MAD DECEMBER 2023

PROJECT ID: 1390-06-70

WITH: N/A

COUNTY: DODGE

03

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 = 126

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

WATERTOWN - WAUPUN

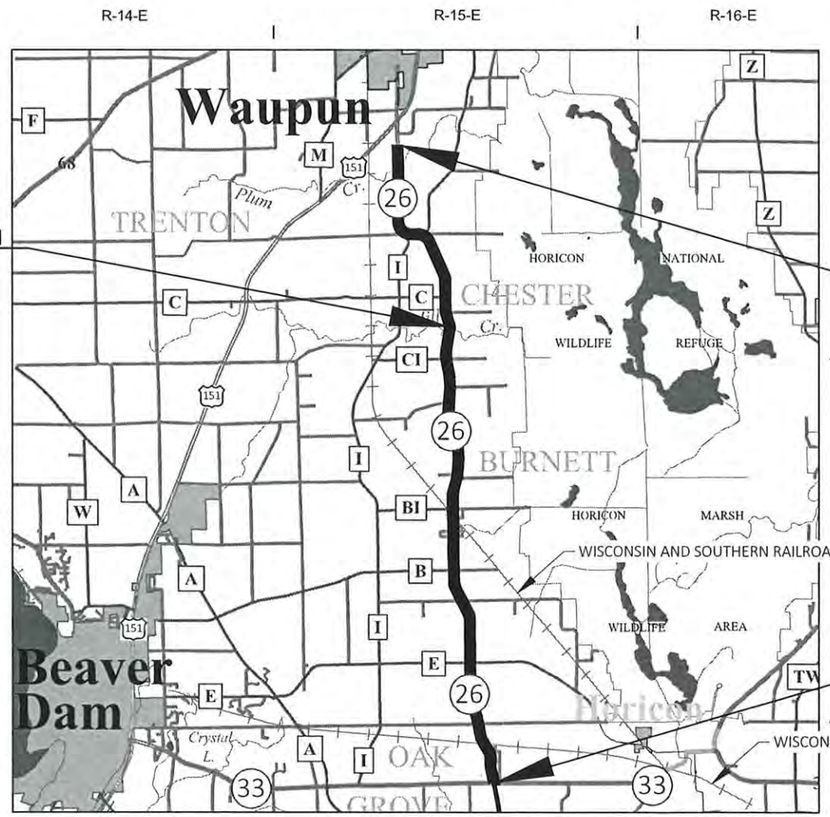
STH 33 TO 0.2 MI S OF MILLIGAN RD

STH 26

DODGE COUNTY

STATE PROJECT NUMBER
1390-06-70

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
1390-06-70	WISC 2024054	1



EXCEPTION TO NET ℄ LENGTH
STA. 406+13 TO STA. 406+60
B-14-097

END PROJECT
STA. 580+00

BEGIN PROJECT
STA. 2+56
X=884,816.06
Y=719,122.87

DESIGN DESIGNATION (STH 26; DESIGN ID: 1390-06-00)

A.A.D.T.	(2025)	=	2,900
A.A.D.T.	(2045)	=	3,400
D.H.V.		=	-----
D.D.		=	-----
T. (% D.H.V.)		=	22.6%
DESIGN SPEED		=	55 MPH
ESALS		=	1,400,000

CONVENTIONAL SYMBOLS

PLAN		PROFILE	
CORPORATE LIMITS		GRADE LINE	
PROPERTY LINE		ORIGINAL GROUND	
LOT LINE		MARSH OR ROCK PROFILE (To be noted as such)	ROCK
LIMITED HIGHWAY EASEMENT		SPECIAL DITCH	LABEL
EXISTING RIGHT OF WAY		GRADE ELEVATION	95.36
PROPOSED OR NEW R/W LINE		CULVERT (Profile View)	
SLOPE INTERCEPT		UTILITIES	
REFERENCE LINE	3'0"EB'	ELECTRIC	E
EXISTING CULVERT		FIBER OPTIC	FO
PROPOSED CULVERT (Box or Pipe)		GAS	G
COMBUSTIBLE FLUIDS	CAUTION	SANITARY SEWER	SAN
		STORM SEWER	SS
MARSH AREA		TELEPHONE	T
		WATER	W
		UTILITY PEDESTAL	
WOODED OR SHRUB AREA		POWER POLE	
		TELEPHONE POLE	

LAYOUT

SCALE 0 2.5 MI

TOTAL NET LENGTH OF CENTERLINE = 10.927 MI

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

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

ORIGINAL PLANS PREPARED BY:

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

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	JUSTIN KUTSCHENREUTER, P.E.

APPROVED FOR THE DEPARTMENT

DATE: _____

Michael Rampetsreiter

Digitally signed by Michael Rampetsreiter
DN: C=US, E=MichaelJ.Rampetsreiter@dot.wi.gov, O=Wisconsin Department of Transportation, OU=Southwest Region - Madison Office, CN=Michael Rampetsreiter
Date: 2023.07.21 08:18:23-05'00'

E

FILE NAME : S:\MAD\1000--1099\1089\952\DRAWINGS\CAD\CIVIL 3D\13900600\SHEETSPLAN\010101_TI.DWG PLOT DATE : 7/20/2023 4:12 PM PLOT BY : CARPENTER, ZACH PLOT NAME :

GENERAL NOTES

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

A SOILS REPORT WAS COMPLETED FOR THE PROJECT AND CONTAINS SOIL BORING INFORMATION. A COPY OF THIS REPORT CAN BE OBTAINED BY CONTACTING THE WISDOT REGION REPRESENTATIVE LISTED ON THIS GENERAL NOTE SHEET.

EXISTING RIGHT OF WAY SHOWN IS APPROXIMATE AND BASED ON DODGE COUNTY GIS PARCEL LINE WORK AND AVAILABLE PLAT DRAWINGS. USE FOR REFERENCE PURPOSES ONLY.

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.

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.

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.

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.

TRANS 220 UTILITY CONTACTS

* PERRY BOECK
ALLIANT ENERGY - ELECTRICITY
120 E. MAPLE AVENUE
BEAVER DAM, WI 53916
OFFICE: (920) 887-6061
MOBILE: (920) 960-5219
PERRYBOECK@ALLIANTENERGY.COM

* PERRY BOECK
ALLIANT ENERGY - GAS/PETROLEUM
120 E. MAPLE AVENUE
BEAVER DAM, WI 53916
OFFICE: (920) 887-6061
MOBILE: (920) 960-5219
PERRYBOECK@ALLIANTENERGY.COM

* CHUCK BARTELT
AT&T WISCONSIN - COMMUNICATION LINE
70 E DIVISION STREET
FOND DU LAC, WI 54935
MOBILE: (920) 410-5104
CB1461@ATT.COM

TIM FLETCHER
BURNETT SANITARY DISTRICT NO. 1 - SEWER
N8000 WHITETAIL ROAD
BURNETT, WI 53922
OFFICE: (920) 392-2846
MOBILE: (920) 210-5333
TFLETCHER3699@GMAIL.COM

* LORI KETTER
PAETEC COM, LLC - COMMUNICATION LINE
969 WAUBE LANE
GREEN BAY, WI 54302
MOBILE: (920) 410-6902
LORI.KETTER@WINDSTREAM.COM

* ADAM OLSON
SPECTRUM - COMMUNICATION LINE
N3760 COUNTY ROAD DJ
JUNEAU, WI 53039
OFFICE: (920) 349-5055
MOBILE: (920) 263-0065
ADAM.OLSON@CHARTER.COM

HMA PAVEMENT SUMMARY TABLE

STH 26 - 2" HMA PAVEMENT (OVERLAY)*		
LAYER	THICKNESS	HMA TYPE
UPPER	2"	4 MT 58-28 S
LOWER*	2"	ASPHALTIC SURFACE (USE 4 MT 58-28 S)

* 2" LOWER LAYER THICKNESS OF ASPHALTIC SURFACE REQUIRED IN 2' SHOULDER WIDENING AREAS. SEE TYPICAL SECTIONS FOR ADDITIONAL INFORMATION.

STH 26 - 5.5" HMA PAVEMENT (FOR CULVERT REPLACEMENT LOCATIONS)		
LAYER	THICKNESS	HMA TYPE
UPPER	2"	4 MT 58-28 S
LOWER (TOP)	1.75"	ASPHALTIC SURFACE (USE 4 MT 58-28 S)
LOWER (BOTTOM)	1.75"	ASPHALTIC SURFACE (USE 4 MT 28-28 S)

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

* DENOTES DIGGERS HOTLINE MEMBERS

ORDER OF SECTION 2 SHEETS

GENERAL NOTES
PROJECT OVERVIEW
TYPICAL SECTIONS
CONSTRUCTION DETAILS
GUARDRAIL LAYOUT DETAILS
TRAFFIC CONTROL - ADVANCED WARNING SIGNING
DETOUR ROUTE SIGNING

RAILROAD CONTACT

ROGER SCHAALMA
WISCONSIN AND SOUTHERN RAILROAD COMPANY
1890 EAST JOHNSON STREET
MADISON, WI 53704
PHONE: (608) 620-2044
RSCHAALMA@WATCOCOMPANIES.COM

WISDOT REGION CONTACT

MIKE RAMPETSREITER, P.E.
WISDOT SOUTHWEST REGION
2101 WRIGHT STREET
MADISON, WI 53704
PHONE: (608) 246-7917
MICHAEL.RAMPETSREITER@DOT.WI.GOV

DNR LIAISON

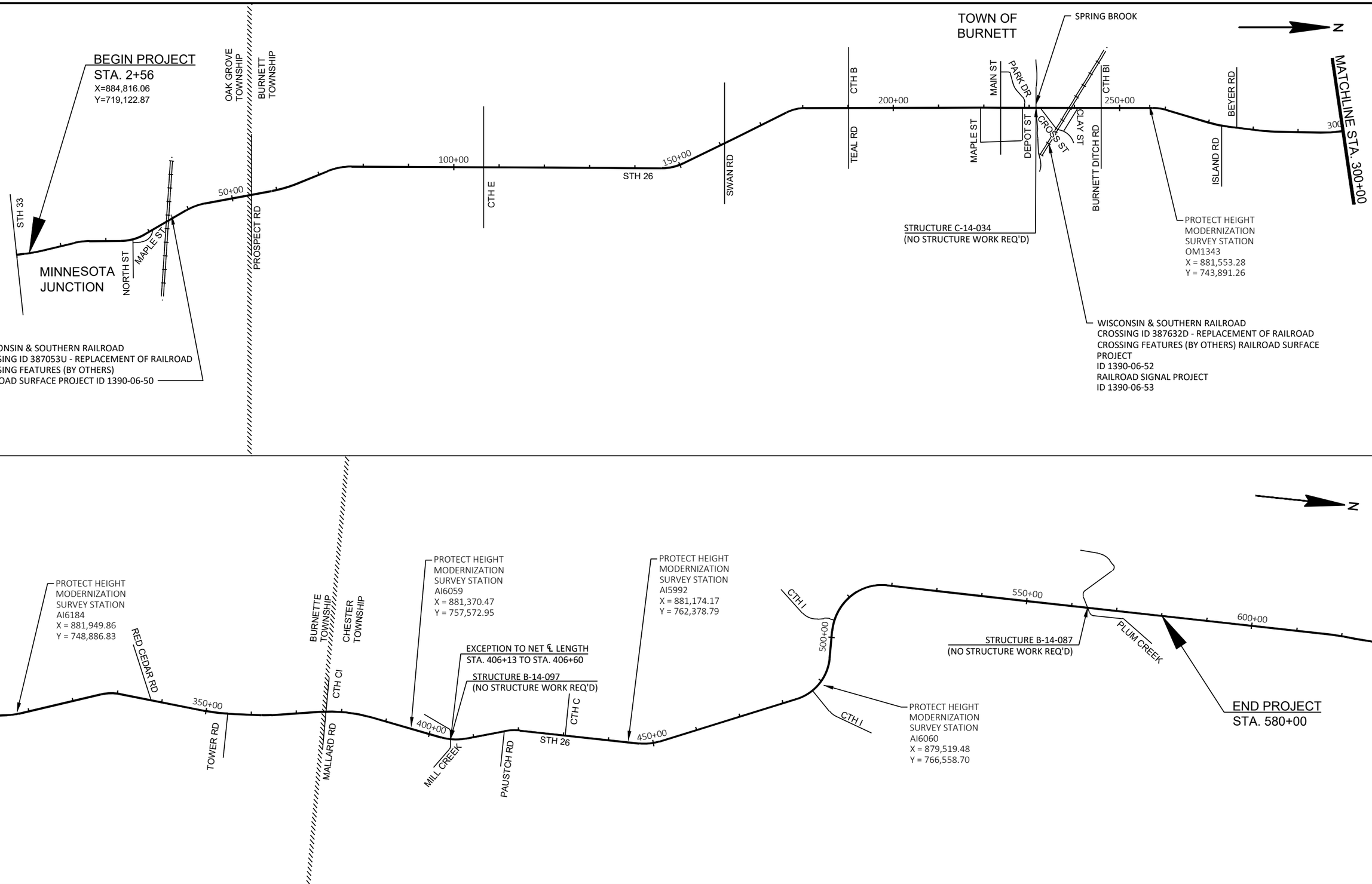
SHELLEY NELSON
WISCONSIN DEPARTMENT OF NATURAL RESOURCES
SOUTH CENTRAL REGION HEADQUARTERS
3911 FISH HATCHERY ROAD
FITCHBURG, WI 53711
PHONE: (608) 444-2835
SHELLEY.NELSON@WISCONSIN.GOV

DESIGN CONSULTANT CONTACT

KEN SWANSON, P.E.
STRAND ASSOCIATES, INC.
910 WEST WINGRA DRIVE
MADISON, WI 53715
PHONE: (608) 251-4843
KEN.SWANSON@STRAND.COM

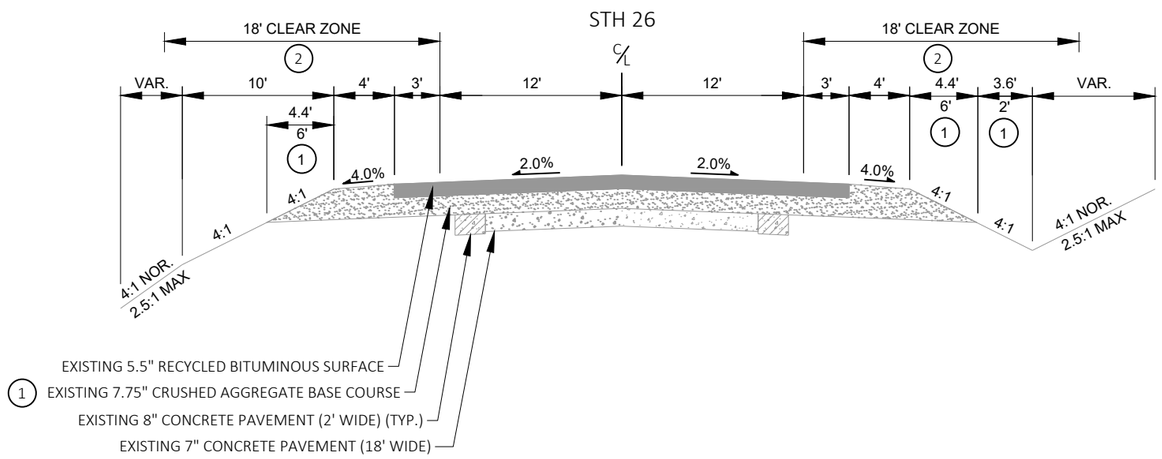
OTHER UTILITY CONTACTS

LAURA SEALS
ALLIANT ENERGY - COMMUNICATION
200 1ST STREET SE
CEDAR RAPIDS, IA 52401
PHONE: (319) 786-4198
LAURASEALS@ALLIANTENERGY.COM



PROJECT NO: 1390-06-70	HWY: STH 26	COUNTY: DODGE	PROJECT OVERVIEW	SHEET 3	E

2

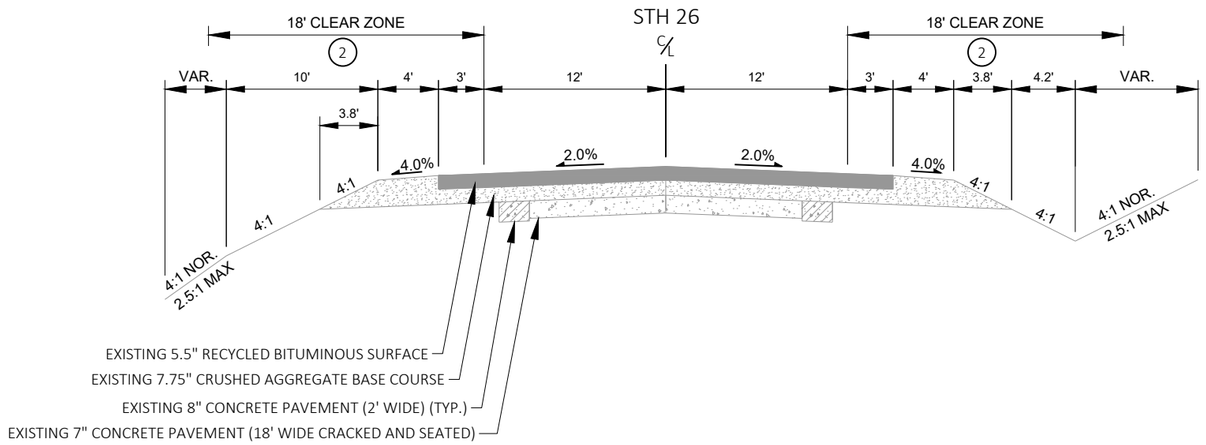


EXISTING TYPICAL SECTION

1 STA. 2+75 - STA. 22+50
STA. 34+50 - STA. 60+00
STA. 83+00 - STA. 100+27
STA. 275+50 - STA. 284+00
STA. 313+50 - STA. 331+00
STA. 339+00 - STA. 372+50
STA. 435+00 - STA. 443+50
STA. 475+00 - STA. 481+00
STA. 512+00 - STA. 540+00
STA. 548+00 - STA. 580+00

1 12-INCH EXISTING BASE COURSE THICKNESS
STA. 83+00 - STA. 100+27.

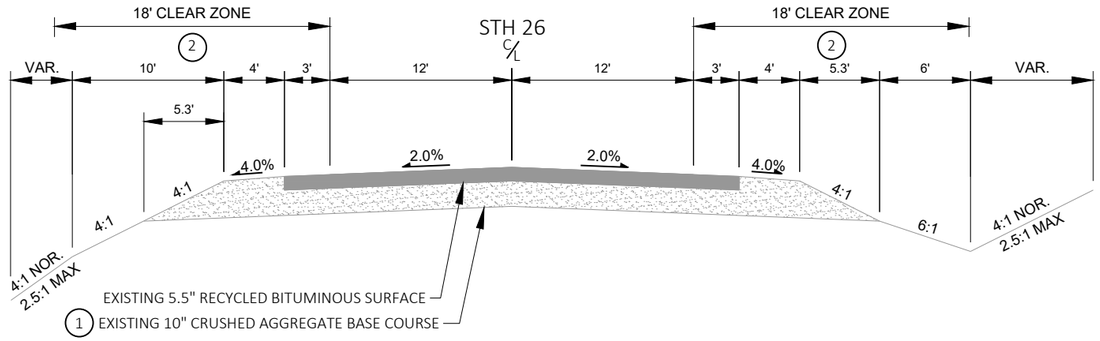
2 CLEAR ZONE REQUIREMENTS WERE NOT IDENTIFIED ON THE AS-BUILT PLANS.



EXISTING TYPICAL SECTION

STA. 119+27 - STA. 137+00
STA. 147+00 - STA. 169+00
STA.180+00 - STA. 218+50
STA. 231+50 - STA. 254+00
STA. 261+50 - STA. 275+50
STA. 503+00 - STA. 512+00

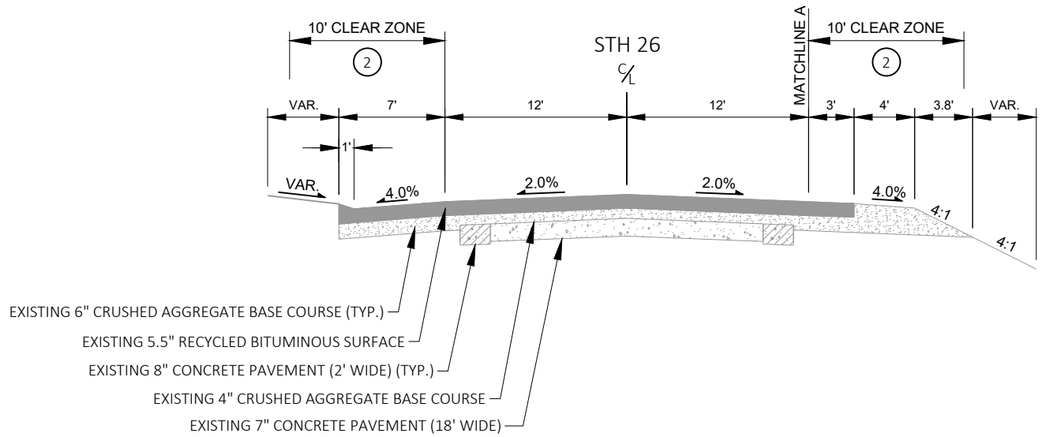
PROJECT NO: 1390-06-70	HWY: STH 26	COUNTY: DODGE	EXISTING TYPICAL SECTIONS	SHEET 4	E



EXISTING TYPICAL SECTION

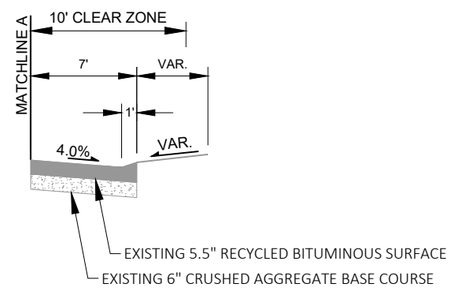
	STA. 22+50 - STA. 34+50	STA. 284+00 - STA. 313+50
	STA. 60+00 - STA. 83+00	STA. 331+00 - STA. 339+00
1	STA. 100+27 - STA. 119+27	STA. 372+50 - STA. 435+00
	STA. 137+00 - STA. 147+00	STA. 443+50 - STA. 475+00
	STA. 169+00 - STA. 180+00	STA. 481+00 - STA. 503+00
	STA. 254+00 - STA. 261+50	STA. 540+00 - STA. 548+00

1. 6-INCH EXISTING BASE COURSE OVER 6-INCH EXISTING SUBBASE COURSE STA. 100+27 - STA. 119+27.
2. CLEAR ZONE REQUIREMENTS WERE NOT IDENTIFIED ON THE AS-BUILT PLANS.



EXISTING TYPICAL SECTION

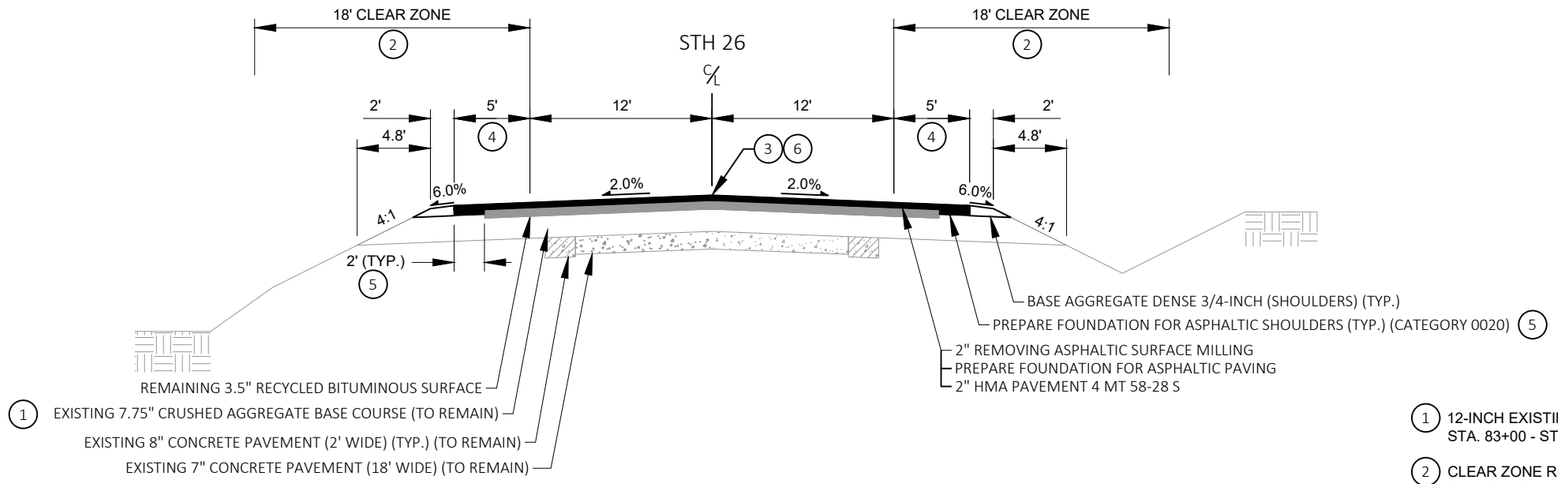
STA. 218+50 - STA. 231+50



STA. 221+00 - STA. 231+50

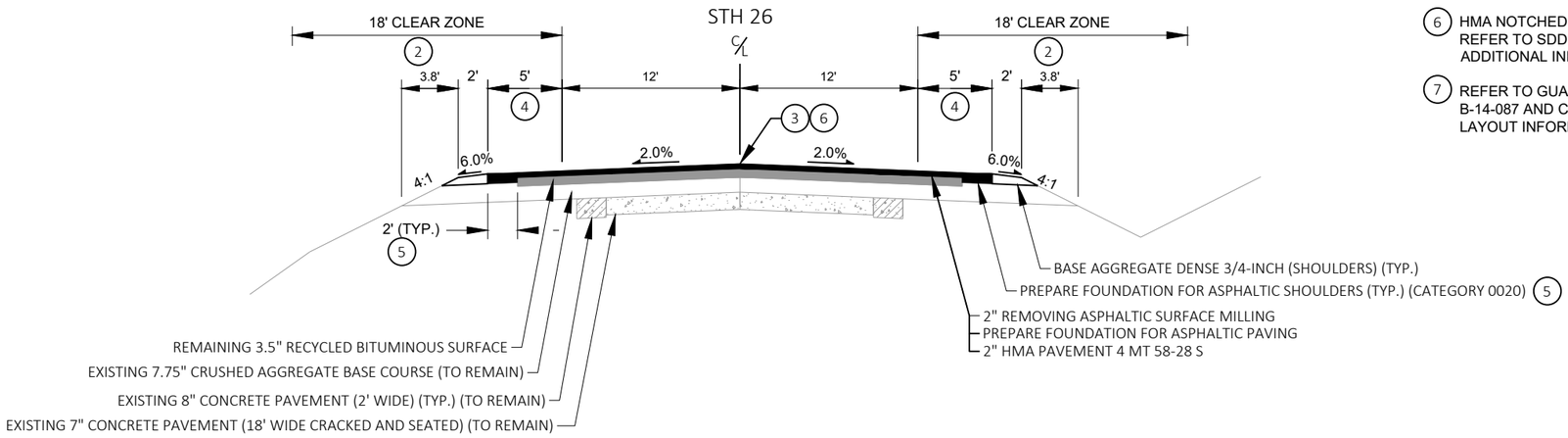
PROJECT NO: 1390-06-70	HWY: STH 26	COUNTY: DODGE	EXISTING TYPICAL SECTIONS	SHEET 5	E

2



FINISHED TYPICAL SECTION

STA. 2+75 - STA. 22+50
STA. 34+50 - STA. 60+00
1 STA. 83+00 - STA. 100+27
STA. 275+50 - STA. 284+00
STA. 313+50 - STA. 331+00
STA. 339+00 - STA. 372+50
STA. 435+00 - STA. 443+50
STA. 475+00 - STA. 481+00
STA. 512+00 - STA. 540+00
STA. 548+00 - STA. 580+00 7



FINISHED TYPICAL SECTION

STA. 119+27 - STA. 137+00
STA. 147+00 - STA. 169+00
STA. 180+00 - STA. 218+50
STA. 231+50 - STA. 254+00
STA. 261+50 - STA. 275+50
STA. 503+00 - STA. 512+00

1 12-INCH EXISTING BASE COURSE THICKNESS STA. 83+00 - STA. 100+27.

2 CLEAR ZONE REQUIREMENTS WERE NOT IDENTIFIED ON THE AS-BUILT PLANS.

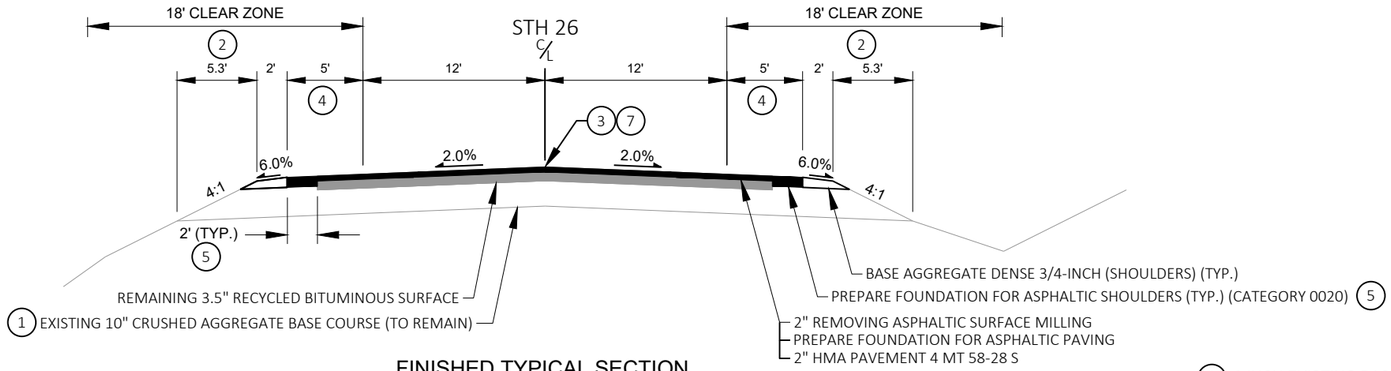
3 ASPHALTIC RUMBLE STRIPS, CENTERLINE REQ'D.

4 ASPHALTIC RUMBLE STRIPS, SHOULDER REQ'D (CATEGORY 0020).

5 IN AREAS OF PAVED SHOULDER WIDENING (2-FOOT WIDTH), PLACE ADDITIONAL 2 INCH ASPHALTIC SURFACE LOWER LAYER (USE HMA PAVEMENT 4 MT 58-28 S). (FULL DEPTH OF PAVEMENT WITHIN 2-FOOT LIMIT PAID FOR UNDER CATEGORY 0020).

6 HMA NOTCHED WEDGE JOINT REQUIRED. REFER TO SDD "HMA LONGITUDINAL JOINTS" FOR ADDITIONAL INFORMATION.

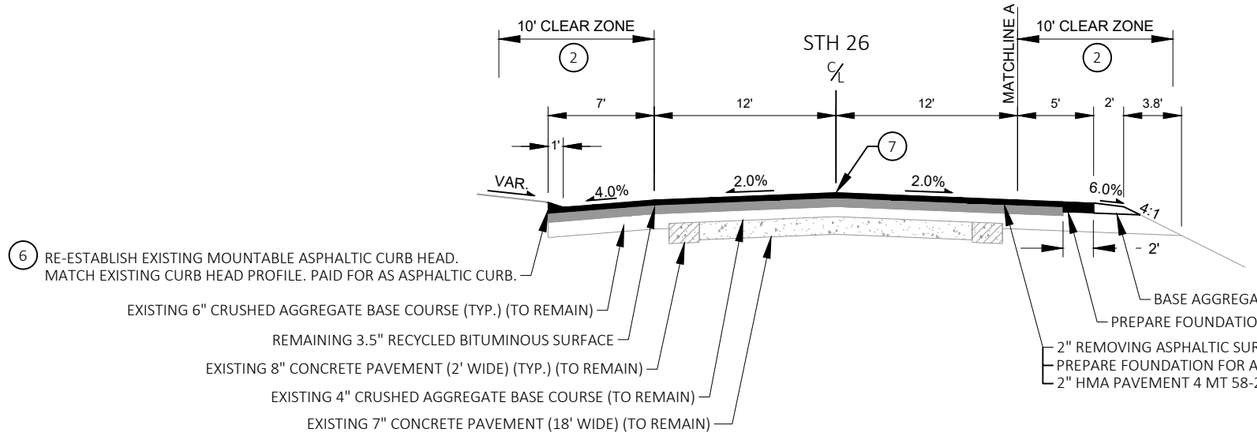
7 REFER TO GUARDRAIL LAYOUT DETAIL - STRUCTURE B-14-087 AND CROSS SECTIONS FOR GUARDRAIL LAYOUT INFORMATION.



FINISHED TYPICAL SECTION

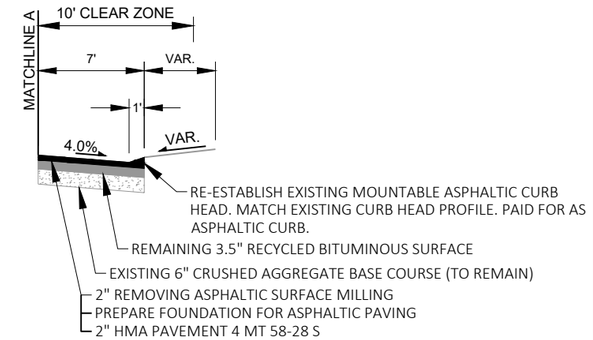
	STA. 22+50 - STA. 34+50	STA. 284+00 - STA. 313+50
	STA. 60+00 - STA. 83+00	STA. 331+00 - STA. 339+00
1	STA. 100+27 - STA. 119+27	STA. 372+50 - STA. 435+00 8
	STA. 137+00 - STA. 147+00	STA. 443+50 - STA. 475+00
	STA. 169+00 - STA. 180+00	STA. 481+00 - STA. 503+00
	STA. 254+00 - STA. 261+50	STA. 540+00 - STA. 548+00

1. 6-INCH EXISTING BASE COURSE OVER 6-INCH EXISTING SUBBASE COURSE STA. 100+27 - STA. 119+27.
2. CLEAR ZONE REQUIREMENTS WERE NOT IDENTIFIED ON THE AS-BUILT PLANS.
3. ASPHALTIC RUMBLE STRIPS, CENTERLINE REQ'D.
4. ASPHALTIC RUMBLE STRIPS, SHOULDER REQ'D (CATEGORY 0020).
5. IN AREAS OF PAVED SHOULDER WIDENING (2-FOOT WIDTH), PLACE ADDITIONAL 2 INCH ASPHALTIC SURFACE LOWER LAYER (USE HMA PAVEMENT 4 MT 58-28 S). (FULL DEPTH OF PAVEMENT WITHIN 2-FOOT LIMIT PAID FOR UNDER CATEGORY 0020).
6. STA. 218+50 TO STA.229+59.
7. HMA NOTCHED WEDGE JOINT REQUIRED UNLESS OTHERWISE DIRECTED BY THE ENGINEER. REFER TO SDD "HMA LONGITUDINAL JOINTS" FOR ADDITIONAL INFORMATION.
8. REFER TO GUARDRAIL LAYOUT DETAIL - STRUCTURE B-14-097 AND CROSS SECTIONS FOR GUARDRAIL LAYOUT INFORMATION.



FINISHED TYPICAL SECTION

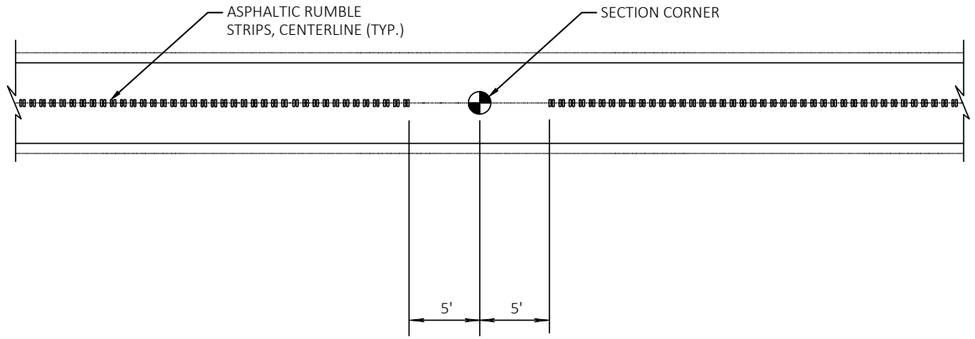
STA. 218+50 - STA. 231+50



STA. 221+00 - STA. 229+23

PROJECT NO: 1390-06-70	HWY: STH 26	COUNTY: DODGE	FINISHED TYPICAL SECTIONS	SHEET 7	E

NOT TO SCALE



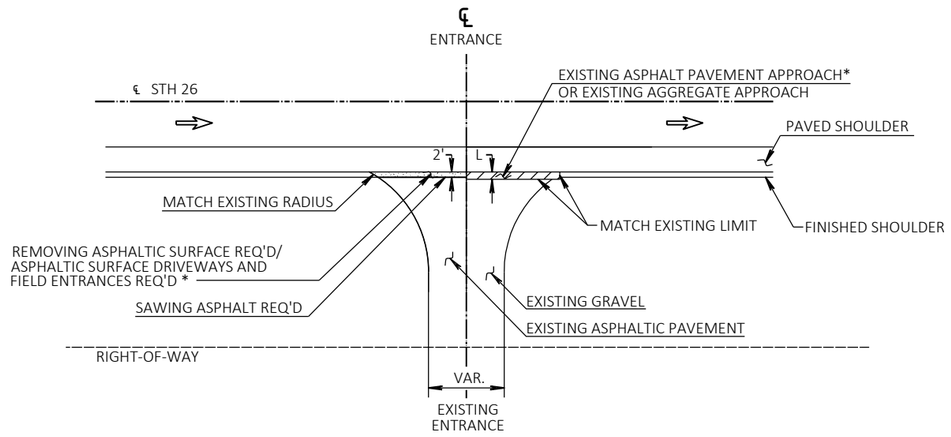
ASPHALTIC RUMBLE STRIPS, CENTERLINE AT SECTION CORNER LOCATIONS

NOTE: REFER TO PLAN SHEETS FOR SECTION CORNER LOCATIONS.

RUNOFF COEFFICIENT TABLE

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

TOTAL PROJECT AREA = 123.6 ACRES
TOTAL AREA EXPECTED TO BE DISTURBED BY CONSTRUCTION ACTIVITIES = 1.7 ACRES

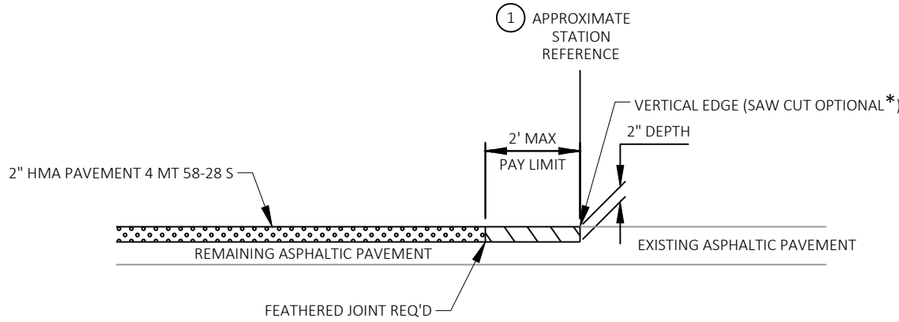


L=2 FT TYPICAL, EXACT WIDTH TO BE DETERMINED IN THE FIELD BY THE ENGINEER.

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

RURAL DRIVEWAY DETAIL

NOT TO SCALE



*NOT PAID FOR SEPARATELY

REMOVING ASPHALTIC SURFACE MILLING (2-INCHES)

REMOVE ASPHALTIC SURFACE WEDGE AT BUTT JOINT TO CREATE VERTICAL EDGE PAID FOR UNDER BID ITEM REMOVING ASPHALTIC SURFACE BUTT JOINTS.

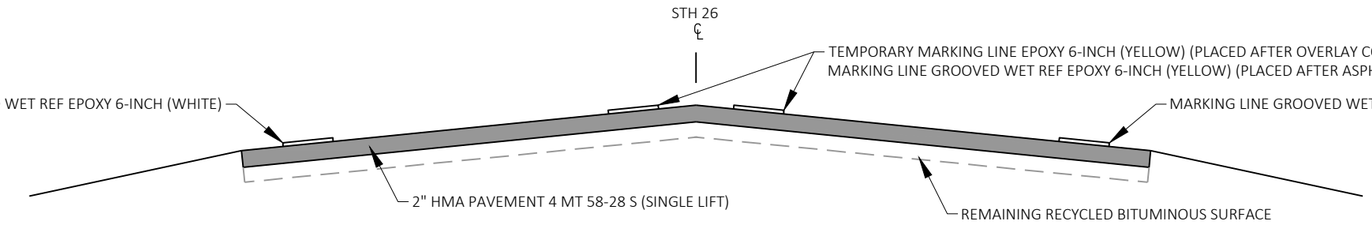
(1) EDGE OF DECK AT B-14-097

REMOVING ASPHALTIC SURFACE BUTT JOINTS DETAIL (NO PROFILE CHANGE)

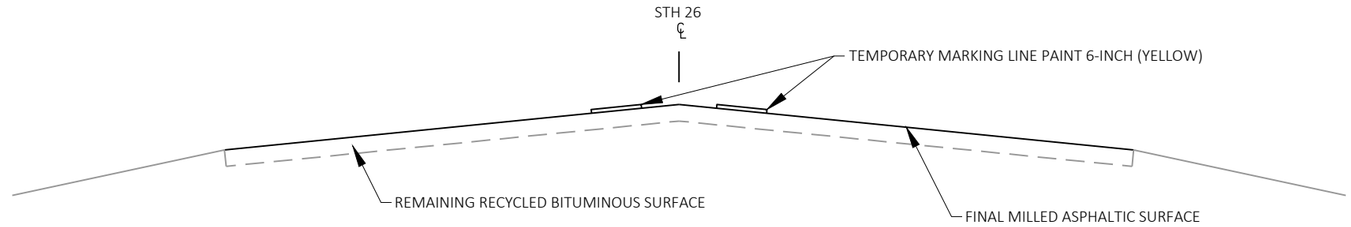
STA. 2+56 (BEGIN PROJECT)
STA. 580+00 (END PROJECT)
SIDEROAD MATCH (END OF RADIUS)
(1) B-14-097 (MILL CREEK)

NOT TO SCALE

FINAL PAVED SURFACE:



MILLED SURFACE:

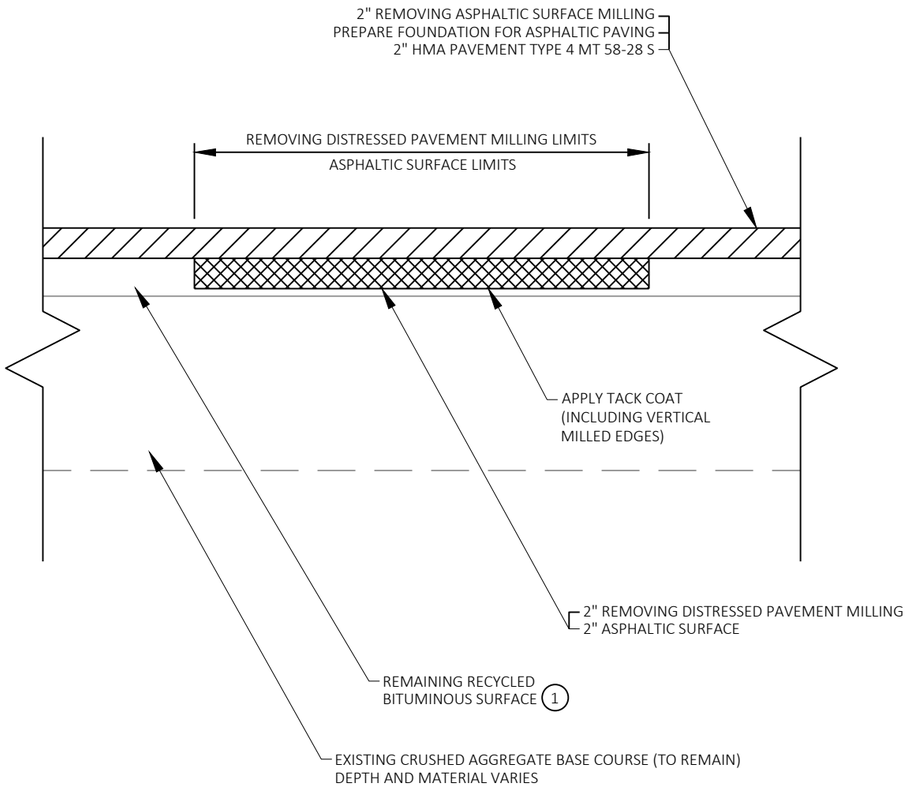


PAVEMENT MARKING APPLICATION SEQUENCE DETAIL

NOTE: ALL NEW CENTERLINE PASSING/NO PASSING PAVEMENT MARKING (BEGIN/END) LOCATIONS TO MATCH EXISTING PASSING/NO PASSING MARKING (BEGIN/END) LOCATIONS.

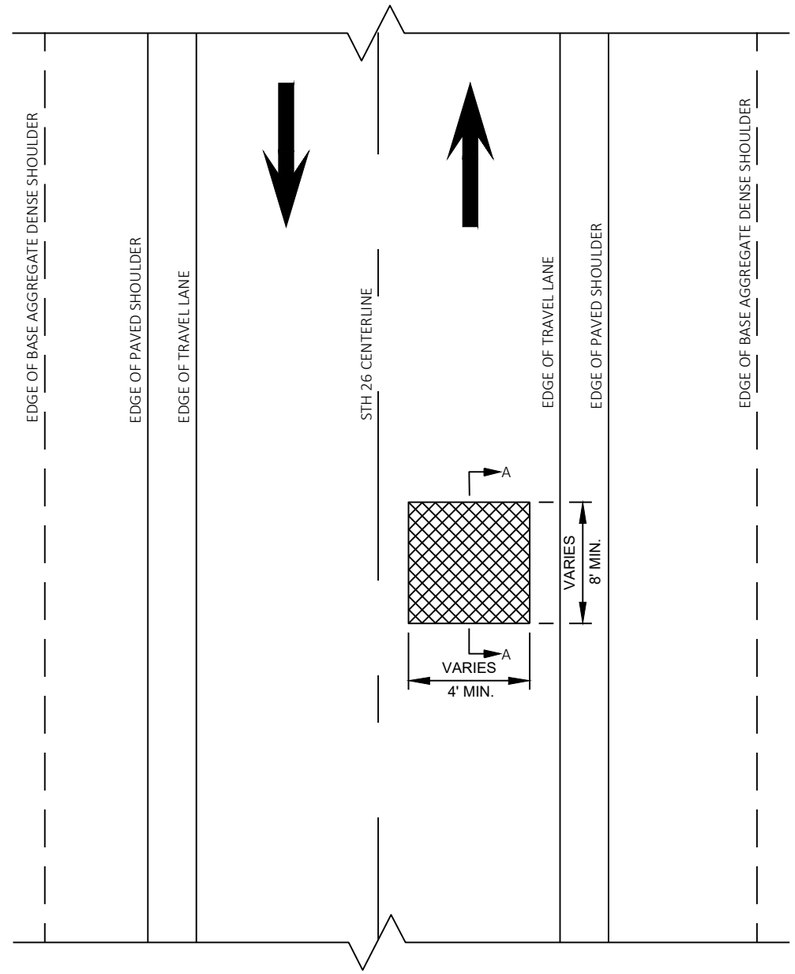
SEE SDD "PERMANENT LONGITUDINAL PAVEMENT MARKINGS" FOR ADDITIONAL INFORMATION.

NOT TO SCALE



SECTION A -A

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

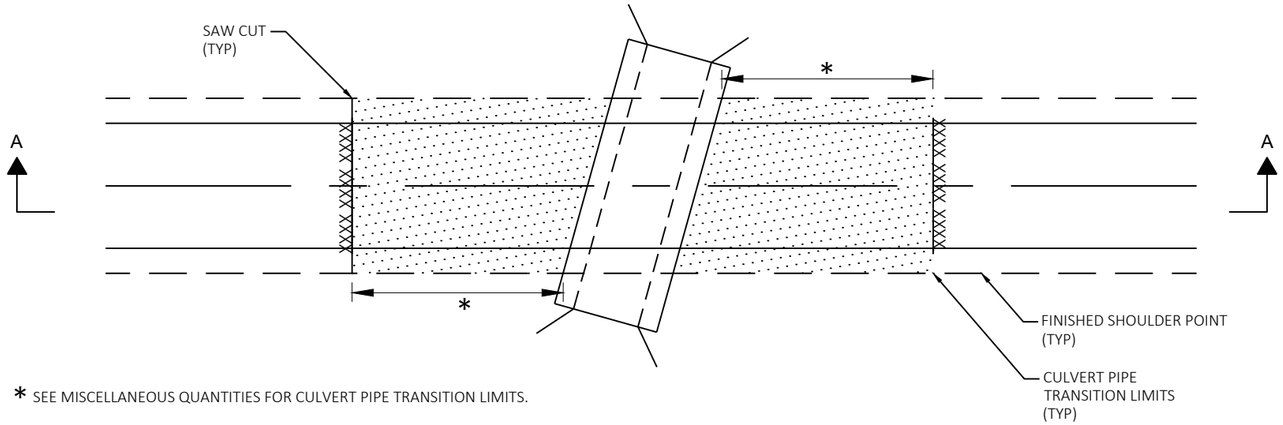


PLAN VIEW

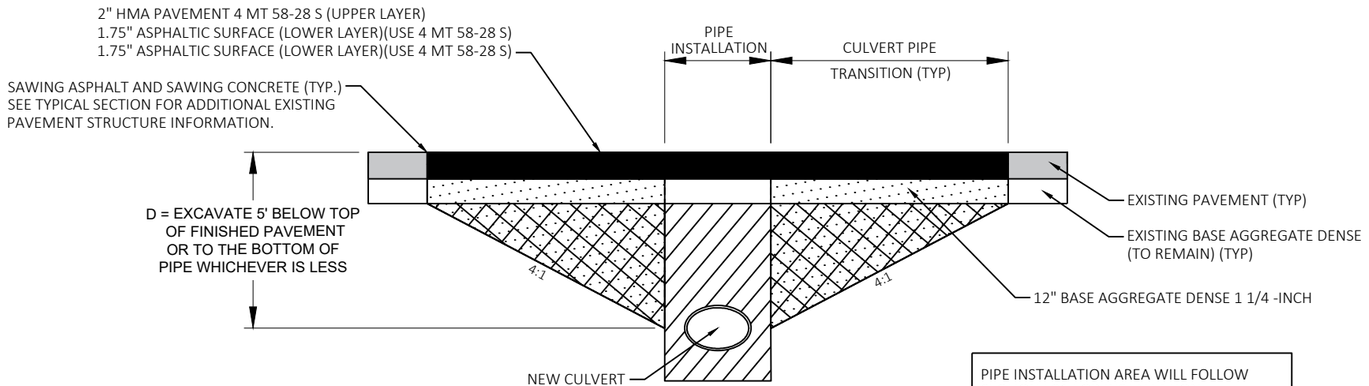
REMOVING DISTRESSED PAVEMENT MILLING

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

NOT TO SCALE



* 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.

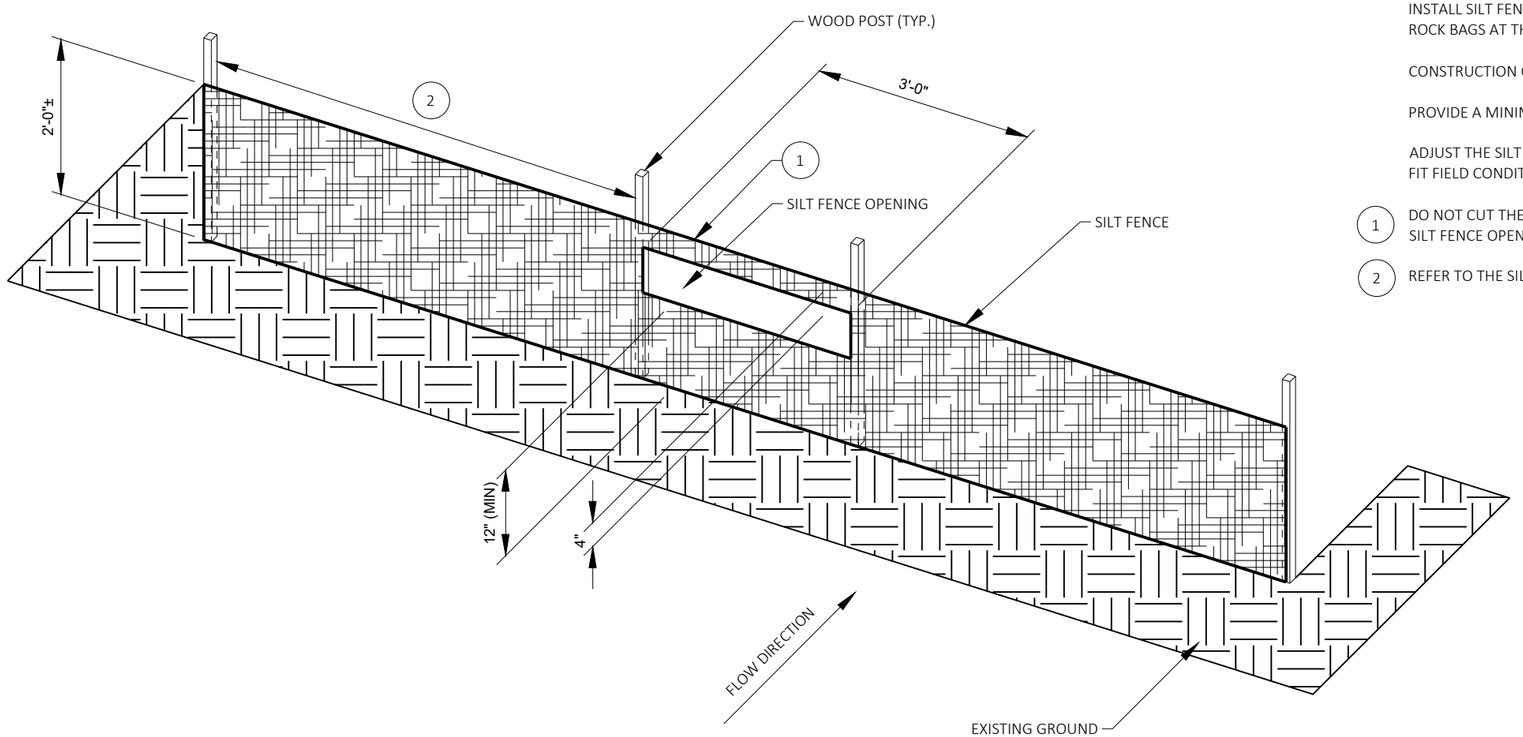
CULVERT PIPE TRANSITION AREAS WILL BE PAID BY EXCAVATION COMMON & SPV FOUNDATION BACKFILL FOR CULVERT PIPE TRANSITION AREAS.

PAVEMENT SAW CUT TO BE PERPENDICULAR TO ROADWAY ALIGNMENT.

NEW CORRUGATED STEEL CULVERT PIPES WITH TRANSITION

STA. 24+61	STA. 325+64
STA. 46+59	STA. 473+83
STA. 218+21	STA. 505+52
STA. 218+31	STA. 572+91

NOT TO SCALE



GENERAL NOTES

THE SILT FENCE RELIEF DETAIL IS A SUPPLEMENTAL DETAIL TO THE SILT FENCE STANDARD DETAILS AND SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

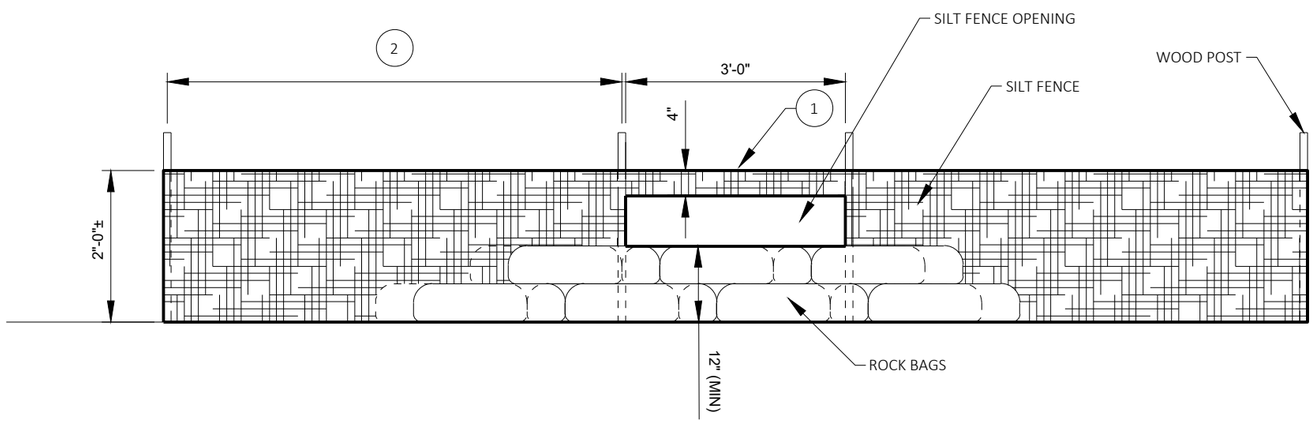
INSTALL SILT FENCE PRIOR TO CONSTRUCTING THE SILT FENCE OPENING. PRIOR TO CONSTRUCTING THE SILT FENCE OPENING, PLACE ROCK BAGS AT THE SILT FENCE OPENING AS SHOWN IN THIS DETAIL.

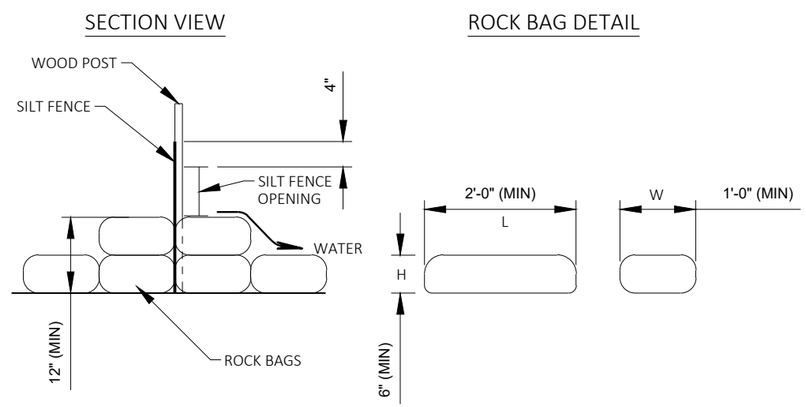
CONSTRUCTION OF THE SILT FENCE OPENING SHALL BE INCLUDED IN THE COST OF THE SILT FENCE BID ITEM.

PROVIDE A MINIMUM OF 22 ROCK BAGS PER 3 FOOT OPENING. ROCK BAGS SHALL BE PAID FOR UNDER THE ROCK BAGS BID ITEMS.

ADJUST THE SILT FENCE RELIEF OPENINGS WITHIN THE SILT FENCE AS NECESSARY TO PROVIDE RELIEF AS SHOWN ON THE PLANS, TO FIT FIELD CONDITIONS AND AS DIRECTED BY THE FIELD ENGINEER.

1. DO NOT CUT THE SUPPORT CORD OR TENSION TAPE WHEN CONSTRUCTING THE SILT FENCE OPENING. KEEP THE TOP OF THE SILT FENCE OPENING 1"± BELOW THE 3" FOLD AT THE SUPPORT CORD OR TENSION TAPE.
2. REFER TO THE SILT FENCE STANDARD DETAIL DRAWINGS FOR ALLOWABLE ADJUSTMENTS TO POST SPACING.

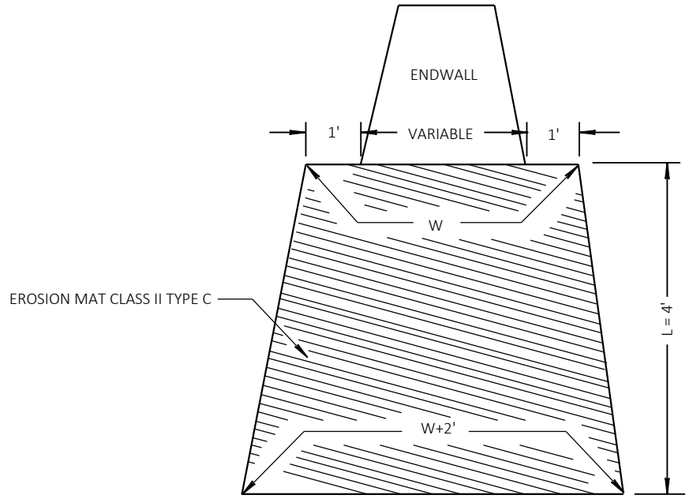


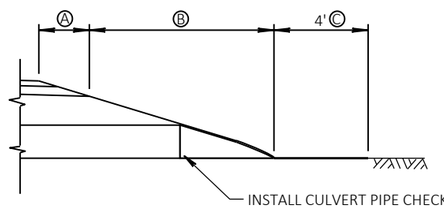


SILT FENCE RELIEF DETAIL

PROJECT NO: 1390-06-70	HWY: STH 26	COUNTY: DODGE	CONSTRUCTION DETAILS	SHEET 12	E

NOT TO SCALE





INSTALL CULVERT PIPE CHECKS AT UPSTREAM SIDE.
SEE MISCELLANEOUS QUANTITIES FOR ADDITIONAL INFORMATION.

Ⓐ FERTILIZER TYPE A; SEEDING MIXTURE NO. 40

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

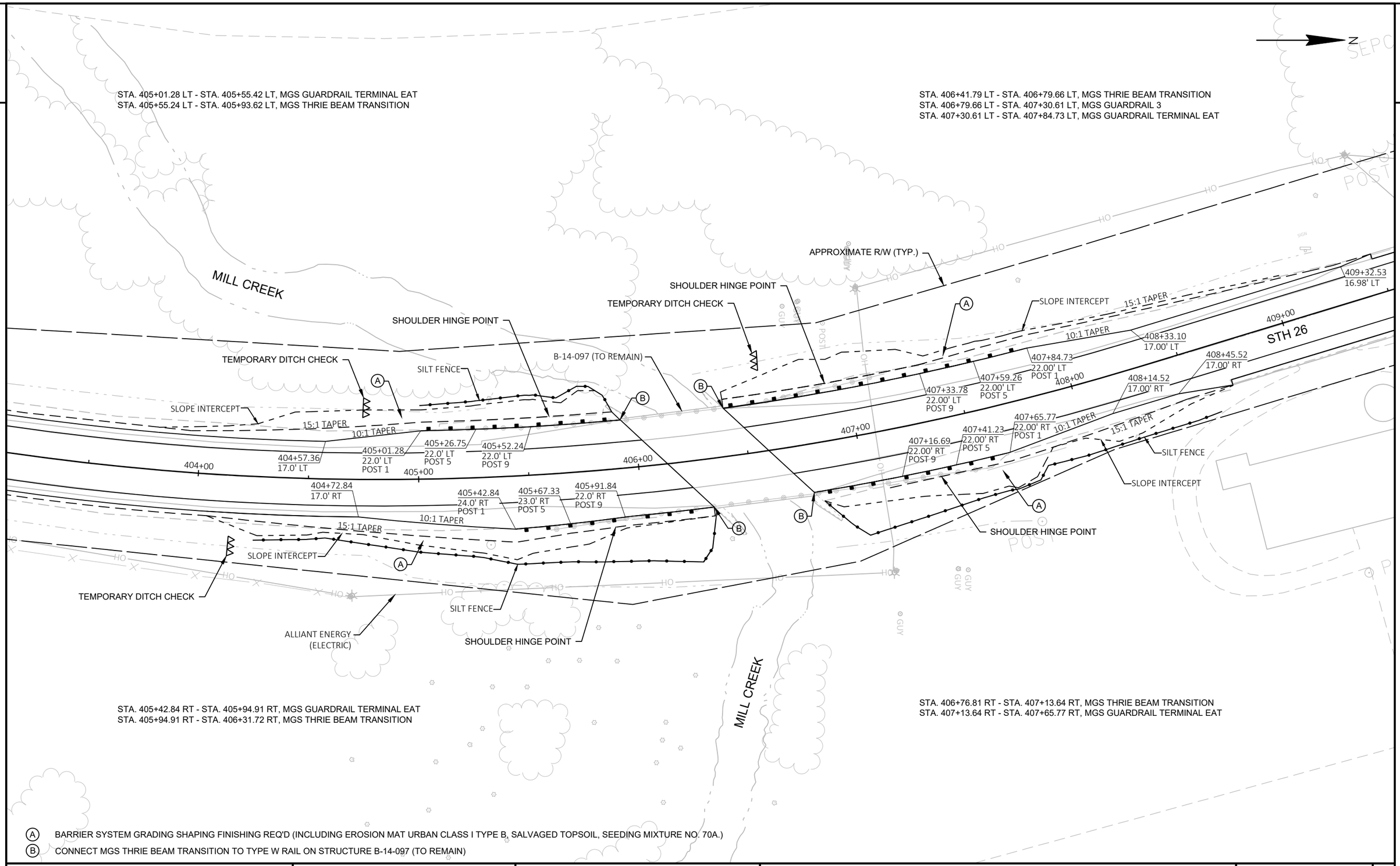
Ⓒ TOPSOIL; FERTILIZER TYPE A; SEEDING MIXTURE NO. 40; EROSION MAT CLASS II TYPE C

EROSION CONTROL/FINISHING AT CULVERT PIPE REPLACEMENT LOCATIONS

2

STA. 405+01.28 LT - STA. 405+55.42 LT, MGS GUARDRAIL TERMINAL EAT
STA. 405+55.24 LT - STA. 405+93.62 LT, MGS THRIE BEAM TRANSITION

STA. 406+41.79 LT - STA. 406+79.66 LT, MGS THRIE BEAM TRANSITION
STA. 406+79.66 LT - STA. 407+30.61 LT, MGS GUARDRAIL 3
STA. 407+30.61 LT - STA. 407+84.73 LT, MGS GUARDRAIL TERMINAL EAT



STA. 405+42.84 RT - STA. 405+94.91 RT, MGS GUARDRAIL TERMINAL EAT
STA. 405+94.91 RT - STA. 406+31.72 RT, MGS THRIE BEAM TRANSITION

STA. 406+76.81 RT - STA. 407+13.64 RT, MGS THRIE BEAM TRANSITION
STA. 407+13.64 RT - STA. 407+65.77 RT, MGS GUARDRAIL TERMINAL EAT

(A) BARRIER SYSTEM GRADING SHAPING FINISHING REQ'D (INCLUDING EROSION MAT URBAN CLASS I TYPE B, SALVAGED TOPSOIL, SEEDING MIXTURE NO. 70A.)

(B) CONNECT MGS THRIE BEAM TRANSITION TO TYPE W RAIL ON STRUCTURE B-14-097 (TO REMAIN)

PROJECT NO: 1390-06-70	HWY: STH 26	COUNTY: DODGE	GUARDRAIL LAYOUT DETAIL - STRUCTURE B-14-097	SHEET 14	E

FILE NAME : S:\MAD\1000--1099\1089\952\DRAWINGS\CAD\CIVIL 3D\13900600\SHEETSPLAN\021201_PD.DWG
LAYOUT NAME - 021201_pd
PLOT DATE : 7/25/2023 12:09 PM PLOT BY : EDERER, BRAD PLOT NAME : PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

STA. 563+99.29 LT - STA. 564+49.25 LT, STEEL PLATE BEAM GUARD ENERGY ABSORBING TERMINAL
STA. 564+49.25 LT - STA. 564+99.25 LT, STEEL PLATE BEAM GUARD CLASS A

STA. 565+24.25 LT - STA. 565+99.25 LT, STEEL PLATE BEAM GUARD CLASS A
STA. 565+99.25 LT - STA. 566+49.21 LT, STEEL PLATE BEAM GUARD ENERGY ABSORBING TERMINAL

N

SLAB

W

PLUM CREEK

B-14-087 (TO REMAIN)

(B) STA. 564+99.25 LT - STA. 565+24.25 LT, ADJUSTING STEEL PLATE BEAM GUARD REQ'D

TEMPORARY DITCH CHECK

SLOPE INTERCEPT

SILT FENCE

563+99.29
21.0' LT
POST 1

564+24.27
20.0' LT
POST 5

564+49.25
19.0' LT
POST 9

565+99.25
19.00' LT
POST 9

566+24.23
20.00' LT
POST 5

566+49.21
21.00' LT
POST 1

APPROXIMATE R/W (TYP.)

ALLIANT ENERGY
(ELECTRIC)

15:1 TAPER

10:1 TAPER

563+59.29
17.0' LT

566+89.21
17.02' LT

563+00 564+00 565+00 566+00 567+00 568+00

563+50.51
17.0' RT

566+60.27
17.00' RT

STH 26

563+90.32
21.0' RT
POST 1

564+15.30
20.0' RT
POST 5

564+40.27
19.0' RT
POST 9

565+90.27
19.0' RT
POST 9

566+15.27
19.0' RT
POST 5

566+40.27
19.00' RT
POST 1

PLUM CREEK

(B) STA. 565+15.27 RT - STA. 565+52.77 RT, ADJUSTING STEEL PLATE BEAM GUARD REQ'D

PAETEC
(COMMUNICATION)

STA. 563+90.32 RT - STA. 564+40.27 RT, STEEL PLATE BEAM GUARD ENERGY ABSORBING TERMINAL
STA. 564+40.27 RT - STA. 565+15.27 RT, STEEL PLATE BEAM GUARD CLASS A

STA. 565+52.77 RT - STA. 565+90.27 RT, STEEL PLATE BEAM GUARD CLASS A
STA. 565+90.27 RT - STA. 566+40.27 RT, STEEL PLATE BEAM GUARD ENERGY ABSORBING TERMINAL

(A) BARRIER SYSTEM GRADING SHAPING FINISHING REQ'D (INCLUDING EROSION MAT URBAN CLASS I TYPE B, SALVAGED TOPSOIL, SEEDING MIXTURE NO. 70A.)

(B) CONNECT STEEL PLATE BEAM GUARD CLASS A TO EXISTING STEEL PLATE BEAM GUARD CLASS A ATTACHED TO BOX CULVERT B-14-087 (AFTER ADJUSTING IS COMPLETE)

PROJECT NO: 1390-06-70	HWY: STH 26	COUNTY: DODGE	GUARDRAIL LAYOUT DETAIL - STRUCTURE B-14-087	SHEET 15	E

FILE NAME : S:\MAD\1000--1099\1089\952\DRAWINGS\CAD\CIVIL 3D\13900600\SHEETSPLAN\021201_PD.DWG
LAYOUT NAME - 021202_pd
PLOT DATE : 8/1/2023 8:14 AM
PLOT BY : EDERER, BRAD
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

GENERAL NOTES FOR TRAFFIC CONTROL

ALL SIGN LOCATIONS ARE APPROXIMATE. THE ACTUAL LOCATION WILL BE DETERMINED IN THE FIELD BY THE ENGINEER.

DRAWINGS SHOW TRAFFIC CONTROL FOR A TYPICAL SITUATION. ADDITIONAL TRAFFIC CONTROL DEVICES MAY BE REQUIRED AND/OR LAYOUT DETAILS MODIFIED DEPENDING ON CONTRACTOR'S METHODS OR SEQUENCES OF OPERATION.

TEMPORARY OR PERMANENT SIGNS THAT CONFLICT WITH THE TRAFFIC CONTROL PLAN SHALL BE REMOVED OR COVERED.

ROAD MACHINERY, TRUCK ENTRANCE, FLAGMEN AHEAD, ETC., SIGNS SHALL BE USED AS NEEDED AND SHALL BE REMOVED OR COVERED WHEN THE ACTIVITY OR CONDITION DOES NOT EXIST. NO WARNING LIGHT SHALL BE USED WITH A COVERED SIGN.

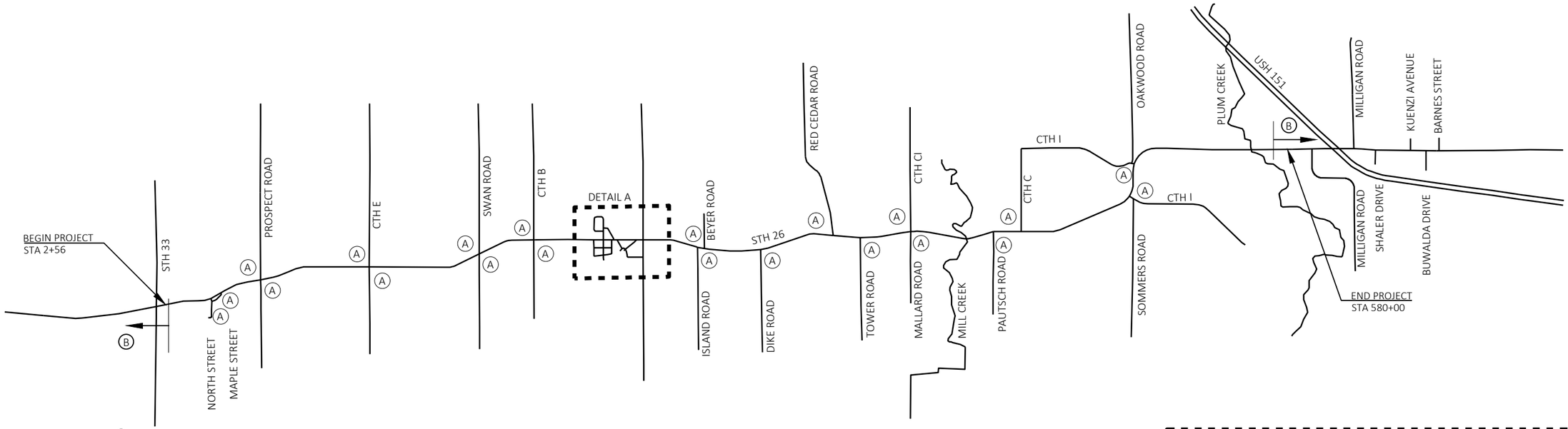
"WO" SERIES SIGNS ARE "W" SERIES EXCEPT THE BACKGROUND IS ORANGE.

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

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

FOR ADDITIONAL INFORMATION SEE STANDARD DETAIL DRAWINGS:
"TRAFFIC CONTROL, ADVANCED WARNING SIGNS 45 MPH OR GREATER UNDIVIDED ROAD OPEN TO TRAFFIC"
"TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION"
"MOVING PAVEMENT MARKING OPERATION, TWO-LANE TWO-WAY ROADWAY"
"TRAFFIC CONTROL, SIGNING ON ROADWAYS WITH MILLED SURFACES"
"TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY"
"TRAFFIC CONTROL SIGNING ON ROADWAYS WITH LOOSE GRAVEL"
"TRAFFIC CONTROL, DROP-OFF SIGNING"

N



(A) ROAD WORK AHEAD (W20-1A) — PLACE W20-1A ON SIDE STREETS WHEN FLAGGING OPERATIONS ARE IN THE AREA, AS DIRECTED BY THE ENGINEER.

(B) PLACE ADVANCED WARNING IN ACCORDANCE WITH STANDARD DETAIL DRAWING "TRAFFIC CONTROL, ADVANCED WARNING SIGNS 45 MPH OR GREATER UNDIVIDED ROAD OPEN TO TRAFFIC"

LOOSE GRAVEL (W08-7) (WHEN REQUIRED)

DIP (W08-2) (WHEN REQUIRED)

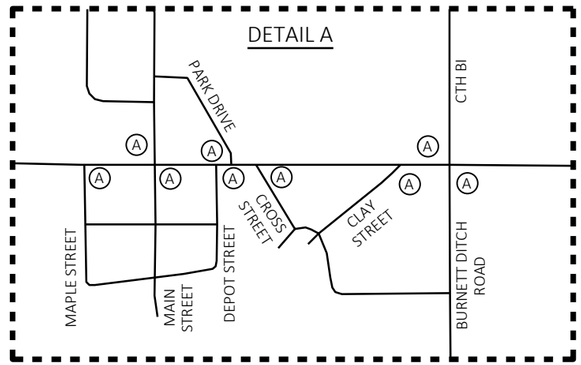
LOW SHOULDER (W08-9) (WHEN REQUIRED)

UNEVEN LANES W8-11 (WHEN REQUIRED)

BUMP (W08-1) (WHEN REQUIRED)

GROOVED PAVEMENT WO8-52 (WHEN REQUIRED)

SHOULDER WORK (W21-5) (WHEN REQUIRED)



PROJECT NO: 1390-06-70	HWY: STH 26	COUNTY: DODGE	TRAFFIC CONTROL - ADVANCED WARNING SIGNING (DURING RESURFACING)	SHEET 16	E

FILE NAME : S:\MAD\1000--1099\1089\952\DRAWINGS\CAD\CIVIL 3D\13900600\SHEETSPLAN\023301_AW.DWG
LAYOUT NAME - 023301_aw
PLOT DATE : 7/25/2023 10:30 AM PLOT BY : EDERER, BRAD PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 42

GENERAL NOTES FOR TRAFFIC CONTROL

ALL SIGN LOCATIONS ARE APPROXIMATE. THE ACTUAL LOCATION WILL BE DETERMINED IN THE FIELD BY THE ENGINEER.

DRAWINGS SHOW TRAFFIC CONTROL FOR A TYPICAL SITUATION. ADDITIONAL TRAFFIC CONTROL DEVICES MAY BE REQUIRED AND/OR LAYOUT DETAILS MODIFIED DEPENDING ON CONTRACTOR'S METHODS OR SEQUENCES OF OPERATION.

TEMPORARY OR PERMANENT SIGNS THAT CONFLICT WITH THE TRAFFIC CONTROL PLAN SHALL BE REMOVED OR COVERED.

ROAD MACHINERY, TRUCK ENTRANCE, FLAGMEN AHEAD, ETC., SIGNS SHALL BE USED AS NEEDED AND SHALL BE REMOVED OR COVERED WHEN THE ACTIVITY OR CONDITION DOES NOT EXIST. NO WARNING LIGHT SHALL BE USED WITH A COVERED SIGN.

"WO" SERIES SIGNS ARE "W" SERIES EXCEPT THE BACKGROUND IS ORANGE.

