WKE

PROJECT ID: 3100-00-75

WITH: N/A

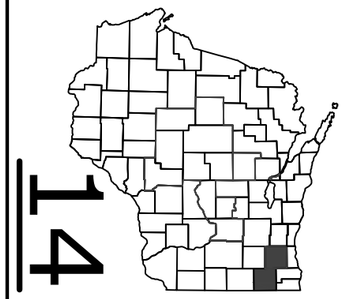
COUNTY: WALWORTH /WAUKESHA

SEPTEMBER 2025

ORDER OF SHEETS

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

TOTAL SHEETS = 346



N

DESIGN DESIGNATION

A.A.D.T.	2025	=	3,450
A.A.D.T.	2045	=	3,890
D.H.V.		=	435
D.D.		=	55/45
T.		=	9.6 %
DESIGN SPEED		=	55 MPH
ESALS		=	950,000

BEGIN PROJECT 3100-00-75
STA 2+32.49
Y=84,036.69
X=594,324.00

CONVENTIONAL SYMBOLS

PLAN

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

PROFILE

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

UTILITIES

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

ELKHORN TO EAGLE

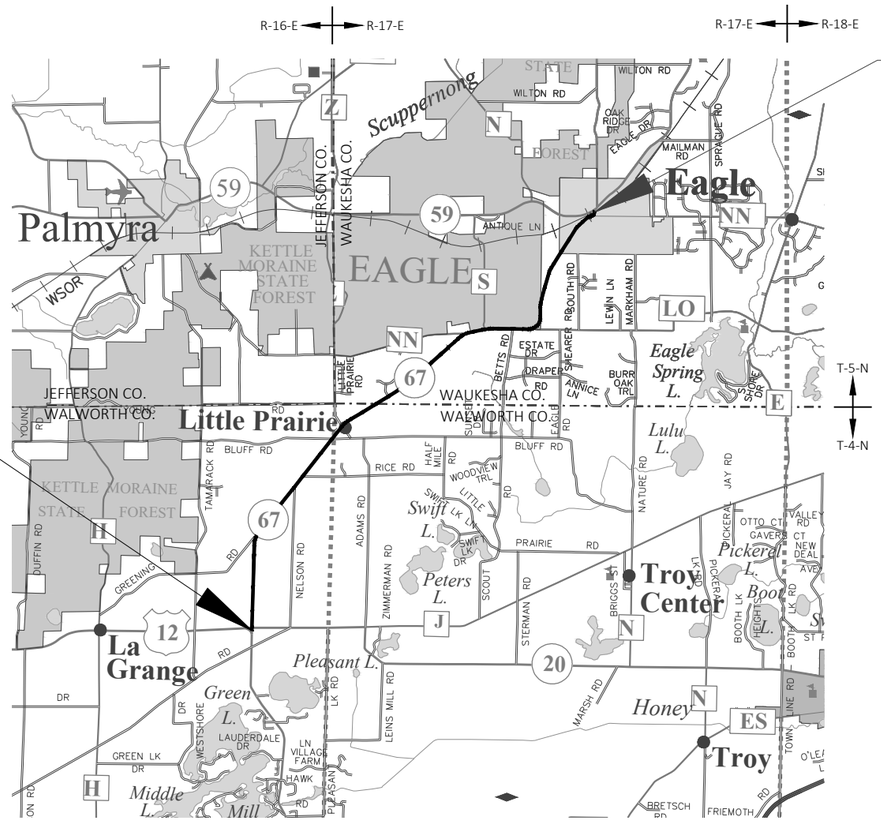
USH 12 TO STH 59

STH 67

WALWORTH/WAUKESHA

STATE PROJECT NUMBER
3100-00-75

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
3100-00-75	WISC 2025604	1



LAYOUT

SCALE 0 2 MI

TOTAL NET LENGTH OF CENTERLINE = 7.867 MI

HORIZONTAL POSITIONS SHOWN ON THIS PLAN ARE WISCONSIN COORDINATE REFERENCE SYSTEM (WISCRS), WAUKESHA 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.

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY

Surveyor	KAPUR
Designer	WISDOT
Project Manager	DIEGO SILVA, P.E.
Regional Examiner	REGIONAL EXAMINER
Regional Supervisor	MANOJOY NAG, P.E.

APPROVED FOR THE DEPARTMENT

DATE: 04/30/2025 Diego Silva (Signature)

E

FILE NAME : \\DOTWKEFILE1P\N3PUBLIC\PDS\C3D\31000005\SHEETSPLAN\010101-TI.DWG

PLOT DATE : 9/16/2024 1:37 PM

PLOT BY : SILVA, DIEGO

PLOT NAME :

STANDARD ABBREVIATIONS

AP	ACCESS POINT
AC	ACRE
AGG	AGGREGATE
AADT	ANNUAL AVERAGE DAILY TRAFFIC
ASPH	ASPHALTIC
AVG	AVERAGE
B/L	BASE LINE
BM	BENCH MARK
CB	CATCH BASIN
C/L	CENTER LINE
CC	CENTER TO CENTER
CE	COMMERCIAL ENTRANCE
CONC	CONCRETE
CO	COUNTY
CTH	COUNTY TRUNK HIGHWAY
CABC	CRUSHED AGGREGATE BASE COURSE
CY	CUBIC YARD
CPRC	CULVERT PIPE REINFORCED CONCRETE
CPRCHE	CULVERT PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL
CPT	CULVERT PIPE TEMPORARY
C & G	CURB AND GUTTER
DHV	DESIGN HOUR VOLUME
DIA	DIAMETER
DD	DIRECTIONAL DISTRIBUTION
DISCH	DISCHARGE
DWY	DRIVEWAY
E	EAST
X	EAST GRID COORDINATE
EB	EASTBOUND
ELEV	ELEVATION
EW	ENDWALL
ESALS	EQUIVALENT SINGLE AXLE LOADS
EXC	EXCAVATION
EBS	EXCAVATION BELOW SUBGRADE
EXIST	EXISTING
FERT	FERTILIZE
FE	FIELD ENTRANCE
FAB	FLASHING ARROW BOARD
F/L	FLOW LINE
FT	FOOT
FTMS	FREEWAY TRAFFIC MANAGEMENT SYSTEM
HES	HIGH EARLY STRENGTH
CWT	HUNDREDWEIGHT
IN DIA	INCH DIAMETER
INL	INLET
ID	INSIDE DIAMETER
INV	INVERT
IP	IRON PIPE OR PIN
LT	LEFT
LF	LINEAR FOOT
LS	LUMP SUM
MH	MANHOLE
MP	MARKER POST
M/L	MATCH LINE
MB	MESSAGE BOARD
NC	NORMAL CROWN
N	NORTH
Y	NORTH GRID COORDINATE
NB	NORTHBOUND
NO	NUMBER
OBLIT	OBLITERATE
OD	OUTSIDE DIAMETER
PAVT	PAVEMENT
PLE	PERMANENT LIMITED EASEMENT
PACS	PIPE ARCH CORRUGATED STEEL
PU	PIPE UNDERDRAIN
PUU	PIPE UNDERDRAIN UNPERFORATED
PUW	PIPE UNDERDRAIN WRAPPED
PT	POINT
PCC	POINT OF COMPOUND CURVE
PC	POINT OF CURVATURE
PI	POINT OF INTERSECTION
PRC	POINT OF REVERSE CURVATURE
PT	POINT OF TANGENCY
PVC	POLYVINYL CHLORIDE
PCC	PORTLAND CEMENT CONCRETE
LB	POUND
PE	PRIVATE ENTRANCE
PROJ	PROJECT
PL	PROPERTY LINE
PB#	PULL BOX
R	RADIUS
RR	RAILROAD
R/L	REFERENCE LINE
RCPA	REINFORCED CONCRETE PIPE ARCH
REBAR	REINFORCEMENT BAR
REINF	REINFORCING OR REINFORCEMENT
REQD	REQUIRED
RW	RETAINING WALL
RT	RIGHT
R/W	RIGHT-OF-WAY
RD	ROAD
RDWY	ROADWAY
SAN	SANITARY SEWER
SEC	SECTION
SHLDR	SHOULDER
SW	SIDEWALK
SB#	SIGNAL BASE
S	SOUTH
SB	SOUTHBOUND
SP	SPECIAL
SPECS	SPECIFICATIONS
SF	SQUARE FEET
SY	SQUARE YARD
STD	STANDARD
SDD	STANDARD DETAIL DRAWINGS
STH	STATE TRUNK HIGHWAYS
STA	STATION
SSD	STOPPING SIGHT DISTANCE
SS	STORM SEWER
SSPC	STORM SEWER PIPE COMPOSITE
SSPNRC	STORM SEWER PIPE NON REINFORCED CONCRETE
SSPRC	STORM SEWER PIPE REINFORCED CONCRETE
SSCPE	STORM SEWER PIPE CORRUGATED POLYETHYLENE
SSCPP	STORM SEWER PIPE CORRUGATED POLYPROPYLENE
SSPRCHE	STORM SEWER PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL
STR	STRUCTURE OR STRUCTURAL
SE	SUPERELEVATION
SURF	SURFACE
TEL	TELEPHONE
TEMP	TEMPORARY
TLE	TEMPORARY LIMITED EASEMENT
TPM	TEMPORARY PAVEMENT MARKING
T	TON
TC	TOP OF CURB
TYP	TYPICAL
VERT	VERTICAL
VC	VERTICAL CURVE
VPCC	VERTICAL POINT OF COMPOUND CURVE
VPC	VERTICAL POINT OF CURVE
VPI	VERTICAL POINT OF INTERSECTION
VPRC	VERTICAL POINT OF REVERSE CURVE
VPT	VERTICAL POINT OF TANGENCY
W	WEST
WB	WESTBOUND

GENERAL NOTES

DO NOT REMOVE ANY TREES OR SHRUBS WITHOUT APPROVAL OF THE ENGINEER.

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

SAWCUT EXISTING ASPHALT PAVEMENT AT THE MATCHLINE AS INDICATED ON THE PLAN OR AS DIRECTED BY THE ENGINEER.

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

EXISTING DRIVEWAYS AND FIELD ENTRANCES SHALL BE RESTORED IN KIND AS DIRECTED BY THE ENGINEER IN THE FIELD AND AT THE LOCATION DETERMINED BY THE ENGINEER.

CONSTRUCTION LIMITS ON SIDE ROADS AND PRIVATE ENTRANCES SHALL BE DETERMINED BY THE ENGINEER AND SHALL BE RESTORED IN KIND.

ALL SIGN LOCATIONS SHALL BE REVIEWED BY THE ENGINEER PRIOR TO INSTALLATION.

CONTACT THE PROJECT ENGINEER AND THE SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION (SEWRPC), AT LEAST TWO WEEKS PRIOR TO WORK NEAR ANY PUBLIC SURVEY MONUMENT.

CONSTRUCT PAVEMENT CONSISTENT WITH THE PLAN TYPICAL SECTIONS. LOCATE LONGITUDINAL JOINTS IN ASPHALT PAVEMENT OUTSIDE OF DRIVING, TURNING, BIKE, OR PARKING LANE UNLESS DIRECTED OTHERWISE BY THE ENGINEER.

TRAFFIC CONTROL ITEMS AS SHOWN ON THE PLANS ARE AT SUGGESTED LOCATIONS, EXACT LOCATIONS WILL BE APPROVED BY THE ENGINEER IN THE FIELD.

ALL LAYOUT DATA IS REFERENCED TO THE C/L UNLESS OTHERWISE NOTED.

HMA PAVEMENT SHALL BE CONSTRUCTED WITH THE FOLLOWING LAYERS AND GRADATION:

HMA PAVEMENT

LOCATION	HMA	UPPER LAYER
STH 67 - MAINLINE AND SIDE ROADS	4 MT 58-28 S	2"
STH 67 - BYPASS LANES AND RIGHT TURN LANES	4 MT 58-28 S	2"

ORDER OF SECTION 2 SHEETS

PROJECT OVERVIEW

TYPICAL SECTIONS

CONSTRUCTION DETAILS

PLAN DETAILS

EROSION CONTROL

EXISTING/PERMANENT SIGNING

PAVEMENT MARKING

TRAFFIC CONTROL

DETOUR

ALIGNMENT

2

UTILITY CONTACTS

ATC MANAGEMENT
CHRIS DAILEY
ATC MANAGEMENT, INC. - ELECTRICITY-TRANSMISSION
P.O. BOX 47
WAUKESHA, WI 53187
PHONE: 262-506-6884
MAIL: CDAILEY@ATCLLC.COM

BRIGHTSPEED OF WESTERN WISCONSIN
SCOTT HEINZELMAN
BRIGHTSPEED OF WESTERN WISCONSIN, LLC - COMMUNICATIONS LINE
144 N PEARL STREET
BERLIN, WI 54923
PHONE: 608-716-5964
EMAIL: SCOTT.HEINZELMAN@BRIGHTSPEED.COM

EVERSTREAM
SHAD GARCIA
EVERSTREAM - COMMUNICATION LINE
324 E. WISCONSIN AVE
MILWAUKEE, WI 53202
PHONE: 414-522-6685
EMAIL: SGARCIA@EVERSTREAM.NET

MEDIACOM WISCONSIN
MITCH HANCOCK
MEDIACOM WISCONSIN LLC - COMMUNICATION LINE
4507 49TH AVE
MOLINE, IL 61265
PHONE: 309-743-4735
EMAIL: MHANCOCK@MEDIACOMCC.COM

SPECTRUM COMMUNICATIONS
NEAL LONG
SPECTRUM COMMUNICATIONS - COMMUNICATION LINE
1320 N. DR. MARTIN LUTHER KING JR DRIVE
MILWAUKEE, WI 53212
PHONE: 414-277-4271
EMAIL: NEAL.LONG@CHARTER.COM

WE ENERGIES
ERIC KICKHAVER
WE ENERGIES- ELECTRIC
500 SOUTH 116TH STREET
WEST ALLIS WI, 53214
PHONE: 414-944-5917
EMAIL: ERIC.KICKHAVER@WE-ENERGIES.COM

WE ENERGIES
SCOTT HOLSTEIN
WE ENERGIES - GAS/PETROLEUM
700 S KANE STREET
BURLINGTON WI, 53105
PHONE: 262-763-1084
EMAIL: SCOTT.HOLSTEIN@WE-ENERGIES.COM

OTHER CONTACTS

WISDOT
DIEGO SILVA, P.E.
WISDOT PROJECT MANAGER
141 NW BARSTOW ST
PO BOX 798
WAUKESHA, WI 53187
PHONE: 262-548-6433
EMAIL: DIEGO.SILVA@DOT.WI.GOV

WAUKESHA COUNTY SHERIFF
ERIC SEVERSON
WAUKESHA COUNTY SHERIFF
515 W. MORELAND BOULEVARD
WAUKESHA, WI 53188
PHONE: 262-446-5070
EMAIL: SHERIFF@WAUKESHACOUNTY.GOV

WALWORTH COUNTY SHERIFF
DAVE GERBER
WALWORTH COUNTY SHERIFF
1770 COUNTY ROAD NN
ELKHORN, WI 53121
PHONE: 262-741-4410
EMAIL: DGERBER@CO.WALWORTH.WI.US

WISDNR CONTACT
CRAIG WEBSTER
DNR LIAISON
141 NW BARSTOW ST ROOM 180
WAUKESHA, WI 53188
PHONE: 262-574-2141
EMAIL: CRAIG.WEBSTER@WISCONSIN.GOV

SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION
ROB MERRY
SEWRPC (CHIEF SURVEYOR)
W239 N1812 ROCKWOOD DRIVE
P.O. BOX 1607
WAUKESHA, WI 53187
PHONE: 262-953-4289
EMAIL: RMERRY@SEWRPC.ORG

WAUKESHA COUNTY
GARY BELL
DIRECTOR OF EMERGENCY PREPAREDNESS
COMMUNICATIONS CENTER
1621 WOODBUN ROAD
WAUKESHA, WI 53188
PHONE: 262-446-5025
EMAIL: GBELL@WAUKESHACOUNTY.GOV

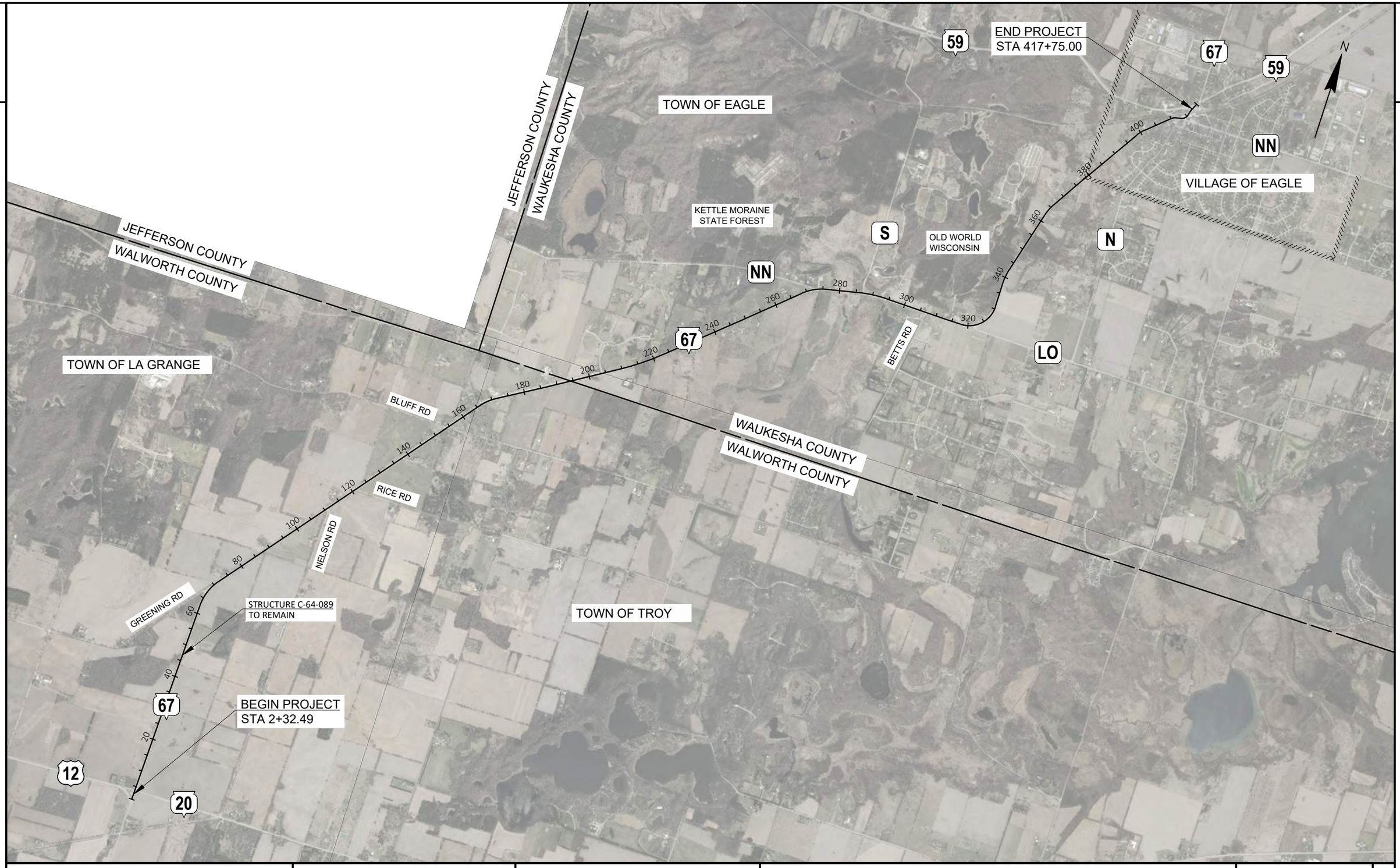
WALWORTH COUNTY
JASON ROWLAND
EMERGENCY MANAGEMENT
1770 COUNTY ROAD NN
ELKHORN, WI 53121
PHONE: 262-741-4616
EMAIL: JROWLAND@CO.WALWORTH.WI.US

SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION
ANDY TRAEGER
SEWRPC (CONSTRUCTION COORDINATOR)
W239 N1812 ROCKWOOD DRIVE
P.O. BOX 1607
WAUKESHA, WI 53187
PHONE: 262-953-4296
CELL: 262-853-8463
EMAIL: ATRAEGER@SEWRPC.ORG

WAUKESHA COUNTY
ALLISON BUSSLER
WAUKESHA COUNTY PUBLIC WORKS DIRECTOR
515 W. MORELAND BOULEVARD
WAUKESHA, WI 53188
PHONE: 262-548-7740
EMAIL: ABUSSLER@WAUKESHACOUNTY.GOV

WALWORTH COUNTY
RICHARD HOUGH
WALWORTH COUNTY DIRECTOR PUBLIC WORKS
W4097 COUNTY ROAD NN
ELKHORN, WI 53121
PHONE: 262-741-3117
EMAIL: RHOUGH@CO.WALWOTH.WI.US

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

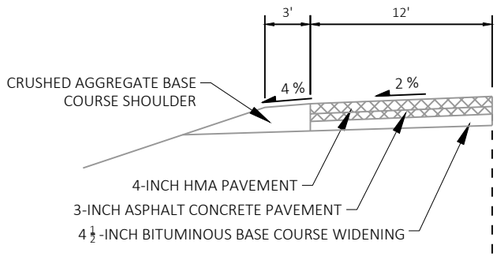


PROJECT NO: 3100-00-75	HWY: STH 67	COUNTY: WALWORTH/WAUKESHA	PROJECT OVERVIEW	SHEET 4	E

FILE NAME : \\DOTWKEFILE1P\N3PUBLIC\PDS\C3D\31000005\SHEETSPLAN\020201-PO.DWG
LAYOUT NAME - 01

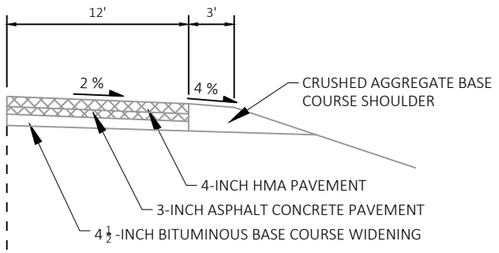
PLOT DATE : 9/16/2024 1:51 PM PLOT BY : SILVA, DIEGO PLOT NAME : PLOT SCALE : 1 IN:0.5 MI

WISDOT/CADDS SHEET 42



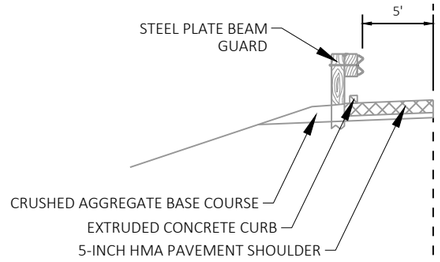
SB PASSING LANE

STA 108+56 - 114+76 (NELSON RD)
STA 118+02 - 123+89 (RICE RD)



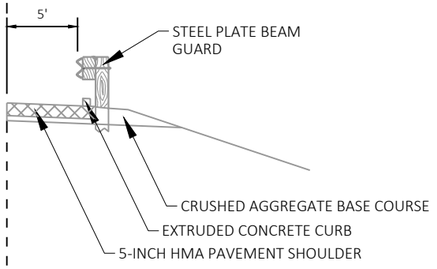
NB PASSING LANE

STA 201+05 - 206+83 (CHIMNEY ROCK RD)



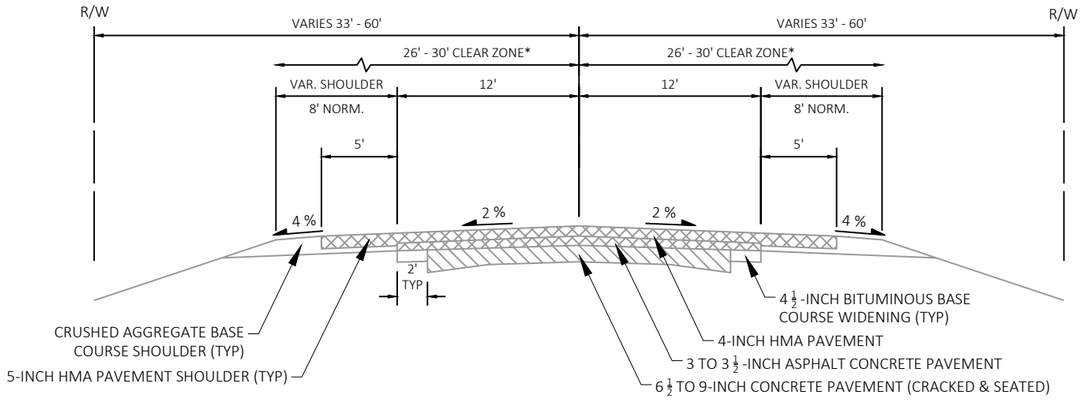
SB GUARDRAIL

STA 46+18 - 47+72 LT



NB GUARDRAIL

STA 46+18 - 47+73 RT

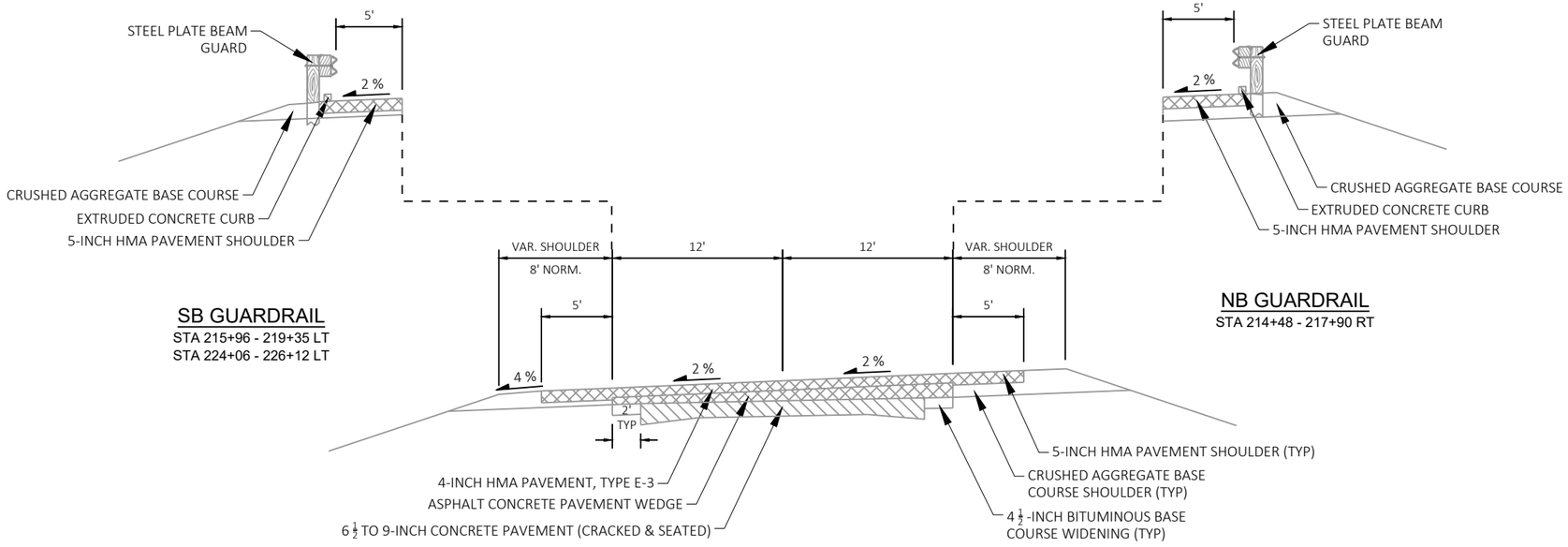


EXISTING TYPICAL SECTION

STH 67

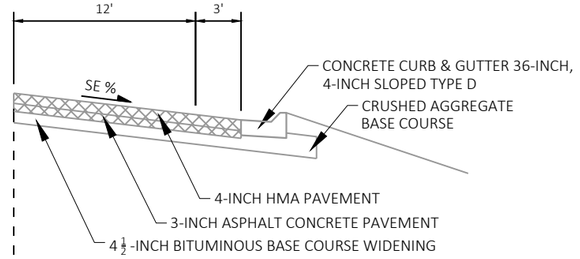
STA 2+32 - 60+65
STA 73+50 - 164+63
STA 172+62 - 206+97
STA 225+68 - 266+86

* CLEAR ZONE IS 30' IN WALWORTH COUNTY AND 26' IN WAUKESHA COUNTY. CLEAR ZONE THROUGH THE VILLAGE OF EAGLE IS 4' MINIMUM CLEARANCE FROM EDGE OF SHOULDER OR FACE OF CURB.

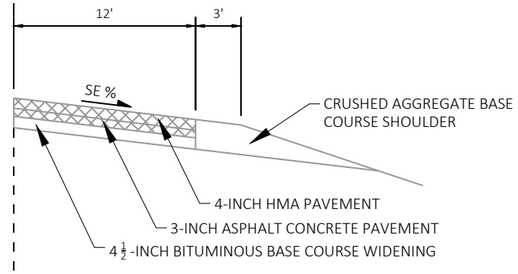


SB GUARDRAIL
STA 215+96 - 219+35 LT
STA 224+06 - 226+12 LT

NB GUARDRAIL
STA 214+48 - 217+90 RT

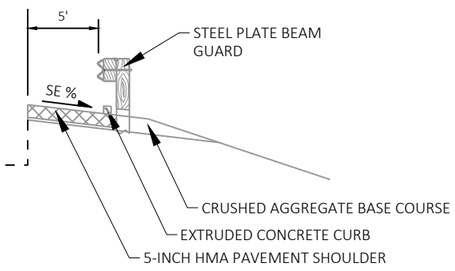


NB PASSING LANE WITH CURB & GUTTER
STA 267+96 - 275+75 (CTH NN)

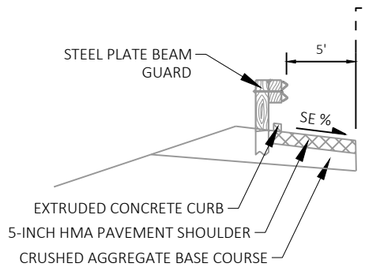


NB PASSING LANE
STA 64+13 - 70+30 (GREENING RD)

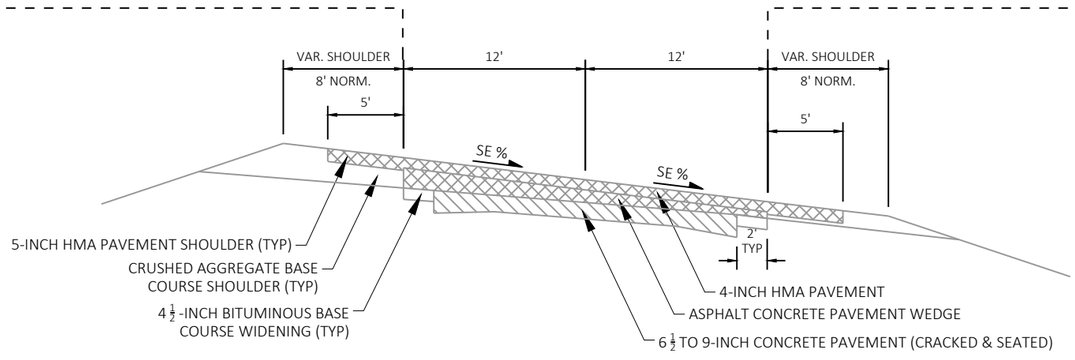
EXISTING TYPICAL SECTION - SUPERELEVATED LEFT
STH 67
STA 206+97 - 225+68



NB GUARDRAIL
STA 61+32 - 64+64 RT
STA 72+18 - 73+60 RT



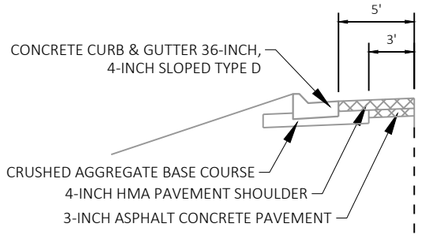
SB GUARDRAIL
STA 61+33 - 65+09 LT
STA 72+27 - 73+82 LT



EXISTING TYPICAL SECTION - SUPERELEVATED RIGHT
STH 67
STA 60+65 - 73+50
STA 164+63 - 172+62
STA 266+86 - 277+57

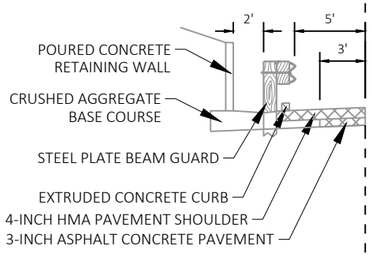
CURVE SUPERELEVATION			
CURVE NO.	BEGIN FULL SE	END FULL SE	SE %
1	62+78	71+37	6%
2	166+49	170+76	4.1%
3	210+17	222+48	2%
4	269+02	275+40	5.7%

PROJECT NO: 3100-00-75	HWY: STH 67	COUNTY: WALWORTH/WAUKESHA	EXISTING TYPICAL SECTIONS	SHEET 6	E



SB CURBED SHOULDER

STA 310+23 - 312+67 LT



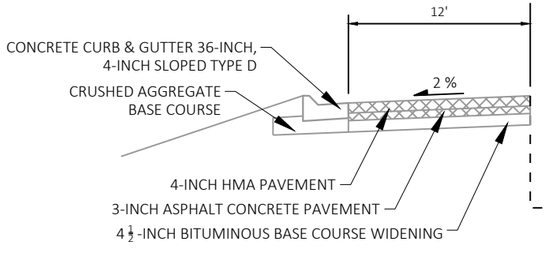
SB GUARDRAIL W/ RETAINING WALL

STA 384+50 - 384+99 LT

SB GUARDRAIL

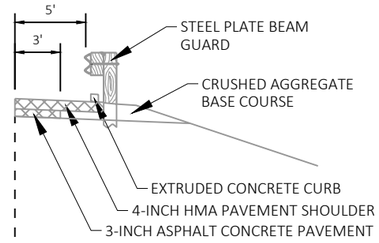
STA 308+18 - 310+23 LT
STA 367+70 - 369+00 LT
STA 371+06 - 372+62 LT
STA 378+42 - 379+85 LT
STA 382+85 - 385+27 LT **

** BEAM GUARD FILL WALL FROM
STA 383+16- 385+27



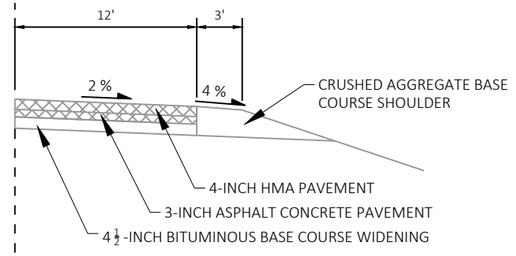
SB PASSING LANE WITH CURB & GUTTER

STA 304+11 - 308+96 (BETTS RD)



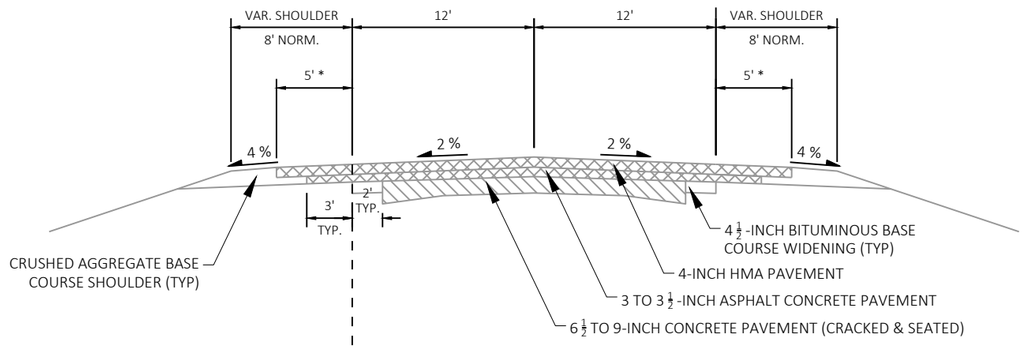
NB GUARDRAIL

STA 377+66 - 382+90 RT



NB PASSING LANE

STA 344+65 - 348+70 (OLD WORLD WISCONSIN)



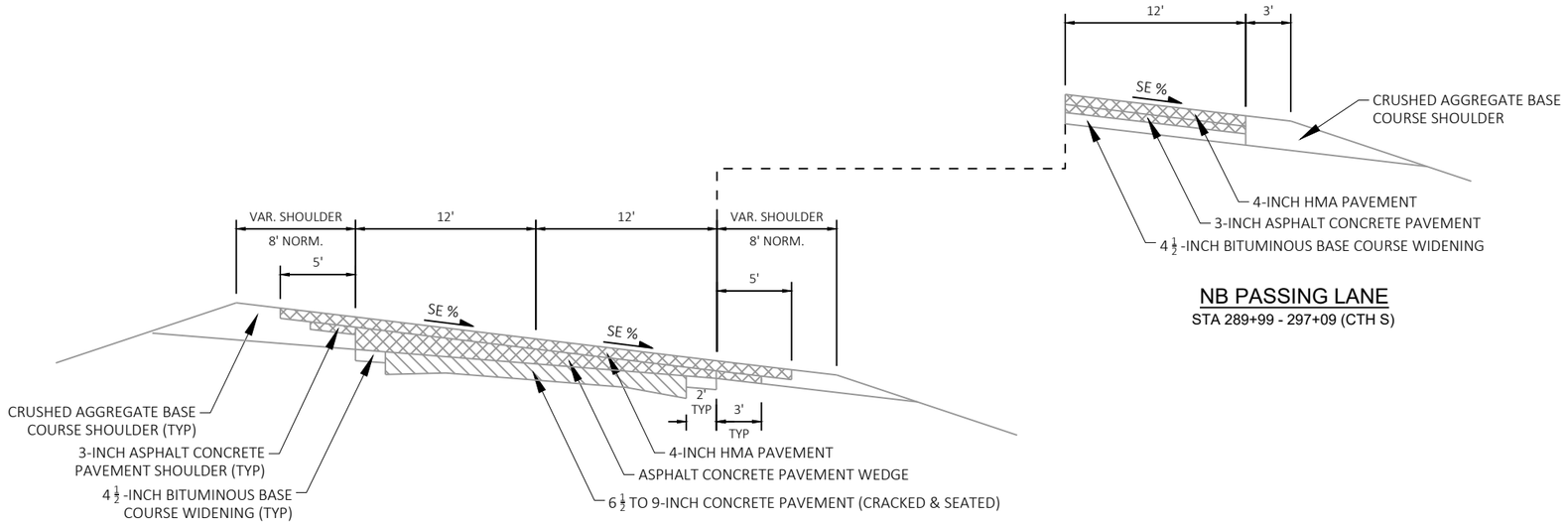
EXISTING TYPICAL SECTION

STH 67

STA 277+57 - 283+44
STA 296+47 - 315+76
STA 332+73 - 335+94
STA 344+55 - 360+23
STA 367+89 - 387+96

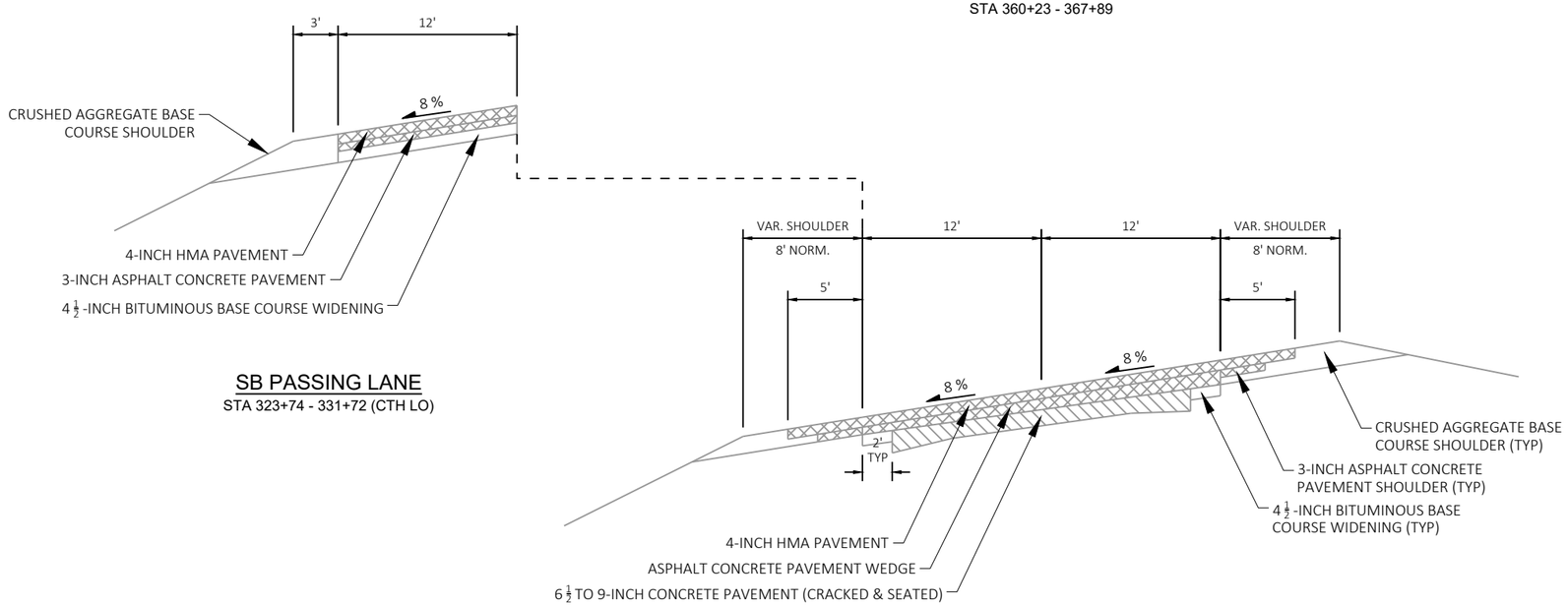
* 3' PAVED SHOULDERS FROM
STA 378+63 - 387+96

PROJECT NO: 3100-00-75	HWY: STH 67	COUNTY: WALWORTH/WAUKESHA	EXISTING TYPICAL SECTIONS	SHEET 7	E



NB PASSING LANE
STA 289+99 - 297+09 (CTH S)

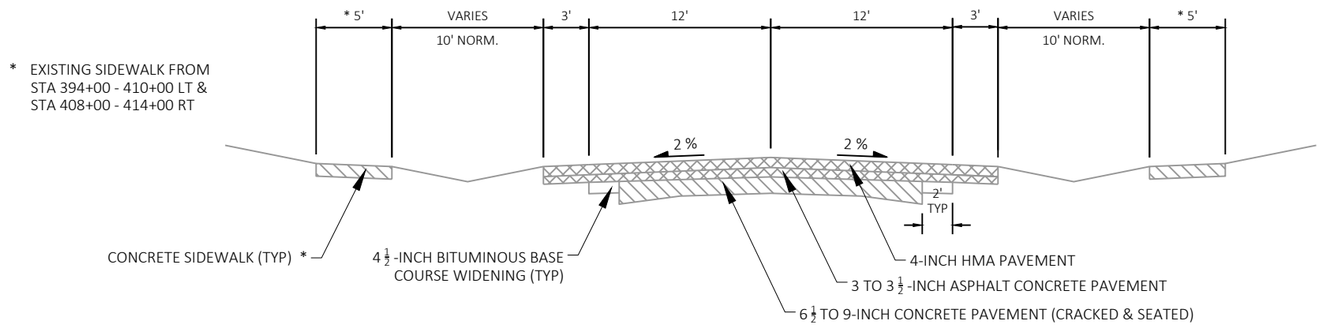
EXISTING TYPICAL SECTION - SUPERELEVATED RIGHT
STH 67
STA 283+44 - 296+47
STA 335+94 - 344+55
STA 360+23 - 367+89



SB PASSING LANE
STA 323+74 - 331+72 (CTH LO)

EXISTING TYPICAL SECTION - SUPERELEVATED LEFT
STH 67
STA 315+76 - 332+73

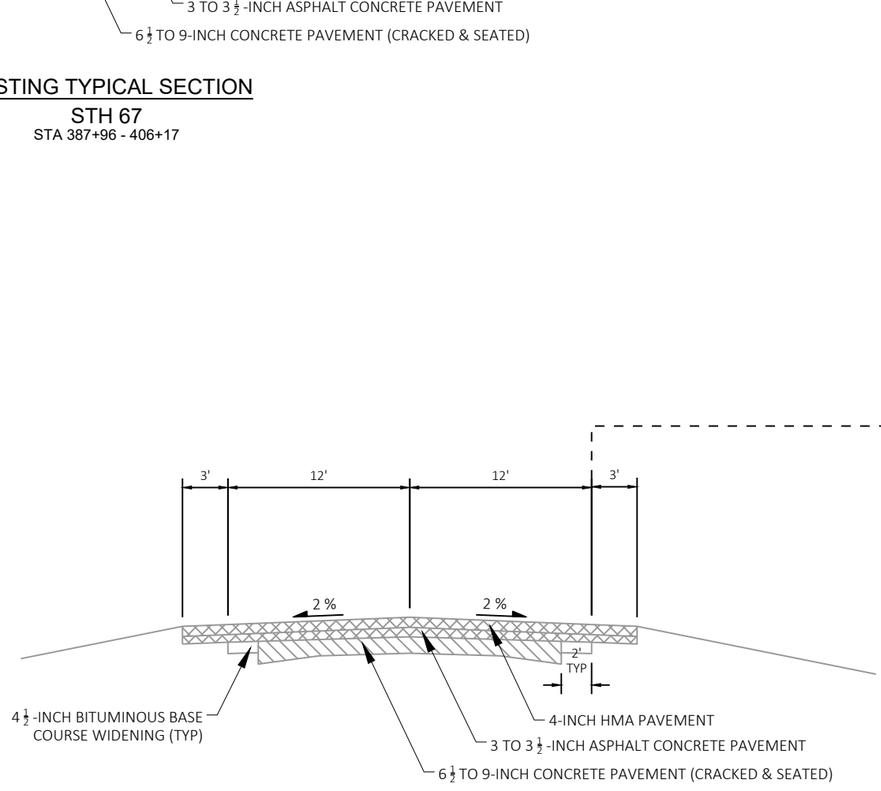
CURVE SUPERELEVATION			
CURVE NO.	BEGIN FULL SE	END FULL SE	SE %
5	286+04	293+87	3.2%
6	318+13	330+36	8%
7	338+18	342+31	5.0%
8	362+54	365+58	4.5%



EXISTING TYPICAL SECTION

STH 67

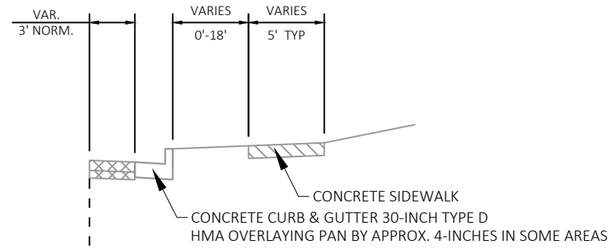
STA 387+96 - 406+17



EXISTING TYPICAL SECTION

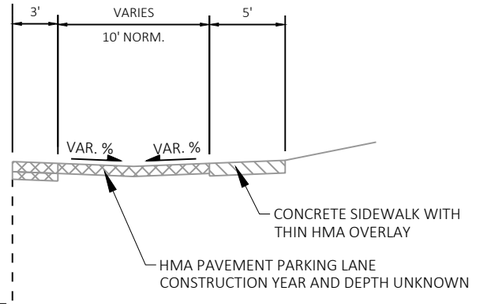
STH 67

STA 406+17 - 417+75



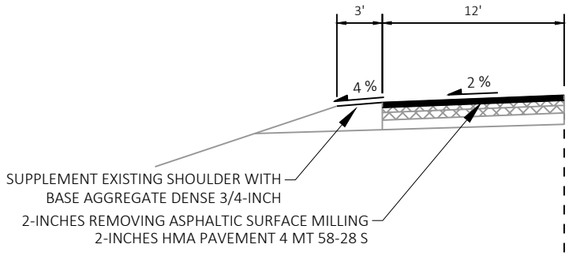
URBAN SHOULDER

STA 412+89 - 417+75 RT



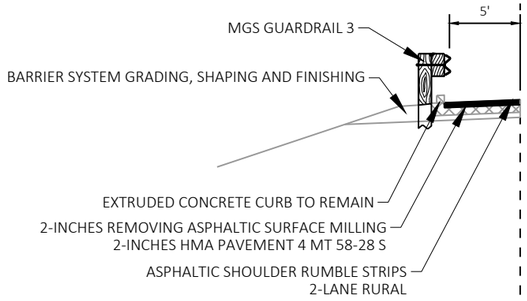
PARKING LANE

STA 406+17 - 410+62 RT



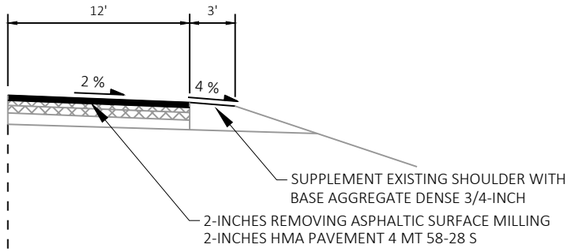
SB PASSING LANE

STA 108+56 - 114+76 (NELSON RD)
STA 118+02 - 123+89 (RICE RD)



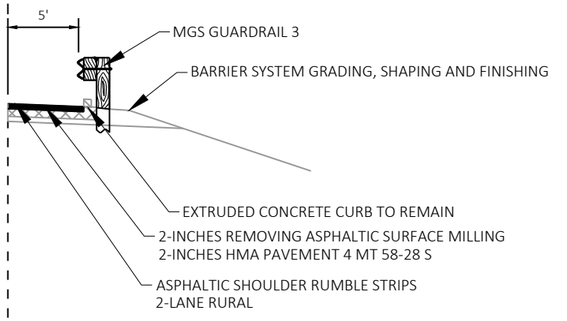
SB GUARDRAIL

STA 45+89 - 48+71 LT



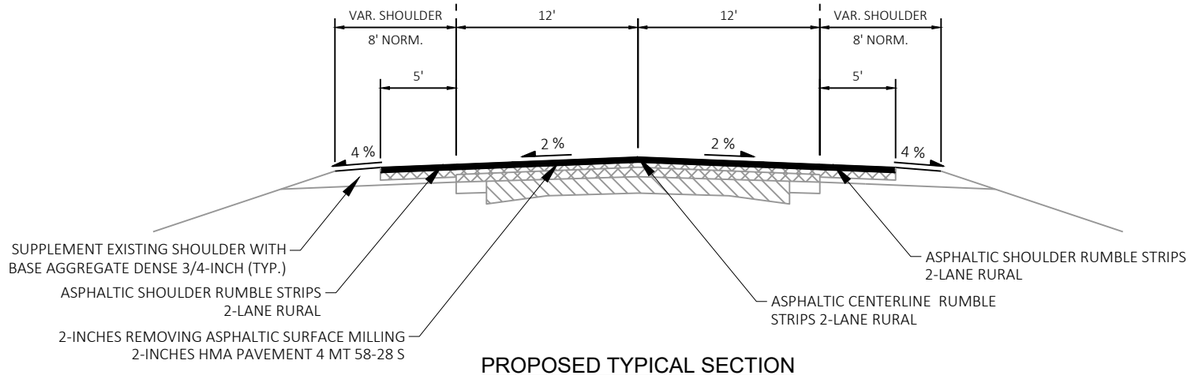
NB PASSING LANE

STA 201+05 - 206+83 (CHIMNEY ROCK RD)



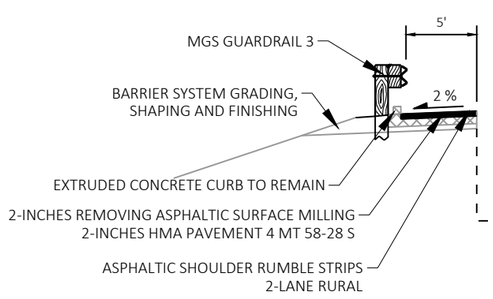
NB GUARDRAIL

STA 45+28 - 48+09 RT

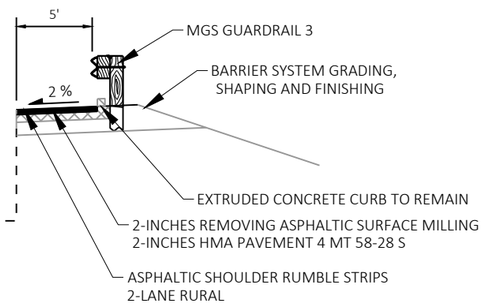


PROPOSED TYPICAL SECTION

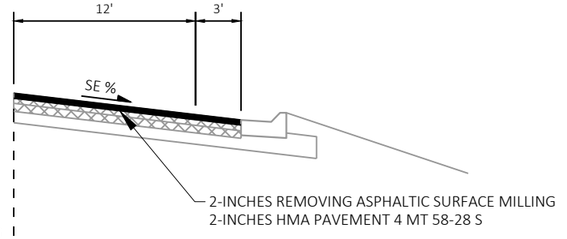
STA 2+32 - 60+65
STA 73+50 - 164+63
STA 172+62 - 206+97
STA 225+68 - 266+86



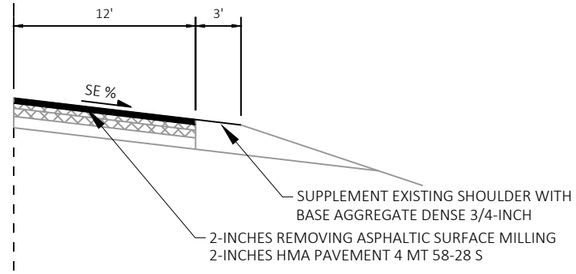
SB GUARDRAIL
STA 215+55 - 220+25 LT
STA 223+79 - 227+23 LT



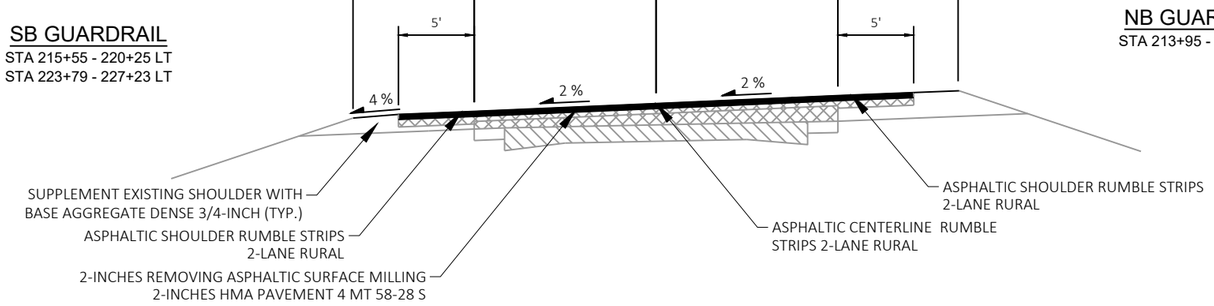
NB GUARDRAIL
STA 213+95 - 218+63 RT



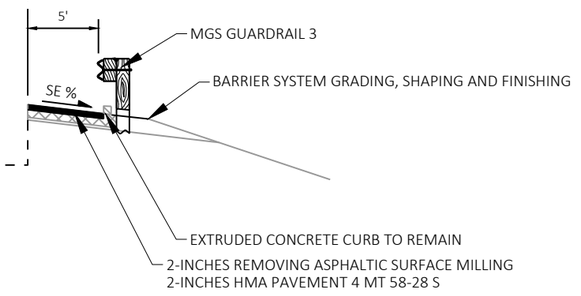
NB PASSING LANE WITH CURB & GUTTER
STA 273+30 - 282+02 (CTH NN)



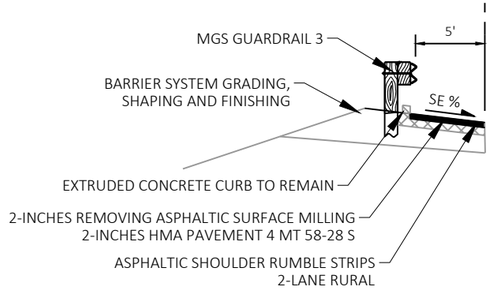
NB PASSING LANE
STA 64+13 - 70+48 (GREENING RD)



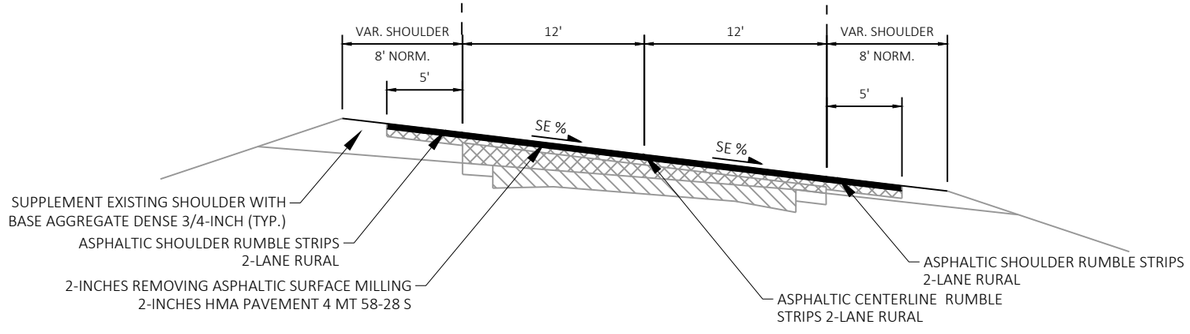
PROPOSED TYPICAL SECTION - SUPERELEVATED LEFT
STA 212+70 - 231+70



NB GUARDRAIL
STA 59+85 - 64+69 RT
STA 71+32 - 74+14 RT



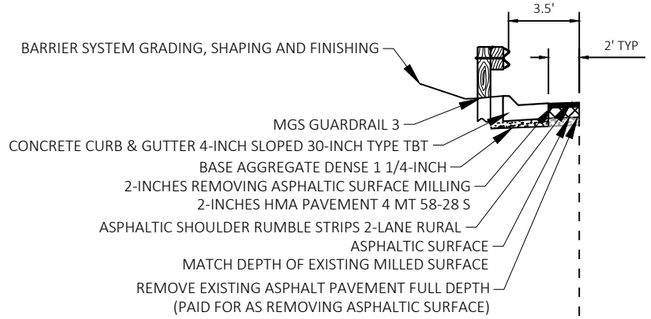
SB GUARDRAIL
STA 60+31 - 66+20 LT
STA 71+97 - 74+15 LT



PROPOSED TYPICAL SECTION - SUPERELEVATED RIGHT
STA 60+65 - 73+50
STA 164+63 - 172+62
STA 266+86 - 277+57

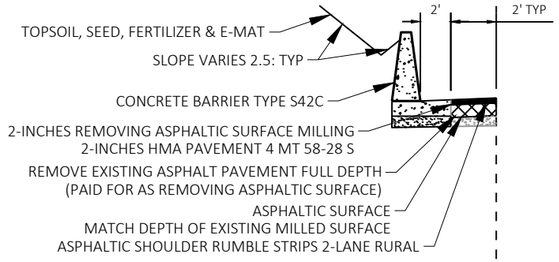
CURVE SUPERELEVATION			
CURVE NO.	BEGIN FULL SE	END FULL SE	SE %
1	63+40	71+50	6%
2	167+00	171+35	4.1%
3	216+10	228+30	2%
4	275+05	281+35	5.7%

2



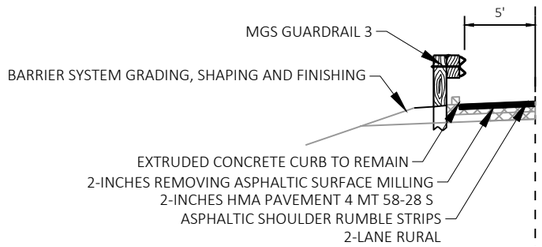
SB GUARDRAIL W/ THRIE BEAM TRANSITION

STA 382+48 - 383+40 LT



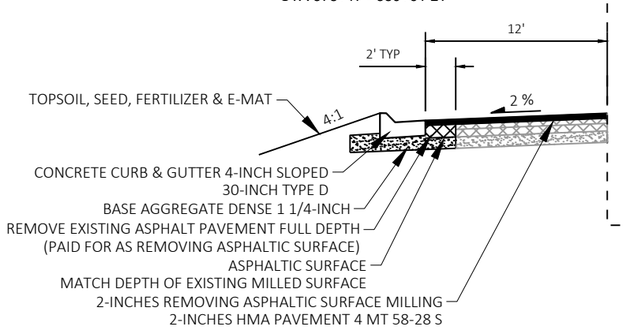
SB BARRIER RETAINING WALL

STA 383+40 - 385+15 LT



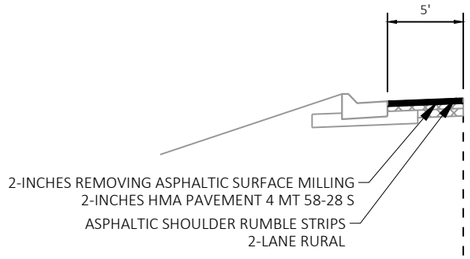
SB GUARDRAIL

STA 367+79 - 369+47 LT
STA 371+05 - 372+74 LT
STA 378+17 - 380+61 LT



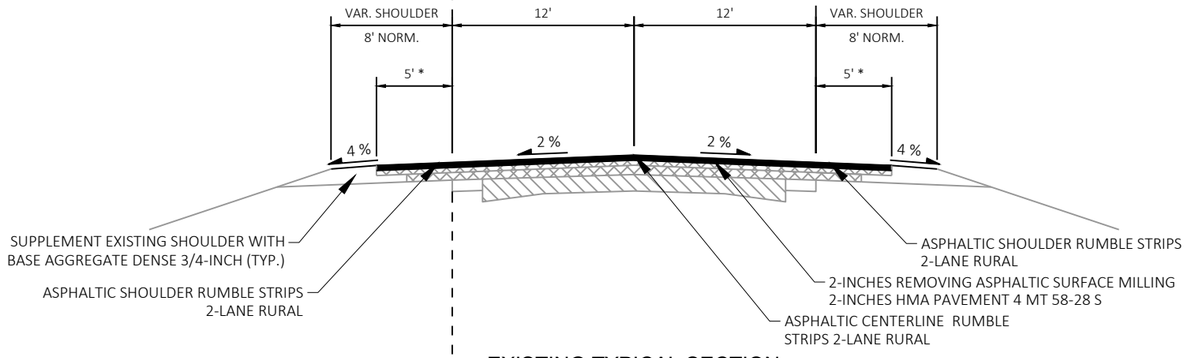
SB PASSING LANE WITH CURB & GUTTER

STA 307+94 - 310+28 (BETTS RD)



SB CURBED SHOULDER

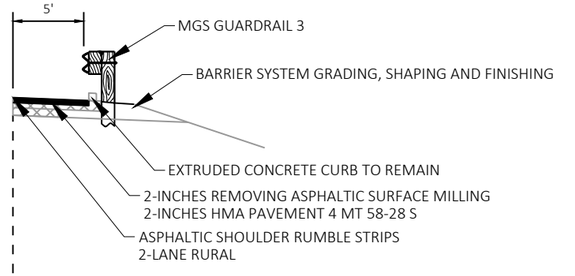
STA 316+13 - 318+57 LT



EXISTING TYPICAL SECTION

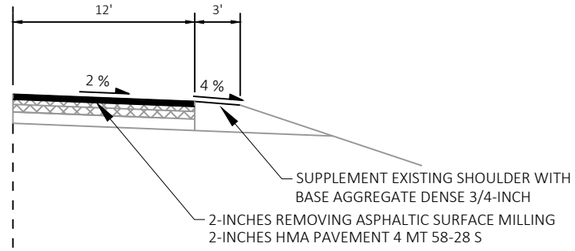
STA 283+70 - 289+40
STA 302+45 - 322+65
STA 338+70 - 341+70
STA 350+55 - 366+15
STA 373+90 - 393+83

* 3' PAVED SHOULDERS FROM
STA 384+50 - 393+83



NB GUARDRAIL

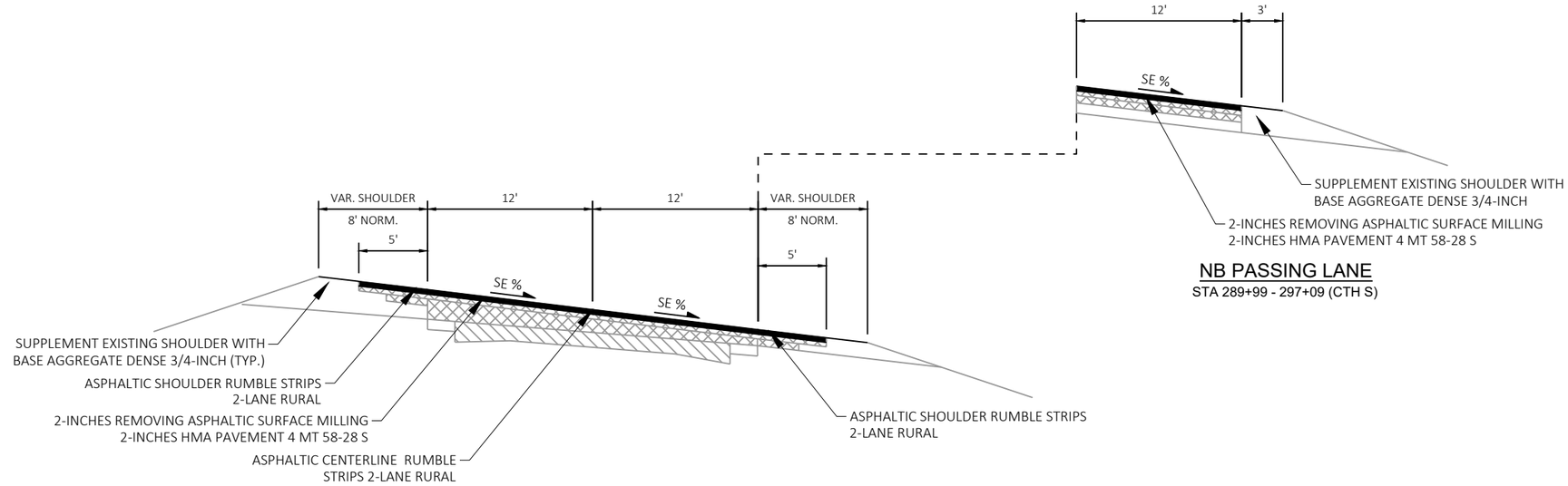
STA 377+69 - 383+50 RT



NB PASSING LANE

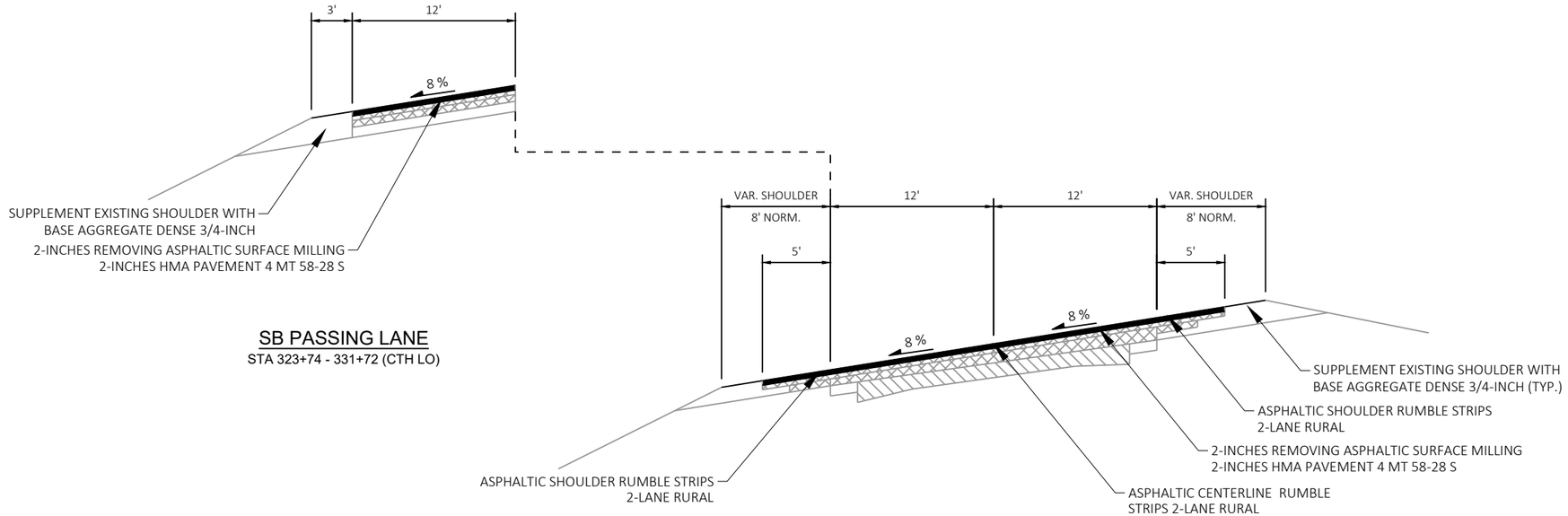
STA 349+95 - 354+80 (OLD WORLD WISCONSIN)

PROJECT NO: 3100-00-75	HWY: STH 67	COUNTY: WALWORTH/WAUKESHA	PROPOSED TYPICAL SECTIONS	SHEET 12	E



NB PASSING LANE
STA 289+99 - 297+09 (CTH S)

PROPOSED TYPICAL SECTION - SUPERELEVATED RIGHT
STA 289+40 - 302+45
STA 341+70 - 350+55
STA 366+15 - 373+70



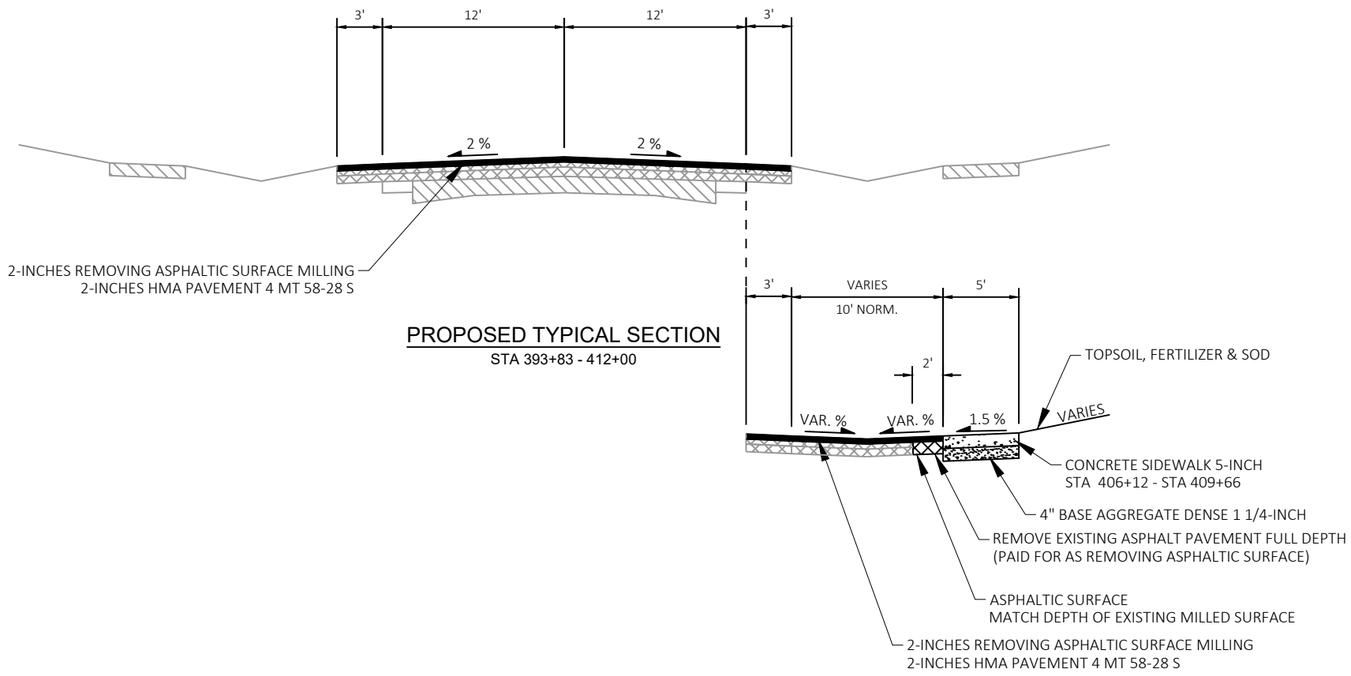
SB PASSING LANE
STA 323+74 - 331+72 (CTH LO)

PROPOSED TYPICAL SECTION - SUPERELEVATED LEFT
STA 322+65 - 338+70

CURVE SUPERELEVATION			
CURVE NO.	BEGIN FULL SE	END FULL SE	SE %
5	292+10	299+75	3.7%
6	324+40	355+95	8%
7	344+10	348+15	5.5%
8	368+50	371+45	5.9%

PROJECT NO: 3100-00-75	HWY: STH 67	COUNTY: WALWORTH/WAUKESHA	PROPOSED TYPICAL SECTIONS	SHEET 13	E

FILE NAME : \\DOTWKEFILE1P\N3PUBLIC\PDS\C3D\31000005\SHEETSPLAN\020311-TS-PR.DWG
LAYOUT NAME - 04
PLOT DATE : 9/16/2024 3:17 PM PLOT BY : SILVA, DIEGO PLOT NAME : PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42

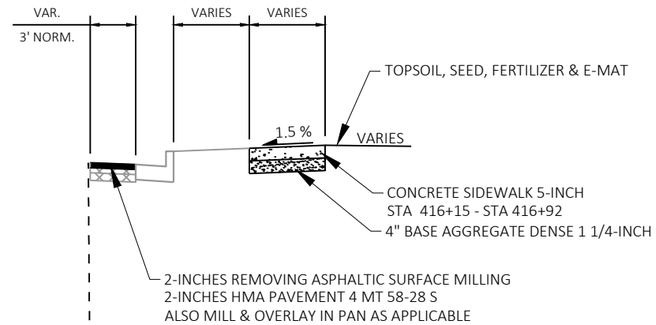


PROPOSED TYPICAL SECTION

STA 393+83 - 412+00

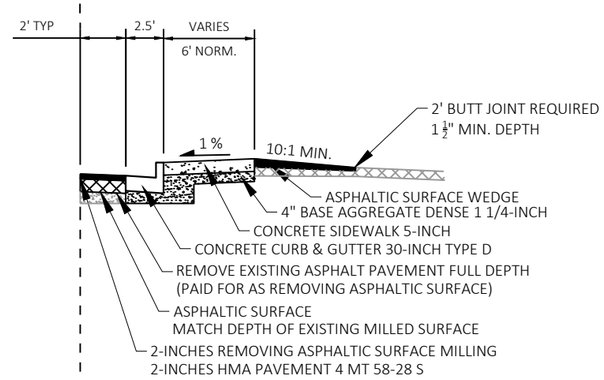
PARKING LANE

STA 406+17 - 410+48 RT



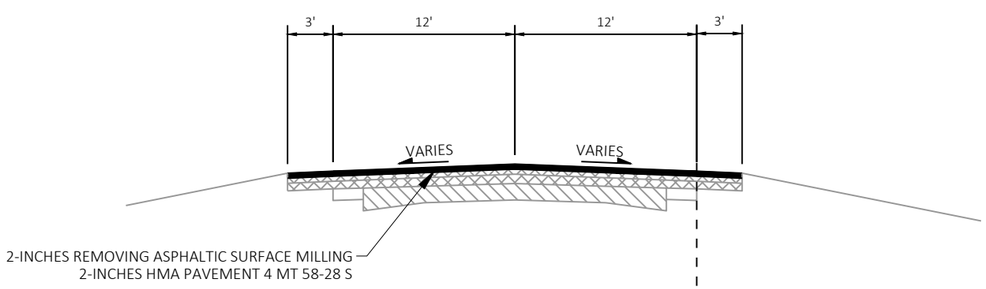
URBAN SHOULDER

STA 416+59 - 417+75 RT



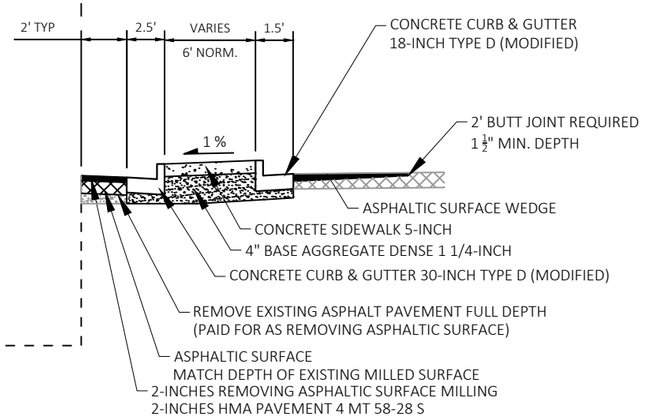
MUNICIPAL DRIVEWAY

STA 414+84 - 416+15 RT



PROPOSED TYPICAL SECTION

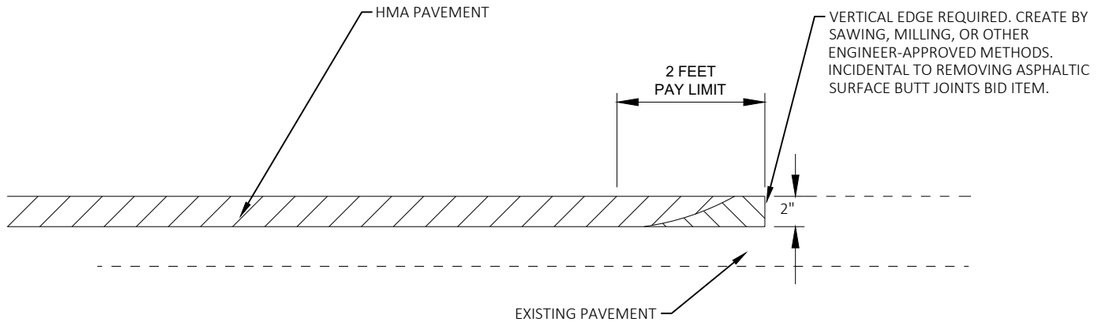
STA 412+00 - 415+78
STA 415+78 - 416+03 (CROWN TRANSITION)
STA 416+03 - 416+23.97 (MATCH EXISTING RR CONCRETE PANELS PLANE)
STA 416+23.97 - 416+37.18 (NO WORK ON TRACKS)
STA 416+37.18 - 416+60 (MATCH EXISTING RR CONCRETE PANELS PLANE)
STA 416+60 - 416+85 (CROWN TRANSITION)
STA 416+85 - 417+75



BP DRIVEWAY

STA 411+10 - 412+17 RT

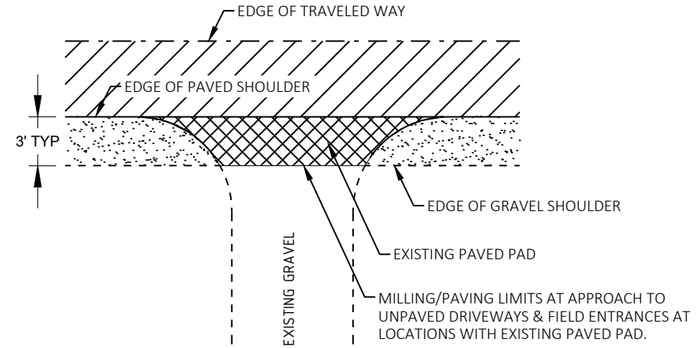
PROJECT NO: 3100-00-75	HWY: STH 67	COUNTY: WALWORTH/WAUKESHA	PROPOSED TYPICAL SECTIONS	SHEET 14	E



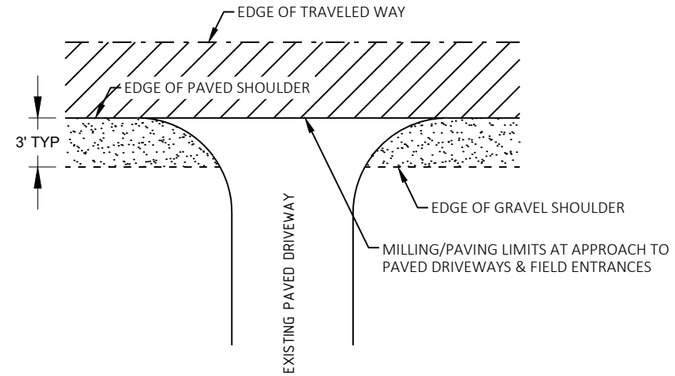
REMOVE MATERIAL UNDER ITEM 'REMOVING ASPHALTIC SURFACE BUTT JOINT'

REMOVING ASPHALTIC SURFACE MILLING

BUTT JOINT - NO CHANGE IN PROFILE



GRAVEL DRIVEWAY



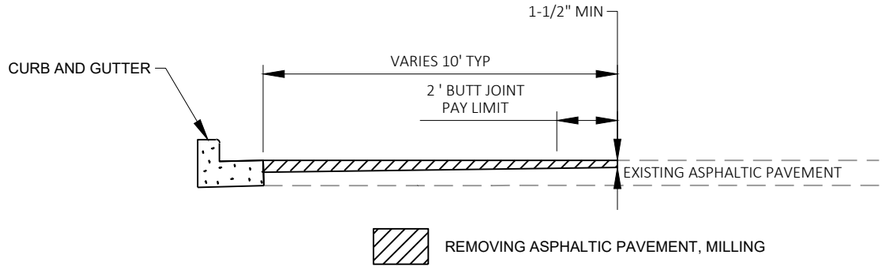
PAVED DRIVEWAY

RURAL DRIVEWAY LIMITS

HMA PAVEMENT

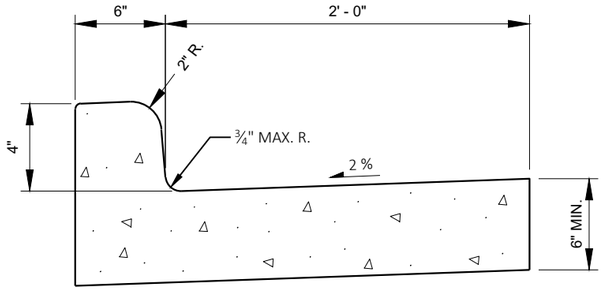
2" ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES

BASE AGGREGATE DENSE 3/4-INCH



MILLED BUTT JOINT AT CURB & GUTTER

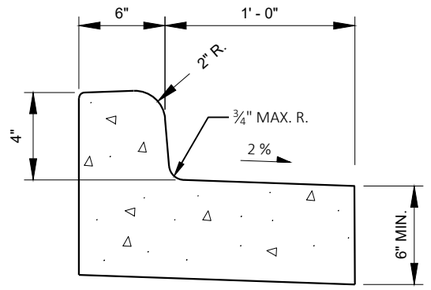
STA 411+10 - 412+17 RT



CONCRETE CURB AND GUTTER 30-INCH TYPE D (MODIFIED)

STA 411+10 - 412+17 RT

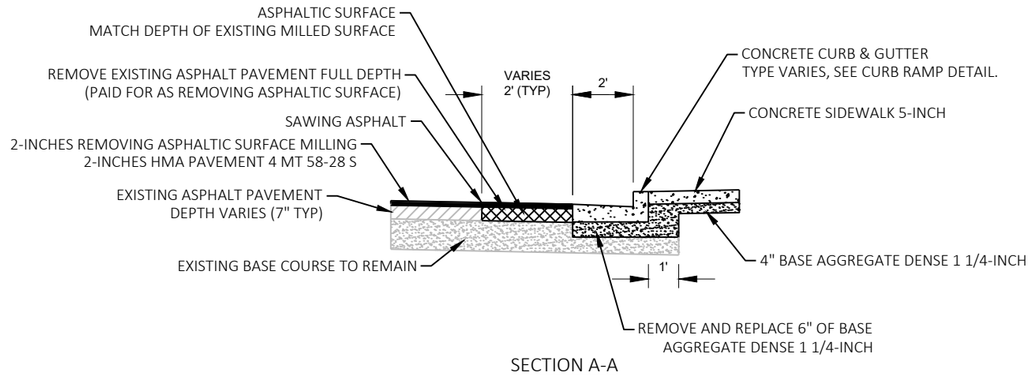
PAID AS CONCRETE CURB AND GUTTER 30-INCH TYPE D



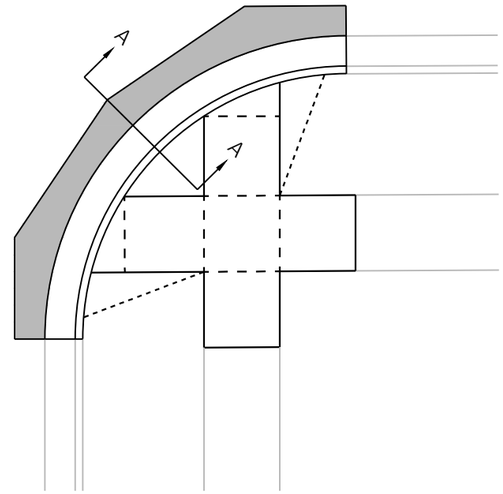
CONCRETE CURB AND GUTTER 18-INCH TYPE D (MODIFIED)

STA 411+10 - 412+17 RT

PAID AS CONCRETE CURB AND GUTER 18-INCH TYPE D



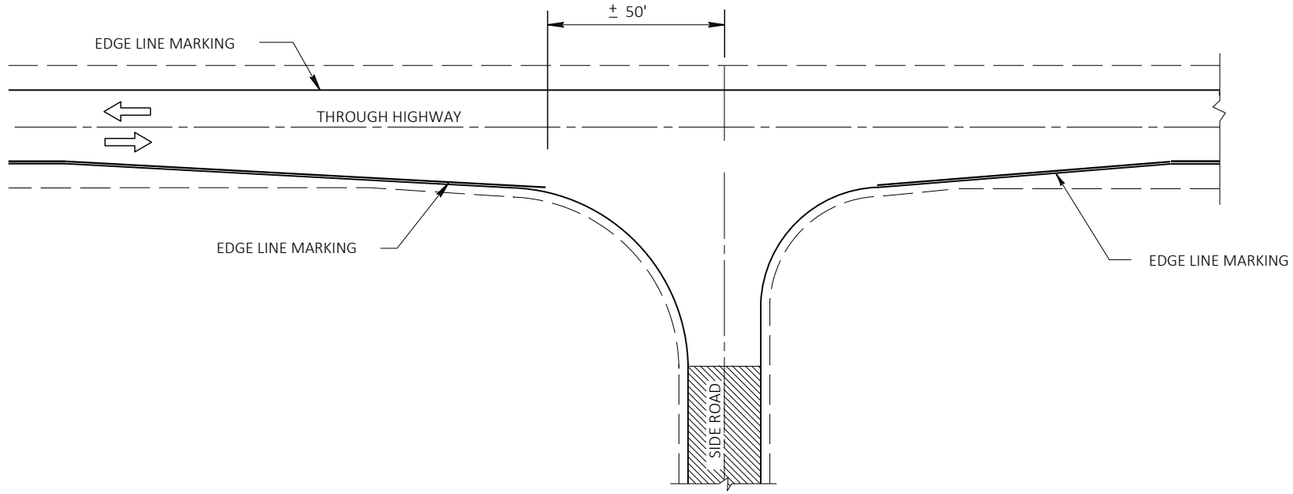
SECTION A-A



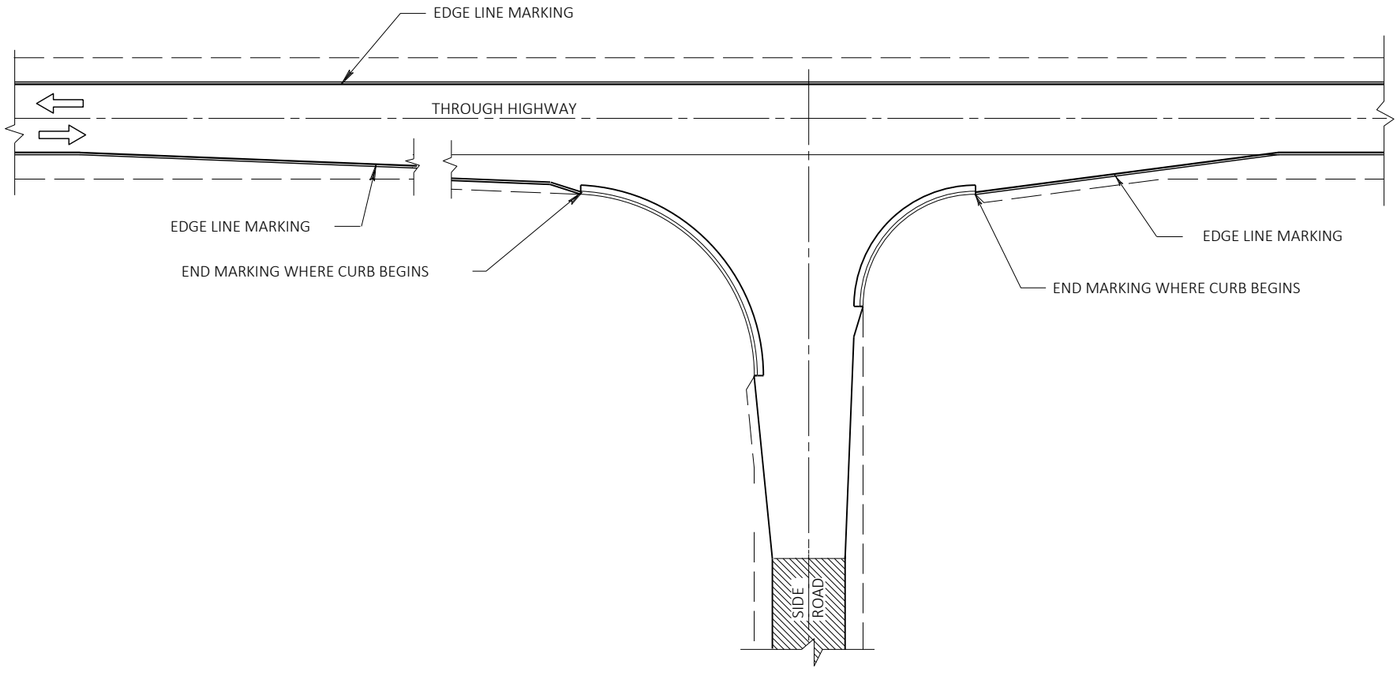
CURB & GUTTER AND SIDEWALK REPLACEMENT

PROJECT NO: 3100-00-75	HWY: STH 67	COUNTY: WALWORTH/WAUKESHA	CONSTRUCTION DETAILS	SHEET 16	E

2

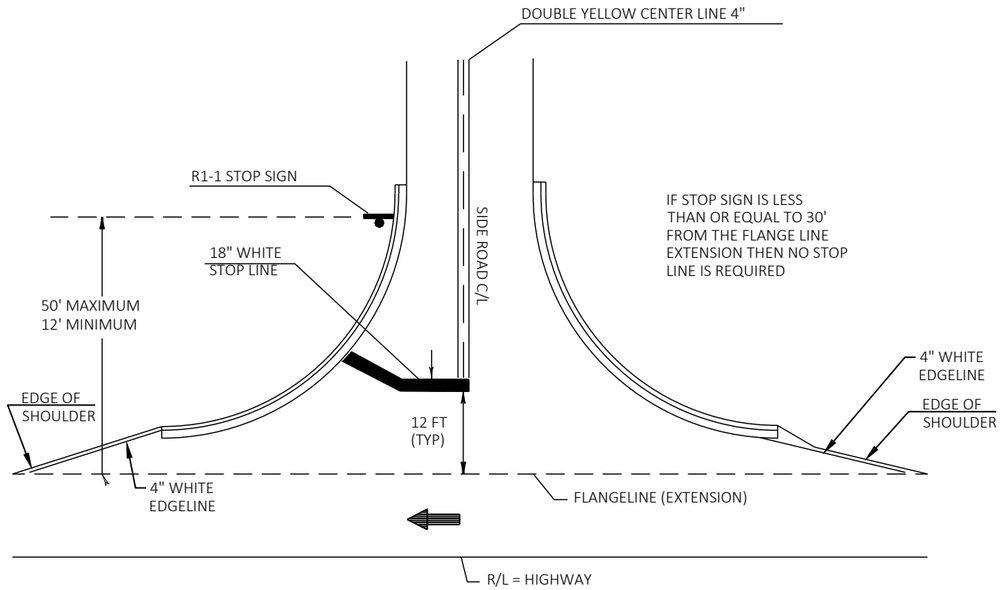


MINOR INTERSECTION WITHOUT CURBS
(TYPICAL MARKING)

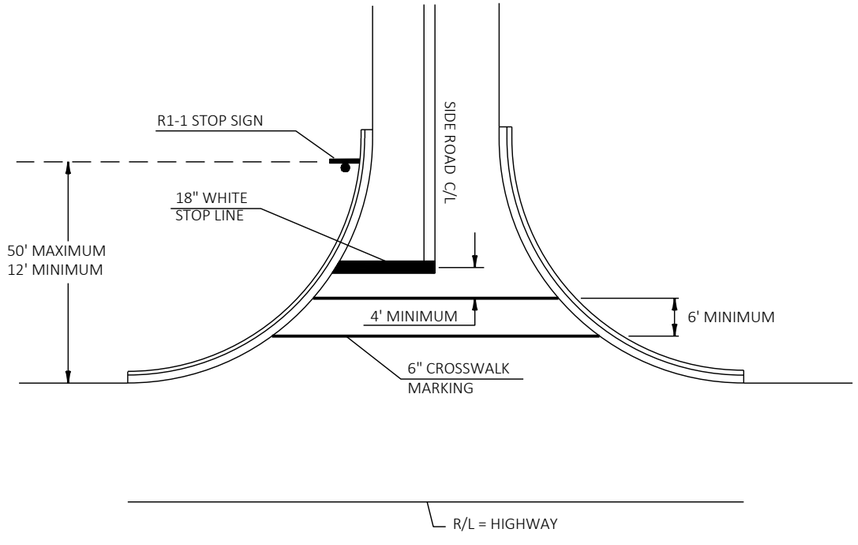


MINOR INTERSECTION WITH CURBS
(TYPICAL MARKING)

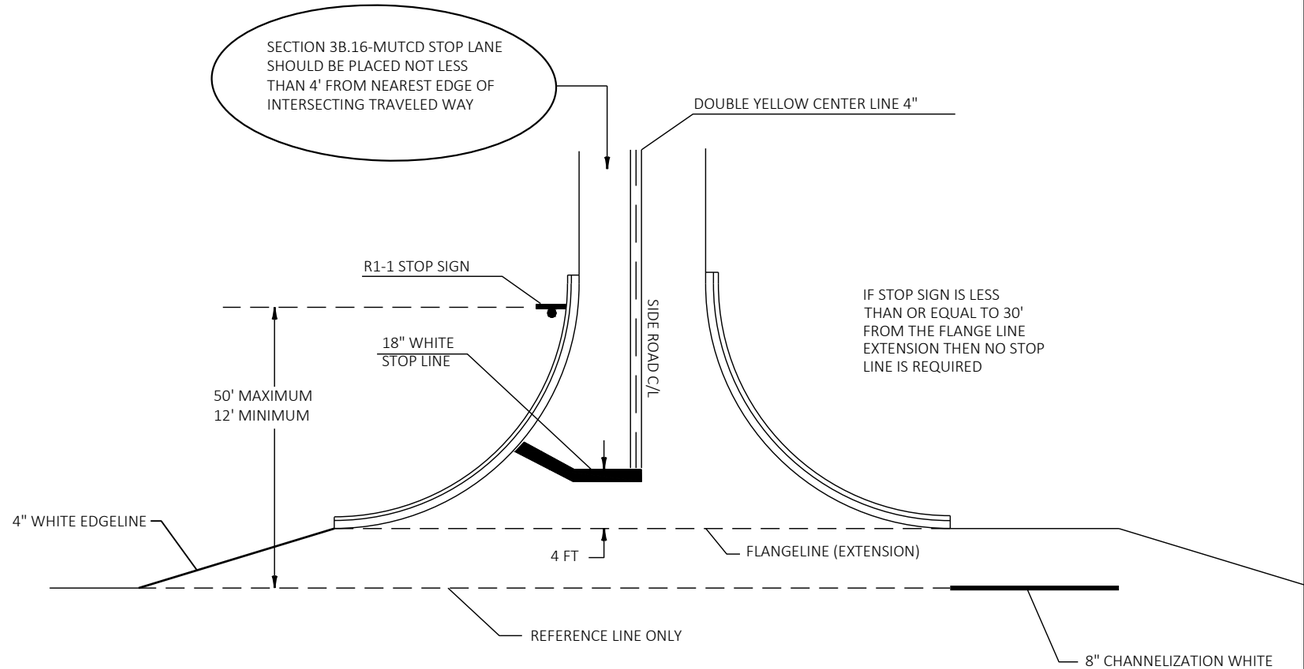
INTERSECTION PAVEMENT MARKING DETAILS



TYPICAL PAVEMENT MARKING FOR SIDEROADS



TYPICAL PAVEMENT MARKING FOR SIDEROADS WITH CROSSWALK MARKING



TYPICAL PAVEMENT MARKING FOR SIDEROADS WITH RIGHT TURN LANE

NOTES:
18-INCH STOP LINES MAY BE DELETED OR ADDED BY THE PROJECT ENGINEER BASED ON VISIBILITY AND SIGHT LINES.

