MAD

FEBRUARY 2023

PROJECT ID: 3042-01-71

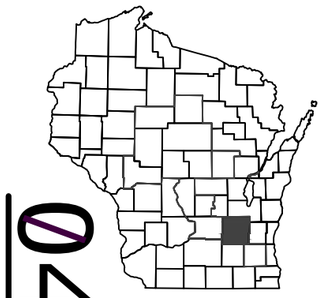
WITH: N/A

COUNTY: DODGE

ORDER OF SHEETS

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

TOTAL SHEETS = 180



04

DESIGN DESIGNATION 3042-01-01

A.A.D.T.	2023	=	5,300
A.A.D.T.	2043	=	5,700
D.H.V.		=	770
D.D.		=	60/40
T.		=	23.0%
DESIGN SPEED		=	55 MPH
ESALS		=	2,000,000

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

LOWELL - HARTFORD

.32 M E OF CTH W TO STH 67

STH 60

DODGE COUNTY

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
3042-01-71	WISC 2023237	1

STATE PROJECT NUMBER
3042-01-71

EQUATION STA 924+22.28 BK=
STA 37+60.71 AHD

EXCEPTION TO NET C/L LENGTH
STA 218+46.66 - STA 219+75.82
B-14-0061

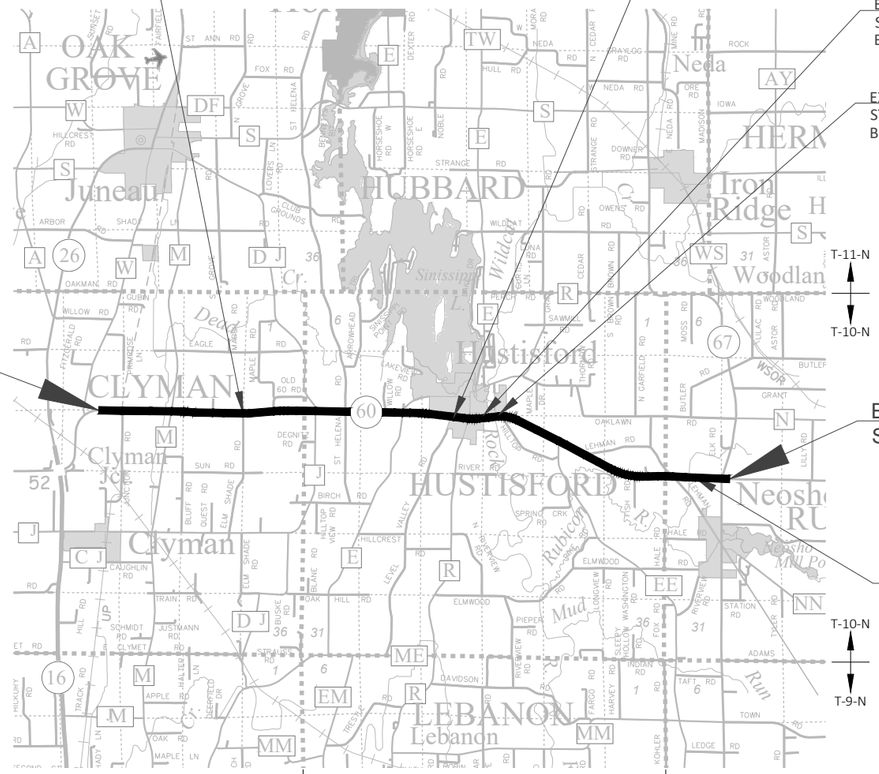
EXCEPTION TO NET C/L LENGTH
STA 233+92.78 - STA 235+16.14
B-14-0062

EXCEPTION TO NET C/L LENGTH
STA 257+24.56 - STA 258+96.39
B-14-0180

BEGIN PROJECT
STA 802+74.78
X=878,465.41
Y=681,814.76

END PROJECT
STA 504+80.40

EQUATION STA 454+28.97 BK=
STA 486+62.45 AHD



LAYOUT

SCALE 0 2.5 MI

TOTAL NET LENGTH OF CENTERLINE = 10.456 MILES

HORIZONTAL POSITIONS SHOWN ON THIS PLAN ARE WISCONSIN COORDINATE REFERENCE SYSTEM (WISCRS), DODGE COUNTY, NAD83 (2011), IN U.S. SURVEY FEET. POSITIONS SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES ARE THE SAME AS GROUND DISTANCES. ELEVATIONS ARE REFERENCED TO NAVD 88 (2012). GPS DERIVED ELEVATIONS ARE BASED ON GEOID 12A.

CONVENTIONAL SYMBOLS

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

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

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

ORIGINAL PLANS PREPARED BY

JT ENGINEERING, INC Consultant Services

WISCONSIN BRADLEY R. GROH E-41411 MADISON WI PROFESSIONAL ENGINEER

DATE: 7/7/2022 (Professional Engineer Signature)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY

Surveyor	JT ENGINEERING, INC.
Designer	JT ENGINEERING, INC.
Project Manager	MATTHEW LAMB, P.E.
Regional Examiner	SW REGION
Regional Supervisor	JUSTIN KUTSCHENREUTER, P.E.

APPROVED FOR THE DEPARTMENT

DATE: 10/5/2022 (Signature)

E

GENERAL NOTES

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. THE CONTRACTOR SHALL COORDINATE THEIR CONSTRUCTION ACTIVITIES WITH A CALL TO DIGGER'S HOTLINE AND/OR A DIRECT CALL TO THE UTILITIES THAT HAVE FACILITIES IN THE AREA. NOT ALL UTILITIES ARE MEMBERS OF DIGGER'S HOTLINE.

RIGHT OF WAY LINES SHOWN ON THE CROSS SECTIONS ARE APPROXIMATE.

ALL RADII ARE MEASURED TO THE EDGE OF PAVEMENT UNLESS OTHERWISE SHOWN OR NOTED ON THE PLAN.

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

PRIOR TO THE PLACEMENT OF STEEL PLATE BEAM GUARD, THE SHOULDERS SHALL BE IN PLACE, SHAPED AND COMPACTED UNLESS SHOWN OTHERWISE.

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, BIKE, OR PARKING LANE.

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

HMA PAVEMENT SHALL BE CONSTRUCTED WITH 3 INCH 3 MT 58-28 S LOWER LAYER, AND 2.5 INCH 4 MT 58-28 S UPPER LAYER.

TACK COAT APPLICATION RATES ARE BASED ON 0.07 GAL/SY ON STABILIZED BASE COURSE SURFACES AND 0.05 GAL/SY BETWEEN LAYERS OF HMA PAVEMENT.

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

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

DESIGN CONTACTS

MATTHEW LAMB
WISDOT SOUTHWEST REGION
MADISON OFFICE
2101 WRIGHT ST.
MADISON, WI 53704
(604) 246-5638
MATTHEW.LAMB@DOT.WI.GOV

BRADLEY R. GROH
JT ENGINEERING, INC.
281 NETHERWOOD ROAD, SUITE 1
OREGON, WI 53575
(608) 204-0909
BRADG@JT-ENGINEERING.COM

DNR LIAISON

SHELLEY NELSON
ENVIRONMENTAL ANALYSIS & REVIEW SPECIALIST
WISCONSIN DEPT. OF NATURAL RESOURCES
SOUTH CENTRAL REGION
3911 FISH HATCHERY RD
MADISON, WI 53711
(608) 275-3301
ERIC.HEGELUND@WISCONSIN.GOV

SURVEY

RICHARD LEISTEKOW
DODGE COUNTY SURVEY SPECIALIST
127 E OAK ST #303
JUNEAU, WI 53039
(920) 386-3774
RLEISTEKOW@CO.DODGE.WI.US

JAROD ALVAREZ
WISDOT SW REGION
MADISON OFFICE
2101 WRIGHT ST.
MADISON, WI 53704
(608) 246-7918
JAROD.ALVAREZ@DOT.WI.GOV

UTILITY CONTACTS

KENNETH M NINE
AT&T LEGACY - COMMUNICATION LINE
110 N MAIN ST
CULVER, IN 46511
(574) 936-5682
KNINE@JMCAINC.COM

CHRIS DAILEY
ATC MANAGEMENT, INC. - ELECTRICITY-TRANSMISSION
P.O. BOX 47
WAUKESHA, WI 53186
(262) 506-6884
CDAILEY@ATCLLC.COM

TYLER COFFMAN
FRONTIER COMMUNICATIONS OF WI LLC - COMMUNICATION LINE
330 BLACKBURN ST
RIPON, WI 54971
(217) 491-7186
TYLER.COFFMAN@JSITEL.COM

TODD TESSMANN
HUSTISFORD UTILITIES - ELECTRICITY
P.O. BOX 345 - 201 S LAKE ST
HUSTISFORD, WI 53034
(920) 349-3650
TTESSMANN@HUSTISFORD.COM

RON FRASE
SPECTRUM - COMMUNICATION LINE
N3760 CTH DJ
JUNEAU, WI 53039
(920) 349-3202 EXT 103
(608) 438-9648
RON.FRASE@CHARTER.COM

ERIC KICKHAVER
WE ENERGIES - ELECTRICITY
500 S 116TH STREET
WEST ALLIS, WI 53214
(414) 994-5917
(414) 588-7472
ERIC.KICKHAVER@WE-ENERGIES.COM

CHARLES BARTELT
AT&T WISCONSIN - COMMUNICATION LINE
70 E DIVISION ST
FOND DU LAC, WI 54935
(920) 410-5104
CB1461@ATT.COM

PERRY S BOECK
ALLIANT ENERGY - ELECTRICITY
120 EAST MAPLE AVE
BEAVER DAM, WI 53916
(920) 887-6061
PERRYBOECK@ALLIANTENERGY.COM

JEFF NEUBAUER
GUARDIAN PIPELINE - GAS/PETROLEUM
W 7137 KETTLE MORAINE DR
WHITEWATER, WI 53190
(262) 325-4489
OKE16986@ONEOK.COM

TODD TESSMANN
HUSTISFORD UTILITIES - WATER
P.O. BOX 345 - 201 S LAKE ST
HUSTISFORD, WI 53034
(920) 349-3650
TTESSMANN@HUSTISFORD.COM

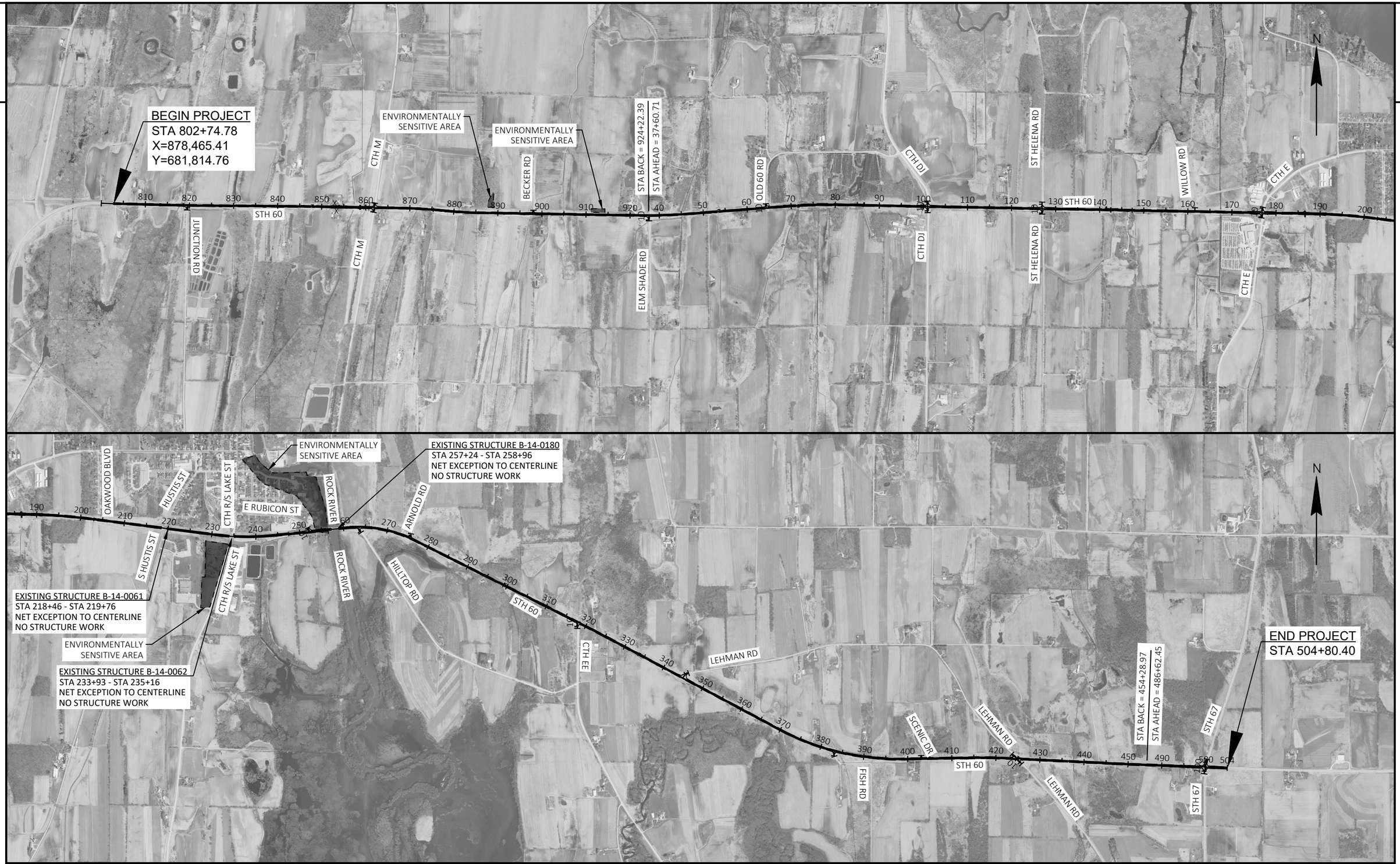
SCOTT HOLSTEIN
WE ENERGIES - GAS/PETROLEUM
700 S KANE ST
BURLINGTON, WI 53105
(262) 763-1084
(262) 949-0490
SCOTT.HOLSTEIN@WE-ENERGIES.COM

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

SECTION 2 ORDER OF SHEETS

GENERAL NOTES
PROJECT OVERVIEW
TYPICAL SECTIONS
CONSTRUCTION DETAILS
EROSION CONTROL DETAILS
DETOUR PLAN OVERVIEW

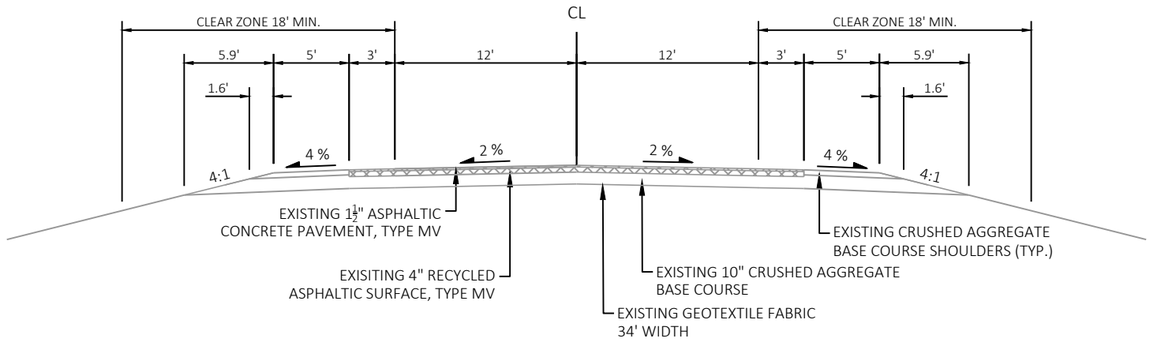
2



PROJECT NO: 3042-01-71	HWY: STH 60	COUNTY: DODGE	PROJECT OVERVIEW	SHEET 3	E

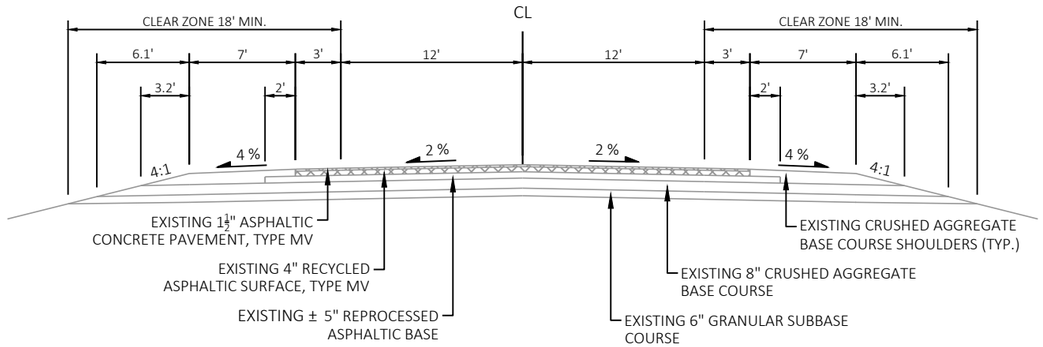
FILE NAME : X:\PROJECTS\DODGE\200091 - 3042-01-01 STH 60\DESIGN\C3D\SHEETSPLAN\020201-PO.DWG
LAYOUT NAME - 020201 (1)

PLOT DATE : 10/14/2022 5:59 PM PLOT BY : BRAD GROH PLOT NAME : PLOT SCALE : 1 IN:2000 FT



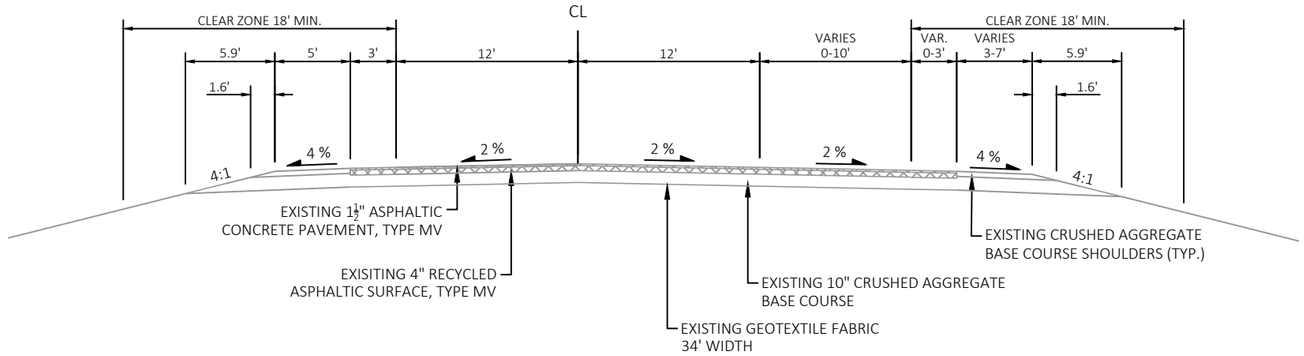
EXISTING TYPICAL SECTION

STA 802+74.78 - 924+22.28
STA 37+60.71 - 100+96.80



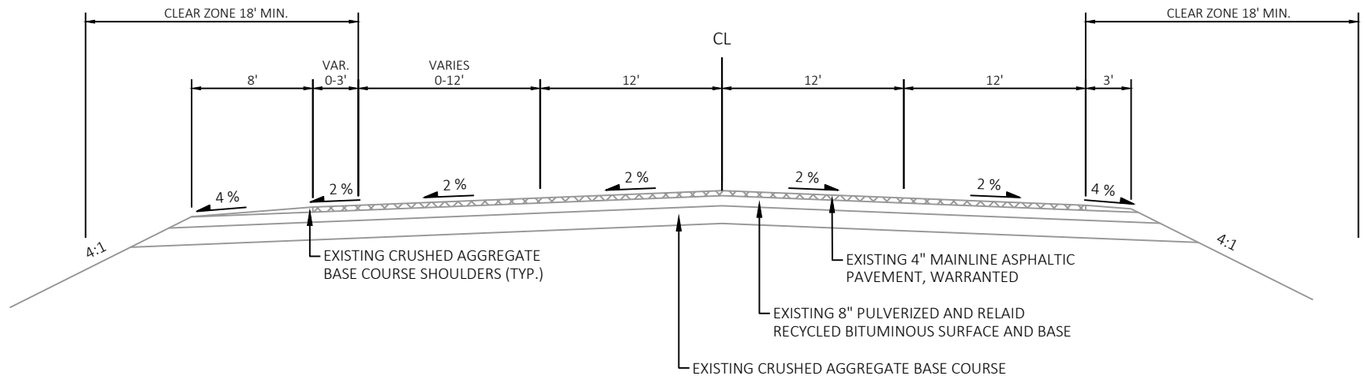
EXISTING TYPICAL SECTION

STA 100+96.80 - 218+46.66
STA 219+75.82 - 233+92.78
STA 235+16.14 - 257+24.56
STA 258+96.39 - 454+28.97
STA 486+62.45 - 493+40.00



EXISTING TYPICAL SECTION

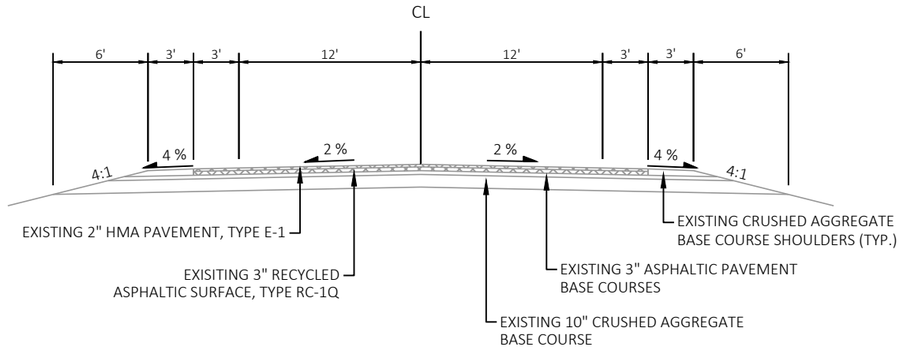
STA 493+40.00 - 500+00.00



EXISTING TYPICAL SECTION

STA 500+00.00 - 504+80.40

2

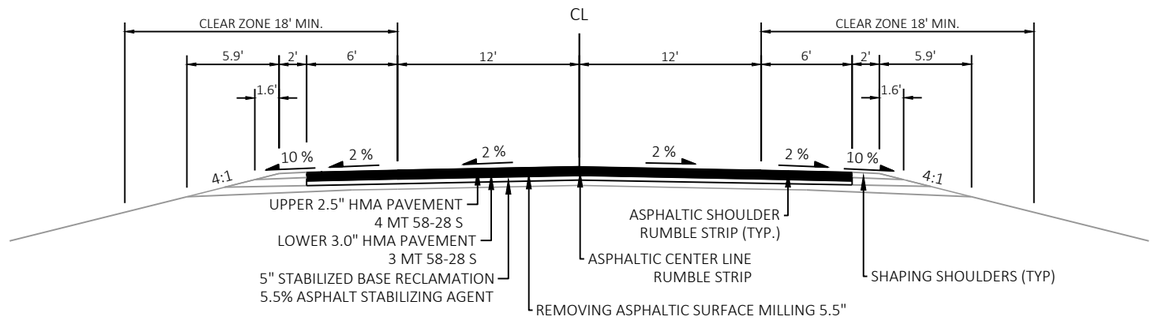


EXISTING TYPICAL SECTION

STH 67

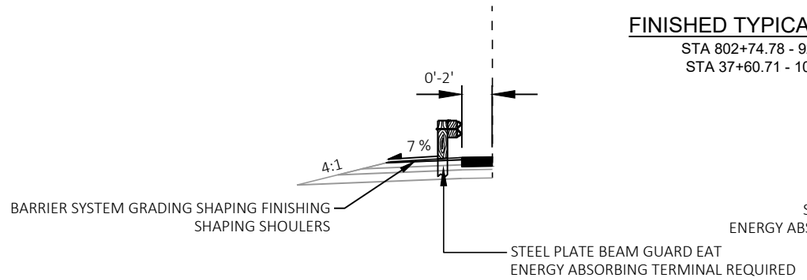
PROJECT NO: 3042-01-71	HWY: STH 60	COUNTY: DODGE	TYPICAL SECTIONS	SHEET 6	E

FILE NAME : X:\PROJECTS\DODGE\200091 - 3042-01-01 STH 60\DESIGN\C3D\SHEETSPLAN\020301-TS.DWG
LAYOUT NAME - Plan 1 IN 10 FT (5)
PLOT DATE : 11/2/2022 3:18 PM
PLOT BY : RILEY SMEATON
PLOT NAME :
PLOT SCALE : 1:10
WISDOT/CADDS SHEET 42

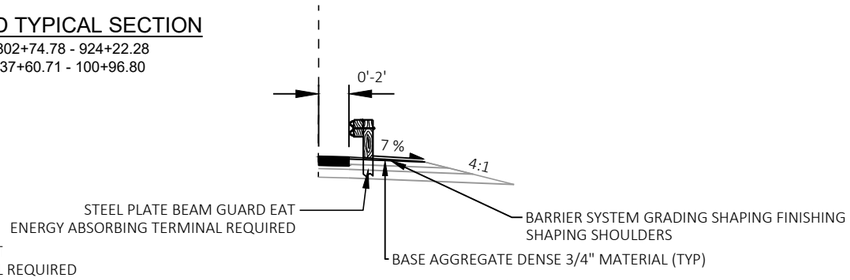


FINISHED TYPICAL SECTION

STA 802+74.78 - 924+22.28
STA 37+60.71 - 100+96.80

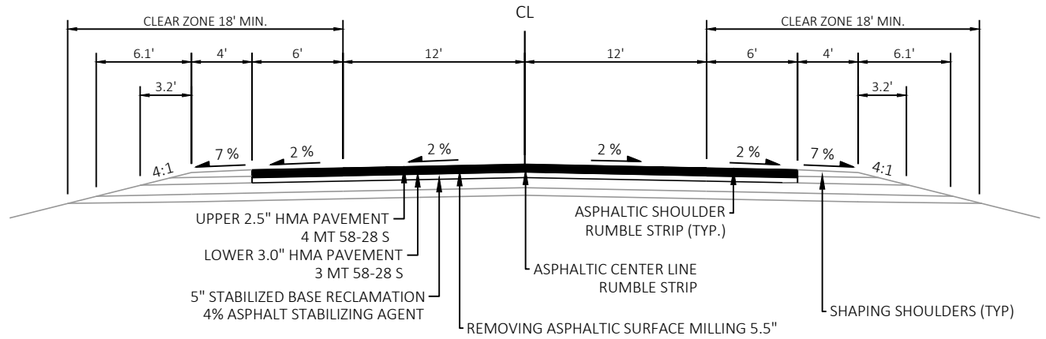


STA 855+37.71 TO STA 855+87.71
STA 858+00.38 TO STA 858+50.39
STA 68+17.28 TO STA 68+67.28
STA 85+64.70 TO STA 86+14.68



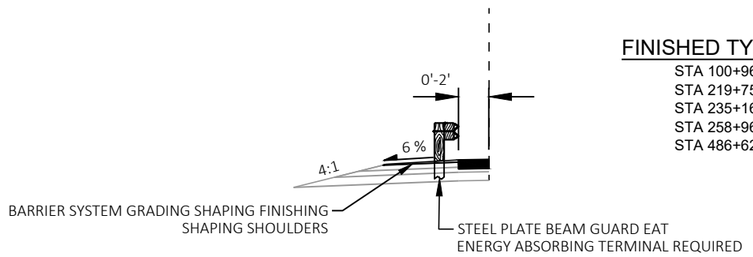
STA 855+57.01 TO STA 856+07.03
STA 857+81.59 TO STA 858+31.59
STA 895+96.01 TO STA 896+46.01

STA 898+33.37 TO STA 898+83.37
STA 68+15.60 TO STA 68+65.60
STA 74+78.95 TO STA 75+29.06



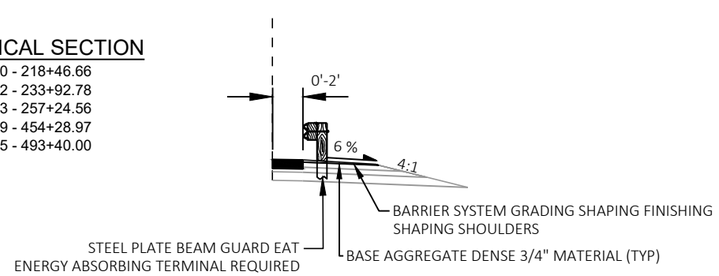
FINISHED TYPICAL SECTION

STA 100+96.80 - 218+46.66
STA 219+75.82 - 233+92.78
STA 235+16.13 - 257+24.56
STA 258+96.39 - 454+28.97
STA 486+62.45 - 493+40.00



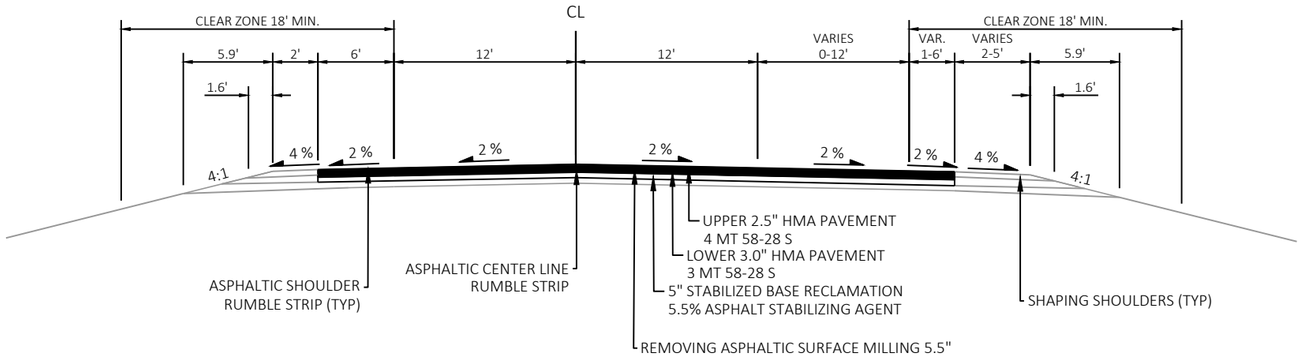
STA 141+79.33 TO STA 142+29.32
STA 144+54.59 TO STA 145+04.59
STA 183+71.94 TO STA 184+21.95

STA 185+72.11 TO STA 186+22.13
STA 186+88.37 TO STA 187+38.37
STA 191+00.84 TO STA 191+50.52



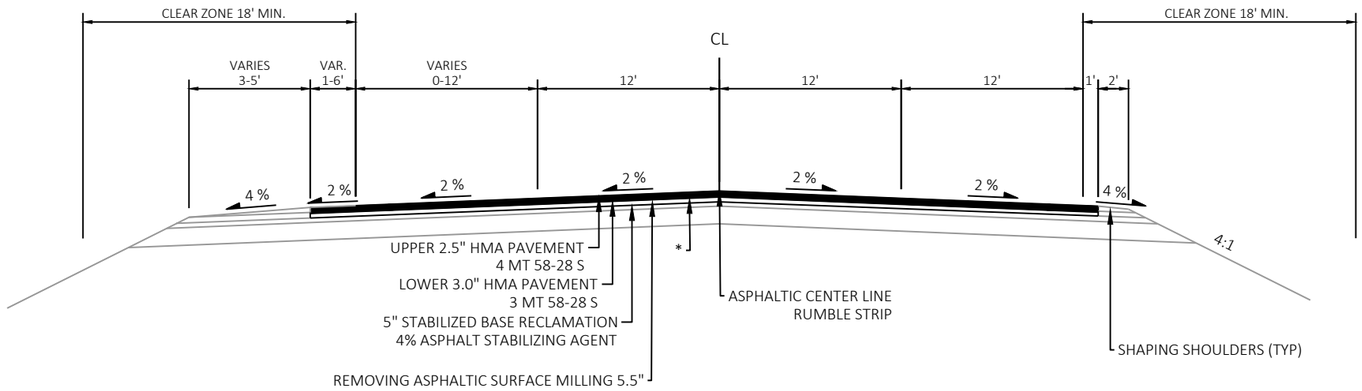
STA 186+82.04 TO STA 187+32.03
STA 190+82.50 TO STA 191+32.62

PROJECT NO: 3042-01-71	HWY: STH 60	COUNTY: DODGE	TYPICAL SECTIONS	SHEET 7	E



FINSHED TYPICAL SECTION

STA 493+40.00 - 500+00.00



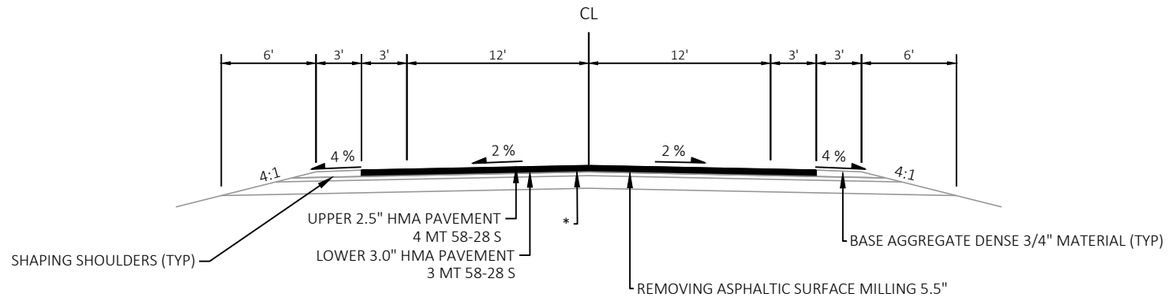
FINSHED TYPICAL SECTION

STA 500+00.00 - 504+80.40

* 1.5" BASE COURSE TO BE MILLED WHILE MILLING EXISTING 4" ASPHALTIC PAVEMENT

PROJECT NO: 3042-01-71	HWY: STH 60	COUNTY: DODGE	TYPICAL SECTIONS	SHEET 8	E

2

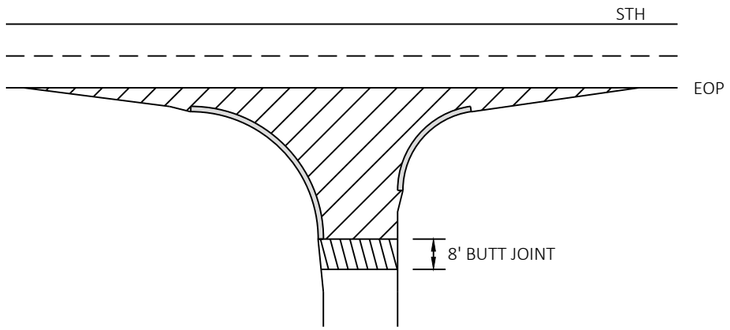


FINISHED TYPICAL SECTION
STH 67

* 0.5" BASE COURSE TO BE MILLED WHILE MILLING EXISTING 5" ASPHALTIC PAVEMENT

PROJECT NO: 3042-01-71	HWY: STH 60	COUNTY: DODGE	TYPICAL SECTIONS	SHEET 9	E

2



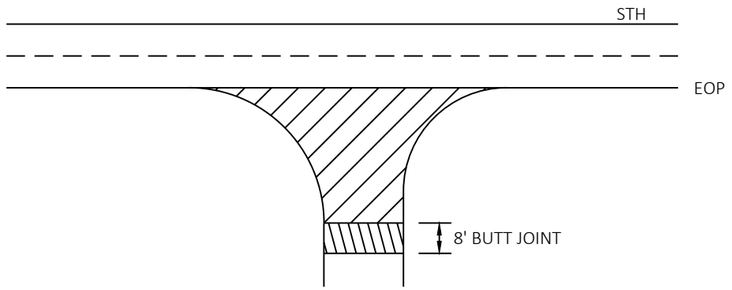
REMOVING ASPHALTIC SURFACE MILLING

REMOVING ASPHALTIC SURFACE BUTT JOINTS
SEE BUTT JOINT DETAIL

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

SIDE ROADS

WITH CURB AND GUTTER



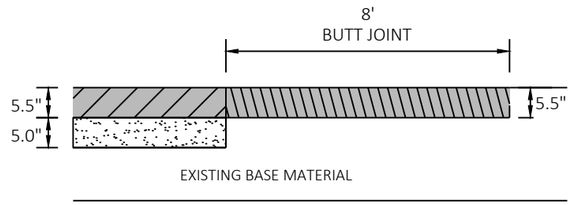
REMOVING ASPHALTIC SURFACE MILLING

REMOVING ASPHALTIC SURFACE BUTT JOINTS
SEE BUTT JOINT DETAIL

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

SIDE ROADS

WITHOUT CURB AND GUTTER



HMA PAVEMENT

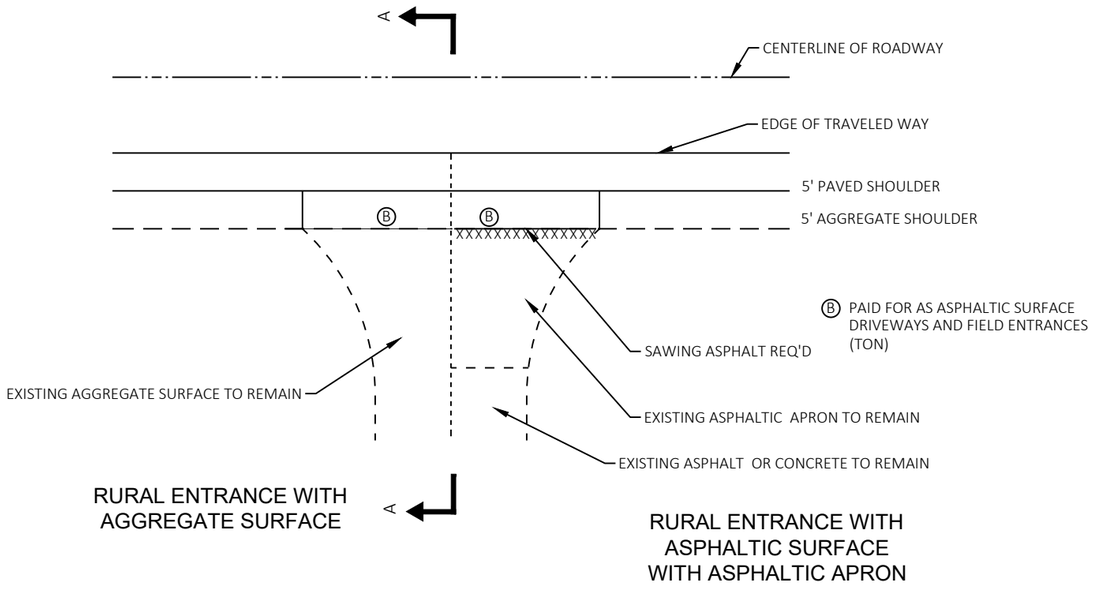
REMOVING ASPHALTIC SURFACE MILLING

REMOVING ASPHALTIC SURFACE BUTT JOINTS

STABILIZED BASE AGGREGATE

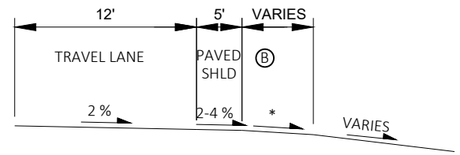
BUTT JOINT

MAINLINE AND SIDE ROADS



RURAL ENTRANCE WITH AGGREGATE SURFACE

RURAL ENTRANCE WITH ASPHALTIC SURFACE WITH ASPHALTIC APRON



* VARY SLOPE TO MATCH EXISTING DRIVEWAY ELEVATION

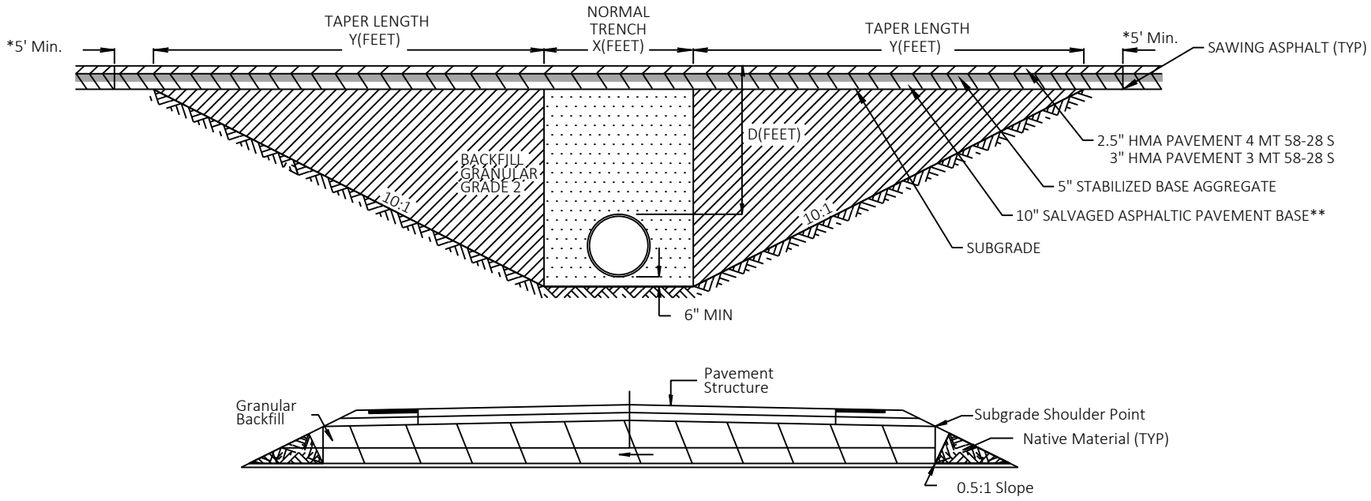
SECTION A-A

RURAL ENTRANCE DETAIL

RUNOFF COEFFICIENT TABLE

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

TOTAL PROJECT AREA = 304.2 ACRES
TOTAL AREA EXPECTED TO BE DISTURBED BY CONSTRUCTION ACTIVITIES = 1.74 ACRES



STATION	DIAMETER	X(FT) MIN.	D(FT)	Y(FT)
904+89	36"	4.00'	4.25'	77.50'
203+04 H	24"	6.00'	2.88'	53.80'
333+56	30"	3.50'	3.12'	61.20'
436+52 H	60"	12.00'	4.83'	103.30'

CROSS DRAIN INSTALLATION DETAIL

FOR D ≤ 5'

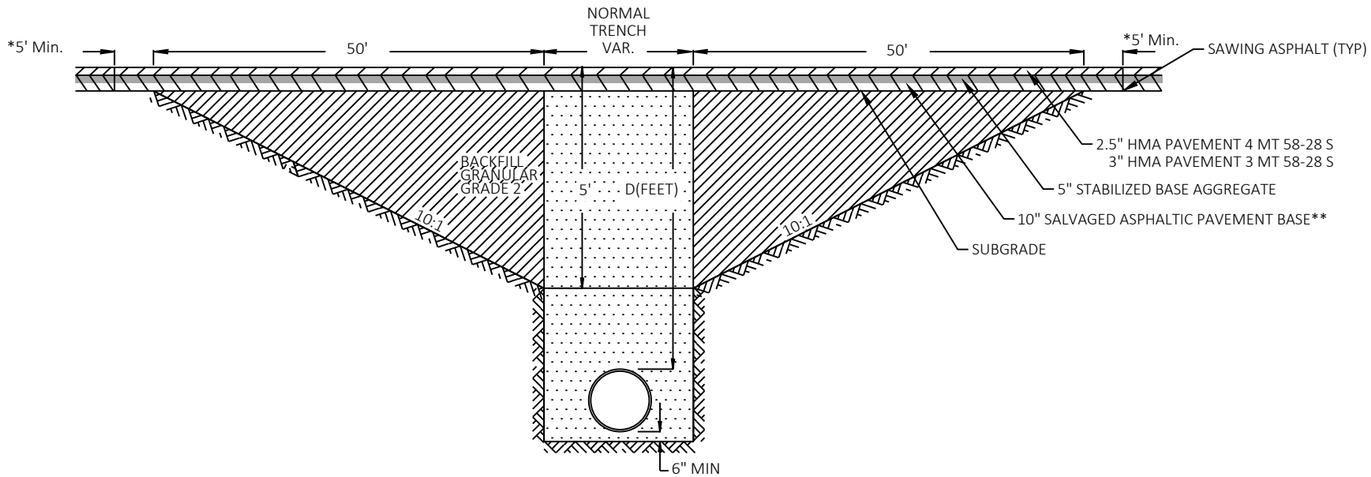
* PAVEMENT REMOVAL LIMITS (TYPICAL)

** IF MILLED AND RELAID ASPHALTIC BASE IS NOT AVAILABLE DUE TO SEQUENCING OF OPERATIONS, A 14" BASE AGGREGATE DENSE 1 $\frac{1}{4}$" SECTION IS STRUCTURALLY EQUIVALENT TO THE 10" MILLED AND RELAID ASPHALTIC BASE AND IS ACCEPTABLE

LEGEND

COMMON EXCAVATION & BACKFILL GRANULAR GRADE 2 PAID SEPARATELY

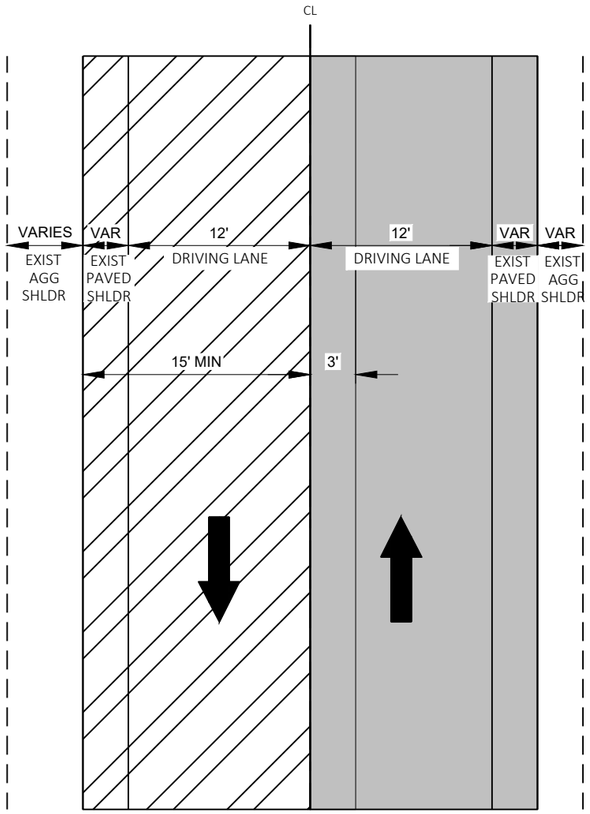
EXCAVATION & BACKFILL GRANULAR GRADE 2 INCIDENTAL TO REMOVING SMALL PIPE CULVERT



STATION	DIAMETER	D(FT)
875+32 H	48"	8.8'
99+49	36"	9.4'
142+52 H	48"	15.97'
142+52 H	48"	15.76'
147+36	36"	10.24'
178+06 H	24"	5.76'
247+44 H	24"	12.23'
299+18	30"	6.03'

CROSS DRAIN INSTALLATION DETAIL

FOR D ≥ 5'

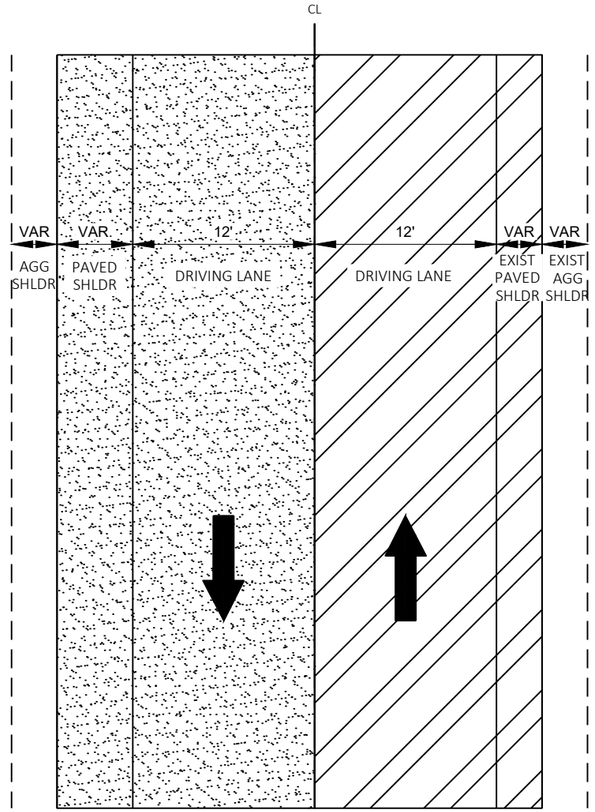


PLAN VIEW

EXISTING ASPHALTIC SURFACE

5.5" REMOVING ASPHALTIC SURFACE MILLING

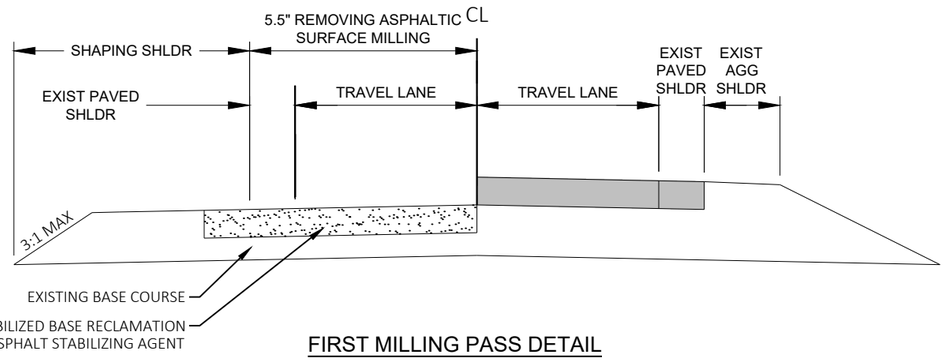
STABILIZED BASE AGGREGATE



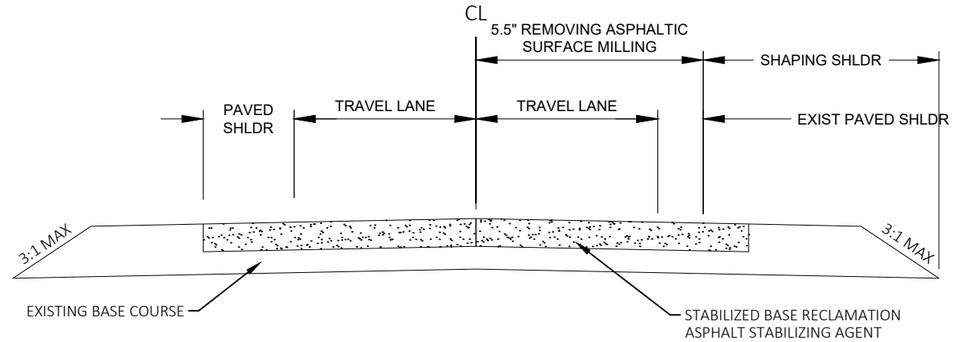
PLAN VIEW

5.5" REMOVING ASPHALTIC SURFACE MILLING

STABILIZED BASE AGGREGATE

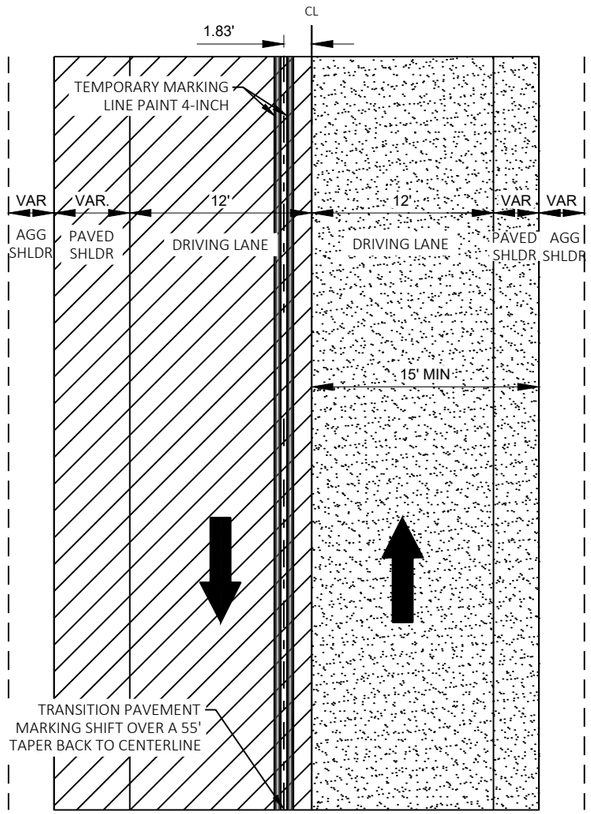


FIRST MILLING PASS DETAIL



SECOND MILLING PASS DETAIL

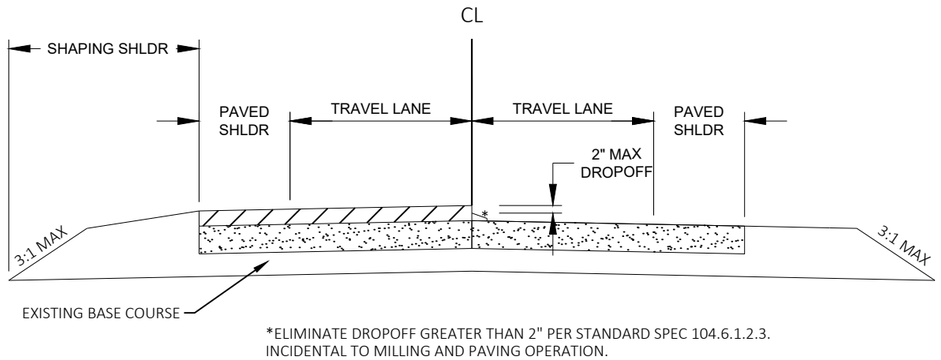
PROJECT NO: 3042-01-71	HWY: STH 60	COUNTY: DODGE	CONSTRUCTION DETAILS	SHEET 13	E



PLAN VIEW

FIRST PASS 3" HMA PAVEMENT 3 MT 58-28 S PAVING LIMITS (BINDER)

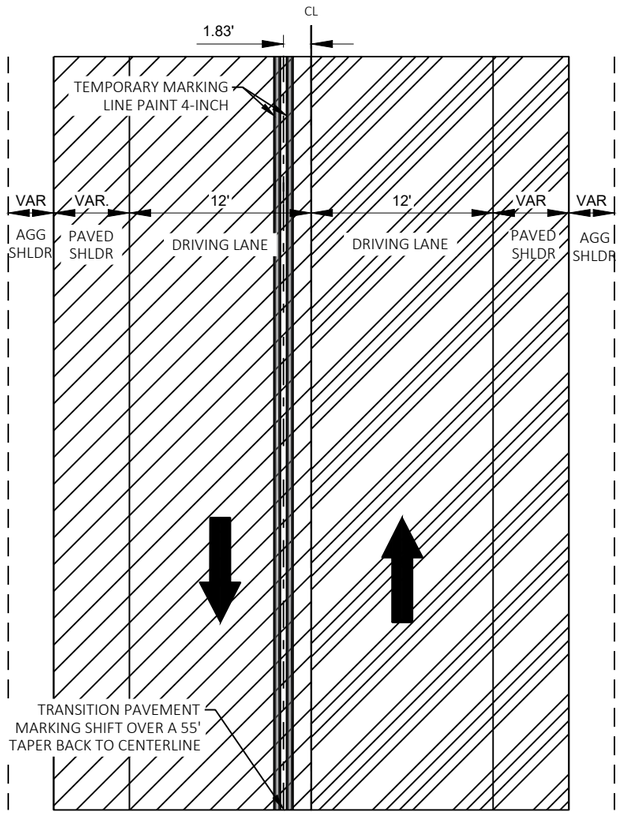
STABILIZED BASE AGGREGATE



*ELIMINATE DROPOFF GREATER THAN 2" PER STANDARD SPEC 104.6.1.2.3.
INCIDENTAL TO MILLING AND PAVING OPERATION.

FIRST HMA PASS DETAIL

NOTE: TEMPORARY MARKING MUST BE PLACED PRIOR TO OPENING TO TRAFFIC.

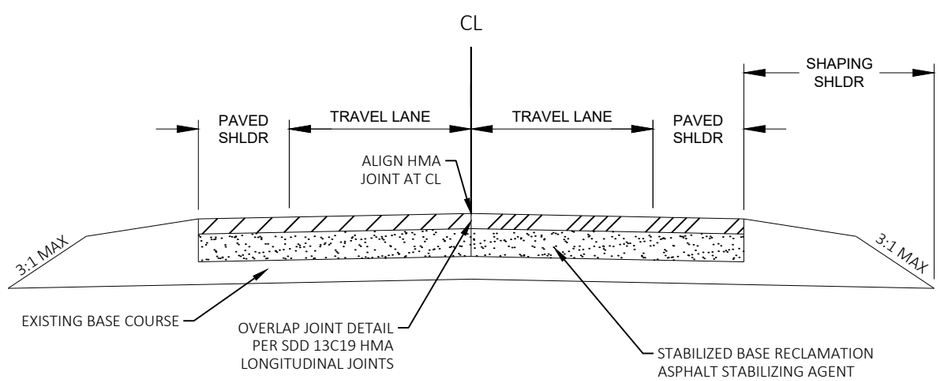


PLAN VIEW

STABILIZED BASE AGGREGATE

FIRST PASS 3" HMA PAVEMENT 3 MT 58-28 S PAVING LIMITS (BINDER)

SECOND PASS 3" HMA PAVEMENT 3 MT 58-28 S PAVING LIMITS (BINDER)

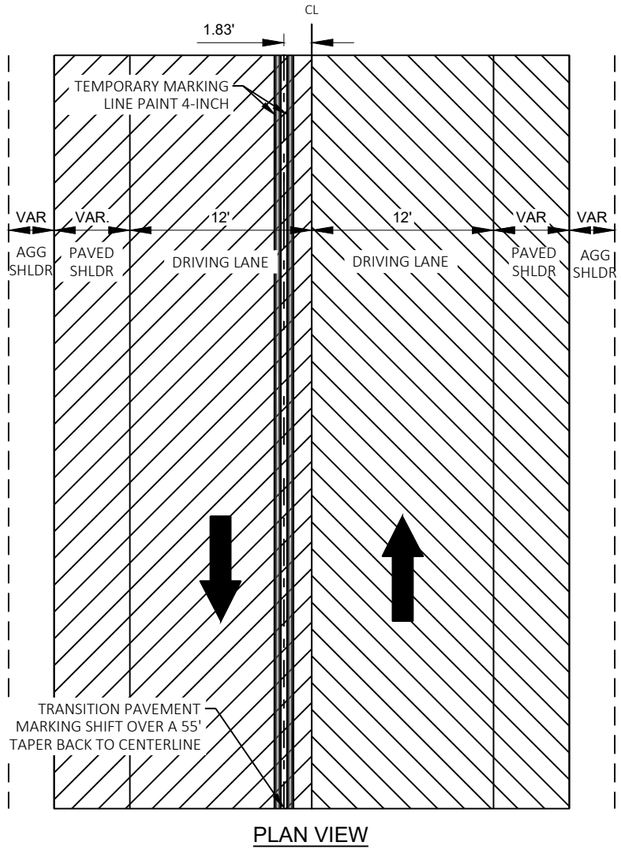


SECOND HMA PASS DETAIL

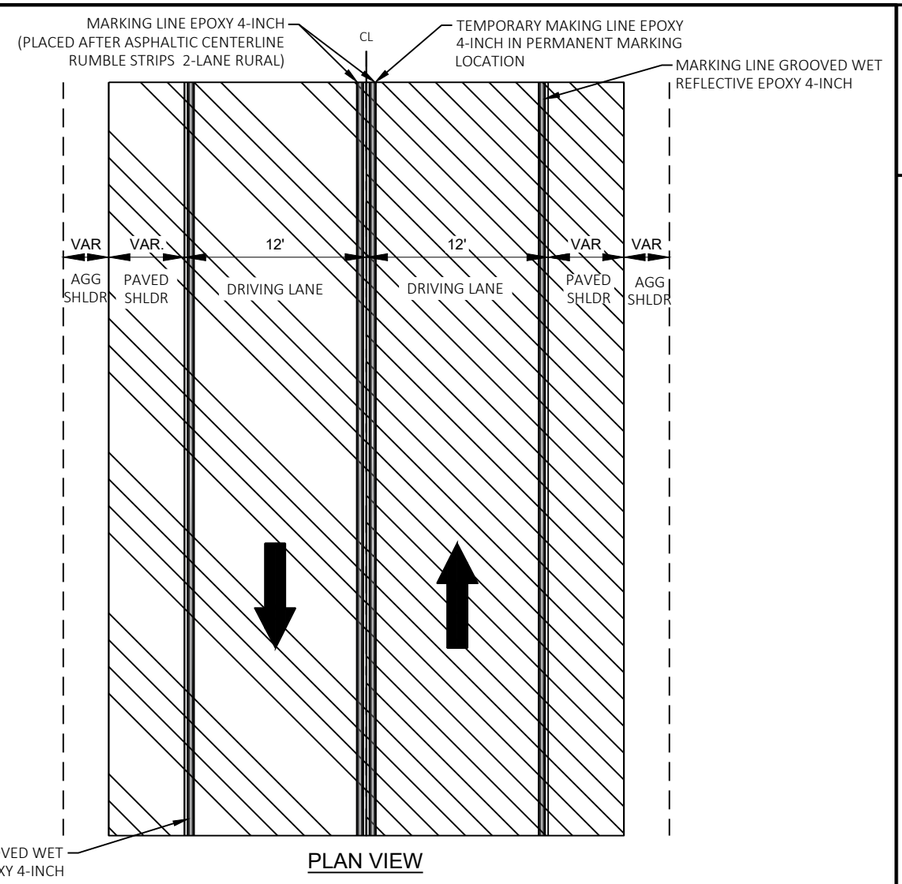
PROJECT NO: 3042-01-71	HWY: STH 60	COUNTY: DODGE	CONSTRUCTION DETAILS	SHEET 14	E

2

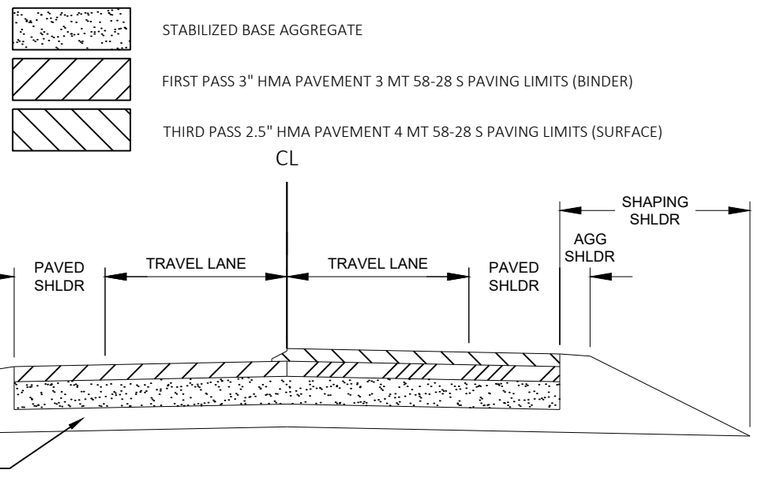
REFER TO S.D.D.'S "PAVEMENT MARKING WORDS", "PAVEMENT MARKING ARROWS", LONGITUDINAL MARKING (MAINLINE)", PAVEMENT MARKING (TURN LANES)", "STOP LINE AND CROSSWALK PAVEMENT MARKING", AND PAVEMENT MARKING (INTERSECTIONS)."



PLAN VIEW

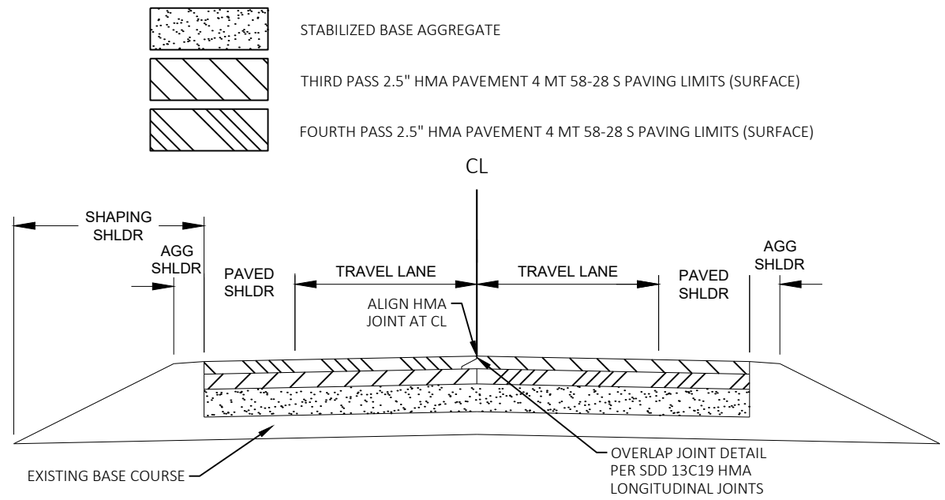


PLAN VIEW



THIRD HMA PASS DETAIL

NOTE: FIRST SURFACE PASS MUST BE OPPOSITE SIDE FROM TEMP MARKING SIDE



FOURTH HMA PASS DETAIL

PROJECT NO: 3042-01-71	HWY: STH 60	COUNTY: DODGE	CONSTRUCTION DETAILS	SHEET 15	E

2

GENERAL NOTES

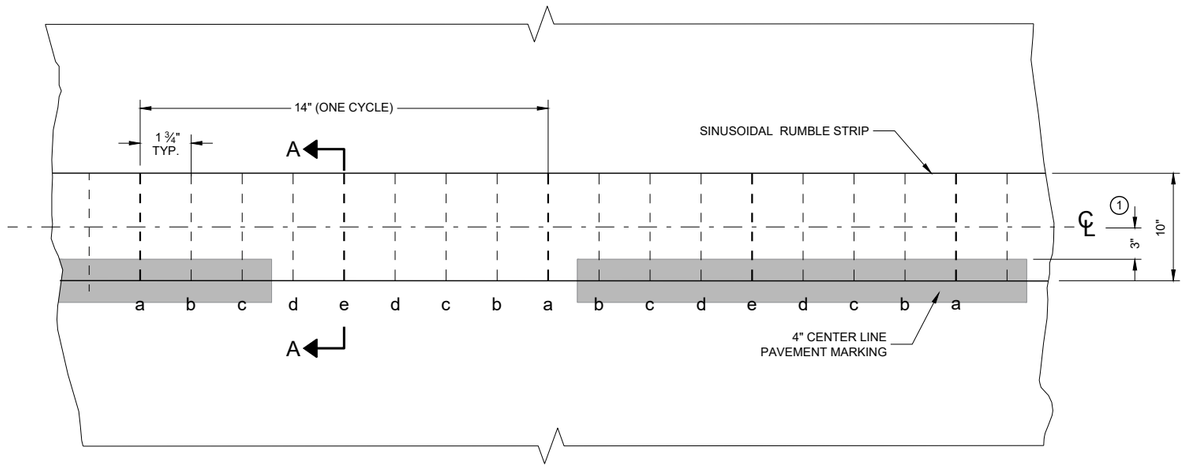
DETAILS OF CONSTRUCTION NO SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

GAP SINUSOIDAL RUMBLE STRIPS AT INTERSECTIONS, BRIDGE AND APPROACH SLABS, RAILROADS, DRIVEWAYS, PASSING AND CLIMBING LANES, AND OTHER MISCELLANEOUS CROSSINGS

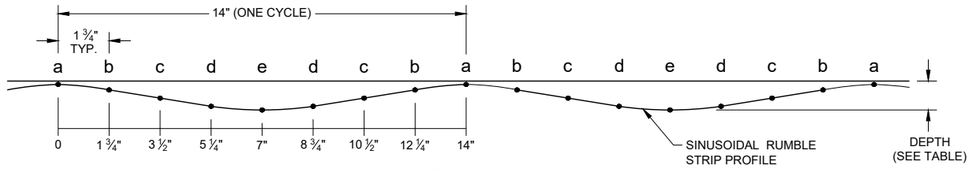
SHOULDER RUMBLE STRIPS MAY BE OMITTED IN AREAS WITH HIGH CONCENTRATIONS OF DRIVEWAYS, WHEN DIRECTED BY THE ENGINEER.

TEMPORARY PAVEMENT MARKINGS ARE TYPICALLY PLACED PRIOR TO RUMBLE STRIP INSTALLATION. PERMANENT MARKINGS ARE INSTALLED AFTER RUMBLE STRIP INSTALLATION.

(1) REFER TO SDD 15C8 - SHEET "a" LONGITUDINAL MARKINGS (MAINLINE).

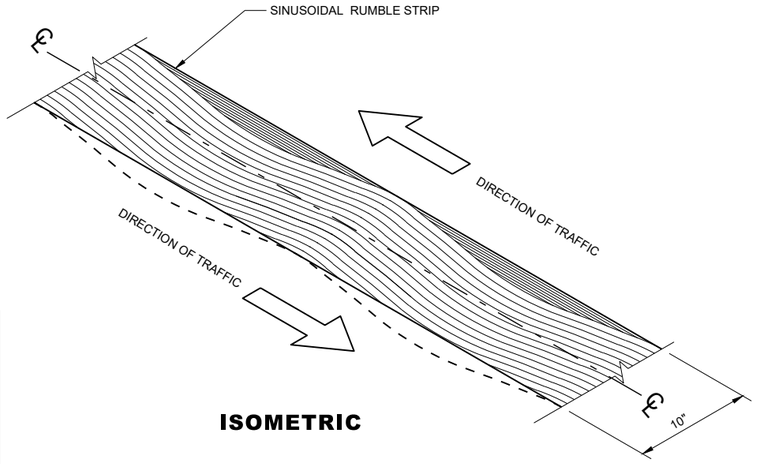


PLAN VIEW
SINUSOIDAL CENTER LINE RUMBLE STRIPS

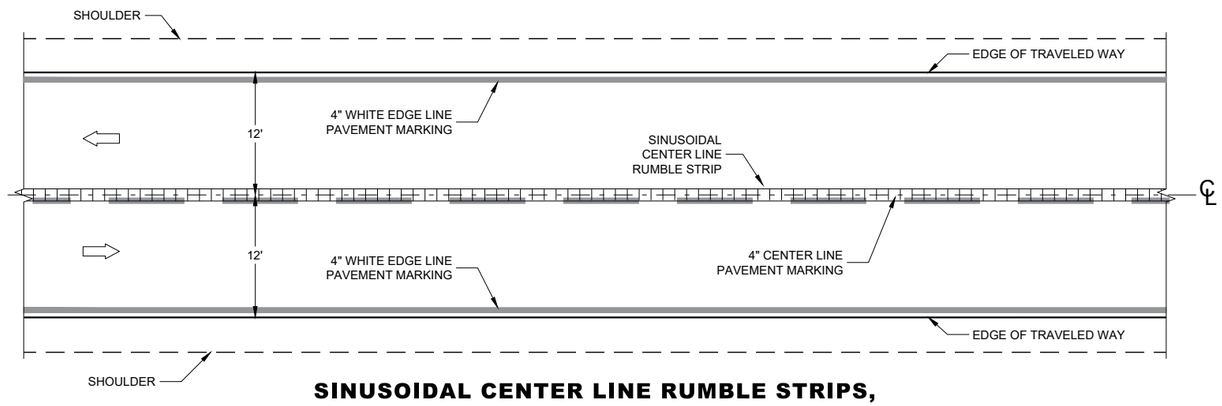


PROFILE VIEW
SINUSOIDAL SHOULDER RUMBLE STRIPS

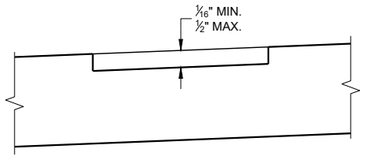
LOCATION	DEPTH (INCHES)
a	1/16"
b	5/32"
c	9/32"
d	7/16"
e	1/2"



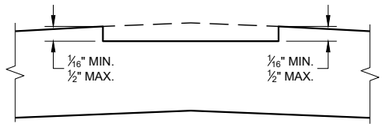
ISOMETRIC



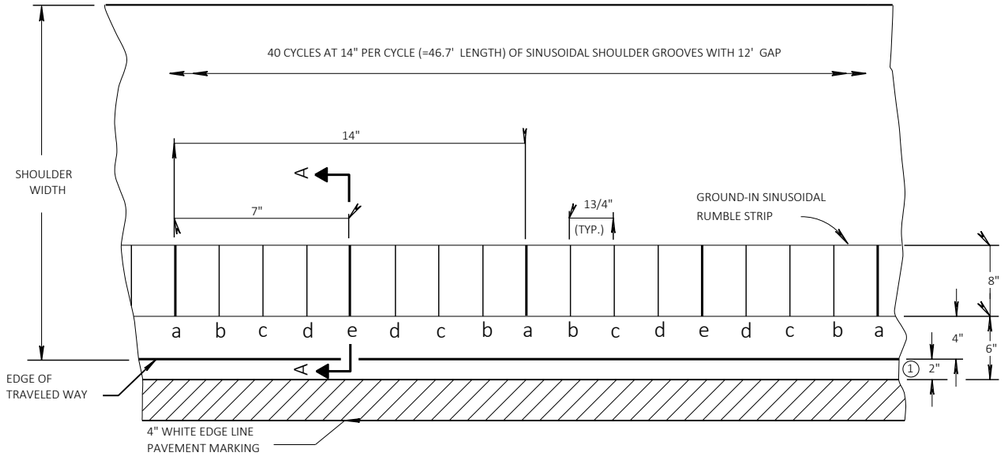
SINUSOIDAL CENTER LINE RUMBLE STRIPS,
2-LANE ASPHALTIC ROADWAY



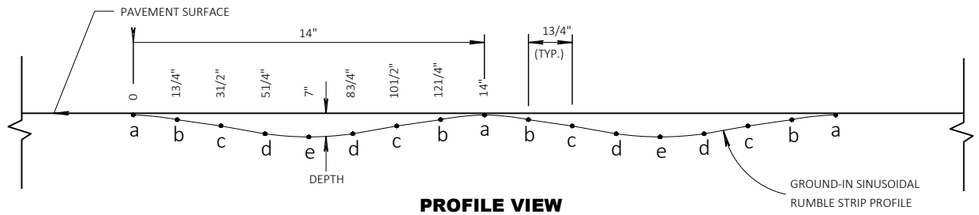
SECTION A - A
SUPERELEVATED ROADWAY



SECTION A - A
CROWNED ROADWAY



PLAN VIEW
SHOULDER WITH GROUND-IN SINUSOIDAL RUMBLE STRIP



PROFILE VIEW
GROUND-IN SINUSOIDAL RUMBLE STRIP

LOCATION	DEPTH INCHES
a	1/16"
b	5/32"
c	9/32"
d	7/16"
e	1/2"

GENERAL NOTES

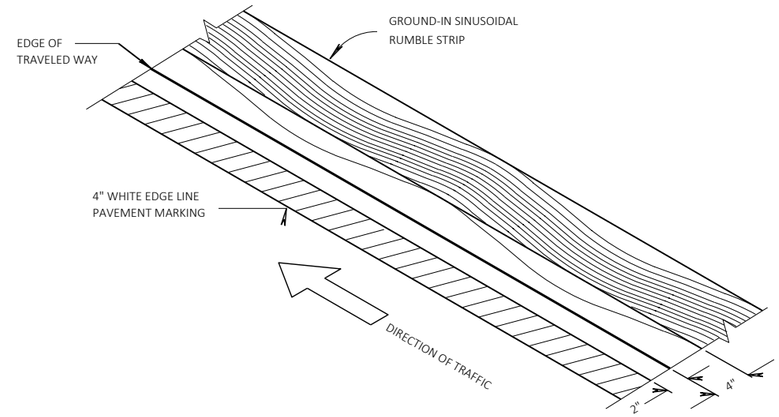
DETAILS OF CONSTRUCTION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

GAP SINUSOIDAL RUMBLE STRIPS AT INTERSECTIONS, BRIDGE AND APPROACH SLABS, RAILROADS, DRIVEWAYS, PASSING AND CLIMBING LANES, AND OTHER MISCELLANEOUS CROSSINGS

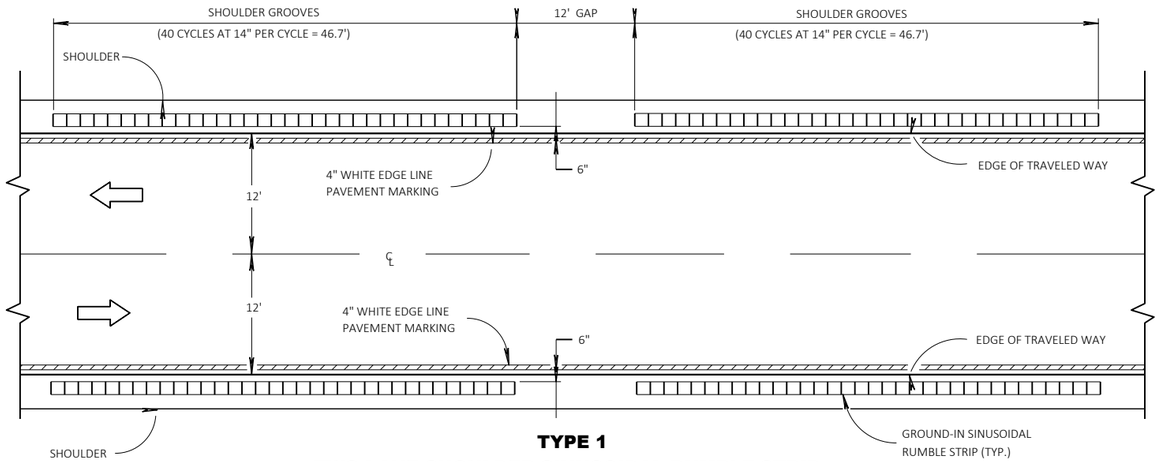
SHOULDER RUMBLE STRIPS MAY BE OMITTED IN AREAS WITH HIGH CONCENTRATIONS OF DRIVEWAYS, WHEN DIRECTED BY THE ENGINEER.

TEMPORARY PAVEMENT MARKINGS ARE TYPICALLY PLACED PRIOR TO RUMBLE STRIP INSTALLATION. PERMANENT MARKINGS ARE INSTALLED AFTER RUMBLE STRIP INSTALLATION.

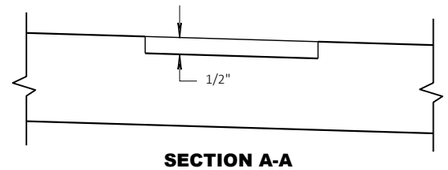
(1) REFER TO SDD 15C8 - SHEET "a" LONGITUDINAL MARKINGS (MAINLINE).



ISOMETRIC



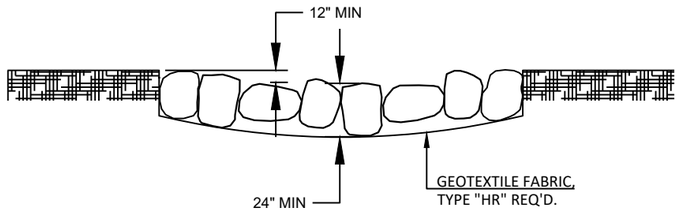
TYPE 1
TWO-LANE SHOULDER SINUSOIDAL RUMBLE STRIP



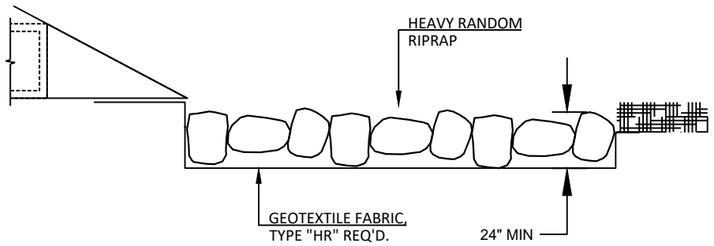
SECTION A-A

TWO-LANE RURAL SHOULDER SINUSOIDAL RUMBLE STRIP, MILLING ALONG ASPHALTIC ROADWAYS

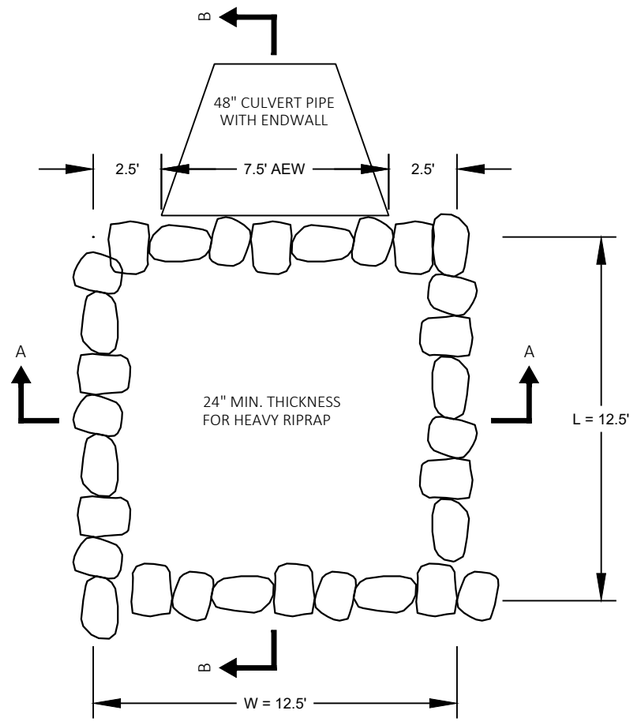
2



SECTION A-A



SECTION B-B



HEAVY RIPRAP TREATMENT AT CULVERT

STA 875+27 LT

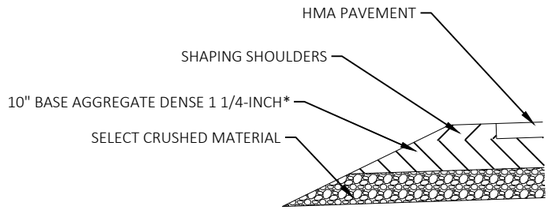
2

GENERAL NOTES

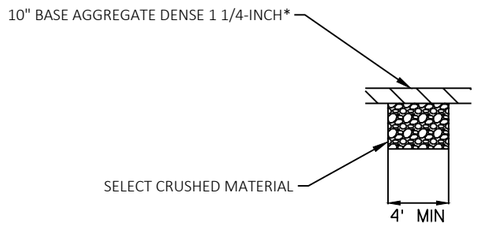
RELIEF TRENCH IS INCIDENTAL TO BASE REPAIR FOR STABILIZED BASE RECLAMATION LAYER

BASE REPAIR CAN OCCUR BEFORE OR AFTER STABILIZATION

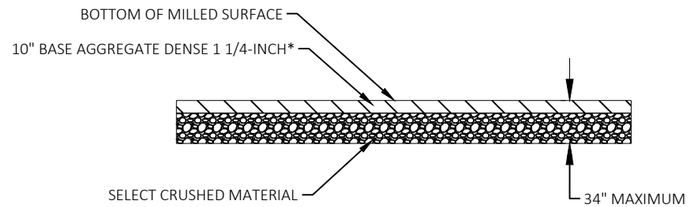
*IN AREAS OF EXISTING MATERIAL WITH 5" SALVAGED ASPHALTIC PAVEMENT OR AN ALREADY STABILIZED BASE, CONSTRUCT THE UPPER 10" OF BASE MATERIAL WITH 5" SALVAGED ASPHALTIC BASE ABOVE 5" BASE AGGREGATE DENSE 1 1/4-INCH.



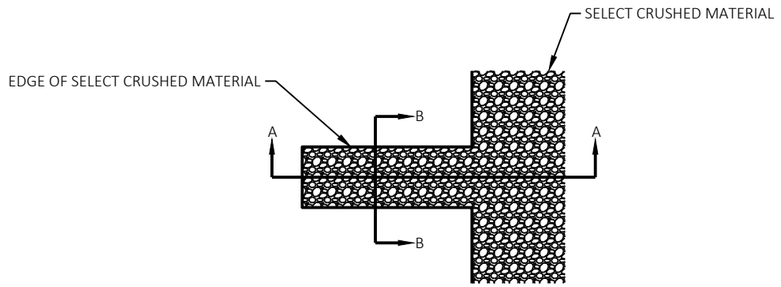
SECTION A-A



SECTION B-B



BASE REPAIR PROFILE VIEW



RELIEF TRENCH DETAIL PLAN VIEW THROUGH SELECT MATERIAL

BASE REPAIR FOR STABILIZED BASE RECLAMATION LAYER

2

N

REMOVING GUARDRAIL
PLACE NEW STEEL PLATE EAT

EXISTING R/W (TYP)

GUY

EAT POST #1
855+37.7
-22.7' LT

EAT POST #5
855+62.8
-21.6' LT

PI: 855+53.56

EAT POST #9
855+87.8
-20.6' LT

CONNECT TO EXISTING CLASS A
BEAMGUARD AT EXISTING POST #9
855+87.8
-20.6' LT

CONNECT TO EXISTING CLASS A
BEAMGUARD AT EXISTING POST #9
858+00.4
-20.8' LT

EAT POST #9
858+00.4
-20.8' LT

EAT POST #5
858+25.4
-21.8' LT

EAT POST #9
858+50.4
-22.8' LT

REMOVING GUARDRAIL
PLACE NEW STEEL PLATE EAT

SLOPE INTERCEPT (TYP)

PI: 860+49.01

SIGN

GRAVEL SHOULDER EDGE (TYP)

PAVED SHOULDER EDGE (TYP)

854+00 855+00 856+00 STH 60 857+00 858+00 859+00 860+00 861+00

REMOVING GUARDRAIL
PLACE NEW STEEL PLATE EAT

EAT POST #1
855+57
22.2' RT

EAT POST #5
855+82
21.3' RT

EAT POST #9
856+07
20.3' RT

CONNECT TO EXISTING CLASS A
BEAMGUARD AT EXISTING POST #9
856+07
20.3' RT

CONNECT TO EXISTING CLASS A
BEAMGUARD AT EXISTING POST #9
857+81.6
20.4' RT

EAT POST #5
858+06.6
21.4' RT

EAT POST #9
857+81.6
20.4' RT

EAT POST #1
858+31.6
22.4' RT

REMOVING GUARDRAIL
PLACE NEW STEEL PLATE EAT

FRONTIER TELEPHONE

ALLIANT ELECTRIC OVERHEAD

REFER TO S.D.D.'S "STEEL PLATE BEAM GUARD, CLASS "A" INSTALLATION AND ELEMENTS", "STEEL PLATE BEAM GUARD ENERGY ABSORBING TERMINAL (EAT)" FOR ADDITIONAL INFORMATION.

ALLIANT ELECTRIC OVERHEAD

N

AT&T COMMUNICATION

PI: 895+74.21

BECKER RD

PI: 900+71.74

894+00 895+00 896+00 897+00 STH 60 898+00 899+00 900+00 901+00

REMOVING GUARDRAIL
PLACE NEW STEEL PLATE EAT

REMOVING GUARDRAIL
PLACE NEW STEEL PLATE EAT

SLOPE INTERCEPT (TYP)

EAT POST #1
895+96
22.3' RT

EAT POST #5
896+21
21.3' RT

EAT POST #9
896+46
20.3' RT

CONNECT TO EXISTING CLASS A
BEAMGUARD AT EXISTING POST #9
896+46
20.3' RT

CONNECT TO EXISTING CLASS A
BEAMGUARD AT EXISTING POST #9
898+33.4
20.4' RT

EAT POST #9
898+33.4
20.4' RT

EAT POST #5
898+58.4
21.4' RT

EAT POST #1
898+83.4
22.4' RT

PAVED SHOULDER EDGE (TYP)

GRAVEL SHOULDER EDGE (TYP)

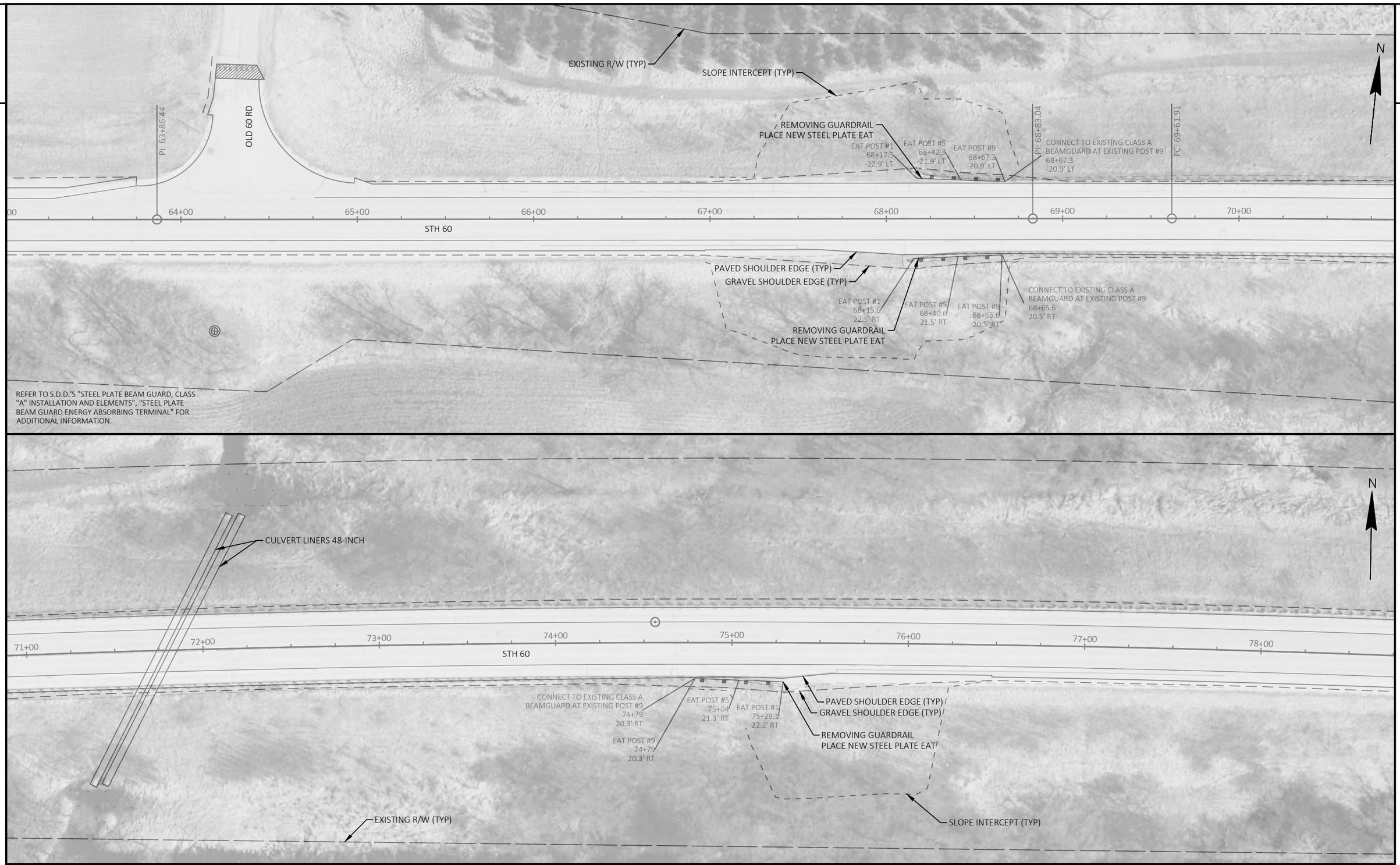
AT&T COMMUNICATION

EXISTING R/W (TYP)

PROJECT NO: 3042-01-71	HWY: STH 60	COUNTY: DODGE	BEAM GUARD DETAILS	SHEET 20	E

FILE NAME : X:\PROJECTS\DODGE\200091 - 3042-01-01 STH 60\DESIGN\C3D\SHEETSPLAN\021002-BG.DWG
LAYOUT NAME - 021001-bg

PLOT DATE : 10/19/2022 3:20 AM PLOT BY : RILEY SMEATON PLOT NAME : PLOT SCALE : 1 IN:50 FT



PROJECT NO: 3042-01-71	HWY: STH 60	COUNTY: DODGE	BEAM GUARD DETAILS	SHEET 21	E

FILE NAME : X:\PROJECTS\DODGE\200091 - 3042-01-01 STH 60\DESIGN\C3D\SHEETSPLAN\021002-BG.DWG
LAYOUT NAME - 021002-bg
PLOT DATE : 10/19/2022 3:20 AM
PLOT BY : RILEY SMEATON
PLOT NAME :
PLOT SCALE : 1 IN:50 FT
WISDOT/CADDS SHEET 44

2

2

EXISTING R/W (TYP)

REMOVING GUARDRAIL
PLACE NEW STEEL PLATE EAT

CONNECT TO EXISTING CLASS A
BEAMGUARD AT EXISTING POST #9
85+64.7
-21.1' LT

EAT POST #9
85+64.7
-21.1' LT

EAT POST #5
85+89.7
-22.1' LT

EAT POST #1
86+14.7
-23.1' LT

GRAVEL SHOULDER EDGE (TYP)

SLOPE INTERCEPT (TYP)

PAVED SHOULDER EDGE (TYP)

PI: 88+24.69

N

83+00 84+00 85+00 86+00 87+00 88+00 89+00 90+00

STH 60

REFER TO S.D.D.'S "STEEL PLATE BEAM GUARD, CLASS "A" INSTALLATION AND ELEMENTS", "STEEL PLATE BEAM GUARD ENERGY ABSORBING TERMINAL", "MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL", "MIDWEST GUARDRAIL SYSTEM (MGS) TERMINAL" FOR ADDITIONAL INFORMATION.

EXISTING R/W (TYP)

SLOPE INTERCEPT (TYP)

FRONTIER FIBER OPTIC

FRONTIER TELEPHONE

GRAVEL SHOULDER EDGE (TYP)

PAVED SHOULDER EDGE (TYP)

EAT POST #1
141+79.3
-26.7' LT

EAT POST #5
142+04.3
-24.7' LT

EAT POST #9
142+29.3
-23.7' LT

PI: 142+99.15

EAT POST #9
143+54.6
-23.1' LT

EAT POST #5
143+79.6
-24.1' LT

EAT POST #1
144+04.6
-25.1' LT

N

140+00 141+00 142+00 143+00 144+00 145+00 146+00

STH 60

REMOVING GUARDRAIL
PLACE NEW MGS GUARDRAIL TERMINAL EAT

REMOVING GUARDRAIL
PLACE NEW MGS GUARDRAIL TERMINAL EAT

REMOVING GUARDRAIL
PLACE NEW MGS GUARDRAIL 3

STA 142+64
REMOVING SMALL PIPE CULVERT
148 LF - CP CLASS III 48-INCH

HUSTISFORD UTILITIES OVERHEAD
SPECTRUM COMMUNICATION

PROJECT NO: 3042-01-71	HWY: STH 60	COUNTY: DODGE	BEAM GUARD DETAILS	SHEET 22	E

FILE NAME : X:\PROJECTS\DODGE\200091 - 3042-01-01 STH 60\DESIGN\C3D\SHEETSPLAN\021002-BG.DWG
LAYOUT NAME - 021003-bg

PLOT DATE : 10/19/2022 3:20 AM PLOT BY : RILEY SMEATON PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 44

2

2

CAUTION

WE ENERGIES GAS

GRAVEL SHOULDER EDGE (TYP)

PAVED SHOULDER EDGE (TYP)

PI: 182+69.54

REMOVING GUARDRAIL
PLACE NEW STEEL PLATE EAT

EAT POST #1
183+71.9
-23.3' LT

EAT POST #5
183+96.9
-23.3' LT

EAT POST #9
184+22
-23.3' LT

CONNECT TO EXISTING CLASS A
BEAMGUARD AT EXISTING POST #9
184+22
-23.3' LT

CONNECT TO EXISTING CLASS A
BEAMGUARD AT EXISTING POST #9
185+72.1
-22.9' LT

EAT POST #9
185+72.1
-22.9' LT

EAT POST #5
185+97.1
-22.9' LT

EAT POST #1
186+22.1
-22.9' LT

REMOVING GUARDRAIL
PLACE NEW STEEL PLATE EAT

EAT POST #1
186+88.4
-23.0' LT

EAT POST #5
187+12.4
-23.0' LT

EAT POST #9
187+38.4
-23.0' LT

CONNECT TO EXISTING CLASS A
BEAMGUARD AT EXISTING POST #9
187+38.4
-23.0' LT

PI: 187+65.40

PC: 188+78.78

N

182+00 183+00 184+00 185+00 186+00 187+00 188+00 189

STH 60

REMOVING GUARDRAIL
PLACE NEW STEEL PLATE EAT

SLOPE INTERCEPT (TYP)

EAT POST #1
186+82
24.3' RT

EAT POST #5
187+07
23.3' RT

EAT POST #9
187+32
22.3' RT

CONNECT TO EXISTING CLASS A
BEAMGUARD AT EXISTING POST #9
187+32
22.3' RT

FRONTIER TELEPHONE

FRONTIER FIBER OPTIC

EXISTING R/W (TYP)

HUSTISFORD UTILITIES OVERHEAD ELECTRIC

SPECTRUM COMMUNICATION

REFER TO S.D.D.'S "STEEL PLATE BEAM GUARD, CLASS "A" INSTALLATION AND ELEMENTS", "STEEL PLATE BEAM GUARD ENERGY ABSORBING TERMINAL" FOR ADDITIONAL INFORMATION.

EXISTING R/W (TYP)

WE ENERGIES GAS

N

CONNECT TO EXISTING CLASS A
BEAMGUARD AT EXISTING POST #9
191+00.8
-22.0' LT

EAT POST #9
191+00.8
-22.0' LT

EAT POST #5
191+25.7
-22.9' LT

EAT POST #9
191+50.5
-23.9' LT

REMOVING GUARDRAIL
PLACE NEW STEEL PLATE EAT

SLOPE INTERCEPT (TYP)

190+00 191+00 192+00 193+00 194+00 195+00 196+00

STH 60

CONNECT TO EXISTING CLASS A
BEAMGUARD AT EXISTING POST #9
190+82.5
26.0' RT

EAT POST #9
190+82.5
26.0' RT

EAT POST #1
191+32.6
28.1' RT

EAT POST #5
191+07.6
27.1' RT

PAVED SHOULDER EDGE (TYP)

GRAVEL SHOULDER EDGE (TYP)

REMOVING GUARDRAIL
PLACE NEW STEEL PLATE EAT

HUSTISFORD UTILITIES OVERHEAD ELECTRIC

FRONTIER FIBER OPTIC

FRONTIER TELEPHONE

EXISTING R/W (TYP)

PROJECT NO: 3042-01-71	HWY: STH 60	COUNTY: DODGE	BEAM GUARD DETAILS	SHEET 23	E

FILE NAME : X:\PROJECTS\DODGE\200091 - 3042-01-01 STH 60\DESIGN\C3D\SHEETSPLAN\021002-BG.DWG
LAYOUT NAME - 021004-bg

PLOT DATE : 10/19/2022 3:20 AM PLOT BY : RILEY SMEATON PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 44

2

2

N

FO

FO

FO

FO

FO

AT&T LEGACY - COMMUNICATION

WILDGOOSE TRAIL

STA 818+54.61
-25.00' LT
EL 880.73

STA 818+64.61
-25.00' LT
EL 880.76

STA 818+54.51
-22.00' LT
EL 880.97

STA 818+64.51
-22.00' LT
EL 881.00

0.3%

7.9%

7.9%

0.3%

GRAVEL SHOULDER EDGE (TYP)

PAVED SHOULDER EDGE (TYP)

STA 818+39.17
-18.00' LT
EL 880.92

0.2%

3.4%

STA 818+79.51
-18.00' LT
EL 881.41

6.8%

7.9%

8.1%

8.5%

MATCH EXISTING SHOULDERS (TYP)

STA 818+39.33
-12.00' LT
EL 881.36

STA 818+54.51
-12.00' LT
EL 881.65

STA 818+64.51
-12.00' LT
EL 881.79

STA 818+79.35
-12.00' LT
EL 882.00

1.9%

1.4%

1.4%

STH 60

PROJECT NO: 3042-01-71	HWY: STH 60	COUNTY: DODGE	CURB RAMP DETAILS - WILDGOOSE TRAIL	SHEET 24	E

2

CULVERT APRON REPLACED IN-KIND
NO PERMANENT WETLAND IMPACT

EXISTING R/W (TYP.)