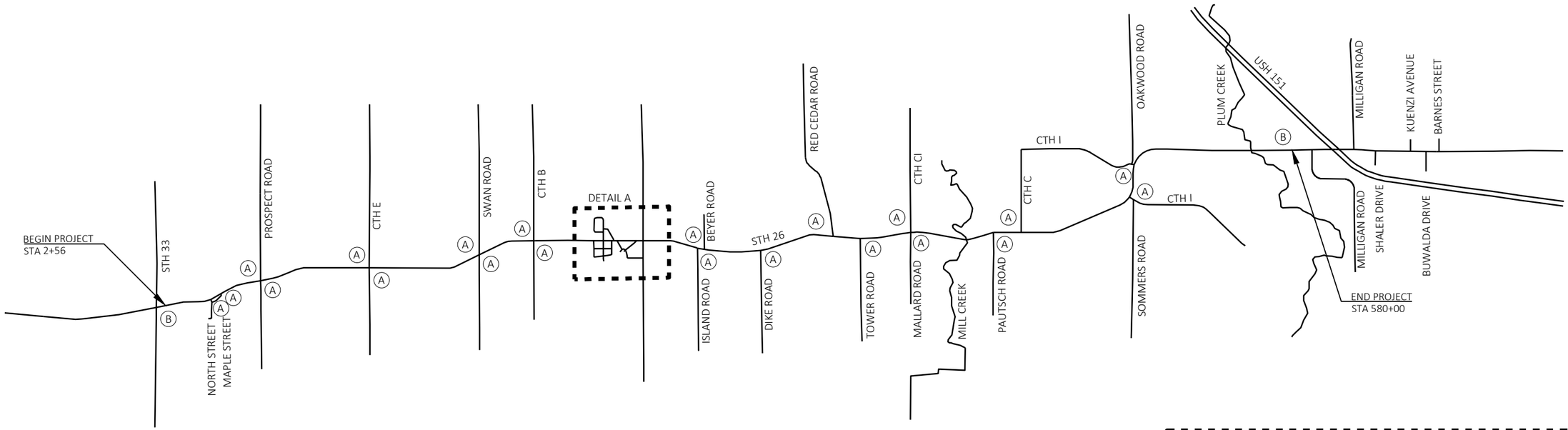
ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED.

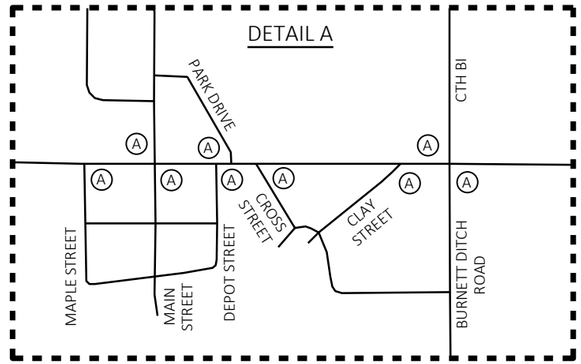
DETAILS OF TRAFFIC CONTROL NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS, APPLICABLE SPECIAL PROVISIONS, AND THE WISCONSIN MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (WMUTCD).

(A) SEE SDD "BARRICADES AND SIGNS FOR SIDEROAD CLOSURES" DETAIL 4.

(B) SEE SDD "BARRICADES AND SIGNS FOR MAINLINE CLOSURES" SHEET A - DETAIL B AND SHEET B - DETAIL E.

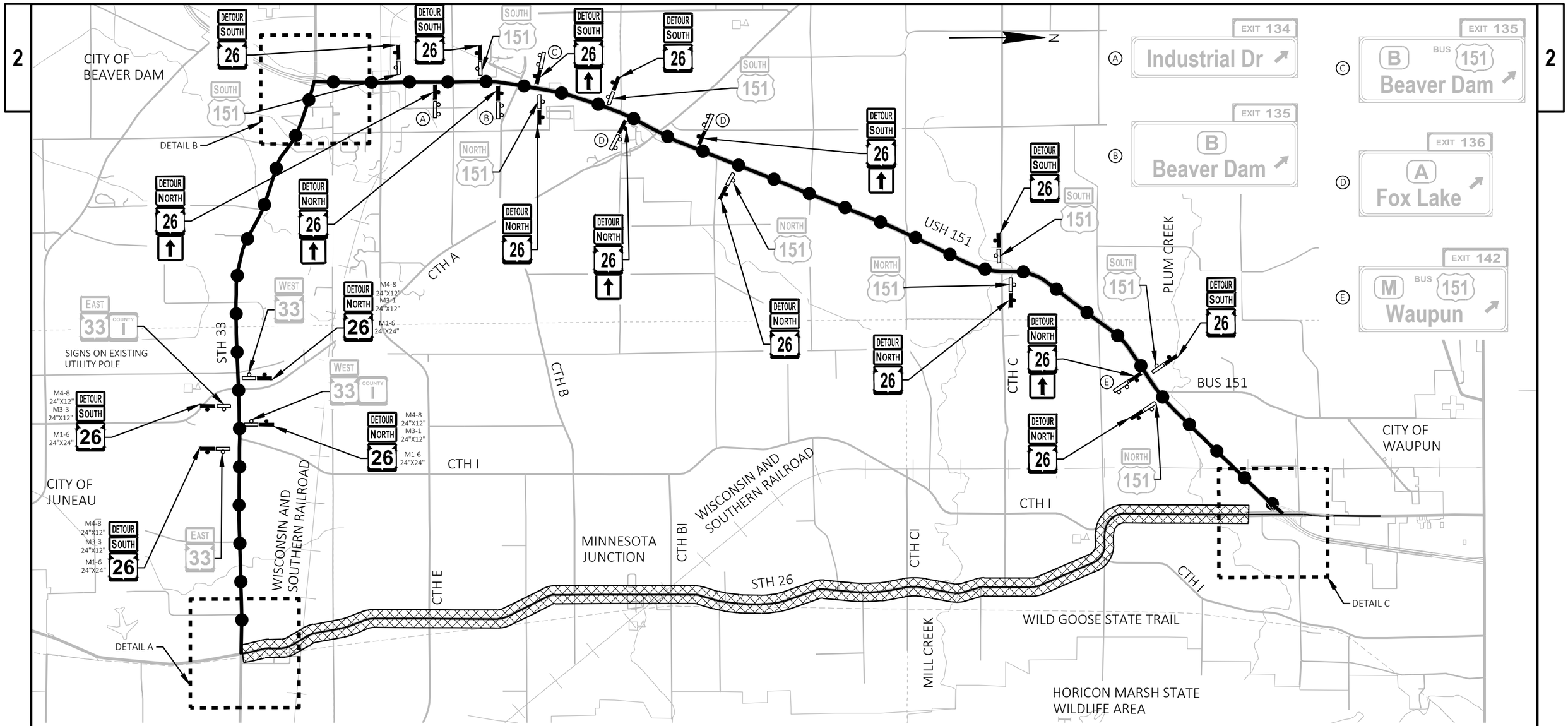
N





PROJECT NO: 1390-06-70	HWY: STH 26	COUNTY: DODGE	TRAFFIC CONTROL - ADVANCED WARNING SIGNING (DURING DETOUR)	SHEET 17	E

FILE NAME : S:\MAD\1000--1099\1089\952\DRAWINGS\CAD\CIVIL 3D\13900600\SHEETSPLAN\023302_AW.DWG
LAYOUT NAME - 023302_aw
PLOT DATE : 7/25/2023 9:54 AM PLOT BY : EDERER, BRAD PLOT NAME : PLOT SCALE : 1 IN:1 MI



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

DETOUR	M4-8 36"X18"		MO6-1 30"X30"
END DETOUR	M4-8A 30"X24"		MO6-1 30"X30"
NORTH	M3-1 36"X18"		MO6-1 30"X30"
SOUTH	M3-3 36"X18"		MO5-1L 30"X30"
26	M1-6 36"X36"		MO5-1R 30"X30"

*SIZES OF SIGNS ON THIS SHEET FOLLOW LEGEND UNLESS OTHERWISE NOTED

LEGEND

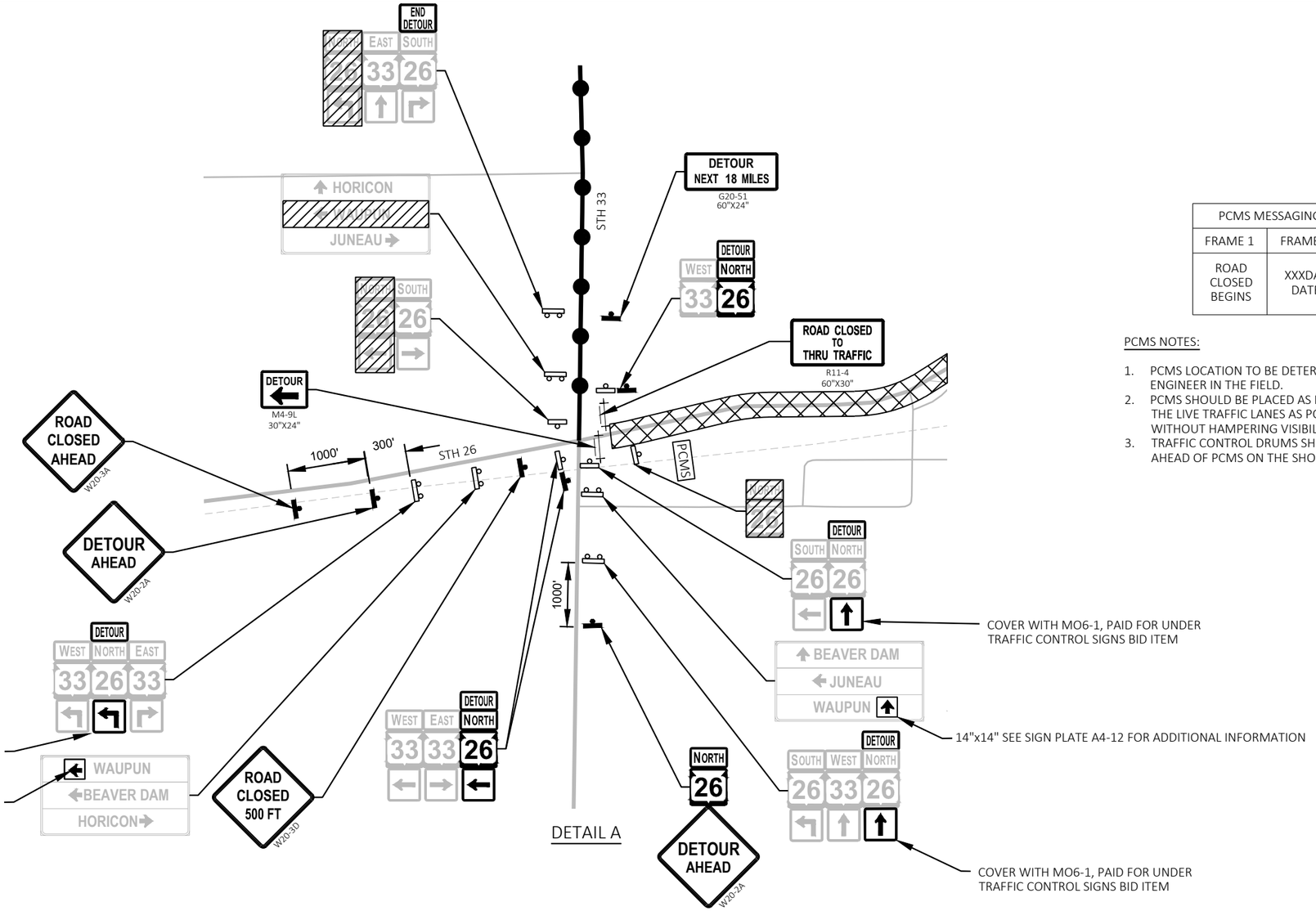
- DETOUR ROUTE
- EXISTING SIGNS AND POST(S) TO REMAIN
- WOOD POST(S) WITH ATTACHED SIGN
- 26 EXISTING SIGN (TYP.)
- TRAFFIC CONTROL COVERING SIGNS TYPE 2 (TYP.)
- WORK ZONE

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: 1390-06-70	HWY: STH 26	COUNTY: DODGE	DETOUR ROUTE SIGNING (FOR CULVERT PIPE REPLACEMENTS)	SHEET 18	E

FILE NAME : S:\MAD\1000--1099\1089\952\DRAWINGS\CAD\CIVIL 3D\13900600\SHEETSPLAN\027001_DT.DWG
LAYOUT NAME - 027001_dt
PLOT DATE : 7/21/2023 2:39 PM PLOT BY : EDERER, BRAD PLOT NAME : PLOT SCALE : 1 IN:1 MI

2



DETAIL A

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 SHOULD BE PLACED AS FAR AWAY FROM THE LIVE TRAFFIC LANES AS POSSIBLE WITHOUT HAMPERING VISIBILITY.
3. TRAFFIC CONTROL DRUMS SHOULD BE PLACED AHEAD OF PCMS ON THE SHOULDER.

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

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"
26	M1-6 24"X24"		MO5-1R 21"X21"

*SIZES OF SIGNS ON THIS SHEET FOLLOW LEGEND UNLESS OTHERWISE NOTED

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
- PCMS TRAFFIC CONTROL SIGNS PCMS

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: 1390-06-70	HWY: STH 26	COUNTY: DODGE	DETOUR ROUTE SIGNING (FOR CULVERT PIPE REPLACEMENTS)	SHEET 19	E

FILE NAME : S:\MAD\1000--1099\1089\952\DRAWINGS\CAD\CIVIL 3D\13900600\SHEETSPLAN\027001_DT.DWG
LAYOUT NAME - 027002_dt
PLOT DATE : 10/11/2023 4:42 PM PLOT BY : EDERER, BRAD PLOT NAME : PLOT SCALE : 1 IN:1000 FT
WISDOT/CADDS SHEET 42

2

N

PLACE POST AND SIGN IN TERRACE ON EAST SIDE OF EXISTING DRIVEWAY ENTRANCE

IN STH 33 MEDIAN

IN STH 33 MEDIAN

PLACE POST AND DETOUR SIGN ON NORTH SIDE OF EXISTING SIDEWALK

STH 33

500'

USH 151

1000'

1000'

DETAIL B

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

DETOUR M4-8 36"X18"

END DETOUR M4-8A 30"X24"

NORTH M3-1 36"X18"

SOUTH M3-3 36"X18"

26 M1-6 36"X36"

MO6-1 30"X30"

MO6-1 30"X30"

MO6-1 30"X30"

MO5-1L 30"X30"

MO5-1R 30"X30"

MO5-2R 30"X30"

MO6-2 30"X30"

*SIZES OF SIGNS ON THIS SHEET FOLLOW LEGEND UNLESS OTHERWISE NOTED

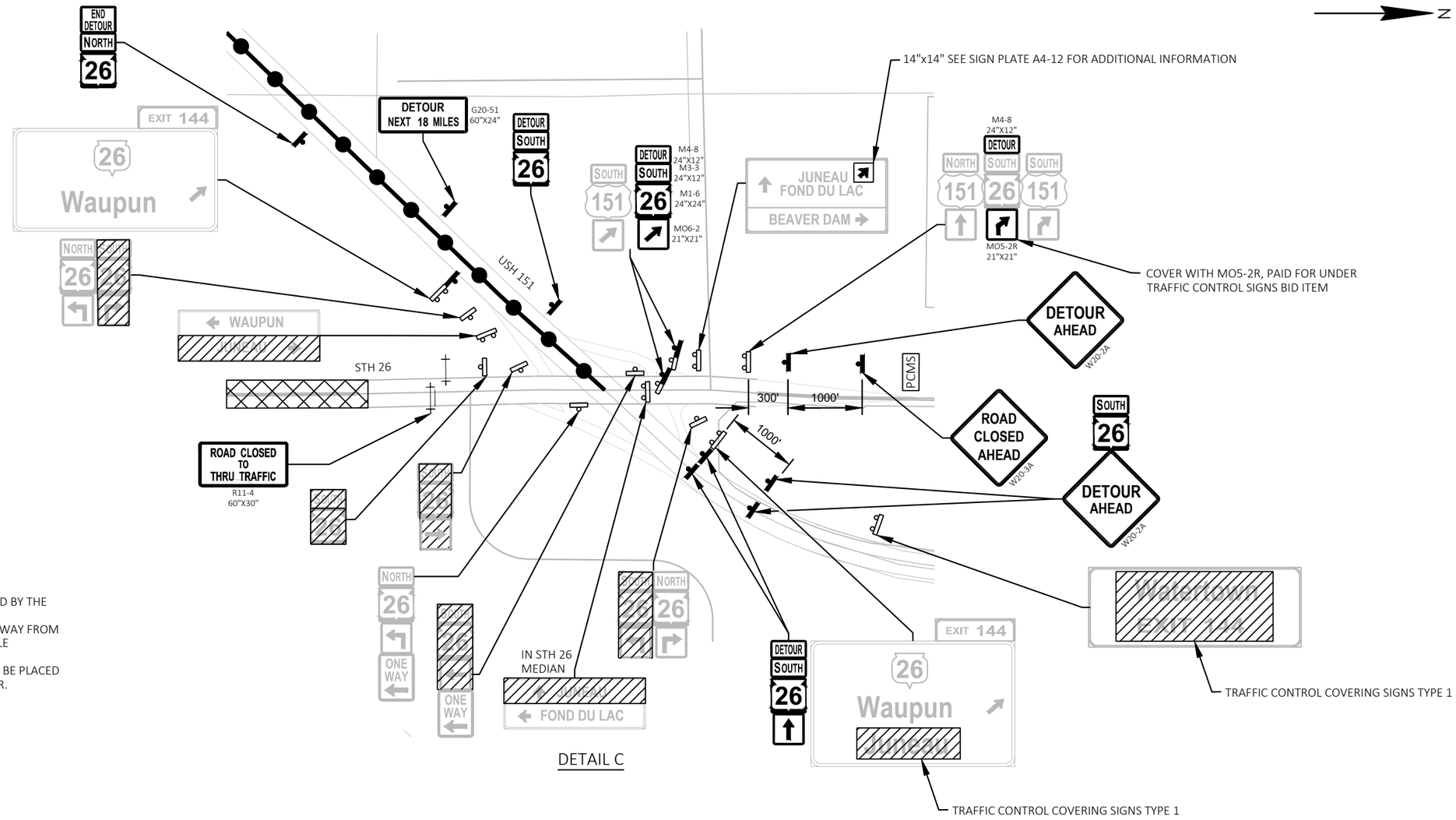
LEGEND

- 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
- PCMS TRAFFIC CONTROL SIGNS PCMS

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: 1390-06-70	HWY: STH 26	COUNTY: DODGE	DETOUR ROUTE SIGNING (FOR CULVERT PIPE REPLACEMENTS)	SHEET 20	E

FILE NAME : S:\MAD\1000--1099\1089\952\DRAWINGS\CAD\CIVIL 3D\13900600\SHEETSPLAN\027001_DT.DWG
LAYOUT NAME - 027003_dt
PLOT DATE : 7/21/2023 2:39 PM PLOT BY : EDERER, BRAD PLOT NAME : PLOT SCALE : 1 IN:1000 FT
WISDOT/CADDS SHEET 42



DETAIL C

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 SHOULD BE PLACED AS FAR AWAY FROM THE LIVE TRAFFIC LANES AS POSSIBLE WITHOUT HAMPERING VISIBILITY.
3. TRAFFIC CONTROL DRUMS SHOULD BE PLACED AHEAD OF PCMS ON THE SHOULDER.

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

DETOUR	M4-8 36"X18"		MO6-1 30"X30"
END DETOUR	M4-8A 30"X24"		MO6-1 30"X30"
NORTH	M3-1 36"X18"		MO6-1 30"X30"
SOUTH	M3-3 36"X18"		MO5-1L 30"X30"
26	M1-6 36"X36"		MO5-1R 30"X30"

*SIZES OF SIGNS ON THIS SHEET FOLLOW LEGEND UNLESS OTHERWISE NOTED

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 (UNLESS OTHERWISE NOTED)
- WORK ZONE
- TYPE III BARRICADE WITH/WITHOUT ATTACHED SIGN (TWO TYPE "A" WARNING LIGHTS)
- PCMS — TRAFFIC CONTROL SIGNS PCMS

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: 1390-06-70	HWY: STH 26	COUNTY: DODGE	DETOUR ROUTE SIGNING (FOR CULVERT PIPE REPLACEMENTS)	SHEET 21	E

FILE NAME : S:\MAD\1000--1099\1089\952\DRAWINGS\CAD\CIVIL 3D\13900600\SHEETSPLAN\027001_DT.DWG
LAYOUT NAME - 027004_dt
PLOT DATE : 10/11/2023 4:43 PM PLOT BY : EDERER, BRAD PLOT NAME : PLOT SCALE : 1 IN:1000 FT
WISDOT/CADDS SHEET 42

Estimate Of Quantities

1390-06-70

Line	Item	Item Description	Unit	Total	Qty
0002	203.0100	Removing Small Pipe Culverts	EACH	10.000	10.000
0004	204.0100	Removing Concrete Pavement	SY	435.000	435.000
0006	204.0110	Removing Asphaltic Surface	SY	1,910.000	1,910.000
0008	204.0115	Removing Asphaltic Surface Butt Joints	SY	255.000	255.000
0010	204.0120	Removing Asphaltic Surface Milling	SY	202,400.000	202,400.000
0012	204.0150	Removing Curb & Gutter	LF	44.000	44.000
0014	204.0165	Removing Guardrail	LF	591.000	591.000
0016	205.0100	Excavation Common	CY	795.000	795.000
0018	211.0101	Prepare Foundation for Asphaltic Paving (project) 01. 1390-06-70	EACH	1.000	1.000
0020	211.0400	Prepare Foundation for Asphaltic Shoulders	STA	1,142.000	1,142.000
0022	213.0100	Finishing Roadway (project) 01. 1390-06-70	EACH	1.000	1.000
0024	305.0110	Base Aggregate Dense 3/4-Inch	TON	3,586.000	3,586.000
0026	305.0120	Base Aggregate Dense 1 1/4-Inch	TON	825.000	825.000
0028	455.0605	Tack Coat	GAL	16,243.000	16,243.000
0030	460.0105.S	HMA Percent Within Limits (PWL) Test Strip Volumetrics	EACH	1.000	1.000
0032	460.0110.S	HMA Percent Within Limits (PWL) Test Strip Density	EACH	1.000	1.000
0034	460.2005	Incentive Density PWL HMA Pavement	DOL	17,250.000	17,250.000
0036	460.2007	Incentive Density HMA Pavement Longitudinal Joints	DOL	11,550.000	11,550.000
0038	460.2010	Incentive Air Voids HMA Pavement	DOL	25,510.000	25,510.000
0040	460.6224	HMA Pavement 4 MT 58-28 S	TON	25,510.000	25,510.000
0042	465.0105	Asphaltic Surface	TON	3,585.000	3,585.000
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	170.000	170.000
0050	465.0310	Asphaltic Curb	LF	2,123.000	2,123.000
0052	465.0520	Asphaltic Rumble Strips, Shoulder	LF	96,830.000	96,830.000
0054	465.0560	Asphaltic Rumble Strips, Centerline	LF	48,390.000	48,390.000
0056	521.1030	Apron Endwalls for Culvert Pipe Steel 30-Inch	EACH	6.000	6.000
0058	521.1054	Apron Endwalls for Culvert Pipe Steel 54-Inch	EACH	2.000	2.000
0060	521.1235	Apron Endwalls for Pipe Arch Steel 35x24-Inch	EACH	2.000	2.000
0062	521.1242	Apron Endwalls for Pipe Arch Steel 42x29-Inch	EACH	6.000	6.000
0064	521.1249	Apron Endwalls for Pipe Arch Steel 49x33-Inch	EACH	4.000	4.000
0066	521.3130	Culvert Pipe Corrugated Steel 30-Inch	LF	208.000	208.000
0068	521.3154	Culvert Pipe Corrugated Steel 54-Inch	LF	85.000	85.000
0070	521.3735	Pipe Arch Corrugated Steel 35x24-Inch	LF	53.000	53.000
0072	521.3742	Pipe Arch Corrugated Steel 42x29-Inch	LF	187.000	187.000
0074	521.3749	Pipe Arch Corrugated Steel 49x33-Inch	LF	104.000	104.000
0076	601.0557	Concrete Curb & Gutter 6-Inch Sloped 36-Inch Type D	LF	44.000	44.000
0078	614.0010	Barrier System Grading Shaping Finishing	EACH	8.000	8.000
0080	614.0305	Steel Plate Beam Guard Class A	LF	238.000	238.000
0082	614.0370	Steel Plate Beam Guard Energy Absorbing Terminal	EACH	4.000	4.000
0084	614.0400	Adjusting Steel Plate Beam Guard	LF	251.000	251.000
0086	614.0950	Replacing Guardrail Posts and Blocks	EACH	10.000	10.000
0088	614.2300	MGS Guardrail 3	LF	50.000	50.000
0090	614.2500	MGS Thrie Beam Transition	LF	156.000	156.000
0092	614.2610	MGS Guardrail Terminal EAT	EACH	4.000	4.000
0094	618.0100	Maintenance And Repair of Haul Roads (project) 01. 1390-06-70	EACH	1.000	1.000
0096	619.1000	Mobilization	EACH	1.000	1.000
0098	624.0100	Water	MGAL	82.000	82.000

1390-06-70

Line	Item	Item Description	Unit	Total	Qty
0100	625.0100	Topsoil	SY	919.000	919.000
0102	627.0200	Mulching	SY	1,223.000	1,223.000
0104	628.1504	Silt Fence	LF	866.000	866.000
0106	628.1520	Silt Fence Maintenance	LF	866.000	866.000
0108	628.1905	Mobilizations Erosion Control	EACH	22.000	22.000
0110	628.1910	Mobilizations Emergency Erosion Control	EACH	4.000	4.000
0112	628.2027	Erosion Mat Class II Type C	SY	96.000	96.000
0114	628.7010	Inlet Protection Type B	EACH	3.000	3.000
0116	628.7504	Temporary Ditch Checks	LF	65.000	65.000
0118	628.7555	Culvert Pipe Checks	EACH	73.000	73.000
0120	628.7560	Tracking Pads	EACH	1.000	1.000
0122	628.7570	Rock Bags	EACH	66.000	66.000
0124	629.0205	Fertilizer Type A	CWT	0.120	0.120
0126	630.0140	Seeding Mixture No. 40	LB	21.600	21.600
0128	630.0300	Seeding Borrow Pit	LB	11.000	11.000
0130	630.0500	Seed Water	MGAL	21.240	21.240
0132	633.5200	Markers Culvert End	EACH	20.000	20.000
0134	642.5201	Field Office Type C	EACH	1.000	1.000
0136	643.0300	Traffic Control Drums	DAY	1,060.000	1,060.000
0138	643.0420	Traffic Control Barricades Type III	DAY	2,797.000	2,797.000
0140	643.0705	Traffic Control Warning Lights Type A	DAY	5,594.000	5,594.000
0142	643.0900	Traffic Control Signs	DAY	16,618.000	16,618.000
0144	643.0910	Traffic Control Covering Signs Type I	EACH	6.000	6.000
0146	643.0920	Traffic Control Covering Signs Type II	EACH	75.000	75.000
0148	643.1050	Traffic Control Signs PCMS	DAY	56.000	56.000
0150	643.3165	Temporary Marking Line Paint 6-Inch	LF	84,405.000	84,405.000
0152	643.3170	Temporary Marking Line Epoxy 6-Inch	LF	84,405.000	84,405.000
0154	643.5000	Traffic Control	EACH	1.000	1.000
0156	646.2020	Marking Line Epoxy 6-Inch	LF	8,615.000	8,615.000
0158	646.2040	Marking Line Grooved Wet Ref Epoxy 6-Inch	LF	191,035.000	191,035.000
0160	646.5320	Marking Railroad Crossing Epoxy	EACH	4.000	4.000
0162	646.6120	Marking Stop Line Epoxy 18-Inch	LF	154.000	154.000
0164	650.5500	Construction Staking Curb Gutter and Curb & Gutter	LF	44.000	44.000
0166	650.6000	Construction Staking Pipe Culverts	EACH	10.000	10.000
0168	650.8000	Construction Staking Resurfacing Reference	LF	57,750.000	57,750.000
0170	650.9911	Construction Staking Supplemental Control (project) 01. 1390-06-70	EACH	1.000	1.000
0172	650.9920	Construction Staking Slope Stakes	LF	730.000	730.000
0174	690.0150	Sawing Asphalt	LF	1,609.000	1,609.000
0176	690.0250	Sawing Concrete	LF	270.000	270.000
0178	740.0440	Incentive IRI Ride	DOL	43,745.000	43,745.000
0180	ASP.1T0A	On-the-Job Training Apprentice at $5.00/HR	HRS	700.000	700.000
0182	ASP.1T0G	On-the-Job Training Graduate at $5.00/HR	HRS	575.000	575.000
0184	SPV.0035	Special 01. Foundation Backfill For Culvert Pipe Transition Areas	CY	475.000	475.000
0186	SPV.0060	Special 01. Verify Landmark Reference Monuments	EACH	5.000	5.000
0188	SPV.0060	Special 02. Salvage and Replace Culvert Pipe Grate	EACH	2.000	2.000
0190	SPV.0180	Special 01. Removing Distressed Pavement Milling	SY	4,100.000	4,100.000

3

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	2+56 - 146+50	LT/RT	490	65	50,000	---
	146+50 - 291+00	LT/RT	540	110	53,200	---
	291+00 - 435+50	LT/RT	500	60	50,400	---
	435+50 - 580+00	LT/RT	380	20	48,800	---
	UNDISTRIBUTED	LT/RT	---	---	---	4,100
	TOTALS		1,910	255	202,400	4,100

CULVERT PIPE EARTHWORK SUMMARY

CATEGORY	STATION - STATION	LOCATION	TRANSITION LENGTH LF	204.0100 REMOVING CONCRETE PAVEMENT SY	205.0100 EXCAVATION COMMON CY	** SPV.0035.01 FOUNDATION BACKFILL FOR CULVERT PIPE TRANSITION AREAS CY
0010	24+44 - 24+78	LT/RT	14	---	130	80
	46+42 - 46+74	LT/RT	13	80	110	65
	218+08 - 218+44	LT/RT	9	90	70	35
	240+31 - 240+36	LT/RT	---	10	---	---
	325+46 - 325+80	LT/RT	14	85	130	80
	473+68 - 473+98	LT/RT	11	---	95	55
	505+35 - 505+70	LT/RT	14	85	130	80
	572+73 - 573+08	LT/RT	14	85	130	80
	TOTALS			435	795	475

** ACCOUNTS FOR EXPANSION FACTOR OF 1.15

CONCRETE CURB & GUTTER

CATEGORY	LOCATION	204.0150 REMOVING CURB & GUTTER LF	601.0557 6-INCH SLOPED 36-INCH TYPE D LF	650.5500 CONSTRUCTION STAKING CURB GUTTER AND CURB & GUTTER LF
0010	505+52 LT	44	44	44

PREPARE FOUNDATION FOR ASPHALTIC PAVING

CATEGORY	PROJECT	STATION - STATION	211.0101 EACH
0010	01. 1390-06-70	2+56 - 580+00	1

3

PREPARE FOUNDATION FOR ASPHALTIC SHOULDERS

CATEGORY	STATION - STATION	LOCATION	211.0400 STA
0020	2+56 - 146+50	LT/RT	288
	146+50 - 218+50	LT/RT	144
	218+50 - 231+50	RT	13
	231+50 - 291+00	LT/RT	119
	291+00 - 435+50	LT/RT	289
	435+50 - 580+00	LT/RT	289
	TOTAL		1,142

NOTE: REFER TO TYPICAL SECTIONS FOR SPECIFIC LOCATIONS

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	2+56 - 146+50	840	---	15	2
	146+50 - 291+00	840	---	15	2
	291+00 - 435+50	920	---	15	2
	435+50 - 580+00	920	---	15	2
	24+61	10	110	2	---
	46+59	9	100	2	---
	218+26	10	120	2	---
	240+33	1	15	---	---
	288+40	2	25	---	---
	325+64	10	110	2	---
	473+83	9	95	2	---
	505+52	5	140	2	---
	572+91	10	110	2	---
	SUBTOTALS	3,586	825	74	8
	TOTALS	3,586	825	82	

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	465.0310 ASPHALTIC CURB LF	455.0605 TACK COAT GAL
0010	2+56 - 146+50	5,600	---	40	---	3,500
	146+50 - 291+00	5,960	---	50	---	3,700
	218+50 - 231+50	---	---	---	1,300	---
	221+00 - 229+23	---	---	---	823	---
	291+00 - 435+50	5,640	---	40	---	3,500
	435+50 - 580+00	5,460	---	40	---	3,400
	24+61	---	35	---	---	6
	46+59	---	33	---	---	5
	218+26	---	37	---	---	6
	240+33	---	5	---	---	1
	288+40	---	8	---	---	2
	325+64	---	35	---	---	8
	473+83	---	30	---	---	7
	505+52	---	57	---	---	10
	572+91	---	35	---	---	8
	(1) UNDISTRIBUTED	---	460	---	---	300
	SUBTOTALS (0010)	22,660	735	170	2,123	14,453
0020	2+56 - 146+50	710	710	---	---	450
	146+50 - 291+00	630	630	---	---	400
	291+00 - 435+50	740	740	---	---	460
	435+50 - 580+00	770	770	---	---	480
	SUBTOTALS (0020)	2,850	2,850	0	0	1,790
	TOTALS	25,510	3,585	170	2,123	16,243

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.

3

PWL MIXTURE USE TABLE

CATEGORY	LOCATION	STATION	MIXTURE USE	UNDERLYING SURFACE	BID ITEM	TONS	THICKNESS	QUALITY MANAGEMENT PROGRAM TO BE USED FOR:	
								MIXTURE ACCEPTANCE	DENSITY ACCEPTANCE
0010	12 FOOT DRIVING LANE	2+56 to 580+00	UPPER LAYER	MILLED EXISTING HMA SURFACE	4 MT 58-28 S	17,250	2"	INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	INCENTIVE DENSITY PWL HMA PAVEMENT 460.2005
0010	MGS SHOULDER	2+56 to 580+00	UPPER LAYER	MILLED EXISTING HMA SURFACE	4 MT 58-28 S	5,410	2"	INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	ACCEPTANCE TESTING BY THE DEPARTMENT; NOT ELIGIBLE FOR INCENTIVE
0010	VARIOUS		CULVERT PATCHES	BASE AGGREGATE	ASPHALTIC SURFACE	3,585	5.5"	QMP AS PER SS 465	ACCEPTANCE BY ORDINARY COMPACTION
0020	MGS SHOULDER	2+56 to 580+00	LOWER LAYER	BASE AGGREGATE	ASPHALTIC SURFACE	2,850	2"	QMP AS PER SS 465	ACCEPTANCE BY ORDINARY COMPACTION
0020	MGS SHOULDER	2+56 to 580+00	UPPER LAYER	HMA SURFACE	4 MT 58-28 S	2,850	2"	INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	ACCEPTANCE TESTING BY THE DEPARTMENT; NOT ELIGIBLE FOR INCENTIVE

HMA PERCENT WITHIN LIMITS (PWL) TEST STRIP

CATEGORY	STATION - STATION	460.0105.S VOLUMETRICS EACH	460.0110.S DENSITY EACH
0010	2+56 - 580+00	1	1

ASPHALTIC SURFACE PATCHING

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

ASPHALTIC SURFACE DETOURS

CATEGORY	LOCATION	465.0115 TON
0010	UNDISTRIBUTED	5

RUMBLE STRIPS

CATEGORY	STATION - STATION	465.0520 ASPHALTIC RUMBLE STRIPS, SHOULDER LF	465.0560 ASPHALTIC RUMBLE STRIPS, CENTERLINE LF
0010	2+56 - 146+50	---	11,970
	146+50 - 218+72	---	6,380
	234+09 - 291+00	---	4,070
	291+00 - 435+50	---	12,330
	435+50 - 580+00	---	13,640
	SUBTOTALS (0010)	0	48,390
0020	2+56 - 146+50	24,180	---
	146+50 - 218+72	12,310	---
	234+09 - 291+00	8,870	---
	291+00 - 435+50	24,500	---
	435+50 - 580+00	26,970	---
	SUBTOTALS (0020)	96,830	0
	TOTALS	96,830	48,390

CULVERT ITEMS

CATEGORY	STATION	LOCATION	203.0100 REMOVING SMALL PIPE CULVERTS EACH	521.1030 APRON ENDWALLS FOR CULVERT PIPE STEEL 30-INCH EACH	521.1054 APRON ENDWALLS FOR CULVERT PIPE STEEL 54-INCH EACH	521.1235 APRON ENDWALLS FOR PIPE ARCH STEEL 35X24-INCH EACH	521.1242 APRON ENDWALLS FOR PIPE ARCH STEEL 42X29-INCH EACH	521.1249 APRON ENDWALLS FOR PIPE ARCH STEEL 49X33-INCH EACH	521.3130 CULVERT PIPE CORRUGATED STEEL 30-INCH LF	521.3154 CULVERT PIPE CORRUGATED STEEL 54-INCH LF	521.3735 PIPE ARCH CORRUGATED STEEL 35X24-INCH LF	521.3742 PIPE ARCH CORRUGATED STEEL 42X29-INCH LF	521.3749 PIPE ARCH CORRUGATED STEEL 49X33-INCH LF	THICKNESS (INCHES) STEEL	633.5200 MARKERS CULVERT END EACH	650.6000 CONSTRUCTION STAKING PIPE CULVERTS EACH	SPV.0060.02 SALVAGE AND REPLACE CULVERT PIPE GRATE EACH
0010	24+61	RT/LT	1**	2	---	---	---	---	65	---	---	---	---	0.079	2	1	---
	46+59	RT/LT	1**	---	---	---	2	---	---	---	---	54	---	0.079	2	1	---
	218+21	RT/LT	1	---	---	---	---	2	---	---	---	---	52	0.109	2	1	1
	218+31	RT/LT	1	---	---	---	---	2	---	---	---	---	52	0.109	2	1	1
	240+33	RT/LT	1**	2	---	---	---	---	83	---	---	---	---	0.079	2	1	---
	288+40	RT/LT	1**	---	2	---	---	---	---	85	---	---	---	0.109	2	1	---
	325+64	RT/LT	1**	2	---	---	---	---	60	---	---	---	---	0.079	2	1	---
	473+83	RT/LT	1	---	---	---	2	---	---	---	---	56	---	0.079	2	1	---
	505+52	RT/LT	1	---	---	---	2	---	---	---	---	77	---	0.079	2	1	---
	572+91	RT/LT	1	---	---	2	---	---	---	---	53	---	---	0.079	2	1	---
	TOTALS		10	6	2	2	6	4	208	85	53	187	104		20	10	2

** EXISTING CULVERT PIPE IS SQUARE CONCRETE PIPE WITH CMCP EXTENSIONS. REMOVAL OF ALL CMCP AND SQUARE CONCRETE PIPE IS INCLUDED IN REMOVING SMALL PIPE CULVERTS ITEM.

BEAM GUARD ITEMS

CATEGORY	STATION - STATION	LOCATION	204.0165 REMOVING GUARDRAIL LF	614.0305 STEEL PLATE BEAM GUARD CLASS A LF	614.0370 STEEL PLATE BEAM GUARD ENERGY ABSORBING TERMINAL EACH	614.0400 ADJUSTING STEEL PLATE BEAM GUARD LF	614.0950 REPLACING GUARDRAIL POSTS AND BLOCKS EACH	614.2300 MGS GUARDRAIL 3 LF	614.2500 MGS THRIE BEAM TRANSITION LF	614.2610 GUARDRAIL TERMINAL EAT EACH
0010	230+93.00 - 232+10.00	RT	---	---	---	125	3	---	---	---
	231+36.00 - 232+10.00	LT	---	---	---	62	3	---	---	---
	405+01.28 - 405+93.62	LT	81	---	---	---	---	---	39	1
	405+42.84 - 406+31.72	RT	77	---	---	---	---	---	39	1
	406+41.79 - 407+84.73	LT	75	---	---	---	---	50	39	1
	406+76.81 - 407+65.77	RT	80	---	---	---	---	---	39	1
	563+90.32 - 565+15.27	RT	65	75	1	---	---	---	---	---
	563+99.29 - 564+99.25	LT	75	50	1	---	---	---	---	---
	564+99.25 - 565+24.25	LT	---	---	---	26	2	---	---	---
	565+15.27 - 565+52.77	RT	---	---	---	38	2	---	---	---
	565+24.25 - 566+49.21	LT	70	75	1	---	---	---	---	---
	565+52.77 - 566+40.27	RT	68	38	1	---	---	---	---	---
	TOTALS		591	238	4	251	10	50	156	4

BARRIER SYSTEM GRADING AND SILT FENCE

CATEGORY	STATION - STATION	LOCATION	614.0010 BARRIER SYSTEM GRADING SHAPING FINISHING EACH	628.1504 SILT FENCE LF	628.1520 SILT FENCE MAINTENANCE LF	* BORROW CY	* SALVAGED TOPSOIL SY	* SEEDING MIXTURE NO. 70A LB	* EROSION MAT URBAN CLASS 1 TYPE B SY	* SEED WATER MGAL
0010	405+01.28 - 405+93.62	LT	1	96	96	7	14	2	14	2.8
	405+42.84 - 406+31.72	RT	1	232	232	1	16	3	16	3.2
	406+41.79 - 407+84.73	LT	1	---	---	1	8	1	8	1.6
	406+76.81 - 407+65.77	RT	1	198	198	1	15	3	15	3.1
	563+90.32 - 565+15.27	RT	1	---	---	1	2	1	2	0.4
	563+99.29 - 564+99.25	LT	1	---	---	5	9	2	9	1.8
	565+25.36 - 566+49.21	LT	1	207	207	1	11	2	11	2.2
	565+52.77 - 566+40.27	RT	1	133	133	3	11	2	11	2.3
	TOTALS		8	866	866	20	86	16	86	17.4

* FOR INFORMATION ONLY

MOBILIZATIONS EROSION CONTROL

CATEGORY	628.1905 MOBILIZATIONS EROSION CONTROL EACH	628.1910 MOBILIZATIONS EMERGENCY EROSION CONTROL EACH
0010	22	4

EROSION CONTROL ITEMS

CATEGORY	STATION	LOCATION	628.7010 INLET PROTECTION TYPE B EACH	628.7504 TEMPORARY DITCH CHECKS LF	628.7555 CULVERT PIPE CHECKS EACH	628.7570 ROCK BAGS EACH
0010	24+61	INLET END	---	---	6	---
	46+59	INLET END	---	---	6	---
	218+21	INLET END	---	---	6	---
	218+31	INLET END	---	---	6	---
	228+56	LT	1	---	---	---
	229+21	RT	1	---	---	---
	240+33	INLET END	---	---	6	---
	288+40	INLET END	---	---	6	---
	325+64	INLET END	---	---	6	---
	404+15	RT	---	10	---	---
	404+75	LT	---	10	---	---
	406+60	LT	---	10	---	---
	473+83	INLET END	---	---	6	---
	505+52	INLET END	---	---	6	---
	564+75	LT	---	10	---	---
	565+10	RT	---	10	---	---
	572+91	INLET END	---	---	4	---
	UNDISTRIBUTED	LT/RT	1	15	15	66
	TOTALS		3	65	73	66

FINISHING ITEMS

CATEGORY	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	630.0300 SEEDING BORROW PIT LB	630.0500 SEED WATER MGAL
0010	24+61	109	102	7	0.01	2	---	2.5
	46+59	72	64	8	0.01	2	---	1.7
	218+21	52	43	9	0.01	1	---	1.2
	218+31	50	41	9	0.01	1	---	1.2
	240+33	62	55	7	0.01	2	---	1.4
	288+40	97	87	10	0.01	2	---	2.2
	325+64	94	87	7	0.01	2	---	2.2
	473+83	76	68	8	0.01	2	---	1.8
	505+52	98	90	8	0.01	2	---	2.2
	572+91	56	49	7	0.01	2	---	1.3
	WASTE/BORROW SITES	---	400	---	---	---	11	---
	UNDISTRIBUTED	153	137	16	0.02	3.6	---	3.54
	TOTALS	919	1,223	96	0.12	21.6	11	21.24

TRACKING PADS

CATEGORY	LOCATION	628.7560 EACH
0010	WASTE SITE	1

TRAFFIC CONTROL AND DETOUR ITEMS

CATEGORY	LOCATION	DAYS	643.0300 TRAFFIC CONTROL DRUMS EACH	643.0300 TRAFFIC CONTROL DRUMS DAY	643.0420 TRAFFIC CONTROL BARRICADES TYPE III EACH	643.0420 TRAFFIC CONTROL BARRICADES TYPE III DAY	643.0705 TRAFFIC CONTROL WARNING LIGHTS TYPE A EACH	643.0705 TRAFFIC CONTROL WARNING LIGHTS TYPE A DAY	643.0900 TRAFFIC CONTROL SIGNS EACH	643.0900 TRAFFIC CONTROL SIGNS DAY	643.0910 TRAFFIC CONTROL COVERING SIGNS TYPE I NO. SIGNS	643.0910 TRAFFIC CONTROL COVERING SIGNS TYPE I CYCLES	643.0910 TRAFFIC CONTROL COVERING SIGNS TYPE I EACH	643.0920 TRAFFIC CONTROL COVERING SIGNS TYPE II NO. SIGNS	643.0920 TRAFFIC CONTROL COVERING SIGNS TYPE II CYCLES	643.0920 TRAFFIC CONTROL COVERING SIGNS TYPE II EACH	643.1050 TRAFFIC CONTROL SIGNS PCMS EACH	643.1050 TRAFFIC CONTROL SIGNS PCMS DAY
0010	ADVANCED WARNING	90	---	---	---	---	---	---	40	3,600	---	---	---	---	---	---	---	---
	DROP-OFF AND MILLED SURFACE	30	---	---	---	---	---	---	128	3,840	---	---	---	---	---	---	---	---
	DETOUR ROUTE PRE-WARN	28	10	280	---	---	---	---	---	---	---	---	---	---	---	---	2	56
	DETOUR ROUTE	31	---	---	87	2,697	174	5,394	288	8,928	2	3	6	25	3	75	---	---
	GUARDRAIL REPLACEMENT AREAS	7	40	280	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	UNDISTRIBUTED	10	50	500	10	100	20	200	25	250	---	---	---	---	---	---	---	---
	TOTALS			1,060		2,797		5,594		16,618			6			75		56

TRAFFIC CONTROL

CATEGORY	PROJECT	643.5000 EACH
0010	1390-06-70	1

TEMPORARY MARKING ITEMS

CATEGORY	STATION - STATION	643.3165 TEMPORARY MARKING LINE PAINT 6-INCH (YELLOW) LF	643.3165 TEMPORARY MARKING LINE PAINT 6-INCH (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) LF	643.3170 TEMPORARY MARKING LINE EPOXY 6-INCH (4' SEG., 46' GAP) (YELLOW) LF	643.3170 TEMPORARY MARKING LINE EPOXY 6-INCH (DOUBLE YELLOW) LF
0010	2+56 - 146+50	5,100	620	12,900	5,100	620	12,900
	146+50 - 215+82	1,150	300	6,400	1,150	300	6,400
	215+82 - 244+76	2,300	230	---	2,300	230	---
	244+76 - 291+00	1,250	110	6,500	1,250	110	6,500
	291+00 - 435+50	1,050	80	26,800	1,050	80	26,800
	435+50 - 580+00	7,150	700	11,100	7,150	700	11,100
	CTH E	---	---	180	---	---	180
	CTH B	---	---	95	---	---	95
	CTH CI	---	---	120	---	---	120
	CTH C	---	---	120	---	---	120
	CTH I NORTH	---	---	85	---	---	85
	CTH I SOUTH	---	---	65	---	---	65
	SUBTOTALS	18,000	2,040	64,365	18,000	2,040	64,365
	TOTALS		84,405			84,405	

PAVEMENT MARKING ITEMS

CATEGORY	STATION - STATION	646.2020 MARKING LINE EPOXY 6-INCH (YELLOW) LF	646.2020 (WHITE) LF	646.2020 (3' SEG., 9' GAP) (WHITE) LF	646.2020 (12.5' SEG., 37.5' GAP) (YELLOW) LF	646.2020 (DOUBLE YELLOW) LF	646.2040 MARKING LINE GROOVED WET REF EPOXY 6-INCH (YELLOW) LF	646.2040 (12.5' SEG., 37.5' GAP) (YELLOW) LF	646.2040 (DOUBLE YELLOW)	646.2040 (WHITE) LF	646.2040 (3' SEG., 9' GAP) (WHITE) LF	646.5320 MARKING RAILROAD CROSSING EPOXY (WHITE) EACH	646.6120 MARKING STOP LINE EPOXY 18-INCH (WHITE) LF
0010	2+56 - 146+50	---	---	---	---	---	5,100	1,950	12,900	27,900	60	2	46
	146+50 - 215+82	---	---	---	---	---	1,150	940	6,400	13,000	95	2	---
	215+82 - 244+76	2,300	4,900	30	720	---	---	---	---	---	---	---	---
	244+76 - 291+00	---	---	---	---	---	1,250	340	6,500	8,600	75	---	---
	291+00 - 435+50	---	---	---	---	---	1,050	260	26,800	27,600	240	---	---
	435+50 - 580+00	---	---	---	---	---	7,150	2,200	11,100	28,300	75	---	---
	CTH E	---	---	---	---	180	---	---	---	---	---	---	32
	CTH B	---	---	---	---	95	---	---	---	---	---	---	---
	CTH CI	---	---	---	---	120	---	---	---	---	---	---	23
	CTH C	---	---	---	---	120	---	---	---	---	---	---	33
	CTH I NORTH	---	---	---	---	85	---	---	---	---	---	---	20
	CTH I SOUTH	---	---	---	---	65	---	---	---	---	---	---	---
	SUBTOTALS	2,300	4,900	30	720	665	15,700	5,690	63,700	105,400	545	4	154
	TOTALS			8,615					191,035			4	154

3

CONSTRUCTION STAKING RESURFACING REFERENCE

CATEGORY	STATION - STATION	650.8000 LF
0010	2+56 - 580+00	57,750

CONSTRUCTION STAKING SUPPLEMENTAL CONTROL

CATEGORY	PROJECT	650.9911 EACH
0010	01. 1390-06-70	1

CONSTRUCTION STAKING SLOPE STAKES

CATEGORY	STATION - STATION	650.9920 LF
0010	404+57 - 408+46	390
	563+50 - 566+89	340
	TOTAL	730

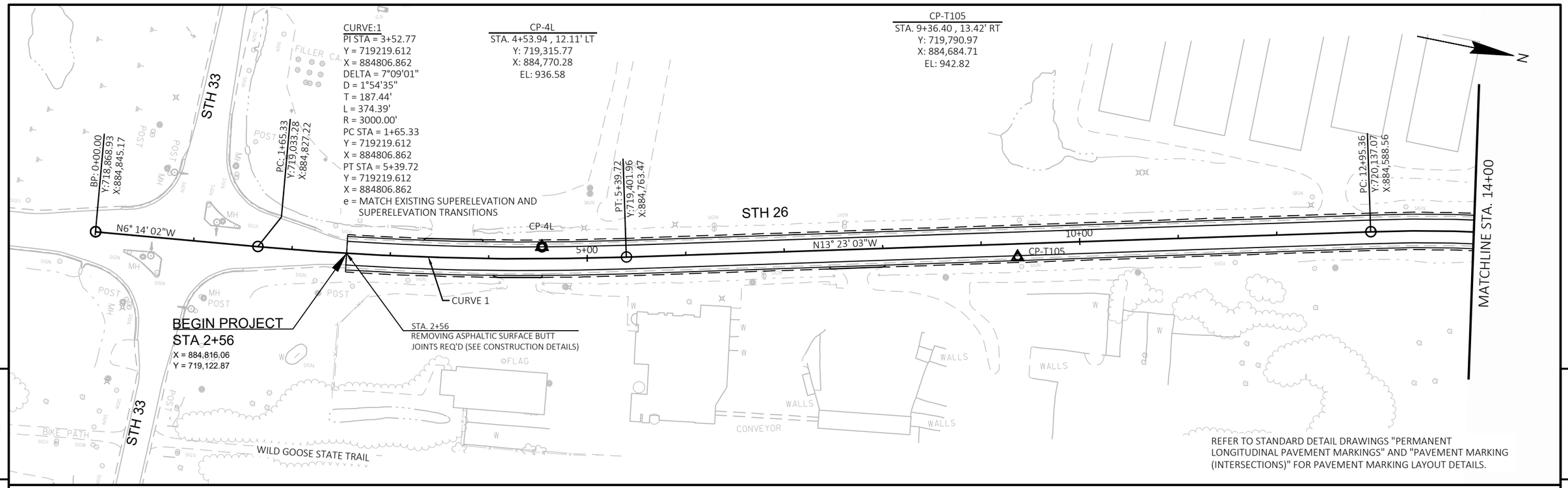
SAWING EXISTING PAVEMENT

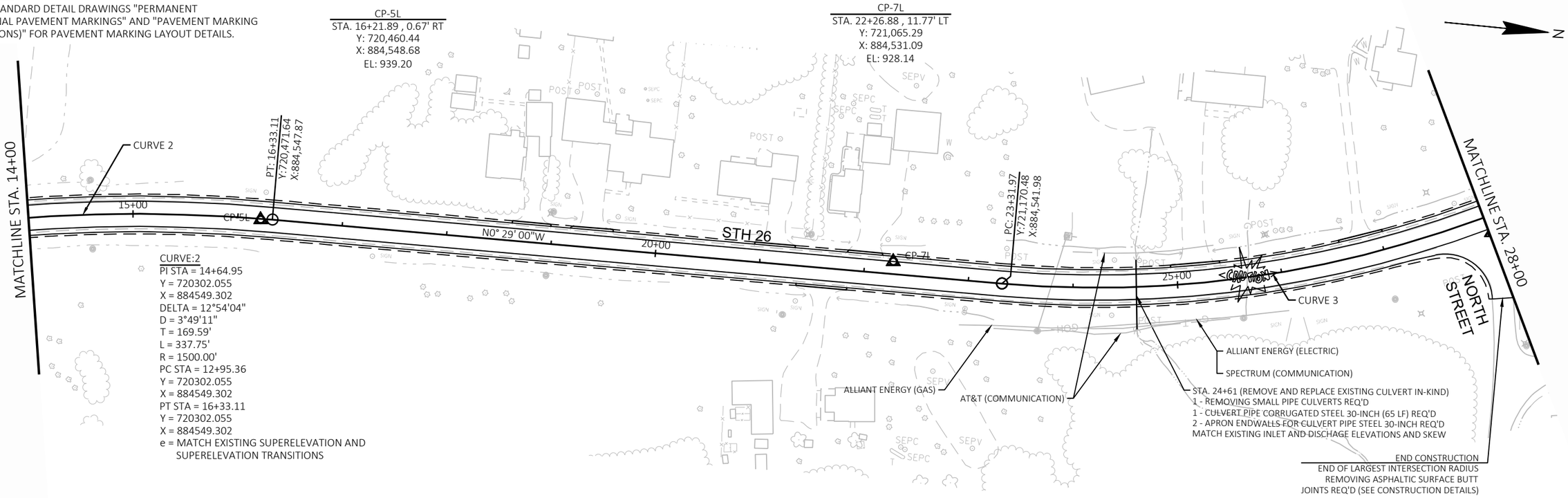
CATEGORY	STATION - STATION	LOCATION	690.0150 SAWING ASPHALT LF	690.0250 SAWING CONCRETE LF
0010	2+56 - 146+50	LT/RT	486	44
	146+50 - 291+00	LT/RT	410	88
	291+00 - 435+50	LT/RT	350	44
	435+50 - 580+00	LT/RT	363	94
	TOTALS		1,609	270

VERIFY LANDMARK REFERENCE MONUMENTS

CATEGORY	STATION	SPV.0060.01 EACH
0010	81+53	1
	108+40	1
	135+10	1
	534+83	1
	561+87	1
	TOTAL	5

3





PROJECT NO: 1390-06-70	HWY: STH 26	COUNTY: DODGE	PLAN: STH 26	SHEET 32	E

FILE NAME : S:\MAD\1000--1099\1089\952\DRAWINGS\CAD\CIVIL 3D\13900600\SHEETSPLAN\050101_PP.DWG
LAYOUT NAME - 050101_pp
PLOT DATE : 7/25/2023 1:47 PM
PLOT BY : EDERER, BRAD
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 44

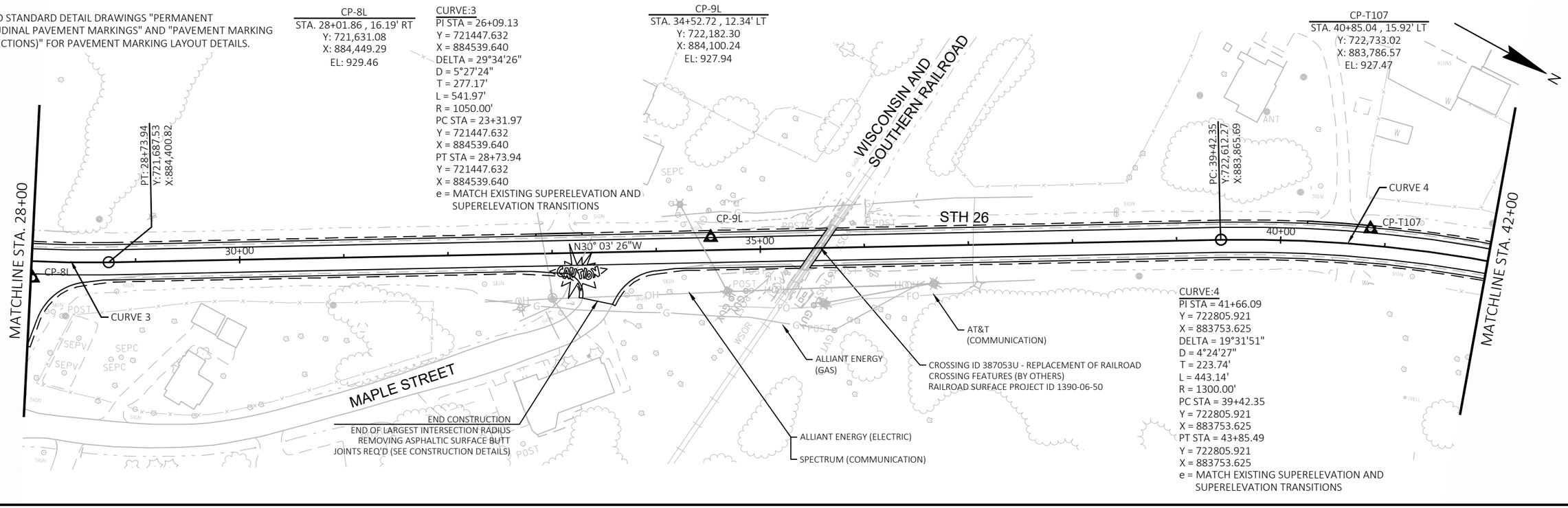
REFER TO STANDARD DETAIL DRAWINGS "PERMANENT LONGITUDINAL PAVEMENT MARKINGS" AND "PAVEMENT MARKING (INTERSECTIONS)" FOR PAVEMENT MARKING LAYOUT DETAILS.

CP-8L
STA. 28+01.86 , 16.19' RT
Y: 721,631.08
X: 884,449.29
EL: 929.46

CURVE:3
PI STA = 26+09.13
Y = 721447.632
X = 884539.640
DELTA = 29°34'26"
D = 5°27'24"
T = 277.17'
L = 541.97'
R = 1050.00'
PC STA = 23+31.97
Y = 721447.632
X = 884539.640
PT STA = 28+73.94
Y = 721447.632
X = 884539.640
e = MATCH EXISTING SUPERELEVATION AND SUPERELEVATION TRANSITIONS

CP-9L
STA. 34+52.72 , 12.34' LT
Y: 722,182.30
X: 884,100.24
EL: 927.94

CP-T107
STA. 40+85.04 , 15.92' LT
Y: 722,733.02
X: 883,786.57
EL: 927.47



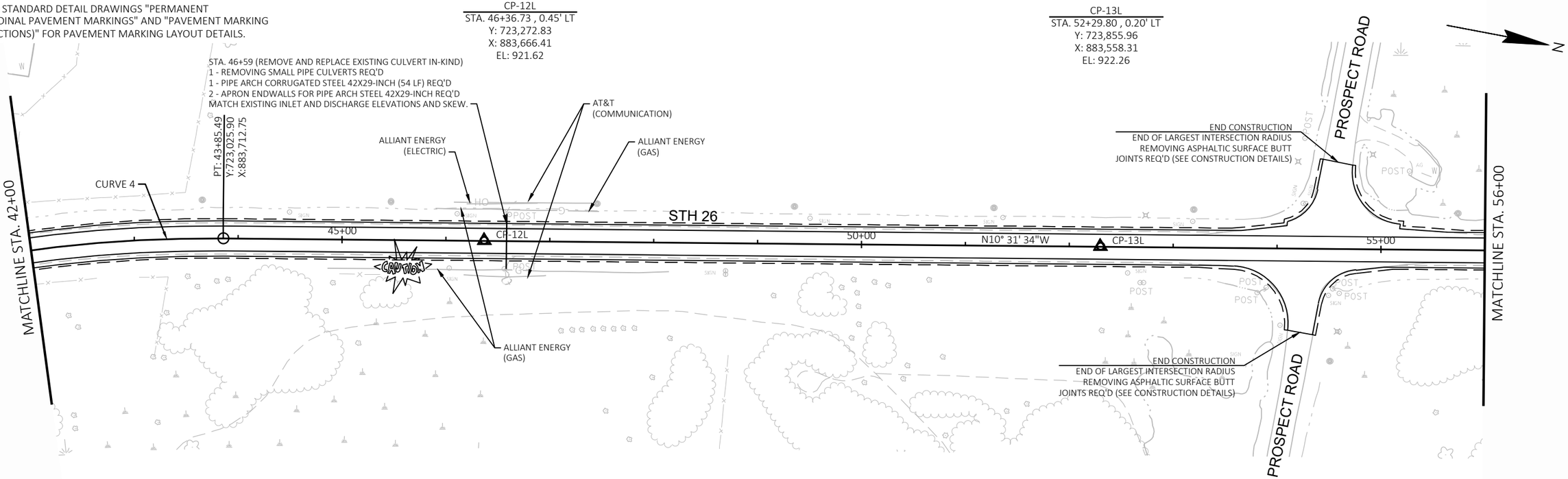
CURVE:4
PI STA = 41+66.09
Y = 722805.921
X = 883753.625
DELTA = 19°31'51"
D = 4°24'27"
T = 223.74'
L = 443.14'
R = 1300.00'
PC STA = 39+42.35
Y = 722805.921
X = 883753.625
PT STA = 43+85.49
Y = 722805.921
X = 883753.625
e = MATCH EXISTING SUPERELEVATION AND SUPERELEVATION TRANSITIONS

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

CP-12L
STA. 46+36.73 , 0.45' LT
Y: 723,272.83
X: 883,666.41
EL: 921.62

CP-13L
STA. 52+29.80 , 0.20' LT
Y: 723,855.96
X: 883,558.31
EL: 922.26

STA. 46+59 (REMOVE AND REPLACE EXISTING CULVERT IN-KIND)
1 - REMOVING SMALL PIPE CULVERTS REQ'D
1 - PIPE ARCH CORRUGATED STEEL 42X29-INCH (54 LF) REQ'D
2 - APRON ENDWALLS FOR PIPE ARCH STEEL 42X29-INCH REQ'D
MATCH EXISTING INLET AND DISCHARGE ELEVATIONS AND SKEW.



PROJECT NO: 1390-06-70	HWY: STH 26	COUNTY: DODGE	PLAN: STH 26	SHEET 33	E

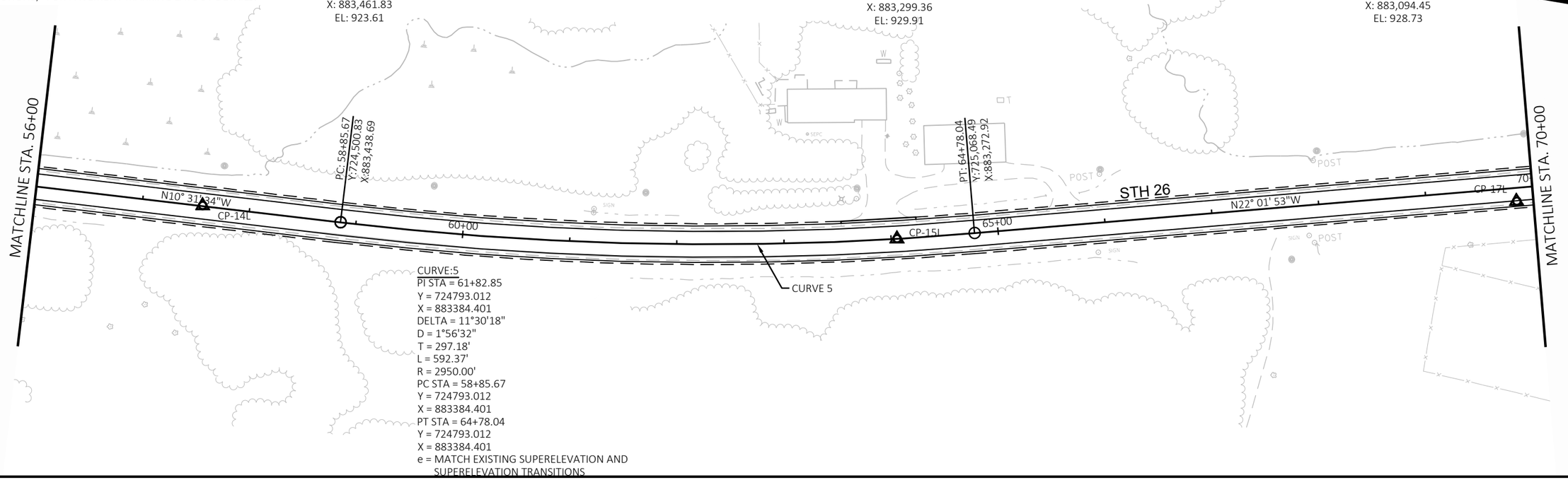
FILE NAME : S:\MAD\1000--1099\1089\952\DRAWINGS\CAD\CIVIL 3D\13900600\SHEETSPLAN\050101_PP.DWG
LAYOUT NAME - 050102_pp
PLOT DATE : 7/25/2023 1:47 PM PLOT BY : EDERER, BRAD PLOT NAME : PLOT SCALE : 1 IN:100 FT

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

CP-14L
STA. 57+56.05 , 0.55' LT
Y: 724,373.29
X: 883,461.83
EL: 923.61

CP-15L
STA. 64+05.38 , 0.02' RT
Y: 725,000.82
X: 883,299.36
EL: 929.91

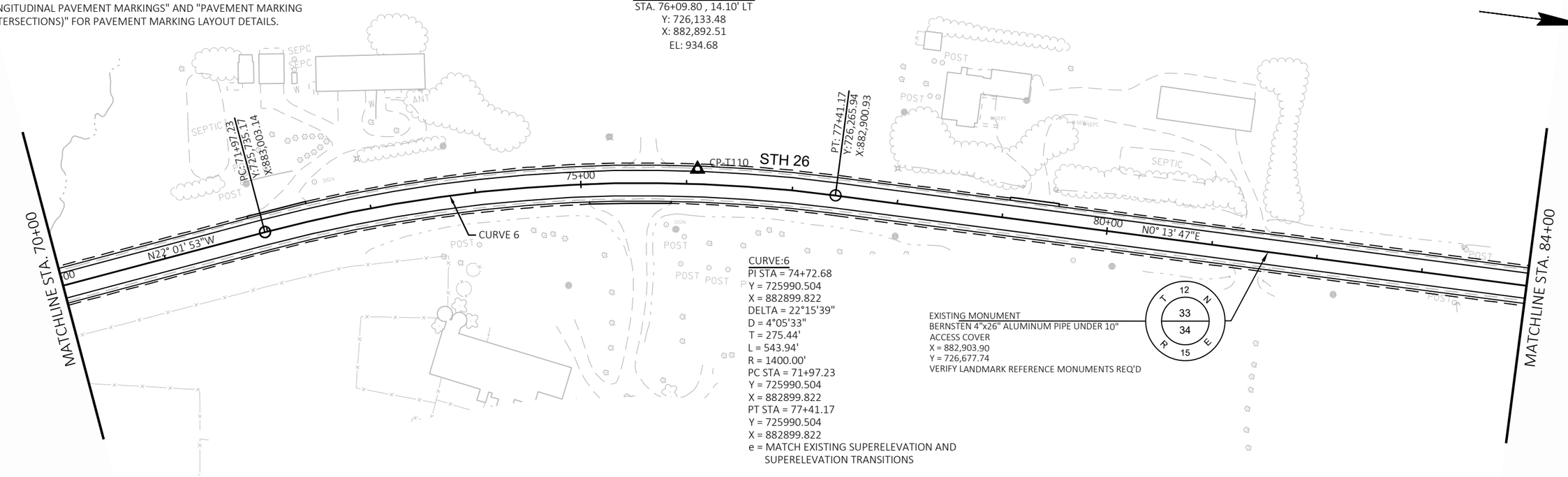
CP-17L
STA. 69+84.21 , 12.30' RT
Y: 725,542.32
X: 883,094.45
EL: 928.73



CURVE:5
PI STA = 61+82.85
Y = 724793.012
X = 883384.401
DELTA = 11°30'18"
D = 1°56'32"
T = 297.18'
L = 592.37'
R = 2950.00'
PC STA = 58+85.67
Y = 724793.012
X = 883384.401
PT STA = 64+78.04
Y = 724793.012
X = 883384.401
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.

CP-T110
STA. 76+09.80 , 14.10' LT
Y: 726,133.48
X: 882,892.51
EL: 934.68



CURVE:6
PI STA = 74+72.68
Y = 725990.504
X = 882899.822
DELTA = 22°15'39"
D = 4°05'33"
T = 275.44'
L = 543.94'
R = 1400.00'
PC STA = 71+97.23
Y = 725990.504
X = 882899.822
PT STA = 77+41.17
Y = 725990.504
X = 882899.822
e = MATCH EXISTING SUPERELEVATION AND SUPERELEVATION TRANSITIONS

EXISTING MONUMENT
BERNSTEN 4"x26" ALUMINUM PIPE UNDER 10" ACCESS COVER
X = 882,903.90
Y = 726,677.74
VERIFY LANDMARK REFERENCE MONUMENTS REQ'D

PROJECT NO: 1390-06-70	HWY: STH 26	COUNTY: DODGE	PLAN: STH 26	SHEET 34	E

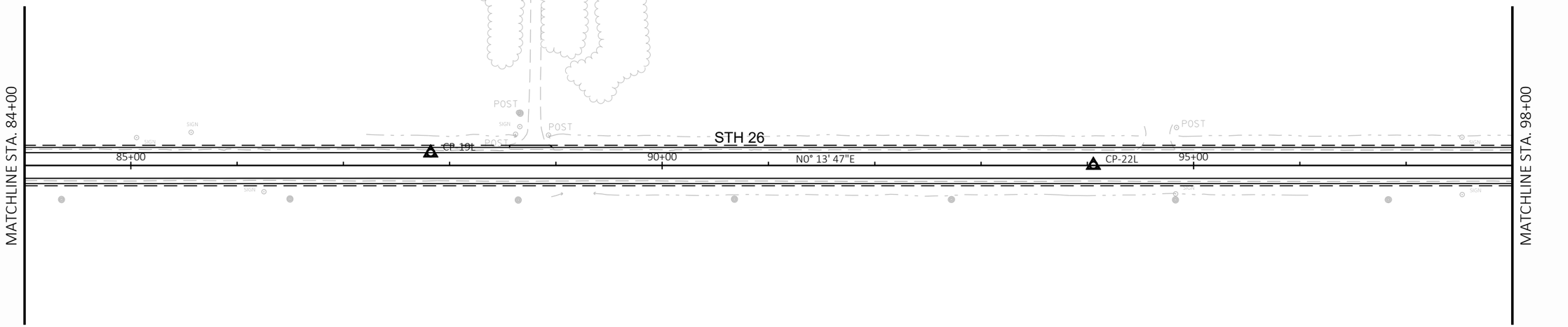
FILE NAME : S:\MAD\1000--1099\1089\952\DRAWINGS\CAD\CIVIL 3D\13900600\SHEETSPLAN\050101_PP.DWG
LAYOUT NAME - 050103_pp
PLOT DATE : 7/25/2023 1:48 PM
PLOT BY : EDERER, BRAD
PLOT NAME :
PLOT SCALE : 1 IN:100 FT

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

CP-19L
STA. 87+82.13 , 11.97' LT
Y: 727,306.94
X: 882,893.13
EL: 920.84

CP-22L
STA. 94+05.77 , 0.28' LT
Y: 727,930.53
X: 882,907.32
EL: 924.56

N



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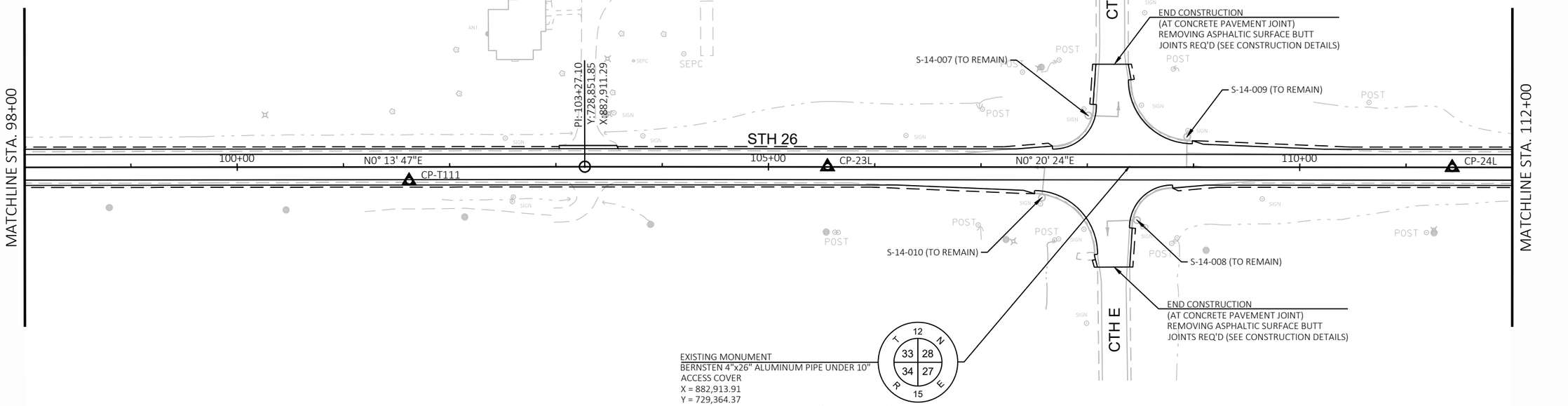
REFER TO STANDARD DETAIL DRAWINGS "PERMANENT LONGITUDINAL PAVEMENT MARKINGS" AND "PAVEMENT MARKING (INTERSECTIONS)" FOR PAVEMENT MARKING LAYOUT DETAILS.

