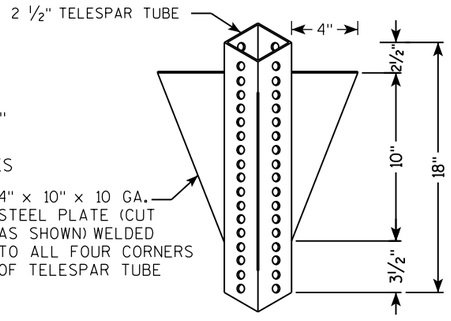
DATE 4/1/2020 PLATE NO. A4-8.9

TELESCOPIC TUBING ANCHORS
TWO PIECE SYSTEM

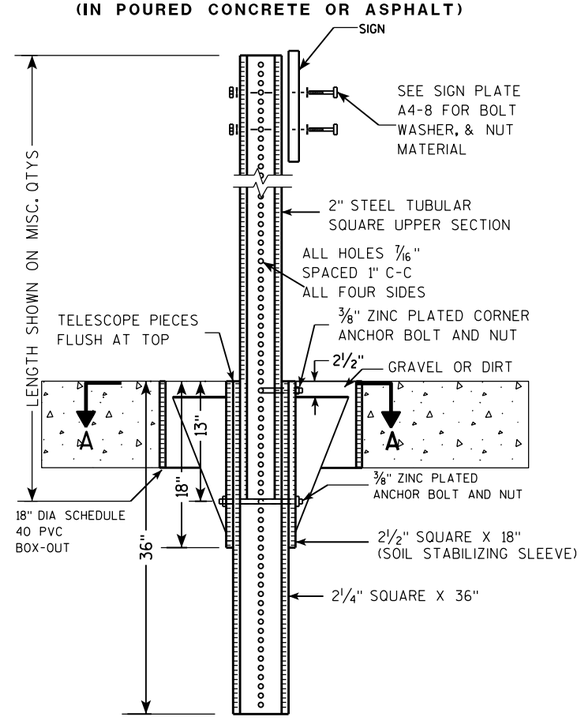
2 1/4 " SQUARE
12 GAUGE
PERFORATED
GALVANIZED FINISH



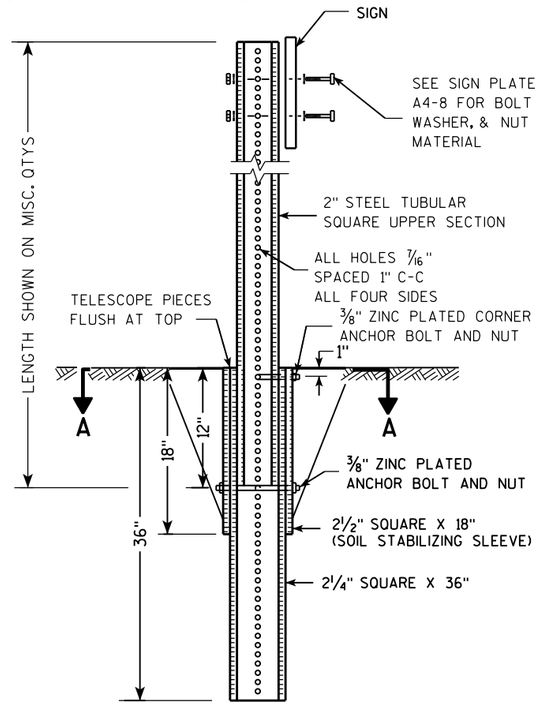
2 1/2 " SQUARE
12 GAUGE
OMNI-DIRECTIONAL
PERFORATED
SOIL STABILIZING SLEEVE
GALVANIZED FINISH

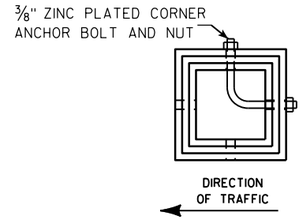


DETAIL OF TUBULAR STEEL SIGN POST
(IN POURED CONCRETE OR ASPHALT)



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





SECTION A-A

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

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

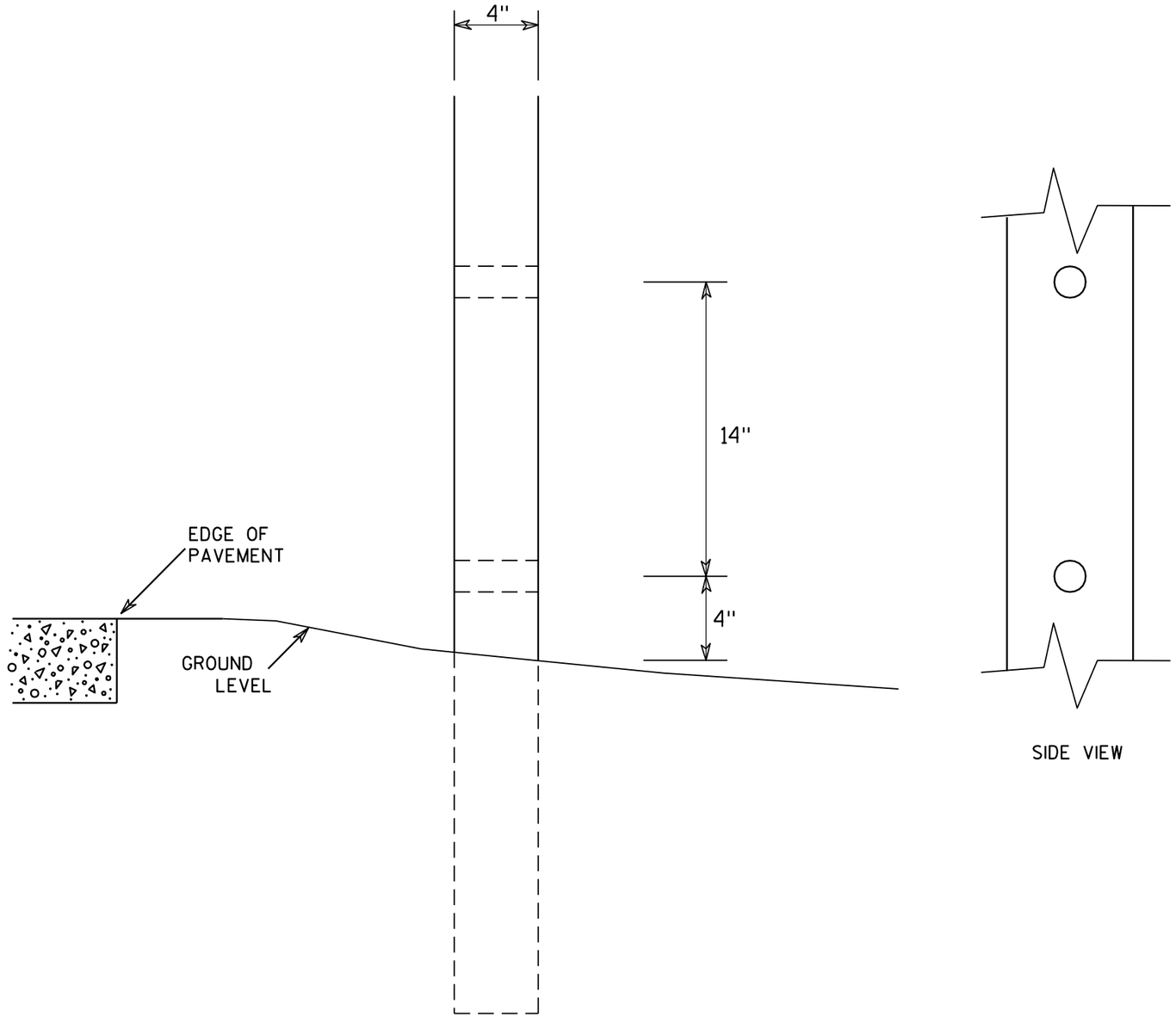
TUBULAR STEEL
SIGN POST
A4-9

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/05/15 PLATE 249 A4-9.9

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E



SIDE VIEW

GENERAL NOTES

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

7

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4 X 6 WOOD POST MODIFICATIONS

WISCONSIN DEPT OF TRANSPORTATION

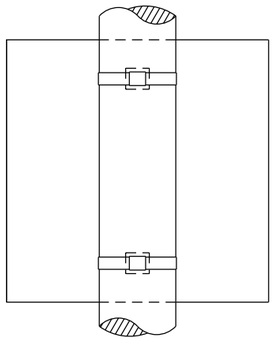
APPROVED Chester J Spang for State Traffic Engineer

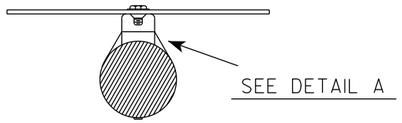
DATE 3/27/97 PLATE NO. A4-11.2

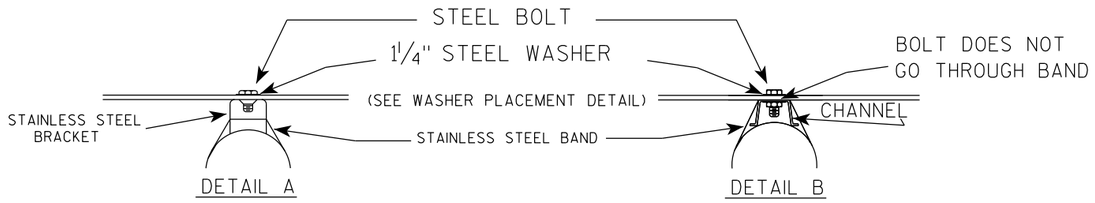
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 250	E

BANDING

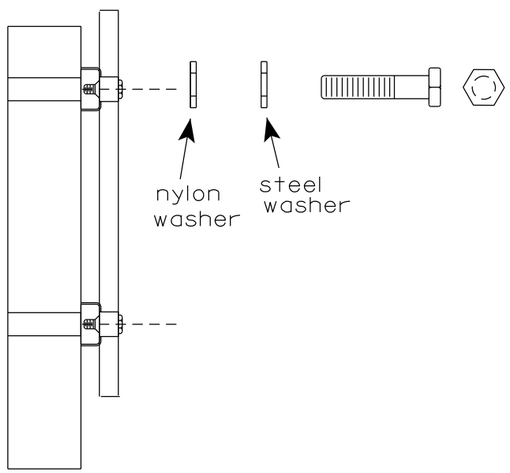
SINGLE SIGN







WASHER PLACEMENT

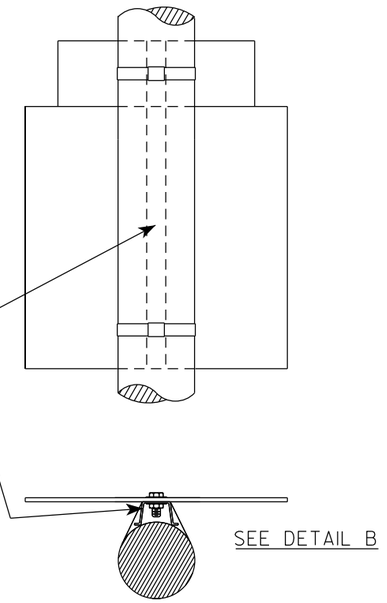


WASHERS (ALL POSTS) -
1-1/4" O.D. X 3/8" I.D. X 1/16" STEEL
1-1/4" O.D. X 3/8" I.D. X .080 NYLON
FOR ALL TYPE H SIGNS

GENERAL NOTES

1. Any sign over 3 feet in width shall use the V-Block banding method. See A5-10 standard plate.
2. Signs 3 feet or greater in height shall have three bracket bands installed. Signs less than 3 feet in height shall have two bracket bands installed.
3. Banding and assembly bracket shall be stainless steel. All bands shall be ¾" in width and 0.025" thickness.
4. ALL SIGN MOUNTING BOLTS AND WASHERS SHALL BE EITHER:
   a. Hot dip or mechanically galvanized in accordance with ASTM Designation: A 153, Class D
   b. Electro-galvanized in accordance with ASTM designation: B 633, Type III, SC 3

"J" ASSEMBLY



STANDARD SIGN
SIGN BANDING DETAILS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

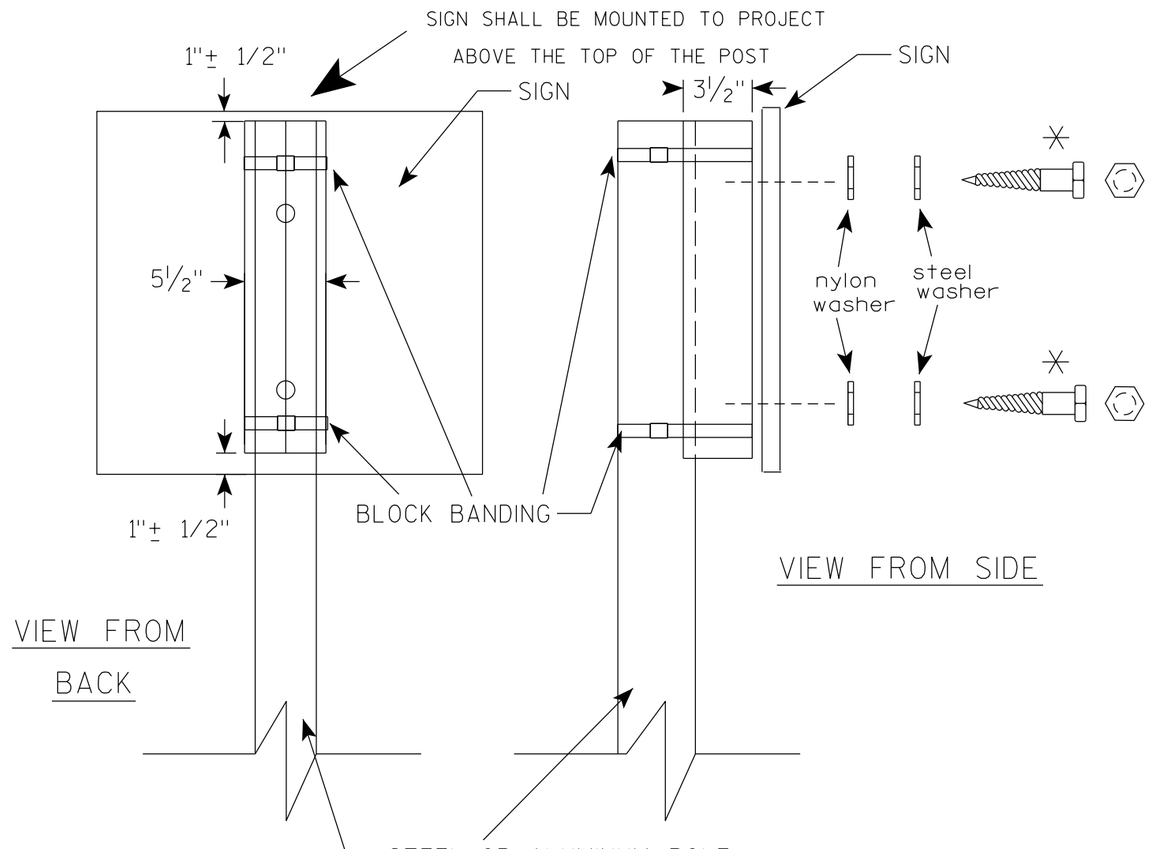
DATE 6/10/19 PLATE NO. A5-9.4

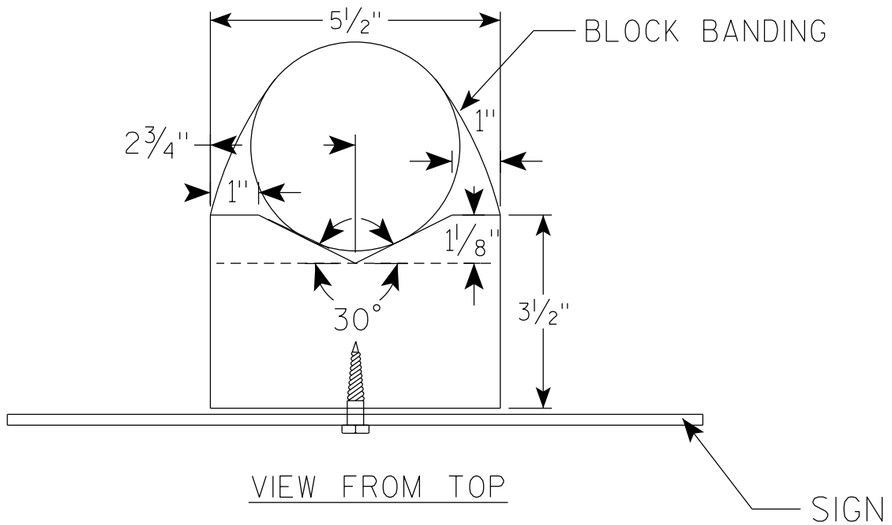
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 251	E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\A59.dgn PLOT DATE : 10-JUN 2019 4:10 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

7

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GENERAL NOTES

1. WOOD 4"X6" POST MATERIAL SHALL CONFORM TO 507.2.2 OF THE WisDOT STANDARD SPECIFICATIONS
2. BLOCK BANDING AND CLIPS SHALL BE STAINLESS STEEL, ¾" WIDTH AND 0.025" THICKNESS
3. SIGNS 3' OR GREATER IN HEIGHT SHALL UTILIZE 3 BLOCK BANDS. SIGNS UNDER 3' IN HEIGHT SHALL UTILIZE 2 BLOCK BANDS
4. ACTUAL NUMBER OF FASTENERS PER SIGN VARIES WITH THE SIGN AREA, BUT NORNALLY THERE ARE TWO. FOR SIGNS GREATER THAN 9 S.F. 3 FASTENERS SHALL BE USED.
5. ALL SIGN MOUNTING BOLTS AND WASHERS SHALL BE EITHER:
   a. Hot dip or mechanically galvanized in accordance with ASTM Designation: A 153, Class D
   b. Electro-galvanized in accordance with ASTM Designation : B 633, TYPE III, SC 3
6. ALL BOLTS SHALL HAVE HEXAGONAL HEADS.
7. STEEL WASHERS SHALL BE 1¼" O.D. X ⅜" I.D. X 1/16"
8. NYLON WASHERS SHALL BE 1¼" O.D. X ⅜" I.D. X .080 FOR TYPE H OR TYPE F FACE SIGN

✳ LAG BOLTS SHALL BE ⅜" X 2½"

BLOCK BANDING DETAIL (V-BLOCK OPTION)

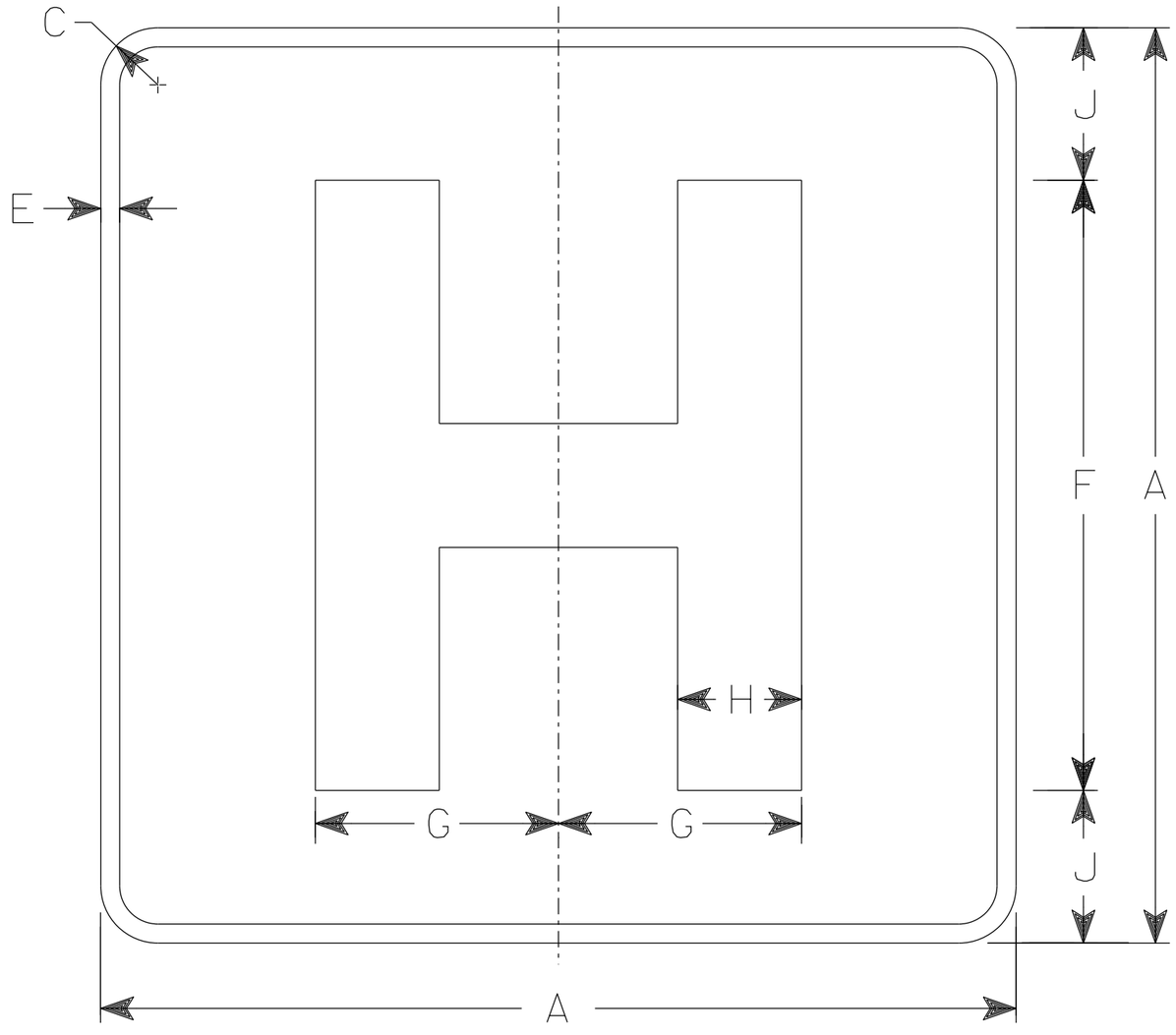
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

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

PROJECT NO:

SHEET NO: 252 E



D9-2

NOTES

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

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	18		1 1/2		1/2	12	4 3/4	2 3/8		3																	2.25
2S	24		1 1/2		1/2	16	6 3/8	3 1/4		4																	4.0
2M	24		1 1/2		1/2	16	6 3/8	3 1/4		4																	4.0
3	36		2 1/4		3/4	24	9 1/2	4 7/8		6																	9.0
4																											
5																											

STANDARD SIGN
D9-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 1/25/2023 PLATE NO. D9-2.6

PROJECT NO:

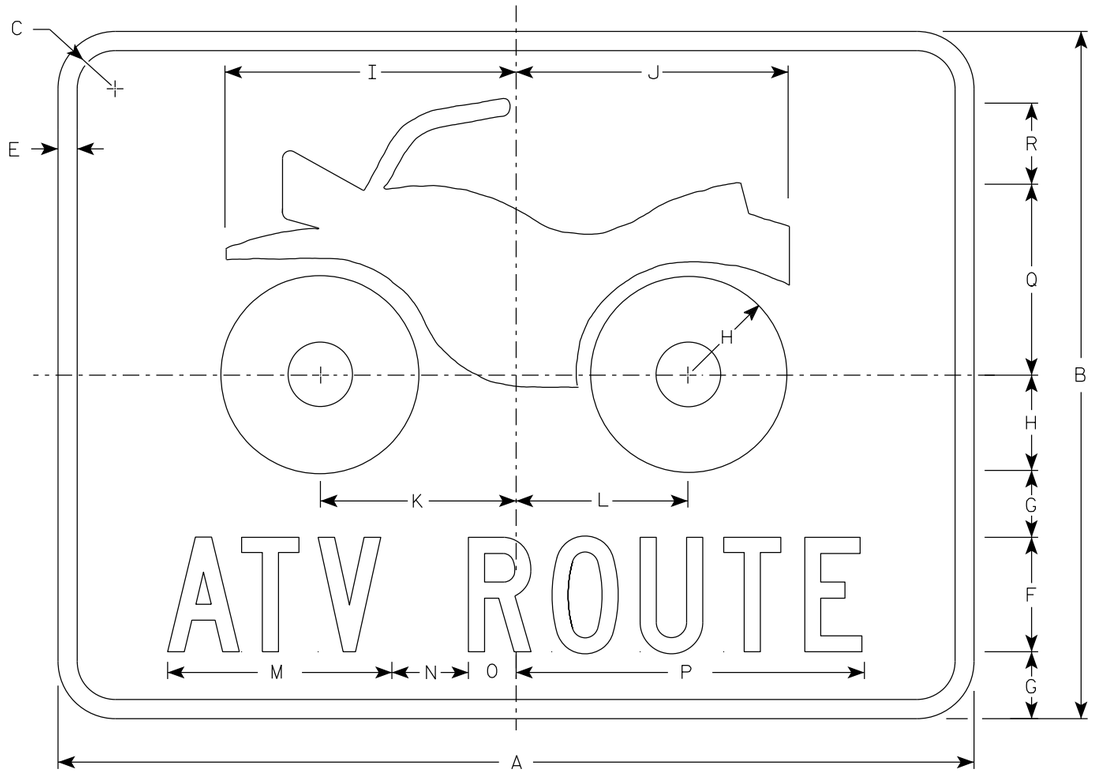
SHEET NO: 253 E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\D92.dgn PLOT DATE : 25-JAN 2023 1:20 PLOT BY : dotc4c

WISDOT/CADDS SHEET 42

7

7



D11-10

NOTES

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

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24	18	1 ½		½	3	1 ¾	2 ½	7 ⅝	7 ⅛	5 ⅛	5 ½	5 ⅞	2	1 ¼	9 ⅛	5	2 ⅛									3.0
2M	24	18	1 ½		½	3	1 ¾	2 ½	7 ⅝	7 ⅛	5 ⅛	5 ½	5 ⅞	2	1 ¼	9 ⅛	5	2 ⅛									3.0
3																											
4																											
5																											

STANDARD SIGN
D11-10

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

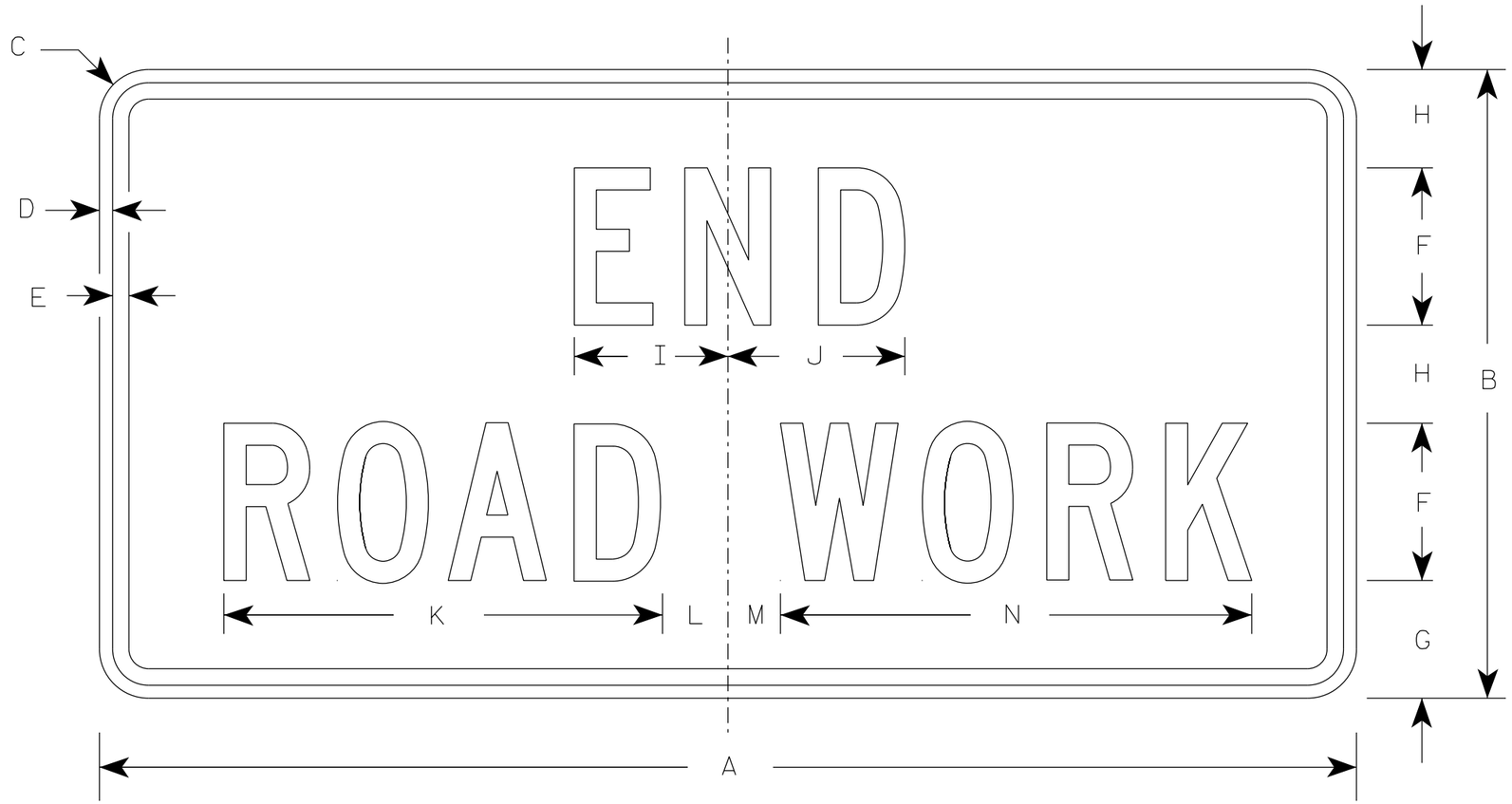
DATE 1/25/2023 PLATE NO. D11-10.6

PROJECT NO:

SHEET NO: 254 E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\D1110.DGN PLOT DATE : 25-JAN 2023 2:36 PLOT BY : dotc4c

WISDOT/CADDS SHEET 42



G20-2A

NOTES

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

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

STANDARD SIGN

G20-2A

WISCONSIN DEPT OF TRANSPORTATION

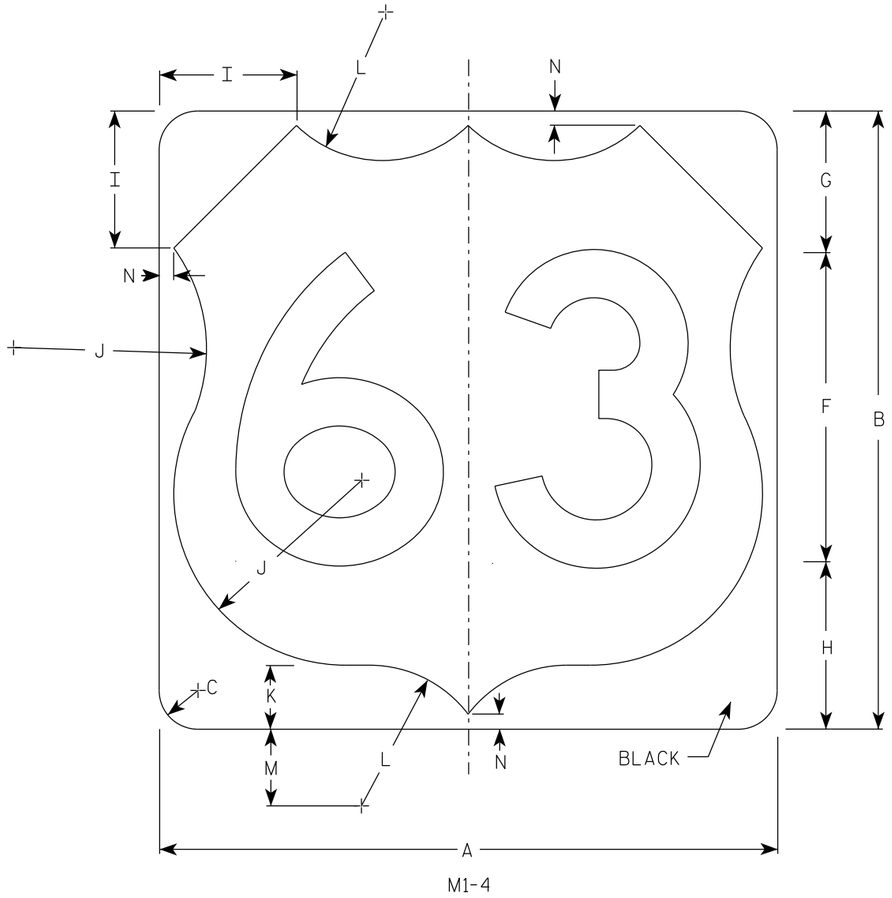
APPROVED Matthew R Rauch
for State Traffic Engineer

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

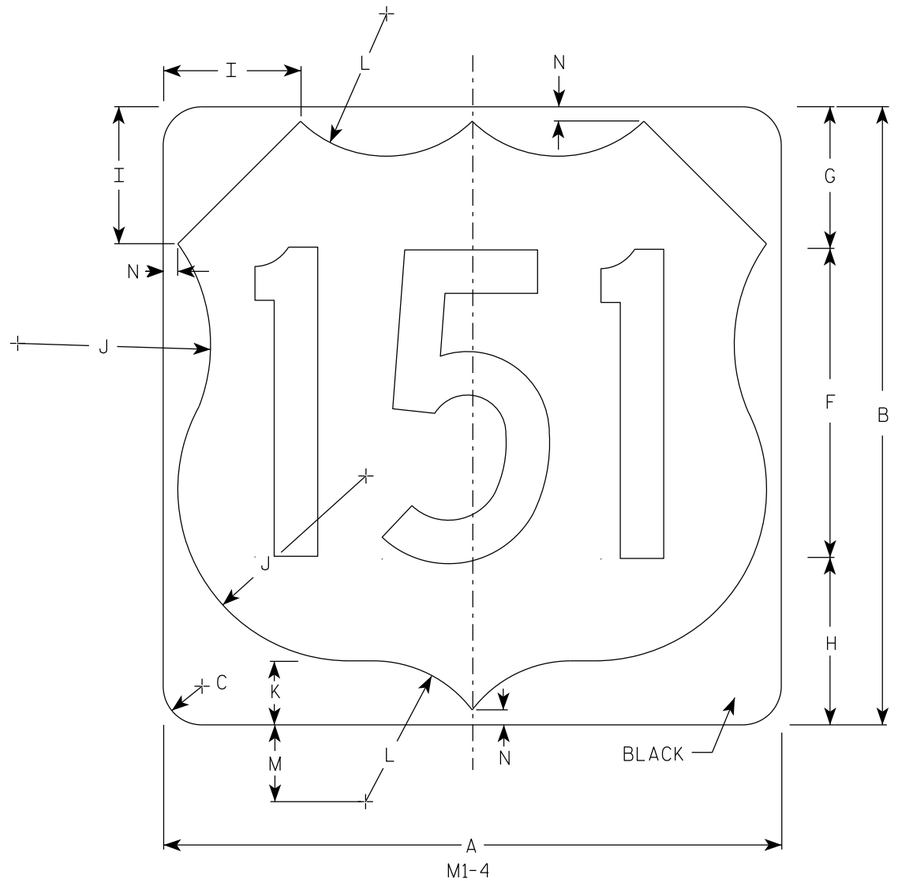
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 255 E

NOTES

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



M1-4



M1-4

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

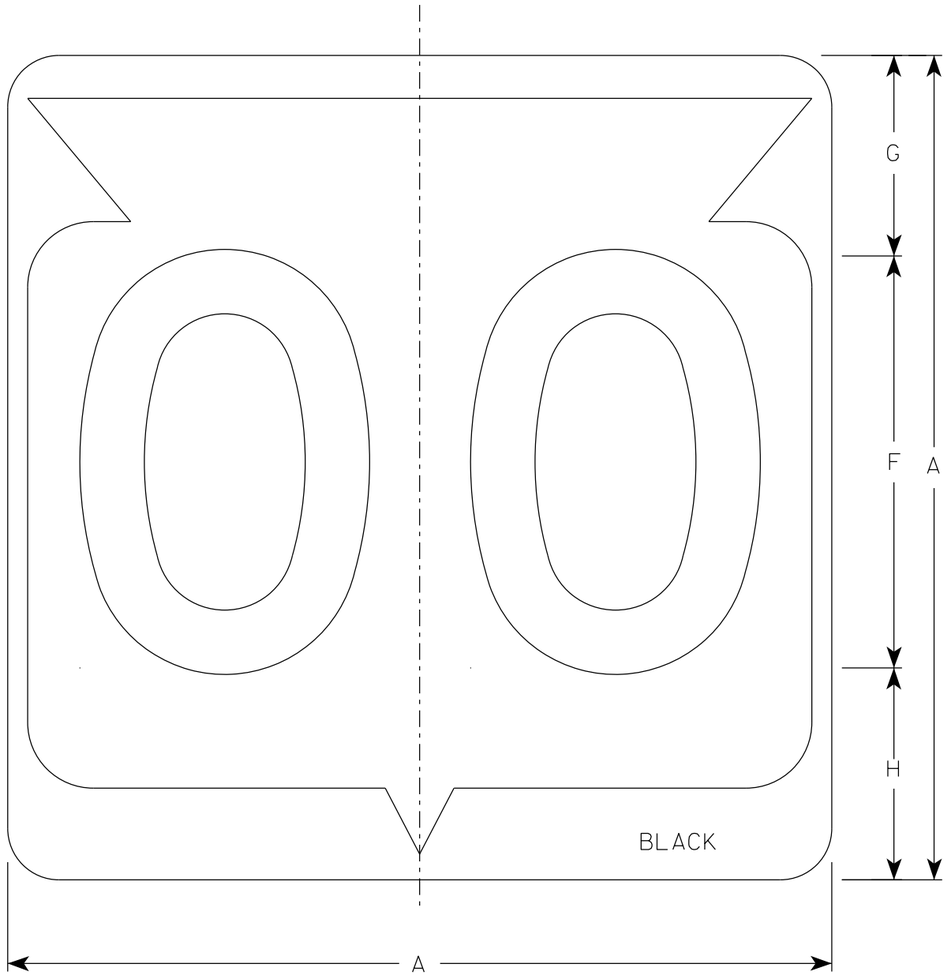
USH MARKER
M1-4 FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

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

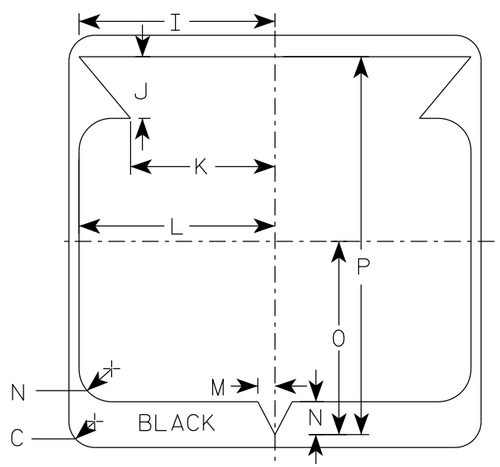
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 256 | E



M1-6

NOTES

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



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

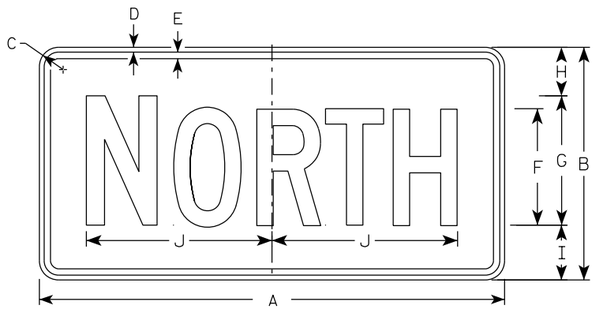
STATE ROUTE MARKER
M1-6 FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

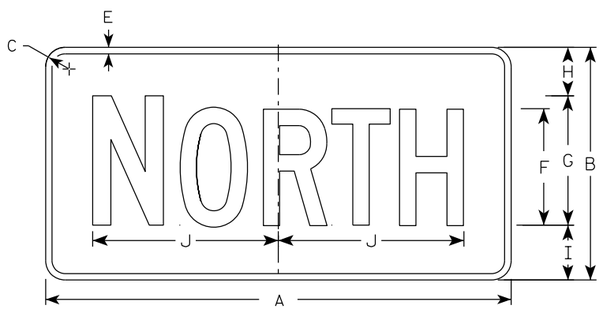
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/8/2022 PLATE NO. M1-6.11

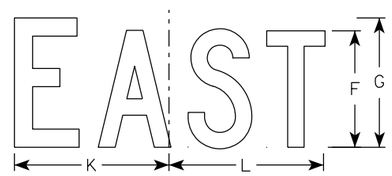
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 257	E



M3-1
MM3-1
MP3-1



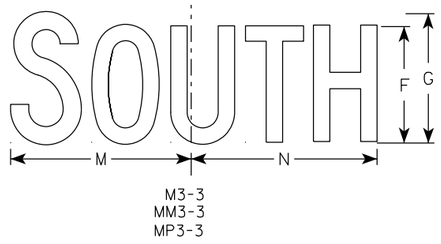
MB3-1
MK3-1
MN3-1



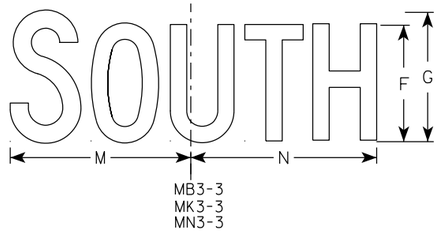
M3-2
MM3-2
MP3-2



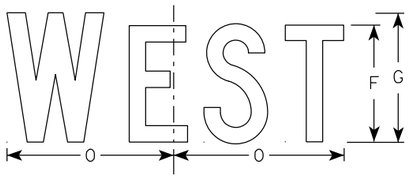
MB3-2
MK3-2
MN3-2



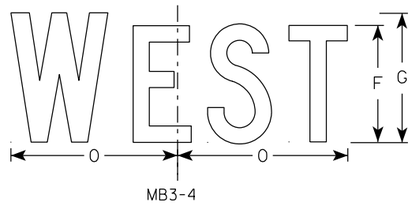
M3-3
MM3-3
MP3-3



MB3-3
MK3-3
MN3-3



M3-4
MM3-4
MP3-4



MB3-4
MK3-4
MN3-4

NOTES

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

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

STANDARD SIGNS
M3-1 THRU M3-4
SERIES

WISCONSIN DEPT OF TRANSPORTATION

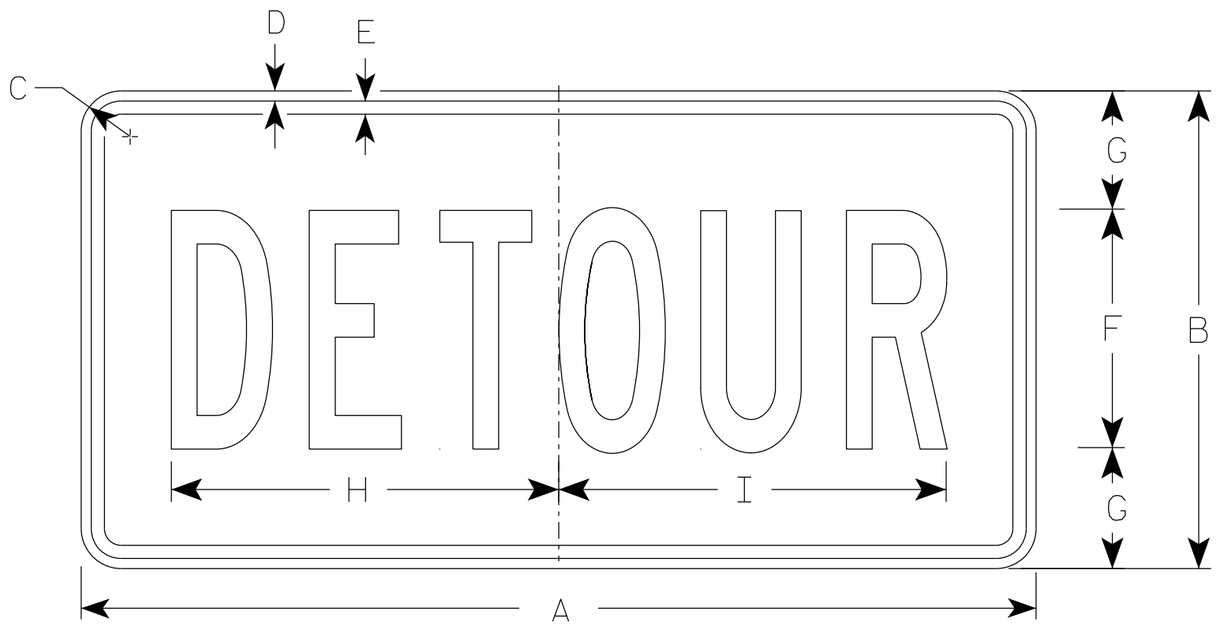
APPROVED Matthew R Rauch
For State Traffic Engineer

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

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 258 | E

NOTES

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



M4-8

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

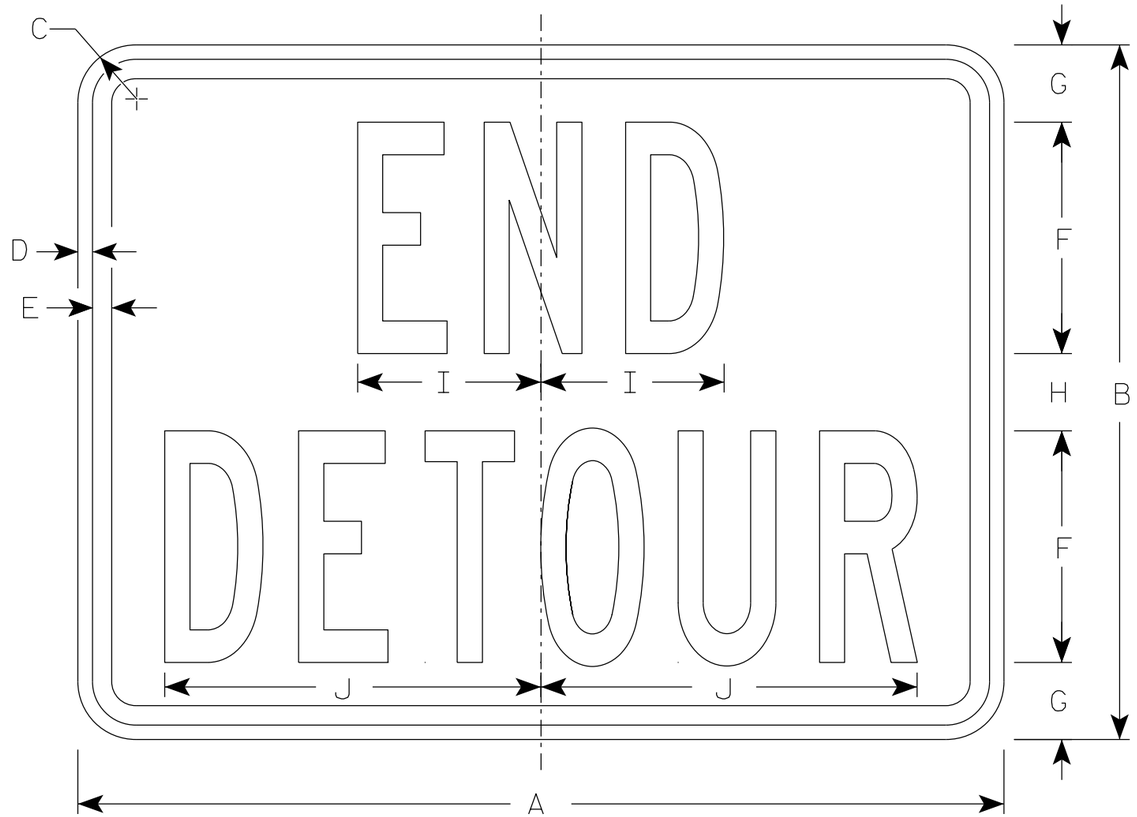
STANDARD SIGN
M4-8

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

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

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 259	E



M4-8A

NOTES

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

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

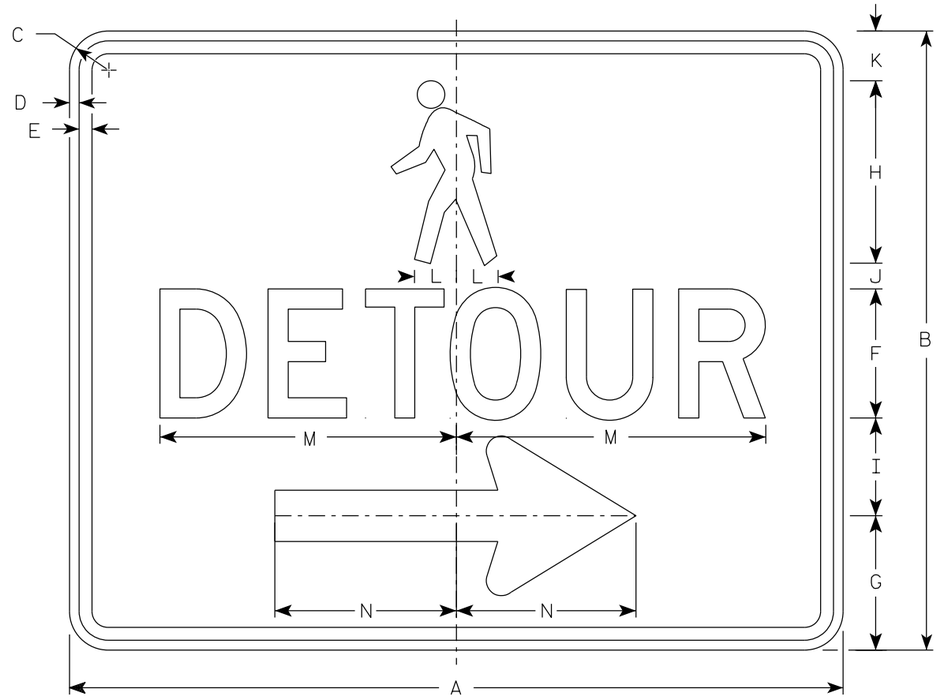
STANDARD SIGN
M4-8A

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

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

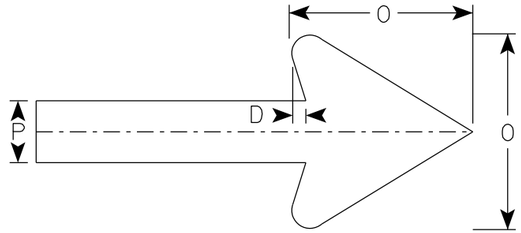
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 260 | E



M4-9BR

NOTES

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



Arrow Detail

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	24	1 1/2	3/8	1/2	5	5 1/4	7 1/8	3 3/4	1	1 1/8	1 5/8	11 3/4	7	6	2											5.0
2M	30	24	1 1/2	3/8	1/2	5	5 1/4	7 1/8	3 3/4	1	1 1/8	1 5/8	11 3/4	7	6	2											5.0
3																											
4																											
5																											

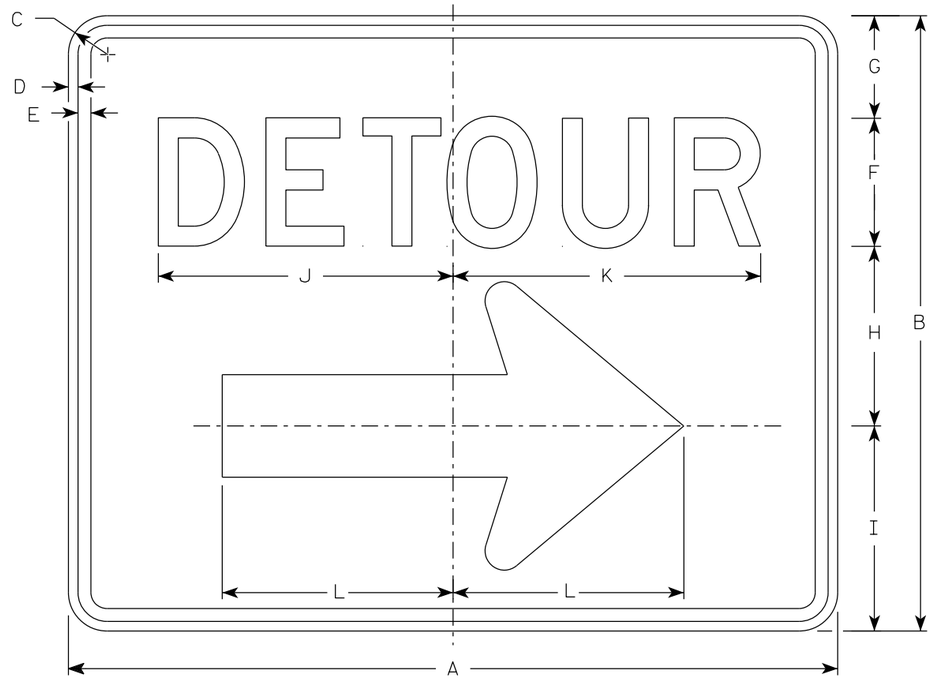
STANDARD SIGN
M4-9B L&R

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 2/9/2023 PLATE NO. M4-9B.4

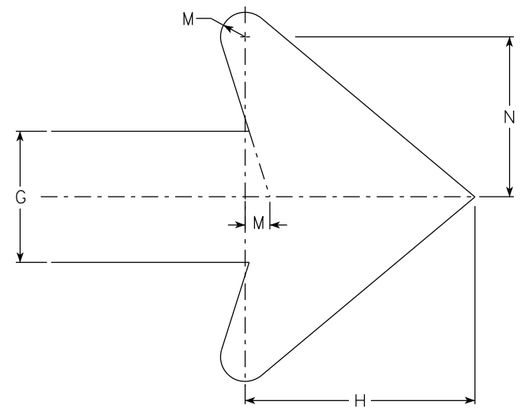
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 261 | E



M4-9R

NOTES

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



Arrow Detail

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

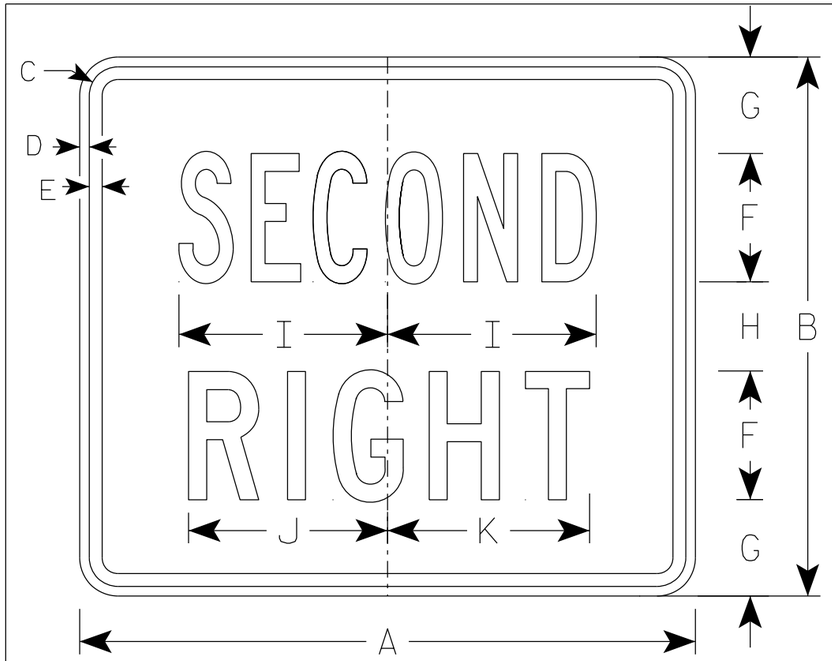
STANDARD SIGN
M4-9 R & L

WISCONSIN DEPT OF TRANSPORTATION

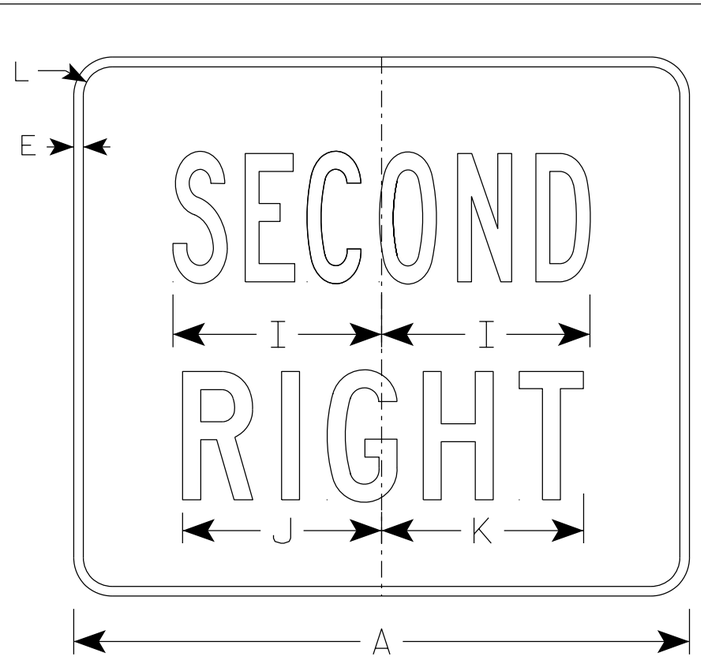
APPROVED Matthew R Rauch
For State Traffic Engineer

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

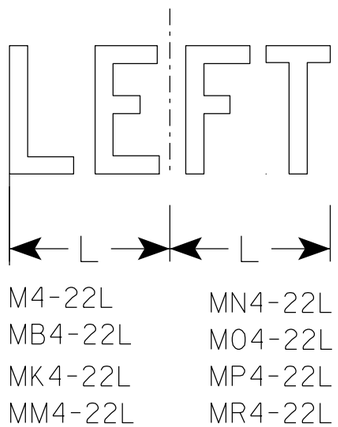
PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E



M4-22R
MM4-22R
M04-22R
MP4-22R



MB4-22R
MK4-22R
MN4-22R
MR4-22R



M4-22L
MB4-22L
MK4-22L
MM4-22L
MN4-22L
M04-22L
MP4-22L
MR4-22L

NOTES

1. Sign is Type II - Type H except as Shown
2. Color:
   Background - See note 5
   Message - See note 5
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. M4-22 Background - White
   Message - Black
   MB4-22 Background - Blue
   Message - White
   MK4-22 Background - Green
   Message - White
   MM4-22 Background - White
   Message - Green
   MN4-22 Background - Brown
   Message - White
   M04-22 Background - Orange - Type F Reflective
   Message - Black
   MP4-22 Background - White
   Message - Blue
   MR4-22 Background - Brown
   Message - Yellow

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	24	21	1 1/8	3/8	1/2	5	3 3/4	3 1/2	8 1/8	7 3/4	7 7/8	1 1/2															3.5
2M	24	21	1 1/8	3/8	1/2	5	3 3/4	3 1/2	8 1/8	7 3/4	7 7/8	1 1/2															3.5
3	36	30	1 5/8	5/8	3/4	8	4 3/4	4 1/2	13 1/8	12 5/8	12 1/2	1 7/8															7.5
4	36	30	1 5/8	5/8	3/4	8	4 3/4	4 1/2	13 1/8	12 5/8	12 1/2	1 7/8															7.5
5																											

STANDARD SIGN
M4-22

WISCONSIN DEPT OF TRANSPORTATION

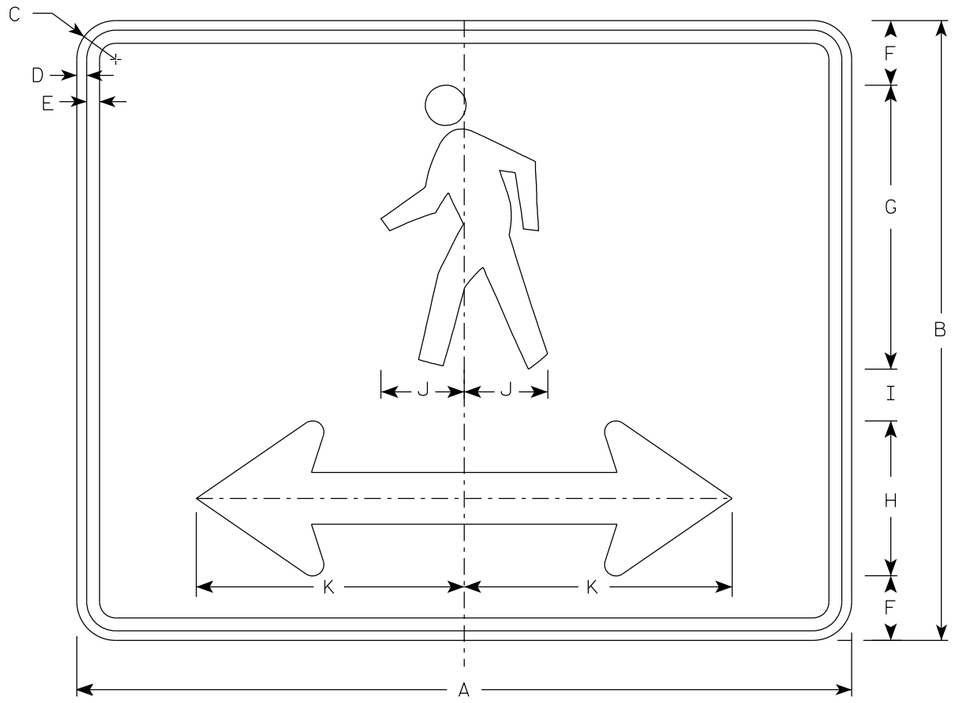
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/21/2022 PLATE NO. M4-22.5

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 263 E

7

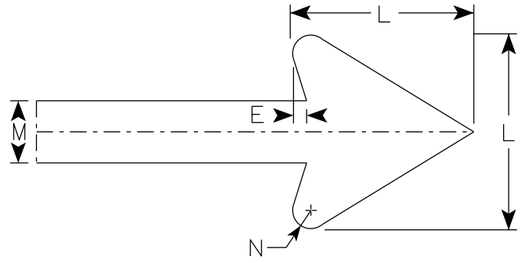
7



M4-60D

NOTES

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



Arrow Detail

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

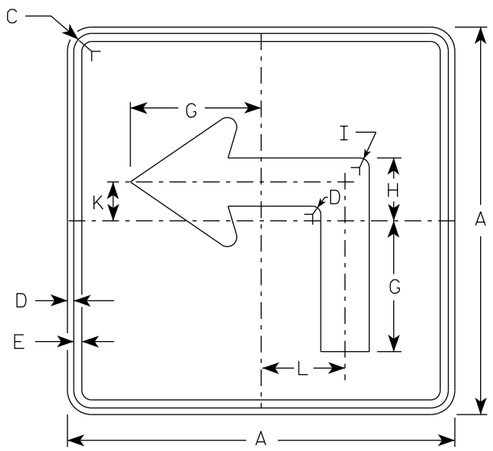
STANDARD SIGN
M4-60D

WISCONSIN DEPT OF TRANSPORTATION

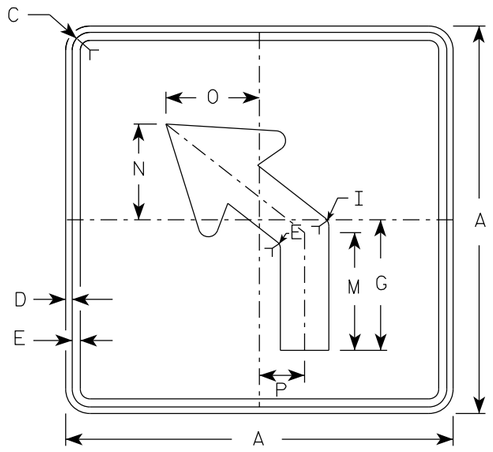
APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 2/14/2023 PLATE NO. M4-60D.2

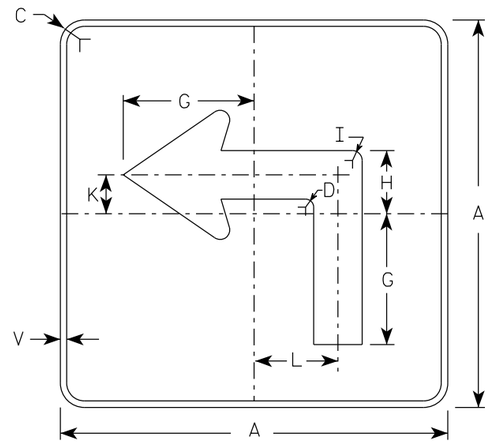
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 264 | E



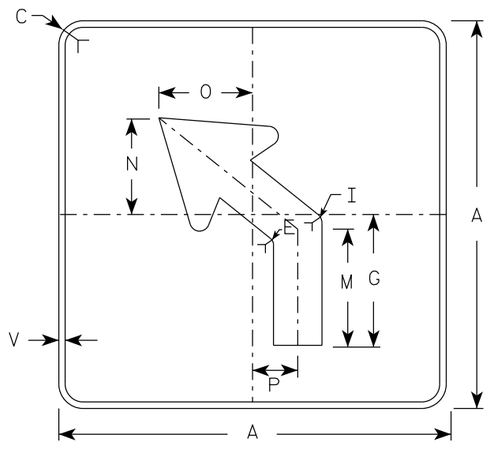
M5-1L
MM5-1L
MO5-1L
MP5-1L



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



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

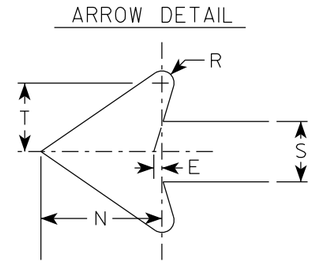


MB5-2L
MK5-2L
MN5-2L
MR5-2L

NOTES

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

ARROW DETAIL



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

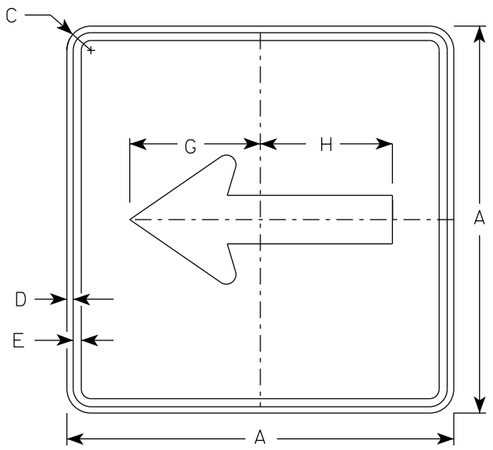
STANDARD SIGN
M5-1 & M5-2

WISCONSIN DEPT OF TRANSPORTATION

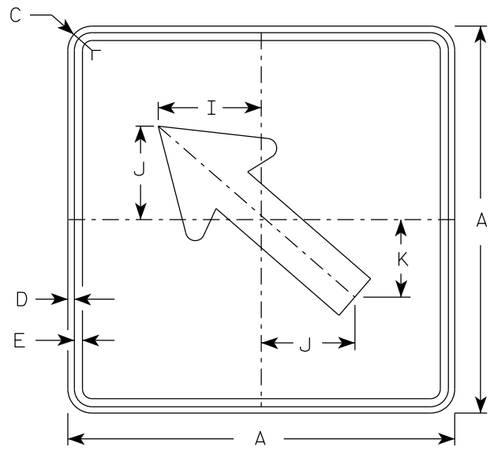
APPROVED Matthew R Rauch
for State Traffic Engineer

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

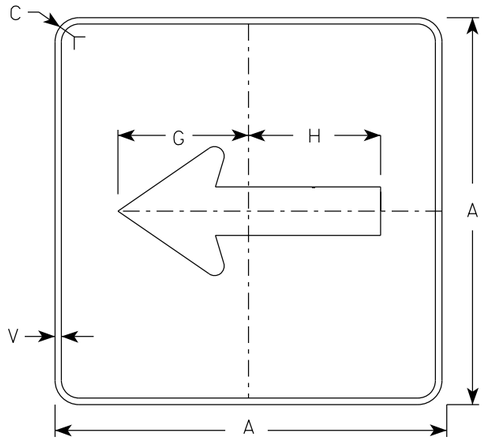
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 265 | E



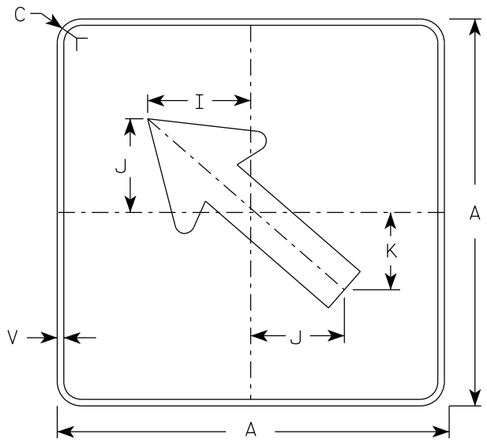
M6-1
MM6-1
MO6-1
MP6-1



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



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

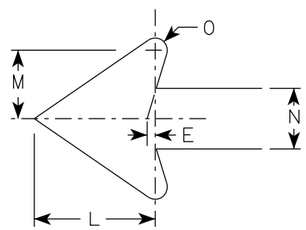


MB6-2
MK6-2
MN6-2
MR6-2

NOTES

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

ARROW DETAIL



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

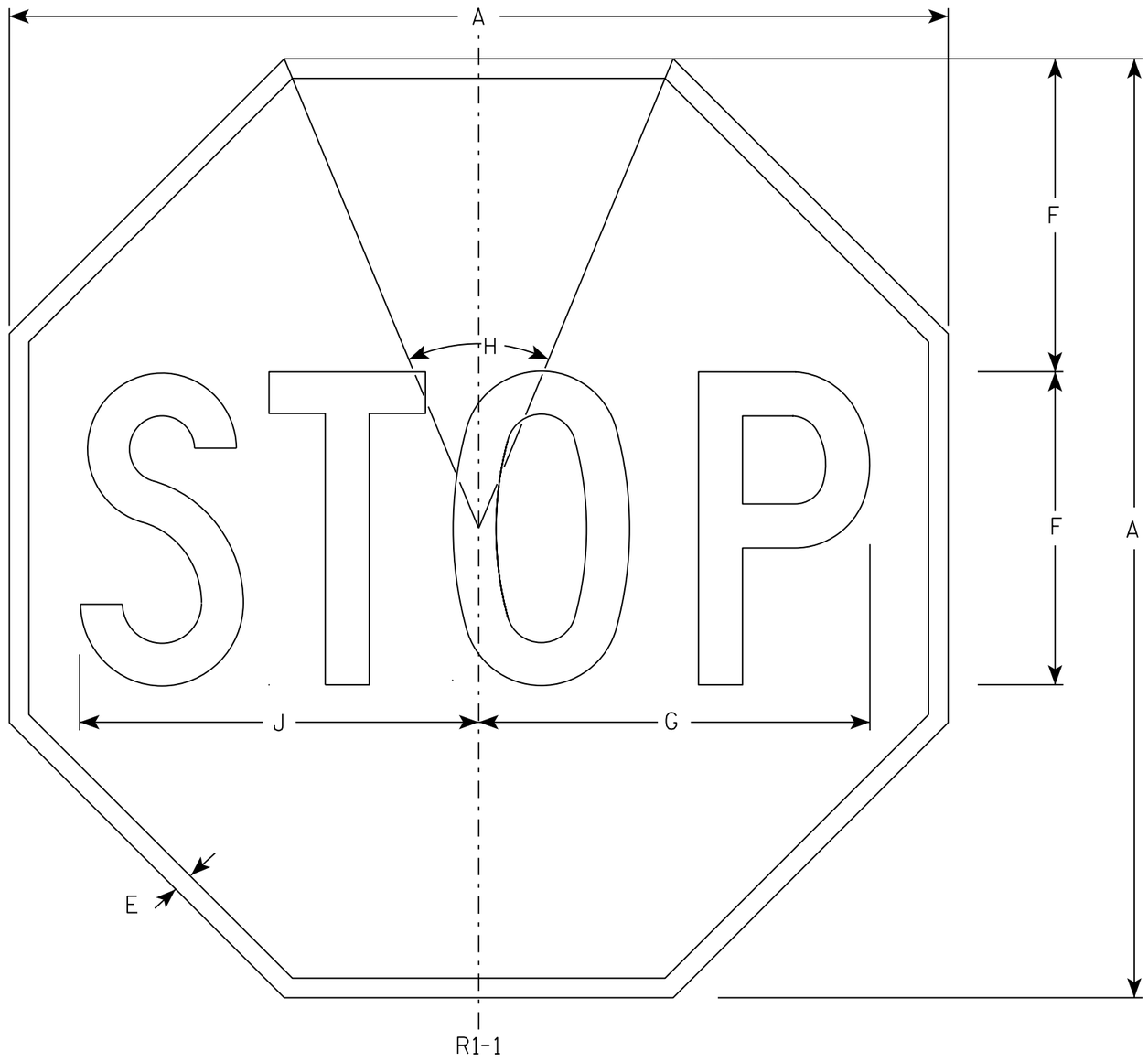
STANDARD SIGN
M6-1 & M6-2
SERIES

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

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

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 266 | E



NOTES

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

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

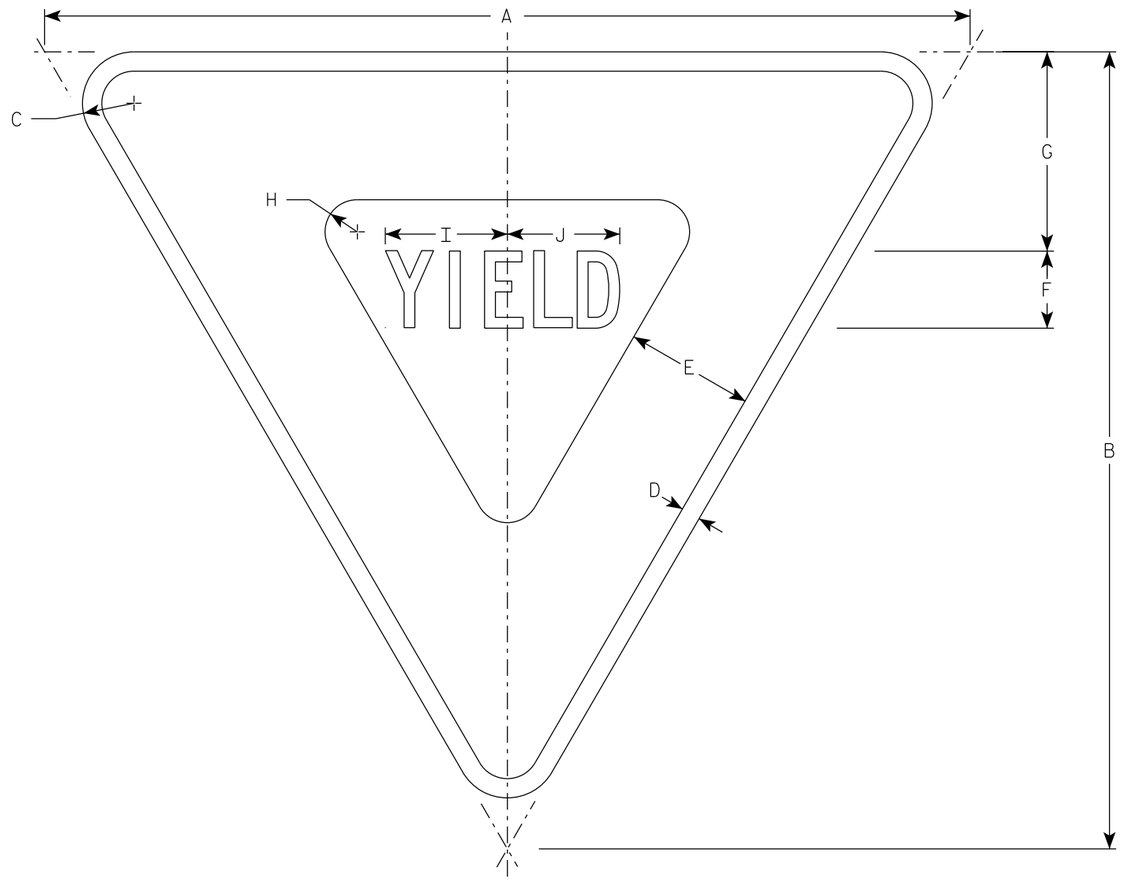
STANDARD SIGN
R1-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

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

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 267	E



R1-2

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - See note 4
3. Message Series - C
4. The border strip and word message are reflectorized red.

