MAD

PROJECT ID: 1390-01-76

WITH: N/A

COUNTY: DODGE

DECEMBER 2026

ORDER OF SHEETS

Section No.	1	Title
Section No.	2	Typical Sections and Details (Includes Erosion Control 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 = 142



N

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

WATERTOWN - WAUPUN

CENTER STREET TO STH 33

STH 26

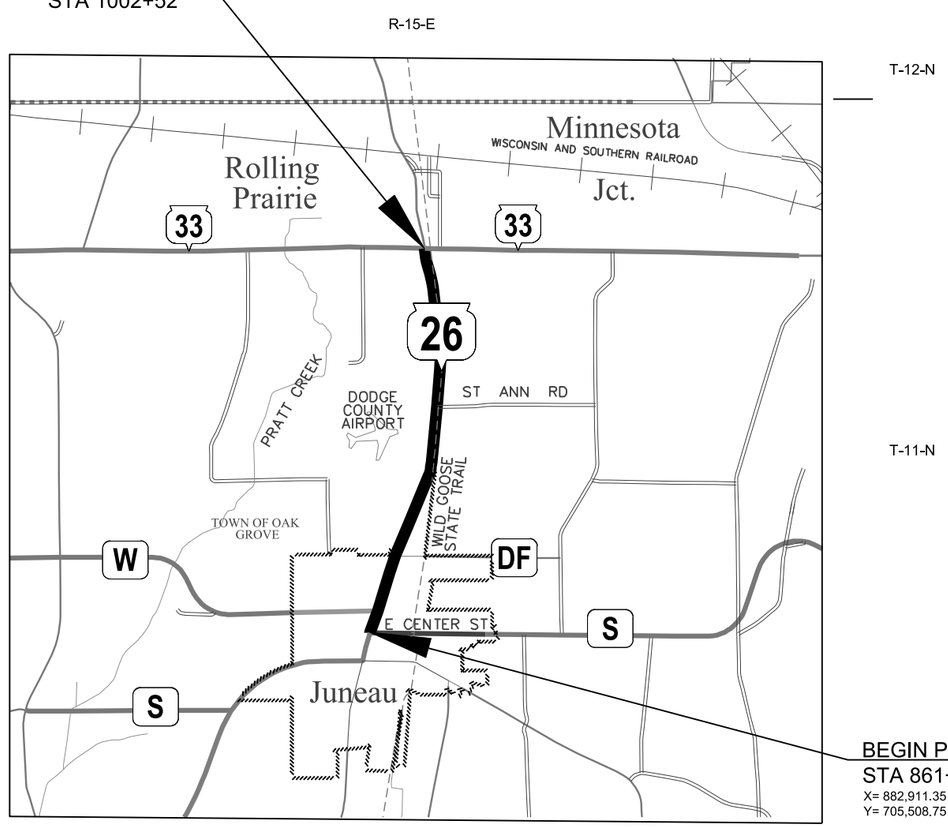
DODGE COUNTY

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
1390-01-76		

STATE PROJECT NUMBER

1390-01-76

END PROJECT
STA 1002+52



BEGIN PROJECT
STA 861+83
X= 882,911.35
Y= 705,508.75

LAYOUT

SCALE 0 1 MI

TOTAL NET LENGTH OF CENTERLINE = 2.665 MI

HORIZONTAL POSITIONS SHOWN ON THIS PLAN ARE WISCRS, DODGE 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.

DESIGN DESIGNATION (STH 26; DESIGN ID: 1390-01-06)

A.A.D.T.	(2027)	=	3,800
A.A.D.T.	(2047)	=	3,800
D.H.V.		=	-----
D.D.		=	-----
T. (% D.H.V.)		=	27.8
DESIGN SPEED		=	30 - 55 MPH
ESALS		=	2,200,000

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

ORIGINAL PLANS PREPARED BY:

STRAND ASSOCIATES®
910 WEST WINGRA DRIVE
MADISON, WISCONSIN 53715-1943
(608) 251-4843

WISCONSIN
KENNETH M. SWANSON
E - 40476
MADISON
WI
PROFESSIONAL ENGINEER
7-21-26

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY

Surveyor	STRAND ASSOCIATES, INC.
Designer	STRAND ASSOCIATES, INC.
Project Manager	MIKE RAMPETSREITER, P.E.
Regional Examiner	WISDOT SOUTHWEST REGION
Regional Supervisor	CRAIG HARDY, P.E.

APPROVED FOR THE DEPARTMENT

DATE: _____

Mike Rampetsreiter

Digitally signed by Mike Rampetsreiter
DN: CN=Mike Rampetsreiter, E=mrampetsreiter@strand.com, O=Strand Associates, OU=Transportation, OU=Professional Engineer (PE), C=US
Reason: I am approving this document
Location: 07:SD-SWR
Contact Info: 1.608.268.7917
Date: 2026.07.21 10:14:05-05'00'

E

GENERAL NOTES

THE CENTERLINE OF STH 26 IS APPROXIMATELY THE MAINLINE REFERENCE LINE.

EROSION CONTROL FEATURES AS SHOWN IN THE PLANS ARE AT SUGGESTED LOCATIONS. EXACT LOCATIONS WILL BE DETERMINED BY THE CONTRACTOR'S EROSION CONTROL IMPLEMENTATION PLAN (ECIP) AND APPROVED BY THE ENGINEER IN CONSULTATION WITH THE WISCONSIN DEPARTMENT OF NATURAL RESOURCES. MAINTAIN ALL EROSION CONTROL MEASURES UNTIL SUCH TIME AS THE ENGINEER DETERMINES THE MEASURE IS NO LONGER NECESSARY.

THE LOCATIONS OF EXISTING AND PROPOSED UTILITY INSTALLATIONS AS SHOWN ON THE PLANS ARE APPROXIMATE. THERE ARE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT AREA THAT ARE NOT SHOWN. COORDINATE CONSTRUCTION ACTIVITIES WITH A CALL TO DIGGERS HOTLINE AND/OR A DIRECT CALL TO THE UTILITIES THAT HAVE FACILITIES IN THE AREA. NOT ALL UTILITIES ARE MEMBERS OF DIGGERS HOTLINE.

WHEN THE QUANTITY OF BASE AGGREGATE DENSE IS MEASURED FOR PAYMENT IN TONS, THE DEPTH OR THICKNESS AS SHOWN ON THE PLAN IS APPROXIMATE AND THE ACTUAL THICKNESS WILL DEPEND UPON THE DISTRIBUTION OF THE MATERIAL AS DIRECTED BY THE ENGINEER IN THE FIELD.

ALL EXISTING SIGNS SHALL REMAIN IN PLACE UNLESS THE ENGINEER APPROVES THEIR REMOVAL. ANY SIGNS REMOVED BECAUSE OF CONTRACTOR MEANS AND METHODS SHALL BE REPLACED BY THE CONTRACTOR AT THEIR EXPENSE.

DOCUMENTATION OF PEDESTRIAN ACCOMMODATION TECHNICAL INFEASIBILITY FOR CURB RAMP REPLACEMENT LOCATIONS WAS REQUIRED FOR THE PROJECT. A COPY OF THIS DOCUMENTATION CAN BE OBTAINED BY CONTACTING THE WISDOT REGION REPRESENTATIVE LISTED ON THIS GENERAL NOTES SHEET.

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

LIMITS OF CONCRETE PAVEMENT REPAIR AND CONCRETE PAVEMENT REPLACEMENT LOCATIONS IN THE PLAN ARE APPROXIMATE. VERIFY LIMITS WITH THE ENGINEER.

SAWING CONCRETE WILL BE MEASURED AND PAID FOR ONLY ONCE WHEN PAVEMENT REPAIR AND CONCRETE PAVEMENT REPLACEMENTS ARE ADJACENT ALONG THE CENTERLINE OF THE LANES.

OVER-SAWING INTO PAVEMENT THAT IS TO REMAIN TO FACILITATE REMOVAL OF CONCRETE PAVEMENT AND CONCRETE PAVEMENT REPLACEMENT AREAS SHALL BE SEALED WITH AN APPROVED EPOXY. THE OVER-SAWING AND EPOXY ARE INCLUDED IN THE PAYMENT FOR BID ITEMS 416.1710 AND 416.1720.

WITHIN CONCRETE PAVEMENT REPLACEMENT SECTIONS, THE NEW CONTRACTION JOINTS MAY NOT MATCH ABUTTING EXISTING JOINTS BECAUSE OF CHANGES TO STANDARDS AND PRIOR REPAIRS. ADJUST NEW JOINTS TO MATCH EXISTING JOINTS WHERE PRACTICAL. DO NOT EXCEED THE MAXIMUM CONTRACTION JOINT SPACING OF 15 FEET.

AT CONCRETE PAVEMENT REPAIR AND CONCRETE PAVEMENT REPLACEMENT LOCATIONS, MATCH THE EXISTING ADJACENT CONCRETE PAVEMENT TINING AND FINISHING FOR CONSISTENCY.

HMA PAVEMENT SUMMARY TABLE

STH 26 - 2" HMA PAVEMENT (OVERLAY)		
LAYER	THICKNESS	HMA TYPE
UPPER	2"	4 MT 58-28 S

STH 26 - 6" HMA PAVEMENT (FOR CULVERT REPLACEMENT LOCATIONS)		
LAYER	THICKNESS	HMA TYPE
UPPER	2"	4 MT 58-28 S
LOWER (TOP)	2"	ASPHALTIC SURFACE (USE 4 MT 58-28 S)
LOWER (BOTTOM)	2"	ASPHALTIC SURFACE (USE 4 MT 58-28 S)

ORDER OF SECTION 2 SHEETS

GENERAL NOTES
PROJECT OVERVIEW
TYPICAL SECTIONS
CONSTRUCTION DETAILS
CURB RAMP OVERVIEW
CURB RAMP LAYOUT DETAILS
PAVEMENT MARKING DETAILS
TRAFFIC CONTROL - ADVANCED WARNING SIGNING
TRAFFIC CONTROL - DETOUR ROUTE SIGNING
TRAFFIC CONTROL - PEDESTRIAN ROUTING

ABBREVIATIONS

MEF - MAXIMUM EXTENT FEASIBLE

TRANS 220 UTILITY CONTACTS

* PERRY BOECK
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JREYNOLDS@CO.DODGE.WI.US

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

* DENOTES DIGGERS HOTLINE MEMBERS

WISDOT REGION CONTACT

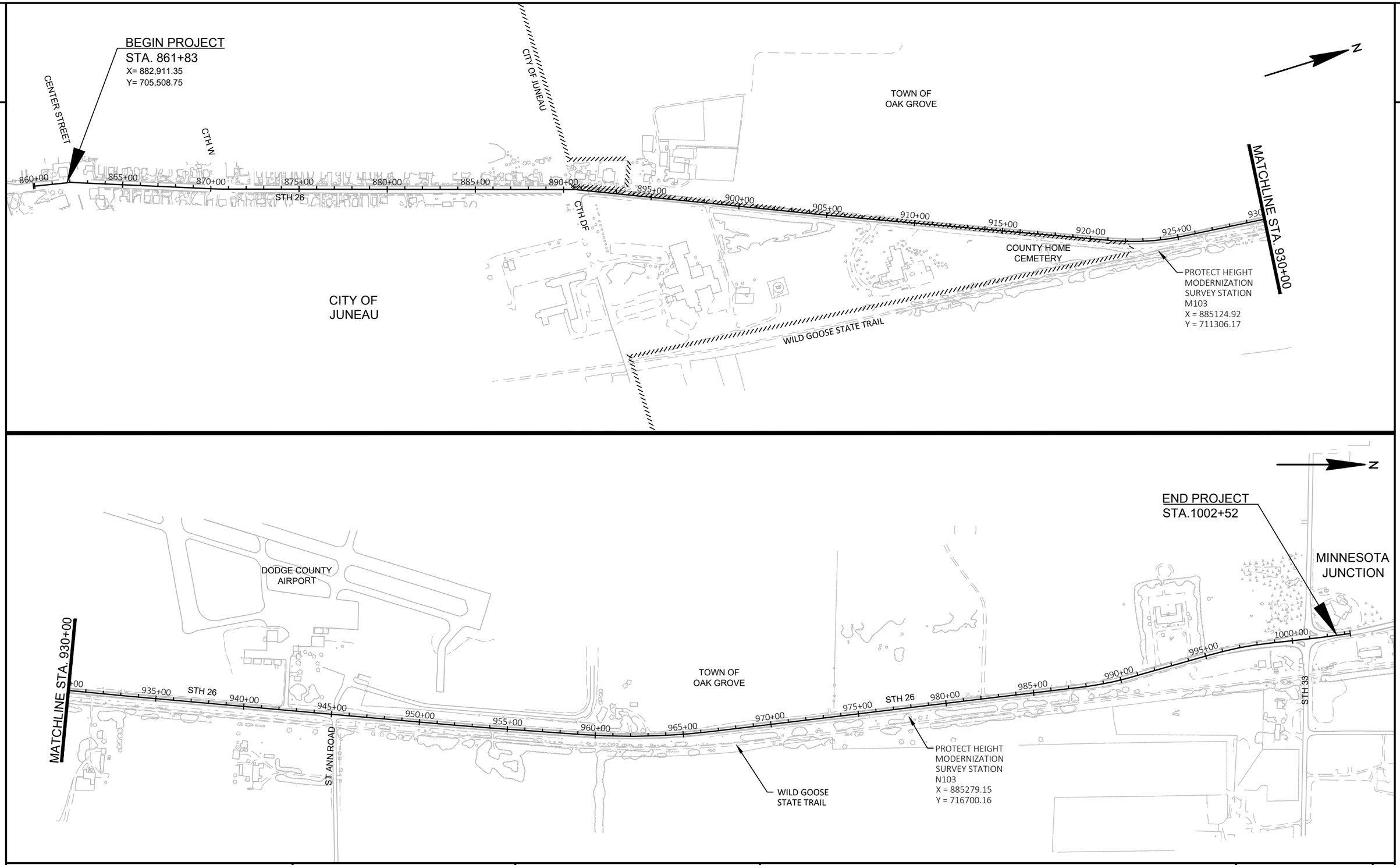
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DNR LIAISON

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KEN.SWANSON@STRAND.COM

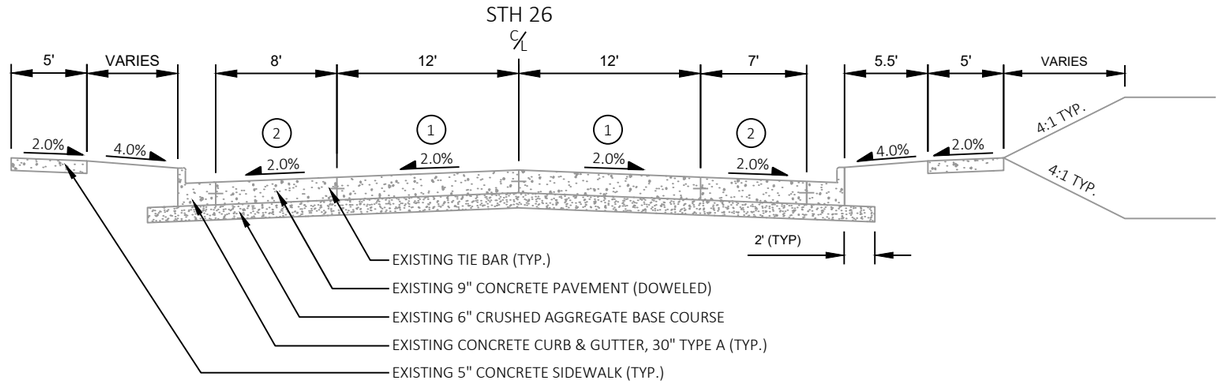


PROJECT NO: 1390-01-76	HWY: STH 26	COUNTY: DODGE	PROJECT OVERVIEW	SHEET 3	E

FILE NAME : S:\MAD\1000--1099\1089\970\DRAWINGS\CAD\CIVIL 3D\SHEETSPLAN\020201_PO.DWG PLOT DATE : 6/1/2023 6:27 PM PLOT BY : CARPENTER, ZACH PLOT NAME : PLOT SCALE : 1IN : 2000FT

WISDOT/CADDS SHEET 42

2

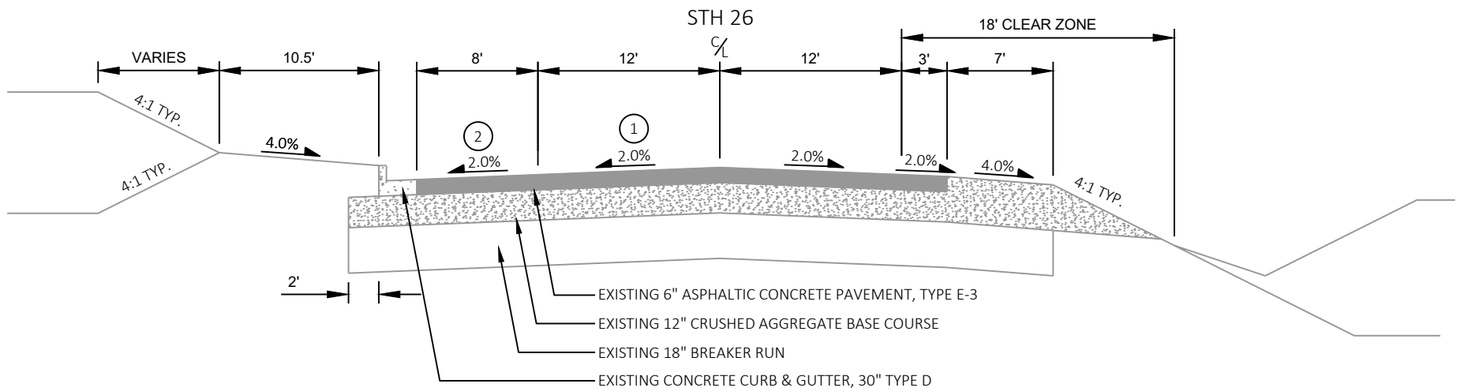


EXISTING TYPICAL SECTION

STA. 861+83 - STA. 891+44

(1) 2% NORMAL; 3% MAXIMUM

(2) 2% NORMAL; 4% MAXIMUM

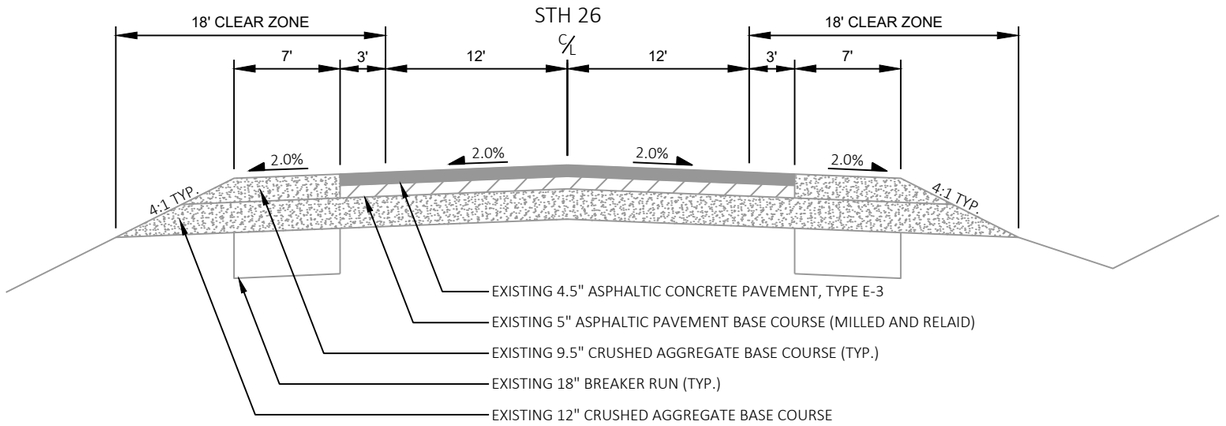


EXISTING TYPICAL SECTION

STA. 891+44 - STA. 897+25

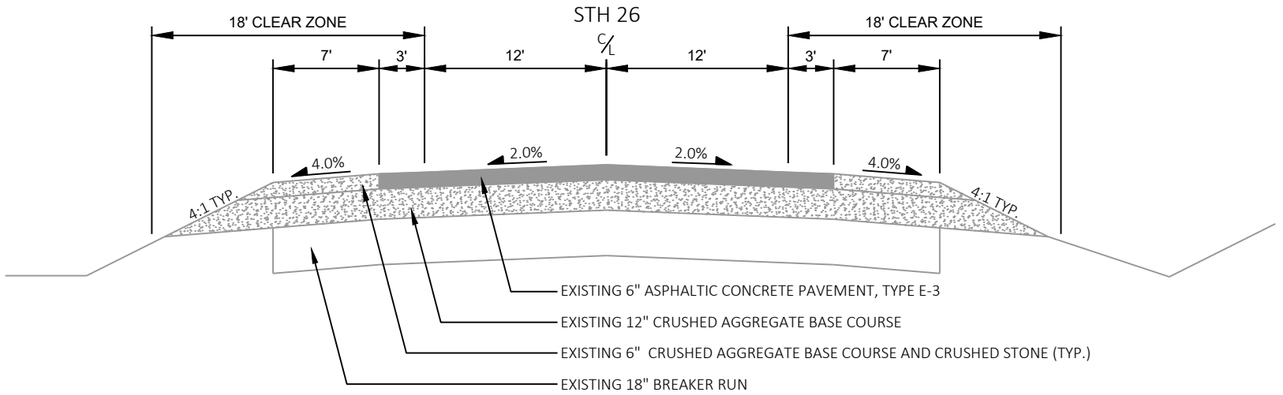
PROJECT NO: 1390-01-76	HWY: STH 26	COUNTY: DODGE	TYPICAL SECTIONS	SHEET 4	E

2



EXISTING TYPICAL SECTION

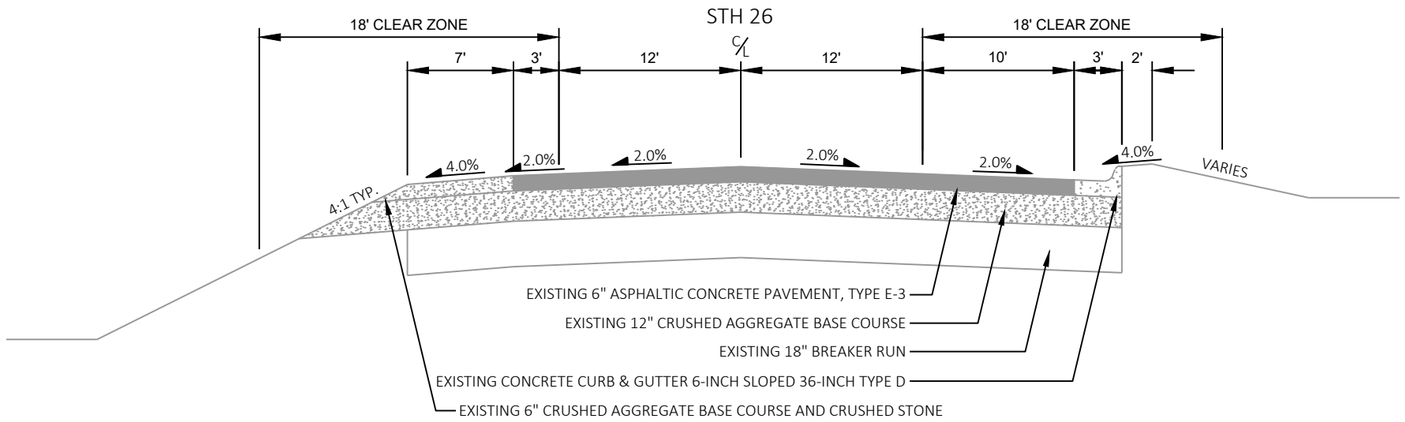
STA. 897+25 - STA. 904+80
STA. 928+10 - STA. 942+55
STA. 959+60 - STA. 989+75



EXISTING TYPICAL SECTION

STA. 904+80 - STA. 928+10
STA. 942+55 - STA. 959+60
STA. 989+75 - STA. 998+30

2



EXISTING TYPICAL SECTION

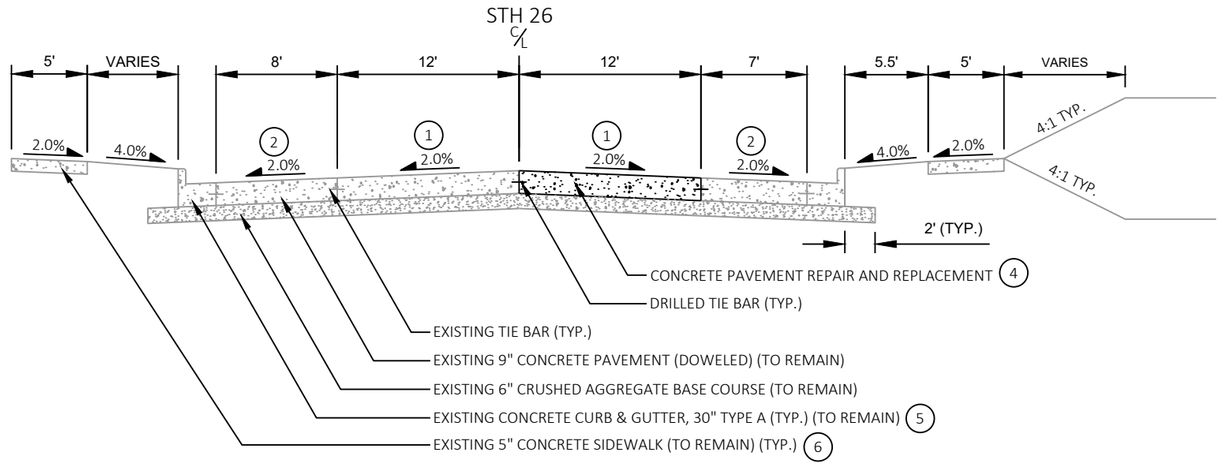
STA. 998+30 - STA. 1002+52

PROJECT NO: 1390-01-76	HWY: STH 26	COUNTY: DODGE	TYPICAL SECTIONS	SHEET 6	E

FILE NAME : S:\MAD\1000--1099\1089\970\DRAWINGS\CAD\CIVIL 3D\SHEETSPLAN\020301_TS.DWG
LAYOUT NAME - 020303_ts

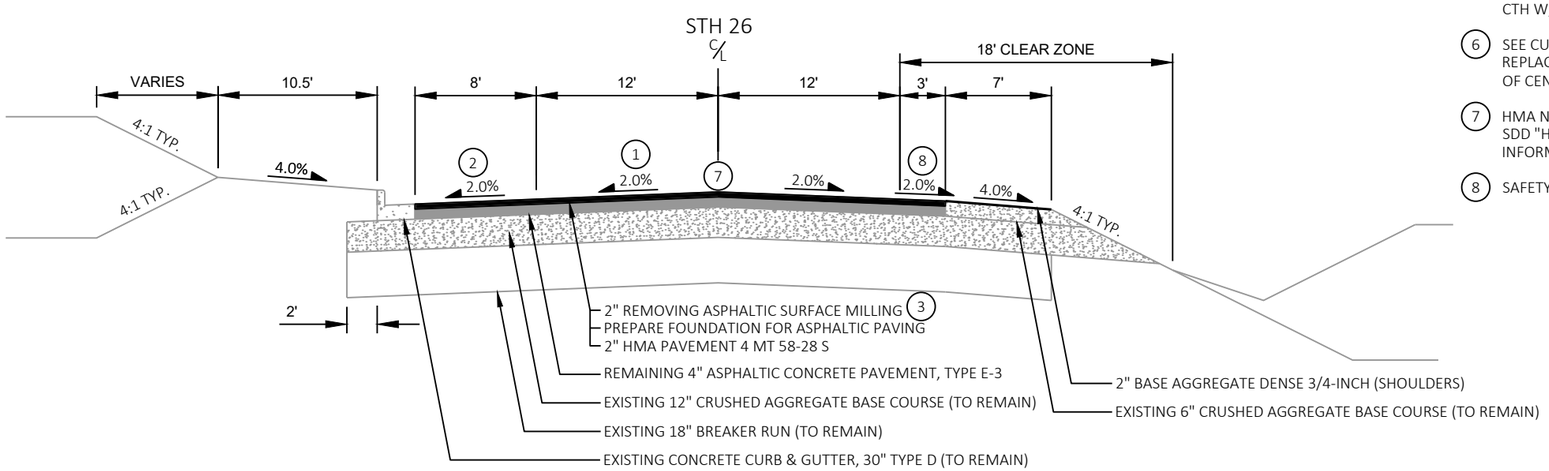
PLOT DATE : 6/1/2023 7:29 PM PLOT BY : CARPENTER, ZACH PLOT NAME : PLOT SCALE : 1 IN:10 FT

2



FINISHED TYPICAL SECTION

STA. 861+83 - STA. 891+44



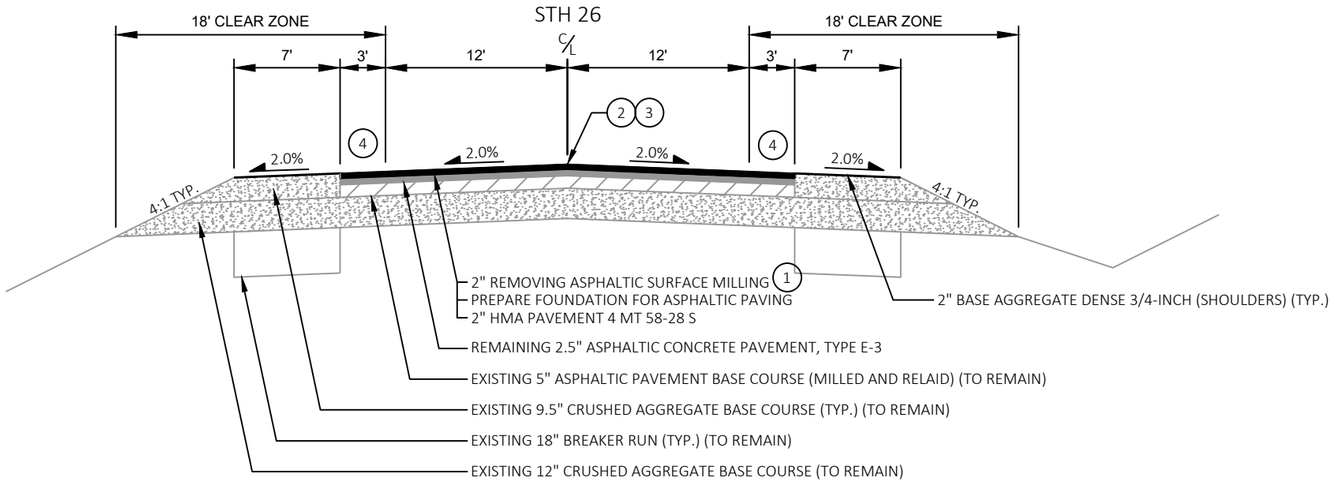
FINISHED TYPICAL SECTION

STA. 891+44 - STA. 897+25

1. 2% NORMAL; 3% MAXIMUM. MATCH EXISTING CROSS SLOPE.
2. 2% NORMAL; 4% MAXIMUM. MATCH EXISTING CROSS SLOPE.
3. REMOVING DISTRESSED PAVEMENT MILLING REQUIRED AT LOCATIONS DETERMINED BY THE ENGINEER IN THE FIELD. REFER TO CONSTRUCTION DETAILS FOR ADDITIONAL INFORMATION.
4. SEE PLAN DETAILS FOR CONCRETE PAVEMENT REPAIR AND CONCRETE PAVEMENT REPLACEMENT LOCATIONS AT THE INTERSECTIONS OF CENTER STREET (CTH S), CTH W, AND CTH DF.
5. SEE PLAN DETAILS FOR SPOT CONCRETE CURB & GUTTER 30-INCH TYPE A REPLACEMENT LOCATIONS AT THE INTERSECTIONS OF CENTER STREET (CTH S), CTH W, AND CTH DF.
6. SEE CURB RAMP LAYOUT DETAILS FOR CURB RAMP REPLACEMENT LOCATIONS AT THE INTERSECTION OF CENTER STREET (CTH S), CTH W, AND CTH DF.
7. HMA NOTCHED WEDGE JOINT REQUIRED. REFER TO SDD "HMA LONGITUDINAL JOINTS" FOR ADDITIONAL INFORMATION.
8. SAFETY EDGE REQ'D.

PROJECT NO: 1390-01-76	HWY: STH 26	COUNTY: DODGE	TYPICAL SECTIONS	SHEET 7	E

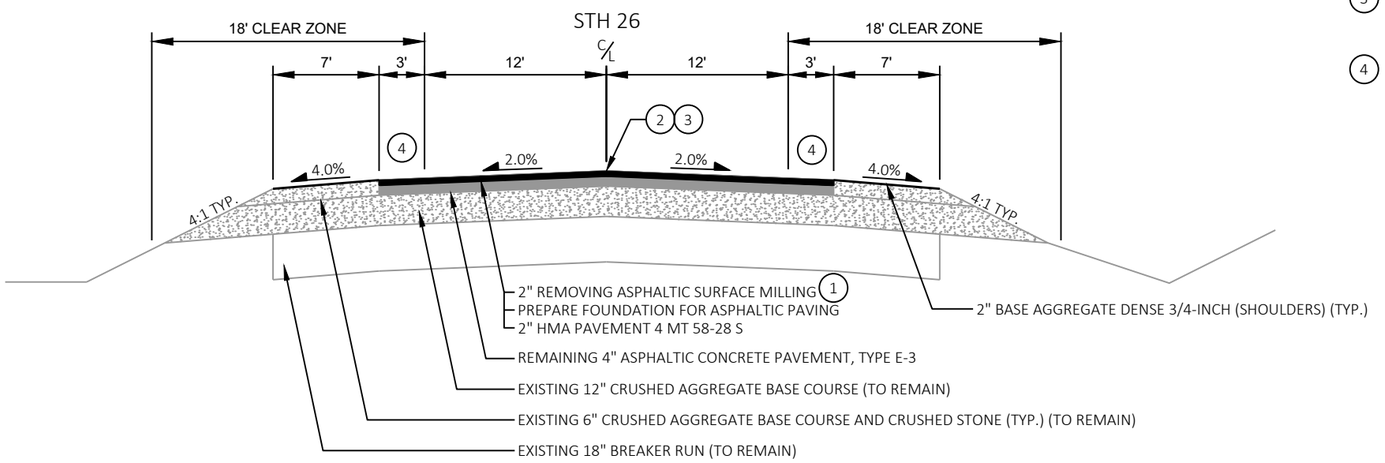
FILE NAME : S:\MAD\1000--1099\1089\970\DRAWINGS\CAD\CIVIL 3D\SHEETSPLAN\020301_TS.DWG
LAYOUT NAME - 020304_TS
PLOT DATE : 10/19/2026 1:04 PM PLOT BY : ROSENTHAL, BRIAN PLOT NAME : PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42



FINISHED TYPICAL SECTION

STA. 897+25 - STA. 904+80
STA. 928+10 - STA. 942+55
STA. 959+60 - STA. 989+75

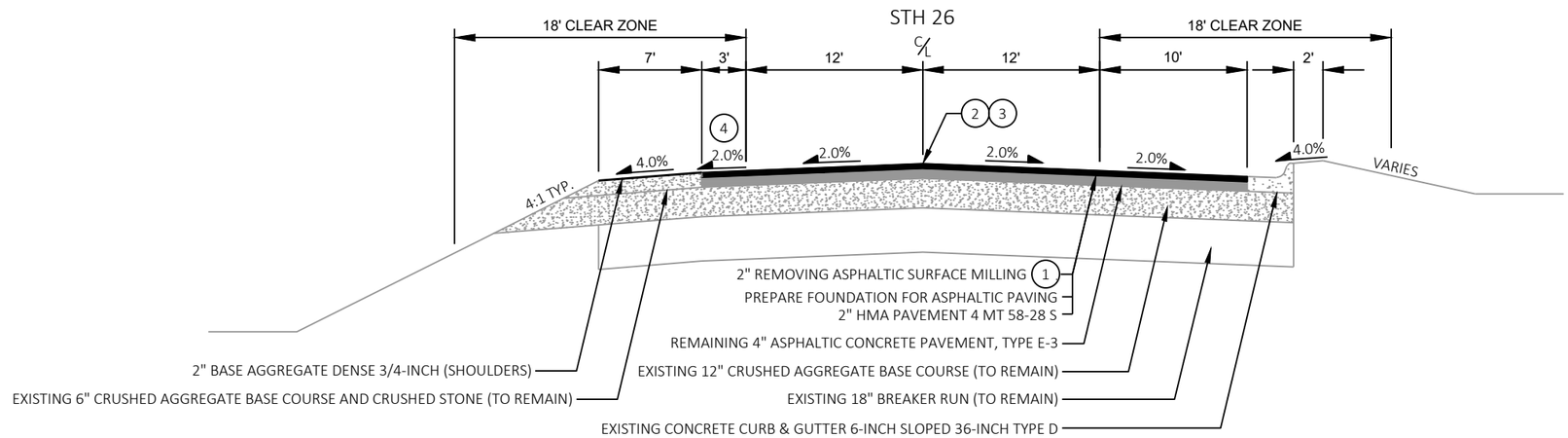
1. REMOVING DISTRESSED PAVEMENT MILLING REQUIRED AT LOCATIONS DETERMINED BY THE ENGINEER IN THE FIELD. REFER TO CONSTRUCTION DETAILS FOR ADDITIONAL INFORMATION.
2. ASPHALTIC RUMBLE STRIPS, CENTERLINE REQ'D.
3. HMA NOTCHED WEDGE JOINT REQUIRED. REFER TO SDD "HMA LONGITUDINAL JOINTS" FOR ADDITIONAL INFORMATION.
4. SAFETY EDGE REQ'D.



FINISHED TYPICAL SECTION

STA. 904+80 - STA. 928+10
STA. 942+55 - STA. 959+60
STA. 989+75 - STA. 998+30

2



(1) REMOVING DISTRESSED PAVEMENT MILLING REQUIRED AT LOCATIONS DETERMINED BY THE ENGINEER IN THE FIELD. REFER TO CONSTRUCTION DETAILS FOR ADDITIONAL INFORMATION.

(2) ASPHALTIC RUMBLE STRIPS, CENTERLINE REQ'D.

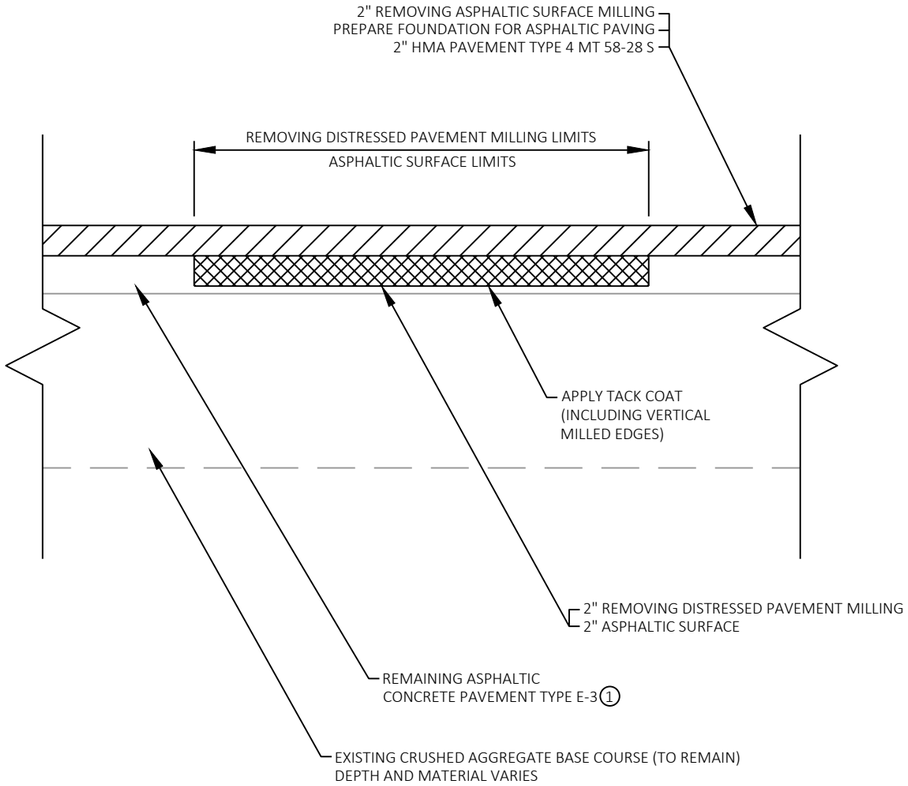
(3) HMA NOTCHED WEDGE JOINT REQUIRED. REFER TO SDD "HMA LONGITUDINAL JOINTS" FOR ADDITIONAL INFORMATION.

(4) SAFETY EDGE REQ'D.

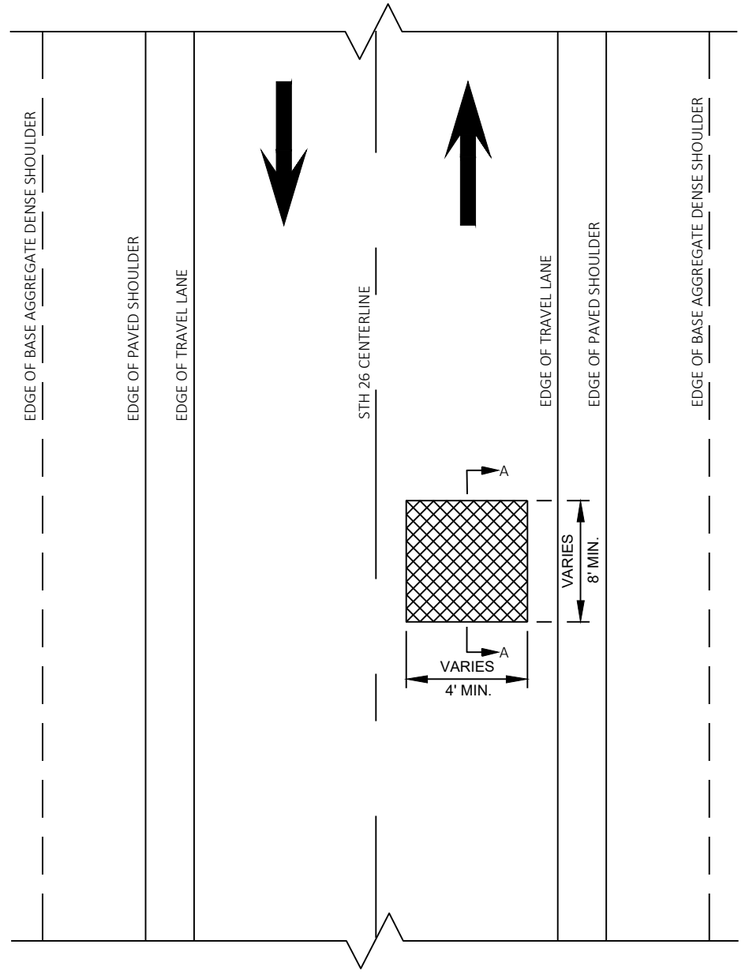
FINISHED TYPICAL SECTION

STA. 998+30 - STA. 1002+52

NOT TO SCALE



SECTION A -A



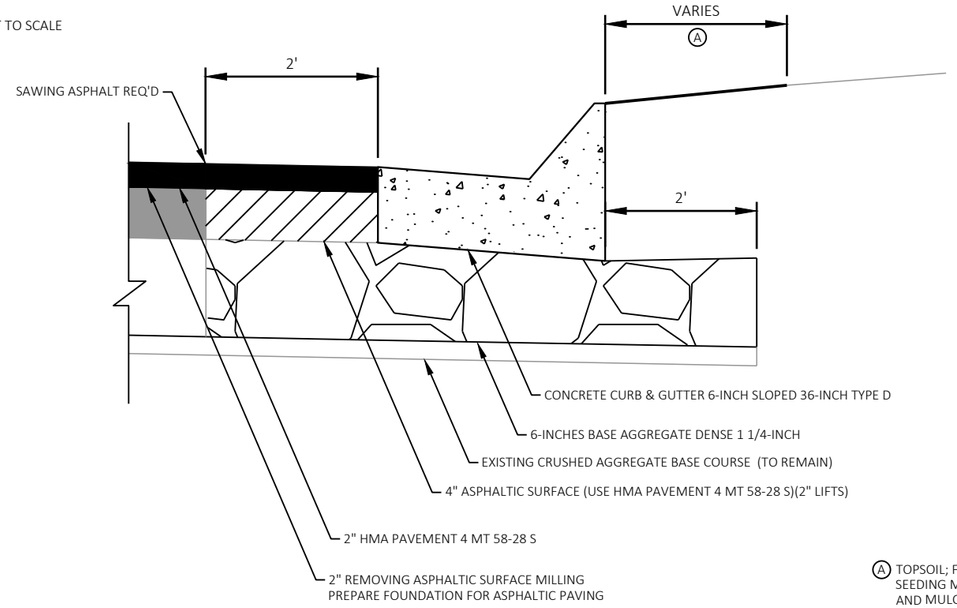
PLAN VIEW

(1) VARIES. SEE TYPICAL SECTIONS FOR EXISTING PAVEMENT THICKNESSES.

REMOVING DISTRESSED PAVEMENT MILLING

NOTE: EXACT LOCATION AND LIMITS OF REMOVING DISTRESSED PAVEMENT MILLING TO BE DETERMINED BY THE ENGINEER IN THE FIELD.

NOT TO SCALE



Ⓐ TOPSOIL; FERTILIZER TYPE A;
SEEDING MIXTURE NO. 40;
AND MULCHING REQ'D.

CONCRETE CURB AND GUTTER REPLACEMENT

NW, SW, AND SE QUADRANTS OF STH 26 & STH 33 INTERSECTION

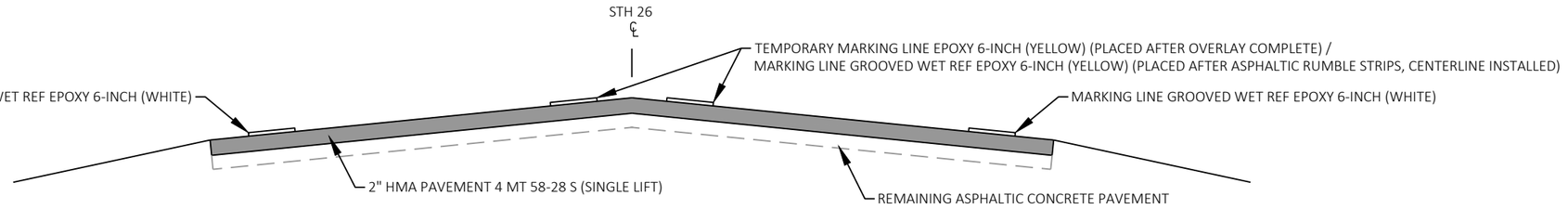
RUNOFF COEFFICIENT TABLE

	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	.16	.22	.12	.20	.27	.15	.24	.33	.19	.28	.38
	.22	.30	.38	.26	.34	.44	.30	.37	.50	.34	.41	.56
MEDIAN STRIPTURF:	.19	.20	.24	.19	.22	.26	.20	.23	.30	.20	.25	.30
	.24	.26	.30	.25	.28	.33	.26	.30	.37	.27	.32	.40
SIDE SLOPETURF:			.25			.27			.28			.30
			.32			.34			.36			.38
PAVEMENT:												
ASPHALT:	.70 - .95											
CONCRETE:	.80 - .95											
BRICK:	.70 - .80											
DRIVES, WALKS:	.75 - .85											
ROOFS:	.75 - .95											
GRAVEL ROADS, SHOULDERS:	.40 - .60											

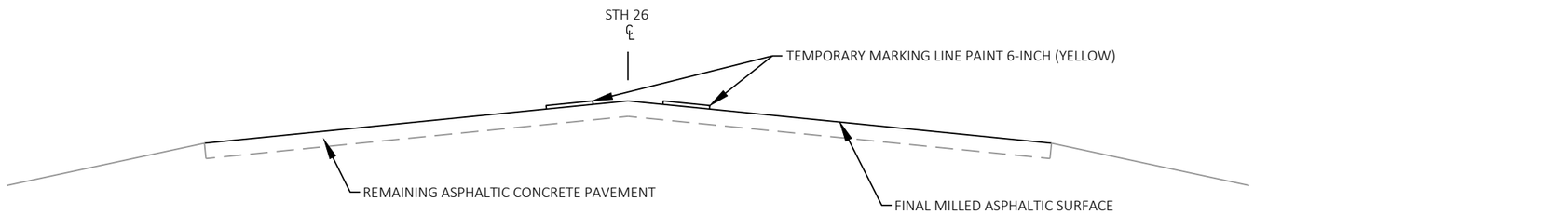
TOTAL PROJECT AREA = 34.5 ACRES
TOTAL AREA EXPECTED TO BE DISTURBED BY CONSTRUCTION ACTIVITIES = 0.3 ACRES

NOT TO SCALE

FINAL PAVED SURFACE:



MILLED SURFACE:



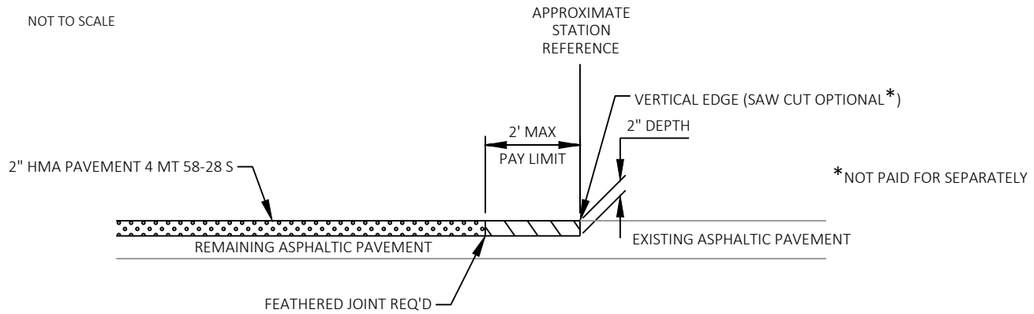
PAVEMENT MARKING APPLICATION SEQUENCE DETAIL

NOTE: ALL NEW CENTERLINE PASSING/NO PASSING PAVEMENT MARKING (BEGIN/END) LOCATIONS TO MATCH EXISTING PASSING/NO PASSING MARKING (BEGIN/END) LOCATIONS. IDENTIFY AND TEMPORARILY MARK EXISTING PASSING ZONE LOCATIONS PRIOR TO REMOVING ASPHALTIC SURFACE MILLING (NOT PAID FOR SEPARATELY).

SEE SDD "PERMANENT LONGITUDINAL PAVEMENT MARKING" FOR ADDITIONAL INFORMATION.

FILE NAME : S:\MAD\1000--1099\1089\970\DRAWINGS\CAD\CIVIL 3D\SHEETSPLAN\021001_CD.DWG
LAYOUT NAME - 021002_cd
PLOT DATE : 10/26/2026 4:28 PM PLOT BY : ROSENTHAL, BRIAN PLOT NAME : PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42

NOT TO SCALE



REMOVING ASPHALTIC SURFACE BUTT JOINTS DETAIL (NO PROFILE CHANGE)

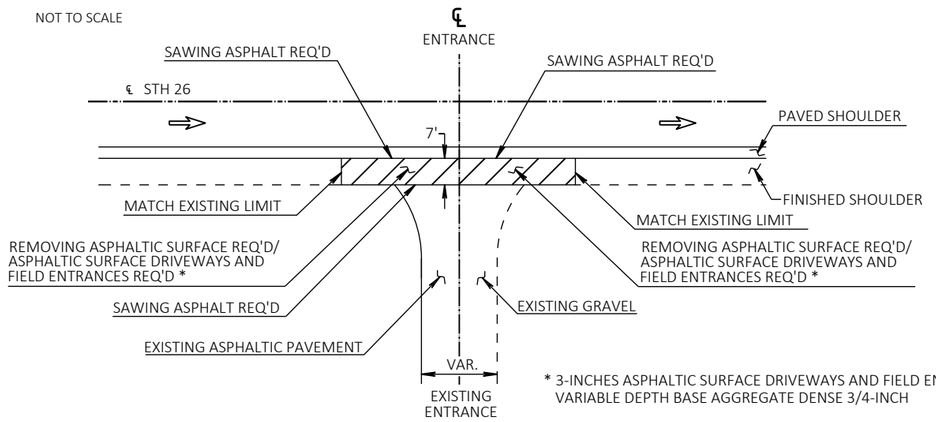
STA. 891+44 - NORTH SIDE OF STH 26/CTH DF INTERSECTION

STA. 1002+52 - END PROJECT

ST ANN ROAD (EAST LEG)

STH 33 (WEST AND EAST LEG)

NOT TO SCALE

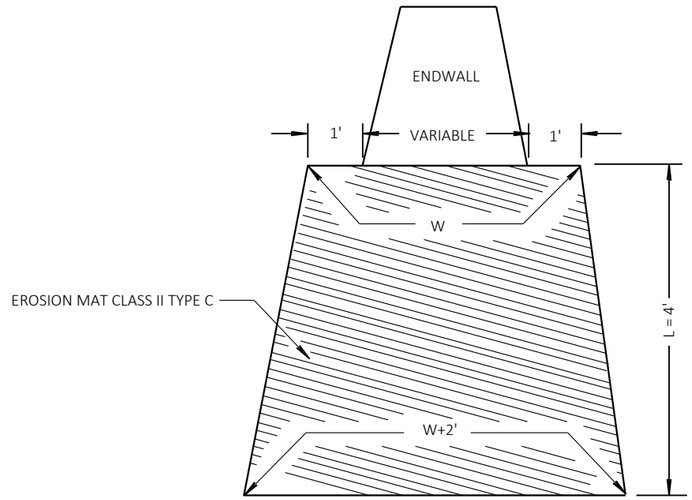


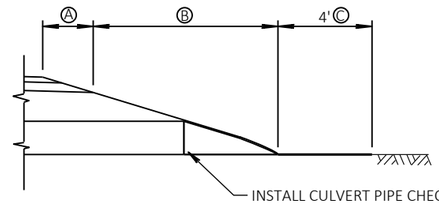
* 3-INCHES ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES OVER VARIABLE DEPTH BASE AGGREGATE DENSE 3/4-INCH

RURAL DRIVEWAY DETAIL

STA. 898+24 RT (ASPHALT)	STA. 945+18 LT (ASPHALT)	STA. 982+15 LT (GRAVEL)
STA. 907+68 RT (ASPHALT)	STA. 954+20 RT (GRAVEL)	STA. 987+04 LT (GRAVEL)
STA. 917+14 RT (GRAVEL)	STA. 959+52 LT (GRAVEL)	STA. 987+04 RT (GRAVEL)
STA. 926+45 RT (GRAVEL)	STA. 962+00 LT (GRAVEL)	STA. 992+27 LT (ASPHALT)
STA. 929+40 RT (GRAVEL)	STA. 962+98 LT (GRAVEL)	STA. 994+19 LT (ASPHALT)
STA. 931+41 RT (GRAVEL)	STA. 973+39 LT (GRAVEL)	STA. 994+47 RT (GRAVEL)
STA. 933+10 LT (GRAVEL)	STA. 981+29 LT (GRAVEL)	STA. 997+15 LT (GRAVEL)
STA. 942+39 LT (ASPHALT)		

NOT TO SCALE





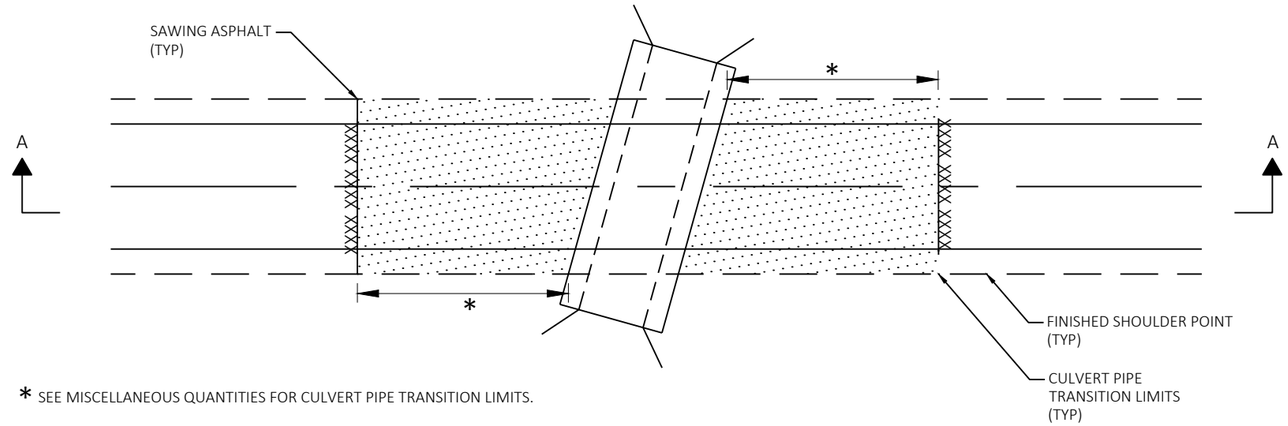
Ⓐ FERTILIZER TYPE A; SEEDING MIXTURE NO. 40

Ⓑ TOPSOIL; FERTILIZER TYPE A; SEEDING MIXTURE NO. 40; MULCHING

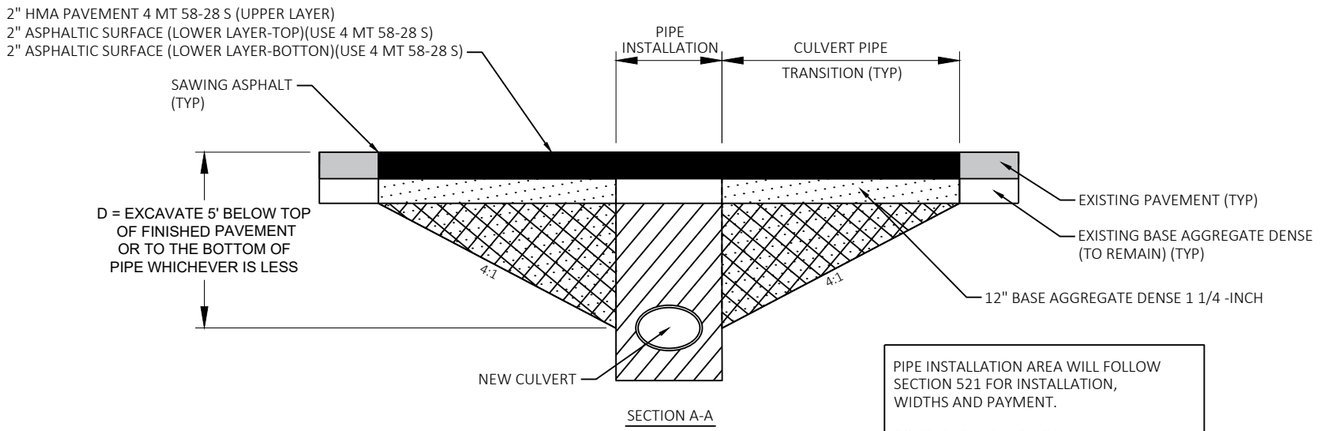
Ⓒ TOPSOIL; FERTILIZER TYPE A; SEEDING MIXTURE NO. 40; EROSION MAT CLASS II TYPE C

EROSION CONTROL/FINISHING AT CULVERT PIPE REPLACEMENT LOCATIONS

NOT TO SCALE



* SEE MISCELLANEOUS QUANTITIES FOR CULVERT PIPE TRANSITION LIMITS.



SECTION A-A

EXCAVATION COMMON

FOUNDATION BACKFILL (NOT PAID FOR SEPARATELY)

FOUNDATION BACKFILL FOR CULVERT PIPE TRANSITION AREAS

PIPE INSTALLATION AREA WILL FOLLOW SECTION 521 FOR INSTALLATION, WIDTHS AND PAYMENT.

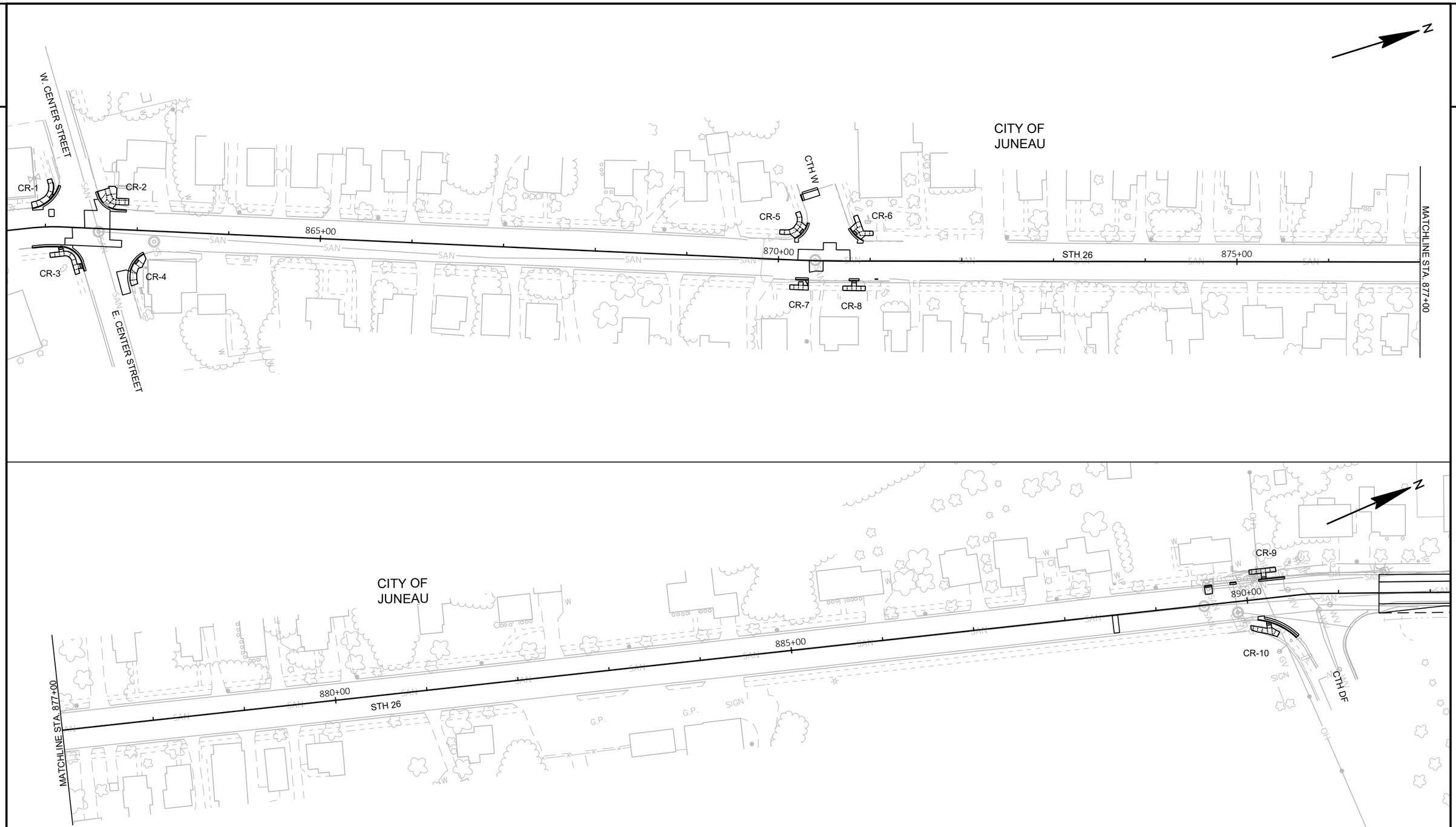
CONSTRUCT TRANSITION PERPENDICULAR TO CULVERT PIPE.

CULVERT PIPE TRANSITION AREAS WILL BE PAID BY EXCAVATION COMMON & SPV FOUNDATION BACKFILL FOR CULVERT PIPE TRANSITION AREAS.

PAVEMENT SAW CUT TO BE PERPENDICULAR TO ROADWAY ALIGNMENT.

NEW CULVERT PIPES WITH TRANSITION

STA. 899+62



PROJECT NO: 1390-01-76	HWY: STH 26	COUNTY: DODGE	CURB RAMP OVERVIEW	SHEET 14	E

FILE NAME : S:\MAD\1000--1099\1089\970\DRAWINGS\CAD\CIVIL 3D\SHEETSPLAN\021301_CR (OVERVIEW).DWG PLOT DATE : 7/24/2026 9:07 AM PLOT BY : KOWALSKI, NICK PLOT NAME : PLOT SCALE : 1IN : 2000FT

2

CENTER STREET (CTH S)

N

DODGE COUNTY (COMMUNICATION)

AT&T WISCONSIN (COMMUNICATION LINE)

CONCRETE CURB PEDESTRIAN REQ'D

CR-1

CURB RAMP DETECTABLE WARNING FIELD NATURAL PATINA (2x5-FT)

CITY OF JUNEAU UTILITIES (WATER)

SLOPE INTERCEPT (TYP.)

R/W

TLE

STH 26

STATION & OFFSET TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	REMARKS
CR-101	861+87.81	19.11 LT	705517.29	882893.58	---	MATCH
CR-102	861+87.86	21.12 LT	705517.74	882891.62	---	MATCH
CR-103	861+87.87	21.62 LT	705517.85	882891.14	---	MATCH
CR-104	861+87.37	27.82 LT	705518.54	882884.95	---	MATCH
CR-105	861+93.52	19.03 LT	705523.38	882894.99	---	MATCH
CR-106	861+93.52	22.13 LT	705524.08	882891.98	922.76	---
CR-107	861+93.40	22.61 LT	705524.06	882891.48	923.26	---
CR-108	861+92.03	28.45 LT	705523.87	882885.44	923.35	---
CR-109	862+00.25	22.95 LT	705531.54	882893.00	---	MATCH
CR-110	861+99.41	24.72 LT	705531.09	882891.05	922.72	---
CR-111	861+99.20	25.16 LT	705530.98	882890.57	923.22	---
CR-112	861+95.13	29.58 LT	705527.58	882885.14	923.32	---
CR-113	862+07.23	28.82 LT	705540.75	882889.55	---	MATCH
CR-114	862+06.00	30.24 LT	705539.81	882887.78	922.46	---
CR-115	862+05.70	30.59 LT	705539.58	882887.34	922.47	---
CR-116	862+01.68	34.79 LT	705536.24	882882.02	922.56	---
CR-117	862+10.24	32.90 LT	705545.29	882886.71	---	MATCH
CR-118	862+08.85	34.08 LT	705544.11	882885.09	922.30	---
CR-119	862+08.51	34.37 LT	705543.81	882884.69	922.31	---
CR-120	862+03.75	39.31 LT	705542.67	882882.86	922.34	---
CR-121	862+09.69	36.40 LT	705544.00	882881.10	922.35	---
CR-122	862+08.97	36.93 LT	705539.84	882878.33	922.43	---
CR-123	862+13.62	40.01 LT	705547.17	882871.24	921.97	MATCH
CR-124	862+12.08	40.79 LT	705542.18	882871.06	922.05	---
CR-125	862+11.70	40.98 LT	705547.32	882867.02	---	MATCH
CR-126	862+08.77	43.97 LT	705542.33	882866.74	---	MATCH
CR-127	862+04.28	43.79 LT	705554.40	882877.27	---	MATCH
CR-128	862+06.96	52.29 LT	705552.72	882876.17	---	MATCH
CR-129	862+03.09	51.15 LT	705552.30	882875.90	---	MATCH
CR-130	862+14.94	44.76 LT	705544.22	882884.39	922.81	TOP OF PEDESTRIAN CURB
CR-131	862+13.36	45.24 LT	705543.29	882882.91	922.84	TOP OF PEDESTRIAN CURB
CR-132	862+12.96	45.36 LT	705547.67	882871.25	922.47	TOP OF PEDESTRIAN CURB

NOTE: REFER TO PLAN SHEETS FOR ADDITIONAL INFORMATION.

CURB RAMP LEGEND

GF	GRASS FLARE, 6:1 MAX NON-TRAVERSABLE
CF	CONCRETE FLARE, 10:1 MAX TRAVERSABLE
L	LANDING
X	CURB RAMP, TYPE X
	CURB RAMP DETECTABLE WARNING FIELD NATURAL PATINA
MATCH	MATCH EXISTING ELEVATION
MEF	MAXIMUM EXTENT FEASIBLE
MAX	NEAR MAXIMUM ADA ACCESSIBLE SLOPE - CONSTRUCTION TOLERANCE REDUCED

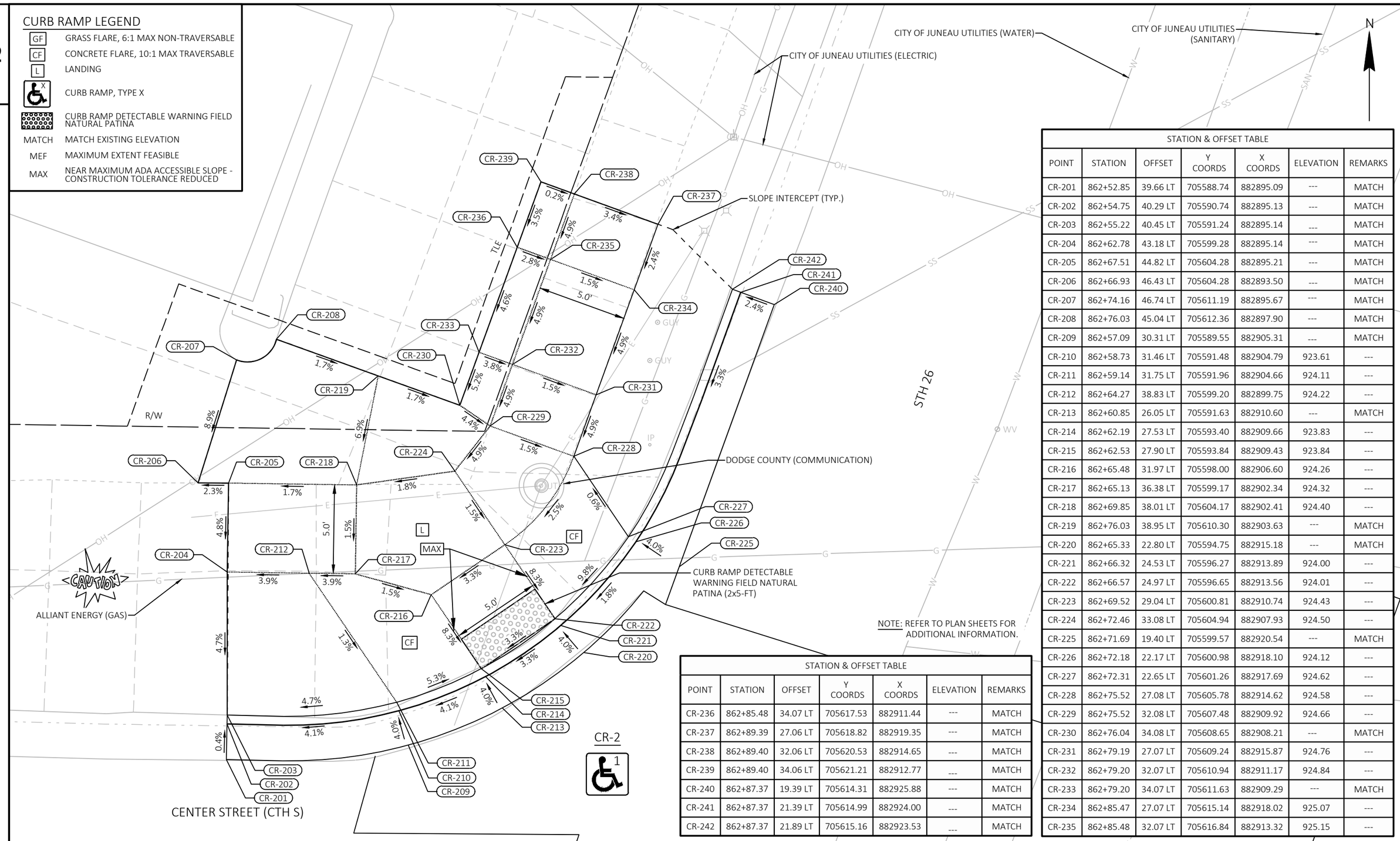
PROJECT NO: 1390-01-76	HWY: STH 26	COUNTY: DODGE	CURB RAMP LAYOUT DETAILS (CR-1)	SHEET 15	E

FILE NAME : S:\MAD\1000--1099\1089\970\DRAWINGS\CAD\CIVIL 3D\SHEETSPLAN\021301_CR.DWG
LAYOUT NAME - 021301_cr
PLOT DATE : 7/24/2026 9:41 AM PLOT BY : ROSENTHAL, BRIAN PLOT NAME : PLOT SCALE : 1 IN:5 FT
WISDOT/CADDS SHEET 42

2

CURB RAMP LEGEND

GF	GRASS FLARE, 6:1 MAX NON-TRAVERSABLE
CF	CONCRETE FLARE, 10:1 MAX TRAVERSABLE
L	LANDING
X	CURB RAMP, TYPE X
	CURB RAMP DETECTABLE WARNING FIELD NATURAL PATINA
MATCH	MATCH EXISTING ELEVATION
MEF	MAXIMUM EXTENT FEASIBLE
MAX	NEAR MAXIMUM ADA ACCESSIBLE SLOPE - CONSTRUCTION TOLERANCE REDUCED



NOTE: REFER TO PLAN SHEETS FOR ADDITIONAL INFORMATION.

STATION & OFFSET TABLE

POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	REMARKS
CR-201	862+52.85	39.66 LT	705588.74	882895.09	---	MATCH
CR-202	862+54.75	40.29 LT	705590.74	882895.13	---	MATCH
CR-203	862+55.22	40.45 LT	705591.24	882895.14	---	MATCH
CR-204	862+62.78	43.18 LT	705599.28	882895.14	---	MATCH
CR-205	862+67.51	44.82 LT	705604.28	882895.21	---	MATCH
CR-206	862+66.93	46.43 LT	705604.28	882893.50	---	MATCH
CR-207	862+74.16	46.74 LT	705611.19	882895.67	---	MATCH
CR-208	862+76.03	45.04 LT	705612.36	882897.90	---	MATCH
CR-209	862+57.09	30.31 LT	705589.55	882905.31	---	MATCH
CR-210	862+58.73	31.46 LT	705591.48	882904.79	923.61	---
CR-211	862+59.14	31.75 LT	705591.96	882904.66	924.11	---
CR-212	862+64.27	38.83 LT	705599.20	882899.75	924.22	---
CR-213	862+60.85	26.05 LT	705591.63	882910.60	---	MATCH
CR-214	862+62.19	27.53 LT	705593.40	882909.66	923.83	---
CR-215	862+62.53	27.90 LT	705593.84	882909.43	923.84	---
CR-216	862+65.48	31.97 LT	705598.00	882906.60	924.26	---
CR-217	862+65.13	36.38 LT	705599.17	882902.34	924.32	---
CR-218	862+69.85	38.01 LT	705604.17	882902.41	924.40	---
CR-219	862+76.03	38.95 LT	705610.30	882903.63	---	MATCH
CR-220	862+65.33	22.80 LT	705594.75	882915.18	---	MATCH
CR-221	862+66.32	24.53 LT	705596.27	882913.89	924.00	---
CR-222	862+66.57	24.97 LT	705596.65	882913.56	924.01	---
CR-223	862+69.52	29.04 LT	705600.81	882910.74	924.43	---
CR-224	862+72.46	33.08 LT	705604.94	882907.93	924.50	---
CR-225	862+71.69	19.40 LT	705599.57	882920.54	---	MATCH
CR-226	862+72.18	22.17 LT	705600.98	882918.10	924.12	---
CR-227	862+72.31	22.65 LT	705601.26	882917.69	924.62	---
CR-228	862+75.52	27.08 LT	705605.78	882914.62	924.58	---
CR-229	862+75.52	32.08 LT	705607.48	882909.92	924.66	---
CR-230	862+76.04	34.08 LT	705608.65	882908.21	---	MATCH
CR-231	862+79.19	27.07 LT	705609.24	882915.87	924.76	---
CR-232	862+79.20	32.07 LT	705610.94	882911.17	924.84	---
CR-233	862+79.20	34.07 LT	705611.63	882909.29	---	MATCH
CR-234	862+85.47	27.07 LT	705615.14	882918.02	925.07	---
CR-235	862+85.48	32.07 LT	705616.84	882913.32	925.15	---

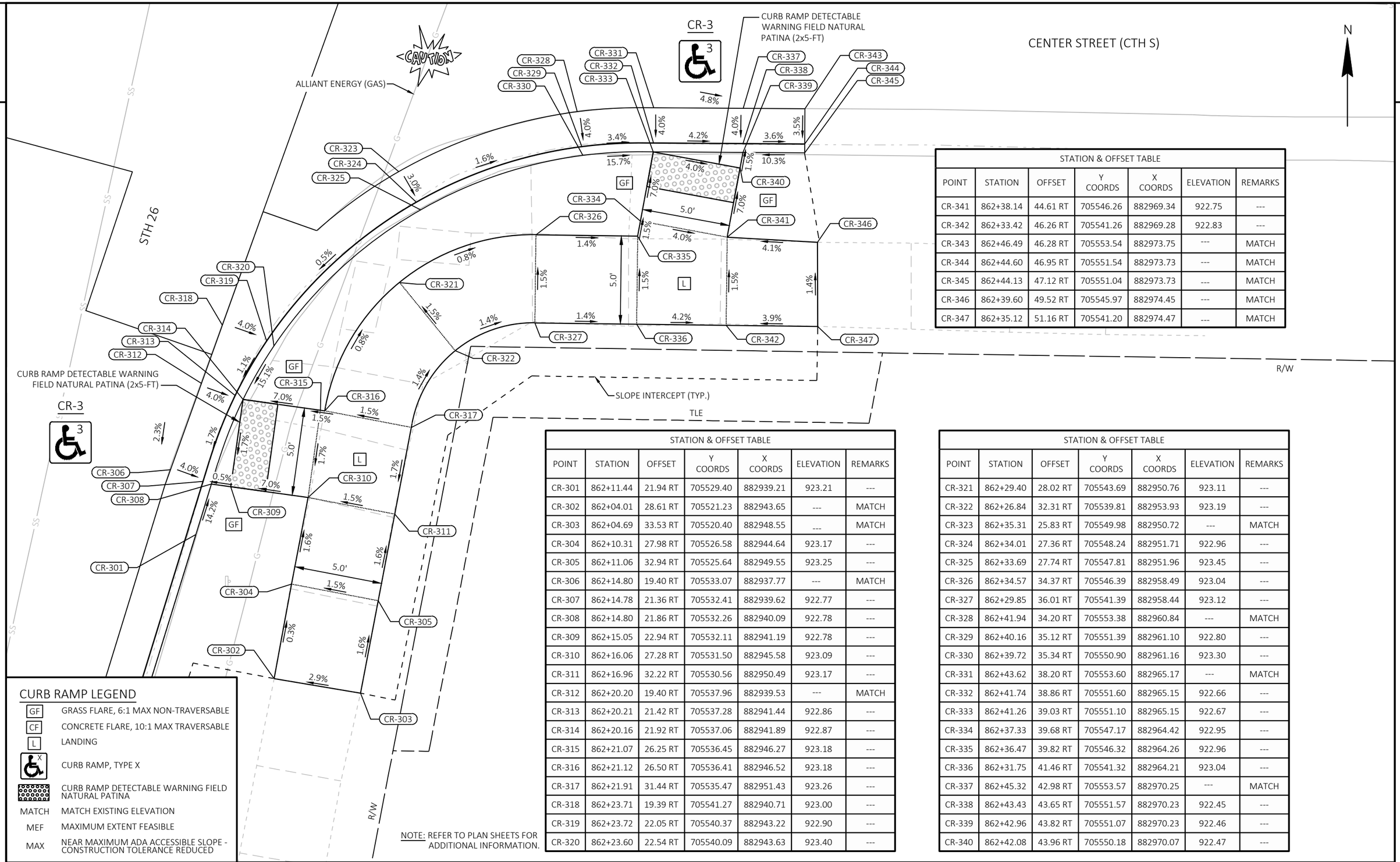
STATION & OFFSET TABLE

POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	REMARKS
CR-236	862+85.48	34.07 LT	705617.53	882911.44	---	MATCH
CR-237	862+89.39	27.06 LT	705618.82	882919.35	---	MATCH
CR-238	862+89.40	32.06 LT	705620.53	882914.65	---	MATCH
CR-239	862+89.40	34.06 LT	705621.21	882912.77	---	MATCH
CR-240	862+87.37	19.39 LT	705614.31	882925.88	---	MATCH
CR-241	862+87.37	21.39 LT	705614.99	882924.00	---	MATCH
CR-242	862+87.37	21.89 LT	705615.16	882923.53	---	MATCH

2

PROJECT NO: 1390-01-76	HWY: STH 26	COUNTY: DODGE	CURB RAMP LAYOUT DETAILS (CR-2)	SHEET 16	E

FILE NAME : S:\MAD\1000--1099\1089\970\DRAWINGS\CAD\CIVIL 3D\SHEETSPLAN\021301_CR.DWG
LAYOUT NAME - 021302_cr
PLOT DATE : 7/24/2026 9:41 AM
PLOT BY : ROSENTHAL, BRIAN
PLOT NAME :
PLOT SCALE : #########
WISDOT/CADDS SHEET 42



NOTE: REFER TO PLAN SHEETS FOR ADDITIONAL INFORMATION.

STATION & OFFSET TABLE

POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	REMARKS
CR-341	862+38.14	44.61 RT	705546.26	882969.34	922.75	---
CR-342	862+33.42	46.26 RT	705541.26	882969.28	922.83	---
CR-343	862+46.49	46.28 RT	705553.54	882973.75	---	MATCH
CR-344	862+44.60	46.95 RT	705551.54	882973.73	---	MATCH
CR-345	862+44.13	47.12 RT	705551.04	882973.73	---	MATCH
CR-346	862+39.60	49.52 RT	705545.97	882974.45	---	MATCH
CR-347	862+35.12	51.16 RT	705541.20	882974.47	---	MATCH

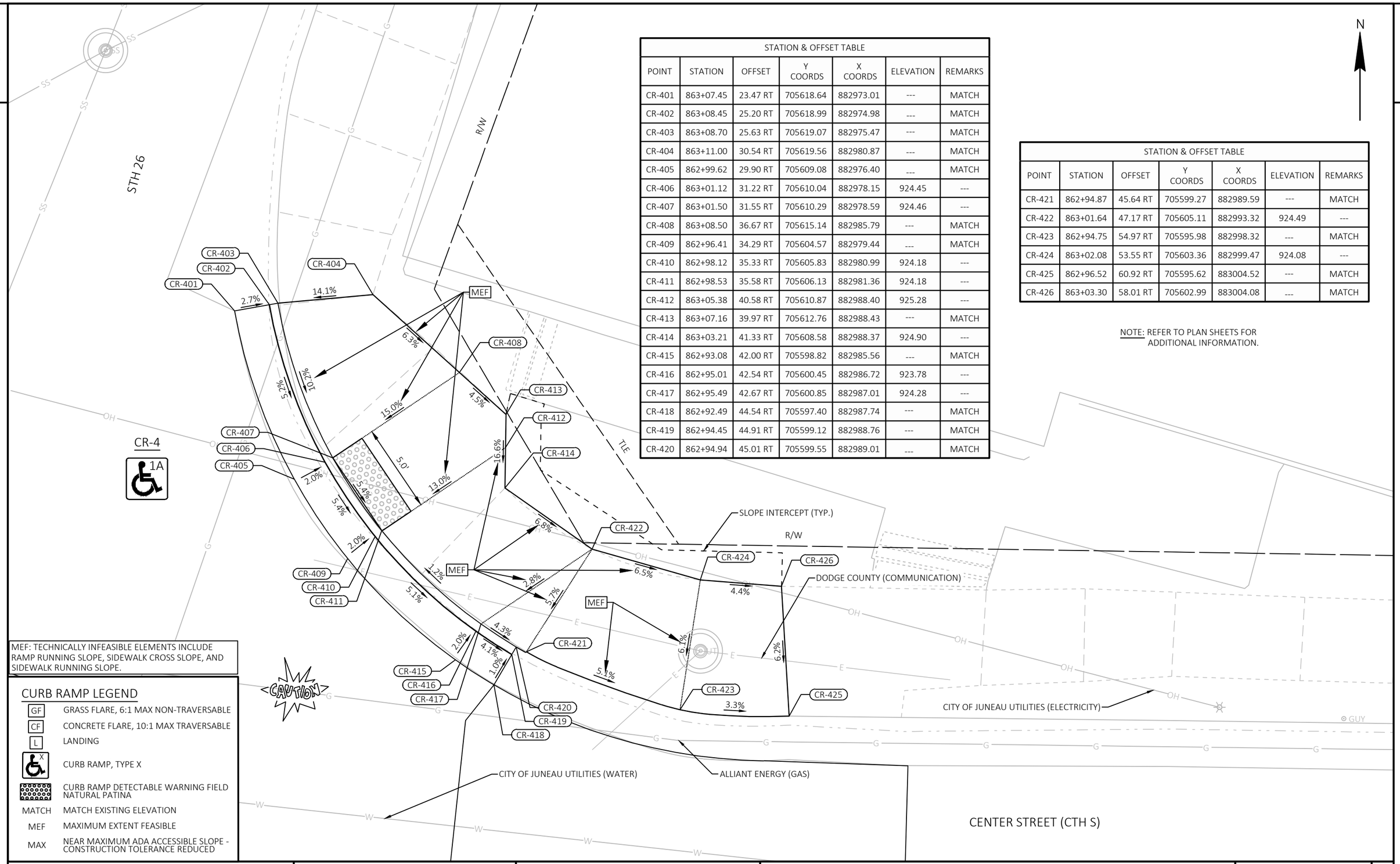
STATION & OFFSET TABLE

POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	REMARKS
CR-301	862+11.44	21.94 RT	705529.40	882939.21	923.21	---
CR-302	862+04.01	28.61 RT	705521.23	882943.65	---	MATCH
CR-303	862+04.69	33.53 RT	705520.40	882948.55	---	MATCH
CR-304	862+10.31	27.98 RT	705526.58	882944.64	923.17	---
CR-305	862+11.06	32.94 RT	705525.64	882949.55	923.25	---
CR-306	862+14.80	19.40 RT	705533.07	882937.77	---	MATCH
CR-307	862+14.78	21.36 RT	705532.41	882939.62	922.77	---
CR-308	862+14.80	21.86 RT	705532.26	882940.09	922.78	---
CR-309	862+15.05	22.94 RT	705532.11	882941.19	922.78	---
CR-310	862+16.06	27.28 RT	705531.50	882945.58	923.09	---
CR-311	862+16.96	32.22 RT	705530.56	882950.49	923.17	---
CR-312	862+20.20	19.40 RT	705537.96	882939.53	---	MATCH
CR-313	862+20.21	21.42 RT	705537.28	882941.44	922.86	---
CR-314	862+20.16	21.92 RT	705537.06	882941.89	922.87	---
CR-315	862+21.07	26.25 RT	705536.45	882946.27	923.18	---
CR-316	862+21.12	26.50 RT	705536.41	882946.52	923.18	---
CR-317	862+21.91	31.44 RT	705535.47	882951.43	923.26	---
CR-318	862+23.71	19.39 RT	705541.27	882940.71	923.00	---
CR-319	862+23.72	22.05 RT	705540.37	882943.22	922.90	---
CR-320	862+23.60	22.54 RT	705540.09	882943.63	923.40	---

STATION & OFFSET TABLE

POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	REMARKS
CR-321	862+29.40	28.02 RT	705543.69	882950.76	923.11	---
CR-322	862+26.84	32.31 RT	705539.81	882953.93	923.19	---
CR-323	862+35.31	25.83 RT	705549.98	882950.72	---	MATCH
CR-324	862+34.01	27.36 RT	705548.24	882951.71	922.96	---
CR-325	862+33.69	27.74 RT	705547.81	882951.96	923.45	---
CR-326	862+34.57	34.37 RT	705546.39	882958.49	923.04	---
CR-327	862+29.85	36.01 RT	705541.39	882958.44	923.12	---
CR-328	862+41.94	34.20 RT	705553.38	882960.84	---	MATCH
CR-329	862+40.16	35.12 RT	705551.39	882961.10	922.80	---
CR-330	862+39.72	35.34 RT	705550.90	882961.16	923.30	---
CR-331	862+43.62	38.20 RT	705553.60	882965.17	---	MATCH
CR-332	862+41.74	38.86 RT	705551.60	882965.15	922.66	---
CR-333	862+41.26	39.03 RT	705551.10	882965.15	922.67	---
CR-334	862+37.33	39.68 RT	705547.17	882964.42	922.95	---
CR-335	862+36.47	39.82 RT	705546.32	882964.26	922.96	---
CR-336	862+31.75	41.46 RT	705541.32	882964.21	923.04	---
CR-337	862+45.32	42.98 RT	705553.57	882970.25	---	MATCH
CR-338	862+43.43	43.65 RT	705551.57	882970.23	922.45	---
CR-339	862+42.96	43.82 RT	705551.07	882970.23	922.46	---
CR-340	862+42.08	43.96 RT	705550.18	882970.07	922.47	---

PROJECT NO: 1390-01-76	HWY: STH 26	COUNTY: DODGE	CURB RAMP LAYOUT DETAILS (CR-3)	SHEET 17	E



STATION & OFFSET TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	REMARKS
CR-401	863+07.45	23.47 RT	705618.64	882973.01	---	MATCH
CR-402	863+08.45	25.20 RT	705618.99	882974.98	---	MATCH
CR-403	863+08.70	25.63 RT	705619.07	882975.47	---	MATCH
CR-404	863+11.00	30.54 RT	705619.56	882980.87	---	MATCH
CR-405	862+99.62	29.90 RT	705609.08	882976.40	---	MATCH
CR-406	863+01.12	31.22 RT	705610.04	882978.15	924.45	---
CR-407	863+01.50	31.55 RT	705610.29	882978.59	924.46	---
CR-408	863+08.50	36.67 RT	705615.14	882985.79	---	MATCH
CR-409	862+96.41	34.29 RT	705604.57	882979.44	---	MATCH
CR-410	862+98.12	35.33 RT	705605.83	882980.99	924.18	---
CR-411	862+98.53	35.58 RT	705606.13	882981.36	924.18	---
CR-412	863+05.38	40.58 RT	705610.87	882988.40	925.28	---
CR-413	863+07.16	39.97 RT	705612.76	882988.43	---	MATCH
CR-414	863+03.21	41.33 RT	705608.58	882988.37	924.90	---
CR-415	862+93.08	42.00 RT	705598.82	882985.56	---	MATCH
CR-416	862+95.01	42.54 RT	705600.45	882986.72	923.78	---
CR-417	862+95.49	42.67 RT	705600.85	882987.01	924.28	---
CR-418	862+92.49	44.54 RT	705597.40	882987.74	---	MATCH
CR-419	862+94.45	44.91 RT	705599.12	882988.76	---	MATCH
CR-420	862+94.94	45.01 RT	705599.55	882989.01	---	MATCH

STATION & OFFSET TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	REMARKS
CR-421	862+94.87	45.64 RT	705599.27	882989.59	---	MATCH
CR-422	863+01.64	47.17 RT	705605.11	882993.32	924.49	---
CR-423	862+94.75	54.97 RT	705595.98	882998.32	---	MATCH
CR-424	863+02.08	53.55 RT	705603.36	882999.47	924.08	---
CR-425	862+96.52	60.92 RT	705595.62	883004.52	---	MATCH
CR-426	863+03.30	58.01 RT	705602.99	883004.08	---	MATCH

NOTE: REFER TO PLAN SHEETS FOR ADDITIONAL INFORMATION.