CP-T111
STA. 101+61.71 , 13.22' RT
Y: 728,686.41
X: 882,923.84
EL: 924.50

CP-23L
STA. 105+55.50 , 0.07' LT
Y: 729,080.25
X: 882,912.58
EL: 922.48

CP-24L
STA. 111+43.44 , 0.21' RT
Y: 729,668.18
X: 882,916.35
EL: 919.35

N



EXISTING MONUMENT
BERNSTEN 4"x26" ALUMINUM PIPE UNDER 10"
ACCESS COVER
X = 882,913.91
Y = 729,364.37
VERIFY LANDMARK REFERENCE MONUMENTS REQ'D

PROJECT NO: 1390-06-70	HWY: STH 26	COUNTY: DODGE	PLAN: STH 26	SHEET 35	E

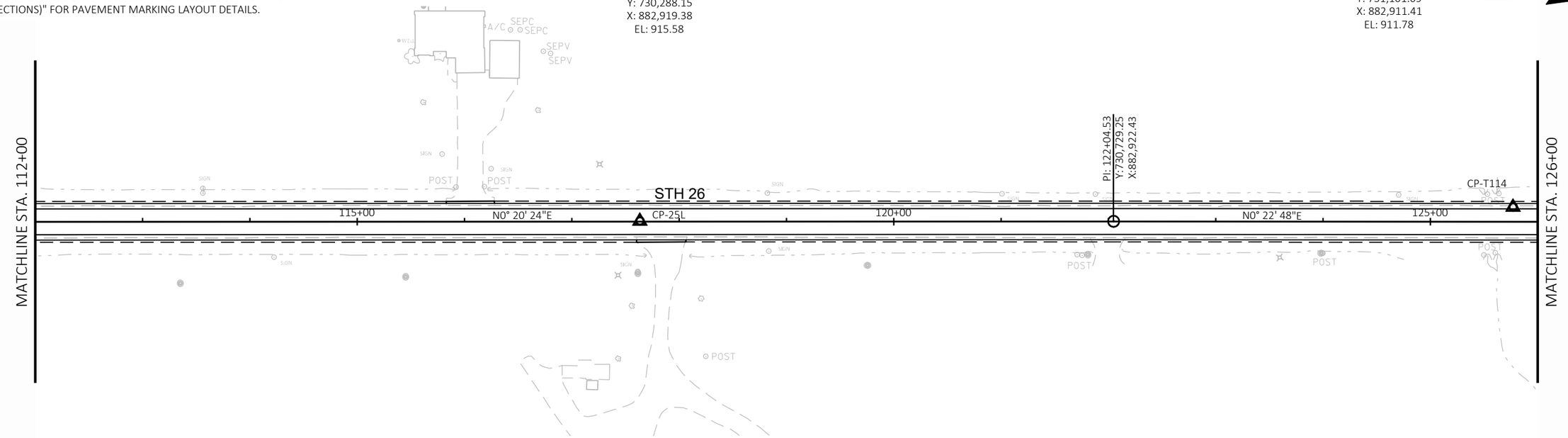
FILE NAME : S:\MAD\1000--1099\1089\952\DRAWINGS\CAD\CIVIL 3D\13900600\SHEETSPLAN\050101_PP.DWG
LAYOUT NAME - 050104_pp
PLOT DATE : 10/10/2023 12:53 PM PLOT BY : ROSENTHAL, BRIAN PLOT NAME : PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 44

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

CP-25L
STA. 117+63.42 , 0.43' LT
Y: 730,288.15
X: 882,919.38
EL: 915.58

CP-T114
STA. 125+76.89 , 13.50' LT
Y: 731,101.69
X: 882,911.41
EL: 911.78

N



5

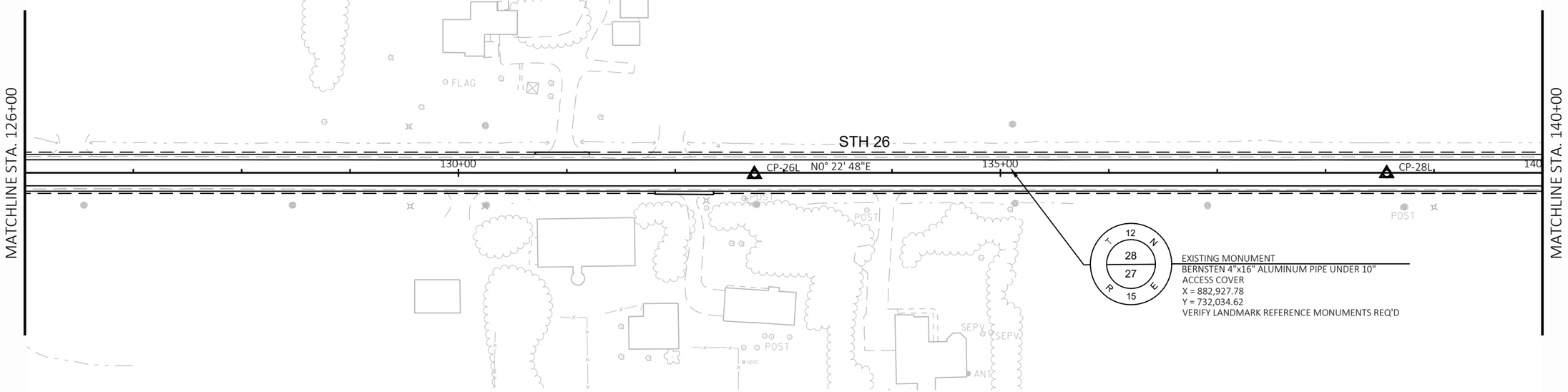
5

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

CP-26L
STA. 132+73.08 , 1.27' RT
Y: 731,797.77
X: 882,930.79
EL: 922.63

CP-28L
STA. 138+56.31 , 0.63' RT
Y: 732,380.99
X: 882,934.02
EL: 925.57

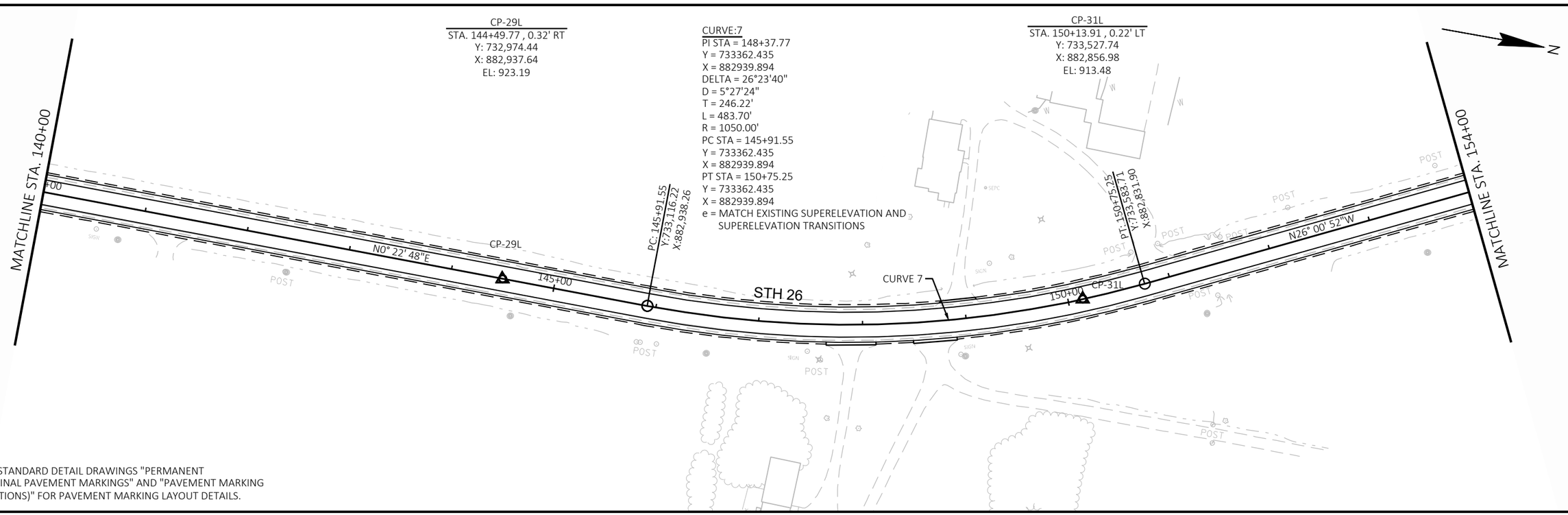
N



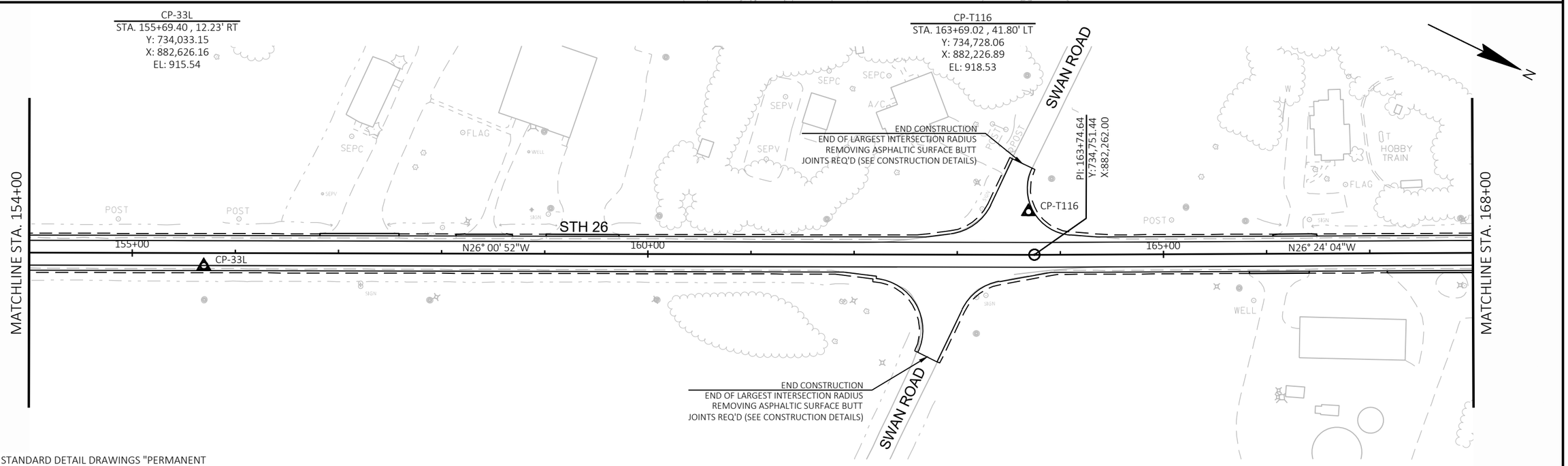
EXISTING MONUMENT
BERNSTEN 4"x16" ALUMINUM PIPE UNDER 10"
ACCESS COVER
X = 882,927.78
Y = 732,034.62
VERIFY LANDMARK REFERENCE MONUMENTS REQ'D

PROJECT NO: 1390-06-70	HWY: STH 26	COUNTY: DODGE	PLAN: STH 26	SHEET 36	E

FILE NAME : S:\MAD\1000--1099\1089\952\DRAWINGS\CAD\CIVIL 3D\13900600\SHEETSPLAN\050101_PP.DWG
LAYOUT NAME - 050105_pp
PLOT DATE : 7/25/2023 1:49 PM PLOT BY : EDERER, BRAD 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.



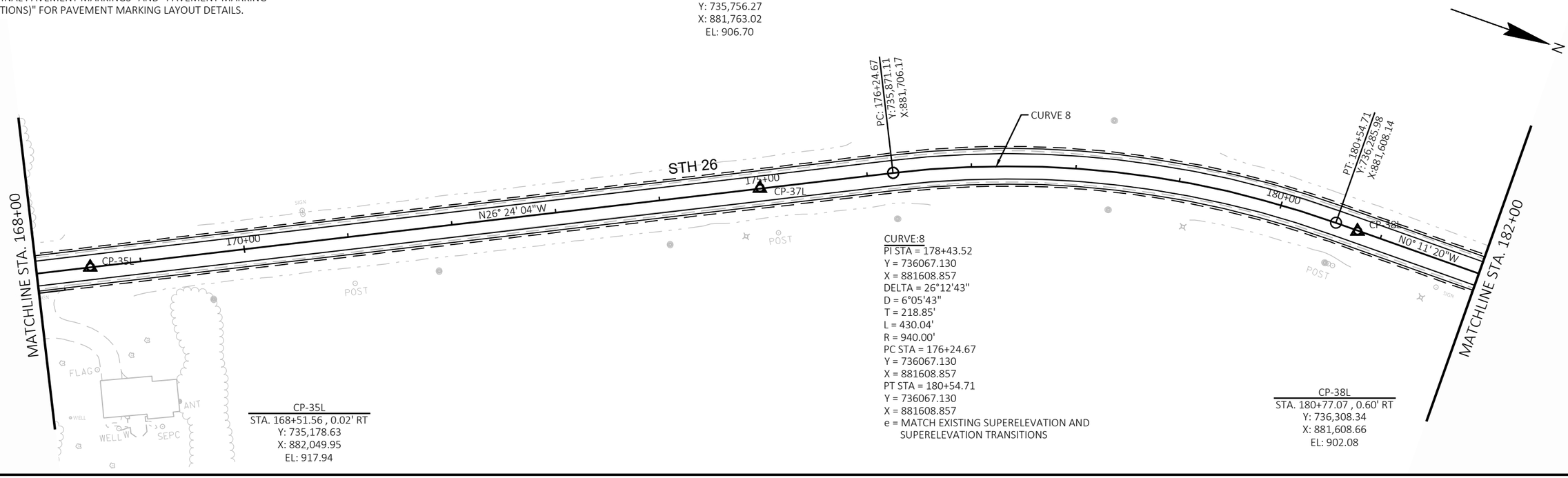
REFER TO STANDARD DETAIL DRAWINGS "PERMANENT LONGITUDINAL PAVEMENT MARKINGS" AND "PAVEMENT MARKING (INTERSECTIONS)" FOR PAVEMENT MARKING LAYOUT DETAILS.

PROJECT NO: 1390-06-70	HWY: STH 26	COUNTY: DODGE	PLAN: STH 26	SHEET 37	E

FILE NAME : S:\MAD\1000--1099\1089\952\DRAWINGS\CAD\CIVIL 3D\13900600\SHEETSPLAN\050101_PP.DWG
LAYOUT NAME - 050106_pp
PLOT DATE : 7/25/2023 1:49 PM
PLOT BY : EDERER, BRAD
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 44

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

CP-37L
STA. 174+96.54 , 0.14' LT
Y: 735,756.27
X: 881,763.02
EL: 906.70



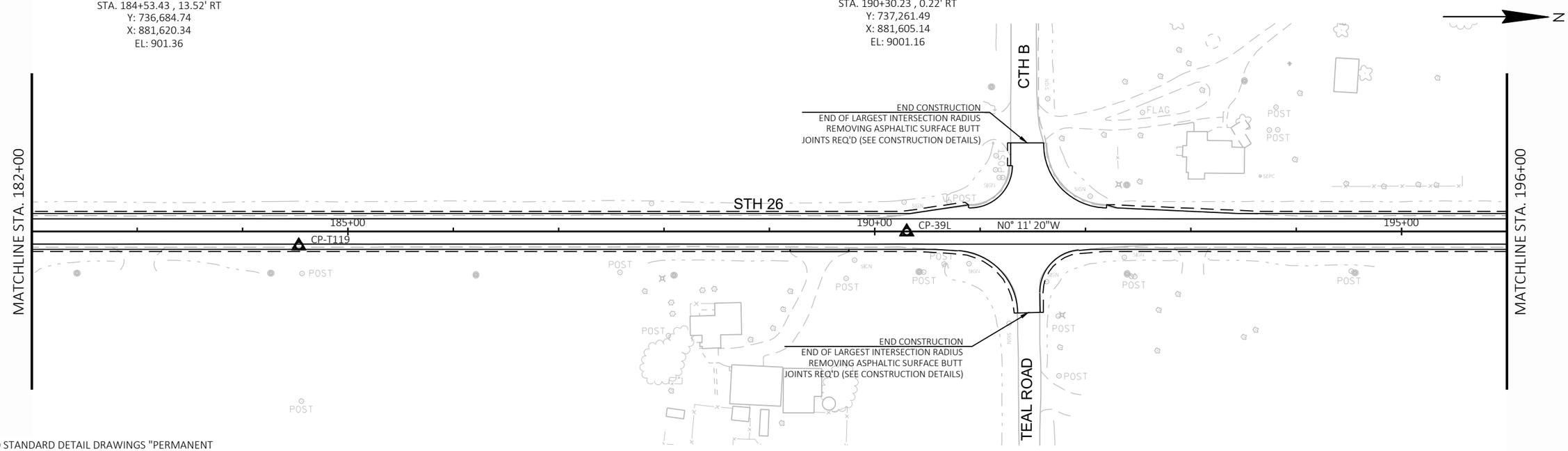
CP-35L
STA. 168+51.56 , 0.02' RT
Y: 735,178.63
X: 882,049.95
EL: 917.94

CURVE:8
PI STA = 178+43.52
Y = 736067.130
X = 881608.857
DELTA = 26°12'43"
D = 6°05'43"
T = 218.85'
L = 430.04'
R = 940.00'
PC STA = 176+24.67
Y = 736067.130
X = 881608.857
PT STA = 180+54.71
Y = 736067.130
X = 881608.857
e = MATCH EXISTING SUPERELEVATION AND SUPERELEVATION TRANSITIONS

CP-38L
STA. 180+77.07 , 0.60' RT
Y: 736,308.34
X: 881,608.66
EL: 902.08

CP-T119
STA. 184+53.43 , 13.52' RT
Y: 736,684.74
X: 881,620.34
EL: 901.36

CP-39L
STA. 190+30.23 , 0.22' RT
Y: 737,261.49
X: 881,605.14
EL: 9001.16



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

PROJECT NO: 1390-06-70	HWY: STH 26	COUNTY: DODGE	PLAN: STH 26	SHEET 38	E

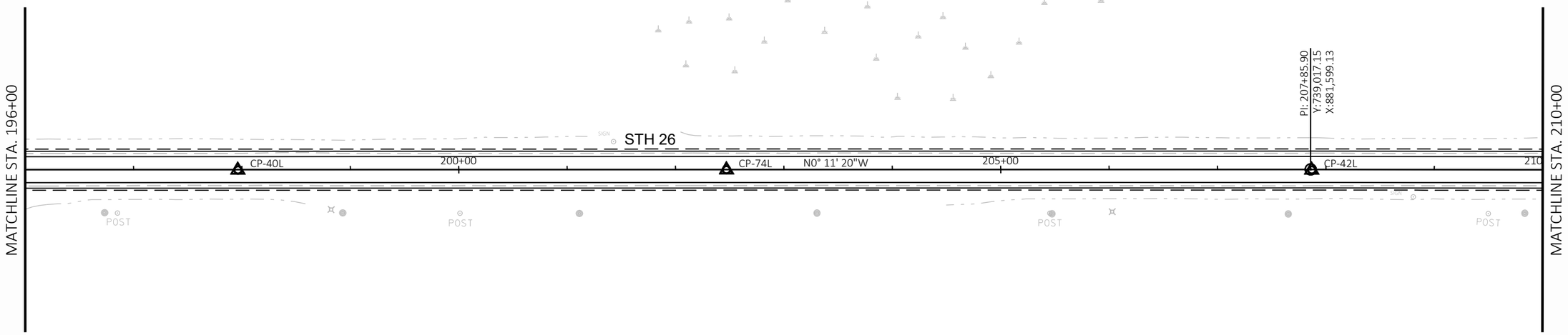
FILE NAME : S:\MAD\1000--1099\1089\952\DRAWINGS\CAD\CIVIL 3D\13900600\SHEETSPLAN\050101_PP.DWG
LAYOUT NAME - 050107_pp
PLOT DATE : 7/25/2023 1:50 PM PLOT BY : EDERER, BRAD PLOT NAME : PLOT SCALE : 1 IN:100 FT

CP-40L
STA. 197+96.18 , 0.40' RT
Y: 738,027.44
X: 881,602.79
EL: 895.74

CP-74L
STA. 202+46.99 , 0.31' RT
Y: 738,478.25
X: 881,601.22
EL: 891.36

CP-42L
STA. 207+86.85 , 0.50' RT
Y: 739,018.10
X: 881,599.63
EL: 886.12

N



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

5

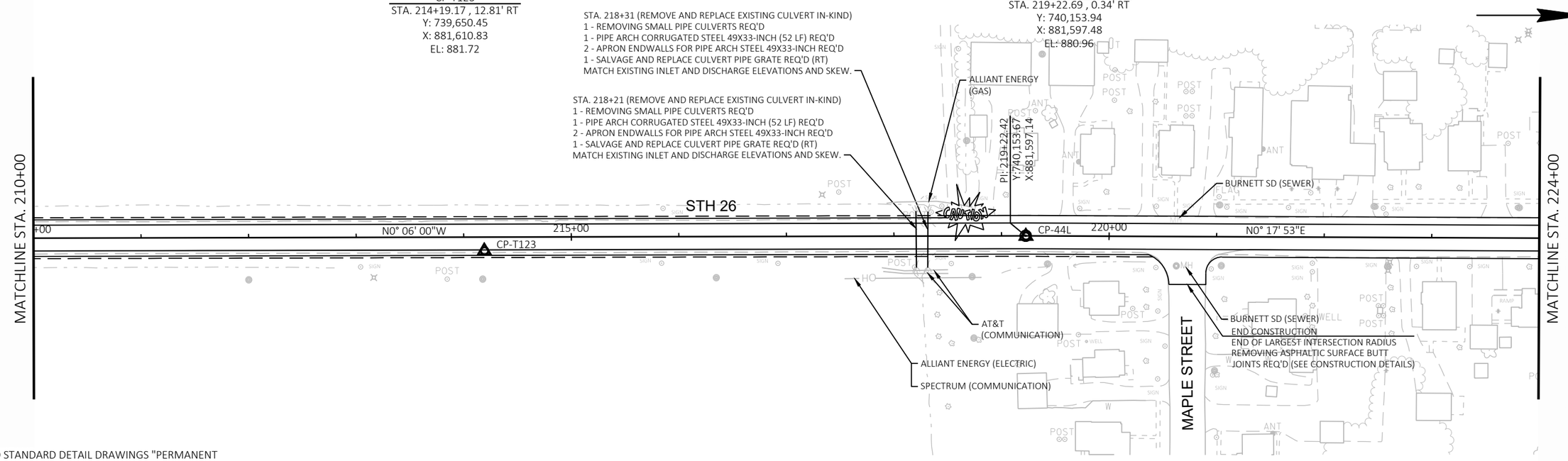
CP-T123
STA. 214+19.17 , 12.81' RT
Y: 739,650.45
X: 881,610.83
EL: 881.72

STA. 218+31 (REMOVE AND REPLACE EXISTING CULVERT IN-KIND)
1 - REMOVING SMALL PIPE CULVERTS REQ'D
1 - PIPE ARCH CORRUGATED STEEL 49X33-INCH (52 LF) REQ'D
2 - APRON ENDWALLS FOR PIPE ARCH STEEL 49X33-INCH REQ'D
1 - SALVAGE AND REPLACE CULVERT PIPE GRATE REQ'D (RT)
MATCH EXISTING INLET AND DISCHARGE ELEVATIONS AND SKEW.

STA. 218+21 (REMOVE AND REPLACE EXISTING CULVERT IN-KIND)
1 - REMOVING SMALL PIPE CULVERTS REQ'D
1 - PIPE ARCH CORRUGATED STEEL 49X33-INCH (52 LF) REQ'D
2 - APRON ENDWALLS FOR PIPE ARCH STEEL 49X33-INCH REQ'D
1 - SALVAGE AND REPLACE CULVERT PIPE GRATE REQ'D (RT)
MATCH EXISTING INLET AND DISCHARGE ELEVATIONS AND SKEW.

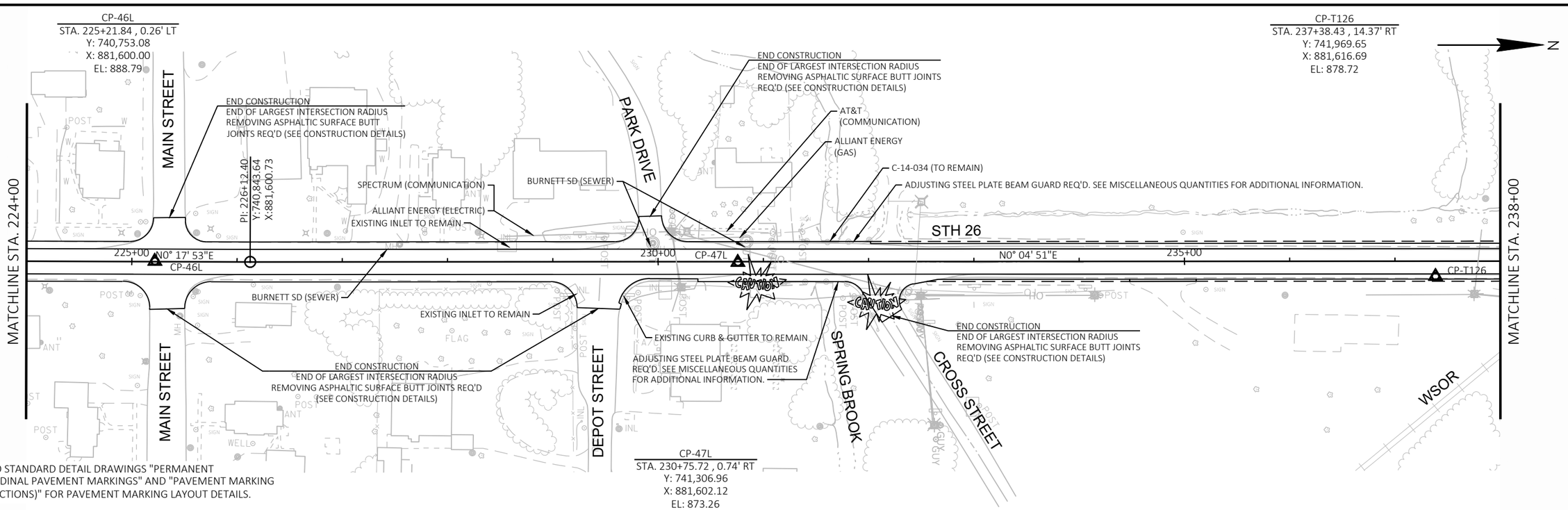
CP-44L
STA. 219+22.69 , 0.34' RT
Y: 740,153.94
X: 881,597.48
EL: 880.96

N

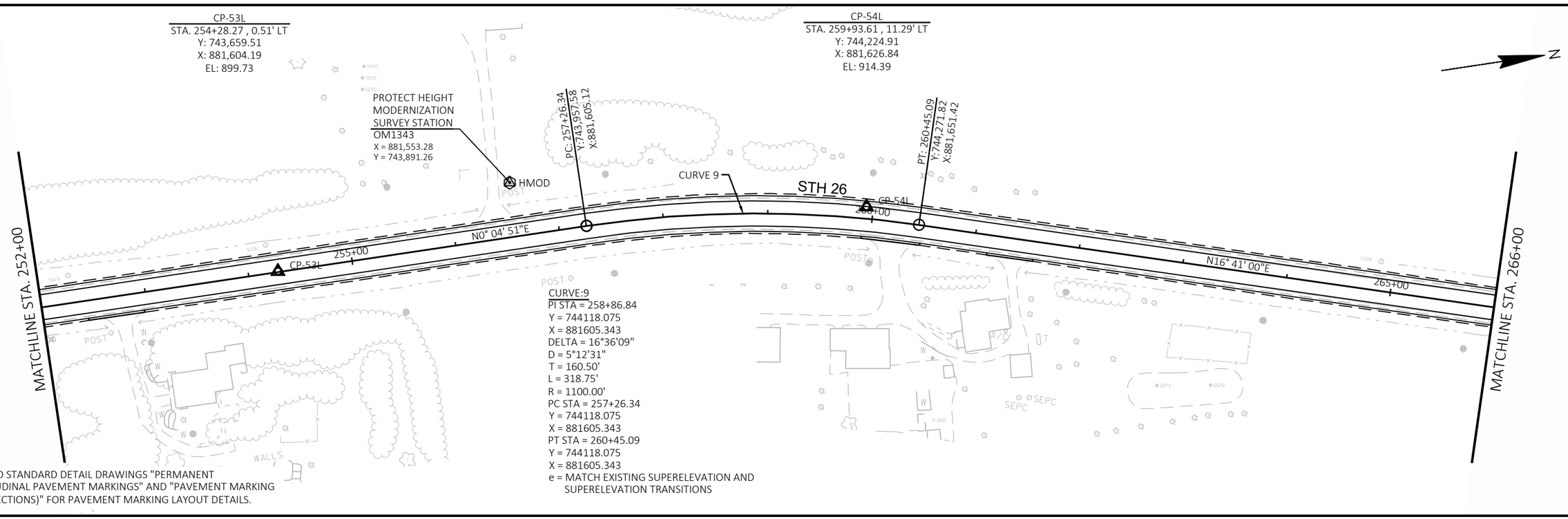


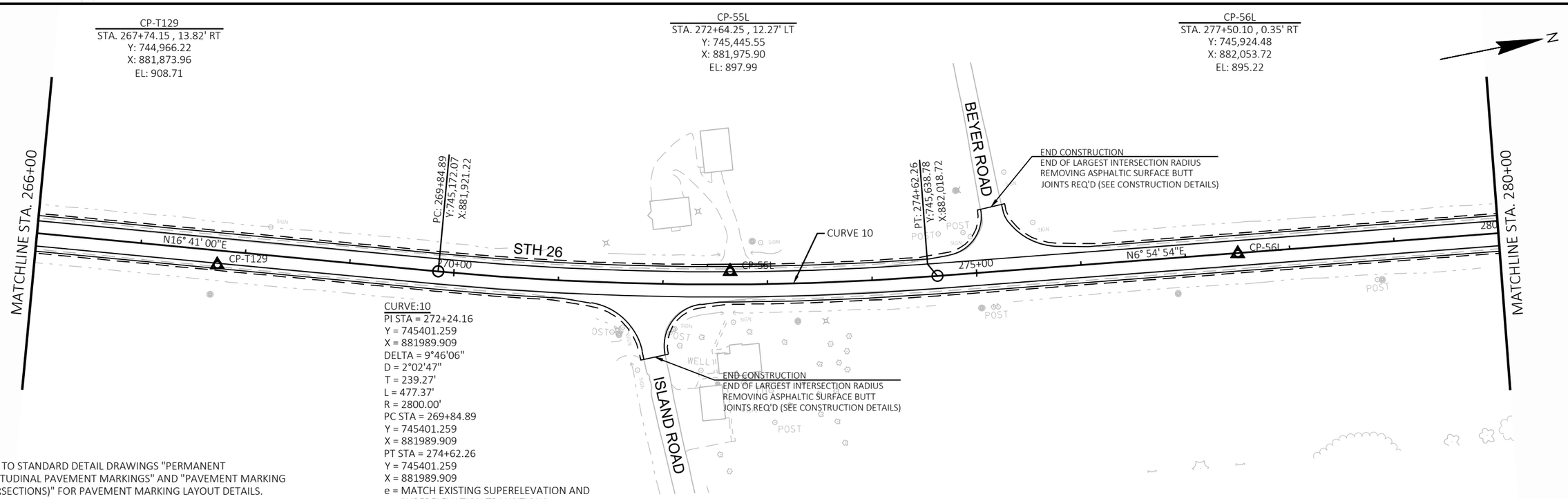
REFER TO STANDARD DETAIL DRAWINGS "PERMANENT LONGITUDINAL PAVEMENT MARKINGS" AND "PAVEMENT MARKING (INTERSECTIONS)" FOR PAVEMENT MARKING LAYOUT DETAILS.

PROJECT NO: 1390-06-70	HWY: STH 26	COUNTY: DODGE	PLAN: STH 26	SHEET 39	E



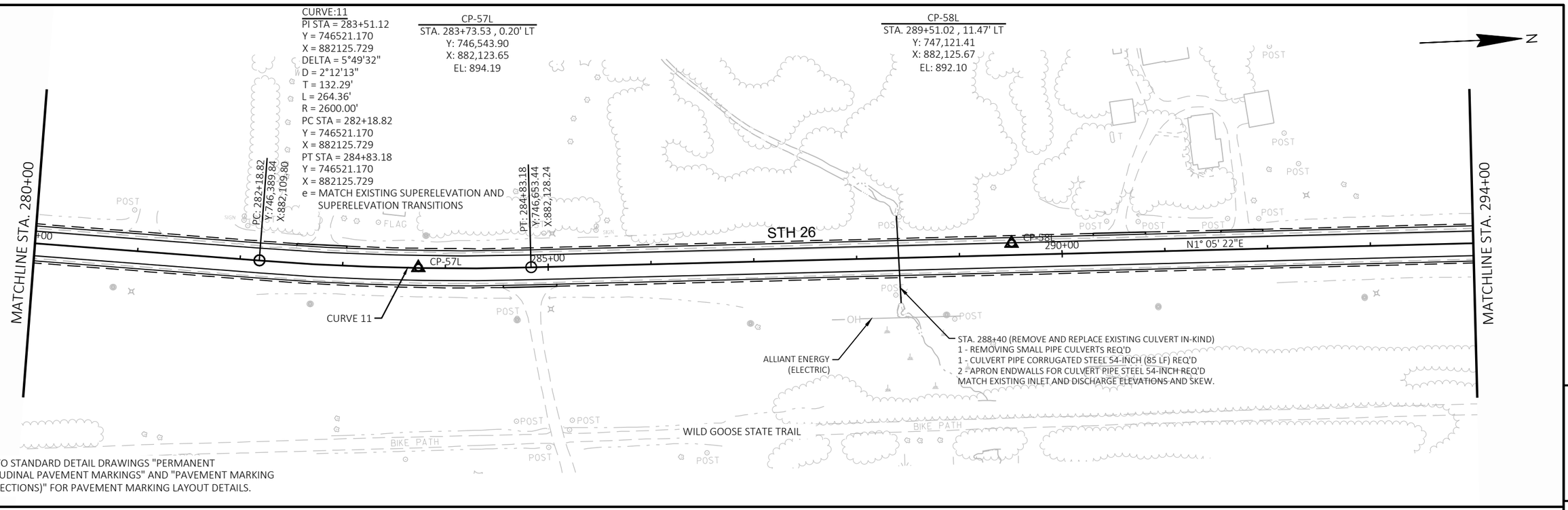
PROJECT NO: 1390-06-70	HWY: STH 26	COUNTY: DODGE	PLAN: STH 26	SHEET 40	E



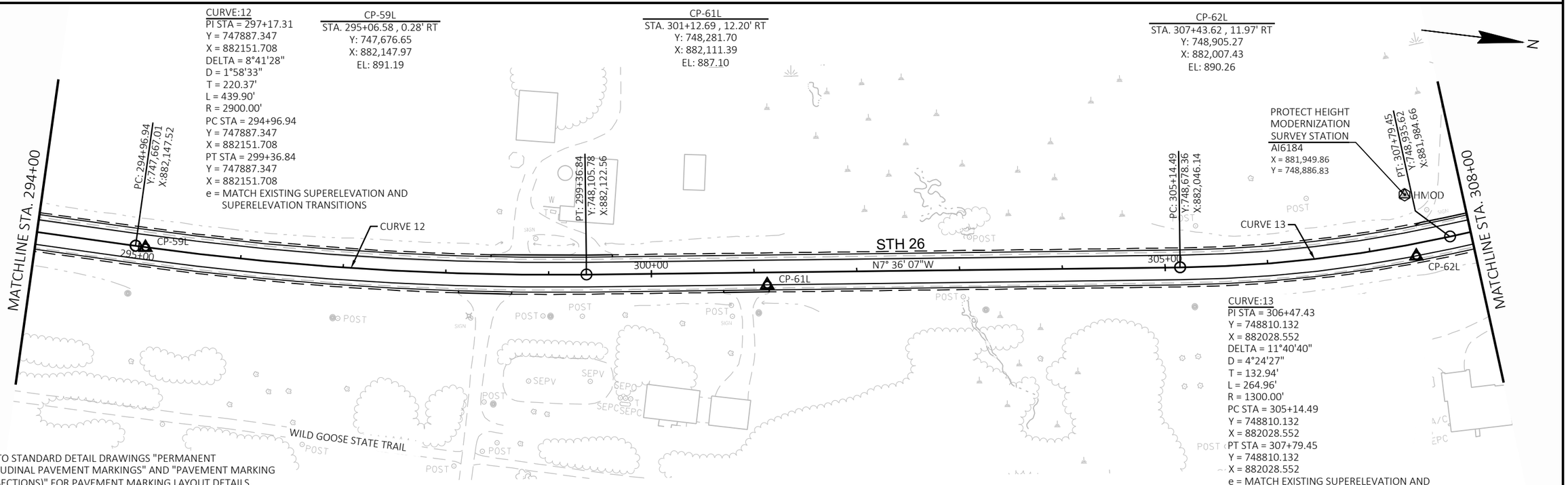


PROJECT NO: 1390-06-70	HWY: STH 26	COUNTY: DODGE	PLAN: STH 26	SHEET 41	E

FILE NAME : S:\MAD\1000--1099\1089\952\DRAWINGS\CAD\CIVIL 3D\13900600\SHEETSPLAN\050101_PP.DWG
LAYOUT NAME - 050110_pp
PLOT DATE : 7/25/2023 1:51 PM
PLOT BY : EDERER, BRAD
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 44

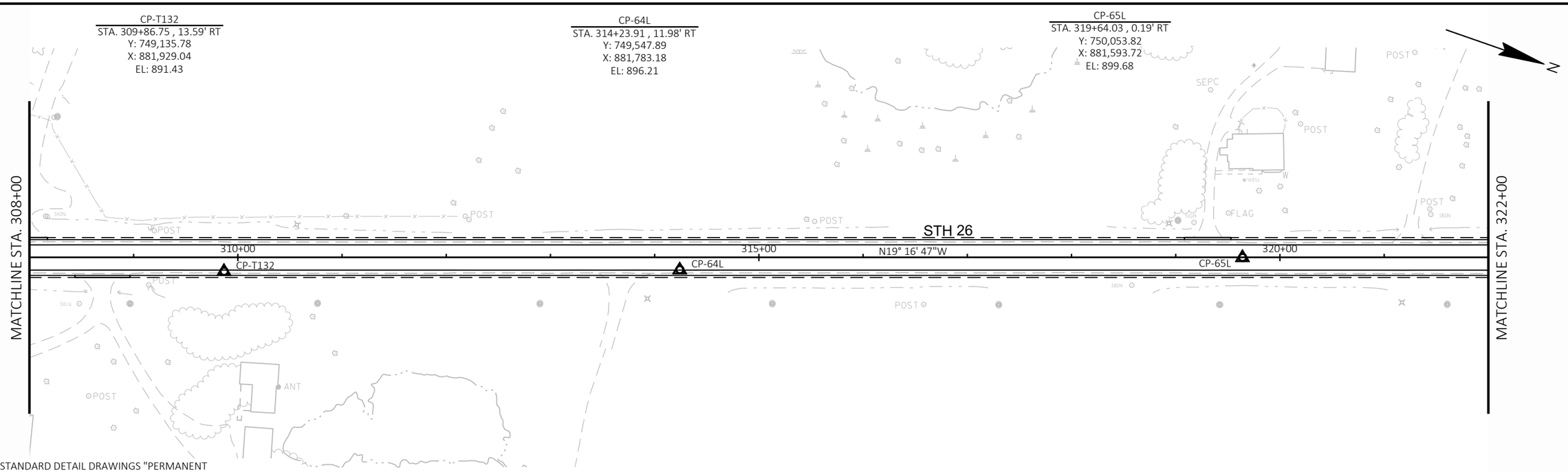


REFER TO STANDARD DETAIL DRAWINGS "PERMANENT LONGITUDINAL PAVEMENT MARKINGS" AND "PAVEMENT MARKING (INTERSECTIONS)" FOR PAVEMENT MARKING LAYOUT DETAILS.



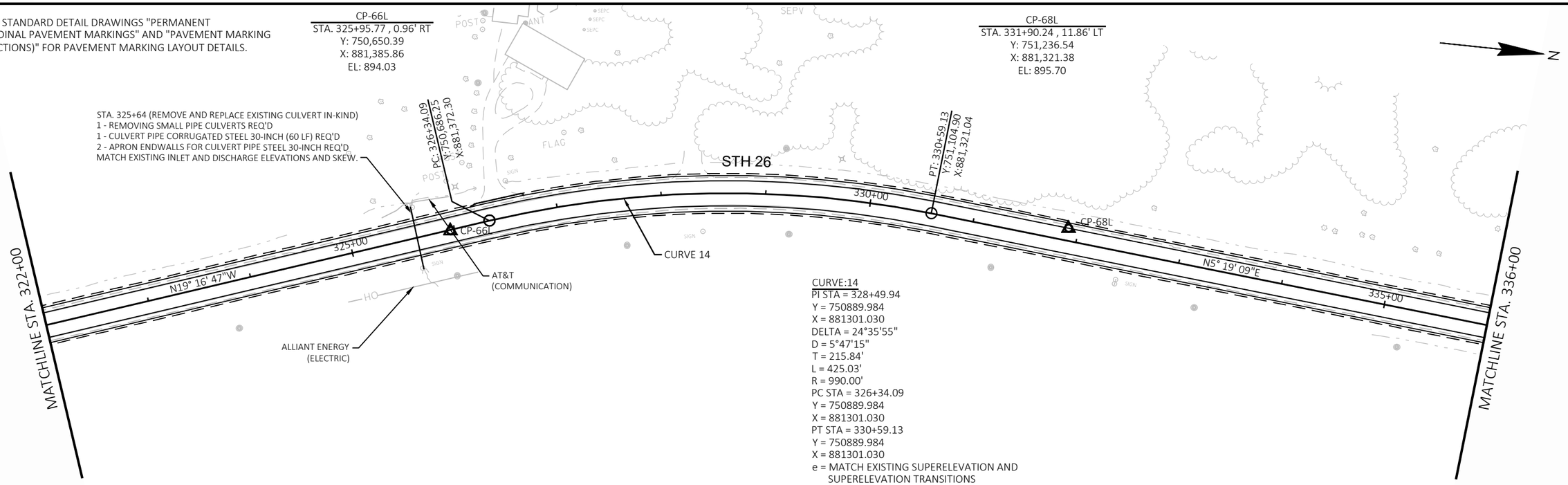
REFER TO STANDARD DETAIL DRAWINGS "PERMANENT LONGITUDINAL PAVEMENT MARKINGS" AND "PAVEMENT MARKING (INTERSECTIONS)" FOR PAVEMENT MARKING LAYOUT DETAILS.

PROJECT NO: 1390-06-70	HWY: STH 26	COUNTY: DODGE	PLAN: STH 26	SHEET 42	E



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

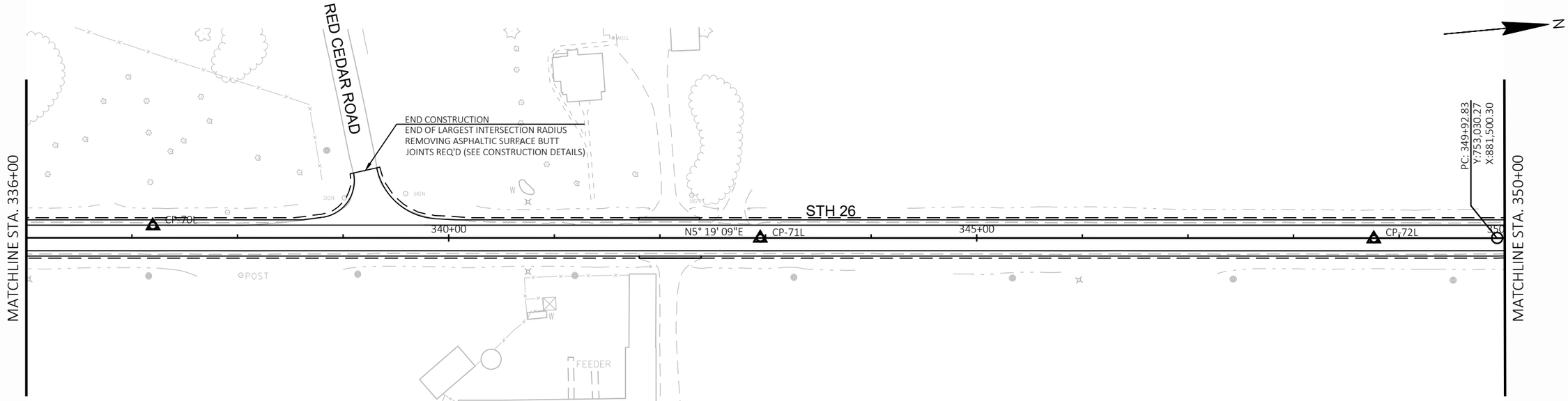
REFER TO STANDARD DETAIL DRAWINGS "PERMANENT LONGITUDINAL PAVEMENT MARKINGS" AND "PAVEMENT MARKING (INTERSECTIONS)" FOR PAVEMENT MARKING LAYOUT DETAILS.



CURVE:14
PI STA = 328+49.94
Y = 750889.984
X = 881301.030
DELTA = 24°35'55"
D = 5°47'15"
T = 215.84'
L = 425.03'
R = 990.00'
PC STA = 326+34.09
Y = 750889.984
X = 881301.030
PT STA = 330+59.13
Y = 750889.984
X = 881301.030
e = MATCH EXISTING SUPERELEVATION AND SUPERELEVATION TRANSITIONS

PROJECT NO: 1390-06-70	HWY: STH 26	COUNTY: DODGE	PLAN: STH 26	SHEET 43	E

FILE NAME : S:\MAD\1000--1099\1089\952\DRAWINGS\CAD\CIVIL 3D\13900600\SHEETSPLAN\050101_PP.DWG
LAYOUT NAME - 050112_pp
PLOT DATE : 7/25/2023 1:52 PM
PLOT BY : EDERER, BRAD
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 44

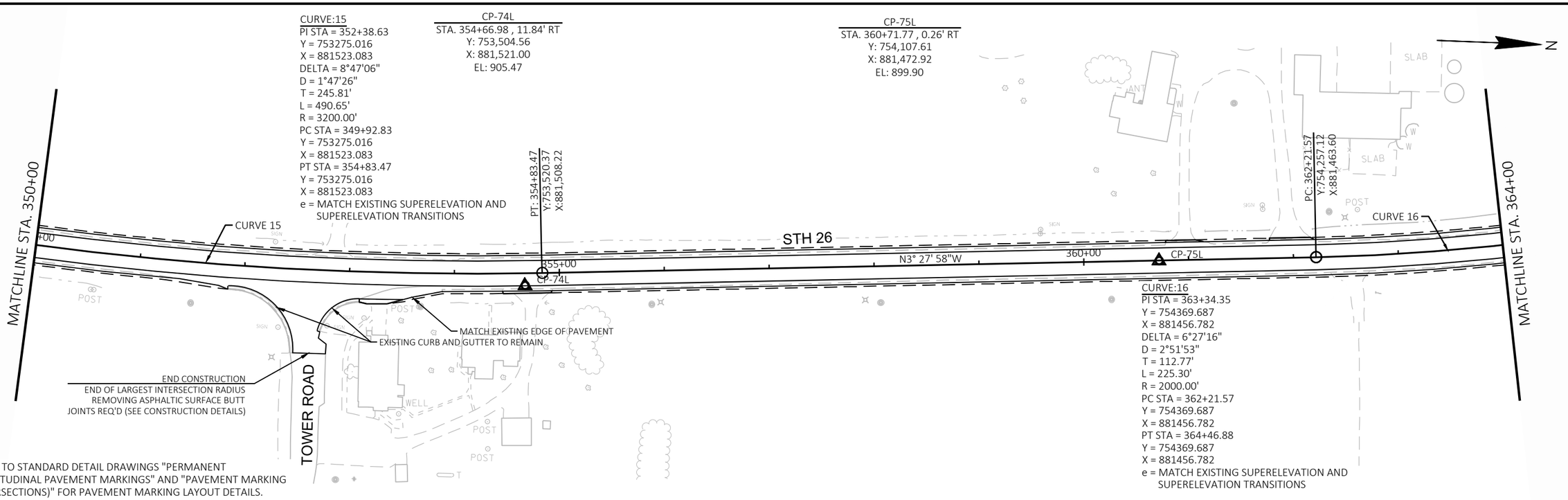


CP-70L
STA. 337+19.82 , 11.51' LT
Y: 751,763.81
X: 881,370.83
EL: 901.81

CP-71L
STA. 342+95.01 , 0.26' RT
Y: 752,335.43
X: 881,435.87
EL: 899.31

CP-72L
STA. 348+75.96 , 0.72' RT
Y: 752,913.84
X: 881,490.18
EL: 901.66

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

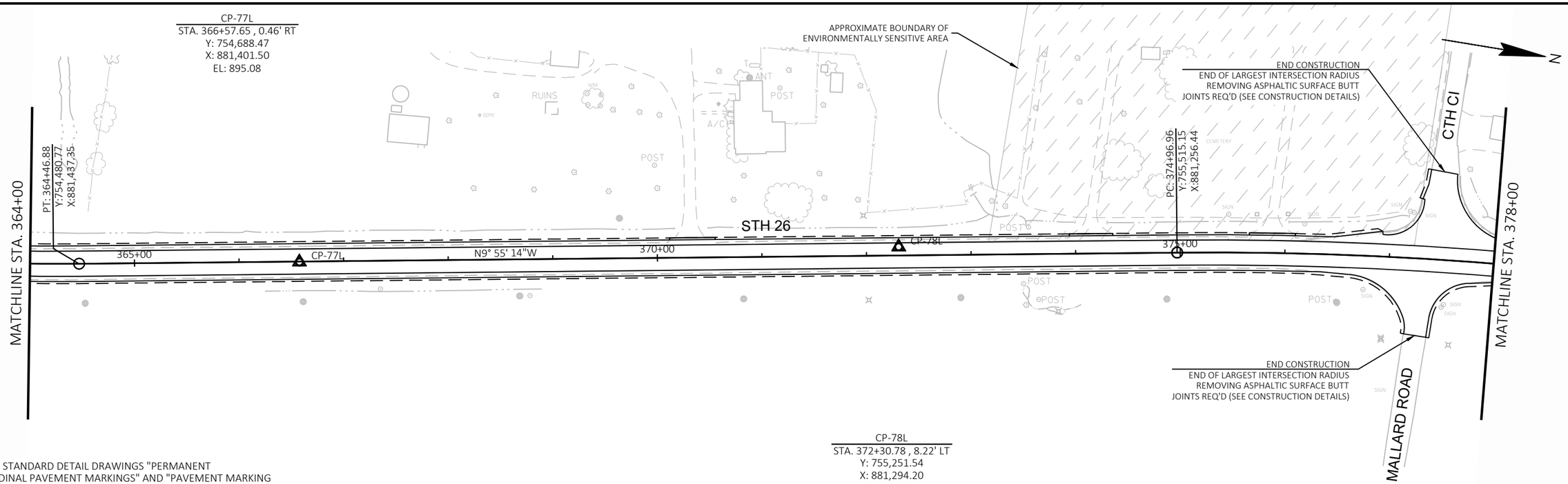


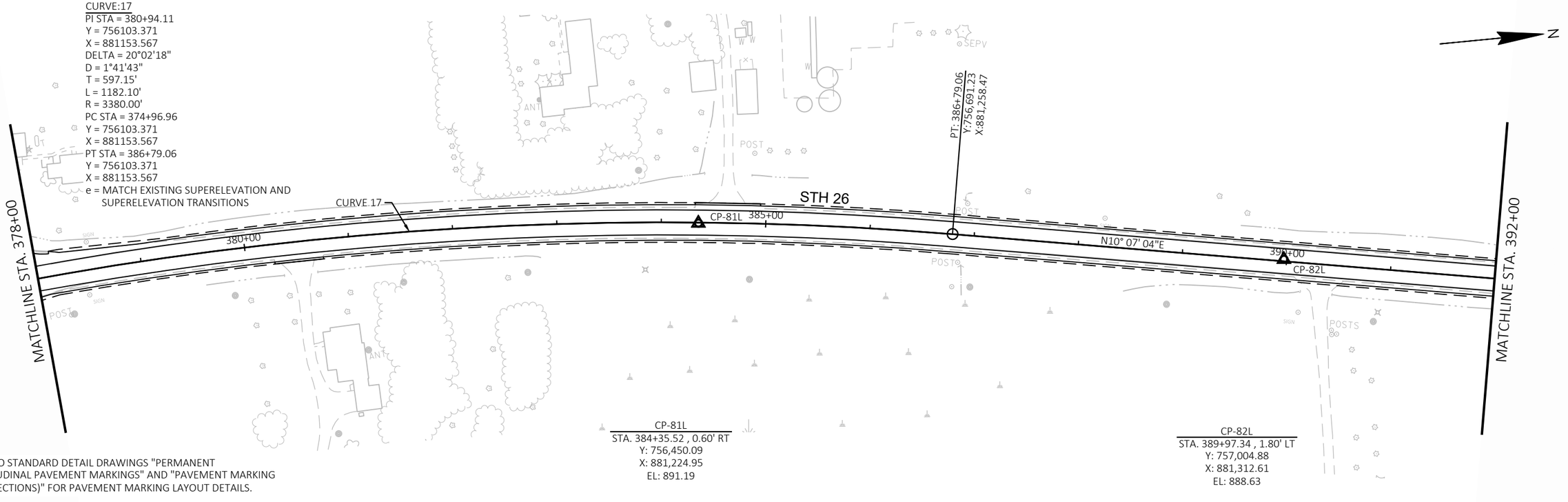
CURVE:16
PI STA = 363+34.35
Y = 754369.687
X = 881456.782
DELTA = 6°27'16"
D = 2°51'53"
T = 112.77'
L = 225.30'
R = 2000.00'
PC STA = 362+21.57
Y = 754369.687
X = 881456.782
PT STA = 364+46.88
Y = 754369.687
X = 881456.782
e = MATCH EXISTING SUPERELEVATION AND SUPERELEVATION TRANSITIONS

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

PROJECT NO: 1390-06-70	HWY: STH 26	COUNTY: DODGE	PLAN: STH 26	SHEET 44	E

FILE NAME : S:\MAD\1000--1099\1089\952\DRAWINGS\CAD\CIVIL 3D\13900600\SHEETSPLAN\050101_PP.DWG
LAYOUT NAME - 050113_pp
PLOT DATE : 7/25/2023 1:53 PM
PLOT BY : EDERER, BRAD
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 44



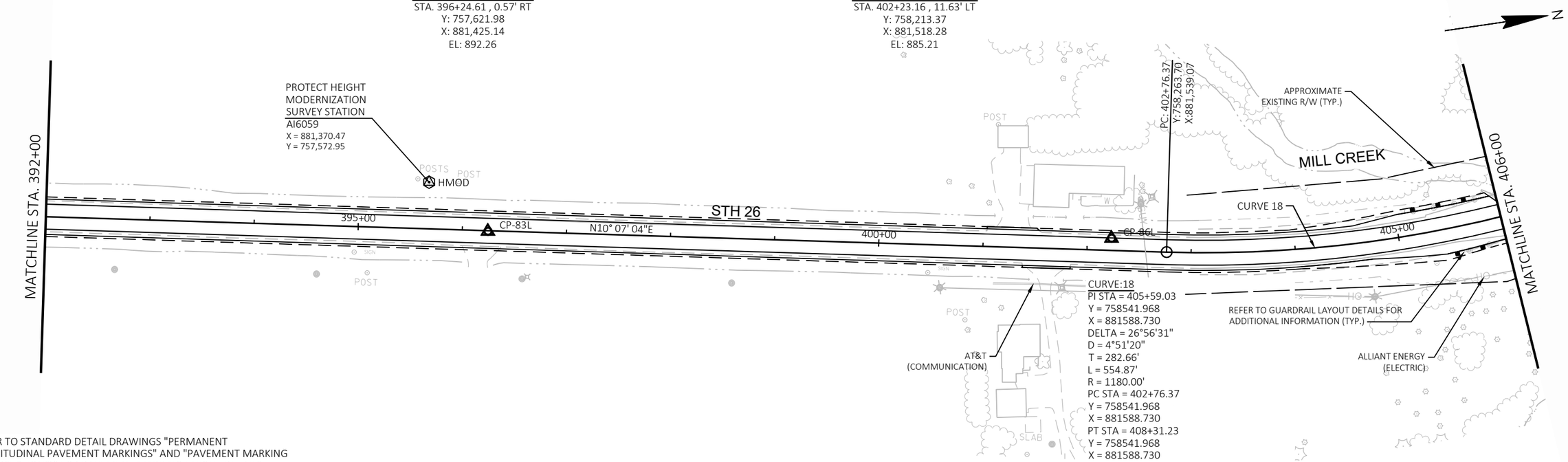


PROJECT NO: 1390-06-70	HWY: STH 26	COUNTY: DODGE	PLAN: STH 26	SHEET 45	E

FILE NAME : S:\MAD\1000--1099\1089\952\DRAWINGS\CAD\CIVIL 3D\13900600\SHEETSPLAN\050101_PP.DWG
LAYOUT NAME - 050114_pp
PLOT DATE : 10/26/2023 10:32 AM PLOT BY : KOWALSKI, NICK PLOT NAME : PLOT SCALE : 1 IN:100 FT

CP-83L
STA. 396+24.61 , 0.57' RT
Y: 757,621.98
X: 881,425.14
EL: 892.26

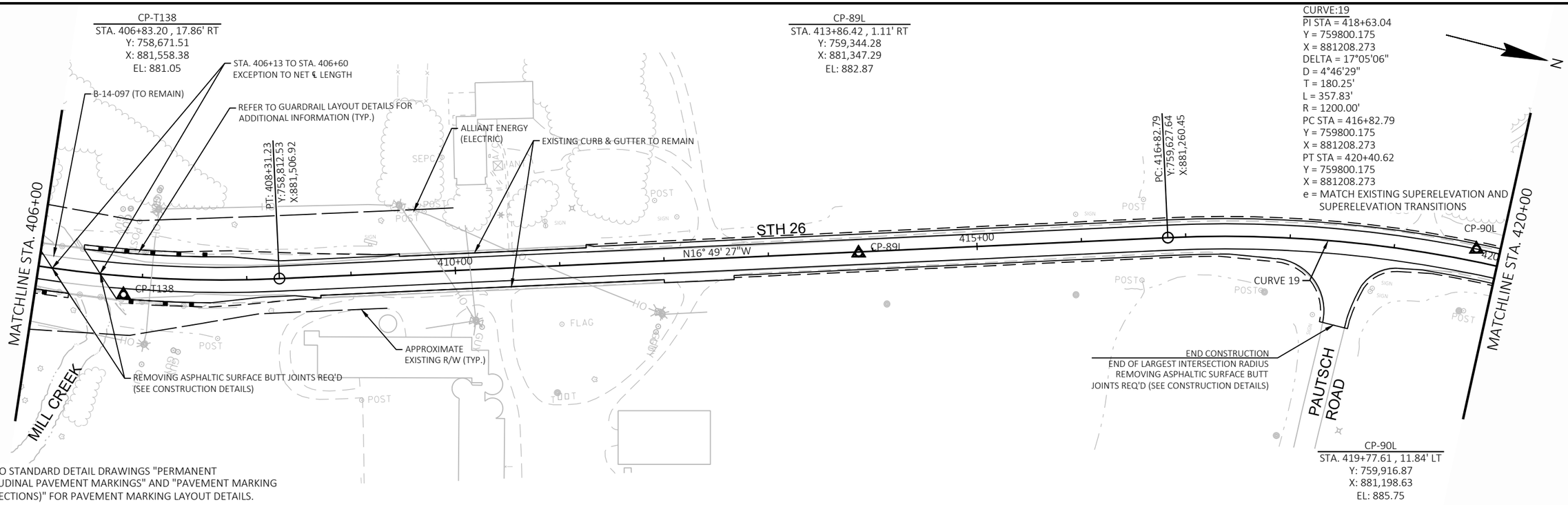
CP-86L
STA. 402+23.16 , 11.63' LT
Y: 758,213.37
X: 881,518.28
EL: 885.21



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

CP-T138
STA. 406+83.20 , 17.86' RT
Y: 758,671.51
X: 881,558.38
EL: 881.05

CP-89L
STA. 413+86.42 , 1.11' RT
Y: 759,344.28
X: 881,347.29
EL: 882.87

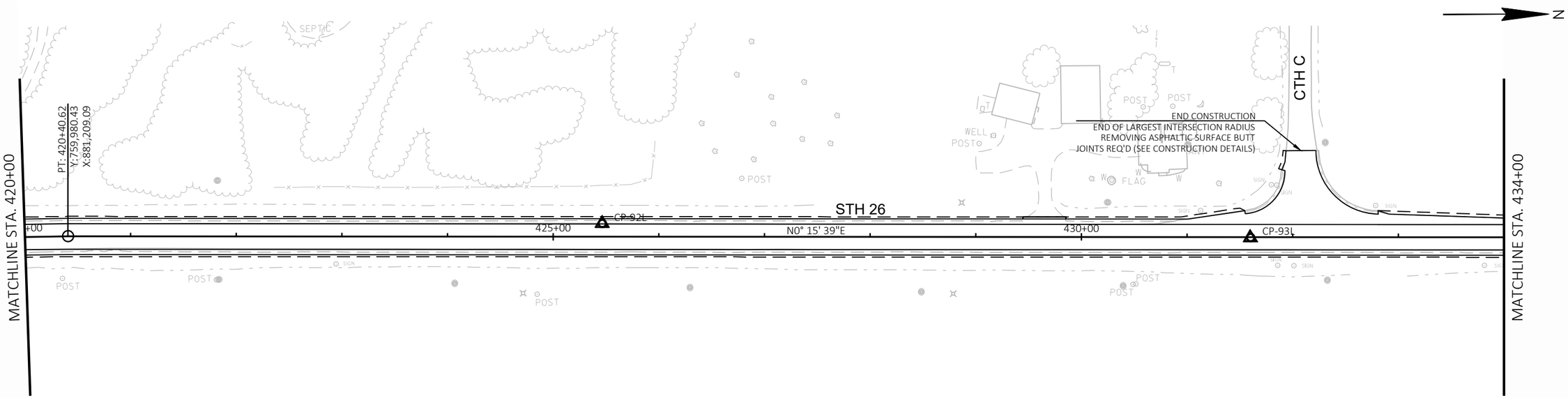


CP-90L
STA. 419+77.61 , 11.84' LT
Y: 759,916.87
X: 881,198.63
EL: 885.75

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

PROJECT NO: 1390-06-70	HWY: STH 26	COUNTY: DODGE	PLAN: STH 26	SHEET 46	E

FILE NAME : S:\MAD\1000--1099\1089\952\DRAWINGS\CAD\CIVIL 3D\13900600\SHEETSPLAN\050101_PP.DWG
LAYOUT NAME - 050115_pp
PLOT DATE : 7/31/2023 9:43 PM PLOT BY : ROSENTHAL, BRIAN PLOT NAME : PLOT SCALE : 1 IN:100 FT



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

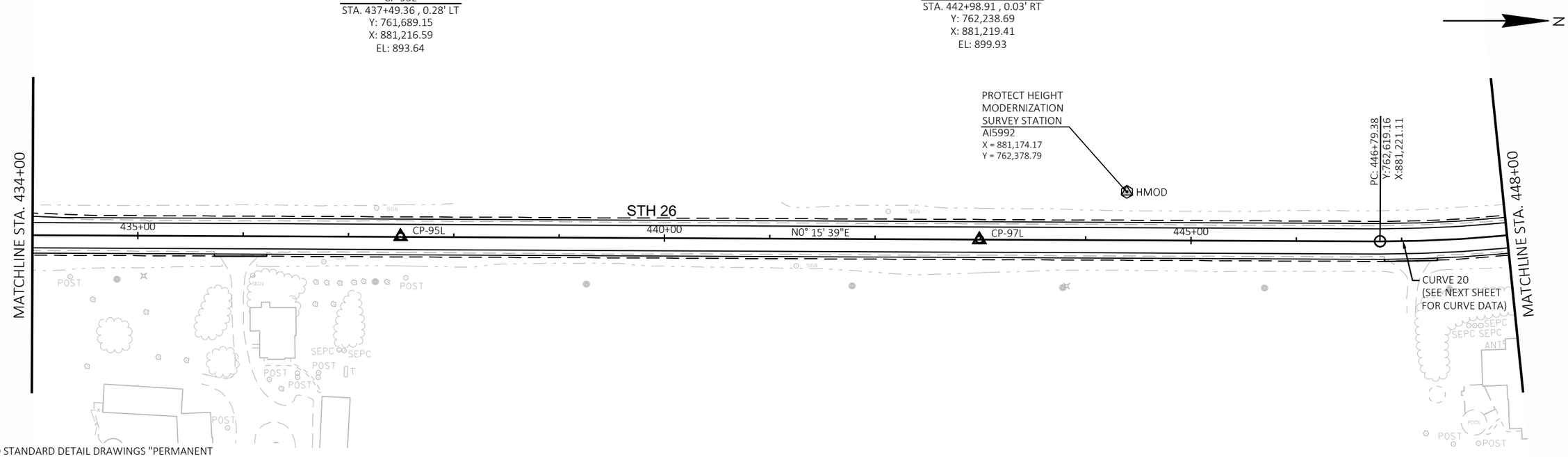
CP-92L
STA. 425+46.37 , 12.57' LT
Y: 760,486.23
X: 881,198.83
EL: 889.04

CP-93L
STA. 431+59.88 , 0.63' RT
Y: 761,099.67
X: 881,214.82
EL: 894.50

5

CP-95L
STA. 437+49.36 , 0.28' LT
Y: 761,689.15
X: 881,216.59
EL: 893.64

CP-97L
STA. 442+98.91 , 0.03' RT
Y: 762,238.69
X: 881,219.41
EL: 899.93



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

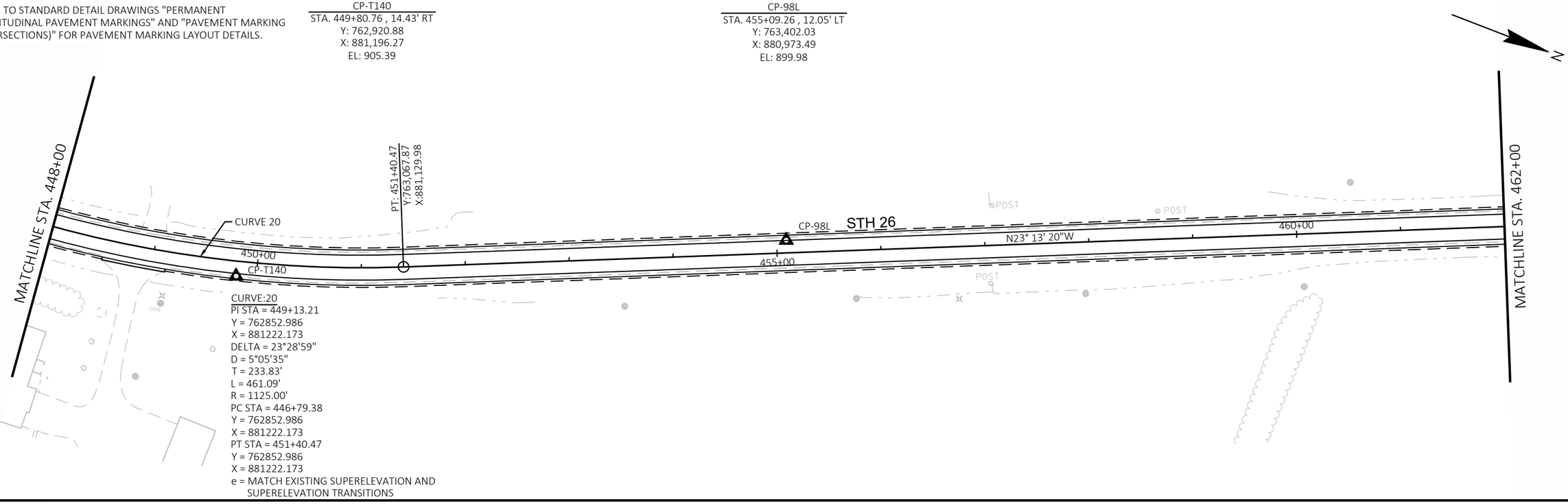
PROJECT NO: 1390-06-70	HWY: STH 26	COUNTY: DODGE	PLAN: STH 26	SHEET 47	E

FILE NAME : S:\MAD\1000--1099\1089\952\DRAWINGS\CAD\CIVIL 3D\13900600\SHEETSPLAN\050101_PP.DWG
LAYOUT NAME - 050116_pp
PLOT DATE : 7/25/2023 1:54 PM PLOT BY : EDERER, BRAD 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.

CP-T140
STA. 449+80.76 , 14.43' RT
Y: 762,920.88
X: 881,196.27
EL: 905.39

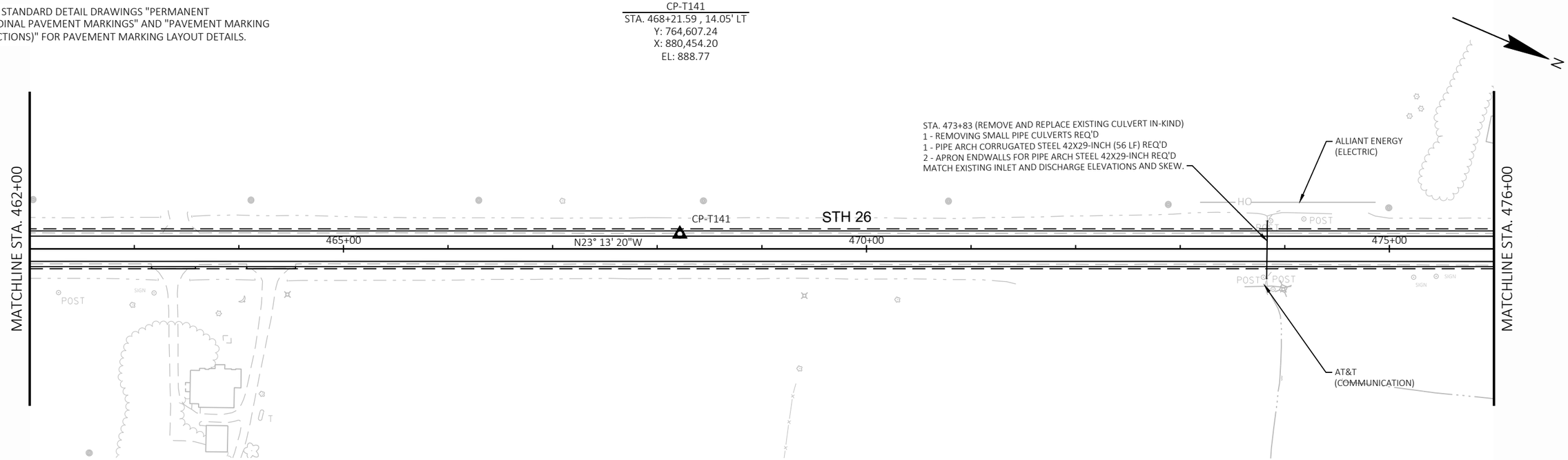
CP-98L
STA. 455+09.26 , 12.05' LT
Y: 763,402.03
X: 880,973.49
EL: 899.98



CURVE:20
PI STA = 449+13.21
Y = 762852.986
X = 881222.173
DELTA = 23°28'59"
D = 5°05'35"
T = 233.83'
L = 461.09'
R = 1125.00'
PC STA = 446+79.38
Y = 762852.986
X = 881222.173
PT STA = 451+40.47
Y = 762852.986
X = 881222.173
e = MATCH EXISTING SUPERELEVATION AND SUPERELEVATION TRANSITIONS

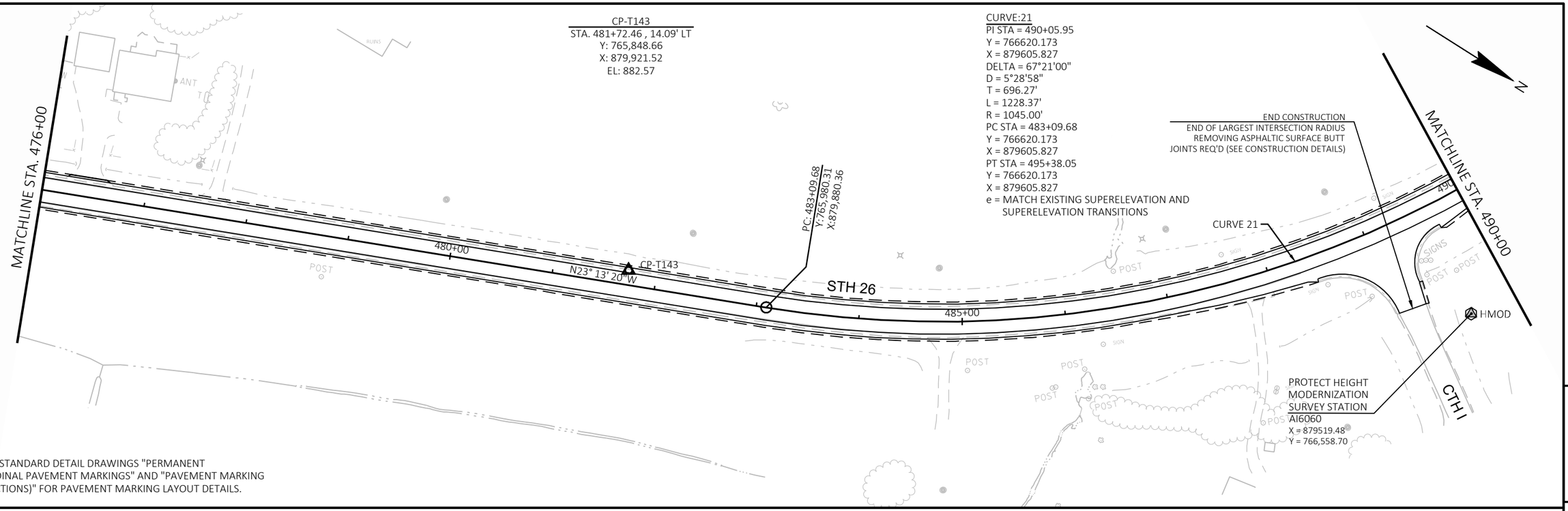
REFER TO STANDARD DETAIL DRAWINGS "PERMANENT LONGITUDINAL PAVEMENT MARKINGS" AND "PAVEMENT MARKING (INTERSECTIONS)" FOR PAVEMENT MARKING LAYOUT DETAILS.

CP-T141
STA. 468+21.59 , 14.05' LT
Y: 764,607.24
X: 880,454.20
EL: 888.77



PROJECT NO: 1390-06-70	HWY: STH 26	COUNTY: DODGE	PLAN: STH 26	SHEET 48	E

FILE NAME : S:\MAD\1000--1099\1089\952\DRAWINGS\CAD\CIVIL 3D\13900600\SHEETSPLAN\050101_PP.DWG
LAYOUT NAME - 050117_pp
PLOT DATE : 10/11/2023 10:55 AM PLOT BY : ROSENTHAL, BRIAN PLOT NAME : PLOT SCALE : 1 IN:100 FT



PROJECT NO: 1390-06-70	HWY: STH 26	COUNTY: DODGE	PLAN: STH 26	SHEET 49 E

FILE NAME : S:\MAD\1000--1099\1089\952\DRAWINGS\CAD\CIVIL 3D\13900600\SHEETSPLAN\050101_PP.DWG
LAYOUT NAME - 050118_pp
PLOT DATE : 7/25/2023 1:55 PM PLOT BY : EDERER, BRAD 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.

END CONSTRUCTION
END OF LARGEST INTERSECTION RADIUS
REMOVING ASPHALTIC SURFACE BUTT JOINTS REQ'D (SEE CONSTRUCTION DETAILS)

OAKWOOD ROAD

CTH I

ALLIANT ENERGY (ELECTRIC)

MATCHLINE STA. 504+00

505+00

AT&T (COMMUNICATION)

STA. 505+52 (REMOVE AND REPLACE EXISTING CULVERT IN-KIND)
1 - REMOVING SMALL PIPE CULVERTS REQ'D
1 - PIPE ARCH CORRUGATED STEEL 42X29-INCH (77 LF) REQ'D
2 - APRON ENDWALLS FOR PIPE ARCH STEEL 42X29-INCH REQ'D
MATCH EXISTING INLET AND DISCHARGE ELEVATIONS AND SKEW.

CONCRETE CURB AND GUTTER 6-INCH SLOPED
36-INCH TYPE D REQ'D

CURVE 22

CURVE:22
PI STA = 507+14.68
Y = 766601.472
X = 877733.025
DELTA = 53°56'16"
D = 5°01'02"
T = 581.10'
L = 1075.07'
R = 1142.00'
PC STA = 501+33.58
Y = 766601.472
X = 877733.025
PT STA = 512+08.65
Y = 766601.472
X = 877733.025
e = MATCH EXISTING SUPERELEVATION AND SUPERELEVATION TRANSITIONS

PCC: 512+08.65
Y:767,067.78
X:877,386.28

STH 26

510+00

CP-T149
STA. 514+53.86 , 14.31' LT
Y: 767,273.97
X: 877,250.78
EL: 906.78

CP-T149

515+00

CURVE 23

CURVE:23
PI STA = 515+64.86
Y = 767353.621
X = 877173.727
DELTA = 37°08'59"
D = 5°24'19"
T = 356.21'
L = 687.29'
R = 1060.00'
PC STA = 512+08.65
Y = 767353.621
X = 877173.727
PT STA = 518+95.94
Y = 767353.621
X = 877173.727
e = MATCH EXISTING SUPERELEVATION AND SUPERELEVATION TRANSITIONS

MATCHLINE STA. 518+00

N

5

5

CP-T148
STA. 525+81.38 , 14.16' LT
Y: 768,395.36
X: 877,168.93
EL: 910.71

N

MATCHLINE STA. 518+00

PT: 518+95.94
Y:767,709.82
X:877,176.93

520+00

STH 26
CP-T148

525+00

N0° 30' 55"E

530+00

MATCHLINE STA. 532+00

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

PROJECT NO: 1390-06-70	HWY: STH 26	COUNTY: DODGE	PLAN: STH 26	SHEET 50	E

FILE NAME : S:\MAD\1000--1099\1089\952\DRAWINGS\CAD\CIVIL 3D\13900600\SHEETSPLAN\050101_PP.DWG
LAYOUT NAME - 050119_pp

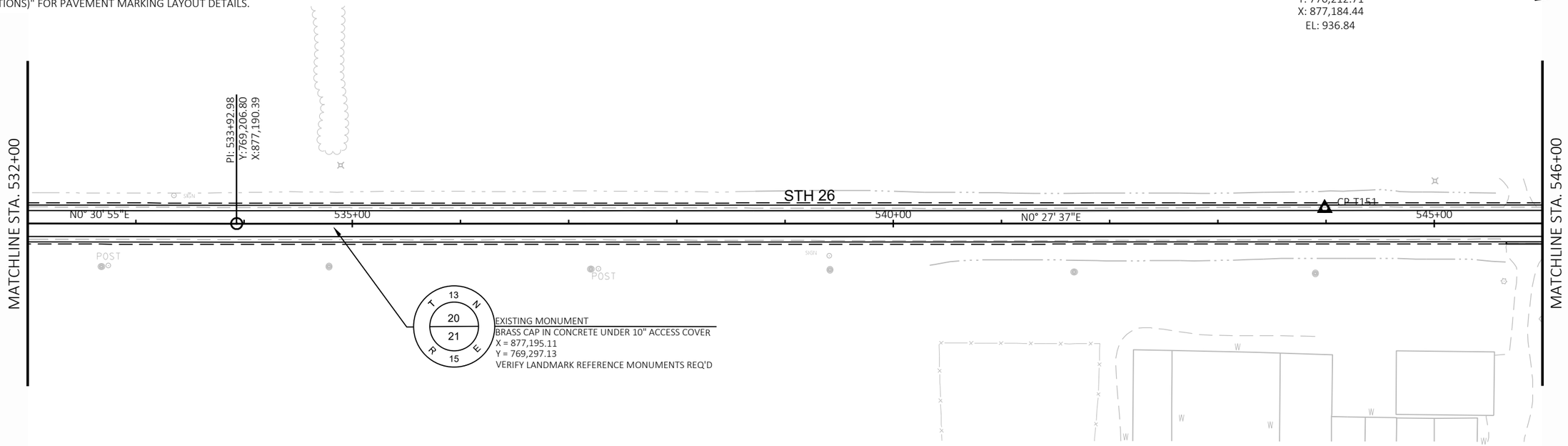
PLOT DATE : 10/11/2023 10:56 AM PLOT BY : ROSENTHAL, BRIAN PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44

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

CP-T151
STA. 543+98.80 , 14.03' LT
Y: 770,212.71
X: 877,184.44
EL: 936.84

N



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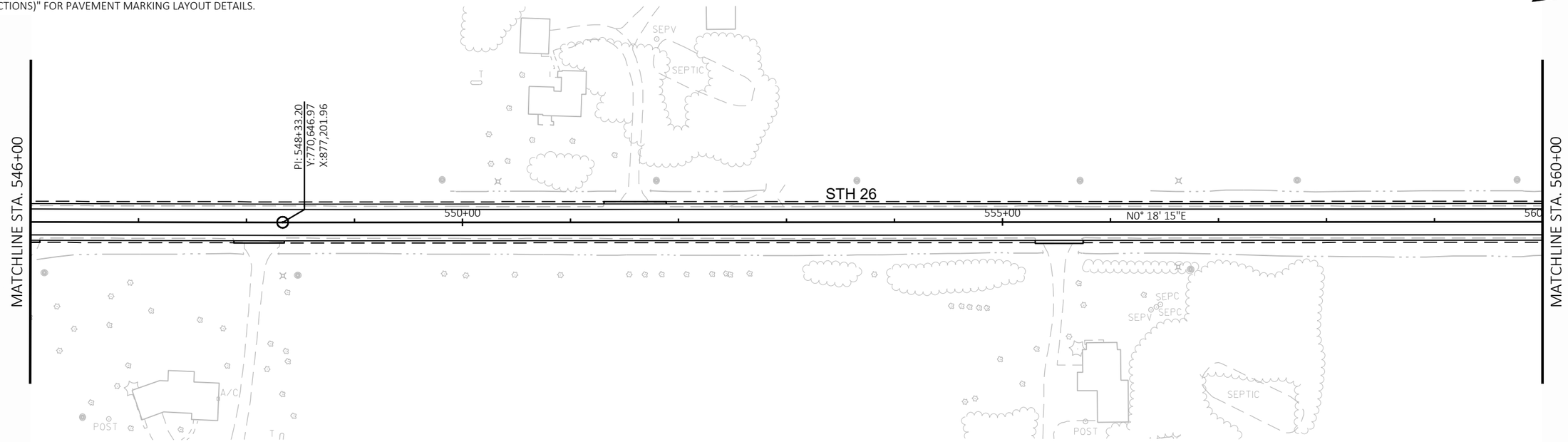
5

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

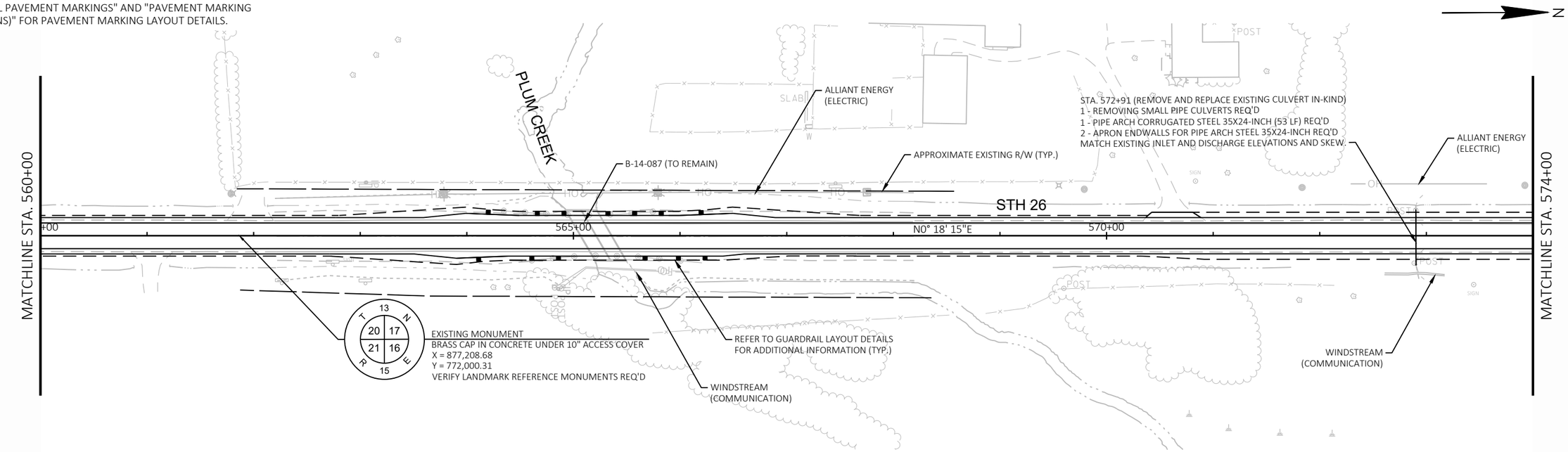
N



PROJECT NO: 1390-06-70	HWY: STH 26	COUNTY: DODGE	PLAN: STH 26	SHEET 51	E

FILE NAME : S:\MAD\1000--1099\1089\952\DRAWINGS\CAD\CIVIL 3D\13900600\SHEETSPLAN\050101_PP.DWG
LAYOUT NAME - 050120_pp
PLOT DATE : 7/25/2023 1:56 PM
PLOT BY : EDERER, BRAD
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.