ALLIANT ELECTRIC OVERHEAD

OH

846 848 850

EXISTING R/W (TYP.)

N

2

LEGEND

- EROSION MAT CLASS I TYPE A
- EROSION MAT CLASS I URBAN, TYPE B
- SILT FENCE
- SLOPE INTERCEPT
- CULVERT PIPE CHECK
- SURFACE WATER FLOW

N

EXISTING R/W (TYP.)

OH

852 854 856 858

T

ALLIANT ELECTRIC OVERHEAD

EXISTING R/W (TYP.)

FRONTIER TELEPHONE

PROJECT NO: 3042-01-71	HWY: STH 60	COUNTY: DODGE	EROSION CONTROL DETAILS	SHEET 25	E

FILE NAME : X:\PROJECTS\DODGE\200091 - 3042-01-01 STH 60\DESIGN\C3D\SHEETSPLAN\022001-EC_RECOVER.DWG
LAYOUT NAME - 022001

PLOT DATE : 11/1/2022 4:20 PM PLOT BY : RILEY SMEATON PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 44

2

2

WETLAND IMPACTS WITHIN SITE 1A - TYPE M 0.003 ACRES

HEAVY RIP RAP

PROPOSED R/W

ALLIANT ELECTRIC OVERHEAD

EXISTING R/W (TYP.)

872 874 876 878

EXISTING R/W (TYP.)

N

LEGEND

- EROSION MAT CLASS I TYPE A
- EROSION MAT CLASS I URBAN, TYPE B
- SILT FENCE
- SLOPE INTERCEPT
- CULVERT PIPE CHECK
- SURFACE WATER FLOW

ALLIANT ELECTRIC OVERHEAD

AT&T WI COMMUNICATION

BECKER RD

896 898 900 902

EXISTING R/W (TYP.)

AT&T WI COMMUNICATION

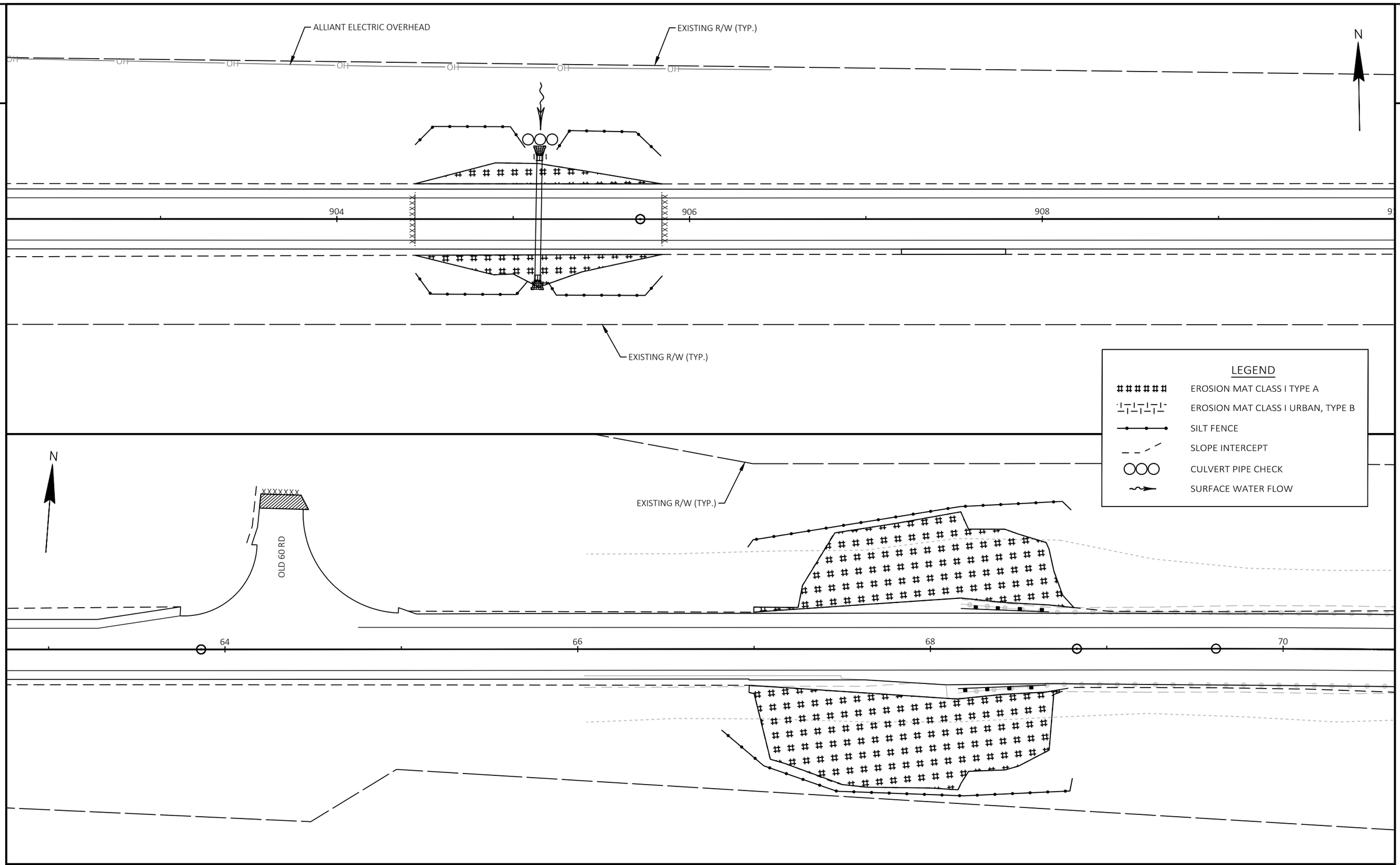
N

PROJECT NO: 3042-01-71	HWY: STH 60	COUNTY: DODGE	EROSION CONTROL DETAILS	SHEET 26	E

FILE NAME : X:\PROJECTS\DODGE\200091 - 3042-01-01 STH 60\DESIGN\C3D\SHEETSPLAN\022001-EC_RECOVER.DWG
LAYOUT NAME - 022002

PLOT DATE : 11/1/2022 4:20 PM PLOT BY : RILEY SMEATON PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 44



PROJECT NO: 3042-01-71	HWY: STH 60	COUNTY: DODGE	EROSION CONTROL DETAILS	SHEET 27	E

FILE NAME : X:\PROJECTS\DODGE\200091 - 3042-01-01 STH 60\DESIGN\C3D\SHEETSPLAN\022001-EC_RECOVER.DWG
LAYOUT NAME - 022003

PLOT DATE : 11/1/2022 4:20 PM PLOT BY : RILEY SMEATON PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 44

2

2

N

EXISTING R/W (TYP.)

CLEANING CULVERT PIPES FOR LINER VERIFICATION

CULVERT PIPE LINERS 48-INCH

72

74

76

78

WETLAND IMPACTS WITHIN
SITE 2A - TYPE M
0.043 ACRES

EXISTING R/W (TYP.)

LEGEND

- EROSION MAT CLASS I TYPE A
- EROSION MAT CLASS I URBAN, TYPE B
- SILT FENCE
- SLOPE INTERCEPT
- CULVERT PIPE CHECK
- SURFACE WATER FLOW

N

EXISTING R/W (TYP.)

SIGN

84

86

88

90

PROJECT NO: 3042-01-71	HWY: STH 60	COUNTY: DODGE	EROSION CONTROL DETAILS	SHEET 28	E

FILE NAME : X:\PROJECTS\DODGE\200091 - 3042-01-01 STH 60\DESIGN\C3D\SHEETSPLAN\022001-EC_RECOVER.DWG
LAYOUT NAME - 022004

PLOT DATE : 11/1/2022 4:20 PM PLOT BY : RILEY SMEATON PLOT NAME : PLOT SCALE : 1 IN:50 FT

2

2

N

CULVERT REPLACED IN-KIND
NO PERMANENT WETLAND IMPACT

CTH DJ

96 98 100 102

FRONTIER COMMUNICATION

CULVERT REPLACED IN-KIND
NO PERMANENT WETLAND IMPACT

HUSTISFORD UTILITIES ELECTRIC OVERHEAD
SPECTRUM COMMUNICATION

EXISTING R/W (TYP.)

LEGEND

- EROSION MAT CLASS I TYPE A
- EROSION MAT CLASS I URBAN, TYPE B
- SILT FENCE
- SLOPE INTERCEPT
- CULVERT PIPE CHECK
- SURFACE WATER FLOW

WETLAND IMPACT WITHIN
SITE 3A - TYPE M
0.048 ACRES

FRONTIER FIBER OPTIC
FRONTIER TELEPHONE

EXISTING R/W (TYP.)

N

140 142 144 146

HUSTISFORD UTILITIES ELECTRIC OVERHEAD
SPECTRUM COMMUNICATION

EXISTING R/W (TYP.)

CULVERT REPLACED IN-KIND
NO PERMANENT WETLAND IMPACT

PROJECT NO: 3042-01-71	HWY: STH 60	COUNTY: DODGE	EROSION CONTROL DETAILS	SHEET 29	E

FILE NAME : X:\PROJECTS\DODGE\200091 - 3042-01-01 STH 60\DESIGN\C3D\SHEETSPLAN\022001-EC_RECOVER.DWG
LAYOUT NAME - 022005

PLOT DATE : 11/1/2022 4:20 PM PLOT BY : RILEY SMEATON PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 44

2

2

N

EXISTING R/W (TYP.)

148 150 152 154

EXISTING R/W (TYP.)

HUSTISFORD UTILITIES ELECTRIC OVERHEAD

SPECTRUM COMMUNICATION

OH OH OH OH OH OH OH SIGN

LEGEND

- EROSION MAT CLASS I TYPE A
- EROSION MAT CLASS I URBAN, TYPE B
- SILT FENCE
- SLOPE INTERCEPT
- CULVERT PIPE CHECK
- SURFACE WATER FLOW

N

EXISTING R/W (TYP.)

WE ENERGIES GAS

CAUTION

SIGN

178 180 182 184

CULVERT REPLACED IN-KIND
NO PERMANENT WETLAND IMPACT

SPECTRUM COMMUNICATION

HUSTISFORD UTILITIES ELECTRIC OVERHEAD

EXISTING R/W (TYP.)

FRONTIER FIBER OPTIC

FRONTIER TELEPHONE

PROJECT NO: 3042-01-71	HWY: STH 60	COUNTY: DODGE	EROSION CONTROL DETAILS	SHEET 30	E

FILE NAME : X:\PROJECTS\DODGE\200091 - 3042-01-01 STH 60\DESIGN\C3D\SHEETSPLAN\022001-EC_RECOVER.DWG
LAYOUT NAME - 022006

PLOT DATE : 11/1/2022 4:21 PM PLOT BY : RILEY SMEATON PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 44

2

2

EXISTING R/W (TYP.)

EXISTING R/W (TYP.)

N

CAUTION

WE ENERGIES GAS

186 188 190 192

FRONTIER FIBER OPTIC

FRONTIER TELEPHONE

HUSTISFORD UTILITIES ELECTRIC OVERHEAD

SPECTRUM COMMUNICATION

EXISTING R/W (TYP.)

LEGEND

- EROSION MAT CLASS I TYPE A
- EROSION MAT CLASS I URBAN, TYPE B
- SILT FENCE
- SLOPE INTERCEPT
- CULVERT PIPE CHECK
- SURFACE WATER FLOW

N

HUSTISFORD UTILITIES ELECTRIC OVERHEAD

CAUTION

WE ENERGIES GAS

200 202 204 206

FRONTIER TELEPHONE

FRONTIER FIBER OPTIC

PROJECT NO: 3042-01-71	HWY: STH 60	COUNTY: DODGE	EROSION CONTROL DETAILS	SHEET 31	E

FILE NAME : X:\PROJECTS\DODGE\200091 - 3042-01-01 STH 60\DESIGN\C3D\SHEETSPLAN\022001-EC_RECOVER.DWG
LAYOUT NAME - 022007

PLOT DATE : 11/1/2022 4:21 PM PLOT BY : RILEY SMEATON PLOT NAME : PLOT SCALE : 1 IN:50 FT

2

EXISTING R/W (TYP.)

FRONTIER TELEPHONE

SPECTRUM COMMUNICATION

RUBICON ST

N

244 246 248 250

FRONTIER TELEPHONE

FRONTIER FIBER OPTIC

EXISTING R/W (TYP.)

LEGEND

- EROSION MAT CLASS I TYPE A
- EROSION MAT CLASS I URBAN, TYPE B
- SILT FENCE
- SLOPE INTERCEPT
- CULVERT PIPE CHECK
- SURFACE WATER FLOW

FRONTIER FIBER OPTIC

FRONTIER TELEPHONE

EXISTING R/W (TYP.)

N

OH OH OH OH OH OH OH OH OH

CAUTION

SPECTRUM COMMUNICATION

HUSTISFORD UTILITIES ELECTRIC OVERHEAD

ATC ELECTRIC TRANSIMISSION

CULVERT REPLACED IN-KIND
NO PERMANENT WETLAND IMPACT

296 298 300 302

CULVERT REPLACED IN-KIND
NO PERMANENT WETLAND IMPACT

EXISTING R/W (TYP.)

PROJECT NO: 3042-01-71	HWY: STH 60	COUNTY: DODGE	EROSION CONTROL DETAILS	SHEET 32	E

FILE NAME : X:\PROJECTS\DODGE\200091 - 3042-01-01 STH 60\DESIGN\C3D\SHEETSPLAN\022001-EC_RECOVER.DWG
LAYOUT NAME - 022008

PLOT DATE : 11/1/2022 4:21 PM PLOT BY : RILEY SMEATON PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 44

2

2

EXISTING R/W (TYP.)

FRONTIER FIBER OPTIC

FRONTIER TELEPHONE

N

330 332 334 336

NGS

EXISTING R/W (TYP.)

LEGEND

- EROSION MAT CLASS I TYPE A
- EROSION MAT CLASS I URBAN, TYPE B
- SILT FENCE
- SLOPE INTERCEPT
- CULVERT PIPE CHECK
- SURFACE WATER FLOW

EXISTING R/W (TYP.)

CULVERT APRON REPLACED IN-KIND
NO PERMANENT WETLAND IMPACT

N

434 436 438 440

FRONTIER TELEPHONE

EXISTING R/W (TYP.)

CULVERT APRON REPLACED IN-KIND
NO PERMANENT WETLAND IMPACT

PROJECT NO: 3042-01-71	HWY: STH 60	COUNTY: DODGE	EROSION CONTROL DETAILS	SHEET 33	E

FILE NAME : X:\PROJECTS\DODGE\200091 - 3042-01-01 STH 60\DESIGN\C3D\SHEETSPLAN\022001-EC_RECOVER.DWG
LAYOUT NAME - 022009

PLOT DATE : 11/1/2022 4:21 PM PLOT BY : RILEY SMEATON PLOT NAME : PLOT SCALE : 1 IN:50 FT

2

2

N

Horicon

Iron Ridge

Juneau

Neosho

Hartford

Slinger

Jackson

Germantown

Richfield

Watertown

Lac LaBelle

Oconomowoc

Merton

Sussex

Lannon

Menomonee Falls

Lisbon

Pewaukee

Ackerville

Kirchhayn

Colgate

Monches

Mapleton

Monterey

Thompson

Nenno

Nabob

Hustisford

Rubicon R.

Rock R.

Ashippun R.

Bark R.

Oconomowoc R.

Menomonee R.

Fox R.

Pike L.

Druid L.

Collins L.

Friess L.

Bark L.

Beck L.

Lowes L.

Amy Belle L.

L. Five

L. Keesus

Stone Bank

North L.

Moose L.

Beaver L.

Pine L.

Okauchee L.

Big Cedar L.

Little Cedar L.

Lucas L.

Silver L.

Green L.

Sinissippi L.

Hahns L.

Murphy L.

Flynn Cr.

Limestone Cr.

Neosho Mill Pond

La Belle

Ixonia

Dipersville

St. Lawrence

Cedar Creek

Mayfield

KETTLE MORAINE STATE FOREST

PIKE LAKE

WSOR

CPR

SEE DETOUR DETAIL 1

SEE DETOUR DETAIL 2

SEE DETOUR DETAIL 3

SEE DETOUR DETAIL 4

SEE DETOUR DETAIL 5

SEE DETOUR DETAIL A

SEE DETOUR DETAIL B

SEE DETOUR DETAIL C

SEE DETOUR DETAIL D

SEE DETOUR DETAIL E

SEE DETOUR DETAIL F

SEE DETOUR DETAIL G

SEE DETOUR DETAIL H

SEE DETOUR DETAIL I

SEE DETOUR DETAIL J

SEE DETOUR DETAIL 6

LEGEND

- DETOUR
- WORK AREA
- PROPOSED SIGN MOUNTED ON POST(S)
- EXISTING SIGN POST(S)
- MB — PORTABLE CHANGEABLE MESSAGE BOARD
- 1 — SEE SDD "BARRICADES AND SIGNS FOR SIDEROAD CLOSURES" DETAIL 4
- 2 — SEE DETOUR DETAIL 7
- 3 — SEE SDD "BARRICADES AND SIGNS FOR MAINLINE CLOSURES" DETAIL C

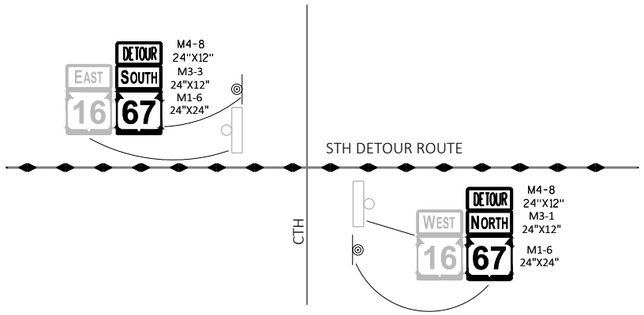
NOTE: PERMANENT SIGN LOCATIONS ARE APPROXIMATE, FINAL LOCATIONS SHALL BE PLACED IN ACCORDANCE TO WI MUTCD AND DETAILS "BARRICADES AND SIGNS FOR MAINLINE, DETOUR, ON RAMP, OFF RAMP CLOSURES AND ADVANCED WIDTH RESTRICTION", AND "BARRICADES AND SIGNS FOR SIDEROAD CLOSURES." SEE SEPARATE SHEETS FOR TRAFFIC CONTROL NOTES AND FOR ADDITIONAL INFORMATION PERTAINING TO TRAFFIC CONTROL ALONG STH 60.

PROJECT NO: 3042-01-71	HWY: STH 60	COUNTY: DODGE	DETOUR PLAN - STAGE 1	SHEET 34	E

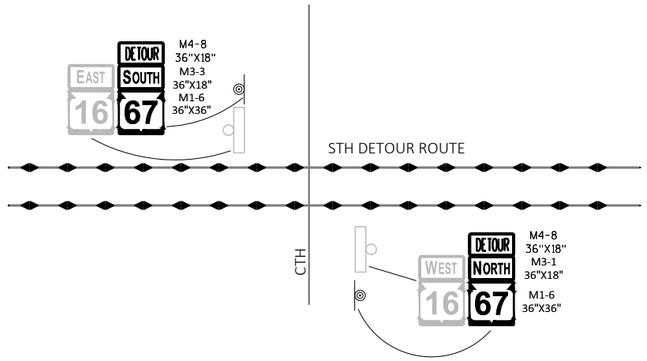
FILE NAME : X:\PROJECTS\DODGE\200091 - 3042-01-01 STH 60\DESIGN\C3D\SHEETSPLAN\027001-DT.DWG
LAYOUT NAME - OVERVIEW

PLOT DATE : 10/14/2022 11:54 AM PLOT BY : RILEY SMEATON PLOT NAME : PLOT SCALE : CUSTOM

WISDOT/CADDS SHEET 42



DETAIL 1

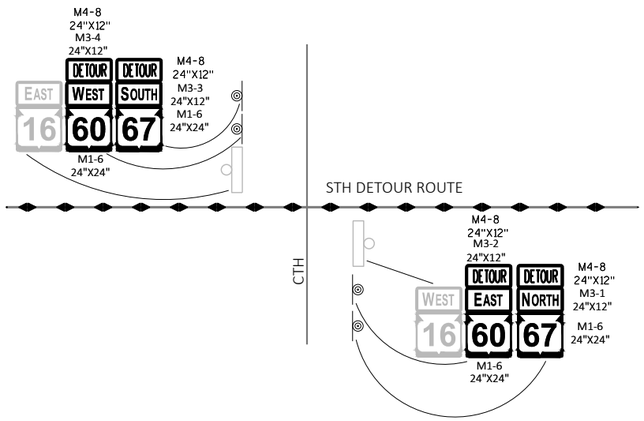


DETAIL 2

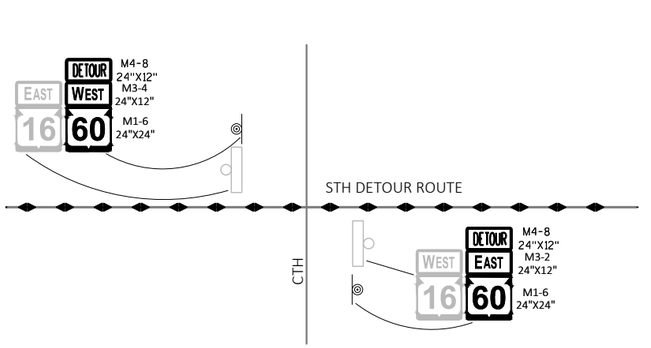
LEGEND

- DETOUR
- WORK AREA
- TC SIGN ON POST(S)
- EXISTING PERMANENT SIGN ON POST(S)
- MB — PORTABLE CHANGEABLE MESSAGE BOARD
- TC BARRICADE TYPE III WITH TC SIGN
- Ⓐ TC WARNING LIGHT TYPE A

NOTE: PERMANENT SIGN LOCATIONS ARE APPROXIMATE, FINAL LOCATIONS SHALL BE PLACED IN ACCORDANCE TO WI MUTCD AND DETAILS "BARRICADES AND SIGNS FOR MAINLINE, DETOUR, ON RAMP, OFF RAMP CLOSURES AND ADVANCED WIDTH RESTRICTION", AND "BARRICADES AND SIGNS FOR SIDEROAD CLOSURES." SEE SEPARATE SHEETS FOR TRAFFIC CONTROL NOTES AND FOR ADDITIONAL INFORMATION PERTAINING TO TRAFFIC CONTROL ALONG STH 60.

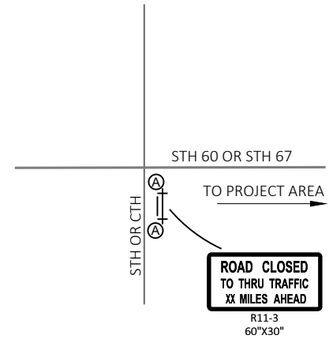


DETAIL 3

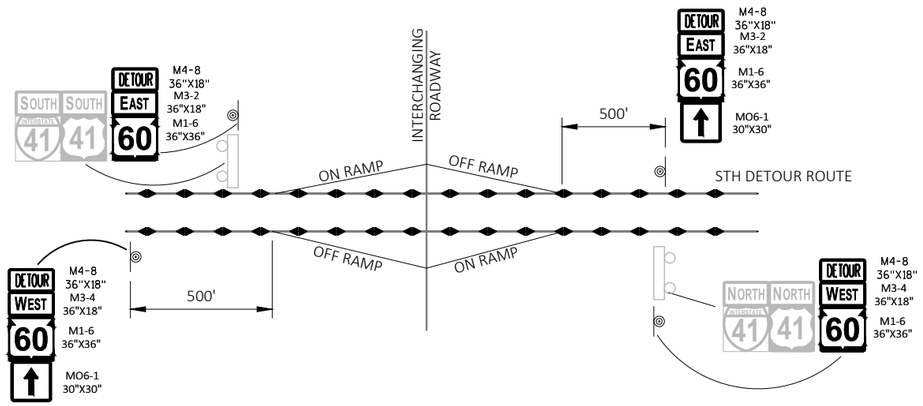


DETAIL 4

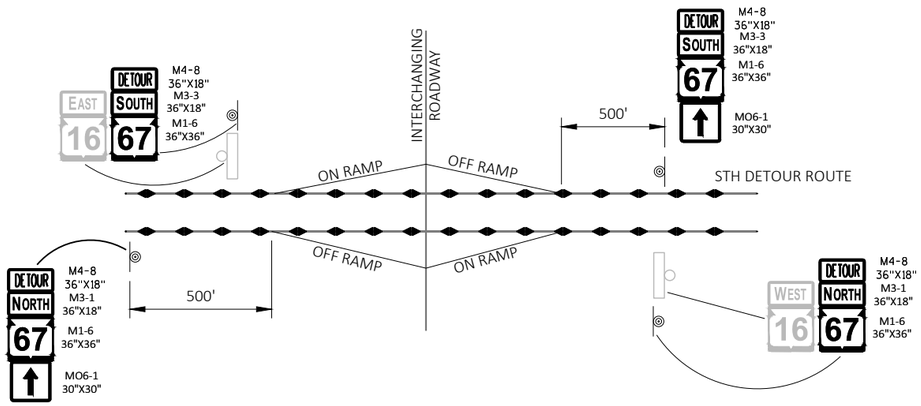
HWY	"XX"
CTH CW	10 1/4
CTH O	8
CTH O	7 1/2
CTH EE	6 1/4
CTH MM	4
CTH NN	1
CTH N	1
CTH WS	3
CTH R	4
CTH S	6
CTH S	7
CTH P	3
STH 83	7 1/4
CTH K	8 1/2
CTH CC	11 1/4
STH 175	12 3/4
STH 164	13 1/4



DETAIL 7



DETAIL 5



DETAIL 6

PROJECT NO: 3042-01-71	HWY: STH 60	COUNTY: DODGE	DETOUR PLAN - STAGE 1 DETAILS	SHEET 35	E

2

N

LEGEND

- DETOUR
- WORK AREA
- PROPOSED SIGN MOUNTED ON POST(S)
- EXISTING SIGN POST(S)
- MB — PORTABLE CHANGEABLE MESSAGE BOARD

NOTE: PERMANENT SIGN LOCATIONS ARE APPROXIMATE, FINAL LOCATIONS SHALL BE PLACED IN ACCORDANCE TO WI MUTCD AND DETAILS "BARRICADES AND SIGNS FOR MAINLINE, DETOUR, ON RAMP, OFF RAMP CLOSURES AND ADVANCED WIDTH RESTRICTION", AND "BARRICADES AND SIGNS FOR SIDEROAD CLOSURES." SEE SEPARATE SHEETS FOR TRAFFIC CONTROL NOTES AND FOR ADDITIONAL INFORMATION PERTAINING TO TRAFFIC CONTROL ALONG STH 60.

STH 67

STH 16

STH 16 - STH 67

CTH K

COVERING SIGNS TYPE I

COVERING SIGNS TYPE II

DETOUR NEXT 40 MILES
G20-51
60"X24"

200'

DETOUR / WEST 16 / NORTH 67
M4-8 36"X18"
M3-1 36"X18"
M1-6 36"X36"

ROAD OPEN TO NEOSHO
R10-61
60"X30"

ROAD CLOSED TO THRU TRAFFIC 12 ½ MILES AHEAD
R11-3
60"X30"

Oconomowoc / Mayville / Neosho
ARROW PER SIGN PLATE A4-12
9.5"X9.5"

EXIT 52 — 67 NORTH — Oconomowoc — Mayville — EXIT 1 MILE

DETOUR / NORTH 67
M4-8 36"X18"
M3-1 36"X18"
M1-6 36"X36"
M06-1 30"X30"

DETOUR / NORTH 67
M4-8 24"X12"
M3-1 24"X12"
M1-6 24"X24"
MO6-1 21"X21"

DETOUR / NORTH 67
M4-8 24"X12"
MO5-1L 21"X21"

END DETOUR / EAST 16 SOUTH 67
M4-8A 30"X24"

NORTH 67
M3-1 36"X18"
M1-6 36"X36"

DETOUR AHEAD
W20-2A

Belle

PROJECT NO: 3042-01-71	HWY: STH 60	COUNTY: DODGE	DETOUR PLAN - STAGE 1 DETAIL A	SHEET 36	E

FILE NAME : X:\PROJECTS\DODGE\200091 - 3042-01-01 STH 60\DESIGN\C3D\SHEETSPLAN\027001-DT.DWG
LAYOUT NAME - DETAIL A

PLOT DATE : 10/14/2022 11:54 AM PLOT BY : RILEY SMEATON PLOT NAME : PLOT SCALE : 1 IN : 2000FT

WISDOT/CADDS SHEET 42

2

2

LEGEND

- DETOUR
- WORK AREA
- PROPOSED SIGN MOUNTED ON POST(S)
- EXISTING SIGN POST(S)
- MB — PORTABLE CHANGEABLE MESSAGE BOARD

NOTE: PERMANENT SIGN LOCATIONS ARE APPROXIMATE, FINAL LOCATIONS SHALL BE PLACED IN ACCORDANCE TO WI MUTCD AND DETAILS "BARRICADES AND SIGNS FOR MAINLINE, DETOUR, ON RAMP, OFF RAMP CLOSURES AND ADVANCED WIDTH RESTRICTION", AND "BARRICADES AND SIGNS FOR SIDEROAD CLOSURES." SEE SEPARATE SHEETS FOR TRAFFIC CONTROL NOTES AND FOR ADDITIONAL INFORMATION PERTAINING TO TRAFFIC CONTROL ALONG STH 60.

N

STH 19

STH 16

DETOUR NORTH — M4-8 24"X12", M3-1 24"X12"
WEST 16 67 — M1-6 24"X24"

DETOUR NORTH — M4-8 24"X12", M3-1 24"X12"
WEST 16 H 67 — M1-6 24"X24"
M06-1 21"X21"

DETOUR SOUTH — M4-8 24"X12", M3-3 24"X12"
EAST 16 67 — M1-6 24"X24"

PROJECT NO: 3042-01-71	HWY: STH 60	COUNTY: DODGE	DETOUR PLAN - STAGE 1 DETAIL B	SHEET 37	E

FILE NAME : X:\PROJECTS\DODGE\200091 - 3042-01-01 STH 60\DESIGN\C3D\SHEETSPLAN\027001-DT.DWG
LAYOUT NAME - DETAIL B

PLOT DATE : 10/14/2022 11:54 AM PLOT BY : RILEY SMEATON PLOT NAME : PLOT SCALE : 1 IN : 2000FT

2

2

LEGEND

- DETOUR
- WORK AREA
- PROPOSED SIGN MOUNTED ON POST(S)
- EXISTING SIGN POST(S)
- MB — PORTABLE CHANGEABLE MESSAGE BOARD

NOTE: PERMANENT SIGN LOCATIONS ARE APPROXIMATE, FINAL LOCATIONS SHALL BE PLACED IN ACCORDANCE TO WI MUTCD AND DETAILS "BARRICADES AND SIGNS FOR MAINLINE, DETOUR, ON RAMP, OFF RAMP CLOSURES AND ADVANCED WIDTH RESTRICTION", AND "BARRICADES AND SIGNS FOR SIDEROAD CLOSURES." SEE SEPARATE SHEETS FOR TRAFFIC CONTROL NOTES AND FOR ADDITIONAL INFORMATION PERTAINING TO TRAFFIC CONTROL ALONG STH 60.

N

L

STH 16 - STH 26

CTH L

STH 16

STH 26

500'

500'

5280'

DETOUR SOUTH 67 — M4-8 36"X18" / M3-3 36"X18" / M1-6 36"X36" / MO5-2R 30"X30"

DETOUR SOUTH 67 — M4-8 36"X18" / M3-3 36"X18" / M1-6 36"X36" / MO6-2 30"X30"

DETOUR NORTH 67 — M4-8 36"X18" / M3-1 36"X18" / M1-6 36"X36"

WEST NORTH 16 26 — DETOUR NORTH 67 — M4-8 36"X18" / M3-1 36"X18" / M1-6 36"X36"

DETOUR SOUTH 67 — M4-8 36"X18" / M3-3 36"X18" / M1-6 36"X36" / MO6-2 30"X30"

DETOUR SOUTH 67 — M4-8 36"X18" / M3-3 36"X18" / M1-6 36"X36" / MO5-2R 30"X30"

WEST TO TO BUSINESS 16 26 COUNTY L 26 — DETOUR NORTH 67 — M4-8 24"X12" / M3-1 24"X12" / M1-6 24"X24" / M06-1 21"X21"

DETOUR NORTH 67 — M4-8 36"X18" / M3-1 36"X18" / M1-6 36"X36" / M06-1 30"X30"

EAST 16 — DETOUR SOUTH 67 — M4-8 36"X18" / M3-3 36"X18" / M1-6 36"X36"

EAST TO BUSINESS 16 COUNTY L 26 — DETOUR SOUTH 67 — M4-8 36"X18" / M3-3 36"X18" / M1-6 36"X36" / M06-1 30"X30"

EAST 16 — DETOUR SOUTH 67 — M4-8 24"X12" / M3-3 24"X12" / M1-6 24"X24"

EAST TO BUSINESS 16 COUNTY L 26 — DETOUR SOUTH 67 — M4-8 36"X18" / M3-3 36"X18" / M1-6 36"X36" / M06-1 30"X30"

NORTH 67 — M3-1 36"X18" / M1-6 36"X36"

DETOUR AHEAD W20-2A

26

PROJECT NO: 3042-01-71	HWY: STH 60	COUNTY: DODGE	DETOUR PLAN - STAGE 1 DETAIL C	SHEET 38	E

FILE NAME : X:\PROJECTS\DODGE\200091 - 3042-01-01 STH 60\DESIGN\C3D\SHEETSPLAN\027001-DT.DWG
LAYOUT NAME - DETAIL C

PLOT DATE : 10/14/2022 11:54 AM PLOT BY : RILEY SMEATON PLOT NAME : PLOT SCALE : 1 IN : 2000FT

WISDOT/CADDS SHEET 42

2

LEGEND

- DETOUR
- WORK AREA
- PROPOSED SIGN MOUNTED ON POST(S)
- EXISTING SIGN POST(S)
- MB — PORTABLE CHANGEABLE MESSAGE BOARD

NOTE: PERMANENT SIGN LOCATIONS ARE APPROXIMATE, FINAL LOCATIONS SHALL BE PLACED IN ACCORDANCE TO WI MUTCD AND DETAILS "BARRICADES AND SIGNS FOR MAINLINE, DETOUR, ON RAMP, OFF RAMP CLOSURES AND ADVANCED WIDTH RESTRICTION", AND "BARRICADES AND SIGNS FOR SIDEROAD CLOSURES." SEE SEPARATE SHEETS FOR TRAFFIC CONTROL NOTES AND FOR ADDITIONAL INFORMATION PERTAINING TO TRAFFIC CONTROL ALONG STH 60.

SEE SDD "BARRICADES AND SIGNS FOR MAINLINE, DETOUR, ON RAMP, OFF RAMP CLOSURES AND ADVANCED WIDTH RESTRICTION" DETAIL E

STH 60

STH 26

STH 16 - STH 60

STH 16 - STH 26

N

END DETOUR M4-8 24"X18"

EAST 60 WEST 16 WEST 60

COVERING SIGNS TYPE II

EXIT 52 — Columbus — Hustisford — 1/2 MILE

COVERING SIGNS TYPE I

DETOUR SOUTH 67 M4-8 36"X18" M3-3 36"X18" M1-6 36"X36" M06-1 30"X30"

NORTH 26 M4-8 36"X18" M3-2 36"X18" M1-6 36"X36"

DETOUR EAST 60 NEXT 36 MILES WO57-51 48"X24"

DETOUR NORTH 67 M4-8 36"X18" M3-1 36"X18" M1-6 36"X36"

NEXT 17 MILES WO57-51 48"X24"

ROAD CLOSED TO THRU TRAFFIC 1½ MILES AHEAD R11-3 60"X30"

COVERING SIGNS TYPE II — Hustisford — Columbus

M1-6 24"X24" 60 67 M1-6 24"X24"

DETOUR AHEAD W20-2A

EAST 60 WEST 16 WEST 60

WEST 16 WEST 60 EAST 60

COVERING SIGNS TYPE II

Columbus — Hustisford

COVERING SIGNS TYPE II

EAST 16 SOUTH 26 67 DETOUR SOUTH M4-8 24"X12" M3-3 24"X12" M1-6 24"X24" MO6-1 21"X21"

NORTH 26 EAST 60 DETOUR EAST 60 DETOUR NORTH 67 M4-8 24"X12" M3-1 24"X12" M1-6 24"X24" MO5-1L 21"X21"

MO5-1L 21"X21"

NORTH EAST EAST SOUTH 26 60 16 26 DETOUR NORTH 67 DETOUR SOUTH 67 M4-8 24"X12" M3-1 24"X12" M1-6 24"X24" MO6-1 21"X21" M4-8 24"X12" M3-3 24"X12" M1-6 24"X24" MO5-1R 21"X21"

ARROW SIGN PER SIGN PLATE A4-12 9.5"X9.5" — Hustisford — Juneau

EXIT 52 — Columbus — Hustisford — 1/2 MILE

COVERING SIGNS TYPE I

DETOUR EAST 60 DETOUR NORTH 67 M4-8 36"X18" M3-2 36"x18" M3-1 36"X18" M1-6 36"X36" M06-1 30"X30"

500'

NORTH 26 DETOUR EAST 60 DETOUR NORTH 67 M4-8 24"X12" M3-2 24"X12" M3-1 24"X12" M1-6 24"X24" M06-1 21"X21"

250'

EAST 60 M3-2 36"X18" M1-6 36"X36"

DETOUR AHEAD W20-2A

PROJECT NO: 3042-01-71	HWY: STH 60	COUNTY: DODGE	DETOUR PLAN - STAGE 1 DETAIL D	SHEET 39	E

FILE NAME : X:\PROJECTS\DODGE\200091 - 3042-01-01 STH 60\DESIGN\C3D\SHEETSPLAN\027001-DT.DWG
LAYOUT NAME - DETAIL D

PLOT DATE : 10/14/2022 11:54 AM PLOT BY : RILEY SMEATON PLOT NAME : PLOT SCALE : 1 IN : 1000FT

2

N

33

26

DF

S

A

W

STH 33

STH 26

CTH DF

CTH S

CTH W

CTH DJ

Hustisford

FIXED MESSAGE SIGN
54"X12"

Hustisford

FIXED MESSAGE SIGN
54"X12"

DETOUR AHEAD W20-2A

DETOUR AHEAD W20-2A

LEGEND

- DETOUR
- WORK AREA
- PROPOSED SIGN MOUNTED ON POST(S)
- EXISTING SIGN POST(S)
- MB — PORTABLE CHANGEABLE MESSAGE BOARD

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FINAL LOCATIONS SHALL BE PLACED IN ACCORDANCE TO WI MUTCD
AND DETAILS "BARRICADES AND SIGNS FOR MAINLINE, DETOUR, ON
RAMP, OFF RAMP CLOSURES AND ADVANCED WIDTH RESTRICTION",
AND "BARRICADES AND SIGNS FOR SIDEROAD CLOSURES."
SEE SEPARATE SHEETS FOR TRAFFIC CONTROL NOTES
AND FOR ADDITIONAL INFORMATION PERTAINING TO
TRAFFIC CONTROL ALONG STH 60.

PROJECT NO: 3042-01-71	HWY: STH 60	COUNTY: DODGE	DETOUR PLAN - STAGE 1 DETAIL E	SHEET 40	E

FILE NAME : X:\PROJECTS\DODGE\200091 - 3042-01-01 STH 60\DESIGN\C3D\SHEETSPLAN\027001-DT.DWG
LAYOUT NAME - DETAIL E

PLOT DATE : 10/14/2022 11:54 AM PLOT BY : RILEY SMEATON PLOT NAME : PLOT SCALE : 1 IN : 2000FT

2

2

LEGEND

DETOUR

WORK AREA

PROPOSED SIGN MOUNTED ON POST(S)

EXISTING SIGN POST(S)

MB — PORTABLE CHANGEABLE MESSAGE BOARD

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N

CTH E

STH 33

STH 28

BAND TO LIGHT POLE

BAND TO LIGHT POLE

CTH E

PROJECT NO: 3042-01-71	HWY: STH 60	COUNTY: DODGE	DETOUR PLAN - STAGE 1 DETAIL F	SHEET 41	E

FILE NAME : X:\PROJECTS\DODGE\200091 - 3042-01-01 STH 60\DESIGN\C3D\SHEETSPLAN\027001-DT.DWG
LAYOUT NAME - DETAIL F

PLOT DATE : 10/14/2022 11:54 AM PLOT BY : RILEY SMEATON PLOT NAME : PLOT SCALE : 1 IN : 1000FT

2

2

LEGEND

- DETOUR
- WORK AREA
- PROPOSED SIGN MOUNTED ON POST(S)
- EXISTING SIGN POST(S)
- MB — PORTABLE CHANGEABLE MESSAGE BOARD

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N

67

33

M1-6 24"X24" 60 67 M1-6 24"X24"
DETOUR AHEAD W20-2A

M4-8 24"X12" DETOUR EAST M4-8 24"X12" M3-2 24"X12" M3-4 24"X12" M1-6 24"X24" 60 60 M1-6 24"X24" MO5-1L 21"X21" MO5-1R 21"X21"

M4-8 24"X12" DETOUR EAST SOUTH WEST 33 67 33 MO5-1R 21"X21"

M4-8 24"X12" DETOUR EAST M4-8 24"X12" M3-2 24"X12" M3-4 24"X12" M1-6 24"X24" 60 60 M1-6 24"X24" M06-1 21"X21" M06-1 21"X21"

M4-8 24"X12" DETOUR EAST SOUTH WEST 33 67 33 M06-1 21"X21"

67 MO6-6R 21"X21"

M4-8 24"X12" DETOUR WEST M3-4 24"X12" 60 M1-6 24"X24" M06-1 21"X21"

M4-8 24"X12" DETOUR SOUTH WEST NORTH 67 33 67 DETOUR WEST M4-8 24"X12" M3-4 24"X12" 60 M1-6 24"X24" M06-1 21"X21" M06-1 21"X21"

M4-8 24"X12" DETOUR WEST M3-4 24"X12" M1-6 24"X24" 60 NEXT 17 MILES WO57-51 48"X24"

DETOUR SOUTH 67 M1-6 24"X24" NEXT 40 MILES WO57-51 48"X24"

STH 33

M4-8A 24"X18" END DETOUR NORTH WEST SOUTH 67 33 67

M4-8 24"X12" DETOUR EAST M3-2 24"X12" M1-6 24"X24" 60 M06-1 21"X21"

67 M06-1 21"X21"

ROAD OPEN TO IRON RIDGE R10-61 60"X30"

STH 67

ROAD CLOSED TO THRU TRAFFIC 9 MILES AHEAD R11-3 60"X30"

M4-8 24"X12" DETOUR EAST M3-2 24"X12" M1-6 24"X24" 60

SOUTH 67 M3-3 24"X12" M1-6 24"X24"
DETOUR AHEAD W20-2A

PROJECT NO: 3042-01-71	HWY: STH 60	COUNTY: DODGE	DETOUR PLAN - STAGE 1 DETAIL G	SHEET 42	E

FILE NAME : X:\PROJECTS\DODGE\200091 - 3042-01-01 STH 60\DESIGN\C3D\SHEETSPLAN\027001-DT.DWG
LAYOUT NAME - DETAIL G

PLOT DATE : 10/14/2022 11:54 AM PLOT BY : RILEY SMEATON PLOT NAME : PLOT SCALE : 1 IN : 1000FT

2

2

LEGEND

- DETOUR
- WORK AREA
- PROPOSED SIGN MOUNTED ON POST(S)
- EXISTING SIGN POST(S)
- MB — PORTABLE CHANGEABLE MESSAGE BOARD

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N

STH 175

STH 33

DETOUR WEST 60
M4-8 24"X12"
M3-4 24"X12"
M1-6 24"X24"
M06-1 21"X21"

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

M4-8 24"X12" DETOUR EAST 60
M3-2 24"X12"
M1-6 24"X24"

M4-8 24"X12" DETOUR EAST 60
M3-2 24"X12"
M1-6 24"X24"
M06-1 21"X21"

PROJECT NO: 3042-01-71	HWY: STH 60	COUNTY: DODGE	DETOUR PLAN - STAGE 1 DETAIL H	SHEET 43	E

FILE NAME : X:\PROJECTS\DODGE\200091 - 3042-01-01 STH 60\DESIGN\C3D\SHEETSPLAN\027001-DT.DWG
LAYOUT NAME - DETAIL H

PLOT DATE : 10/14/2022 11:55 AM PLOT BY : RILEY SMEATON PLOT NAME : PLOT SCALE : 1 IN : 2000FT

2

WEST 60 M3-4 36"X18" M1-6 36"X36"
DETOUR AHEAD W20-2A

DETOUR WEST 60 M4-8 36"X18" M3-4 36"X18" M1-6 36"X36" MO5-2R 30"X30"

PORTABLE CHANGEABLE MESSAGE SIGN (PCMS)

SIGN TO READ
PHASE 1: HARTFORD TRAFFIC
PHASE 2: USE EXIT 64B"

DETOUR WEST 60 M4-8 36"X18" M3-4 36"X18" M1-6 36"X36" MO6-2 30"X30"

DETOUR WEST 60 M4-8 24"X12" M3-4 24"X12" M1-6 24"X24" MO6-1 21"X21"

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

DETOUR WEST 60 M4-8 24"X12" M3-4 24"X12" M1-6 24"X24" MO6-1 21"X21"

DETOUR EAST 60 M4-8 24"X12" M3-2 24"X12" M1-6 24"X24" MO6-1 21"X21"

EAST 60 M3-2 24"X12" M1-6 24"X24"
DETOUR AHEAD W20-2A

DETOUR WEST 60 M4-8 24"X12" M3-4 24"X12" M1-6 24"X24" MO6-1 21"X21"

DETOUR EAST 60 M4-8 24"X12" M3-2 24"X12" M1-6 24"X24"

DETOUR EAST 60 M4-8 36"X18" M3-2 36"X18" M1-6 36"X36"

DETOUR EAST 60 M4-8 24"X12" M3-2 24"X12" M1-6 24"X24" MO6-1 21"X21"

DETOUR EAST 60 M4-8 24"X12" M3-2 24"X12" M1-6 24"X24" MO5-1 21"X21"

DETOUR WEST 60 M4-8 36"X18" M3-4 36"X18" M1-6 36"X36" MO6-2 30"X30"

DETOUR WEST 60 M4-8 36"X18" M3-4 36"X18" M1-6 36"X36" MO5-2R 30"X30"

LEGEND

- DETOUR
- WORK AREA
- PROPOSED SIGN MOUNTED ON POST(S)
- EXISTING SIGN POST(S)
- PORTABLE CHANGEABLE MESSAGE BOARD

NOTE: PERMANENT SIGN LOCATIONS ARE APPROXIMATE, FINAL LOCATIONS SHALL BE PLACED IN ACCORDANCE TO WI MUTCD AND DETAILS "BARRICADES AND SIGNS FOR MAINLINE, DETOUR, ON RAMP, OFF RAMP CLOSURES AND ADVANCED WIDTH RESTRICTION", AND "BARRICADES AND SIGNS FOR SIDEROAD CLOSURES."
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N

MB

STH 33

CTH W

IH 41

72

PROJECT NO: 3042-01-71	HWY: STH 60	COUNTY: DODGE	DETOUR PLAN - STAGE 1 DETAIL I	SHEET 44	E

FILE NAME : X:\PROJECTS\DODGE\200091 - 3042-01-01 STH 60\DESIGN\C3D\SHEETSPLAN\027001-DT.DWG
LAYOUT NAME - DETAIL I

PLOT DATE : 10/14/2022 11:55 AM PLOT BY : RILEY SMEATON PLOT NAME : PLOT SCALE : 1 IN : 2000FT

2

LEGEND

- DETOUR
- WORK AREA
- PROPOSED SIGN MOUNTED ON POST(S)
- EXISTING SIGN POST(S)
- MB — PORTABLE CHANGEABLE MESSAGE BOARD

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N

STH 60

IH 41

DETOUR NEXT 36 MILES
G20-51
60"X24"

DETOUR / WEST / 60
M4-8 36"X18"
M3-4 36"X18"
M1-6 36"X36"

ROAD OPEN TO HARTFORD
R10-61
60"X30"

DETOUR / WEST / 60
M4-8 36"X18"
M3-4 36"X18"
M1-6 36"X36"
MO6-1 30"X30"

END DETOUR
M4-8A 24"X18"
EAST 60 | WEST 60
COVERING SIGNS TYPE II

DETOUR / WEST / 60
M4-8 36"X18"
M3-4 36"X18"
M1-6 36"X36"
MO5-1L 30"X30"

DETOUR / WEST / 60
M4-8 36"X18"
M3-4 36"X18"
M1-6 36"X36"
MO6-1 30"X30"

DETOUR / WEST / 60
M4-8 36"X18"
M3-4 36"X18"
M1-6 36"X36"
MO6-1 30"X30"

WEST 60 TO SOUTH 41 ONLY
COVERING SIGNS TYPE I

SOUTH 41 | WEST 60
COVERING SIGNS TYPE I

DETOUR / WEST / 60
M4-8 36"X18"
M3-4 36"X18"
M1-6 36"X36"
MO5-1R 30"X30"

DETOUR AHEAD
W20-2A

ROAD CLOSED TO THRU TRAFFIC 14 MILES AHEAD
R11-3
60"X30"

WEST 60
M3-4 36"X18"
M1-6 36"X36"

DETOUR AHEAD
W20-2A

64

60

C

PROJECT NO: 3042-01-71	HWY: STH 60	COUNTY: DODGE	DETOUR PLAN - STAGE 1 DETAIL J	SHEET 45	E

FILE NAME : X:\PROJECTS\DODGE\200091 - 3042-01-01 STH 60\DESIGN\C3D\SHEETSPLAN\027001-DT.DWG
LAYOUT NAME - DETAIL J

PLOT DATE : 10/14/2022 11:55 AM PLOT BY : RILEY SMEATON PLOT NAME : PLOT SCALE : 1 IN : 2000FT

2

LEGEND

- DETOUR
- WORK AREA
- PROPOSED SIGN MOUNTED ON POST(S)
- EXISTING SIGN POST(S)
- MB — PORTABLE CHANGEABLE MESSAGE BOARD
- 1 — SEE SDD "BARRICADES AND SIGNS FOR SIDEROAD CLOSURES" DETAIL 4

NOTE: PERMANENT SIGN LOCATIONS ARE APPROXIMATE, FINAL LOCATIONS SHALL BE PLACED IN ACCORDANCE TO WI MUTCD AND DETAILS "BARRICADES AND SIGNS FOR MAINLINE, DETOUR, ON RAMP, OFF RAMP CLOSURES AND ADVANCED WIDTH RESTRICTION", AND "BARRICADES AND SIGNS FOR SIDEROAD CLOSURES." SEE SEPARATE SHEETS FOR TRAFFIC CONTROL NOTES AND FOR ADDITIONAL INFORMATION PERTAINING TO TRAFFIC CONTROL ALONG STH 60.

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

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

SEE DETOUR DETAIL A

SEE DETOUR DETAIL B

SEE DETOUR DETAIL C

SEE DETOUR DETAIL D

SEE DETOUR DETAIL E

SEE DETOUR DETAIL F

PROJECT NO: 3042-01-71	HWY: STH 60	COUNTY: DODGE	DETOUR PLAN - STAGE 2	SHEET 46	E

FILE NAME : X:\PROJECTS\DODGE\200091 - 3042-01-01 STH 60\DESIGN\C3D\SHEETSPLAN\027002-DT.DWG
LAYOUT NAME - 027001-dt

PLOT DATE : 10/14/2022 12:09 PM PLOT BY : RILEY SMEATON PLOT NAME : PLOT SCALE : CUSTOM

2

LEGEND

- DETOUR
- WORK AREA
- PROPOSED SIGN MOUNTED ON POST(S)
- EXISTING SIGN POST(S)
- MB — PORTABLE CHANGEABLE MESSAGE BOARD

NOTE: PERMANENT SIGN LOCATIONS ARE APPROXIMATE, FINAL LOCATIONS SHALL BE PLACED IN ACCORDANCE TO WI MUTCD AND DETAILS "BARRICADES AND SIGNS FOR MAINLINE, DETOUR, ON RAMP, OFF RAMP CLOSURES AND ADVANCED WIDTH RESTRICTION", AND "BARRICADES AND SIGNS FOR SIDEROAD CLOSURES." SEE SEPARATE SHEETS FOR TRAFFIC CONTROL NOTES AND FOR ADDITIONAL INFORMATION PERTAINING TO TRAFFIC CONTROL ALONG STH 60.

SEE SDD "BARRICADES AND SIGNS FOR MAINLINE, DETOUR, ON RAMP, OFF RAMP CLOSURES AND ADVANCED WIDTH RESTRICTION" DETAIL D

SEE SDD "BARRICADES AND SIGNS FOR MAINLINE, DETOUR, ON RAMP, OFF RAMP CLOSURES AND ADVANCED WIDTH RESTRICTION" DETAIL A

DETOUR NEXT 26 MILES
G20-51
60"X24"

DETOUR
NORTH EAST
26 60
M4-8 36"X18"
M3-2 36"X18"
M1-6 36"X36"

M4-8A 30"X24"
M3-4 36"X18"
M1-6 36"X36"
END DETOUR
WEST
60

EAST WEST WEST
60 16 60
(COVER)

EXIT 52
16 60
Columbus
Hustisford
1/2 MILE
(COVER)

(COVER)
Hustisford
Columbus

Columbus
Hustisford
(COVER ARROW PER SIGN PLATE A4-12)

M4-8 24"X12"
DETOUR
WEST WEST EAST
16 60 60
M06-1 21"X21"

EAST
60
M3-2 24"X12"
M1-6 24"X24"

DETOUR AHEAD
W20-2A

DETOUR
NORTH EAST EAST SOUTH
26 60 16 26
M4-8 24"X12"

DETOUR
NORTH EAST
26 60
M4-8 24"X12"

Hustisford
Juneau
(COVER ARROW PER SIGN PLATE A4-12)

MO5-1L 21"X21"

DETOUR
EAST
60
M4-8 36"X18"
M3-2 36"x18"
M1-6 36"X36"
M06-1 30"X30"

EAST
60
M3-2 36"X18"
M1-6 36"X36"

DETOUR AHEAD
W20-2A

DETOUR
WEST WEST EAST
16 60 60
M4-8 36"X18"
M06-1 21"X21"

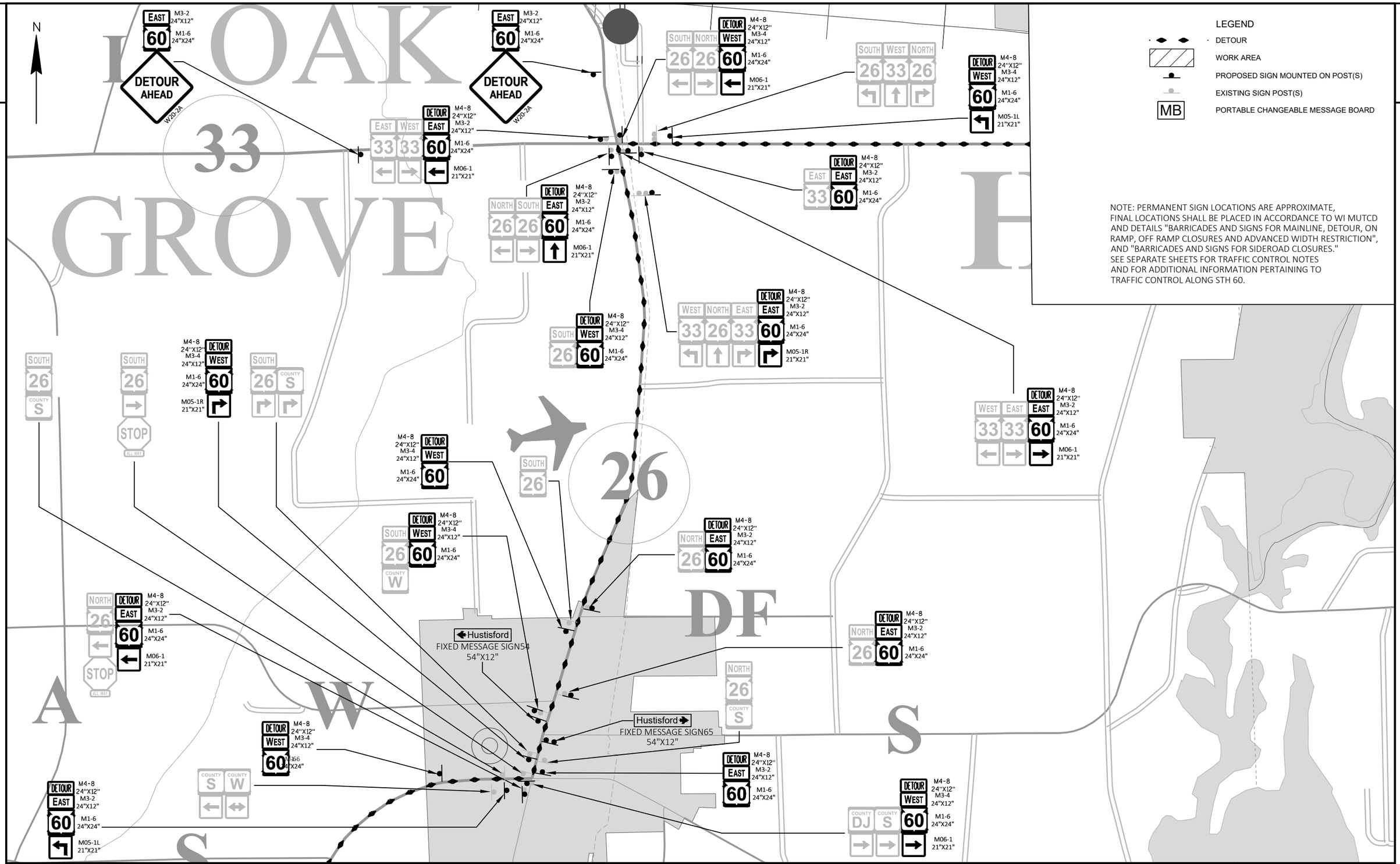
DETOUR
NORTH EAST
26 60
M4-8 24"X12"
M3-2 24"X12"
M1-6 24"X24"
M06-1 21"X21"

N

K J K 16 J C J 60 20

PROJECT NO: 3042-01-71	HWY: STH 60	COUNTY: DODGE	DETOUR PLAN - STAGE 2 DETAIL A	SHEET 47	E

FILE NAME : X:\PROJECTS\DODGE\200091 - 3042-01-01 STH 60\DESIGN\C3D\SHEETSPLAN\027002-DT.DWG
LAYOUT NAME - 027002-dt
PLOT DATE : 10/14/2022 12:09 PM PLOT BY : RILEY SMEATON PLOT NAME : PLOT SCALE : 1 IN : 2000FT



PROJECT NO: 3042-01-71	HWY: STH 60	COUNTY: DODGE	DETOUR PLAN - STAGE 2 DETAIL B	SHEET 48	E

FILE NAME : X:\PROJECTS\DODGE\200091 - 3042-01-01 STH 60\DESIGN\C3D\SHEETSPLAN\027002-DT.DWG
LAYOUT NAME - 027002-dt (2)
PLOT DATE : 10/14/2022 12:09 PM PLOT BY : RILEY SMEATON PLOT NAME : PLOT SCALE : 1 IN : 2000FT

2

2

LEGEND

- DETOUR
- WORK AREA
- PROPOSED SIGN MOUNTED ON POST(S)
- EXISTING SIGN POST(S)
- MB — PORTABLE CHANGEABLE MESSAGE BOARD

NOTE: PERMANENT SIGN LOCATIONS ARE APPROXIMATE, FINAL LOCATIONS SHALL BE PLACED IN ACCORDANCE TO WI MUTCD AND DETAILS "BARRICADES AND SIGNS FOR MAINLINE, DETOUR, ON RAMP, OFF RAMP CLOSURES AND ADVANCED WIDTH RESTRICTION", AND "BARRICADES AND SIGNS FOR SIDEROAD CLOSURES." SEE SEPARATE SHEETS FOR TRAFFIC CONTROL NOTES AND FOR ADDITIONAL INFORMATION PERTAINING TO TRAFFIC CONTROL ALONG STH 60.

N

E

M4-8 24"X12" / M3-4 24"X12" / M1-6 24"X24" / M06-1 21"X21" — DETOUR WEST 60 ←

M4-8 24"X12" / M3-4 24"X12" / M1-6 24"X24" / M05-1L 21"X21" — DETOUR WEST 60 ↰

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

M4-8 24"X12" / M3-4 24"X12" / M1-6 24"X24" / M06-1 21"X21" — DETOUR WEST 60 →

M4-8 24"X12" / M3-4 24"X12" / M1-6 24"X24" / M05-1R 21"X21" — DETOUR WEST 60 ↱

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

M4-8 24"X12" / M3-2 24"X12" / M1-6 24"X24" / M06-1 21"X21" — DETOUR EAST 60 →

M4-8 24"X12" / M3-2 24"X12" / M1-6 24"X24" / M05-1L 21"X21" — DETOUR EAST 60 ↰

M4-8 24"X12" / M3-2 24"X12" / M1-6 24"X24" / M06-1 21"X21" — DETOUR EAST 60 ←

M4-8 24"X12" / M3-2 24"X12" / M1-6 24"X24" / M05-1R 21"X21" — DETOUR EAST 60 ↱

WEST 33 · EAST 33 · COUNTY E · SPEED LIMIT 25 · ONLY

Horicon

PROJECT NO: 3042-01-71	HWY: STH 60	COUNTY: DODGE	DETOUR PLAN - STAGE 2 DETAIL C	SHEET 49	E

FILE NAME : X:\PROJECTS\DODGE\200091 - 3042-01-01 STH 60\DESIGN\C3D\SHEETSPLAN\027002-DT.DWG
LAYOUT NAME - 027002-dt (3)

PLOT DATE : 10/14/2022 12:09 PM PLOT BY : RILEY SMEATON PLOT NAME : PLOT SCALE : 1 IN : 1000FT

WISDOT/CADDS SHEET 42

2

2

LEGEND

- DETOUR
- WORK AREA
- PROPOSED SIGN MOUNTED ON POST(S)
- EXISTING SIGN POST(S)
- MB — PORTABLE CHANGEABLE MESSAGE BOARD

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N

67

33

WEST 60 — M3-4 24"X12", M1-6 24"X24"
DETOUR AHEAD — W20-2A

DETOUR / WEST 60 — M4-8 24"X12", M3-4 24"X12", M1-6 24"X24", M06-1 21"X21"

EAST SOUTH WEST: 33 67 33 — DETOUR / WEST 60 — M4-8 24"X12", M3-4 24"X12", M1-6 24"X24", M05-1R 21"X21"

SOUTH WEST NORTH: 67 33 67 — DETOUR / WEST 60 — M4-8 24"X12", M3-4 24"X12", M1-6 24"X24", M06-1 21"X21"

NORTH 67

STOP 67 (ALL WAY)

WEST 33
Horicon 4
Beaver Dam 1

M4-8 24"X12", M3-2 24"X12", M1-6 24"X24", M05-1R 21"X21" — DETOUR / EAST 60

STOP 67 (ALL WAY)

DETOUR / EAST 60 — M4-8 24"X12", M3-2 24"X12", M1-6 24"X24", M06-1 21"X21"

SOUTH 67

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

WEST NORTH EAST: 33 67 33 — DETOUR / WEST 60 — M4-8 24"X12", M3-4 24"X12", M1-6 24"X24", M06-1 21"X21"

WEST SOUTH EAST: 33 67 33 — DETOUR / WEST 60 — M4-8 24"X12", M3-4 24"X12", M1-6 24"X24", M05-1L 21"X21"

WEST 60 — M3-4 24"X12", M1-6 24"X24"
DETOUR AHEAD — W20-2A

PROJECT NO: 3042-01-71	HWY: STH 60	COUNTY: DODGE	DETOUR PLAN - STAGE 2 DETAIL D	SHEET 50	E

FILE NAME : X:\PROJECTS\DODGE\200091 - 3042-01-01 STH 60\DESIGN\C3D\SHEETSPLAN\027002-DT.DWG
LAYOUT NAME - 027002-dt (4)
PLOT DATE : 10/14/2022 12:09 PM PLOT BY : RILEY SMEATON PLOT NAME : PLOT SCALE : 1 IN : 1000FT

2

2

D

WS

R

RUBICO

N

LEGEND

DETOUR

WORK AREA

PROPOSED SIGN MOUNTED ON POST(S)

EXISTING SIGN POST(S)

MB PORTABLE CHANGEABLE MESSAGE BOARD

NOTE: PERMANENT SIGN LOCATIONS ARE APPROXIMATE, FINAL LOCATIONS SHALL BE PLACED IN ACCORDANCE TO WI MUTCD AND DETAILS "BARRICADES AND SIGNS FOR MAINLINE, DETOUR, ON RAMP, OFF RAMP CLOSURES AND ADVANCED WIDTH RESTRICTION", AND "BARRICADES AND SIGNS FOR SIDEROAD CLOSURES." SEE SEPARATE SHEETS FOR TRAFFIC CONTROL NOTES AND FOR ADDITIONAL INFORMATION PERTAINING TO TRAFFIC CONTROL ALONG STH 60.

DETOUR WEST NORTH 67 60 M4-8 24"X12" M3-4 24"X12" M1-6 24"X24"

Hustisford FIXED MESSAGE SIGN 66"X15"

COUNTY R

COUNTY R

DETOUR WEST NORTH 67 60 M4-8 24"X12" M3-4 24"X12" M1-6 24"X24"

COUNTY WS

DETOUR EAST SOUTH 67 60 M4-8 24"X12" M3-2 24"X12" M1-6 24"X24"

Hustisford FIXED MESSAGE SIGN 66"X15"

COUNTY WS

DETOUR EAST SOUTH 67 60 M4-8 24"X12" M3-2 24"X12" M1-6 24"X24"

PROJECT NO: 3042-01-71	HWY: STH 60	COUNTY: DODGE	DETOUR PLAN - STAGE 2 DETAIL E	SHEET 51	E

FILE NAME : X:\PROJECTS\DODGE\200091 - 3042-01-01 STH 60\DESIGN\C3D\SHEETSPLAN\027002-DT.DWG
LAYOUT NAME - 027002-dt (5)

PLOT DATE : 10/14/2022 12:09 PM PLOT BY : RILEY SMEATON PLOT NAME : PLOT SCALE : 1 IN : 2000FT

WISDOT/CADDS SHEET 42

2

2

LEGEND

- DETOUR
- WORK AREA
- PROPOSED SIGN MOUNTED ON POST(S)
- EXISTING SIGN POST(S)
- MB — PORTABLE CHANGEABLE MESSAGE BOARD

NOTE: PERMANENT SIGN LOCATIONS ARE APPROXIMATE, FINAL LOCATIONS SHALL BE PLACED IN ACCORDANCE TO WI MUTCD AND DETAILS "BARRICADES AND SIGNS FOR MAINLINE, DETOUR, ON RAMP, OFF RAMP CLOSURES AND ADVANCED WIDTH RESTRICTION", AND "BARRICADES AND SIGNS FOR SIDEROAD CLOSURES." SEE SEPARATE SHEETS FOR TRAFFIC CONTROL NOTES AND FOR ADDITIONAL INFORMATION PERTAINING TO TRAFFIC CONTROL ALONG STH 60.

N

M4-8A 24"X18" END DETOUR — EAST 60 | SOUTH 67 | WEST 60 — (COVER)

DETOUR NEXT 26 MILES — G20-51 60"X24"

DETOUR M4-8 24"X12" — NORTH 67 | WEST 60 | M3-4 24"X12" | M1-6 24"X24"

M4-8 24"X12" DETOUR — EAST 60 | WEST 60 — (COVER)

DETOUR M4-8 24"X12" — SOUTH 67 | NORTH 67 | WEST 60 | M3-4 24"X12" | M1-6 24"X24" | M06-1 21"X21"

ROAD CLOSED 500 FT W20-3D

JCT 67

WEST M3-4 24"X12" — 60 M1-6 24"X24" — DETOUR AHEAD W20-2A

ROAD CLOSED AHEAD W20-3A

(COVER ARROW PER SIGN PLATE A4-12) Hustisford / Neosho / Iron Ridge

MB

SOUTH 67

SEE SDD 15C-2 DETAIL B

Mayville / Hustisford / Hartford (COVER ARROW PER SIGN PLATE A4-12)

END DETOUR M4-8A 30"X24" — EAST 60

M4-8 24"X12" DETOUR — WEST 60 | EAST 60 — M06-1 21"X21"

M4-8 24"X12" DETOUR — WEST 60 | NORTH 67 | EAST 60 — M06-1 21"X21"

M4-8 24"X12" DETOUR — SOUTH 67 | WEST 60 | NORTH 67 — M05-1R 21"X21"

WEST M3-4 24"X12" — 60 M1-6 24"X24" — DETOUR AHEAD W20-2A

Hart

60

EE

Neosho Mill

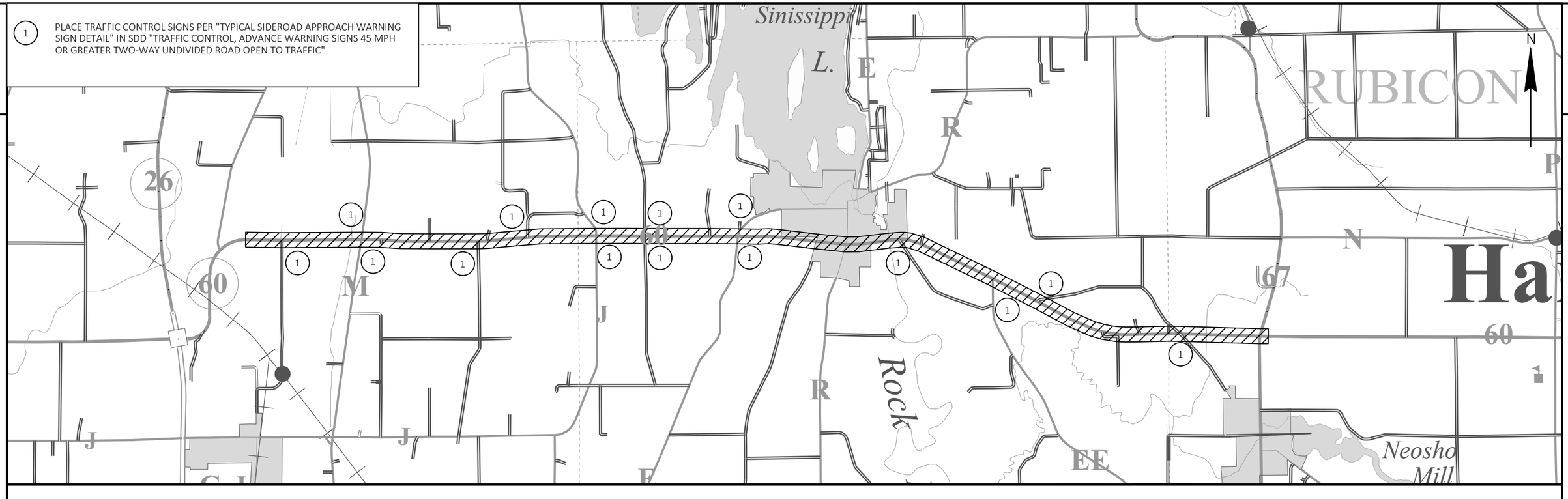
PROJECT NO: 3042-01-71	HWY: STH 60	COUNTY: DODGE	DETOUR PLAN - STAGE 2 DETAIL F	SHEET 52	E

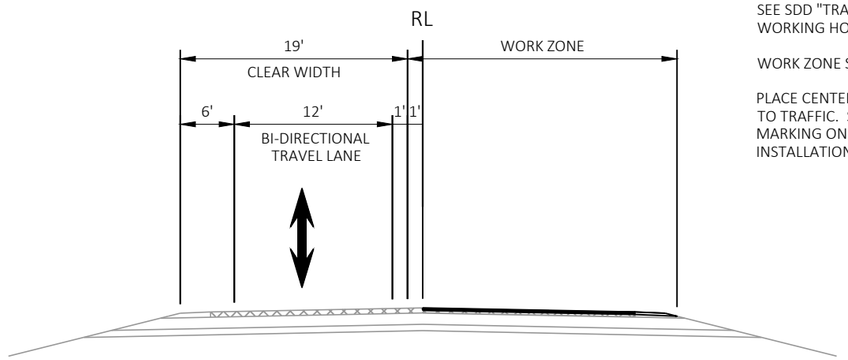
FILE NAME : X:\PROJECTS\DODGE\200091 - 3042-01-01 STH 60\DESIGN\C3D\SHEETSPLAN\027002-DT.DWG
LAYOUT NAME - 027002-dt (6)

PLOT DATE : 10/14/2022 12:09 PM PLOT BY : RILEY SMEATON PLOT NAME : PLOT SCALE : 1 IN : 2000FT

WISDOT/CADDS SHEET 42

1 PLACE TRAFFIC CONTROL SIGNS PER "TYPICAL SIDEROAD APPROACH WARNING SIGN DETAIL" IN SDD "TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 MPH OR GREATER TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC"





TRAFFIC CONTROL TYPICAL SECTION

STH 60
TYPICAL STAGING FOR SURFACE LIFT PAVING OPERATIONS
(WORK ZONE FOR STH 60 EB SHOWN; MIRROR
TYPICAL SECTION FOR STH 60 WB WORK ZONE)

NOTES

ENSURE HMA PAVEMENT BINDER LIFT AND CENTERLINE TEMPORARY MARKING LINE PAINT 4-INCH ARE IN PLACE PRIOR TO REMOVING DETOUR AND OPENING STH 60 TO THROUGH TRAFFIC.

SEE SDD "TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION" TO REDUCE TRAFFIC TO ONE LANE BI-DIRECTIONAL TRAFFIC DURING WORKING HOURS.

SEE SDD "TRAFFIC CONTROL FOR DROP-OFF SIGNING" IF >2" DROPOFF WILL BE PRESENT OUTSIDE OF WORKING HOURS.

WORK ZONE SHOWN INCLUDES WORKING ROOM AND BUFFER TO LIVE TRAFFIC.

PLACE CENTERLINE TEMPORARY MARKING LINE EPOXY 4-INCH ON PAVED SURFACES PRIOR TO OPENING TO TRAFFIC. SEE SDD "PERMANENT LONGITUDINAL PAVEMENT MARKINGS". PLACE TEMPORARY MARKING ON THE SURFACE LIFT IN EXACT LOCATION OF ULTIMATE PERMANENT MARKING INSTALLATION.

PROJECT NO: 3042-01-71	HWY: STH 60	COUNTY: DODGE	TRAFFIC CONTROL - STAGE 3	SHEET 53	E

Estimate Of Quantities

3042-01-71

Line	Item	Item Description	Unit	Total	Qty
0002	203.0100	Removing Small Pipe Culverts	EACH	13.000	13.000
0004	204.0100	Removing Concrete Pavement	SY	33.000	33.000
0006	204.0115	Removing Asphaltic Surface Butt Joints	SY	995.000	995.000
0008	204.0120	Removing Asphaltic Surface Milling	SY	209,400.000	209,400.000
0010	204.0165	Removing Guardrail	LF	1,025.000	1,025.000
0012	204.9060.S	Removing (item description) 01. Removing Endwalls	EACH	2.000	2.000
0014	205.0100	Excavation Common	CY	6,115.000	6,115.000
0016	209.2500	Backfill Granular Grade 2	TON	9,173.000	9,173.000
0018	213.0100	Finishing Roadway (project) 01. 3042-01-71	EACH	1.000	1.000
0020	305.0110	Base Aggregate Dense 3/4-Inch	TON	392.000	392.000
0022	305.0120	Base Aggregate Dense 1 1/4-Inch	TON	283.000	283.000
0024	305.0500	Shaping Shoulders	STA	1,104.000	1,104.000
0026	305.0504.S	Hauling Excess Shoulder Material	CY	1,828.000	1,828.000
0028	455.0605	Tack Coat	GAL	24,100.000	24,100.000
0030	460.0105.S	HMA Percent Within Limits (PWL) Test Strip Volumetrics	EACH	2.000	2.000
0032	460.0110.S	HMA Percent Within Limits (PWL) Test Strip Density	EACH	2.000	2.000
0034	460.2005	Incentive Density PWL HMA Pavement	DOL	45,350.000	45,350.000
0036	460.2007	Incentive Density HMA Pavement Longitudinal Joints	DOL	46,760.000	46,760.000
0038	460.2010	Incentive Air Voids HMA Pavement	DOL	73,780.000	73,780.000
0040	460.6223	HMA Pavement 3 MT 58-28 S	TON	40,250.000	40,250.000
0042	460.6224	HMA Pavement 4 MT 58-28 S	TON	33,530.000	33,530.000
0044	465.0120	Asphaltic Surface Driveways and Field Entrances	TON	202.000	202.000
0046	465.0450	Asphaltic Intersection Rumble Strips	SY	100.000	100.000
0048	520.1024	Apron Endwalls for Culvert Pipe 24-Inch	EACH	6.000	6.000
0050	520.1030	Apron Endwalls for Culvert Pipe 30-Inch	EACH	4.000	4.000
0052	520.1036	Apron Endwalls for Culvert Pipe 36-Inch	EACH	6.000	6.000
0054	520.1048	Apron Endwalls for Culvert Pipe 48-Inch	EACH	6.000	6.000
0056	520.1060	Apron Endwalls for Culvert Pipe 60-Inch	EACH	4.000	4.000
0058	520.3148	Culvert Pipe Class III 48-Inch	LF	394.000	394.000
0060	520.3160	Culvert Pipe Class III 60-Inch	LF	212.000	212.000
0062	520.3324	Culvert Pipe Class III-A 24-Inch	LF	204.000	204.000
0064	520.3330	Culvert Pipe Class III-A 30-Inch	LF	126.000	126.000
0066	520.3336	Culvert Pipe Class III-A 36-Inch	LF	194.000	194.000
0068	520.3524	Culvert Pipe Class III-B 24-Inch	LF	68.000	68.000
0070	520.4130	Culvert Pipe Class IV 30-Inch	LF	66.000	66.000
0072	520.4136	Culvert Pipe Class IV 36-Inch	LF	66.000	66.000
0074	520.9700.S	Culvert Pipe Liners (size) 01. 48-Inch	LF	344.000	344.000
0076	520.9750.S	Cleaning Culvert Pipes for Liner Verification	EACH	2.000	2.000
0078	521.1036	Apron Endwalls for Culvert Pipe Steel 36-Inch	EACH	2.000	2.000
0080	602.0405	Concrete Sidewalk 4-Inch	SF	30.000	30.000
0082	602.0515	Curb Ramp Detectable Warning Field Natural Patina	SF	20.000	20.000
0084	606.0300	Riprap Heavy	CY	12.000	12.000
0086	614.0010	Barrier System Grading Shaping Finishing	EACH	18.000	18.000
0088	614.0370	Steel Plate Beam Guard Energy Absorbing Terminal	EACH	16.000	16.000
0090	614.0400	Adjusting Steel Plate Beam Guard	LF	625.000	625.000
0092	614.0952	Replacing Guardrail Reflectors	EACH	47.000	47.000
0094	614.2300	MGS Guardrail 3	LF	125.000	125.000
0096	614.2610	MGS Guardrail Terminal EAT	EACH	2.000	2.000
0098	618.0100	Maintenance And Repair of Haul Roads (project) 01. 3042-01-71	EACH	1.000	1.000

3042-01-71

Line	Item	Item Description	Unit	Total	Qty
0100	619.1000	Mobilization	EACH	1.000	1.000
0102	624.0100	Water	MGAL	6.000	6.000
0104	625.0500	Salvaged Topsoil	SY	528.000	528.000
0106	628.1504	Silt Fence	LF	4,245.000	4,245.000
0108	628.1520	Silt Fence Maintenance	LF	4,245.000	4,245.000
0110	628.1905	Mobilizations Erosion Control	EACH	7.000	7.000
0112	628.1910	Mobilizations Emergency Erosion Control	EACH	5.000	5.000
0114	628.2002	Erosion Mat Class I Type A	SY	7,158.000	7,158.000
0116	628.2008	Erosion Mat Urban Class I Type B	SY	5,785.000	5,785.000
0118	628.7555	Culvert Pipe Checks	EACH	51.000	51.000
0120	629.0210	Fertilizer Type B	CWT	0.380	0.380
0122	630.0120	Seeding Mixture No. 20	LB	16.000	16.000
0124	630.0500	Seed Water	MGAL	12.000	12.000
0126	633.5200	Markers Culvert End	EACH	28.000	28.000
0128	642.5201	Field Office Type C	EACH	1.000	1.000
0130	643.0300	Traffic Control Drums	DAY	16,680.000	16,680.000
0132	643.0420	Traffic Control Barricades Type III	DAY	2,762.000	2,762.000
0134	643.0705	Traffic Control Warning Lights Type A	DAY	3,612.000	3,612.000
0136	643.0900	Traffic Control Signs	DAY	36,054.000	36,054.000
0138	643.0910	Traffic Control Covering Signs Type I	EACH	18.000	18.000
0140	643.0920	Traffic Control Covering Signs Type II	EACH	23.000	23.000
0142	643.1000	Traffic Control Signs Fixed Message	SF	22.750	22.750
0144	643.1050	Traffic Control Signs PCMS	DAY	42.000	42.000
0146	643.3105	Temporary Marking Line Paint 4-Inch	LF	117,700.000	117,700.000
0148	643.3120	Temporary Marking Line Epoxy 4-Inch	LF	47,500.000	47,500.000
0150	643.5000	Traffic Control	EACH	1.000	1.000
0152	645.0120	Geotextile Type HR	SY	256.000	256.000
0154	646.1020	Marking Line Epoxy 4-Inch	LF	49,900.000	49,900.000
0156	646.1040	Marking Line Grooved Wet Ref Epoxy 4-Inch	LF	108,200.000	108,200.000
0158	646.3020	Marking Line Epoxy 8-Inch	LF	285.000	285.000
0160	646.3040	Marking Line Grooved Wet Ref Epoxy 8-Inch	LF	1,800.000	1,800.000
0162	646.5020	Marking Arrow Epoxy	EACH	6.000	6.000
0164	646.5120	Marking Word Epoxy	EACH	3.000	3.000
0166	646.6120	Marking Stop Line Epoxy 18-Inch	LF	400.000	400.000
0168	646.8220	Marking Island Nose Epoxy	EACH	6.000	6.000
0170	648.0100	Locating No-Passing Zones	MI	11.100	11.100
0172	650.6000	Construction Staking Pipe Culverts	EACH	13.000	13.000
0174	650.9000	Construction Staking Curb Ramps	EACH	1.000	1.000
0176	650.9500	Construction Staking Sidewalk (project) 01. 3042-01-71	EACH	1.000	1.000
0178	650.9911	Construction Staking Supplemental Control (project) 01. 3042-01-71	EACH	1.000	1.000
0180	690.0150	Sawing Asphalt	LF	1,660.000	1,660.000
0182	740.0440	Incentive IRI Ride	DOL	40,754.000	40,754.000
0184	ASP.1T0A	On-the-Job Training Apprentice at $5.00/HR	HRS	1,500.000	1,500.000
0186	ASP.1T0G	On-the-Job Training Graduate at $5.00/HR	HRS	1,000.000	1,000.000
0188	SPV.0035	Special 01. Base Repair for Stabilized Base Reclamation Layer	CY	7,100.000	7,100.000
0190	SPV.0060	Special 01. Landmark Reference Monuments Special	EACH	6.000	6.000
0192	SPV.0090	Special 01. Asphaltic Centerline Rumble Strips Sinusoidal 2-Lane Rural	LF	48,400.000	48,400.000
0194	SPV.0090	Special 02. Asphaltic Shoulder Rumble Strips Sinusoidal 2-Lane Rural	LF	81,800.000	81,800.000
0196	SPV.0090	Special 03. Construction Staking Pavement Replacement Reference	LF	55,210.000	55,210.000

Estimate Of Quantities

3042-01-71

Line	Item	Item Description	Unit	Total	Qty
0198	SPV.0180	Special 01. Stabilized Base Reclamation	SY	239,607.000	239,607.000
0200	SPV.0195	Special 01. Asphalt Stabilizing Agent	TON	4,442.000	4,442.000

REMOVING SMALL PIPE CULVERTS

STATION	203.0100 REMOVING SMALL PIPE CULVERTS EACH	204.9060.S.01 REMOVING ENDWALL EACH	REMARKS
848+05	--	1	REMOVE NORTH ENDWALL. EXISTING 36" CMCP TO REMAIN
875+27	1	--	42" CMCP
905+14	1	--	24" CMCP
53+34	--	1	REMOVE NORTH ENDWALL. EXISTING 36" CMCP TO REMAIN
99+60	1	--	36" CMCP
142+60	2	--	48" CMCP
147+98	1	--	30" CMCP
177+98	1	--	30" CMCP
202+97	1	--	30" CMCP
247+79	1	--	12" CMCP
299+61	1	--	30" CMCP
332+96	1	--	24" CMCP
437+35	2	--	60" RCCP
TOTAL	**13**	**2**	

PREPARING ROADWAY

CAT	STATION		STATION	LOCATION	204.0120 REMOVING ASPHALTIC SURFACE MILLING SY	305.0500 SHAPING SHOULDERS STA	305.0504.S HAULING EXCESS SHOULDER MATERIAL CY	REMARKS
0010	WPL	-	LEVEL VALLEY	STH 60	113,900	605	-	
0010	LEVEL VALLEY	-	LAKE ST	STH 60	5,900	28	-	
0010	LAKE ST	-	ROCK RIVER	STH 60	10,700	44	-	
0010	ROCK RIVER	-	EPL	STH 60	78,900	427	-	
			CAT 0010 SUBTOTAL		**209,400**	**1,104**	**0**	
0020	WPL	-	LEVEL VALLEY	STH 60	-	-	1,026	
0020	LEVEL VALLEY	-	LAKE ST	STH 60	-	-	48	
0020	LAKE ST	-	ROCK RIVER	STH 60	-	-	75	
0020	ROCK RIVER	-	EPL	STH 60	-	-	679	
			CAT 0020 SUBTOTAL		**0**	**0**	**1,828**	
			PROJECT TOTAL		**209,400**	**1,104**	**1,828**	

NOTE: ALL QUANTITIES CAT 0010 UNLESS NOTED

EXCAVATION COMMON SUMMARY

LOCATION	205.0100 EXCAVATION COMMON CY	REMARKS
CULVERTS	6,115	
TOTAL	**6,115**	

REMOVING GUARDRAIL

STATION	STATION		204.0165 REMOVING GUARDRAIL LF	REMARKS
STH 60	855+37.75	LT	50	
STH 60	855+57.07	RT	50	
STH 60	858+31.53	RT	50	
STH 60	858+50.37	LT	50	
STH 60	895+96.06	RT	50	
STH 60	898+83.41	RT	50	
STH 60	68+15.62	LT	50	
STH 60	68+17.28	RT	50	
STH 60	75+29.01	RT	50	
STH 60	86+14.66	LT	50	
STH 60	141+79.32	LT	225	
STH 60	183+71.93	LT	50	
STH 60	186+22.09	LT	50	
STH 60	186+82.04	RT	50	
STH 60	186+88.35	LT	50	
STH 60	191+32.58	RT	50	
STH 60	191+50.55	LT	50	
		TOTAL	**1,025**	

CONCRETE REMOVAL SUMMARY

STATION	-	STATION	204.0100 REMOVING CONCRETE PAVEMENT SY
504+11	-	504+36	33
		TOTAL	**33**

REMOVING ASPHALTIC SURFACE BUTT JOINTS

LOCATION	204.0115 REMOVING ASPHALTIC SURFACE BUTT JOINTS SY	REMARKS
WESTERN PROJECT LIMITS	27	
JUNCTION RD	27	
CTH M SOUTH	28	
CTH M NORTH	26	
BECKER RD	16	
ELM SHADE RD	22	
OLD 60 RD	23	
CTH DJ SOUTH	28	
CTH DJ NORTH	26	
ST HELENA RD SOUTH	25	
ST HELENA RD NORTH	31	
CTH E SOUTH	33	
CTH E NORTH	30	
B-14-0061	95	
B-14-0062	117	
RUBICON ST	51	
B-14-0180	100	
HILLTOP RD	22	
ARNOLD RD	21	
CTH EE	28	
W LEHMAN RD	20	
FISH RD	22	
SCENIC RD	17	
E LEHMAN RD SOUTH	21	
E LEHMAN RD NORTH	23	
STH 67 SOUTH	51	
STH 67 NORTH	29	
EASTERN PROJECT LIMITS	36	
TOTAL	**995**	

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ASPHALT PAVEMENT SUMMARY

CAT	STATION		STATION	LOCATION	AREA SY	LOWER LAYER DEPTH IN	UPPER LAYER DEPTH IN	455.0605 TACK COAT GAL	460.6223 HMA PAVEMENT 3 MT 58-28 S TON	460.6224 HMA PAVEMENT 4 MT 58-28 S TON	465.0120 ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES TON	465.0450 ASPHALTIC INTERSECTION RUMBLE STRIPS SY	SPV.0090.01 ASPHALTIC CENTERLINE RUMBLE STRIPS SINUSOIDAL 2-LANE RURAL LF	SPV.0090.02 ASPHALTIC SHOULDER RUMBLE STRIPS SINUSOIDAL 2-LANE RURAL LF	SPV.0180.01 STABILIZED BASE RECLAMATION SY	SPV.0195.01 ASPHALT STABILIZING AGENT TONS	REMARKS
0010	802+75	-	100+97	0.32 MI E OF CTH W - CTH DJ	69,469	3.00	2.50	6,950	11,670	9,730	--	--	16,485	--	69,469	1,061	
0010	100+97	-	218+47	CTH DJ - B-14-61	44,414	3.00	2.50	4,440	7,460	6,220	--	--	10,543	--	44,414	492	
0010	219+76	-	233+93	B-14-61 - B-14-62	5,899	3.00	2.50	590	990	830	--	--	1,417	--	5,899	66	
0010	235+16	-	257+25	B-14-62 - B-14-180	10,733	3.00	2.50	1,070	1,800	1,500	--	--	1,809	--	10,733	119	
0010	258+96	-	493+40	B-14-180 - 660' W OF STH 67	72,604	3.00	2.50	7,260	12,200	10,160	--	--	16,693	--	72,604	807	
0010	493+40	-	500+00	660' W OF STH 67 - STH 67	3,946	3.00	2.50	390	660	550	--	--	908	--	3,946	60	
0010	500+00	-	504+80	STH 67 - 200' E OF STH 67	2,368	3.00	2.50	240	400	330	--	--	545	--	2,368	26	
0010				EB APPROACH TO STH 67	--	--	--	--	--	--	--	75	--	--	--	--	
0010				WB APPROACH TO STH 67	--	--	--	--	--	--	--	25	--	--	--	--	
0010				DRIVEWAYS	2,060	--	--	140	--	--	202	--	--	--	--	--	
0010				UNDISTRIBUTED	--	--	--	--	--	--	--	--	--	--	--	1316	
				CAT 0010 SUBTOTAL	**209,432**			**21,080**	**35,180**	**29,320**	**202**	**100**	**48,400**	**0**	**209,432**	**3,947**	
0020	802+75	-	100+97	0.32 MI E OF CTH W - CTH DJ	9,864	3.00	2.50	990	1,660	1,380	--	--	--	27,405	9,864	151	WIDEN SHOULDERS
0020	100+97	-	218+47	DTH DJ - B-14-61	6,306	3.00	2.50	630	1,060	880	--	--	--	17,512	6,306	70	WIDEN SHOULDERS
0020	219+76	-	233+93	B-14-61 - B-14-62	319	3.00	2.50	30	50	40	--	--	--	2,268	319	4	WIDEN SHOULDERS
0020	235+16	-	257+25	B-14-62 - B-14-180	510	3.00	2.50	50	90	70	--	--	--	2,999	510	6	WIDEN SHOULDERS
0020	258+96	-	493+40	B-14-180 - 660' W OF STH 67	12,122	3.00	2.50	1,210	2,030	1,690	--	--	--	29,088	12,122	135	WIDEN SHOULDERS
0020	493+40	-	500+00	660' W OF STH 67 - STH 67	659	3.00	2.50	70	110	90	--	--	--	1,580	659	10	WIDEN SHOULDERS
0020	258+96	-	504+80	STH 67 - 200' E OF STH 67	395	3.00	2.50	40	70	60	--	--	--	948	395	4	WIDEN SHOULDERS
0020				UNDISTRIBUTED	--	--	--	--	--	--	--	--	--	--	--	115	
				CAT 0020 SUBTOTAL	**30,175**			**3,020**	**5,070**	**4,210**	**0**	**0**	**0**	**81,800**	**30,175**	**495**	
				PROJECT TOTAL	**239,607**			**24,100**	**40,250**	**33,530**	**202**	**100**	**48,400**	**81,800**	**239,607**	**4,442**	

BASE AGGREGATE SUMMARY

LOCATION	305.0110 BASE AGGREGATE DENSE 3/4-INCH TON	305.0120 BASE AGGREGATE DENSE 1 1/4-INCH TON	REMARKS
DRIVEWAYS AND CULVERTS	392	283	
TOTAL	**392**	**283**	

BACKFILL SUMMARY

LOCATION	209.2500 BACKFILL GRANULAR GRADE 2 TONS	REMARKS
CULVERTS	9,173	
TOTAL	**9,173**	

HMA PAVEMENT PWL, TEST STRIP

STATION	TO	STATION	LOCATION	460.0105.S HMA PAVEMENT PWL TEST STRIP VOLUMETRICS EACH	460.0110.S HMA PAVEMENT PWL TEST STRIP DENSITY EACH	REMARKS
802 + 75	-	504 + 80	LOWER LIFT	1	1	
802 + 75	-	504 + 80	UPPER LIFT	1	1	
			ITEM TOTALS	**2**	**2**	

NOTE: ALL QUANTITIES CAT 0010 UNLESS NOTED

PWL MIXTURE USE TABLE

THE FOLLOWING ACCEPTANCE CRITERIA ARE APPLICABLE FOR THIS PROJECT:

LOCATION	STATION	MIXTURE USE	UNDERLYING SURFACE	BID ITEMS	TONS	THICKNESS	QUALITY MANAGEMENT PROGRAM TO BE USED FOR: MIXTURE ACCEPTANCE	QUALITY MANAGEMENT PROGRAM TO BE USED FOR: DENSITY ACCEPTANCE
FIRST LIFT								
WB 6' SHOULDER	802+75 TO 100+97	LOWER LAYER	STABILIZED BASE SURFACE	3 MT 58-28 S	2,264	3"	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	ACCEPTANCE TESTING BY THE DEPARTMENT; NOT ELIGIBLE FOR INCENTIVE
WB 12' DRIVING LANE	802+75 TO 100+97	LOWER LAYER	STABILIZED BASE SURFACE	3 MT 58-28 S	4,140	3"	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	INCENTIVE DENSITY PWL HMA PAVEMENT 460.2005
EB 12' DRIVING LANE	802+75 TO 100+97	LOWER LAYER	STABILIZED BASE SURFACE	3 MT 58-28 S	4,140	3"	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	INCENTIVE DENSITY PWL HMA PAVEMENT 460.2005
EB 6' SHOULDER	802+75 TO 100+97	LOWER LAYER	STABILIZED BASE SURFACE	3 MT 58-28 S	2,217	3"	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	ACCEPTANCE TESTING BY THE DEPARTMENT; NOT ELIGIBLE FOR INCENTIVE
WB 6' SHOULDER	100+97 TO 218+47	LOWER LAYER	STABILIZED BASE SURFACE	3 MT 58-28 S	1,447	3"	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	ACCEPTANCE TESTING BY THE DEPARTMENT; NOT ELIGIBLE FOR INCENTIVE
WB 12' DRIVING LANE	100+97 TO 218+47	LOWER LAYER	STABILIZED BASE SURFACE	3 MT 58-28 S	2,632	3"	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	INCENTIVE DENSITY PWL HMA PAVEMENT 460.2005
EB 12' DRIVING LANE	100+97 TO 218+47	LOWER LAYER	STABILIZED BASE SURFACE	3 MT 58-28 S	2,632	3"	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	INCENTIVE DENSITY PWL HMA PAVEMENT 460.2005
EB 6' SHOULDER	100+97 TO 218+47	LOWER LAYER	STABILIZED BASE SURFACE	3 MT 58-28 S	1,418	3"	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	ACCEPTANCE TESTING BY THE DEPARTMENT; NOT ELIGIBLE FOR INCENTIVE
WB 6' SHOULDER	219+76 TO 233+93	LOWER LAYER	STABILIZED BASE SURFACE	3 MT 58-28 S	210	3"	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	ACCEPTANCE TESTING BY THE DEPARTMENT; NOT ELIGIBLE FOR INCENTIVE
WB 12' DRIVING LANE	219+76 TO 233+93	LOWER LAYER	STABILIZED BASE SURFACE	3 MT 58-28 S	317	3"	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	INCENTIVE DENSITY PWL HMA PAVEMENT 460.2005
EB 12' DRIVING LANE	219+76 TO 233+93	LOWER LAYER	STABILIZED BASE SURFACE	3 MT 58-28 S	317	3"	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	INCENTIVE DENSITY PWL HMA PAVEMENT 460.2005
EB 6' SHOULDER	219+76 TO 233+93	LOWER LAYER	STABILIZED BASE SURFACE	3 MT 58-28 S	200	3"	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	ACCEPTANCE TESTING BY THE DEPARTMENT; NOT ELIGIBLE FOR INCENTIVE
WB 6' SHOULDER	235+16 TO 257+25	LOWER LAYER	STABILIZED BASE SURFACE	3 MT 58-28 S	364	3"	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	ACCEPTANCE TESTING BY THE DEPARTMENT; NOT ELIGIBLE FOR INCENTIVE
WB 12' DRIVING LANE	235+16 TO 257+25	LOWER LAYER	STABILIZED BASE SURFACE	3 MT 58-28 S	495	3"	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	INCENTIVE DENSITY PWL HMA PAVEMENT 460.2005
EB 12' DRIVING LANE	235+16 TO 257+25	LOWER LAYER	STABILIZED BASE SURFACE	3 MT 58-28 S	495	3"	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	INCENTIVE DENSITY PWL HMA PAVEMENT 460.2005
EB 6' SHOULDER	235+16 TO 257+25	LOWER LAYER	STABILIZED BASE SURFACE	3 MT 58-28 S	402	3"	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	ACCEPTANCE TESTING BY THE DEPARTMENT; NOT ELIGIBLE FOR INCENTIVE
WB 6' SHOULDER	258+96 TO 493+40	LOWER LAYER	STABILIZED BASE SURFACE	3 MT 58-28 S	2,192	3"	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	ACCEPTANCE TESTING BY THE DEPARTMENT; NOT ELIGIBLE FOR INCENTIVE
WB 12' DRIVING LANE	258+96 TO 493+40	LOWER LAYER	STABILIZED BASE SURFACE	3 MT 58-28 S	4,527	3"	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	INCENTIVE DENSITY PWL HMA PAVEMENT 460.2005
EB 12' DRIVING LANE	258+96 TO 493+40	LOWER LAYER	STABILIZED BASE SURFACE	3 MT 58-28 S	4,527	3"	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	INCENTIVE DENSITY PWL HMA PAVEMENT 460.2005
EB 6' SHOULDER	258+96 TO 493+40	LOWER LAYER	STABILIZED BASE SURFACE	3 MT 58-28 S	2,307	3"	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	ACCEPTANCE TESTING BY THE DEPARTMENT; NOT ELIGIBLE FOR INCENTIVE
WB 6' SHOULDER	493+40 TO 500+00	LOWER LAYER	STABILIZED BASE SURFACE	3 MT 58-28 S	119	3"	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	ACCEPTANCE TESTING BY THE DEPARTMENT; NOT ELIGIBLE FOR INCENTIVE
WB 12' DRIVING LANE	493+40 TO 500+00	LOWER LAYER	STABILIZED BASE SURFACE	3 MT 58-28 S	148	3"	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	INCENTIVE DENSITY PWL HMA PAVEMENT 460.2005
EB 12' DRIVING LANE	493+40 TO 500+00	LOWER LAYER	STABILIZED BASE SURFACE	3 MT 58-28 S	148	3"	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	INCENTIVE DENSITY PWL HMA PAVEMENT 460.2005
EB 6' SHOULDER	493+40 TO 500+00	LOWER LAYER	STABILIZED BASE SURFACE	3 MT 58-28 S	125	3"	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	ACCEPTANCE TESTING BY THE DEPARTMENT; NOT ELIGIBLE FOR INCENTIVE
WB 6' SHOULDER	500+00 TO 504+80	LOWER LAYER	STABILIZED BASE SURFACE	3 MT 58-28 S	71	3"	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	ACCEPTANCE TESTING BY THE DEPARTMENT; NOT ELIGIBLE FOR INCENTIVE
WB 12' DRIVING LANE	500+00 TO 504+80	LOWER LAYER	STABILIZED BASE SURFACE	3 MT 58-28 S	108	3"	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	INCENTIVE DENSITY PWL HMA PAVEMENT 460.2005
EB 12' DRIVING LANE	500+00 TO 504+80	LOWER LAYER	STABILIZED BASE SURFACE	3 MT 58-28 S	108	3"	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	INCENTIVE DENSITY PWL HMA PAVEMENT 460.2005
EB 6' SHOULDER	500+00 TO 504+80	LOWER LAYER	STABILIZED BASE SURFACE	3 MT 58-28 S	75	3"	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	ACCEPTANCE TESTING BY THE DEPARTMENT; NOT ELIGIBLE FOR INCENTIVE
SIDE ROADS	PROJECT LOCATION	LOWER LAYER	EXISTING BASE AGGREGATE	3 MT 58-28 S	2,104	3"	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	ACCEPTANCE TESTING BY THE DEPARTMENT; NOT ELIGIBLE FOR INCENTIVE