MEF: TECHNICALLY INFEASIBLE ELEMENTS INCLUDE RAMP RUNNING SLOPE, SIDEWALK CROSS SLOPE, AND SIDEWALK RUNNING SLOPE.

CURB RAMP LEGEND

GF	GRASS FLARE, 6:1 MAX NON-TRAVERSABLE
CF	CONCRETE FLARE, 10:1 MAX TRAVERSABLE
L	LANDING
X	CURB RAMP, TYPE X
	CURB RAMP DETECTABLE WARNING FIELD NATURAL PATINA
MATCH	MATCH EXISTING ELEVATION
MEF	MAXIMUM EXTENT FEASIBLE
MAX	NEAR MAXIMUM ADA ACCESSIBLE SLOPE - CONSTRUCTION TOLERANCE REDUCED

PROJECT NO: 1390-01-76	HWY: STH 26	COUNTY: DODGE	CURB RAMP LAYOUT DETAILS (CR-4) - MEF	SHEET 18	E

FILE NAME : S:\MAD\1000--1099\1089\970\DRAWINGS\CAD\CIVIL 3D\SHEETSPLAN\021301_CR.DWG
LAYOUT NAME - 021304_cr
PLOT DATE : 7/24/2026 9:41 AM
PLOT BY : ROSENTHAL, BRIAN
PLOT NAME :
PLOT SCALE : ##########
WISDOT/CADDS SHEET 42

CURB RAMP LEGEND

GF	GRASS FLARE, 6:1 MAX NON-TRAVERSABLE
CF	CONCRETE FLARE, 10:1 MAX TRAVERSABLE
L	LANDING
X	CURB RAMP, TYPE X
	CURB RAMP DETECTABLE WARNING FIELD NATURAL PATINA
MATCH	MATCH EXISTING ELEVATION
MEF	MAXIMUM EXTENT FEASIBLE
MAX	NEAR MAXIMUM ADA ACCESSIBLE SLOPE - CONSTRUCTION TOLERANCE REDUCED

MEF: TECHNICALLY INFEASIBLE ELEMENTS INCLUDE SIDEWALK RUNNING SLOPE

STATION & OFFSET TABLE

POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	REMARKS
CR-501	870+00.09	27.21 LT	706287.26	883160.76	---	MATCH
CR-502	870+00.08	32.21 LT	706288.96	883156.06	---	MATCH
CR-503	870+05.28	27.22 LT	706292.15	883162.52	936.59	---
CR-504	870+05.27	32.22 LT	706293.84	883157.81	936.74	---
CR-505	870+16.91	19.37 LT	706300.42	883173.85	---	MATCH
CR-506	870+16.90	23.54 LT	706301.83	883169.93	---	MATCH
CR-507	870+16.69	23.99 LT	706301.78	883169.43	---	MATCH
CR-508	870+11.60	27.85 LT	706298.31	883164.07	936.40	---
CR-509	870+10.23	32.66 LT	706298.65	883159.08	936.48	---
CR-510	870+25.37	27.15 LT	706310.95	883169.38	---	MATCH
CR-511	870+23.89	28.53 LT	706310.06	883167.59	935.71	---
CR-512	870+23.51	28.88 LT	706309.84	883167.14	935.72	---
CR-513	870+18.98	32.30 LT	706306.76	883162.40	936.11	---
CR-514	870+14.96	35.35 LT	706304.01	883158.16	936.19	---
CR-515	870+28.85	31.56 LT	706315.62	883166.36	---	MATCH
CR-516	870+27.09	32.59 LT	706314.35	883164.81	935.46	---
CR-517	870+26.64	32.85 LT	706314.03	883164.42	935.47	---
CR-518	870+21.86	36.39 LT	706310.86	883159.52	935.87	---
CR-519	870+17.77	39.49 LT	706308.06	883155.22	935.95	---
CR-520	870+31.32	36.74 LT	706319.58	883162.27	---	MATCH
CR-521	870+29.35	37.36 LT	706318.00	883161.05	935.20	---
CR-522	870+28.85	37.52 LT	706317.60	883160.74	935.70	---
CR-523	870+23.46	41.48 LT	706314.06	883155.27	935.73	---
CR-524	870+18.47	42.16 LT	706309.63	883152.95	935.81	---
CR-525	870+32.32	40.75 LT	706321.82	883158.80	---	MATCH
CR-526	870+30.26	41.06 LT	706320.06	883157.86	---	MATCH
CR-527	870+29.75	41.13 LT	706319.62	883157.62	---	MATCH
CR-528	870+23.24	47.18 LT	706315.79	883149.83	935.51	---
CR-529	870+18.32	46.13 LT	706310.84	883149.16	935.61	---
CR-530	870+21.12	53.06 LT	706315.83	883143.59	---	MATCH
CR-531	870+16.46	51.25 LT	706310.83	883143.71	---	MATCH

NOTE: REFER TO PLAN SHEETS FOR ADDITIONAL INFORMATION.

CTH W

N

CR-5

CURB RAMP DETECTABLE WARNING FIELD NATURAL PATINA (2x5-FT)

ALLIANT ENERGY (GAS)

AT&T WISCONSIN (COMMUNICATION LINE)

CITY OF JUNEAU UTILITES (ELECTRIC)

CITY OF JUNEAU UTILITIES (WATER)

SLOPE INTERCEPT (TYP.)

STH 26

R/W

TLE

MEF

MAX

CF

L

CAUTION

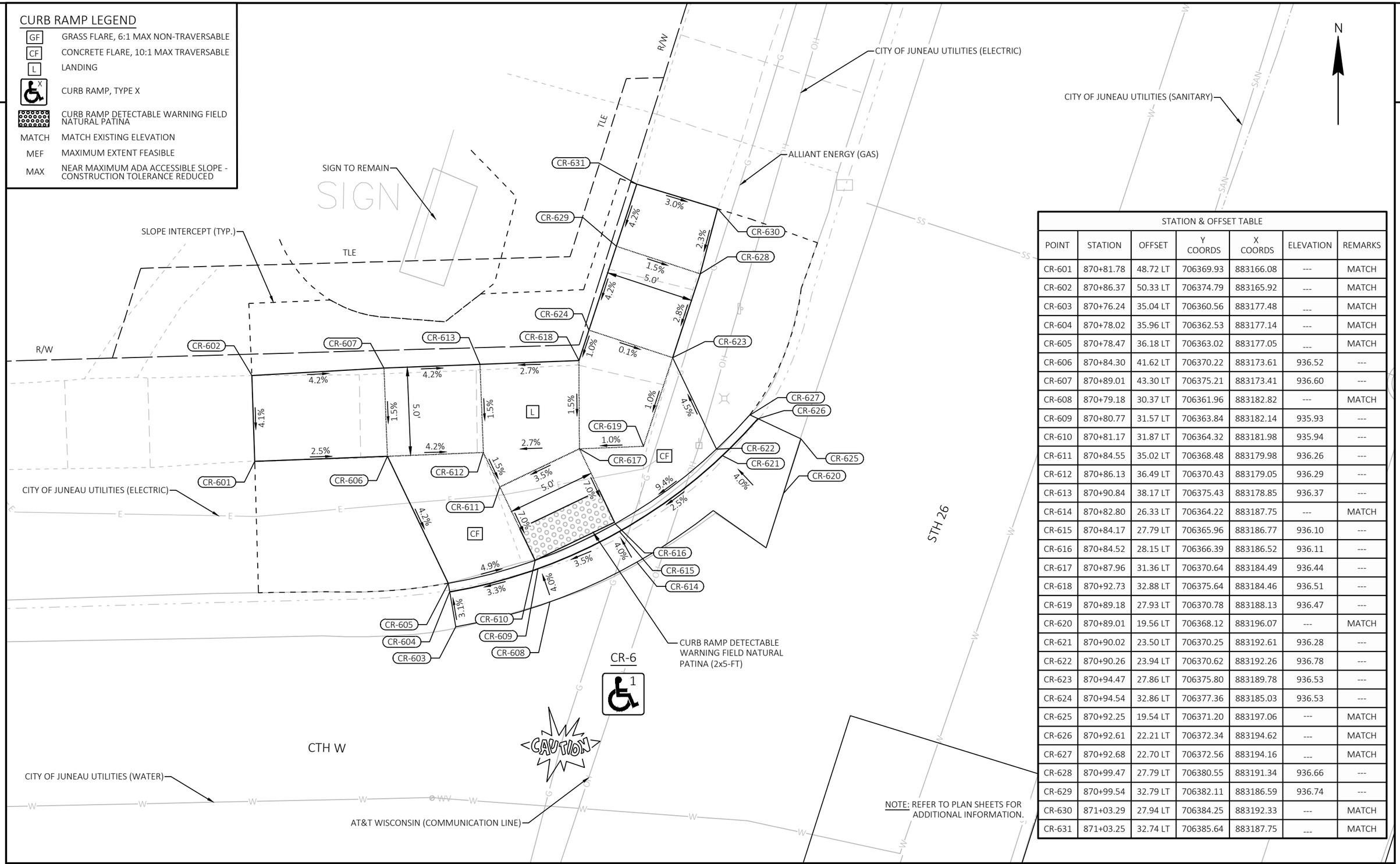
PROJECT NO: 1390-01-76	HWY: STH 26	COUNTY: DODGE	CURB RAMP LAYOUT DETAILS (CR-5) - MEF	SHEET 19 E

FILE NAME : S:\MAD\1000--1099\1089\970\DRAWINGS\CAD\CIVIL 3D\SHEETSPLAN\021301_CR.DWG
LAYOUT NAME - 021305_cr
PLOT DATE : 7/24/2026 9:41 AM PLOT BY : ROSENTHAL, BRIAN PLOT NAME : PLOT SCALE : 1 IN:5 FT

2

CURB RAMP LEGEND

GF	GRASS FLARE, 6:1 MAX NON-TRAVERSABLE
CF	CONCRETE FLARE, 10:1 MAX TRAVERSABLE
L	LANDING
X	CURB RAMP, TYPE X
	CURB RAMP DETECTABLE WARNING FIELD NATURAL PATINA
MATCH	MATCH EXISTING ELEVATION
MEF	MAXIMUM EXTENT FEASIBLE
MAX	NEAR MAXIMUM ADA ACCESSIBLE SLOPE - CONSTRUCTION TOLERANCE REDUCED



STATION & OFFSET TABLE

POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	REMARKS
CR-601	870+81.78	48.72 LT	706369.93	883166.08	---	MATCH
CR-602	870+86.37	50.33 LT	706374.79	883165.92	---	MATCH
CR-603	870+76.24	35.04 LT	706360.56	883177.48	---	MATCH
CR-604	870+78.02	35.96 LT	706362.53	883177.14	---	MATCH
CR-605	870+78.47	36.18 LT	706363.02	883177.05	---	MATCH
CR-606	870+84.30	41.62 LT	706370.22	883173.61	936.52	---
CR-607	870+89.01	43.30 LT	706375.21	883173.41	936.60	---
CR-608	870+79.18	30.37 LT	706361.96	883182.82	---	MATCH
CR-609	870+80.77	31.57 LT	706363.84	883182.14	935.93	---
CR-610	870+81.17	31.87 LT	706364.32	883181.98	935.94	---
CR-611	870+84.55	35.02 LT	706368.48	883179.98	936.26	---
CR-612	870+86.13	36.49 LT	706370.43	883179.05	936.29	---
CR-613	870+90.84	38.17 LT	706375.43	883178.85	936.37	---
CR-614	870+82.80	26.33 LT	706364.22	883187.75	---	MATCH
CR-615	870+84.17	27.79 LT	706365.96	883186.77	936.10	---
CR-616	870+84.52	28.15 LT	706366.39	883186.52	936.11	---
CR-617	870+87.96	31.36 LT	706370.64	883184.49	936.44	---
CR-618	870+92.73	32.88 LT	706375.64	883184.46	936.51	---
CR-619	870+89.18	27.93 LT	706370.78	883188.13	936.47	---
CR-620	870+89.01	19.56 LT	706368.12	883196.07	---	MATCH
CR-621	870+90.02	23.50 LT	706370.25	883192.61	936.28	---
CR-622	870+90.26	23.94 LT	706370.62	883192.26	936.78	---
CR-623	870+94.47	27.86 LT	706375.80	883189.78	936.53	---
CR-624	870+94.54	32.86 LT	706377.36	883185.03	936.53	---
CR-625	870+92.25	19.54 LT	706371.20	883197.06	---	MATCH
CR-626	870+92.61	22.21 LT	706372.34	883194.62	---	MATCH
CR-627	870+92.68	22.70 LT	706372.56	883194.16	---	MATCH
CR-628	870+99.47	27.79 LT	706380.55	883191.34	936.66	---
CR-629	870+99.54	32.79 LT	706382.11	883186.59	936.74	---
CR-630	871+03.29	27.94 LT	706384.25	883192.33	---	MATCH
CR-631	871+03.25	32.74 LT	706385.64	883187.75	---	MATCH

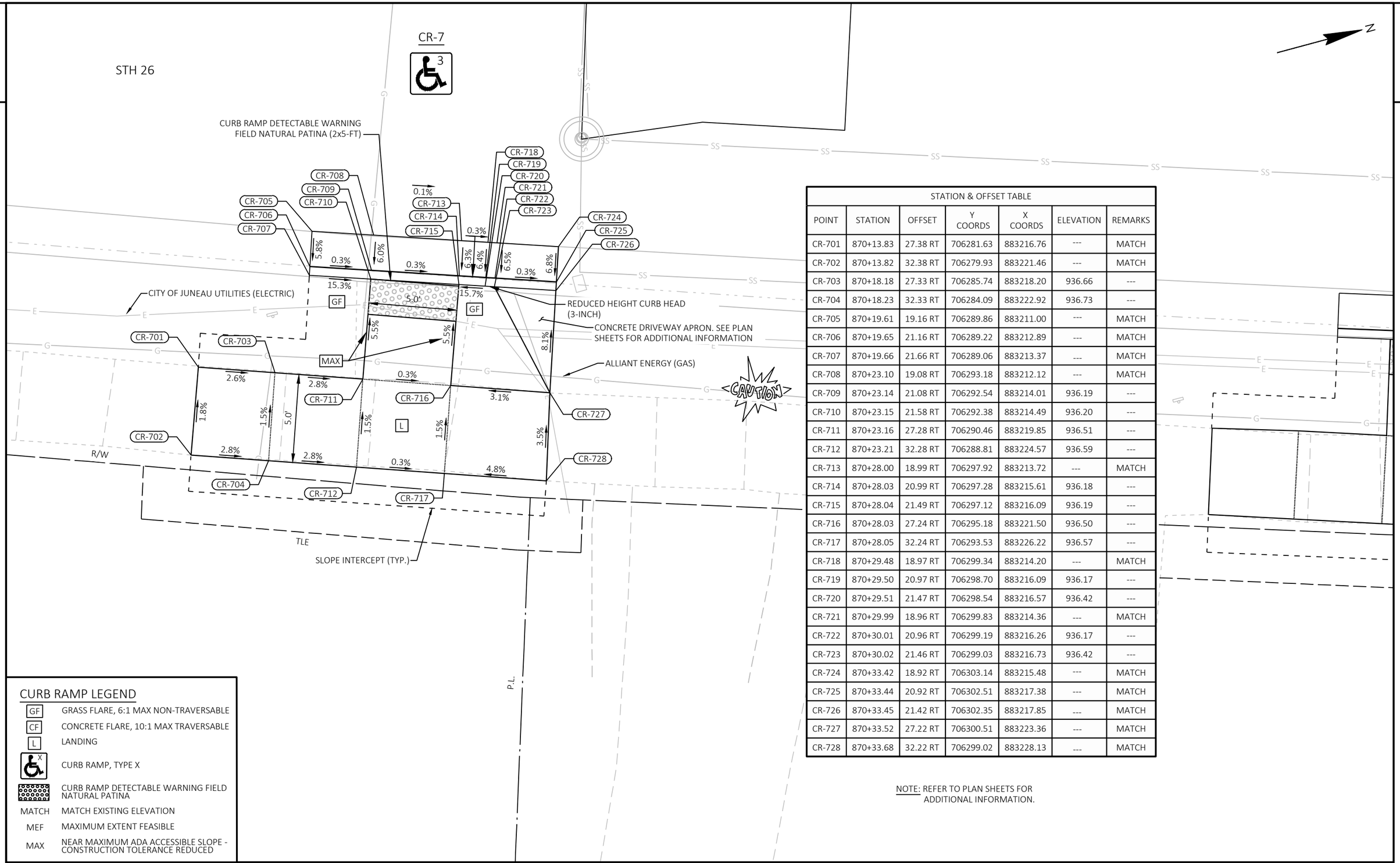
PROJECT NO: 1390-01-76	HWY: STH 26	COUNTY: DODGE	CURB RAMP LAYOUT DETAILS (CR-6)	SHEET 20	E

FILE NAME : S:\MAD\1000--1099\1089\970\DRAWINGS\CAD\CIVIL 3D\SHEETSPLAN\021301_CR.DWG
LAYOUT NAME - 021306_cr
PLOT DATE : 7/24/2026 9:41 AM PLOT BY : ROSENTHAL, BRIAN PLOT NAME : PLOT SCALE : ##########

2

CR-7

STH 26



STATION & OFFSET TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	REMARKS
CR-701	870+13.83	27.38 RT	706281.63	883216.76	---	MATCH
CR-702	870+13.82	32.38 RT	706279.93	883221.46	---	MATCH
CR-703	870+18.18	27.33 RT	706285.74	883218.20	936.66	---
CR-704	870+18.23	32.33 RT	706284.09	883222.92	936.73	---
CR-705	870+19.61	19.16 RT	706289.86	883211.00	---	MATCH
CR-706	870+19.65	21.16 RT	706289.22	883212.89	---	MATCH
CR-707	870+19.66	21.66 RT	706289.06	883213.37	---	MATCH
CR-708	870+23.10	19.08 RT	706293.18	883212.12	---	MATCH
CR-709	870+23.14	21.08 RT	706292.54	883214.01	936.19	---
CR-710	870+23.15	21.58 RT	706292.38	883214.49	936.20	---
CR-711	870+23.16	27.28 RT	706290.46	883219.85	936.51	---
CR-712	870+23.21	32.28 RT	706288.81	883224.57	936.59	---
CR-713	870+28.00	18.99 RT	706297.92	883213.72	---	MATCH
CR-714	870+28.03	20.99 RT	706297.28	883215.61	936.18	---
CR-715	870+28.04	21.49 RT	706297.12	883216.09	936.19	---
CR-716	870+28.03	27.24 RT	706295.18	883221.50	936.50	---
CR-717	870+28.05	32.24 RT	706293.53	883226.22	936.57	---
CR-718	870+29.48	18.97 RT	706299.34	883214.20	---	MATCH
CR-719	870+29.50	20.97 RT	706298.70	883216.09	936.17	---
CR-720	870+29.51	21.47 RT	706298.54	883216.57	936.42	---
CR-721	870+29.99	18.96 RT	706299.83	883214.36	---	MATCH
CR-722	870+30.01	20.96 RT	706299.19	883216.26	936.17	---
CR-723	870+30.02	21.46 RT	706299.03	883216.73	936.42	---
CR-724	870+33.42	18.92 RT	706303.14	883215.48	---	MATCH
CR-725	870+33.44	20.92 RT	706302.51	883217.38	---	MATCH
CR-726	870+33.45	21.42 RT	706302.35	883217.85	---	MATCH
CR-727	870+33.52	27.22 RT	706300.51	883223.36	---	MATCH
CR-728	870+33.68	32.22 RT	706299.02	883228.13	---	MATCH

NOTE: REFER TO PLAN SHEETS FOR ADDITIONAL INFORMATION.

CURB RAMP LEGEND

GF	GRASS FLARE, 6:1 MAX NON-TRAVERSABLE
CF	CONCRETE FLARE, 10:1 MAX TRAVERSABLE
L	LANDING
X	CURB RAMP, TYPE X
	CURB RAMP DETECTABLE WARNING FIELD NATURAL PATINA
MATCH	MATCH EXISTING ELEVATION
MEF	MAXIMUM EXTENT FEASIBLE
MAX	NEAR MAXIMUM ADA ACCESSIBLE SLOPE - CONSTRUCTION TOLERANCE REDUCED

2

CR-8

CURB RAMP DETECTABLE WARNING FIELD NATURAL PATINA (2x5-FT)

STH 26

CITY OF JUNEAU UTILITIES (ELECTRIC)

ALLIANT ENERGY (GAS)

CAUTION

R/W

TLE

P.L.

SLOPE INTERCEPT (TYP.)

STATION & OFFSET TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	REMARKS
CR-801	870+70.28	27.20 RT	706336.27	883235.09	---	MATCH
CR-802	870+70.27	32.09 RT	706334.79	883239.76	---	MATCH
CR-803	870+75.18	27.15 RT	706340.96	883236.51	936.82	---
CR-804	870+75.12	32.15 RT	706339.41	883241.26	936.90	---
CR-805	870+77.18	19.25 RT	706345.23	883229.57	---	MATCH
CR-806	870+77.18	21.25 RT	706344.63	883231.48	---	MATCH
CR-807	870+77.18	21.75 RT	706344.48	883231.96	---	MATCH
CR-808	870+80.18	19.25 RT	706348.09	883230.47	---	MATCH
CR-809	870+80.18	21.25 RT	706347.49	883232.37	936.39	---
CR-810	870+80.18	21.75 RT	706347.34	883232.85	936.40	---
CR-811	870+80.18	27.21 RT	706345.71	883238.07	936.70	---
CR-812	870+80.12	32.21 RT	706344.16	883242.82	936.78	---
CR-813	870+85.18	19.25 RT	706352.86	883231.96	---	MATCH
CR-814	870+85.18	21.25 RT	706352.27	883233.87	936.41	---
CR-815	870+85.18	21.75 RT	706352.12	883234.35	936.42	---
CR-816	870+85.18	27.28 RT	706350.46	883239.62	936.73	---
CR-817	870+85.12	32.28 RT	706348.91	883244.37	936.80	---
CR-818	870+90.18	27.34 RT	706355.22	883241.18	936.90	---
CR-819	870+90.12	32.34 RT	706353.66	883245.93	936.98	---
CR-820	870+95.00	27.29 RT	706359.84	883242.57	---	MATCH
CR-821	870+94.88	32.40 RT	706358.19	883247.41	---	MATCH
CR-822	870+88.18	19.25 RT	706355.73	883232.86	---	MATCH
CR-823	870+88.18	21.25 RT	706355.13	883234.77	---	MATCH
CR-824	870+88.18	21.75 RT	706354.98	883235.24	---	MATCH

NOTE: REFER TO PLAN SHEETS FOR ADDITIONAL INFORMATION.

CURB RAMP LEGEND

GF	GRASS FLARE, 6:1 MAX NON-TRAVERSABLE
CF	CONCRETE FLARE, 10:1 MAX TRAVERSABLE
L	LANDING
X	CURB RAMP, TYPE X
	CURB RAMP DETECTABLE WARNING FIELD NATURAL PATINA
MATCH	MATCH EXISTING ELEVATION
MEF	MAXIMUM EXTENT FEASIBLE
MAX	NEAR MAXIMUM ADA ACCESSIBLE SLOPE - CONSTRUCTION TOLERANCE REDUCED

PROJECT NO: 1390-01-76	HWY: STH 26	COUNTY: DODGE	CURB RAMP LAYOUT DETAILS (CR-8)	SHEET 22	E

FILE NAME : S:\MAD\1000--1099\1089\970\DRAWINGS\CAD\CIVIL 3D\SHEETSPLAN\021301_CR.DWG
LAYOUT NAME - 021308_cr
PLOT DATE : 7/24/2026 9:41 AM PLOT BY : ROSENTHAL, BRIAN PLOT NAME : PLOT SCALE : ##########
WISDOT/CADDS SHEET 42

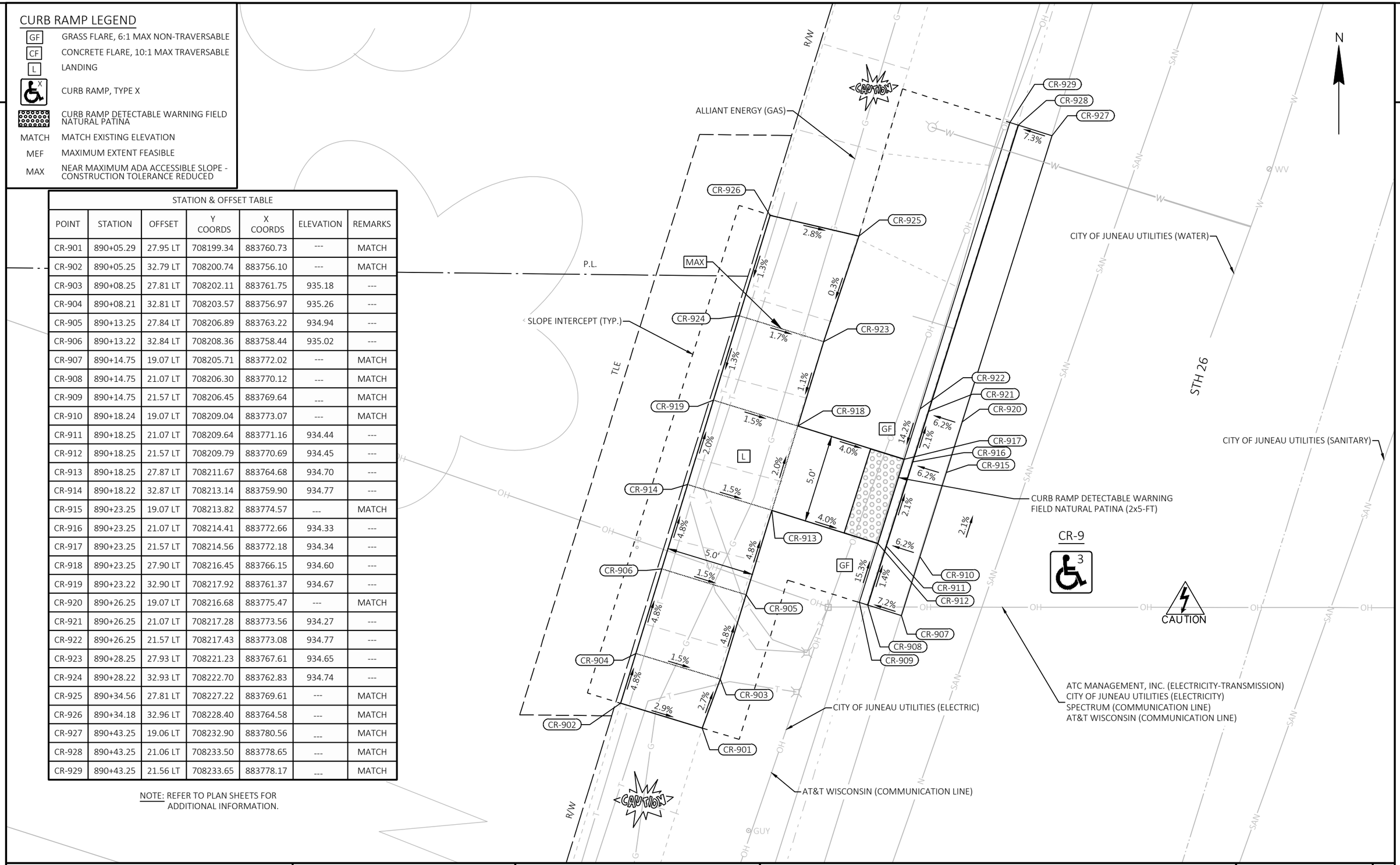
CURB RAMP LEGEND

GF	GRASS FLARE, 6:1 MAX NON-TRAVERSABLE
CF	CONCRETE FLARE, 10:1 MAX TRAVERSABLE
L	LANDING
X	CURB RAMP, TYPE X
	CURB RAMP DETECTABLE WARNING FIELD NATURAL PATINA
MATCH	MATCH EXISTING ELEVATION
MEF	MAXIMUM EXTENT FEASIBLE
MAX	NEAR MAXIMUM ADA ACCESSIBLE SLOPE - CONSTRUCTION TOLERANCE REDUCED

STATION & OFFSET TABLE

POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	REMARKS
CR-901	890+05.29	27.95 LT	708199.34	883760.73	---	MATCH
CR-902	890+05.25	32.79 LT	708200.74	883756.10	---	MATCH
CR-903	890+08.25	27.81 LT	708202.11	883761.75	935.18	---
CR-904	890+08.21	32.81 LT	708203.57	883756.97	935.26	---
CR-905	890+13.25	27.84 LT	708206.89	883763.22	934.94	---
CR-906	890+13.22	32.84 LT	708208.36	883758.44	935.02	---
CR-907	890+14.75	19.07 LT	708205.71	883772.02	---	MATCH
CR-908	890+14.75	21.07 LT	708206.30	883770.12	---	MATCH
CR-909	890+14.75	21.57 LT	708206.45	883769.64	---	MATCH
CR-910	890+18.24	19.07 LT	708209.04	883773.07	---	MATCH
CR-911	890+18.25	21.07 LT	708209.64	883771.16	934.44	---
CR-912	890+18.25	21.57 LT	708209.79	883770.69	934.45	---
CR-913	890+18.25	27.87 LT	708211.67	883764.68	934.70	---
CR-914	890+18.22	32.87 LT	708213.14	883759.90	934.77	---
CR-915	890+23.25	19.07 LT	708213.82	883774.57	---	MATCH
CR-916	890+23.25	21.07 LT	708214.41	883772.66	934.33	---
CR-917	890+23.25	21.57 LT	708214.56	883772.18	934.34	---
CR-918	890+23.25	27.90 LT	708216.45	883766.15	934.60	---
CR-919	890+23.22	32.90 LT	708217.92	883761.37	934.67	---
CR-920	890+26.25	19.07 LT	708216.68	883775.47	---	MATCH
CR-921	890+26.25	21.07 LT	708217.28	883773.56	934.27	---
CR-922	890+26.25	21.57 LT	708217.43	883773.08	934.77	---
CR-923	890+28.25	27.93 LT	708221.23	883767.61	934.65	---
CR-924	890+28.22	32.93 LT	708222.70	883762.83	934.74	---
CR-925	890+34.56	27.81 LT	708227.22	883769.61	---	MATCH
CR-926	890+34.18	32.96 LT	708228.40	883764.58	---	MATCH
CR-927	890+43.25	19.06 LT	708232.90	883780.56	---	MATCH
CR-928	890+43.25	21.06 LT	708233.50	883778.65	---	MATCH
CR-929	890+43.25	21.56 LT	708233.65	883778.17	---	MATCH

NOTE: REFER TO PLAN SHEETS FOR ADDITIONAL INFORMATION.

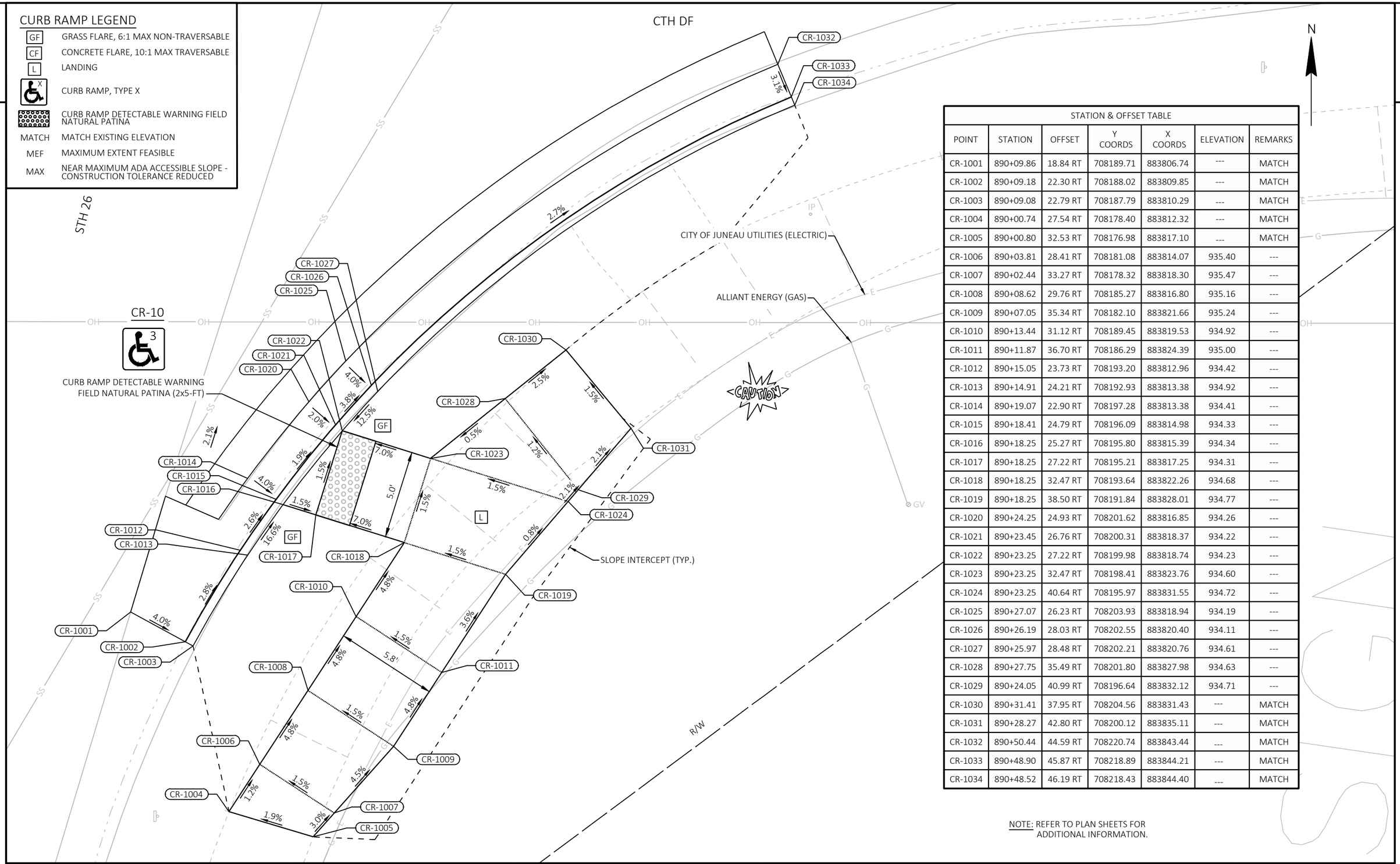


PROJECT NO: 1390-01-76	HWY: STH 26	COUNTY: DODGE	CURB RAMP LAYOUT DETAILS (CR-9)	SHEET 23	E

FILE NAME : S:\MAD\1000--1099\1089\970\DRAWINGS\CAD\CIVIL 3D\SHEETSPLAN\021301_CR.DWG
LAYOUT NAME - 021309_cr
PLOT DATE : 7/24/2026 9:41 AM PLOT BY : ROSENTHAL, BRIAN PLOT NAME : PLOT SCALE : 1 IN:5 FT

CURB RAMP LEGEND

GF	GRASS FLARE, 6:1 MAX NON-TRAVERSABLE
CF	CONCRETE FLARE, 10:1 MAX TRAVERSABLE
L	LANDING
X	CURB RAMP, TYPE X
	CURB RAMP DETECTABLE WARNING FIELD NATURAL PATINA
MATCH	MATCH EXISTING ELEVATION
MEF	MAXIMUM EXTENT FEASIBLE
MAX	NEAR MAXIMUM ADA ACCESSIBLE SLOPE - CONSTRUCTION TOLERANCE REDUCED



STATION & OFFSET TABLE

POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	REMARKS
CR-1001	890+09.86	18.84 RT	708189.71	883806.74	---	MATCH
CR-1002	890+09.18	22.30 RT	708188.02	883809.85	---	MATCH
CR-1003	890+09.08	22.79 RT	708187.79	883810.29	---	MATCH
CR-1004	890+00.74	27.54 RT	708178.40	883812.32	---	MATCH
CR-1005	890+00.80	32.53 RT	708176.98	883817.10	---	MATCH
CR-1006	890+03.81	28.41 RT	708181.08	883814.07	935.40	---
CR-1007	890+02.44	33.27 RT	708178.32	883818.30	935.47	---
CR-1008	890+08.62	29.76 RT	708185.27	883816.80	935.16	---
CR-1009	890+07.05	35.34 RT	708182.10	883821.66	935.24	---
CR-1010	890+13.44	31.12 RT	708189.45	883819.53	934.92	---
CR-1011	890+11.87	36.70 RT	708186.29	883824.39	935.00	---
CR-1012	890+15.05	23.73 RT	708193.20	883812.96	934.42	---
CR-1013	890+14.91	24.21 RT	708192.93	883813.38	934.92	---
CR-1014	890+19.07	22.90 RT	708197.28	883813.38	934.41	---
CR-1015	890+18.41	24.79 RT	708196.09	883814.98	934.33	---
CR-1016	890+18.25	25.27 RT	708195.80	883815.39	934.34	---
CR-1017	890+18.25	27.22 RT	708195.21	883817.25	934.31	---
CR-1018	890+18.25	32.47 RT	708193.64	883822.26	934.68	---
CR-1019	890+18.25	38.50 RT	708191.84	883828.01	934.77	---
CR-1020	890+24.25	24.93 RT	708201.62	883816.85	934.26	---
CR-1021	890+23.45	26.76 RT	708200.31	883818.37	934.22	---
CR-1022	890+23.25	27.22 RT	708199.98	883818.74	934.23	---
CR-1023	890+23.25	32.47 RT	708198.41	883823.76	934.60	---
CR-1024	890+23.25	40.64 RT	708195.97	883831.55	934.72	---
CR-1025	890+27.07	26.23 RT	708203.93	883818.94	934.19	---
CR-1026	890+26.19	28.03 RT	708202.55	883820.40	934.11	---
CR-1027	890+25.97	28.48 RT	708202.21	883820.76	934.61	---
CR-1028	890+27.75	35.49 RT	708201.80	883827.98	934.63	---
CR-1029	890+24.05	40.99 RT	708196.64	883832.12	934.71	---
CR-1030	890+31.41	37.95 RT	708204.56	883831.43	---	MATCH
CR-1031	890+28.27	42.80 RT	708200.12	883835.11	---	MATCH
CR-1032	890+50.44	44.59 RT	708220.74	883843.44	---	MATCH
CR-1033	890+48.90	45.87 RT	708218.89	883844.21	---	MATCH
CR-1034	890+48.52	46.19 RT	708218.43	883844.40	---	MATCH

NOTE: REFER TO PLAN SHEETS FOR ADDITIONAL INFORMATION.

PROJECT NO: 1390-01-76	HWY: STH 26	COUNTY: DODGE	CURB RAMP LAYOUT DETAILS (CR-10)	SHEET 24	E

FILE NAME : S:\MAD\1000--1099\1089\970\DRAWINGS\CAD\CIVIL 3D\SHEETSPLAN\021301_CR.DWG
LAYOUT NAME - 021310_cr
PLOT DATE : 7/24/2026 9:41 AM PLOT BY : ROSENTHAL, BRIAN PLOT NAME : PLOT SCALE : ##########
WISDOT/CADDS SHEET 42

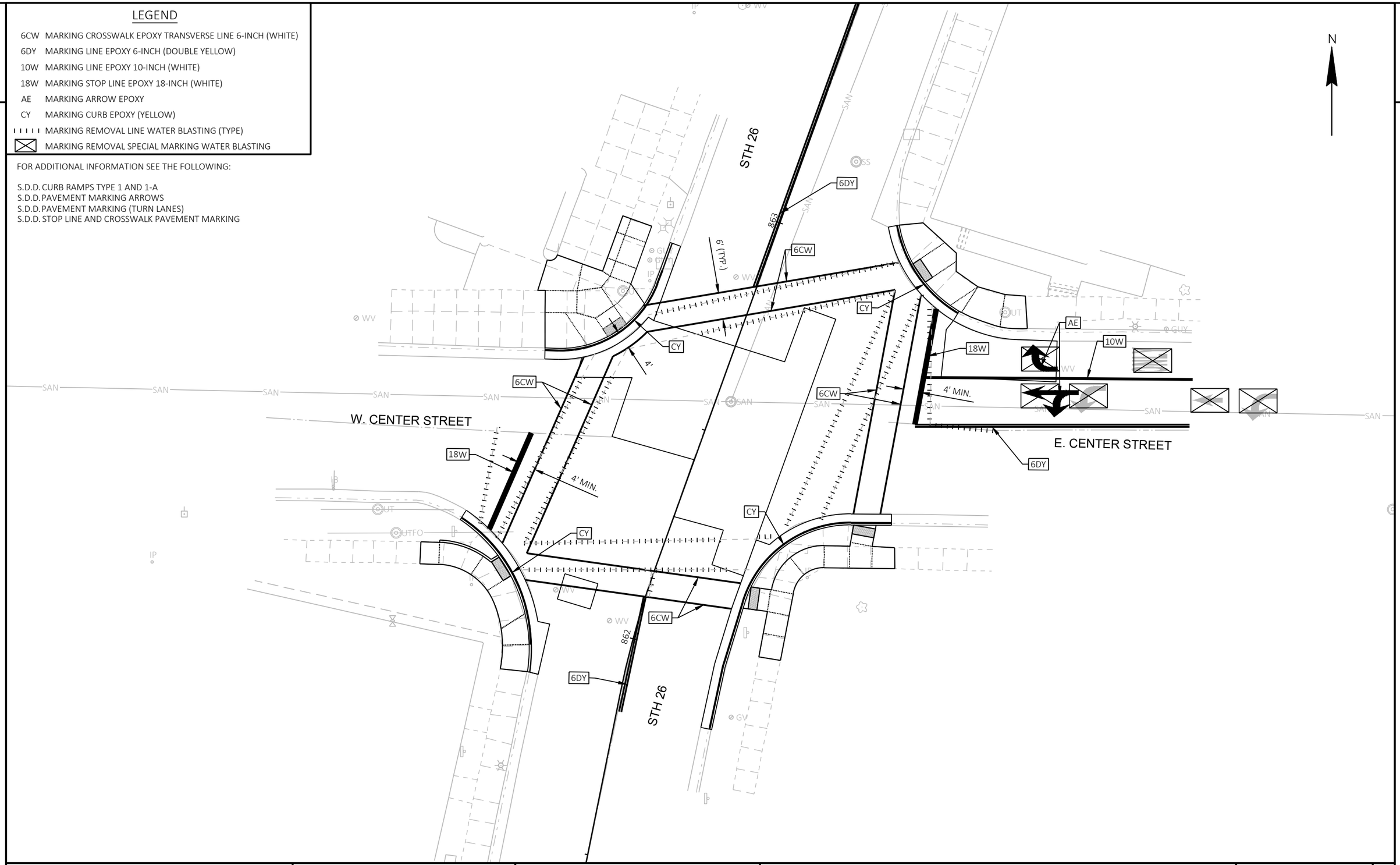
2

LEGEND

6CW	MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)
6DY	MARKING LINE EPOXY 6-INCH (DOUBLE YELLOW)
10W	MARKING LINE EPOXY 10-INCH (WHITE)
18W	MARKING STOP LINE EPOXY 18-INCH (WHITE)
AE	MARKING ARROW EPOXY
CY	MARKING CURB EPOXY (YELLOW)
	MARKING REMOVAL LINE WATER BLASTING (TYPE)
	MARKING REMOVAL SPECIAL MARKING WATER BLASTING

FOR ADDITIONAL INFORMATION SEE THE FOLLOWING:

S.D.D. CURB RAMPS TYPE 1 AND 1-A
S.D.D. PAVEMENT MARKING ARROWS
S.D.D. PAVEMENT MARKING (TURN LANES)
S.D.D. STOP LINE AND CROSSWALK PAVEMENT MARKING



PROJECT NO: 1390-01-76	HWY: STH 26	COUNTY: DODGE	PAVEMENT MARKING DETAILS	SHEET 25 E

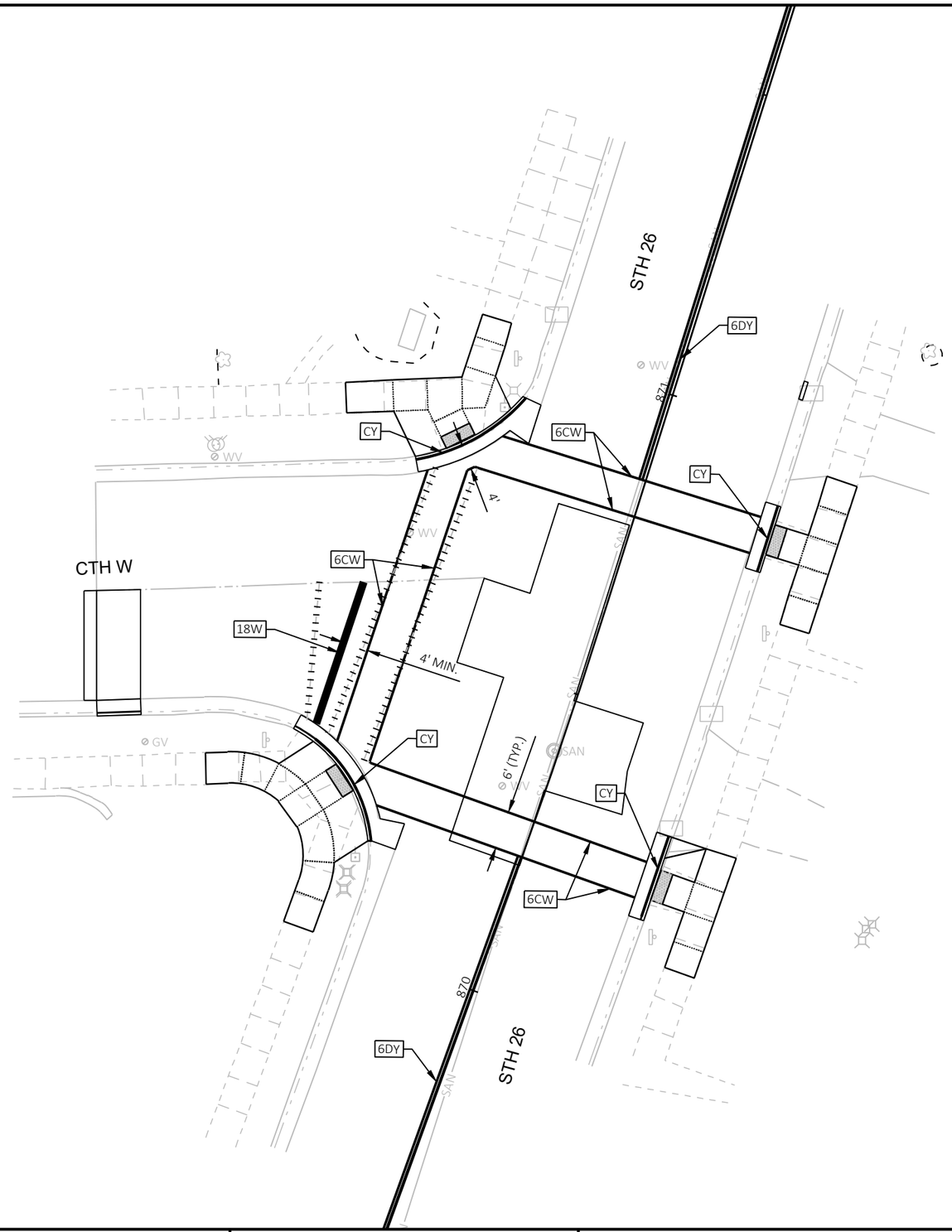
2

LEGEND

6CW	MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)
6DY	MARKING LINE EPOXY 6-INCH (DOUBLE YELLOW)
10W	MARKING LINE EPOXY 10-INCH (WHITE)
18W	MARKING STOP LINE EPOXY 18-INCH (WHITE)
AE	MARKING ARROW EPOXY
CY	MARKING CURB EPOXY (YELLOW)
	MARKING REMOVAL LINE WATER BLASTING (TYPE)
	MARKING REMOVAL SPECIAL MARKING WATER BLASTING

FOR ADDITIONAL INFORMATION SEE THE FOLLOWING:

S.D.D. CURB RAMPS TYPE 1 AND 1-A
S.D.D. STOP LINE AND CROSSWALK PAVEMENT MARKING



2

PROJECT NO: 1390-01-76	HWY: STH 26	COUNTY: DODGE	PAVEMENT MARKING DETAILS	SHEET 26	E

FILE NAME : S:\MAD\1000--1099\1089\970\DRAWINGS\CAD\CIVIL 3D\SHEETSPLAN\024501_PM.DWG
LAYOUT NAME - 024502_pm
PLOT DATE : 7/24/2026 9:53 AM PLOT BY : ROSENTHAL, BRIAN PLOT NAME : PLOT SCALE : 1 IN:20 FT

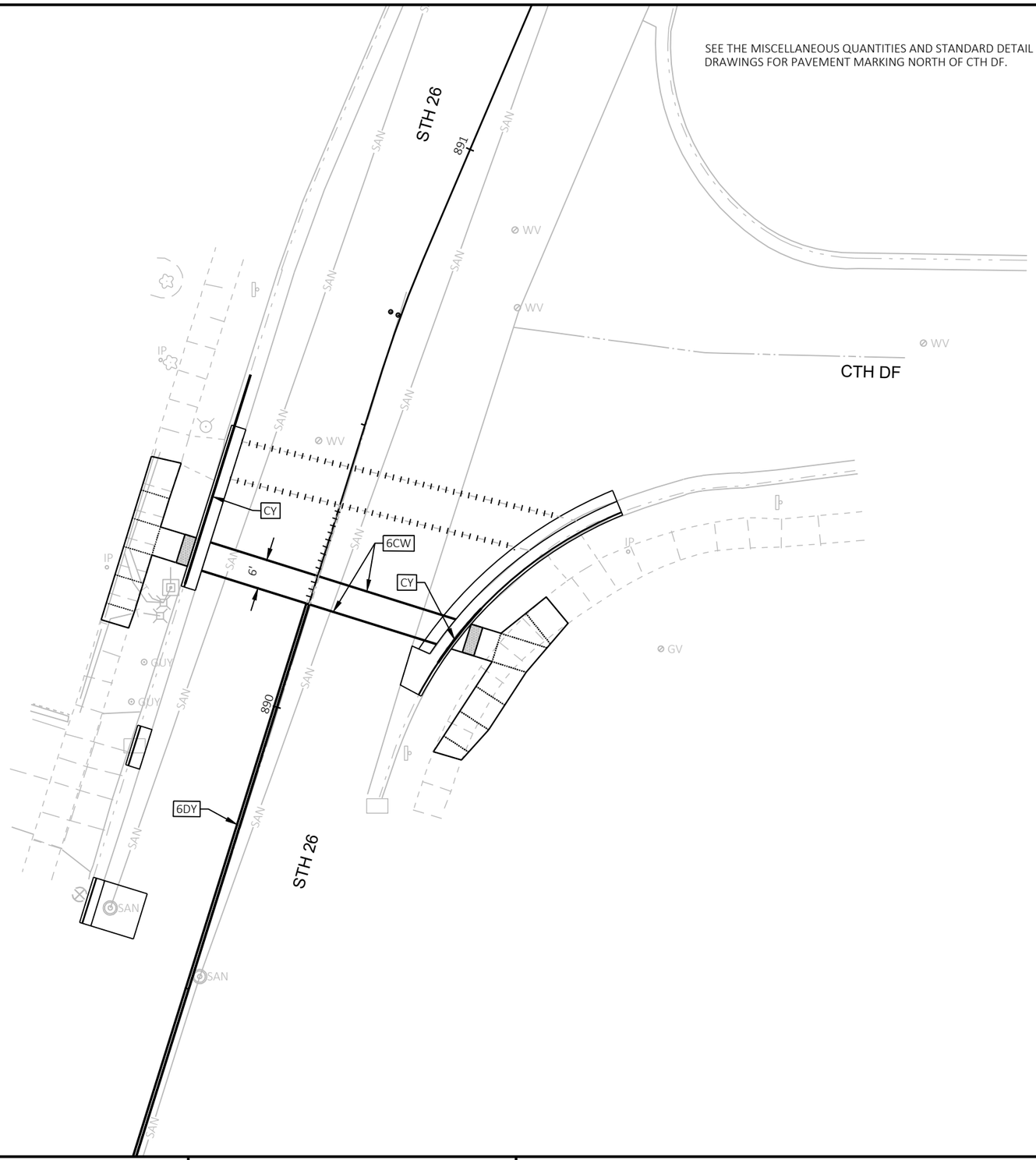
LEGEND

6CW	MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)
6DY	MARKING LINE EPOXY 6-INCH (DOUBLE YELLOW)
10W	MARKING LINE EPOXY 10-INCH (WHITE)
18W	MARKING STOP LINE EPOXY 18-INCH (WHITE)
AE	MARKING ARROW EPOXY
CY	MARKING CURB EPOXY (YELLOW)
	MARKING REMOVAL LINE WATER BLASTING (TYPE)
	MARKING REMOVAL SPECIAL MARKING WATER BLASTING

FOR ADDITIONAL INFORMATION SEE THE FOLLOWING:

S.D.D. STOP LINE AND CROSSWALK PAVEMENT MARKING

SEE THE MISCELLANEOUS QUANTITIES AND STANDARD DETAIL DRAWINGS FOR PAVEMENT MARKING NORTH OF CTH DF.



2

PROJECT NO: 1390-01-76	HWY: STH 26	COUNTY: DODGE	PAVEMENT MARKING DETAILS	SHEET 27	E

FILE NAME : S:\MAD\1000--1099\1089\970\DRAWINGS\CAD\CIVIL 3D\SHEETSPLAN\024501_PM.DWG
LAYOUT NAME - 024503_pm
PLOT DATE : 7/24/2026 9:53 AM PLOT BY : ROSENTHAL, BRIAN PLOT NAME : PLOT SCALE : 1 IN:20 FT
WISDOT/CADDS SHEET 42



GENERAL NOTES

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

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

ANY SIGN, TEMPORARY OR EXISTING, WHICH CONFLICTS WITH THE TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED.

LEGEND

WOOD POST WITH ATTACHED SIGN

PCMS — TRAFFIC CONTROL SIGNS PCMS

1 ROAD WORK AHEAD W20-1A

2 END ROAD WORK G20-2A 48"X24"

UNEVEN LANES W8-11 (WHEN REQUIRED)

BUMP W08-1 (WHEN REQUIRED)

GROOVED PAVEMENT WO8-52 (WHEN REQUIRED)

LOW SHOULDER W08-9 (WHEN REQUIRED)

PCMS MESSAGING	
FRAME 1	FRAME 2
FLAGGING WORK BEGINS	XXXDAY DATE

PCMS NOTES:

1. PCMS LOCATION TO BE DETERMINED BY THE ENGINEER IN THE FIELD.
2. PCMS TO BE PLACED SEVEN (7) DAYS PRIOR TO CONSTRUCTION.
3. PCMS SHOULD BE PLACED AS FAR AWAY FROM THE LIVE TRAFFIC LANES AS POSSIBLE WITHOUT HAMPERING VISIBILITY.
4. TRAFFIC CONTROL DRUMS SHOULD BE PLACED AHEAD OF PCMS ON THE SHOULDER.

FOR ADDITIONAL INFORMATION SEE STANDARD DETAIL DRAWINGS:
"TRAFFIC CONTROL, ADVANCED WARNING SIGNS 40 M.P.H. OR LESS, TWO WAY UNDIVIDED ROAD OPEN TO TRAFFIC"
"TRAFFIC CONTROL, ADVANCED WARNING SIGNS 45 M.P.H. OR GREATER, TWO WAY UNDIVIDED ROAD OPEN TO TRAFFIC"
"TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION"
"TRAFFIC CONTROL, LANE CLOSURE WITH AUTOMATED FLAGGER ASSISTANCE DEVICE"
"TRAFFIC CONTROL, SIGNING ON ROADWAYS WITH MILLED SURFACES"

PROJECT NO: 1390-01-76	HWY: STH 26	COUNTY: DODGE	TRAFFIC CONTROL - ADVANCED WARNING SIGNING (DURING RESURFACING)	SHEET 28	E

FILE NAME : S:\MAD\1000--1099\1089\970\DRAWINGS\CAD\CIVIL 3D\SHEETSPLAN\027001_DT.DWG
LAYOUT NAME - 027001_dt
PLOT DATE : 7/16/2026 1:11 PM PLOT BY : ROSENTHAL, BRIAN PLOT NAME : PLOT SCALE : ##########
WISDOT/CADDS SHEET 42





GENERAL NOTES

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

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

ANY SIGN, TEMPORARY OR EXISTING, WHICH CONFLICTS WITH THE TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED.

SEE SPECIAL PROVISIONS FOR SIDEROAD CLOSURE RESTRICTIONS.

LEGEND

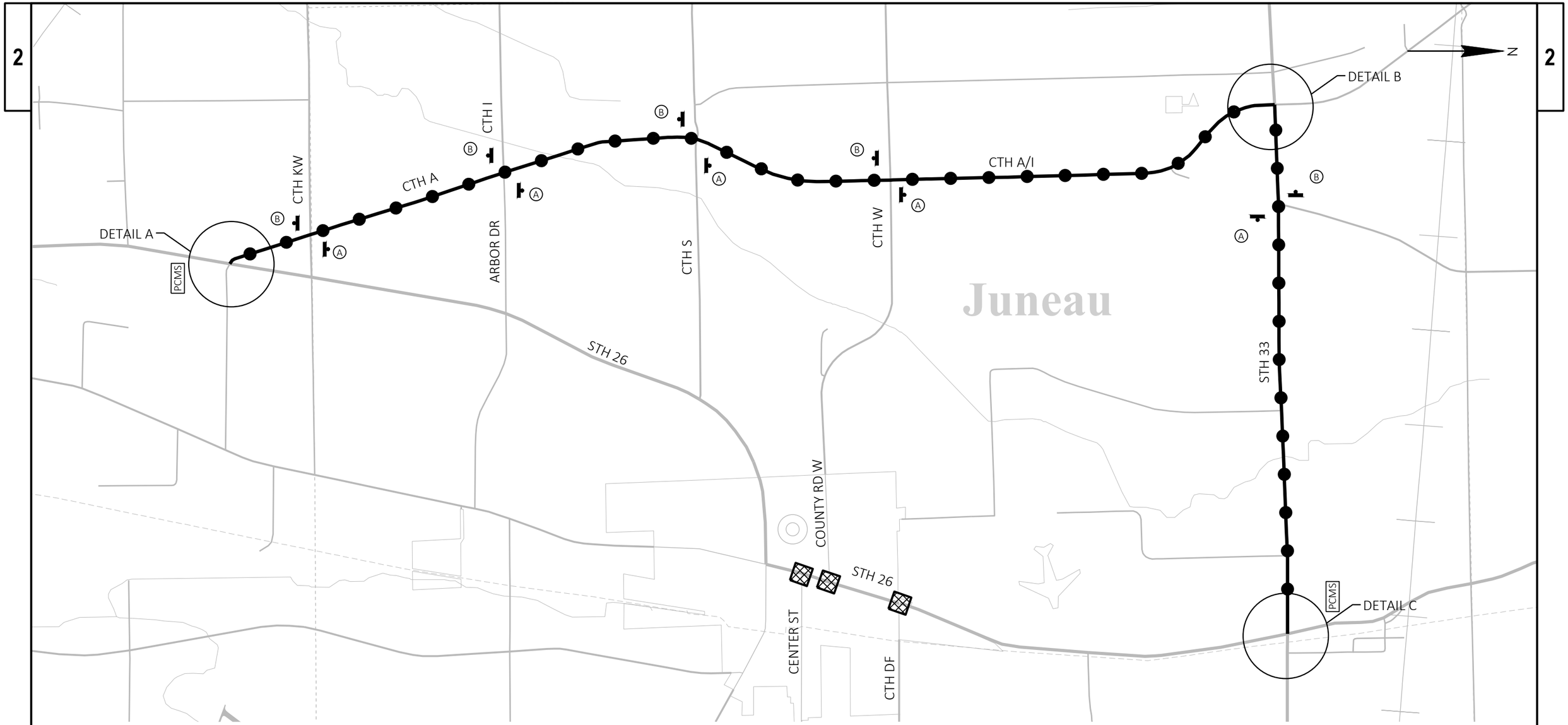
- WOOD POST WITH ATTACHED SIGN
- TRAFFIC CONTROL BARRICADES TYPE III WITH ATTACHED SIGN (TWO TYPE "A" WARNING LIGHTS)
- TRAFFIC CONTROL BARRICADES TYPE III

1. ROAD CLOSED AHEAD — W20-3A
2. ROAD CLOSED 500 FT — W20-3D
3. ROAD CLOSED TO THRU TRAFFIC — R11-4, 60"X30"

FOR ADDITIONAL INFORMATION SEE STANDARD DETAIL DRAWINGS: "BARRICADES AND SIGNS FOR SIDEROAD CLOSURES (DETAIL 4)"

PROJECT NO: 1390-01-76	HWY: STH 26	COUNTY: DODGE	TRAFFIC CONTROL - ADVANCED WARNING SIGNING (DURING DETOUR)	SHEET 29	E

FILE NAME : S:\MAD\1000--1099\1089\970\DRAWINGS\CAD\CIVIL 3D\SHEETSPLAN\027002_DT.DWG
LAYOUT NAME - 027002_dt
PLOT DATE : 8/1/2023 8:28 AM
PLOT BY : ROSENTHAL, BRIAN
PLOT NAME :
PLOT SCALE : ##########
WISDOT/CADDS SHEET 42



GENERAL NOTES

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

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

ANY SIGN, TEMPORARY OR EXISTING, WHICH CONFLICTS WITH THE TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED.

ALL M3 SERIES SIGNS (NORTH, SOUTH, EAST, WEST) WHICH ARE PART OF ANY DETOUR MARKER SIGNING ASSEMBLY OR ATTACHED TO ANY WARNING SIGN SHALL BE BLACK LETTERING ON A WHITE BACKGROUND.

ALL MO5 AND MO6 ARROW SIGNS SHALL BE THE SAME AS "M" SIGNS EXCEPT THAT THE BACKGROUND IS ORANGE.

SIGN LEGEND

A		B	
DETOUR NORTH 26	M4-8 24"X12" M3-1 24"X12" M1-6 24"X24"	DETOUR SOUTH 26	M4-8 24"X12" **M3-3 24"X12"** M1-6 24"X24"

LEGEND

- DETOUR ROUTE
- WOOD POST WITH ATTACHED SIGN
- WORK ZONE
- PCMS — TRAFFIC CONTROL SIGNS PCMS

PCMS MESSAGING	
FRAME 1	FRAME 2
ROAD CLOSED BEGINS	XXXDAY DATE

PCMS NOTES:

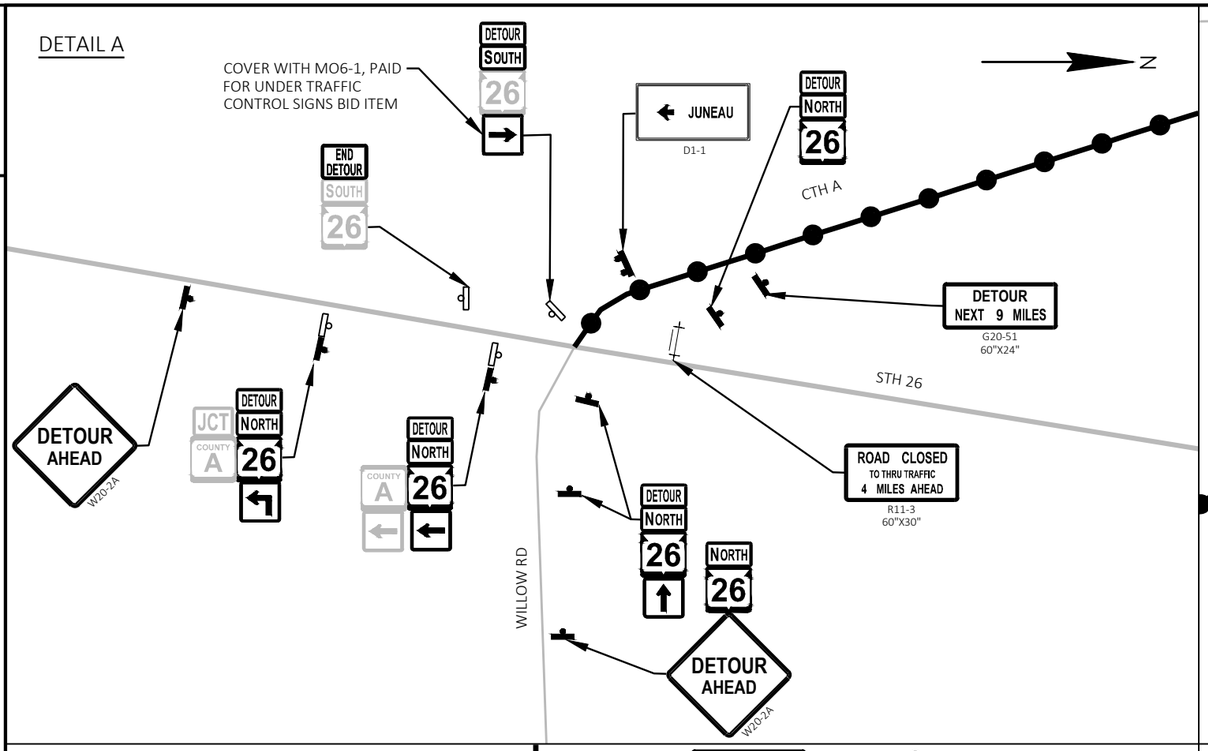
1. PCMS LOCATION TO BE DETERMINED BY THE ENGINEER IN THE FIELD.
2. PCMS TO BE PLACED SEVEN (7) DAYS PRIOR TO CONSTRUCTION.
3. PCMS SHOULD BE PLACED AS FAR AWAY FROM THE LIVE TRAFFIC LANES AS POSSIBLE WITHOUT HAMPERING VISIBILITY.
4. TRAFFIC CONTROL DRUMS SHOULD BE PLACED AHEAD OF PCMS ON THE SHOULDER.

FOR ADDITIONAL INFORMATION SEE STANDARD DETAIL DRAWINGS:
"BARRICADES AND SIGNS FOR MAINLINE, DETOUR, ON RAMP, OFF RAMP CLOSURES AND ADVANCED WIDTH RESTRICTIONS - SHEET A BARRICADES AND SIGNS FOR MAINLINE CLOSURES"
"BARRICADES AND SIGNS FOR MAINLINE, DETOUR, ON RAMP, OFF RAMP CLOSURES AND ADVANCED WIDTH RESTRICTIONS - SHEET B BARRICADES AND SIGNS FOR VARIOUS MAINLINE CLOSURES"
"BARRICADES AND SIGNS FOR MAINLINE, DETOUR, ON RAMP, OFF RAMP CLOSURES AND ADVANCED WIDTH RESTRICTIONS - SHEET C DETOUR SIGNING FOR MAINLINE CLOSURES"

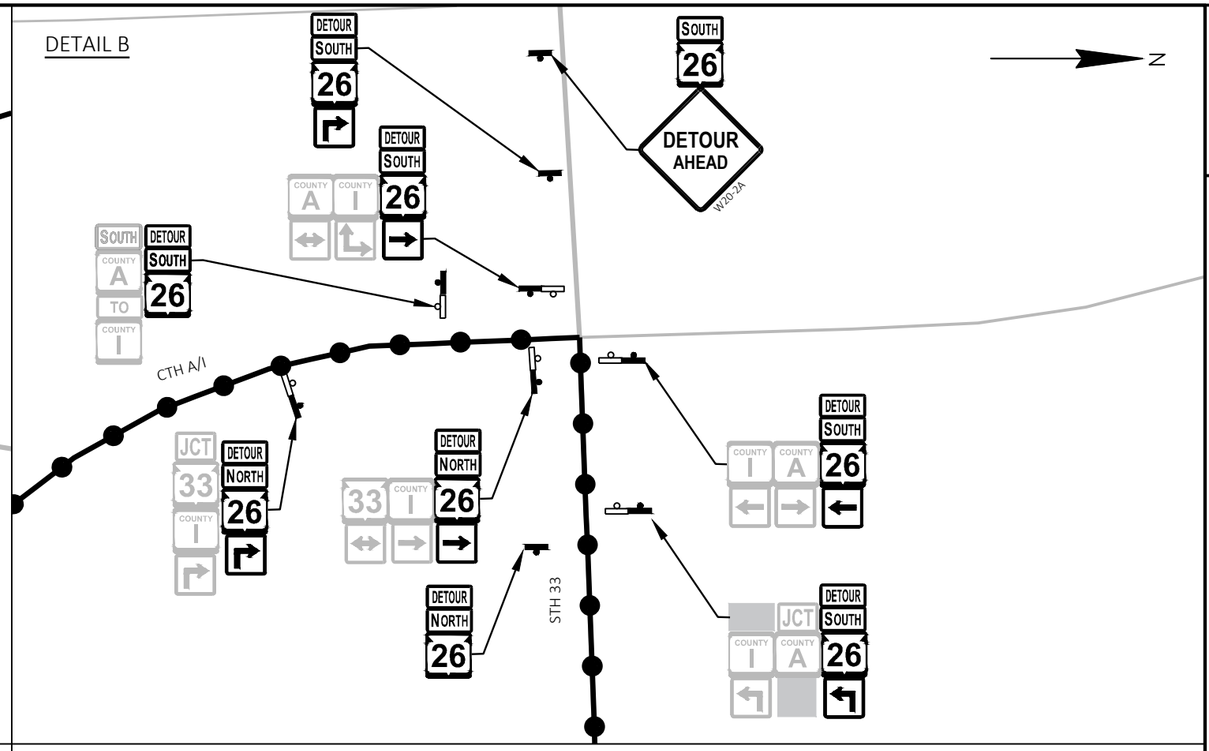
PROJECT NO: 1390-01-76	HWY: STH 26	COUNTY: DODGE	TRAFFIC CONTROL - DETOUR ROUTE	SHEET 30	E

2

DETAIL A



DETAIL B



DETAIL C

GENERAL NOTES

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

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

ANY SIGN, TEMPORARY OR EXISTING, WHICH CONFLICTS WITH THE TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED.

ALL M3 SERIES SIGNS (NORTH, SOUTH, EAST, WEST) WHICH ARE PART OF ANY DETOUR MARKER SIGNING ASSEMBLY OR ATTACHED TO ANY WARNING SIGN SHALL BE BLACK LETTERING ON A WHITE BACKGROUND.

ALL MO5 AND MO6 ARROW SIGNS SHALL BE THE SAME AS "M" SIGNS EXCEPT THAT THE BACKGROUND IS ORANGE.

LEGEND

- DETOUR ROUTE
- EXISTING SIGNS AND POST(S) TO REMAIN
- WOOD POST(S) WITH ATTACHED SIGN
- 26 — EXISTING SIGN (TYP.)
- TRAFFIC CONTROL COVERING SIGNS TYPE 2 (TYP.)
- WORK ZONE
- TRAFFIC CONTROL BARRICADES TYPE III WITH ATTACHED SIGN (TWO TYPE "A" WARNING LIGHTS)

SIGN LEGEND

DETOUR	M4-8 24"X12"	←	MO6-1 21"X21"
END DETOUR	M4-8A 24"X18"	→	MO6-1 21"X21"
NORTH	M3-1 24"X12"	↑	MO6-1 21"X21"
SOUTH	M3-3 24"X12"	↰	MO5-1L 21"X21"
WEST	M3-4 24"X12"	↱	MO5-1R 21"X21"
26	M1-6 24"X24"		

FOR ADDITIONAL INFORMATION SEE STANDARD DETAIL DRAWINGS:
"BARRICADES AND SIGNS FOR MAINLINE, DETOUR, ON RAMP, OFF RAMP CLOSURES AND ADVANCED WIDTH RESTRICTIONS - SHEET A BARRICADES AND SIGNS FOR MAINLINE CLOSURES"
"BARRICADES AND SIGNS FOR MAINLINE, DETOUR, ON RAMP, OFF RAMP CLOSURES AND ADVANCED WIDTH RESTRICTIONS - SHEET B BARRICADES AND SIGNS FOR VARIOUS MAINLINE CLOSURES"
"BARRICADES AND SIGNS FOR MAINLINE, DETOUR, ON RAMP, OFF RAMP CLOSURES AND ADVANCED WIDTH RESTRICTIONS - SHEET C DETOUR SIGNING FOR MAINLINE CLOSURES"

PROJECT NO: 1390-01-76	HWY: STH 26	COUNTY: DODGE	TRAFFIC CONTROL DETOUR	SHEET 31	E

FILE NAME : S:\MAD\1000--1099\1089\970\DRAWINGS\CAD\CIVIL 3D\SHEETSPLAN\027004_DT.DWG
LAYOUT NAME - 027004_dt
PLOT DATE : 7/21/2023 2:08 PM
PLOT BY : EDERER, BRAD
PLOT NAME :
PLOT SCALE : ##########
WISDOT/CADDS SHEET 42

2

LEGEND

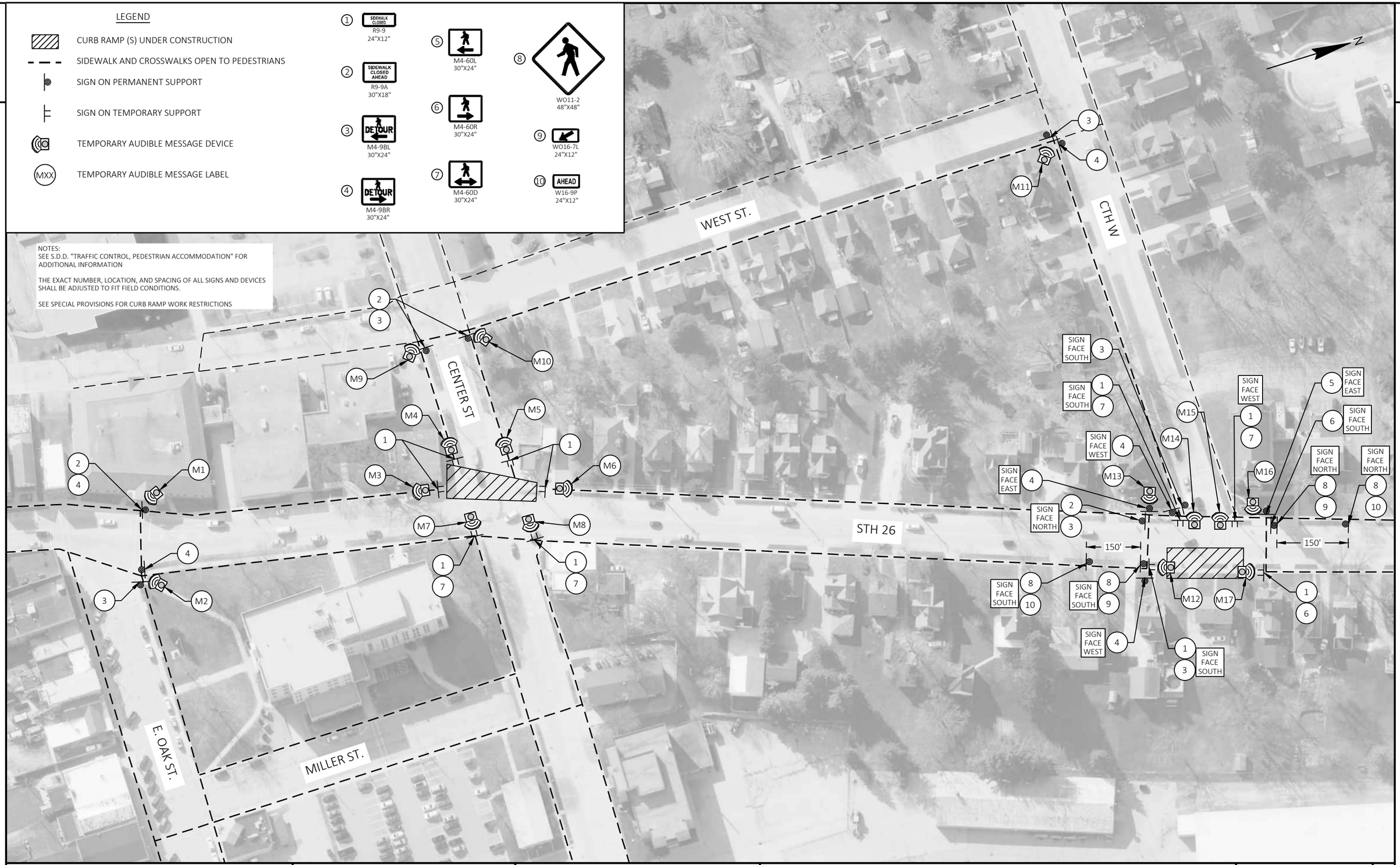
- CURB RAMP (S) UNDER CONSTRUCTION
- SIDEWALK AND CROSSWALKS OPEN TO PEDESTRIANS
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- TEMPORARY AUDIBLE MESSAGE DEVICE
- MXX TEMPORARY AUDIBLE MESSAGE LABEL

1. SIDEWALK CLOSED — R9-9 24"X12"
2. SIDEWALK CLOSED AHEAD — R9-9A 30"X18"
3. DETOUR — M4-9BL 30"X24"
4. DETOUR — M4-9BR 30"X24"
5. M4-60L 30"X24"
6. M4-60R 30"X24"
7. M4-60D 30"X24"
8. WO11-2 48"X48"
9. WO16-7L 24"X12"
10. AHEAD — W16-9P 24"X12"

NOTES:
SEE S.D.D. "TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION" FOR ADDITIONAL INFORMATION

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

SEE SPECIAL PROVISIONS FOR CURB RAMP WORK RESTRICTIONS



PROJECT NO: 1390-01-76	HWY: STH 26	COUNTY: DODGE	TRAFFIC CONTROL - PEDESTRIAN ROUTING (SEQUENCE 1 - CENTER ST. TO CTH W)	SHEET 32	E

FILE NAME : S:\MAD\1000--1099\1089\970\DRAWINGS\CAD\CIVIL 3D\SHEETSPLAN\027005_PED.DWG
LAYOUT NAME - 027005_ped
PLOT DATE : 7/30/2026 4:06 PM PLOT BY : ROSENTHAL, BRIAN PLOT NAME : PLOT SCALE : ##########

2

LEGEND

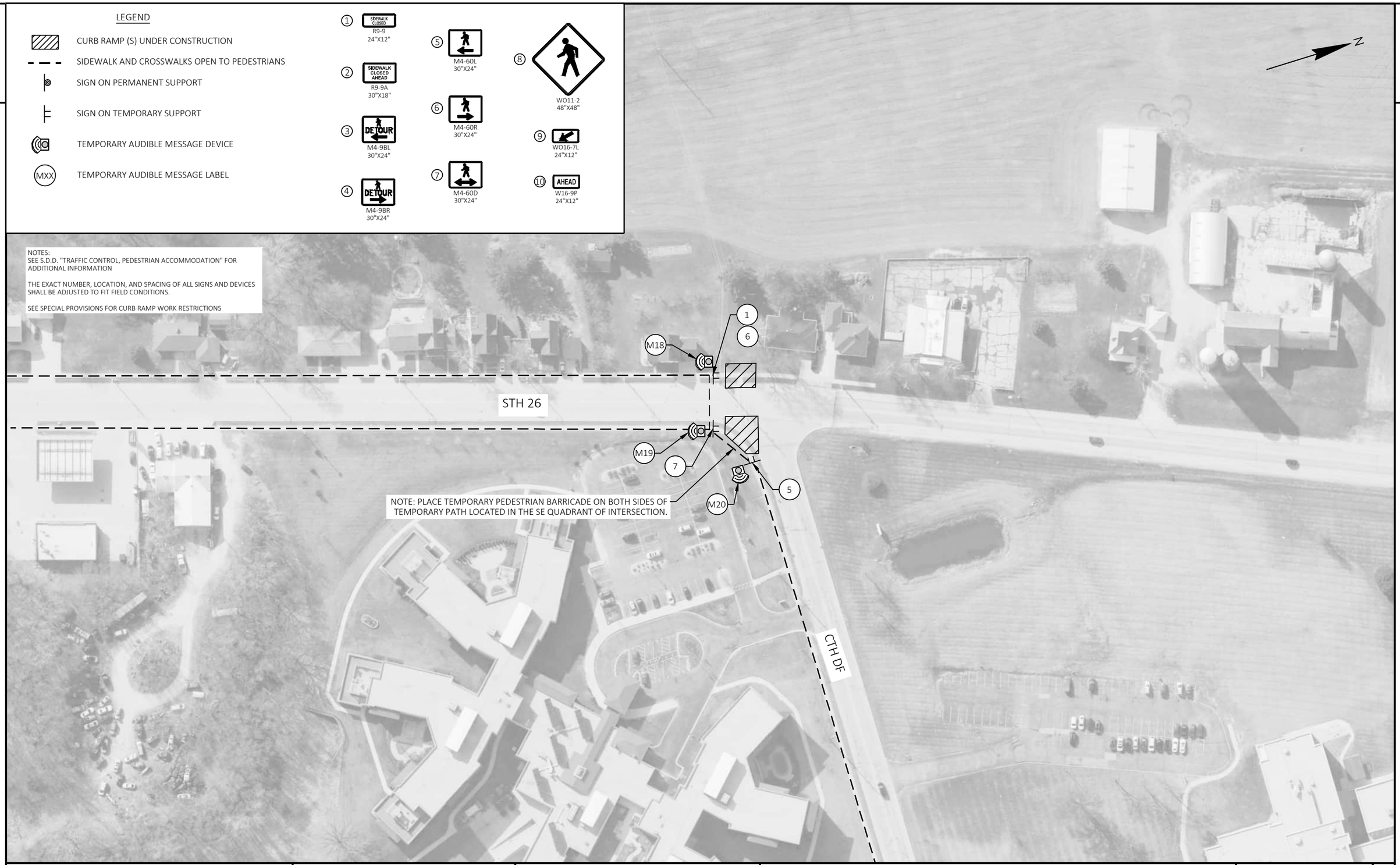
- CURB RAMP (S) UNDER CONSTRUCTION
- SIDEWALK AND CROSSWALKS OPEN TO PEDESTRIANS
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- TEMPORARY AUDIBLE MESSAGE DEVICE
- MXX TEMPORARY AUDIBLE MESSAGE LABEL

1. SIDEWALK CLOSED — R9-9, 24"X12"
2. SIDEWALK CLOSED AHEAD — R9-9A, 30"X18"
3. DETOUR — M4-9BL, 30"X24"
4. DETOUR — M4-9BR, 30"X24"
5. M4-60L, 30"X24"
6. M4-60R, 30"X24"
7. M4-60D, 30"X24"
8. WO11-2, 48"X48"
9. WO16-7L, 24"X12"
10. AHEAD — W16-9P, 24"X12"

NOTES:
SEE S.D.D. "TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION" FOR ADDITIONAL INFORMATION

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

SEE SPECIAL PROVISIONS FOR CURB RAMP WORK RESTRICTIONS



PROJECT NO: 1390-01-76	HWY: STH 26	COUNTY: DODGE	TRAFFIC CONTROL - PEDESTRIAN ROUTING (SEQUENCE 1 - CTH DF)	SHEET 33	E

FILE NAME : S:\MAD\1000--1099\1089\970\DRAWINGS\CAD\CIVIL 3D\SHEETSPLAN\027005_PED.DWG
LAYOUT NAME - 027006_ped
PLOT DATE : 7/30/2026 4:06 PM PLOT BY : ROSENTHAL, BRIAN PLOT NAME : PLOT SCALE : ##########

2

TEMPORARY AUDIBLE MESSAGE DEVICES MESSAGES - SEQUENCE 1

M1 "ATTENTION PEDESTRIANS, YOU ARE LOCATED AT THE NORTHWEST CORNER OF STATE HIGHWAY 26 AND EAST OAK STREET. THE SIDEWALK IS CLOSED ONE BLOCK NORTH AT CENTER STREET. FOR ACCESS NORTH OF CENTER STREET OR TO EASTBOUND CENTER STREET, CROSS STATE HIGHWAY 26 EAST HERE AND PROCEED ONE BLOCK NORTH TO CENTER STREET. FOR ACCESS TO WESTBOUND CENTER STREET CROSS STATE HIGHWAY 26 EAST HERE AND FOLLOW WESTBOUND DETOUR FOR NEXT SET OF INSTRUCTIONS. THIS IS THE END OF THE SOUTHBOUND DETOUR."

M2 "ATTENTION PEDESTRIANS, YOU ARE LOCATED AT THE NORTHEAST CORNER OF STATE HIGHWAY 26 AND EAST OAK STREET. FOR THE WESTBOUND DETOUR PROCEED NORTH ONE BLOCK TO CENTER STREET FOR THE NEXT SET OF INSTRUCTIONS. FOR THE SOUTHBOUND PEDESTRIAN DETOUR CROSS STATE HIGHWAY 26 WEST HERE FOR THE NEXT SET OF INSTRUCTIONS."

M3 "ATTENTION PEDESTRIANS, YOU ARE AT THE SOUTHWEST CORNER OF STATE HIGHWAY 26 AND CENTER STREET. SIDEWALK CLOSED TO CROSS BOTH STATE HIGHWAY 26 AND CENTER STREET. PROCEED SOUTH TO EAST OAK STREET FOR DETOUR INSTRUCTIONS."

M4 "ATTENTION PEDESTRIANS, YOU ARE AT THE SOUTHWEST CORNER OF STATE HIGHWAY 26 AND CENTER STREET. SIDEWALK CLOSED TO CROSS BOTH STATE HIGHWAY 26 AND CENTER STREET. PROCEED WEST TO WEST STREET FOR DETOUR INSTRUCTIONS."

M5 "ATTENTION PEDESTRIANS, YOU ARE AT THE NORTHWEST CORNER OF STATE HIGHWAY 26 AND CENTER STREET. SIDEWALK CLOSED TO CROSS BOTH STATE HIGHWAY 26 AND CENTER STREET. PROCEED WEST TO WEST STREET FOR DETOUR INSTRUCTIONS."

M6 "ATTENTION PEDESTRIANS, YOU ARE AT THE NORTHWEST CORNER OF STATE HIGHWAY 26 AND CENTER STREET. SIDEWALK CLOSED TO CROSS BOTH STATE HIGHWAY 26 AND CENTER STREET. PROCEED NORTH TO COUNTY HIGHWAY W FOR DETOUR INSTRUCTIONS."

M7 "ATTENTION PEDESTRIANS, YOU ARE AT THE SOUTHEAST CORNER OF CENTER STREET AND STATE HIGHWAY 26. SIDEWALK CLOSED TO CROSS STATE HIGHWAY 26 WEST. TO ACCESS THE WEST SIDE OF STATE HIGHWAY 26, PROCEED SOUTH OF CENTER STREET AND FOLLOW SOUTHBOUND DETOUR INSTRUCTIONS OR CROSS CENTER STREET NORTH AND FOLLOW NORTHBOUND DETOUR INSTRUCTIONS. FOR ACCESS TO WESTBOUND CENTER STREET CROSS CENTER STREET NORTH HERE AND FOLLOW WESTBOUND DETOUR FOR THE NEXT SET OF INSTRUCTIONS."

M8 "ATTENTION PEDESTRIANS, YOU ARE AT THE NORTHEAST CORNER OF CENTER STREET AND STATE HIGHWAY 26. SIDEWALK CLOSED TO CROSS STATE HIGHWAY 26 WEST. TO ACCESS THE WEST SIDE OF STATE HIGHWAY 26, CROSS CENTER STREET SOUTH AND FOLLOW SOUTHBOUND DETOUR INSTRUCTIONS OR PROCEED NORTH OF CENTER STREET AND FOLLOW NORTHBOUND DETOUR INSTRUCTIONS. FOR ACCESS TO WESTBOUND CENTER STREET PROCEED NORTH ONE BLOCK TO COUNTY HIGHWAY W AND FOLLOW THE WESTBOUND DETOUR FOR THE NEXT SET OF INSTRUCTIONS. THIS IS THE END OF THE EASTBOUND DETOUR."

M9 "ATTENTION PEDESTRIANS, YOU ARE AT THE SOUTHEAST CORNER OF CENTER STREET AND WEST STREET. THE SIDEWALK IS CLOSED ONE BLOCK EAST AT STATE HIGHWAY 26. FOR ACCESS TO STATE HIGHWAY 26 OR EASTBOUND CENTER STREET, CROSS CENTER STREET NORTH HERE AND PROCEED NORTH ONE BLOCK TO COUNTY HIGHWAY W. FOLLOW EASTBOUND DETOUR FOR THE NEXT SET OF INSTRUCTIONS."