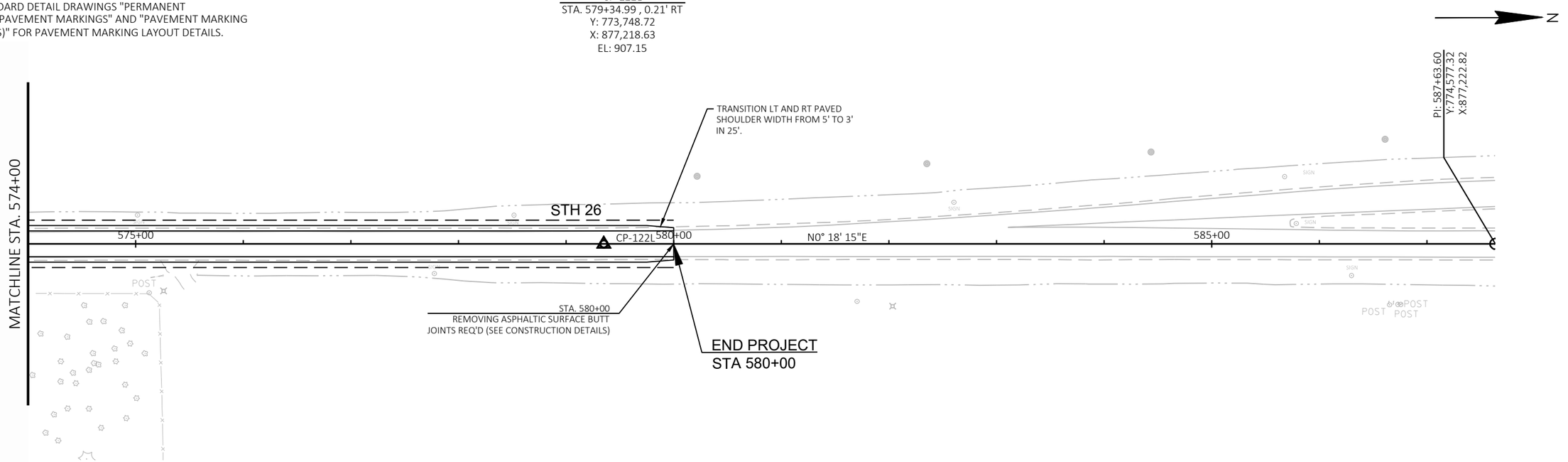


5

5

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

CP-122L
STA. 579+34.99 , 0.21' RT
Y: 773,748.72
X: 877,218.63
EL: 907.15



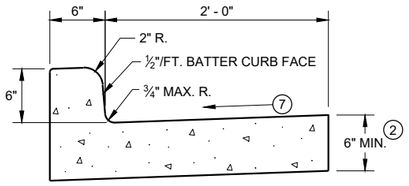
PROJECT NO: 1390-06-70	HWY: STH 26	COUNTY: DODGE	PLAN: STH 26	SHEET 52	E

FILE NAME : S:\MAD\1000--1099\1089\952\DRAWINGS\CAD\CIVIL 3D\13900600\SHEETSPLAN\050101_PP.DWG
LAYOUT NAME - 050121_pp
PLOT DATE : 10/11/2023 10:59 AM PLOT BY : ROSENTHAL, BRIAN PLOT NAME : PLOT SCALE : 1 IN:100 FT

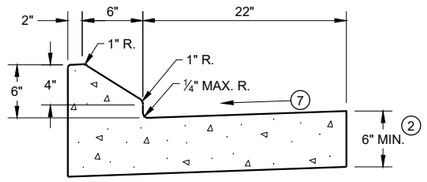
Standard Detail Drawing List

08D01-23A	CONCRETE CURB & GUTTER
08D01-23B	CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS
08E08-03	TYPICAL INSTALLATIONS OF EROSION BALES / TEMPORARY DITCH CHECKS
08E09-06	SILT FENCE
08E14-01	TRACKING PAD
08E15-01	CULVERT PIPE CHECK
08F01-11	APRON ENDWALLS FOR CULVERT PIPE
08F02-01	APRON ENDWALLS FOR PIPE ARCH AND ELLIPTICAL PIPE
13A10-03A	SHOULDER RUMBLE STRIPS - ASPHALT
13A10-03G	SHOULDER AND EDGE LINE RUMBLE STRIPS - CROSSINGS, INTERSECTIONS, BRIDGES, DRIVEWAYS
13A10-03H	SHOULDER AND EDGE LINE RUMBLE STRIPS - RAILROAD, PASSING, CLIMBING AND BYPASS LANES
13A11-04A	CENTERLINE RUMBLE STRIPS - ASPHALT
13A11-04D	CENTERLINE RUMBLE STRIPS - INTERSECTIONS, DRIVEWAYS, BRIDGES, RAILROADS
13C19-03	HMA LONGITUDINAL JOINTS
14B15-11A	STEEL PLATE BEAM GUARD, CLASS "A" INSTALLATION & ELEMENTS
14B15-11B	STEEL PLATE BEAM GUARD, CLASS "A" INSTALLATION & ELEMENTS
14B15-11C	STEEL PLATE BEAM GUARD, CLASS "A", INSTALLATION & ELEMENTS
14B24-09A	STEEL PLATE BEAM GUARD ENERGY ABSORBING TERMINAL
14B24-09B	STEEL PLATE BEAM GUARD ENERGY ABSORBING TERMINAL
14B24-09C	STEEL PLATE BEAM GUARD ENERGY ABSORBING TERMINAL
14B42-07A	MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL
14B42-07B	MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL
14B42-07C	MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL
14B42-07D	MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL
14B44-04A	MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)
14B44-04B	MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)
14B44-04C	MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)
14B45-05A	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-05B	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-05C	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
15A03-02A	FLEXIBLE MARKER POST FOR CULVERT END
15A03-02B	FLEXIBLE MARKER POST FOR CULVERT END
15C02-09A	BARRICADES AND SIGNS FOR MAINLINE CLOSURES
15C02-09B	BARRICADES AND SIGNS FOR VARIOUS CLOSURES
15C02-09C	DETOUR SIGNING FOR MAINLINE CLOSURES
15C02-09H	MODIFIED ROUTE ASSEMBLY FOR DETOUR SIGNING
15C03-05	BARRICADES AND SIGNS FOR SIDEROAD CLOSURES
15C04-05	TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 M.P.H. OR GREATER TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC
15C08-23A	PERMANENT LONGITUDINAL PAVEMENT MARKINGS
15C08-23B	TEMPORARY LONGITUDINAL PAVEMENT MARKING
15C09-13A	SIGNING AND PAVEMENT MARKING DETAILS FOR RAILROAD-HIGHWAY GRADE CROSSINGS
15C11-10B	CHANNELIZING DEVICES DRUMS, CONES, BARRICADES AND VERTICAL PANELS
15C12-09A	TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION
15C19-08A	MOVING PAVEMENT MARKING OPERATION TWO-LANE TWO-WAY ROADWAY
15C33-04	STOP LINE AND CROSSWALK PAVEMENT MARKING
15C35-06A	PAVEMENT MARKING (INTERSECTIONS)
15D28-04	TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY
15D39-02	TRAFFIC CONTROL, DROP-OFF SIGNING
15D44-02	TRAFFIC CONTROL, SIGNING ON ROADWAYS WITH MILLED SURFACES
15D45-03	TRAFFIC CONTROL, SIGNING ON ROADWAYS WITH LOOSE GRAVEL
16A01-07	LANDMARK REFERENCE MONUMENTS AND COVERS

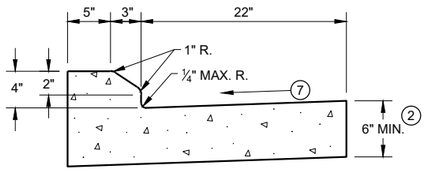
6



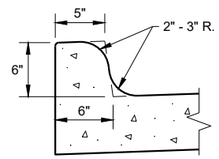
TYPES A (1) & D



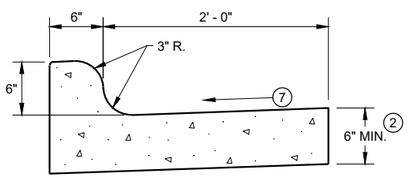
6" SLOPED CURB TYPES G (1) & J



4" SLOPED CURB TYPES G (1) & J

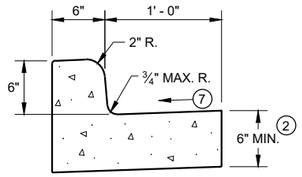


TYPES K (1) & L
(OPTIONAL CURB SHAPE)



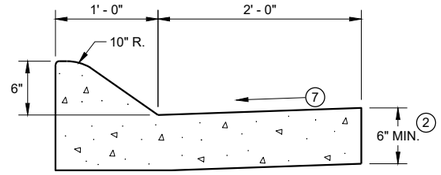
TYPES K (1) & L

CONCRETE CURB AND GUTTER 30"

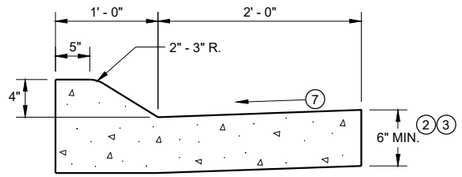


TYPES A (1) & D

CONCRETE CURB AND GUTTER 18"

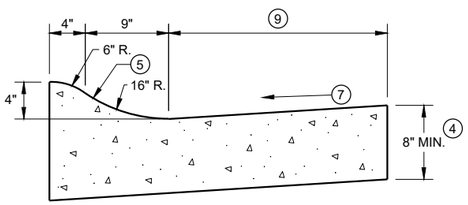


6" SLOPED CURB TYPES A (1) & D



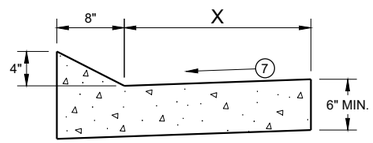
4" SLOPED CURB TYPES A (1) & D

CONCRETE CURB AND GUTTER 36"



4" SLOPED CURB TYPES R (1) & T

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

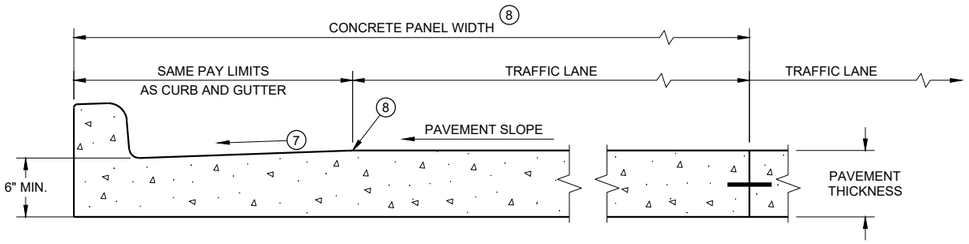


TYPES TBT & TBTT (1)

CONCRETE CURB AND GUTTER

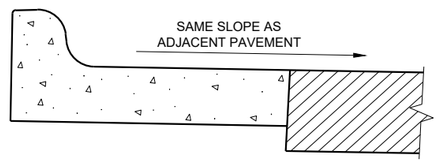
PAVEMENT THICKNESS AND MAXIMUM CONCRETE PANEL WIDTH TABLE

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



PARTIAL SECTION OF PAVEMENT * WITH INTEGRAL CURB AND GUTTER

* BIKE LANE IS NOT SHOWN



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

GENERAL NOTES

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

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

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

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

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

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

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

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

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

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

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

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

(9) CONCRETE CURB AND GUTTER 4-INCH SLOPED 30-INCH TYPE "R" AND "T" = 17 INCHES
CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE "R" AND "T" = 23 INCHES

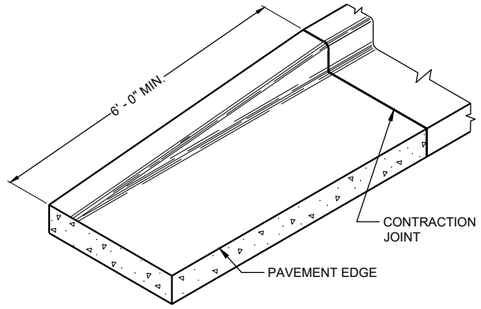
CONCRETE CURB AND GUTTER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

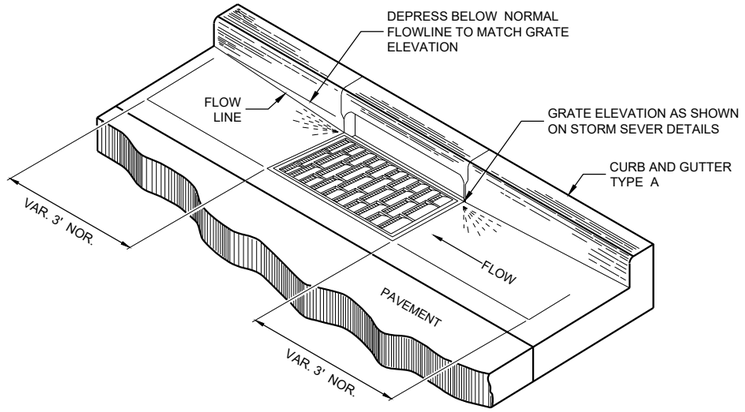
6

SDD 08D01 - 23a

SDD 08D01 - 23a



END SECTIONCURB AND GUTTER



DETAIL OF CURB AND GUTTER AT INLETS

(TYPICAL H INLET COVER SHOWN)

GENERAL NOTES

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

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

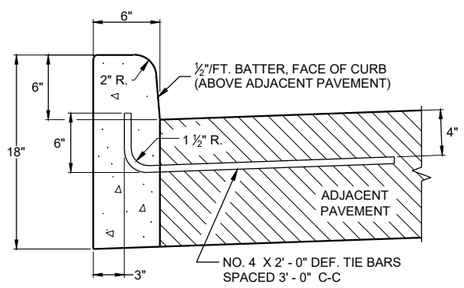
UNLESS OTHERWISE SHOWN ON THE TYPICAL CROSS SECTIONS, THE BASE AGGREGATE AND COMMON EXCAVATION LIMITS ARE 2' - 0" BEHIND THE BACK OF CURBS.

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

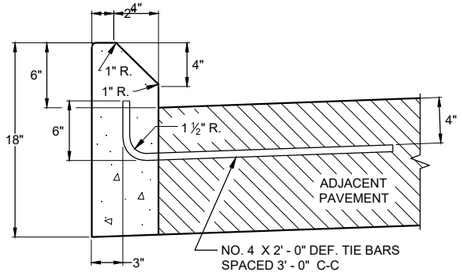
(2) THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 6" MINIMUM GUTTER THICKNESS IS MAINTAINED.

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

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

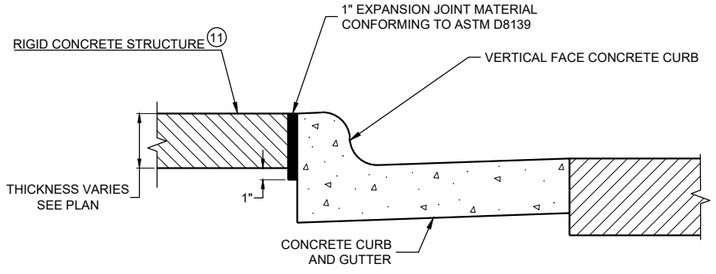


TYPES A (1) & D

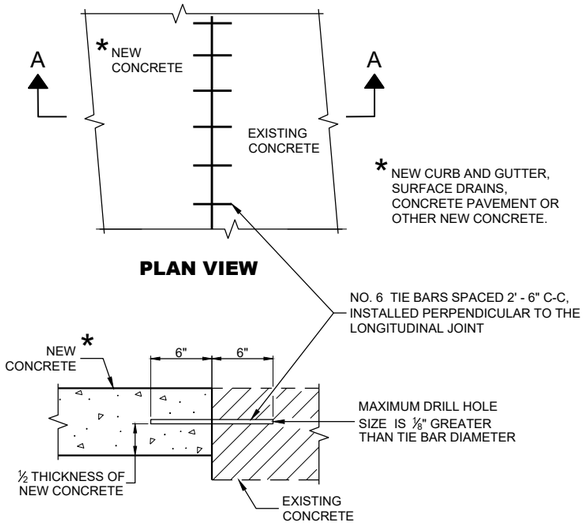


TYPES G (1) & J

CONCRETE CURB



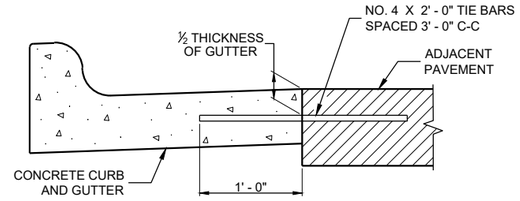
EXPANSION JOINT DETAIL FOR VERTICAL CURB ABUTTING A RIGID STRUCTURE (11)



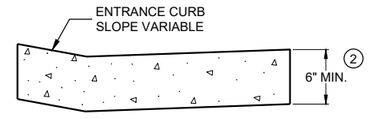
PLAN VIEW

SECTION A - A

TIE BARS DRILLED INTO EXISTING PAVEMENT



TYPICAL TIE BAR LOCATION (1)



DRIVEWAY ENTRANCE CURB (10)

(WHEN DIRECTED BY THE ENGINEER)

CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS

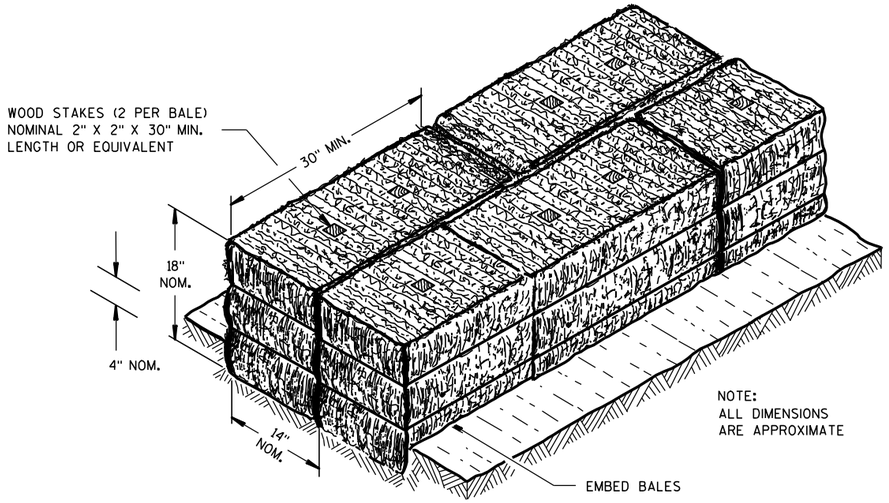
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023 — DATE
/S/ Rodnery Taylor — ROADWAY STANDARDS DEVE ENGINEER

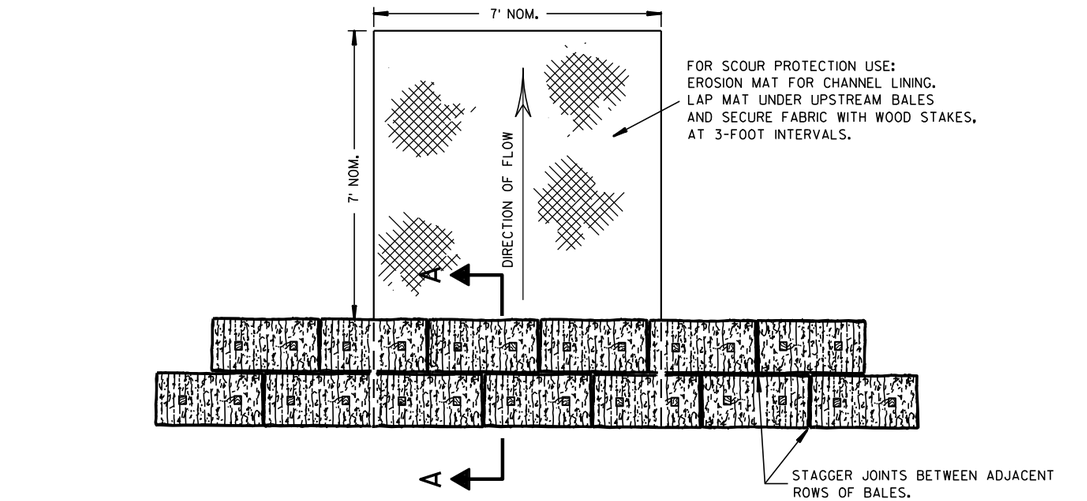
FHWA

6

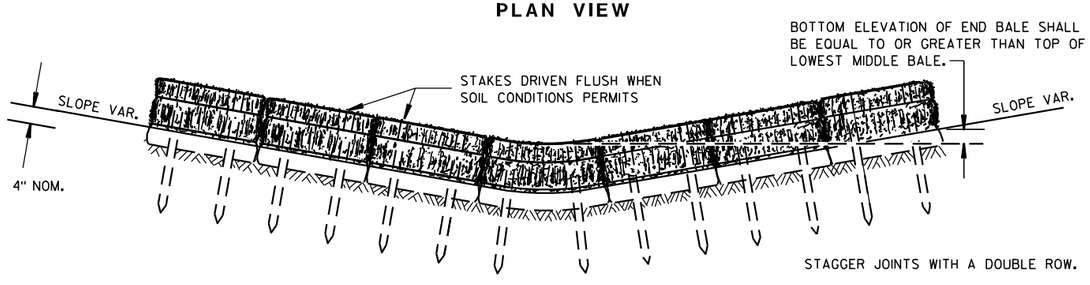
SDD08D01 - 23b



SECTION A-A



PLAN VIEW



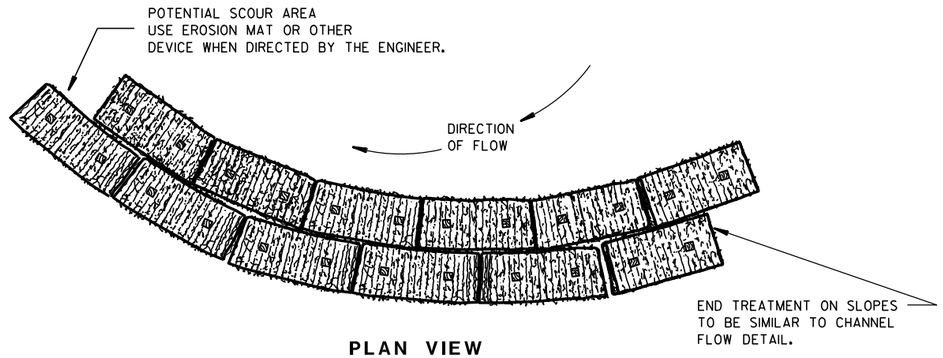
FRONT ELEVATION

TEMPORARY DITCH CHECK USING EROSION BALES ①

GENERAL NOTES

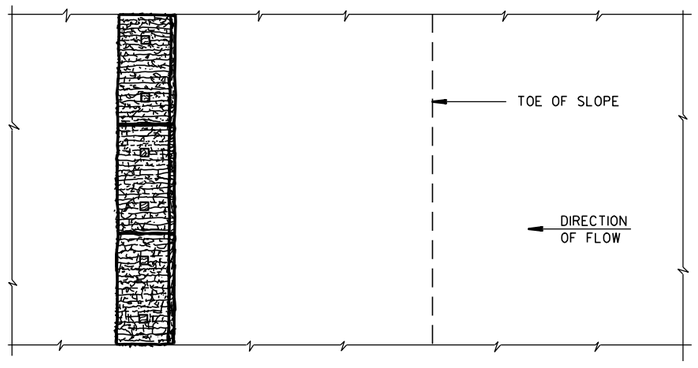
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

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

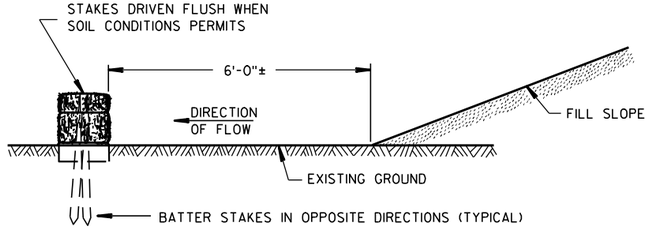


PLAN VIEW

WHEN ALTERING THE DIRECTION OF FLOW



PLAN VIEW



FRONT ELEVATION

WHEN EXISTING GROUND SLOPES AWAY FROM FILL SLOPE

EROSION BALES FOR SHEET FLOW

TYPICAL INSTALLATIONS OF EROSION BALES / TEMPORARY DITCH CHECKS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

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

FHWA

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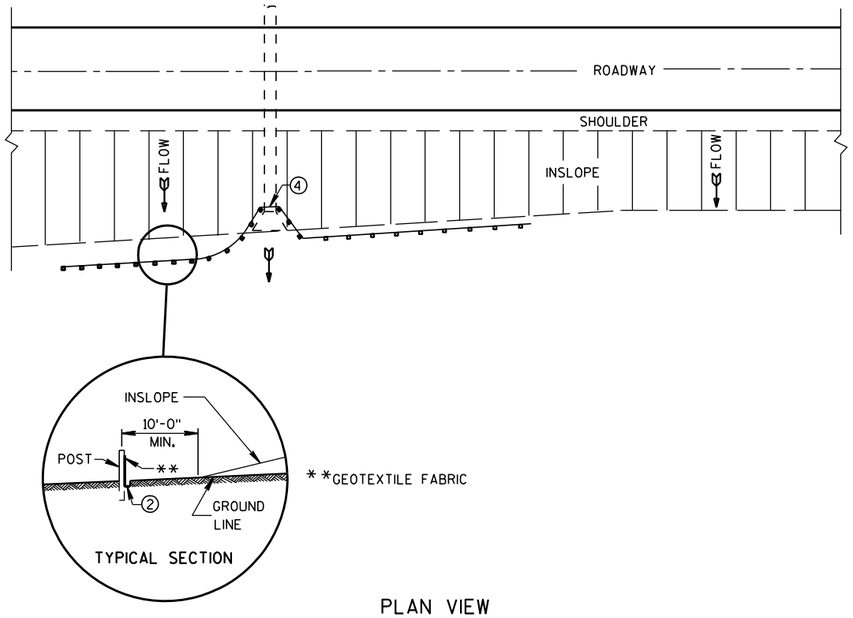
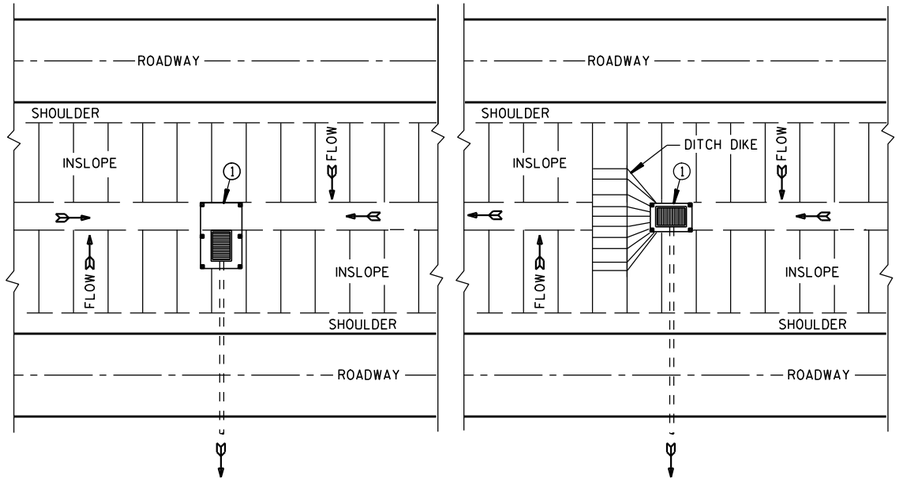
S.D.D. 8 E 8-3



PLAN VIEW

TYPICAL APPLICATION OF SILT FENCE



PLAN VIEW

SILT FENCE AT MEDIAN SURFACE DRAINS

GENERAL NOTES

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

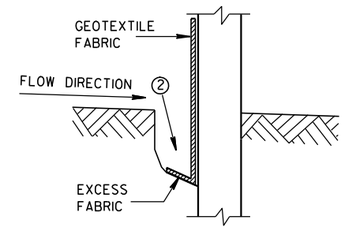
① HORIZONTAL BRACE REQUIRED WITH 2" X 4" WOODEN FRAME OR EQUIVALENT AT TOP OF POSTS.

② FOR MANUAL INSTALLATIONS THE TRENCH SHALL BE A MINIMUM OF 4" WIDE & 6" DEEP TO BURY AND ANCHOR THE GEOTEXTILE FABRIC. FOLD MATERIAL TO FIT TRENCH AND BACKFILL & COMPACT TRENCH WITH EXCAVATED SOIL.

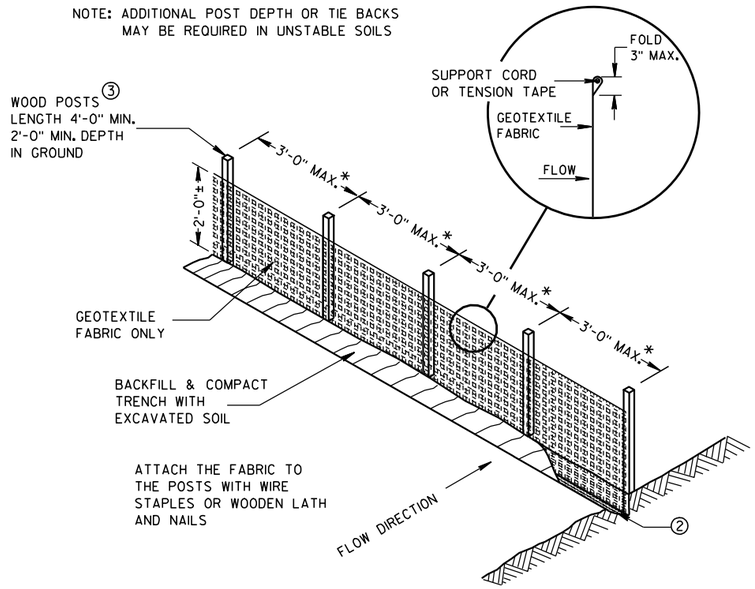
③ WOOD POSTS SHALL BE A MINIMUM SIZE OF 1⅛" X 1⅛" OF OAK OR HICKORY.

④ SILT FENCE TO EXTEND ACROSS THE TOP OF THE PIPE.

⑤ CONSTRUCT SILT FENCE FROM A CONTINUOUS ROLL IF POSSIBLE BY CUTTING LENGTHS TO AVOID JOINTS. IF A JOINT IS NECESSARY USE ONE OF THE FOLLOWING TWO METHODS; A) OVERLAP THE END POSTS AND TWIST, OR ROTATE, AT LEAST 180 DEGREES, B) HOOK THE END OF EACH SILT FENCE LENGTH.

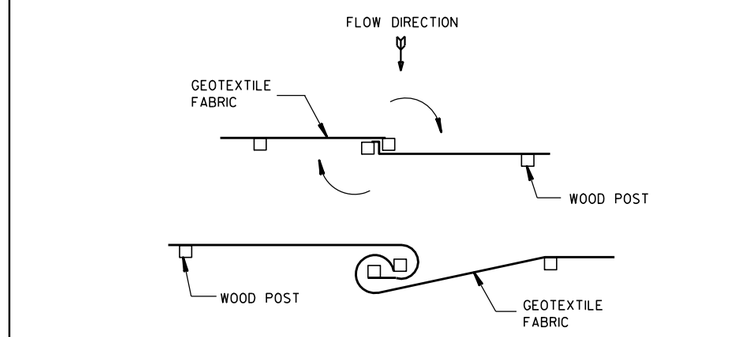


TRENCH DETAIL

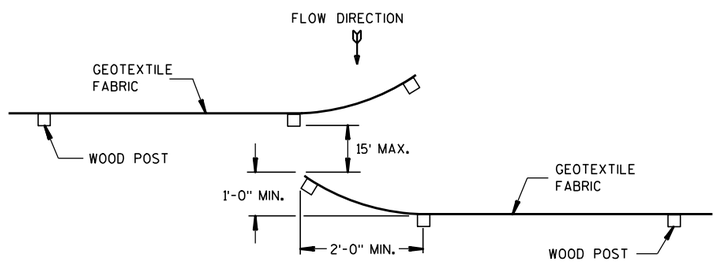


*NOTE: 8'-0" POST SPACING ALLOWED IF A WOVEN GEOTEXTILE FABRIC IS USED.

SILT FENCE

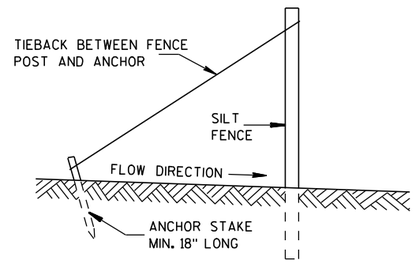


TWIST METHOD



HOOK METHOD

JOINING TWO LENGTHS OF SILT FENCE ⑤



SILT FENCE TIE BACK

(WHEN REQUIRED BY THE ENGINEER)

SILT FENCE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

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S.D.D. 8 E 9-6

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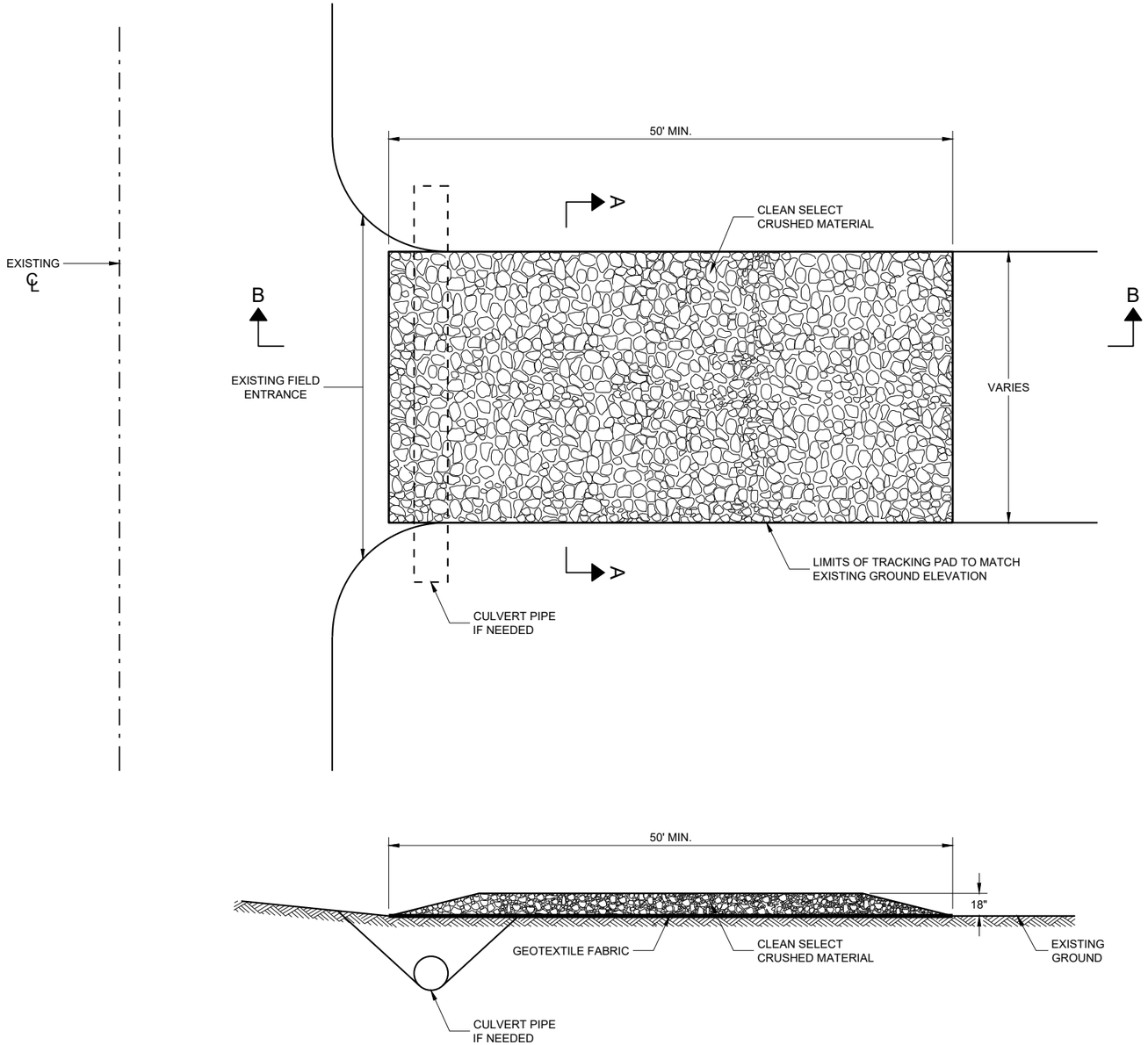
S.D.D. 8 E 9-6



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.

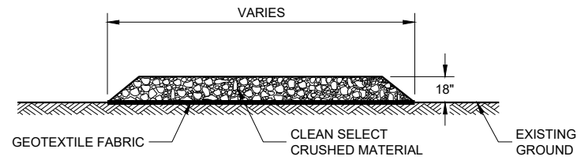
TRACKING PAD TO BE REMOVED AFTER CONSTRUCTION IS COMPLETED.

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

APPROVED

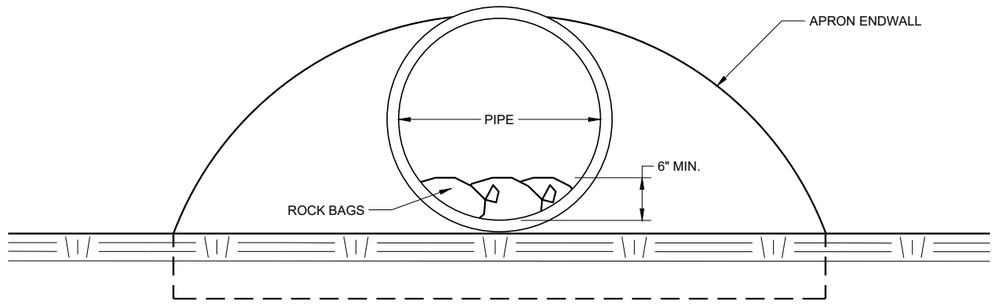
3/24/2011
DATE

/S/ Jerry H. Zogg
ROADWAY STANDARDS DEVE ENGINEER

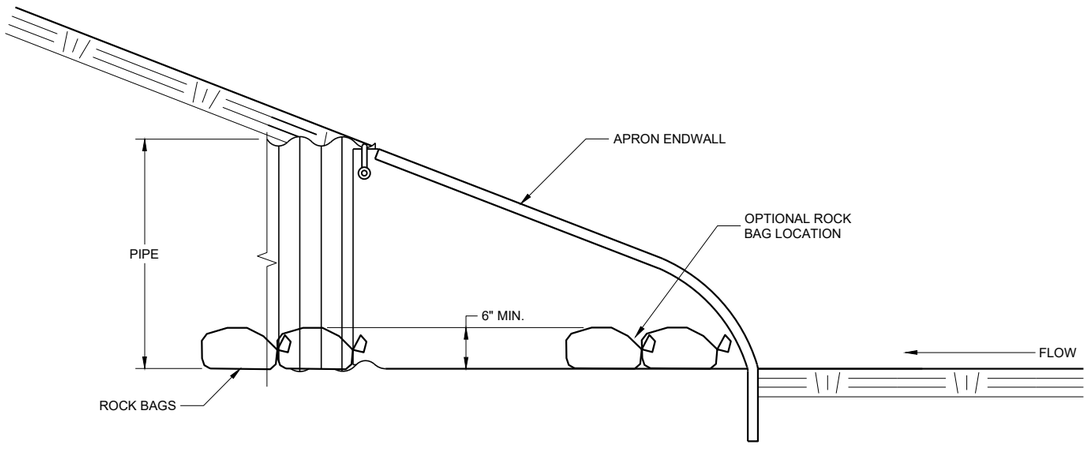
FHWA

6

SDD 08E14 - 01



END VIEW



SIDE VIEW

CULVERT PIPE CHECK

(INSTALL ON INLET END ONLY)

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

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SDD 08E15 - 01

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SDD 08E15 - 01

METAL APRON ENDWALLS

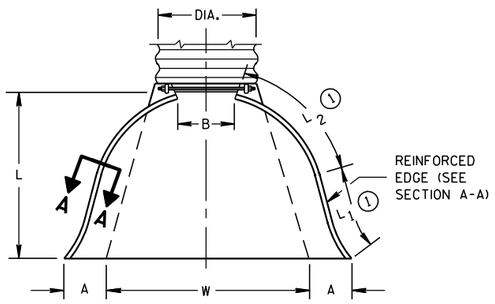
PIPE DIA. (IN.)	MIN. THICK. (Inches) STEEL	MIN. THICK. (Inches) ALUM.	DIMENSIONS (Inches) A (±1")	B (MAX.)	H (±1")	L (±1 1/2")	L1 ①	L2 ①	W (±2")	APPROX. SLOPE	BODY
12	.064	.060	6	6	6	21	12	17 1/2	24	2 1/2 to 1	1 Pc.
15	.064	.060	7	8	6	26	14	21 3/4	30	2 1/2 to 1	1 Pc.
18	.064	.060	8	10	6	31	15	28 1/4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

× EXCEPT CENTER PANEL SEE GENERAL NOTES

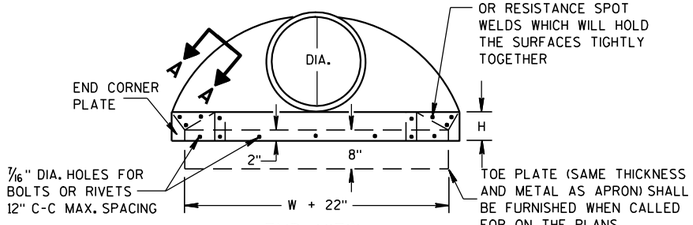
REINFORCED CONCRETE APRON ENDWALLS

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

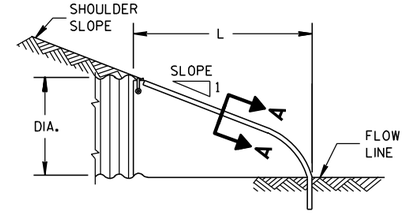
*MINIMUM
**MAXIMUM



PLAN VIEW

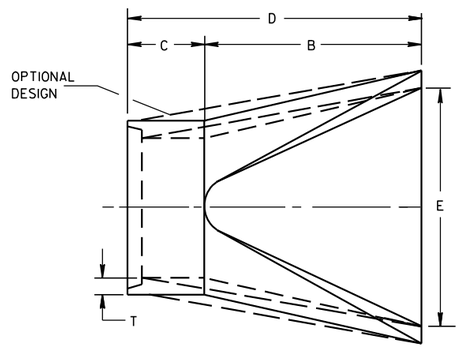


END VIEW

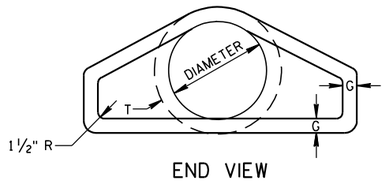


SIDE ELEVATION

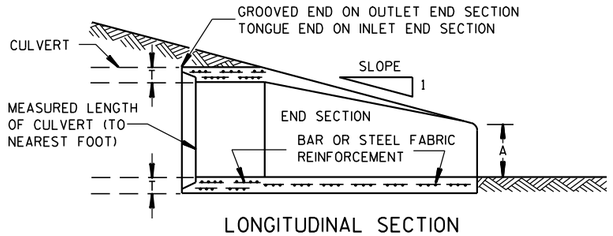
METAL ENDWALLS



PLAN

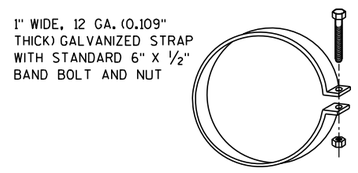


END VIEW



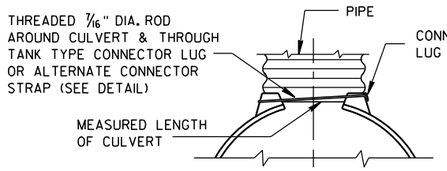
LONGITUDINAL SECTION

CONCRETE ENDWALLS

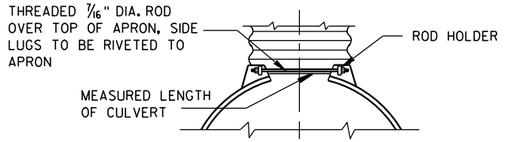


ALTERNATE FOR TYPE 1 CONNECTION

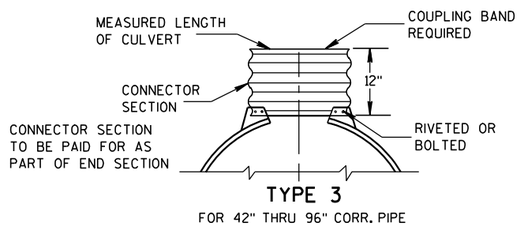
END SECTION CONNECTOR STRAP



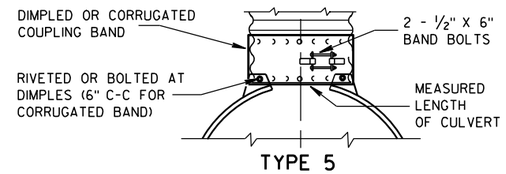
TYPE 1
FOR 12" THRU 24" CORR. PIPE



TYPE 2
FOR 30" THRU 96" CORR. PIPE



TYPE 3
FOR 42" THRU 96" CORR. PIPE



TYPE 5
ALTERNATE FOR:
ALL SIZES CORRUGATED CIRCULAR PIPE

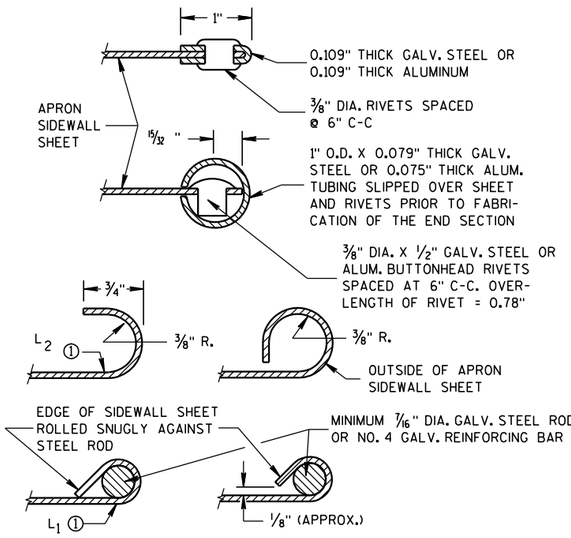
NOTE: DIMPLED BAND FITS OVER OUTSIDE OF ENDWALL. AND CORRUGATED BAND FITS INSIDE ENDWALL. DIMPLED BAND MAY BE USED WITH HELICALLY CORRUGATED PIPE.

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

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

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

CONNECTION DETAILS



SECTION A-A

GENERAL NOTES

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

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

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

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

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

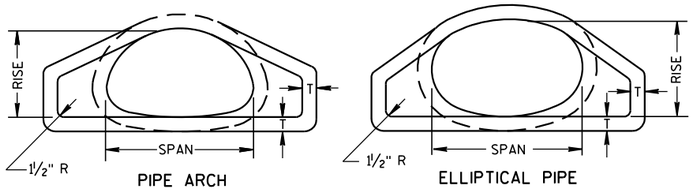
① FOR PIPE SIZES UP TO 60" DIAMETER, A 180° ROLLED EDGE MAY BE USED INSTEAD OF STEEL ROD REINFORCEMENT. SEE SECTION A-A.

APRON ENDWALLS FOR CULVERT PIPE

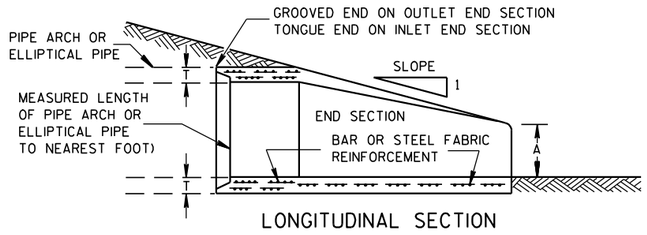
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

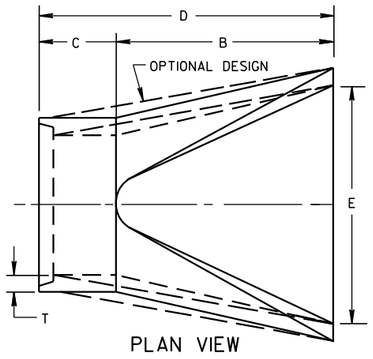
6
S.D.D. 8 F 1-11



END VIEW

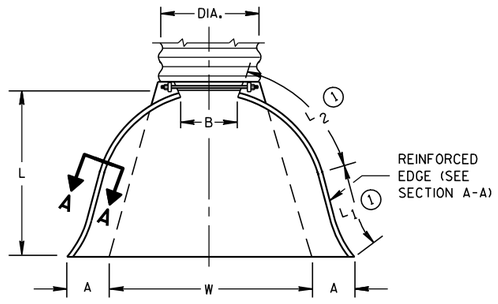


LONGITUDINAL SECTION

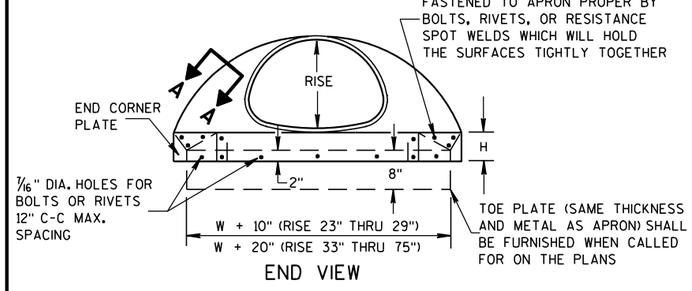


PLAN VIEW

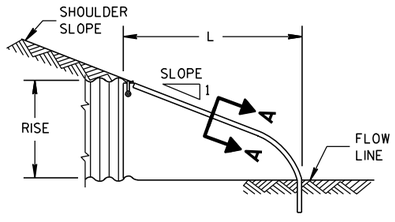
CONCRETE ENDWALLS



PLAN VIEW

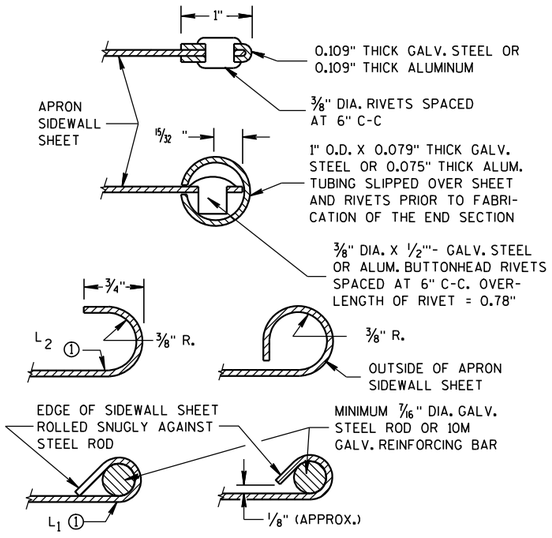


END VIEW



SIDE ELEVATION

METAL ENDWALLS



SECTION A-A

2- 2/3" X 1/2" CORRUGATIONS

EQUIV. DIA. (Inches)	(Inches) SPAN	(Inches) RISE	MIN. THICK. (Inches) STEEL	MIN. THICK. (Inches) ALUM.	DIMENSIONS (Inches) A (±1")	B (MAX.)	H (±1")	L (±1 1/2")	L1 ①	L2 ①	W (±2")	APPROX. SLOPE	BODY
15	17	13	.064	.060	7	9	6	19	14	16	30	2½ to 1	1 Pc.
18	21	15	.064	.060	7	10	6	23	14	19⅜	36	2½ to 1	1 Pc.
21	24	18	.064	.060	8	12	6	28	18	21¾	42	2½ to 1	1 Pc.
24	28	20	.064	.060	9	14	6	32	18	27½	48	2½ to 1	1 Pc.
30	35	24	.079	.075	10	16	6	39	18	37⅝	60	2½ to 1	1 Pc.
36	42	29	.079	.075	12	18	8	46	24	45⅜	75	2½ to 1	1 Pc.
42	49	33	.109	.105	13	21	9	53	24	54¾	85	2½ to 1	2 Pc.
48	57	38	.109	.105	18	26	12	63	24	68	90	2½ to 1	3 Pc.
54	64	43	.109	.105	18	30	12	70	24	72¾	102	2¼ to 1	3 Pc.
60	71	47	.109*	.105*	18	33	12	77	30	82¼	114	2¼ to 1	3 Pc.
66	77	52	.109*	.105*	18	36	12	77	—	—	126	2 to 1	3 Pc.
72	83	57	.109*	.105*	18	39	12	77	—	—	138	2 to 1	3 Pc.

3" X 1" CORRUGATIONS

EQUIV. DIA. (Inches)	(Inches) SPAN	(Inches) RISE	MIN. THICK. (Inches) STEEL	MIN. THICK. (Inches) ALUM.	DIMENSIONS (Inches) A (±1")	B (MAX.)	H (±1")	L (±1 1/2")	L1 ①	L2 ①	W (±2")	APPROX. SLOPE	BODY
48	53	41	.109	.105	18	26	12	63	24	72¾	90	2½ to 1	2 Pc.
54	60	46	.109	.105	18	30	12	70	30	82¼	102	2 to 1	2 Pc.
60	66	51	.109*	.105*	18	33	12	77	—	—	114	1½ to 1	3 Pc.
66	73	55	.109*	.105*	18	36	12	77	—	—	126	1½ to 1	3 Pc.
72	81	59	.109*	.105*	18	39	12	77	—	—	138	2 to 1	3 Pc.
78	87	63	.109*	.105*	22	38	12	77	—	—	148	1½ to 1	3 Pc.
84	95	67	.109*	.105*	22	34	12	77	—	—	162	1½ to 1	3 Pc.
90	103	71	.109*	.105*	22	38	12	77	—	—	174	1½ to 1	3 Pc.
96	112	75	.109*	.105*	24	40	12	77	—	—	174	1½ to 1	3 Pc.

NOTE: ALL SPLICES TO BE LAP RIVETED OR BOLTED.

* EXCEPT CENTER PANEL SEE GENERAL NOTES

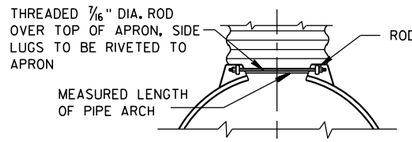
REINFORCED CONCRETE PIPE ARCH

EQUIV. DIA. (Inches)	DIMENSIONS (Inches) ** SPAN	** RISE	T	A	B	C	D	E	APPROX. SLOPE
24	29	18	3	8½	39	33	72	48	3 to 1
30	36	22	3½	9½	50	46	96	60	3 to 1
36	44	27	4	11⅛	60	36	96	72	3 to 1
42	51	31	4½	15 13/16	60	36	96	78	3 to 1
48	58	36	5	21	60	36	96	84	3 to 1
54	65	40	5½	25½	60	36	96	90	3 to 1
60	73	45	6	31	60	36	96	96	3 to 1
72	88	54	7	31	60	39	99	120	2 to 1
84	102	62	8	28½	83	19	102	144	2 to 1

REINFORCED CONCRETE ELLIPTICAL PIPE

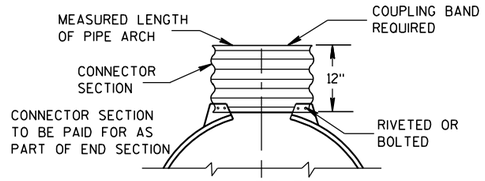
EQUIV. DIA. (Inches)	DIMENSIONS (Inches) ** SPAN	** RISE	T	A	B	C	D	E	APPROX. SLOPE
24	30	19	3¼	8½	39	33	72	48	3 to 1
30	38	24	3¾	9½	54	18	72	60	3 to 1
36	45	29	4½	11⅛	60	24	84	72	2½ to 1
42	53	34	5	15¾	60	36	96	78	2½ to 1
48	60	38	5½	21	60	36	96	84	2½ to 1
54	68	43	6	25½	60	36	96	90	2½ to 1
60	76	48	6½	30	60	36	96	96	2½ to 1

**NOMINAL SIZE



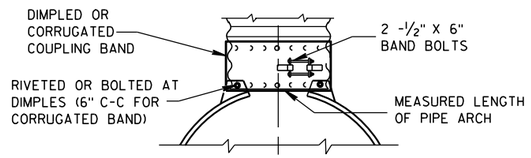
TYPE 2

FOR 17" X 13" THRU 112" X 75" PIPE ARCH



TYPE 3

FOR 64" X 43" THRU 112" X 75" PIPE ARCH



TYPE 5

ALTERNATE FOR:

ALL SIZES CORRUGATED PIPE ARCHES

NOTE: DIMPLED BAND FITS OVER OUTSIDE OF ENDWALL, AND CORRUGATED BAND FITS INSIDE ENDWALL.

CONNECTION DETAILS

GENERAL NOTES

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

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

ALL THREE PIECE STEEL APRON ENDWALLS FOR 66" X 51" PIPE ARCH AND LARGER SHALL HAVE 0.109" SIDES AND 0.138" CENTER PANELS. ALL THREE PIECE ALUMINUM APRON ENDWALLS FOR 66" X 51" PIPE ARCH AND LARGER SHALL HAVE 0.105" SIDES AND 0.134" CENTER PANELS. THE WIDTH OF CENTER PANELS SHALL BE GREATER THAN 20 PERCENT OF THE PIPE ARCH PERIMETER.

LAP SEAMS SHALL BE TIGHTLY JOINED BY GALVANIZED RIVETS OR BOLTS FOR STEEL UNITS AND ALUMINUM RIVETS AND BOLTS FOR ALUMINUM UNITS. FOR THE 77" X 52" THROUGH 112" X 75" APRON ENDWALL SIZES, THE REINFORCED EDGES AND CENTER PANEL SEAMS SHALL BE FURTHER REINFORCED WITH GALVANIZED STEEL OR ALUMINUM STIFFENER ANGLES. THE ANGLES SHALL BE ATTACHED BY GALVANIZED NUTS AND BOLTS FOR STEEL UNITS AND ALUMINUM NUTS AND BOLTS FOR ALUMINUM UNITS.

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

① FOR PIPE ARCH SIZES UP TO 73" X 55" A 180° ROLLED EDGE MAY BE USED INSTEAD OF STEEL ROD REINFORCEMENT. SEE SECTION A-A.

APRON ENDWALLS FOR PIPE ARCH AND ELLIPTICAL PIPE

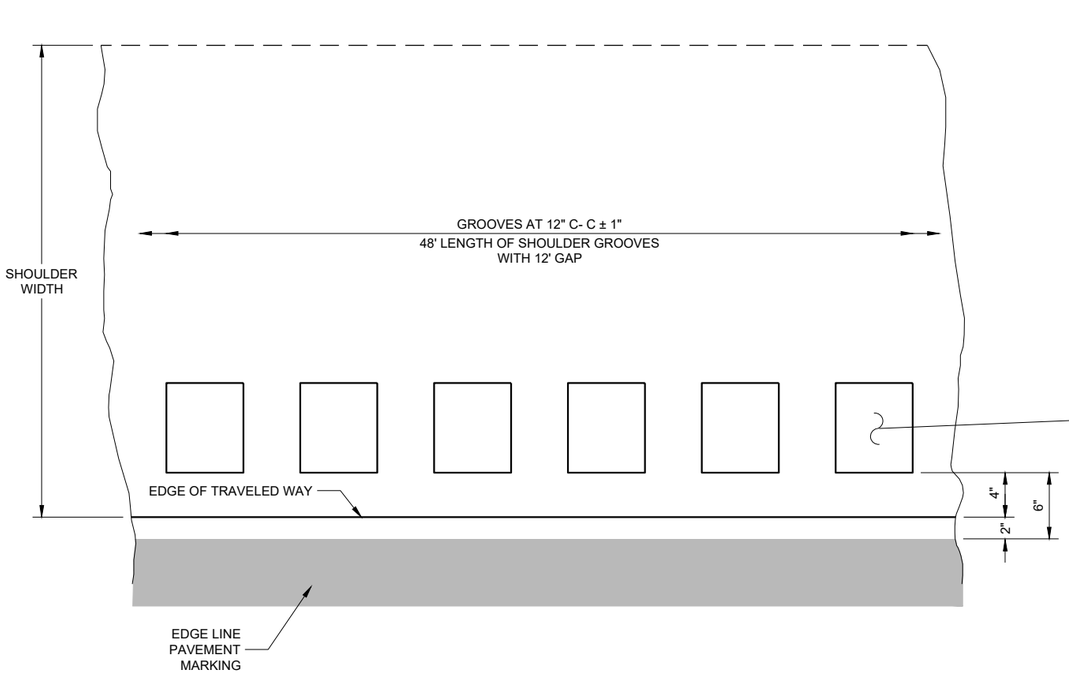
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

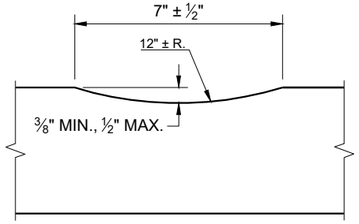
11/30/94 — DATE

/S/ Rory L. Rhinesmith — CHIEF ROADWAY DEVELOPMENT ENGINEER

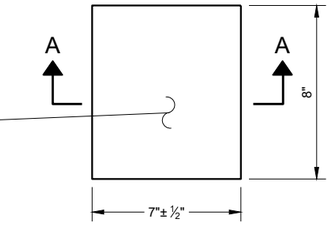
FHWA



PLAN DETAIL VIEW
SHOULDER WITH GROOVES



SECTION A - A

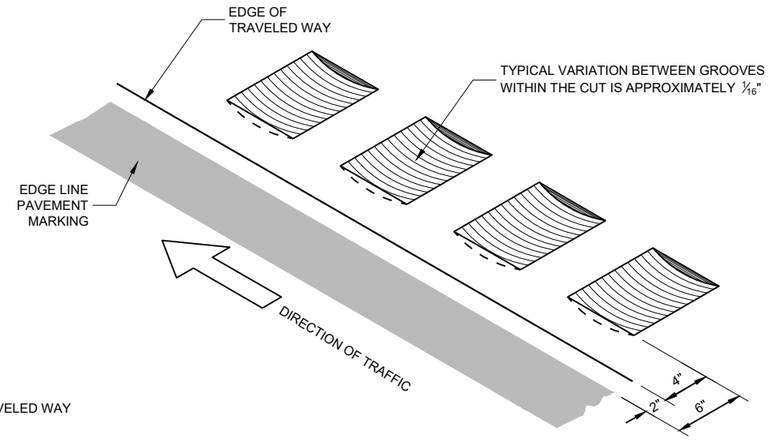


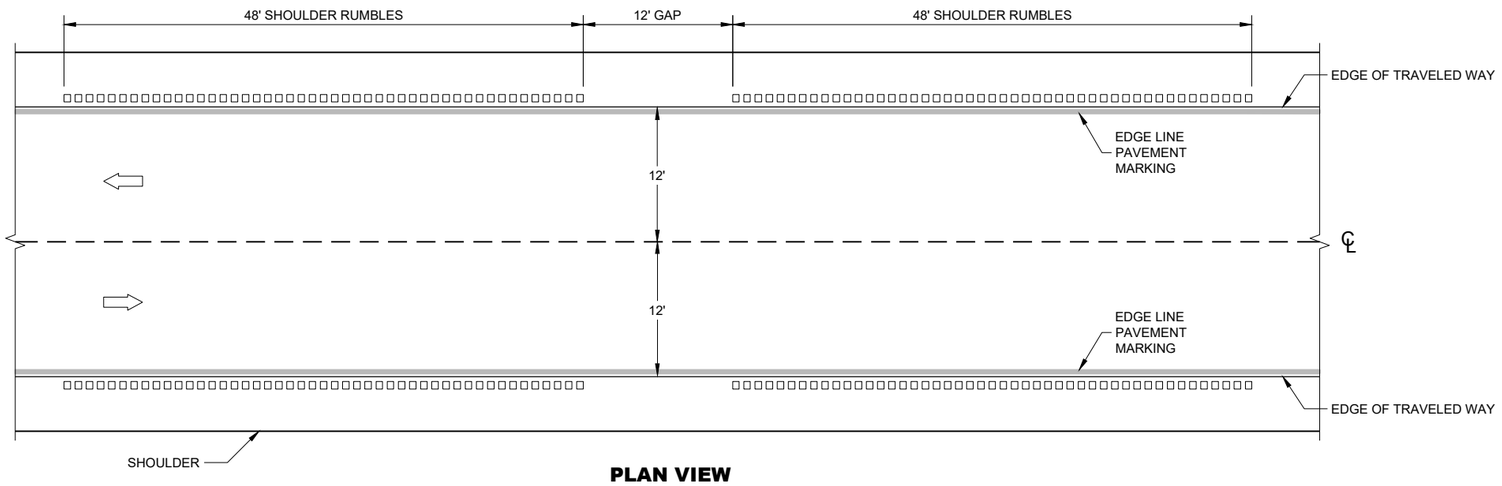
PLAN VIEW
(SINGLE GROOVE)

GENERAL NOTES

DO NOT MILL SHOULDER GROOVES THROUGH INTERSECTIONS, MARKED CROSSWALKS, NON-MOTORIZED PATH CROSSINGS, ETC. REFER TO SDD 13A10 SHEETS "g" AND "h".

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





PLAN VIEW

SHOULDER RUMBLE STRIPS - ASPHALT

6

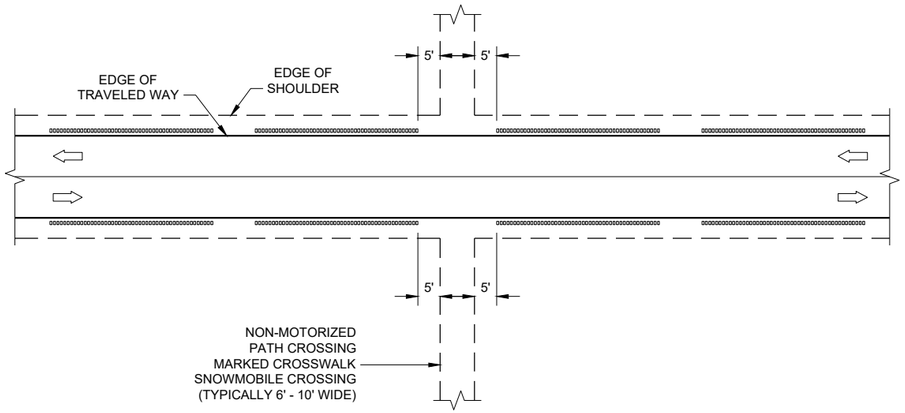
SDD 13A10 - 03a

SHOULDER RUMBLE STRIPS ASPHALT

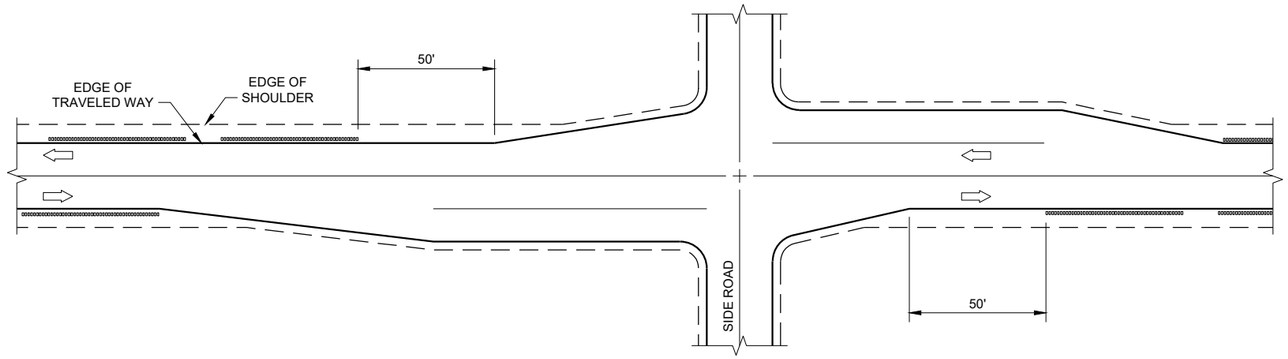
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTA

6

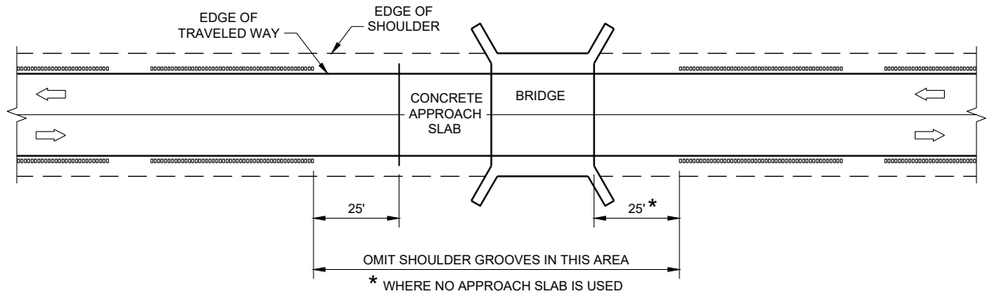
SDD 13A10 - 03a



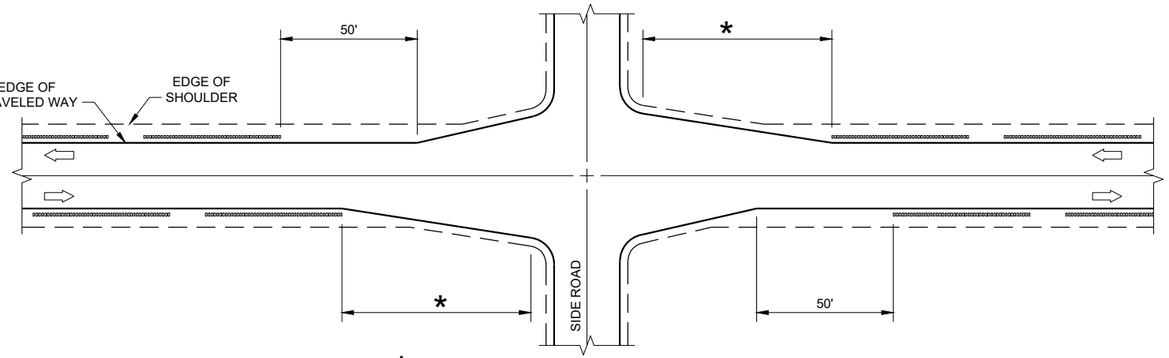
GROOVES AT MISCELLANEOUS CROSSINGS



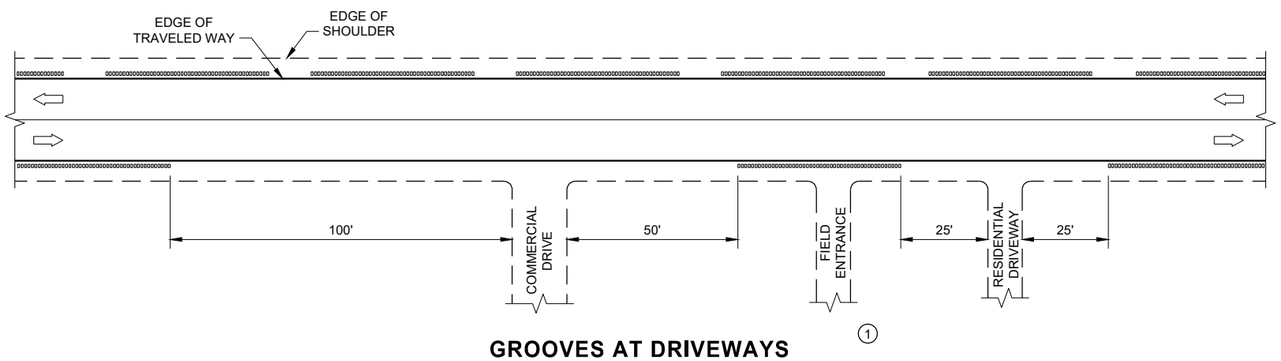
GROOVES AT RIGHT TURN LANE



GROOVES AT BRIDGES



GROOVES AT INTERSECTIONS WITH APPROACH TAPER



GROOVES AT DRIVEWAYS ①

GENERAL NOTES

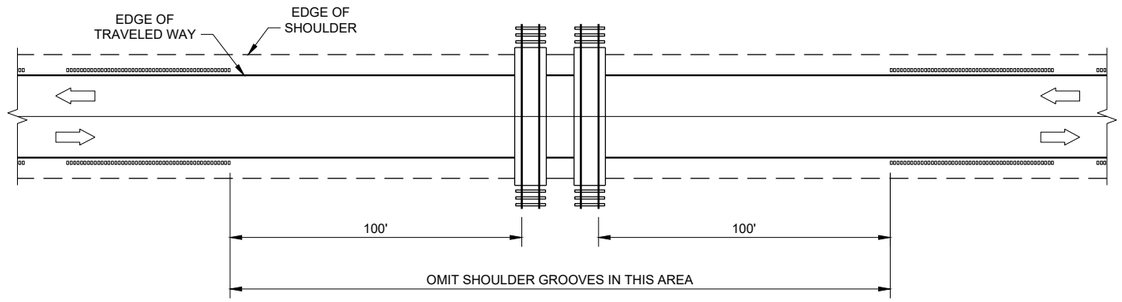
① SHOULDER GROOVES MAY BE OMITTED IN AREAS WITH HIGH CONCENTRATIONS OF DRIVEWAYS. WHEN DIRECTED BY THE ENGINEER.