PWL MIXTURE USE TABLE (CONTINUED)

THE FOLLOWING ACCEPTANCE CRITERIA ARE APPLICABLE FOR THIS PROJECT:

LOCATION	STATION	MIXTURE USE	UNDERLYING SURFACE	BID ITEMS	TONS	THICKNESS	QUALITY MANAGEMENT PROGRAM TO BE USED FOR: MIXTURE ACCEPTANCE	QUALITY MANAGEMENT PROGRAM TO BE USED FOR: DENSITY ACCEPTANCE
SECOND LIFT								
WB 6' SHOULDER	802+75 TO 100+97	UPPER LAYER	3 MT 58-28 S	4 MT 58-28 S	1,886	2.5"	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	ACCEPTANCE TESTING BY THE DEPARTMENT; NOT ELIGIBLE FOR INCENTIVE
WB 12' DRIVING LANE	802+75 TO 100+97	UPPER LAYER	3 MT 58-28 S	4 MT 58-28 S	3,450	2.5"	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	INCENTIVE DENSITY PWL HMA PAVEMENT 460.2005
EB 12' DRIVING LANE	802+75 TO 100+97	UPPER LAYER	3 MT 58-28 S	4 MT 58-28 S	3,450	2.5"	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	INCENTIVE DENSITY PWL HMA PAVEMENT 460.2005
EB 6' SHOULDER	802+75 TO 100+97	UPPER LAYER	3 MT 58-28 S	4 MT 58-28 S	1,848	2.5"	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	ACCEPTANCE TESTING BY THE DEPARTMENT; NOT ELIGIBLE FOR INCENTIVE
WB 6' SHOULDER	100+97 TO 218+47	UPPER LAYER	3 MT 58-28 S	4 MT 58-28 S	1,206	2.5"	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	ACCEPTANCE TESTING BY THE DEPARTMENT; NOT ELIGIBLE FOR INCENTIVE
WB 12' DRIVING LANE	100+97 TO 218+47	UPPER LAYER	3 MT 58-28 S	4 MT 58-28 S	2,193	2.5"	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	INCENTIVE DENSITY PWL HMA PAVEMENT 460.2005
EB 12' DRIVING LANE	100+97 TO 218+47	UPPER LAYER	3 MT 58-28 S	4 MT 58-28 S	2,193	2.5"	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	INCENTIVE DENSITY PWL HMA PAVEMENT 460.2005
EB 6' SHOULDER	100+97 TO 218+47	UPPER LAYER	3 MT 58-28 S	4 MT 58-28 S	1,181	2.5"	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	ACCEPTANCE TESTING BY THE DEPARTMENT; NOT ELIGIBLE FOR INCENTIVE
WB 6' SHOULDER	219+76 TO 233+93	UPPER LAYER	3 MT 58-28 S	4 MT 58-28 S	175	2.5"	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	ACCEPTANCE TESTING BY THE DEPARTMENT; NOT ELIGIBLE FOR INCENTIVE
WB 12' DRIVING LANE	219+76 TO 233+93	UPPER LAYER	3 MT 58-28 S	4 MT 58-28 S	265	2.5"	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	INCENTIVE DENSITY PWL HMA PAVEMENT 460.2005
EB 12' DRIVING LANE	219+76 TO 233+93	UPPER LAYER	3 MT 58-28 S	4 MT 58-28 S	265	2.5"	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	INCENTIVE DENSITY PWL HMA PAVEMENT 460.2005
EB 6' SHOULDER	219+76 TO 233+93	UPPER LAYER	3 MT 58-28 S	4 MT 58-28 S	166	2.5"	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	ACCEPTANCE TESTING BY THE DEPARTMENT; NOT ELIGIBLE FOR INCENTIVE
WB 6' SHOULDER	235+16 TO 257+25	UPPER LAYER	3 MT 58-28 S	4 MT 58-28 S	303	2.5"	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	ACCEPTANCE TESTING BY THE DEPARTMENT; NOT ELIGIBLE FOR INCENTIVE
WB 12' DRIVING LANE	235+16 TO 257+25	UPPER LAYER	3 MT 58-28 S	4 MT 58-28 S	412	2.5"	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	INCENTIVE DENSITY PWL HMA PAVEMENT 460.2005
EB 12' DRIVING LANE	235+16 TO 257+25	UPPER LAYER	3 MT 58-28 S	4 MT 58-28 S	412	2.5"	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	INCENTIVE DENSITY PWL HMA PAVEMENT 460.2005
EB 6' SHOULDER	235+16 TO 257+25	UPPER LAYER	3 MT 58-28 S	4 MT 58-28 S	335	2.5"	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	ACCEPTANCE TESTING BY THE DEPARTMENT; NOT ELIGIBLE FOR INCENTIVE
WB 6' SHOULDER	258+96 TO 493+40	UPPER LAYER	3 MT 58-28 S	4 MT 58-28 S	1,827	2.5"	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	ACCEPTANCE TESTING BY THE DEPARTMENT; NOT ELIGIBLE FOR INCENTIVE
WB 12' DRIVING LANE	258+96 TO 493+40	UPPER LAYER	3 MT 58-28 S	4 MT 58-28 S	3,773	2.5"	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	INCENTIVE DENSITY PWL HMA PAVEMENT 460.2005
EB 12' DRIVING LANE	258+96 TO 493+40	UPPER LAYER	3 MT 58-28 S	4 MT 58-28 S	3,773	2.5"	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	INCENTIVE DENSITY PWL HMA PAVEMENT 460.2005
EB 6' SHOULDER	258+96 TO 493+40	UPPER LAYER	3 MT 58-28 S	4 MT 58-28 S	1,922	2.5"	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	ACCEPTANCE TESTING BY THE DEPARTMENT; NOT ELIGIBLE FOR INCENTIVE
WB 6' SHOULDER	493+40 TO 500+00	UPPER LAYER	3 MT 58-28 S	4 MT 58-28 S	99	2.5"	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	ACCEPTANCE TESTING BY THE DEPARTMENT; NOT ELIGIBLE FOR INCENTIVE
WB 12' DRIVING LANE	493+40 TO 500+00	UPPER LAYER	3 MT 58-28 S	4 MT 58-28 S	123	2.5"	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	INCENTIVE DENSITY PWL HMA PAVEMENT 460.2005
EB 12' DRIVING LANE	493+40 TO 500+00	UPPER LAYER	3 MT 58-28 S	4 MT 58-28 S	123	2.5"	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	INCENTIVE DENSITY PWL HMA PAVEMENT 460.2005
EB 6' SHOULDER	493+40 TO 500+00	UPPER LAYER	3 MT 58-28 S	4 MT 58-28 S	104	2.5"	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	ACCEPTANCE TESTING BY THE DEPARTMENT; NOT ELIGIBLE FOR INCENTIVE
WB 6' SHOULDER	500+00 TO 504+80	UPPER LAYER	3 MT 58-28 S	4 MT 58-28 S	60	2.5"	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	ACCEPTANCE TESTING BY THE DEPARTMENT; NOT ELIGIBLE FOR INCENTIVE
WB 12' DRIVING LANE	500+00 TO 504+80	UPPER LAYER	3 MT 58-28 S	4 MT 58-28 S	90	2.5"	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	INCENTIVE DENSITY PWL HMA PAVEMENT 460.2005
EB 12' DRIVING LANE	500+00 TO 504+80	UPPER LAYER	3 MT 58-28 S	4 MT 58-28 S	90	2.5"	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	INCENTIVE DENSITY PWL HMA PAVEMENT 460.2005
EB 6' SHOULDER	500+00 TO 504+80	UPPER LAYER	3 MT 58-28 S	4 MT 58-28 S	63	2.5"	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	ACCEPTANCE TESTING BY THE DEPARTMENT; NOT ELIGIBLE FOR INCENTIVE
SIDE ROADS	PROJECT LOCATION	UPPER LAYER	3 MT 58-28 S	4 MT 58-28 S	1,742	2.5"	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	ACCEPTANCE TESTING BY THE DEPARTMENT; NOT ELIGIBLE FOR INCENTIVE

NOTE: ALL QUANTITIES CAT 0010 UNLESS NOTED

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CULVERT SUMMARY

STATION	520.1024 APRON ENDWALLS FOR CULVERT PIPE 24-INCH EACH	520.1030 APRON ENDWALLS FOR CULVERT PIPE 30-INCH EACH	520.1036 APRON ENDWALLS FOR CULVERT PIPE 36-INCH EACH	520.1048 APRON ENDWALLS FOR CULVERT PIPE 48-INCH EACH	520.1060 APRON ENDWALLS FOR CULVERT PIPE 60-INCH EACH	520.3148 CULVERT PIPE CLASS III 48-INCH LF	520.3160 CULVERT PIPE CLASS III 60-INCH LF	520.3324 CULVERT PIPE CLASS III-A 24-INCH LF	520.3330 CULVERT PIPE CLASS III-A 30-INCH LF	520.3336 CULVERT PIPE CLASS III-A 36-INCH LF	520.3524 CULVERT PIPE CLASS III-B 24-INCH LF	520.4130 CULVERT PIPE CLASS IV 30-INCH LF	520.4136 CULVERT PIPE CLASS IV 36-INCH LF	520.9700.S.01 CULVERT PIPE LINERS 48-INCH LF	520.9750.S CLEANING CULVERT PIPES FOR LINER VERIFICATION EACH	521.1036 APRON ENDWALLS FOR CULVERT PIPE STEEL 36-INCH EACH	633.5200 MARKERS CULVERT END EACH	REMARKS
848+05	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	1	2	
875+27	--	--	--	2	--	98	--	--	--	--	--	--	--	--	--	--	2	
905+14	--	--	2	--	--	--	--	--	--	--	--	--	66	--	--	--	2	
53+34	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	1	2	
71+76	--	--	--	--	--	--	--	--	--	--	--	--	--	172	1	--	1	
71+83	--	--	--	--	--	--	--	--	--	--	--	--	--	172	1	--	1	
99+60	--	--	2	--	--	--	--	--	--	96	--	--	--	--	--	--	2	
142+57	--	--	--	2	--	148	--	--	--	--	--	--	--	--	--	--	1	
142+64	--	--	--	2	--	148	--	--	--	--	--	--	--	--	--	--	1	
147+98	--	--	2	--	--	--	--	--	--	98	--	--	--	--	--	--	2	
177+98	2	--	--	--	--	--	--	80	--	--		--	--	--	--	--	2	
202+97	2	--	--	--	--	--	--	--	--	--	68	--	--	--	--	--	2	
247+79	2	--	--	--	--	--	--	124	--	--	--	--	--	--	--	--	2	
299+61	--	2	--	--	--	--	--	--	126	--	--	--	--	--	--	--	2	
332+96	--	2	--	--	--	--	--	--	--	--	--	66	--	--	--	--	2	
437+31	--	--	--	--	2	--	106	--	--	--	--	--	--	--	--	--	1	
437+38	--	--	--	--	2	--	106	--	--	--	--	--	--	--	--	--	1	
TOTAL	**6**	**4**	**6**	**6**	**4**	**394**	**212**	**204**	**126**	**194**	**68**	**66**	**66**	**344**	**2**	**2**	**28**	

SIDEWALK SUMMARY

LOCATION	602.0405 CONCRETE SIDEWALK 4-INCH SF	602.0515 CURB RAMP DETECTABLE WARNING FIELD NATURAL PATINA SF	REMARKS
WILD GOOSE STATE TRAIL	30	20	
TOTAL	**30**	**20**	

NOTE: ALL QUANTITIES CAT 0010 UNLESS NOTED

BASE REPAIR SUMMARY

SPV.0035.01
BASE REPAIR FOR
STABILIZED BASE
RECLAMATION LAYER

STATION		STATION	CY	REMARKS
860+50	-	872+50	3,022	BOTH TRAVEL LANES
872+50	-	886+00	1,417	CENTER JOINT, 10'
891+00	-	896+00	630	EB TRAVEL LANE
UNDISTRIBUTED			2,031	
		TOTAL	**7,100**	

*STATION RANGES AND WORK LIMITS ARE ASSUMED LOCATIONS AND FINAL WORK LIMITS ARE TO BE AS DIRECTED BY THE ENGINEER

RIPRAP SUMMARY

STATION	LOCATION	606.0300 RIPRAP HEAVY CY	645.0120 GEOTEXTILE TYPE HR SY	REMARKS
875+27	LT	12	256	
		12	**256**	

GUARDRAIL SUMMARY

STATION		STATION	LOCATION	614.0370 STEEL PLATE BEAMGUARD ENERGY ABSORBING TERMINAL EACH	614.0400 ADJUSTING STEEL PLATE BEAM GUARD LF	614.0952 REPLACING GUARDRAIL REFLECTORS EACH	614.2300 MGS GUARDRAIL 3 LF	614.2610 MGS GUARDRAIL TERMINAL EAT	614.0010 BARRIER SYSTEM GRADING SHAPING FINISHING EACH	FOR BID INFORMATION ONLY BORROW CY	TOPSOIL SY	EROSION MAT CLASS I TYPE A SY	FERTILIZER TYPE B CWT	SEEDING MIXTURE NO. 20 LB	SEED WATER MGAL	CONSTRUCTION STAKING EACH	REMARKS
855+37.75	-	858+50.37	LT	2	50	3	--	--	2	--	417	417	0.26	11	9	1	
855+57.07	-	858+31.53	RT	2	50	3	--	--	2	--	389	389	0.25	11	9	1	
895+96.06	-	898+83.41	RT	2	50	3	--	--	2	--	360	360	0.23	10	8	1	
68+15.62	-	86+14.66	LT	2	125	18	--	--	2	23	1,135	1,135	0.72	31	25	1	
68+17.28	-	75+29.01	RT	2	150	7	--	--	2	34	1,890	1,890	1.19	51	42	1	
141+79.32	-	144+04.57	LT	--		--	125	2	2	10	856	856	0.54	23	19	1	
183+71.93	-	186+22.09	LT	2	50	3	--	--	2	30	630	630	0.40	17	14	1	
186+82.04	-	191+32.58	RT	2	50	5	--	--	2	9	883	883	0.56	24	20	1	
186+88.35	-	191+50.55	LT	2	100	5	--	--	2	18	1,110	1,110	0.70	30	25	1	
			TOTAL	**16**	**625**	**47**	**125**	**2**	**18**	**124**	**7,670**	**7,670**	**4.85**	**208**	**172**	**9**	

LANDSCAPING SUMMARY

	625.0500 SALVAGED TOPSOIL SY	629.0210 FERTILIZER TYPE B CWT	630.0120 SEEDING MIXTURE NO. 20 LB	630.0500 SEED WATER MGAL	REMARKS
CULVERT PIPES	480	0.30	13	11	
UNDISTRIBUTED	48	0.08	3	1	
TOTAL	**528**	**0.38**	**16**	**12**	

EROSION CONTROL SUMMARY

LOCATION	628.1504 SILT FENCE LF	628.1520 SILT FENCE MAINTENANCE LF	628.1905 MOBILIZATIONS EROSION CONTROL EACH	628.1910 MOBILIZATIONS EMERGENCY EROSION CONTROL EACH	628.2002 EROSION MAT CLASS I TYPE A SY	628.2008 EROSION MAT URBAN CLASS I TYPE B SY	628.7555 CULVERT PIPE CHECKS EACH	REMARKS
BEAM GUARD	2,570	2,570	--	--	3,448	1,765	--	
CULVERTS	826	826	--	--	2,280	2,860	51	
UNDISTRIBUTED	849	849	7	5	1,430	1,160	--	
TOTAL	**4,245**	**4,245**	**7**	**5**	**7,158**	**5,785**	**51**	

SAWING SUMMARY

STATION		STATION	690.0150 SAWING ASPHALT LF	REMARKS
802+75	-	924+22	150	
37+61	-	218+47	414	
219+76	-	233+93	81	
235+16	-	257+25	159	
258+96	-	454+29	172	
486+62	-	504+80	40	
SIDE ROADS			633	
UNDISTRIBUTED			11	
TOTAL			**1660**	

WATER SUMMARY

LOCATION	624.0100 WATER MGAL	REMARKS
UNDISTRIBUTED	6	
TOTAL	**6**	

SURVEY SUMMARY

STATION		STATION	650.6000 CONSTRUCTION STAKING PIPE CULVERTS EACH	650.9000 CONSTRUCTION STAKING CURB RAMPS EACH	650.9500.01 CONSTRUCTION STAKING SIDEWALK (PROJECT) EACH	650.9911 CONSTRUCTION STAKING SUPPLEMENTAL CONTROL (3042-01-71) EACH	SPV.0060.01 LANDMARK REFERENCE MONUMENTS SPECIAL EACH	SPV.0090.03 CONSTRUCTION STAKING PAVEMENT REPLACMENT REFERENCE LF	REMARKS
250+37	-	674+04	13	1	1	1	6	55,210	
		TOTAL	**13**	**1**	**1**	**1**	**6**	**55,210**	

NOTE: ALL QUANTITIES CAT 0010 UNLESS NOTED

TRAFFIC CONTROL SUMMARY

STAGE	DURATION DAYS	DETAIL	NUMBER OF (PROJECT) LOCATIONS	643.5000 TRAFFIC CONTROL (PROJECT) EACH	643.0300 TRAFFIC CONTROL DRUMS NO. IN SERVICE	DAYS	643.0420 BARRICADES TYPE III NO. IN SERVICE	DAYS	643.0705 TRAFFIC CONTROL WARNING LIGHTS TYPE A NO. IN SERVICE	DAYS	643.0900 TRAFFIC CONTROL SIGNS NO. IN SERVICE	DAYS	643.0910 TRAFFIC CONTROL COVERING SIGNS TYPE I EACH	643.0920 TRAFFIC CONTROL COVERING SIGNS TYPE II EACH	643.1000 TRAFFIC CONTROL SIGNS FIXED MESSAGE SF	643.1050 TRAFFIC CONTROL SIGNS PCMS NO. IN SERVICE	DAY	REMARKS
--	7	--	4	--	--	--	--	--	--	--	--	--	--	--	--	4	28	STH 60 AND STH 67 WORK LIMITS
1	14	SDD 15C3 DETAIL 4	17	--	--	--	34	476	34	476	51	714	--	--	--	--	--	NO SIGNING REQUIRED FOR DEAD ENDS
1	14	SDD 15C2 DETAIL C AND E	3	--	--	--	12	168	24	336	18	252	--	--	--	--	--	WEST PROJECT LIMITS
1	14	DETOUR DETAIL A	1	--	--	--	2	28	2	28	29	406	8	6	--	--	--	
1	14	DETOUR DETAIL B	1	--	--	--	0	0	0	0	10	140	--	--	--	--	--	
1	14	DETOUR DETAIL C	1	--	--	--	0	0	0	0	55	770	--	--	--	--	--	
1	14	DETOUR DETAIL D	1	--	--	--	3	42	6	84	67	938	4	6	--	--	--	
1	14	DETOUR DETAIL E	1	--	--	--	0	0	0	0	141	1974	--	--	9.00	--	--	
1	14	DETOUR DETAIL F	1	--	--	--	0	0	0	0	113	1582	--	--	--	--	--	
1	14	DETOUR DETAIL G	1	--	--	--	2	28	2	28	54	756	--	1	--	--	--	
1	14	DETOUR DETAIL H	1	--	--	--	0	0	0	0	14	196	--	--	--	--	--	
1	14	DETOUR DETAIL I	1	--	--	--	0	0	0	0	65	910	--	--	--	1	14	
1	14	DETOUR DETAIL J	1	--	--	--	2	28	2	28	43	602	2	1	--	--	--	
1	14	DETOUR DETAIL 1 (4 LOCATIONS)	4	--	--	--	--	--	--	--	24	336	--	--	--	--	--	
1	14	DETOUR DETAIL 2 (4 LOCATIONS)	4	--	--	--	--	--	--	--	24	336	--	--	--	--	--	
1	14	DETOUR DETAIL 3 (5 LOCATIONS)	5	--	--	--	--	--	--	--	60	840	--	--	--	--	--	
1	14	DETOUR DETAIL 4 (4 LOCATIONS)	4	--	--	--	--	--	--	--	24	336	--	--	--	--	--	
1	14	DETOUR DETAIL 5 (2 LOCATIONS)	2	--	--	--	--	--	--	--	28	392	--	--	--	--	--	
1	14	DETOUR DETAIL 6 (1 LOCATION)	1	--	--	--	--	--	--	--	14	196	--	--	--	--	--	
1	14	DETOUR DETAIL 7 (16 LOCATIONS)	16	--	--	--	16	224	32	448	16	224	--	--	--	--	--	
2	65	SDD 15C3 DETAIL 4	17	--	--	--	7	455	10	650	8	520	--	--	--	--	--	NO SIGNING REQUIRED FOR DEAD ENDS
2	65	SDD 15C2 DETAIL C AND E	1	--	--	--	--	--	--	--	11	715	--	--	--	--	--	WEST PROJECT LIMITS
2	65	STH 60 & STH 26 INTERCHANGE	1	--	--	--	7	455	8	520	33	2,145	4	3	--	--	--	
2	65	STH 26 & CTH A INTERSECTION	1	--	--	--	--	--	--	--	6	390	--	--	--	--	--	
2	65	STH 26 & CTH S INTERSECTION	1	--	--	--	--	--	--	--	6	390	--	--	--	--	--	
2	65	STH 26 & CTH DJ INTERSECTION	1	--	--	--	--	--	--	--	22	1,430	--	--	--	--	--	
2	65	STH 26 & CTH W INTERSECRION	1	--	--	--	--	--	--	--	6	390	--	--	--	--	--	
2	65	STH 26 & CTH DF INTERSECTION	1	--	--	--	--	--	--	--	6	390	--	--	--	--	--	
2	65	STH 26 & HWY 33 INTERSECTION	1	--	--	--	--	--	--	--	36	2,340	--	--	--	--	--	
2	65	STH 33 & MAIN ST INTERSECTION	1	--	--	--	--	--	--	--	22	1,430	--	--	--	--	--	
2	65	STH 33 & CTH E INTERSECTION	1	--	--	--	--	--	--	--	22	1,430	--	--	--	--	--	
2	65	STH 33 & STH 28 INTERSECTION	1	--	--	--	--	--	--	--	14	910	--	--	--	--	--	
2	65	STH 33 & CTH TW INTERSECTION	1	--	--	--	--	--	--	--	6	390	--	--	--	--	--	
2	65	STH 33 & STH 67 INTERSECTION	1	--	--	--	--	--	--	--	44	2,860	--	--	--	--	--	
2	65	STH 67 & CTH S INTERSECTION	1	--	--	--	--	--	--	--	6	390	--	--	--	--	--	
2	65	STH 67 & CTH SINTERSECION	1	--	--	--	--	--	--	--	6	390	--	--	--	--	--	
2	65	STH 67 & CTH R INTERSECTION	1	--	--	--	--	--	--	--	6	390	--	--	13.75	--	--	
2	65	STH 67 & CTH WS INTERSECTION	1	--	--	--	--	--	--	--	6	390	--	--	--	--	--	
2	65	STH 67 & STH 60 INTERSECTION	1	--	--	--	6	390	6	390	27	1,755	--	--	--	--	--	
2	2	SDD 15C2 DETAIL C AND D	26	--	--	--	234	468	312	624	182	364	--	--	--	--	--	USE ON BOTH SIDES OF CULVERTS
2	21	BASE STABILIZATION DELINEATION	1	--	106	2,226	--	--	--	--	--	--	--	--	--	--	--	
3	73	SDD 15D28	18	--	198	14,454	--	--	--	--	18	1,314	--	--	--	--	--	GUARDRAIL REPLACEMENTS
3	73	SDD 15D39	--	--	--	--	--	--	--	--	22	1,606	--	6	--	--	--	DROPOFF SIGNING
3	73	SDD 15C04	1	--	--	--	--	--	--	--	8	584	--	--	--	--	--	STH 67
3	73	SDD 15C04 TYPICAL SIDEROAD APPROACH WARNING SIGN DETAIL	17	--	--	--	--	--	--	--	17	1,241	--	--	--	--	--	NO SIGNING REQUIRED FOR DEAD ENDS
--		UNDISTRIBUTED	--	1	--	--	--	--	--	--	--	--	--	--	--	--	--	
		TOTAL		**1**		**16,680**		**2,762**		**3,612**		**36,054**	**18**	**23**	**22.75**		**42**	

*THERE IS ONE CYCLE FOR TRAFFIC CONTROL COVERING SIGNS TYPE I AND II

NOTE: ALL QUANTITIES CAT 0010 UNLESS NOTED

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PAVEMENT MARKING SUMMARY

STATION		STATION	LOCATION	646.1020 MARKING LINE EPOXY 4-INCH (YELLOW) LF	646.1020 MARKING LINE EPOXY 4-INCH (WHITE) LF	646.1040 MARKING LINE GROOVED WET REFLECTIVE EPOXY 4-INCH (WHITE) LF	646.3020 MARKING LINE EPOXY 8-INCH (WHITE) LF	646.3040 MARKING LINE GROOVED WET REF EPOXY 8-INCH (WHITE) LF	646.5020 MARKING EPOXY ARROW (WHITE) EACH	646.5120 MARKING EPOXY WORD (WHITE) EACH	646.6120 MARKING STOP LINE 18-INCH (WHITE) LF	646.8220 MARKING ISLAND NOSE EPOXY (YELLOW) EACH	648.0100 LOCATING NO PASSING ZONES MI	REMARKS
802+75	-	504+80	STH 60	47,500	-	108,200	-	1,800	6	3	50	6	11.1	
9'M'+07	-	11'M'+04	CTH M	303	117	-	-	-	-	-	50	-	-	
9'DJ'+11	-	10'DJ'+93	CTH DJ	251	142	-	-	-	-	-	50	-	-	
9'E'+06	-	10'E'+78	CTH E	307	117	-	-	-	-	-	60	-	-	
10'RUB'+00	-	10'RUB'+96	RUBICON ST	166	-	-	110	-	-	-	50	-	-	
9'HIL'+04	-	10'HIL'+00	HILLTOP RD	-	-	-	-	-	-	-	35	-	-	
9'EE'+06	-	10'EE'+00	CTH EE	160	50	-	-	-	-	-	45	-	-	
99'STH'+02	-	101'STH'+80	STH 67	489	298	-	175	-	-	-	60	-	-	
			SUBTOTALS	49,176	724									
			TOTAL	**49,900**		**108,200**	**285**	**1,800**	**6**	**3**	**400**	**6**	**11.1**	

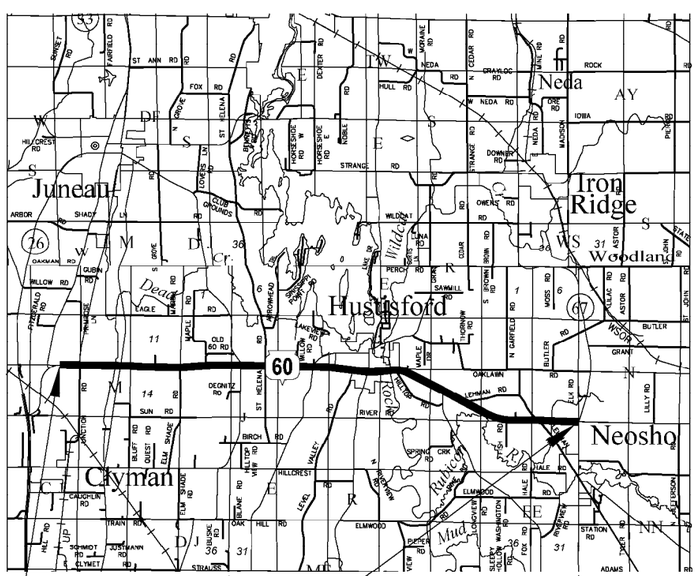
TEMPORARY PAVEMENT MARKING

STATION		STATION	LOCATION	643.3105 TEMPORARY MARKING LINE CENTERLINE (DOUBLE YELLOW) LF	643.3120 TEMPORARY MARKING LINE EPOXY 4-INCH (YELLOW) LF	REMARKS*
802+75	-	924+22	STH 60	24,287	12,592	APPLIED BEFORE OPEN TO TRAFFIC
37+60	-	504+80	STH 60	93,413	34,908	APPLIED BEFORE OPEN TO TRAFFIC
			TOTAL	**117,700**	**47,500**	

*SEE CONSTRUCTION DETAILS FOR ANTICIPATED PAVING PASSES AND SEQUENCE

NOTE: ALL QUANTITIES CAT 0010 UNLESS NOTED

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
TRANSPORTATION PROJECT PLAT TITLE SHEET
3042-01-21
LOWELL - HARTFORD
CTH M TO BECKER ROAD
STH 60
DODGE COUNTY



THE NOTES,CONVENTIONAL SIGNS, AND ABBREVIATIONS ARE ASSOCIATED WITH EACH TRANSPORTATION PROJECT PLAT FOR PROJECT 3042-01-21

NOTES:

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

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

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

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

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

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

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

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

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

FOR THE CURRENT ACCESS/DRIVEWAY INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN MADISON

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

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

CONVENTIONAL SYMBOLS

SECTION LINE		SECTION CORNER SYMBOL	
QUARTER LINE		R/W MONUMENT (TO BE SET)	●
SIXTEENTH LINE		NON-MONUMENTED R/W POINT	○
NEW REFERENCE LINE		SECTION CORNER MONUMENT	
NEW R/W LINE		FOUND IRON PIN (1-INCH UNLESS NOTED)	IP ●
EXISTING R/W OR HE LINE		GEODETIC SURVEY MONUMENT	
PROPERTY LINE	P.L.	SIXTEENTH CORNER MONUMENT	
LOT, TIE & OTHER MINOR LINES		SIGN	SIGN
SLOPE INTERCEPT		OFF-PREMISE SIGN	VI 25 SIGN
CORPORATE LIMITS			COMPENSABLE / NON-COMPENSABLE
UNDERGROUND FACILITY (COMMUNICATIONS, ELECTRIC, ETC)	W (TYPE)	ELECTRIC POLE	
NEW R/W (FEE OR HE) (HATCHING VARIES BY OWNER)		TELEPHONE POLE	
TEMPORARY LIMITED EASEMENT AREA		PEDESTAL (LABEL TYPE) (TV, TEL, ELEC, ETC.)	
EASEMENT AREA (PERMANENT LIMITED OR RESTRICTED DEVELOPMENT)		ACCESS RESTRICTED BY ACQUISITION	
TRANSMISSION STRUCTURES		NO ACCESS (BY STATUTORY AUTHORITY)	
BUILDING / TO BE REMOVED		ACCESS RESTRICTED (BY PREVIOUS PROJECT OR CONTROL)	
BRIDGE / CULVERT		NO ACCESS (NEW HIGHWAY)	
		PARCEL NUMBER 25 / UTILITY NUMBER 40	
		PARALLEL OFFSETS	

CONVENTIONAL ABBREVIATIONS

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

CURVE DATA ABBREVIATIONS

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

CONVENTIONAL UTILITY SYMBOLS

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

LAYOUT SCALE 0 1.5 MI.

PROJECT NUMBER	3042-01-21 -4. 01
SHEET	2 OF 2

64

DOCUMENT#: **1322789**

Recorded: **03-11-2022 at 11:08 AM**
CHRIS PLANASCH, REGISTER OF DEEDS
DODGE COUNTY , WI
Fee Amount: **$25.00** Pages: 2

***The above recording information verifies this document has been electronically recorded and
Returned to: **WisDOT - SW Region - Madison PO#**

TRANSPORTATION PROJECT PLAT NO: 3042-01-21 - 4.01

THAT PART OF THE SOUTHWEST QUARTER OF THE SOUTHWEST QUARTER (SW 1/4 - SW 1/4) OF SECTION 11, TOWNSHIP 10 NORTH, RANGE 15 EAST, TOWN OF CLYMAN, DODGE COUNTY, WISCONSIN.

RELOCATION ORDER: STH 60, LOWELL - HARTFORD, CTH M TO BECKER ROAD, DODGE COUNTY

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

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 84.02 (3), 84.09, AND 84.30, WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION HEREBY ORDERS THAT:

1. AT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE STATE OF WISCONSIN, PURSUANT TO THE PROVISIONS OF SECTION 84.09 (1) OR (2), WISCONSIN STATUTES.

NOTES:

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

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

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

EXISTING HIGHWAY RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINT OF REFERENCE: PREVIOUS TPP 3041-02-21

EXISTING ACCESS CONTROL SHOWN HEREIN IS BASED ON THE FOLLOWING POINT OF REFERENCE: PREVIOUS TPP 3042-00-29

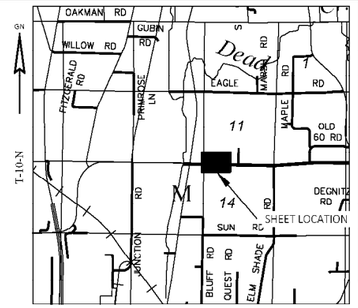
SIXTEENTH LINES WERE ESTABLISHED BY SECTION BREAKDOWN OF OBSERVED PLSS MONUMENTS.

FIELD SURVEY PROVIDED BY KL ENGINEERING

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

GN

0 50' 100'
SCALE, FEET



RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 3042-01-21 - 4.01
SHEET 1 OF 2

FOUND
BERNSTEEN ALUM
MONUMENT
Y = 684346.602
X = 885414.918

SEC MON TO SEC MON 2641.72'
N0°03'22"W 2608.72'
102 TO SEC MON

SECTION LINE

FOUND
MAG W WASHER
MONUMENT
Y = 681704.880
X = 885417.509

MONUMENT
0.84' EAST

TOWN OF

SW 1/4 - SW 1/4
SEC. 11 T10N, R15E

S88°46'45"E 30.46'
N1°13'25"E 12.00'
S1°13'25"W 12.00'
S88°46'45"E 287.62'
N0°03'22"W 33.01'
N0°49'45"E 5.16'
N0°49'45"E 69.84'
N88°59'07"W 134.80'
S84°46'29"E 124
N80°27'14"W 566.55'
S88° 46' 45"E 969.10'
S88° 46' 45"E 2573.80'
1286.90'
500 (SEC MON) TO 108
S0°25'26"W 33.00'
S0°31'20"W 68.87'
S0°31'20"W 84.62'
592.89' (RECORDED AS 593.24')
N89°04'34"W
1286.90'
108 TO SEC MON

PC: 125+14.94
PT: 120+75.44
PT: 130+79.09

LOT 1
V 8 CSM, P 412
DOC 634537

SIXTEENTH LINE
SECTION LINE
SEC MON TO 100 N0°49'45"E 2568.30'
SEC MON TO SEC MON 2643.31'

MONUMENT
4.49' WEST
0.32' NORTH

FOUND
BERNSTEEN ALUM
MONUMENT
Y = 679061.851
X = 885379.261

Y = 681650.037
X = 887990.729
FOUND
BROKEN ALUM
MONUMENT

CURVE 1
CURVE 2
STH 60
CLYMAN

NW 1/4 - NW 1/4
SEC. 14 T10N, R15E

ALIGNMENT INFORMATION CURVE 1

STA 115+14.22 to 101
L=280.82'
R=7639.44'
LCH=280.80'
LCB=S87° 55' 51"E

101 to STA 120+75.44
L=280.40'
R=7639.44'
LCH=280.39'
LCB=S85° 49' 35"E

PI STA = 117+94.96
Y = 681704.880
X = 885417.509
DELTA = 4°12'33" RT
D = 0°45'00"
T = 280.74'
L = 561.22'
R = 7639.44'
PC STA = 115+14.22
Y = 681709.858
X = 885136.816
PT STA = 120+75.44
Y = 681679.313
X = 885697.080
DB = S88°59'02"E

ALIGNMENT INFORMATION CURVE 2

PI STA = 127+97.14
Y = 681613.586
X = 886415.781
DELTA = 4°13'52" LT
D = 0°45'00"
T = 282.20'
L = 564.15'
R = 7639.44'
PC STA = 125+14.94
Y = 681639.287
X = 886134.751
PT STA = 130+79.09
Y = 681608.690
X = 886697.941

SCHEDULE OF LANDS & INTERESTS REQUIRED

PARCEL NUMBER	OWNER (S)	INTERESTS REQUIRED	R/W ACRES REQUIRED NEW	EXISTING	TOTAL	T.L.E. ACRES
1	HOWARD HAASE	FEE	0.008	0.763	0.771	--

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

COORDINATE TABLE – R/W POINTS

PT.#	STATION	OFFSET	Y	X
100	117+97.86	69.78' RT	681629.886	885416.423
101	117+95.04	0.00'	681699.719	885417.434
500	117+94.83	5.16' LT	681704.880	885417.509
102	117+93.01	38.11' LT	681737.888	885417.476
103	120+78.59	52.95' LT	681731.759	885705.032
104	120+77.75	64.92' LT	681743.756	885705.288
105	121+08.13	67.05' LT	681743.107	885735.739
106	121+08.97	55.08' LT	681731.110	885735.483
107	130+83.74	101.87' LT	681710.460	886704.363
108	130+84.07	68.86' LT	681677.458	886704.119
109	130+84.64	0.00'	681608.594	886703.491
559	130+85.34	84.61' RT	681523.980	886702.720
565	124+99.83	107.57' RT	681533.540	886109.909
110	119+33.70	63.58' RT	681627.499	885551.200

COORDINATE TABLE – FOUND SURVEY MONUMENTS

PT.#	STATION	OFFSET	Y	X
562	117+91.54	80.07' LT	681779.862	885418.271
563	117+93.32	69.63' RT	681630.285	885411.938

NOTE: ALL FOUND SURVEY MONUMENTS ARE 1" IRON PIPES AS SURVEYED BY KL. ENGINEERING

STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION

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

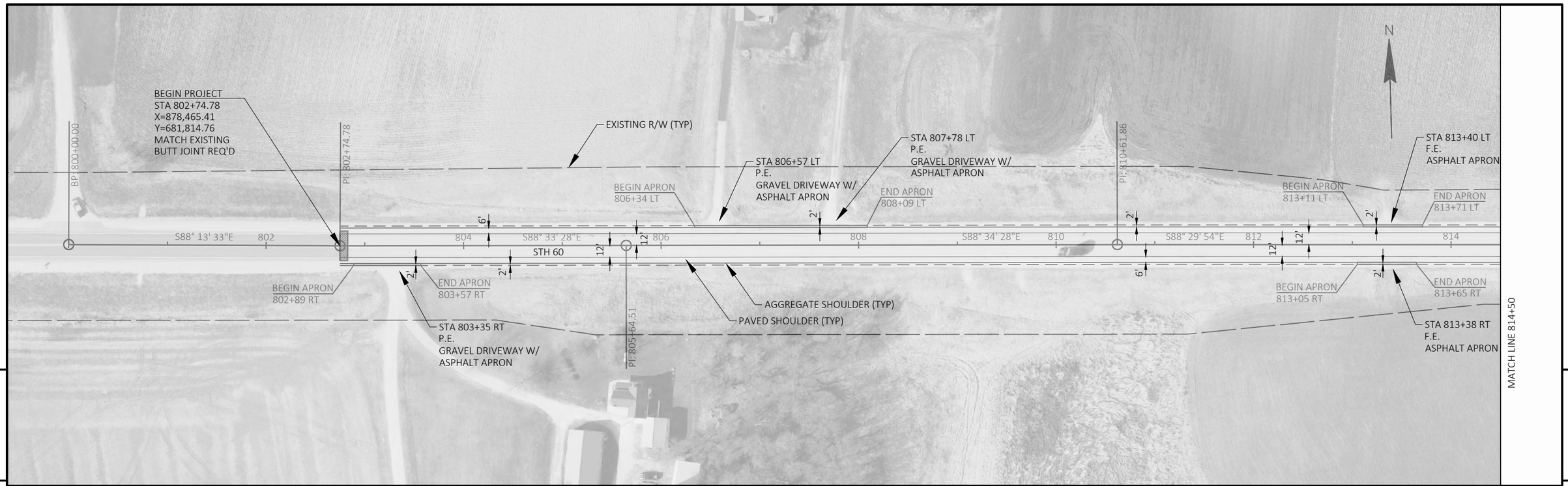
SIGNATURE: _____ DATE: 03/11/22
PRINT NAME: JOERG FELDBINDER
REGISTRATION NUMBER: S-2991

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE DEPARTMENT OF TRANSPORTATION SOUTHWEST REGION MADISON OFFICE

SIGNATURE: _____ DATE: 03/11/22
PRINT NAME: CORY SCHLAGEL

FILE NAME : C:\BOXDRV\BOX\DTSD-PROJECTS-PUBLIC\SWR-PROJECTS-STATE\DESIGN\30420101\SURVEYPLATS\PLATS\01 JOERG TPP\3042-01-21 TPP JF.DWG
PLOT DATE : 3/11/2022 8:30 AM PLOT BY : FELDBINDER, JOERG PLOT NAME : PLOT SCALE : 1 IN = 50FT
APPRAISAL PLAT DATE : 3/10/2022

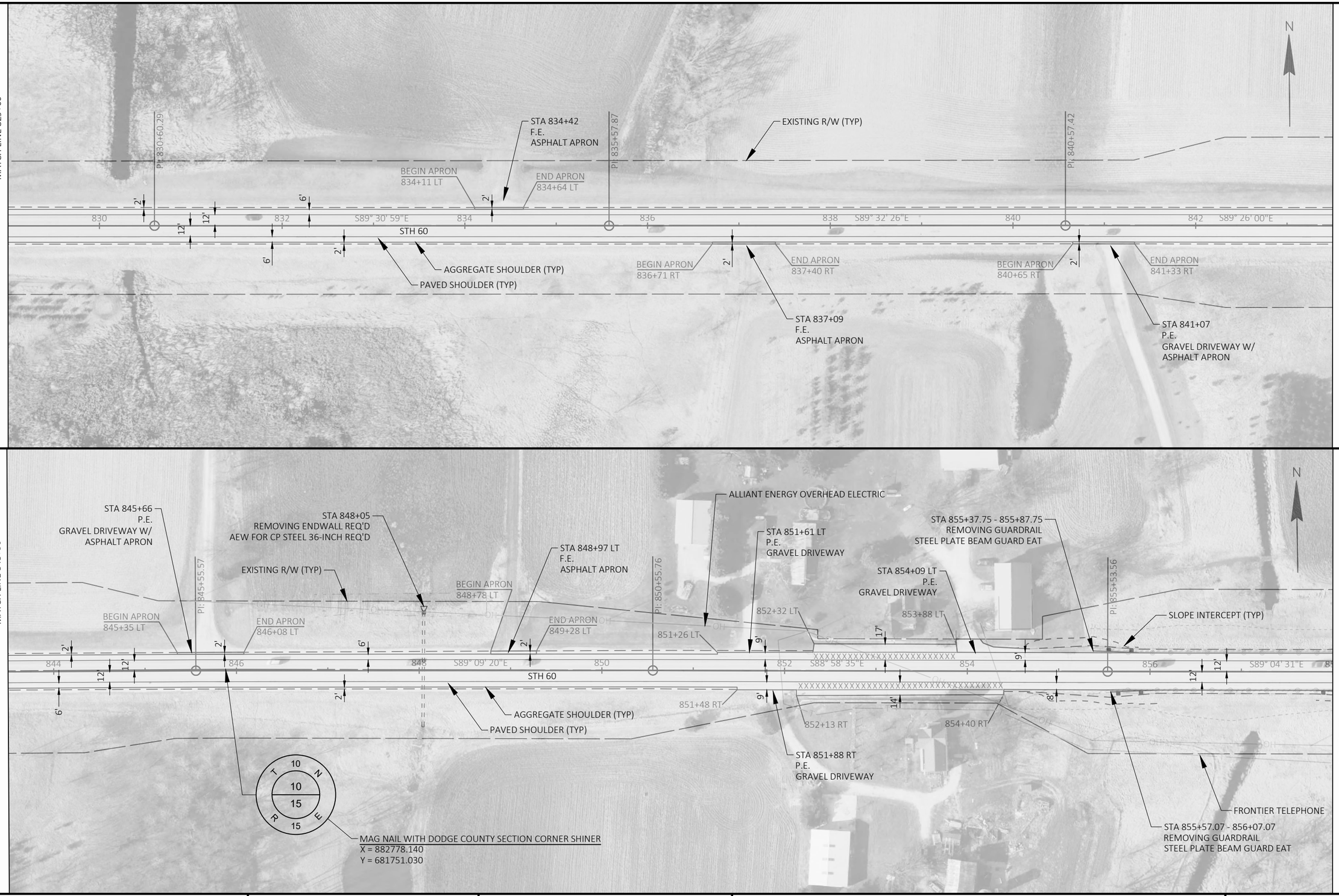
3042-01-21 4.01



PROJECT NO: 3042-01-71	HWY: STH 60	COUNTY: DODGE	PLAN SHEETS	SHEET 66	E

FILE NAME : X:\PROJECTS\DODGE\200091 - 3042-01-01 STH 60\DESIGN\C3D\SHEETSPLAN\050201-PN.DWG PLOT DATE : 10/24/2022 9:43 AM PLOT BY : RILEY SMEATON PLOT NAME :

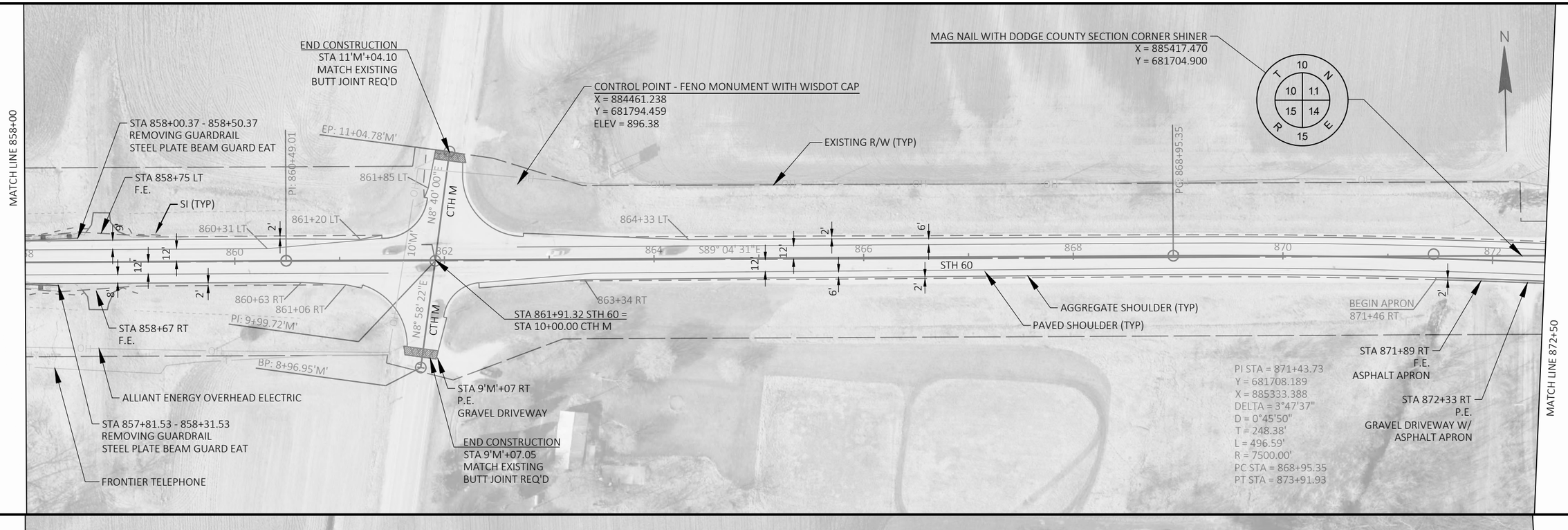
WISDOT/CADDS SHEET 44



PROJECT NO: 3042-01-71	HWY: STH 60	COUNTY: DODGE	PLAN SHEETS	SHEET 67	E

FILE NAME : X:\PROJECTS\DODGE\200091 - 3042-01-01 STH 60\DESIGN\C3D\SHEETSPLAN\050201-PN.DWG PLOT DATE : 10/24/2022 8:47 AM PLOT BY : RILEY SMEATON PLOT NAME :

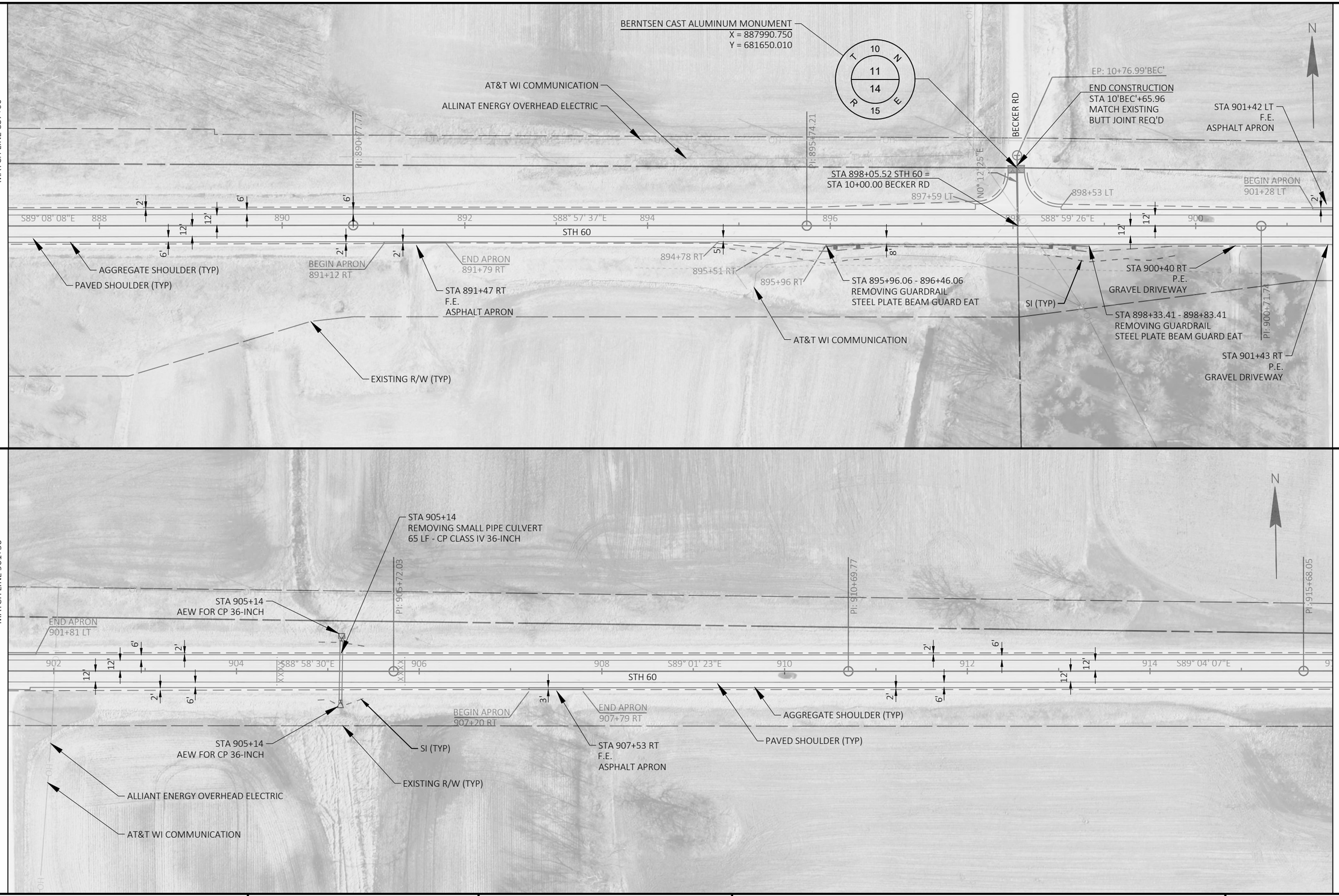
WISDOT/CADDS SHEET 44



PROJECT NO: 3042-01-71	HWY: STH 60	COUNTY: DODGE	PLAN SHEETS	SHEET 68 E

FILE NAME : X:\PROJECTS\DODGE\200091 - 3042-01-01 STH 60\DESIGN\C3D\SHEETSPLAN\050201-PN.DWG PLOT DATE : 10/24/2022 8:48 AM PLOT BY : RILEY SMEATON PLOT NAME :

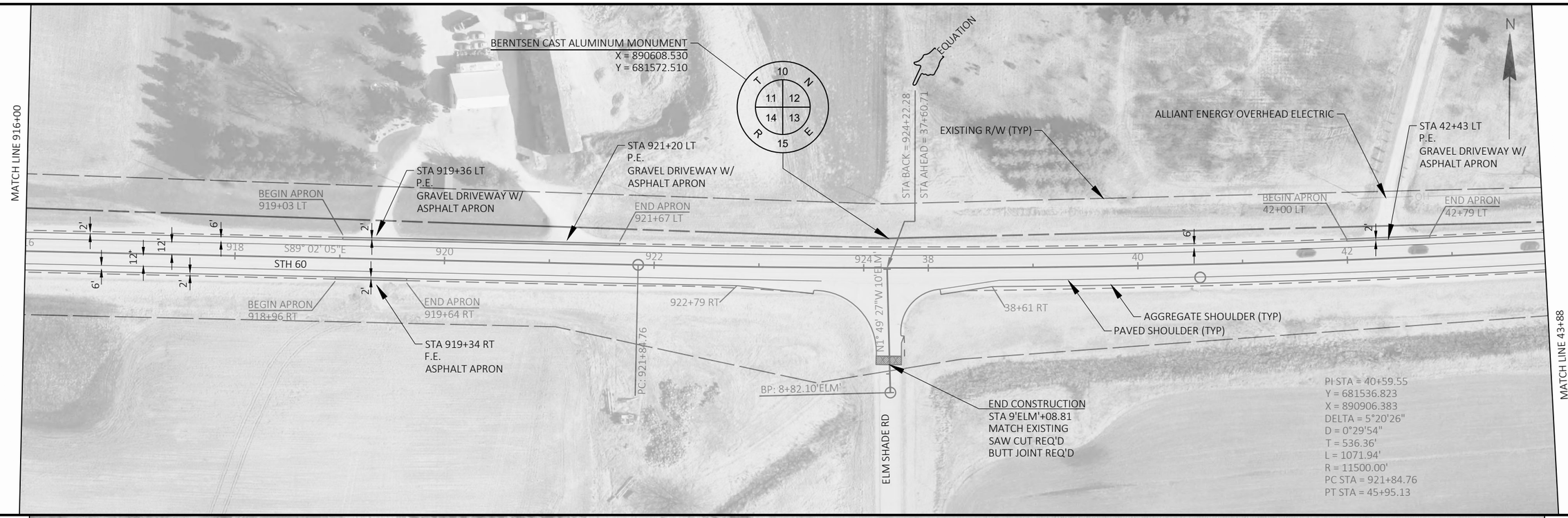
WISDOT/CADDS SHEET 44

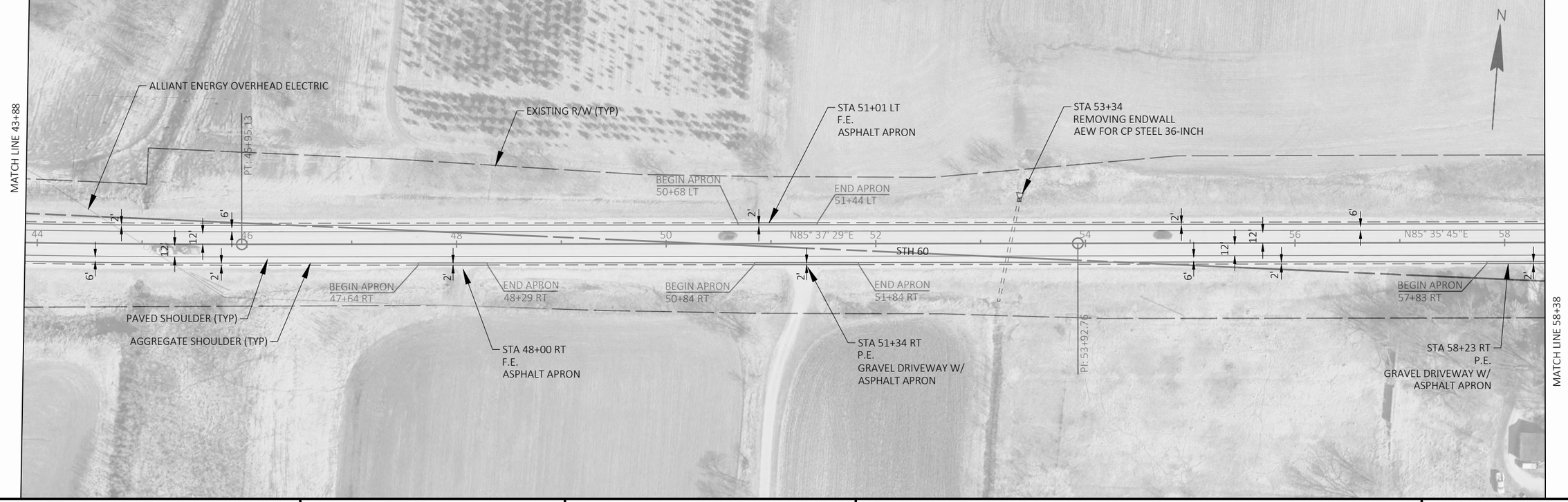


PROJECT NO: 3042-01-71	HWY: STH 60	COUNTY: DODGE	PLAN SHEETS	SHEET 69 E

FILE NAME : X:\PROJECTS\DODGE\200091 - 3042-01-01 STH 60\DESIGN\C3D\SHEETSPLAN\050201-PN.DWG PLOT DATE : 10/24/2022 8:48 AM PLOT BY : RILEY SMEATON PLOT NAME :

WISDOT/CADDS SHEET 44

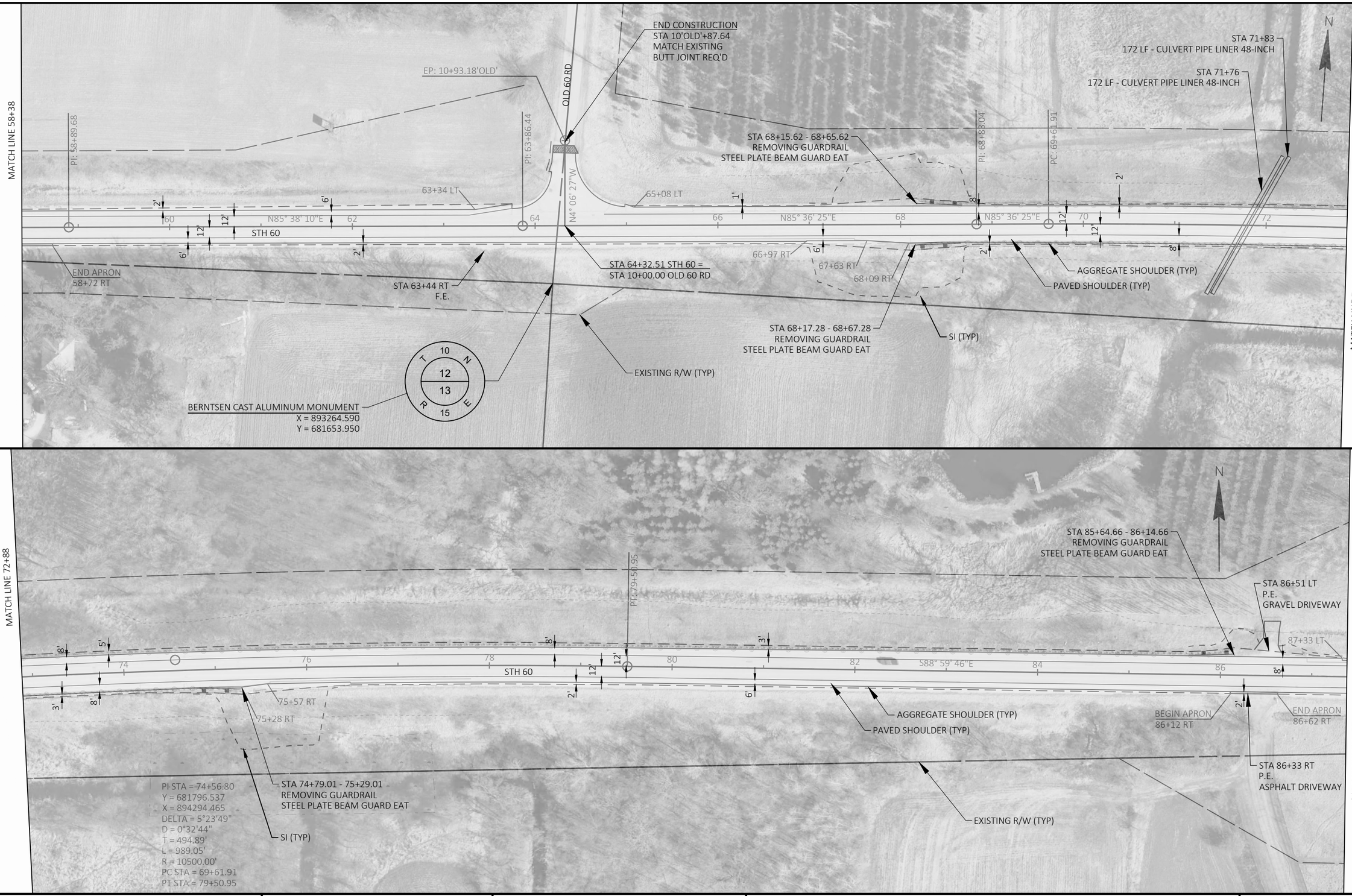




PROJECT NO: 3042-01-71	HWY: STH 60	COUNTY: DODGE	PLAN SHEETS	SHEET 70 E

FILE NAME : X:\PROJECTS\DODGE\200091 - 3042-01-01 STH 60\DESIGN\C3D\SHEETSPLAN\050201-PN.DWG PLOT DATE : 10/24/2022 8:48 AM PLOT BY : RILEY SMEATON PLOT NAME :

WISDOT/CADDS SHEET 44



PROJECT NO: 3042-01-71	HWY: STH 60	COUNTY: DODGE	PLAN SHEETS	SHEET 71	E

FILE NAME : X:\PROJECTS\DODGE\200091 - 3042-01-01 STH 60\DESIGN\C3D\SHEETSPLAN\050201-PN.DWG PLOT DATE : 10/24/2022 8:48 AM PLOT BY : RILEY SMEATON PLOT NAME :

WISDOT/CADDS SHEET 44

MATCH LINE 87+38

EXISTING R/W (TYP)

PI: 88+24.69

PI: 93+22.29

PI: 98+21.50

CONTROL POINT - FENO MONUMENT WITH WISDOT CAP
X = 896870.272
Y = 681821.200
ELEV = 875.304

EP: 11+21.32'DJ'

END CONSTRUCTION
STA 10'DJ'+93.13
MATCH EXISTING
BUTT JOINT REQ'D

STA 99+60
AEW FOR CP 36-INCH

99+53 LT

99+40 LT

100+81 LT

SI (TYP)

CTH DJ

101+78 LT

10'DJ' N0° 15' 00"E

88 90 S88° 55' 53"E 92 94 S88° 58' 48"E 96 98 100 S88° 54' 45"E

STH 60

2' 12' 12' 2' 6' 6'

AGGREGATE SHOULDER (TYP)

PAVED SHOULDER (TYP)

BEGIN APRON
96+15 RT

END APRON
97+14 RT

98+44 RT

5.5% ASPHALT
STABILIZING AGENT

4% ASPHALT
STABILIZING
AGENT

STA 96+73 RT
P.E.
GRAVEL DRIVEWAY W/
ASPHALT APRON

STA 99+60
REMOVING SMALL PIPE CULVERT
96 LF - CP CLASS III-A 36-INCH

STA 99+60
AEW FOR CP 36-INCH

STA 100+96.80 STH 60 =
STA 10+00.00 CTH DJ

BP: 8+62.53'DJ'

CTH DJ

END CONSTRUCTION
STA 9'DJ'+11.91
MATCH EXISTING
BUTT JOINT REQ'D

HUSTISFORD UTILITIES ELECTRIC

SPECTRUM COMMUNICATION

R 15 E T 10 N
2 7
13 18
T 10 N R 16 E

BERNTSEN CAST ALUMINUM MONUMENT
X = 895924.560
Y = 681695.050

MATCH LINE 101+88

EXISTING R/W (TYP)

PI: 103+21.59

PI: 108+19.58

PI: 113+17.67

PAVED SHOULDER (TYP)

AGGREGATE SHOULDER (TYP)

104+40 LT

105+70 LT

102 104 S88° 53' 34"E 106 108 110 S88° 55' 51"E 112 114 S88° 55' 28"E 116

STH 60

2' 3' 4' 4' 12' 12' 6' 6' 4'

102+27 RT

BEGIN APRON
105+54 RT

END APRON
106+23 RT

BEGIN APRON
115+98 RT

STA 105+90 RT
F.E.
ASPHALT APRON

HUSTISFORD UTILITIES ELECTRIC

SPECTRUM COMMUNICATION

T 10 N R 16 E
7
18

BERNTSEN CAST ALUMINUM MONUMENT
X = 898253.150
Y = 681678.320

MATCH LINE 116+38

PROJECT NO: 3042-01-71	HWY: STH 60	COUNTY: DODGE	PLAN SHEETS	SHEET 72	E

FILE NAME : X:\PROJECTS\DODGE\200091 - 3042-01-01 STH 60\DESIGN\C3D\SHEETSPLAN\050201-PN.DWG PLOT DATE : 10/27/2022 10:55 AM PLOT BY : RILEY SMEATON PLOT NAME :

WISDOT/CADDS SHEET 44

MATCH LINE 116+38

MATCH LINE 130+88

5

5

N

EXISTING R/W (TYP)

EP: 11+48.49'HEL'

ST HELENA RD

END CONSTRUCTION
STA 10'HEL'+68.16
MATCH EXISTING
BUTT JOINT REQ'D

PI: 123+08.58

PI: 128+04.97

127+79 LT

125+67 LT

129+66 LT

BEGIN APRON
118+69 LT

END APRON
119+67 LT

118

S88° 49' 15"E

120

122

124

S88° 58' 46"E 126

PI: 124+99.97'HEL'

10'HEL'

128

S88° 58' 02"E

130

STH 60

END APRON
116+84 RT

124+79 RT

127+57 RT

128+37 RT

129+49 RT

AGGREGATE SHOULDER (TYP)

PAVED SHOULDER (TYP)

STA 126+94.78 STH 60 =
STA 10+00.00 ST HELENA RD

END CONSTRUCTION
STA 9'HEL'+11.66
MATCH EXISTING
BUTT JOINT REQ'D

STA 129+25 RT
P.E.
GRAVEL DRIVEWAY

STA 116+30 RT
P.E.
GRAVEL DRIVEWAY W/
ASPHALT APRON

PI: 118+14.86

N0° 12' 44"W

BP: 8+77.68'HEL'

ST HELENA RD

WE ENERGIES GAS

STA 143+54.57 - 144+04.57
REMOVING GUARDRAIL
STEEL PLATE BEAM GUARD EAT

N

FRONTIER FIBER OPTIC

FRONTIER TELEPHONE

STA 142+57
AEW FOR CP 48-INCH

STA 142+64
AEW FOR CP 48-INCH

STA 141+79.32 - 142+29.32
REMOVING GUARDRAIL
STEEL PLATE BEAM GUARD EAT

SLOPE INTERCEPT (TYP)

EXISTING R/W (TYP)

STA 134+29 LT
F.E.
ASPHALT APRON

PI: 133+00.94

PI: 137+98.61

PI: 142+99.15

STA 141+50 LT
F.E.

141+20 LT

145+23 LT

144+05 LT

144+35 LT

BEGIN APRON
133+99 LT

END APRON
134+61 LT

131+19 LT

132+31 LT

132

134

S88° 55' 00"E

136

138

S88° 56' 03"E

140

142

144 S88° 57' 33"E

STH 60

SEE CONSTRUCTION DETAIL
FOR MORE INFORMATION

AGGREGATE SHOULDER (TYP)

PAVED SHOULDER (TYP)

STA 142+57
REMOVING SMALL PIPE CULVERT
148 LF - CP CLASS III 48-INCH

STA 142+64
REMOVING SMALL PIPE CULVERT
148 LF - CP CLASS III 48-INCH

STA 142+57
AEW FOR CP 48-INCH

STA 142+64
AEW FOR CP 48-INCH

HUSTISFORD UTILITIES ELECTRIC

SPECTRUM COMMUNICATION

BERNTSEN CAST ALUMINUM MONUMENT
X = 900900.630
Y = 681619.930

T 10 N
7 8
18 17
R 16 E

MATCH LINE 145+38

PROJECT NO: 3042-01-71	HWY: STH 60	COUNTY: DODGE	PLAN SHEETS	SHEET 73	E

FILE NAME : X:\PROJECTS\DODGE\200091 - 3042-01-01 STH 60\DESIGN\C3D\SHEETSPLAN\050201-PN.DWG

PLOT DATE : 10/24/2022 8:48 AM

PLOT BY : RILEY SMEATON

PLOT NAME :

WISDOT/CADDS SHEET 44

MATCH LINE 145+38

FRONTIER FIBER OPTIC
FRONTIER TELEPHONE
SI (TYP)
STA 147+98
AEW FOR CP 36-INCH
STA 147+98
REMOVING SMALL PIPE CULVERT
97 LF - CP CLASS III-A 36-INCH
EXISTING R/W (TYP)
PI: 152+92.69
STA 155+44 LT
P.E.
GRAVEL DRIVEWAY W/
ASPHALT APRON
BEGIN APRON
155+13 LT
END APRON
155+80 LT
PI: 157+87.80
N
146
148
S88° 53' 48"E
150
152
154
S88° 55' 51"E
156
158
STH 60
5'
12'
BEGIN APRON
146+04 RT
END APRON
146+73 RT
STA 146+39 RT
P.E.
GRAVEL DRIVEWAY W/
ASPHALT APRON
PI: 147+96.67
STA 147+98
AEW FOR CP 36-INCH
STA 150+57 RT
F.E.
BEGIN APRON
153+74 RT
END APRON
154+29 RT
AGGREGATE SHOULDER (TYP)
PAVED SHOULDER (TYP)
STA 154+02 RT
P.E.
GRAVEL DRIVEWAY W/
ASPHALT APRON
CONTROL POINT - FENO MONUMENT WITH WISDOT CAP
X = 901833.528
Y = 681618.270
ELEV = 881.032
HUSTISFORD UTILITIES ELECTRIC
SPECTRUM COMMUNICATION
MATCH LINE 159+88

MATCH LINE 159+88

WILLOW ROAD (GRAVEL)
EXISTING R/W (TYP)
PI: 162+87.56
PI: 167+82.88
PI: 172+79.14
N
BEGIN APRON
161+26 LT
END APRON
162+00 LT
N 07° 07' 02"W
160
S88° 56' 25"E
162
164
S88° 52' 14"E
166
168
170
S88° 55' 03"E
172
174
172+79 LT
174+01 RT
STH 60
4'
6'
12'
AGGREGATE SHOULDER (TYP)
PAVED SHOULDER (TYP)
BERNTSEN CAST ALUMINUM MONUMENT
X = 903547.280
Y = 681610.340
10
8
17
16
T
N
R
E
HUSTISFORD UTILITIES ELECTRIC
SPECTRUM COMMUNICATION
MATCH LINE 174+38

PROJECT NO: 3042-01-71	HWY: STH 60	COUNTY: DODGE	PLAN SHEETS	SHEET 74	E

FILE NAME : X:\PROJECTS\DODGE\200091 - 3042-01-01 STH 60\DESIGN\C3D\SHEETSPLAN\050201-PN.DWG PLOT DATE : 10/24/2022 8:49 AM PLOT BY : RILEY SMEATON PLOT NAME :

WISDOT/CADDS SHEET 44

MATCH LINE 174+38

MATCH LINE 188+88

5

5

CTH E CURVE NOTES
PI STA = 10+82.21
Y = 681687.974
X = 904530.982
DELTA = 5°07'17"
D = 5°30'00"
T = 46.59'
L = 93.11'
R = 1041.74'
PC STA = 10+35.62
PT STA = 11+28.74

WE ENERGIES GAS

CAUTION

EP: 11+28.74'E'

END CONSTRUCTION
STA 10'E'+78.11
MATCH EXISTNG
SAW CUT REQ'D
BUTT JOINT REQ'D

PC: 10+35.62'E'

CTH E

PI: 177+78.01

STA 177+98
AEW FOR CP 24-INCH

STA 177+98
REMOVING SMALL PIPE CULVERT
80 LF - CP CLASS III-A 24-INCH

177+71 LT

178+59 LT

179+48 LT

180+37 LT

182+53 LT

183+72 LT

183+47 LT

PI: 182+69.54

STA 186+56 LT
F.E.

CAUTION

STA 186+88.35 - 187+38.35
REMOVING GUARDRAIL
STEEL PLATE BEAM GUARD EAT

STA 185+72.09 - 186+22.09
REMOVING GUARDRAIL
STEEL PLATE BEAM GUARD EAT

PI: 187+69.40

PC: 188+78.78

S88° 56' 50"E

S88° 53' 13"E

S88° 58' 18"E

S88° 58' 18"E

STH 60

STA 176+83.97 STH 60 =
STA 10+00.00 CTH E

N7° 14' 46"E

CTH E

SI (TYP)

STA 177+98
AEW FOR CP 24-INCH

AGGREGATE SHOULDER (TYP)

PAVED SHOULDER (TYP)

EXISTING R/W (TYP)

179+48 RT

185+64 RT

186+11 RT

BP: 8+86.57'E'

END CONSTRUCTION
STA 9'E'+06.52
MATCH EXISTNG
SAW CUT REQ'D
BUTT JOINT REQ'D

FRONTIER TELEPHONE

FRONTIER FIBER OPTIC

HUSTISFORD UTILITIES ELECTRIC

SPECTRUM COMMUNICATION

SLOPE INTERCEPT (TYP)

STA 186+59 RT
F.E.

STA 186+82.04 - 187+32.04
REMOVING GUARDRAIL
STEEL PLATE BEAM GUARD EAT

BERNTSEN CAST ALUMINUM MONUMENT
X = 906194.120
Y = 681600.550

WE ENERGIES GAS

HUSTISFORD UTILITIES OVERHEAD ELECTRIC

STA 191+00.55 - 191+50.55
REMOVING GUARDRAIL
STEEL PLATE BEAM GUARD EAT

STA 202+97
AEW FOR CP 24-INCH

PT: 200+99.27

CAUTION

191+51 LT

191+80 LT

192+69 LT

STH 60

S82° 56' 36"E

191+63 RT

192+51 RT

AGGREGATE SHOULDER (TYP)

PAVED SHOULDER (TYP)

SLOPE INTERCEPT (TYP)

FRONTIER TELEPHONE

FRONTIER FIBER OPTIC

STA 190+82.58 - 191+32.58
REMOVING GUARDRAIL
STEEL PLATE BEAM GUARD EAT

PI STA = 194+89.59
Y = 681573.167
X = 906325.917
DELTA = 6°01'42"
D = 0°29'38"
T = 610.81'
L = 1220.49'
R = 11600.00'
PC STA = 188+78.78
PT STA = 200+99.27

FRONTIER TELEPHONE

FRONTIER FIBER OPTIC

EXISTING R/W (TYP)

STA 202+97
REMOVING SMALL PIPE CULVERT
67 LF - CP CLASS III-B 24-INCH

STA 202+97
AEW FOR CP 24-INCH

MATCH LINE 203+38

PROJECT NO: 3042-01-71	HWY: STH 60	COUNTY: DODGE	PLAN SHEETS	SHEET 75	E

FILE NAME : X:\PROJECTS\DODGE\200091 - 3042-01-01 STH 60\DESIGN\C3D\SHEETSPLAN\050201-PN.DWG PLOT DATE : 10/25/2022 11:39 AM PLOT BY : RILEY SMEATON PLOT NAME :

WISDOT/CADDS SHEET 44

MATCH LINE 203+38

WE ENERGIES GAS
HUSTISFORD UTILITIES OVERHEAD ELECTIRC
EXISTING R/W (TYP)
PI: 204+39.82
PI: 209+87.00
PI: 214+80.86
N
217+49 LT
217+19 LT
10'
6'
4'
12'
12'
12'
204
206
S82° 47' 04"E
208
210
212
S82° 45' 18"E
214
216
S82° 44' 04"E
STH 60
4'
6'
10'
217+08 RT
217+50 RT
AGGREGATE SHOULDER (TYP)
PAVED SHOULDER (TYP)
FRONTIER TELEPHONE
FRONTIER FIBER OPTIC
CONTROL POINT - FENO MONUMENT WITH WISDOT CAP
X = 908392.345
Y = 681243.043
ELEV = 904.44

5

5

MATCH LINE 217+88

EXISTING R/W (TYP)
HUSTIS ST
PI: 219+76.09
PI: 224+13.97
CONTROL POINT - FENO MONUMENT WITH WISDOT CAP
X = 909667.749
Y = 681211.171
ELEV = 899.64
N
PI: 229+69.92
PC: 231+17.31
227+18 LT
227+33 LT
8'
6'
4'
12'
12'
12'
218
220
S82° 44' 55"E
222
224
226
S82° 49' 22"E
228
230
S82° 49' 20"E
232
STH 60
8'
4'
6'
227+02 RT
227+27 RT
AGGREGATE SHOULDER (TYP)
PAVED SHOULDER (TYP)
B-14-61
STA 219+75.82
MATCH EXISTING
SAW CUT REQ'D
BUTT JOINT REQ'D
EXCEPTION TO NET C/L LENGTH
STA 218+46.66 - STA 219+75.82
HUSTIS ST
B-14-61
STA 218+46.66
MATCH EXISTING
SAW CUT REQ'D
BUTT JOINT REQ'D
CONTROL POINT - FENO MONUMENT WITH WISDOT CAP
X = 909959.733
Y = 681040.329
ELEV = 898.22
MATCH LINE 232+38

PROJECT NO: 3042-01-71	HWY: STH 60	COUNTY: DODGE	PLAN SHEETS	SHEET 76	E

FILE NAME : X:\PROJECTS\DODGE\200091 - 3042-01-01 STH 60\DESIGN\C3D\SHEETSPLAN\050201-PN.DWG PLOT DATE : 10/24/2022 8:49 AM PLOT BY : RILEY SMEATON PLOT NAME :

PI STA = 237+66.88
Y = 681038.402
X = 910570.781
DELTA = 13°07'01"
D = 1°00'51"
T = 649.57'
L = 1293.47'
R = 5650.00'
PC STA = 231+17.31
PT STA = 244+10.78

MATCH LINE 232+38

EXISTING R/W (TYP)

B-14-62
STA 233+92.78
MATCH EXISTING
SAW CUT REQ'D
BUTT JOINT REQ'D

B-14-62
STA 235+16.14
MATCH EXISTING
SAW CUT REQ'D
BUTT JOINT REQ'D

LAKE ST

S LAKE ST

232+64 LT
232+83 LT
232+84 RT
232+62 RT

10'
10'

234
236
238
240
242
244
246

STH 60

10'
12'
12'
8'

EXCEPTION TO NET C/L LENGTH
STA 233+92.78 - STA 235+16.14

PT: 244+10.78

AGGREGATE SHOULDER (TYP)
PAVED SHOULDER (TYP)

244+59 LT
244+83 LT
244+45 RT
244+57 RT

8'
6'
6'
4'

N84° 03' 39"E

CONTROL POINT - FENO MONUMENT WITH WISDOT CAP
X = 911382.736
Y = 681095.289
ELEV = 862.80

MATCH LINE 246+88

FRONTIER TELEPHONE
FRONTIER FIBER OPTIC

N

5

5

SECTION CORNER - CALCULATED POSITION
X = 911613.320
Y = 681358.610

T 10 N
9 10
16 15
R 16 E

HUSTISFORD UTILITIES
OVERHEAD ELECTRIC

STA 247+79
AEW FOR CP 24-INCH

STA 247+79
REMOVING SMALL PIPE CULVERT
124 LF - CP CLASS III-A 24-INCH

END CONSTRUCTION
STA 10'RUB'+96.26
MATCH EXISTING
BUTT JOINT REQ'D

EP: 11+14.31'RUB'

RUBICON ST

N27° 50' 07"W

FRONTIER TELEPHONE
SPECTRUM COMMUNICATION

250+74 LT

PI: 254+01.66

EXISTING R/W (TYP)

ROCK RIVER

B-14-180
STA 257+24.56
MATCH EXISTING
BUTT JOINT REQ'D

B-14-180
STA 258+96.39
MATCH EXISTING
BUTT JOINT REQ'D

PC: 260+31.31

BEGIN APRON
261+35 LT

253+15 LT
256+18 LT
256+16 RT
259+74 LT
259+73 RT
260+17 RT

11'
1'
7'
11'
12'
12'
12'
12'
4'
6'
6'
4'
5'
3'
10'
7'
8'
3'

248
250
252
254
256
258
260

N83° 46' 33"E
N83° 51' 10"E

STH 60

249+19 RT
250+94 RT
255+37 RT

AGGREGATE SHOULDER (TYP)
PAVED SHOULDER (TYP)

STA 252+32.83 STH 60 =
STA 10+00.00 RUBICON ST

PI: 248+95.76

SI (TYP)

STA 247+79
AEW FOR CP 24-INCH

FRONTIER TELEPHONE
FRONTIER FIBER OPTIC

ROCK RIVER

EXCEPTION TO NET C/L LENGTH
STA 257+24.56 - STA 258+96.39

MATCH LINE 261+38

N

PROJECT NO: 3042-01-71	HWY: STH 60	COUNTY: DODGE	PLAN SHEETS	SHEET 77	E

FILE NAME : X:\PROJECTS\DODGE\200091 - 3042-01-01 STH 60\DESIGN\C3D\SHEETSPLAN\050201-PN.DWG
PLOT DATE : 10/24/2022 8:49 AM
PLOT BY : RILEY SMEATON
PLOT NAME :

MATCH LINE 261+38

STA 261+69 LT
F.E.
ASPHALT APRON

END APRON
262+09 LT

262+72 RT

STA 263+50.76 STH 60 =
STA 10+00.00 HILLTOP RD

BEGIN APRON
265+74 LT

END APRON
266+50 LT

STA 266+05 LT
P.E.
ASPHALT DRIVEWAY W/
ASPHALT APRON

PT: 9+75.80'HIL

264+67 RT

END CONSTRUCTION
STA 9'HIL'+04.40
MATCH EXISTING
BUTT JOINT REQ'D

N33° 10' 49"W

PC: 9+17.25'HIL

BP: 8+66.52'HIL'

HILLTOP RD

EXISTING R/W (TYP)

STH 60

BERNTSEN CAST ALUMINUM MONUMENT
X = 914159.420
Y = 681309.400

T 10 N
R 15 E
10
15
16

STA 273+15 LT
P.E.
GRAVEL DRIVEWAY

END CONSTRUCTION
STA 10'ARN'+58.87
MATCH EXISTING
BUTT JOINT REQ'D

ARNOLD RD

EP: 11+03.70'ARN'

N12° 35' 08"E

274+67 LT

272+82 LT

AGGREGATE SHOULDER (TYP)

PAVED SHOULDER (TYP)

STA 275+44.93 STH 60 =
STA 10+00.00 ARNOLD RD

HILLTOP RD CURVE DATA

PI STA = 9+47.10
Y = 681241.395
X = 913152.287
DELTA = 27°33'45"
D = 47°04'26"
T = 29.85'
L = 58.55'
R = 121.71'
PC STA = 9+17.25
PT STA = 9+75.80

PI STA = 268+78.17
Y = 681368.754
X = 913670.187
DELTA = 32°46'18"
D = 1°59'22"
T = 846.86'
L = 1647.29'
R = 2880.00'
PC STA = 260+31.31
PT STA = 276+78.60

MATCH LINE 275+88

PT: 276+18.60

PI: 280+19.14

PI: 290+13.52

276+04 LT

S63° 22' 31"E

S63° 18' 27"E

CAUTION

ATC ELECTRIC OVERHEAD

CONTROL POINT - FENO MONUMENT WITH WISDOT CAP
X = 915094.571
Y = 680608.656
ELEV = 853.27

MATCH LINE 290+38

PROJECT NO: 3042-01-71	HWY: STH 60	COUNTY: DODGE	PLAN SHEETS	SHEET 78	E

FILE NAME : X:\PROJECTS\DODGE\200091 - 3042-01-01 STH 60\DESIGN\C3D\SHEETSPLAN\050201-PN.DWG PLOT DATE : 10/25/2022 12:34 PM PLOT BY : RILEY SMEATON PLOT NAME :

MATCH LINE 290+38

5

FRONTIER FIBER OPTIC
FRONTIER TELEPHONE
ATC OVERHEAD ELECTRIC
HUSTISFORD UTILITIES OVERHEAD ELECTRIC
SPECTRUM COMMUNICATION
EXISTING R/W (TYP)
CAUTION
STA 299+18
AEW FOR CP 30-INCH
STA 300+57 LT
P.E.
ASPHALT DRIVEWAY W/
ASPHALT APRON
PI: 295+17.92
BEGIN APRON
300+40 LT
END APRON
300+74 LT
292
S63° 23' 40"E
294
S63° 20' 33"E
296
298
300
302
S63° 20' 24"E
304
STH 60
BEGIN APRON
292+43 RT
END APRON
294+55 RT
AGGREGATE SHOULDER (TYP)
PAVED SHOULDER (TYP)
STA 292+89 RT
P.E.
GRAVEL DRIVEWAY W/
ASPHALT APRON
STA 294+34 RT
P.E.
ASPHALT DRIVEWAY W/
ASPHALT APRON
STA 299+61
REMOVING SMALL PIPE CULVERT
126 LF - CP CLASS III-A 30-INCH
SI (TYP)
PI: 300+04.52
STA 300+06
AEW FOR CP 30-INCH
BEGIN APRON
301+56 RT
END APRON
302+07 RT
STA 301+83 RT
F.E.
ASPHALT APRON
6'
12'
12'
4'
4'
6'
4'
4'
4'
4'
N

MATCH LINE 304+88

EXISTING R/W (TYP)
STA 309+36 LT
P.E.
GRAVEL DRIVEWAY W/
ASPHALT APRON
PI: 305+01.02
PI: 309+96.74
PI: 314+93.68
STA 317+93.01 STH 60 =
STA 10+00.00 CTH EE
BEGIN APRON
308+99 LT
END APRON
309+75 LT
306
S63° 24' 12"E
308
310
312
S63° 14' 15"E
314
316
S63° 18' 53"E
318
STH 60
BEGIN APRON
308+15 RT
END APRON
309+29 RT
312+45 RT
317+40 RT
AGGREGATE SHOULDER (TYP)
PAVED SHOULDER (TYP)
STA 308+75 RT
P.E.
ASPHALT DRIVEWAY W/
ASPHALT APRON
CTH EE
318+82
PI: 9+43.06'EE'
N 1°02'58" E
BP: 8+57.50'EE'
END CONSTRUCTION
STA 9'EE'+06.86
MATCH EXISTING
BUTT JOINT REQ'D
4'
6'
12'
12'
4'
4'
6'
4'
4'
2'
1'
12'
N

MATCH LINE 319+38

5

PROJECT NO: 3042-01-71	HWY: STH 60	COUNTY: DODGE	PLAN SHEETS	SHEET 79	E

FILE NAME : X:\PROJECTS\DODGE\200091 - 3042-01-01 STH 60\DESIGN\C3D\SHEETSPLAN\050201-PN.DWG PLOT DATE : 10/24/2022 8:50 AM PLOT BY : RILEY SMEATON PLOT NAME :

MATCH LINE 319+38

EXISTING R/W (TYP)

STA 322+00 LT
P.E.
GRAVEL DRIVEWAY W/
ASPHALT APRON

PI: 319+93.60

BEGIN APRON
321+44 LT

END APRON
322+43 LT

4'

320 322 S62° 32' 08"E 324 326 328 S61° 56' 13"E 330 S61° 56' 48"E 332

319+54 RT

AGGREGATE SHOULDER (TYP)

PAVED SHOULDER (TYP)

PI: 325+01.69

STH 60

4'

BEGIN APRON
325+01 RT

END APRON
326+07 RT

4'

6'

12'

12'

4'

6'

STA 325+69 RT
P.E.
GRAVEL DRIVEWAY W/
ASPHALT APRON

HUSTISFORD UTILITIES OVERHEAD ELECTRIC

SPECTRUM COMMUNICATION

SPECTRUM COMMUNICATION

BERNTSEN CAST ALUMINUM MONUMENT
X = 919444.860
Y = 678609.870

T 10 N
14
R 16 E

N

FRONTIER FIBER OPTIC

FRONTIER TELEPHONE

PI: 329+99.68

STA 328+99 RT
P.E.
GRAVEL DRIVEWAY

HMOD

HT MOD - AI5997
X = 919202.760
Y = 678490.630
ELEV = 862.135

STA 332+96
AEW FOR CP 30-INCH

STA 332+96
REMOVING SMALL PIPE CULVERT
65 LF - CP CLASS IV 30-INCH

STA 332+96
AEW FOR CP 30-INCH

SI (TYP)

MATCH LINE 333+88

5

5

MATCH LINE 333+88

BEGIN APRON
334+08 LT

STA 334+34 LT
F.E.
ASPHALT APRON

END APRON
334+61 LT

5'

334 336 S61° 54' 08"E 338 340 342 S61° 56' 42"E 344 346 348

STH 60

PI: 334+97.88

BEGIN APRON
338+07 RT

END APRON
338+76 RT

4'

4'

STA 338+48 RT
F.E.
ASPHALT APRON

EXISTING R/W (TYP)

FRONTIER FIBER OPTIC

FRONTIER TELEPHONE

PI: 339+92.63

6'

12'

12'

4'

6'

LEHMAN RD CURVE DATA
PI STA = 10+93.65
Y = 677960.566
X = 920542.188
DELTA = 41°55'10"
D = 33°52'01"
T = 64.81'
L = 123.78'
R = 169.18'
PC STA = 10+28.84
PT STA = 11+52.62

PT: 11+52.62'WLE'

END CONSTRUCTION
STA 11'WLE'+69.62
MATCH EXISTING
BUTT JOINT REQ'D

N

EP: 11+73.04'WLE'

LEHMAN RD

343+42 LT

PC: 10+28.84'WLE'

N29° 14' 24"E

346+22 LT

347+14 LT

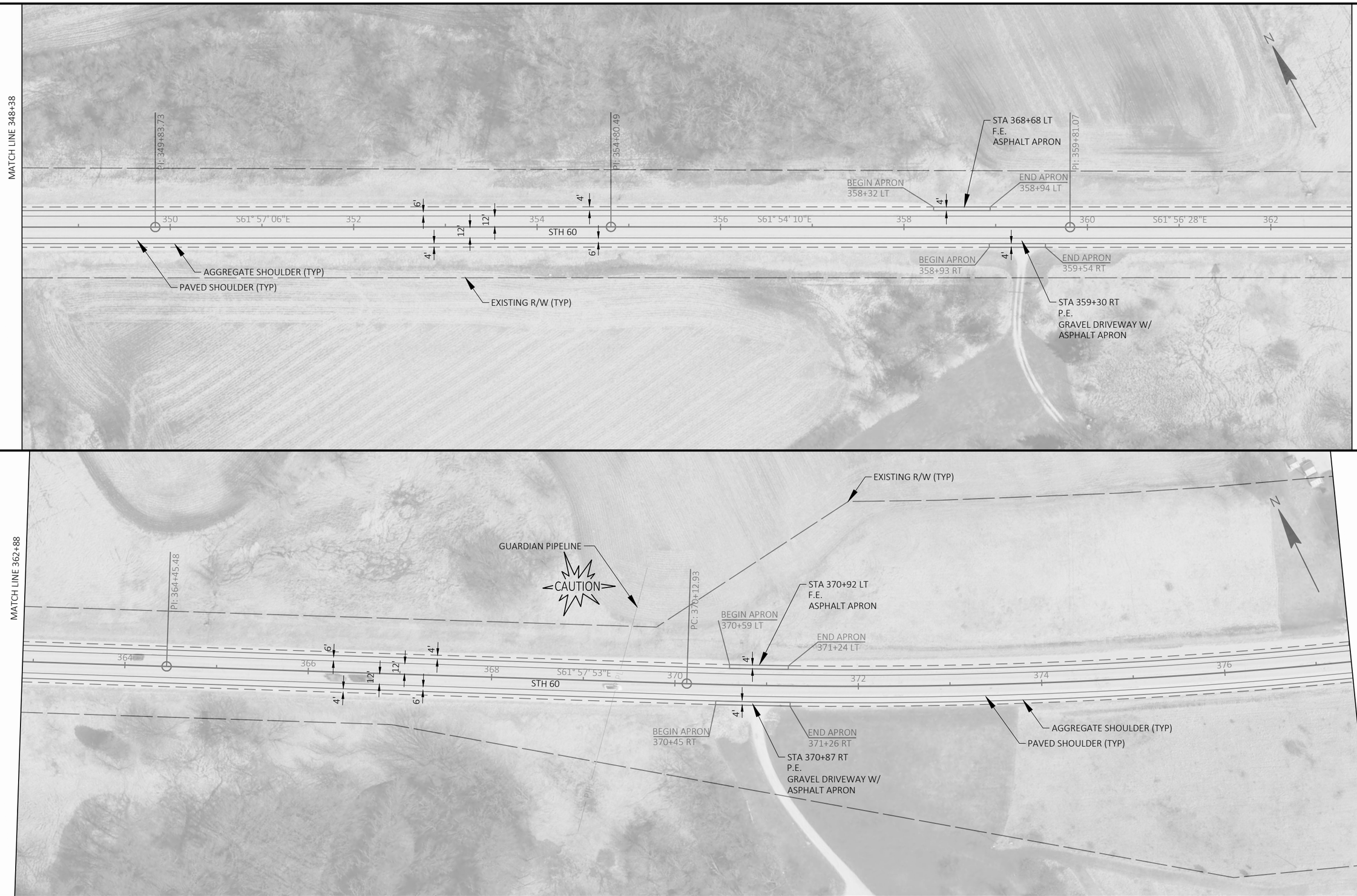
AGGREGATE SHOULDER (TYP)

PAVED SHOULDER (TYP)

STA 344+98.82 STH 60 =
STA 10+00.00 LEHMAN RD

MATCH LINE 348+38

PROJECT NO: 3042-01-71	HWY: STH 60	COUNTY: DODGE	PLAN SHEETS	SHEET 80	E



PROJECT NO: 3042-01-71	HWY: STH 60	COUNTY: DODGE	PLAN SHEETS	SHEET 81 E

FILE NAME : X:\PROJECTS\DODGE\200091 - 3042-01-01 STH 60\DESIGN\C3D\SHEETSPLAN\050201-PN.DWG PLOT DATE : 10/24/2022 8:51 AM PLOT BY : RILEY SMEATON PLOT NAME :

WISDOT/CADDS SHEET 44

MATCH LINE 377+38

BEGIN APRON
377+38 LT

END APRON
377+68 LT

STA 377+53 LT
P.E.
ASPHALT APRON

EXISTING R/W (TYP)

STA 380+19 LT
F.E.
GRAVEL DRIVEWAY

REMOVING EXISTING ASPHALT APRON

STA 383+20.21 STH 60 =
STA 9+98.19 FISH RD

STA 389+26 RT
P.E.
ASPHALT DRIVEWAY W/
ASPHALT APRON

BEGIN APRON
388+86 LT

END APRON
389+66 LT

STH 60

382+82 RT
PT: 9+66.89'FSH'

383+61 RT

N8° 29' 14"E

FISH RD

BP: 8+73.70'FSH'

END CONSTRUCTION
STA 9'FSH'+30.71
MATCH EXISTING
BUTT JOINT REQ'D

AGGREGATE SHOULDER (TYP)

PAVED SHOULDER (TYP)

MATCH LINE 391+88

PI STA = 381+33.81
Y = 676169.364
X = 923704.371
DELTA = 23°02'17"
D = 1°02'30"
T = 1120.88'
L = 2211.48'
R = 5500.00'
PC STA = 370+12.93
PT STA = 392+24.41

FISH RD CURVE DATA
PI STA = 9+21.05
Y = 676146.216
X = 923919.139
DELTA = 25°00'13"
D = 26°49'54"
T = 47.35'
L = 93.19'
R = 213.54'
PC STA = 8+73.70
PT STA = 9+66.89