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	26	2	5/8	4	2 1/2	6 3/8	7/8	4	3 5/8																	2.71
2S	36	31	2	3/4	5	3	7 3/4	1 1/4	4 3/4	4 3/8																	3.88
2M	48	42	3	1	6	4	9 3/4	2	6 1/4	5 7/8																	7.00
3	48	42	3	1	6	4	9 3/4	2	6 1/4	5 7/8																	7.00
4	48	42	3	1	6	4	9 3/4	2	6 1/4	5 7/8																	7.00
5	60	52	3	1 1/2	8	5	13	2 1/2	7 7/8	7 1/4																	10.83
6																											
7	18	15 1/2	1	3/8	2 1/2	1 1/2	3 7/8	5/8	2 3/8	2 1/4																	0.97

STANDARD SIGN
R1-2

WISCONSIN DEPT OF TRANSPORTATION

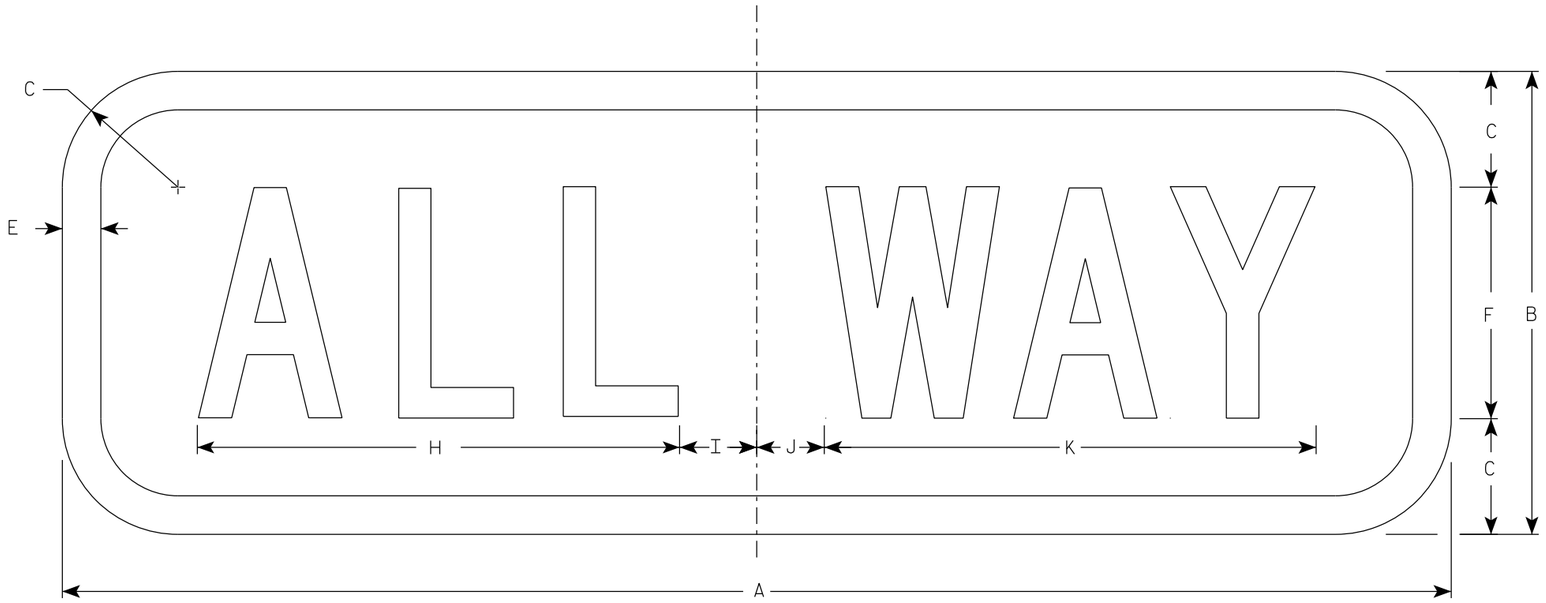
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 9/10/2024 PLATE NO. R1-2.13

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 268	E

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - Red
   Message - White
3. Message Series - C
4. For 30"x30" R1-1 use 18"x6" R1-3P sign
   For 36"x36" R1-1 use 24"x9" R1-3P sign
   For 48"x48" R1-1 use 30"x12" R1-3P sign



R1-3P

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	18	6	1 ½		½	3		6 ¼	1 ¼	⅞	6 ⅜																0.75
2S	18	6	1 ½		½	3		6 ¼	1 ¼	⅞	6 ⅜																0.75
2M	24	9	1 ½		½	5		9 ¼	1 ¼	¾	9 ¾																1.5
3	24	9	1 ½		½	5		9 ¼	1 ¼	¾	9 ¾																1.5
4	30	12	1 ½		⅝	6		11	2 ¼	1 ½	11 ¾																2.5
5	30	12	1 ½		⅝	6		11	2 ¼	1 ½	11 ¾																2.5

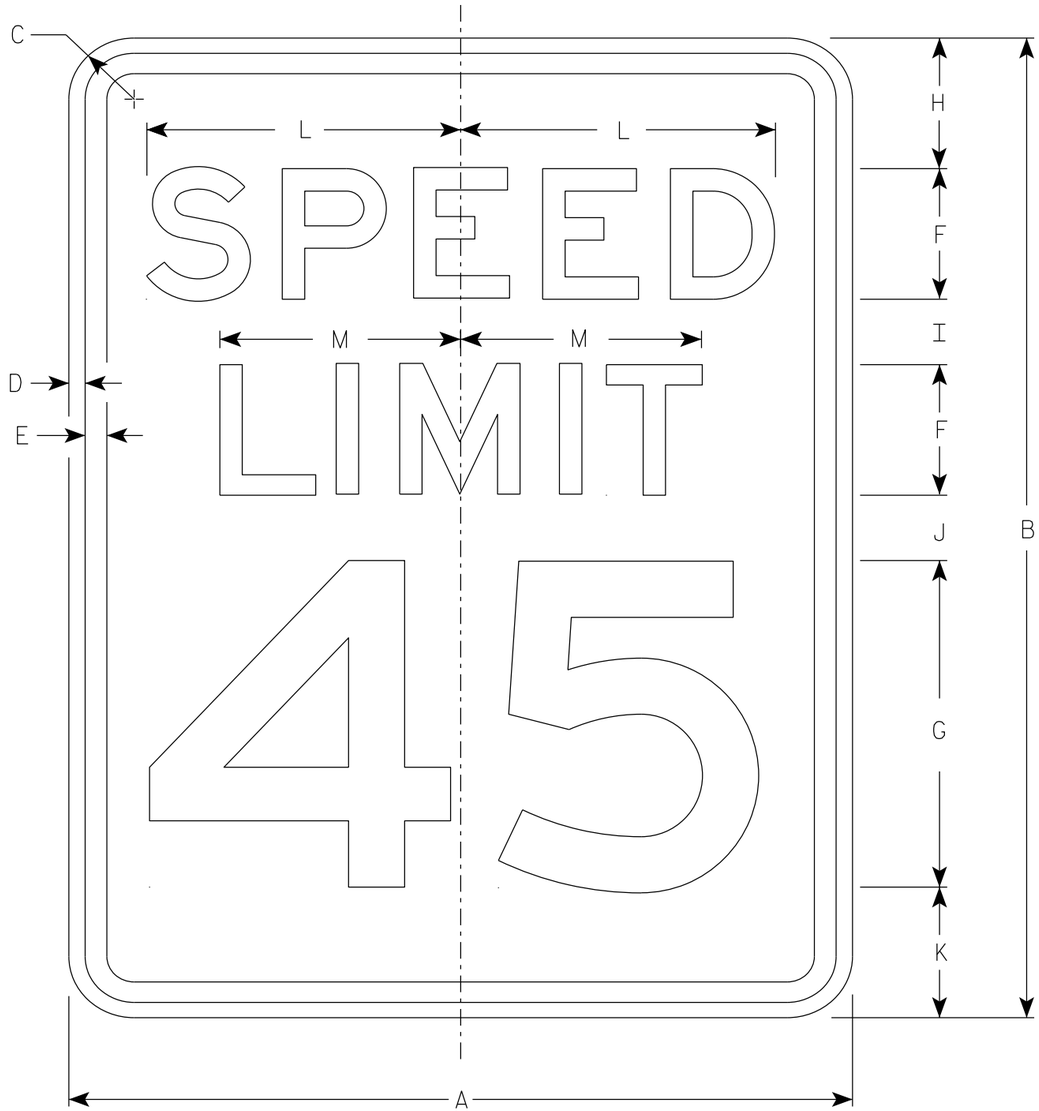
STANDARD SIGN
R1-3P

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/19/23 PLATE NO. R1-3P.4

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 269 E



R2-1

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - E
4. Substitute appropriate numerals and optically adjust spacing to achieve proper balance.

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

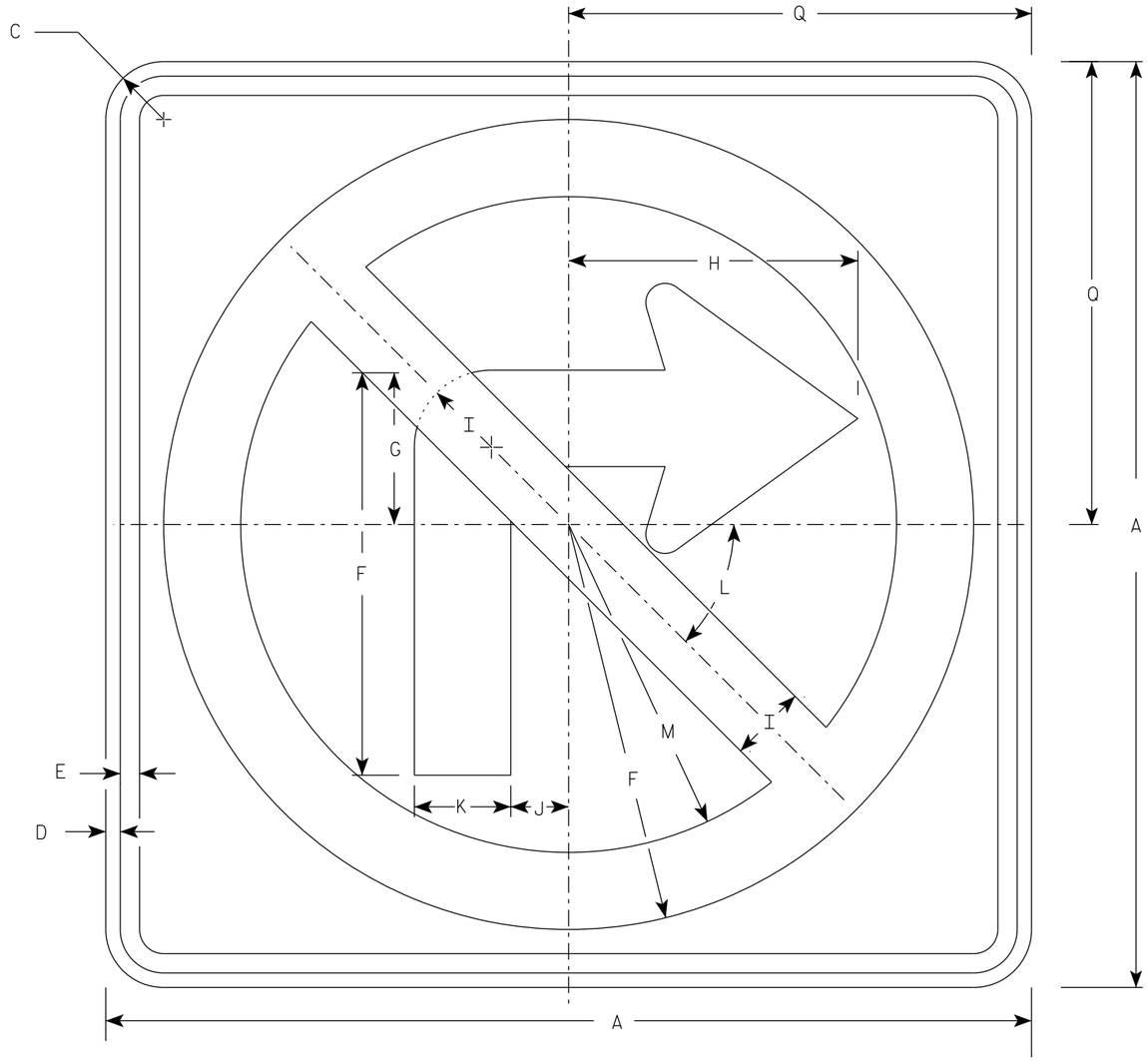
STANDARD SIGN
R2-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/1/23 PLATE NO. R2-1.14

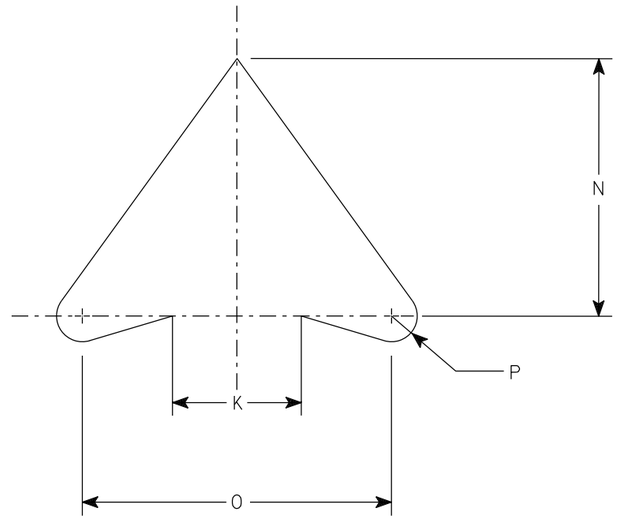
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 270 | E



R3-1

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - See note 3
3. Border & Arrow are non reflective black, the circle with diagonal bar is reflective red.



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	24		1 ½	⅜	½	10 ½	4	7 ½	2	1 ½	2 ½	45	8 ½	5	6	½	12										4.0
2S	24		1 ½	⅜	½	10 ½	4	7 ½	2	1 ½	2 ½	45°	8 ½	5	6	½	12										4.0
2M	36		2 ¼	⅝	¾	15 ¾	6	11 ¼	3	2 ¼	3 ¾	45	12 ¾	7 ½	9	¾	18										9.0
3	36		2 ¼	⅝	¾	15 ¾	6	11 ¼	3	2 ¼	3 ¾	45	12 ¾	7 ½	9	¾	18										9.0
4	36		2 ¼	⅝	¾	15 ¾	6	11 ¼	3	2 ¼	3 ¾	45°	12 ¾	7 ½	9	¾	18										9.0
5	48		2 ¼	¾	1	21	8	15	4	3	5	45°	17	10	12	1	24										16.0

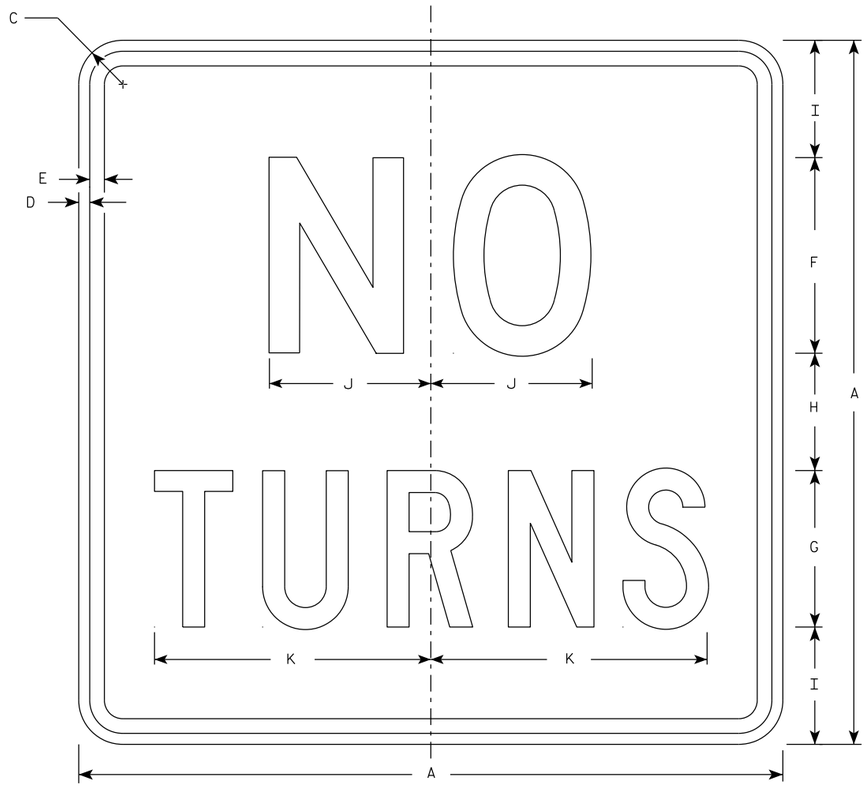
STANDARD SIGN
R3-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/2/23 PLATE NO. R3-1.6

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 271 | E



R3-3

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - See Note 4
4. Line 1 is Series D and Line 2 is Series C

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24		1 1/2	3/8	1/2	6	5	4	4 1/2	5 1/8	8 3/4																4.0
2M	36		2 1/4	5/8	3/4	10	8	6	6	8 1/4	14 1/8																9.0
3	36		2 1/4	5/8	3/4	10	8	6	6	8 1/4	14 1/8																9.0
4	36		2 1/4	5/8	3/4	10	8	6	6	8 1/4	14 1/8																9.0
5	48		2 1/4	3/4	1	12	10	8	9	10 1/4	17 5/8																16.0

STANDARD SIGN
R3-3

WISCONSIN DEPT OF TRANSPORTATION

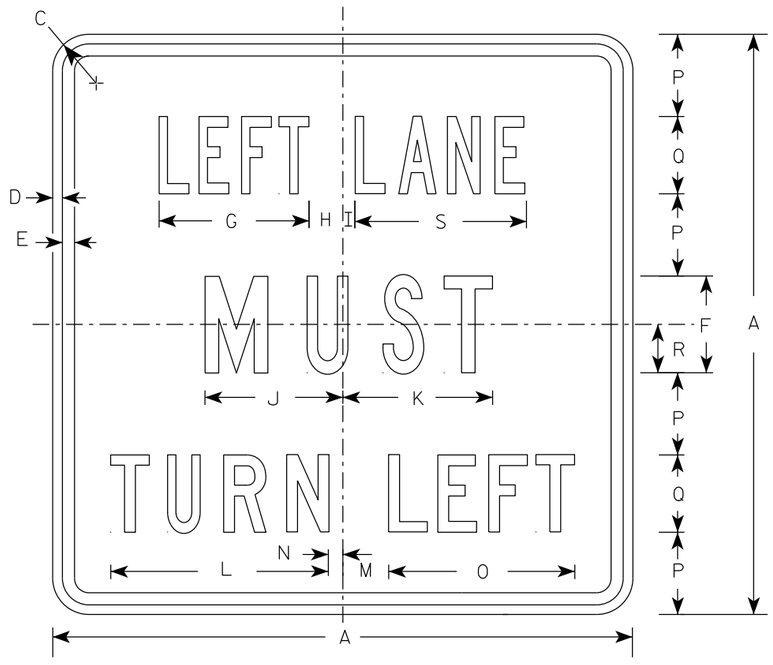
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/13/23 PLATE NO. R3-3.11

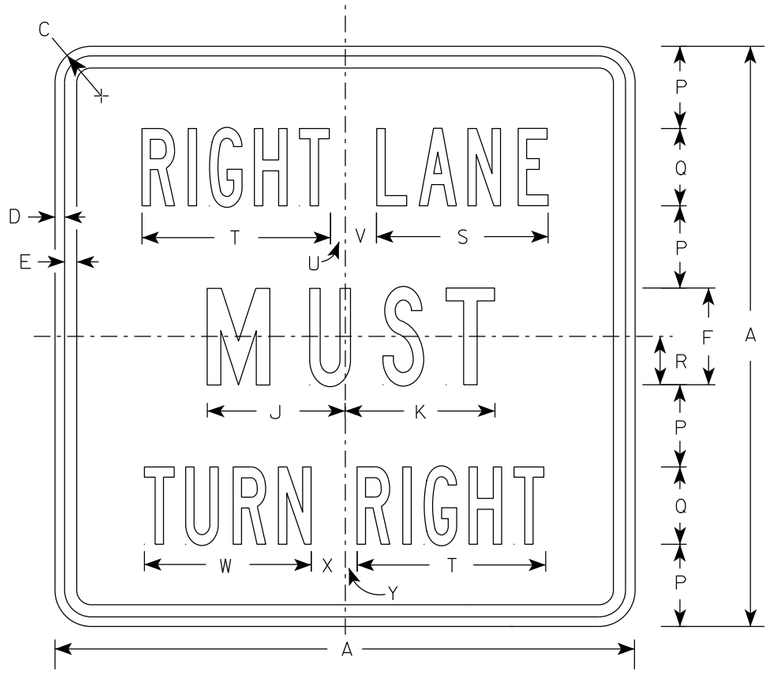
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 272 | E

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - Line 1 is Series B.
   Line 2 is Series C.
   Line 3 on plate R3-7R is Series B and Series C on plate R3-7L.



R3-7L



R3-7R

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	30		1 7/8	1/2	5/8	5	7 3/4	1 3/4	5/8	7 1/8	7 3/4	11 1/4	2 3/8	3/4	9 5/8	4 1/4	4	2 1/2	8 7/8	9 3/4	3/4	1 5/8	8 5/8	1 5/8	5/8		6.25
2S	30		1 7/8	1/2	5/8	5	7 3/4	1 3/4	5/8	7 1/8	7 3/4	11 1/4	2 3/8	3/4	9 5/8	4 1/4	4	2 1/2	8 7/8	9 3/4	3/4	1 5/8	8 5/8	1 5/8	5/8		6.25
2M	30		1 7/8	1/2	5/8	5	7 3/4	1 3/4	5/8	7 1/8	7 3/4	11 1/4	2 3/8	3/4	9 5/8	4 1/4	4	2 1/2	8 7/8	9 3/4	3/4	1 5/8	8 5/8	1 5/8	5/8		6.25
3	36		2 1/4	5/8	3/4	6	9 5/8	2	1 1/8	8 3/4	9	13 1/2	3 7/8	1 1/2	12 1/2	5	5	3	10 5/8	12	7/8	2 1/4	10 5/8	2 1/8	1		9.00
4	48		2 1/4	3/4	1	8	13 1/2	2 3/8	1 1/2	11 1/2	11 7/8	17 3/4	3 5/8	2 1/2	16 3/8	6 1/2	7	4	14 3/8	16 7/8	5/8	3 1/4	15 1/8	2 3/4	1 1/8		16.00
5																											

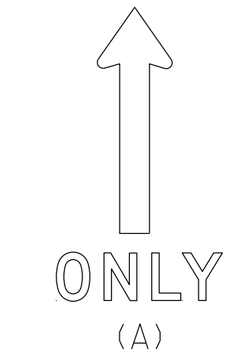
STANDARD SIGN
R3-7L & R3-7R

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/13/23 PLATE NO. R3-7.4

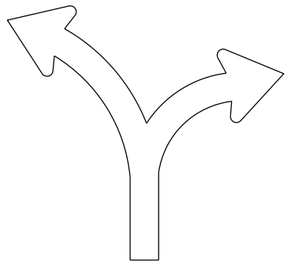
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 273 | E

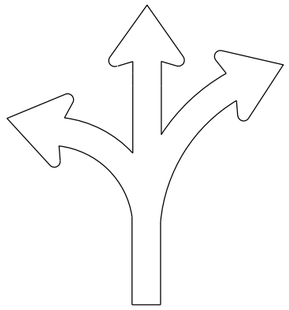


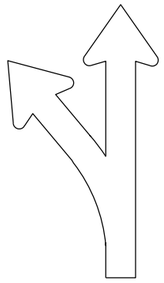
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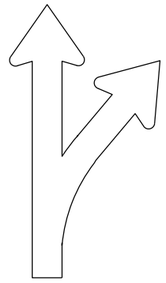


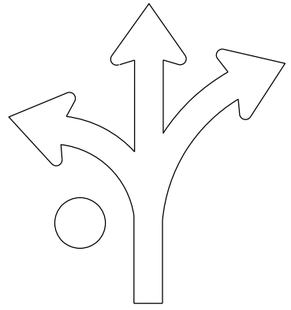
(B)

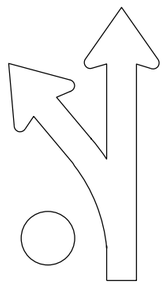

(C)

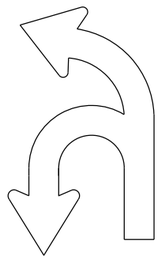

(D)

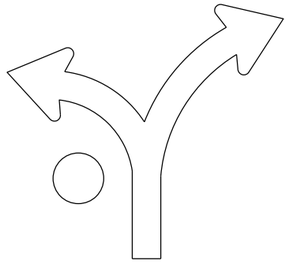

(E)

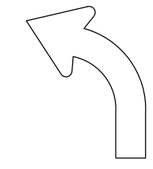

(F)


(G)

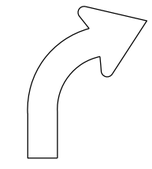

(H)


(I)


(J)



(L)



(R)

NOTES

1. Sigs are Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - D
4. Use appropriate Letter for Sign Code
   Each letter added makes sign wider. Example R3-8EAR
5. Square footage of sign varies by letters

1 Letter =	3.75 sq ft	for Size 2
	6.0 sq ft	for Size 3
	10.0 sq ft	for Size 4 or 5
2 Letters =	7.5 sq ft	for Size 2
	12.0 sq ft	for Size 3
	20.0 sq ft	for Size 4 or 5
3 Letters =	11.25 sq ft	for Size 2
	18.0 sq ft	for Size 3
	30.0 sq ft	for Size 4 or 5
4 Letters =	15.0 sq ft	for Size 2
	24.0 sq ft	for Size 3
	40.0 sq ft	for Size 4 or 5
5 Letters =	18.75 sq ft	for Size 2
	30.0 sq ft	for Size 3
	50.0 sq ft	for Size 4 or 5
6 Letters =	22.5 sq ft	for Size 2
	36.0 sq ft	for Size 3
	60.0 sq ft	for Size 4 or 5

6. When letters C,D,G,J are used on the Left or Right end of the sign the Sq. Ft. changes.
   Add the amounts when these letters are used:
   1.25 sq ft for Size 2
   1.5 sq ft for Size 3
   2.0 sq ft for Size 4 or 5

STANDARD SIGN
R3-8 Series

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/14/23 PLATE NO. R3-8.2

PROJECT NO:

SHEET NO: 274 E

FILE NAME : C:\CAEfiles\Projects\stdplate_R38.dgn PLOT DATE : 14-FEB 2023 3:01 PLOT BY : mscj9h PLOT NAME :

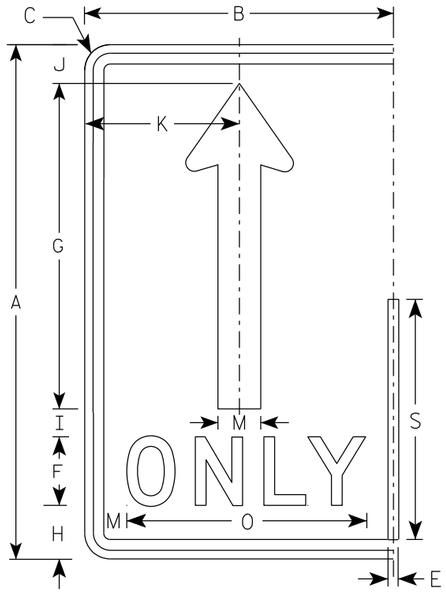
WISDOT/CADDS SHEET 42

7

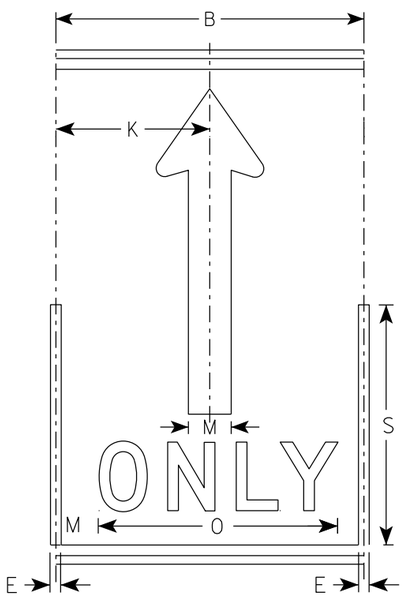
7

NOTES

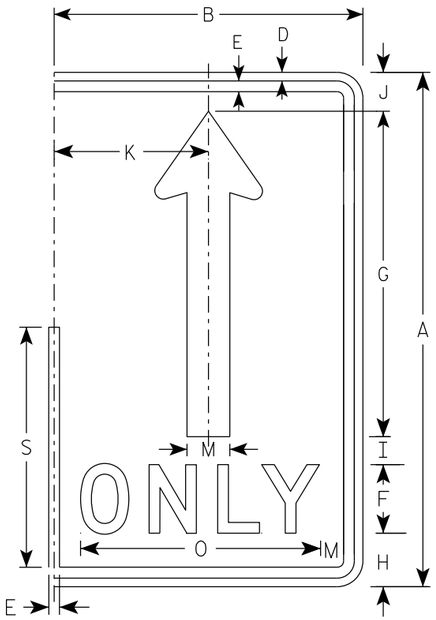
1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - D



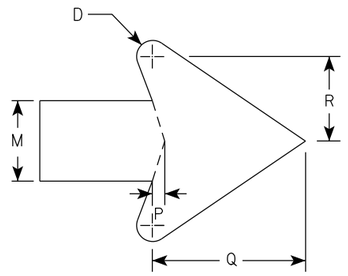
(A)



(A)



(A)



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	18	1 1/2	1/2	5/8	4	19	3 1/8	1 5/8	2 1/4	9		2 1/2		14	3/8	4 3/4	2 5/8	14								3.75
2M	30	18	1 1/2	1/2	5/8	4	19	3 1/8	1 5/8	2 1/4	9		2 1/2		14	3/8	4 3/4	2 5/8	14								3.75
3	36	24	1 1/2	1/2	5/8	5	22 3/4	3 3/4	1 3/4	2 3/4	12		3		17 5/8	1/2	5 3/4	3 1/8	16 3/4								6.0
4	48	30	2 1/4	3/4	1	6	30 3/8	5 1/8	2 7/8	3 5/8	15		4		21 3/4	5/8	7 5/8	4 1/4	22 3/8								10.0
5	48	30	2 1/4	3/4	1	6	30 3/8	5 1/8	2 7/8	3 5/8	15		4		21 3/4	5/8	7 5/8	4 1/4	22 3/8								10.0

STANDARD SIGN
R3-8 (A) Arrow

WISCONSIN DEPT OF TRANSPORTATION

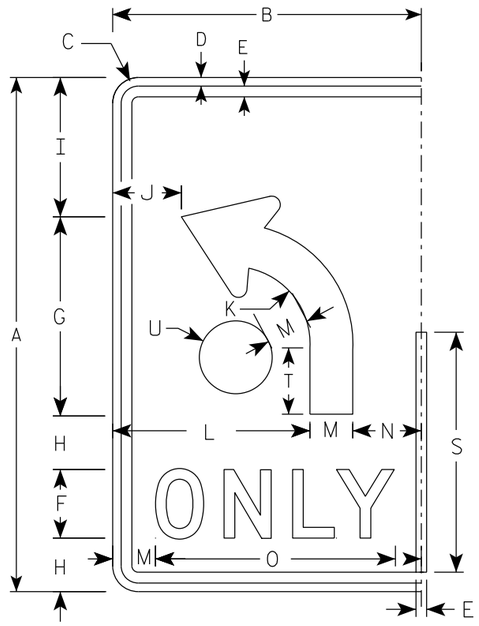
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/14/23 PLATE NO. R3-8.2

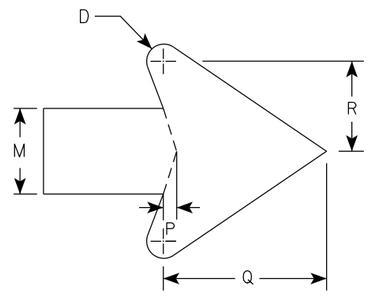
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 275 | E

NOTES

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



(B)



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	18	1 1/2	1/2	5/8	4	11 5/8	3 1/8	8 1/8	4	4 1/2	11 1/2	2 1/2	4	14	3/8	4 3/4	2 5/8	14	3 7/8	2 1/8						3.75
2M	30	18	1 1/2	1/2	5/8	4	11 5/8	3 1/8	8 1/8	4	4 1/2	11 1/2	2 1/2	4	14	3/8	4 3/4	2 5/8	14	3 7/8	2 1/8						3.75
3	36	24	1 1/2	1/2	5/8	5	14	3 1/2	9 3/4	6	5 3/8	15	3	6	17 5/8	1/2	5 3/4	3 1/8	16 3/4	4 5/8	2 1/2						6.0
4	48	30	2 1/4	3/4	1	6	18 5/8	5 1/8	13 1/8	6 1/8	7 1/4	18	4	8	21 3/4	5/8	7 5/8	4 1/4	22 3/8	6 1/4	3 3/8						10.0
5	48	30	2 1/4	3/4	1	6	18 5/8	5 1/8	13 1/8	6 1/8	7 1/4	18	4	8	21 3/4	5/8	7 5/8	4 1/4	22 3/8	6 1/4	3 3/8						10.0

STANDARD SIGN

R3-8 (B) Arrow

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

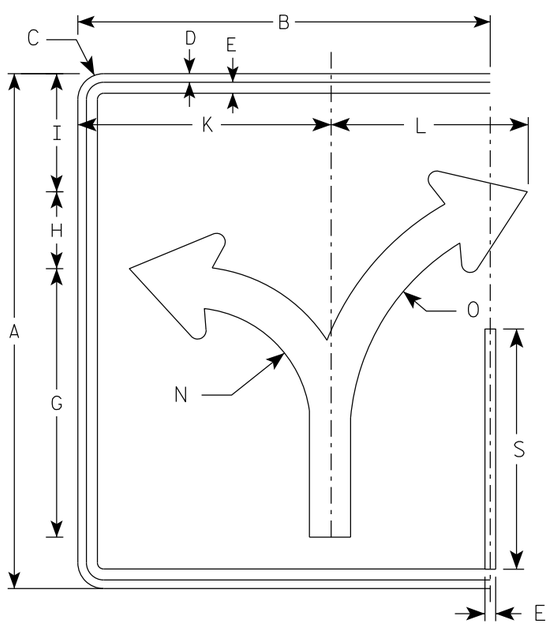
DATE 2/14/23 PLATE NO. R3-8.2

PROJECT NO:

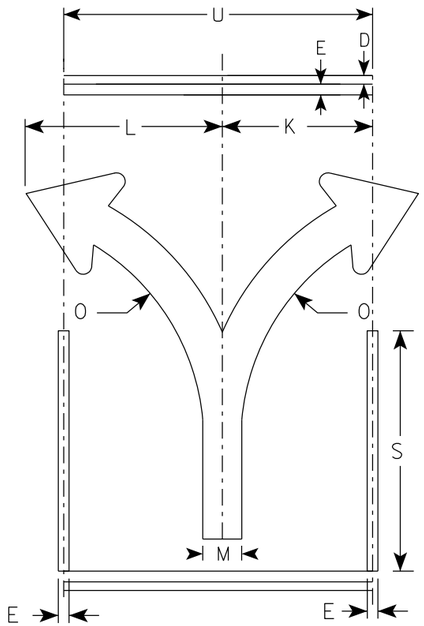
SHEET NO: 276 E

NOTES

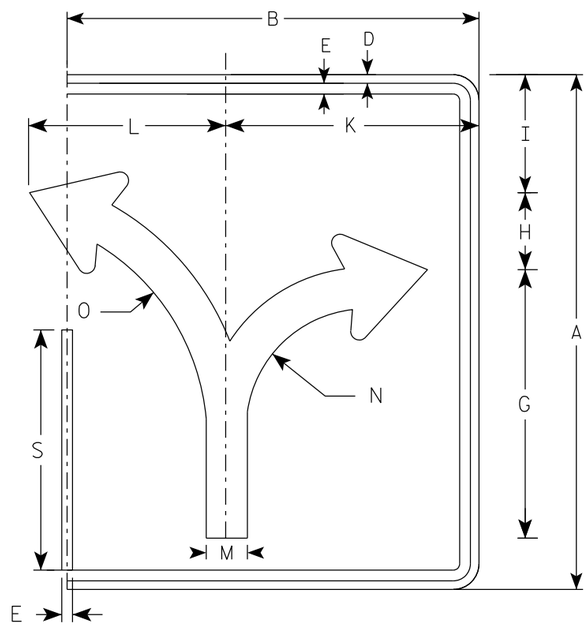
1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - None



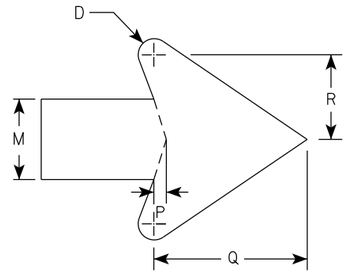
(C)



(C)



(C)



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	ENDS Area sq. ft.	MIDDLE Area sq. ft.
1																												
2S	30	24	1 1/2	1/2	5/8		15 5/8	4 1/2	6 7/8		14 3/4	11 1/2	2 3/8	7	13 1/4	3/8	4 1/2	2 1/2	14		18						5.0	3.75
2M	30	24	1 1/2	1/2	5/8		15 5/8	4 1/2	6 7/8		14 3/4	11 1/2	2 3/8	7	13 1/4	3/8	4 1/2	2 1/2	14		18						5.0	3.75
3	36	30	1 1/2	1/2	5/8		18 3/4	5 1/2	8 1/4		17 1/4	17 1/4	2 7/8	8 3/8	16	1/2	5 1/2	3	16 3/4		24						7.5	6.0
4	48	36	2 1/4	3/4	1		24 7/8	7 1/4	11		23 1/8	18	3 3/4	11 1/8	21 1/4	5/8	7 1/8	4	22 3/8		30						12.0	10.0
5	48	36	2 1/4	3/4	1		24 7/8	7 1/4	11		23 1/8	18	3 3/4	11 1/8	21 1/4	5/8	7 1/8	4	22 3/8		30						12.0	10.0

STANDARD SIGN
R3-8 (C) Arrow

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/14/23 PLATE NO. R3-8.2

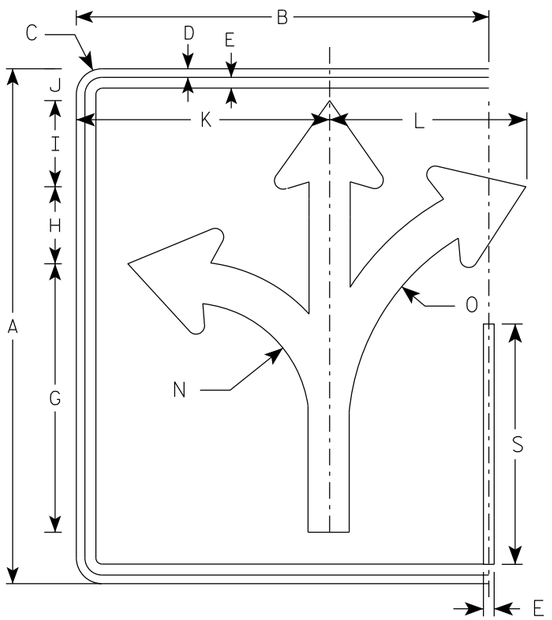
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 277 | E

7

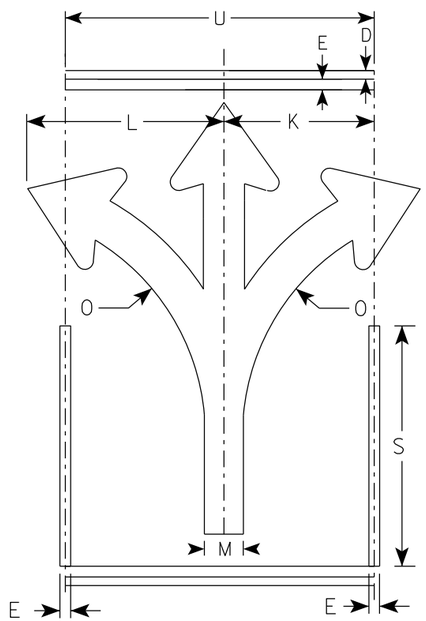
7

NOTES

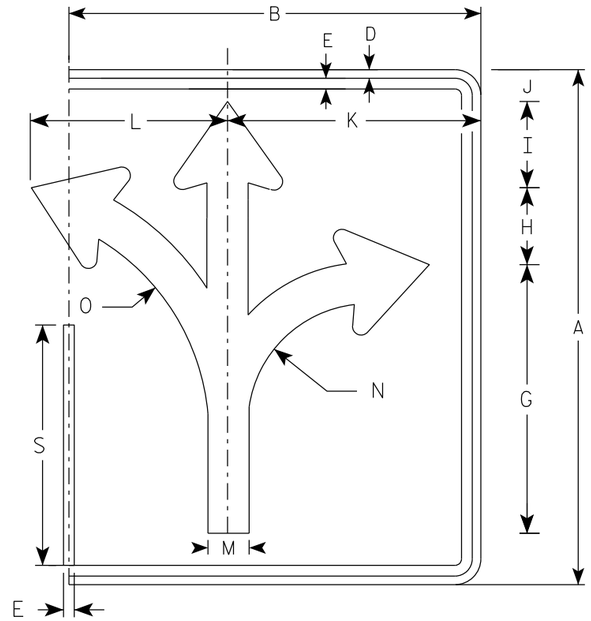
1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - None



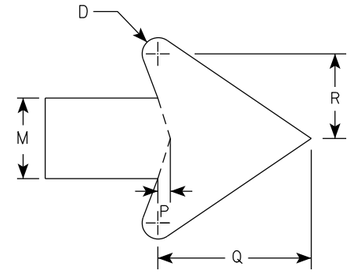
(D)



(D)



(D)



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	ENDS Area sq. ft.	MIDDLE Area sq. ft.
1																												
2S	30	24	1 1/2	1/2	5/8		15 5/8	4 1/2	5	1 7/8	14 3/4	11 1/2	2 3/8	7	13 1/4	3/8	4 1/2	2 1/2	14		18						5.0	3.75
2M	30	24	1 1/2	1/2	5/8		15 5/8	4 1/2	5	1 7/8	14 3/4	11 1/2	2 3/8	7	13 1/4	3/8	4 1/2	2 1/2	14		18						5.0	3.75
3	36	30	1 1/2	1/2	5/8		18 3/4	5 1/2	6	2 1/4	17 1/4	17 1/4	2 7/8	8 3/8	16	1/2	5 1/2	3	16 3/4		24						7.5	6.0
4	48	36	2 1/4	3/4	1		24 7/8	7 1/4	7 7/8	3 1/8	23 1/8	18	3 3/4	11 1/8	21 1/4	5/8	7 1/8	4	22 3/8		30						12.0	10.0
5	48	36	2 1/4	3/4	1		24 7/8	7 1/4	7 7/8	3 1/8	23 1/8	18	3 3/4	11 1/8	21 1/4	5/8	7 1/8	4	22 3/8		30						12.0	10.0

STANDARD SIGN
R3-8 (D) Arrow

WISCONSIN DEPT OF TRANSPORTATION

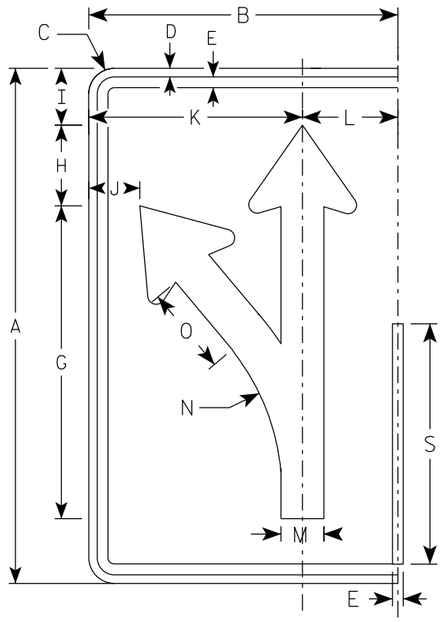
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/14/23 PLATE NO. R3-8.2

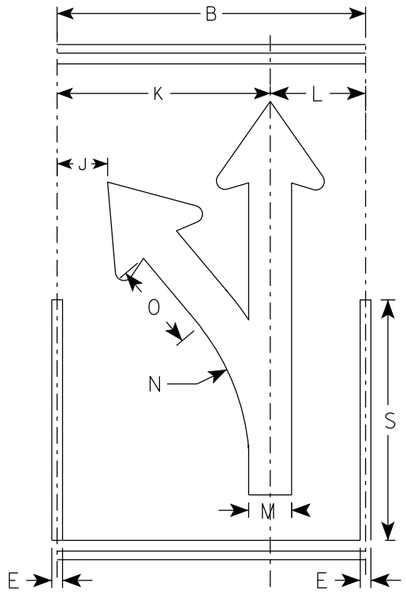
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 278 | E

NOTES

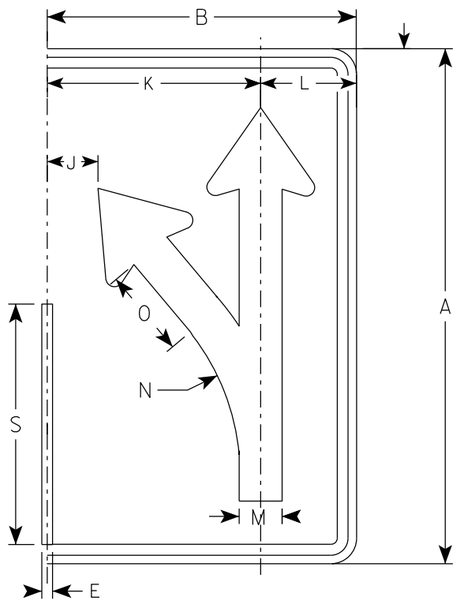
1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - None



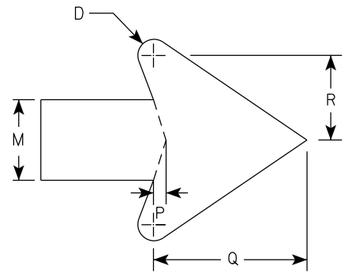
(E)



(E)



(E)



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	18	1 1/2	1/2	5/8		18 1/4	4 3/4	3 1/4	3	12 1/2	5 1/2	2 1/2	13 1/4	5 1/8	3/8	4 3/4	2 5/8	14								3.75
2M	30	18	1 1/2	1/2	5/8		18 1/4	4 3/4	3 1/4	3	12 1/2	5 1/2	2 1/2	13 1/4	5 1/8	3/8	4 3/4	2 5/8	14								3.75
3	36	24	1 1/2	1/2	5/8		21 7/8	5 5/8	4	4 7/8	16 1/8	7 3/4	3	15 7/8	6 1/8	1/2	5 3/4	3 1/8	16 3/4								6.0
4	48	30	2 1/4	3/4	1		29 1/8	7 1/2	5 1/4	5 3/8	20 1/2	9 1/2	4	21 1/4	8 1/4	5/8	7 5/8	4 1/4	22 3/8								10.0
5	48	30	2 1/4	3/4	1		29 1/8	7 1/2	5 1/4	5 3/8	20 1/2	9 1/2	4	21 1/4	8 1/4	5/8	7 5/8	4 1/4	22 3/8								10.0

STANDARD SIGN
R3-8 (E) Arrow

WISCONSIN DEPT OF TRANSPORTATION

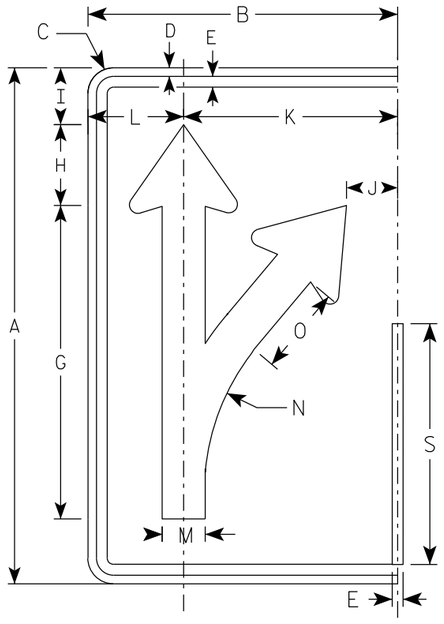
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/14/23 PLATE NO. R3-8.2

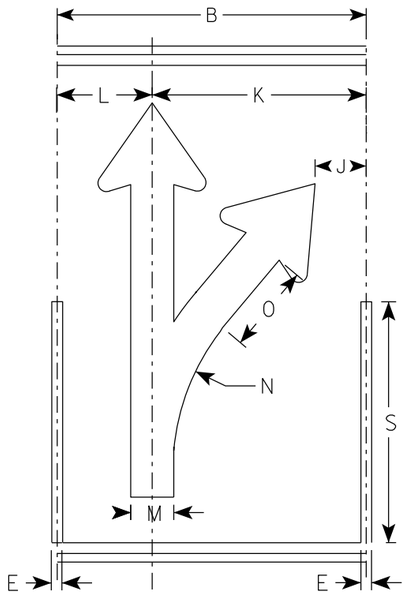
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 279 | E

NOTES

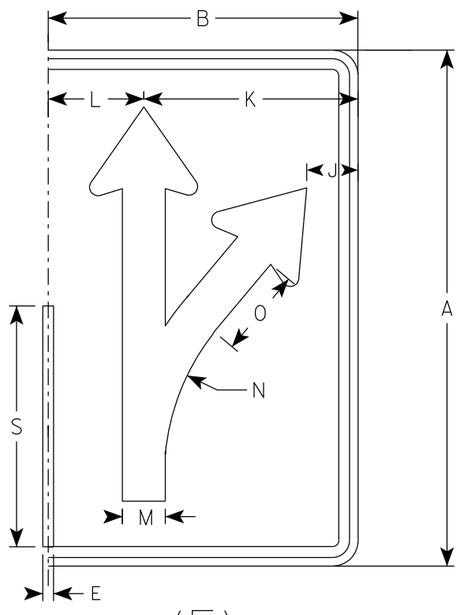
1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - None



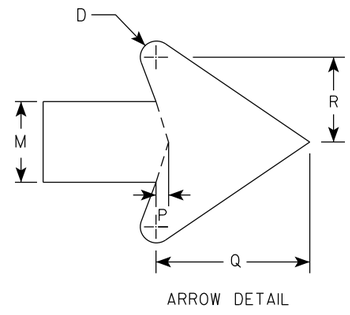
(F)



(F)



(F)



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	18	1 1/2	1/2	5/8		18 1/4	4 3/4	3 1/4	3	12 1/2	5 1/2	2 1/2	13 1/4	5 1/8	3/8	4 3/4	2 5/8	14								3.75
2M	30	18	1 1/2	1/2	5/8		18 1/4	4 3/4	3 1/4	3	12 1/2	5 1/2	2 1/2	13 1/4	5 1/8	3/8	4 3/4	2 5/8	14								3.75
3	36	24	1 1/2	1/2	5/8		21 7/8	5 5/8	4	4 7/8	16 1/8	7 3/4	3	15 7/8	6 1/8	1/2	5 3/4	3 1/8	16 3/4								6.0
4	48	30	2 1/4	3/4	1		29 1/8	7 1/2	5 1/4	5 3/8	20 1/2	9 1/2	4	21 1/4	8 1/4	5/8	7 5/8	4 1/4	22 3/8								10.0
5	48	30	2 1/4	3/4	1		29 1/8	7 1/2	5 1/4	5 3/8	20 1/2	9 1/2	4	21 1/4	8 1/4	5/8	7 5/8	4 1/4	22 3/8								10.0

STANDARD SIGN
R3-8 (F) Arrow

WISCONSIN DEPT OF TRANSPORTATION

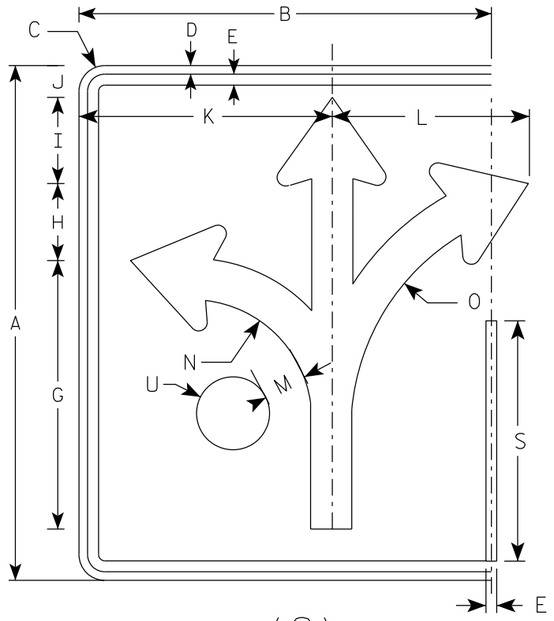
APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 2/14/23 PLATE NO. R3-8.2

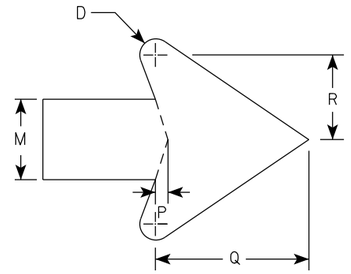
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 280 | E

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - None



(G)



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	24	1 1/2	1/2	5/8		15 5/8	4 1/2	5	1 7/8	14 3/4	11 1/2	2 3/8	7	13 1/4	3/8	4 1/2	2 1/2	14		2 1/8						5.0
2M	30	24	1 1/2	1/2	5/8		15 5/8	4 1/2	5	1 7/8	14 3/4	11 1/2	2 3/8	7	13 1/4	3/8	4 1/2	2 1/2	14		2 1/8						5.0
3	36	30	1 1/2	1/2	5/8		18 3/4	5 1/2	6	3 1/8	17 1/4	17 1/4	2 7/8	8 3/8	16	1/2	5 1/2	3	16 3/4		2 1/2						7.5
4	48	36	2 1/4	3/4	1		24 7/8	7 1/4	7 7/8	3 1/8	23 1/8	18	3 3/4	11 1/8	21 1/4	5/8	7 1/8	4	22 3/8		3 3/8						12.0
5	48	36	2 1/4	3/4	1		24 7/8	7 1/4	7 7/8	3 1/8	23 1/8	18	3 3/4	11 1/8	21 1/4	5/8	7 1/8	4	22 3/8		3 3/8						12.0

STANDARD SIGN
R3-8 (G) Arrow

WISCONSIN DEPT OF TRANSPORTATION

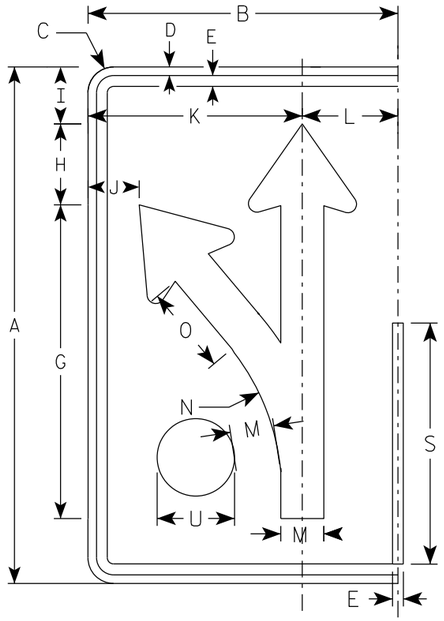
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/14/23 PLATE NO. R3-8.2

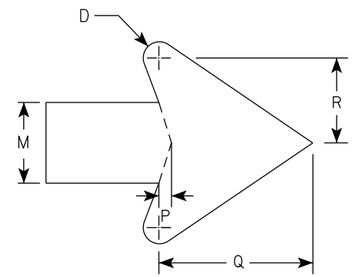
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 281	E

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - None



(H)



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	18	1 1/2	1/2	5/8		18 1/4	4 3/4	3 1/4	3	12 1/2	5 1/2	2 1/2	13 1/4	5 1/8	3/8	4 3/4	2 5/8	14		2 1/8						3.75
2M	30	18	1 1/2	1/2	5/8		18 1/4	4 3/4	3 1/4	3	12 1/2	5 1/2	2 1/2	13 1/4	5 1/8	3/8	4 3/4	2 5/8	14		2 1/8						3.75
3	36	24	1 1/2	1/2	5/8		21 7/8	5 5/8	4	4 7/8	16 1/8	7 3/4	3	15 7/8	6 1/8	1/2	5 3/4	3 1/8	16 3/4		2 1/2						6.0
4	48	30	2 1/4	3/4	1		29 1/8	7 1/2	5 1/4	5 3/8	20 1/2	9 1/2	4	21 1/4	8 1/4	5/8	7 5/8	4 1/4	22 3/8		3 3/8						10.0
5	48	30	2 1/4	3/4	1		29 1/8	7 1/2	5 1/4	5 3/8	20 1/2	9 1/2	4	21 1/4	8 1/4	5/8	7 5/8	4 1/4	22 3/8		3 3/8						10.0