SHOULDER AND EDGE LINE RUMBLE STRIPS CROSSINGS, INTERSECTIONS, BRIDGES, DRIVEWAYS

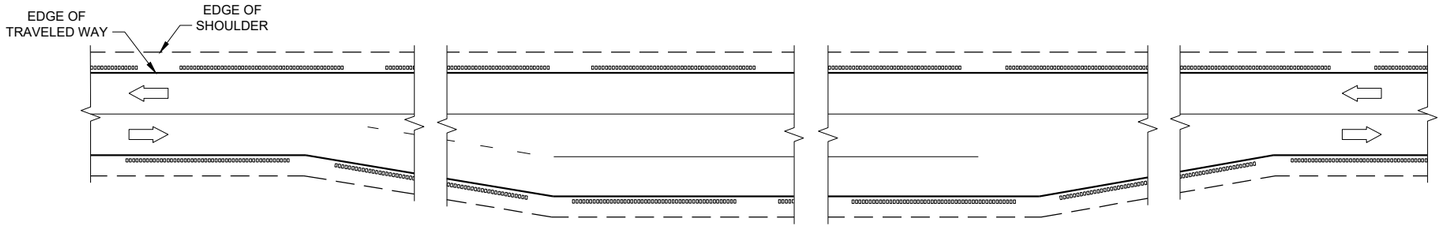
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

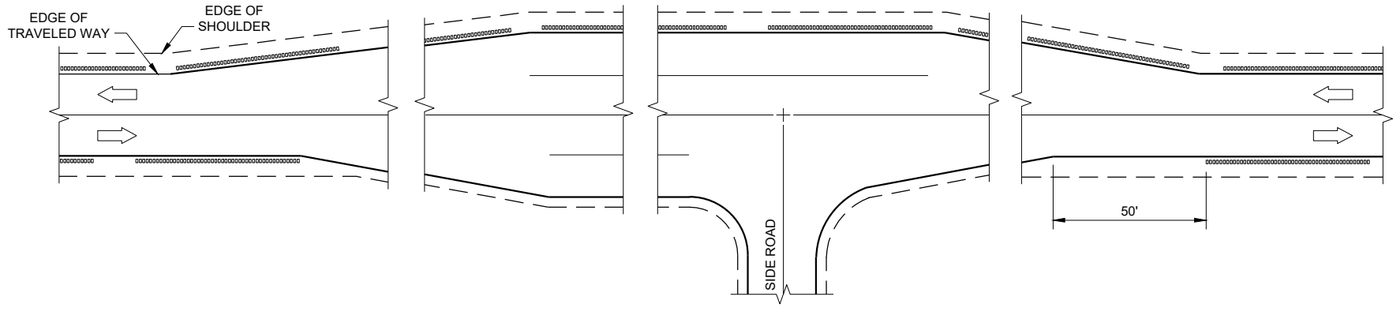
SDD 13A10 - 03g



GROOVES AT RAILROADS



GROOVES AT PASSING AND CLIMBING LANES



GROOVES AT BYPASS LANES

6

SDD 13A10 - 03h

SHOULDER AND EDGE LINE RUMBLE STRIPS - RAILROAD, PASSING, CLIMBING AND BYPASS LANES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

May 2023
DATE

/S/ John Jenkins
ROADWAY STANDARDS DEVE ENGINEER

FHWA

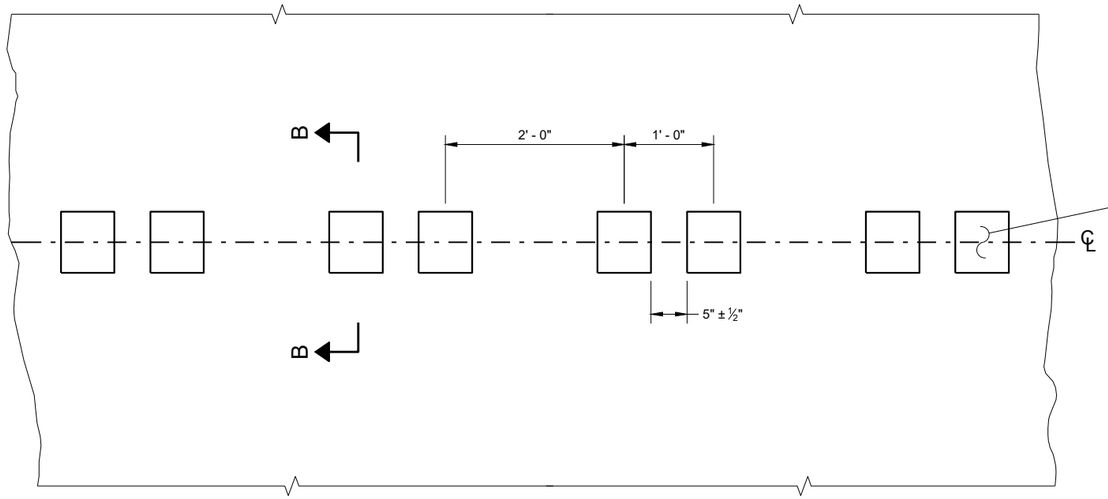
6

SDD 13A10 - 03h

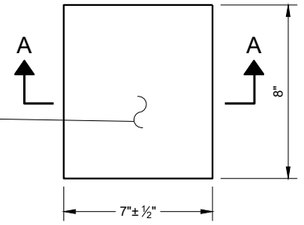
GENERAL NOTES

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

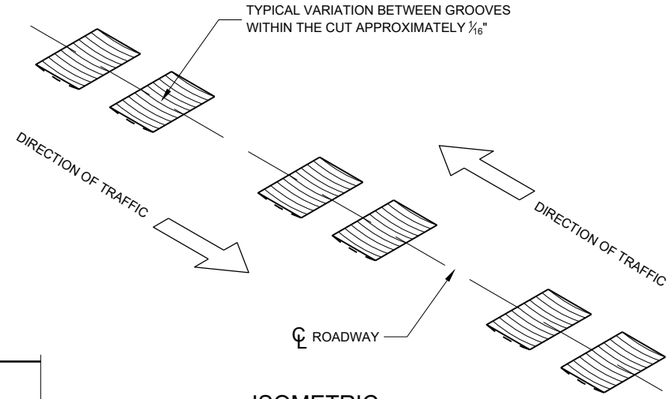
CENTERLINE GROOVES MAY BE OMITTED IN AREAS WITH HIGH CONCENTRATIONS OF DRIVEWAYS WHEN DIRECTED BY THE ENGINEER.



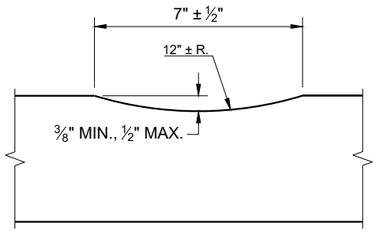
PLAN DETAIL VIEW



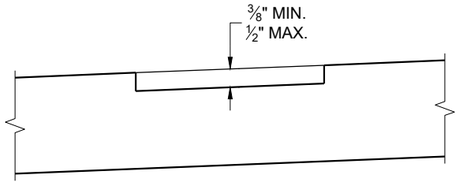
PLAN VIEW
(SINGLE GROOVE)



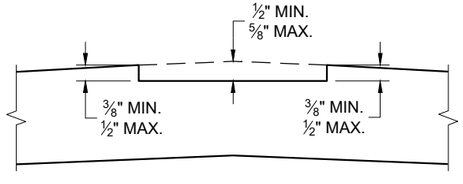
ISOMETRIC



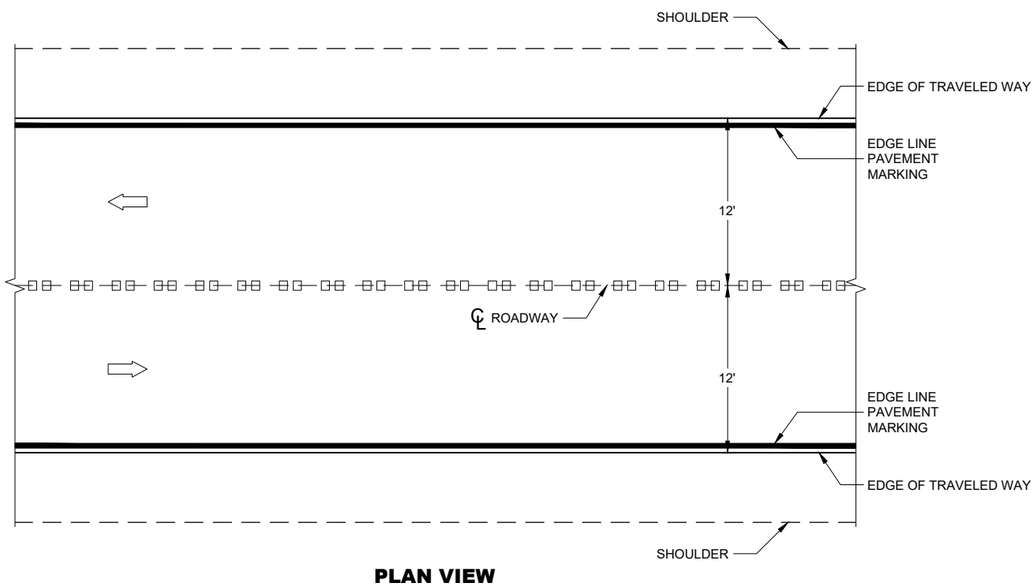
SECTION A - A



SECTION B - B
SUPERELEVATED ROADWAY



SECTION B - B
CROWNED ROADWAY



PLAN VIEW

CENTERLINE RUMBLE STRIPS - ASPHALT

6

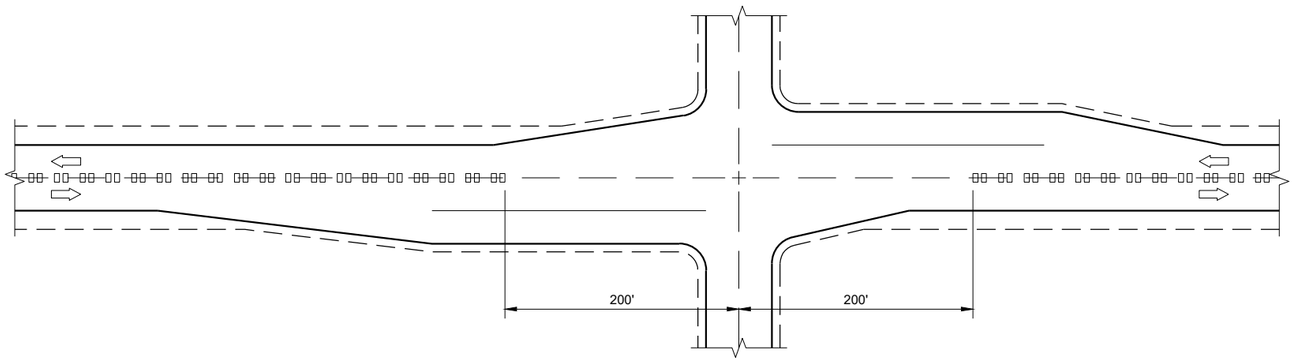
SDD 13A11 - 04a

CENTERLINE RUMBLE STRIPS - ASPHALT

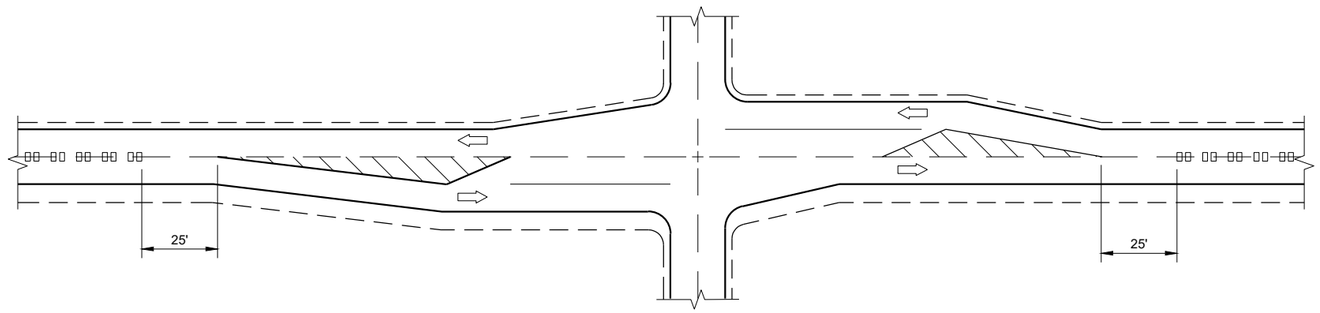
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTA

6

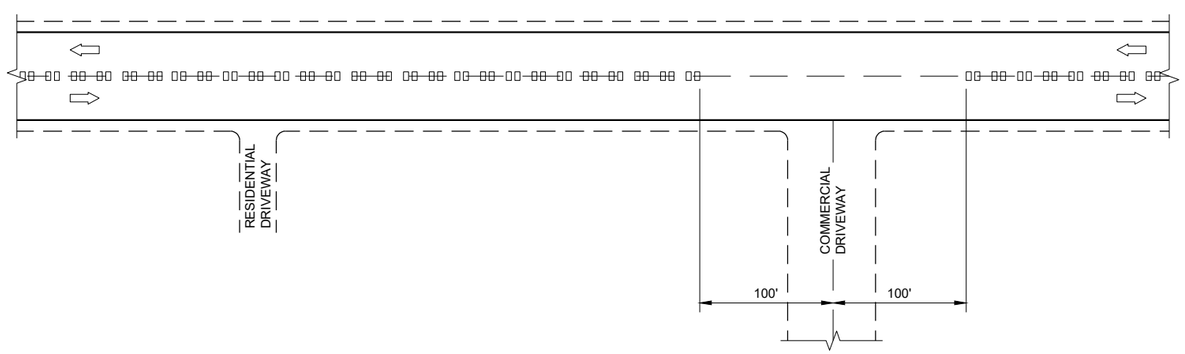
SDD13A11 - 04a



CENTERLINE GROOVES AT INTERSECTIONS



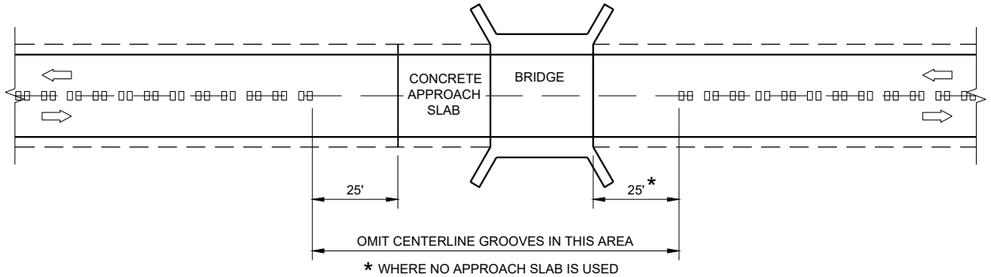
CENTERLINE GROOVES AT INTERSECTIONS (WITH LEFT TURN LANES)



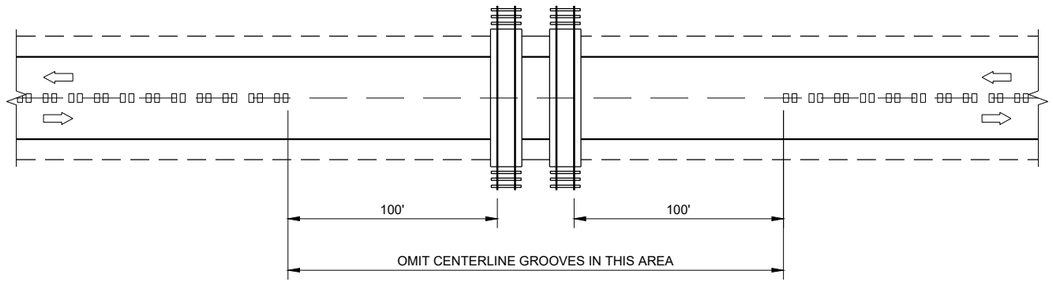
CENTERLINE GROOVES AT DRIVEWAYS (1)

GENERAL NOTES

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



CENTERLINE GROOVES AT BRIDGES



CENTERLINE GROOVES AT RAILROADS

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023 — DATE
/S/ John Jenkins — ROADWAY STANDARDS DEVE ENGINEER

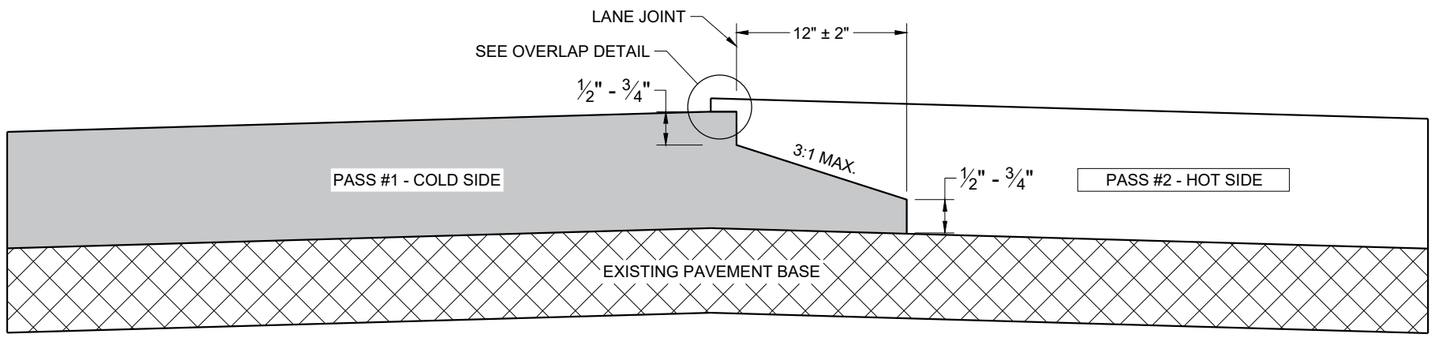
FHWA

6

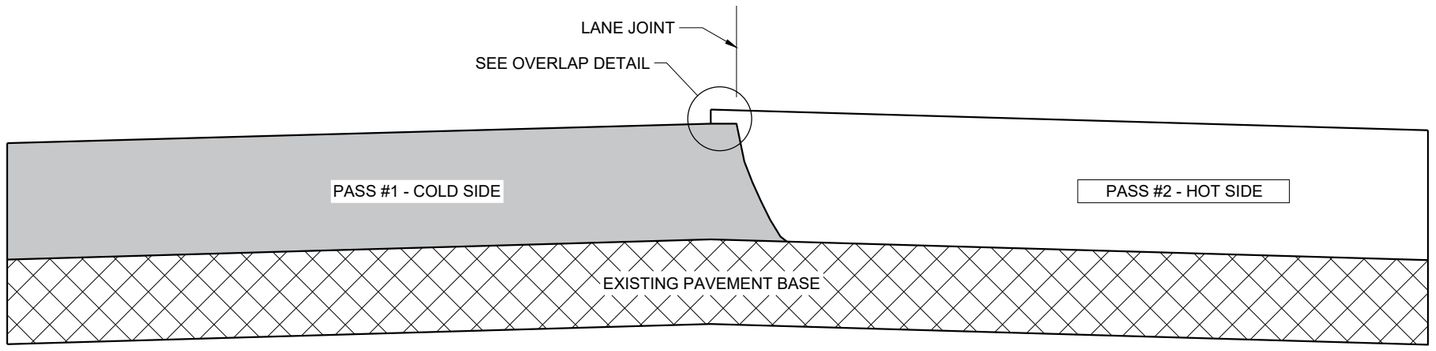
SDD 13A11 - 04d

6

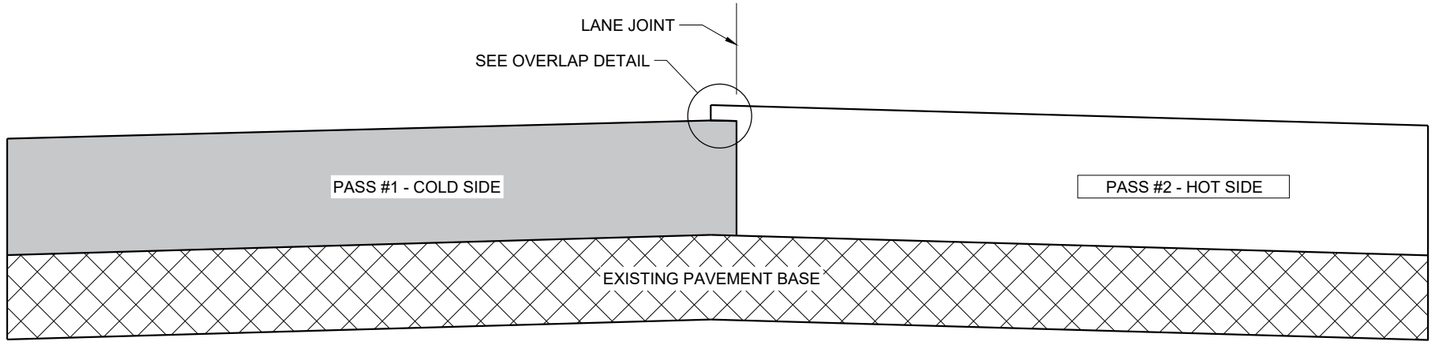
SDD 13A11 - 04d



TYPICAL PAVEMENT CROSS SECTION
NOTCHED WEDGE JOINT



TYPICAL PAVEMENT CROSS SECTION
VERTICAL JOINT



TYPICAL PAVEMENT CROSS SECTION
VERTICAL JOINT (MILLED)

GENERAL NOTES

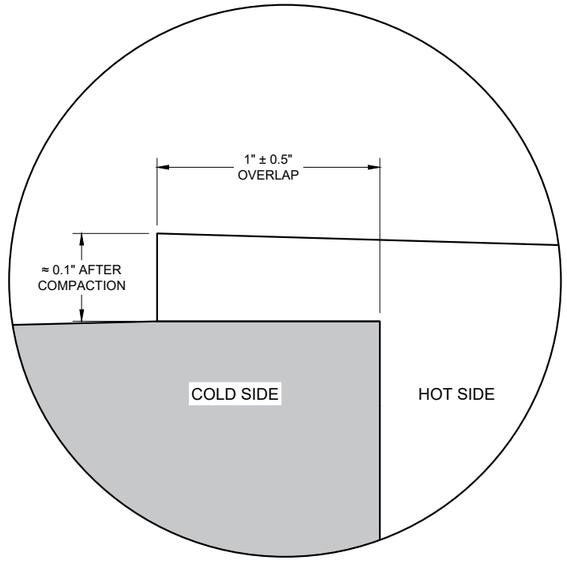
IN ADDITION TO THE DETAILS PROVIDED IN THIS DRAWING, CONFORM TO STANDARD SPECIFICATION 450.3.2.8 FOR WHEN A NOTCHED WEDGE JOINT IS REQUIRED AND FOR GENERAL JOINT CONSTRUCTION REQUIREMENTS.

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

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

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

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



OVERLAP DETAIL (TYPICAL)

HMA LONGITUDINAL JOINTS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2020
DATE

/S/ Steven Hefel
HMA PAVEMENT ENGIN

FHWA

6

SDD 13C19 - 03

GENERAL NOTES

(1) W6 X 9 OR W6 X 8.5 STEEL POSTS AND NOTCHED PLASTIC BLOCKOUTS ARE ACCEPTABLE ALTERNATIVES FOR 6" X 8" WOOD POSTS WITH WOOD OR PLASTIC BLOCKOUTS. USE APPROVED NOTCHED PLASTIC BLOCKOUTS WITH STEEL POSTS. APPROVED PLASTIC BLOCKOUT DESIGNS MAY VARY FROM THIS TYPICAL DETAIL WHEN USED IN CONJUNCTION WITH STEEL POSTS.

DO NOT MIX STEEL POSTS AND WOOD POSTS IN A SINGLE INSTALLATION.

(2) USE STRUCTURAL STEEL POSTS CONFORMING TO ASTM A 36. GALVANIZED POSTS ACCORDING TO AASHTO M 111. EITHER SET THE POSTS IN DRILLED HOLES OR DRIVE TO GRADE. REMOVE MUSHROOMING CAUSED BY DRIVING AND REPAIR DAMAGED SPELTER COATING ON GALVANIZED POSTS.

(3) INSTALL STEEL POSTS WITH HOLES ON APPROACHING TRAFFIC SIDE.

(4) USE EITHER WOOD OR APPROVED PLASTIC BLOCKOUTS ON WOOD POSTS.

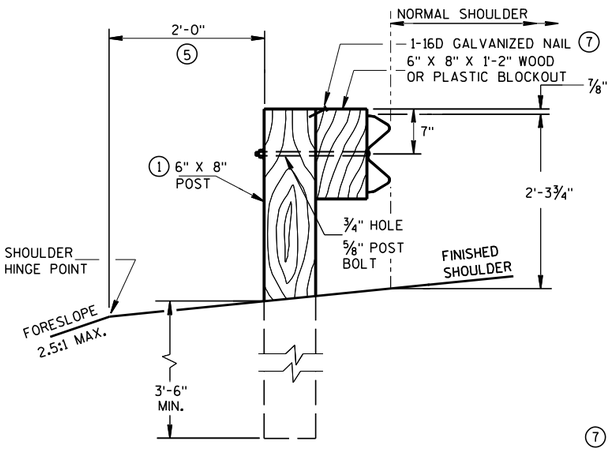
(5) IF THE DISTANCE FROM BACK OF POST TO SHOULDER HINGE POINT IS LESS THAN 2 FEET INSTALL LONGER POST AT HALF POST SPACING, W BEAM (LHW).

(6) IF ROCK IS ENCOUNTERED DURING EXCAVATION, THE ENGINEER MAY APPROVE USING A 12 INCH DIAMETER POST HOLE EXTENDING 20 INCHES DEEP INTO THE ROCK. PLACE GRANULAR MATERIAL IN THE BOTTOM OF THE HOLE APPROXIMATELY 2½ INCHES DEEP. CUT THE POSTS TO LENGTH AND PLACE IN YHE HOLE. BACKFILL WITH MATERIAL EXCAVATED FROM THE HOLE AND COMPACT ADEQUATEY.

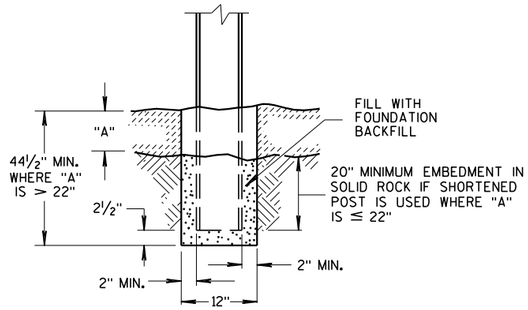
(7) WHEN USING STEEL POSTS AND WOOD BLOCKOUTS INSTALL FOUR 16D GALVANIZED NAILS. INSTALL NAILS AT THE BACK CORNERS OF THE BLOCK AND BEND THE NAILS OVER THE FLANGE OF THE STEEL POST.

INSTALL BEAM GUARD SECTIONS AND ALL NECESSARY HARDWARE ACCORDING TO THE APPLICABLE PLAN AND CURRENT STANDARD AND SUPPLEMENTAL SPECIFICATIONS.

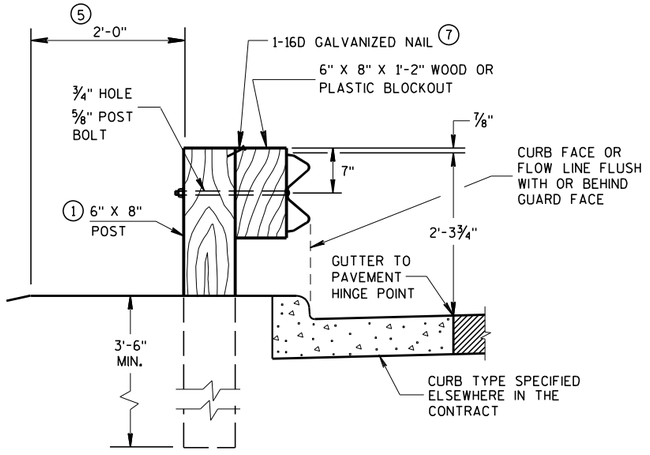
ALL DIMENSIONS ARE SUBJECT TO MANUFACTURER'S TOLERANCES EXCEPT WHERE ALLOWABLE TOLERANCES ARE SHOWN.



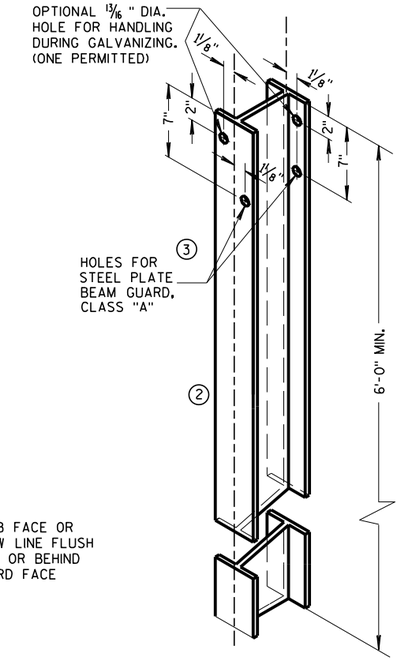
END VIEW
LOCATED ALONG A ROADWAY SHOULDER
STANDARD INSTALLATION



END VIEW
SETTING STEEL OR WOOD POST IN ROCK (6)

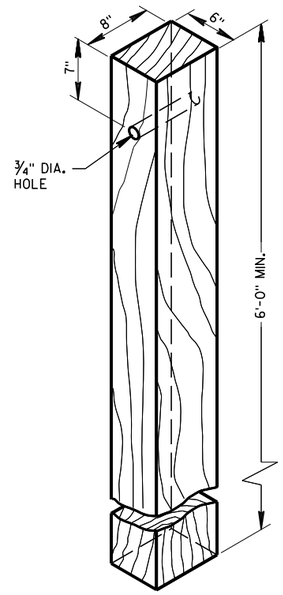


END VIEW
LOCATED ALONG A CURBED ROADWAY

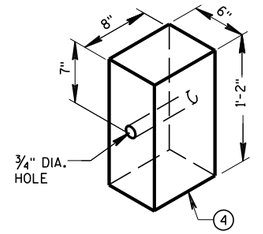


STEEL POST &
HOLE PUNCHING DETAIL
(W6 X 9) (1)

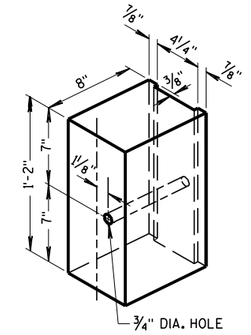
ALL HOLES 13/16" DIAMETER EXCEPT AS NOTED



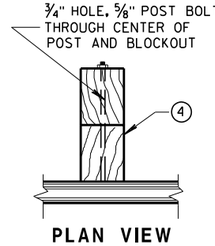
WOOD POST
(6"X8") NOMINAL



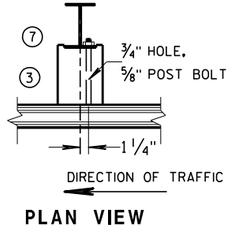
WOOD OR PLASTIC
BLOCKOUT FOR
WOOD POSTS



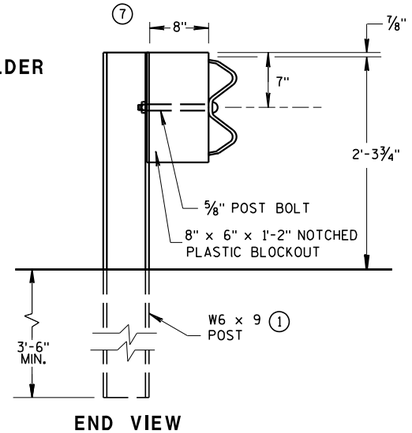
TYPICAL NOTCHED
PLASTIC BLOCKOUT
FOR STEEL POSTS (1)



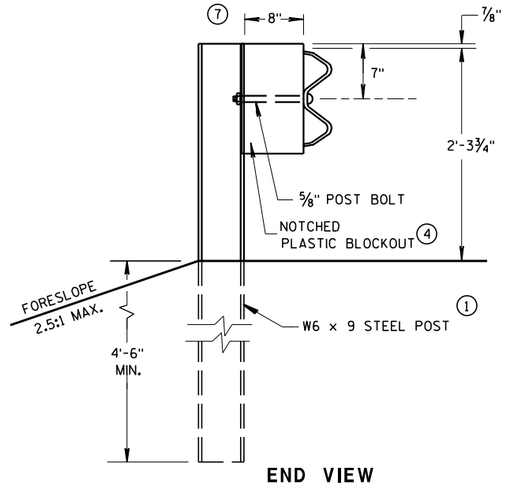
PLAN VIEW
WOOD POST, BLOCKOUT & BEAM



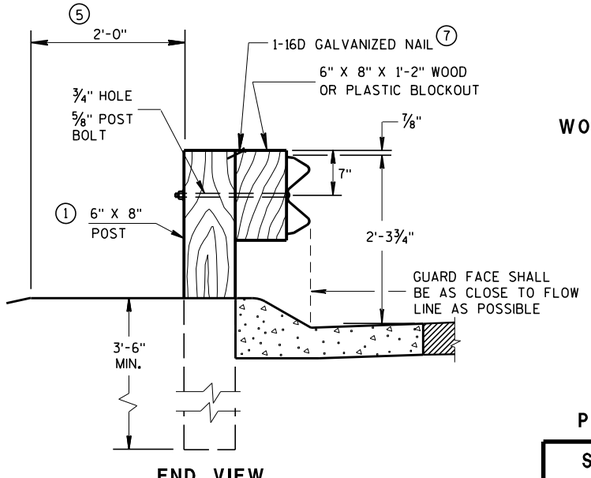
PLAN VIEW
STEEL POST, NOTCHED
PLASTIC BLOCKOUT & BEAM



END VIEW
STEEL POST & NOTCHED
PLASTIC BLOCKOUT ALTERNATIVE
STANDARD INSTALLATION



END VIEW
LONGER POST AT HALF
POST SPACING W BEAM
(LHW)



END VIEW
LOCATED ALONG A
MOUNTABLE CURBED ROADWAY

TYPICAL INSTALLATION OF STEEL PLATE BEAM GUARD

STEEL PLATE BEAM GUARD,
CLASS "A"
INSTALLATION & ELEMENTS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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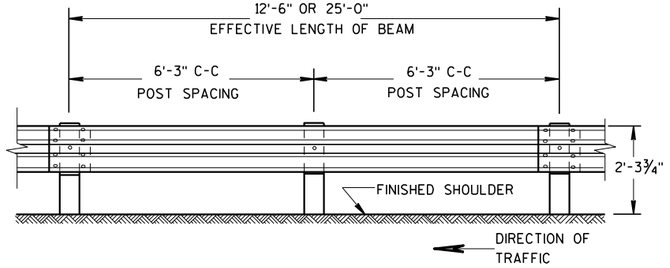
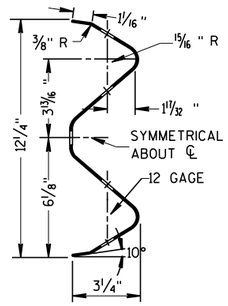
S.D.D. 14 B 15-11a

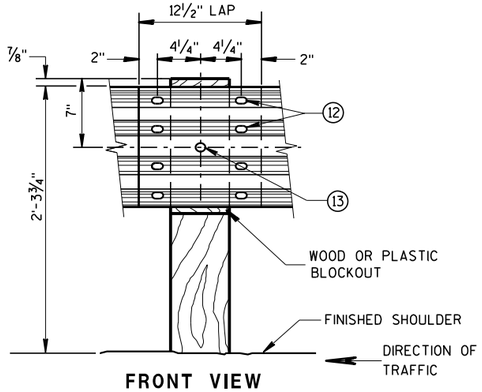


FRONT VIEW

POST SPACING STANDARD INSTALLATION



SECTION THRU W BEAM



FRONT VIEW

BEAM SPLICE AT WOOD POST AND POST MOUNTING DETAIL

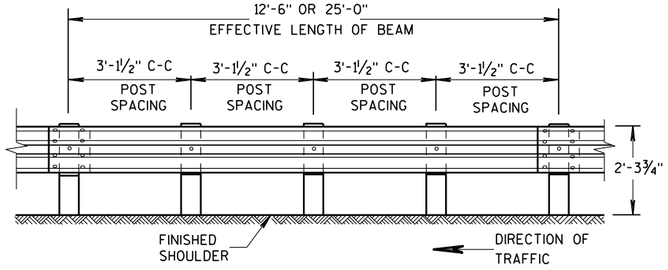
GENERAL NOTES

FURNISH GUARDRAIL DEFLECTORS FROM APPROVED PRODUCTS LIST.

(9) DO NOT INSTALL REFLECTORS ON THE FIRST 50 FEET OF THE APPROACH END OF THE ENERGY ABSORBING TERMINA. START REFLECTORS AT POST #9 AND SPACE EVENLY EVERY 100 FEET (MAX.) TO THE END OF GUARDRAIL RUN, USING A MINIMUM OF 3 REFLECTORS.

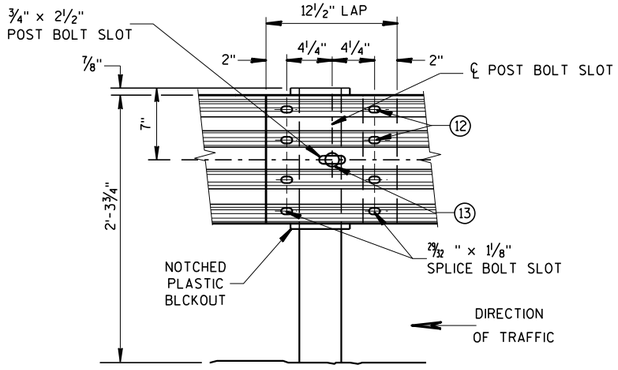
(12) 8 -⅝" ϕ X 2" BUTTON HEAD BOLTS WITH OVAL SHOULDERS & RECESS NUTS.

(13) ⅝" DIA. BUTTON HEAD BOLT AND RECESS NUT WITH ⅝" DIA. F844 FLAT WASHER UNDER NUT.



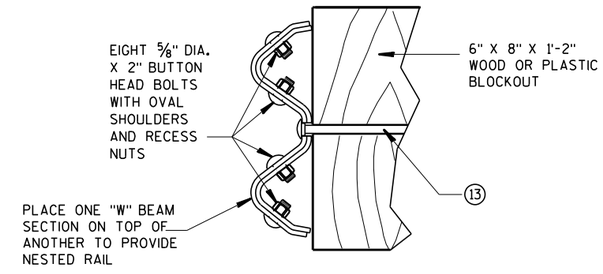
FRONT VIEW

POST SPACING FOR LONGER POST AT HALF POST SPACING W BEAM (LHW)



FRONT VIEW

BEAM SPLICE AT STEEL POST

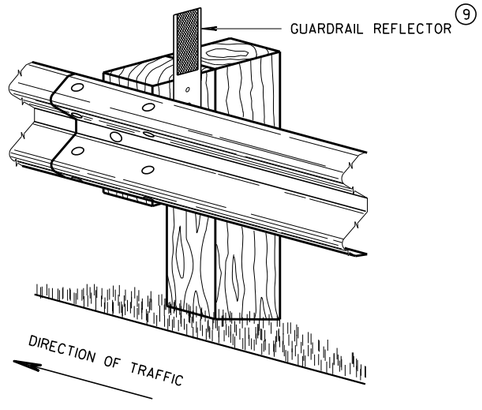


NESTED W BEAM (NW)

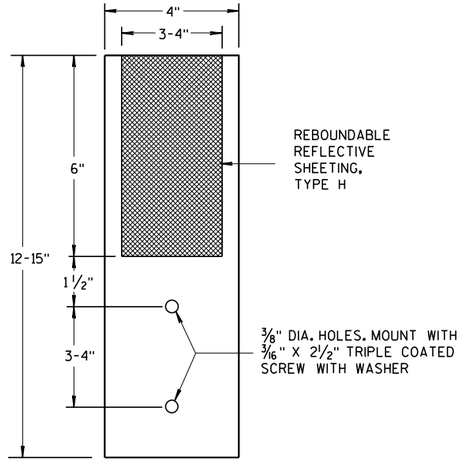
USE ALL OTHER STANDARD BEAM GUARD DETAILS FOR CONSTRUCTING NESTED W BEAM (NW)

TYPICAL SPLICING DETAILS OF STEEL PLATE BEAM GUARD

* USE DOUBLE SIDED WHITE GUADRAIL REFLECTORS ON ROADWAYS WITH BI-DIRECTIONAL TRAFFIC (NO MEDIAN). USE SINGLE SIDED WHITE (RIGHT SIDE) AND SINGLE SIDED YELLOW (LEFT SIDE) ON ROADWAYS WITH MEDIAN SEPARATION.



4" X 12" GUARDRAIL REFLECTOR DETAIL AND TYPICAL INSTALLATION *



4"x 12" GUARDRAIL REFLECTOR

STEEL PLATE BEAM GUARD, CLASS "A", INSTALLATION & ELEMENTS

STATE OF WISCO 69
DEPARTMENT OF TRANSPORTATION

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S.D.D. 14 B 15-11b

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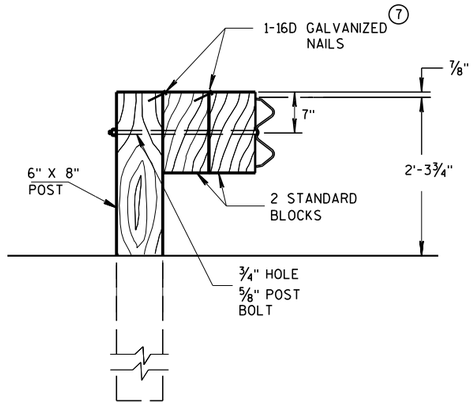
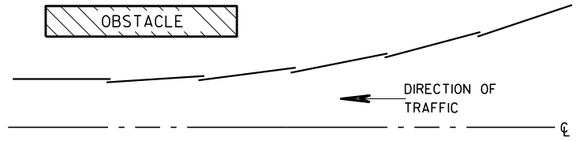
S.D.D. 14 B 15-11b

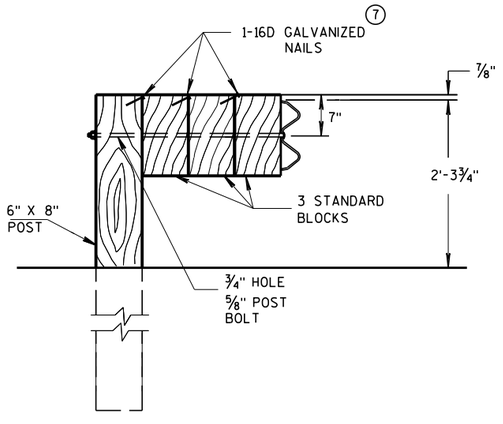


DETAIL FOR DOUBLE BLOCKS

THE NUMBER OF DOUBLE BLOCK POSTS WITHIN A BARRIER RUN IS UNLIMITED

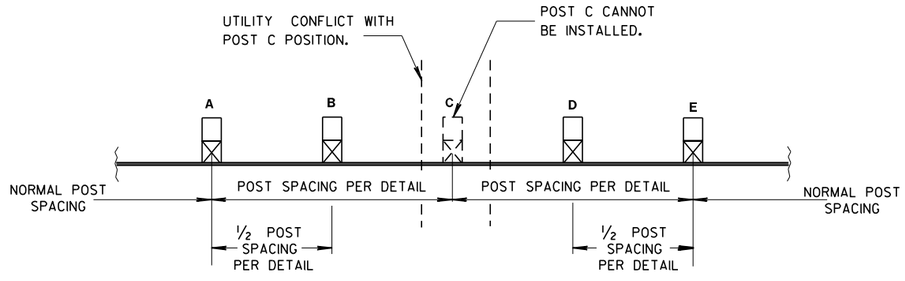


PLAN VIEW
BEAM LAPPING DETAIL



DETAIL FOR TRIPLE BLOCKS

TRIPLE BLOCK DETAIL IS LIMITED TO ONE LOCATION WITHIN A BEAM GUARD RUN.



POST DRIVING FOR CONTINUOUS UNDERGROUND OBSTRUCTION

NOTES: USE DOUBLE OR TRIPLE BLOCKS WHEN UNDERGROUND OBSTACLES PREVENT THE POST FROM BEING INSTALLED.

DO NOT USE EXTRA BLOCKOUTS IF IT CAUSES THE POST TO BE DRIVEN BEYOND SHOULDER HINGE POINT OR CAUSES A FIXED OBJECT TO BE WITHIN THE DEFLECTION DISTANCE OF THE BARRIER.

STEEL PLATE BEAM GUARD, CLASS "A", INSTALLATION & ELEMENTS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2017
DATE
/S/ Rodney Taylor
ROADWAY STANDARDS UNIT SUPERVISOR
FHWA

6
S.D.D. 14 B 15-11c

BILL OF MATERIALS

NOTE NO.	DESCRIPTION
①	WOOD BREAKAWAY TERMINAL POST: 5½" X 7½" X 3'-9"
②	STEEL TUBE TS 8" X 6" X 0.188", 6'-0"
④	WOOD BREAKAWAY CRT POST: 6" X 8" X 6'-0"
⑤	WOOD OFFSET BLOCKS: 6' X 8" X 1'-2"
⑥	PIPE SLEEVE: 2" X 5 ½" STANDARD PIPE
⑦	BEARING PLATE
⑧	BCT CABLE ASSEMBLY
⑨	CABLE ANCHOR BOX
⑩	STRUT & YOKE
⑪	STEEL PLATE BEAM, END PANEL 12 GA.
⑫	STEEL PLATE BEAM: 12 GA. 13'-6½"
⑬	IMPACT HEAD
⑭	0.040" ALUMINUM SHEET WITH REFLECTIVE SHEETING TYPE F PER SECTION 637 OF THE STANDARD SPECIFICATIONS

GENERAL NOTES

FOLLOW MANUFACTURE'S BOLTING RECOMMENDATIONS.

(A) THE SLOPE IN THE AREA BOUNDED BY THE GRADELINE, THE HINGE POINT LINE (HPL), AND THE CLEAR ZONE LIMITS (CZL) SHALL BE 4:1 OR FLATTER.

(B) AFTER FINAL ASSEMBLY, RECHECK CABLE TO BE SURE IT IS TAUT AND HAS NOT RELAXED.

(D) THE TOP OF THE STEEL TUBE ON POSTS 1 AND 2 SHALL NOT BE MORE THAN 3" ABOVE THE FINISH GROUND ELEVATION.

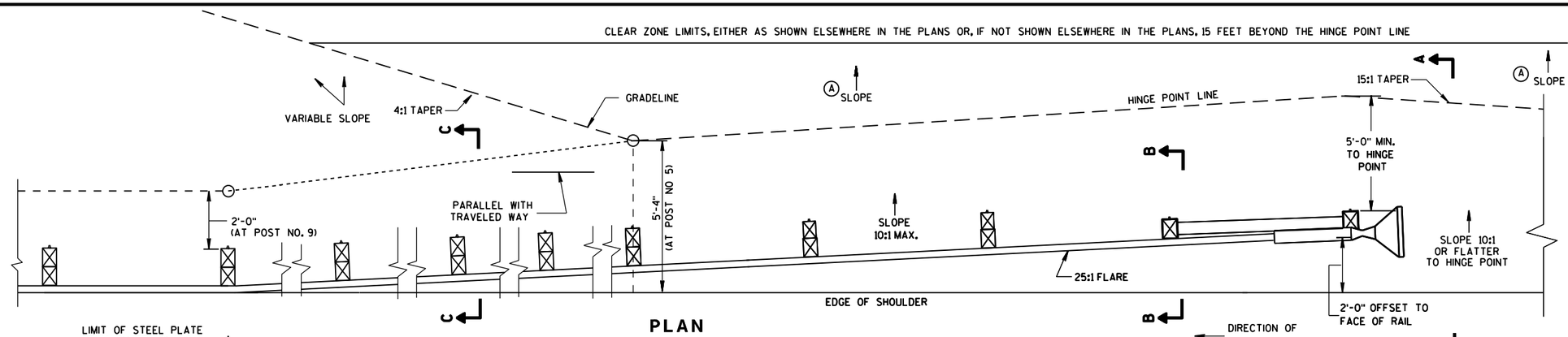
(E) THE CENTER OF THE UPPER 3½" DIAMETER HOLE ON POST 3 THROUGH 8 SHALL BE ¾" ABOVE THE FINISHED GROUND LINE.

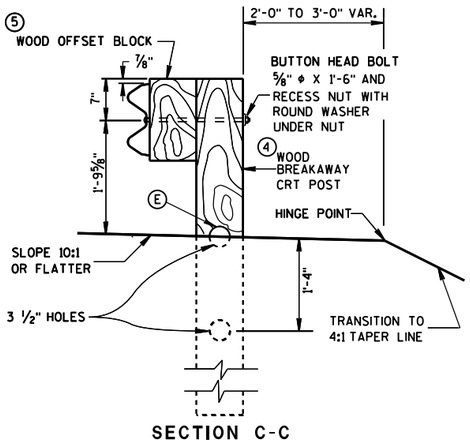
(F) ATTACH ALUMINUM SHEET TO E.A.T. HEAD USING 4 STAINLESS STEEL SELF-TAPPING SCREWS. ONE SCREW PER CORNER.

STEEL POSTS SHALL NOT BE ALLOWED FOR USE WITH ENERGY ABSORBING TERMINALS.

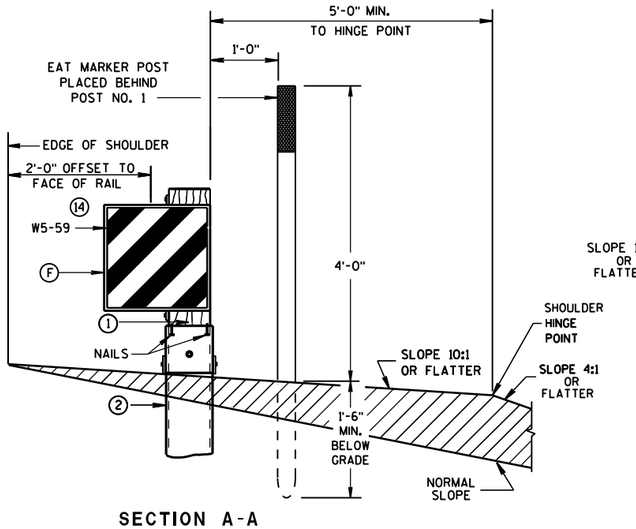
DO NOT INSTALL REFLECTORS ON THE FIRST 50 FEET OF THE APPROACH END OF THE ENERGY ABSORBING TERMINAL.

* DO NOT ATTACH BLOCKOUTS TO POSTS 1 AND 2.

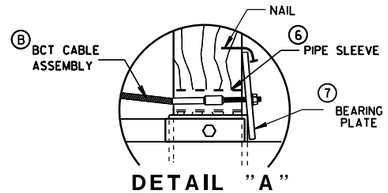




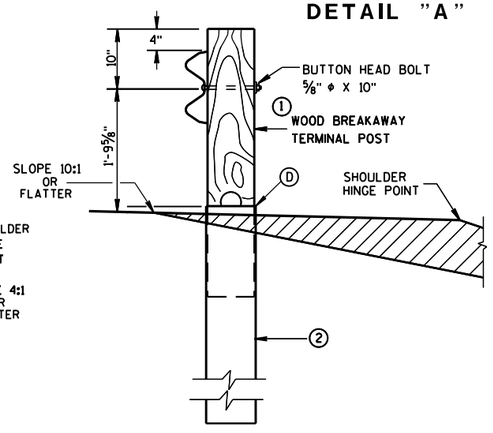
SECTION C-C
TYPICAL AT POST NOS. 6, 8



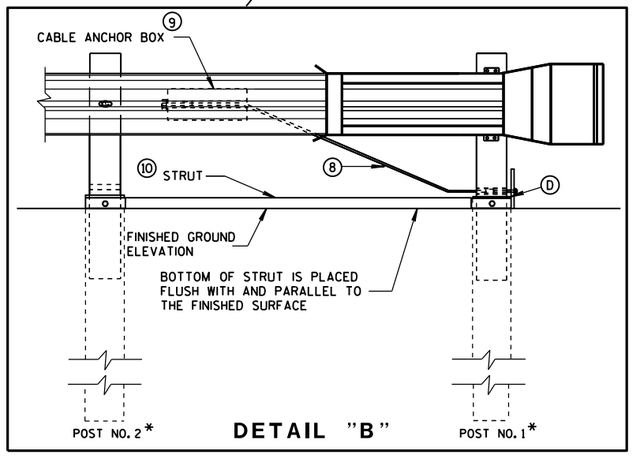
SECTION A-A
TYPICAL AT POST NO. 1*



DETAIL "A"



SECTION B-B
TYPICAL AT POST NO. 2*



DETAIL "B"

STEEL PLATE BEAM GUARD ENERGY ABSORBING TERMINAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

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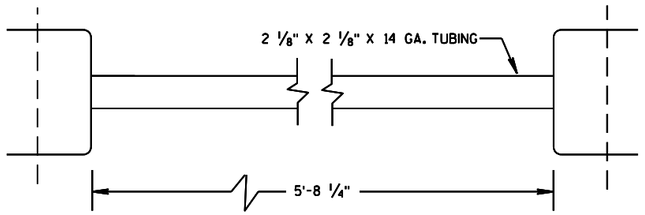
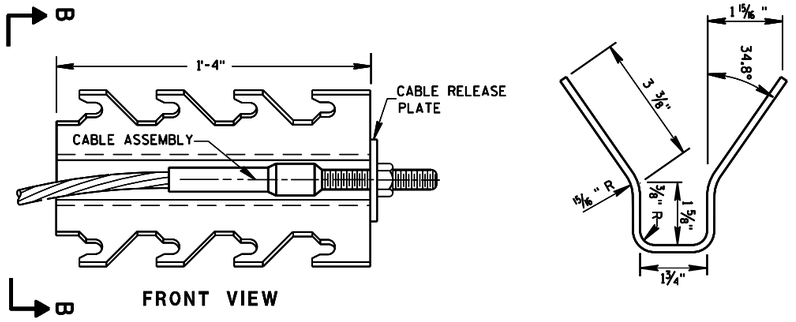
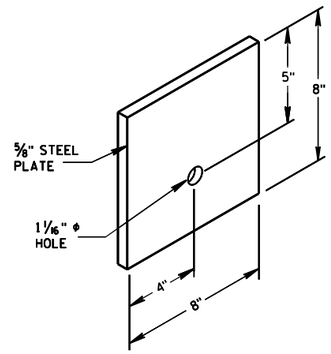


⑩ STRUT DETAIL



⑨ CABLE ANCHOR BOX



⑦ STEEL BEARING PLATE

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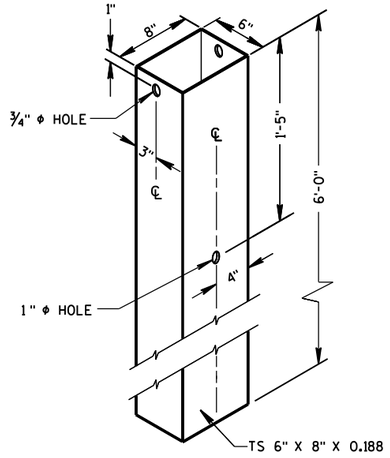
S.D.D. 14 B 24-9b

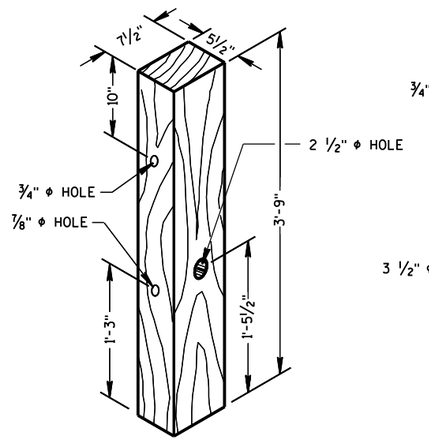
S.D.D. 14 B 24-9b

STEEL PLATE BEAM GUARD
ENERGY ABSORBING TERMINAL

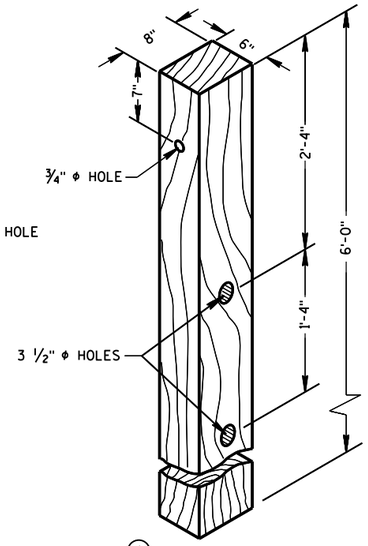
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI



② 72" STEEL TUBE
(POSTS NO. 1-2



① TERMINAL POST

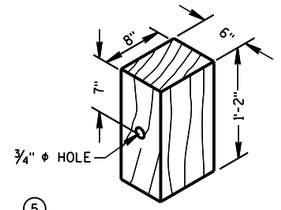


④ CRT POST
(POSTS NO'S 5-8

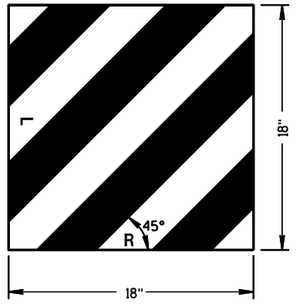
WOOD BREAKAWAY POSTS

GENERAL NOTES

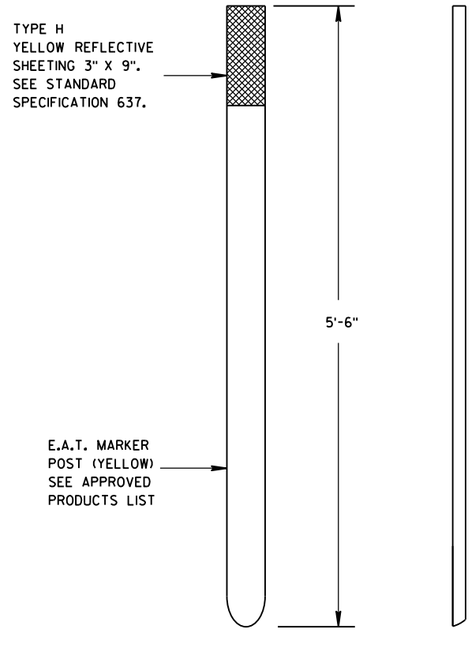
WHEN ROCK IS ENCOUNTERED DURING EXCAVATION, A 12 INCH DIA. POST HOLE EXTENDING 20 INCHES DEEP INTO THE ROCK MAY BE USED IF APPROVED BY THE ENGINEER. GRANULAR MATERIAL SHALL BE PLACED IN THE BOTTOM OF THE HOLE APPROXIMATELY 2 1/2" INCHES DEEP TO PROVIDE DRAINAGE. THE SOIL TUBES SHALL BE FIELD CUT TO LENGTH, PLACED IN THE HOLE AND BACKFILLED WITH ADEQUATELY COMPACTED MATERIAL EXCAVATED FROM THE HOLE.



⑤ WOOD OFFSET BLOCK
REQ'D. AT ALL POSTS EXCEPT POST NO'S 1 & 2



⑭ REFLECTIVE SHEETING DETAILS



E.A.T. MARKER POST

STEEL PLATE BEAM GUARD
ENERGY ABSORBING TERMINAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2017
DATE
FHWA

/S/ Rodney Taylor
ROADWAY STANDARDS
UNIT SUPERV

ENT

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S.D.D. 14 B 24-9c

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S.D.D. 14 B 24-9c

(1) WOOD OR STEEL POSTS (w6X9 OR w6X8.5) MAY BE USED. DO NOT INTERMIX WOOD AND STEEL POSTS. INSTALL STEEL POSTS WITH HOLES ON APPROACHING TRAFFIC SIDE.

(2) USE WOOD OR APPROVED PLASTIC BLOCKOUTS. WOOD BLOCKOUTS MAY BE CONSTRUCTED OUT OF TWO OR MORE WOOD BLOCKOUTS. SEE ALTERNATE WOOD BLOCKOUT DETAIL. DIMENSIONS OF APPROVED PLASTIC BLOCKOUTS MAY VARY.

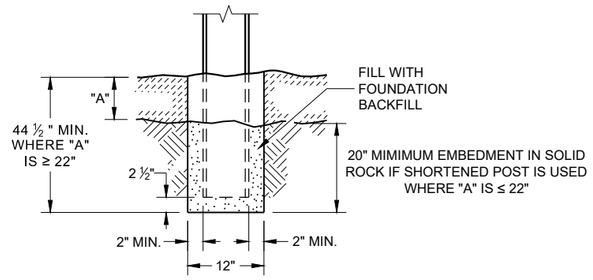
(3) IF ROCK IS ENCOUNTERED DURING EXCAVATION, PROVIDE A HOLE 12 INCHES IN DIAMETER EXTENDING 20 INCHES DEEP INTO THE ROCK. PLACE APPROXIMATELY 2 1/2" INCHES OF GRANULAR MATERIAL IN THE BOTTOM OF THE HOLE. CUT THE POSTS THE TO LENGTH AMD INSTALL. BACKFILL WITH EXCAVATED MATERIAL AND COMPACT. BACKFILL IS TO BE FREE OF LARGE ROCKS.

(4) WHEN THE DISTANCE FROM BACK OF POST TO SHOULDER HINGE POINT IS LESS THAN 2 FEET INSTALL LONGER POST AT HALF POST SPACING (K).

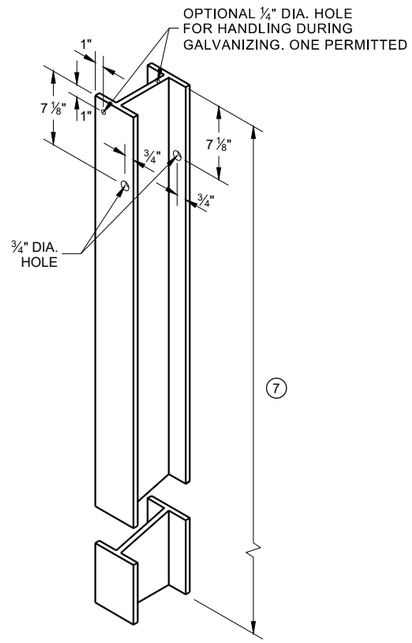
(5) FOR NEW MGS INSTALLATION TOP OF W-BEAM RAIL TOLERANCE IS ±1". FOR EXISTING MGS INSTALLATION TOP OF W-BEAM IS BETWEEN 27 ¾" TO 32".

(6) WHEN USING STEEL POST AND WOOD BLOCKOUTS INSTALL FOUR 16D GALVANIZED NAILS. INSTALL NAILS AT THE BACK CORNERS OF THE BLOCK AND BEND THE NAILS OVER THE FLANGE OF THE STEEL POST.

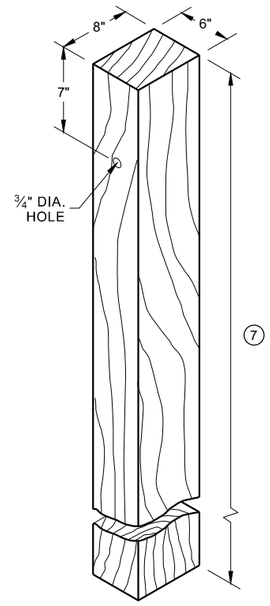
(7) TOTAL POST LENGTH FOR TYPE K IS 7' - 0".
TOTAL POST LENGTH FOR OTHER MGS TYPES IS 6' - 0".



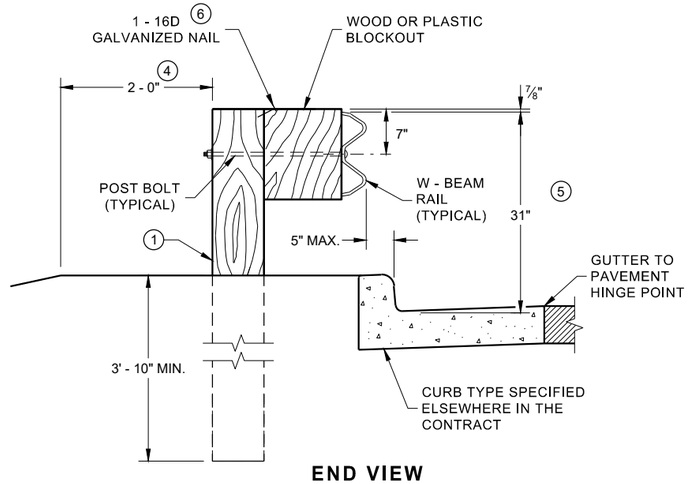
END VIEW
SETTING STEEL OR WOOD POST IN ROCK (3)



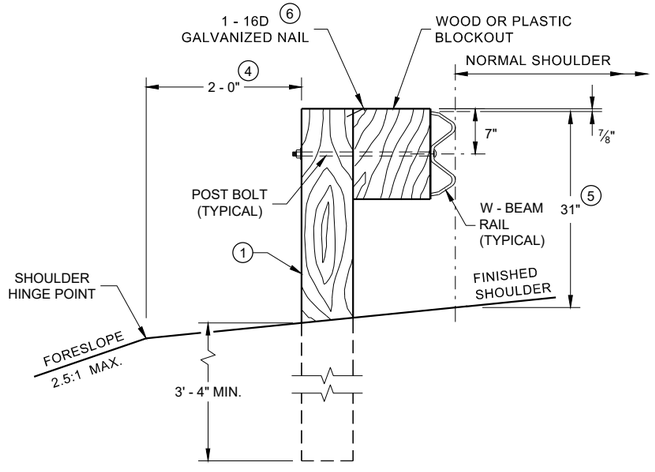
STEEL POST & HOLE PUNCHING DETAIL (W 6 X 9) (1)



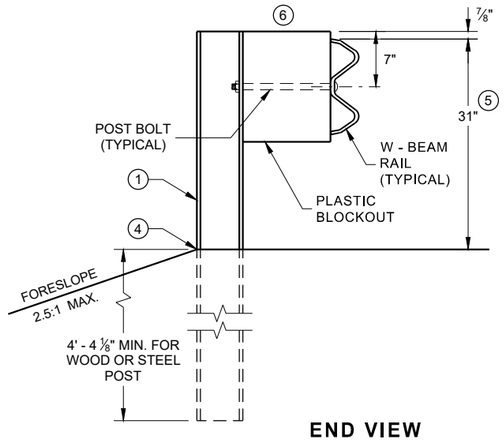
WOOD POST (6" X 8") NOMINAL (1)



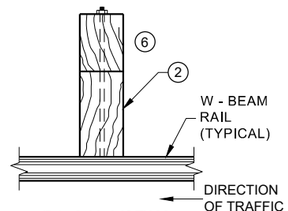
END VIEW
LOCATED ALONG A CURBED ROADWAY



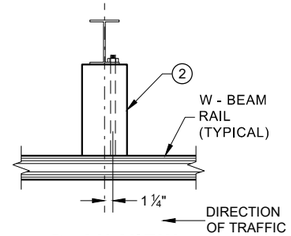
END VIEW
LOCATED ALONG A ROADWAY SHOULDER STANDARD INSTALLATION



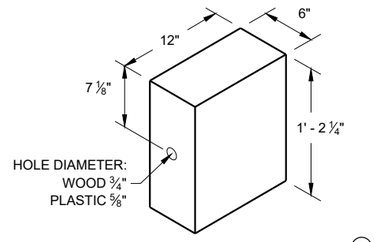
END VIEW
MGS LONGER POST AT HALFPOST SPACING W BEAM (K)



PLAN VIEW
WOOD POST, BLOCKOUT & BEAM



PLAN VIEW
STEEL POST, PLASTIC BLOCKOUT & BEAM



WOOD OR PLASTIC BLOCKOUT (2)

MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 14B42 - 07a

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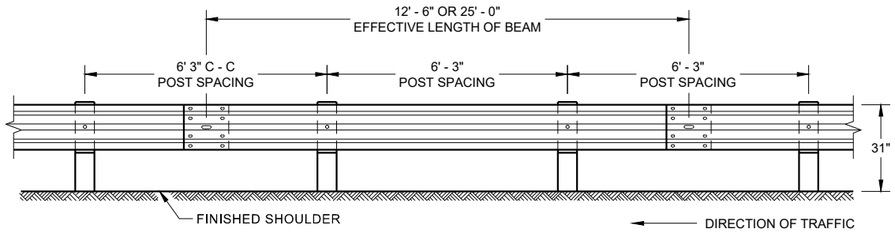
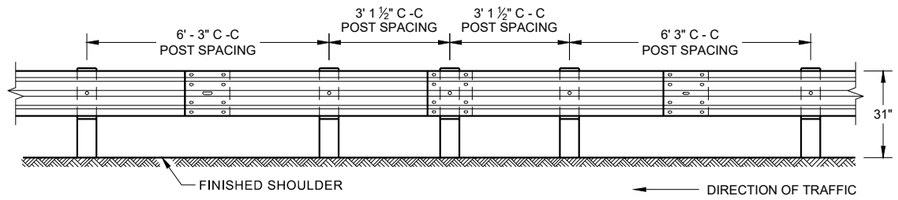
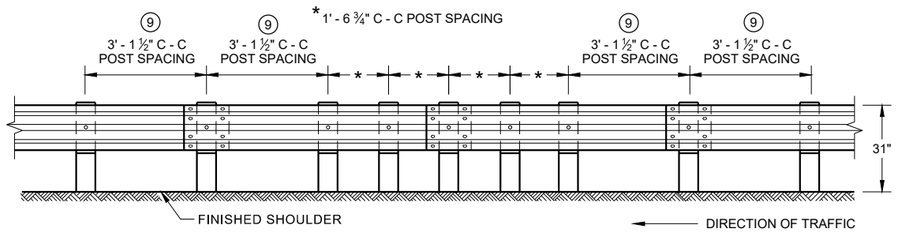
SDD 14B42 - 07a



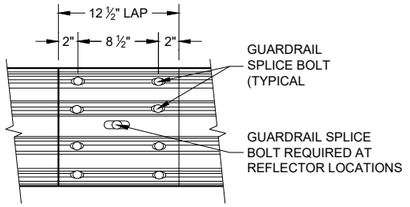
FRONT VIEW
POST SPACING STANDARD INSTALLATION



FRONT VIEW
HALF POST SPACING (HS) AND
HALF POST SPACING WITH LONGER POSTS (K)



FRONT VIEW
QUARTER POST SPACING (QS)



FRONT VIEW
MID-SPAN BEAM SPLICE

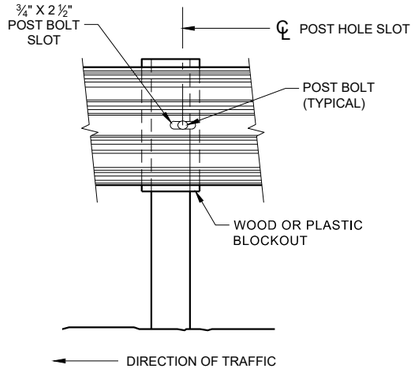
GENERAL NOTES

(8) DO NOT INSTALL REFLECTORS ON THE FIRST 50 FEET OF THE APPROACH END OF THE ENERGY ABSORBING TERMINAL.

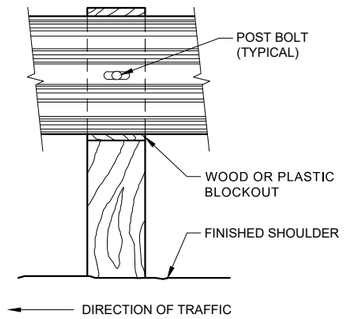
(9) 25 FEET OF HALF POST SPACING IS REQUIRED ON APPROACH AND DEPARTURE ENDS OF QUARTER POST SPACING.

POST BOLTS ARE A ⅝" DIAMETER ASTM A307 GUARDRAIL BOLT. A POST BOLT REQUIRES ⅝" DIAMETER A563A DOUBLE RECESSED (DR) HEAVY HEX NUT AND ⅝" DIAMETER F844 FLAT WASHER. POST BOLTS MAY BE LONGER IF MULTIPLE BLOCKOUTS ARE BEING USED.

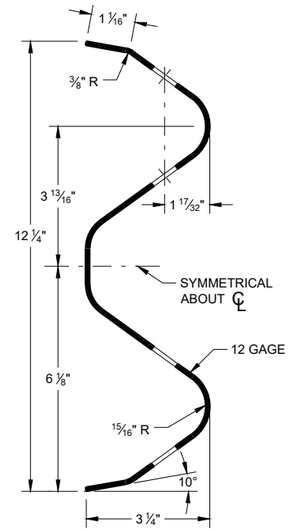
GUARD RAIL SPLICE BOLTS ARE A ⅝" DIAMETER ASTM A307 GUARDRAIL HEAD BOLT. A GUARDRAIL SPLICE BOLT REQUIRES ⅝" DIAMETER A563A DOUBLE RECESSED (DR) HEAVY HEX NUT.



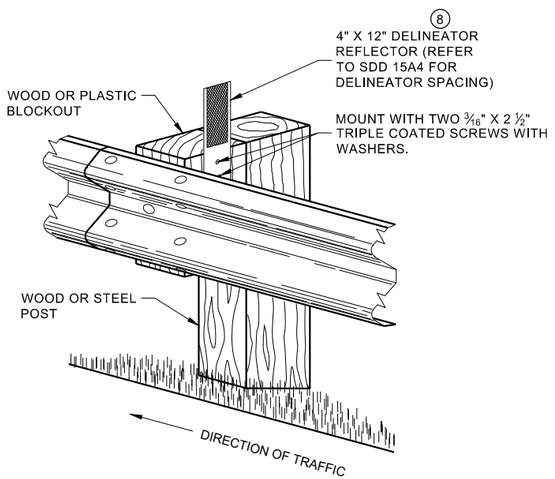
FRONT VIEW AT STEEL POST



FRONT VIEW AT WOOD POST



SECTION THRU W-BEAM RAIL



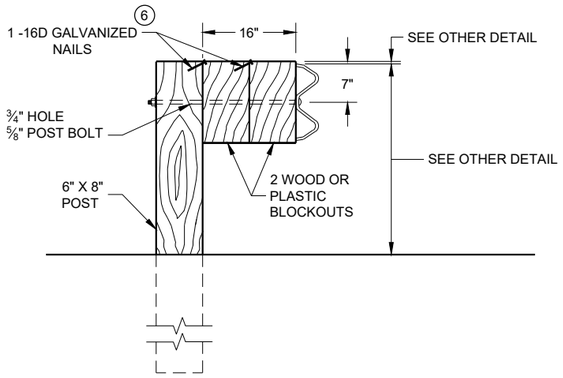
ONE SIDED REFLECTOR DETAIL
AND TYPICAL INSTALLATION

MIDWEST GUARDRAIL SYSTEM
(MGS) GUARDRAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 14B42 - 07b
SDD 14B42 - 07b

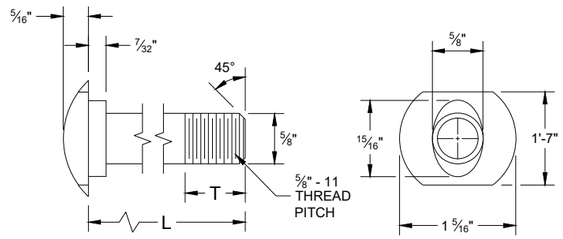


DETAIL FOR 16" BLOCKOUT DEPTH

IT IS ACCEPTABLE TO USE BLOCKOUTS UP TO 16" DEEP TO INCREASE THE POST OFFSET TO AVOID UNDERGROUND OBSTACLES. THERE IS NO LIMIT TO THE NUMBER OF POSTS THAT CAN HAVE ADDITIONAL BLOCKOUTS UP TO 16" DEEP.

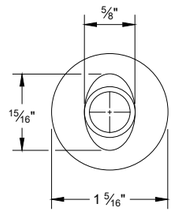
NOTE:

1. ALL FILLETS SHALL HAVE A MINIMUM RADIUS OF 3⁄16".
2. IF THE BOLT EXTENDS MORE THAN ¼" FROM THE NUT THE BOLT SHOULD BE TRIMMED BACK.

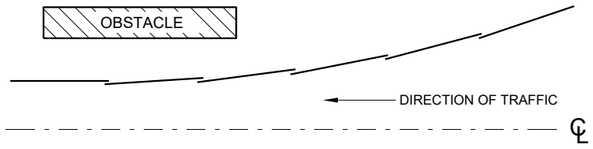


POST BOLT TABLE

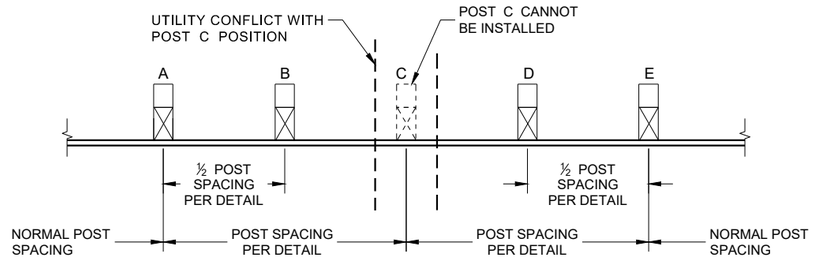
L	T (MIN.)
1 ¼"	1 ⅛"
2"	1 ¾"
10"	4"
14"	4 1⁄16"
18"	4"
21"	4 1⁄16"
25"	4"



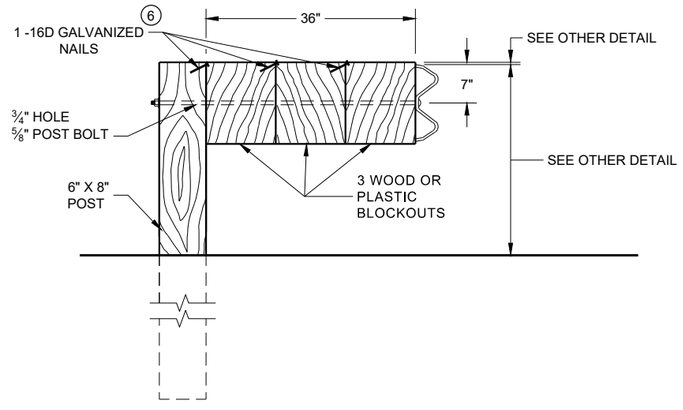
ALTERNATE BOLT HEAD



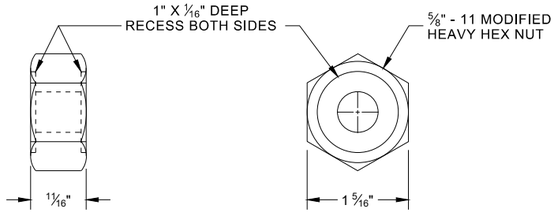
PLAN VIEW
BEAM LAPPING DETAIL



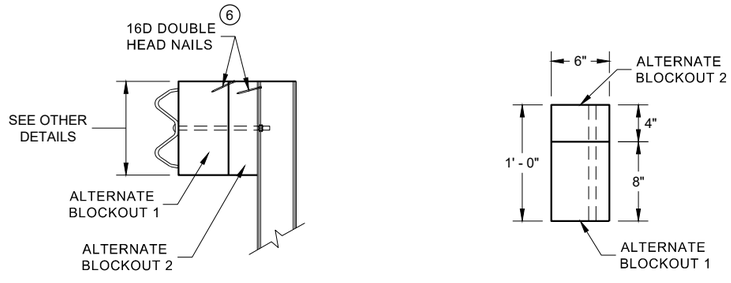
POST DRIVING FOR CONTINUOUS UNDERGROUND OBSTRUCTION



DETAIL FOR 36" BLOCKOUT DEPTH



POST BOLT, SPLICE BOLT AND RECESS NUT



SIDE VIEW

PLAN VIEW

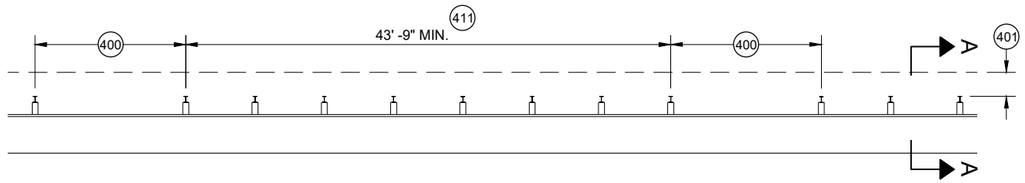
ALTERNATE WOOD BLOCKOUT DETAIL

NOTES: UNDER SPECIAL CIRCUMSTANCES, SUCH AS AVOIDING OBSTACLES THAT ARE NOT RELOCATED, IT IS ACCEPTABLE TO INSTALL ADDITIONAL BLOCKOUTS TO OBTAIN UP TO 36" DEPTH FOR ONE OR TWO POSTS IN A SECTION OF GUARDRAIL.