STOP LINES REQUIRED WHERE:
- CROSSWALK MARKINGS EXIST OR BEING PROVIDED
- LARGE RADII
- OFFSET LEFT TURNS WHERE STOP BAR FOR LEFT TURN IS SET BACK FROM THRU MOVEMENT.

LEGEND

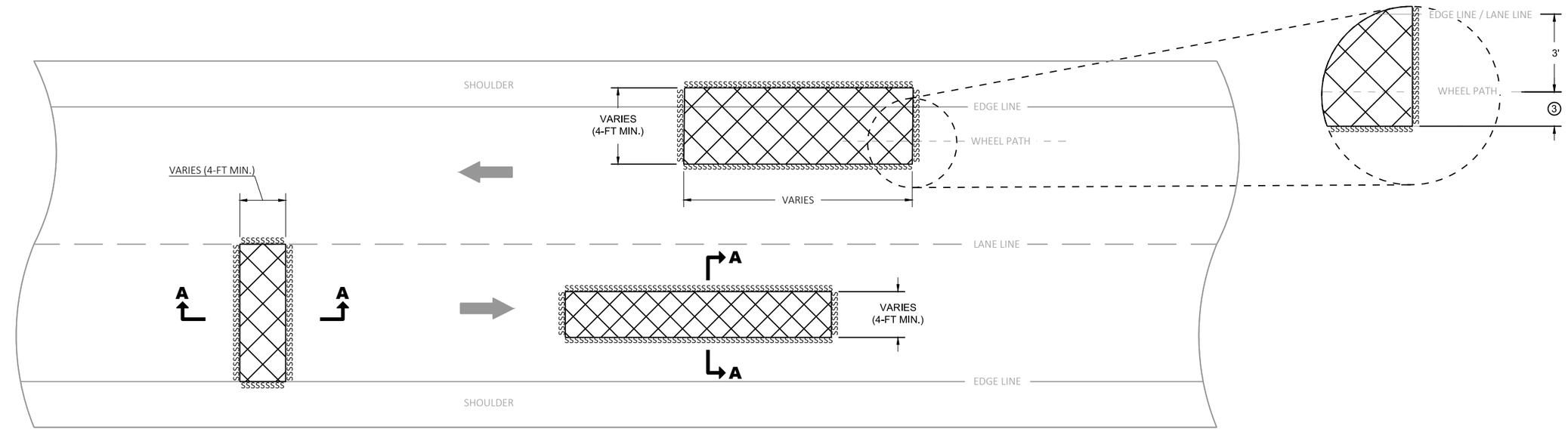
ASPHALTIC REPAIR

ssssss VERTICAL MILLED EDGE
SAW CUTTING AT THE CONTRACTORS DISCRETION

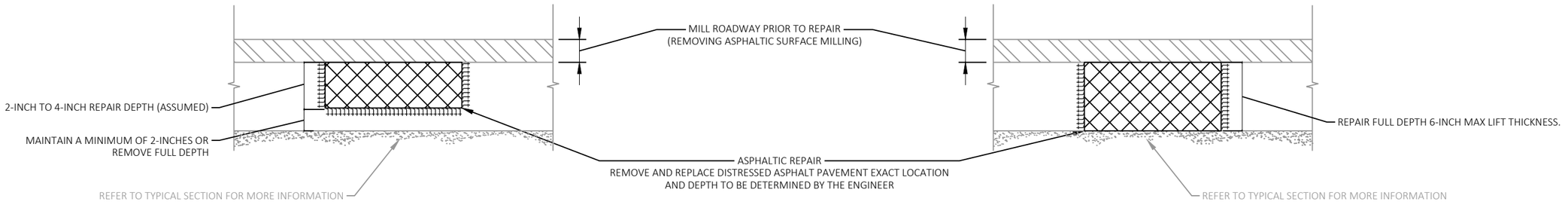
ttttttt TACK COAT

GENERAL NOTES

1. EXACT LOCATION, DEPTH AND SIZE OF REPAIR TO BE DETERMINED BY THE ENGINEER IN THE FIELD.
2. MILL PAVEMENT PER PLAN PRIOR TO MAKING ASPHALTIC REPAIR.
3. LOCATE LONGITUDINAL REPAIR JOINTS OUTSIDE OF WHEEL PATH. 12-INCH MINIMUM (24-INCH RECOMMENDED) FROM THE CENTER OF THE WHEEL PATH.
4. ASPHALTIC REPAIR PAVING TO BE DONE ON THE SAME DAY AS REMOVAL.



PLAN VIEW

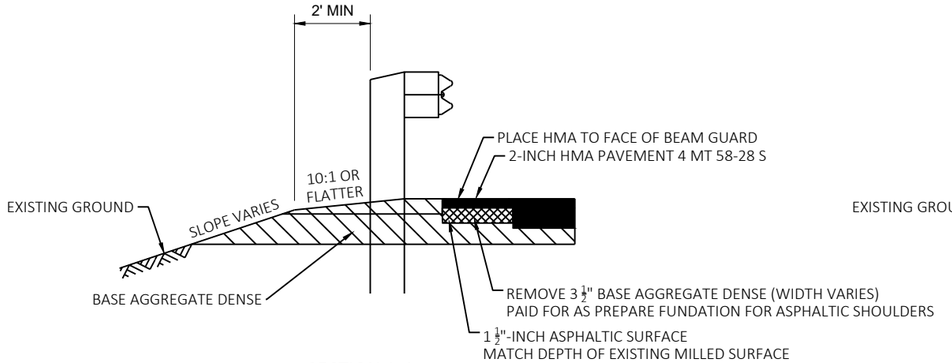


PARTIAL DEPTH **FULL DEPTH**

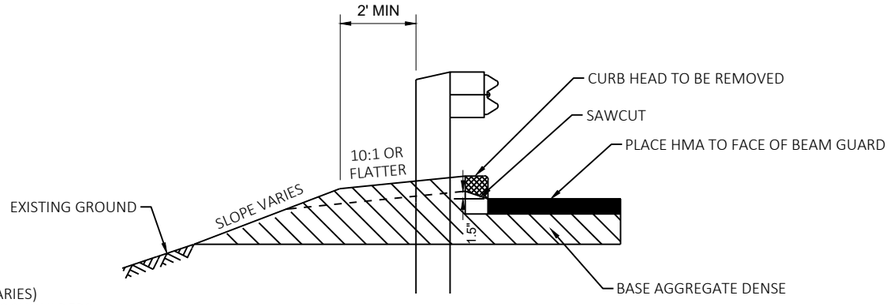
SECTION A-A

ASPHALTIC REPAIR

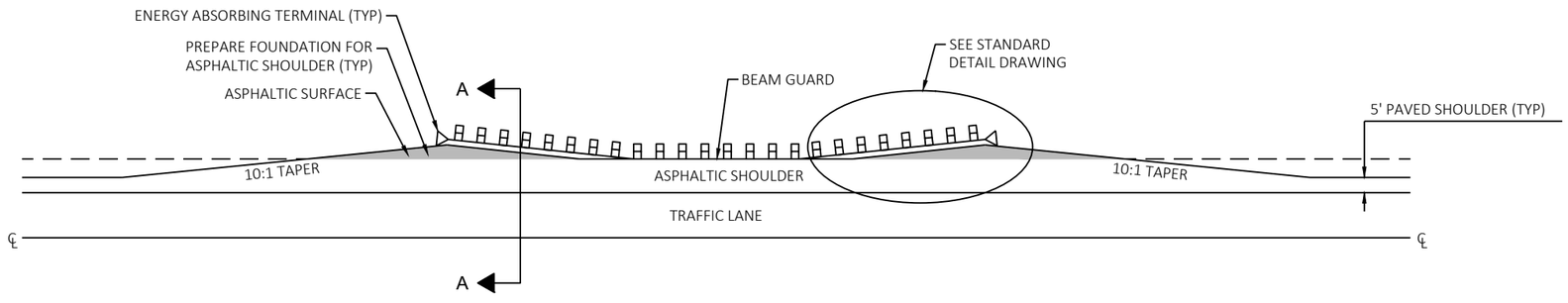
2

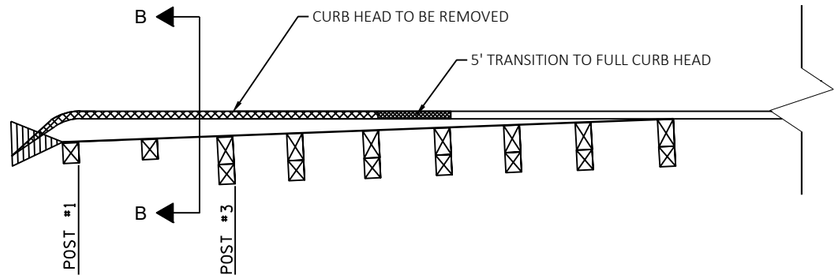


SECTION A-A



SECTION B-B



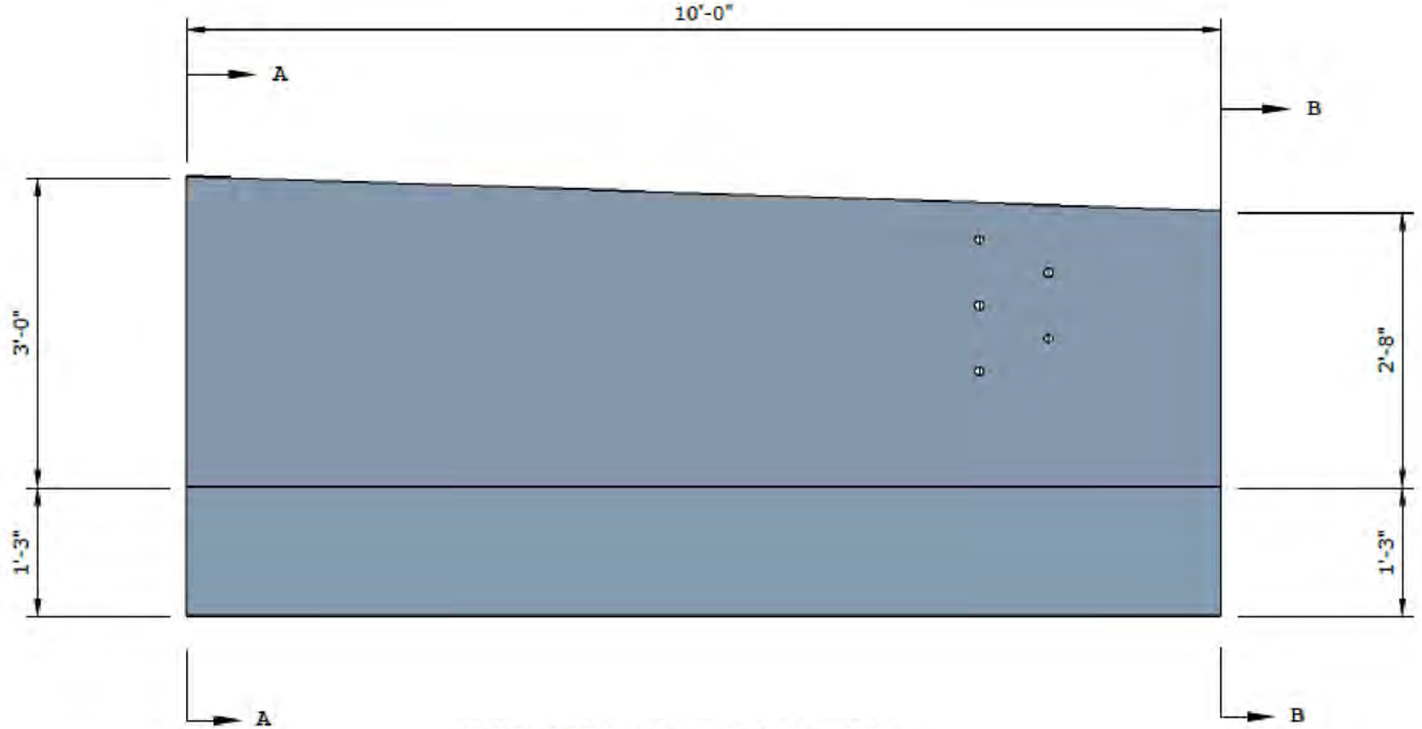


NOTE:

SAW CUT EXISTING EXTRUDED CONCRETE CURB HEAD IN CONFLICT WITH E.A.T. 25' MINIMUM FROM POST #1 OR AS DIRECTED BY THE ENGINEER.

DETAIL FOR ASPHALTIC SHOULDER AT BEAM GUARD

2



Modified 36-Inch to 32-Inch Transition

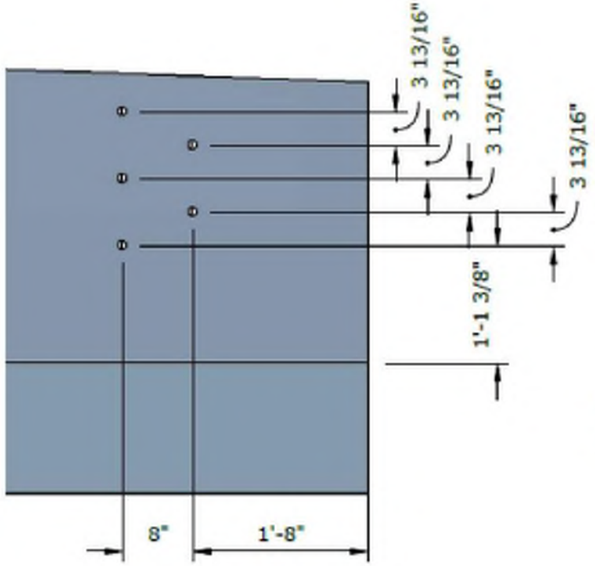
Profile View

SPECIAL 03. CONCRETE BARRIER
TRANSITION S36C TO S32C

PROJECT NO: 3100-00-75	HWY: STH 67	COUNTY: WALWORTH/WAUKESHA	CONSTRUCTION DETAILS	SHEET 21	E

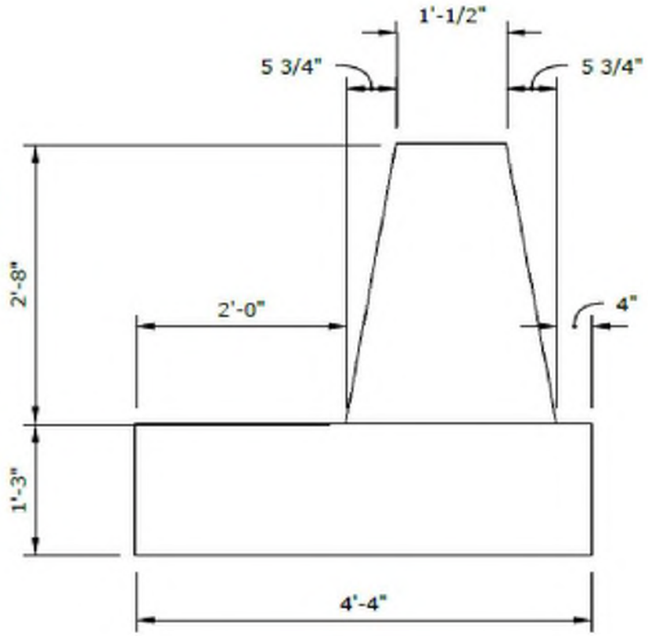
FILE NAME : \\DOTWKEFILE1P\N3PUBLIC\PDS\C3D\31000005\SHEETSPLAN\021001-CD.DWG
LAYOUT NAME - 07
PLOT DATE : 7/14/2025 9:22 AM PLOT BY : SILVA, DIEGO PLOT NAME : PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42

2



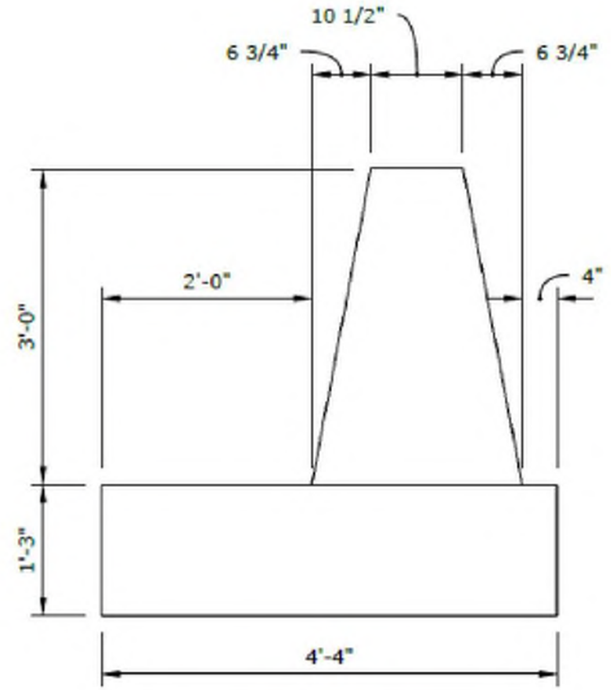
PVC Pipe Location

Profile View



A-A

Cross Section View

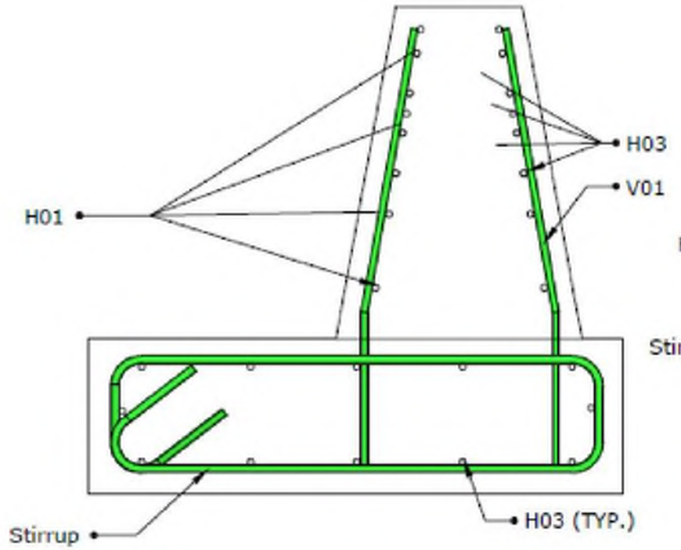


B-B

Section View

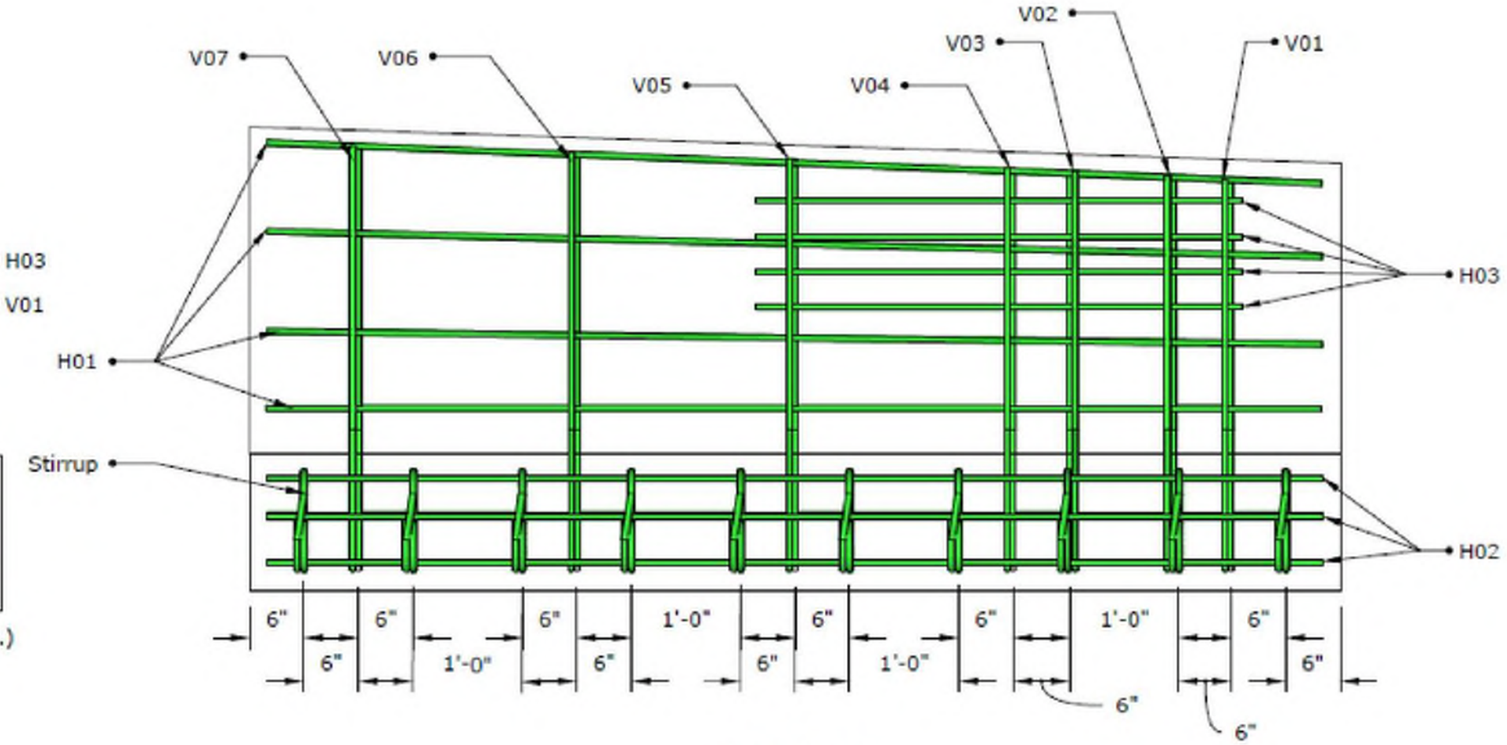
2 of 4

2



Steel Layout

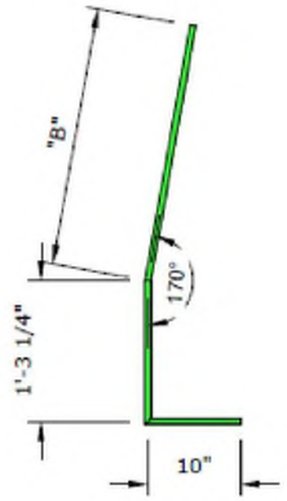
Cross Section View



Steel Layout

Profile View

3 of 4

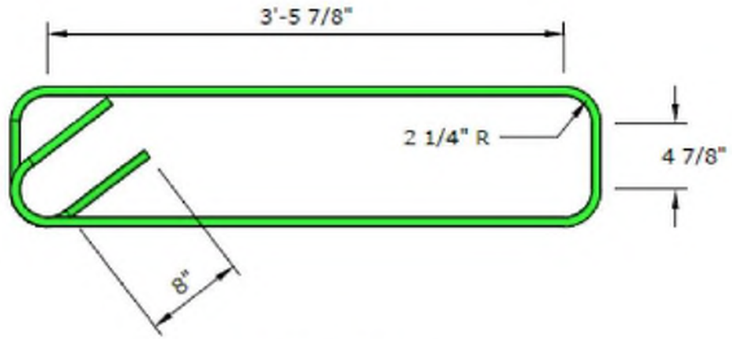


V Bar Layout

Steel Detail

Bar #	Bar Size	"B"
V01	5	2' 4"
V02	5	2' 4 3/8"
V03	5	2' 4 7/8"
V04	5	2' 5 1/4"
V05	5	2' 6 1/4"
V06	5	2' 7"
V07	5	2' 7 3/4"

Bar #	Bar Size	Length
H01	5	9' 8 1/8"
H02	5	9 ' 8"
H03	5	4' 5 3/8"



Stirrup Layout

Steel Detail

Stirrup is a No. 6 Bar.

4 of 4

REMOVING CURB AND GUTTER AND PAVEMENT TO THE LIMITS SHOWN, EXCAVATING, PREPARING THE FOUNDATION AND SHIMMING ARE INCIDENTAL TO THE ADJUSTING OR RECONSTRUCTING BID ITEMS.

THE DEPARTMENT WILL PAY SEPARATELY FOR SAWING ASPHALT, SAWING CONCRETE, CONCRETE CURB & GUTTER AND DRILLED TIE BARS.

MONOLITHIC SHIM CONCRETE, CONCRETE PLACEMENT AND FINISHING IS INCIDENTAL TO THE CONCRETE CURB & GUTTER BID ITEM.

PREVENT CONCRETE AND OTHER DEBRIS FROM FALLING INTO STRUCTURE.

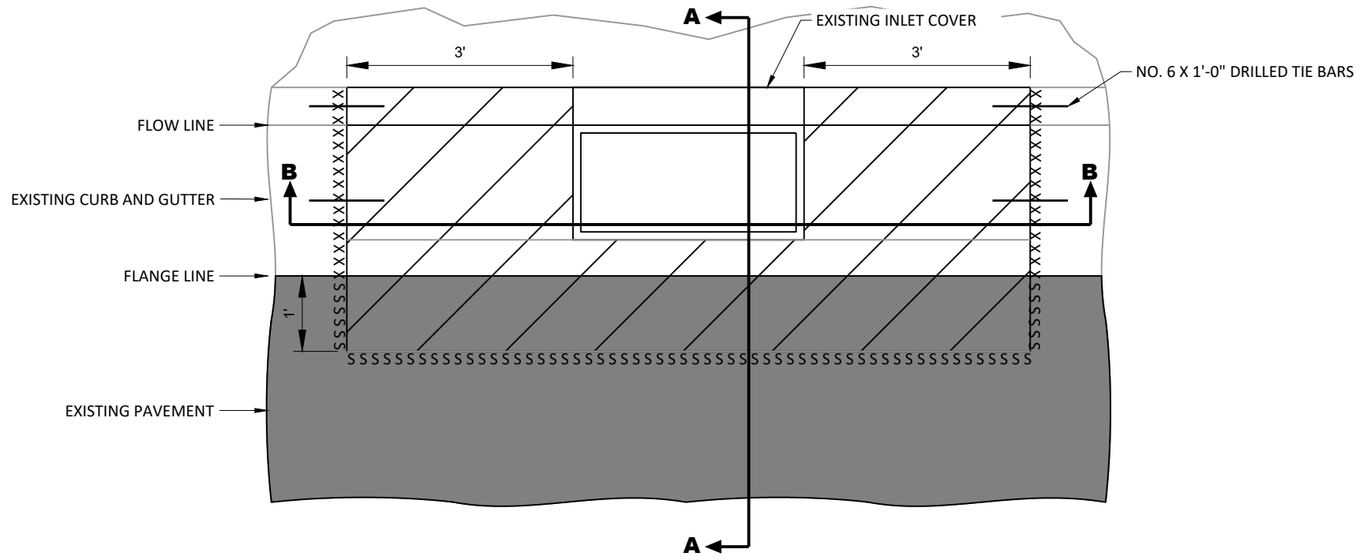
REFER TO PLAN DETAILS AND MISCELLANEOUS QUANTITIES FOR ADDITIONAL INFORMATION.

S S S SAWING ASPHALT

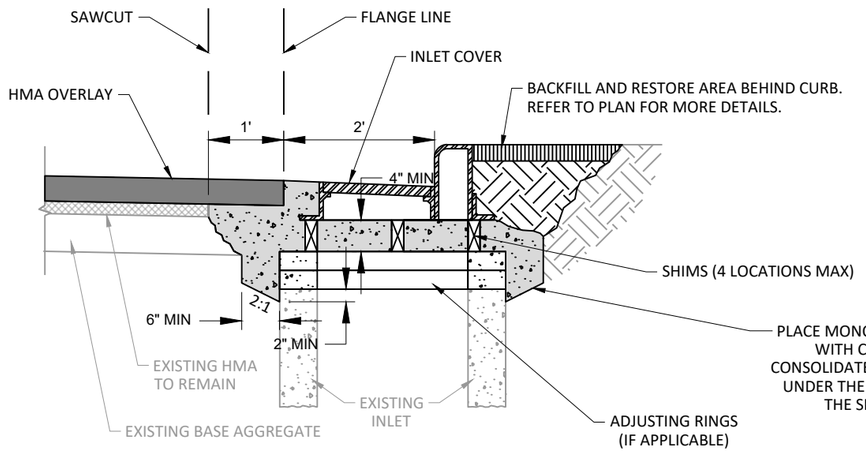
X X X SAWING CONCRETE

REMOVING CURB & GUTTER AND PAVEMENT

MONOLITHIC CONCRETE

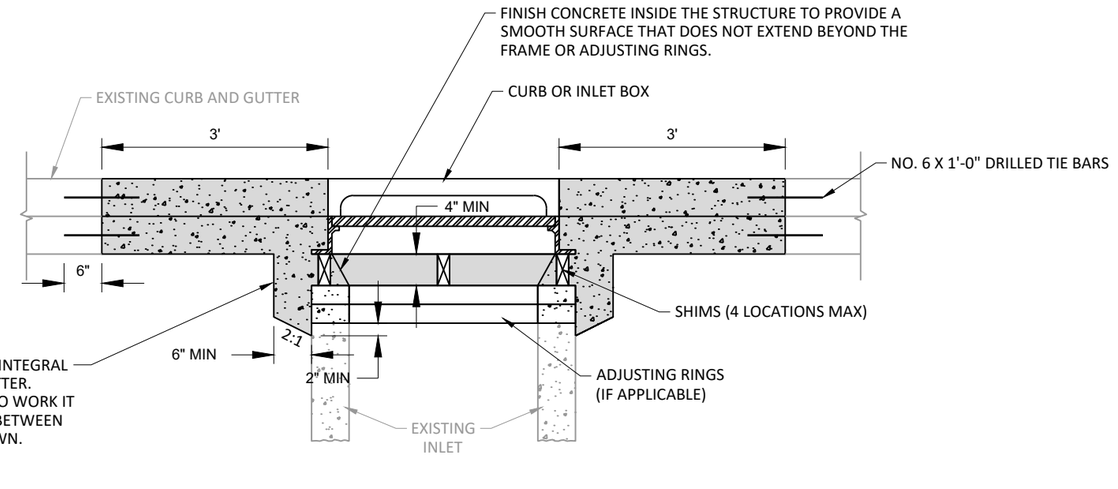


PLAN VIEW



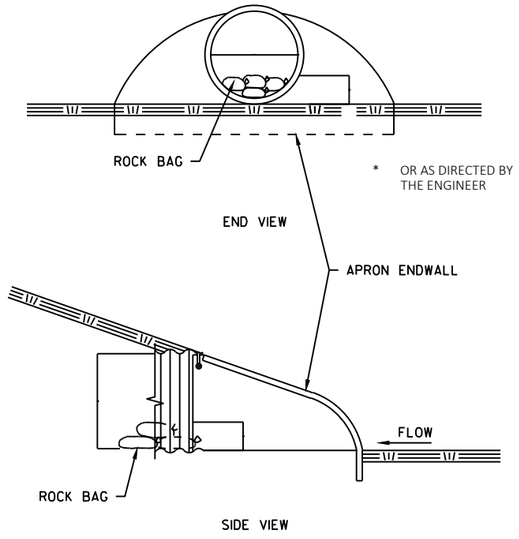
SECTION A-A

PLACE MONOLITHIC SHIM INTEGRAL WITH CURB AND GUTTER. CONSOLIDATE CONCRETE TO WORK IT UNDER THE FRAME AND BETWEEN THE SHIMS AS SHOWN.



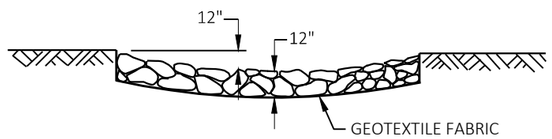
SECTION B-B

ADJUSTING / RECONSTRUCTING CATCH BASINS & INLETS - MONOLITHIC SHIM

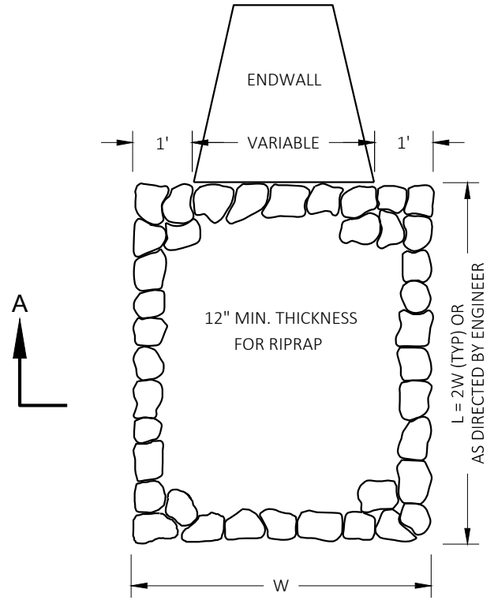


ESTIMATED BAG SIZE = 18" X 12" X 6"	
PIPE SIZE	ESTIMATED NUMBER OF BAGS
12"	1
15"	2
18"	2
24"	3
30"	5
36"	7
42"	7
48"	10
54"	10
60"	13
66"	14
72"	16
17"X13"	2
30"X19"	5
38"X24"	7
45"X29"	10
53"X34"	10
60"X38"	13
76"X48"	18
27' WIDE BOX CULVERT	36

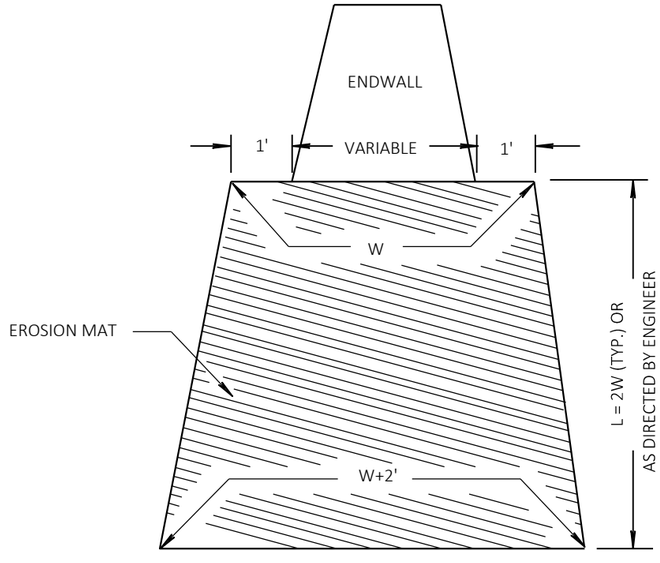
CULVERT PIPE CHECKS



SECTION A-A



RIPRAP TREATMENT AT CULVERTS



EROSION MAT TREATMENT AT CULVERTS

2

2

LEGEND

- LL — LEVEL LANDING
- XX — POINT NUMBER
- SLOPE INTERCEPTS
- DETECTABLE WARNING FIELD
- MEF — MAXIMUM EXTENT FEASIBLE TECHNICAL INFEASIBILITY PRESENT
- G — GRADED FLARE (6:1 MAX SLOPE)
- P — PAVED FLARE (10:1 MAX SLOPE)

N

RADIAL WARNING FIELD PANEL LAYOUT TABLE

QUADRANT	BACK OF CURB RADIUS (FT)	LANDING LENGTH 'XR' (FT)	RADIAL WARNING FIELD AREA (SF)	RADIAL LONG CHORD (FT)
SOUTHWEST	24.5'	11.44'	21.90 SF	12.72'

RADIAL WARNING FIELD PANEL LAYOUT TABLE

QUADRANT	BACK OF CURB RADIUS (FT)	LANDING LENGTH 'XR' (FT)	RADIAL WARNING FIELD AREA (SF)	RADIAL LONG CHORD (FT)
SOUTHEAST	22.5'	8.25'	26.23 SF	7.77'

STH 67 C/L

STH 67

412

413

TYPE 4A1 CURB RAMP

TYPE 2 CURB RAMP

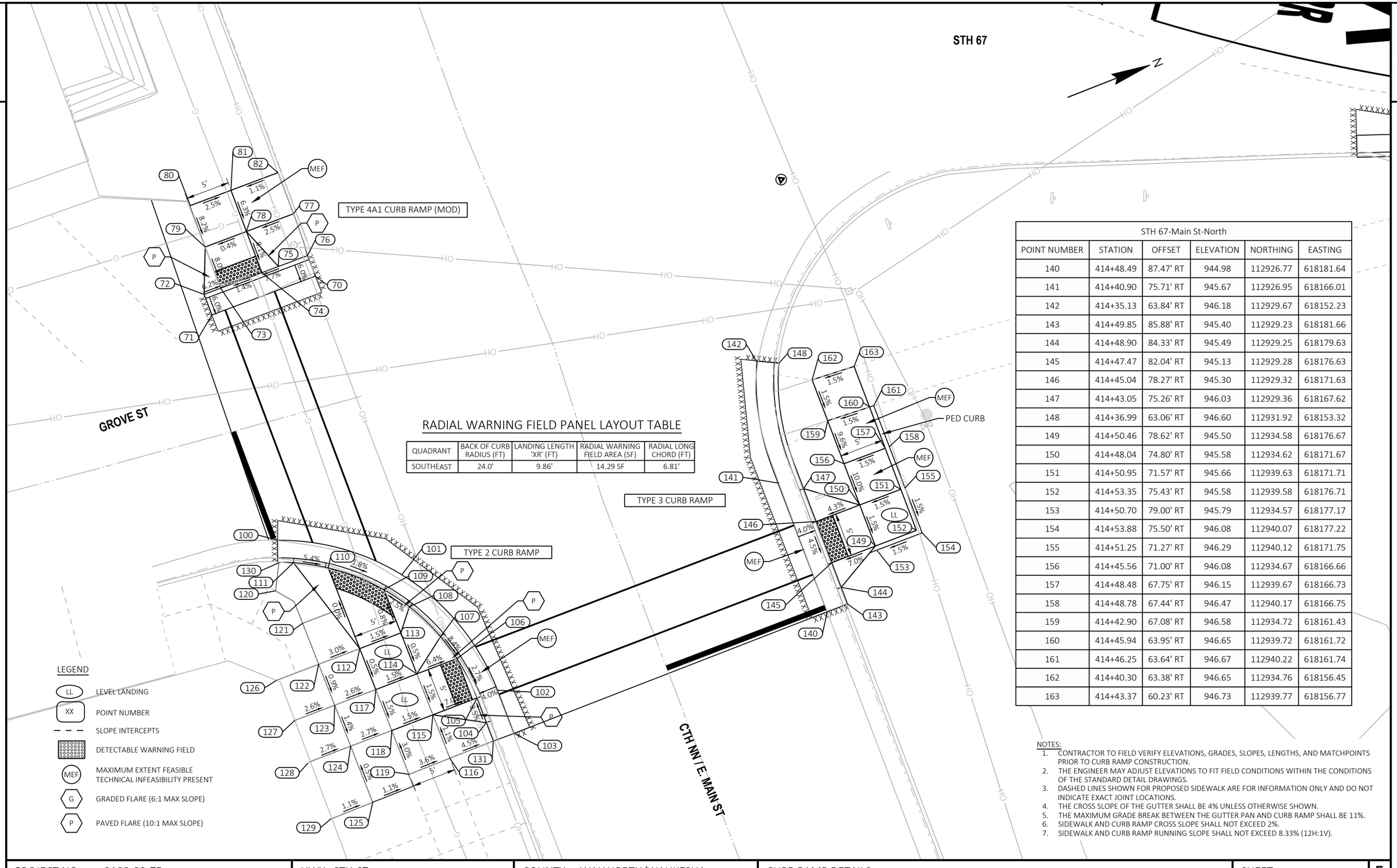
RADIAL DWF

CTH N / SOUTH ST

NOTES:

1. CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS, AND MATCHPOINTS PRIOR TO CURB RAMP CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWINGS.
3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE EXACT JOINT LOCATIONS.
4. THE CROSS SLOPE OF THE GUTTER SHALL BE 4% UNLESS OTHERWISE SHOWN.
5. THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL BE 11%.
6. SIDEWALK AND CURB RAMP CROSS SLOPE SHALL NOT EXCEED 2%.
7. SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V).

PROJECT NO: 3100-00-75	HWY: STH 67	COUNTY: WALWORTH/WAUKESHA	CURB RAMP DETAILS	SHEET 27	E



RADIAL WARNING FIELD PANEL LAYOUT TABLE

QUADRANT	BACK OF CURB RADIUS (FT)	LANDING LENGTH 'XR' (FT)	RADIAL WARNING FIELD AREA (SF)	RADIAL LONG CHORD (FT)
SOUTHEAST	24.0'	9.86'	14.29 SF	6.81'

LEGEND

- LL — LEVEL LANDING
- XX — POINT NUMBER
- SLOPE INTERCEPTS
- DETECTABLE WARNING FIELD
- MEF — MAXIMUM EXTENT FEASIBLE TECHNICAL INFEASIBILITY PRESENT
- G — GRADED FLARE (6:1 MAX SLOPE)
- P — PAVED FLARE (10:1 MAX SLOPE)

STH 67-Main St-North					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
140	414+48.49	87.47' RT	944.98	112926.77	618181.64
141	414+40.90	75.71' RT	945.67	112926.95	618166.01
142	414+35.13	63.84' RT	946.18	112929.67	618152.23
143	414+49.85	85.88' RT	945.40	112929.23	618181.66
144	414+48.90	84.33' RT	945.49	112929.25	618179.63
145	414+47.47	82.04' RT	945.13	112929.28	618176.63
146	414+45.04	78.27' RT	945.30	112929.32	618171.63
147	414+43.05	75.26' RT	946.03	112929.36	618167.62
148	414+36.99	63.06' RT	946.60	112931.92	618153.32
149	414+50.46	78.62' RT	945.50	112934.58	618176.67
150	414+48.04	74.80' RT	945.58	112934.62	618171.67
151	414+50.95	71.57' RT	945.66	112939.63	618171.71
152	414+53.35	75.43' RT	945.58	112939.58	618176.71
153	414+50.70	79.00' RT	945.79	112934.57	618177.17
154	414+53.88	75.50' RT	946.08	112940.07	618177.22
155	414+51.25	71.27' RT	946.29	112940.12	618171.75
156	414+45.56	71.00' RT	946.08	112934.67	618166.66
157	414+48.48	67.75' RT	946.15	112939.67	618166.73
158	414+48.78	67.44' RT	946.47	112940.17	618166.75
159	414+42.90	67.08' RT	946.58	112934.72	618161.43
160	414+45.94	63.95' RT	946.65	112939.72	618161.72
161	414+46.25	63.64' RT	946.67	112940.22	618161.74
162	414+40.30	63.38' RT	946.65	112934.76	618156.45
163	414+43.37	60.23' RT	946.73	112939.77	618156.77

NOTES:

1. CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS, AND MATCHPOINTS PRIOR TO CURB RAMP CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWINGS.
3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE EXACT JOINT LOCATIONS.
4. THE CROSS SLOPE OF THE GUTTER SHALL BE 4% UNLESS OTHERWISE SHOWN.
5. THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL BE 11%.
6. SIDEWALK AND CURB RAMP CROSS SLOPE SHALL NOT EXCEED 2%.
7. SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V).

NOTES:
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7. SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V).

STH 67-WSOR					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
200	415+95.32	27.10' RT	948.46	113109.18	618201.35
201	415+95.30	22.10' RT	948.39	113110.50	618196.53
202	416+04.64	27.07' RT	948.54	113118.17	618203.81
203	416+05.00	22.07' RT	948.47	113119.86	618199.09
204	416+10.00	23.05' RT	948.53	113124.41	618201.37
205	416+08.78	27.95' RT	948.60	113121.93	618205.77
206	416+22.27	34.03' RT	948.77	113133.30	618215.24
207	416+24.33	29.48' RT	948.69	113136.50	618211.39
208	416+31.94	29.73' RT	948.78	113143.76	618213.67
209	416+33.75	34.41' RT	948.85	113144.20	618218.65
210	416+35.28	33.85' RT	948.87	113145.78	618218.52
211	416+40.08	32.09' RT	948.92	113150.71	618218.09
212	416+38.24	27.42' RT	948.85	113150.28	618213.11
213	416+33.46	29.17' RT	948.79	113145.34	618213.53
214	416+64.65	17.19' RT	948.74	113177.92	618210.71
215	416+69.36	15.29' RT	948.82	113182.91	618210.30
216	416+69.30	14.30' RT	948.82	113183.15	618209.33
217	416+78.72	13.68' RT	948.69	113192.17	618211.62
218	416+71.34	19.91' RT	948.75	113183.35	618215.29
219	416+66.60	21.81' RT	948.79	113178.35	618215.69

LEGEND

- LL — LEVEL LANDING
- XX — POINT NUMBER
- SLOPE INTERCEPTS
- DETECTABLE WARNING FIELD
- MEF — MAXIMUM EXTENT FEASIBLE TECHNICAL INFEASIBILITY PRESENT
- G — GRADED FLARE (6:1 MAX SLOPE)
- P — PAVED FLARE (10:1 MAX SLOPE)

WISCONSIN & SOUTHERN RAILROAD

STH 67 C/L

STH 67

416

417

HMA

TYPE 8 CURB RAMP

948.69 (E)

948.75(E)

PROJECT NO: 3100-00-75	HWY: STH 67	COUNTY: WALWORTH/WAUKESHA	CURB RAMP DETAILS	SHEET 29	E

FILE NAME : \\DOTWKEFILE1P\N3PUBLIC\PDS\C3D\31000005\SHEETSPLAN\021301-CR.DWG
LAYOUT NAME - 03

PLOT DATE : 9/16/2024 4:44 PM PLOT BY : SILVA, DIEGO PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 42

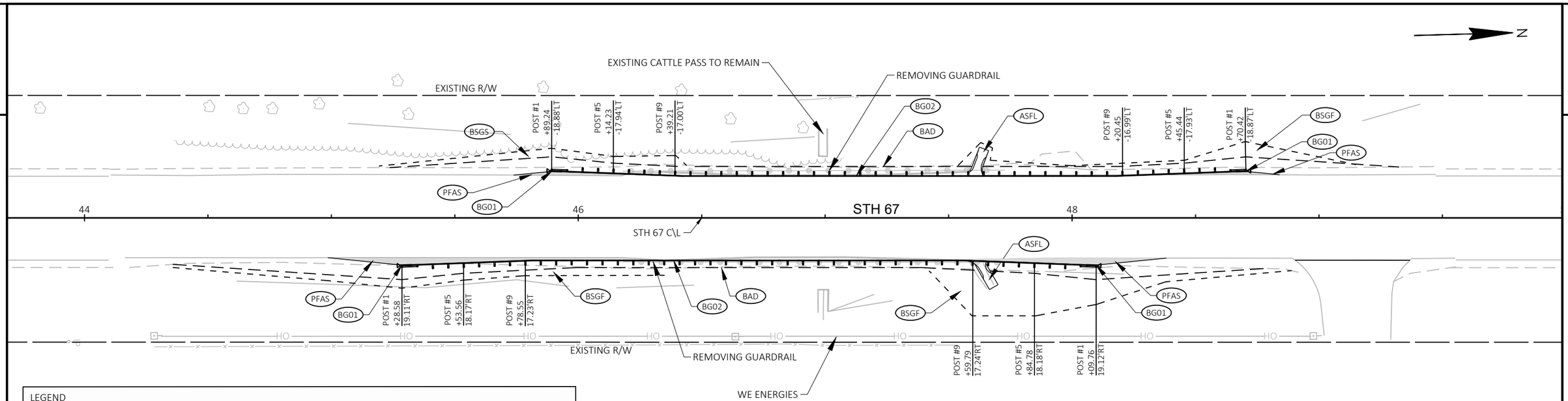
STH 67-CTH N West					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
01	411+82.01	14.00' RT	958.74	112872.17	617877.19
02	411+82.01	16.50' RT	958.88	112869.72	617877.70
03	411+88.01	14.01' RT	958.62	112873.38	617883.07
04	411+88.01	16.50' RT	958.92	112870.94	617883.58
05	411+94.01	14.00' RT	958.51	112874.61	617888.94
06	411+94.01	16.50' RT	958.81	112872.16	617889.45
07	411+96.56	14.00' RT	958.45	112875.13	617891.44
08	412+01.38	14.46' RT	958.37	112875.65	617896.25
09	412+01.01	16.43' RT	958.41	112873.66	617896.29
10	412+10.56	18.03' RT	958.23	112874.03	617905.96
11	412+16.49	22.97' RT	958.12	112870.41	617912.77
12	412+14.72	25.41' RT	958.48	112867.66	617911.54
13	412+15.81	27.58' RT	958.38	112865.75	617913.05
14	411+93.87	24.50' RT	958.51	112864.30	617890.94
15	412+13.21	22.50' RT	958.20	112870.20	617909.47
16	412+01.01	22.50' RT	958.37	112867.71	617897.53
17	411+94.01	22.50' RT	958.87	112866.29	617890.67
18	411+88.01	24.50' RT	958.62	112863.11	617885.20
19	411+88.01	22.50' RT	958.98	112865.07	617884.80
20	411+82.01	24.50' RT	958.73	112861.89	617879.33
21	411+82.01	22.50' RT	958.94	112863.84	617878.92

STH 67-Grove St					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
70	413+97.67	78.52' RT	947.48	112886.41	618124.88
71	413+92.21	88.61' RT	947.41	112873.87	618124.71
72	413+90.73	87.16' RT	947.70	112873.89	618122.21
73	413+91.59	85.53' RT	947.57	112875.90	618122.24
74	413+93.74	81.46' RT	947.64	112880.92	618122.30
75	413+94.61	79.85' RT	947.79	112882.92	618122.33
76	413+96.19	77.00' RT	947.52	112886.46	618122.38
77	413+93.23	73.89' RT	948.15	112886.70	618117.37
78	413+90.73	78.53' RT	948.01	112880.98	618117.30
79	413+88.59	82.63' RT	947.99	112875.97	618117.23
80	413+85.58	79.73' RT	948.50	112876.12	618112.23
81	413+87.67	75.66' RT	948.37	112881.05	618112.30
82	413+90.15	70.98' RT	948.44	112886.77	618112.38
83	413+95.57	82.30' RT	947.51	112881.68	618124.81

STH 67-CTH N East					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
30	412+90.22	40.97' RT	957.36	112867.79	617988.62
31	412+66.83	35.66' RT	957.29	112868.23	617964.64
32	412+64.22	33.26' RT	957.27	112870.05	617961.60
33	412+64.27	29.73' RT	957.25	112873.51	617960.93
34	412+75.83	19.53' RT	957.09	112885.86	617970.17
35	412+91.20	18.02' RT	956.70	112890.46	617984.91
36	412+97.50	19.35' RT	956.46	112890.44	617991.35
37	413+02.11	20.42' RT	956.21	112890.41	617996.34
38	412+93.23	39.57' RT	957.06	112869.78	617991.29
39	412+87.48	37.78' RT	957.41	112870.35	617985.29
40	412+81.62	36.45' RT	957.39	112870.46	617979.29
41	412+67.38	33.22' RT	957.35	112870.73	617964.69
42	412+66.42	31.00' RT	957.31	112872.71	617963.30
43	412+68.94	27.53' RT	957.18	112876.62	617965.06
44	412+75.02	22.68' RT	957.09	112882.61	617970.02
45	412+78.70	21.07' RT	957.18	112884.93	617973.29
46	412+85.11	19.93' RT	957.01	112887.35	617979.34
47	412+91.12	20.55' RT	956.81	112887.97	617985.34
48	412+96.98	21.80' RT	956.59	112887.94	617991.34
49	413+01.62	22.86' RT	956.33	112887.91	617996.34
50	412+82.89	30.46' RT	957.25	112876.59	617979.31
51	412+84.13	24.57' RT	957.16	112882.61	617979.33
52	412+90.00	25.84' RT	957.07	112882.56	617985.33
53	412+88.73	31.68' RT	957.16	112876.58	617985.27
54	412+94.63	32.92' RT	956.85	112876.57	617991.31
55	412+95.87	27.08' RT	956.73	112882.54	617991.33
56	413+00.58	28.12' RT	956.44	112882.52	617996.33
57	412+99.47	33.95' RT	956.58	112876.56	617996.31
58	412+98.14	40.53' RT	956.79	112869.84	617996.29

STH 67-MainSt -South					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
100	414+06.16	106.42' RT	945.63	112871.51	618151.29
101	414+15.93	103.05' RT	945.42	112883.21	618160.09
102	414+26.58	109.97' RT	945.01	112888.58	618176.28
103	414+29.10	113.66' RT	944.87	112888.52	618181.54
104	414+26.85	113.86' RT	945.18	112886.05	618179.26
105	414+25.41	111.77' RT	944.93	112886.08	618176.26
106	414+22.71	108.71' RT	945.07	112885.59	618171.25
107	414+20.83	107.29' RT	945.33	112884.77	618168.24
108	414+17.63	105.87' RT	945.45	112882.71	618163.80
109	414+15.25	105.49' RT	945.36	112880.71	618160.93
110	414+10.62	106.32' RT	945.48	112875.71	618156.31
111	414+08.08	107.74' RT	945.69	112872.24	618154.32
112	414+15.72	112.70' RT	945.48	112875.71	618166.17
113	414+17.96	108.96' RT	945.40	112880.71	618166.21
114	414+20.47	112.29' RT	945.38	112880.71	618171.21
115	414+22.94	115.66' RT	945.31	112880.71	618176.21
116	414+25.51	119.30' RT	945.54	112880.71	618181.53
117	414+18.22	115.99' RT	945.46	112875.71	618171.17
118	414+20.68	119.33' RT	945.38	112875.71	618176.17
119	414+23.28	122.93' RT	945.54	112875.73	618181.53
120	414+07.96	111.54' RT	945.69	112869.19	618156.57
121	414+10.97	113.24' RT	945.77	112870.71	618161.12
122	414+13.52	116.46' RT	945.63	112870.71	618166.12
123	414+16.02	119.72' RT	945.59	112870.71	618171.12
124	414+18.48	123.02' RT	945.51	112870.71	618176.12
125	414+21.78	127.61' RT	945.55	112870.71	618182.99
126	414+11.32	120.37' RT	945.79	112865.57	618166.08
127	414+13.93	123.37' RT	945.71	112865.86	618171.08
128	414+16.28	126.81' RT	946.65	112865.62	618176.08
129	414+19.59	131.43' RT	945.61	112865.59	618183.01
130	414+07.11	108.58' RT	945.59	112870.70	618153.73
131	414+27.92	115.42' RT	945.21	112886.03	618181.49

NOTES:
1. CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS, AND MATCHPOINTS PRIOR TO CURB RAMP CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWINGS.
3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE EXACT JOINT LOCATIONS.
4. THE CROSS SLOPE OF THE GUTTER SHALL BE 4% UNLESS OTHERWISE SHOWN.
5. THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL BE 11%.
6. SIDEWALK AND CURB RAMP CROSS SLOPE SHALL NOT EXCEED 2%.
7. SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V).

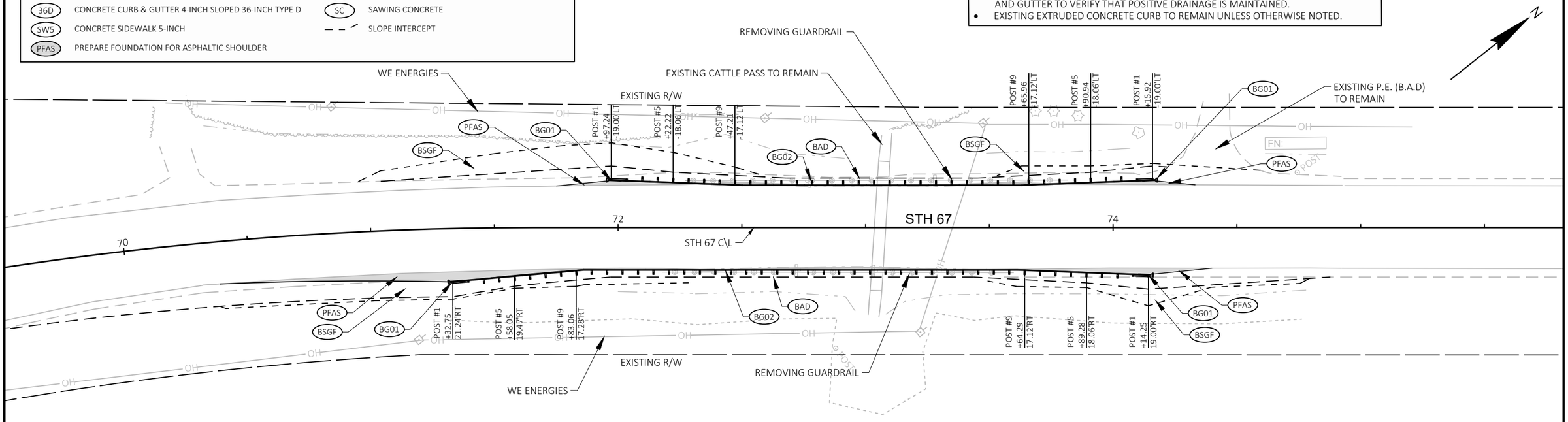


LEGEND

ASD	4" ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES	BSGF	BARRIER SYSTEM GRADING, SHAPING, AND FINISHING
AS01	ASPHALTIC SURFACE (MATCH ADJECENT PAVEMENT DEPTH)	CB42	CONCRETE BARRIER TYPE S42C
BAD	BASE AGGREGATE DENSE 3/4-INCH	ASFL	ASPHALTIC FLUME
DWY	CONCRETE DRIVEWAY 6-INCH	BG01	MGS GUARDRAIL TERMINAL EAT
18D	CONCRETE CURB & GUTTER 18-INCH TYPE D	BG02	MGS GUARDRAIL 3
30D	CONCRETE CURB & GUTTER 30-INCH TYPE D	BG03	MGS THRIE BEAM TRANSITION
36T	CONCRETE CURB AND GUTTER 36" TYPE TBT	SA	SAWING ASPHALT
36D	CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE D	SC	SAWING CONCRETE
SW5	CONCRETE SIDEWALK 5-INCH		SLOPE INTERCEPT
PFAS	PREPARE FOUNDATION FOR ASPHALTIC SHOULDER		

NOTES:

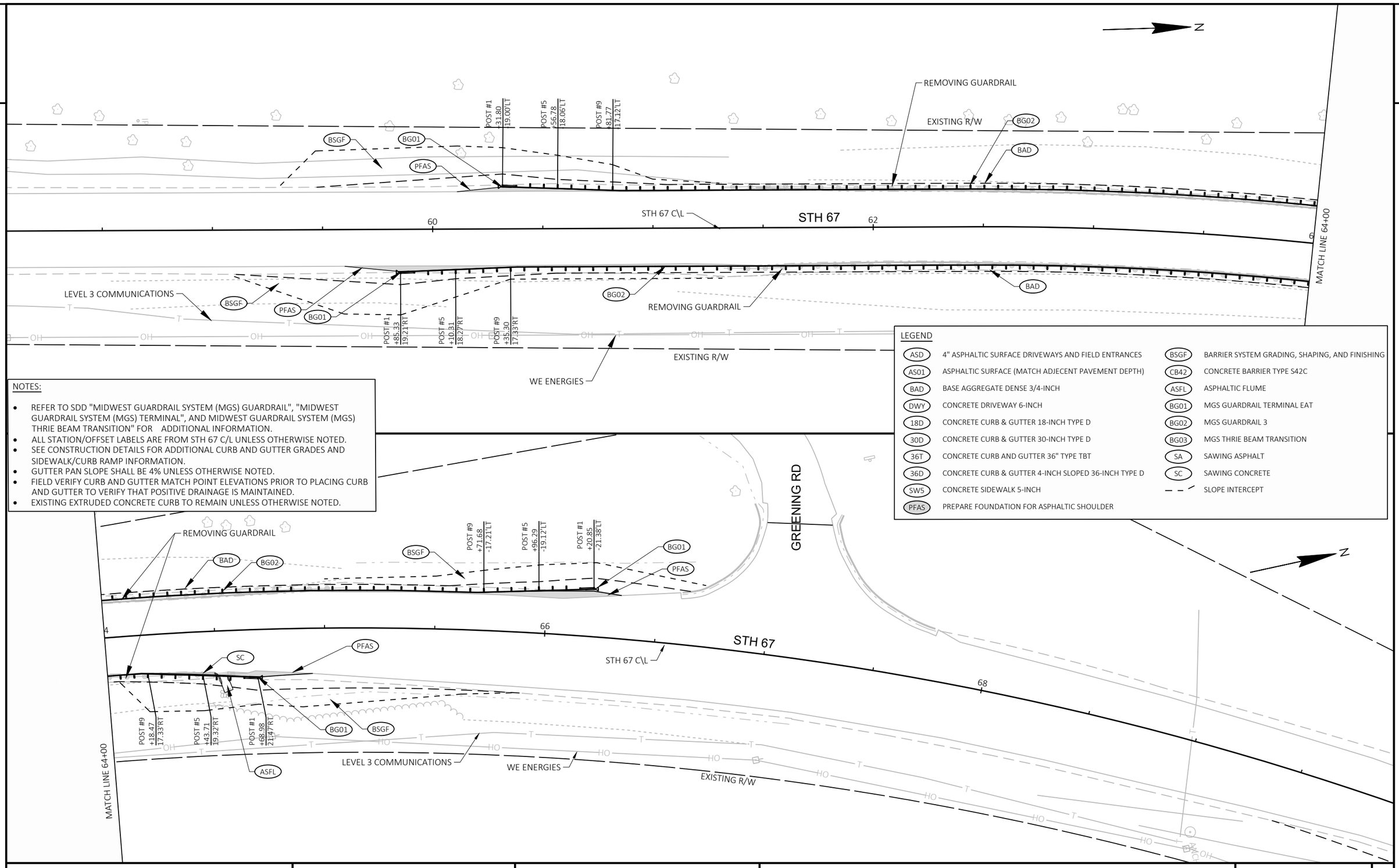
- REFER TO SDD "MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL", "MIDWEST GUARDRAIL SYSTEM (MGS) TERMINAL", AND MIDWEST GUARDRAIL SYSTEM (MGS) THRIE BEAM TRANSITION" FOR ADDITIONAL INFORMATION.
- ALL STATION/OFFSET LABELS ARE FROM STH 67 C/L UNLESS OTHERWISE NOTED.
- SEE CONSTRUCTION DETAILS FOR ADDITIONAL CURB AND GUTTER GRADES AND SIDEWALK/CURB RAMP INFORMATION.
- GUTTER PAN SLOPE SHALL BE 4% UNLESS OTHERWISE NOTED.
- FIELD VERIFY CURB AND GUTTER MATCH POINT ELEVATIONS PRIOR TO PLACING CURB AND GUTTER TO VERIFY THAT POSITIVE DRAINAGE IS MAINTAINED.
- EXISTING EXTRUDED CONCRETE CURB TO REMAIN UNLESS OTHERWISE NOTED.



PROJECT NO: 3100-00-75	HWY: STH 67	COUNTY: WALWORTH/WAUKESHA	PLAN DETAILS	SHEET 31	E

FILE NAME : \\DOTWKEFILE1P\N3PUBLIC\PDS\C3D\31000005\SHEETSPLAN\021201-PD.DWG
LAYOUT NAME - 01
PLOT DATE : 7/22/2024 3:17 PM
PLOT BY : SILVA, DIEGO
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 44

2



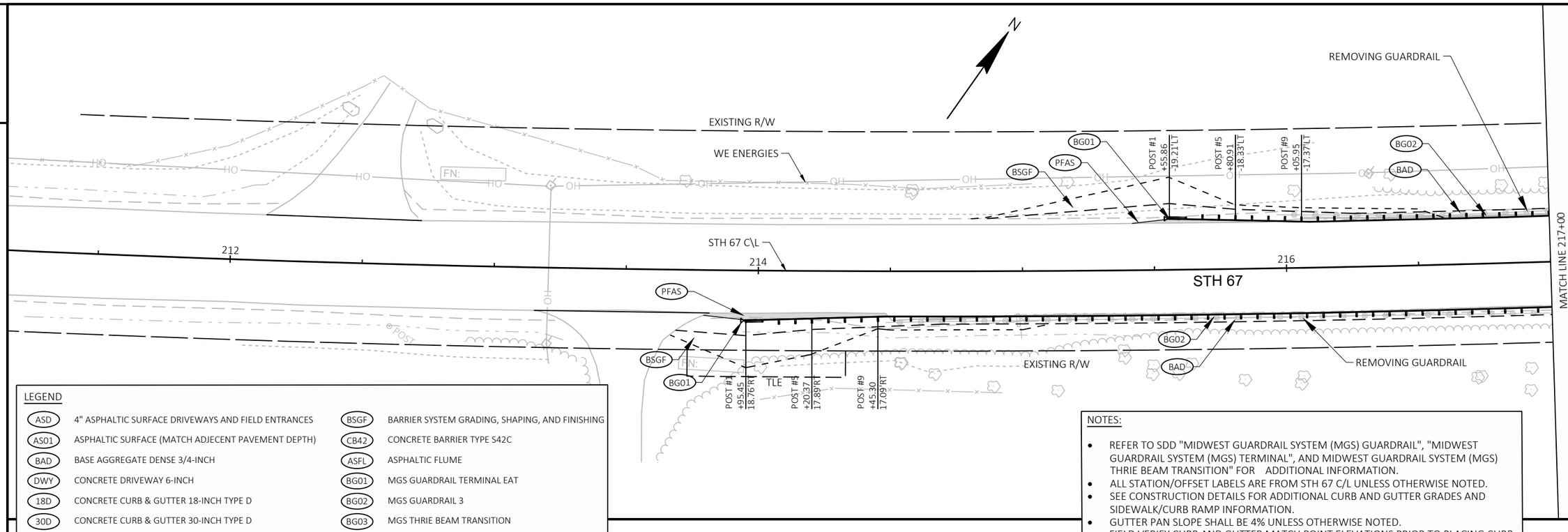
NOTES:

- REFER TO SDD "MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL", "MIDWEST GUARDRAIL SYSTEM (MGS) TERMINAL", AND MIDWEST GUARDRAIL SYSTEM (MGS) THRIE BEAM TRANSITION" FOR ADDITIONAL INFORMATION.
- ALL STATION/OFFSET LABELS ARE FROM STH 67 C/L UNLESS OTHERWISE NOTED.
- SEE CONSTRUCTION DETAILS FOR ADDITIONAL CURB AND GUTTER GRADES AND SIDEWALK/CURB RAMP INFORMATION.
- GUTTER PAN SLOPE SHALL BE 4% UNLESS OTHERWISE NOTED.
- FIELD VERIFY CURB AND GUTTER MATCH POINT ELEVATIONS PRIOR TO PLACING CURB AND GUTTER TO VERIFY THAT POSITIVE DRAINAGE IS MAINTAINED.
- EXISTING EXTRUDED CONCRETE CURB TO REMAIN UNLESS OTHERWISE NOTED.

LEGEND

ASD	4" ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES	BSGF	BARRIER SYSTEM GRADING, SHAPING, AND FINISHING
AS01	ASPHALTIC SURFACE (MATCH ADJECENT PAVEMENT DEPTH)	CB42	CONCRETE BARRIER TYPE S42C
BAD	BASE AGGREGATE DENSE 3/4-INCH	ASFL	ASPHALTIC FLUME
DWY	CONCRETE DRIVEWAY 6-INCH	BG01	MGS GUARDRAIL TERMINAL EAT
18D	CONCRETE CURB & GUTTER 18-INCH TYPE D	BG02	MGS GUARDRAIL 3
30D	CONCRETE CURB & GUTTER 30-INCH TYPE D	BG03	MGS THRIE BEAM TRANSITION
36T	CONCRETE CURB AND GUTTER 36" TYPE TBT	SA	SAWING ASPHALT
36D	CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE D	SC	SAWING CONCRETE
SW5	CONCRETE SIDEWALK 5-INCH		SLOPE INTERCEPT
PFAS	PREPARE FOUNDATION FOR ASPHALTIC SHOULDER		

PROJECT NO: 3100-00-75	HWY: STH 67	COUNTY: WALWORTH/WAUKESHA	PLAN DETAILS	SHEET 32	E

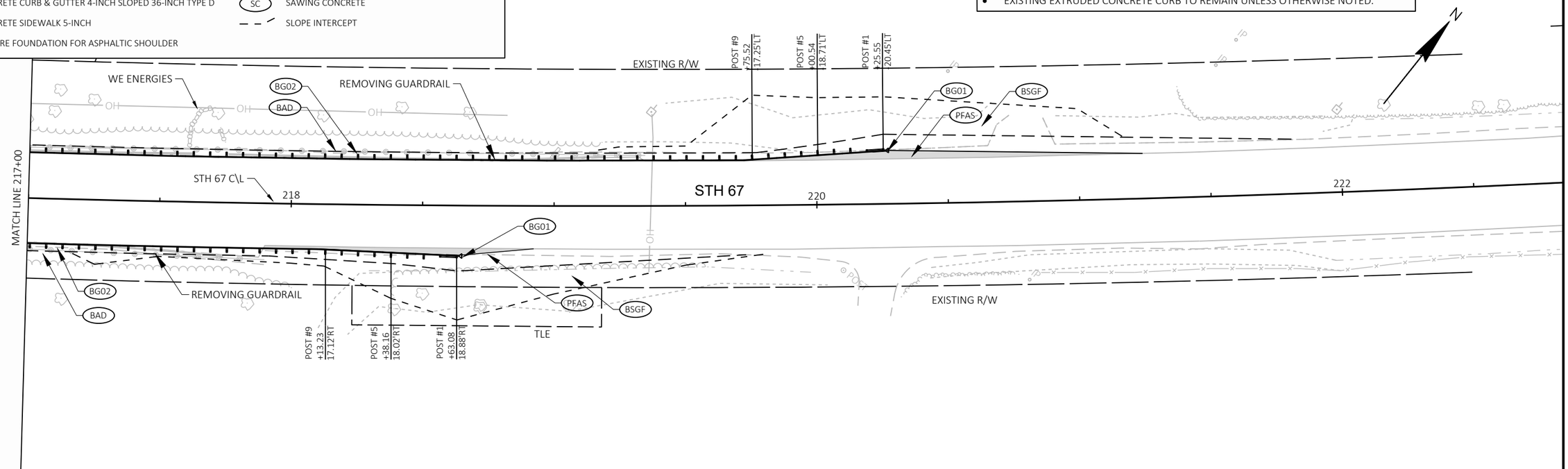


LEGEND

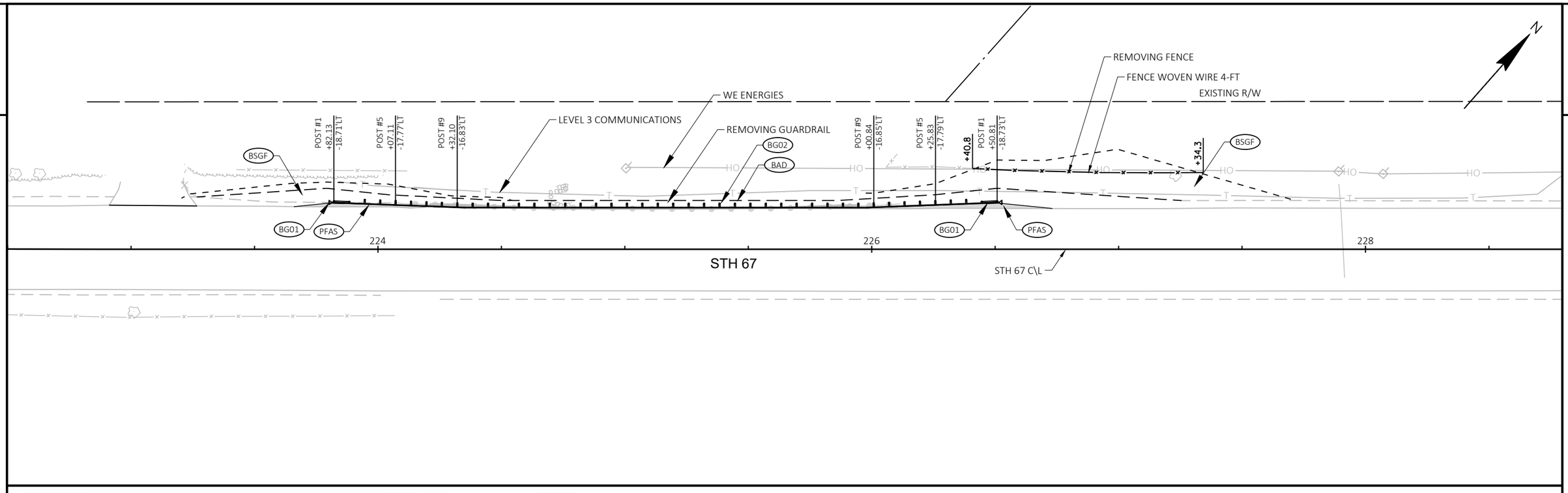
ASD	4" ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES	BSGF	BARRIER SYSTEM GRADING, SHAPING, AND FINISHING
ASO1	ASPHALTIC SURFACE (MATCH ADJECENT PAVEMENT DEPTH)	CB42	CONCRETE BARRIER TYPE S42C
BAD	BASE AGGREGATE DENSE 3/4-INCH	ASFL	ASPHALTIC FLUME
DWY	CONCRETE DRIVEWAY 6-INCH	BG01	MGS GUARDRAIL TERMINAL EAT
18D	CONCRETE CURB & GUTTER 18-INCH TYPE D	BG02	MGS GUARDRAIL 3
30D	CONCRETE CURB & GUTTER 30-INCH TYPE D	BG03	MGS THRIE BEAM TRANSITION
36T	CONCRETE CURB AND GUTTER 36" TYPE TBT	SA	SAWING ASPHALT
36D	CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE D	SC	SAWING CONCRETE
SW5	CONCRETE SIDEWALK 5-INCH		SLOPE INTERCEPT
PFAS	PREPARE FOUNDATION FOR ASPHALTIC SHOULDER		

NOTES:

- REFER TO SDD "MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL", "MIDWEST GUARDRAIL SYSTEM (MGS) TERMINAL", AND MIDWEST GUARDRAIL SYSTEM (MGS) THRIE BEAM TRANSITION" FOR ADDITIONAL INFORMATION.
- ALL STATION/OFFSET LABELS ARE FROM STH 67 C/L UNLESS OTHERWISE NOTED.
- SEE CONSTRUCTION DETAILS FOR ADDITIONAL CURB AND GUTTER GRADES AND SIDEWALK/CURB RAMP INFORMATION.
- GUTTER PAN SLOPE SHALL BE 4% UNLESS OTHERWISE NOTED.
- FIELD VERIFY CURB AND GUTTER MATCH POINT ELEVATIONS PRIOR TO PLACING CURB AND GUTTER TO VERIFY THAT POSITIVE DRAINAGE IS MAINTAINED.
- EXISTING EXTRUDED CONCRETE CURB TO REMAIN UNLESS OTHERWISE NOTED.



PROJECT NO: 3100-00-75	HWY: STH 67	COUNTY: WALWORTH/WAUKESHA	PLAN DETAILS	SHEET 33	E



LEGEND

ASD	4" ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES	BSGF	BARRIER SYSTEM GRADING, SHAPING, AND FINISHING
AS01	ASPHALTIC SURFACE (MATCH ADJECENT PAVEMENT DEPTH)	CB42	CONCRETE BARRIER TYPE S42C
BAD	BASE AGGREGATE DENSE 3/4-INCH	ASFL	ASPHALTIC FLUME
DWY	CONCRETE DRIVEWAY 6-INCH	BG01	MGS GUARDRAIL TERMINAL EAT
18D	CONCRETE CURB & GUTTER 18-INCH TYPE D	BG02	MGS GUARDRAIL 3
30D	CONCRETE CURB & GUTTER 30-INCH TYPE D	BG03	MGS THRIE BEAM TRANSITION
36T	CONCRETE CURB AND GUTTER 36" TYPE TBT	SA	SAWING ASPHALT
36D	CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE D	SC	SAWING CONCRETE
SW5	CONCRETE SIDEWALK 5-INCH	— — ⁄	SLOPE INTERCEPT
PFAS	PREPARE FOUNDATION FOR ASPHALTIC SHOULDER		

NOTES:

- REFER TO SDD "MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL", "MIDWEST GUARDRAIL SYSTEM (MGS) TERMINAL", AND MIDWEST GUARDRAIL SYSTEM (MGS) THRIE BEAM TRANSITION" FOR ADDITIONAL INFORMATION.
- ALL STATION/OFFSET LABELS ARE FROM STH 67 C/L UNLESS OTHERWISE NOTED.
- SEE CONSTRUCTION DETAILS FOR ADDITIONAL CURB AND GUTTER GRADES AND SIDEWALK/CURB RAMP INFORMATION.
- GUTTER PAN SLOPE SHALL BE 4% UNLESS OTHERWISE NOTED.
- FIELD VERIFY CURB AND GUTTER MATCH POINT ELEVATIONS PRIOR TO PLACING CURB AND GUTTER TO VERIFY THAT POSITIVE DRAINAGE IS MAINTAINED.
- EXISTING EXTRUDED CONCRETE CURB TO REMAIN UNLESS OTHERWISE NOTED.