STANDARD SIGN
R3-8 (H) Arrow

WISCONSIN DEPT OF TRANSPORTATION

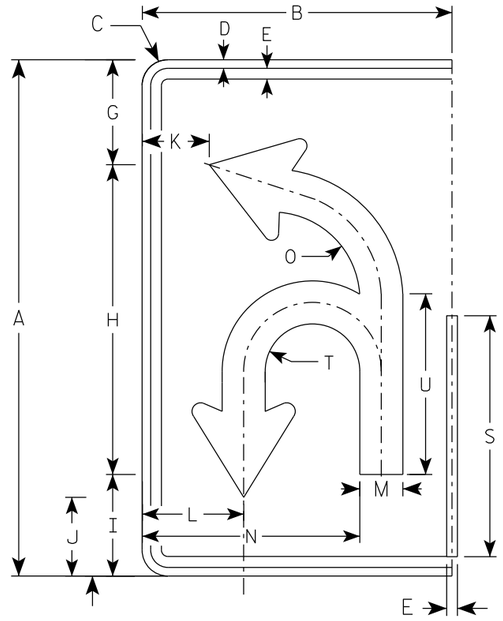
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/14/23 PLATE NO. R3-8.2

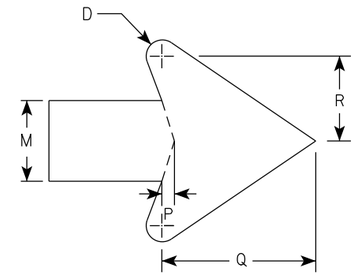
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 282 | E

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - None



(I)



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	18	1 1/2	1/2	5/8		6 1/8	18	5 7/8	4 5/8	3 7/8	5 7/8	2 1/2	12 5/8	5 1/8	3/8	4 3/4	2 5/8	14	2 3/4	10 1/2						3.75
2M	30	18	1 1/2	1/2	5/8		6 1/8	18	5 7/8	4 5/8	3 7/8	5 7/8	2 1/2	12 5/8	5 1/8	3/8	4 3/4	2 5/8	14	2 3/4	10 1/2						3.75
3	36	24	1 1/2	1/2	5/8		21 7/8	21 5/8	7 1/8	5 1/2	5 7/8	8 1/4	3	16 3/8	6 1/8	1/2	5 3/4	3 1/8	16 3/4	3 1/4	12 5/8						6.0
4	48	30	2 1/4	3/4	1		29 1/8	28 3/4	9 3/8	7 1/4	6 7/8	10	4	20 7/8	8 1/8	5/8	7 5/8	4 1/4	22 3/8	4 3/8	16 3/4						10.0
5	48	30	2 1/4	3/4	1		29 1/8	28 3/4	9 3/8	7 1/4	6 7/8	10	4	20 7/8	8 1/8	5/8	7 5/8	4 1/4	22 3/8	4 3/8	16 3/4						10.0

STANDARD SIGN
R3-8 (I) Arrow

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/14/23 PLATE NO. R3-8.2

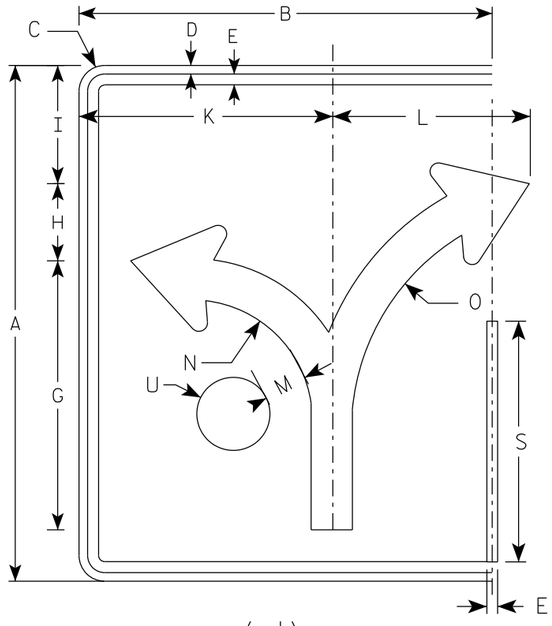
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 283 | E

7

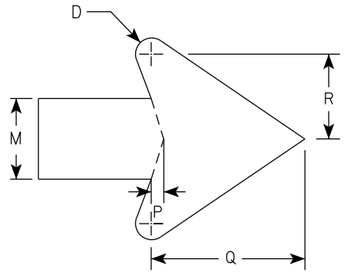
7

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - None



(J)



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	24	1 1/2	1/2	5/8		15 5/8	4 1/2	6 7/8		14 3/4	11 1/2	2 3/8	7	13 1/4	3/8	4 1/2	2 1/2	14		2 1/8						5.0
2M	30	24	1 1/2	1/2	5/8		15 5/8	4 1/2	6 7/8		14 3/4	11 1/2	2 3/8	7	13 1/4	3/8	4 1/2	2 1/2	14		2 1/8						5.0
3	36	30	1 1/2	1/2	5/8		18 3/4	5 1/2	8 1/4		17 1/4	17 1/4	2 7/8	8 3/8	16	1/2	5 1/2	3	16 3/4		2 1/2						7.5
4	48	36	2 1/4	3/4	1		24 7/8	7 1/4	11		23 1/8	18	3 3/4	11 1/8	21 1/4	5/8	7 1/8	4	22 3/8		3 3/8						12.0
5	48	36	2 1/4	3/4	1		24 7/8	7 1/4	11		23 1/8	18	3 3/4	11 1/8	21 1/4	5/8	7 1/8	4	22 3/8		3 3/8						12.0

STANDARD SIGN
R3-8 (J) Arrow

WISCONSIN DEPT OF TRANSPORTATION

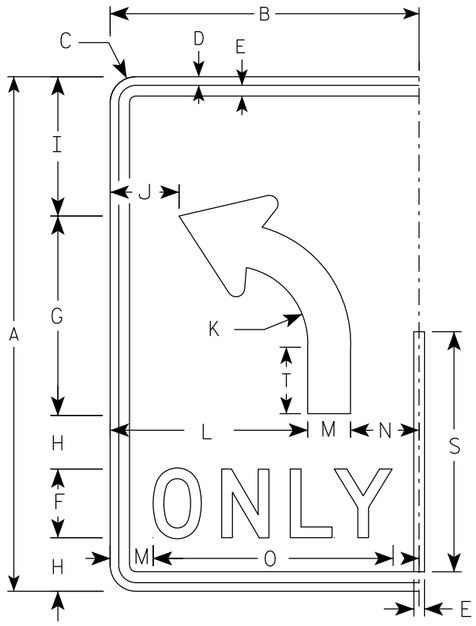
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/14/23 PLATE NO. R3-8.2

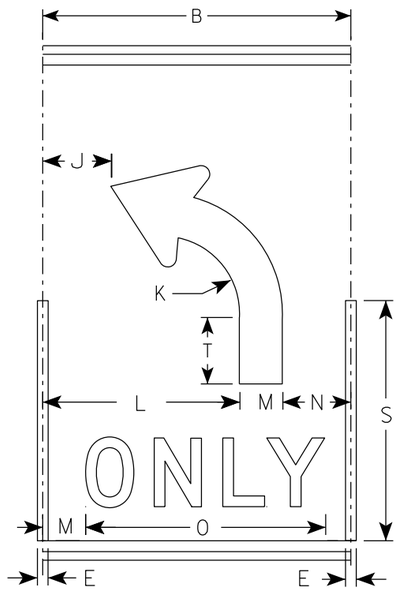
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 284 | E

NOTES

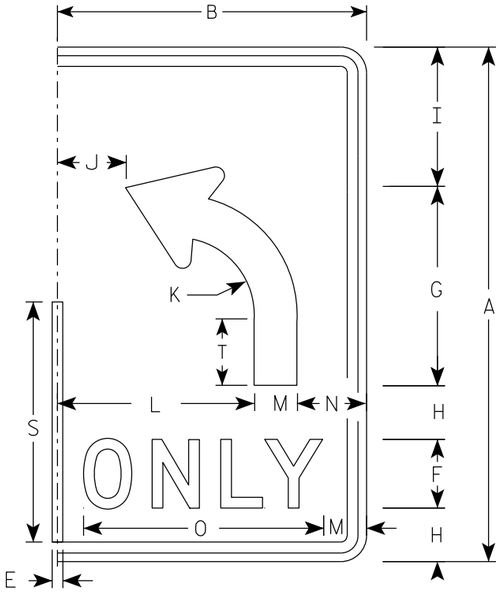
1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - D



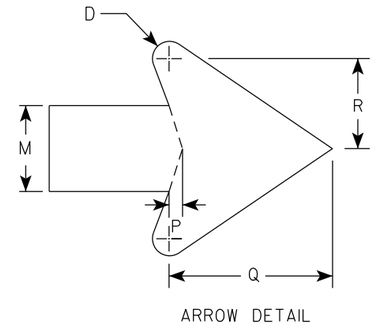
(L)



(L)



(L)



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	18	1 1/2	1/2	5/8	4	11 5/8	3 1/8	8 1/8	4	4 1/2	11 1/2	2 1/2	4	14	3/8	4 3/4	2 5/8	14	3 7/8							3.75
2M	30	18	1 1/2	1/2	5/8	4	11 5/8	3 1/8	8 1/8	4	4 1/2	11 1/2	2 1/2	4	14	3/8	4 3/4	2 5/8	14	3 7/8							3.75
3	36	24	1 1/2	1/2	5/8	5	14	3 1/2	9 3/4	6	5 3/8	15	3	6	17 5/8	1/2	5 3/4	3 1/8	16 3/4	4 5/8							6.0
4	48	30	2 1/4	3/4	1	6	18 5/8	5 1/8	13 1/8	6 1/8	7 1/4	18	4	8	21 3/4	5/8	7 5/8	4 1/4	22 3/8	6 1/4							10.0
5	48	30	2 1/4	3/4	1	6	18 5/8	5 1/8	13 1/8	6 1/8	7 1/4	18	4	8	21 3/4	5/8	7 5/8	4 1/4	22 3/8	6 1/4							10.0

STANDARD SIGN

R3-8 (L) Arrow

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/14/23 PLATE NO. R3-8.2

PROJECT NO:

SHEET NO: 285 E

FILE NAME : C:\CAEfiles\Projects\stdplate_R38.dgn PLOT DATE : 14-FEB 2023 3:02 PLOT BY : mscj9h PLOT NAME :

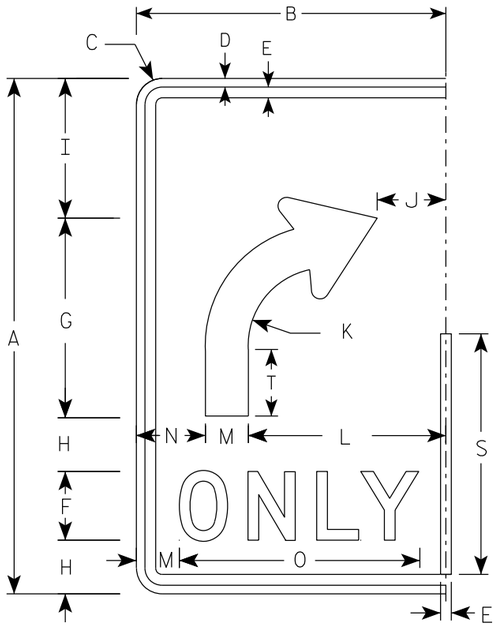
WISDOT/CADDS SHEET 42

7

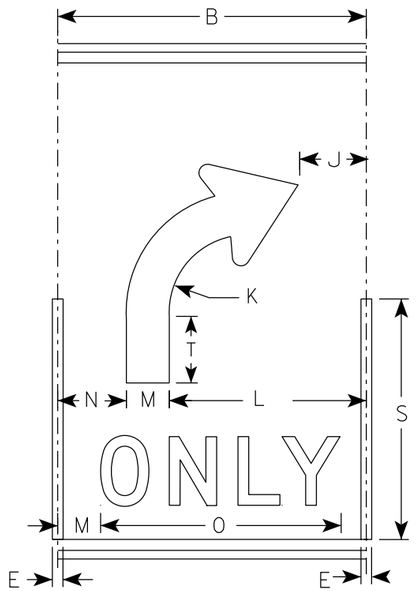
7

NOTES

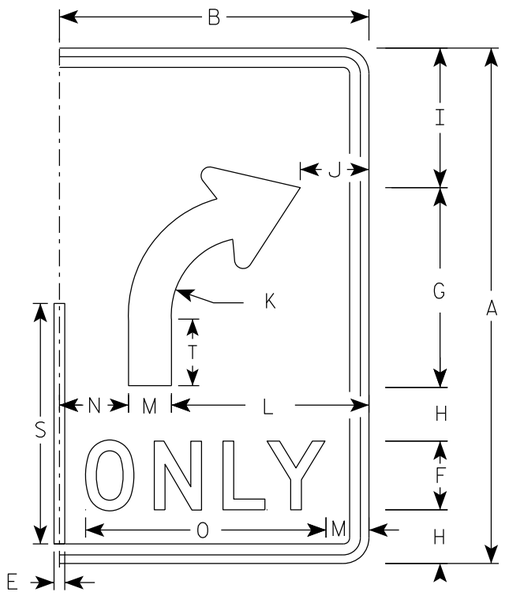
1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - D



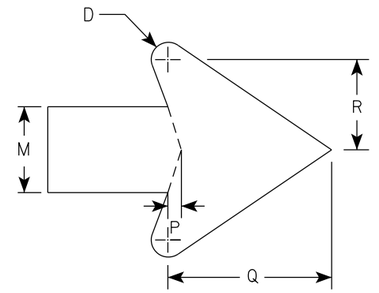
(R)



(R)



(R)



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	18	1 1/2	1/2	5/8	4	11 5/8	3 1/8	8 1/8	4	4 1/2	11 1/2	2 1/2	4	14	3/8	4 3/4	2 5/8	14	3 7/8							3.75
2M	30	18	1 1/2	1/2	5/8	4	11 5/8	3 1/8	8 1/8	4	4 1/2	11 1/2	2 1/2	4	14	3/8	4 3/4	2 5/8	14	3 7/8							3.75
3	36	24	1 1/2	1/2	5/8	5	14	3 1/2	9 3/4	6	5 3/8	15	3	6	17 5/8	1/2	5 3/4	3 1/8	16 3/4	4 5/8							6.0
4	48	30	2 1/4	3/4	1	6	18 5/8	5 1/8	13 1/8	6 1/8	7 1/4	18	4	8	21 3/4	5/8	7 5/8	4 1/4	22 3/8	6 1/4							10.0
5	48	30	2 1/4	3/4	1	6	18 5/8	5 1/8	13 1/8	6 1/8	7 1/4	18	4	8	21 3/4	5/8	7 5/8	4 1/4	22 3/8	6 1/4							10.0

STANDARD SIGN

R3-8 (R) Arrow

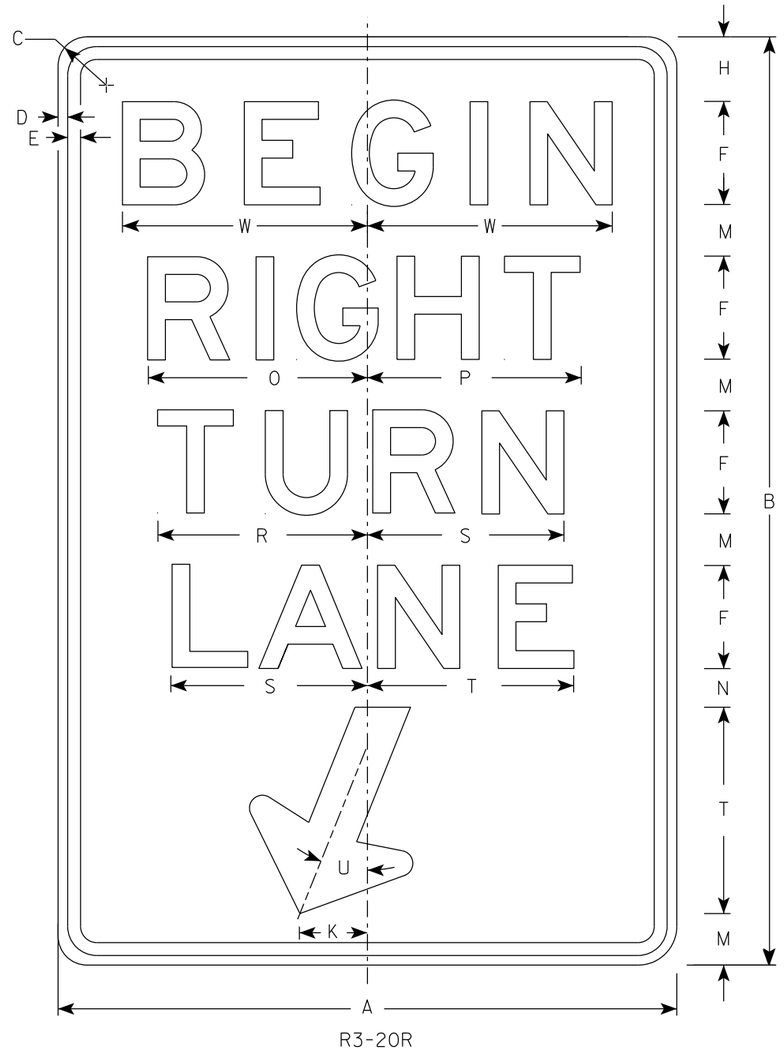
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/14/23 PLATE NO. R3-8.2

PROJECT NO:

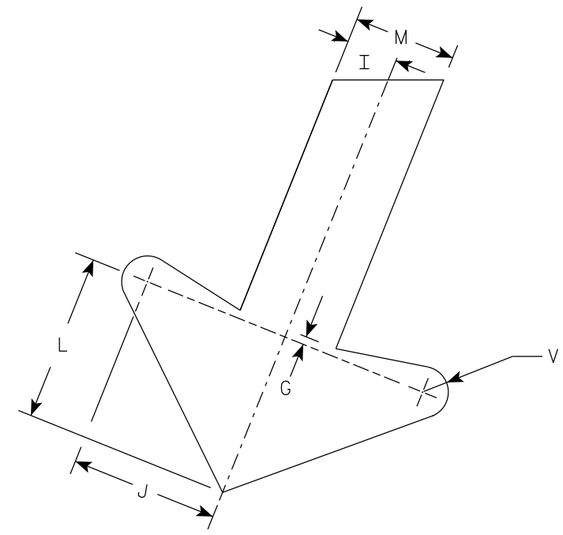
SHEET NO: 286 E



R3-20R

NOTES

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



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24	36	1 1/2	3/8	1/2	4	1/4	2 1/2	1	2 7/8	2 5/8	3 1/4	2	1 1/2	8 1/2	8 1/4		8 1/8	7 5/8	8	22°	1/2	9 1/2				6.0
2M	24	36	1 1/2	3/8	1/2	4	1/4	2 1/2	1	2 7/8	2 5/8	3 1/4	2	1 1/2	8 1/2	8 1/4		8 1/8	7 5/8	8	22°	1/2	9 1/2				6.0
3	36	54	1 7/8	1/2	5/8	6	3/8	3 3/4	1 1/2	4 1/4	4	4 7/8	3	2 1/4	12 3/4	12 1/2		12 1/4	11 1/2	12	22°	3/4	13 1/4				13.5
4																											
5																											

STANDARD SIGN
R3-20R

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

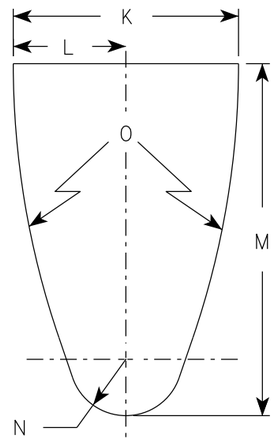
DATE 2/23/23 PLATE NO. R3-20R.7

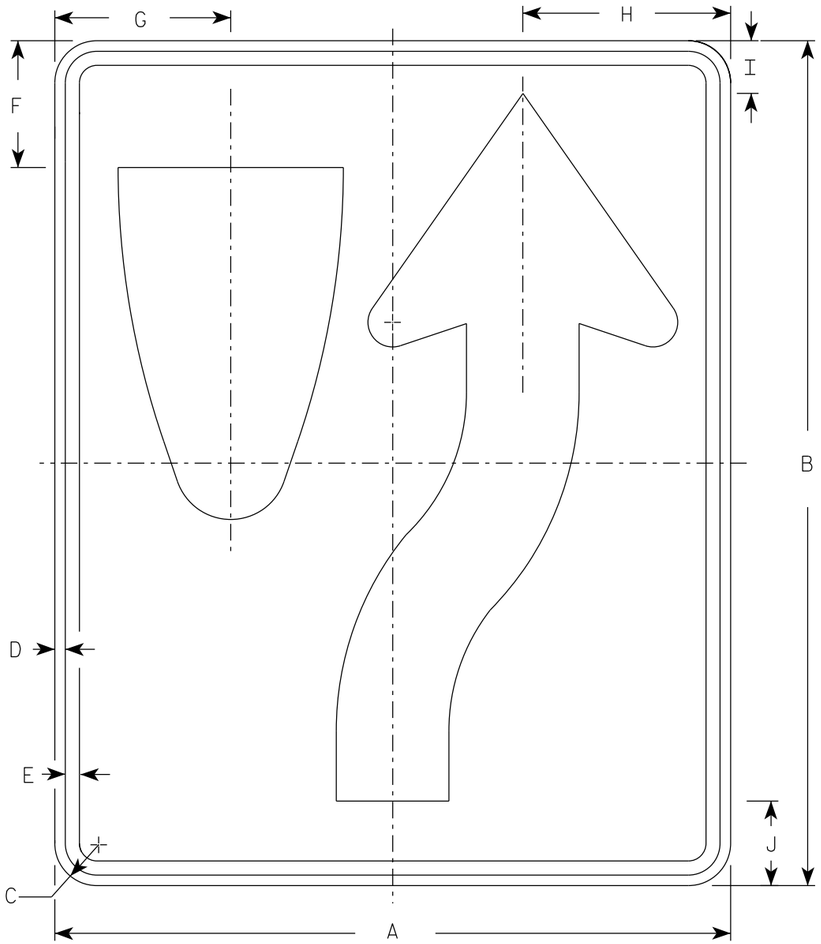
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 287 | E

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. R4-8 is the same as R4-7 except Legend is reversed.

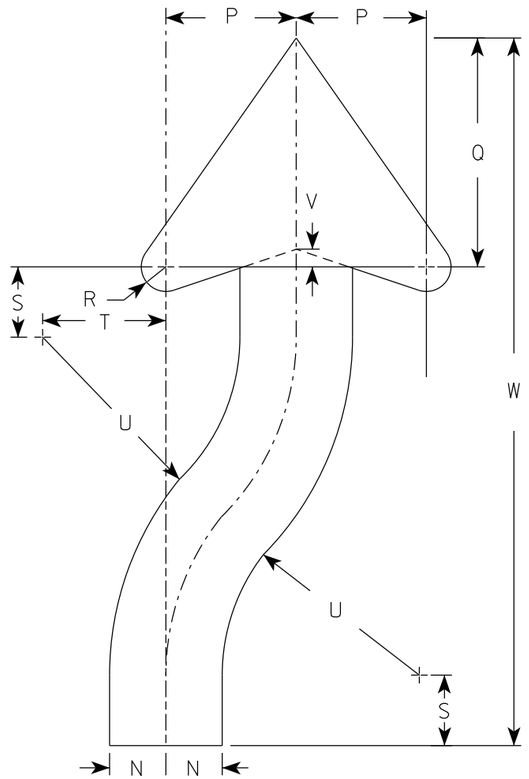
DIVIDER DETAIL





R4-7

ARROW DETAIL



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

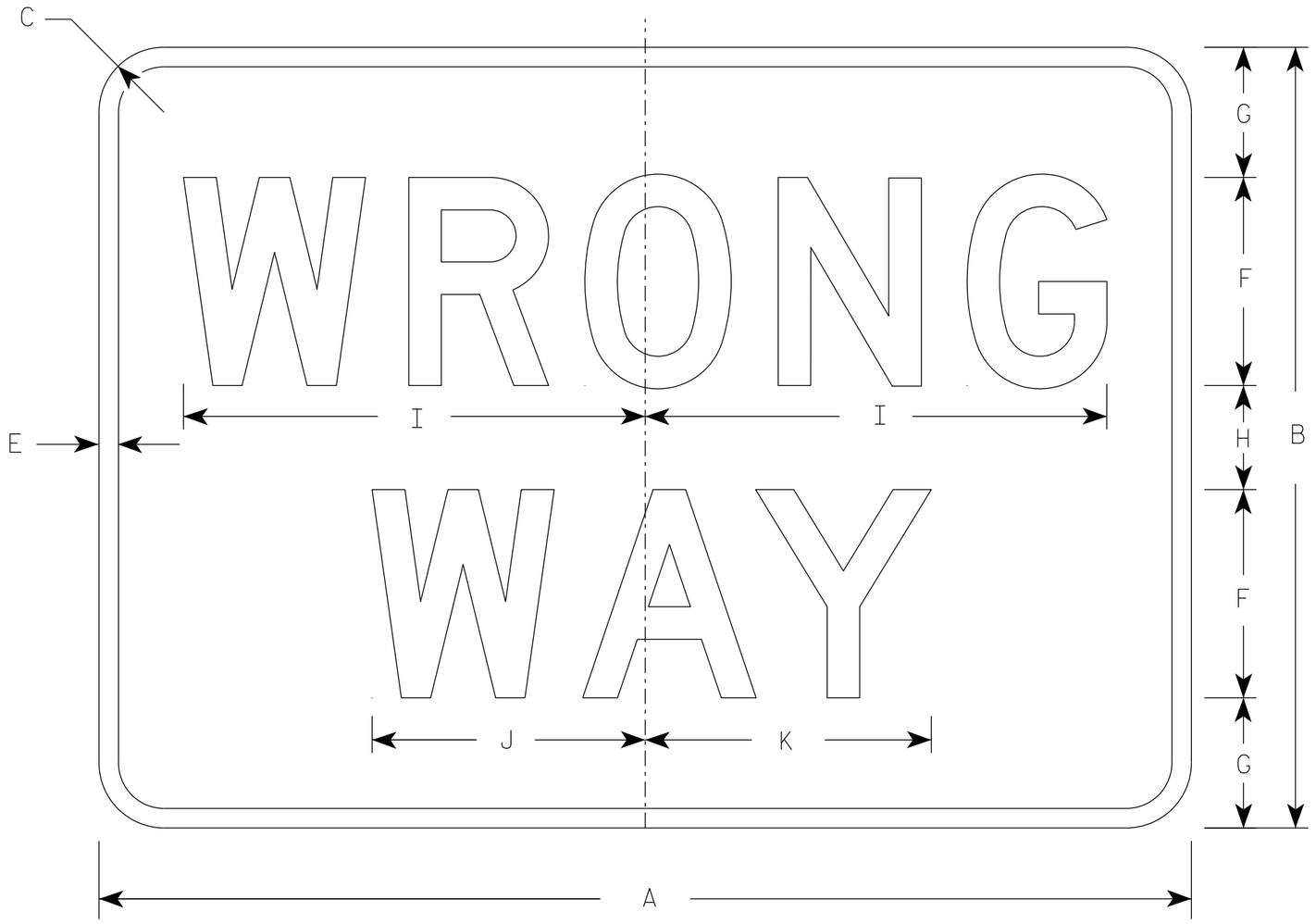
STANDARD SIGN
R4-7 & R4-8

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch for State Traffic Engineer

DATE 8/17/23 PLATE NO. R4-7.9

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 288	E



R5-1A

NOTES

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

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

STANDARD SIGN
R5-1A

WISCONSIN DEPT OF TRANSPORTATION

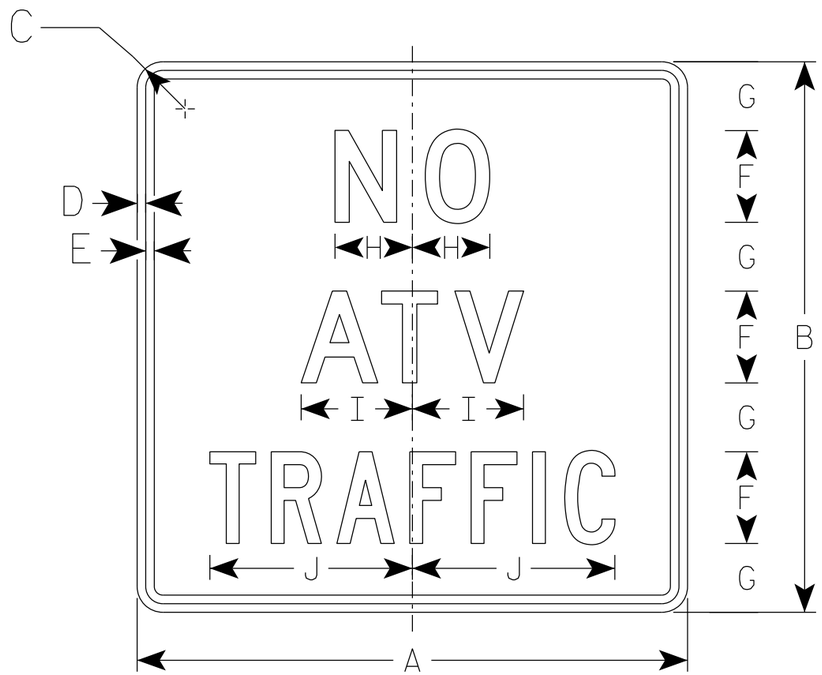
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 8/17/23 PLATE NO. R5-1A.3

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 289 | E

NOTES

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



R5-51

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

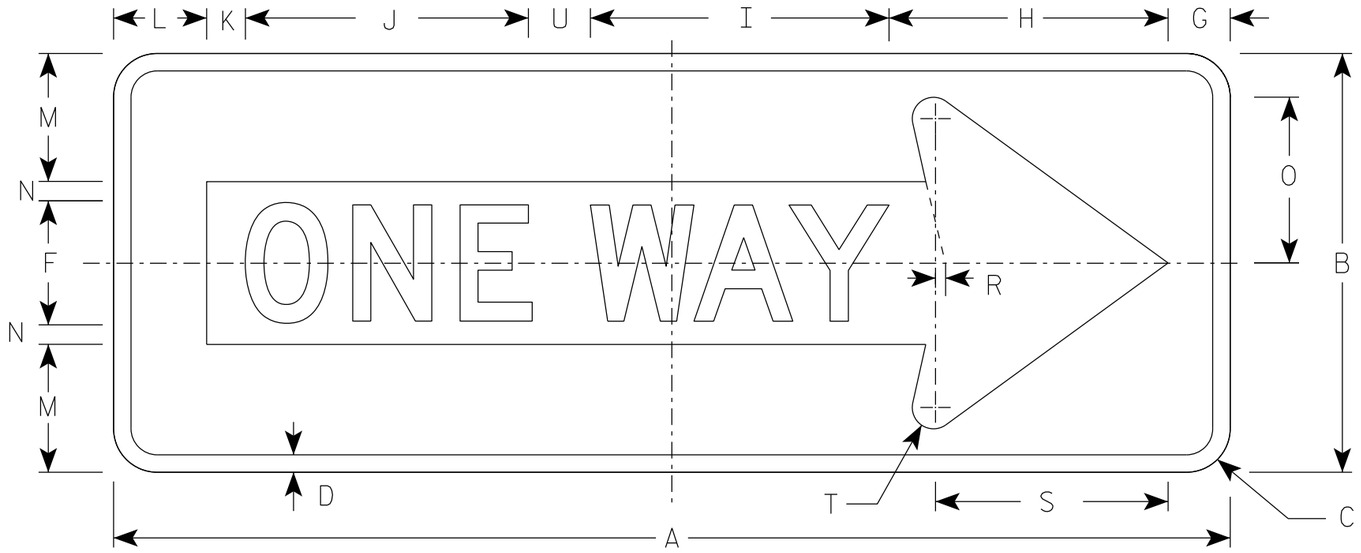
STANDARD SIGN
R5-51

WISCONSIN DEPT OF TRANSPORTATION

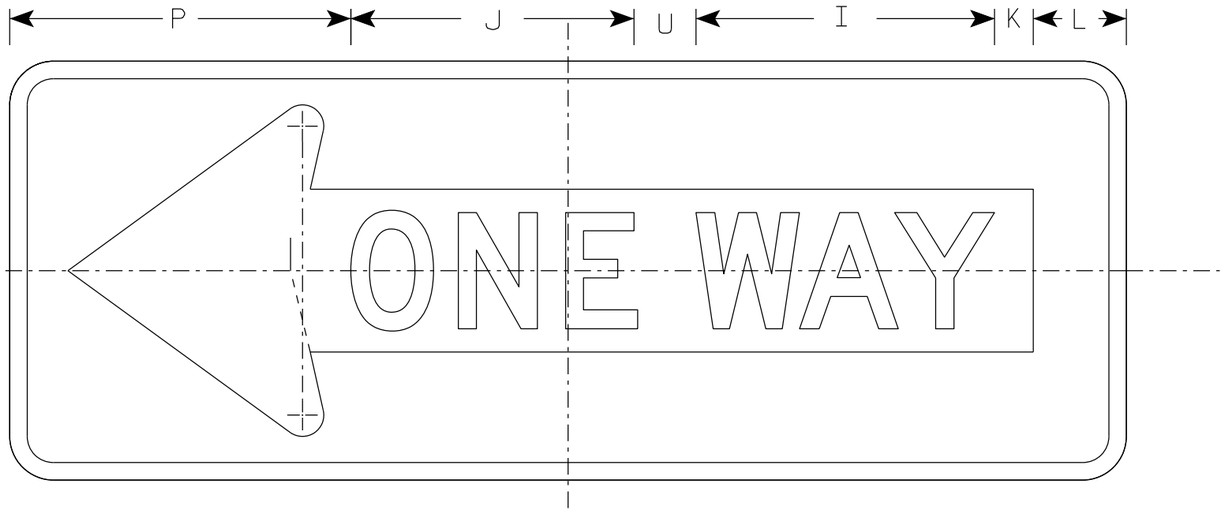
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 8/17/23 PLATE NO. R5-51.2

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 290 | E



R6-1R



R6-1L

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - Black
   Message - Black Legend & White Arrow & Border
3. Message Series - D

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	36	12	1 1/2	1/2		4	2	7 1/2	9 5/8	9 1/8	1 1/4	3	3 3/8	5/8	4 3/8	11		3/8	7 1/2	3/4	2						3.0
2M	48	18	1 7/8	3/4		5	2 1/2	11	13	12 1/4	2 3/4	3 1/2	5 1/2	1	7 1/8	13 1/2		1/2	10 1/8	7/8	3						6.0
3	48	18	1 7/8	3/4		5	2 1/2	11	13	12 1/4	2 3/4	3 1/2	5 1/2	1	7 1/8	13 1/2		1/2	10 1/8	7/8	3						6.0
4	48	18	1 7/8	3/4		5	2 1/2	11	13	12 1/4	2 3/4	3 1/2	5 1/2	1	7 1/8	13 1/2		1/2	10 1/8	7/8	3						6.0
5																											

STANDARD SIGN
R6-1 L&R

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

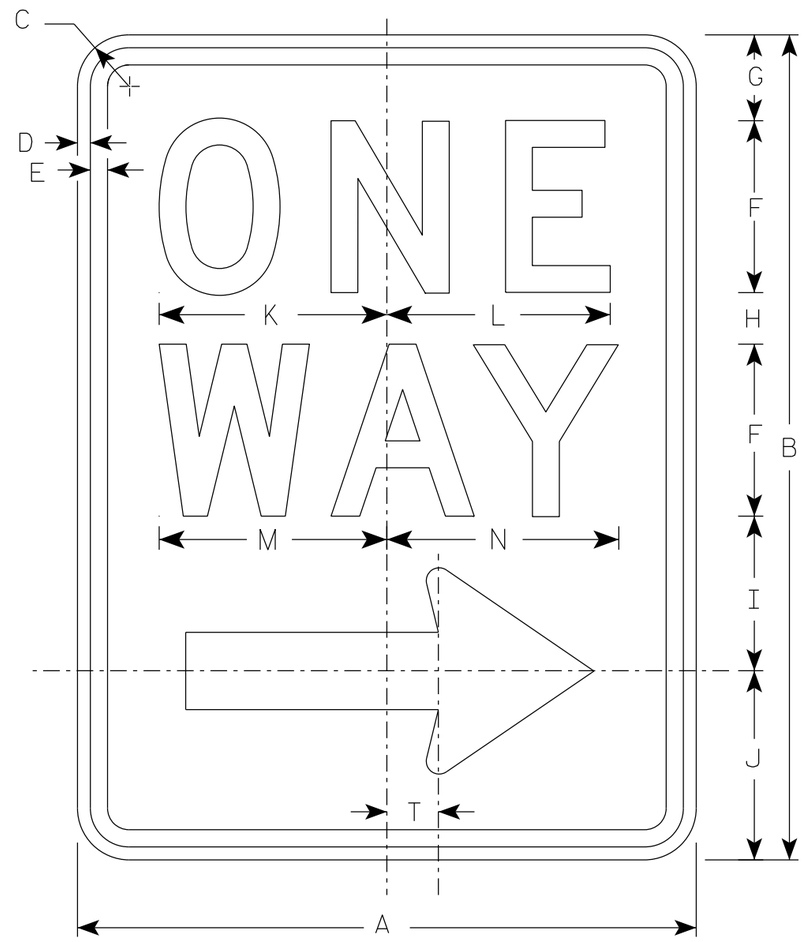
DATE 4/7/2025 PLATE NO. R6-1.5

PROJECT NO:

SHEET NO: 291 E

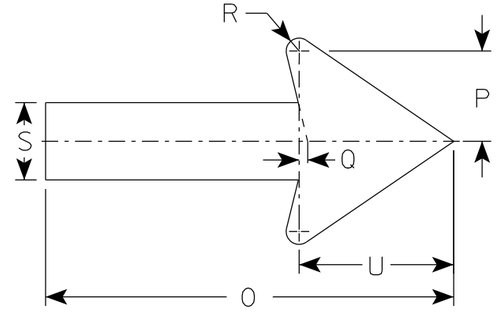
NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - D
4. R6-2L same as R6-2R except arrow points to the left.



R6-2R

Arrow Detail



SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z
1	18	24	1 1/2	3/8	1/2	5	2 1/2	1 1/2	4 1/2	5 1/2	6 5/8	6 1/2	6 5/8	6 3/4	11 7/8	2 5/8	1/4	3/8	2 1/4	1 1/2	4 1/2					
2S	24	1 1/2	1 1/2	3/8	1/2	6	3	2 1/2	5 1/2	7	8 1/8	8 1/8	8 1/2	8 5/8	16	3 1/2	3/8	1/2	3	2	6					
2M	30	36	1 7/8	1/2	5/8	8	2 1/2	2 5/8	6 7/8	8	10 1/2	10 1/2	11 1/4	11 1/4	20	4 3/8	1/2	5/8	3 3/4	2 1/2	7 1/2					
3	36	48	1 7/8	1/2	5/8	10	5 1/4	3 1/4	9	10 1/2	12 3/4	12 3/4	13 1/4	13 1/2	24	5 5/8	1/2	3/4	4 3/4	3	9					
4	36	48	1 7/8	1/2	5/8	10	5 1/4	3 1/4	9	10 1/2	12 3/4	12 3/4	13 1/4	13 1/2	24	5 5/8	1/2	3/4	4 3/4	3	9					
5																										

STANDARD SIGN
R6-2 R&L

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

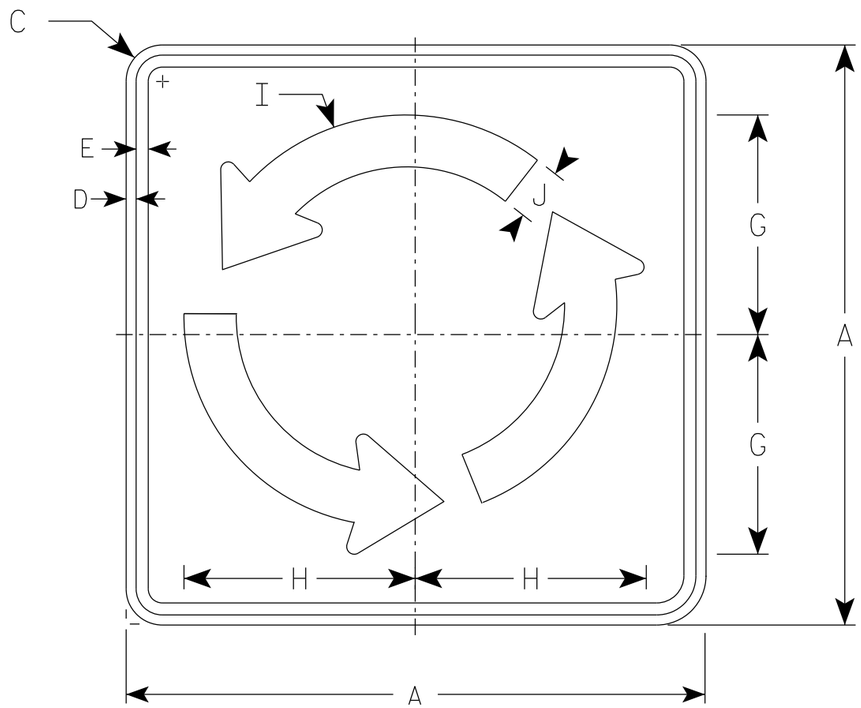
DATE 11/2/10 PLATE NO. R6-2.8

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 292 | E

7

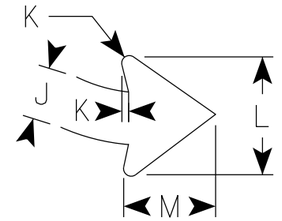
NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black



R6-5P

Arrow Detail



SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Area sq. ft.
1																									
2S	30		1 7/8	1/2	5/8		11 3/8	12	11 1/8	2 3/4	3/8	6	4 3/4												6.25
2M	30		1 7/8	1/2	5/8		11 3/8	12	11 1/8	2 3/4	3/8	6	4 3/4												6.25
3																									
4																									
5																									

STANDARD SIGN
R6-5P

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 10/26/23 PLATE NO. R6-5P.2

PROJECT NO:

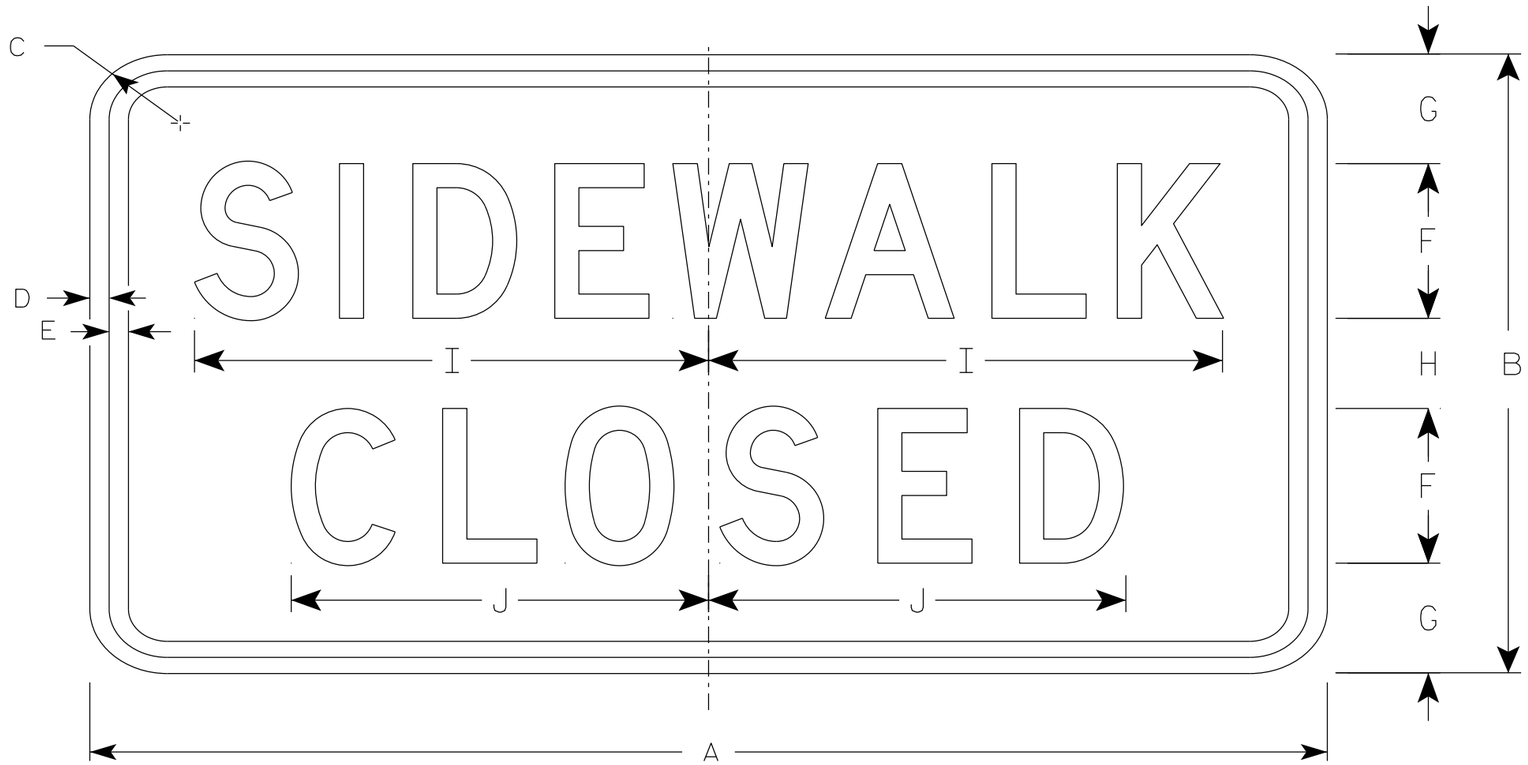
SHEET NO: 293 E

FILE NAME : C::CAEfiles\Project\tr_stdplate\R65P.dgn PLOT DATE : 26-OCT 2023 1:46 PLOT BY : mscj9h

WISDOT/CADDS SHEET 42

7

7



R9-9

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - C
4. Use Size 2 for Sidewalks. Use Size 3 for Paths and Trails.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24	12	1 ½	½	½	3	2 ⅛	1 ¾	10	8 ⅛																	2.0
2M	24	12	1 ½	½	½	3	2 ⅛	1 ¾	10	8 ⅛																	2.0
3	30	18	1 ½	½	½	4	3 ½	3	12 ½	10 ¼																	3.75
4																											
5																											

STANDARD SIGN
R9-9

WISCONSIN DEPT OF TRANSPORTATION

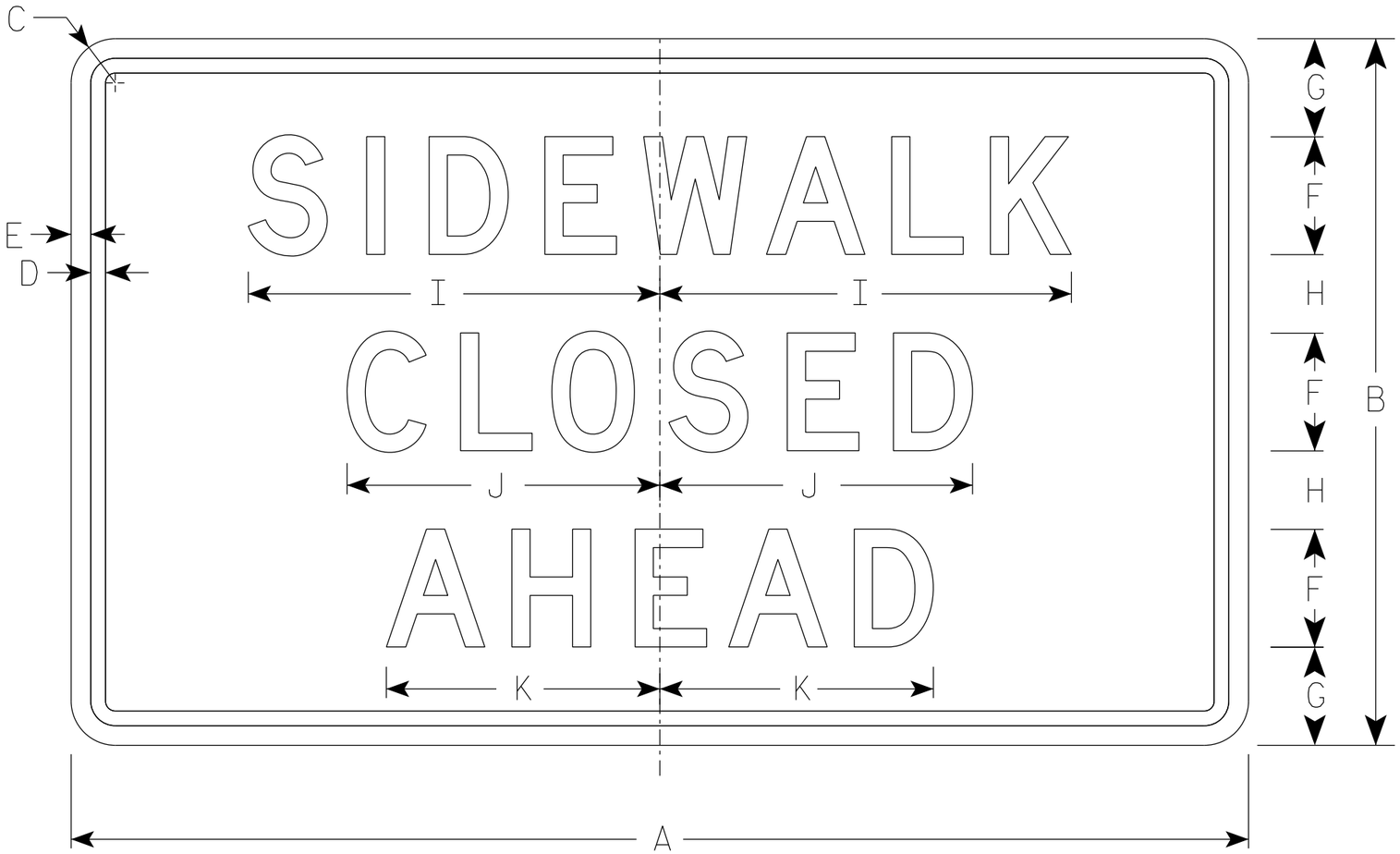
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/24/24 PLATE NO. R9-9.7

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 294 | E

NOTES

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



R9-9A

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	18	1 ½	⅜	½	3	2 ½	2	10 ½	8	7																3.75
2M	30	18	1 ½	⅜	½	3	2 ½	2	10 ½	8	7																3.75
3																											
4																											
5																											

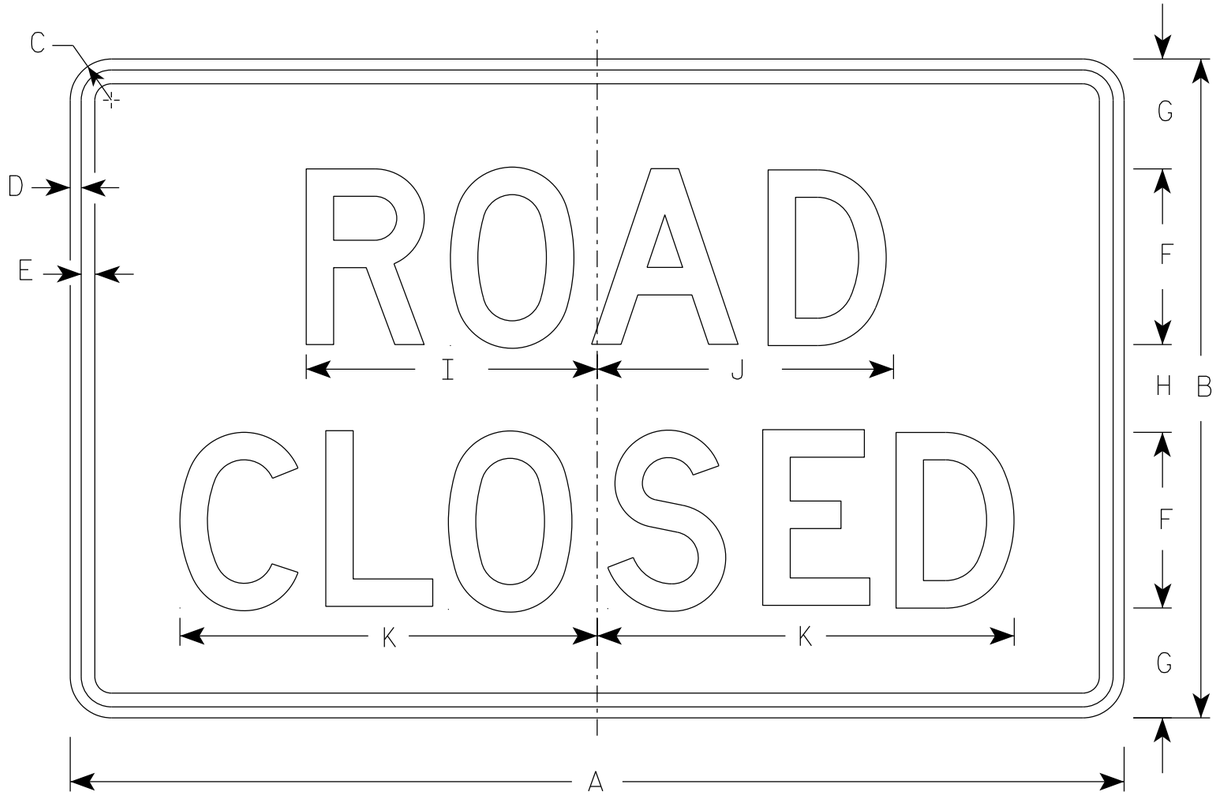
STANDARD SIGN
R9-9A

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/24/24 PLATE NO. R9-9A.2

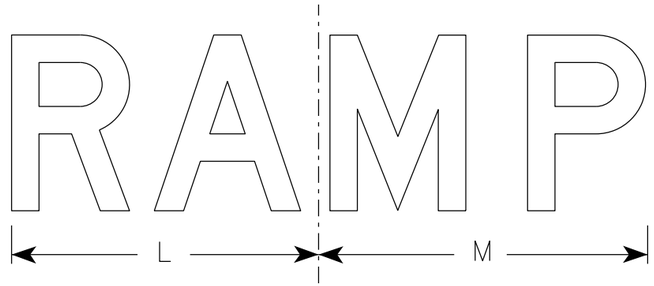
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 295 | E



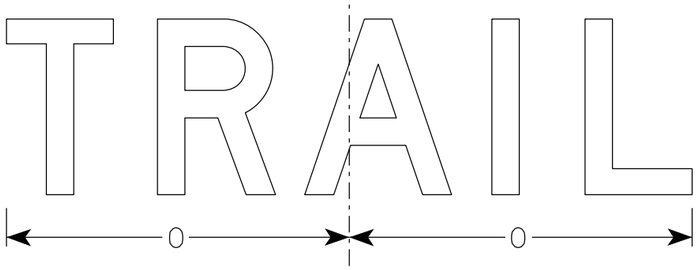
R11-2

NOTES

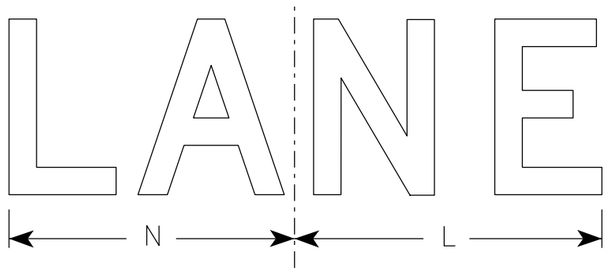
1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Modify the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



R11-2R



R11-2T



R11-2L

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

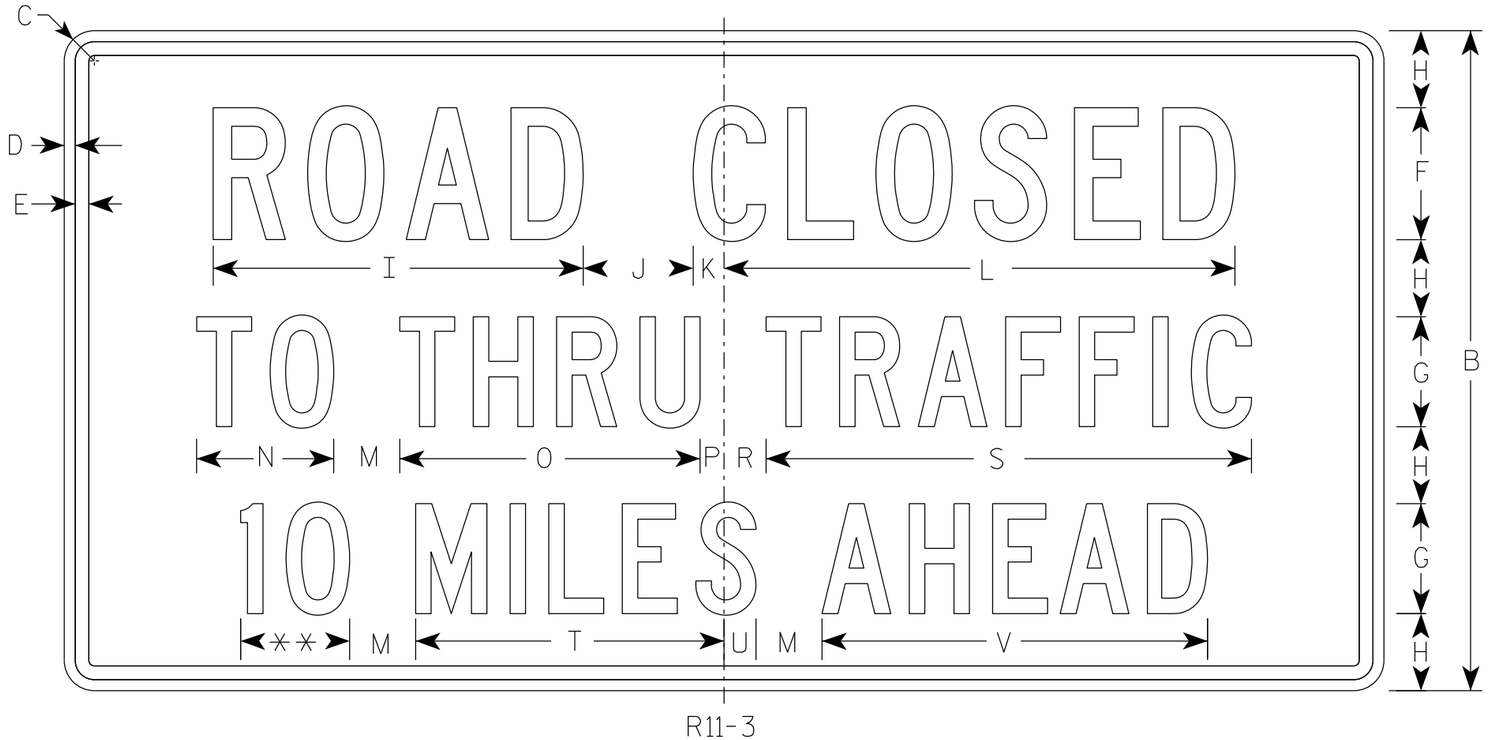
DATE 2/5/24 PLATE NO. R11-2.12

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

7

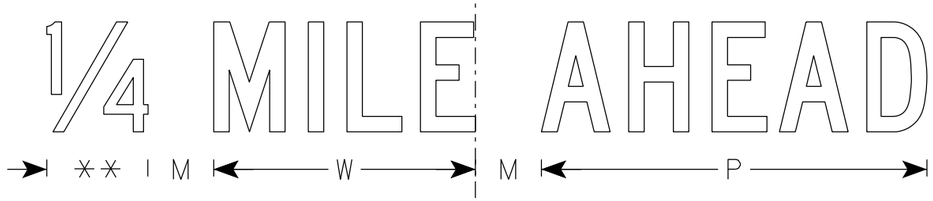
NOTES

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



R11-3

** See Note 5



SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36	18	1 1/2	3/8	3/8	4	3	2	11 1/4	3	1 1/8	15 3/8	2	3 3/4	8 1/4	5/8		1 3/8	13 1/4	8 3/8	7/8	10 1/2	7 1/8				4.5
2S	60	30	1 7/8	1/2	5/8	6	5	3 1/2	16 7/8	5	1 3/8	23 1/4	3	6 1/4	13 5/8	1 1/8		1 7/8	22 1/8	14	1 1/2	17 1/2	11 7/8				12.5
2M	60	30	1 7/8	1/2	5/8	6	5	3 1/2	16 7/8	5	1 3/8	23 1/4	3	6 1/4	13 5/8	1 1/8		1 7/8	22 1/8	14	1 1/2	17 1/2	11 7/8				12.5
3																											
4																											
5																											

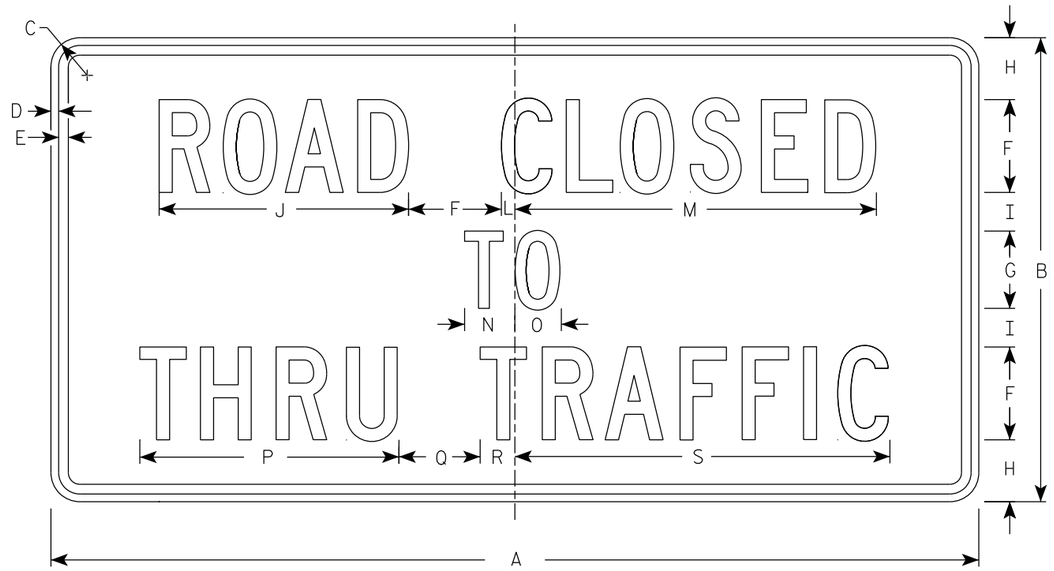
STANDARD SIGN
R11-3

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/5/24 PLATE NO. R11-3.10

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 297	E



R11-4

NOTES

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

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	60	30	1 7/8	1/2	5/8	6	5	4	2 1/2	16 1/8		7/8	23 3/8	3 1/4	3	16 3/4	5 1/4	2 1/4	24 1/4								12.5
2M	60	30	1 7/8	1/2	5/8	6	5	4	2 1/2	16 1/8		7/8	23 3/8	3 1/4	3	16 3/4	5 1/4	2 1/4	24 1/4								12.5
3																											
4																											
5																											

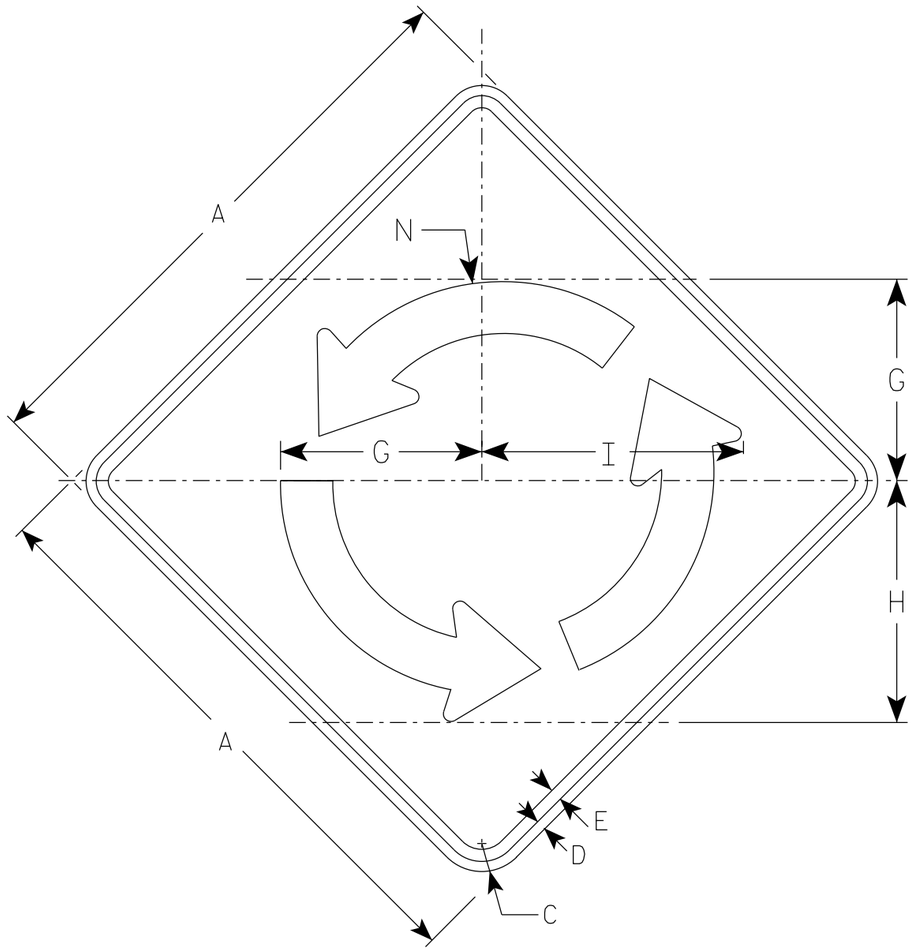
STANDARD SIGN
R11 - 4

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/5/24 PLATE NO. R11-4.4

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 298 | E

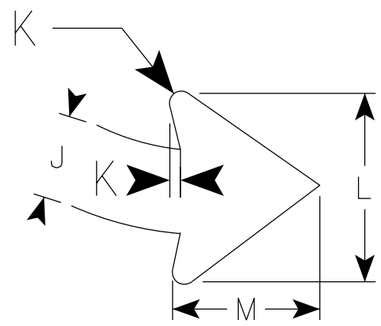


W2-6

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Yellow
   Message - Black

Arrow Detail



SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Area sq. ft.
1																									
2S	30		1 7/8	1/2	5/8		10 3/8	12 1/2	13 1/2	2 3/4	3/8	6	4 3/4	11 1/8											6.25
2M	30		1 7/8	1/2	5/8		10 3/8	12 1/2	13 1/2	2 3/4	3/8	6	4 3/4	11 1/8											6.25
3	36		2 1/4	5/8	3/4		12 1/2	15	16 1/4	3 1/4	1/2	7 3/8	5 3/4	13 3/8											9.00
4	48		3	3/4	1		16 5/8	20	16 1/4	4 3/8	5/8	9 3/4	7 5/8	17 7/8											16.0
5																									