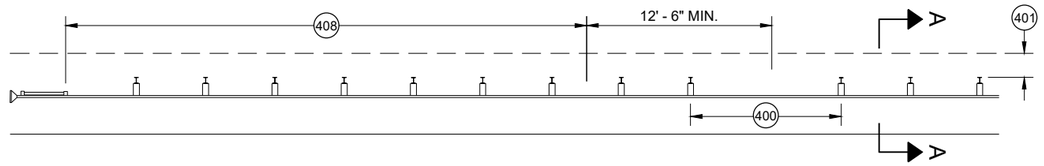
DO NOT USE 16" OR 36" BLOCKOUTS IF IT CAUSES THE POST TO BE DRIVEN BEYOND SHOULDER HINGE POINT OR CAUSES A FIXED OBJECT TO BE WITHIN THE DEFLECTION DISTANCE OF THE BARRIER.

(6) WHEN USING STEEL POST AD WOOD BLOCKOUTS, INSTALL FOUR 16D GALVANIZED NAILS. INSTALL NAILS AT THE BACK CORNERS OF THE BLOCK AND BEND THE NAILS OVER THE FLANGE OF THE STEEL POST.

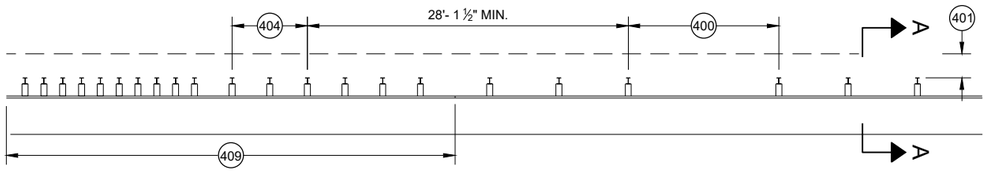
MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL



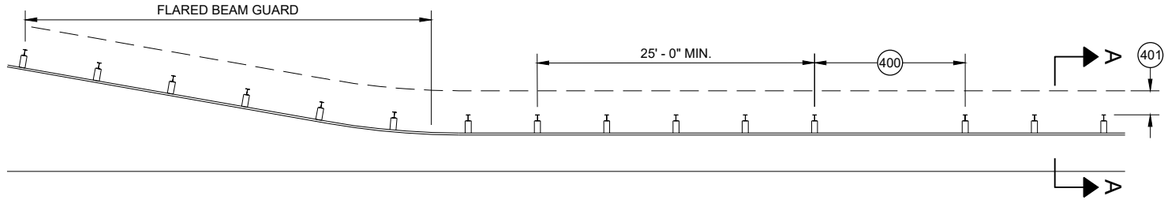
MISSING POST IN MGS GUARDRAIL



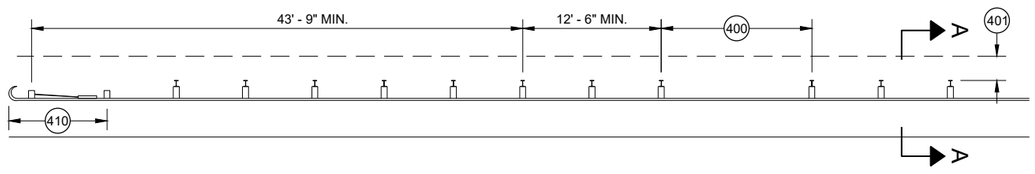
MISSING POST IN MGS GUARDRAIL NEAR EAT



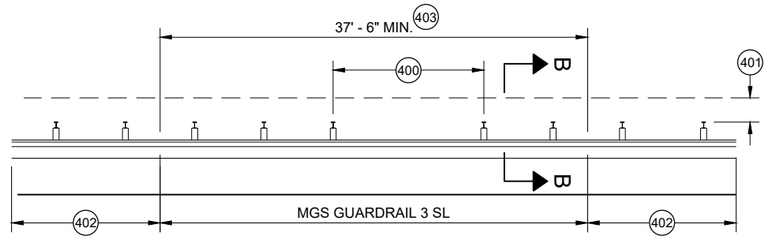
MISSING POST IN MGS GUARDRAIL NEAR AN APPROACH TRANSITION



MISSING POST IN MGS GUARDRAIL NEAR FLARED BEAM GUARD

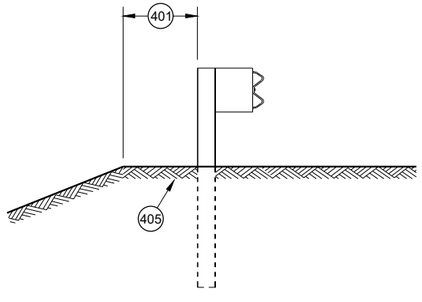


MISSING POST IN MGS GUARDRAIL NEAR A TYPE 2 END TERMINAL

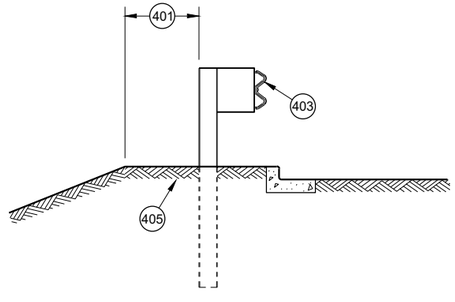


MISSING POST IN SHORT SPAN MGS GUARDRAIL NEAR CURB (SL) 407

(400) MAX SPAN 12' - 6"
(401) 2' MIN.
(402) MGS GUARDRAIL 3
(403) NESTING BEAM GUARD
(404) ASYMMETRIC TRANSITION
(405) SOIL WELL DRAINED AND COMPACTED
(406) SEE OTHER DRAWINGS IN THIS SDD
(407) SEE OTHER DRAWINGS FOR MIN. SPACING BETWEEN SPANS
(408) SEE SDD 14B44
(409) SEE SDD 14B45
(410) SEE SDD 14B47
(411) MINIMUM DISTANCE BETWEEN MISSING POST SPANS.



SECTION A - A 406



SECTION B - B 406

MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2021
DATE
/S/ Rodney Taylor
ROADWAY STANDARDS DEVE
UNIT SUPERVISOR

FHWA

6

SDD 14B42 - 07d

GENERAL NOTES

(A) THE SLOPE IN THE AREA BOUNDED BY THE GRADELINE, THE HINGE POINT LINE (HPL) AND THE CLEAR ZONE LIMITS (CZL) SHALL BE 4:1 OR FLATTER.

(B) AFTER FINAL ASSEMBLY, RECHECK CABLE TO BE SURE IT IS TAUT AND HAS NOT RELAXED

(C) DIFFERENT MANUFACTURERS REQUIRE DIFFERENT PERFORATED W - BEAM RAIL END PANELS. SEE MANUFACTURER'S INFORMATION.

(D) ATTACH ALUMINUM SHEET TO E.A.T. HEAD USING 4 STAINLESS STEEL SELF - TAPPING SCREWS. ONE SCREW PER CORNER.

(E) HARDWARE MAY VARY BETWEEN MANUFACTURER. SEE MANUFACTURER'S DRAWING FOR INFORMATION.

DIMENSIONS MAY VARY, MANUFACTURER'S INFORMATION.

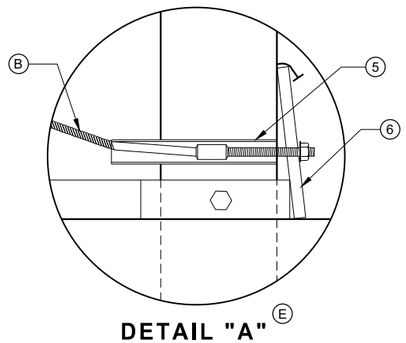
SEE SDD 14B42 FOR MORE INFORMATION.

* DO NOT ATTACH BLOCKOUTS TO POST 1 AND 2.

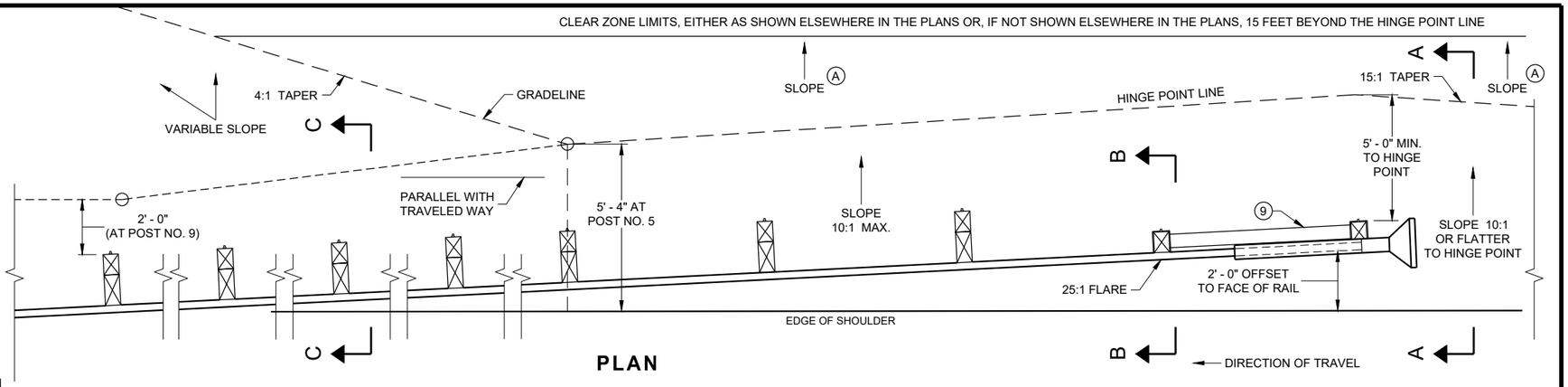
DO NOT INSTALL REFLECTORS ON THE FIRST 50 FEET OF THE APPROACH END OF THE ENERGY ABSORBING TERMINAL.

SEE MANUFACTURER'S DRAWING FOR SPLICE LOCATION, HARDWARE DIMENSIONS AND INSTALLATION INSTRUCTIONS.

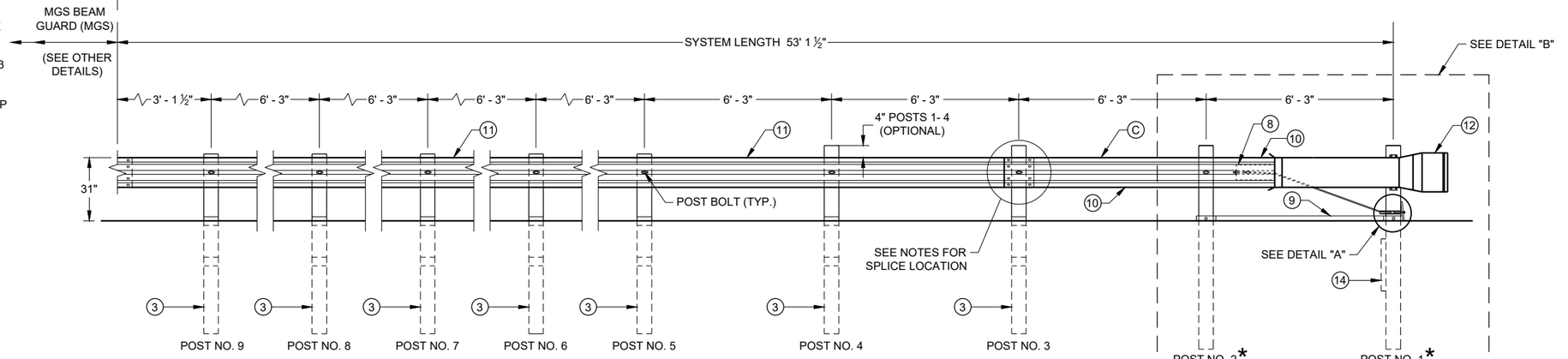
THE CENTER OF THE UPPER 3 ½" DIAMETER HOLE ON POST NUMBER 3 THROUGH POST 9 IS TO BE FLUSH WITH THE GROUND LINE UP TO A MAXIMUM OF 2" ABOVE GROUND LINE. WOOD BLOCKS ON POSTS NUMBERED 3 THROUGH 9 MAY BE ADJUSTED UP TO 3" ABOVE THE TOP OF POST.



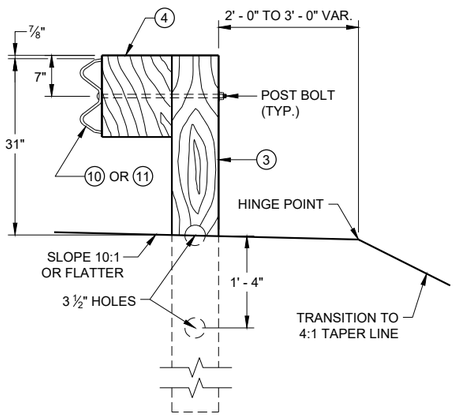
DETAIL "A" (E)



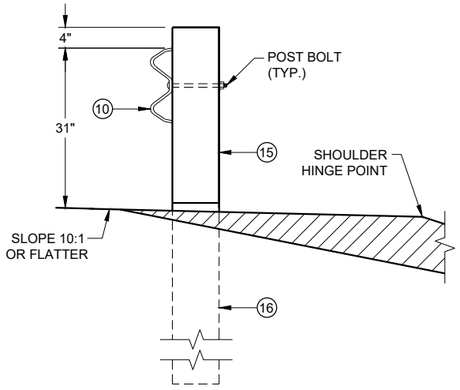
PLAN



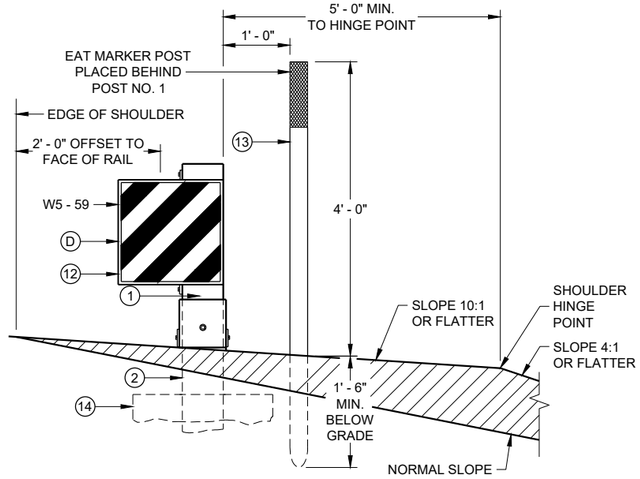
ELEVATION



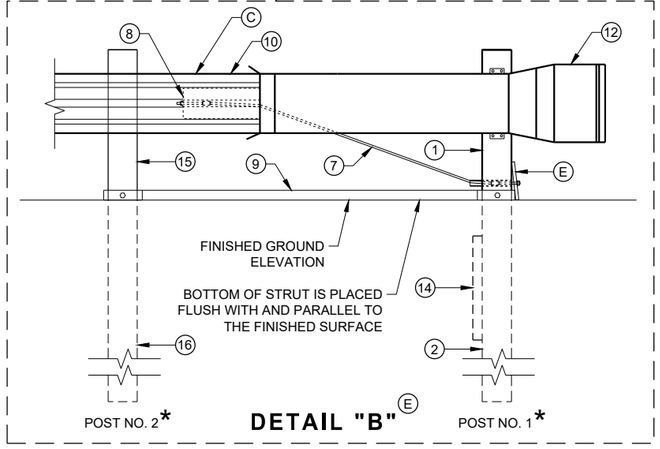
SECTION C - C
TYPICAL AT POST NOS. 3 - 9



SECTION B - B
TYPICAL AT POST NO. 2*



SECTION A - A
TYPICAL AT POST NO. 1*



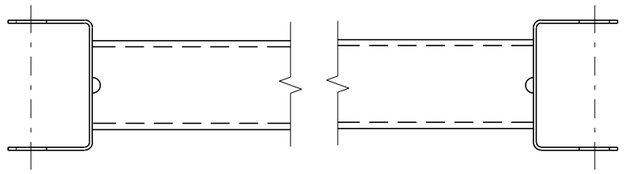
DETAIL "B" (E)

MIDWEST GUARDRAIL SYSTEM
ENERGY ABSORBING TERMINAL (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

SDD 14B44 - 04a

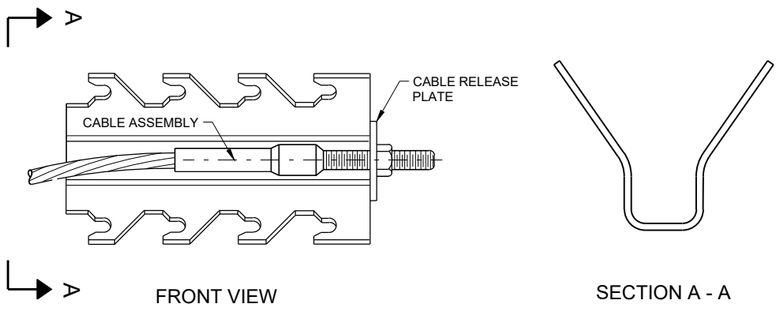
SDD 14B44 - 04a



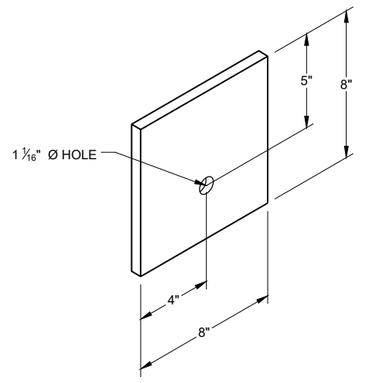
GENERIC GROUND STRUT ⑨ Ⓔ

BILL OF MATERIALS

PART NO.	DESCRIPTION MATERIALS PROVIDED BY MGS EAT MANUFACTURER. SEE MANUGACTURER'S DETAILS FOR MORE INFORMATION.
①	UPPER POST NO. 1 6" X 6" TUBE
②	LOWER POST NO. 1
③	WOOD CRT
④	WOOD BLOCKOUT
⑤	PIPE SLEEVE
⑥	BEARING PLATE
⑦	BCT CABLE ASSEMBLY
⑧	ANCHOR CABLE BOX
⑨	GROUND STRUT
⑩	PERFORATED W-BEAM RAIL END PANEL, 12'-6" LONG.
⑪	STANDARD W-BEAM RAIL. MULTIPLE SECTIONS REQUIRED. SECTIONS VARY IN LENGTH.
⑫	IMPACT HEAD
⑬	EAT MARKER POST - YELLOW (SEE APPROVED PRODUCTS LIST)
⑭	SOIL PLATE
⑮	UPPER POST NO. 2
⑯	LOWER POST NO. 2



GENERIC ANCHOR CABLE BOX ⑧ Ⓔ



BEARING PLATE ⑥ Ⓔ

6

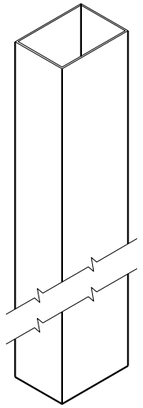
6

SDD 14B44 - 04b

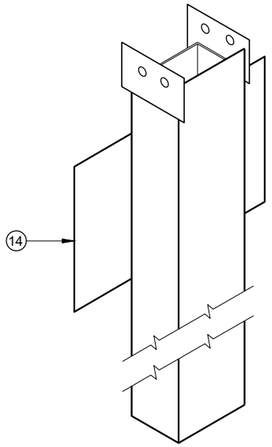
SDD 14B44 - 04b

MIDWEST GUARDRAIL SYSTEM
ENERGY ABSORBING TERMINAL
(MGS)

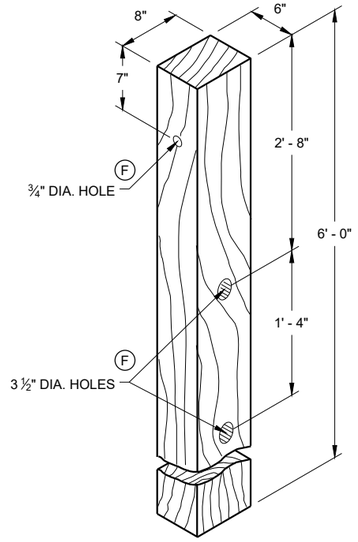
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



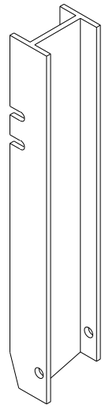
UPPER POST NO. 1 (1) (E)



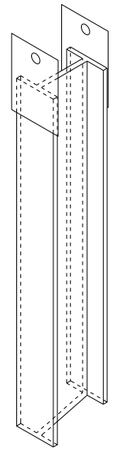
LOWER POST NO. 1 (2) (E)



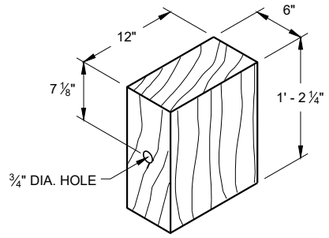
WOOD CRT POST (3) (E)
POSTS NUMBER 3-9



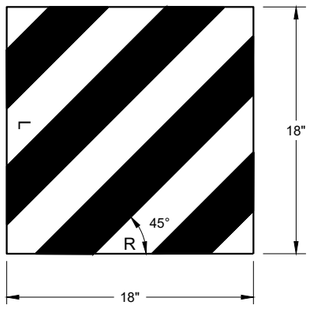
UPPER POST NO. 2 (15) (E)



LOWER POST NO. 2 (16) (E)

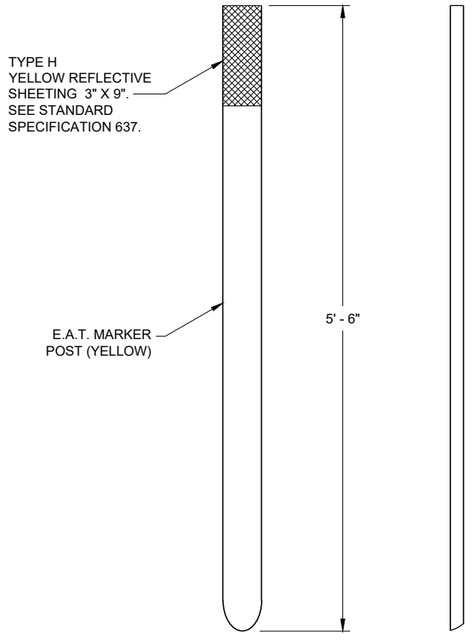


WOOD BLOCKOUT (4)
REQ'D. AT ALL POSTS EXCEPT POST NO'S 1 & 2



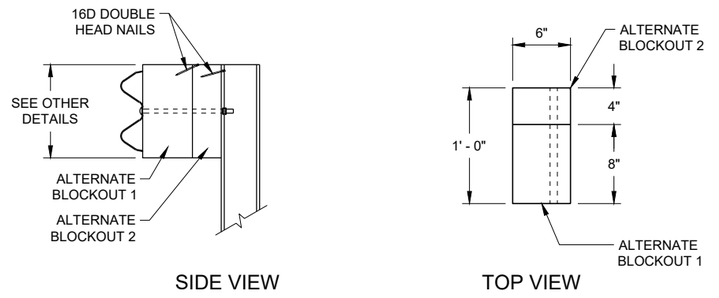
W5 - 59

REFLECTIVE SHEETING DETAIL (E)



FRONT VIEW SIDE VIEW

E.A.T. MARKER POST (13)



SIDE VIEW TOP VIEW

ALTERNATE WOOD BLOCKOUT DETAIL

MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)

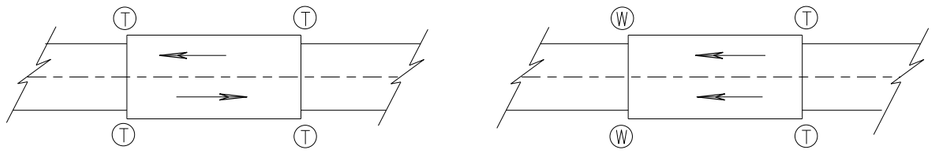
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
7/2018 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS DEVE UNIT SUPERVISOR

FHWA

6

SDD 14B44 - 04c



TWO WAY TRAFFIC

ONE WAY TRAFFIC

(T) THRIE BEAM CONNECTION

(W) W-BEAM CONNECTION WHEN REQUIRED

TYPICAL LOCATIONS OF THRIE BEAM AND W-BEAM CONNECTIONS TO BRIDGE

GENERAL NOTES

IF ROCK IS ENCOUNTERED, REMOVE ROCK TO FULL DEPTH OF POST PLUS 2½", AND 12" DIAMETER AROUND POST. SEE 14B42 FOR MORE DETAILS.

TRANSITION USES STEEL POSTS ONLY.

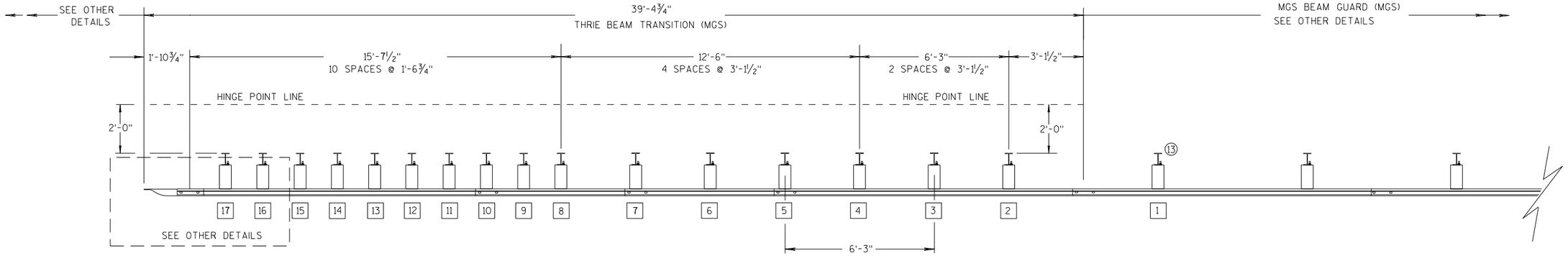
SEE STANDARD DETAIL DRAWING 14 B 42 FOR MORE INFORMATION.

POST 2 THROUGH 17 USES STEEL POST ONLY

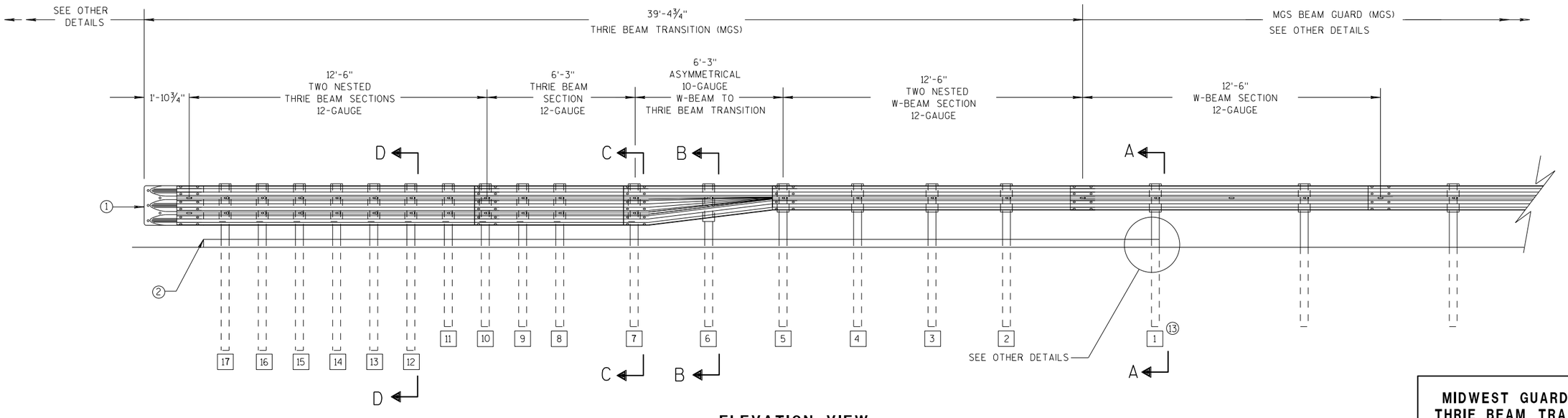
(1) BRIDGE RAILING TYPE "W" DOES NOT REQUIRE A TERMINAL CONNECTOR.

(2) OPTIONAL CURB AND GUTTER OR DRAINAGE FEATURE SEE PLAN FOR INFORMATION.

(13) STEEL OR WOOD POST IS ACCEPTABLE AT POST 1. SEE SDD14B42



PLAN VIEW



ELEVATION VIEW

MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

6

S.D.D. 14 B 45-5a

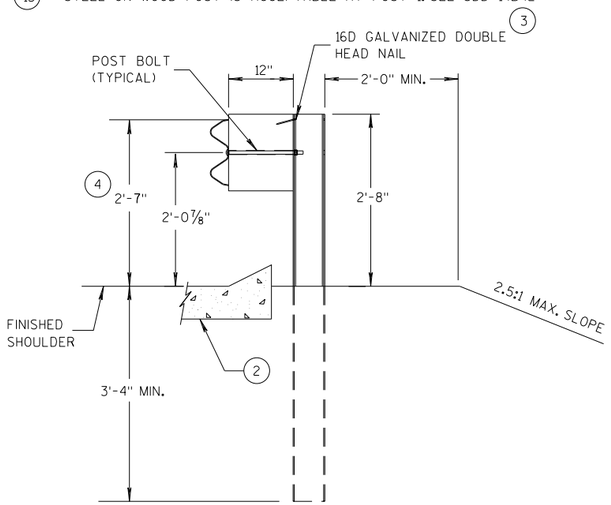
GENERAL NOTES

(2) OPTIONAL CURB AND GUTTER OR DRAINAGE FEATURE SEE PLAN FOR INFORMATION.

(3) WHEN USING STEEL POSTS AND WOOD BLOCKOUTS INSTALL FOUR 10D GALVANIZED NAILS. INSTALL NAILS AT THE BACK CORNERS OF THE BLOCK AND BEND THE NAILS OVER THE FLANGE OF THE STEEL POST.

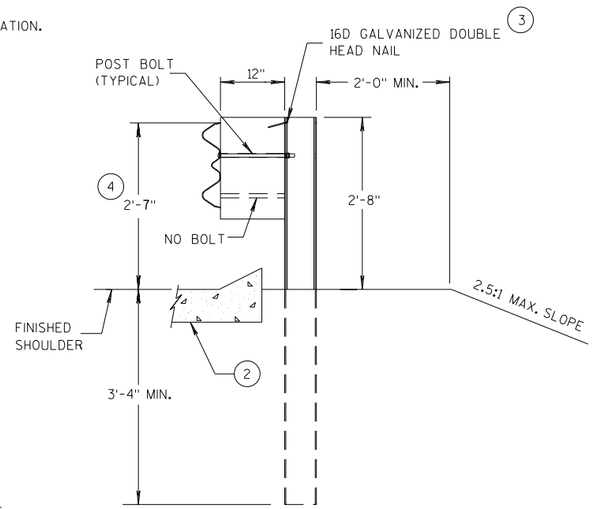
(4) TOLERANCE FOR TOP OF W-BEAM RAIL IS ± 1".

(13) STEEL OR WOOD POST IS ACCEPTABLE AT POST 1. SEE SDD 14B42



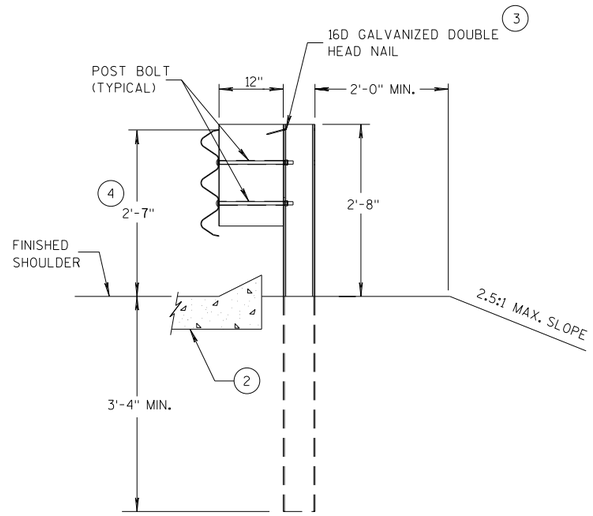
SECTION A-A (13)

POSTS 1-5



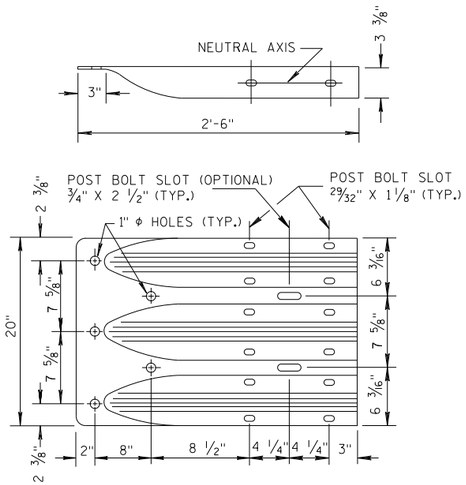
SECTION B-B

POST 6

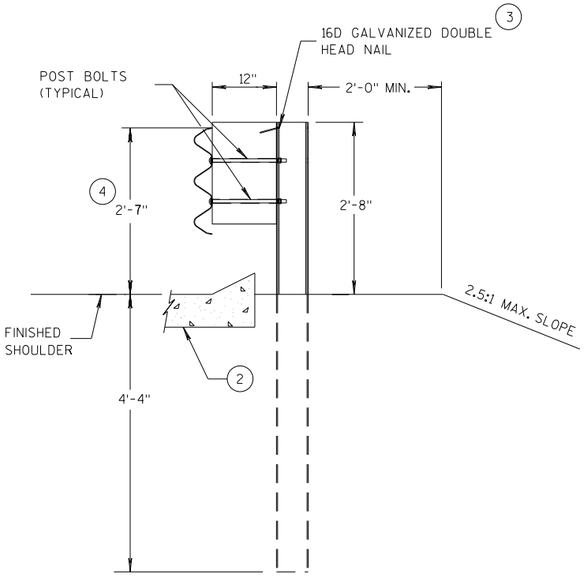


SECTION C-C

POSTS 7-11

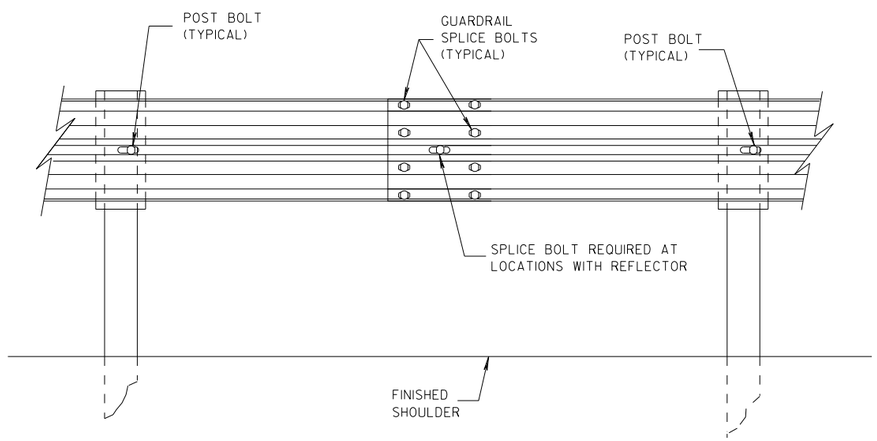


THRIE BEAM TERMINAL CONNECTOR



SECTION D-D

POSTS 12-17



SPLICE DETAIL

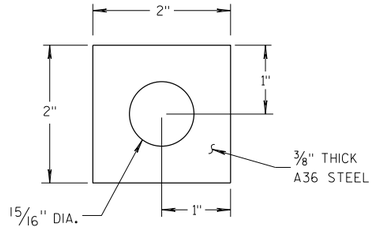
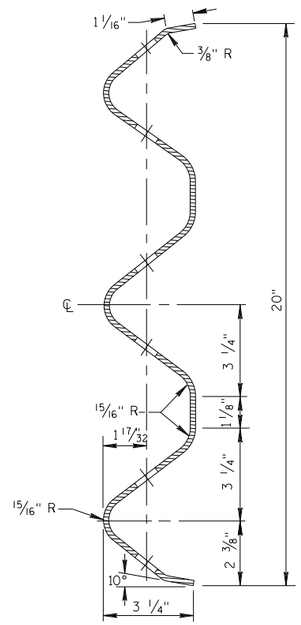


PLATE WASHER DETAIL



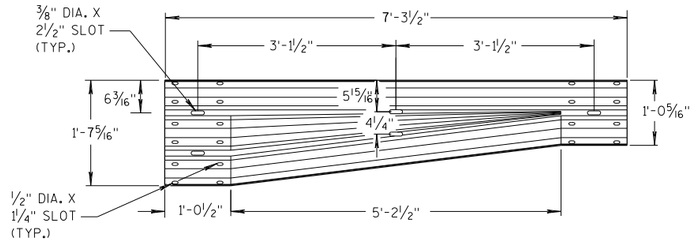
SECTION THRU THRIE BEAM RAIL ELEMENT

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

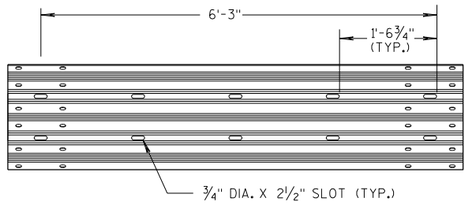
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOF

6

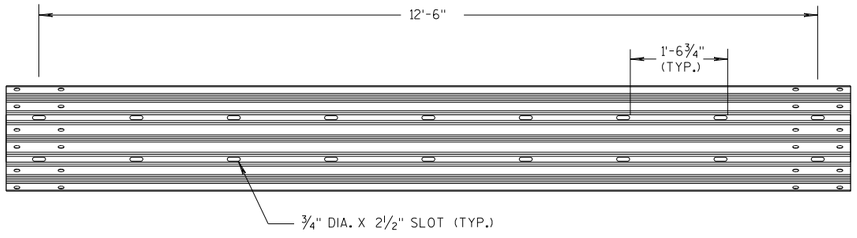
S.D.D. 14 B 45-5b



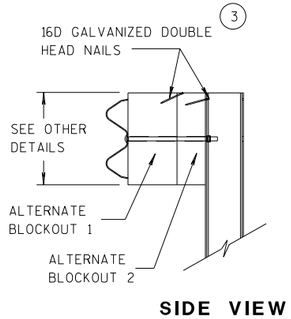
W-BEAM TO THRIE BEAM TRANSITION SECTION



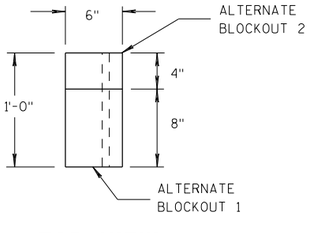
6'-3" THRIE BEAM SECTION



12'-6" THRIE BEAM SECTION

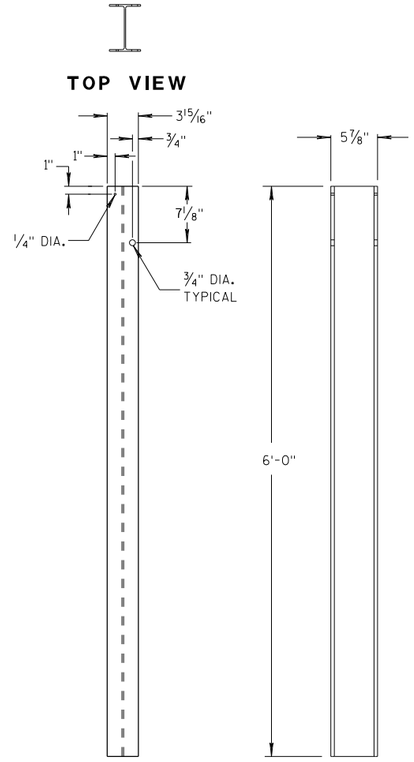


SIDE VIEW



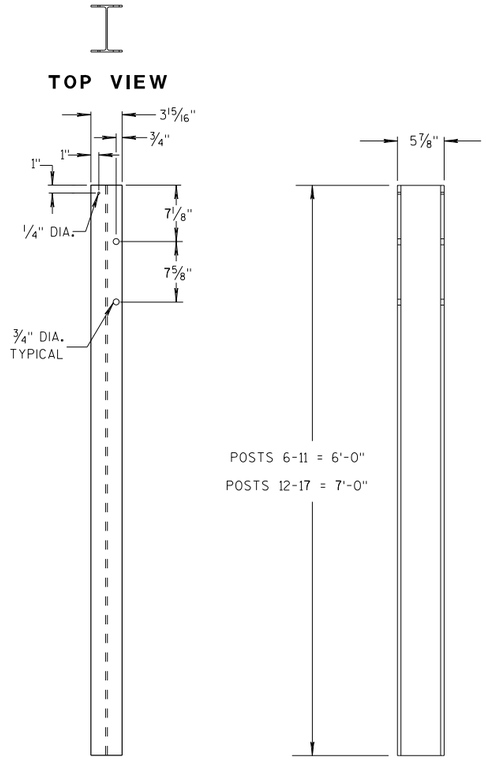
TOP VIEW

ALTERNATE WOOD BLOCKOUT DETAIL



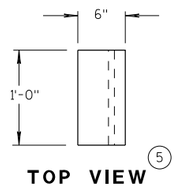
FRONT VIEW SIDE VIEW

STEEL POSTS 1-5 (13)

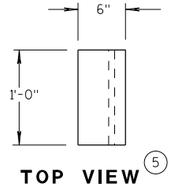


FRONT VIEW SIDE VIEW

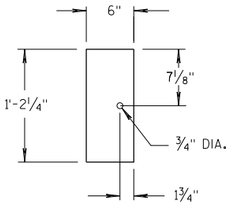
STEEL POSTS 6-17



TOP VIEW (5)

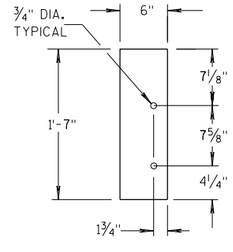


TOP VIEW (5)



FRONT VIEW

BLOCKOUT POSTS 1-5



FRONT VIEW

BLOCKOUT POSTS 6-17

GENERAL NOTES

STEEL POSTS ARE W6X9 OR W6X8.5.

BOLT HOLES FOR POST ARE ON FRONT AND OF SIDE OF POST.

(3) WHEN USING STEEL POSTS AND WOOD BLOCKOUTS INSTALL FOUR 16D GALVANIZED NAILS. INSTALL NAILS AT THE BACK CORNERS OF THE BLOCK AND BEND THE NAILS OVER THE FLANGE OF THE STEEL POST.

(5) WOOD BLOCKS MAY BE CONSTRUCTED OUT OF 2 WOOD BLOCKS. SEE ALTERNATE WOOD BLOCK DETAIL.

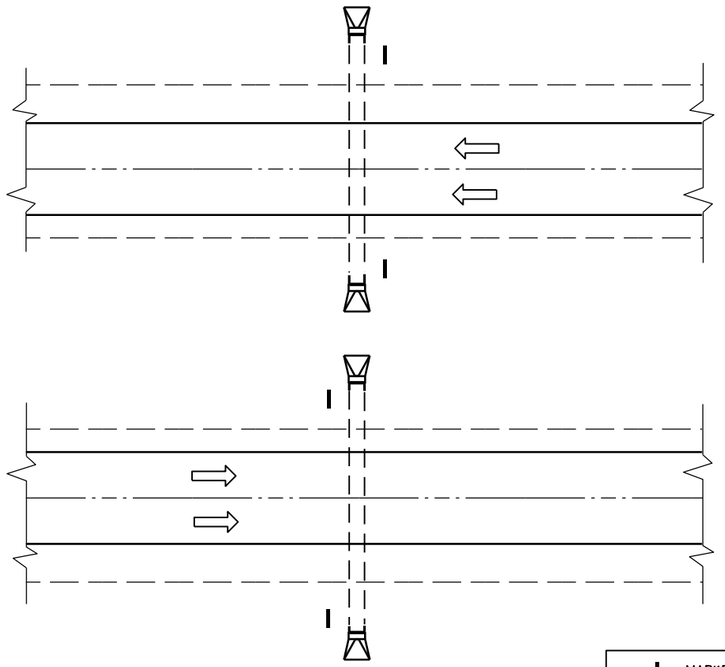
(13) STEEL OR WOOD POST IS ACCEPTABLE AT POST 1. SEE SDD 14B42.

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOF

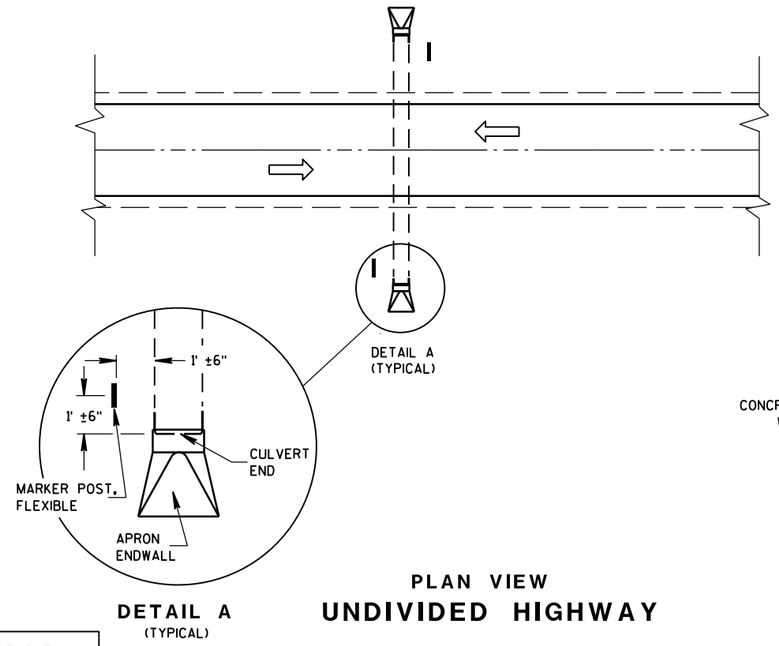
6

S.D.D. 14 B 45-5c



PLAN VIEW

DIVIDED HIGHWAY



DETAIL A
(TYPICAL)

PLAN VIEW

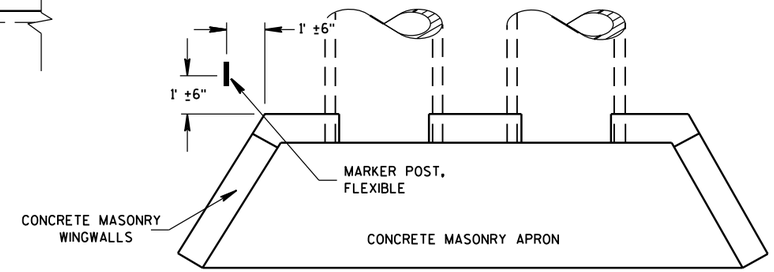
UNDIVIDED HIGHWAY

MARKER POST, FLEXIBLE

DIRECTION OF TRAFFIC FLOW

GENERAL NOTES

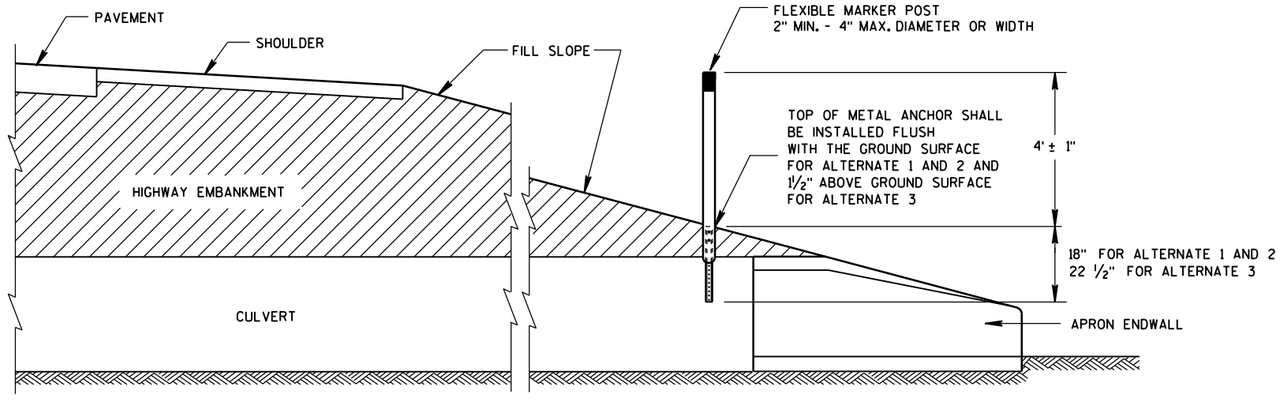
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.



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

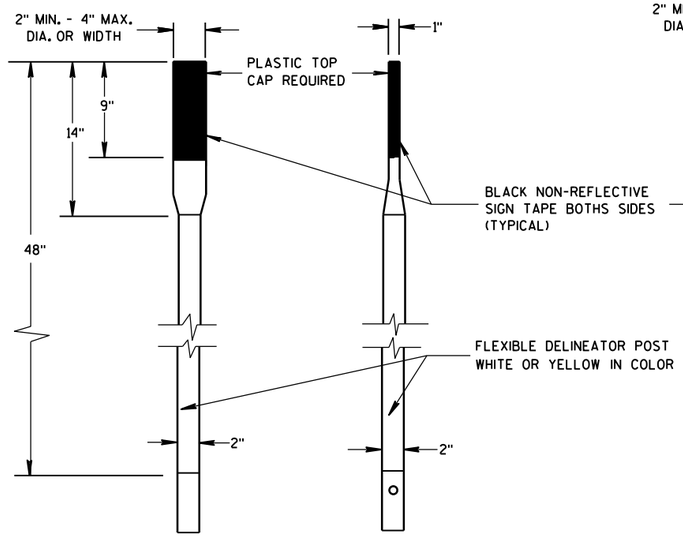
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

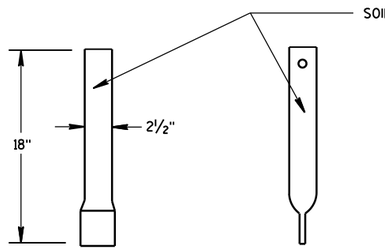
6

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

6

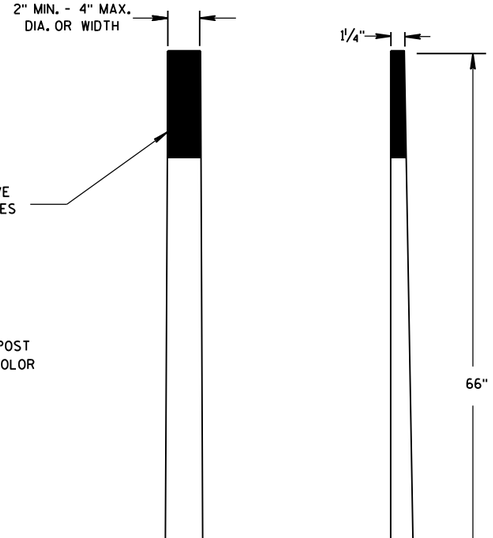
S.D.D. 15 A 3-2a





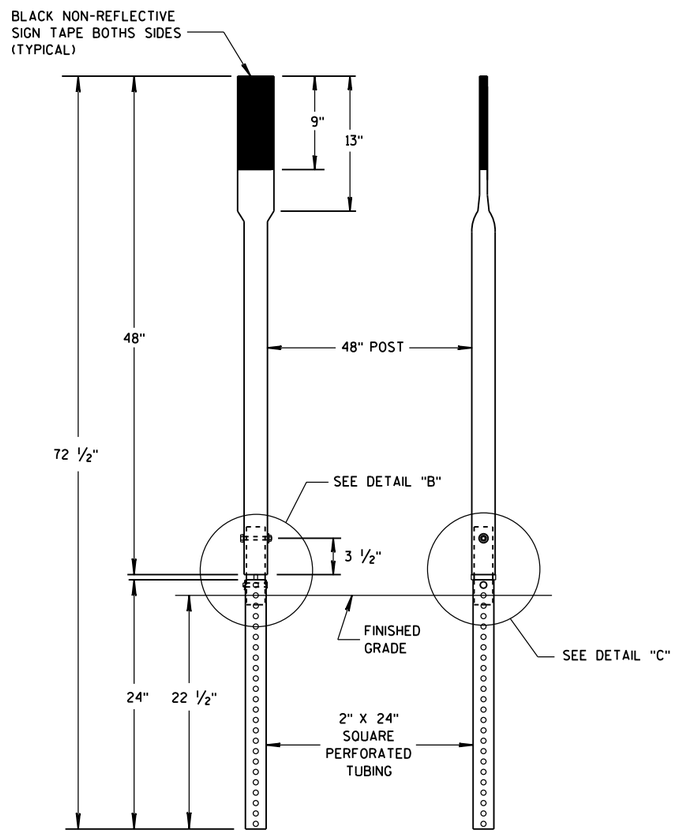
FRONT VIEW SIDE VIEW

ALTERNATE 1



FRONT VIEW SIDE VIEW

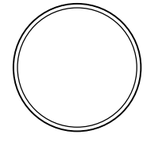
ALTERNATE 2



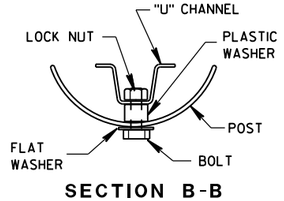
FRONT VIEW SIDE VIEW

ALTERNATE 3

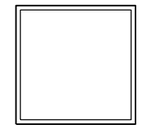
FLEXIBLE MARKER POSTS



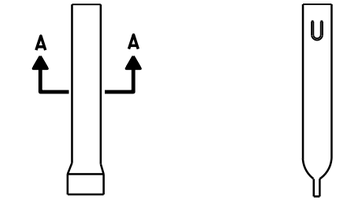
SECTION A-A



SECTION B-B

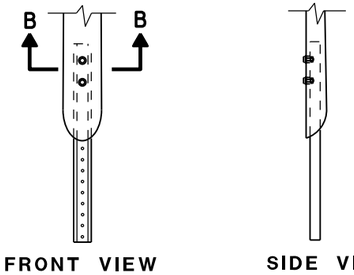


SECTION C-C



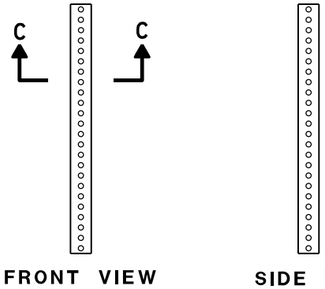
FRONT VIEW SIDE VIEW

ALTERNATE 1



FRONT VIEW SIDE VIEW

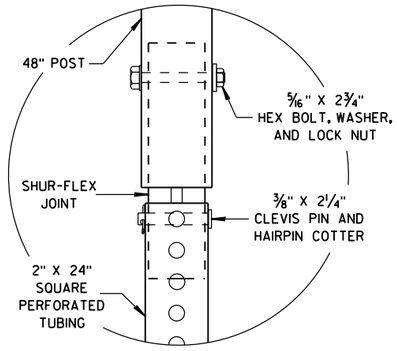
ALTERNATE 2



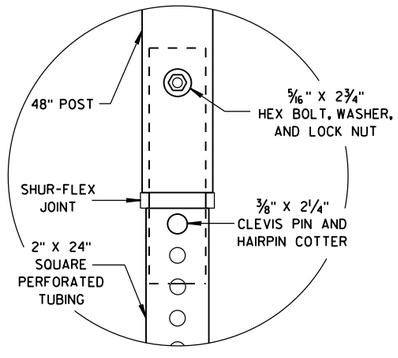
FRONT VIEW SIDE VIEW

ALTERNATE 3

FLEXIBLE MARKER POST ANCHORS



DETAIL B



DETAIL C

FLEXIBLE MARKER POST
FOR CULVERT END

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

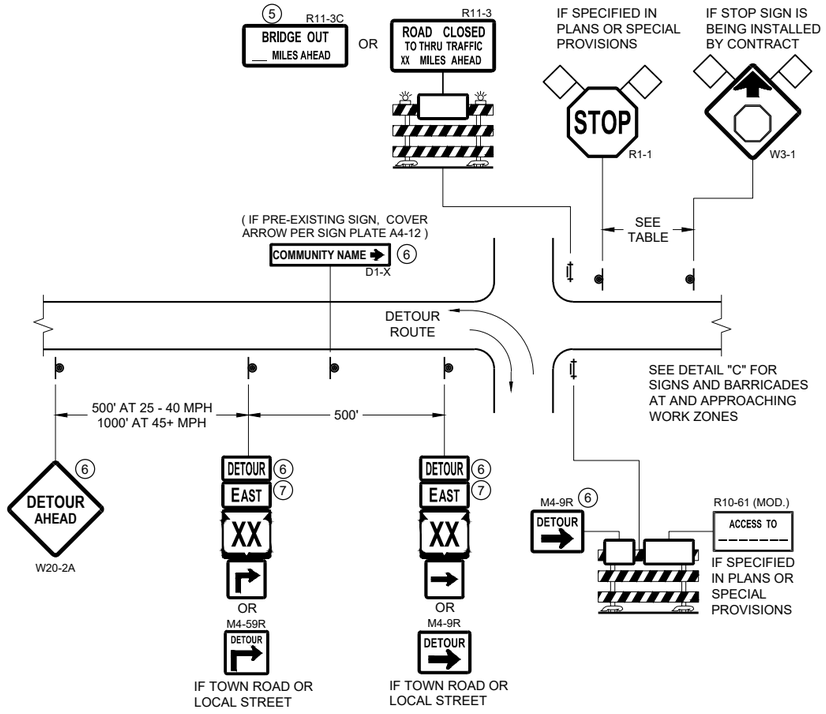
APPROVED
10/1/2012
DATE
/S/ Travis Feltes
STATE TRAFFIC ENGINEER
FHWA

6

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

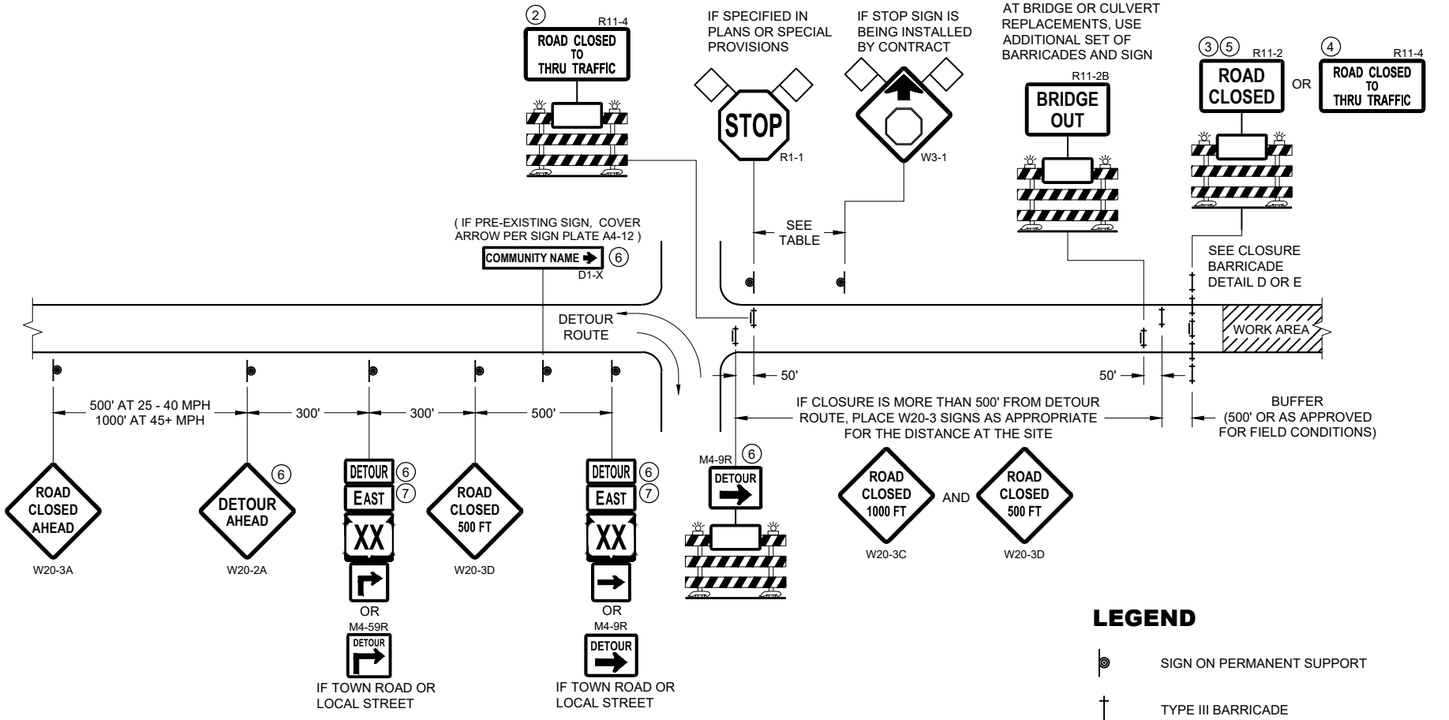
6

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



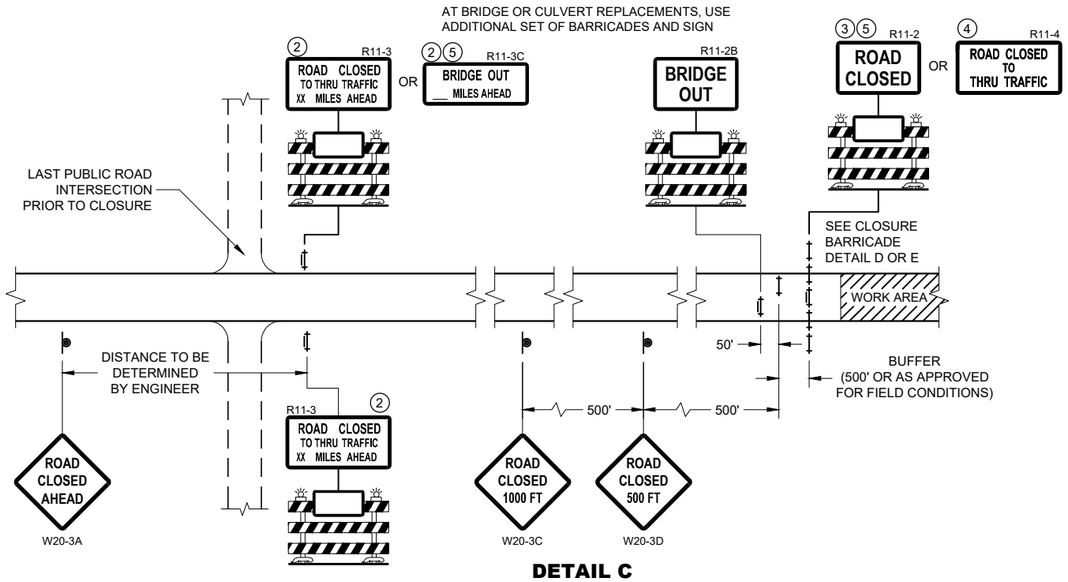
DETAIL A
MAINLINE CLOSURE WITH POSTED DETOUR

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



DETAIL B
MAINLINE CLOSURE WITH POSTED DETOUR

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



DETAIL C
MAINLINE CLOSURE, NO POSTED DETOUR

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

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

LEGEND

- SIGN ON PERMANENT SUPPORT
- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- TYPE "A" WARNING LIGHT (FLASHING)
- WORK AREA
- FLAGS, 16" X 16" MIN. (ORANGE)
- DETOUR — M4 - 8
- EAST — M3 - X
- XX — M1 - 4 OR XX — M1 - 6 OR COUNTY X — M1 - 5A
- M05 - 1 OR M06 - 1

BARRICADES AND SIGNS FOR MAINLINE CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023
DATE
/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA

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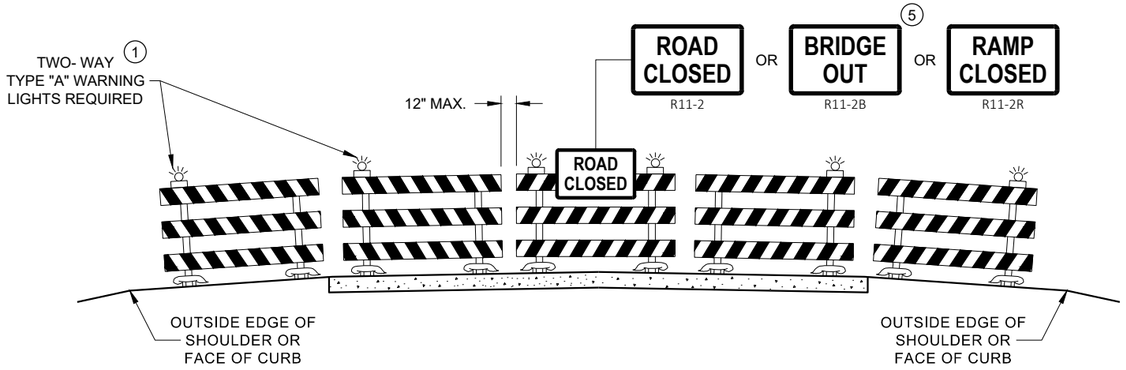
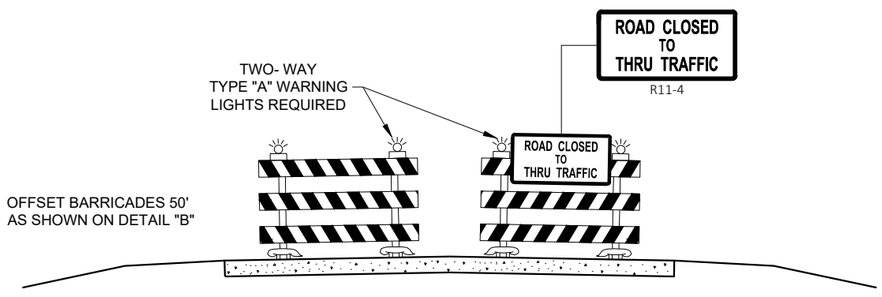
SDD 15C02 - 09a

SDD 15C02 - 09a



DETAIL D
ROAD CLOSURE BARRICADE DETAIL
APPROACH VIEW



DETAIL E
LANE CLOSURE BARRICADE DETAIL
APPROACH VIEW

SEE SDD 15C2 - SHEET "a" FOR LEGEND

GENERAL NOTES

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

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

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

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

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

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

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

THE R11 - 2, R11 - 3, M4 - 9, R11 - 4, AND R10 - 61 SIGNS PLACED ON THE BARRICADES SHALL COVER NO MORE THAN THE TOP RAIL. THE SIGNS SHALL NOT COVER ANY PORTION OF THE MIDDLE RAIL OR BOTTOM RAILS.

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

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

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

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

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

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

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

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

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

BARRICADES AND SIGNS FOR VARIOUS CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023 — DATE
/S/ Andrew Heidtke — WORK ZONE ENGINEE
FHWA

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SDD 15C02 - 09b

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

LEGEND

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

GENERAL NOTES

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

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

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

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

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

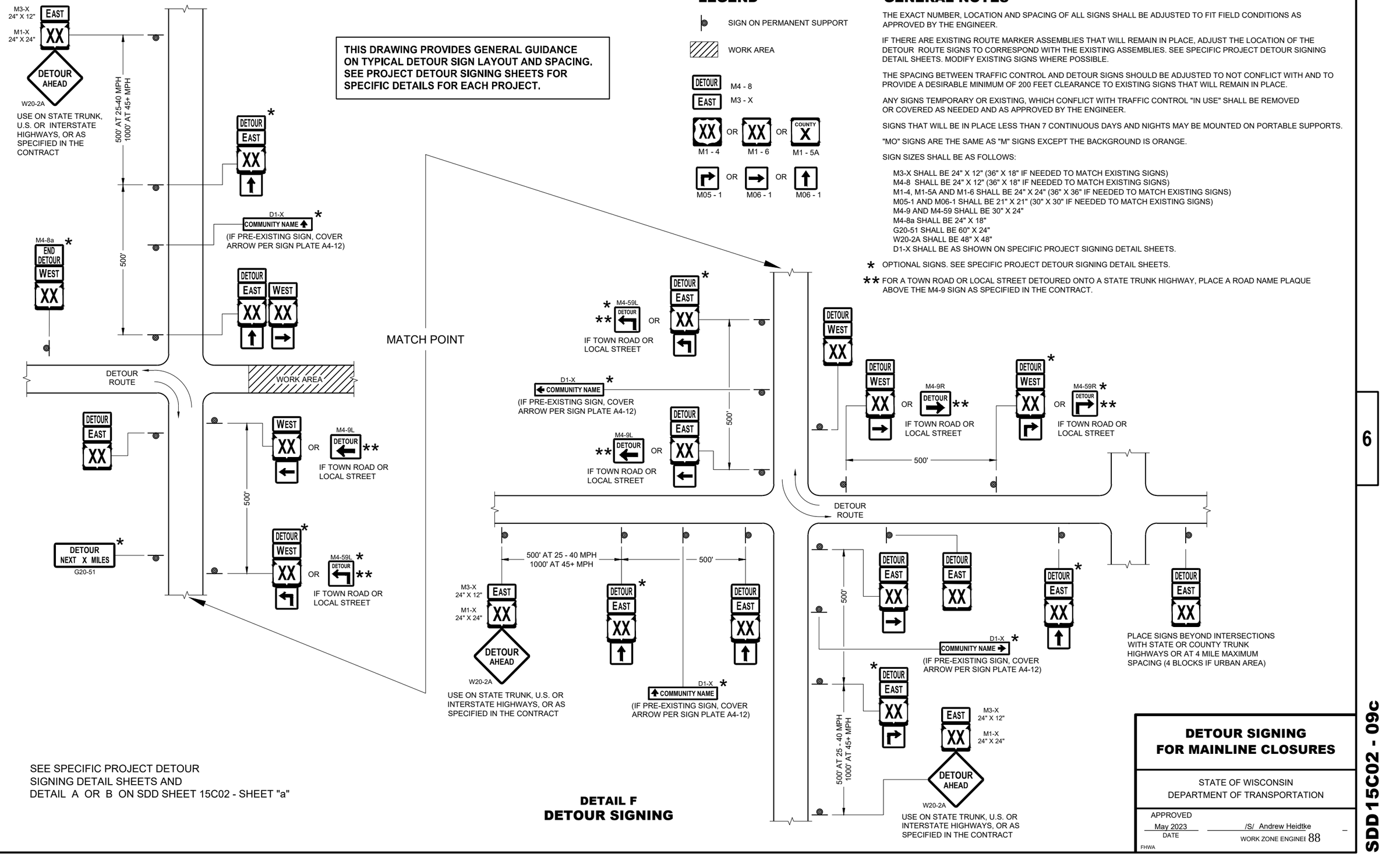
"MO" SIGNS ARE THE SAME AS "M" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

SIGN SIZES SHALL BE AS FOLLOWS:

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

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

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



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

DETAIL F
DETOUR SIGNING

DETOUR SIGNING FOR MAINLINE CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

FHWA

6

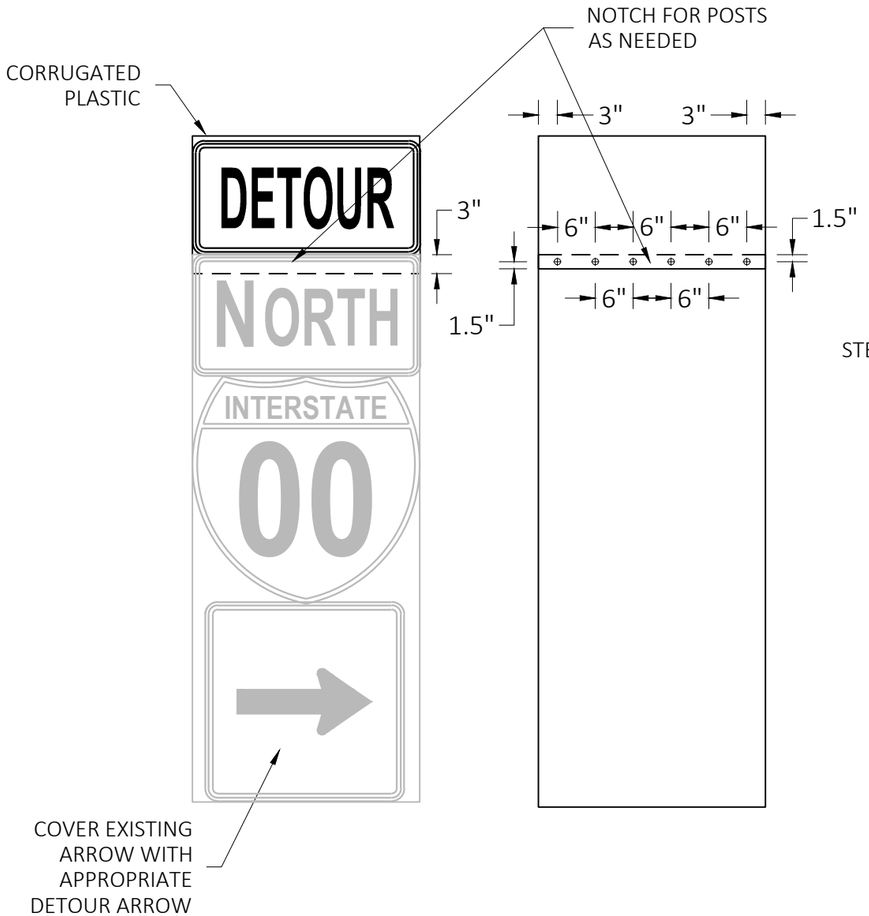
SDD 15C02 - 09c

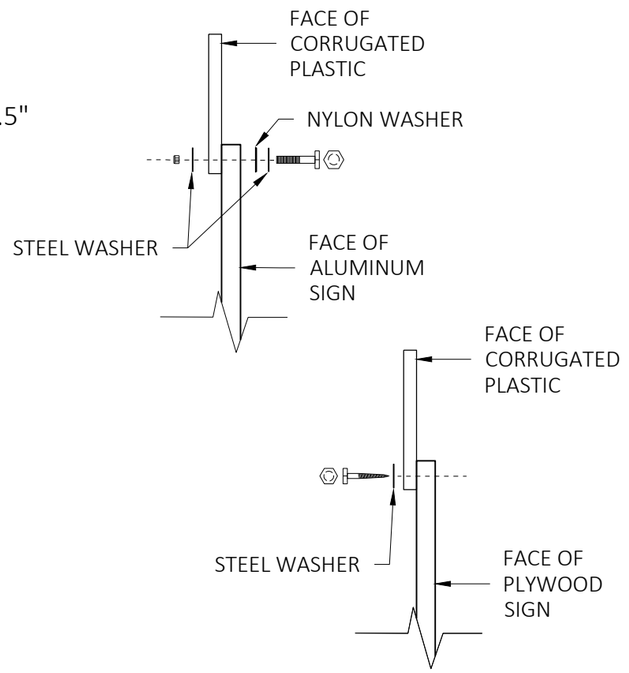
SDD 15C02 - 09c

FRONT SIDE

BACK SIDE

SIDE VIEW





GENERAL NOTES

CELLS OF CORRUGATED PLASTIC SHALL BE VERTICALLY ORIENTED.