BERNTSEN CAST ALUMINUM MONUMENT
X = 924729.780
Y = 675955.220

T 10 N
13
24
R 16 E

PI STA = 396+66.25
Y = 676033.236
X = 925261.157
DELTA = 6°32'34"
D = 2°23'14"
T = 137.18'
L = 274.07'
R = 2400.00'
PC STA = 395+29.07
PT STA = 398+03.13

MATCH LINE 391+88

PT: 392+24.41

EXISTING R/W (TYP)

PC: 395+29.07

PT: 398+03.13

PI: 401+02.10

EP: 10+71.99'SCE'

SCENIC DR

END CONSTRUCTION
STA 10'SCE'+47.91
MATCH EXISTING
BUTT JOINT REQ'D

PI: 406+00.68

402+72 LT

403+42 LT

S85° 00' 10"E

N88° 27' 16"E

N1° 37' 20"W

N88° 58' 45"E

STH 60

BEGIN APRON
401+02 RT

END APRON
401+67 RT

STA 401+37 RT
P.E.
GRAVEL DRIVEWAY W/
ASPHALT APRON

AGGREGATE SHOULDER (TYP)

PAVED SHOULDER (TYP)

STA 403+08.19 STH 60 =
STA 10+00.00 SCENIC DR

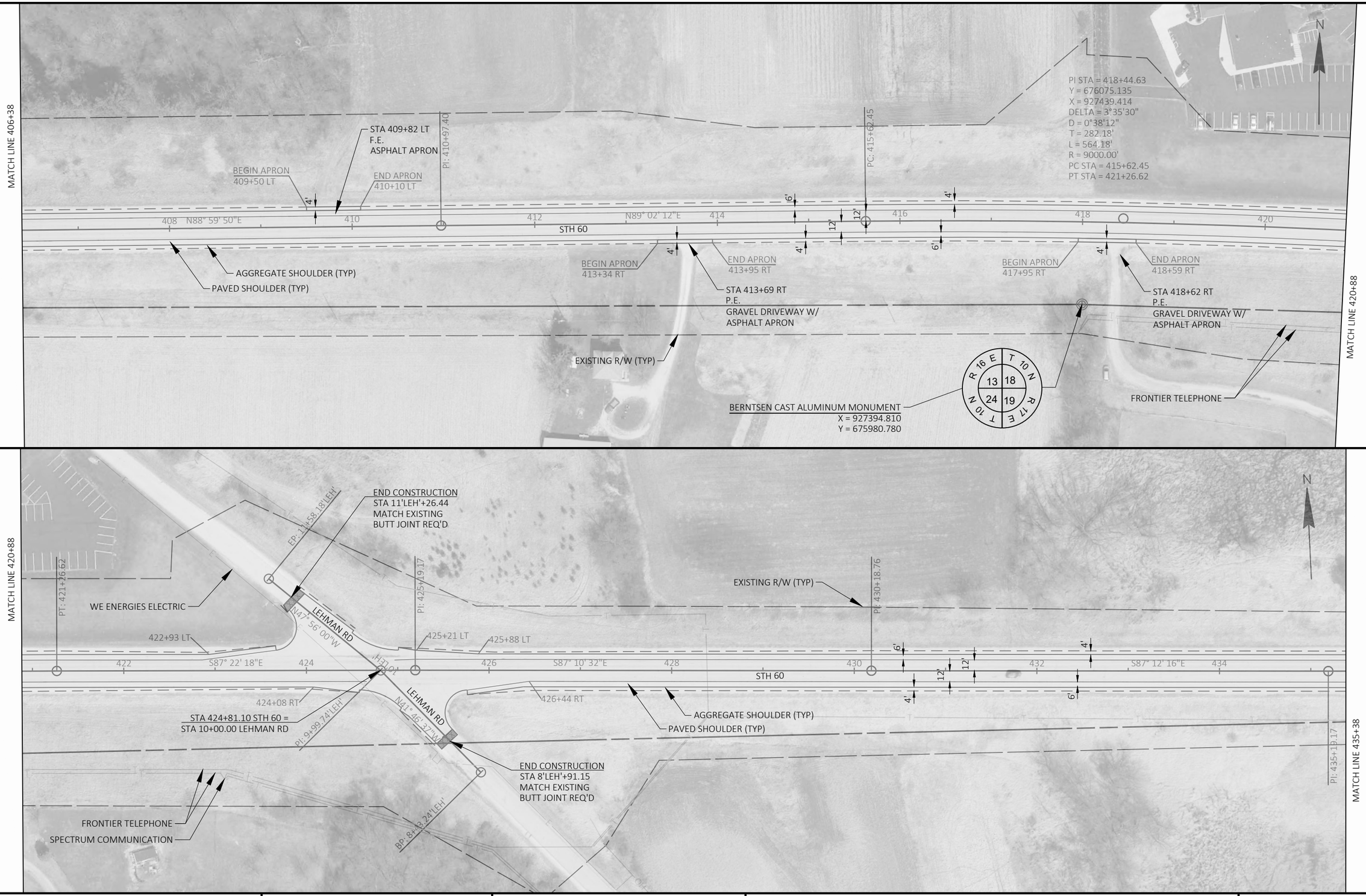
MATCH LINE 406+38

CONTROL POINT - FENO MONUMENT WITH WISDOT CAP
X = 925456.135
Y = 676005.522
ELEV = 888.12

PROJECT NO: 3042-01-71	HWY: STH 60	COUNTY: DODGE	PLAN SHEETS	SHEET 82	E

FILE NAME : X:\PROJECTS\DODGE\200091 - 3042-01-01 STH 60\DESIGN\C3D\SHEETSPLAN\050201-PN.DWG PLOT DATE : 10/24/2022 8:51 AM PLOT BY : RILEY SMEATON PLOT NAME :

WISDOT/CADDS SHEET 44



PROJECT NO: 3042-01-71	HWY: STH 60	COUNTY: DODGE	PLAN SHEETS	SHEET 83 E

FILE NAME : X:\PROJECTS\DODGE\200091 - 3042-01-01 STH 60\DESIGN\C3D\SHEETSPLAN\050201-PN.DWG PLOT DATE : 10/24/2022 8:52 AM PLOT BY : RILEY SMEATON PLOT NAME :

MATCH LINE 435+38

STA 437+31
REMOVING SMALL PIPE CULVERT
105 LF - CP CLASS III 60-INCH

STA 437+31
AEW FOR CP 60-INCH

STA 437+38
AEW FOR CP 60-INCH

SI (TYP)

PI: 440+17.64

STA 443+19 LT
P.E.
GRAVEL DRIVEWAY W/
ASPHALT APRON

BEGIN APRON
442+81 LT

END APRON
443+56 LT

PI: 445+18.95

436 | S87° 12' 42"E | 438 | 440 | 442 | S87° 10' 31"E | 444 | 446 | 448 | S87° 16' 57"E

6' 4' 12' 12' 4' 6' 4'

STH 60

AGGREGATE SHOULDER (TYP)

PAVED SHOULDER (TYP)

STA 437+38
REMOVING SMALL PIPE CULVERT
105 LF - CP CLASS III 60-INCH

STA 437+38
AEW FOR CP 60-INCH

STA 437+31
AEW FOR CP 60-INCH

FRONTIER TELEPHONE

EXISTING R/W (TYP)

BEGIN APRON
446+39 RT

END APRON
447+01 RT

STA 446+77 RT
P.E.
GRAVEL DRIVEWAY W/
ASPHALT APRON

CONCRETE MARKER
X = 929653.450
Y = 675926.080

MATCH LINE 449+88

5

5

MATCH LINE 449+88

PI: 450+15.94

PI: 487+46.46

PI: 492+50.82

END APRON
496+52 LT

STA 496+19 LT
F.E.
ASPHALT APRON

BEGIN APRON
495+95 LT

STA 493+40
4% ASPHALT STABILIZING AGENT
5.5% ASPHALT STABILIZING AGENT

450 | 452 | S87° 46' 06"E | 454 | 488 | S87° 59' 22"E | 490 | 492 | 494 | S87° 55' 29"E | 496

6' 4' 12' 12' 4' 6' 4'

STH 60

5'

493+44 RT

495+68 RT

12' 1' 2'

PAVED SHOULDER (TYP)

AGGREGATE SHOULDER (TYP)

BEGIN APRON
491+77 RT

END APRON
492+60 RT

STA BACK = 454+28.97
STA AHEAD = 486+62.45
EQUATION

STA 487+44 - 487+69
PLACE ASPHALTIC RUMBLE STRIPS AT INTERSECTION

EXISTING R/W (TYP)

STA 490+94 - 491+19
PLACE ASPHALTIC RUMBLE STRIPS AT INTERSECTION

STA 492+19 RT
P.E.
ASPHALT DRIVEWAY W/
ASPHALT APRON

STA 493+19 - 493+44
PLACE ASPHALTIC RUMBLE STRIPS AT INTERSECTION

STA 495+34 RT
P.E.
ASPHALT DRIVEWAY W/
ASPHALT APRON

STA 496+36 RT
P.E.
ASPHALT DRIVEWAY W/
ASPHALT APRON

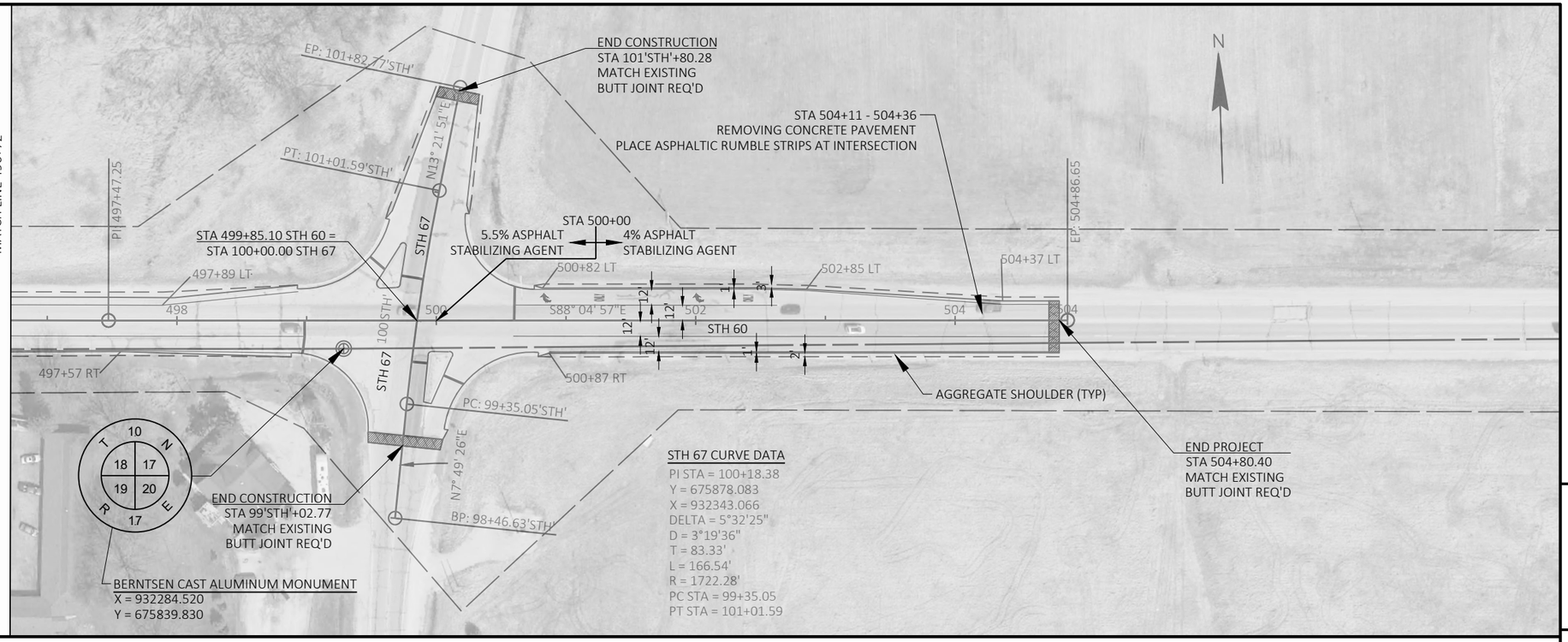
FRONTIER TELEPHONE

MATCH LINE 496+72

PROJECT NO: 3042-01-71	HWY: STH 60	COUNTY: DODGE	PLAN SHEETS	SHEET 84	E

FILE NAME : X:\PROJECTS\DODGE\200091 - 3042-01-01 STH 60\DESIGN\C3D\SHEETSPLAN\050201-PN.DWG PLOT DATE : 11/2/2022 3:48 PM PLOT BY : RILEY SMEATON PLOT NAME :

WISDOT/CADDS SHEET 44



5

5

PROJECT NO: 3042-01-71	HWY: STH 60	COUNTY: DODGE	PLAN SHEETS	SHEET 85	E

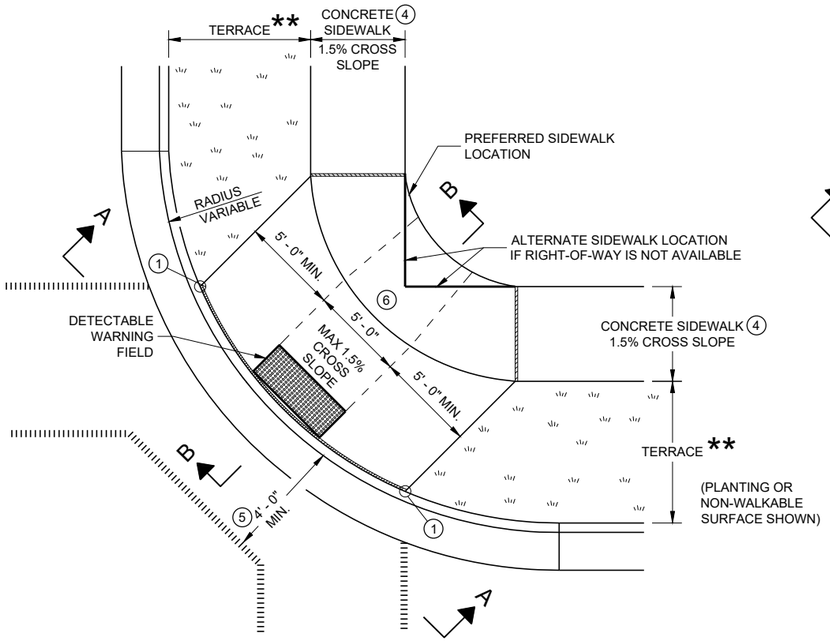
FILE NAME : X:\PROJECTS\DODGE\200091 - 3042-01-01 STH 60\DESIGN\C3D\SHEETSPLAN\050201-PN.DWG PLOT DATE : 10/27/2022 11:03 AM PLOT BY : RILEY SMEATON PLOT NAME :

WISDOT/CADDS SHEET 44

Standard Detail Drawing List

08D05-20A	CURB RAMPS TYPES 1 AND 1-A
08D05-20B	CURB RAMPS TYPES 2 AND 3
08D05-20C	CURB RAMPS TYPES 4A AND 4A1
08D05-20D	CURB RAMPS TYPE 4B AND 4B1
08D05-20E	CURB RAMPS TYPES 5, 6, 7A, 7B & 8
08D05-20F	CURB RAMPS RADIAL DETECTABLE WARNING FIELD APPLICATIONS
08D05-20G	CURB RAMPS RECTANGULAR AND RADIAL DETECTABLE WARNING PLATES
08D22-01	DRIVEWAYS WITHOUT CURB & GUTTER RESURFACING PROJECTS RURAL
08E09-06	SILT FENCE
08E15-01	CULVERT PIPE CHECK
08F01-11	APRON ENDWALLS FOR CULVERT PIPE
08F04-08	JOINT TIES FOR CONCRETE PIPE AND CONCRETE COLLAR DETAIL
13A08-01	ASPHALTIC RUMBLE STRIPS AT INTERSECTION
13A10-02C	2-LANE RURAL SHOULDER RUMBLE STRIP, MILLING
13A10-02D	2-LANE RURAL SHOULDER RUMBLE STRIP, MILLING
13A11-03A	2-LANE RURAL CENTER LINE RUMBLE STRIP, MILLING
13A11-03B	2-LANE RURAL CENTER LINE RUMBLE STRIP, MILLING
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
14B18-06A	STEEL PLATE BEAM GUARD, CLASS "A" (AT BRIDGES, OBSTACLES AND SIDEROADS/DRIVEWAYS)
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
14B29-01	SAFETY EDGE
14B42-07A	MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL
14B42-07B	MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL
14B42-07C	MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL
14B42-07D	MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL
14B44-04A	MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)
14B44-04B	MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)
14B44-04C	MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)
15A03-02A	FLEXIBLE MARKER POST FOR CULVERT END
15A03-02B	FLEXIBLE MARKER POST FOR CULVERT END
15C02-08A	BARRICADES AND SIGNS FOR MAINLINE CLOSURES
15C02-08B	BARRICADES AND SIGNS FOR VARIOUS CLOSURES
15C02-08C	DETOUR SIGNING FOR MAINLINE CLOSURES
15C02-08D	ON RAMP LANE CLOSURE
15C02-08E	OFF RAMP LANE CLOSURE
15C02-08F	ADVANCED WIDTH RESTRICTION SIGNING
15C03-05	BARRICADES AND SIGNS FOR SIDEROAD CLOSURES
15C04-05	TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 M.P.H. OR GREATER TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC
15C07-15B	PAVEMENT MARKING WORDS
15C07-15C	PAVEMENT MARKING ARROWS
15C08-22A	LONGITUDINAL MARKING (MAINLINE)
15C08-22B	TEMPORARY LONGITUDINAL PAVEMENT MARKING
15C08-22C	PAVEMENT MARKING (TURN LANES)
15C08-22D	PAVEMENT MARKING (TURN LANES)
15C11-09B	CHANNELIZING DEVICES DRUMS, CONES, BARRICADES AND VERTICAL PANELS
15C12-09A	TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION
15C12-09B	TRAFFIC CONTROL, LANE CLOSURE WITH AUTOMATED FLAGGER ASSISTANCE DEVICE
15C18-06A	MEDIAN ISLAND MARKING PAVEMENT MARKINGS
15C18-06B	MEDIAN ISLAND MARKING MEDIAN ISLAND NOSE
15C18-06C	MEDIAN PAVEMENT MARKINGS DOUBLE ARROW WARNING SIGN PLACEMENT
15C19-07A	MOVING PAVEMENT MARKING OPERATION TWO-LANE TWO-WAY ROADWAY
15C33-04	STOP LINE AND CROSSWALK PAVEMENT MARKING
15C35-05A	PAVEMENT MARKING (INTERSECTIONS)
15C35-05B	PAVEMENT MARKING AND SIGNING (CLIMBING LANE & PASSING LANE)
15C35-05C	PAVEMENT MARKING AND SIGNING (CLIMBING LANE & PASSING LANE)
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
15D48-01	TRAFFIC CONTROL, LANE SHIFT IN FLAGGING OPERATION
16A01-07	LANDMARK REFERENCE MONUMENTS AND COVERS

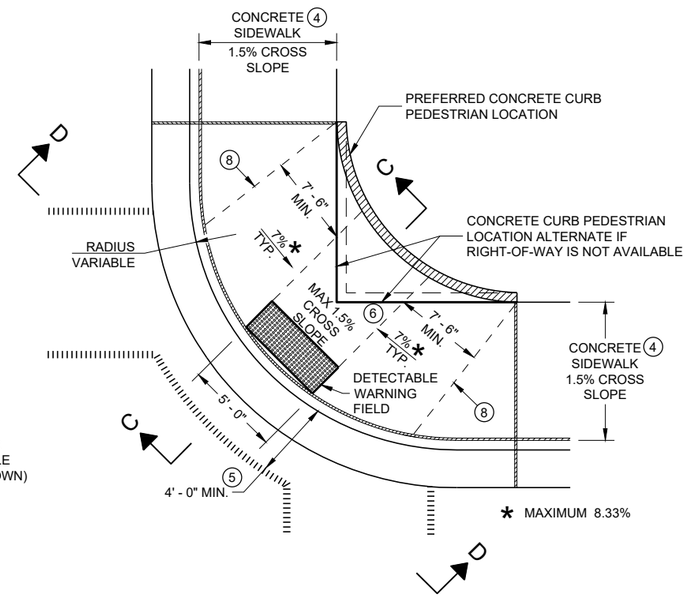
6



PLAN VIEW

CURB RAMP TYPE 1

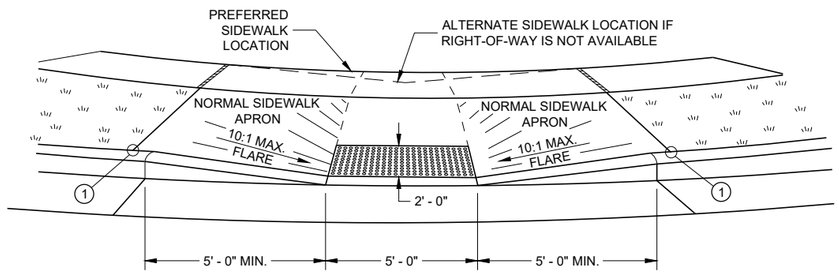
(CENTER OF CORNER RADIUS)



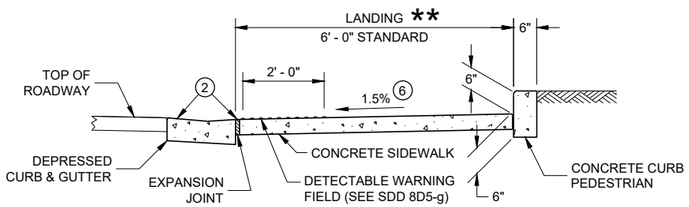
PLAN VIEW

CURB RAMP TYPE 1 - A

(NO TERRACE)

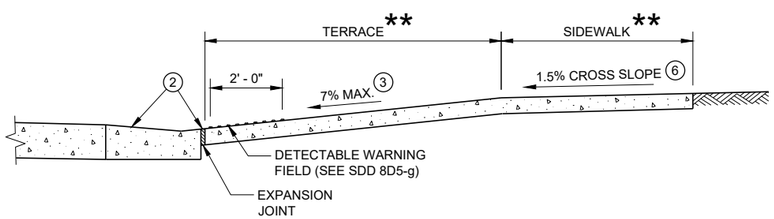


VIEW A - A FOR TYPE 1

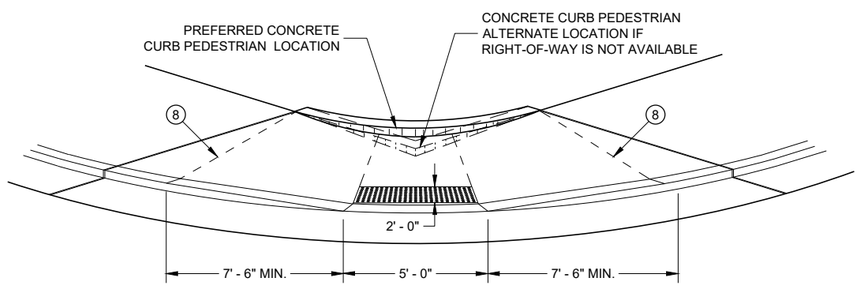


SECTION C - C FOR TYPE 1 - A

** WIDTH SHOWN ELSEWHERE IN THE PLANS



SECTION B - B FOR TYPE 1



VIEW D - D FOR TYPE 1 - A

GENERAL NOTES

AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF RAMP ACCESS AREAS.

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

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

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

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

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

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

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

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

(2) GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN ¼ - INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

(3) MAXIMUM 8.33% CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.

(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

(5) PROVIDE A LEVEL LANDING IN THE STREET AND GUTTER AREA (2% MAXIMUM SLOPE IN ANY DIRECTION). WHEN THE GUTTER SLOPE EXCEEDS 2%, CONSTRUCT THE LEVEL LANDING IN THE STREET AREA.

(6) PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LEVEL LANDING SIZE IS 5 FEET BY 5 FEET.

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

LEGEND

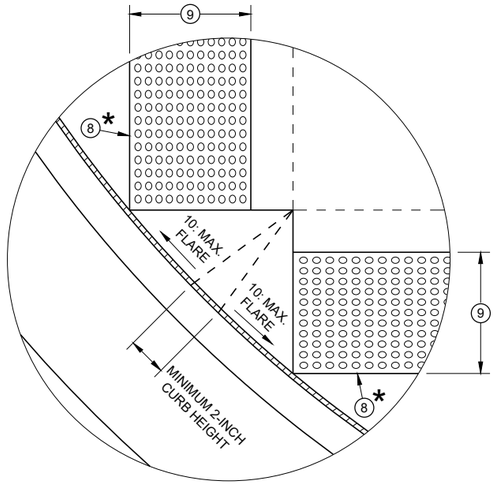
- ½" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)

CURB RAMPS
TYPE 1 AND 1-A

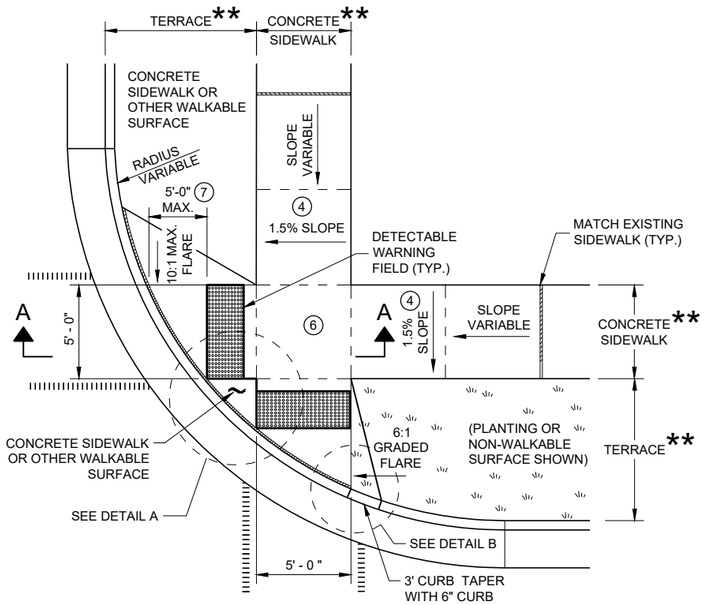
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 08D05 - 20a



DETAIL A



PLAN VIEW
CURB RAMP TYPE 2
(CENTER OF CORNER RADIUS)

GENERAL NOTES

AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF RAMP ACCESS AREAS.

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

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

(2) GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN ¼ - INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

(3) AN 8.33% CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE (2.67% OR LESS) AND NOT TO EXCEED 11% GRADE CHANGE.

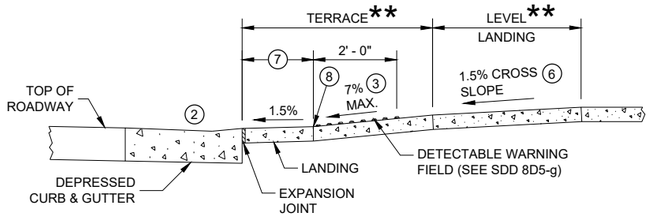
(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

(6) PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LEVEL LANDING SIZE IS 5 FEET X 5 FEET.

(7) WHEN GRADE BREAK DISTANCE EXCEEDS 5 FEET, USE RADIAL DETECTABLE WARNING FIELD PER SDD 8D5-f.

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

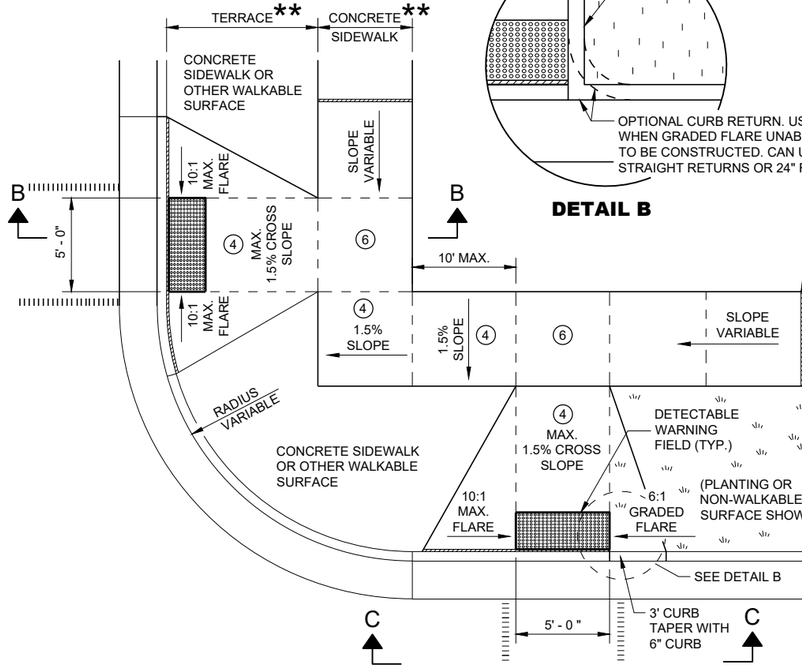
(9) WHEN DISTANCE IS LESS THAN 6' - 0", IT MAY BE DIFFICULT TO ACHIEVE A 7% SLOPE OR FLATTER ALONG THE RAMP. REDUCE CURB HEIGHT IN TRIANGLE AREA TO ACHIEVE 7% SLOPE OR FLATTER ON RAMP. CONSTRUCT 2-INCH MINIMUM CURB HEIGHT BETWEEN 10:1 FLARES.



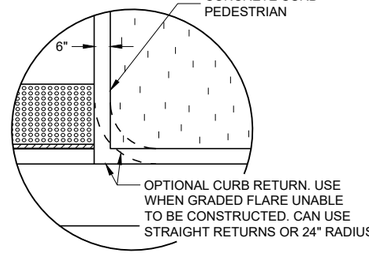
SECTION A - A FOR TYPE 2

* MAXIMUM 2.0% SLOPE IN ALL DIRECTIONS IN FRONT OF GRADE BREAK

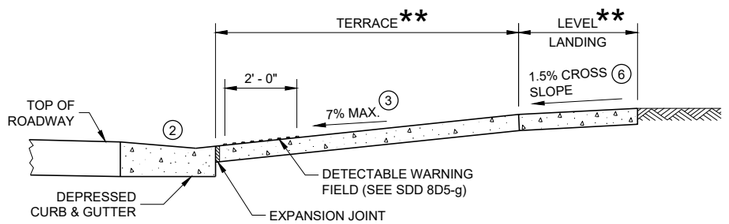
** WIDTH SHOWN ELSEWHERE IN THE PLANS



PLAN VIEW
CURB RAMP TYPE 3
(OUTSIDE OF CROSSWALK AREA)



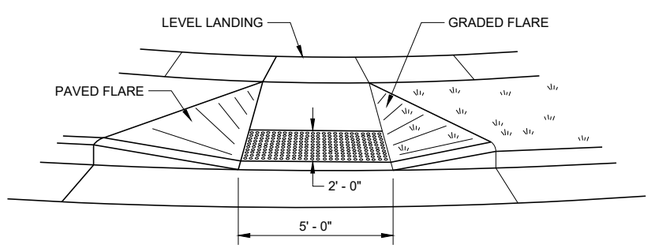
DETAIL B



SECTION B - B FOR TYPE 3

LEGEND

- ½" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT SIDEWALK
- PAVEMENT MARKING CROSSWALK (WHITE)



VIEW C - C FOR TYPE 3

CURB RAMPS TYPE 2 AND 3

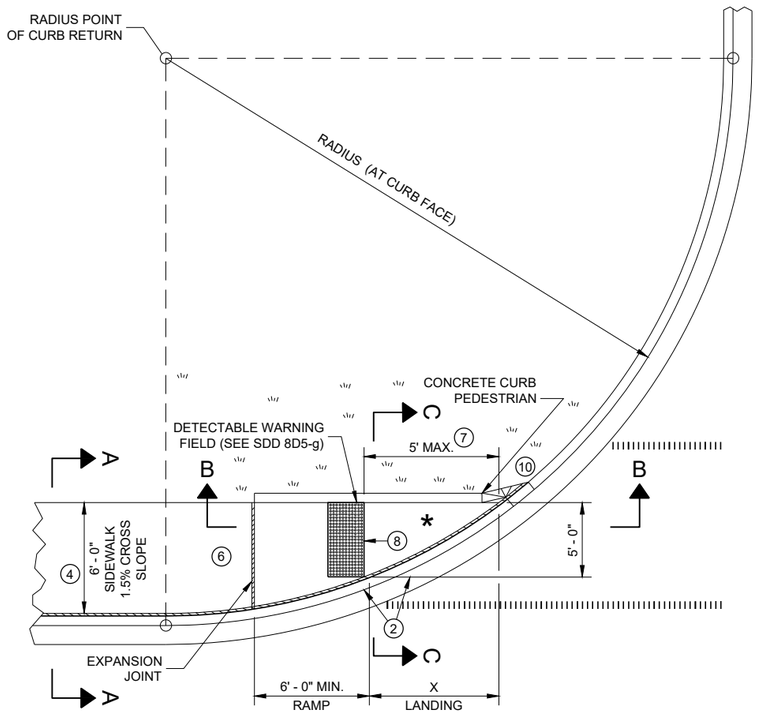
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 08D05 - 20b

6

SDD 08D05 - 20b

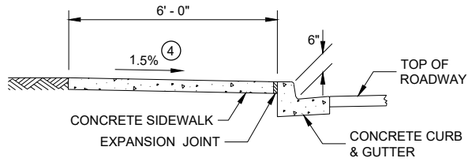


PLAN VIEW

CURB RAMP TYPE 4A

RADIUS (AT CURB FACE)	X
10 FEET	4' - 7"
15 FEET	6' - 5½"

INTERMEDIATE RADII CAN BE INTERPOLATED



SECTION A - A FOR TYPE 4A

GENERAL NOTES

AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF RAMP ACCESS AREAS.

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

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

(2) GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN ¼ - INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

(3) AN 8.33% CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.

(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

(6) PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LEVEL LANDING SIZE IS 5 FEET BY 5 FEET.

(7) WHEN THIS GRADE BREAK DISTANCE EXCEEDS 5 FEET, USE RADIAL DETECTABLE WARNING FIELD PER SDD 8D5-f.

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

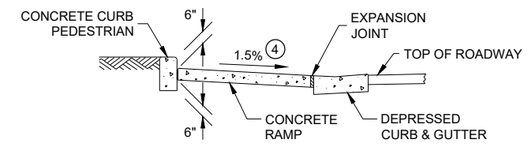
(10) INSTALL TRANSITION NOSE (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.

LEGEND

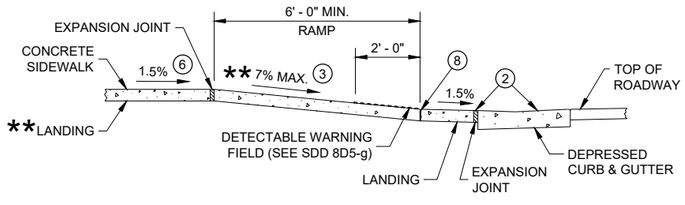
½" EXPANSION JOINT SIDEWALK

CONTRACTION JOINT SIDEWALK

PAVEMENT MARKING CROSSWALK (WHITE)

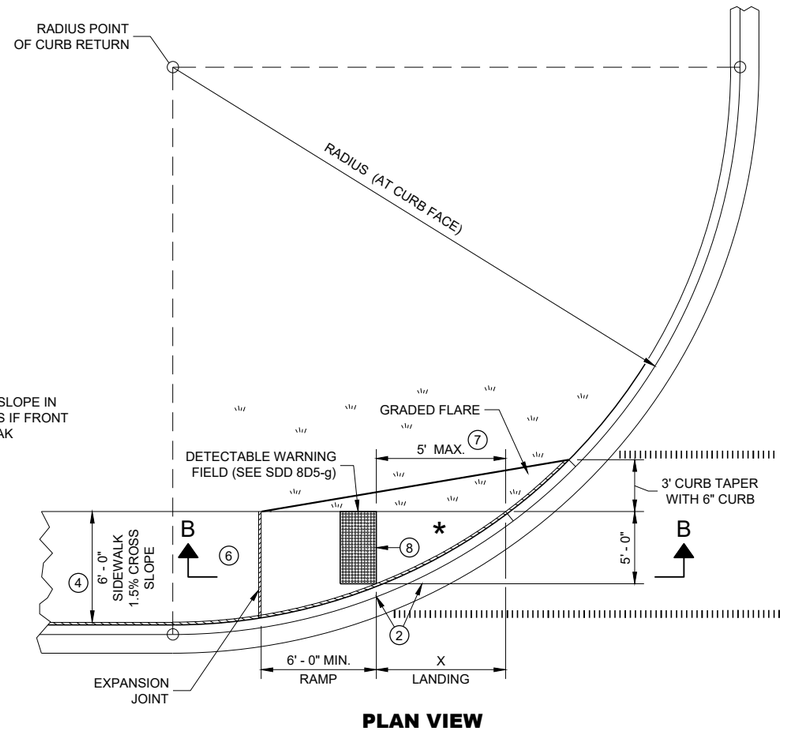


SECTION C - C FOR TYPE 4A



** IF RAMP SLOPE IS LESS THAN 5.0%, THEN NO ADJACENT UPHILL LANDING IS REQUIRED

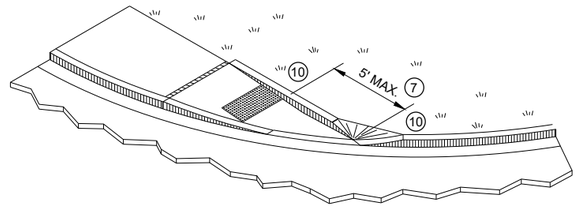
SECTION B - B FOR TYPE 4A AND TYPE 4A1



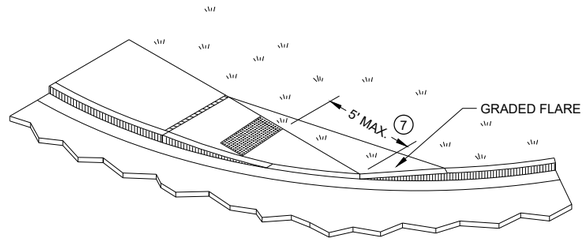
* MAXIMUM 2.0% SLOPE IN ALL DIRECTIONS IF FRONT OF GRADE BREAK

PLAN VIEW

CURB RAMP TYPE 4A1



ISOMETRIC VIEW FOR TYPE 4A



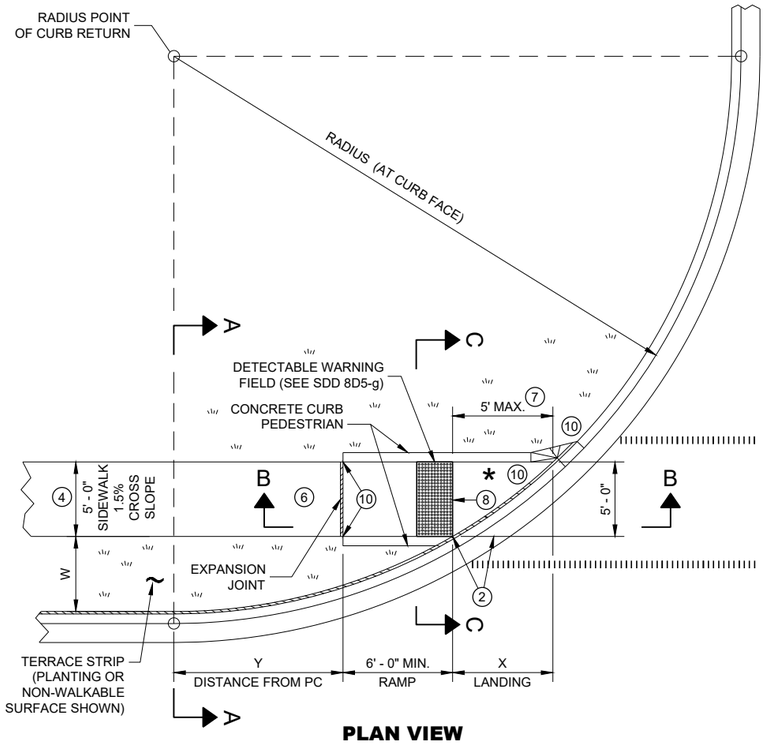
ISOMETRIC VIEW FOR TYPE 4A1

CURB RAMPS
TYPE 4A AND 4A1

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 08D05 - 20c



PLAN VIEW

CURB RAMP TYPE 4B

RADIUS (AT CURB FACE)	W = 3' - 0"		W = 4' - 0"		W = 5' - 0"		W = 6' - 0"		W = 7' - 0"		W = 8' - 0"		W = 9' - 0"		W = 10' - 0"	
	X	Y	X	Y	X	Y	X	Y	X	Y	X	Y	X	Y	X	Y
10 FEET	2' - 10 ¼"	0' - 5"	2' - 1"	1' - 4 ½"	1' - 5"	2' - 1"	0' - 10"	2' - 7 ½"	0' - 3 ¼"	3' - 0 ¼"						
15 FEET	4' - 6 ¾"	2' - 1 ¾"	3' - 9"	3' - 5 ¾"	3' - 1 ¼"	4' - 6"	2' - 6 ¾"	5' - 4 ½"	2' - 1"	6' - 1"	1' - 8"	6' - 8 ½"	1' - 3 ¼"	7' - 2 ½"	0' - 10 ¾"	7' - 7 ¼"
20 FEET	5' - 9 ¾"	3' - 6 ½"	4' - 11 ½"	5' - 1 ¾"	4' - 3 ¼"	6' - 5 ½"	3' - 8 ¾"	7' - 7"	3' - 3"	8' - 6 ½"	2' - 10"	9' - 4 ½"	2' - 5 ½"	10' - 1 ¼"	2' - 1 ¼"	10' - 9"
30 FEET			6' - 9 ¼"	7' - 11 ¼"	6' - 0 ¼"	9' - 8"	5' - 5"	11' - 1 ¾"	4' - 10 ¾"	12' - 5 ¾"	4' - 5 ½"	13' - 7 ¾"	4' - 0 ¾"	14' - 8 ½"	3' - 8 ½"	15' - 8 ¼"
40 FEET									6' - 1 ¾"	15' - 8 ½"	5' - 8"	17' - 2"	5' - 3"	18' - 5 ¾"	4' - 10 ¾"	19' - 8 ¼"
50 FEET															5' - 10 ¼"	23' - 2"

INTERMEDIATE RADII CAN BE INTERPOLATED
DIMENSION "Y" IS CALCULATED BASED ON 6'-0" RAMP LENGTH
DIMENSION "X" IS CALCULATED BASED ON 5'-0" SIDEWALK WIDTH

LEGEND

- ½" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT SIDEWALK
- PAVEMENT MARKING CROSSWALK (WHITE)

GENERAL NOTES

AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF RAMP ACCESS AREAS.

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

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

(2) GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN ¼ - INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

(3) AN 8.33% CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.

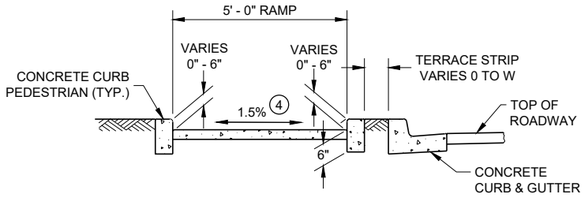
(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

(6) PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LEVEL LANDING SIZE IS 5 FEET BY 5 FEET.

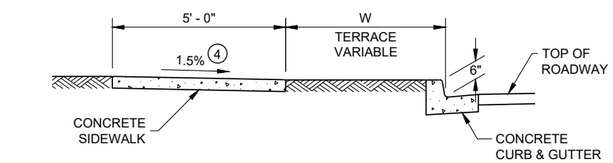
(7) WHEN THIS GRADE BREAK DISTANCE EXCEEDS 5 FEET, USE RADIAL DETECTABLE WARNING FIELD PER SDD 8D5-f.

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

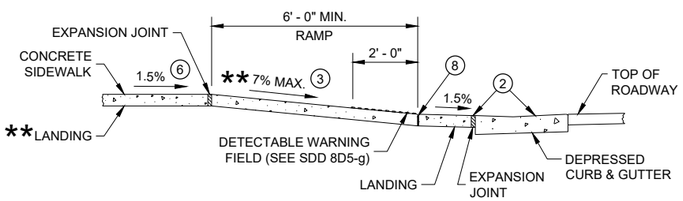
(10) INSTALL TRANSITION NOSE (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.



SECTION C - C FOR TYPE 4B



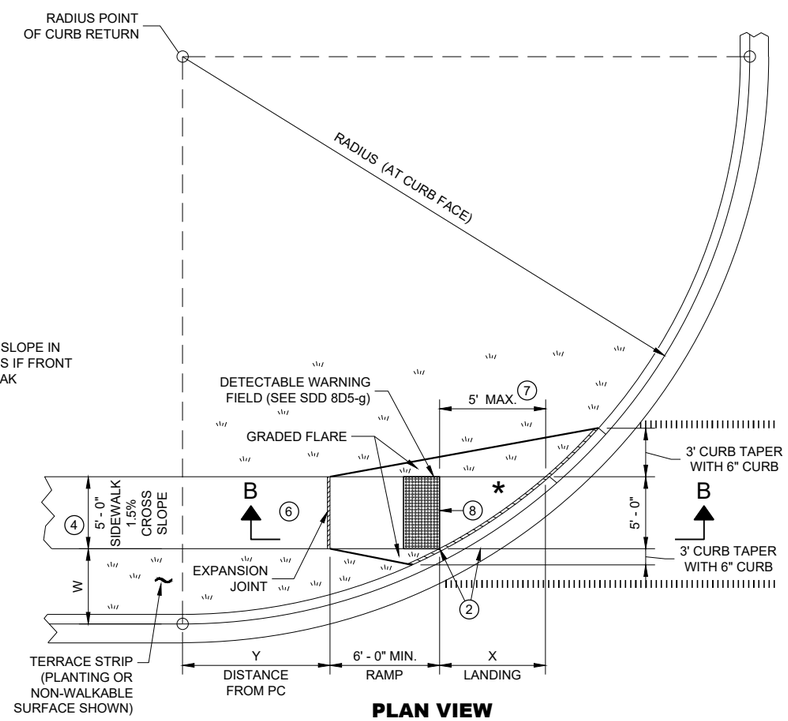
SECTION A - A FOR TYPE 4B



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

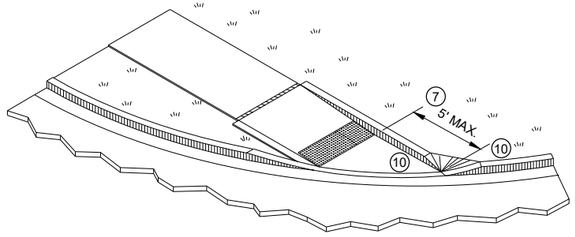
** IF RAMP SLOPE IS LESS THAN 5.0%, THEN NO ADJACENT UPHILL LANDING IS REQUIRED

* MAXIMUM 2.0% SLOPE IN ALL DIRECTIONS IF FRONT OF GRADE BREAK

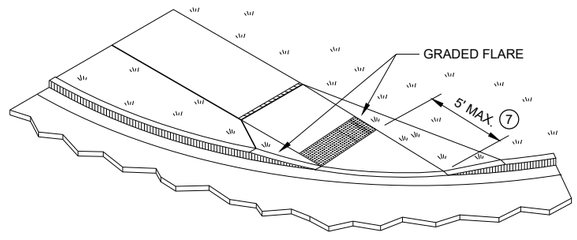


PLAN VIEW

CURB RAMP TYPE 4B1



ISOMETRIC VIEW FOR TYPE 4B



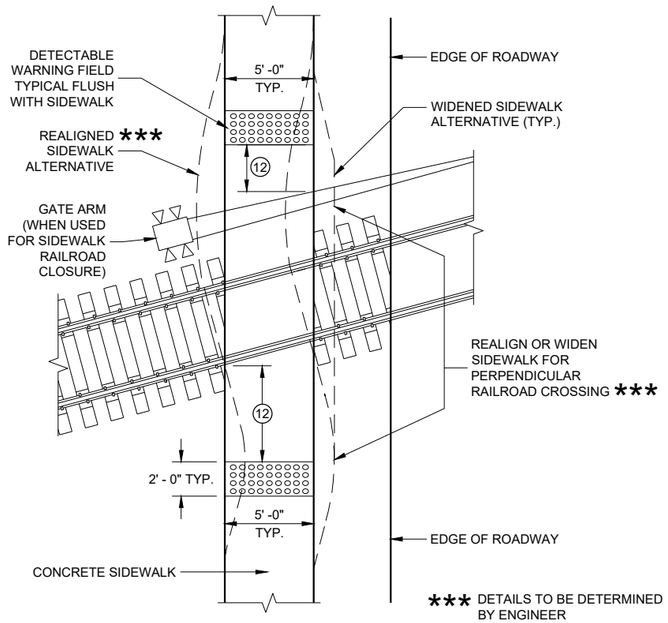
ISOMETRIC VIEW FOR TYPE 4B1

CURB RAMPS TYPE 4B AND 4B1

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

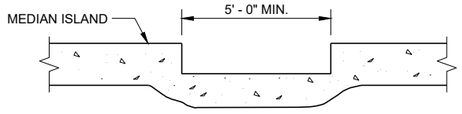
6

SDD 08D05 - 20d

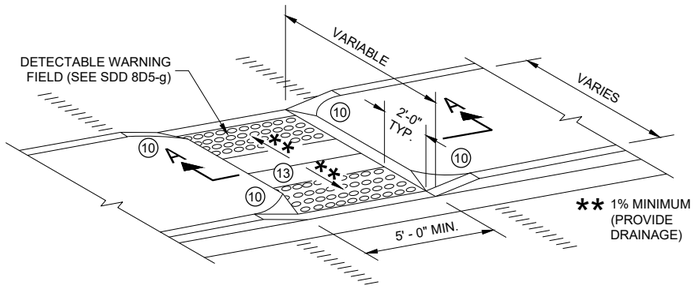


CURB RAMP TYPE 8

DETECTABLE WARNINGS AT RAILROAD CROSSING



SECTION A - A FOR TYPE 5



CURB RAMP TYPE 5

MEDIAN ISLAND NON-ELEVATED PEDESTRIAN CROSSING

GENERAL NOTES

AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF RAMP ACCESS AREAS.

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

SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2%.

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

(2) GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN ½ - INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

(3) AN 8.33% CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.

(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

(6) PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LEVEL LANDING SIZE IS 5 FEET BY 5 FEET.

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

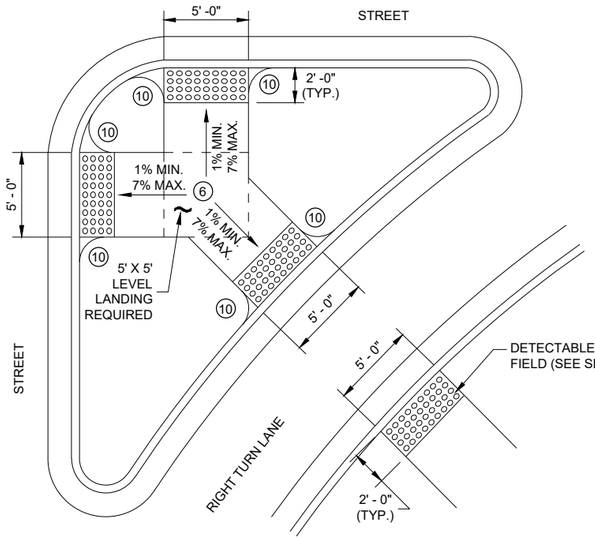
(11) SLOPE SIDEWALK TOWARD LANDING AS SHOWN WHERE THERE IS NO TERRACE OR WHERE THE TERRACE WIDTH IS LESS THAN 6 FEET WIDE.

(12) THE EDGE OF THE DETECTABLE WARNING FIELD NEAREST TO A RAILROAD CROSSING SHALL BE 1.5 FEET ±0.1' FROM THE FACE OF THE GATE ARM IF THE GATE ARM EXTENDS ACROSS THE SIDEWALK. WHERE THERE IS NO PEDESTRIAN GATE, THE EDGE OF THE DETECTABLE WARNING FIELD NEAREST TO THE RAILROAD CROSSING SHALL BE 15 FEET FROM THE NEAREST RAIL.

(13) DO NOT INSTALL DETECTABLE WARNING FIELDS AT THE EDGES OF STEET-LEVEL PEDESTRIAN REFUGE ISLANDS IF A MINIMUM 2 FOOT CONCRETE SURFACE WITHOUT DETECTABLE WARNINGS (MEASURED IN THE DIRECTION OF PEDESTRIAN TRAVEL) CANNOT BE ACHIEVED.

LEGEND

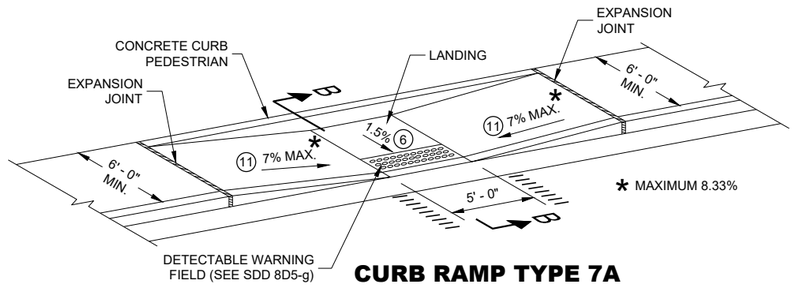
- ½" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)



CURB RAMP TYPE 6

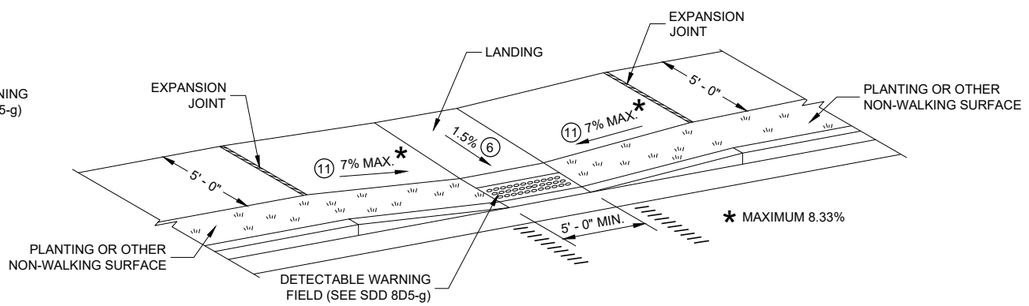
DETECTABLE WARNING AT ISLANDS

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



CURB RAMP TYPE 7A

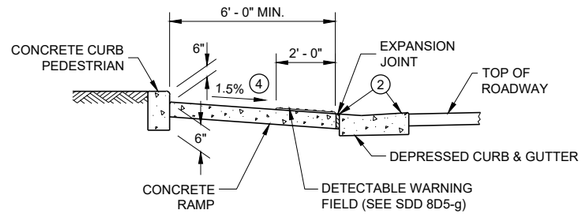
MID BLOCK CROSSING



CURB RAMP TYPE 7B

MID BLOCK CROSSING

NOTE: THESE PARALLEL AND PARALLEL/PERPENDICULAR CURB RAMPS MAY BE USED AT INTERSECTIONS AND MID BLOCK LOCATIONS.



SECTION B - B FOR TYPE 7A

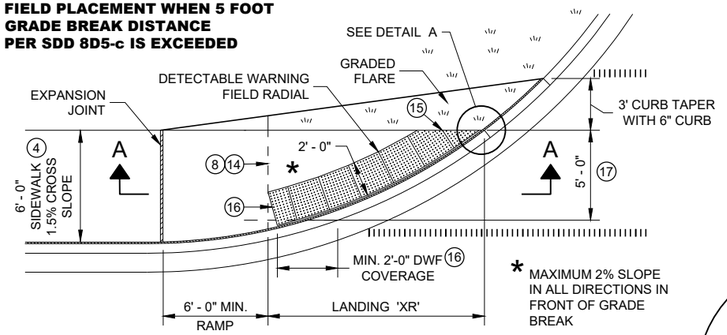
CURB RAMPS TYPE 5, 6, 7A, 7B & 8

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 08D05 - 20e

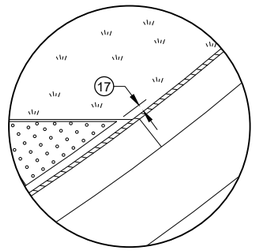
RADIAL DETECTABLE WARNING FIELD PLACEMENT WHEN 5 FOOT GRADE BREAK DISTANCE PER SDD 8D5-c IS EXCEEDED



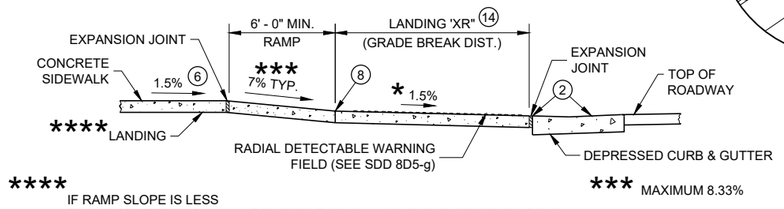
PLAN VIEW

CURB RAMP TYPE 4A1

(GRADE BREAK DISTANCE GREATER THAN 5 FEET)



DETAIL A

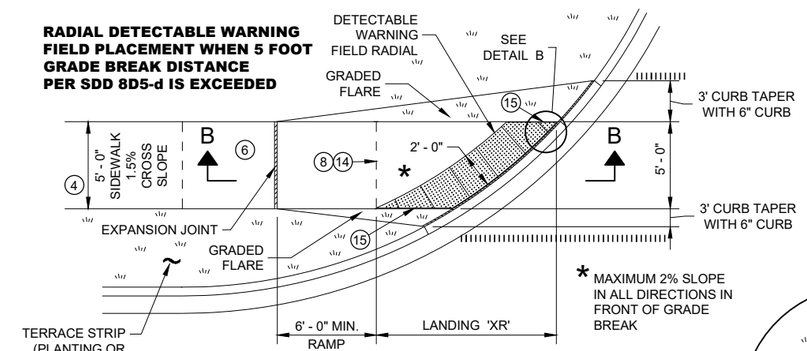


**** IF RAMP SLOPE IS LESS THAN 5.0%, THEN NO ADJACENT UPHILL LANDING IS REQUIRED

*** MAXIMUM 8.33%

SECTION A - A FOR TYPE 4A1

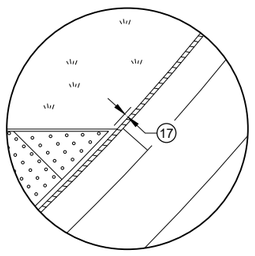
RADIAL DETECTABLE WARNING FIELD PLACEMENT WHEN 5 FOOT GRADE BREAK DISTANCE PER SDD 8D5-d IS EXCEEDED



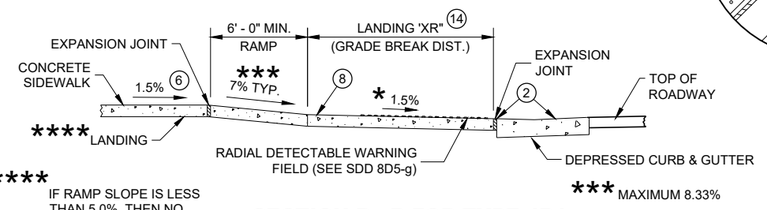
PLAN VIEW

CURB RAMP TYPE 4B1

(GRADE BREAK DISTANCE GREATER THAN 5 FEET)



DETAIL B



**** IF RAMP SLOPE IS LESS THAN 5.0%, THEN NO ADJACENT UPHILL LANDING IS REQUIRED

*** MAXIMUM 8.33%

SECTION B - B FOR TYPE 4B1

LEGEND

- ½" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT SIDEWALK
- PAVEMENT MARKING CROSSWALK (WHITE)

GENERAL NOTES

AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF RAMP ACCESS AREAS.

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

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

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

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

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

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

(2) GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN ¼ - INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

(3) AN 8.33% CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.

(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

(6) PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LANDING SIZE IS 5 FEET BY 5 FEET.

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

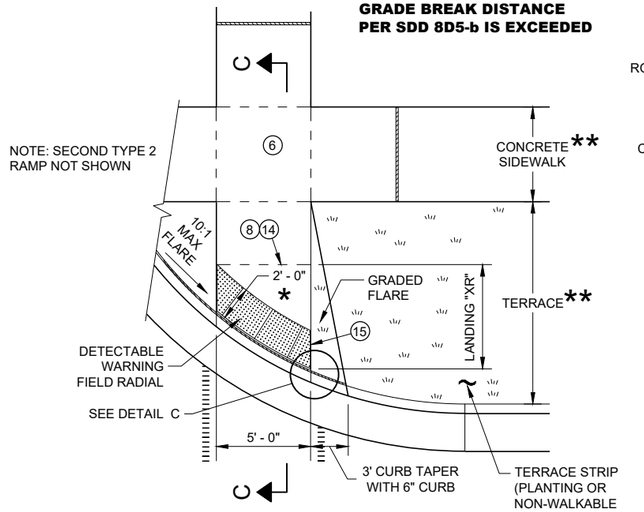
(14) CONSULT ENGINEER IF GRADE BREAK LOCATION (END OF LANDING DIMENSION "XR") REQUIRES FIELD ADJUSTMENT WHEN ESTABLISHING FINAL RADIAL DETECTABLE WARNING FIELD LOCATION.

(15) FIELD SAW CUTS ALONG RADIAL DETECTABLE WARNING PLATES WILL BE NECESSARY TO MATCH EACH CURB RAMP EDGE. AVOID CUTTING THROUGH DOMES WHENEVER POSSIBLE. MAKE FIELD CUTS TRUE TO LINE AND WITHIN ⅛" DEVIATION. SMOOTH EDGES OF FIELD CUT PLATES.

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

(17) A MAXIMUM 3 INCH CONCRETE BORDER WITH IS ALLOWABLE IN FROM OF RADIAL DETECTABLE WARNING FIELD FOR CONSTRUCTABILITY PURPOSES. CONCRETE BORDER WIDTH MAY VARY UP TO 1 INCH.

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

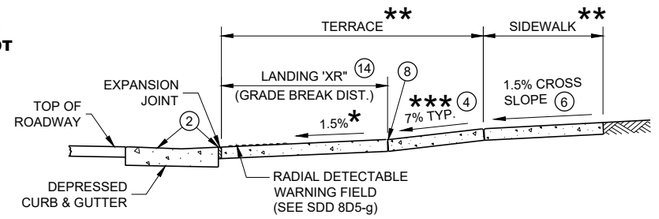


PLAN VIEW

CURB RAMP TYPE 2

(GRADE BREAK DISTANCE GREATER THAN 5 FEET)

(ON LINE WITH SIDEWALK)

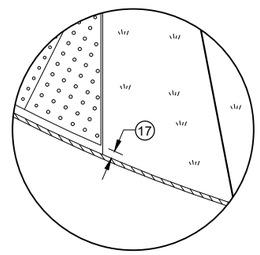


SECTION C - C FOR TYPE 2

* MAXIMUM 2% SLOPE IN ALL DIRECTIONS IN FRONT OF GRADE BREAK

** WIDTH SHOWN ELSEWHERE IN THE PLANS

*** MAXIMUM 8.33%



DETAIL C

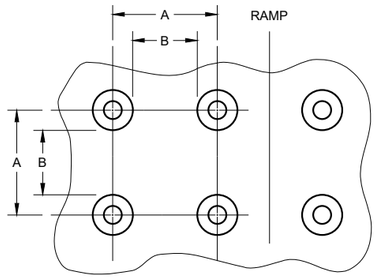
CURB RAMPS RADIAL DETECTABLE WARNING FIELD APPLICATIONS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

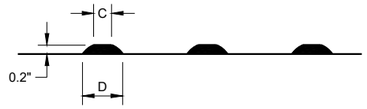
SDD 08D05 - 20f

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

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

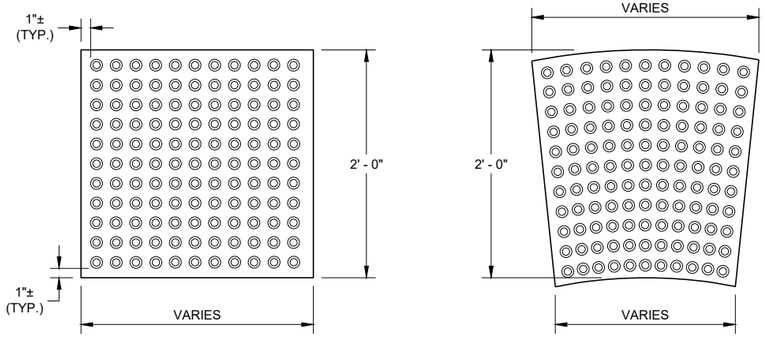


PLAN VIEW



ELEVATION VIEW

TRUNCATED DOMES
DETECTABLE WARNING PATTERN DETAIL



RECTANGULAR PLATES

RADIAL PLATES

PLAN VIEW
DETECTABLE WARNING FIELDS (TYPICAL)

GENERAL NOTES

DETECTABLE WARNING FIELDS THAT ARE INSTALLED AT A CURB RAMP SHALL BE FROM THE SAME MANUFACTURER.

PLACE ALL DETECTABLE WARNING FIELD SYSTEMS IN ACCORDANCE TO THE MANUFACTURER'S RECOMMENDATION.

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

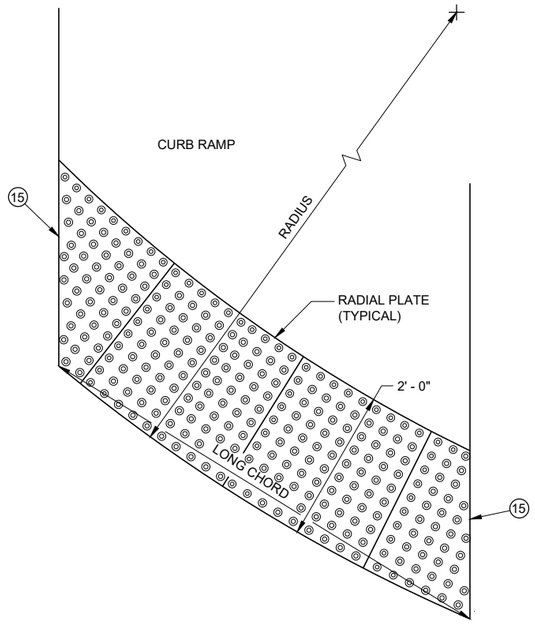
DETERMINE FINAL RADIAL WARNING FIELD CONFIGURATION AND ITS INDIVIDUAL PLATE LOCATIONS. PERFORM PRE-LAYOUT PRIOR TO PLACEMENT IN PLASTIC CONCRETE. FOLLOW MANUFACTURER'S PRODUCT LIST AND INSTALLATION RECOMMENDATIONS.

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

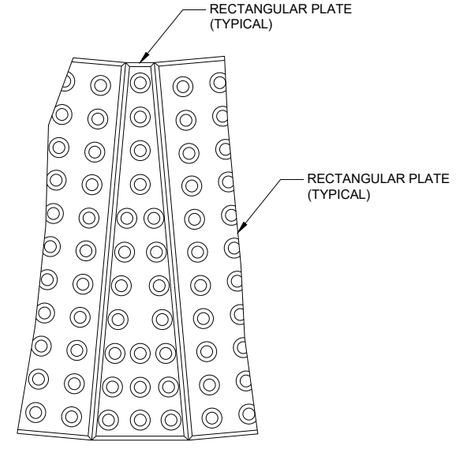
REFER TO CONTRACT AND STANDARD SPECIFICATIONS FOR FIELD CUTTING REQUIREMENTS.

DO NOT EMBED IN CONCRETE ANY FIELD-CUT PLATES WITH CUT EDGES SHORTER THAN 6 INCHES. CONSULT WITH MANUFACTURER FOR RE-DRILLING AND ANCHORING REQUIREMENTS OF FIELD-CUT PLATES.

(15) FIELD SAW CUTS ALONG RADIAL DETECTABLE WARNING PLATES WILL BE NECESSARY TO MATCH EACH CURB RAMP EDGE. AVOID CUTTING THROUGH DOMES WHENEVER POSSIBLE. MAKE FIELD CUTS TRUE TO LINE AND WITHIN ⅛" DEVIATION. SMOOTH EDGES OF FIELD CUT PLATES.



PLAN VIEW
RADIAL DETECTABLE WARNING FIELD ATTRIBUTES



PLAN VIEW
RADIAL WEDGE PLATE CONNECTION DETAIL

CURB RAMPS
RECTANGULAR AND RADIAL
DETECTABLE WARNING PLATES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2019
DATE
/S/ Rodney Taylor
ROADWAY STANDARDS DEVE UNIT SUPERVISOR

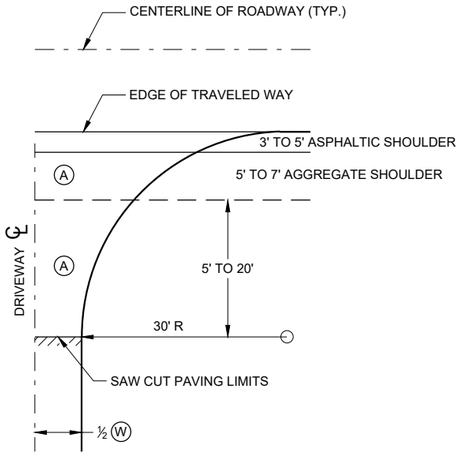
FHWA

6

SDD 08D05 - 20g

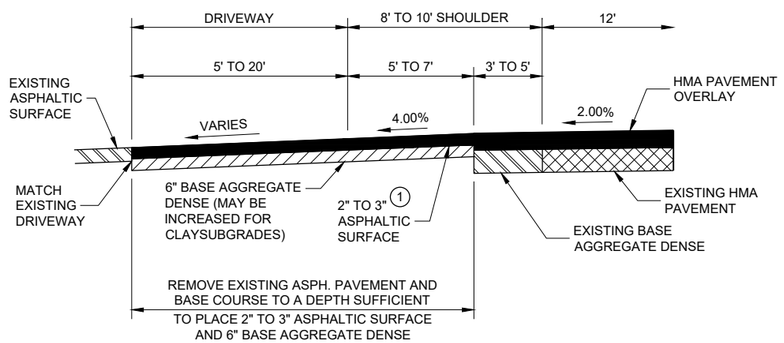
GENERAL NOTES

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



PLAN VIEW

HALF SECTION



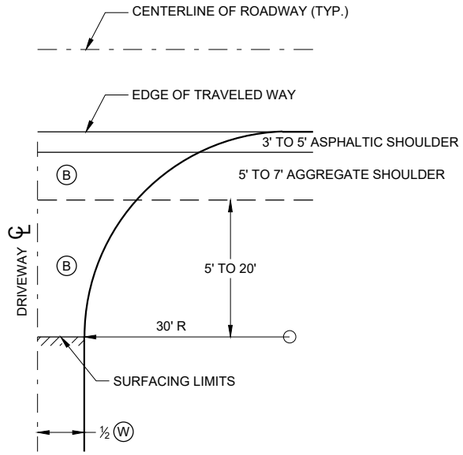
PROFILE VIEW

RURAL ENTRANCE
WITH ASPHALTIC SURFACE
RESURFACING PROJECTS

(A) : PAID FOR AS ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES. (TON)

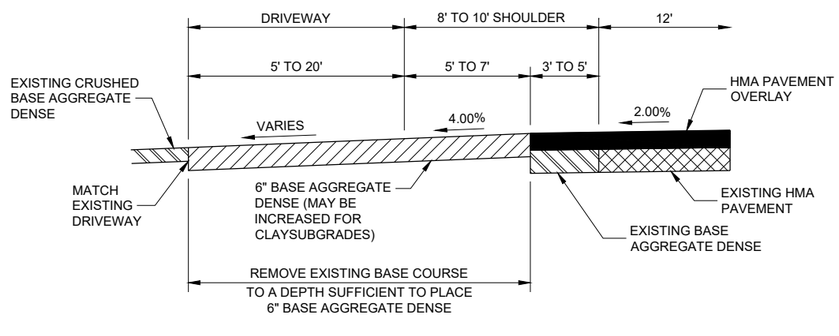
(B) : PAID FOR AS BASE AGGREGATE DENSE 1 ¼" (TON)

(W) : DRIVEWAY WIDTH 16' MIN. - 24' MAX.



PLAN VIEW

HALF SECTION



PROFILE VIEW

RURAL ENTRANCE
WITH AGGREGATE SURFACE
6" BASE AGGREGATE DENSE
RESURFACING PROJECTS

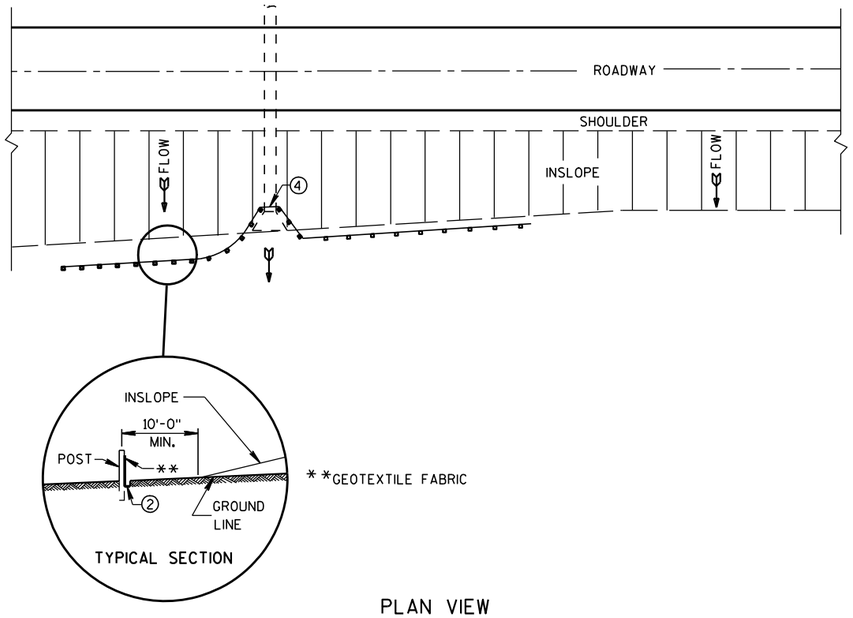
DRIVEWAYS WITHOUT CURB AND GUTTER RESURFACING PROJECTS RURAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

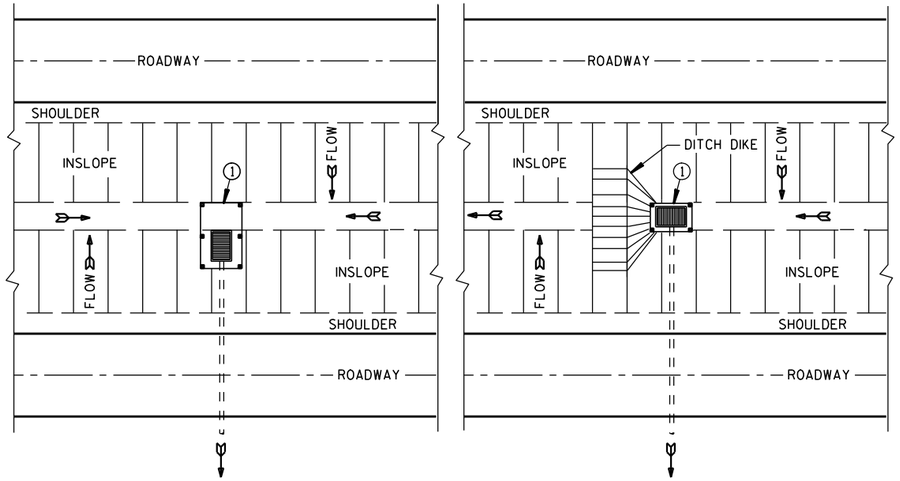
6

SDD 08D22 - 01



PLAN VIEW

TYPICAL APPLICATION OF SILT FENCE



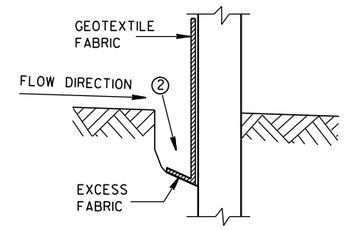
PLAN VIEW

SILT FENCE AT MEDIAN SURFACE DRAINS

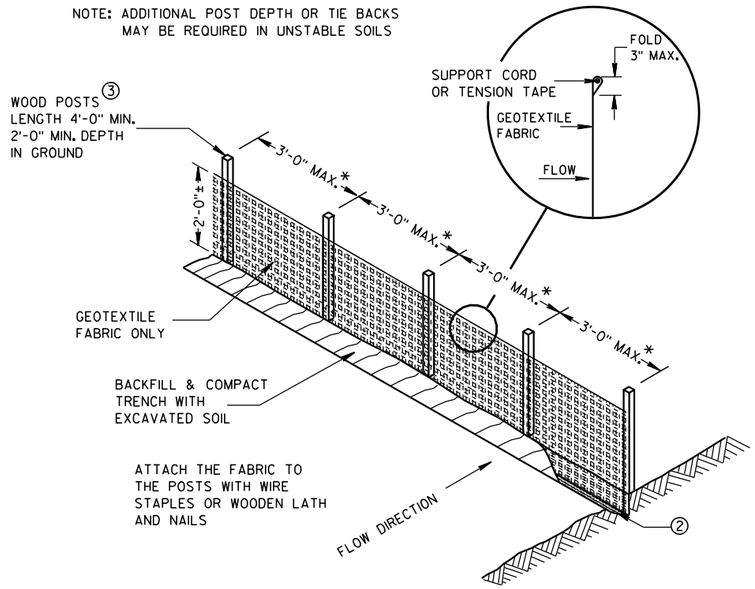
GENERAL NOTES

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

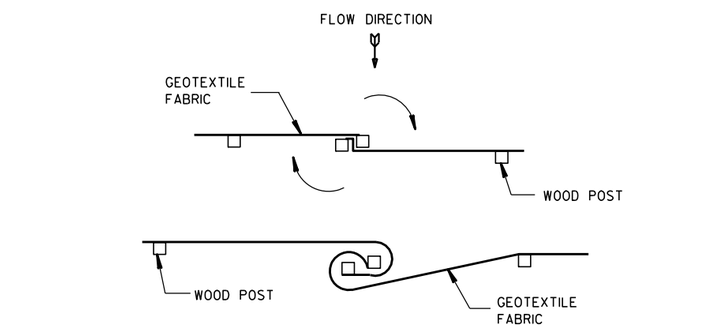
1. HORIZONTAL BRACE REQUIRED WITH 2" X 4" WOODEN FRAME OR EQUIVALENT AT TOP OF POSTS.
2. FOR MANUAL INSTALLATIONS THE TRENCH SHALL BE A MINIMUM OF 4" WIDE & 6" DEEP TO BURY AND ANCHOR THE GEOTEXTILE FABRIC. FOLD MATERIAL TO FIT TRENCH AND BACKFILL & COMPACT TRENCH WITH EXCAVATED SOIL.
3. WOOD POSTS SHALL BE A MINIMUM SIZE OF 1⅛" X 1⅛" OF OAK OR HICKORY.
4. SILT FENCE TO EXTEND ACROSS THE TOP OF THE PIPE.
5. CONSTRUCT SILT FENCE FROM A CONTINUOUS ROLL IF POSSIBLE BY CUTTING LENGTHS TO AVOID JOINTS. IF A JOINT IS NECESSARY USE ONE OF THE FOLLOWING TWO METHODS; A) OVERLAP THE END POSTS AND TWIST, OR ROTATE, AT LEAST 180 DEGREES, B) HOOK THE END OF EACH SILT FENCE LENGTH.



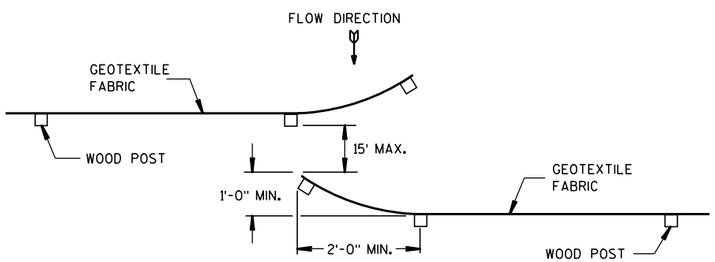
TRENCH DETAIL



SILT FENCE

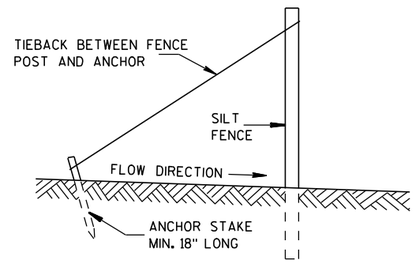


TWIST METHOD



HOOK METHOD

JOINING TWO LENGTHS OF SILT FENCE 5



SILT FENCE TIE BACK

(WHEN REQUIRED BY THE ENGINEER)

SILT FENCE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

6

S.D.D. 8 E 9-6

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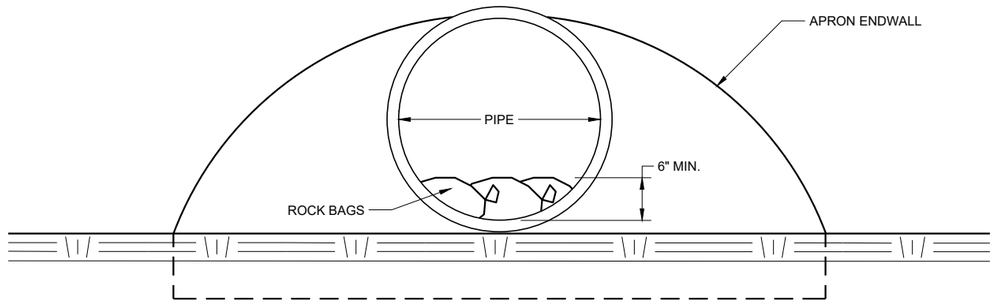
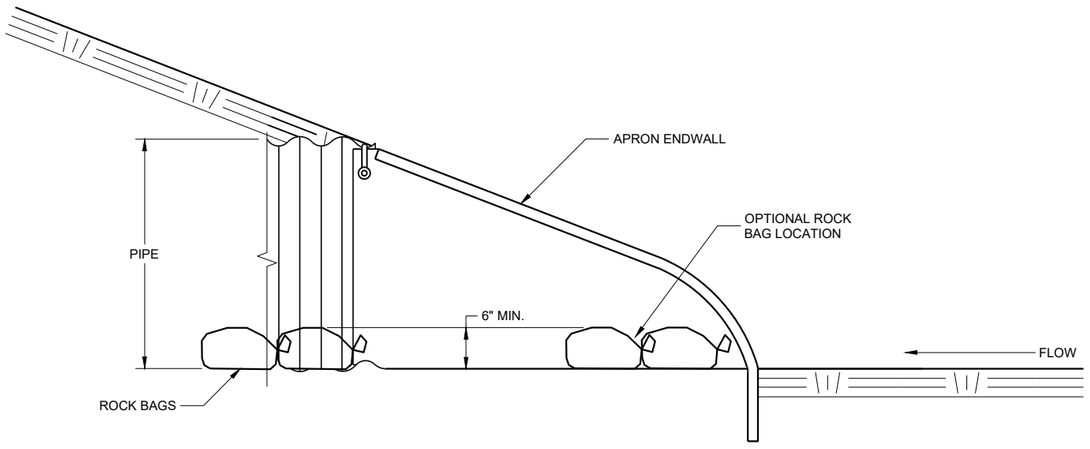
S.D.D. 8 E 9-6



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

METAL APRON ENDWALLS

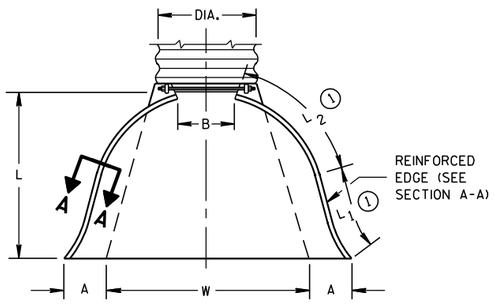
PIPE DIA. (IN.)	MIN. THICK. (Inches) STEEL	MIN. THICK. (Inches) ALUM.	DIMENSIONS (Inches) A (±1")	B (MAX.)	H (±1")	L (±1 1/2")	L1 ①	L2 ①	W (±2")	APPROX. SLOPE	BODY
12	.064	.060	6	6	6	21	12	17 1/2	24	2 1/2 to 1	1 Pc.
15	.064	.060	7	8	6	26	14	21 3/4	30	2 1/2 to 1	1 Pc.
18	.064	.060	8	10	6	31	15	28 1/4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

× EXCEPT CENTER PANEL SEE GENERAL NOTES

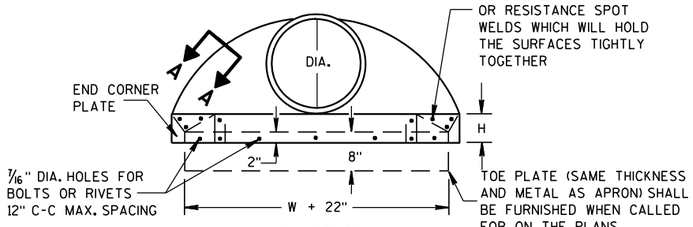
REINFORCED CONCRETE APRON ENDWALLS

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

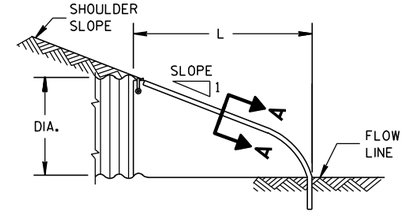
*MINIMUM
**MAXIMUM



PLAN VIEW

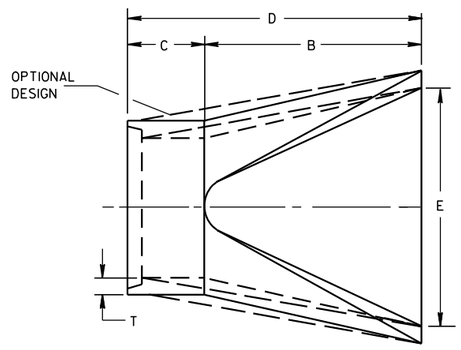


END VIEW

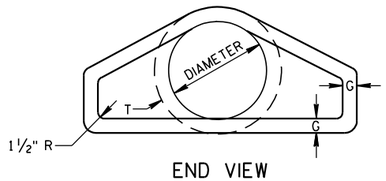


SIDE ELEVATION

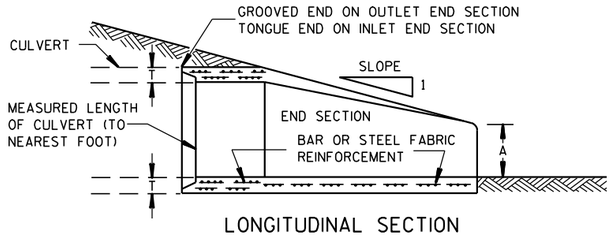
METAL ENDWALLS



PLAN

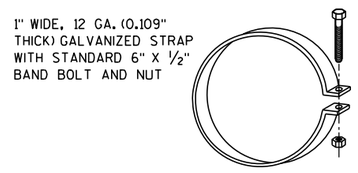


END VIEW



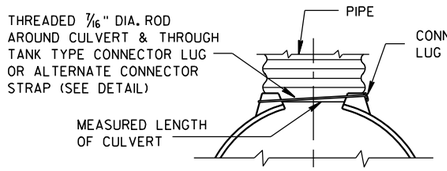
LONGITUDINAL SECTION

CONCRETE ENDWALLS

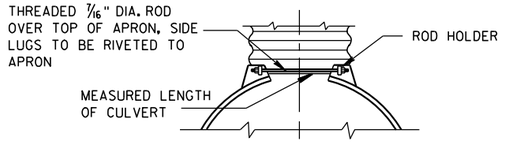


ALTERNATE FOR TYPE 1 CONNECTION

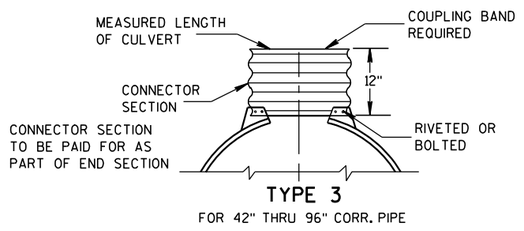
END SECTION CONNECTOR STRAP



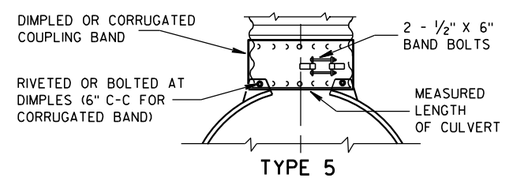
TYPE 1
FOR 12" THRU 24" CORR. PIPE



TYPE 2
FOR 30" THRU 96" CORR. PIPE



TYPE 3
FOR 42" THRU 96" CORR. PIPE



TYPE 5
ALTERNATE FOR:
ALL SIZES CORRUGATED CIRCULAR PIPE

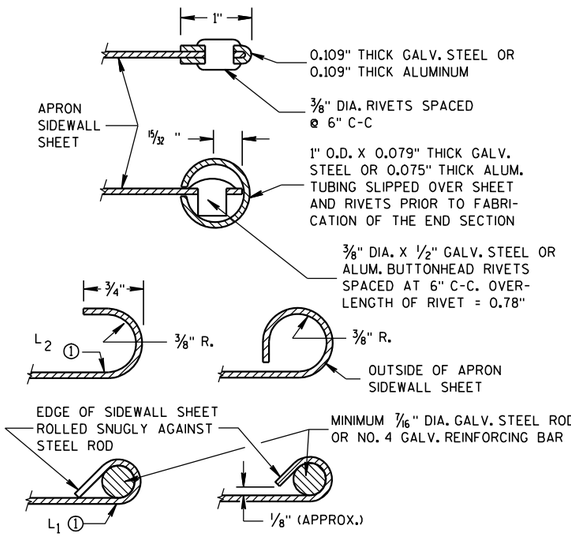
NOTE: DIMPLED BAND FITS OVER OUTSIDE OF ENDWALL. AND CORRUGATED BAND FITS INSIDE ENDWALL. DIMPLED BAND MAY BE USED WITH HELICALLY CORRUGATED PIPE.

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

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

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

CONNECTION DETAILS



SECTION A-A

GENERAL NOTES

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

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

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

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

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

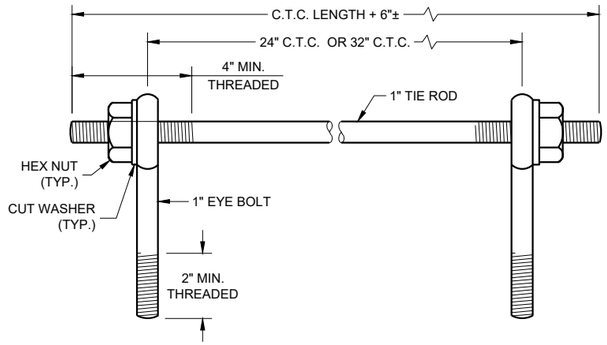
① FOR PIPE SIZES UP TO 60" DIAMETER, A 180° ROLLED EDGE MAY BE USED INSTEAD OF STEEL ROD REINFORCEMENT. SEE SECTION A-A.

APRON ENDWALLS FOR CULVERT PIPE

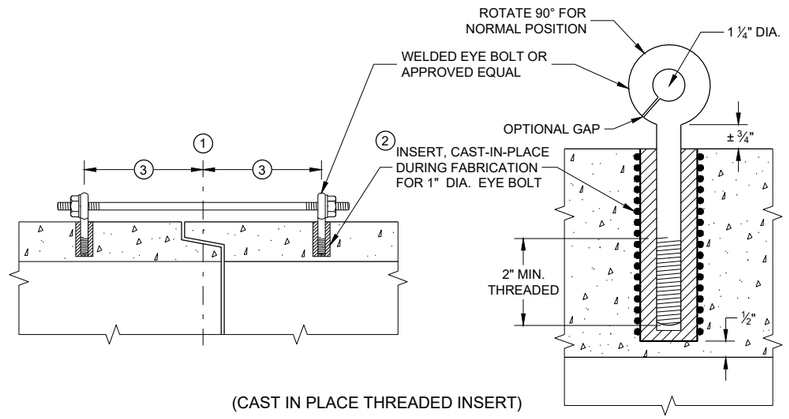
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

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



EYE BOLTS AND TIE ROD



(CAST IN PLACE THREADED INSERT)

LONGITUDINAL SECTIONS

EYE BOLT AND TIE ROD ASSEMBLY (ALTERNATE NO. 1)

GENERAL NOTES

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

CONCRETE CULVERT AND STORM SEWER PIPE SHALL BE TIED TOGETHER IN THE MANNER ILLUSTRATED BY THIS DETAIL AT LOCATIONS DESIGNATED IN THE STANDARD SPECIFICATIONS AND THE PLAN. THE CONTRACTOR MAY USE EITHER ALTERNATE 1, 2 OR 3 FOR DRAINAGE STRUCTURES. ONLY ALTERNATE 1 AND 3 MAY BE USED FOR CATTLE PASSES, UNLESS OTHERWISE STATED IN THE CONTRACT. THE MATERIALS, FABRICATION AND WORK NECESSARY TO TIE THE PIPE BY THIS DETAIL WILL BE CONSIDERED INCIDENTAL TO THE PIPE AND APRON ENDWALLS IF REQUIRED.

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

JOINT TIES TO BE HOT-DIP GALVANIZED PER ASTM A 153.

(1) CENTER LINE OF TONGUE AND GROOVE OR BELL AND SPIGOT JOINTS.

(2) THE INSIDE OF THE THREADED INSERTS SHALL BE CLEAN TO ALLOW THE INSERTION OF THREADED EYE BOLTS.

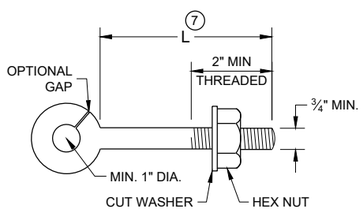
(3) HOLES SHALL BE CAST-IN-PLACE OR DRILLED PER THE APPLICABLE DETAIL, AND EQUAL DISTANCE FROM THE CENTERLINE OF THE JOINT.

(4) BOLT PROJECTION INSIDE OF PIPE SHALL NOT EXCEED 2 INCHES.

(5) OPENING TO BE ROD DIAMETER PLUS 1 INCH.

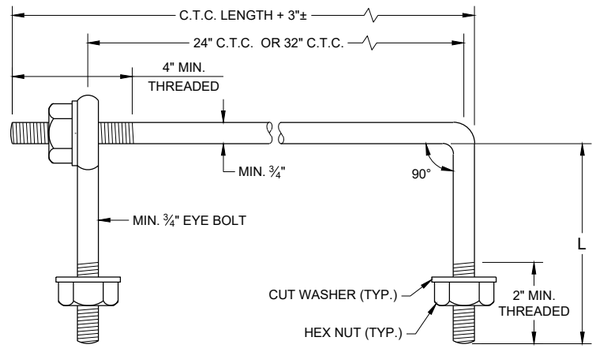
(6) LENGTH ADEQUATE TO EXTEND TO WITHIN ½ INCH OF THE INNER SURFACE OF THE PIPE.

(7) EYE BOLT LENGTH DETERMINED BY WALL THICKNESS, BELL THICKNESS AND BOLT PROJECTION INSIDE PIPE.

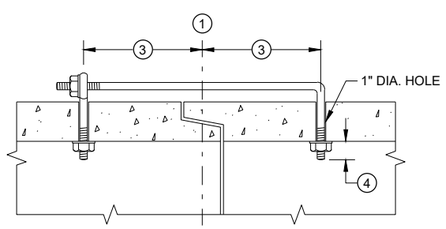


EYE BOLT (7)

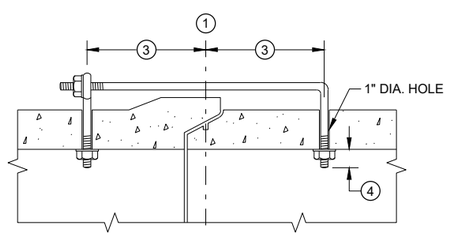
NOTE: TWO EYE BOLTS MAY BE USED WITH A 30" OR 38" LONG THREADED ROD IN LIEU OF THE 90° BENT TIE ROD.