STANDARD SIGN
W2-6

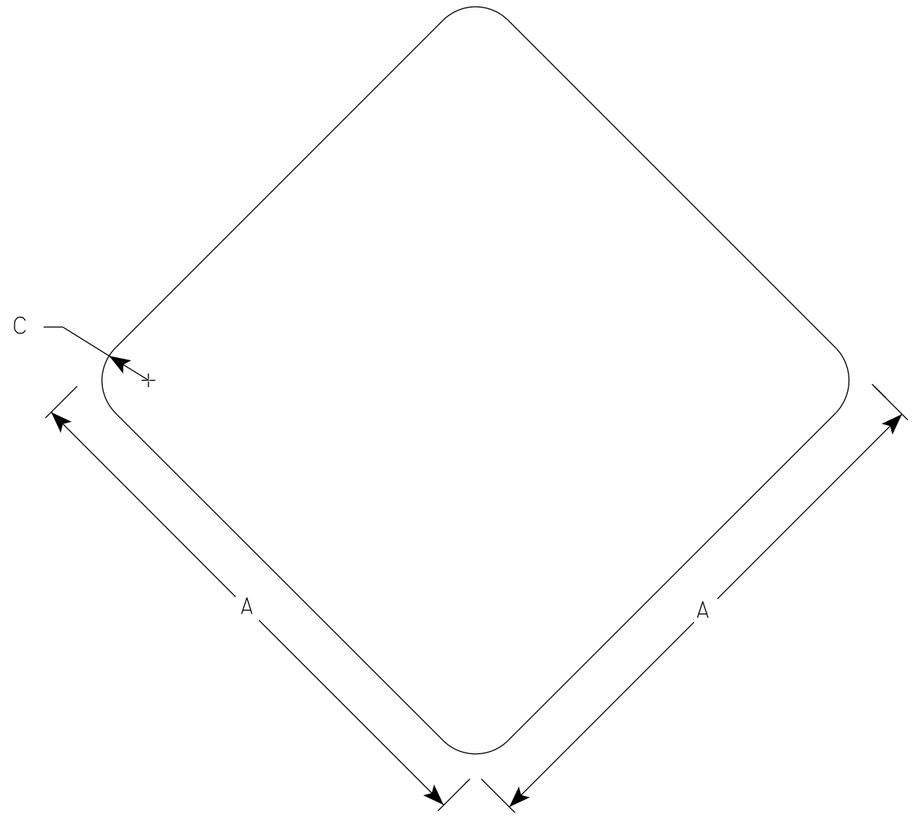
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 8/17/2023 PLATE NO. W2-6.8

PROJECT NO:

SHEET NO: 299 E



W5-54

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Yellow

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	12		1 ½																								1.0
2S	18		1 ½																								2.25
2M	18		1 ½																								2.25
3																											
4																											
5																											

STANDARD SIGN
W5-54

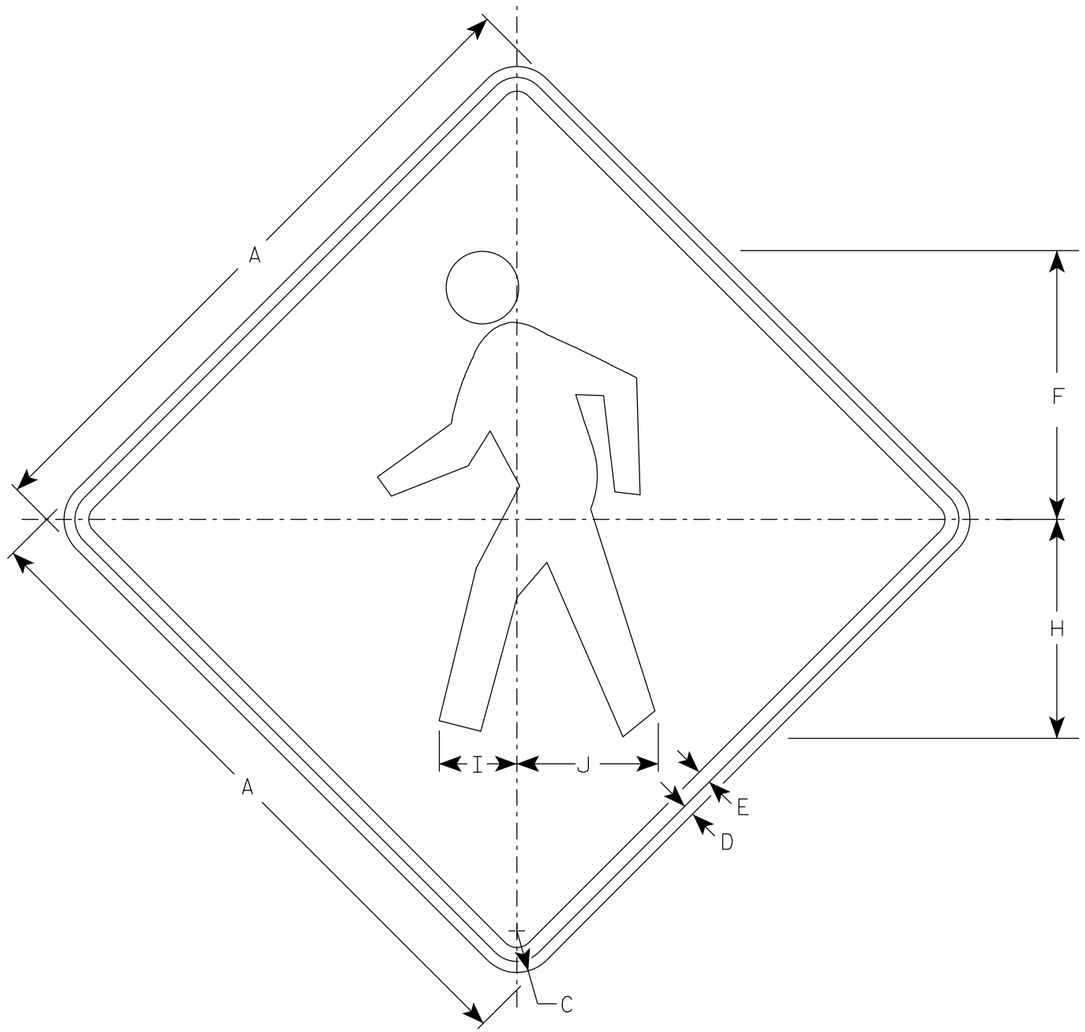
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/5/2024 PLATE NO. W5-54.9

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate_W554.dgn PLOT DATE : 5-MARCH 2024 11:55 PLOT BY : dotc4c PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42



W11-2

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Yellow
   Message - Black

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	24		1 1/2	3/8	1/2	9 3/4		7 7/8	2 7/8	5 1/8																	4.0
2S	30		1 7/8	1/2	5/8	12 1/8		9 7/8	3 1/2	6 3/8																	6.25
2M	36		2 1/4	5/8	3/4	14 1/2		11 7/8	4 1/4	7 5/8																	9.0
3	36		2 1/4	5/8	3/4	14 1/2		11 7/8	4 1/4	7 5/8																	9.0
4	48		3	3/4	1	19 3/8		15 3/4	5 5/8	10 1/4																	16.0
5																											

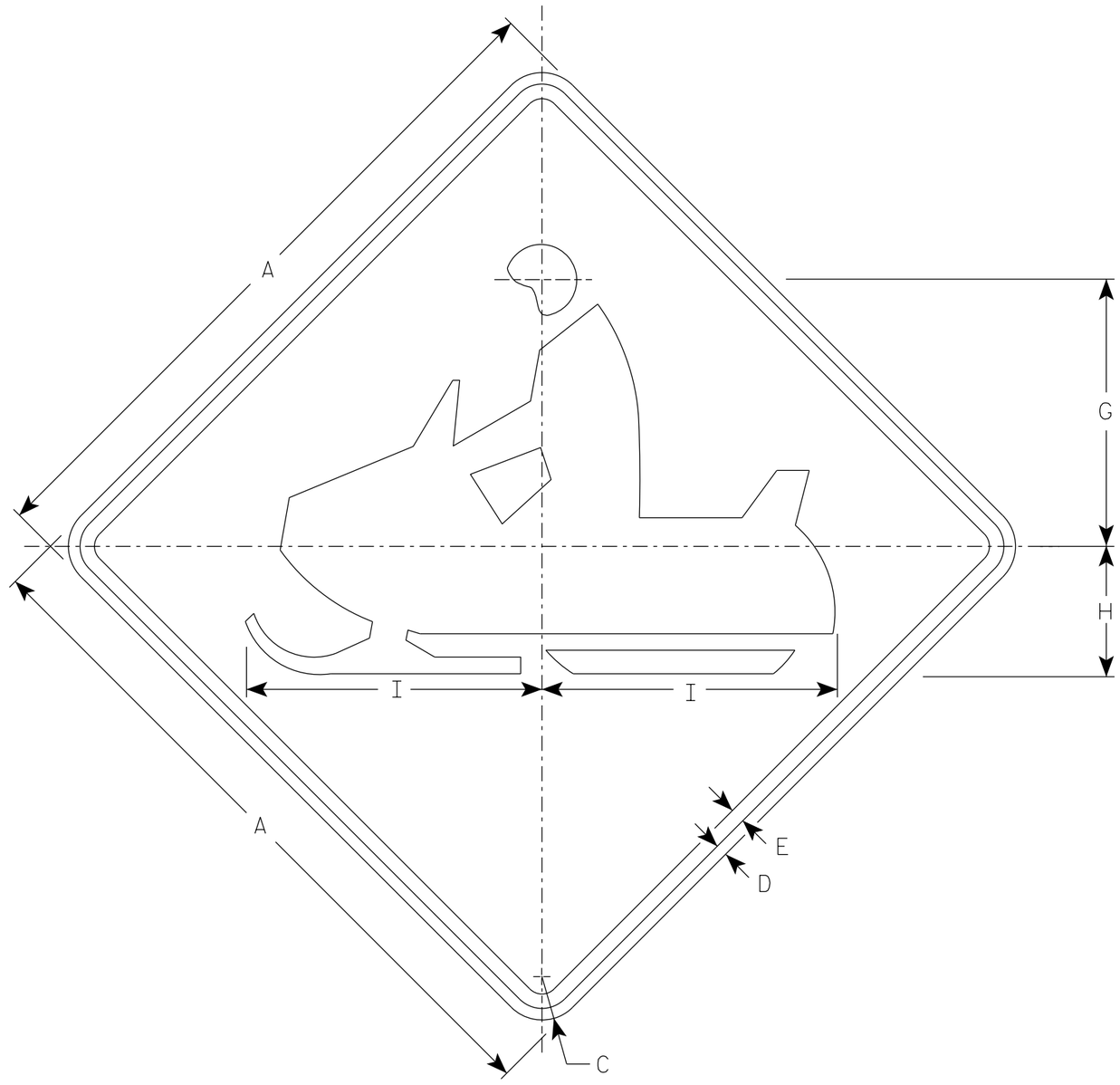
STANDARD SIGN
W11-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 6/15/2023 PLATE NO. W11-2.9

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 301 E



W11-6

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Yellow
   Message - Black

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	24		1 1/2	3/8	1/2		9 1/2	4 1/2	10 1/4																		4.0
2S	30		1 7/8	1/2	5/8		11 1/2	5 5/8	12 3/4																		6.25
2M	30		1 7/8	1/2	5/8		11 1/2	5 5/8	12 3/4																		6.25
3	36		2 1/4	5/8	3/4		14 1/8	6 3/4	15 1/4																		9.0
4	48		3	3/4	1		19	9	20 1/2																		16.0
5																											

STANDARD SIGN
W11-6

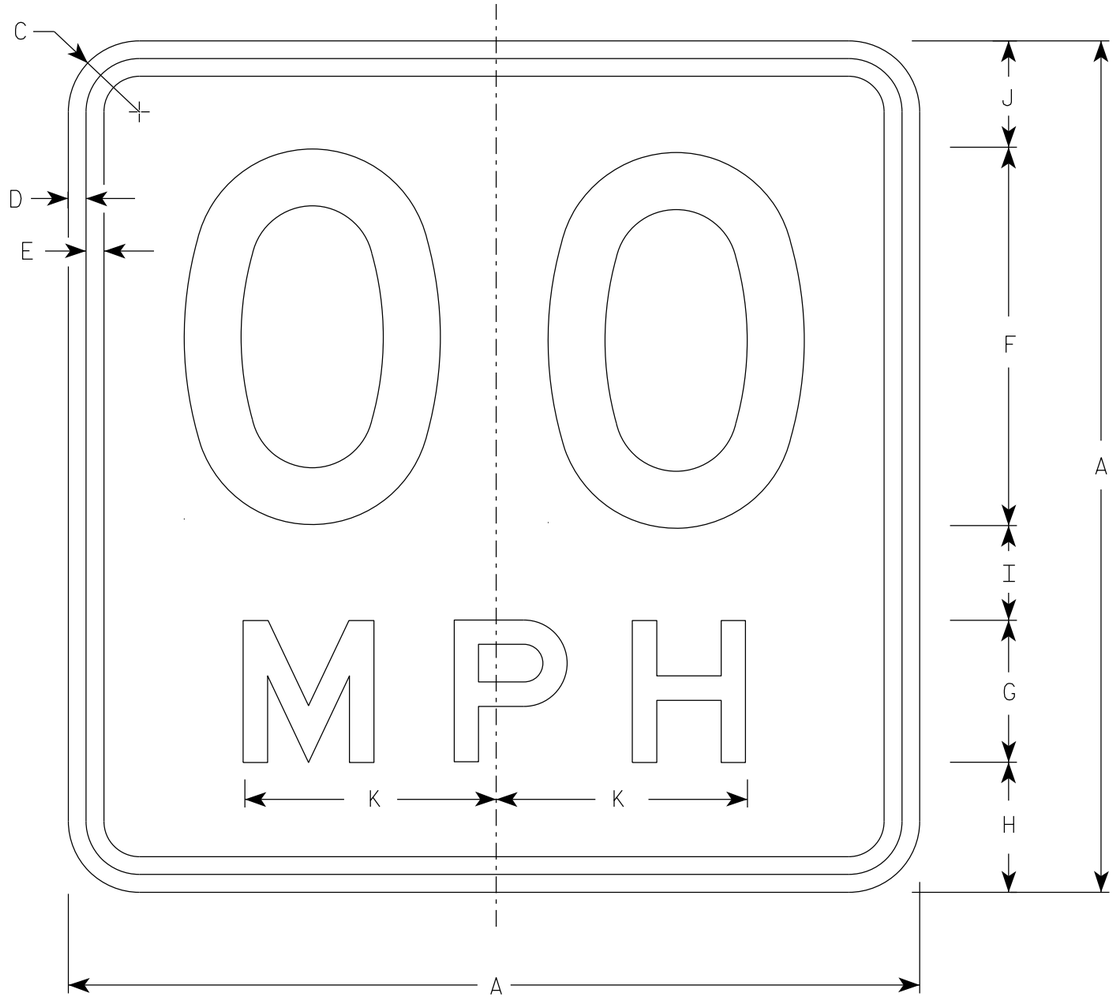
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/15/2023 PLATE NO. W11-6.9

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\W116.dgn PLOT DATE : 15-NOV 2023 8:45 PLOT BY : dotc4c PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42



W13-1

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Yellow
   Message - Black
3. Message Series - See Note 5
4. Substitute appropriate numerals and optically space about centerline to achieve proper balance.
5. Line 1 is Series D
   Line 2 is Series E

* For 30" x 30" Warning Signs, use 18" x 18" W13-1 signs.
For 36" x 36" Warning Signs, use 24" x 24" W13-1 signs.

	SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
	1	18		1 1/2	3/8	3/8	8	3	2 3/4	2	2 1/4	5 3/8																2.25
*	2S	18		1 1/2	3/8	3/8	8	3	2 3/4	2	2 1/4	5 3/8																2.25
*	2M	18		1 1/2	3/8	3/8	8	3	2 3/4	2	2 1/4	5 3/8																2.25
	3	24		1 1/2	3/8	1/2	10	4	4	2 3/4	3 1/4	6 5/8																4.00
	4	36		2 1/4	5/8	3/4	16	6	5 1/2	4	4 1/2	10 5/8																9.00
	5	36		2 1/4	5/8	3/4	16	6	5 1/2	4	4 1/2	10 5/8																9.00

STANDARD SIGN
W13-1

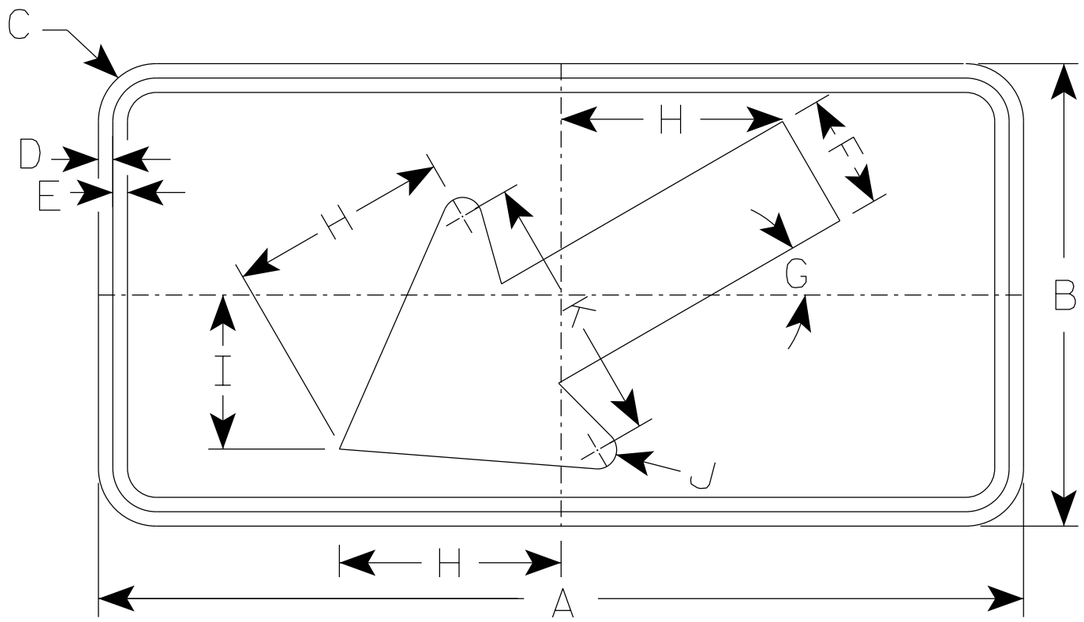
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 1/8/2024 PLATE NO. W13-1.17

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

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\W131.dgn PLOT DATE : 8-Jan 2024 11:07 PLOT BY : dotc4c PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42



W16-7L

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Yellow
   Message - Black
3. W16-7R is the same as W16-7L except the arrow is reversed along the vertical centerline.

* For 36" x 36" Warning Signs, use 30" x 18" W16-7L signs.
* For 48" x 48" Warning Signs, use 48" x 24" W16-7L signs.

	SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
	1																											
	2S	24	12	1 ½	⅜	⅜	3	30°	5 ¾	4	½	7																2.0
*	2M	30	18	1 ½	⅜	½	4 ½	30°	8 ½	6	⅝	10 ¼																3.75
*	3	30	18	1 ½	⅜	½	4 ½	30°	8 ½	6	⅝	10 ¼																3.75
*	4	48	24	1 ⅞	½	⅝	6	30°	11 ½	8	1	14																8.0
	5																											

STANDARD SIGN
W16-7

WISCONSIN DEPT OF TRANSPORTATION

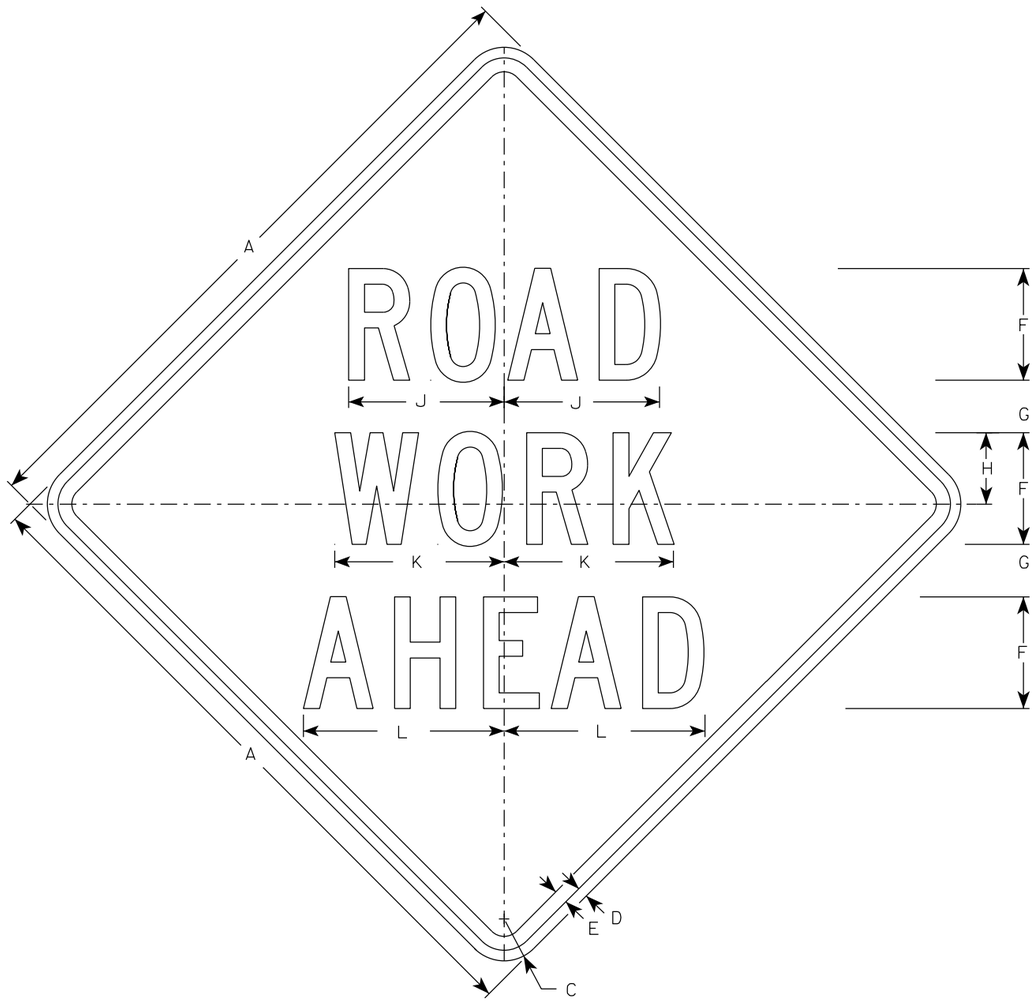
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/9/2024 PLATE NO. W16-7.9

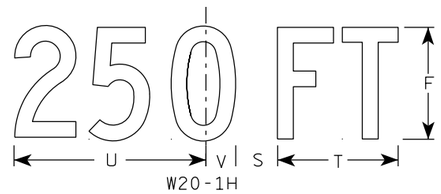
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 304 E

7

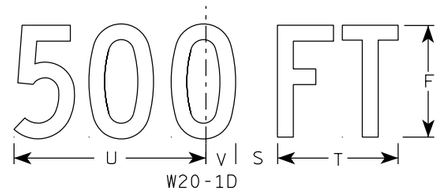
7



W20-1A



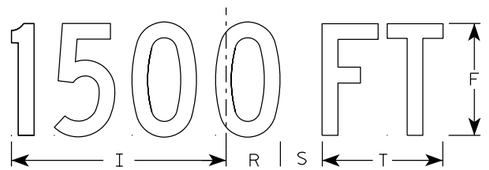
W20-1H



W20-1D



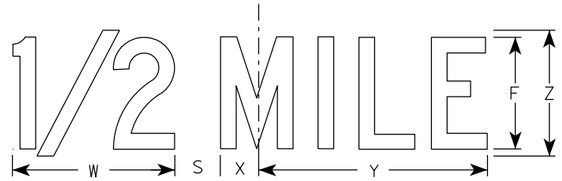
W20-1C



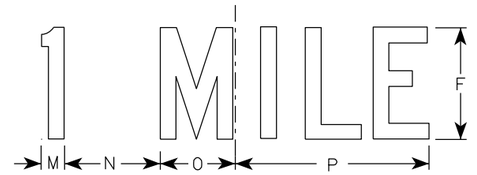
W20-1B

NOTES

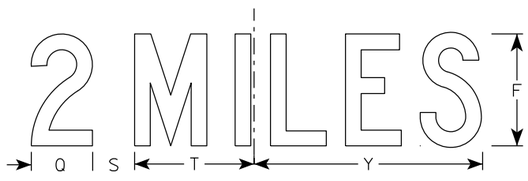
1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



W20-1G



W20-1F



W20-1E

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		2 1/4	5/8	3/4	5	2 5/8	3 1/4	10 1/8	7	7 5/8	8 7/8	1 1/8	4 1/2	3 1/2	9	3 1/4	2 1/2	2 1/4	5 5/8	9	1 3/8	8	1 3/4	10 3/4	6	9.0
2S	48		3	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8	4 3/8	3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0
2M	48		3	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8	4 3/8	3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0
3	48		3	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8	4 3/8	3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0
4	48		3	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8	4 3/8	3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0
5	48		3	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8	4 3/8	3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0

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

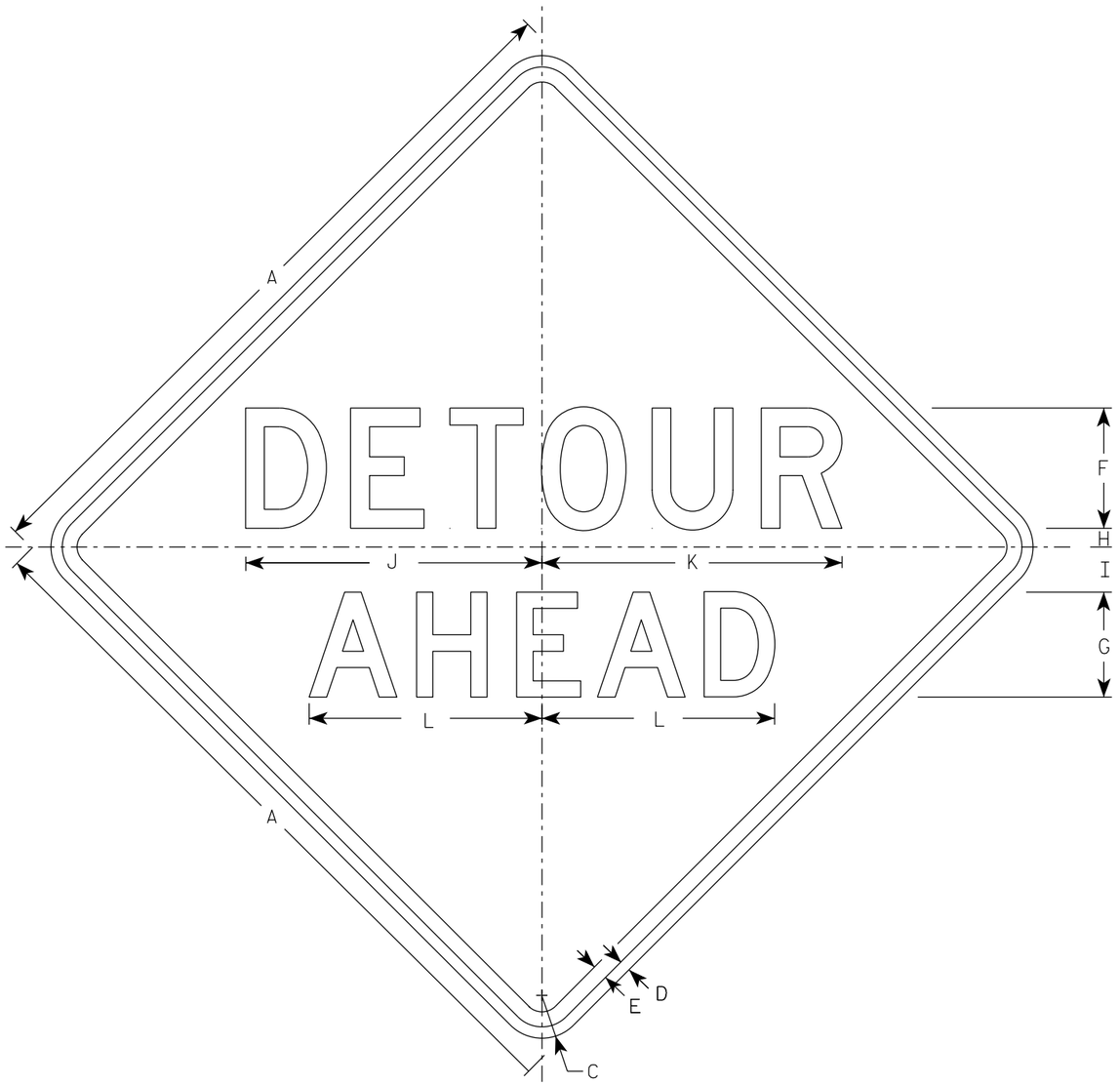
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

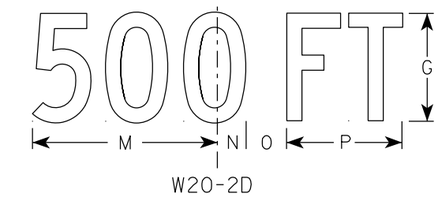
DATE 1/10/2024 PLATE NO. W20-1.12

PROJECT NO:

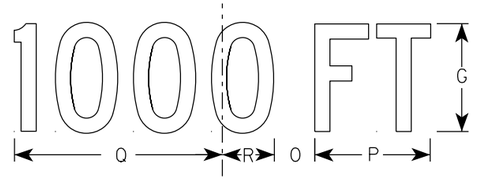
SHEET NO: 305 E



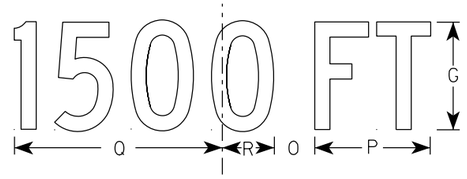
W20-2A



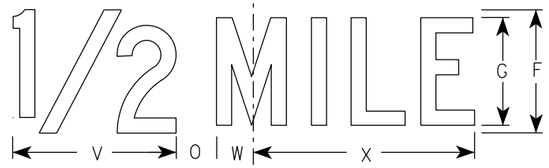
W20-2D



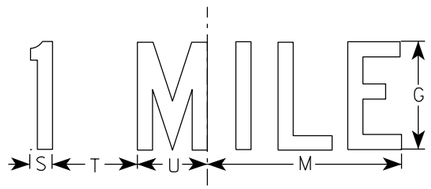
W20-2C



W20-2B



W20-2G



W20-2F

NOTES

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

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

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

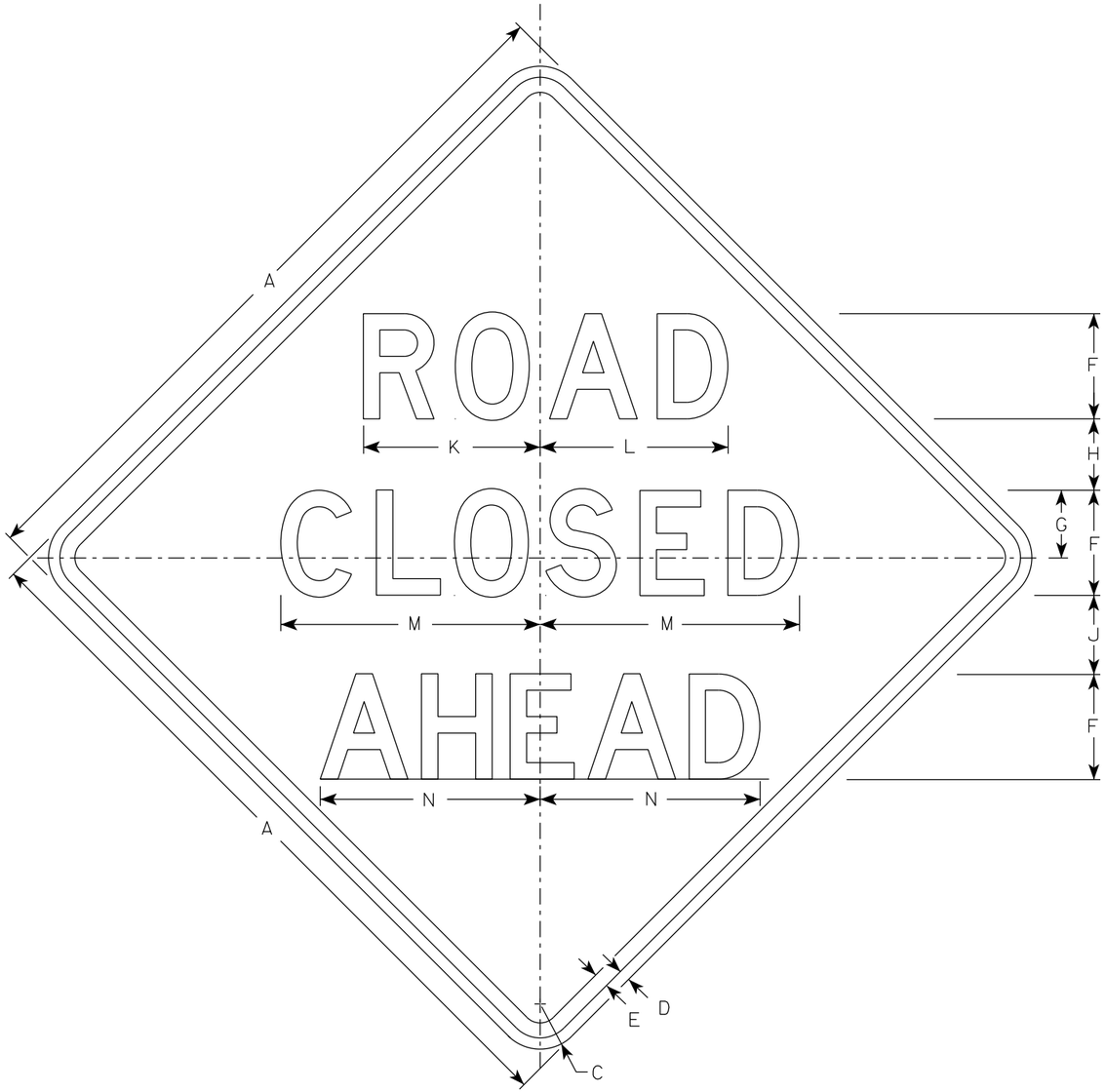
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

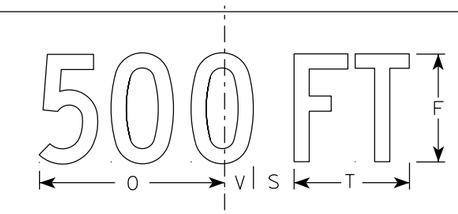
DATE 1/10/2024 PLATE NO. W20-2.7

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

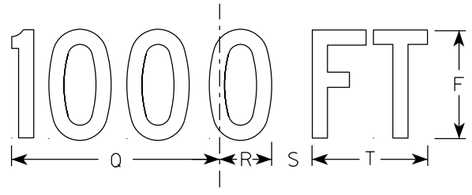
FILE NAME : C:\CAEfiles\Projects\tr_stdplate\W202.DGN PLOT DATE : 10-JAN 2024 11:36 PLOT BY : dotc4c PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42



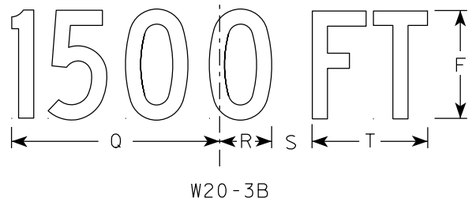
W20-3A



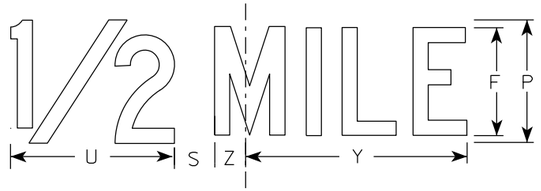
W20-3D



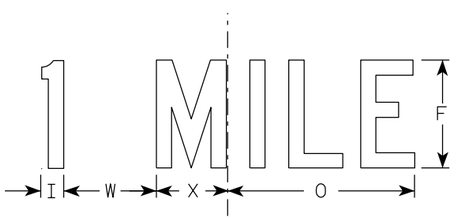
W20-3C



W20-3B



W20-3G



W20-3F

NOTES

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

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		2 1/4	5/8	3/4	5	3 3/8	3 1/2	1 1/8	4	8 3/8	8 7/8	12 1/2	11	9	6	10 1/8	2 1/2	1 7/8	5 5/8	8	1 3/8	4 1/2	3 1/2	10 3/4	1 3/4	9.0
2S	48		3	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	11 3/4	12 1/2	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	10 5/8	1 7/8	6	4 5/8	14 3/8	2 3/8	16.0
2M	48		3	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	11 3/4	12 1/2	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	10 5/8	1 7/8	6	4 5/8	14 3/8	2 3/8	16.0
3	48		3	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	11 3/4	12 1/2	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	10 5/8	1 7/8	6	4 5/8	14 3/8	2 3/8	16.0
4	48		3	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	11 3/4	12 1/2	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	10 5/8	1 7/8	6	4 5/8	14 3/8	2 3/8	16.0
5	48		3	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	11 3/4	12 1/2	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	10 5/8	1 7/8	6	4 5/8	14 3/8	2 3/8	16.0

STANDARD SIGN
W20-3A, B, C, D, F & G

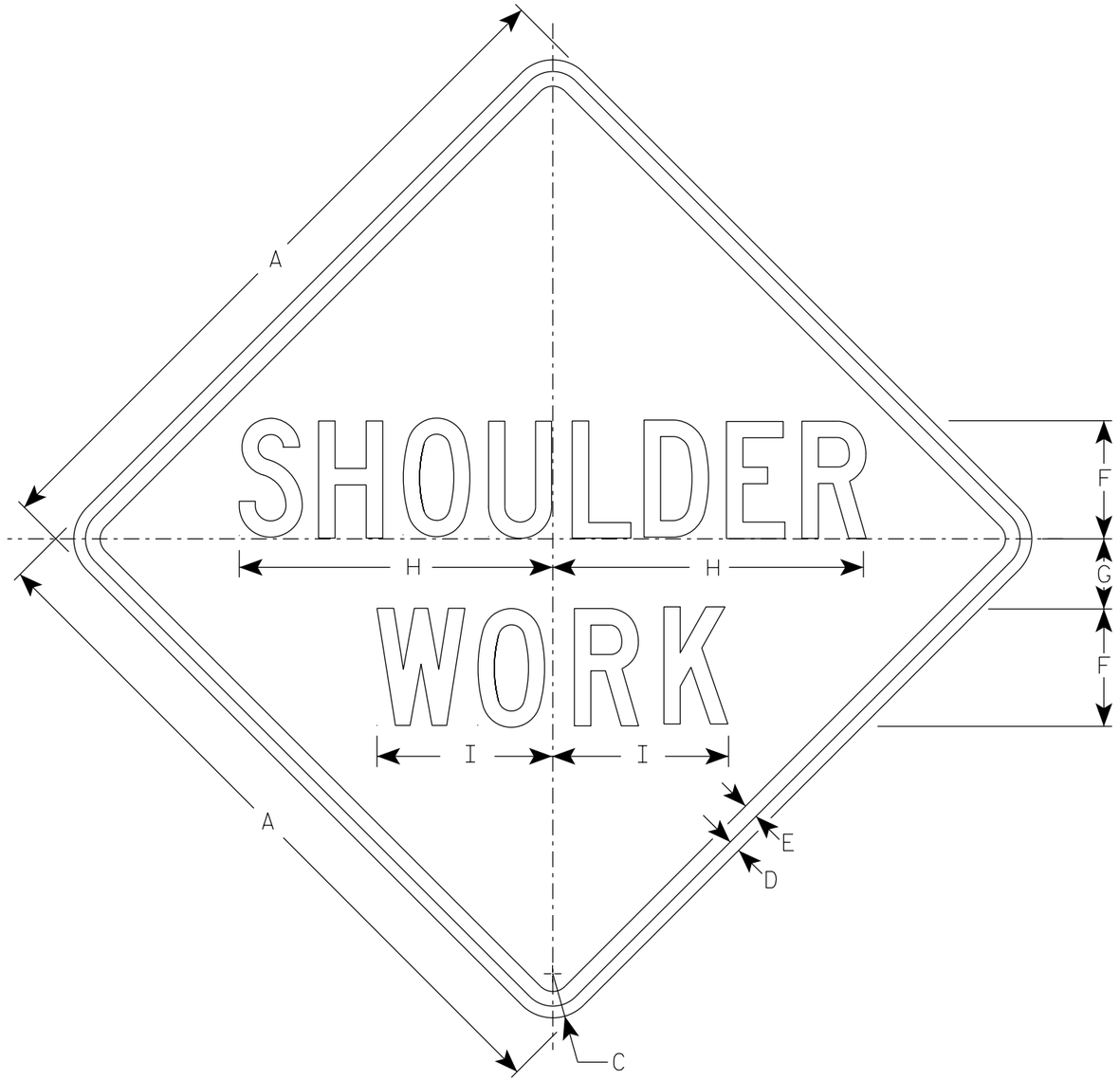
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/10/2024 PLATE NO. W20-3.8

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

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\W203.DGN PLOT DATE : 10-JAN 2024 12:02 PLOT BY : dotc4c PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42



W21-5

NOTES

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

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		2 1/4	5/8	3/4	6	3 1/2	16	9																		9.0
2S	48		3	3/4	1	8	5	21 3/8	11 1/4																		16.0
2M	48		3	3/4	1	8	5	21 3/8	11 1/4																		16.0
3	48		3	3/4	1	8	5	21 3/8	11 1/4																		16.0
4	48		3	3/4	1	8	5	21 3/8	11 1/4																		16.0
5	48		3	3/4	1	8	5	21 3/8	11 1/4																		16.0

STANDARD SIGN
W21-5

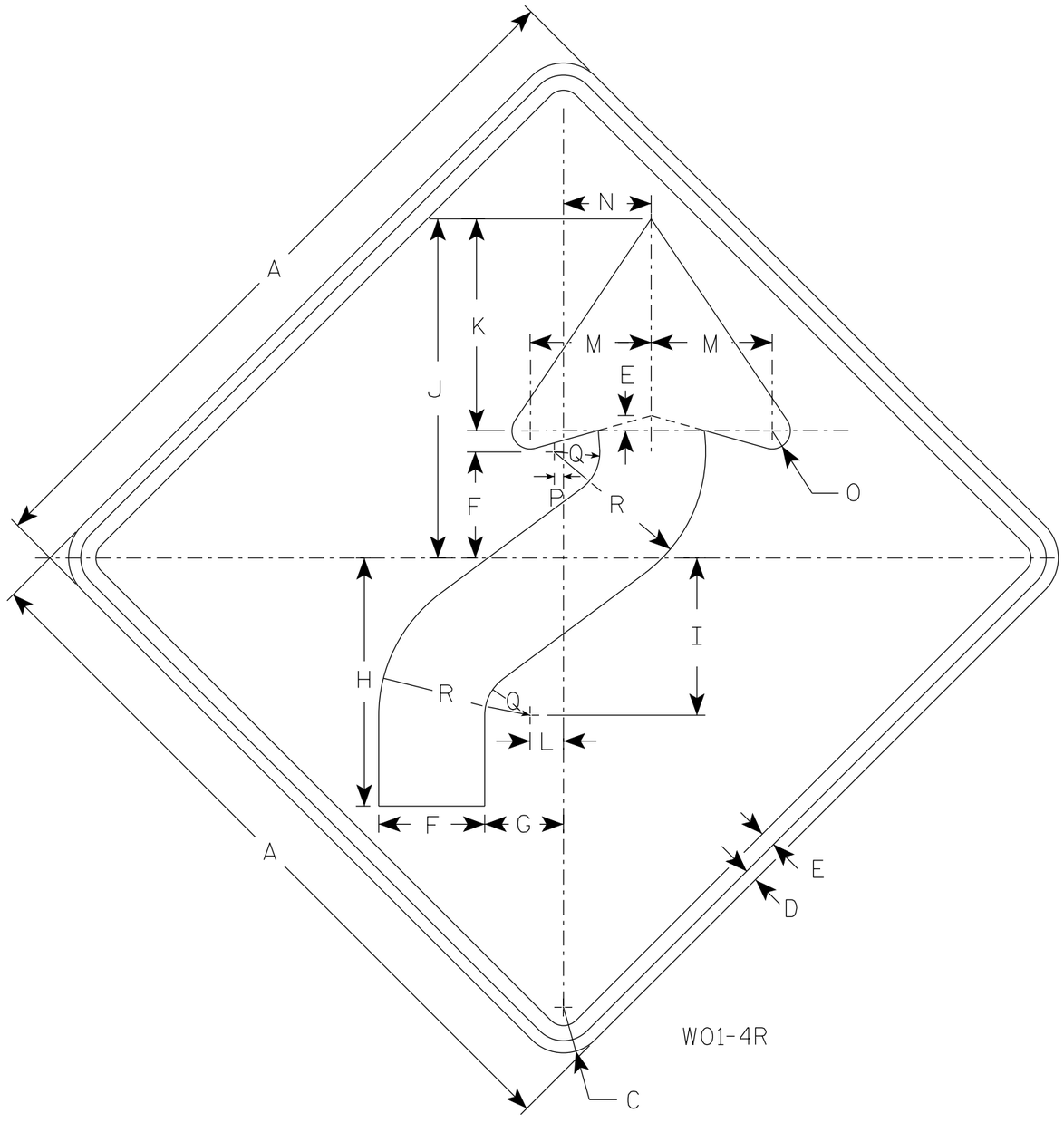
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 1/11/2024 PLATE NO. W21-5.7

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 308 E

7



WO1-4R

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. WO1-4L is the same as WO1-4R except the arrow is reversed along the vertical centerline.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		2 1/4	5/8	3/4	5 1/4	4	12 3/8	7 7/8	16 7/8	10 1/2	1 5/8	6	4 1/2	1	1/2	2 1/4	7 1/2									9.0
2S	48		3	3/4	1	7	5 1/4	16 1/2	10 1/2	22 1/2	14	2 1/4	8	6	1 1/4	5/8	3	10									16.0
2M	48		3	3/4	1	7	5 1/4	16 1/2	10 1/2	22 1/2	14	2 1/4	8	6	1 1/4	5/8	3	10									16.0
3	48		3	3/4	1	7	5 1/4	16 1/2	10 1/2	22 1/2	14	2 1/4	8	6	1 1/4	5/8	3	10									16.0
4	48		3	3/4	1	7	5 1/4	16 1/2	10 1/2	22 1/2	14	2 1/4	8	6	1 1/4	5/8	3	10									16.0
5	48		3	3/4	1	7	5 1/4	16 1/2	10 1/2	22 1/2	14	2 1/4	8	6	1 1/4	5/8	3	10									16.0

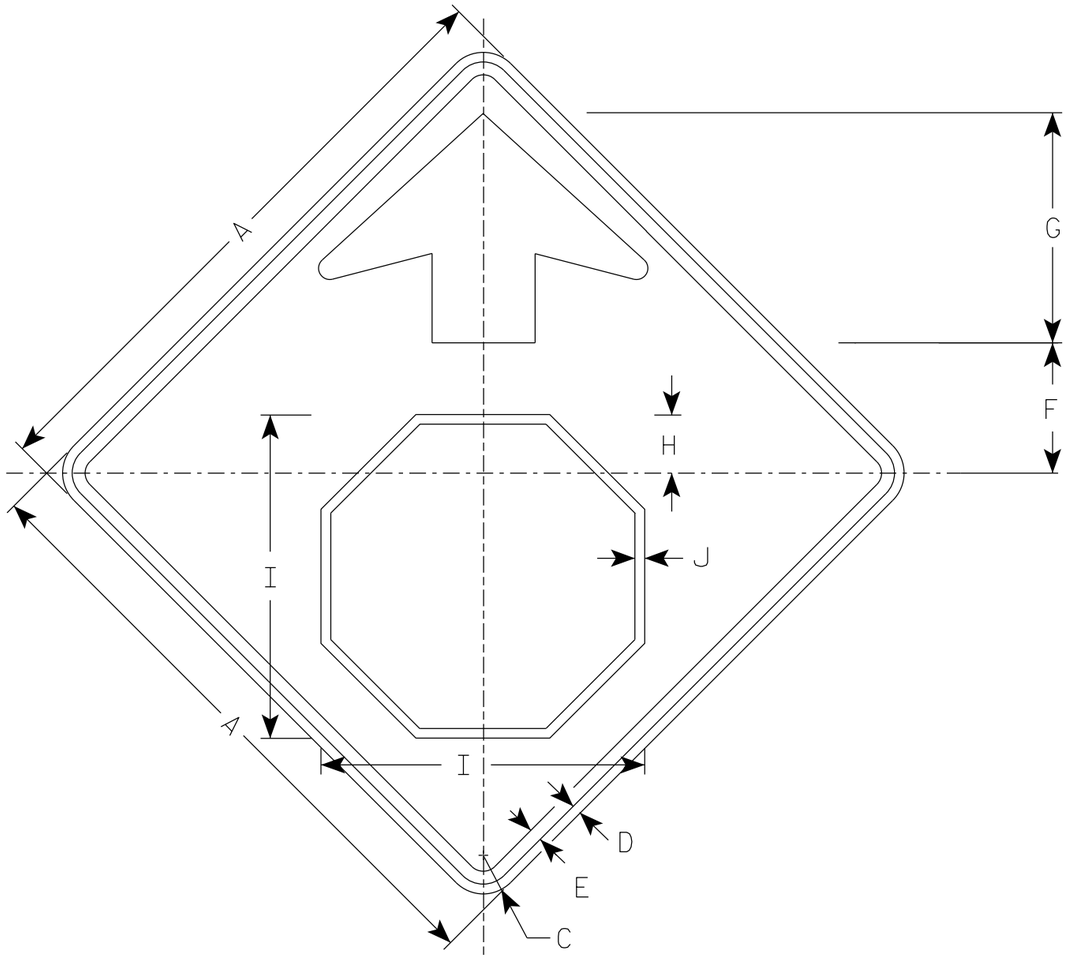
STANDARD SIGN
WO1-4

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 1/24/2024 PLATE NO. WO1-4.2

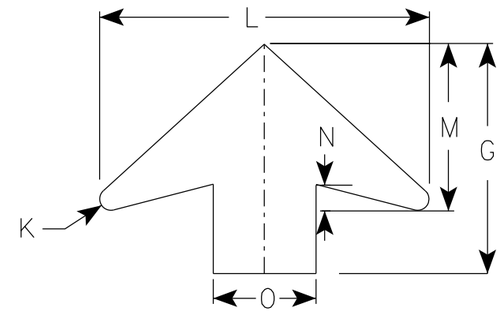
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 309 E



W03-1

NOTES

1. All Signs Type II - Type F Reflective
2. Color:
   Background - ORANGE
   Arrow & Border - BLACK
   Stop Symbol - WHITE BORDER ON RED BACKGROUND



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		2 1/4	5/8	3/4	7 1/2	13 1/2	3 1/2	19	5/8	5/8	19 1/4	9 3/4	1 5/8	6												9.0
2S	48		3	3/4	1	10	17 7/8	4 1/2	25 1/8	3/4	7/8	25 5/8	13	2	8												16.0
2M	48		3	3/4	1	10	17 7/8	4 1/2	25 1/8	3/4	7/8	25 5/8	13	2	8												16.0
3	48		3	3/4	1	10	17 7/8	4 1/2	25 1/8	3/4	7/8	25 5/8	13	2	8												16.0
4	48		3	3/4	1	10	17 7/8	4 1/2	25 1/8	3/4	7/8	25 5/8	13	2	8												16.0
5	48		3	3/4	1	10	17 7/8	4 1/2	25 1/8	3/4	7/8	25 5/8	13	2	8												16.0

STANDARD SIGN
W03-1

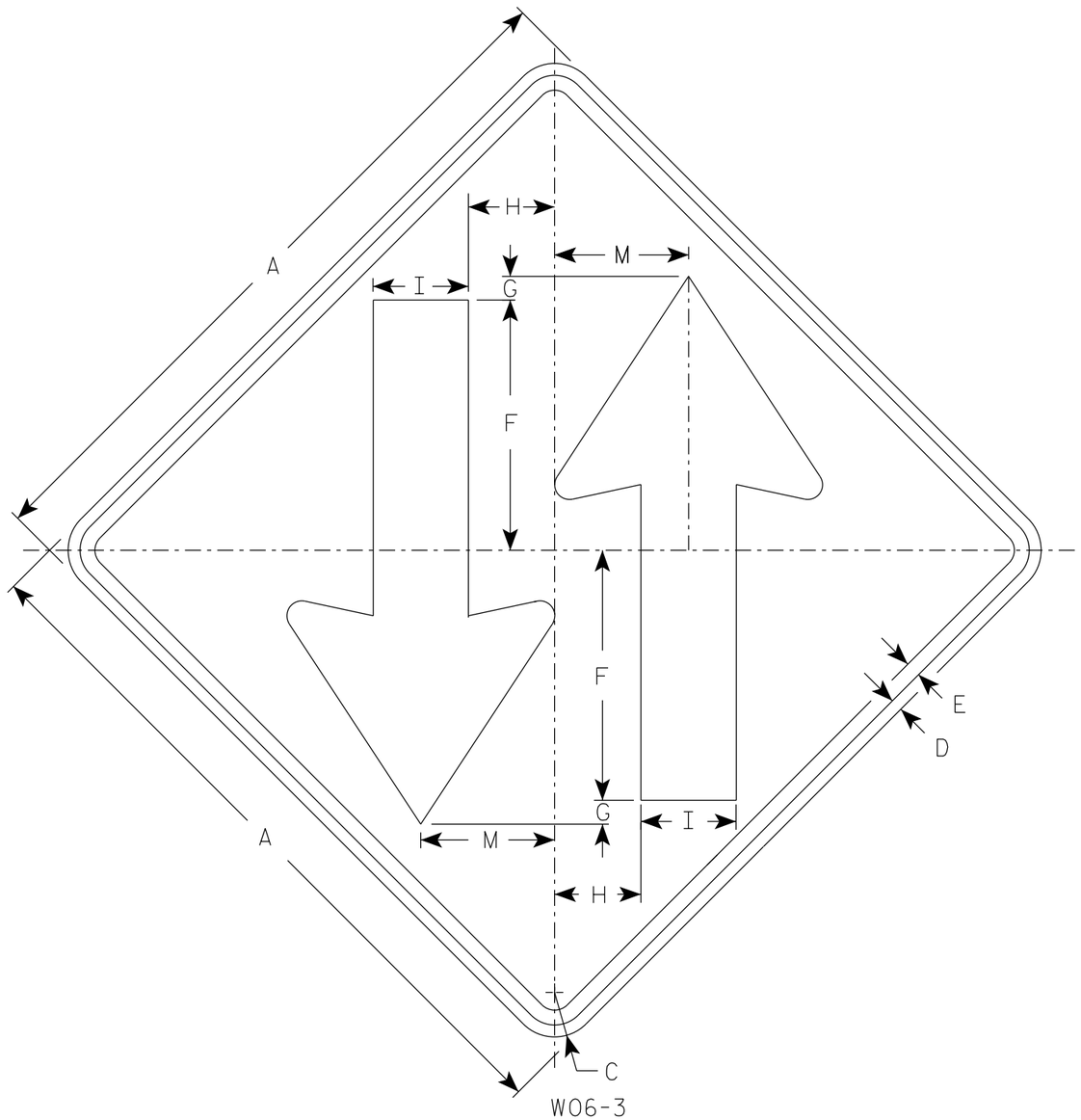
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 1/24/2024 PLATE NO. W03-1.2

PROJECT NO:

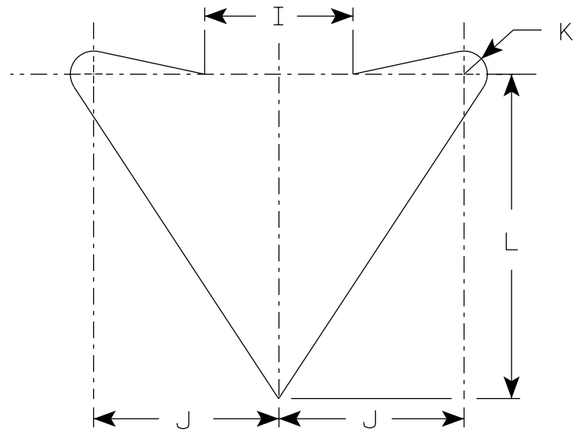
SHEET NO: 310 E



W06-3

NOTES

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



ARROW DETAIL

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

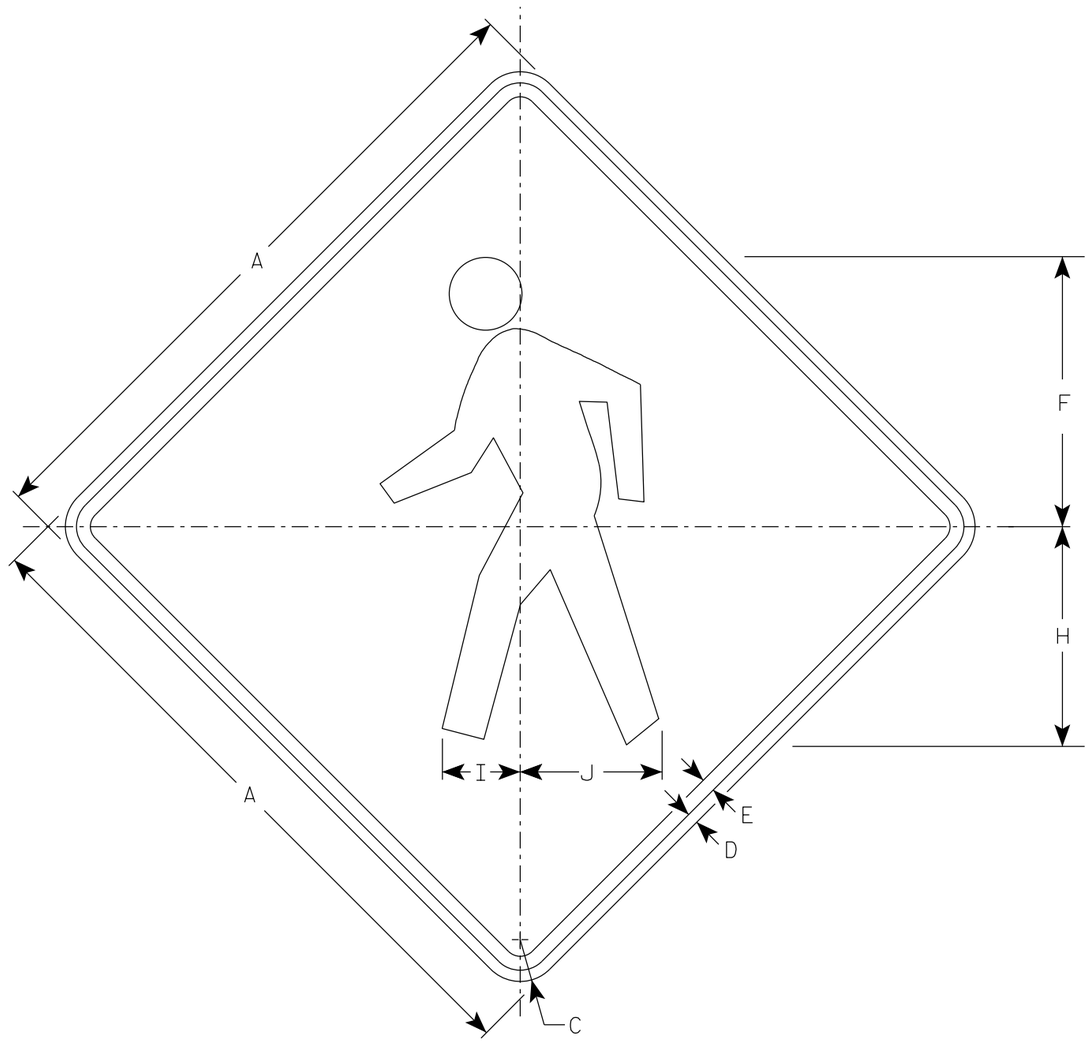
STANDARD SIGN
W06-3

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/30/2024 PLATE NO. W06-3.2

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 311 | E



WO11-2

NOTES

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

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

STANDARD SIGN

WO11-2

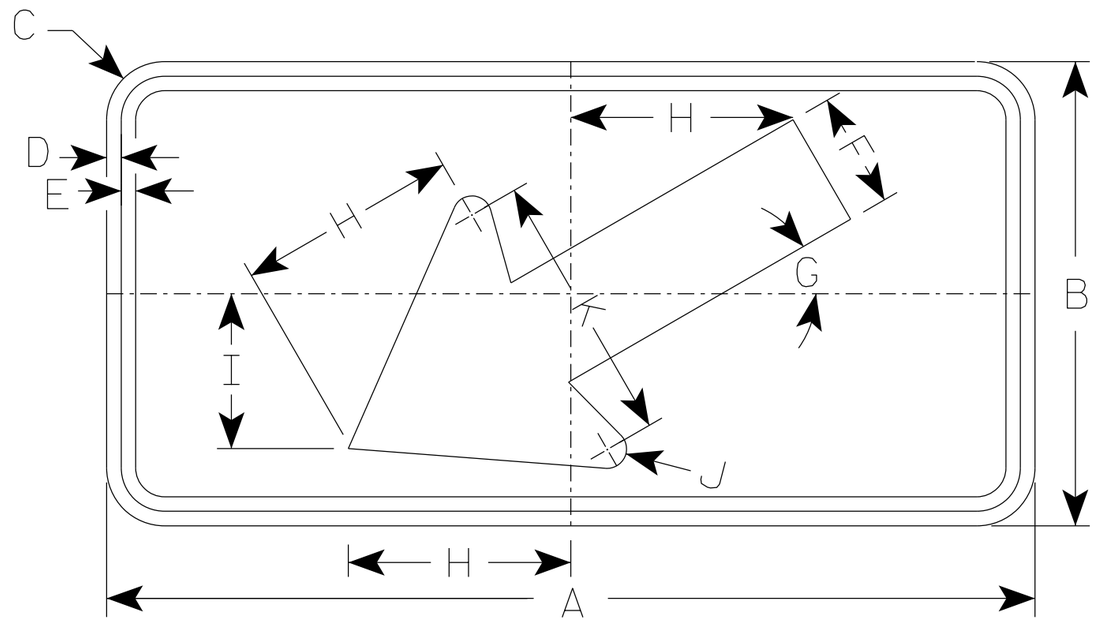
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch

For State Traffic Engineer

DATE 2/1/2024 PLATE NO. WO11-2.2

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 312 | E



W016-7L

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Corners may be square or rounded but corners shall be rounded when base material is metal.
4. W016-7R is the same as W016-L except the arrow is reversed along the vertical centerline.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	30	18	1 ½	⅜	½	4 ½	30°	8 ½	6	⅝	10 ¼																3.75
2S	48	24	1 ⅞	½	⅝	6	30°	11 ½	8	1	14																8.0
2M	48	24	1 ⅞	½	⅝	6	30°	11 ½	8	1	14																8.0
3	48	24	1 ⅞	½	⅝	6	30°	11 ½	8	1	14																8.0
4	48	24	1 ⅞	½	⅝	6	30°	11 ½	8	1	14																8.0
5	48	24	1 ⅞	½	⅝	6	30°	11 ½	8	1	14																8.0

STANDARD SIGN
W016-7

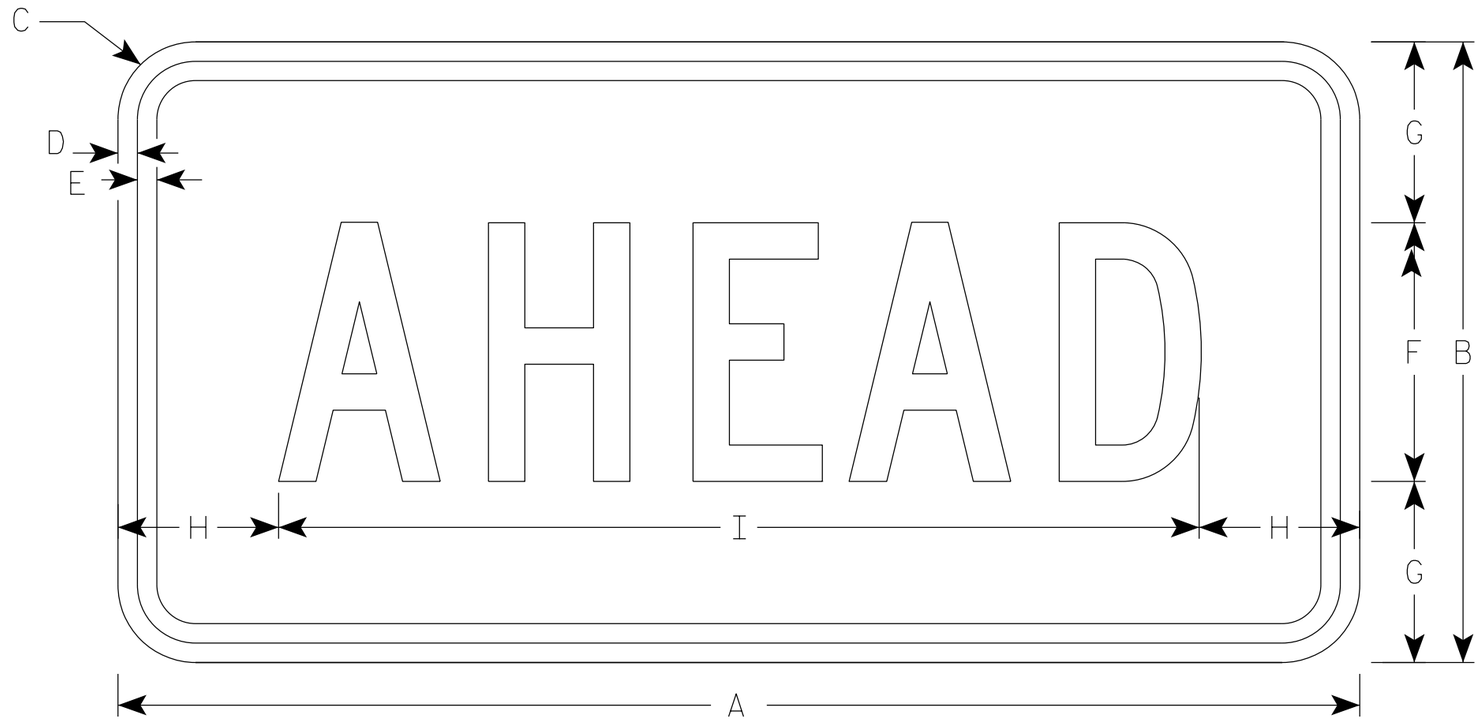
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/1/2024 PLATE NO. W016-7.3

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 313	E

7



W016-9P

NOTES

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

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	30	18	1 1/2	3/8	1/2	7	5 1/2	2 3/4	24 1/2																		3.75
2S	48	24	1 7/8	1/2	5/8	10	7	6 1/8	35 3/4																		8.0
2M	48	24	1 7/8	1/2	5/8	10	7	6 1/8	35 3/4																		8.0
3	48	24	1 7/8	1/2	5/8	10	7	6 1/8	35 3/4																		8.0
4	48	24	1 7/8	1/2	5/8	10	7	6 1/8	35 3/4																		8.0
5	48	24	1 7/8	1/2	5/8	10	7	6 1/8	35 3/4																		8.0

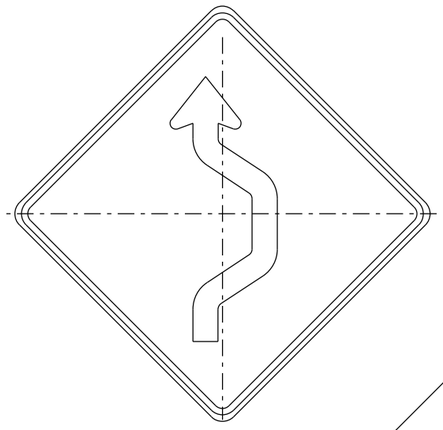
STANDARD SIGN
W016-9P

WISCONSIN DEPT OF TRANSPORTATION

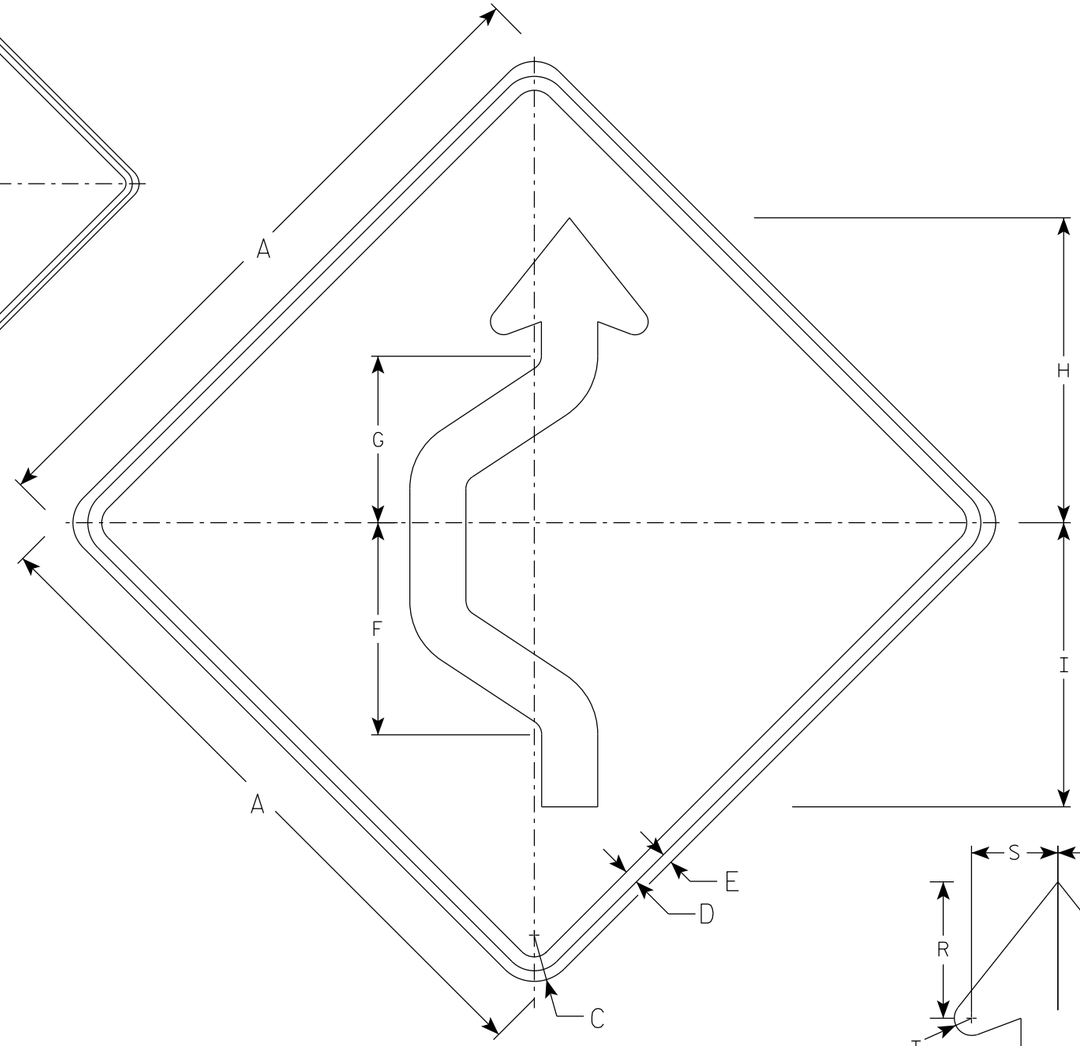
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/1/2024 PLATE NO. W016-9P.8

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 314 | E



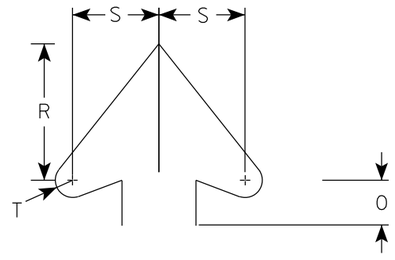
W024-1R



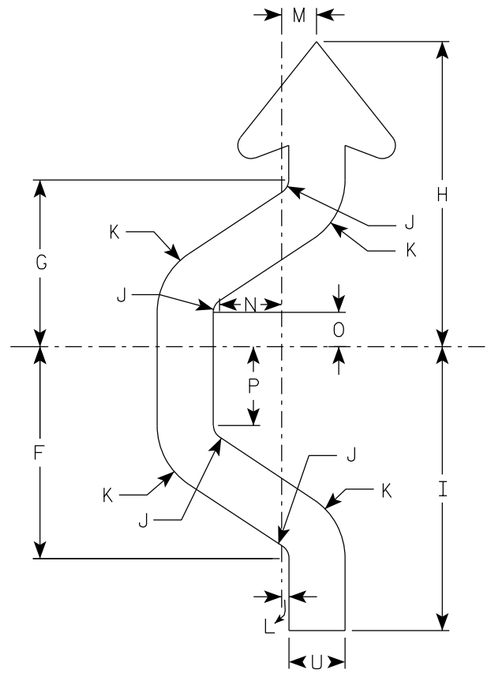
W024-1L

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. W024-1R is the same as W024-1L except reversed along the vertical centerline.