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

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

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

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

A. HOT DIP GALVANIZED IN ACCORDANCE WITH ASTM DESIGNATION: A 153, CLASS D, OR SC 3.

B. ELECTRO-GALVANIZED IN ACCORDANCE WITH ASTM DESIGNATION: B 633, TYPE III, SC3

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

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

MODIFIED ROUTE ASSEMBLY FOR DETOUR SIGNING

MODIFIED ROUTE ASSEMBLY FOR DETOUR SIGNING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023 — DATE
/S/ Andrew Heidtke — ROADWAY STANDARDS DEVEL ENGINEER
FHWA

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SDD 15C02-09h

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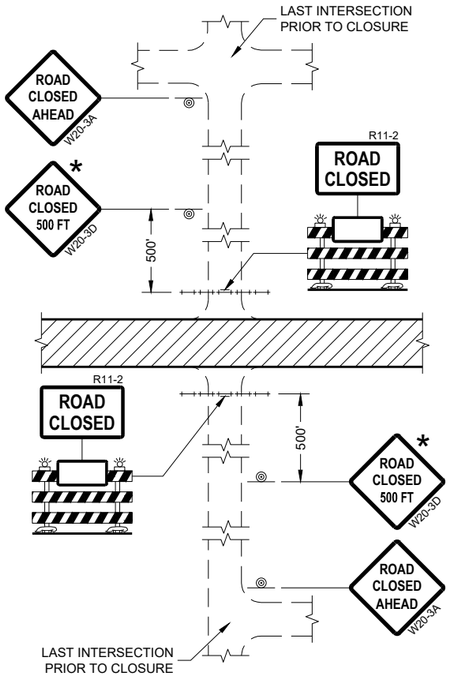
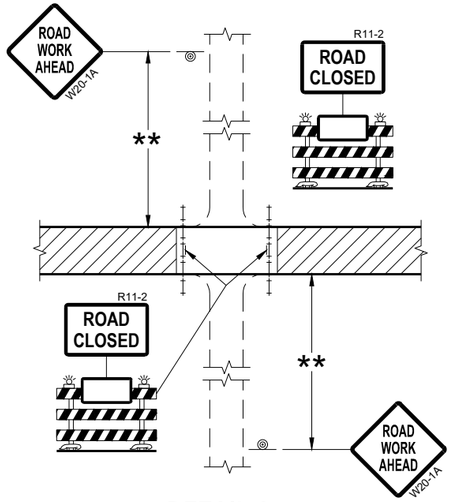
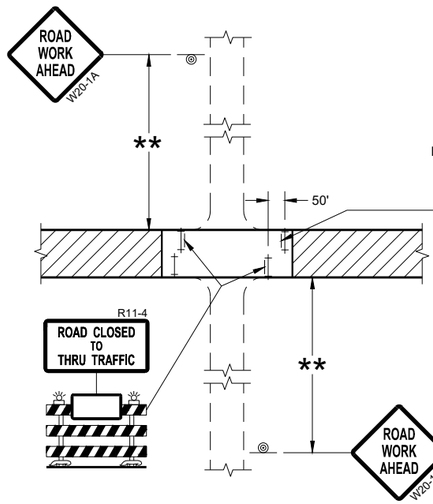
SDD 15C02-09h



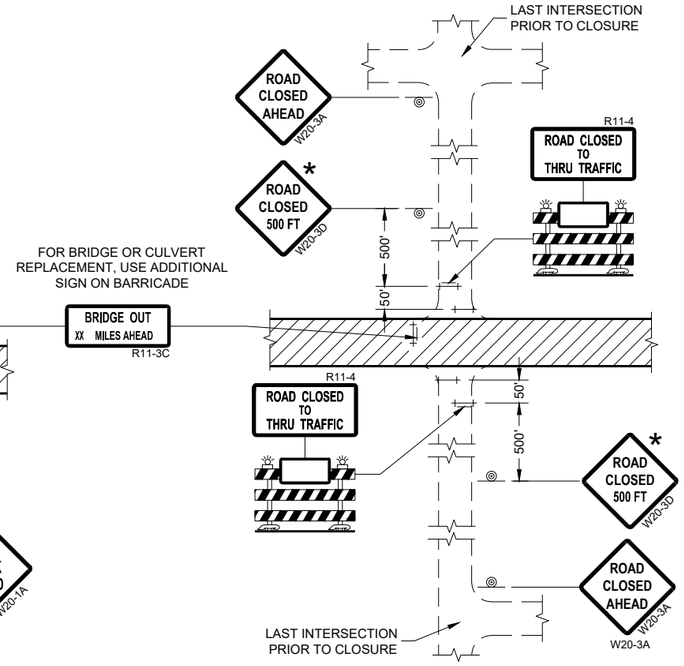
DETAIL 1
(NO ACCESS TO PROJECT)



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



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



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

GENERAL NOTES

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

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

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

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

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

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

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

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

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

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

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

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

LEGEND

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

BARRICADES AND SIGNS FOR SIDEROAD CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
July 2018
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

6

SDD 15C03 - 05

GENERAL NOTES

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

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

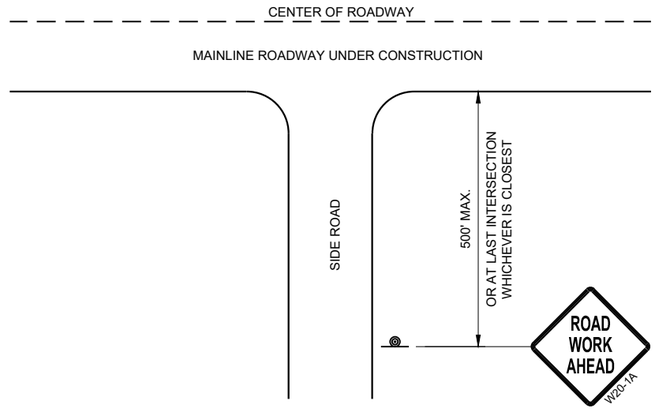
ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED.

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

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

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

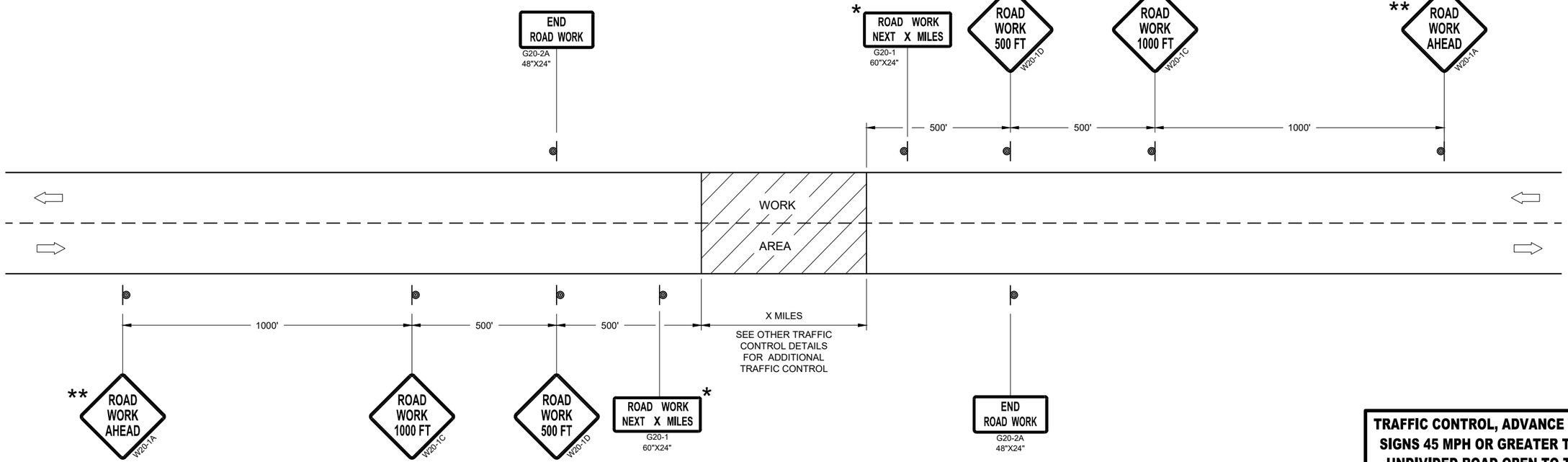
** PLACE AN ADDITIONAL W20-1A "ROAD WORK AHEAD" SIGN IF WORK AREA WITHIN THE PROJECT IS SEPARATED BY MORE THAN 2 MILES FROM PREVIOUS WORK AREA.



TYPICAL SIDE ROAD APPROACH WARNING SIGN DETAIL

LEGEND

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



TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45MPH OR GREATER

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
July 2018
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

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SDD 15C04 - 05

* CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES

GENERAL NOTES

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

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

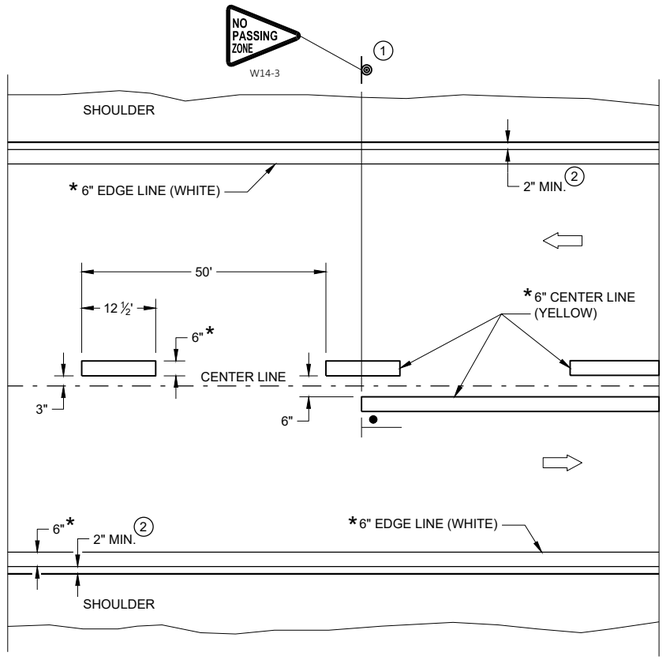
(2) MEASURE FROM EDGE OF MARKING TO JOINT LINE. THIS DOES NOT INCLUDE SPACE NEEDED FOR GROOVING OPERATIONS.

LEGEND

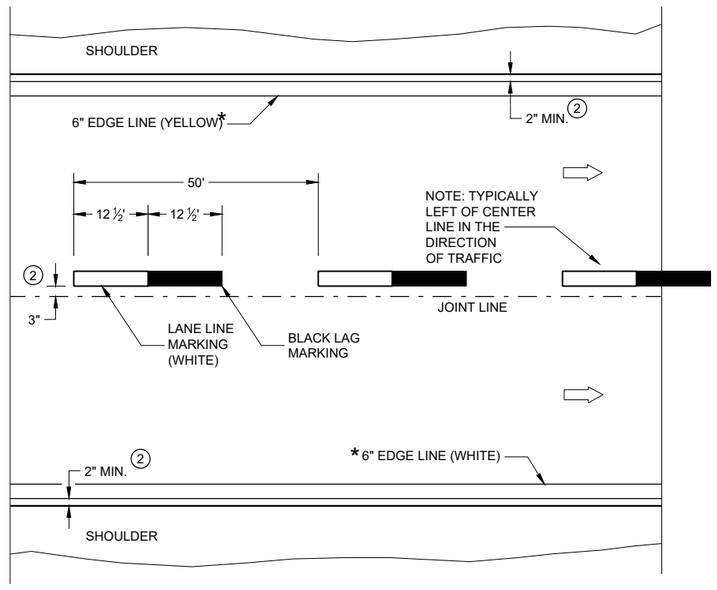
"T" MARKING

SIGN ON PERMANENT SUPPORT

DIRECTION OF TRAFFIC



TWO WAY TRAFFIC



ONE WAY TRAFFIC

PERMANENT PAVEMENT MARKING

PERMANENT LONGITUDINAL PAVEMENT MARKINGS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

May 2023 — DATE

/S/ Jeannie Silver — STATEWIDE SIGNING AND M ENGINEER

FHWA

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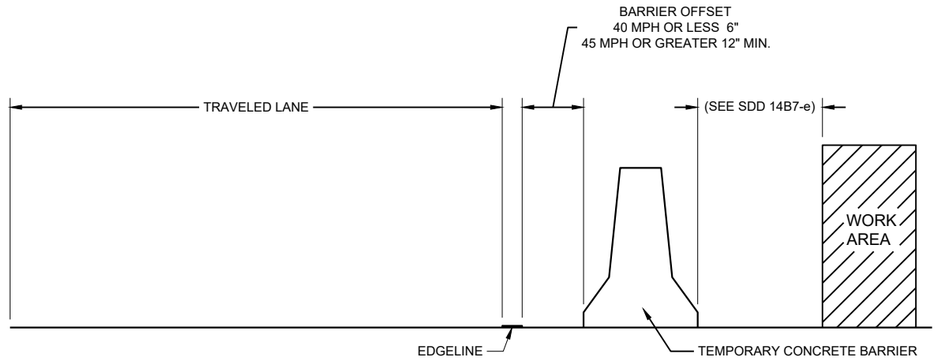
SDD 15C08-23a



TEMPORARY BARRIER OFFSET FROM EDGELINE

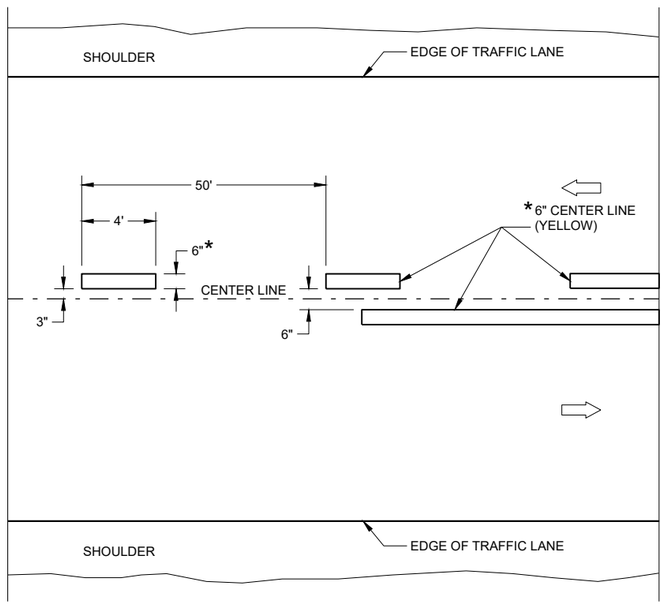
GENERAL NOTES

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

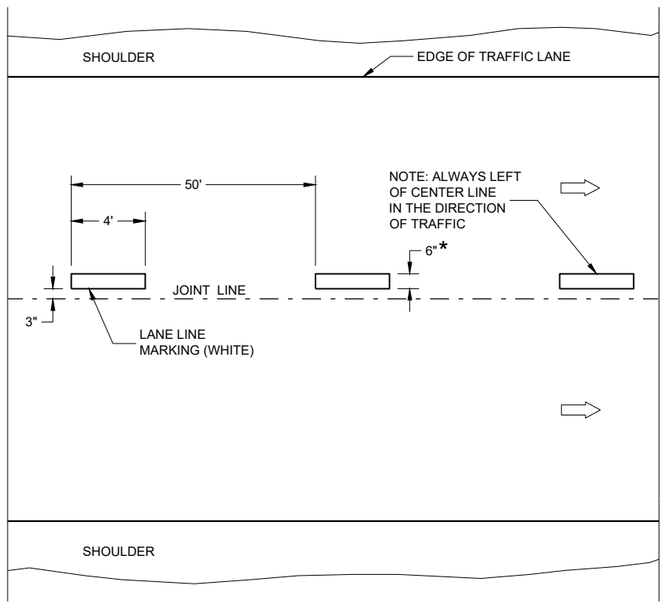
LEGEND

⇨ DIRECTION OF TRAFFIC

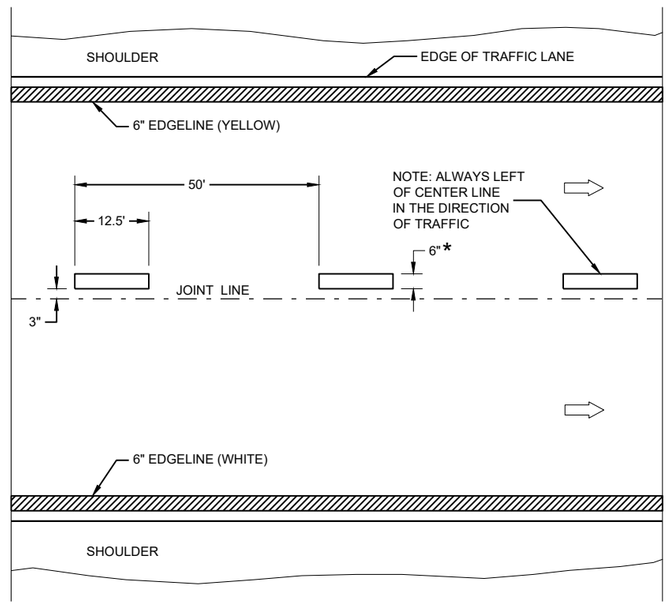
* CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES



TWO WAY TRAFFIC



ONE WAY TRAFFIC



FREEWAYS AND EXPRESSWAYS

TEMPORARY PAVEMENT MARKING

TEMPORARY LONGITUDINAL PAVEMENT MARKING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023 — DATE
/S/ Jeannie Silver — STATEWIDE SIGNING AND M ENGINEER

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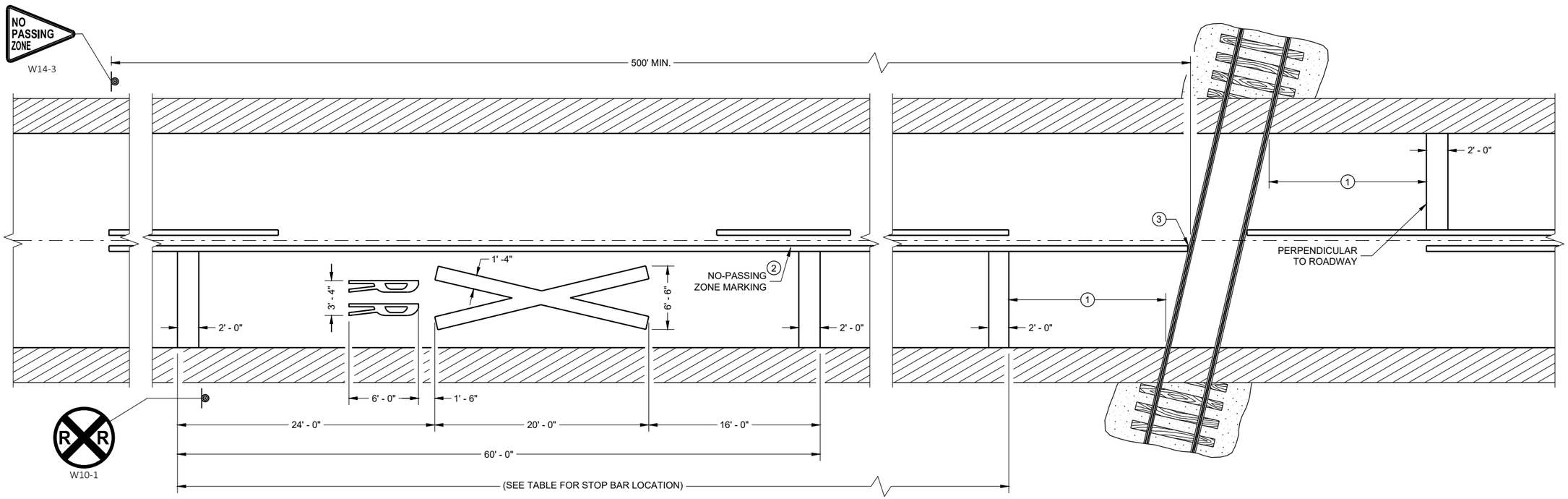
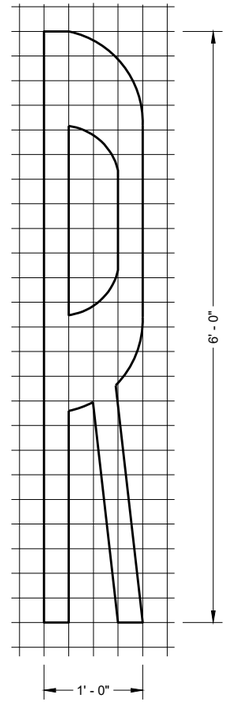


PAVEMENT MARKING



LEGEND

SIGN ON PERMANENT SUPPORT

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.

ON MULTI-LANE ROADS THE TRANSVERSE BANDS SHOULD EXTEND ACROSS ALL APPROACH LANES, AND INDIVIDUAL R X R SYMBOLS SHOULD BE USED IN EACH APPROACH LANE.

CENTER OR LANE LINES AND NO-PASSING ZONE MARKINGS SHOWN ON THIS DRAWING ARE REQUIRED AND PAID FOR UNDER OTHER ITEMS IN THE CONTRACT.

TRACE EXISTING SYMBOL WHERE EXISTING SYMBOLS ARE PLACED.

(1) PLACE STOP BAR APPROXIMATELY 8 FEET IN ADVANCE OF THE GATE (IF PRESENT), BUT NO CLOSER THAN 15 FEET IN ADVANCE OF THE NEAREST RAIL. FIELD-FIT STOP BAR TO MAXIMIZE VIEW OF APPROACHING TRAIN.

(2) 500' MINIMUM. MARKING LIMITS MAY BE EXTENDED AS DIRECTED BY THE ENGINEER TO MEET ADJACENT NO-PASSING ZONE MARKINGS.

(3) FOR MULTIPLE TRACK CROSSINGS, THE BARRIER LINE SHALL EXTEND TO THE NEAR RAIL OF THE FURTHEST TRACK IN THE DIRECTION OF HIGHWAY TRAVEL.

DISTANCE TABLE

TABLE BASED UPON 2C-4 WISCONSIN SUPPLEMENT OF MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.

POSTED SPEED (M.P.H.)	DIMENSION RANGE (FEET)
25	150* - 250'
30	200* - 300'
35	250* - 450'
40	300* - 500'
45	400* - 650'
50	550* - 800'
55	750* - 1000'
60	1000* - 1250'
65	1000* - 1250'

* THE MINIMUM DISTANCES IN THE TABLE ARE DESIRABLE AND SHOULD BE USED. THE DISTANCES MAY BE INCREASED UP TO THE MAXIMUM TO ALLOW FOR FIELD CONDITIONS SUCH AS THE CLOSED PROXIMITY OF DRIVEWAYS, BRIDGES, SIDE ROADS OR OTHER FEATURES THAT WOULD PROHIBIT THE MINIMUM DISTANCES FROM BEING USED.

SIGNING AND PAVEMENT MARKING DETAILS FOR RAILROAD - HIGHWAY GRADE CROSSINGS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

May 2023
DATE

/S/ Matthew R. Rauch
STATE SIGNING AND MAR ENGINEER

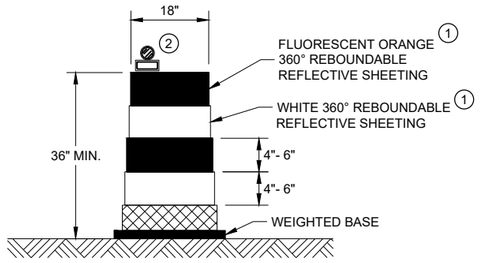
FHWA

6

SDD 15C09-13a

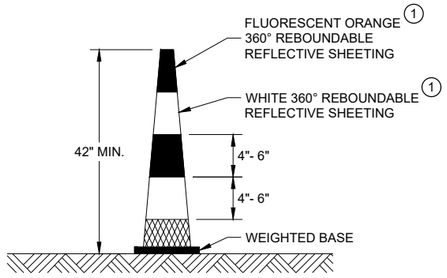
GENERAL NOTES

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



DRUM

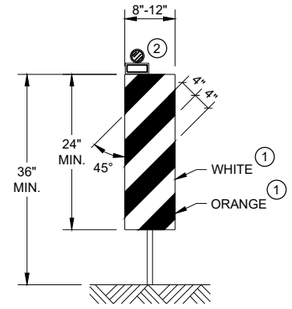
BALLAST WIDTHS
RANGE FROM 24"-36"



42" CONE

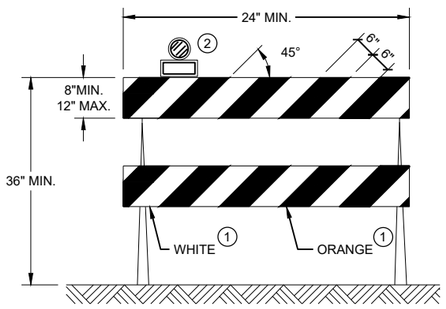
DO NOT USE IN TAPERS
½ SPACING OF DRUMS

BALLAST WIDTHS
RANGE FROM 14"-20"



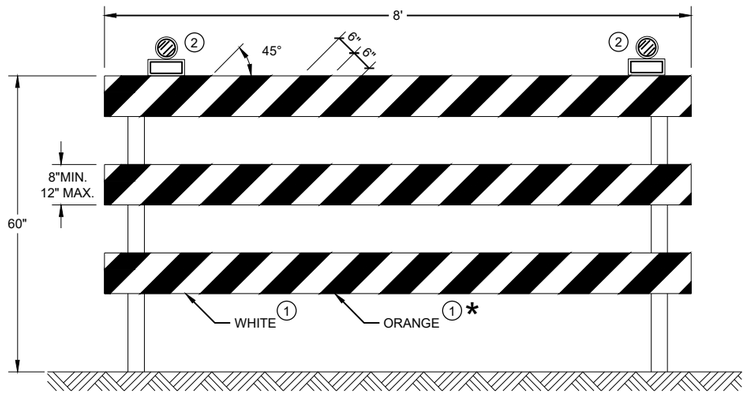
VERTICAL PANEL

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



TYPE II BARRICADE

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



TYPE III BARRICADE

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

* IF USED FOR A PERMANENT APPLICATION USE RED SHEETING.

CHANNELIZING DEVICES DRUMS, CONES, BARRICADES AND VERTICAL PANELS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2022
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA

6

SDD 15C11 - 10b

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SDD 15C11 - 10b

LEGEND

SIGN ON PORTABLE OR PERMANENT SUPPORT

TEMPORARY PORTABLE RUMBLE STRIP ARRAY

DIRECTION OF TRAFFIC

WORK AREA

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

GENERAL NOTES

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

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

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

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

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

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

FLAGGING

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

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

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

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

TEMPORARY PORTABLE RUMBLE STRIPS

UTILIZE TEMPORARY PORTABLE RUMBLE STRIPS ON ALL FLAGGING OPERATIONS.

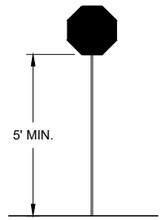
(3) EACH TEMPORARY PORTABLE RUMBLE STRIP ARRAY CONSISTS OF THREE RUMBLE STRIPS PLACED TRANSVERSE ACROSS THE LANE AT THE LOCATIONS SHOWN. WITHIN EACH ARRAY, SPACING BETWEEN RUMBLE STRIPS SHALL BE 15 FEET ON CENTER

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

INSTALL TEMPORARY RUMBLE STRIPS PER MANUFACTURER'S RECOMMENDATIONS.

PLACE ADVANCE SIGNING PRIOR TO INSTALLING TEMPORARY RUMBLE STRIPS.

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



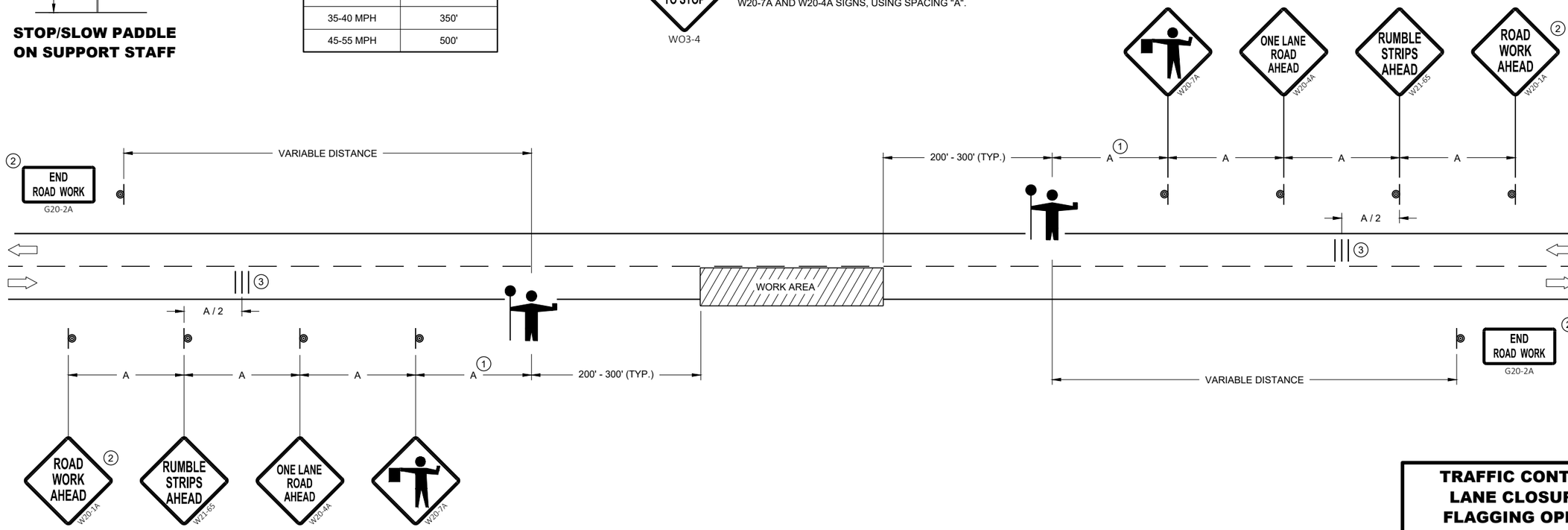
STOP/SLOW PADDLE ON SUPPORT STAFF

SIGN AND TEMPORARY RUMBLE STRIP ARRAY SPACING TABLE

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

WO3-4

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



TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2022
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA

SDD 15C12 - 09a

SDD 15C12 - 09a

LEGEND

V1 LEAD VEHICLE

V2 MARKING VEHICLE

V3 SHADOW VEHICLE

TRUCK MOUNTED ATTENUATOR (TMA)

SIGN ON TEMPORARY SUPPORT

DIRECTION OF TRAFFIC

FLASHING ARROW PANEL (CAUTION)

GENERAL NOTES

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

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

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

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

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

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

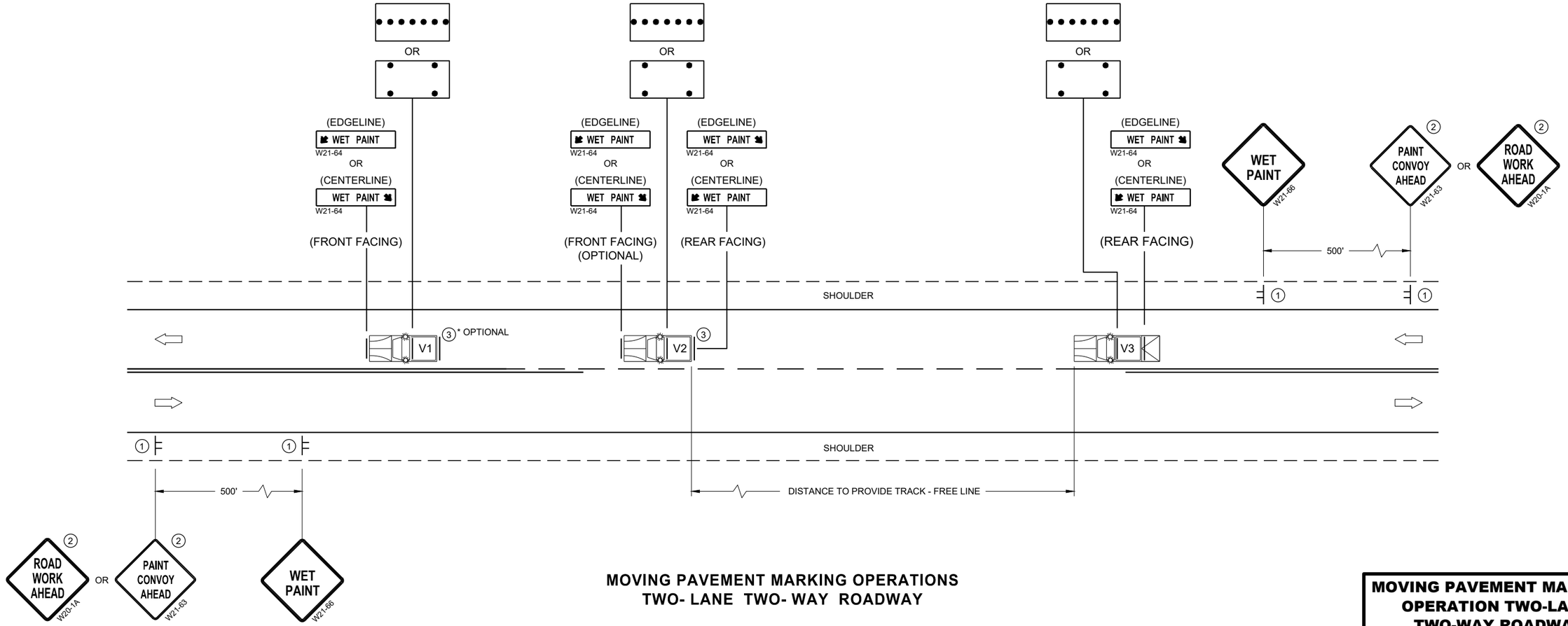
CONES SHOULD BE USED BETWEEN THE MARKING AND SHADOW VEHICLE AT 100 FOOT SPACING. CONES MAY BE OMITTED ON PAINTED LINE IF APPROVED BY THE ENGINEER. CONSIDER PAVEMENT MARKING DRY OR CURE TIMES AND TRAFFIC VOLUME.

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

(1) SIGNS SHALL BE REPEATED APPROXIMATELY EVERY THREE MILES.

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

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



MOVING PAVEMENT MARKING OPERATIONS
TWO- LANE TWO- WAY ROADWAY

MOVING PAVEMENT MARKING OPERATION TWO-LANE TWO-WAY ROADWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2023
DATE

/S/ Andrew I
WORK ZONE EN

FHWA

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SDD 15C19-08a

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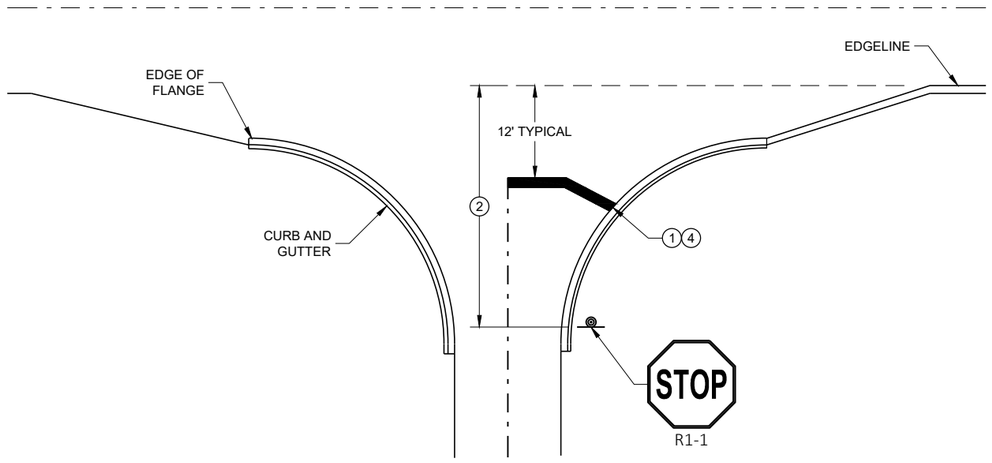
SDD 15C19-08a

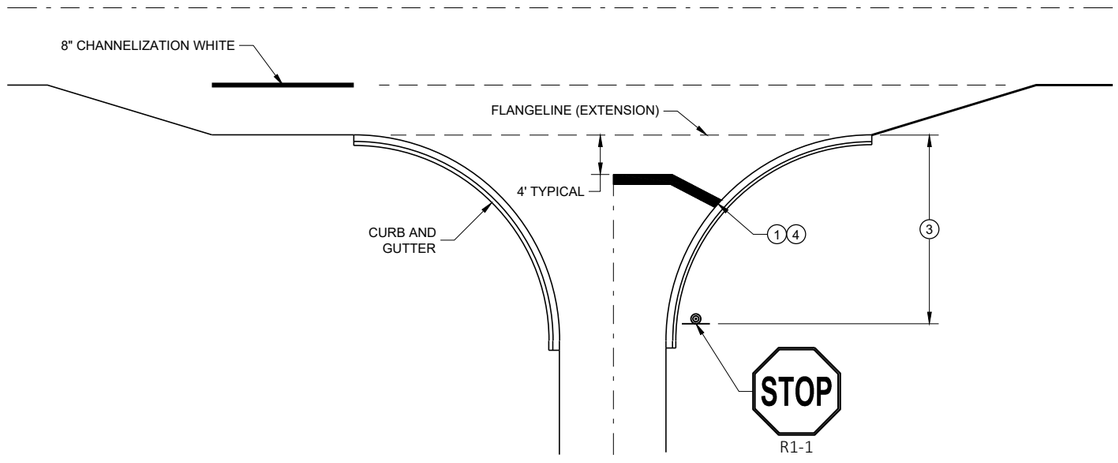
GENERAL NOTES

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

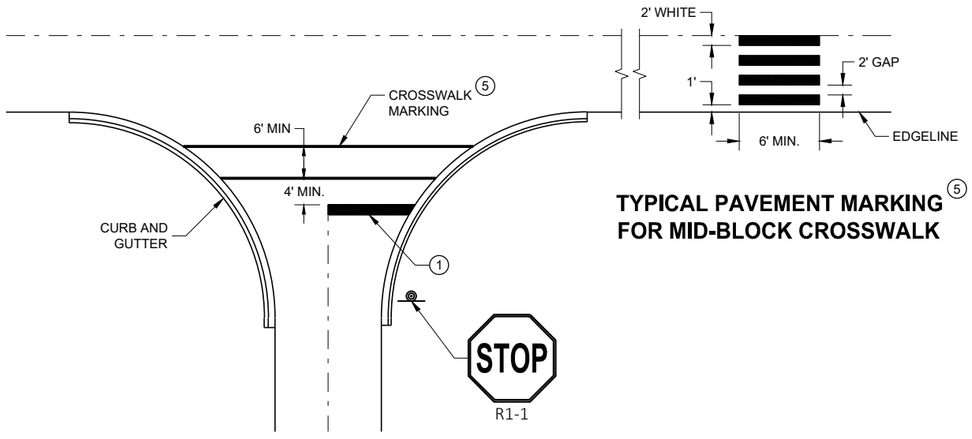
1. 18-INCH STOP LINES MAY BE DELETED OR ADDED BY THE REGION MARKING ENGINEER BASED ON VISIBILITY AND SIGHT LINES.
2. NO STOP LINE IS REQUIRED IF STOP SIGN IS LESS THAN OR EQUAL TO 40 FEET FROM THE EDGELINE.
3. NO STOP LINE IS REQUIRED IF STOP SIGN IS LESS THAN OR EQUAL TO 30 FEET FROM THE FLANGELINE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



TYPICAL STOP LINE PAVEMENT MARKING WITH CURB AND GUTTER

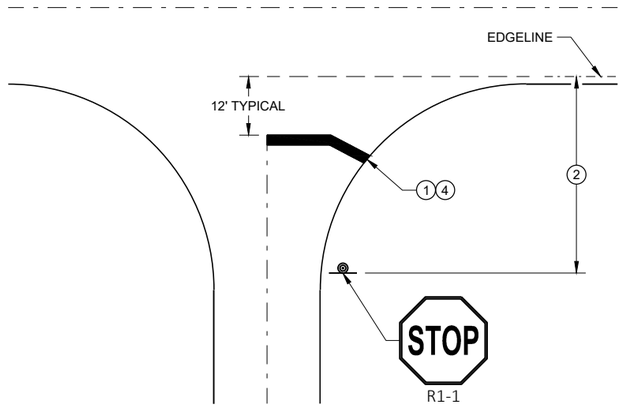


TYPICAL STOP LINE PAVEMENT MARKING FOR SIDEROADS WITH RIGHT TURN LANE



TYPICAL PAVEMENT MARKING FOR MID-BLOCK CROSSWALK 5

TYPICAL STOP LINE PAVEMENT MARKING FOR SIDEROADS 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
November 2019
DATE

/S/ Matthew Rauch
STATE SIGNING AND MARKING ENGINEER

FHWA

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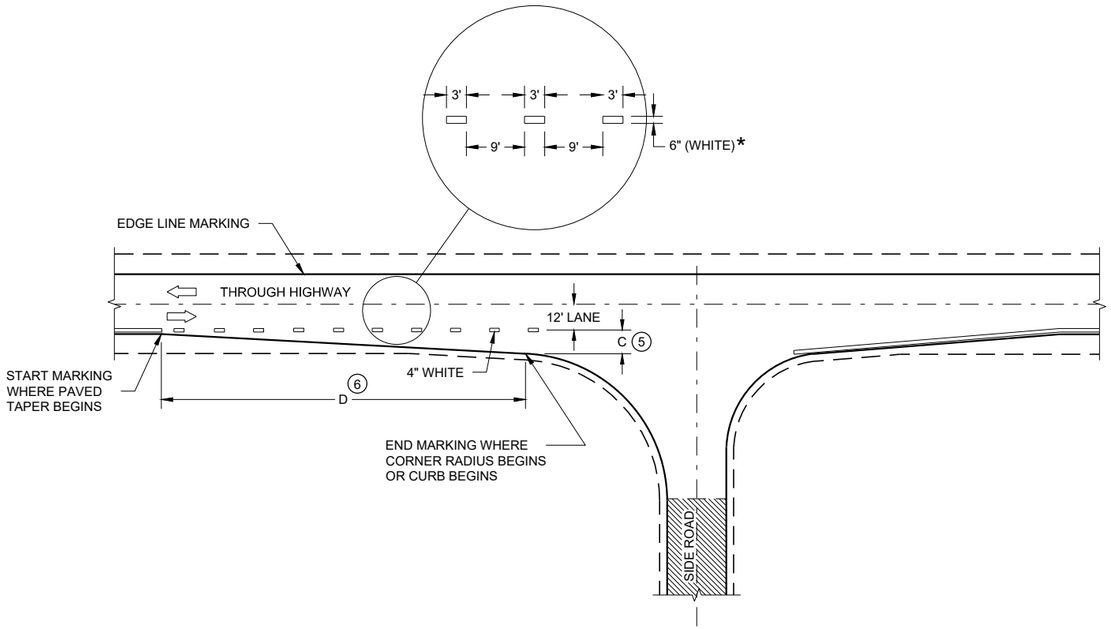
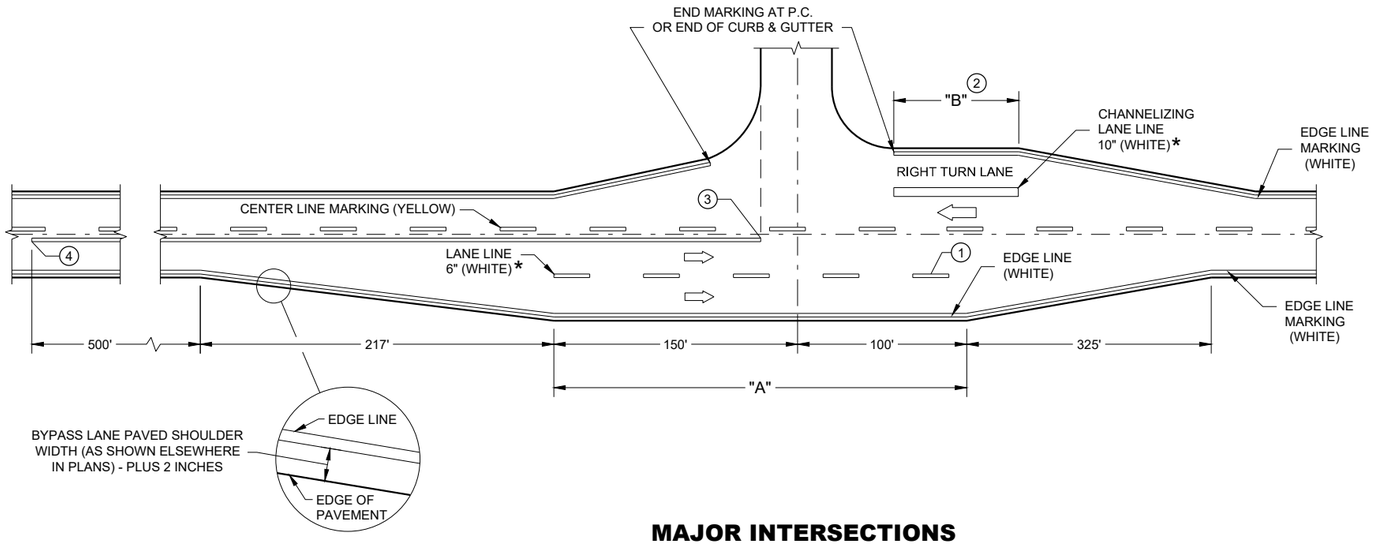
SDD 15C33 - 04



MINOR INTERSECTION



MAJOR INTERSECTIONS

(INTERSECTION WITH FULL RIGHT TURN LANE OR BYPASS LANE)

* CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES

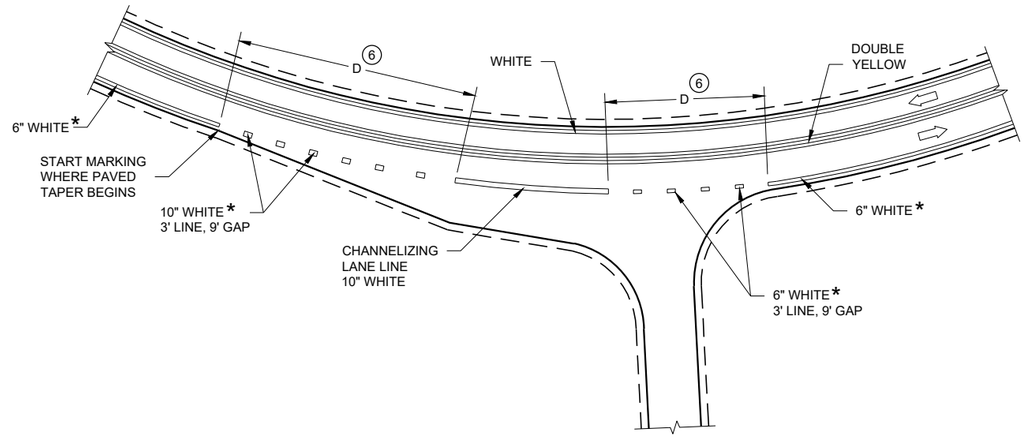
GENERAL NOTES

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)

LEGEND

SIGN ON PERMANENT SUPPORT

TRAFFIC CONTROL DRUM

DIRECTION OF TRAFFIC

WORK ZONE

GENERAL NOTES

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS IN URBAN AREAS, 36" X 36" SIGNS MAY BE USED IF APPROVED BY THE REGIONAL TRAFFIC UNIT.

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

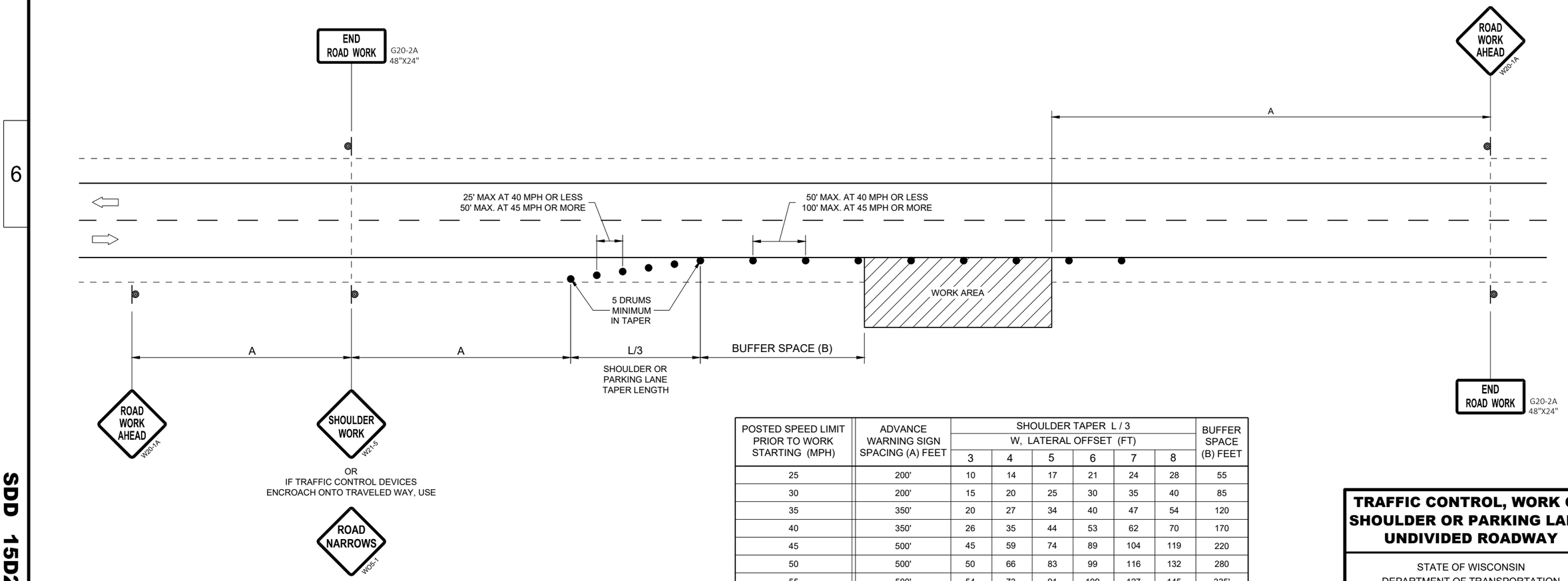
ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH THE TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

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

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

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

W20-1A AND G20-2A SIGNS ARE NOT REQUIRED IF THE WORK AREA IS WITHIN A LARGER WORK ZONE WHERE THESE SIGNS ARE ALREADY PRESENT. G20-2A SIGNS MAY ALSO BE OMITTED IF DURATION OF WORK IS LESS THAN 7 CONTINUOUS DAYS AND NIGHTS.



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

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

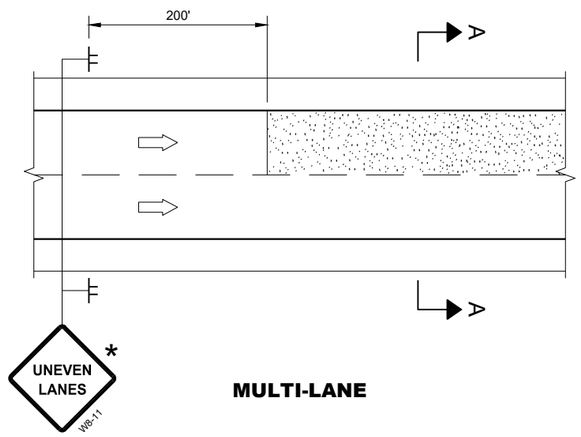
APPROVED
May 2020
DATE

/S/ Andrew Heidtke
STATEWIDE WORK ZONE T SAFETY ENGINEER

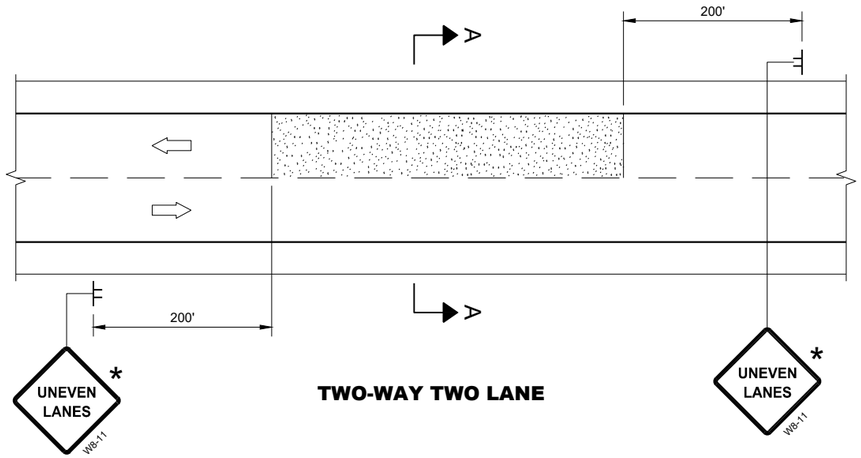
FHWA

SDD 15D28 - 04

SDD 15D28 - 04



MULTI-LANE



TWO-WAY TWO LANE

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.

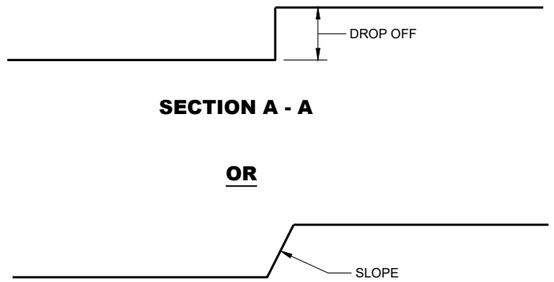
WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

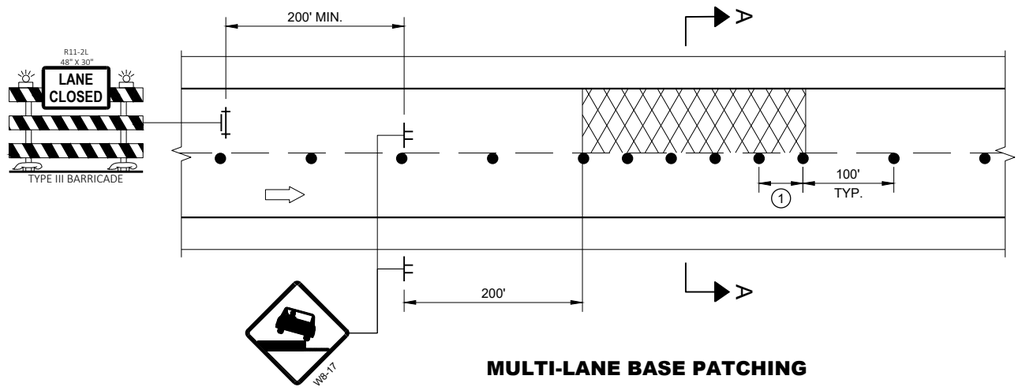
* IF THE DROP-OFF IS CONTINUOUS ALONG THE PROJECT, PLACE ADDITIONAL SIGNS EVERY 1 MILE AND AFTER EVERY ENTRANCE RAMP.

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

LEGEND

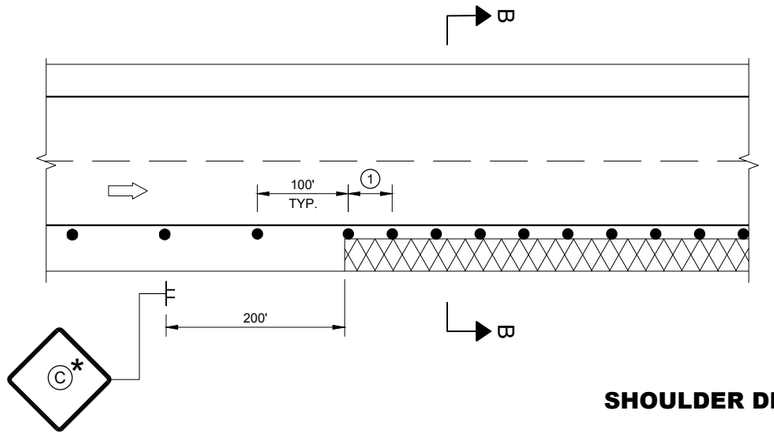
- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL DRUM
- TYPE III BARRICADE WITH ATTACHED SIGN
- TYPE "A" WARNING LIGHT (FLASHING)
- DIRECTION OF TRAFFIC
- WORK AREA WITH DROP-OFF
- MILLED SURFACE



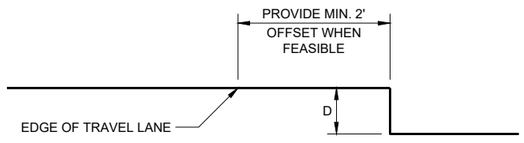


MULTI-LANE BASE PATCHING

ADJACENT LANE DROP-OFFS



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
March 2018
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

6

SDD 15D39 - 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.

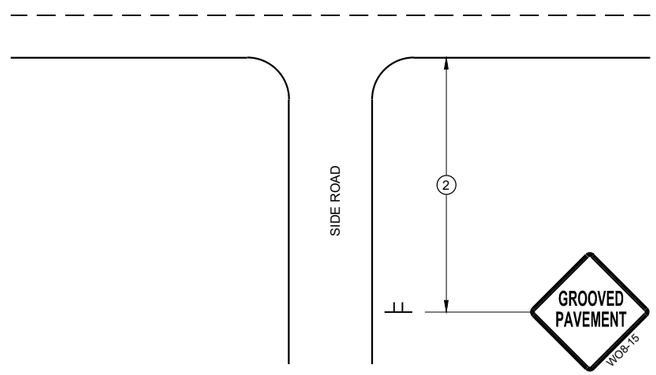
(1) PLACE SIGNS 350' IN ADVANCE OF MILLED SURFACES AND AT 1 MILE INTERVALS, OR AS DIRECTED BY THE ENGINEER.

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

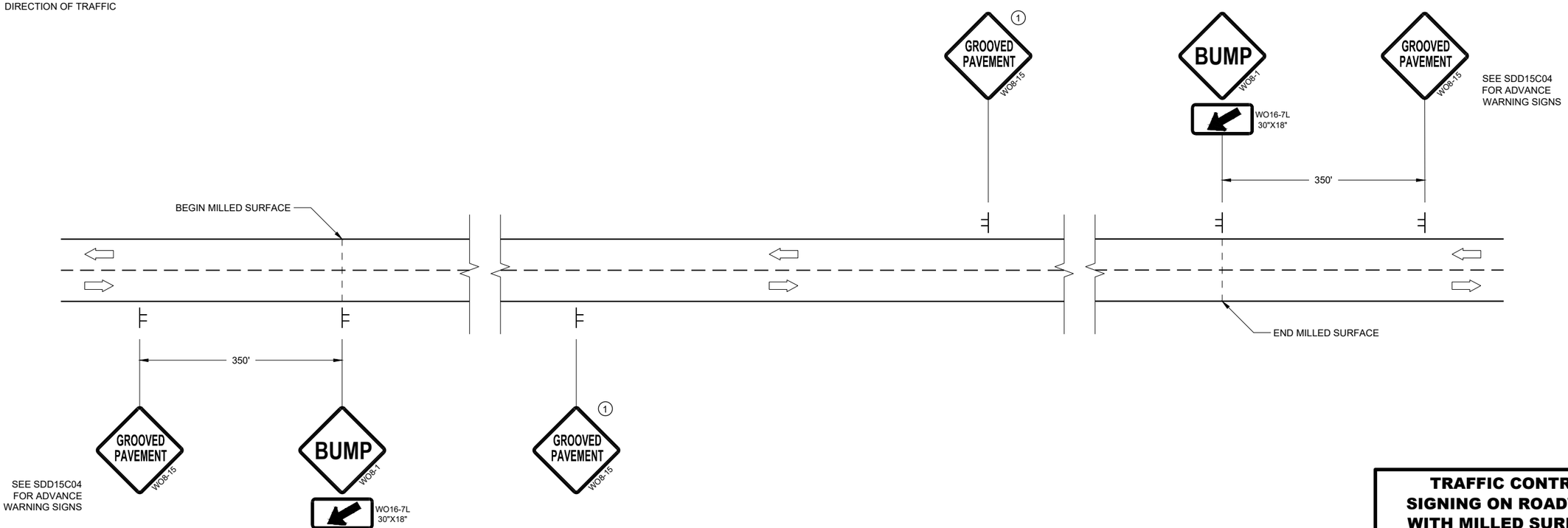
LEGEND

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 ENGINEER

FHWA

6
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.

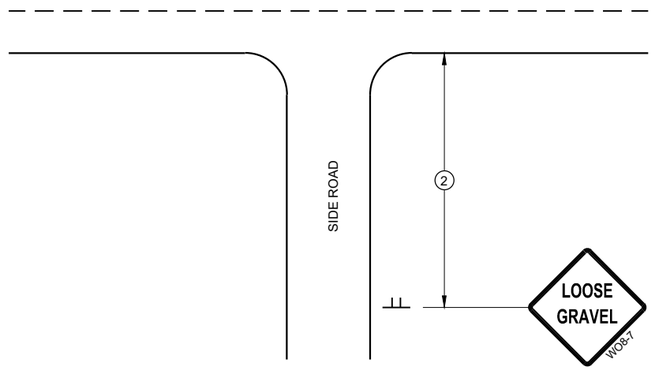
(2) PLACE SIGN 200' MIN. FROM INTERSECTION AND 200' MIN. AFTER ADVANCE WARNING SIGN SHOWN IN SDD 15C04.

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

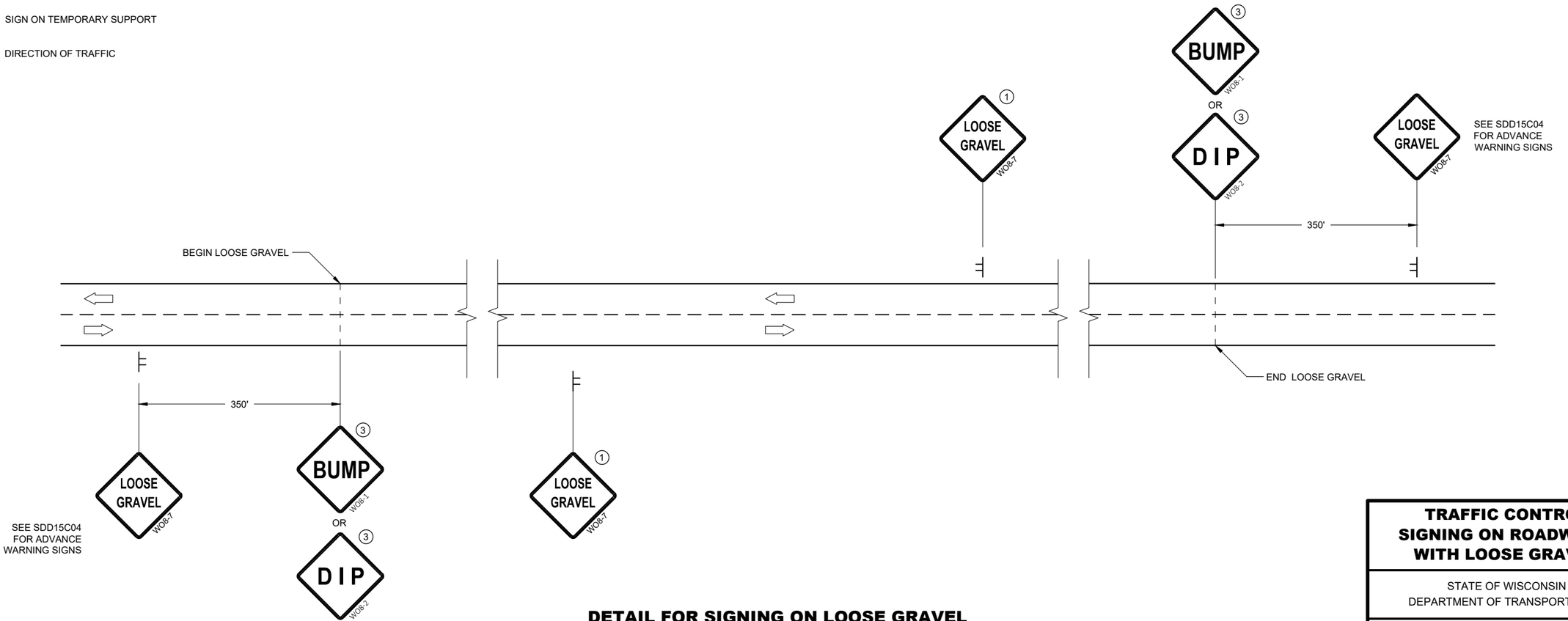
LEGEND

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

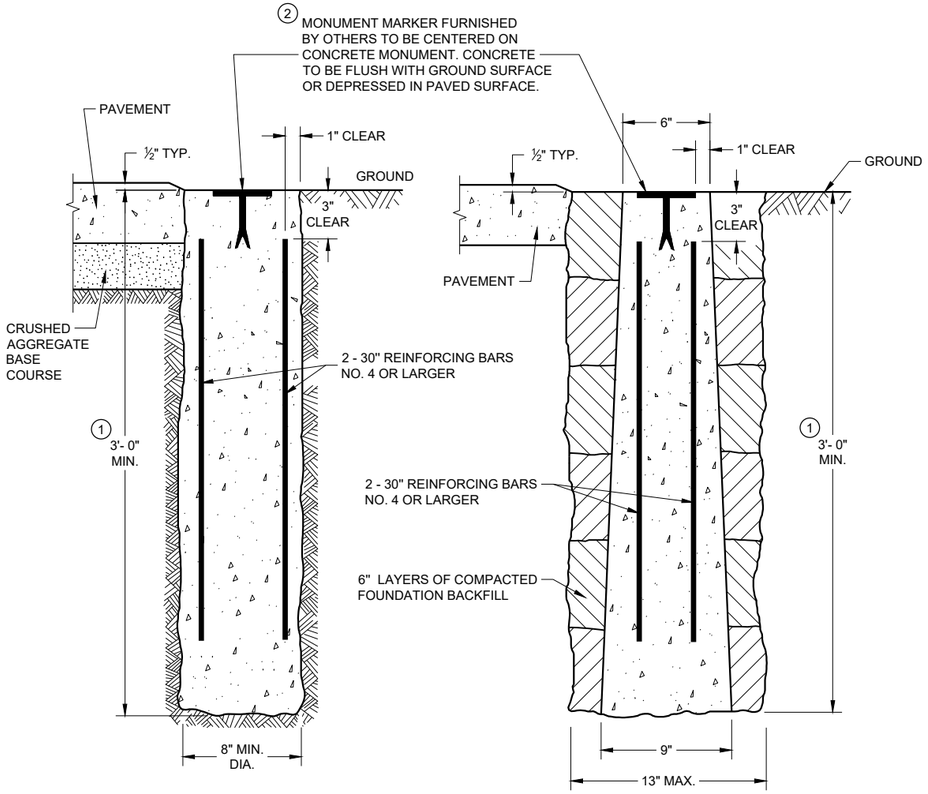
APPROVED
February 2021
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

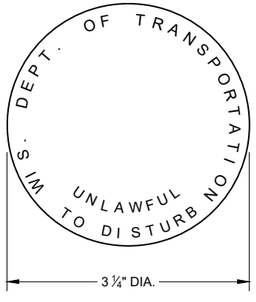
6

SDD 15D45 - 03



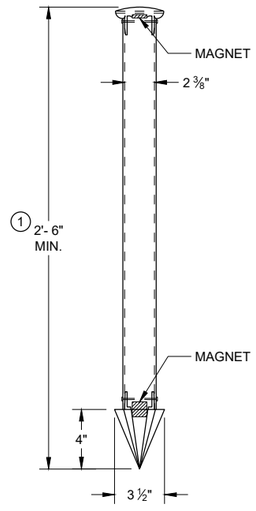
CAST-IN-PLACE **PRECAST**

CONCRETE MONUMENTS
TYPE A

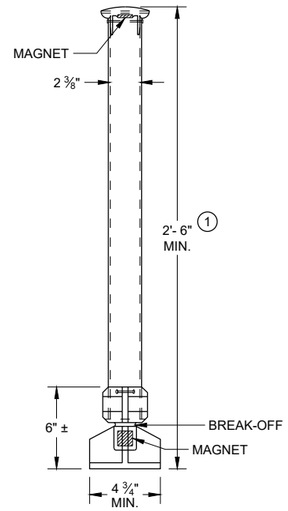


② **WIS DOT MONUMENT MARKER LOGO**

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

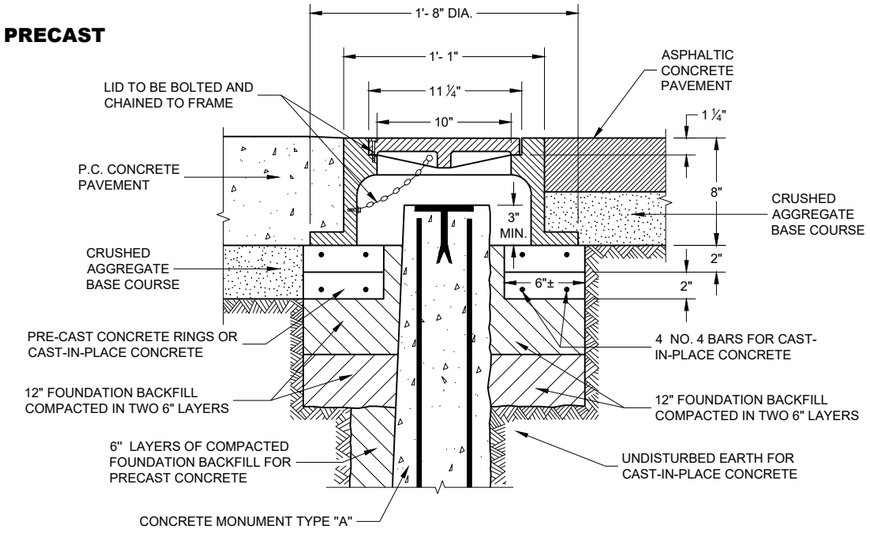


TYPE C
DRIVEN MONUMENT



TYPE D
NON-DRIVEN
BREAK-OFF MONUMENT

ALUMINUM MONUMENTS
(INCLUDES MARKER)



CAST IRON MONUMENT COVER
(APPROXIMATE WEIGHT 95 LBS)

GENERAL NOTES

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

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

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

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

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

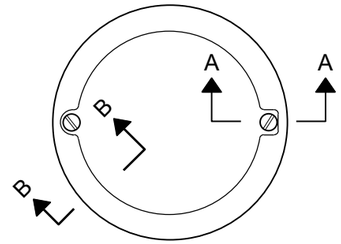
ALUMINUM MONUMENTS AND MONUMENT COVERS SHALL BE MADE FROM AN ALUMINUM AND MAGNESIUM ALLOY AS DETERMINED BY THE MANUFACTURER.

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

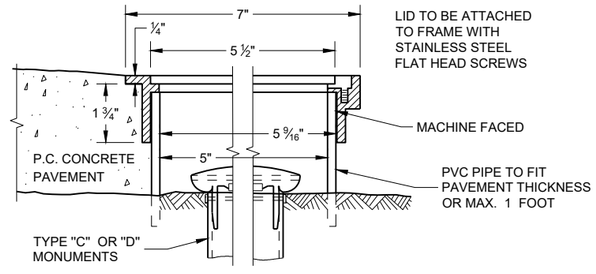
MONUMENT SHALL BE CAST-IN-PLACE CONCRETE UNLESS PRECAST CONCRETE OR ALUMINUM MONUMENTS ARE SPECIFIED IN THE CONTRACT OR PERMITTED BY THE ENGINEER.

① MINIMUM LENGTH SHALL BE 4'-0" FOR MONUMENTS INSTALLED IN PAVED AREAS.

② AN OFFICIAL COUNTY MONUMENT MARKER SUPPLIED BY A COUNTY MAY BE REQUIRED FOR SOME SECTION CORNERS AND WITNESS MONUMENTS INSTEAD OF THIS WISDOT MARKER.