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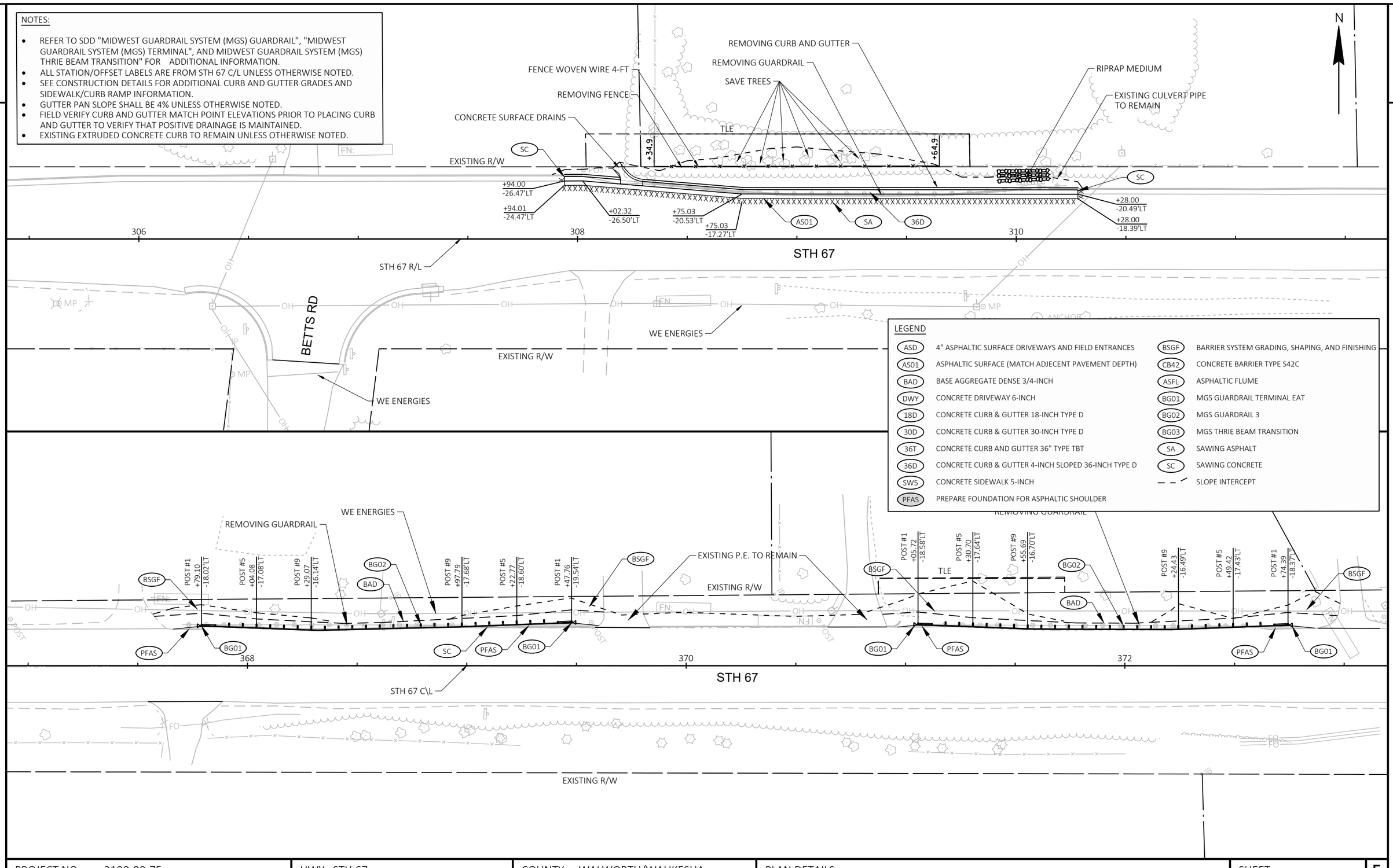
NOTES:

- REFER TO SDD "MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL", "MIDWEST GUARDRAIL SYSTEM (MGS) TERMINAL", AND MIDWEST GUARDRAIL SYSTEM (MGS) THRIE BEAM TRANSITION" FOR ADDITIONAL INFORMATION.
- ALL STATION/OFFSET LABELS ARE FROM STH 67 C/L UNLESS OTHERWISE NOTED.
- SEE CONSTRUCTION DETAILS FOR ADDITIONAL CURB AND GUTTER GRADES AND SIDEWALK/CURB RAMP INFORMATION.
- GUTTER PAN SLOPE SHALL BE 4% UNLESS OTHERWISE NOTED.
- FIELD VERIFY CURB AND GUTTER MATCH POINT ELEVATIONS PRIOR TO PLACING CURB AND GUTTER TO VERIFY THAT POSITIVE DRAINAGE IS MAINTAINED.
- EXISTING EXTRUDED CONCRETE CURB TO REMAIN UNLESS OTHERWISE NOTED.

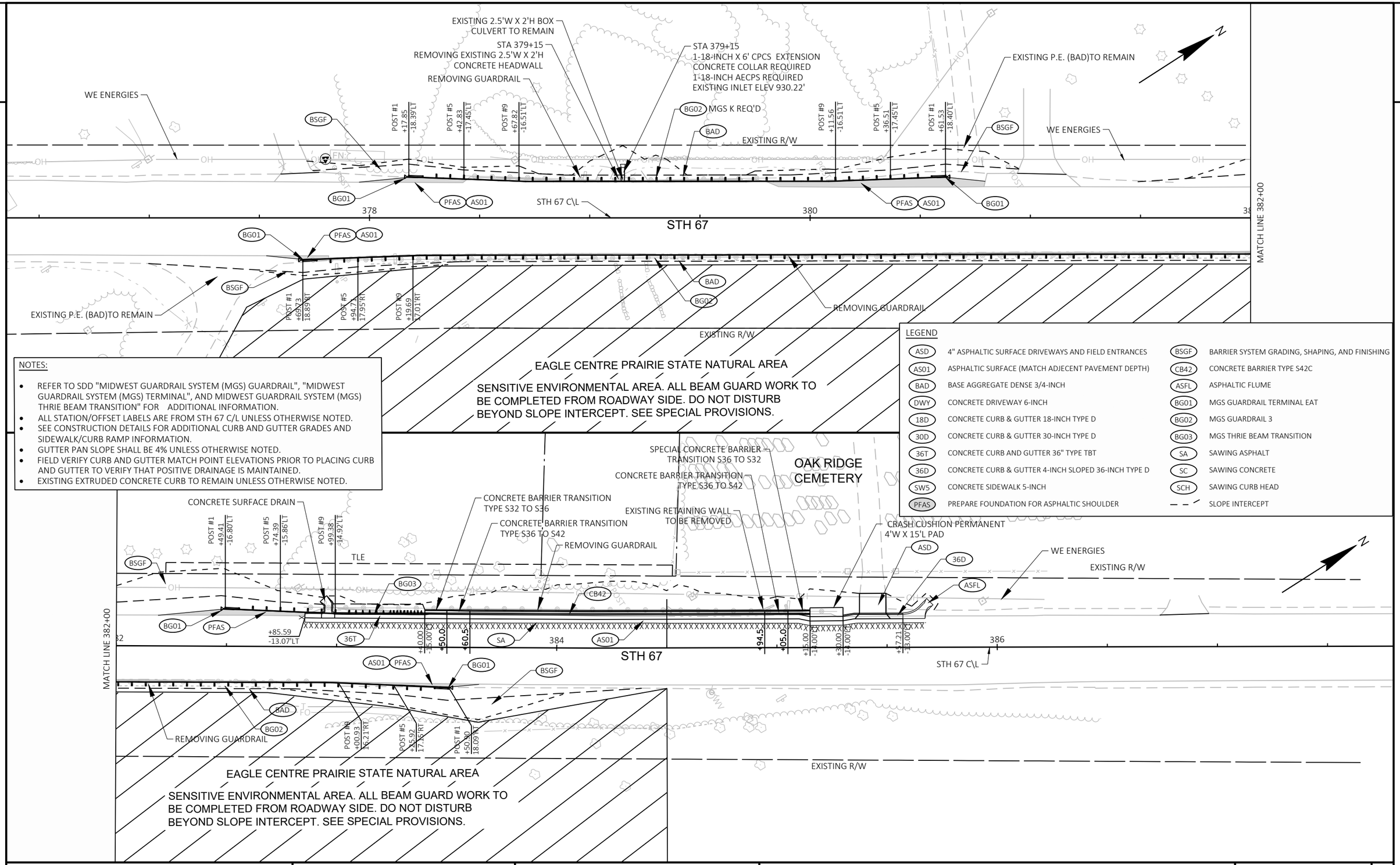


LEGEND

ASD	4" ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES	BSGF	BARRIER SYSTEM GRADING, SHAPING, AND FINISHING
AS01	ASPHALTIC SURFACE (MATCH ADJECENT PAVEMENT DEPTH)	CB42	CONCRETE BARRIER TYPE S42C
BAD	BASE AGGREGATE DENSE 3/4-INCH	ASFL	ASPHALTIC FLUME
DWY	CONCRETE DRIVEWAY 6-INCH	BG01	MGS GUARDRAIL TERMINAL EAT
18D	CONCRETE CURB & GUTTER 18-INCH TYPE D	BG02	MGS GUARDRAIL 3
30D	CONCRETE CURB & GUTTER 30-INCH TYPE D	BG03	MGS THRIE BEAM TRANSITION
36T	CONCRETE CURB AND GUTTER 36" TYPE TBT	SA	SAWING ASPHALT
36D	CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE D	SC	SAWING CONCRETE
SW5	CONCRETE SIDEWALK 5-INCH		SLOPE INTERCEPT
PFAS	PREPARE FOUNDATION FOR ASPHALTIC SHOULDER		

PROJECT NO: 3100-00-75	HWY: STH 67	COUNTY: WALWORTH/WAUKESHA	PLAN DETAILS	SHEET 35	E

FILE NAME : \\DOTWKEFILE1P\N3PUBLIC\PDS\C3D\31000005\SHEETSPLAN\021201-PD.DWG
LAYOUT NAME - 05
PLOT DATE : 7/22/2024 3:18 PM
PLOT BY : SILVA, DIEGO
PLOT NAME :
PLOT SCALE : 1 IN:40 FT



NOTES:

- REFER TO SDD "MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL", "MIDWEST GUARDRAIL SYSTEM (MGS) TERMINAL", AND MIDWEST GUARDRAIL SYSTEM (MGS) THRIE BEAM TRANSITION" FOR ADDITIONAL INFORMATION.
- ALL STATION/OFFSET LABELS ARE FROM STH 67 C/L UNLESS OTHERWISE NOTED.
- SEE CONSTRUCTION DETAILS FOR ADDITIONAL CURB AND GUTTER GRADES AND SIDEWALK/CURB RAMP INFORMATION.
- GUTTER PAN SLOPE SHALL BE 4% UNLESS OTHERWISE NOTED.
- FIELD VERIFY CURB AND GUTTER MATCH POINT ELEVATIONS PRIOR TO PLACING CURB AND GUTTER TO VERIFY THAT POSITIVE DRAINAGE IS MAINTAINED.
- EXISTING EXTRUDED CONCRETE CURB TO REMAIN UNLESS OTHERWISE NOTED.

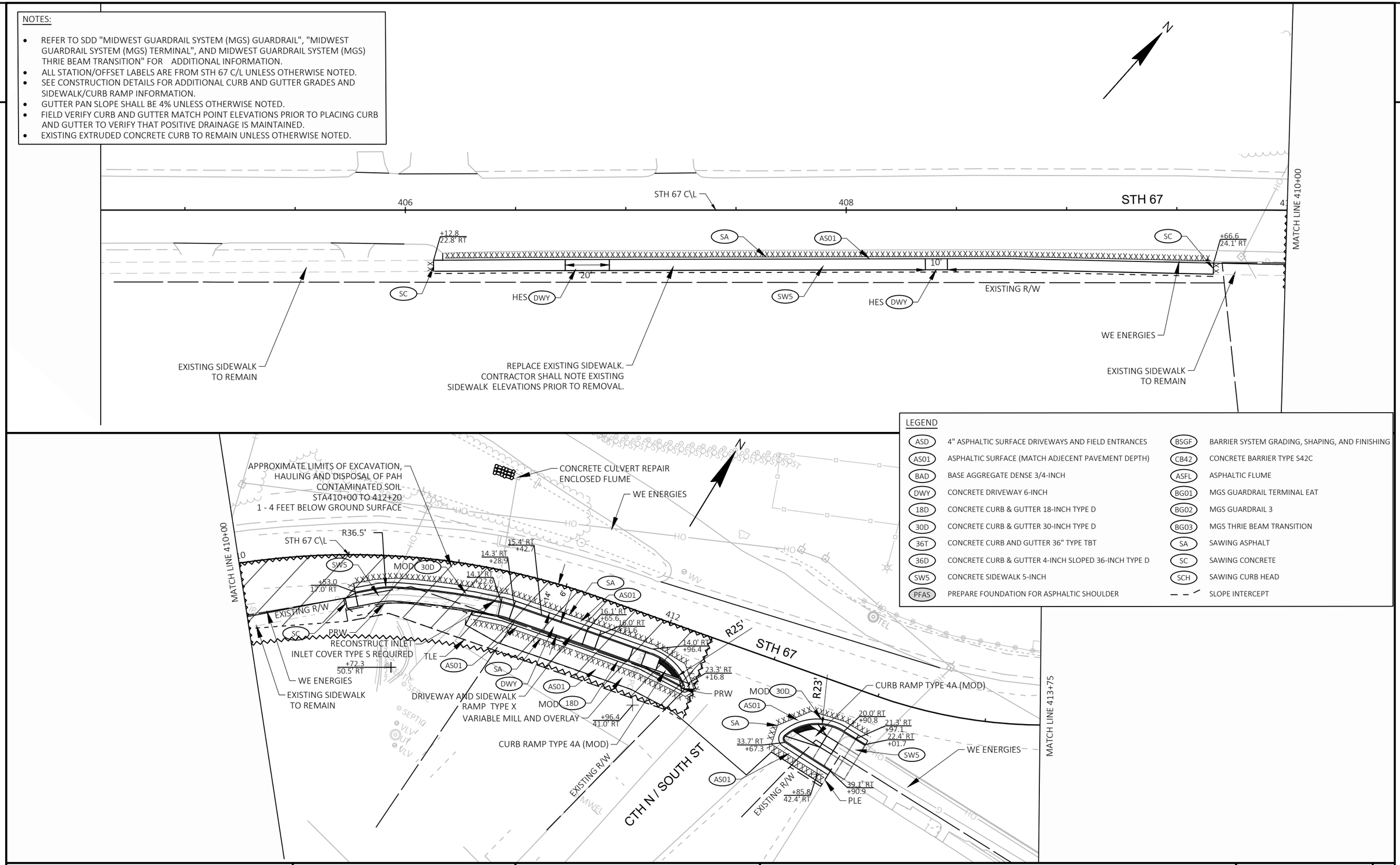
LEGEND

ASD	4" ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES	BSGF	BARRIER SYSTEM GRADING, SHAPING, AND FINISHING
AS01	ASPHALTIC SURFACE (MATCH ADJECENT PAVEMENT DEPTH)	CB42	CONCRETE BARRIER TYPE S42C
BAD	BASE AGGREGATE DENSE 3/4-INCH	ASFL	ASPHALTIC FLUME
DWY	CONCRETE DRIVEWAY 6-INCH	BG01	MGS GUARDRAIL TERMINAL EAT
18D	CONCRETE CURB & GUTTER 18-INCH TYPE D	BG02	MGS GUARDRAIL 3
30D	CONCRETE CURB & GUTTER 30-INCH TYPE D	BG03	MGS THRIE BEAM TRANSITION
36T	CONCRETE CURB AND GUTTER 36" TYPE TBT	SA	SAWING ASPHALT
36D	CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE D	SC	SAWING CONCRETE
SW5	CONCRETE SIDEWALK 5-INCH	SCH	SAWING CURB HEAD
PFAS	PREPARE FOUNDATION FOR ASPHALTIC SHOULDER		SLOPE INTERCEPT

PROJECT NO: 3100-00-75	HWY: STH 67	COUNTY: WALWORTH/WAUKESHA	PLAN DETAILS	SHEET 36	E

NOTES:

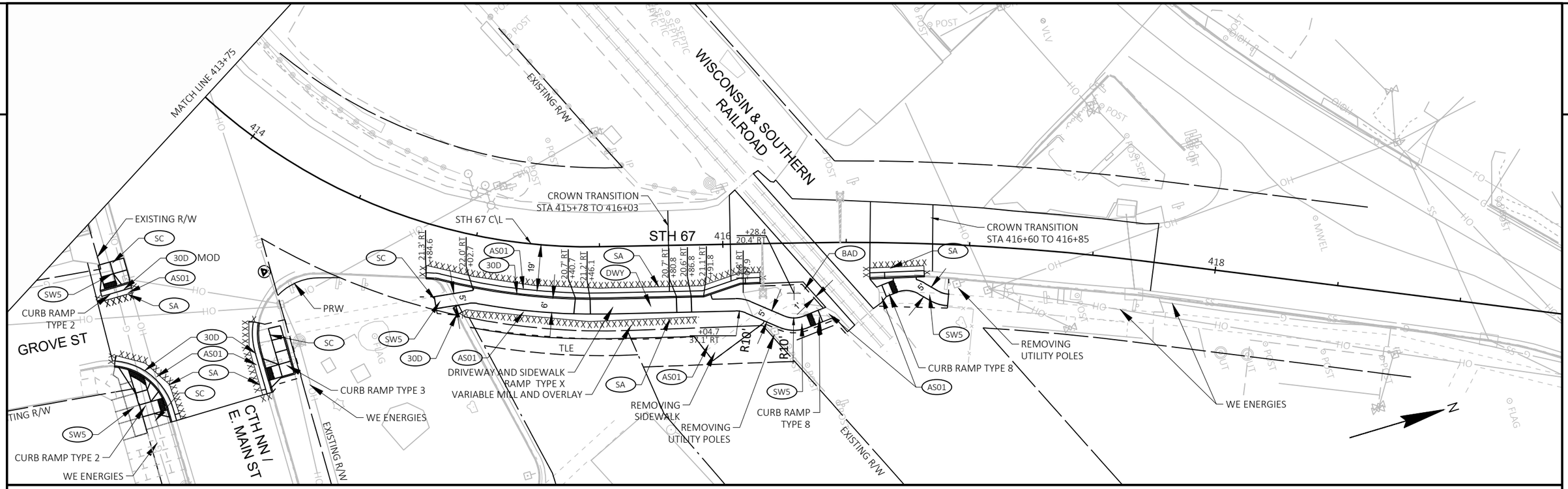
- REFER TO SDD "MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL", "MIDWEST GUARDRAIL SYSTEM (MGS) TERMINAL", AND MIDWEST GUARDRAIL SYSTEM (MGS) THRIE BEAM TRANSITION" FOR ADDITIONAL INFORMATION.
- ALL STATION/OFFSET LABELS ARE FROM STH 67 C/L UNLESS OTHERWISE NOTED.
- SEE CONSTRUCTION DETAILS FOR ADDITIONAL CURB AND GUTTER GRADES AND SIDEWALK/CURB RAMP INFORMATION.
- GUTTER PAN SLOPE SHALL BE 4% UNLESS OTHERWISE NOTED.
- FIELD VERIFY CURB AND GUTTER MATCH POINT ELEVATIONS PRIOR TO PLACING CURB AND GUTTER TO VERIFY THAT POSITIVE DRAINAGE IS MAINTAINED.
- EXISTING EXTRUDED CONCRETE CURB TO REMAIN UNLESS OTHERWISE NOTED.



LEGEND

ASD	4" ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES	BSGF	BARRIER SYSTEM GRADING, SHAPING, AND FINISHING
AS01	ASPHALTIC SURFACE (MATCH ADJECENT PAVEMENT DEPTH)	CB42	CONCRETE BARRIER TYPE S42C
BAD	BASE AGGREGATE DENSE 3/4-INCH	ASFL	ASPHALTIC FLUME
DWY	CONCRETE DRIVEWAY 6-INCH	BG01	MGS GUARDRAIL TERMINAL EAT
18D	CONCRETE CURB & GUTTER 18-INCH TYPE D	BG02	MGS GUARDRAIL 3
30D	CONCRETE CURB & GUTTER 30-INCH TYPE D	BG03	MGS THRIE BEAM TRANSITION
36T	CONCRETE CURB AND GUTTER 36" TYPE TBT	SA	SAWING ASPHALT
36D	CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE D	SC	SAWING CONCRETE
SW5	CONCRETE SIDEWALK 5-INCH	SCH	SAWING CURB HEAD
PFAS	PREPARE FOUNDATION FOR ASPHALTIC SHOULDER		SLOPE INTERCEPT

PROJECT NO: 3100-00-75	HWY: STH 67	COUNTY: WALWORTH/WAUKESHA	PLAN DETAILS	SHEET 37	E



NOTES:

- REFER TO SDD "MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL", "MIDWEST GUARDRAIL SYSTEM (MGS) TERMINAL", AND MIDWEST GUARDRAIL SYSTEM (MGS) THRIE BEAM TRANSITION" FOR ADDITIONAL INFORMATION.
- ALL STATION/OFFSET LABELS ARE FROM STH 67 C/L UNLESS OTHERWISE NOTED.
- SEE CONSTRUCTION DETAILS FOR ADDITIONAL CURB AND GUTTER GRADES AND SIDEWALK/CURB RAMP INFORMATION.
- GUTTER PAN SLOPE SHALL BE 4% UNLESS OTHERWISE NOTED.
- FIELD VERIFY CURB AND GUTTER MATCH POINT ELEVATIONS PRIOR TO PLACING CURB AND GUTTER TO VERIFY THAT POSITIVE DRAINAGE IS MAINTAINED.
- EXISTING EXTRUDED CONCRETE CURB TO REMAIN UNLESS OTHERWISE NOTED.

LEGEND

ASD	4" ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES	BSGF	BARRIER SYSTEM GRADING, SHAPING, AND FINISHING
AS01	ASPHALTIC SURFACE (MATCH ADJECENT PAVEMENT DEPTH)	CB42	CONCRETE BARRIER TYPE S42C
BAD	BASE AGGREGATE DENSE 3/4-INCH	ASFL	ASPHALTIC FLUME
DWY	CONCRETE DRIVEWAY 6-INCH	BG01	MGS GUARDRAIL TERMINAL EAT
18D	CONCRETE CURB & GUTTER 18-INCH TYPE D	BG02	MGS GUARDRAIL 3
30D	CONCRETE CURB & GUTTER 30-INCH TYPE D	BG03	MGS THRIE BEAM TRANSITION
36T	CONCRETE CURB AND GUTTER 36" TYPE TBT	SA	SAWING ASPHALT
36D	CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE D	SC	SAWING CONCRETE
SW5	CONCRETE SIDEWALK 5-INCH	SCH	SAWING CURB HEAD
PFAS	PREPARE FOUNDATION FOR ASPHALTIC SHOULDER	— — /	SLOPE INTERCEPT

2

N

SEE DESIGN DETAIL SHEET 4 OF 4

SEE DESIGN DETAIL SHEET 3 OF 4

SEE DESIGN DETAIL SHEET 2 OF 4

SEE DESIGN DETAIL SHEET 1 OF 4

STH 59

STH 67

E MAIN ST

GROVE ST

CTH N

WISCONSIN & SOUTHERN RAILROAD

MATCH LINE STA.418+00

MATCH LINE STA.418+00

MATCH LINE STA.415+00

MATCH LINE STA. 415+00

MATCH LINE STA. 412+00

MATCH LINE STA. 412+00

NORTHEAST QUADRANT VISION OBSTRUCTION

NORTHWEST QUADRANT VISION OBSTRUCTION

END CONSTRUCTION
WISDOT PROJECT 3110-00-75

WISCONSIN & SOUTHERN RAILROAD CROSSING
391560J TO REMAIN - NO WORK
STA 416+23.97 TO STA 416+37.18

BEGIN CONSTRUCTION
WISDOT PROJECT 3110-00-75
AT USH12/STH20
INTERSECTION

STH 67 R/L

NOTES:

1. EXISTING RAILROAD SIGNALS W/ GATE AND CROSSING TO REMAIN.
2. ALL WORK SHALL BE IN ACCORDANCE WITH SDD PAVEMENT DETAILS FOR RAILROAD APPROACH.
3. ALL CONSTRUCTION ACTIVITIES SHALL BE IN ACCORDANCE WITH THE STATE OF WISCONSIN STANDARD SPECIFICATIONS FOR HIGHWAY AND STRUCTURE CONSTRUCTION - LATEST EDITION.
4. ALL PAVEMENT MARKING FOR THE CROSSING SHALL BE IN ACCORDANCE WITH SDD SIGNING AND PAVEMENT MARKING DETAILS FOR RAILROAD-HIGHWAY GRADE CROSSINGS.
5. DRAINAGE PATTERNS AT THE CROSSING WILL NOT BE AFFECTED BY THE PROPOSED WORK. THE CURRENT AND PROPOSED CONDITIONS PROVIDE GRADES SLOPING AWAY FROM THE TRACKS.
6. THE CONTRACTOR SHALL COORDINATE ALL WORK WITH THE UTILITY COMPANIES HAVING FACILITIES WITHIN THE CONSTRUCTION AREA.

PROJECT NO: 3100-00-75	HWY: STH 67	COUNTY: WALWORTH/WAUKESHA	OVERVIEW - WISCONSIN & SOUTHERN RAILROAD CROSSING 391560J	SHEET 39	E

NOTES:

1. EXISTING RAILROAD SIGNALS W/ GATE AND CROSSING TO REMAIN.
2. ALL WORK SHALL BE IN ACCORDANCE WITH SDD PAVEMENT DETAILS FOR RAILROAD APPROACH.
3. ALL CONSTRUCTION ACTIVITIES SHALL BE IN ACCORDANCE WITH THE STATE OF WISCONSIN STANDARD SPECIFICATIONS FOR HIGHWAY AND STRUCTURE CONSTRUCTION - LATEST EDITION.
4. ALL PAVEMENT MARKING FOR THE CROSSING SHALL BE IN ACCORDANCE WITH SDD SIGNING AND PAVEMENT MARKING DETAILS FOR RAILROAD-HIGHWAY GRADE CROSSINGS.
5. DRAINAGE PATTERNS AT THE CROSSING WILL NOT BE AFFECTED BY THE PROPOSED WORK. THE CURRENT AND PROPOSED CONDITIONS PROVIDE GRADES SLOPING AWAY FROM THE TRACKS.
6. THE CONTRACTOR SHALL COORDINATE ALL WORK WITH THE UTILITY COMPANIES HAVING FACILITIES WITHIN THE CONSTRUCTION AREA.

2

2

N

RAILROAD ST
(ABANDONED)

EXISTING R/W
(WAUKESHA COUNTY GIS)

MILL 2-INCHES OF THE EXISTING ROADWAY
PLACE 2-INCHES OF HMA PAVEMENT

SPEED LIMIT = 25 MPH

STH 67

410+00

411+00

409+00

STH 67 R/L
(PROJECT 3100-00-75)

EXISTING R/W

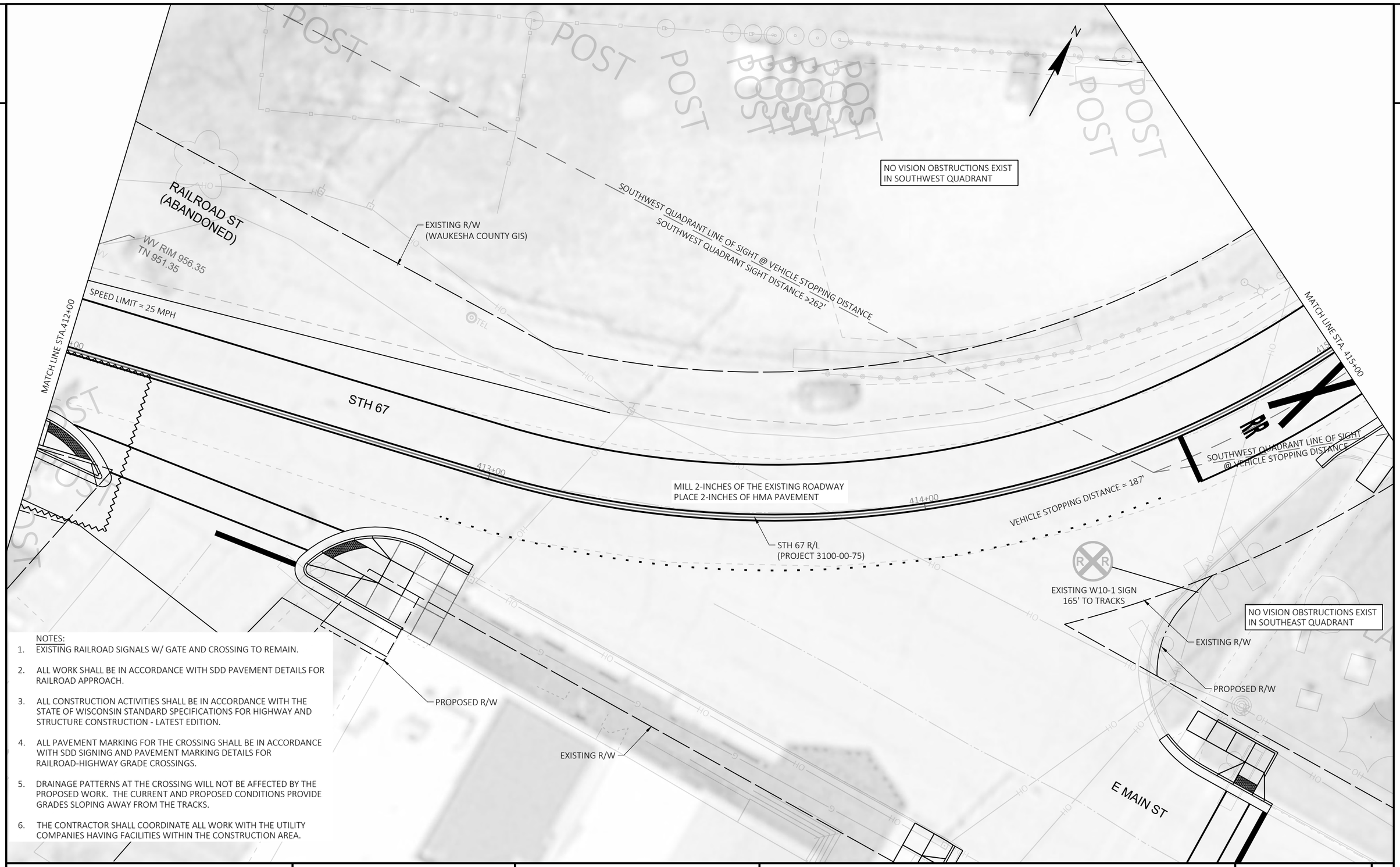
PROPOSED TLE

WDV = 450'

MATCH LINE STA. 412+00

PROJECT NO: 3100-00-75	HWY: STH 67	COUNTY: WALWORTH/WAUKESHA	DESIGN DETAIL - WISCONSIN & SOUTHERN RAILROAD CROSSING 391560J	SHEET 40	E

2



NOTES:

1. EXISTING RAILROAD SIGNALS W/ GATE AND CROSSING TO REMAIN.
2. ALL WORK SHALL BE IN ACCORDANCE WITH SDD PAVEMENT DETAILS FOR RAILROAD APPROACH.
3. ALL CONSTRUCTION ACTIVITIES SHALL BE IN ACCORDANCE WITH THE STATE OF WISCONSIN STANDARD SPECIFICATIONS FOR HIGHWAY AND STRUCTURE CONSTRUCTION - LATEST EDITION.
4. ALL PAVEMENT MARKING FOR THE CROSSING SHALL BE IN ACCORDANCE WITH SDD SIGNING AND PAVEMENT MARKING DETAILS FOR RAILROAD-HIGHWAY GRADE CROSSINGS.
5. DRAINAGE PATTERNS AT THE CROSSING WILL NOT BE AFFECTED BY THE PROPOSED WORK. THE CURRENT AND PROPOSED CONDITIONS PROVIDE GRADES SLOPING AWAY FROM THE TRACKS.
6. THE CONTRACTOR SHALL COORDINATE ALL WORK WITH THE UTILITY COMPANIES HAVING FACILITIES WITHIN THE CONSTRUCTION AREA.

PROJECT NO: 3100-00-75	HWY: STH 67	COUNTY: WALWORTH/WAUKESHA	DESIGN DETAIL - WISCONSIN & SOUTHERN RAILROAD CROSSING 391560J	SHEET 41	E

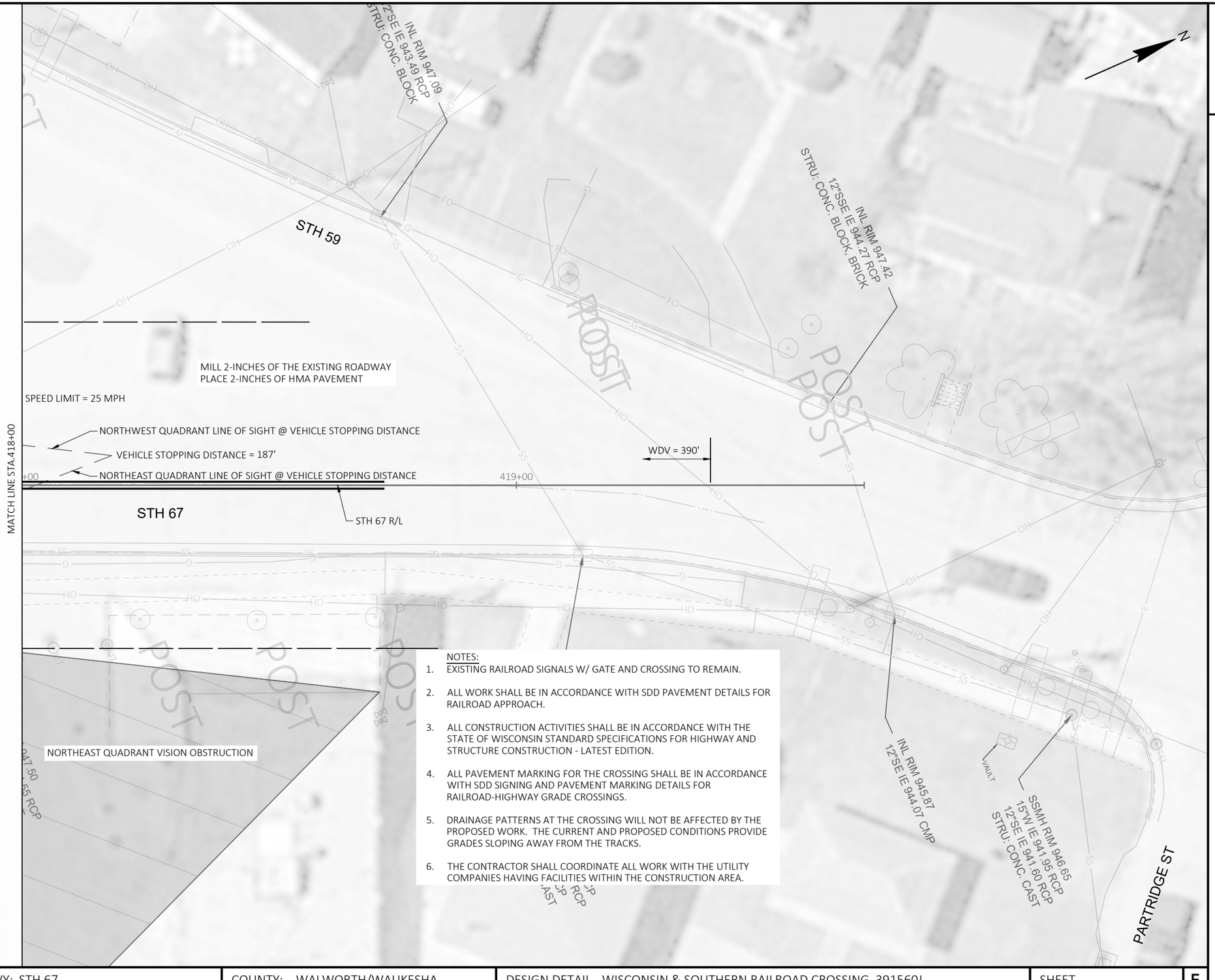
NOTES:

1. EXISTING RAILROAD SIGNALS W/ GATE AND CROSSING TO REMAIN.
2. ALL WORK SHALL BE IN ACCORDANCE WITH SDD PAVEMENT DETAILS FOR RAILROAD APPROACH.
3. ALL CONSTRUCTION ACTIVITIES SHALL BE IN ACCORDANCE WITH THE STATE OF WISCONSIN STANDARD SPECIFICATIONS FOR HIGHWAY AND STRUCTURE CONSTRUCTION - LATEST EDITION.
4. ALL PAVEMENT MARKING FOR THE CROSSING SHALL BE IN ACCORDANCE WITH SDD SIGNING AND PAVEMENT MARKING DETAILS FOR RAILROAD-HIGHWAY GRADE CROSSINGS.
5. DRAINAGE PATTERNS AT THE CROSSING WILL NOT BE AFFECTED BY THE PROPOSED WORK. THE CURRENT AND PROPOSED CONDITIONS PROVIDE GRADES SLOPING AWAY FROM THE TRACKS.
6. THE CONTRACTOR SHALL COORDINATE ALL WORK WITH THE UTILITY COMPANIES HAVING FACILITIES WITHIN THE CONSTRUCTION AREA.

WISCONSIN & SOUTHERN RAILROAD
NORTHWEST QUADRANT VISION OBSTRUCTION
N
RAILROAD R/L (FOR INFORMATION ONLY)
NO VISION OBSTRUCTIONS EXIST IN SOUTHWEST QUADRANT
EXISTING R/W (WAUKESHA COUNTY GIS)
NO ADDITIONAL RIGHT-OF-WAY REQUIRED. RAILROAD CROSSING TO REMAIN.
NW QUAD SIGHT DISTANCE = 58'
SPEED LIMIT = 25 MPH
RAILROAD CROSSING TO REMAIN
REPLACE STOP BAR AT EXISTING LOCATION (24" LINE) 15' FROM SIGNAL AND CROSSING GATE ARM 28' FROM TRACKS
CROWN TRANSITION STA 415+78 TO 416+03
SEE NOTE 1
MILL AND OVERLAY UP TO EXISTING CONCRETE PANELS
RAILROAD PAVEMENT MARKING 80' FROM RAILROAD TRACKS REPLACE AT SAME LOCATION AS EXISTING
NORTHWEST QUADRANT LINE OF SIGHT @ VEHICLE STOPPING DISTANCE
EXISTING W10-1 SIGN 155' TO TRACKS
VEHICLE STOPPING DISTANCE = 187'
CROWN TRANSITION STA 416+60 TO 416+85
MATCH LINE STA.415+00
STH 67 R/L (PROJECT 3100-00-75)
STH 67
416+00
417+00
418
12' LANE
REPLACE STOP BAR AT EXISTING LOCATION (24" LINE) 15' FROM SIGNAL AND CROSSING GATE ARM 28' FROM TRACKS
STH 67 R/L
MILL 2-INCHES OF THE EXISTING ROADWAY PLACE 2-INCHES OF HMA PAVEMENT
MATCH LINE STA. 418+00
VEHICLE STOPPING DISTANCE = 187'
MILL 2-INCHES OF THE EXISTING ROADWAY PLACE 2-INCHES OF HMA PAVEMENT
RAILROAD PAVEMENT MARKING 110' FROM RAILROAD TRACKS REPLACE AT SAME LOCATION AS EXISTING
17+00
4'
5'
15'
CURB RAMP TYPE 8
NE QUAD SIGHT DISTANCE = 67'
NORTHEAST QUADRANT LINE OF SIGHT @ VEHICLE STOPPING DISTANCE
EXISTING R/W (WAUKESHA COUNTY GIS)
EXISTING R/W
PROPOSED TLE
CURB RAMP TYPE 8
SEE NOTE 1
NO VISION OBSTRUCTIONS EXIST IN SOUTHEAST QUADRANT
SOUTHEAST QUADRANT LINE OF SIGHT @ VEHICLE STOPPING DISTANCE
SE QUAD SIGHT DISTANCE > 262'
18+00
INL RIM 94
12"NNW IE
12"NE IE
STRU: C
.402 RCP
.97 RCP
C: CAST
INL RIM
12"ESE IE 94
STRU: CONC. CAST
NORTHEAST QUADRANT VISION OBSTRUCTION
POST

PROJECT NO: 3100-00-75	HWY: STH 67	COUNTY: WALWORTH/WAUKESHA	DESIGN DETAIL - WISCONSIN & SOUTHERN RAILROAD CROSSING 391560J	SHEET 42	E

2

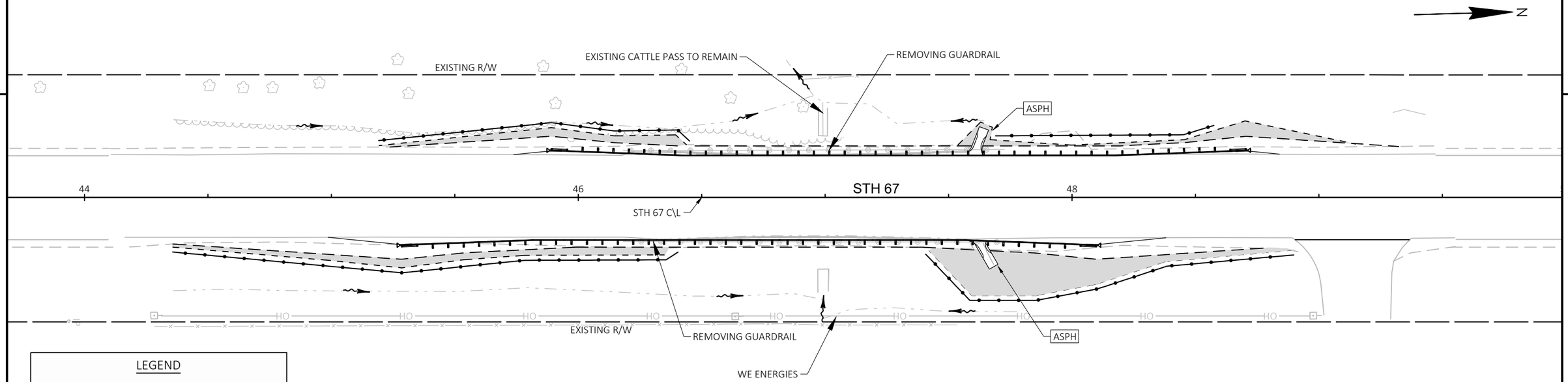


NOTES:

1. EXISTING RAILROAD SIGNALS W/ GATE AND CROSSING TO REMAIN.
2. ALL WORK SHALL BE IN ACCORDANCE WITH SDD PAVEMENT DETAILS FOR RAILROAD APPROACH.
3. ALL CONSTRUCTION ACTIVITIES SHALL BE IN ACCORDANCE WITH THE STATE OF WISCONSIN STANDARD SPECIFICATIONS FOR HIGHWAY AND STRUCTURE CONSTRUCTION - LATEST EDITION.
4. ALL PAVEMENT MARKING FOR THE CROSSING SHALL BE IN ACCORDANCE WITH SDD SIGNING AND PAVEMENT MARKING DETAILS FOR RAILROAD-HIGHWAY GRADE CROSSINGS.
5. DRAINAGE PATTERNS AT THE CROSSING WILL NOT BE AFFECTED BY THE PROPOSED WORK. THE CURRENT AND PROPOSED CONDITIONS PROVIDE GRADES SLOPING AWAY FROM THE TRACKS.
6. THE CONTRACTOR SHALL COORDINATE ALL WORK WITH THE UTILITY COMPANIES HAVING FACILITIES WITHIN THE CONSTRUCTION AREA.

PROJECT NO: 3100-00-75	HWY: STH 67	COUNTY: WALWORTH/WAUKESHA	DESIGN DETAIL - WISCONSIN & SOUTHERN RAILROAD CROSSING 391560J	SHEET 43	E

2

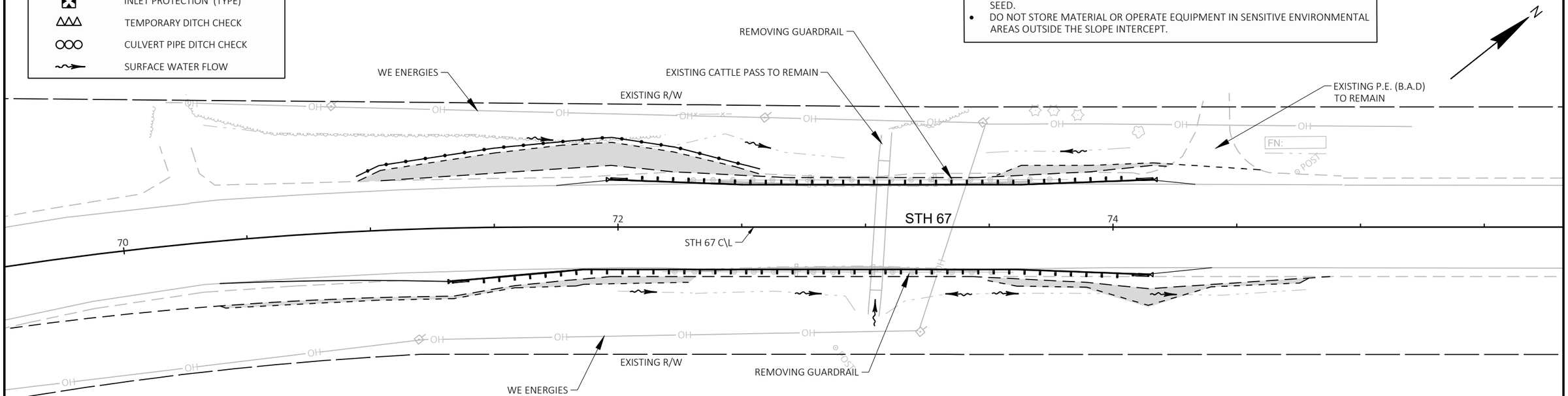


LEGEND

- EROSION MAT CLASS I, TYPE B
- SOD
- SILT FENCE
- RIP RAP
- SLOPE INTERCEPT
- ASPH — ASPHALTIC FLUME
- INLET PROTECTION (TYPE)
- TEMPORARY DITCH CHECK
- CULVERT PIPE DITCH CHECK
- SURFACE WATER FLOW

NOTES:

- EROSION CONTROL BMP'S SHOWN ON THE PLANS ARE AT SUGGESTED LOCATIONS. THE EXACT LOCATIONS WILL BE DETERMINED BY THE CONTRACTOR'S ECIP AND BY THE ENGINEER. EROSION CONTROL BMP'S SHALL BE MAINTAINED UNTIL PERMANENT VEGETATION IS ESTABLISHED OR THE ENGINEER DETERMINES THAT THE BMP IS NO LONGER NEEDED.
- EROSION CONTROL DEVICES SHALL BE PLACED IN SEQUENCE WITH CONSTRUCTION OPERATIONS AS DETERMINED BY THE ENGINEER.
- ALL AREAS OF SOD LAWN SHALL ALSO HAVE TOPSOIL AND FERTILIZER TYPE B.
- ALL AREAS OF EROSION MAT SHALL ALSO HAVE TOPSOIL, FERTILIZER TYPE B, AND SEED.
- DO NOT STORE MATERIAL OR OPERATE EQUIPMENT IN SENSITIVE ENVIRONMENTAL AREAS OUTSIDE THE SLOPE INTERCEPT.



PROJECT NO: 3100-00-75	HWY: STH 67	COUNTY: WALWORTH/WAUKESHA	EROSION CONTROL	SHEET 44	E

2

2

N

REMOVING GUARDRAIL

EXISTING R/W

STH 67 C\L

STH 67

60

62

MATCH LINE 64+00

LEVEL 3 COMMUNICATIONS

REMOVING GUARDRAIL

EXISTING R/W

WE ENERGIES

NOTES:

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- DO NOT STORE MATERIAL OR OPERATE EQUIPMENT IN SENSITIVE ENVIRONMENTAL AREAS OUTSIDE THE SLOPE INTERCEPT.

LEGEND

- EROSION MAT CLASS I, TYPE B
- SOD
- SILT FENCE
- RIP RAP
- SLOPE INTERCEPT
- ASPH — ASPHALTIC FLUME
- INLET PROTECTION (TYPE)
- TEMPORARY DITCH CHECK
- CULVERT PIPE DITCH CHECK
- SURFACE WATER FLOW

GREENING RD

REMOVING GUARDRAIL

MATCH LINE 64+00

66

STH 67

STH 67 C\L

68

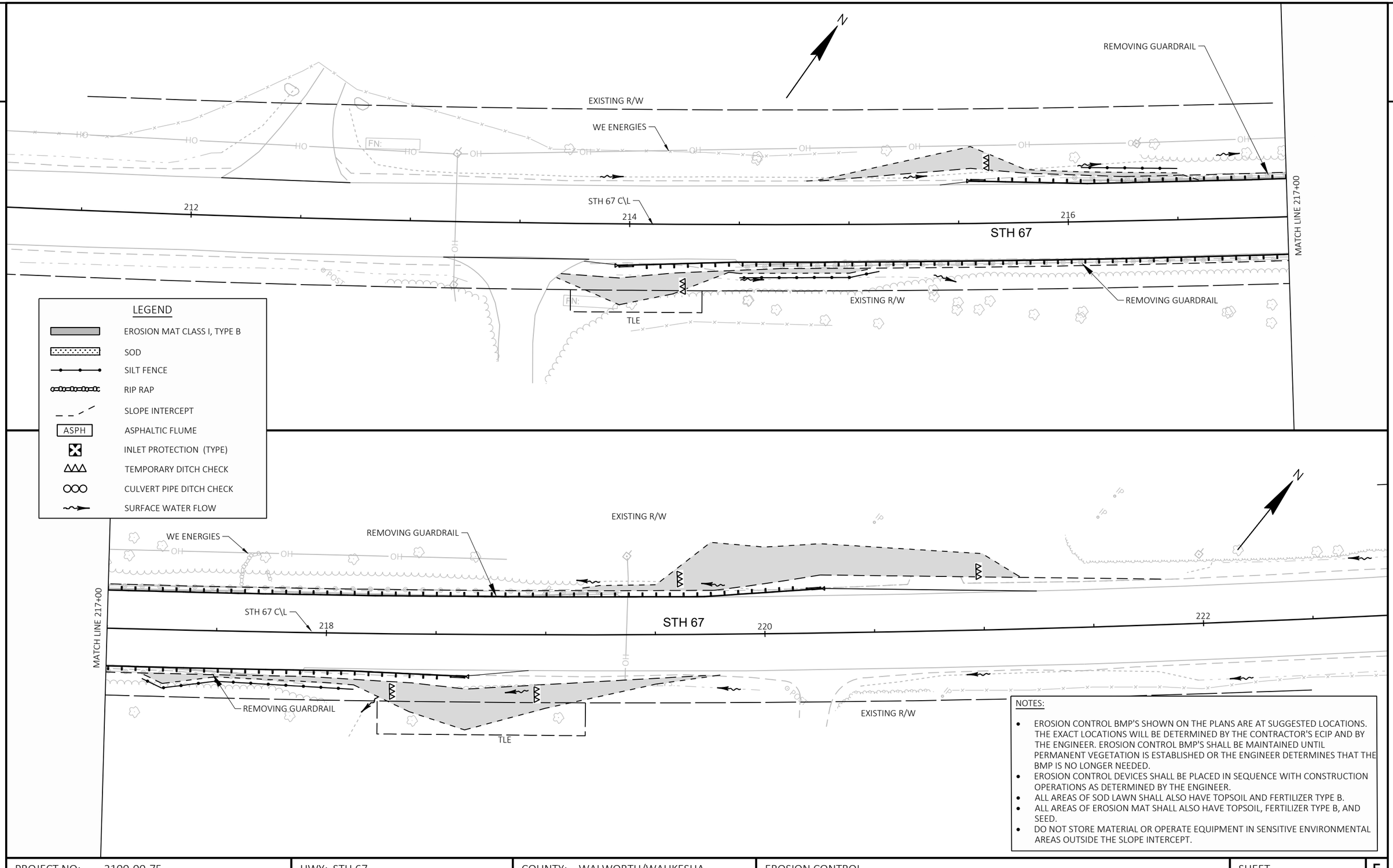
LEVEL 3 COMMUNICATIONS

WE ENERGIES

EXISTING R/W

N

PROJECT NO: 3100-00-75	HWY: STH 67	COUNTY: WALWORTH/WAUKESHA	EROSION CONTROL	SHEET 45	E



NOTES:

- EROSION CONTROL BMP'S SHOWN ON THE PLANS ARE AT SUGGESTED LOCATIONS. THE EXACT LOCATIONS WILL BE DETERMINED BY THE CONTRACTOR'S ECIP AND BY THE ENGINEER. EROSION CONTROL BMP'S SHALL BE MAINTAINED UNTIL PERMANENT VEGETATION IS ESTABLISHED OR THE ENGINEER DETERMINES THAT THE BMP IS NO LONGER NEEDED.
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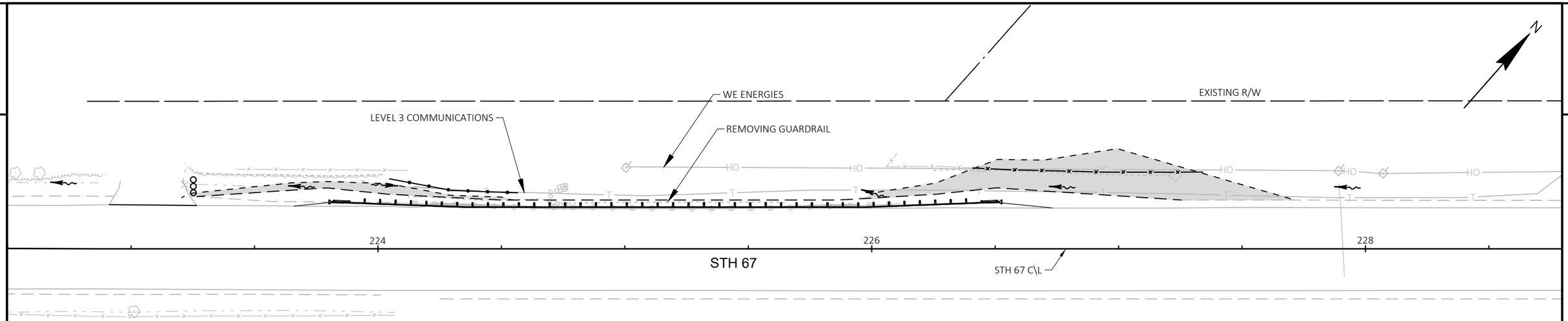

LEGEND

- EROSION MAT CLASS I, TYPE B
- SOD
- SILT FENCE
- RIP RAP
- SLOPE INTERCEPT
- ASPH — ASPHALTIC FLUME
- INLET PROTECTION (TYPE)
- TEMPORARY DITCH CHECK
- CULVERT PIPE DITCH CHECK
- SURFACE WATER FLOW

NOTES:

- EROSION CONTROL BMP'S SHOWN ON THE PLANS ARE AT SUGGESTED LOCATIONS. THE EXACT LOCATIONS WILL BE DETERMINED BY THE CONTRACTOR'S ECIP AND BY THE ENGINEER. EROSION CONTROL BMP'S SHALL BE MAINTAINED UNTIL PERMANENT VEGETATION IS ESTABLISHED OR THE ENGINEER DETERMINES THAT THE BMP IS NO LONGER NEEDED.
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- DO NOT STORE MATERIAL OR OPERATE EQUIPMENT IN SENSITIVE ENVIRONMENTAL AREAS OUTSIDE THE SLOPE INTERCEPT.

INTENTIONALLY LEFT BLANK

NOTES:

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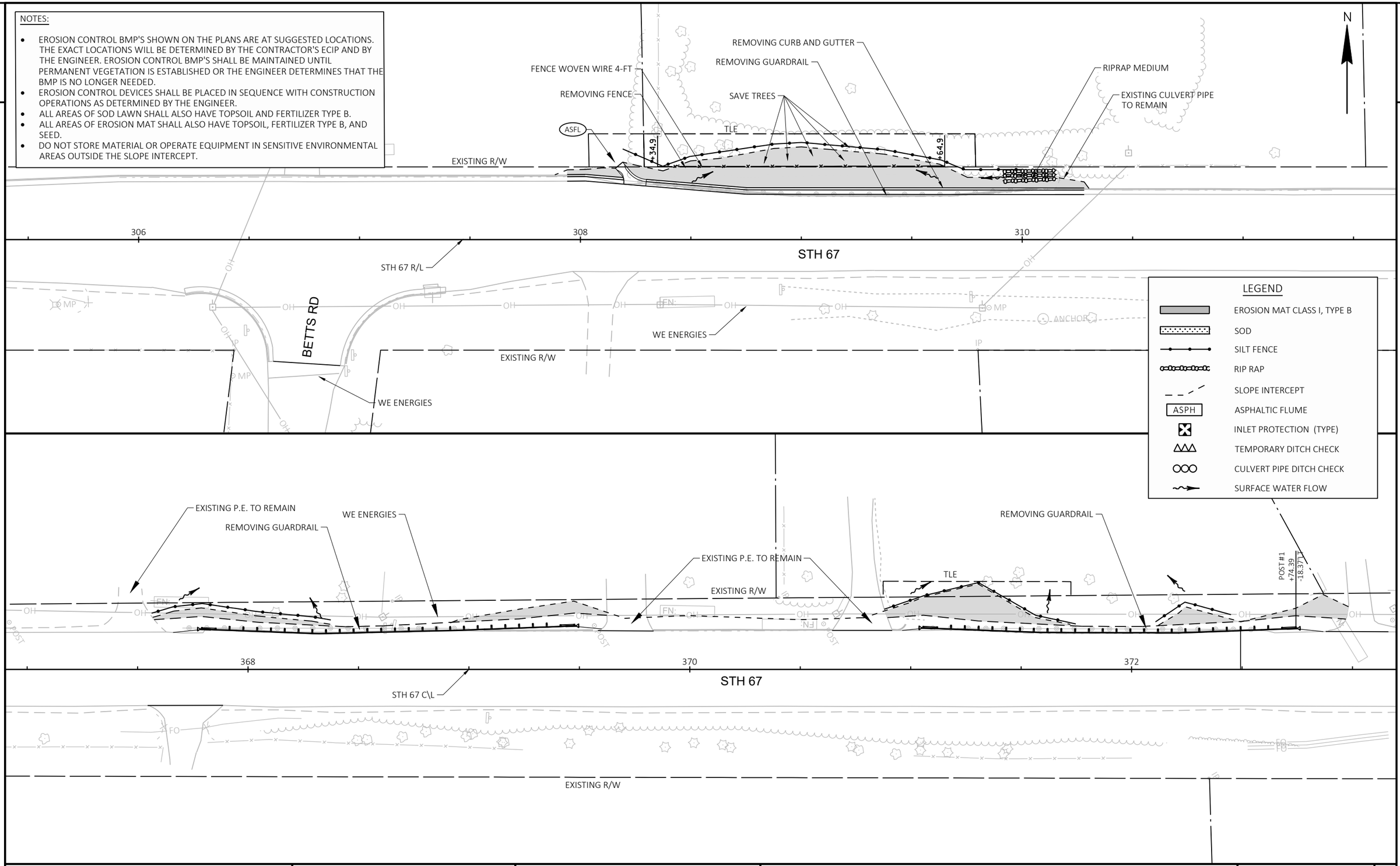
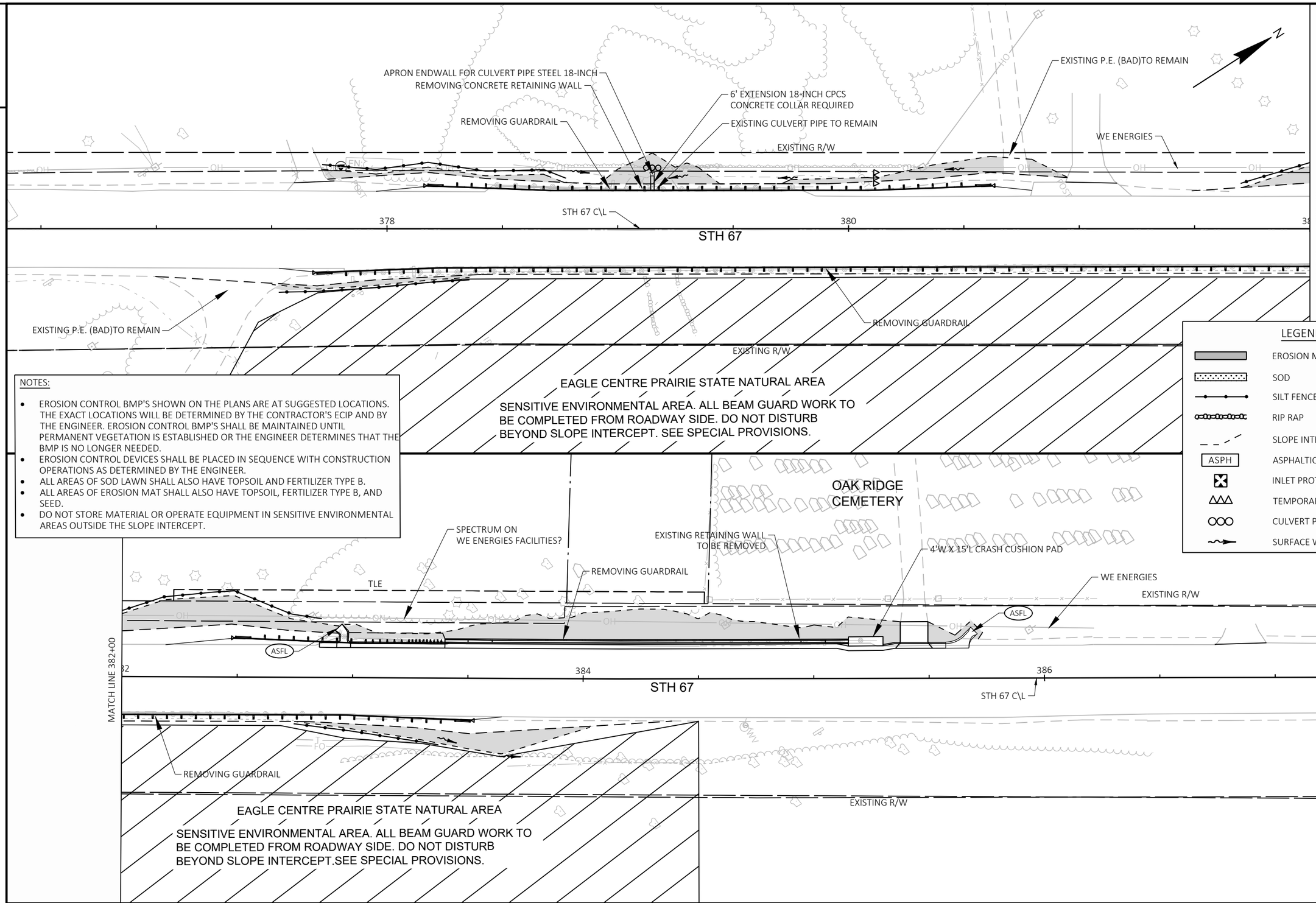


PROJECT NO: 3100-00-75	HWY: STH 67	COUNTY: WALWORTH/WAUKESHA	EROSION CONTROL	SHEET 48	E

2



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- ALL AREAS OF SOD LAWN SHALL ALSO HAVE TOPSOIL AND FERTILIZER TYPE B.
- ALL AREAS OF EROSION MAT SHALL ALSO HAVE TOPSOIL, FERTILIZER TYPE B, AND SEED.
- DO NOT STORE MATERIAL OR OPERATE EQUIPMENT IN SENSITIVE ENVIRONMENTAL AREAS OUTSIDE THE SLOPE INTERCEPT.

LEGEND

- EROSION MAT CLASS I, TYPE B
- SOD
- SILT FENCE
- RIP RAP
- SLOPE INTERCEPT
- ASPH — ASPHALTIC FLUME
- INLET PROTECTION (TYPE)
- TEMPORARY DITCH CHECK
- CULVERT PIPE DITCH CHECK
- SURFACE WATER FLOW

PROJECT NO: 3100-00-75	HWY: STH 67	COUNTY: WALWORTH/WAUKESHA	EROSION CONTROL	SHEET 49	E

FILE NAME : \\DOTWKEFILE1P\N3PUBLIC\PDS\C3D\31000005\SHEETSPLAN\022001-EC.DWG
LAYOUT NAME - 06
PLOT DATE : 8/5/2024 1:39 PM
PLOT BY : SILVA, DIEGO
PLOT NAME :
PLOT SCALE : 1 IN:40 FT

2

2

RIPRAP MEDIUM

CONCRETE CULVERT REPAIR
ENCLOSED FLUME

EXISTING INLET TO REMAIN

APPROXIMATE LIMITS OF EXCAVATION,
HAULING AND DISPOSAL OF PAH
CONTAMINATED SOIL
STA410+00 TO 412+20
1 - 4 FEET BELOW GROUND SURFACE

STH 67 C\L

STH 67

410

412

408

EXISTING R/W

WE ENERGIES

SOD LAWN

TLE

PRW

RECONSTRUCT INLET
INLET COVER TYPE S REQUIRED

EXISTING R/W

SOD LAWN

CTH N / SOUTH ST

EXISTING R/W

WE ENERGIES

MATCH LINE 413+75

NOTES:

- EROSION CONTROL BMP'S SHOWN ON THE PLANS ARE AT SUGGESTED LOCATIONS. THE EXACT LOCATIONS WILL BE DETERMINED BY THE CONTRACTOR'S ECIP AND BY THE ENGINEER. EROSION CONTROL BMP'S SHALL BE MAINTAINED UNTIL PERMANENT VEGETATION IS ESTABLISHED OR THE ENGINEER DETERMINES THAT THE BMP IS NO LONGER NEEDED.
- EROSION CONTROL DEVICES SHALL BE PLACED IN SEQUENCE WITH CONSTRUCTION OPERATIONS AS DETERMINED BY THE ENGINEER.
- ALL AREAS OF SOD LAWN SHALL ALSO HAVE TOPSOIL AND FERTILIZER TYPE B.
- ALL AREAS OF EROSION MAT SHALL ALSO HAVE TOPSOIL, FERTILIZER TYPE B, AND SEED.
- DO NOT STORE MATERIAL OR OPERATE EQUIPMENT IN SENSITIVE ENVIRONMENTAL AREAS OUTSIDE THE SLOPE INTERCEPT.

LEGEND

- EROSION MAT CLASS I, TYPE B
- SOD
- SILT FENCE
- RIP RAP
- SLOPE INTERCEPT
- ASPH — ASPHALTIC FLUME
- INLET PROTECTION (TYPE)
- TEMPORARY DITCH CHECK
- CULVERT PIPE DITCH CHECK
- SURFACE WATER FLOW

MATCH LINE 413+75

414

EXISTING R/W

WISCONSIN & SOUTHERN RAILROAD

EXISTING R/W

STH 67 C\L

STH 67

416

418

EXISTING R/W

SW5

GROVE ST

PRW

SOD LAWN

TLE

SOD LAWN

REMOVING
UTILITY POLES

SPECTRUM ON
WE ENERGIES FACILITIES?

EXISTING R/W

CTH NN /
E. MAIN ST

WE ENERGIES

EXISTING R/W

REMOVING
SIDEWALK

REMOVING
UTILITY POLES

EXISTING R/W

WE ENERGIES

WE ENERGIES

N

PROJECT NO: 3100-00-75	HWY: STH 67	COUNTY: WALWORTH/WAUKESHA	EROSION CONTROL	SHEET 50	E

FILE NAME : \\DOTWKEFILE1P\N3PUBLIC\PDS\C3D\31000005\SHEETSPLAN\022001-EC.DWG
LAYOUT NAME - 07

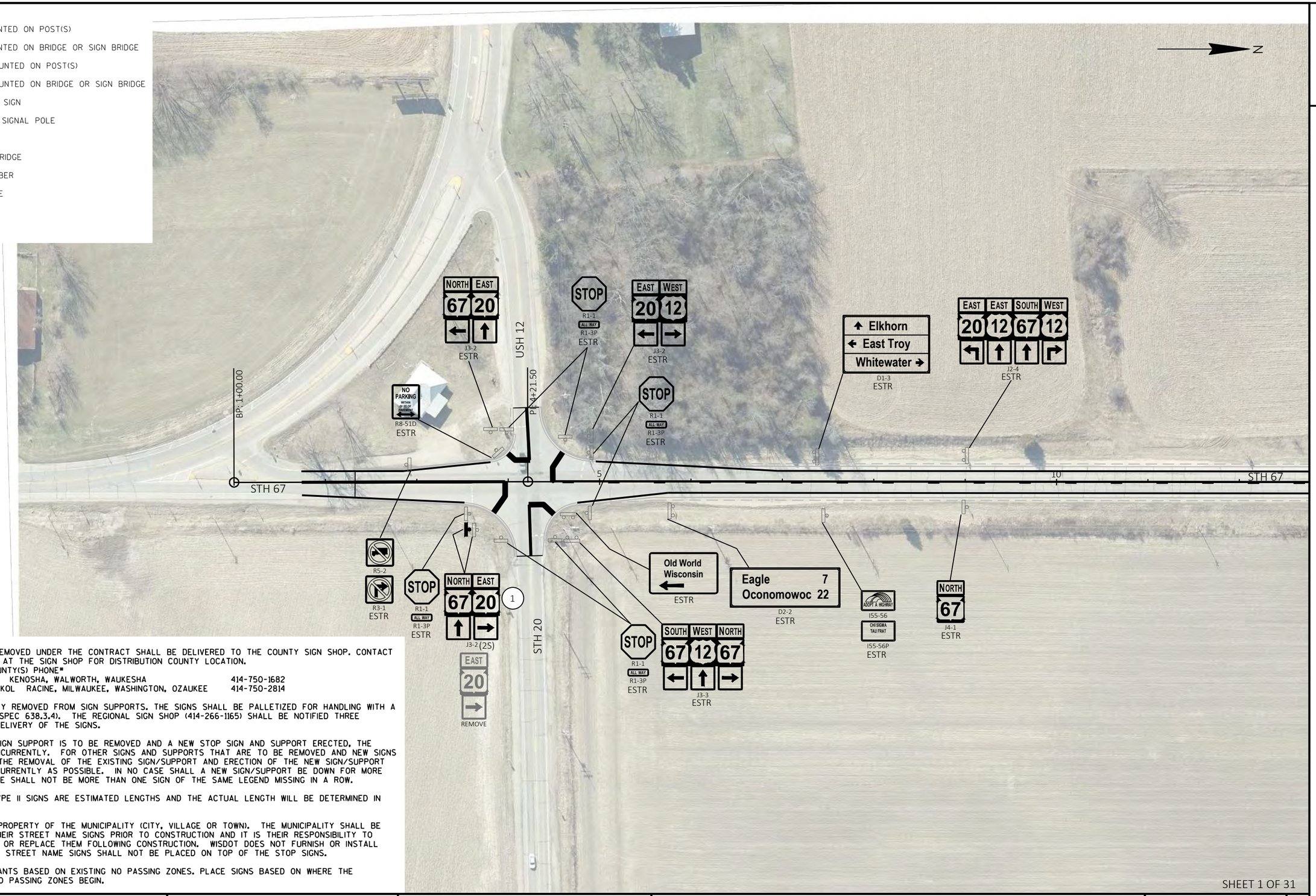
PLOT DATE : 4/30/2025 9:10 AM PLOT BY : SILVA, DIEGO PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 44

2

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- VMS — VARIABLE MESSAGE SIGN
- EXISTING LIGHT OR SIGNAL POLE
- SIGN BRIDGE
- CANTILEVER SIGN BRIDGE
- XXX — DENOTES SIGN NUMBER
- (X) — INDICATES SIGN SIZE
- S.P. — SIGNAL POLE
- L.P. — LIGHT POLE



TYPE II ALUMINUM SIGNS REMOVED UNDER THE CONTRACT SHALL BE DELIVERED TO THE COUNTY SIGN SHOP. CONTACT THE FOLLOWING INDIVIDUAL AT THE SIGN SHOP FOR DISTRIBUTION COUNTY LOCATION.
SIGNING COORDINATOR COUNTY(S) PHONE#

- CHUCK SALDIVAR KENOSHA, WALWORTH, WAUKESHA 414-750-1682
- BREE JOHNS-KONKOL RACINE, MILWAUKEE, WASHINGTON, OZAUKEE 414-750-2814

SIGNS SHALL BE CAREFULLY REMOVED FROM SIGN SUPPORTS. THE SIGNS SHALL BE PALLETIZED FOR HANDLING WITH A FORKLIFT (SEE STANDARD SPEC 638.3.4). THE REGIONAL SIGN SHOP (414-266-1165) SHALL BE NOTIFIED THREE WORKING DAYS PRIOR TO DELIVERY OF THE SIGNS.

WHEN AN EXISTING STOP SIGN SUPPORT IS TO BE REMOVED AND A NEW STOP SIGN AND SUPPORT ERECTED, THE WORK SHALL BE DONE CONCURRENTLY. FOR OTHER SIGNS AND SUPPORTS THAT ARE TO BE REMOVED AND NEW SIGNS AND SUPPORTS ERECTED, THE REMOVAL OF THE EXISTING SIGN/SUPPORT AND ERECTION OF THE NEW SIGN/SUPPORT SHOULD BE DONE AS CONCURRENTLY AS POSSIBLE. IN NO CASE SHALL A NEW SIGN/SUPPORT BE DOWN FOR MORE THAN 24 HOURS AND THERE SHALL NOT BE MORE THAN ONE SIGN OF THE SAME LEGEND MISSING IN A ROW.

WOOD POST SIZES, FOR TYPE II SIGNS ARE ESTIMATED LENGTHS AND THE ACTUAL LENGTH WILL BE DETERMINED IN THE FIELD.

STREET NAME SIGNS ARE PROPERTY OF THE MUNICIPALITY (CITY, VILLAGE OR TOWN). THE MUNICIPALITY SHALL BE CONTACTED TO REMOVE THEIR STREET NAME SIGNS PRIOR TO CONSTRUCTION AND IT IS THEIR RESPONSIBILITY TO REINSTALL THE OLD SIGNS OR REPLACE THEM FOLLOWING CONSTRUCTION. WISDOT DOES NOT FURNISH OR INSTALL STREET NAME SIGNS. THE STREET NAME SIGNS SHALL NOT BE PLACED ON TOP OF THE STOP SIGNS.

LOCATE NO PASSING PENNANTS BASED ON EXISTING NO PASSING ZONES. PLACE SIGNS BASED ON WHERE THE PAVEMENT MARKING FOR NO PASSING ZONES BEGIN.