EYE BOLT AND TIE ROD



(TONGUE AND GROOVE PIPE)



(MODIFIED BELL PIPE)

LONGITUDINAL SECTION

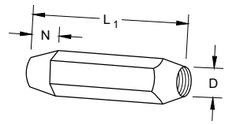
(JOINT TIES FOR 18" TO 66" DIA. CONCRETE PIPE)

EYE BOLT AND TIE ROD ASSEMBLY (ALTERNATE NO. 2)

ADJUSTABLE TIE ROD TABLE

PIPE DIAMETER	TIE ROD DIAMETER	D	L_1	N
12 - 60	⅝	⅝	5	½
66 - 84	¾	¾	5	½
90 - 144	1	1	7	1 7/16

DIMENSIONS SHOWN ARE IN INCHES



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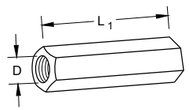
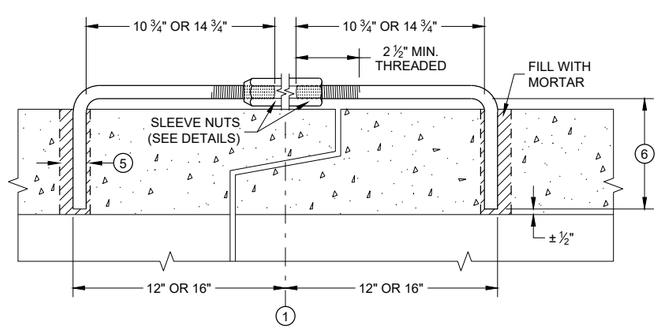


PLAIN

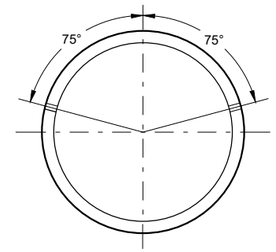
RIGHT AND LEFT THREADS

SLEEVE NUTS



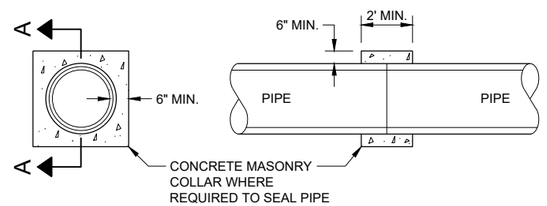
LONGITUDINAL SECTION

ADJUSTABLE TIE ROD (ALTERNATE NO. 3)



PLACEMENT OF (2) CAST-IN-PLACE INSERTS OR HOLES DURING FABRICATION FOR PIPE SECTIONS REQUIRING TIE RODS

TRANSVERSE SECTION



SECTION A - A

CONCRETE COLLAR DETAIL

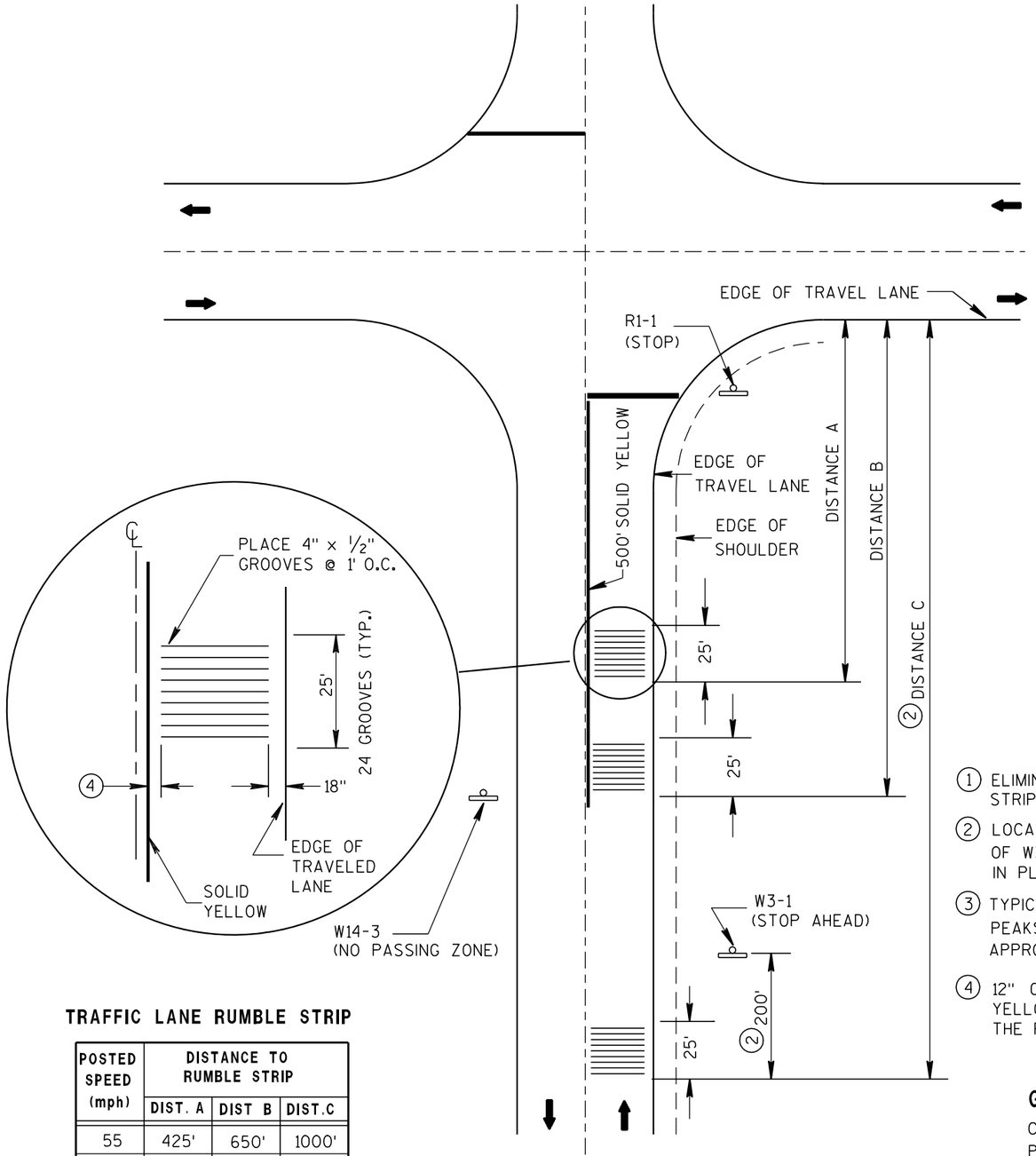
JOINT TIES FOR CONCRETE PIPE AND CONCRETE COLLAR DETAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2021 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS DEVE ENGINEER
FHWA

SDD 08F04 - 08

SDD 08F04 - 08



ARROW SYMBOL (➡) SHOWS DIRECTION OF TRAVEL

PLAN VIEW

RUMBLE STRIP LOCATION

TRAFFIC LANE RUMBLE STRIP

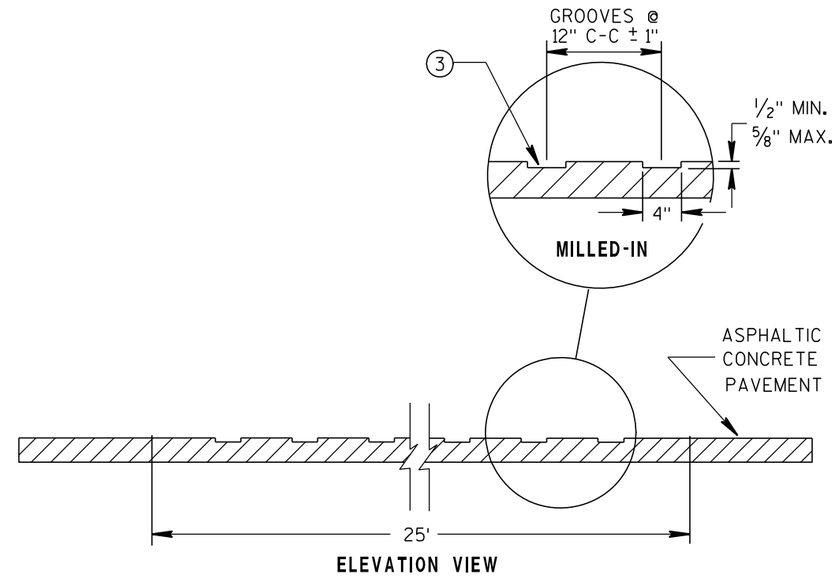
POSTED SPEED (mph)	DISTANCE TO RUMBLE STRIP		
	DIST. A	DIST B	DIST.C
55	425'	650'	1000'
50	325'	450'	800'
45	275'	400'	650'
40	225'	(1)	550'
35	175'	(1)	475'
≤ 30	125'	(1)	425'

(1) ELIMINATE THE MIDDLE SET OF RUMBLE STRIPS.

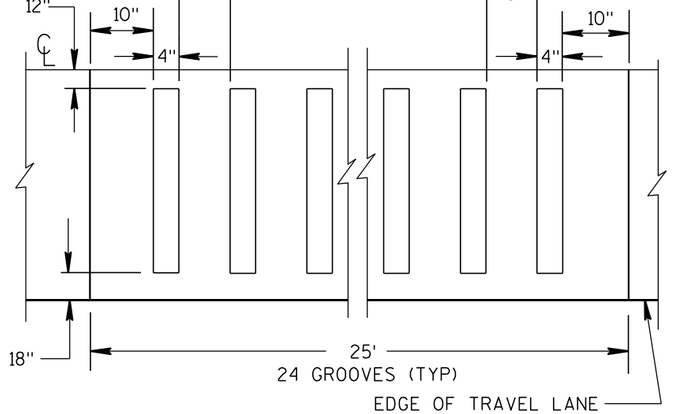
(2) LOCATE RUMBLE STRIP 200' IN ADVANCE OF W3-1 SIGN AS SHOWN. IF W3-1 IS NOT IN PLACE, USE DISTANCE C.

(3) TYPICAL VERTICAL VARIATION BETWEEN PEAKS AND VALLEYS WITHIN THE CUT APPROXIMATELY 1/16"

(4) 12" CLEAR BETWEEN THE SOLID YELLOW LINE AND THE EDGE OF THE RUMBLE.



ELEVATION VIEW



PLAN VIEW

ASPHALTIC PAVEMENT MILLED-IN

GENERAL NOTES

CONTRACTOR SHALL CONFIRM RUMBLE STRIP LOCATION WITH THE ENGINEER PRIOR TO INSTALLATION. THE ENGINEER MAY MODIFY THE RUMBLE STRIP LOCATION AS FIELD CONDITIONS DICTATE.

WHEN ASPHALTIC PAVEMENT IS NEW IN THE RUMBLE AREA THE CONTRACTOR SHALL ALLOW THE PAVEMENT TO CURE A MINIMUM OF 7 DAYS PRIOR TO RUMBLE INSTALLATION.

PAVEMENT MARKING AND SIGNING DETAILS AND SPECIFICATIONS ARE PROVIDED ELSEWHERE IN THE CONTRACT.

ASPHALTIC RUMBLE STRIPS AT INTERSECTION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

8/17/2011
DATE

/S/ Jerry H. Zogg
ROADWAY STANDARDS I 99
ENGINEER

FHWA

6

S.D.D. 13 A 8-1

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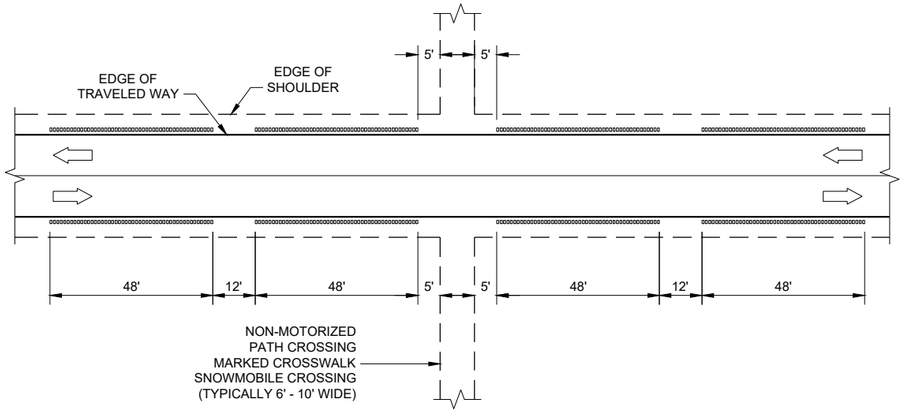
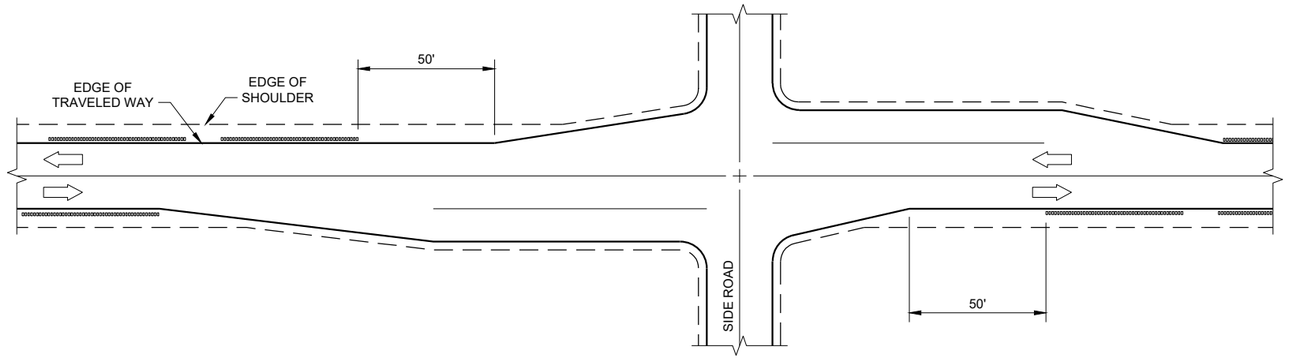
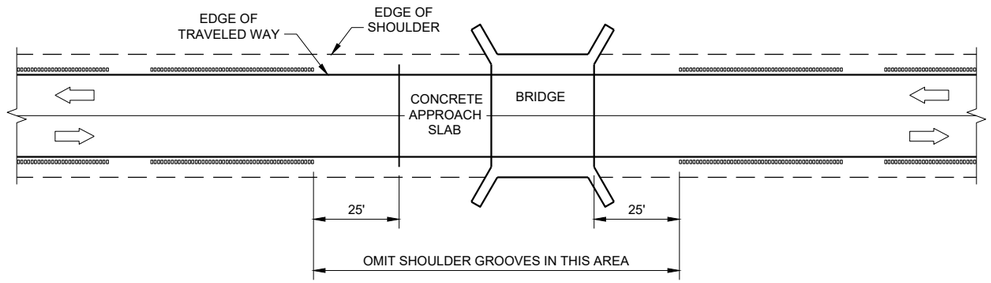
S.D.D. 13 A 8-1



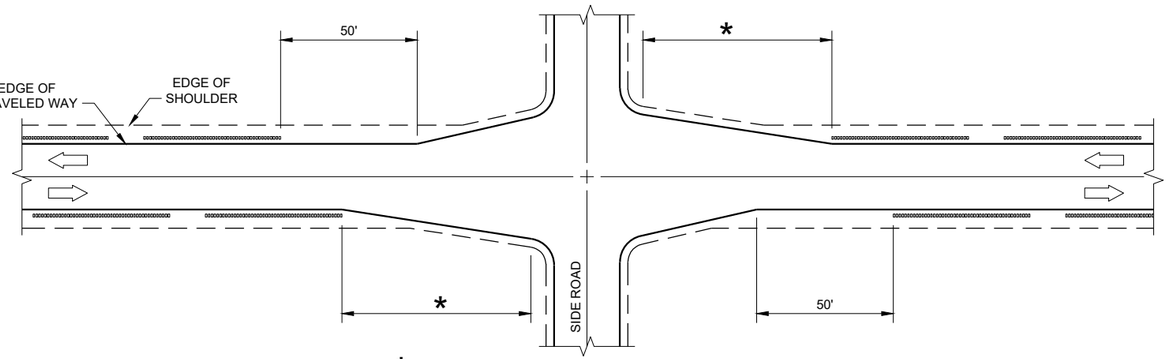
SHOULDER GROOVES AT MISCELLANEOUS CROSSINGS



SHOULDER GROOVES AT RIGHT TURN LANE

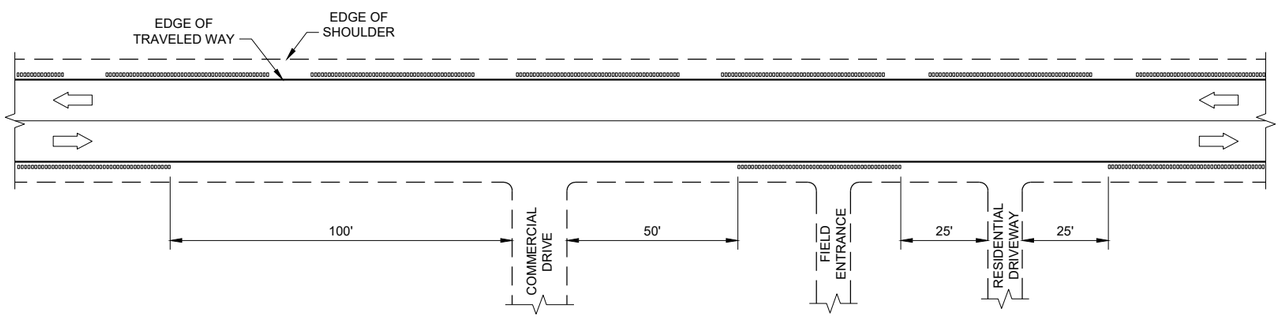


SHOULDER GROOVES AT BRIDGES



* GREATER OF 100' OR APPROACH TAPER LENGTH

SHOULDER GROOVES AT INTERSECTIONS WITH APPROACH TAPER



SHOULDER GROOVES AT DRIVEWAYS (1)

GENERAL NOTES

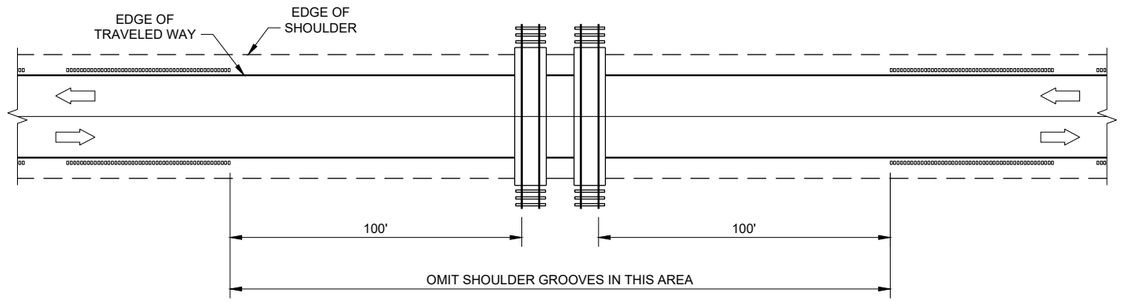
(1) SHOULDER GROOVES MAY BE OMITTED IN AREAS WITH HIGH CONCENTRATIONS OF DRIVEWAYS. WHEN DIRECTED BY THE ENGINEER.

2-LANE RURAL SHOULDER RUMBLE STRIP, MILLING

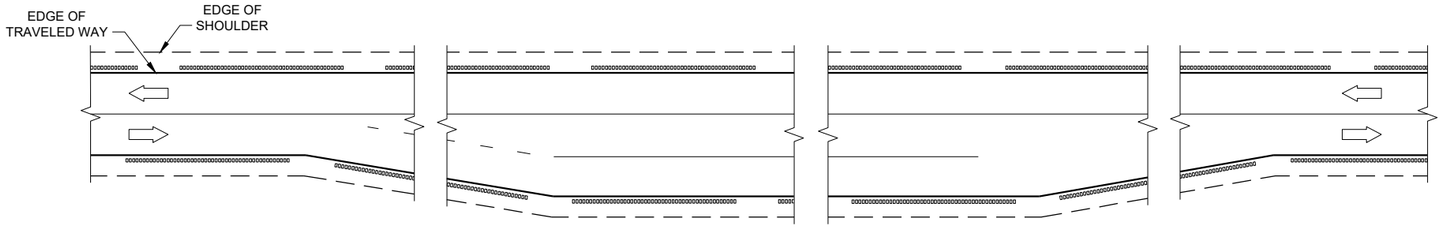
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

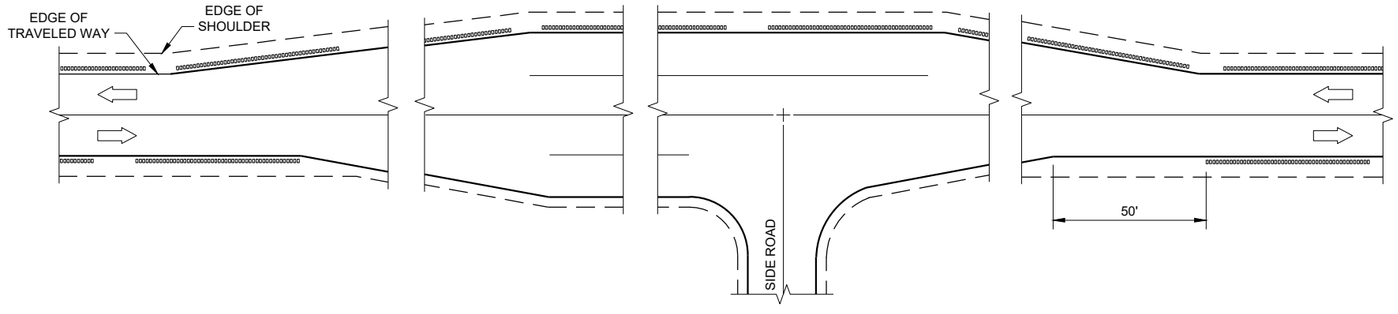
SDD 13A10 - 02c



SHOULDER GROOVES AT RAILROADS



SHOULDER GROOVES AT PASSING AND CLIMBING LANES



SHOULDER GROOVES AT BYPASS LANES

6

6

SDD 13A10 - 02d

SDD13A10 - 02d

2-LANE RURAL SHOULDER RUMBLE STRIP, MILLING

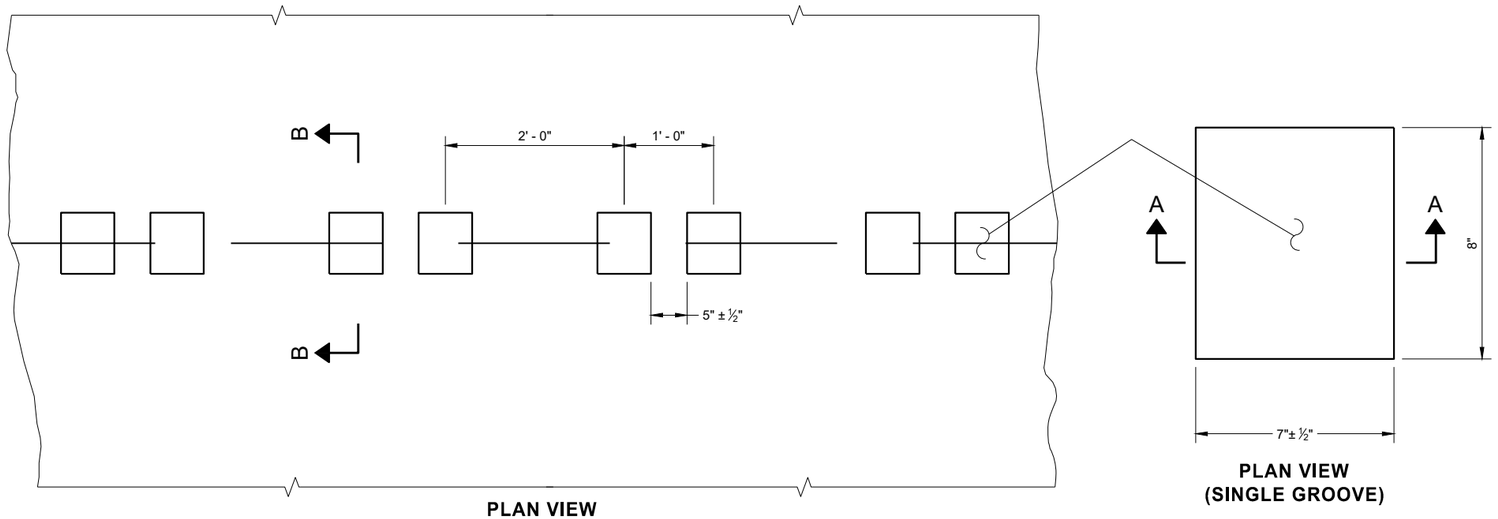
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

7/2018
DATE

/S/ Rodney Taylor
ROADWAY STANDARDS DEVE ENGINEER

FHWA



PLAN VIEW
SHOULDER WITH GROOVES

PLAN VIEW
(SINGLE GROOVE)

PLACEMENT DETAIL FOR TYPE 1 MILLED RUMBLE STRIP

GENERAL NOTES

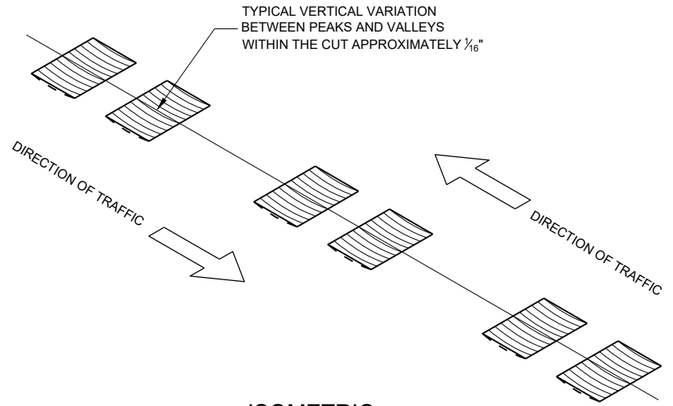
DETAILS OF CONSTRUCTION NO SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

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

INSTALL PAVEMENT MARKING AFTER THE GROOVES ARE INSTALLED.

SEE SIGNING PLAN FOR SIGN REQUIREMENTS THAT MAY BE NEEDED.

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



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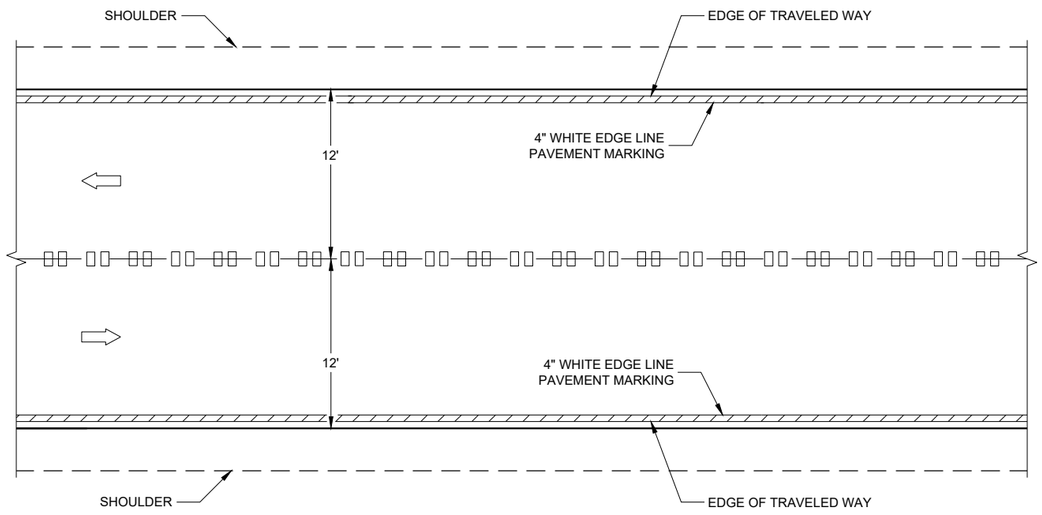
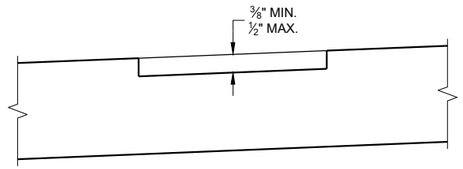
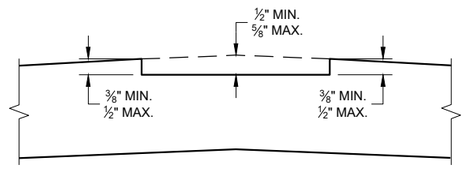


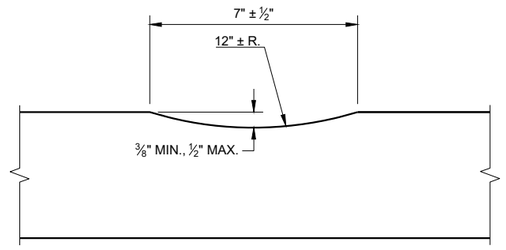
CENTERLINE GROOVES ON TWO-WAY ROADWAYS



SECTION B - B
SUPERELEVATED ROADWAY



SECTION B - B
CROWNED ROADWAY



SECTION A - A

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SDD 13A11 - 03a

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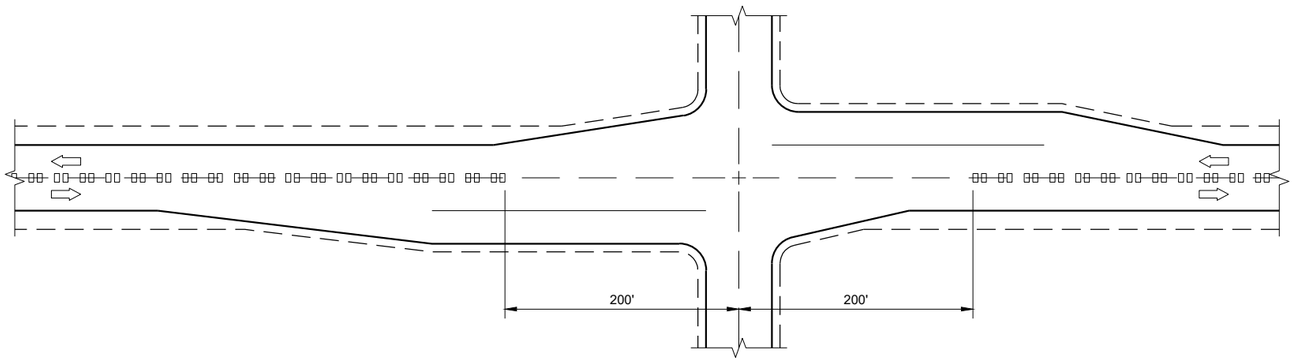
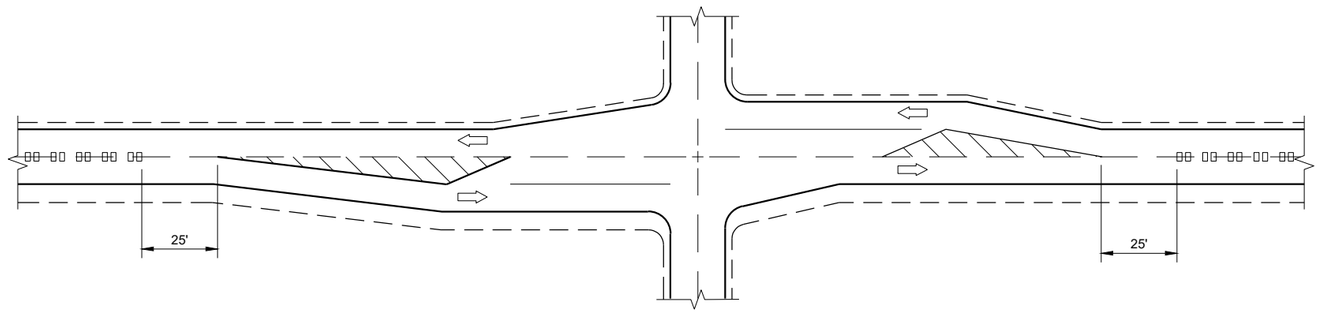
SDD 13A11 - 03a

2-LANE RURAL
CENTER LINE RUMBLE STRIP, MILLING

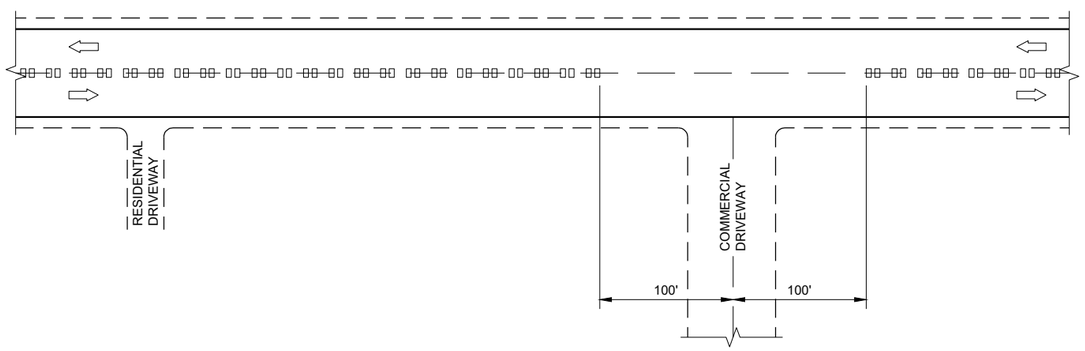
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



CENTERLINE GROOVES AT INTERSECTIONS



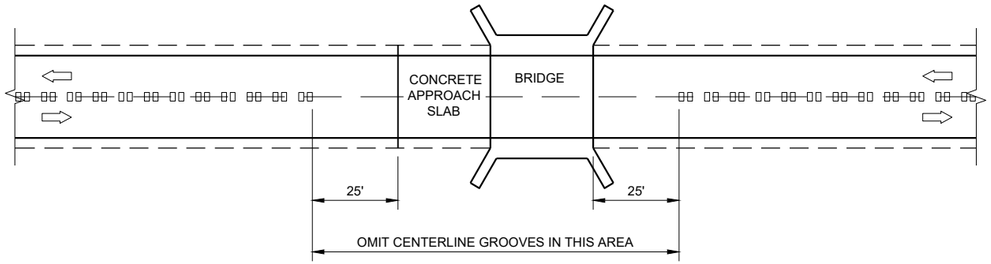
CENTERLINE GROOVES AT INTERSECTIONS (WITH LEFT TURN LANES)



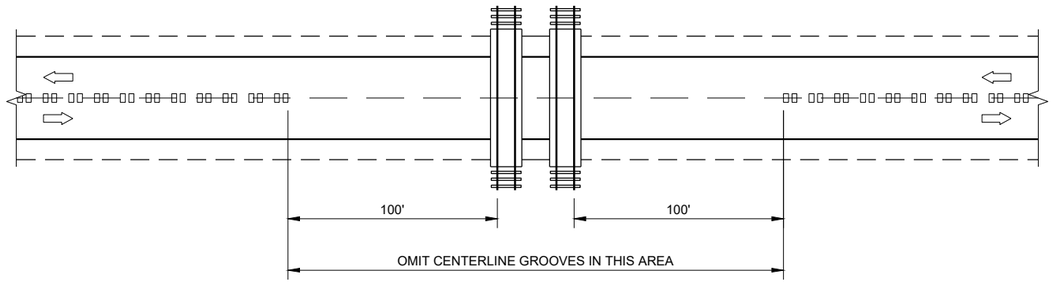
CENTERLINE GROOVES AT DRIVEWAYS (1)

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

2-LANE RURAL CENTERLINE RUMBLE STRIP, MILLING

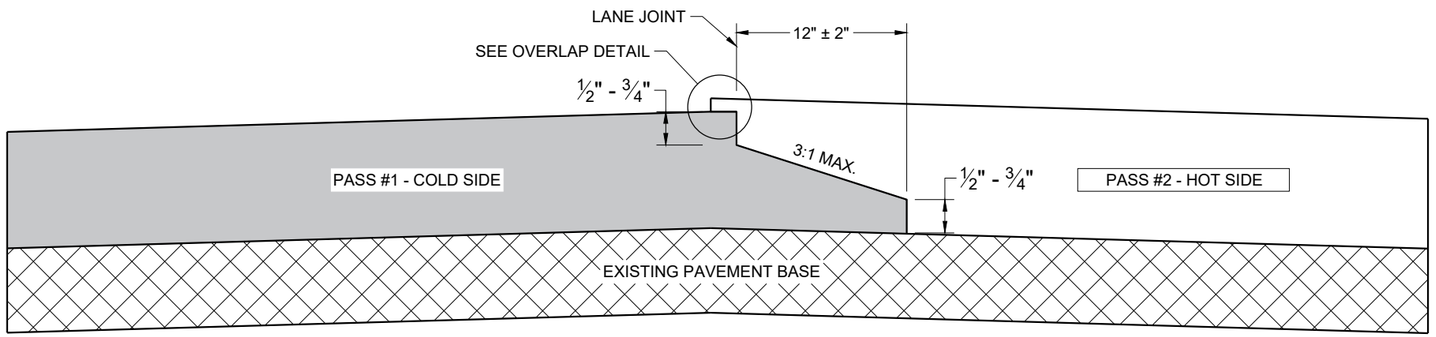
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
7/2018
DATE

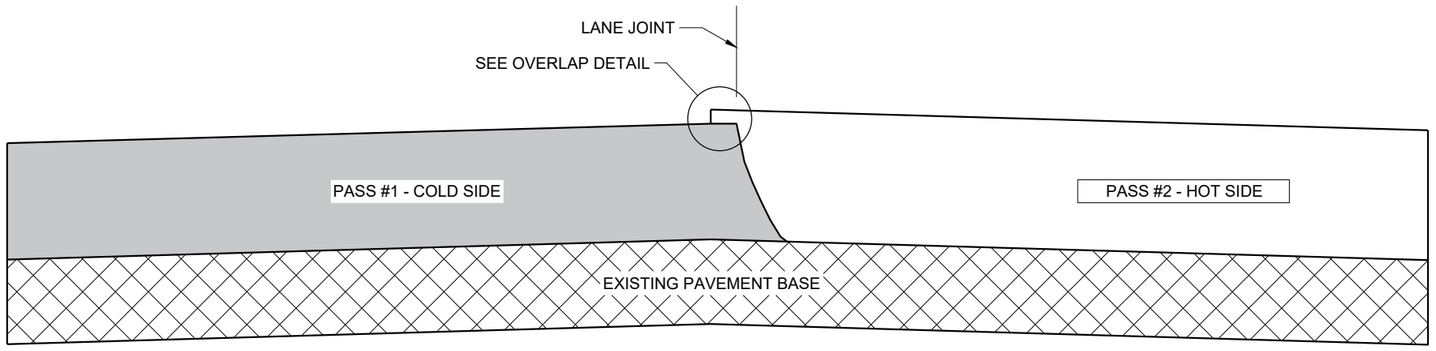
/S/ Rodney Taylor
ROADWAY STANDARDS DEVE ENGINEER

FHWA

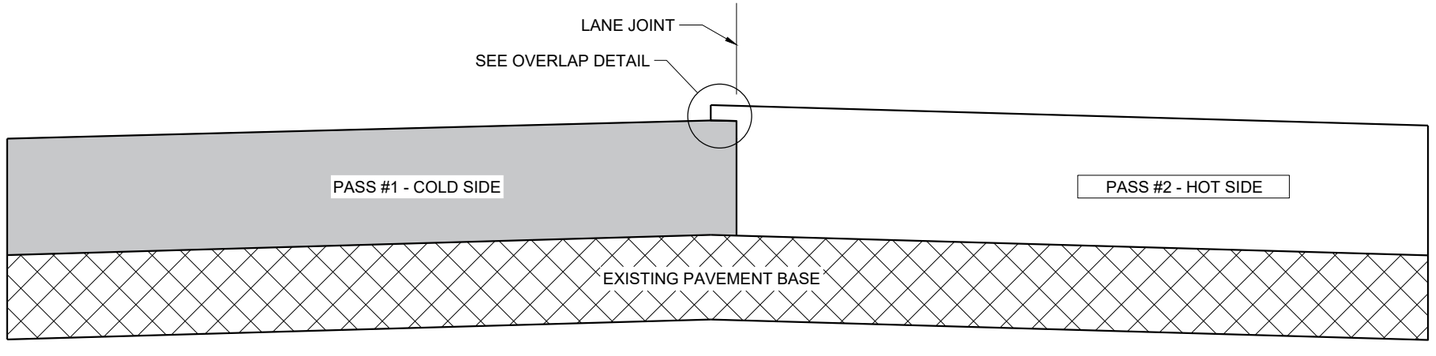
6
SDD 13A11 - 03b



TYPICAL PAVEMENT CROSS SECTION
NOTCHED WEDGE JOINT



TYPICAL PAVEMENT CROSS SECTION
VERTICAL JOINT



TYPICAL PAVEMENT CROSS SECTION
VERTICAL JOINT (MILLED)

GENERAL NOTES

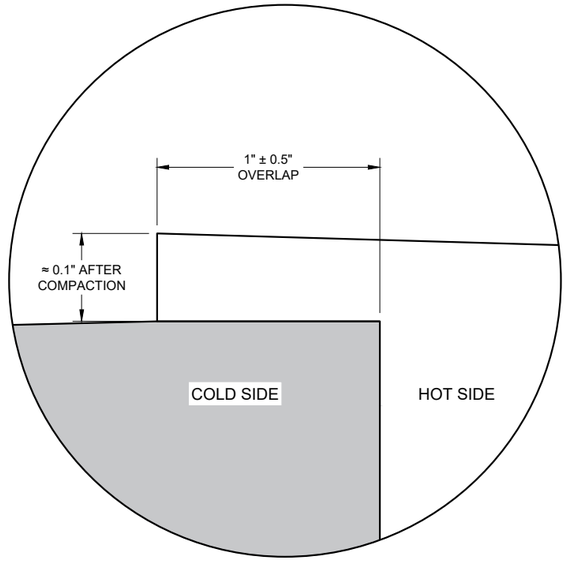
IN ADDITION TO THE DETAILS PROVIDED IN THIS DRAWING, CONFORM TO STANDARD SPECIFICATION 450.3.2.8 FOR WHEN A NOTCHED WEDGE JOINT IS REQUIRED AND FOR GENERAL JOINT CONSTRUCTION REQUIREMENTS.

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.

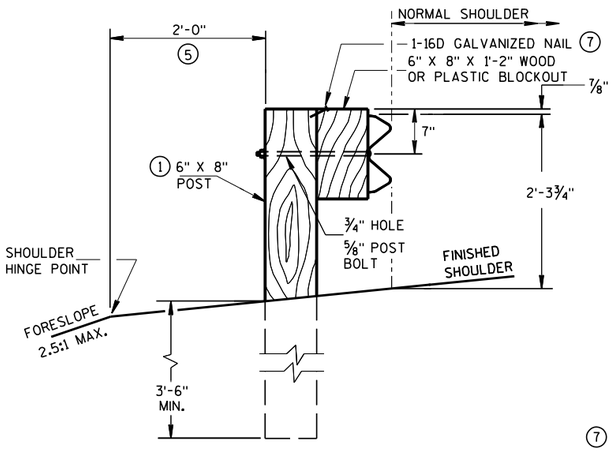
(5) IF THE DISTANCE FROM BACK OF POST TO SHOULDER HINGE POINT IS LESS THAN 2 FEET INSTALL LONGER POST AT HALF POST SPACING, W BEAM (LHW).

(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.

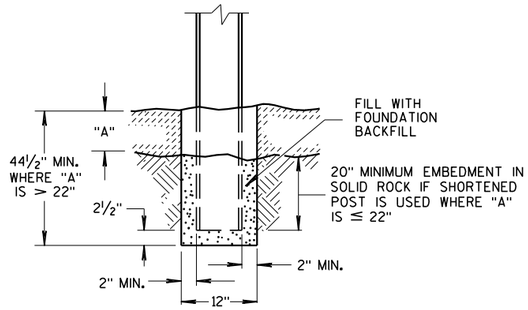
(7) WHEN USING STEEL POSTS AND WOOD BLOCKOUTS INSTALL FOUR 16D GALVANIZED NAILS. INSTALL NAILS AT THE BACK CORNERS OF THE BLOCK AND BEND THE NAILS OVER THE FLANGE OF THE STEEL POST.

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

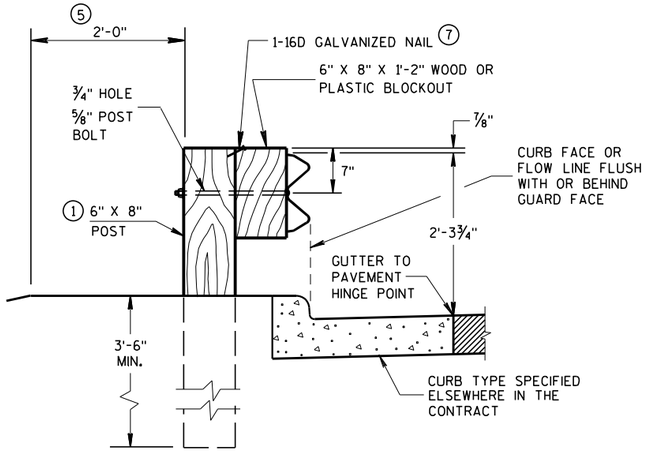
ALL DIMENSIONS ARE SUBJECT TO MANUFACTURER'S TOLERANCES EXCEPT WHERE ALLOWABLE TOLERANCES ARE SHOWN.



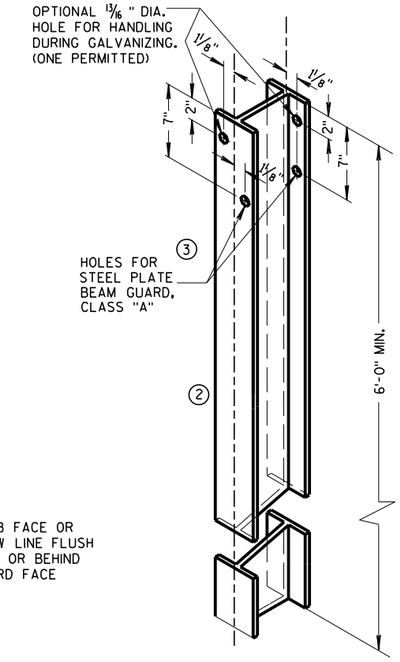
END VIEW
LOCATED ALONG A ROADWAY SHOULDER
STANDARD INSTALLATION



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

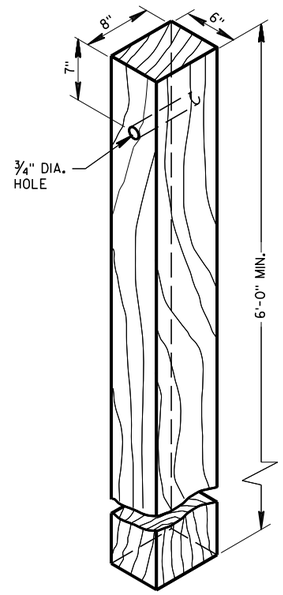


END VIEW
LOCATED ALONG A CURBED ROADWAY

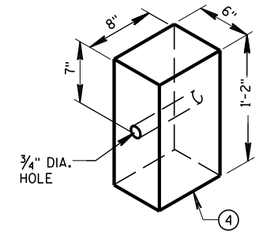


STEEL POST &
HOLE PUNCHING DETAIL
(W6 X 9) (1)

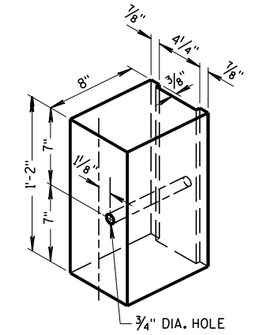
ALL HOLES 13/16" DIAMETER EXCEPT AS NOTED



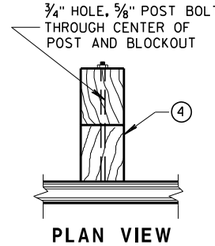
WOOD POST
(6"X8") NOMINAL



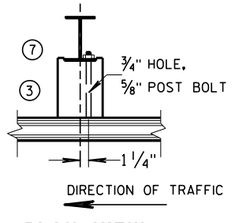
WOOD OR PLASTIC
BLOCKOUT FOR
WOOD POSTS



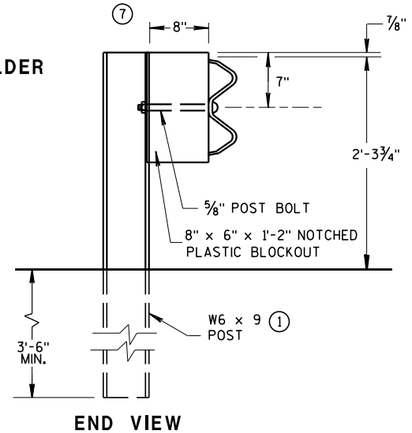
TYPICAL NOTCHED
PLASTIC BLOCKOUT
FOR STEEL POSTS (1)



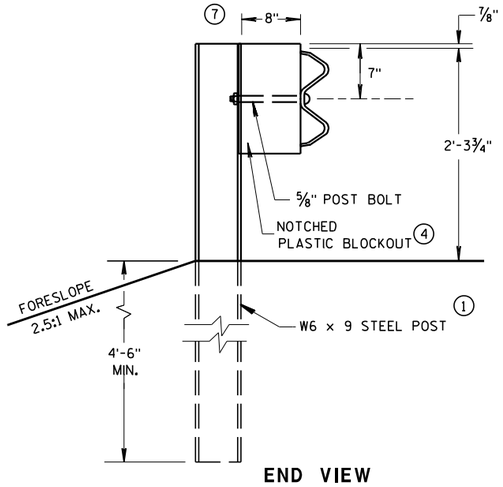
PLAN VIEW
WOOD POST, BLOCKOUT & BEAM



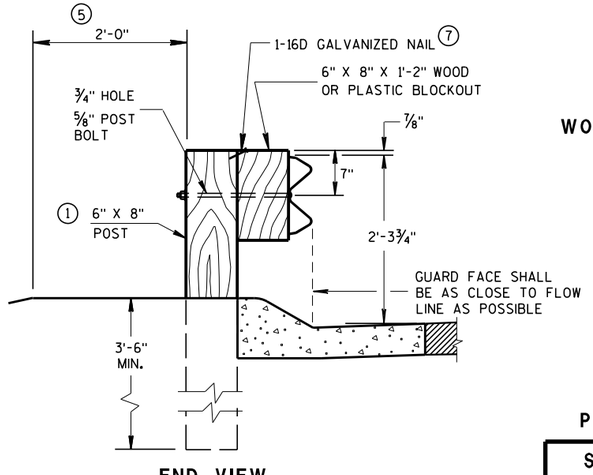
PLAN VIEW
STEEL POST, NOTCHED
PLASTIC BLOCKOUT & BEAM



END VIEW
STEEL POST & NOTCHED
PLASTIC BLOCKOUT ALTERNATIVE
STANDARD INSTALLATION



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



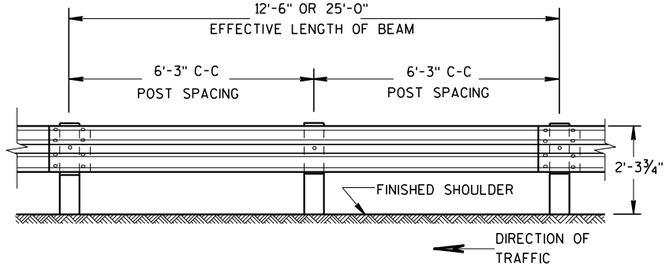
END VIEW
LOCATED ALONG A
MOUNTABLE CURBED ROADWAY

TYPICAL INSTALLATION OF STEEL PLATE BEAM GUARD

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

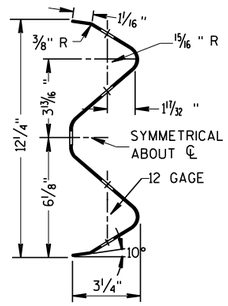
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

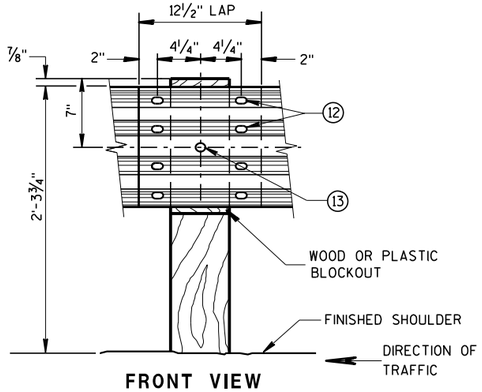


FRONT VIEW

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.

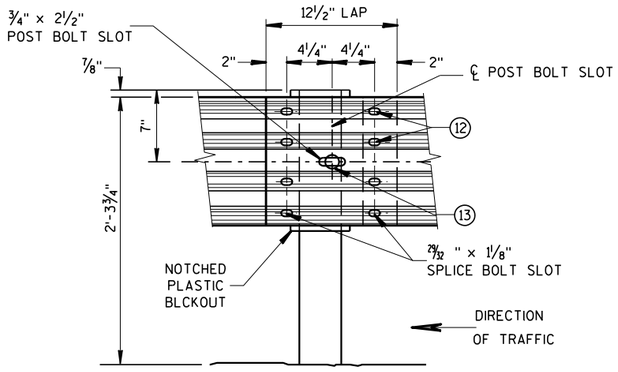
(9) DO NOT INSTALL REFLECTORS ON THE FIRST 50 FEET OF THE APPROACH END OF THE ENERGY ABSORBING TERMINA. START REFLECTORS AT POST #9 AND SPACE EVENLY EVERY 100 FEET (MAX.) TO THE END OF GUARDRAIL RUN, USING A MINIMUM OF 3 REFLECTORS.

(12) 8 -5/8" ϕ X 2" BUTTON HEAD BOLTS WITH OVAL SHOULDERS & RECESS NUTS.

(13) 5/8" DIA. BUTTON HEAD BOLT AND RECESS NUT WITH 5/8" DIA. F844 FLAT WASHER UNDER NUT.

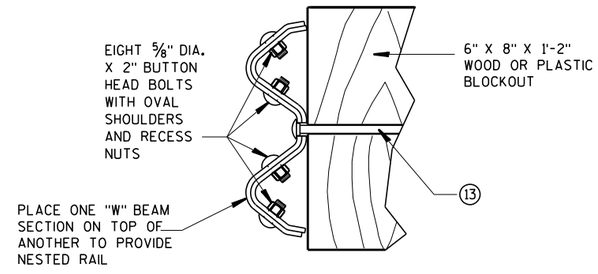
FRONT VIEW

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



FRONT VIEW

BEAM SPLICE AT STEEL POST

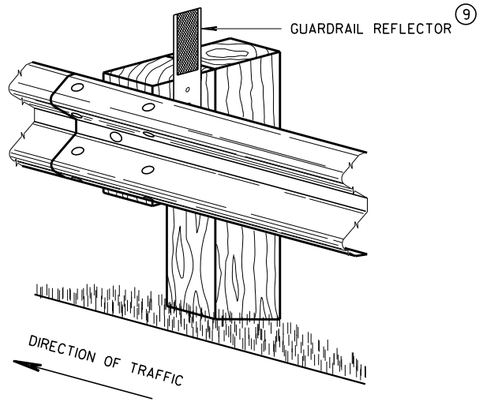


NESTED W BEAM (NW)

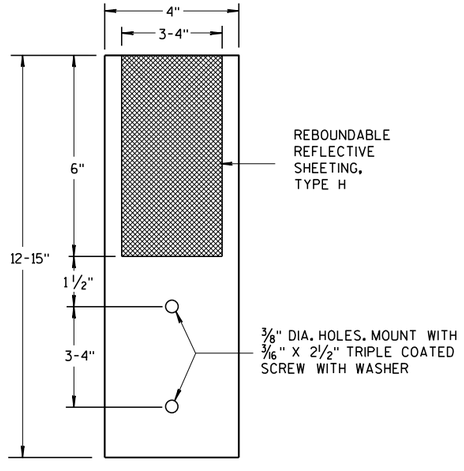
USE ALL OTHER STANDARD BEAM GUARD DETAILS FOR CONSTRUCTING NESTED W BEAM (NW)

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

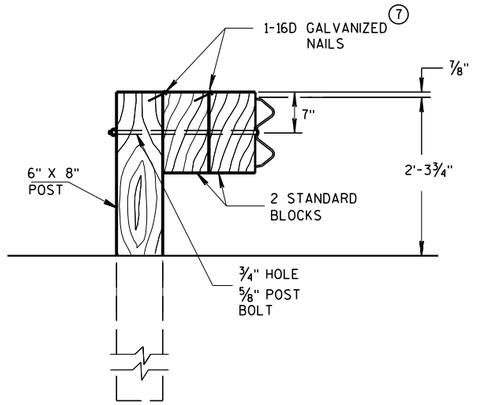
STATE OF WISCO 106
DEPARTMENT OF TRANSPORTATION

6

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

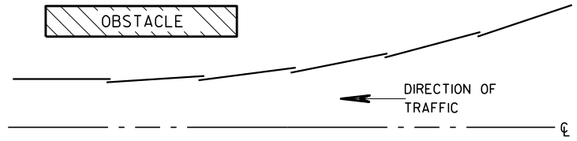
6

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

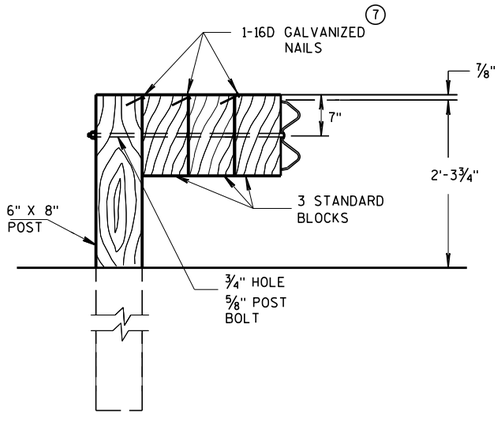


DETAIL FOR DOUBLE BLOCKS

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

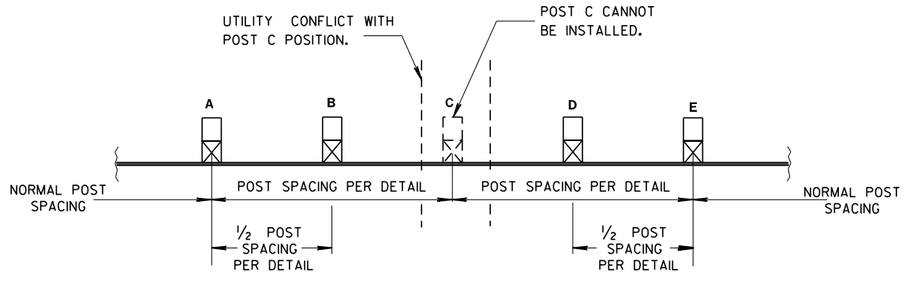


PLAN VIEW
BEAM LAPPING DETAIL



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.

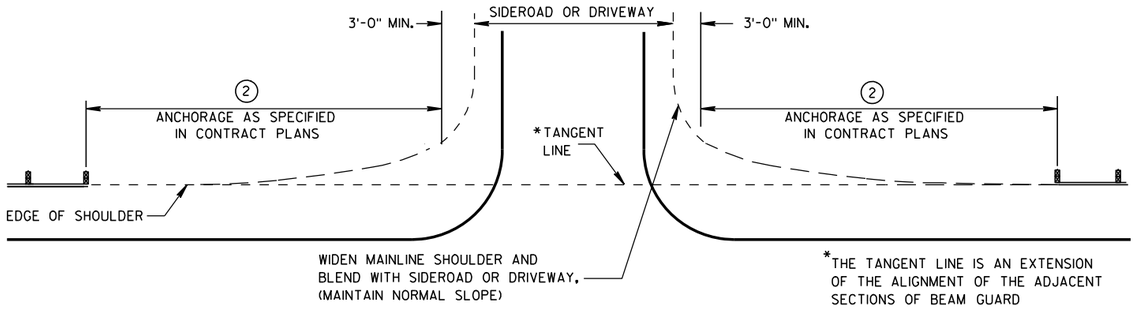
DO NOT USE EXTRA BLOCKOUTS IF IT CAUSES THE POST TO BE DRIVEN BEYOND SHOULDER HINGE POINT OR CAUSES A FIXED OBJECT TO BE WITHIN THE DEFLECTION DISTANCE OF THE BARRIER.

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

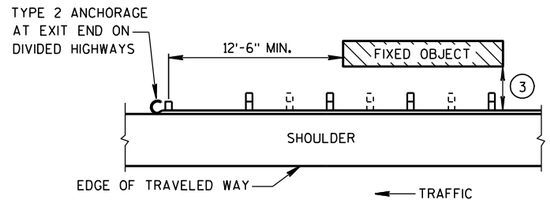
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

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



BEAM GUARD AT SIDEROADS OR DRIVEWAYS



BEAM GUARD AT OBSTACLES EXIT END - ONE WAY TRAFFIC

GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP SHALL CONFORM TO THE PERTINENT STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

W6 X 9 OR W6 X 8.5 STEEL POSTS WITH 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.

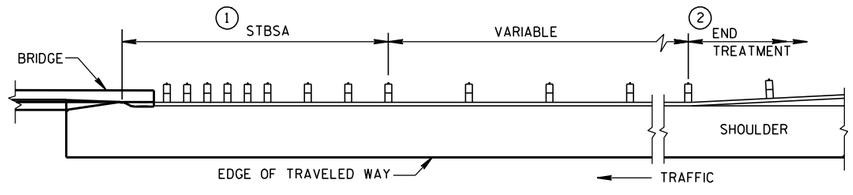
THE LOCATIONS AND LENGTHS OF BEAM GUARD ARE SHOWN ELSEWHERE IN THE PLAN.

(1) STEEL THRIE BEAM STRUCTURAL APPROACH (STBSA) - SEE CURRENT SDD 14B20.

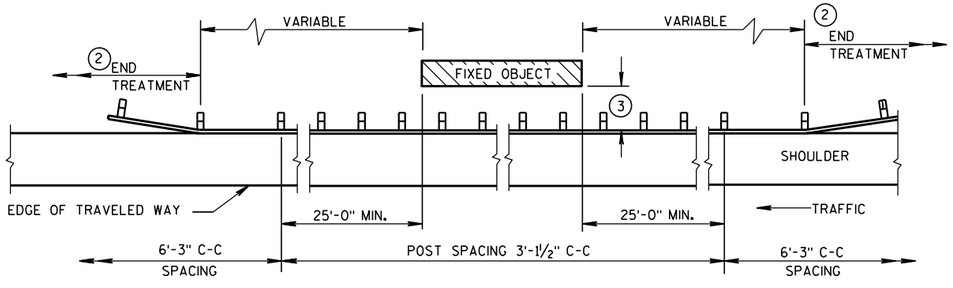
(2) USE AN APPROVED END TREATMENT FOR THE TRAFFIC APPROACH SIDE OF BRIDGE/OBSTACLES. USE TYPE 2 ANCHORAGE ONLY AT THE DOWNSTREAM ENDS OF BEAM GUARD LOCATED ALONG ROADWAYS WITH ONE WAY TRAFFIC.

(3)

MINIMUM LATERAL DISTANCE FROM FACE OF BEAM GUARD TO FIXED OBJECT	POST SPACING
3'-6"	3' - 1½"
4'-6"	6' - 3"

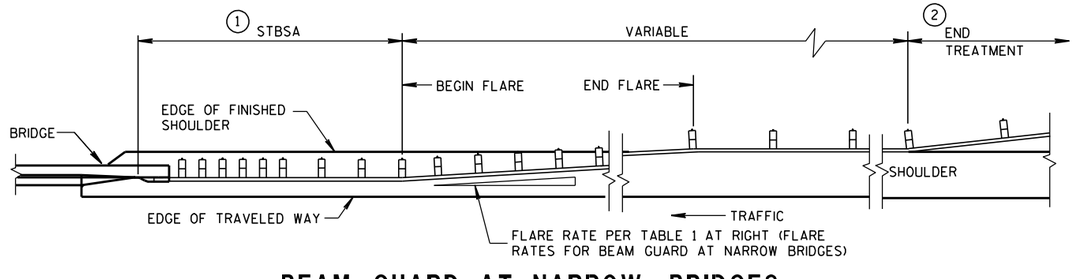


BEAM GUARD AT FULL WIDTH BRIDGES



BEAM GUARD AT OBSTACLES - TWO WAY TRAFFIC

(RAIL TO OBSTACLE CLEARANCE 3'-6" TO 4'-6")



BEAM GUARD AT NARROW BRIDGES
(FLARED TO SHOULDER EDGE, THEN PARALLEL TO ROADWAY)

TABLE 1
FLARE RATES FOR BEAM GUARD AT NARROW BRIDGES

POSTED SPEED (MPH)	FLARE RATE
25	13:1
30	15:1
35	16:1
40	18:1
45	21:1
50	24:1
55	26:1
65	30:1

STEEL PLATE BEAM GUARD CLASS "A" AT BRIDGES, OBSTACLES AND SIDEROADS/DRIVEWAYS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

8-21-07
DATE

/S/ Jerry H. Zogg
ROADWAY STANDARDS DEVELOPMENT ENGINEER

FHWA

6

S.D.D. 14 B 18-6a

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.

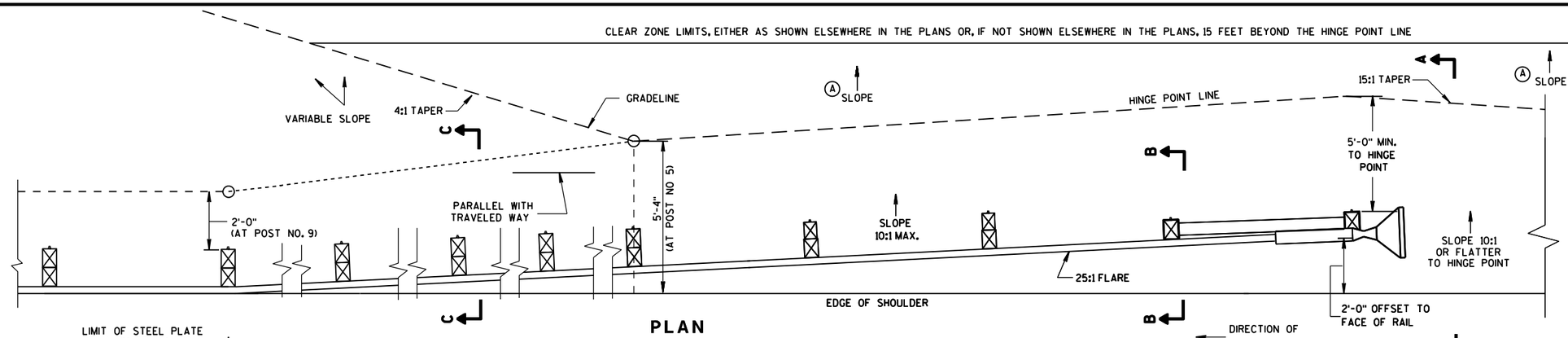
(E) THE CENTER OF THE UPPER 3½" DIAMETER HOLE ON POST 3 THROUGH 8 SHALL BE ¾" ABOVE THE FINISHED GROUND LINE.

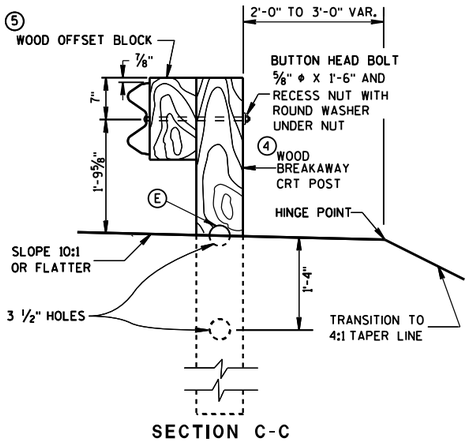
(F) ATTACH ALUMINUM SHEET TO E.A.T. HEAD USING 4 STAINLESS STEEL SELF-TAPPING SCREWS. ONE SCREW PER CORNER.

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

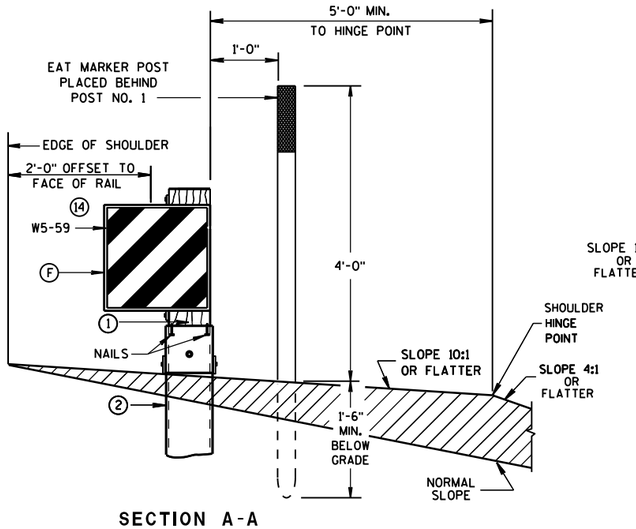
DO NOT INSTALL REFLECTORS ON THE FIRST 50 FEET OF THE APPROACH END OF THE ENERGY ABSORBING TERMINAL.

* DO NOT ATTACH BLOCKOUTS TO POSTS 1 AND 2.

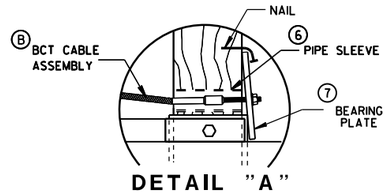




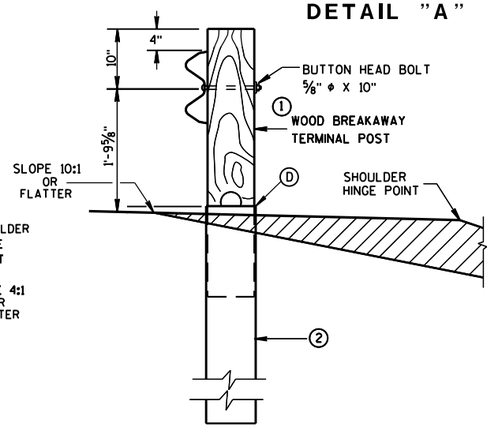
SECTION C-C
TYPICAL AT POST NOS. 6, 8



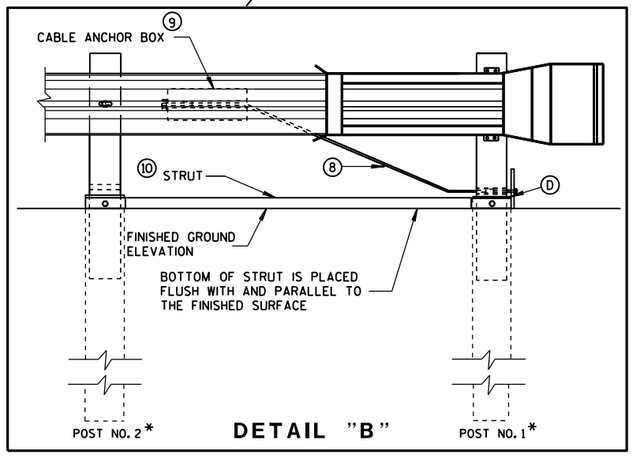
SECTION A-A
TYPICAL AT POST NO. 1*



DETAIL "A"



SECTION B-B
TYPICAL AT POST NO. 2*



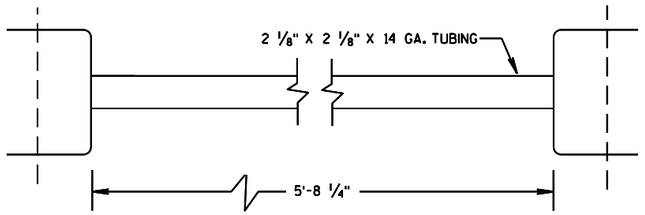
DETAIL "B"

STEEL PLATE BEAM GUARD ENERGY ABSORBING TERMINAL

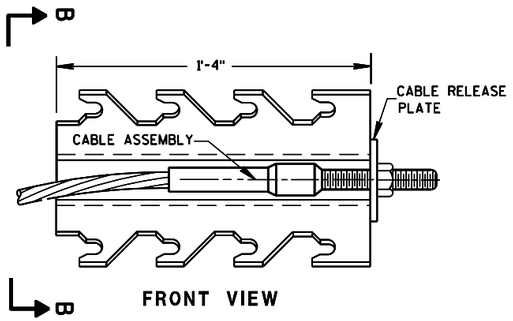
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

6

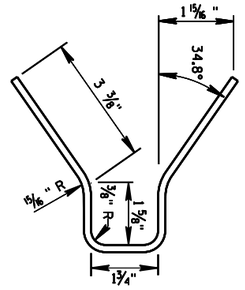
S.D.D. 14 B 24-9a



⑩ STRUT DETAIL

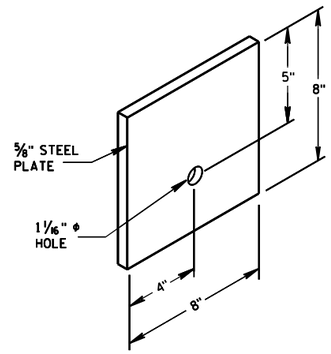


FRONT VIEW



SECTION B-B

⑨ CABLE ANCHOR BOX



⑦ STEEL BEARING PLATE

6

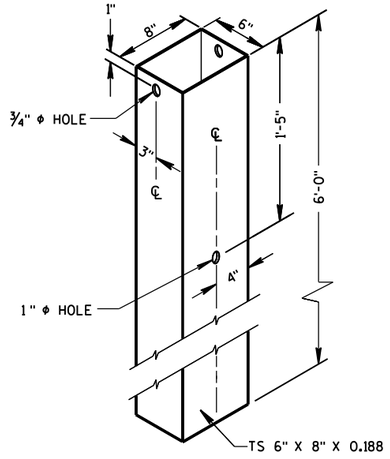
6

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

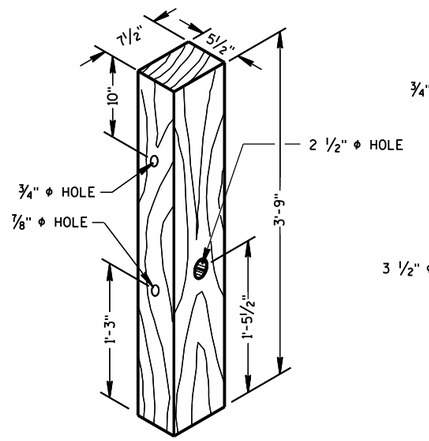
S.D.D. 14 B 24-9b

STEEL PLATE BEAM GUARD
ENERGY ABSORBING TERMINAL

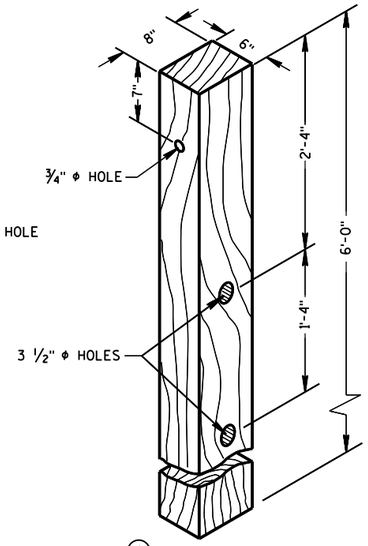
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI



② 72" STEEL TUBE
(POSTS NO. 1-2



① TERMINAL POST

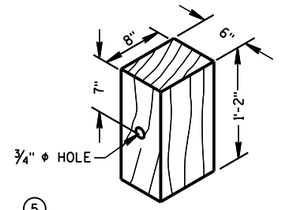


④ CRT POST
(POSTS NO'S 5-8

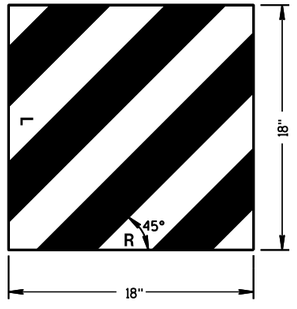
WOOD BREAKAWAY POSTS

GENERAL NOTES

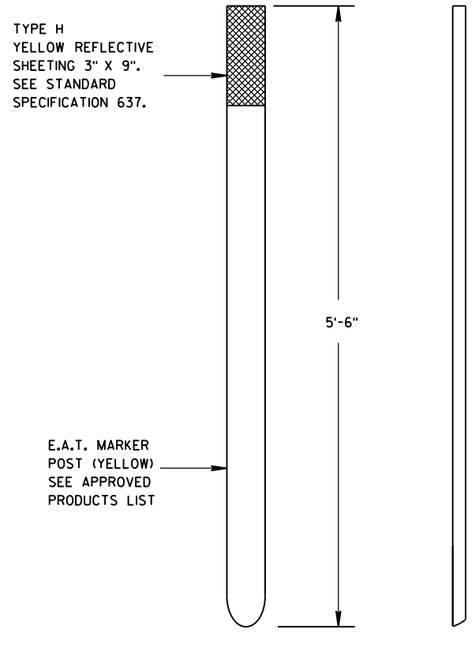
WHEN ROCK IS ENCOUNTERED DURING EXCAVATION, A 12 INCH DIA. POST HOLE EXTENDING 20 INCHES DEEP INTO THE ROCK MAY BE USED IF APPROVED BY THE ENGINEER. GRANULAR MATERIAL SHALL BE PLACED IN THE BOTTOM OF THE HOLE APPROXIMATELY 2 1/2" INCHES DEEP TO PROVIDE DRAINAGE. THE SOIL TUBES SHALL BE FIELD CUT TO LENGTH,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

111

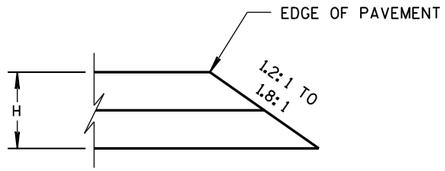
ENT

6

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

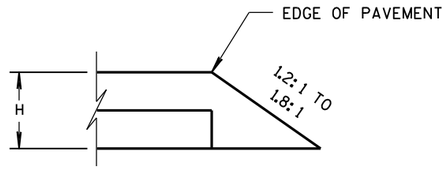
6

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



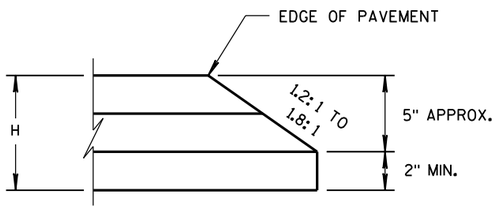
CONSTRUCTED WITH FINAL TWO LAYERS

FOR H 5" OR LESS



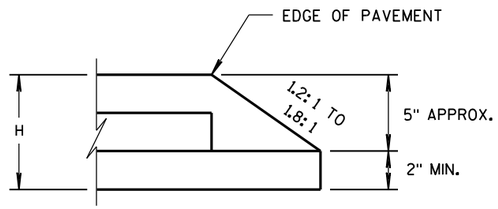
CONSTRUCTED WITH FINAL LAYER

FOR H 5" OR LESS



CONSTRUCTED WITH FINAL TWO LAYERS

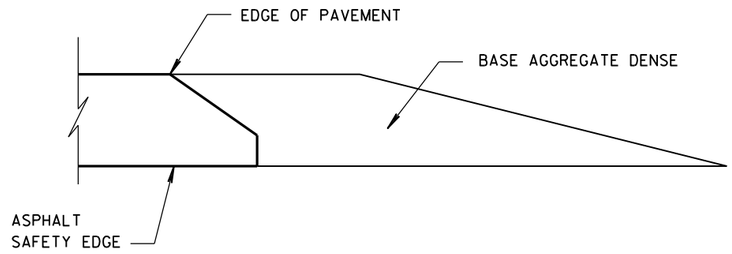
FOR H GREATER THAN 5"



CONSTRUCTED WITH FINAL LAYER

FOR H GREATER THAN 5"

HMA PAVEMENT AND HMA OVERLAYS



FINISHED SHOULDER AGGREGATE PLACEMENT

6

6

S.D.D. 14 B 29-1

S.D.D. 14 B 29-1

SAFETY EDGE SM

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

11/30/2012
DATE

/S/ Jerry H. Zoda
ROADWAY STANDARDS DEVELOPMENT ENGINEER

FHWA

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

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

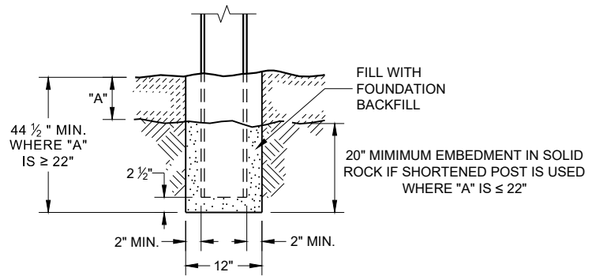
(3) IF ROCK IS ENCOUNTERED DURING EXCAVATION, PROVIDE A HOLE 12 INCHES IN DIAMETER EXTENDING 20 INCHES DEEP INTO THE ROCK. PLACE APPROXIMATELY 2 1/2" INCHES OF GRANULAR MATERIAL IN THE BOTTOM OF THE HOLE. CUT THE POSTS THE TO LENGTH AMD INSTALL. BACKFILL WITH EXCAVATED MATERIAL AND COMPACT. BACKFILL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

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

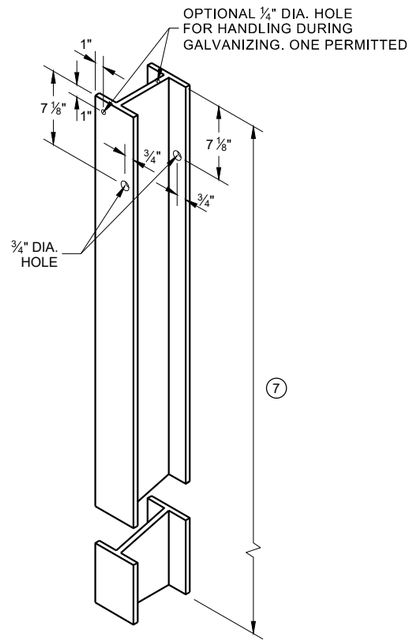
(5) FOR NEW MGS INSTALLATION TOP OF W-BEAM RAIL TOLERANCE IS ±1". FOR EXISTING MGS INSTALLATION TOP OF W-BEAM IS BETWEEN 27 ¾" TO 32".

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

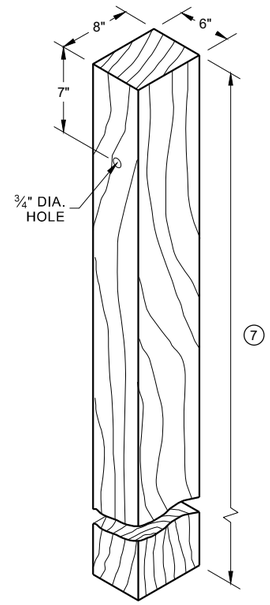
(7) TOTAL POST LENGTH FOR TYPE K IS 7' - 0".
TOTAL POST LENGTH FOR OTHER MGS TYPES IS 6' - 0".



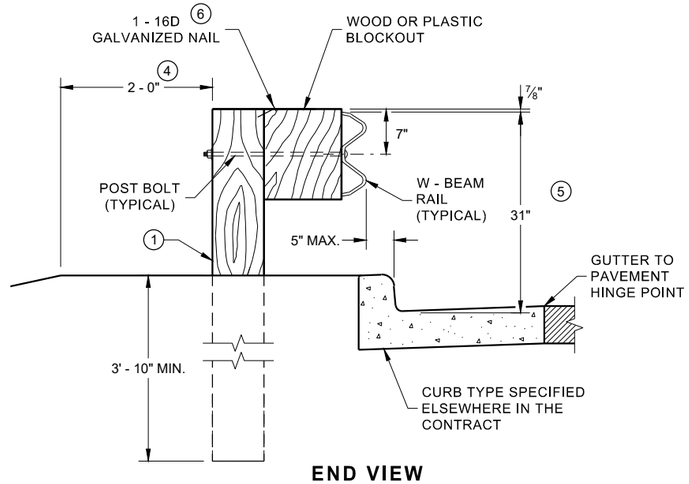
END VIEW
SETTING STEEL OR WOOD POST IN ROCK (3)



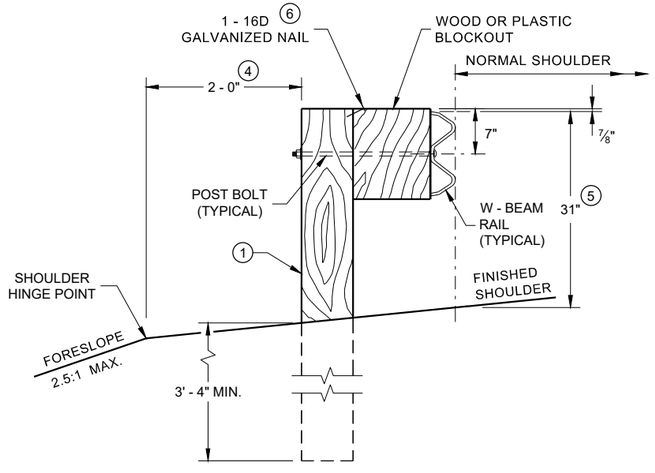
STEEL POST & HOLE PUNCHING DETAIL (W 6 X 9) (1)



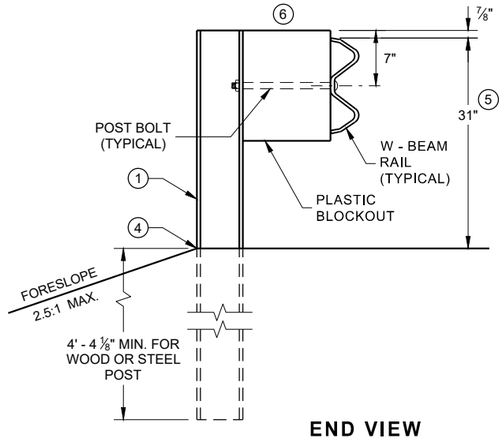
WOOD POST (6" X 8") NOMINAL (1)



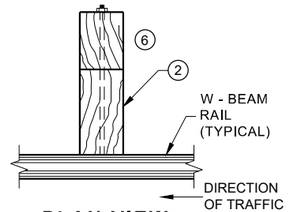
END VIEW
LOCATED ALONG A CURBED ROADWAY



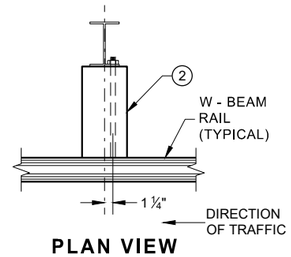
END VIEW
LOCATED ALONG A ROADWAY SHOULDER STANDARD INSTALLATION



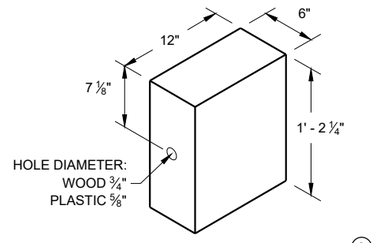
END VIEW
MGS LONGER POST AT HALFPOST SPACING W BEAM (K)



PLAN VIEW
WOOD POST, BLOCKOUT & BEAM



PLAN VIEW
STEEL POST, PLASTIC BLOCKOUT & BEAM



WOOD OR PLASTIC BLOCKOUT (2)

MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL

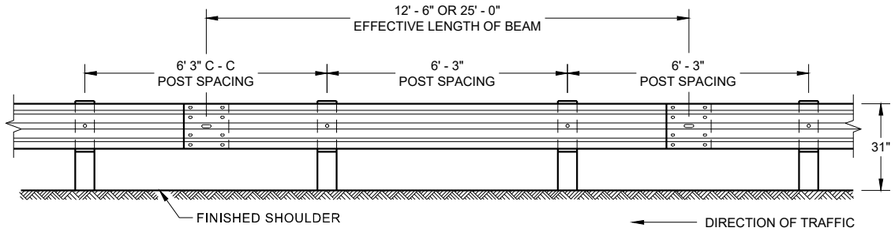
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

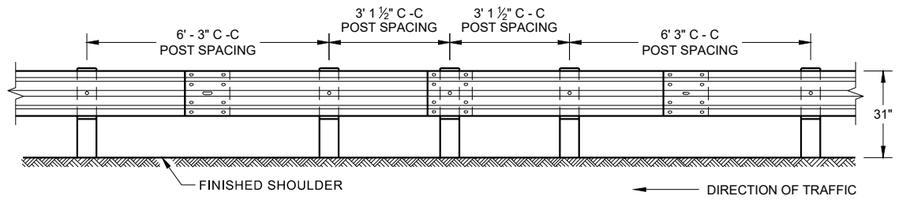
SDD 14B42 - 07a

6

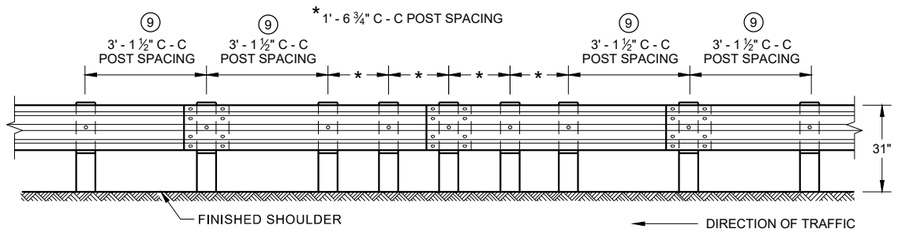
SDD 14B42 - 07a



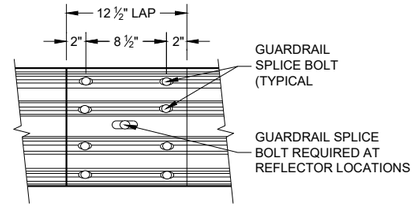
FRONT VIEW
POST SPACING STANDARD INSTALLATION



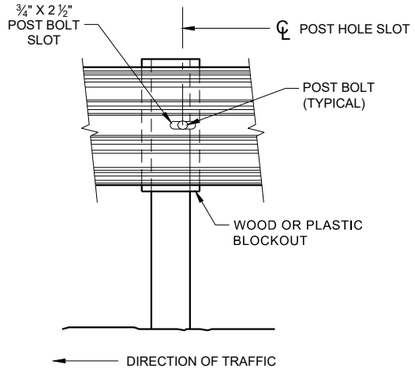
FRONT VIEW
HALF POST SPACING (HS) AND
HALF POST SPACING WITH LONGER POSTS (K)



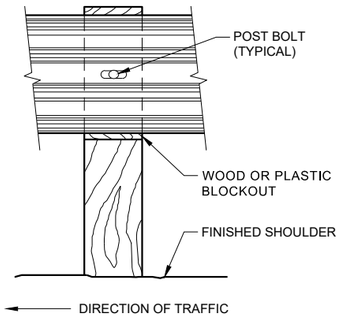
FRONT VIEW
QUARTER POST SPACING (QS)



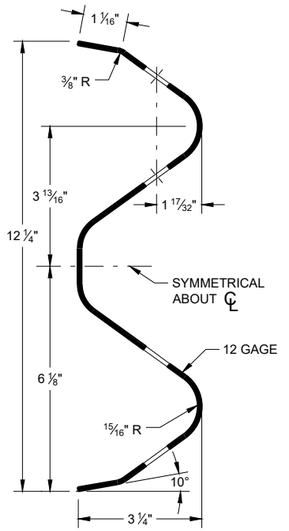
FRONT VIEW
MID-SPAN BEAM SPLICE



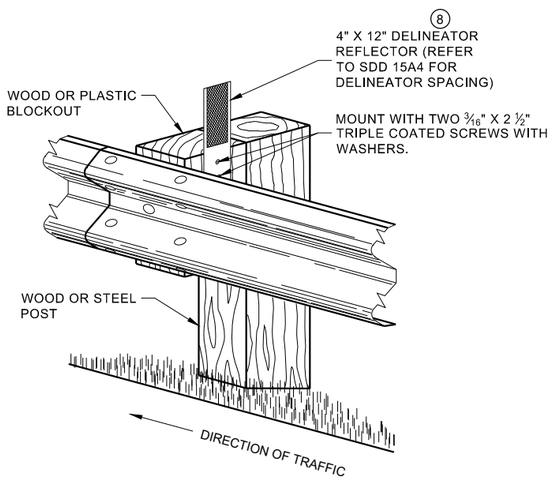
FRONT VIEW AT STEEL POST



FRONT VIEW AT WOOD POST



SECTION THRU W-BEAM RAIL



ONE SIDED REFLECTOR DETAIL
AND TYPICAL INSTALLATION

GENERAL NOTES

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

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

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

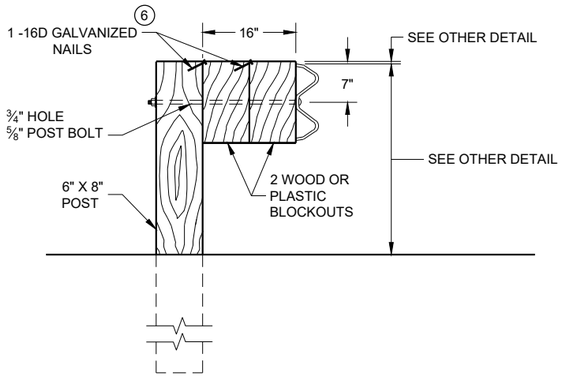
GUARD RAIL SPLICE BOLTS ARE A ⅝" DIAMETER ASTM A307 GUARDRAIL HEAD BOLT. A GUARDRAIL SPLICE BOLT REQUIRES ⅝" DIAMETER A563A DOUBLE RECESSED (DR) HEAVY HEX NUT.

MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 14B42 - 07b

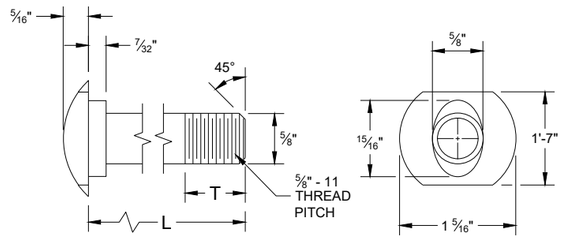


DETAIL FOR 16" BLOCKOUT DEPTH

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

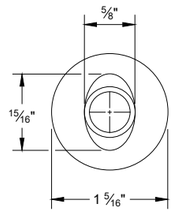
NOTE:

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

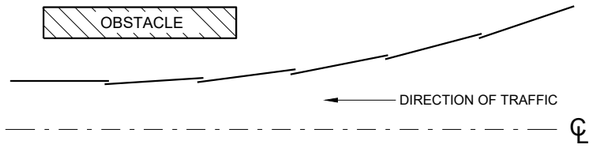


POST BOLT TABLE

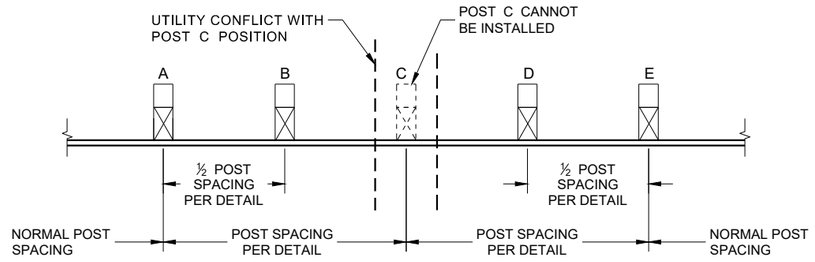
L	T (MIN.)
1 ¼"	1 ⅛"
2"	1 ¾"
10"	4"
14"	4 1⁄16"
18"	4"
21"	4 1⁄16"
25"	4"



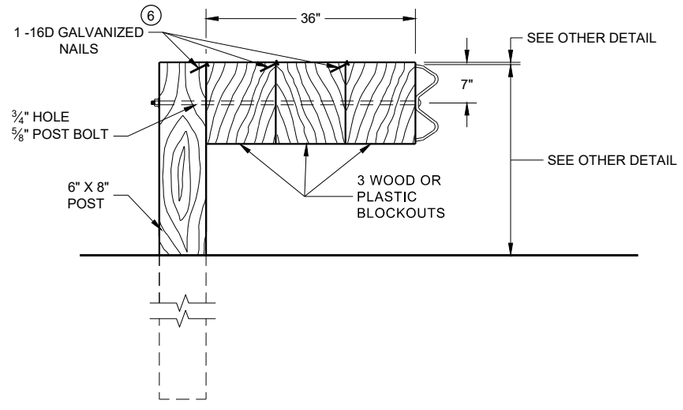
ALTERNATE BOLT HEAD



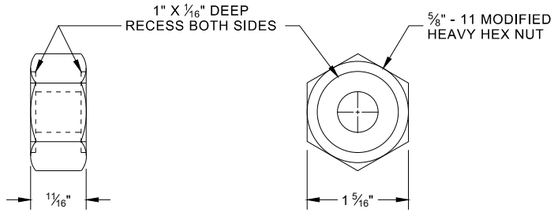
PLAN VIEW
BEAM LAPPING DETAIL



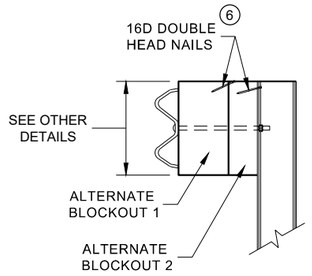
POST DRIVING FOR CONTINUOUS UNDERGROUND OBSTRUCTION



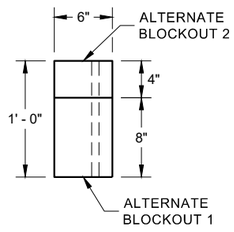
DETAIL FOR 36" BLOCKOUT DEPTH



POST BOLT, SPLICE BOLT AND RECESS NUT



SIDE VIEW



PLAN VIEW

ALTERNATE WOOD BLOCKOUT DETAIL

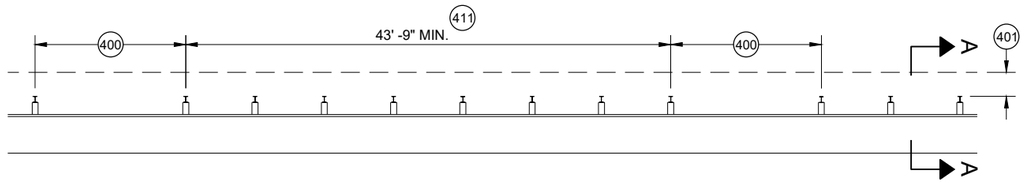
NOTES: UNDER SPECIAL CIRCUMSTANCES, SUCH AS AVOIDING OBSTACLES THAT ARE NOT RELOCATED, IT IS ACCEPTABLE TO INSTALL ADDITIONAL BLOCKOUTS TO OBTAIN UP TO 36" DEPTH FOR ONE OR TWO POSTS IN A SECTION OF GUARDRAIL.

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

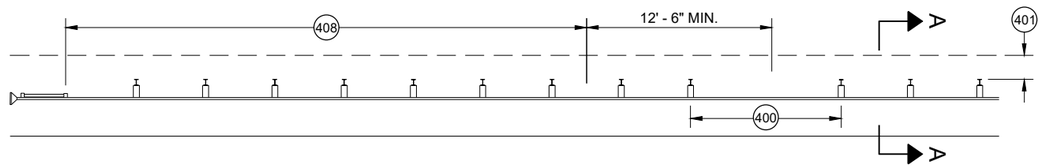
(6) WHEN USING STEEL POST AD WOOD BLOCKOUTS, INSTALL FOUR 16D GALVANIZED NAILS. INSTALL NAILS AT THE BACK CORNERS OF THE BLOCK AND BEND THE NAILS OVER THE FLANGE OF THE STEEL POST.

MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL

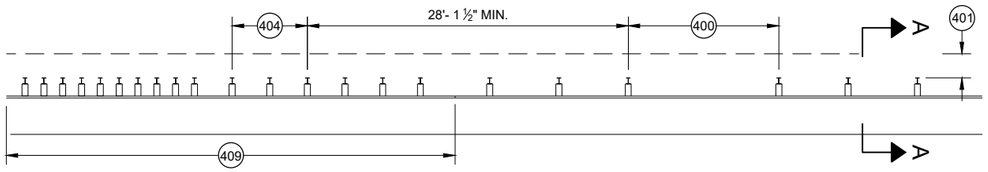
6
SDD 14B42 - 07c



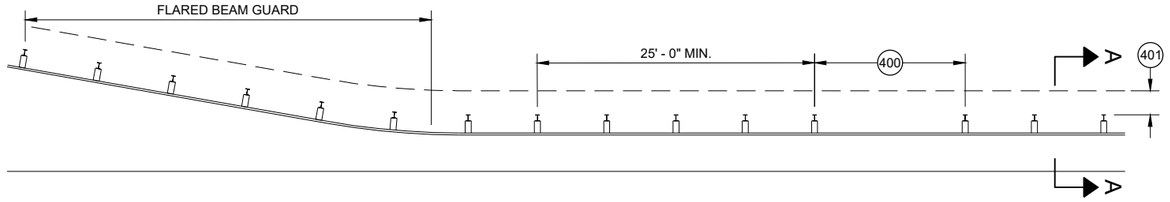
MISSING POST IN MGS GUARDRAIL



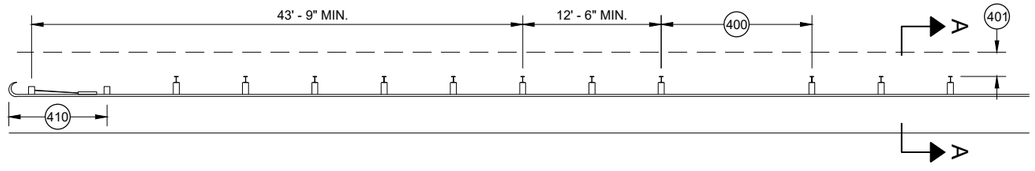
MISSING POST IN MGS GUARDRAIL NEAR EAT



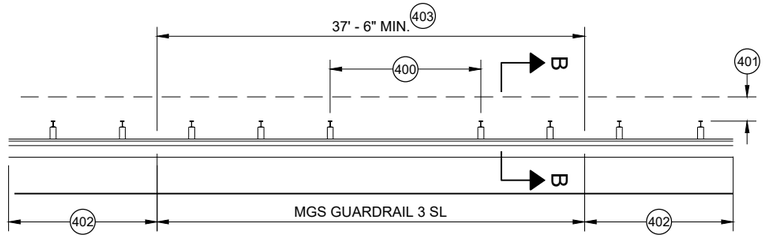
MISSING POST IN MGS GUARDRAIL NEAR AN APPROACH TRANSITION



MISSING POST IN MGS GUARDRAIL NEAR FLARED BEAM GUARD

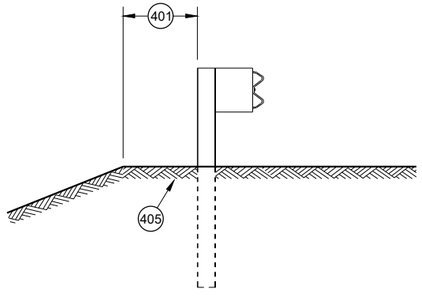


MISSING POST IN MGS GUARDRAIL NEAR A TYPE 2 END TERMINAL

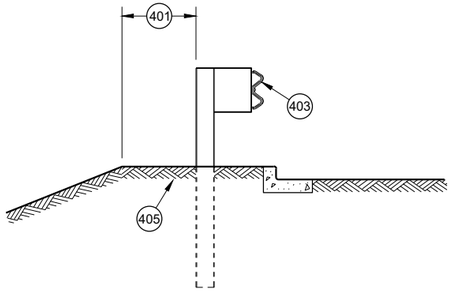


MISSING POST IN SHORT SPAN MGS GUARDRAIL NEAR CURB (SL) 407

(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.