M10 "ATTENTION PEDESTRIANS, YOU ARE AT THE NORTHEAST CORNER OF CENTER STREET AND WEST STREET. THE SIDEWALK IS CLOSED ONE BLOCK EAST AT STATE HIGHWAY 26. FOR ACCESS TO STATE HIGHWAY 26 OR EASTBOUND CENTER STREET, PROCEED NORTH ONE BLOCK TO COUNTY HIGHWAY W. FOLLOW EASTBOUND DETOUR FOR THE NEXT SET OF INSTRUCTIONS.
THIS IS THE END OF THE WESTBOUND DETOUR."

M11 "ATTENTION PEDESTRIANS, YOU ARE AT THE SOUTH EAST CORNER OF WEST STREET AND COUNTY HIGHWAY W. FOR WESTBOUND DETOUR PROCEED SOUTH ONE BLOCK TO CENTER STREET FOR NEXT SET OF INSTRUCTIONS. FOR EASTBOUND DETOUR PROCEED EAST ONE BLOCK TO STATE HIGHWAY 26 FOR NEXT SET OF INSTRUCTIONS."

M12 "ATTENTION PEDESTRIANS. YOU ARE AT THE SOUTHEAST CORNER OF STATE HIGHWAY 26 AND COUNTY HIGHWAY W. SIDEWALK CONSTRUCTION AHEAD. TEMPORARY SIDEWALK TO CROSS STATE HIGHWAY 26 IS OPEN TO THE WEST WITH A TEMPORARY CROSSING AFTER THE INTERSECTION TO RETURN TO THIS SIDE OF THE ROAD. FOR THE WESTBOUND AND NORTHBOUND DETOURS CROSS STATE HIGHWAY 26 WEST HERE FOR THE NEXT SET OF INSTRUCTIONS. FOR THE EASTBOUND AND SOUTHBOUND DETOURS PROCEED SOUTH TO CENTER STREET FOR THE NEXT SET OF INSTRUCTIONS."

M13 "ATTENTION PEDESTRIANS. YOU ARE AT THE TEMPORARY CROSSING FOR THE SOUTHWEST CORNER OF STATE HIGHWAY 26 AND COUNTY HIGHWAY W. TEMPORARY SIDEWALK TO CROSS STATE HIGHWAY 26 IS OPEN TO THE EAST. TO RETURN TO THE EAST SIDE OF STATE HIGHWAY 26 SOUTH OF COUNTY HIGHWAY W, CROSS STATE HIGHWAY 26 EAST HERE. FOR THE WESTBOUND DETOUR PROCEED NORTH TO COUNTY HIGHWAY W FOR NEXT SET OF INSTRUCTIONS. SIDEWALK CONSTRUCTION ONE BLOCK SOUTH AT CENTER STREET. TO ACCESS STATE HIGHWAY 26 SOUTH OF CENTER STREET CROSS STATE HIGHWAY 26 EAST HERE AND FOLLOW THE SOUTHBOUND DETOUR FOR NEXT SET OF INSTRUCTIONS. FOR THE EASTBOUND DETOUR CROSS STATE HIGHWAY 26 EAST HERE AND PROCEED SOUTH TO CENTER STREET FOR THE NEXT SET OF INSTRUCTIONS. THIS IS THE END OF THE NORTHBOUND DETOUR."

M14 "ATTENTION PEDESTRIANS. YOU ARE AT THE SOUTHWEST CORNER OF STATE HIGHWAY 26 AND COUNTY HIGHWAY W. TO ACCESS THE EAST SIDE OF STATE HIGHWAY 26, TEMPORARY SIDEWALK TO CROSS STATE HIGHWAY 26 IS LOCATED TO THE NORTH AND SOUTH. TO ACCESS THE EAST SIDE OF STATE HIGHWAY 26 SOUTH OF COUNTY HIGHWAY W PROCEED SOUTH FOR THE NEXT SET OF INSTRUCTIONS. TO ACCESS THE EAST SIDE OF STATE HIGHWAY 26 NORTH OF COUNTY HIGHWAY W CROSS NORTH HERE FOR THE NEXT SET OF INSTRUCTIONS. FOR THE WESTBOUND DETOUR PROCEED WEST ONE BLOCK TO WEST STREET FOR THE NEXT SET OF INSTRUCTIONS. FOR THE EASTBOUND DETOUR PROCEED SOUTH FOR THE NEXT SET OF INSTRUCTIONS."

M15 "ATTENTION PEDESTRIANS. YOU ARE AT THE NORTHWEST CORNER OF STATE HIGHWAY 26 AND COUNTY HIGHWAY W. TO ACCESS THE EAST SIDE OF STATE HIGHWAY 26, TEMPORARY SIDEWALK TO CROSS STATE HIGHWAY 26 IS LOCATED TO THE NORTH AND SOUTH. TO ACCESS THE EAST SIDE OF STATE HIGHWAY 26 SOUTH OF COUNTY HIGHWAY W CROSS SOUTH HERE FOR THE NEXT SET OF INSTRUCTIONS. TO ACCESS THE EAST SIDE OF STATE HIGHWAY 26 NORTH OF COUNTY HIGHWAY W PROCEED NORTH FOR THE NEXT SET OF INSTRUCTIONS."

M16 "ATTENTION PEDESTRIANS. YOU ARE AT THE TEMPORARY CROSSING FOR THE NORTHWEST CORNER OF STATE HIGHWAY 26 AND COUNTY HIGHWAY W. TO RETURN TO THE EAST SIDE OF STATE HIGHWAY 26 NORTH OF COUNTY HIGHWAY W CROSS EAST HERE."

M17 "ATTENTION PEDESTRIANS. YOU ARE AT THE NORTHEAST CORNER OF STATE HIGHWAY 26 AND COUNTY HIGHWAY W. SIDEWALK CONSTRUCTION AHEAD. TEMPORARY SIDEWALK TO CROSS STATE HIGHWAY 26 IS OPEN TO THE WEST WITH A TEMPORARY CROSSING AFTER THE INTERSECTION TO RETURN TO THIS SIDE OF THE ROAD."

M18 "ATTENTION PEDESTRIANS. YOU ARE AT THE SOUTHWEST CORNER OF STATE HIGHWAY 26 AND COUNTY HIGHWAY DF. SIDEWALK CONSTRUCTION AHEAD. SIDEWALK TO THE NORTH IS CLOSED. TEMPORARY SIDEWALK TO CROSS STATE HIGHWAY 26 IS OPEN TO THE EAST."

M19 "ATTENTION PEDESTRIANS. YOU ARE AT THE SOUTHEAST CORNER OF STATE HIGHWAY 26 AND COUNTY HIGHWAY DF. SIDEWALK CONSTRUCTION AHEAD. A TEMPORARY FENCED PATH IS OPEN TO THE EAST AND A TEMPORARY CROSSWALK IS OPEN TO THE WEST."

M20 "ATTENTION PEDESTRIANS. YOU ARE AT THE SOUTHEAST CORNER OF STATE HIGHWAY 26 AND COUNTY HIGHWAY DF. SIDEWALK CONSTRUCTION AHEAD. A TEMPORARY FENCED PATH IS OPEN TO THE SOUTH AND A TEMPORARY CROSSWALK IS OPEN TO THE WEST. THE TEMPORARY CROSSWALK IS LOCATED AFTER THE FENCED PATH."

2

LEGEND

- CURB RAMP (S) UNDER CONSTRUCTION
- SIDEWALK AND CROSSWALKS OPEN TO PEDESTRIANS
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- TEMPORARY AUDIBLE MESSAGE DEVICE
- MXX — TEMPORARY AUDIBLE MESSAGE LABEL

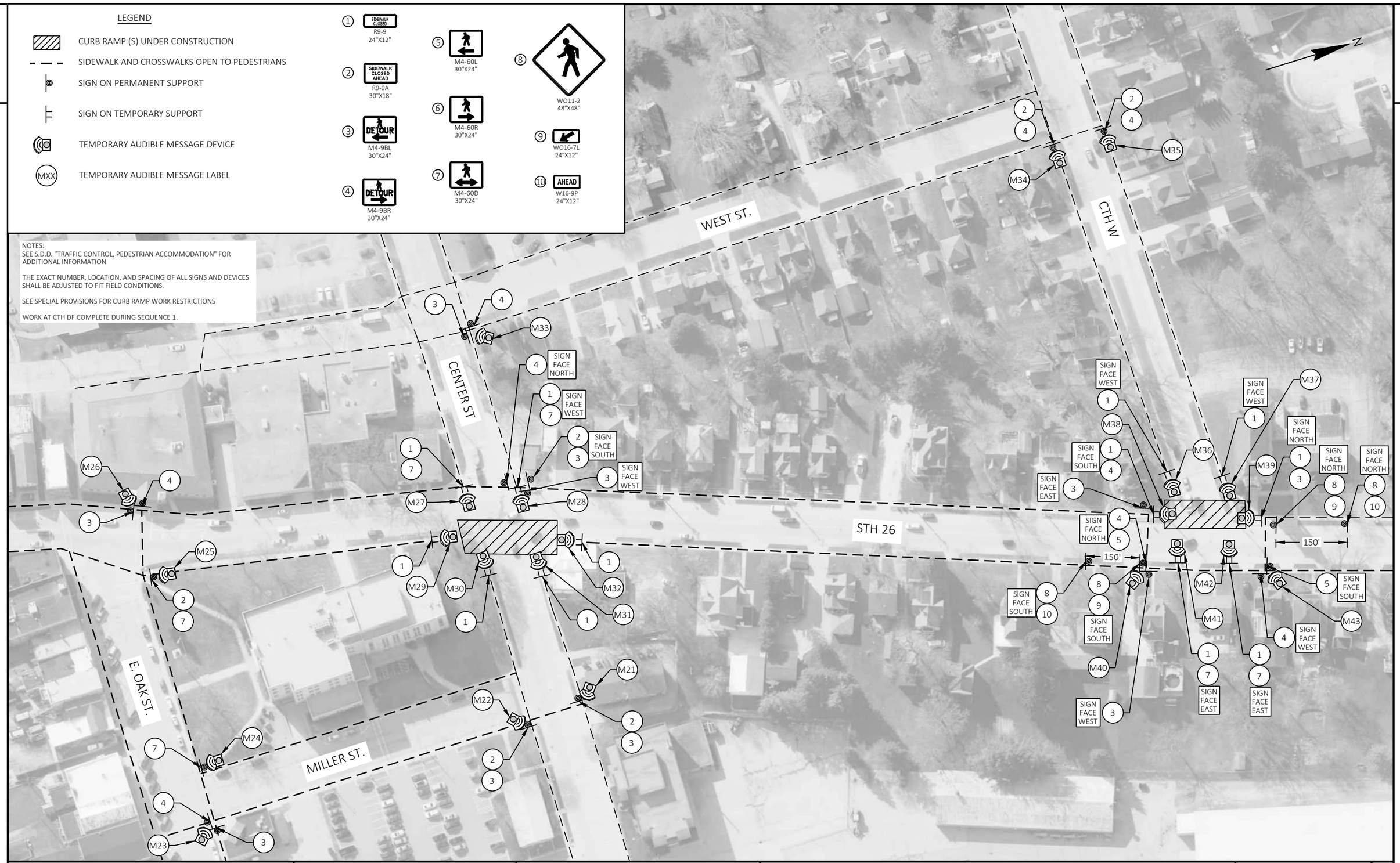
1. SIDEWALK CLOSED — R9-9 24"X12"
2. SIDEWALK CLOSED AHEAD — R9-9A 30"X18"
3. DETOUR — M4-9BL 30"X24"
4. DETOUR — M4-9BR 30"X24"
5. M4-60L 30"X24"
6. M4-60R 30"X24"
7. M4-60D 30"X24"
8. WO11-2 48"X48"
9. WO16-7L 24"X12"
10. AHEAD — W16-9P 24"X12"

NOTES:
SEE S.D.D. "TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION" FOR ADDITIONAL INFORMATION

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

SEE SPECIAL PROVISIONS FOR CURB RAMP WORK RESTRICTIONS

WORK AT CTH DF COMPLETE DURING SEQUENCE 1.



PROJECT NO: 1390-01-76	HWY: STH 26	COUNTY: DODGE	TRAFFIC CONTROL - PEDESTRIAN ROUTING (SEQUENCE 2 - CENTER ST. TO CTH W)	SHEET 35	E

FILE NAME : S:\MAD\1000--1099\1089\970\DRAWINGS\CAD\CIVIL 3D\SHEETSPLAN\027005_PED.DWG
LAYOUT NAME - 027008_ped
PLOT DATE : 7/30/2026 4:06 PM PLOT BY : ROSENTHAL, BRIAN PLOT NAME : PLOT SCALE : ##########
WISDOT/CADDS SHEET 42

2

TEMPORARY AUDIBLE MESSAGE DEVICES MESSAGES - SEQUENCE 2

M21 "ATTENTION PEDESTRIANS, YOU ARE AT THE NORTHEAST CORNER OF CENTER STREET AND MILLER STREET. THE SIDEWALK IS CLOSED ONE BLOCK WEST AT STATE HIGHWAY 26. FOR ACCESS TO STATE HIGHWAY 26 OR WESTBOUND CENTER STREET CROSS CENTER STREET SOUTH HERE AND PROCEED ONE BLOCK SOUTH TO EAST OAK STREET. FOLLOW WESTBOUND CENTER STREET DETOUR FOR THE NEXT SET OF INSTRUCTIONS."

M22 "ATTENTION PEDESTRIANS, YOU ARE AT THE SOUTHEAST CORNER OF CENTER STREET AND MILLER STREET. THE SIDEWALK IS CLOSED ONE BLOCK WEST AT STATE HIGHWAY 26. FOR ACCESS TO STATE HIGHWAY 26 OR WESTBOUND CENTER STREET PROCEED ONE BLOCK SOUTH TO EAST OAK STREET. FOLLOW WESTBOUND CENTER STREET DETOUR FOR THE NEXT SET OF INSTRUCTIONS. THIS IS THE END OF THE EASTBOUND CENTER STREET DETOUR."

M23 "ATTENTION PEDESTRIANS, YOU ARE AT THE NORTHEAST CORNER OF EAST OAK STREET AND MILLER STREET. FOR THE WESTBOUND CENTER STREET DETOUR CROSS MILLER STREET WEST HERE AND PROCEED ONE BLOCK WEST TO STATE HIGHWAY 26 FOR THE NEXT SET OF INSTRUCTIONS. FOR THE EASTBOUND CENTER STREET DETOUR PROCEED ONE BLOCK NORTH TO CENTER STREET FOR THE NEXT SET OF INSTRUCTIONS."

M24 "ATTENTION PEDESTRIANS, YOU ARE AT THE NORTHWEST CORNER OF EAST OAK STREET AND MILLER STREET. FOR THE WESTBOUND CENTER STREET DETOUR PROCEED ONE BLOCK WEST TO STATE HIGHWAY 26 FOR THE NEXT SET OF INSTRUCTIONS. FOR THE EASTBOUND CENTER STREET DETOUR CROSS MILLER STREET EAST HERE AND PROCEED ONE BLOCK NORTH TO CENTER STREET FOR THE NEXT SET OF INSTRUCTIONS."

M25 "ATTENTION PEDESTRIANS, YOU ARE AT THE NORTHEAST CORNER OF STATE HIGHWAY 26 AND EAST OAK STREET. THE SIDEWALK IS CLOSED ONE BLOCK NORTH AT CENTER STREET. FOR ACCESS NORTH OF CENTER STREET OR TO WESTBOUND CENTER STREET CROSS STATE HIGHWAY 26 WEST HERE AND PROCEED NORTH ONE BLOCK TO CENTER STREET. FOR ACCESS TO EASTBOUND CENTER STREET PROCEED EAST TO MILLER STREET AND FOLLOW THE EASTBOUND CENTER STREET DETOUR FOR THE NEXT SET OF INSTRUCTIONS. FOR THE WESTBOUND CENTER STREET DETOUR CROSS STATE HIGHWAY 26 WEST HERE FOR THE NEXT SET OF INSTRUCTIONS. THIS IS THE END OF THE SOUTHBOUND DETOUR."

M26 "ATTENTION PEDESTRIANS, YOU ARE AT THE NORTHWEST CORNER OF STATE HIGHWAY 26 AND EAST OAK STREET. FOR THE EASTBOUND CENTER STREET AND SOUTHBOUND DETOURS, CROSS STATE HIGHWAY 26 EAST HERE FOR THE NEXT SET OF INSTRUCTIONS. FOR THE WESTBOUND CENTER STREET DETOUR PROCEED ONE BLOCK NORTH TO CENTER STREET FOR THE NEXT SET OF INSTRUCTIONS."

M27 "ATTENTION PEDESTRIANS, YOU ARE AT THE SOUTHWEST CORNER OF STATE HIGHWAY 26 AND CENTER STREET. SIDEWALK CLOSED TO CROSS STATE HIGHWAY 26 EAST. TO ACCESS THE EAST SIDE OF STATE HIGHWAY 26, PROCEED SOUTH OF CENTER STREET AND FOLLOW SOUTHBOUND DETOUR INSTRUCTIONS OR CROSS CENTER STREET NORTH AND FOLLOW NORTHBOUND DETOUR INSTRUCTIONS. FOR ACCESS TO EASTBOUND CENTER STREET PROCEED SOUTH ONE BLOCK TO EAST OAK STREET AND FOLLOW EASTBOUND CENTER STREET DETOUR FOR NEXT SET OF INSTRUCTIONS. THIS IS THE END OF THE WESTBOUND DETOUR."

M28 "ATTENTION PEDESTRIANS, YOU ARE AT THE NORTHWEST CORNER OF STATE HIGHWAY 26 AND CENTER STREET. SIDEWALK CLOSED TO CROSS STATE HIGHWAY 26 EAST. TO ACCESS THE EAST SIDE OF STATE HIGHWAY 26, CROSS CENTER STREET SOUTH AND FOLLOW SOUTHBOUND DETOUR INSTRUCTIONS OR PROCEED NORTH OF CENTER STREET AND FOLLOW NORTHBOUND DETOUR INSTRUCTIONS. FOR ACCESS TO EASTBOUND CENTER STREET CROSS CENTER STREET SOUTH HERE AND FOLLOW EASTBOUND CENTER STREET DETOUR FOR NEXT SET OF INSTRUCTIONS. SIDEWALK CLOSED ONE BLOCK NORTH AT COUNTY HIGHWAY W. TEMPORARY SIDEWALK PROVIDED TO CONTINUE NORTH. TO ACCESS WESTBOUND COUNTY HIGHWAY W, PROCEED WEST AND FOLLOW WESTBOUND COUNTY HIGHWAY W DETOUR FOR THE NEXT SET OF INSTRUCTIONS. FOR THE EASTBOUND COUNTY HIGHWAY W DETOUR PROCEED NORTH FOR THE NEXT SET OF INSTRUCTIONS."

M29 "ATTENTION PEDESTRIANS, YOU ARE AT THE SOUTHEAST CORNER OF STATE HIGHWAY 26 AND CENTER STREET. SIDEWALK CLOSED TO CROSS BOTH STATE HIGHWAY 26 AND CENTER STREET. PROCEED SOUTH TO EAST OAK STREET FOR DETOUR INSTRUCTIONS."

M30 "ATTENTION PEDESTRIANS, YOU ARE AT THE SOUTHEAST CORNER OF STATE HIGHWAY 26 AND CENTER STREET. SIDEWALK CLOSED TO CROSS BOTH STATE HIGHWAY 26 AND CENTER STREET. PROCEED EAST TO MILLER STREET FOR DETOUR INSTRUCTIONS."

M31 "ATTENTION PEDESTRIANS, YOU ARE AT THE NORTHEAST CORNER OF STATE HIGHWAY 26 AND CENTER STREET. SIDEWALK CLOSED TO CROSS BOTH STATE HIGHWAY 26 AND CENTER STREET. PROCEED EAST TO MILLER STREET FOR DETOUR INSTRUCTIONS."

M32 "ATTENTION PEDESTRIANS, YOU ARE AT THE NORTHEAST CORNER OF STATE HIGHWAY 26 AND CENTER STREET. SIDEWALK CLOSED TO CROSS BOTH STATE HIGHWAY 26 AND CENTER STREET. PROCEED NORTH TO COUNTY HIGHWAY W FOR DETOUR INSTRUCTIONS."

M33 "ATTENTION PEDESTRIANS, YOU ARE AT THE NORTHEAST CORNER OF CENTER STREET AND WEST STREET. FOR THE WESTBOUND COUNTY HIGHWAY W DETOUR PROCEED NORTH ONE BLOCK TO COUNTY HIGHWAY W FOR THE NEXT SET OF INSTRUCTIONS. FOR THE EASTBOUND COUNTY HIGHWAY W DETOUR PROCEED EAST ONE BLOCK TO STATE HIGHWAY 26 FOR THE NEXT SET OF INSTRUCTIONS."

M34 "ATTENTION PEDESTRIANS, YOU ARE AT THE SOUTHEAST CORNER OF COUNTY HIGHWAY W AND WEST STREET. THE SIDEWALK IS CLOSED ONE BLOCK EAST AT STATE HIGHWAY 26. FOR ACCESS TO STATE HIGHWAY 26 PROCEED SOUTH ONE BLOCK TO CENTER STREET. FOLLOW EASTBOUND COUNTY HIGHWAY W DETOUR FOR THE NEXT SET OF INSTRUCTIONS. THIS IS THE END OF THE WESTBOUND COUNTY HIGHWAY W DETOUR."

M35 "ATTENTION PEDESTRIANS, YOU ARE AT THE NORTHEAST CORNER OF COUNTY HIGHWAY W AND WEST STREET. THE SIDEWALK IS CLOSED ONE BLOCK EAST AT STATE HIGHWAY 26. FOR ACCESS TO STATE HIGHWAY 26 CROSS COUNTY HIGHWAY W SOUTH HERE AND PROCEED SOUTH ONE BLOCK TO CENTER STREET. FOLLOW EASTBOUND COUNTY HIGHWAY W DETOUR FOR THE NEXT SET OF INSTRUCTIONS."

M36 "ATTENTION PEDESTRIANS, YOU ARE AT THE SOUTHWEST CORNER OF STATE HIGHWAY 26 AND COUNTY HIGHWAY W. SIDEWALK CLOSED TO CROSS BOTH STATE HIGHWAY 26 AND COUNTY HIGHWAY W. PROCEED WEST TO WEST STREET FOR DETOUR INSTRUCTIONS."

M37 "ATTENTION PEDESTRIANS, YOU ARE AT THE NORTHWEST CORNER OF STATE HIGHWAY 26 AND COUNTY HIGHWAY W. SIDEWALK CLOSED TO CROSS BOTH STATE HIGHWAY 26 AND COUNTY HIGHWAY W. PROCEED WEST TO WEST STREET FOR DETOUR INSTRUCTIONS."

M38 "ATTENTION PEDESTRIANS, YOU ARE AT THE SOUTHWEST CORNER OF STATE HIGHWAY 26 AND COUNTY HIGHWAY W. SIDEWALK CONSTRUCTION AHEAD. TEMPORARY SIDEWALK TO CROSS STATE HIGHWAY 26 IS OPEN TO THE EAST WITH A TEMPORARY CROSSING OPEN AFTER THE INTERSECTION TO RETURN TO THIS SIDE OF THE ROAD. TO ACCESS WESTBOUND COUNTY HIGHWAY W, PROCEED SOUTH AND FOLLOW WESTBOUND COUNTY HIGHWAY W DETOUR FOR THE NEXT SET OF INSTRUCTIONS. FOR THE EASTBOUND COUNTY HIGHWAY W AND NORTHBOUND DETOURS CROSS STATE HIGHWAY 26 EAST HERE FOR THE NEXT SET OF INSTRUCTIONS. FOR THE EASTBOUND CENTER STREET AND SOUTHBOUND DETOURS PROCEED SOUTH FOR THE NEXT SET OF INSTRUCTIONS."

M39 "ATTENTION PEDESTRIANS, YOU ARE AT THE NORTHWEST CORNER OF STATE HIGHWAY 26 AND COUNTY HIGHWAY W. SIDEWALK CONSTRUCTION AHEAD. TEMPORARY SIDEWALK TO CROSS STATE HIGHWAY 26 IS OPEN TO THE EAST WITH A TEMPORARY CROSSING OPEN AFTER THE INTERSECTION TO RETURN TO THIS SIDE OF THE ROAD. TO ACCESS WESTBOUND COUNTY HIGHWAY W CROSS STATE HIGHWAY 26 EAST HERE AND FOLLOW WESTBOUND COUNTY HIGHWAY W DETOUR FOR NEXT SET OF INSTRUCTIONS."

M40 "ATTENTION PEDESTRIANS, YOU ARE AT THE TEMPORARY CROSSING FOR THE SOUTHEAST CORNER OF STATE HIGHWAY 26 AND COUNTY HIGHWAY W. TEMPORARY SIDEWALK TO CROSS STATE HIGHWAY 26 IS OPEN TO THE WEST. TO RETURN TO THE WEST SIDE OF STATE HIGHWAY 26 SOUTH OF COUNTY HIGHWAY W, CROSS WEST HERE. FOR THE WESTBOUND COUNTY HIGHWAY W DETOUR, CROSS STATE HIGHWAY 26 WEST HERE FOR THE NEXT SET OF INSTRUCTIONS. THE EASTBOUND COUNTY HIGHWAY W DETOUR ENDS HERE. SIDEWALK CLOSED ONE BLOCK SOUTH AT CENTER STREET. TO ACCESS STATE HIGHWAY 26 SOUTH OF CENTER STREET CROSS STATE HIGHWAY 26 WEST HERE AND FOLLOW THE SOUTHBOUND DETOUR FOR THE NEXT SET OF INSTRUCTIONS. TO ACCESS EASTBOUND CENTER STREET, CROSS STATE HIGHWAY 26 WEST HERE AND FOLLOW THE EASTBOUND CENTER STREET DETOUR FOR THE NEXT SET OF INSTRUCTIONS. THE NORTHBOUND DETOUR ENDS HERE."

M41 "ATTENTION PEDESTRIANS, YOU ARE AT THE SOUTHEAST CORNER OF STATE HIGHWAY 26 AND COUNTY HIGHWAY W. SIDEWALK CLOSED AHEAD TO CROSS STATE HIGHWAY 26 WEST. TO ACCESS THE WEST SIDE OF STATE HIGHWAY 26, TEMPORARY SIDEWALK TO CROSS STATE HIGHWAY 26 IS LOCATED TO THE NORTH AND SOUTH. TO ACCESS THE WEST SIDE OF STATE HIGHWAY 26 NORTH OF COUNTY HIGHWAY W PROCEED NORTH FOR THE NEXT SET OF INSTRUCTIONS. TO ACCESS THE WEST SIDE OF STATE HIGHWAY 26 SOUTH OF COUNTY HIGHWAY W PROCEED SOUTH FOR THE NEXT SET OF INSTRUCTIONS. FOR THE WESTBOUND COUNTY HIGHWAY W DETOUR, PROCEED SOUTH TO THE TEMPORARY CROSSING FOR THE NEXT SET OF INSTRUCTIONS."

M42 "ATTENTION PEDESTRIANS, YOU ARE AT THE NORTHEAST CORNER OF STATE HIGHWAY 26 AND COUNTY HIGHWAY W. SIDEWALK CLOSED AHEAD TO CROSS STATE HIGHWAY 26 WEST. TO ACCESS THE WEST SIDE OF STATE HIGHWAY 26, TEMPORARY SIDEWALK TO CROSS STATE HIGHWAY 26 IS LOCATED TO THE NORTH AND SOUTH. TO ACCESS THE WEST SIDE OF STATE HIGHWAY 26 NORTH OF COUNTY HIGHWAY W PROCEED NORTH FOR THE NEXT SET OF INSTRUCTIONS. TO ACCESS THE WEST SIDE OF STATE HIGHWAY 26 SOUTH OF COUNTY HIGHWAY W PROCEED SOUTH FOR THE NEXT SET OF INSTRUCTIONS. FOR THE WESTBOUND COUNTY HIGHWAY W DETOUR, PROCEED SOUTH TO THE TEMPORARY CROSSING FOR THE NEXT SET OF INSTRUCTIONS."

M43 "ATTENTION PEDESTRIANS, YOU ARE AT THE TEMPORARY CROSSING FOR THE NORTHEAST CORNER OF STATE HIGHWAY 26 AND COUNTY HIGHWAY W. SIDEWALK CONSTRUCTION AHEAD. TO RETURN TO THE WEST SIDE OF STATE HIGHWAY 26 NORTH OF COUNTY HIGHWAY W, CROSS WEST HERE. TO ACCESS WESTBOUND COUNTY HIGHWAY W, PROCEED SOUTH TO THE TEMPORARY CROSSING AND FOLLOW THE WESTBOUND COUNTY HIGHWAY W DETOUR FOR THE NEXT SET OF INSTRUCTIONS."

2

Estimate Of Quantities

1390-01-76

Line	Item	Item Description	Unit	Total	Qty
0002	203.0100	Removing Small Pipe Culverts	EACH	1.000	1.000
0004	204.0110	Removing Asphaltic Surface	SY	1,104.000	1,104.000
0006	204.0115	Removing Asphaltic Surface Butt Joints	SY	34.000	34.000
0008	204.0120	Removing Asphaltic Surface Milling	SY	39,500.000	39,500.000
0010	204.0130	Removing Curb	LF	30.000	30.000
0012	204.0140	Removing Gutter	LF	3.000	3.000
0014	204.0150	Removing Curb & Gutter	LF	555.000	555.000
0016	204.0155	Removing Concrete Sidewalk	SY	254.000	254.000
0018	205.0100	Excavation Common	CY	215.000	215.000
0020	211.0101	Prepare Foundation for Asphaltic Paving (project) 01. 1390-01-76	EACH	1.000	1.000
0022	213.0100	Finishing Roadway (project) 01. 1390-01-76	EACH	1.000	1.000
0024	305.0110	Base Aggregate Dense 3/4-Inch	TON	3,128.000	3,128.000
0026	305.0120	Base Aggregate Dense 1 1/4-Inch	TON	201.000	201.000
0028	416.0610	Drilled Tie Bars	EACH	199.000	199.000
0030	416.0620	Drilled Dowel Bars	EACH	203.000	203.000
0032	416.1710	Concrete Pavement Repair	SY	39.000	39.000
0034	416.1720	Concrete Pavement Replacement	SY	319.000	319.000
0036	455.0605	Tack Coat	GAL	2,880.000	2,880.000
0038	460.2000	Incentive Density HMA Pavement	DOL	2,840.000	2,840.000
0040	460.6224	HMA Pavement 4 MT 58-28 S	TON	5,040.000	5,040.000
0042	465.0105	Asphaltic Surface	TON	126.000	126.000
0044	465.0110	Asphaltic Surface Patching	TON	5.000	5.000
0046	465.0115	Asphaltic Surface Detours	TON	5.000	5.000
0048	465.0120	Asphaltic Surface Driveways and Field Entrances	TON	182.000	182.000
0050	465.0305	Asphaltic Surface Safety Islands	TON	1.000	1.000
0052	465.0560	Asphaltic Rumble Strips, Centerline	LF	8,780.000	8,780.000
0054	521.1524	Apron Endwalls for Culvert Pipe Sloped Side Drains Steel 24-Inch 6 to 1	EACH	2.000	2.000
0056	521.3124	Culvert Pipe Corrugated Steel 24-Inch	LF	65.000	65.000
0058	601.0120	Concrete Curb Type J	LF	30.000	30.000
0060	601.0409	Concrete Curb & Gutter 30-Inch Type A	LF	297.000	297.000
0062	601.0411	Concrete Curb & Gutter 30-Inch Type D	LF	40.000	40.000
0064	601.0557	Concrete Curb & Gutter 6-Inch Sloped 36-Inch Type D	LF	218.000	218.000
0066	601.0600	Concrete Curb Pedestrian	LF	15.000	15.000
0068	602.0410	Concrete Sidewalk 5-Inch	SF	2,320.000	2,320.000
0070	602.0505	Curb Ramp Detectable Warning Field Yellow	SF	110.000	110.000
0072	602.0810	Concrete Driveway 6-Inch	SY	1.000	1.000
0074	611.8110	Adjusting Manhole Covers	EACH	1.000	1.000
0076	611.8115	Adjusting Inlet Covers	EACH	2.000	2.000
0078	618.0100	Maintenance and Repair of Haul Roads (project) 01. 1390-01-76	EACH	1.000	1.000
0080	619.1000	Mobilization	EACH	1.000	1.000
0082	624.0100	Water	MGAL	54.000	54.000
0084	625.0100	Topsoil	SY	308.000	308.000
0086	627.0200	Mulching	SY	303.000	303.000
0088	628.1905	Mobilizations Erosion Control	EACH	4.000	4.000
0090	628.1910	Mobilizations Emergency Erosion Control	EACH	3.000	3.000
0092	628.2027	Erosion Mat Class II Type C	SY	7.000	7.000
0094	628.7010	Inlet Protection Type B	EACH	2.000	2.000
0096	628.7015	Inlet Protection Type C	EACH	7.000	7.000
0098	628.7020	Inlet Protection Type D	EACH	2.000	2.000

1390-01-76

Line	Item	Item Description	Unit	Total	Qty
0100	628.7555	Culvert Pipe Checks	EACH	8.000	8.000
0102	628.7560	Tracking Pads	EACH	1.000	1.000
0104	629.0205	Fertilizer Type A	CWT	0.290	0.290
0106	630.0140	Seeding Mixture No. 40	LB	6.300	6.300
0108	630.0500	Seed Water	MGAL	7.700	7.700
0110	633.5200	Markers Culvert End	EACH	2.000	2.000
0112	642.5201	Field Office Type C	EACH	1.000	1.000
0114	643.0300	Traffic Control Drums	DAY	1,432.000	1,432.000
0116	643.0420	Traffic Control Barricades Type III	DAY	520.000	520.000
0118	643.0705	Traffic Control Warning Lights Type A	DAY	1,040.000	1,040.000
0120	643.0900	Traffic Control Signs	DAY	6,125.000	6,125.000
0122	643.0920	Traffic Control Covering Signs Type II	EACH	9.000	9.000
0124	643.1050	Traffic Control Signs PCMS	DAY	28.000	28.000
0126	643.3165	Temporary Marking Line Paint 6-Inch	LF	9,420.000	9,420.000
0128	643.3170	Temporary Marking Line Epoxy 6-Inch	LF	9,420.000	9,420.000
0130	643.3350	Temporary Marking Crosswalk Removable Tape 6-Inch	LF	192.000	192.000
0132	643.5000	Traffic Control	EACH	1.000	1.000
0134	644.1430	Temporary Pedestrian Surface Plate	SF	75.000	75.000
0136	644.1440	Temporary Pedestrian Surface Matting	SF	480.000	480.000
0138	644.1601	Temporary Pedestrian Curb Ramp	DAY	124.000	124.000
0140	644.1605	Temporary Pedestrian Detectable Warning Field	SF	60.000	60.000
0142	644.1810	Temporary Pedestrian Barricade	LF	804.000	804.000
0144	644.1900.S	Temporary Audible Message Devices	DAY	539.000	539.000
0146	646.2020	Marking Line Epoxy 6-Inch	LF	5,520.000	5,520.000
0148	646.2040	Marking Line Grooved Wet Ref Epoxy 6-Inch	LF	32,557.000	32,557.000
0150	646.4020	Marking Line Epoxy 10-Inch	LF	315.000	315.000
0152	646.5020	Marking Arrow Epoxy	EACH	2.000	2.000
0154	646.6120	Marking Stop Line Epoxy 18-Inch	LF	192.000	192.000
0156	646.7420	Marking Crosswalk Epoxy Transverse Line 6-Inch	LF	783.000	783.000
0158	646.8120	Marking Curb Epoxy	LF	936.000	936.000
0160	646.8220	Marking Island Nose Epoxy	EACH	4.000	4.000
0162	646.9010	Marking Removal Line Water Blasting 4-Inch	LF	88.000	88.000
0164	646.9012	Marking Removal Line Water Blasting 6-Inch	LF	650.000	650.000
0166	646.9210	Marking Removal Line Water Blasting Wide	LF	71.000	71.000
0168	646.9310	Marking Removal Special Marking Water Blasting	EACH	6.000	6.000
0170	650.5500	Construction Staking Curb Gutter and Curb & Gutter	LF	288.000	288.000
0172	650.6000	Construction Staking Pipe Culverts	EACH	1.000	1.000
0174	650.8000	Construction Staking Resurfacing Reference	LF	11,100.000	11,100.000
0176	650.9000	Construction Staking Curb Ramps	EACH	11.000	11.000
0178	650.9500	Construction Staking Sidewalk (project) 01. 1390-01-76	EACH	1.000	1.000
0180	650.9911	Construction Staking Supplemental Control (project) 01. 1390-01-76	EACH	1.000	1.000
0182	680.0100	Public Land Survey Monument Verify and Reset	EACH	1.000	1.000
0184	690.0150	Sawing Asphalt	LF	2,110.000	2,110.000
0186	690.0250	Sawing Concrete	LF	1,200.000	1,200.000
0188	740.0440	Incentive IRI Ride	DOL	8,415.000	8,415.000
0190	SPV.0035	Special 01. Foundation Backfill for Culvert Pipe Transition Areas	CY	30.000	30.000
0192	SPV.0060	Special 01. Cleaning Endwalls	EACH	3.000	3.000
0194	SPV.0180	Special 01. Removing Distressed Pavement Milling	SY	800.000	800.000

PAVEMENT REMOVALS

CATEGORY	STATION - STATION	LOCATION	204.0110 REMOVING ASPHALTIC SURFACE SY	204.0115 REMOVING ASPHALTIC SURFACE BUTT JOINTS SY	204.0120 REMOVING ASPHALTIC SURFACE MILLING SY	SPV.0180.01 REMOVING DISTRESSED PAVEMENT MILLING SY
0010	870+22 - 870+41	LT	4	---	---	---
	891+44 - 944+00	LT/RT	370	9	17,900	---
	944+00 - 1002+52	LT/RT	730	25	21,600	---
	UNDISTRIBUTED	LT/RT	---	---	---	800
	TOTALS		1,104	34	39,500	800

CONCRETE CURB & GUTTER

CATEGORY	STATION - STATION	LOCATION	204.0130 REMOVING CURB LF	204.0140 REMOVING GUTTER LF	204.0150 REMOVING CURB & GUTTER LF	* 416.0610 DRILLED TIE BARS EACH	601.0120 CONCRETE CURB TYPE J LF	601.0409 30-INCH TYPE A LF	601.0411 30-INCH TYPE D LF	601.0557 6-INCH SLOPED 36-INCH TYPE D LF	601.0600 CONCRETE CURB PEDESTRIAN LF	650.5500 CONSTRUCTION STAKING CURB GUTTER AND CURB & GUTTER LF
0010	861+83 - 862+46	RT	---	---	72	21	---	72	---	---	---	---
	861+93 - 862+15	LT	---	---	34	11	---	34	---	---	15	---
	862+53 - 862+87	LT	---	---	42	8	---	42	---	---	---	---
	862+92 - 863+08	RT	---	---	25	8	---	25	---	---	---	---
	870+16 - 870+32	LT	---	---	19	6	---	19	---	---	---	---
	870+20 - 870+34	RT	---	---	14	5	---	14	---	---	---	---
	870+23 - 870+26	LT	---	---	7	---	---	7	---	---	---	---
	870+76 - 870+93	LT	---	---	20	7	---	20	---	---	---	---
	870+77 - 870+88	RT	---	---	11	4	---	11	---	---	---	---
	871+05 - 871+08	RT	---	3	3	1	---	3	---	---	---	---
	889+55 - 889+63	LT	---	---	8	---	---	8	---	---	---	---
	889+83 - 889+90	LT	---	---	7	2	---	7	---	---	---	---
	890+09 - 890+51	RT	---	---	47	2	---	7	40	---	---	40
	890+15 - 890+43	LT	---	---	28	9	---	28	---	---	---	---
	1000+11 - 1000+32	RT	---	---	24	---	---	---	---	24	---	24
	1000+26 - 1000+32	RT	5	---	---	---	5	---	---	---	---	5
	1000+44 - 1000+65	LT	---	---	24	---	---	---	---	24	---	24
	1000+61 - 1000+66	RT	8	---	---	---	8	---	---	---	---	8
	1001+05 - 1001+16	LT	17	---	---	---	17	---	---	---	---	17
	1001+21 - 1002+19	LT	---	---	170	---	---	---	---	170	---	170
	TOTALS		30	3	555	84	30	297	40	218	15	288

* ADDITIONAL QUANTITIES LISTED ELSEWHERE.

EXCAVATION COMMON

CATEGORY	LOCATION	* 205.0100 EXCAVATION COMMON CY	WASTE CY
0010	CURB AND GUTTER REPLACEMENT	115	115
	CURB RAMP GRADING	30	30
	TOTALS	145	145

* ADDITIONAL QUANTITIES LISTED ELSEWHERE

CULVERT PIPE EARTHWORK SUMMARY

CATEGORY	STATION	-	STATION	LOCATION	TRANSITION LENGTH LF	* 205.0100 EXCAVATION COMMON CY	** SPV.0035.01 FOUNDATION BACKFILL FOR CULVERT PIPE TRANSITION AREAS CY
0010	899+51	-	899+73	LT/RT	8	70	30

* ADDITIONAL QUANTITIES LISTED ELSEWHERE
** ACCOUNTS FOR EXPANSION FACTOR OF 1.15

BASE AGGREGATE DENSE

CATEGORY	STATION	-	STATION	* 305.0110 3/4-INCH TON	305.0120 1 1/4-INCH TON	624.0100 WATER (FOR COMPACTION) MGAL	624.0100 WATER (FOR DUST CONTROL) MGAL
0010	861+83	-	863+11	30	30	1	--
	870+00	-	871+03	20	10	--	--
	870+22	-	870+44	---	1	--	--
	889+55	-	890+50	8	20	--	--
	891+44	-	944+00	1,450	--	20	3
	899+51	-	899+73	15	75	1	--
	944+00	-	1002+52	1,600	--	25	3
	1001+21	-	1002+19	---	65	1	--
	SUBTOTALS			3,123	201	48	6
	TOTALS			3,123	201	54	

*ADDITIONAL QUANTITIES LISTED ELSEWHERE

3

3

CONCRETE PAVEMENT

CATEGORY	STATION - STATION	LOCATION	602.0810 CONCRETE DRIVEWAY 6-INCH SY	416.0610* DRILLED TIE BARS EACH	416.0620 DRILLED DOWEL BARS EACH	416.1710 REPAIR SY	416.1720 REPLACEMENT SY
0010	862+03 - 862+10	LT	---	4	12	5	---
	862+21 - 862+84	LT/RT	---	40	70	---	180
	862+79 - 862+96	RT	---	20	16	---	29
	870+21 - 870+78	LT/RT	---	43	49	---	110
	870+30 - 870+33	RT	1	---	---	---	---
	870+22 - 870+44	LT	---	2	14	14	---
	888+51 - 888+58	RT	---	4	30	13	---
	889+55 - 889+64	LT	---	2	12	7	---
	TOTALS		1	115	203	39	319

* ADDITIONAL QUANTITIES LISTED ELSEWHERE.

ASPHALTIC SURFACE PATCHING

CATEGORY	LOCATION	465.0110 TON
0010	FILLING POTHOLES/TEMPORARY MAINLINE RAMPING	5

ASPHALTIC SURFACE DETOURS

CATEGORY	LOCATION	465.0115 TON
0010	UNDISTRIBUTED	5

ASPHALTIC ITEMS

CATEGORY	STATION - STATION	460.6224 HMA PAVEMENT 4 MT 58-28 S TON	465.0105 ASPHALTIC SURFACE TON	465.0120 ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES TON	465.0305 ASPHALTIC SURFACE SAFETY ISLANDS TON	455.0605 TACK COAT GAL
0010	870+22 - 870+44	1	---	---	---	1
	890+16 - 890+52	1	1	---	---	1
	891+44 - 944+00	2,280	---	62	0	1,300
	899+51 - 899+73	8	16	0	0	10
	944+00 - 1002+52	2,750	---	120	0	1,500
	1000+11 - 1002+18	---	19	0	1	8
	(1) UNDISTRIBUTED	---	90	---	---	60
	TOTALS	5,040	126	182	1	2,880

NOTE: HMA PAVEMENT WEIGHT CALCULATIONS BASED ON 112 LB/SY/IN.
TACK COAT QUANTITY IS BASED ON AN APPLICATION RATE OF 0.07 GAL/SY.
(1) FOR REMOVING DISTRESSED PAVEMENT MILLING AREAS.

RUMBLE STRIPS

CATEGORY	LOCATION	465.0560 ASPHALTIC RUMBLE STRIPS, CENTERLINE LF
0010	899+24 - 944+00	4,010
	944+00 - 1002+52	4,770
	TOTAL	8,780

3

CULVERT ITEMS

CATEGORY	STATION	LOCATION	203.0100 REMOVING SMALL PIPE CULVERTS EACH	521.1524 APRON ENDWALLS FOR CULVERT PIPE SLOPED SIDE DRAINS STEEL 24-INCH 6 TO 1 EACH	521.3124 CULVERT PIPE CORRUGATED STEEL 24-INCH LF	THICKNESS (INCHES) STEEL	633.5200 MARKERS CULVERT END EACH	650.6000 CONSTRUCTION STAKING PIPE CULVERTS EACH
0010	899+62	RT/LT	1	2	65	0.064	2	1

CONCRETE SIDEWALK

CATEGORY	STATION - STATION	LOCATION	204.0155 REMOVING CONCRETE SIDEWALK SY	602.0410 5-INCH SF	602.0505 CURB RAMP DETECTABLE WARNING FIELD YELLOW SF	650.9000 CONSTRUCTION STAKING CURB RAMPS EACH
0010	861+88 - 862+08	LT	25	220	10	1
	862+04 - 862+40	RT	35	270	20	2
	862+55 - 862+98	LT	47	430	10	1
	862+92 - 863+11	RT	30	260	10	1
	870+00 - 870+31	LT	28	290	10	1
	870+13 - 870+34	RT	15	130	10	1
	870+70 - 870+95	RT	17	150	10	1
	870+76 - 871+04	LT	22	260	10	1
	890+05 - 890+50	RT	18	160	10	1
	890+09 - 890+44	LT	17	150	10	1
TOTALS			254	2,320	110	11

ADJUSTING ITEMS

CATEGORY	LOCATION		611.8110 ADJUSTING MANHOLE COVERS EACH	611.8115 ADJUSTING INLET COVERS EACH
0010	862+43	RT	1	---
	862+84	LT	---	1
	889+86	LT	---	1
	TOTALS		1	2

MOBILIZATIONS EROSION CONTROL

CATEGORY	628.1905 MOBILIZATIONS EROSION CONTROL EACH	628.1910 MOBILIZATIONS EMERGENCY EROSION CONTROL EACH
0010	4	3

FINISHING ITEMS

CATEGORY	STATION - STATION	LOCATION	625.0100 TOPSOIL SY	627.0200 MULCHING SY	628.2027 EROSION MAT CLASS II TYPE C SY	629.0205 FERTILIZER TYPE A CWT	630.0140 SEEDING MIXTURE NO. 40 LB	630.0500 SEED WATER MGAL
0010	861+83 - 862+46	RT	36	36	---	0.03	0.7	0.8
	861+93 - 862+15	LT	11	11	---	0.01	0.2	0.3
	862+53 - 862+84	LT	6	6	---	0.01	0.1	0.2
	862+92 - 863+08	RT	2	2	---	0.01	0.1	0.1
	870+16 - 870+32	LT	15	15	---	0.01	0.3	0.4
	870+20 - 870+34	RT	11	11	---	0.01	0.2	0.3
	870+23 - 870+26	LT	3	3	---	0.01	0.1	0.1
	870+76 - 870+93	LT	19	19	---	0.02	0.4	0.5
	870+77 - 870+88	RT	13	13	---	0.01	0.3	0.3
	889+55 - 889+63	LT	2	2	---	0.01	0.1	0.1
	890+09 - 890+51	RT	30	30	---	0.02	0.6	0.7
	890+15 - 890+43	LT	18	18	---	0.02	0.4	0.4
	899+62	LT/RT	43	38	5	0.03	0.8	1.0
	1001+21 - 1002+19	LT	38	38	---	0.03	0.7	0.9
	UNDISTRIBUTED	LT/RT	61	61	2	0.06	1.3	1.6
	TOTALS		308	303	7	0.29	6.3	7.7

INLET PROTECTION

CATEGORY	STATION	LOCATION	628.7010 TYPE B EACH	628.7015 TYPE C EACH	628.7020 TYPE D EACH
0010	862+82	LT	---	1	---
	870+35	RT	---	---	1
	870+54	RT	---	1	---
	871+06	LT	---	1	---
	871+07	RT	---	1	---
	889+87	LT	---	1	---
	996+63	RT	1	---	---
	UNDISTRIBUTED	LT/RT	1	2	1
	TOTALS		2	7	2

CULVERT PIPE CHECKS

CATEGORY	STATION	LOCATION	628.7555 EACH
0010	899+62	INLET END	4
	UNDISTRIBUTED	LT/RT	4
	TOTALS		8

TRACKING PADS

CATEGORY	LOCATION	628.7560 EACH
0010	WASTE SITE	1

TEMPORARY PEDESTRIAN ITEMS

CATEGORY	ROUTING SEQUENCE	* 643.0300 TRAFFIC CONTROL DRUMS EACH	DAY	* 643.0900 TRAFFIC CONTROL SIGNS EACH	DAY	643.3350 TEMPORARY MARKING CROSSWALK REMOVABLE TAPE 6-INCH LF	* 305.0110 BASE AGGREGATE DENSE 3/4-INCH TON	644.1430 TEMPORARY PEDESTRIAN SURFACE PLATE SF	644.1440 TEMPORARY PEDESTRIAN SURFACE MATTING SF	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 EACH	DAY
0010	SEQUENCE 1	40	480	46	552	192	5	---	480	72	60	456	20	240
	SEQUENCE 2	24	312	53	689	---	---	---	---	52	---	288	23	299
	UNDISTRIBUTED		---		---	---	---	75	---	---	---	60		---
	TOTALS		792		1,241	192	5	75	480	124	60	804		539

*ADDITIONAL QUANTITIES LISTED ELSEWHERE

TRAFFIC CONTROL AND DETOUR ITEMS

CATEGORY	LOCATION	DAYS	* 643.0300 TRAFFIC CONTROL DRUMS EACH	DAY	643.0420 TRAFFIC CONTROL BARRICADES TYPE III EACH	DAY	643.0705 TRAFFIC CONTROL WARNING LIGHTS TYPE A EACH	DAY	* 643.0900 TRAFFIC CONTROL SIGNS EACH	DAY	643.0920 TRAFFIC CONTROL COVERING SIGNS TYPE II NO. SIGNS	CYCLES	EACH	643.1050 TRAFFIC CONTROL SIGNS PCMS EACH	DAY
0010	ADVANCED WARNING (RESURFACING)	33	10	70	---	---	---	---	14	462	---	---	---	2	14
	DROP-OFF AND MILLED SURFACE	21	---	---	---	---	---	---	20	420	---	---	---	---	---
	ADVANCED WARNING (DETOUR)	28	10	70	12	336	24	672	15	420	---	---	---	2	14
	DETOUR ROUTE	28	---	---	3	84	6	168	119	3,332	9	1	9	---	---
	UNDISTRIBUTED	10	50	500	10	100	20	200	25	250	---	---	---	---	---
	TOTALS			640		520		1,040		4,884			9		28

*ADDITIONAL QUANTITIES LISTED ELSEWHERE

TRAFFIC CONTROL

CATEGORY	PROJECT	643.5000 EACH
0010	1390-01-76	1

3

PAVEMENT MARKING ITEMS

CATEGORY	STATION - STATION	643.3165 TEMPORARY MARKING LINE PAINT 6-INCH (YELLOW) (4' SEG., 46' GAP) (YELLOW) LF	643.3165 TEMPORARY MARKING LINE PAINT 6-INCH (DOUBLE YELLOW) LF	643.3170 TEMPORARY MARKING LINE EPOXY 6-INCH (YELLOW) (4' SEG., 46' GAP) (YELLOW) LF	643.3170 TEMPORARY MARKING LINE EPOXY 6-INCH (DOUBLE YELLOW) LF	646.2020 MARKING LINE EPOXY 6-INCH (DOUBLE YELLOW) LF	646.2040 MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE) LF	646.2040 (3' SEG., 9' GAP) (WHITE) LF	646.2040 (YELLOW) LF	646.2040 (12.5' SEG., 37.5' GAP) (YELLOW) LF	646.2040 (DOUBLE YELLOW) LF
0010	861+83 - 867+00	---	---	---	---	1,010	---	---	---	---	---
	867+00 - 880+00	---	---	---	---	2,470	---	---	---	---	---
	880+00 - 891+44	---	---	---	---	2,040	---	---	---	---	---
	891+44 - 944+00	2,420	1,700	2,420	1,700	---	9,940	---	2,420	1,090	1,700
	944+00 - 1002+52	2,620	2,020	2,620	2,020	---	11,570	17	2,790	1,010	2,020
	999+98 - 1001+70	---	---	---	---	---	---	---	---	---	---
	SUBTOTALS	5,040	3,720	5,040	3,720	5,520	21,510	17	5,210	2,100	3,720
	TOTALS	9,420		9,420		5,520	32,557				

PAVEMENT MARKING ITEMS CONTINUED

CATEGORY	STATION - STATION	646.4020 MARKING LINE EPOXY 10-INCH (WHITE) LF	646.5020 MARKING ARROW EPOXY EACH	646.6120 MARKING STOP LINE EPOXY 18-INCH (WHITE) LF	646.7420 MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE) LF	646.8120 MARKING CURB EPOXY (YELLOW) LF	646.8220 MARKING ISLAND NOSE EPOXY (YELLOW) EACH
0010	861+83 - 867+00	60	2	50	422	166	---
	867+00 - 880+00	---	---	23	276	64	---
	880+00 - 891+44	---	---	---	85	50	---
	891+44 - 944+00	---	---	---	---	---	---
	944+00 - 1002+52	---	---	---	---	---	---
	999+98 - 1001+70	255	---	119	---	656	4
	SUBTOTALS	315	2	192	783	936	4
	TOTALS	315	2	192	783	936	4

PAVEMENT MARKING REMOVALS

CATEGORY	STATION - STATION	646.9010 MARKING REMOVAL WATER BLASTING 4-INCH LF	646.9012 MARKING REMOVAL WATER BLASTING 6-INCH LF	646.9210 LINE WATER BLASTING WIDE LF	646.9310 MARKING REMOVAL SPECIAL MARKING WATER BLASTING EACH
0010	861+83 - 867+00	53	440	49	6
	867+00 - 880+00	---	100	22	---
	880+00 - 891+44	35	110	---	---
	TOTALS	88	650	71	6

CONSTRUCTION STAKING RESURFACING REFERENCE

CATEGORY	STATION - STATION	650.8000 LF
0010	891+44 - 1002+52	11,100

CONSTRUCTION STAKING SIDEWALK

CATEGORY	PROJECT	650.9500.01 EACH
0010	1390-01-76	1

CONSTRUCTION STAKING SUPPLEMENTAL CONTROL

CATEGORY	PROJECT	650.9911.01 EACH
0010	1390-01-76	1

SAWING

CATEGORY	STATION - STATION	LOCATION	690.0150 ASPHALT LF	690.0250 CONCRETE LF
0010	861+85 - 863+11	LT/RT	---	585
	870+00 - 871+15	LT/RT	20	365
	888+51 - 888+58	RT	---	50
	889+55 - 889+64	LT	---	25
	889+83 - 890+50	LT/RT	45	120
	899+51 - 899+73	LT/RT	60	---
	1000+11 - 1002+19	LT/RT	285	55
	DRIVEWAYS	LT/RT	1,700	---
	TOTALS		2,110	1,200

CLEANING ENDWALLS

CATEGORY	STATION	LOCATION	SPV.0060.01 EACH
0010	946+41	RT	1
	975+59	LT/RT	2
	TOTAL		3

PUBLIC LAND SURVEY MONUMENT VERIFY AND RESET

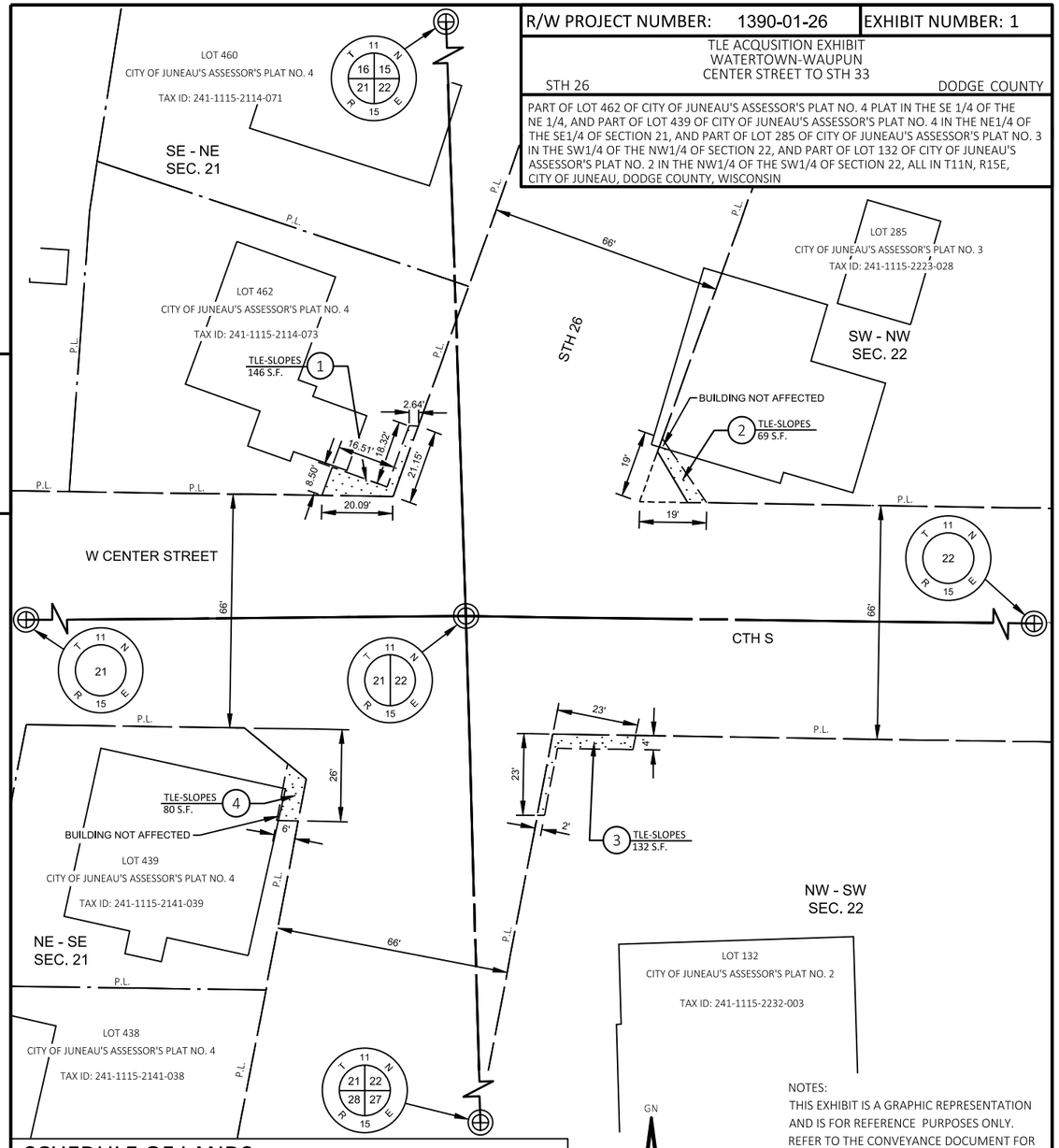
CATEGORY	STATION	680.0100 EACH
0010	862+51	1

R/W PROJECT NUMBER: 1390-01-26	EXHIBIT NUMBER: 1

TLE ACQUISITION EXHIBIT
WATERTOWN-WAUPUN
CENTER STREET TO STH 33

STH 26 — DODGE COUNTY

PART OF LOT 462 OF CITY OF JUNEAU'S ASSESSOR'S PLAT NO. 4 PLAT IN THE SE 1/4 OF THE NE 1/4, AND PART OF LOT 439 OF CITY OF JUNEAU'S ASSESSOR'S PLAT NO. 4 IN THE NE1/4 OF THE SE1/4 OF SECTION 21, AND PART OF LOT 285 OF CITY OF JUNEAU'S ASSESSOR'S PLAT NO. 3 IN THE SW1/4 OF THE NW1/4 OF SECTION 22, AND PART OF LOT 132 OF CITY OF JUNEAU'S ASSESSOR'S PLAT NO. 2 IN THE NW1/4 OF THE SW1/4 OF SECTION 22, ALL IN T11N, R15E, CITY OF JUNEAU, DODGE COUNTY, WISCONSIN



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

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

REVISED: 2/10/23

SCHEDULE OF LANDS & INTERESTS REQUIRED

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

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	TLE S.F.
1	KEITH A LEMEROND	TLE	146
2	KYLE J. BUSS	TLE	69
3	DODGE COUNTY	TLE	132
4	GUARANTY SERVICES GROUP INC.	TLE	80

UTILITY INTERESTS REQUIRED

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

THIS EXHIBIT IS APPROVED FOR THE DEPARTMENT OF TRANSPORTATION
SOUTHWEST REGION - MADISON

SIGNATURE: Cory Schlagel DATE: 4/11/2023

PRINT NAME: Cory Schlagel

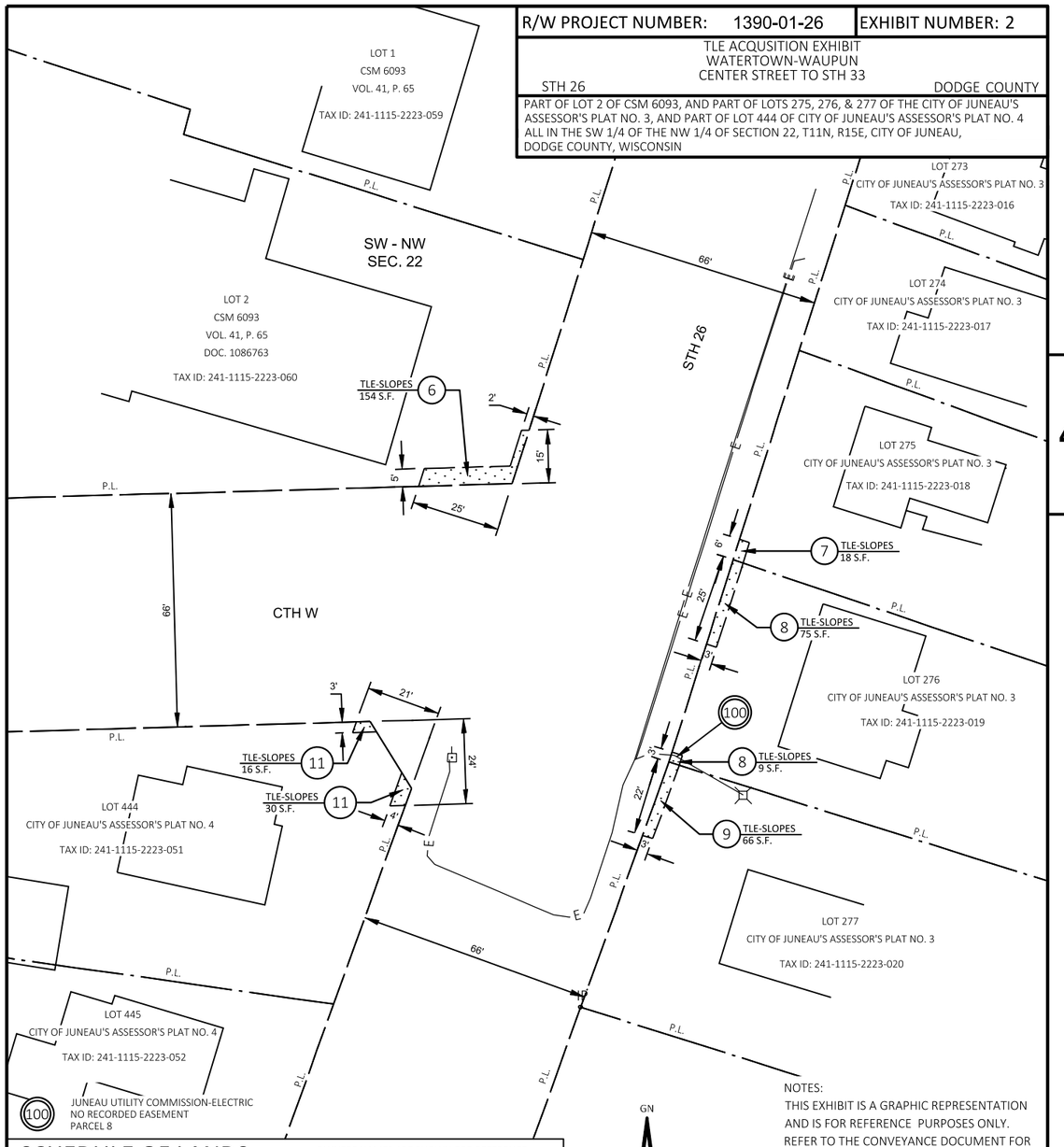
FILE NAME : 040101_RP.DWG PLOT DATE : 2/10/2023 11:42 AM R/W PROJECT: 1390-01-26

R/W PROJECT NUMBER: 1390-01-26	EXHIBIT NUMBER: 2

TLE ACQUISITION EXHIBIT
WATERTOWN-WAUPUN
CENTER STREET TO STH 33

STH 26 — DODGE COUNTY

PART OF LOT 2 OF CSM 6093, AND PART OF LOTS 275, 276, & 277 OF THE CITY OF JUNEAU'S ASSESSOR'S PLAT NO. 3, AND PART OF LOT 444 OF CITY OF JUNEAU'S ASSESSOR'S PLAT NO. 4 ALL IN THE SW 1/4 OF THE NW 1/4 OF SECTION 22, T11N, R15E, CITY OF JUNEAU, DODGE COUNTY, WISCONSIN



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

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

SCHEDULE OF LANDS & INTERESTS REQUIRED

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

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	TLE S.F.
6	BELLTOWER DEVELOPMENTS LLC.	TLE	154
7	JEFFREY R. & KAREN S. GREENWALD	TLE	18
8	PAULO S. ESTRADA	TLE	84
9	JUSTIN J. NEHLS	TLE	66
11	JUSTIN P. & EMBER B. MLSNA	TLE	46

UTILITY INTERESTS REQUIRED

UTILITY NUMBER	UTILITY OWNER(S)	INTEREST REQUIRED
100	JUNEAU UTILITY COMMISSION-ELECTRIC	TEMPORARY RELEASE OF RIGHTS

THIS EXHIBIT IS APPROVED FOR THE DEPARTMENT OF TRANSPORTATION
SOUTHWEST REGION - MADISON

SIGNATURE: Cory Schlagel DATE: 11/14/2022

PRINT NAME: Cory Schlagel

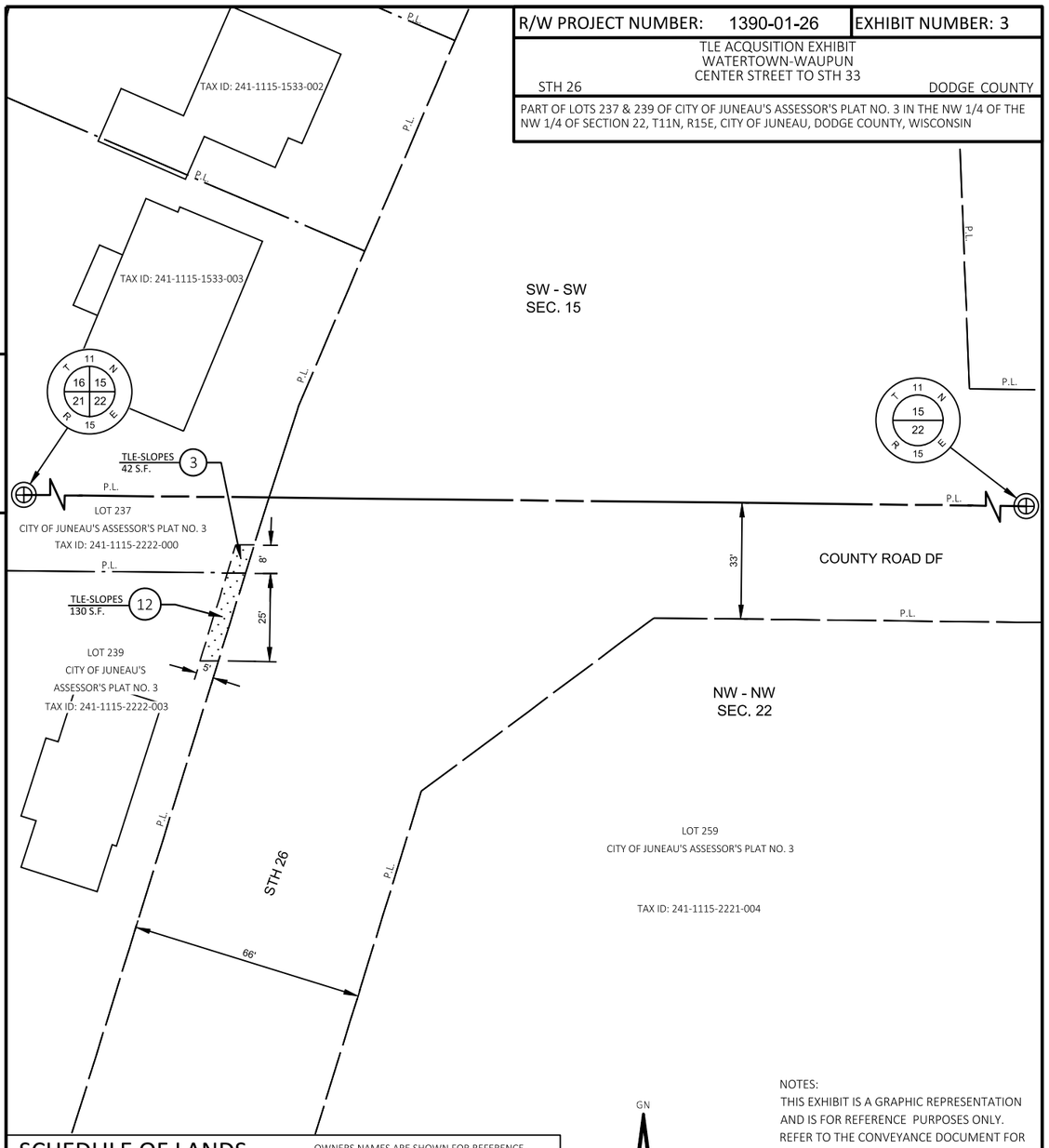
FILE NAME : 040101_RP.DWG PLOT DATE : 10/18/2022 8:39 AM R/W PROJECT: 1390-01-26

R/W PROJECT NUMBER: 1390-01-26	EXHIBIT NUMBER: 3

TLE ACQUISITION EXHIBIT
WATERTOWN-WAUPUN
CENTER STREET TO STH 33

STH 26 — DODGE COUNTY

PART OF LOTS 237 & 239 OF CITY OF JUNEAU'S ASSESSOR'S PLAT NO. 3 IN THE NW 1/4 OF THE NW 1/4 OF SECTION 22, T11N, R15E, CITY OF JUNEAU, DODGE COUNTY, WISCONSIN



SCHEDULE OF LANDS & INTERESTS REQUIRED

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

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	TLE S.F.
3	DODGE COUNTY	TLE	42
12	JOSHUA P. & JESSE L. GOODMAN	TLE	130

UTILITY INTERESTS REQUIRED

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

GN

SCALE, FEET
0 20 40

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

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

THIS EXHIBIT IS APPROVED FOR THE DEPARTMENT OF TRANSPORTATION
SOUTHWEST REGION - MADISON

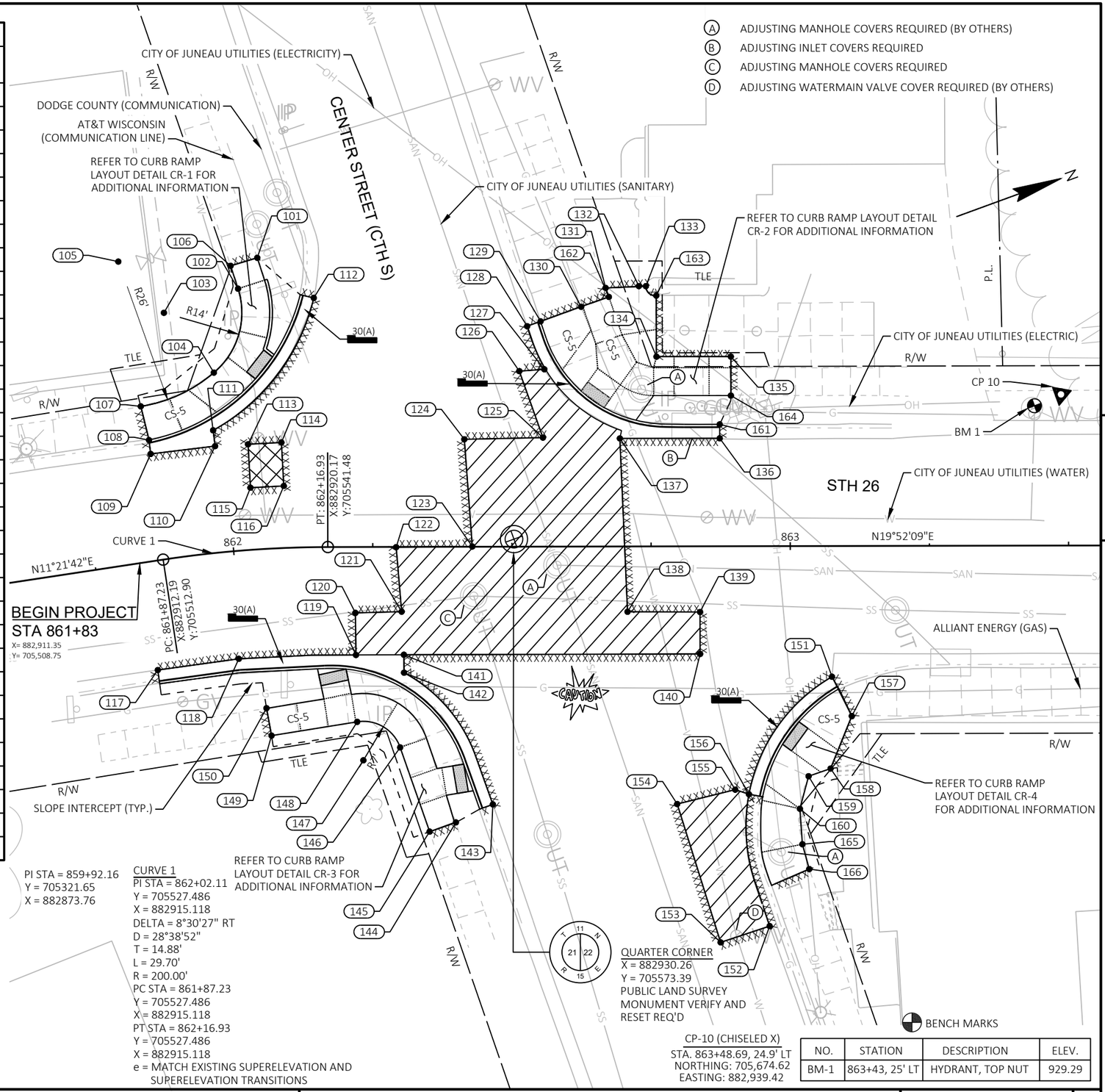
SIGNATURE: Cory Schlagel DATE: 11/14/2022

PRINT NAME: Cory Schlagel

FILE NAME : 040101_RP.DWG PLOT DATE : 10/18/2022 8:40 AM R/W PROJECT: 1390-01-26

STATION & OFFSET TABLE				
POINT	STATION	OFFSET	Y COORDS	X COORDS
101	862+06.96	52.29 LT	705547.313	882867.019
102	862+03.93	46.95 LT	705542.175	882871.062
103	861+92.80	43.91 LT	705528.184	882870.571
104	861+99.34	32.27 LT	705532.949	882883.735
105	861+87.28	54.13 LT	705523.625	882859.133
106	862+03.09	51.15 LT	705542.327	882866.735
107	861+87.37	27.82 LT	705518.535	882884.946
108	861+87.87	21.61 LT	705517.854	882891.144
109	861+87.81	19.11 LT	705517.287	882893.578
110	861+98.46	19.10 LT	705528.646	882896.216
111	861+98.37	21.96 LT	705529.276	882893.428
112	862+14.94	44.76 LT	705554.398	882877.267
113	862+03.86	18.95 LT	705534.316	882897.933
114	862+09.35	18.96 LT	705540.059	882899.671
115	862+03.77	11.14 LT	705532.054	882905.407
116	862+09.46	11.14 LT	705537.792	882907.159
117	861+83.31	19.46 RT	705505.224	882930.491
118	861+99.16	19.33 RT	705519.589	882933.572
119	862+21.94	19.39 RT	705539.602	882940.116
120	862+21.86	11.84 RT	705542.091	882932.981
121	862+30.17	11.63 RT	705549.973	882935.610
122	862+29.21	0.05 RT	705553.008	882924.391
123	862+42.88	0.05 LT	705565.902	882928.951
124	862+41.49	19.30 LT	705571.134	882910.370
125	862+55.61	19.58 LT	705584.509	882914.909
126	862+51.40	31.52 LT	705584.603	882902.247
127	862+55.89	31.84 LT	705588.939	882903.467
128	862+52.82	39.59 LT	705588.689	882895.145
129	862+55.23	40.46 LT	705591.250	882895.145
130	862+62.53	43.05 LT	705598.990	882895.186
131	862+66.93	46.43 LT	705604.281	882893.499
132	862+72.90	46.75 LT	705610.004	882895.229
133	862+74.16	46.74 LT	705611.188	882895.669

STATION & OFFSET TABLE				
POINT	STATION	OFFSET	Y COORDS	X COORDS
134	862+76.04	34.08 LT	705608.647	882908.213
135	862+89.40	34.06 LT	705621.205	882912.770
136	862+87.37	19.39 LT	705614.312	882925.881
137	862+69.43	19.40 LT	705597.445	882919.773
138	862+70.75	11.73 RT	705588.105	882949.499
139	862+83.76	11.80 RT	705600.323	882953.988
140	862+83.77	19.33 RT	705597.769	882961.071
141	862+30.56	19.37 RT	705547.708	882943.023
142	862+30.58	22.59 RT	705546.636	882946.063
143	862+46.48	46.28 RT	705553.544	882973.739
144	862+39.84	49.50 RT	705546.199	882974.512
145	862+35.12	51.14 RT	705541.199	882974.453
146	862+29.85	36.01 RT	705541.390	882958.435
147	862+23.24	38.31 RT	705534.390	882958.352
148	862+22.15	31.40 RT	705535.710	882951.477
149	862+04.69	33.53 RT	705520.401	882948.546
150	862+04.00	28.56 RT	705521.235	882943.607
151	863+07.46	23.48 RT	705618.638	882973.023
152	862+96.16	68.23 RT	705592.802	883011.272
153	862+87.35	71.14 RT	705583.528	883011.013
154	862+79.60	46.28 RT	705584.690	882984.995
155	862+90.04	43.72 RT	705595.373	882986.133
156	862+92.49	44.54 RT	705597.397	882987.741
157	863+11.00	30.54 RT	705619.565	882980.870
158	863+07.16	39.97 RT	705612.757	882988.429
159	863+03.21	41.33 RT	705608.577	882988.367
160	863+01.64	47.17 RT	705605.109	882993.323
161	862+87.37	21.89 LT	705615.163	882923.531
162	862+67.51	44.82 LT	705604.276	882895.214
163	862+76.03	45.04 LT	705612.361	882897.904
164	862+89.39	27.06 LT	705618.819	882919.351
165	863+02.08	53.55 RT	705603.357	882999.473
166	863+03.30	58.01 RT	705602.993	883004.083



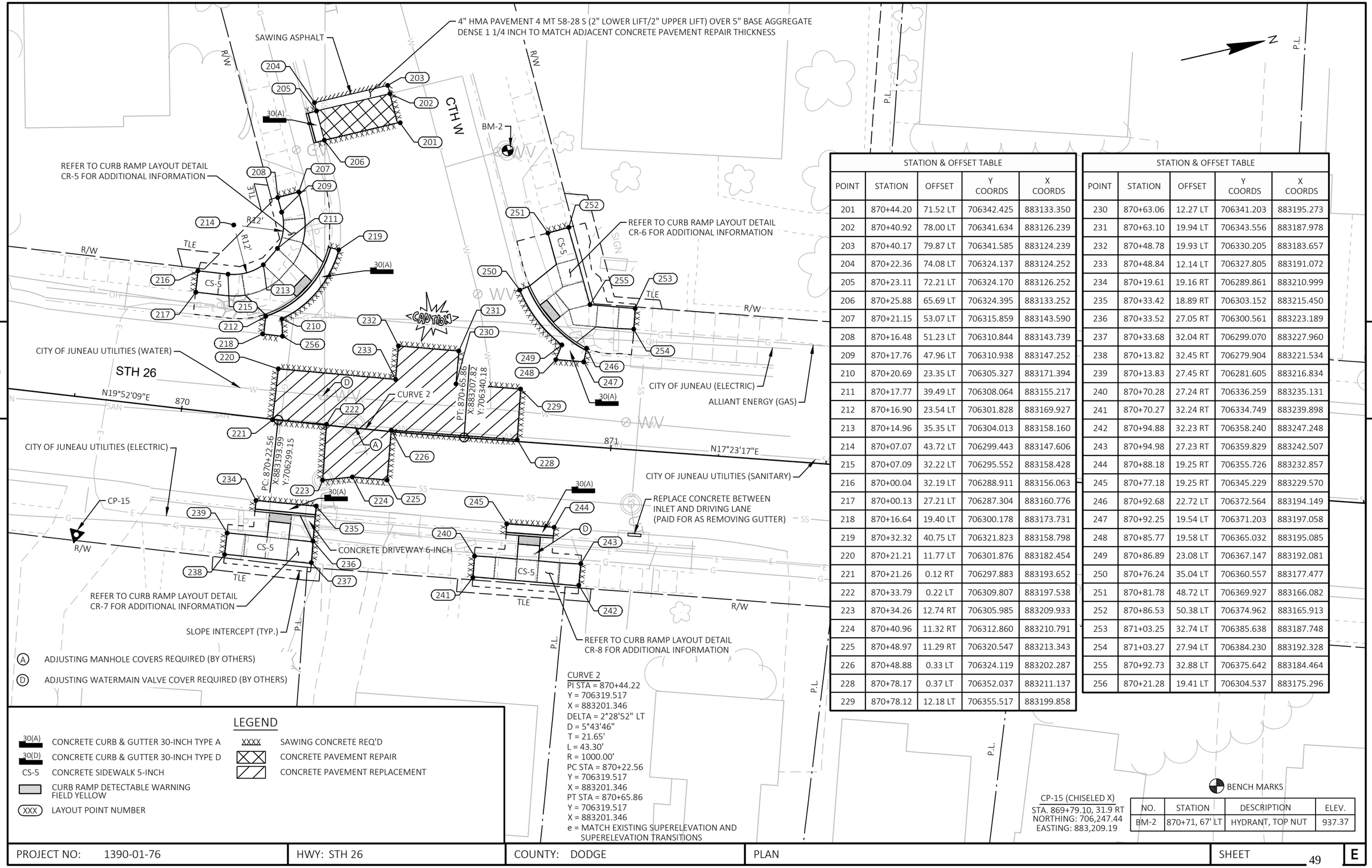
NO.	STATION	DESCRIPTION	ELEV.
BM-1	863+43, 25' LT	HYDRANT, TOP NUT	929.29

LEGEND

- 30(A) — CONCRETE CURB & GUTTER 30-INCH TYPE A
- 30(D) — CONCRETE CURB & GUTTER 30-INCH TYPE D
- CS-5 — CONCRETE SIDEWALK 5-INCH
- CURB RAMP DETECTABLE WARNING FIELD YELLOW
- (XXX) — LAYOUT POINT NUMBER
- XXXX — SAWING CONCRETE REQ'D
- CONCRETE PAVEMENT REPAIR
- CONCRETE PAVEMENT REPLACEMENT

PROJECT NO: 1390-01-76	HWY: STH 26	COUNTY: DODGE	PLAN	SHEET 48	E

FILE NAME : S:\MAD\1000--1099\1089\970\DRAWINGS\CAD\CIVIL 3D\SHEETSPLAN\021201_PD.DWG
LAYOUT NAME - 021201a_pd
PLOT DATE : 10/26/2026 1:56 PM PLOT BY : ROSENTHAL, BRIAN PLOT NAME : PLOT SCALE : 1 IN:20 FT



(A) ADJUSTING MANHOLE COVERS REQUIRED (BY OTHERS)

(D) ADJUSTING WATERMAIN VALVE COVER REQUIRED (BY OTHERS)

CURVE 2
PI STA = 870+44.22
Y = 706319.517
X = 883201.346
DELTA = 2°28'52" LT
D = 5°43'46"
T = 21.65'
L = 43.30'
R = 1000.00'
PC STA = 870+22.56
Y = 706319.517
X = 883201.346
PT STA = 870+65.86
Y = 706319.517
X = 883201.346
e = MATCH EXISTING SUPERELEVATION AND SUPERELEVATION TRANSITIONS

LEGEND

30(A) CONCRETE CURB & GUTTER 30-INCH TYPE A	XXXX SAWING CONCRETE REQ'D
30(D) CONCRETE CURB & GUTTER 30-INCH TYPE D	CONCRETE PAVEMENT REPAIR
CS-5 CONCRETE SIDEWALK 5-INCH	CONCRETE PAVEMENT REPLACEMENT
CURB RAMP DETECTABLE WARNING FIELD YELLOW	
(XXX) LAYOUT POINT NUMBER	

STATION & OFFSET TABLE

POINT	STATION	OFFSET	Y COORDS	X COORDS
201	870+44.20	71.52 LT	706342.425	883133.350
202	870+40.92	78.00 LT	706341.634	883126.239
203	870+40.17	79.87 LT	706341.585	883124.239
204	870+22.36	74.08 LT	706324.137	883124.252
205	870+23.11	72.21 LT	706324.170	883126.252
206	870+25.88	65.69 LT	706324.395	883133.252
207	870+21.15	53.07 LT	706315.859	883143.590
208	870+16.48	51.23 LT	706310.844	883143.739
209	870+17.76	47.96 LT	706310.938	883147.252
210	870+20.69	23.35 LT	706305.327	883171.394
211	870+17.77	39.49 LT	706308.064	883155.217
212	870+16.90	23.54 LT	706301.828	883169.927
213	870+14.96	35.35 LT	706304.013	883158.160
214	870+07.07	43.72 LT	706299.443	883147.606
215	870+07.09	32.22 LT	706295.552	883158.428
216	870+00.04	32.19 LT	706288.911	883156.063
217	870+00.13	27.21 LT	706287.304	883160.776
218	870+16.64	19.40 LT	706300.178	883173.731
219	870+32.32	40.75 LT	706321.823	883158.798
220	870+21.21	11.77 LT	706301.876	883182.454
221	870+21.26	0.12 RT	706297.883	883193.652
222	870+33.79	0.22 LT	706309.807	883197.538
223	870+34.26	12.74 RT	706305.985	883209.933
224	870+40.96	11.32 RT	706312.860	883210.791
225	870+48.97	11.29 RT	706320.547	883213.343
226	870+48.88	0.33 LT	706324.119	883202.287
228	870+78.17	0.37 LT	706352.037	883211.137
229	870+78.12	12.18 LT	706355.517	883199.858

STATION & OFFSET TABLE

POINT	STATION	OFFSET	Y COORDS	X COORDS
230	870+63.06	12.27 LT	706341.203	883195.273
231	870+63.10	19.94 LT	706343.556	883187.978
232	870+48.78	19.93 LT	706330.205	883183.657
233	870+48.84	12.14 LT	706327.805	883191.072
234	870+19.61	19.16 RT	706289.861	883210.999
235	870+33.42	18.89 RT	706303.152	883215.450
236	870+33.52	27.05 RT	706300.561	883223.189
237	870+33.68	32.04 RT	706299.070	883227.960
238	870+13.82	32.45 RT	706279.904	883221.534
239	870+13.83	27.45 RT	706281.605	883216.834
240	870+70.28	27.24 RT	706336.259	883235.131
241	870+70.27	32.24 RT	706334.749	883239.898
242	870+94.88	32.23 RT	706358.240	883247.248
243	870+94.98	27.23 RT	706359.829	883242.507
244	870+88.18	19.25 RT	706355.726	883232.857
245	870+77.18	19.25 RT	706345.229	883229.570
246	870+92.68	22.72 LT	706372.564	883194.149
247	870+92.25	19.54 LT	706371.203	883197.058
248	870+85.77	19.58 LT	706365.032	883195.085
249	870+86.89	23.08 LT	706367.147	883192.081
250	870+76.24	35.04 LT	706360.557	883177.477
251	870+81.78	48.72 LT	706369.927	883166.082
252	870+86.53	50.38 LT	706374.962	883165.913
253	871+03.25	32.74 LT	706385.638	883187.748
254	871+03.27	27.94 LT	706384.230	883192.328
255	870+92.73	32.88 LT	706375.642	883184.464
256	870+21.28	19.41 LT	706304.537	883175.296