SHEET 1 OF 31

PROJECT NO: 3100-00-75	HWY: STH 67	COUNTY: WALWORTH/WAUKESHA	PERMANENT SIGNING PLAN	SHEET 51	E

2

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- VMS — VARIABLE MESSAGE SIGN
- EXISTING LIGHT OR SIGNAL POLE
- SIGN BRIDGE
- CANTILEVER SIGN BRIDGE
- XXX — DENOTES SIGN NUMBER
- (X) INDICATES SIGN SIZE
- S.P. SIGNAL POLE
- L.P. LIGHT POLE

N

W3-1
ESTR

NO PASSING ZONE
W14-3
ESTR

JCT 12 20
JV1-2
ESTR

SPEED LIMIT 55
R2-1
ESTR

STH 67

15

20

25

STH 67

2

SHEET 2 OF 31

PROJECT NO: 3100-00-75	HWY: STH 67	COUNTY: WALWORTH/WAUKESHA	PERMANENT SIGNING PLAN	SHEET 52	E

FILE NAME : N:\PDS\C3D\CAD\31000005\SIGN\023201_PS.DWG
LAYOUT NAME - 02

PLOT DATE : 7/23/2024 3:59 PM PLOT BY : MARTENS, KAREN L PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- VMS — VARIABLE MESSAGE SIGN
- EXISTING LIGHT OR SIGNAL POLE
- SIGN BRIDGE
- CANTILEVER SIGN BRIDGE
- XXX — DENOTES SIGN NUMBER
- (X) — INDICATES SIGN SIZE
- S.P. — SIGNAL POLE
- L.P. — LIGHT POLE

N

PI: 30+68.30

30 35 40

STH 67

STH 67

NO PASSING ZONE
W14-3
ESTR

2

SHEET 3 OF 31

PROJECT NO: 3100-00-75	HWY: STH 67	COUNTY: WALWORTH/WAUKESHA	PERMANENT SIGNING PLAN	SHEET 53	E

FILE NAME : N:\PDS\C3D\CAD\31000005\SIGN\023201_PS.DWG
LAYOUT NAME - 03

PLOT DATE : 7/23/2024 4:00 PM PLOT BY : MARTENS, KAREN L PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- VMS — VARIABLE MESSAGE SIGN
- EXISTING LIGHT OR SIGNAL POLE
- SIGN BRIDGE
- CANTILEVER SIGN BRIDGE
- XXX — DENOTES SIGN NUMBER
- (X) INDICATES SIGN SIZE
- S.P. SIGNAL POLE
- L.P. LIGHT POLE

N

REMOVE

2

W5-52L (2S)
4' MOUNT
HEIGHT

REMOVE

5

W5-52R (2S)
4' MOUNT
HEIGHT

45

50

55

STH 67

STH 67

4

W5-52R (2S)
4' MOUNT
HEIGHT

REMOVE

3

W5-52L (2S)
4' MOUNT
HEIGHT

REMOVE

NO PASSING ZONE

88

W14-3 (2S)

NO PASSING ZONE

REMOVE

W1-2R

50 MPH

W13-1
ESTR

NO PASSING ZONE

W14-3
ESTR

SHEET 4 OF 31

PROJECT NO: 3100-00-75	HWY: STH 67	COUNTY: WALWORTH/WAUKESHA	PERMANENT SIGNING PLAN	SHEET 54	E

FILE NAME : N:\PDS\C3D\CAD\31000005\SIGN\023201_PS.DWG
LAYOUT NAME - 04

PLOT DATE : 7/23/2024 4:00 PM PLOT BY : MARTENS, KAREN L PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- VMS — VARIABLE MESSAGE SIGN
- EXISTING LIGHT OR SIGNAL POLE
- SIGN BRIDGE
- CANTILEVER SIGN BRIDGE
- (XXX) — DENOTES SIGN NUMBER
- (X) — INDICATES SIGN SIZE
- S.P. — SIGNAL POLE
- L.P. — LIGHT POLE

N

PI: 57+15.01

PC: 62+46.77

PT: 71+66.07

STH 67

60

65

70

REMOVE

W1-6 (2S) 6

STOP
R1-1
ESTR

W1-6
ESTR

GREENING RD

7 Greening Rd
D1-1

W1-6
ESTR

8 Greening Rd
D1-1

STH 67

2

SHEET 5 OF 31

PROJECT NO: 3100-00-75	HWY: STH 67	COUNTY: WALWORTH/WAUKESHA	PERMANENT SIGNING PLAN	SHEET 55	E

FILE NAME : N:\PDS\C3D\CAD\31000005\SIGN\023201_PS.DWG
LAYOUT NAME - 05

PLOT DATE : 7/23/2024 4:00 PM PLOT BY : MARTENS, KAREN L PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

2

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- VMS — VARIABLE MESSAGE SIGN
- EXISTING LIGHT OR SIGNAL POLE
- SIGN BRIDGE
- CANTILEVER SIGN BRIDGE
- (XXX) — DENOTES SIGN NUMBER
- (X) — INDICATES SIGN SIZE
- S.P. — SIGNAL POLE
- L.P. — LIGHT POLE

REMOVE

12

W5-52L (2S)
4' MOUNT HEIGHT

REMOVE

11

W5-52R (2S)
4' MOUNT HEIGHT

PT: 71+66.07

STH 67

75

80

85

STH 67

NO PASSING ZONE
W14-3
ESTR

W1-2L
50 MPH
W13-1
ESTR

9

W5-52R (2S)
4' MOUNT HEIGHT

REMOVE

10

W5-52L (2S)
4' MOUNT HEIGHT

REMOVE

SHEET 6 OF 31

PROJECT NO: 3100-00-75	HWY: STH 67	COUNTY: WALWORTH/WAUKESHA	PERMANENT SIGNING PLAN	SHEET 56	E

FILE NAME : N:\PDS\C3D\CAD\31000005\SIGN\023201_PS.DWG
LAYOUT NAME - 06

PLOT DATE : 7/23/2024 4:00 PM PLOT BY : MARTENS, KAREN L PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- VMS — VARIABLE MESSAGE SIGN
- EXISTING LIGHT OR SIGNAL POLE
- SIGN BRIDGE
- CANTILEVER SIGN BRIDGE
- (XXX) — DENOTES SIGN NUMBER
- (X) — INDICATES SIGN SIZE
- S.P. — SIGNAL POLE
- L.P. — LIGHT POLE

NO SIGNS
THIS SHEET

STH 67 90 95 100 STH 67

2

SHEET 7 OF 31

PROJECT NO: 3100-00-75	HWY: STH 67	COUNTY: WALWORTH/WAUKESHA	PERMANENT SIGNING PLAN	SHEET 57	E

FILE NAME : N:\PDS\C3D\CAD\31000005\SIGN\023201_PS.DWG
LAYOUT NAME - 07

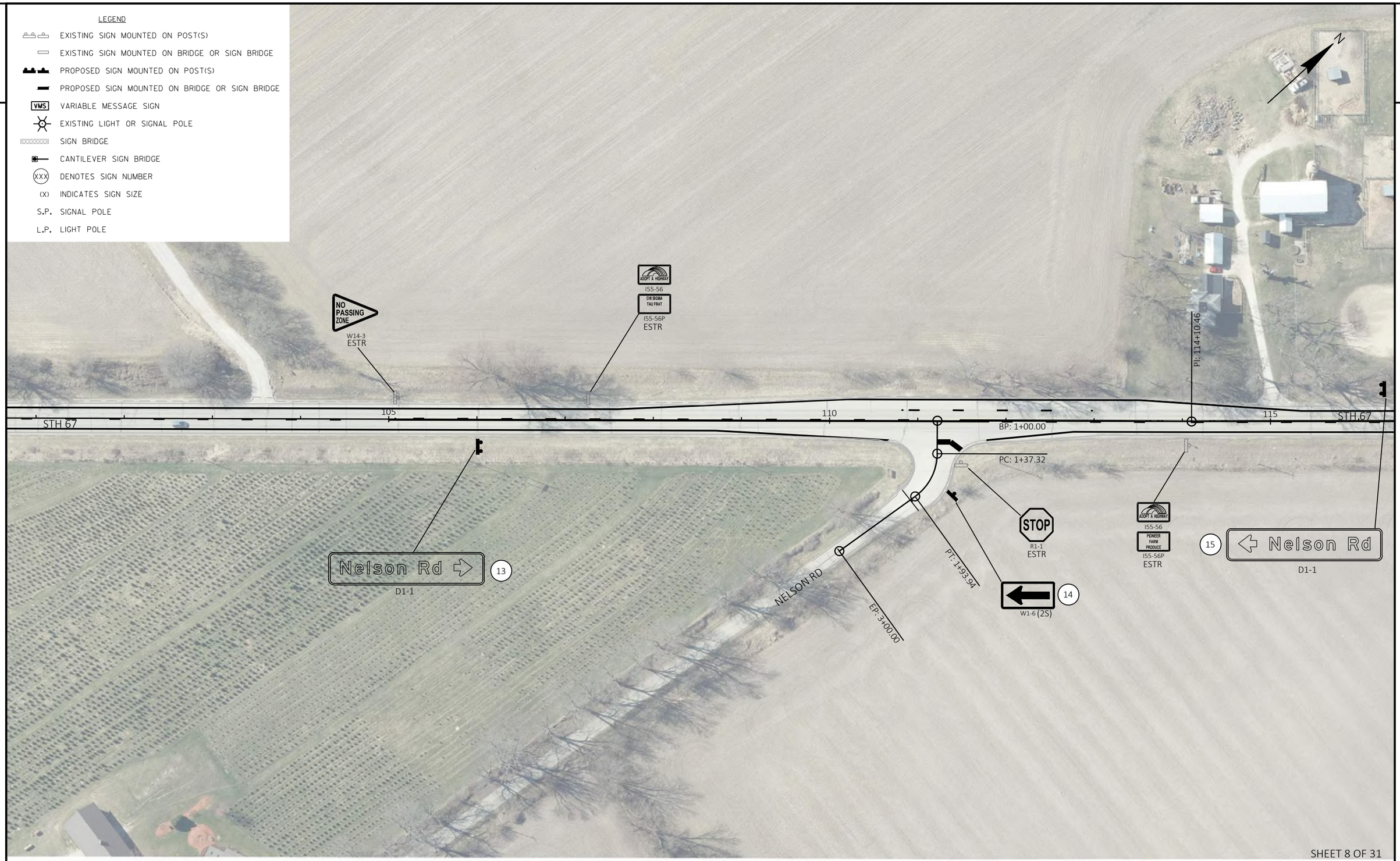
PLOT DATE : 7/23/2024 4:01 PM PLOT BY : MARTENS, KAREN L PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- VMS — VARIABLE MESSAGE SIGN
- EXISTING LIGHT OR SIGNAL POLE
- SIGN BRIDGE
- CANTILEVER SIGN BRIDGE
- (XXX) — DENOTES SIGN NUMBER
- (X) — INDICATES SIGN SIZE
- S.P. — SIGNAL POLE
- L.P. — LIGHT POLE



SHEET 8 OF 31

PROJECT NO: 3100-00-75	HWY: STH 67	COUNTY: WALWORTH/WAUKESHA	PERMANENT SIGNING PLAN	SHEET 58	E

FILE NAME : N:\PDS\C3D\CAD\31000005\SIGN\023201_PS.DWG
LAYOUT NAME - 08

PLOT DATE : 7/23/2024 4:01 PM PLOT BY : MARTENS, KAREN L PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

2

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- VMS — VARIABLE MESSAGE SIGN
- EXISTING LIGHT OR SIGNAL POLE
- SIGN BRIDGE
- CANTILEVER SIGN BRIDGE
- XXX — DENOTES SIGN NUMBER
- (X) INDICATES SIGN SIZE
- S.P. SIGNAL POLE
- L.P. LIGHT POLE

SHEET 9 OF 31

PROJECT NO: 3100-00-75	HWY: STH 67	COUNTY: WALWORTH/WAUKESHA	PERMANENT SIGNING PLAN	SHEET 59	E

FILE NAME : N:\PDS\C3D\CAD\31000005\SIGN\023201_PS.DWG
LAYOUT NAME - 09

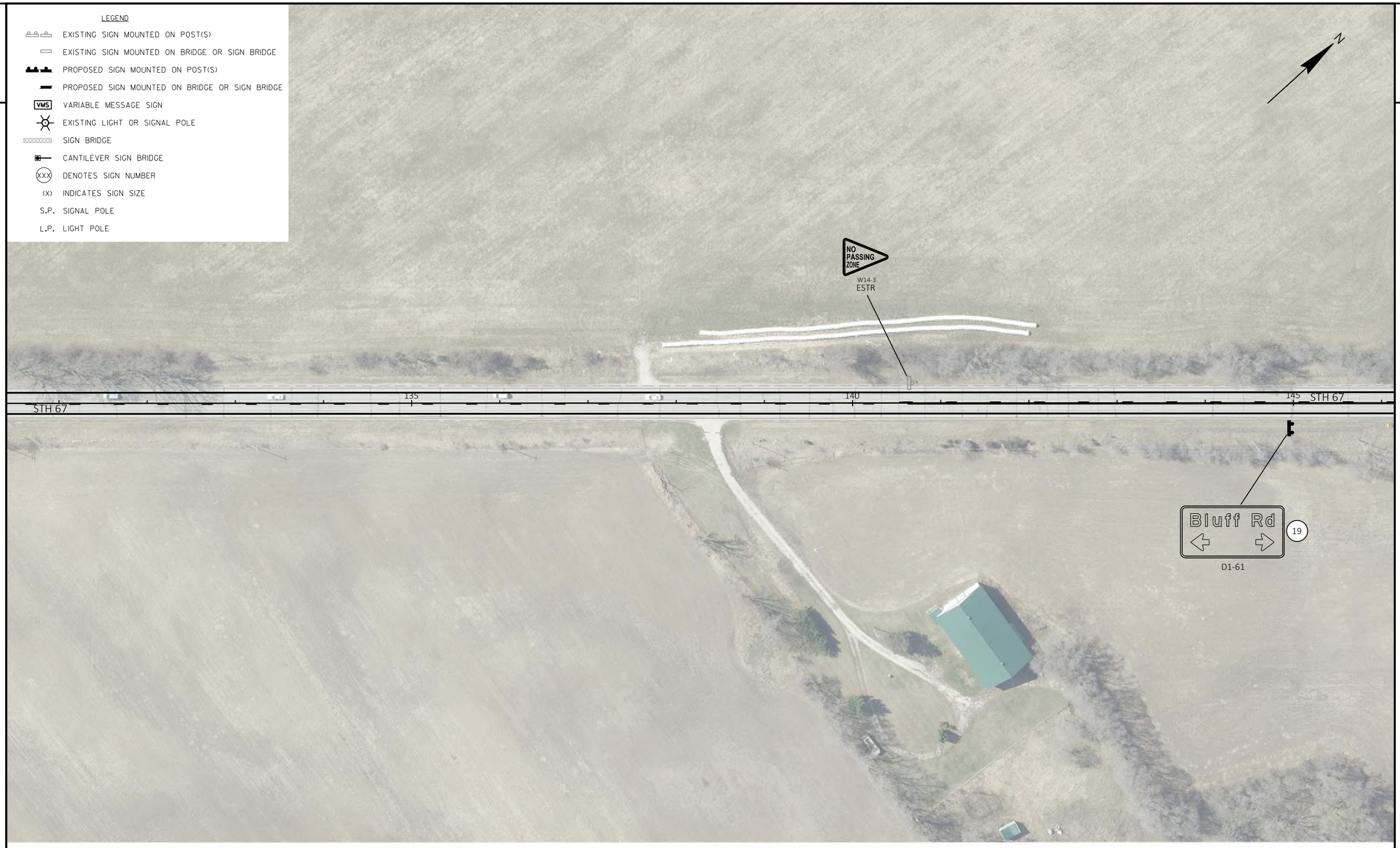
PLOT DATE : 7/23/2024 4:01 PM PLOT BY : MARTENS, KAREN L PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- VMS — VARIABLE MESSAGE SIGN
- EXISTING LIGHT OR SIGNAL POLE
- SIGN BRIDGE
- CANTILEVER SIGN BRIDGE
- XXX — DENOTES SIGN NUMBER
- (X) — INDICATES SIGN SIZE
- S.P. — SIGNAL POLE
- L.P. — LIGHT POLE



2

SHEET 10 OF 31

PROJECT NO: 3100-00-75	HWY: STH 67	COUNTY: WALWORTH/WAUKESHA	PERMANENT SIGNING PLAN	SHEET 60	E

FILE NAME : N:\PDS\C3D\CAD\31000005\SIGN\023201_PS.DWG
LAYOUT NAME - 10

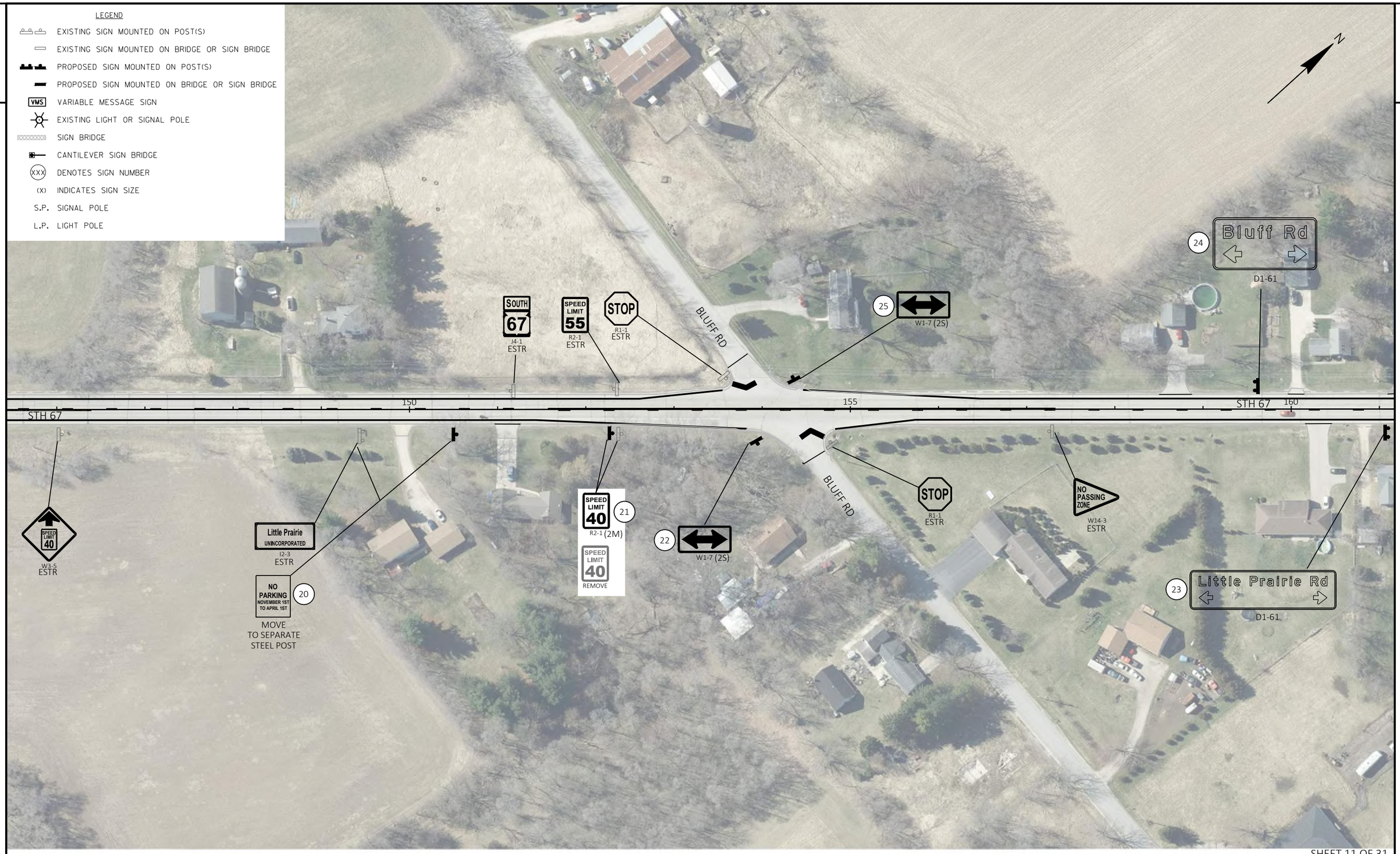
PLOT DATE : 7/23/2024 4:02 PM PLOT BY : MARTENS, KAREN L PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- VMS — VARIABLE MESSAGE SIGN
- EXISTING LIGHT OR SIGNAL POLE
- SIGN BRIDGE
- CANTILEVER SIGN BRIDGE
- XXX — DENOTES SIGN NUMBER
- (X) — INDICATES SIGN SIZE
- S.P. — SIGNAL POLE
- L.P. — LIGHT POLE



SHEET 11 OF 31

PROJECT NO: 3100-00-75	HWY: STH 67	COUNTY: WALWORTH/WAUKESHA	PERMANENT SIGNING PLAN	SHEET 61	E

FILE NAME : N:\PDS\C3D\CAD\31000005\SIGN\023201_PS.DWG
LAYOUT NAME - 11

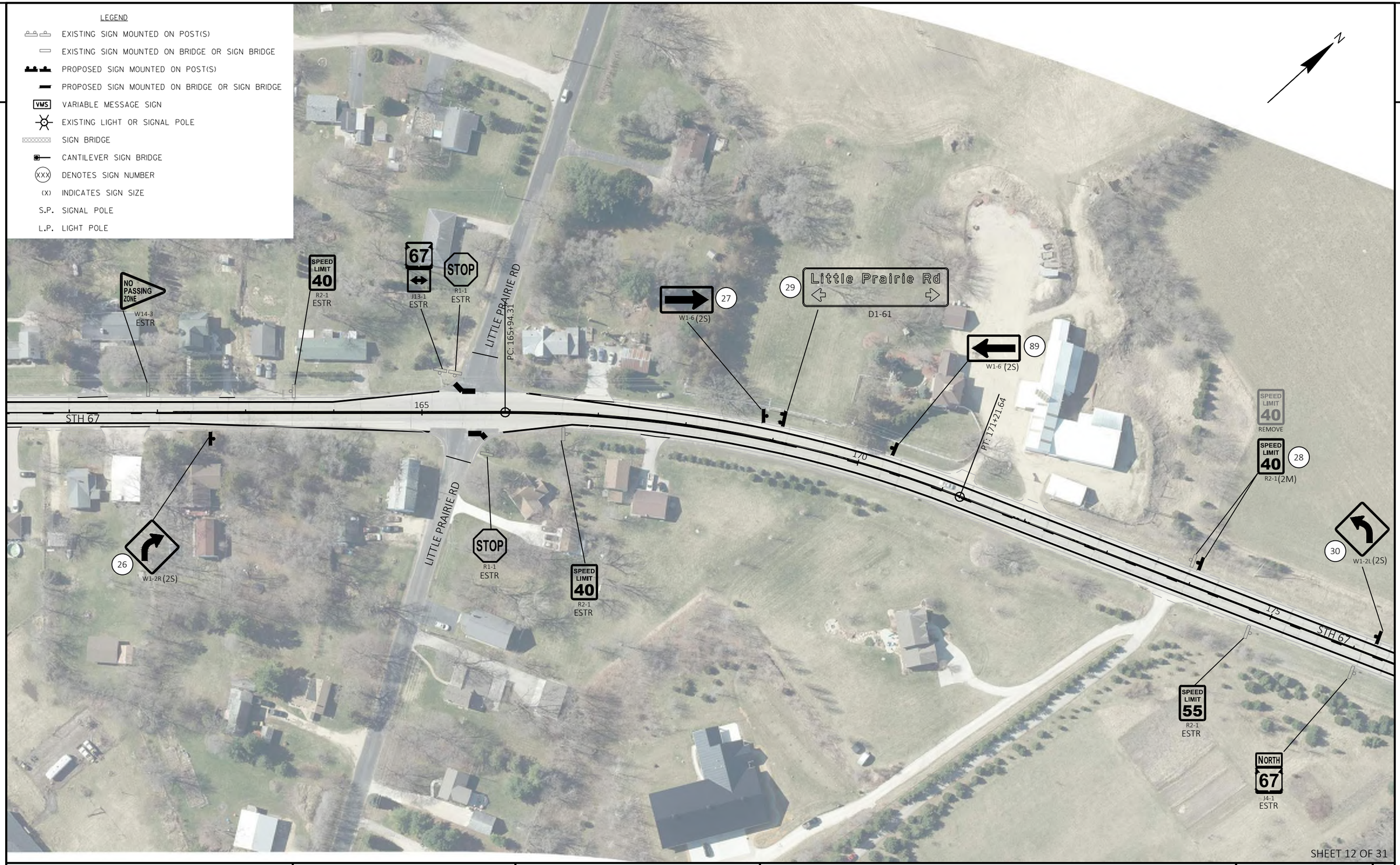
PLOT DATE : 7/23/2024 4:02 PM PLOT BY : MARTENS, KAREN L PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- VMS — VARIABLE MESSAGE SIGN
- EXISTING LIGHT OR SIGNAL POLE
- SIGN BRIDGE
- CANTILEVER SIGN BRIDGE
- XXX — DENOTES SIGN NUMBER
- (X) INDICATES SIGN SIZE
- S.P. SIGNAL POLE
- L.P. LIGHT POLE



SHEET 12 OF 31

PROJECT NO: 3100-00-75	HWY: STH 67	COUNTY: WALWORTH/WAUKESHA	PERMANENT SIGNING PLAN	SHEET 62	E

FILE NAME : N:\PDS\C3D\CAD\31000005\SIGN\023201_PS.DWG
LAYOUT NAME - 12

PLOT DATE : 7/23/2024 4:02 PM PLOT BY : MARTENS, KAREN L PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

2

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- VMS — VARIABLE MESSAGE SIGN
- EXISTING LIGHT OR SIGNAL POLE
- SIGN BRIDGE
- CANTILEVER SIGN BRIDGE
- XXX — DENOTES SIGN NUMBER
- (X) — INDICATES SIGN SIZE
- S.P. — SIGNAL POLE
- L.P. — LIGHT POLE

SHEET 13 OF 31

PROJECT NO: 3100-00-75	HWY: STH 67	COUNTY: WALWORTH/WAUKESHA	PERMANENT SIGNING PLAN	SHEET 63	E

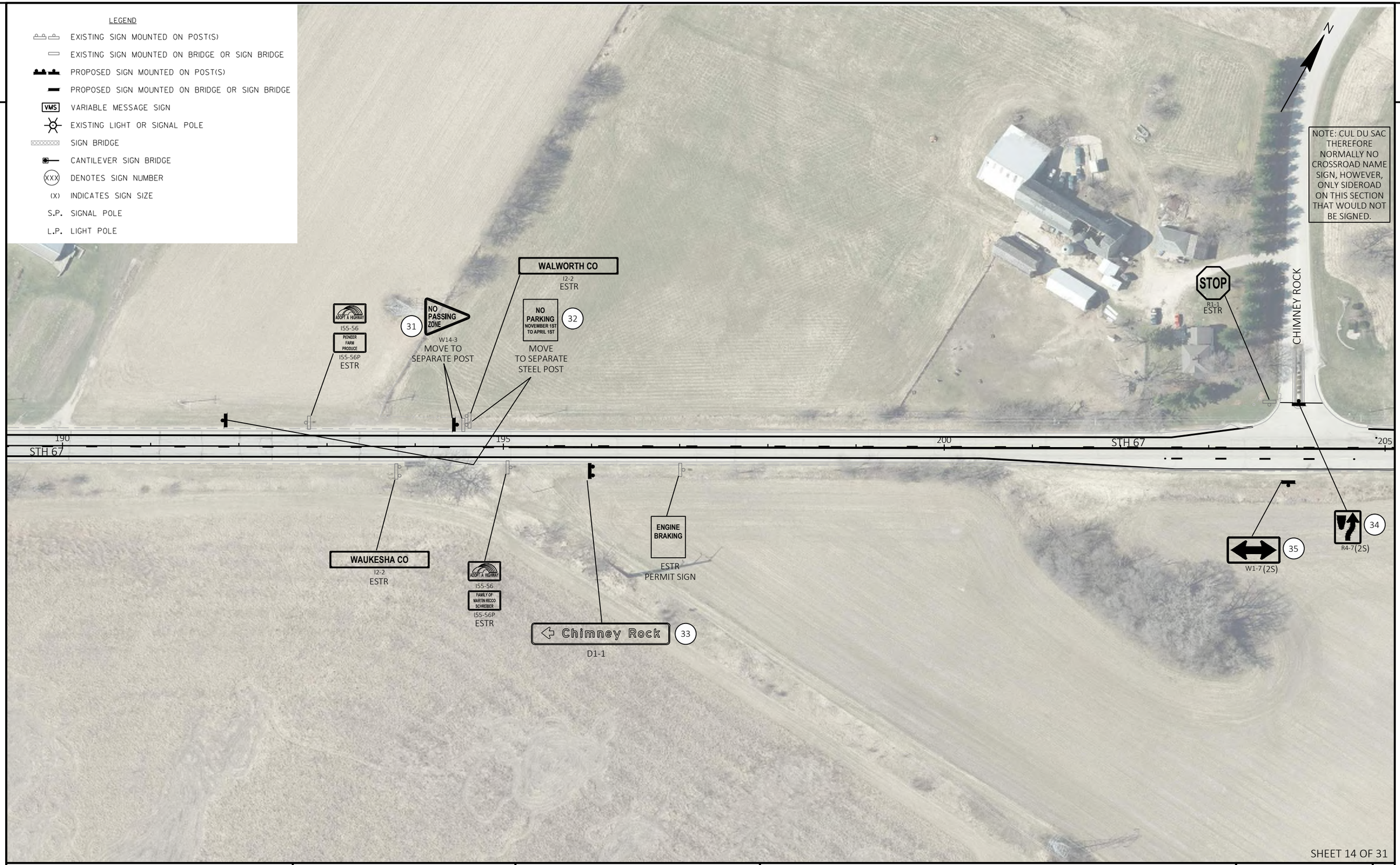
FILE NAME : N:\PDS\C3D\CAD\31000005\SIGN\023201_PS.DWG
LAYOUT NAME - 13

PLOT DATE : 7/23/2024 4:03 PM PLOT BY : MARTENS, KAREN L PLOT NAME : PLOT SCALE : 1 IN:100 FT

2

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- VMS — VARIABLE MESSAGE SIGN
- EXISTING LIGHT OR SIGNAL POLE
- SIGN BRIDGE
- CANTILEVER SIGN BRIDGE
- XXX — DENOTES SIGN NUMBER
- (X) — INDICATES SIGN SIZE
- S.P. — SIGNAL POLE
- L.P. — LIGHT POLE



SHEET 14 OF 31

PROJECT NO: 3100-00-75	HWY: STH 67	COUNTY: WALWORTH/WAUKESHA	PERMANENT SIGNING PLAN	SHEET 64	E

FILE NAME : N:\PDS\C3D\CAD\31000005\SIGN\023201_PS.DWG
LAYOUT NAME - 14

PLOT DATE : 7/23/2024 4:03 PM PLOT BY : MARTENS, KAREN L PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- VMS — VARIABLE MESSAGE SIGN
- EXISTING LIGHT OR SIGNAL POLE
- SIGN BRIDGE
- CANTILEVER SIGN BRIDGE
- XXX — DENOTES SIGN NUMBER
- (X) — INDICATES SIGN SIZE
- S.P. — SIGNAL POLE
- L.P. — LIGHT POLE

N

36 Chimney Rock

D1-1

PC: 209+65.74

205

STH 67

210

215

STH 67

22

37

W1-2L (2S)

38

W5-52R (2S)

4' MOUNT HEIGHT

REMOVE

SHEET 15 OF 31

PROJECT NO: 3100-00-75	HWY: STH 67	COUNTY: WALWORTH/WAUKESHA	PERMANENT SIGNING PLAN	SHEET 65	E

FILE NAME : N:\PDS\C3D\CAD\31000005\SIGN\023201_PS.DWG
LAYOUT NAME - 15

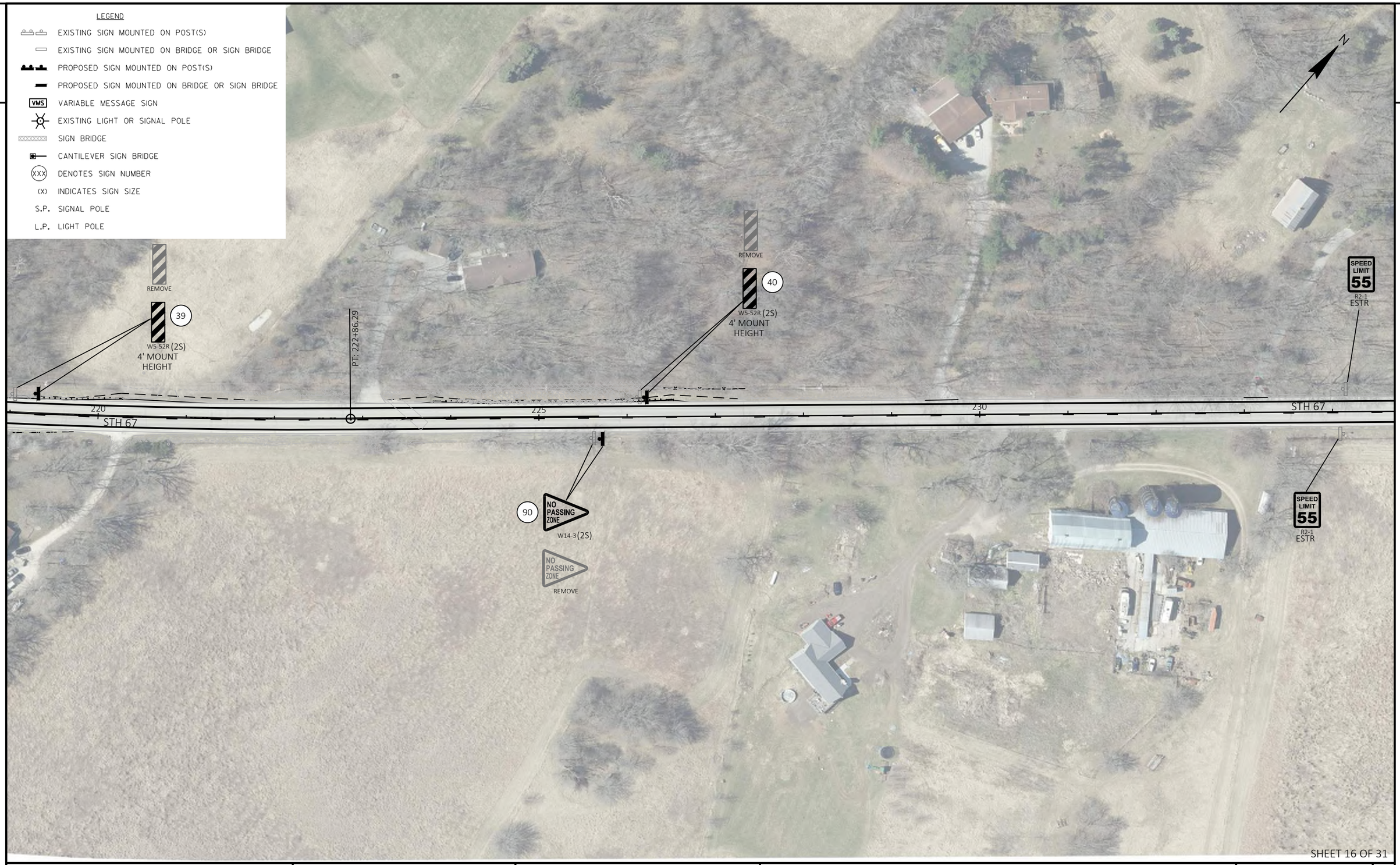
PLOT DATE : 7/23/2024 4:03 PM PLOT BY : MARTENS, KAREN L PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- VMS — VARIABLE MESSAGE SIGN
- EXISTING LIGHT OR SIGNAL POLE
- SIGN BRIDGE
- CANTILEVER SIGN BRIDGE
- (XXX) — DENOTES SIGN NUMBER
- (X) — INDICATES SIGN SIZE
- S.P. — SIGNAL POLE
- L.P. — LIGHT POLE



2

SHEET 16 OF 31

PROJECT NO: 3100-00-75	HWY: STH 67	COUNTY: WALWORTH/WAUKESHA	PERMANENT SIGNING PLAN	SHEET 66	E

FILE NAME : N:\PDS\C3D\CAD\31000005\SIGN\023201_PS.DWG
LAYOUT NAME - 16

PLOT DATE : 7/23/2024 4:04 PM PLOT BY : MARTENS, KAREN L PLOT NAME : PLOT SCALE : 1 IN:100 FT

2

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- VMS — VARIABLE MESSAGE SIGN
- EXISTING LIGHT OR SIGNAL POLE
- SIGN BRIDGE
- CANTILEVER SIGN BRIDGE
- XXX — DENOTES SIGN NUMBER
- (X) — INDICATES SIGN SIZE
- S.P. — SIGNAL POLE
- L.P. — LIGHT POLE

2

SHEET 17 OF 31

PROJECT NO: 3100-00-75	HWY: STH 67	COUNTY: WALWORTH/WAUKESHA	PERMANENT SIGNING PLAN	SHEET 67	E

FILE NAME : N:\PDS\C3D\CAD\31000005\SIGN\023201_PS.DWG
LAYOUT NAME - 17

PLOT DATE : 7/23/2024 4:04 PM PLOT BY : MARTENS, KAREN L PLOT NAME : PLOT SCALE : 1 IN:100 FT

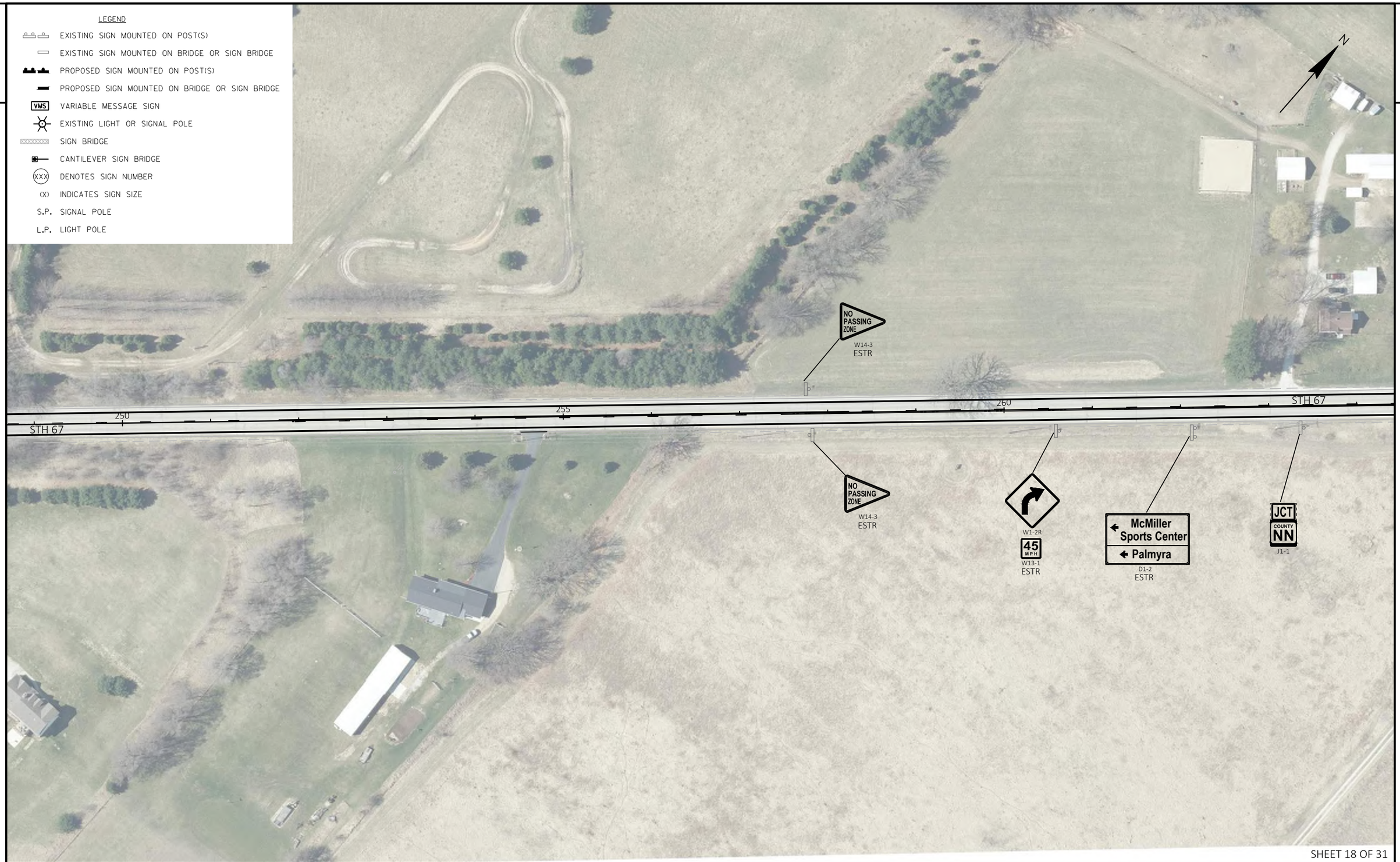
WISDOT/CADDS SHEET 42

2

2

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- VMS — VARIABLE MESSAGE SIGN
- EXISTING LIGHT OR SIGNAL POLE
- SIGN BRIDGE
- CANTILEVER SIGN BRIDGE
- (XXX) — DENOTES SIGN NUMBER
- (X) — INDICATES SIGN SIZE
- S.P. — SIGNAL POLE
- L.P. — LIGHT POLE



SHEET 18 OF 31

PROJECT NO: 3100-00-75	HWY: STH 67	COUNTY: WALWORTH/WAUKESHA	PERMANENT SIGNING PLAN	SHEET 68	E

FILE NAME : N:\PDS\C3D\CAD\31000005\SIGN\023201_PS.DWG
LAYOUT NAME - 18

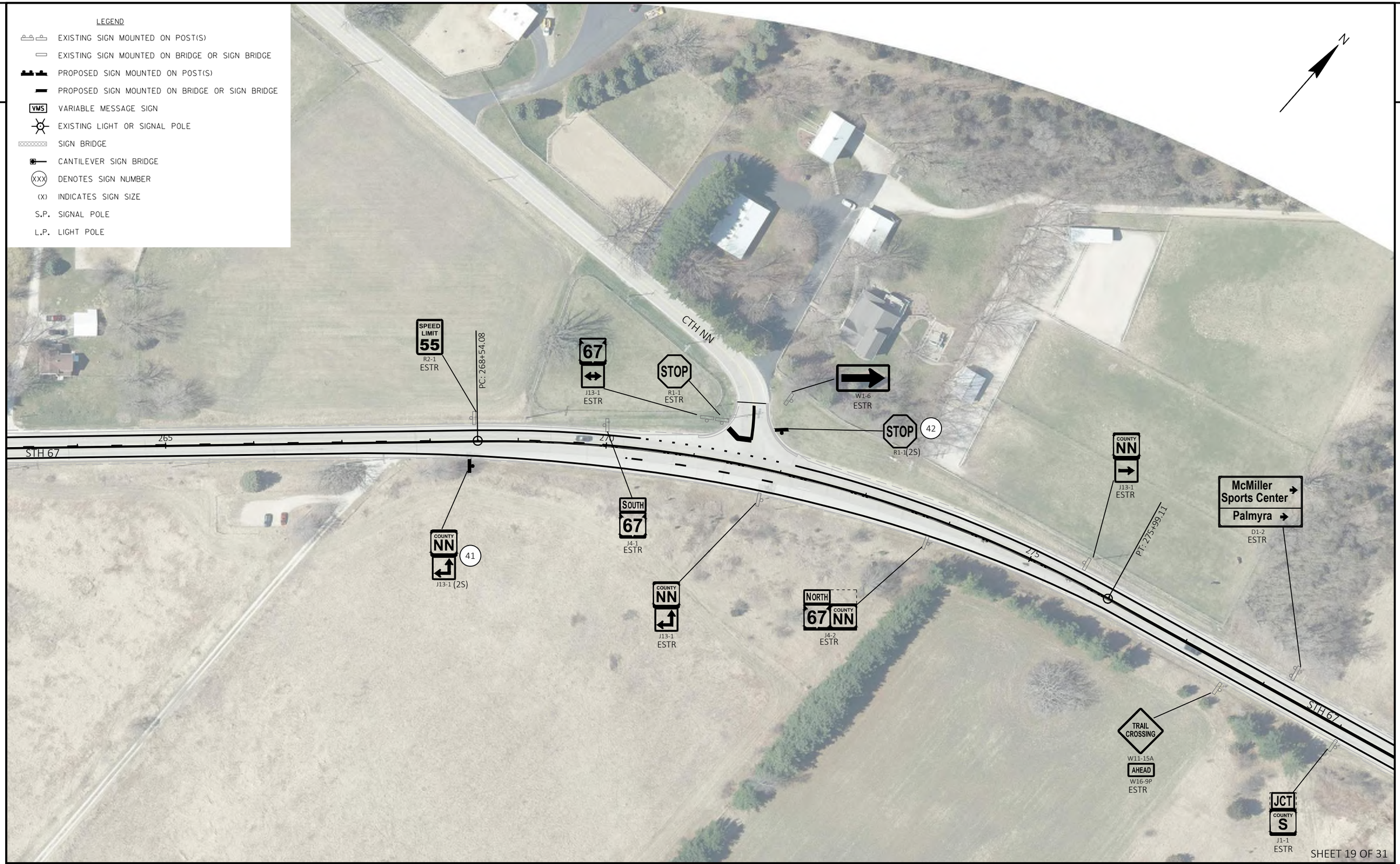
PLOT DATE : 7/23/2024 4:04 PM PLOT BY : MARTENS, KAREN L PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- VMS — VARIABLE MESSAGE SIGN
- EXISTING LIGHT OR SIGNAL POLE
- SIGN BRIDGE
- CANTILEVER SIGN BRIDGE
- (XXX) — DENOTES SIGN NUMBER
- (X) — INDICATES SIGN SIZE
- S.P. — SIGNAL POLE
- L.P. — LIGHT POLE



SHEET 19 OF 31

PROJECT NO: 3100-00-75	HWY: STH 67	COUNTY: WALWORTH/WAUKESHA	PERMANENT SIGNING PLAN	SHEET 69	E

FILE NAME : N:\PDS\C3D\CAD\31000005\SIGN\023201_PS.DWG
LAYOUT NAME - 19

PLOT DATE : 7/23/2024 4:05 PM PLOT BY : MARTENS, KAREN L PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- VMS — VARIABLE MESSAGE SIGN
- EXISTING LIGHT OR SIGNAL POLE
- SIGN BRIDGE
- CANTILEVER SIGN BRIDGE
- XXX — DENOTES SIGN NUMBER
- (X) — INDICATES SIGN SIZE
- S.P. — SIGNAL POLE
- L.P. — LIGHT POLE

N

JCT COUNTY NN
J1-1
ESTR

W1-2L
45 MPH
W13-1
ESTR

SOUTH 67
J4-1
ESTR

67
J13-1
ESTR

STOP
R1-1
ESTR

TRAIL CROSSING
W11-15A
W16-7L
ESTR

PC: 285+56.93

CTH S

PRIVATE SIGN

COUNTY S
J13-1
ESTR

Eagle Trailhead
43
D1-1
MOVE

TRAIL CROSSING
W11-15A
AHEAD
W16-9P
ESTR

280
STH 67
285
290
STH 67

Eagle Trailhead
State Forest Hdqrs
D1-2
ESTR

TRAIL CROSSING
W11-15A
W16-7L
ESTR

COUNTY S
J13-1
ESTR

W1-7
ESTR

NORTH 67 COUNTY NN
44
J4-2
MOVE

SPEED LIMIT 55
R2-1
ESTR

SHEET 20 OF 31

PROJECT NO: 3100-00-75	HWY: STH 67	COUNTY: WALWORTH/WAUKESHA	PERMANENT SIGNING PLAN	SHEET 70	E

FILE NAME : N:\PDS\C3D\CAD\31000005\SIGN\023201_PS.DWG
LAYOUT NAME - 20

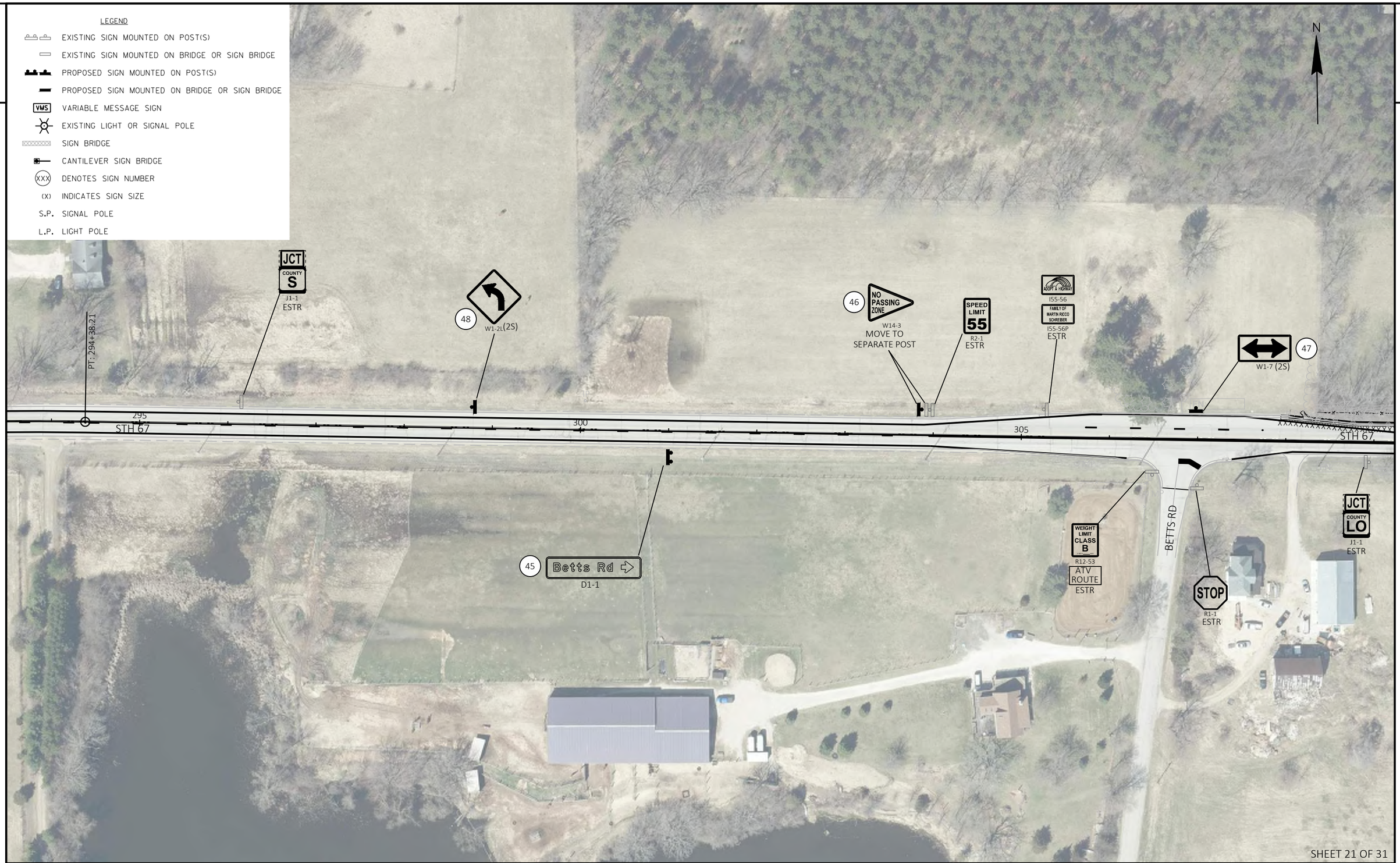
PLOT DATE : 7/23/2024 4:05 PM PLOT BY : MARTENS, KAREN L PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- VMS — VARIABLE MESSAGE SIGN
- EXISTING LIGHT OR SIGNAL POLE
- SIGN BRIDGE
- CANTILEVER SIGN BRIDGE
- XXX — DENOTES SIGN NUMBER
- (X) — INDICATES SIGN SIZE
- S.P. — SIGNAL POLE
- L.P. — LIGHT POLE



SHEET 21 OF 31

PROJECT NO: 3100-00-75	HWY: STH 67	COUNTY: WALWORTH/WAUKESHA	PERMANENT SIGNING PLAN	SHEET 71	E

FILE NAME : N:\PDS\C3D\CAD\31000005\SIGN\023201_PS.DWG
LAYOUT NAME - 21

PLOT DATE : 7/23/2024 4:05 PM PLOT BY : MARTENS, KAREN L PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

2

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- VMS — VARIABLE MESSAGE SIGN
- EXISTING LIGHT OR SIGNAL POLE
- SIGN BRIDGE
- CANTILEVER SIGN BRIDGE
- XXX — DENOTES SIGN NUMBER
- (X) — INDICATES SIGN SIZE
- S.P. SIGNAL POLE
- L.P. LIGHT POLE

N

49 Betts Rd
D1-1

W2-2L
ESTR

PI: 313+11.24

PRIVATE SIGN

PC: 317+76.56

SOUTH 67
J4-1
ESTR

COUNTY LO
J13-1
ESTR

SCHOOL BUS ENTRANCE
ESTR

STH 67

67 COUNTY NN
J13-2
ESTR

CTH LO

310

STH 67

315

320

ADOPT A HIGHWAY
I55-56

OLD WORLD WISCONSIN
I55-56P
ESTR

W1-2L

50 MPH
W13-1
ESTR

Eagle
Mukwonago
D1-2
ESTR

W1-6
ESTR

COUNTY LO
J13-1
ESTR

STOP
R1-1
ESTR

STOP
R1-1
TRAFFIC ON 67 DOES NOT STOP
W4-4C
ESTR

W1-6
ESTR

SHEET 22 OF 31

PROJECT NO: 3100-00-75	HWY: STH 67	COUNTY: WALWORTH/WAUKESHA	PERMANENT SIGNING PLAN	SHEET 72	E

FILE NAME : N:\PDS\C3D\CAD\31000005\SIGN\023201_PS.DWG
LAYOUT NAME - 22

PLOT DATE : 7/23/2024 4:06 PM PLOT BY : MARTENS, KAREN L PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

2

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- VMS VARIABLE MESSAGE SIGN
- EXISTING LIGHT OR SIGNAL POLE
- SIGN BRIDGE
- CANTILEVER SIGN BRIDGE
- XXX DENOTES SIGN NUMBER
- (X) INDICATES SIGN SIZE
- S.P. SIGNAL POLE
- L.P. LIGHT POLE

N

STH 67

325

330

335

STH 67

PT: 330+78.43

PC: 337+59.27

COUNTY LO
J12-1
ESTR

NORTH 67 COUNTY NN
J4-2
ESTR

SPEED LIMIT 55
R2-1
ESTR

W1-6
ESTR

JCT COUNTY LO
J1-1
ESTR

50
W1-2R (2S)

Mukwonago
Eagle
D1-2
ESTR

W1-2R
50 MPH
W13-1
ESTR

SHEET 23 OF 31

PROJECT NO: 3100-00-75	HWY: STH 67	COUNTY: WALWORTH/WAUKESHA	PERMANENT SIGNING PLAN	SHEET 73	E

FILE NAME : N:\PDS\C3D\CAD\31000005\SIGN\023201_PS.DWG
LAYOUT NAME - 23

PLOT DATE : 7/23/2024 4:06 PM PLOT BY : MARTENS, KAREN L PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

2

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- VMS — VARIABLE MESSAGE SIGN
- EXISTING LIGHT OR SIGNAL POLE
- SIGN BRIDGE
- CANTILEVER SIGN BRIDGE
- XXX — DENOTES SIGN NUMBER
- (X) — INDICATES SIGN SIZE
- S.P. SIGNAL POLE
- L.P. LIGHT POLE

N

PRIVATE SIGN

STOP
R1-1
PRIVATE PROPERTY SIGN

Old World Wisconsin 54
MOVE

PT: 342+78.85

340 345 350

STH 67

STH 67

51
W1-6 (2S)

52
W1-6 (2S)

53
W1-2L (2S)

Old World Wisconsin 55
MOVE

NO PASSING ZONE
W14-3
ESTR

SHEET 24 OF 31

PROJECT NO: 3100-00-75	HWY: STH 67	COUNTY: WALWORTH/WAUKESHA	PERMANENT SIGNING PLAN	SHEET 74	E

FILE NAME : N:\PDS\C3D\CAD\31000005\SIGN\023201_PS.DWG
LAYOUT NAME - 24

PLOT DATE : 7/23/2024 4:06 PM PLOT BY : MARTENS, KAREN L PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- VMS — VARIABLE MESSAGE SIGN
- EXISTING LIGHT OR SIGNAL POLE
- SIGN BRIDGE
- CANTILEVER SIGN BRIDGE
- (XXX) — DENOTES SIGN NUMBER
- (X) — INDICATES SIGN SIZE
- S.P. — SIGNAL POLE
- L.P. — LIGHT POLE

N

STH 67

355

360

365

PC: 362+03.20

PT: 366+13.13

SPEED LIMIT 55
R2-1
ESTR

58
W1-6 (2S)

SPEED LIMIT 35
REMOVE

59
SPEED LIMIT 35
R2-1 (2S)

SPEED LIMIT 35
W3-5
ESTR

56
W1-2R (2S)

SPEED LIMIT 35
57
R2-1 (2M)

SPEED LIMIT 35
REMOVE

60
W5-52R (2S)
4' MOUNT HEIGHT

REMOVE

SHEET 25 OF 31

PROJECT NO: 3100-00-75	HWY: STH 67	COUNTY: WALWORTH/WAUKESHA	PERMANENT SIGNING PLAN	SHEET 75	E

FILE NAME : N:\PDS\C3D\CAD\31000005\SIGN\023201_PS.DWG
LAYOUT NAME - 25

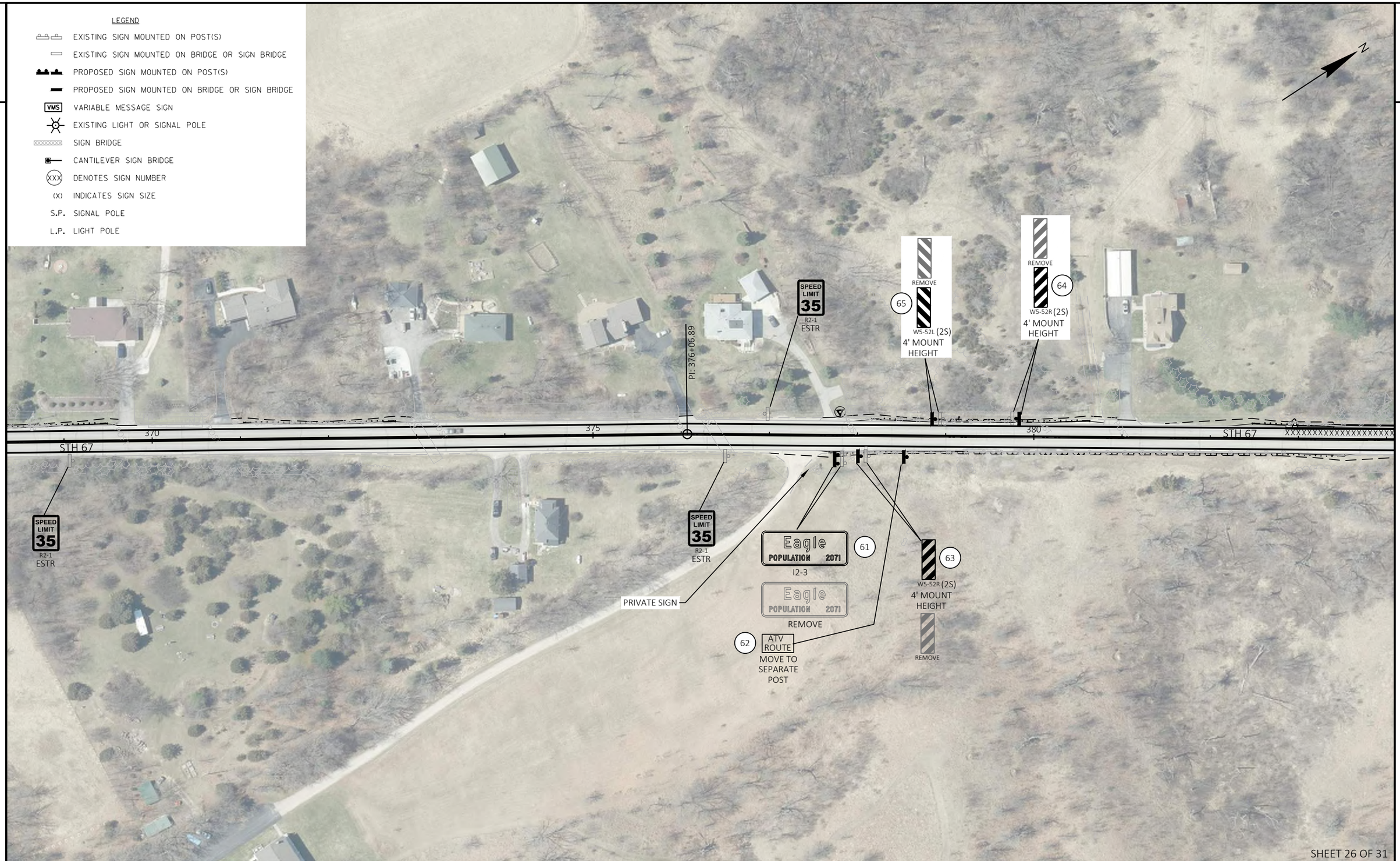
PLOT DATE : 7/23/2024 4:06 PM PLOT BY : MARTENS, KAREN L PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- VMS VARIABLE MESSAGE SIGN
- EXISTING LIGHT OR SIGNAL POLE
- SIGN BRIDGE
- CANTILEVER SIGN BRIDGE
- XXX DENOTES SIGN NUMBER
- (X) INDICATES SIGN SIZE
- S.P. SIGNAL POLE
- L.P. LIGHT POLE



SHEET 26 OF 31

PROJECT NO: 3100-00-75	HWY: STH 67	COUNTY: WALWORTH/WAUKESHA	PERMANENT SIGNING PLAN	SHEET 76	E

FILE NAME : N:\PDS\C3D\CAD\31000005\SIGN\023226_PS.DWG
LAYOUT NAME - 26

PLOT DATE : 7/23/2024 4:07 PM PLOT BY : MARTENS, KAREN L PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

2

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- VMS — VARIABLE MESSAGE SIGN
- EXISTING LIGHT OR SIGNAL POLE
- SIGN BRIDGE
- CANTILEVER SIGN BRIDGE
- (XXX) — DENOTES SIGN NUMBER
- (X) — INDICATES SIGN SIZE
- S.P. — SIGNAL POLE
- L.P. — LIGHT POLE

N

SPEED LIMIT 35 R2-1 REMOVE

SPEED LIMIT 35 R2-1 (2S) — 66

REMOVE — 67 — W5-52R (2S) 4' MOUNT HEIGHT

PI: 384+15.75

Elkhorn 14 D2-1 ESTR

SPEED LIMIT 35 R2-1 ESTR

PC: 398+67.30

STH 67

390

395

STH 67

SPEED LIMIT 35 R2-1 ESTR

SPEED LIMIT 35 R2-1 ESTR

68 — W1-2R (2S)

SHEET 27 OF 31

PROJECT NO: 3100-00-75	HWY: STH 67	COUNTY: WALWORTH/WAUKESHA	PERMANENT SIGNING PLAN	SHEET 77	E

FILE NAME : N:\PDS\C3D\CAD\31000005\SIGN\023226_PS.DWG
LAYOUT NAME - 27

PLOT DATE : 7/23/2024 4:07 PM PLOT BY : MARTENS, KAREN L PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- VMS — VARIABLE MESSAGE SIGN
- EXISTING LIGHT OR SIGNAL POLE
- SIGN BRIDGE
- CANTILEVER SIGN BRIDGE
- XXX — DENOTES SIGN NUMBER
- (X) — INDICATES SIGN SIZE
- S.P. — SIGNAL POLE
- L.P. — LIGHT POLE

N

SPEED LIMIT 35 R2-1 ESTR

PC: 398+87.30

PT: 401+34.26

400

405

410

PC: 409+90.33

PT: 411+66.25

STH 67

CTH N

EP: 6+00.00

SPEED LIMIT 25 R2-1 ESTR

69 SPEED LIMIT 25 R2-1 (2M)
SPEED LIMIT 25 REMOVE

70 W1-3R ESTR
25 MPH W13-1 (2M)
ADD BELOW EXISTING SIGN

71 SPEED LIMIT 25 R2-1 (2S)
SPEED LIMIT 25 REMOVE

76 JCT COUNTY NN J1-1 (2S)

72 NO PARKING BETWEEN SIGNS R7-52D (2S)

JCT COUNTY NN REMOVE

NO PARKING BETWEEN SIGNS REMOVE

75 W2-1 (2S)
REMOVE

73 STOP R1-1 (2S)

74 NO PARKING HERE TO CORNER R7-51L (2S)

STOP REMOVE

NO PARKING HERE TO CORNER REMOVE

SHEET 28 OF 31

PROJECT NO: 3100-00-75	HWY: STH 67	COUNTY: WALWORTH/WAUKESHA	PERMANENT SIGNING PLAN	SHEET 78	E

FILE NAME : N:\PDS\C3D\CAD\31000005\SIGN\023226_PS.DWG
LAYOUT NAME - 28

PLOT DATE : 7/23/2024 4:07 PM PLOT BY : MARTENS, KAREN L PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- VMS — VARIABLE MESSAGE SIGN
- EXISTING LIGHT OR SIGNAL POLE
- SIGN BRIDGE
- CANTILEVER SIGN BRIDGE
- XXX — DENOTES SIGN NUMBER
- (X) INDICATES SIGN SIZE
- S.P. SIGNAL POLE
- L.P. LIGHT POLE

SEE SHEET 28 FOR ADDITIONAL SIGNS

N

SOUTH 67
J4-1
ESTR

PC: 409+90.33

410

STH 67

ADOPT A HIGHWAY
I55-56
OLD WORLD WISCONSIN
I55-56P
ESTR

SPEED LIMIT 25
R2-1
ESTR

PT: 411+66.25

NO PARKING HERE TO CORNER
R7-1D
ESTR

COUNTY NN
REMOVE
NO PARKING HERE TO CORNER
REMOVE

COUNTY NN 77
J13-1 (2S)

NO PARKING HERE TO CORNER 78
R7-51L (2S)
ON UTILITY POLE

PC: 412+99.07

BP: 10+00.00

EP: 10+00.00

CTH N

STH 67

SHEET 29 OF 31

2

PROJECT NO: 3100-00-75	HWY: STH 67	COUNTY: WALWORTH/WAUKESHA	PERMANENT SIGNING PLAN	SHEET 79	E

FILE NAME : N:\PDS\C3D\CAD\31000005\SIGN\023226_PS.DWG
LAYOUT NAME - 29

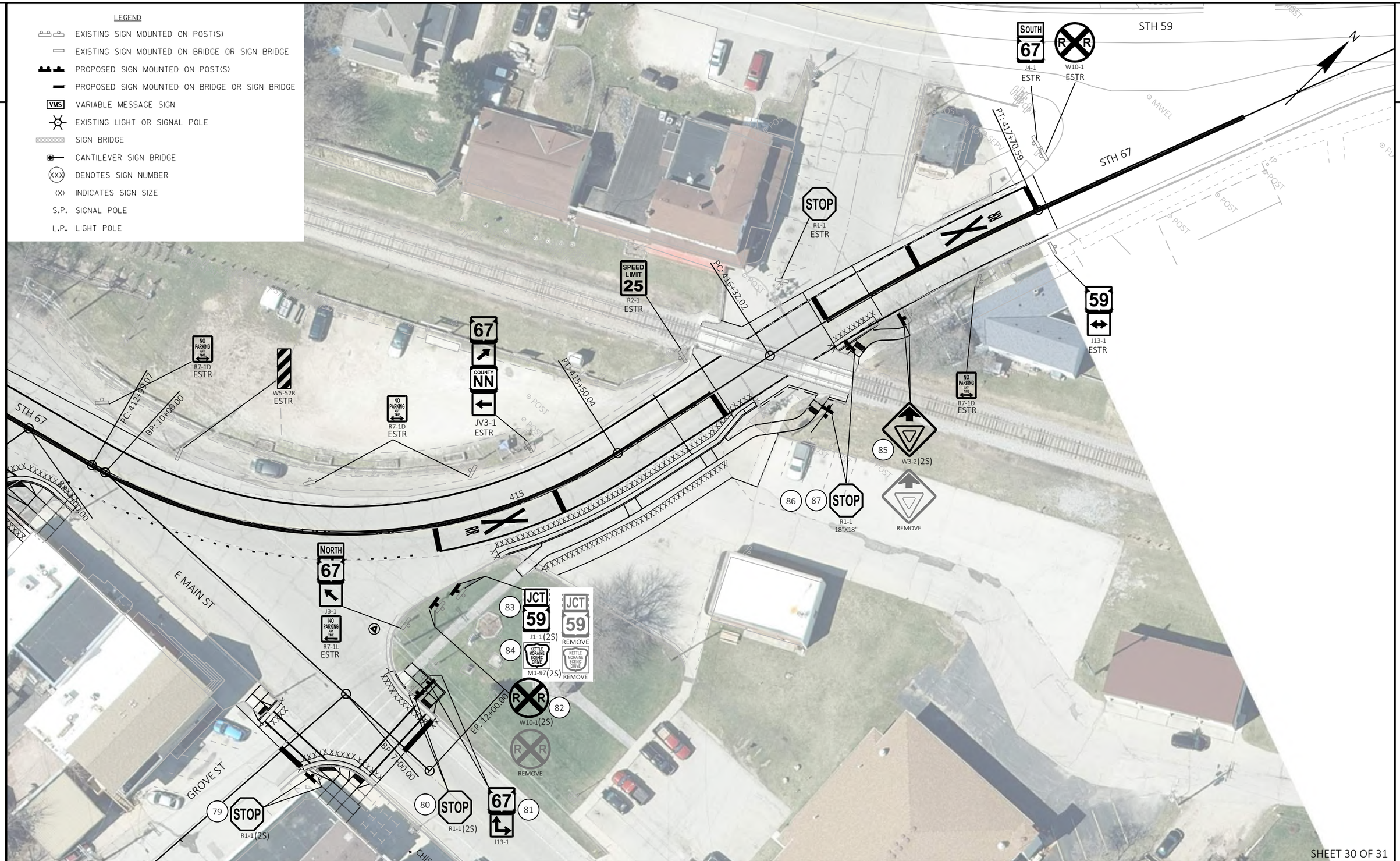
PLOT DATE : 7/23/2024 4:08 PM PLOT BY : MARTENS, KAREN L PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- VMS — VARIABLE MESSAGE SIGN
- EXISTING LIGHT OR SIGNAL POLE
- SIGN BRIDGE
- CANTILEVER SIGN BRIDGE
- (XXX) — DENOTES SIGN NUMBER
- (X) — INDICATES SIGN SIZE
- S.P. — SIGNAL POLE
- L.P. — LIGHT POLE



SHEET 30 OF 31

PROJECT NO: 3100-00-75	HWY: STH 67	COUNTY: WALWORTH/WAUKESHA	PERMANENT SIGNING PLAN	SHEET 80	E

FILE NAME : N:\PDS\C3D\CAD\31000005\SIGN\023226_PS.DWG
LAYOUT NAME - 30

PLOT DATE : 7/23/2024 4:08 PM PLOT BY : MARTENS, KAREN L PLOT NAME : PLOT SCALE : 1 IN:40 FT

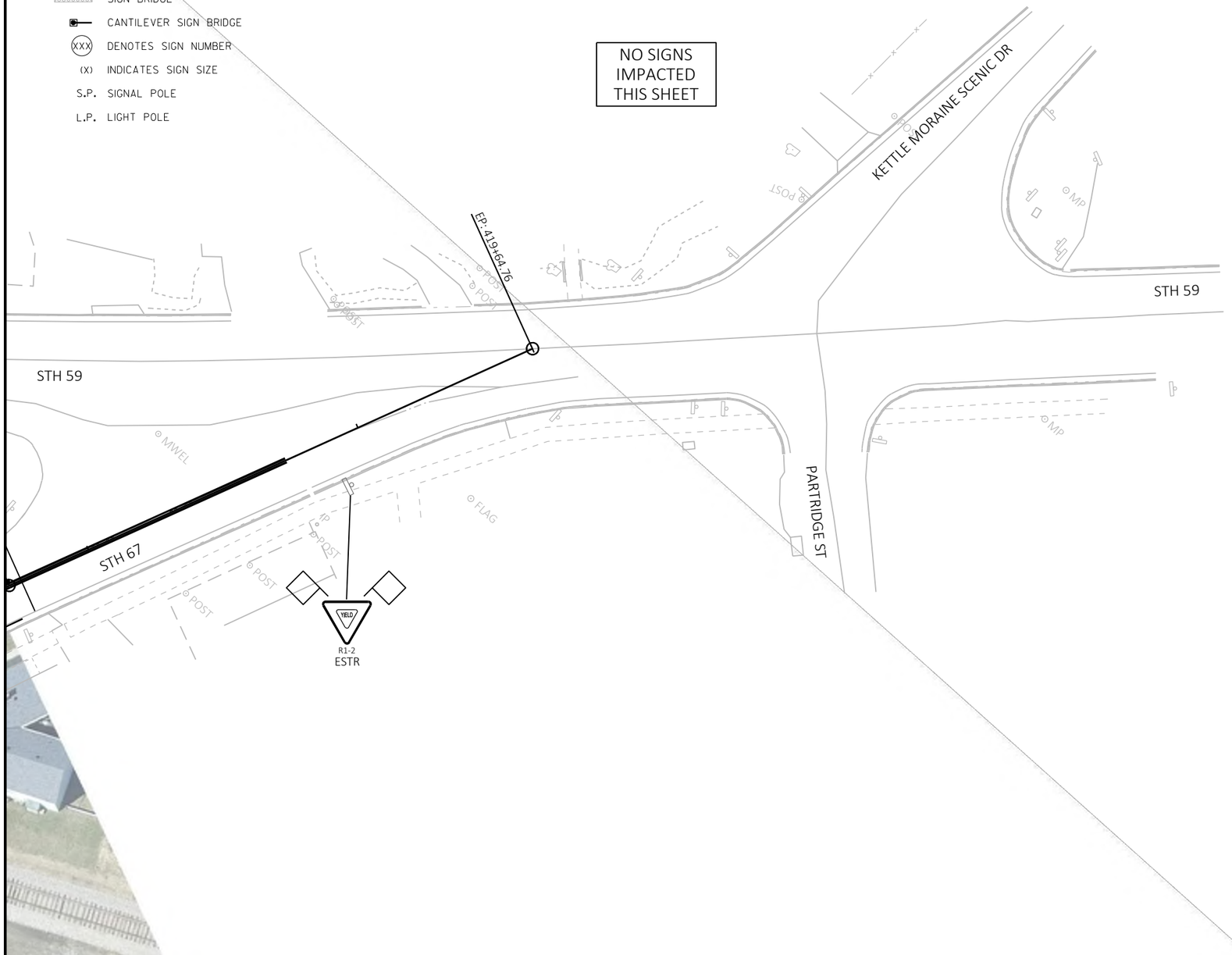
WISDOT/CADDS SHEET 42

2

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- VMS — VARIABLE MESSAGE SIGN
- EXISTING LIGHT OR SIGNAL POLE
- SIGN BRIDGE
- CANTILEVER SIGN BRIDGE
- (XXX) — DENOTES SIGN NUMBER
- (X) — INDICATES SIGN SIZE
- S.P. — SIGNAL POLE
- L.P. — LIGHT POLE

NO SIGNS IMPACTED THIS SHEET



2

SHEET 31 OF 31

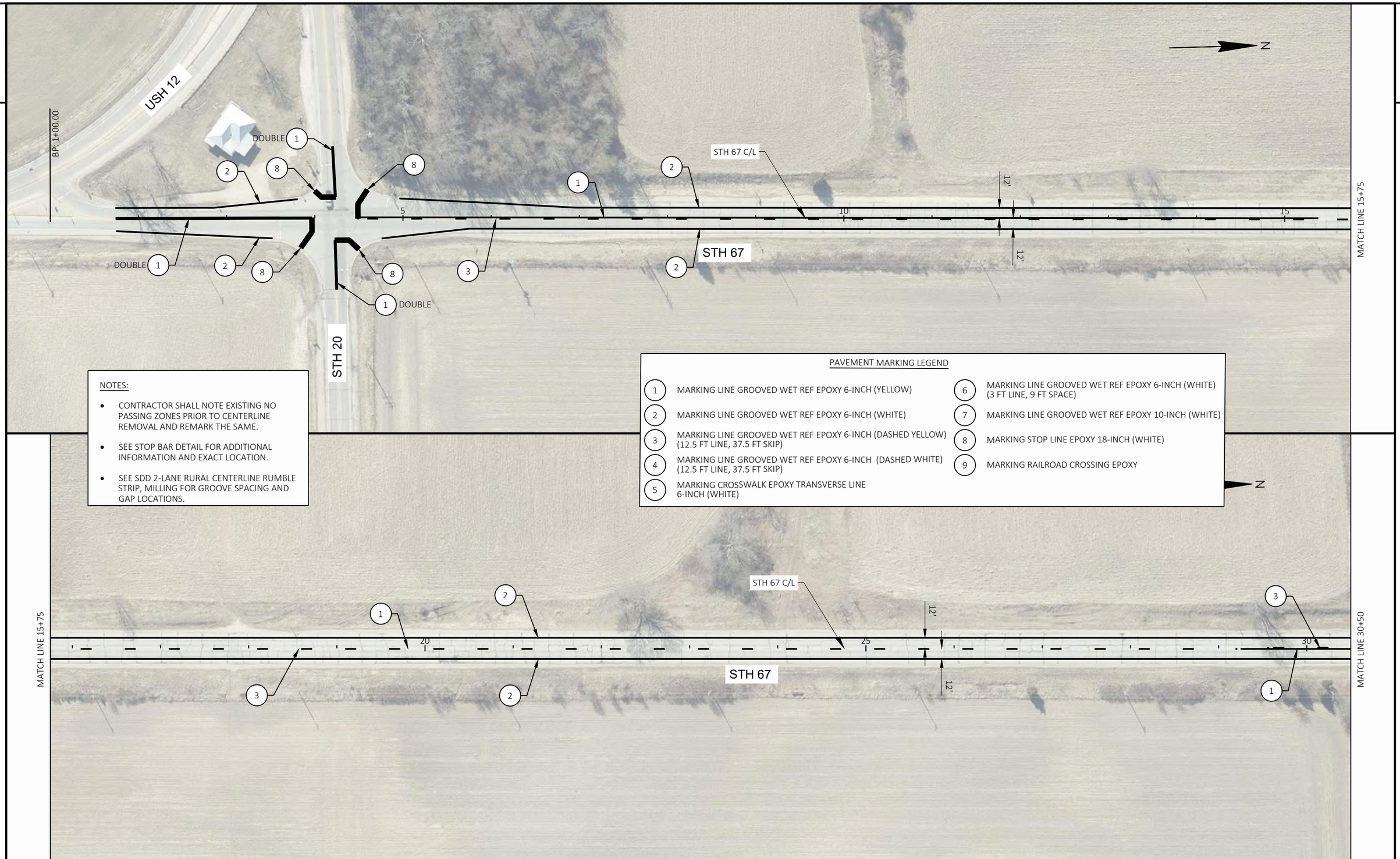
PROJECT NO: 3100-00-75	HWY: STH 67	COUNTY: WALWORTH/WAUKESHA	PERMANENT SIGNING PLAN	SHEET 81	E

FILE NAME : N:\PDS\C3D\CAD\31000005\SIGN\023226_PS.DWG
LAYOUT NAME - 31

PLOT DATE : 7/23/2024 4:08 PM PLOT BY : MARTENS, KAREN L PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2



NOTES:

- CONTRACTOR SHALL NOTE EXISTING NO PASSING ZONES PRIOR TO CENTERLINE REMOVAL AND REMARK THE SAME.
- SEE STOP BAR DETAIL FOR ADDITIONAL INFORMATION AND EXACT LOCATION.
- SEE SDD 2-LANE RURAL CENTERLINE RUMBLE STRIP, MILLING FOR GROOVE SPACING AND GAP LOCATIONS.

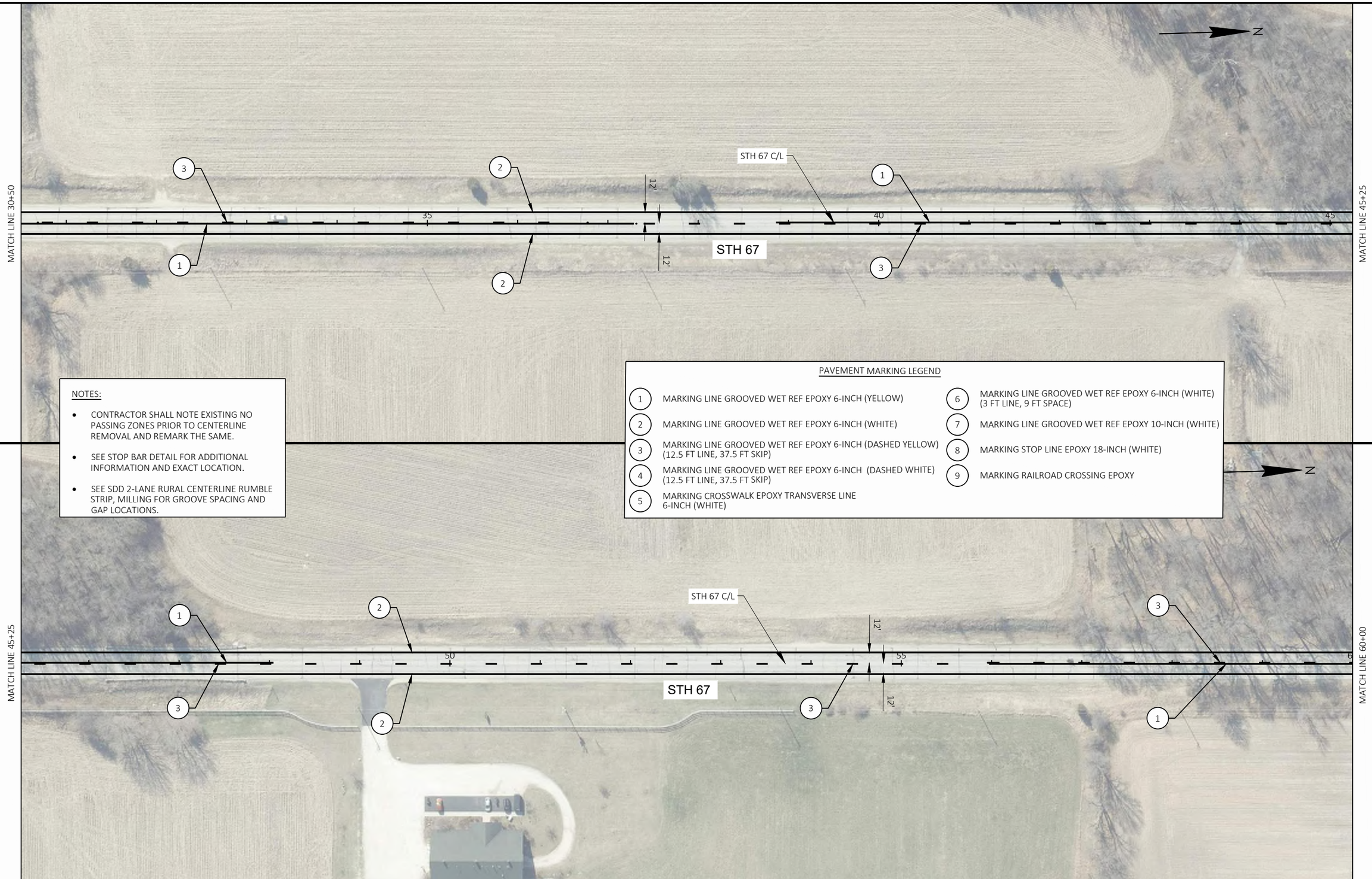
PAVEMENT MARKING LEGEND

1. MARKING LINE GROOVED WET REF EPOXY 6-INCH (YELLOW)
2. MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE)
3. MARKING LINE GROOVED WET REF EPOXY 6-INCH (DASHED YELLOW) (12.5 FT LINE, 37.5 FT SKIP)
4. MARKING LINE GROOVED WET REF EPOXY 6-INCH (DASHED WHITE) (12.5 FT LINE, 37.5 FT SKIP)
5. MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)
6. MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE) (3 FT LINE, 9 FT SPACE)
7. MARKING LINE GROOVED WET REF EPOXY 10-INCH (WHITE)
8. MARKING STOP LINE EPOXY 18-INCH (WHITE)
9. MARKING RAILROAD CROSSING EPOXY

PROJECT NO: 3100-00-75	HWY: STH 67	COUNTY: WALWORTH/WAUKESHA	PAVEMENT MARKING	SHEET 82	E

FILE NAME : \\DOTWKEFILE1P\N3PUBLIC\PDS\C3D\31000005\SHEETSPLAN\024501-PM.DWG
LAYOUT NAME - 01
PLOT DATE : 9/20/2024 11:18 AM
PLOT BY : SILVA, DIEGO
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 44

2



NOTES:

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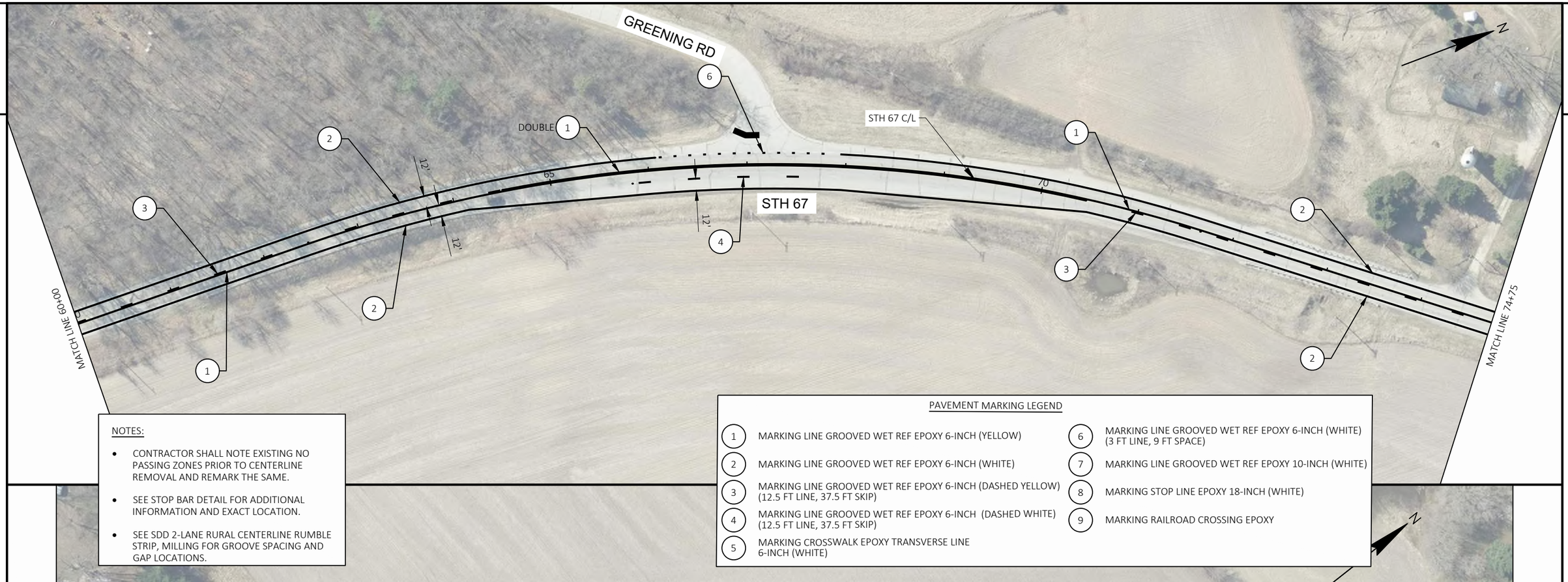
- SEE STOP BAR DETAIL FOR ADDITIONAL INFORMATION AND EXACT LOCATION.
- SEE SDD 2-LANE RURAL CENTERLINE RUMBLE STRIP, MILLING FOR GROOVE SPACING AND GAP LOCATIONS.