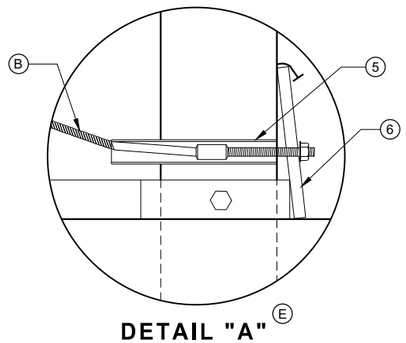
SEE SDD 14B42 FOR MORE INFORMATION.

* DO NOT ATTACH BLOCKOUTS TO POST 1 AND 2.

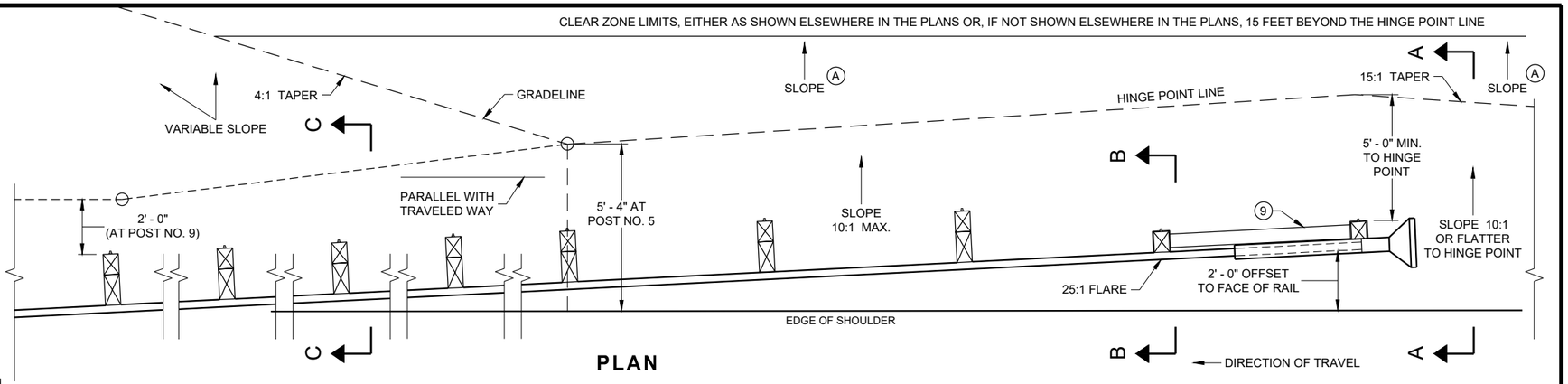
DO NOT INSTALL REFLECTORS ON THE FIRST 50 FEET OF THE APPROACH END OF THE ENERGY ABSORBING TERMINAL.

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

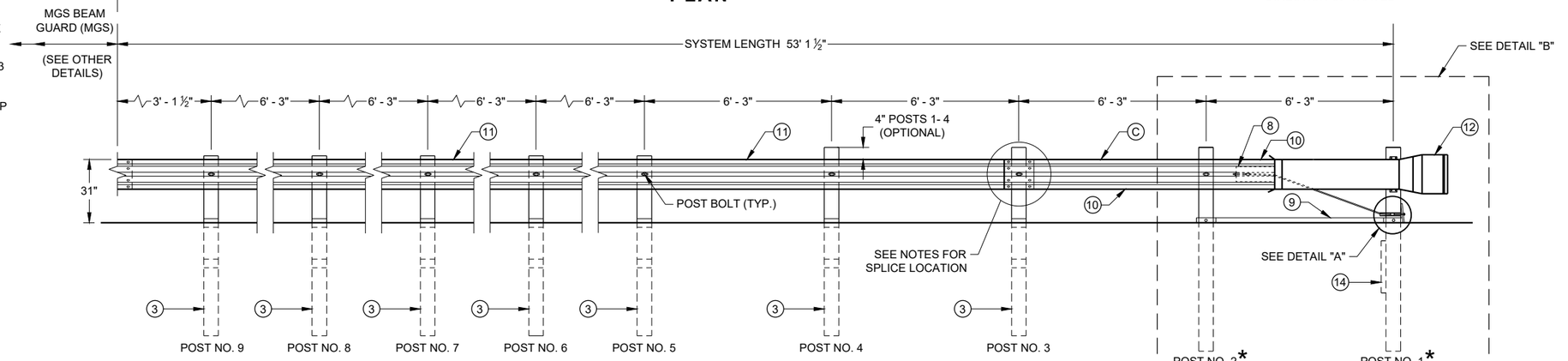
THE CENTER OF THE UPPER 3 ½" DIAMETER HOLE ON POST NUMBER 3 THROUGH POST 9 IS TO BE FLUSH WITH THE GROUND LINE UP TO A MAXIMUM OF 2" ABOVE GROUND LINE. WOOD BLOCKS ON POSTS NUMBERED 3 THROUGH 9 MAY BE ADJUSTED UP TO 3" ABOVE THE TOP OF POST.



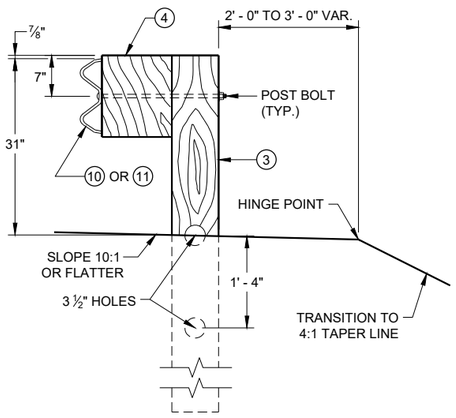
DETAIL "A" (E)



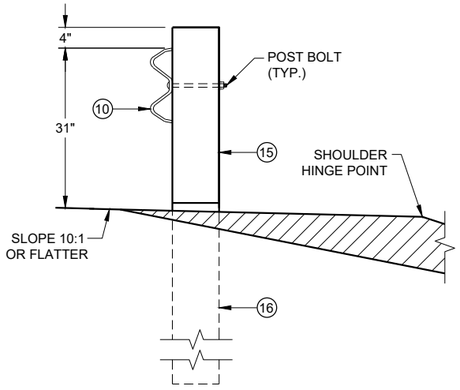
PLAN



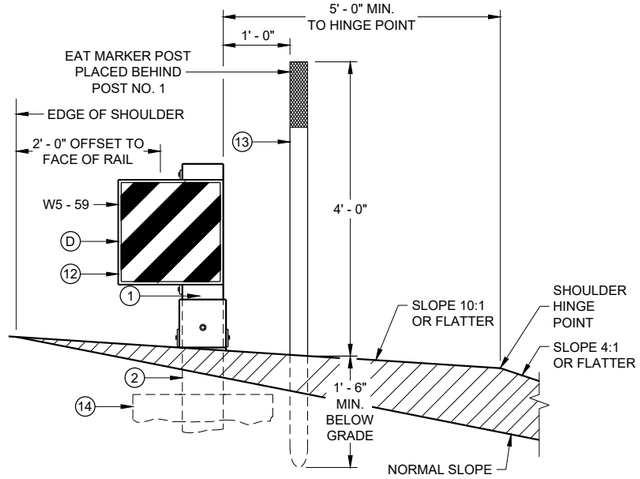
ELEVATION



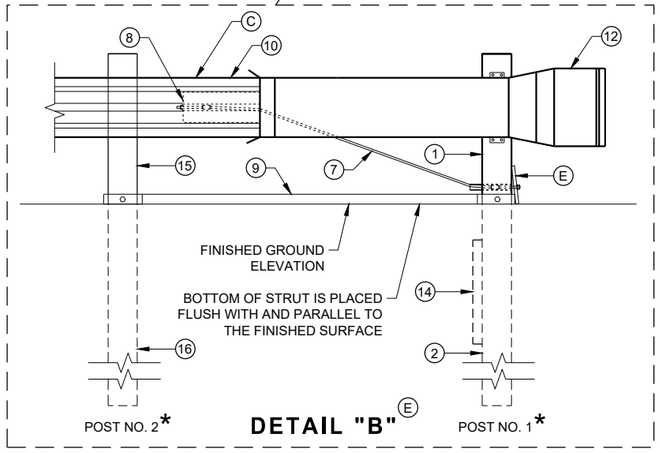
SECTION C - C
TYPICAL AT POST NOS. 3 - 9



SECTION B - B
TYPICAL AT POST NO. 2*



SECTION A - A
TYPICAL AT POST NO. 1*



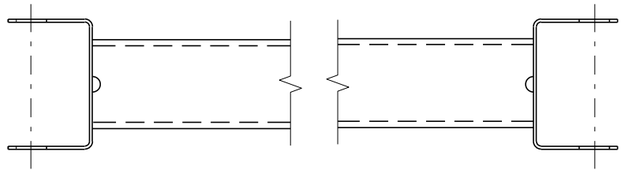
DETAIL "B" (E)

MIDWEST GUARDRAIL SYSTEM
ENERGY ABSORBING TERMINAL (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

SDD 14B44 - 04a

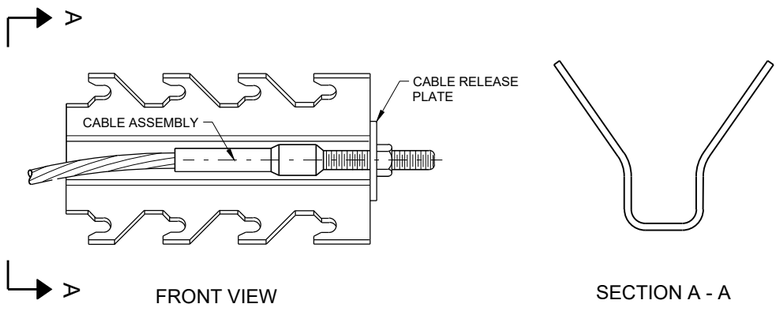
SDD 14B44 - 04a



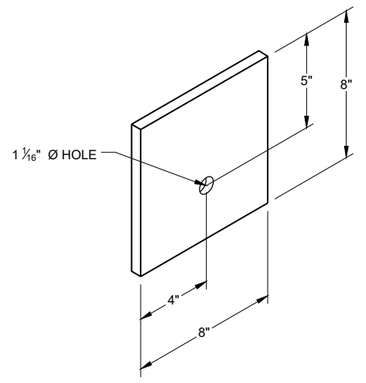
GENERIC GROUND STRUT ⑨ Ⓔ

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 ⑨ Ⓔ



BEARING PLATE ⑥ Ⓔ

6

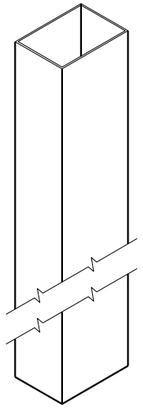
6

SDD 14B44 - 04b

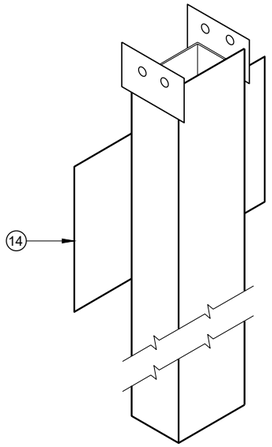
SDD 14B44 - 04b

MIDWEST GUARDRAIL SYSTEM
ENERGY ABSORBING TERMINAL
(MGS)

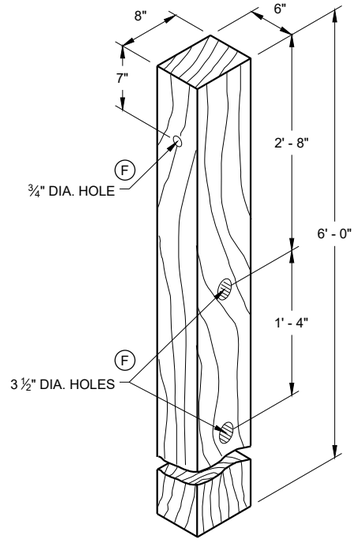
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTA



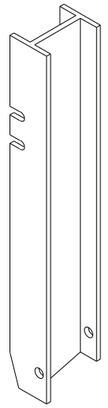
UPPER POST NO. 1 (1) (E)



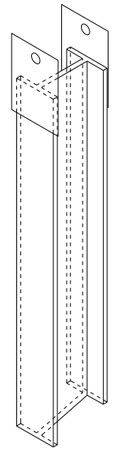
LOWER POST NO. 1 (2) (E)



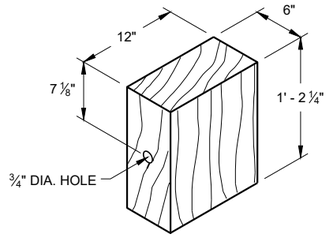
WOOD CRT POST (3) (E)
POSTS NUMBER 3-9



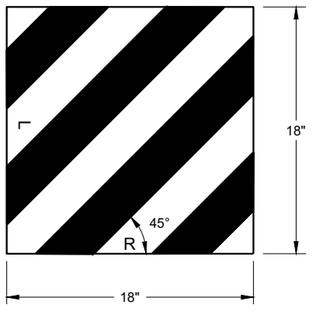
UPPER POST NO. 2 (15) (E)



LOWER POST NO. 2 (16) (E)

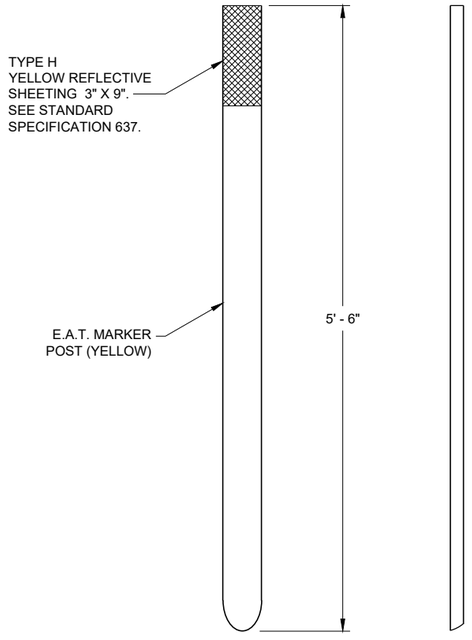


WOOD BLOCKOUT (4)
REQ'D. AT ALL POSTS EXCEPT POST NO'S 1 & 2

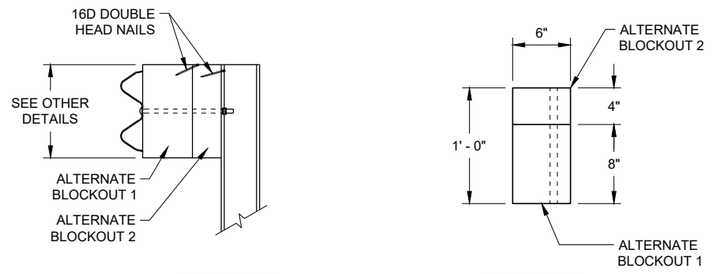


W5 - 59

REFLECTIVE SHEETING DETAIL (E)



E.A.T. MARKER POST (13)



ALTERNATE WOOD BLOCKOUT DETAIL

MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)

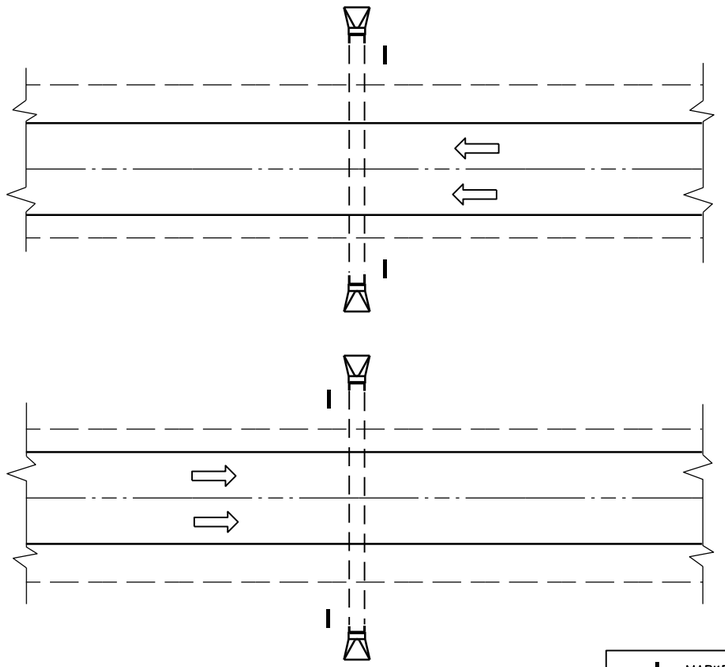
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

FHWA

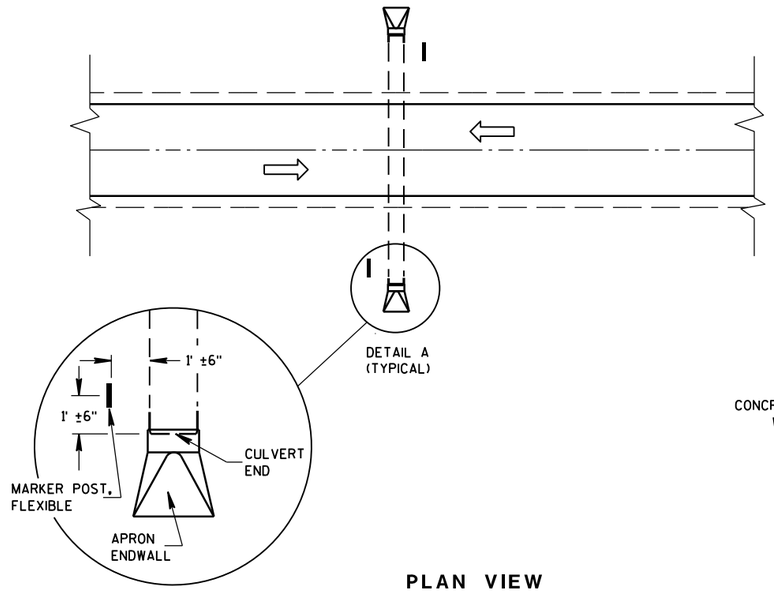
6

SDD 14B44 - 04c



PLAN VIEW

DIVIDED HIGHWAY



DETAIL A
(TYPICAL)

PLAN VIEW

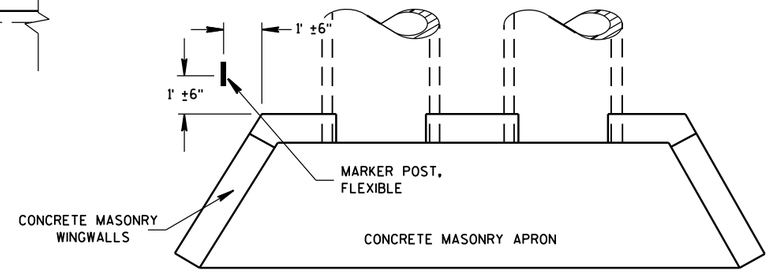
UNDIVIDED HIGHWAY

MARKER POST, FLEXIBLE

DIRECTION OF TRAFFIC FLOW

GENERAL NOTES

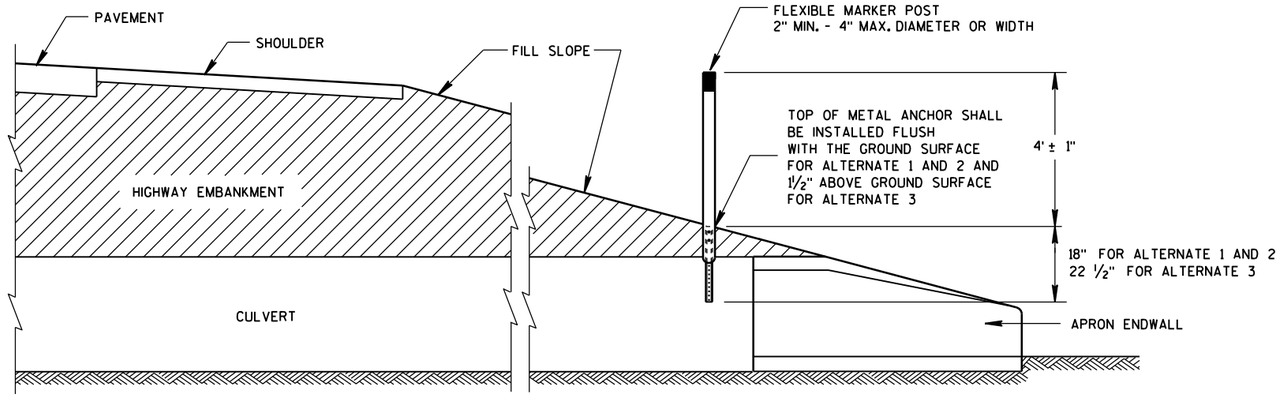
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.



PLAN VIEW

CONCRETE MASONRY ENDWALLS FOR CULVERT PIPE AND PIPE ARCH

FLEXIBLE MARKER POST LOCATION



CROSS SECTION

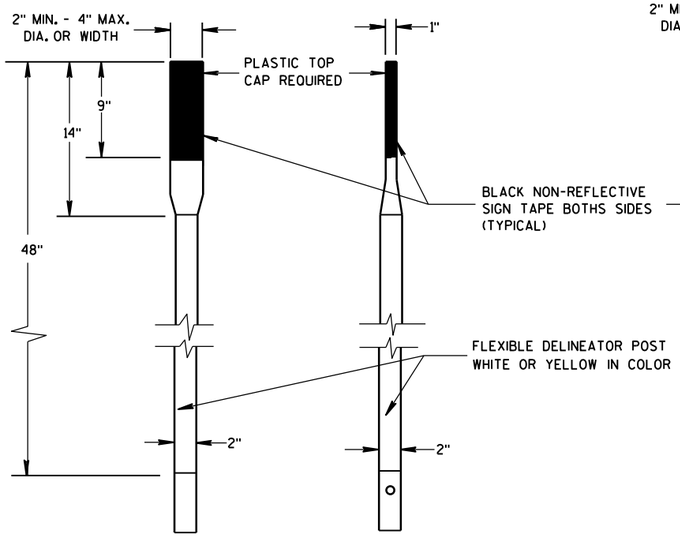
FLEXIBLE MARKER POST

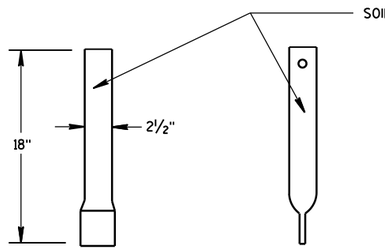
FLEXIBLE MARKER POST
FOR CULVERT END

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

6

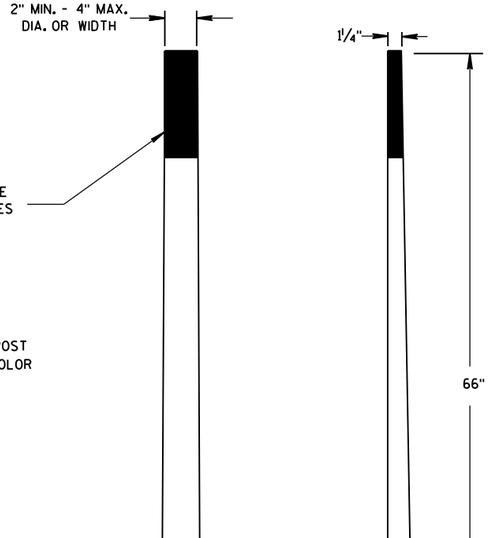
S.D.D. 15 A 3-2a





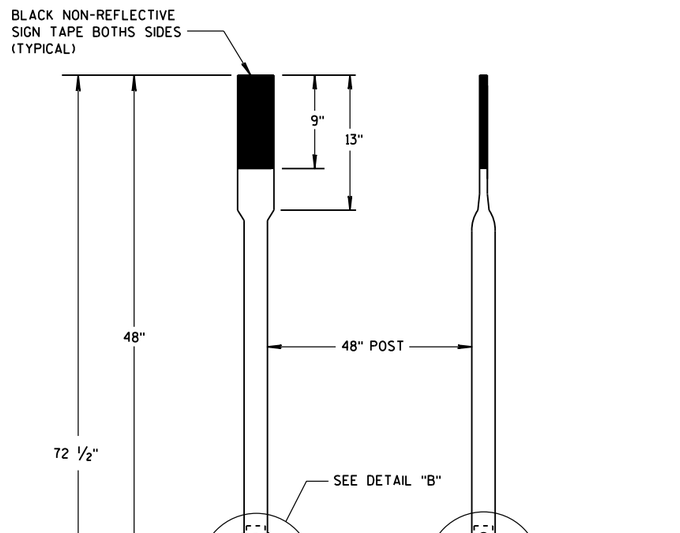
FRONT VIEW SIDE VIEW

ALTERNATE 1



FRONT VIEW SIDE VIEW

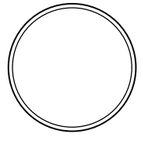
ALTERNATE 2



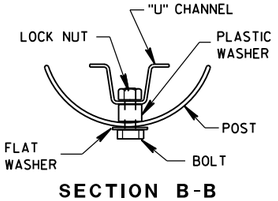
FRONT VIEW SIDE VIEW

ALTERNATE 3

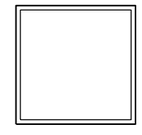
FLEXIBLE MARKER POSTS



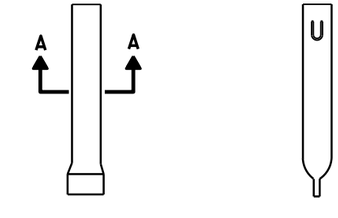
SECTION A-A



SECTION B-B

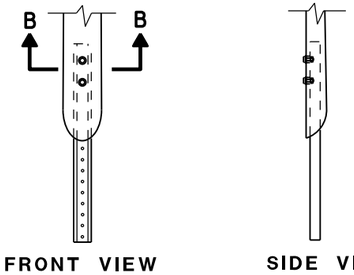


SECTION C-C



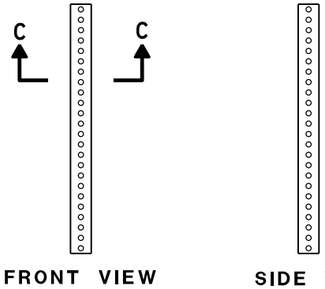
FRONT VIEW SIDE VIEW

ALTERNATE 1



FRONT VIEW SIDE VIEW

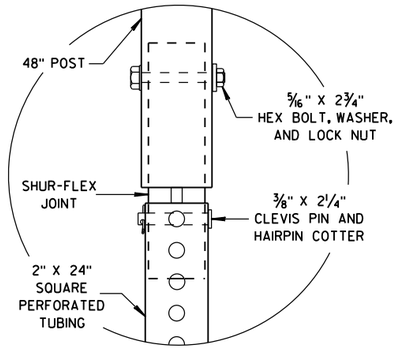
ALTERNATE 2



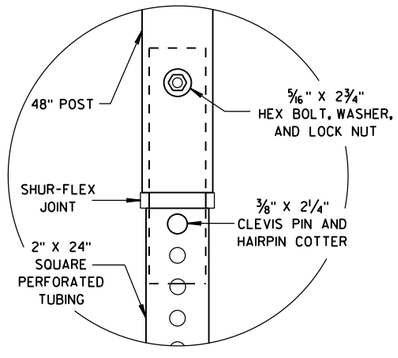
FRONT VIEW SIDE VIEW

ALTERNATE 3

FLEXIBLE MARKER POST ANCHORS



DETAIL B



DETAIL C

FLEXIBLE MARKER POST
FOR CULVERT END

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

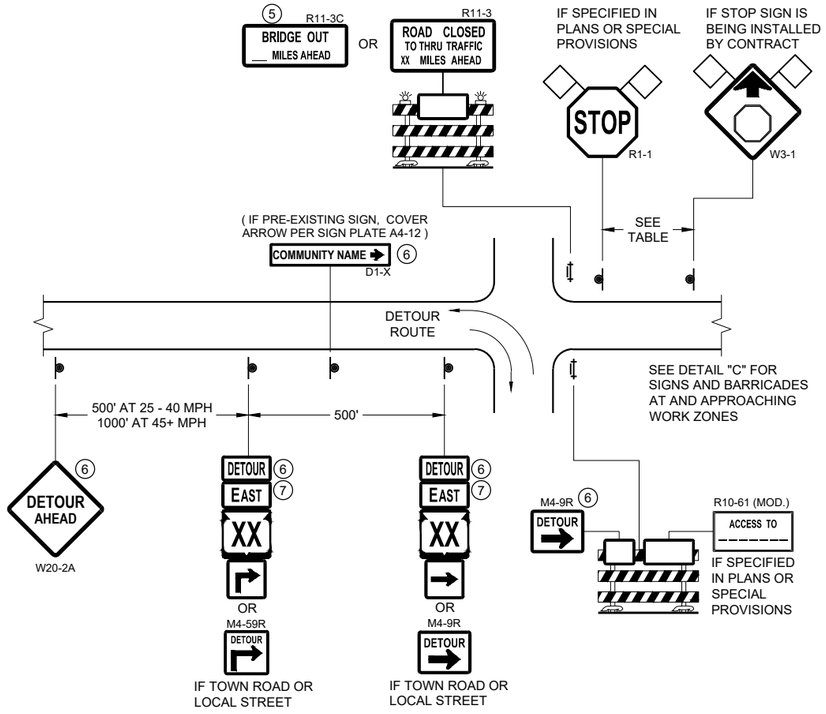
APPROVED
10/1/2012 — DATE
/S/ Travis Feltes — STATE TRAFFIC ENGINEER
FHWA

6

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

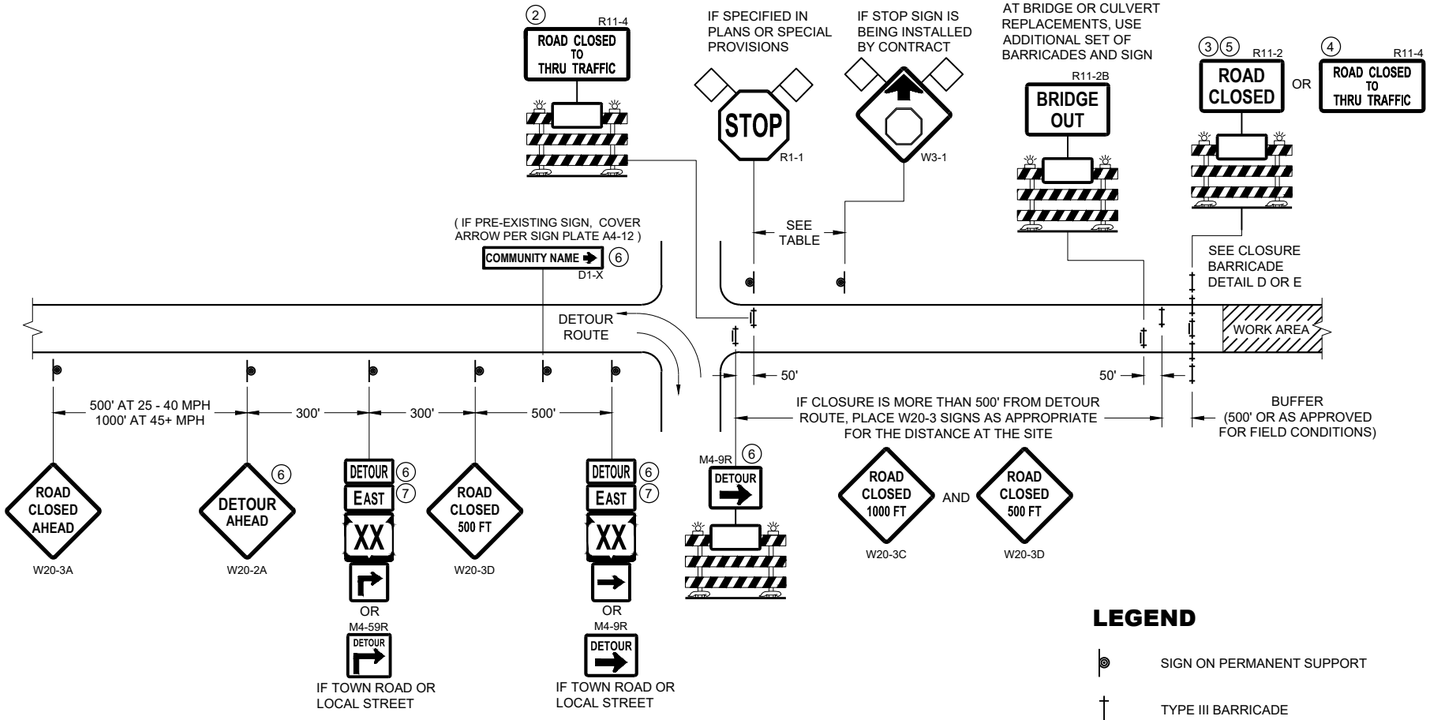
6

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



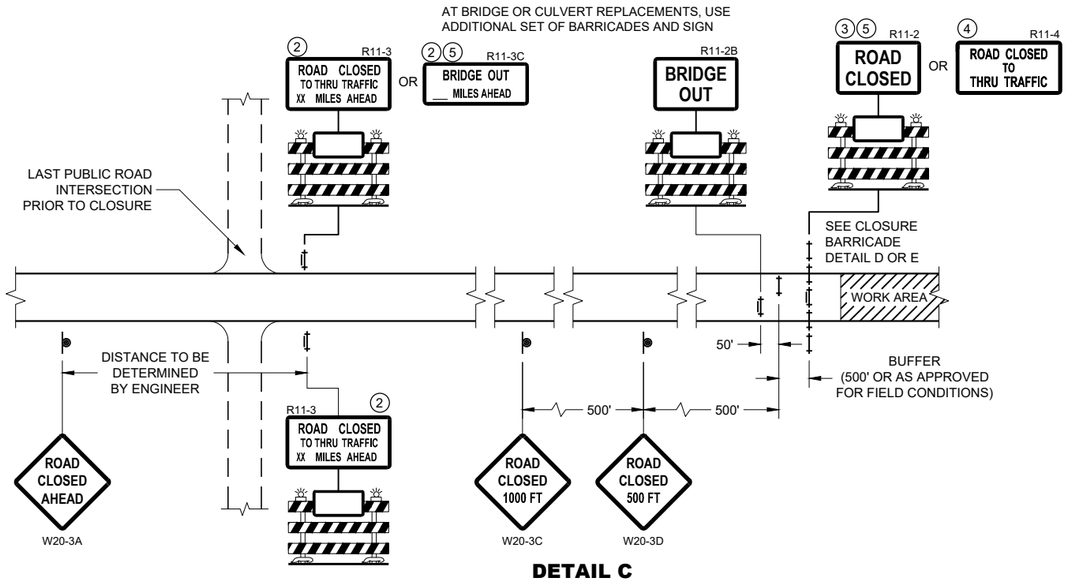
DETAIL A
MAINLINE CLOSURE WITH POSTED DETOUR

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

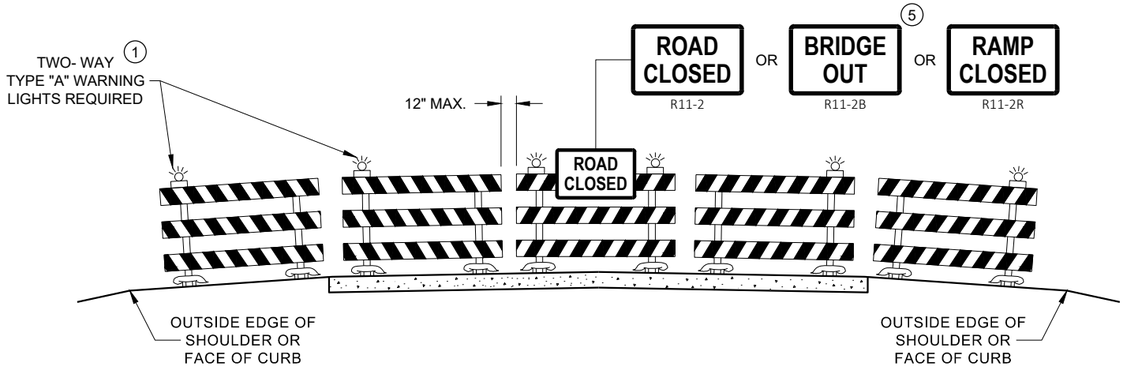
APPROVED
February 2020
DATE
/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA

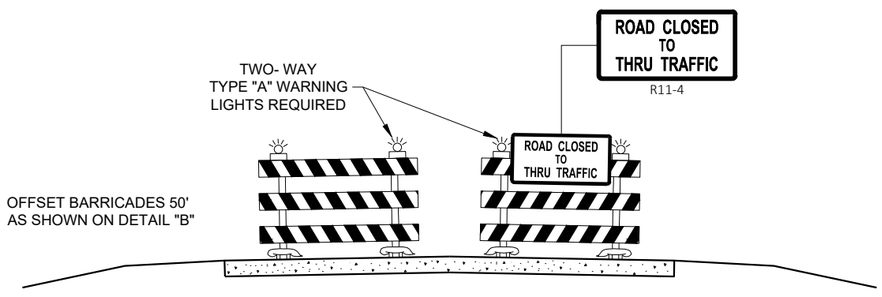
6

SDD 15C02 - 08a

SDD 15C02 - 08a



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
February 2020
DATE
/S/ Andrew Heidtke
WORK ZONE ENGINEE
FHWA

6

SDD 15C02 - 08b

6

SDD 15C02 - 08b

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

LEGEND

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

GENERAL NOTES

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

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

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

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

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

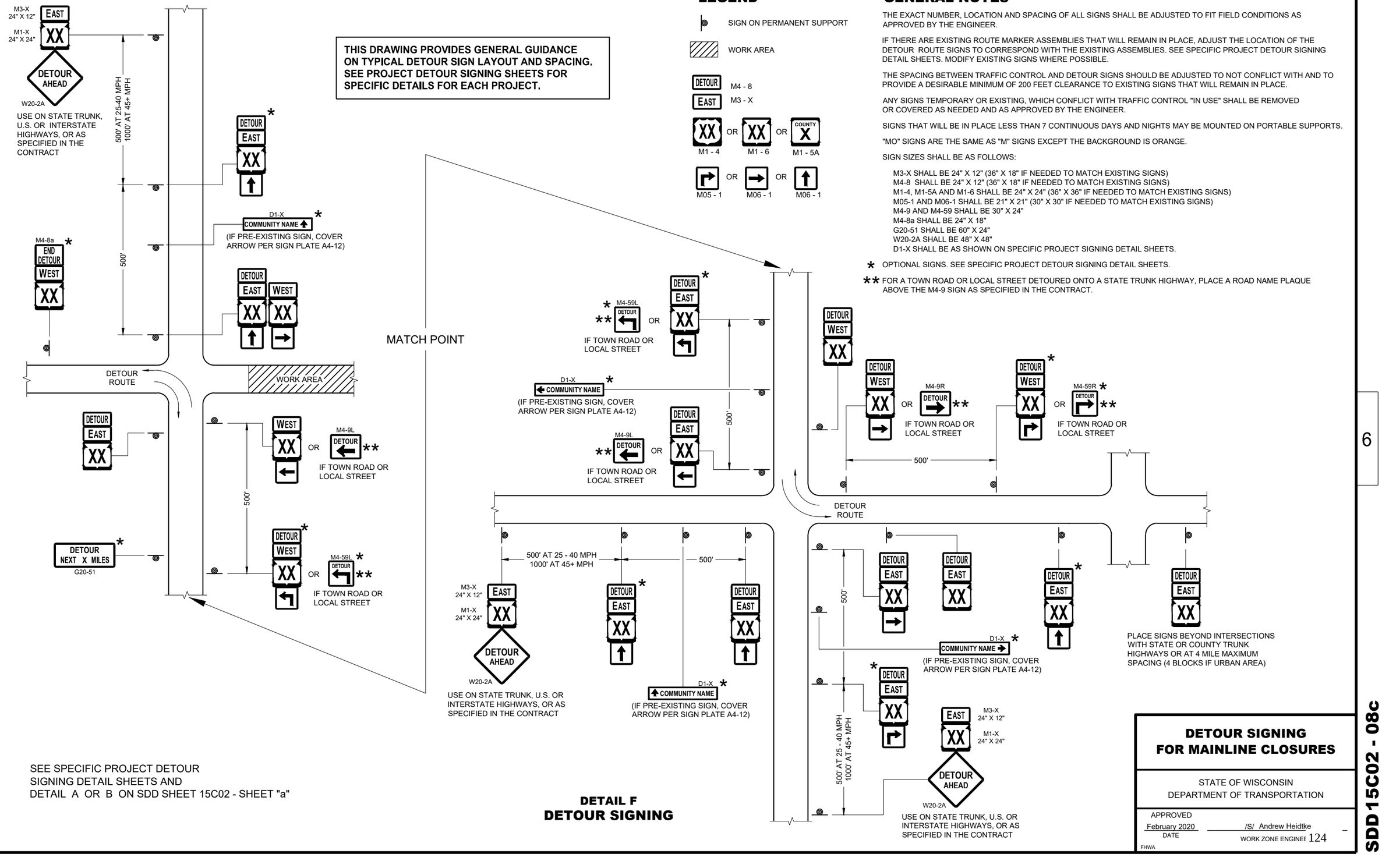
"MO" SIGNS ARE THE SAME AS "M" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

SIGN SIZES SHALL BE AS FOLLOWS:

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

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

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



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

DETAIL F
DETOUR SIGNING

DETOUR SIGNING FOR MAINLINE CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

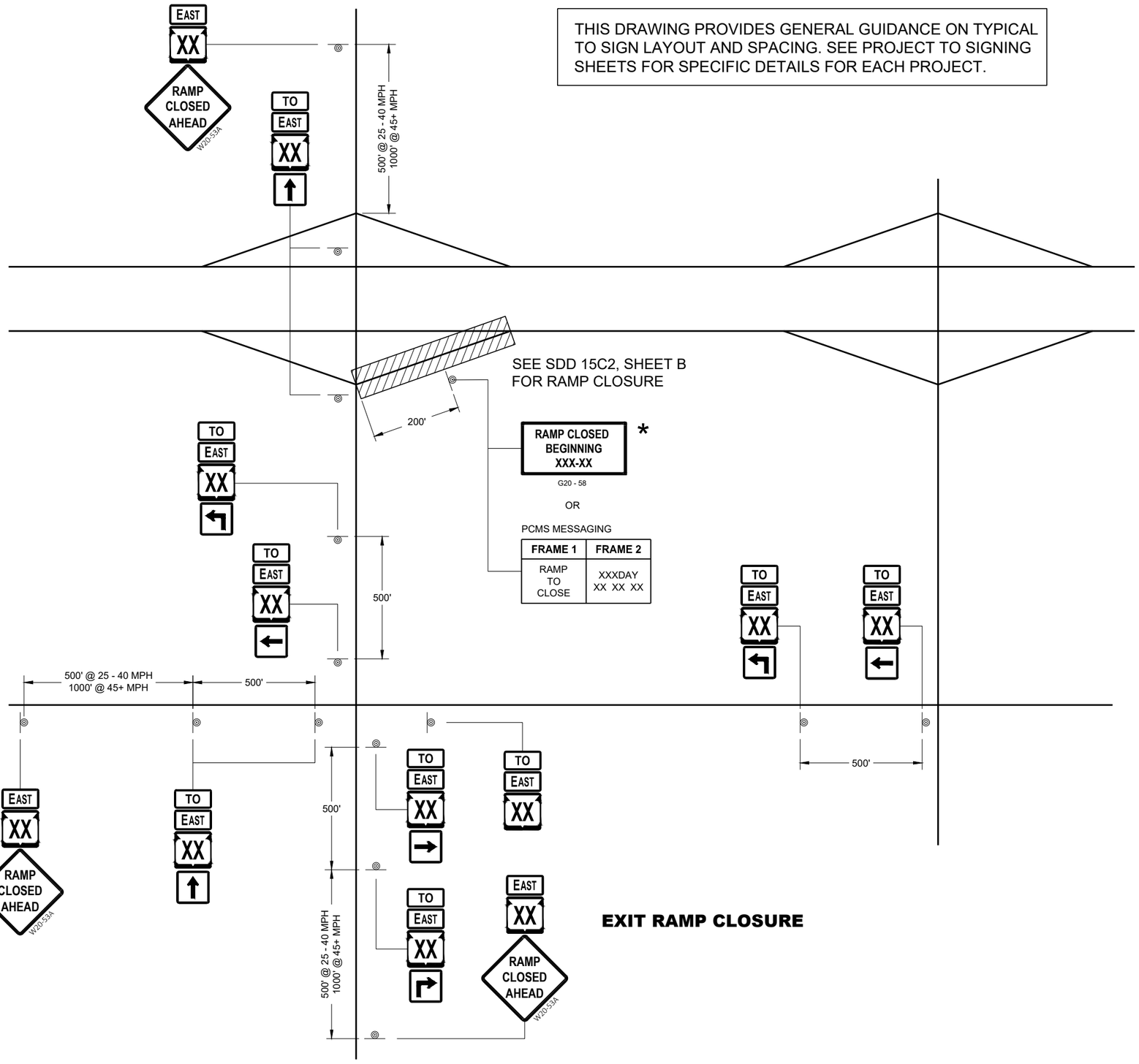
APPROVED
February 2020
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA

SDD 15C02 - 08c

6



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

LEGEND

SIGN ON PERMANENT SUPPORT

TO EAST — MO4 - 5, M3 - X

XX M1 - 6 OR XX M1 - 4 OR INTERSTATE XX M1 - 1

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

THE SPACING BETWEEN TRAFFIC CONTROL AND TO 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 SHALL 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 FOLLOW:
- M3 - X SHALL BE 24" X 12". (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS).
- MO4 - 5 SHALL BE 24" X 12". (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS).
- M1 - 1, M1 - 4, AND M1 - 6 SHALL BE 24" X 24" (36" X 36" IF NEEDED TO MATCH EXISTING SIGNS).
- MO5 - 1, MO5 - 2, AND MO6 - 1, SHALL BE 21" X 21". (30" X 30" IF NEEDED TO MATCH EXISTING SIGNS).
- W20 - 53A SHALL BE 48" X 48"

* PLACE "RAMP CLOSED BEGINNING" SIGN 7 CALENDAR DAYS PRIOR TO CLOSURE OR AS DIRECTED BY THE ENGINEER. SEE WISCONSIN STANDARD SIGN PLATES FOR LAYOUT.

EXIT RAMP CLOSURE

ON RAMP LANE CLOSURE

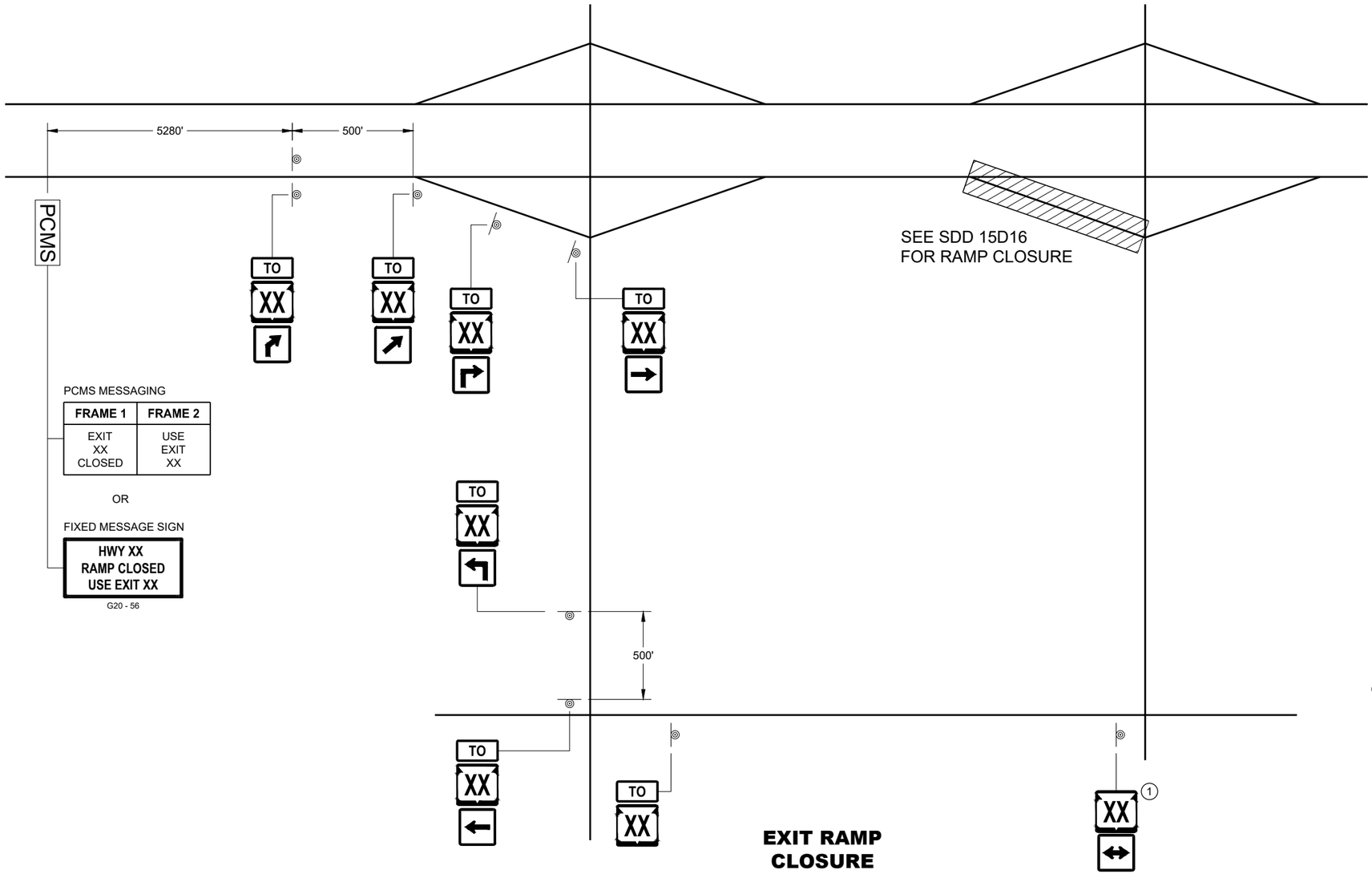
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

FHWA

6
SDD 15C02 - 08d

THIS DRAWING PROVIDES GENERAL GUIDANCE ON TYPICAL "TO" MO-4 SIGN LAYOUT AND SPACING. SEE PROJECT TO SIGNING SHEETS FOR SPECIFIC DETAILS FOR EACH PROJECT.



PCMS MESSAGING

FRAME 1	FRAME 2
EXIT XX CLOSED	USE EXIT XX

OR

FIXED MESSAGE SIGN

HWY XX
RAMP CLOSED
USE EXIT XX

G20 - 56

EXIT RAMP CLOSURE

LEGEND

SIGN ON PERMANENT SUPPORT

PCMS PORTABLE CHANGEABLE MESSAGE SIGN

TO MO4 - 5

XX M1 - 4 OR XX M1 - 6 OR COUNTY X M1 - 5A

M05 - 1 OR M05 - 2 OR M06 - 1 OR M06 - 2 OR M06 - 4

GENERAL NOTES

SEE SDD 15D16 "TRAFFIC CONTROL, EXIT RAMP CLOSURE" DETAIL FOR TRAFFIC CONTROL AT EXIT RAMP CLOSURE.

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

IF THERE ARE ANY ROUTE MARKER ASSEMBLIES THAT WILL REMAIN IN PLACE, ADJUST THE LOCATION OF THE "TO" MO-4 ROUTE SIGNS TO CORRESPOND WITH THE EXISTING ASSEMBLIES. SEE SPECIFIC PROJECT TO SIGNING DETAIL SHEETS. MODIFY EXISTING SIGNS WHERE POSSIBLE.

THE SPACING BETWEEN TRAFFIC CONTROL AND "TO" MO-4 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 SHALL 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 FOLLOW:
- MO4 - 5 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, MO5 - 2, AND MO6 - 1, SHALL BE 21" X 21". (30" X 30" IF NEEDED TO MATCH EXISTING SIGNS).

(1) ONLY ADD IF THERE ARE NO EXISTING ROUTE MARKERS FOR THE INTERSECTING ROADWAY.

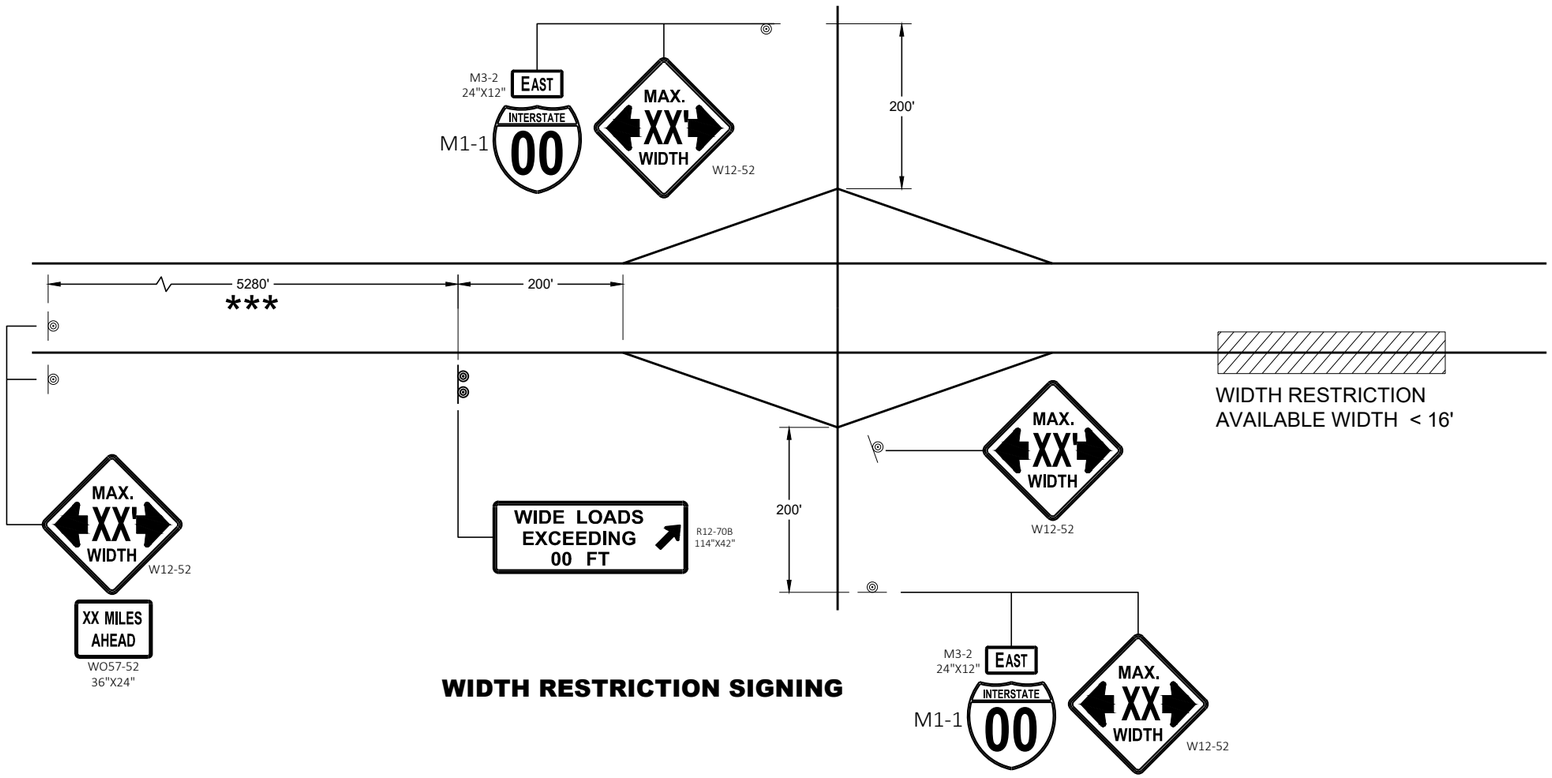
OFF RAMP LANE CLOSURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2020 DATE
/S/ Andrew Heidtke WORK ZONE ENGINEE
FHWA

SDD 15C02 - 08e

SDD 15C02 - 08e



WIDTH RESTRICTION SIGNING

LEGEND

SIGN ON PERMANENT SUPPORT

GENERAL NOTES

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

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

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

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

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

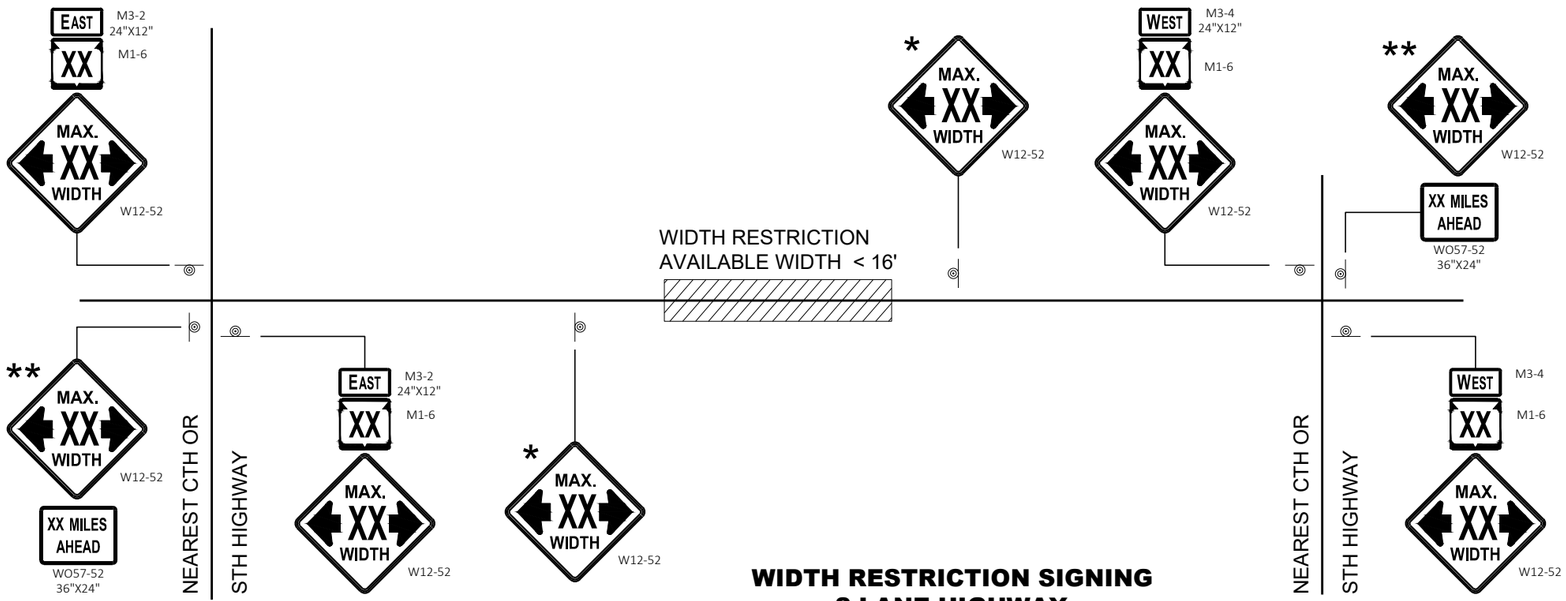
WIDTH ON SIGN TO BE APPROXIMATELY ONE FOOT LESS THAN AVAILABLE WIDTH.

* PLACE 500 FEET AFTER THE W20 - 1A AND 500 FEET BEFORE ADDITIONAL SIGNS FOR ROADWAYS WITH A PRE - CONSTRUCTION SPEED LIMIT OF 45 MPH OR MORE. FOR 35-40 MPH, USE 350 FOOT TYPICAL SPACING. FOR 25-30 MPH, USE 200 FOOT TYPICAL SPACING.

** SIGN SHALL BE VISIBLE FROM ROADWAY.

*** ADDITIONAL SIGNS NEEDED IF THERE IS AN ON RAMP BETWEEN SIGNS.

WIDTH ON SIGN TO BE APPROX. 1 - FOOT LESS THAN AVAILABLE WIDTH



WIDTH RESTRICTION SIGNING
2 LANE HIGHWAY

ADVANCED WIDTH RESTRICTION SIGNING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

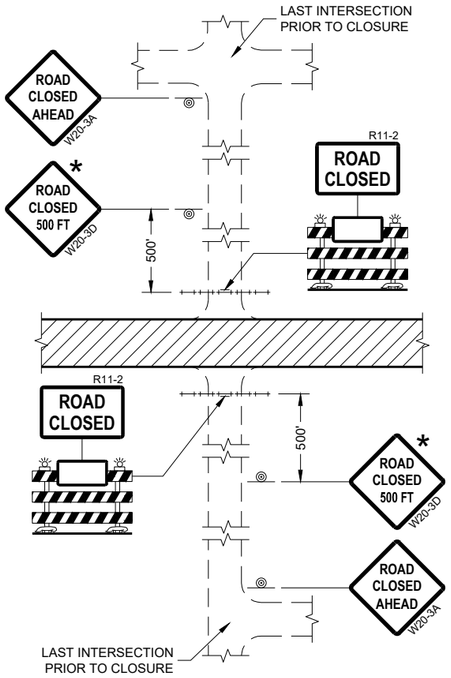
APPROVED
February 2020
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

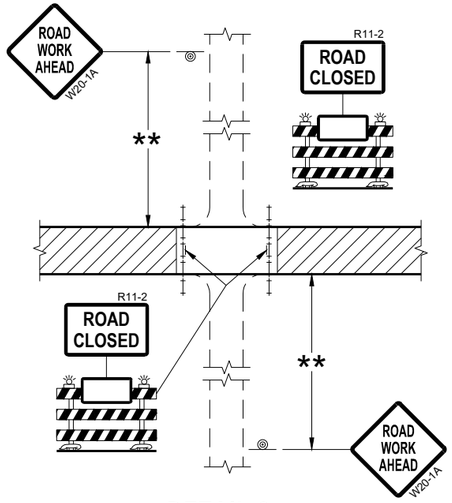
FHWA

6

SDD 15C02 - 08f



DETAIL 1
(NO ACCESS TO PROJECT)



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

GENERAL NOTES

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

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

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

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

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

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

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

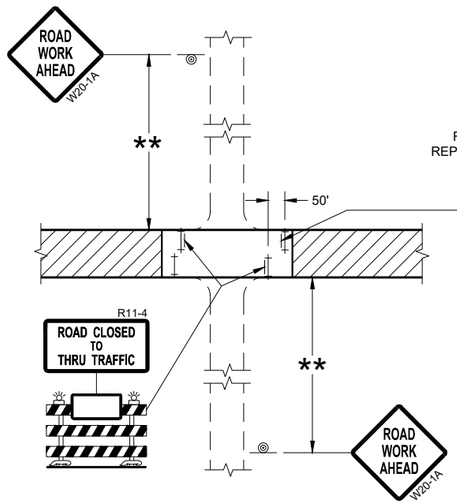
TYPE "A" LOW-INTENSITY FLASHING WARNING LIGHTS SHALL BE VISIBLE ON BOTH SIDES OF THE BARRICADE.

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

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

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

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



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

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

LEGEND

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

BARRICADES AND SIGNS FOR SIDEROAD CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
July 2018
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

6

SDD 15C03 - 05

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.

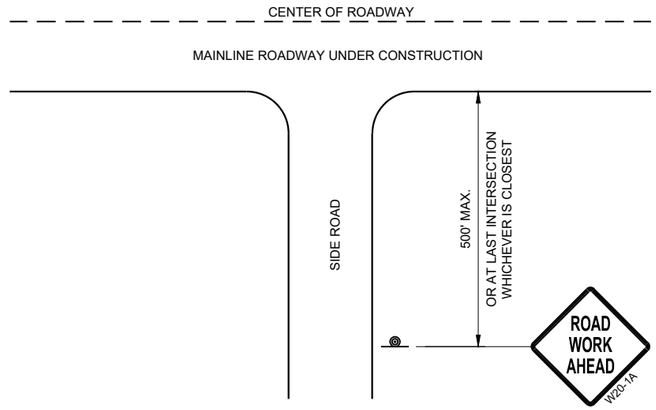
ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED.

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

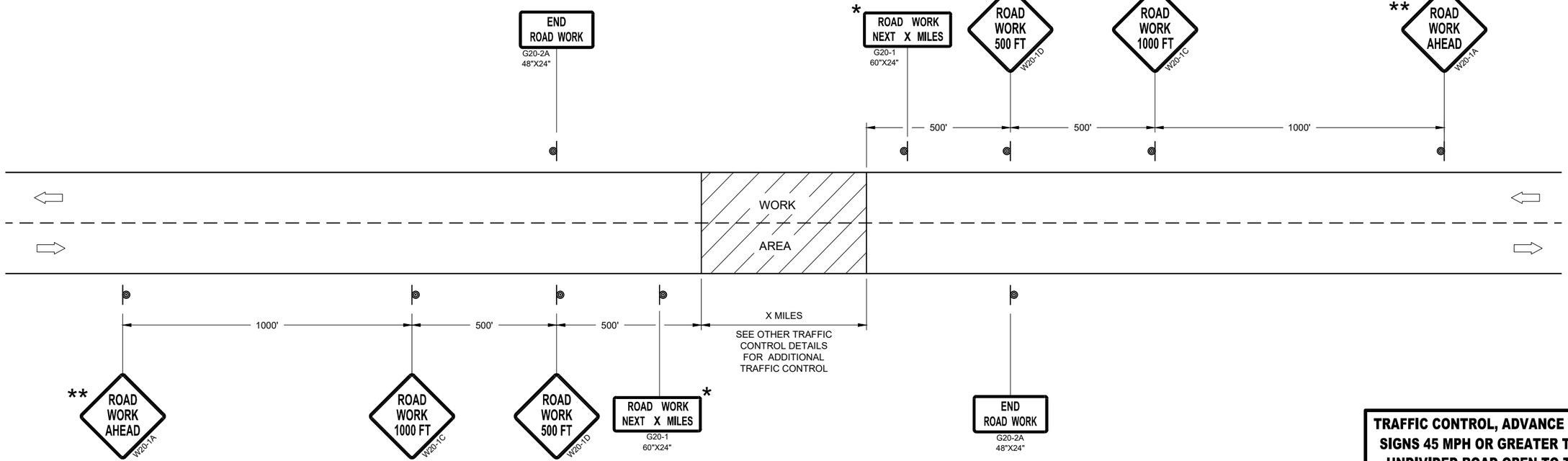
** PLACE AN ADDITIONAL W20-1A "ROAD WORK AHEAD" SIGN IF WORK AREA WITHIN THE PROJECT IS SEPARATED BY MORE THAN 2 MILES FROM PREVIOUS WORK AREA.



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

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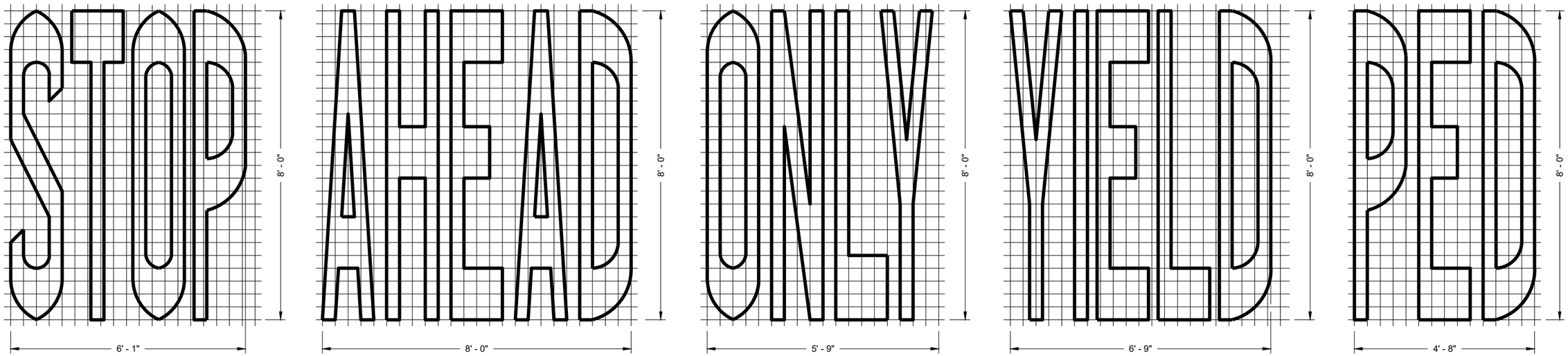
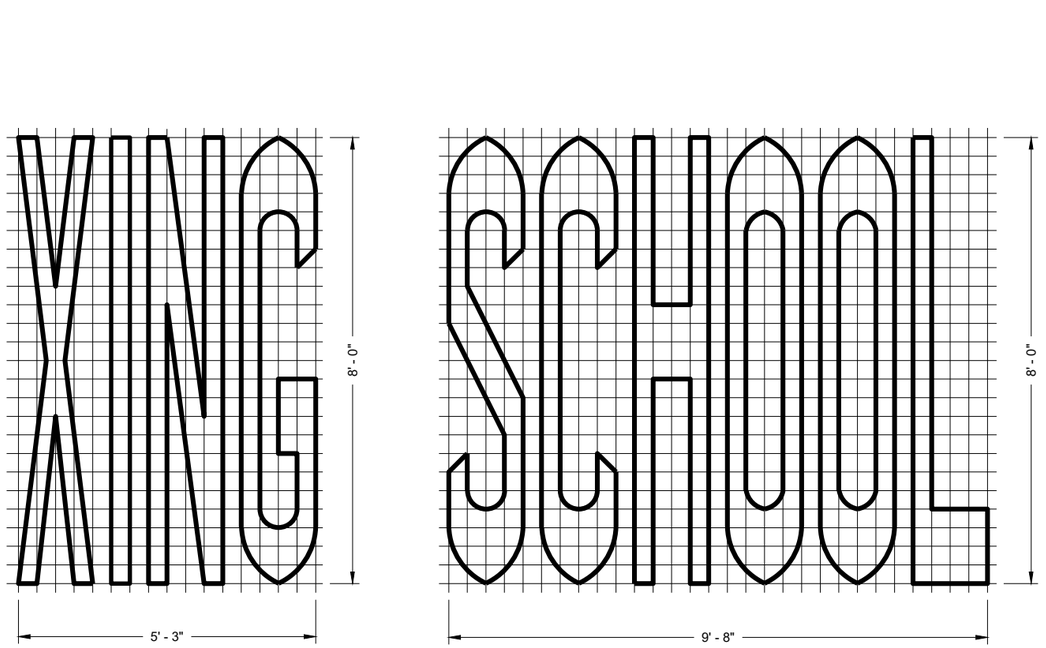
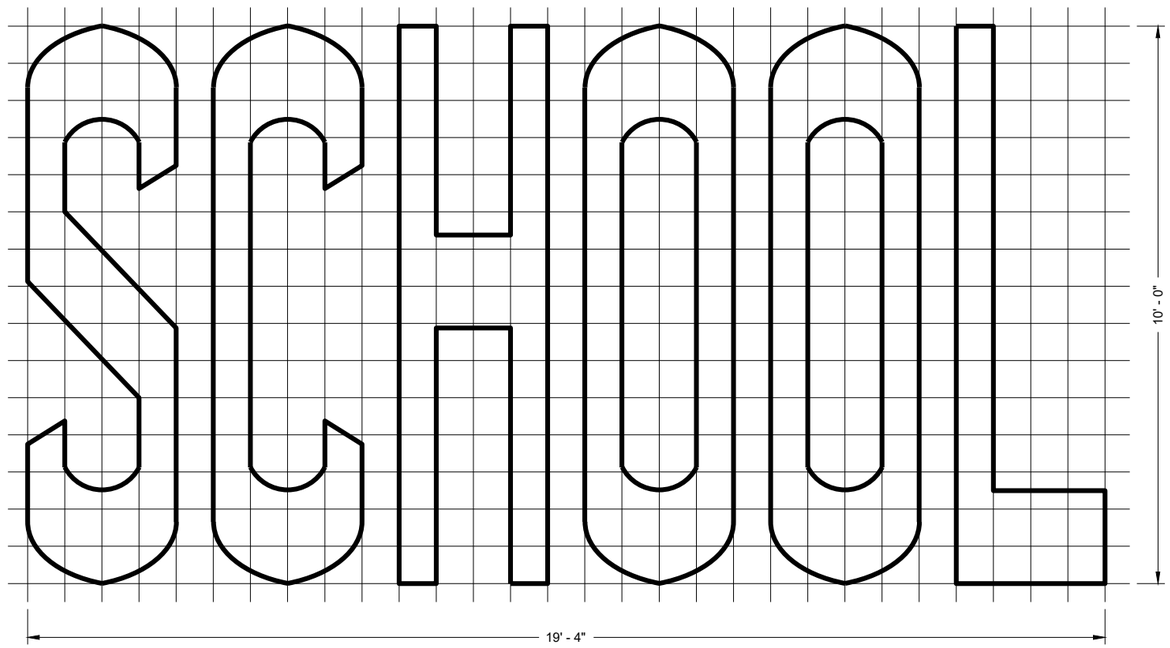
SDD 15C04 - 05





SINGLE LANE



TWO - LANE

GENERAL NOTES

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

PAVEMENT MARKING WORDS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2019
DATE

/S/ Matthew Rauch
STATE SIGNING AND MAF ENGINEER

FHWA

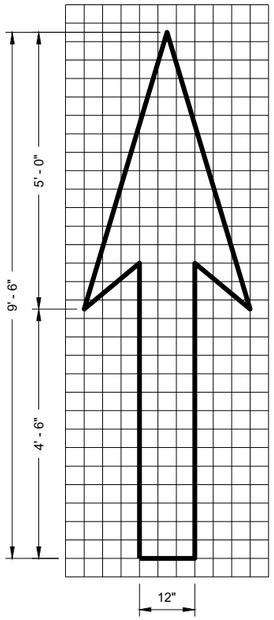
6

SDD 15C07 - 15b

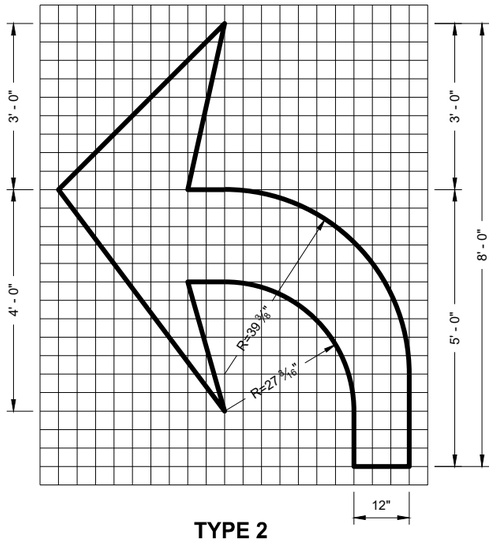
SDD 15C07 - 15b

GENERAL NOTES

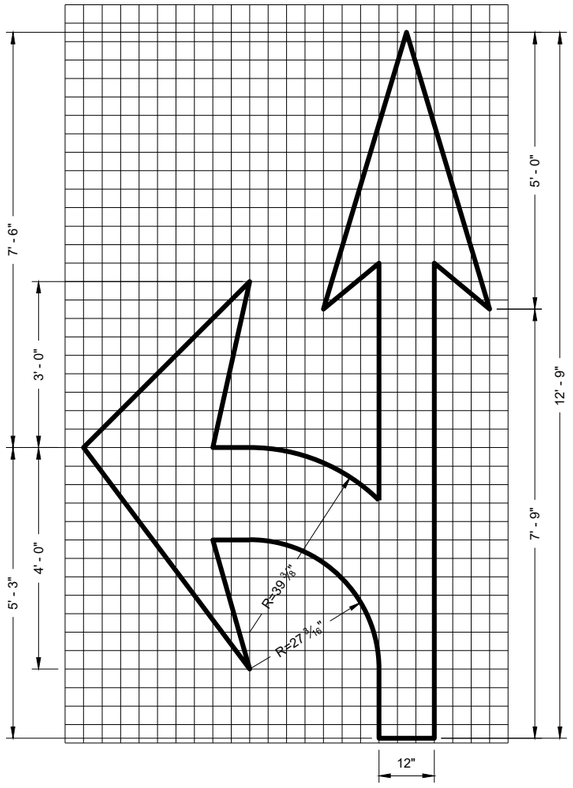
DETAILS OF INSTALLATION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.



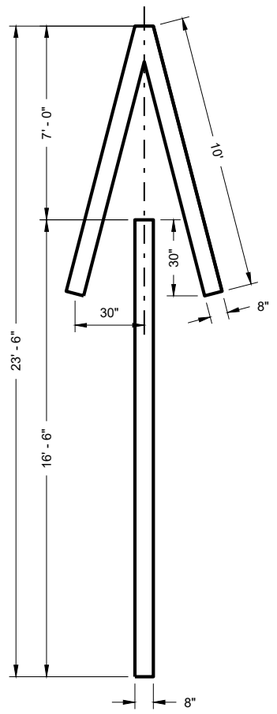
TYPE 1



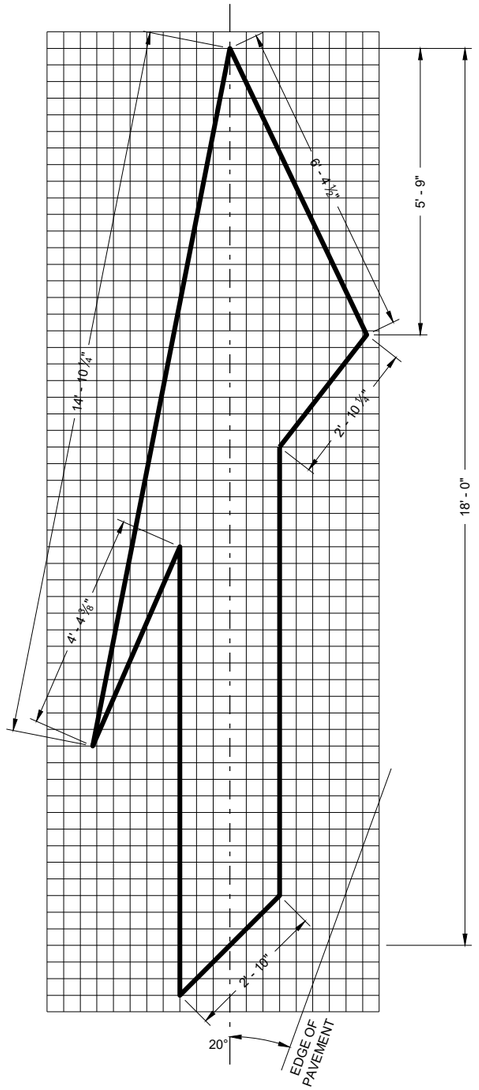
TYPE 2



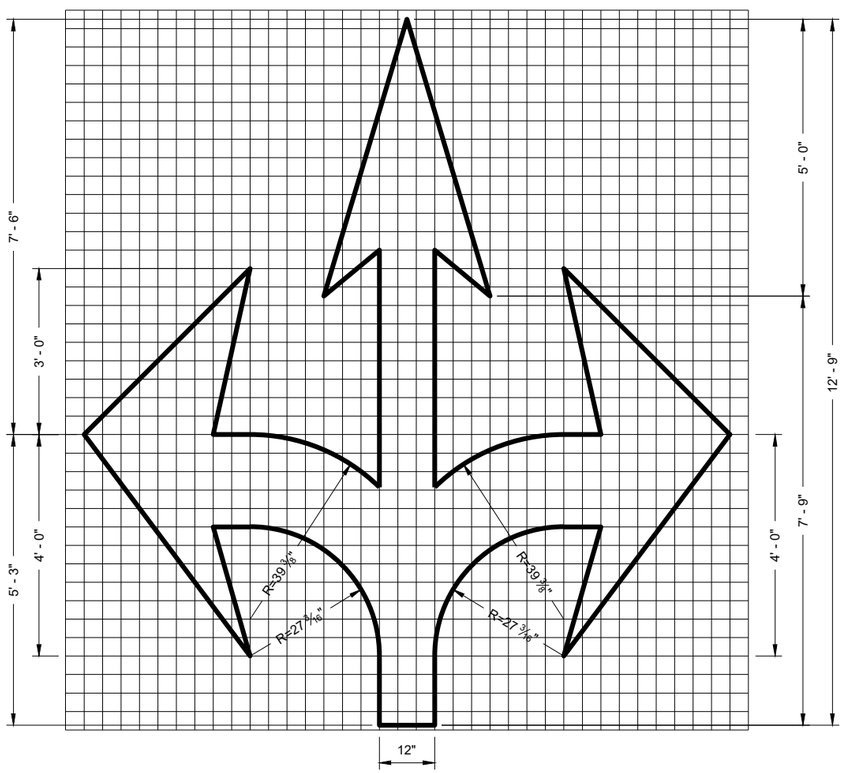
TYPE 3



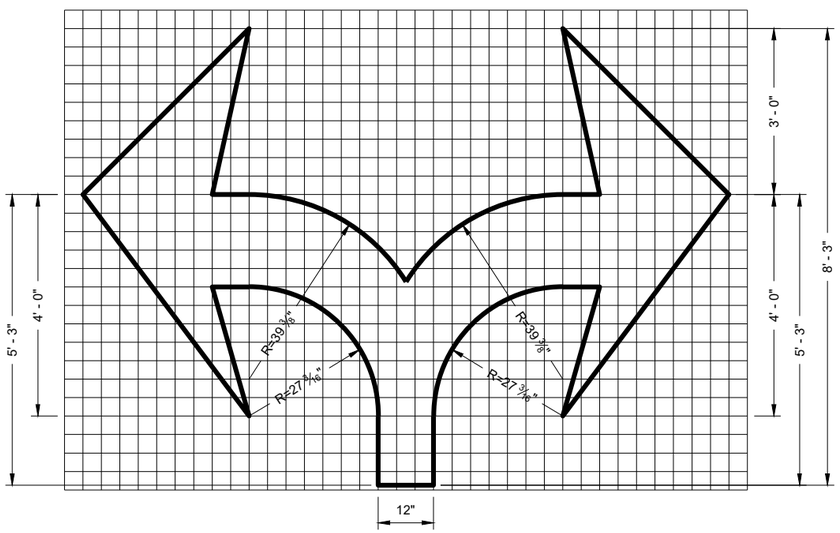
TYPE 4



TYPE 5 LANE DROP ARROW



TYPE 6



TYPE 7

PAVEMENT MARKING ARROWS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2019 — DATE
/S/ Matthew Rauch — STATE SIGNING AND MARKING ENGINEER

FHWA

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SDD 15C07 - 15c

6

SDD 15C07 - 15c

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

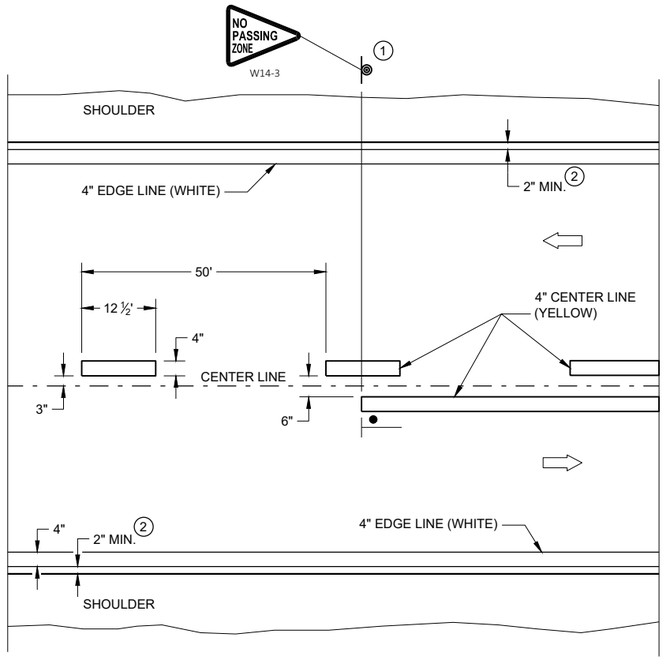
(2) MEASURE FROM EDGE OF MARKING TO JOINT LINE. THIS DOES NOT INCLUDE SPACE NEEDED FOR GROOVING OPERATIONS.

LEGEND

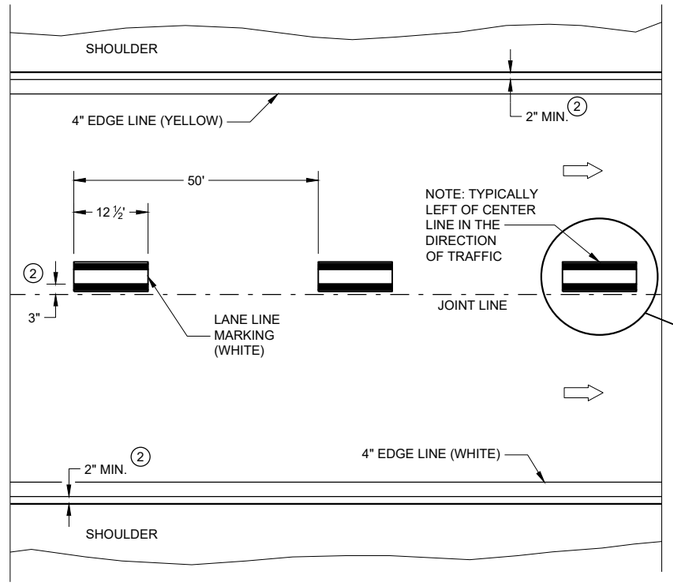
"T" MARKING

SIGN ON PERMANENT SUPPORT

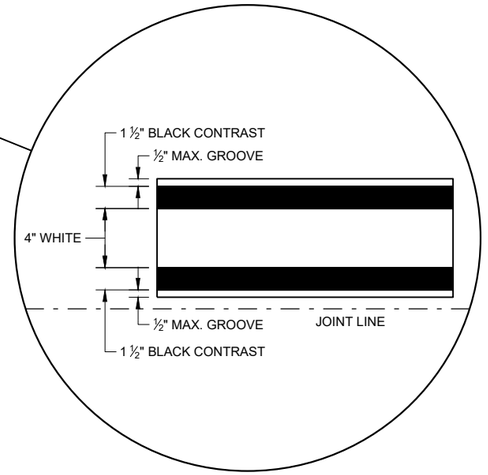
DIRECTION OF TRAFFIC



TWO WAY TRAFFIC



ONE WAY TRAFFIC



PERMANENT PAVEMENT MARKING

PERMANENT LONGITUDINAL PAVEMENT MARKINGS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2022
DATE

/S/ Jeannie Silver
STATEWIDE SIGNING AND M
ENGINEER

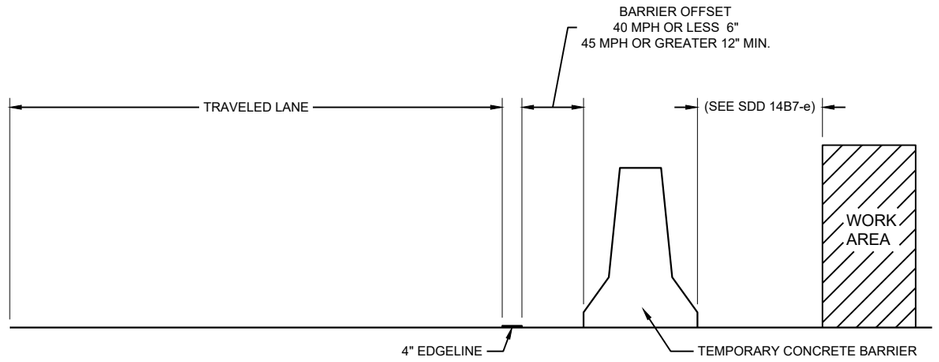
FHWA

6

SDD 15C08 - 22a

6

SDD 15C08 - 22a



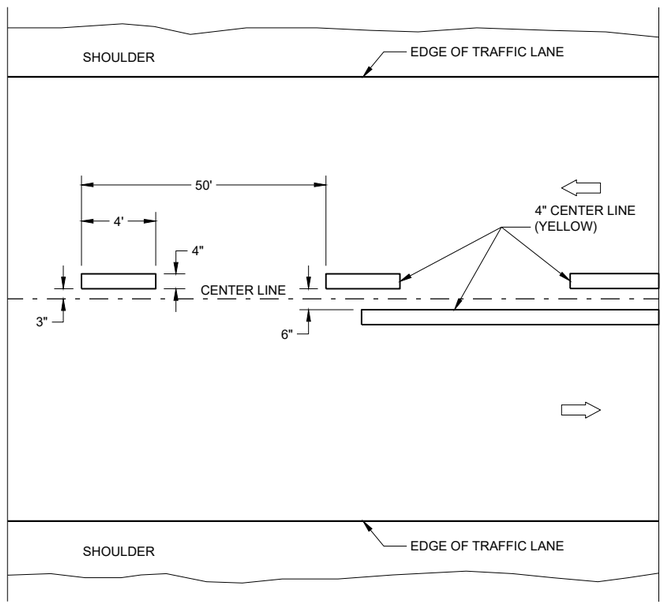
TEMPORARY BARRIER OFFSET FROM EDGELINE

GENERAL NOTES

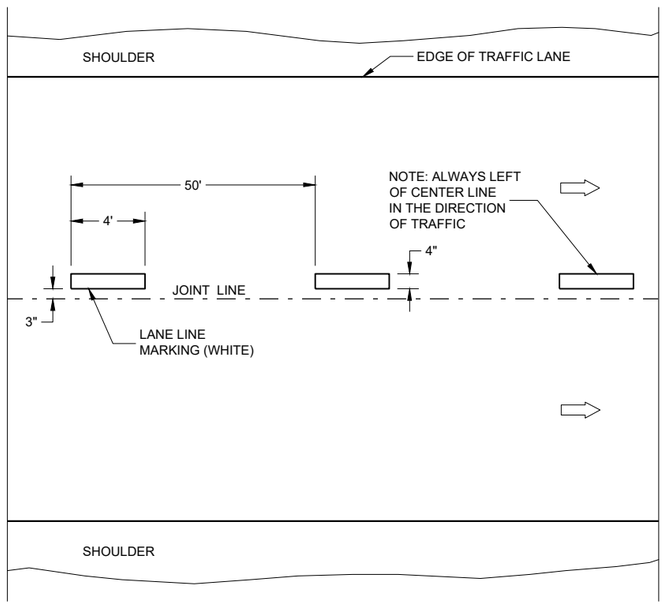
DETAILS OF CONSTRUCTION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO STANDARD SPECIFICATIONS AND SPECIAL PROVISIONS.

LEGEND

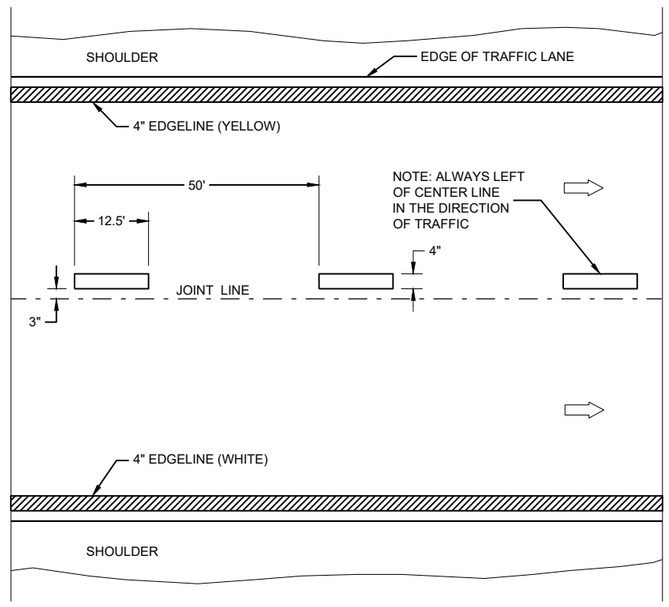
DIRECTION OF TRAFFIC



TWO WAY TRAFFIC



ONE WAY TRAFFIC



FREEWAYS AND EXPRESSWAYS

TEMPORARY PAVEMENT MARKING

TEMPORARY LONGITUDINAL PAVEMENT MARKING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

May 2022
DATE

/S/ Jeannie Silver
STATEWIDE SIGNING AND M
ENGINEER

FHWA

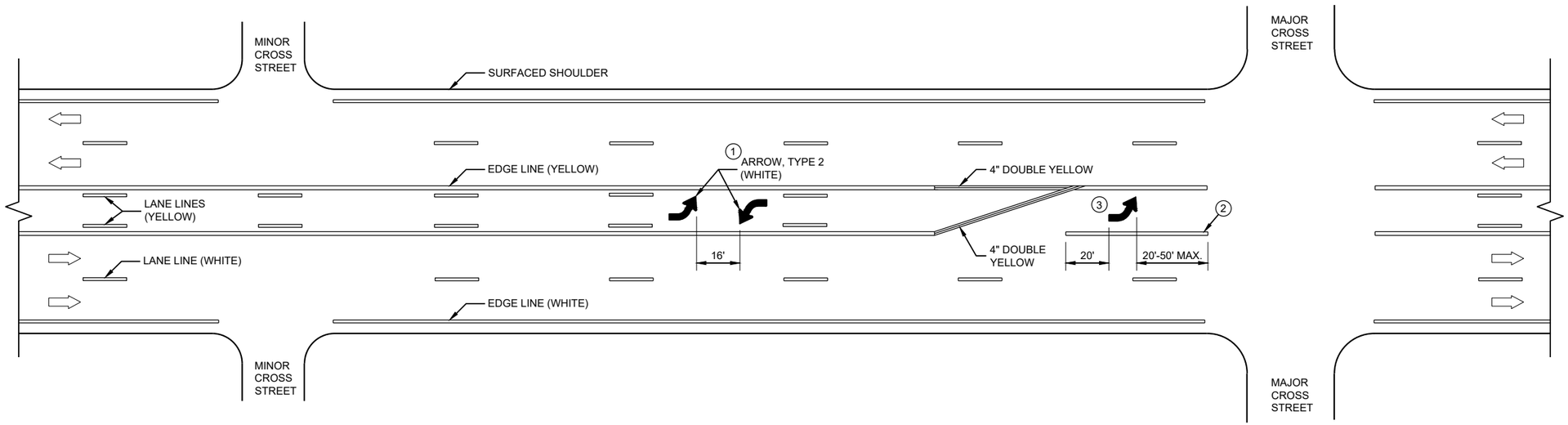
6

SDD 15C08 - 22b

GENERAL NOTES

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

DIRECTION OF TRAFFIC



TWO WAY LEFT TURN LANE

6

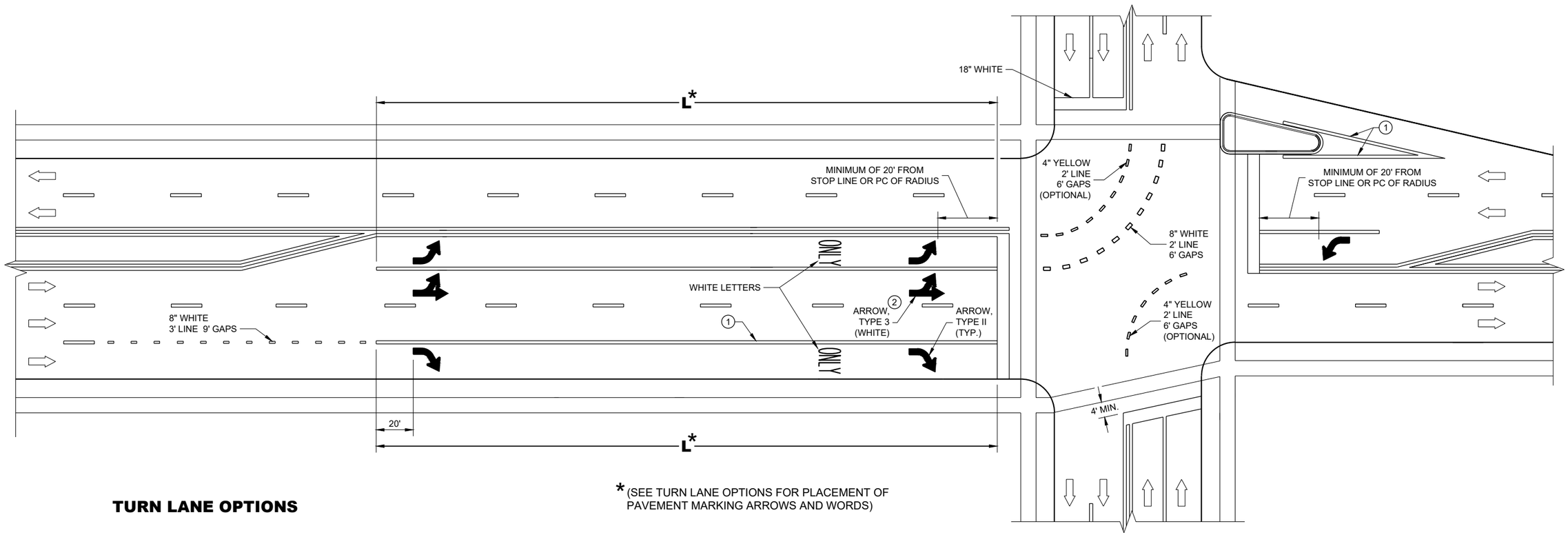
SDD 15C08 - 22c

PAVEMENT MARKING (TURN LANES)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

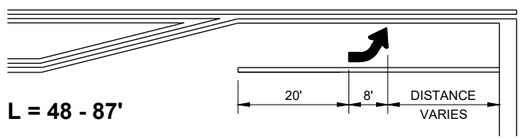
SDD 15C08 - 22c



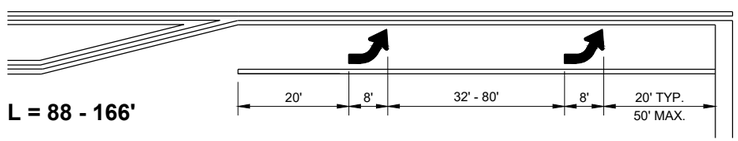
* (SEE TURN LANE OPTIONS FOR PLACEMENT OF PAVEMENT MARKING ARROWS AND WORDS)

TURN LANE OPTIONS

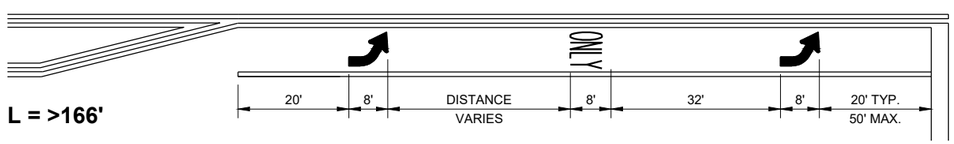
LENGTH OF TURN BAY (**L**) OF 0 - 47' DOES NOT REQUIRE PAVEMENT MARKING ARROWS OR WORDS



L = 48 - 87'



L = 88 - 166'



L = >166'

GENERAL NOTES

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

DIRECTION OF TRAFFIC

L = LENGTH OF TURN BAY

PAVEMENT MARKING (TURN LANES)

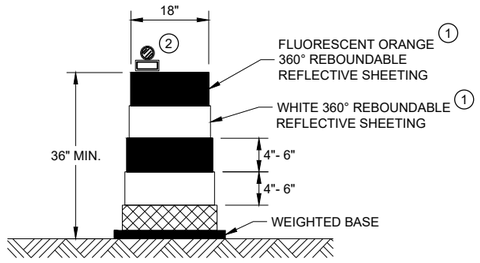
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

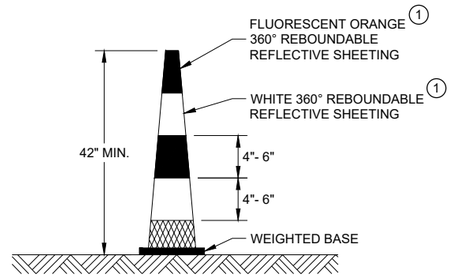
SDD 15C08 - 22d

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.