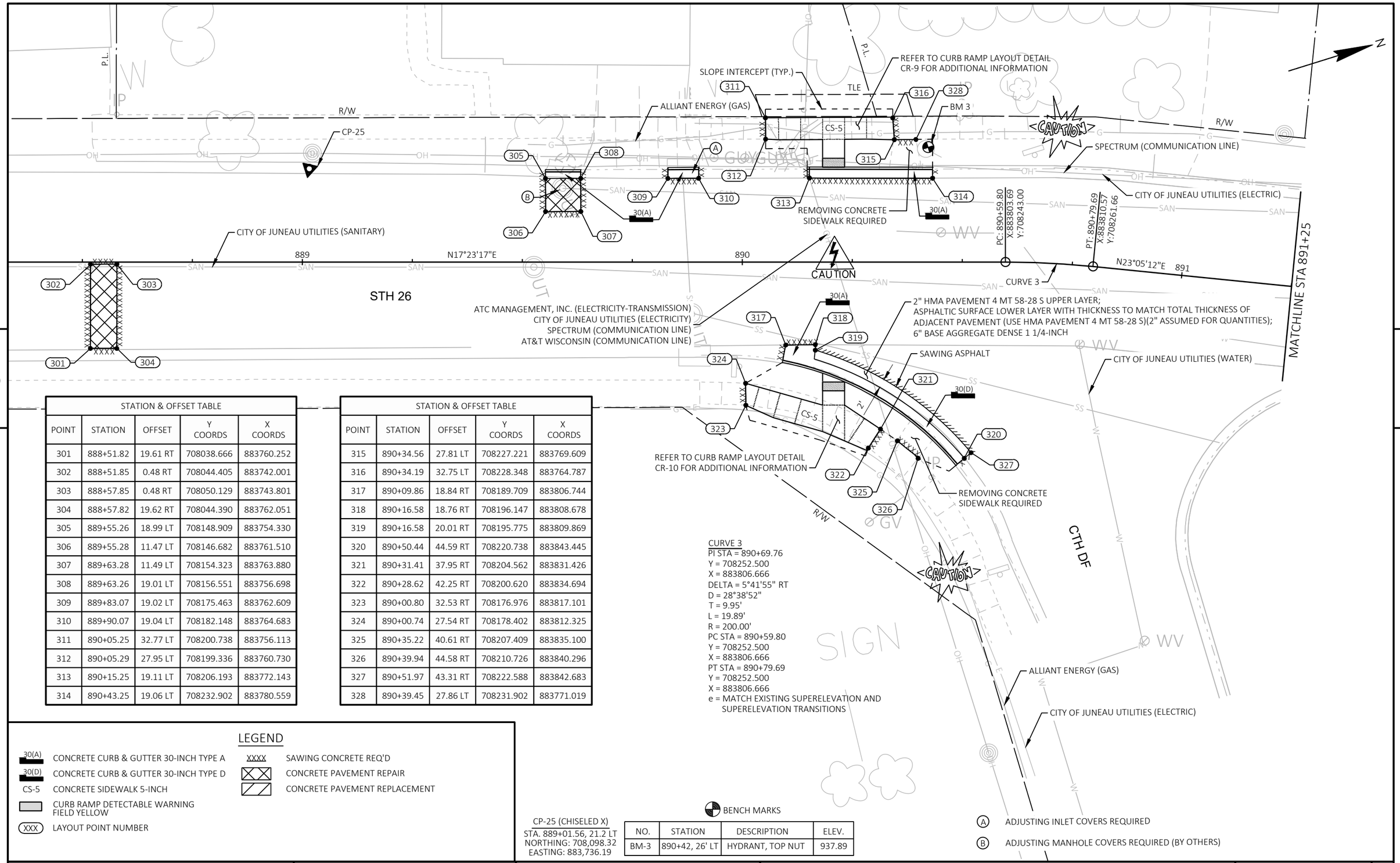
BENCH MARKS

CP-15 (CHISELED X)
STA. 869+79.10, 31.9 RT
NORTHING: 706,247.44
EASTING: 883,209.19

NO.	STATION	DESCRIPTION	ELEV.
BM-2	870+71, 67' LT	HYDRANT, TOP NUT	937.37

PROJECT NO: 1390-01-76	HWY: STH 26	COUNTY: DODGE	PLAN	SHEET 49	E

FILE NAME : S:\MAD\1000--1099\1089\970\DRAWINGS\CAD\CIVIL 3D\SHEETSPLAN\021201_PD.DWG
LAYOUT NAME - 021201b_pd
PLOT DATE : 7/24/2026 9:20 AM PLOT BY : ROSENTHAL, BRIAN PLOT NAME : PLOT SCALE : 1 IN:20 FT



STATION & OFFSET TABLE				
POINT	STATION	OFFSET	Y COORDS	X COORDS
301	888+51.82	19.61 RT	708038.666	883760.252
302	888+51.85	0.48 RT	708044.405	883742.001
303	888+57.85	0.48 RT	708050.129	883743.801
304	888+57.82	19.62 RT	708044.390	883762.051
305	889+55.26	18.99 LT	708148.909	883754.330
306	889+55.28	11.47 LT	708146.682	883761.510
307	889+63.28	11.49 LT	708154.323	883763.880
308	889+63.26	19.01 LT	708156.551	883756.698
309	889+83.07	19.02 LT	708175.463	883762.609
310	889+90.07	19.04 LT	708182.148	883764.683
311	890+05.25	32.77 LT	708200.738	883756.113
312	890+05.29	27.95 LT	708199.336	883760.730
313	890+15.25	19.11 LT	708206.193	883772.143
314	890+43.25	19.06 LT	708232.902	883780.559

STATION & OFFSET TABLE				
POINT	STATION	OFFSET	Y COORDS	X COORDS
315	890+34.56	27.81 LT	708227.221	883769.609
316	890+34.19	32.75 LT	708228.348	883764.787
317	890+09.86	18.84 RT	708189.709	883806.744
318	890+16.58	18.76 RT	708196.147	883808.678
319	890+16.58	20.01 RT	708195.775	883809.869
320	890+50.44	44.59 RT	708220.738	883843.445
321	890+31.41	37.95 RT	708204.562	883831.426
322	890+28.62	42.25 RT	708200.620	883834.694
323	890+00.80	32.53 RT	708176.976	883817.101
324	890+00.74	27.54 RT	708178.402	883812.325
325	890+35.22	40.61 RT	708207.409	883835.100
326	890+39.94	44.58 RT	708210.726	883840.296
327	890+51.97	43.31 RT	708222.588	883842.683
328	890+39.45	27.86 LT	708231.902	883771.019

CURVE 3
PI STA = 890+69.76
Y = 708252.500
X = 883806.666
DELTA = 5°41'55" RT
D = 28°38'52"
T = 9.95'
L = 19.89'
R = 200.00'
PC STA = 890+59.80
Y = 708252.500
X = 883806.666
PT STA = 890+79.69
Y = 708252.500
X = 883806.666
e = MATCH EXISTING SUPERELEVATION AND SUPERELEVATION TRANSITIONS

LEGEND

- 30(A) — CONCRETE CURB & GUTTER 30-INCH TYPE A
- 30(D) — CONCRETE CURB & GUTTER 30-INCH TYPE D
- CS-5 — CONCRETE SIDEWALK 5-INCH
- CURB RAMP DETECTABLE WARNING FIELD YELLOW
- XXX — LAYOUT POINT NUMBER
- XXXX — SAWING CONCRETE REQ'D
- CONCRETE PAVEMENT REPAIR
- CONCRETE PAVEMENT REPLACEMENT

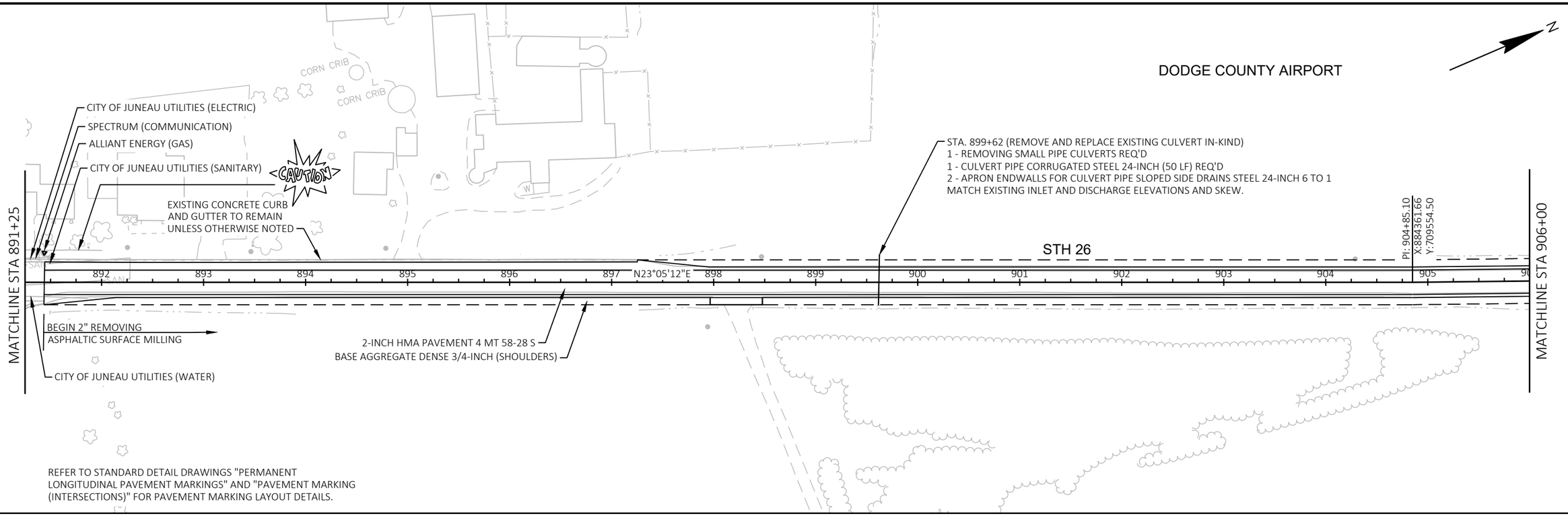
CP-25 (CHISELED X)
STA. 889+01.56, 21.2 LT
NORTHING: 708,098.32
EASTING: 883,736.19

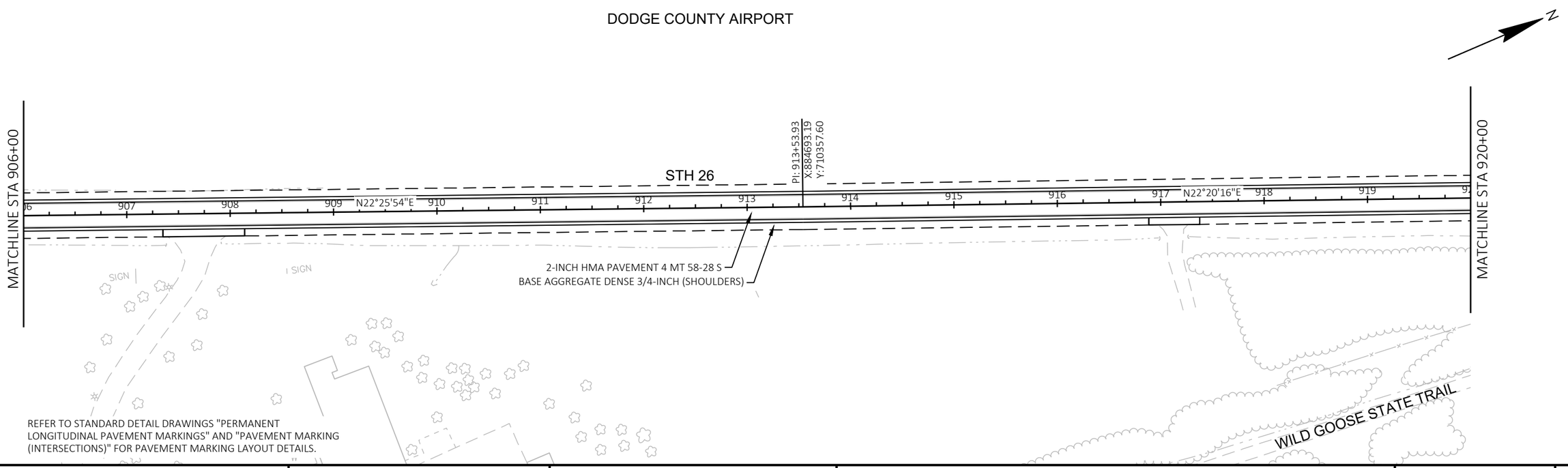
BENCH MARKS

NO.	STATION	DESCRIPTION	ELEV.
BM-3	890+42, 26' LT	HYDRANT, TOP NUT	937.89

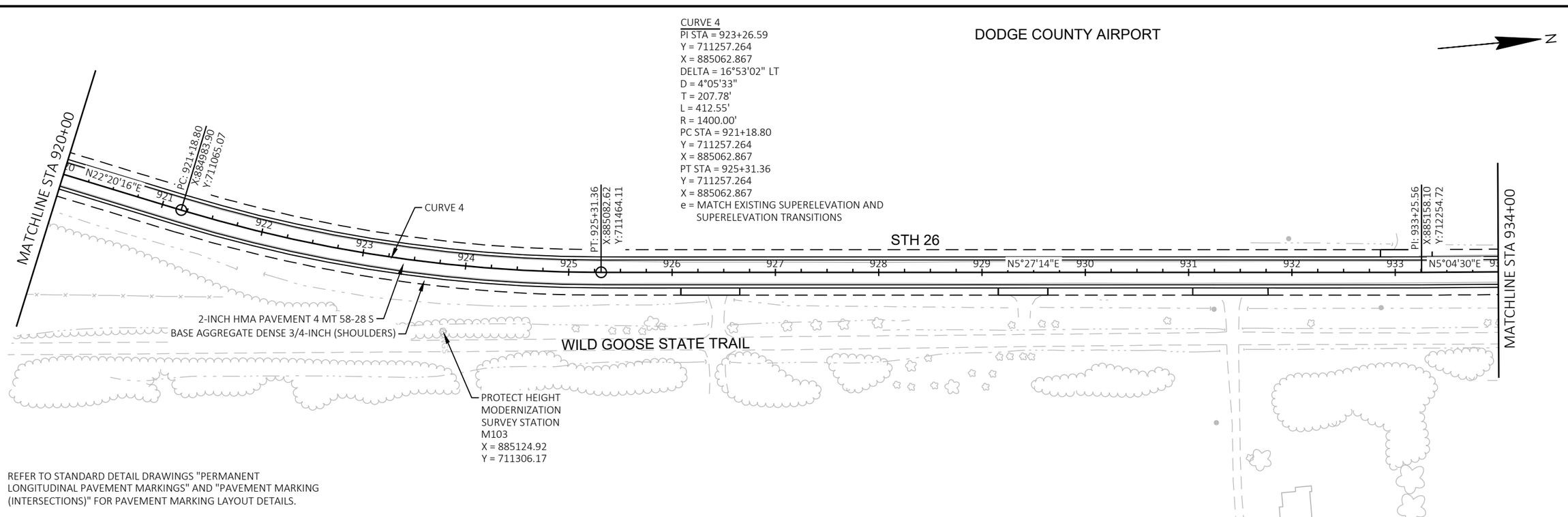
PROJECT NO: 1390-01-76	HWY: STH 26	COUNTY: DODGE	PLAN	SHEET 50	E

FILE NAME : S:\MAD\1000--1099\1089\970\DRAWINGS\CAD\CIVIL 3D\SHEETSPLAN\021201_PD.DWG
LAYOUT NAME - 021201c_pd
PLOT DATE : 7/24/2026 9:20 AM PLOT BY : ROSENTHAL, BRIAN PLOT NAME : PLOT SCALE : 1 IN:20 FT
WISDOT/CADDS SHEET 44





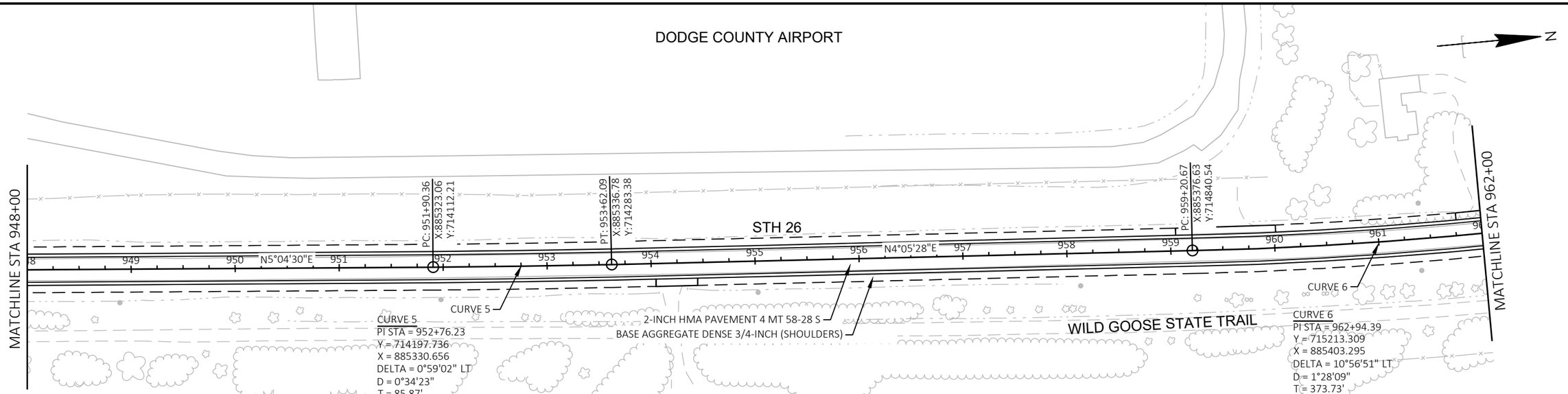
PROJECT NO: 1390-01-76	HWY: STH 26	COUNTY: DODGE	PLAN	SHEET 51	E



PROJECT NO: 1390-01-76	HWY: STH 26	COUNTY: DODGE	PLAN	SHEET 52	E

FILE NAME : S:\MAD\1000--1099\1089\970\DRAWINGS\CAD\CIVIL 3D\SHEETSPLAN\021201_PD.DWG
LAYOUT NAME - 021201e_pd
PLOT DATE : 5/29/2026 9:34 AM
PLOT BY : ROSENTHAL, BRIAN
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 44

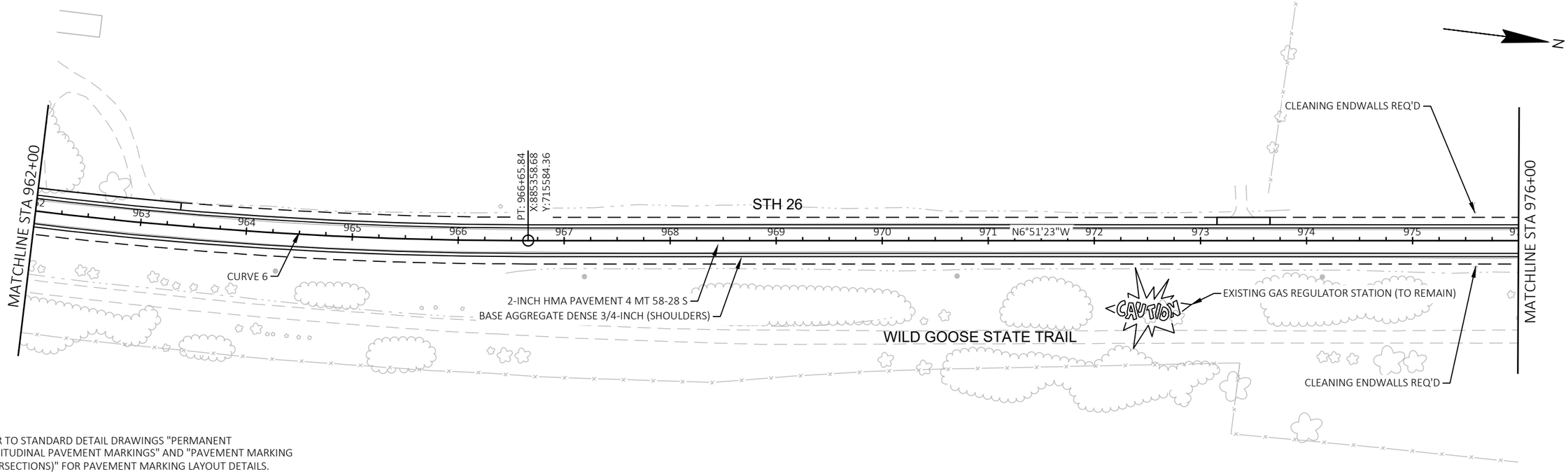
DODGE COUNTY AIRPORT



CURVE 5
PI STA = 952+76.23
Y = 714197.736
X = 885330.656
DELTA = 0°59'02" LT
D = 0°34'23"
T = 85.87'
L = 171.73'
R = 10000.00'
PC STA = 951+90.36
Y = 714197.736
X = 885330.656
PT STA = 953+62.09
Y = 714197.736
X = 885330.656
e = MATCH EXISTING SUPERELEVATION AND SUPERELEVATION TRANSITIONS

CURVE 6
PI STA = 962+94.39
Y = 715213.309
X = 885403.295
DELTA = 10°56'51" LT
D = 1°28'09"
T = 373.73'
L = 745.18'
R = 3900.00'
PC STA = 959+20.67
Y = 715213.309
X = 885403.295
PT STA = 966+65.84
Y = 715213.309
X = 885403.295
e = MATCH EXISTING SUPERELEVATION AND SUPERELEVATION TRANSITIONS

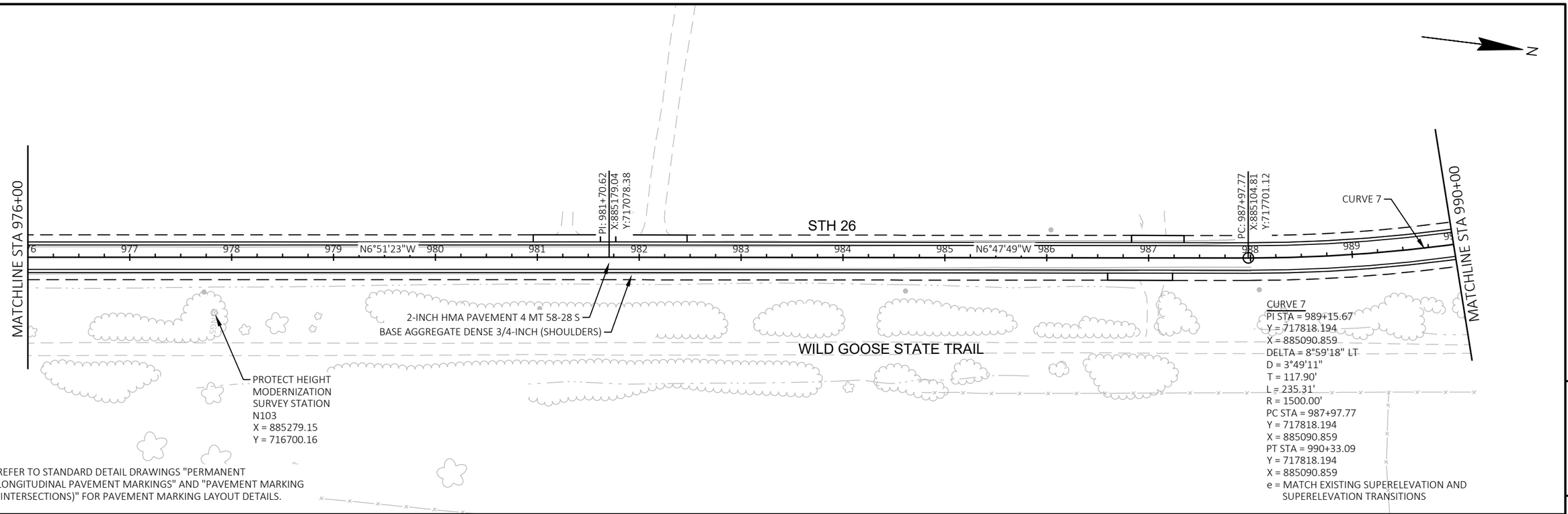
REFER TO STANDARD DETAIL DRAWINGS "PERMANENT LONGITUDINAL PAVEMENT MARKINGS" AND "PAVEMENT MARKING (INTERSECTIONS)" FOR PAVEMENT MARKING LAYOUT DETAILS.



REFER TO STANDARD DETAIL DRAWINGS "PERMANENT LONGITUDINAL PAVEMENT MARKINGS" AND "PAVEMENT MARKING (INTERSECTIONS)" FOR PAVEMENT MARKING LAYOUT DETAILS.

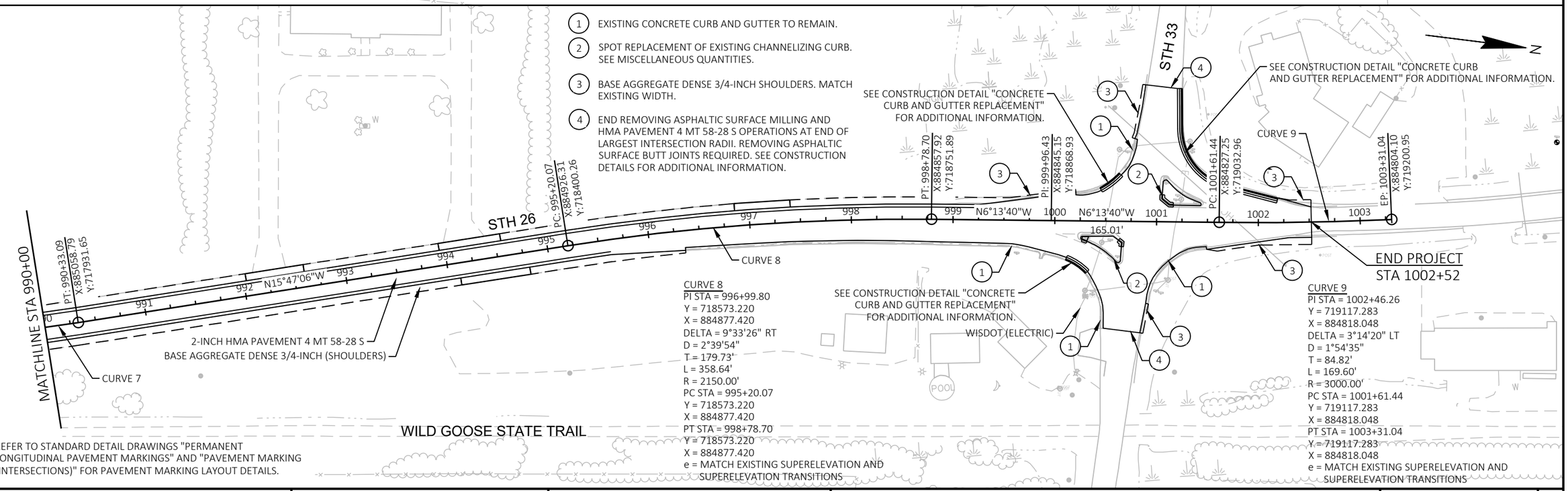
PROJECT NO: 1390-01-76	HWY: STH 26	COUNTY: DODGE	PLAN	SHEET 53	E

FILE NAME : S:\MAD\1000--1099\1089\970\DRAWINGS\CAD\CIVIL 3D\SHEETSPLAN\021201_PD.DWG
LAYOUT NAME - 021201f_pd
PLOT DATE : 5/29/2026 9:34 AM PLOT BY : ROSENTHAL, BRIAN PLOT NAME : PLOT SCALE : 1 IN:100 FT



REFER TO STANDARD DETAIL DRAWINGS "PERMANENT LONGITUDINAL PAVEMENT MARKINGS" AND "PAVEMENT MARKING (INTERSECTIONS)" FOR PAVEMENT MARKING LAYOUT DETAILS.

1. EXISTING CONCRETE CURB AND GUTTER TO REMAIN.
2. SPOT REPLACEMENT OF EXISTING CHANNELIZING CURB. SEE MISCELLANEOUS QUANTITIES.
3. BASE AGGREGATE DENSE 3/4-INCH SHOULDERS. MATCH EXISTING WIDTH.
4. END REMOVING ASPHALTIC SURFACE MILLING AND HMA PAVEMENT 4 MT 58-28 S OPERATIONS AT END OF LARGEST INTERSECTION RADII. REMOVING ASPHALTIC SURFACE BUTT JOINTS REQUIRED. SEE CONSTRUCTION DETAILS FOR ADDITIONAL INFORMATION.



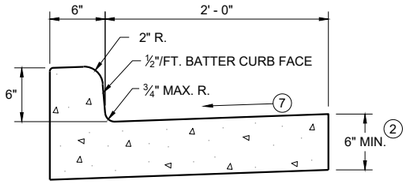
REFER TO STANDARD DETAIL DRAWINGS "PERMANENT LONGITUDINAL PAVEMENT MARKINGS" AND "PAVEMENT MARKING (INTERSECTIONS)" FOR PAVEMENT MARKING LAYOUT DETAILS.

PROJECT NO: 1390-01-76	HWY: STH 26	COUNTY: DODGE	PLAN	SHEET 54 E

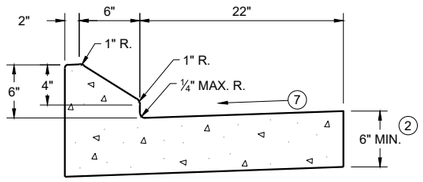
Standard Detail Drawing List

08D01-24A	CONCRETE CURB AND GUTTER
08D01-24B	CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS
08D05-23A	CURB RAMPS TYPES 1 AND 1-A
08D05-23B	CURB RAMPS TYPES 2 AND 3
08D05-23C	CURB RAMPS TYPES 4A AND 4A1
08D05-23D	CURB RAMPS TYPES 4B AND 4B1
08D05-23E	CURB RAMPS TYPES 5, 6, 7A, 7B & 8
08D05-23F	CURB RAMPS RADIAL DETECTABLE WARNING FIELD
08D05-23G	CURB RAMPS RECTANGULAR AND RADIAL DETECTABLE WARNING PLATES
08E10-02	INLET PROTECTION TYPES A, B, C AND D
08E14-01	TRACKING PAD
08E15-01	CULVERT PIPE CHECK
08F07-05	STEEL APRON ENDWALLS FOR CULVERT PIPE AND PIPE ARCH SLOPED SIDE DRAINS
13A11-04A	CENTERLINE RUMBLE STRIPS - ASPHALT
13A11-04D	CENTERLINE RUMBLE STRIPS - INTERSECTIONS, DRIVEWAYS, BRIDGES, RAILROADS
13C09-18A	CONCRETE PAVEMENT REPAIR AND REPLACEMENT
13C09-18B	CONCRETE PAVEMENT REPAIR AND REPLACEMENT
13C09-18C	CONCRETE PAVEMENT REPAIR AND REPLACEMENT
13C09-18D	CONCRETE PAVEMENT REPAIR AND REPLACEMENT
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
13C18-08F	CONCRETE PAVEMENT INTERSECTION BOXOUT FOR INTEGRAL CURB AND GUTTER
13C19-03	HMA LONGITUDINAL JOINTS
14B29-01	SAFETY EDGE
15A03-02A	FLEXIBLE MARKER POST FOR CULVERT END
15A03-02B	FLEXIBLE MARKER POST FOR CULVERT END
15C02-10A	BARRICADES AND SIGNS FOR MAINLINE CLOSURES
15C02-10B	BARRICADES AND SIGNS FOR VARIOUS CLOSURES
15C02-10C	DETOUR SIGNING FOR MAINLINE CLOSURES
15C02-10H	MODIFIED ROUTE ASSEMBLY FOR DETOUR SIGNING
15C03-05	BARRICADES AND SIGNS FOR SIDEROAD CLOSURES
15C04-05	TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 M.P.H. OR GREATER TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC
15C05-05	TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 M.P.H. OR LESS TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC
15C07-16C	PAVEMENT MARKING ARROWS
15C08-24A	PERMANENT LONGITUDINAL PAVEMENT MARKINGS
15C08-24B	TEMPORARY LONGITUDINAL PAVEMENT MARKING
15C08-24D	PAVEMENT MARKING (TURN LANES)
15C11-11B	CHANNELIZING DEVICES DRUMS, CONES, BARRICADES AND VERTICAL PANELS
15C12-09A	TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION
15C12-09B	TRAFFIC CONTROL, LANE CLOSURE WITH AUTOMATED FLAGGER ASSISTANCE DEVICE
15C18-09B	PAVEMENT MARKINGS, MEDIAN ISLAND NOSE
15C18-09C	MEDIAN PAVEMENT MARKINGS DOUBLE ARROW WARNING SIGN PLACEMENT
15C19-11A	MOVING PAVEMENT MARKING OPERATION TWO-LANE TWO-WAY ROADWAY
15C33-05	STOP LINE AND CROSSWALK PAVEMENT MARKING
15C35-06A	PAVEMENT MARKING (INTERSECTIONS)
15D30-12A	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-12B	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-12C	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-12H	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-12I	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D39-03	TRAFFIC CONTROL, DROP-OFF SIGNING
15D44-02	TRAFFIC CONTROL, SIGNING ON ROADWAYS WITH MILLED SURFACES
15D45-03	TRAFFIC CONTROL, SIGNING ON ROADWAYS WITH LOOSE GRAVEL
16A02-01	GEODETIC SURVEY MONUMENT

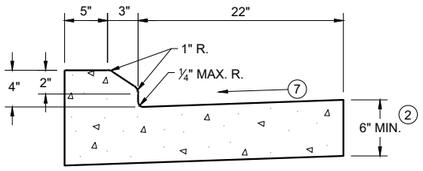
6



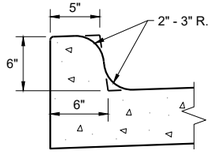
TYPES A (1) & D



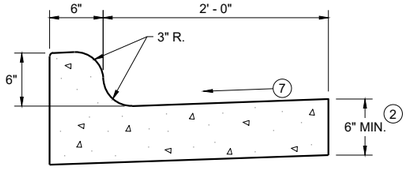
6" SLOPED CURB TYPES G (1) & J



4" SLOPED CURB TYPES G (1) & J

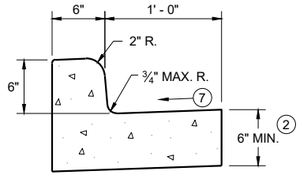


TYPES K (1) & L
(OPTIONAL CURB SHAPE)



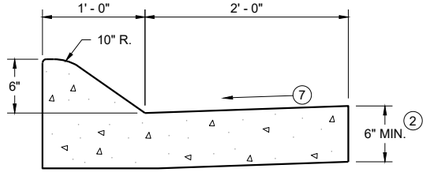
TYPES K (1) & L

CONCRETE CURB AND GUTTER 30"

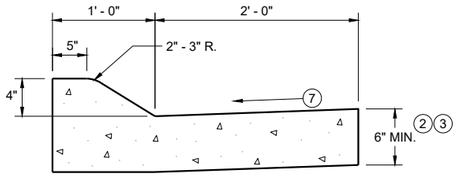


TYPES A (1) & D

CONCRETE CURB AND GUTTER 18"

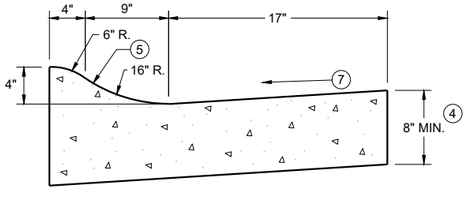


6" SLOPED CURB TYPES A (1) & D



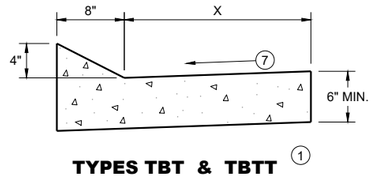
4" SLOPED CURB TYPES A (1) & D

CONCRETE CURB AND GUTTER 36"



4" SLOPED CURB TYPES R (1) & T
CONCRETE CURB AND GUTTER 30"

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

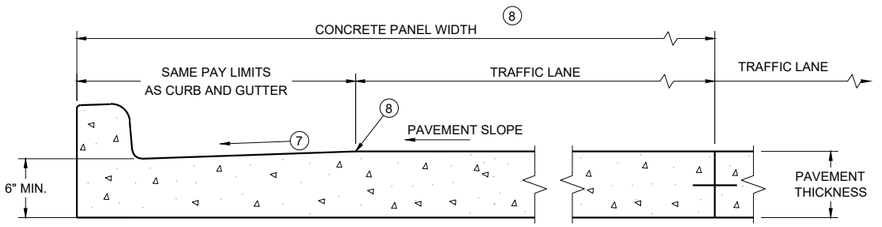


TYPES TBT & TBTT (1)

CONCRETE CURB AND GUTTER

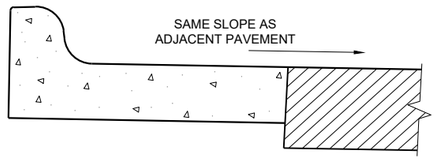
PAVEMENT THICKNESS AND MAXIMUM CONCRETE PANEL WIDTH TABLE

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



PARTIAL SECTION OF PAVEMENT WITH INTEGRAL CURB AND GUTTER *

* BIKE LANE IS NOT SHOWN



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

GENERAL NOTES

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

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

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

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

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

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

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

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

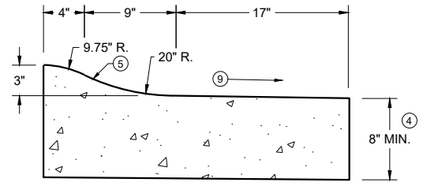
(5) UNLESS OTHERWISE NOTED, FOR STAKING PURPOSES THE FACE OF CURB IS 6" FROM THE BACK OF CURB.

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

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

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

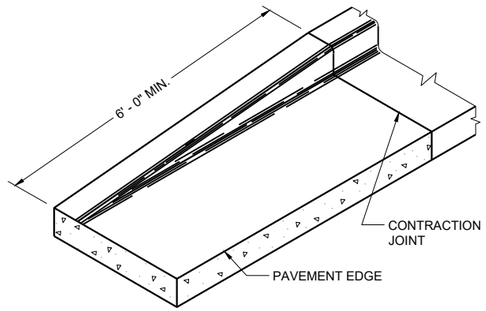
(9) SLOPE TO BE REVERSE SLOPE MATCHING THE SLOPE OF THE PAVEMENT AND THE CIRCULATORY ROADWAY



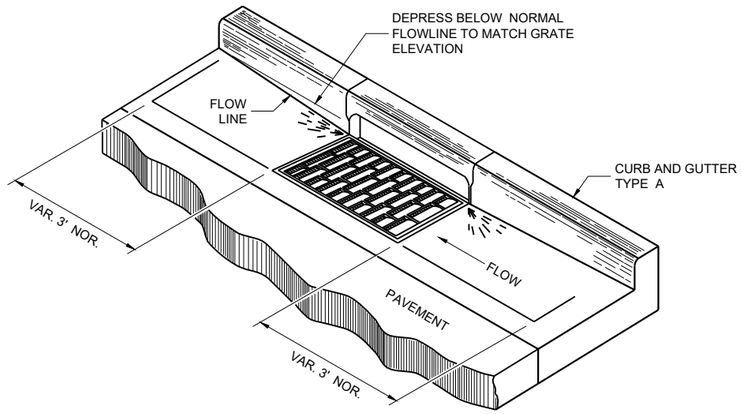
3" SLOPED CURB TYPES R (1) & T

CONCRETE CURB AND GUTTER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



END SECTION CURB AND GUTTER



DETAIL OF CURB AND GUTTER AT INLETS

(TYPICAL H INLET COVER SHOWN)

GENERAL NOTES

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

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

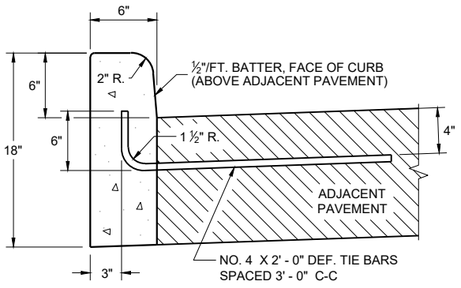
UNLESS OTHERWISE SHOWN ON THE TYPICAL CROSS SECTIONS, THE BASE AGGREGATE AND COMMON EXCAVATION LIMITS ARE 2' - 0" BEHIND THE BACK OF CURBS.

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

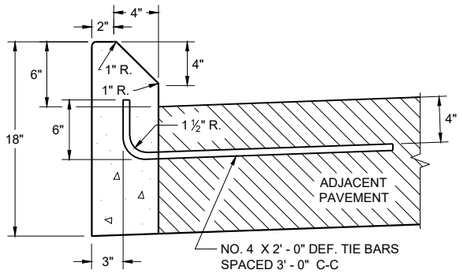
(2) THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 6" MINIMUM GUTTER THICKNESS IS MAINTAINED.

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

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



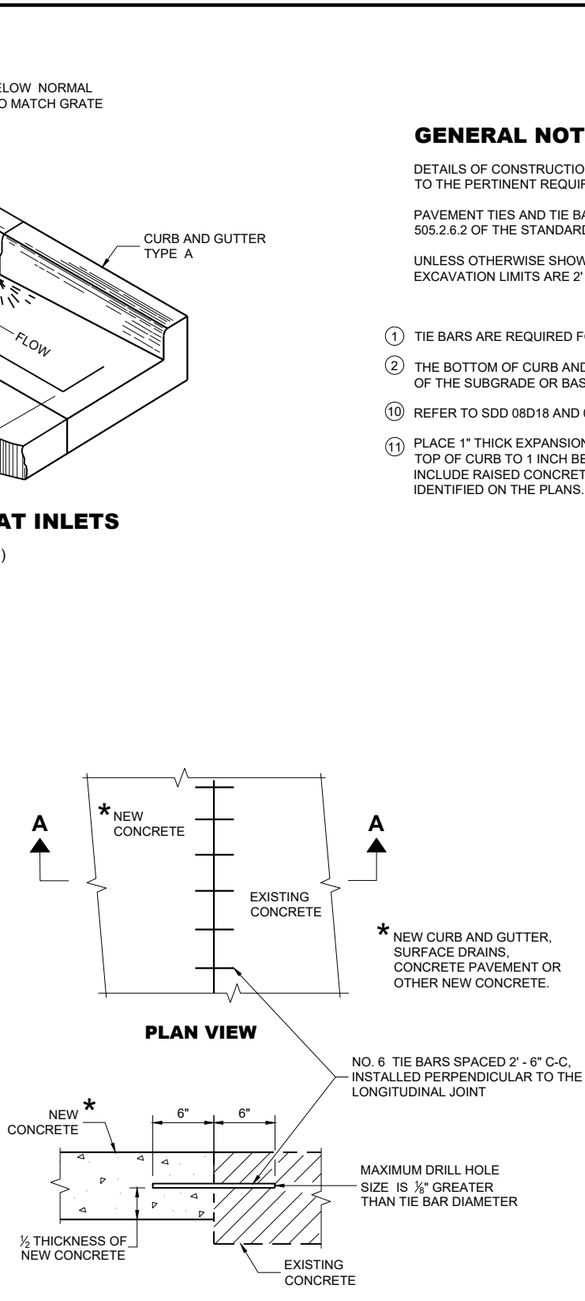
TYPES A (1) & D



TYPES G (1) & J

CONCRETE CURB

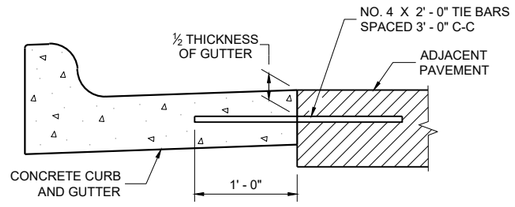
EXPANSION JOINT DETAIL FOR VERTICAL CURB ABUTTING A RIGID STRUCTURE (11)



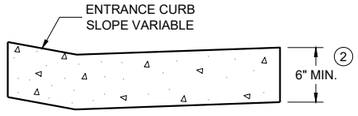
PLAN VIEW

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

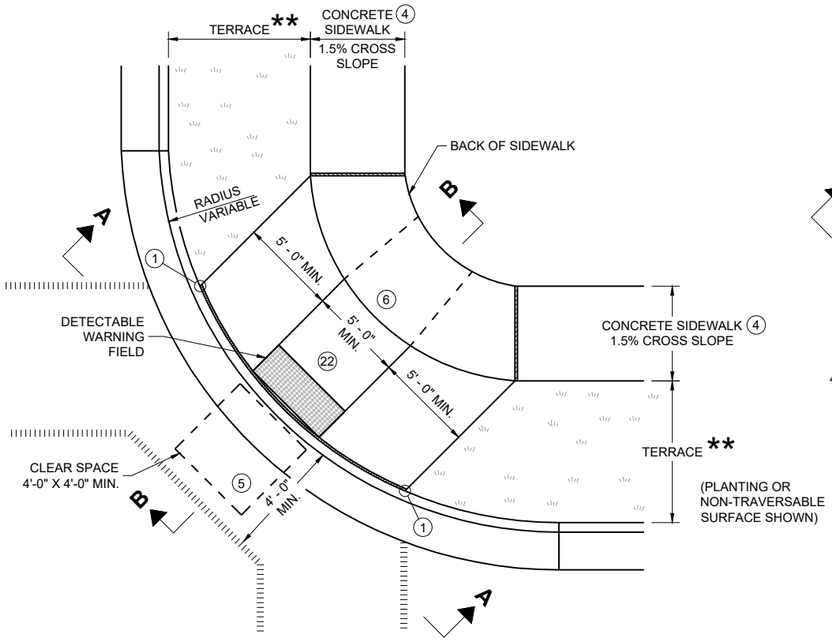
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

FHWA

6

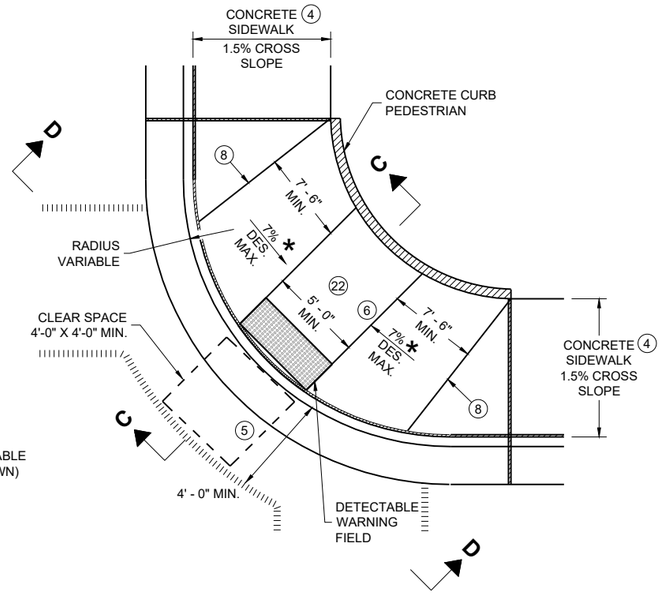
SDD 08D01-24b



PLAN VIEW

CURB RAMP TYPE 1

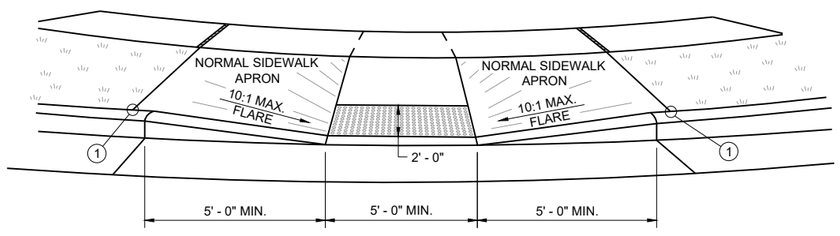
(CENTER OF CORNER RADIUS)



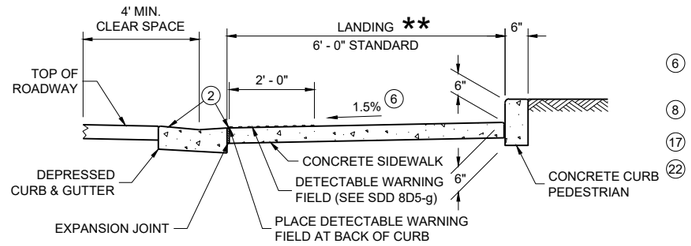
PLAN VIEW

CURB RAMP TYPE 1 - A

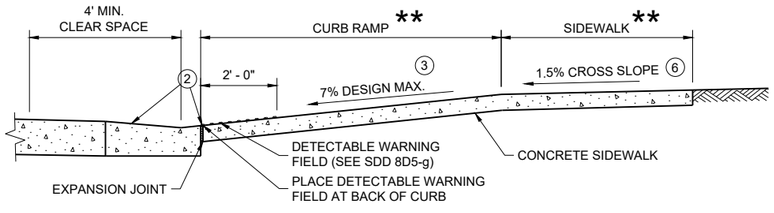
(NO TERRACE)



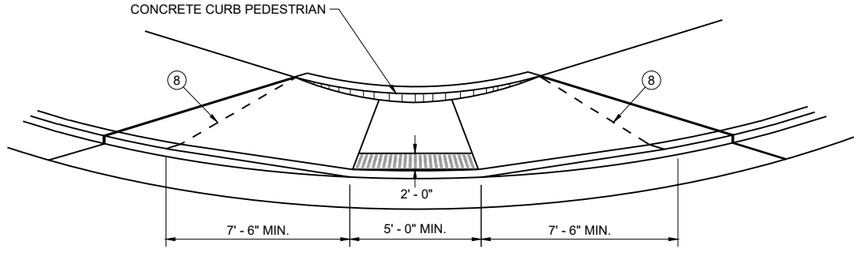
VIEW A - A FOR TYPE 1



SECTION C - C FOR TYPE 1 - A



SECTION B - B FOR TYPE 1



VIEW D - D FOR TYPE 1 - A

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.

WHEN NECESSARY, THE SIDEWALK ELEVATION MAY BE LOWERED TO MEET THE HIGH POINT ON THE CURB RAMP.

TYPE 1 CURB RAMPS SHALL HAVE A NORMAL SIDEWALK APRON AND CURB ON BOTH SIDES OF CURB RAMP.

DETECTABLE WARNING FILED SHALL BE MEASURED AND PAID BY THE SQUARE FOOT AS "CURB RAMP DETECTABLE WARNING FIELD". THE CONCRETE PEDESTRIAN CURB, IF NEEDED, SHALL BE MEASURED AND PAID BY THE LINEAR FOOT AS "CONCRETE CURB PEDESTRIAN". CONCRETE SIDEWALK IN THE CURB RAMP AREA SHALL BE MEASURED AND PAID BY THE SQUARE FOOT AS CONCRETE SIDEWALK, INCLUDING THE AREA UNDER THE DETECTABLE WARNING FIELD.

SELECT CURB RAMP DETECTABLE WARNING FIELD MATERIALS AND DEVICES FROM THE DEPARTMENT'S APPROVED MATERIALS LIST. THE COLOR OF THE DETECTABLE WARNING FIELD IS SPECIFIED ELSEWHERE AND IS INCIDENTAL TO THE BID ITEM OF "CURB RAMP DETECTABLE WARNING FIELD"

DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE, SHALL BE FROM THE SAME MANUFACTURER.

SURFACE TEXTURE OF THE RAMP SHALL BE OBTAINED BY COARSE BROOMING TRANSVERSE TO THE SLOPE OF THE CURB RAMP.

(1) THIS POINT IS AN EXTENSION OF OUTSIDE EDGE OF APPROACHING SIDEWALK WHERE IT MEETS THE BACK OF CONCRETE CURB. POINT LOCATION MAY BE ADJUSTED TO ALIGN WITH BEGINNING OF FULL-HEIGHT CURB IF THIS DISTANCE IS SHORT.

(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.

(5) PROVIDE A CLEAR SPACE IN THE STREET AND GUTTER AREA. WHEN THE GUTTER CROSS SLOPE EXCEEDS 2.1%, CONSTRUCT THE CLEAR SPACE IN THE STREET AREA AND THE 4 FOOT WIDTH IS MEASURED FROM THE FLANGE LINE. FOR RECONSTRUCTION AND MODERNIZATION PROJECTS THE CLEAR SPACE SLOPE PARALLEL TO THE CURBLINE SHOULD BE 2.1% MAX FOR CROSSINGS THAT ARE STOP AND YIELD CONTROLLED, AND 5% MAX FOR THOSE THAT ARE SIGNAL CONTROLLED. FOR PERPETUATION AND REHABILITATION PROJECTS THE SLOPE OF THE CLEAR SPACE PARALLEL TO THE CURBLINE WILL MATCH THE ROADWAY LONGITUDINAL SLOPE. THE SLOPE OF THE CLEAR SPACE PERPENDICULAR TO THE CURBLINE WILL MATCH THE ROADWAY CROSS SLOPE BUT SHOULD NOT EXCEED 5% UNLESS THE ROADWAY IS SUPERELEVATED (WHEN SUPERELEVATED THE ROADWAY CROSS SLOPE SHOULD MATCH THE SUPERELEVATION).

(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.

(8) PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.

(17) A MAXIMUM 2-INCH CONCRETE BORDER IS PERMITTED ALONG ALL SIDES OF THE DETECTABLE WARNING FIELD SURFACE.

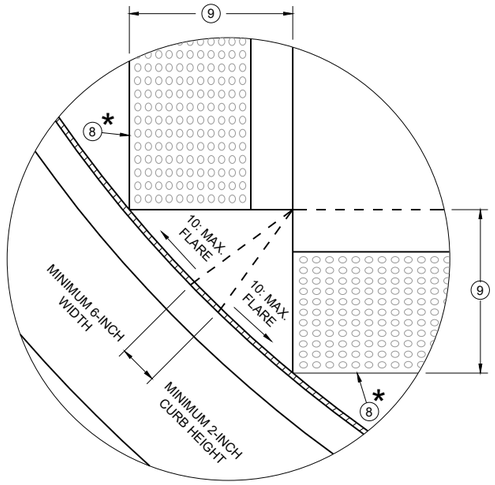
(22) THE ENTIRE RAMP SHALL BE A PLANAR SURFACE. DO NOT WARP THE RUNNING SLOPE OR CROSS SLOPE OF THE RAMP. WARPING OF THE SIDEWALK CROSS SLOPE SHALL TAKE PLACE BETWEEN THE LANDING AND MATCH POINT.

LEGEND

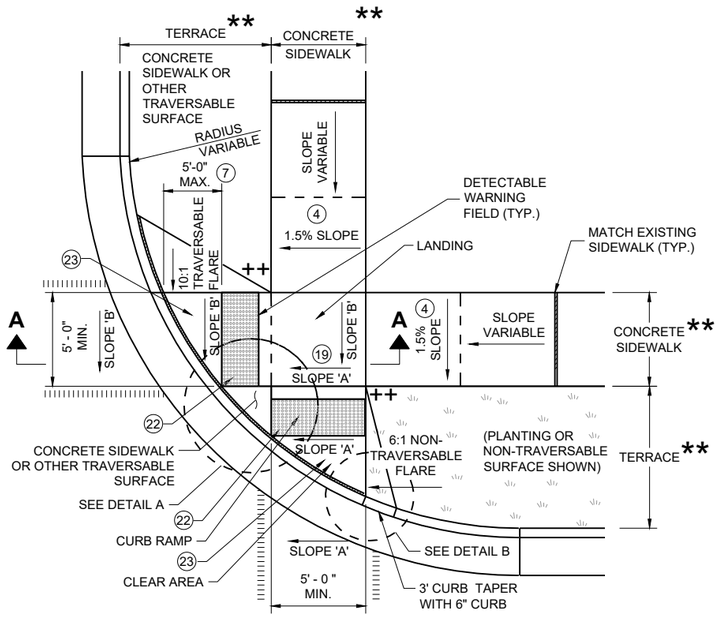
- ½" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)
- * MAXIMUM 8.3%
- ** WIDTH SHOWN ELSEWHERE IN THE PLANS

CURB RAMPS TYPE 1 AND 1-A

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



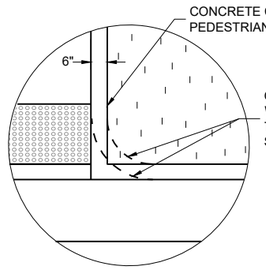
DETAIL A



PLAN VIEW

CURB RAMP TYPE 2

(CENTER OF CORNER RADIUS)

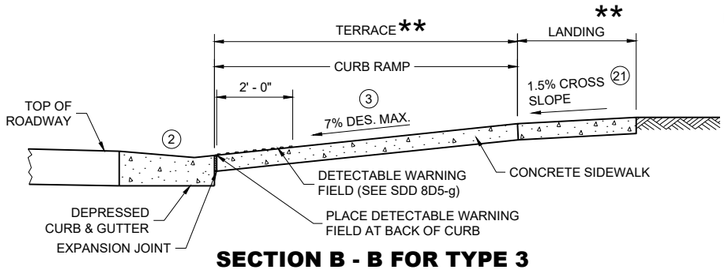


DETAIL B

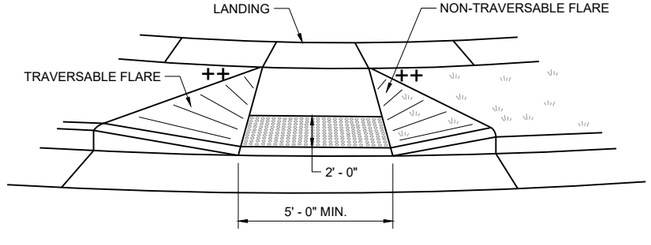
PLAN VIEW

CURB RAMP TYPE 3

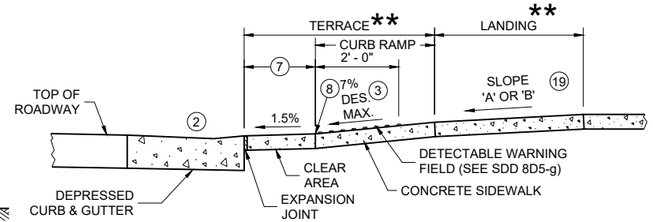
(OUTSIDE OF CROSSWALK AREA)



SECTION B - B FOR TYPE 3



VIEW C - C FOR TYPE 3



SECTION A - A FOR TYPE 2

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.

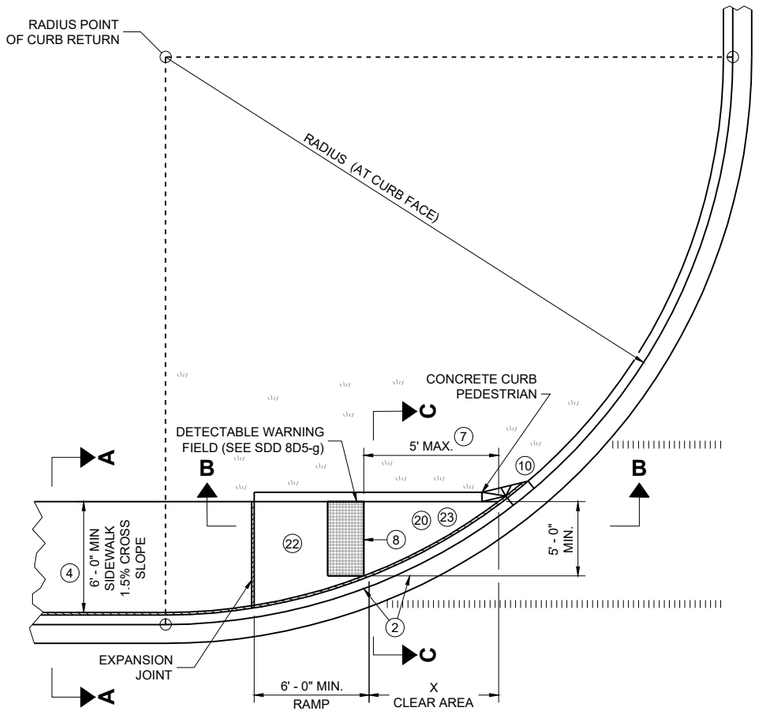
LEGEND

▨	½" EXPANSION JOINT SIDEWALK
– – – –	CONTRACTION JOINT SIDEWALK
ıllıllıllıllıl	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

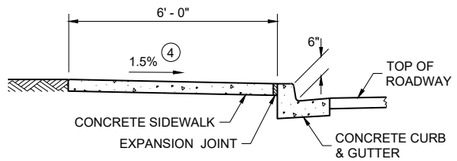
STATE OF WISCONSIN
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6
SDD 08D05-23b

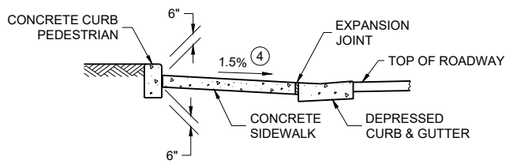


PLAN VIEW

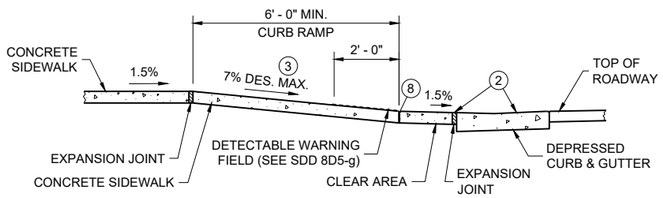
CURB RAMP TYPE 4A



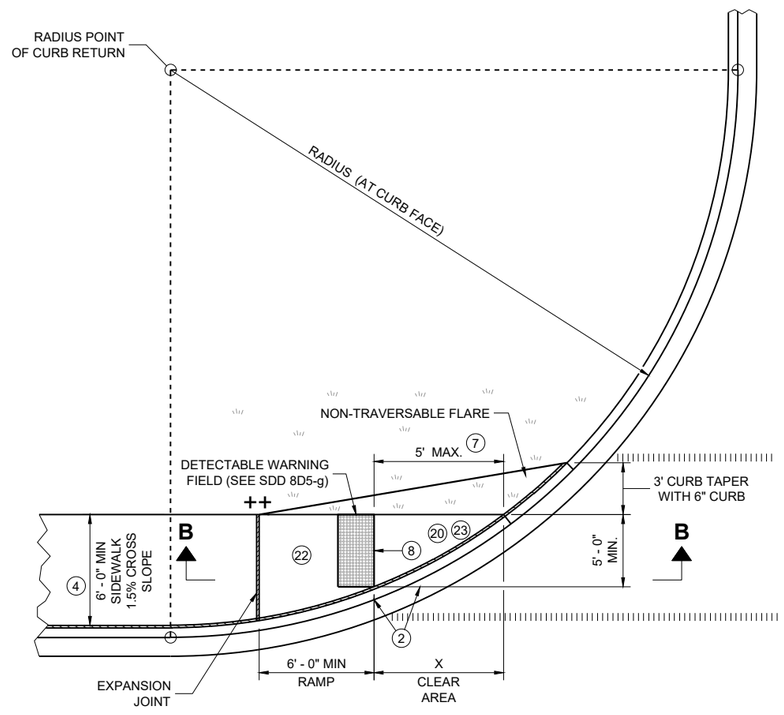
SECTION A - A FOR TYPE 4A



SECTION C - C FOR TYPE 4A



SECTION B - B FOR TYPE 4A AND TYPE 4A1



PLAN VIEW

CURB RAMP TYPE 4A1

LEGEND

- ½" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT SIDEWALK
- PAVEMENT MARKING CROSSWALK (WHITE)
- ++ CONSTRUCT 6" WEDGE TO AVOID CONCRETE BREAKAGE

RADIUS (AT CURB FACE)	X
10 FEET	4' - 7"

INTERMEDIATE RADII CAN BE INTERPOLATED

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.

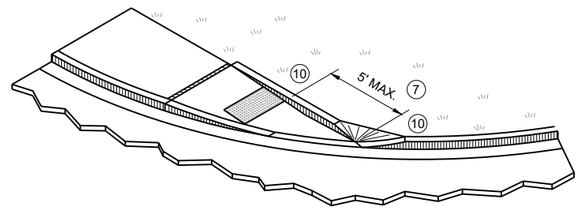
(10) INSTALL TRANSITION NOSE (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.

(17) A MAXIMUM 2-INCH CONCRETE BORDER IS PERMITTED ALONG ALL SIDES OF THE DETECTABLE WARNING FIELD SURFACE.

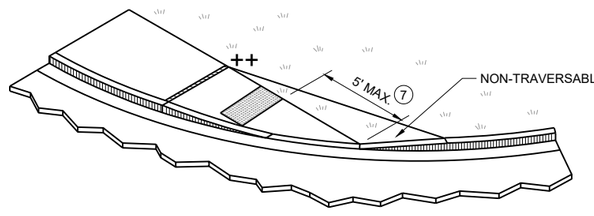
(20) MAXIMUM 1.5% DESIGN MAXIMUM AND 2.1% PROWAG MAXIMUM RUNNING SLOPE ON CLEAR AREA. CROSS SLOPE OF CLEAR AREA SHALL MATCH THE CROSS SLOPE OF THE ADJACENT CROSSWALK.

(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.



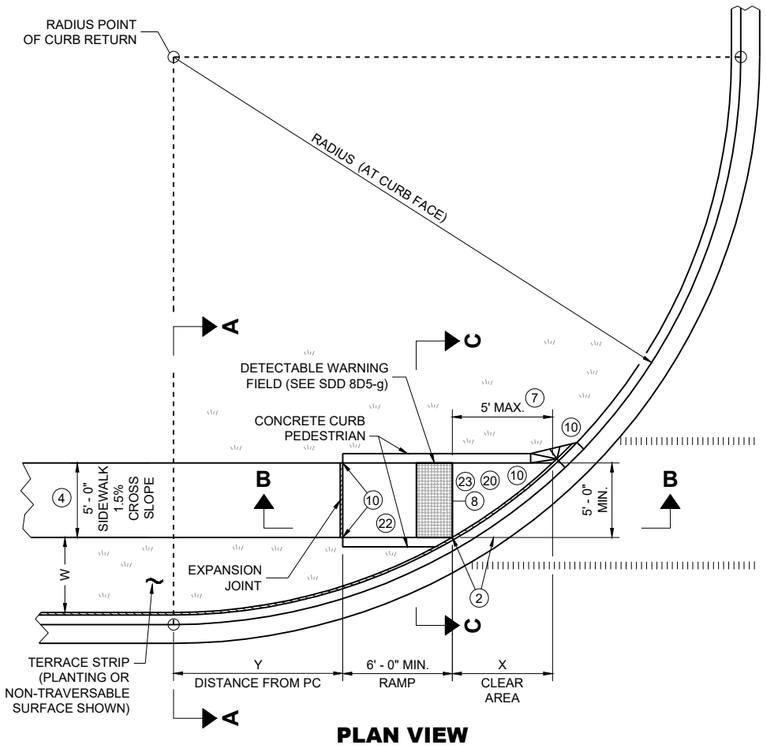
ISOMETRIC VIEW FOR TYPE 4A



ISOMETRIC VIEW FOR TYPE 4A1

CURB RAMPS
TYPE 4A AND 4A1

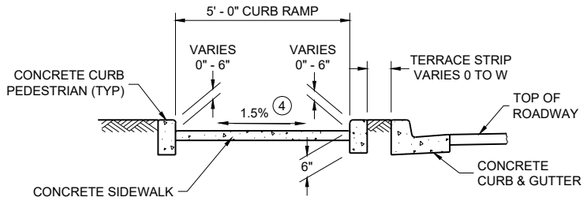
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



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.

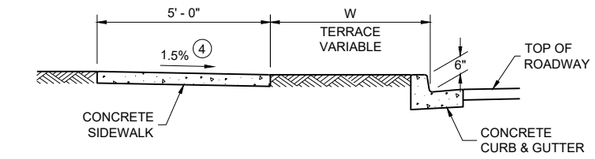
(10) INSTALL TRANSITION NOSE (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.

(17) A MAXIMUM 2-INCH CONCRETE BORDER IS PERMITTED ALONG ALL SIDES OF THE DETECTABLE WARNING FIELD SURFACE.

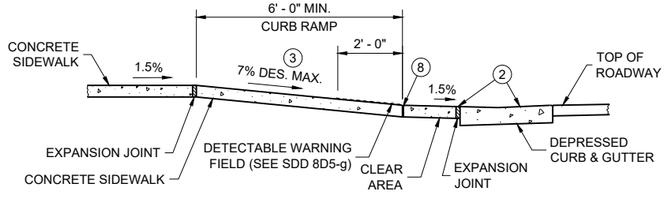
(20) MAXIMUM 1.5% DESIGN MAXIMUM AND 2.1% PROWAG MAXIMUM RUNNING SLOPE ON CLEAR AREA. CROSS SLOPE OF CLEAR AREA SHALL MATCH THE CROSS SLOPE OF THE ADJACENT CROSSWALK.

(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.

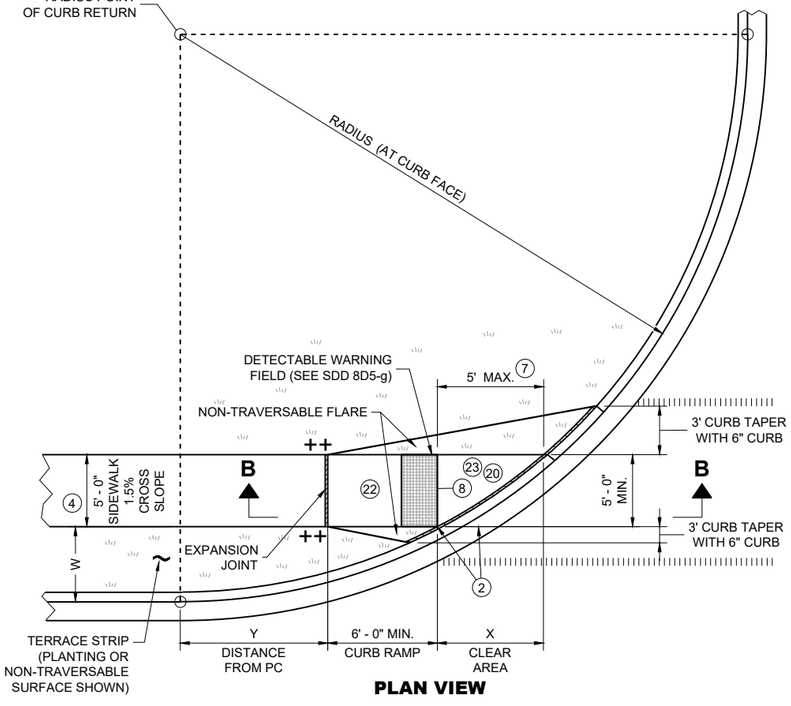
(23) THE CLEAR AREA BETWEEN THE BOTTOM OF RAMP AND BACK OF CURB SHALL BE SLOPED SO THAT WATER DRAINS OUT OF ONE SIDE OR BOTH SIDES OF THE CURB OPENING.



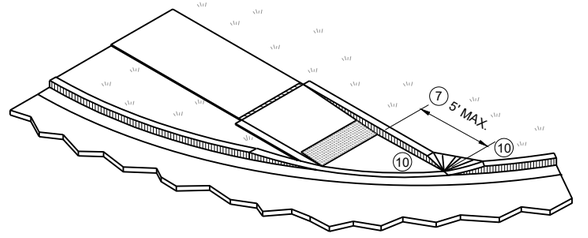
SECTION A - A FOR TYPE 4B



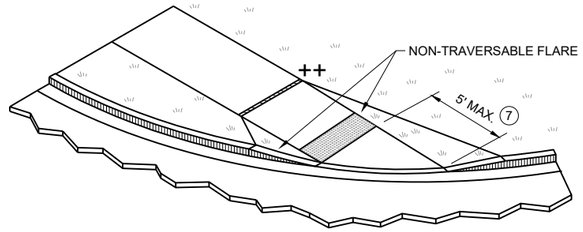
SECTION B - B FOR TYPE 4B AND TYPE 4B1



PLAN VIEW
CURB RAMP TYPE 4B1



ISOMETRIC VIEW FOR TYPE 4B



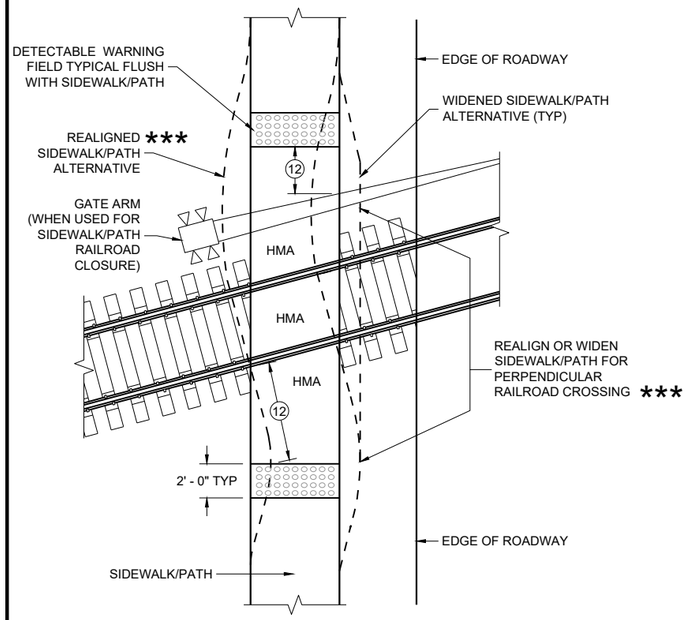
ISOMETRIC VIEW FOR TYPE 4B1

CURB RAMPS
TYPE 4B AND 4B1

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

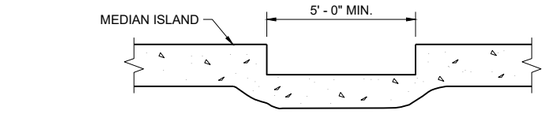
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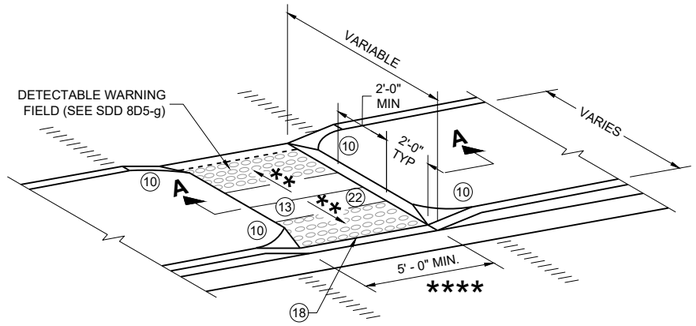


CURB RAMP TYPE 8

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.

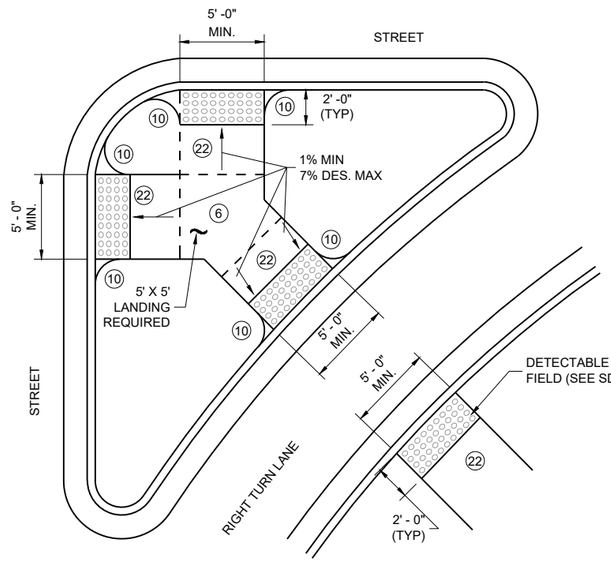
(12) THE DOWNSTREAM EDGE OF THE DETECTABLE WARNING SHOULD BE LOCATED AT LEAST 2 FEET UPSTREAM FROM THE AUTOMATIC GATE, COUNTERWEIGHT, FLASHING-LIGHT SIGNALS, OR CROSSBUCK ASSEMBLY SPECIFIC TO THE PATHWAY OR SIDEWALK (IF ANY ARE PRESENT) AND AT LEAST 12 FEET FROM THE NEAREST RAIL.

(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.

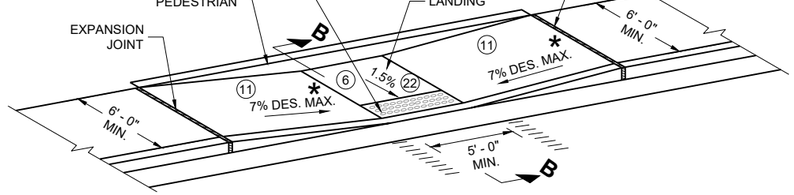
(22) THE ENTIRE RAMP SHALL BE A PLANAR SURFACE. DO NOT WARP THE RUNNING SLOPE OR CROSS SLOPE OF THE RAMP. WARPING OF THE SIDEWALK CROSS SLOPE SHALL TAKE PLACE BETWEEN THE LANDING AND MATCH POINT.



CURB RAMP TYPE 6

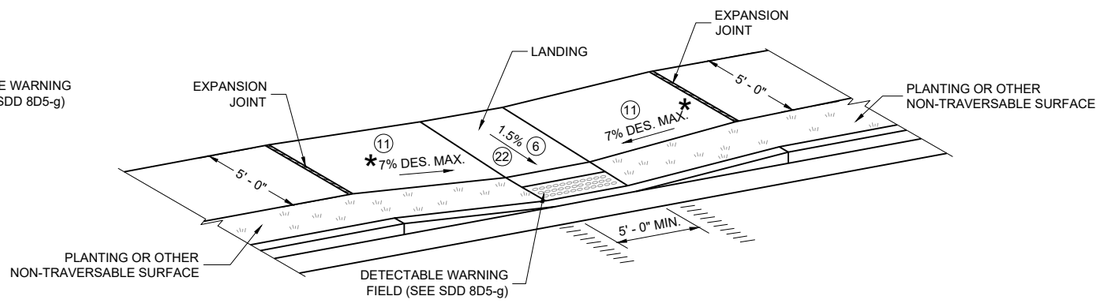
DETECTABLE WARNING AT ISLANDS

REFER TO GENERAL NOTES (2) AND (3) FOR ALL ISLAND CURB RAMPS



CURB RAMP TYPE 7A

FOR INTERSECTIONS AND MID BLOCK CROSSINGS

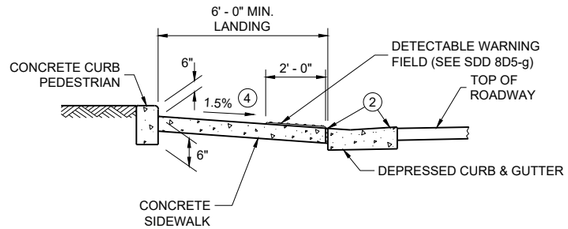


CURB RAMP TYPE 7B

FOR INTERSECTIONS AND MID BLOCK CROSSINGS

LEGEND

═══	½" EXPANSION JOINT SIDEWALK
– – – –	CONTRACTION JOINT FIELD LOCATED
ıı ıı ıı ıı	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

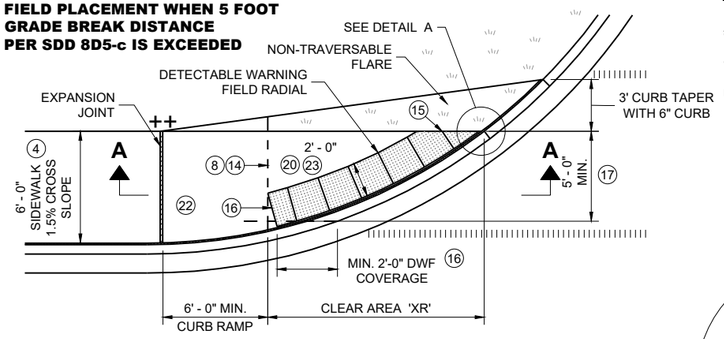


SECTION B - B FOR TYPE 7A

CURB RAMPS
TYPE 5, 6, 7A, 7B & 8

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

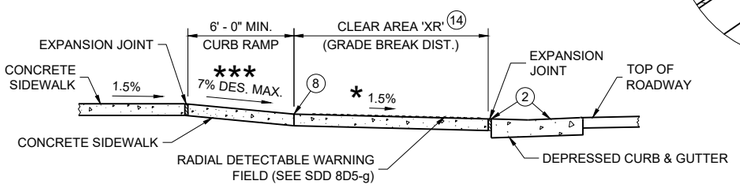
RADIAL DETECTABLE WARNING FIELD PLACEMENT WHEN 5 FOOT GRADE BREAK DISTANCE PER SDD 8D5-c IS EXCEEDED



PLAN VIEW

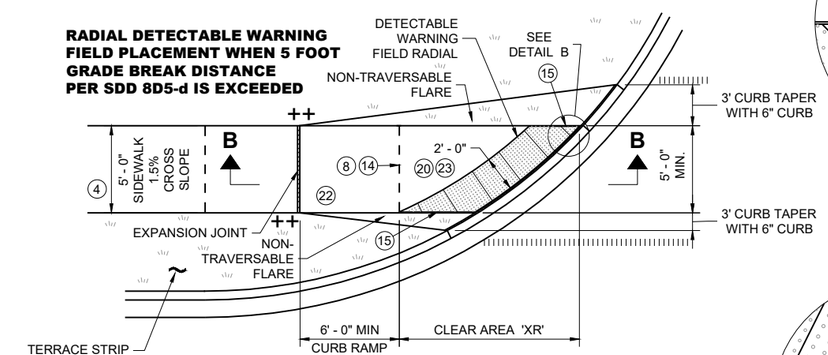
CURB RAMP TYPE 4A1

(GRADE BREAK DISTANCE GREATER THAN 5 FEET)



SECTION A - A FOR TYPE 4A1

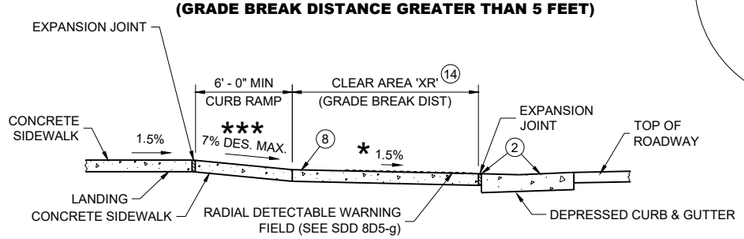
RADIAL DETECTABLE WARNING FIELD PLACEMENT WHEN 5 FOOT GRADE BREAK DISTANCE PER SDD 8D5-d IS EXCEEDED



PLAN VIEW

CURB RAMP TYPE 4B1

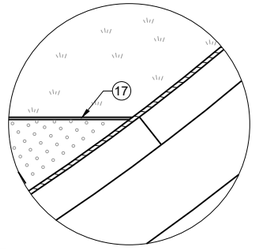
(GRADE BREAK DISTANCE GREATER THAN 5 FEET)



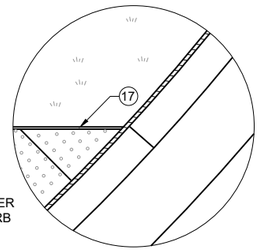
SECTION B - B FOR TYPE 4B1

LEGEND

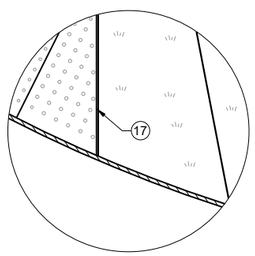
═══	½" EXPANSION JOINT SIDEWALK
– – – –	CONTRACTION JOINT SIDEWALK
ıı ıı ıı ıı	PAVEMENT MARKING CROSSWALK (WHITE)
**	WIDTH SHOWN ELSEWHERE IN THE PLANS
***	MAXIMUM 8.3%
++	CONSTRUCT 6" WEDGE TO AVOID CONCRETE BREAKAGE



DETAIL A



DETAIL B



DETAIL C

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.

APPLY RADIAL DETECTABLE WARNING PLACEMENT SIMILARLY FOR TYPE 4A AND 4A1 CURB RAMPS AND SIMILARLY FOR TYPE 4B AND 4B1 CURB RAMPS. TYPE 4A AND 4B CURB RAMPS ARE NOT SHOWN.

REFER TO SDD 8D5-g FOR ADDITIONAL RADIAL PLATE REQUIREMENTS.

FIELD CUTS AT INTERMEDIATE JOINTS WITHIN THE RADIAL DETECTABLE WARNING FILED ARE PROHIBITED.

DETERMINE FINAL RADIAL WARNING FIELD CONFIGURATION AD ITS INDIVIDUAL PLATE LOCATIONS. PERFORM PRE-LAYOUT PRIOR TO PLACEMENT IN PLASTIC CONCRETE. FOLLOW MANUFACTURER'S PRODUCT LIST AND INSTALLATION RECOMMENDATIONS.

(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.

(8) PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.

(14) CONSULT ENGINEER IF GRADE BREAK LOCATION (END OF LANDING DIMENSION "XR") REQUIRES FIELD ADJUSTMENT WHEN ESTABLISHING FINAL RADIAL DETECTABLE WARNING FIELD LOCATION.

(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.

(16) USE 1' X 2" RECTANGULAR END PLATE AT END OF TYPE 4A1 RAMP AND PROVIDE MINIMUM 2' - 0" DETECTABLE WARNING FIELD COVERAGE (IN DIRECTION OF PEDESTRIAN TRAVEL) ALONG THE ENTIRE CURB RAMP WIDTH.

(17) A MAXIMUM 2-INCH CONCRETE BORDER IS PERMITTED ALONG ALL SIDES OF THE DETECTABLE WARNING FIELD SURFACE.

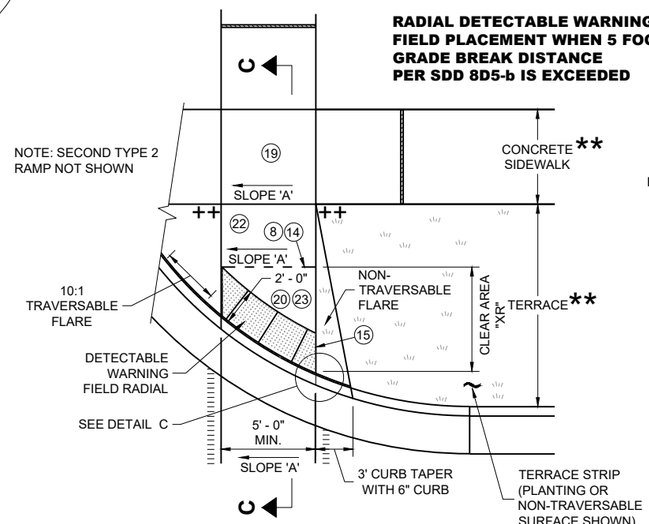
(19) WHERE A LANDING SERVES TWO CURB RAMPS, THE LANDING SLOPE SHALL NOT EXCEED THE CROSS SLOPE AT THE BOTTOM OF THE RAMP OR WITHIN THE CROSSWALK PARALLEL TO THE DIRECTION OF TRAVEL.

(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.

RADIAL DETECTABLE WARNING FIELD PLACEMENT WHEN 5 FOOT GRADE BREAK DISTANCE PER SDD 8D5-b IS EXCEEDED

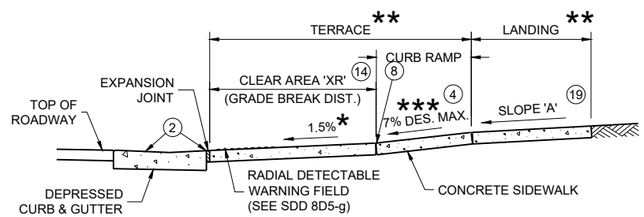


PLAN VIEW

CURB RAMP TYPE 2

(GRADE BREAK DISTANCE GREATER THAN 5 FEET)

(ON LINE WITH SIDEWALK)



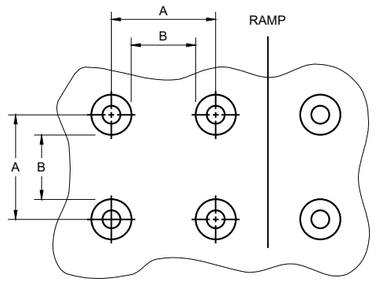
SECTION C - C FOR TYPE 2

CURB RAMPS
RADIAL DETECTABLE WARNING

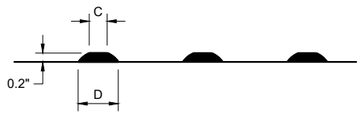
STATE OF WISCONSIN
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	MIN.	MAX.
A	1.6"	2.4"
B	0.65"	1.5"
C	*	*
D	0.9"	1.4"

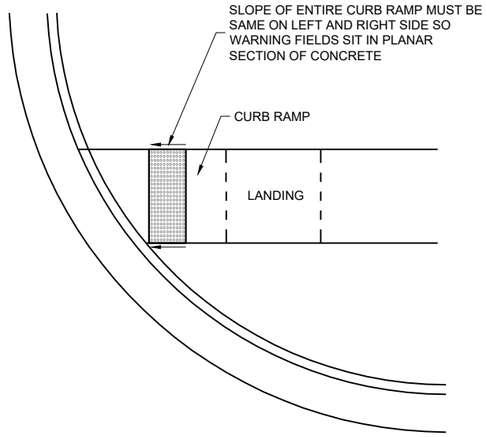
* THE C DIMENSION IS 50% TO 65% OF THE D DIMENSION.



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.

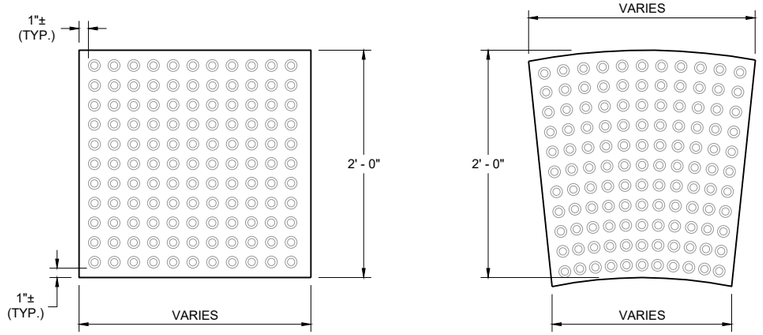
FOR RADIAL DETECTABLE WARNING FIELD APPLICATIONS WHERE STANDARD RADIAL PLATES ARE NOT AVAILABLE AT AN INTERSECTION CURB RADIUS, A COMBINATION OF SQUARE OR RECTANGULAR PLATES AND RADIAL PLATES MAY BE USED TO FORM RADIAL CONFIGURATION. RADIAL WEDGE PLATES IN COMBINATION WITH SQUARE PLATES ARE ALSO ACCEPTABLE. 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.