Arrowhead Detail



Arrow Detail

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		2 1/4	5/8	1/2	11 3/8	8 7/8	16 3/8	15 1/4	3/4	3 3/4	3/8	2	3 3/8	1 7/8	4 1/4		5 1/2	3 1/2	5/8	3						9.0
2S	48		3	1	3/4	15 1/8	11 7/8	21 3/4	20 1/4	1	5	1/2	2 1/2	4 3/8	2 3/8	5 5/8		7 3/8	4 3/4	7/8	4						16.0
2M	48		3	1	3/4	15 1/8	11 7/8	21 3/4	20 1/4	1	5	1/2	2 1/2	4 3/8	2 3/8	5 5/8		7 3/8	4 3/4	7/8	4						16.0
3	48		3	1	3/4	15 1/8	11 7/8	21 3/4	20 1/4	1	5	1/2	2 1/2	4 3/8	2 3/8	5 5/8		7 3/8	4 3/4	7/8	4						16.0
4	48		3	1	3/4	15 1/8	11 7/8	21 3/4	20 1/4	1	5	1/2	2 1/2	4 3/8	2 3/8	5 5/8		7 3/8	4 3/4	7/8	4						16.0
5	48		3	1	3/4	15 1/8	11 7/8	21 3/4	20 1/4	1	5	1/2	2 1/2	4 3/8	2 3/8	5 5/8		7 3/8	4 3/4	7/8	4						16.0

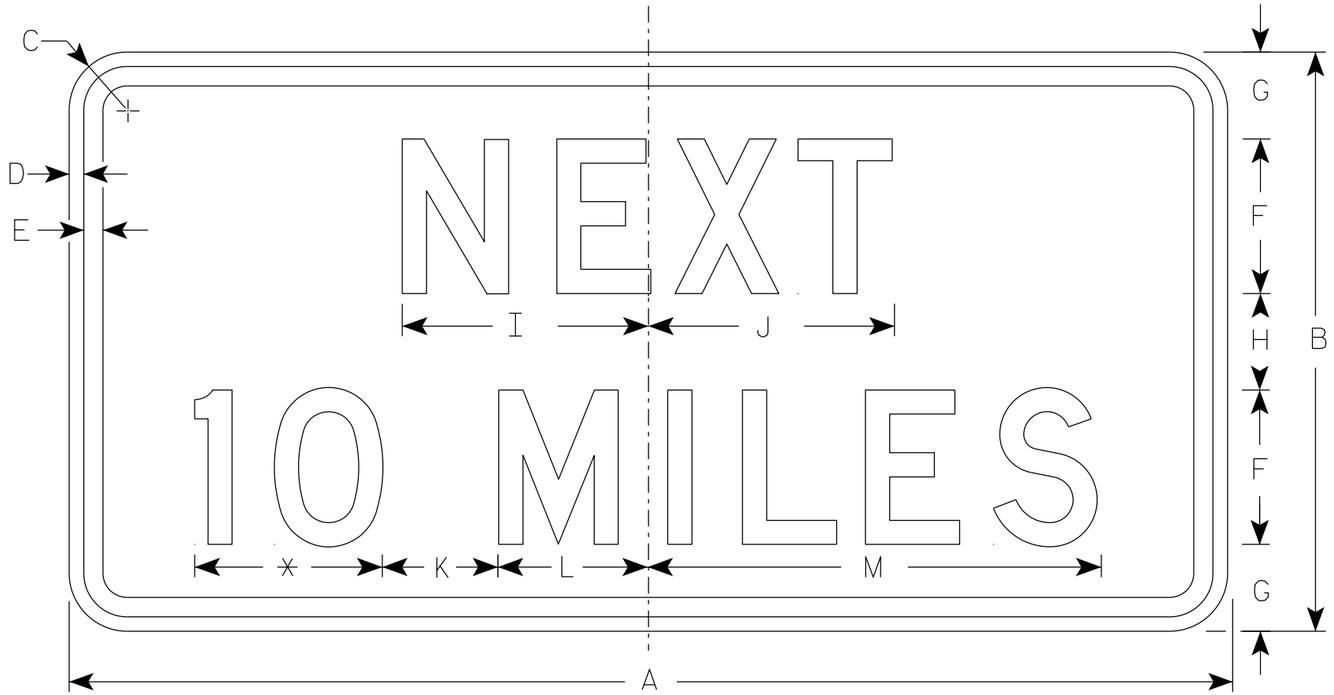
STANDARD SIGN
W024-1 L & R

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/1/2024 PLATE NO. W024-1.2

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E



W057-51

* See note 5

NOTES

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

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36	18	1 1/2	3/8	1/2	5	2 3/4	2 1/2	7 7/8	8	5	4 1/8	15 3/8														4.5
2S	48	24	1 7/8	1/2	5/8	6	4	4	10	10 1/8	6	5 5/8	19														8.0
2M	48	24	1 7/8	1/2	5/8	6	4	4	10	10 1/8	6	5 5/8	19														8.0
3	48	24	1 7/8	1/2	5/8	6	4	4	10	10 1/8	6	5 5/8	19														8.0
4	48	24	1 7/8	1/2	5/8	6	4	4	10	10 1/8	6	5 5/8	19														8.0
5	48	24	1 7/8	1/2	5/8	6	4	4	10	10 1/8	6	5 5/8	19														8.0

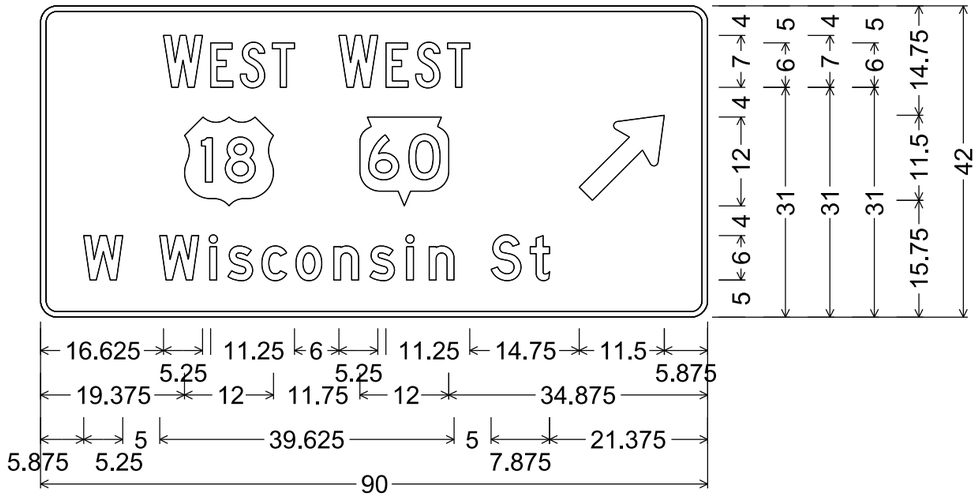
STANDARD SIGN
W057-51

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/1/2024 PLATE NO. W057-51.4

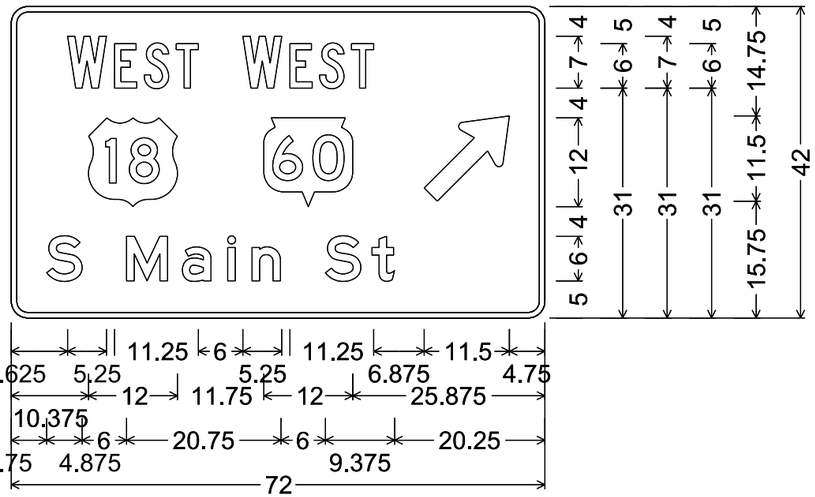
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 316	E



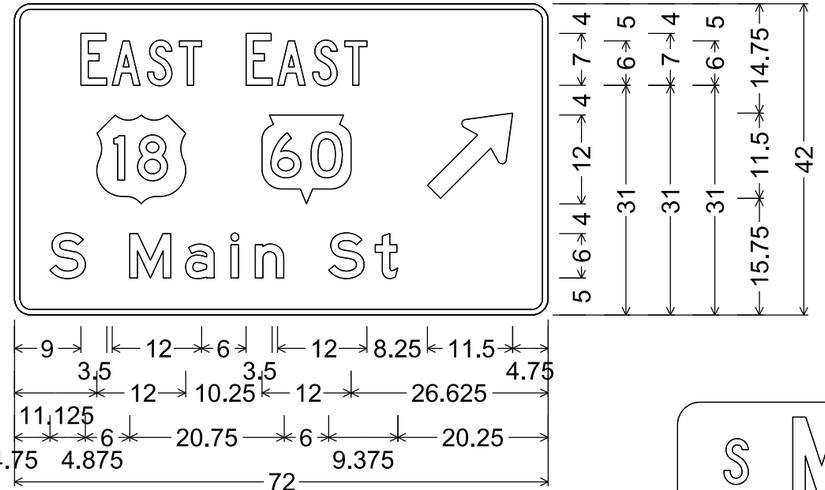
D1-68; 2.250" Radius, 0.750" Border
"WEST", C; "WEST", C; "W", D; "Wisconsin", D; "St", D

NOTES

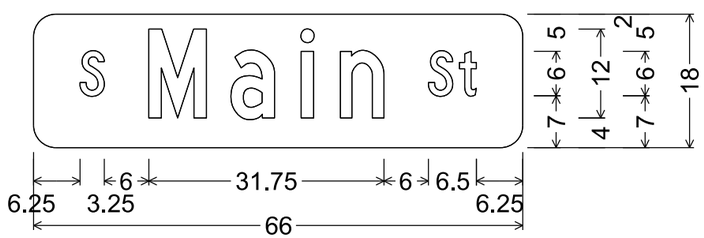
1. Signs are Type II - Type H Reflective
2. Color:
   Background - Green
   Message - White
3. Message Series - E or as noted



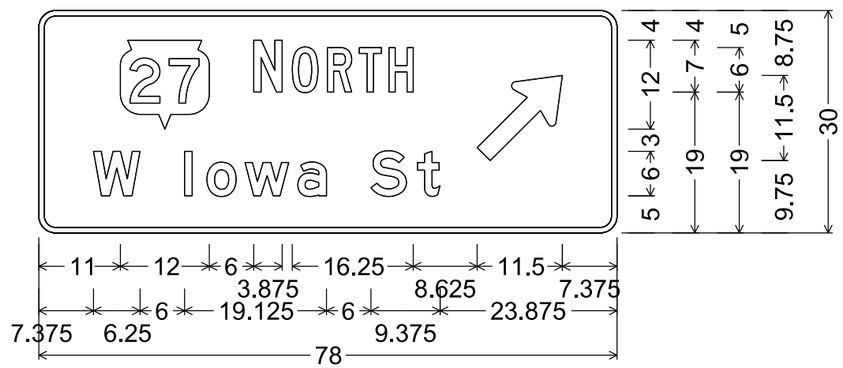
D1-68; 2.250" Radius, 0.750" Border
"WEST", C; "WEST", C



D1-68; 2.250" Radius, 0.750" Border
"EAST", C; "EAST", C



M1-94H; 3.000" Radius, No border
"S", C; "Main", C; "St", C



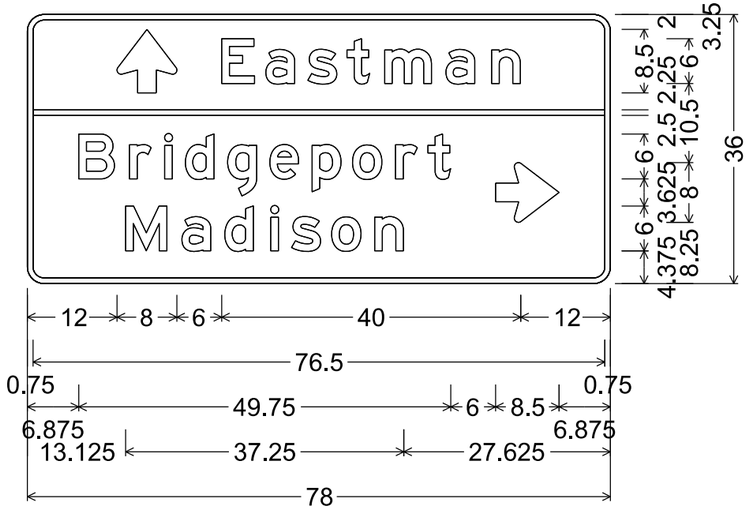
D1-68; 2.250" Radius, 0.750" Border
"NORTH", C

7

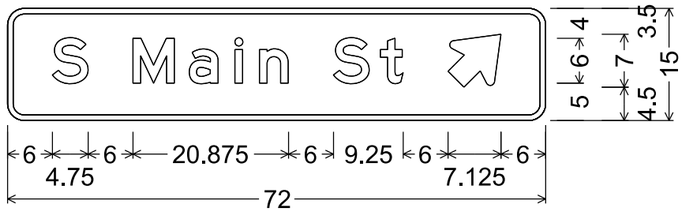
7

NOTES

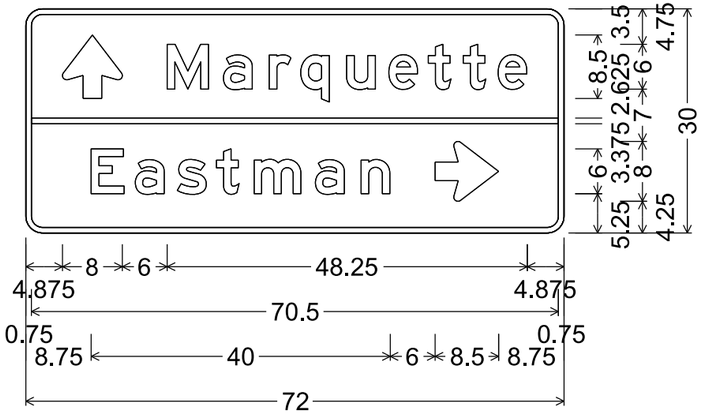
1. Signs are Type II - Type H Reflective
2. Color:
   Background - Green
   Message - White
3. Message Series - E or as noted



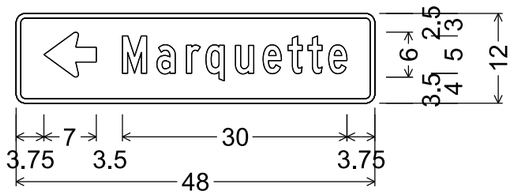
D1-3; 2.250" Radius, 0.750" Border



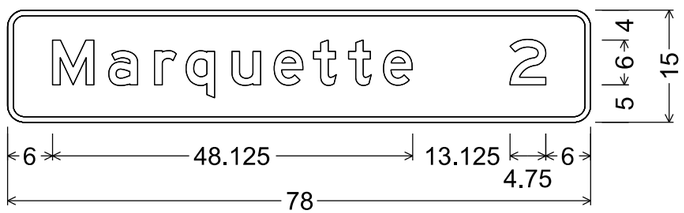
D1-1; 2.250" Radius, 0.750" Border



D1-2; 2.250" Radius, 0.750" Border



D1-1; 1.250" Radius, 0.625" Border
"Marquette", C

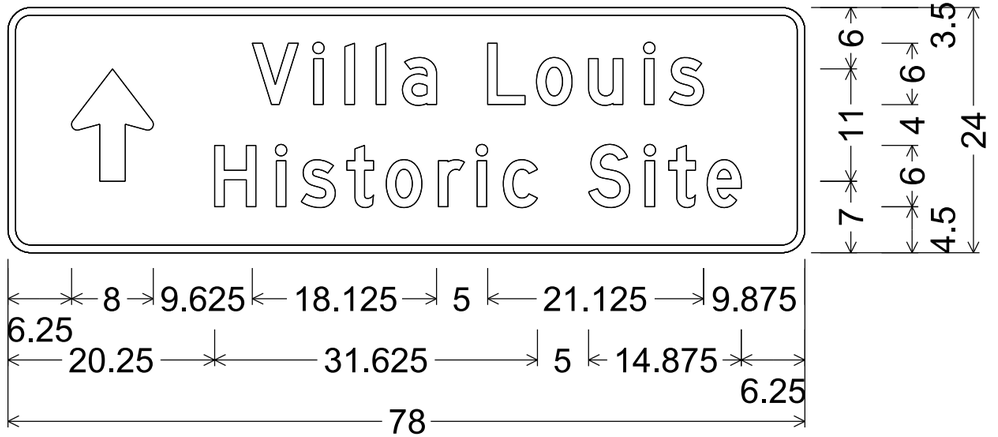


D2-1; 2.250" Radius, 0.750" Border

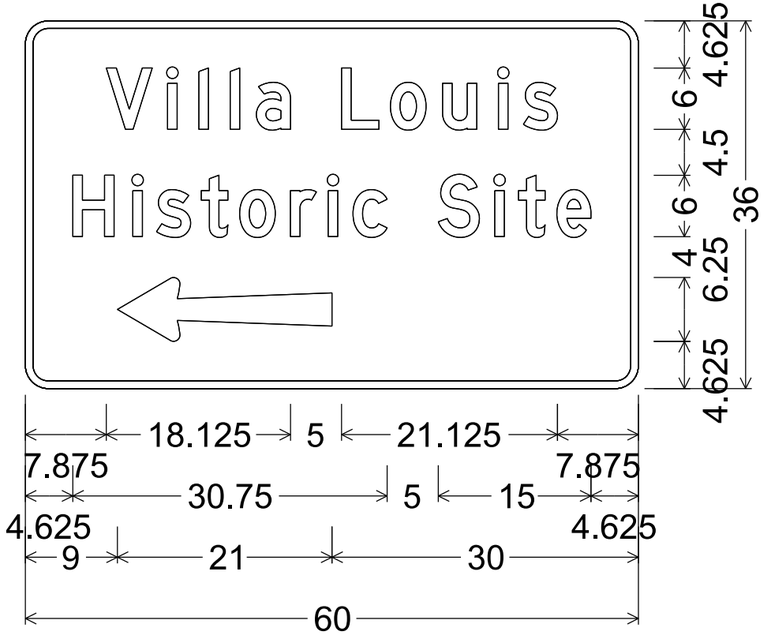
7

7

PROJECT NO: 1660-02-73	HWY: USH 18	COUNTY: CRAWFORD	PERMANENT SIGNING	SHEET NO: 318	E



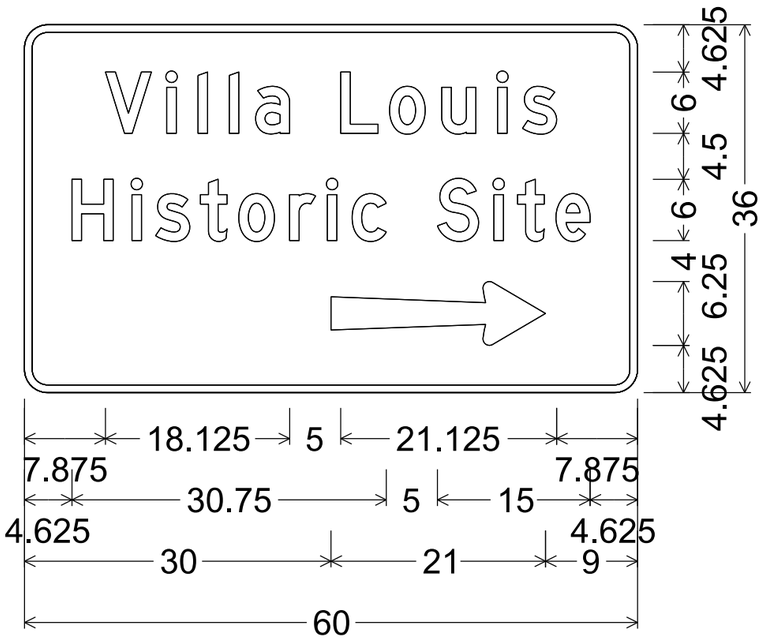
D5-66A; 2.250" Radius, 0.750" Border



D5-66L; 2.250" Radius, 0.750" Border

NOTES

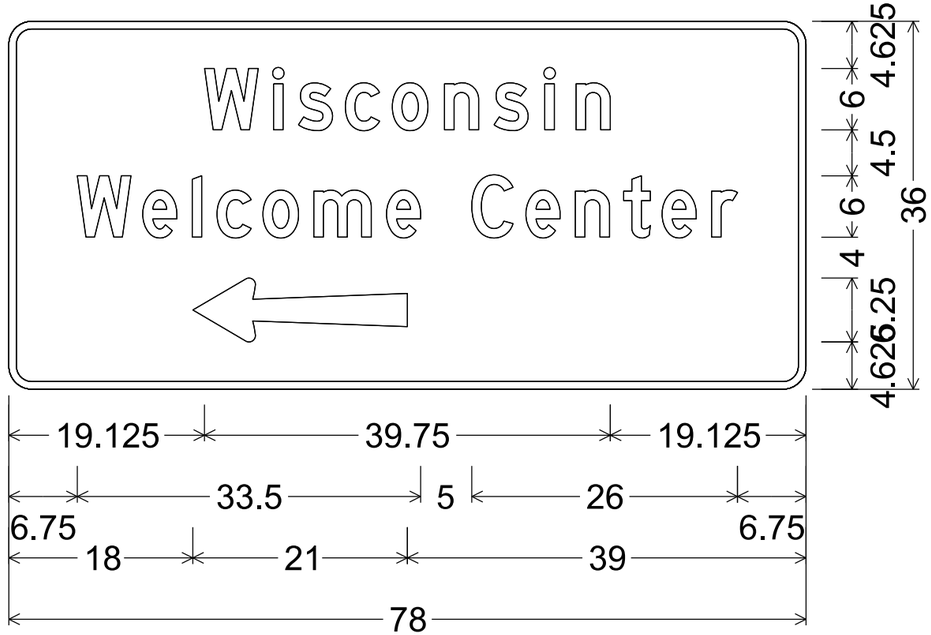
1. Signs are Type II - Type H Reflective
2. Color:
   Background - Brown
   Message - White
3. Message Series - D



D5-66R; 2.250" Radius, 0.750" Border

NOTES

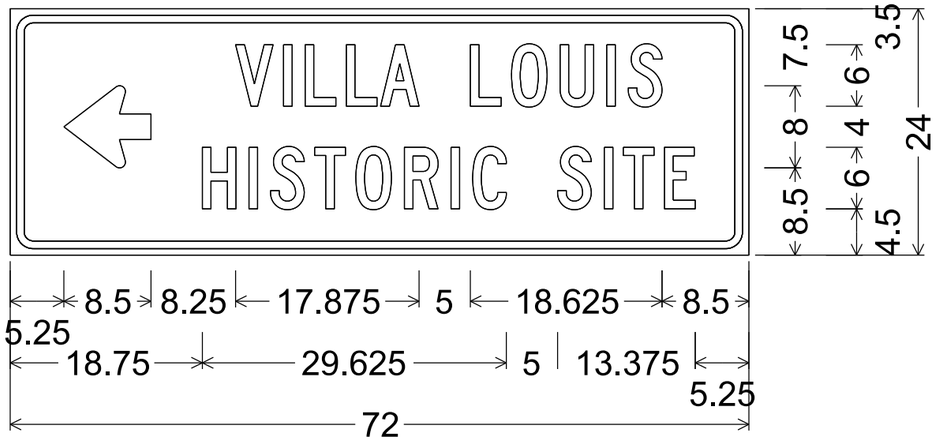
1. Sign is Type II- Type H Reflective
2. Color:
   Background - Blue
   Message - White
3. Message Series - D



SP ; 2.250" Radius, 0.750" Border

7

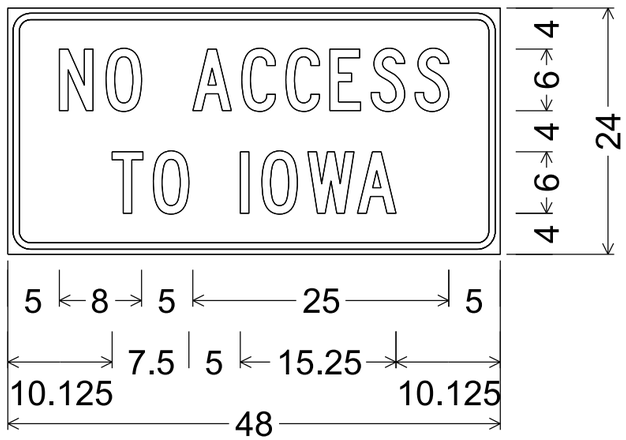
7



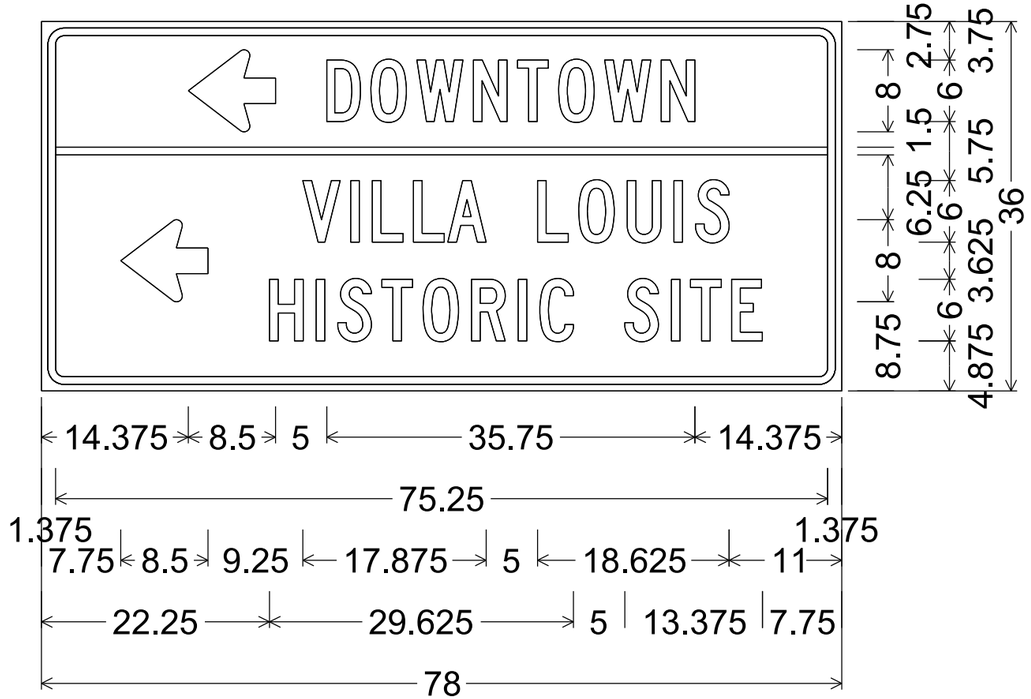
2.250" Radius, 0.750" Border, 0.625" Indent

NOTES

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



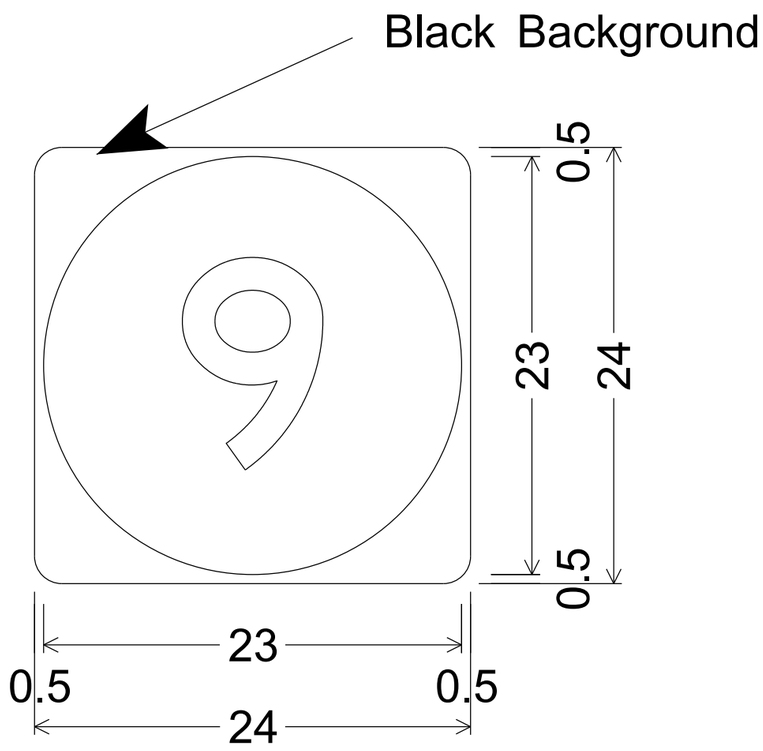
2.250" Radius, 0.750" Border, 0.625" Indent



2.250" Radius, 0.750" Border, 0.625" Indent

NOTES

1. FMS sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - D



1.500" Radius, No border, White on Black;
State Highway 9 M1-5;

DESIGN DATA

CONTRACTOR DESIGNED OVERHEAD SIGN STRUCTURES SHALL BE DESIGNED ACCORDING TO THE AASHTO "LRFD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINAIRES AND TRAFFIC SIGNALS", 1ST EDITION AND INTERIM SPECIFICATIONS, AND THE WISDOT BRIDGE MANUAL.

STANDARD FOUNDATIONs DESIGNED ACCORDING TO THE AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, 8TH EDITION.

DEAD LOAD: WT. OF SIGN AND SUPPORTING STRUCTURE
ICE LOAD: 3 PSF TO ONE FACE OF SIGN & SURFACE OF MEMBERS
WIND PRESSURE: 115 MPH (3-SEC. GUST SPEED) TO SIGN AREA & EXPOSED MEMBERS (700 YEAR MEAN RECURRENCE INTERVAL)

WIND COMPONENTS	NORMAL	TRANSVERSE
LOAD CASE 1:	1.00	0.00
LOAD CASE 2:	0.00	1.00
LOAD CASE 3:	0.75	0.75

LOAD COMBINATIONS

STRENGTH I:	1.25 DC + 1.6 LL
EXTREME I (MAX DC):	1.1 DC + 1.0 W + 1.0 ICE
EXTREME I (MIN DC):	0.9 DC + 1.0 W
SERVICE I:	1.0 DC + 1.0 W
FATIGUE:	1.0 NW (NATURAL WIND GUST)
	1.0 TrG (TRUCK INDUCED GUST)
	1.0 GVW (GALLOPING - CANTILEVER ONLY)

MATERIAL PROPERTIES

CONCRETE MASONRY ——— f'_c = 3,500 PSI

HIGH STRENGTH STEEL REINFORCEMENT, GRADE 60 ——— f_y = 60,000 PSI

STRUCTURAL ANGLES, PLATES & BARS - ASTM A709 GRADE 36 ——— f_y = 36,000 PSI

HIGH STRENGTH BOLTS - ASTM A3125 GRADE A325 ——— f_y = 92,000 PSI

ANCHOR RODS - ASTM F1554 GRADE 55 ——— f_y = 55,000 PSI

HEAVY HEX NUTS - ASTM A563 GRADE DH OR ASTM A194 GRADE 2H

WASHERS - ASTM F436

DTI WASHERS - ASTM F959 TYPE 325

FOUNDATION DATA

SIGN STRUCTURE FOUNDATIONS ARE SUPPORTED ON DRILLED SHAFTS THAT HAVE BEEN DESIGN FOR SITES WHERE SOILS EXHIBIT A PHI-ANGLE GREATER THAN OR EQUAL TO 24° (GRANULAR SOILS), OR A COHESION VALUE GREATER THAN OR EQUAL TO 750 PSF (COHESIVE SOILS) AND A UNIT WEIGHT OF 125 PCF. THE GROUND WATER TABLE FOR DESIGN IS ASSUMED TO BE AT A DEPTH OF 10'-0" BELOW THE GROUND SURFACE, ACTUAL WATER LEVEL AT SITE MAY VARY. THE REGION GEOTECHNICAL ENGINEER SHALL VISUALLY INSPECT THE SUBSURFACE SOILS DURING THE DRILLING OF THE SHAFT HOLE TO CONFIRM THESE PROPERTIES PRIOR TO PLACEMENT OF THE DRILLED SHAFT CONCRETE.

TOTAL ESTIMATED QUANTITIES

BID ITEM NO.	BID ITEM	UNIT	CAT 0010	CAT 0020
531.2042	DRILLING SHAFT 42-INCH	LF	18	---
531.5130	FOUNDATION SINGLE-SHAFT TYPE MC-III S-12-15	EA	1	---
532.5130	MONOTUBE CANTILEVER TYPE III S-12-15	EA	1	---
SPV.0060	POWDER COATING OVERHEAD SIGN STRUCTURE S-12-15	EA	---	1

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

ALTERNATE DESIGNS ARE NOT ALLOWED.

COORDINATES ON THIS PLAN ARE REFERENCED TO THE WISCONSIN COORDINATE REFERENCE SYSTEM (WISCRS), CRAWFORD COUNTY ZONE, NAD 83 (2011). ALL STATIONS AND ELEVATIONS ARE IN FEET. ELEVATIONS ARE REFERENCED TO THE NORTH AMERICAN VERTICAL DATUM NAVD 88 (2012).

ALL REINFORCING BARS ARE IN ENGLISH UNITS. THE FIRST DIGIT OF A THREE-DIGIT BAR MARK OR THE FIRST TWO DIGITS OF A FOUR-DIGIT BAR MARK SIGNIFIES THE BAR SIZE.

SIGN BRIDGE ID PLAQUES SHALL BE CONSIDERED INCIDENTAL TO THE TRUSS OR MONOTUBE BID ITEMS FOR EACH APPLICABLE SIGN STRUCTURE IN THE PLAN SET. LOCATE THE ID PLAQUE ON THE FREEWAY SIDE OF THE SUPPORT COLUMN SO THAT IT CAN BE SEEN FROM THE ROADWAY. FABRICATE AND INSTALL THE ID PLAQUE IN ACCORDANCE WITH S.D.D. 12 A4-3.

UNLESS DETAILED OTHERWISE IN THE PLANS, ALL H.S. BOLTED CONNECTIONS SHALL BE MADE WITH ¾" DIA. A325 GALVANIZED BOLTS. FIELD CONNECTIONS SHALL BE INSTALLED WITH DTI WASHERS.

WELDED CONNECTIONS CAN BE USED IN LIEU OF BOLTED CONNECTIONS, IF A TRUSS UNIT CAN BE GALVANIZED IN ONE PIECE.

WELD TEST AS PER AWS D1.1.

SEE SIGN PLATE NO. A4-6, A4-7A & A4-7B OF THE SIGN PLATE MANUAL FOR INSTRUCTIONS ON CENTERING SIGNS VERTICALLY ON THE TRUSS.

SIGNS OR BLANKS SHALL BE INSTALLED ON TRUSS AT TIME OF ERECTION. BLANKS SHALL BE ¼ THE LENGTH OF THE CANTILEVER SPAN, 2'-0" DEEPER THAN THE C/L TO C/L OF CHORDS, AND SHALL BE CENTERED ON THE BRIDGE. SIGNS SHALL BE AS DESIGNATED ON THE PLANS.

THE INFORMATION SHOWN ON THESE DRAWINGS CONCERNING TYPE AND LOCATION OF UTILITIES IS NOT GUARANTEED TO BE ACCURATE OR ALL-INCLUSIVE. THE CONTRACTOR IS RESPONSIBLE FOR MAKING HIS OWN DETERMINATION OF THE TYPE AND LOCATION OF UTILITIES AS MAY BE NECESSARY TO AVOID DAMAGE.

CONTRACTOR SHALL SUBMIT SHOP DRAWINGS PER THE REQUIREMENTS IN THE STANDARD SPECIFICATIONS PRIOR TO FABRICATION OF THE STRUCTURE. CONTRACTOR SHALL SHOW SIGNS ON THE SHOP DRAWINGS.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR DRILLING OR EXCAVATING AND MAINTAINING A STABLE AND OPEN HOLE FOR SUBSEQUENT INSTALLATION OF CONCRETE MASONRY FOR THE DRILLED SHAFTS. PARTIAL OR FULL DEPTH TEMPORARY CASING MAY BE REQUIRED TO MAINTAIN THE STABILITY OF THE EXCAVATED HOLE FOR THE SIGN SUPPORT PRIOR TO FILLING THE HOLE WITH CONCRETE. PERMANENT CASING MADE FROM STEEL OR CORRUGATED METAL PIPE MAY BE USED IN LIEU OF TEMPORARY CASING. TEMPORARY/PERMANENT CASING, IF USED, SHALL BE INCIDENTAL TO THE BID ITEM "DRILLING SHAFT (DIA.)".

STRUCTURE DATA

STRUCTURE ID	SIGN AREA	SIGN DEPTH	FOUNDATION TYPE	TRUSS TYPE
S-12-15	37 SF	4'-9"	TYPE MC-III	TYPE MC-III

LIST OF DRAWINGS:

1. GENERAL NOTES & DESIGN DATA
2. LAYOUT S-12-15

LIST OF STANDARD DESIGN DRAWINGS

3. I. MONOTUBE & 2-CHORD TRUSS CONNECTIONS 1
4. II. MONOTUBE & 2-CHORD TRUSS CONNECTIONS 2
5. III. MONOTUBE & 2-CHORD TRUSS ELECTRICAL DETAILS
6. IV. MONOTUBE & 2-CHORD TRUSS FOUNDATIONS

STATE PROJECT NUMBER

1660-02-73

TRAFFIC VOLUME

A.D.T. (2046) = 3,600
R.D.S. = 30 MPH

THESE ARE STANDARD DESIGN PLANS DEVELOPED AND MAINTAINED BY THE WISDOT. THE DESIGNER CERTIFIES THAT THE DESIGN AND PLAN DETAILS CHOSEN ARE CONSISTENT WITH THE GUIDANCE PROVIDED IN THE CURRENT WISDOT BRIDGE MANUAL CHAPTER 39.

WISCONSIN
CHRISTOPHER J. MARCUM
44676
EAU CLAIRE
WISCONSIN
PROFESSIONAL ENGINEER

10/22/2025

STRUCTURE DESIGN CONTACTS:
AARON BONK 608-261-0261
CHRISTOPHER MARCUM, PE 715-861-4823

NO.	DATE	REVISION	BY

jt ENGINEERING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

ACCEPTED JLR 11/12/25
CHIEF STRUCTURES DESIGN ENGINEER DATE

MONOTUBE & 2-CHORD

USH 18/IOWA ST. SIGN STRUCTURE

COUNTY	CITY
CRAWFORD	PRAIRIE DU CHIEN

DESIGN SPEC.
AASHTO LRFD BRIDGE DESIGN SPECIFICATION

DESIGNED BY	DESIGN CK'D	DRAWN BY	PLANS CK'D
MPG/CJM	RAC/CJM	MPG/CJM	CJM/RAC

GENERAL NOTES & DESIGN DATA

SHEET 1 OF 6
323

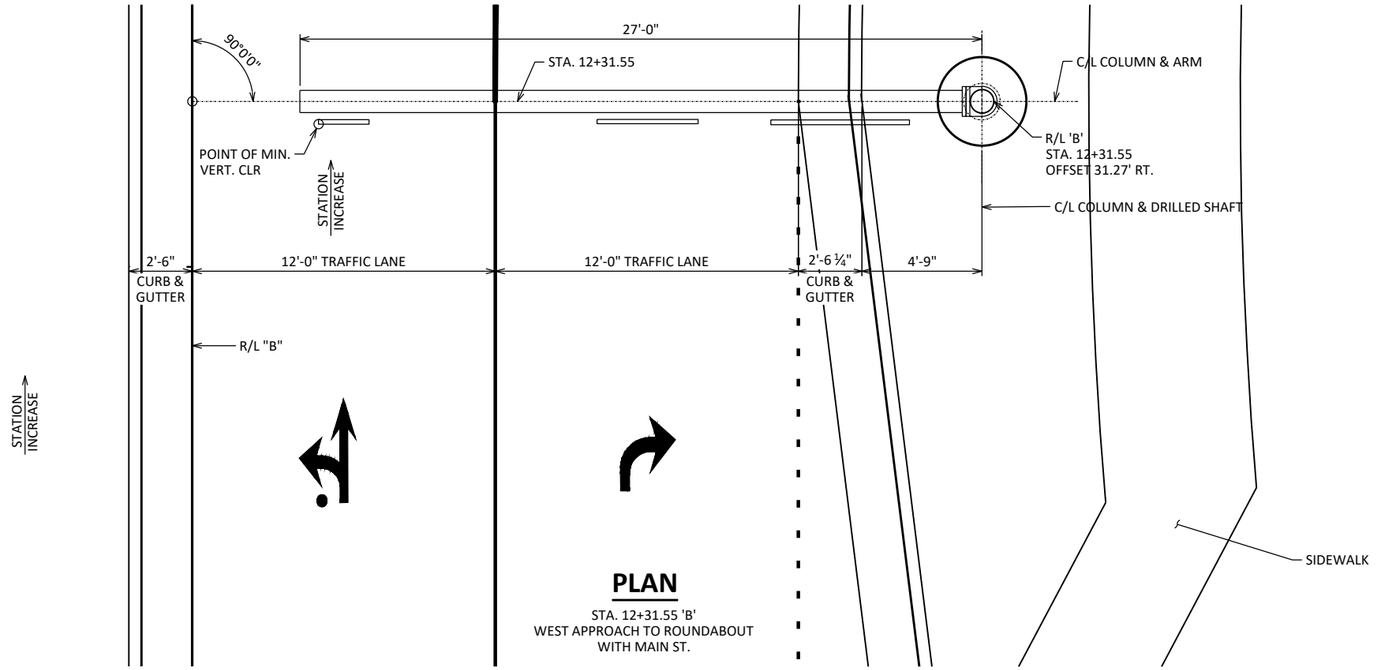
I.D. 1660-02-03 DATE: JUN 2025

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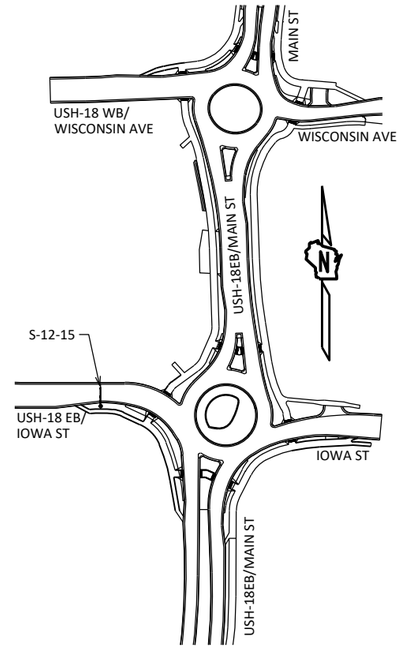
STATE PROJECT NUMBER

1660-02-73

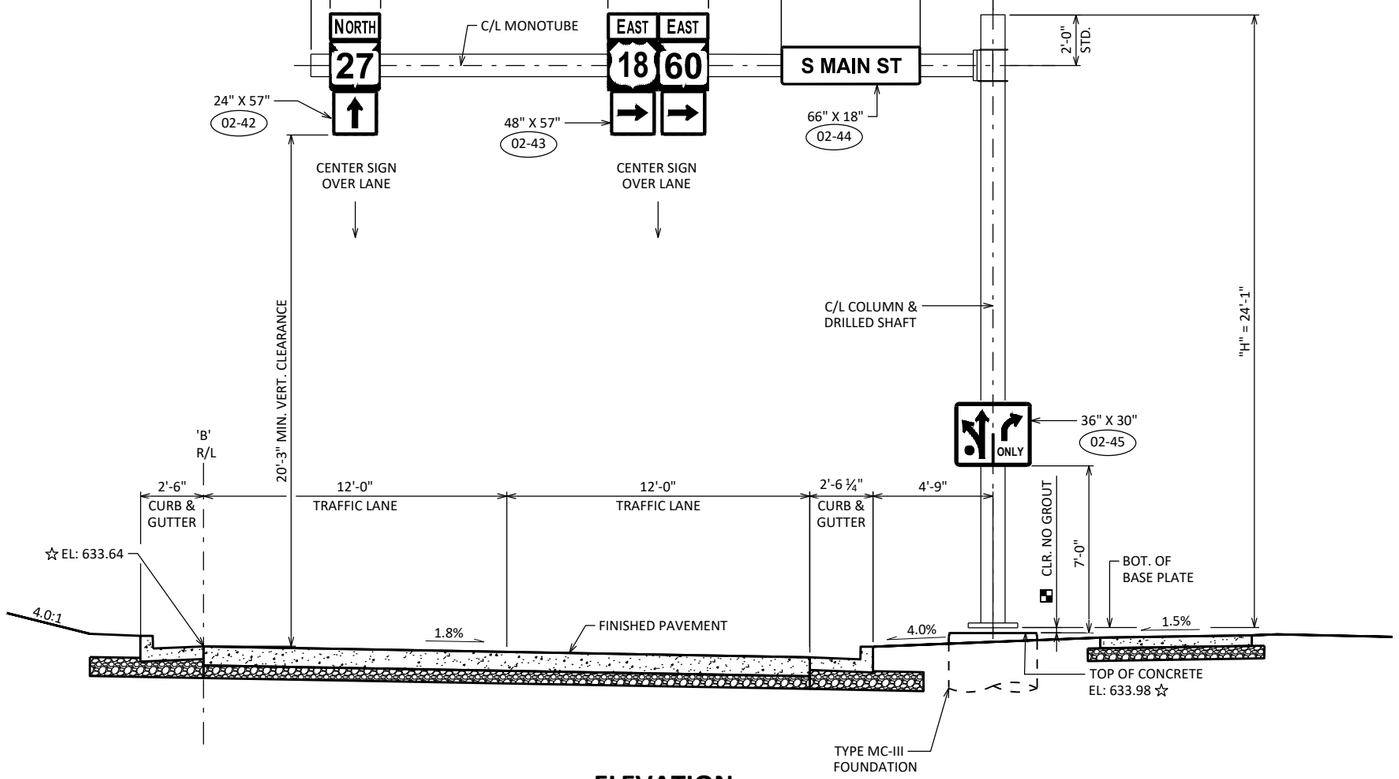


PLAN

STA. 12+31.55 'B'
WEST APPROACH TO ROUNDABOUT
WITH MAIN ST.



LOCATION MAP



ELEVATION

LOOKING (EAST) AT F.F. OF SIGN

LEGEND

- (XX-XX) SIGN NUMBER, SEE PERMANENT SIGNING PLAN
- ☆ ELEVATIONS GIVEN ALONG C/L STRUCTURE
- ▪ STANDOFF DIMENSION IS ASSUMED TO BE 2 ½", BUT IS A MAX. OF 2 X ANCHOR ROD DIAMTER. SEE FOUNDATION DETAILS SHEET AND SHOP DRAWINGS FOR MORE INFORMATION.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE S-12-15

DRAWN BY MPG/CJM | PLANS CK'D CJM/RAC

GENERAL LAYOUT S-12-15

SHEET 2 OF 6

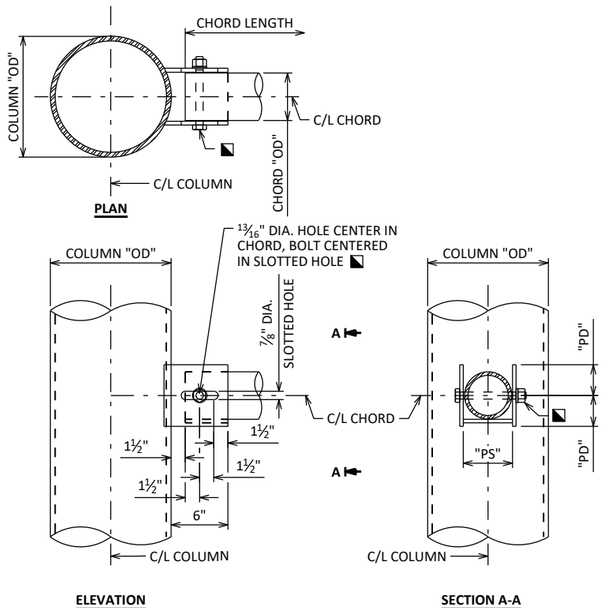
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STATE PROJECT NUMBER

STANDARD



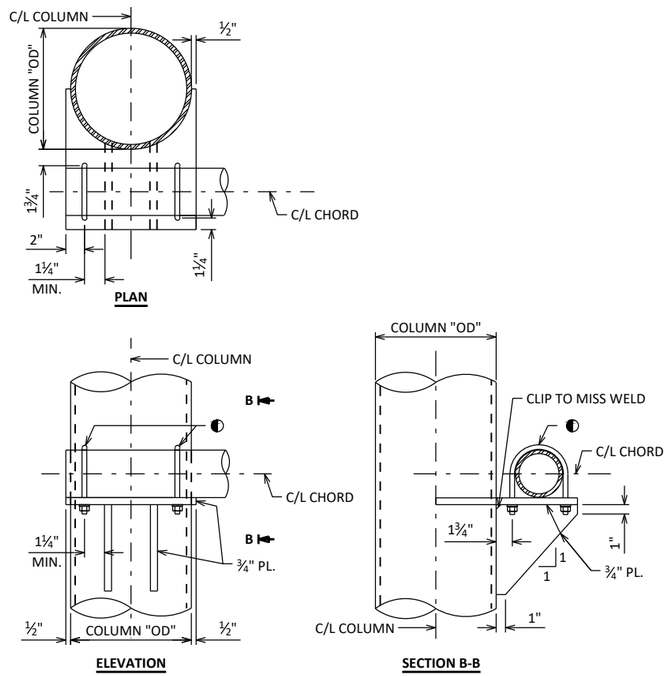
FULL SPAN SADDLE CONNECTION

PREFERRED OPTION

◪ ¾" GALVANIZED A325 OR A449 HEAVY HEX BOLT, NUT AND WASHER SNUG TIGHT ONLY, DO NOT OVER TIGHTEN

"PD" = CHORD "OD"/2 + ¾"

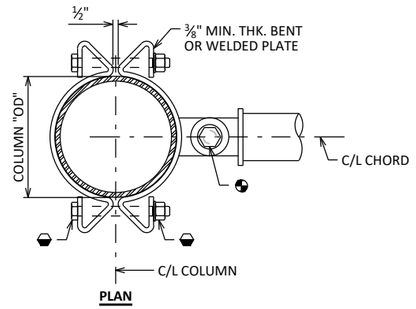
"PS" = CHORD "OD" + 1/16"

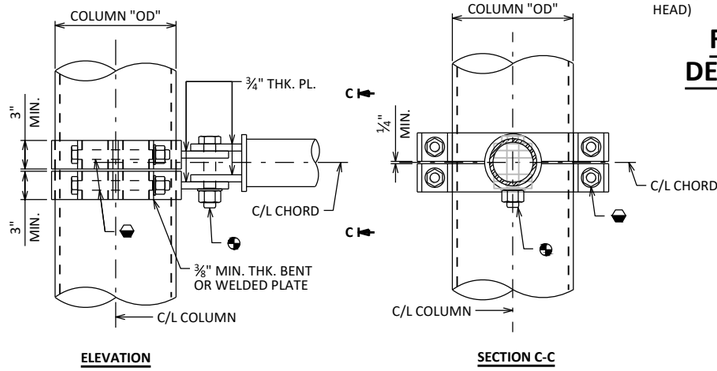


FULL SPAN STIFFENED BEARING CONNECTION

ALTERNATE 1

◐ MIN. (2) ½" MIN. GALVANIZED OR STAINLESS U-BOLT, LOCK NUT AND WASHER



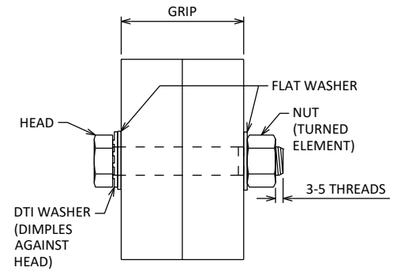


FULL SPAN CLAMP CONNECTION

ALTERNATE 2 - TAPERED COLUMNS ONLY

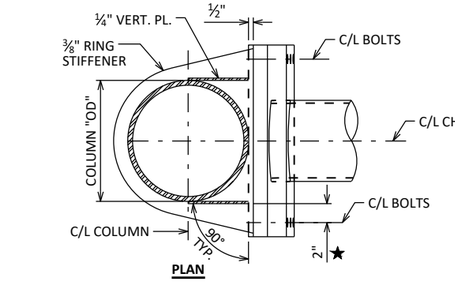
◓ 1¼" GALVANIZED A325 HEAVY HEX BOLT, NUT AND WASHER

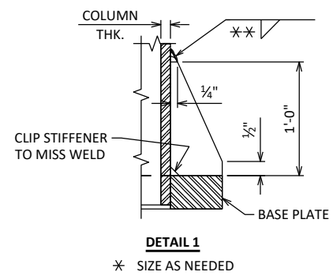
◒ 1" GALVANIZED A325 HEAVY HEX BOLT, NUT AND WASHER

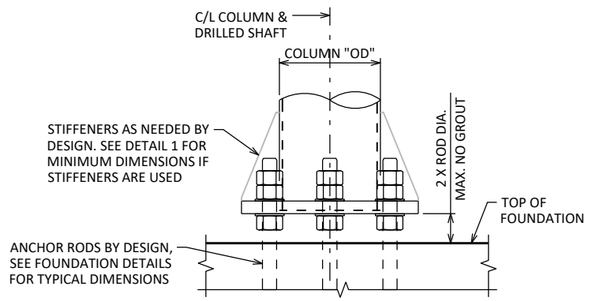


RECOMMENDED BOLT DETAIL WITH DTI WASHER

NUT IS TURNED ELEMENT

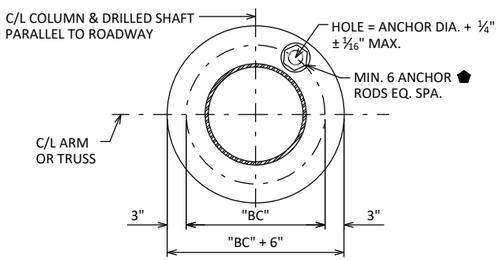






PREFERRED BASE PLATE CONNECTION

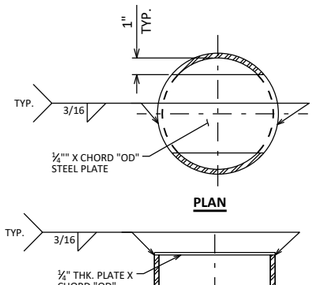
LOOKING AT F.F. OF STRUCTURE.
ALTERNATE BASE PLATE DESIGNS ALLOWED.



BASE PLATE

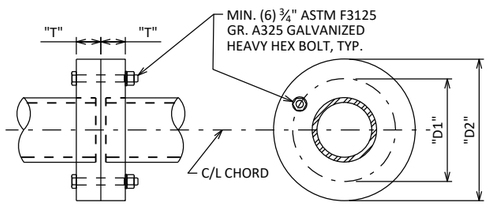
"BC" = COLUMN "OD" + 6"

⬟ ANCHOR SIZE AND ORIENTATION TO BE VERIFIED WITH SHOP DRAWINGS.



CHORD CAP DETAIL

CANTILEVERS ONLY



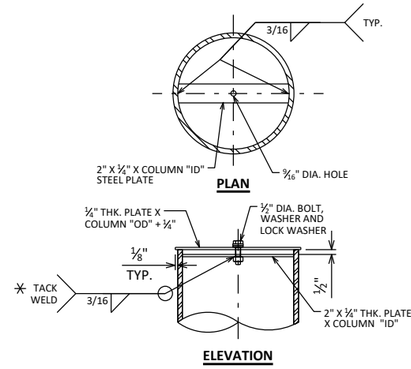
CHORD SPLICE DETAIL

"D1" = COLUMN "OD" + (1.5 x DB)

"D2" = COLUMN "OD" + (3 x DB)

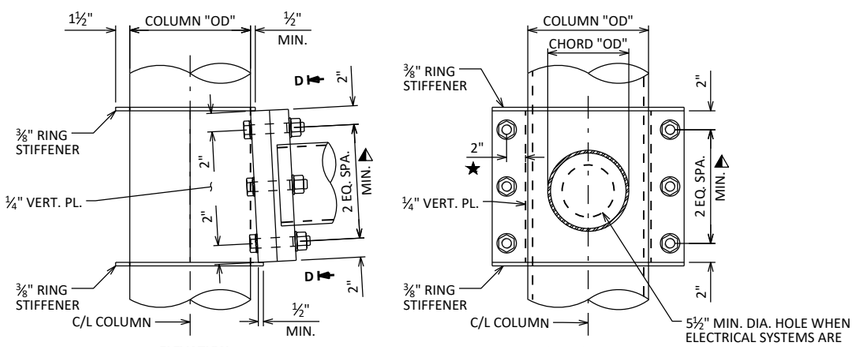
"T" = (BY DESIGN)

DB = BOLT DIAMETER (BY DESIGN)



TOWER CAP DETAIL

✳ PLACE TACK WELD EVERY OTHER FLAT TO SECURE NUT. ALTERNATE: USE ½" THK. PL. AND DRILL AND TAP HOLE FOR BOLT.



CANTILEVER POST TO CHORD CONNECTION

◭ MIN. (6) 1" GALVANIZED A325 HEAVY HEX BOLT, NUT, DTI WASHER AND WASHER

★ MIN. DIMENSIONS MEASURED FROM EXT. FACE OF VERTICAL PLATE.

NOTES:

MINIMUM VALUES SHOWN. ALL CONNECTIONS ARE TO BE DESIGNED FOR ACTUAL STRUCTURAL LOADS.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

UPDATED: JAN. 2023

DRAWN BY: BOS | PLANS CK'D: BOS

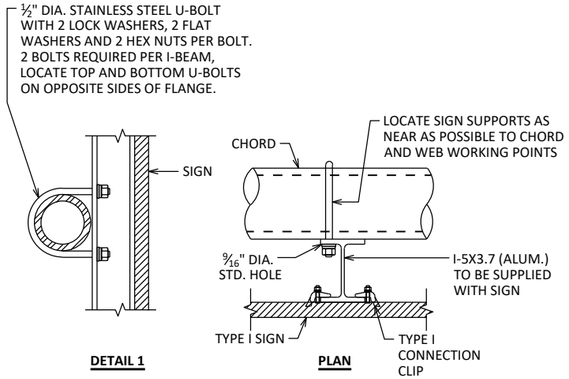
MONOTUBE & 2-CHORD TRUSS CONNECTIONS 1

SHEET 1
325

SCALE = 2.0

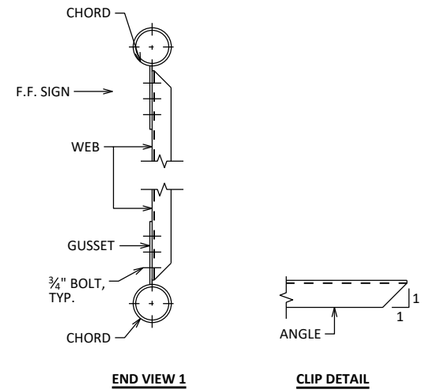
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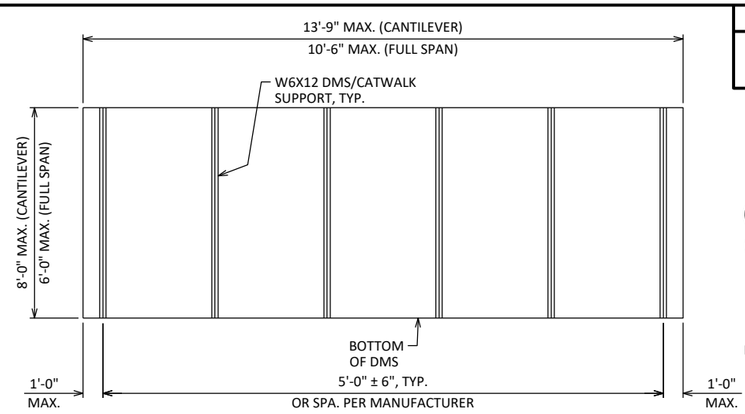
2-CHORD TRUSS SIGN CONNECTION

TYPE I SIGN PANEL SHOWN.
SEE SIGN PLATE MANUAL A4-7A AND A4-7BFOR DETAILS.
ALUMINUM I-5X3.7 I-BEAMS ARE TO BE SUPPLIED WITH SIGN PANEL, HARDWARE TO BE SUPPLIED BY THE CONTRACTOR.