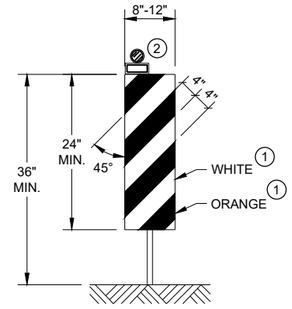


DRUM



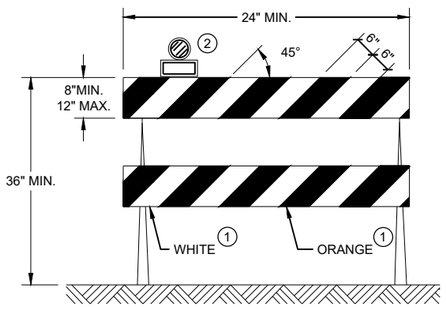
42" CONE

DO NOT USE IN TAPERS
½ SPACING OF DRUMS



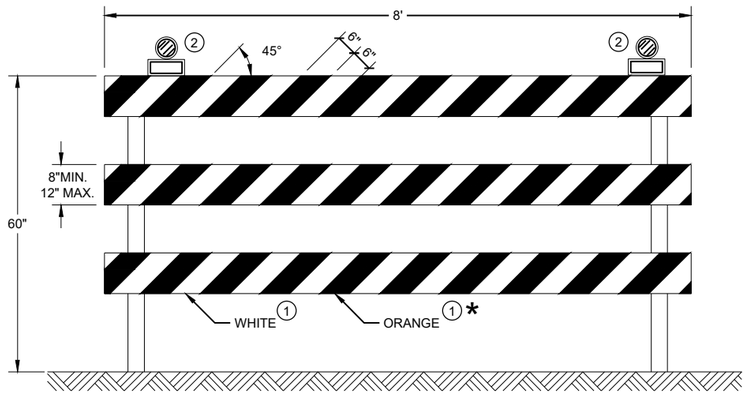
VERTICAL PANEL

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
May 2021
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

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SDD15C11 - 09b

6

SDD15C11 - 09b

LEGEND

SIGN ON PORTABLE OR PERMANENT SUPPORT

TEMPORARY PORTABLE RUMBLE STRIP ARRAY

DIRECTION OF TRAFFIC

WORK AREA

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

GENERAL NOTES

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

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

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

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

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

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

FLAGGING

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

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

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

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

TEMPORARY PORTABLE RUMBLE STRIPS

UTILIZE TEMPORARY PORTABLE RUMBLE STRIPS ON ALL FLAGGING OPERATIONS.

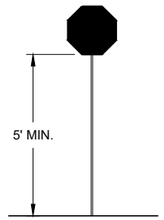
(3) EACH TEMPORARY PORTABLE RUMBLE STRIP ARRAY CONSISTS OF THREE RUMBLE STRIPS PLACED TRANSVERSE ACROSS THE LANE AT THE LOCATIONS SHOWN. WITHIN EACH ARRAY, SPACING BETWEEN RUMBLE STRIPS SHALL BE 15 FEET ON CENTER

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

INSTALL TEMPORARY RUMBLE STRIPS PER MANUFACTURER'S RECOMMENDATIONS.

PLACE ADVANCE SIGNING PRIOR TO INSTALLING TEMPORARY RUMBLE STRIPS.

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



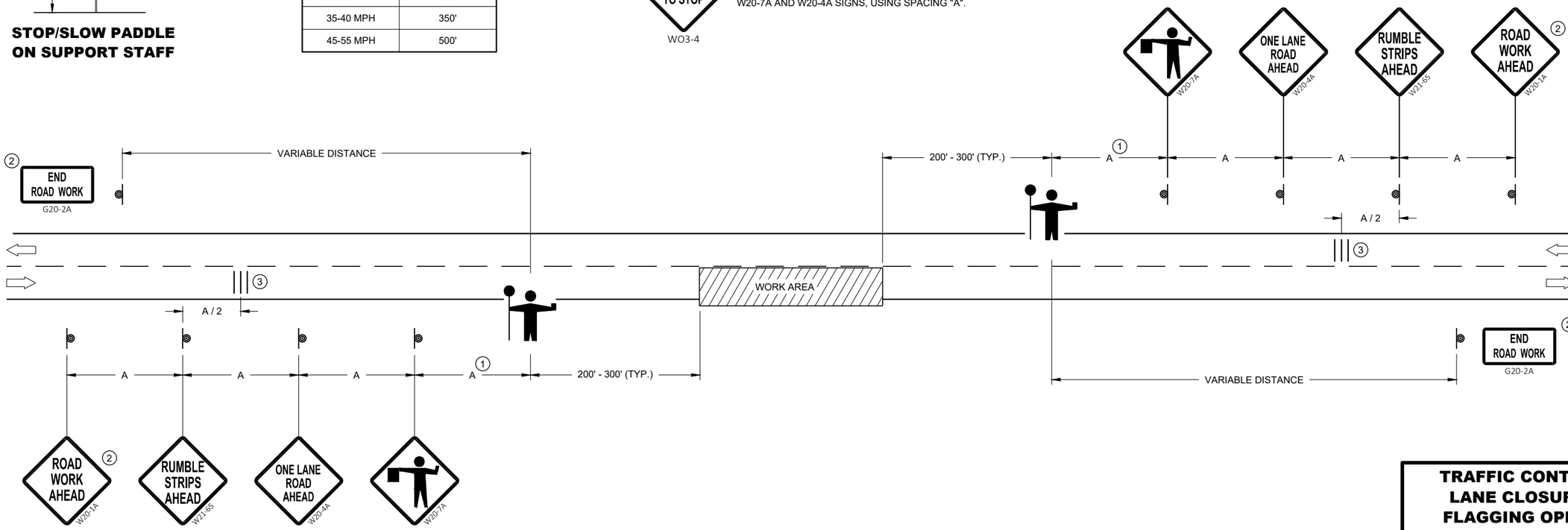
STOP/SLOW PADDLE ON SUPPORT STAFF

SIGN AND TEMPORARY RUMBLE STRIP ARRAY SPACING TABLE

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

WO3-4

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



TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2022
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

6

SDD 15C12 - 09a

6

SDD 15C12 - 09a

GENERAL NOTES

SIGN ON PERMANENT SUPPORT

TRAFFIC CONTROL CONE 42-INCH

TRAFFIC CONTROL DRUM

TEMPORARY PORTABLE RUMBLE STRIP ARRAY

DIRECTION OF TRAFFIC

WORK AREA

AFAD — AUTOMATED FLAGGER ASSISTANCE DEVICE (AFAD)

GENERAL NOTES

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

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

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

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

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

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

FLAGGING

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

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

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

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

TEMPORARY PORTABLE RUMBLE STRIPS

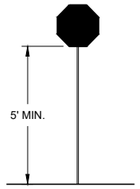
UTILIZE TEMPORARY PORTABLE RUMBLE STRIPS ON ALL FLAGGING OPERATIONS.

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

PLACE ADVANCE SIGNING PRIOR TO INSTALLING TEMPORARY RUMBLE STRIPS.

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

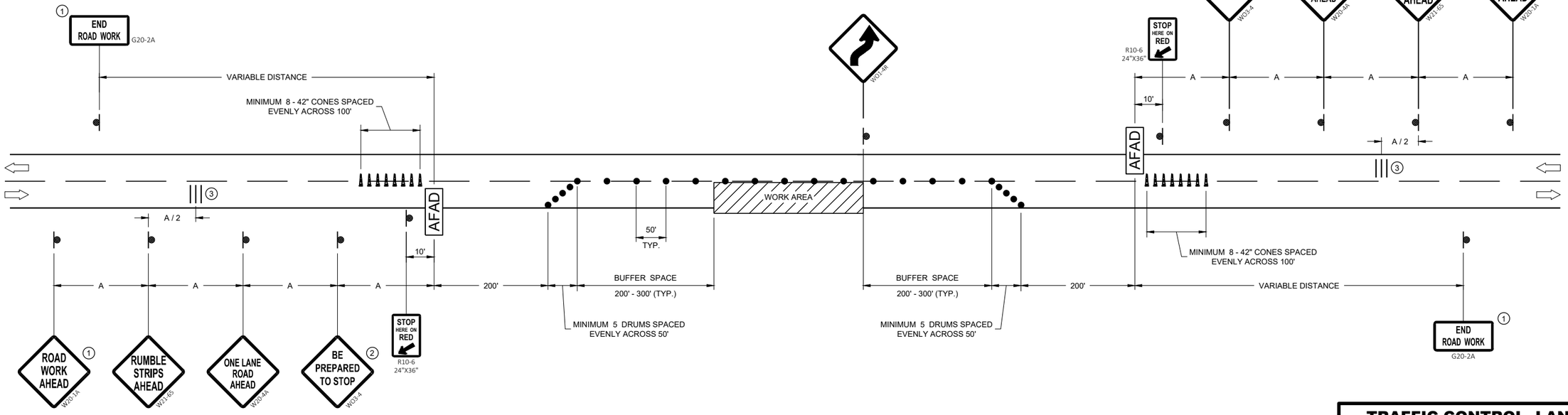
(3) EACH TEMPORARY PORTABLE RUMBLE STRIP ARRAY CONSISTS OF THREE RUMBLE STRIPS PLACED TRANSVERSELY AT THE LOCATIONS SHOWN. WITHIN EACH ARRAY, SPACING BETWEEN RUMBLE STRIPS SHALL BE 15 FEET ON CENTER.



STOP/SLOW PADDLE ON SUPPORT STAFF

SIGN AND TEMPORARY RUMBLE STRIP ARRAY SPACING TABLE

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



TRAFFIC CONTROL, LANE CLOSURE WITH AUTOMATED FLAGGER ASSISTANCE DEVICE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

SDD 15D12 - 09b

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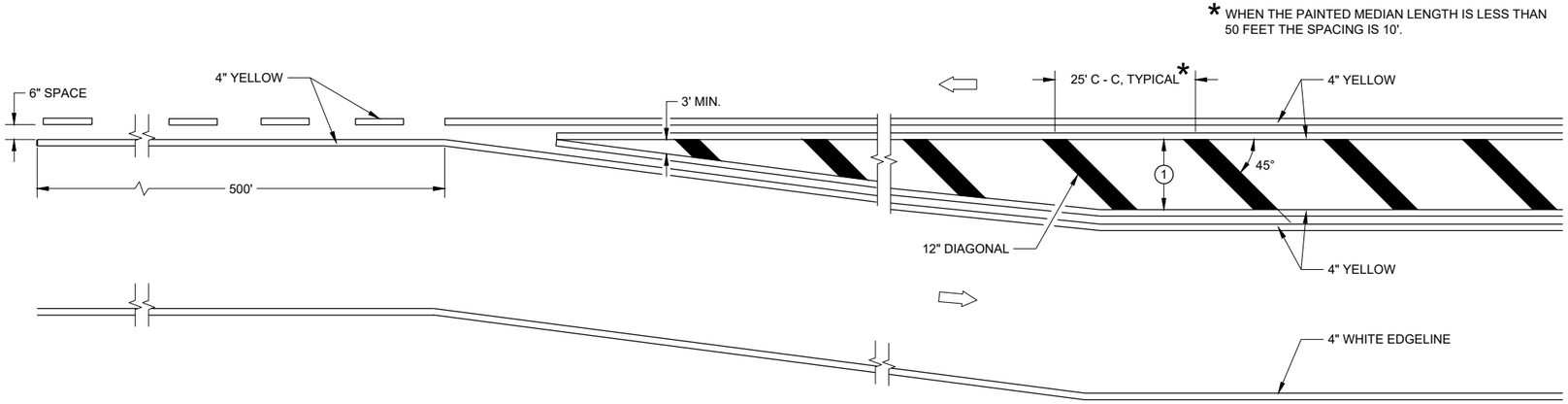
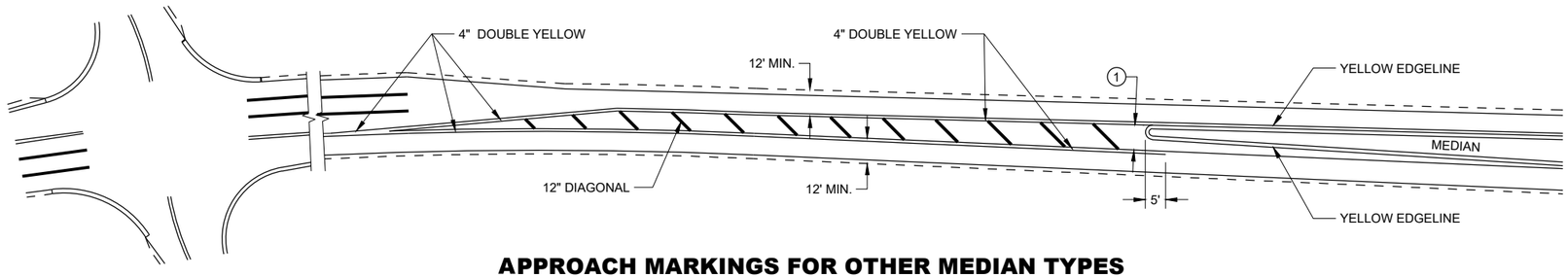
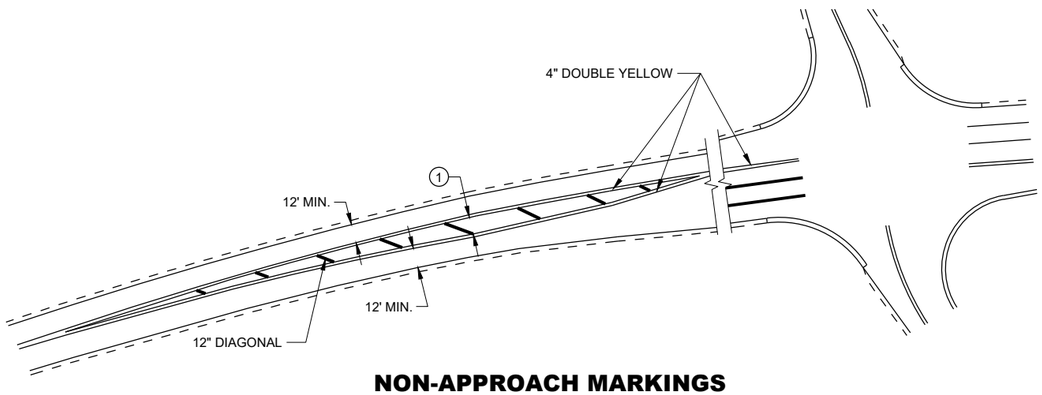


MEDIAN ISLAND DETAIL



APPROACH MARKINGS FOR OTHER MEDIAN TYPES



NON-APPROACH MARKINGS

GENERAL NOTES

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

⇨ DIRECTION OF TRAVEL

MEDIAN ISLAND PAVEMENT MARKINGS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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May 2022
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/S/ Jeannie Silver
STATE SIGNING AND MAF ENGINEER

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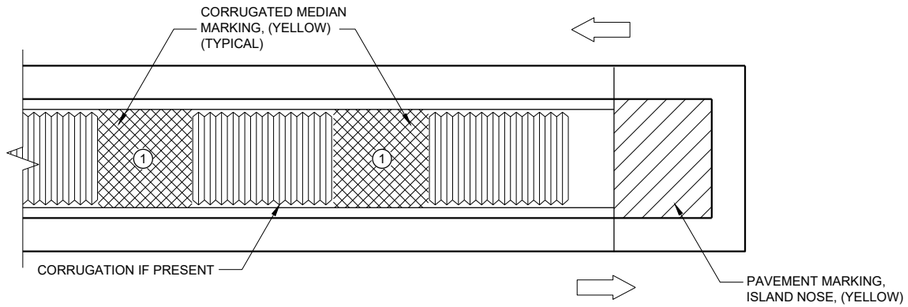
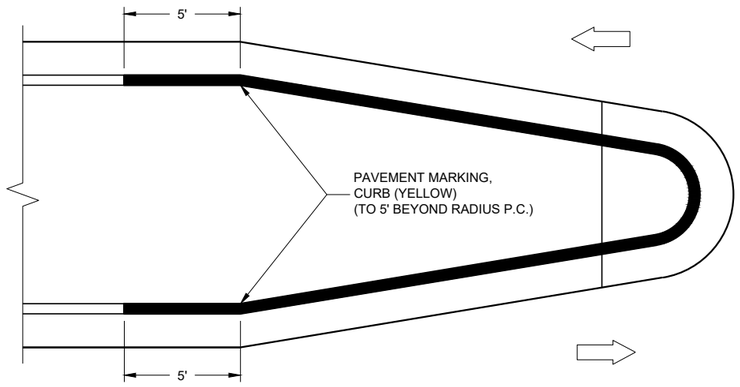
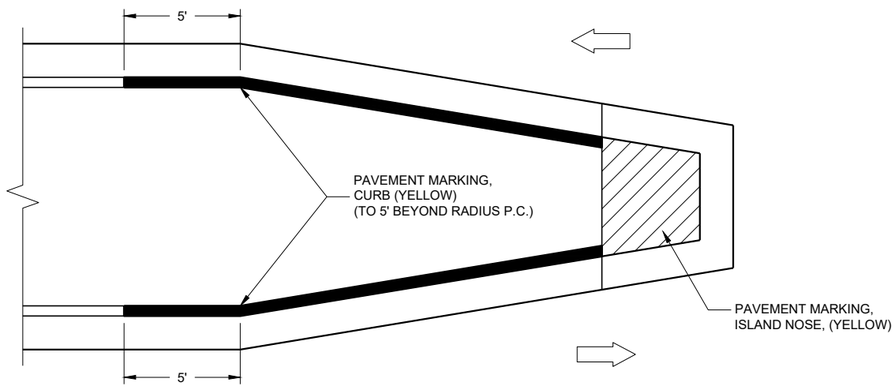


MEDIAN ISLAND WITH SQUARE BLUNT NOSE



MEDIAN ISLAND WITH ROUND BLUNT NOSE



MEDIAN ISLAND WITH SLOPED NOSE

TYPICAL PLACEMENT OF PAVEMENT MARKING ON MEDIAN ISLANDS

GENERAL NOTES

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

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

ISLAND NOSE MARKING

CURB MARKING

CORRUGATED MEDIAN MARKING

DIRECTION OF TRAVEL

PAVEMENT MARKINGS, MEDIAN ISLAND NOSE

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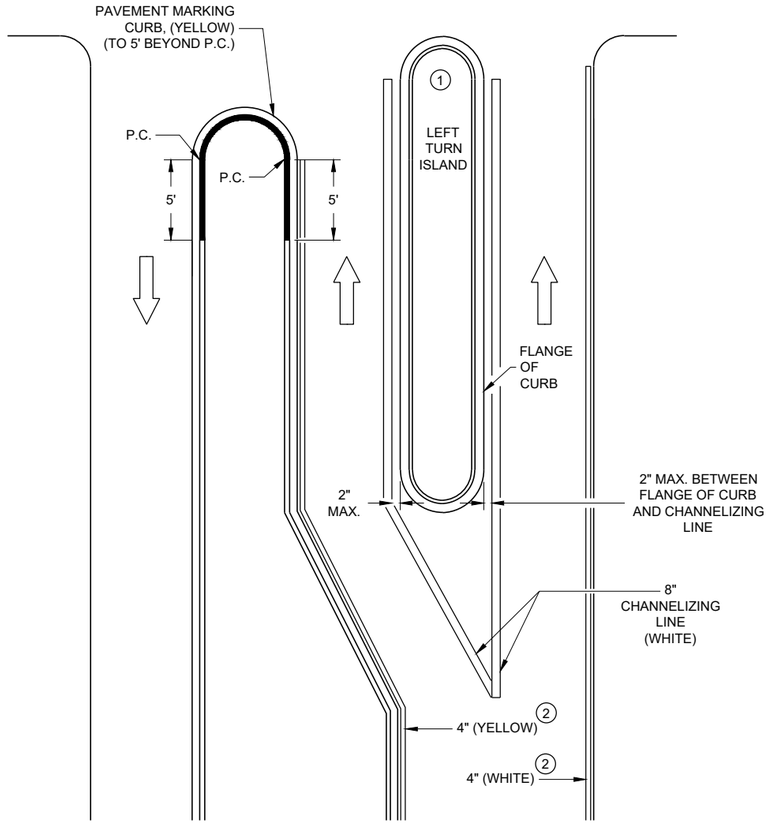
REQUIREMENTS FOR EDGE LINES		
POSTED SPEED	IS THERE CONTINUOUS LIGHTING?	
	YES	NO
≤ 30 MPH	NO	OPTIONAL
35 OR 40 MPH	OPTIONAL	RECOMMENDED
≥ 45 MPH	RECOMMENDED	REQUIRED



LEFT TURN & MEDIAN ISLAND

GENERAL NOTES

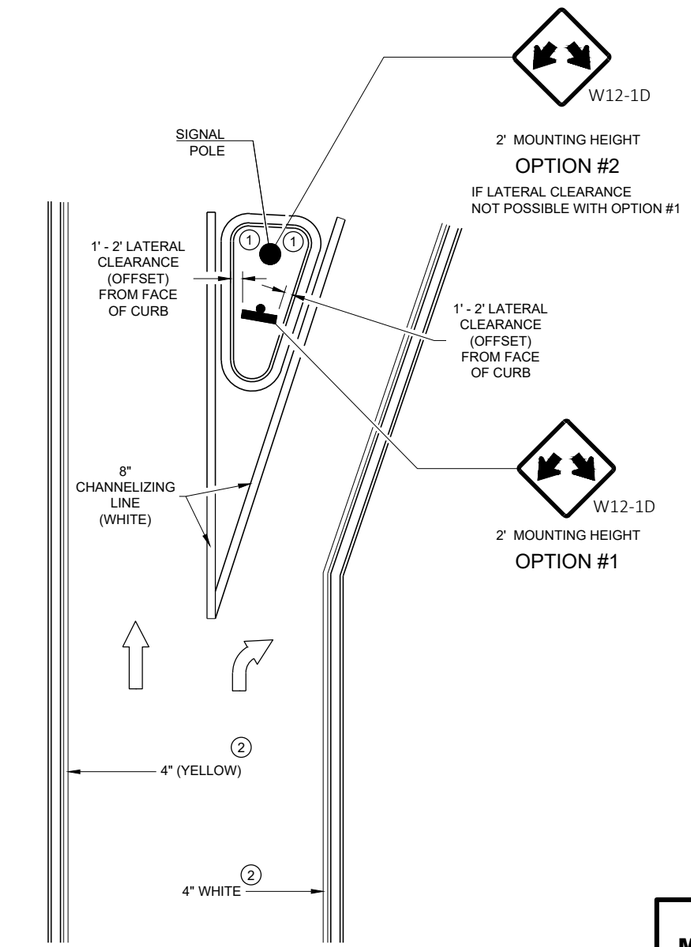
APPLIES TO ISLANDS AT LEFT TURNS AT ONE WAY ROADWAYS AS WELL.

SEE MISCELLANEOUS QUANTITIES FOR SIGN SIZE.

(1) MARK CURB NOSES YELLOW.

(2) MARK ACCORDING TO TABLE.

DIRECTION OF TRAVEL



RIGHT TURN ISLAND

MEDIAN PAVEMENT MARKINGS, DOUBLE ARROW WARNING SIGN PLACEMENT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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May 2022 — DATE

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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.

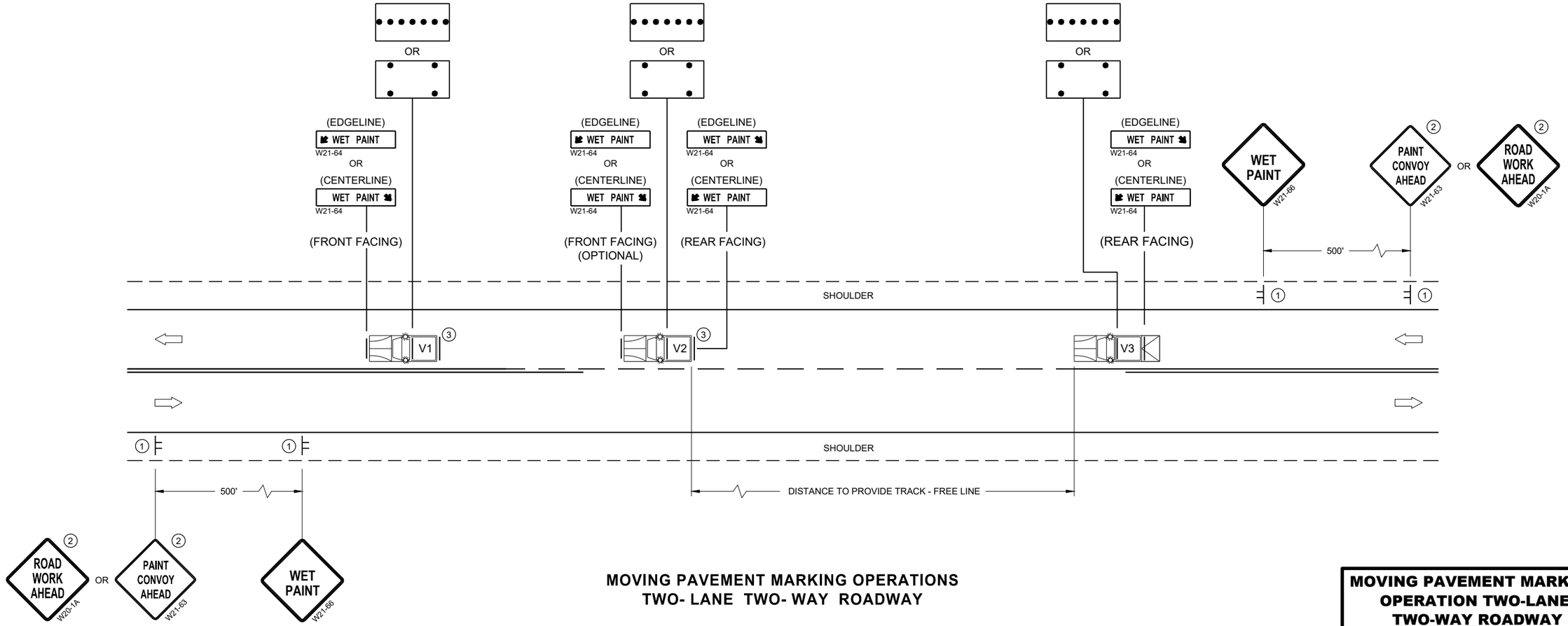
CONES SHOULD BE USED BETWEEN THE MARKING AND SHADOW VEHICLE AT 100 FOOT SPACING. CONES MAY BE OMITTED ON PAINTED LINE IF APPROVED BY THE ENGINEER. CONSIDER PAVEMENT MARKING DRY OR CURE TIMES AND TRAFFIC VOLUME.

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
May 2022
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

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SDD 15C19 - 07a

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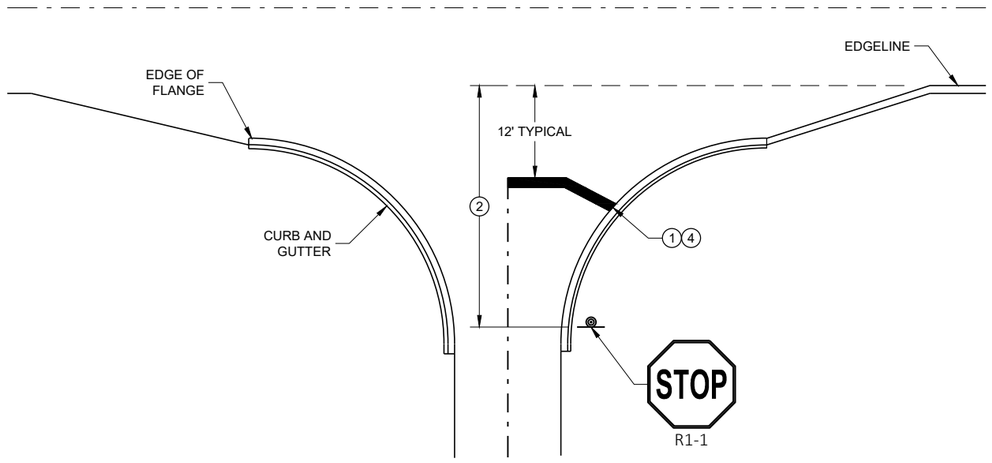
SDD 15C19 - 07a

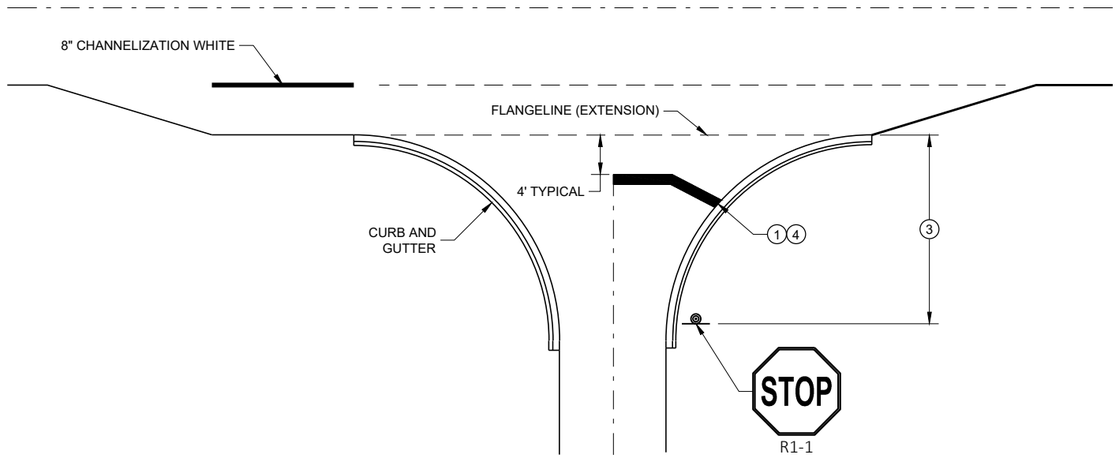
GENERAL NOTES

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

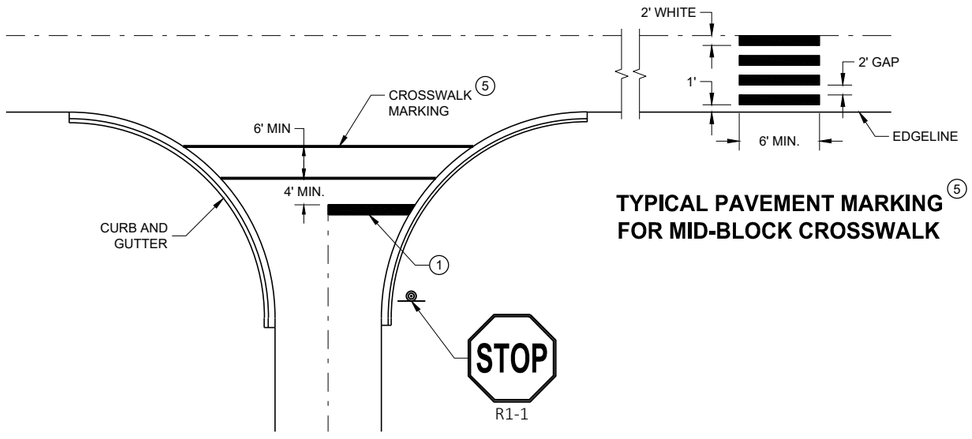
1. 18-INCH STOP LINES MAY BE DELETED OR ADDED BY THE REGION MARKING ENGINEER BASED ON VISIBILITY AND SIGHT LINES.
2. NO STOP LINE IS REQUIRED IF STOP SIGN IS LESS THAN OR EQUAL TO 40 FEET FROM THE EDGELINE.
3. NO STOP LINE IS REQUIRED IF STOP SIGN IS LESS THAN OR EQUAL TO 30 FEET FROM THE FLANGELINE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



TYPICAL STOP LINE PAVEMENT MARKING WITH CURB AND GUTTER

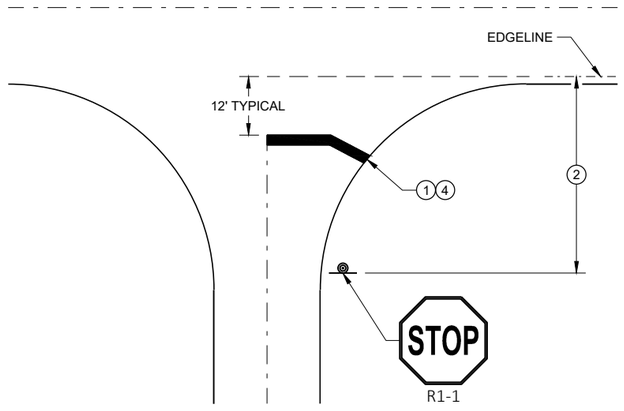


TYPICAL STOP LINE PAVEMENT MARKING FOR SIDEROADS WITH RIGHT TURN LANE



TYPICAL 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 MAF ENGINEER

FHWA

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SDD 15C33 - 04

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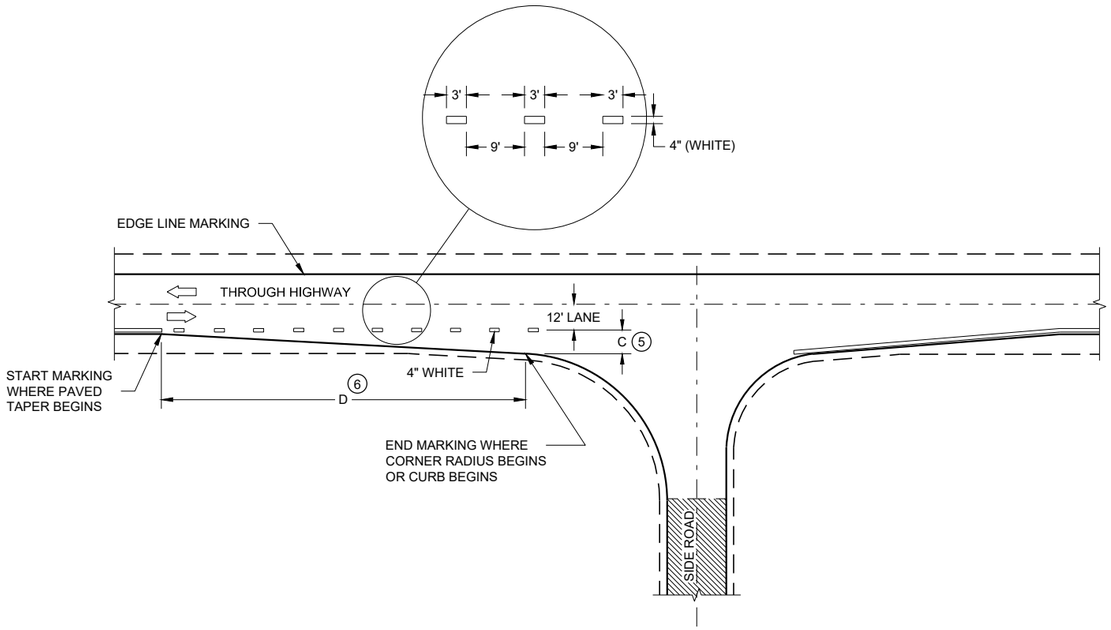
SDD 15C33 - 04



MINOR INTERSECTION

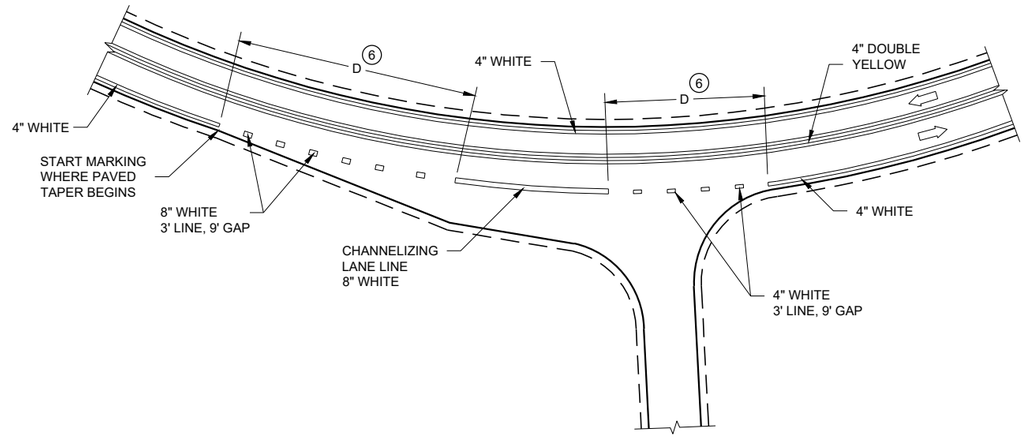
GENERAL NOTES

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

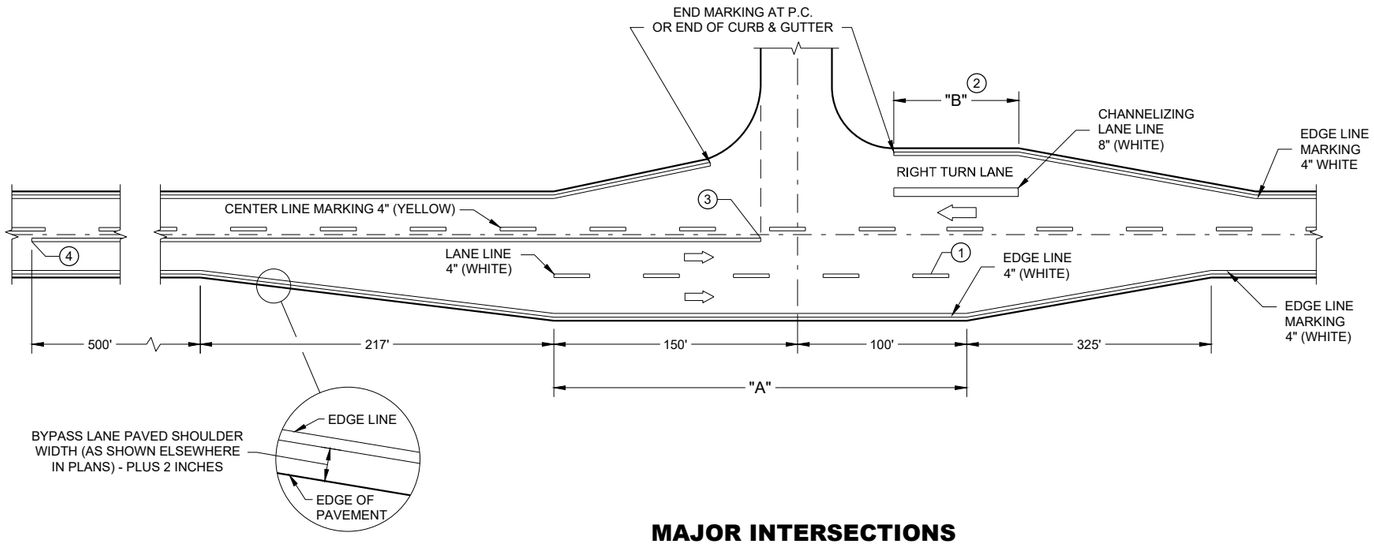
1. WHEN DISTANCE "A" IS LESS THAN 250 FEET, OMIT LANE LINE.
2. WHEN DISTANCE "B" IS LESS THAN 100 FEET, OMIT CHANNELIZING LANE LINE.
3. BARRIER LINE ENDS AT SIDE ROAD PAVEMENT / SURFACE EDGE EXTENSION.
4. BARRIER LINE STARTS 500 FEET PRIOR TO THE BYPASS TAPER.
5. WHEN DISTANCE "C" IS LESS THAN 4 FEET,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

LEGEND

DIRECTION OF TRAVEL



INTERSECTION ON OUTSIDE OF CURVE



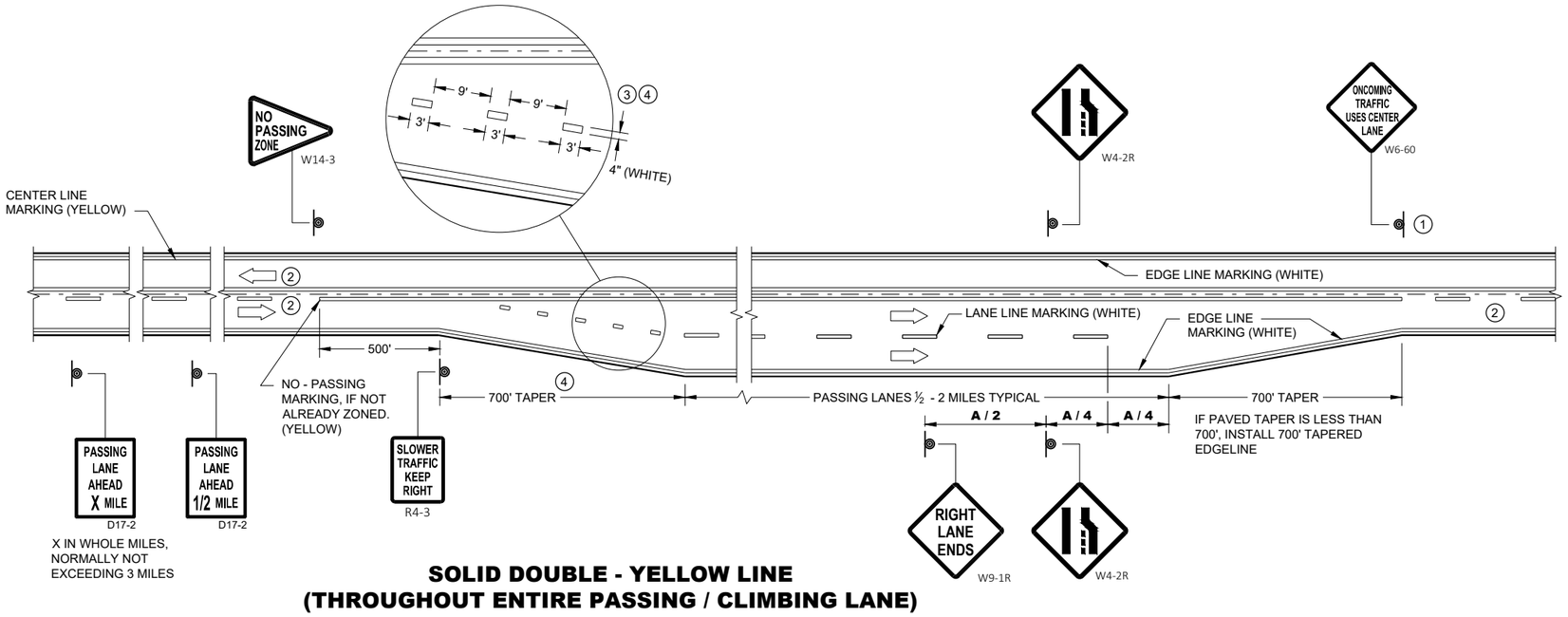
MAJOR INTERSECTIONS

(INTERSECTION WITH FULL RIGHT TURN LANE OR BYPASS LANE)

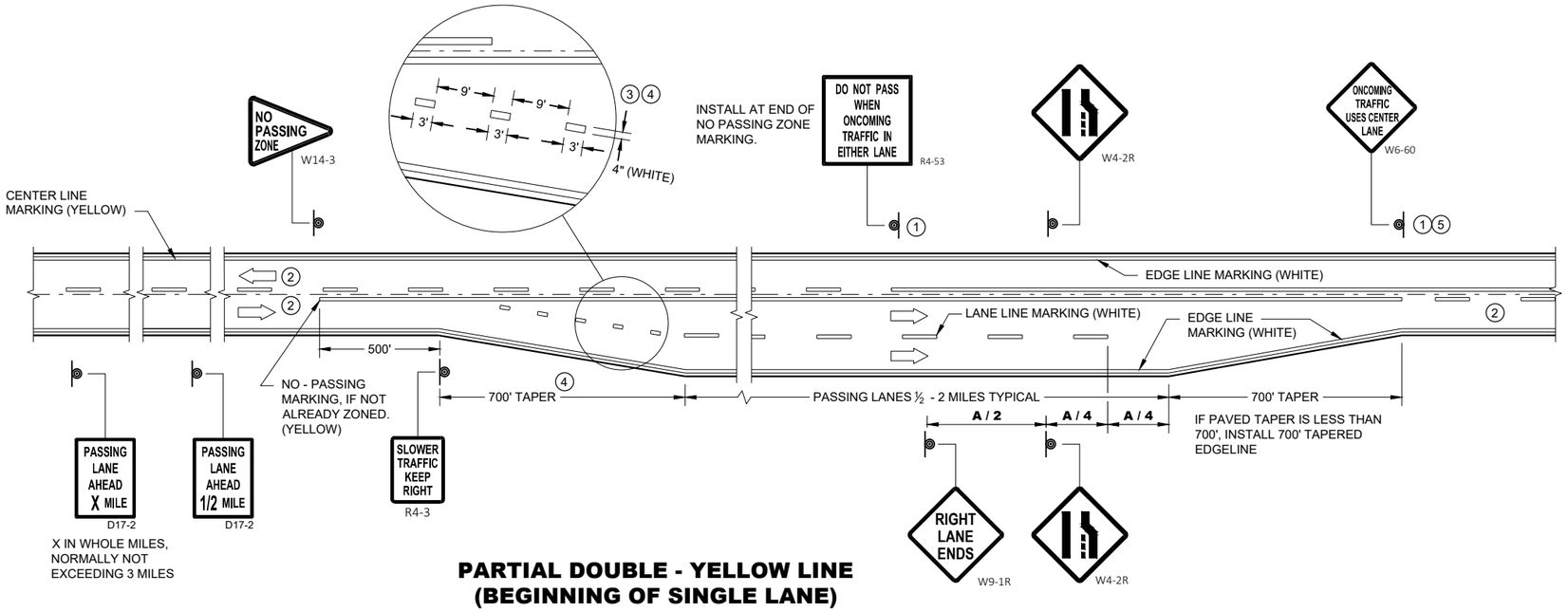
PAVEMENT MARKING (INTERSECTIONS)

SDD 15C35 - 05a

6



SOLID DOUBLE - YELLOW LINE
(THROUGHOUT ENTIRE PASSING / CLIMBING LANE)



PARTIAL DOUBLE - YELLOW LINE
(BEGINNING OF SINGLE LANE)

GENERAL NOTES

1. SIGN SHALL BE REPEATED AT 1 MILE INCREMENTS OR AT THE DISCRETION OF THE REGIONAL TRAFFIC ENGINEER.
2. THERE MAY BE SOLID YELLOW ON THE CENTERLINE DUE TO SIGHT CONDITIONS.
3. THE TAPER LENGTH OF THE DOTTED LINE PAVEMENT MARKING SHALL BE 700 FEET, 3' LINE, 9' GAP, EXCEPT RETRACE THE EXISTING LINE - GAP PATTERN WHERE EXISTING MARKINGS ARE IN PLACE.
4. WHEN THE ENTRANCE TAPER IS LESS THAN 700 FEET OR THE SHOULDER WIDTH IN THE PASSING / CLIMBING LANE IS LESS THAN THE ADJACENT HIGHWAY, DO NOT INSTALL DOTTED LINE PAVEMENT MARKING.
5. REPEAT EVERY 1 MILE UP UNTIL R4-53.

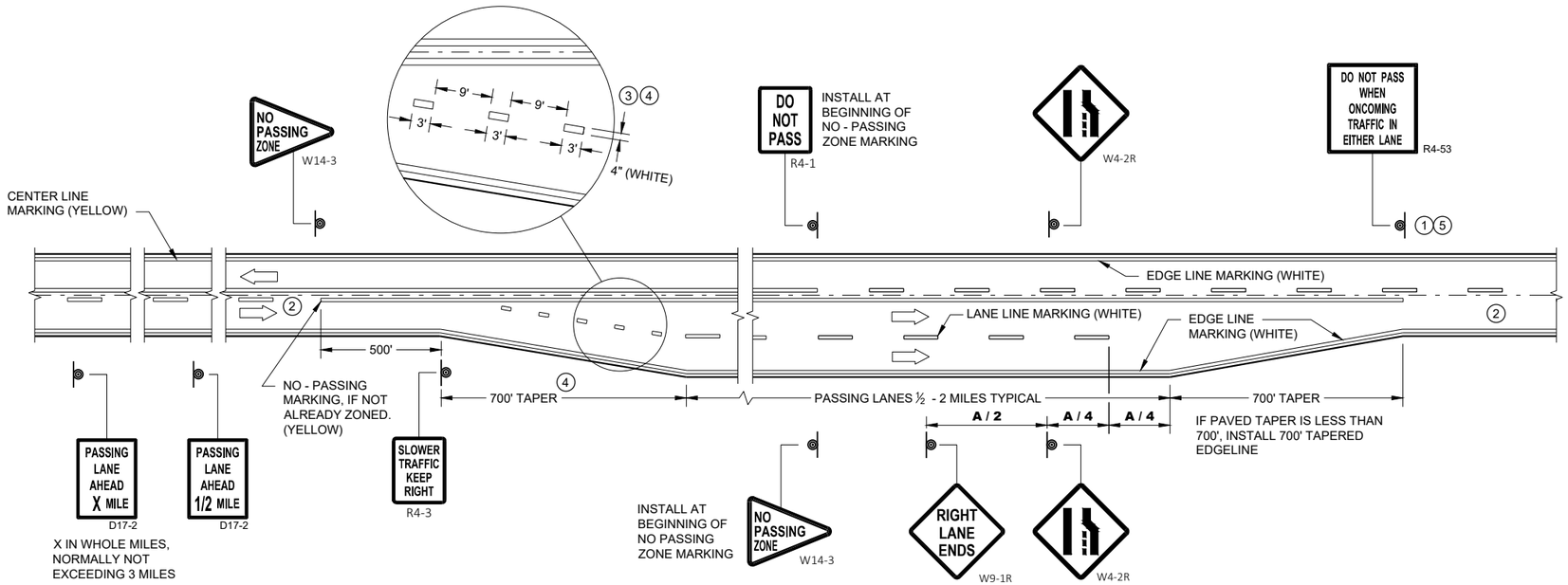
ARROW SYMBOL (⇨) SHOWS DIRECTION OF TRAVEL

DISTANCE TABLE

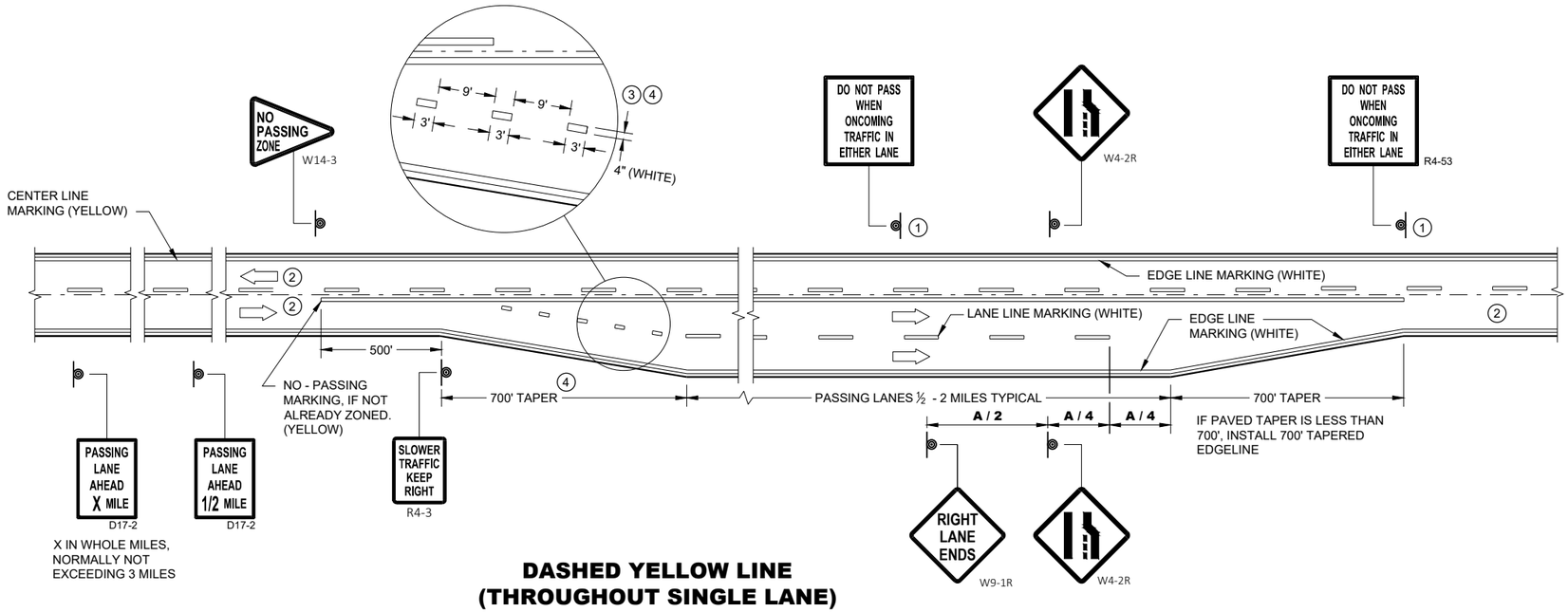
POSTED OR 85th PERCENTILE SPEED	DISTANCE "A"
45	775
50	885
55	990

PAVEMENT MARKING & SIGNING (CLIMBING LANE & PASSING LANE)

SDD 15C35 - 05b
6



SOLID DOUBLE - YELLOW LINE
(END OF SINGLE LANE)



DASHED YELLOW LINE
(THROUGHOUT SINGLE LANE)

GENERAL NOTES

1. SIGN SHALL BE REPEATED AT 1 MILE INCREMENTS OR AT THE DISCRETION OF THE REGIONAL TRAFFIC ENGINEER.
2. THERE MAY BE SOLID YELLOW ON THE CENTERLINE DUE TO SIGHT CONDITIONS.
3. THE TAPER LENGTH OF THE DOTTED LINE PAVEMENT MARKING SHALL BE 700 FEET, 3' LINE, 9' GAP, EXCEPT RETRACE THE EXISTING LINE - GAP PATTERN WHERE EXISTING MARKINGS ARE IN PLACE.
4. WHEN THE ENTRANCE TAPER IS LESS THAN 700 FEET OR THE SHOULDER WIDTH IN THE PASSING / CLIMBING LANE IS LESS THAN THE ADJACENT HIGHWAY, DO NOT INSTALL DOTTED LINE PAVEMENT MARKING.
5. REPEAT EVERY ONE MILE UP UNTIL NO PASSING ZONE.

ARROW SYMBOL (⇨) SHOWS DIRECTION OF TRAVEL

DISTANCE TABLE

POSTED OR 85th PERCENTILE SPEED	DISTANCE "A"
45	775
50	885
55	990

PAVEMNET MARKING & SIGNING (CLIMBING LANE & PASSING LANE)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2022 — DATE
/S/ Jeannie Silver — STATE SIGNING AND MAF ENGINEER
FHWA

SDD 15C35 - 05c

SDD 15C35 - 05c

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.

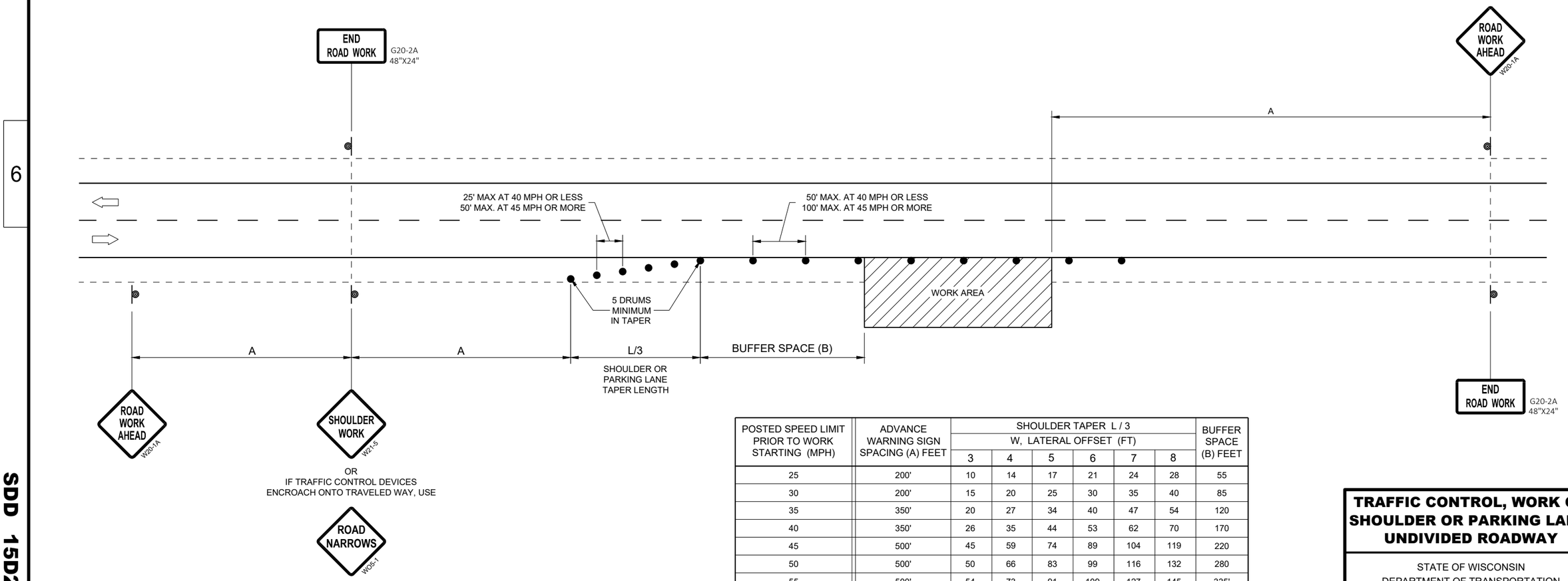
ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH THE TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

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

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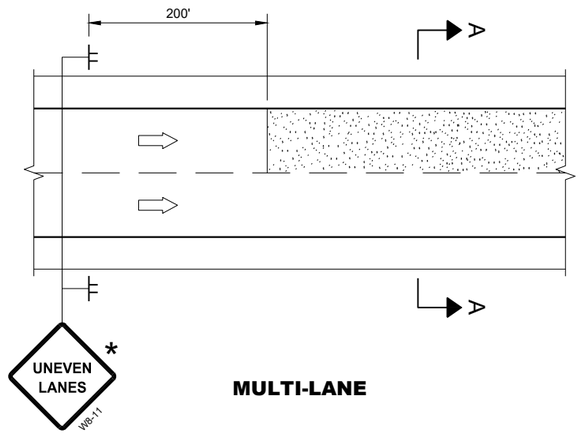
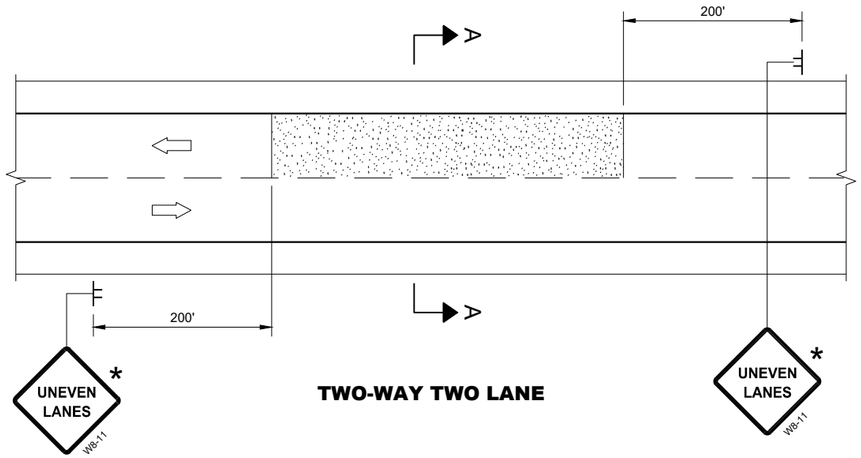


MULTI-LANE



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.

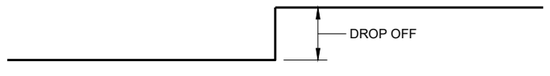
WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

* 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.

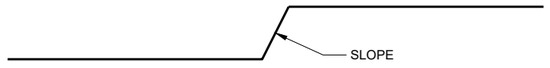
LEGEND

- 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

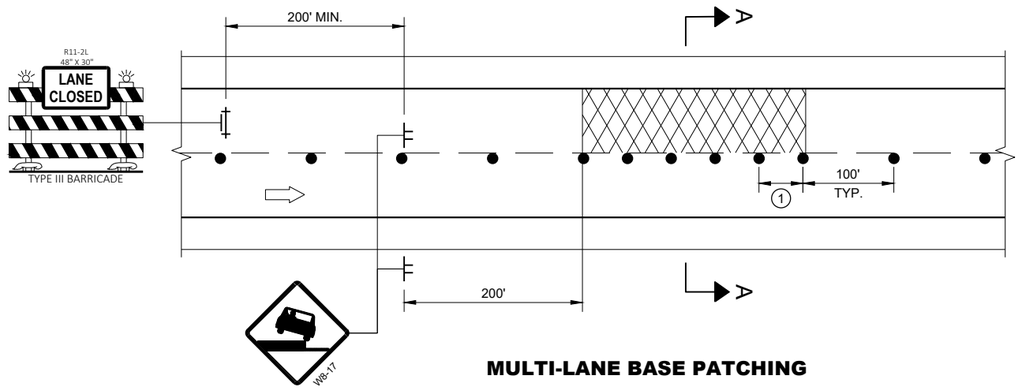


SECTION A - A

OR

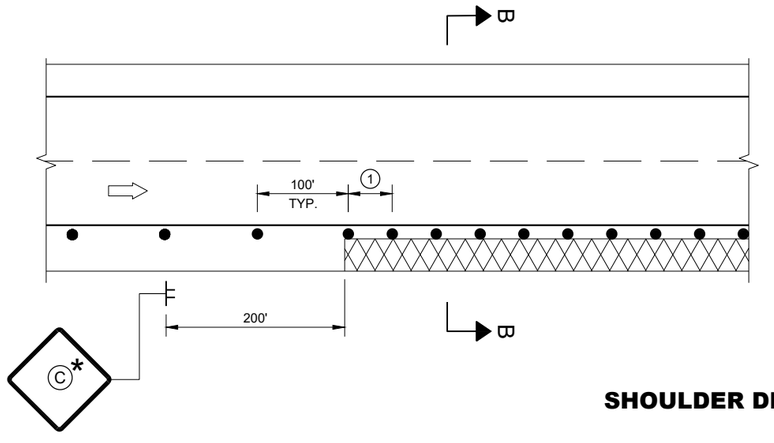


SECTION A - A

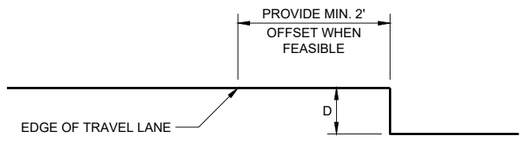


MULTI-LANE BASE PATCHING

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

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.

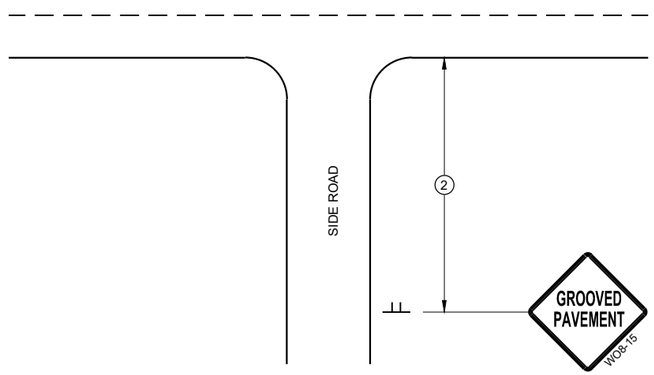
(1) PLACE SIGNS 350' IN ADVANCE OF MILLED SURFACES AND AT 1 MILE INTERVALS, OR AS DIRECTED BY THE ENGINEER.

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

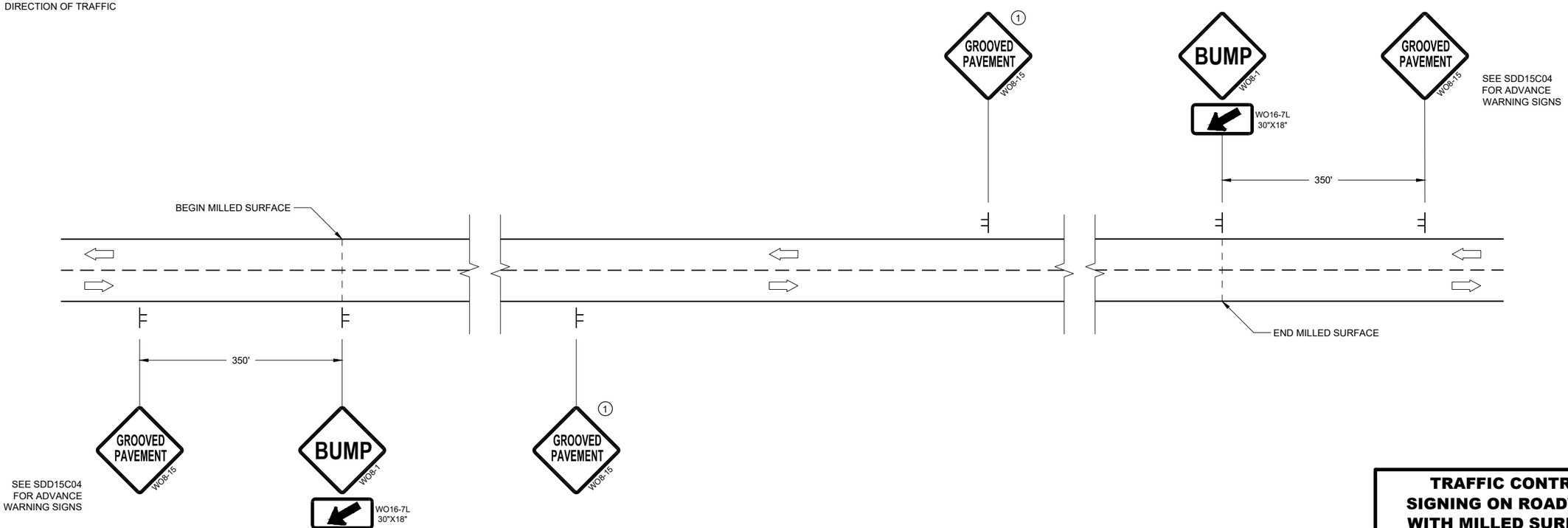
LEGEND

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

SDD 15D44 - 02

SDD 15D44 - 02

GENERAL NOTES

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

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

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

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

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

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

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

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

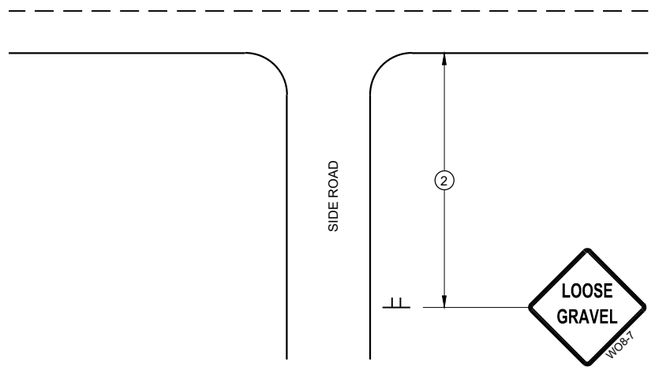
(2) PLACE SIGN 200' MIN. FROM INTERSECTION AND 200' MIN. AFTER ADVANCE WARNING SIGN SHOWN IN SDD 15C04.

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

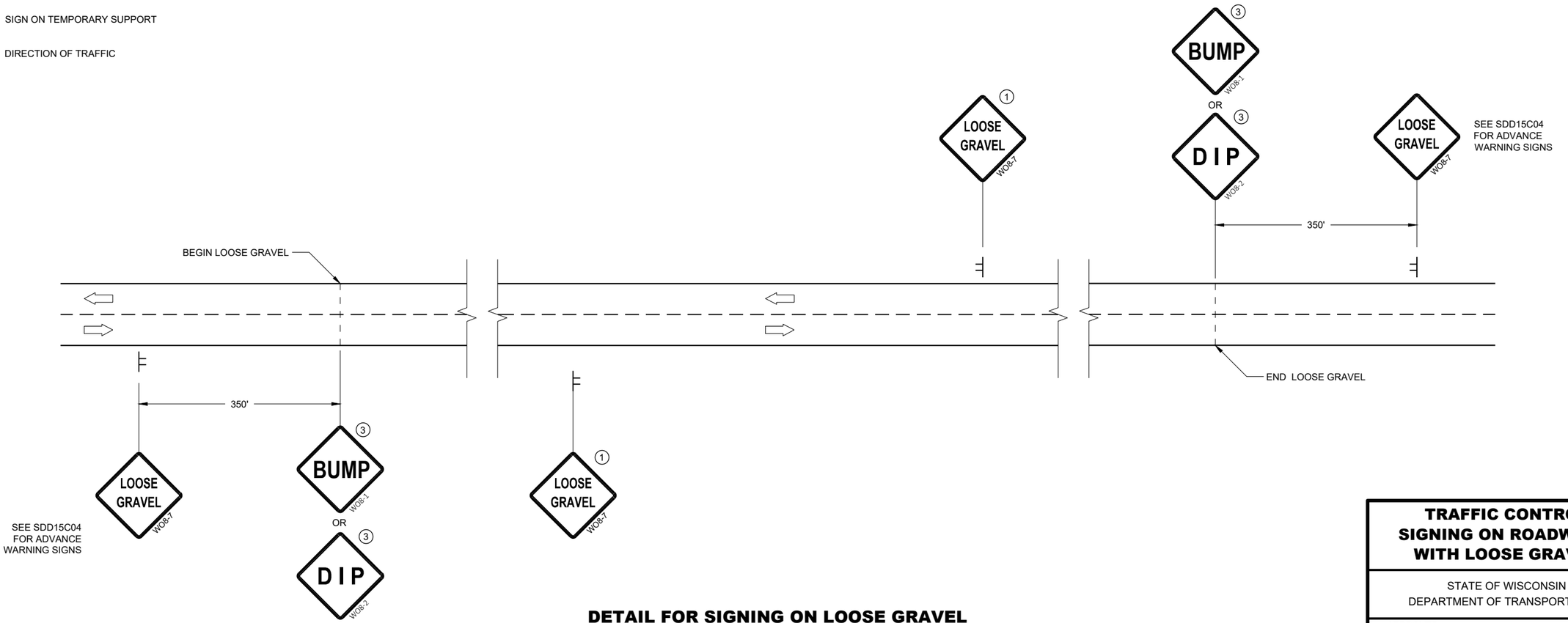
LEGEND

SIGN ON TEMPORARY SUPPORT

DIRECTION OF TRAFFIC



TYPICAL SIDE ROAD APPROACH SIGN DETAIL



DETAIL FOR SIGNING ON LOOSE GRAVEL OR CHIP SEALED SURFACES

TRAFFIC CONTROL SIGNING ON ROADWAYS WITH LOOSE GRAVEL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2021
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

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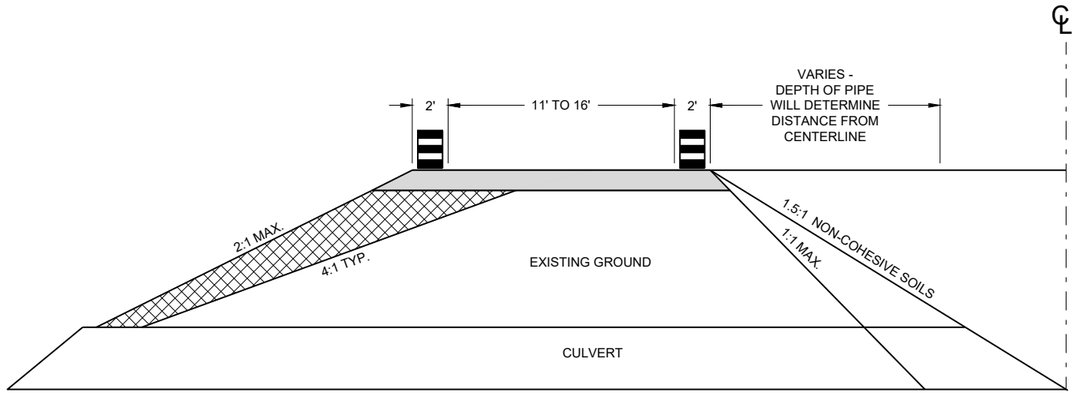
SDD 15D45 - 03



CROSS SECTION

GENERAL NOTES

USE 1:1 FOR COHESIVE CLAYS AND SILTS, LOAMS, SANDY CLAYS AND ANGULAR GRAVEL SOILS.
USE 1.5:1 FOR NON-COHESIVE SOILS.

THE TAPER SHOULD EXTEND ACROSS THE SHOULDER UNLESS DOING SO WOULD GREATLY CONFLICT WITH THE WORK OPERATION.

ALL LANE CLOSURE SIGNS SHALL BE REMOVED OR COVERED AND ALL DEVICES REMOVED BEYOND THE SHOULDER WHEN WORK IS NOT IN PROGRESS AND THE LANE IS RESTORED TO A SAFE OPERATING CONDITION.

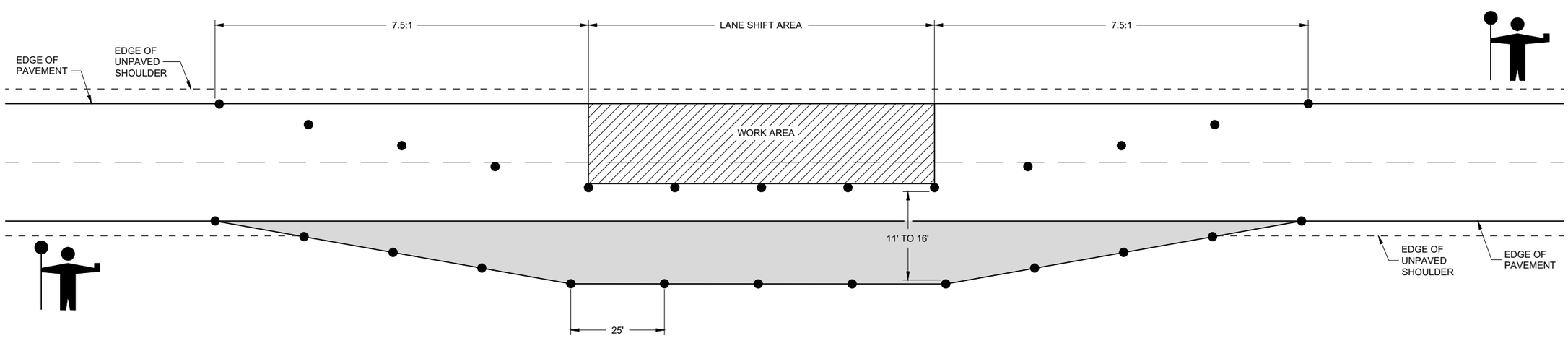
CHANNELIZING DEVICES PLACED ADJACENT TO WORK AREA SHALL BE PULLED BACK FROM TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

USE WITH SDD 15C12 "TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATIONS"

USE WITH SDD 15D45 "SIGNING ON ROADWAYS WITH LOOSE GRAVEL"

LEGEND

- DRUM WITHOUT WARNING LIGHT
- 6" BASE AGGREGATE DENSE 1 ¼" -INCIDENTAL TO LANE SHIFT ITEM
- FILL - INCIDENTAL TO LANE SHIFT ITEM
- WORK AREA
- FLAGGER, EQUIPPED WITH STOP/SLOW PADDLE FASTENED ON SUPPORT STAFF



LANE SHIFT IN FLAGGING OPERATION

TRAFFIC CONTROL, TEMPORARY LANE SHIFT DURING CULVERT WORK

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2021
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA

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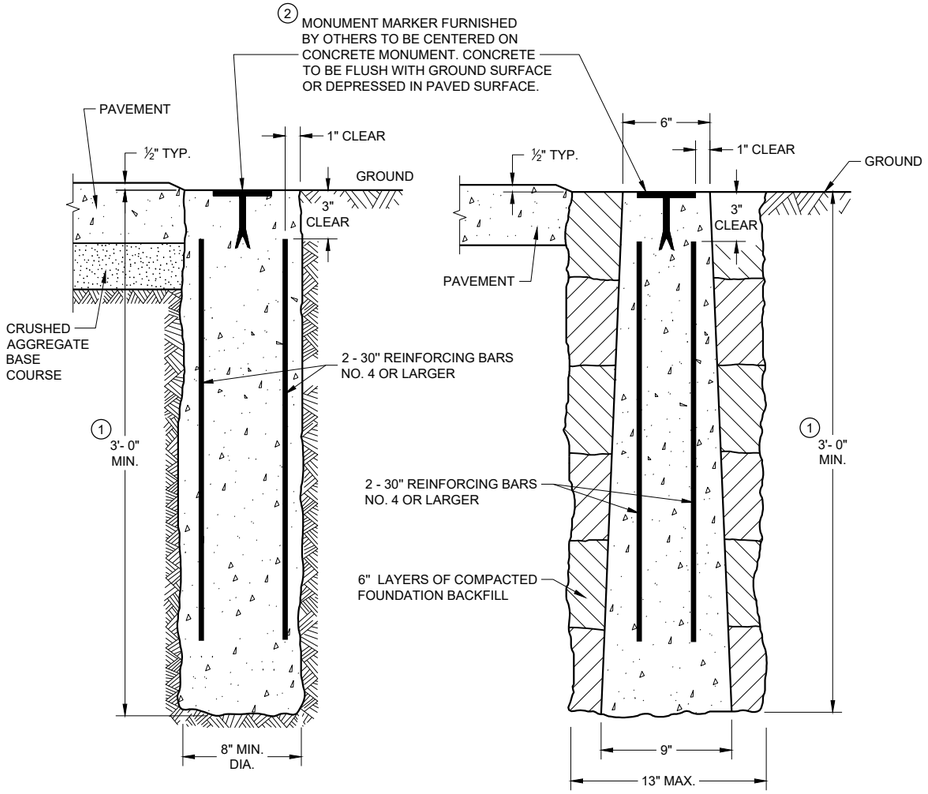
SDD 15D48 - 01

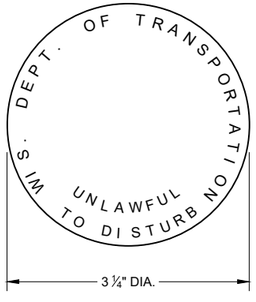
6

SDD 15D48 - 01



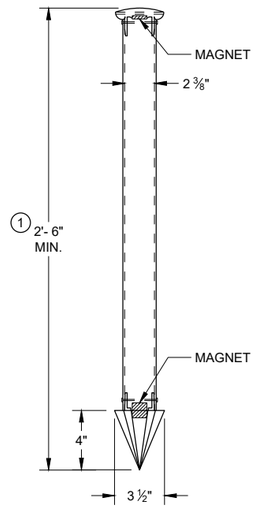
CAST-IN-PLACE **PRECAST**

CONCRETE MONUMENTS
TYPE A

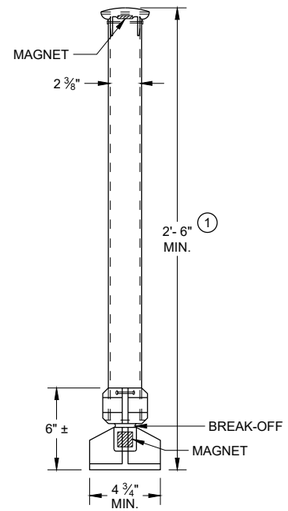


② **WIS DOT MONUMENT MARKER LOGO**

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

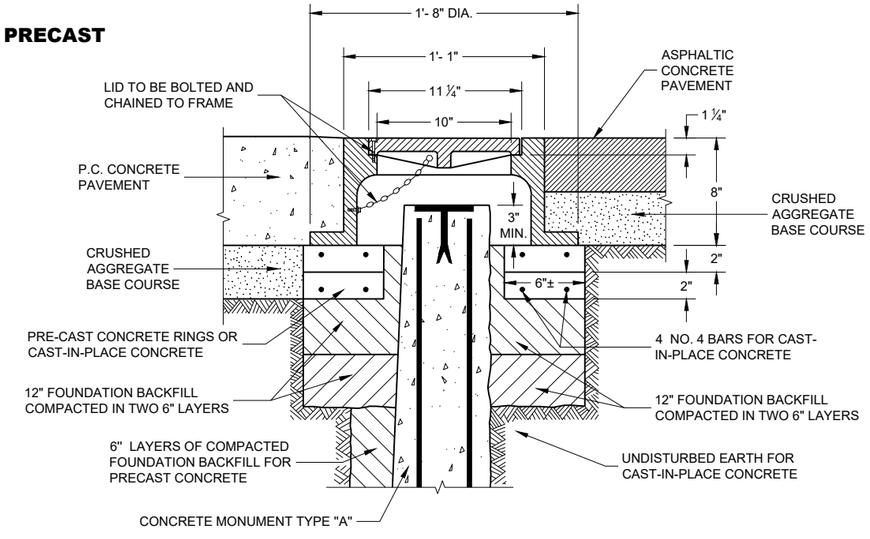


TYPE C DRIVEN MONUMENT



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.

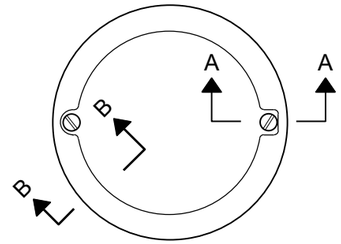
ALUMINUM MONUMENTS AND MONUMENT COVERS SHALL BE MADE FROM AN ALUMINUM AND MAGNESIUM ALLOY AS DETERMINED BY THE MANUFACTURER.

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.

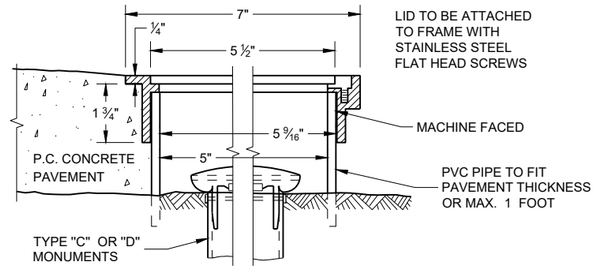
MONUMENT SHALL BE CAST-IN-PLACE CONCRETE UNLESS PRECAST CONCRETE OR ALUMINUM MONUMENTS ARE SPECIFIED IN THE CONTRACT OR PERMITTED BY THE ENGINEER.

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

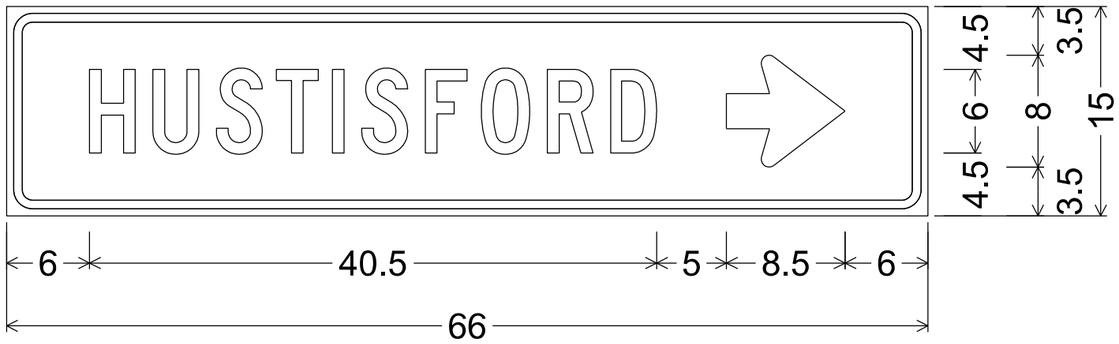
SDD 16A01 - 07

NOTES

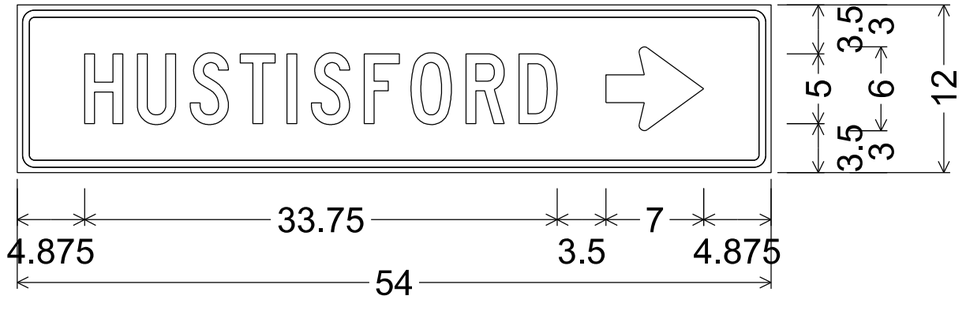
1. Fixed Message Signs Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - C

1.875" Radius, 0.625" Border, 0.500" Indent

1.250" Radius, 0.500" Border, 0.375" Indent

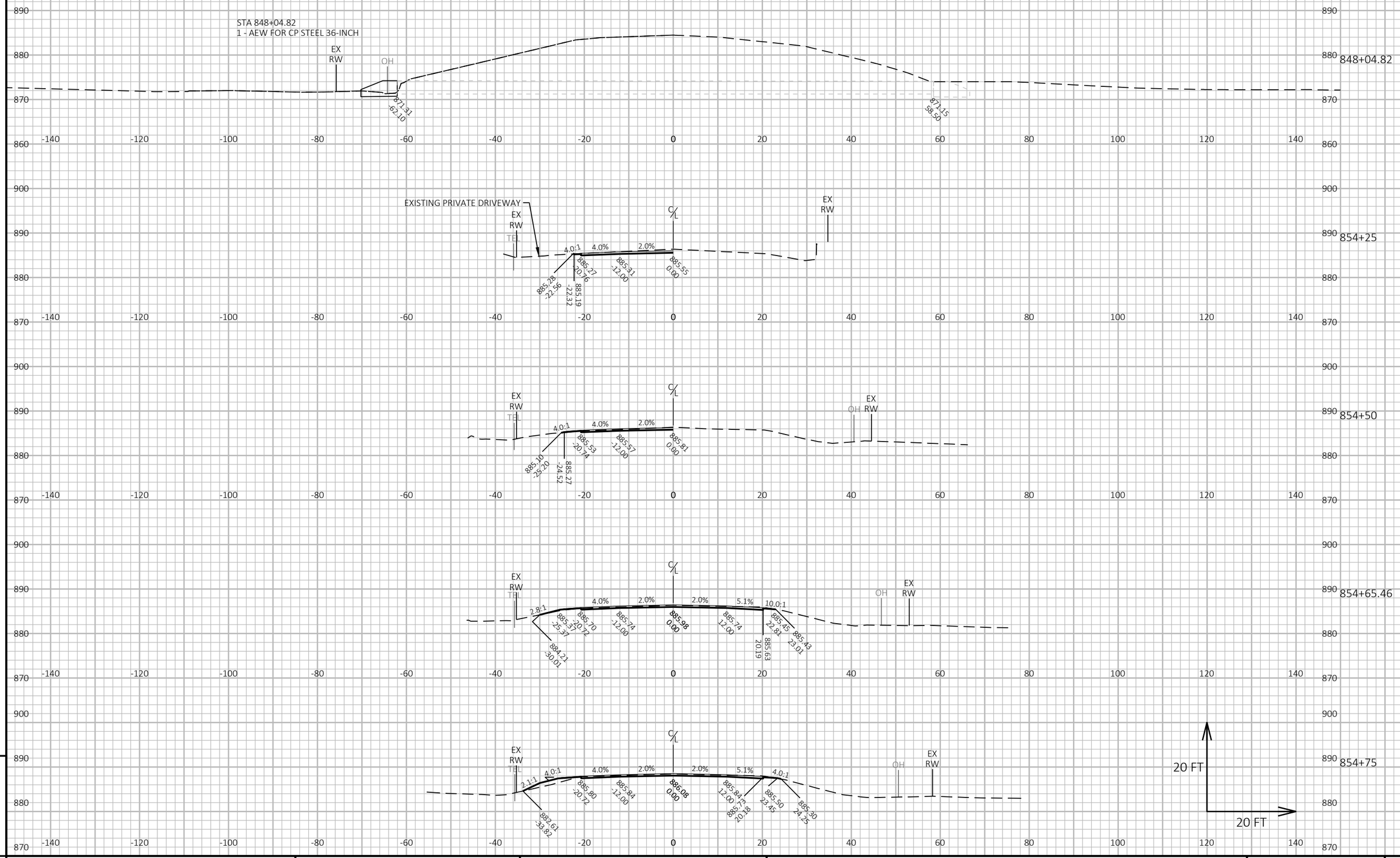


1.875" Radius, 0.625" Border, 0.500" Indent



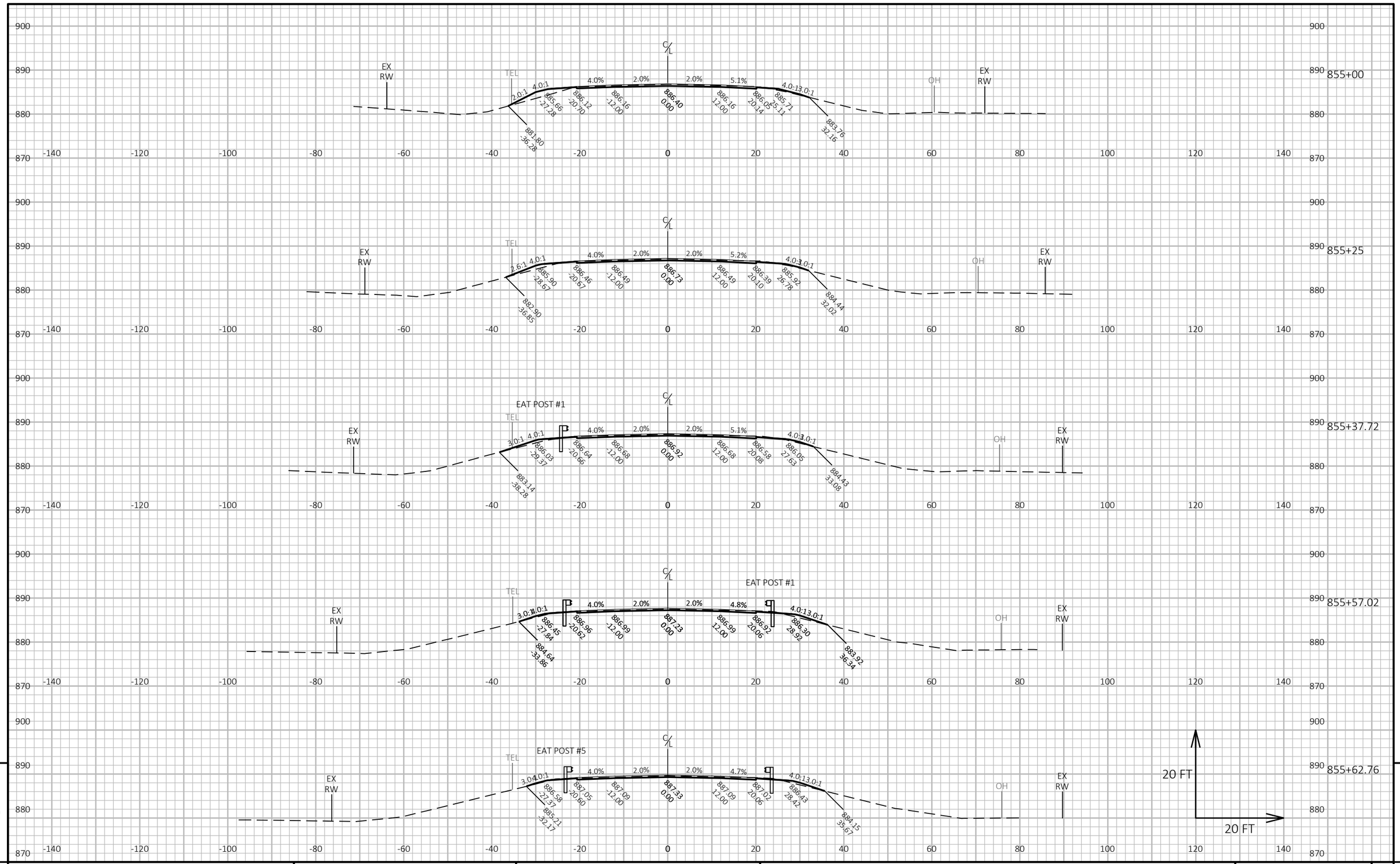
1.250" Radius, 0.500" Border, 0.375" Indent

STA 848+04.82
1 - AEW FOR CP STEEL 36-INCH



PROJECT NO: 3042-01-71	HWY: STH 60	COUNTY: DODGE	CROSS SECTIONS: STH 60	SHEET 154	E

FILE NAME : X:\PROJECTS\DODGE\200091 - 3042-01-01 STH 60\DESIGN\C3D\SHEETSPLAN\090201-XS (1IN=20FT).DWG
LAYOUT NAME - 090201-01
PLOT DATE : 10/19/2022 1:08 PM PLOT BY : RILEY SMEATON PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.