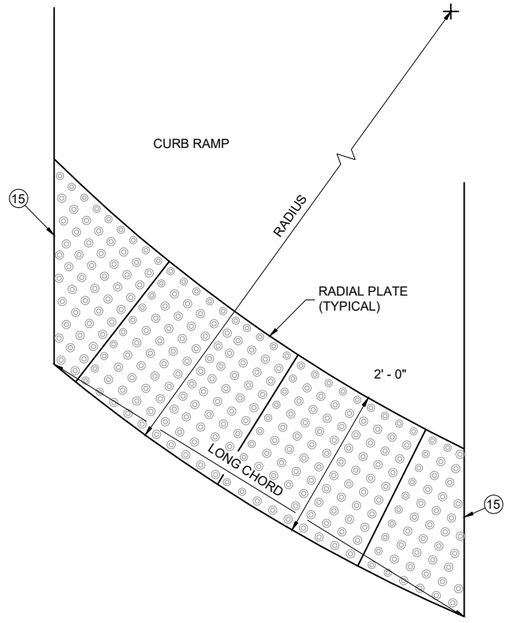
TRUNCATED DOMES
DETECTABLE WARNING PATTERN DETAIL



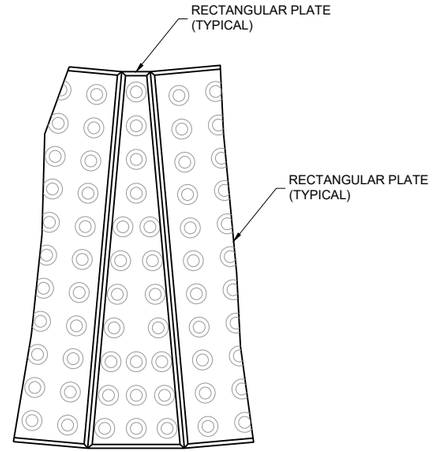
RECTANGULAR PLATES

RADIAL PLATES

PLAN VIEW
DETECTABLE WARNING FIELDS (TYPICAL)



PLAN VIEW
RADIAL DETECTABLE WARNING FIELD ATTRIBUTES



PLAN VIEW
RADIAL WEDGE PLATE CONNECTION DETAIL

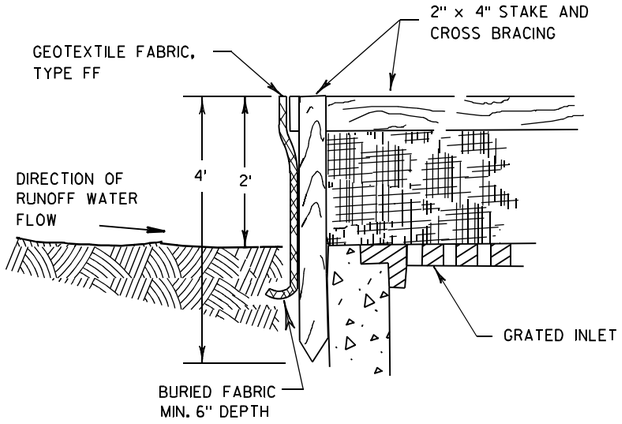
CURB RAMPS
RECTANGULAR AND RADIAL
DETECTABLE WARNING PLATES

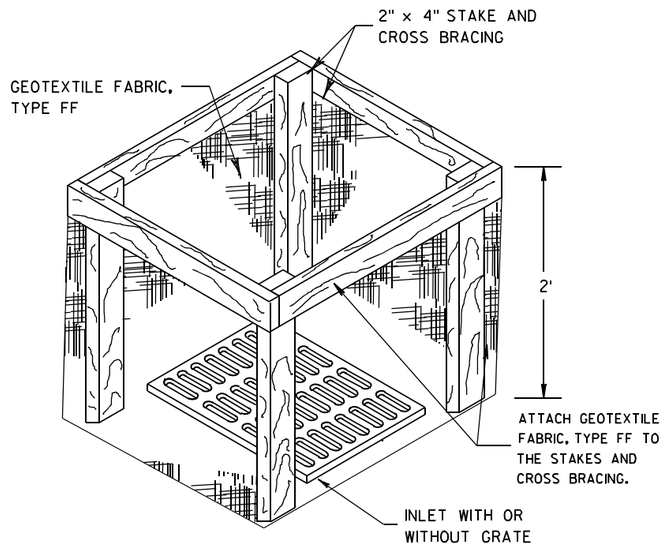
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2026 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR

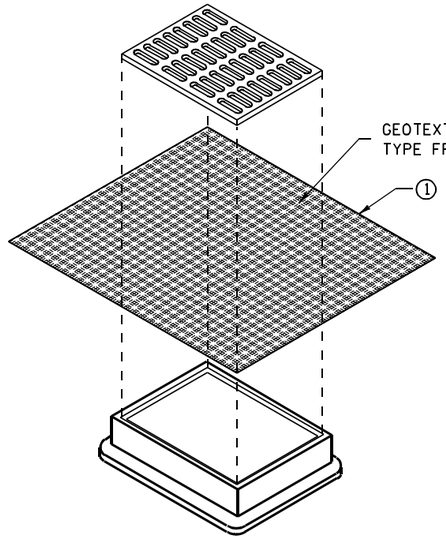
FHWA

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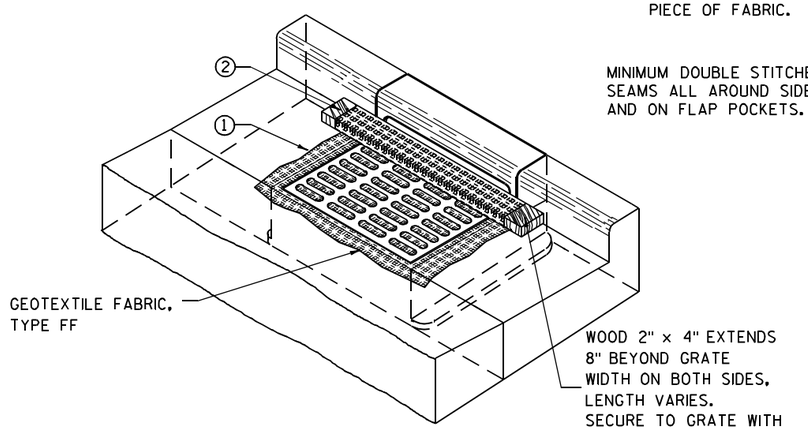


INLET PROTECTION, TYPE A

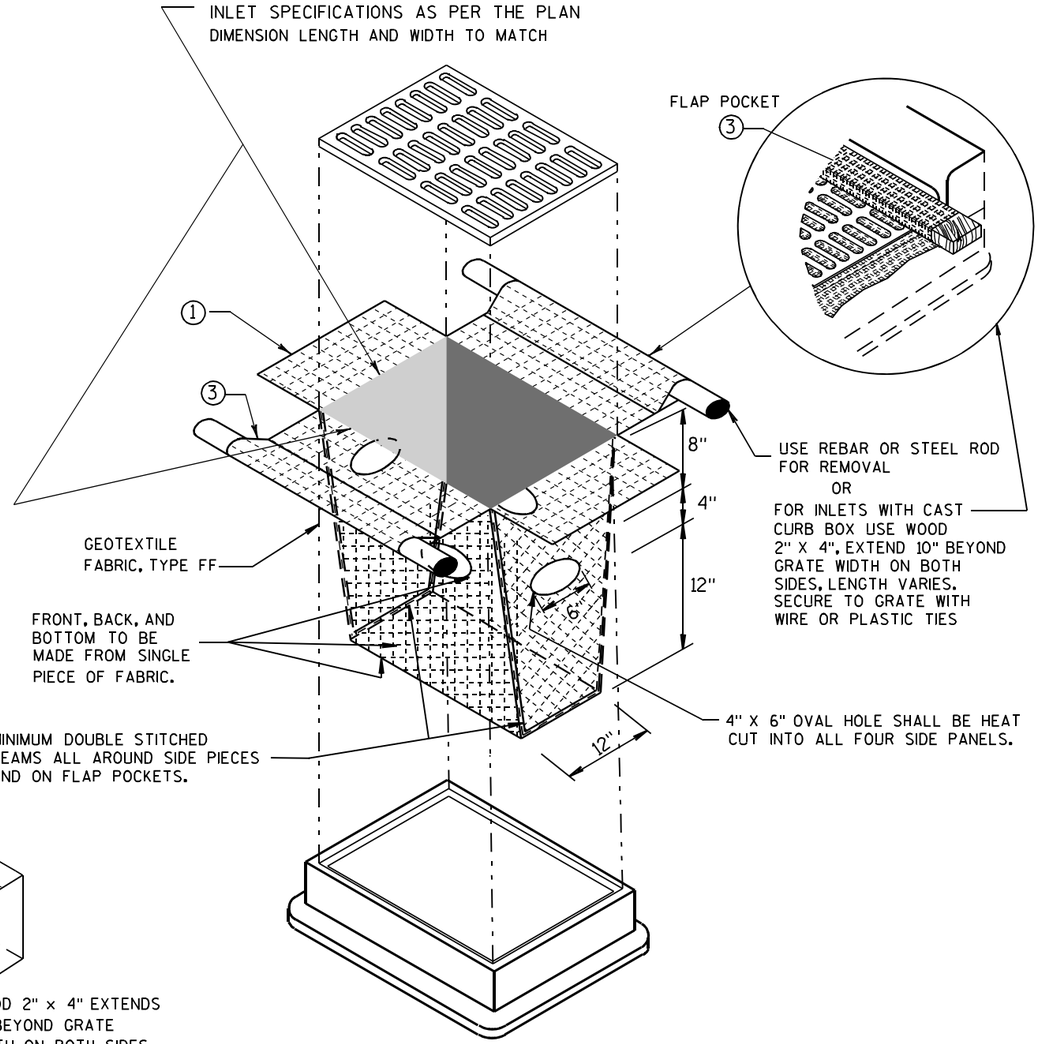


INLET PROTECTION, TYPE B
(WITHOUT CURB BOX)

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



INLET PROTECTION, TYPE C (WITH CURB BOX)



INLET PROTECTION, TYPE D

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

GENERAL NOTES

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

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

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

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

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

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

INSTALLATION NOTES

TYPE B & C

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

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

TYPE D

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

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

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

INLET PROTECTION
TYPE A, B, C, AND D

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

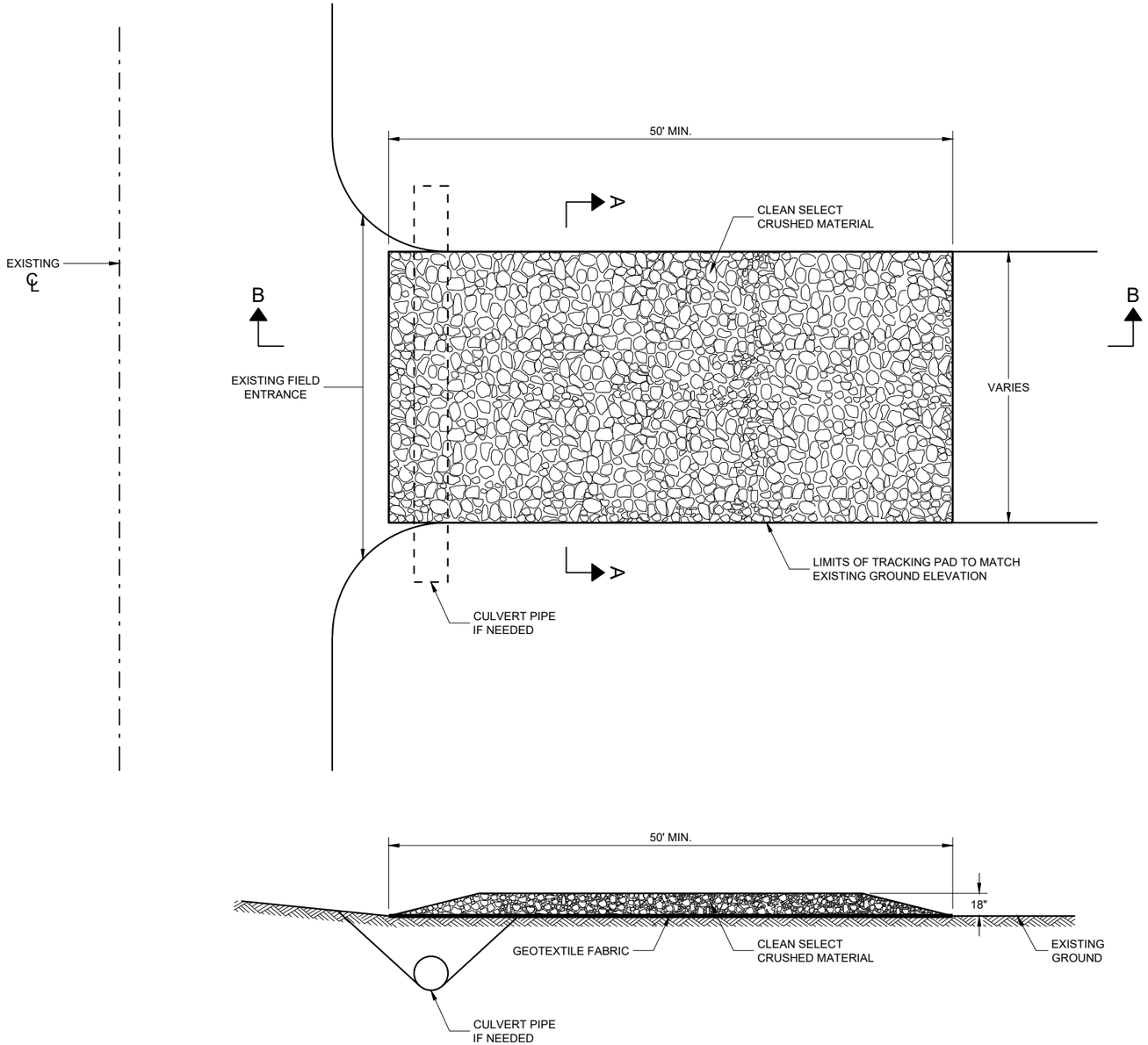
APPROVED

10/16/02
DATE

/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER

FHWA

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S.D.D. 8 E 10-2



SECTION B - B

GENERAL NOTES

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

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

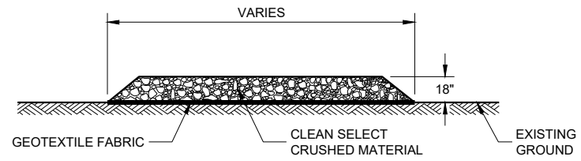
TRACKING PAD TO BE REMOVED AFTER CONSTRUCTION IS COMPLETED.

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

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

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

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



SECTION A - A

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SDD 08E14 - 01

TRACKING PAD

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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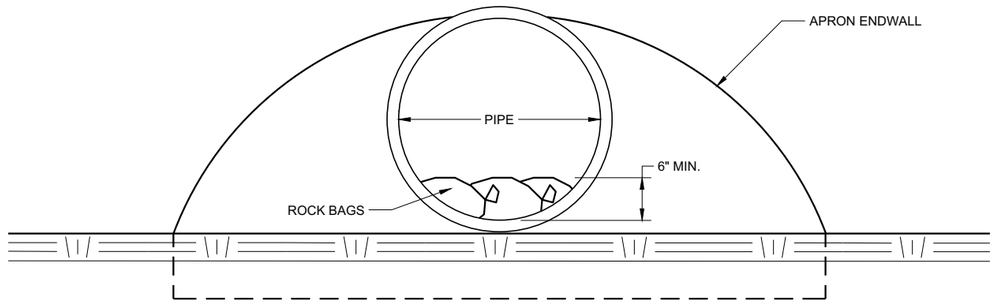
3/24/2011
DATE

/S/ Jerry H. Zogg
ROADWAY STANDARDS DEVE ENGINEER

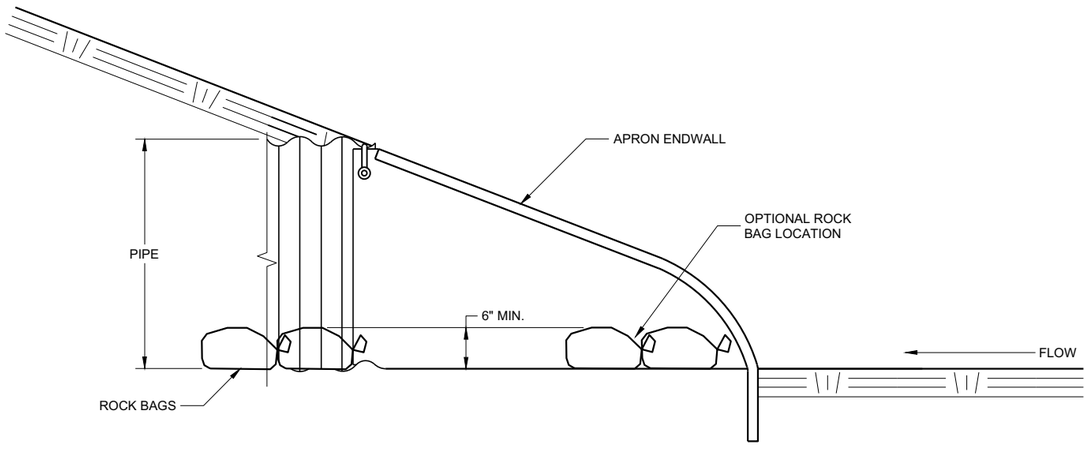
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SDD 08E14 - 01



END VIEW



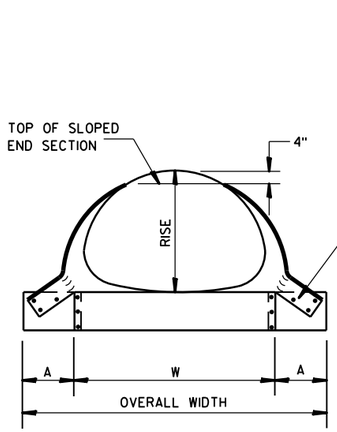
SIDE VIEW

CULVERT PIPE CHECK

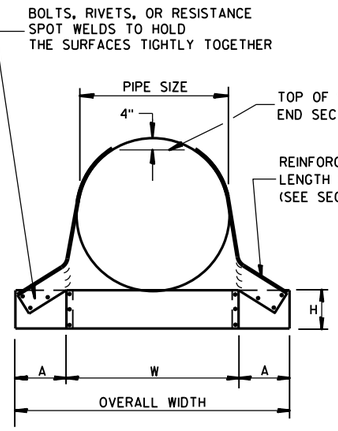
(INSTALL ON INLET END ONLY)

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

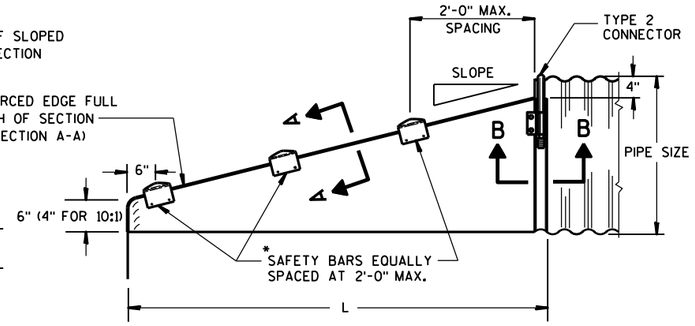
6
SDD 08E15 - 01



FRONT VIEW



FRONT VIEW



SIDE VIEW

GENERAL NOTES

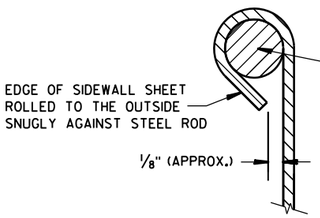
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

SLOPED END SECTIONS SHALL CONFORM TO THE REQUIREMENTS OF THE STANDARD SPECIFICATIONS, SECTION 521 FOR STEEL APRON ENDWALLS.

SAFETY BARS SHALL BE FABRICATED FROM GALVANIZED STEEL PIPE MEETING THE REQUIREMENTS OF ASTM A-53, GRADE B, SCHEDULE 40 OR APPROVED EQUAL.

STEEL APRON ENDWALLS FOR CULVERT PIPE
SLOPED SIDE DRAINS

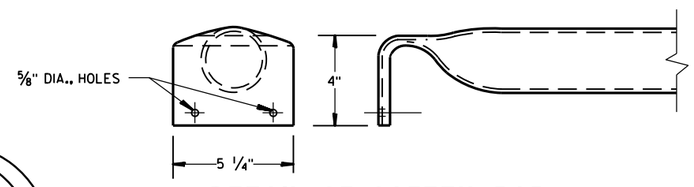
PIPE DIA. (IN.)	MIN. THICK. (Inches)	DIMENSIONS (Inches)				L DIMENSIONS					
		A	H	W	OVERALL WIDTH	SLOPE	LENGTH INCHES	SLOPE	LENGTH INCHES	SLOPE	LENGTH INCHES
15	.064	8	6	21	37	4:1	20	6:1	30	10:1	70
18	.064	8	6	24	40	4:1	32	6:1	48	10:1	100
21	.064	8	6	27	43	4:1	44	6:1	66	10:1	130
24	.064	8	6	30	46	4:1	56	6:1	84	10:1	160
30	.109	12	9	36	60	4:1	80	6:1	120	10:1	220
36	.109	12	9	42	66	4:1	104	6:1	156	10:1	280
42	.109	16	12	48	80	4:1	128	6:1	192	——	——
48	.109	16	12	54	86	4:1	152	6:1	228	——	——
54	.109	16	12	60	92	4:1	176	6:1	264	——	——
60	.109	16	12	66	98	4:1	200	6:1	300	——	——



SECTION A-A

*NOTE:
THREE SAFETY BARS ARE SHOWN. ACTUAL NUMBER OF BARS REQUIRED AT A 2'-0" C-C MAX. SPACING WILL VARY DEPENDING ON THE LENGTH OF THE END SECTION.

3" GALVANIZED PIPE. FLATTEN ENDS, THEN BEND OUTSIDE 4" TO MATCH END SECTION SIDES.

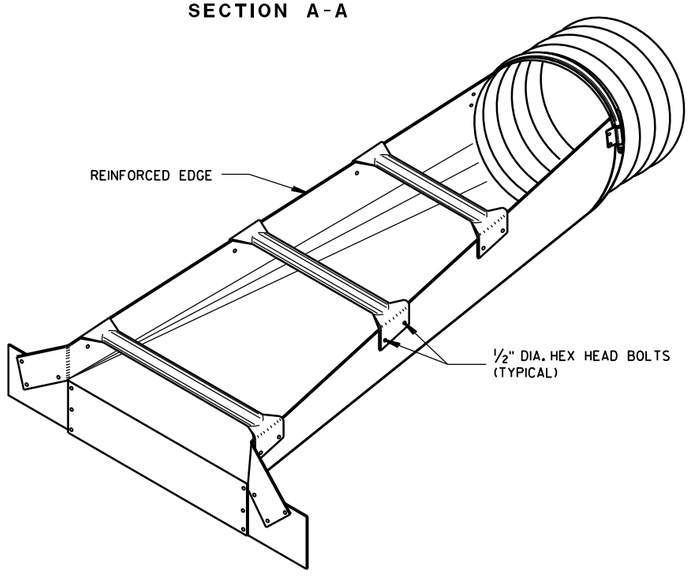


DETAIL OF SAFETY BAR

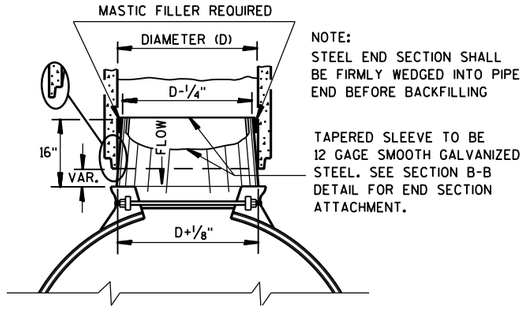
STEEL APRON ENDWALLS FOR PIPE ARCH
SLOPED SIDE DRAINS

EQUIV. DIA. (Inches)	(Inches) SPAN	(Inches) RISE	MIN. THICK. (Inches) ①	DIMENSIONS (Inches) A	H	W	OVERALL WIDTH	L DIMENSIONS SLOPE	LENGTH INCHES	SLOPE	LENGTH INCHES	SLOPE	LENGTH INCHES
15	17	13	.064 *	7	6	30	44	4:1	19	6:1	30	10:1 ②	70
18	21	15	.064 *	8	6	27	43	4:1	20	6:1	30	10:1	70
21	24	18	.064 *	8	6	30	46	4:1	32	6:1	48	10:1	100
24	28	20	.064 *	8	6	34	50	4:1	40	6:1	60	10:1	120
30	35	24	.079 *	12	9	41	65	4:1	56	6:1	84	10:1	160
36	42	29	.109 *	12	9	48	72	4:1	76	6:1	114	10:1	210
42	49	33	.109	16	12	55	87	4:1	92	6:1	138	——	——
48	57	38	.109	16	12	63	95	4:1	112	6:1	168	——	——
54	64	43	.109	16	12	70	102	4:1	132	6:1	198	——	——

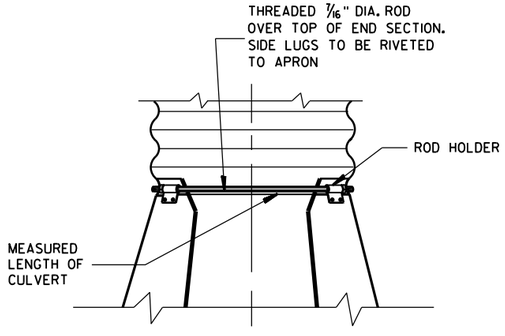
① * MINIMUM THICKNESS OF ALL 10:1 SLOPED SIDE DRAINS IS 0.109".
② ACTUAL SLOPE GREATER THAN 10:1.



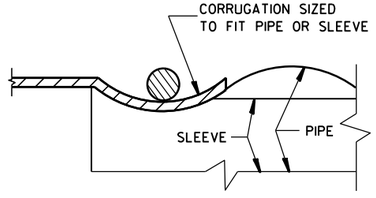
ISOMETRIC VIEW



STEEL ADAPTER SLEEVE FOR CONCRETE PIPE



TYPE 2
CONNECTION DETAIL



SECTION B-B

STEEL APRON ENDWALLS FOR CULVERT PIPE AND PIPE ARCH SLOPED SIDE DRAINS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
9/14/2012 — DATE
/S/ Jerry H. Zoda — ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA

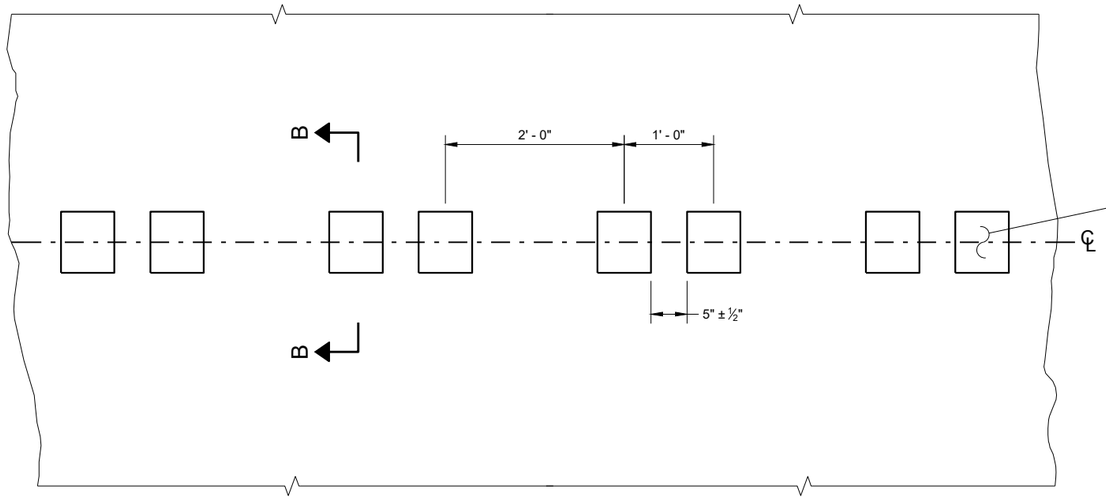
6

S.D.D. 8 F 7-5

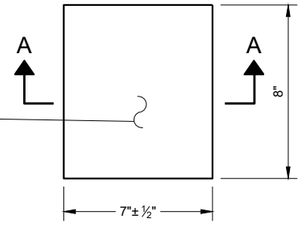
GENERAL NOTES

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

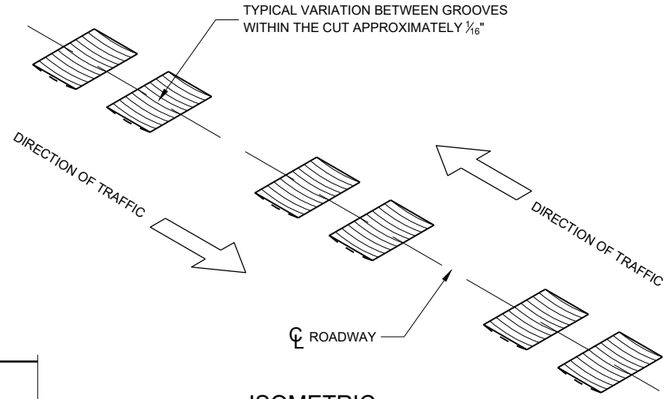
CENTERLINE GROOVES MAY BE OMITTED IN AREAS WITH HIGH CONCENTRATIONS OF DRIVEWAYS WHEN DIRECTED BY THE ENGINEER.



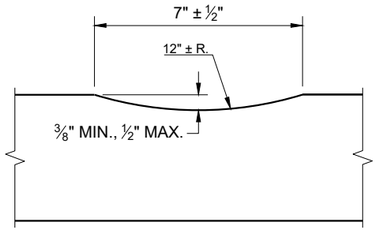
PLAN DETAIL VIEW



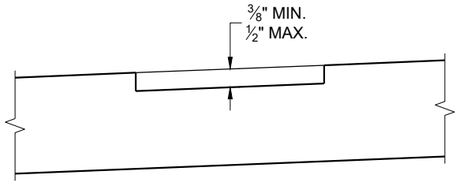
PLAN VIEW
(SINGLE GROOVE)



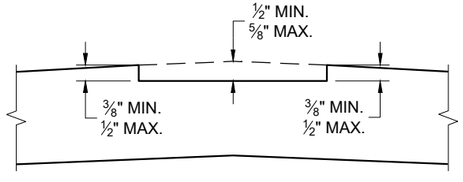
ISOMETRIC



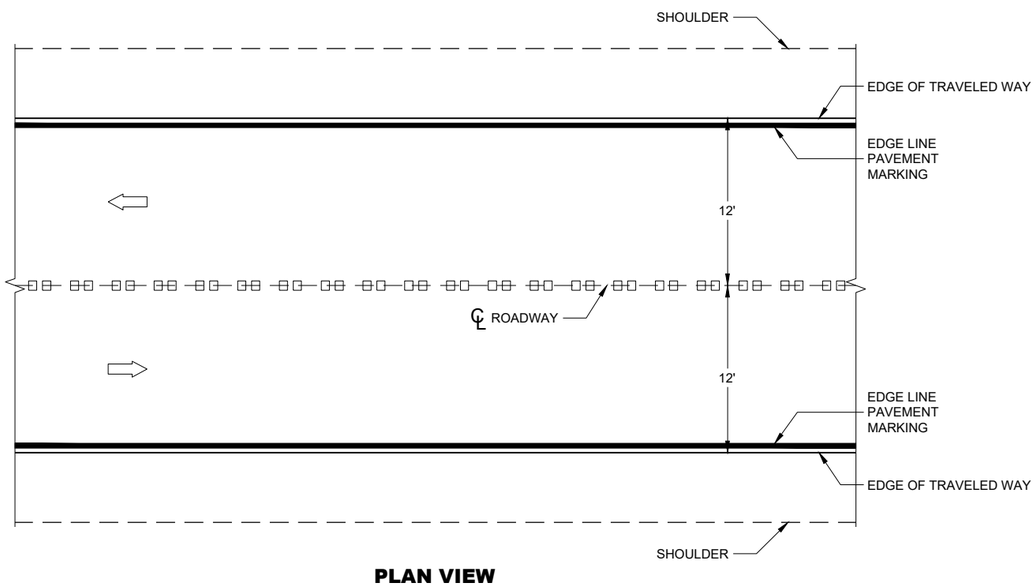
SECTION A - A



SECTION B - B
SUPERELEVATED ROADWAY



SECTION B - B
CROWNED ROADWAY



PLAN VIEW

CENTERLINE RUMBLE STRIPS - ASPHALT

6

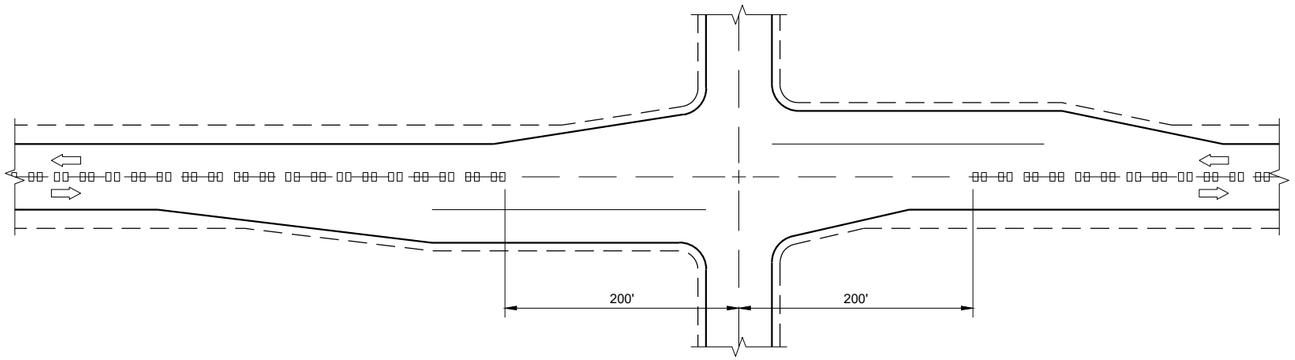
SDD 13A11 - 04a

CENTERLINE RUMBLE STRIPS - ASPHALT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

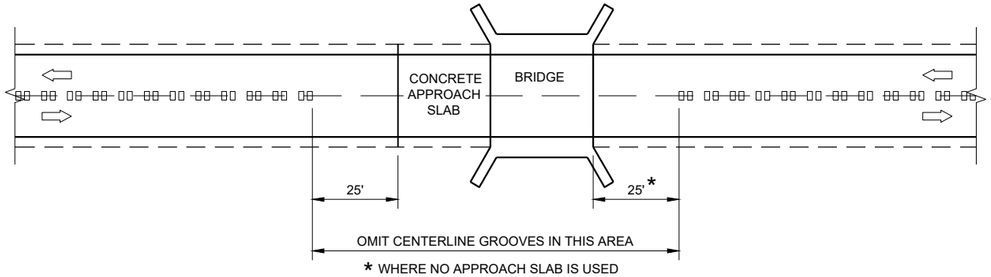
SDD13A11 - 04a



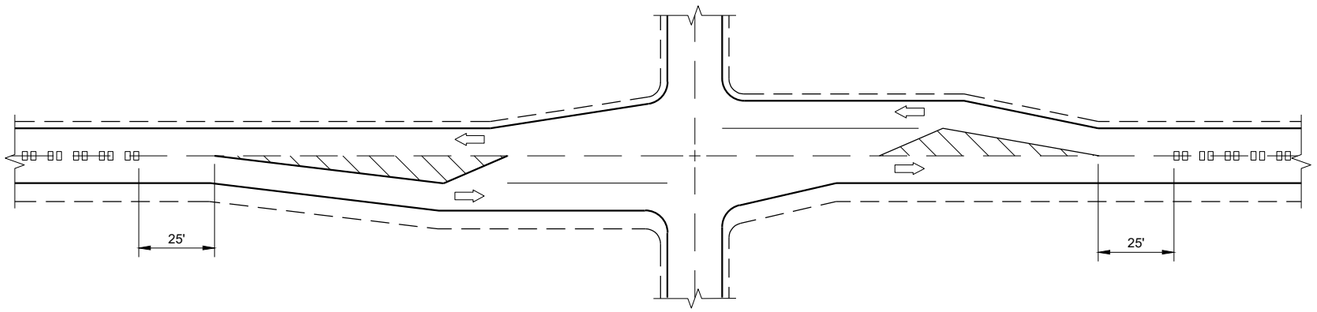
CENTERLINE GROOVES AT INTERSECTIONS

GENERAL NOTES

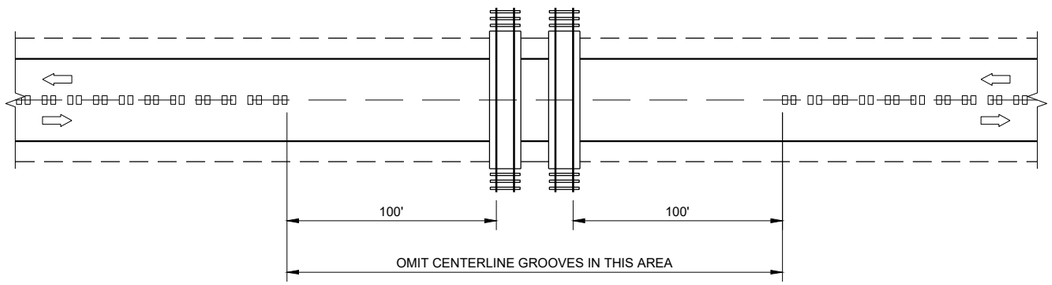
1. CENTERLINE GROOVES MAY BE OMITTED IN AREAS WITH HIGH CONCENTRATIONS OF DRIVEWAYS WHEN DIRECTED BY THE ENGINEER.



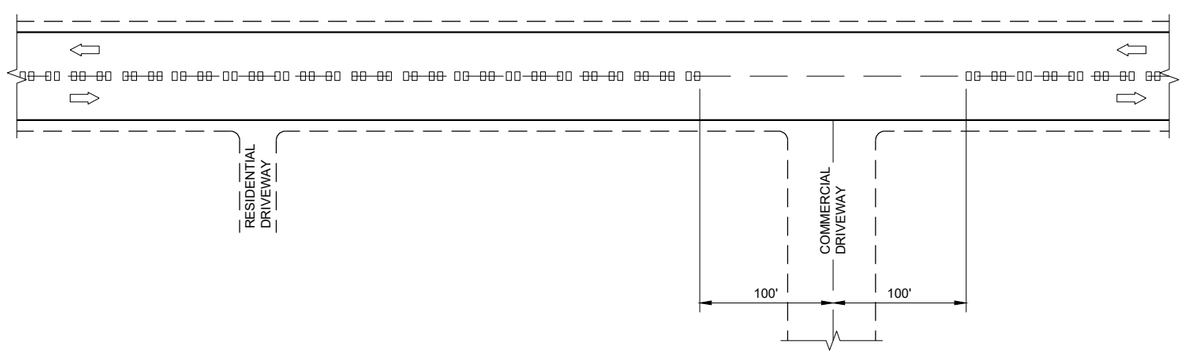
CENTERLINE GROOVES AT BRIDGES



CENTERLINE GROOVES AT INTERSECTIONS (WITH LEFT TURN LANES)



CENTERLINE GROOVES AT RAILROADS



CENTERLINE GROOVES AT DRIVEWAYS (1)

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

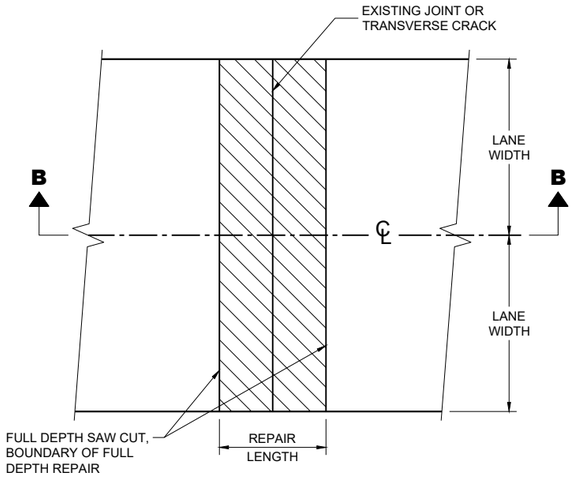
May 2023
DATE

/S/ John Jenkins
ROADWAY STANDARDS DEVE ENGINEER

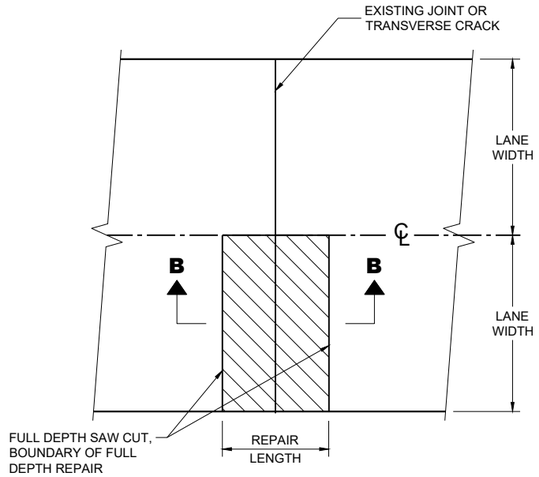
FHWA

6

SDD 13A11 - 04d

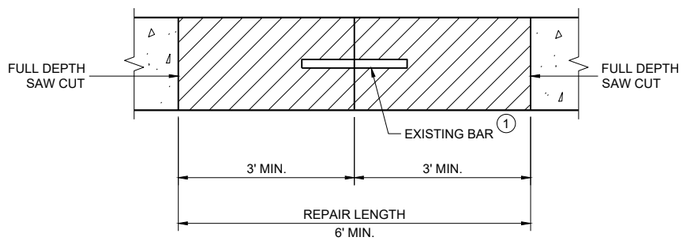


PLAN VIEW
(DOUBLE LANE REPAIR)



PLAN VIEW
(SINGLE LANE REPAIR)

FULL DEPTH CONCRETE PAVEMENT REMOVAL



SECTION B - B

CONCRETE REMOVAL

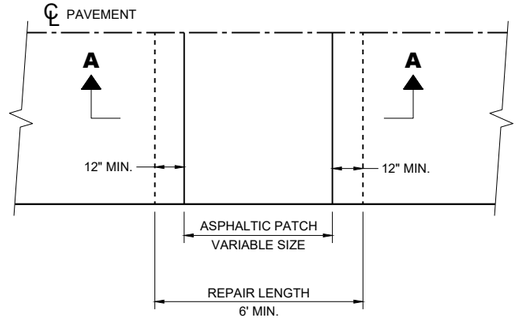
GENERAL NOTES

SAW CUT, DRILL, AND LIFT OUT EXISTING CONCRETE PAVEMENT WITHIN THE BOUNDARIES OF CONCRETE REPAIR AREAS. THE CONTRACTOR MAY MAKE ADDITIONAL SAW CUTS INSIDE THE REPAIR LIMITS TO REDUCE WEIGHT AND SIZE OF CONCRETE PIECES.

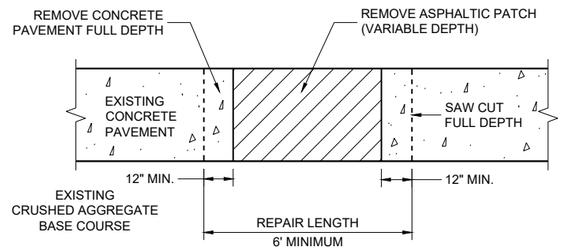
PROVIDE A 6 FOOT MINIMUM DISTANCE FROM BOUNDARIES OF CONCRETE REPAIR AREA TO ADJACENT TRANSVERSE JOINT OR CRACK.

THE LENGTH OF THE REPAIRS MAY VARY FROM THE DIMENSIONS SHOWN IF THE EXISTING CONCRETE PAVEMENT IS NON-DOWELED AND THE PAVEMENT IS TO BE OVERLAID AFTER REPAIRING.

(1) DOWEL BARS MAY NOT BE PRESENT.



PLAN VIEW



SECTION A - A

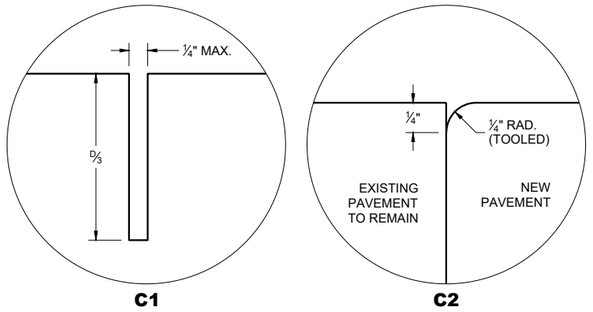
HMA PATCH REMOVAL

6

SDD 13C09-18a

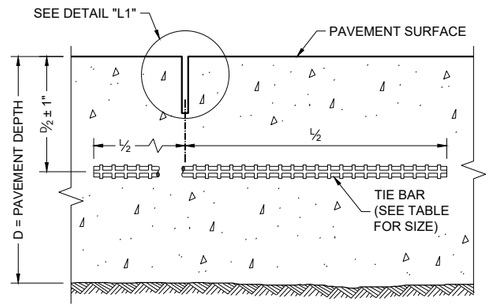
CONCRETE PAVEMENT
REPAIR AND REPLACEMENT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



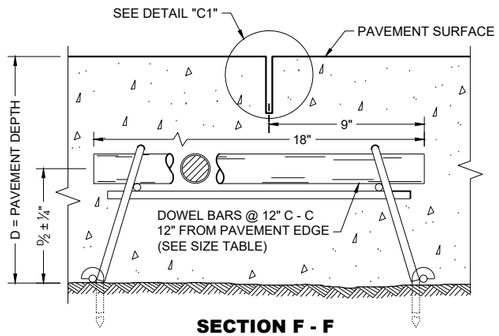
C1 C2

TRANSVERSE JOINTS



SECTION C - C

SAWED LONGITUDINAL JOINT



SECTION F - F

DOWELED CONTRACTION JOINT

GENERAL NOTES

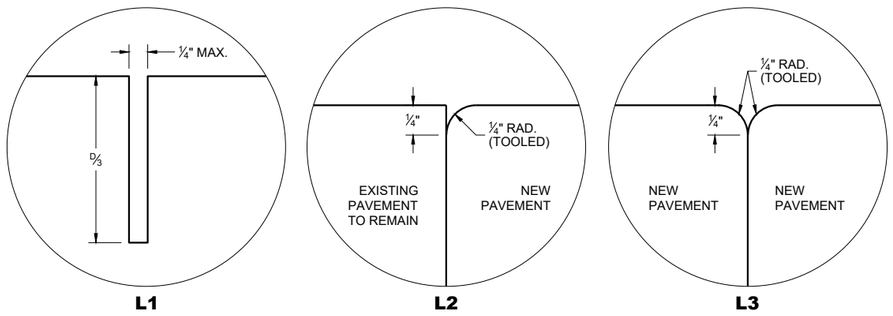
INSTALL DOWEL BARS PARALLEL TO THE PAVEMENT CENTERLINE AND PAVEMENT SURFACE.

CONCRETE PAVEMENT REPAIRS OF EXISTING NON-DOWELED CONCRETE PAVEMENTS DO NOT NEED TO BE DOWELED.

ANCHOR DOWEL BARS AND TIE BARS INTO DRILLED HOLES WITH AN EPOXY.

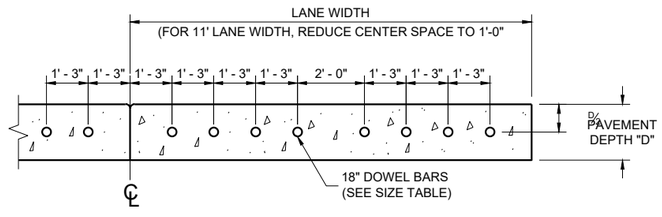
FOR MULTI-LANE CONCRETE PAVEMENT REPLACEMENTS, PROVIDE A MINIMUM DISTANCE OF 15 INCHES FROM ALL TRANSVERSE JOINTS OR EDGES OF REPLACEMENT TO THE CENTER OF THE TIE BAR NEAREST THAT JOINT OR EDGE.

(1) APPLY A THIN UNIFORM COATING OF SURFACE TREATMENT TO THE FREE END OF DOWEL BARS TO PREVENT BONDING.



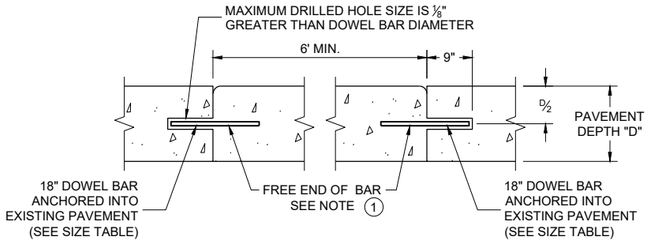
L1 L2 L3

LONGITUDINAL JOINTS



SECTION E - E

DRILLED DOWEL BAR CONSTRUCTION JOINT



SECTION D - D

TIE BAR TABLE

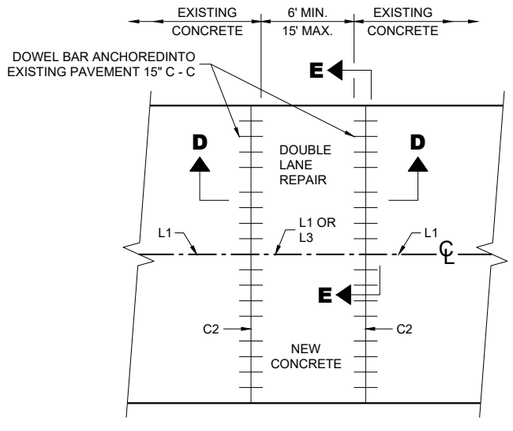
PAVEMENT DEPTH (D)	TIE BAR SIZE	TIE BAR LENGTH (L)	MAX. TIE BAR SPACING
< 10 ½"	NO. 4	30"	36"
≥ 10 ½"	NO. 5	36"	36"
	NO. 4*	30"	24" **

* 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.

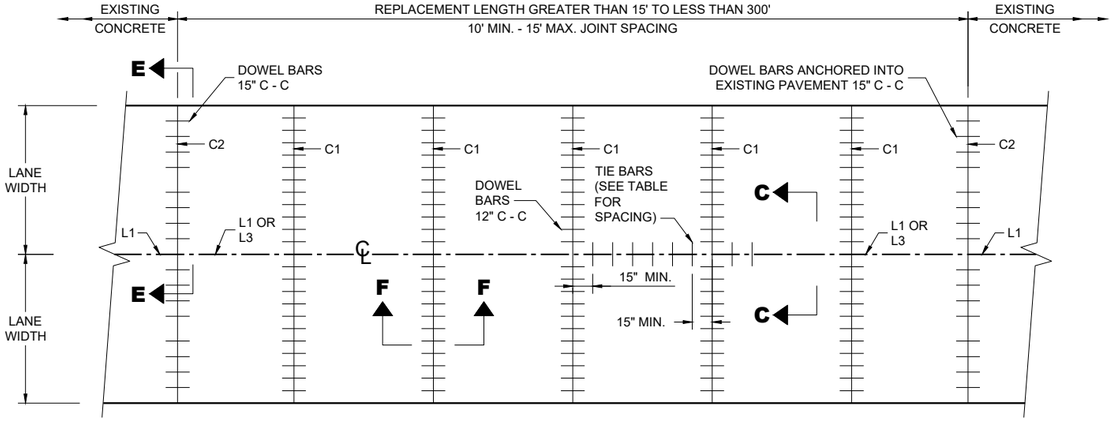
PAVEMENT DEPTH, DOWEL BAR SIZE AND JOINT SPACING TABLE

PAVEMENT DEPTH (D)	DOWEL BAR DIAMETER	DRILLED DOWEL BAR DIAMETER	CONTRACTION JOINT SPACING
6", 6 ½"	NONE	NONE	12'
7", 7 ½"	1"	1"	14'
8" & ABOVE	1 ¼"	1 ¼"	15'



PLAN VIEW

MULTILANE CONCRETE PAVEMENT REPAIR

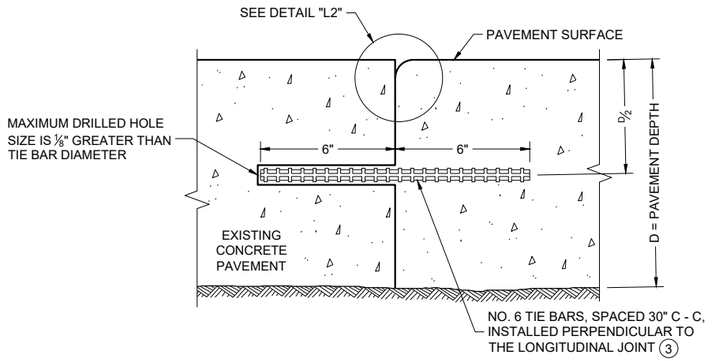


PLAN VIEW

MULTILANE CONCRETE PAVEMENT REPLACEMENT

CONCRETE PAVEMENT REPAIR AND REPLACEMENT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

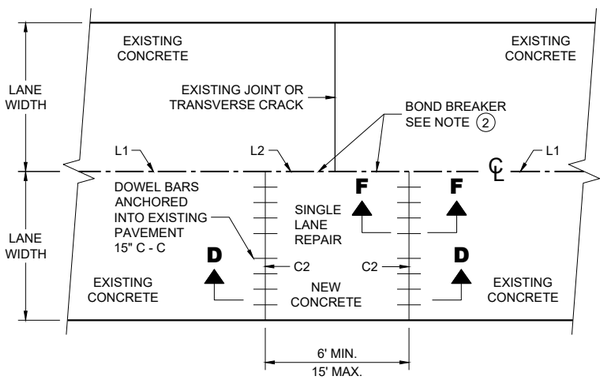


SECTION G - G

TIE BARS ANCHORED INTO EXISTING PAVEMENT

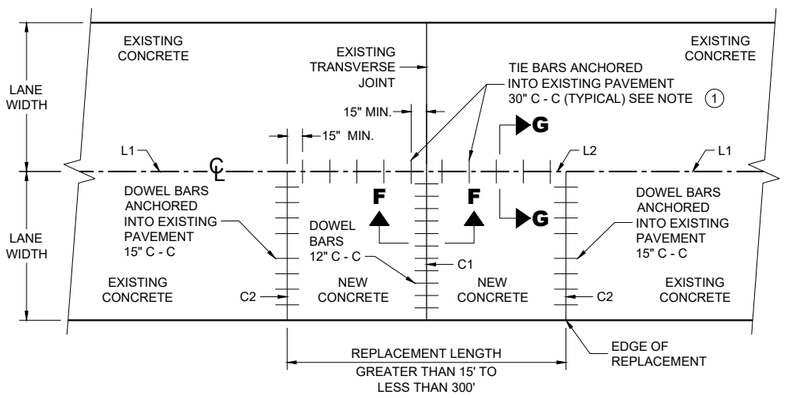
GENERAL NOTES

1. WITH THE APPROVAL OF THE ENGINEER, FOR SINGLE LANE PAVEMENT REPLACEMENTS LESS THAN 30 FEET IN LENGTH, THE CONTRACTOR MAY INSTALL DRILLED TIE BARS ON 6:1 SKEW HORIZONTALLY, DIRECTION OF SKEW ALTERNATING WITH EACH SUCCESSIVE BAR. DRIVE SKEWED TIE BARS TO A DEPTH OF 6 INCHES IN A HOLE OF SUCH A DIAMETER AS TO PROVIDE A TIGHT DRIVEN FIT.
2. USE AN ENGINEER APPROVED BOND BREAKER (E.G. RELEASE AGENT, CURING COMPOUND) FOR SINGLE LANE REPAIRS UP TO 15 FEET IN LENGTH.
3. ANCHOR TIE BARS INTO DRILLED HOLES WITH AN EPOXY.



PLAN VIEW

SINGLE LANE CONCRETE PAVEMENT REPAIR



PLAN VIEW

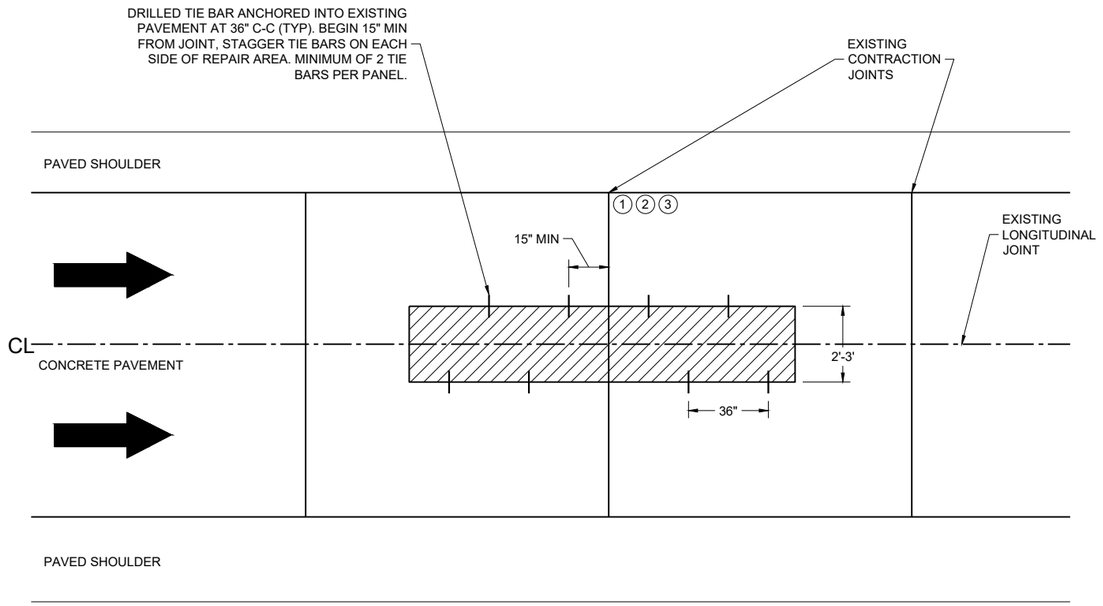
SINGLE LANE CONCRETE PAVEMENT REPLACEMENT

6

SDD 13C09-18c

CONCRETE REPAIR AND REPLACEMENT

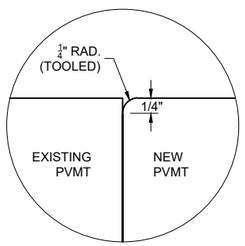
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



PLAN VIEW

GENERAL NOTES

1. TIE BARS MIN 15" FROM JOINT.
2. LOCATION AND WIDTH OF PATCH ARE VARIABLE DEPENDING ON FIELD CONDITION
3. PRESERVE OR REESTABLISH EXISTING CONTRACTION JOINTS, KEEPING PATCH MATERIALS OUT OF REMAINING CONTRACTION JOINT.



DETAIL L2

SECTION VIEW

TABLE 1	
PATCH WIDTH	TIE BAR LENGTH
24"	12"
36"	18"

CONCRETE PAVEMENT CENTERLINE JOINT REPAIR

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

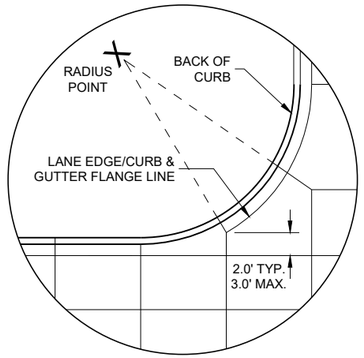
APPROVED
NOVEMBER 2025 — DATE
/S/ Peter Kemp P.E. — PAVEMENT SUPERVISOR

FHWA

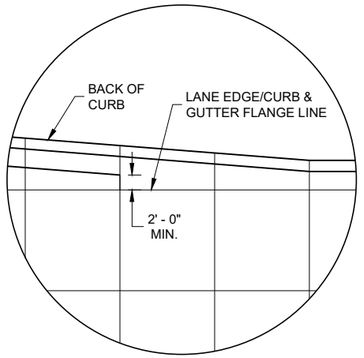
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SDD 13C09-18d

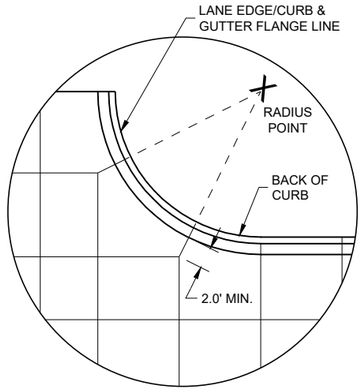
SDD 13C09-18d



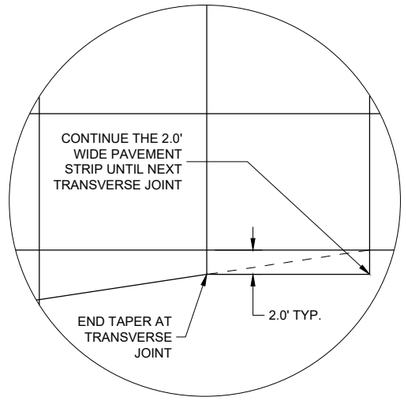
DETAIL "A"



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.

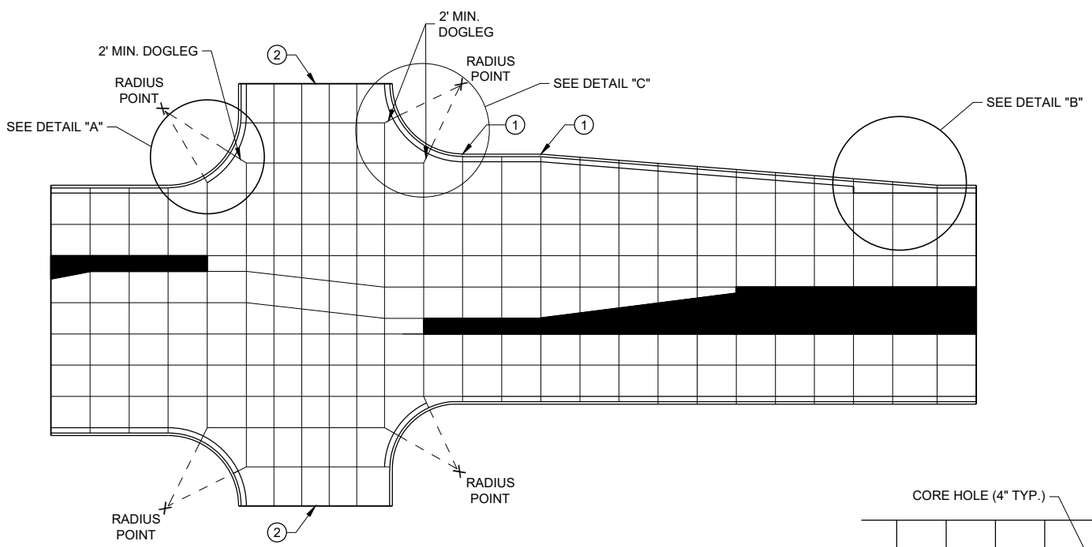
AVOID ANGLES LESS THAN 60° BY DOGLEGGING JOINTS THROUGH CURVE RADIUS POINTS. USE 90° ANGLES WHEN POSSIBLE.

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.

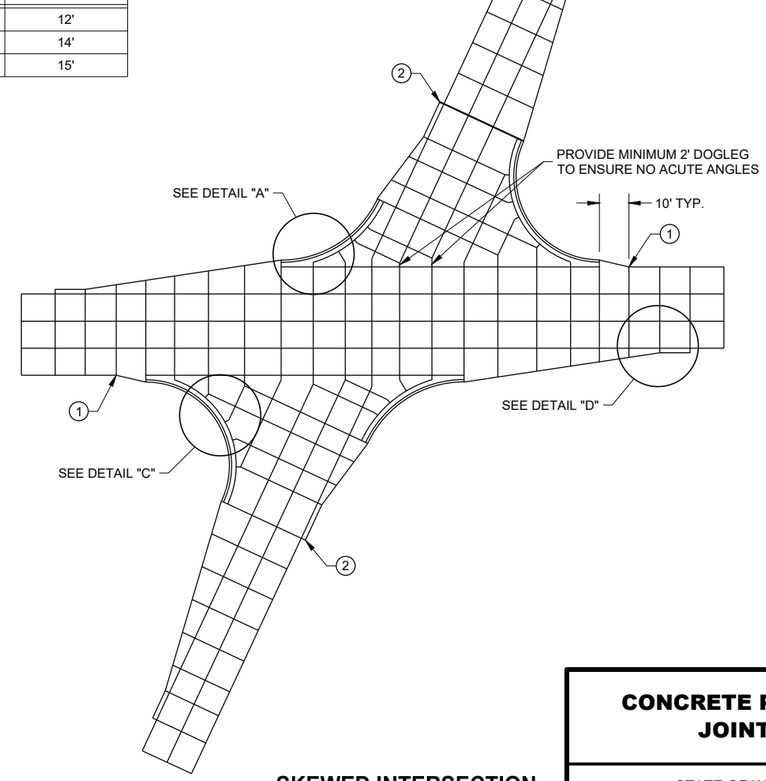
(3) THE ENGINEER MAY APPROVE SLIGHT VARIATIONS FROM THESE JOINTING DETAILS.



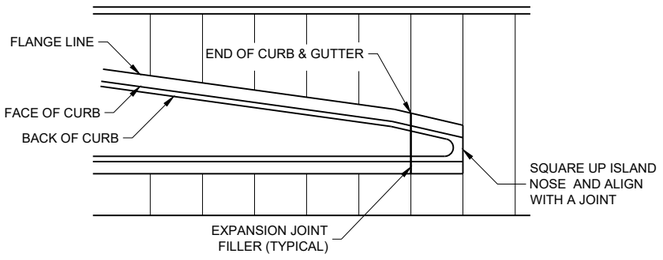
STANDARD INTERSECTION

PAVEMENT DEPTH AND JOINT SPACING TABLE

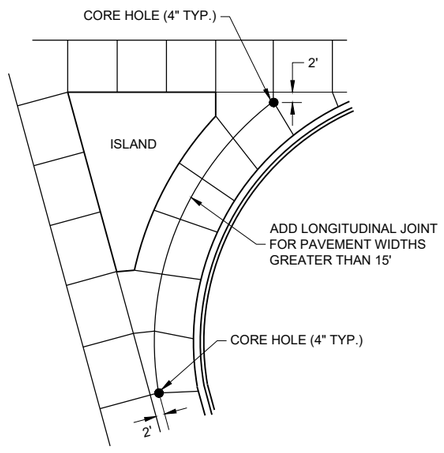
PAVEMENT DEPTH (D)	CONTRACTION JOINT SPACING
6", 6 ½"	12'
7", 7 ½"	14'
8" & ABOVE	15'



SKEWED INTERSECTION



APPROACH TO MEDIAN



LARGE RIGHT TURN

CONCRETE PAVEMENT JOINTING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 13C18 - 08a

6

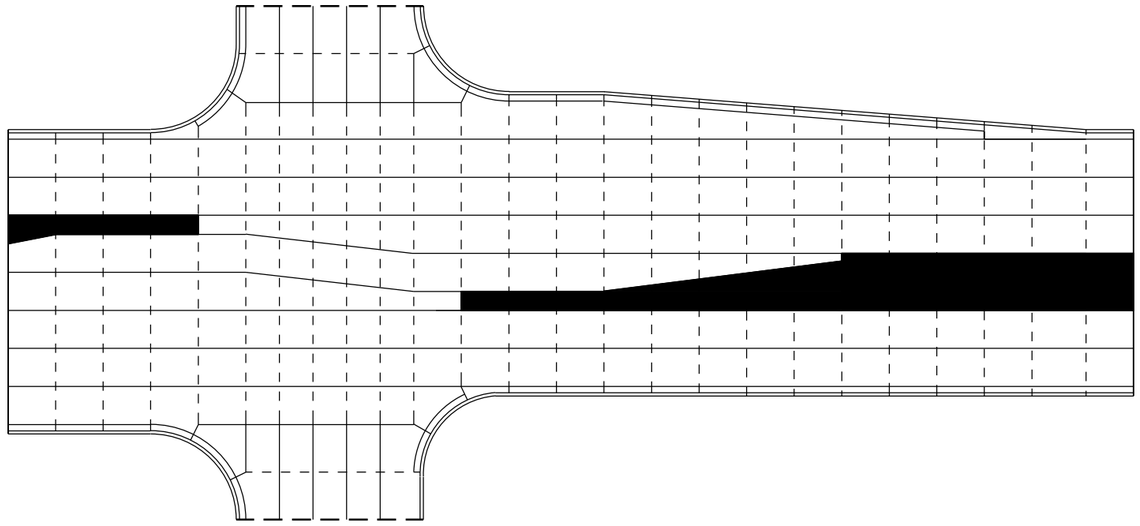
SDD 13C18 - 08a

LEGEND

POTENTIAL DOWELED EXPANSION JOINT

DOWELED JOINT

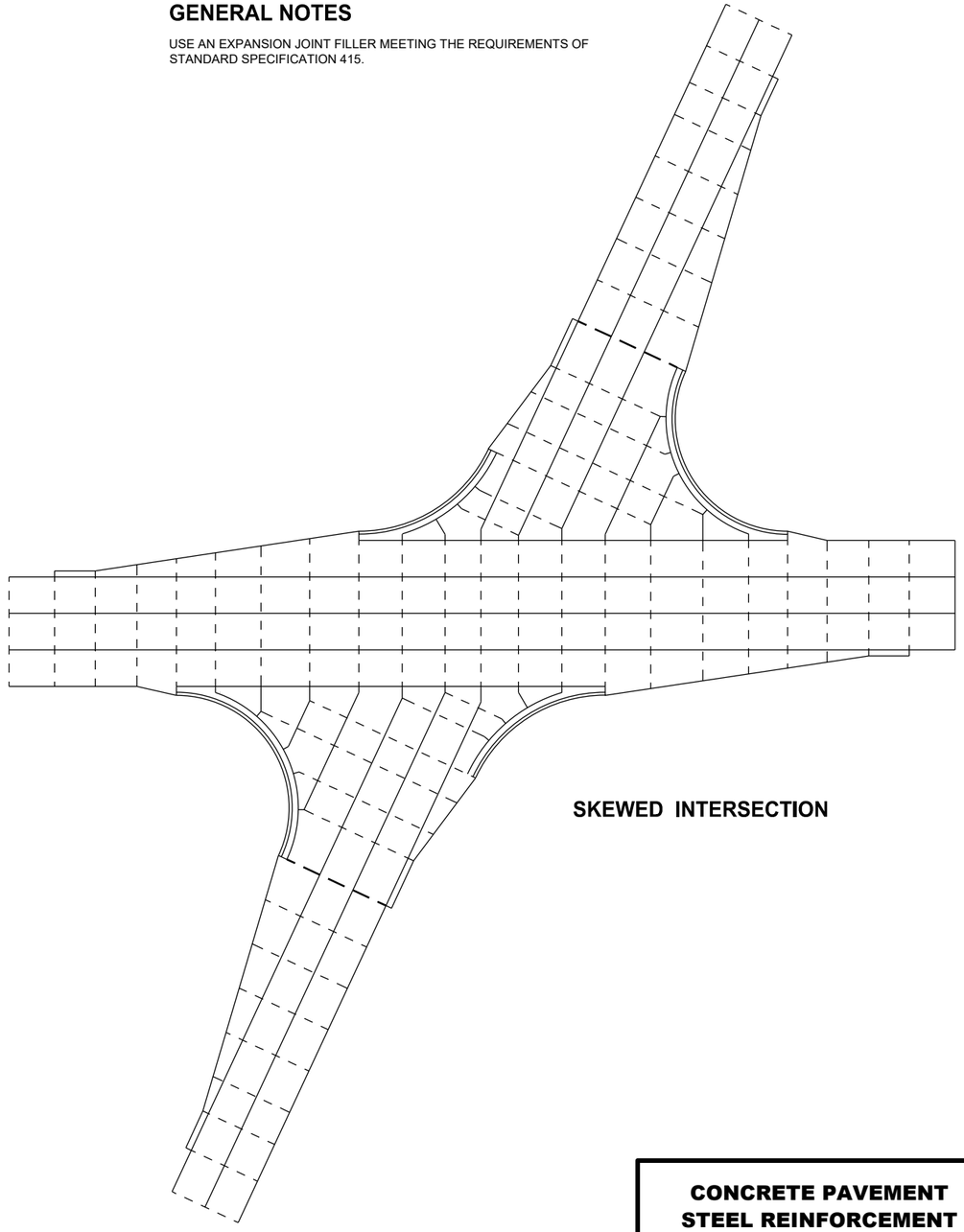
TIED JOINT



STANDARD INTERSECTION

GENERAL NOTES

USE AN EXPANSION JOINT FILLER MEETING THE REQUIREMENTS OF STANDARD SPECIFICATION 415.



SKEWED INTERSECTION

6

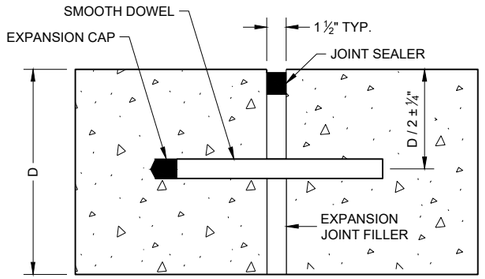
SDD 13C18 - 08b

CONCRETE PAVEMENT STEEL REINFORCEMENT

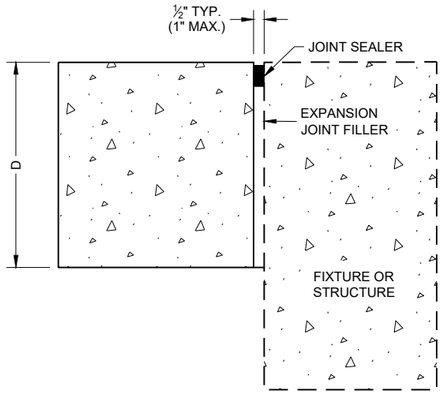
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 13C18 - 08b



DOWELED TRANSVERSE (1)



UNTIED - LONGITUDINAL

EXPANSION JOINTS

TIE BAR TABLE

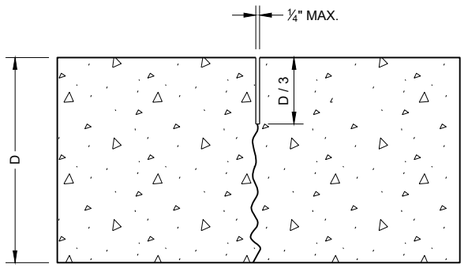
PAVEMENT DEPTH (D)	TIE BAR SIZE	TIE BAR LENGTH (L)	MAX. TIE BAR SPACING
< 10 ½"	NO. 4	30"	36"
≥ 10 ½"	NO. 5	36"	36"
	NO. 4 *	30"	24" **

* SUBSTITUTE BENT BARS AT LONGITUDINAL JOINTS WHEN EQUIPMENT LIMITATIONS DURING CONSTRUCTION WARRANT (e.g. AUXILIARY LANES OR TURN LANES)

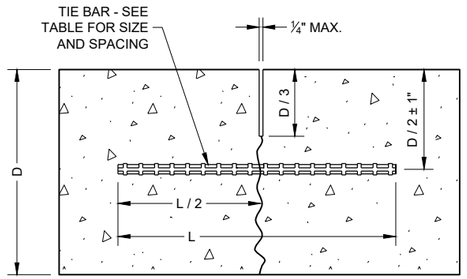
** CONFORM TO 15" MINIMUM SPACING FROM TRANSVERSE JOINTS; SPACING BETWEEN TIE BARS WILL BE 30" AT TRANSVERSE JOINTS.

GENERAL NOTES

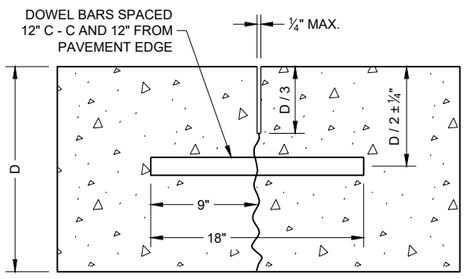
1. USE DOWELED EXPANSION JOINTS ON SIDE ROADS AT INTERSECTIONS (TO ISOLATETHE SIDE ROAD FROM THE THROUGH STREET) IF THE SIDE ROAD IS CONCRETE PAVEMENT AND GREATER THAN 300 FEET IN LENGTH.
2. SPACE CONTRACTION JOINTS IN ACCORDANCE WITH SDD 13C4, 13C11 OR 13C13.
3. LOCATE CONSTRUCTION JOINTS A MINIMUM 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

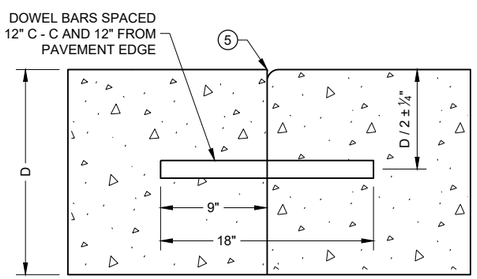


TIED LONGITUDINAL

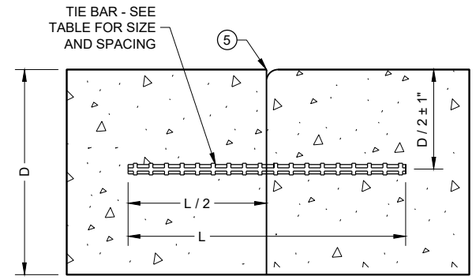


DOWELED TRANSVERSE

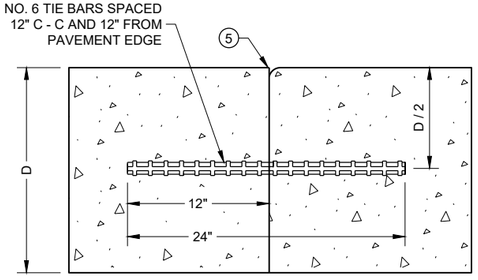
CONTRACTION JOINTS (2)



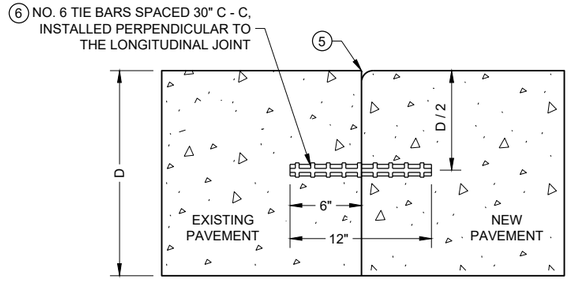
DOWELED TRANSVERSE (3)



TIED LONGITUDINAL



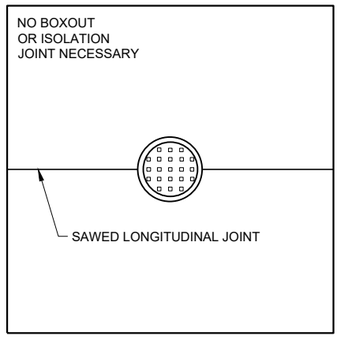
TIED TRANSVERSE (3)
(FOR USE ON NON-DOWELED PAVEMENTS ONLY)



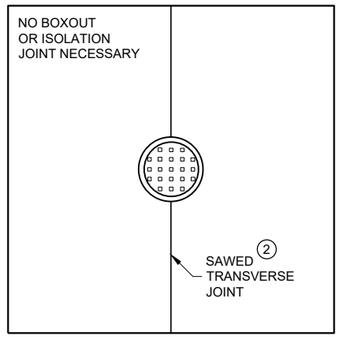
TIED LONGITUDINAL TO EXISTING

CONSTRUCTION JOINTS (4)

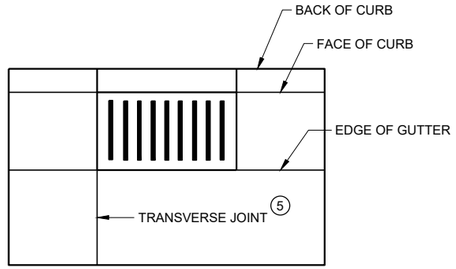
CONCRETE PAVEMENT JOINT TYPES



MANHOLE WITH LONGITUDINAL JOINT



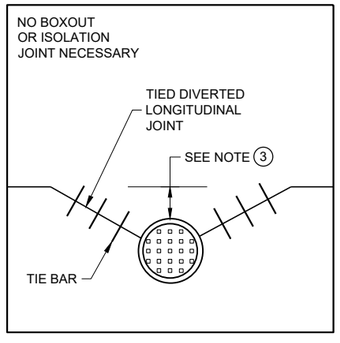
MANHOLE WITH TRANSVERSE JOINT



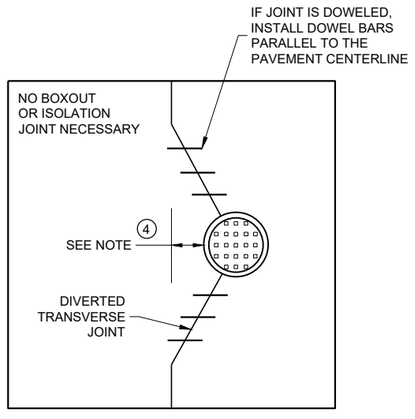
INLET WITH TRANSVERSE JOINT

GENERAL NOTES

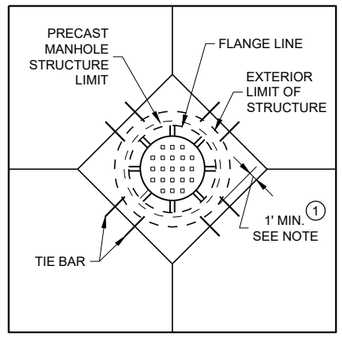
1. USE BOXOUTS WHEN UTILITY STRUCTURE IS IN THE PATH OF CONSTRUCTION JOINTS. PROVIDE A 1 FOOT MINIMUM CLEARANCE BETWEEN THE EXTERIOR LIMIT OF THE STRUCTURE TO THE DIAMOND BOXOUT.
2. ADJUST TRANSVERSE JOINT TO INTERSECT MANHOLE IF POSSIBLE.
3. IF DISTANCE BETWEEN THE LONGITUDINAL JOINT AND THE EDGE OF 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

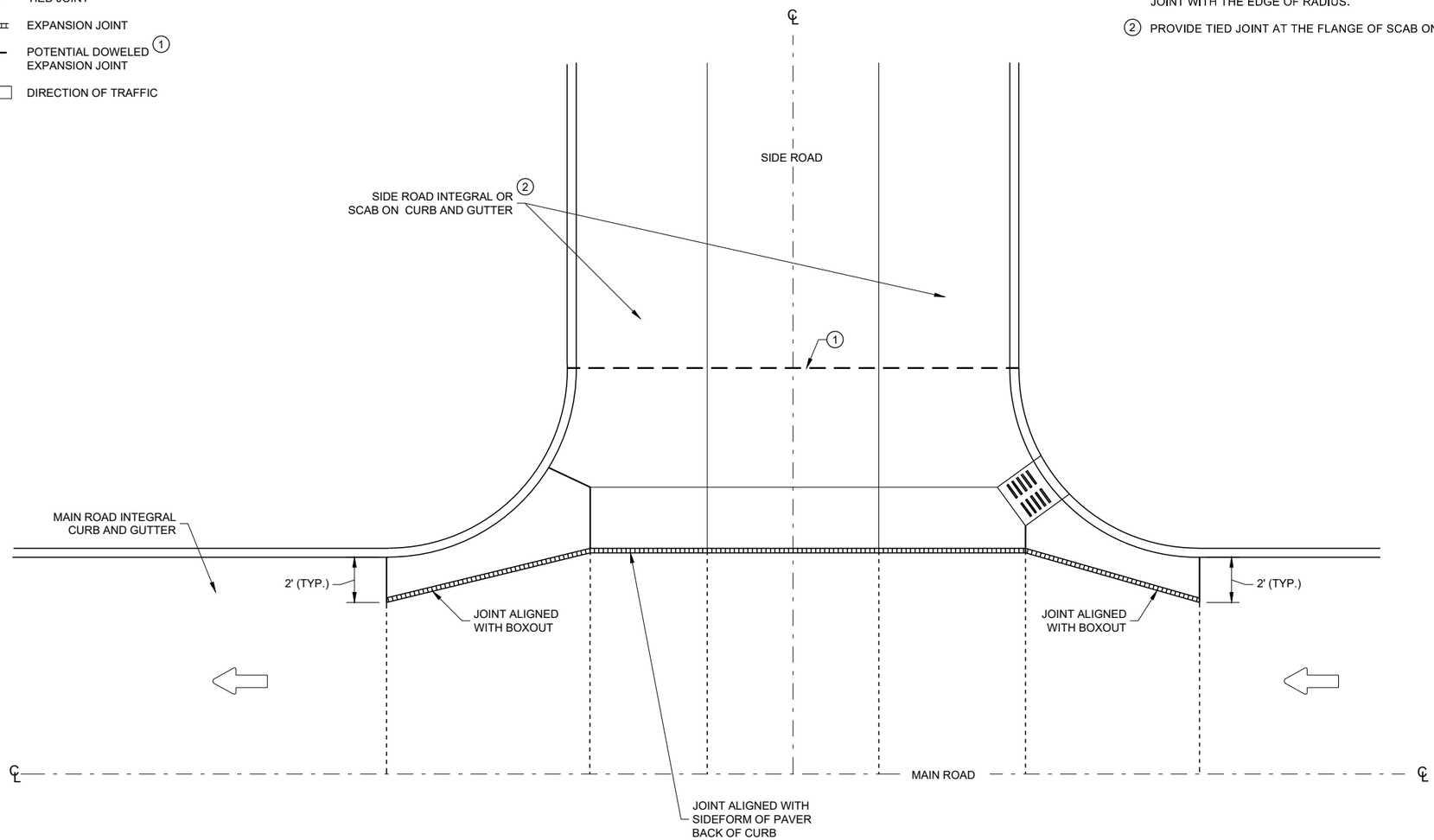
FHWA

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SDD 13C18 - 08d

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

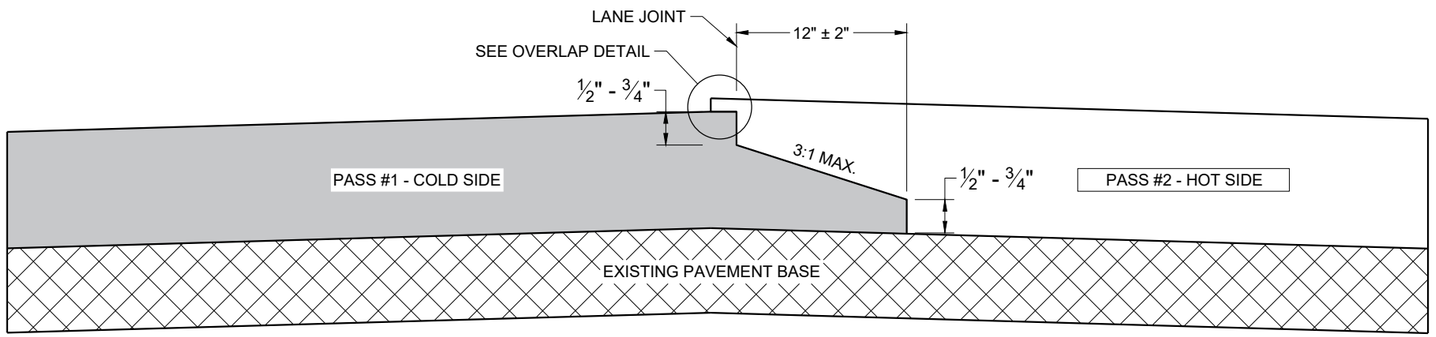
FHWA

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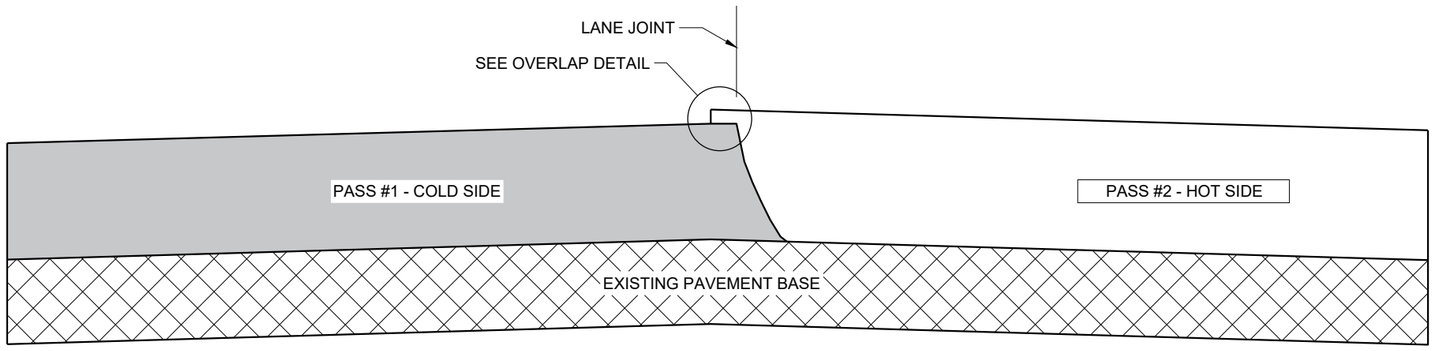
SDD 13C18 - 08f

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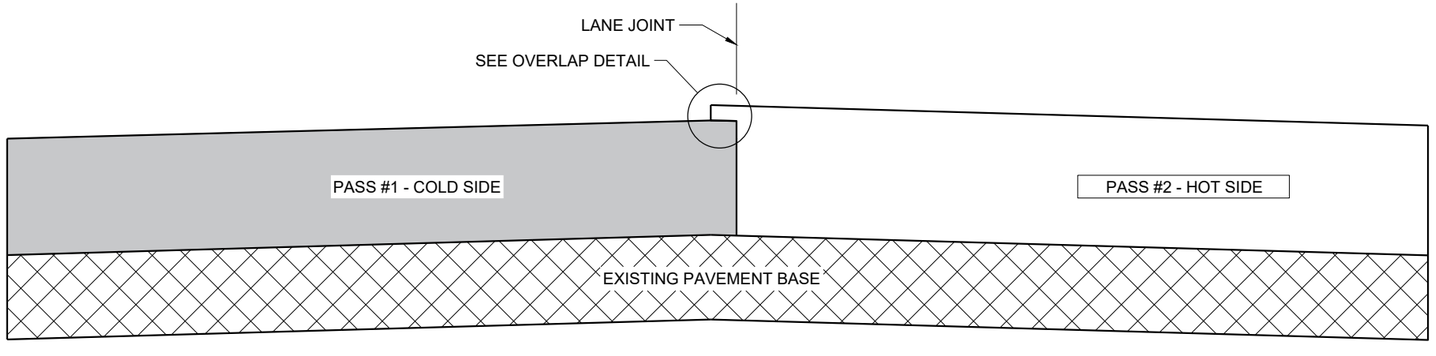
SDD 13C18 - 08f



TYPICAL PAVEMENT CROSS SECTION
NOTCHED WEDGE JOINT



TYPICAL PAVEMENT CROSS SECTION
VERTICAL JOINT



TYPICAL PAVEMENT CROSS SECTION
VERTICAL JOINT (MILLED)

GENERAL NOTES

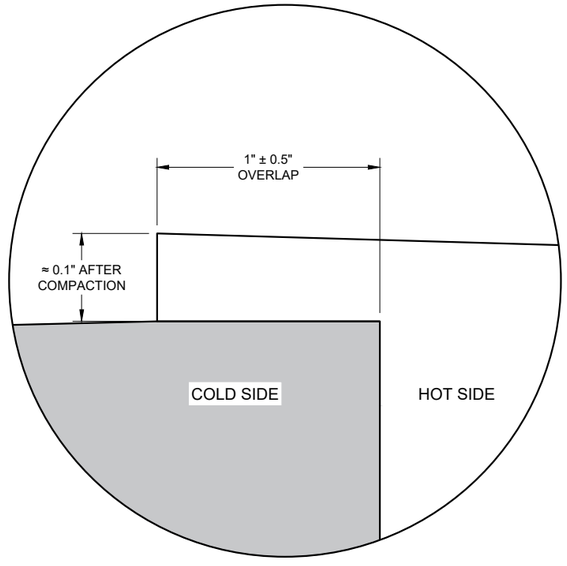
IN ADDITION TO THE DETAILS PROVIDED IN THIS DRAWING, CONFORM TO STANDARD SPECIFICATION 450.3.2.8 FOR WHEN A NOTCHED WEDGE JOINT IS REQUIRED AND FOR GENERAL JOINT CONSTRUCTION REQUIREMENTS.