PAVEMENT MARKING LEGEND

1. MARKING LINE GROOVED WET REF EPOXY 6-INCH (YELLOW)
2. MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE)
3. MARKING LINE GROOVED WET REF EPOXY 6-INCH (DASHED YELLOW) (12.5 FT LINE, 37.5 FT SKIP)
4. MARKING LINE GROOVED WET REF EPOXY 6-INCH (DASHED WHITE) (12.5 FT LINE, 37.5 FT SKIP)
5. MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)
6. MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE) (3 FT LINE, 9 FT SPACE)
7. MARKING LINE GROOVED WET REF EPOXY 10-INCH (WHITE)
8. MARKING STOP LINE EPOXY 18-INCH (WHITE)
9. MARKING RAILROAD CROSSING EPOXY

PROJECT NO: 3100-00-75	HWY: STH 67	COUNTY: WALWORTH/WAUKESHA	PAVEMENT MARKING	SHEET 83	E



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PAVEMENT MARKING LEGEND

1. MARKING LINE GROOVED WET REF EPOXY 6-INCH (YELLOW)
2. MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE)
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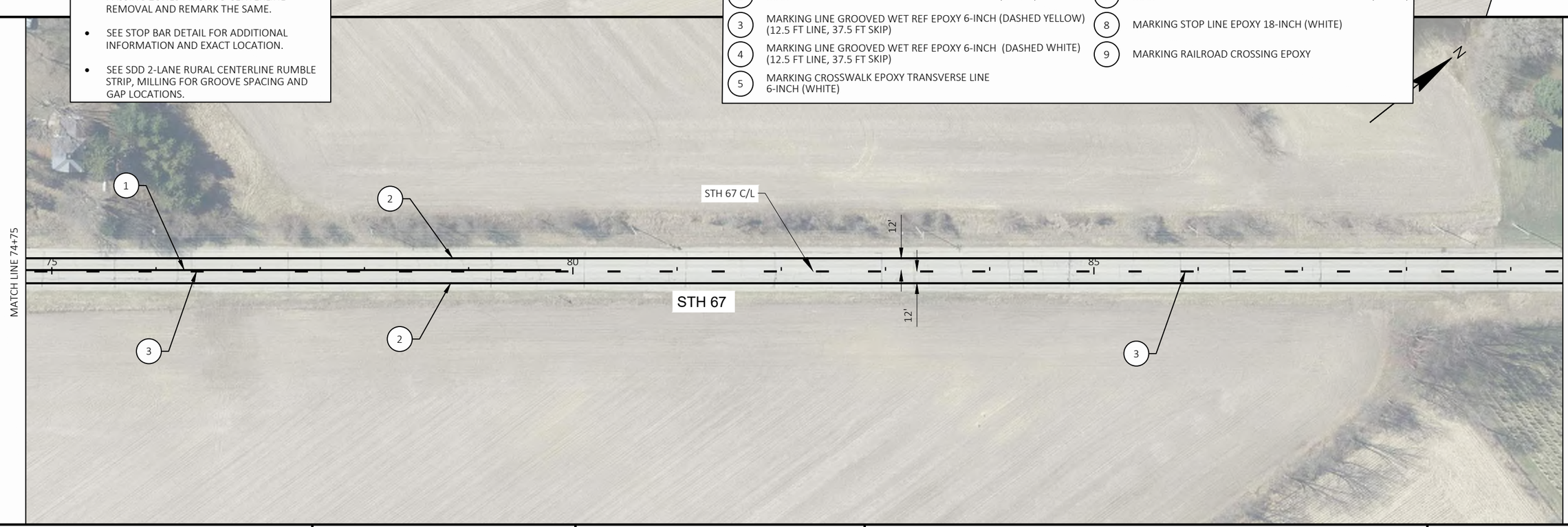
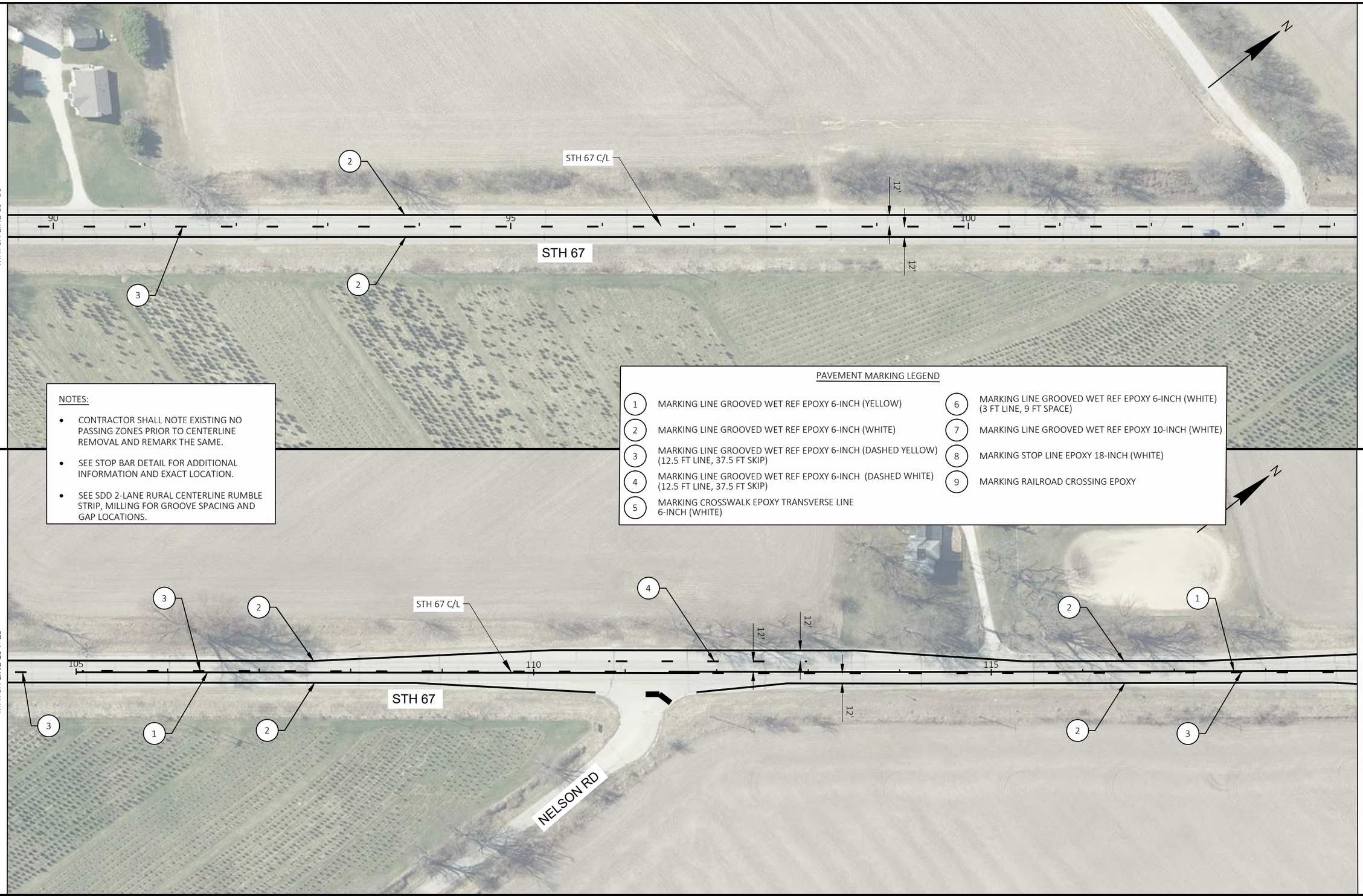
4. MARKING LINE GROOVED WET REF EPOXY 6-INCH (DASHED WHITE) (12.5 FT LINE, 37.5 FT SKIP)
5. MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)
6. MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE) (3 FT LINE, 9 FT SPACE)
7. MARKING LINE GROOVED WET REF EPOXY 10-INCH (WHITE)
8. MARKING STOP LINE EPOXY 18-INCH (WHITE)
9. MARKING RAILROAD CROSSING EPOXY



PROJECT NO: 3100-00-75	HWY: STH 67	COUNTY: WALWORTH/WAUKESHA	PAVEMENT MARKING	SHEET 84	E

FILE NAME : \\DOTWKEFILE1P\N3PUBLIC\PDS\C3D\31000005\SHEETSPLAN\024501-PM.DWG
LAYOUT NAME - 03
PLOT DATE : 9/20/2024 11:19 AM PLOT BY : SILVA, DIEGO PLOT NAME : PLOT SCALE : 1 IN:100 FT



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PAVEMENT MARKING LEGEND

1. MARKING LINE GROOVED WET REF EPOXY 6-INCH (YELLOW)
2. MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE)
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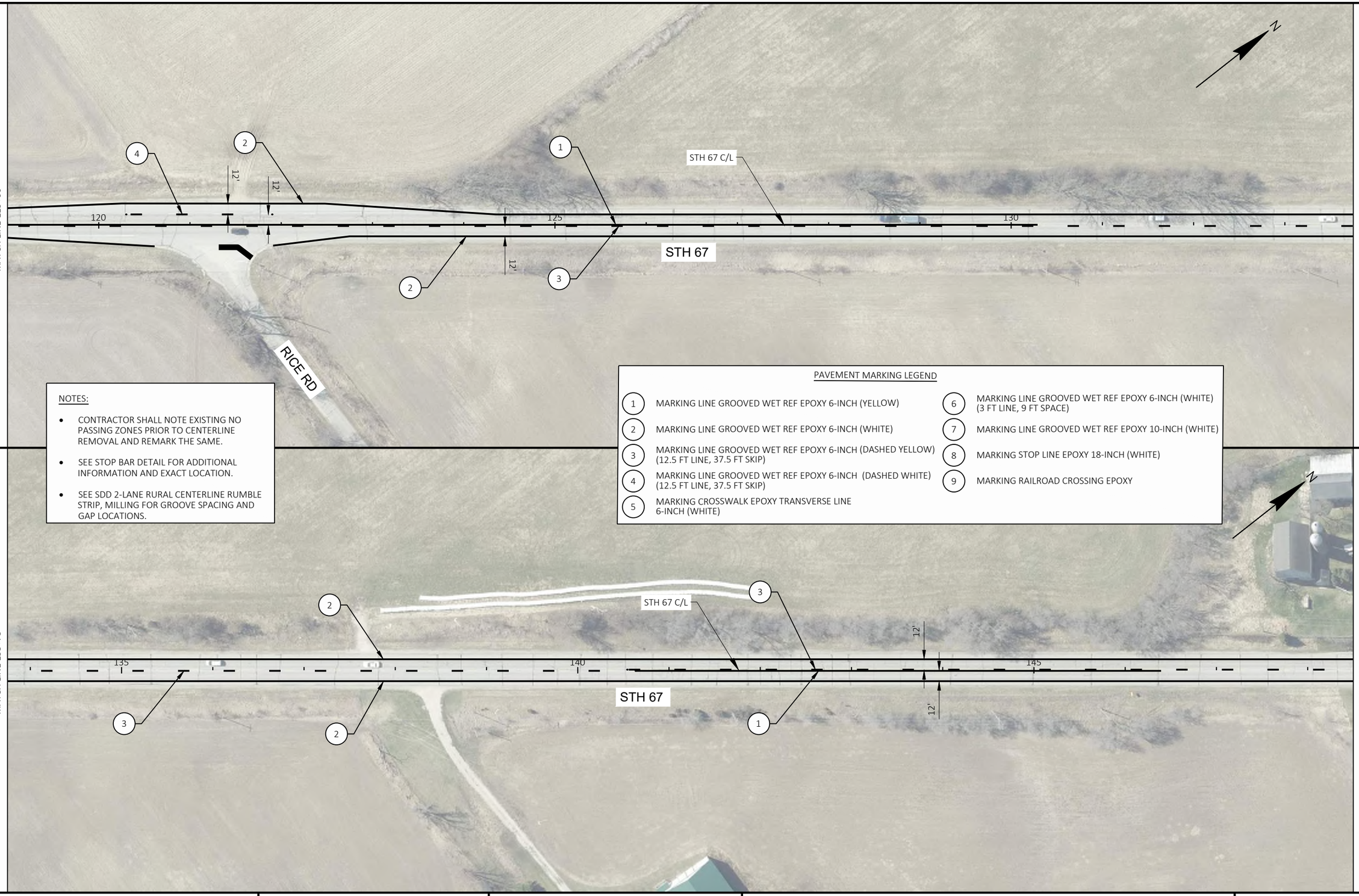
4. MARKING LINE GROOVED WET REF EPOXY 6-INCH (DASHED WHITE) (12.5 FT LINE, 37.5 FT SKIP)
5. MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)
6. MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE) (3 FT LINE, 9 FT SPACE)
7. MARKING LINE GROOVED WET REF EPOXY 10-INCH (WHITE)
8. MARKING STOP LINE EPOXY 18-INCH (WHITE)
9. MARKING RAILROAD CROSSING EPOXY

PROJECT NO: 3100-00-75	HWY: STH 67	COUNTY: WALWORTH/WAUKESHA	PAVEMENT MARKING	SHEET 85 E



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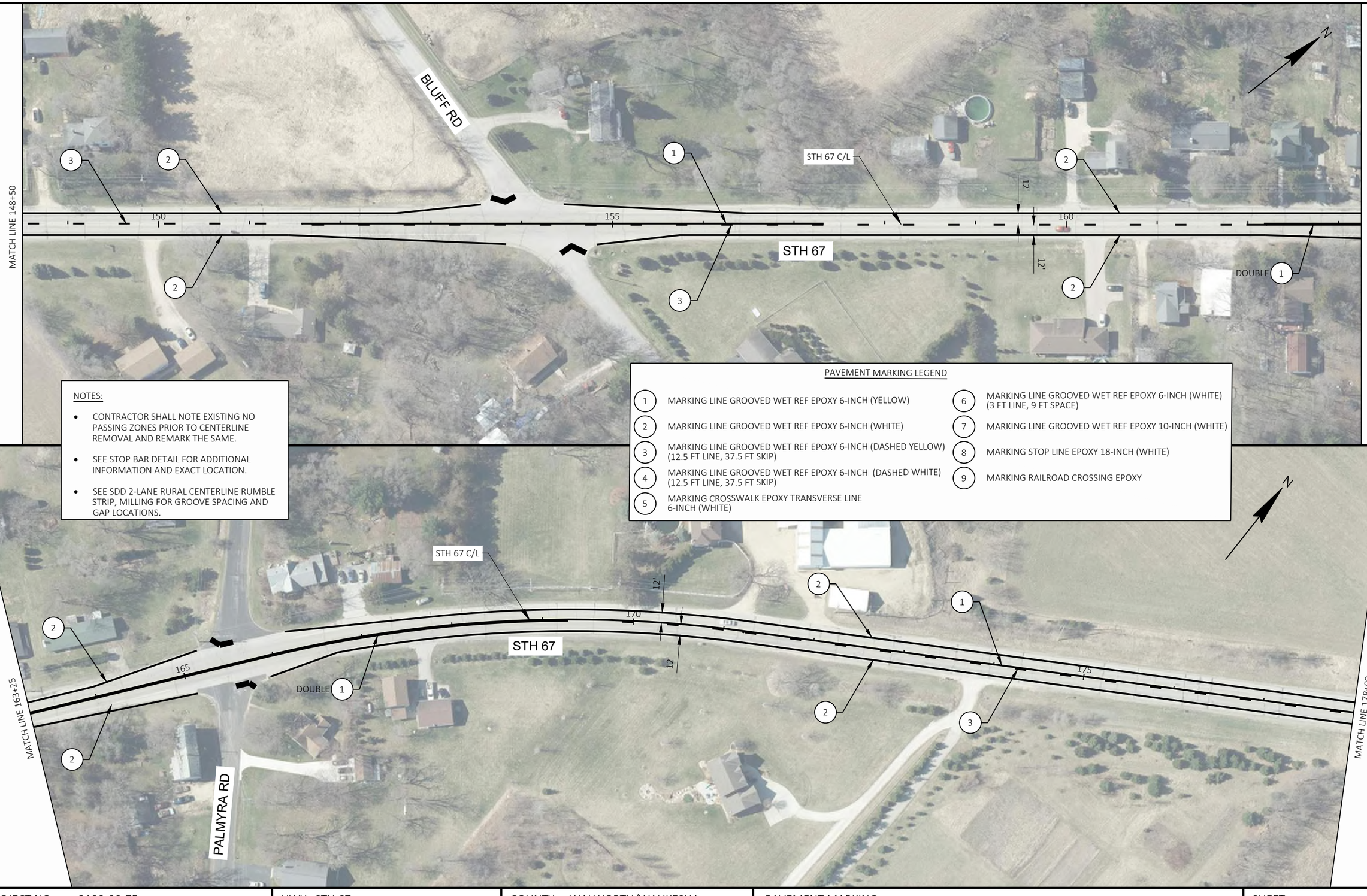
PAVEMENT MARKING LEGEND

1. MARKING LINE GROOVED WET REF EPOXY 6-INCH (YELLOW)
2. MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE)
3. MARKING LINE GROOVED WET REF EPOXY 6-INCH (DASHED YELLOW) (12.5 FT LINE, 37.5 FT SKIP)
4. MARKING LINE GROOVED WET REF EPOXY 6-INCH (DASHED WHITE) (12.5 FT LINE, 37.5 FT SKIP)
5. MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)
6. MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE) (3 FT LINE, 9 FT SPACE)
7. MARKING LINE GROOVED WET REF EPOXY 10-INCH (WHITE)
8. MARKING STOP LINE EPOXY 18-INCH (WHITE)
9. MARKING RAILROAD CROSSING EPOXY

2



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PAVEMENT MARKING LEGEND

1. MARKING LINE GROOVED WET REF EPOXY 6-INCH (YELLOW)
2. MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE)
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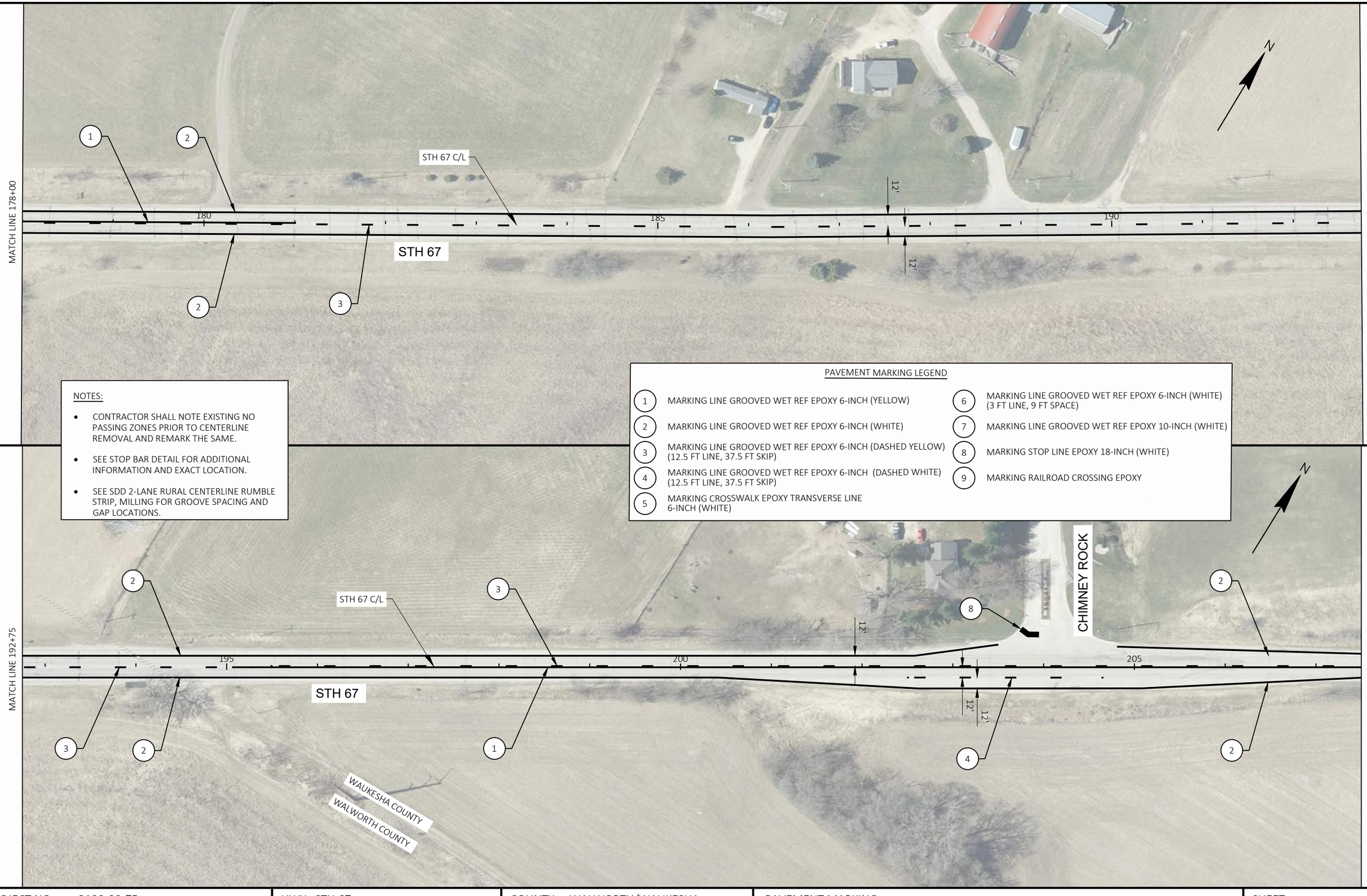
4. MARKING LINE GROOVED WET REF EPOXY 6-INCH (DASHED WHITE) (12.5 FT LINE, 37.5 FT SKIP)
5. MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)
6. MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE) (3 FT LINE, 9 FT SPACE)
7. MARKING LINE GROOVED WET REF EPOXY 10-INCH (WHITE)
8. MARKING STOP LINE EPOXY 18-INCH (WHITE)
9. MARKING RAILROAD CROSSING EPOXY



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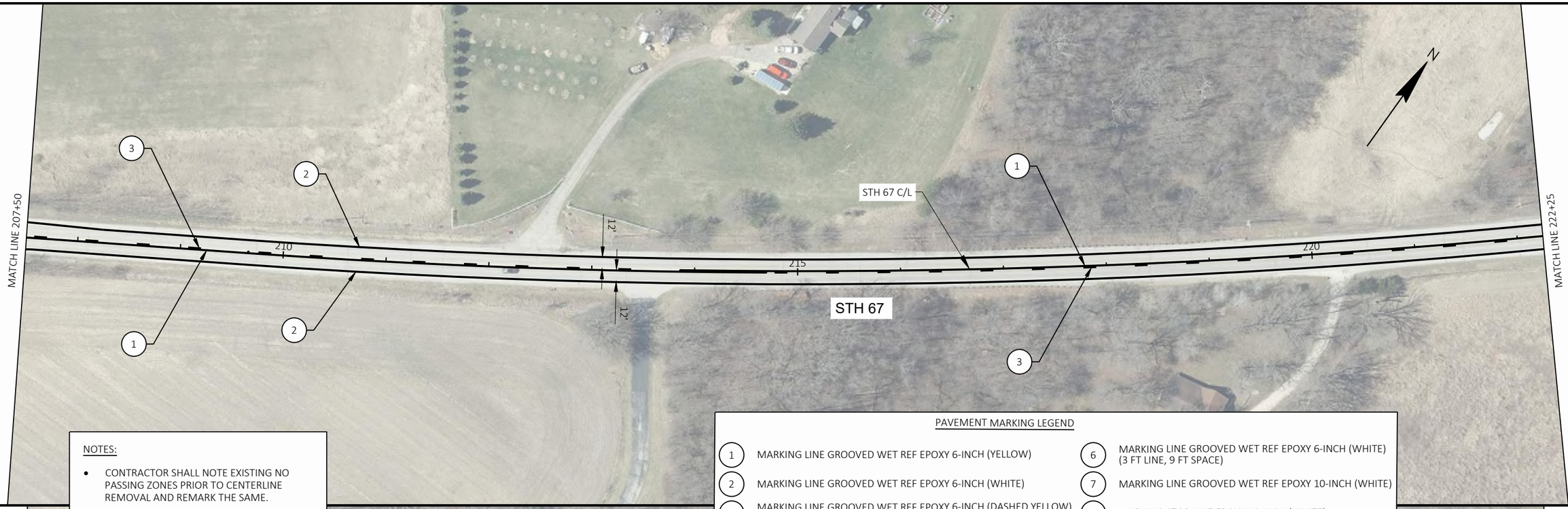
4. MARKING LINE GROOVED WET REF EPOXY 6-INCH (DASHED WHITE) (12.5 FT LINE, 37.5 FT SKIP)
5. MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)
6. MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE) (3 FT LINE, 9 FT SPACE)
7. MARKING LINE GROOVED WET REF EPOXY 10-INCH (WHITE)
8. MARKING STOP LINE EPOXY 18-INCH (WHITE)
9. MARKING RAILROAD CROSSING EPOXY

PROJECT NO: 3100-00-75	HWY: STH 67	COUNTY: WALWORTH/WAUKESHA	PAVEMENT MARKING	SHEET 88	E

2



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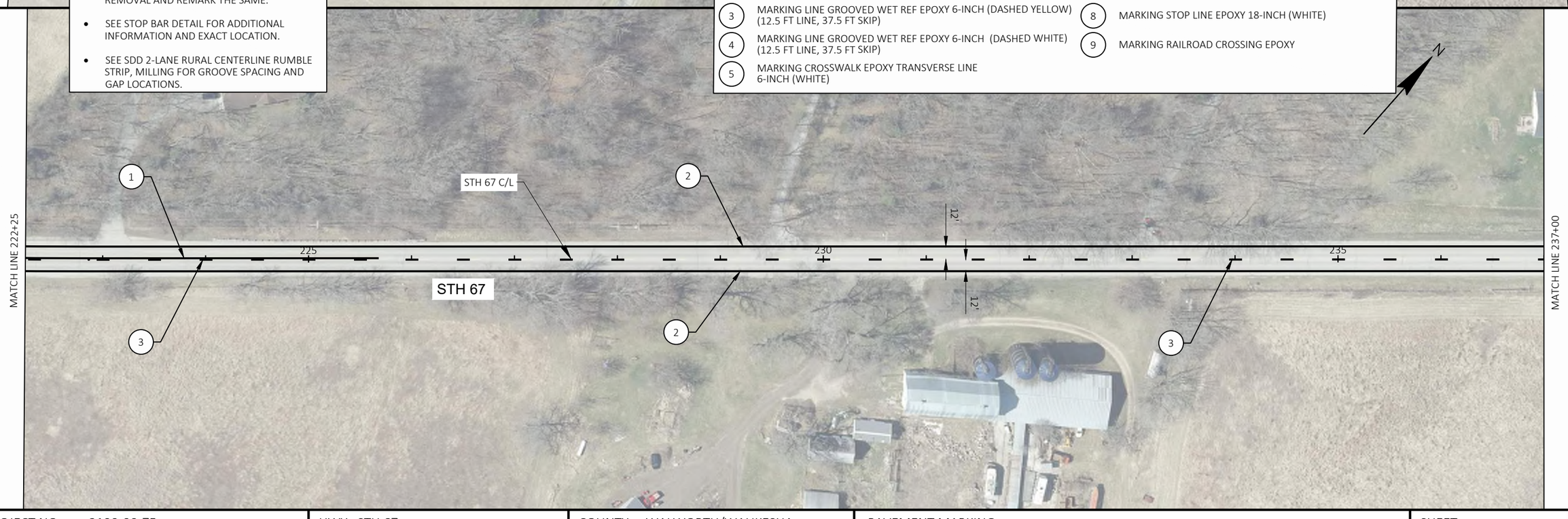
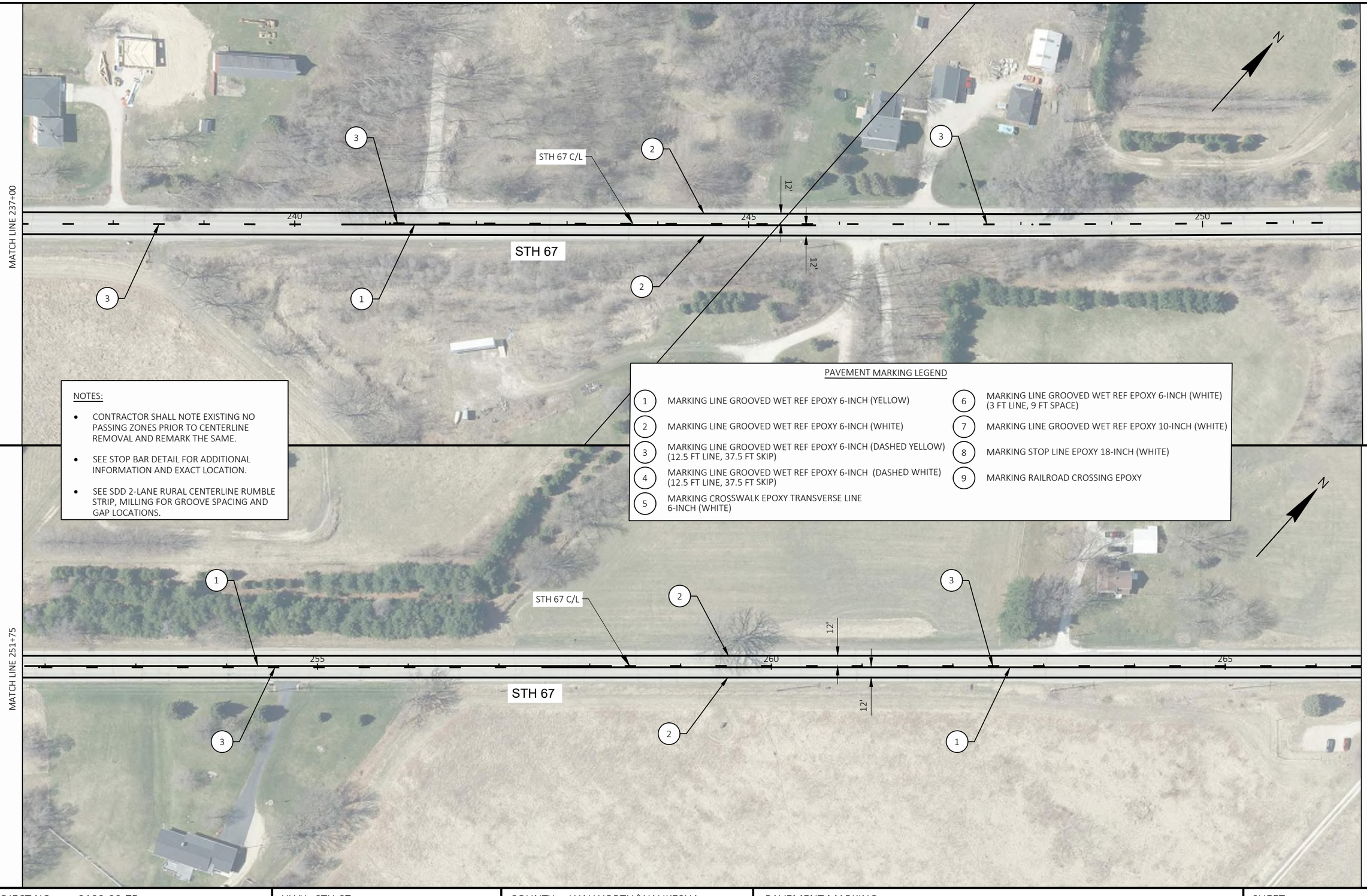
5. MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)
6. MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE) (3 FT LINE, 9 FT SPACE)
7. MARKING LINE GROOVED WET REF EPOXY 10-INCH (WHITE)
8. MARKING STOP LINE EPOXY 18-INCH (WHITE)
9. MARKING RAILROAD CROSSING EPOXY



PROJECT NO: 3100-00-75	HWY: STH 67	COUNTY: WALWORTH/WAUKESHA	PAVEMENT MARKING	SHEET 89	E

2



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PAVEMENT MARKING LEGEND

1. MARKING LINE GROOVED WET REF EPOXY 6-INCH (YELLOW)
2. MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE)
3. MARKING LINE GROOVED WET REF EPOXY 6-INCH (DASHED YELLOW) (12.5 FT LINE, 37.5 FT SKIP)
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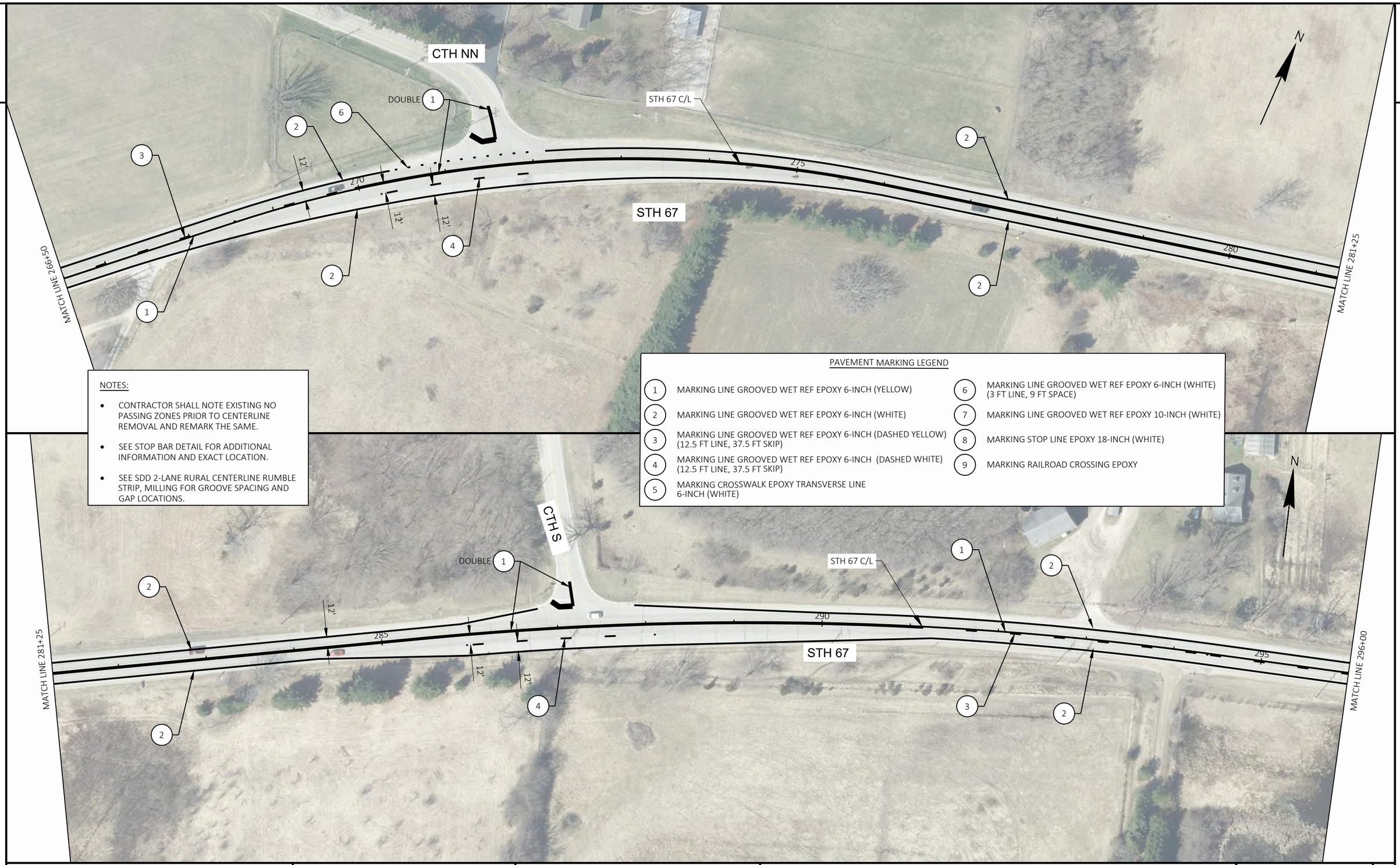
5. MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)
6. MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE) (3 FT LINE, 9 FT SPACE)
7. MARKING LINE GROOVED WET REF EPOXY 10-INCH (WHITE)
8. MARKING STOP LINE EPOXY 18-INCH (WHITE)
9. MARKING RAILROAD CROSSING EPOXY

PROJECT NO: 3100-00-75	HWY: STH 67	COUNTY: WALWORTH/WAUKESHA	PAVEMENT MARKING	SHEET 90	E

FILE NAME : \\DOTWKEFILE1P\N3PUBLIC\PDS\C3D\31000005\SHEETSPLAN\024501-PM.DWG
LAYOUT NAME - 09
PLOT DATE : 9/20/2024 11:25 AM
PLOT BY : SILVA, DIEGO
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 44



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PAVEMENT MARKING LEGEND

1. MARKING LINE GROOVED WET REF EPOXY 6-INCH (YELLOW)
2. MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE)
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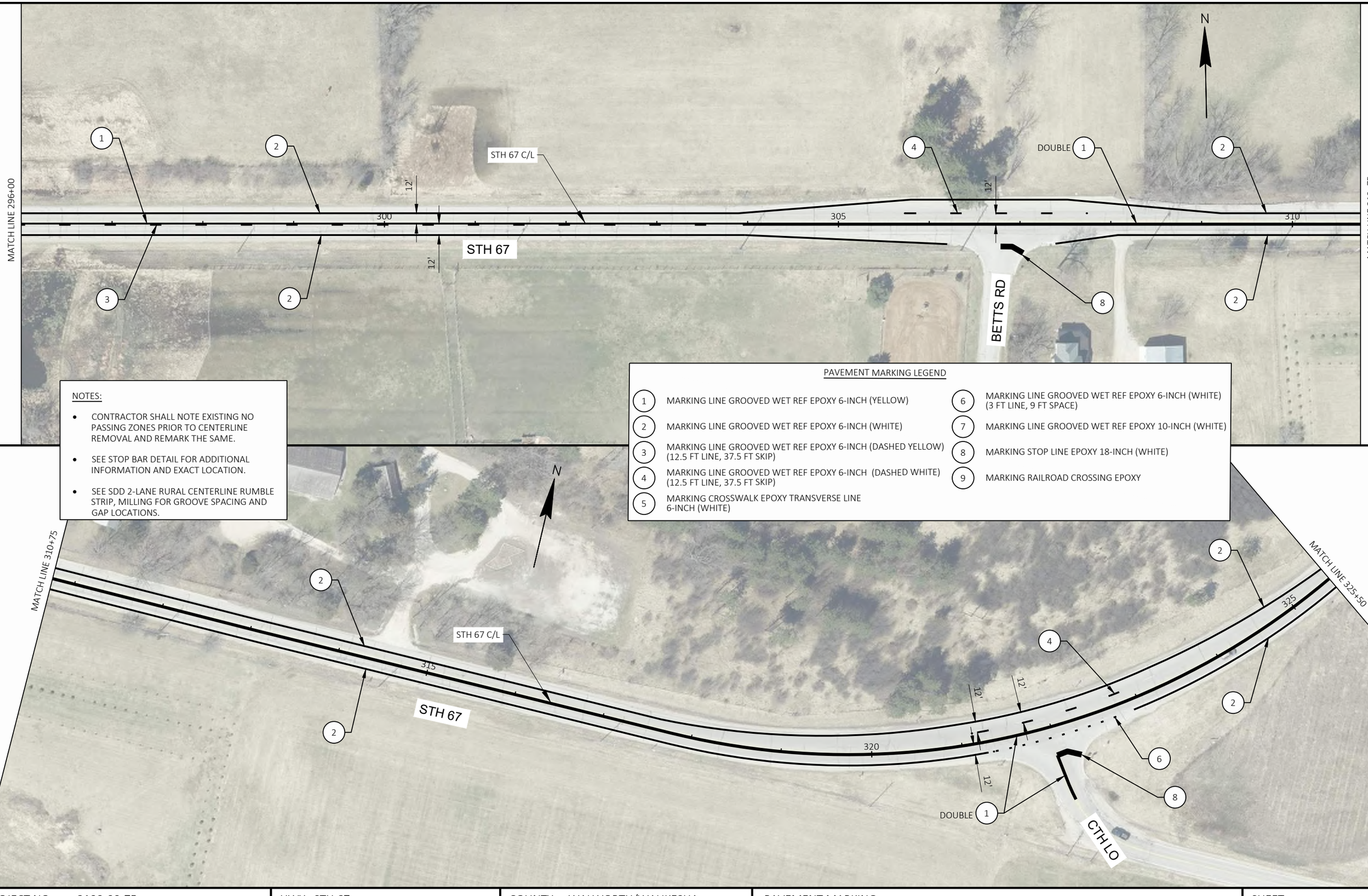
5. MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)
6. MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE) (3 FT LINE, 9 FT SPACE)
7. MARKING LINE GROOVED WET REF EPOXY 10-INCH (WHITE)
8. MARKING STOP LINE EPOXY 18-INCH (WHITE)
9. MARKING RAILROAD CROSSING EPOXY

PROJECT NO: 3100-00-75	HWY: STH 67	COUNTY: WALWORTH/WAUKESHA	PAVEMENT MARKING	SHEET 91	E

2



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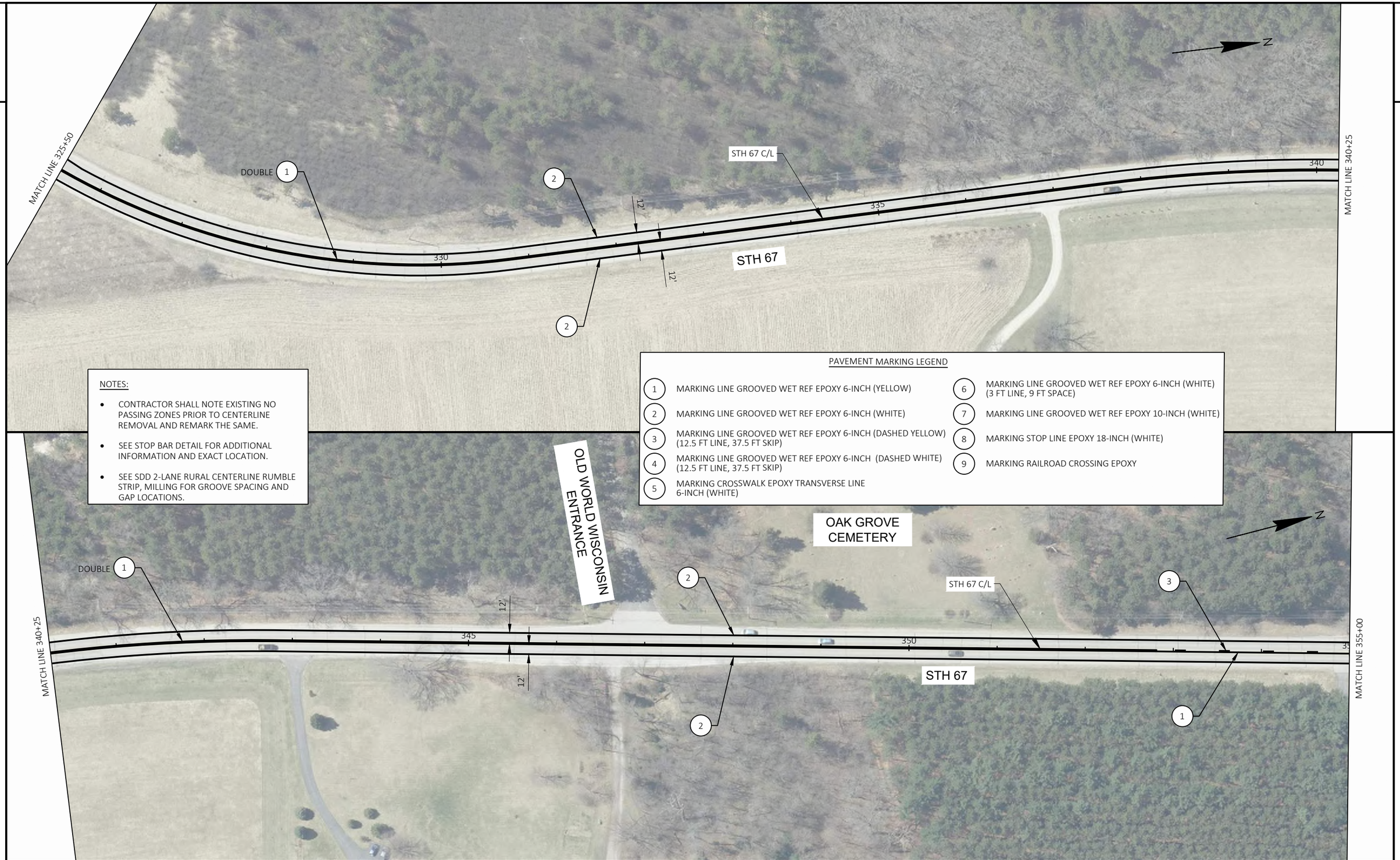
7. MARKING LINE GROOVED WET REF EPOXY 10-INCH (WHITE)
8. MARKING STOP LINE EPOXY 18-INCH (WHITE)
9. MARKING RAILROAD CROSSING EPOXY

PROJECT NO: 3100-00-75	HWY: STH 67	COUNTY: WALWORTH/WAUKESHA	PAVEMENT MARKING	SHEET 92	E

FILE NAME : \\DOTWKEFILE1P\N3PUBLIC\PDS\C3D\31000005\SHEETSPLAN\024501-PM.DWG
LAYOUT NAME - 11
PLOT DATE : 9/20/2024 11:25 AM
PLOT BY : SILVA, DIEGO
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 44

2



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PAVEMENT MARKING LEGEND

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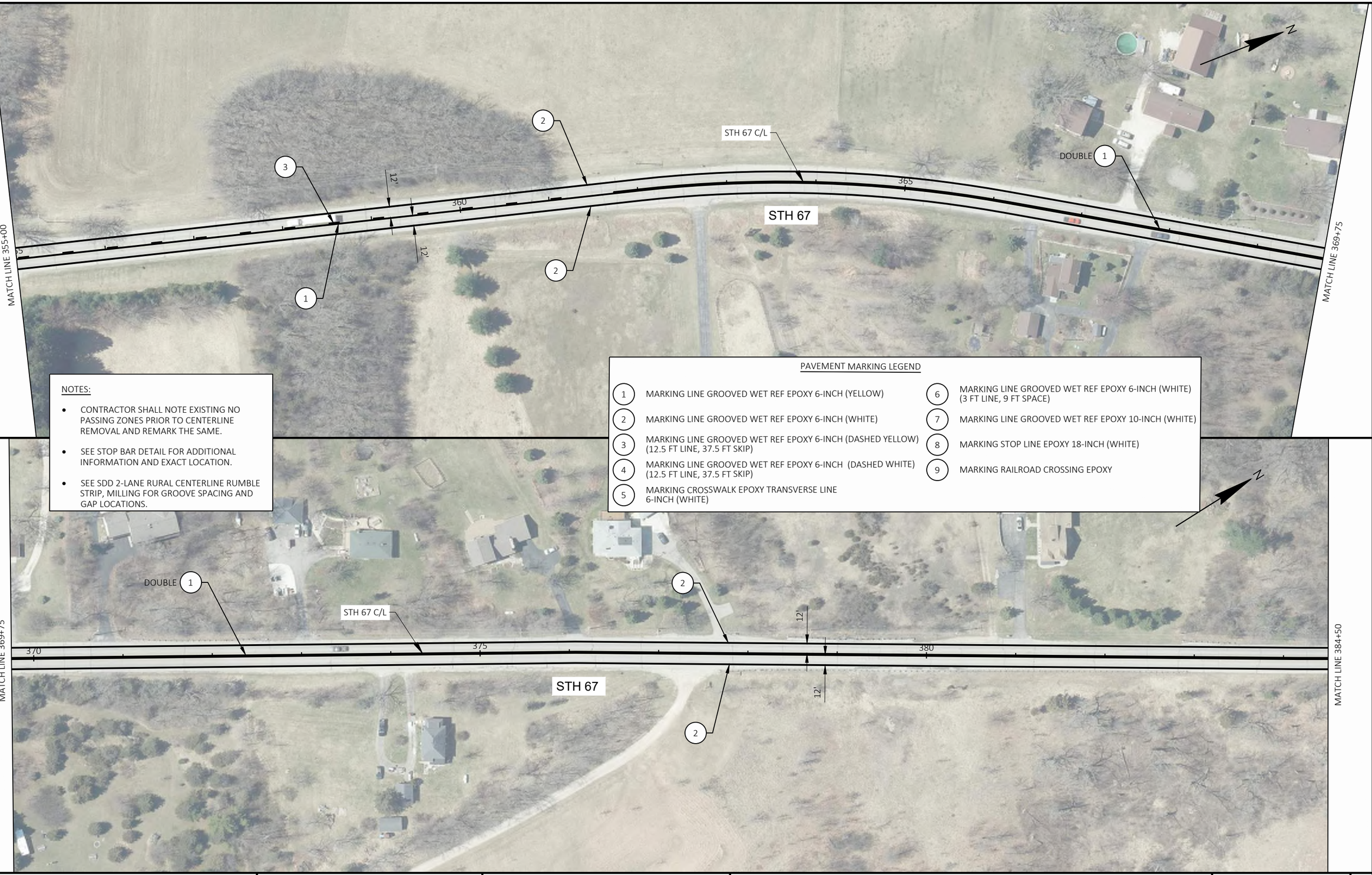
7. MARKING LINE GROOVED WET REF EPOXY 10-INCH (WHITE)
8. MARKING STOP LINE EPOXY 18-INCH (WHITE)
9. MARKING RAILROAD CROSSING EPOXY

PROJECT NO: 3100-00-75	HWY: STH 67	COUNTY: WALWORTH/WAUKESHA	PAVEMENT MARKING	SHEET 93 E

FILE NAME : \\DOTWKEFILE1P\N3PUBLIC\PDS\C3D\31000005\SHEETSPLAN\024501-PM.DWG
LAYOUT NAME - 12
PLOT DATE : 9/20/2024 11:26 AM
PLOT BY : SILVA, DIEGO
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 44



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5. MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)
6. MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE) (3 FT LINE, 9 FT SPACE)
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8. MARKING STOP LINE EPOXY 18-INCH (WHITE)
9. MARKING RAILROAD CROSSING EPOXY

PROJECT NO: 3100-00-75	HWY: STH 67	COUNTY: WALWORTH/WAUKESHA	PAVEMENT MARKING	SHEET 94	E

2

OAK RIDGE CEMETERY

MATCH LINE 384+50

385 390 395

STH 67 C/L

STH 67

12'

12'

DOUBLE 1

2

2

ST THERESA' OAK KNOLL CEMETERY

MATCH LINE 399+25

2

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2. MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE)
3. MARKING LINE GROOVED WET REF EPOXY 6-INCH (DASHED YELLOW) (12.5 FT LINE, 37.5 FT SKIP)
4. MARKING LINE GROOVED WET REF EPOXY 6-INCH (DASHED WHITE) (12.5 FT LINE, 37.5 FT SKIP)
5. MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)
6. MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE) (3 FT LINE, 9 FT SPACE)
7. MARKING LINE GROOVED WET REF EPOXY 10-INCH (WHITE)
8. MARKING STOP LINE EPOXY 18-INCH (WHITE)
9. MARKING RAILROAD CROSSING EPOXY

MATCH LINE 396+25

400 405 410

STH 67 C/L

STH 67

DOUBLE 1

2

12'

12'

2

5

8

6

CTH N

MATCH LINE 414+00

PROJECT NO: 3100-00-75	HWY: STH 67	COUNTY: WALWORTH/WAUKESHA	PAVEMENT MARKING	SHEET 95	E

NOTES:

- CONTRACTOR SHALL NOTE EXISTING NO PASSING ZONES PRIOR TO CENTERLINE REMOVAL AND REMARK THE SAME.
- SEE STOP BAR DETAIL FOR ADDITIONAL INFORMATION AND EXACT LOCATION.
- SEE SDD 2-LANE RURAL CENTERLINE RUMBLE STRIP, MILLING FOR GROOVE SPACING AND GAP LOCATIONS.

PAVEMENT MARKING LEGEND

1. MARKING LINE GROOVED WET REF EPOXY 6-INCH (YELLOW)
2. MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE)
3. MARKING LINE GROOVED WET REF EPOXY 6-INCH (DASHED YELLOW) (12.5 FT LINE, 37.5 FT SKIP)
4. MARKING LINE GROOVED WET REF EPOXY 6-INCH (DASHED WHITE) (12.5 FT LINE, 37.5 FT SKIP)
5. MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)
6. MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE) (3 FT LINE, 9 FT SPACE)
7. MARKING LINE GROOVED WET REF EPOXY 10-INCH (WHITE)
8. MARKING STOP LINE EPOXY 18-INCH (WHITE)
9. MARKING RAILROAD CROSSING EPOXY

INTENTIONALLY LEFT BLANK

2

DETOUR GENERAL NOTES

ALL SIGNS SHALL BE PLACED IN ACCORDANCE WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.

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

SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE FEDERAL HIGHWAY ADMINISTRATION MANUAL OF STANDARD HIGHWAY SIGNS, UNLESS OTHERWISE PROVIDED BY THE PLAN.

ANY EXISTING TRAFFIC SIGNS THAT CONFLICT WITH THIS WORK SHALL BE COVERED AS DIRECTED BY THE ENGINEER.

ALL TRAFFIC CONTROL SIGNS SHALL BE 48" X 48" UNLESS OTHERWISE NOTED IN THE PLANS.

1 ROAD WORK AHEAD W20-1-A

2 DETOUR AHEAD W20-2A

3 ROAD CLOSED AHEAD W20-3A

4 ROAD CLOSED 500 FT W20-3D

5 ROAD CLOSED TO THRU TRAFFIC R11-4 60"X30"

6 DETOUR M4-8 / NORTH M3-1 / 67 M1-6

7 DETOUR M4-8 / SOUTH M3-3 / 67 M1-6

8 MO6-1

9 MO6-1

10 MO6-1

11 MO5-1R

12 MO5-1L

13 MO6-2

14 MO5-2R

15 M5-2L

LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- WORK ZONE
- DIRECTION OF TRAFFIC
- (x) SIGN NUMBER
- 500' DISTANCE BETWEEN SIGNS
- DETOUR ROUTE
- PCMS PORTABLE CHANGEABLE MESSAGE SIGN

PALMYRA

WHITEWATER

EAGLE

WAUKESHA COUNTY
WALWORTH COUNTY

JEFFERSON COUNTY
WALWORTH COUNTY

JEFFERSON COUNTY
WAUKESHA COUNTY

WISCONSIN & SOUTHERN RAILROAD (WSOR)

DO NOT PLACE ANY ITEMS WITHIN 50 FEET OF RAILROAD RIGHT OF WAY

SEE DETOUR - DETAIL #2 FOR ADVANCE SIGN PLACEMENT

SEE DETOUR - DETAIL #1 FOR ADVANCE SIGN PLACEMENT

PROJECT NO: 3100-00-75	HWY: STH 67	COUNTY: WALWORTH/WAUKESHA	DETOUR	SHEET 97	E

FILE NAME : \\DOTWKEFILE1P\N3PUBLIC\PDS\C3D\31000005\SHEETSPLAN\027001_DT.DWG
LAYOUT NAME - 01
PLOT DATE : 9/23/2024 10:19 AM
PLOT BY : SILVA, DIEGO
PLOT NAME :
PLOT SCALE : 1 IN:1.5 MI
WISDOT/CADDS SHEET 42

DETOUR GENERAL NOTES

ALL SIGNS SHALL BE PLACED IN ACCORDANCE WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.

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

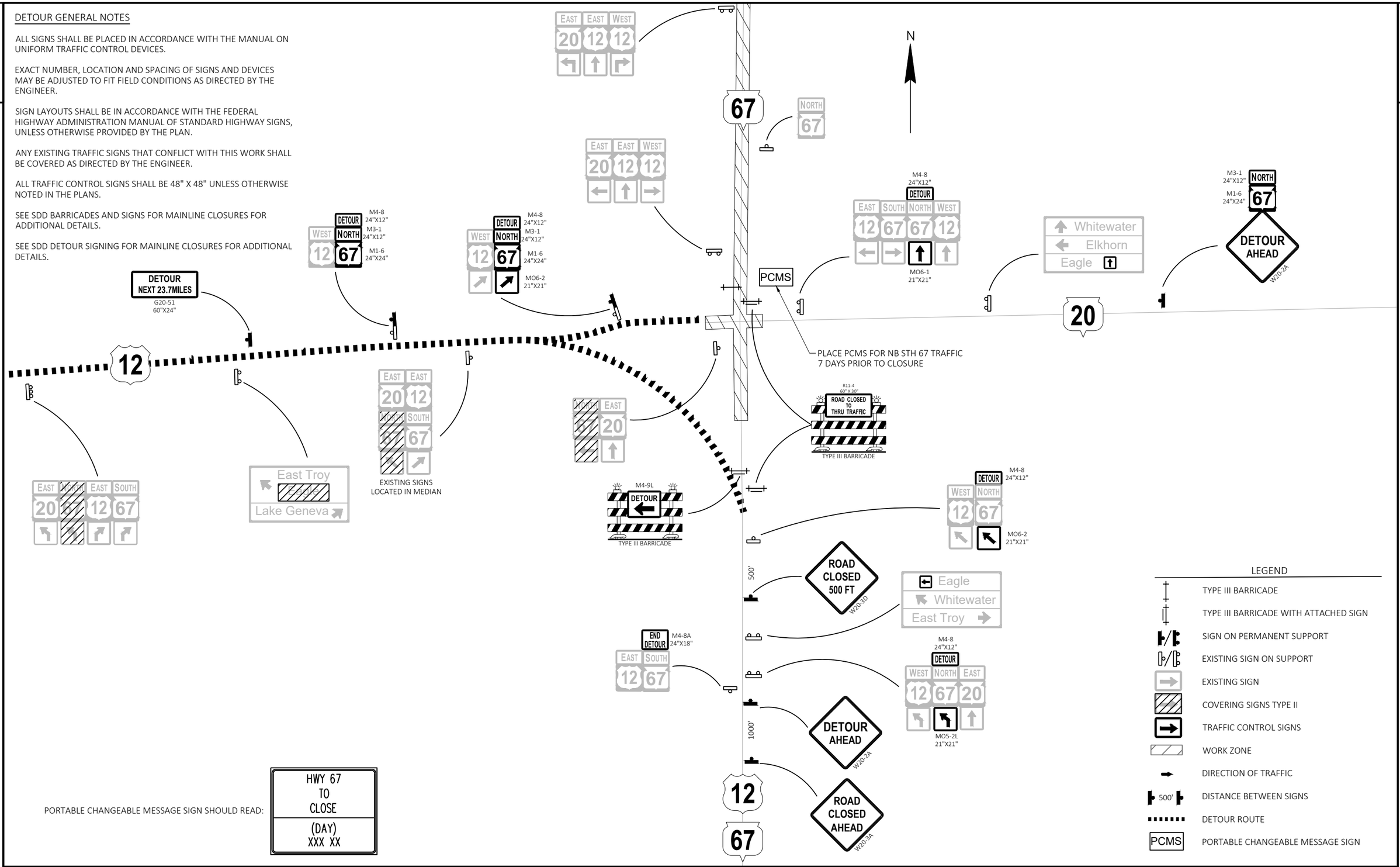
SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE FEDERAL HIGHWAY ADMINISTRATION MANUAL OF STANDARD HIGHWAY SIGNS, UNLESS OTHERWISE PROVIDED BY THE PLAN.

ANY EXISTING TRAFFIC SIGNS THAT CONFLICT WITH THIS WORK SHALL BE COVERED AS DIRECTED BY THE ENGINEER.

ALL TRAFFIC CONTROL SIGNS SHALL BE 48" X 48" UNLESS OTHERWISE NOTED IN THE PLANS.

SEE SDD BARRICADES AND SIGNS FOR MAINLINE CLOSURES FOR ADDITIONAL DETAILS.

SEE SDD DETOUR SIGNING FOR MAINLINE CLOSURES FOR ADDITIONAL DETAILS.



PORTABLE CHANGEABLE MESSAGE SIGN SHOULD READ:

HWY 67 TO CLOSE
(DAY) XXX XX

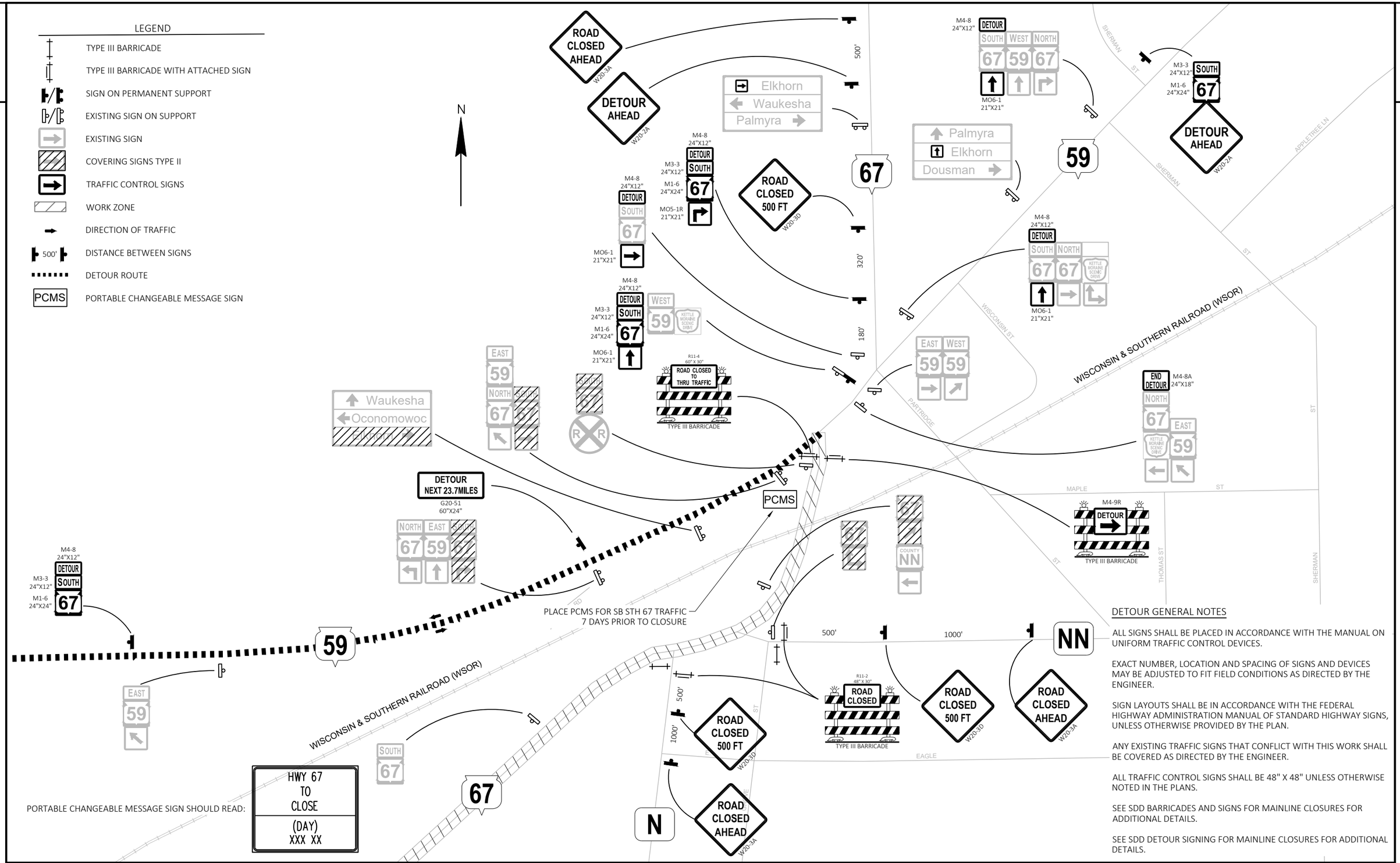
LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- SIGN ON PERMANENT SUPPORT
- EXISTING SIGN ON SUPPORT
- EXISTING SIGN
- COVERING SIGNS TYPE II
- TRAFFIC CONTROL SIGNS
- WORK ZONE
- DIRECTION OF TRAFFIC
- 500' DISTANCE BETWEEN SIGNS
- DETOUR ROUTE
- PCMS PORTABLE CHANGEABLE MESSAGE SIGN

PROJECT NO: 3100-00-75	HWY: STH 67	COUNTY: WALWORTH/WAUKESHA	DETOUR - DETAIL #1	SHEET 98	E

LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- SIGN ON PERMANENT SUPPORT
- EXISTING SIGN ON SUPPORT
- EXISTING SIGN
- COVERING SIGNS TYPE II
- TRAFFIC CONTROL SIGNS
- WORK ZONE
- DIRECTION OF TRAFFIC
- 500' DISTANCE BETWEEN SIGNS
- DETOUR ROUTE
- PCMS PORTABLE CHANGEABLE MESSAGE SIGN



DETOUR GENERAL NOTES

ALL SIGNS SHALL BE PLACED IN ACCORDANCE WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.

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

SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE FEDERAL HIGHWAY ADMINISTRATION MANUAL OF STANDARD HIGHWAY SIGNS, UNLESS OTHERWISE PROVIDED BY THE PLAN.

ANY EXISTING TRAFFIC SIGNS THAT CONFLICT WITH THIS WORK SHALL BE COVERED AS DIRECTED BY THE ENGINEER.

ALL TRAFFIC CONTROL SIGNS SHALL BE 48" X 48" UNLESS OTHERWISE NOTED IN THE PLANS.

SEE SDD BARRICADES AND SIGNS FOR MAINLINE CLOSURES FOR ADDITIONAL DETAILS.

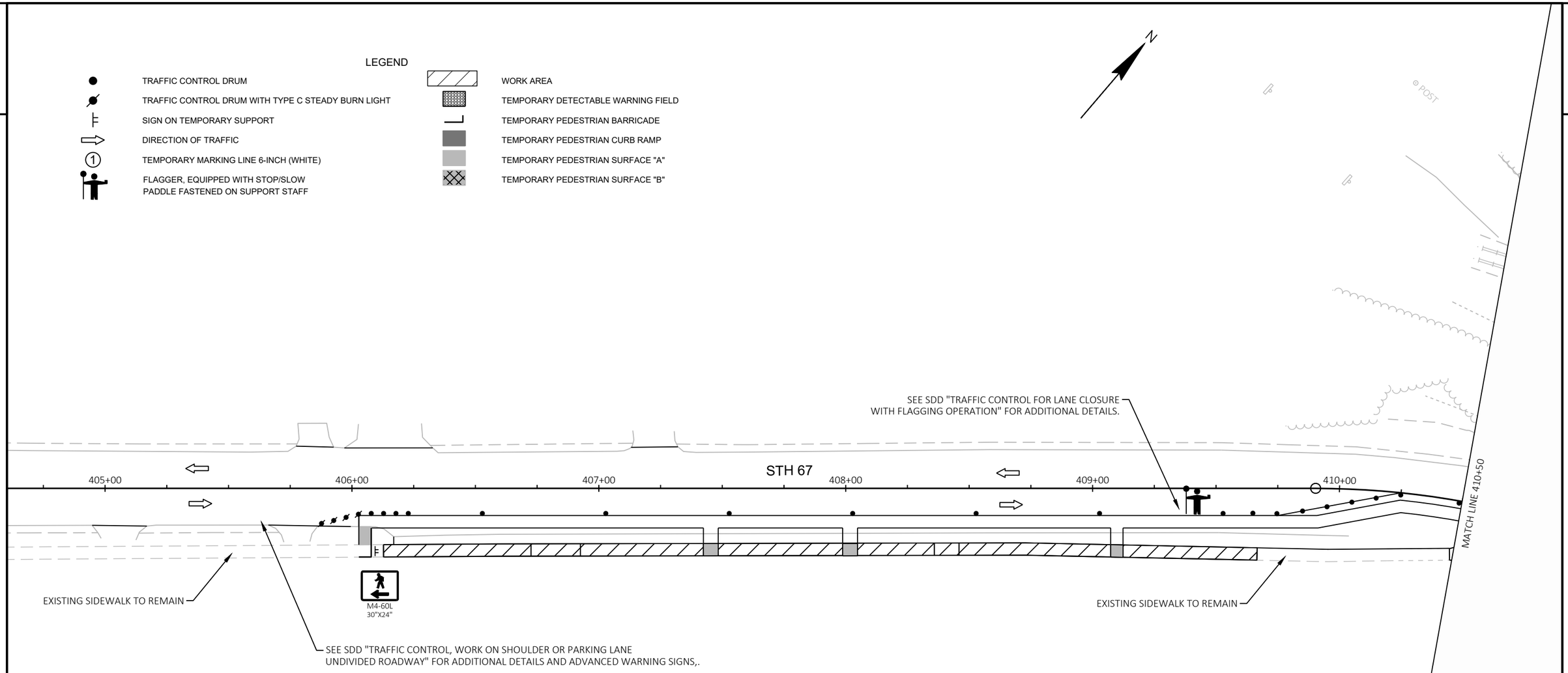
SEE SDD DETOUR SIGNING FOR MAINLINE CLOSURES FOR ADDITIONAL DETAILS.

PROJECT NO: 3100-00-75	HWY: STH 67	COUNTY: WALWORTH/WAUKESHA	DETOUR - DETAIL # 2	SHEET 99	E

2

LEGEND

TRAFFIC CONTROL DRUM	WORK AREA
TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT	TEMPORARY DETECTABLE WARNING FIELD
SIGN ON TEMPORARY SUPPORT	TEMPORARY PEDESTRIAN BARRICADE
DIRECTION OF TRAFFIC	TEMPORARY PEDESTRIAN CURB RAMP
TEMPORARY MARKING LINE 6-INCH (WHITE)	TEMPORARY PEDESTRIAN SURFACE "A"
FLAGGER, EQUIPPED WITH STOP/SLOW PADDLE FASTENED ON SUPPORT STAFF	TEMPORARY PEDESTRIAN SURFACE "B"



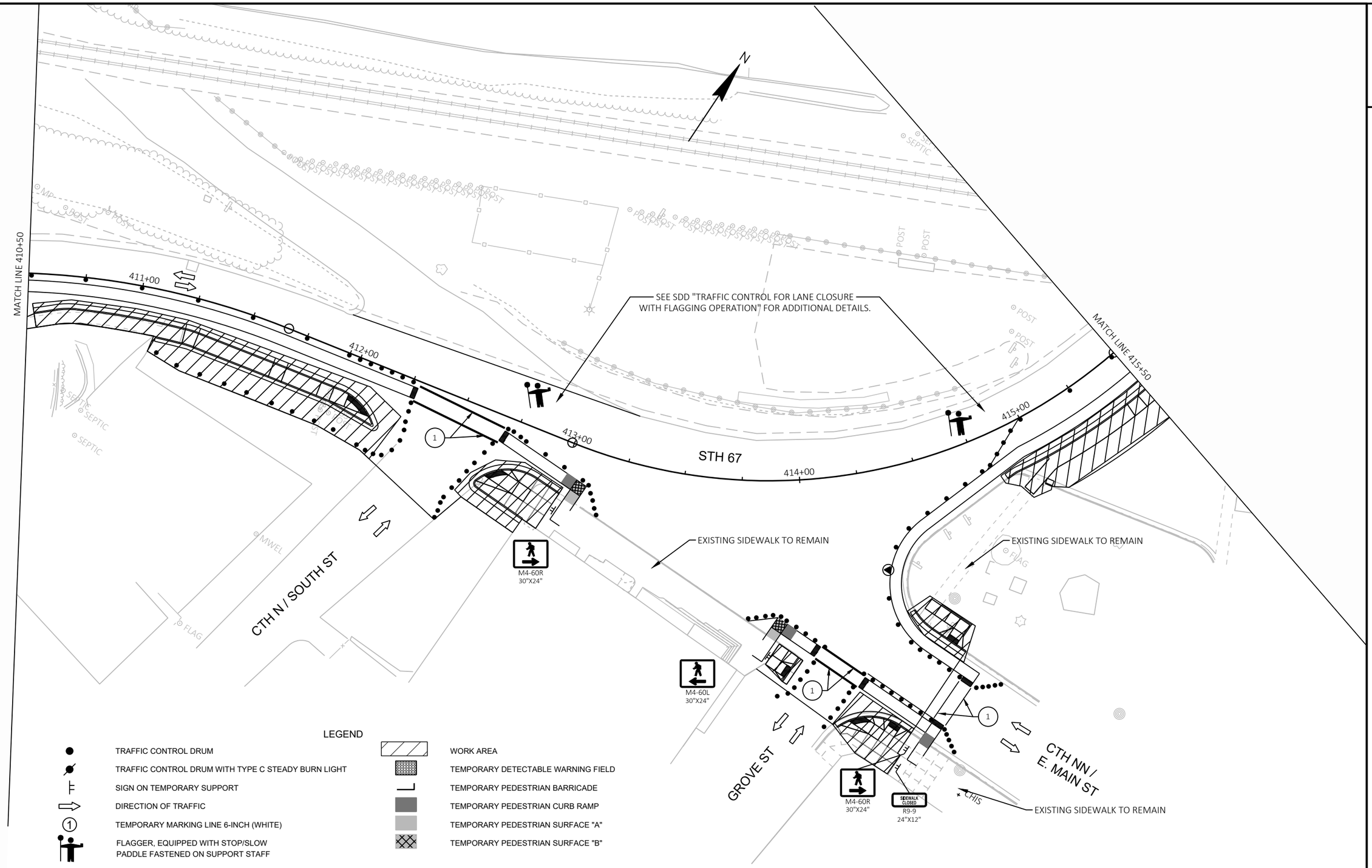
PROJECT NO: 3100-00-75	HWY: STH 67	COUNTY: WALWORTH/WAUKESHA	TRAFFIC CONTROL PEDESTRIAN ACCOMODATIONS	SHEET 100	E

FILE NAME : \\DOTWKEFILE1P\N3PUBLIC\PDS\C3D\31000005\SHEETSPLAN\026701-TC-PED.DWG
LAYOUT NAME - 01

PLOT DATE : 9/20/2024 9:55 AM PLOT BY : SILVA, DIEGO PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2



LEGEND

- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- SIGN ON TEMPORARY SUPPORT
- DIRECTION OF TRAFFIC
- TEMPORARY MARKING LINE 6-INCH (WHITE)
- FLAGGER, EQUIPPED WITH STOP/SLOW PADDLE FASTENED ON SUPPORT STAFF
- WORK AREA
- TEMPORARY DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN BARRICADE
- TEMPORARY PEDESTRIAN CURB RAMP
- TEMPORARY PEDESTRIAN SURFACE "A"
- TEMPORARY PEDESTRIAN SURFACE "B"

PROJECT NO: 3100-00-75	HWY: STH 67	COUNTY: WALWORTH/WAUKESHA	TRAFFIC CONTROL PEDESTRIAN ACCOMODATIONS	SHEET 101	E

FILE NAME : \\DOTWKEFILE1P\N3PUBLIC\PDS\C3D\31000005\SHEETSPLAN\026701-TC-PED.DWG
LAYOUT NAME - 02
PLOT DATE : 9/20/2024 9:55 AM
PLOT BY : SILVA, DIEGO
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

N

SEE SDD "TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION" FOR ADDITIONAL DETAILS.

STH 67

STH 59

MATCH LINE 415+50

416+00

417+00

418+00

419+00

M4-60R
30"X24"

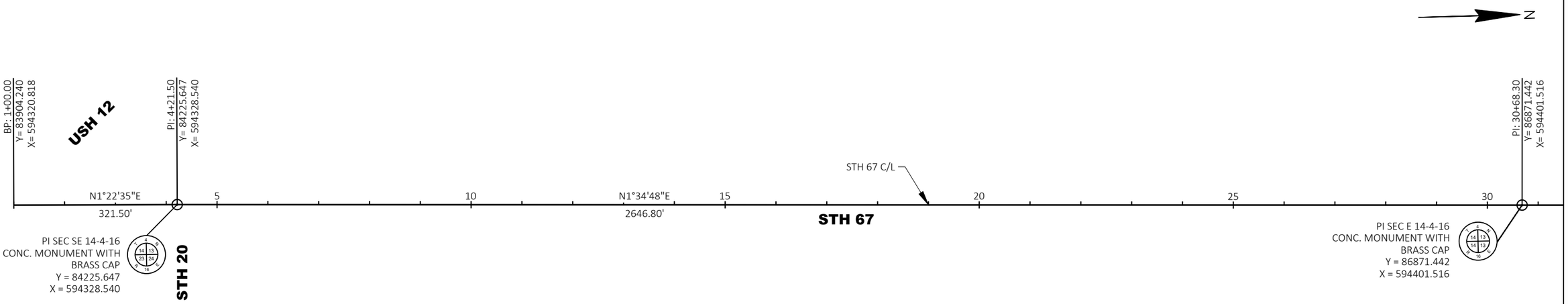
EXISTING SIDEWALK TO REMAIN

LEGEND

- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- SIGN ON TEMPORARY SUPPORT
- DIRECTION OF TRAFFIC
- TEMPORARY MARKING LINE 6-INCH (WHITE)
- FLAGGER, EQUIPPED WITH STOP/SLOW PADDLE FASTENED ON SUPPORT STAFF
- WORK AREA
- TEMPORARY DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN BARRICADE
- TEMPORARY PEDESTRIAN CURB RAMP
- TEMPORARY PEDESTRIAN SURFACE "A"
- TEMPORARY PEDESTRIAN SURFACE "B"

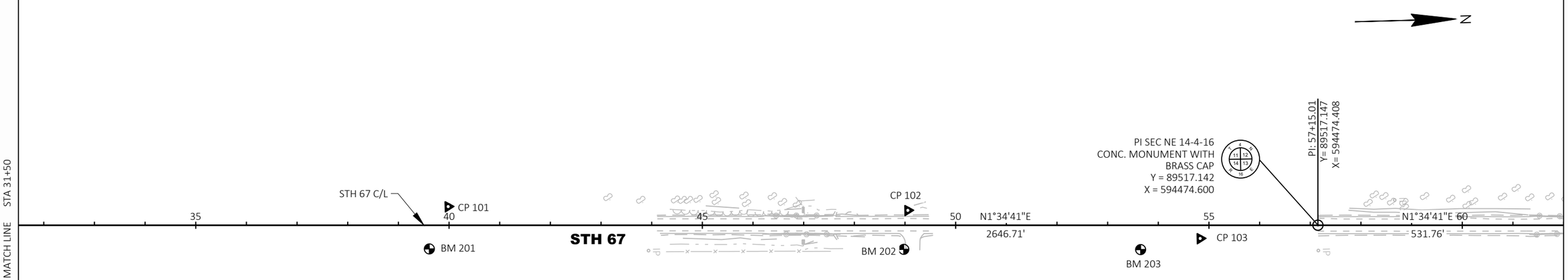
PROJECT NO: 3100-00-75	HWY: STH 67	COUNTY: WALWORTH/WAUKESHA	TRAFFIC CONTROL PEDESTRIAN ACCOMODATIONS	SHEET 102	E

FILE NAME : \\DOTWKEFILE1P\N3PUBLIC\PDS\C3D\31000005\SHEETSPLAN\026701-TC-PED.DWG
LAYOUT NAME - 03
PLOT DATE : 9/20/2024 9:56 AM
PLOT BY : SILVA, DIEGO
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42



MATCH LINE STA 31+50

2

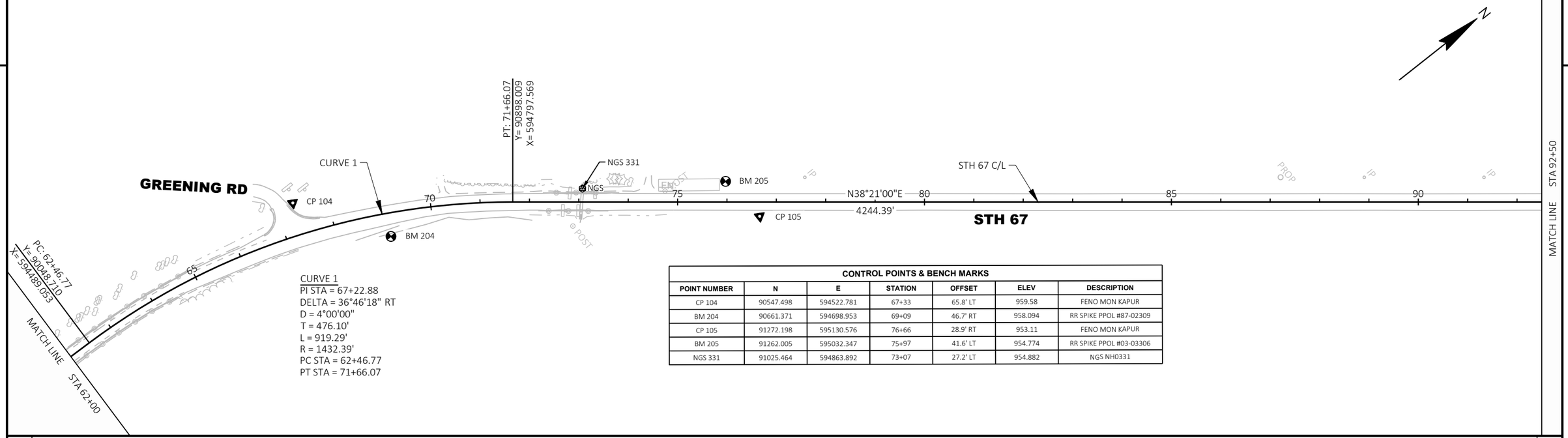


MATCH LINE STA 31+50

MATCH LINE STA 62+00

CONTROL POINTS & BENCH MARKS						
POINT NUMBER	N	E	STATION	OFFSET	ELEV	DESCRIPTION
CP 101	87802.106	594390.023	39+98	36.8' LT	987.22	FENO MON KAPUR
BM 201	87762.571	594472.831	39+61	47.2' RT	988.166	RR SPIKE PPOL #86-12240
CP 102	88709.065	594421.975	49+05	29.7' LT	967.49	FENO MON KAPUR
BM 202	88698.822	594499.111	48+97	48.1' RT	968.469	RR SPIKE PPOL #86-12244
CP 103	89284.131	594493.256	54+82	26.2' RT	963.80	FENO MON KAPUR
BM 203	89165.594	594512.537	53+65	48.1' RT	964.525	RR SPIKE PPOL #86-12246

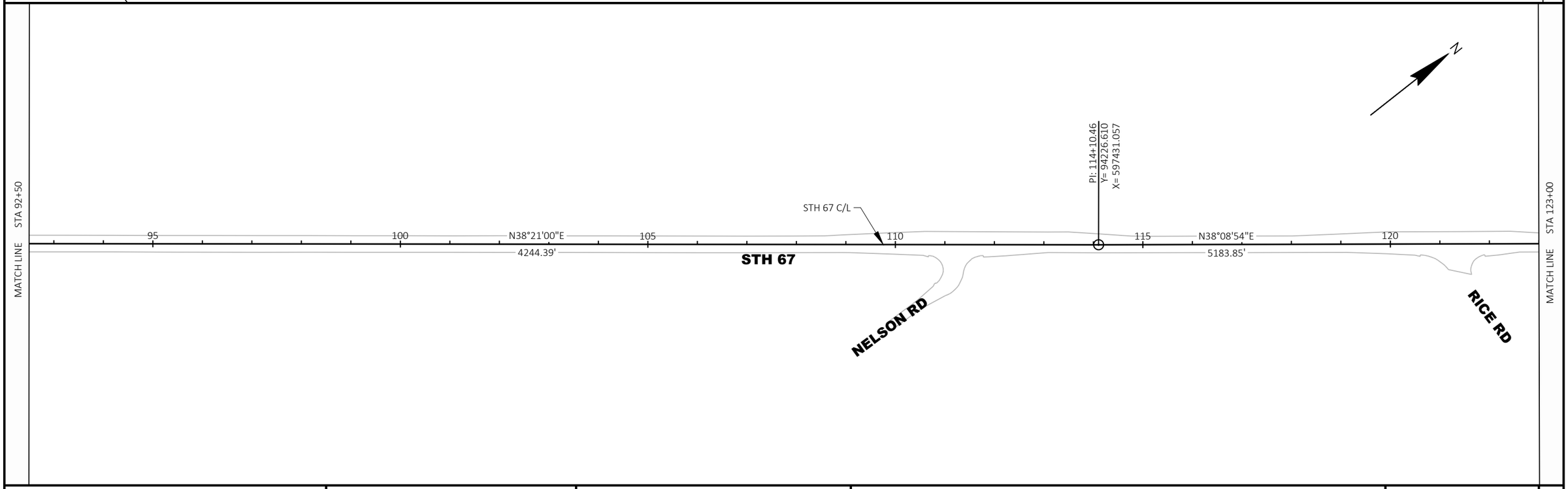
PROJECT NO: 3100-00-75	HWY: STH 67	COUNTY: WALWORTH/WAUKESHA	ALIGNMENT PLAN	SHEET 103	E



CURVE 1
PI STA = 67+22.88
DELTA = 36°46'18" RT
D = 4°00'00"
T = 476.10'
L = 919.29'
R = 1432.39'
PC STA = 62+46.77
PT STA = 71+66.07

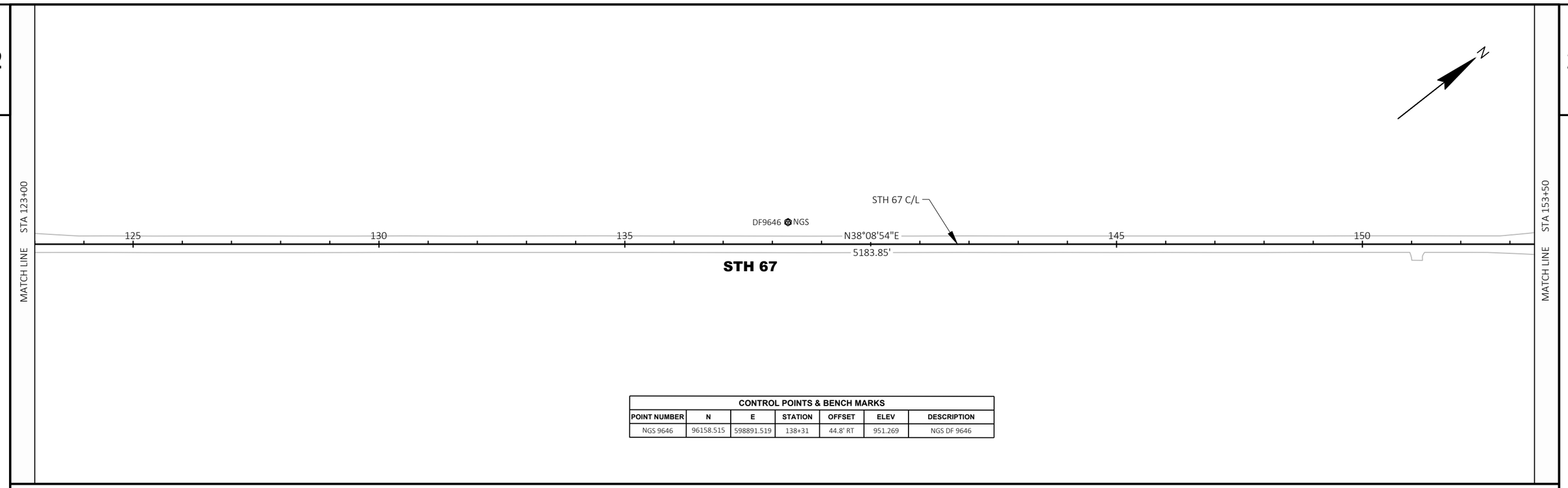
CONTROL POINTS & BENCH MARKS

POINT NUMBER	N	E	STATION	OFFSET	ELEV	DESCRIPTION
CP 104	90547.498	594522.781	67+33	65.8' LT	959.58	FENO MON KAPUR
BM 204	90661.371	594698.953	69+09	46.7' RT	958.094	RR SPIKE PPOL #87-02309
CP 105	91272.198	595130.576	76+66	28.9' RT	953.11	FENO MON KAPUR
BM 205	91262.005	595032.347	75+97	41.6' LT	954.774	RR SPIKE PPOL #03-03306
NGS 331	91025.464	594863.892	73+07	27.2' LT	954.882	NGS NH0331



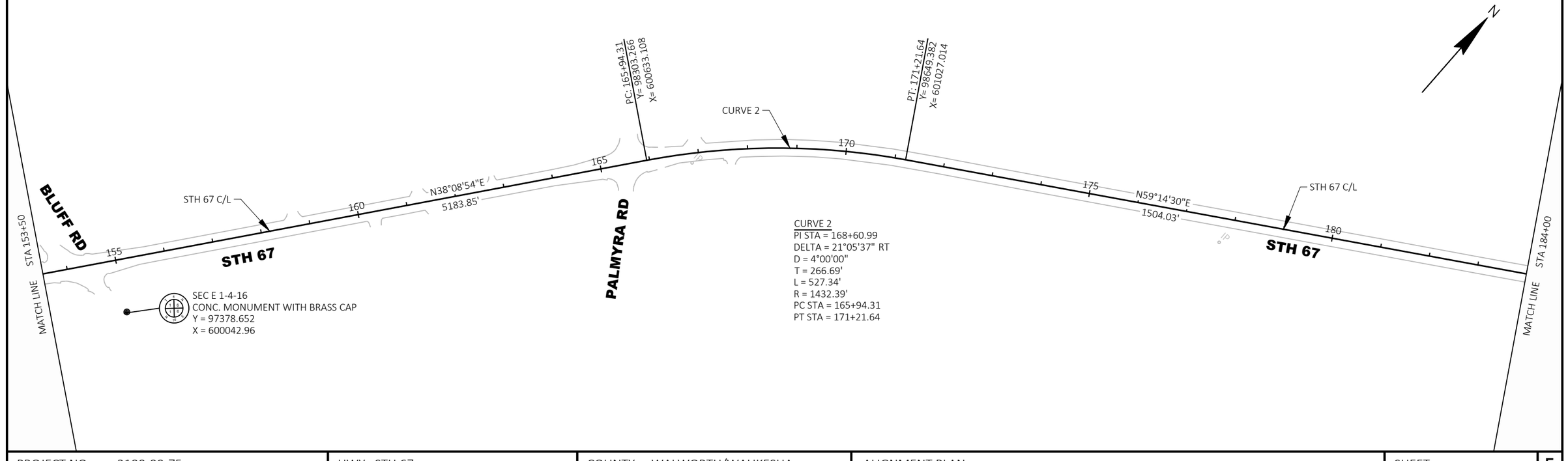
PROJECT NO: 3100-00-75	HWY: STH 67	COUNTY: WALWORTH/WAUKESHA	ALIGNMENT PLAN	SHEET 104	E

2



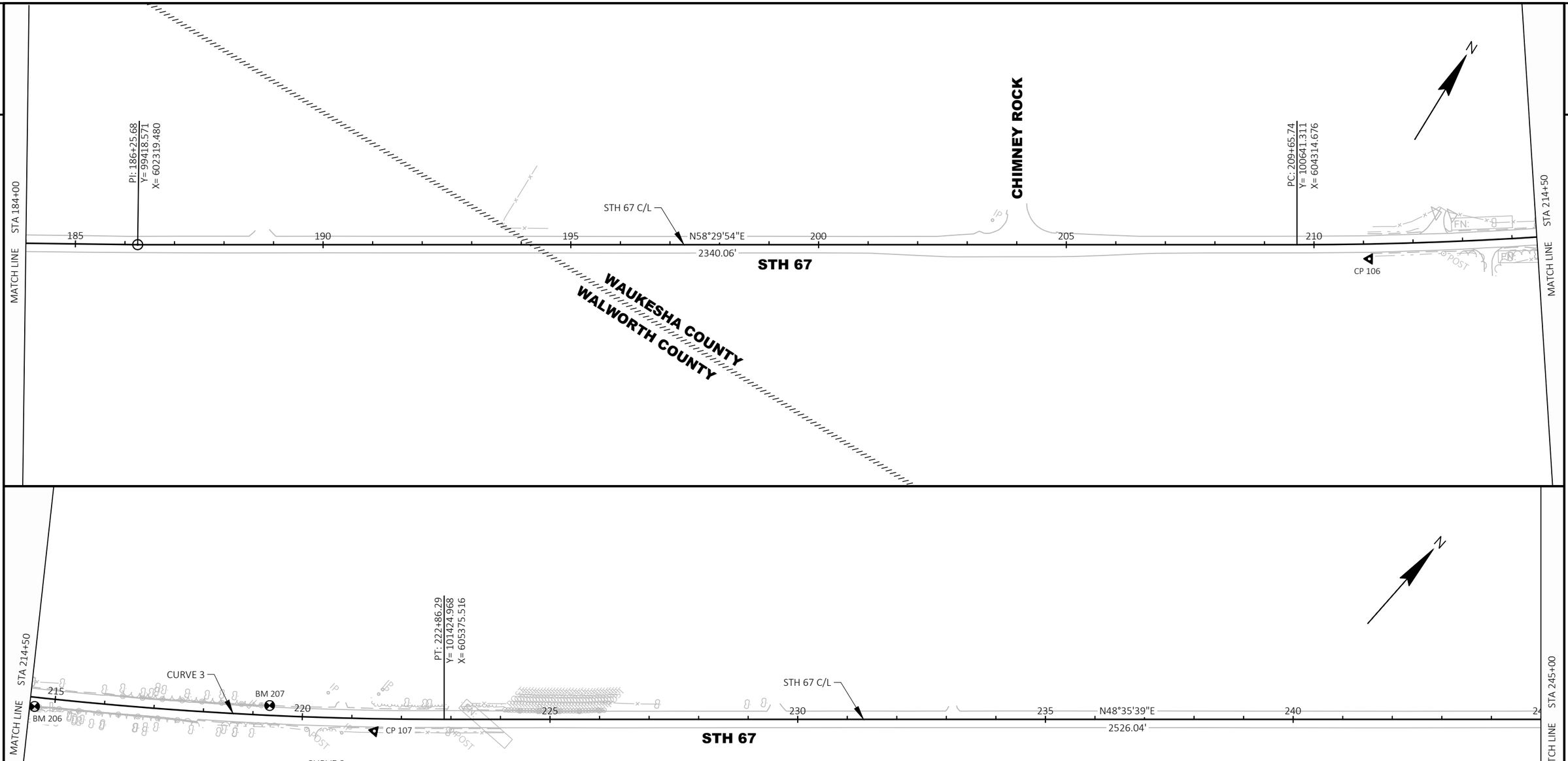
2

CONTROL POINTS & BENCH MARKS						
POINT NUMBER	N	E	STATION	OFFSET	ELEV	DESCRIPTION
NGS 9646	96158.515	598891.519	138+31	44.8' RT	951.269	NGS DF 9646



PROJECT NO: 3100-00-75	HWY: STH 67	COUNTY: WALWORTH/WAUKESHA	ALIGNMENT PLAN	SHEET 105	E

2



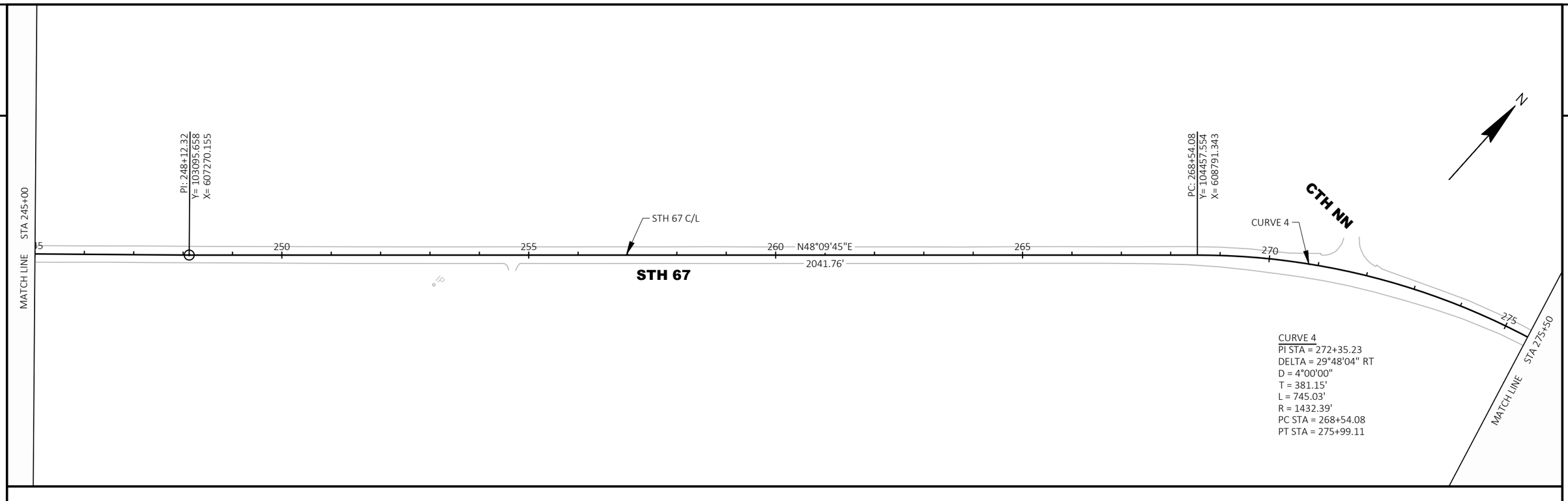
CURVE 3
PI STA = 216+27.66
DELTA = 9°54'15" LT
D = 0°45'00"
T = 661.92'
L = 1320.54'
R = 7639.44'
PC STA = 209+65.74
PT STA = 222+86.29