9

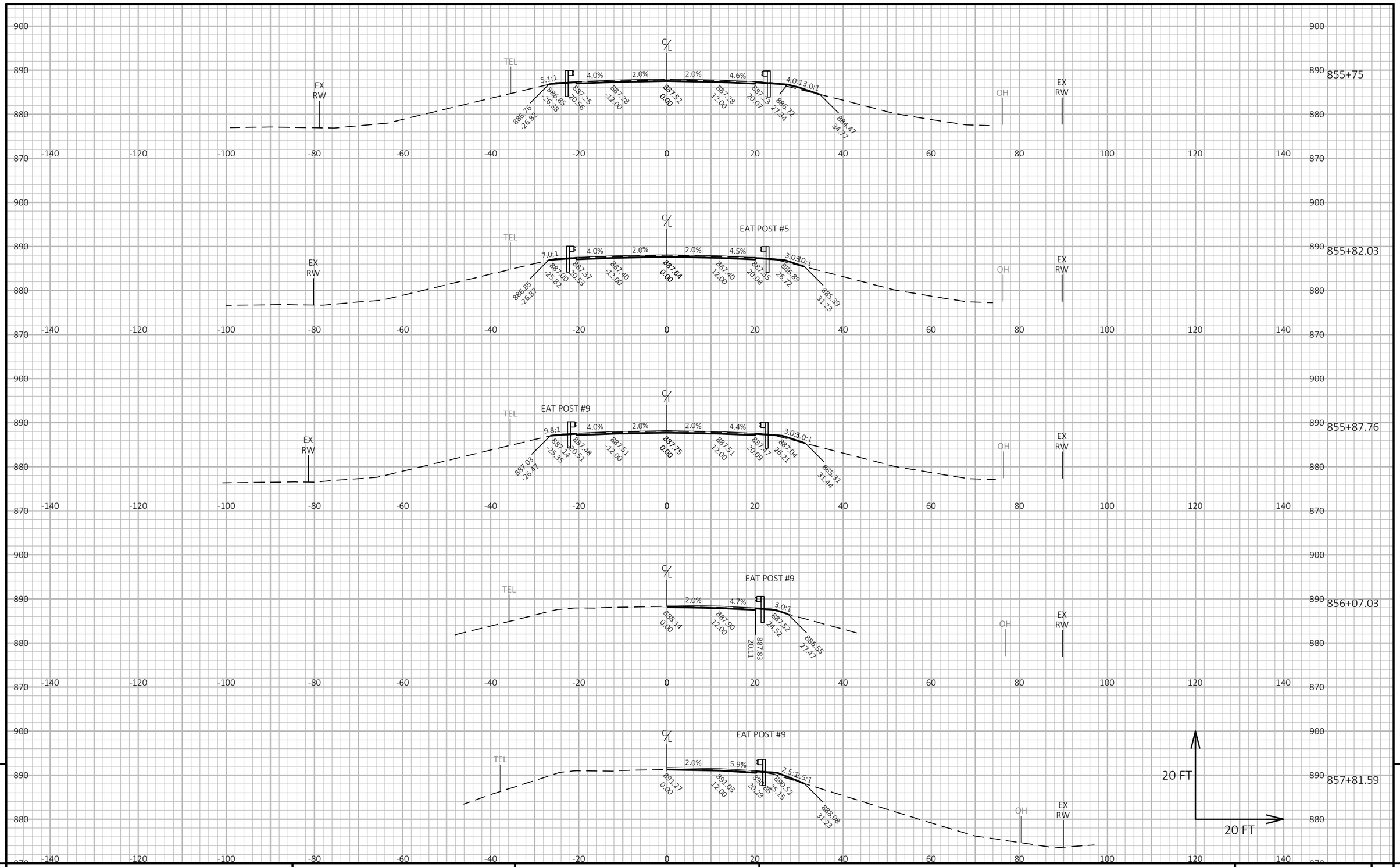
9

PROJECT NO: 3042-01-71	HWY: STH 60	COUNTY: DODGE	CROSS SECTIONS: STH 60	SHEET 155	E

FILE NAME : X:\PROJECTS\DODGE\200091 - 3042-01-01 STH 60\DESIGN\C3D\SHEETSPLAN\090201-XS (1IN=20FT).DWG
LAYOUT NAME - 090201-02

PLOT DATE : 10/19/2022 1:09 PM PLOT BY : RILEY SMEATON PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



PROJECT NO: 3042-01-71	HWY: STH 60	COUNTY: DODGE	CROSS SECTIONS: STH 60	SHEET 156	E

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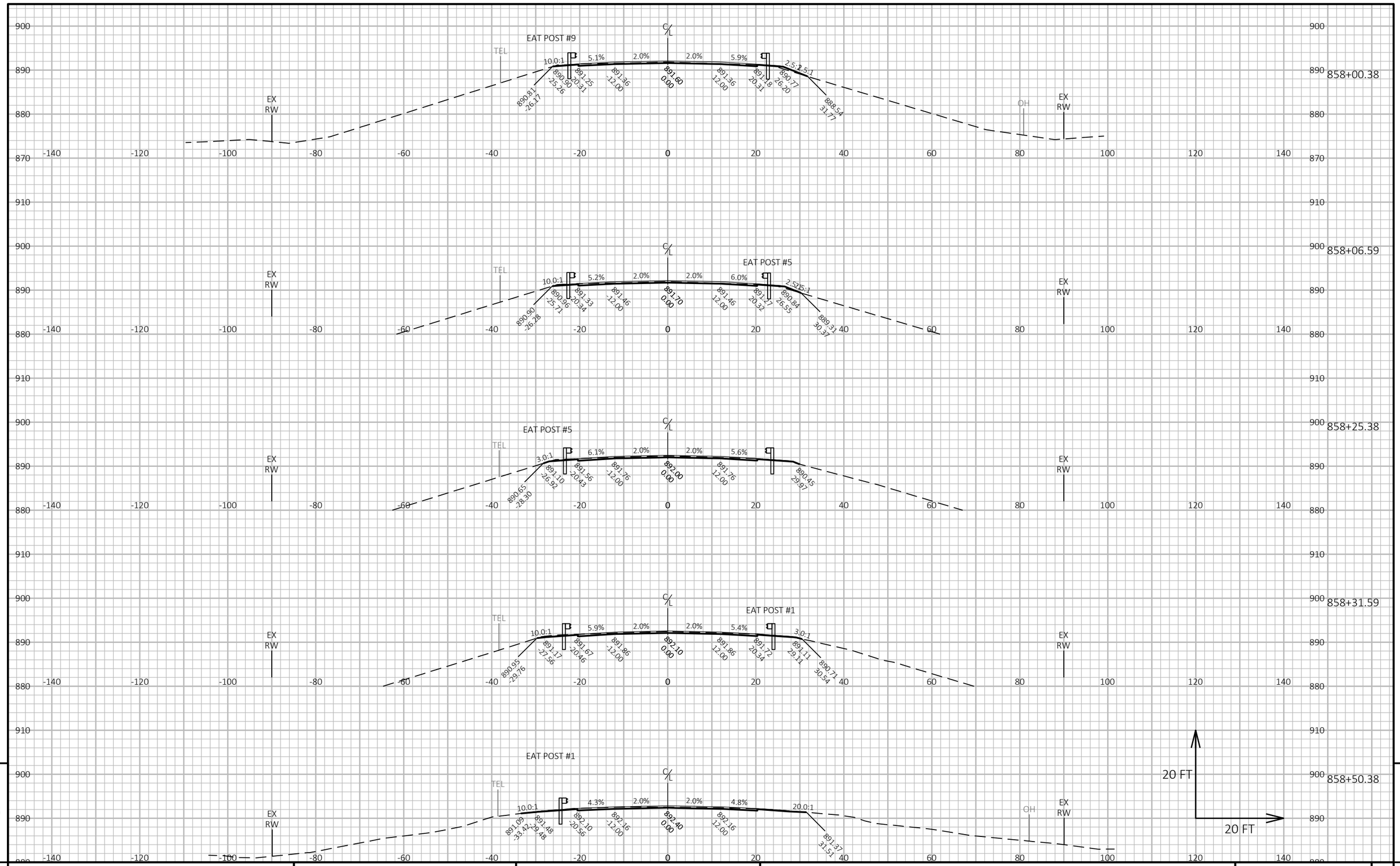
LAYOUT NAME - 090201-03

PLOT DATE : 10/19/2022 1:10 PM PLOT BY : RILEY SMEATON PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



9

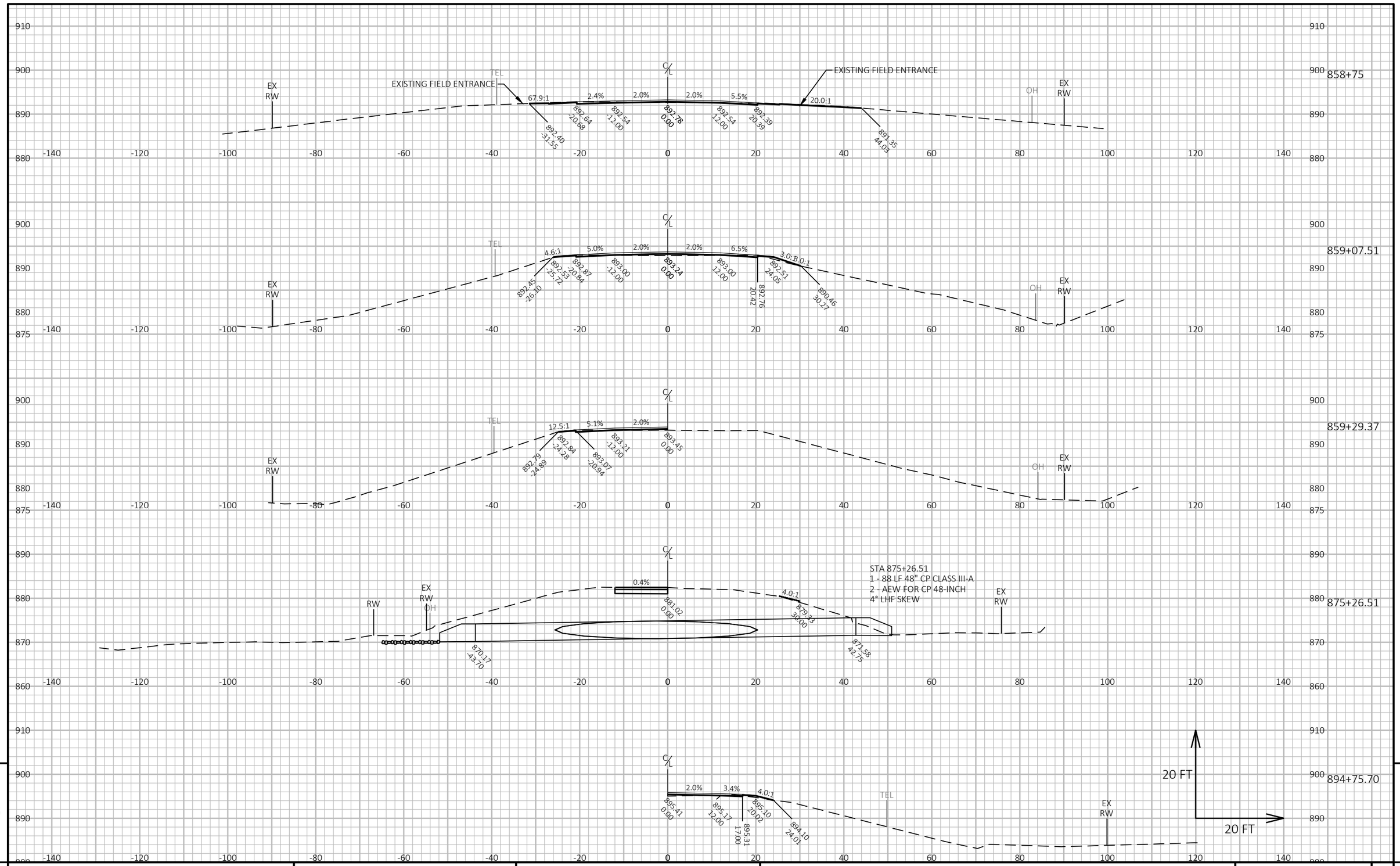
9

PROJECT NO: 3042-01-71	HWY: STH 60	COUNTY: DODGE	CROSS SECTIONS: STH 60	SHEET 157	E

FILE NAME : X:\PROJECTS\DODGE\200091 - 3042-01-01 STH 60\DESIGN\C3D\SHEETSPLAN\090201-XS (1IN=20FT).DWG
LAYOUT NAME - 090201-04

PLOT DATE : 10/19/2022 1:11 PM PLOT BY : RILEY SMEATON PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



9

9

PROJECT NO: 3042-01-71	HWY: STH 60	COUNTY: DODGE	CROSS SECTIONS: STH 60	SHEET 158	E

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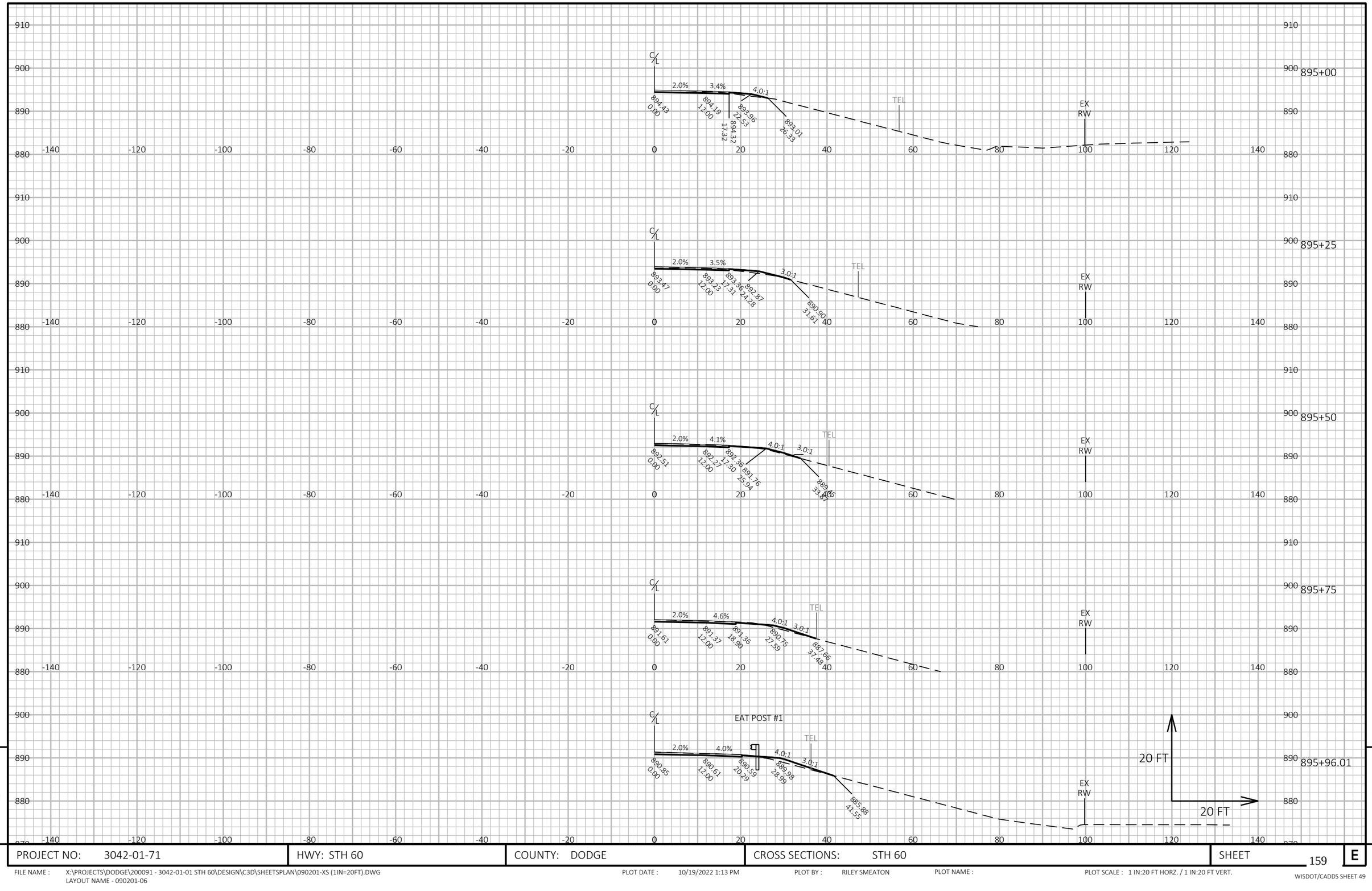
LAYOUT NAME - 090201-05

PLOT DATE : 10/19/2022 1:12 PM PLOT BY : RILEY SMEATON PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



9

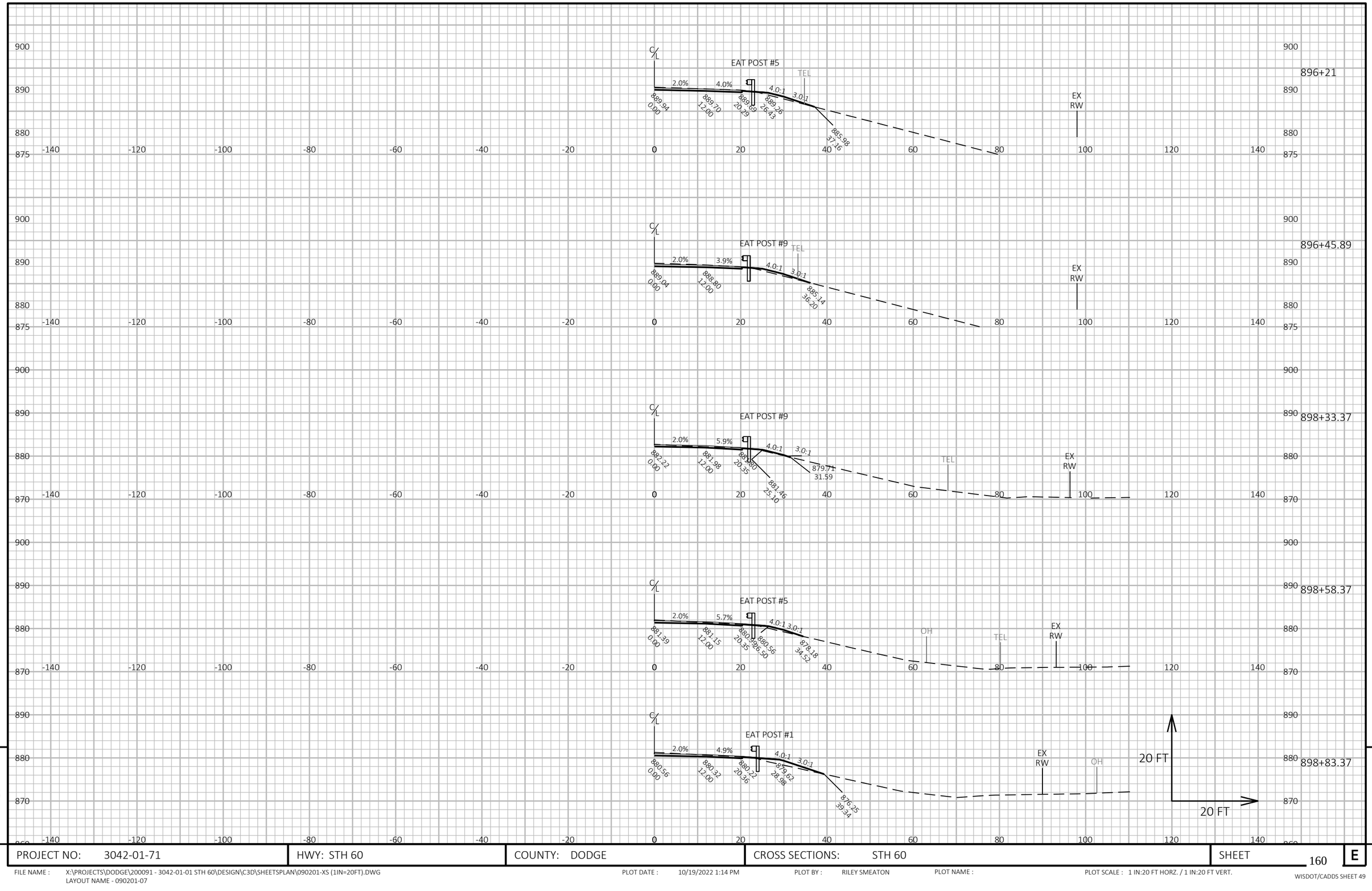
9

PROJECT NO: 3042-01-71	HWY: STH 60	COUNTY: DODGE	CROSS SECTIONS: STH 60	SHEET 159	E

FILE NAME : X:\PROJECTS\DODGE\200091 - 3042-01-01 STH 60\DESIGN\C3D\SHEETSPLAN\090201-XS (1IN=20FT).DWG
LAYOUT NAME - 090201-06

PLOT DATE : 10/19/2022 1:13 PM PLOT BY : RILEY SMEATON PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49

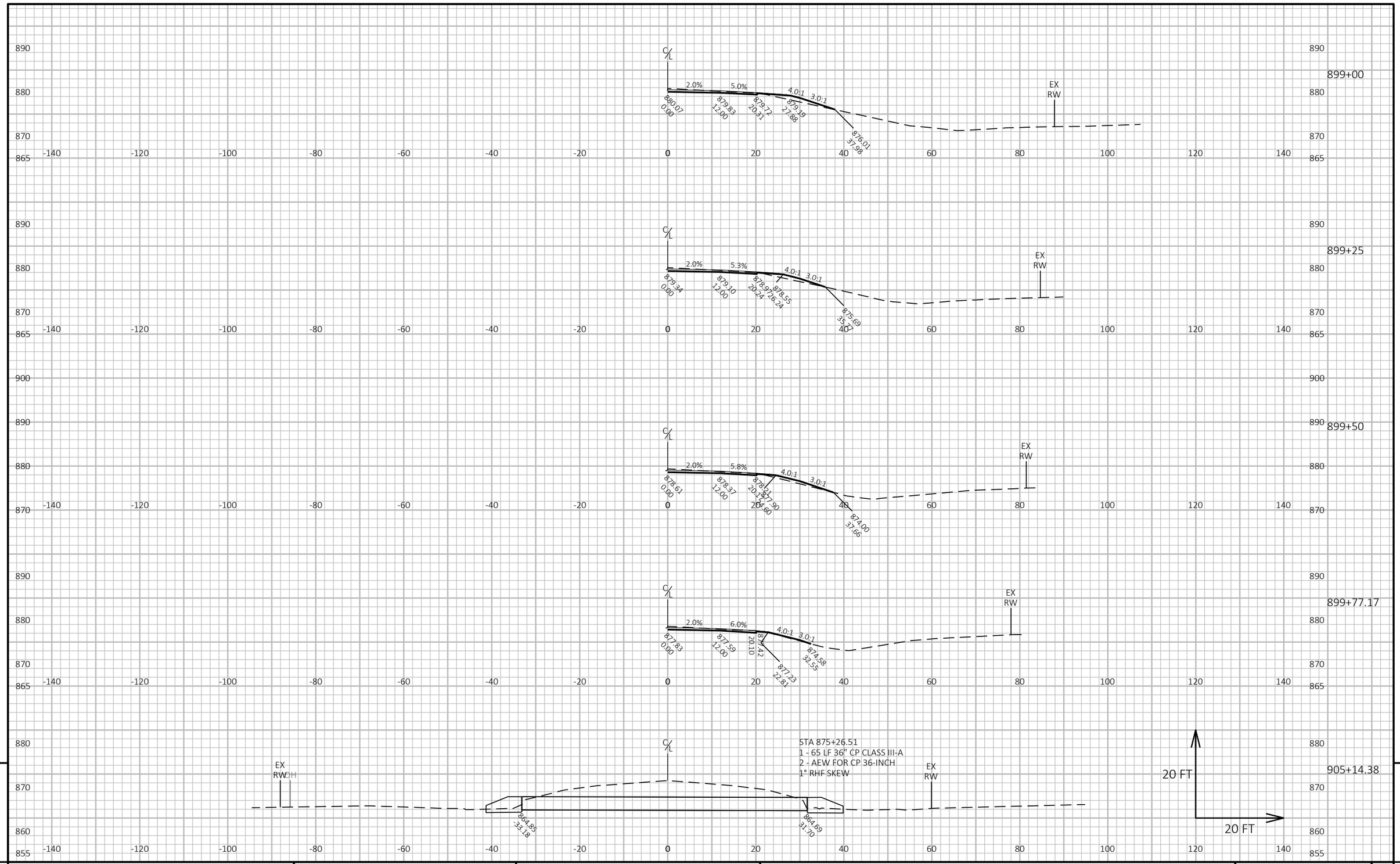


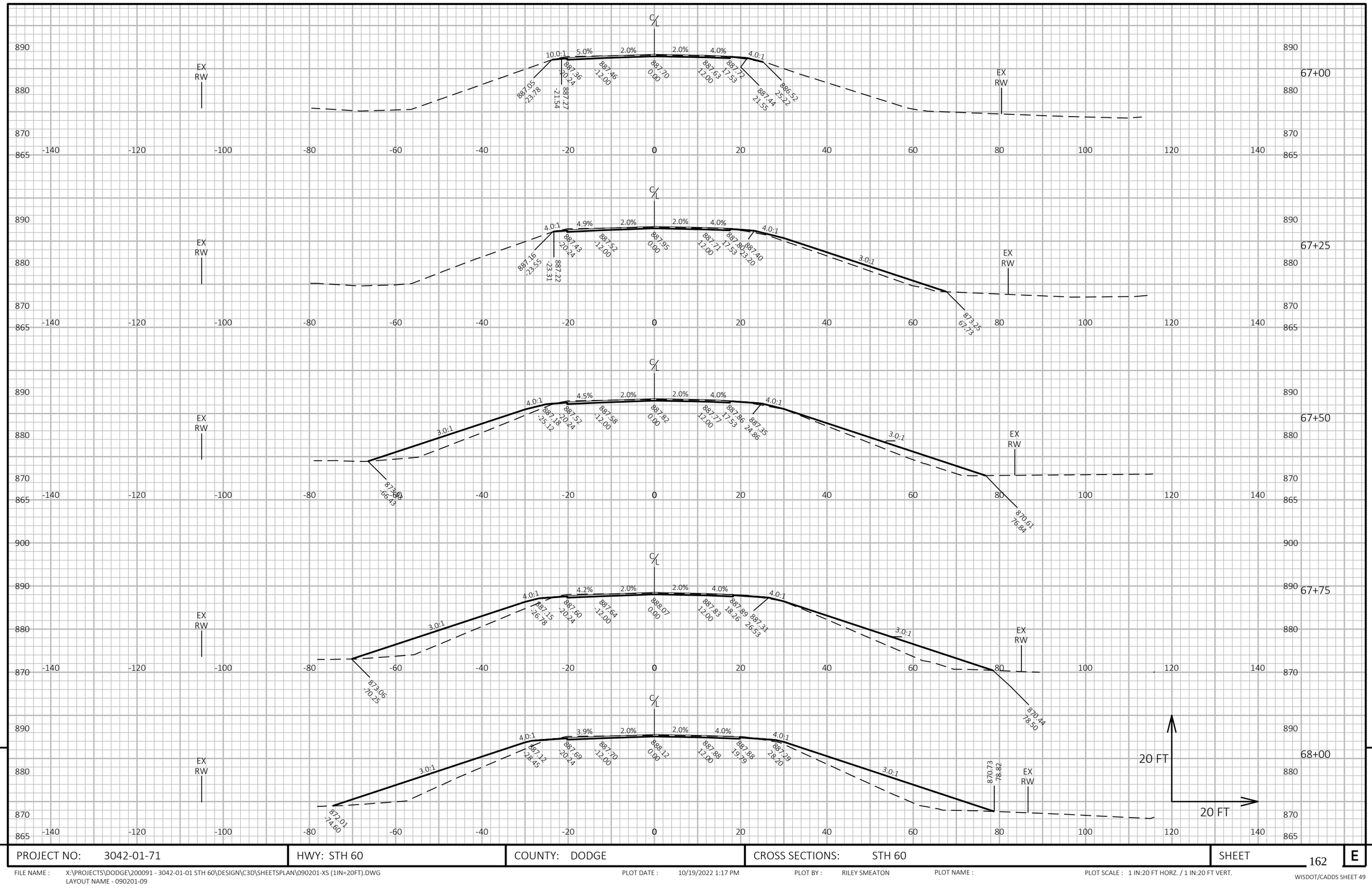
PROJECT NO: 3042-01-71	HWY: STH 60	COUNTY: DODGE	CROSS SECTIONS: STH 60	SHEET 160	E

FILE NAME : X:\PROJECTS\DODGE\200091 - 3042-01-01 STH 60\DESIGN\C3D\SHEETSPLAN\090201-XS (1IN=20FT).DWG
LAYOUT NAME - 090201-07

PLOT DATE : 10/19/2022 1:14 PM PLOT BY : RILEY SMEATON PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49


899+00
C/L
2.0%
5.0%
4.0:1
3.0:1
EX RW
880.07 0.00
879.83 12.00
879.72 20.31
879.19 27.88
876.01 37.98
899+25
C/L
2.0%
5.3%
4.0:1
3.0:1
EX RW
879.34 0.00
879.10 12.00
878.97 20.24
878.55 26.24
875.69 35.67
899+50
C/L
2.0%
5.8%
4.0:1
3.0:1
EX RW
878.61 0.00
878.37 12.00
878.27 20.36
877.90 27.60
874.00 37.66
899+77.17
C/L
2.0%
6.0%
4.0:1
3.0:1
EX RW
877.83 0.00
877.59 12.00
877.42 20.10
877.23 22.81
874.58 32.55
905+14.38
C/L
STA 875+26.51
1 - 65 LF 36" CP CLASS III-A
2 - AEW FOR CP 36-INCH
1° RHF SKEW
EX RW
EX RW
EX R

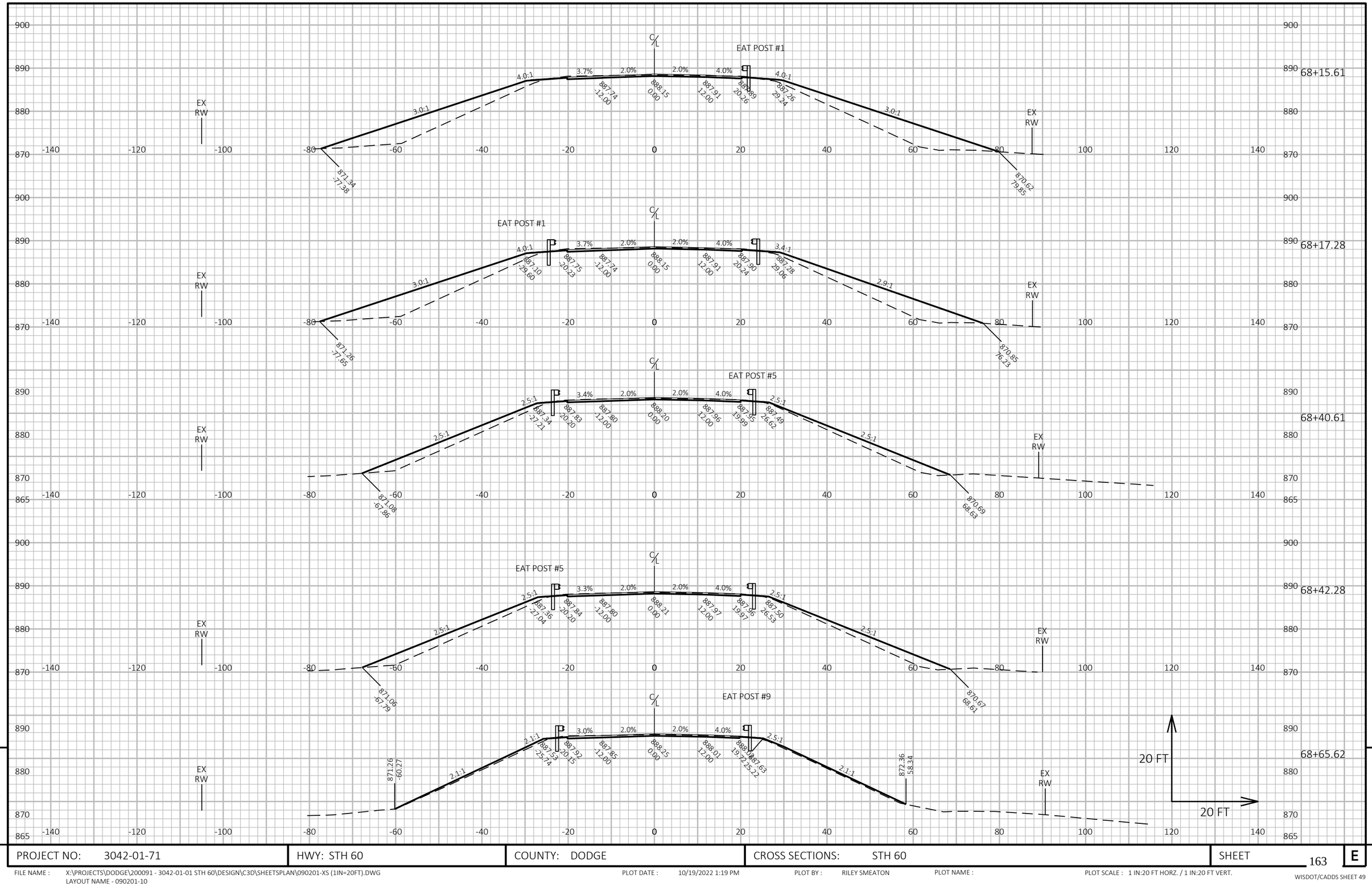


PROJECT NO: 3042-01-71	HWY: STH 60	COUNTY: DODGE	CROSS SECTIONS: STH 60	SHEET 162	E

FILE NAME : X:\PROJECTS\DODGE\200091 - 3042-01-01 STH 60\DESIGN\C3D\SHEETSPLAN\090201-XS (1IN=20FT).DWG
LAYOUT NAME - 090201-09

PLOT DATE : 10/19/2022 1:17 PM PLOT BY : RILEY SMEATON PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



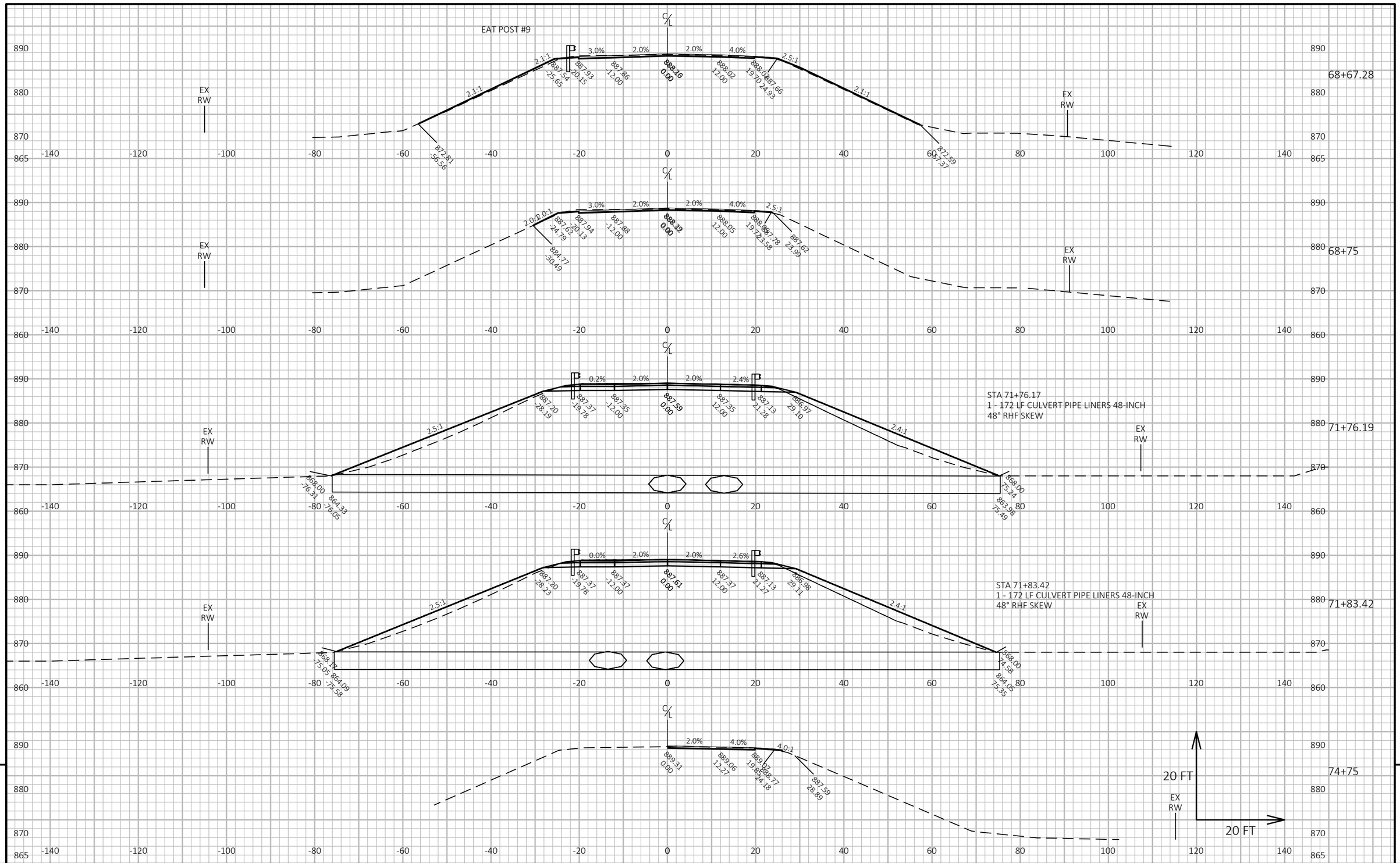
PROJECT NO: 3042-01-71	HWY: STH 60	COUNTY: DODGE	CROSS SECTIONS: STH 60	SHEET 163 E

FILE NAME : X:\PROJECTS\DODGE\200091 - 3042-01-01 STH 60\DESIGN\C3D\SHEETSPLAN\090201-XS (1IN=20FT).DWG
LAYOUT NAME - 090201-10

PLOT DATE : 10/19/2022 1:19 PM PLOT BY : RILEY SMEATON PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49

EAT POST #9



9

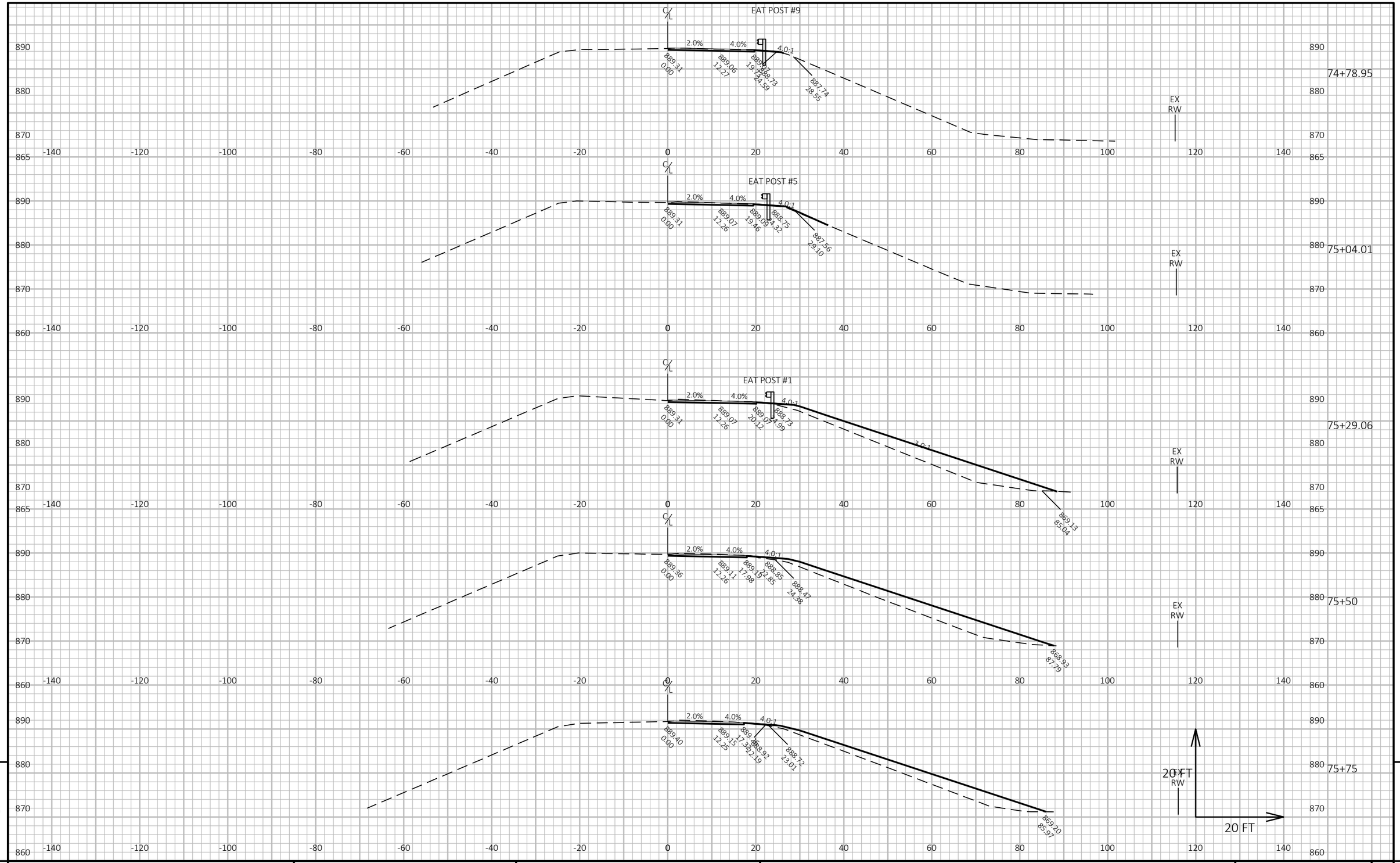
9

PROJECT NO: 3042-01-71	HWY: STH 60	COUNTY: DODGE	CROSS SECTIONS: STH 60	SHEET 164	E

FILE NAME : X:\PROJECTS\DODGE\200091 - 3042-01-01 STH 60\DESIGN\C3D\SHEETSPLAN\090201-XS (1IN=20FT).DWG
LAYOUT NAME - 090201-11

PLOT DATE : 10/19/2022 1:20 PM PLOT BY : RILEY SMEATON PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49

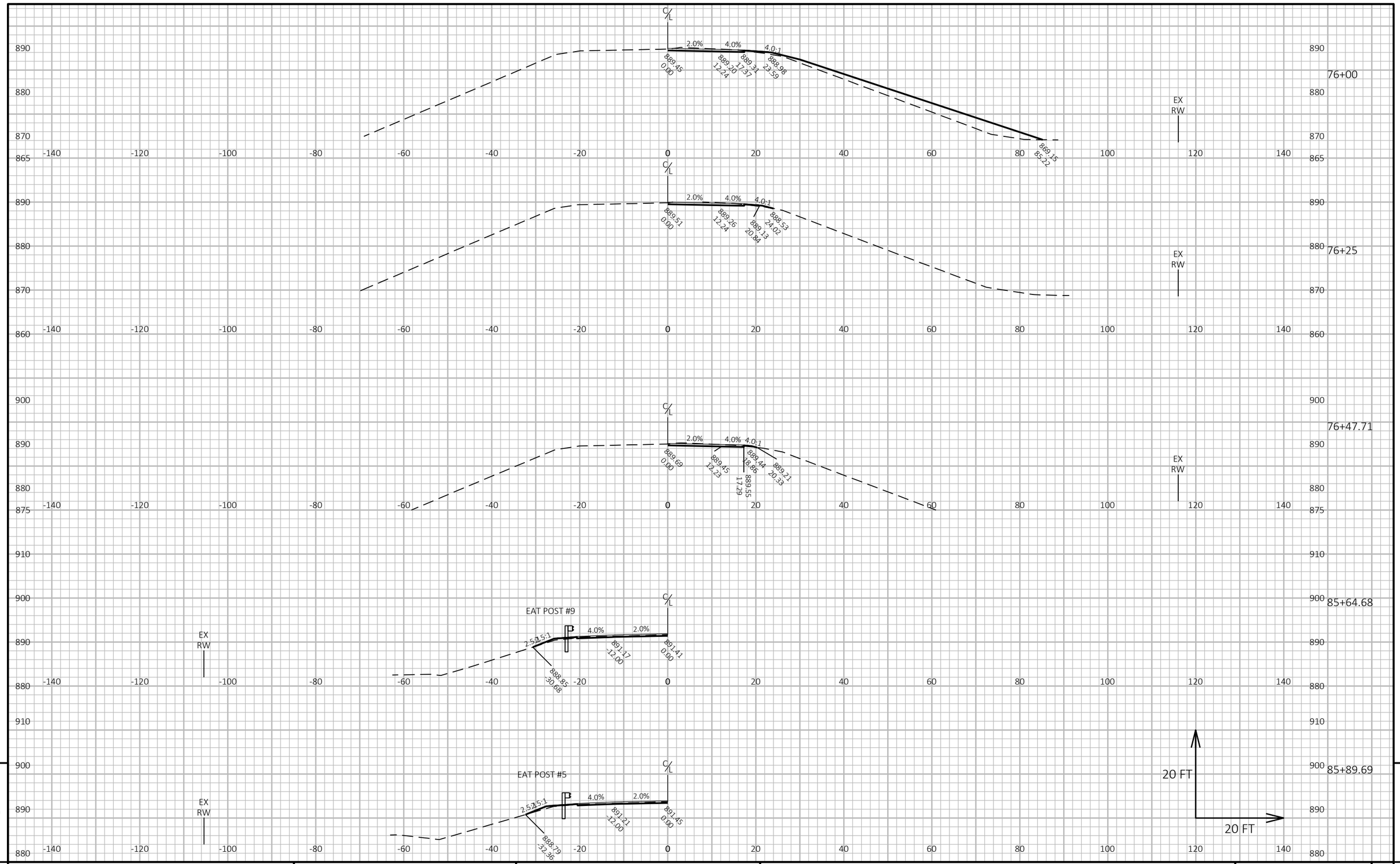


PROJECT NO: 3042-01-71	HWY: STH 60	COUNTY: DODGE	CROSS SECTIONS: STH 60	SHEET 165 E

FILE NAME : X:\PROJECTS\DODGE\200091 - 3042-01-01 STH 60\DESIGN\C3D\SHEETSPLAN\090201-XS (1IN=20FT).DWG
LAYOUT NAME - 090201-12

PLOT DATE : 10/19/2022 1:21 PM PLOT BY : RILEY SMEATON PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49

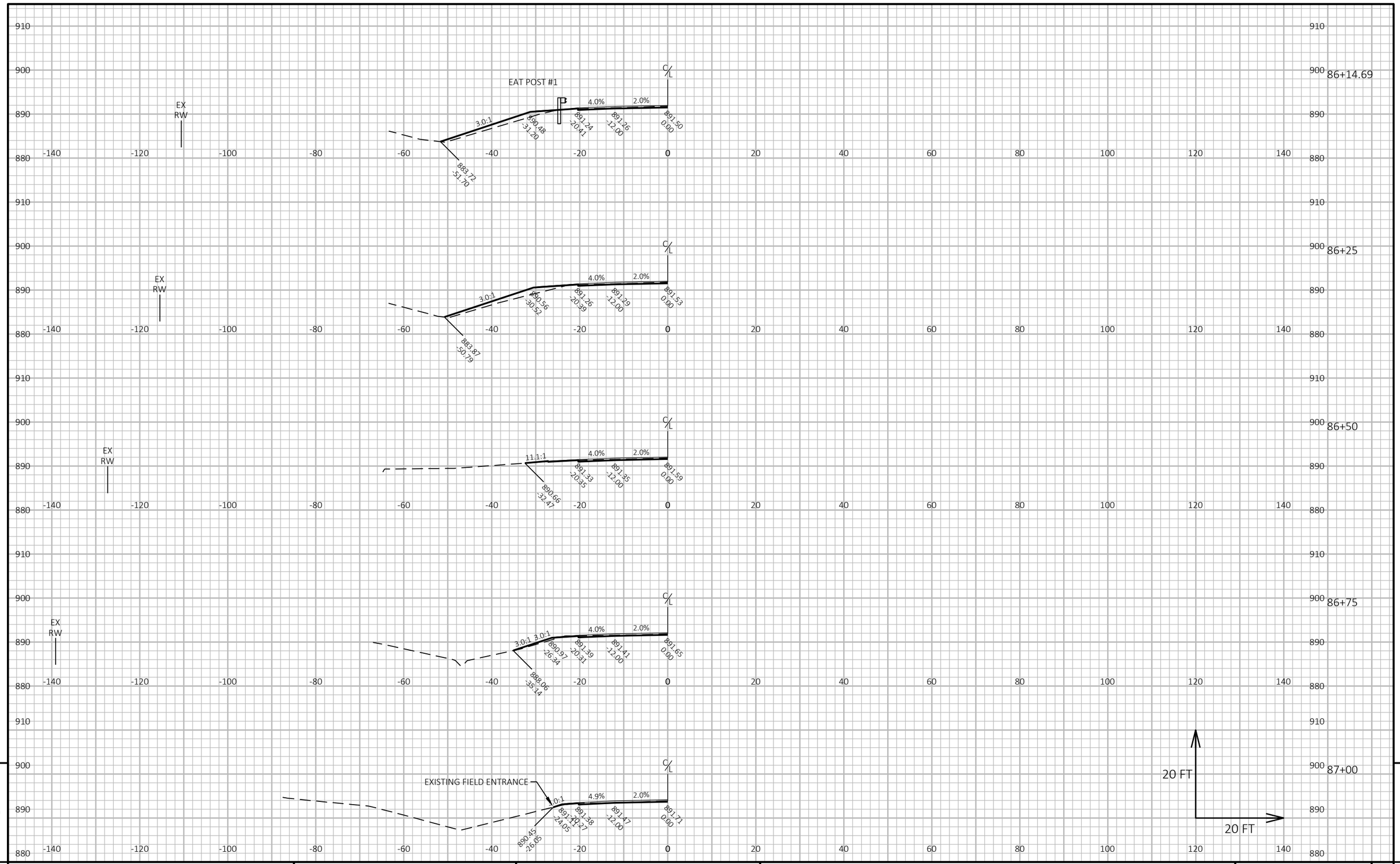


PROJECT NO: 3042-01-71	HWY: STH 60	COUNTY: DODGE	CROSS SECTIONS: STH 60	SHEET 166	E

FILE NAME : X:\PROJECTS\DODGE\200091 - 3042-01-01 STH 60\DESIGN\C3D\SHEETSPLAN\090201-XS (1IN=20FT).DWG
LAYOUT NAME - 090201-13

PLOT DATE : 10/19/2022 1:22 PM PLOT BY : RILEY SMEATON PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



9

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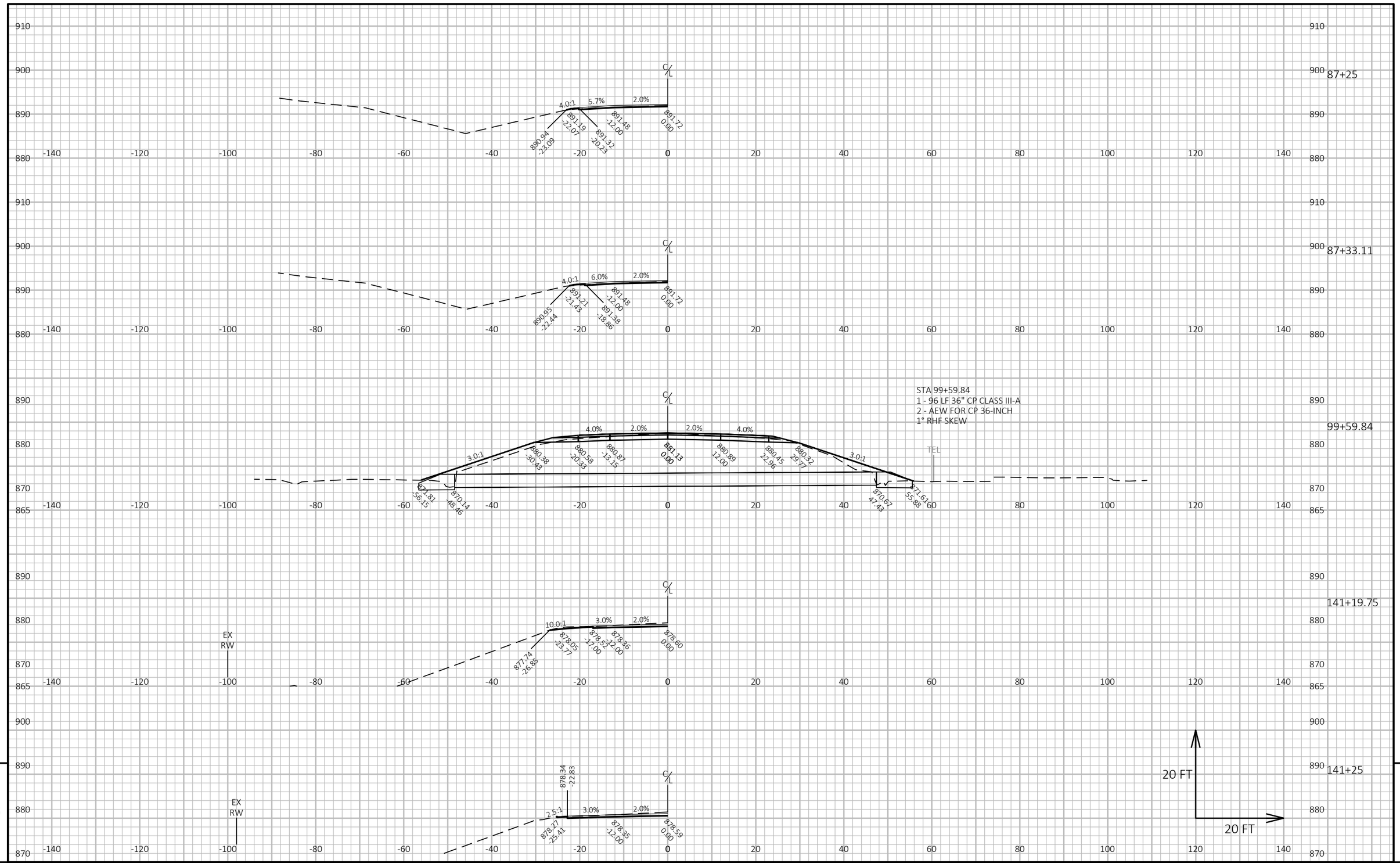
PROJECT NO: 3042-01-71	HWY: STH 60	COUNTY: DODGE	CROSS SECTIONS: STH 60	SHEET 167	E

FILE NAME : X:\PROJECTS\DODGE\200091 - 3042-01-01 STH 60\DESIGN\C3D\SHEETSPLAN\090201-XS (1IN=20FT).DWG
LAYOUT NAME - 090201-14

PLOT DATE : 10/19/2022 1:24 PM PLOT BY : RILEY SMEATON PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



9

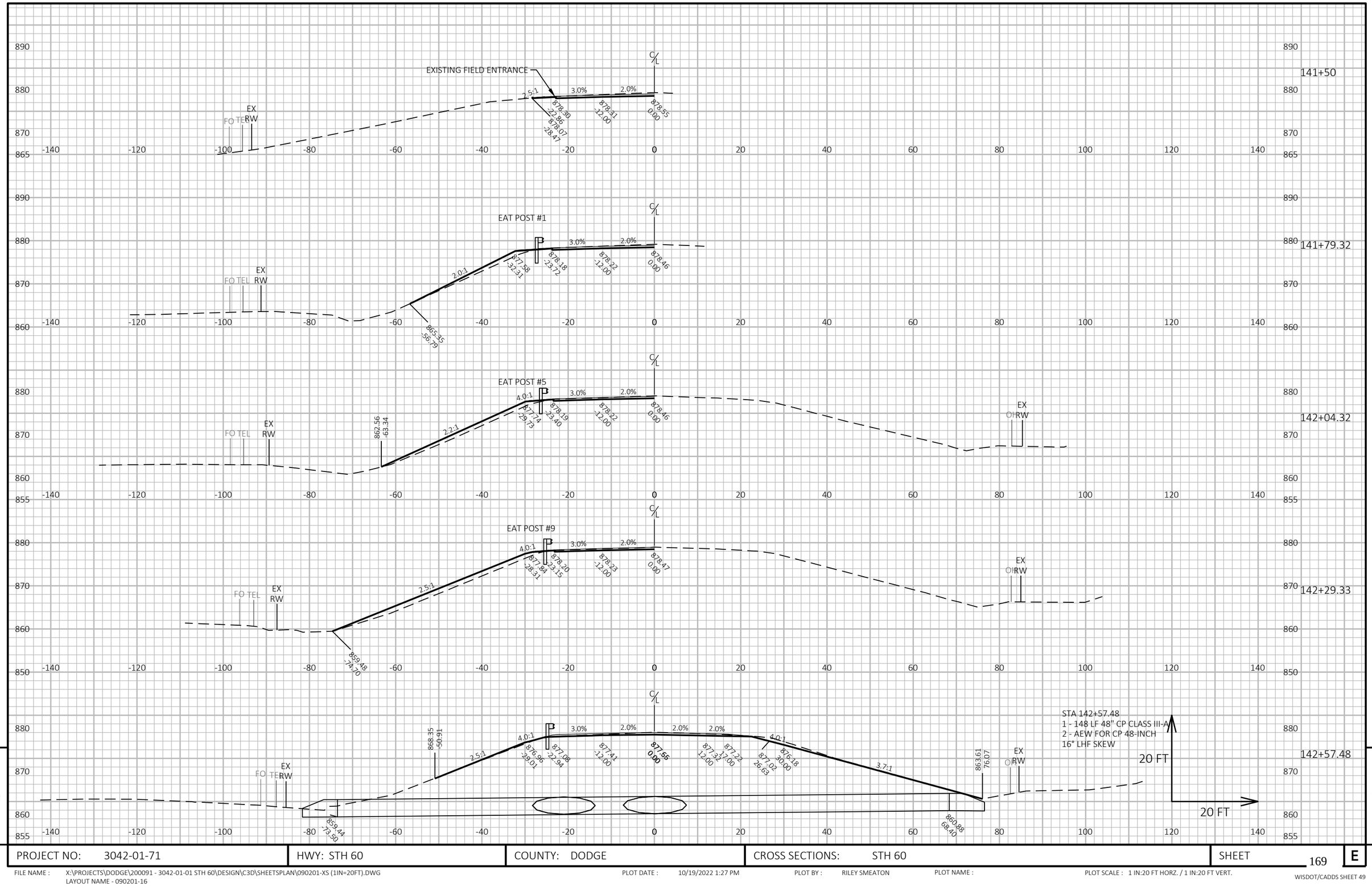
9

PROJECT NO: 3042-01-71	HWY: STH 60	COUNTY: DODGE	CROSS SECTIONS: STH 60	SHEET 168	E

FILE NAME : X:\PROJECTS\DODGE\200091 - 3042-01-01 STH 60\DESIGN\C3D\SHEETSPLAN\090201-XS (1IN=20FT).DWG
LAYOUT NAME - 090201-15

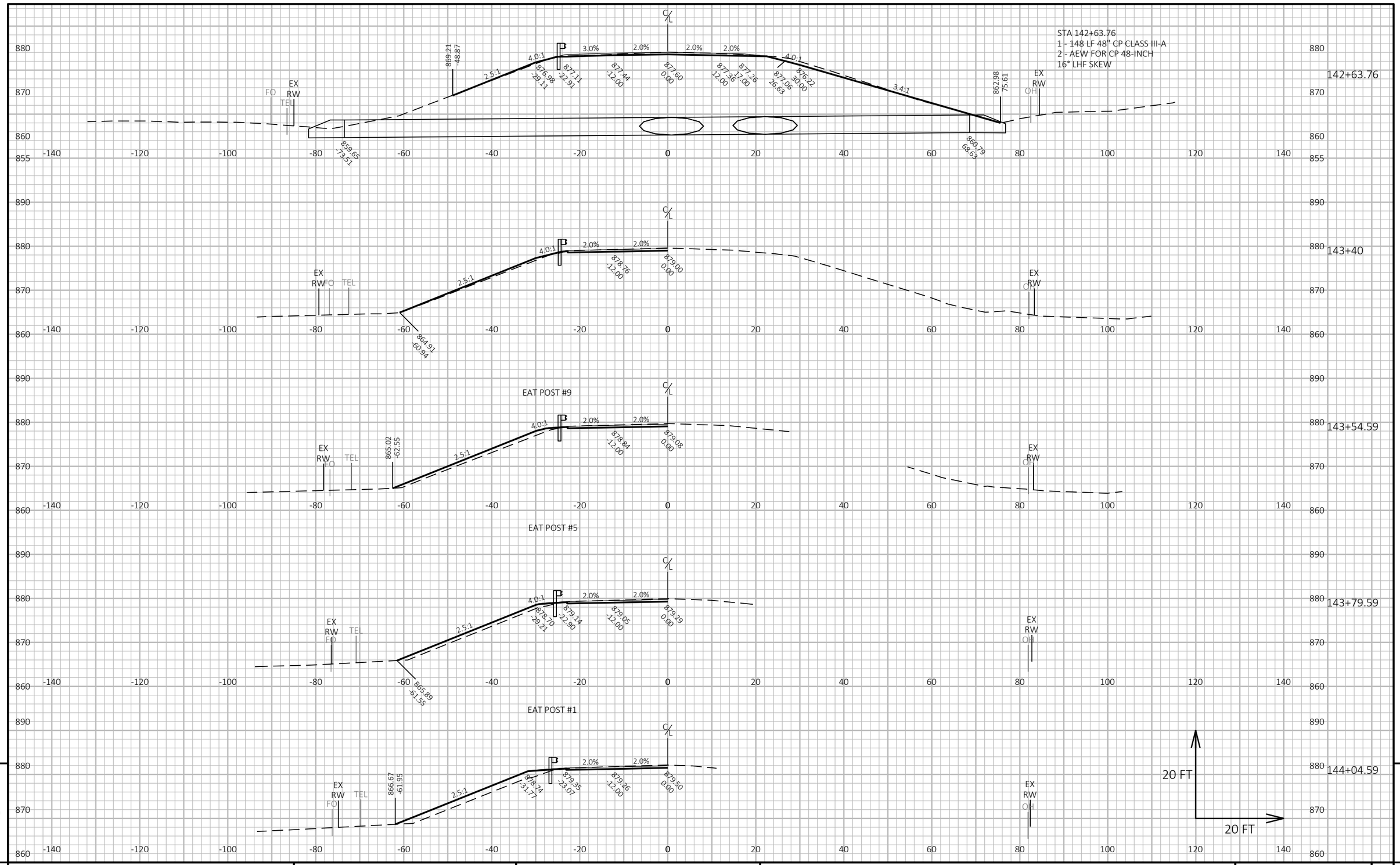
PLOT DATE : 10/19/2022 1:25 PM PLOT BY : RILEY SMEATON PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



PROJECT NO: 3042-01-71	HWY: STH 60	COUNTY: DODGE	CROSS SECTIONS: STH 60	SHEET 169	E

FILE NAME : X:\PROJECTS\DODGE\200091 - 3042-01-01 STH 60\DESIGN\C3D\SHEETSPLAN\090201-XS (1IN=20FT).DWG
LAYOUT NAME - 090201-16
PLOT DATE : 10/19/2022 1:27 PM
PLOT BY : RILEY SMEATON
PLOT NAME :
PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.
WISDOT/CADDS SHEET 49

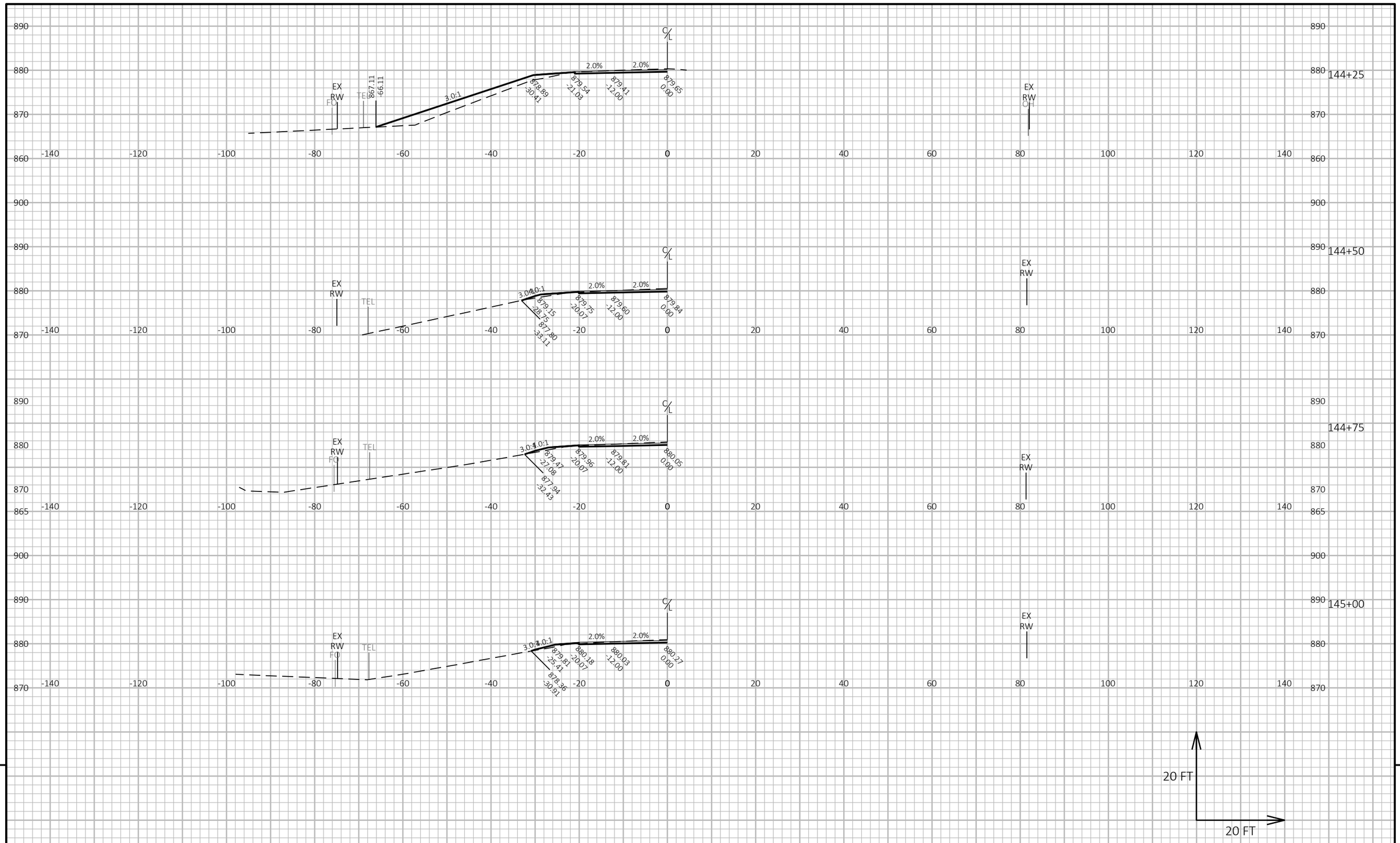


PROJECT NO: 3042-01-71	HWY: STH 60	COUNTY: DODGE	CROSS SECTIONS: STH 60	SHEET 170	E

FILE NAME : X:\PROJECTS\DODGE\200091 - 3042-01-01 STH 60\DESIGN\C3D\SHEETSPLAN\090201-XS (1IN=20FT).DWG
LAYOUT NAME - 090201-17

PLOT DATE : 10/19/2022 1:29 PM PLOT BY : RILEY SMEATON PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49

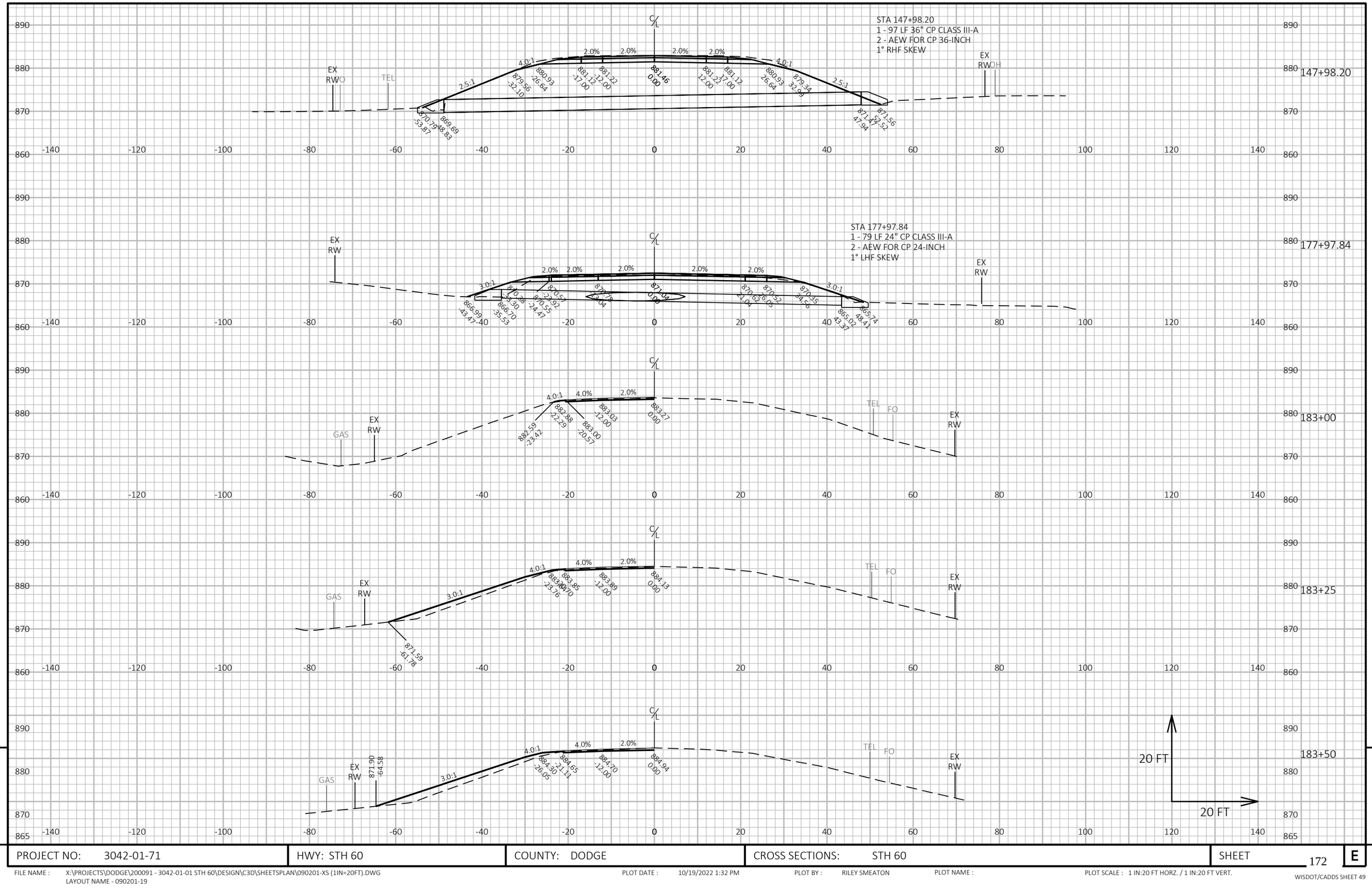


PROJECT NO: 3042-01-71	HWY: STH 60	COUNTY: DODGE	CROSS SECTIONS: STH 60	SHEET 171	E

FILE NAME : X:\PROJECTS\DODGE\200091 - 3042-01-01 STH 60\DESIGN\C3D\SHEETSPLAN\090201-XS (1IN=20FT).DWG
LAYOUT NAME - 090201-18

PLOT DATE : 10/19/2022 1:30 PM PLOT BY : RILEY SMEATON PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49

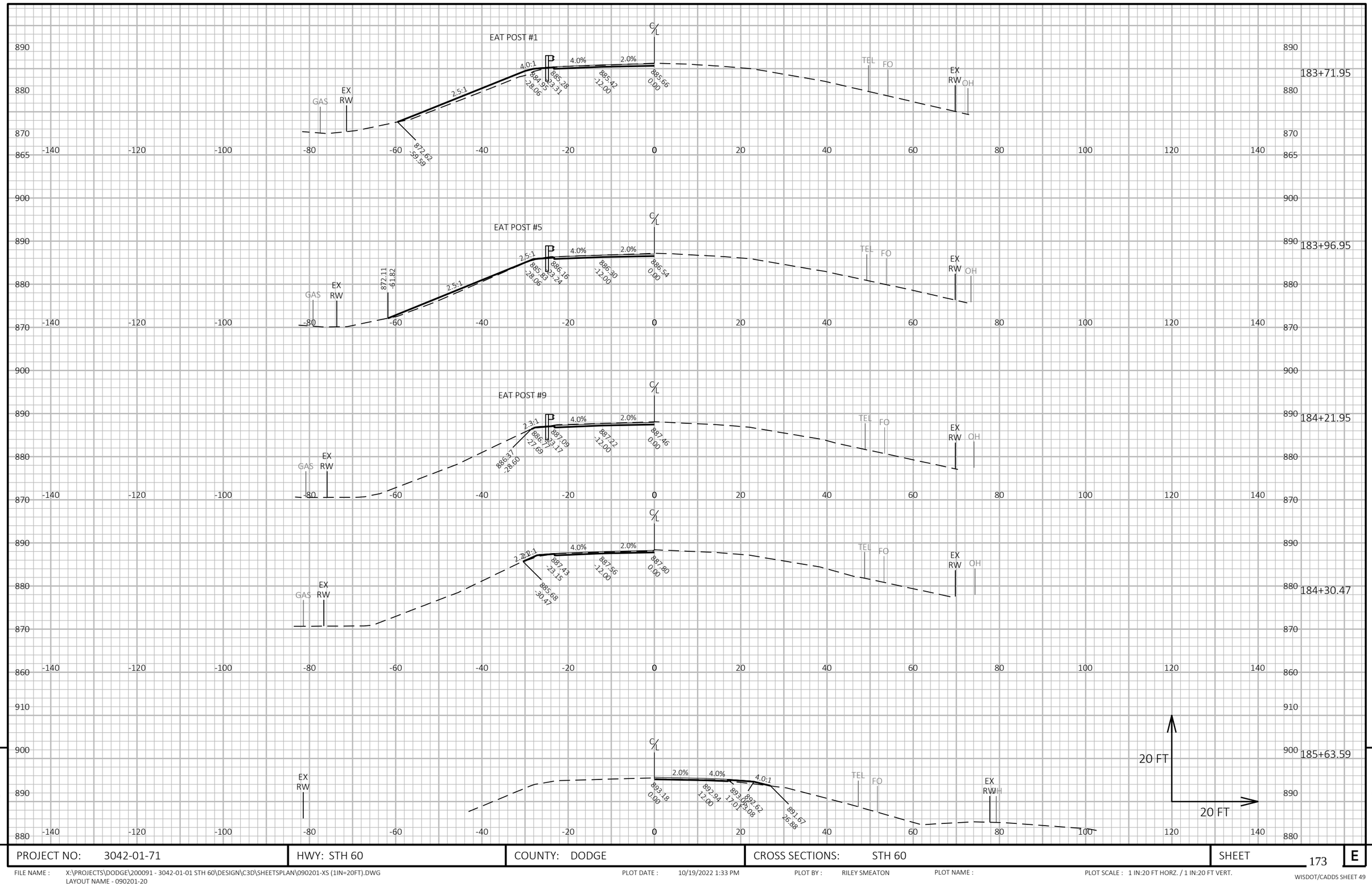


PROJECT NO: 3042-01-71	HWY: STH 60	COUNTY: DODGE	CROSS SECTIONS: STH 60	SHEET 172	E

FILE NAME : X:\PROJECTS\DODGE\200091 - 3042-01-01 STH 60\DESIGN\C3D\SHEETSPLAN\090201-XS (1IN=20FT).DWG
LAYOUT NAME - 090201-19

PLOT DATE : 10/19/2022 1:32 PM PLOT BY : RILEY SMEATON PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49

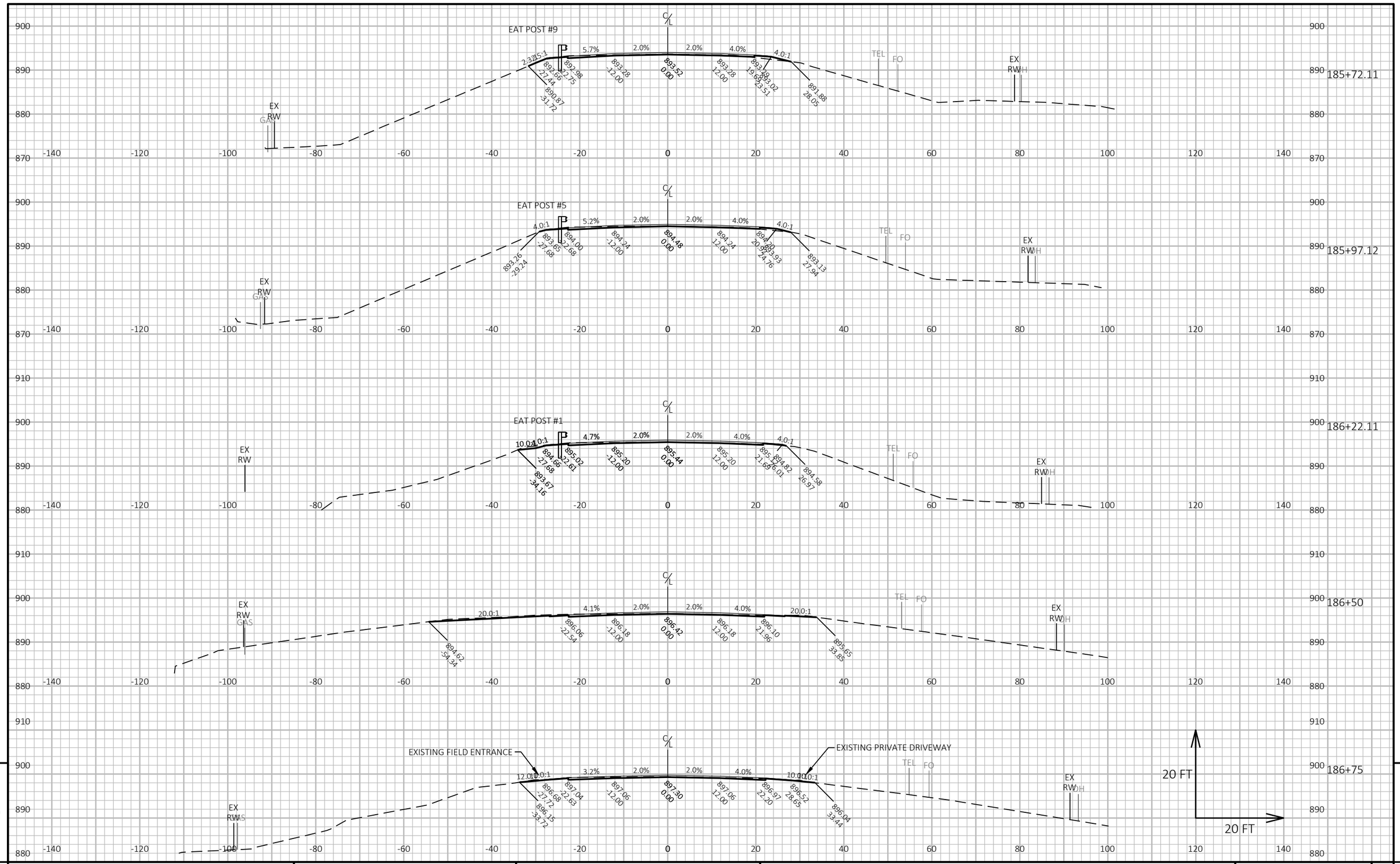


PROJECT NO: 3042-01-71	HWY: STH 60	COUNTY: DODGE	CROSS SECTIONS: STH 60	SHEET 173	E

FILE NAME : X:\PROJECTS\DODGE\200091 - 3042-01-01 STH 60\DESIGN\C3D\SHEETSPLAN\090201-XS (1IN=20FT).DWG
LAYOUT NAME - 090201-20

PLOT DATE : 10/19/2022 1:33 PM PLOT BY : RILEY SMEATON PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49

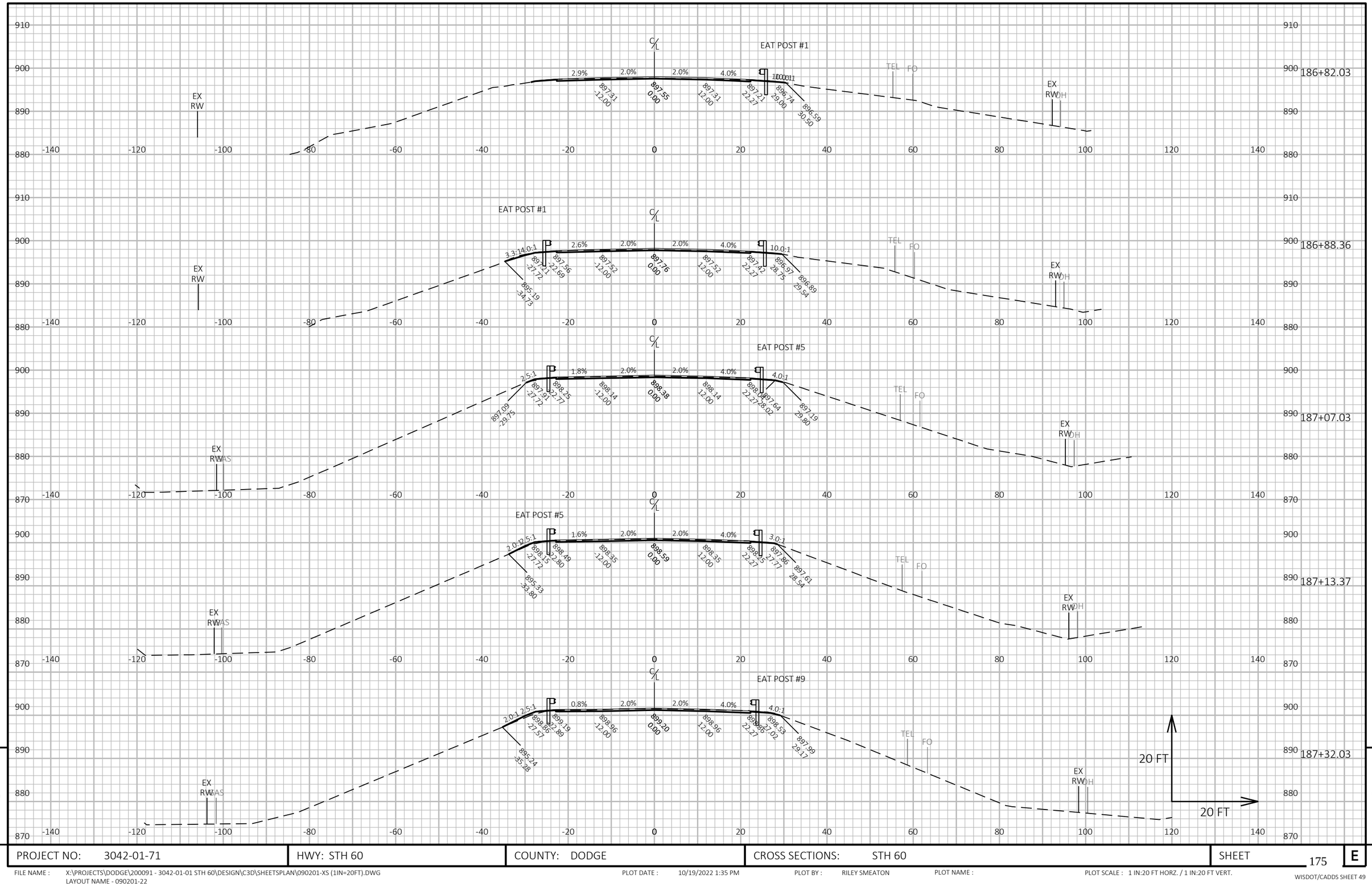


PROJECT NO: 3042-01-71	HWY: STH 60	COUNTY: DODGE	CROSS SECTIONS: STH 60	SHEET 174	E

FILE NAME : X:\PROJECTS\DODGE\200091 - 3042-01-01 STH 60\DESIGN\C3D\SHEETSPLAN\090201-XS (1IN=20FT).DWG
LAYOUT NAME - 090201-21

PLOT DATE : 10/19/2022 1:34 PM PLOT BY : RILEY SMEATON PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49

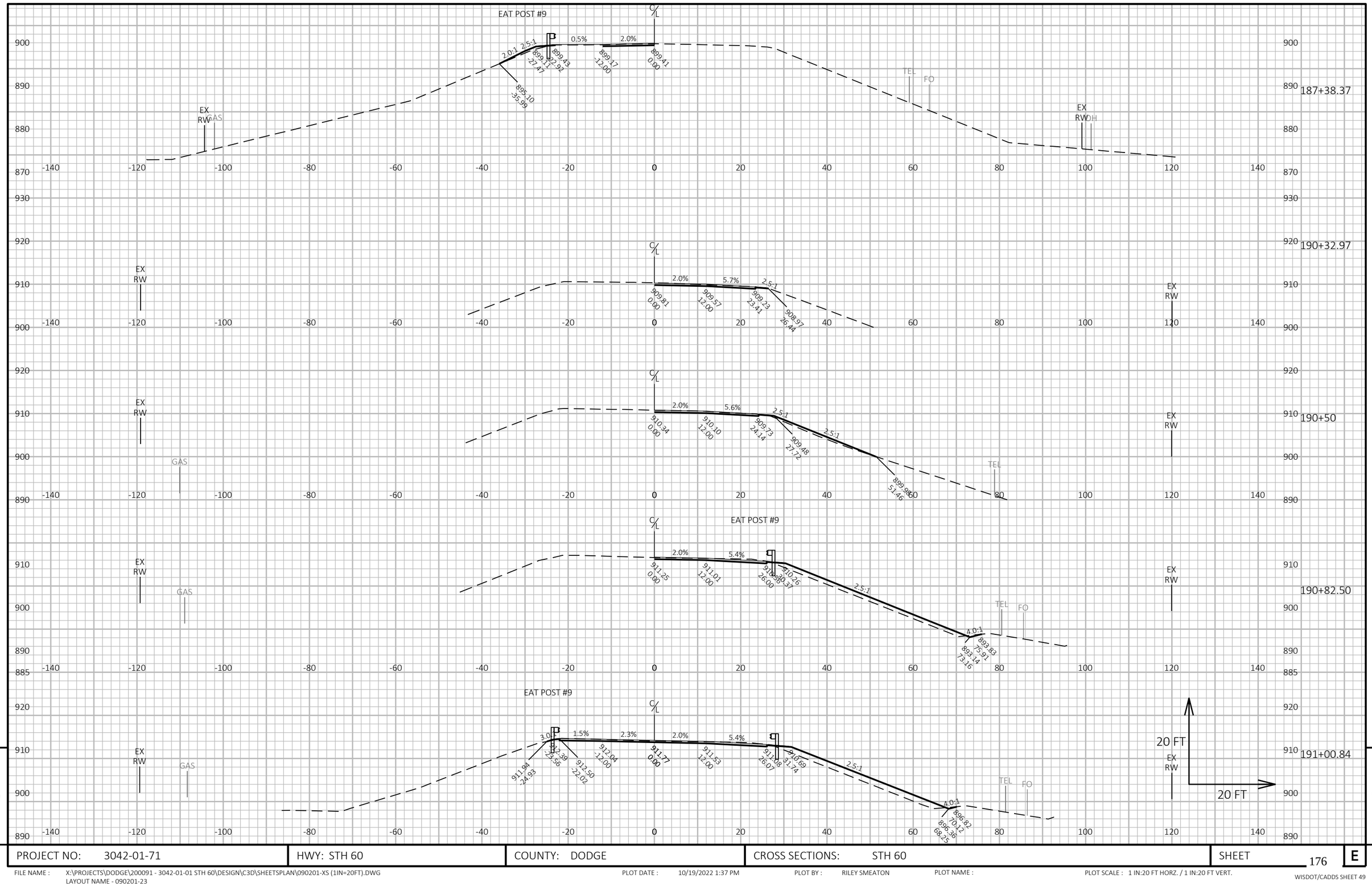


PROJECT NO: 3042-01-71	HWY: STH 60	COUNTY: DODGE	CROSS SECTIONS: STH 60	SHEET 175	E

FILE NAME : X:\PROJECTS\DODGE\200091 - 3042-01-01 STH 60\DESIGN\C3D\SHEETSPLAN\090201-XS (1IN=20FT).DWG
LAYOUT NAME - 090201-22

PLOT DATE : 10/19/2022 1:35 PM PLOT BY : RILEY SMEATON PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49

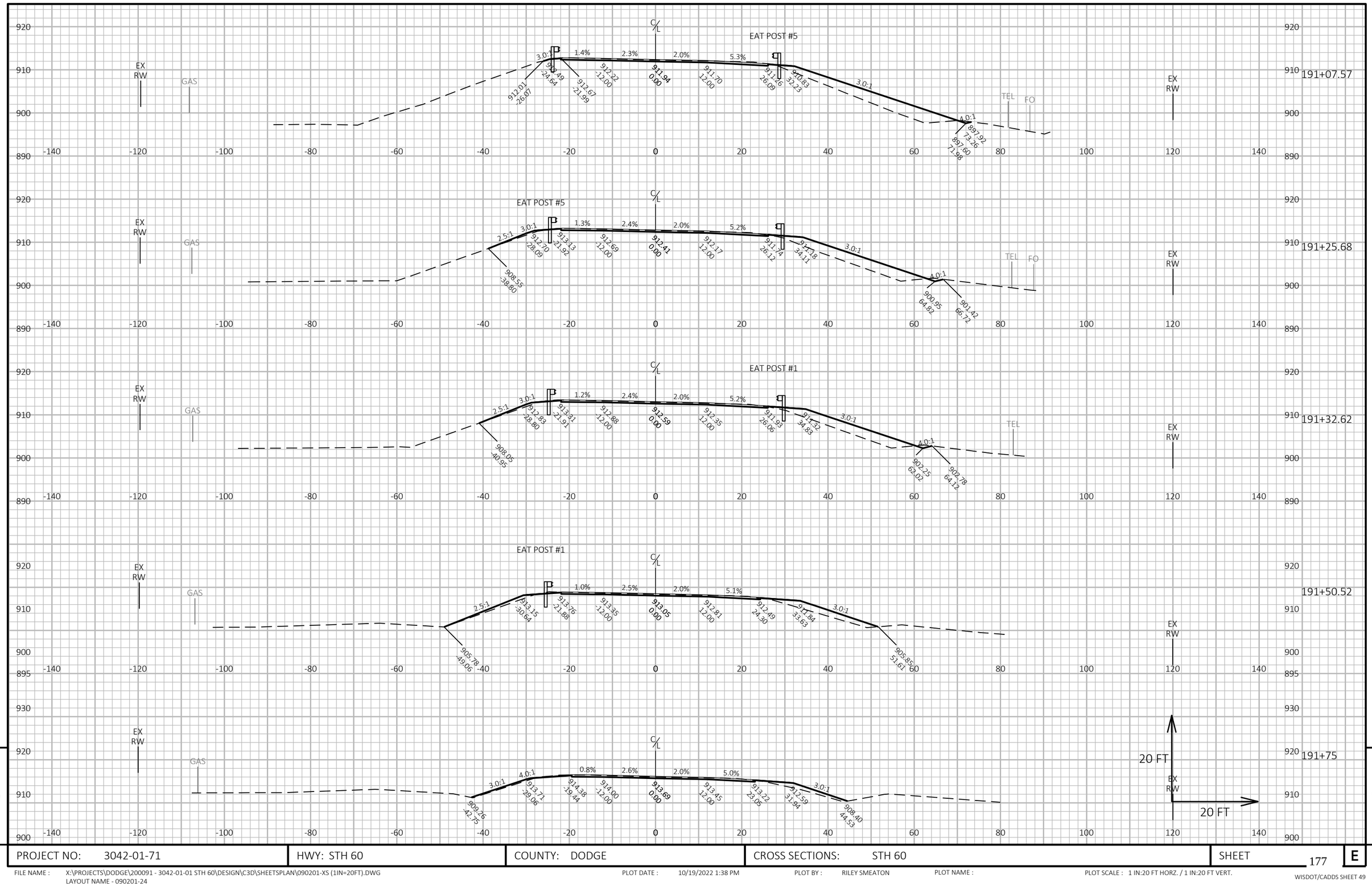


PROJECT NO: 3042-01-71	HWY: STH 60	COUNTY: DODGE	CROSS SECTIONS: STH 60	SHEET 176	E

FILE NAME : X:\PROJECTS\DODGE\200091 - 3042-01-01 STH 60\DESIGN\C3D\SHEETSPLAN\090201-XS (1IN=20FT).DWG
LAYOUT NAME - 090201-23

PLOT DATE : 10/19/2022 1:37 PM PLOT BY : RILEY SMEATON PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



PROJECT NO: 3042-01-71	HWY: STH 60	COUNTY: DODGE	CROSS SECTIONS: STH 60	SHEET 177	E

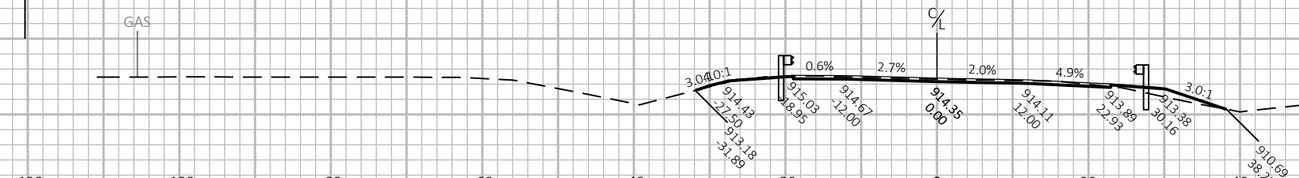
FILE NAME : X:\PROJECTS\DODGE\200091 - 3042-01-01 STH 60\DESIGN\C3D\SHEETSPLAN\090201-XS (1IN=20FT).DWG
LAYOUT NAME - 090201-24

PLOT DATE : 10/19/2022 1:38 PM PLOT BY : RILEY SMEATON PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

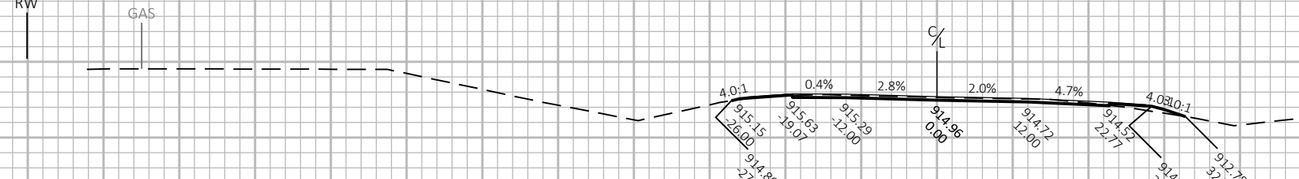
WISDOT/CADDS SHEET 49

EAT POST #5

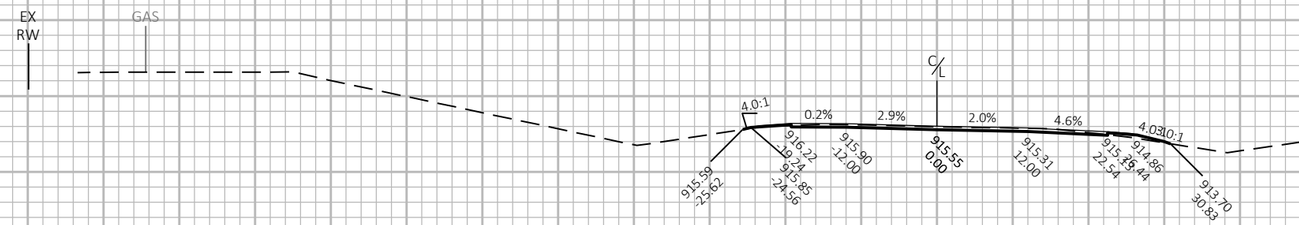
192+00



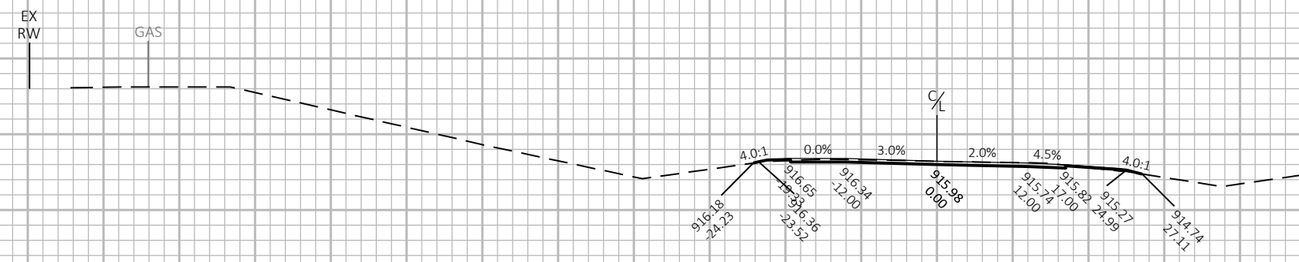
192+25



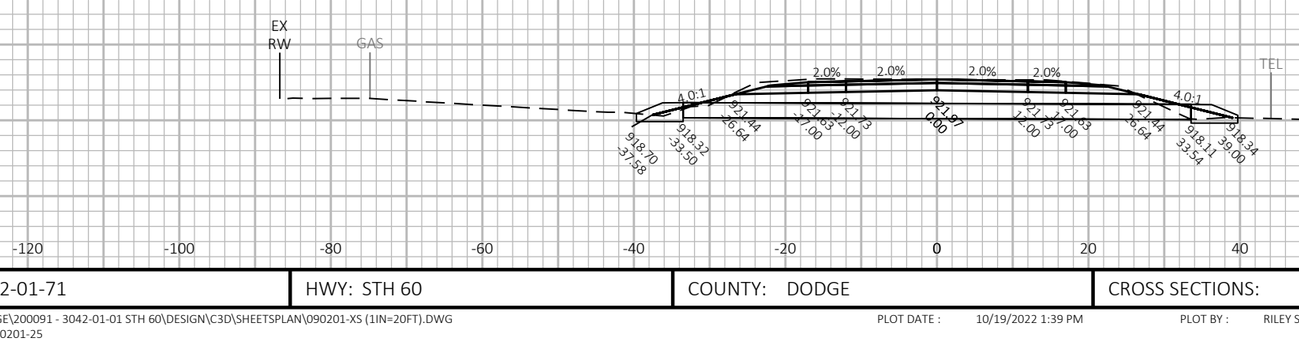
192+50



192+68.76



202+97.05



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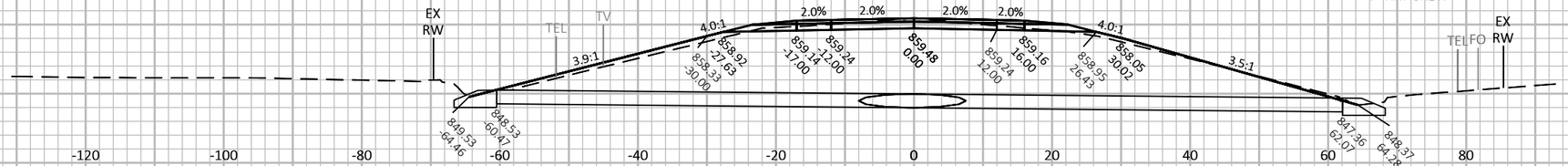
PROJECT NO: 3042-01-71	HWY: STH 60	COUNTY: DODGE	CROSS SECTIONS: STH 60	SHEET 178	E

FILE NAME : X:\PROJECTS\DODGE\200091 - 3042-01-01 STH 60\DESIGN\C3D\SHEETSPLAN\090201-XS (1IN=20FT).DWG
LAYOUT NAME - 090201-25

PLOT DATE : 10/19/2022 1:39 PM PLOT BY : RILEY SMEATON PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

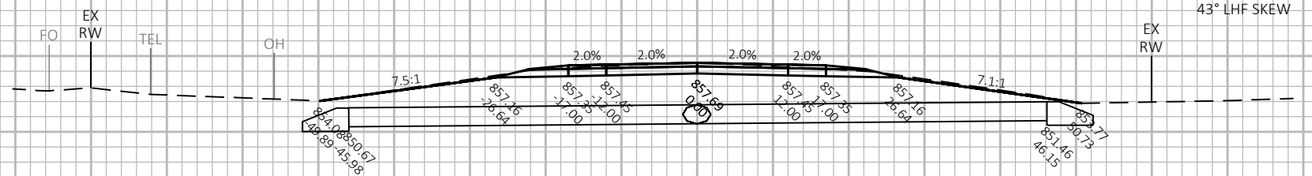
WISDOT/CADDS SHEET 49

STA 247+78.74
1 - 124 LF 24" CP CLASS III-A
2 - AEW FOR CP 24-INCH
7° RHF SKEW



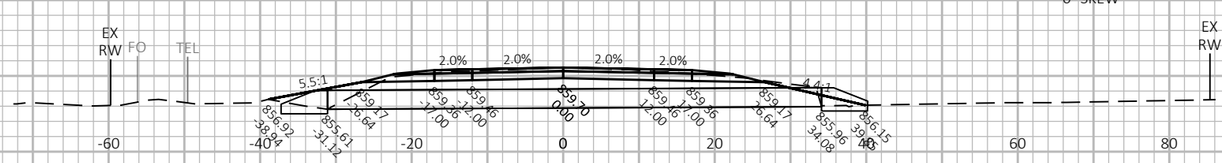
247+78.74

STA 299+61.43
1 - 126 LF 30" CP CLASS III-A
2 - AEW FOR CP 30-INCH
43° LHF SKEW



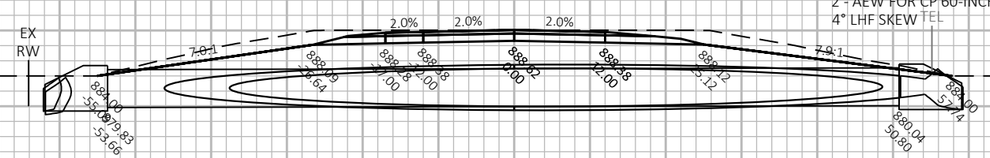
299+61.43

STA 332 +95.88
1 - 65 LF 30" CP CLASS III-A
2 - AEW FOR CP 30-INCH
0° SKEW



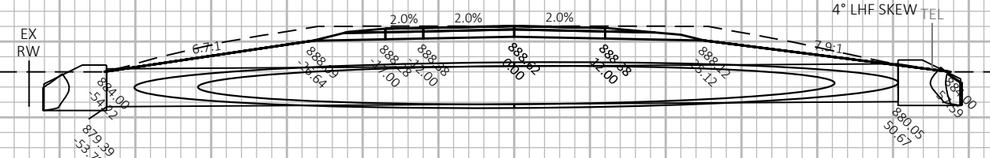
332+95.88

STA 437+30.88
1 - 105 LF 60" CP CLASS III-A
2 - AEW FOR CP 60-INCH
4° LHF SKEW

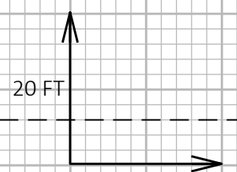


437+30.88

STA 437+37.82
1 - 105 LF 60" CP CLASS III-A
2 - AEW FOR CP 60-INCH
4° LHF SKEW



437+37.82



9

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PROJECT NO: 3042-01-71	HWY: STH 60	COUNTY: DODGE	CROSS SECTIONS: STH 60	SHEET 179	E

FILE NAME : X:\PROJECTS\DODGE\200091 - 3042-01-01 STH 60\DESIGN\C3D\SHEETSPLAN\090201-XS (1IN=20FT).DWG
LAYOUT NAME - 090201-26

PLOT DATE : 10/19/2022 1:41 PM PLOT BY : RILEY SMEATON PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49

Wisconsin Department of Transportation

Dedicated people creating transportation solutions
through innovation and exceptional service.

http://www.dot.wisconsin.gov