FOR ALL LONGITUDINAL JOINTS, ENSURE THE PAVER SCREED OVERLAPS THE PREVIOUSLY PLACED PAVEMENT BY 1" ± 0.5" AND THE HOT SIDE OF THE JOINT REMAINS HIGHER THAN THE COLD SIDE BY APPROXIMATELY 0.1" AFTER FINAL COMPACTION. (IT WILL BE FLUSH WHEN PAVING IN ECHELON.)

ONLY REMOVE THE LONGITUDINAL NOTCHED WEDGE JOINT FOR SMA PAVEMENT OR AS DIRECTED BY THE ENGINEER TO ADDRESS SPECIFIC LENGTHS OF JOINT DAMAGED BY TRAFFIC.

WHEN MILLING BACK OR REMOVING ANY LONGITUDINAL JOINT, LIMIT THE MATERIAL REMOVED TO 2" FROM THE TOP NOTCH OR FROM THE VERTICAL JOINT EDGE ON THE COLD SIDE OF THE JOINT.

USE LONGITUDINAL MILLED JOINT AS PLANS SHOW OR THE AS THE ENGINEER DIRECTS.



OVERLAP DETAIL (TYPICAL)

6

6

SDD 13C19 - 03

SDD 13C19 - 03

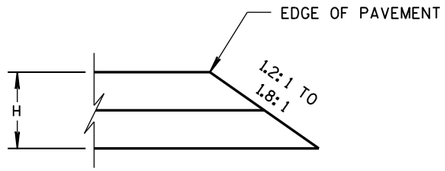
HMA LONGITUDINAL JOINTS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2020
DATE

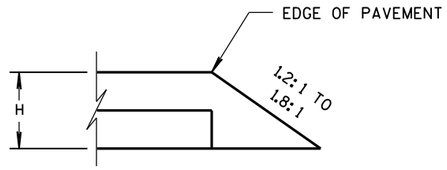
/S/ Steven Hefel
HMA PAVEMENT ENGIN

FHWA



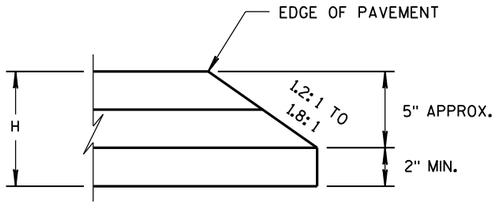
CONSTRUCTED WITH FINAL TWO LAYERS

FOR H 5" OR LESS



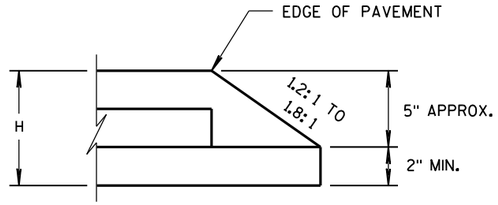
CONSTRUCTED WITH FINAL LAYER

FOR H 5" OR LESS



CONSTRUCTED WITH FINAL TWO LAYERS

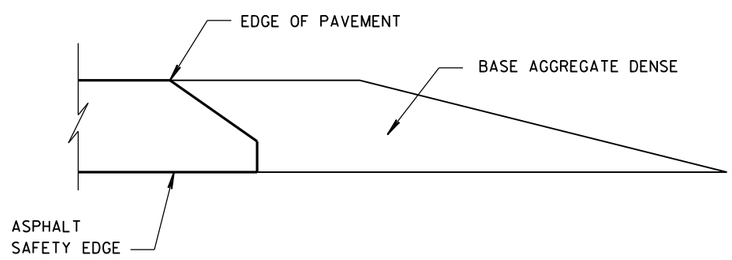
FOR H GREATER THAN 5"



CONSTRUCTED WITH FINAL LAYER

FOR H GREATER THAN 5"

HMA PAVEMENT AND HMA OVERLAYS



FINISHED SHOULDER AGGREGATE PLACEMENT

6

SAFETY EDGE SM

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

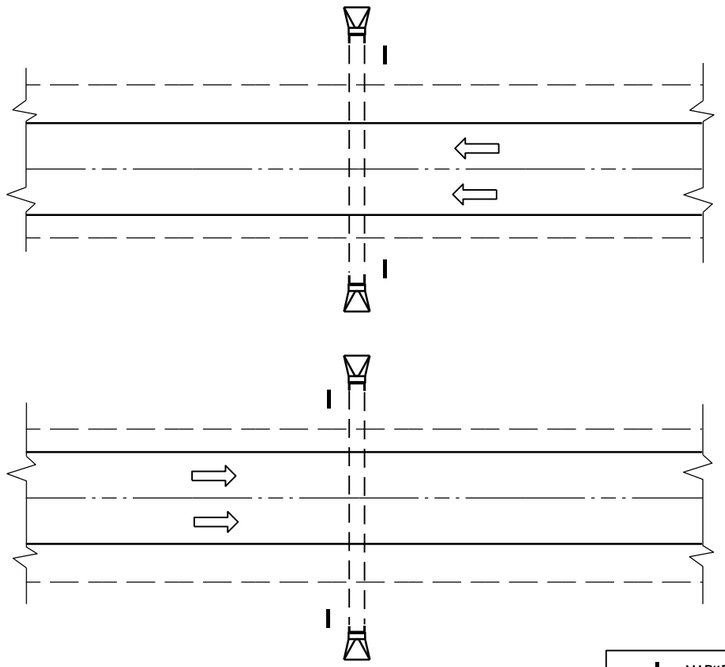
11/30/2012
DATE

/S/ Jerry H. Zoda
ROADWAY STANDARDS DEVELOPMENT ENGINEER

FHWA

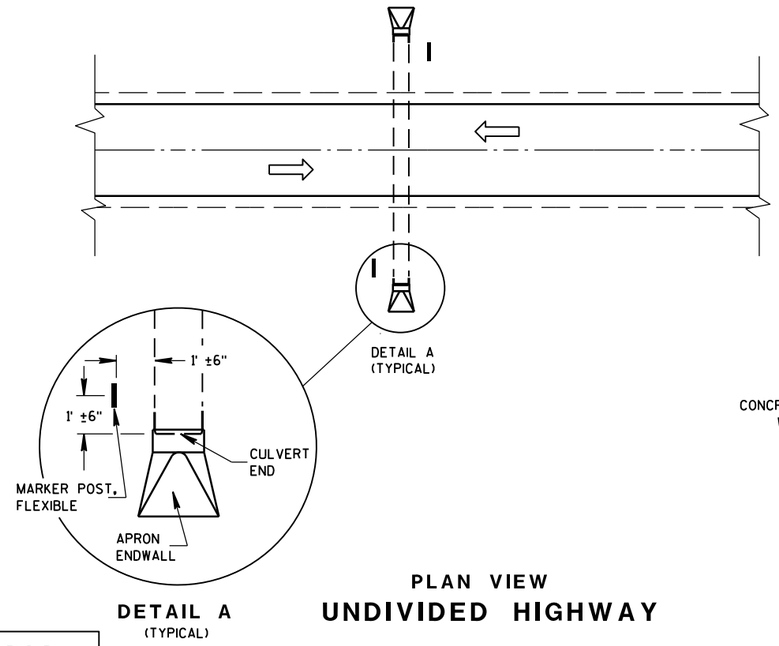
S.D.D. 14 B 29-1

S.D.D. 14 B 29-1



PLAN VIEW

DIVIDED HIGHWAY



DETAIL A
(TYPICAL)

PLAN VIEW

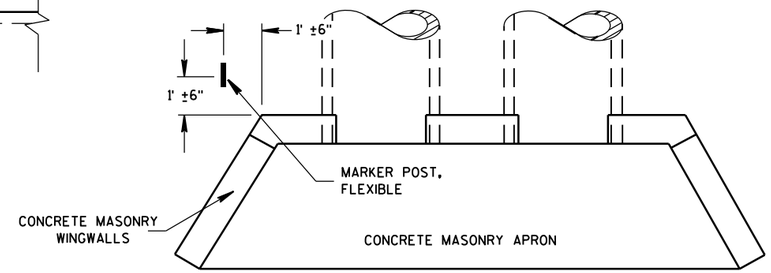
UNDIVIDED HIGHWAY

MARKER POST, FLEXIBLE

DIRECTION OF TRAFFIC FLOW

GENERAL NOTES

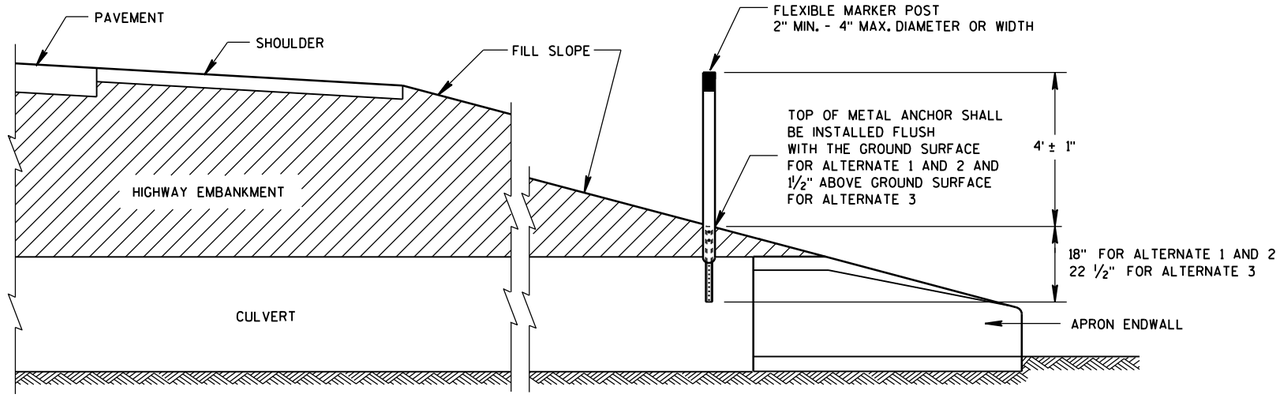
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.



PLAN VIEW

CONCRETE MASONRY ENDWALLS FOR CULVERT PIPE AND PIPE ARCH

FLEXIBLE MARKER POST LOCATION



CROSS SECTION

FLEXIBLE MARKER POST

FLEXIBLE MARKER POST
FOR CULVERT END

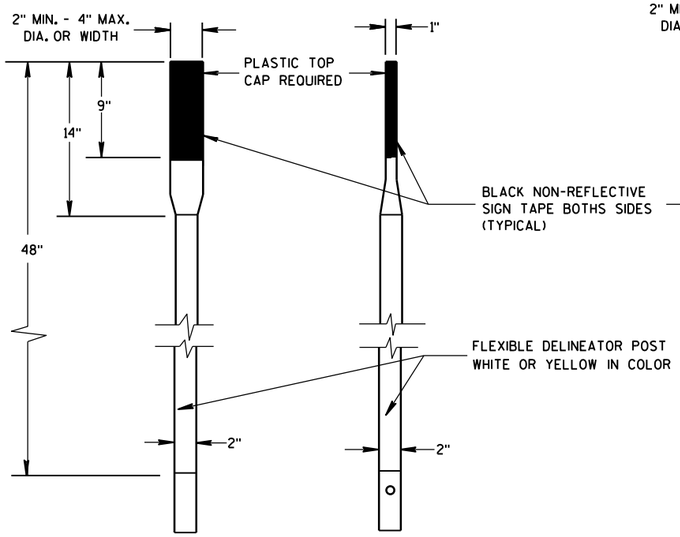
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

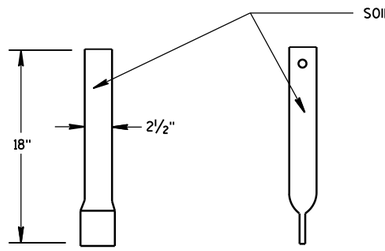
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S.D.D. 15 A 3-2a

6

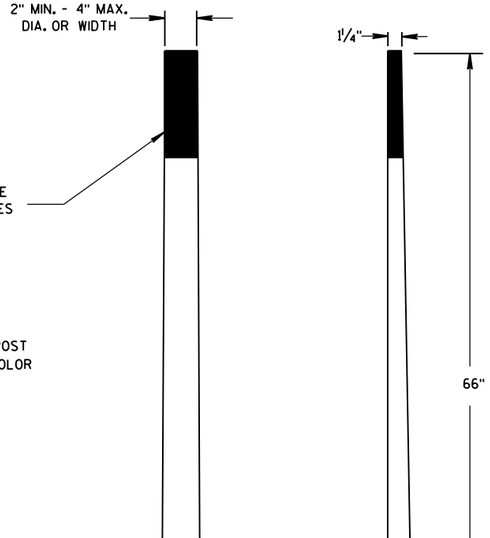
S.D.D. 15 A 3-2a





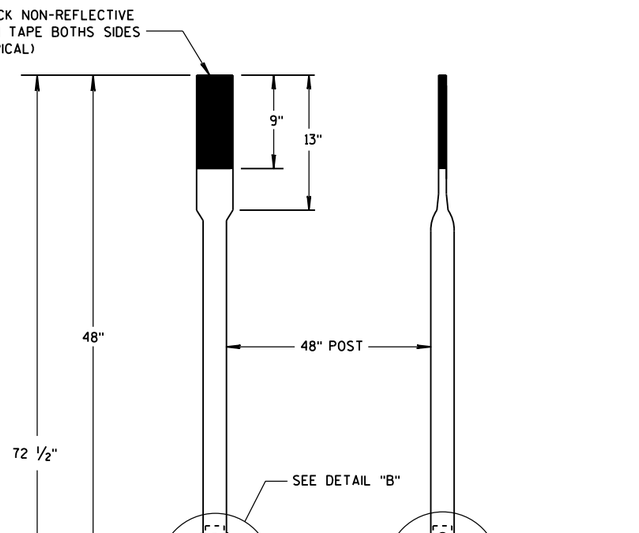
FRONT VIEW SIDE VIEW

ALTERNATE 1



FRONT VIEW SIDE VIEW

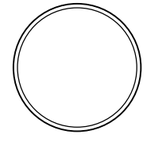
ALTERNATE 2



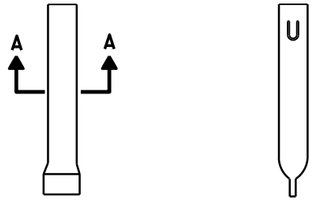
FRONT VIEW SIDE VIEW

ALTERNATE 3

FLEXIBLE MARKER POSTS

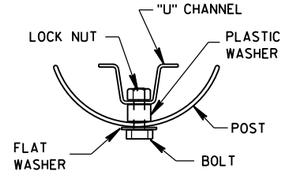


SECTION A-A

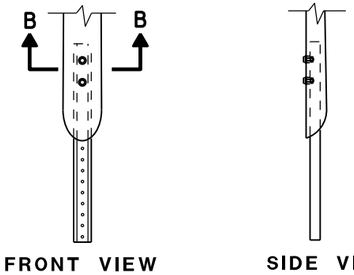


FRONT VIEW SIDE VIEW

ALTERNATE 1

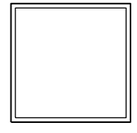


SECTION B-B

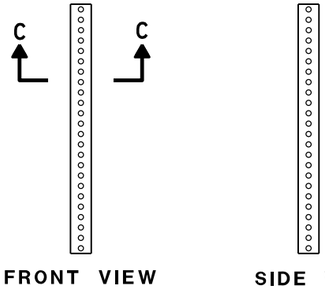


FRONT VIEW SIDE VIEW

ALTERNATE 2



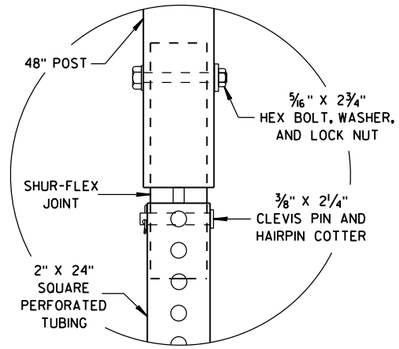
SECTION C-C



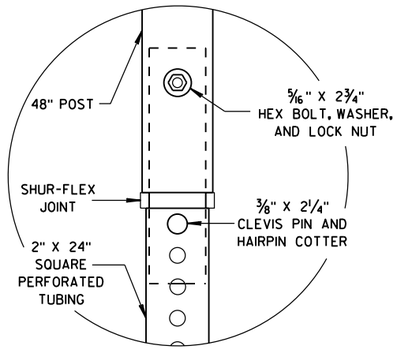
FRONT VIEW SIDE VIEW

ALTERNATE 3

FLEXIBLE MARKER POST ANCHORS



DETAIL B



DETAIL C

FLEXIBLE MARKER POST
FOR CULVERT END

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

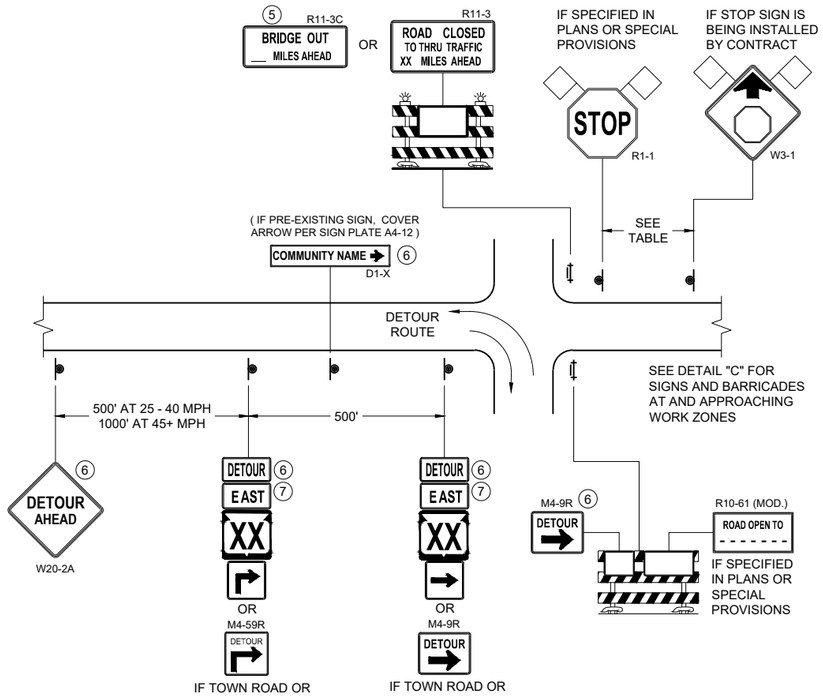
APPROVED
10/1/2012 — DATE
/S/ Travis Feltes — STATE TRAFFIC ENGINEER
FHWA

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

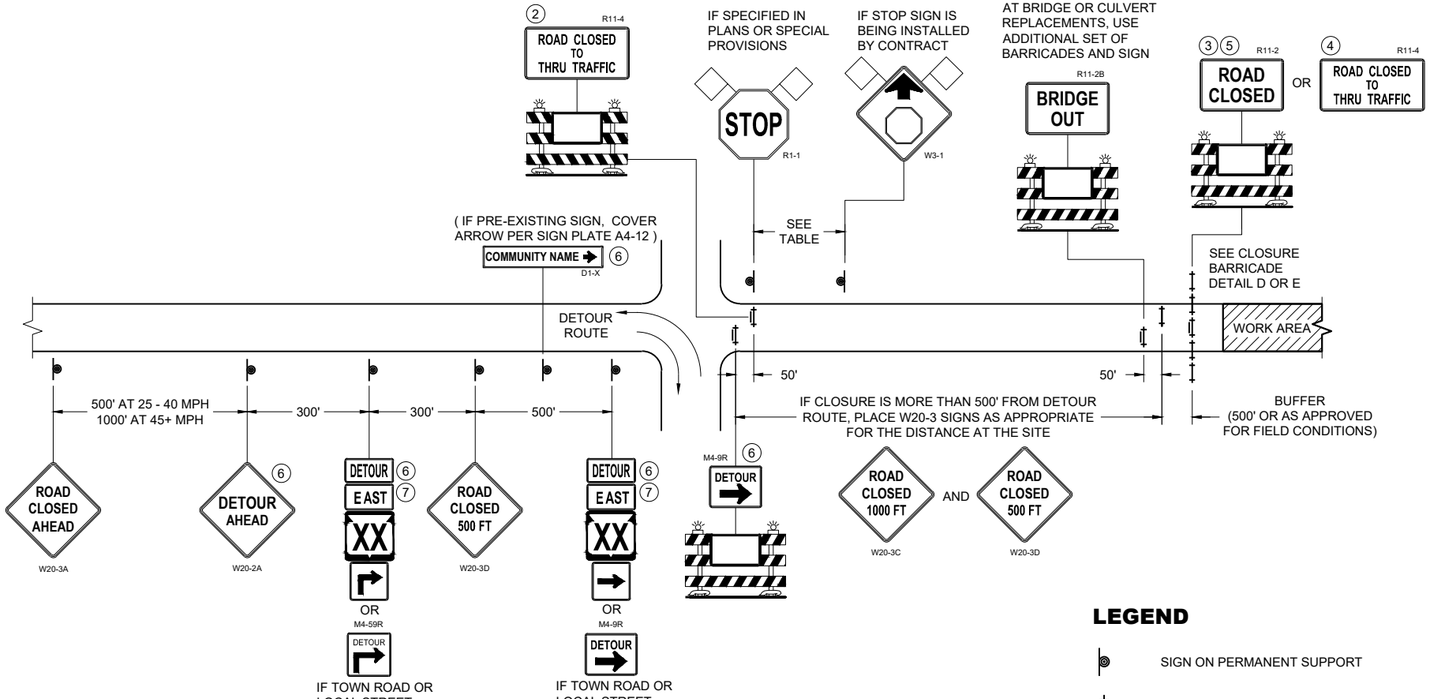
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S.D.D. 15 A 3-2b



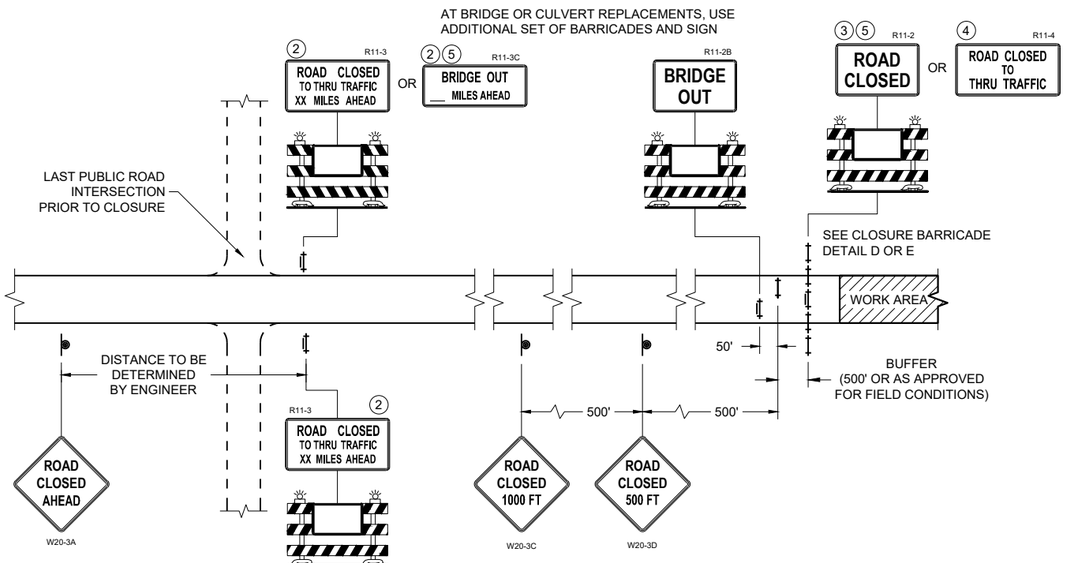
DETAIL A
MAINLINE CLOSURE WITH POSTED DETOUR

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



DETAIL B
MAINLINE CLOSURE WITH POSTED DETOUR

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



DETAIL C
MAINLINE CLOSURE, NO POSTED DETOUR

SPEED LIMIT (MPH)	"STOP AHEAD" ADVANCE WARNING DISTANCE (FT)
25	200
30	200
35	350
40	350
45	500
50	550
55	750

SEE SDD 15C2-SHEET "b"
FOR GENERAL NOTES
AND FOOTNOTES (1) THROUGH (7)

LEGEND

- SIGN ON PERMANENT SUPPORT
- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- TYPE "A" WARNING LIGHT (FLASHING)
- WORK AREA
- FLAGS, 16" X 16" MIN. (ORANGE)

DETOUR M4 - 8
EAST M3 - X
XX M1 - 4 OR XX M1 - 6 OR COUNTY X M1 - 5A
M05 - 1 OR M06 - 1

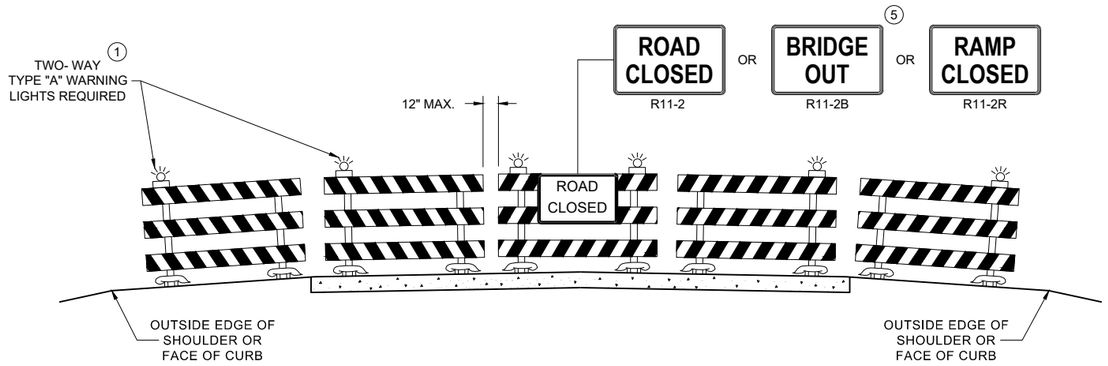
BARRICADES AND SIGNS FOR MAINLINE CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

FHWA

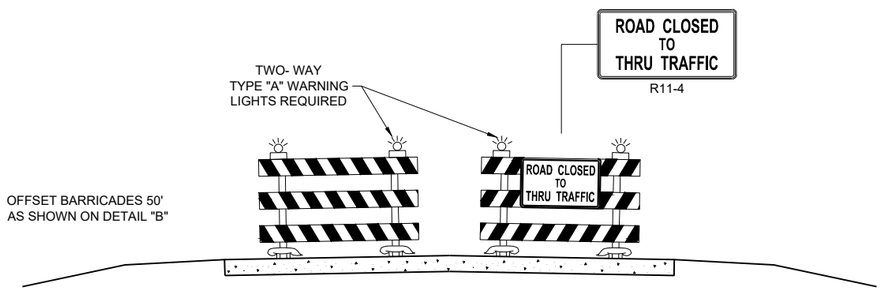
6
SDD 15C02-10a



DETAIL D

ROAD CLOSURE BARRICADE DETAIL

APPROACH VIEW



DETAIL E

LANE CLOSURE BARRICADE DETAIL

APPROACH VIEW

SEE SDD 15C2 - SHEET "a" FOR LEGEND

GENERAL NOTES

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

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

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

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

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

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

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

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

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

ALL SIGNS SHALL BE 48" X 48" UNLESS OTHERWISE NOTED BELOW:

- R11 - 2 SHALL BE 48" X 30"
- R11 - 3 SHALL, R11 - 4 AND R10 - 61 SHALL BE 60 " X 30"
- M4 - 9 SHALL BE 30" X 24"
- M3 - X SHALL BE 24" X 12" (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS)
- M4 - 8 SHALL BE 24" X 12" (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS)
- M1 - 4, M1 - 5A AND M1 - 6 SHALL BE 24" X 24" (36" X 36" IF NEEDED TO MATCH EXISTING SIGNS)
- MO5 - 1 AND MO6 - 1 SHALL BE 21" X 21" (30" X 30" IF NEEDED TO MATCH EXISTING SIGNS)
- D1 - X SHALL BE AS SHOWN ON SPECIFIC PROJECT SIGNING DETAIL SHEETS.
- R1 - 1 SHALL BE 36" X 36"

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

(1) TWO WARNING LIGHTS SHALL BE PROVIDED ON THE CENTER BARRICADE AND A MINIMUM OF ONE WARNING LIGHT SHALL BE PROVIDED ON EACH OF THE OTHER BARRICADES WITHIN THE ROADWAY LIMITS. SPACING OF THE WARNING LIGHTS SHALL BE UNIFORM TO THE EDGE OF ROADWAY AS SHOWN (APPROX. 8 FOOT LIGHT SPACING.

(2) THESE SIGNS AND BARRICADES ARE NOT REQUIRED IF ROAD CLOSURE BEGINS AT AN INTERSECTION.

(3) FOR ROAD CLOSURE WITHOUT LOCAL ACCESS TO PROJECT, SEE ROAD CLOSURE BARRICADE DETAIL "D".

(4) FOR ROAD CLOSURE WITH LOCAL ACCESS TO PROJECT, SEE ROAD CLOSURE BARRICADE DETAIL "E".

(5) FOR BRIDGE OR CULVERT REPLACEMENTS, SUBSTITUTE "BRIDGE OUT" INSTEAD OF "ROAD CLOSED" ON R11 - 2 AND R11 - 3 SIGNS.

(6) INSTALL DETOUR AND COMMUNITY GUIDE SIGNS AND ARROWS ONLY IF SPECIFIED IN THE CONTRACT. IF THERE ARE EXISTING ROUTE MARKER ASSEMBLIES THAT WILL REMAIN IN PLACE, ADJUST THE LOCATION OF THE DETOUR ROUTE SIGNS TO CORRESPOND WITH THE EXISTING ASSEMBLIES. MODIFY EXISTING SIGNS WHERE POSSIBLE. SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS. IF DETOUR SIGNS ARE BEING INSTALLED BY OTHERS, PLACE THE CONTRACTED TRAFFIC CONTROL SIGNS TO ALLOW FOR PLACEMENT OF ALL WARNING, DETOUR AND GUIDE SIGNS AS SHOWN.

(7) "EAST" CARDINAL DIRECTION MARKERS AND RIGHT TURN ARROWS ARE SHOWN. USE OTHER CARDINAL DIRECTIONS AND ARROWS AS APPROPRIATE.

BARRICADES AND SIGNS FOR VARIOUS CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

6
SDD 15C02-10b

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

LEGEND

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

GENERAL NOTES

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

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

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

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

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

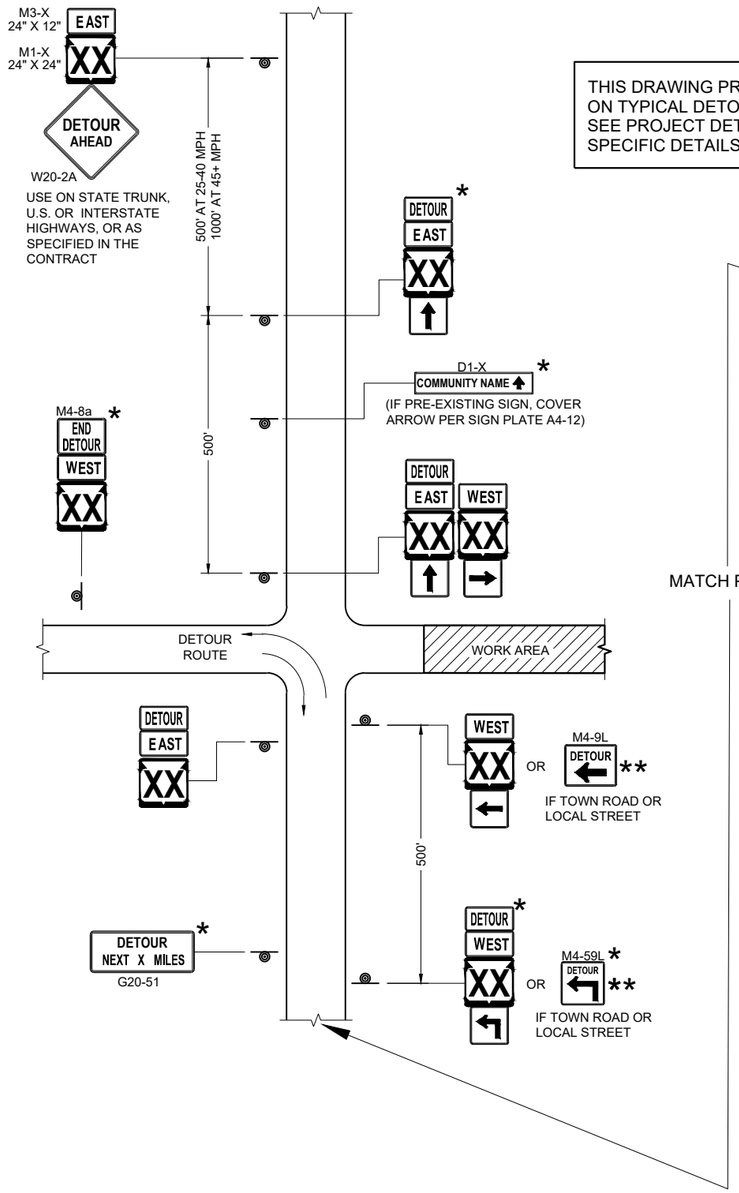
"MO" SIGNS ARE THE SAME AS "M" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

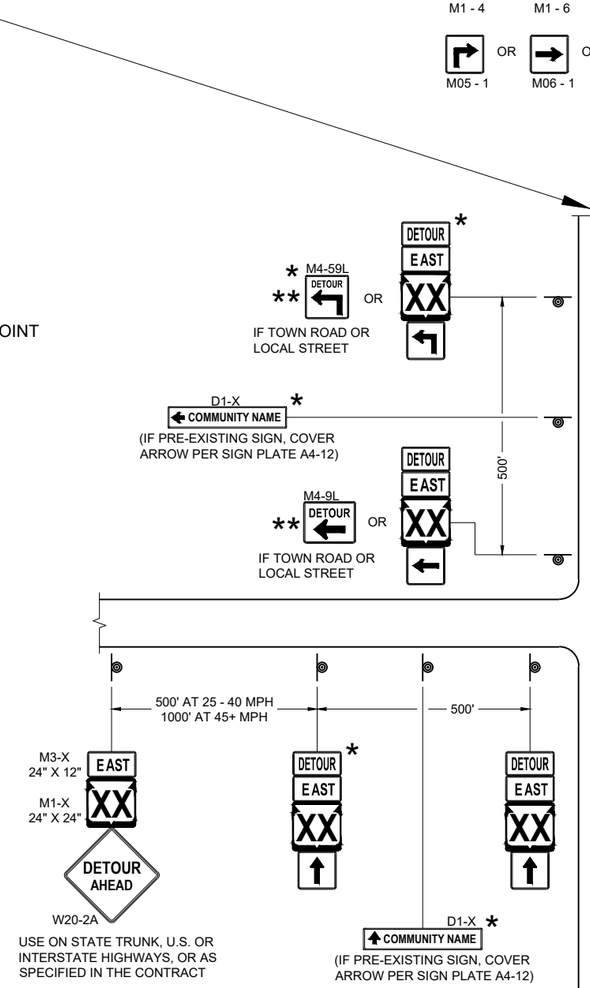
SIGN SIZES SHALL BE AS FOLLOWS:

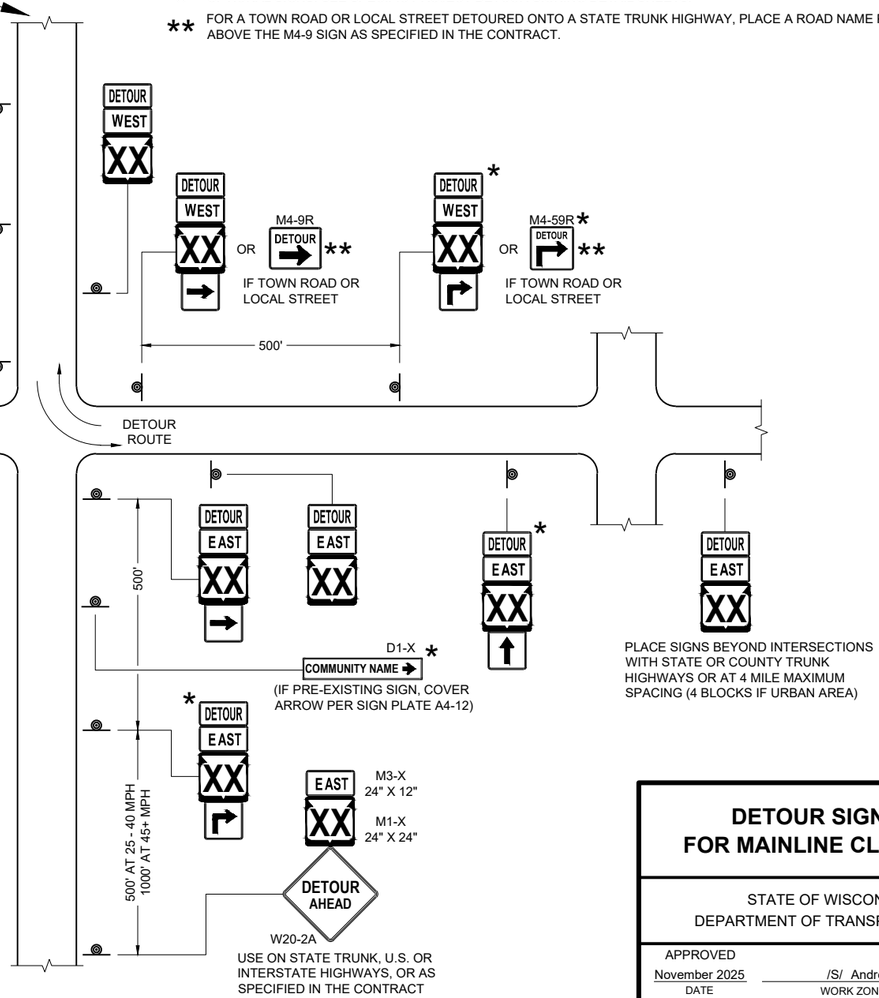
- M3-X SHALL BE 24" X 12" (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS)
- M4-8 SHALL BE 24" X 12" (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS)
- M1-4, M1-5A AND M1-6 SHALL BE 24" X 24" (36" X 36" IF NEEDED TO MATCH EXISTING SIGNS)
- M05-1 AND M06-1 SHALL BE 21" X 21" (30" X 30" IF NEEDED TO MATCH EXISTING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

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

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







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

DETAIL F
DETOUR SIGNING

DETOUR SIGNING FOR MAINLINE CLOSURES

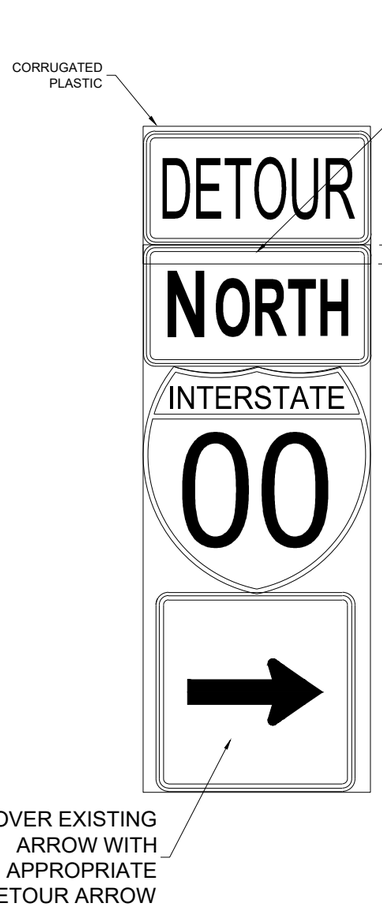
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

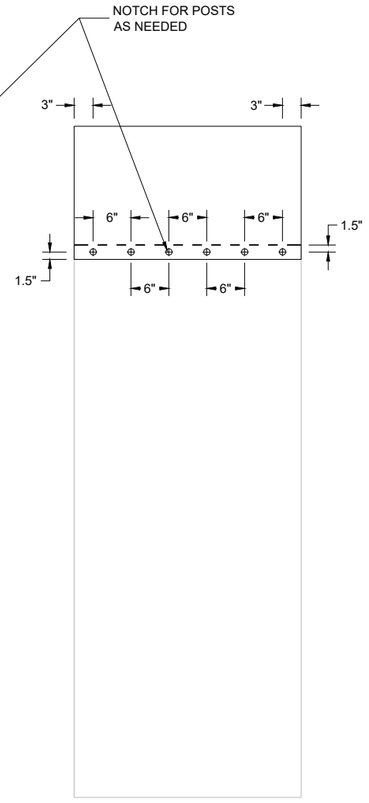
FHWA

SDD 15C02-10c
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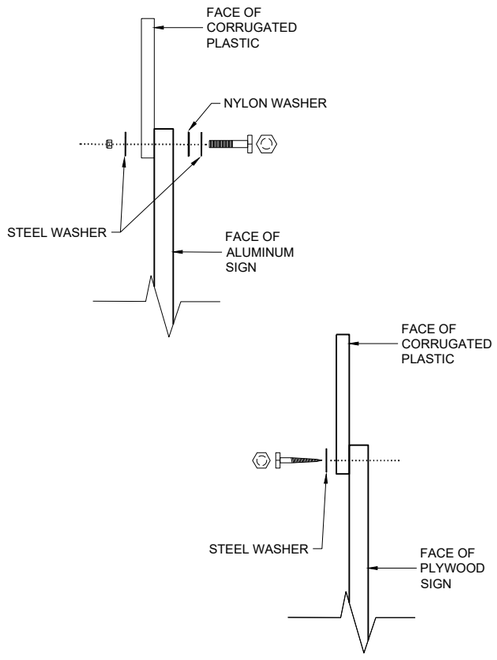
FRONT SIDE



BACK SIDE



SIDE VIEW



GENERAL NOTES

CELLS OF CORRUGATED PLASTIC SHALL BE VERTICALLY ORIENTED.

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

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

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

METAL WASHERS, NUTS, BOLTS AND LAGS SHALL HAVE HEXAGONAL HEADS AND SHALL BE EITHER:

A. HOT DIP GALVANIZED IN ACCORDANCE WITH ASTM DESIGNATION: A 153, CLASS D, OR SC 3.
B. ELECTRO-GALVANIZED IN ACCORDANCE WITH ASTM DESIGNATION: B 633, TYPE III, SC3

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

PLYWOOD SIGNS:
LAG SCREWS - 5/16" x 1"
ALUMINUM SIGNS:
MACHINE BOLTS - 5/16" x 1-1/4" LENGTH W/NUTS
WASHERS:
1-1/4" O.D. x 3/8" I.D. x 1/16" STEEL
1-1/4" O.D. x 3/8" I.D. x .080 NYLON

MODIFIED ROUTE ASSEMBLY FOR DETOUR SIGNING

MODIFIED ROUTE ASSEMBLY FOR DETOUR SIGNING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

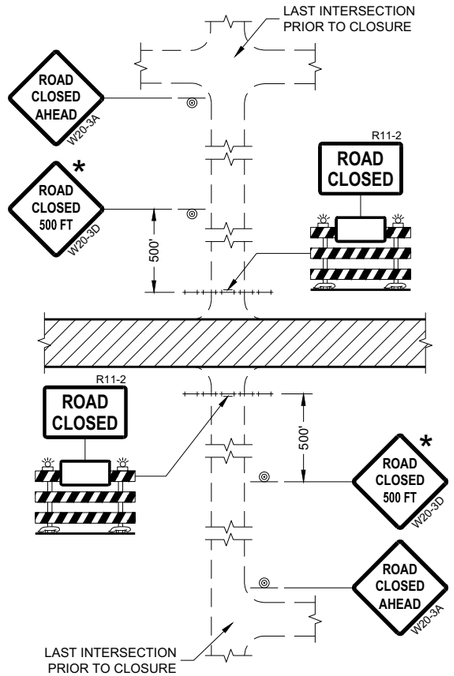
APPROVED
November 2025
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER

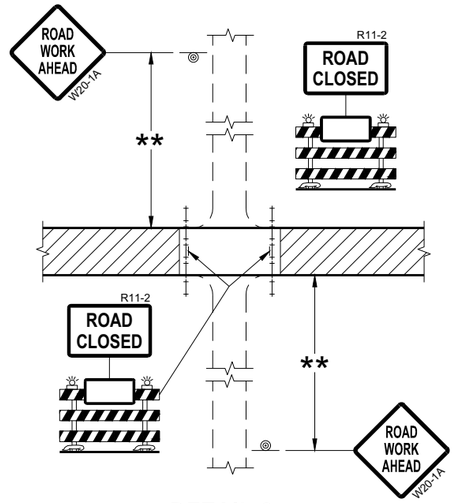
FHWA

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SDD 15C02-10h



DETAIL 1
(NO ACCESS TO PROJECT)



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

GENERAL NOTES

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

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

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

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

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

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

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

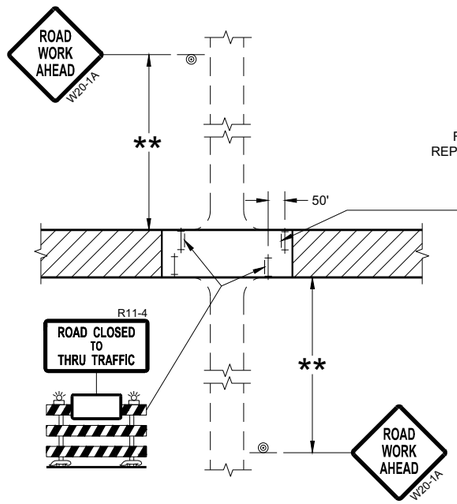
TYPE "A" LOW-INTENSITY FLASHING WARNING LIGHTS SHALL BE VISIBLE ON BOTH SIDES OF THE BARRICADE.

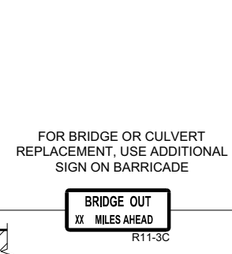
THE R11-2, R11-3, AND R11-4 SIGNS PLACED ON BARRICADES SHALL COVER NO MORE THAN THE TOP RAIL. THE SIGNS SHALL NOT COVER ANY PORTION OF THE MIDDLE OR BOTTOM RAILS.

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

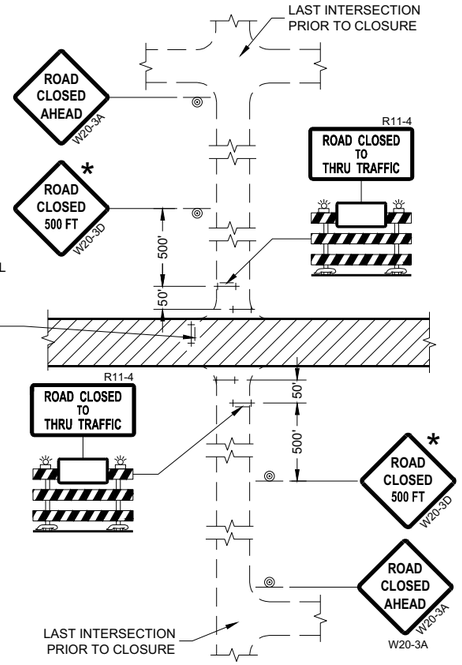
* OMIT THE "ROAD CLOSED 500 FT." SIGN IF THE LAST INTERSECTION IS 500 FEET OR LESS FROM THE WORK ZONE.

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





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



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

LEGEND

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

BARRICADES AND SIGNS FOR SIDEROAD CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
July 2018
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

6

SDD 15C03 - 05

6

SDD 15C03 - 05

GENERAL NOTES

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

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

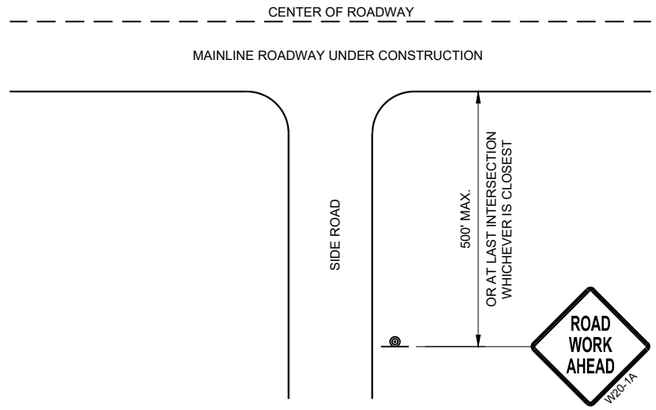
ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED.

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

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

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

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



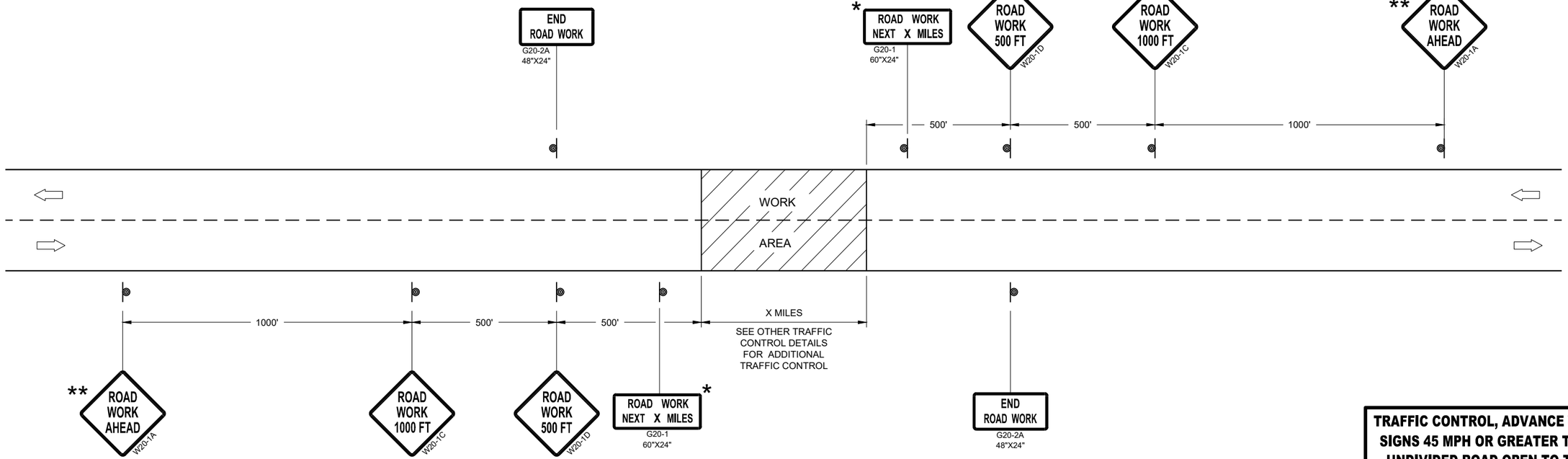
TYPICAL SIDE ROAD APPROACH WARNING SIGN DETAIL

LEGEND

SIGN ON PERMANENT SUPPORT

DIRECTION OF TRAFFIC

WORK AREA



TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45MPH OR GREATER

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
July 2018
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

6

SDD 15C04 - 05

GENERAL NOTES

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

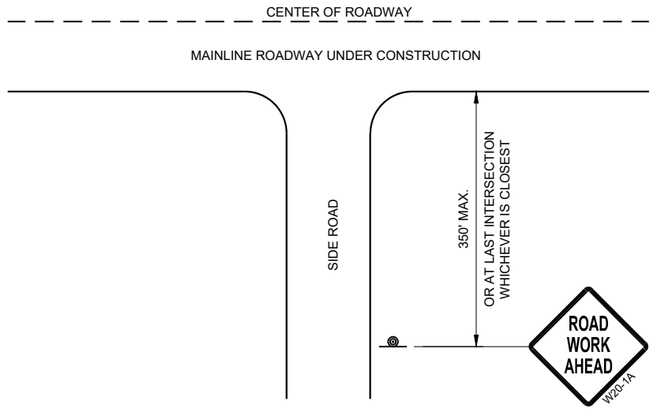
THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A MINIMUM OF 200 FEET (500 FEET DESIRABLE) CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

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

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

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

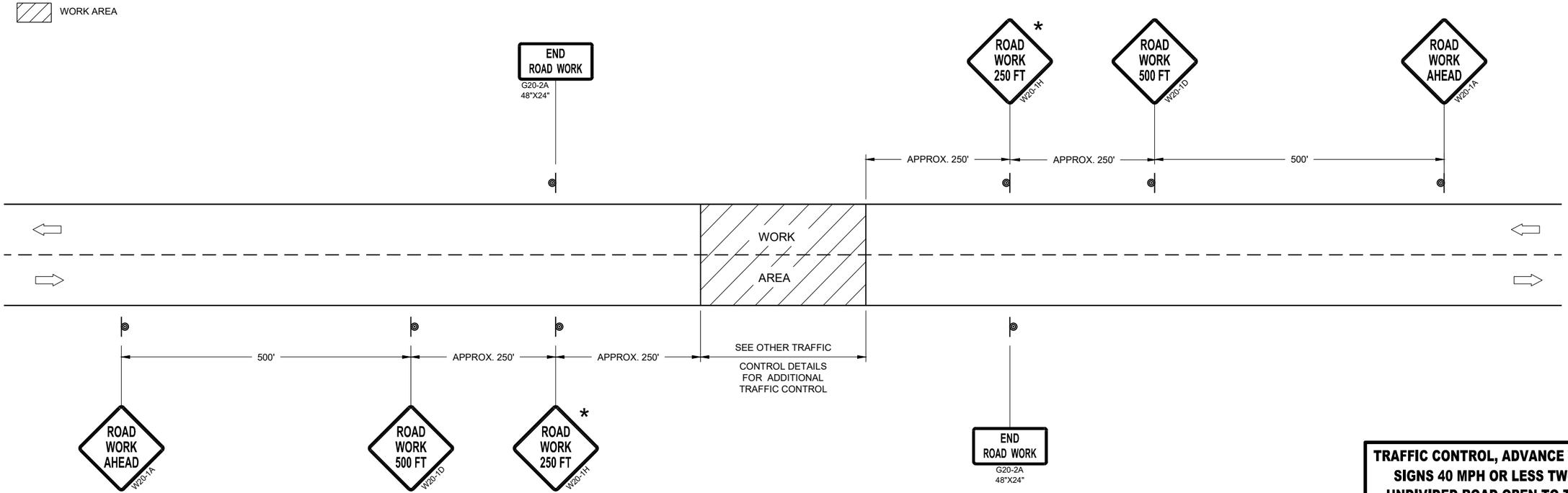
* THE THIRD W20-1 SIGN IS REQUIRED ONLY IF THERE IS AN INTERSECTION BETWEEN THE "ROAD WORK 500 FEET" SIGN AND THE WORK ZONE. ADJUST THE PLACEMENT OF THIS SIGN BASED ON INTERSECTION LOCATION AND OTHER FIELD CONDITIONS.



TYPICAL SIDE ROAD APPROACH WARNING SIGN DETAIL

LEGEND

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



TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40MPH OR LESS

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

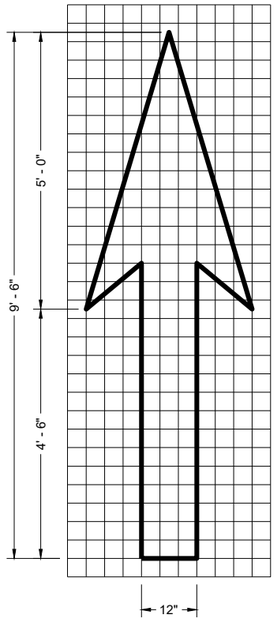
APPROVED
July 2018
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

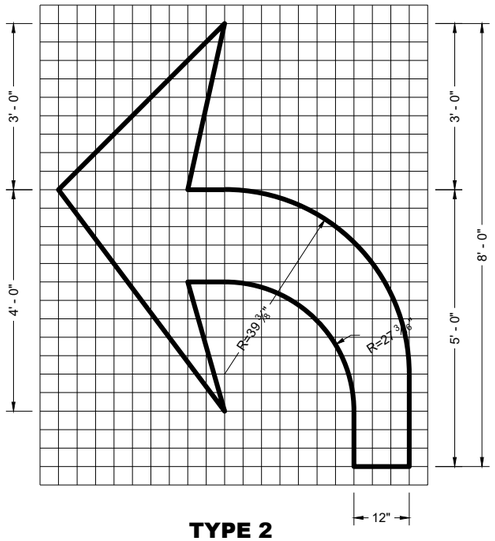
FHWA

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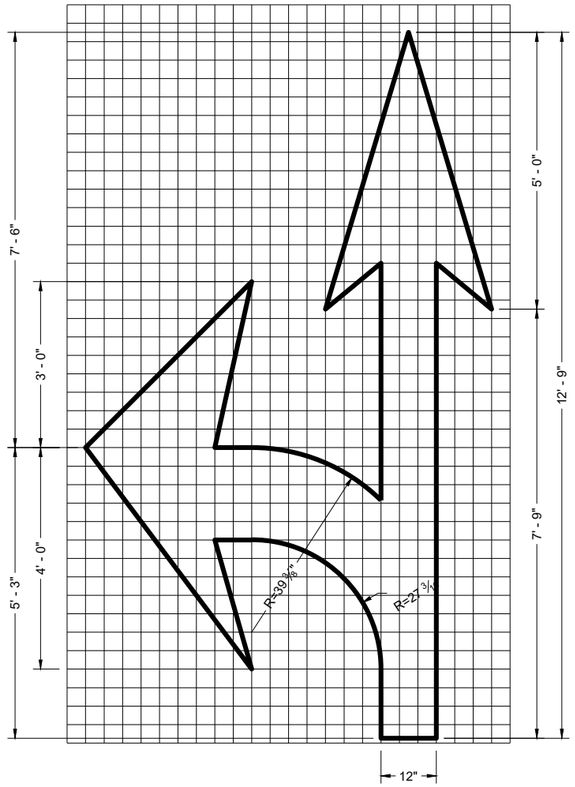
SDD 15C05 - 05



TYPE 1



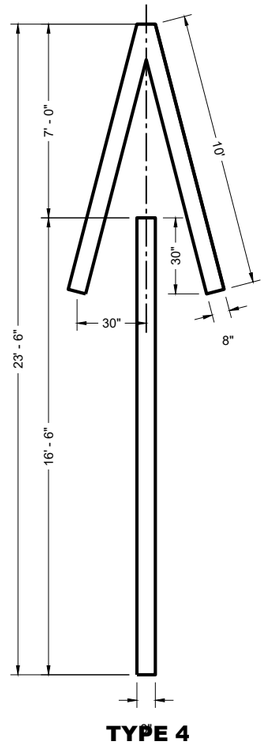
TYPE 2



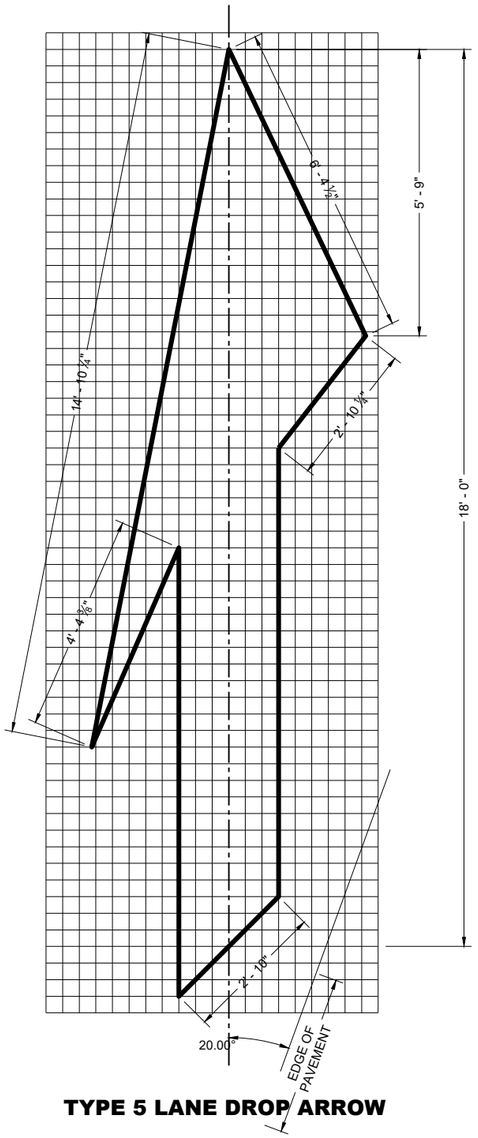
TYPE 3

GENERAL NOTES

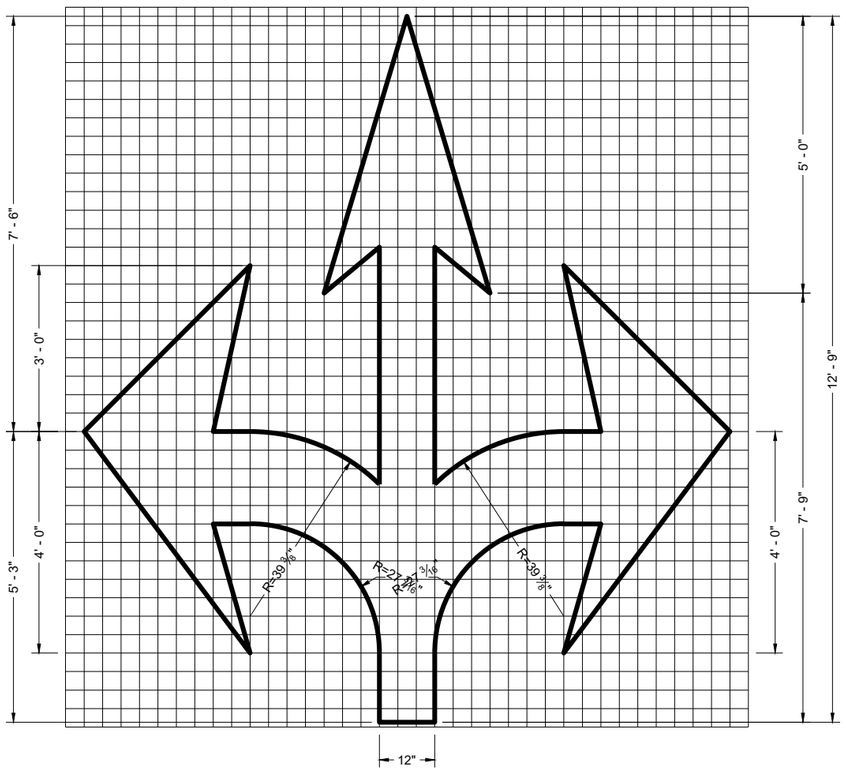
DETAILS OF INSTALLATION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.



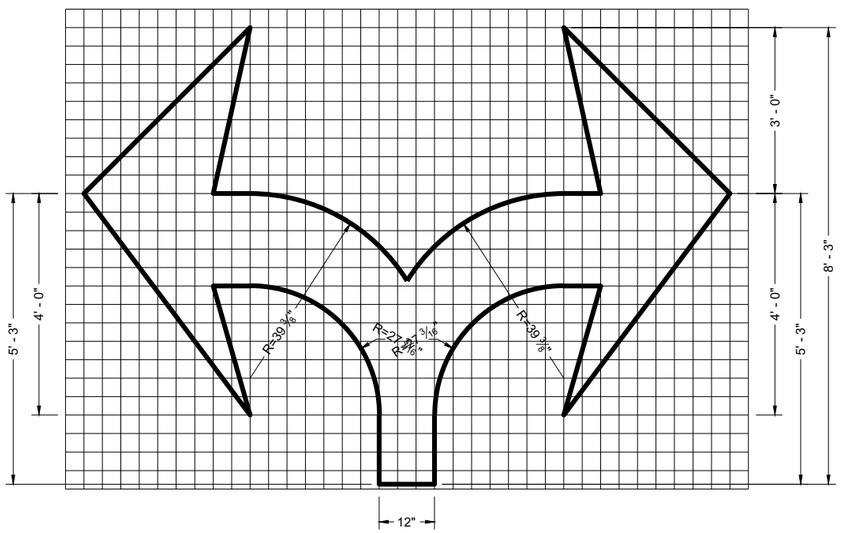
TYPE 4



TYPE 5 LANE DROP ARROW



TYPE 6



TYPE 7

PAVEMENT MARKING ARROWS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2024 — DATE
/S/ Jeannie Silver — STATE SIGNING AND MARKING ENGINEER

FHWA

6

SDD 15C07-16c

SDD 15C07-16c

GENERAL NOTES

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

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

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

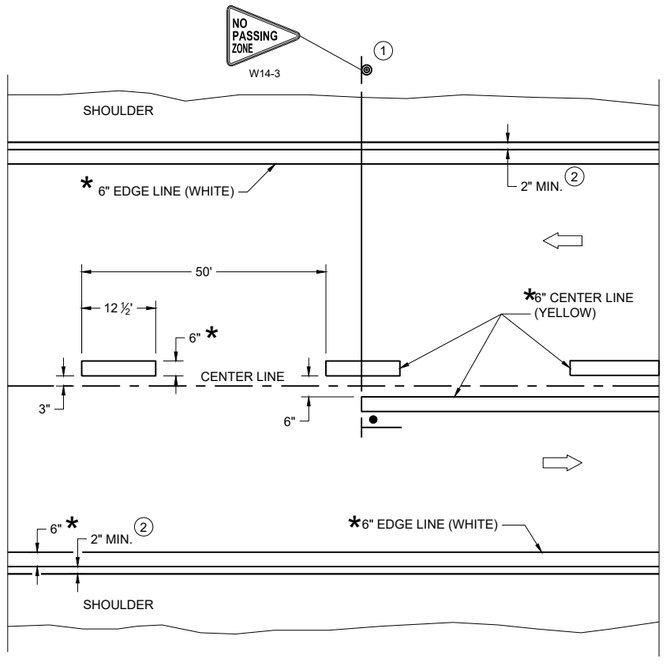
*CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES

LEGEND

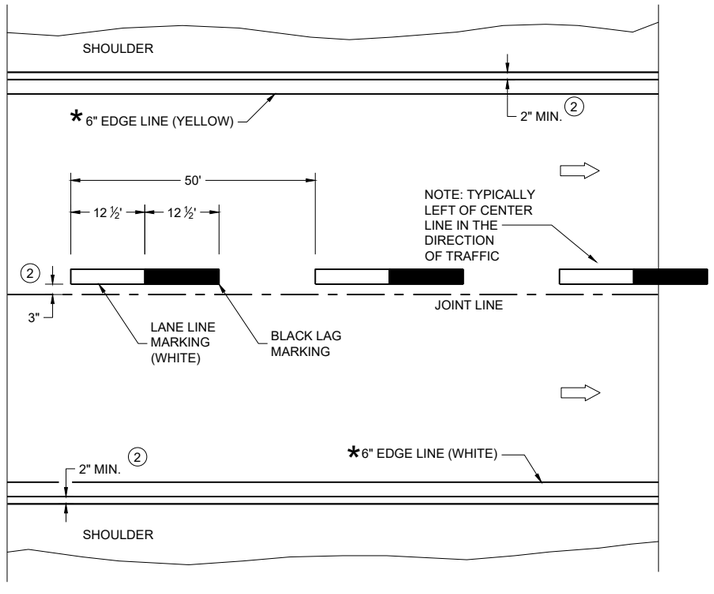
"T" MARKING

SIGN ON PERMANENT SUPPORT

DIRECTION OF TRAFFIC



TWO WAY TRAFFIC



ONE WAY TRAFFIC

PERMANENT PAVEMENT MARKING

PERMANENT LONGITUDINAL PAVEMENT MARKINGS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

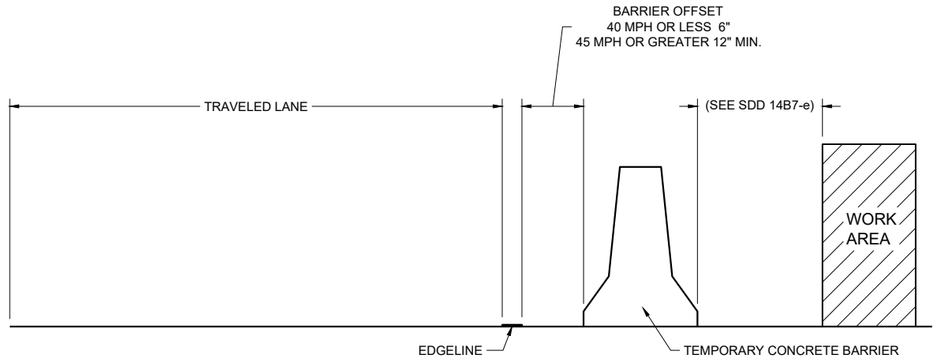
APPROVED
December 2024
DATE

/S/ Jeannie Silver
Statewide Pavement Marking Engineer

FHWA

6

SDD 15C08-24a



TEMPORARY BARRIER OFFSET FROM EDGELINE

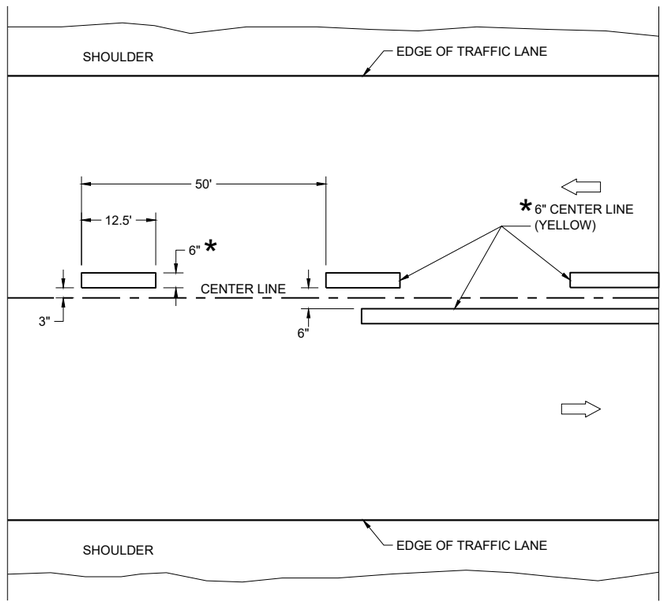
GENERAL NOTES

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

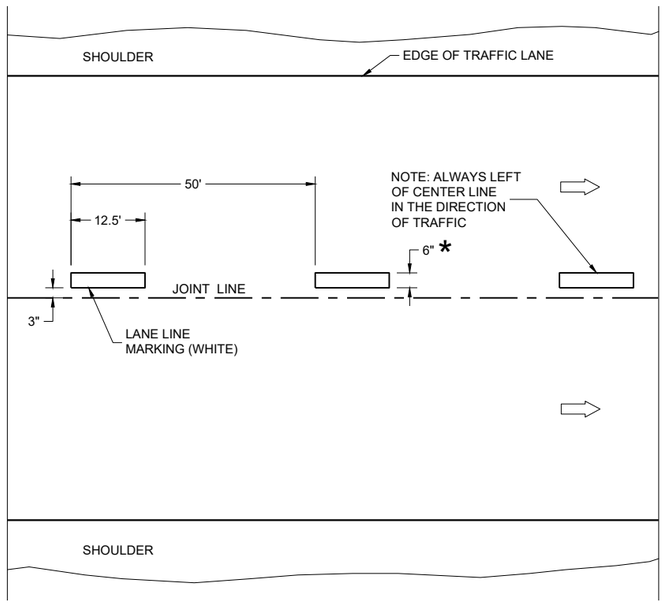
LEGEND

DIRECTION OF TRAFFIC

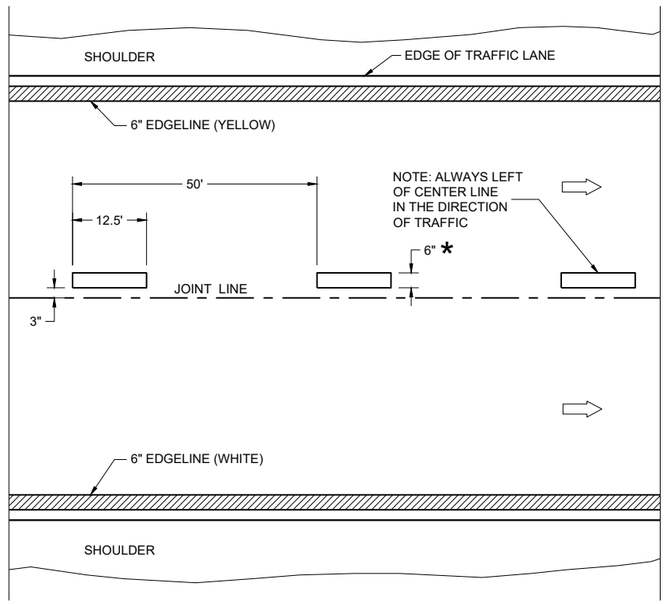
*CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES



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

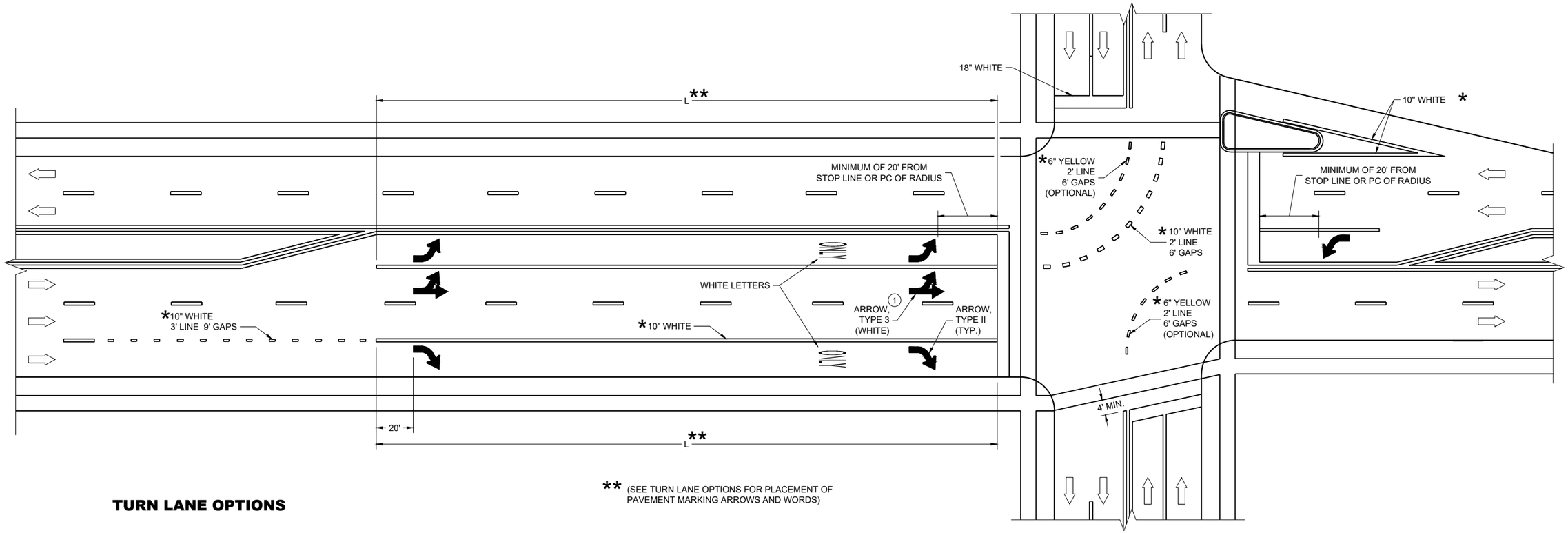
FHWA

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SDD 15C08-24b

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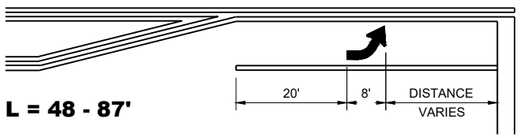
SDD 15C08-24b



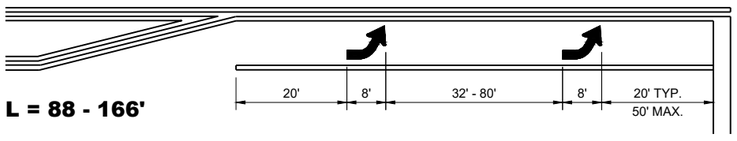
** (SEE TURN LANE OPTIONS FOR PLACEMENT OF PAVEMENT MARKING ARROWS AND WORDS)

TURN LANE OPTIONS

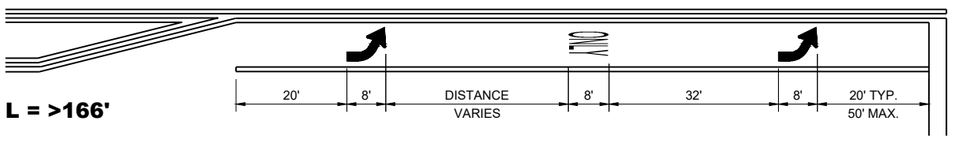
LENGTH OF TURN BAY (**L**) OF 0 - 47' DOES NOT
REQUIRE PAVEMENT MARKING ARROWS OR WORDS



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

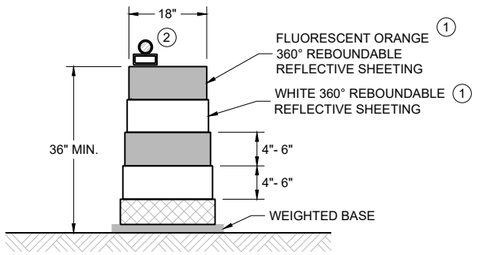
PAVEMENT MARKING (TURN LANES)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

GENERAL NOTES

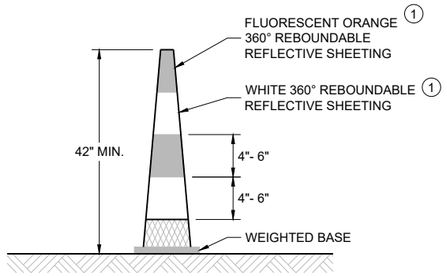
(1) REFLECTIVE SHEETING SHALL FOLLOW THE REQUIREMENTS IN THE APPROVED PRODUCTS LISTING FOR SIGN SHEETING.

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



DRUM

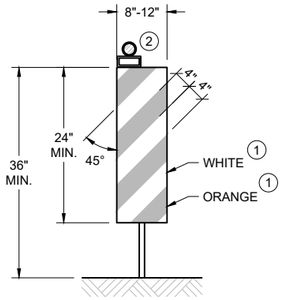
BALLAST WIDTHS
RANGE FROM 24"-36"



42" CONE

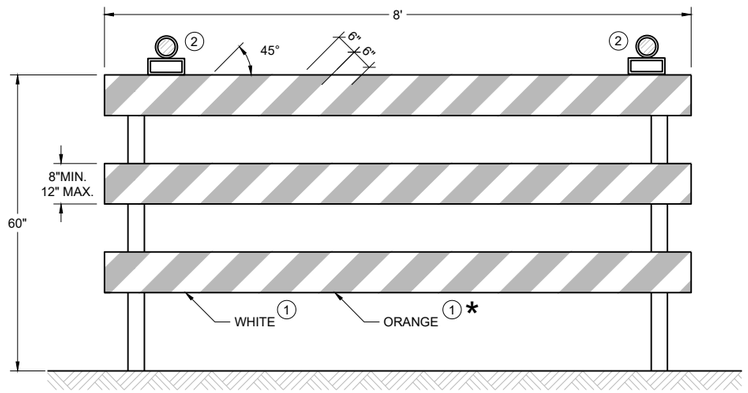
DO NOT USE IN TAPERS
½ SPACING OF DRUMS

BALLAST WIDTHS
RANGE FROM 14"-20"



VERTICAL PANEL

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



TYPE III BARRICADE

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

* IF USED FOR A PERMANENT APPLICATION USE RED SHEETING.

CHANNELIZING DEVICES
DRUMS, CONES, BARRICADES
AND VERTICAL PANELS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

6
SDD 15C11-11b

LEGEND

SIGN ON PORTABLE OR PERMANENT SUPPORT

TEMPORARY PORTABLE RUMBLE STRIP ARRAY

DIRECTION OF TRAFFIC

WORK AREA

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

GENERAL NOTES

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

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

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

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

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

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

FLAGGING

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

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

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

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

TEMPORARY PORTABLE RUMBLE STRIPS

UTILIZE TEMPORARY PORTABLE RUMBLE STRIPS ON ALL FLAGGING OPERATIONS.

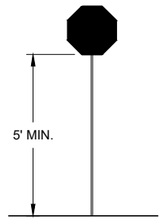
(3) EACH TEMPORARY PORTABLE RUMBLE STRIP ARRAY CONSISTS OF THREE RUMBLE STRIPS PLACED TRANSVERSE ACROSS THE LANE AT THE LOCATIONS SHOWN. WITHIN EACH ARRAY, SPACING BETWEEN RUMBLE STRIPS SHALL BE 15 FEET ON CENTER

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

INSTALL TEMPORARY RUMBLE STRIPS PER MANUFACTURER'S RECOMMENDATIONS.

PLACE ADVANCE SIGNING PRIOR TO INSTALLING TEMPORARY RUMBLE STRIPS.

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



STOP/SLOW PADDLE ON SUPPORT STAFF

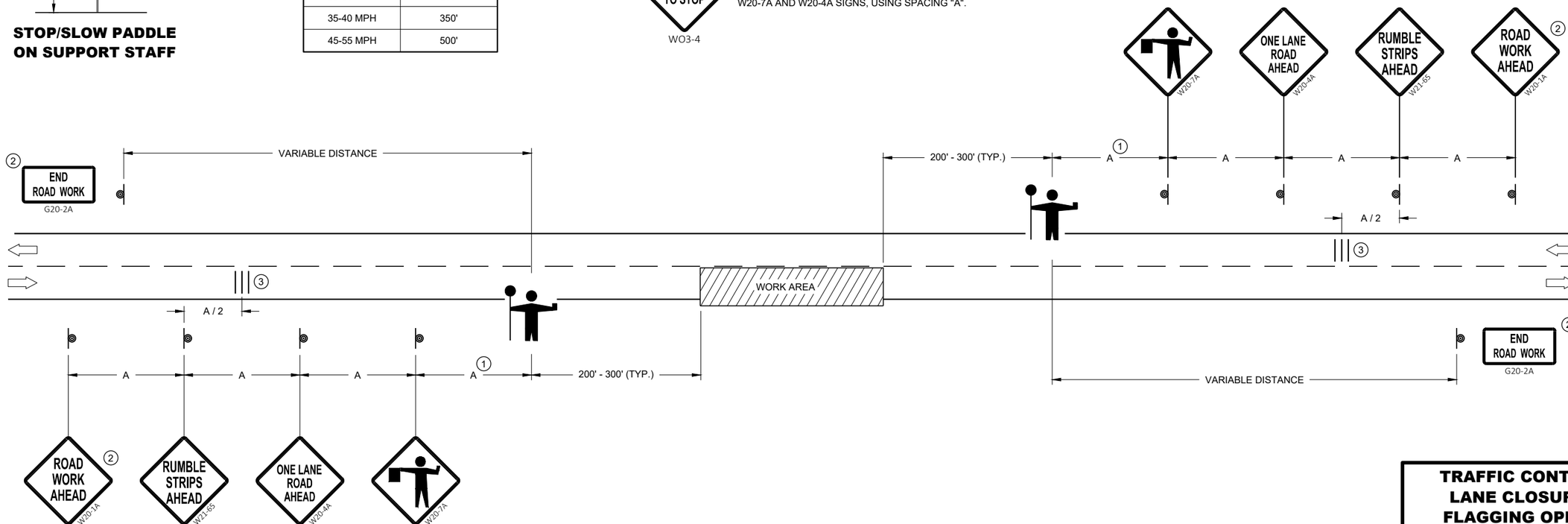
SIGN AND TEMPORARY RUMBLE STRIP ARRAY SPACING TABLE

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



WO3-4

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



TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2022
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

6

SDD 15C12 - 09a

6

SDD 15C12 - 09a

GENERAL NOTES

SIGN ON PERMANENT SUPPORT

TRAFFIC CONTROL CONE 42-INCH

TRAFFIC CONTROL DRUM

TEMPORARY PORTABLE RUMBLE STRIP ARRAY

DIRECTION OF TRAFFIC

WORK AREA

AFAD — AUTOMATED FLAGGER ASSISTANCE DEVICE (AFAD)

GENERAL NOTES

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

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

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

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

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

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

FLAGGING

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

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

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

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

TEMPORARY PORTABLE RUMBLE STRIPS

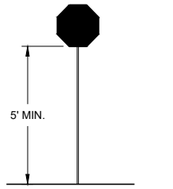
UTILIZE TEMPORARY PORTABLE RUMBLE STRIPS ON ALL FLAGGING OPERATIONS.

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

PLACE ADVANCE SIGNING PRIOR TO INSTALLING TEMPORARY RUMBLE STRIPS.

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

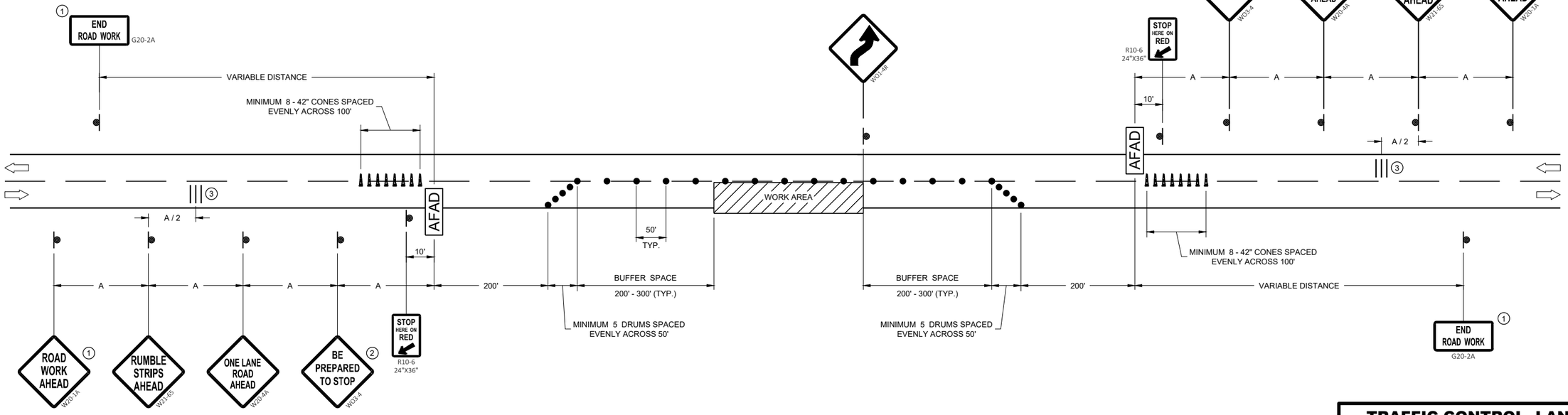
(3) EACH TEMPORARY PORTABLE RUMBLE STRIP ARRAY CONSISTS OF THREE RUMBLE STRIPS PLACED TRANSVERSELY AT THE LOCATIONS SHOWN. WITHIN EACH ARRAY, SPACING BETWEEN RUMBLE STRIPS SHALL BE 15 FEET ON CENTER.