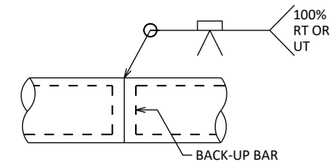
TRUSS CONNECTION DETAILS

MEMBER ORIENTATION FOR BOLTED CONNECTIONS SHOWN, WELDED CONNECTIONS SIMILAR.
ANGLES PREFERRED, OTHER WEB DESIGNS ALLOWED.



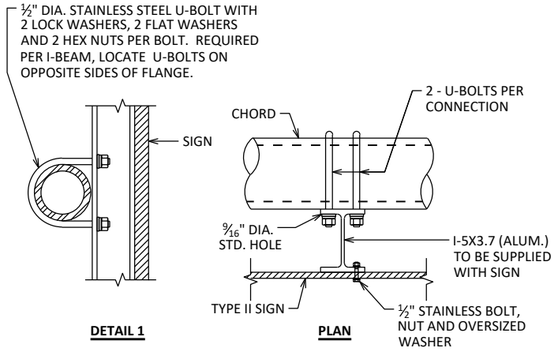
DMS MOUNTING POST DETAIL

POST SPACING MAY BE ADJUSTED AS REQUIRED IF SPACING CONFLICTS WITH GUSSET PLATES OF TRUSS WITHIN TOLERANCES NOTED.



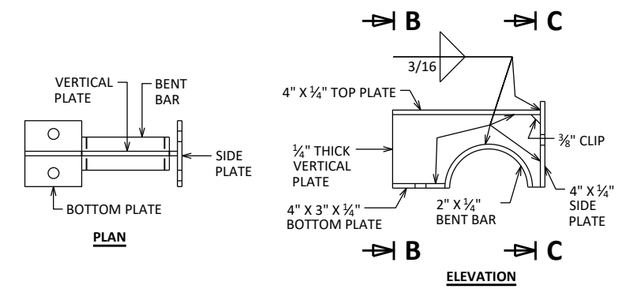
CHORD SPLICE

SEPARATE OPTIONAL SPLICE FROM GUSSET PLATES BY 6" MIN.

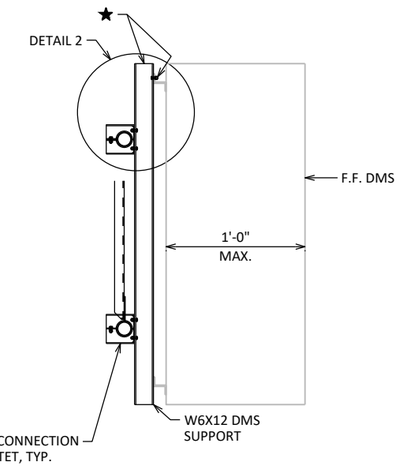


MONOTUBE SIGN CONNECTION

TYPE II SIGN PANEL SHOWN.
SEE SIGN PLATE MANUAL A4-7A AND A4-7B FOR DETAILS.
ALUMINUM I-5X3.7 I-BEAMS ARE TO BE SUPPLIED WITH SIGN PANEL, HARDWARE TO BE SUPPLIED BY THE CONTRACTOR.



DMS WELDED PLATE CONNECTION DETAILS

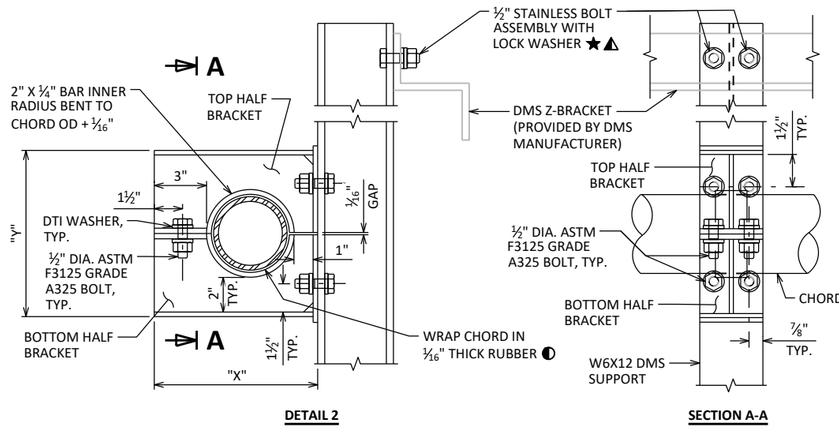


SECTION THRU TRUSS - DMS

FOR DMS/CATWALK CONNECTIONS

★ W6X12 SUPPORTS AND HARDWARE ARE TO BE SUPPLIED BY THE CONTRACTOR. ½" STAINLESS BOLT, NUT, WASHER AND LOCK WASHER REQUIRED, 4 PER W6X12

TOP HALF OF BRACKET SHOWN, BOTTOM HALF SIMILAR.

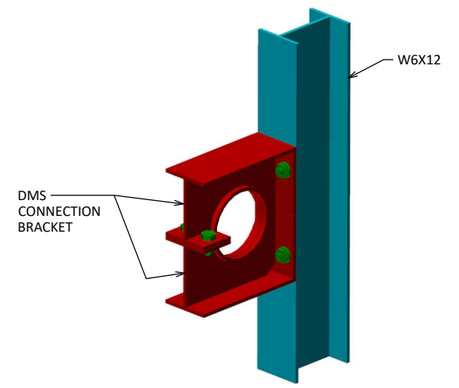


CHORD "OD"	"X"	"Y"
"OD"	"OD" + $4\frac{13}{16}$"	"OD" + $5\frac{5}{16}$"

TYPICAL DMS CONNECTION

◐ NEOPRENE, GRADE 45±5, OTHERWISE MEETING THE REQUIREMENTS OF STD. SPEC. 506.2.6.1

⚠ IF DMS CONNECTION BRACKET IS USED WITH A TYPE II SIGN PANEL, THE BOLT HOLE MUST BE GALVANIZED AND A STAINLESS WASHER USED BETWEEN THE I-BEAM AND SIGN PANEL.



3-D VIEW OF DMS CONNECTION

CHORD NOT SHOW FOR CLARITY

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

UPDATED: OCT. 2023

DRAWN BY BOS | PLANS CK'D BOS

MONOTUBE & 2-CHORD TRUSS CONNECTIONS 2

SHEET II
326

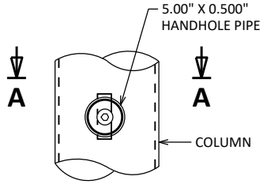
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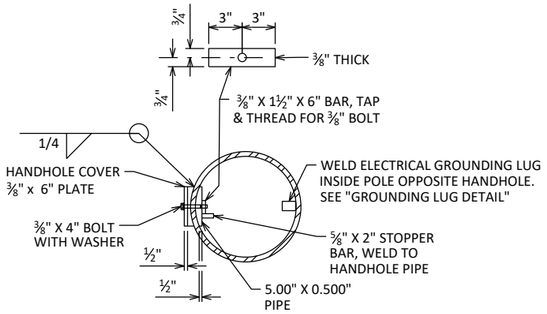
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STATE PROJECT NUMBER

STANDARD



ELEVATION

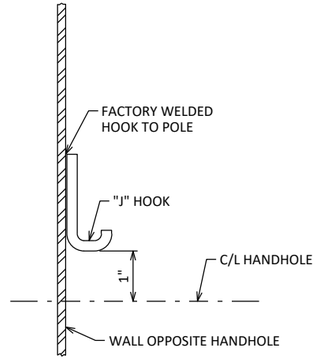


SECTION A-A

HANDHOLE DETAILS

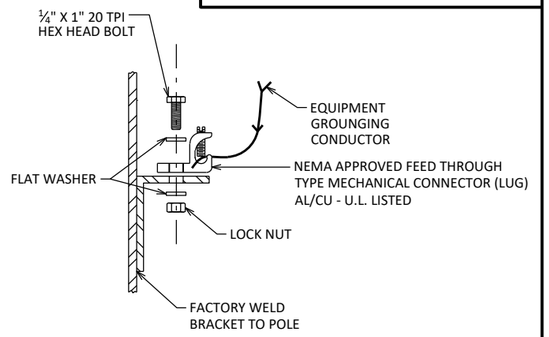
HANDHOLES SHALL BE LOCATED IN ONE COLUMN OF THE SIGN BRIDGE STRUCTURE IF ELECTRICALLY OPERATED DEVICES ARE INSTALLED ON/IN THE STRUCTURE. COLUMNS WITH HANDHOLES SHALL BE NEAR THE ELECTRICAL SERVICE. THE CONTRACTOR SHALL VERIFY THE LOCATION OF THE ELECTRICAL SERVICE ENTRANCE WITH THE REGION TRAFFIC SECTION PRIOR TO FABRICATION OF THE SIGN BRIDGE COLUMNS AND MEMBERS. CONDUIT (AS REQ'D.) SHALL BE LOCATED, PLACED AND SIZED AS SHOWN ON THE ELECTRICAL PLAN DETAIL SHEETS.

UNLESS OTHERWISE NOTED, ALL HANDHOLE ELEMENTS TO BE GALVANIZED PER THE WISDOT STANDARD SPECIFICATIONS.



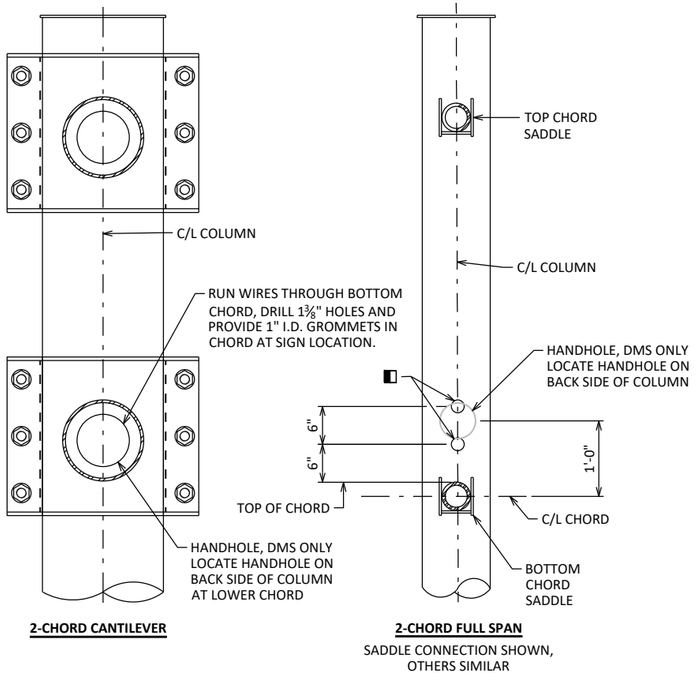
TYPICAL "J" HOOK LOCATION

THE "J" HOOK SHALL BE FACTORY WELDED TO THE INSIDE OF THE COLUMN CONTAINING ELECTRICAL WIRING. THE "J" HOOK SHALL BE ATTACHED ABOVE THE CENTERLINE OF THE UPPER HANDHOLE AND MOUNTED DIRECTLY OPPOSITE THE HANDHOLE AS SHOWN IN THE DRAWING.



GROUNDING LUG DETAIL

NUT, BOLT AND WASHERS SHALL BE STAINLESS STEEL



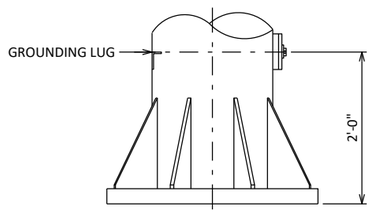
2-CHORD CANTILEVER

2-CHORD FULL SPAN

SADDLE CONNECTION SHOWN, OTHERS SIMILAR

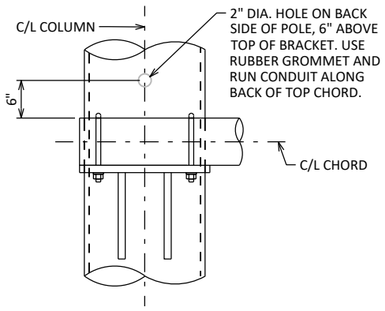
CONDUIT HOLE LOCATIONS

◧ 2" HOLE WITH STANDARD PIPE THREADS, USE THREADED CONDUIT PLUG FOR UNUSED HOLES

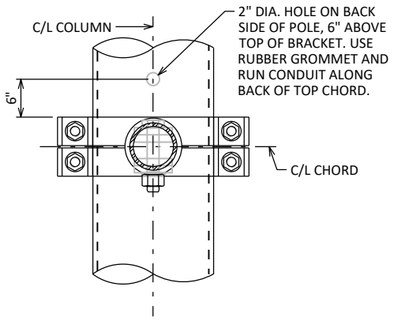


GROUNDING LUG LOCATION

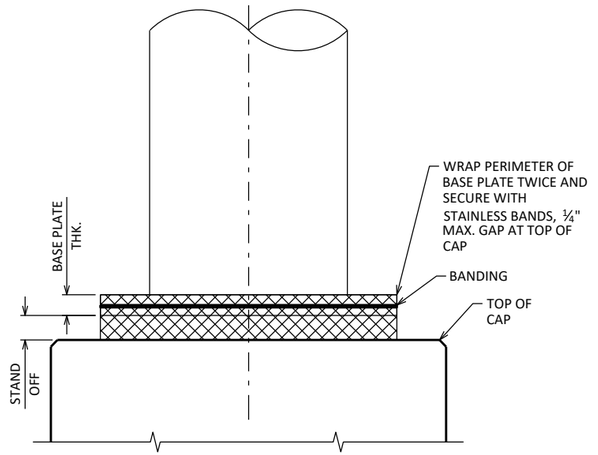
LOOKING AT THE F.F. OF STRUCTURE



FULL SPAN STIFFENED BEARING CONNECTION

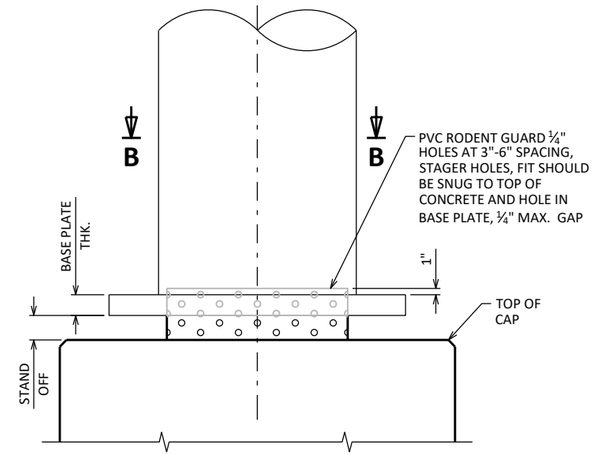


FULL SPAN CLAMP CONNECTION



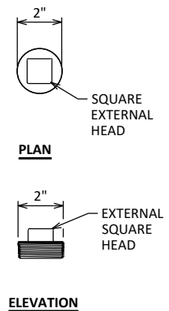
RODENT SCREEN

ONLY REQ'D WHEN ELECTRICAL DEVICES ARE PRESENT
ANCHOR RODS NOT SHOWN

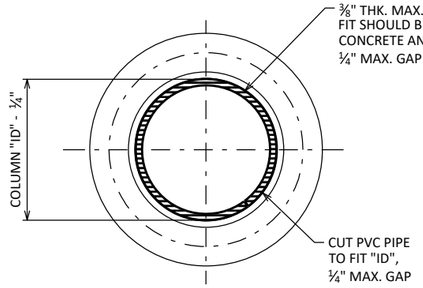


RODENT SCREEN - ALTERNATE

ONLY REQ'D WHEN ELECTRICAL DEVICES ARE PRESENT
ANCHOR RODS NOT SHOWN



CONDUIT PLUG DETAILS



SECTION B-B

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

UPDATED: OCT. 2024

DRAWN BY BOS | PLANS CK'D BOS

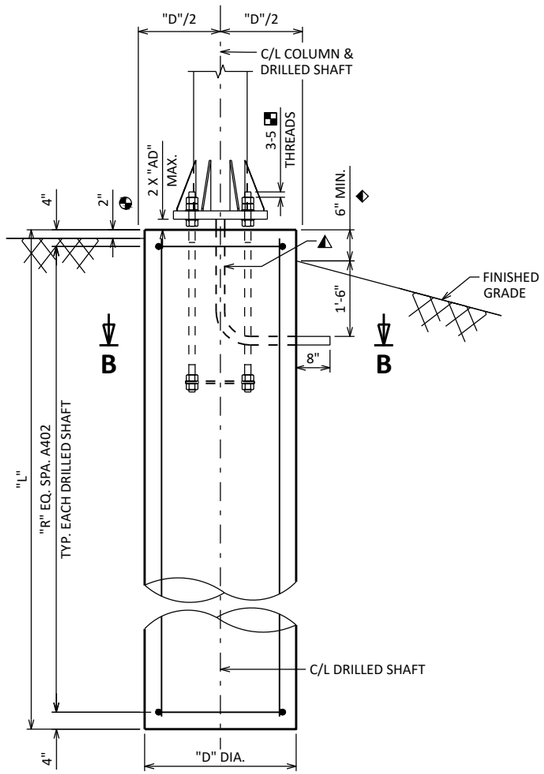
MONOTUBE & 2-CHORD TRUSS ELECTRICAL DETAILS

SHEET III
327

SCALE = 2.0

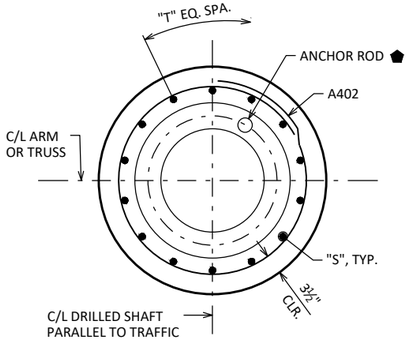
8

8



ELEVATION

- TYPICAL FOR DRILLED SHAFT FOOTINGS INSTALLED ADJACENT TO SIDEWALKS OR BEHIND CURB AND GUTTER ON LOW SPEED ROADS. TOP OF SHAFT SHALL BE FLUSH IF SURROUNDED BY CONCRETE AND 2" ABOVE FINISHED GRADE FOR ALL OTHER SURFACES.
- TYPICAL FOR EACH DRILLED SHAFT FOOTING INSTALLED ADJACENT TO ROADWAY FACILITIES OR ON SIDE SLOPES WITHIN CLEAR ZONE. BARRIER OR BEAMGUARD MAY BE REQUIRED.



SECTION B-B

TYPICAL FOR EACH DRILLED SHAFT FOOTING

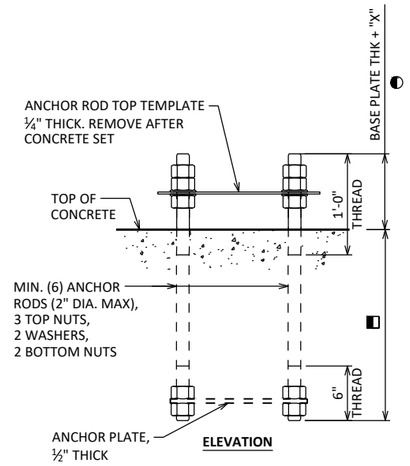
FOUNDATION DIMENSION DATA

STANDARD DESIGN TYPE	FOUNDATION DIMENSIONS						
	"A"	"D"	"L"	"R"	"S"	"T"	"BC" MAX.
MFI	1'-11"	2'-6"	12'-0"	12	A801	10	1'-5"
MCI/MCII/TFI	1'-11"	2'-6"	17'-0"	17	A801	10	1'-5"
MFII	2'-5"	3'-0"	13'-0"	13	A801	14	1'-10"
TCI	2'-5"	3'-0"	18'-0"	18	A801	14	1'-10"
TFII	2'-5"	3'-0"	20'-0"	20	A801	14	1'-10"
MCIII/TCII/TFIII	2'-11"	3'-6"	18'-0"	18	A901	14	2'-4"
MCIV/TFIV	2'-11"	3'-6"	23'-0"	23	A901	14	2'-4"
TCIII	3'-5"	4'-0"	23'-0"	23	A1001	14	2'-10"
TCIV	3'-5"	4'-0"	28'-0"	28	A1001	14	2'-10"

ESTIMATED QUANTITIES - FOUNDATION

STANDARD DESIGN TYPE	CONCRETE MASONRY	STEEL REINFORCEMENT HS	FOUNDATION DRILLING (DIA.) (LF)			
	(CY)	(LBS)	30"	36"	42"	48"
MFI	2.2	380	12	---	---	---
MCI/MCII/TFI	3.1	540	17	---	---	---
MFII	3.4	560	---	13	---	---
TCI	4.7	780	---	18	---	---
TFII	5.2	870	---	20	---	---
MCIII/TCII/TFIII	6.4	980	---	---	18	---
MCIV/TFIV	8.2	1,250	---	---	23	---
TCIII	10.7	1,570	---	---	---	23
TCIV	13.0	1,910	---	---	---	28

✶✶ QUANTITIES ARE FOR INFORMATION ONLY AND ARE BASED ON A SINGLE DRILLED SHAFT. MULTIPLY BY 2 FOR FULL SPAN STRUCTURES.



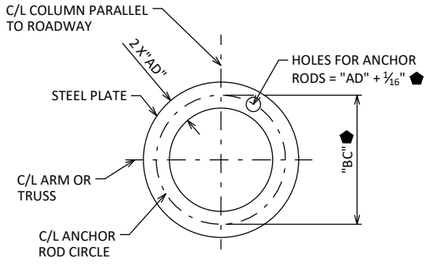
ANCHOR ROD ASSEMBLY DETAILS

◧ ANCHOR RODS PER ASSEMBLY TO BE DESIGNED BY CONTRACTOR AND SHOWN ON SHOP DRAWINGS. SHOW DIAMETER, NUMBER, ORIENTATION AND EMBEDMENT OF ANCHOR RODS.

CENTER ANCHOR ROD ASSEMBLY AND ENSURE ASSEMBLY IS PLUMB. MAINTAIN ANCHOR ROD PROJECTION ABOVE TOP OF CONCRETE AS DETAILED. ANCHOR ROD ASSEMBLY SHALL BE RIGIDLY SECURED IN POSITION DURING AND AFTER CONCRETE PLACEMENT. DO NOT WELD THE ANCHORS.

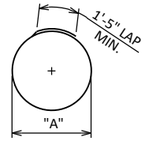
ANCHOR DIAMETER "AD"	MAX. STICK OUT ◐
	"X"
1"	5"
1¼"	6"
1½"	7"
1¾"	8"
2"	9"

◐ ADD BASE PLATE THICKNESS TO VALUE SHOWN FOR MAX. STICK OUT DIMENSION. CONTRACTOR TO COORDINATE WITH FABRICATOR FOR PROPER ANCHOR PLACEMENT.



ANCHOR PLATE & TOP TEMPLATE

⬟ ANCHOR SIZE, BOLT CIRCLE, AND POSITION TO BE VERIFIED WITH SHOP DRAWINGS.



A402

LEGEND

◪ ANCHOR ROD STICK OUT IN FINAL CONDITION. EXCESSIVE STICK OUT BEYOND DIMENSION SHOWN TO BE CUT OFF AFTER PLACING STRUCTURE. ANCHORS TO BE ULTRASONIC TESTED TO DETERMINE EMBEDDED LENGTH MEETS REQUIREMENTS PRIOR TO CUTTING. NOTE REMAINING LENGTH ON AS-BUILT.

◭ 2 - 2" DIA. NON-METALLIC CONDUITS. INSTALL ONLY WITH DMS. EXTEND CONDUITS AS SHOWN AND CAP OR SEAL EACH END WITH A SUITABLE REMOVABLE PLUG. PLACE CONDUITS UNDER COLUMN ADJACENT TO DMS. CONDUITS INCIDENTAL TO THE FOUNDATION BID ITEMS.

NOTE: THE FIRST OR FIRST TWO DIGITS OF THE BAR MARK SIGNIFIES THE BAR SIZE.

BILL OF BARS

STANDARD TYPE MFI

BAR MARK	COAT	NO. REQ'D.	LENGTH	BENT	BAR SERIES	LOCATION
A801		10	11'-8"			DRILLED SHAFT - VERTICAL
A402		13	7'-6"	X		DRILLED SHAFT - HORIZONTAL

STANDARD TYPES MCI/MCII/TFI

BAR MARK	COAT	NO. REQ'D.	LENGTH	BENT	BAR SERIES	LOCATION
A801		10	16'-8"			DRILLED SHAFT - VERTICAL
A402		18	7'-6"	X		DRILLED SHAFT - HORIZONTAL

STANDARD TYPE MFII

BAR MARK	COAT	NO. REQ'D.	LENGTH	BENT	BAR SERIES	LOCATION
A801		14	12'-8"			DRILLED SHAFT - VERTICAL
A402		14	9'-1"	X		DRILLED SHAFT - HORIZONTAL

STANDARD TYPE TCI

BAR MARK	COAT	NO. REQ'D.	LENGTH	BENT	BAR SERIES	LOCATION
A801		14	17'-8"			DRILLED SHAFT - VERTICAL
A402		19	9'-1"	X		DRILLED SHAFT - HORIZONTAL

STANDARD TYPE TFII

BAR MARK	COAT	NO. REQ'D.	LENGTH	BENT	BAR SERIES	LOCATION
A801		14	19'-8"			DRILLED SHAFT - VERTICAL
A402		21	9'-1"	X		DRILLED SHAFT - HORIZONTAL

STANDARD TYPES MCIII/TCII/TFIII

BAR MARK	COAT	NO. REQ'D.	LENGTH	BENT	BAR SERIES	LOCATION
A901		14	17'-8"			DRILLED SHAFT - VERTICAL
A402		19	10'-7"	X		DRILLED SHAFT - HORIZONTAL

STANDARD TYPES MCIV/TFIV

BAR MARK	COAT	NO. REQ'D.	LENGTH	BENT	BAR SERIES	LOCATION
A901		14	22'-8"			DRILLED SHAFT - VERTICAL
A402		24	10'-7"	X		DRILLED SHAFT - HORIZONTAL

STANDARD TYPE TCIII

BAR MARK	COAT	NO. REQ'D.	LENGTH	BENT	BAR SERIES	LOCATION
A1001		14	22'-8"			DRILLED SHAFT - VERTICAL
A402		24	12'-2"	X		DRILLED SHAFT - HORIZONTAL

STANDARD TYPE TCIV

BAR MARK	COAT	NO. REQ'D.	LENGTH	BENT	BAR SERIES	LOCATION
A1001		14	27'-8"			DRILLED SHAFT - VERTICAL
A402		29	12'-2"	X		DRILLED SHAFT - HORIZONTAL

✶✶ VALUES IN BAR TABLES ARE FOR A SINGLE FOUNDATION ONLY. MULTIPLY BY 2 FOR FULL ✶✶ SPAN STRUCTURES.

STATE PROJECT NUMBER

STANDARD

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

UPDATED: OCT. 2024

DRAWN BY BOS | PLANS CK'D BOS

MONOTUBE & 2-CHORD TRUSS FOUNDATIONS

SHEET IV
328

SCALE = 3.0

8

8

DIVISION 1 - ALIPROF-USH18-WB

STATION	REAL STATION	DISTANCE	AREA (SF)						INCREMENTAL VOL (CY) (UNADJUSTED)						CUMULATIVE VOL (CY)							
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	MARSH EXC	ROCK EXC	EBS	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	MARSH EXC	ROCK EXC	EBS	CUT	EXPANDED FILL	EXPANDED MARSH BACKFILL	EXPANDED ROCK	EXPANDED EBS BACKFILL	REDUCED MARSH IN FILL	REDUCED EBS IN FILL	MASS ORDINATE
															1.00	1.25	1.00	1.10	1.00	1.00	1.00	
									NOTE 1	NOTE 2	NOTE 3				NOTE 1		NOTE 4		NOTE 5	NOTE 6	NOTE 7	NOTE 8
11+24.00	1124.00	0.00	55.75	45.91	1.15	0.00	0.00	0.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11+50.00	1150.00	26.00	83.24	45.91	0.58	0.00	0.00	0.00	67	44	1	0	0	0	67	1	0	0	0	0	0	22
12+00.00	1200.00	50.00	88.41	45.91	0.00	0.00	0.00	0.00	159	85	1	0	0	0	226	3	0	0	0	0	0	95
12+50.00	1250.00	50.00	92.34	45.91	0.00	0.00	0.00	0.00	167	85	0	0	0	0	393	3	0	0	0	0	0	177
13+00.00	1300.00	50.00	79.99	45.91	0.53	0.00	0.00	0.00	160	85	0	0	0	0	553	3	0	0	0	0	0	252
13+50.00	1350.00	50.00	82.40	45.91	0.29	0.00	0.00	0.00	150	85	1	0	0	0	703	4	0	0	0	0	0	315
14+00.00	1400.00	50.00	106.89	45.91	0.39	0.00	0.00	0.00	175	85	1	0	0	0	878	5	0	0	0	0	0	404
14+50.00	1450.00	50.00	353.00	45.91	1.01	0.00	0.00	0.00	426	85	1	0	0	0	1,304	6	0	0	0	0	0	744
15+00.00	1500.00	50.00	443.48	45.91	0.00	0.00	0.00	0.00	737	85	1	0	0	0	2,041	8	0	0	0	0	0	1,395
15+50.00	1550.00	50.00	216.79	45.91	0.00	0.00	0.00	0.00	611	85	0	0	0	0	2,652	8	0	0	0	0	0	1,921
16+00.00	1600.00	50.00	126.87	45.91	1.11	0.00	0.00	0.00	318	85	1	0	0	0	2,970	9	0	0	0	0	0	2,152
16+50.00	1650.00	50.00	122.84	45.91	0.37	0.00	0.00	0.00	231	85	1	0	0	0	3,201	10	0	0	0	0	0	2,297
17+00.00	1700.00	50.00	141.23	45.91	0.00	0.00	0.00	0.00	245	85	0	0	0	0	3,446	10	0	0	0	0	0	2,457
17+50.00	1750.00	50.00	102.19	45.91	2.26	0.00	0.00	0.00	225	85	2	0	0	0	3,671	13	0	0	0	0	0	2,595
18+00.00	1800.00	50.00	73.07	45.91	14.85	0.00	0.00	0.00	162	85	16	0	0	0	3,833	33	0	0	0	0	0	2,652
18+50.00	1850.00	50.00	48.41	45.91	42.58	0.00	0.00	0.00	112	85	53	0	0	0	3,945	99	0	0	0	0	0	2,612
19+00.00	1900.00	50.00	66.51	45.91	48.24	0.00	0.00	0.00	106	85	84	0	0	0	4,051	204	0	0	0	0	0	2,528
19+50.00	1950.00	50.00	239.64	45.91	83.79	0.00	0.00	0.00	283	85	122	0	0	0	4,334	356	0	0	0	0	0	2,574
20+00.00	2000.00	50.00	122.59	45.91	35.48	0.00	0.00	0.00	335	85	110	0	0	0	4,669	494	0	0	0	0	0	2,686
20+50.00	2050.00	50.00	69.28	45.91	145.97	0.00	0.00	0.00	178	85	168	0	0	0	4,847	704	0	0	0	0	0	2,569
21+00.00	2100.00	50.00	83.95	45.91	104.96	0.00	0.00	0.00	142	85	232	0	0	0	4,989	994	0	0	0	0	0	2,336
21+50.00	2150.00	50.00	102.76	45.91	69.20	0.00	0.00	0.00	173	85	161	0	0	0	5,162	1,195	0	0	0	0	0	2,223
22+00.00	2200.00	50.00	105.51	45.91	41.88	0.00	0.00	0.00	193	85	103	0	0	0	5,355	1,324	0	0	0	0	0	2,202
22+50.00	2250.00	50.00	90.92	45.91	14.49	0.00	0.00	0.00	182	85	52	0	0	0	5,537	1,389	0	0	0	0	0	2,234
23+00.00	2300.00	50.00	79.97	45.91	5.85	0.00	0.00	0.00	158	85	19	0	0	0	5,695	1,413	0	0	0	0	0	2,284
23+42.00	2342.00	42.00	29.27	45.91	5.39	0.00	0.00	0.00	85	71	9	0	0	0	5,780	1,424	0	0	0	0	0	2,286

DIVISION 1 - ALIPROF-WISCONSINST-WB

STATION	REAL STATION	DISTANCE	AREA (SF)						INCREMENTAL VOL (CY) (UNADJUSTED)						CUMULATIVE VOL (CY)							
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	MARSH EXC	ROCK EXC	EBS	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	MARSH EXC	ROCK EXC	EBS	CUT	EXPANDED FILL	EXPANDED MARSH BACKFILL	EXPANDED ROCK	EXPANDED EBS BACKFILL	REDUCED MARSH IN FILL	REDUCED EBS IN FILL	MASS ORDINATE
															1.00	1.25	1.00	1.10	1.00	1.00	1.00	
									NOTE 1	NOTE 2	NOTE 3				NOTE 1		NOTE 4		NOTE 5	NOTE 6	NOTE 7	NOTE 8
10+10.00	1010.00	0.00	0.00	14.84	0.00	0.00	0.00	0.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10+50.00	1050.00	40.00	0.00	14.84	0.00	0.00	0.00	0.00	0	22	0	0	0	0	0	0	0	0	0	0	0	-22
11+00.00	1100.00	50.00	0.00	14.84	0.00	0.00	0.00	0.00	0	27	0	0	0	0	0	0	0	0	0	0	0	-49
11+25.00	1125.00	25.00	49.12	14.84	0.08	0.00	0.00	0.00	23	14	0	0	0	0	23	0	0	0	0	0	0	-40
11+50.00	1150.00	25.00	56.73	14.84	0.62	0.00	0.00	0.00	49	14	0	0	0	0	72	0	0	0	0	0	0	-5
12+00.00	1200.00	50.00	78.67	14.84	0.00	0.00	0.00	0.00	125	27	1	0	0	0	197	1	0	0	0	0	0	92
12+50.00	1250.00	50.00	102.32	14.84	0.21	0.00	0.00	0.00	168	27	0	0	0	0	365	1	0	0	0	0	0	233
13+00.00	1300.00	50.00	134.17	14.84	0.28	0.00	0.00	0.00	219	27	0	0	0	0	584	1	0	0	0	0	0	425

DIVISION 1 - ALIPROF-WISCONSINST-WB

STATION	REAL STATION	DISTANCE	AREA (SF)						INCREMENTAL VOL (CY) (UNADJUSTED)						CUMULATIVE VOL (CY)							
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	MARSH EXC	ROCK EXC	EBS	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	MARSH EXC	ROCK EXC	EBS	CUT	EXPANDED FILL	EXPANDED MARSH BACKFILL	EXPANDED ROCK	EXPANDED EBS BACKFILL	REDUCED MARSH IN FILL	REDUCED EBS IN FILL	MASS ORDINATE
															1.00	1.25	1.00	1.10	1.00	1.00	1.00	
									NOTE 1	NOTE 2	NOTE 3				NOTE 1		NOTE 4		NOTE 5	NOTE 6	NOTE 7	NOTE 8
15+00.00	1500.00	0.00	90.84	27.77	1.45	0.00	0.00	0.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15+50.00	1550.00	50.00	47.83	27.77	7.05	0.00	0.00	0.00	128	51	8	0	0	0	128	10	0	0	0	0	0	67
16+00.00	1600.00	50.00	40.65	27.77	4.29	0.00	0.00	0.00	82	51	11	0	0	0	210	24	0	0	0	0	0	84
16+50.00	1650.00	50.00	44.42	27.77	1.72	0.00	0.00	0.00	79	51	6	0	0	0	289	31	0	0	0	0	0	105
17+00.00	1700.00	50.00	49.37	27.77	3.71	0.00	0.00	0.00	87	51	5	0	0	0	376	38	0	0	0	0	0	135
17+50.00	1750.00	50.00	51.82	27.77	2.02	0.00	0.00	0.00	94	51	5	0	0	0	470	44	0	0	0	0	0	171
17+78.00	1778.00	28.00	50.80	27.77	1.46	0.00	0.00	0.00	53	29	2	0	0	0	523	46	0	0	0	0	0	193

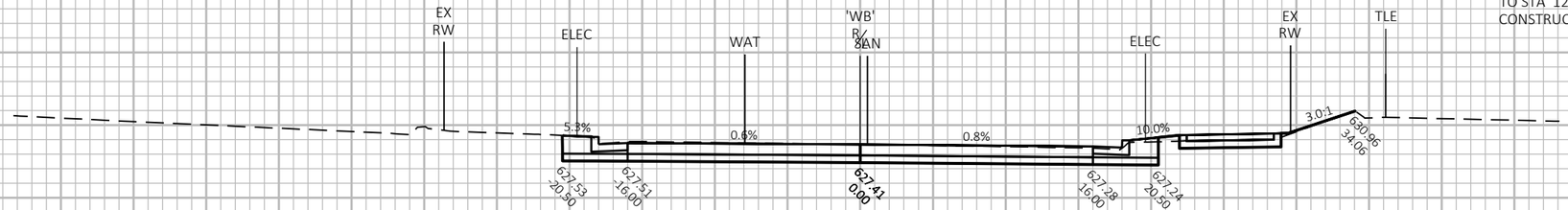
DIVISION 1 - ALIPROF-IOWAST-EB

STATION	REAL STATION	DISTANCE	AREA (SF)						INCREMENTAL VOL (CY) (UNADJUSTED)						CUMULATIVE VOL (CY)							
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	MARSH EXC	ROCK EXC	EBS	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	MARSH EXC	ROCK EXC	EBS	CUT	EXPANDED FILL	EXPANDED MARSH BACKFILL	EXPANDED ROCK	EXPANDED EBS BACKFILL	REDUCED MARSH IN FILL	REDUCED EBS IN FILL	MASS ORDINATE
															1.00	1.25	1.00	1.10	1.00	1.00	1.00	
									NOTE 1	NOTE 2	NOTE 3				NOTE 1		NOTE 4		NOTE 5	NOTE 6	NOTE 7	NOTE 8
10+16.00	1016.00	0.00	50.29	25.11	3.10	0.00	0.00	0.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10+50.00	1050.00	34.00	57.28	25.11	0.37	0.00	0.00	0.00	68	32	2	0	0	0	68	3	0	0	0	0	0	34
11+00.00	1100.00	50.00	69.92	25.11	0.29	0.00	0.00	0.00	118	47	1	0	0	0	186	4	0	0	0	0	0	103
11+50.00	1150.00	50.00	79.87	25.11	0.00	0.00	0.00	0.00	139	47	0	0	0	0	325	4	0	0	0	0	0	195
12+00.00	1200.00	50.00	91.12	25.11	0.00	0.00	0.00	0.00	158	47	0	0	0	0	483	4	0	0	0	0	0	306
12+50.00	1250.00	50.00	88.19	25.11	1.63	0.00	0.00	0.00	166	47	2	0	0	0	649	6	0	0	0	0	0	423
13+00.00	1300.00	50.00	110.39	25.11	0.33	0.00	0.00	0.00	184	47	2	0	0	0	833	9	0	0	0	0	0	557

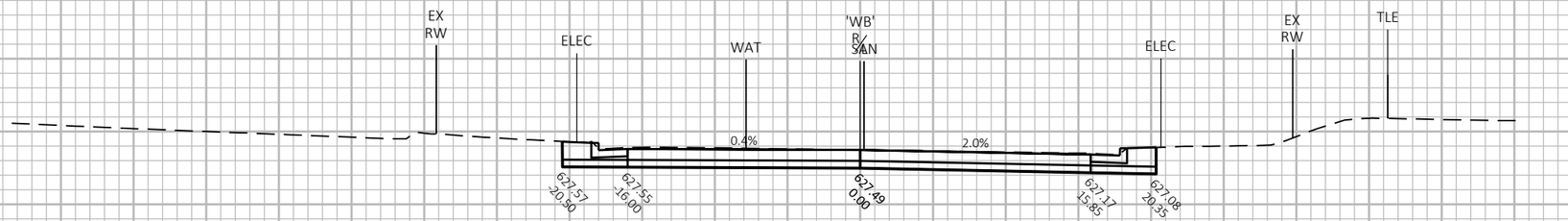
DIVISION 1 - ALIPROF-IOWAST-EB

STATION	REAL STATION	DISTANCE	AREA (SF)						INCREMENTAL VOL (CY) (UNADJUSTED)						CUMULATIVE VOL (CY)							
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	MARSH EXC	ROCK EXC	EBS	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	MARSH EXC	ROCK EXC	EBS	CUT	EXPANDED FILL	EXPANDED MARSH BACKFILL	EXPANDED ROCK	EXPANDED EBS BACKFILL	REDUCED MARSH IN FILL	REDUCED EBS IN FILL	MASS ORDINATE
															1.00	1.25	1.00	1.10	1.00	1.00	1.00	
									NOTE 1	NOTE 2	NOTE 3				NOTE 1		NOTE 4		NOTE 5	NOTE 6	NOTE 7	NOTE 8
15+50.00	1550.00	0.00	50.82	26.38	28.47	0.00	0.00	0.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16+00.00	1600.00	50.00	69.05	26.38	0.57	0.00	0.00	0.00	111	49	27	0	0	0	111	34	0	0	0	0	0	28
16+50.00	1650.00	50.00	54.38	26.38	0.00	0.00	0.00	0.00	114	49	1	0	0	0	225	35	0	0	0	0	0	92

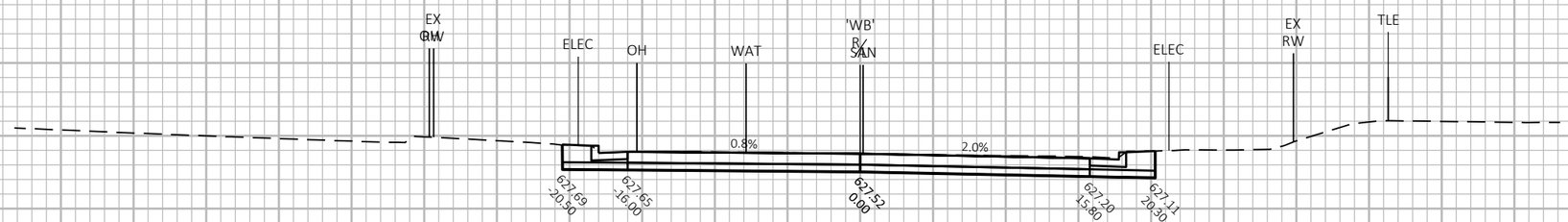
NOTE: POTENTIAL SOIL CONTAMINATION STA 11+40 TO STA 12+15 'WB' FROM CENTERLINE TO CONSTRUCTION LIMITS RT



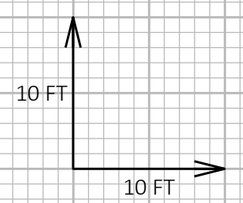
11+25



11+00



10+91



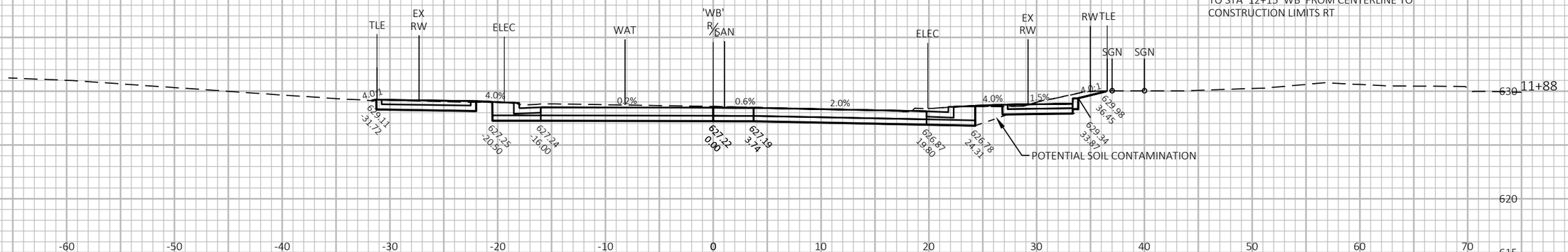
PROJECT NO: 1660-02-73	HWY: USH 18	COUNTY: CRAWFORD	CROSS SECTIONS: CROSS SECTIONS - USH18 - WB	SHEET 331	E

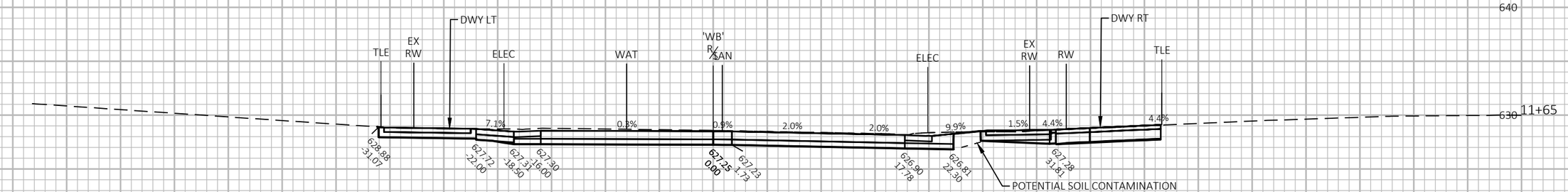
FILE NAME : X:\PROJECTS\CRAWFORD\220077MW - 1660-02-03_USH 18 ROUNDABOUTS\DESIGN\C3D\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090201-xs (USH-18 WB 1)

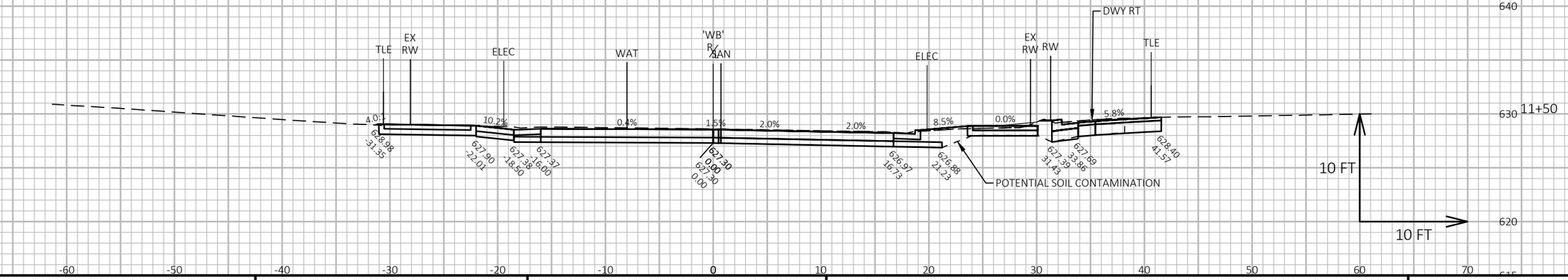
PLOT DATE : 1/13/2026 11:48 AM PLOT BY : KYLE WILLIAMS PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

NOTE: POTENTIAL SOIL CONTAMINATION STA 11+40 TO STA 12+15 'WB' FROM CENTERLINE TO CONSTRUCTION LIMITS RT





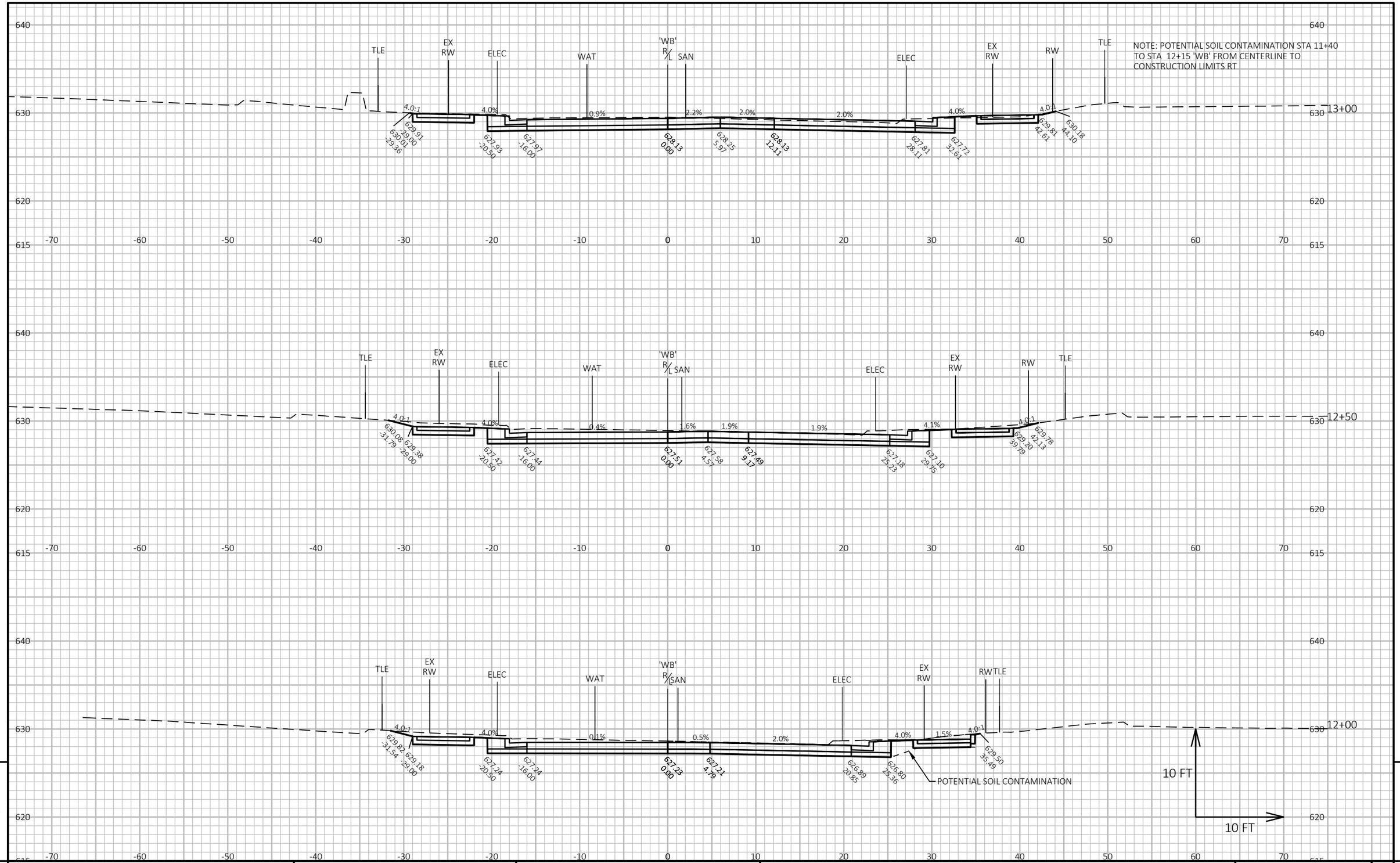


PROJECT NO: 1660-02-73	HWY: USH 18	COUNTY: CRAWFORD	CROSS SECTIONS: CROSS SECTIONS - USH18 - WB	SHEET 332	E

FILE NAME : X:\PROJECTS\CRAWFORD\220077MW - 1660-02-03_USH 18 ROUNDABOUTS\DESIGN\C3D\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090201-xs (USH-18 WB 2)

PLOT DATE : 1/13/2026 11:49 AM PLOT BY : KYLE WILLIAMS PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

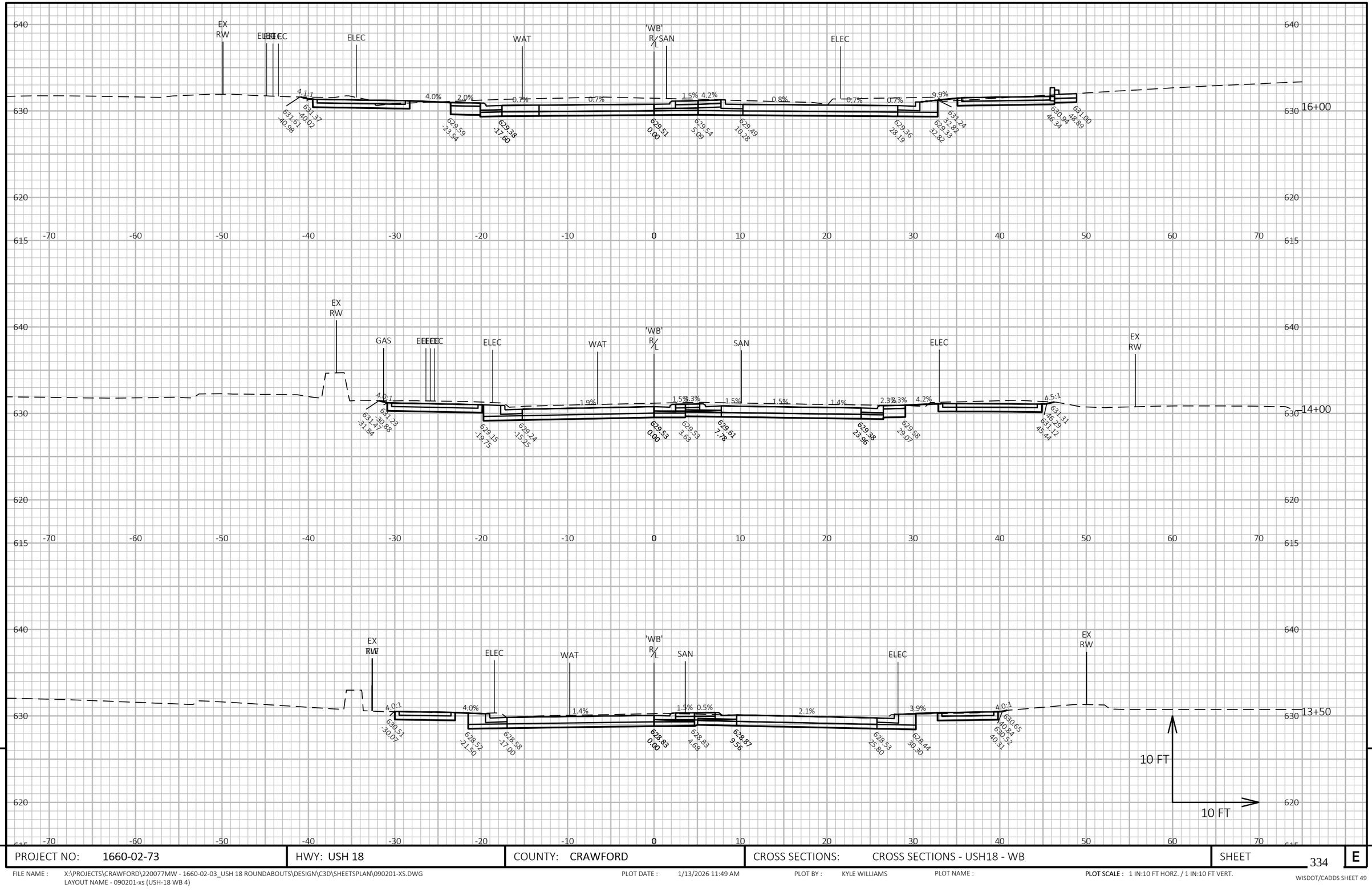
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PROJECT NO: 1660-02-73	HWY: USH 18	COUNTY: CRAWFORD	CROSS SECTIONS: CROSS SECTIONS - USH18 - WB	SHEET 333	E

FILE NAME : X:\PROJECTS\CRAWFORD\220077MW - 1660-02-03_USH 18 ROUNDABOUTS\DESIGN\C3D\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090201-xs (USH-18 WB 3)

PLOT DATE : 1/13/2026 11:49 AM PLOT BY : KYLE WILLIAMS PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

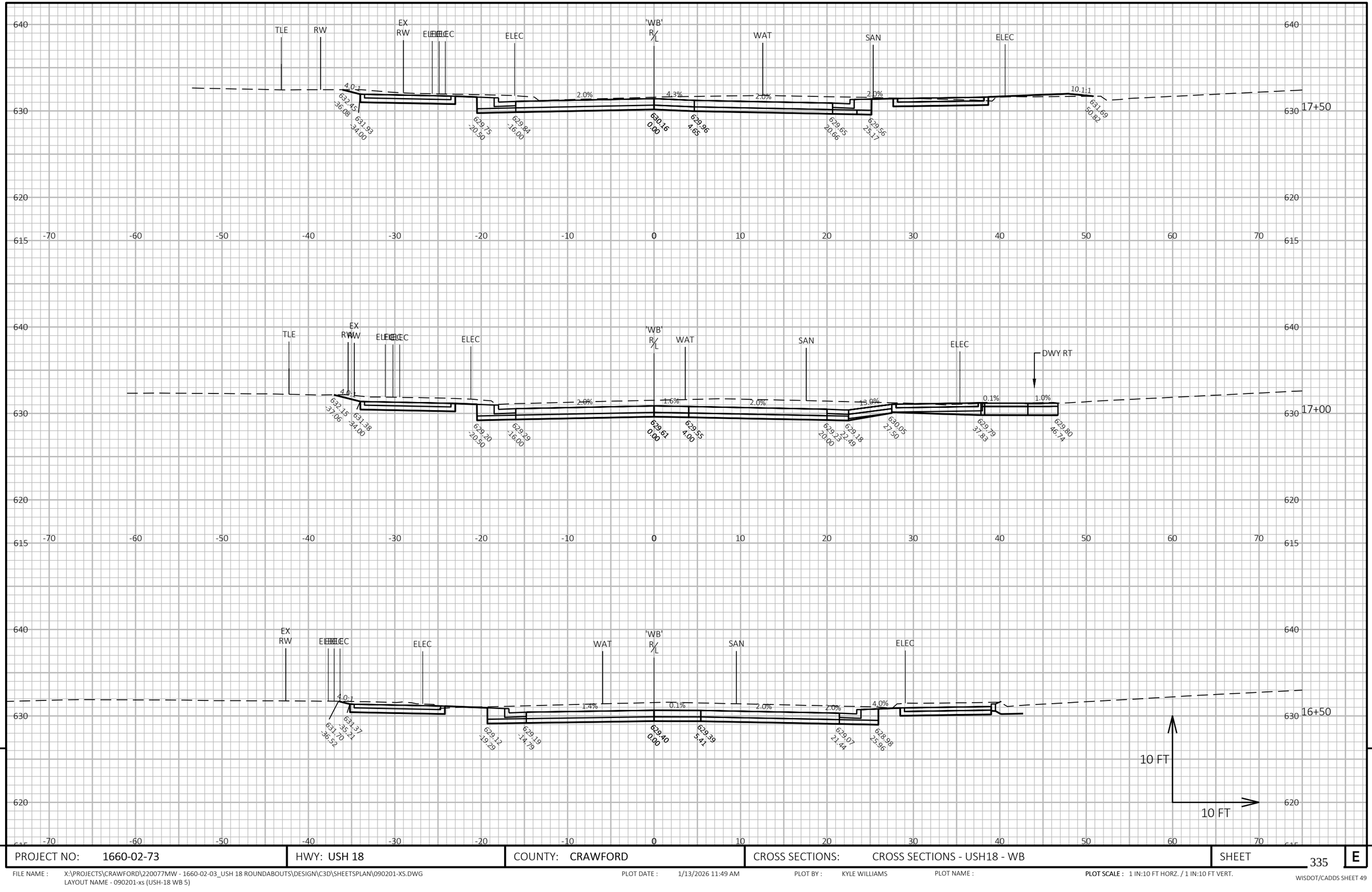


PROJECT NO: 1660-02-73	HWY: USH 18	COUNTY: CRAWFORD	CROSS SECTIONS: CROSS SECTIONS - USH18 - WB	SHEET 334 E

FILE NAME : X:\PROJECTS\CRAWFORD\220077MW - 1660-02-03_USH 18 ROUNDABOUTS\DESIGN\C3D\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090201-xs (USH-18 WB 4)

PLOT DATE : 1/13/2026 11:49 AM PLOT BY : KYLE WILLIAMS PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

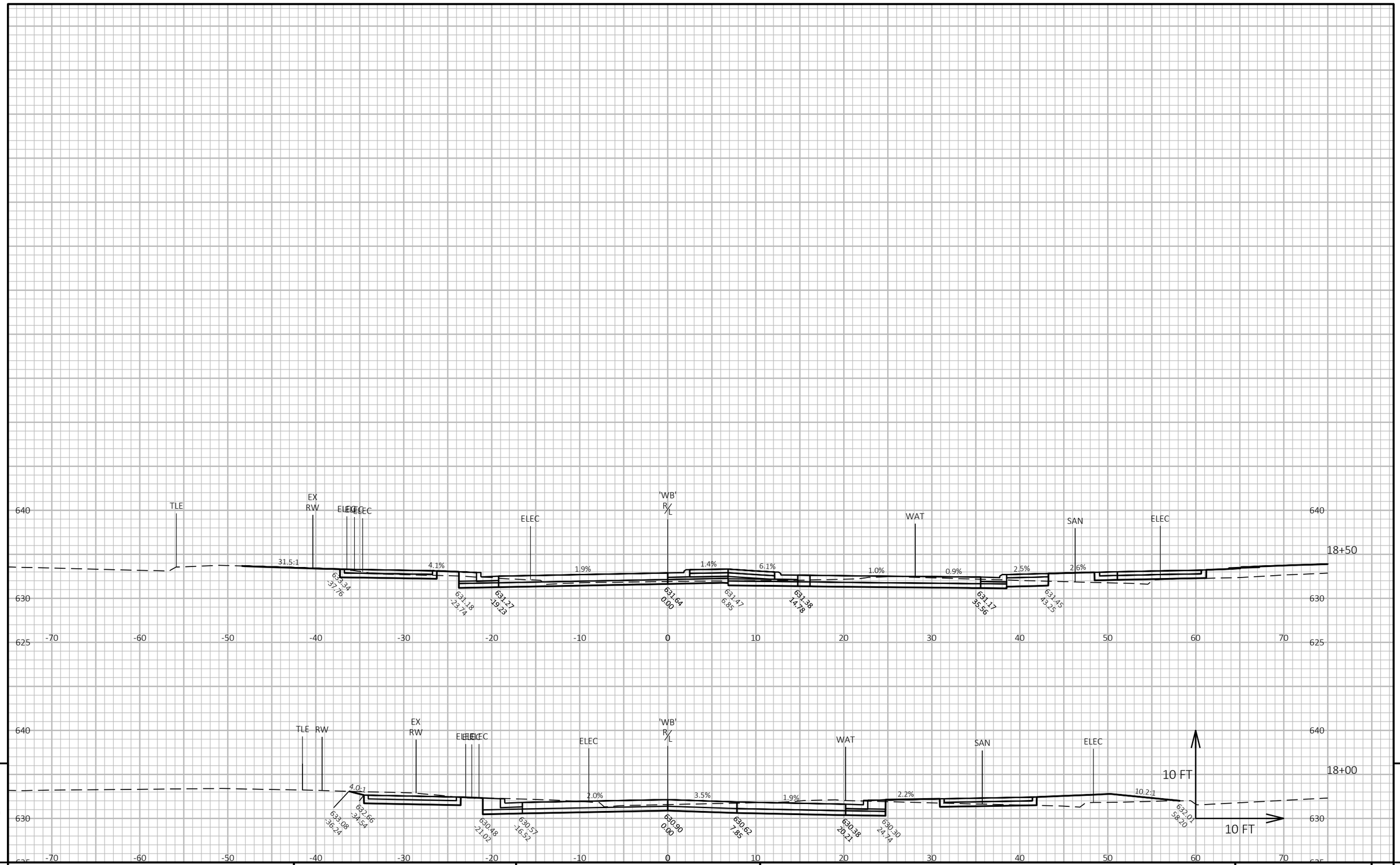


PROJECT NO: 1660-02-73	HWY: USH 18	COUNTY: CRAWFORD	CROSS SECTIONS: CROSS SECTIONS - USH18 - WB	SHEET 335	E

FILE NAME : X:\PROJECTS\CRAWFORD\220077MW - 1660-02-03_USH 18 ROUNDABOUTS\DESIGN\C3D\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090201-xs (USH-18 WB 5)

PLOT DATE : 1/13/2026 11:49 AM PLOT BY : KYLE WILLIAMS PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



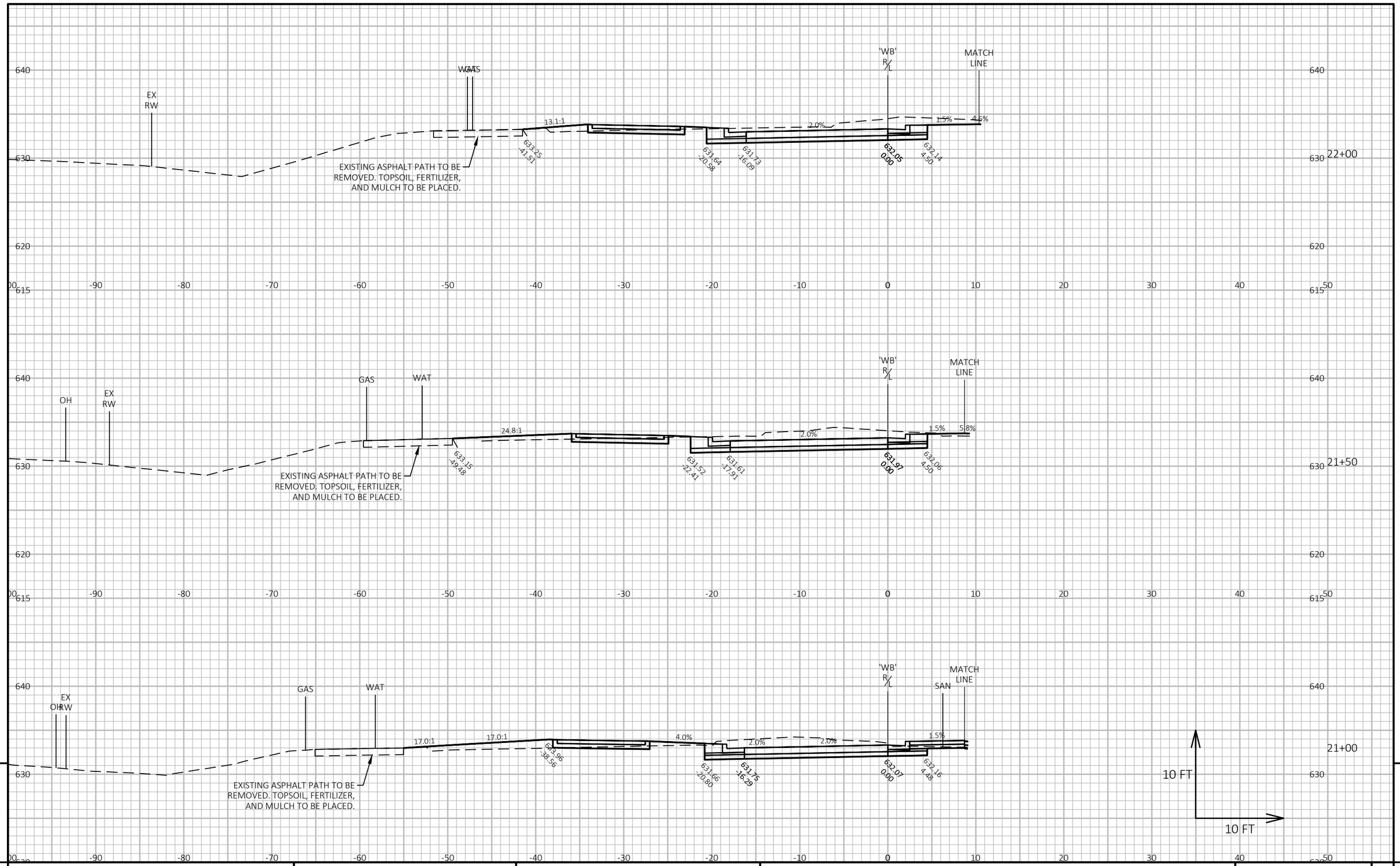
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PROJECT NO: 1660-02-73	HWY: USH 18	COUNTY: CRAWFORD	CROSS SECTIONS: CROSS SECTIONS - USH18 - WB	SHEET 336	E

FILE NAME : X:\PROJECTS\CRAWFORD\220077MW - 1660-02-03_USH 18 ROUNDABOUTS\DESIGN\C3D\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090201-xs (USH-18 WB 6)

PLOT DATE : 1/13/2026 11:49 AM PLOT BY : KYLE WILLIAMS PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.