TOP VIEW



SECTION B-B **SECTION A-A**

ALUMINUM MONUMENT COVER
(APPROXIMATE WEIGHT 2 LBS)
(FOR CONCRETE PAVEMENT ONLY)

LANDMARK REFERENCE MONUMENTS AND COVERS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
March 2018
DATE

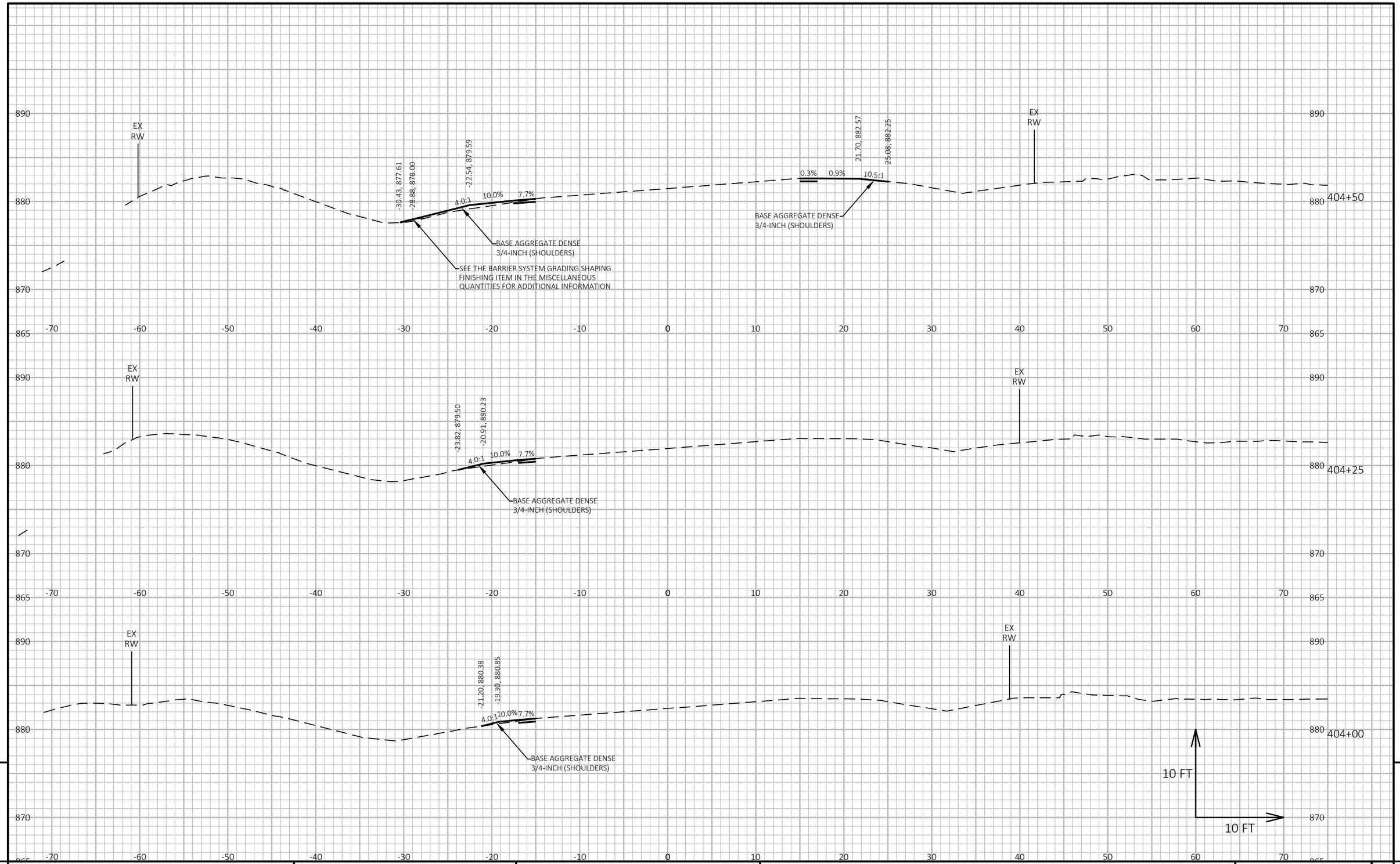
/S/ Raymond A. Kumapayii
CHIEF SURVEYING AND MA
ENGINEER

FHWA

SDD 16A01 - 07

6

SDD 16A01 - 07



9

PROJECT NO: 1390-06-70	HWY: STH 26	COUNTY: DODGE	CROSS SECTIONS: MILL CREEK	SHEET 105	E

FILE NAME : S:\MAD\1000--1099\1089\952\DRAWINGS\CAD\CIVIL 3D\13900600\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - 090201_xs

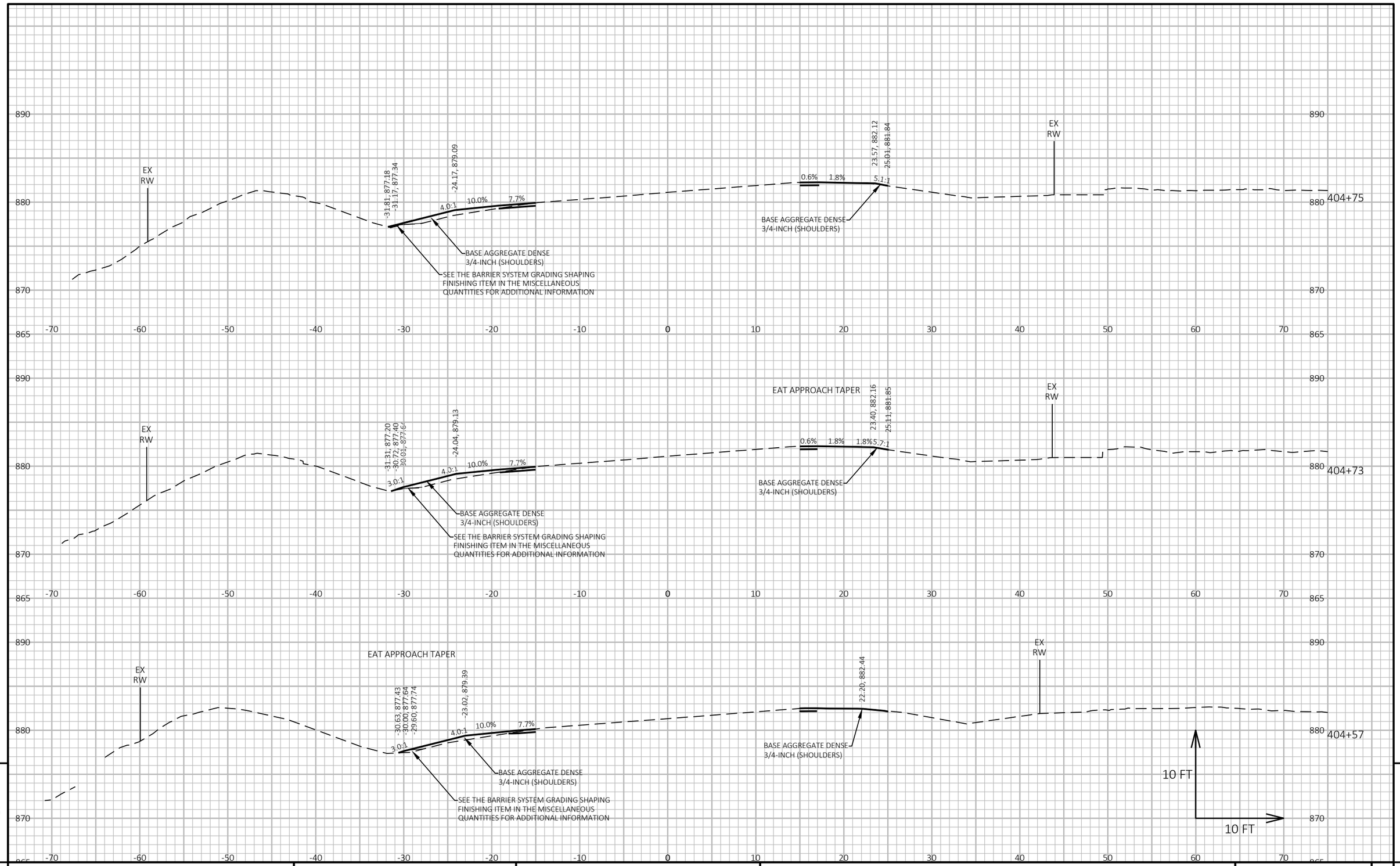
PLOT DATE : 8/1/2023 8:19 AM

PLOT BY : EDERER, BRAD

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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9

PROJECT NO: 1390-06-70	HWY: STH 26	COUNTY: DODGE	CROSS SECTIONS: MILL CREEK	SHEET 106	E

FILE NAME : S:\MAD\1000--1099\1089\952\DRAWINGS\CAD\CIVIL 3D\13900600\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - 090202_xs

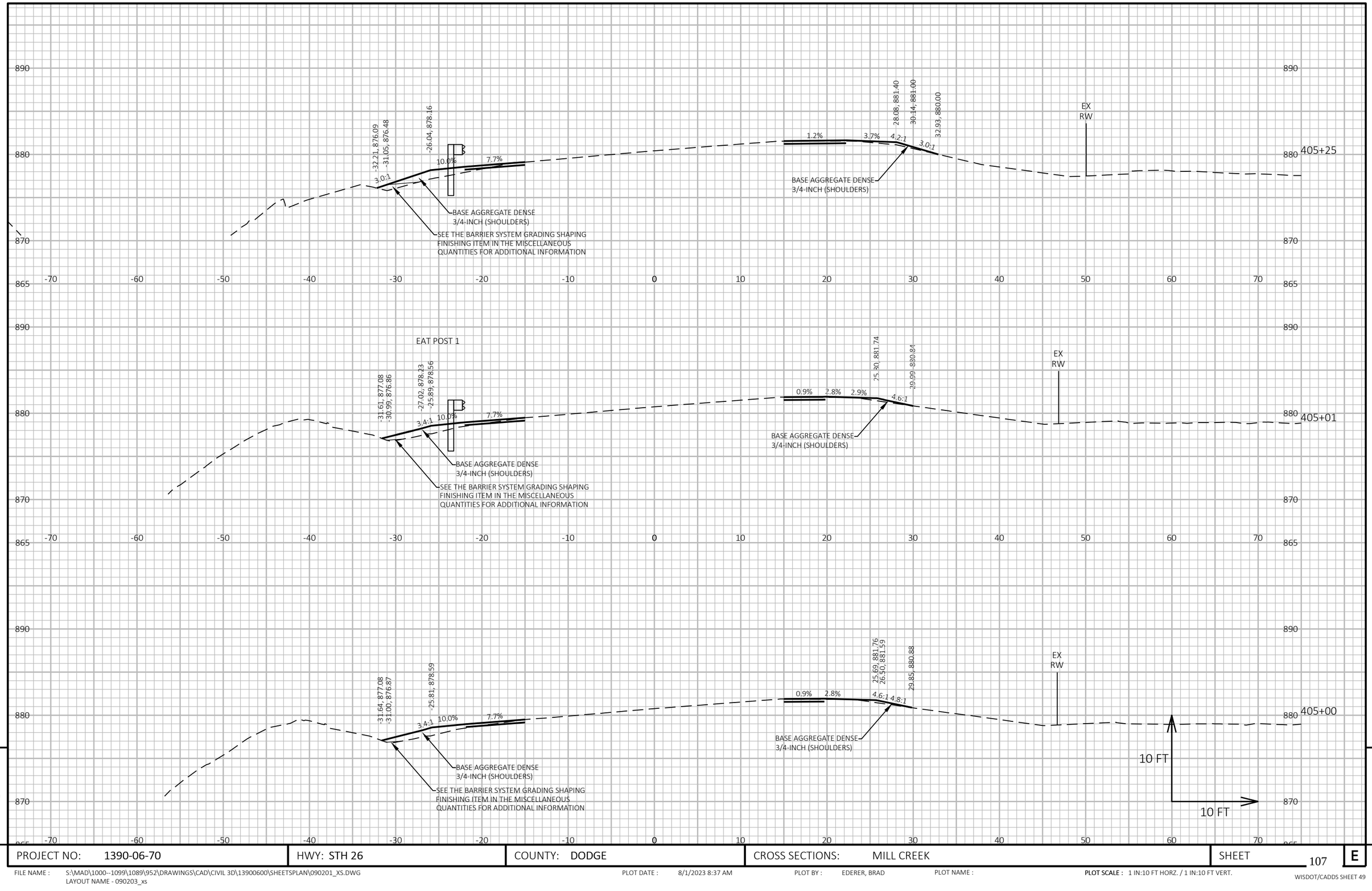
PLOT DATE : 8/1/2023 8:25 AM

PLOT BY : EDERER, BRAD

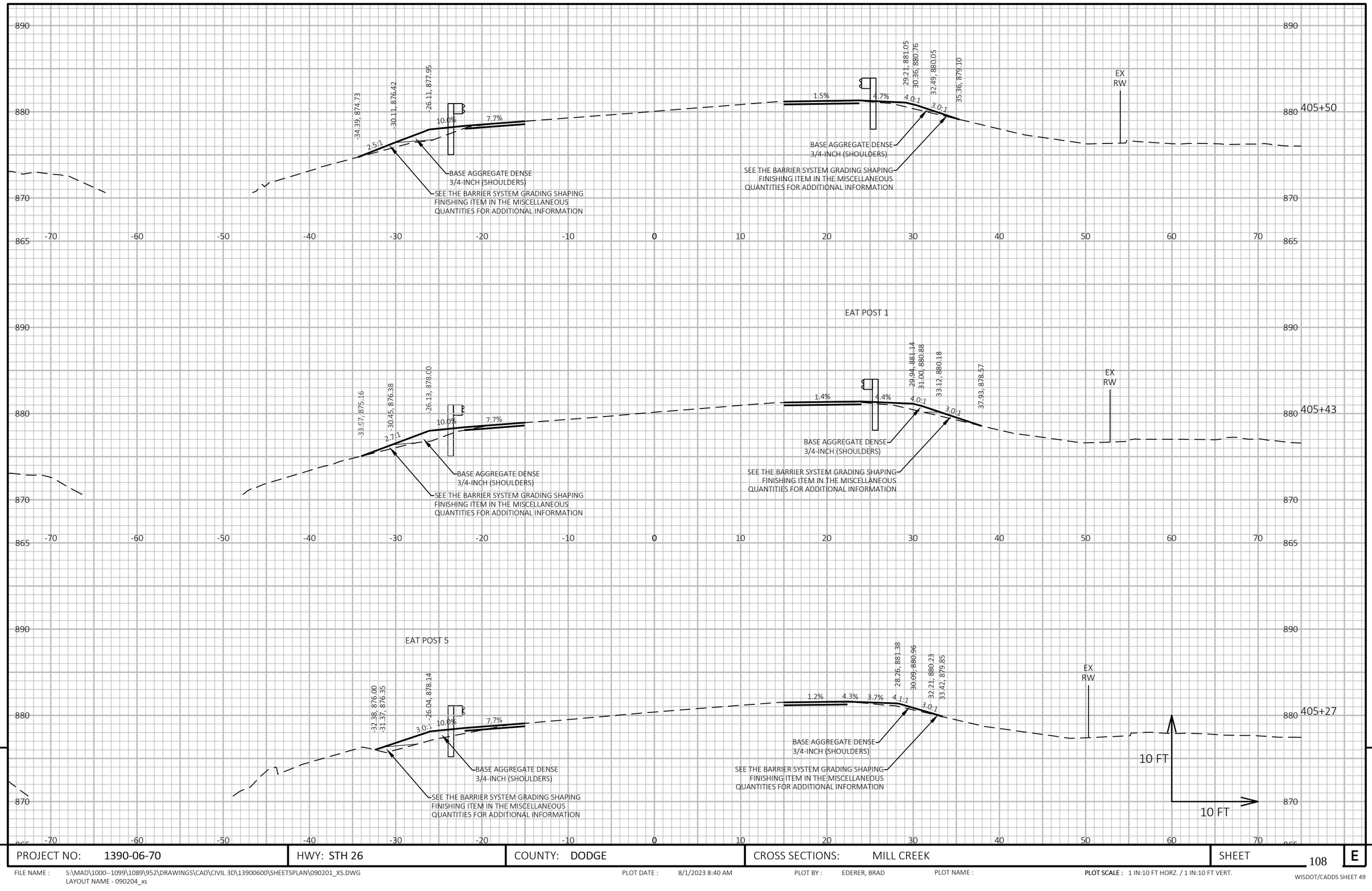
PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

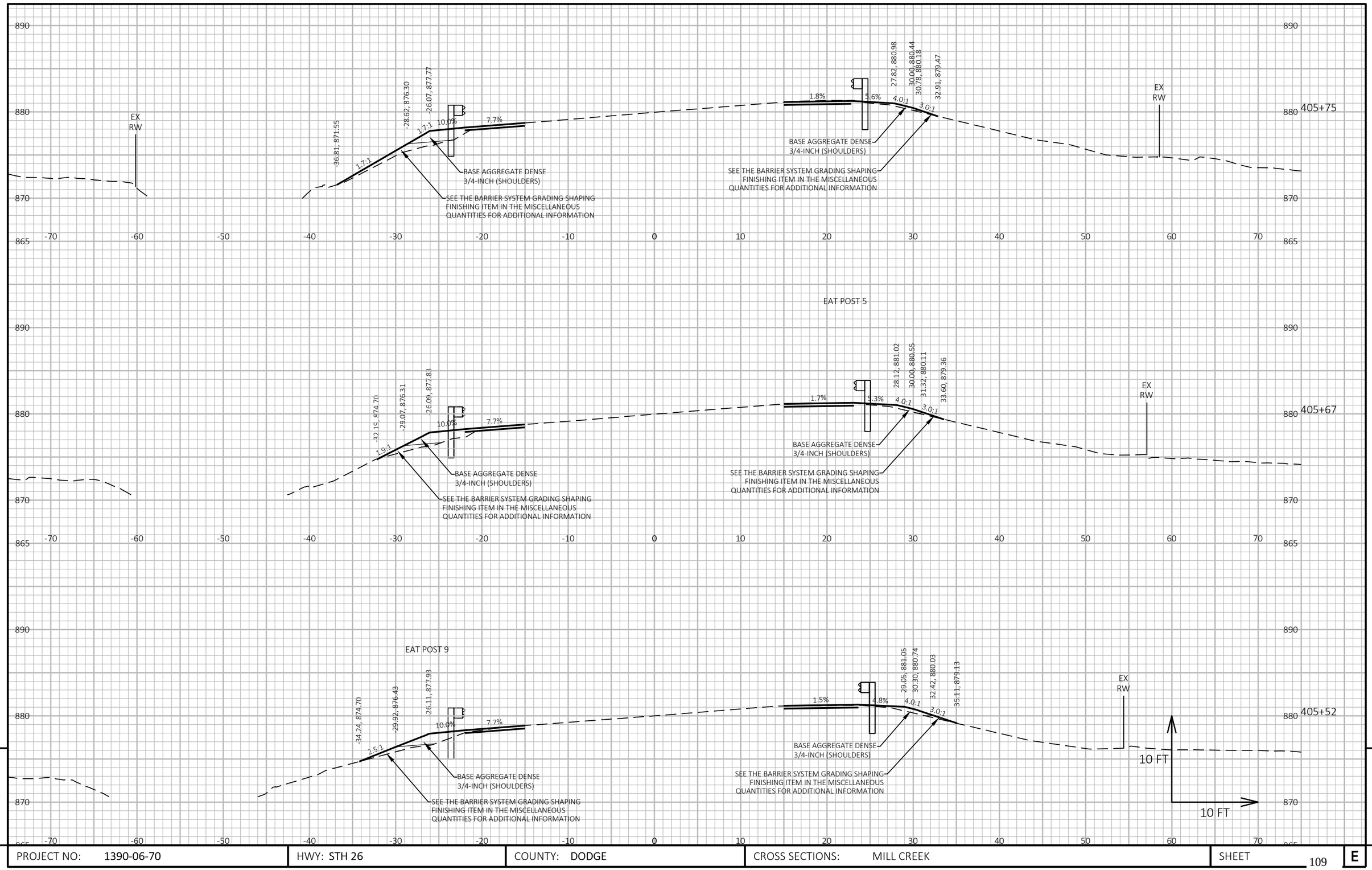


PROJECT NO: 1390-06-70	HWY: STH 26	COUNTY: DODGE	CROSS SECTIONS: MILL CREEK	SHEET 107	E



PROJECT NO: 1390-06-70	HWY: STH 26	COUNTY: DODGE	CROSS SECTIONS: MILL CREEK	SHEET 108	E

FILE NAME : S:\MAD\1000--1099\1089\952\DRAWINGS\CAD\CIVIL 3D\13900600\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - 090204_xs
PLOT DATE : 8/1/2023 8:40 AM
PLOT BY : EDERER, BRAD
PLOT NAME :
PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.
WISDOT/CADDS SHEET 49



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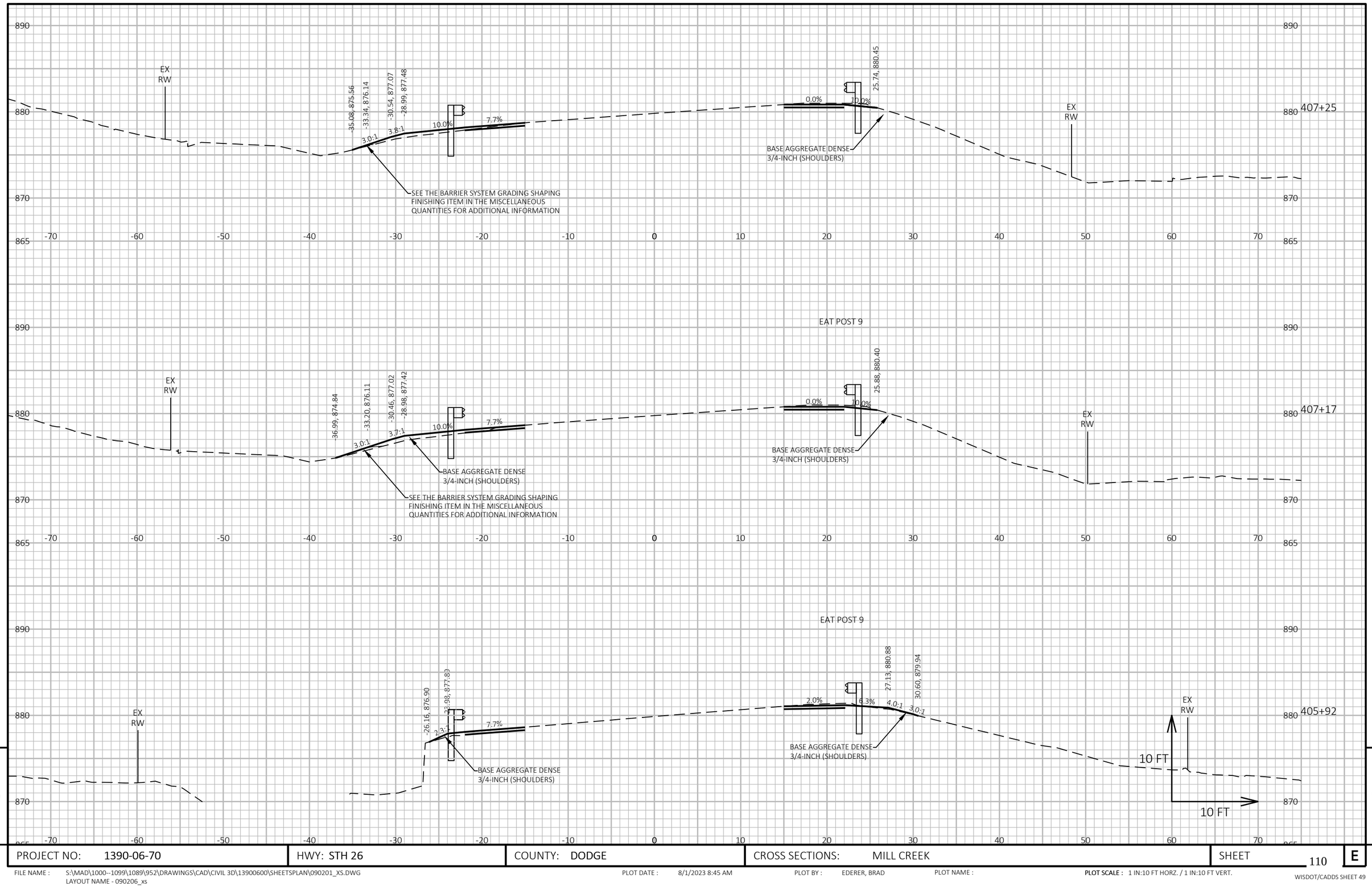
PROJECT NO: 1390-06-70	HWY: STH 26	COUNTY: DODGE	CROSS SECTIONS: MILL CREEK	SHEET 109	E

FILE NAME : S:\MAD\1000--1099\1089\952\DRAWINGS\CAD\CIVIL 3D\13900600\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - 090205_xs

PLOT DATE : 8/1/2023 8:42 AM PLOT BY : EDERER, BRAD PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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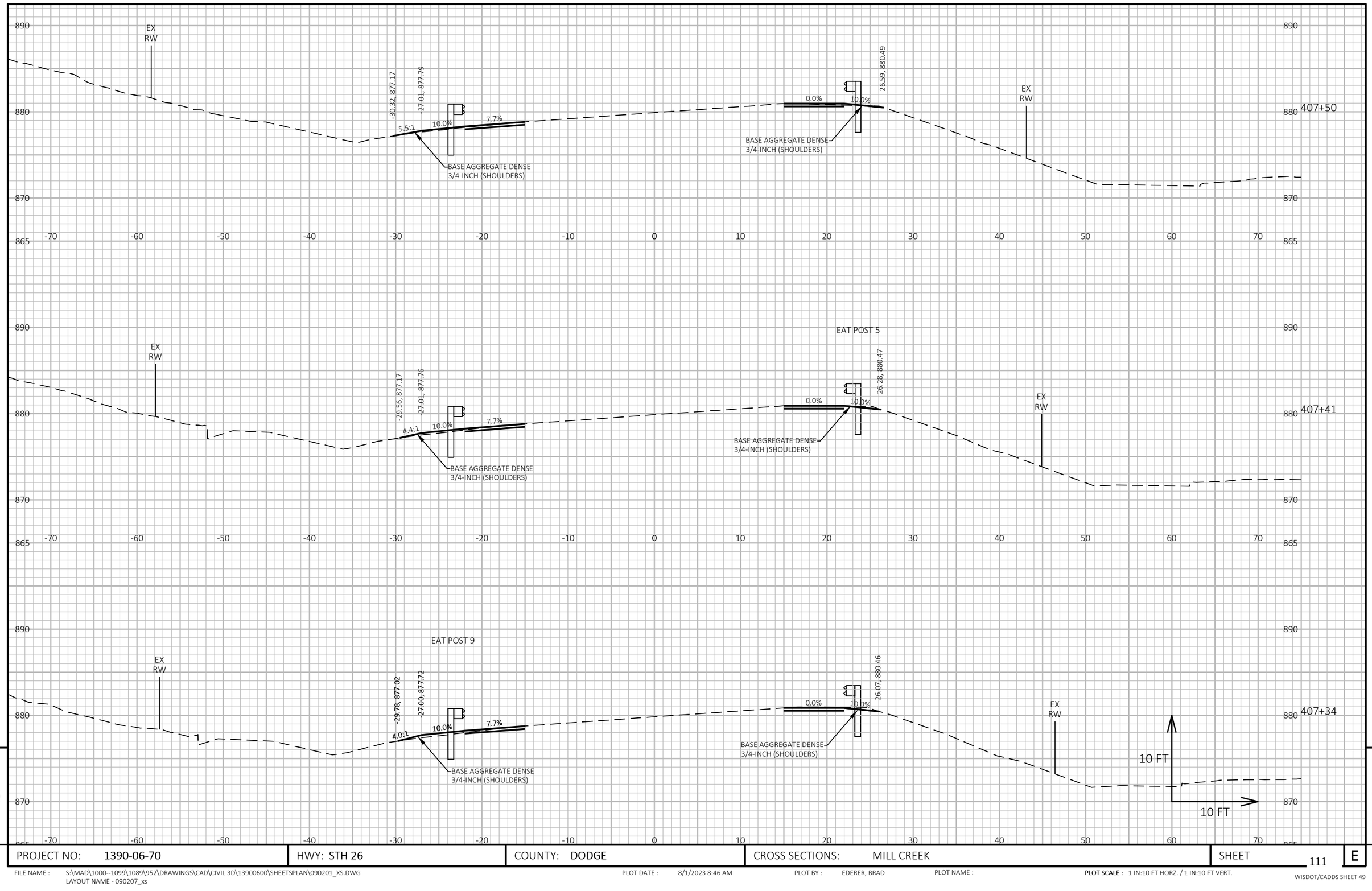
PROJECT NO: 1390-06-70	HWY: STH 26	COUNTY: DODGE	CROSS SECTIONS: MILL CREEK	SHEET 110	E

FILE NAME : S:\MAD\1000--1099\1089\952\DRAWINGS\CAD\CIVIL 3D\13900600\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - 090206_xs

PLOT DATE : 8/1/2023 8:45 AM PLOT BY : EDERER, BRAD PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

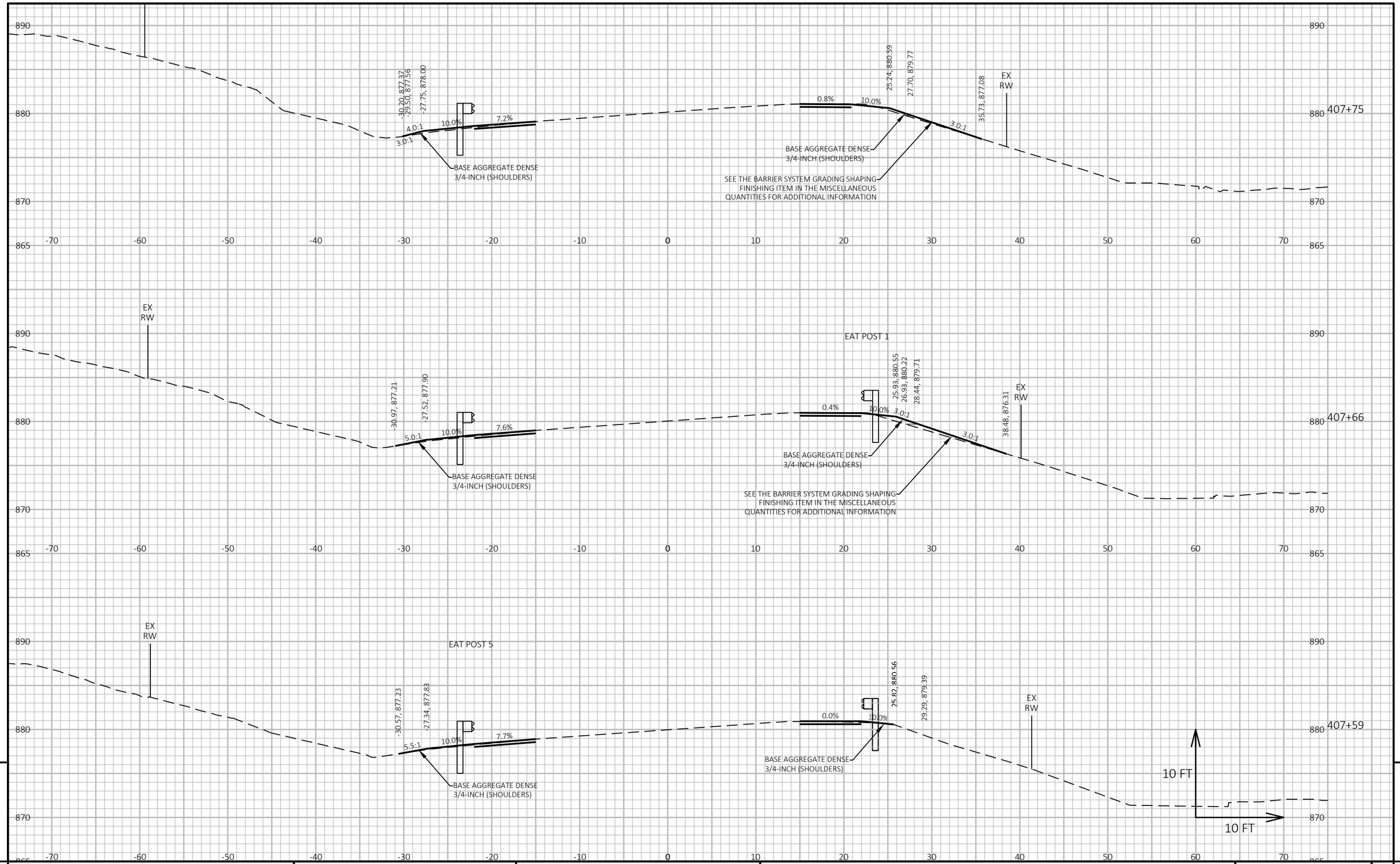
9

PROJECT NO: 1390-06-70	HWY: STH 26	COUNTY: DODGE	CROSS SECTIONS: MILL CREEK	SHEET 111	E

FILE NAME : S:\MAD\1000--1099\1089\952\DRAWINGS\CAD\CIVIL 3D\13900600\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - 090207_xs

PLOT DATE : 8/1/2023 8:46 AM PLOT BY : EDERER, BRAD PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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9

PROJECT NO: 1390-06-70	HWY: STH 26	COUNTY: DODGE	CROSS SECTIONS: MILL CREEK	SHEET 112	E

FILE NAME : S:\MAD\1000--1099\1089\952\DRAWINGS\CAD\CIVIL 3D\13900600\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - 090208_xs

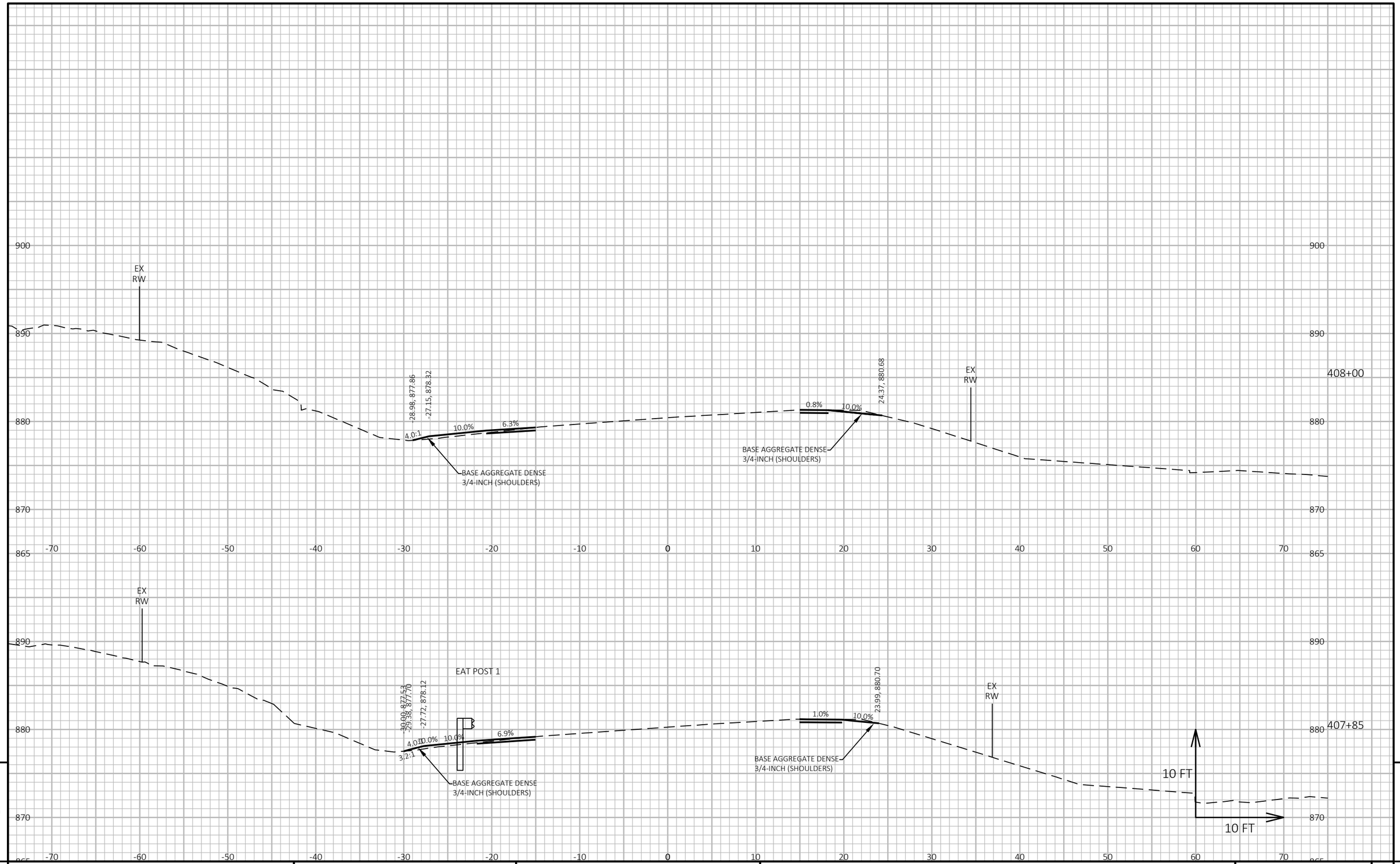
PLOT DATE : 8/1/2023 8:49 AM

PLOT BY : EDERER, BRAD

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

9

PROJECT NO: 1390-06-70	HWY: STH 26	COUNTY: DODGE	CROSS SECTIONS: MILL CREEK	SHEET 113	E

FILE NAME : S:\MAD\1000--1099\1089\952\DRAWINGS\CAD\CIVIL 3D\13900600\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - 090209_xs

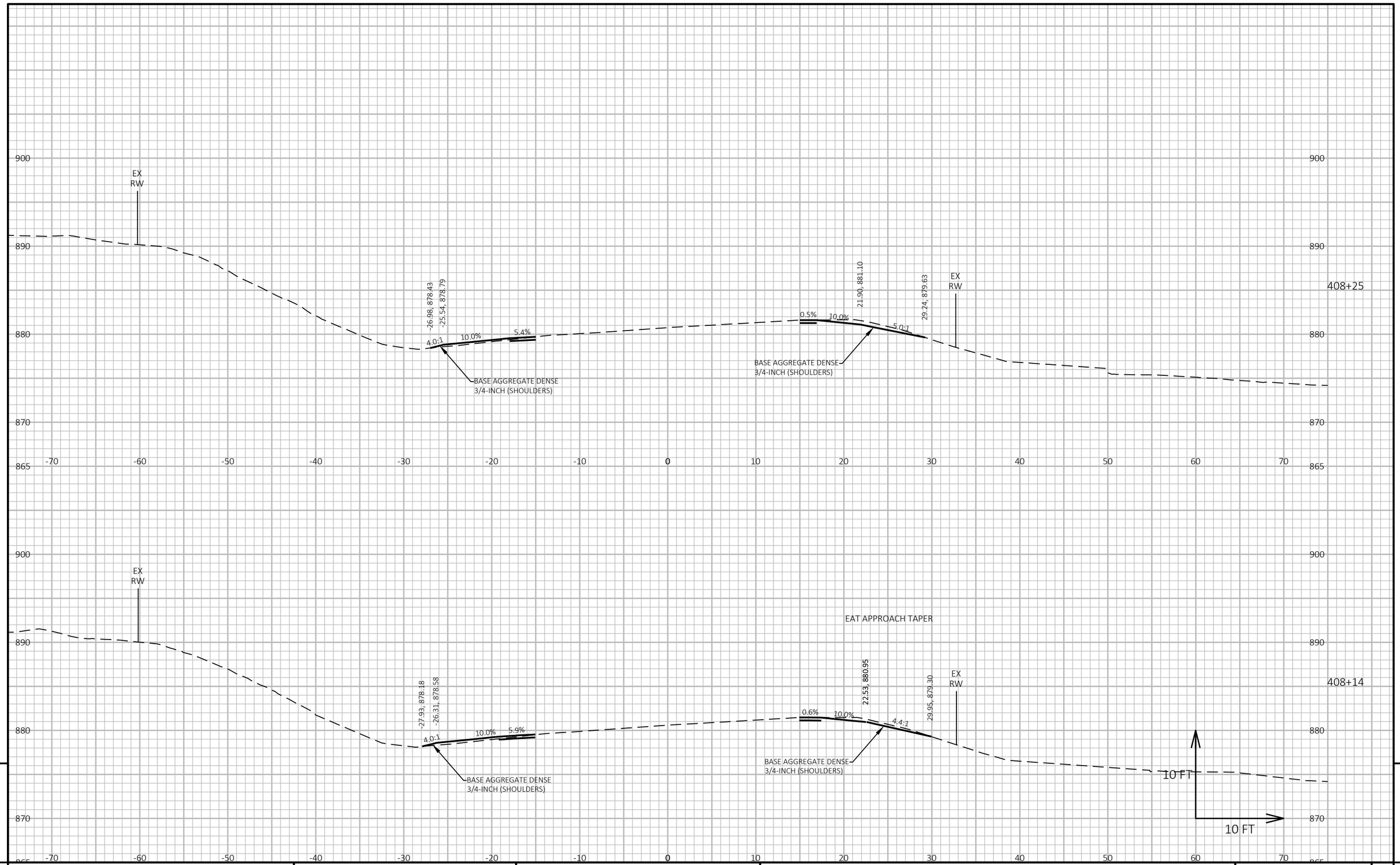
PLOT DATE : 7/25/2023 2:52 PM

PLOT BY : JURECZEK, JESSIE

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

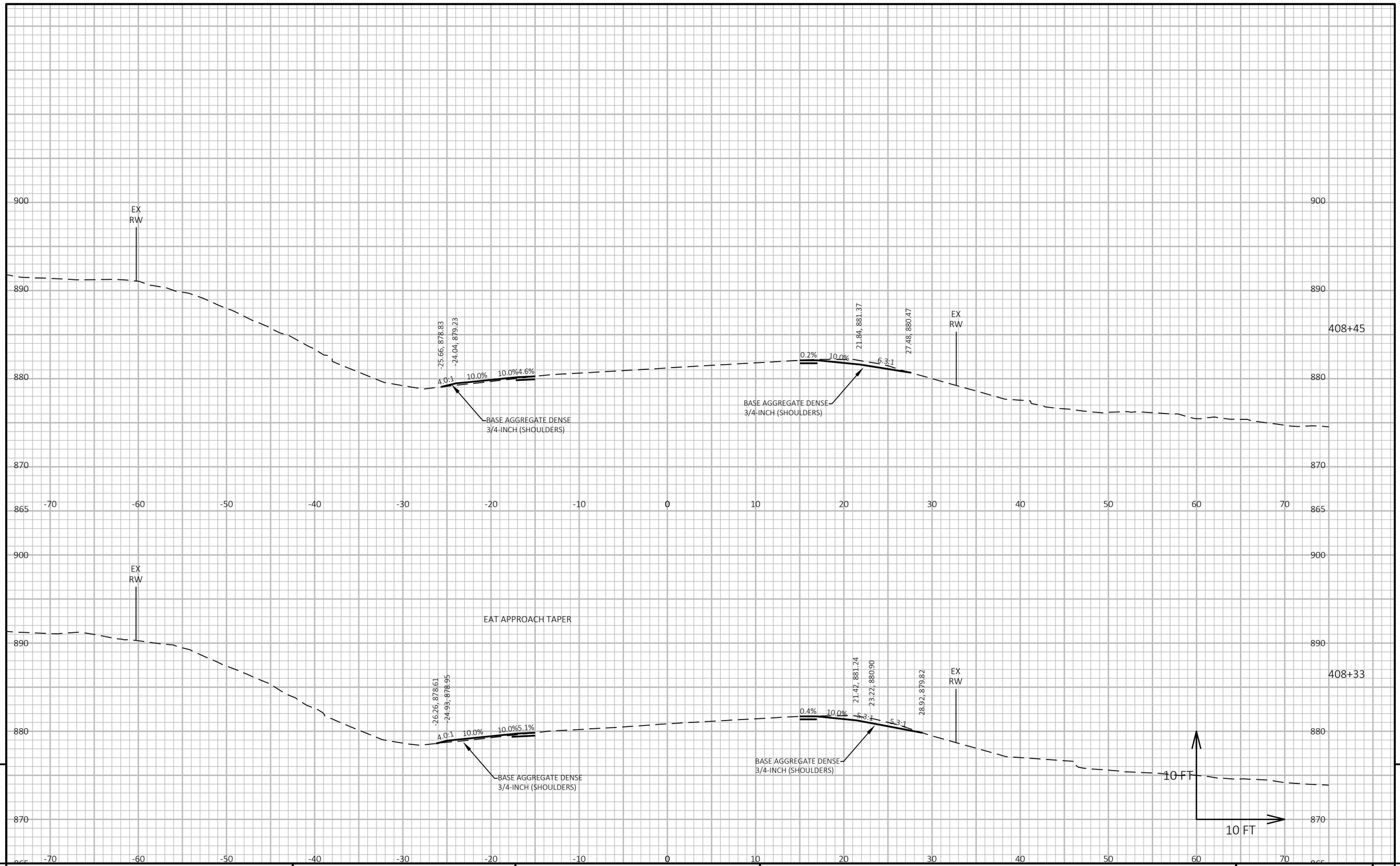


PROJECT NO: 1390-06-70	HWY: STH 26	COUNTY: DODGE	CROSS SECTIONS: MILL CREEK	SHEET 114	E

FILE NAME : S:\MAD\1000--1099\1089\952\DRAWINGS\CAD\CIVIL 3D\13900600\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - 090210_xs

PLOT DATE : 6/1/2023 10:41 AM PLOT BY : JURECZEK, JESSIE PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

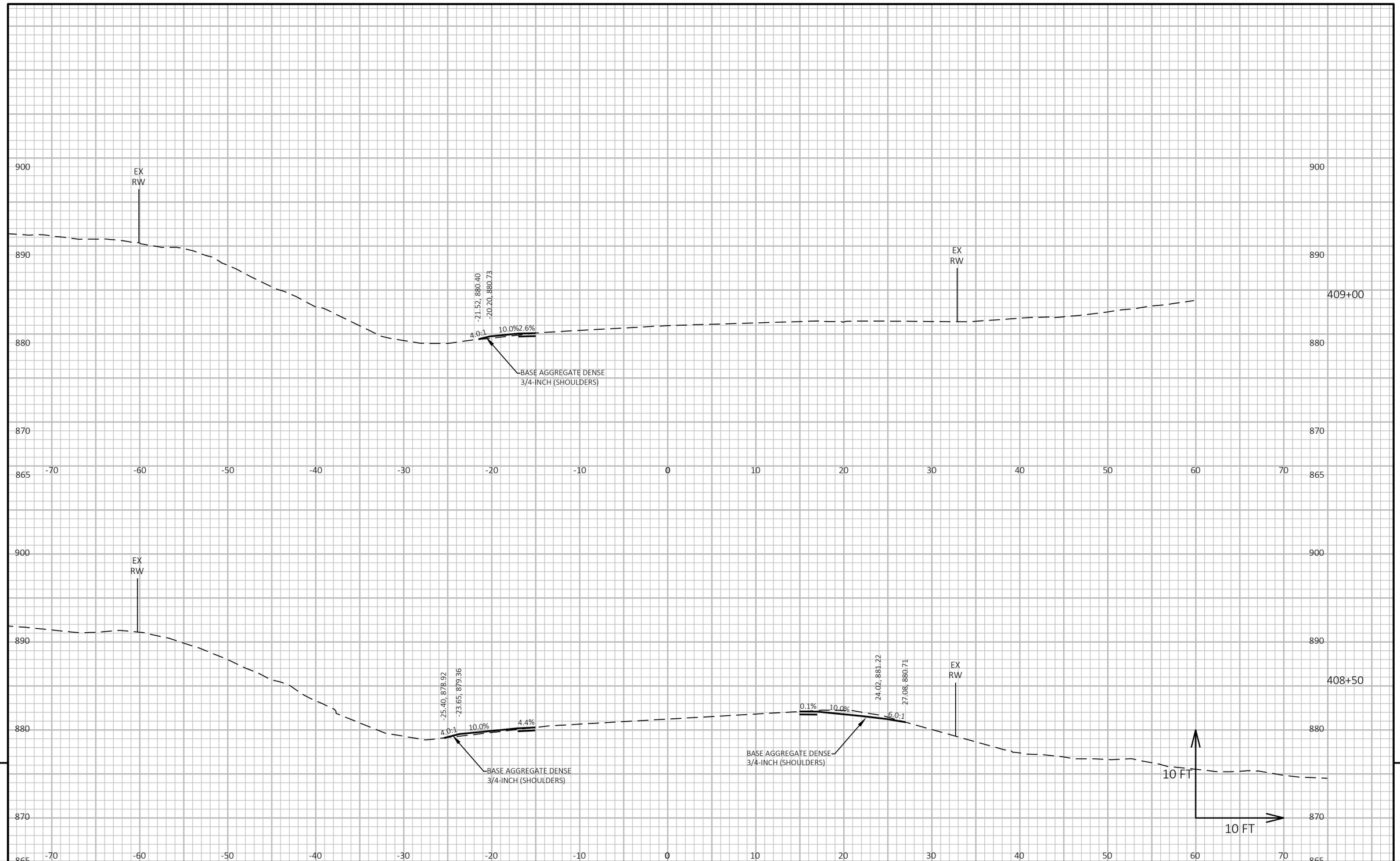


PROJECT NO: 1390-06-70	HWY: STH 26	COUNTY: DODGE	CROSS SECTIONS: MILL CREEK	SHEET 115	E

FILE NAME : S:\MAD\1000--1099\1089\952\DRAWINGS\CAD\CIVIL 3D\13900600\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - 090211_xs

PLOT DATE : 6/1/2023 10:41 AM PLOT BY : JURECZEK, JESSIE PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

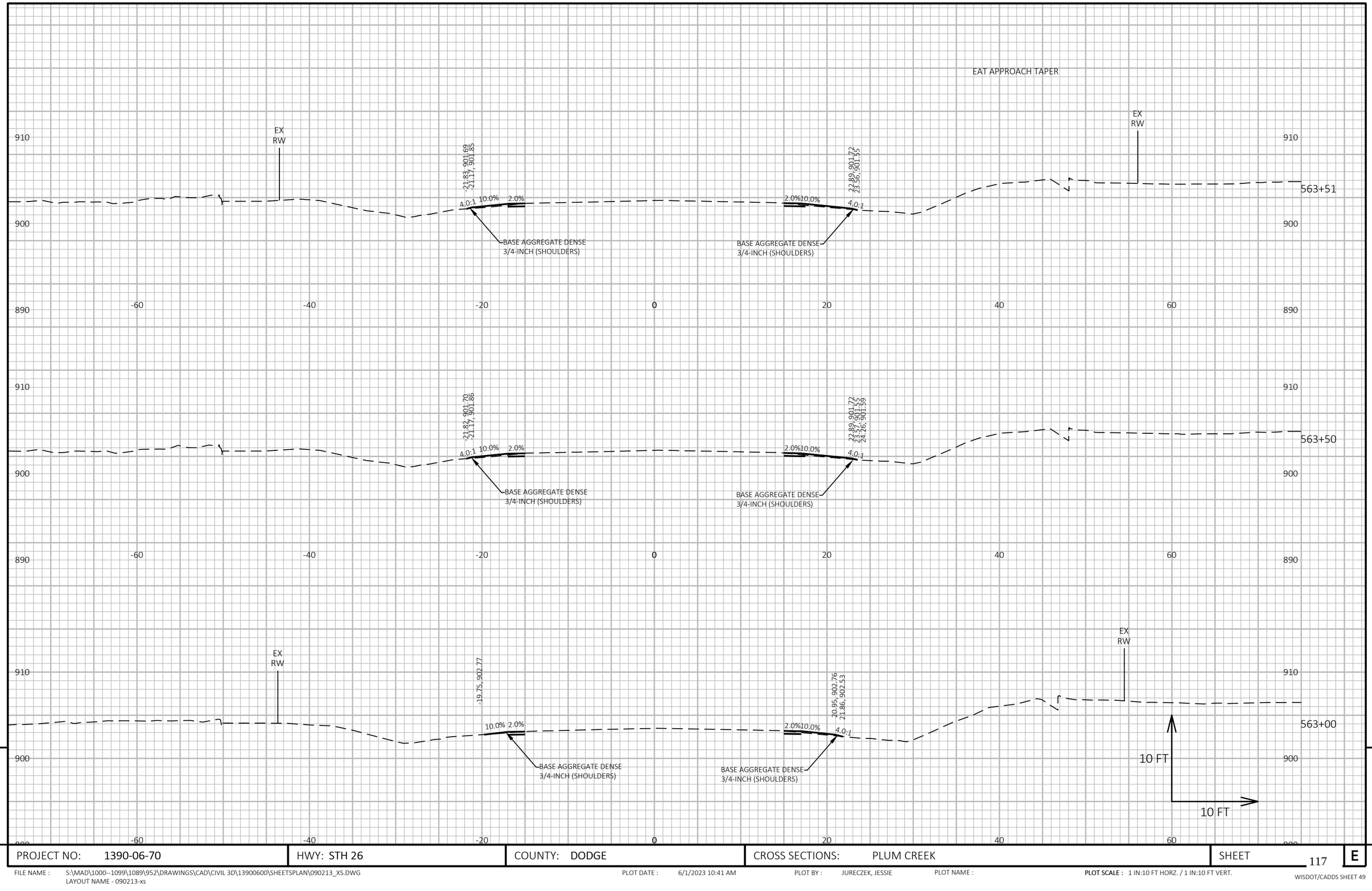


PROJECT NO: 1390-06-70	HWY: STH 26	COUNTY: DODGE	CROSS SECTIONS: MILL CREEK	SHEET 116	E

FILE NAME : S:\MAD\1000--1099\1089\952\DRAWINGS\CAD\CIVIL 3D\13900600\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - 090212_xs

PLOT DATE : 6/1/2023 10:41 AM PLOT BY : JURECZEK, JESSIE PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



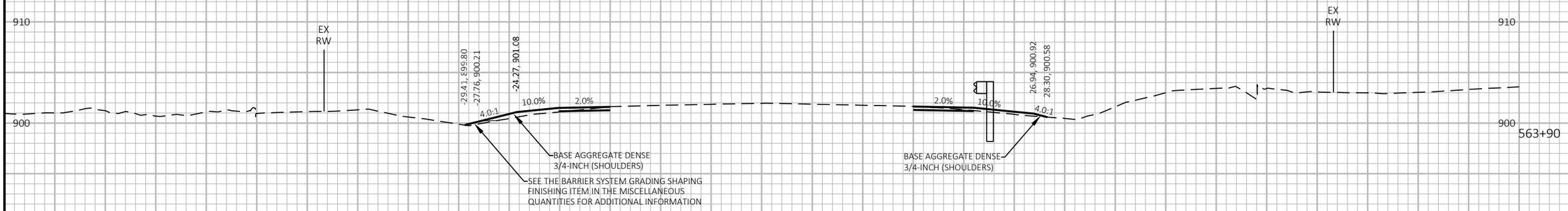
PROJECT NO: 1390-06-70	HWY: STH 26	COUNTY: DODGE	CROSS SECTIONS: PLUM CREEK	SHEET 117	E

FILE NAME : S:\MAD\1000--1099\1089\952\DRAWINGS\CAD\CIVIL 3D\13900600\SHEETSPLAN\090213_XS.DWG
LAYOUT NAME - 090213-xs

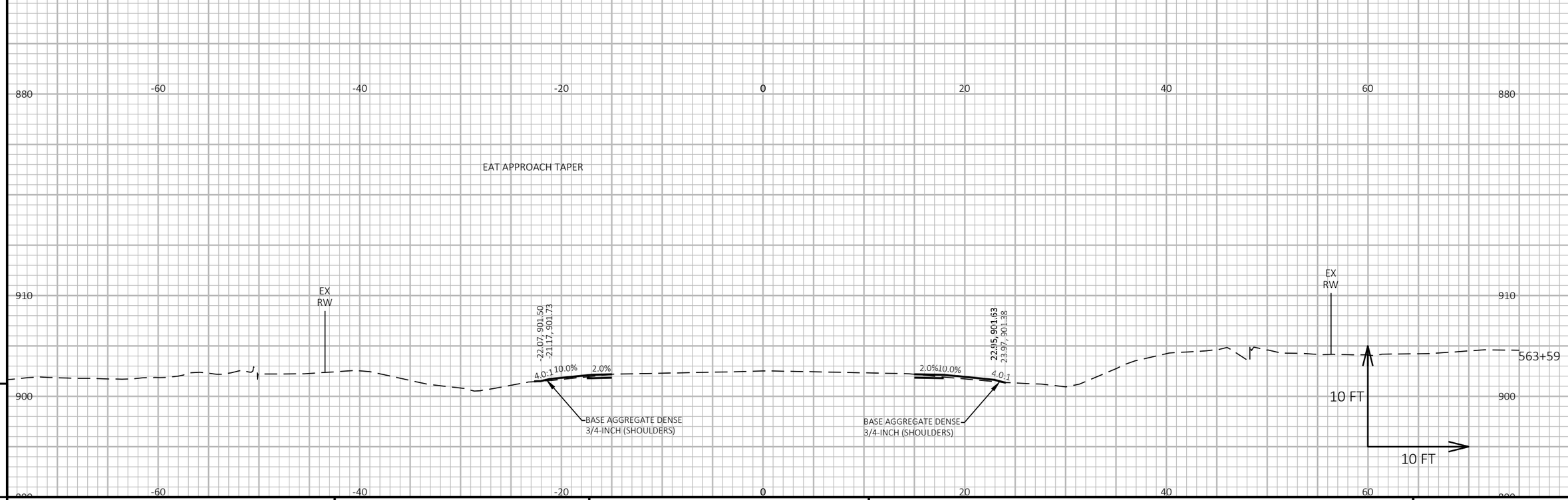
PLOT DATE : 6/1/2023 10:41 AM PLOT BY : JURECZEK, JESSIE PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

EAT POST 1



EAT APPROACH TAPER



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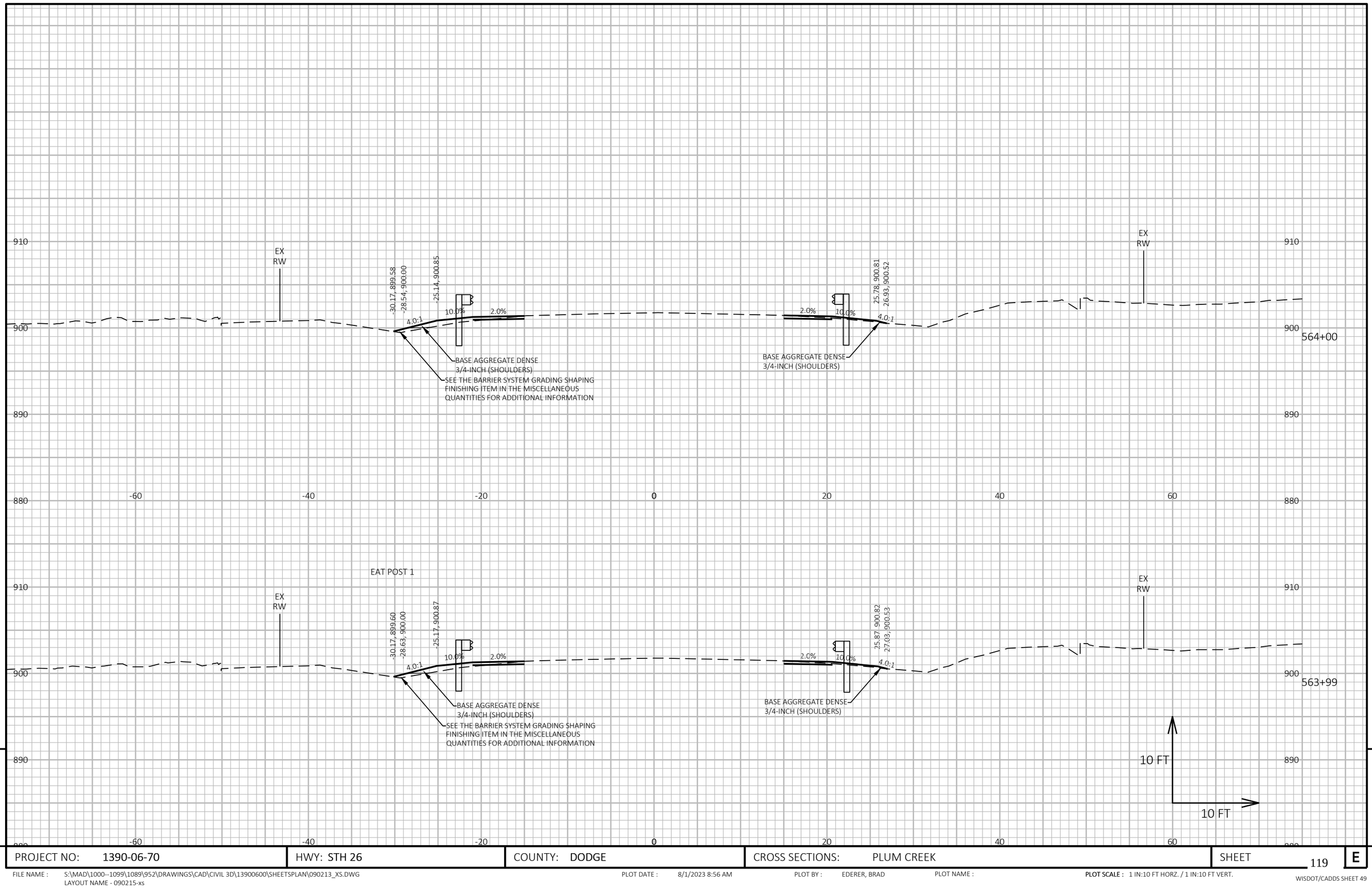
PROJECT NO: 1390-06-70	HWY: STH 26	COUNTY: DODGE	CROSS SECTIONS: PLUM CREEK	SHEET 118	E

FILE NAME : S:\MAD\1000--1099\1089\952\DRAWINGS\CAD\CIVIL 3D\13900600\SHEETSPLAN\090213_XS.DWG
LAYOUT NAME - 090214-xs

PLOT DATE : 8/1/2023 8:55 AM PLOT BY : EDERER, BRAD PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

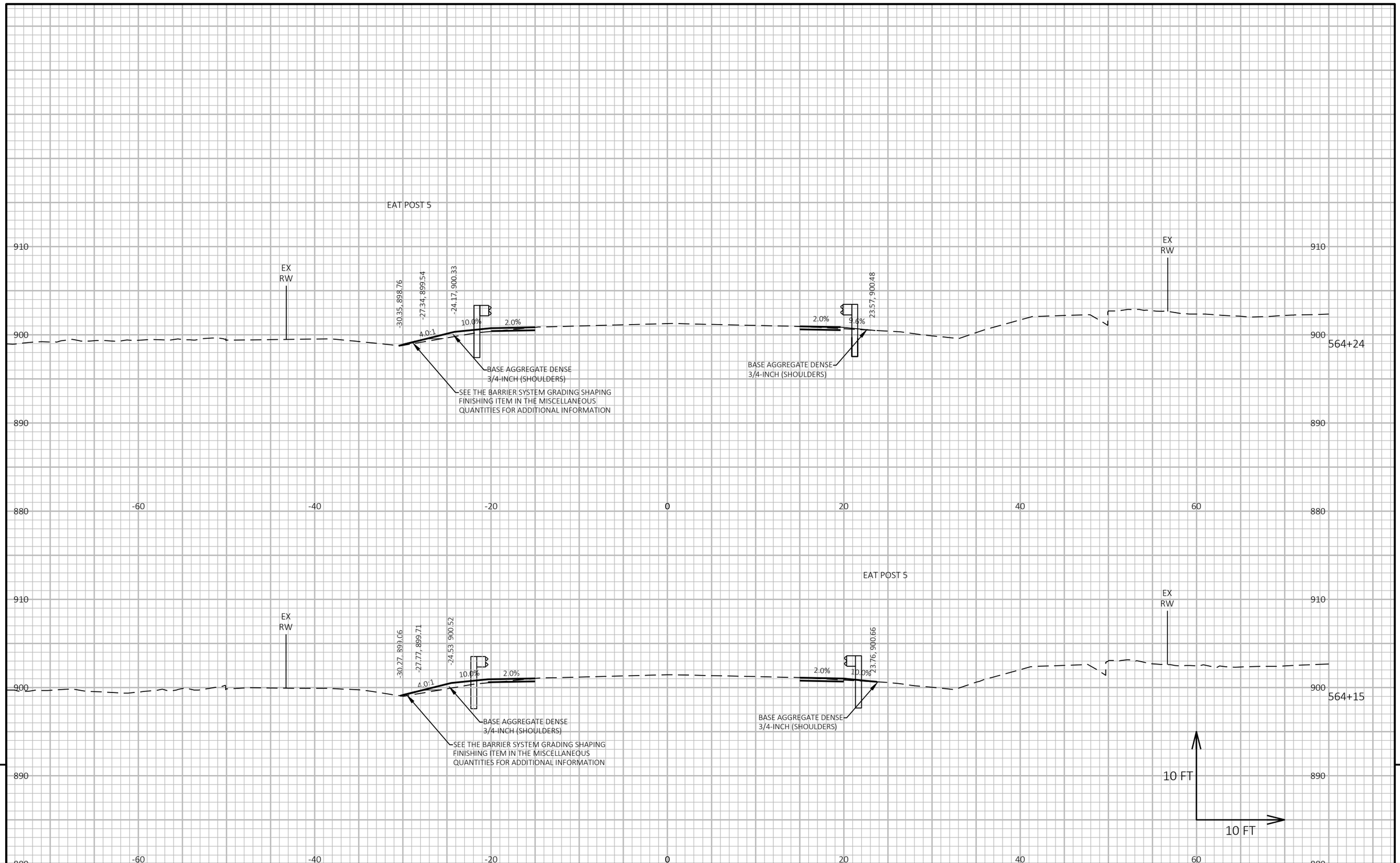


PROJECT NO: 1390-06-70	HWY: STH 26	COUNTY: DODGE	CROSS SECTIONS: PLUM CREEK	SHEET 119	E

FILE NAME : S:\MAD\1000--1099\1089\952\DRAWINGS\CAD\CIVIL 3D\13900600\SHEETSPLAN\090213_XS.DWG
LAYOUT NAME - 090215-xs

PLOT DATE : 8/1/2023 8:56 AM PLOT BY : EDERER, BRAD PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



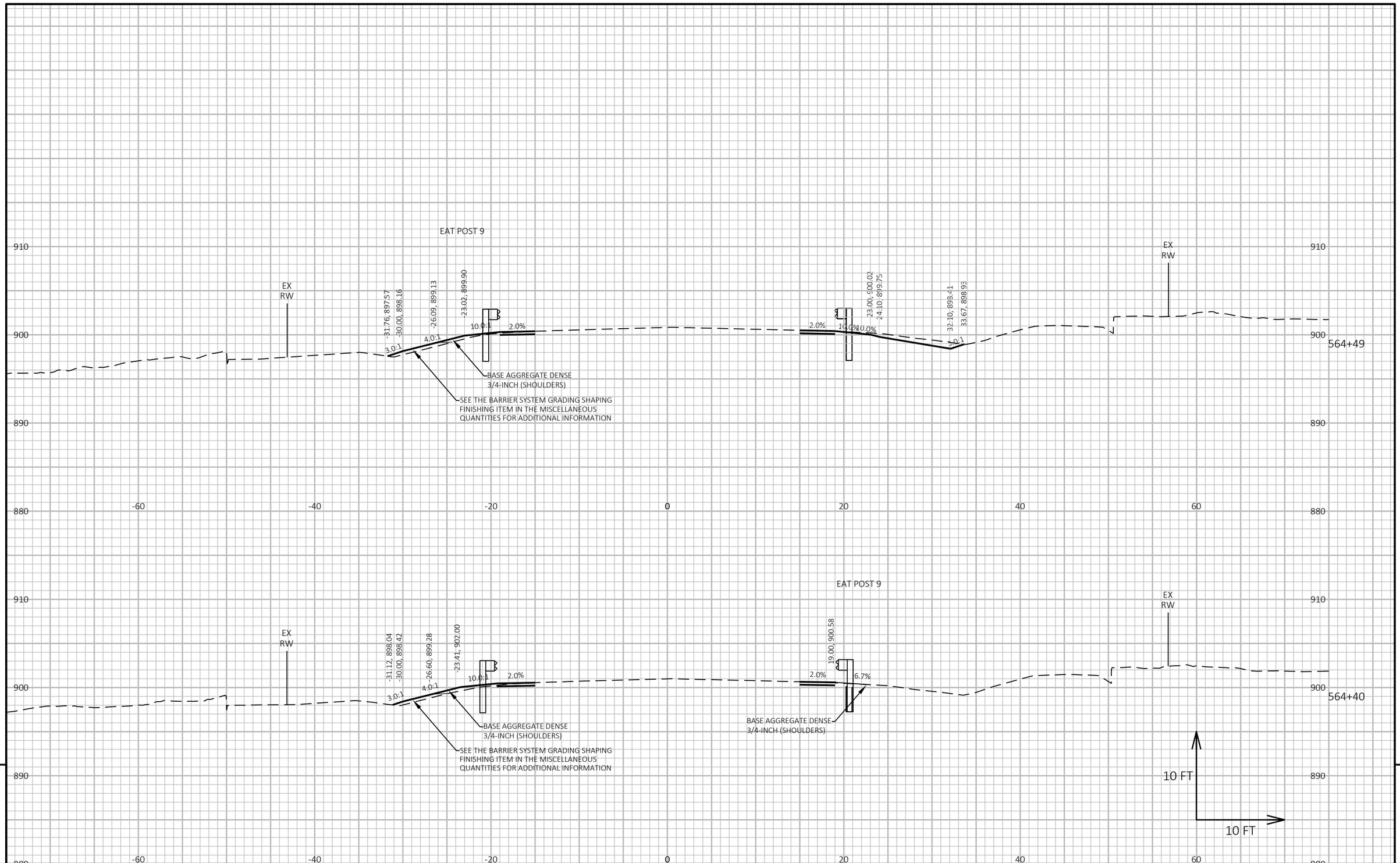
9 9

PROJECT NO: 1390-06-70	HWY: STH 26	COUNTY: DODGE	CROSS SECTIONS: PLUM CREEK	SHEET 120	E

FILE NAME : S:\MAD\1000--1099\1089\952\DRAWINGS\CAD\CIVIL 3D\13900600\SHEETSPLAN\090213_XS.DWG
LAYOUT NAME - 090216-xs

PLOT DATE : 8/1/2023 8:57 AM PLOT BY : EDERER, BRAD PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 1390-06-70	HWY: STH 26	COUNTY: DODGE	CROSS SECTIONS: PLUM CREEK	SHEET 121	E

FILE NAME : S:\MAD\1000--1099\1089\952\DRAWINGS\CAD\CIVIL 3D\13900600\SHEETSPLAN\090213_XS.DWG
LAYOUT NAME - 090217-xs

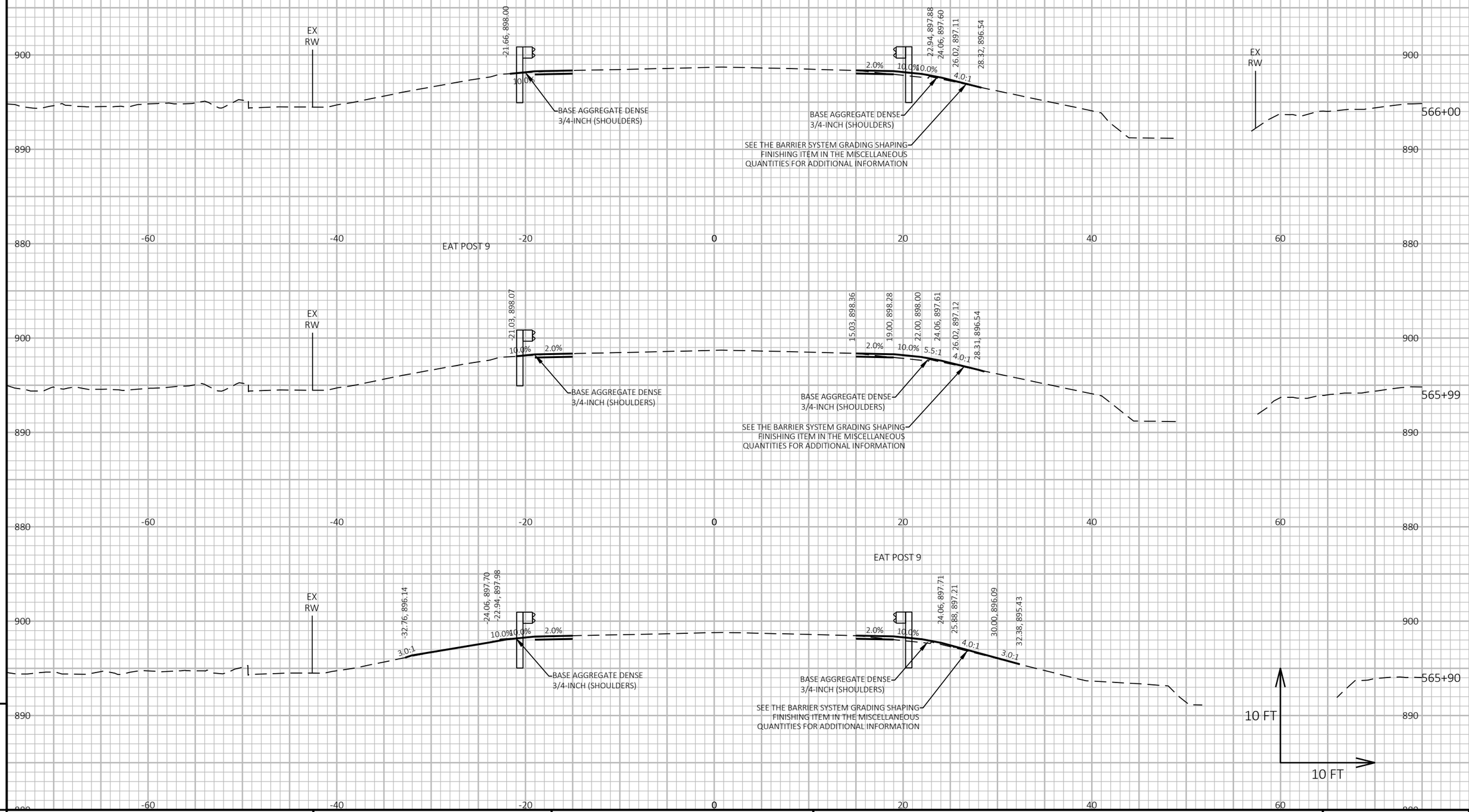
PLOT DATE : 8/1/2023 8:58 AM

PLOT BY : EDERER, BRAD

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 1390-06-70	HWY: STH 26	COUNTY: DODGE	CROSS SECTIONS: PLUM CREEK	SHEET 122	E

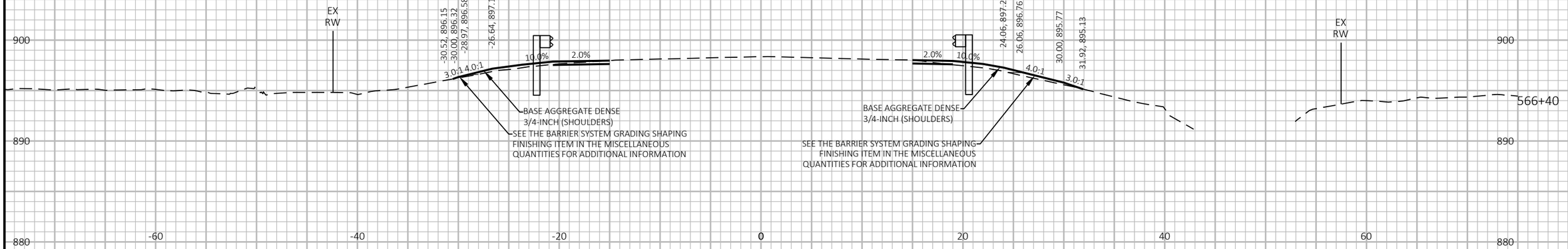
FILE NAME : S:\MAD\1000--1099\1089\952\DRAWINGS\CAD\CIVIL 3D\13900600\SHEETSPLAN\090213_XS.DWG
LAYOUT NAME - 090218-xs

PLOT DATE : 8/1/2023 8:59 AM PLOT BY : EDERER, BRAD PLOT NAME :

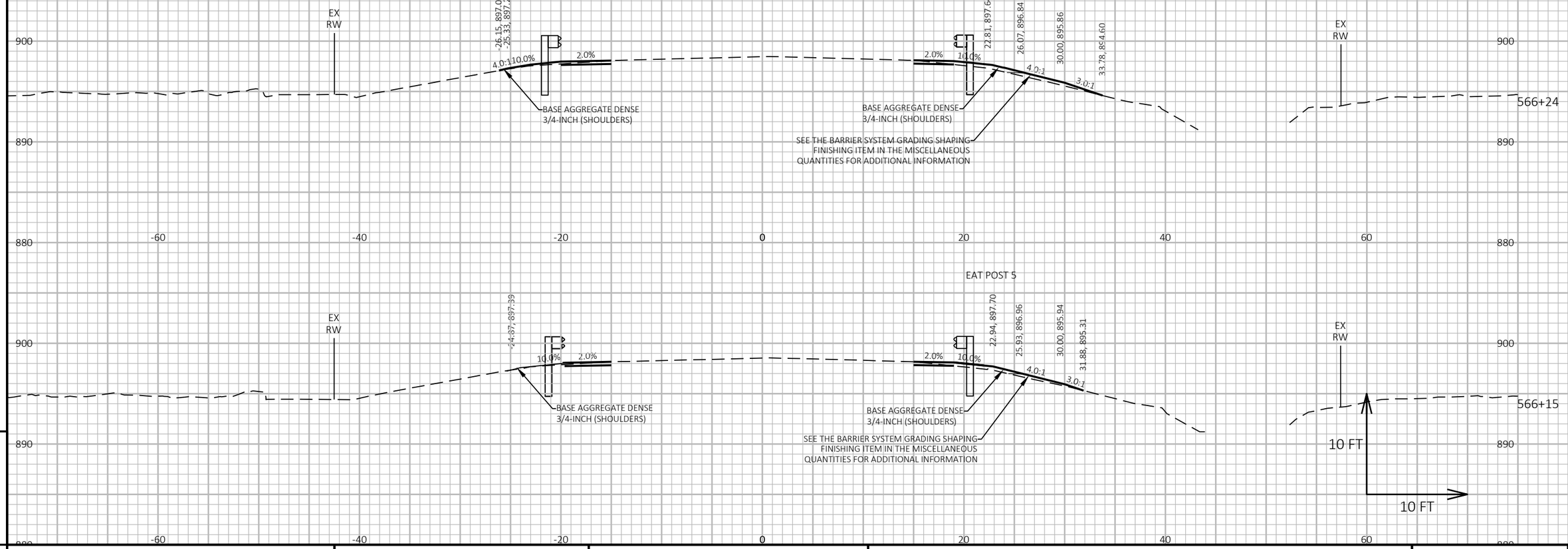
PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

EAT POST 1



EAT POST 5



EAT POST 5

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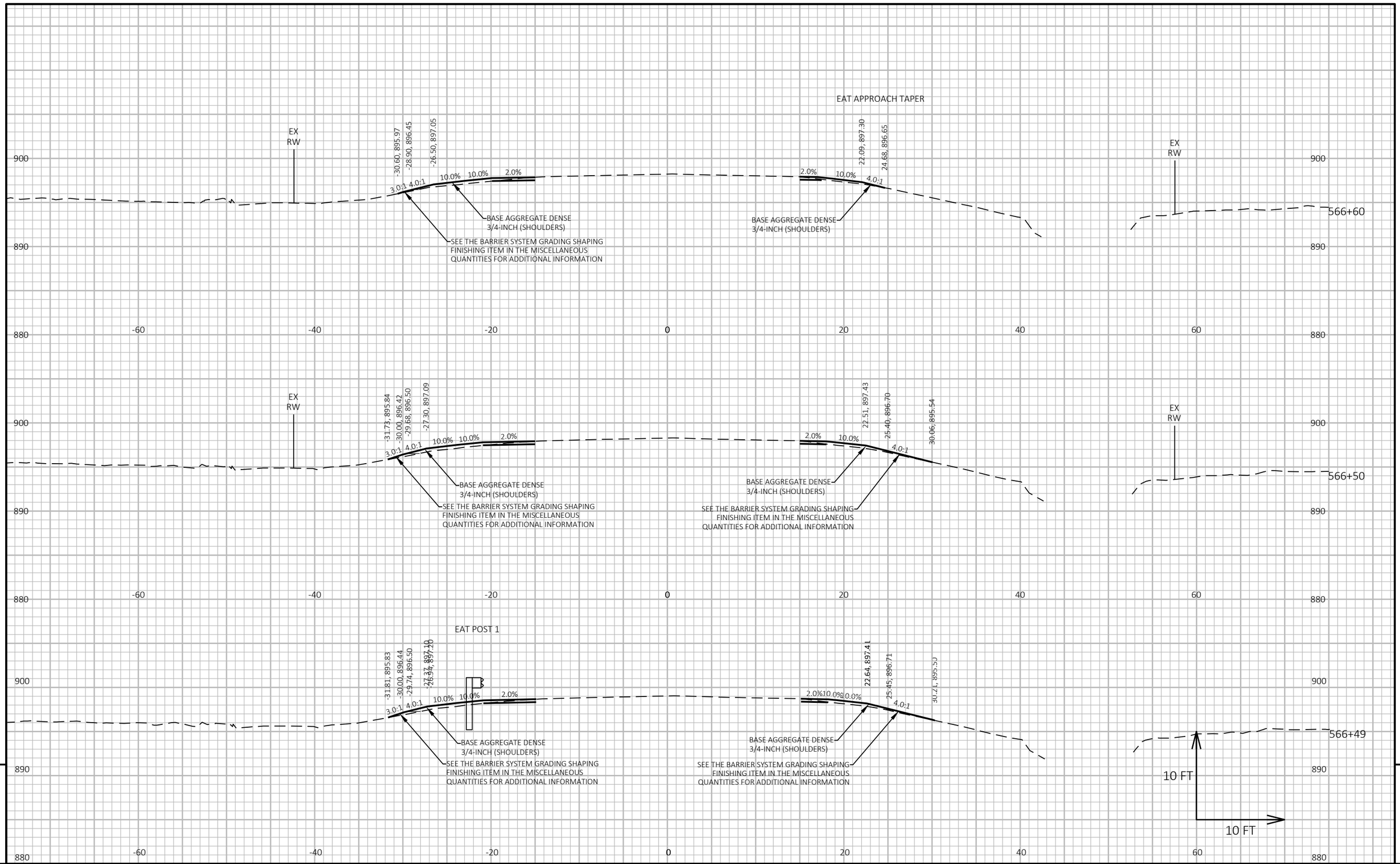
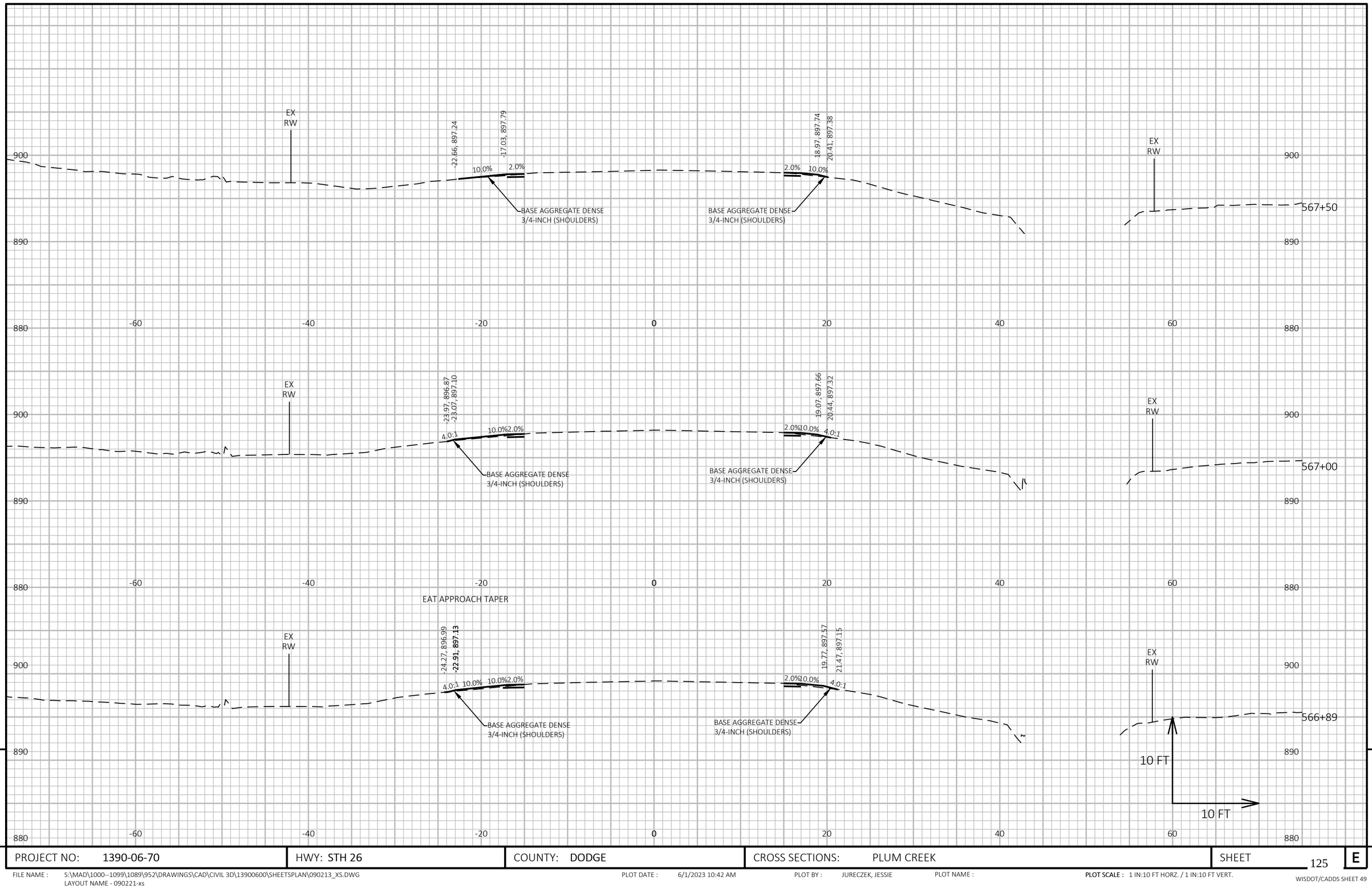
PROJECT NO: 1390-06-70	HWY: STH 26	COUNTY: DODGE	CROSS SECTIONS: PLUM CREEK	SHEET 123	E



PROJECT NO: 1390-06-70	HWY: STH 26	COUNTY: DODGE	CROSS SECTIONS: PLUM CREEK	SHEET 124	E

FILE NAME : S:\MAD\1000--1099\1089\952\DRAWINGS\CAD\CIVIL 3D\13900600\SHEETSPLAN\090213_XS.DWG
LAYOUT NAME - 090220-xs
PLOT DATE : 8/1/2023 9:01 AM
PLOT BY : EDERER, BRAD
PLOT NAME :
PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.
WISDOT/CADDS SHEET 49



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PROJECT NO: 1390-06-70	HWY: STH 26	COUNTY: DODGE	CROSS SECTIONS: PLUM CREEK	SHEET 125	E

FILE NAME : S:\MAD\1000--1099\1089\952\DRAWINGS\CAD\CIVIL 3D\13900600\SHEETSPLAN\090213_XS.DWG
LAYOUT NAME - 090221-xs

PLOT DATE : 6/1/2023 10:42 AM PLOT BY : JURECZEK, JESSIE PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

Wisconsin Department of Transportation

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