STOP/SLOW PADDLE ON SUPPORT STAFF

SIGN AND TEMPORARY RUMBLE STRIP ARRAY SPACING TABLE

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



TRAFFIC CONTROL, LANE CLOSURE WITH AUTOMATED FLAGGER ASSISTANCE DEVICE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2022
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER

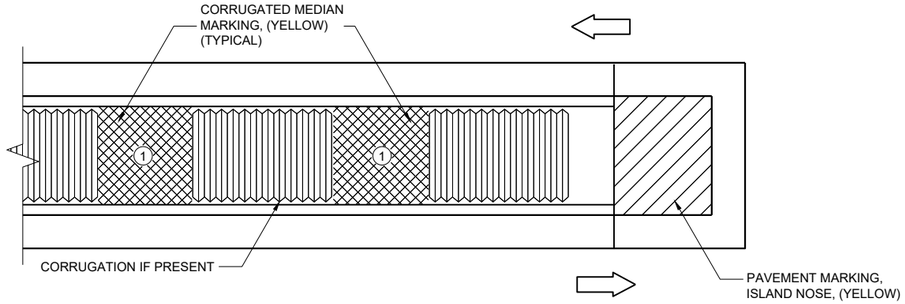
FHWA

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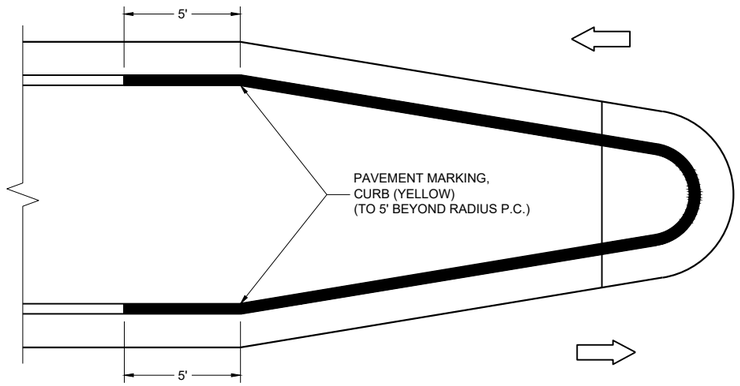
SDD 15C12 - 09b

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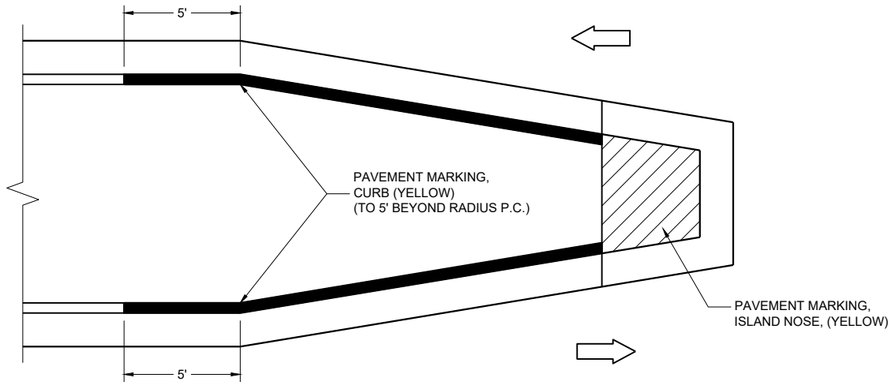
SDD 15C12 - 09b



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.

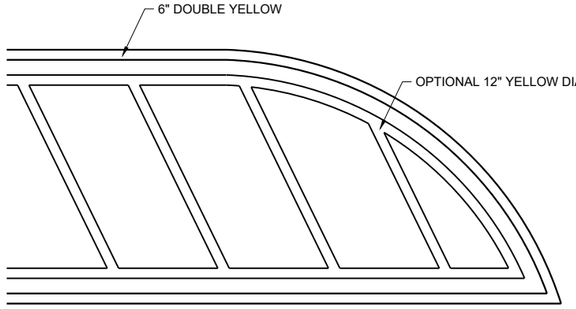
(1) APPLY PAVEMENT MARKING TO THE FLAT PORTION OF CORRUGATED MEDIAN.

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

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SDD 15C18-09b

REQUIREMENTS FOR EDGE LINES		
POSTED SPEED	IS THERE CONTINUOUS LIGHTING?	
	YES	NO
≤ 30 MPH	NO	OPTIONAL
35 OR 40 MPH	OPTIONAL	RECOMMENDED
≥ 45 MPH	RECOMMENDED	REQUIRED

GENERAL NOTES

APPLIES TO ISLANDS AT LEFT TURNS AT ONE WAY ROADWAYS AS WELL.

SEE MISCELLANEOUS QUANTITIES FOR SIGN SIZE.

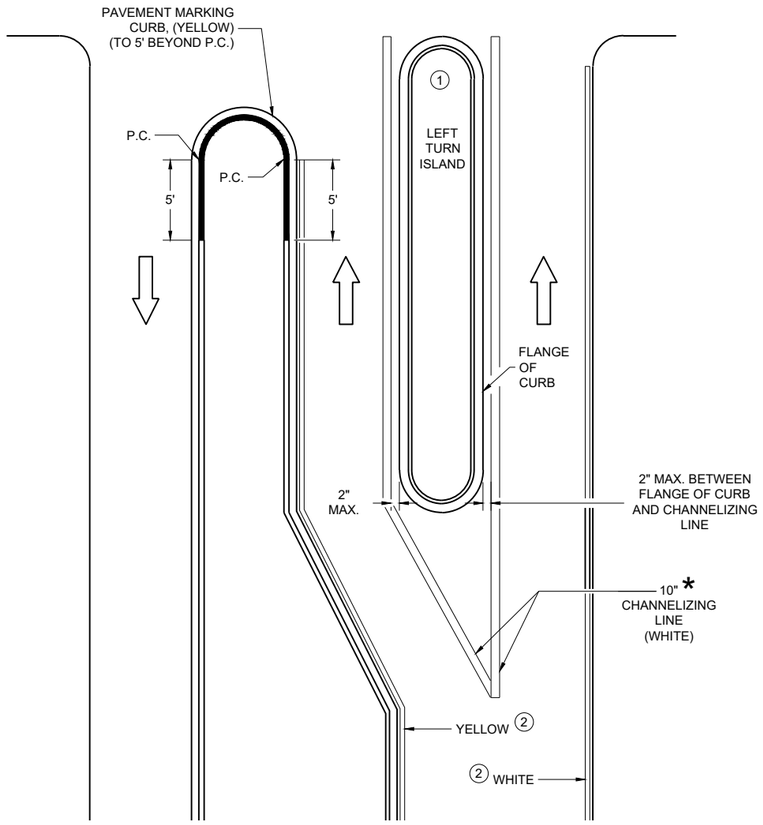
(1) MARK CURB NOSES YELLOW.

(2) MARK ACCORDING TO TABLE.

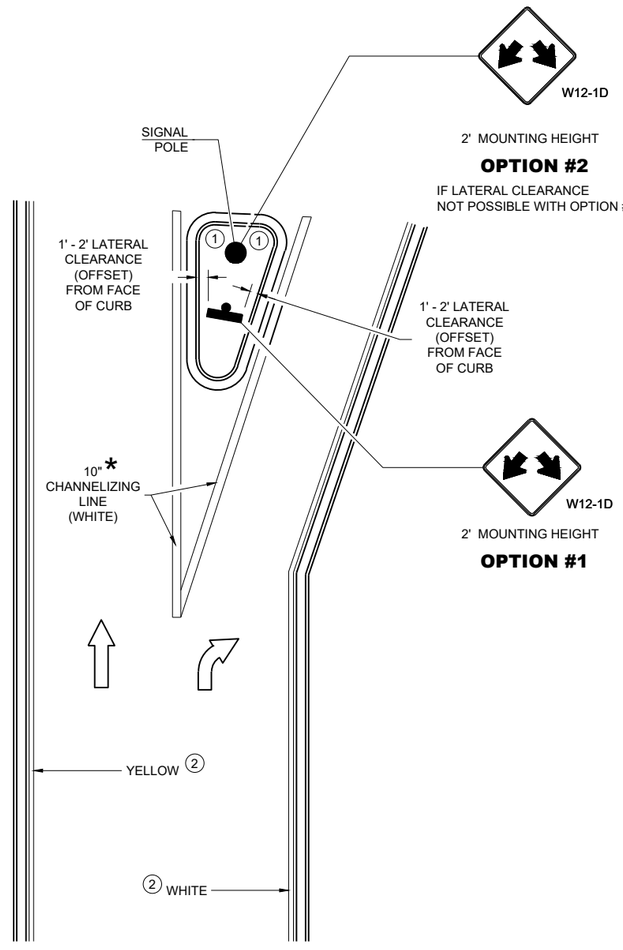
(3) CHEVRON MAY BE OMITTED IF LESS THAN 4" WIDE

DIRECTION OF TRAVEL

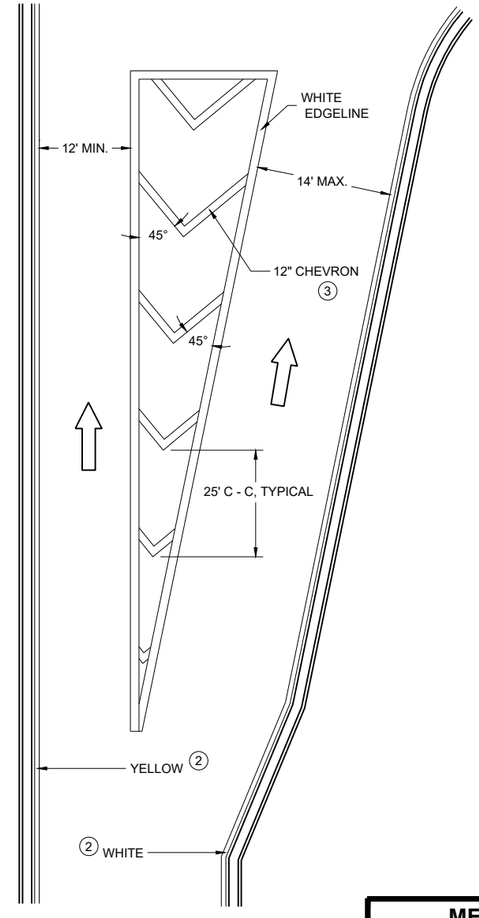
*CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES



LEFT TURN & MEDIAN ISLAND



RIGHT TURN ISLAND



TURN LANE DETAIL

MEDIAN PAVEMENT MARKINGS, DOUBLE ARROW WARNING SIGN PLACEMENT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
August 2024
DATE

/S/ Jeannie Silver
Statewide Pavement Marking Engineer

FHWA

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SDD 15C18-09c

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SDD 15C18-09c

LEGEND

V1 LEAD VEHICLE

V2 MARKING VEHICLE

V3 SHADOW VEHICLE

TRUCK MOUNTED ATTENUATOR (TMA)

SIGN ON TEMPORARY SUPPORT

DIRECTION OF TRAFFIC

GENERAL NOTES

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

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

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

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

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

WHEN NO WORK ACTIVITY IS TAKING PLACE, REMOVE OR LAY STATIONARY SIGNS AND SUPPORTS FLAT ON THE GRADE WITH

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

UPRIGHTS ORIENTED PARALLEL TO AND DOWNSTREAM FROM TRAFFIC.

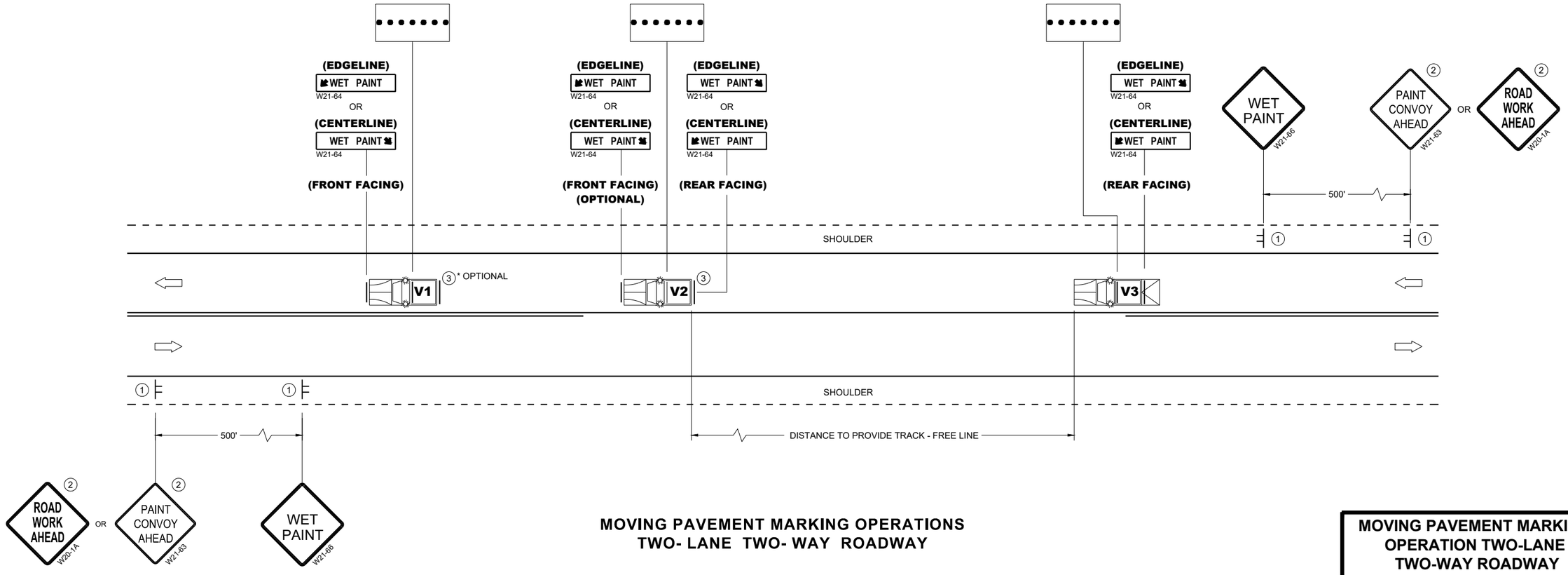
CONES SHOULD BE USED BETWEEN THE MARKING AND SHADOW VEHICLE AT 100 FOOT SPACING. CONES MAY BE OMITTED ON PAINTED LINE IF APPROVED BY THE ENGINEER. CONSIDER PAVEMENT MARKING DRY OR CURE TIMES AND TRAFFIC VOLUME.

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

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

(2) IF CONSTRUCTION WORK ZONE SIGNS ARE IN PLACE, W20-1A OR W21-63 ARE NOT REQUIRED.

(3) V1 AND V2 CAN BE SWITCHED SO THAT THE MARKER IS THE LEAD VEHICLE.



MOVING PAVEMENT MARKING OPERATIONS
TWO- LANE TWO- WAY ROADWAY

MOVING PAVEMENT MARKING OPERATION TWO-LANE TWO-WAY ROADWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

FHWA

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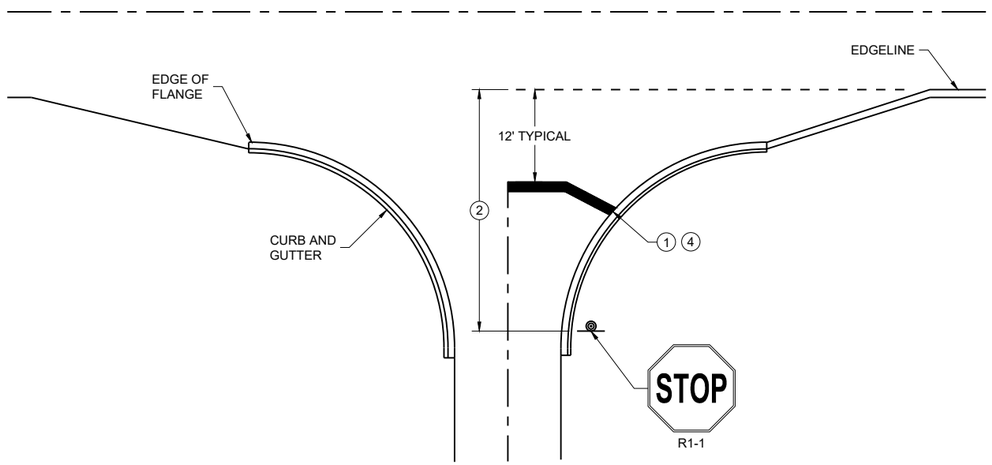
SDD 15C19-11a

SDD 15C19-11a

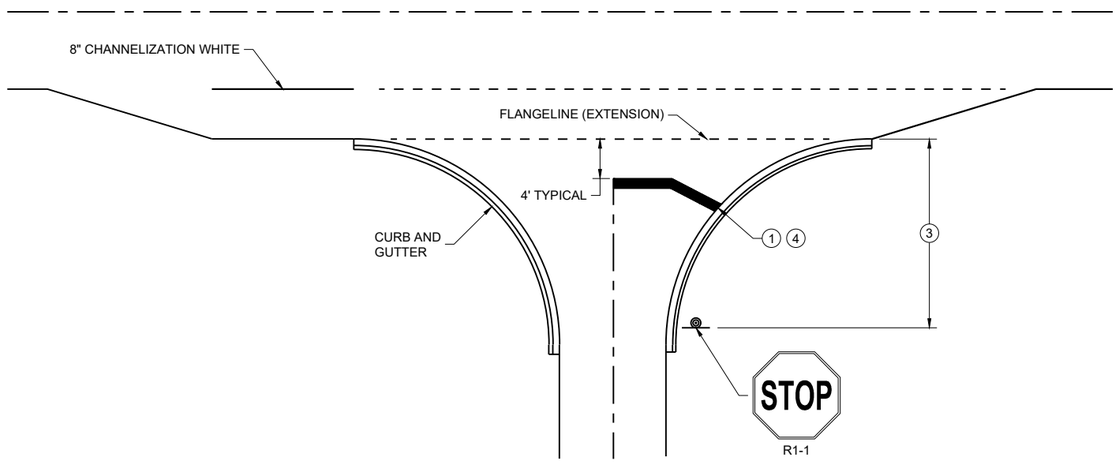
GENERAL NOTES

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

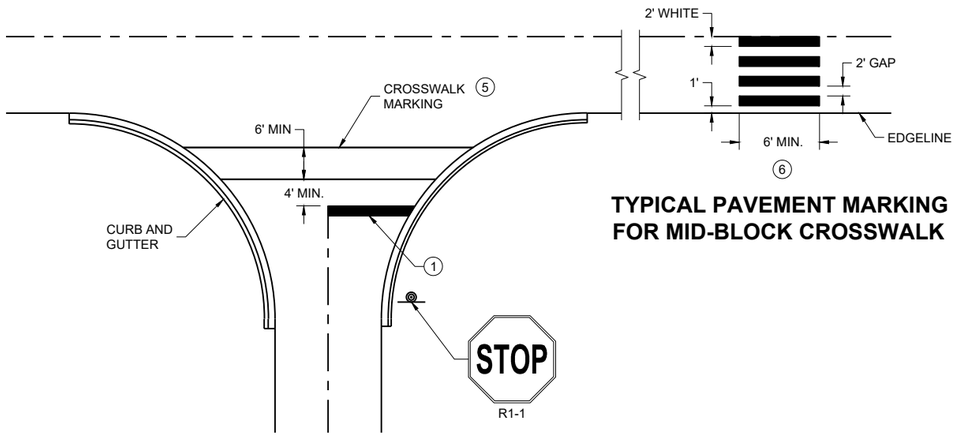
1. 18-INCH STOP LINES MAY BE DELETED OR ADDED BY THE REGION MARKING ENGINEER BASED ON VISIBILITY AND SIGHT LINES.
2. NO STOP LINE IS REQUIRED IF STOP SIGN IS LESS THAN OR EQUAL TO 40 FEET FROM THE EDGELINE.
3. NO STOP LINE IS REQUIRED IF STOP SIGN IS LESS THAN OR EQUAL TO 30 FEET FROM THE FLANGE LINE 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

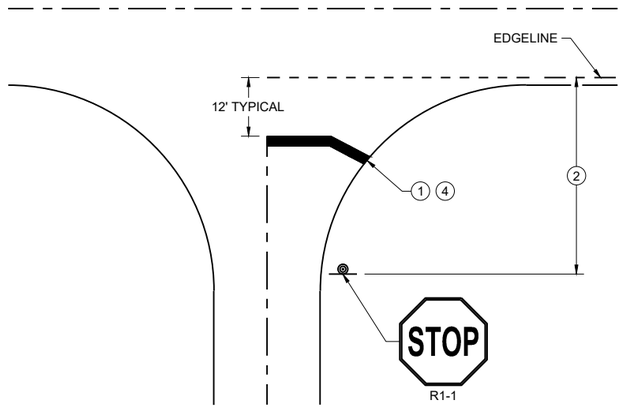


TYPICAL STOP LINE PAVEMENT MARKING FOR SIDE ROADS WITH RIGHT TURN LANE



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

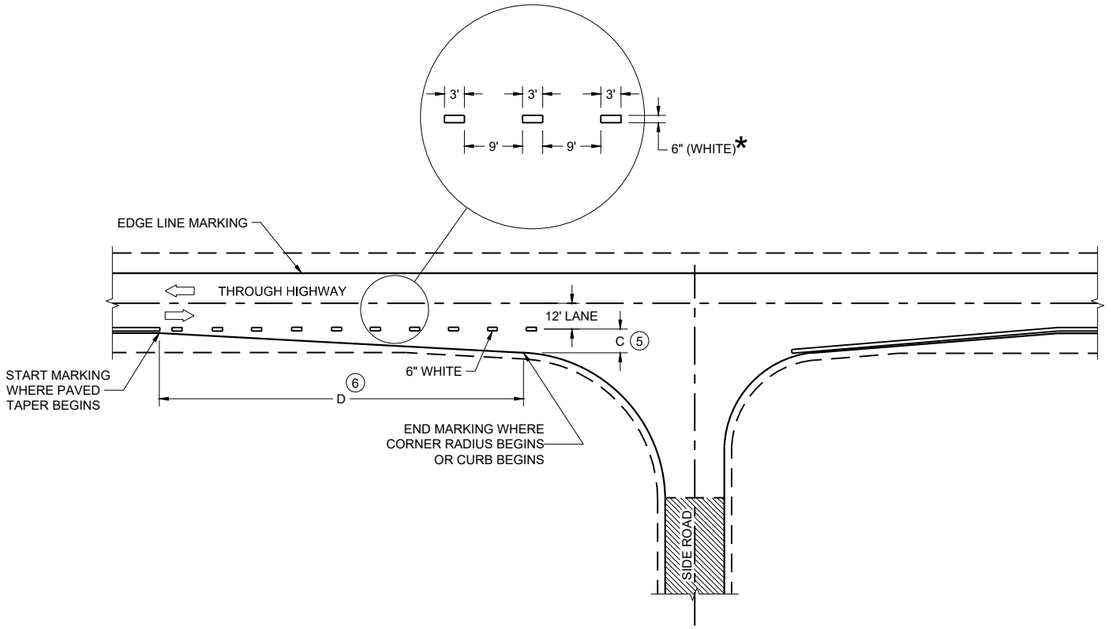
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

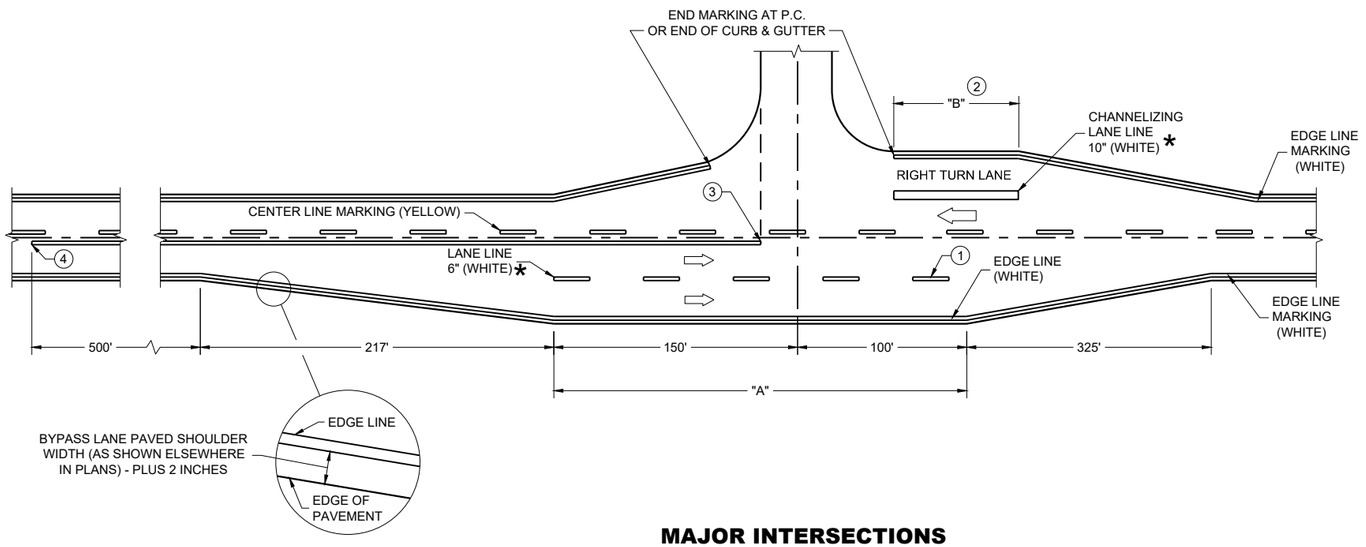
March 2024 — DATE

/S/ Matthew Rauch — STATE SIGNING AND MARKING ENGINEER

FHWA



MINOR INTERSECTION



MAJOR INTERSECTIONS

(INTERSECTION WITH FULL RIGHT TURN LANE OR BYPASS LANE)

*CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES

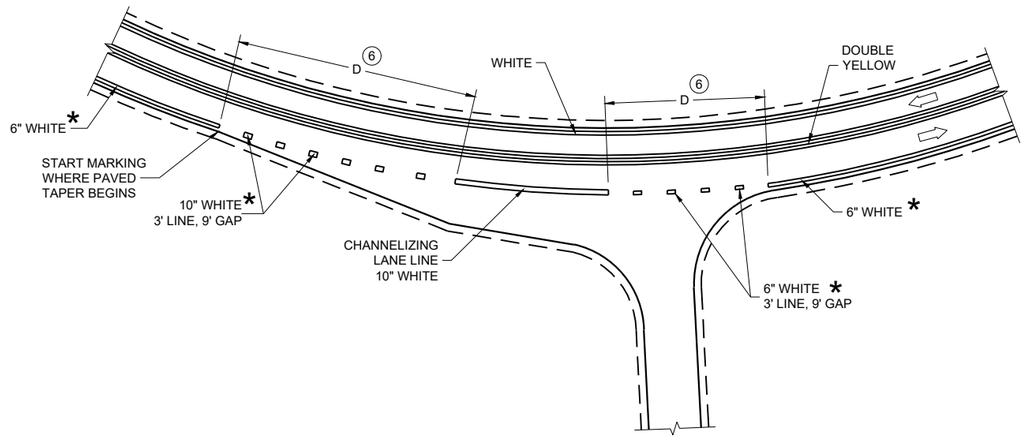
GENERAL NOTES

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

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

LEGEND

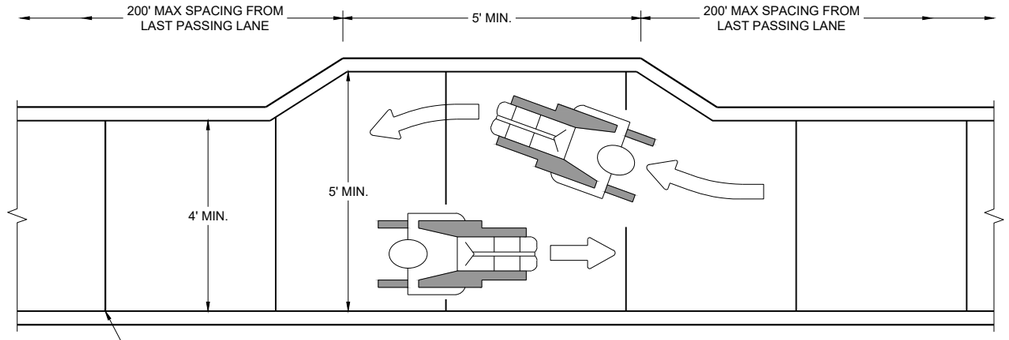
DIRECTION OF TRAVEL



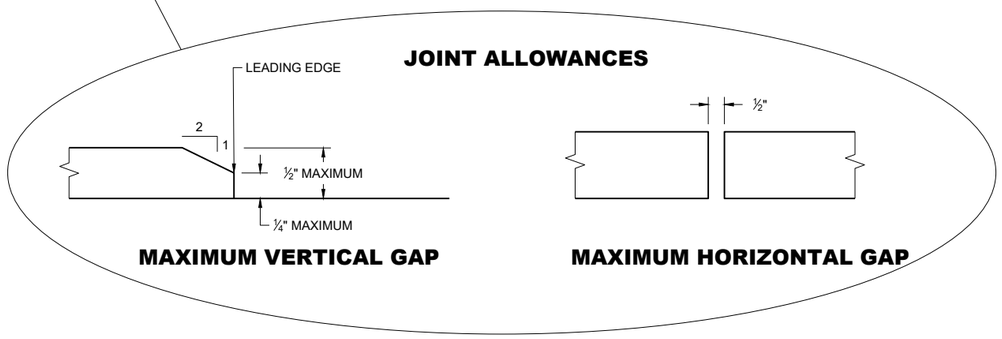
INTERSECTION ON OUTSIDE OF CURVE

PAVEMENT MARKING (INTERSECTIONS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



NARROW SIDEWALK PASSING DETAIL



MAXIMUM VERTICAL GAP

MAXIMUM HORIZONTAL GAP

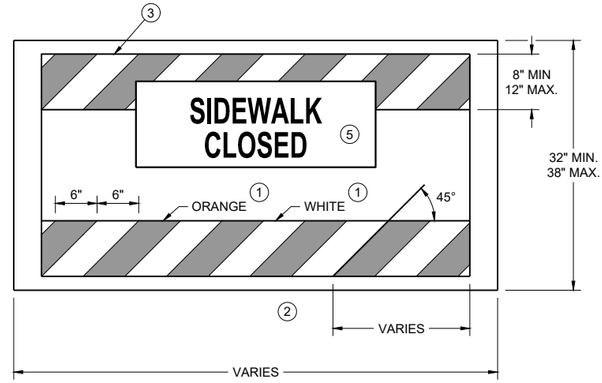
GENERAL NOTES

BARRICADE DEVICE SELECTED FROM APPROVED PRODUCT LIST

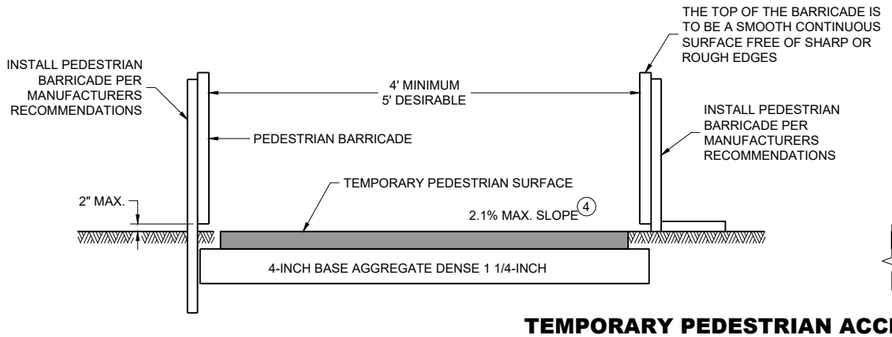
1. REFLECTIVE SHEETING SHALL FOLLOW THE REQUIREMENTS IN THE APPROVED PRODUCTS LISTING FOR SIGN SHEETING.
2. SHEETING REQUIRED ON MORE THAN 50% OF BARRICADE WIDTH.
3. PLACE SHEETING ON BOTH SIDES OF THE BARRICADE.

* USE THIS DETAIL FOR SHEETING PLACEMENT REFERENCE.

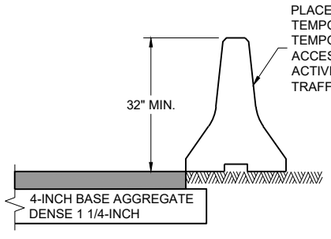
4. WHEN THE TEMPORARY PEDESTRIAN ACCESS ROUTE RUNS PARALLEL ON THE ROADWAY SURFACE, THE MAXIMUM CROSS SLOPE WILL MATCH THE EXISTING ROADWAY CROSS SLOPE.
5. WHERE SIGNS FOR TEMPORARY PEDESTRIAN ACCOMMODATIONS ARE SHOWN BEING PLACED BEHIND TEMPORARY PEDESTRIAN BARRICADE, THE SIGNS MAY BE MOUNTED ON THE 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.

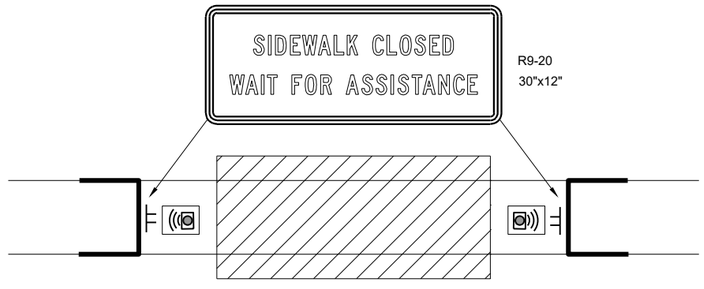


TEMPORARY PEDESTRIAN BARRICADE *



TEMPORARY PEDESTRIAN ACCESS





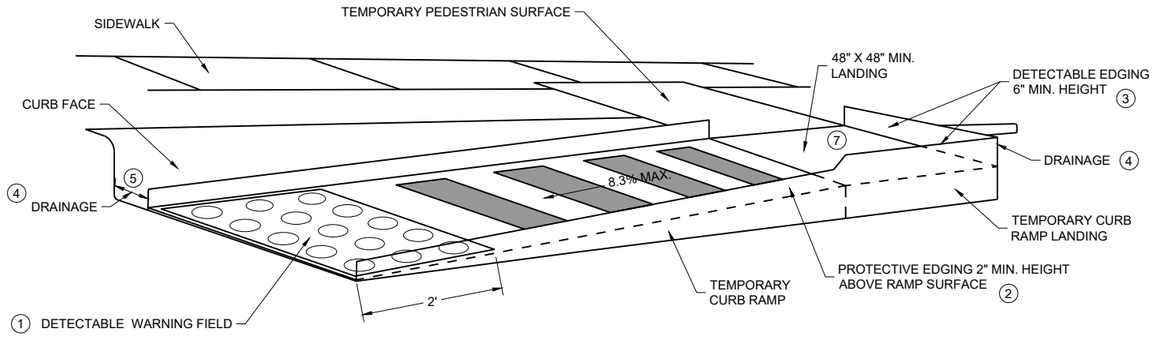
TEMPORARY PEDESTRIAN FLAGGING

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

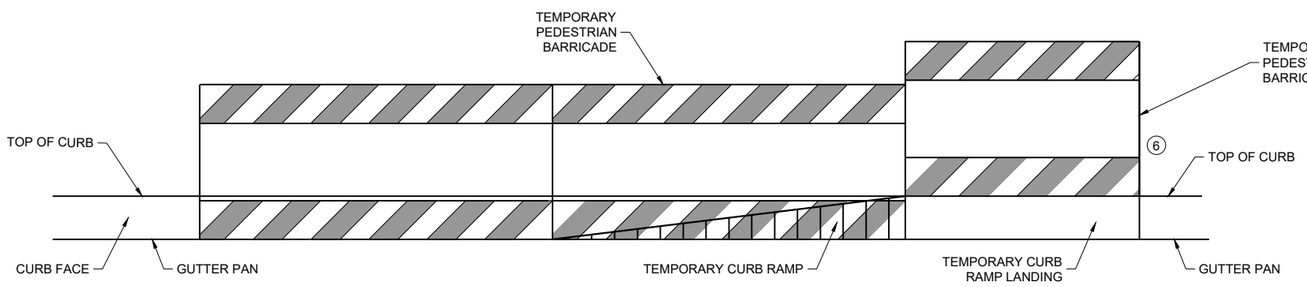
CURB RAMPS SHALL BE 48" MIN. WIDTH WITH A FIRM, STABLE AND SLIP RESISTANT SURFACE.

CURB RAMPS AND LANDINGS SHALL HAVE A 1:48 (2.1%) MAX. CROSS-SLOPE.

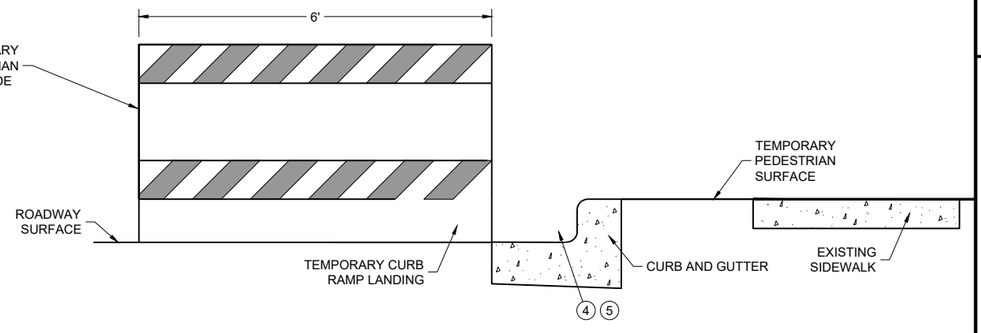
CLEAR SPACE OF 48" X 48" SHALL BE PROVIDED ABOVE AND BELOW THE CURB RAMP. LATERAL JOINTS OR GAPS BETWEEN SURFACES SHALL BE LESS THAN ½" WIDTH.

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

6

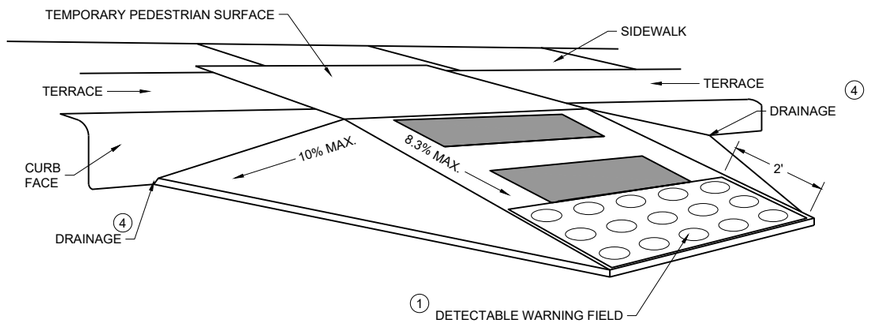
SDD 15D30-12b

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

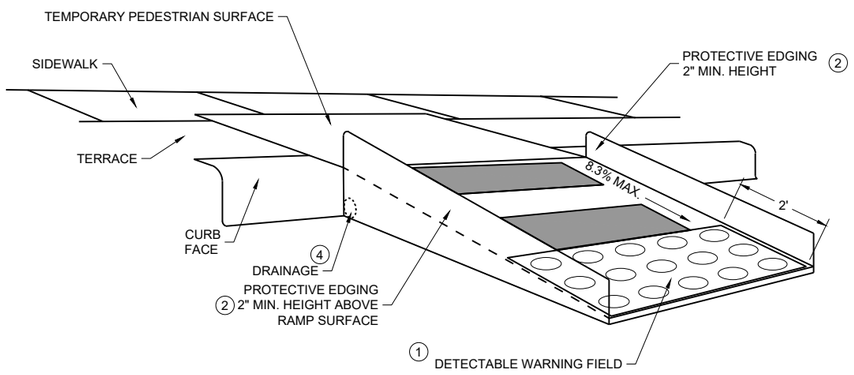
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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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.

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

GENERAL NOTES

TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG.

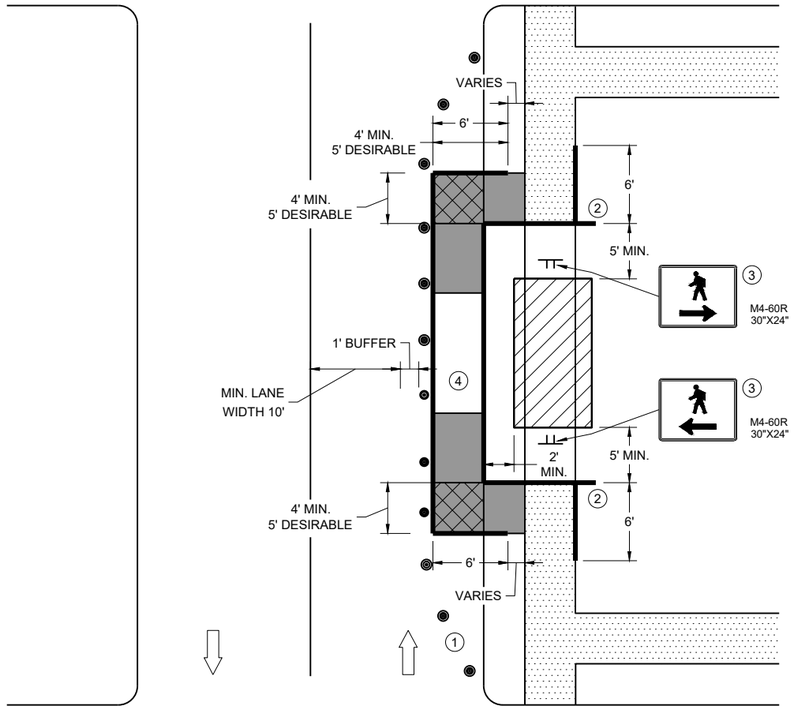
WHERE TEMPORARY BARRICADE RUNS PARALLEL ALONG SIDEWALK, PLACE THE FACE OF THE BARRICADE AT THE EDGE OF THE SIDEWALK.

(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.



SIDEWALK BYPASS, SINGLE SIDE

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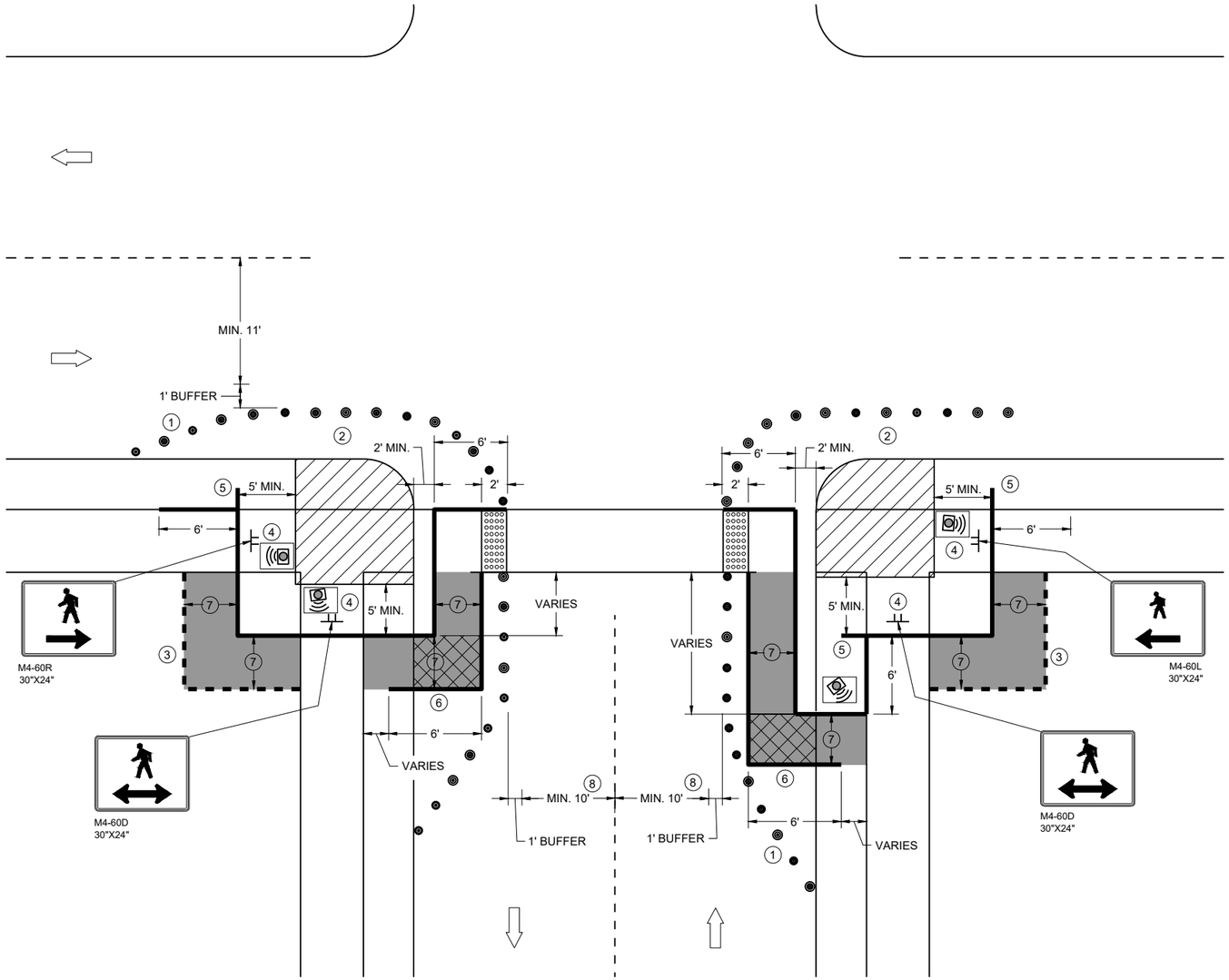
SDD 15D30-12h

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 15D30-12h



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.

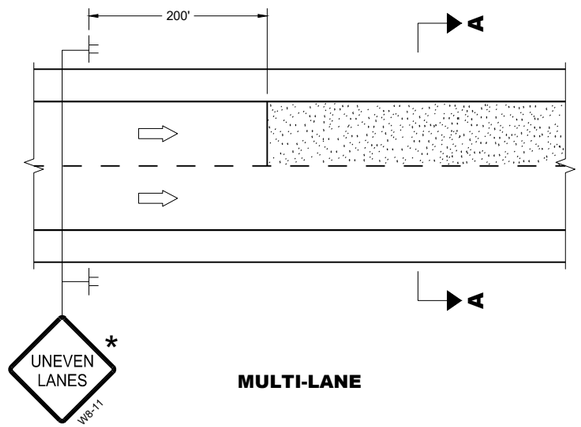
LEGEND

- 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)

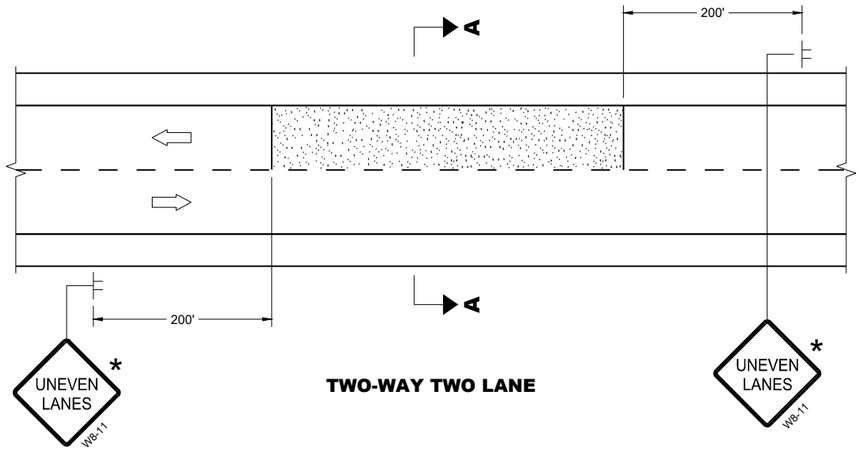
TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

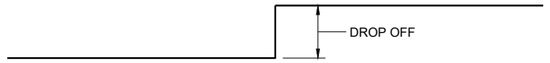
6
SDD 15D30-12i



MULTI-LANE

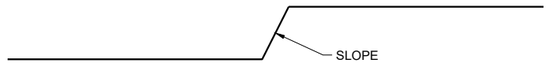


TWO-WAY TWO LANE

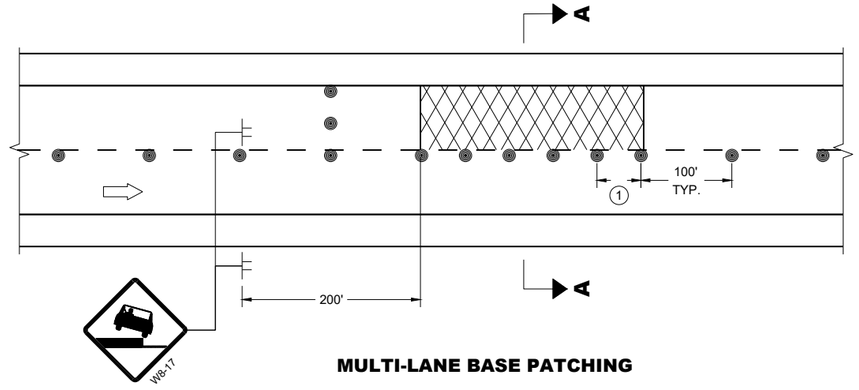


SECTION A - A

OR



SECTION A - A



MULTI-LANE BASE PATCHING

ADJACENT LANE DROP-OFFS

GENERAL NOTES

FOR SPOT LOCATIONS USE ENGINEERING JUDGEMENT WHEN PLACING ADDITIONAL SIGNS.

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

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

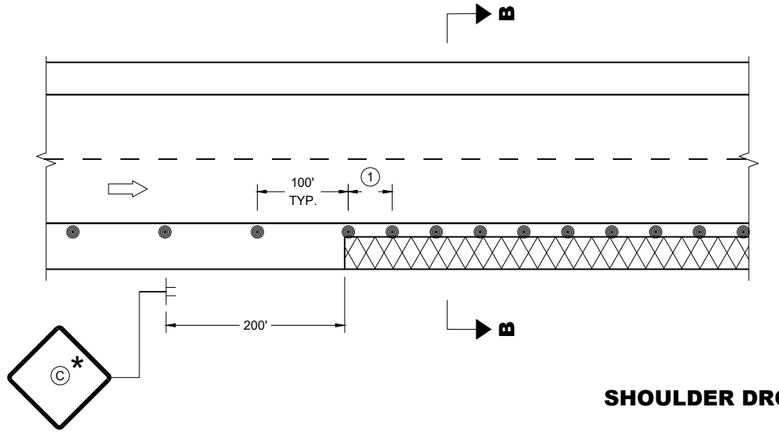
WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

* IF THE DROP-OFF IS CONTINUOUS ALONG THE PROJECT, PLACE ADDITIONAL SIGNS EVERY 1 MILE AND AFTER EVERY ENTRANCE RAMP.

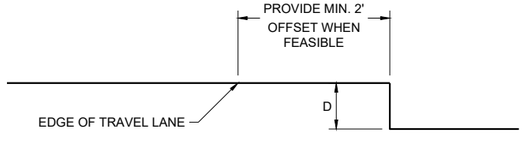
(1) USE CLOSER SPACING WHEN DELINEATING DROP-OFF.

LEGEND

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



SHOULDER DROP-OFFS



SECTION B - B

D	SIGN (C)
< 2" WITH A SLOPE STEEPER THAN 3:1	LOW SHOULDER WO8-9
2" < 6" WITH A SLOPE STEEPER THAN 3:1	SHOULDER DROP - OFF W8-9A
	PROVIDE A 3:1 OR FLATTER SLOPE OF MATERIAL ADJACENT TO THE PAVEMENT

TRAFFIC CONTROL, DROP-OFF SIGNING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

FHWA

6
SDD 15D39-03

GENERAL NOTES

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

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

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

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

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

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

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

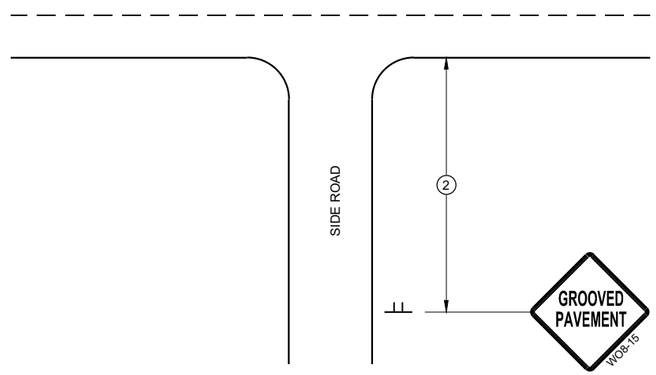
(1) PLACE SIGNS 350' IN ADVANCE OF MILLED SURFACES AND AT 1 MILE INTERVALS, OR AS DIRECTED BY THE ENGINEER.

(2) PLACE SIGN 200' MIN. FROM INTERSECTION AND 200' MIN. AFTER ADVANCE WARNING SIGN SHOWN IN SDD 15C04.

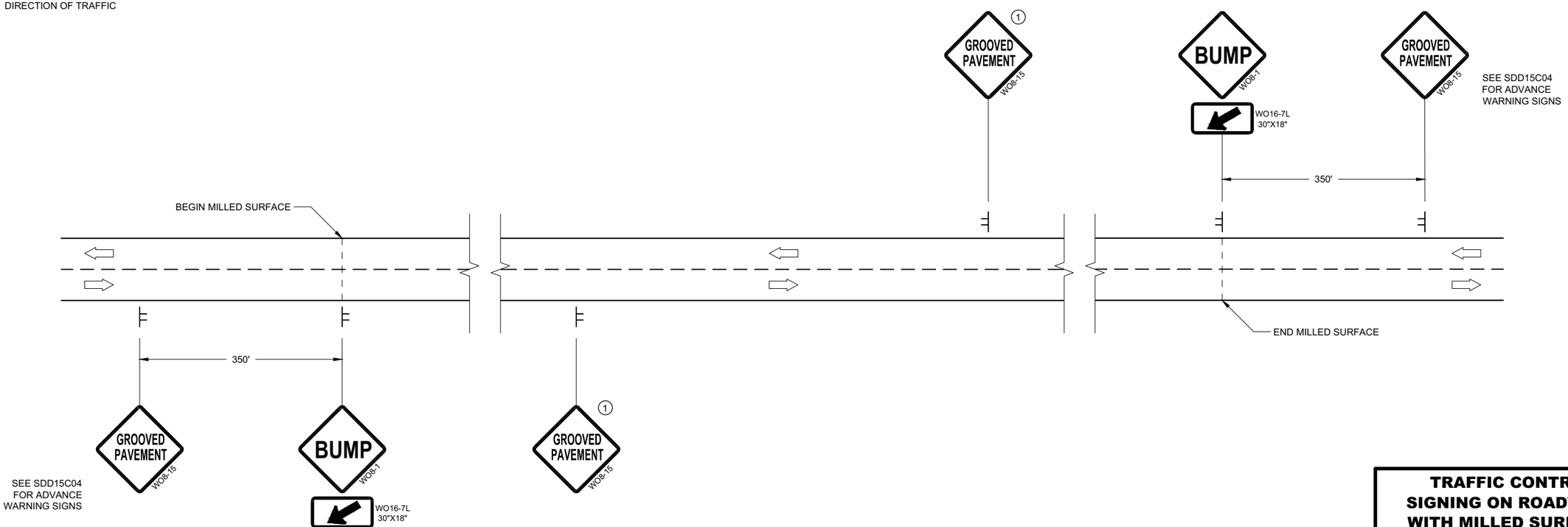
LEGEND

SIGN ON TEMPORARY SUPPORT

DIRECTION OF TRAFFIC



TYPICAL SIDE ROAD APPROACH SIGN DETAIL



DETAIL FOR SIGNING ON MILLED SURFACES

TRAFFIC CONTROL, SIGNING ON ROADWAYS WITH MILLED SURFACES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2020
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

SDD 15D44 - 02

SDD 15D44 - 02

GENERAL NOTES

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

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

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

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

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

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

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

(1) PLACE SIGNS 350' IN ADVANCE OF CHIP SEALED OR LOOSE GRAVEL SURFACES AND AT 1 MILE INTERVALS, OR AS DIRECTED BY THE ENGINEER.

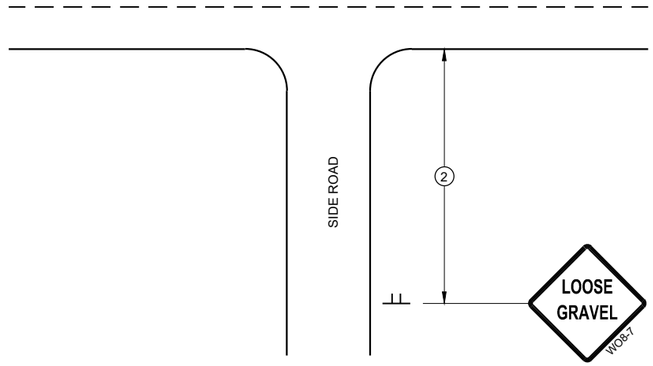
(2) PLACE SIGN 200' MIN. FROM INTERSECTION AND 200' MIN. AFTER ADVANCE WARNING SIGN SHOWN IN SDD 15C04.

(3) ADD WO8-1 OR WO8-2 SIGN WHEN THE CONDITION IS PRESENT.

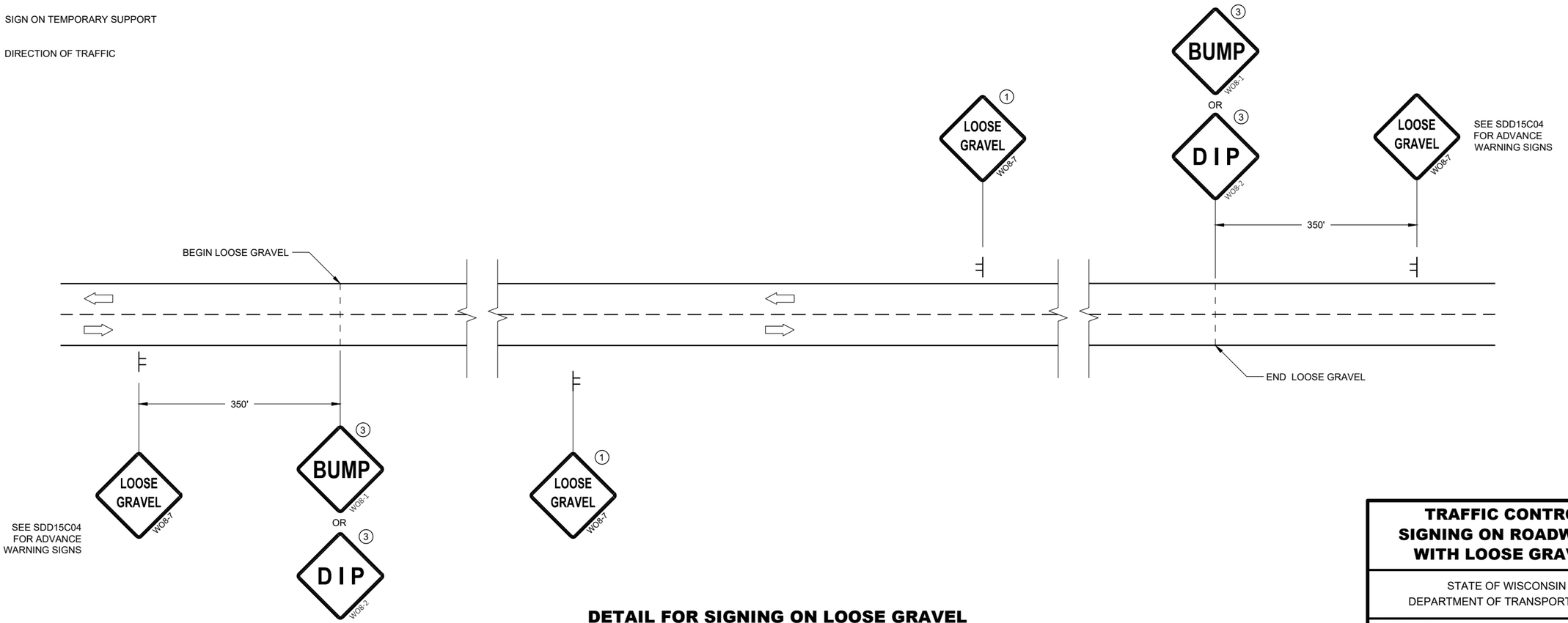
LEGEND

SIGN ON TEMPORARY SUPPORT

DIRECTION OF TRAFFIC



TYPICAL SIDE ROAD APPROACH SIGN DETAIL



DETAIL FOR SIGNING ON LOOSE GRAVEL OR CHIP SEALED SURFACES

TRAFFIC CONTROL SIGNING ON ROADWAYS WITH LOOSE GRAVEL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2021
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

6

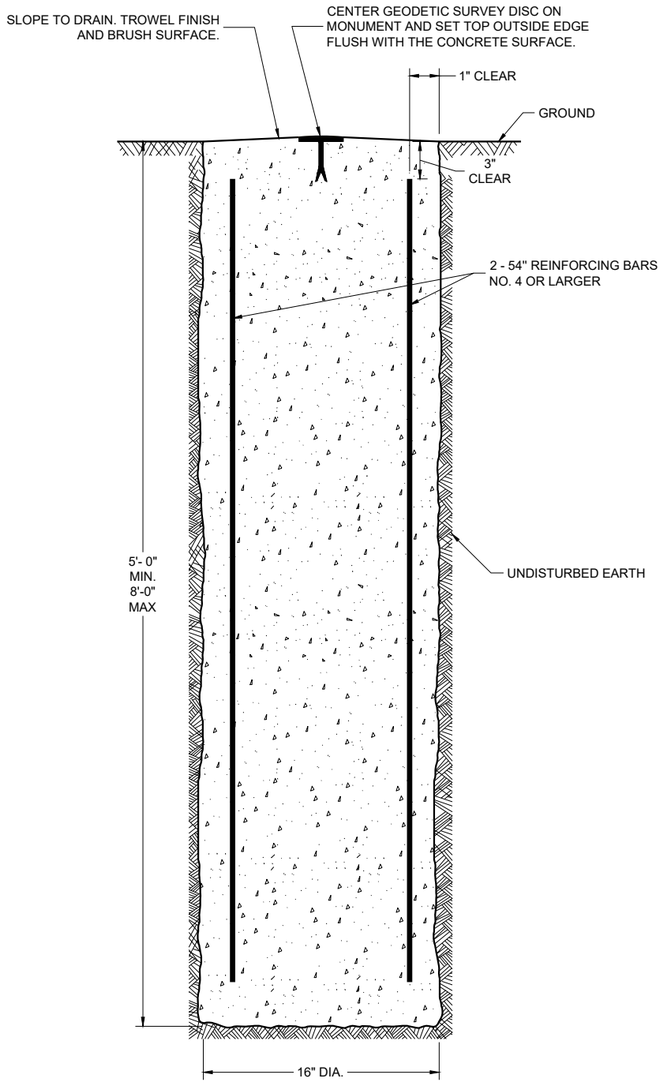
SDD 15D45 - 03

GENERAL NOTES

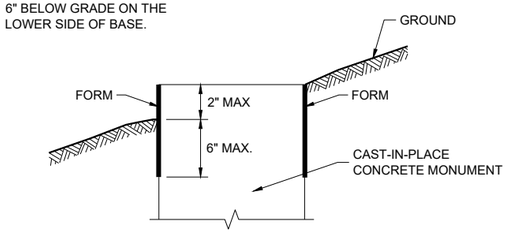
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

SURVEY MONUMENT SHALL BE EXCAVATED BY USE OF A CIRCULAR AUGER.

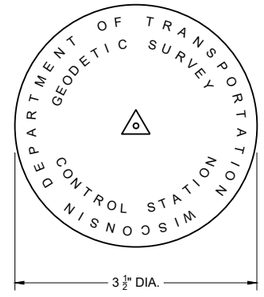
IF A SURVEY MONUMENT REQUIRES A DEEP FORM BECAUSE OF LOOSE DIRT OR FILL, THE FORM SHALL BE REMOVED BEFORE BACKFILLING AROUND THE BASE. BACKFILL SHALL BE TAMPED TIGHT AGAINST THE BARE CONCRETE BASE IN LAYERS OF 1 FOOT OR LESS.



CAST-IN-PLACE CONCRETE MONUMENT



FORMING DETAIL



GEODETIC SURVEY DISC
FURNISHED BY WISDOT

GEODETIC SURVEY MONUMENT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
August 2025 — DATE
/S/ DAVID J. LAYTON — CHIEF SURVEY AND MAPPING ENGINEER

FHWA

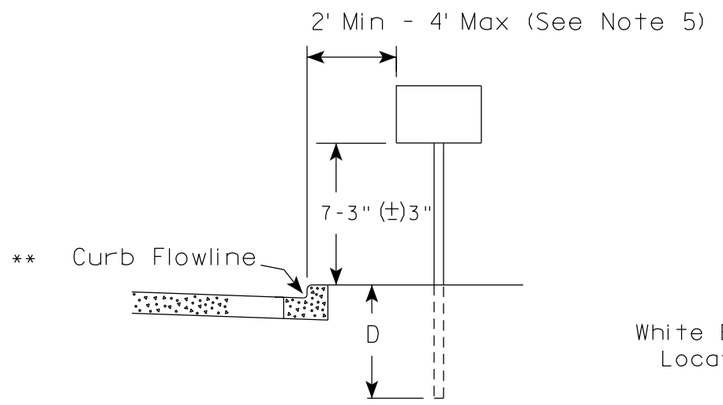
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SDD 16A02-01

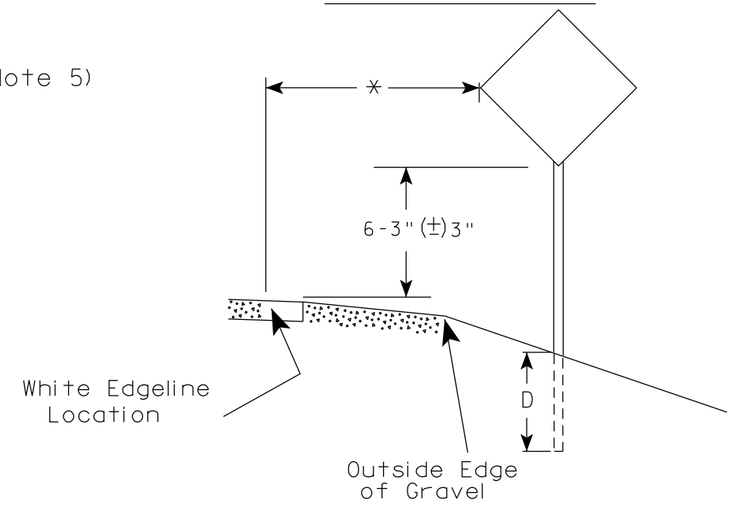
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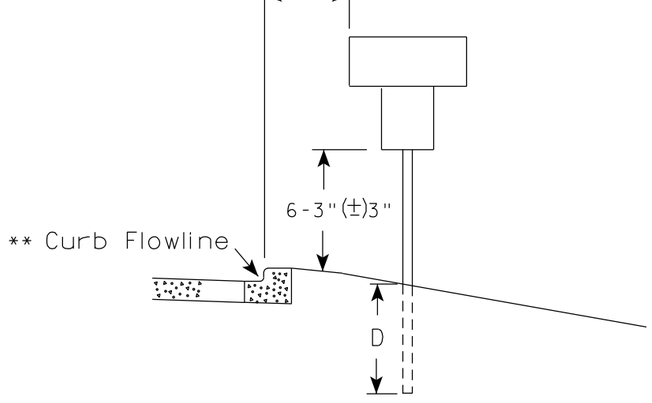
SDD 16A02-01

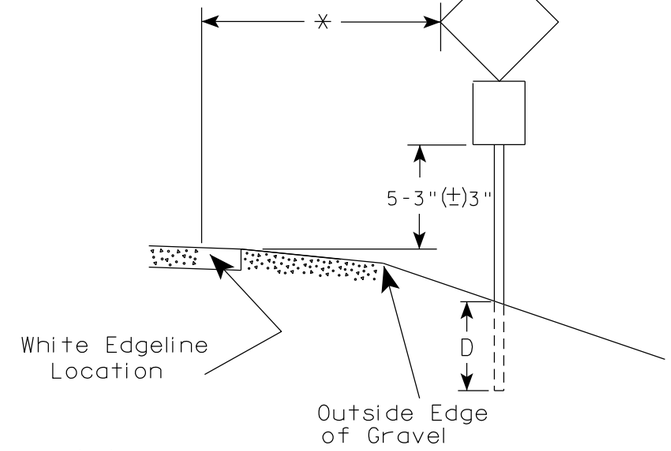
URBAN AREA



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.

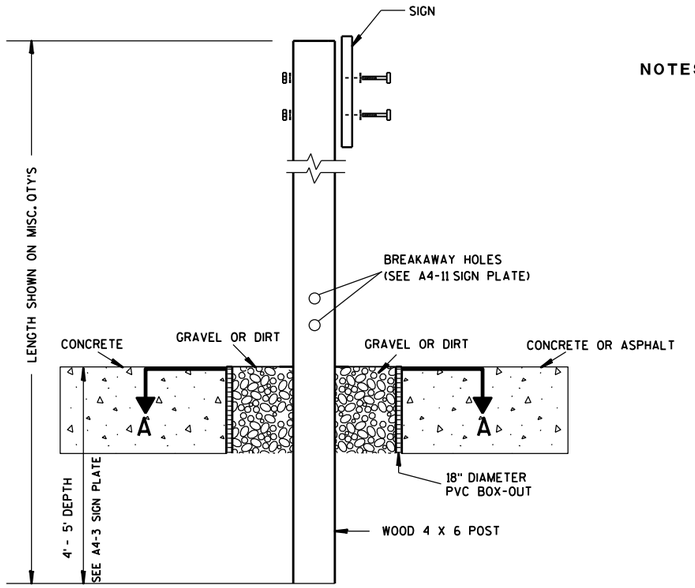
TYPICAL INSTALLATION OF PERMANENT TYPE II SIGNS ON SINGLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

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

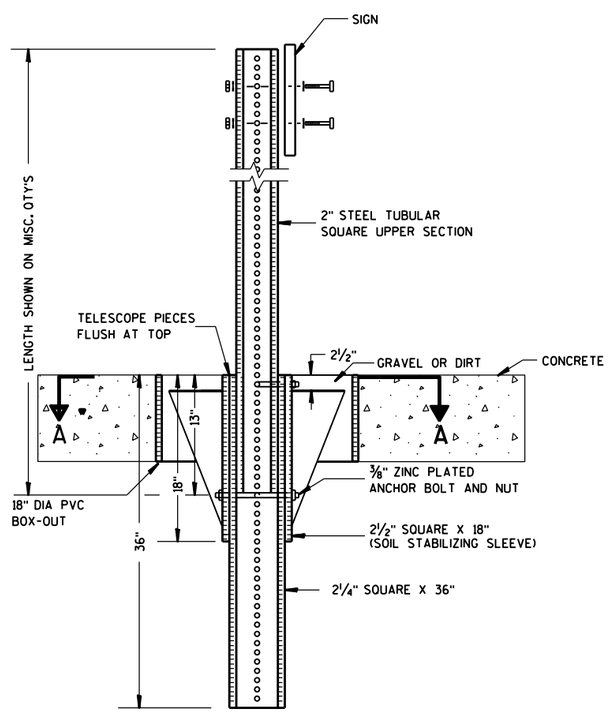
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 112	E



ELEVATION VIEW

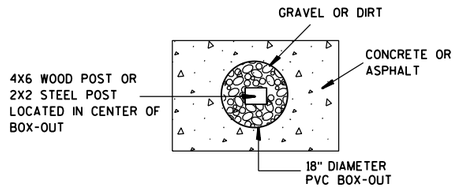
DETAIL OF WOOD 4 X 6 SIGN POST IN BOX-OUT

NOTES:
1. ALL MATERIAL TO BE APPROVED BY ENGINEER PRIOR TO INSTALLATION
2. SEE SIGN PLATE A4-8 FOR SIGN HARDWARE REQUIREMENTS
3. 18 INCH X 18 INCH SQUARE BOX-OUTS MAY BE USED FOR INSTALLATIONS IN EXISTING CONCRETE OR ASPHALT LOCATIONS.



ELEVATION VIEW

DETAIL OF STEEL 2 X 2 SIGN POST IN BOX-OUT



PLAN VIEW

FOR NEW CONCRETE/ASPHALT INSTALLATIONS

SIGN POST BOX-OUTS A4-3B

WISCONSIN DEPT OF TRANSPORTATION

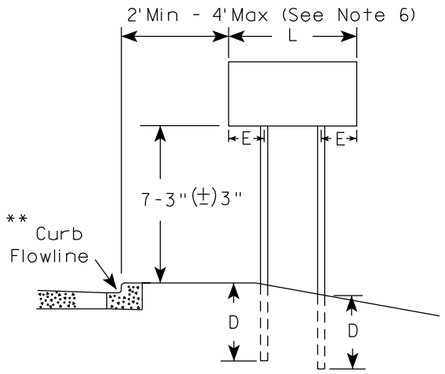
APPROVED Matthew R Rauch
for State Traffic Engineer

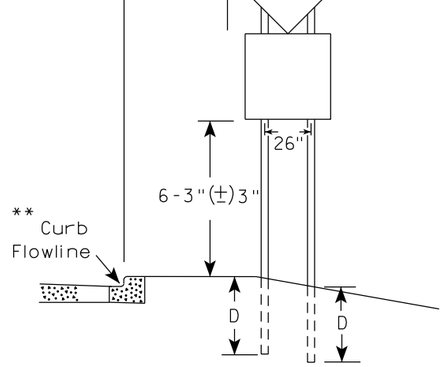
DATE 1/27/14 PLATE NO. A4-3B.1

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

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

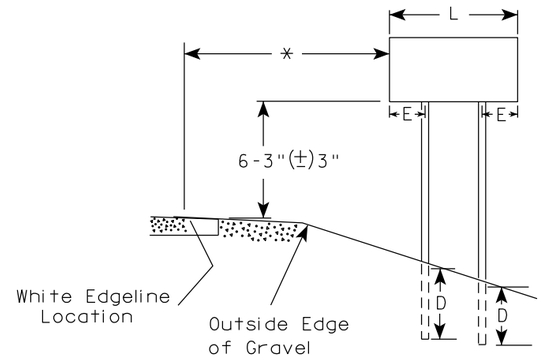
URBAN AREA

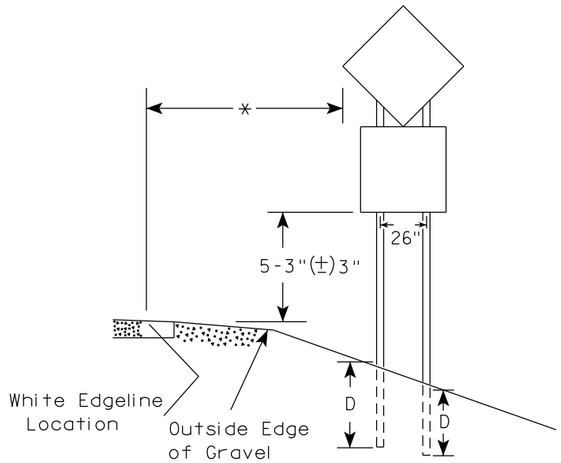




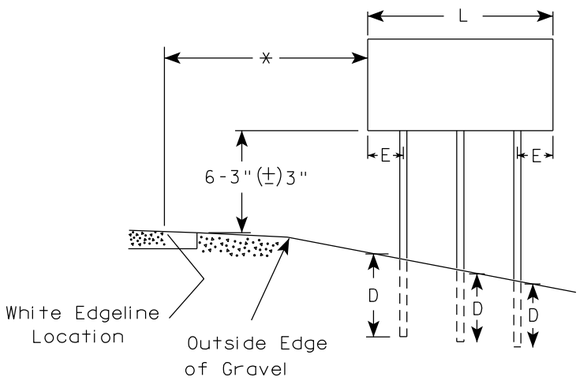
48" DIAMOND WARNING SIGN

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'

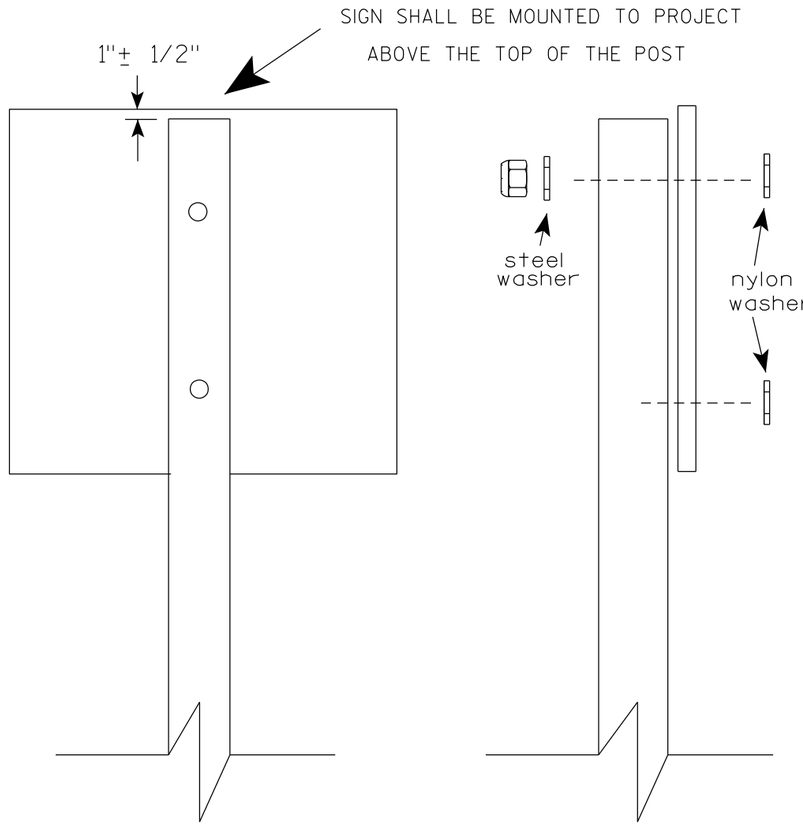
TYPICAL INSTALLATION OF TYPE II SIGNS ON MULTIPLE POSTS

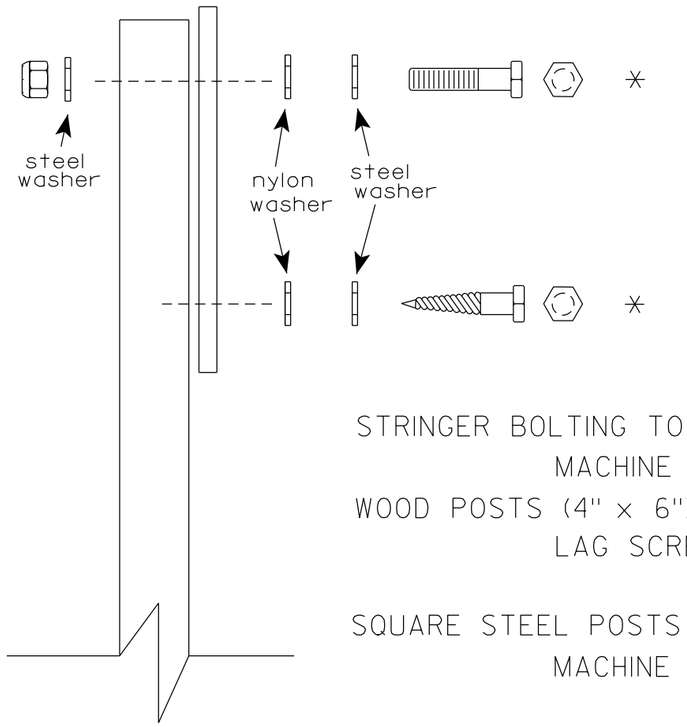
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

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

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 114	E





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

a. Hot dip galvanized in accordance with ASTM Designation: A 153, Class D, or SC 3

b. Electro-galvanized in accordance with ASTM Designation : B 633, TYPE III, SC 3.