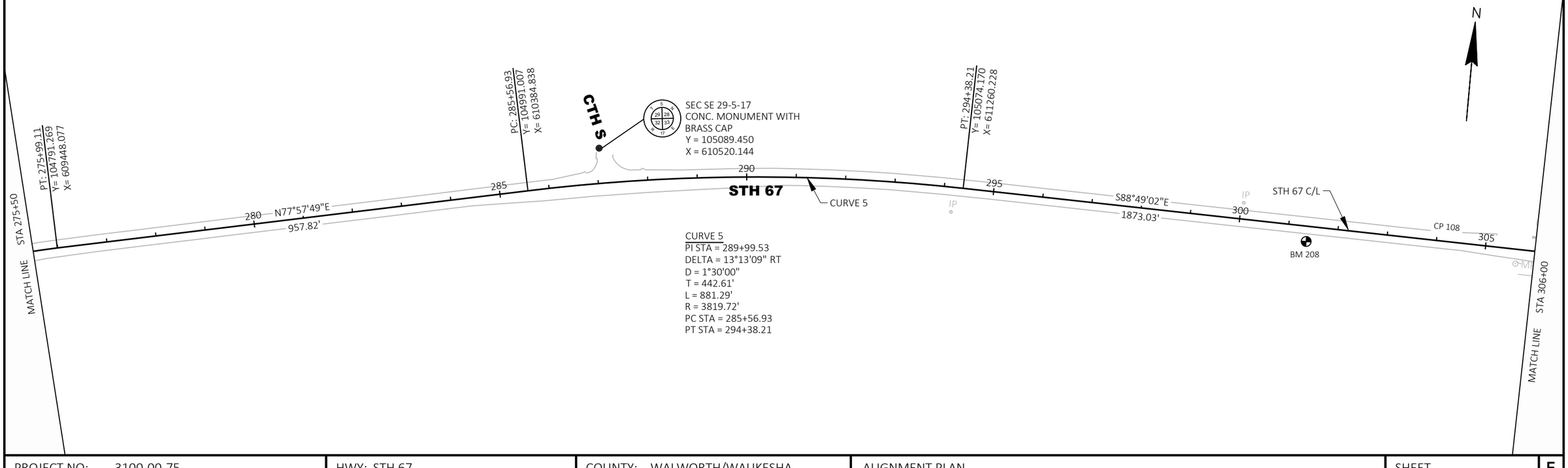
CONTROL POINTS & BENCH MARKS

POINT NUMBER	N	E	STATION	OFFSET	ELEV	DESCRIPTION
CP 106	100693.212	604454.146	211+11	30' RT	957.25	FENO MON KAPUR
BM 206	100890.959	604730.897	214+50	19.9' RT	961.075	CMK ON METALLIC POST SW COR GD RAIL SE SIDE
CP 107	101314.063	605285.447	221+45	24.8' RT	958.99	FENO MON KAPUR
BM 207	101212.958	605092.775	219+33	19.8' LT	956.126	CMK ON METALLIC POST NE COR GD RAIL NW SIDE

PROJECT NO: 3100-00-75	HWY: STH 67	COUNTY: WALWORTH/WAUKESHA	ALIGNMENT PLAN	SHEET 106	E

2





PROJECT NO: 3100-00-75	HWY: STH 67	COUNTY: WALWORTH/WAUKESHA	ALIGNMENT PLAN	SHEET 107	E

FILE NAME : \\DOTWKEFILE1P\N3PUBLIC\PDS\C3D\31000005\SHEETSPLAN\027201-AD.DWG
LAYOUT NAME - 05
PLOT DATE : 7/22/2024 3:47 PM
PLOT BY : SILVA, DIEGO
PLOT NAME :
PLOT SCALE : 1 IN:200 FT
WISDOT/CADDS SHEET 44

2

MATCH LINE STA 306+00

BETTS RD

STH 67 C/L

310

S88°49'02"E

1873.03'

CP 109

PI: 313+11.24
Y= 105035.507
X= 613132.855

SEC S 28-5-17
CONC. MONUMENT WITH
BRASS CAP
Y = 105035.507
X = 613132.855

BM 209

S89°14'39"E

465.32'

PC: 317+76.56
Y= 105029.368
X= 613598.139

CURVE 6

320

325

330

PT: 330+78.43
Y= 105853.161
X= 614427.431

N09°22'29"W

680.84'

335

STH 67

STH 67 C/L

MATCH LINE STA 336+50

2

CONTROL POINTS & BENCH MARKS

POINT NUMBER	N	E	STATION	OFFSET	ELEV	DESCRIPTION
CP 108	105080.142	612248.027	304+25	26.1' LT	899.314	FENO MON KAPUR
BM 208	105028.723	611959.683	301+38	31.0' RT	895.607	RR SPIKE PPOL #15-01350
CP 109	105069.375	613100.250	312+77	33.1' LT	920.22	FENO MON KAPUR
BM 209	105003.914	613272.920	314+52	28.9' RT	921.518	RR SPIKE PPOL #71-5116
DG 4863	105126.515	614158.983	323+20	88.6' RT	923.426	NGS DG4863

CURVE 6
PI STA = 326+11.39
DELTA = 91°07'50" LT
D = 7°00'00"
T = 834.82'
L = 1301.87'
R = 818.51'
PC STA = 317+76.56
PT STA = 330+78.43

N

OLD WORLD WISCONSIN ENTRANCE

PC: 337+59.27
Y= 106533.984
X= 614422.979

CURVE 7

340

345

PT: 342+78.85
Y= 107047.630
X= 614489.863

STH 67 C/L

350

N15°12'46"E

1924.35'

355

N15°12'46"E

1924.35'

360

PC: 362+03.20
Y= 108904.548
X= 614994.822

CURVE 8

365

PT: 366+13.13
Y= 109279.449
X= 615157.144

BM 210

STA 336+50

MATCH LINE

CURVE 7
PI STA = 340+20.67
DELTA = 15°35'15" RT
D = 3°00'00"
T = 261.41'
L = 519.58'
R = 1909.86'
PC STA = 337+59.27
PT STA = 342+78.85

CURVE 8
PI STA = 364+09.58
DELTA = 16°23'50" RT
D = 4°00'00"
T = 206.38'
L = 409.93'
R = 1432.39'
PC STA = 362+03.20
PT STA = 366+13.13

STA 367+00

MATCH LINE

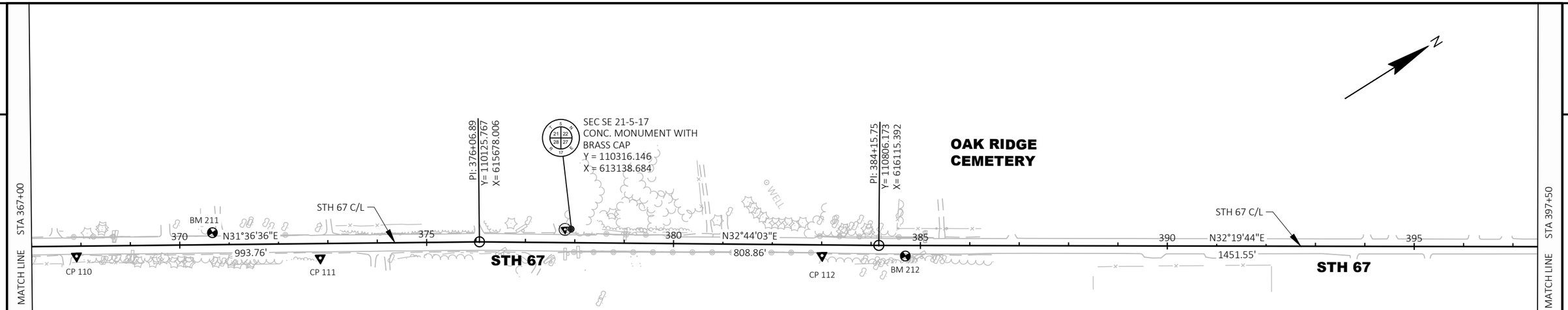
N

PROJECT NO: 3100-00-75	HWY: STH 67	COUNTY: WALWORTH/WAUKESHA	ALIGNMENT PLAN	SHEET 108	E

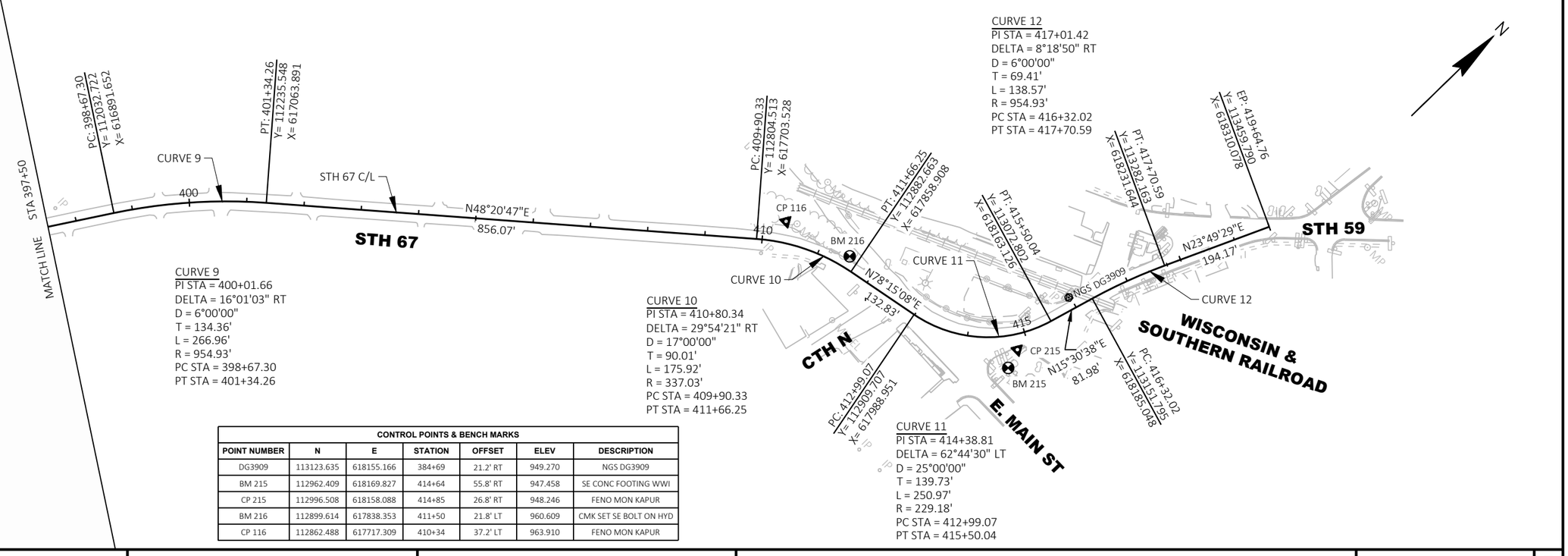
FILE NAME : \\DOTWKEFILE1P\N3PUBLIC\PDS\C3D\31000005\SHEETSPLAN\027201-AD.DWG
LAYOUT NAME - 06

PLOT DATE : 7/22/2024 3:47 PM PLOT BY : SILVA, DIEGO PLOT NAME : PLOT SCALE : 1 IN:200 FT

WISDOT/CADDS SHEET 44



CONTROL POINTS & BENCH MARKS						
POINT NUMBER	N	E	STATION	OFFSET	ELEV	DESCRIPTION
CP 110	109420.160	615267.333	367+90	20.3' RT	954.258	FENO MON KAPUR
BM 210	109274.708	615186.861	366+24	27.7' RT	956.064	RR SPIKE PPOL #86-08612
CP 111	109835.741	615533.761	372+84	29.4' RT	949.907	FENO MON KAPUR
BM 211	109677.930	615374.013	370+66	23.9' LT	955.145	RR SPIKE PPOL #10-04844
CP 112	110697.865	616071.355	383+01	22.5' RT	939.610	FENO MON KAPUR
BM 212	110840.145	616162.240	384+69	21.2' RT	945.385	CMK SET NW BOLT ON HYD



CURVE 9
PI STA = 400+01.66
DELTA = 16°01'03" RT
D = 6°00'00"
T = 134.36'
L = 266.96'
R = 954.93'
PC STA = 398+67.30
PT STA = 401+34.26

CURVE 10
PI STA = 410+80.34
DELTA = 29°54'21" RT
D = 17°00'00"
T = 90.01'
L = 175.92'
R = 337.03'
PC STA = 409+90.33
PT STA = 411+66.25

CURVE 11
PI STA = 414+38.81
DELTA = 62°44'30" LT
D = 25°00'00"
T = 139.73'
L = 250.97'
R = 229.18'
PC STA = 412+99.07
PT STA = 415+50.04

CONTROL POINTS & BENCH MARKS						
POINT NUMBER	N	E	STATION	OFFSET	ELEV	DESCRIPTION
DG3909	113123.635	618155.166	384+69	21.2' RT	949.270	NGS DG3909
BM 215	112962.409	618169.827	414+64	55.8' RT	947.458	SE CONC FOOTING WWI
CP 215	112996.508	618158.088	414+85	26.8' RT	948.246	FENO MON KAPUR
BM 216	112899.614	617838.353	411+50	21.8' LT	960.609	CMK SET SE BOLT ON HYD
CP 116	112862.488	617717.309	410+34	37.2' LT	963.910	FENO MON KAPUR

PROJECT NO: 3100-00-75	HWY: STH 67	COUNTY: WALWORTH/WAUKESHA	ALIGNMENT PLAN	SHEET 109	E

FILE NAME : \\DOTWKEFILE1P\N3PUBLIC\PDS\C3D\31000005\SHEETSPLAN\027201-AD.DWG
LAYOUT NAME - 07
PLOT DATE : 7/22/2024 3:47 PM
PLOT BY : SILVA, DIEGO
PLOT NAME :
PLOT SCALE : 1 IN:200 FT
WISDOT/CADDS SHEET 44

Estimate Of Quantities

3100-00-75

Line	Item	Item Description	Unit	Total	Qty
0002	201.0105	Clearing	STA	11.000	11.000
0004	201.0205	Grubbing	STA	11.000	11.000
0006	204.0110	Removing Asphaltic Surface	SY	710.000	710.000
0008	204.0115	Removing Asphaltic Surface Butt Joints	SY	187.000	187.000
0010	204.0120	Removing Asphaltic Surface Milling	SY	165,245.000	165,245.000
0012	204.0130	Removing Curb	LF	295.000	295.000
0014	204.0150	Removing Curb & Gutter	LF	145.000	145.000
0016	204.0155	Removing Concrete Sidewalk	SY	370.000	370.000
0018	204.0165	Removing Guardrail	LF	3,614.000	3,614.000
0020	204.0170	Removing Fence	LF	225.000	225.000
0022	204.0205	Removing Utility Poles	EACH	2.000	2.000
0024	204.9090.S	Removing (item description) 01. Concrete Retaining Wall	LF	60.000	60.000
0026	205.0100	Excavation Common	CY	274.000	274.000
0028	210.1100	Backfill Structure Type A	CY	20.000	20.000
0030	211.0400	Prepare Foundation for Asphaltic Shoulders	STA	32.000	32.000
0032	213.0100	Finishing Roadway (project) 01. 3100-00-75	EACH	1.000	1.000
0034	305.0110	Base Aggregate Dense 3/4-Inch	TON	399.000	399.000
0036	305.0120	Base Aggregate Dense 1 1/4-Inch	TON	40.000	40.000
0038	416.0610	Drilled Tie Bars	EACH	16.000	16.000
0040	450.4000	HMA Cold Weather Paving	TON	4,750.000	4,750.000
0042	455.0605	Tack Coat	GAL	12,158.000	12,158.000
0044	460.0105.S	HMA Percent Within Limits (PWL) Test Strip Volumetrics	EACH	1.000	1.000
0046	460.0110.S	HMA Percent Within Limits (PWL) Test Strip Density	EACH	1.000	1.000
0048	460.2005	Incentive Density PWL HMA Pavement	DOL	13,072.000	13,072.000
0050	460.2007	Incentive Density HMA Pavement Longitudinal Joints	DOL	8,310.000	8,310.000
0052	460.2010	Incentive Air Voids HMA Pavement	DOL	18,985.000	18,985.000
0054	460.6224	HMA Pavement 4 MT 58-28 S	TON	19,030.000	19,030.000
0056	465.0105	Asphaltic Surface	TON	155.000	155.000
0058	465.0110	Asphaltic Surface Patching	TON	300.000	300.000
0060	465.0120	Asphaltic Surface Driveways and Field Entrances	TON	45.000	45.000
0062	465.0315	Asphaltic Flumes	SY	23.000	23.000
0064	465.0520	Asphaltic Rumble Strips, Shoulder	LF	62,730.000	62,730.000
0066	465.0560	Asphaltic Rumble Strips, Centerline	LF	30,385.000	30,385.000
0068	465.0580	Asphaltic Rumble Strips, Transverse	SY	80.000	80.000
0070	520.8000	Concrete Collars for Pipe	EACH	1.000	1.000
0072	521.1018	Apron Endwalls for Culvert Pipe Steel 18-Inch	EACH	1.000	1.000
0074	521.3118	Culvert Pipe Corrugated Steel 18-Inch	LF	6.000	6.000
0076	601.0407	Concrete Curb & Gutter 18-Inch Type D	LF	90.000	90.000
0078	601.0411	Concrete Curb & Gutter 30-Inch Type D	LF	360.000	360.000
0080	601.0553	Concrete Curb & Gutter 4-Inch Sloped 36-Inch Type D	LF	235.000	235.000
0082	601.0588	Concrete Curb & Gutter 4-Inch Sloped 36-Inch Type TBT	LF	173.000	173.000
0084	601.0600	Concrete Curb Pedestrian	LF	22.000	22.000
0086	602.0410	Concrete Sidewalk 5-Inch	SF	4,360.000	4,360.000
0088	602.0505	Curb Ramp Detectable Warning Field Yellow	SF	50.000	50.000
0090	602.0605	Curb Ramp Detectable Warning Field Radial Yellow	SF	52.000	52.000
0092	602.0810	Concrete Driveway 6-Inch	SY	45.000	45.000
0094	602.0860	Concrete Driveway HES 6-Inch	SY	17.000	17.000
0096	602.3010	Concrete Surface Drains	CY	1.200	1.200
0098	603.1442	Concrete Barrier Type S42C	LF	134.000	134.000

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Line	Item	Item Description	Unit	Total	Qty
0100	603.3513	Concrete Barrier Transition Type S32 to S36	EACH	1.000	1.000
0102	603.3535	Concrete Barrier Transition Type S36 to S42	EACH	2.000	2.000
0104	606.0200	Riprap Medium	CY	10.000	10.000
0106	611.0430	Reconstructing Inlets	EACH	1.000	1.000
0108	611.0651	Inlet Covers Type S	EACH	1.000	1.000
0110	614.0010	Barrier System Grading Shaping Finishing	EACH	27.000	27.000
0112	614.0800	Crash Cushions Permanent	EACH	1.000	1.000
0114	614.2300	MGS Guardrail 3	LF	2,912.500	2,912.500
0116	614.2330	MGS Guardrail 3 K	LF	137.500	137.500
0118	614.2500	MGS Thrie Beam Transition	LF	39.400	39.400
0120	614.2610	MGS Guardrail Terminal EAT	EACH	27.000	27.000
0122	616.0100	Fence Woven Wire (height) 01. 4-FT	LF	225.000	225.000
0124	618.0100	Maintenance and Repair of Haul Roads (project) 01. 3100-00-75	EACH	1.000	1.000
0126	619.1000	Mobilization	EACH	1.000	1.000
0128	624.0100	Water	MGAL	7.500	7.500
0130	625.0100	Topsoil	SY	760.000	760.000
0132	627.0200	Mulching	SY	460.000	460.000
0134	628.1504	Silt Fence	LF	2,875.000	2,875.000
0136	628.1520	Silt Fence Maintenance	LF	290.000	290.000
0138	628.1905	Mobilizations Erosion Control	EACH	7.000	7.000
0140	628.1910	Mobilizations Emergency Erosion Control	EACH	3.000	3.000
0142	628.2004	Erosion Mat Class I Type B	SY	585.000	585.000
0144	628.7015	Inlet Protection Type C	EACH	4.000	4.000
0146	628.7504	Temporary Ditch Checks	LF	125.000	125.000
0148	628.7555	Culvert Pipe Checks	EACH	9.000	9.000
0150	629.0210	Fertilizer Type B	CWT	0.600	0.600
0152	630.0130	Seeding Mixture No. 30	LB	31.000	31.000
0154	630.0200	Seeding Temporary	LB	10.000	10.000
0156	630.0500	Seed Water	MGAL	11.000	11.000
0158	631.0300	Sod Water	MGAL	3.000	3.000
0160	631.1000	Sod Lawn	SY	170.000	170.000
0162	634.0618	Posts Wood 4x6-Inch X 18-FT	EACH	95.000	95.000
0164	634.0814	Posts Tubular Steel 2x2-Inch X 14-FT	EACH	6.000	6.000
0166	637.2210	Signs Type II Reflective H	SF	240.370	240.370
0168	637.2215	Signs Type II Reflective H Folding	SF	5.180	5.180
0170	637.2230	Signs Type II Reflective F	SF	244.550	244.550
0172	638.2102	Moving Signs Type II	EACH	9.000	9.000
0174	638.2602	Removing Signs Type II	EACH	39.000	39.000
0176	638.3000	Removing Small Sign Supports	EACH	48.000	48.000
0178	642.5401	Field Office Type D	EACH	1.000	1.000
0180	643.0300	Traffic Control Drums	DAY	9,600.000	9,600.000
0182	643.0420	Traffic Control Barricades Type III	DAY	2,400.000	2,400.000
0184	643.0705	Traffic Control Warning Lights Type A	DAY	2,400.000	2,400.000
0186	643.0715	Traffic Control Warning Lights Type C	DAY	2,700.000	2,700.000
0188	643.0900	Traffic Control Signs	DAY	8,400.000	8,400.000
0190	643.0920	Traffic Control Covering Signs Type II	EACH	15.000	15.000
0192	643.1000	Traffic Control Signs Fixed Message	SF	72.000	72.000
0194	643.1050	Traffic Control Signs PCMS	DAY	14.000	14.000
0196	643.3165	Temporary Marking Line Paint 6-Inch	LF	165.000	165.000

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Line	Item	Item Description	Unit	Total	Qty
0198	643.5000	Traffic Control	EACH	1.000	1.000
0200	644.1410	Temporary Pedestrian Surface Asphalt	SF	320.000	320.000
0202	644.1601	Temporary Pedestrian Curb Ramp	DAY	40.000	40.000
0204	644.1605	Temporary Pedestrian Detectable Warning Field	SF	80.000	80.000
0206	644.1810	Temporary Pedestrian Barricade	LF	2,265.000	2,265.000
0208	645.0120	Geotextile Type HR	SY	30.000	30.000
0210	646.2040	Marking Line Grooved Wet Ref Epoxy 6-Inch	LF	134,735.000	134,735.000
0212	646.5320	Marking Railroad Crossing Epoxy	EACH	2.000	2.000
0214	646.6120	Marking Stop Line Epoxy 18-Inch	LF	531.000	531.000
0216	646.7420	Marking Crosswalk Epoxy Transverse Line 6-Inch	LF	255.000	255.000
0218	650.5500	Construction Staking Curb Gutter and Curb & Gutter	LF	568.000	568.000
0220	650.7500	Construction Staking Concrete Barrier	LF	175.000	175.000
0222	650.8000	Construction Staking Resurfacing Reference	LF	41,537.000	41,537.000
0224	650.9000	Construction Staking Curb Ramps	EACH	8.000	8.000
0226	650.9500	Construction Staking Sidewalk (project) 01. 3100-00-75	EACH	1.000	1.000
0228	650.9911	Construction Staking Supplemental Control (project) 01. 3100-00-75	EACH	1.000	1.000
0230	650.9920	Construction Staking Slope Stakes	LF	400.000	400.000
0232	690.0150	Sawing Asphalt	LF	1,669.000	1,669.000
0234	690.0250	Sawing Concrete	LF	62.000	62.000
0236	715.0603	Incentive Strength Concrete Barrier	DOL	87.500	87.500
0238	740.0440	Incentive IRI Ride	DOL	31,468.000	31,468.000
0240	ASP.1T0A	On-the-Job Training Apprentice at $5.00/HR	HRS	500.000	500.000
0242	ASP.1T0G	On-the-Job Training Graduate at $5.00/HR	HRS	1,800.000	1,800.000
0244	SPV.0035	Special 01. Backfill Slurry	CY	10.000	10.000
0246	SPV.0060	Special 01. Section Corner Monuments	EACH	4.000	4.000
0248	SPV.0060	Special 02. Curb Ramp Grading, Shaping and Finishing	EACH	8.000	8.000
0250	SPV.0060	Special 03. Concrete Barrier Transition S36C to S32C	EACH	1.000	1.000
0252	SPV.0060	Special 04. Concrete Culvert Repair	EACH	1.000	1.000
0254	SPV.0090	Special 01. Sawing Curb Head	LF	78.000	78.000
0256	SPV.0195	Special 01. Excavation, Hauling, and Disposal of PAH Contaminated Soil	TON	21.000	21.000
0258	SPV.0195	Special 02. Asphaltic Repair	TON	1,900.000	1,900.000

3

REMOVALS

STATION	TO	STATION	204.0115 REMOVING ASPHALTIC SURFACE BUTT JOINTS SY	204.0110 REMOVING ASPHALTIC SURFACE SY	204.0120 REMOVING ASPHALTIC SURFACE MILLING SY	204.0130 REMOVING CURB LF	204.0150 REMOVING CURB & GUTTER LF	204.0155 * REMOVING CONCRETE SIDEWALK SY	204.0165 REMOVING GUARDRAIL LF	204.0205 REMOVING UTILITY POLES EACH
2+32	-	30+50	19	---	11,442	---	---	---	---	---
30+50	-	60+00	---	---	11,115	---	---	---	309	---
60+00	-	89+50	8	---	11,657	---	---	---	1,006	---
89+50	-	119+00	8	---	12,045	---	---	---	---	---
119+00	-	148+50	11	---	11,784	---	---	---	---	---
148+50	-	178+00	26	---	12,162	---	---	---	---	---
178+00	-	207+50	9	---	11,788	---	---	---	---	---
207+50	-	237+00	---	---	11,046	---	---	---	885	---
237+00	-	266+50	---	---	10,999	---	---	---	---	---
266+50	-	296+00	15	---	12,765	---	---	---	---	---
296+00	-	325+00	15	60	12,633	180	20	---	205	---
325+00	-	355+00	---	---	11,500	---	---	---	---	---
355+00	-	384+50	---	110	10,907	50	---	---	1,116	---
384+50	-	414+00	9	310	10,982	65	35	235	77	---
414+00	-	417+75	67	230	2,085	---	90	95	16	2
TOTAL 0010			187	710	164,910	295	145	330	3,614	2

* ADDITIONAL QUANTITIES SHOWN ELSEWHERE

CLEARING AND GRUBBING

STATION	TO	STATION	201.0105 CLEARING STA	201.0205 GRUBBING STA
2+32	-	30+50	---	---
30+50	-	60+00	2	2
60+00	-	89+50	2	2
89+50	-	119+00	---	---
119+00	-	148+50	---	---
148+50	-	178+00	---	---
178+00	-	207+50	---	---
207+50	-	237+00	2	2
237+00	-	266+50	---	---
266+50	-	296+00	---	---
296+00	-	325+00	2	2
325+00	-	355+00	---	---
355+00	-	384+50	3	3
384+50	-	414+00	---	---
414+00	-	417+75	---	---
		TOTAL 0010	11	11

3

DIVISION	FROM/TO STATION	LOCATION	COMMON EXCAVATION (1) CUT (2)	AVAILABLE MATERIAL (5)	UNEXPANDED FILL	EXPANDED FILL (13) FACTOR 1.25	MASS ORDINATE +/- (14)	WASTE
DIVISION 1								
STH 67	307+75.00/310+50.00	BETTS ROAD	127	127	59	74	53	
	383+25.00/385+43.48	BARRIER WALL	147	147	0	0	147	
DIVISION 1 SUBTOTAL			274	274	59	74	200	200
GRAND TOTAL			274	274	59	74	200	200
TOTAL COMMON EXC (CAT 0010)			274					

NOTES:
(1) COMMON EXCAVATION IS THE SUM OF THE CUT AND EBS EXCAVATION COLUMNS. ITEM NUMBER 205.0100
(2) SALVAGED/UNSUABLE PAVEMENT MATERIAL IS INCLUDED IN CUT.
5) AVAILABLE MATERIAL = CUT - SALVAGED/UNUSUABLE PAVEMENT MATERIAL
(13) EXPANDED FILL FACTOR = 1.25
(14) THE MASS ORDINATE + OR - QTY CALCULATED FOR THE DIVISION. PLUS QUANTITY INDICATES AN EXCESS OF MATERIAL WITHIN THE DIVISION. MINUS INDICATES A SHORTAGE OF MATERIAL WITHIN THE DIVISION.
(15) FACTORS USED TO COMPUTE ANTICIPATED WASTE AND THE COMPUTED WASTE VOLUME IDENTIFIED ARE FOR GENERAL INFORMATION ONLY.

REMOVING RETAINING WALL

STATION	TO	STATION	OFFSET	204.9090.S.01 REMOVING CONCRETE RETAINING WALL LF	REMARKS
379+10	-	379+19	17' LT	10	HEADWALL
384+50	-	384+98	17' LT	50	
			TOTAL 0010	60	

CONCRETE BARRIER WALL

STATION	TO	STATION	210.1100 BACKFILL STRUCTURE TYPE A CY	REMARKS
383+40	-	385+15	20	CONCRETE BARRIER
		TOTAL 0010	20	

PARKING LANES

STATION	TO	STATION	* 204.0120 REMOVING ASPHALTIC SURFACE MILLING SY	* 455.0605 TACK COAT GAL	* 460.6224 HMA PAVEMENT 4 MT 58-28 S TON
406+13	-	410+48	335	26	45
		TOTAL 0020	335	26	45

* ADDITIONAL QUANTITIES SHOWN ELSEWHERE

FENCE

STATION	TO	STATION	204.0170 REMOVING FENCE LF	616.0100.01 FENCE WOVEN WIRE 4-FT LF
226+40	-	227+34	95	95
308+35	-	309+65	130	130
		TOTAL 0010	225	225

3

HMA ITEMS

STATION	TO	STATION	211.0400 PREPARE FOUNDATION FOR ASPHALTIC SHOULDERS STA	* 455.0605 TACK COAT GAL	450.4000 HMA COLD WEATHER PAVING TON	* 460.6224 HMA PAVEMENT 4 MT 58-28 S TON	465.0105 ASPHALTIC SURFACE TON	465.0110 ** ASPHALTIC SURFACE PATCHING TON	465.0120 ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES TON	465.0520 ASPHALTIC RUMBLE STRIPS, SHOULDER LF	465.0560 ASPHALTIC RUMBLE STRIPS, CENTERLINE LF	465.0580 ASPHALTIC RUMBLE STRIPS, TRANSVERSE SY	SPV.0195.02 SPECIAL (02. ASPHALTIC REPAIR) TON
2+32	-	30+50	---	802	---	1320	---	---	---	4890	2425	80	---
30+50	-	60+00	4	781	---	1285	5	---	---	5900	2950	---	---
60+00	-	89+50	8	826	---	1360	15	---	---	5620	2550	---	---
89+50	-	119+00	1	844	---	1390	---	---	5	5500	2750	---	---
119+00	-	148+50	---	826	---	1360	---	---	---	5550	2750	---	---
148+50	-	178+00	---	854	---	1405	---	---	---	1450	610	---	---
178+00	-	207+50	---	826	---	1360	---	---	---	5390	2550	---	---
207+50	-	237+00	6	778	---	1280	10	---	---	5,440	2,950	---	---
237+00	-	266+50	---	770	---	1265	---	---	---	5,820	2,950	---	---
266+50	-	296+00	---	894	---	1470	---	---	---	5,320	2,150	---	---
296+00	-	325+00	2	885	---	1455	20	---	---	5,270	2,200	---	---
325+00	-	355+00	---	804	---	1310	---	---	15	5,410	2,950	---	---
355+00	-	384+50	9	769	---	1260	25	---	10	1,170	600	---	---
384+50	-	414+00	1	756	---	1235	50	---	15	---	---	---	---
414+00	-	417+75	1	139	---	230	30	---	---	---	---	---	---
		UNDISTRIBUTED	---	578	4750	---	---	300	---	---	---	---	1,900
TOTAL 0010			32	12,132	4,750	18,985	155	300	45	62,730	30,385	80	1,900

* ADDITIONAL QUANTITIES SHOWN ELSEWHERE

* *TO BE USED FOR MINOR REPAIRS AND RAMPING AS DIRECTED BY THE FIELD ENGINEER AFTER MILLING OPERATION IS COMPLETED.

FLUMES

STATION	OFFSET	465.0315 ASPHALTIC FLUMES SY	602.3010 CONCRETE SURFACE DRAINS CY
47+61	LT	6	---
47+63	RT	6	---
64+53	RT	5	---
308+23	LT	---	0.5
382+96	LT	---	0.7
385+64	LT	6	---
	TOTAL 0010	23	1.2

3

PWL

STATION	TO	STATION	460.0105.S HMA PERCENT WITHIN LIMITS (PWL) TEST STRIP VOLUMETRICS EACH	460.0110.S HMA PERCENT WITHIN LIMITS (PWL) TEST STRIP DENSITY EACH	460.2005 INCENTIVE DENSITY PWL HMA PAVEMENT DOL	460.2007 INCENTIVE DENSITY HMA PAVEMENT LONGITUDINAL JOINTS DOL	460.2010 INCENTIVE AIR VOIDS HMA PAVEMENT DOL
2+32	-	417+75	1	1	13,072	8,310	18,985
		TOTAL 0010	1	1	13,072	8,310	18,985

PWL MIXTURE USE TABLE

THE FOLLOWING ACCEPTANCE CRITERIA ARE APPLICABLE FOR THIS PROJECT.

LOCATION	STATION	MIXTURE USE	UNDERLYING SURFACE	BID ITEM	TONS	THICKNESS	QUALITY MANAGEMENT PROGRAM TO BE USED FOR:	
							MIXTURE ACCEPTANCE	DENSITY ACCEPTANCE
2-12 FOOT DRIVING LANES	2+32 - 417+75	UPPER LAYER	MILLED EXISTING HMA PAVEMENT	4 MT 58-28 S	13,072	2"	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	INCENTIVE DENSITY PWL HMA PAVEMENT 460.2005
TURN LANES, BYPASS LANES & SHOULDERS	2+32 - 417+75	UPPER LAYER	MILLED EXISTING HMA PAVEMENT	4 MT 58-28 S	5,913	2"	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	ACCEPTANCE TESTING BY THE DEPARTMENT; NOT ELEGIBLE FOR INCENTIVE

NOTE: ACTUAL QUANTITIES ELEGIBLE FOR INCENTIVE WILL BE DETRMINED BY THE ENGINEER

BASE AGGREGATE DENSE

STATION	TO	STATION	305.0110 BASE AGGREGATE DENSE 3/4-INCH TON	* 305.0120 BASE AGGREGATE DENSE 1 1/4-INCH TON	624.0100 WATER MGAL
2+32	-	30+50	25	0	0.5
30+50	-	60+00	32	1	0.5
60+00	-	89+50	33	0	0.5
89+50	-	119+00	28	0	0.5
119+00	-	148+50	27	0	0.5
148+50	-	178+00	28	0	0.5
178+00	-	207+50	28	0	0.5
207+50	-	237+00	32	0	0.5
237+00	-	266+50	33	0	0.5
266+50	-	296+00	25	0	0.5
296+00	-	325+00	25	4	0.5
325+00	-	355+00	29	0	0.5
355+00	-	384+50	29	3	0.5
384+50	-	414+00	21	12	0.5
414+00	-	417+75	1	4	0.5
TOTAL 0010			399	24	7.5

* ADDITIONAL QUANTITIES SHOWN ELSEWHERE

3

3

CONCRETE ITEMS

STATION	TO	STATION	* 601.0407 CONCRETE CURB & GUTTER 18-INCH TYPE D (MOD) LF	* 416.0610 DRILLED TIE BARS EACH	* 601.0411 CONCRETE CURB & GUTTER 30-INCH TYPE D (MOD) LF	601.0553 CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE D LF	601.0588 CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE TBT LF	601.0600 CONCRETE CURB PEDESTRIAN LF	* 602.0410 CONCRETE SIDEWALK 5-INCH SF	602.0505 CURB RAMP DETECTABLE WARNING FIELD YELLOW SF	602.0605 CURB RAMP DETECTABLE WARNING FIELD RADIAL YELLOW SF	602.0860 CONCRETE DRIVEWAY HES 6-INCH SY	603.1442 CONCRETE BARRIER TYPE S42C LF	603.3513 CONCRETE BARRIER TRANSITION TYPE S32 TO S36 EACH	603.3535 CONCRETE BARRIER TRANSITION TYPE S36 TO S42 EACH	SPV.0060.03 CONCRETE BARRIER TRANSITION S36C TO S32C EACH
296+00	-	325+00	---	12	---	235	---	---	---	---	---	---	---	---	---	---
325+00	-	355+00	---	---	---	---	---	---	---	---	---	---	---	---	---	---
355+00	-	384+50	---	---	---	---	55	---	---	---	---	---	89	1	1	---
384+50	-	414+00	30	---		---	118	---	2368	10	38	17	45	---	1	1
414+00	-	417+75	---	---	130	---	---	22	1032	40	14	---	---	---	---	---
		TOTAL 0010	30	12	130	235	173	22	3,400	50	52	17	134	1	2	1

* ADDITIONAL QUANTITIES SHOWN ELSEWHERE

CONCRETE ITEMS VILLAGE OF EAGLE

STATION	TO	STATION	* 204.0155 REMOVING CONCRETE SIDEWALK SY	* 305.0120 BASE AGGREGATE DENSE 1 1/4-INCH TON	* 601.0407 CONCRETE CURB & GUTTER 18-INCH TYPE D LF	* 416.0610 DRILLED TIE BARS EACH	* 601.0411 CONCRETE CURB & GUTTER 30-INCH TYPE D LF	* 602.0410 CONCRETE SIDEWALK 5-INCH SF	602.0810 CONCRETE DRIVEWAY 6-INCH SY
410+49	-	411+88	40	8	60	4	130	588	22
415+00	-	415+92	---	7	---	---	100	372	23
		TOTAL 0030	40	16	60	4	230	960	45

* ADDITIONAL QUANTITIES SHOWN ELSEWHERE

PEDESTRIAN TRAFFIC CONTROL

STATION	TO	STATION	643.3165 TEMPORARY MARKING LINE PAINT 6-INCH LF	644.1410 TEMPORARY PEDESTRIAN SURFACE ASPHALT SF	644.1601 TEMPORARY PEDESTRIAN CURB RAMP DAY	644.1605 TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD SF	644.1810 TEMPORARY PEDESTRIAN BARRICADE LF
406+00	-	417+00	165	320	40	80	2,265
		TOTAL 0010	165	320	40	80	2,265

NOTE: TRAFFIC CONTROL QUANTITIES SHOWN ARE AN ESTIMATE. ANY ADDITIONAL TRAFFIC CONTROL REQUIRED THAT IS NOT SHOWN IS CONSIDERED INCIDENTAL TO ITEM 643.500 TRAFFIC CONTROL PROJECT 3100-00-75

CULVERT EXTENSION

STATION	OFFSET	520.8000 CONCRETE COLLARS FOR PIPE EACH	521.1018 APRON ENDWALLS FOR CULVERT PIPE STEEL 18-INCH EACH	521.3118 CULVERT PIPE CORRUGATED STEEL 18-INCH LF
379+15	17' - 23' LT	1	1	6
	TOTAL 0010	1	1	6

SECTION CORNERS

STATION	OFFSET	SPV.0060.01 SECTION CORNER MONUMENTS EACH
4+21	0.0' RT	1
30+68	0.0' RT	1
57+15	0.2' RT	1
313+11	0.0' RT	1
	TOTAL 0010	4

STORM SEWER

STATION	LOCATION	611.0430 RECONSTRUCTING INLETS EACH	611.0651 INLET COVERS TYPE S EACH
411+19	14' RT	1	1
	TOTAL 0010	1	1

EXCAVATION, HAULING, AND DISPOSAL OF PAH CONTAMINATED SOIL

STATION	TO	STATION	SPV.0195.01 EXCAVATION, HAULING, AND DISPOSAL OF PAH CONTAMINATED SOIL TON
410+00	-	412+20	21
		TOTAL 0010	21

CRASH CUSHION

STATION	OFFSET	614.0800 CRASH CUSHIONS PERMANENT EACH	BACK WIDTH FT	OBJECT MARKING PATTERN	CRASH TEST LEVEL	TRAFFIC DIRECTION	TRAFFIC LOCATION	CRASH CUSHION SHIELDS
385+22	14' LT	1	4	OM-3R	TL-2	UNIDIRECTIONAL	R	PERMANENT CONCRETE BARRIER ON SHOULDER
	TOTAL 0010	1						

3

EROSION CONTROL

STATION	TO	STATION	628.1504 SILT FENCE LF	628.1520 SILT FENCE MAINTENANCE LF	628.1905 MOBILIZATIONS EROSION CONTROL EACH	628.1910 MOBILIZATIONS EMERGENCY EROSION CONTROL EACH	628.7015 INLET PROTECTION TYPE C EACH	628.7504 TEMPORARY DITCH CHECKS LF	628.7555 CULVERT PIPE CHECKS EACH
2+32	-	417+75	2,300	230	7	3	2	100	6
UNDITRIBUTED			575	60	---	---	2	25	3
		TOTAL 0010	2,875	290	7	3	4	125	9

SAWING

STATION	TO	STATION	690.0150 SAWING ASPHALT LF	690.0250 SAWING CONCRETE LF	SPV.0090.01 SAWING CURB HEAD LF
2+32	-	417+75	1,669	62	78
		TOTAL 0010	1,669	62	78

3

RESTORATION

STATION	TO	STATION	606.0200 RIPRAP MEDIUM CY	625.0100 TOPSOIL SY	627.0200 MULCHING SY	628.2004 EROSION MAT CLASS I TYPE B SY	629.0210 FERTILIZER TYPE B CWT	630.0130 SEEDING MIXTURE NO. 30 LB	630.0200 SEEDING TEMPORARY LB	630.0500 SEED WATER MGAL	631.1000 SOD LAWN SY	631.0300 SOD WATER MGAL	645.0120 GEOTEXTILE TYPE HR SY
307+94	-	310+30	5	250	250	250	0.16	12	---	4.2	--	---	15
383+40	-	385+73	---	210	210	210	0.13	10	---	3.5	--	---	---
405+12		414+00	5	65	---	15	0.04	3	---	1.1	50	0.8	15
414+00		417+75	---	85	---	---	0.05	---	---	---	85	1.5	---
UNDISTRIBUTED			---	150	---	110	0.13	6	10	1.3	35	0.7	---
		TOTAL 0010	10	760	460	585	0.60	31	10	11	170	3	30

CURB RAMP GRADING

LOCATION	SPV.0060.02 CURB RAMP GRADING, SHAPING AND FINISHING EACH
STH 67	8
TOTAL 0010	8

PAVEMENT MARKINGS

STATION	TO	STATION	646.2040 MARKING LINE GROOVED WET REF EPOXY 6-INCH LF WHITE	646.2040 MARKING LINE GROOVED WET REF EPOXY 6-INCH LF YELLOW	646.5320 MARKING RAILROAD CROSSING EPOXY EACH WHITE	646.6120 MARKING STOP LINE EPOXY 18-INCH LF WHITE	646.7420 CROSSWALK EPOXY TRANSVERSE LINE 6-INCH LF WHITE
2+32	-	30+50	5,514	2,380	---	135	---
30+50	-	60+00	5,900	2,725	---	---	---
60+00	-	89+50	5,810	3,173	---	28	---
89+50	-	119+00	5,845	2,160	----	30	---
119+00	-	148+50	5,771	2,445	---	40	---
148+50	-	178+00	5,532	3,445	---	111	---
178+00	-	207+50	5,825	2,278	---	22	---
207+50	-	237+00	5,900	2,618	---	---	---
237+00	-	266+50	5,900	2,772	---	---	---
266+50	-	296+00	5,759	5,410	---	57	---
296+00	-	325+50	5,726	5,406	---	55	---
325+50	-	355+00	5,900	5,780	---	---	---
355+00	-	384+50	5,900	5,753	---	---	---
384+50	-	414+00	5,720	5,900	---	20	115
414+00	-	417+75	665	823	2	33	140
		TOTAL 0010	134,735		2	531	255

CONCRETE CULVERT REPAIR

STATION	OFFSET	SPV.0060.04 SPECIAL (04. CONCRETE CULVERT REPAIR) EACH	REMARKS
411+18	42.8' LT	1	ENCLOSED FLUME
	TOTAL 0010	1	

CONSTRUCTION STAKING

STATION	TO	STATION	650.5500 CONSTRUCTION STAKING CURB GUTTER AND CURB & GUTTER LF	650.7500 CONSTRUCTION STAKING CONCRETE BARRIER LF	650.8000 CONSTRUCTION STAKING RESURFACING REFERENCE LF	650.9000 CONSTRUCTION STAKING CURB RAMPS EACH	650.9500.01 CONSTRUCTION STAKING SIDEWALK 3100-00-75 EACH	650.9911.01 CONSTRUCTION STAKING SUPPLEMENTAL CONTROL 3100-00-75 EACH	650.9920 CONSTRUCTION STAKING SLOPE STAKES LF
2+32	-	417+75	568	175	41,537	8	1	1	400
			568	175	41,537	8	1	1	400

PROJECT NO: 3100-00-75	HWY: STH 67	COUNTY: WALWORTH/WAUKESHA	MISCELLANEOUS QUANTITIES	SHEET 116	E

GUARDRAIL

STATION	TO	STATION	OFFSET	614.0010 BARRIER SYSTEM GRADING SHAPING FINISHING EACH	614.2300 MGS GUARDRAIL 3 LF	614.2330 MGS GUARDRAIL 3 K LF	614.2500 MGS THRIE BEAM TRANSITION LF	614.2610 MGS GUARDRAIL TERMINAL EAT EACH
44+35		48+77	RT	2	175	---	---	2
45+23	-	49+15	LT	2	175	---	---	2
59+10	-	65+90	RT	2	375	---	---	2
59+47	-	66+64	LT	2	462.5	---	---	2
70+37	-	74+79	RT	2	175	---	---	2
71+05	-	74+59	LT	2	112.5	---	---	2
213+66	-	219+73	RT	2	337.5	---	---	2
214+80	-	221+81	LT	2	337.5	---	---	2
223+25	-	227+69	LT	2	162.5	---	---	2
367+56	-	369+84	LT	2	62.5	---	---	2
370+39	-	372+98	LT	2	62.5	---	---	2
376+99	-	384+03	RT	2	475	---	---	2
377+74	-	380+94	LT	2	---	137.5	---	2
381+70	-	383+40	LT	1	---	---	39.4	1
			TOTAL 0010	27	2,912.5	137.5	39.4	27

BARRIER SYSTEM GRADING SHAPING FINISHING

STATION	TO	STATION	OFFSET	*CUT CY	*FILL CY	*SALVAGE TOPSOIL SY	*FERTILIZER TYPE B CWT	*SEEDING MIXTURE NO. 30 LB	*EROSION MAT CLASS I TYPE B SY
44+35		48+77	RT	10.88	22.77	194	0.12	3.5	194
45+23	-	49+15	LT	13.08	2.64	77	0.05	1.4	77
59+10	-	65+90	RT	20.47	47.36	289	0.18	5.2	289
59+47	-	66+64	LT	11.48	55.56	327	0.21	5.9	327
70+37	-	74+79	RT	19.91	3.81	75	0.05	1.4	75
71+05	-	74+59	LT	12.83	24.83	142	0.09	2.6	142
213+66	-	219+73	RT	74.62	20.81	273	0.17	4.9	273
214+80	-	221+81	LT	210.19	8.25	321	0.20	5.8	321
223+25	-	227+69	LT	91.54	5.68	222	0.14	4.0	222
367+56	-	369+84	LT	15.42	9.95	51	0.03	0.9	51
370+39	-	372+98	LT	16.41	9.43	116	0.07	2.1	116
376+99	-	384+03	RT	13.21	0.16	79	0.05	1.4	79
377+74	-	380+94	LT	20.73	5.91	71	0.04	1.3	71
381+70	-	383+40	LT	12.45	6.42	120	0.08	2.2	120
			TOTAL	543	224	2,357	1	42	2,357

* = ITEMS AND QUANTITIES LISTED FOR BID INFORMATION ONLY. INCLUDES CULVERT EXTENSION.

BACKFILL SLURRY

STATION	TO	STATION	SPV.0035.01 BACKFILL SLURRY CY
2+32	-	30+50	---
30+50	-	60+00	2.4
60+00	-	89+50	7.7
89+50	-	119+00	---
119+00	-	148+50	---
148+50	-	178+00	---
178+00	-	207+50	---
207+50	-	237+00	6.8
237+00	-	266+50	---
266+50	-	296+00	---
296+00	-	325+00	1.6
325+00	-	355+00	---
355+00	-	384+50	8.6
384+50	-	414+00	0.6
414+00	-	417+75	0.1
		TOTAL 0010	10

NOTE: BACKFILL SLURRY TO BE USED FOR BACKFILL OF GUARDRAIL POST REMOVAL.

TRAFFIC CONTROL

STATION	TO	STATION	DAYS	643.0300 TRAFFIC CONTROL DRUMS **EACH**	DAY	643.0420 TRAFFIC CONTROL BARRICADES TYPE III **EACH**	DAY	643.0705 TRAFFIC CONTROL WARNING LIGHTS TYPE A **EACH**	DAY	643.0715 TRAFFIC CONTROL WARNING LIGHTS TYPE C **EACH**	DAY	643.0900 TRAFFIC CONTROL SIGNS **EACH**	DAY	643.0920 TRAFFIC CONTROL COVERING SIGNS TYPE II EACH	643.1000 TRAFFIC CONTROL SIGNS FIXED MESSAGE SF	643.1050 TRAFFIC CONTROL SIGNS PCMS DAY	643.5000 TRAFFIC CONTROL EACH
2+32	-	417+75	60	160	9,600	40	2,400	40	2,400	45	2,700	140	8,400	10	---	14	---
UNDISTRIBUTED					---		---		---		---		---	5	72	--	1
TOTAL 0010					9,600		2,400		2,400		2,700		8,400	15	72	14	1

NOTE: TRAFFIC CONTROL QUANTITIES SHOWN ARE AN ESTIMATE. ANY ADDITIONAL TRAFFIC CONTROL REQUIRED THAT IS NOT SHOWN IS CONSIDERED INCIDENTAL TO ITEM 643.500 TRAFFIC CONTROL PROJECT 3100-00-75

TYPE II PERMANENT SIGNING — 3100-00-75 STH 67

SIGN NO.		SIGN MESSAGE	SIGN SIZE W [IN.]	x	H [IN.]	637.2210 SIGNS TYPE II REFLECTIVE H [SF]	637.2230 SIGNS TYPE II RELFECTIVE F [SF]	637.2215 SIGNS TYPE II REFLECTIVE H FOLDING (SF)	638.2102 MOVING SIGNS TYPE II [EA]	638.2602 REMOVING SIGNS TYPE II (EA)	638.3000 REM SMALL SIGN SUP [EA]	634.0618 POSTS WOOD 4" X 6" X 18' [EA]	634.0814 POSTS TUBULAR STEEL 2 X 2 INCH X 14 FT (EA)	MOUNT ON SAME POST AS SIGN #	REMARKS / NEW SIGN LOCATION
1	J3-2(2S)		48	X	57	19				1	1	1			
	M3-1		24	X	12										
	M1-6	STH 67	24	X	24										
	M6-1		21	X	21										
	M3-2		24	X	12										
	M1-6	STH 20	24	X	24										
	M6-1		21	X	21										
2	W5-52L(2S)		12	X	36		3.000			1	1	1			4 FOOT MOUNTING HEIGHT
3	W5-52L(2S)		12	X	36		3.000			1	1	1			4 FOOT MOUNTING HEIGHT
4	W5-52R(2S)		12	X	36		3.000			1	1	1			4 FOOT MOUNTING HEIGHT
5	W5-52R(2S)		12	X	36		3.000			1	1	1			4 FOOT MOUNTING HEIGHT
6	W1-6(2S)		48	X	24		8.000			1	1	1			
7	D1-1	GREENING RD (ARROW RIGHT)	84	X	15	8.750						2			
8	D1-1	GREENING RD (ARROW LEFT)	84	X	15	8.750						2			
9	W5-52R(2S)		12	X	36		3.000			1	1	1			4 FOOT MOUNTING HEIGHT
10	W5-52L(2S)		12	X	36		3.000			1	1	1			4 FOOT MOUNTING HEIGHT
11	W5-52R(2S)		12	X	36		3.000			1	1	1			4 FOOT MOUNTING HEIGHT
12	W5-52L(2S)		12	X	36		3.000			1	1	1			4 FOOT MOUNTING HEIGHT
13	D1-1	NELSON RD (ARROW RIGHT)	72	X	15	7.500						2			
14	W1-6(2S)		48	X	24		8.000					1			
15	D1-1	NELSON RD (ARROW LEFT)	72	X	15	7.500						2			
16	D1-1	RICE RD (ARROW RIGHT)	60	X	15	6.250						2			
17	W1-7(2S)		48	X	24		8.000					1			
18	D1-1	RICE RD (ARROW LEFT)	60	X	15	6.250						2			
19	D1-61	BLUFF RD (DOUBLE ARROW)	48	X	24	8.000						1			
20	NONE	NO PARKING							1				1		
21	R2-1(2M)	SPEED LIMIT 40	30	X	36	7.500				1	1	1			
22	W1-7(2S)		48	X	24		8.000					1			
23	D1-61	LITTLE PRAIRIE RD (DOUBLE ARROW)	90	X	24	15.000						2			
24	D1-61	BLUFF RD (DOUBLE ARROW)	48	X	24	8.000						1			
25	W1-7(2S)		48	X	24		8.000					1			
26	W1-2R(2S)		30	X	30		6.250					1			
27	W1-6(2S)		48	X	24		8.000					1			
28	R2-1(2M)	SPEED LIMIT 40	30	X	36	7.500				1	1	1			
29	D1-61	LITTLE PRAIRIE RD (DOUBLE ARROW)	90	X	24	15.000						2			
30	W1-2L(2S)		30	X	30		6.250					1			

SIGN NO.		SIGN MESSAGE	SIGN SIZE W [IN.]	x	H [IN.]	637.2210 SIGNS TYPE II REFLECTIVE H [SF]	637.2230 SIGNS TYPE II RELFECTIVE F [SF]	637.2215 SIGNS TYPE II REFLECTIVE H FOLDING (SF)	638.2102 MOVING SIGNS TYPE II [EA]	638.2602 REMOVING SIGNS TYPE II (EA)	638.3000 REM SMALL SIGN SUP [EA]	634.0618 POSTS WOOD 4" X 6" X 18' [EA]	634.0814 POSTS TUBULAR STEEL 2 X 2 INCH X 14 FT (EA)	MOUNT ON SAME POST AS SIGN #	REMARKS / NEW SIGN LOCATION
31	W14-3(2S)								1	1	1	1			
32	NONE	NO PARKING							1		1		1		
33	D1-1	CHIMNEY ROCK (ARROW LEFT)	96	X	15	10.000						2			
34	R4-7(2S)		24	X	30	5.000							1		
35	W1-7(2S)		48	X	24		8.000					1			
36	D1-1	CHIMNEY ROCK (ARROW RIGHT)	96	X	15	10.000						2			
37	W1-2(2S)		30	X	30		6.250					1			
38	W5-52R(2S)		12	X	36		3.000			1	1	1			4 FOOT MOUNTING HEIGHT
39	W5-52R(2S)		12	X	36		3.000			1	1	1			4 FOOT MOUNTING HEIGHT
40	W5-52R(2S)		12	X	36		3.000			1	1	1			4 FOOT MOUNTING HEIGHT
41	J13-1(2S)		24	X	45	7.500						1			
	M1-5A	CTH NN	24	X	24										
	M6-6		21	X	21										
42	R1-1(2S)		30	X	30	5.180						1			
43	D1-1	EAGLE TRAILHEAD							1		2	2			
44	J4-2								1		1	1			
45	D1-1	BETTS RD (ARROW RIGHT)	66	X	15	6.875						2			
46	W14-3								1		1	1			
47	W1-7(2S)		48	X	24		8.000					1			
48	W1-2L(2S)		30	X	30		6.250					1			
49	D1-1	BETTS RD (ARROW LEFT	66	X	15	6.875						2			
50	W1-2R(2S)		30	X	30		6.250					1			
51	W1-6(2S)		48	X	24		8.000					1			
52	W1-6(2S)		48	X	24		8.000					1			
53	W1-2L(2S)		30	X	30		6.250					1			
54	NONE	OLD WORLD WISC							1		2	2			
55	NONE	OLD WORLD WISC							1		2	2			
56	W1-2R(2S)		30	X	30		6.250					1			
57	R2-1(2M)	SPEED LIMIT 35	30	X	36	7.500				1	1	1			
58	W1-6(2S)		48	X	24		8.000					1			
59	R2-1(2S)	SPEED LIMIT 35	24	X	30	5.000				1	1	1			
60	W5-52R(2S)		12	X	36		3.000			1	1	1			4 FOOT MOUNTING HEIGHT

SIGN NO.		SIGN MESSAGE	SIGN SIZE W [IN.]	x	H [IN.]	637.2210 SIGNS TYPE II REFLECTIVE H [SF]	637.2230 SIGNS TYPE II RELFECTIVE F [SF]	637.2215 SIGNS TYPE II REFLECTIVE H FOLDING (SF)	638.2102 MOVING SIGNS TYPE II [EA]	638.2602 REMOVING SIGNS TYPE II (EA)	638.3000 REM SMALL SIGN SUP [EA]	634.0618 POSTS WOOD 4" X 6" X 18' [EA]	634.0814 POSTS TUBULAR STEEL 2 X 2 INCH X 14 FT (EA)	MOUNT ON SAME POST AS SIGN #	REMARKS / NEW SIGN LOCATION
61	I2-3	EAGLE POPULATION 2071	60	X	24	10.000				1	2	2			
62	NONE	ATV ROUTE							1				1		
63	W5-52R(2S)		12	X	36		3.000			1	1	1			4 FOOT MOUNTING HEIGHT
64	W5-52R(2S)		12	X	36		3.000			1	1	1			4 FOOT MOUNTING HEIGHT
65	W5-52L(2S)		12	X	36		3.000			1	1	1			4 FOOT MOUNTING HEIGHT
66	R2-1(2S)	SPEED LIMIT 35	24	X	30	5.000				1	1	1			
67	W5-52R(2S)		12	X	36		3.000			1	1	1			4 FOOT MOUNTING HEIGHT
68	W1-2R(2S)		30	X	30		6.250					1			
69	R2-1(2M)	SPEED LIMIT 25	30	X	36	7.500				1	1	1			
70	W13-1(2M)	25 MPH	24	X	24		4.000								MOUNT BELOW EXISTING REVERSE CURVE SIGN
71	R2-1(2S)	SPEED LIMIT 25	24	X	30	5.000				1	1	1			
72	R7-52D		18	X	24	3.000				1	1	1		76	
73	R1-1(2S)		30	X	30			5.180		1	1	1			
74	R7-51L(2S)		18	X	24	3.000								73	REMOVAL PART OF # 73
75	W2-1(2S)		36	X	36		9.000			1	1	1			
76	J1-1(2S)		24	X	39					1	1	1			REMOVAL OF NO PARKING SIGN INCLUDED
	M2-1		21	X	15										
	M1-5A	CTH NN	24	X	24										
77	J13-1(2S)		24	X	45	7.500				1	1	1			
	M1-5A	CTH NN	24	X	24										
	M6-1		21	X	21										
78	R7-51L(2S)		18	X	24	3.000								77	REMOVAL PART OF # 77
79	R1-1(2S)		30	X	30		5.180			1	1	1			
80	R1-1(2S)		30	X	30		5.180			1	1	1			
81	J13-1(2S)		24	X	45	7.500						1			
	M1-6	STH 67	24	X	24										
	M6-6		21	X	21										
82	W10-1(2S)		36	X	36		7.070			1	1	1			
83	J1-1(2S)		24	X	45	7.500				1	1	1			
	M2-1		21	X	15										
	M1-6	STH 59	24	X	24										
84	M1-97(2S)		24	X	24	4.000								83	MOUNT BELOW # 83. REMOVAL PART OF # 83
85	W3-2(2S)		36	X	36		9.000			1	1	1			
86	R1-1		18	X	18	3.720							1		
87	R1-1		18	X	18	3.720							1		
88	W14-3(2S)		48	X	36		5.560			1	1	1			SHEET 4
89	W1-6(2S)		48	X	24		8.000					1			SHEET 12
90	W14-3(2S)		48	X	36		5.560			1	1	1			
UNDISTRIBUTED															
						240.370	244.550	5.180	9	39	48	95	6	--	--

SHEET: 3 OF 3

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

COORDINATES AND BEARINGS ON THIS EXHIBIT ARE REFERENCED TO WISCONSIN COUNTY COORDINATE SYSTEM, WAUKESHA COUNTY ZONE, NAD 83 (2011) ADJUSTMENT. THE COORDINATES SHOWN ARE GRID COORDINATES AND ARE TO BE USED AS GRID OR GROUND VALUES ON THIS EXHIBIT

HWY	BASIS OF EXISTING R/W	WIDTH	DATE
S.T.H. "67"	PROJECT 3120-02-72	VARIES	03-05-86
S.T.H. "67"	ORCHARDS GROVE SUBD.	50'	1-2005
S.T.H. "67"	PROJECT 2995	66'	1931

CURVE DATA CHART

RAD.	ARC	I	CHD.	CHD BRG.
8,067.32'	60.00'	0°25'34"	60.00'	N55°12'32"E

R/W PROJECT NUMBER: 3100-00-25	SHEET NUMBER: 4.01

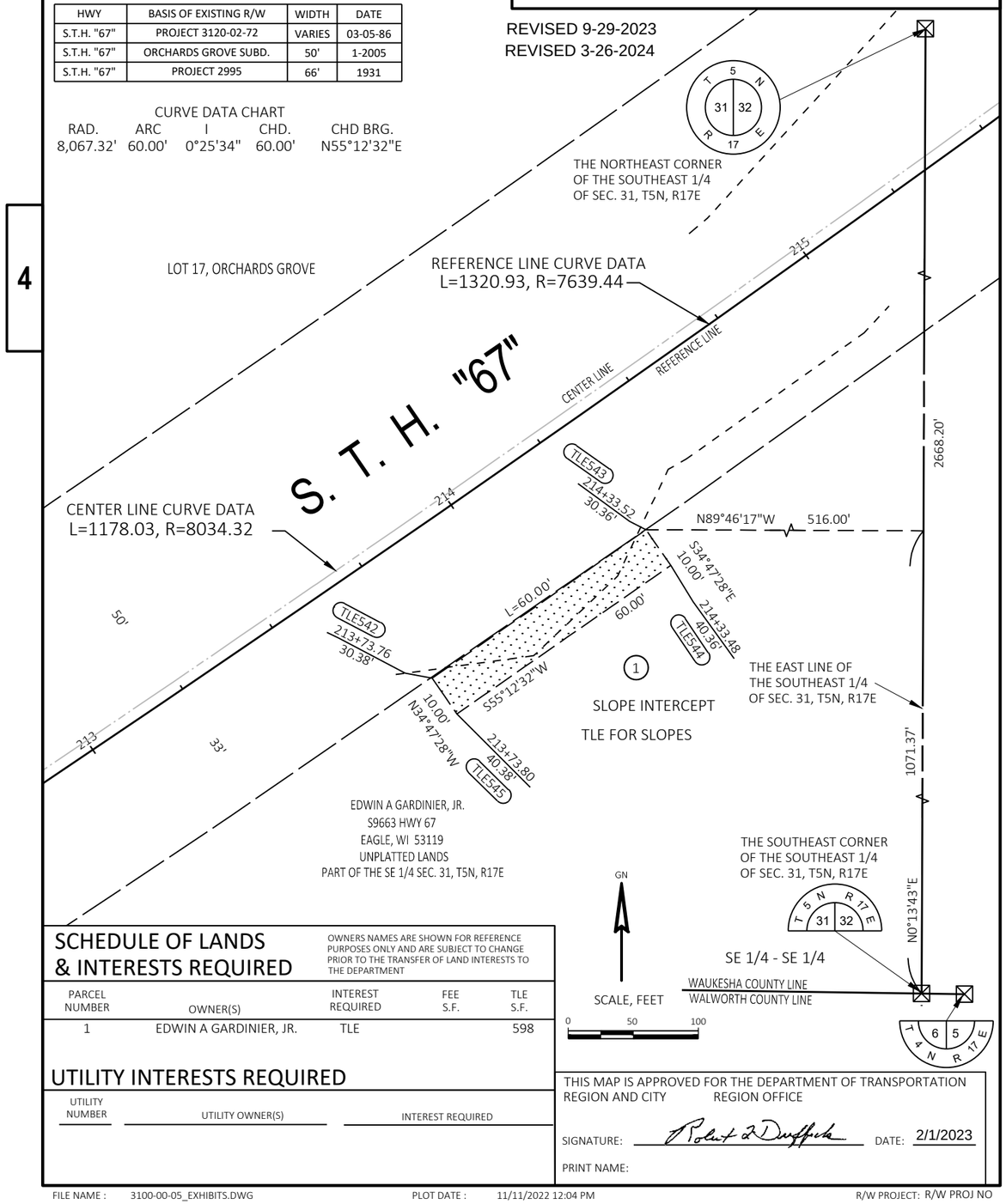
ACQUISITION EXHIBIT
STH 67
US HWY 12 TO ST HWY 59

STH 67 WAUKESHA COUNTY

THE SOUTHEAST 1/4 OF THE SOUTHEAST 1/4 OF SECTION 31, TOWN 5 NORTH, RANGE 17 EAST IN THE TOWN OF EAGLE, WAUKESHA COUNTY, WISCONSIN

REVISED 9-29-2023
REVISED 3-26-2024

4



SCHEDULE OF LANDS & INTERESTS REQUIRED

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

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	FEE S.F.	TLE S.F.
1	EDWIN A GARDINIER, JR.	TLE		598

UTILITY INTERESTS REQUIRED

UTILITY NUMBER	UTILITY OWNER(S)	INTEREST REQUIRED

THIS MAP IS APPROVED FOR THE DEPARTMENT OF TRANSPORTATION
REGION AND CITY REGION OFFICE

SIGNATURE: Robert D Duffbeck DATE: 2/1/2023

PRINT NAME:

FILE NAME : 3100-00-05_EXHIBITS.DWG PLOT DATE : 11/11/2022 12:04 PM R/W PROJECT: R/W PROJ NO

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

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HWY	BASIS OF EXISTING R/W	WIDTH	DATE
S.T.H. "67"	PROJECT 3120-02-72	VARIES	03-05-86
S.T.H. "67"	ORCHARDS GROVE SUBD.	50'	1-2005
S.T.H. "67"	PROJECT 2995	66'	1931

CURVE DATA CHART

RAD.	ARC	I	CHD.	CHD BRG.
8,067.32'	95.00'	0°40'29"	95.00'	N51°32'30"E

R/W PROJECT NUMBER: 3100-00-25	SHEET NUMBER: 4.02

ACQUISITION EXHIBIT
STH 67
US HWY 12 TO ST HWY 59

STH 67 WAUKESHA COUNTY

THE SOUTHEAST 1/4 AND NORTHEAST 1/4 OF THE SOUTHEAST 1/4 OF SECTION 31, TOWN 5 NORTH, RANGE 17 EAST, IN THE TOWN OF EAGLE, WAUKESHA COUNTY, WISCONSIN

REVISED 9-29-2023
REVISED 3-26-2024

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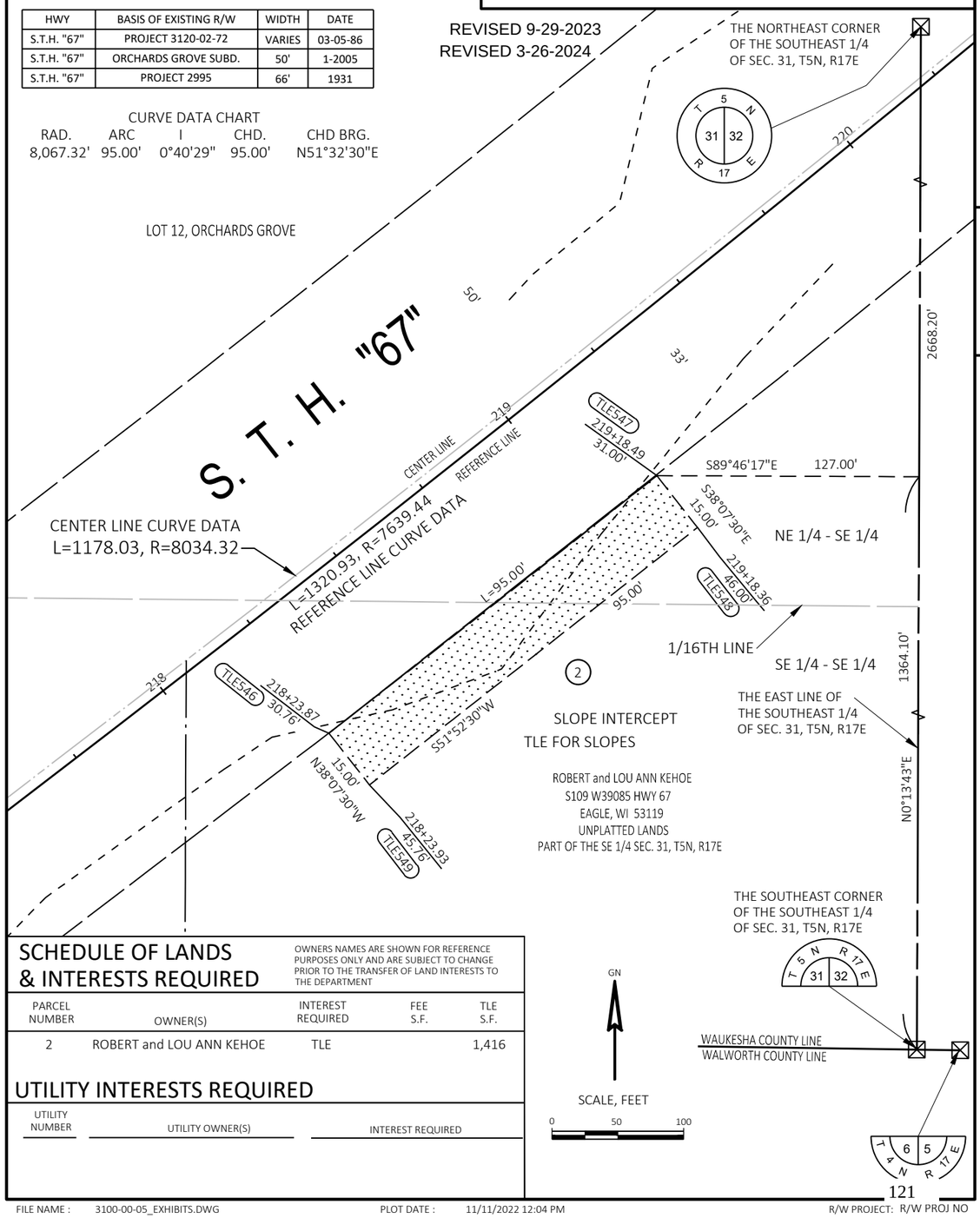

SCHEDULE OF LANDS & INTERESTS REQUIRED

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

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	FEE S.F.	TLE S.F.
2	ROBERT and LOU ANN KEHOE	TLE		1,416

UTILITY INTERESTS REQUIRED

UTILITY NUMBER	UTILITY OWNER(S)	INTEREST REQUIRED

FILE NAME : 3100-00-05_EXHIBITS.DWG PLOT DATE : 11/11/2022 12:04 PM R/W PROJECT: R/W PROJ NO

NOTES:
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R/W PROJECT NUMBER: 3100-00-25	SHEET NUMBER: 4.03

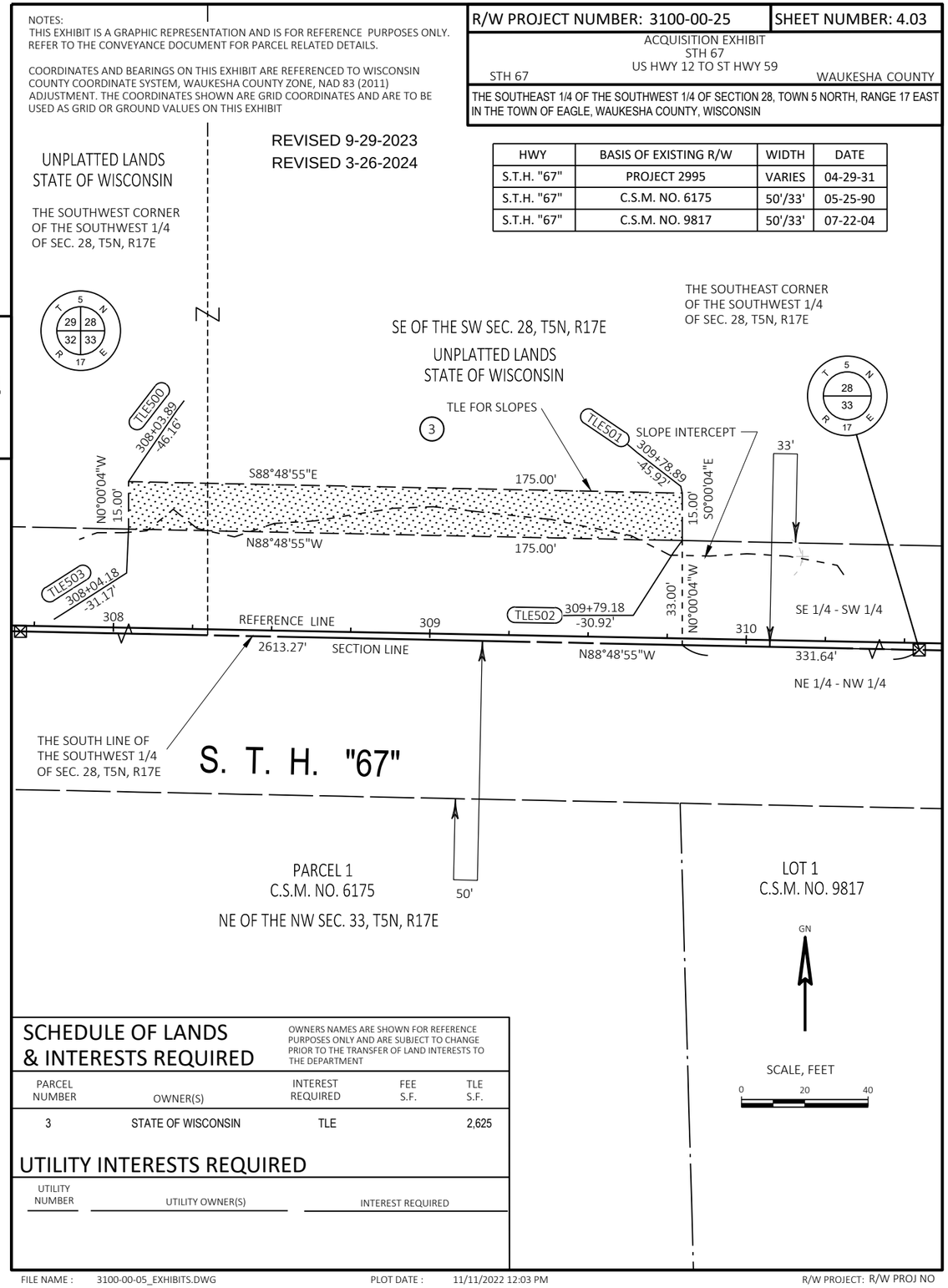
ACQUISITION EXHIBIT
STH 67
US HWY 12 TO ST HWY 59

STH 67 — WAUKESHA COUNTY

THE SOUTHEAST 1/4 OF THE SOUTHWEST 1/4 OF SECTION 28, TOWN 5 NORTH, RANGE 17 EAST IN THE TOWN OF EAGLE, WAUKESHA COUNTY, WISCONSIN

REVISED 9-29-2023
REVISED 3-26-2024

HWY	BASIS OF EXISTING R/W	WIDTH	DATE
S.T.H. "67"	PROJECT 2995	VARIES	04-29-31
S.T.H. "67"	C.S.M. NO. 6175	50'/33'	05-25-90
S.T.H. "67"	C.S.M. NO. 9817	50'/33'	07-22-04



SCHEDULE OF LANDS & INTERESTS REQUIRED

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

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	FEE S.F.	TLE S.F.
3	STATE OF WISCONSIN	TLE		2,625

UTILITY INTERESTS REQUIRED

UTILITY NUMBER	UTILITY OWNER(S)	INTEREST REQUIRED

NOTES:
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R/W PROJECT NUMBER: 3100-00-25	SHEET NUMBER: 4.04

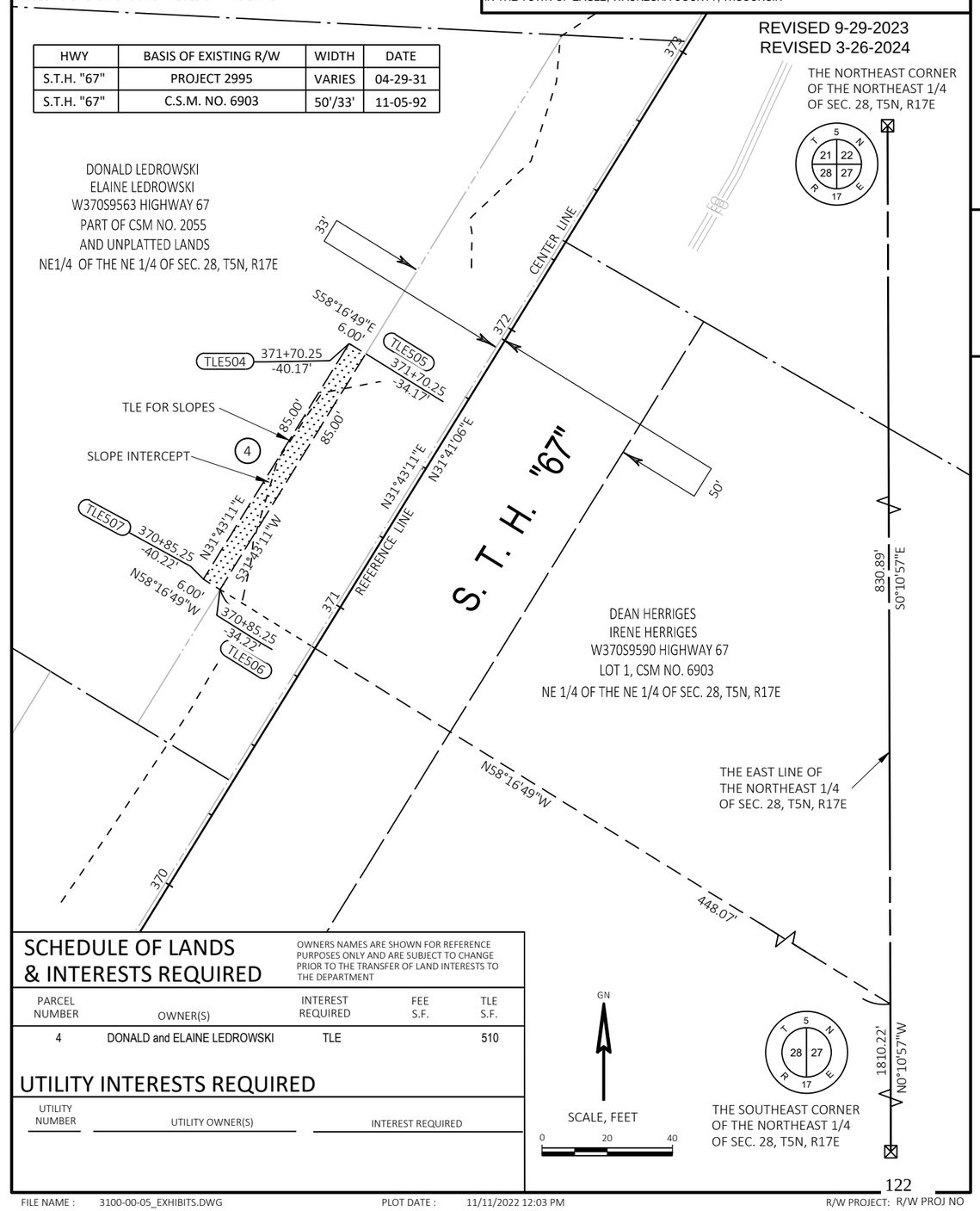
ACQUISITION EXHIBIT
STH 67
US HWY 12 TO ST HWY 59

STH 67 — WAUKESHA COUNTY

THE NORTHEAST 1/4 OF THE NORTHEAST 1/4 OF SECTION 28, TOWN 5 NORTH, RANGE 17 EAST IN THE TOWN OF EAGLE, WAUKESHA COUNTY, WISCONSIN

REVISED 9-29-2023
REVISED 3-26-2024

HWY	BASIS OF EXISTING R/W	WIDTH	DATE
S.T.H. "67"	PROJECT 2995	VARIES	04-29-31
S.T.H. "67"	C.S.M. NO. 6903	50'/33'	11-05-92



SCHEDULE OF LANDS & INTERESTS REQUIRED

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

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	FEE S.F.	TLE S.F.
4	DONALD and ELAINE LEDROWSKI	TLE		510

UTILITY INTERESTS REQUIRED

UTILITY NUMBER	UTILITY OWNER(S)	INTEREST REQUIRED

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REVISED 9-29-2023
REVISED 3-26-2024

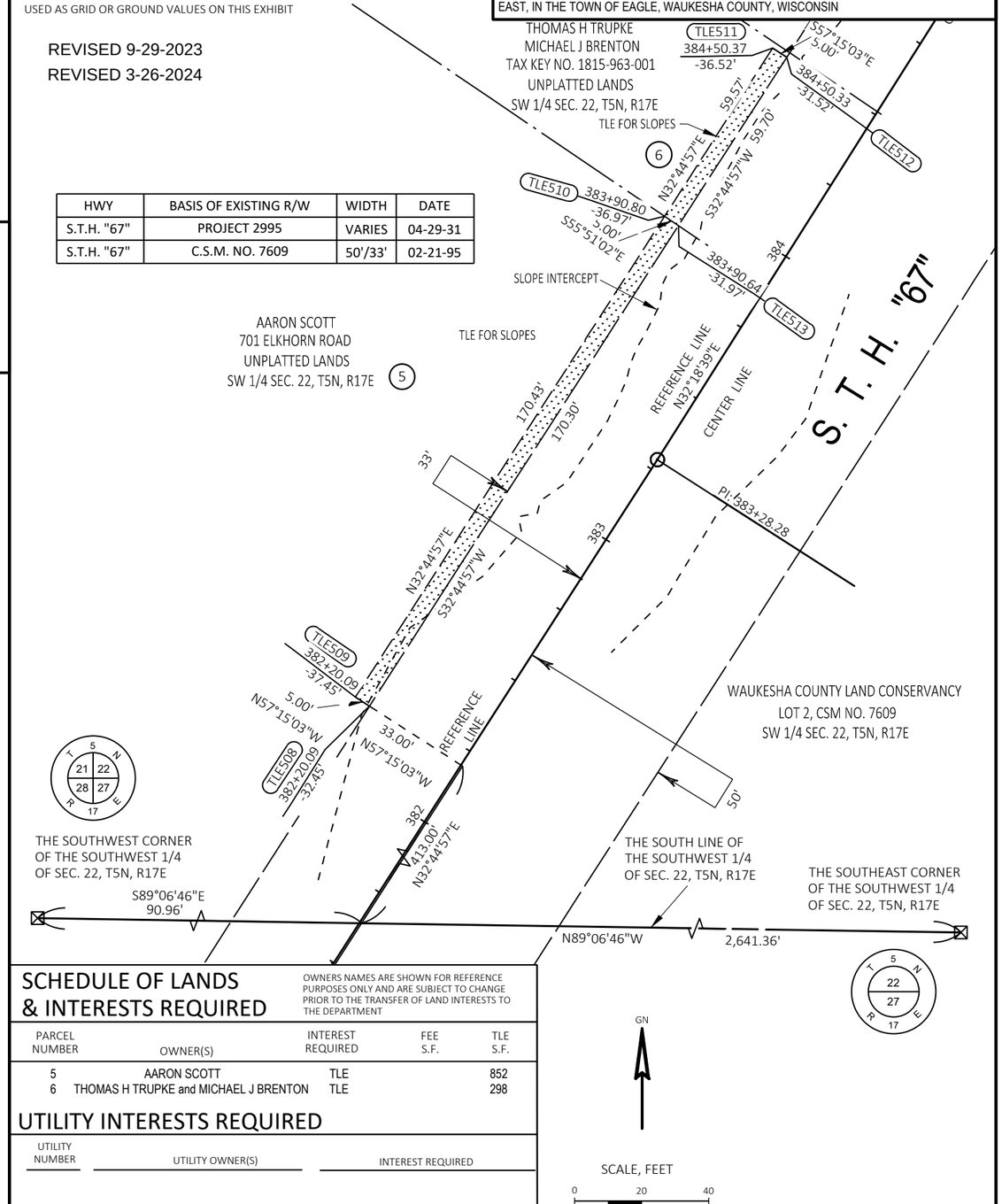
R/W PROJECT NUMBER: 3100-00-25	SHEET NUMBER: 4.05

ACQUISITION EXHIBIT
STH 67
US HWY 12 TO ST HWY 59

STH 67 — WAUKESHA COUNTY

THE SOUTHWEST 1/4 OF THE SOUTHWEST 1/4 OF SECTION 22, TOWN 5 NORTH, RANGE 17 EAST, IN THE TOWN OF EAGLE, WAUKESHA COUNTY, WISCONSIN

HWY	BASIS OF EXISTING R/W	WIDTH	DATE
S.T.H. "67"	PROJECT 2995	VARIES	04-29-31
S.T.H. "67"	C.S.M. NO. 7609	50'/33'	02-21-95



SCHEDULE OF LANDS & INTERESTS REQUIRED

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

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	FEE S.F.	TLE S.F.
5	AARON SCOTT	TLE		852
6	THOMAS H TRUPKE and MICHAEL J BRENTON	TLE		298

UTILITY INTERESTS REQUIRED

UTILITY NUMBER	UTILITY OWNER(S)	INTEREST REQUIRED

NOTES:
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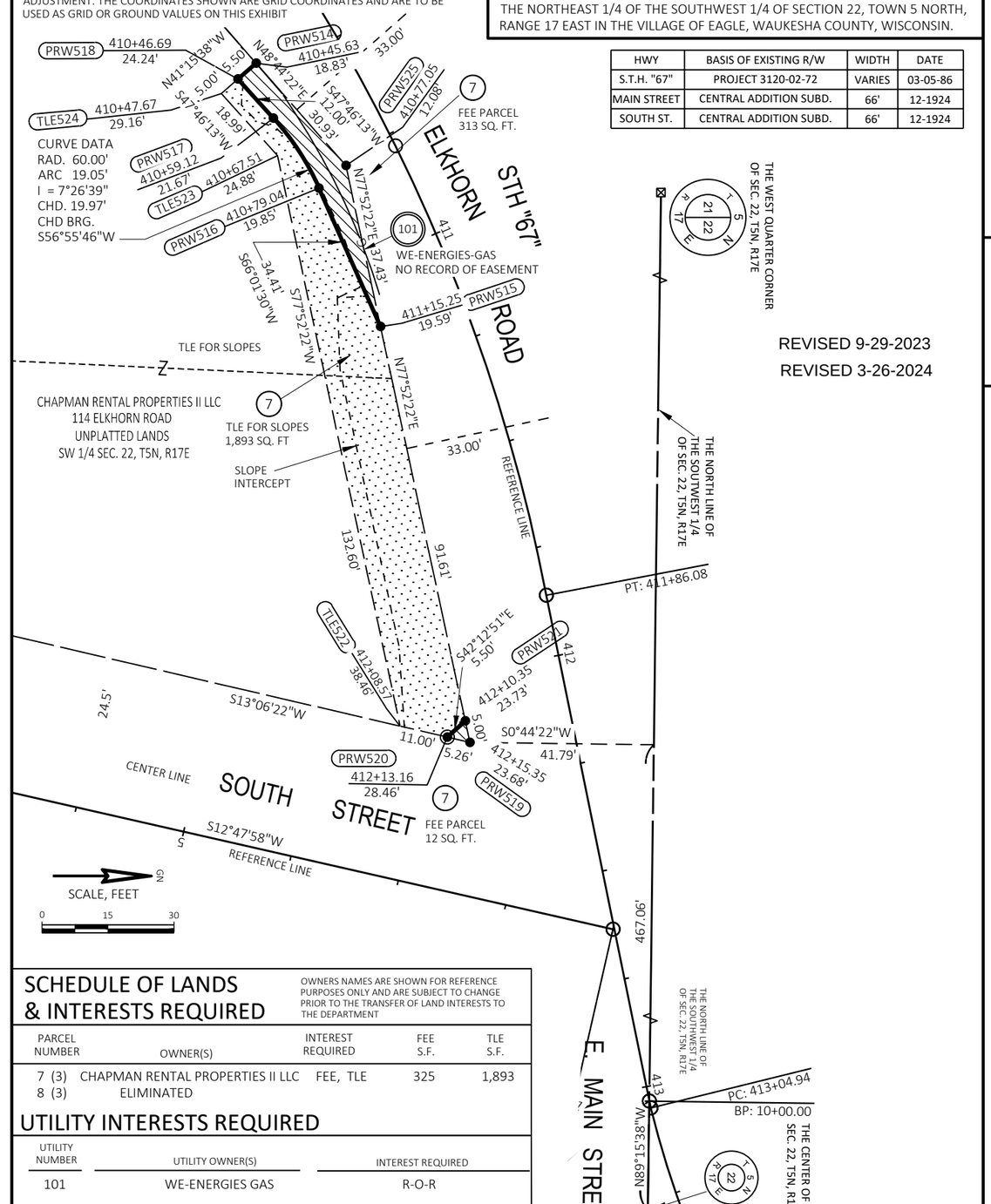
R/W PROJECT NUMBER: 3100-00-25	SHEET NUMBER: 4.06

ACQUISITION EXHIBIT
STH 67
US HWY 12 TO ST HWY 59

STH 67 — WAUKESHA COUNTY

THE NORTHEAST 1/4 OF THE SOUTHWEST 1/4 OF SECTION 22, TOWN 5 NORTH, RANGE 17 EAST IN THE VILLAGE OF EAGLE, WAUKESHA COUNTY, WISCONSIN.