9

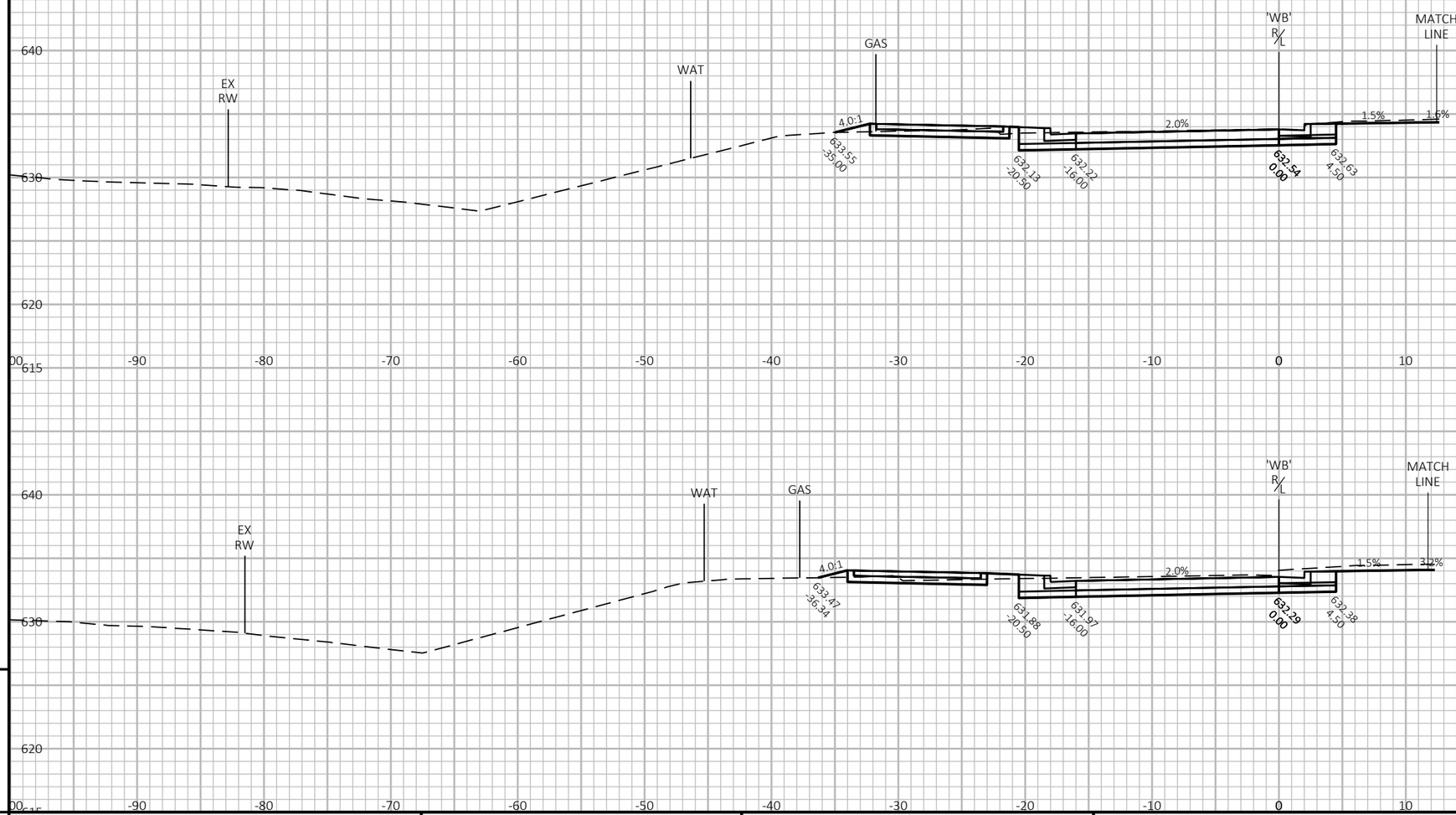
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PROJECT NO: 1660-02-73	HWY: USH 18	COUNTY: CRAWFORD	CROSS SECTIONS: CROSS SECTIONS - USH18 - WB	SHEET 337	E

FILE NAME : X:\PROJECTS\CRAWFORD\220077MW - 1660-02-03_USH 18 ROUNDABOUTS\DESIGN\C3D\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090201-xs (USH-18 WB 7)

PLOT DATE : 1/13/2026 11:49 AM PLOT BY : KYLE WILLIAMS PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



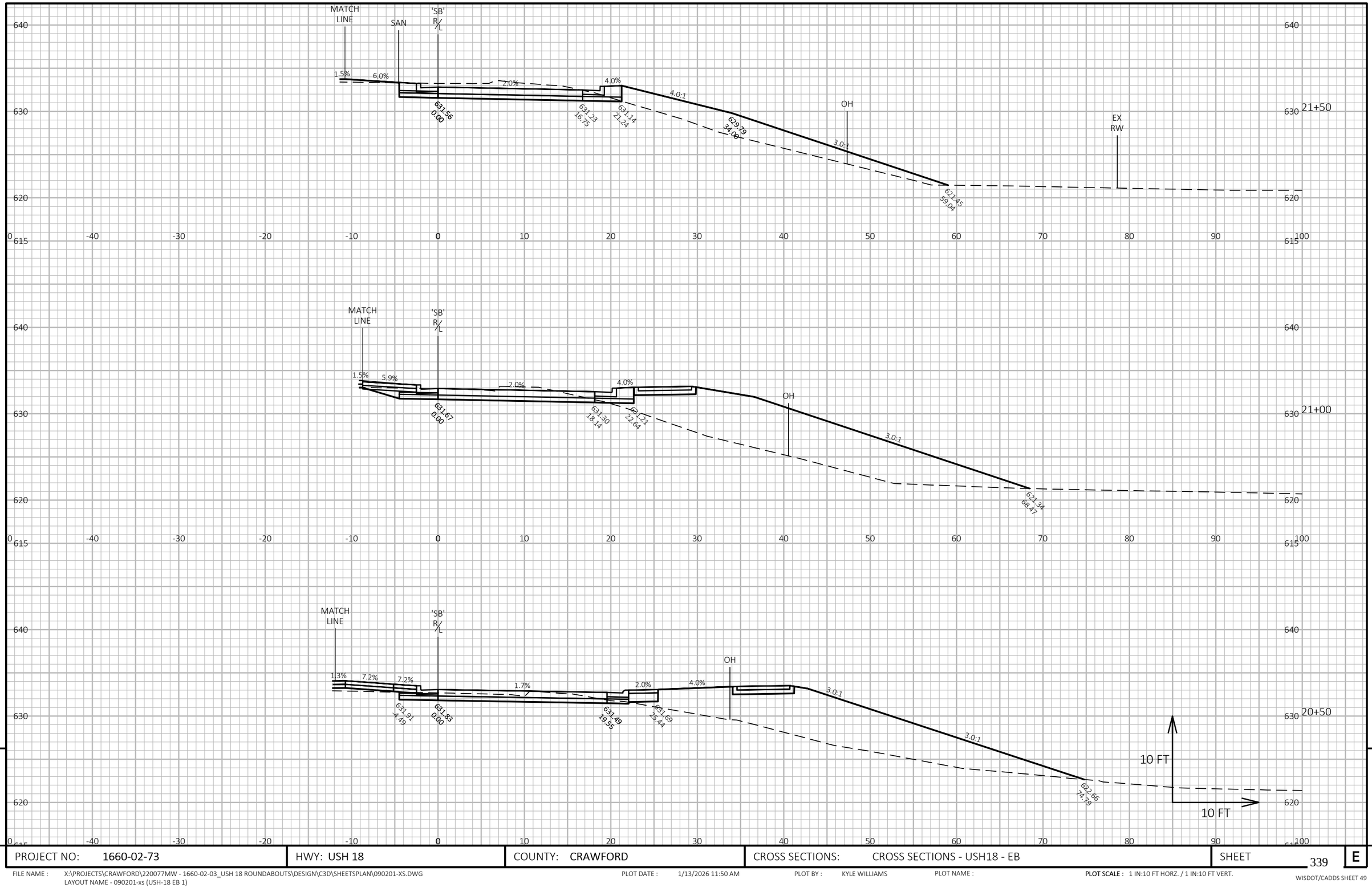
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PROJECT NO: 1660-02-73	HWY: USH 18	COUNTY: CRAWFORD	CROSS SECTIONS: CROSS SECTIONS - USH18 - WB	SHEET 338	E

FILE NAME : X:\PROJECTS\CRAWFORD\220077MW - 1660-02-03_USH 18 ROUNDABOUTS\DESIGN\C3D\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090201-xs (USH-18 WB 8)

PLOT DATE : 1/13/2026 11:49 AM PLOT BY : KYLE WILLIAMS PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

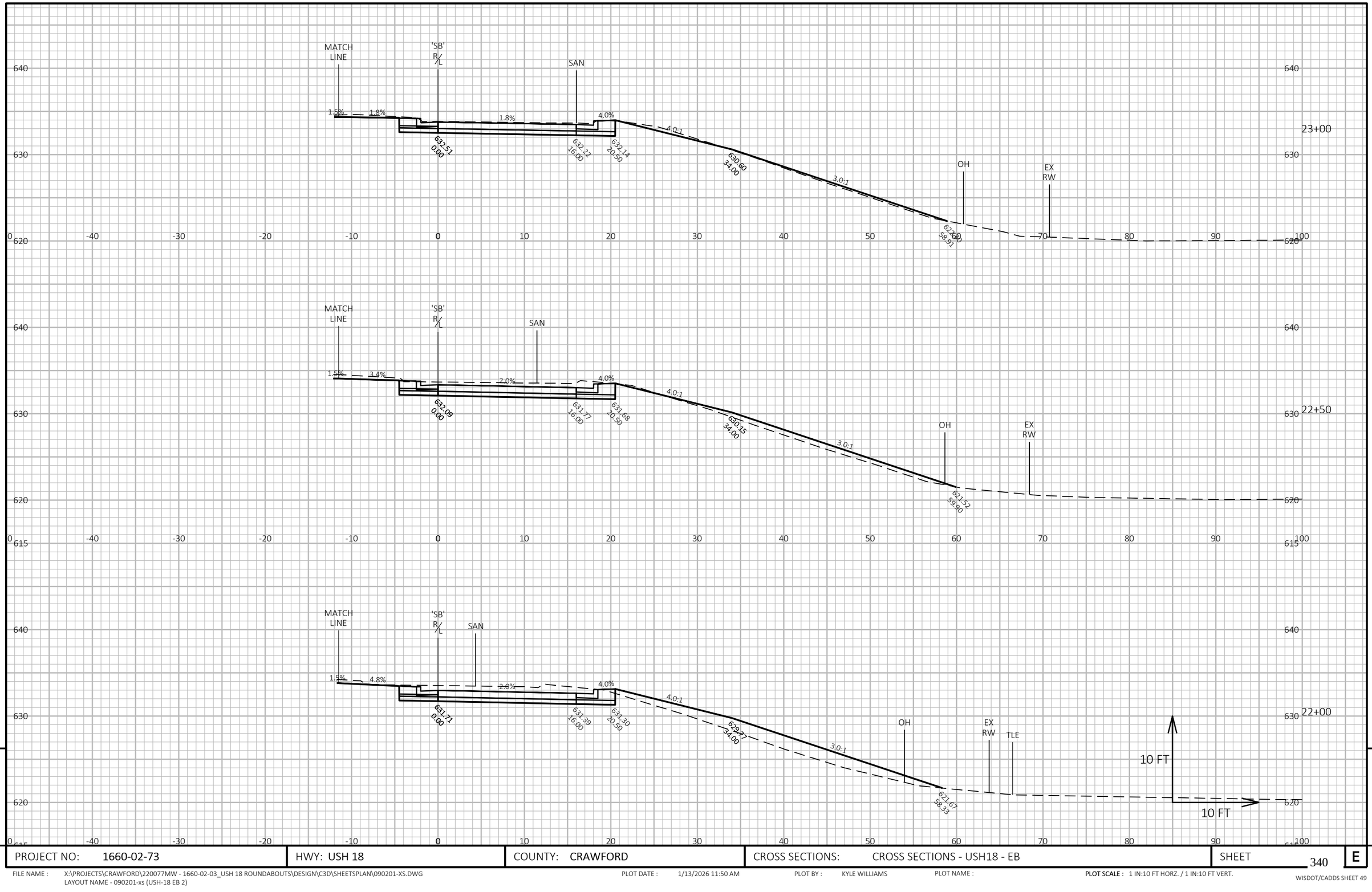


PROJECT NO: 1660-02-73	HWY: USH 18	COUNTY: CRAWFORD	CROSS SECTIONS: CROSS SECTIONS - USH18 - EB	SHEET 339 E

FILE NAME : X:\PROJECTS\CRAWFORD\220077MW - 1660-02-03_USH 18 ROUNDABOUTS\DESIGN\C3D\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090201-xs (USH-18 EB 1)

PLOT DATE : 1/13/2026 11:50 AM PLOT BY : KYLE WILLIAMS PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



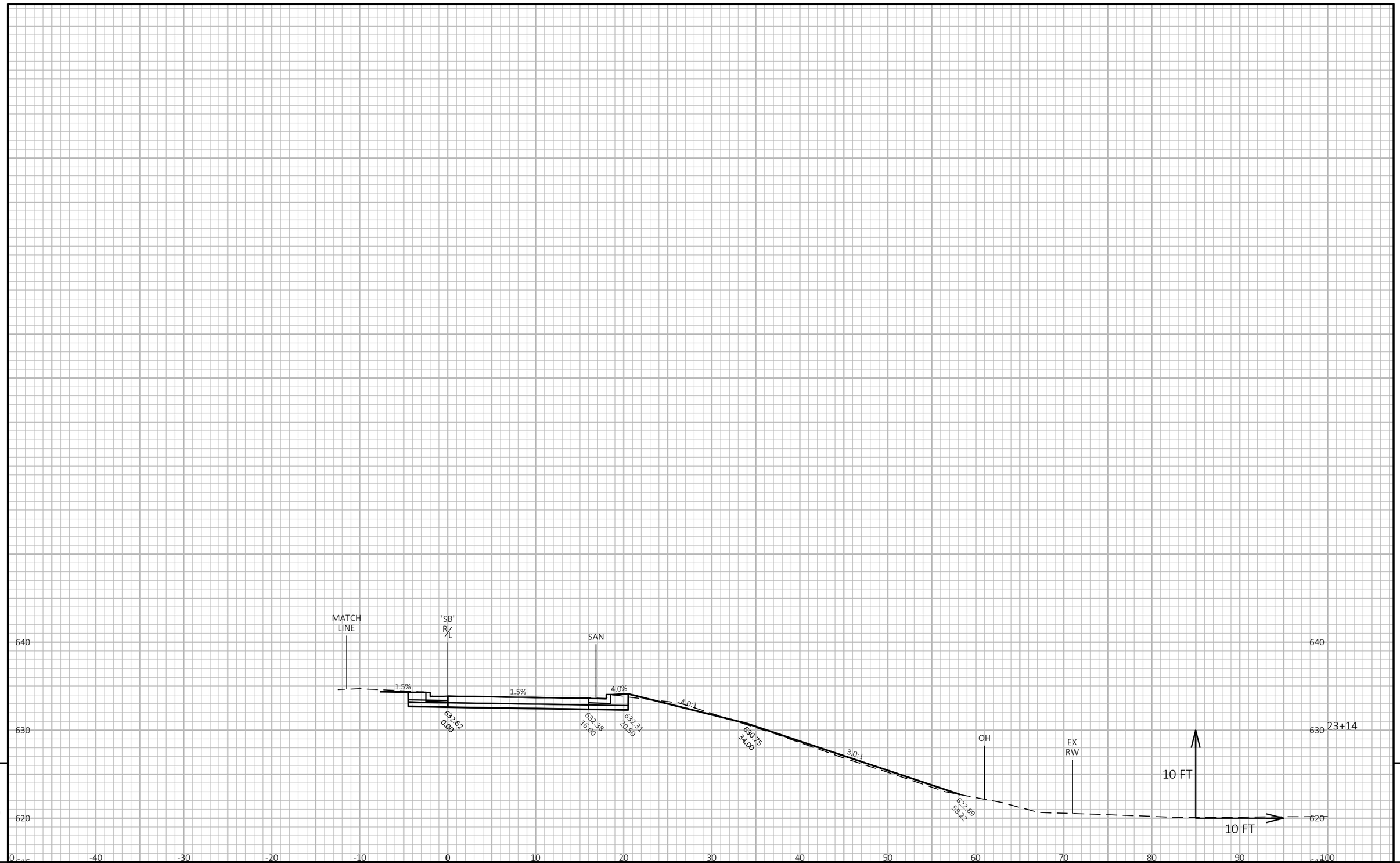
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PROJECT NO: 1660-02-73	HWY: USH 18	COUNTY: CRAWFORD	CROSS SECTIONS: CROSS SECTIONS - USH18 - EB	SHEET 340	E

FILE NAME : X:\PROJECTS\CRAWFORD\220077MW - 1660-02-03_USH 18 ROUNDABOUTS\DESIGN\C3D\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090201-xs (USH-18 EB 2)

PLOT DATE : 1/13/2026 11:50 AM PLOT BY : KYLE WILLIAMS PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.



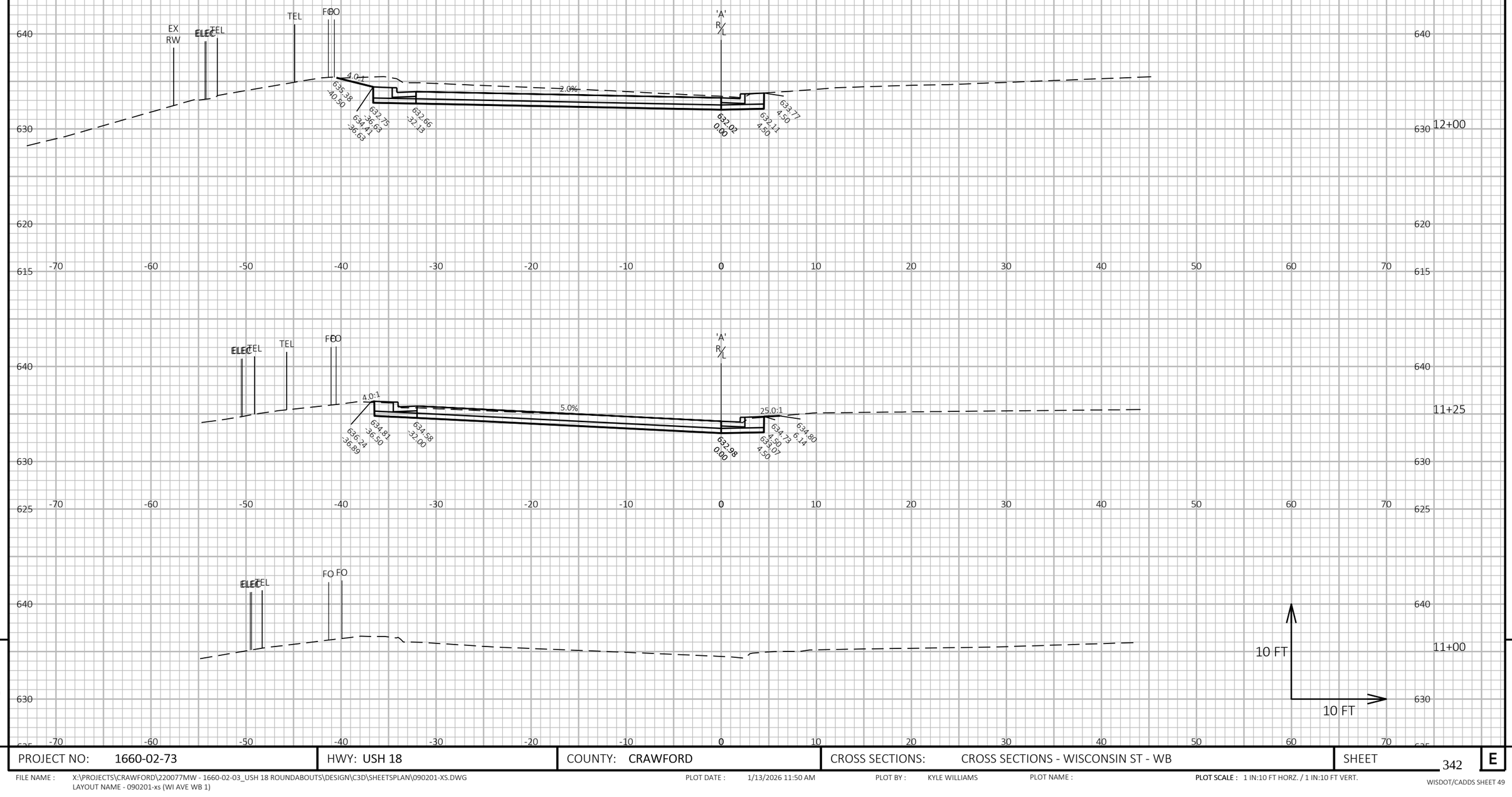
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PROJECT NO: 1660-02-73	HWY: USH 18	COUNTY: CRAWFORD	CROSS SECTIONS: CROSS SECTIONS - USH18 - EB	SHEET 341	E

FILE NAME : X:\PROJECTS\CRAWFORD\220077MW - 1660-02-03_USH 18 ROUNDABOUTS\DESIGN\C3D\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090201-xs (USH-18 EB 3)

PLOT DATE : 1/13/2026 11:50 AM PLOT BY : KYLE WILLIAMS PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

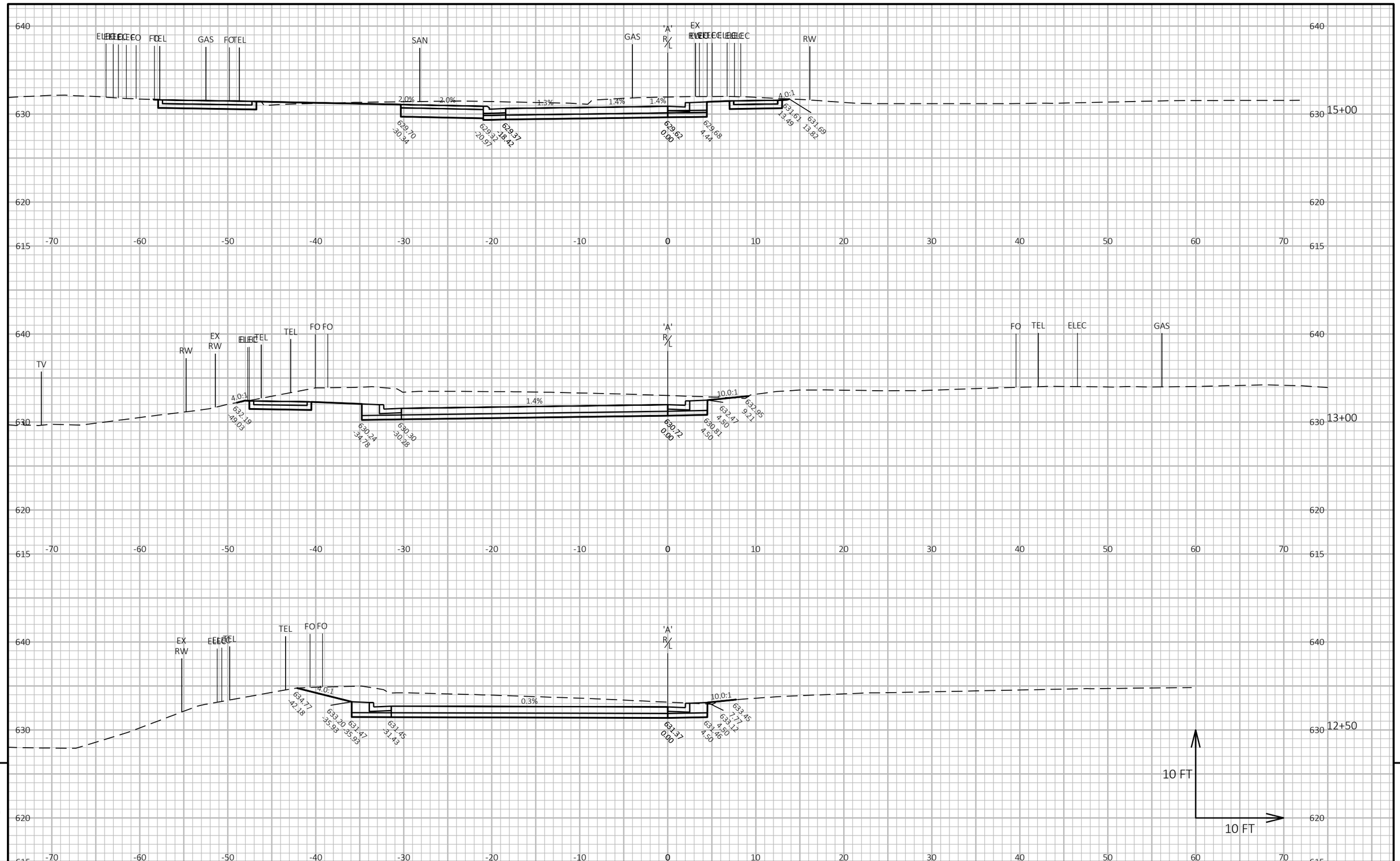


PROJECT NO: 1660-02-73	HWY: USH 18	COUNTY: CRAWFORD	CROSS SECTIONS: CROSS SECTIONS - WISCONSIN ST - WB	SHEET 342 E

FILE NAME : X:\PROJECTS\CRAWFORD\220077MW - 1660-02-03_USH 18 ROUNDABOUTS\DESIGN\C3D\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090201-xs (WI AVE WB 1)

PLOT DATE : 1/13/2026 11:50 AM PLOT BY : KYLE WILLIAMS PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



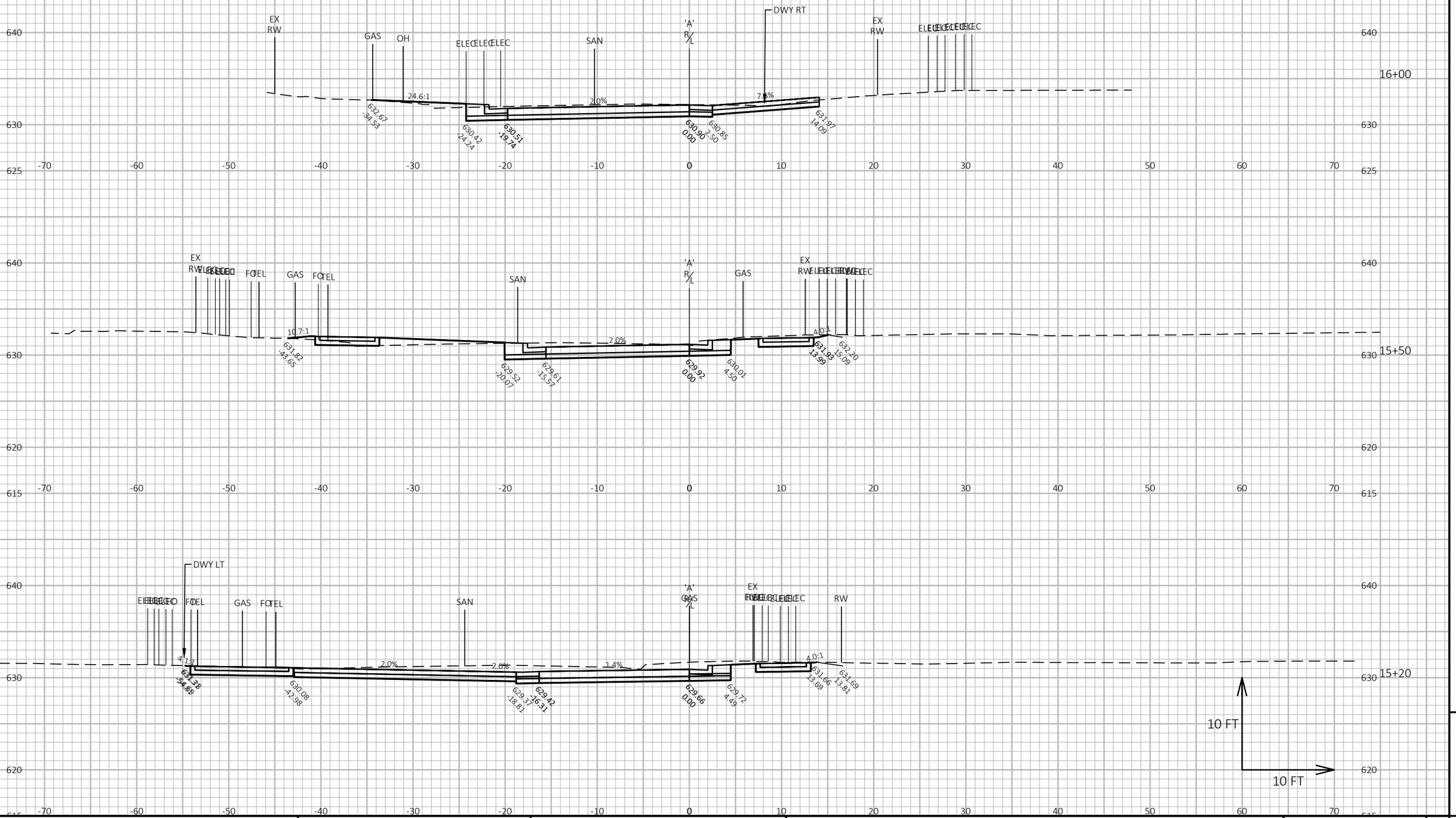
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PROJECT NO: 1660-02-73	HWY: USH 18	COUNTY: CRAWFORD	CROSS SECTIONS: CROSS SECTIONS - WISCONSIN ST - WB	SHEET 343	E

FILE NAME : X:\PROJECTS\CRAWFORD\220077MW - 1660-02-03_USH 18 ROUNDABOUTS\DESIGN\C3D\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090201-xs (WI AVE WB 2)

PLOT DATE : 1/13/2026 11:50 AM PLOT BY : KYLE WILLIAMS PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

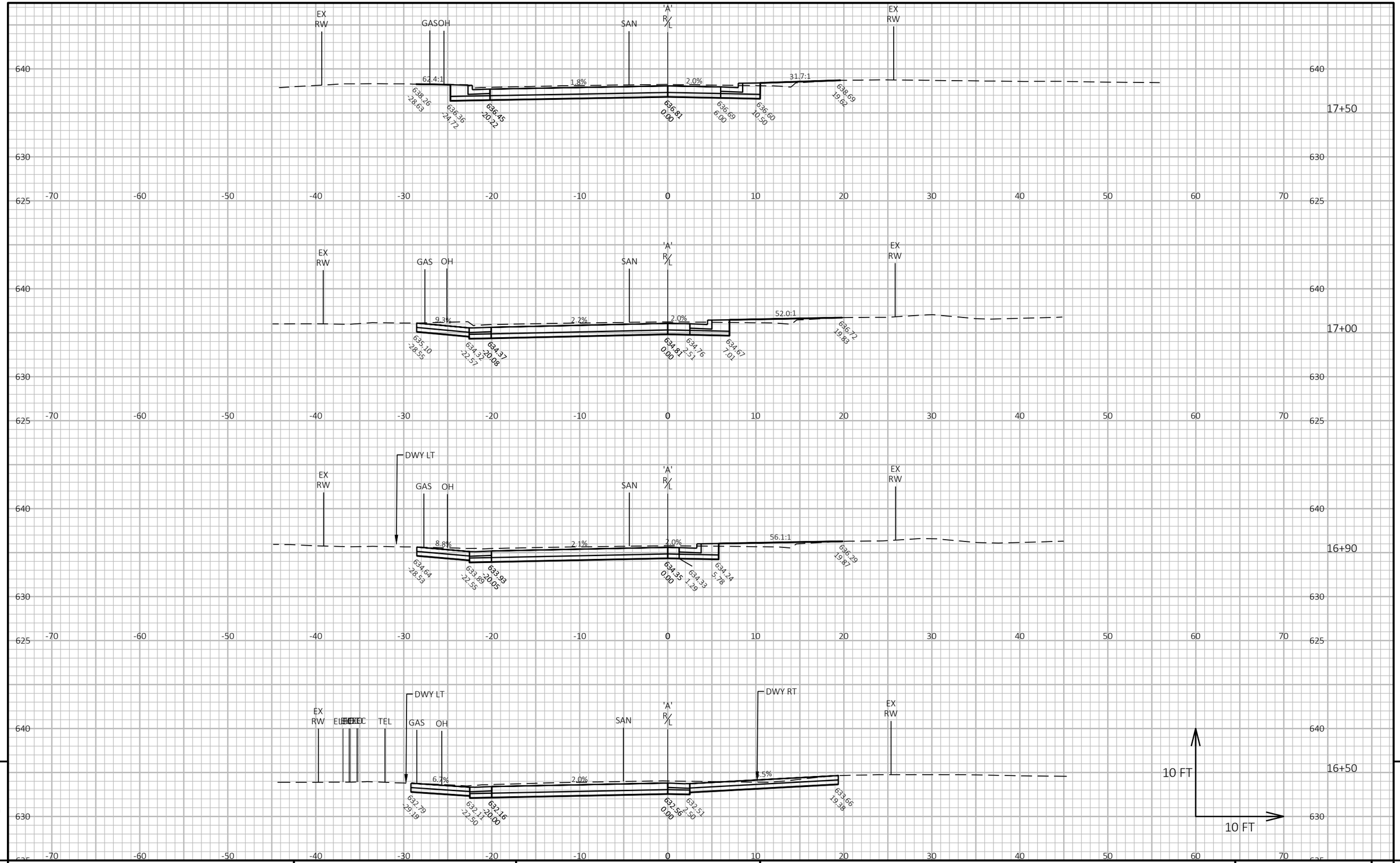


PROJECT NO: 1660-02-73	HWY: USH 18	COUNTY: CRAWFORD	CROSS SECTIONS: CROSS SECTIONS - WISCONSIN ST - WB	SHEET 344 E

FILE NAME : X:\PROJECTS\CRAWFORD\220077MW - 1660-02-03_USH 18 ROUNDABOUTS\DESIGN\C3D\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090201-xs (WI AVE WB 3)

PLOT DATE : 1/13/2026 11:50 AM PLOT BY : KYLE WILLIAMS PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



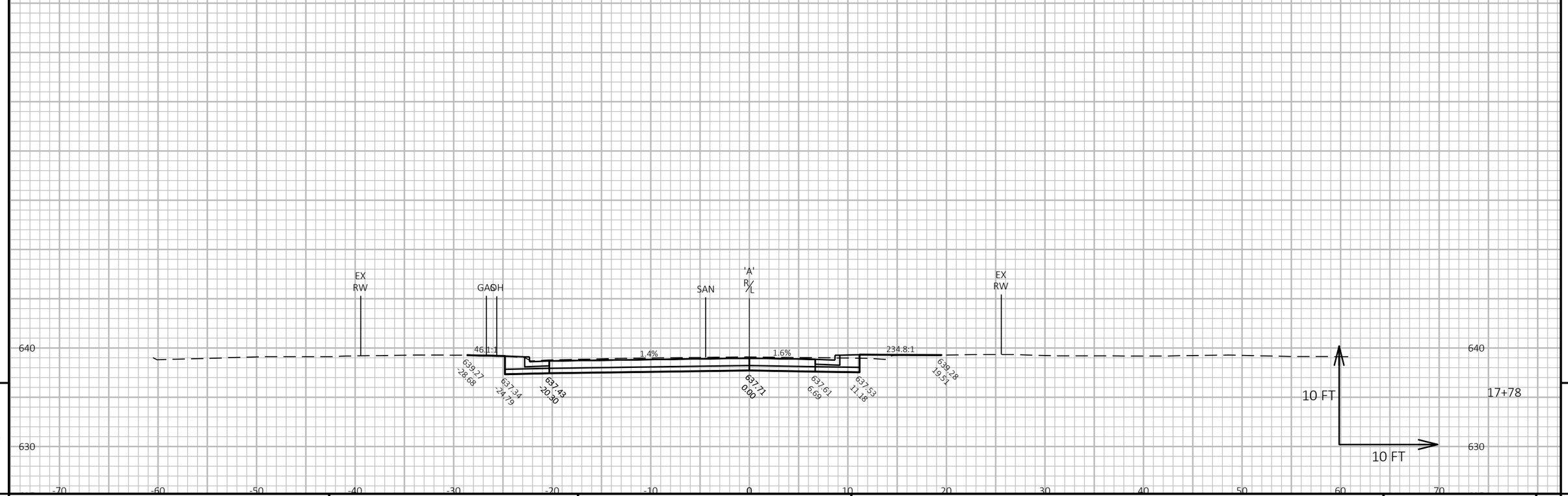
PROJECT NO: 1660-02-73	HWY: USH 18	COUNTY: CRAWFORD	CROSS SECTIONS: CROSS SECTIONS - WISCONSIN ST - WB	SHEET 345 E

FILE NAME : X:\PROJECTS\CRAWFORD\220077MW - 1660-02-03_USH 18 ROUNDABOUTS\DESIGN\C3D\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090201-xs (WI AVE WB 4)

PLOT DATE : 1/13/2026 11:50 AM PLOT BY : KYLE WILLIAMS PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

9 9



9

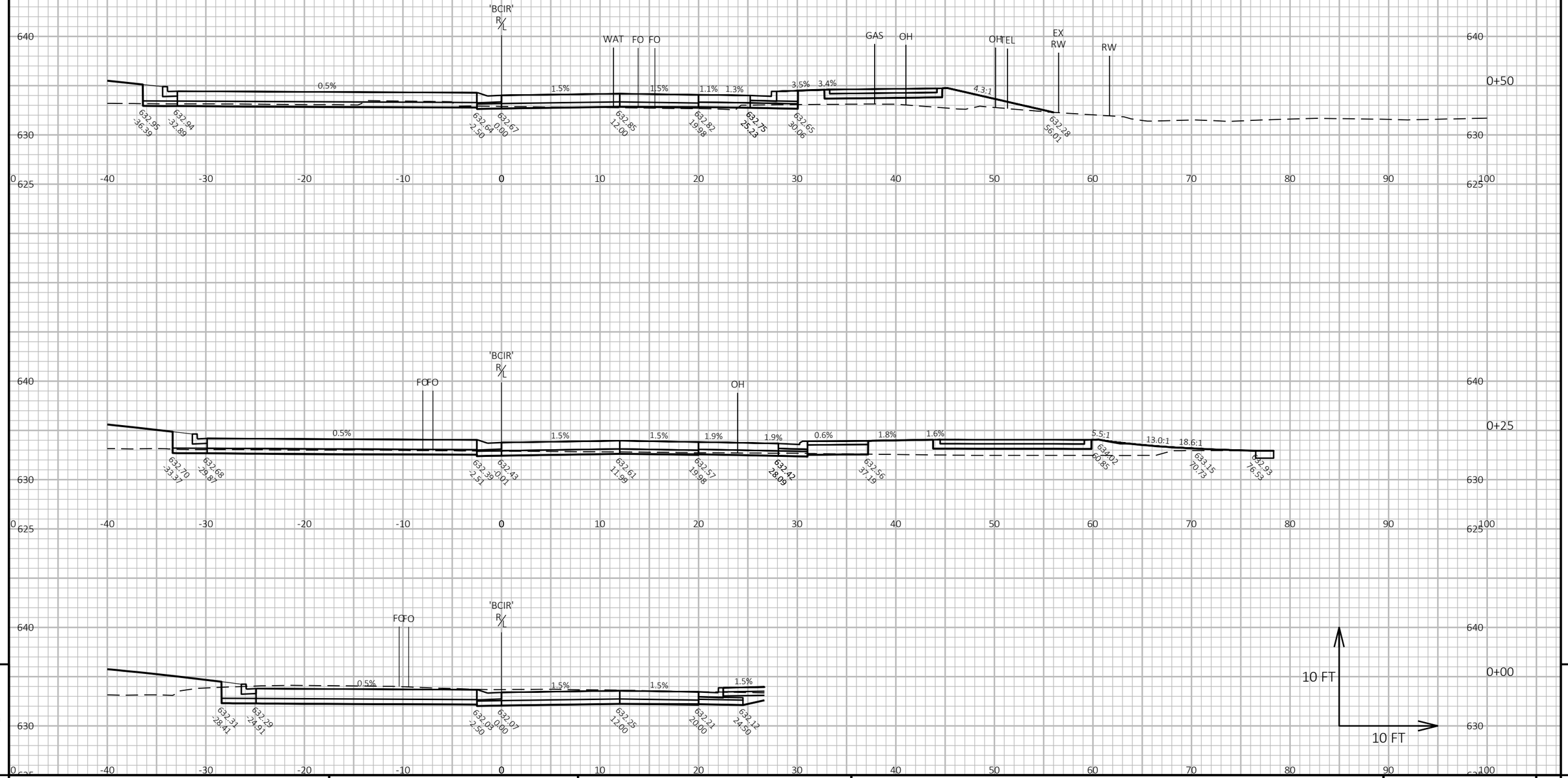
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PROJECT NO: 1660-02-73	HWY: USH 18	COUNTY: CRAWFORD	CROSS SECTIONS: CROSS SECTIONS - WISCONSIN ST - WB	SHEET 346	E

FILE NAME : X:\PROJECTS\CRAWFORD\220077MW - 1660-02-03_USH 18 ROUNDABOUTS\DESIGN\C3D\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090201-xs (WI AVE WB 5)

PLOT DATE : 1/13/2026 11:51 AM PLOT BY : KYLE WILLIAMS PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



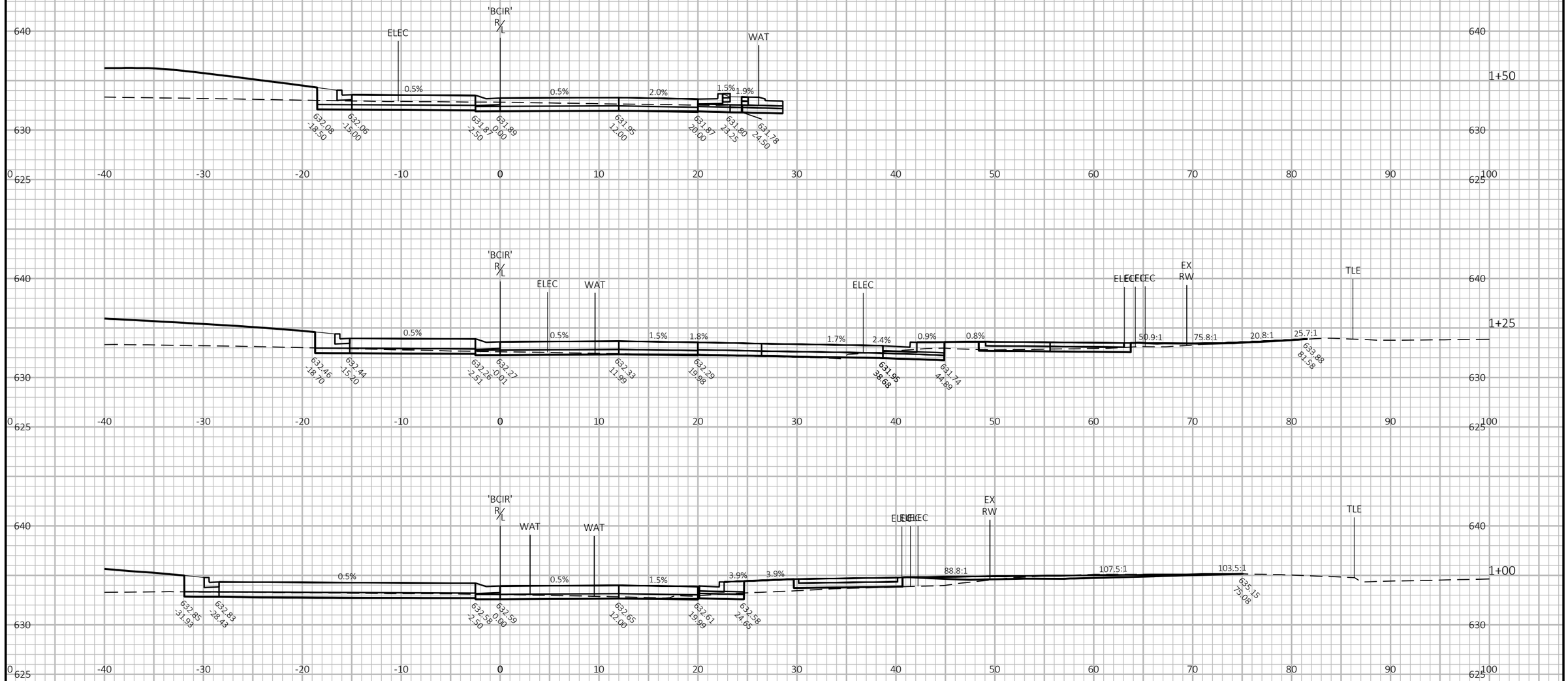
9

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PROJECT NO: 1660-02-73	HWY: USH 18	COUNTY: CRAWFORD	CROSS SECTIONS: CROSS SECTIONS - WISCONSIN ST - CIR	SHEET 347	E

FILE NAME : X:\PROJECTS\CRAWFORD\220077MW - 1660-02-03_USH 18 ROUNDABOUTS\DESIGN\C3D\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090201-xs (WI CIR 1)

PLOT DATE : 1/13/2026 11:51 AM PLOT BY : KYLE WILLIAMS PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.



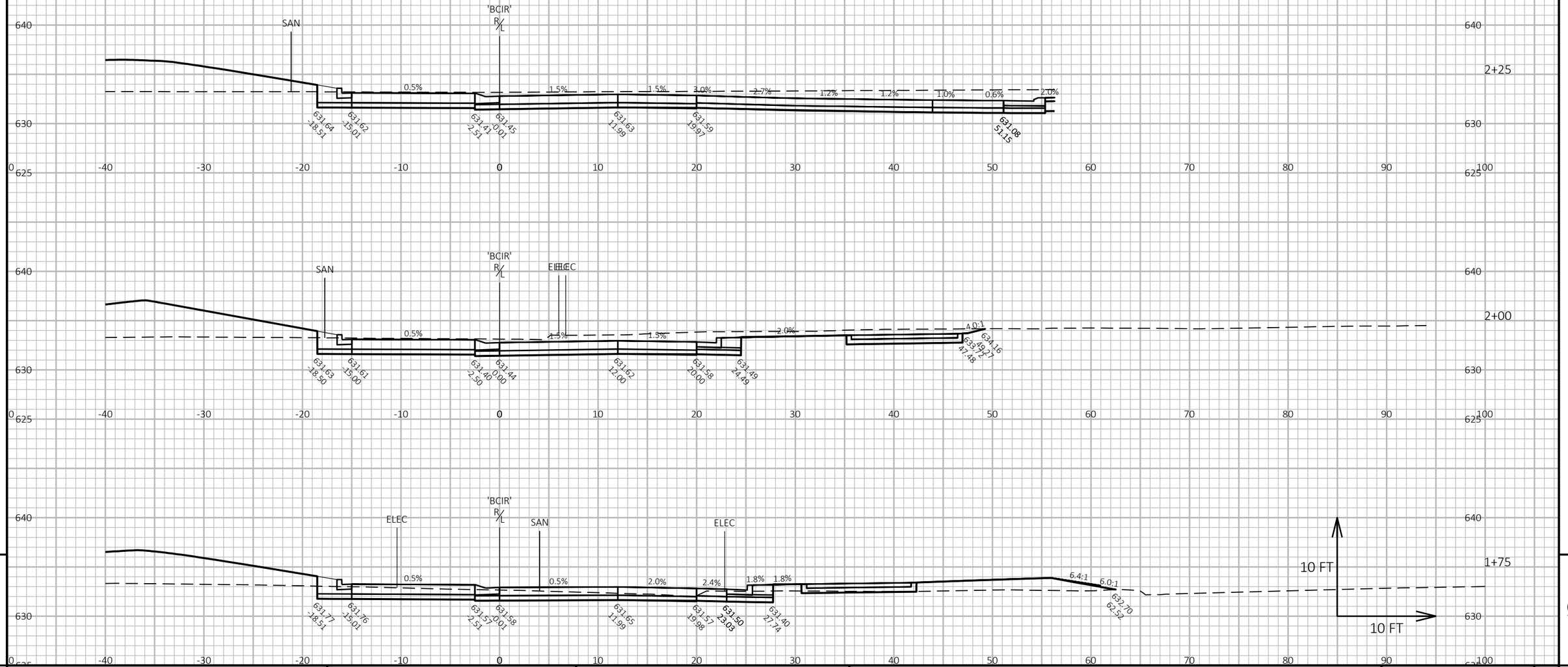
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PROJECT NO: 1660-02-73	HWY: USH 18	COUNTY: CRAWFORD	CROSS SECTIONS: CROSS SECTIONS - WISCONSIN ST - CIR	SHEET 348	E

FILE NAME : X:\PROJECTS\CRAWFORD\220077MW - 1660-02-03_USH 18 ROUNDABOUTS\DESIGN\C3D\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090201-xs (WI CIR 2)

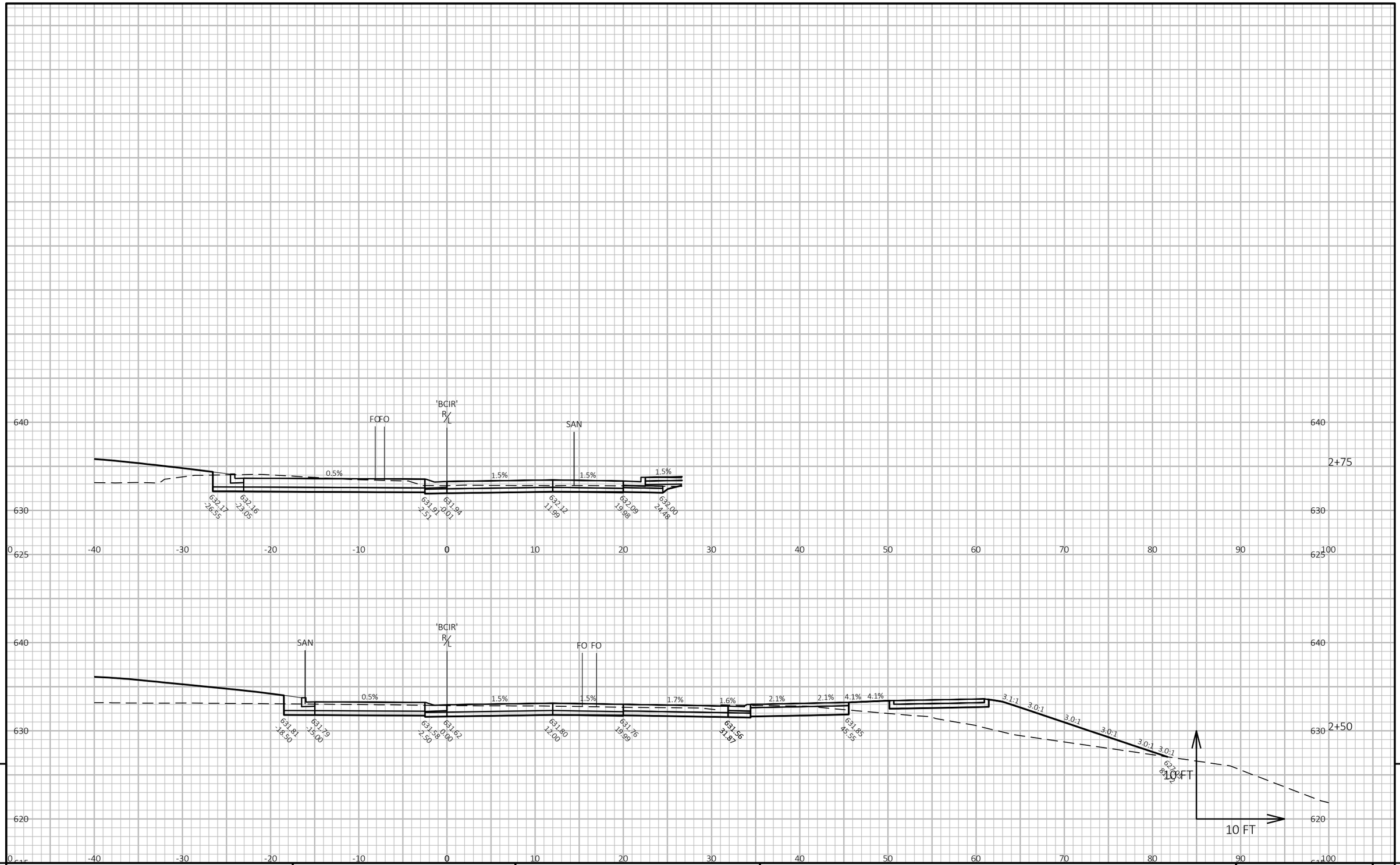
PLOT DATE : 1/13/2026 11:51 AM PLOT BY : KYLE WILLIAMS PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.



PROJECT NO: 1660-02-73	HWY: USH 18	COUNTY: CRAWFORD	CROSS SECTIONS: CROSS SECTIONS - WISCONSIN ST - CIR	SHEET 349 E

FILE NAME : X:\PROJECTS\CRAWFORD\220077MW - 1660-02-03_USH 18 ROUNDABOUTS\DESIGN\C3D\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090201-xs (WI CIR 3)

PLOT DATE : 1/13/2026 11:51 AM PLOT BY : KYLE WILLIAMS PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.



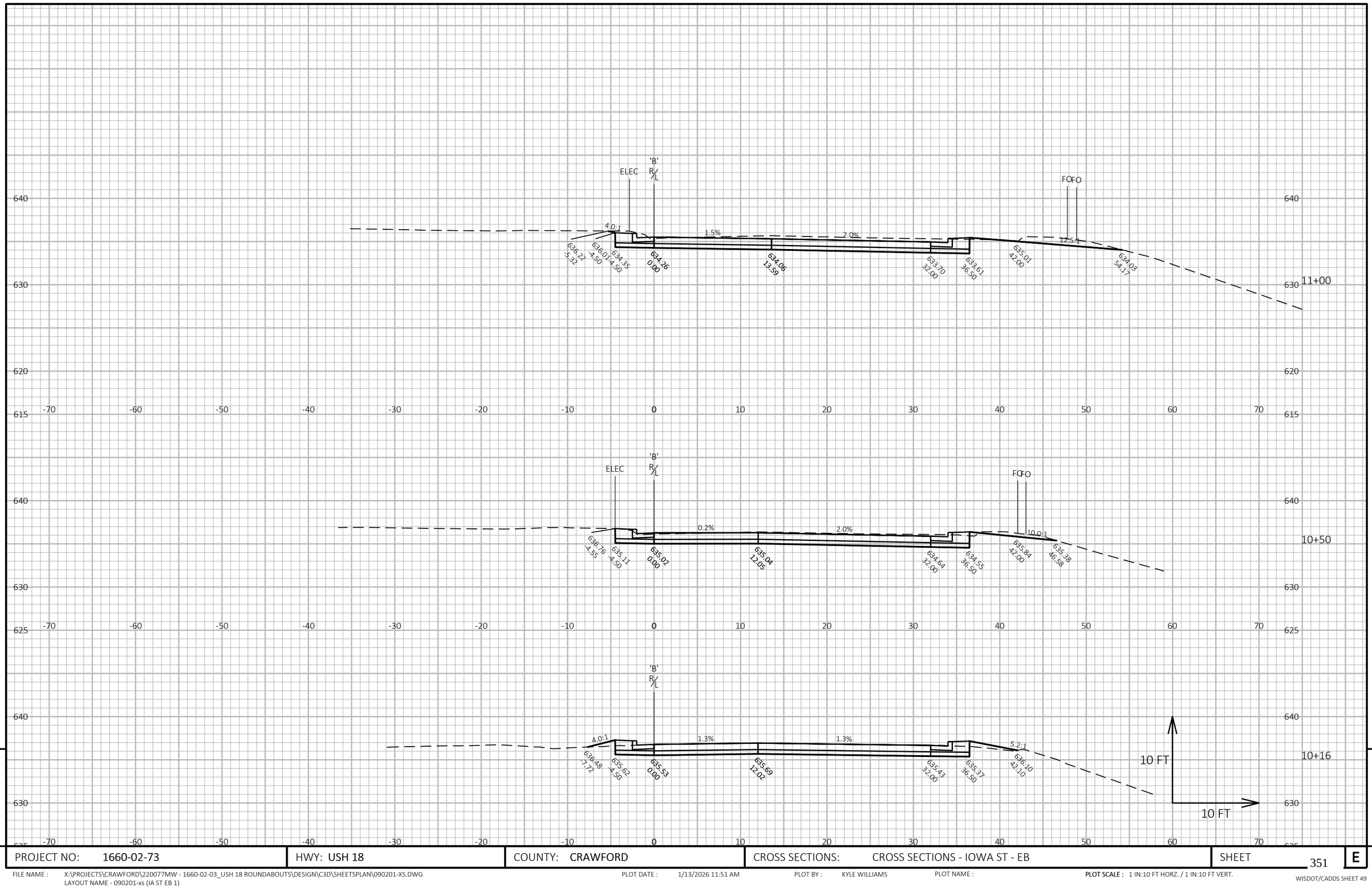
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PROJECT NO: 1660-02-73	HWY: USH 18	COUNTY: CRAWFORD	CROSS SECTIONS: CROSS SECTIONS - WISCONSIN ST - CIR	SHEET 350	E

FILE NAME : X:\PROJECTS\CRAWFORD\220077MW - 1660-02-03_USH 18 ROUNDABOUTS\DESIGN\C3D\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090201-xs (WI CIR 4)

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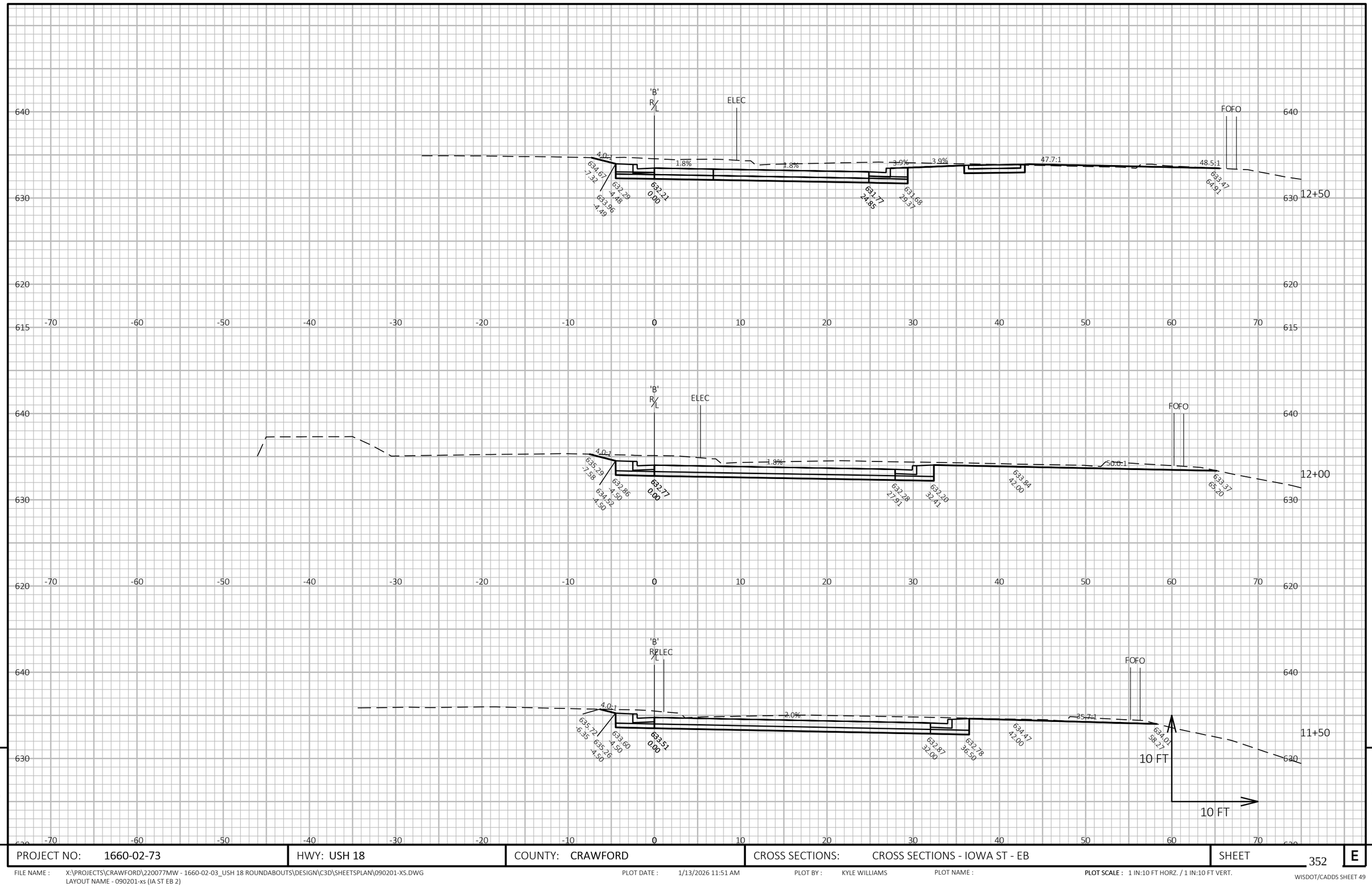
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PROJECT NO: 1660-02-73	HWY: USH 18	COUNTY: CRAWFORD	CROSS SECTIONS: CROSS SECTIONS - IOWA ST - EB	SHEET 351	E

FILE NAME : X:\PROJECTS\CRAWFORD\220077MW - 1660-02-03_USH 18 ROUNDABOUTS\DESIGN\C3D\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090201-xs (IA ST EB 1)

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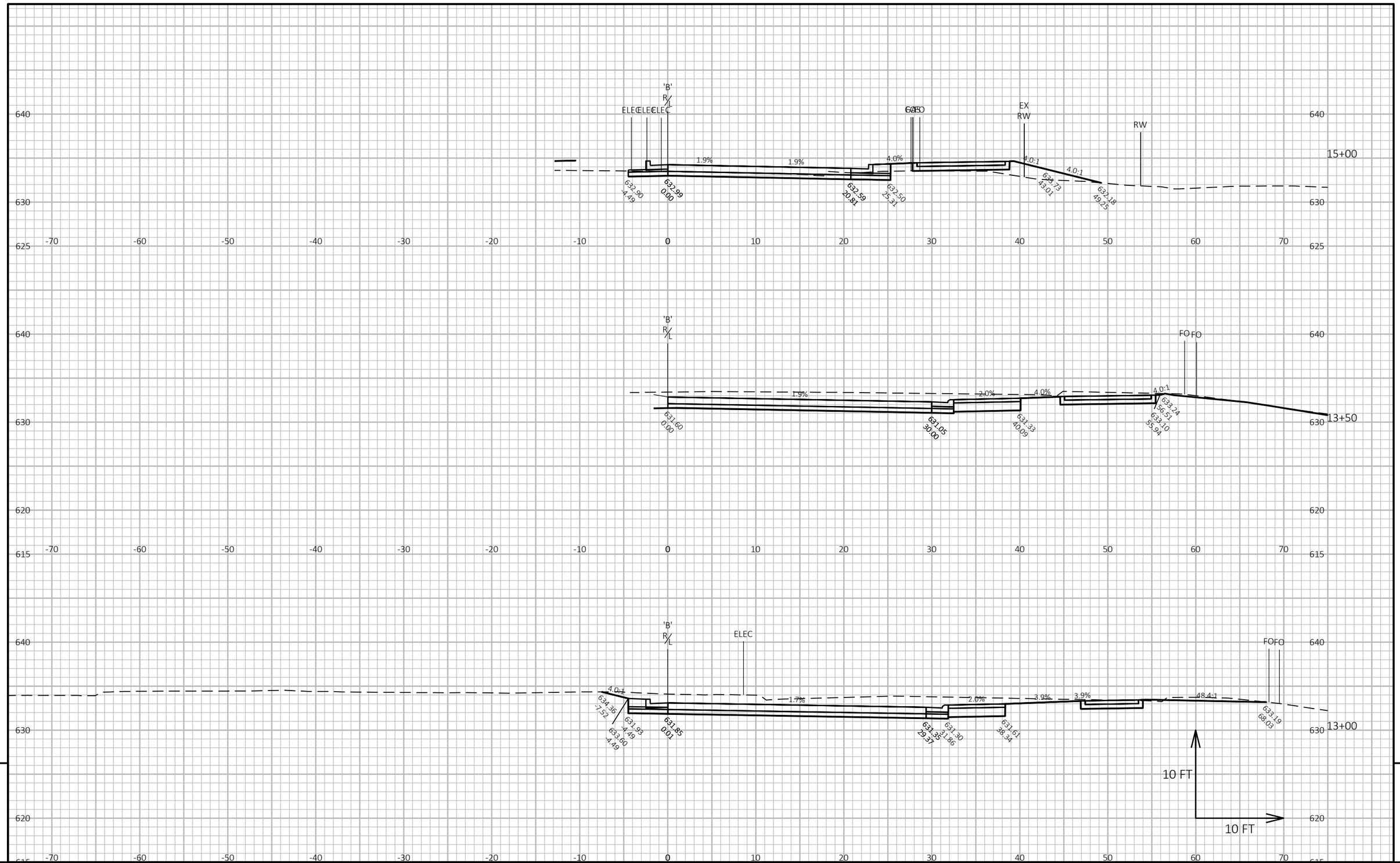


PROJECT NO: 1660-02-73	HWY: USH 18	COUNTY: CRAWFORD	CROSS SECTIONS: CROSS SECTIONS - IOWA ST - EB	SHEET 352	E

FILE NAME : X:\PROJECTS\CRAWFORD\220077MW - 1660-02-03_USH 18 ROUNDABOUTS\DESIGN\C3D\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090201-xs (IA ST EB 2)

PLOT DATE : 1/13/2026 11:51 AM PLOT BY : KYLE WILLIAMS PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

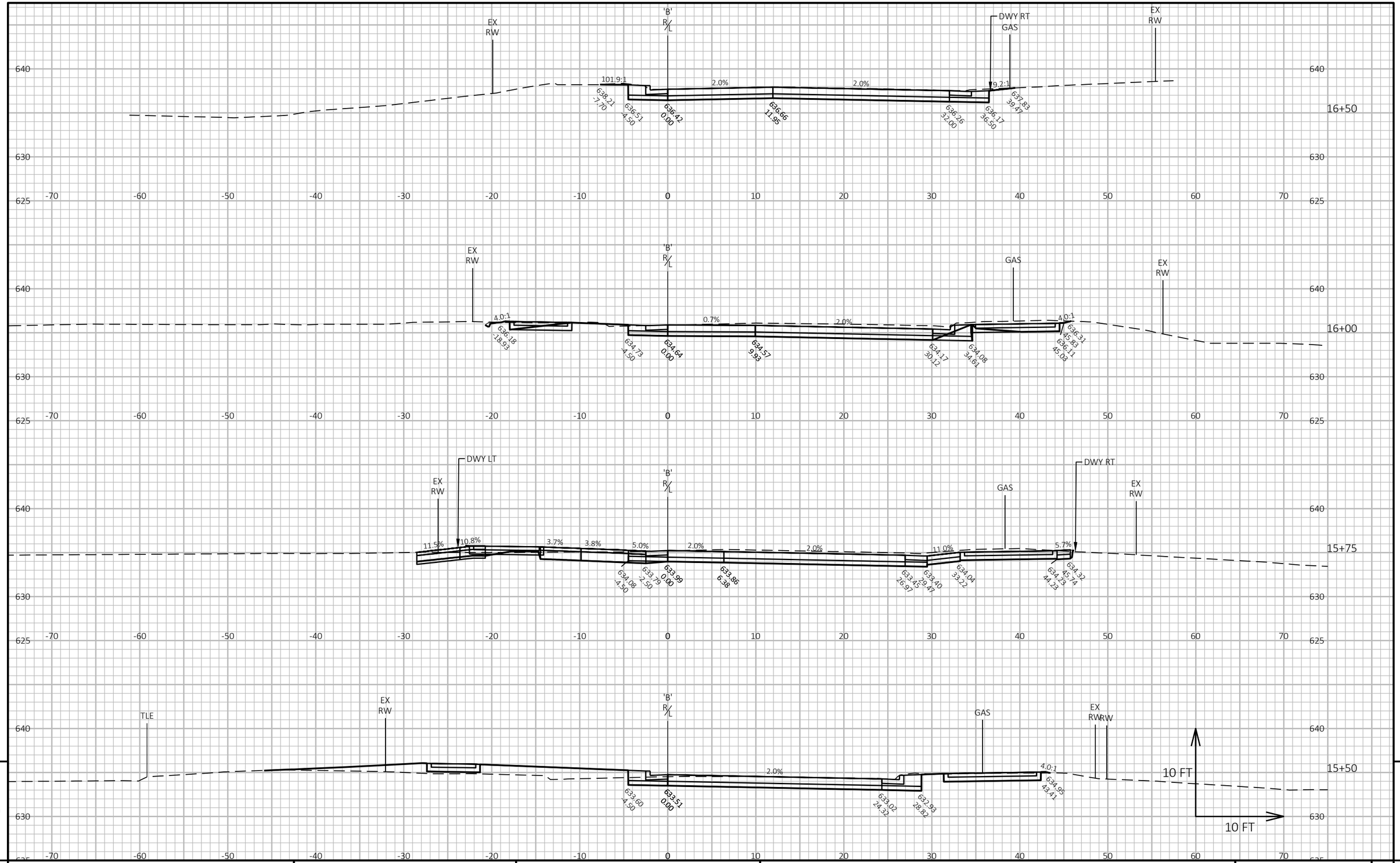
WISDOT/CADDS SHEET 49



PROJECT NO: 1660-02-73	HWY: USH 18	COUNTY: CRAWFORD	CROSS SECTIONS: CROSS SECTIONS - IOWA ST - EB	SHEET 353	E

FILE NAME : X:\PROJECTS\CRAWFORD\220077MW - 1660-02-03_USH 18 ROUNDABOUTS\DESIGN\C3D\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090201-xs (IA ST EB 3)

PLOT DATE : 1/13/2026 11:52 AM PLOT BY : KYLE WILLIAMS PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.