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

STRINGER BOLTING TO ALUMINUM SIGNS (SEE SIGN PLATE A4-18)

MACHINE BOLTS - 5/16" X 1-3/4" Length w/ lock nuts

WOOD POSTS (4" x 6")

LAG SCREWS - 3/8" X 3" (NO STRINGERS ON BACK OF SIGN)
3/8" X 4" (STRINGERS ON BACK OF SIGN)

SQUARE STEEL POSTS (2" x 2")

MACHINE BOLTS - 3/8" X 3-1/4" Length w/ nuts (NO STRINGER ON BACK OF SIGN)
3/8" X 5" Length w/ nuts (STRINGERS ON BACK OF SIGN)

RIVETS - 9/32" (6605-9-6) BULB-TITE, TRI-FOLD, ALUMINUM BODY/MANDREL
O.D. FLANGE .720-.765 INCH, GRIP RANGE .042-.375 INCH

WASHERS (ALL POSTS) -

1-1/4" O.D. X 3/8" I.D. X 1/16" STEEL
1-1/4" O.D. X 3/8" I.D. X .080 NYLON

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

ATTACHMENT OF SIGNS TO POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

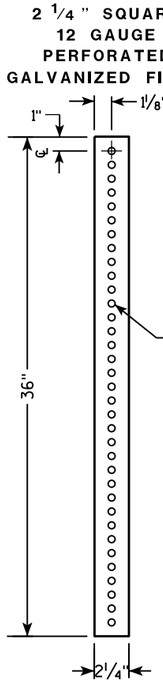
DATE 4/1/2020 PLATE NO. A4-8.9

PROJECT NO:

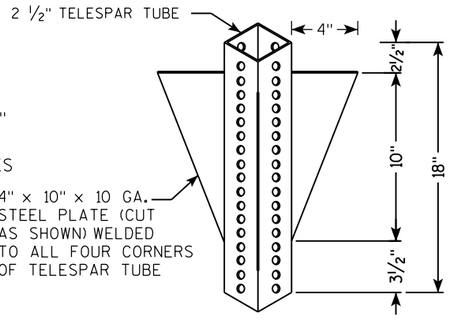
SHEET NO: 115 E

TELESCOPIC TUBING ANCHORS
TWO PIECE SYSTEM

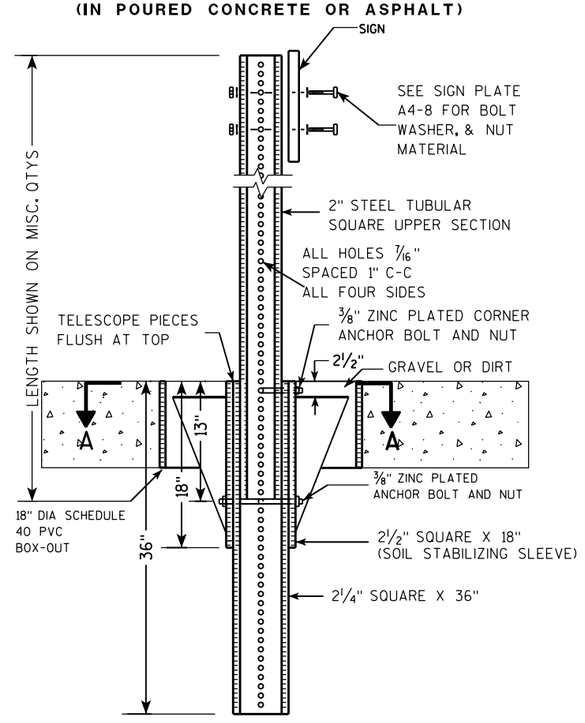
2 1/4 " SQUARE
12 GAUGE
PERFORATED
GALVANIZED FINISH



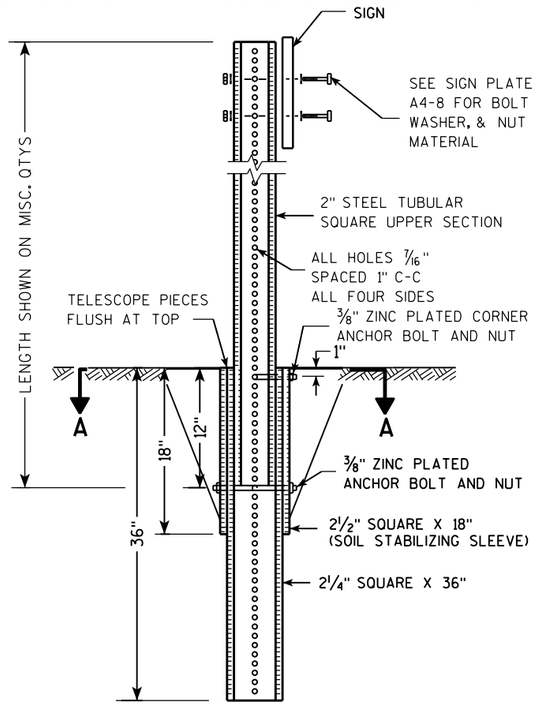
2 1/2 " SQUARE
12 GAUGE
OMNI-DIRECTIONAL
PERFORATED
SOIL STABILIZING SLEEVE
GALVANIZED FINISH

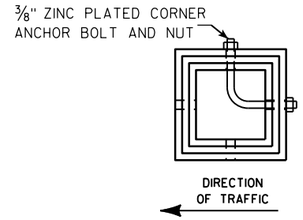


DETAIL OF TUBULAR STEEL SIGN POST
(IN POURED CONCRETE OR ASPHALT)



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





SECTION A-A

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

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

TUBULAR STEEL
SIGN POST
A4-9

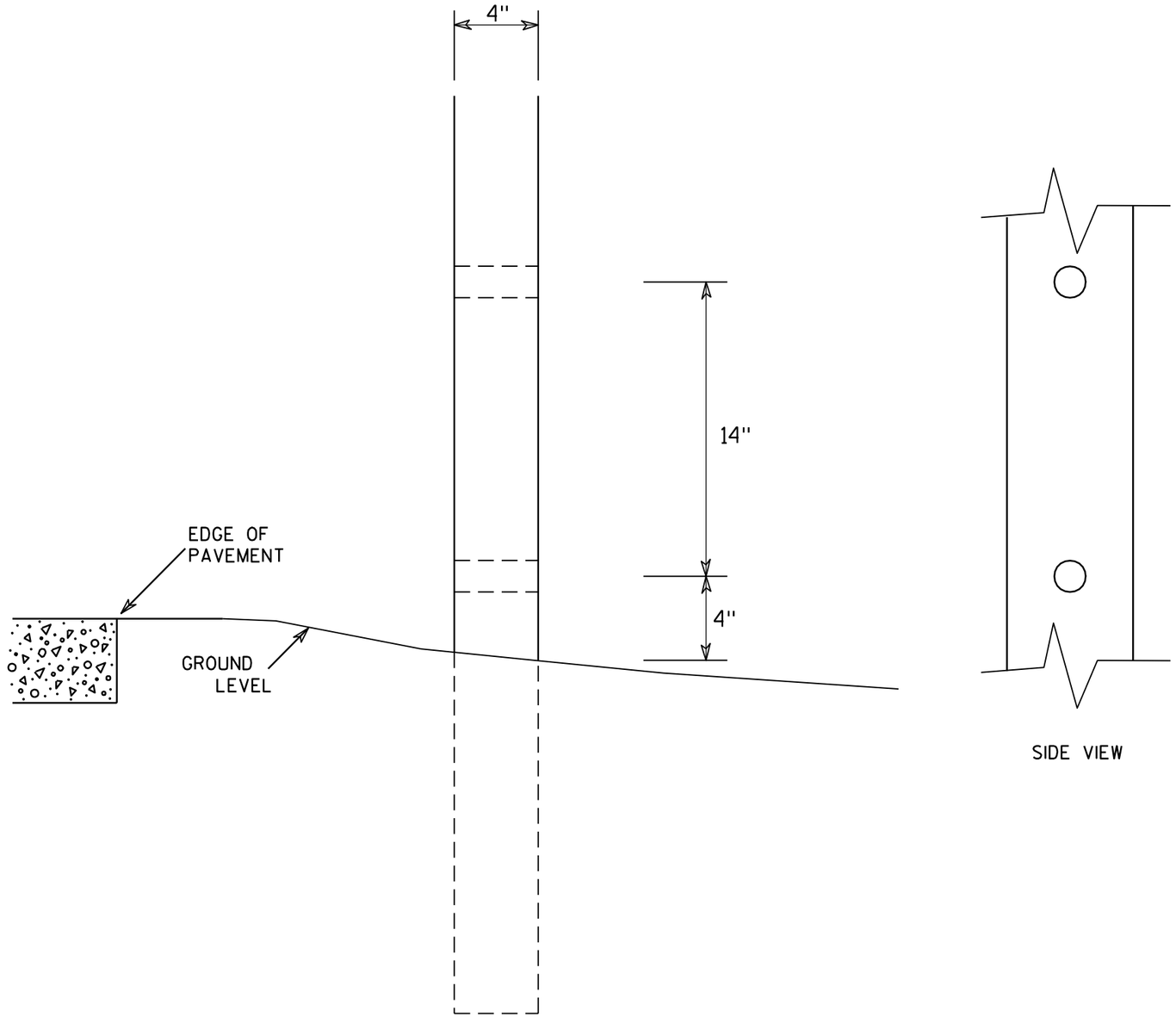
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/05/15 PLATE A4-9.9

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\A49.DGN PLOT DATE : 05-FEB-2015 17:09 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 13.659812:1.000000 WISDOT/CADDS SHEET 42



SIDE VIEW

GENERAL NOTES

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

4 X 6 WOOD POST MODIFICATIONS

WISCONSIN DEPT OF TRANSPORTATION

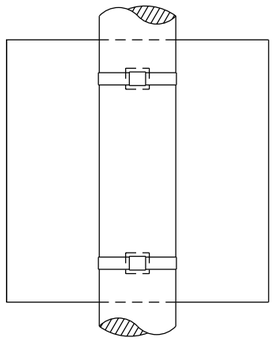
APPROVED Chester J Spang for State Traffic Engineer

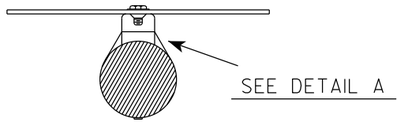
DATE 3/27/97 PLATE NO. A4-11.2

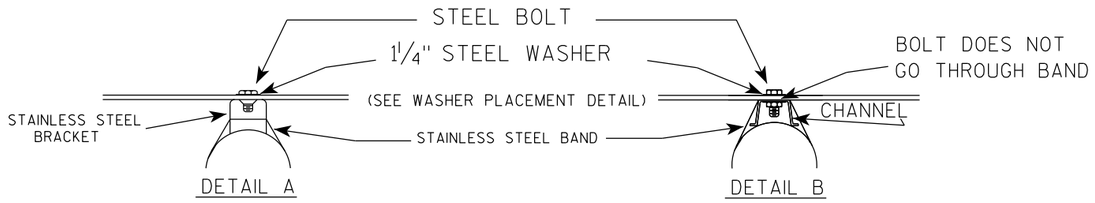
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 117	E

BANDING

SINGLE SIGN



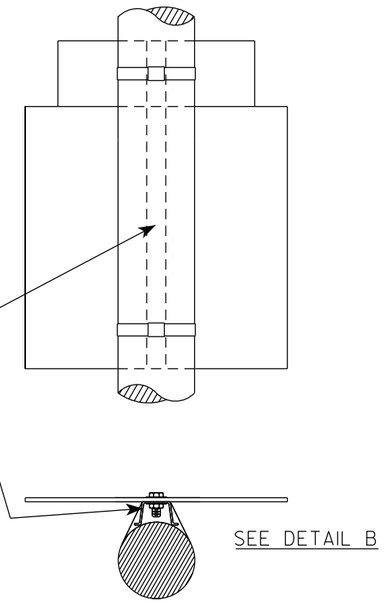




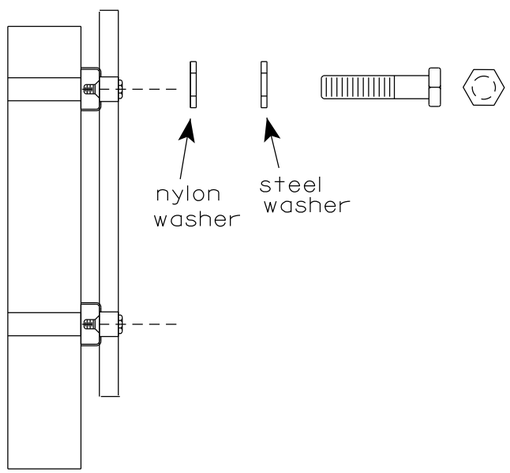
GENERAL NOTES

1. Any sign over 3 feet in width shall use the V-Block banding method. See A5-10 standard plate.
2. Signs 3 feet or greater in height shall have three bracket bands installed. Signs less than 3 feet in height shall have two bracket bands installed.
3. Banding and assembly bracket shall be stainless steel. All bands shall be ¾" in width and 0.025" thickness.
4. ALL SIGN MOUNTING BOLTS AND WASHERS SHALL BE EITHER:
   a. Hot dip or mechanically galvanized in accordance with ASTM Designation: A 153, Class D
   b. Electro-galvanized in accordance with ASTM designation: B 633, Type III, SC 3

"J" ASSEMBLY



WASHER PLACEMENT



WASHERS (ALL POSTS) -
1-1/4" O.D. X ⅜" I.D. X 1/16" STEEL
1-1/4" O.D. X ⅜" I.D. X .080 NYLON
FOR ALL TYPE H SIGNS

STANDARD SIGN
SIGN BANDING DETAILS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

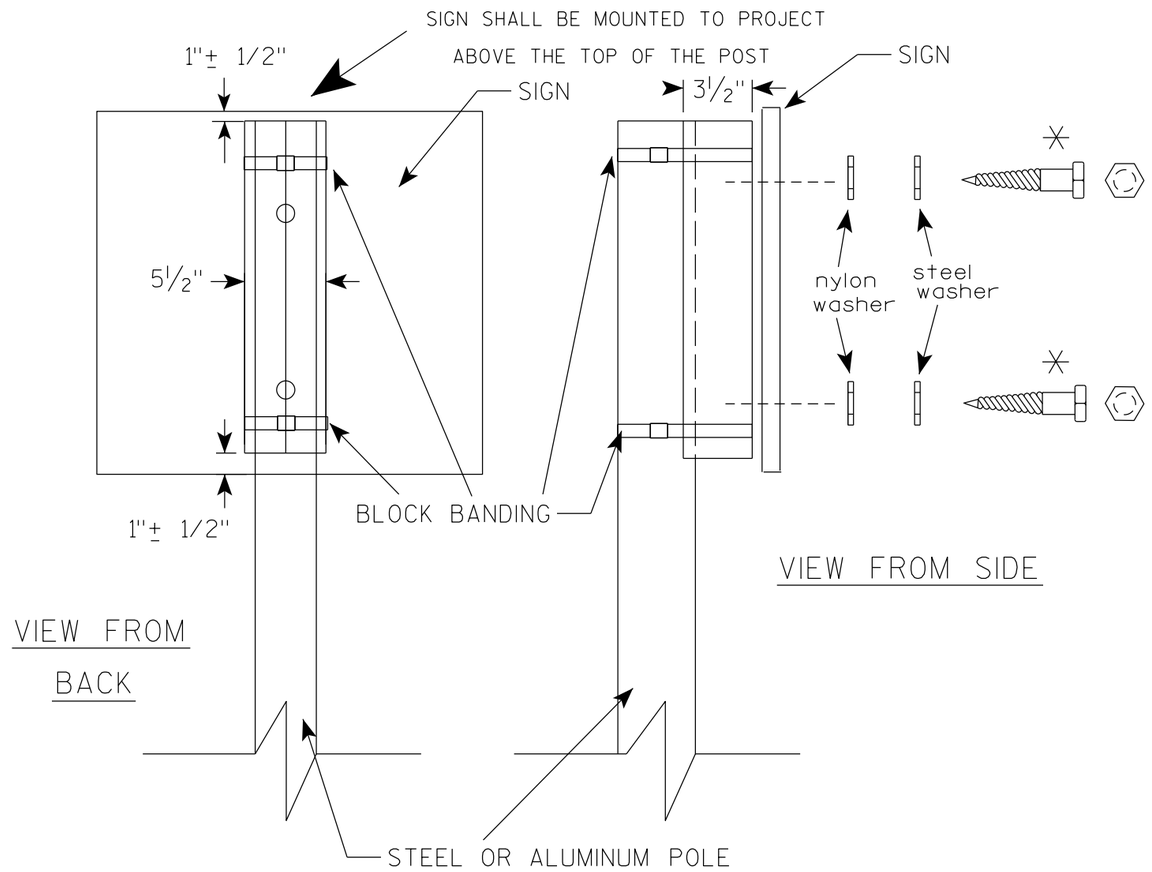
DATE 6/10/19 PLATE NO. A5-9.4

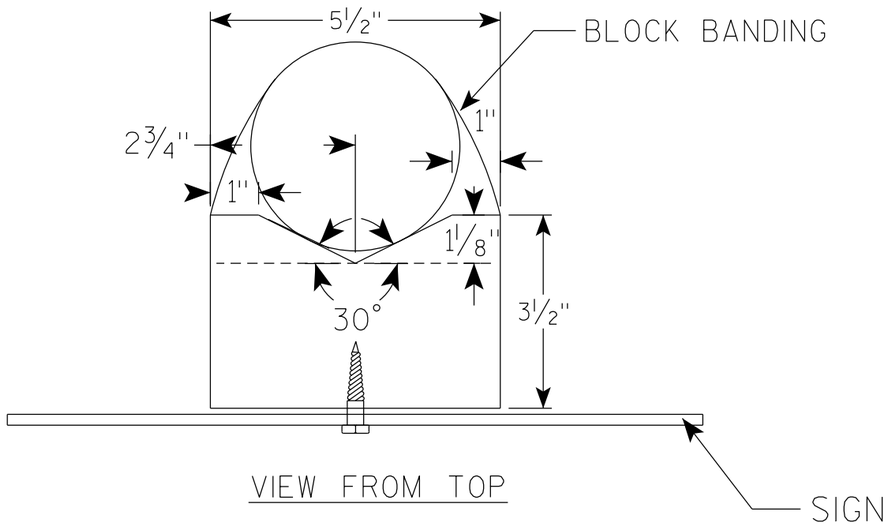
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 118	E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\A59.dgn PLOT DATE : 10-JUN 2019 4:10 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

7

7





GENERAL NOTES

1. WOOD 4"X6" POST MATERIAL SHALL CONFORM TO 507.2.2 OF THE WisDOT STANDARD SPECIFICATIONS
2. BLOCK BANDING AND CLIPS SHALL BE STAINLESS STEEL, ¾" WIDTH AND 0.025" THICKNESS
3. SIGNS 3' OR GREATER IN HEIGHT SHALL UTILIZE 3 BLOCK BANDS. SIGNS UNDER 3' IN HEIGHT SHALL UTILIZE 2 BLOCK BANDS
4. ACTUAL NUMBER OF FASTENERS PER SIGN VARIES WITH THE SIGN AREA, BUT NORNALLY THERE ARE TWO. FOR SIGNS GREATER THAN 9 S.F. 3 FASTENERS SHALL BE USED.
5. ALL SIGN MOUNTING BOLTS AND WASHERS SHALL BE EITHER:
   a. Hot dip or mechanically galvanized in accordance with ASTM Designation: A 153, Class D
   b. Electro-galvanized in accordance with ASTM Designation : B 633, TYPE III, SC 3
6. ALL BOLTS SHALL HAVE HEXAGONAL HEADS.
7. STEEL WASHERS SHALL BE 1¼" O.D. X ⅜" I.D. X 1/16"
8. NYLON WASHERS SHALL BE 1¼" O.D. X ⅜" I.D. X .080 FOR TYPE H OR TYPE F FACE SIGN

✳ LAG BOLTS SHALL BE ⅜" X 2½"

BLOCK BANDING DETAIL (V-BLOCK OPTION)

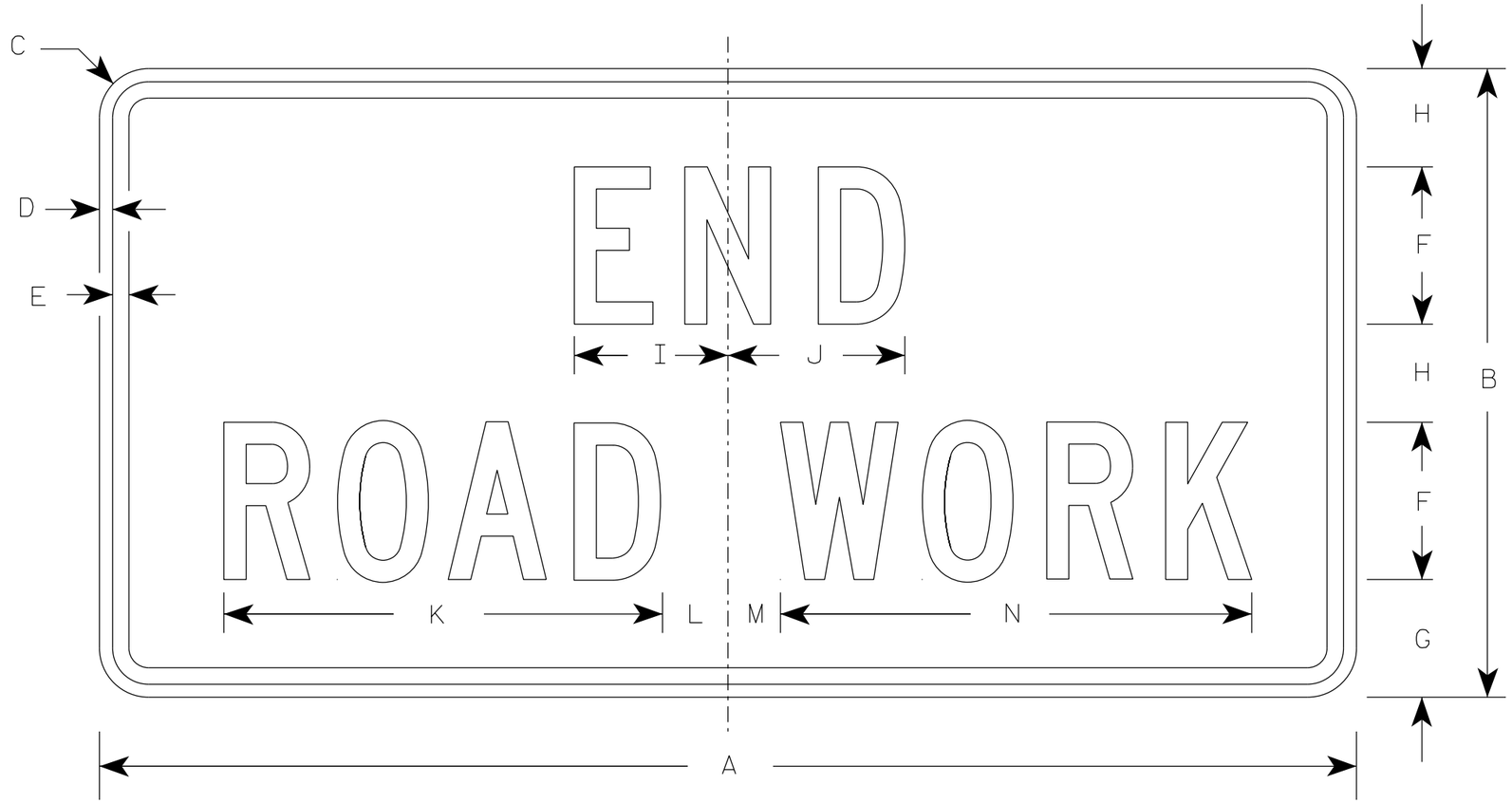
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

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

PROJECT NO:

SHEET NO: 119 E



G20-2A

NOTES

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

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

STANDARD SIGN

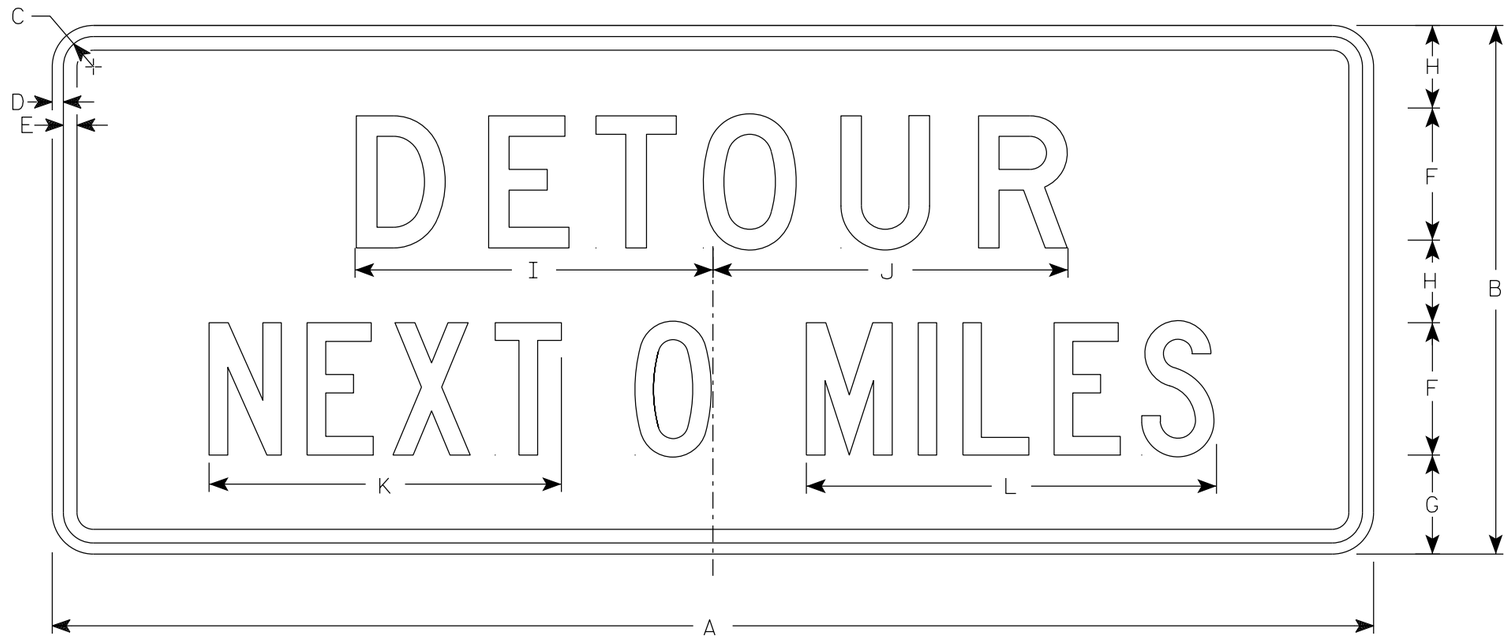
G20-2A

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

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

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 120 E



G20-51

NOTES

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

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

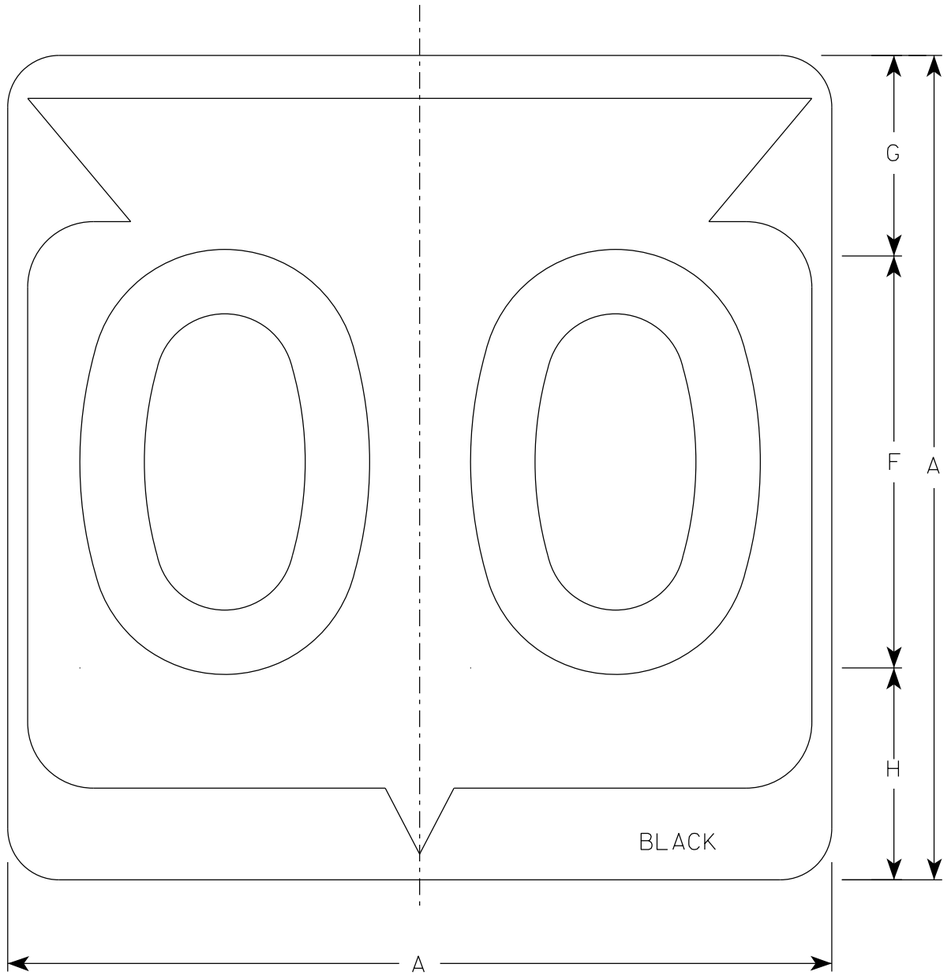
STANDARD SIGN
G20-51

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/26/2023 PLATE NO. G20-51.3

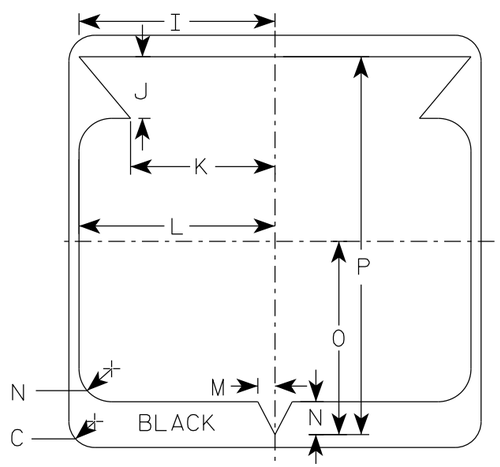
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 121	E



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

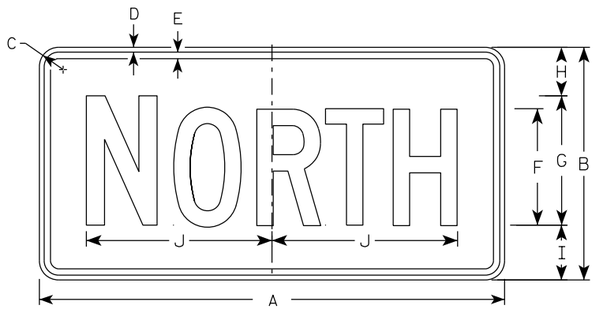
STATE ROUTE MARKER
M1-6 FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

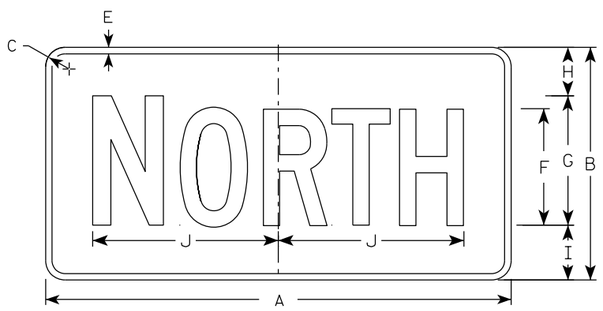
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/8/2022 PLATE NO. M1-6.11

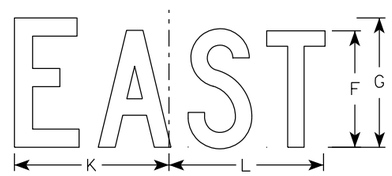
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 122	E



M3-1
MM3-1
MP3-1



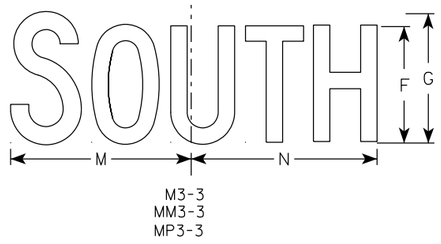
MB3-1
MK3-1
MN3-1



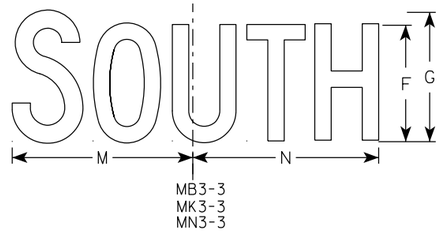
M3-2
MM3-2
MP3-2



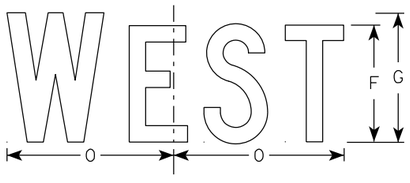
MB3-2
MK3-2
MN3-2



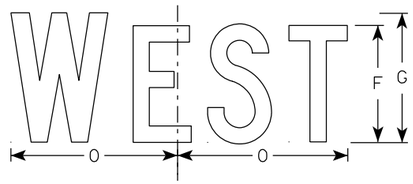
M3-3
MM3-3
MP3-3



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

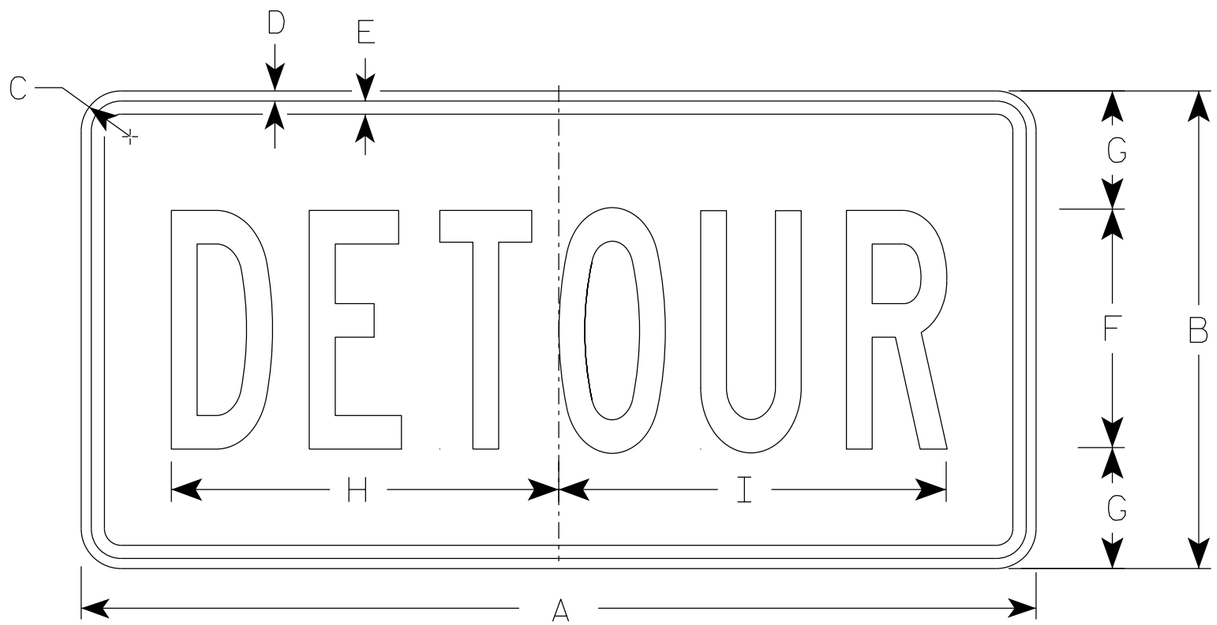
APPROVED Matthew R Rauch
For State Traffic Engineer

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

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 123 | 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

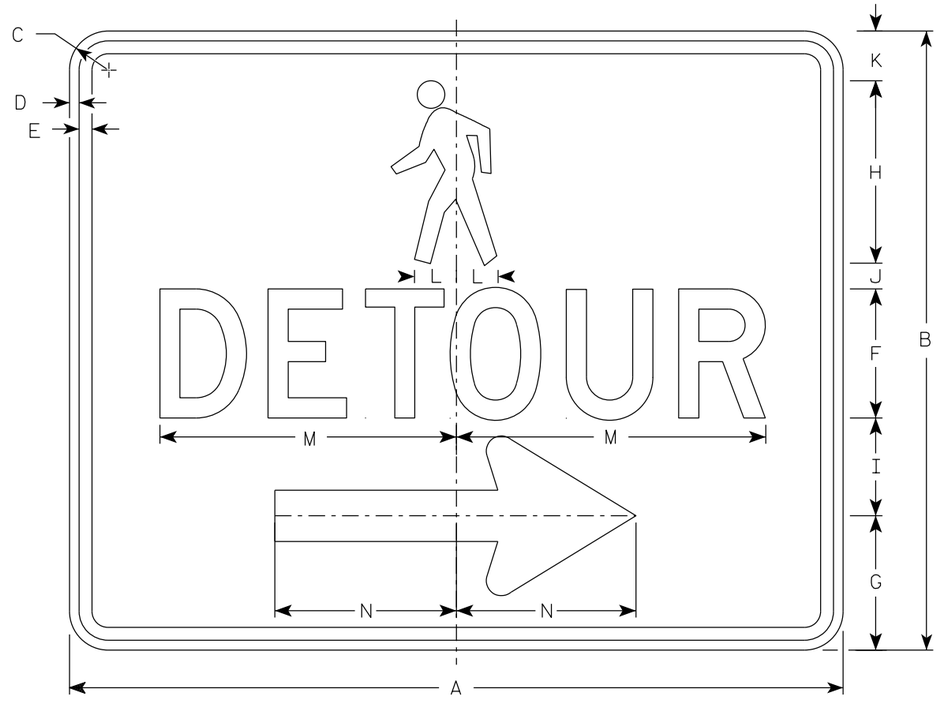
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

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

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

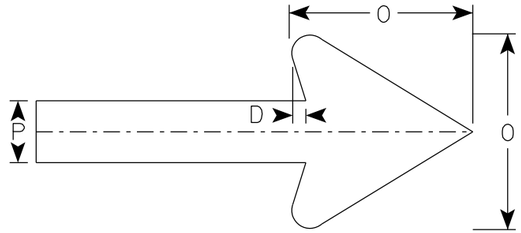
FILE NAME : C:\CAEfiles\Projects\tr_stdplate\M48.dgn PLOT DATE : 9-FEB 2023 7:38 PLOT BY : dotc4c PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42



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

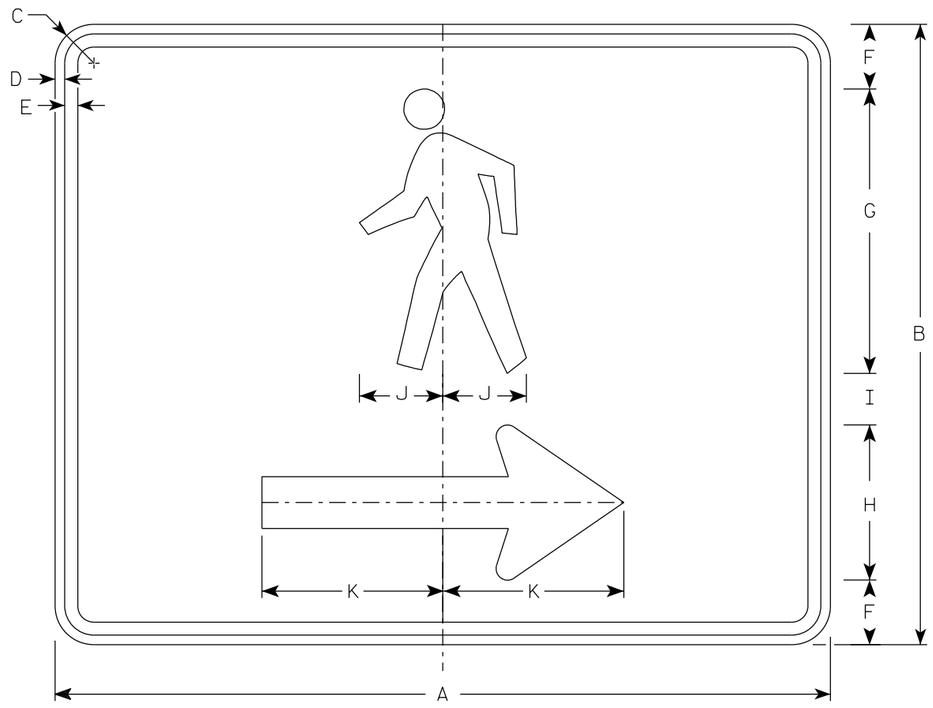
APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 2/9/2023 PLATE NO. M4-9B.4

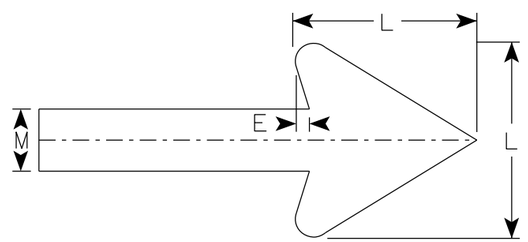
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 125 | E

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. M4-60L is the same as M4-60R except the arrow is reversed.



M4-60R



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 ½	⅜	½	2 ½	11	6	2	3 ¼	7	6	2														5.00
2M	30	24	1 ½	⅜	½	2 ½	11	6	2	3 ¼	7	6	2														5.00
3																											
4																											
5																											

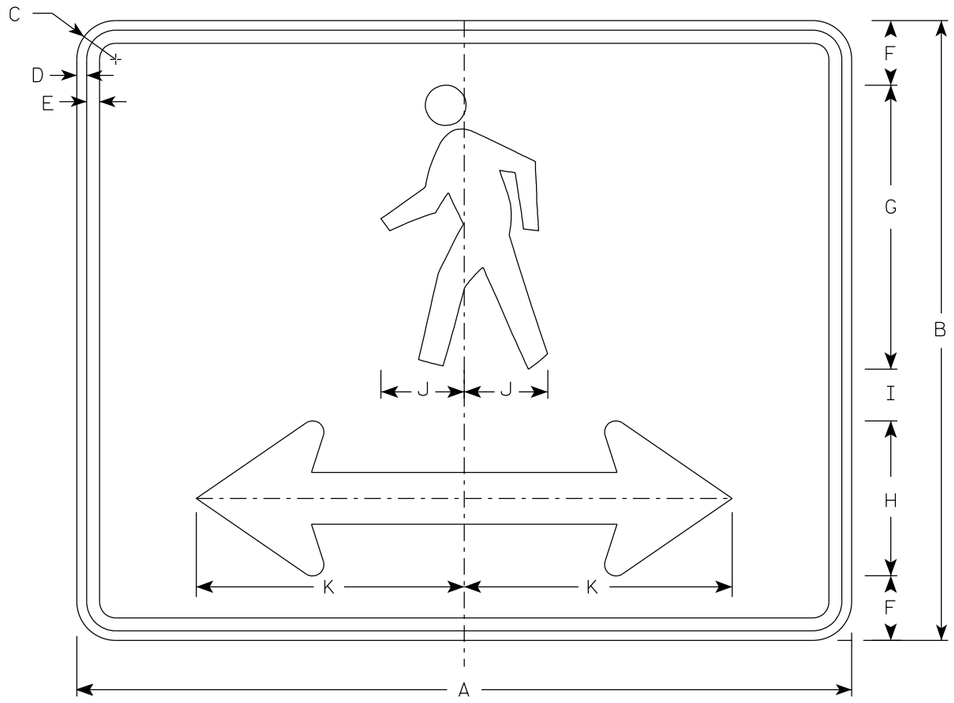
STANDARD SIGN
M4-60 L&R

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 2/14/2023 PLATE NO. M4-60.2

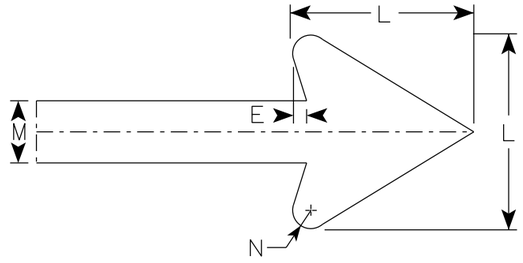
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 126 | E



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																											

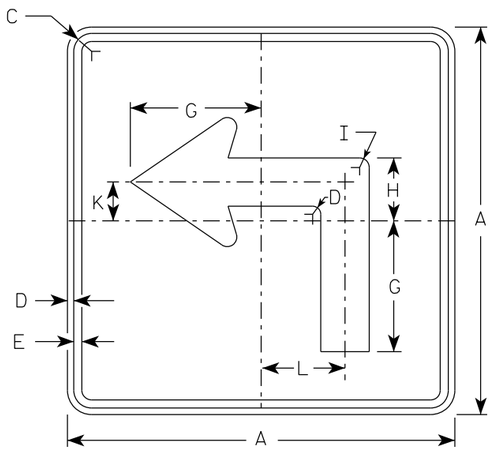
STANDARD SIGN
M4-60D

WISCONSIN DEPT OF TRANSPORTATION

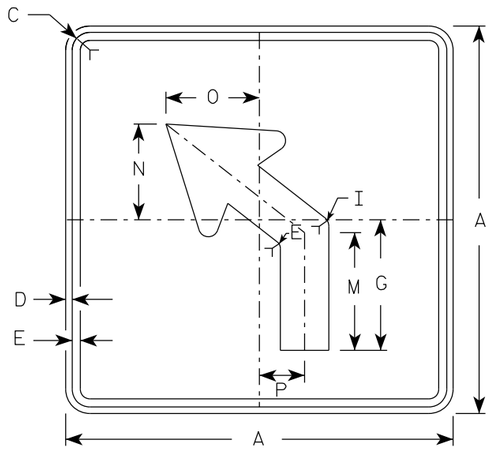
APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 2/14/2023 PLATE NO. M4-60D.2

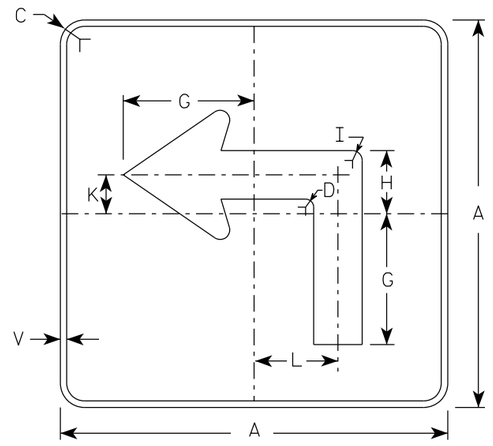
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 127 | E



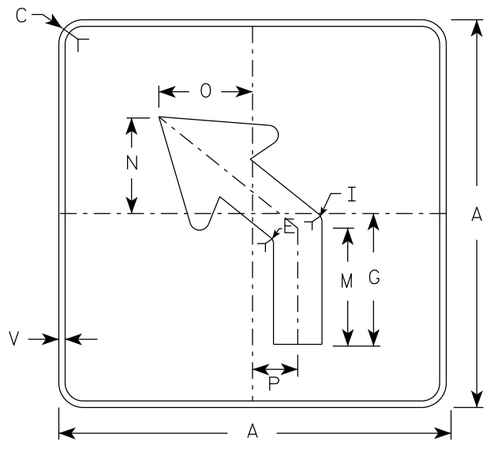
M5-1L
MM5-1L
MO5-1L
MP5-1L



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



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

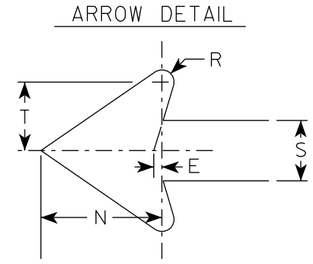


MB5-2L
MK5-2L
MN5-2L
MR5-2L

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

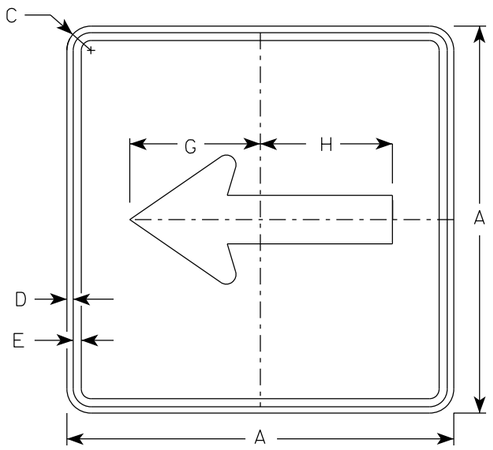
STANDARD SIGN
M5-1 & M5-2

WISCONSIN DEPT OF TRANSPORTATION

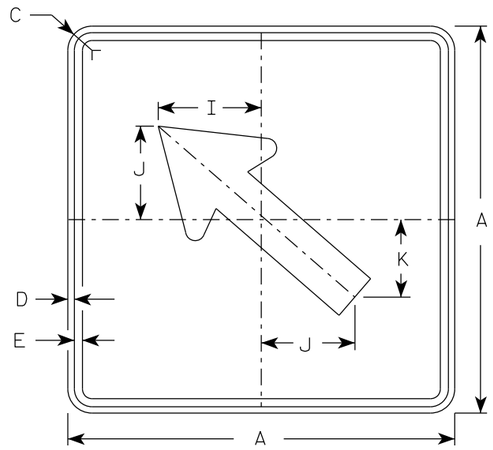
APPROVED Matthew R Rauch
for State Traffic Engineer

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

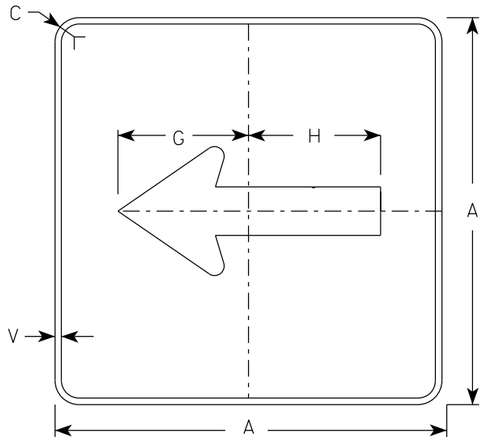
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 128 | E



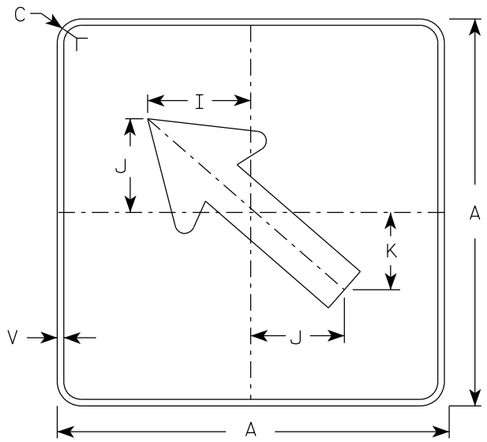
M6-1
MM6-1
MO6-1
MP6-1



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



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

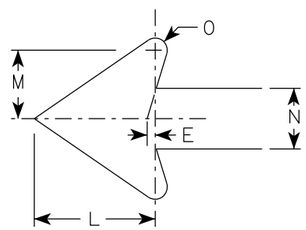


MB6-2
MK6-2
MN6-2
MR6-2

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

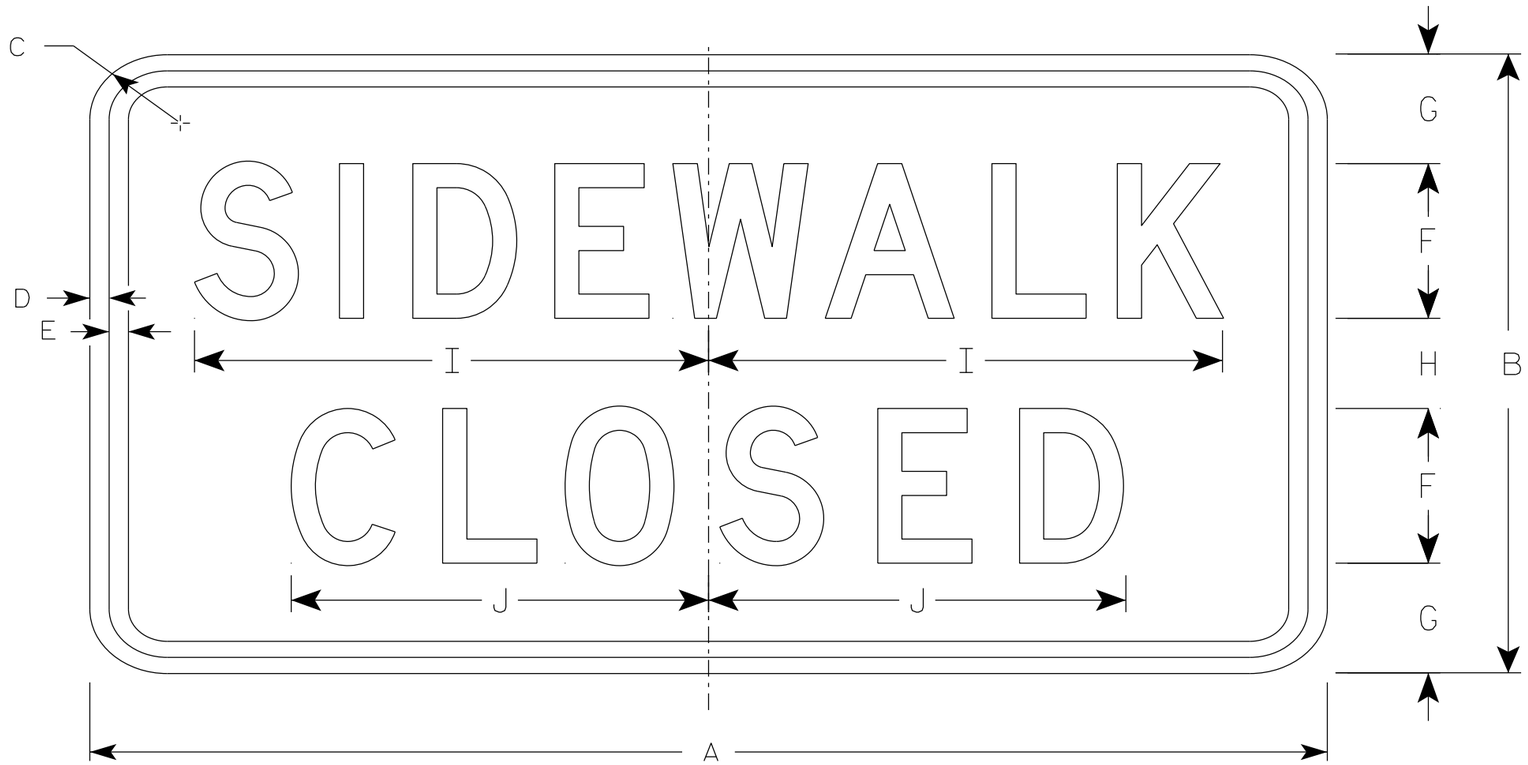
APPROVED Matthew R Rauch
For State Traffic Engineer

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

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 129 | E

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

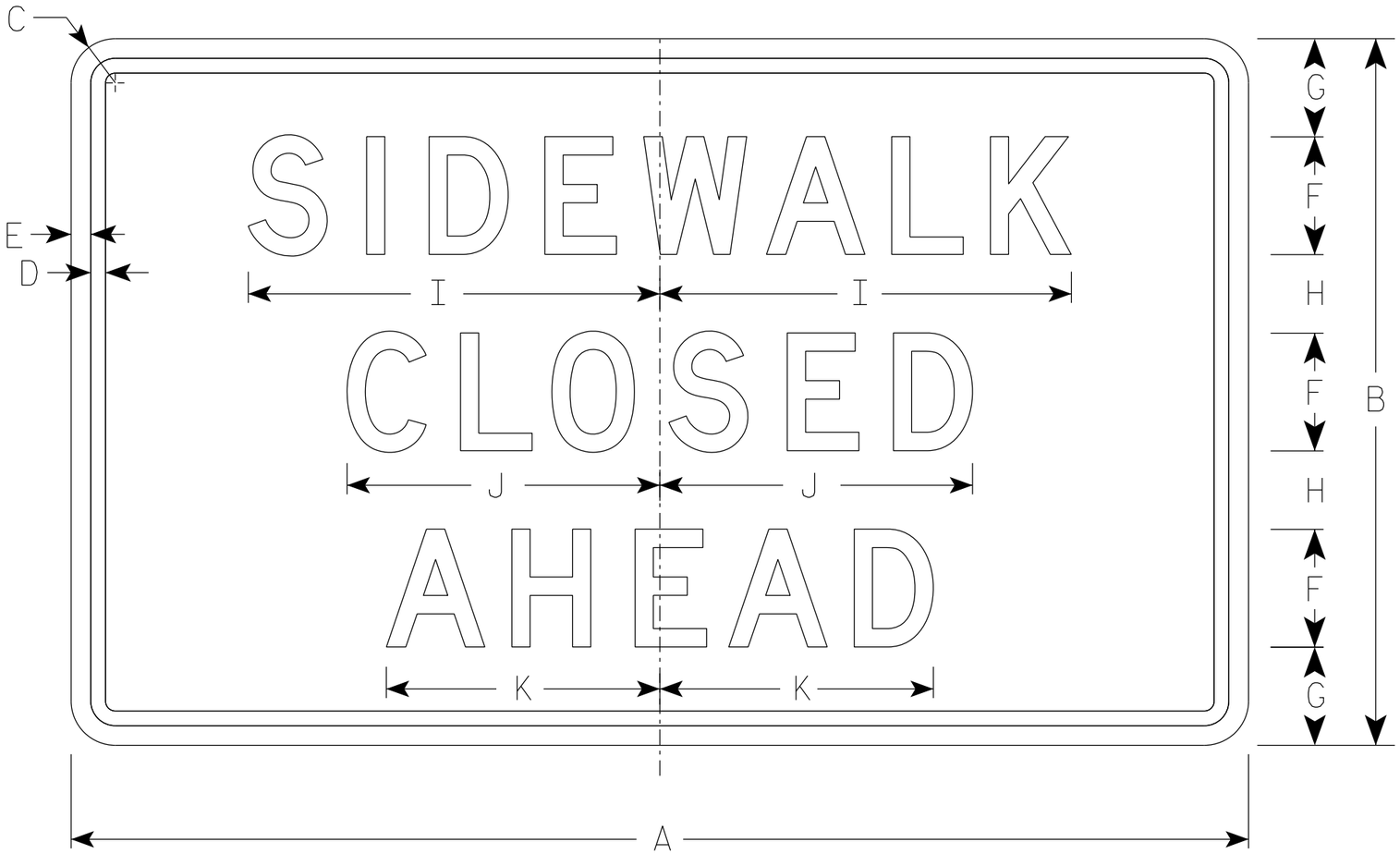
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/24/24 PLATE NO. R9-9.7

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 130 | 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																											

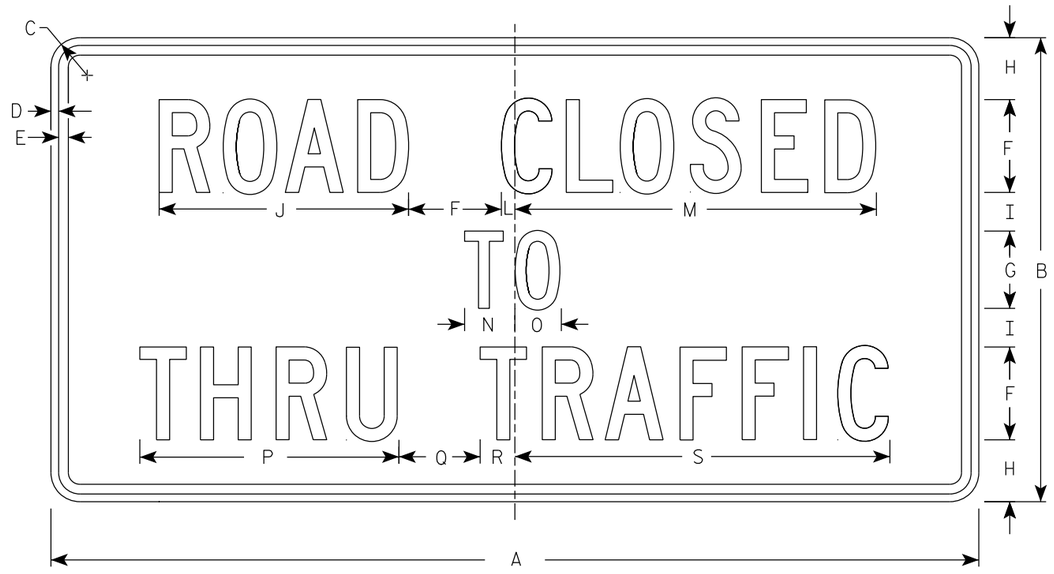
STANDARD SIGN
R9-9A

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: 131 | 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																											

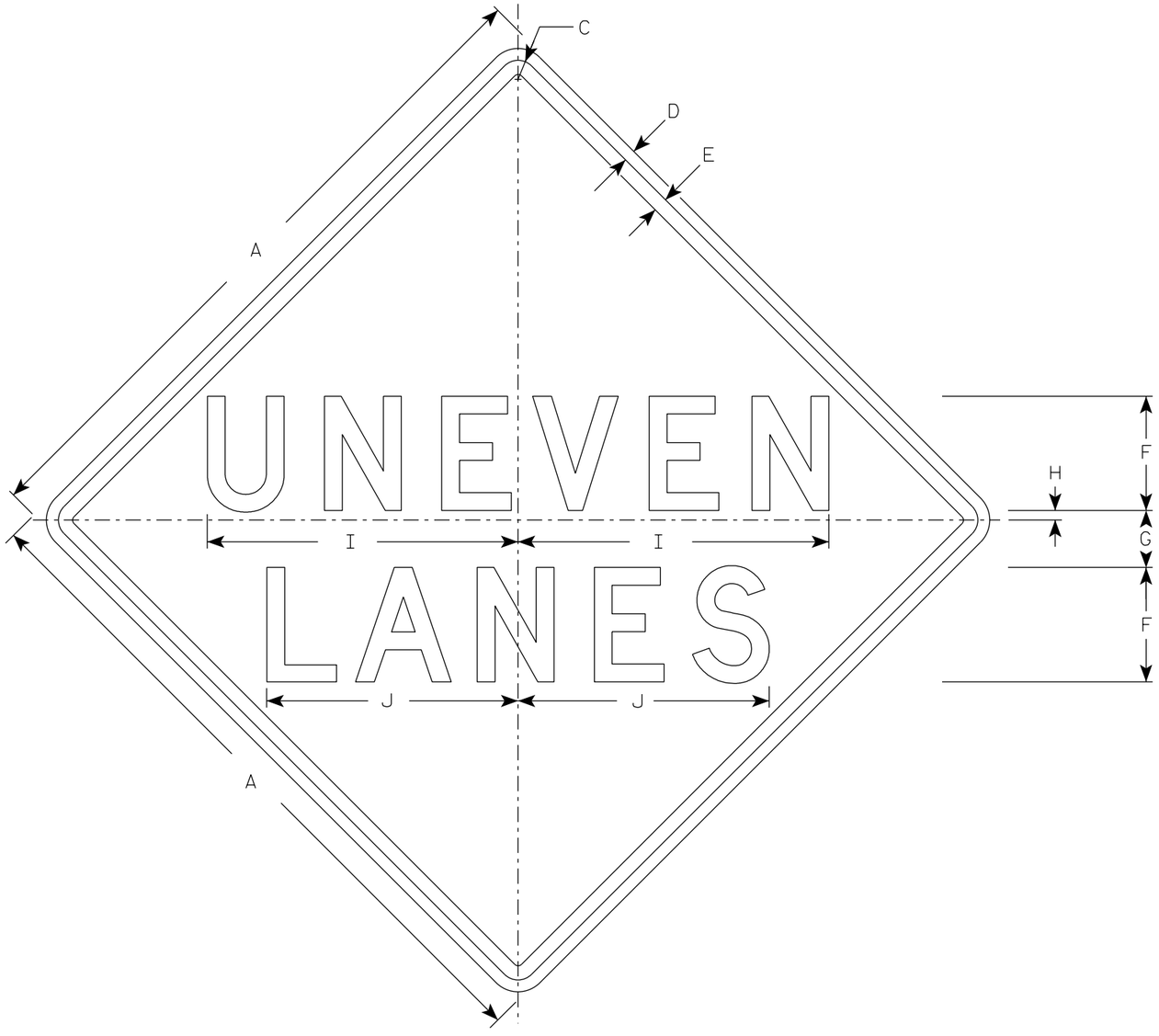
STANDARD SIGN
R11 - 4

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: 132 | E



W8-11

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.

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 3/8	13 1/4																	9.0
2S	48		3	3/4	1	8	4	1	21 3/4	17 5/8																	16.0
2M	48		3	3/4	1	8	4	1	21 3/4	17 5/8																	16.0
3	48		3	3/4	1	8	4	1	21 3/4	17 5/8																	16.0
4	48		3	3/4	1	8	4	1	21 3/4	17 5/8																	16.0
5	48		3	3/4	1	8	4	1	21 3/4	17 5/8																	16.0

STANDARD SIGN
W8-11

WISCONSIN DEPT OF TRANSPORTATION

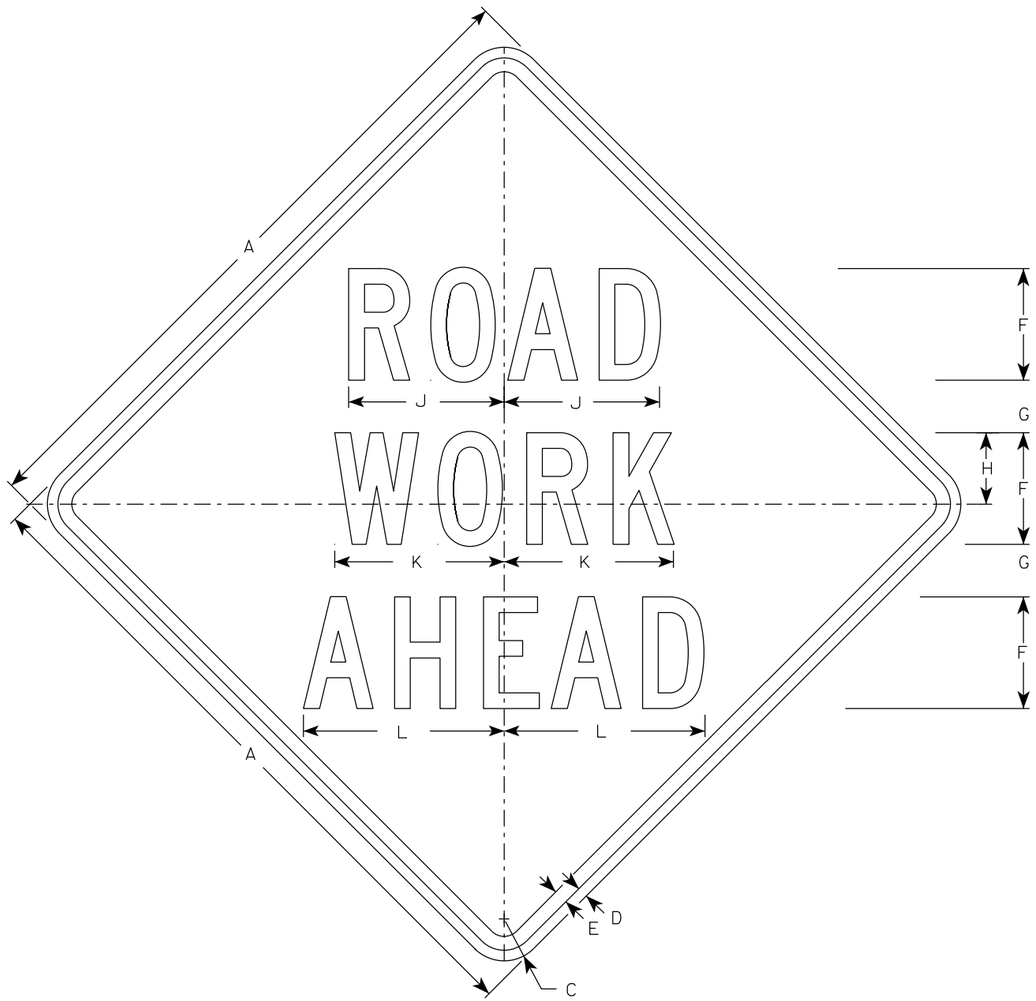
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 10/26/2023 PLATE NO. W8-11.6

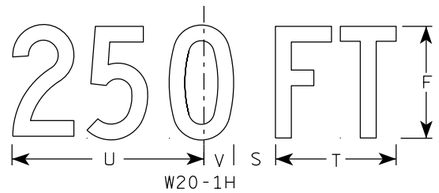
PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

NOTES

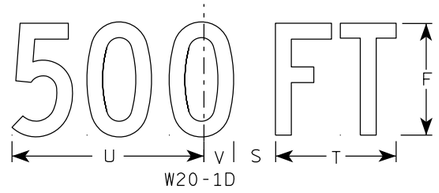
1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



W20-1A



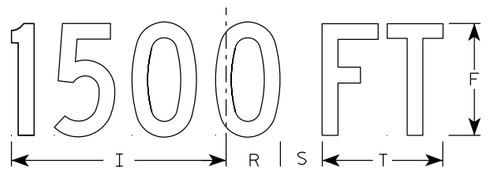
W20-1H



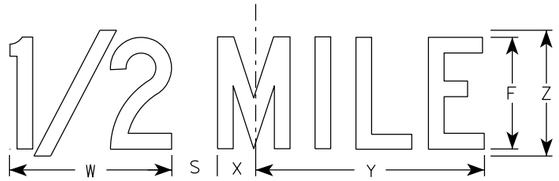
W20-1D



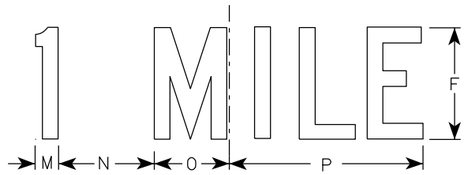
W20-1C



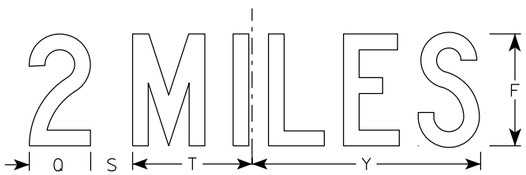
W20-1B



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:

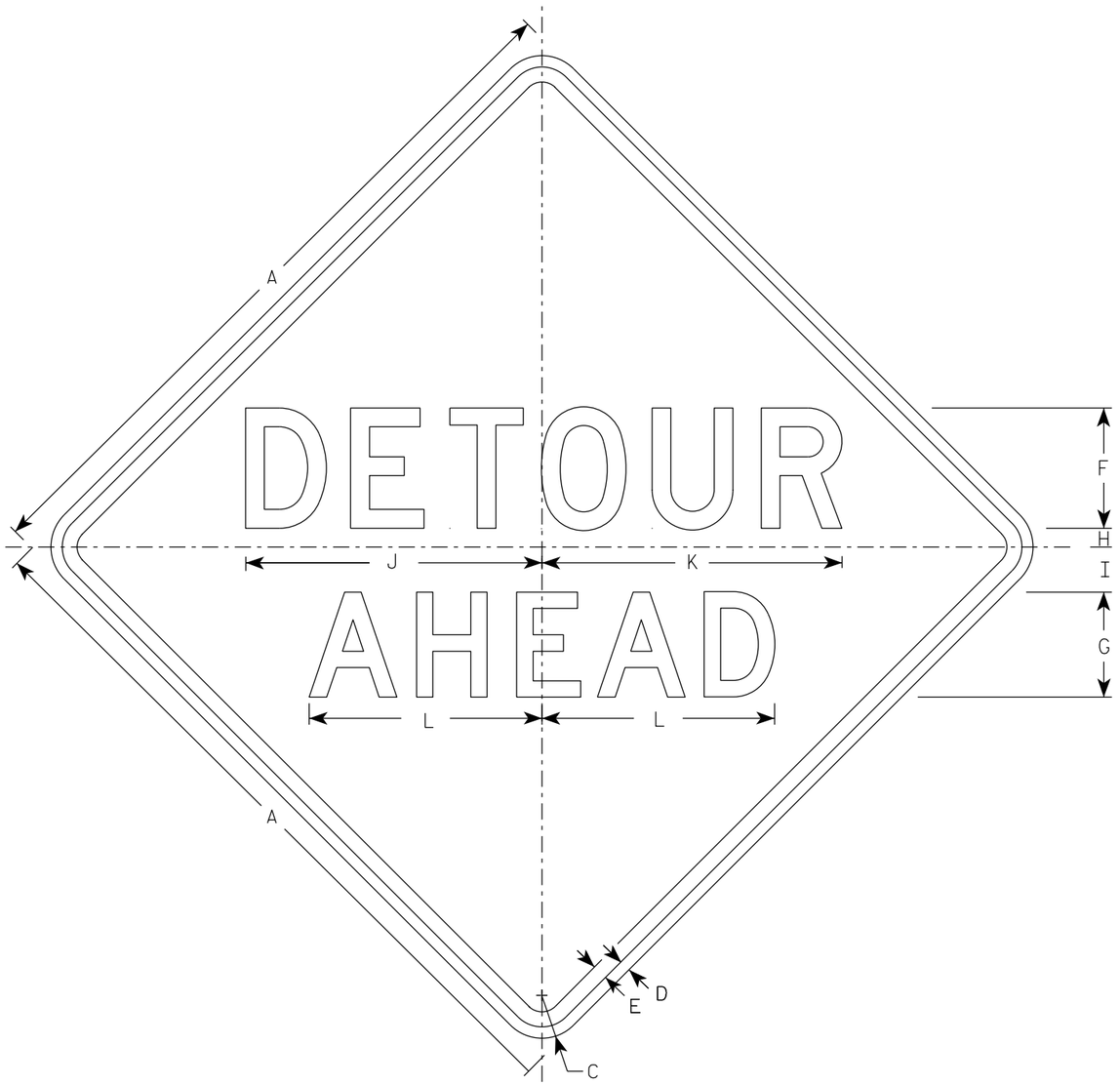
SHEET NO: 134 E

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

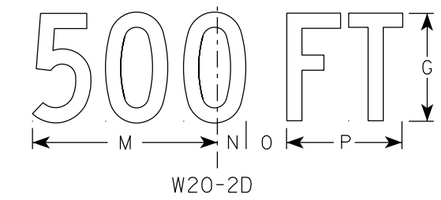
WISDOT/CADDS SHEET 42

7

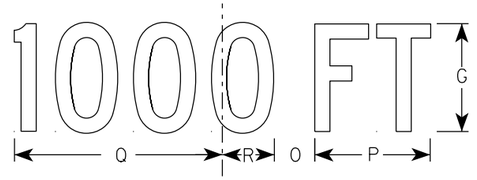
7



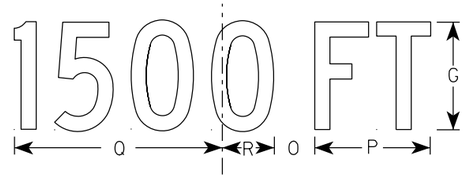
W20-2A



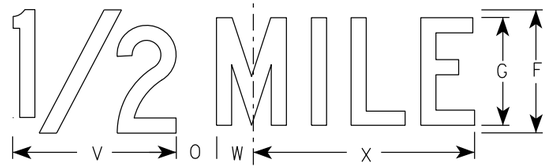
W20-2D



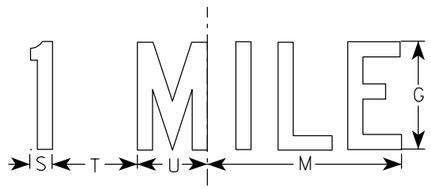
W20-2C



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

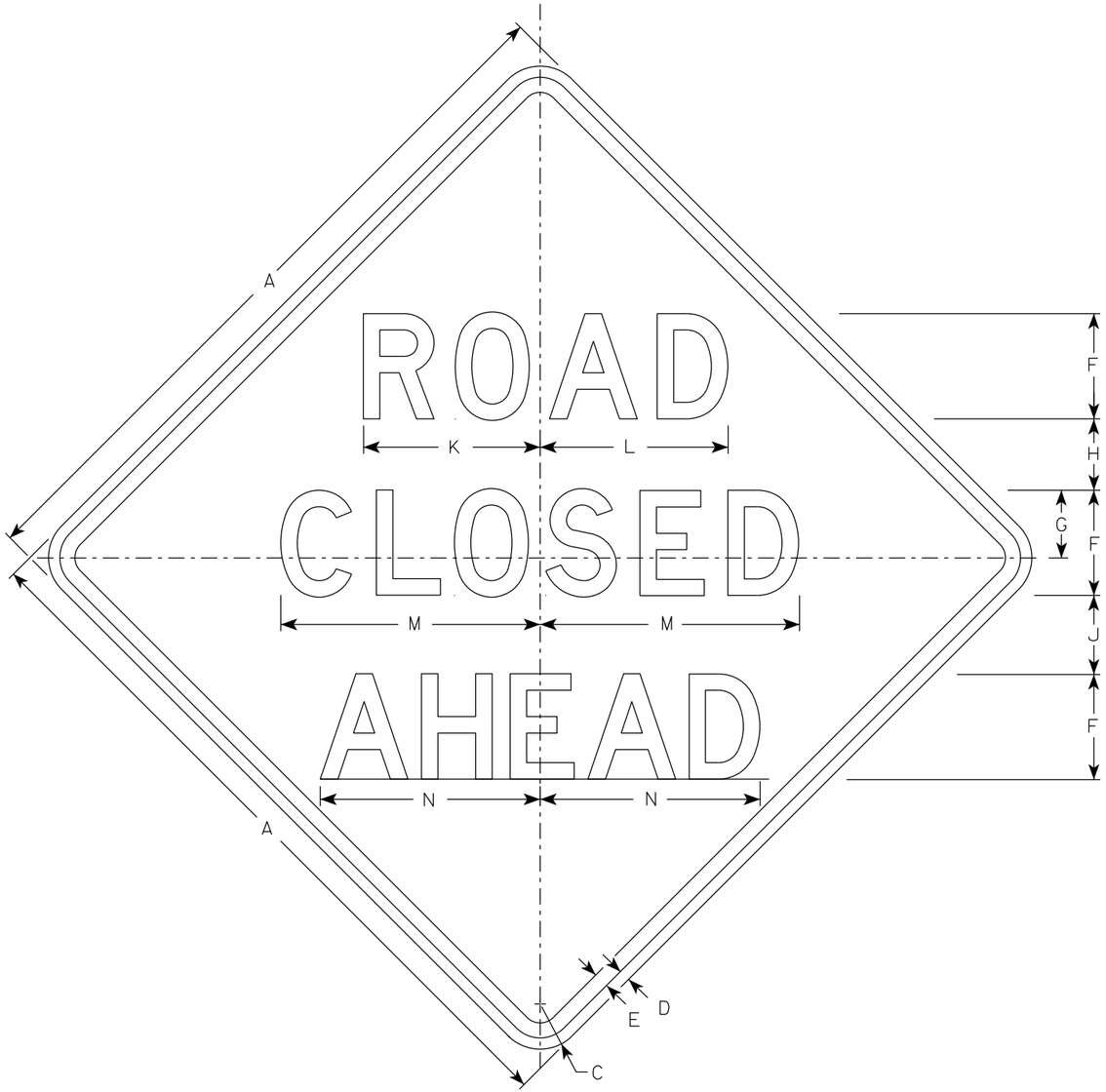
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

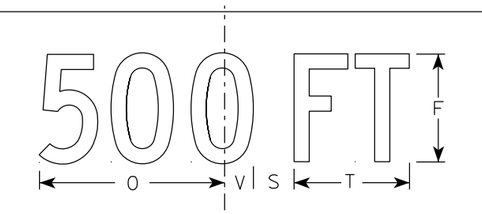
DATE 1/10/2024 PLATE NO. W20-2.7

PROJECT NO:	HWY:	COUNTY:		SHEET NO: E

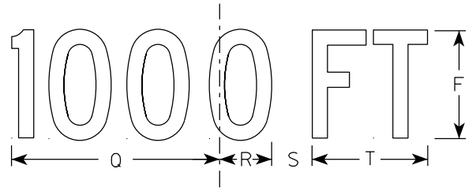
FILE NAME : C:\CAEfiles\Projects\tr_stdplate\W202.DGN PLOT DATE : 10-JAN 2024 11:36 PLOT BY : dotc4c PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42



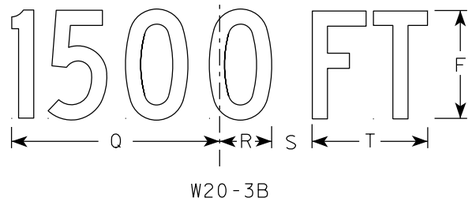
W20-3A



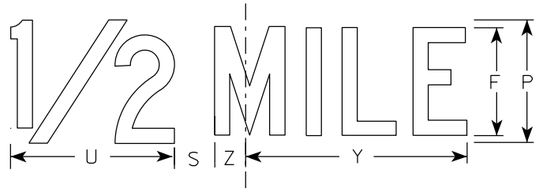
W20-3D



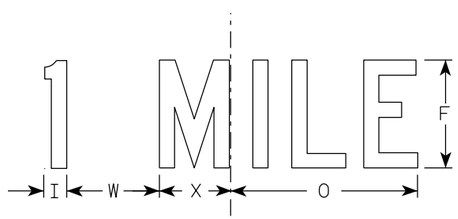
W20-3C



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

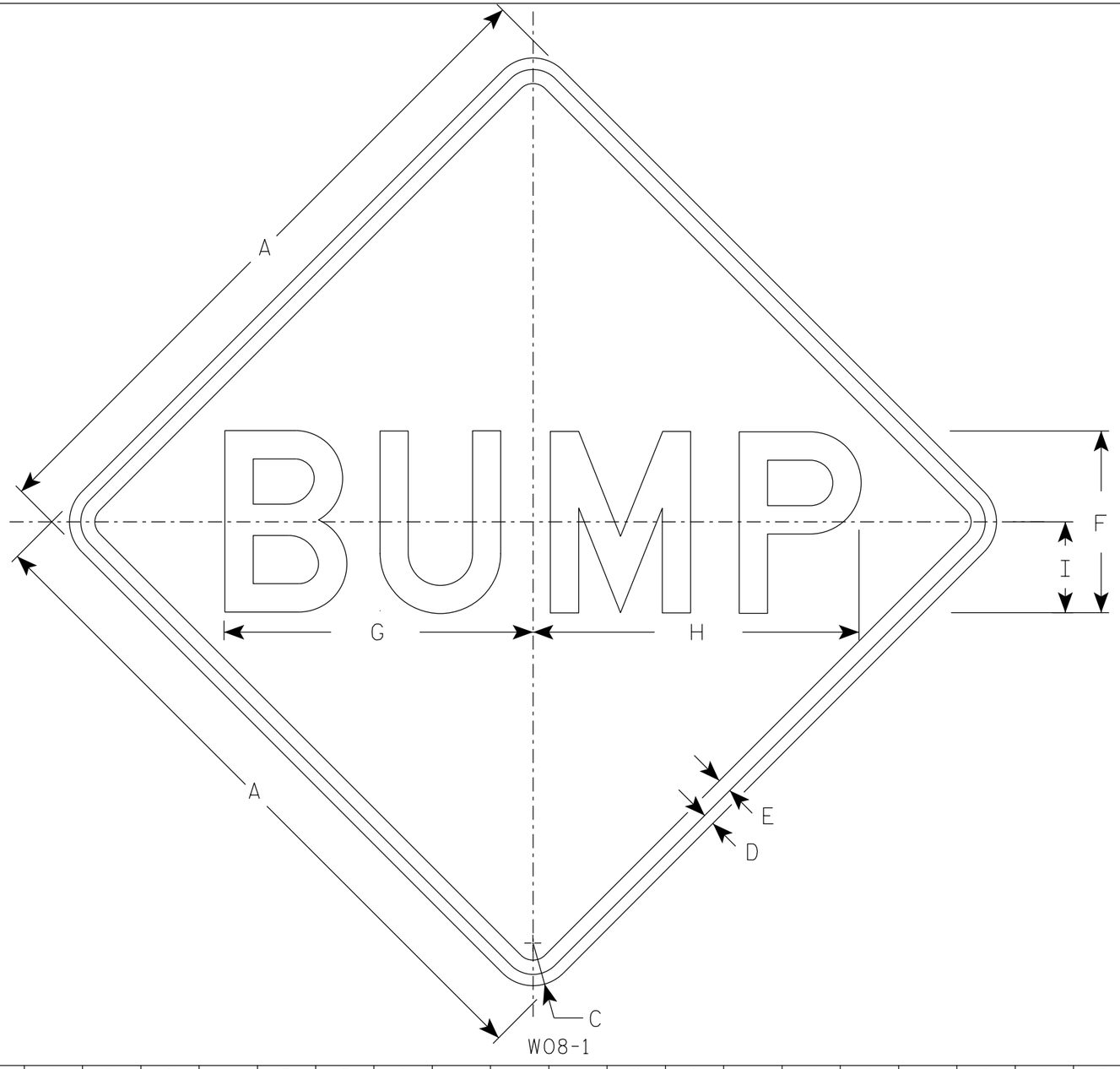
APPROVED Matthew R Rauch
for State Traffic Engineer

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 : $$.....plotscale.....$$

7



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.

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	10	16 7/8	17 7/8	5																		9.0
2S	48		3	3/4	1	12	20 3/8	21 5/8	6																		16.0
2M	48		3	3/4	1	12	20 3/8	21 5/8	6																		16.0
3	48		3	3/4	1	12	20 3/8	21 5/8	6																		16.0
4	48		3	3/4	1	12	20 3/8	21 5/8	6																		16.0
5	48		3	3/4	1	12	20 3/8	21 5/8	6																		16.0

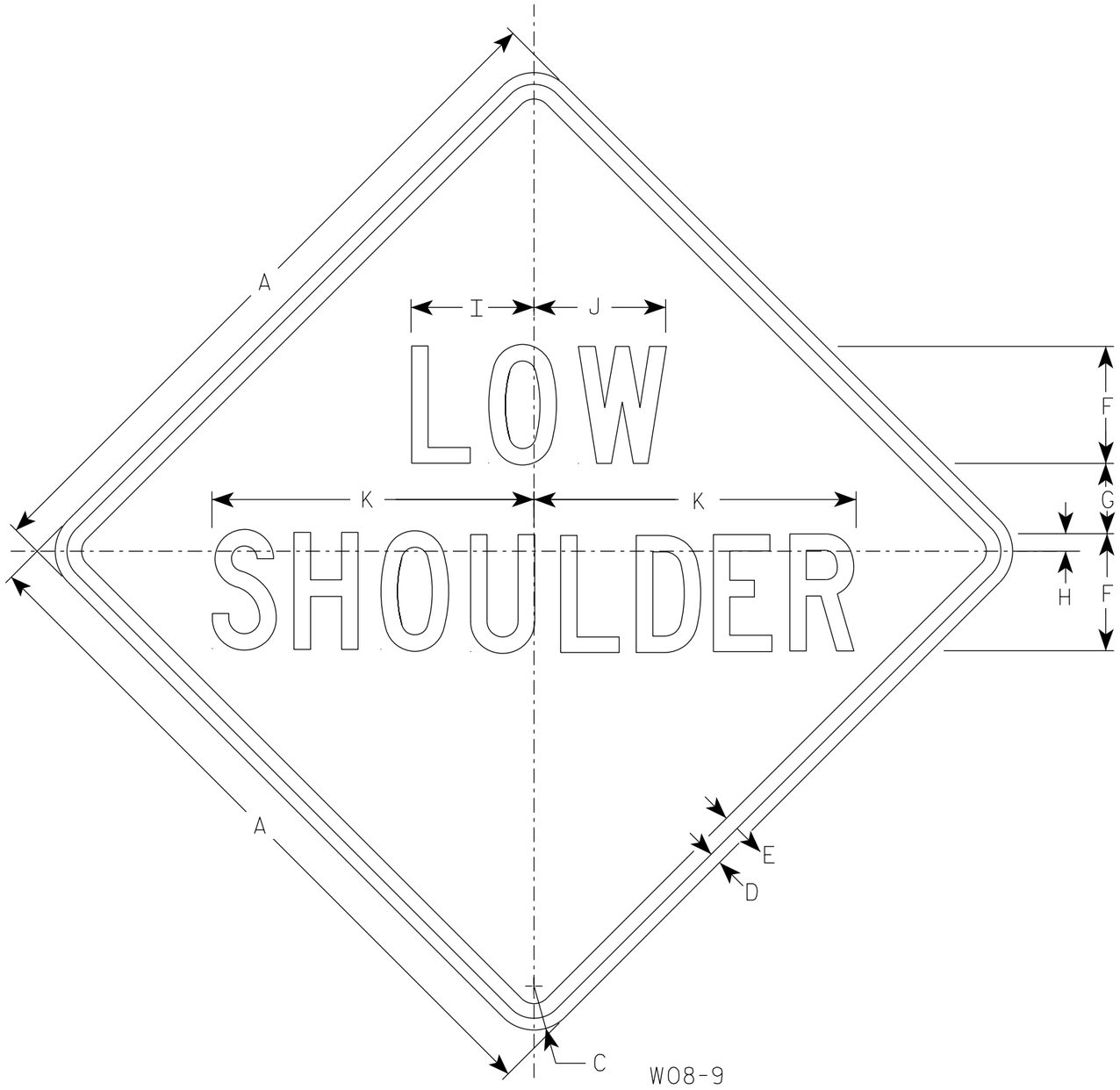
STANDARD SIGN
W08-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 1/30/2024 PLATE NO. W08-1.2

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 137 | E



W08-9

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		2 1/4	5/8	3/4	6	3 1/2	1	6 1/4	6 3/4	16 1/2																9.0
2S	48		3	3/4	1	8	5	1 1/4	8 1/4	9	21 7/8																16.0
2M	48		3	3/4	1	8	5	1 1/4	8 1/4	9	21 7/8																16.0
3	48		3	3/4	1	8	5	1 1/4	8 1/4	9	21 7/8																16.0
4	48		3	3/4	1	8	5	1 1/4	8 1/4	9	21 7/8																16.0
5	48		3	3/4	1	8	5	1 1/4	8 1/4	9	21 7/8																16.0

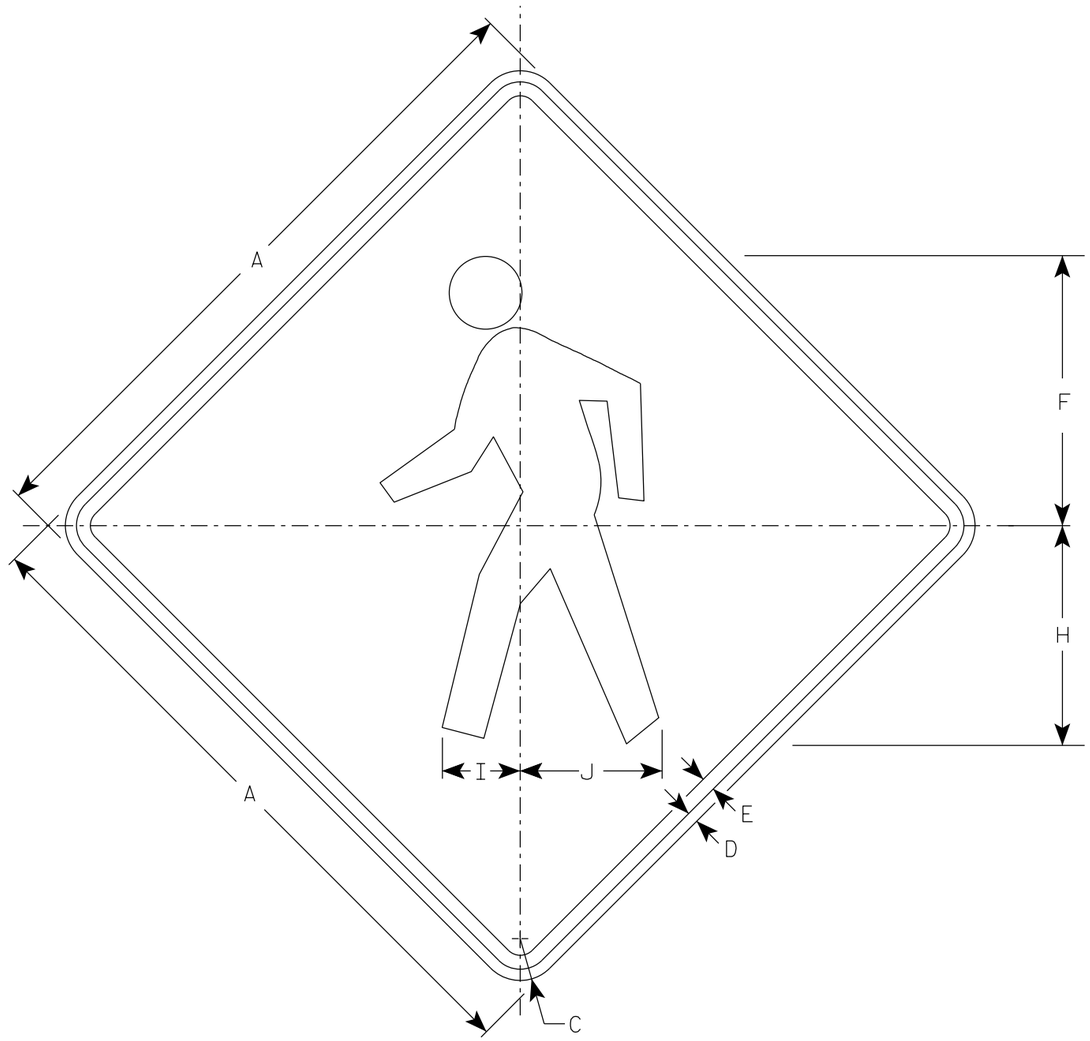
STANDARD SIGN
W08-9

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/31/2024 PLATE NO. W08-9.2

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 138 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

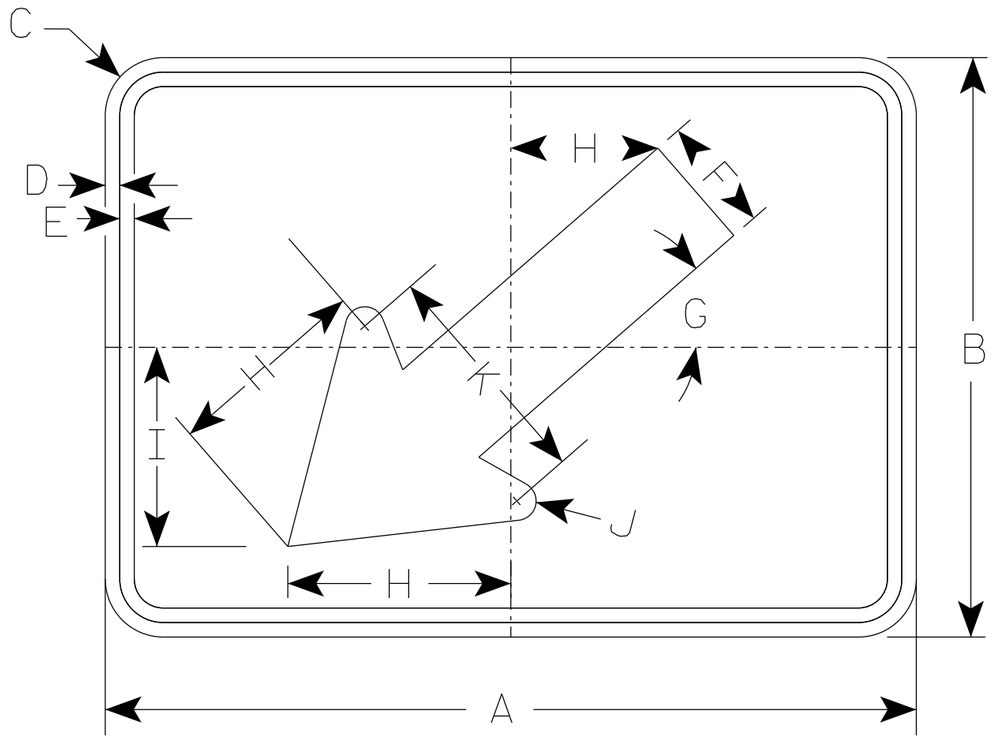
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch

For State Traffic Engineer

DATE 2/1/2024 PLATE NO. WO11-2.2

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 139 E



W016-7L

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. W016-7R is the same as W016-7L except the arrow is reversed along the vertical centerline.

7

7

* For 36" x 36" Warning Signs, use 30" x 21" W016-7L signs.
* For 48" x 48" Warning Signs, use 42" x 24" W016-7L 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	21	15	1 1/2	3/8	3/8	3	41°	5 1/4	5 1/8	1/2	6																2.19
*	2M	30	21	1 1/2	3/8	1/2	4 1/2	41°	8 5/8	7 3/4	5/8	9 1/4																4.38
*	3	30	21	1 1/2	3/8	1/2	4 1/2	41°	8 5/8	7 3/4	5/8	9 1/4																4.38
*	4	42	24	1 7/8	1/2	5/8	6	41°	10 1/4	9 1/8	1	12																7.0
	5																											

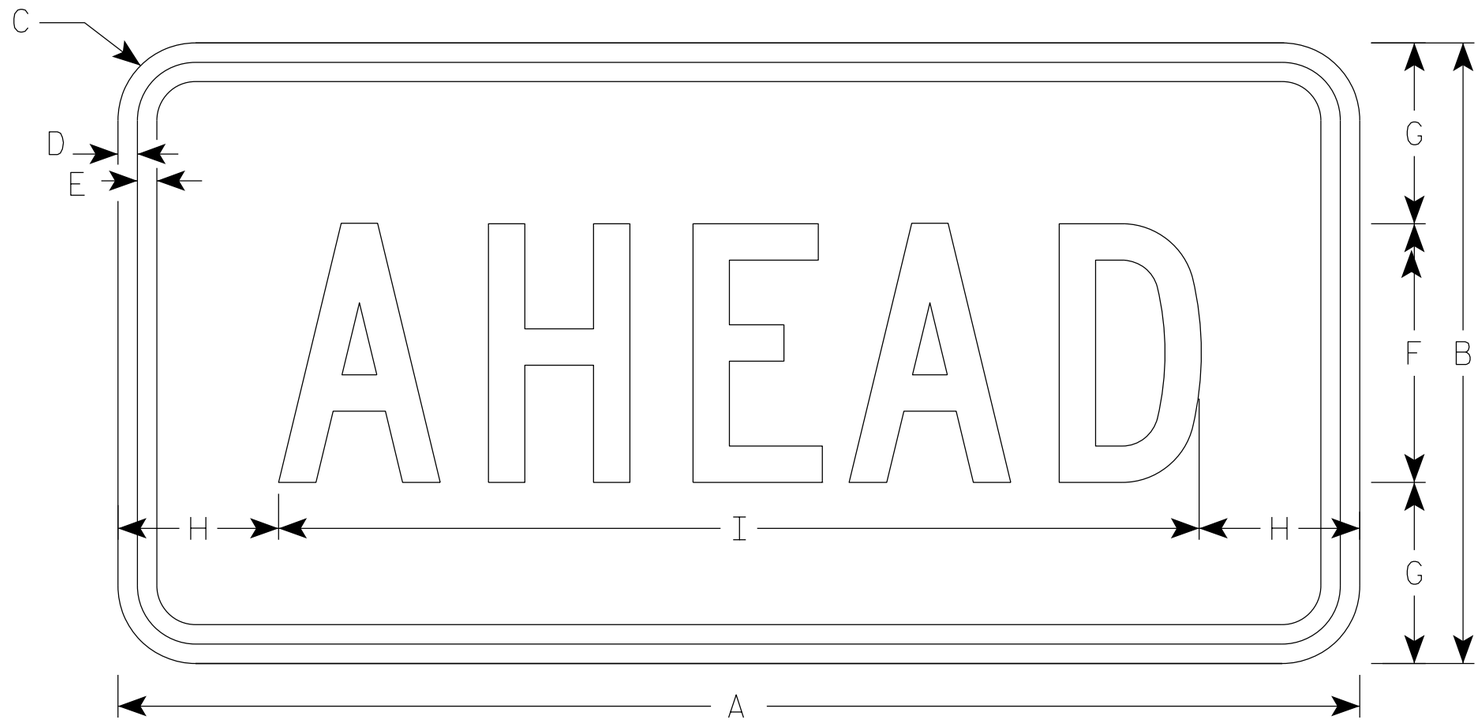
STANDARD SIGN
W016-7

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 4/30/26 PLATE NO. W016-7.4

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 140	E



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: 141 E

Wisconsin Department of Transportation

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