HWY	BASIS OF EXISTING R/W	WIDTH	DATE
S.T.H. "67"	PROJECT 3120-02-72	VARIES	03-05-86
MAIN STREET	CENTRAL ADDITION SUBD.	66'	12-1924
SOUTH ST.	CENTRAL ADDITION SUBD.	66'	12-1924



SCHEDULE OF LANDS & INTERESTS REQUIRED

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

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	FEE S.F.	TLE S.F.
7 (3)	CHAPMAN RENTAL PROPERTIES II LLC	FEE, TLE	325	1,893
8 (3)	ELIMINATED			

UTILITY INTERESTS REQUIRED

UTILITY NUMBER	UTILITY OWNER(S)	INTEREST REQUIRED
101	WE-ENERGIES GAS	R-O-R

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REVISED 9-29-2023

REVISED 3-26-2024

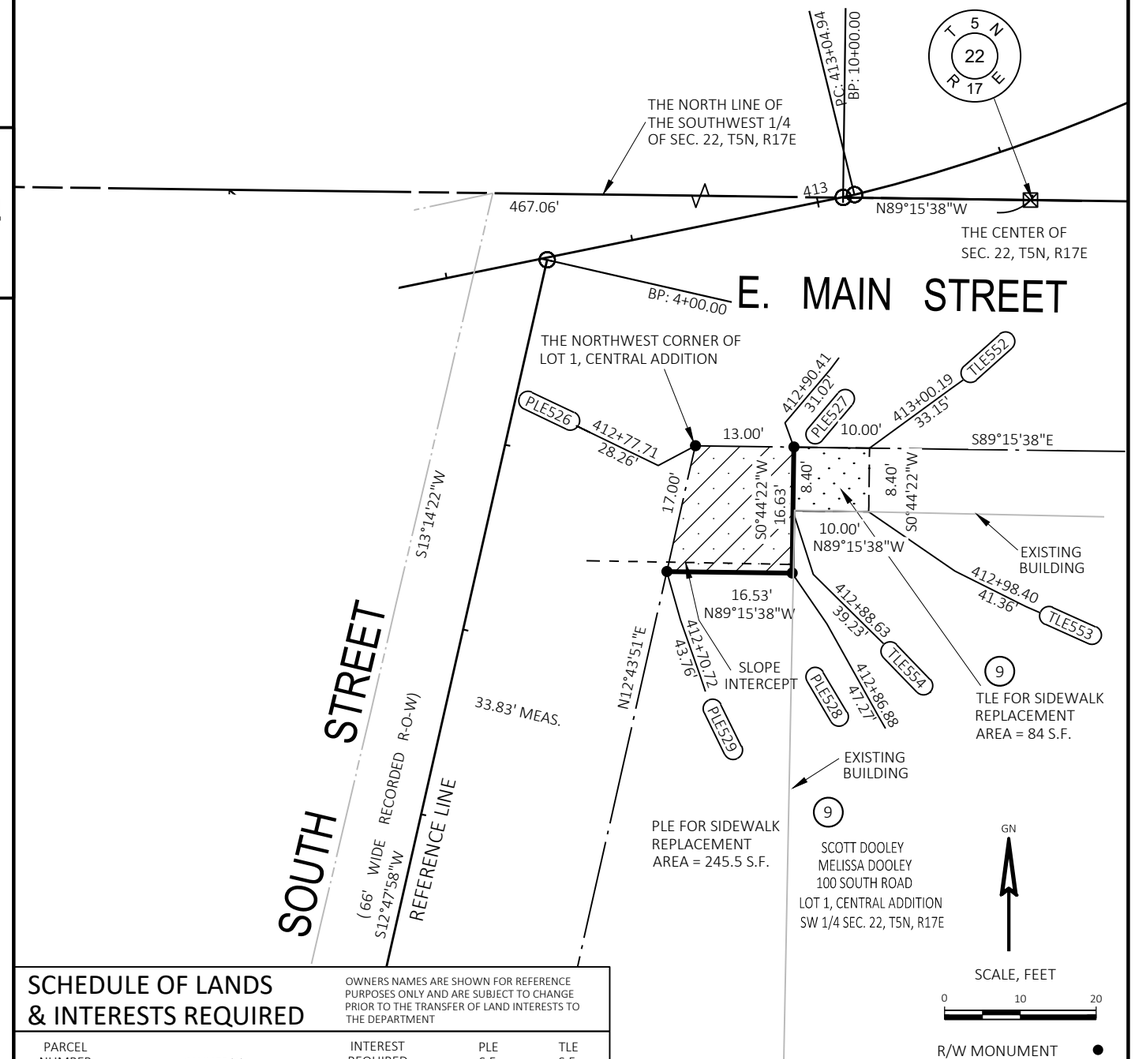
R/W PROJECT NUMBER: 3100-00-25 | SHEET NUMBER: 4.07

ACQUISITION EXHIBIT
STH 67
US HWY 12 TO ST HWY 59

STH 67 — WAUKESHA COUNTY

THE NORTHEAST 1/4 OF THE SOUTHWEST 1/4 OF SECTION 22, TOWN 5 NORTH, RANGE 17 EAST IN THE VILLAGE OF EAGLE, WAUKESHA COUNTY, WISCONSIN.

4



SCHEDULE OF LANDS & INTERESTS REQUIRED

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

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	PLE S.F.	TLE S.F.
9	SCOTT DOOLEY	PLE / TLE	245.5	84.0

UTILITY INTERESTS REQUIRED

UTILITY NUMBER	UTILITY OWNER(S)	INTEREST REQUIRED

HWY	BASIS OF EXISTING R/W	WIDTH	DATE
S.T.H. "67"	PROJECT 3120-02-72	VARIES	03-05-86
MAIN STREET	CENTRAL ADDITION SUBD	66'	12-1924
SOUTH ST.	CENTRAL ADDITION SUBD.	66'	12-1924

NOTES:
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HWY	BASIS OF EXISTING R/W	WIDTH	DATE
S.T.H. "67"	PROJECT 3120-02-72	VARIES	03-05-86
S.T.H. "67"	C.S.M. NO. 8009	66'	05-10-96

REVISED 9-29-2023

REVISED 3-26-2024

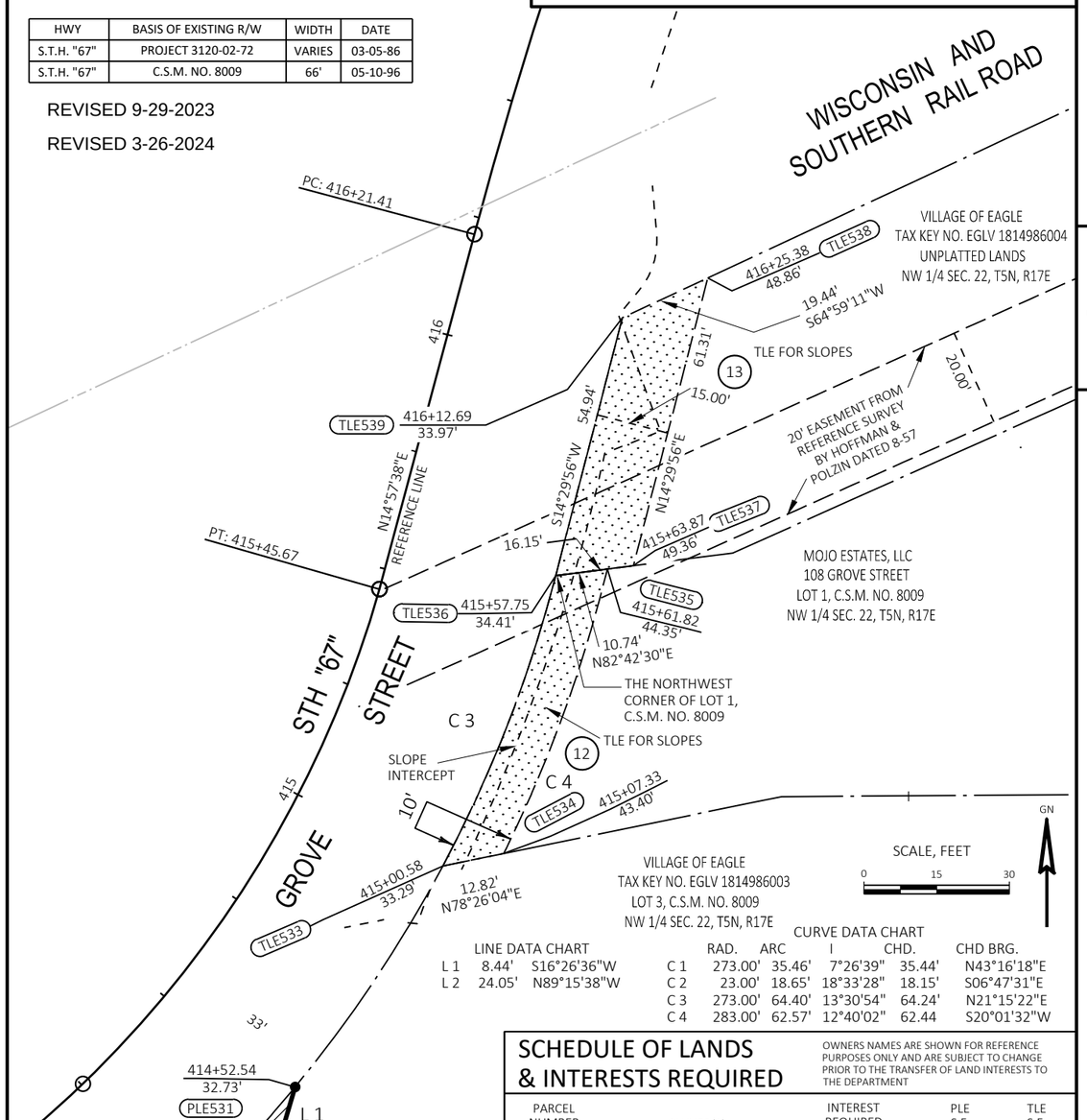
R/W PROJECT NUMBER: 3100-00-25 | SHEET NUMBER: 4.08

ACQUISITION EXHIBIT
STH 67
US HWY 12 TO ST HWY 59

STH 67 — WAUKESHA COUNTY

THE SOUTHEAST 1/4 OF THE NORTHWEST 1/4 OF SECTION 22, TOWN 5 NORTH, RANGE 17 EAST, IN THE VILLAGE OF EAGLE, WAUKESHA COUNTY, WISCONSIN.

4



CURVE DATA CHART

	RAD.	ARC	I	CHD.	CHD BRG.
C 1	273.00'	35.46'	7°26'39"	35.44'	N43°16'18"E
C 2	23.00'	18.65'	18°33'28"	18.15'	S06°47'31"E
C 3	273.00'	64.40'	13°30'54"	64.24'	N21°15'22"E
C 4	283.00'	62.57'	12°40'02"	62.44	S20°01'32"W

LINE DATA CHART

L 1	8.44'	S16°26'36"W
L 2	24.05'	N89°15'38"W

SCHEDULE OF LANDS & INTERESTS REQUIRED

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

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	PLE S.F.	TLE S.F.
11	VILLAGE OF EAGLE	FEE		247.5
12	MOJO ESTATES, LLC	TLE		635
13	VILLAGE OF EAGLE	TLE		872
14 (2)	(ELIMINATED)			

UTILITY INTERESTS REQUIRED

UTILITY NUMBER	UTILITY OWNER(S)	INTEREST REQUIRED

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R/W PROJECT NUMBER: 3100-00-25	SHEET NUMBER: 4.09

ACQUISITION EXHIBIT
STH 67
US HWY 12 TO ST HWY 59

STH 67 WAUKESHA COUNTY

THE SOUTHWEST 1/4 OF SECTION 22, TOWN 5 NORTH, RANGE 17 EAST IN THE VILLAGE OF EAGLE, WAUKESHA COUNTY, WISCONSIN.

HWY	BASIS OF EXISTING R/W	WIDTH	DATE
GROVE STREET	PITTMANS ADD. TO EAGLE CENTER	50'	12-23-1858
MAIN STREET	CENTRAL ADDITION SUBD.	66'	12-1924
GROVE STREET	CENTRAL ADDITION SUBD.	50'	12-1924

REVISED 9-29-2023

REVISED 3-26-2024

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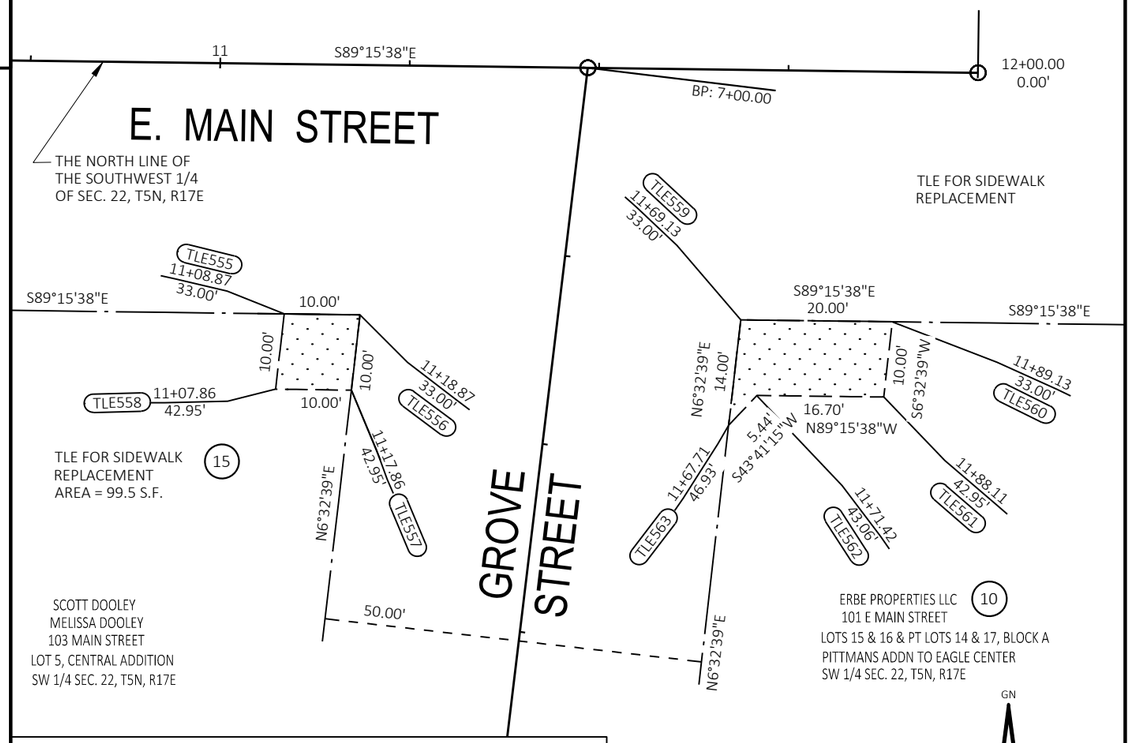

SCHEDULE OF LANDS & INTERESTS REQUIRED

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

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	FEE S.F.	TLE S.F.
15 (3)	DOOLEY	TLE		99.5
10	ERBE PROPERTIES, LLC	TLE		205.5

UTILITY INTERESTS REQUIRED

UTILITY NUMBER	UTILITY OWNER(S)	INTEREST REQUIRED

NOTES:
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R/W PROJECT NUMBER: XXXX-XX-XX	SHEET NUMBER: NUM

TLE ACQUISITION EXHIBIT
PROJECT TITLE
SUBTITLE

(HWY) COUNTY COUNTY

1/4-1/4 DESCRIPTION

4

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SCALE, FEET
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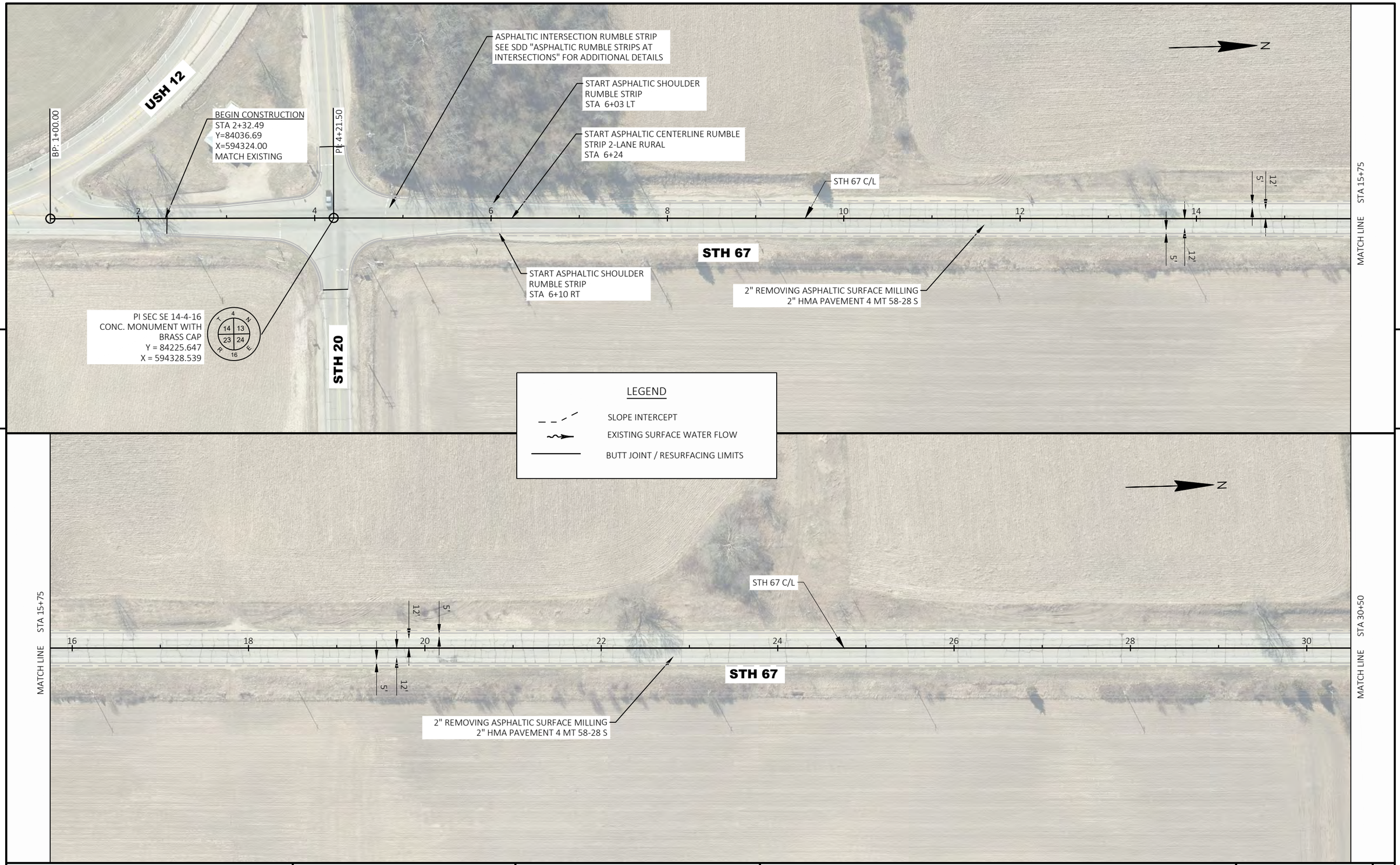
SCHEDULE OF LANDS & INTERESTS REQUIRED

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

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	FEE S.F.	TLE S.F.

UTILITY INTERESTS REQUIRED

UTILITY NUMBER	UTILITY OWNER(S)	INTEREST REQUIRED

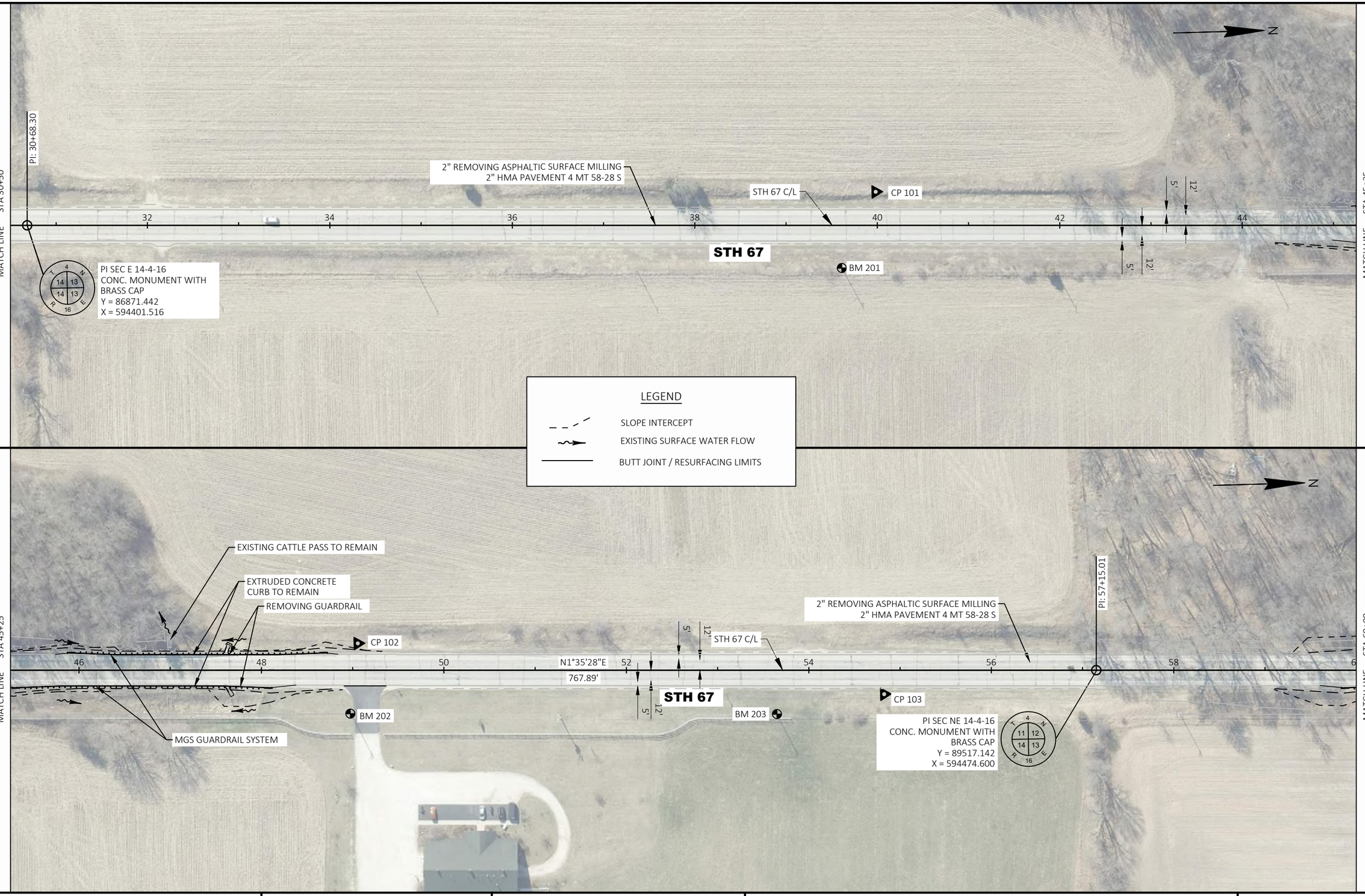


PROJECT NO: 3100-00-75	HWY: STH 67	COUNTY: WALWORTH/WAUKESHA	PLAN	SHEET 126	E

FILE NAME : \\DOTWKEFILE1P\N3PUBLIC\PDS\C3D\31000005\SHEETSPLAN\050201-PN.DWG
LAYOUT NAME - 01

PLOT DATE : 7/14/2025 9:56 AM PLOT BY : SILVA, DIEGO PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44



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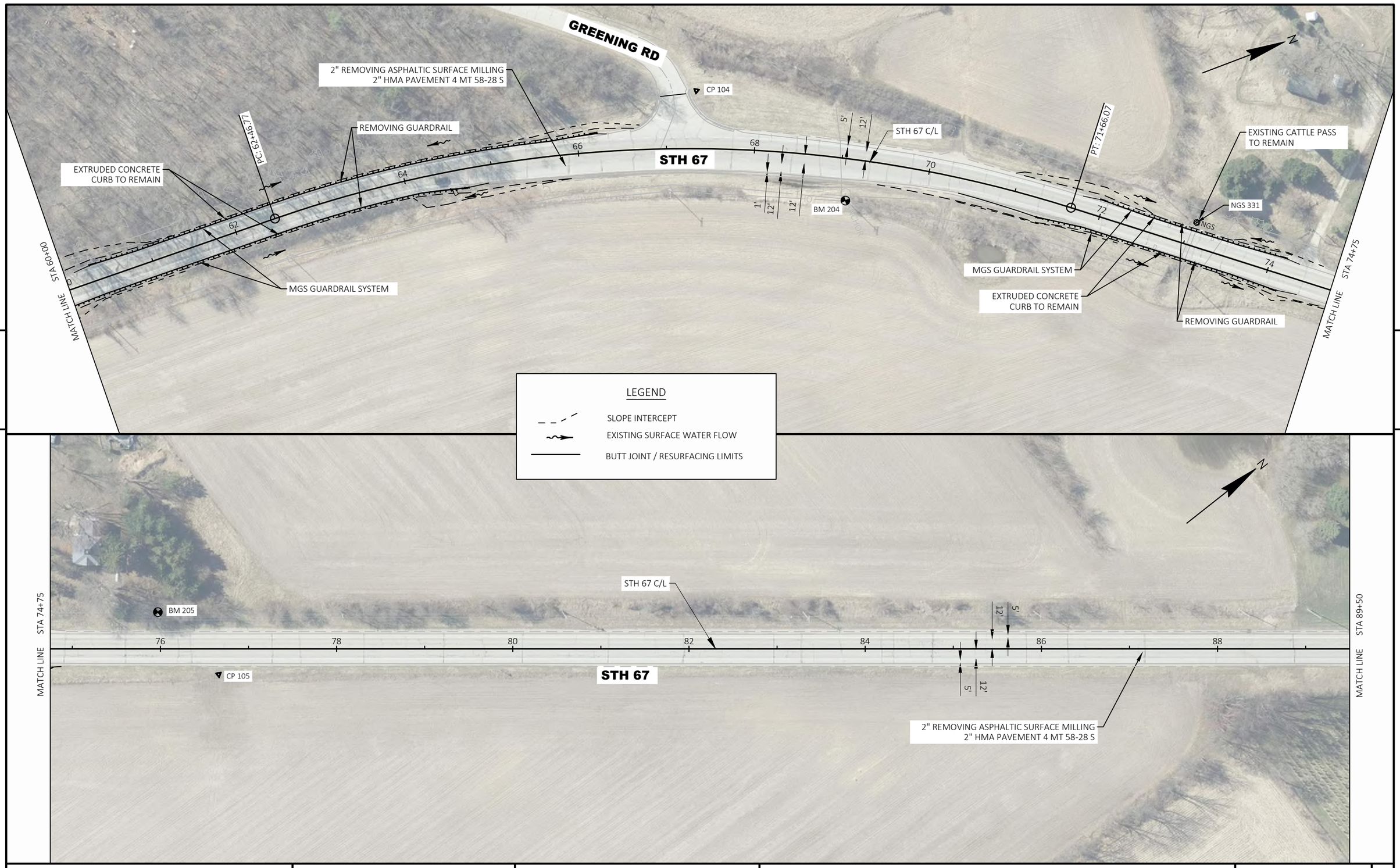
5

PROJECT NO: 3100-00-75	HWY: STH 67	COUNTY: WALWORTH/WAUKESHA	PLAN	SHEET 127	E

FILE NAME : \\DOTWKEFILE1P\N3PUBLIC\PDS\C3D\31000005\SHEETSPLAN\050201-PN.DWG
LAYOUT NAME - 02

PLOT DATE : 9/26/2024 1:40 PM PLOT BY : SILVA, DIEGO PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44

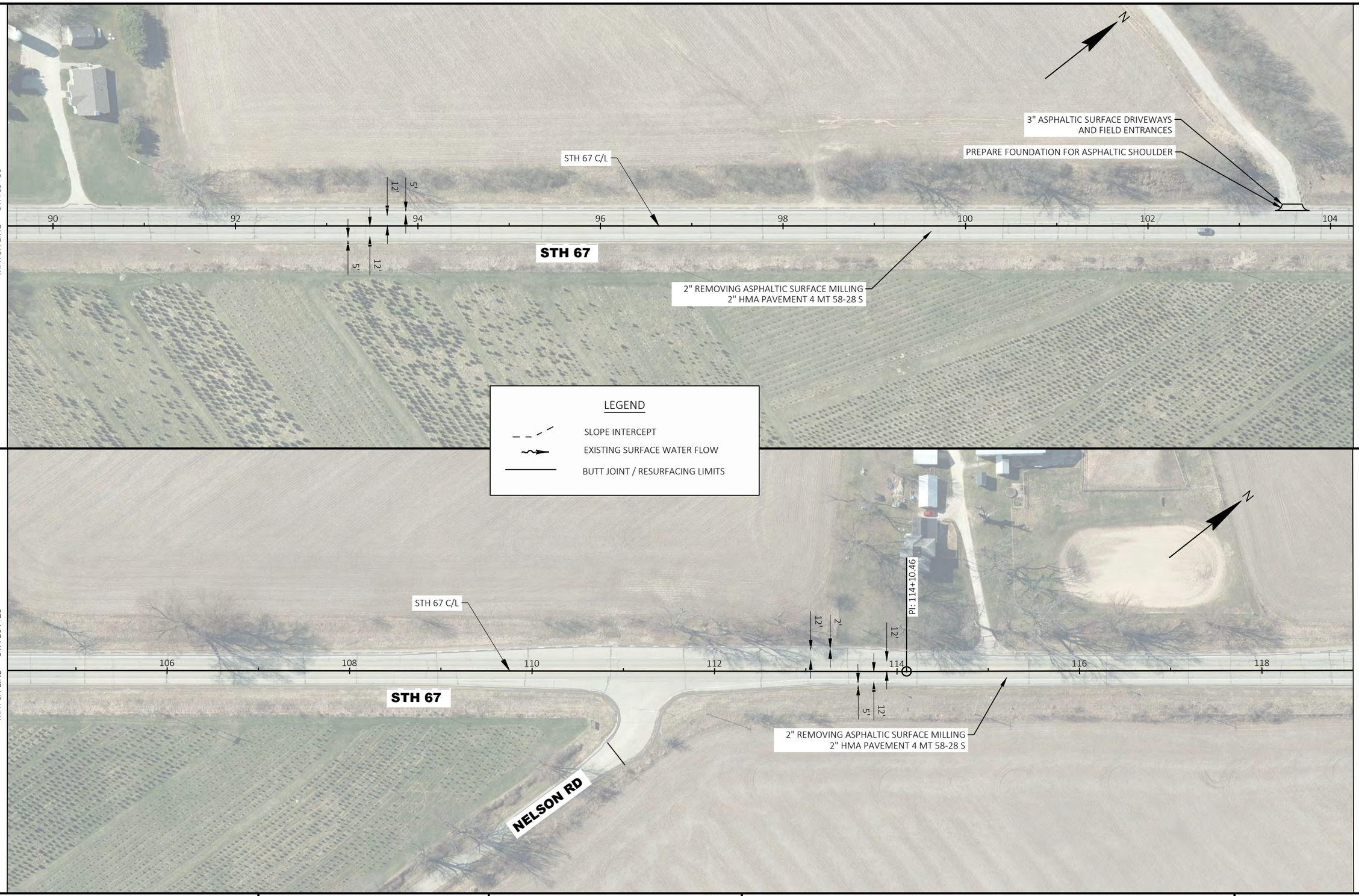


PROJECT NO: 3100-00-75	HWY: STH 67	COUNTY: WALWORTH/WAUKESHA	PLAN	SHEET 128	E

FILE NAME : \\DOTWKEFILE1P\N3PUBLIC\PDS\C3D\31000005\SHEETSPLAN\050201-PN.DWG
LAYOUT NAME - 03

PLOT DATE : 9/26/2024 1:40 PM PLOT BY : SILVA, DIEGO PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44



LEGEND

- SLOPE INTERCEPT
- EXISTING SURFACE WATER FLOW
- BUTT JOINT / RESURFACING LIMITS

5

5

PROJECT NO: 3100-00-75	HWY: STH 67	COUNTY: WALWORTH/WAUKESHA	PLAN	SHEET 129	E

FILE NAME : \\DOTWKEFILE1P\N3PUBLIC\PDS\C3D\31000005\SHEETSPLAN\050201-PN.DWG
LAYOUT NAME - 04

PLOT DATE : 7/14/2025 10:02 AM PLOT BY : SILVA, DIEGO PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44

MATCH LINE STA 119+00

MATCH LINE STA 133+75

5

5

STH 67 C/L

12'

5'

12'

5'

120 122 124 126 128 130 132

STH 67

RICE RD

2" REMOVING ASPHALTIC SURFACE MILLING
2" HMA PAVEMENT 4 MT 58-28 S

LEGEND

SLOPE INTERCEPT

EXISTING SURFACE WATER FLOW

BUTT JOINT / RESURFACING LIMITS

MATCH LINE STA 133+75

MATCH LINE STA 148+50

DF9646 NGS

STH 67 C/L

12'

5'

134 136 138 140 142 144 146 148

STH 67

5'

12'

2" REMOVING ASPHALTIC SURFACE MILLING
2" HMA PAVEMENT 4 MT 58-28 S

PROJECT NO: 3100-00-75	HWY: STH 67	COUNTY: WALWORTH/WAUKESHA	PLAN	SHEET 130	E

FILE NAME : \\DOTWKEFILE1P\N3PUBLIC\PDS\C3D\31000005\SHEETSPLAN\050201-PN.DWG
LAYOUT NAME - 05

PLOT DATE : 9/26/2024 1:41 PM PLOT BY : SILVA, DIEGO PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44

STA 148+50

MATCH LINE

BLUFF RD

STH 67 C/L

STA 163+25

MATCH LINE

STH 67

2" REMOVING ASPHALTIC SURFACE MILLING
2" HMA PAVEMENT 4 MT 58-28 S

SEC E 1-4-16
CONC. MONUMENT WITH
BRASS CAP
Y = 97378.652
X = 600042.96

LEGEND

SLOPE INTERCEPT

EXISTING SURFACE WATER FLOW

BUTT JOINT / RESURFACING LIMITS

PC: 165+94.31

PT: 171+21.64

STH 67 C/L

STH 67

PALMYRA RD

2" REMOVING ASPHALTIC SURFACE MILLING
2" HMA PAVEMENT 4 MT 58-28 S

STA 163+25

MATCH LINE

STA 178+00

MATCH LINE

PROJECT NO: 3100-00-75	HWY: STH 67	COUNTY: WALWORTH/WAUKESHA	PLAN	SHEET 131	E

FILE NAME : \\DOTWKEFILE1P\N3PUBLIC\PDS\C3D\3100000S\SHEETSPLAN\050201-PN.DWG
LAYOUT NAME - 06

PLOT DATE : 9/26/2024 1:41 PM PLOT BY : SILVA, DIEGO PLOT NAME : PLOT SCALE : 1 IN:100 FT

MATCH LINE STA 178+00

MATCH LINE STA 192+75

STH 67 C/L

PI: 186+25.68

178 180 182 184 186 188 190 192

12' 5'

12' 5'

STH 67

2" REMOVING ASPHALTIC SURFACE MILLING
2" HMA PAVEMENT 4 MT 58-28 S

N

5

5

LEGEND

SLOPE INTERCEPT

EXISTING SURFACE WATER FLOW

BUTT JOINT / RESURFACING LIMITS

MATCH LINE STA 192+75

MATCH LINE STA 207+50

CHIMNEY ROCK

STH 67 C/L

194 196 198 200 202 204 206

12' 5'

5' 12'

1' 11'

STH 67

2" REMOVING ASPHALTIC SURFACE MILLING
2" HMA PAVEMENT 4 MT 58-28 S

WAUKESHA COUNTY

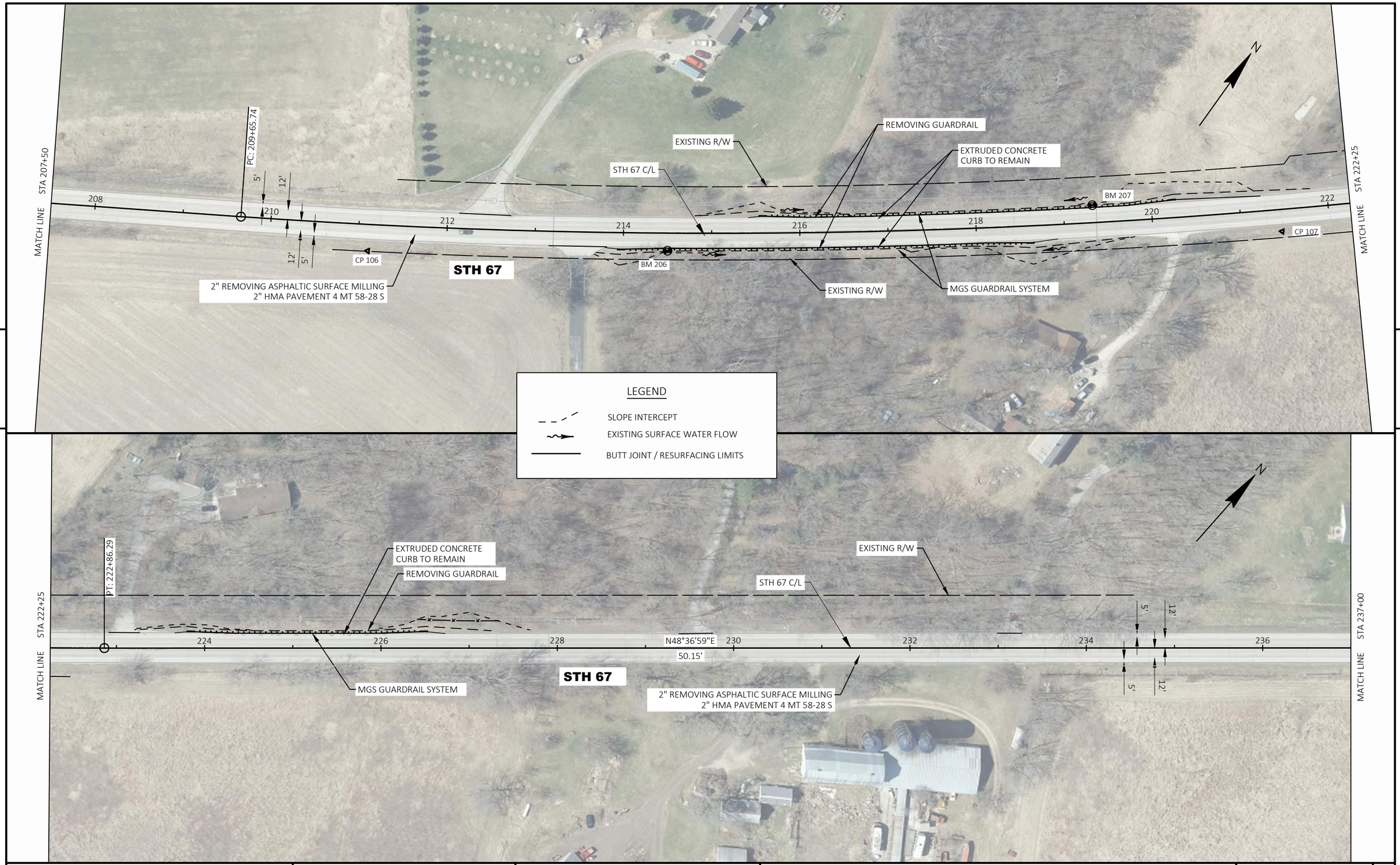
WALWORTH COUNTY

N

PROJECT NO: 3100-00-75	HWY: STH 67	COUNTY: WALWORTH/WAUKESHA	PLAN	SHEET 132	E

FILE NAME : \\DOTWKEFILE1P\N3PUBLIC\PDS\C3D\31000005\SHEETSPLAN\050201-PN.DWG
LAYOUT NAME - 07

PLOT DATE : 9/26/2024 1:41 PM PLOT BY : SILVA, DIEGO PLOT NAME : PLOT SCALE : 1 IN:100 FT



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PROJECT NO: 3100-00-75	HWY: STH 67	COUNTY: WALWORTH/WAUKESHA	PLAN	SHEET 133	E

FILE NAME : \\DOTWKEFILE1P\N3PUBLIC\PDS\C3D\31000005\SHEETSPLAN\050201-PN.DWG
LAYOUT NAME - 08

PLOT DATE : 9/26/2024 1:42 PM PLOT BY : SILVA, DIEGO PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44

MATCH LINE STA 237+00

STH 67 C/L

238 240 242 244 246 N48°22'26"E 248 250

99.65'

PI: 248+12.32

5' 12'

5' 12'

STH 67

2" REMOVING ASPHALTIC SURFACE MILLING
2" HMA PAVEMENT 4 MT 58-28 S

MATCH LINE STA 251+75

N

LEGEND

- SLOPE INTERCEPT
- EXISTING SURFACE WATER FLOW
- BUTT JOINT / RESURFACING LIMITS

MATCH LINE STA 251+75

STH 67 C/L

252 254 256 258 260 262 264 266

STH 67

2" REMOVING ASPHALTIC SURFACE MILLING
2" HMA PAVEMENT 4 MT 58-28 S

MATCH LINE STA 266+50

N

5

5

PROJECT NO: 3100-00-75	HWY: STH 67	COUNTY: WALWORTH/WAUKESHA	PLAN	SHEET 134	E

FILE NAME : \\DOTWKEFILE1P\N3PUBLIC\PDS\C3D\31000005\SHEETSPLAN\050201-PN.DWG
LAYOUT NAME - 09

PLOT DATE : 9/26/2024 1:42 PM PLOT BY : SILVA, DIEGO PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44

5

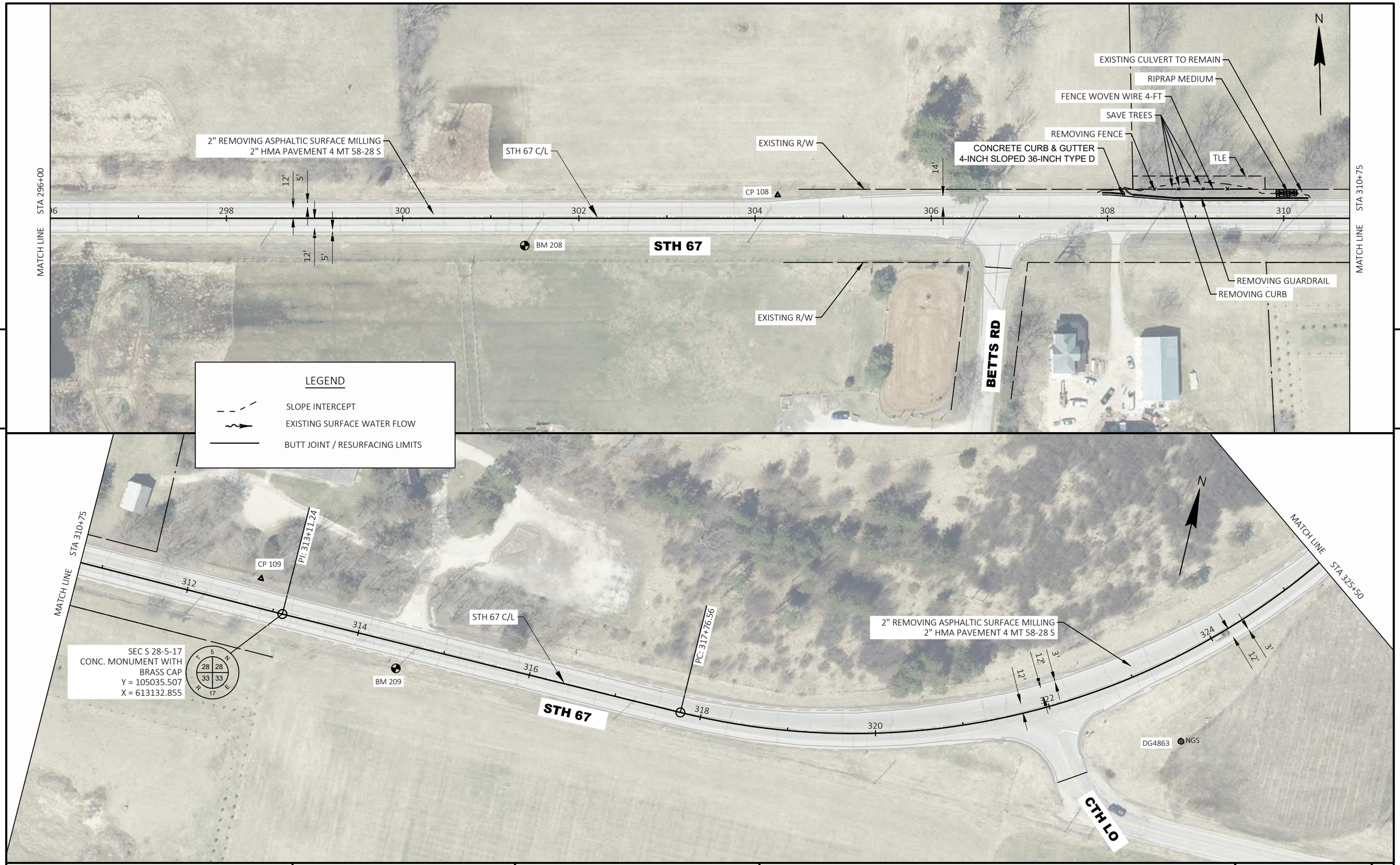
5

PROJECT NO: 3100-00-75	HWY: STH 67	COUNTY: WALWORTH/WAUKESHA	PLAN	SHEET 135	E

FILE NAME : \\DOTWKEFILE1P\N3PUBLIC\PDS\C3D\31000005\SHEETSPLAN\050201-PN.DWG
LAYOUT NAME - 10

PLOT DATE : 9/26/2024 1:42 PM PLOT BY : SILVA, DIEGO PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44

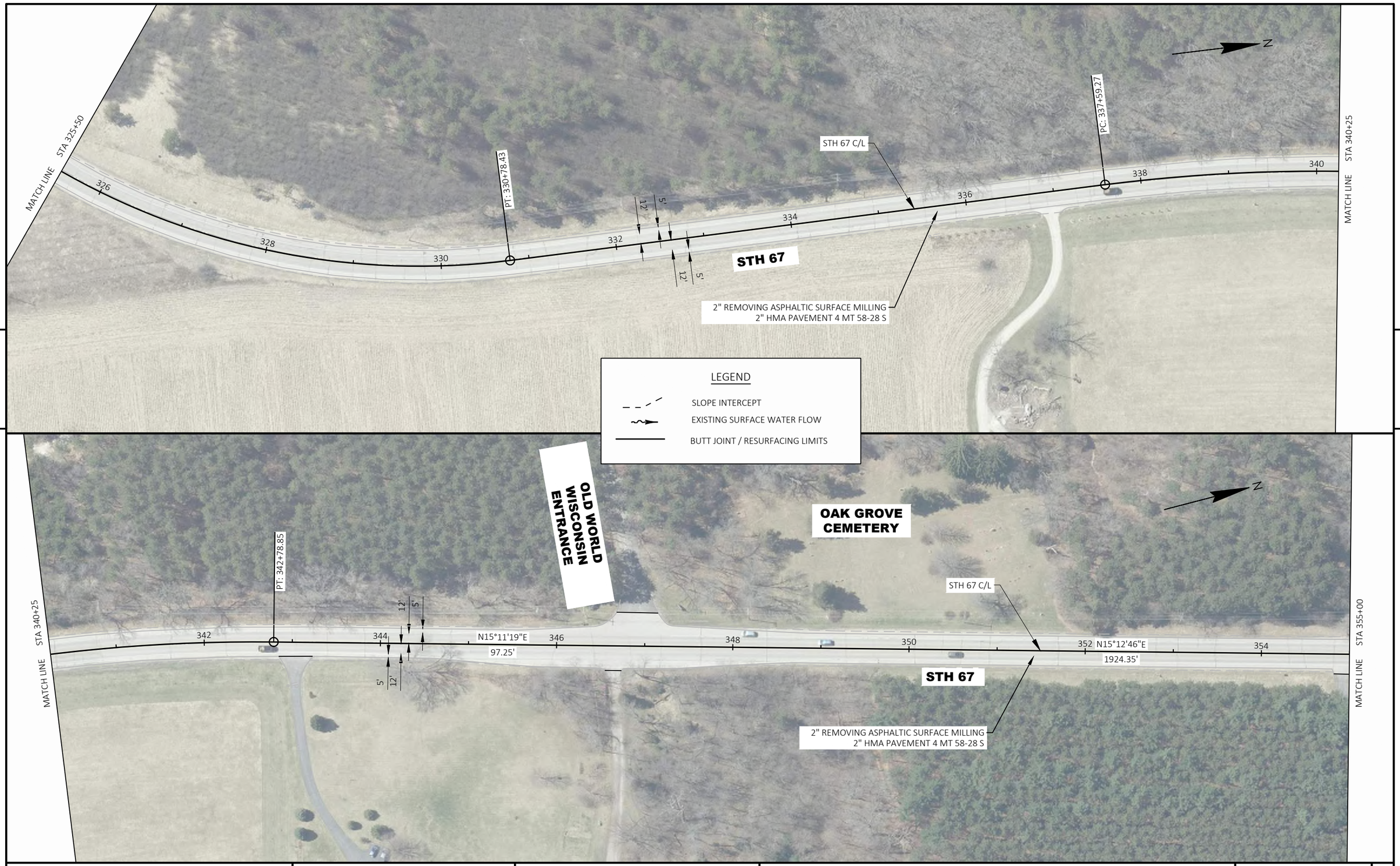


PROJECT NO: 3100-00-75	HWY: STH 67	COUNTY: WALWORTH/WAUKESHA	PLAN	SHEET 136	E

FILE NAME : \\DOTWKEFILE1P\N3PUBLIC\PDS\C3D\31000005\SHEETSPLAN\050201-PN.DWG
LAYOUT NAME - 11

PLOT DATE : 9/26/2024 1:43 PM PLOT BY : SILVA, DIEGO PLOT NAME : PLOT SCALE : 1 IN:100 FT

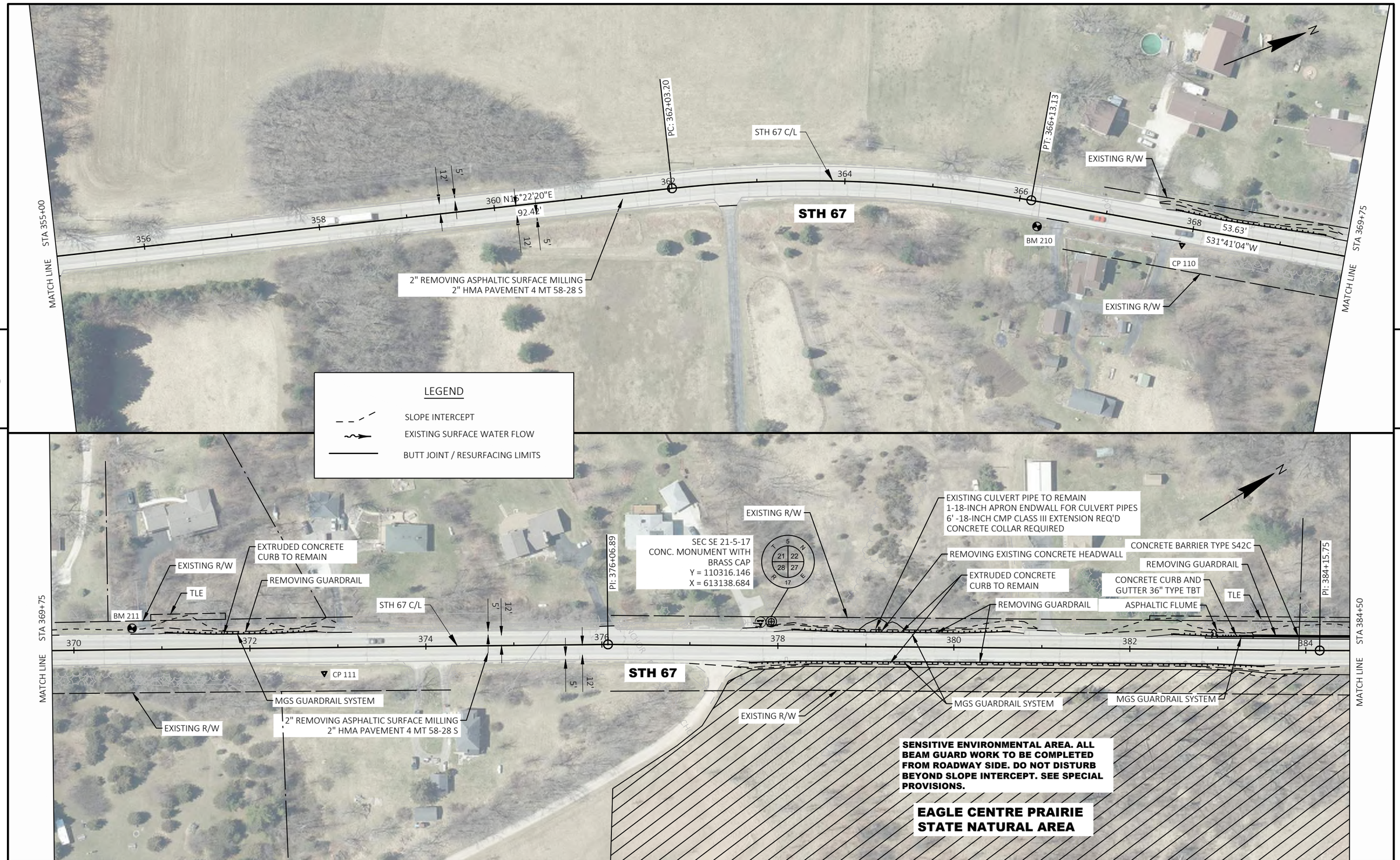
WISDOT/CADDS SHEET 44



PROJECT NO: 3100-00-75	HWY: STH 67	COUNTY: WALWORTH/WAUKESHA	PLAN	SHEET 137	E

FILE NAME : \\DOTWKEFILE1P\N3PUBLIC\PDS\C3D\31000005\SHEETSPLAN\050201-PN.DWG
LAYOUT NAME - 12

PLOT DATE : 9/26/2024 1:43 PM PLOT BY : SILVA, DIEGO PLOT NAME : PLOT SCALE : 1 IN:100 FT

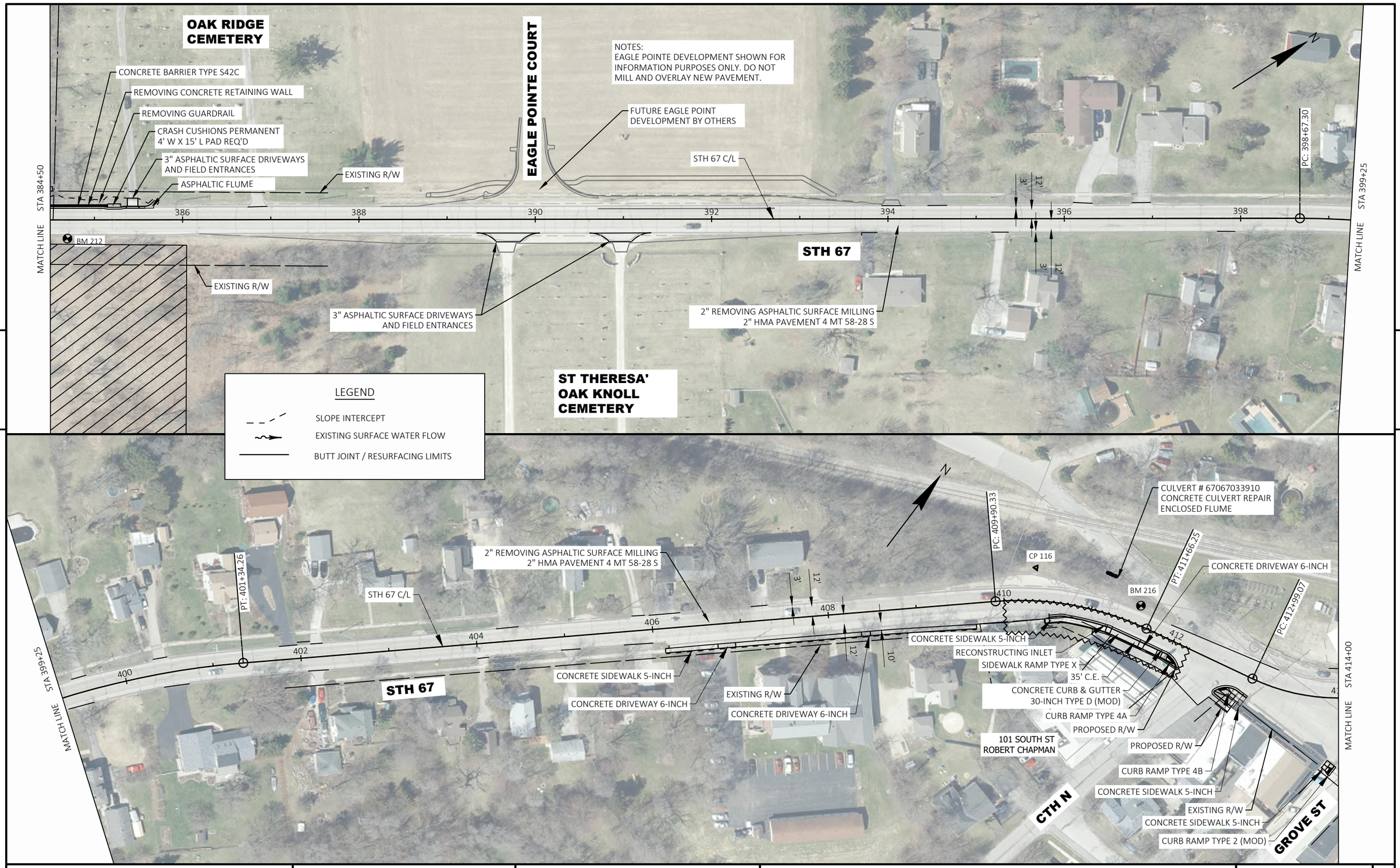


PROJECT NO: 3100-00-75	HWY: STH 67	COUNTY: WALWORTH/WAUKESHA	PLAN	SHEET 138 E

FILE NAME : \\DOTWKEFILE1P\N3PUBLIC\PDS\C3D\31000005\SHEETSPLAN\050201-PN.DWG
LAYOUT NAME - 13

PLOT DATE : 9/26/2024 1:43 PM PLOT BY : SILVA, DIEGO PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44

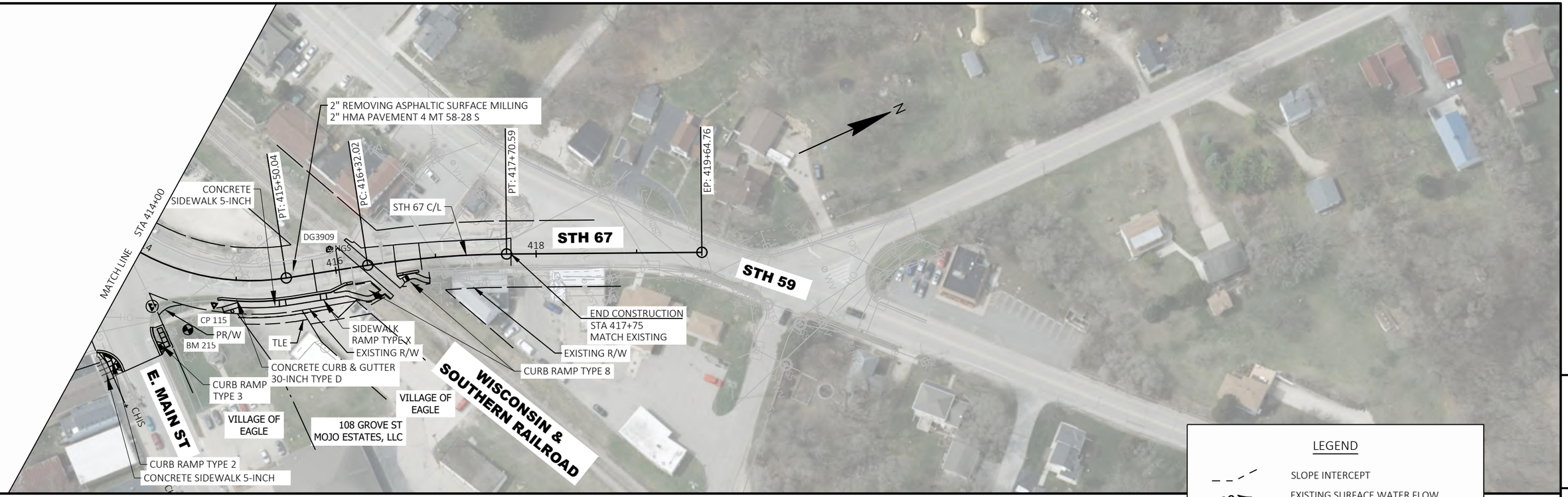


PROJECT NO: 3100-00-75	HWY: STH 67	COUNTY: WALWORTH/WAUKESHA	PLAN	SHEET 139	E

FILE NAME : \\DOTWKEFILE1P\N3PUBLIC\PDS\C3D\31000005\SHEETSPLAN\050201-PN.DWG
LAYOUT NAME - 14

PLOT DATE : 4/30/2025 9:39 AM PLOT BY : SILVA, DIEGO PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44



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PROJECT NO: 3100-00-75	HWY: STH 67	COUNTY: WALWORTH/WAUKESHA	PLAN	SHEET 140	E

FILE NAME : \\DOTWKEFILE1P\N3PUBLIC\PDS\C3D\31000005\SHEETSPLAN\050201-PN.DWG
LAYOUT NAME - 15

PLOT DATE : 4/14/2025 10:19 AM PLOT BY : SILVA, DIEGO PLOT NAME : PLOT SCALE : 1 IN:100 FT

Standard Detail Drawing List

08A05-21C	INLET COVERS TYPE F, HM, HM-S, S, T, HM-GJ & HM-GJ-S
08C07-03	INLETS 2X2-FT, 2X2.5-FT, 2X3-FT, 2.5X3-FT & 2X3.5-FT
08D01-23A	CONCRETE CURB & GUTTER
08D01-23B	CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS
08D04-07	CONCRETE SURFACE DRAINS & ASPHALTIC FLUMES
08D05-21A	CURB RAMPS TYPES 1 AND 1-A
08D05-21B	CURB RAMPS TYPES 2 AND 3
08D05-21C	CURB RAMPS TYPES 4A AND 4A1
08D05-21D	CURB RAMPS TYPE 4B AND 4B1
08D05-21E	CURB RAMPS TYPES 5, 6, 7A, 7B & 8
08D05-21F	CURB RAMPS RADIAL DETECTABLE WARNING FIELD APPLICATIONS
08D05-21G	CURB RAMPS RECTANGULAR AND RADIAL DETECTABLE WARNING PLATES
08D18-04	DRIVEWAY AND SIDEWALK RAMPS TYPES X & Y
08E08-03	TYPICAL INSTALLATIONS OF EROSION BALES / TEMPORARY DITCH CHECKS
08E09-06	SILT FENCE
08E10-02	INLET PROTECTION TYPE A, B, C AND D
08E15-01	CULVERT PIPE CHECK
08F01-11	APRON ENDWALLS FOR CULVERT PIPE
08F04-08	JOINT TIES FOR CONCRETE PIPE AND CONCRETE COLLAR DETAIL
13A08-02	TRANSVERSE RUMBLE STRIPS, ASPHALTIC
13A10-03A	SHOULDER RUMBLE STRIPS - ASPHALT
13A10-03G	SHOULDER AND EDGE LINE RUMBLE STRIPS - CROSSINGS, INTERSECTIONS, BRIDGES, DRIVEWAYS
13A10-03H	SHOULDER AND EDGE LINE RUMBLE STRIPS - RAILROAD, PASSING, CLIMBING AND BYPASS LANES
13A11-04A	CENTERLINE RUMBLE STRIPS - ASPHALT
13A11-04D	CENTERLINE RUMBLE STRIPS - INTERSECTIONS, DRIVEWAYS, BRIDGES, RAILROADS
13B01-11A	PAVEMENT DETAILS FOR RAILROAD APPROACH
13B01-11B	TYPICAL SECTIONS FOR RAILWAY APPROACH
13C19-03	HMA LONGITUDINAL JOINTS
14B33-02A	CONCRETE BARRIER SINGLE SLOPE 32" THRIE BEAM ANCHOR
14B33-02B	CONCRETE BARRIER SINGLE SLOPE 32" THRIE BEAM ANCHOR
14B33-02C	CONCRETE BARRIER SINGLE SLOPE 32" THRIE BEAM ANCHOR
14B39-02A	32-INCH SSCB TO 36-INCH SSCB HEIGHT TRANSITION
14B39-02B	36-INCH SSCB TO 42-INCH SSCB HEIGHT TRANSITION
14B41-03A	SINGLE SLOPE ROADSIDE RETAINING WALL
14B41-03B	SINGLE SLOPE ROADSIDE RETAINING WALL
14B42-07A	MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL
14B42-07B	MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL
14B42-07C	MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL
14B42-07D	MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL
14B44-04A	MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)
14B44-04B	MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)
14B44-04C	MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)
14B45-05A	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-05B	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-05C	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-05D	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-05E	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-05F	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-05G	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-05H	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-05I	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-05J	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-05K	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-05L	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
15B01-08A	FENCE WOVEN WIRE
15B01-08B	FENCE WOVEN WIRE
15C02-09A	BARRICADES AND SIGNS FOR MAINLINE CLOSURES
15C02-09B	BARRICADES AND SIGNS FOR VARIOUS CLOSURES
15C02-09C	DETOUR SIGNING FOR MAINLINE CLOSURES
15C03-05	BARRICADES AND SIGNS FOR SIDEROAD CLOSURES
15C07-16A	PAVEMENT MARKING SYMBOLS
15C07-16B	PAVEMENT MARKING WORDS
15C07-16C	PAVEMENT MARKING ARROWS
15C08-23A	PERMANENT LONGITUDINAL PAVEMENT MARKINGS
15C08-23C	PAVEMENT MARKING (TURN LANES)
15C08-23D	PAVEMENT MARKING (TURN LANES)
15C09-13A	SIGNING AND PAVEMENT MARKING DETAILS FOR RAILROAD-HIGHWAY GRADE CROSSINGS

6

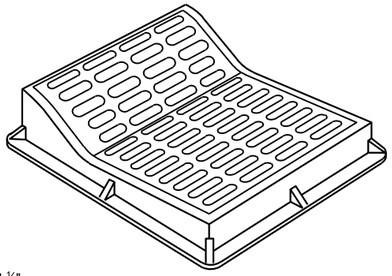
Standard Detail Drawing List

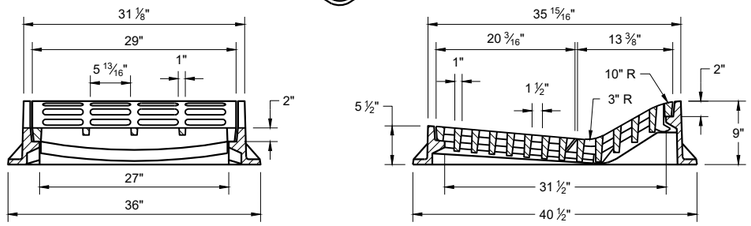
15C11-10A	CHANNELIZING DEVICES FLEXIBLE TUBULAR MARKER POST
15C11-10B	CHANNELIZING DEVICES DRUMS, CONES, BARRICADES AND VERTICAL PANELS
15C12-09A	TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION
15C33-05	STOP LINE AND CROSSWALK PAVEMENT MARKING
15C35-06A	PAVEMENT MARKING (INTERSECTIONS)
15C35-06B	PAVEMENT MARKING AND SIGNING (CLIMBING LANE & PASSING LANE)
15C35-06C	PAVEMENT MARKING AND SIGNING (CLIMBING LANE & PASSING LANE)
15D28-04	TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY
15D30-10A	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-10B	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-10C	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-10D	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-10E	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-10F	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-10G	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-10H	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-10I	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-10J	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-10K	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-10L	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D44-02	TRAFFIC CONTROL, SIGNING ON ROADWAYS WITH MILLED SURFACES
16A01-07	LANDMARK REFERENCE MONUMENTS AND COVERS

GENERAL NOTES

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

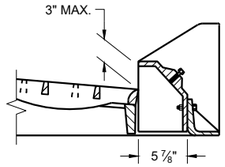
DETAIL DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR INLET COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.





TYPE "F"

USE WITH TYPES "A" AND "D" CONCRETE CURB AND GUTTER, 36"

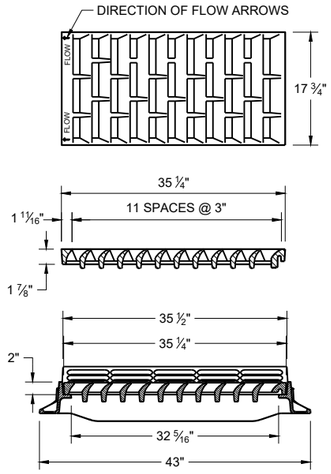


ALTERNATIVE CURB BOX FOR TYPE "HM" COVER

USE WITH TYPES "G" AND "J" CONCRETE CURB AND GUTTER, 30 INCH
NOTED AS TYP "HM-GJ" ON DRAINAGE TABLE

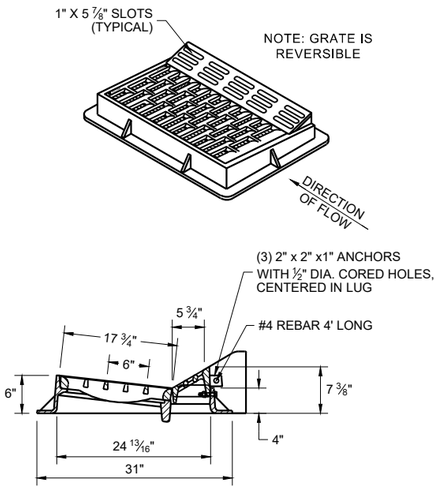
NOTE:
SPECIAL GRATE FOR THE TYPE "H" COVER MAY ALSO BE USED FOR THE TYPE "HM-GJ" COVER.

NOTED AS TYPE HM-GJ-S ON THE DRAINAGE TABLE.



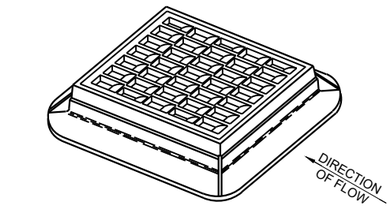
TYPE "HM"

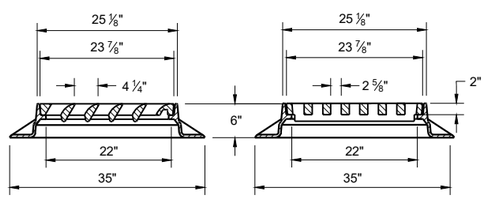
USE WITH TYPES "A" AND "D" CONCRETE CURB AND GUTTER, 36"



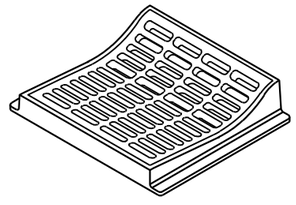
NOTE:
SPECIAL GRATE FOR THE TYPE "H" COVER MAY ALSO BE USED FOR THE TYPE "HM-GJ" COVER.

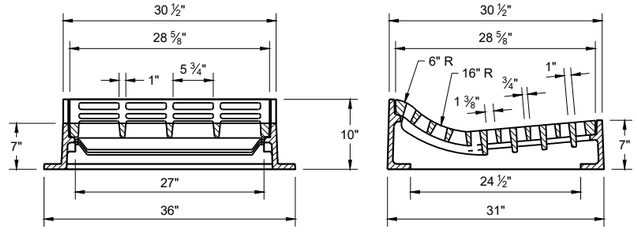
NOTED AS TYPE HM-GJ-S ON THE DRAINAGE TABLE.





TYPE "S"





TYPE "T"

USE WITH TYPES "R" AND "T" CONCRETE CURB AND GUTTER, 36"

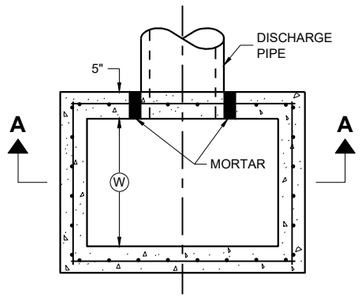
INLET COVERS
TYPES F, HM, HM-S, S, T, HM-GJ AND HM-GJ-S

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

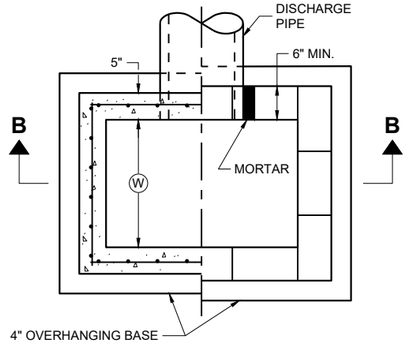
APPROVED
December 2023 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR

FHWA

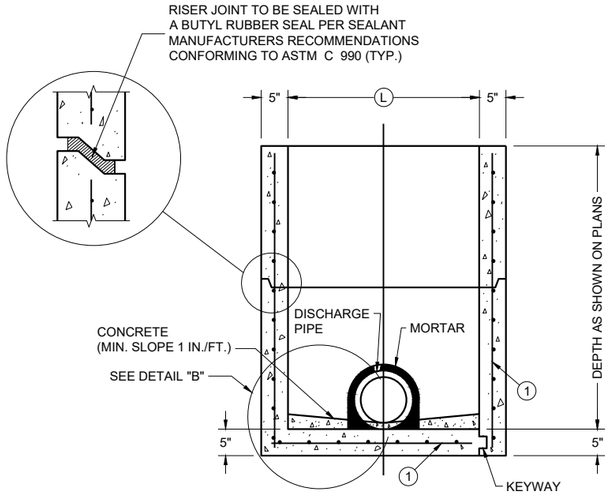
6
SDD 08A05-21c



PLAN VIEW



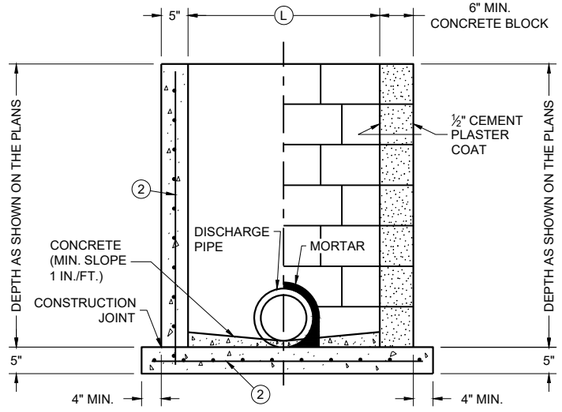
PLAN VIEW



PRECAST REINFORCED CONCRETE WITH MONOLITHIC BASE

PRECAST REINFORCED CONCRETE WITH INTEGRAL BASE

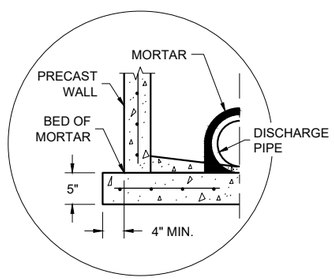
SECTION A - A



CAST IN PLACE REINFORCED CONCRETE

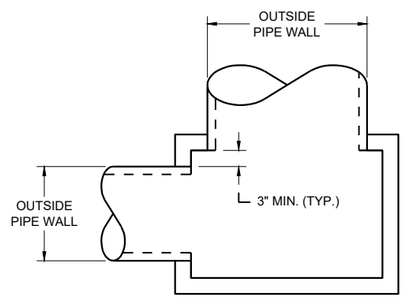
CONCRETE BLOCK WITH CAST IN PLACE OR PRECAST REINFORCED CONCRETE BASE (1)

SECTION B - B



SEPARATE PRECAST REINFORCED CONCRETE BASE OPTION

DETAIL "B"



DETAIL "A"

GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP N0T SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

UNLESS OTHERWISE AUTHORIZED IN WRITING BY THE ENGINEER, THE CONTRACTOR SHALL NOT ORDER AND DELIVER PRECAST INLET UNITS REQUIRED FOR THE PROJECT UNTIL A LIST OF SIZES IS FURNISHED BY THE ENGINEER.

DETAILED DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR UNDERGROUND DRAINAGE STRUCTURES SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

ALL PRECAST INLET UNITS SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF ASTM C 913.

ALL DRAINAGE STRUCTURES ARE DESIGNATED ON THE PLANS AS "MANHOLES 3X3-L", "CATCH BASINS 4-B", "INLETS 2X3-H", ETC. THE FIRST NUMBERS DESIGNATES THE SIZE OF THE STRUCTURE, AND THE FOLLOWING LETTER DESIGNATES THE TYPE OF COVER TO BE USED TO COMPRISE THE COMPLETE UNIT.

BASES SHALL BE PLACED ON A BED OF MATERIAL AT LEAST 6 INCHES IN DEPTH, WHICH MEETS THE REQUIREMENTS OF FOUNDATION BACKFILL. THIS BEDDING SHALL BE COMPACTED AND PROVIDE UNIFORM SUPPORT FOR THE ENTIRE AREA OF THE BASE.

ALL BAR STEEL REINFORCEMENT SHALL BE EMBEDDED 2 INCHES CLEAR UNLESS OTHERWISE SHOWN OR NOTED.

PRECAST REINFORCED RISERS SHALL HAVE A TONGUE AND GROOVE JOINT WITH TONGUE UP OR DOWN.

4" OVERHANGING BASES ARE REQUIRED FOR CAST-IN-PLACE REINFORCED CONCRETE AND CONCRETE BLOCK INSTALLATIONS. 4" OVERHANG IS REQUIRED WHEN SEPARATE PRECAST BASE IS PROVIDED. OVERHANG IS NOT REQUIRED ON PRECAST STRUCTURES WITH AN INTEGRAL OR MONOLITHIC BASE.

MAXIMUM INSIDE PIPE DIAMETER DETERMINED BY 3" CLEARANCE ON EACH SIDE OF THE OUTSIDE WALL OF THE PIPE. SEE DETAIL "A". ASSUMES PIPE ENTERS PERPENDICULAR TO THE STRUCTURE.

(1) FOR PRECAST INLETS AND REINFORCED CONCRETE BASES PROVIDE REINFORCING STEEL IN ACCORDANCE TO ASTM C 913
(2) CONTRACTOR TO PROVIDE DRAWING(S) STAMPED BY A PROFESSIONAL ENGINEER FOR STEEL REINFORCING DESIGN FOR CAST-IN-PLACE STRUCTURES.

CATCH BASIN COVER MATRIX

INLET SIZE	WIDTH (W) (FT.)	LENGTH (L) (FT.)	INLET COVER TYPE									
			ALL A'S	ALL B'S	BW	F	ALL H'S	S	T	V	WM	V V-B
2 X 2-FT	2	2	X	X				X				
2 X 2.5-FT	2	2.5			X			X	X	X	X	
2 X 3-FT	2	3					X					
2.5 X 3-FT	2.5	3				X						
2 X 3.5-FT	2	3.5										X

PIPE MATRIX

CATCH BASIN SIZE	MAXIMUM INSIDE PIPE DIAMETER FOR TWO PIPES	
	WIDTH (IN)	LENGTH (IN)
2 X 2-FT	12	12
2 X 2.5-FT	12	18
2 X 3-FT	12	24
2.5 X 3-FT	18	24
2 X 3.5-FT	12	30

INLETS 2 X 2-FT, 2 X 2.5-FT, 2 X 3-FT, 2.5 X 3-FT AND 2X3.5-FT

INLETS 2 X 2-FT, 2 X 2.5-FT, 2 X 3-FT, 2.5 X 3-FT AND 2 X 3.5-FT

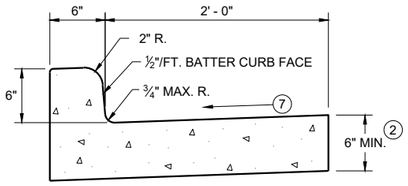
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
December 2023
DATE

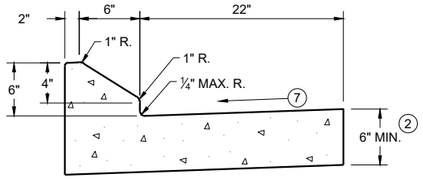
/S/ Rodney Taylor
ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR

FHWA

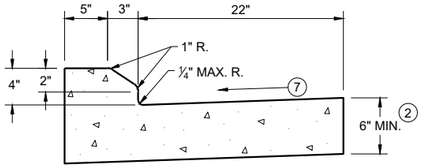
6
SDD 08C07-03



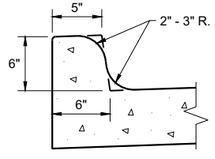
TYPES A (1) & D



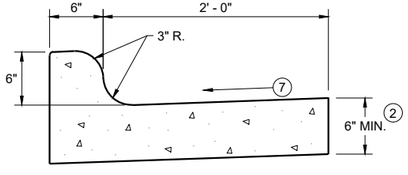
6" SLOPED CURB TYPES G (1) & J



4" SLOPED CURB TYPES G (1) & J

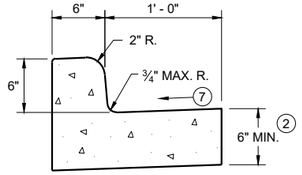


TYPES K (1) & L
(OPTIONAL CURB SHAPE)



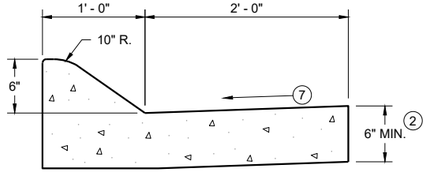
TYPES K (1) & L

CONCRETE CURB AND GUTTER 30"



TYPES A (1) & D

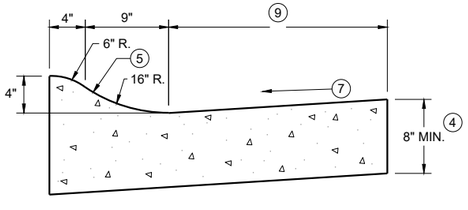
CONCRETE CURB AND GUTTER 18"



6" SLOPED CURB TYPES A (1) & D

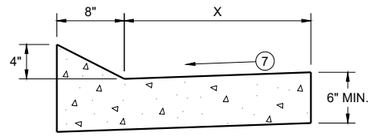
4" SLOPED CURB TYPES A (1) & D

CONCRETE CURB AND GUTTER 36"



4" SLOPED CURB TYPES R (1) & T

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

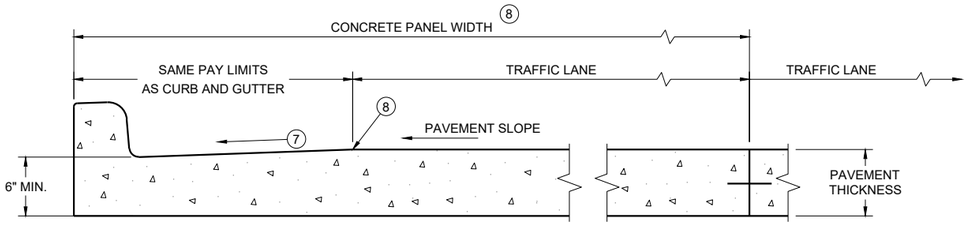


TYPES TBT & TBTT (1)

CONCRETE CURB AND GUTTER

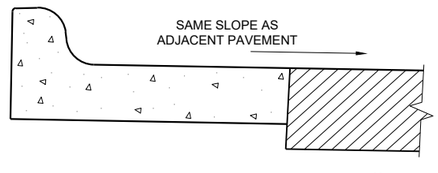
PAVEMENT THICKNESS AND MAXIMUM CONCRETE PANEL WIDTH TABLE

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



PARTIAL SECTION OF PAVEMENT * WITH INTEGRAL CURB AND GUTTER

* BIKE LANE IS NOT SHOWN



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

GENERAL NOTES

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

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

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

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

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

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

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

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

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

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

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

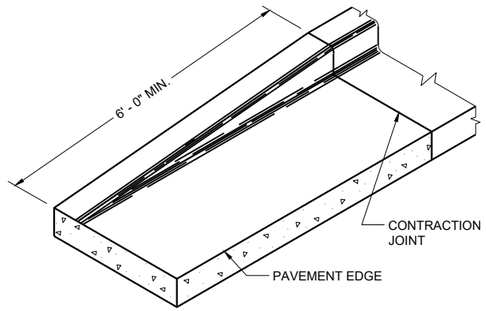
(8) INCLUDE LONGITUDINAL JOINT AND TIE BARS ALONG LANE EDGE WHEN CONCRETE PANEL WIDTH EXCEEDS THE MAXIMUM WIDTH PER TABLE BELOW. LONGITUDINAL JOINT(S) ARE NOT ALLOWED WITHIN TRAFFIC LANES AND BIKE LANES. LONGITUDINAL JOINT MAY BE SAWED.