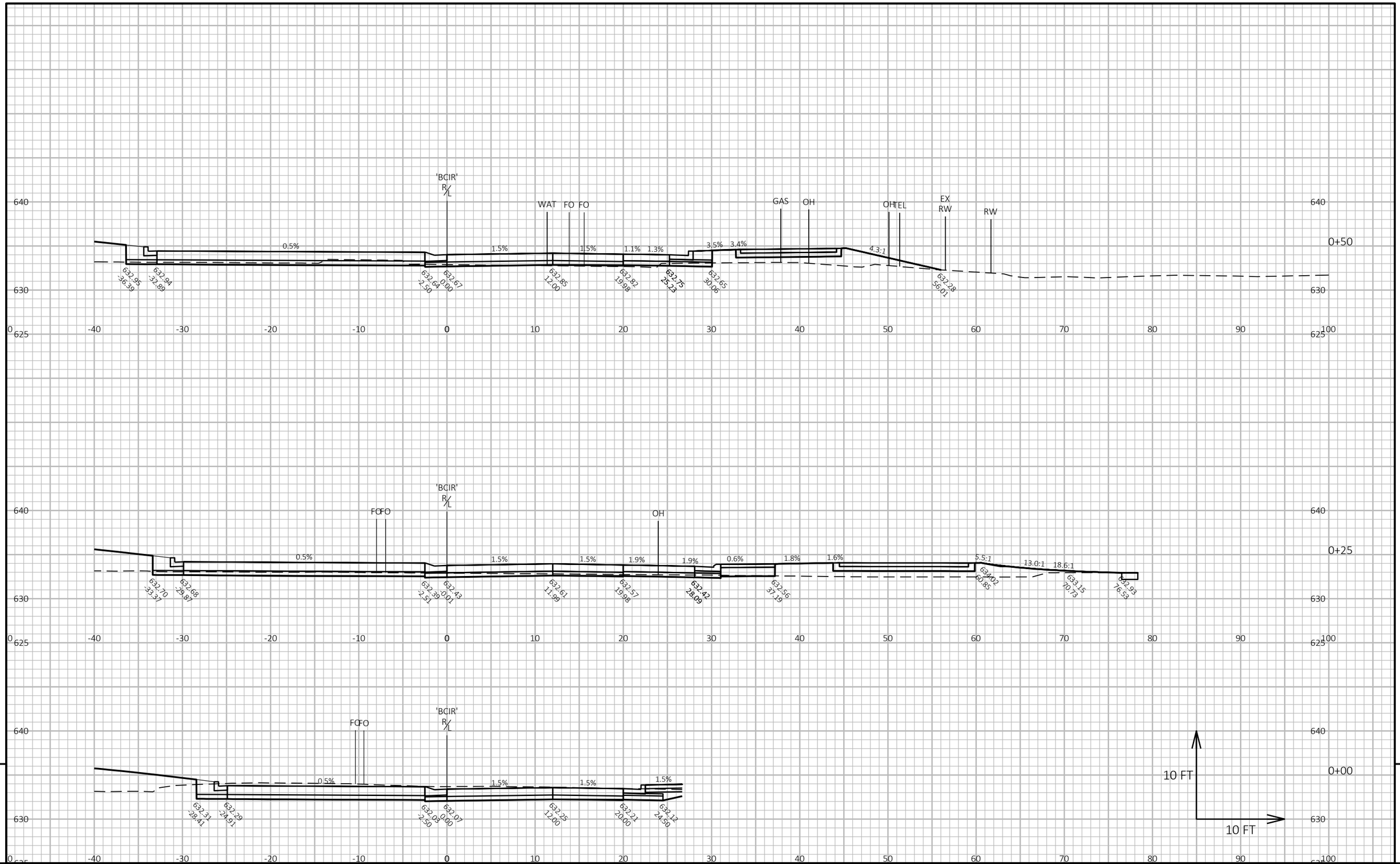
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PROJECT NO: 1660-02-73	HWY: USH 18	COUNTY: CRAWFORD	CROSS SECTIONS: CROSS SECTIONS - IOWA ST - EB	SHEET 354	E

FILE NAME : X:\PROJECTS\CRAWFORD\220077MW - 1660-02-03_USH 18 ROUNDABOUTS\DESIGN\C3D\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090201-xs (IA ST EB 4)

PLOT DATE : 1/13/2026 11:52 AM PLOT BY : KYLE WILLIAMS PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.



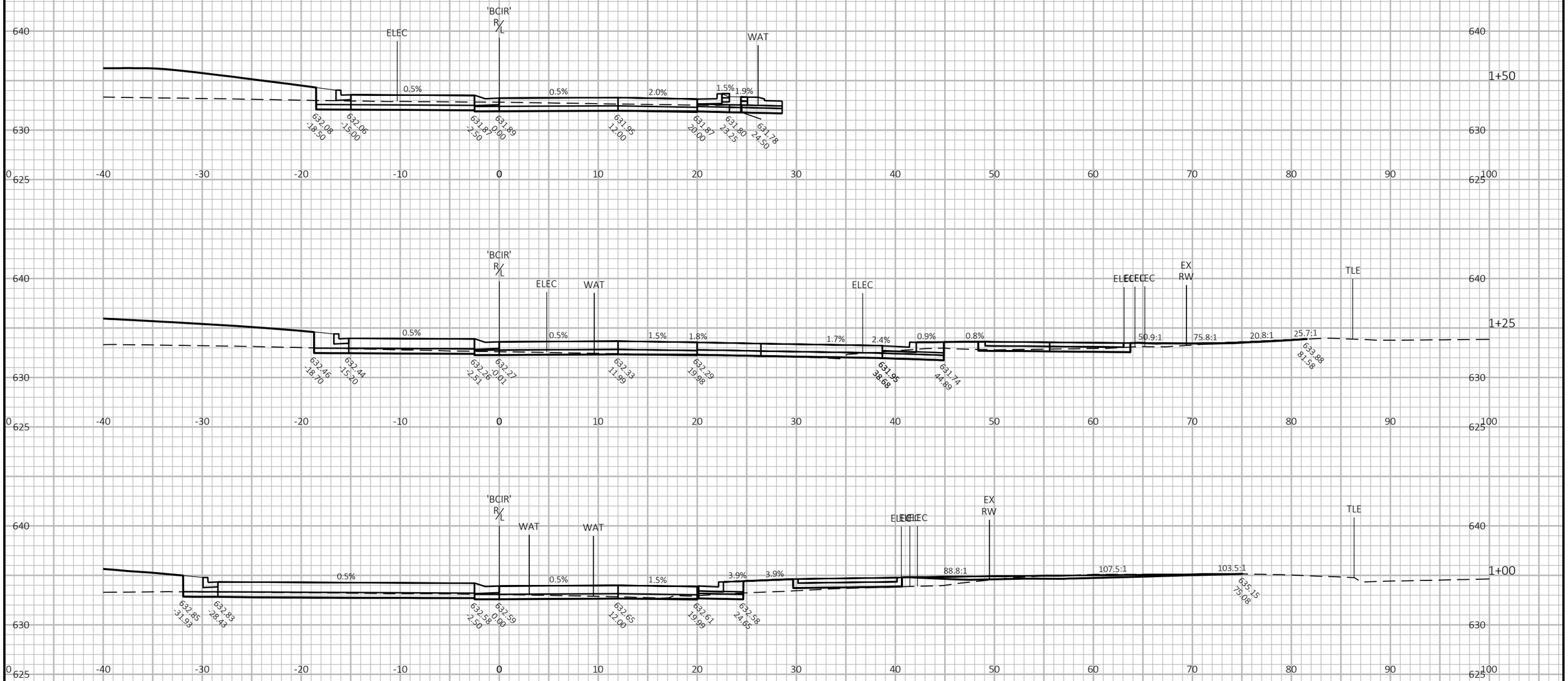
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PROJECT NO: 1660-02-73	HWY: USH 18	COUNTY: CRAWFORD	CROSS SECTIONS: CROSS SECTIONS - IOWA ST - CIR	SHEET 355	E

FILE NAME : X:\PROJECTS\CRAWFORD\220077MW - 1660-02-03_USH 18 ROUNDABOUTS\DESIGN\C3D\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090201-xs (IA CIR 1)

PLOT DATE : 1/13/2026 11:52 AM PLOT BY : KYLE WILLIAMS PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

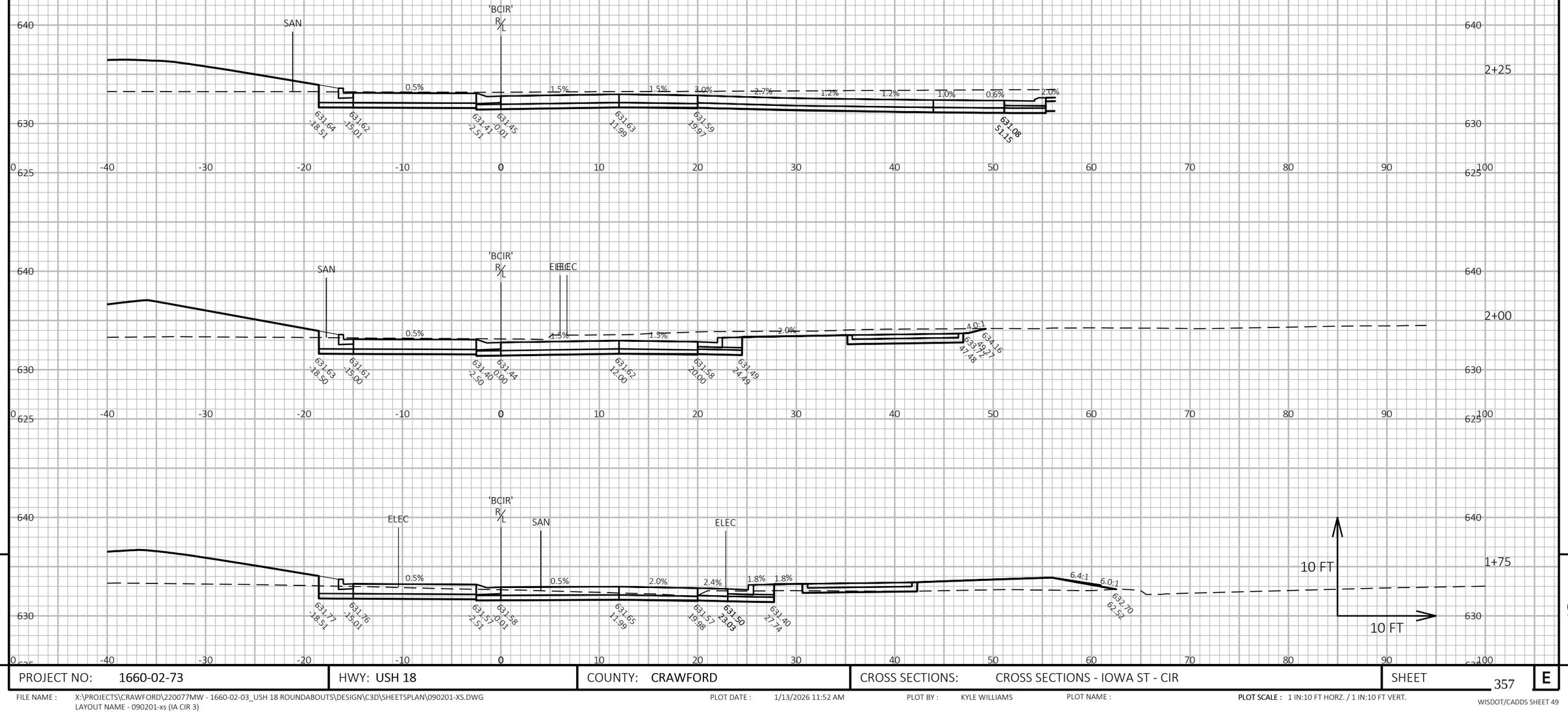


PROJECT NO: 1660-02-73	HWY: USH 18	COUNTY: CRAWFORD	CROSS SECTIONS: CROSS SECTIONS - IOWA ST - CIR	SHEET 356	E

FILE NAME : X:\PROJECTS\CRAWFORD\220077MW - 1660-02-03_USH 18 ROUNDABOUTS\DESIGN\C3D\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090201-xs (IA CIR 2)

PLOT DATE : 1/13/2026 11:52 AM PLOT BY : KYLE WILLIAMS PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

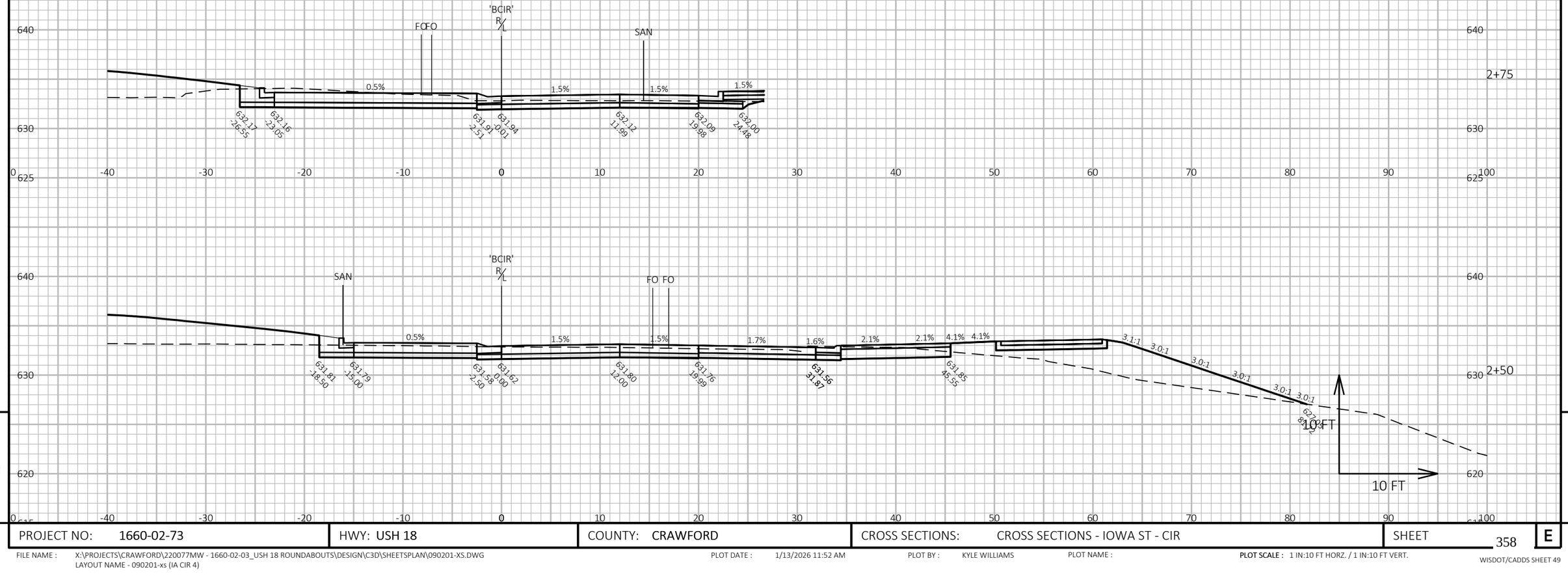


PROJECT NO: 1660-02-73	HWY: USH 18	COUNTY: CRAWFORD	CROSS SECTIONS: CROSS SECTIONS - IOWA ST - CIR	SHEET 357	E

FILE NAME : X:\PROJECTS\CRAWFORD\220077MW - 1660-02-03_USH 18 ROUNDABOUTS\DESIGN\C3D\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090201-xs (IA CIR 3)

PLOT DATE : 1/13/2026 11:52 AM PLOT BY : KYLE WILLIAMS PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

9

PROJECT NO: 1660-02-73	HWY: USH 18	COUNTY: CRAWFORD	CROSS SECTIONS: CROSS SECTIONS - IOWA ST - CIR	SHEET 358	E

FILE NAME : X:\PROJECTS\CRAWFORD\220077MW - 1660-02-03_USH 18 ROUNDABOUTS\DESIGN\C3D\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090201-xs (IA CIR 4)

PLOT DATE : 1/13/2026 11:52 AM PLOT BY : KYLE WILLIAMS PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

Notes

Wisconsin Department of Transportation

Dedicated people creating transportation solutions
through innovation and exceptional service.

http://www.dot.wisconsin.gov

LAX

PROJECT ID: 1660-02-73

1660-02-75

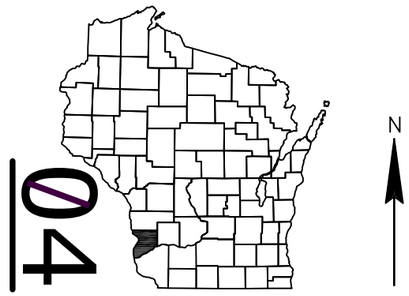
COUNTY: **CRAWFORD**

MARCH 2026

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 = 12



04

N

DESIGN DESIGNATION

A.A.D.T.	=	XX
A.A.D.T.	=	XX
D.H.V.	=	XX%
D.D.	=	60/40
T.	=	X%
DESIGN SPEED	=	XX MPH
ESALS	=	XXXX

CONVENTIONAL SYMBOLS

PLAN

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

PROFILE

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

UTILITIES

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

MARQUETTE - PRARIE DU CHIEN

MAIN STREET INTERSECTION

USH 18

CRAWFORD COUNTY

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
1660-02-75		

STATE PROJECT NUMBER
1660-02-75



GENERAL NOTES:

1. CONTACT THE UTILITIES AND DIGGERS HOTLINE TO LOCATE AND FIELD VERIFY UTILITIES PRIOR TO THE START OF WORK. THE LOCATIONS OF EXISTING AND PROPOSED UTILITY INSTALLATIONS AS SHOWN ON THE PLANS ARE APPROXIMATE THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT AREA THAT ARE NOT SHOWN. ANY LOCAL, MUNICIPAL OR OTHER UTILITY THAT IS NOT A MEMBER OF DIGGERS HOTLINE SHALL BE CONTACTED SEPARATELY.

2. THE PROJECT IS LOCATED WITHIN THE FLOODWAY OF THE MISSISSIPPI RIVER. TEMPORARY STORAGE OF ANY EXCAVATED MATERIAL WILL NOT BE PERMITTED IN WETLANDS, FLOODWAY OR FLOODPLAIN OF ANY WATERWAY.

3. THE CONTRACTOR SHALL SUBMIT SHOP DRAWINGS FOR REVIEW BY THE ENGINEER, PRIOR TO PLACING ORDER OF ANY SUCH ITEM.

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

PROJECT NO: 1660-02-75	HWY: USH 18/MAIN ST	COUNTY: CRAWFORD	GENERAL NOTES	SHEET 2	E

2

UTILITIES:

AL MUMM
ALLIANT ENERGY – ELECTRICITY
2200 E CAMPION BLVD
PRAIRIE DU CHIEN, WI 53821
608–326–9781
ALLANMUMM@ALLIANTENERGY.COM

LARRY GATES
CITY OF PRAIRIE DU CHIEN – SEWER
214 EAST BLACKHAWK AVE.
PRAIRIE DU CHIEN, WI 53821
608–326–8213
LGATES@PRAIRIEDUCHIEN–WI.GOV

CRAIG EGGERT
MEDIACOM WISCONSIN LLC –
COMMUNICATION LINE
207 WEST PEARL STREET
DECORAH, IA 52101
(563) 419–5160
CEGGERT@MEDIACOMCC.COM

KYLE SCHLAMPP
CENTURYLINK – COMMUNICATION LINE
20 S WILSON AVE
RICE LAKE, WI 54868
(715) 252–5682
KYLE.SCHLAMPP@LUMEN.COM

LAURA SEALS
ALLIANT ENERGY – COMMUNICATIONS
200 1ST SE
CEDAR RAPIDS, IA 52401
LAURASEALS@ALLIANTENERGY.COM

LARRY GATES
CITY OF PRAIRIE DU CHIEN – WATER
214 EAST BLACKHAWK AVE.
PRAIRIE DU CHIEN, WI 53821
608–326–8213
LGATES@PRAIRIEDUCHIEN–WI.GOV

ROGER AHLES
MADISON GAS & ELECTRIC COMPANY –
GAS
623 RAILROAD STREET
MADISON, WI 53701–1231
(608) 252–5682
WORKPLANS@MGE.COM

ORDER OF SECTION 2 DETAIL SHEETS

GENERAL NOTES
PROJECT OVERVIEW
SEWER AND WATER DETAILS
MISCELLANEOUS QUANTITIES
PLAN AND PROFILE

ALIGNMENT IDENTIFIERS

"A"	WISCONSIN ST
"B"	IOWA ST
"WB"	MAIN ST/USH 18

AGENCIES:

EMERGENCY – FIRE, RESCUE, AMBULANCE,
POLICE
DIAL 911

DEPARTMENT OF NATURAL RESOURCES

DNR SERVICE CENTER
KAREN KALVELAGE
3550 MORMON COULEE ROAD
LA CROSSE, WI 54601
PHONE: (608) 785–9115
EMAIL: KAREN.KALVELAGE@WISCONSIN.GOV

CONSULTANT PROJECT MANAGER

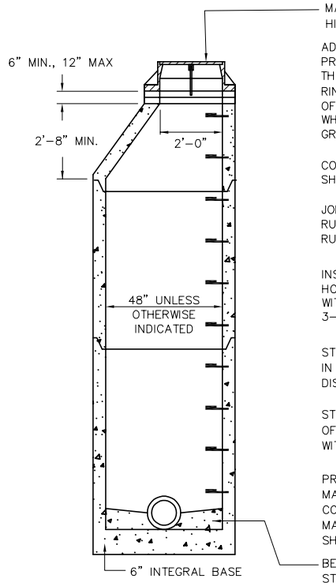
VIERBICHER
MATT MUCHOW
201 E. MAIN STREET, SUITE 100
REEDSBURG, WI 53959
608–402–6379
mmuc@vierbicher.com

ABBREVIATIONS

AEW	APRON ENDWALL
AGG	AGGREGATE
ASPH	ASPHALT
BAD	BASE AGGREGATE DENSE
BM	BENCH MARK
C&G	CURB AND GUTIER
C/L	CENTER OR CONSTRUCTION LINE
CMP	CULVERT PIPE CORRUGATED METAL
CONC	CONCRETE
CP	CULVERT PIPE
RCP	CULVERT PIPE REINFORCED CONCRETE
CSD	CONCRETE SURFACE DRAIN
CY	CUBIC YARD
D	DEGREE OF CURVE
Δ	DELTA
DISCH	DISCHARGE
EAT	ENERGY ABSORBING TERMINAL
FE	FIELD ENTRANCE
HMA	HOT MIX ASPHALT
INV	INVERT
L	LENGTH OF CURVE
LHF	LEFT HAND FORWARD
LT	LEFT
MIN	MINIMUM
MATCH	MATCHLINE
NB	NORTHBOUND
NC	NORMAL CROWN
OFF	OFFSET
PAVT	PAVEMENT
PC	POINT OF CURVE
PCC	POINT OF COMPOUND CURVE
PE	PRIVATE ENTRANCE
PI	POINT OF INTERSECTION
PLE	PERMANENT LIMrTED EASEMENT
PT	POINT OF TANGENT
R	RADIUS OF CURVE
R/L	REFERENCE LINE
R/W	RIGHT OF WAY
RC	REVERSE CROWN
RCPAE	APRON ENDWALL FOR CULVERT PIPE REINFORCED CONCRETE
REQD	REQUIRED
RHF	RIGHT HAND FORWARD
RO	RUN OFF LENGTH
RRSP	RAILROAD SPIKE
RT	RIGHT
SALV	SALVAGED
SAPBC	SALVAGED ASPHALTIC PAVEMENT BASE COURSE
SB	SOUTHBOUND
SDD	STANDARD DETAIL DRAWINGS
SE	SUPER ELEVATION
SF	SQUARE FOOT
SSPRC	STORM SEWER PIPE REINFORCED CONCRETE
STA	STATION
SY	SQUARE YARD
T	TANGENT LENGTH
TLE	TEMPORARY LIMITED EASEMENT
TYP	TYPICAL
VCL	VERTICAL CURVE LENGTH
VPC	POINT OF VERTICAL CURVE
VPI	POINT OF VERTICAL INTERSECTION
VPT	POINT OF VERTICAL TANGENT



PROJECT NO: 1660-02-75	HWY: USH 18/MAIN ST	COUNTY: CRAWFORD	PROJECT OVERVIEW	SHEET 4	E



MANHOLE CASTING: MANHOLE COVERS TYPE J HINGED-SPECIAL, SELF SEALING

ADJUST FRAME WITH A MINIMUM OF 2 PRECAST CONCRETE RINGS OF VARIABLE THICKNESS, 2" MIN. TO 6" MAX. CONCRETE RINGS SHALL BE REINFORCED WITH ONE LINE OF STEEL CENTERED WITHIN THE RING. WHERE NECESSARY RINGS SHALL BE GROOVED TO RECEIVE STEP.

CONCRETE AND STEEL REINFORCEMENT SHALL CONFORM TO ASTM C478.

JOINTS SHALL BE WATERTIGHT: RUBBER GASKETS OR FLEXIBLE BUTYL RUBBER GASKETS/ROPE.

INSTALLED STEPS SHALL WITHSTAND A HORIZONTAL PULLOUT LOAD OF 400 POUNDS WITH THE LOAD APPLIED OVER A WIDTH OF 3-1/2" AND CENTERED ON THE RUNG.

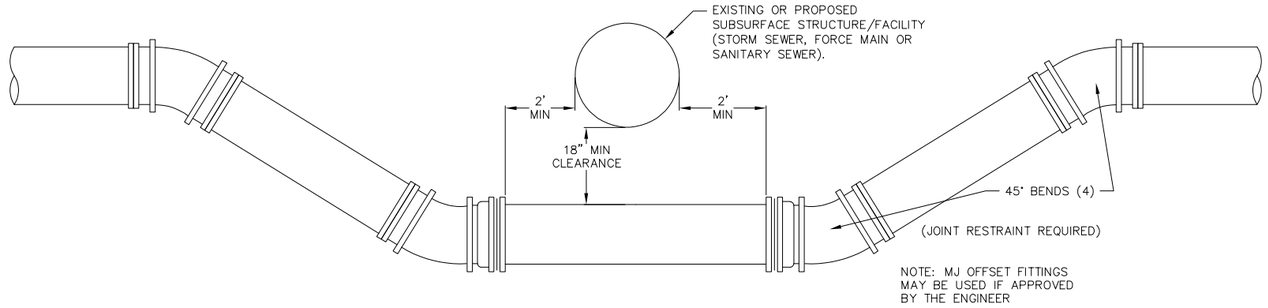
STEPS SHALL BE EQUALLY SPACED VERTICALLY IN THE ASSEMBLED MANHOLE AT A MAXIMUM DISTANCE OF 16" ON CENTER.

STEPS SHALL BE GRAY CAST IRON OR FABRICATED OF 1/2" DIA. GRADE 60 STEEL REINFORCING ROD WITH MOLDED PLASTIC COVERING.

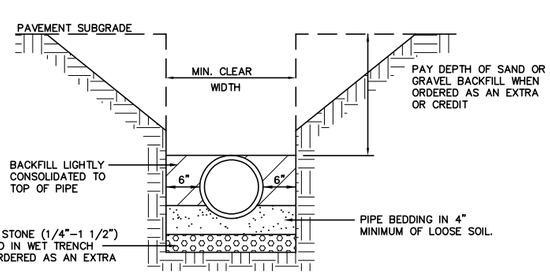
PROVIDE FLEXIBLE WATERTIGHT PIPE-TO-MANHOLE SEAL FOR ALL FLEXIBLE SEWER CONNECTIONS. FILL SPACE BETWEEN PIPE AND MANHOLE BARREL WITH GROUT. LIFT HOLES SHALL BE FILLED WITH NON-SHRINK GROUT

BENCH SLOPE:
STORM MANHOLE - 1" PER FOOT
SANITARY MANHOLE - 2" PER FOOT

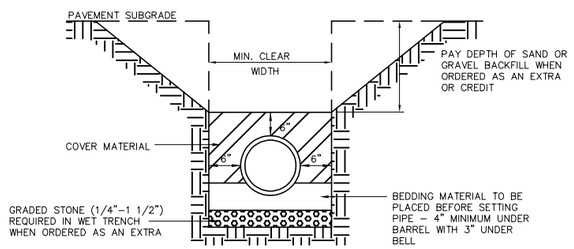
PRECAST CONCRETE MANHOLE



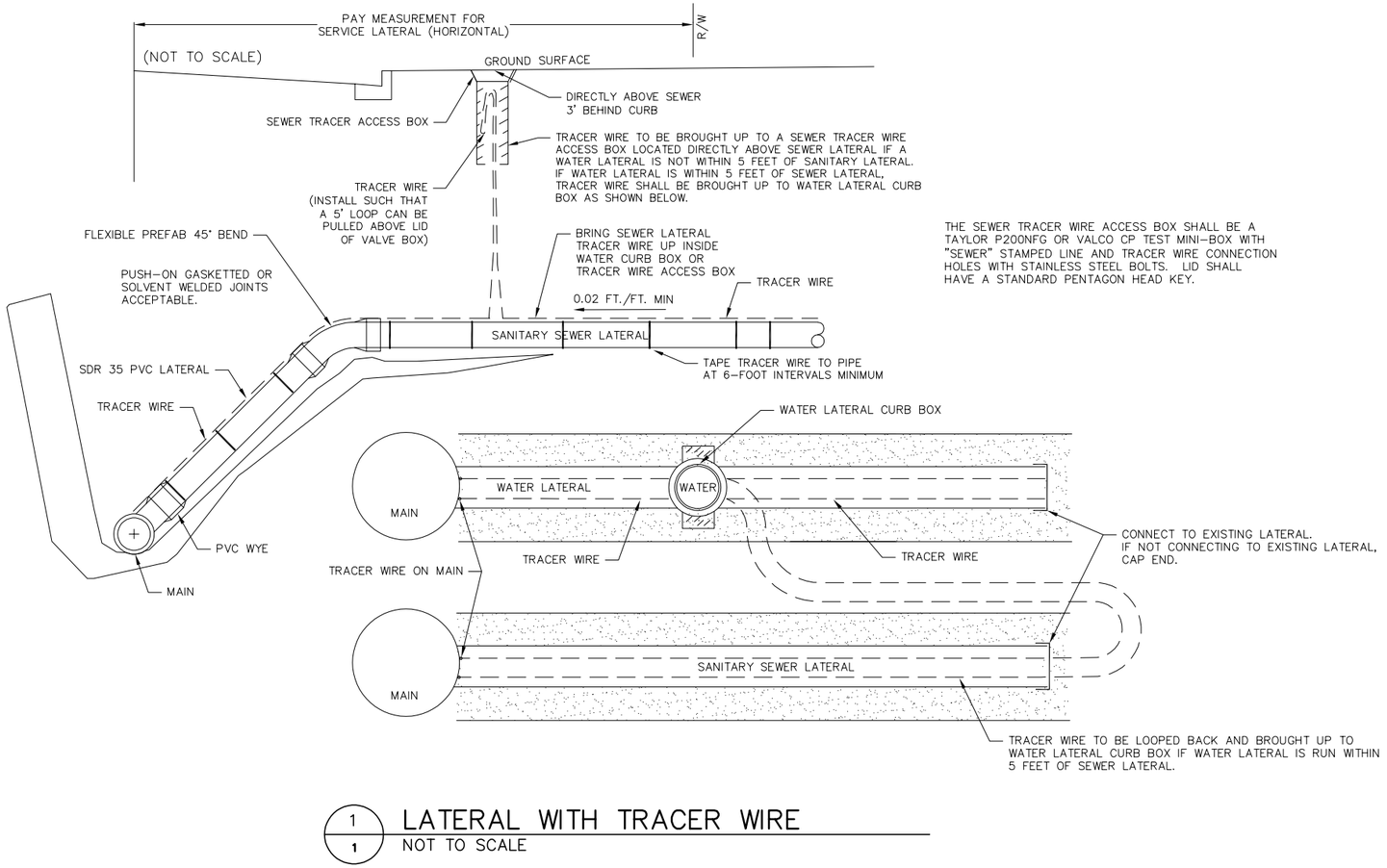
1/1 LOWERING WATERMAIN UNDER STORM/SANITARY
NOT TO SCALE



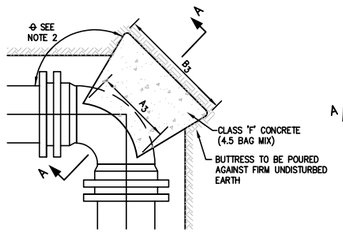
TYPE 3 LAYING CONDITIONS
(NOT TO SCALE)



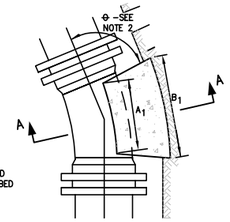
CLASS "C" BEDDING
(NOT TO SCALE)



1/1 LATERAL WITH TRACER WIRE
NOT TO SCALE



PLAN – 90° BEND

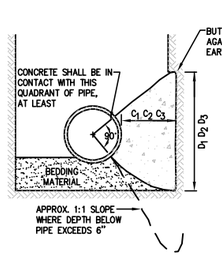


PLAN – 22½° BEND

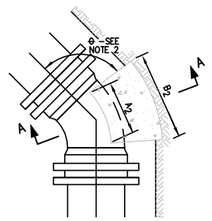
BUTTRESS DIMENSIONS						
PIPE SIZE	22½° BENDS		45° BENDS		90° BENDS	
	B_1	D_1	B_2	D_2	B_3	D_3
6"	1'–0"	1'–0"	1'–0"	1'–0"	1'–4"	1'–2"
8"	1'–0"	1'–0"	1'–4"	1'–2"	1'–10"	1'–6"
12"	1'–4"	1'–4"	1'–10"	1'–10"	2'–8"	2'–3"
16"	1'–10"	1'–8"	2'–6"	2'–4"	3'–10"	2'–10"
20"	2'–4"	2'–0"	3'–3"	2'–10"	5'–0"	3'–4"
24"	2'–10"	2'–4"	4'–0"	3'–3"	6'–4"	3'–10"
30"	3'–6"	3'–0"	5'–4"	3'–10"	8'–0"	4'–8"

NOTES

1. DIMENSIONS IN TABLE ARE BASED ON A WATER PRESSURE OF 150 psi AND ON EARTH RESISTANCE OF 2 TONS PER SQUARE FOOT.
2. DIMENSION C1 C2 C3 SHOULD BE LARGE ENOUGH TO MAKE ANGLE Θ EQUAL TO OR LARGER THAN 45°.
3. DIMENSION A1 A2 A3 SHOULD BE AS LARGE AS POSSIBLE WITHOUT INTERFERRING WITH M.J. BOLTS.
4. SHAPE OF BACK OF BUTTRESS MAY VARY AS LONG AS POUR IS AGAINST FIRM UNDISTURBED EARTH.
5. ALL IRON PIPE AND FITTINGS SHALL BE WRAPPED IN POLYETHYLENE.



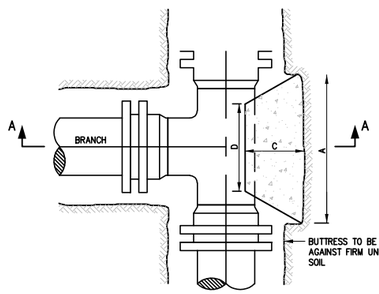
SECTION A–A



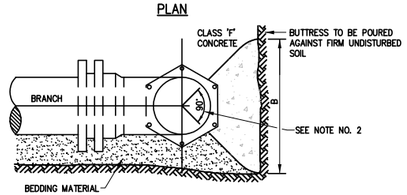
PLAN – 45° BEND

BUTTRESS FOR BENDS

NOT TO SCALE



PLAN



SECTION A–A

NOTES

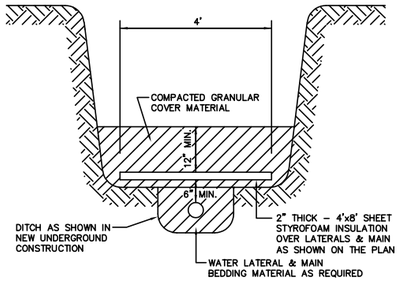
1. DIMENSION 'C' SHOULD BE LARGE ENOUGH TO MAKE ANGLE Θ EQUAL TO OR LARGER THAN 45°.
2. CONCRETE SHOULD BEAR ON THIS QUADRANT OF PIPE AS A MINIMUM.
3. DIMENSION 'D' SHOULD BE AS LARGE AS POSSIBLE BUT CONCRETE SHOULD NOT INTERFERE WITH MECHANICAL JOINTS.
4. BUTTRESS DIMENSIONS ARE BASED ON A SOIL RESISTANCE OF TWO TONS PER SQ. FT. AND A WATER PRESSURE OF 150 psi.
5. ALL IRON PIPE AND FITTINGS SHALL BE WRAPPED IN POLYETHYLENE.

BUTTRESS DIMENSIONS				
B.D.	A	B	C	D
6"	1'–3"	1'–0"	SEE NOTE NO. 1	SEE NOTE NO. 3
8"	1'–6"	1'–4"		
12"	2'–3"	2'–0"		
16"	3'–2"	2'–6"		
20"	4'–0"	3'–0"		
24"	5'–3"	3'–4"		
30"	6'–3"	4'–3"		

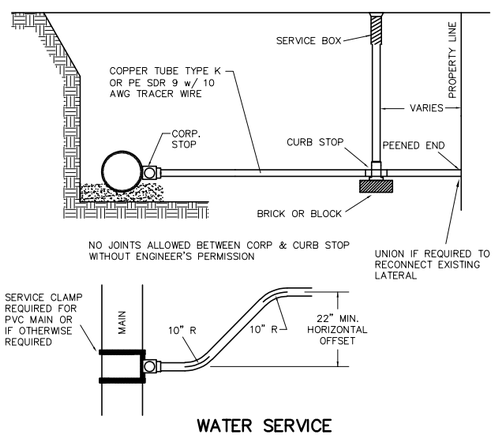
B.D. = BRANCH DIAMETER

BUTTRESS FOR TEES

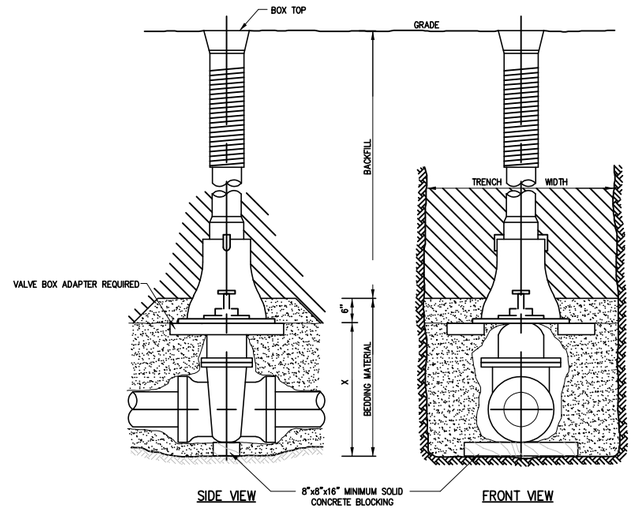
NOT TO SCALE



INSULATION DETAIL

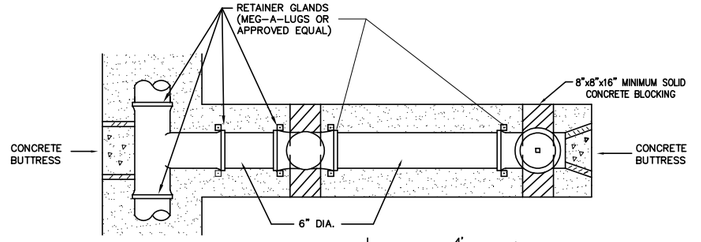


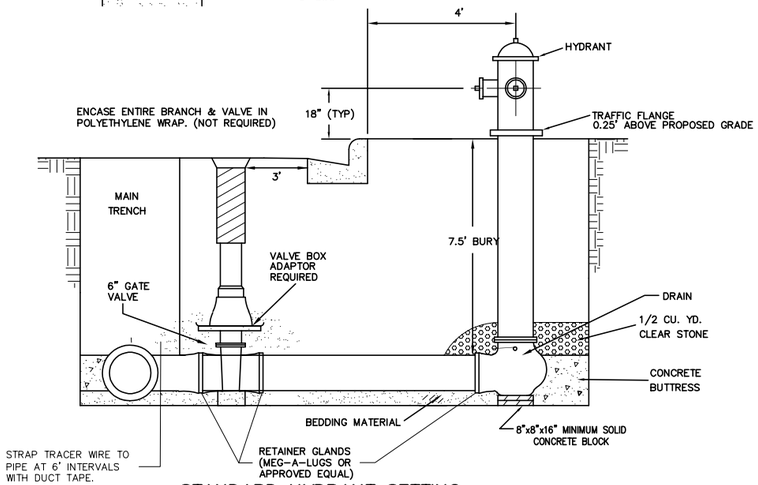
WATER SERVICE
(NOT TO SCALE)



PIPE DIA. INCHES	X=SETTING INCHES
2	6
3	7
4	8
6	12
8	13
12	21
16	30

STANDARD GATE VALVE BOX SETTING





STANDARD HYDRANT SETTING

NOT TO SCALE

PROJECT NO: 1660-02-75	HWY: USH 18/MAIN ST	COUNTY: CRAWFORD	SEWER AND WATER DETAILS	SHEET 6	E

1660-02-75

Line	Item	Item Description	Unit	Total	Qty
0358	SPV.0060	Special 30. Gate Valve w/ Box, 6-Inch	EACH	3.000	3.000
0360	SPV.0060	Special 31. Relocate Existing Hydrant	EACH	1.000	1.000
0362	SPV.0060	Special 32. 1-Inch Corporation Stop	EACH	2.000	2.000
0364	SPV.0060	Special 33. 1-Inch Curb Valve w/ Box	EACH	2.000	2.000
0366	SPV.0060	Special 34. Connect To Existing Water Main	EACH	3.000	3.000
0368	SPV.0060	Special 35. Adjust Existing Valve	EACH	1.000	1.000
0370	SPV.0060	Special 36. Connect To Existing Sanitary Sewer	EACH	2.000	2.000
0372	SPV.0060	Special 37. Adjust Existing Manhole Casting	EACH	2.000	2.000
0374	SPV.0060	Special 38. Sanitary Manhole, 48-Inch Precast Concrete, w/ Casing	EACH	2.000	2.000
0376	SPV.0060	Special 39. Sanitary Wye, 18-Inch X 4-Inch, PVC	EACH	3.000	3.000
0378	SPV.0060	Special 40. Abandon Existing Sanitary Mains And Manholes, Project 1660-02-75	EACH	1.000	1.000
0380	SPV.0060	Special 41. Abandon Existing Water Mains, Valves, Hydrants, Project 1660-02-75	EACH	1.000	1.000
0382	SPV.0060	Special 42. 2-Inch Corporation Stop	EACH	1.000	1.000
0384	SPV.0060	Special 43. 2-Inch Curb Valve w/ Box	EACH	1.000	1.000
0388	SPV.0090	Special 30. Water Service, 1-Inch Copper	LF	88.000	88.000
0390	SPV.0090	Special 31. Water Main, 6-Inch, DI, Class 52	LF	605.000	605.000
0392	SPV.0090	Special 32. Sanitary Sewer Lateral, 4-Inch, PVC, SDR 35, w/ 10 AWG Tracer Wire	LF	133.000	133.000
0394	SPV.0090	Special 33. Sanitary Sewer, 18-Inch, PVC, SDR 35	LF	756.000	756.000
0396	SPV.0090	Special 34. Water Service PE SDR 9, 2-Inch w/ 10 AWG Tracer Wire	LF	33.000	33.000

ABANDON EXISTING WATERMAINS, VALVES, HYDRANTS

CATEGORY	LOCATION	SPV.0060.41 ABANDON EXISTING WATERMAINS, VALVES, HYDRANTS EACH
0010	PROJECT	1
TOTAL		1

CONNECT TO EXISTING WATER MAIN

CATEGORY	LOCATION	SPV.0060.34 CONNECT TO EXISTING WATER MAIN EA
0010	PROJECT	3
TOTAL		3

MANHOLES

CATEGORY	STATION	LOCATION	STRUCTURE I.D.	SPV.0060.38 SANITARY SEWER MANHOLE, 48-INCH, PRECAST CONCRETE, W/ CASTING EACH	SPV.0060.37 ADJUST MANHOLE CASTING EACH
0020	15+31.5, 17' RT	USH 18	S2	1	
0020	19+32.6, 45.6' RT	USH 18	S1	1	
0020	13+43.1, 7.6' RT	USH 18	EXTG		1
0020	21+07.5, 7.1' RT	USH 18	EXTG		1
TOTAL				2	2

WATER LATERALS

CATEGORY	STATION	LOCATION	SPV.0090.30 WATER SERVICE, 1-INCH COPPER LF	SPV.0090.34 WATER SERVICE PE SDR 9, 2-INCH w/ 10 AWG TRACER WIRE LF	SPV.0060.32 1-INCH CORPORATION STOP EA	SPV.0060.33 1-INCH CURB VALVE W/ BOX EA	SPV.0060.42 2-INCH CORPORATION STOP EA	SPV.0060.43 2-INCH CURB VALVE W/ BOX EA
0010	16+85, 38' LT	USH 18	43	-	1	1	-	-
0010	17+09, 61' RT	USH 18	-	33	-	-	1	1
0010	17+65, 28' LT	USH 18	45	-	1	1	-	-
TOTAL			88	33	2	2	1	1

SANITARY SEWER PIPE SUMMARY

CATEGORY	FROM STR.	TO STR.	SPV.0090.33 SANITARY SEWER, 18-INCH PVC, SDR 35 LF
0020	EXTG	S2	186
0020	S2	S1	391
0020	S1	EXTG	179
TOTAL			756

WATER MAIN SUMMARY

CATEGORY	STATION	LOCATION	SPV.0090.31 WATERMAIN, 6-INCH DI CLASS 52, INCLUDING FITTINGS LF	SPV.0060.31 RELOCATE EXISTING HYDRANT EA
0010	13+38 - 19+07.4	USH 18	605	
0010	19+14.4, 47.9' LT	USH 18		1
TOTAL			605	1

SANITARY LATERALS

CATEGORY	STATION	LOCATION	SPV.0090.32 SANITARY LATERAL, 4-INCH PVC, SDR 35, W/ 10 AWG TRACER WIRE LF	SPV.0060.39 SANITARY WYE, 18-INCH X 4-INCH, PVC EA
0020	16+90.4, 37' LT	USH 18	55	1
0020	17+17.4, 61.5' RT	USH 18	21	1
0020	17+71, 27' LT	USH 18	57	1
TOTAL			133	3

WATER VALVE SUMMARY

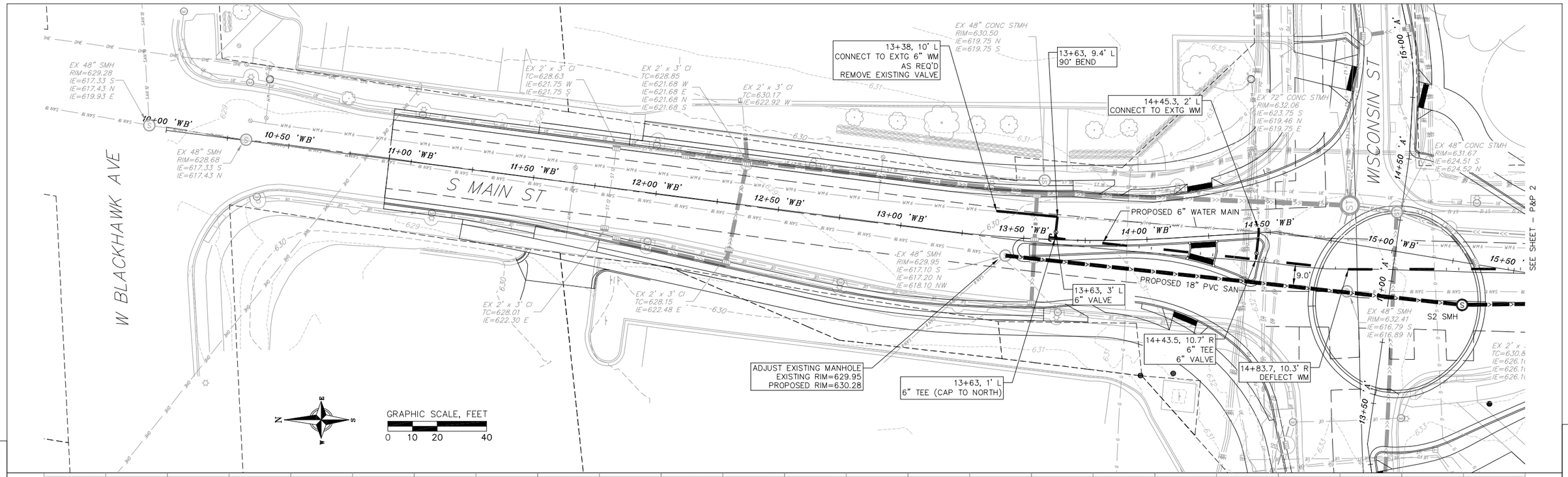
CATEGORY	STATION	LOCATION	SPV.0060.30 GATE VALVE W/ BOX, 6-INCH EA	SPV.0060.35 ADJUST EXISTING VALVE BOX EA
0010	13+63, 3' LT	USH 18	1	
0010	14+43.5, 10' RT	USH 18	1	
0010	19+05, 19.9' LT	USH 18	1	
0010	19+14.4, 47.9' LT	USH 18		1
TOTAL			3	1

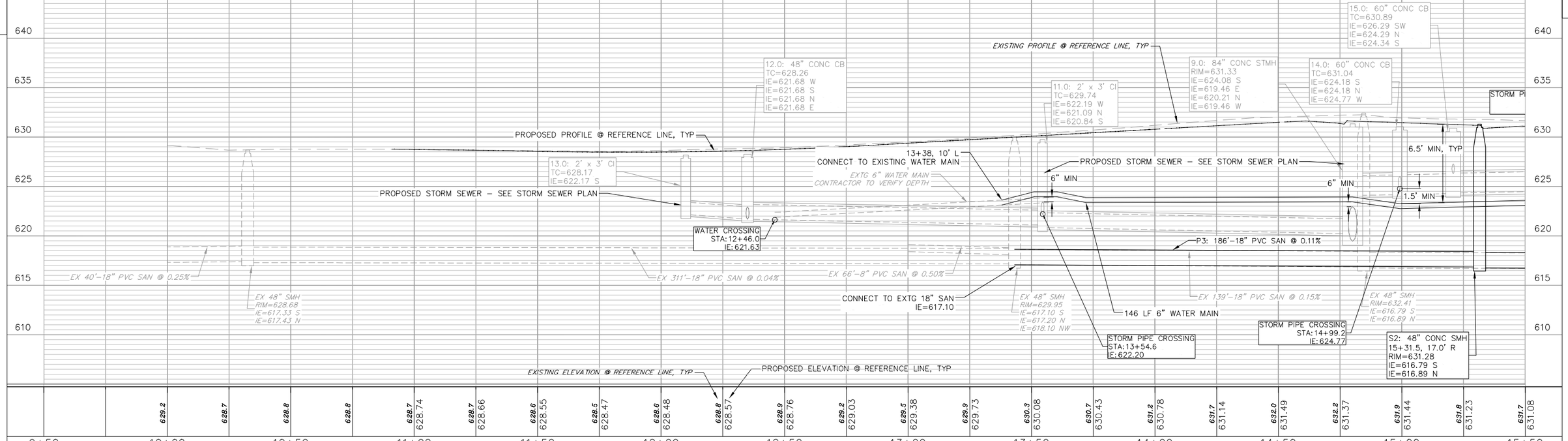
ABANDON EXISTING SANITARY MAINS & MANHOLES

CATEGORY	LOCATION	SPV.0060.40 ABANDON EXISTING SANITARY MAINS AND MANHOLES EACH
0020	PROJECT	1
TOTAL		1

CONNECT TO EXISTING SANITARY SEWER

CATEGORY	LOCATION	SPV.0060.36 CONNECT TO EXISTING SANITARY SEWER EA
0020	PROJECT	2
TOTAL		2



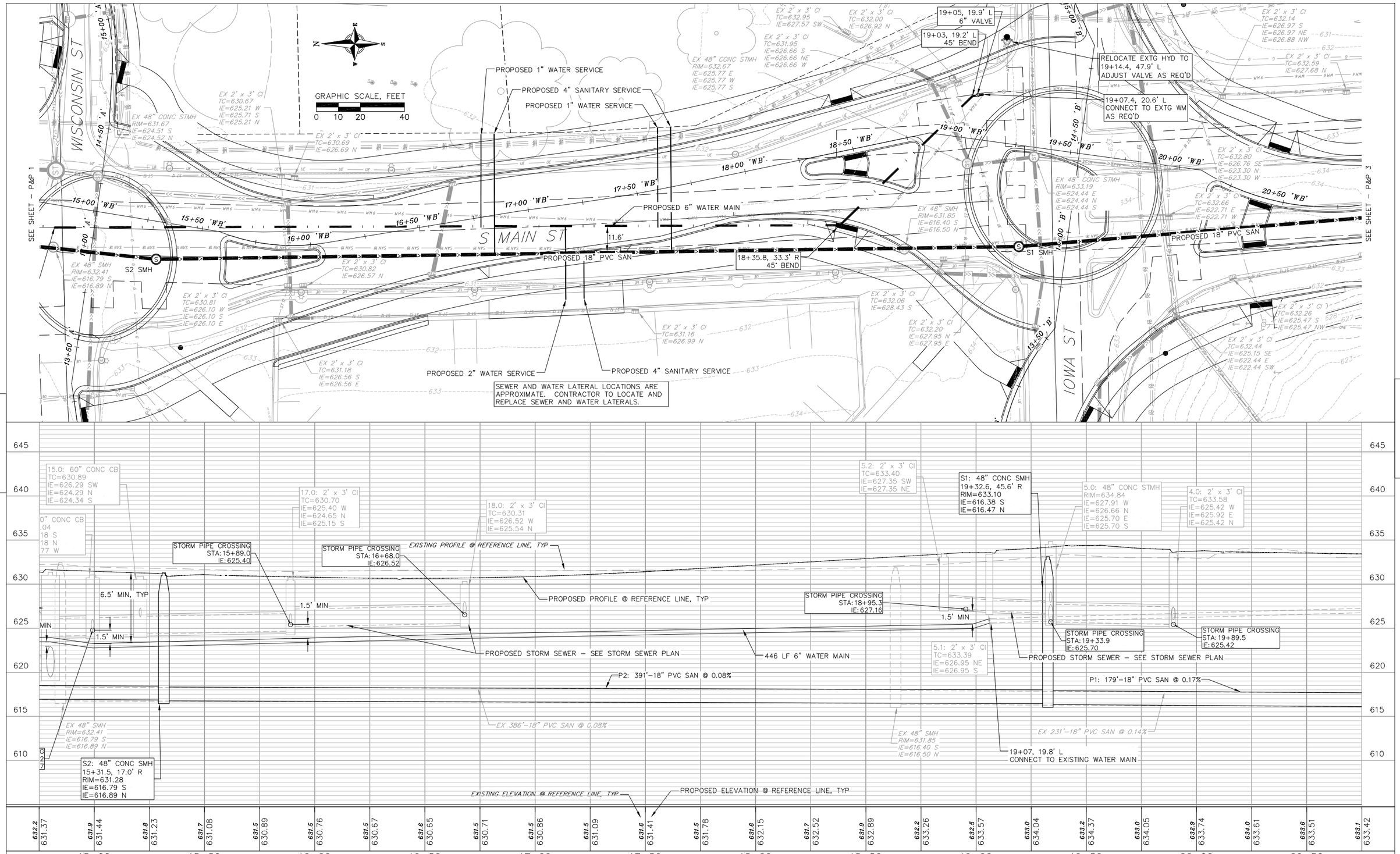


PROJECT NO: 1660-02-75	HWY: USH 18/MAIN ST	COUNTY: CRAWFORD	PLAN & PROFILE: SANITARY SEWER AND WATER MAIN	SHEET 9	E

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LAYOUT NAME - MAIN P&P 8

PLOT DATE : 6/10/2025 1:24 PM PLOT BY : PAUL JUNION PLOT NAME : _____ PLOT SCALE : 1 IN=20FT

WISDOT/CADDS SHEET 42

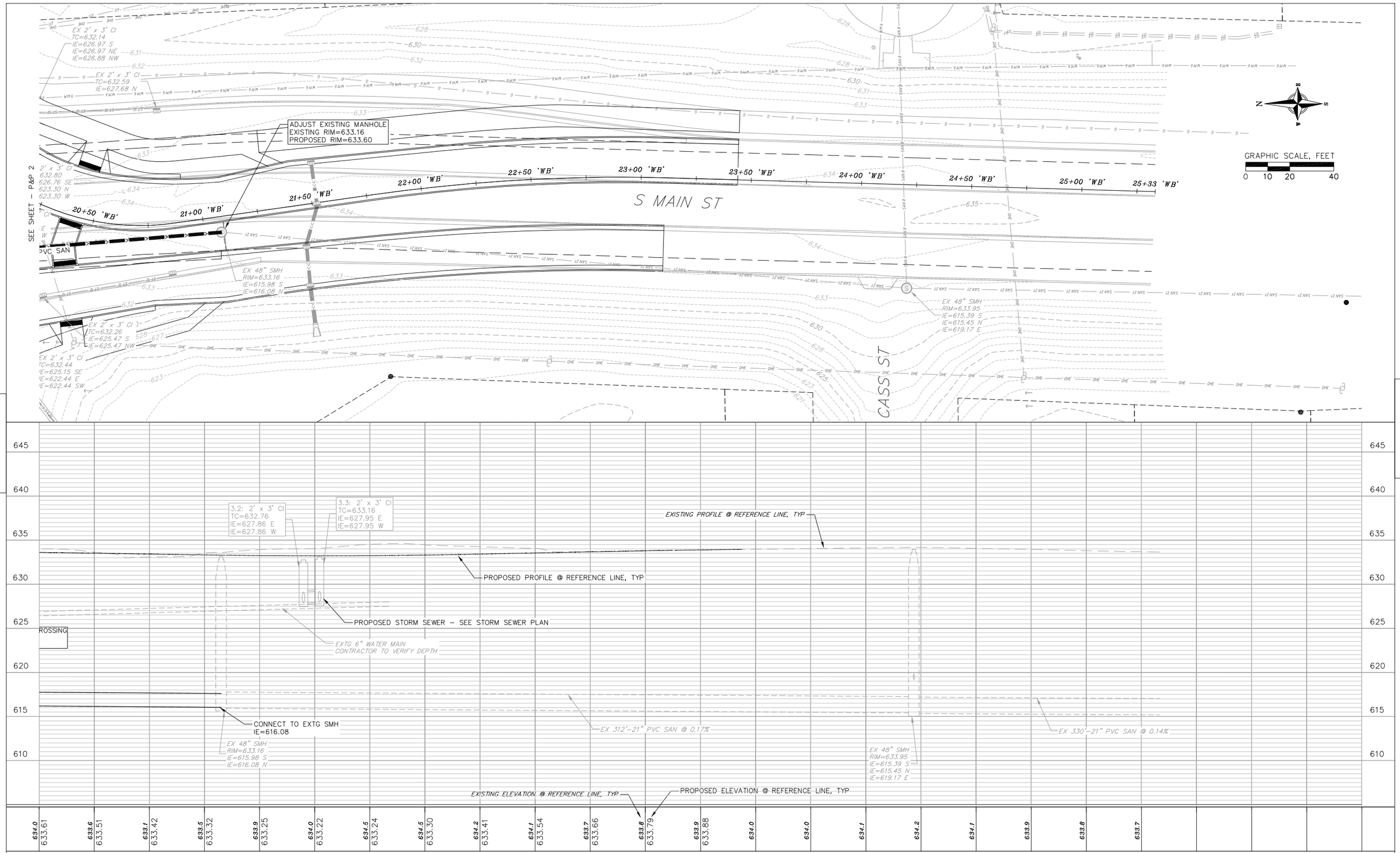


PROJECT NO: 1660-02-75	HWY: USH 18/MAIN ST	COUNTY: CRAWFORD	PLAN & PROFILE: SANITARY SEWER AND WATER MAIN	SHEET 10	E

FILE NAME : R:\PRAIRIE DU CHIEN, CITY OF\240344 - USH 18 MAIN ST ROUNDABOUTS\CADD\USH18 ROUNDABOUTS - NS PLAN & PROFILE.DWG
LAYOUT NAME - MAIN P&P 9

PLOT DATE : 10/23/2025 2:06 PM PLOT BY : PAUL JUNION PLOT NAME : _____ PLOT SCALE : 1 IN=20FT

WISDOT/CADDS SHEET 42



PROJECT NO: 1660-02-75	HWY: USH 18/MAIN ST	COUNTY: CRAWFORD	PLAN & PROFILE: SANITARY SEWER AND WATER MAIN	SHEET 11	E

FILE NAME : R:\PRAIRIE DU CHIEN, CITY OF\240344 - USH 18 MAIN ST ROUNDABOUTS\CADD\USH18 ROUNDABOUTS - NS PLAN & PROFILE.DWG
LAYOUT NAME - MAIN P&P 10

PLOT DATE : 6/10/2025 1:25 PM PLOT BY : PAUL JUNION PLOT NAME : _____ PLOT SCALE : 1 IN=20FT

WISDOT/CADDS SHEET 42

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