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

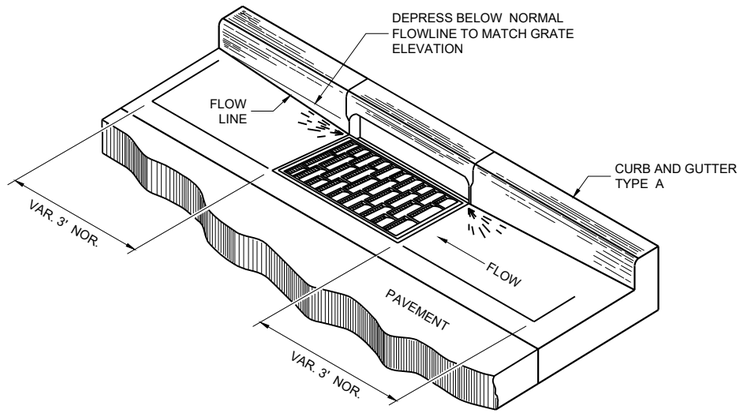
CONCRETE CURB AND GUTTER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

SDD 08D01-23a



END SECTION CURB AND GUTTER



DETAIL OF CURB AND GUTTER AT INLETS

(TYPICAL H INLET COVER SHOWN)

GENERAL NOTES

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

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

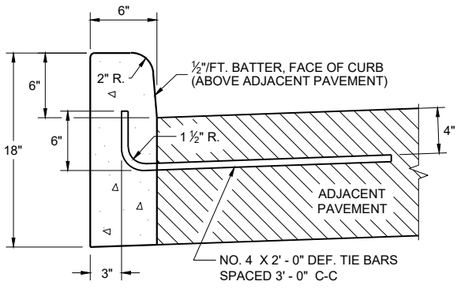
UNLESS OTHERWISE SHOWN ON THE TYPICAL CROSS SECTIONS, THE BASE AGGREGATE AND COMMON EXCAVATION LIMITS ARE 2' - 0" BEHIND THE BACK OF CURBS.

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

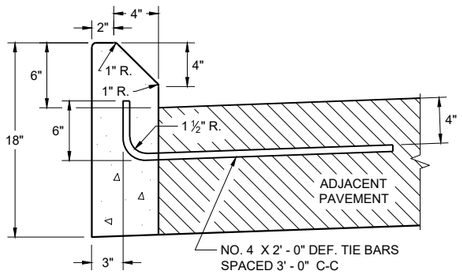
(2) THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 6" MINIMUM GUTTER THICKNESS IS MAINTAINED.

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

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

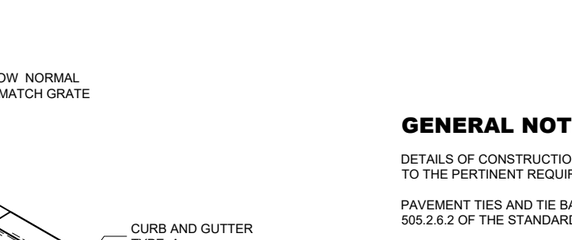


TYPES A (1) & D

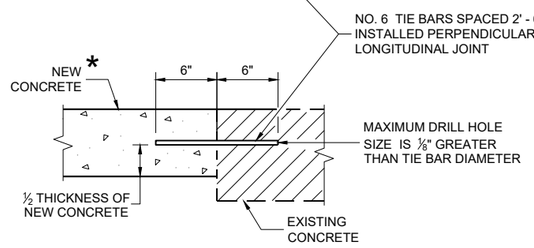


TYPES G (1) & J

CONCRETE CURB

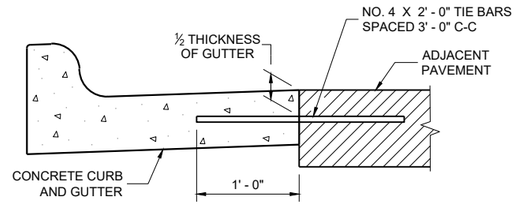


PLAN VIEW

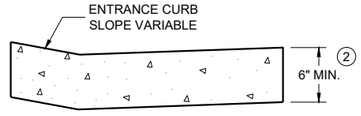


SECTION A - A

TIE BARS DRILLED INTO EXISTING PAVEMENT

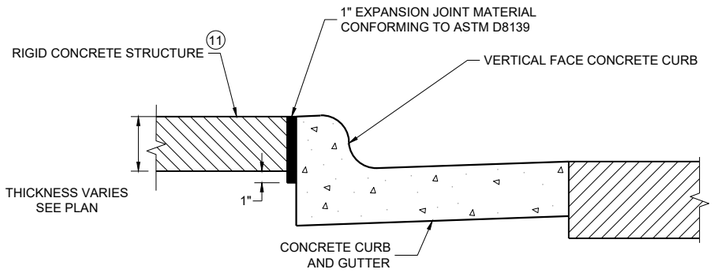


TYPICAL TIE BAR LOCATION (1)



DRIVEWAY ENTRANCE CURB (10)

(WHEN DIRECTED BY THE ENGINEER)



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

CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023 — DATE
/S/ Rodnery Taylor — ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR

FHWA

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SDD 08D01-23b

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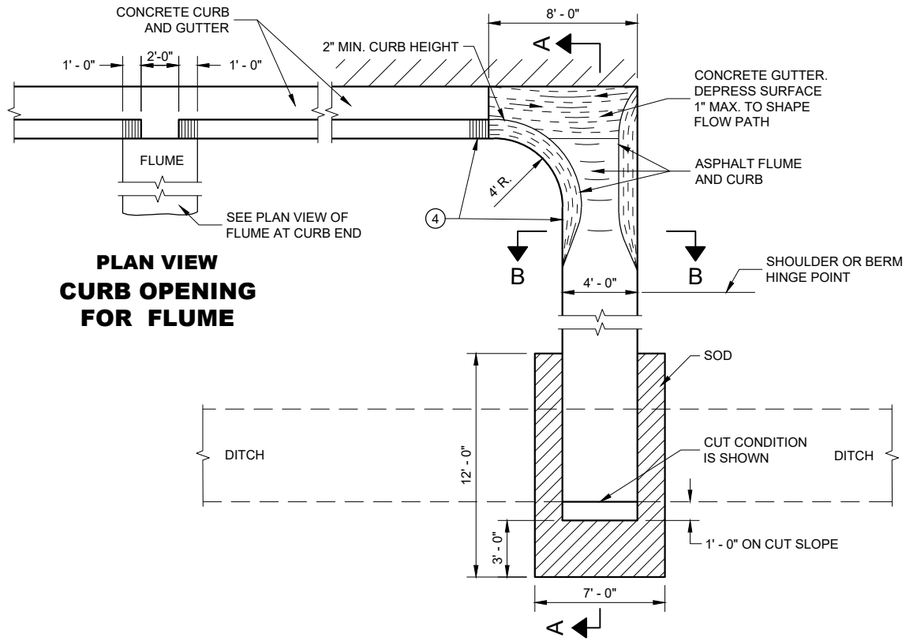
SDD 08D01-23b

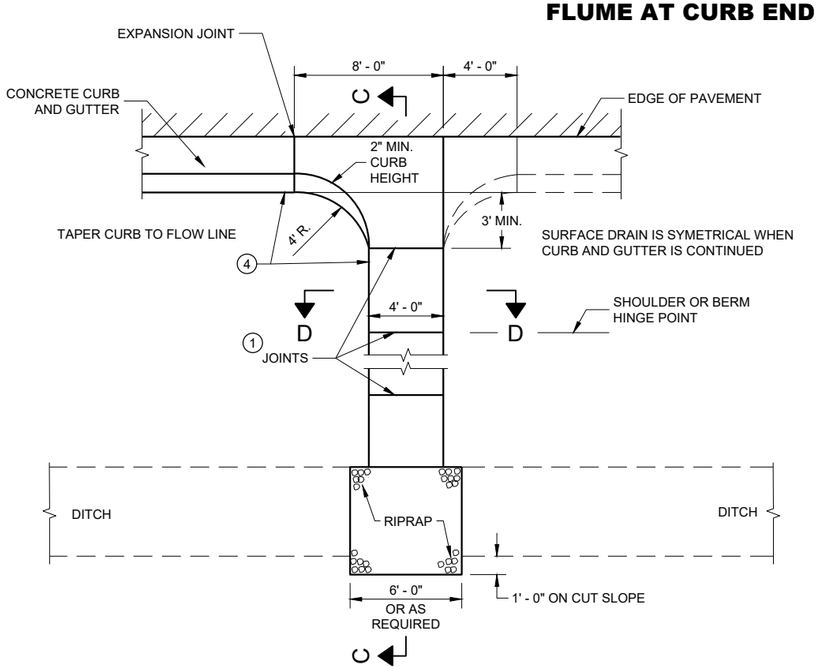
NOTE: TAPER CURB ENDS TO GUTTER IN 1' - 0"

ASPHALTIC FLUME



PLAN VIEW
CURB OPENING FOR FLUME

PLAN VIEW
FLUME AT CURB END



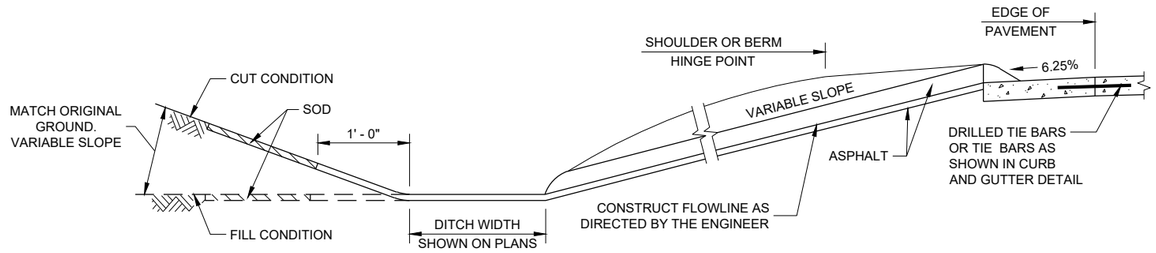
PLAN VIEW
CONCRETE SURFACE DRAIN

GENERAL NOTES

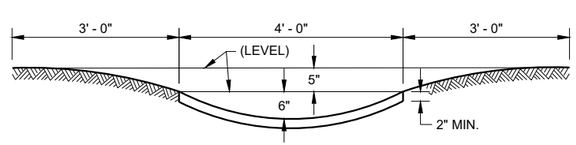
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

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

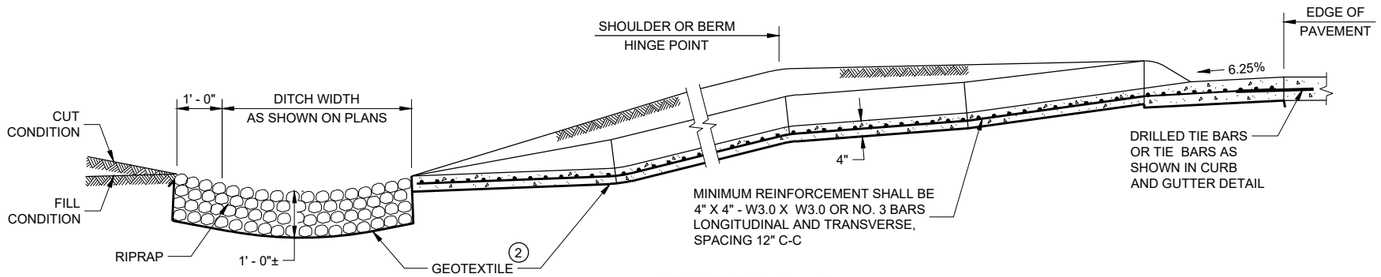
1. JOINTS SHALL BE ⅛" TO ¼" WIDE BY 1½" DEEP AND SPACED AT UNIFORM INTERVALS OF APPROXIMATELY 4 FEET.
2. GEOTEXTILE TYPE "R" SHALL UNDERLAY THE FULL LENGTH AND WIDTH OF THE CONCRETE SURFACE DRAIN AND RIPRAP.
3. CONCRETE SURFACE DRAIN WITHOUT CURB AND GUTTER MAY BE USED ON BACKSLOPES WHEN SPECIFIED.
4. ANGLE OF FLUME IN RELATION TO BACK OF CURB TO BE CONSTRUCTED PER THE PLAN DETAILS OR AS DIRECTED BY THE ENGINEER. ANGLE OF FLUME MAY BE OTHER THAN 90 DEGREES AS SHOWN.



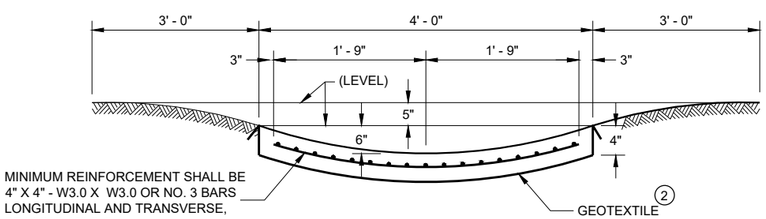
SECTION A - A



SECTION B - B



SECTION C - C



SECTION D - D

CONCRETE SURFACE DRAINS AND ASPHALTIC FLUMES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023
DATE

/S/ Rodney Taylor
ROADWAY STANDARDS DEVE ENGINEER

FHWA

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SDD 08D04 - 07

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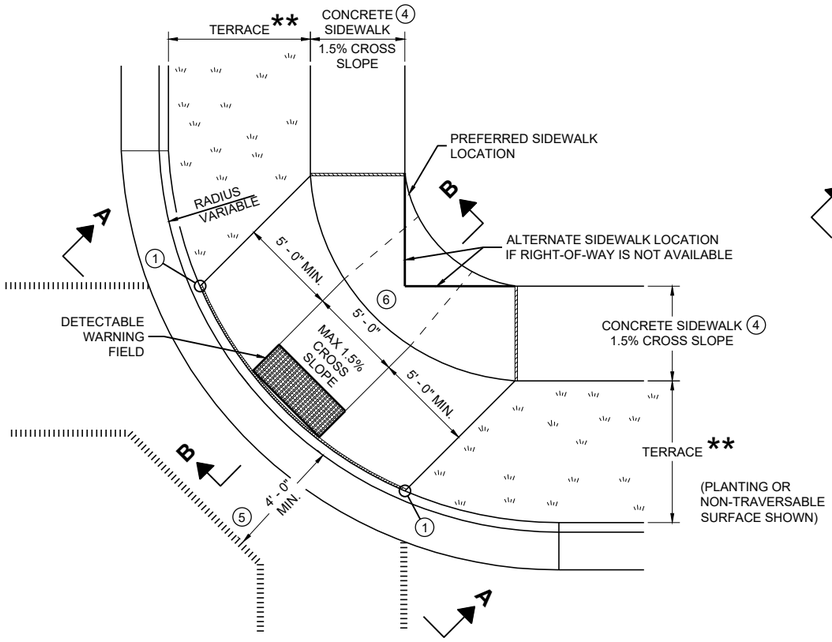
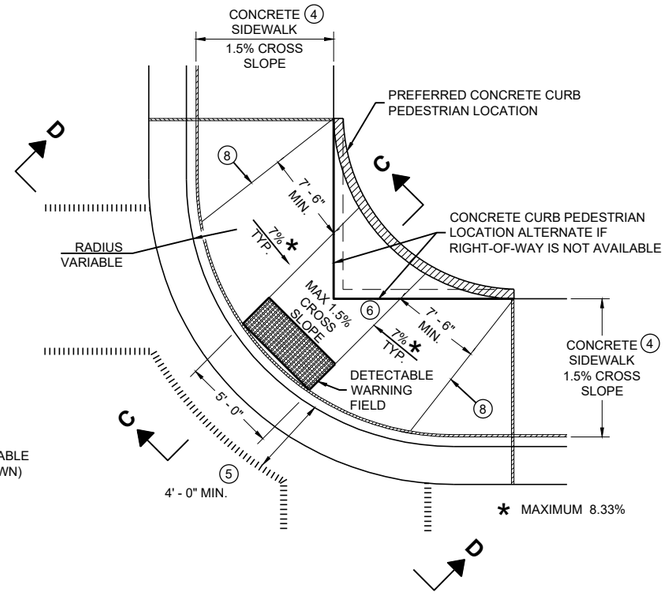
SDD 08D04 - 07



PLAN VIEW

CURB RAMP TYPE 1

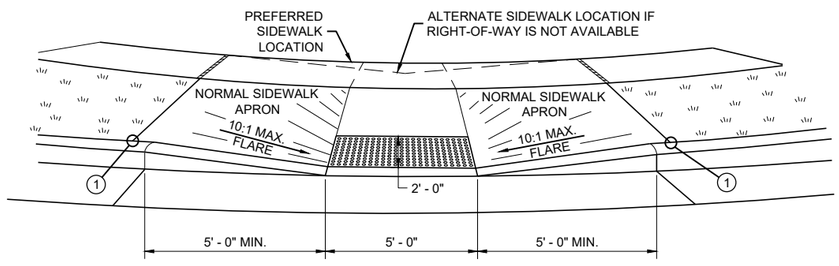
(CENTER OF CORNER RADIUS)



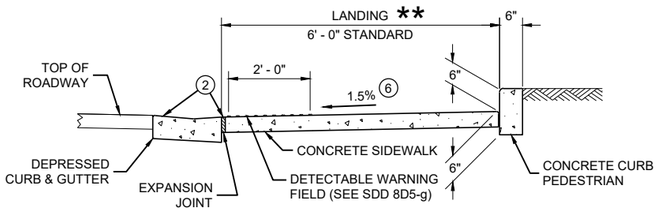
PLAN VIEW

CURB RAMP TYPE 1 - A

(NO TERRACE)

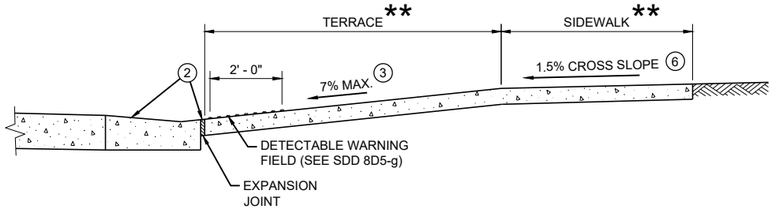


VIEW A - A FOR TYPE 1

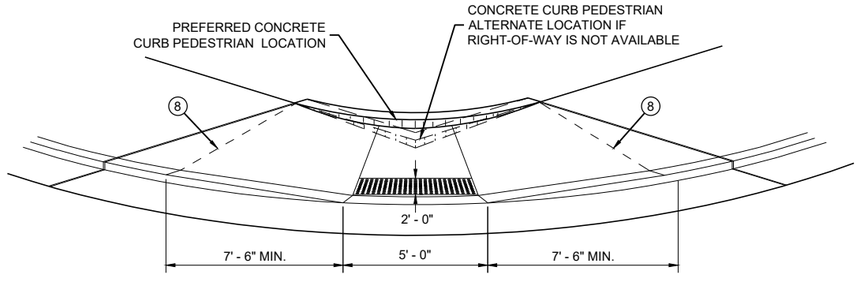


SECTION C - C FOR TYPE 1 - A

** 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. 4 FOOT WIDTH IS MEASURED FROM THE FLANGE LINE

(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.

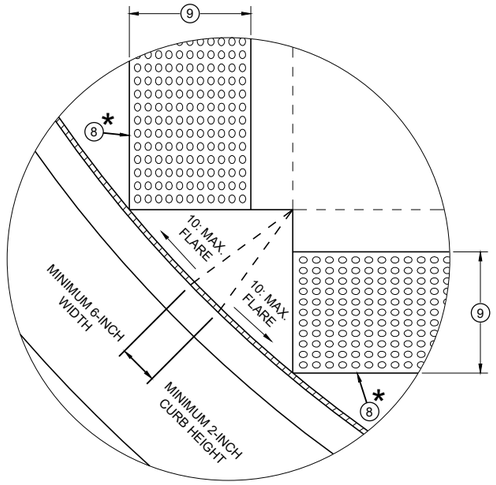
LEGEND

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

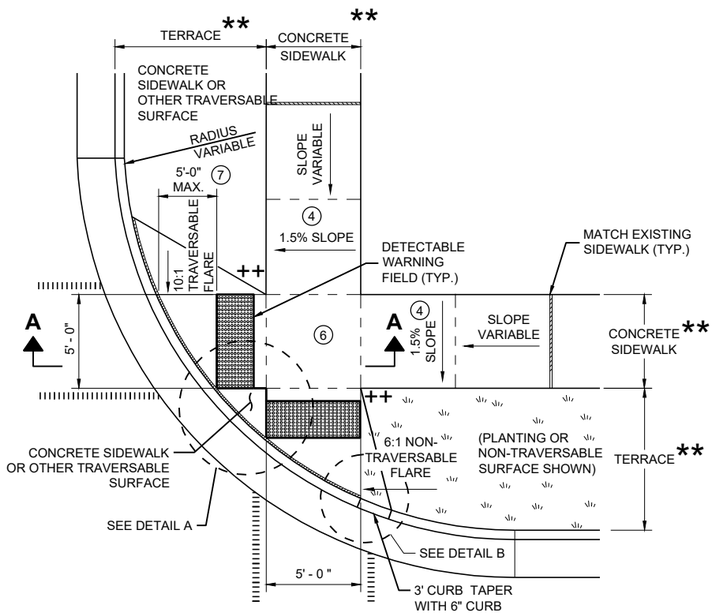
CURB RAMPS TYPE 1 AND 1-A

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

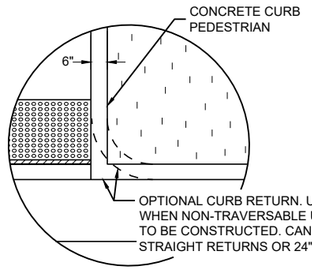
6
SDD 08D05-21a



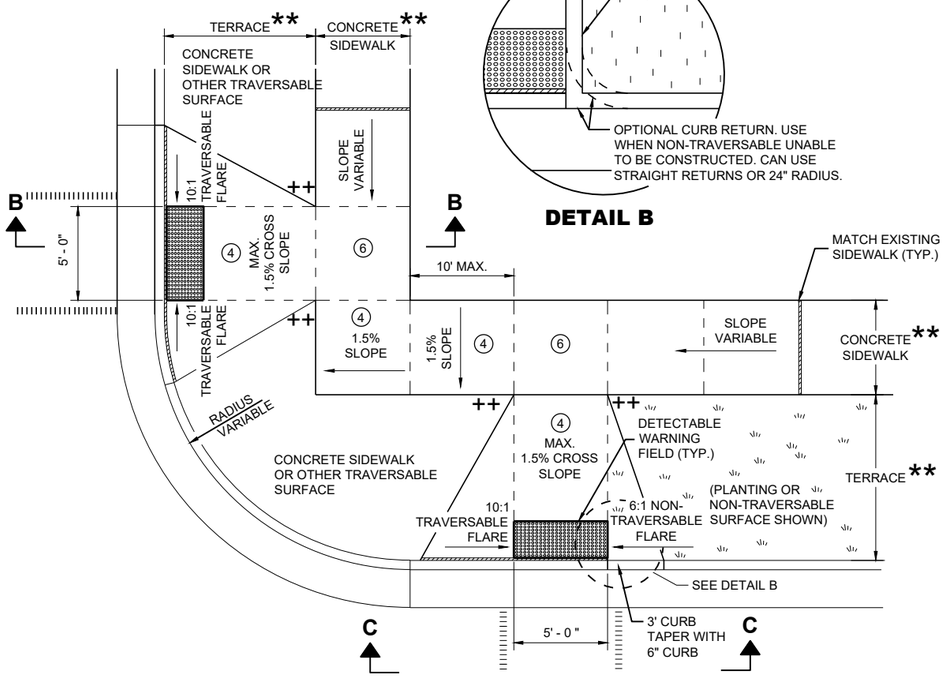
DETAIL A



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



DETAIL B



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

GENERAL NOTES

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

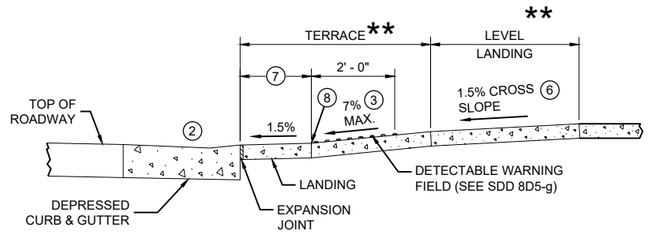
(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

(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.

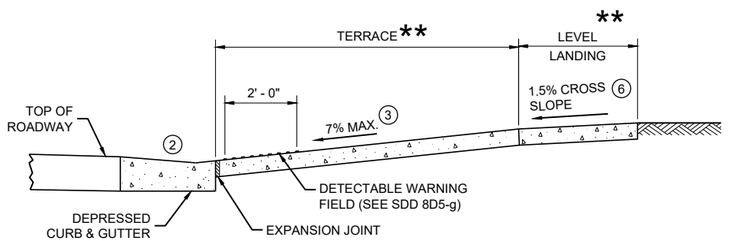


SECTION A - A FOR TYPE 2

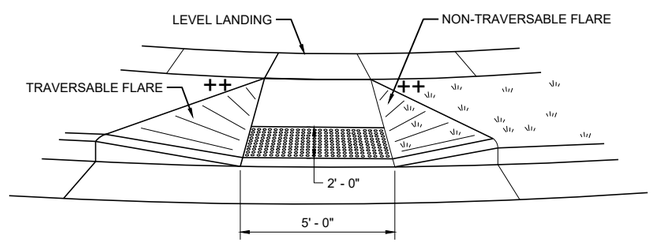
* MAXIMUM 2.0% SLOPE IN ALL DIRECTIONS IN FRONT OF GRADE BREAK

** WIDTH SHOWN ELSEWHERE IN THE PLANS

++ CONSTRUCT 6" WEDGE TO AVOID CONCRETE BREAKAGE



SECTION B - B FOR TYPE 3



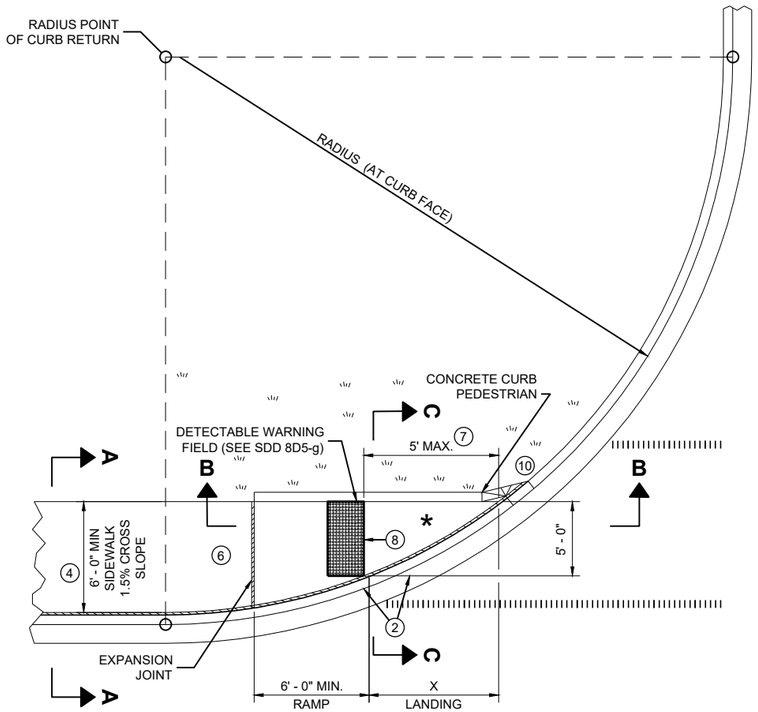
VIEW C - C FOR TYPE 3

LEGEND

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

CURB RAMPS TYPE 2 AND 3

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

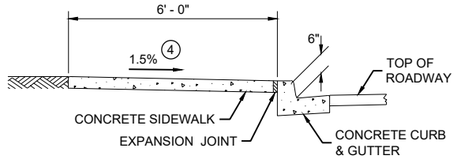


PLAN VIEW

CURB RAMP TYPE 4A

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

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.

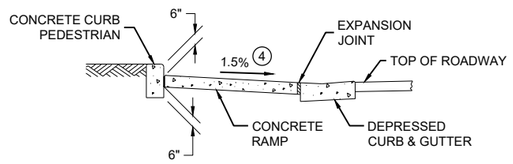
(10) INSTALL TRANSITION NOSE (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.

LEGEND

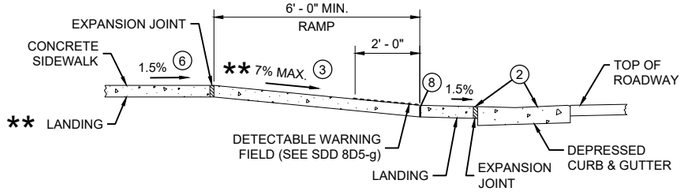
½" EXPANSION JOINT SIDEWALK

CONTRACTION JOINT SIDEWALK

PAVEMENT MARKING CROSSWALK (WHITE)

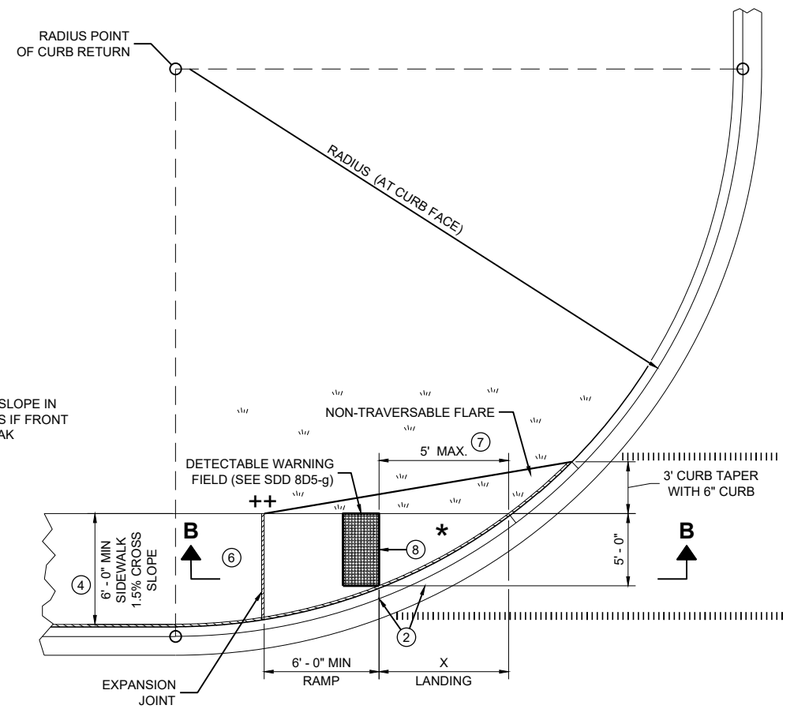


SECTION C - C FOR TYPE 4A



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

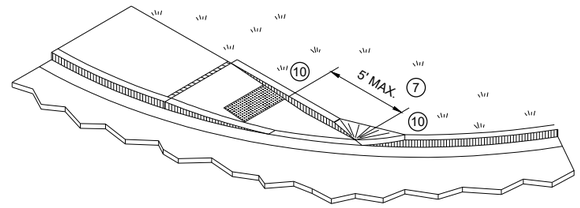
** IF RAMP SLOPE IS LESS THAN 5.0%, THEN NO ADJACENT UPHILL LANDING IS REQUIRED



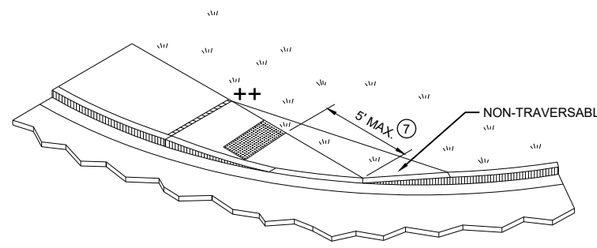
PLAN VIEW

CURB RAMP TYPE 4A1

++ CONSTRUCT 6" WEDGE TO AVOID CONCRETE BREAKAGE



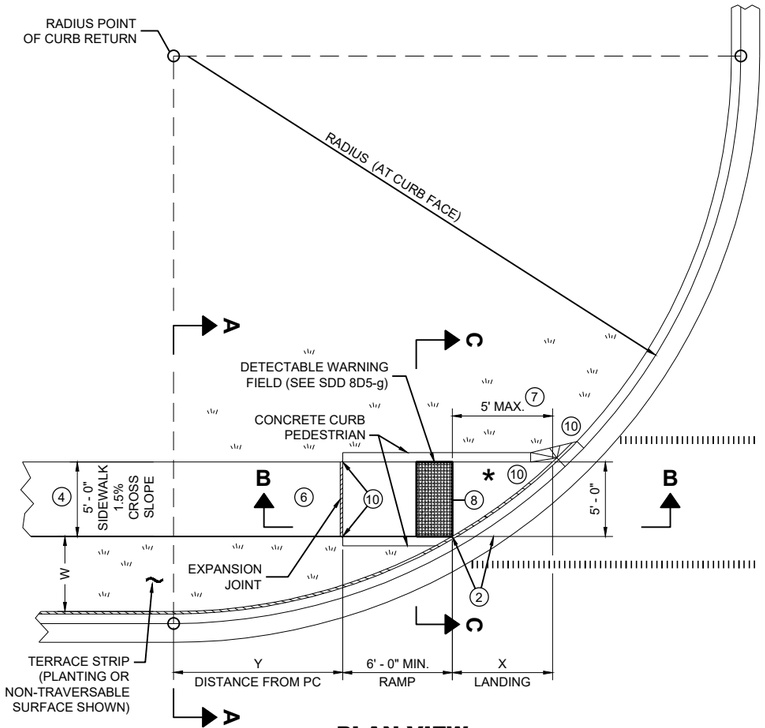
ISOMETRIC VIEW FOR TYPE 4A



ISOMETRIC VIEW FOR TYPE 4A1

CURB RAMPS
TYPE 4A AND 4A1

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



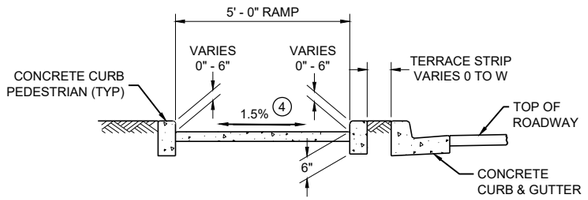
PLAN VIEW
CURB RAMP TYPE 4B

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

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)



SECTION C - C FOR TYPE 4B

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.

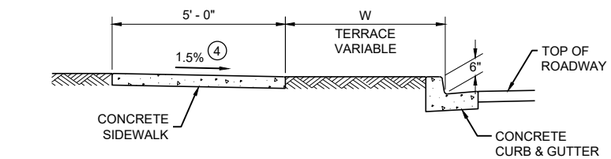
(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

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

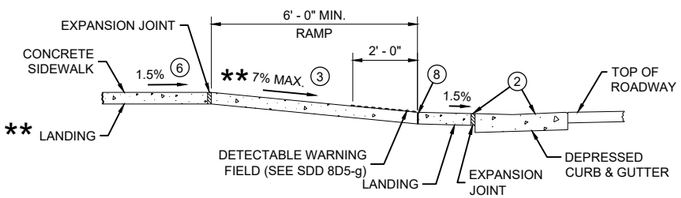
(7) WHEN THIS GRADE BREAK DISTANCE EXCEEDS 5 FEET, USE RADIAL DETECTABLE WARNING FIELD PER SDD 8D5-f.

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

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

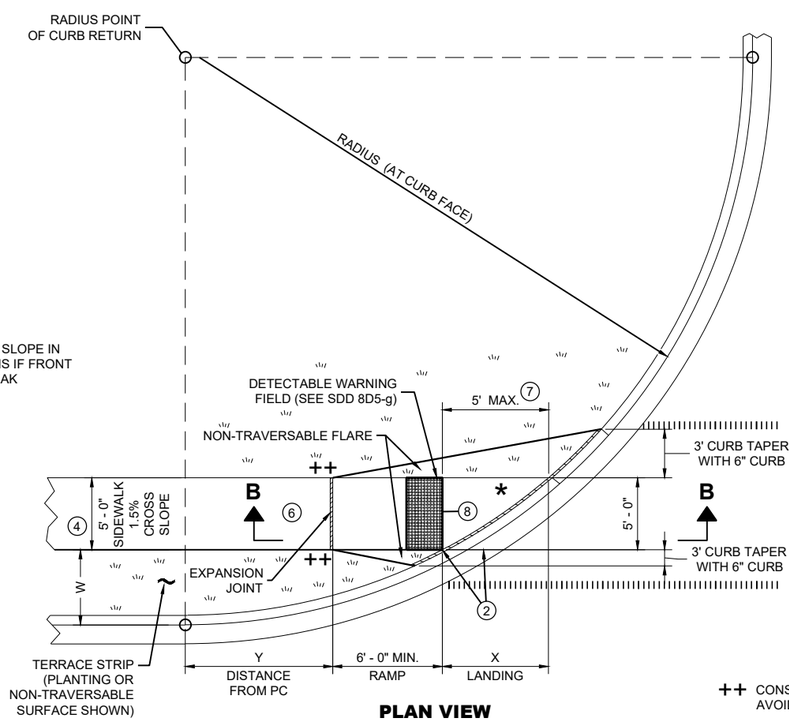


SECTION A - A FOR TYPE 4B



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

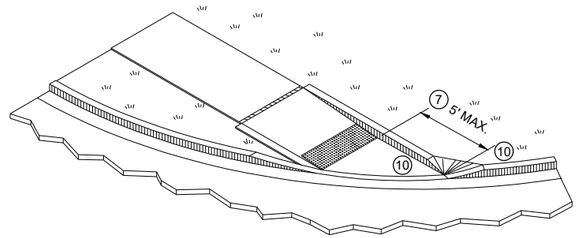
SECTION B - B FOR TYPE 4B AND TYPE 4B1



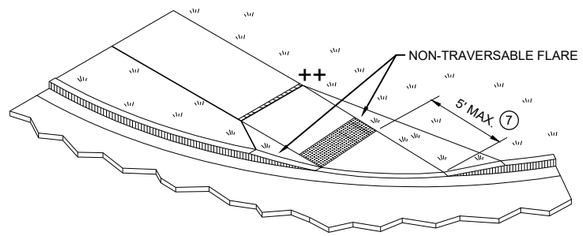
PLAN VIEW
CURB RAMP TYPE 4B1

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

++ CONSTRUCT 6" WEDGE TO AVOID CONCRETE BREAKAGE



ISOMETRIC VIEW FOR TYPE 4B



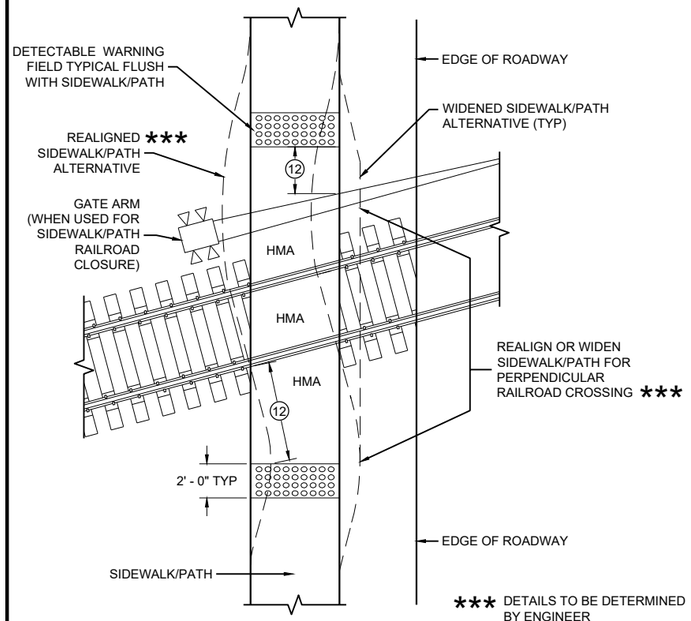
ISOMETRIC VIEW FOR TYPE 4B1

CURB RAMPS
TYPE 4B AND 4B1

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

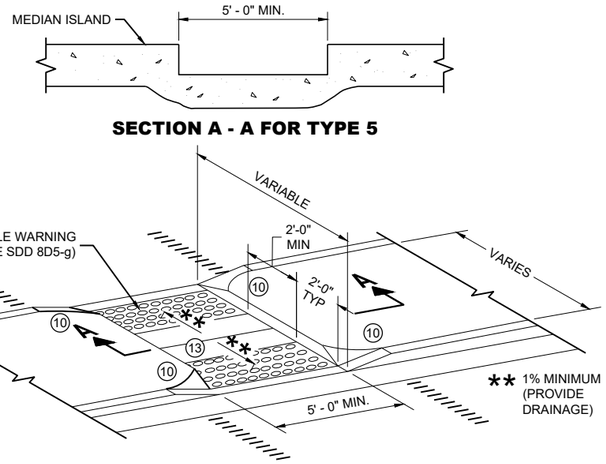
6

SDD 08D05-21d



CURB RAMP TYPE 8

DETECTABLE WARNINGS FOR SIDEWALKS OR SHARED USE PATHS AT RAILROAD CROSSINGS



SECTION A - A FOR TYPE 5

CURB RAMP TYPE 5

MEDIAN ISLAND NON-ELEVATED PEDESTRIAN CROSSING

GENERAL NOTES

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

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

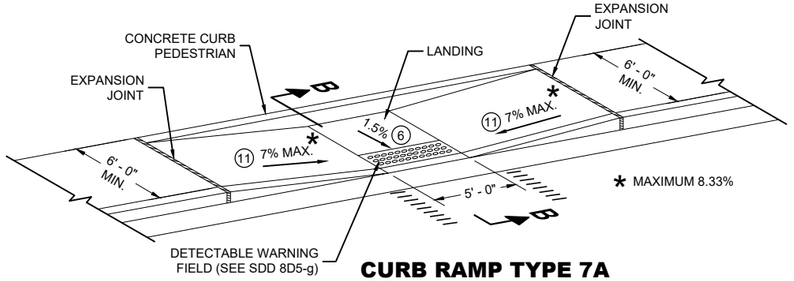
(11) SLOPE SIDEWALK TOWARD LANDING AS SHOWN WHERE THERE IS NO TERRACE OR WHERE THE TERRACE WIDTH IS LESS THAN 6 FEET WIDE.

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

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

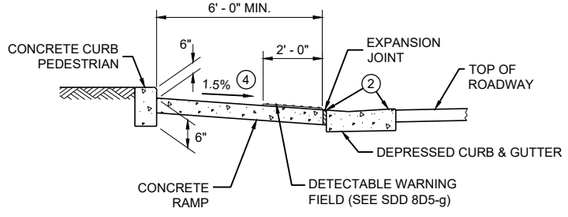
LEGEND

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

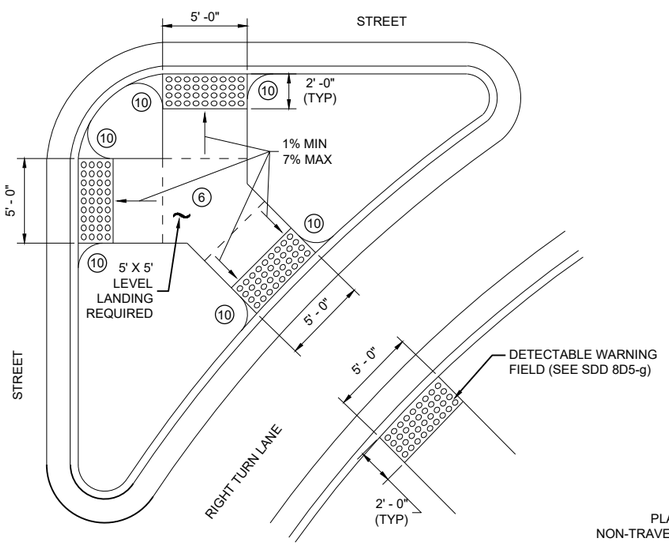


CURB RAMP TYPE 7A

FOR INTERSECTIONS AND MID BLOCK CROSSINGS



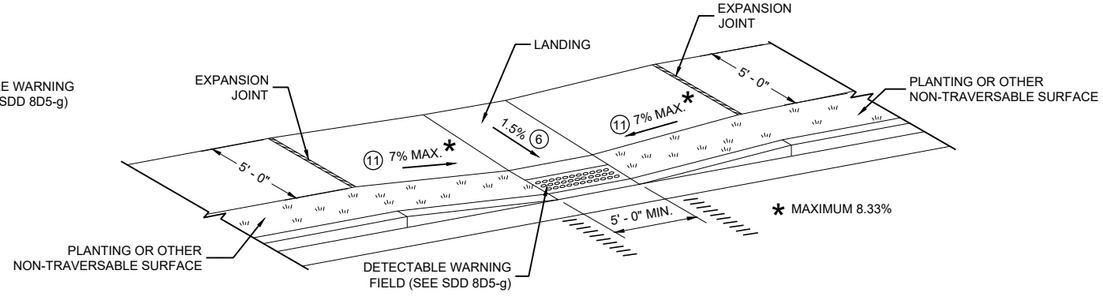
SECTION B - B FOR TYPE 7A



CURB RAMP TYPE 6

DETECTABLE WARNING AT ISLANDS

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



CURB RAMP TYPE 7B

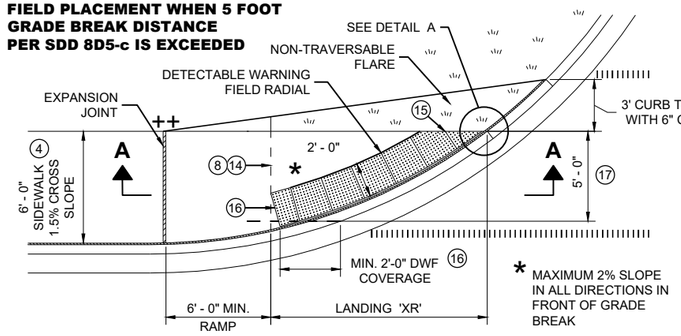
FOR INTERSECTIONS AND MID BLOCK CROSSINGS

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

SDD 08D05-21e

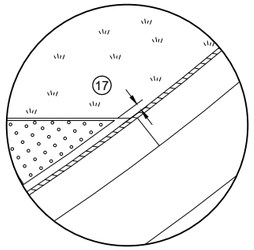
RADIAL DETECTABLE WARNING FIELD PLACEMENT WHEN 5 FOOT GRADE BREAK DISTANCE PER SDD 8D5-c IS EXCEEDED



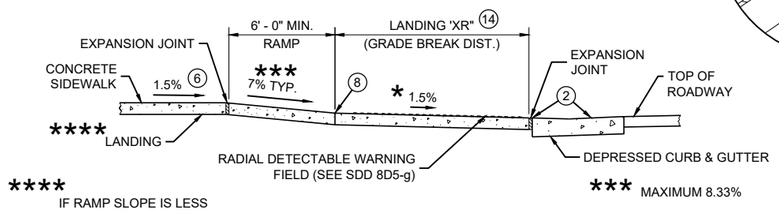
PLAN VIEW

CURB RAMP TYPE 4A1

(GRADE BREAK DISTANCE GREATER THAN 5 FEET)



DETAIL A

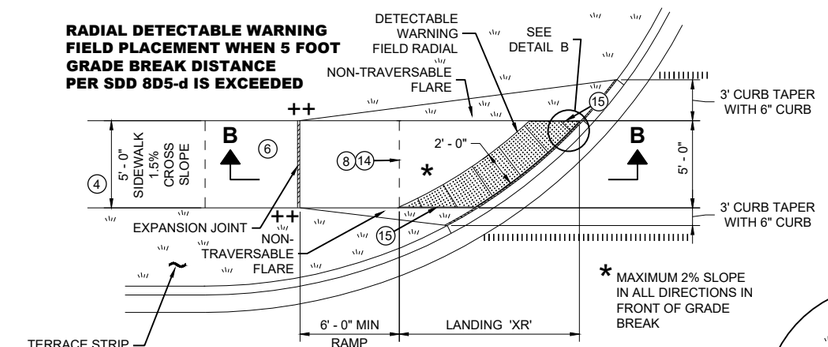


**** IF RAMP SLOPE IS LESS THAN 5.0%, THEN NO ADJACENT UPHILL LANDING IS REQUIRED

*** MAXIMUM 8.33%

SECTION A - A FOR TYPE 4A1

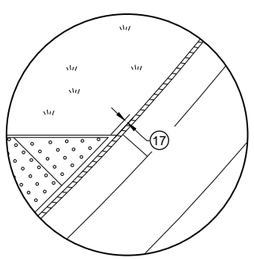
RADIAL DETECTABLE WARNING FIELD PLACEMENT WHEN 5 FOOT GRADE BREAK DISTANCE PER SDD 8D5-d IS EXCEEDED



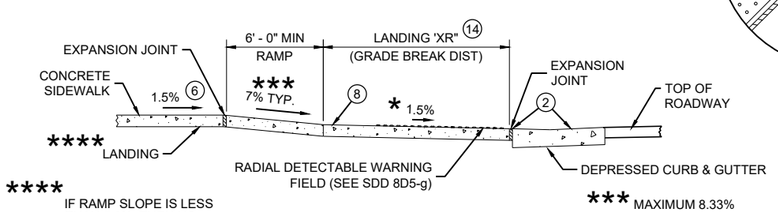
PLAN VIEW

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.

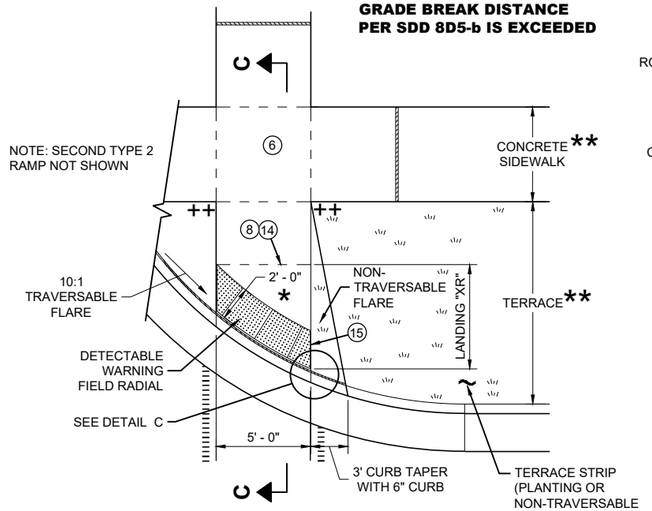
(14) CONSULT ENGINEER IF GRADE BREAK LOCATION (END OF LANDING DIMENSION "XR") REQUIRES FIELD ADJUSTMENT WHEN ESTABLISHING FINAL RADIAL DETECTABLE WARNING FIELD LOCATION.

(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 WIDTH IS ALLOWABLE IN FRONT 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

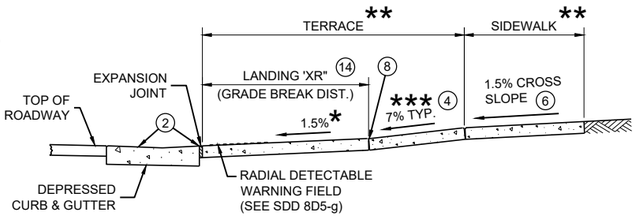


PLAN VIEW

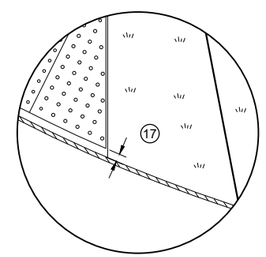
CURB RAMP TYPE 2

(GRADE BREAK DISTANCE GREATER THAN 5 FEET)

(ON LINE WITH SIDEWALK)



SECTION C - C FOR TYPE 2



DETAIL C

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

** WIDTH SHOWN ELSEWHERE IN THE PLANS

*** MAXIMUM 8.33%

++ CONSTRUCT 6" WEDGE TO AVOID CONCRETE BREAKAGE

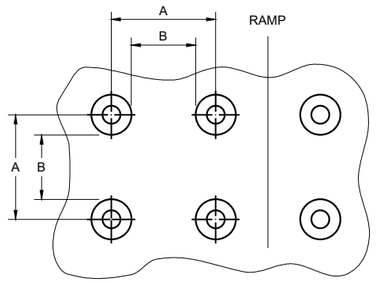
CURB RAMPS
RADIAL DETECTABLE WARNING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

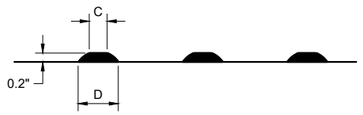
SDD 08D05-21f

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

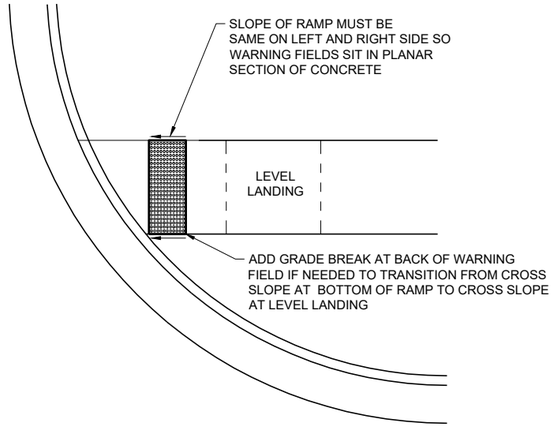
* THE C DIMENSION IS 50% TO 65% OF THE D DIMENSION.



PLAN VIEW



ELEVATION VIEW



DETECTABLE WARNING FIELD
PLANAR INSTALLATION

GENERAL NOTES

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

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

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

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

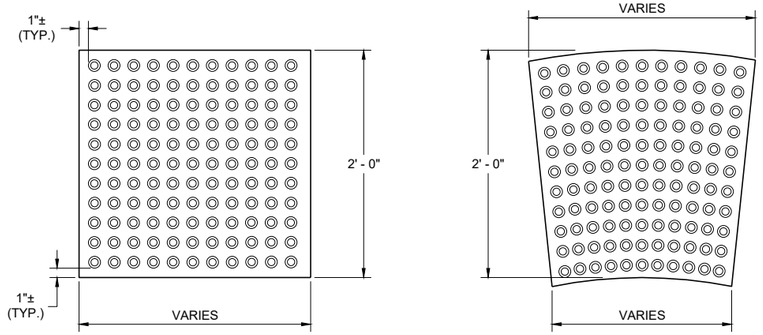
FOR RADIAL DETECTABLE WARNING FIELD APPLICATIONS WHERE STANDARD RADIAL PLATES ARE NOT AVAILABLE AT AN INTERSECTION CURB RADIUS, A COMBINATION OF SQUARE OR RECTANGULAR PLATES AND RADIAL PLATES MAY BE USED TO FORM RADIAL CONFIGURATION. RADIAL WEDGE PLATES IN COMBINATION WITH SQUARE PLATES ARE ALSO ACCEPTABLE.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

REFER TO CONTRACT AND STANDARD SPECIFICATIONS FOR FIELD CUTTING REQUIREMENTS.

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

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

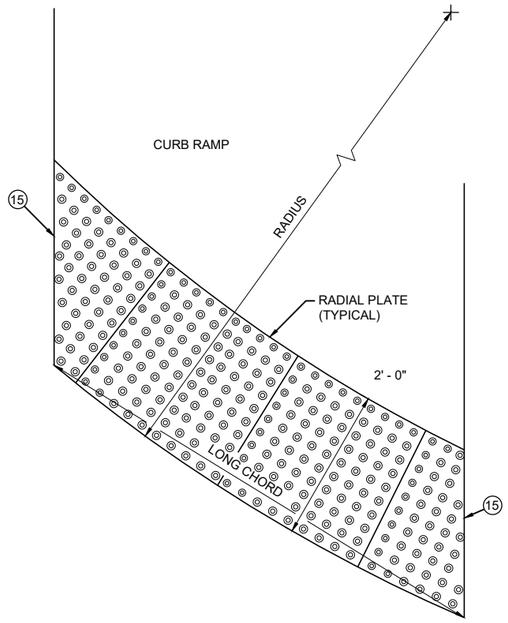
TRUNCATED DOMES
DETECTABLE WARNING PATTERN DETAIL



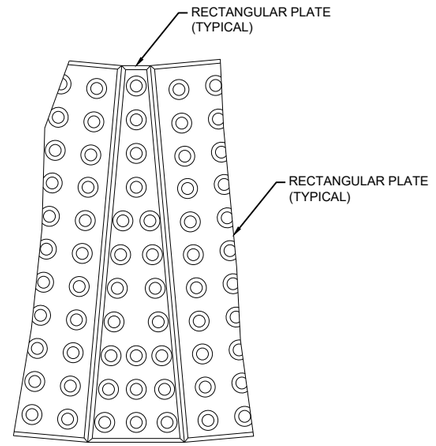
RECTANGULAR PLATES

RADIAL PLATES

PLAN VIEW
DETECTABLE WARNING FIELDS (TYPICAL)



PLAN VIEW
RADIAL DETECTABLE WARNING FIELD ATTRIBUTES



PLAN VIEW
RADIAL WEDGE PLATE CONNECTION DETAIL

CURB RAMPS
RECTANGULAR AND RADIAL DETECTABLE WARNING PLATES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

July 2023 — DATE

/S/ Rodney Taylor — ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR

FHWA

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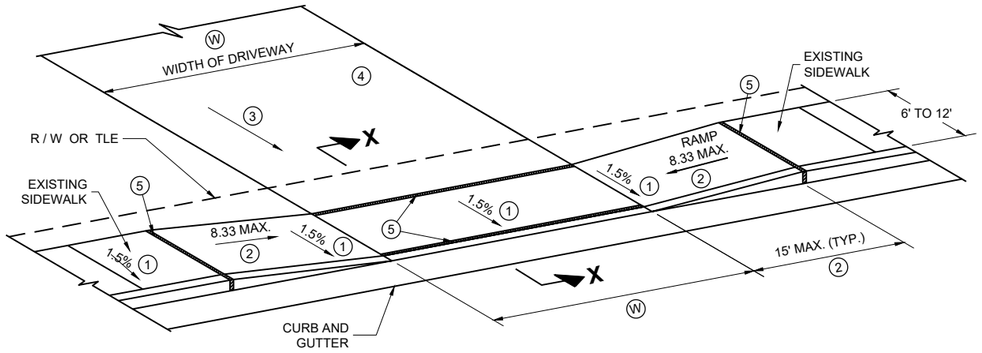
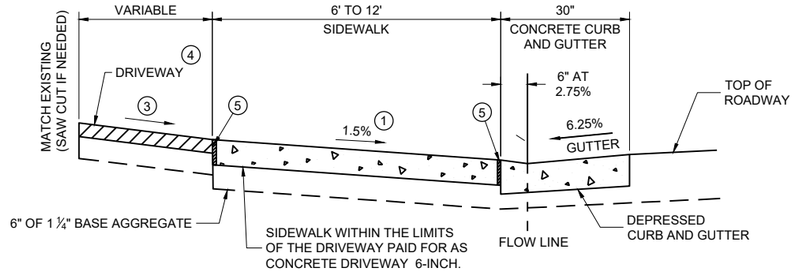
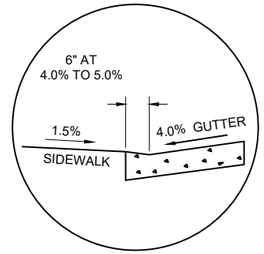
SDD 08D05-21g



TYPE X
SIDEWALK ABUTS CURB AND GUTTER
TERRACE VARIES 0 TO 3 FEET



SECTION X - X



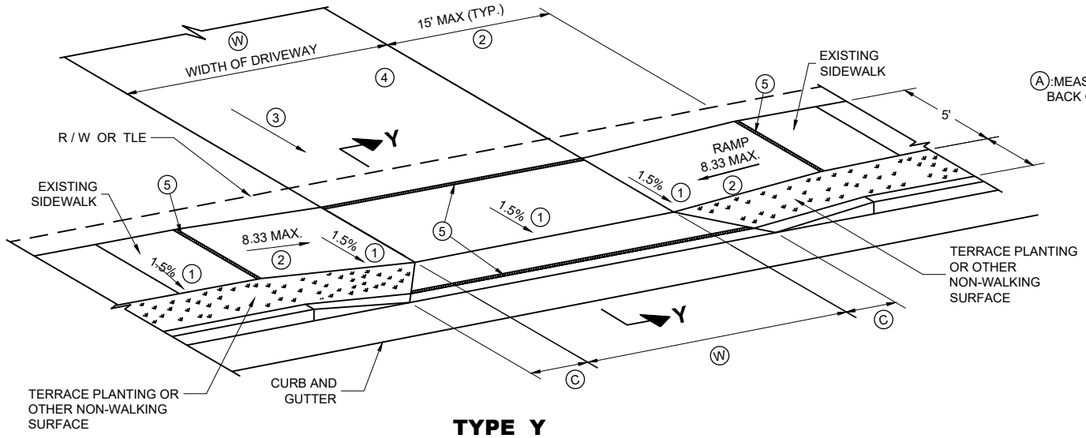
SECTION X - X
4% GUTTER SLOPE

Ⓦ: 12' MIN. - 24' MAX. RESIDENTIAL AND NON-COMMERCIAL (PE & FE)

16' MIN. - 35' MAX. COMMERCIAL (CE)

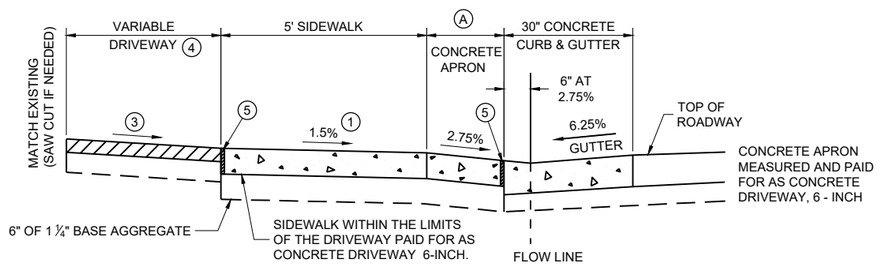
TABLE Y

Ⓐ FEET	Ⓒ FEET
3.5'	2.0'
4.5'	3.0'
5.5'	3.5'

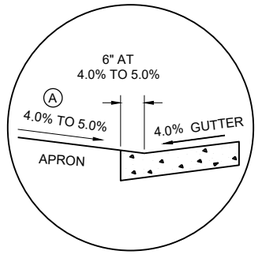


TYPE Y
SIDEWALK WITH NARROWER TERRACE
TERRACE VARIES 4 TO 6 FEET

Ⓐ:MEASURE FROM BACK OF CURB



NOTE: SIDEWALK MY BE DEPRESSED IN DRIVEWAY AREAS



SECTION Y - Y
4% GUTTER SLOPE

SECTION Y - Y

DRIVEWAY DETAIL WITH CONCRETE CURB AND GUTTER

(URBAN AND SUBURBAN)

GENERAL NOTES

PROVIDE CONSTRUCTION JOINTS ALONG THE CENTER OF THE CONCRETE FOR DRIVEWAYS UNDER 20 FEET IN WIDTH AND AT THE THIRD POINTS OVER 20 FEET IN WIDTH.

Ⓦ IS SHOWN ON PLAN AND PROFILE SHEETS.

OFFSETS, ELEVATIONS, AND PERCENT GRADE ARE SHOWN ON THE CROSS SECTIONS.

① CONSTRUCTION TOLERANCE OF 0.5%± FOR SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2%.

② THE SIDEWALK RAMP MAXIMUM RUNNING SLOPE SHALL NOT REQUIRE THE RAMP LENGTH TO EXCEED 15 FEET TO AVOID CHASING THE SLOPE INDEFINITELY WHEN CONNECTING TO STEEP GRADES. WHEN APPLYING THE 15 FOOT MAXIMUM LENGTH, THE RUNNING SLOPE OF THE SIDEWALK SHALL BE AS FLAT AS FEASIBLE AND NOT EXCEED THE LONGITUDINAL GRADE OF THE ROADWAY. SLOPE SIDEWALK RAMP TOWARD APRON AS SHOWN WHERE THERE IS NO TERRACE OR WHERE THE TERRACE WIDTH IS LESS THAN 6 FEET WIDE.

③ DRIVEWAY SLOPES: DESIRABLE MAXIMUM
- 10.5% UP AWAY FROM SIDEWALK (SAG)
- 8.5% DOWN AWAY FROM SIDEWALK (CREST)
- ABSOLUTE MAXIMUM 15% FOR BOTH CREST AND SAG

④ DRIVEWAY TYPES
- 6-INCH CONCRETE DRIVEWAY PAVEMENT OVER 6-INCH BASE AGGREGATE
- 2-INCH TO 3-INCH ASPHALTIC SURFACE OVER 6-INCH BASE AGGREGATE
- 6-INCH BASE AGGREGATE (MAY BE INCREASED FOR CLAY SUBGRADES.)

⑤ ½" EXPANSION JOINT FILLER

DRIVEWAY AND SIDEWALK RAMPS TYPES X AND Y

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
July 2023 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR

FHWA

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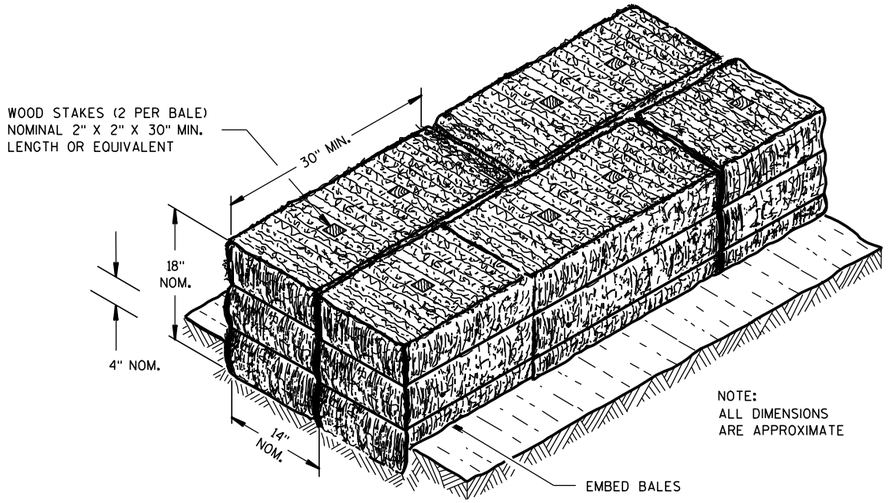
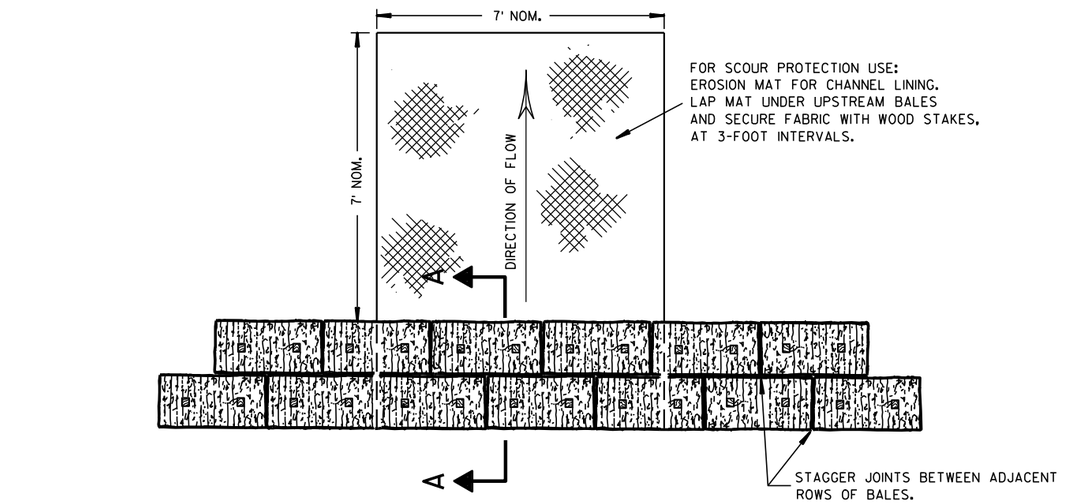
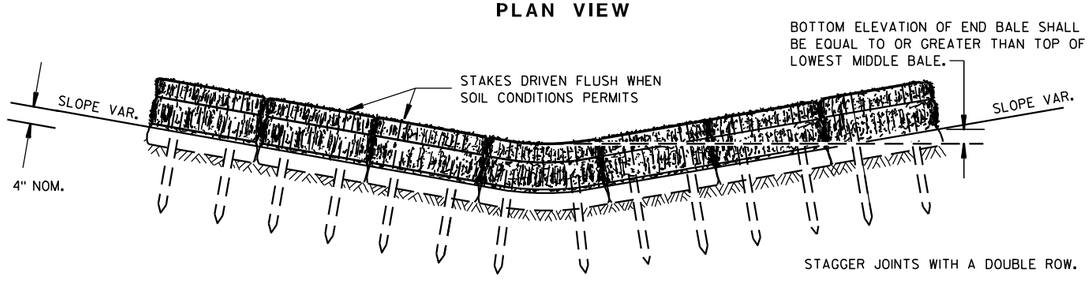
SDD 08D18-04



SECTION A-A



PLAN VIEW



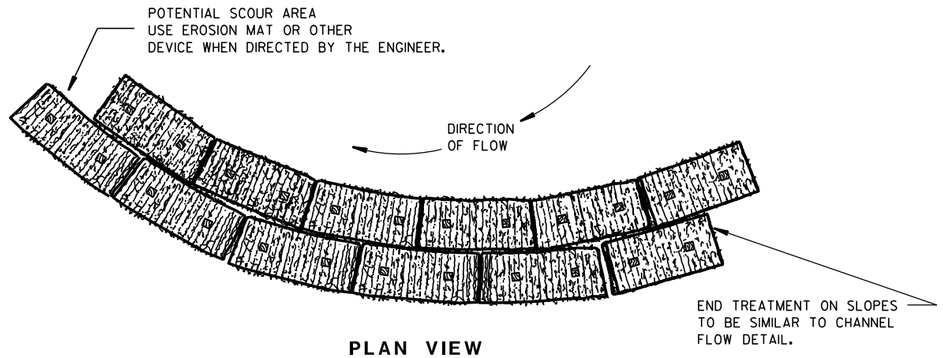
FRONT ELEVATION

TEMPORARY DITCH CHECK USING EROSION BALES (1)

GENERAL NOTES

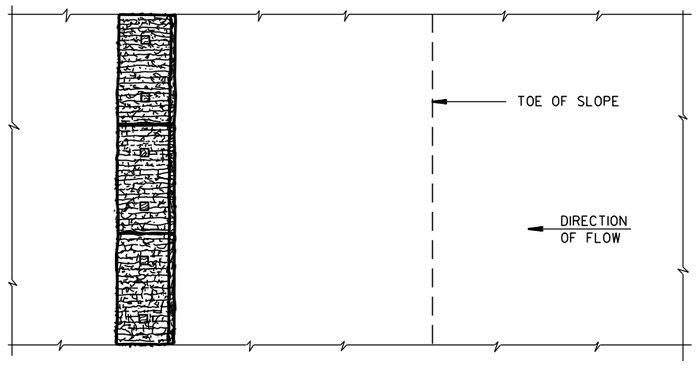
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

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

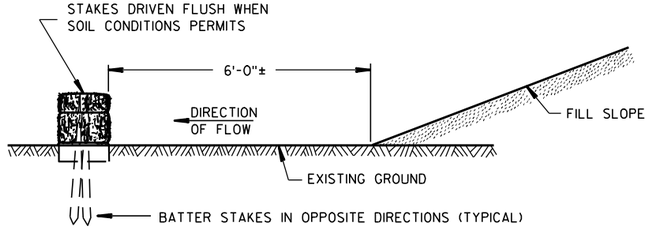


PLAN VIEW

WHEN ALTERING THE DIRECTION OF FLOW



PLAN VIEW



FRONT ELEVATION

WHEN EXISTING GROUND SLOPES AWAY FROM FILL SLOPE

EROSION BALES FOR SHEET FLOW

TYPICAL INSTALLATIONS OF EROSION BALES / TEMPORARY DITCH CHECKS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

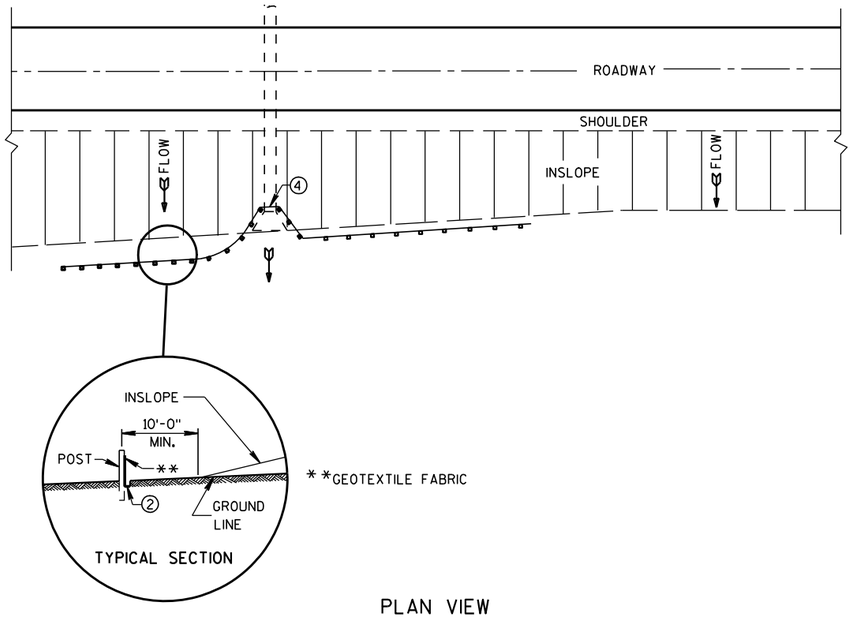
APPROVED
6/04/02 DATE
/S/ Beth Cannestra CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

6

S.D.D. 8 E 8-3

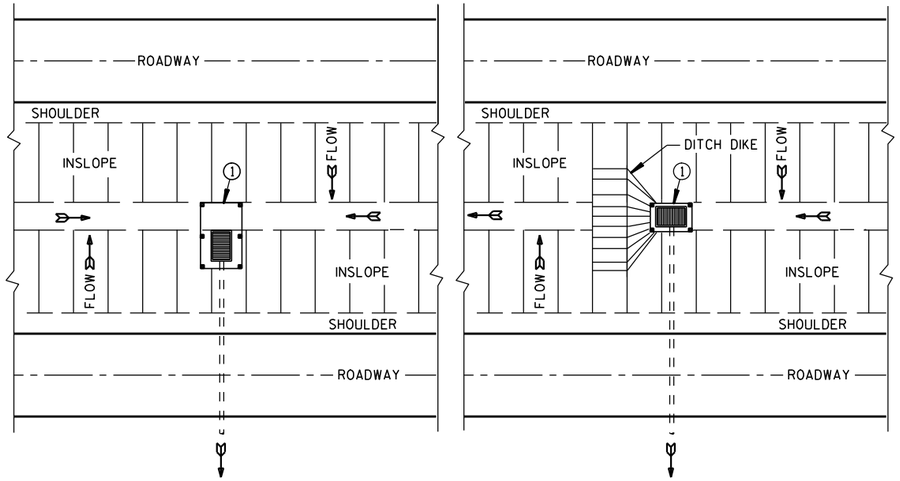
6

S.D.D. 8 E 8-3



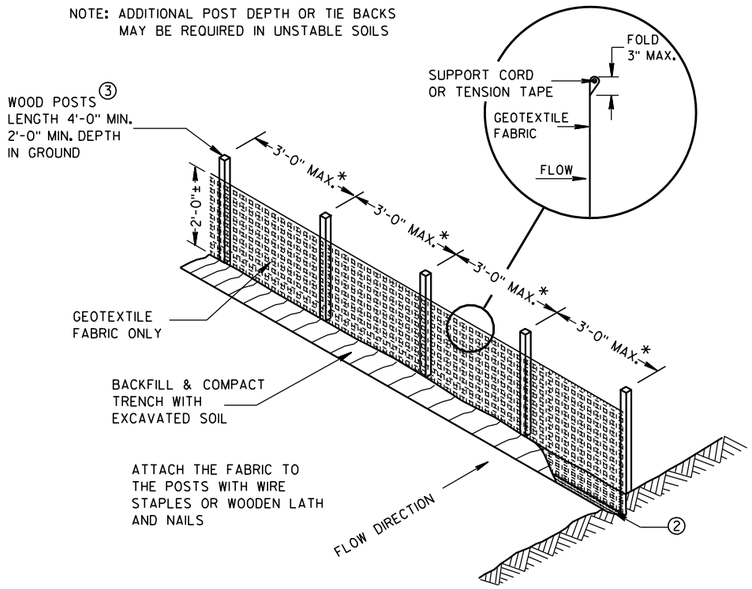
PLAN VIEW

TYPICAL APPLICATION OF SILT FENCE

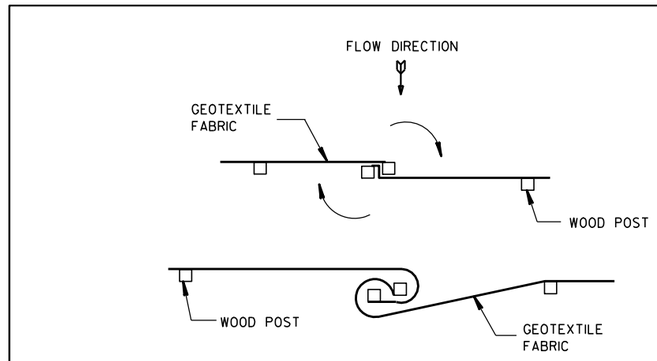


PLAN VIEW

SILT FENCE AT MEDIAN SURFACE DRAINS



SILT FENCE

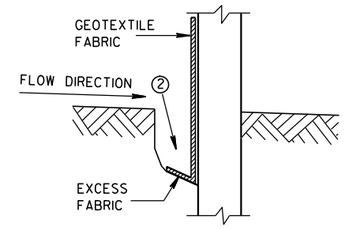


JOINING TWO LENGTHS OF SILT FENCE 5

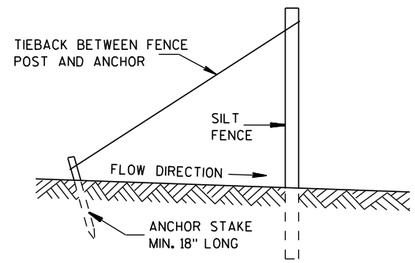
GENERAL NOTES

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 TIE BACK

(WHEN REQUIRED BY THE ENGINEER)

SILT FENCE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

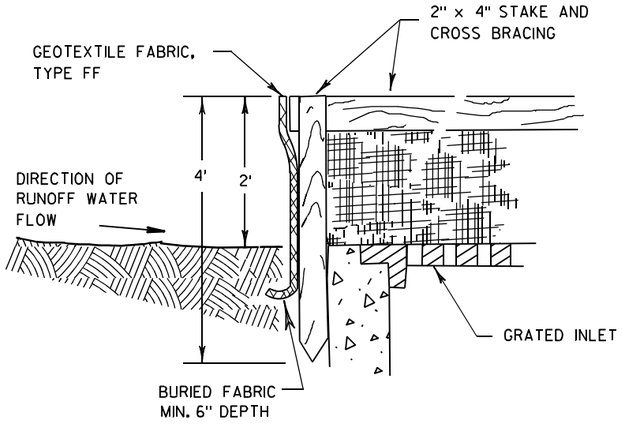
APPROVED
4-29-05 DATE
/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

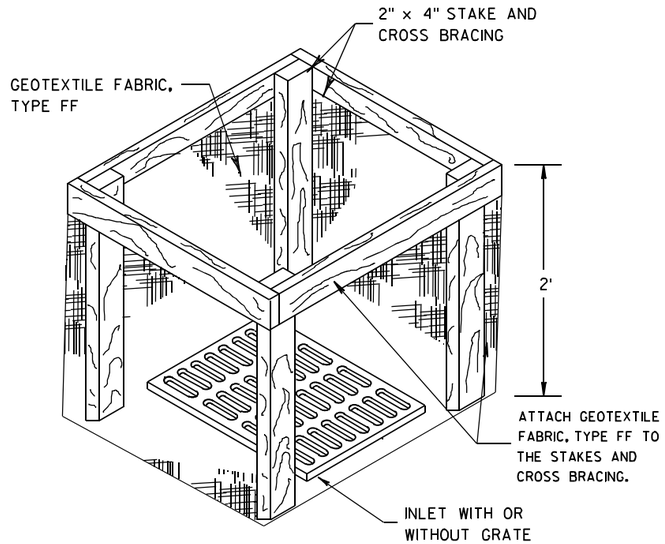
6

S.D.D. 8 E 9-6

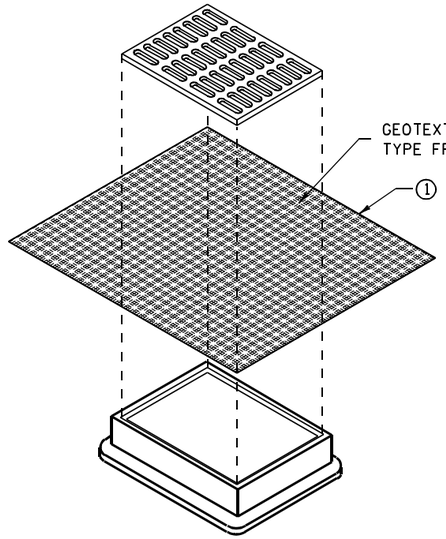
6

S.D.D. 8 E 9-6



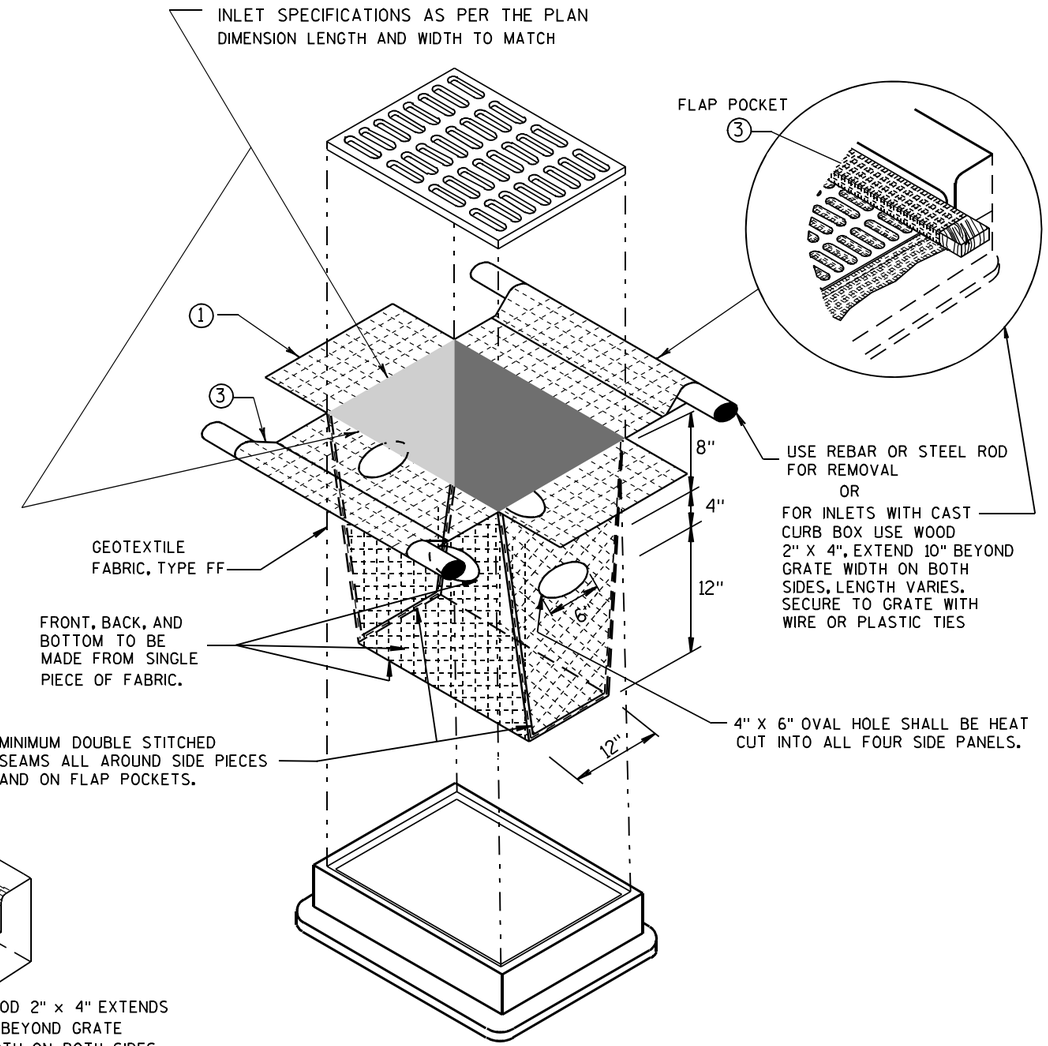


INLET PROTECTION, TYPE A



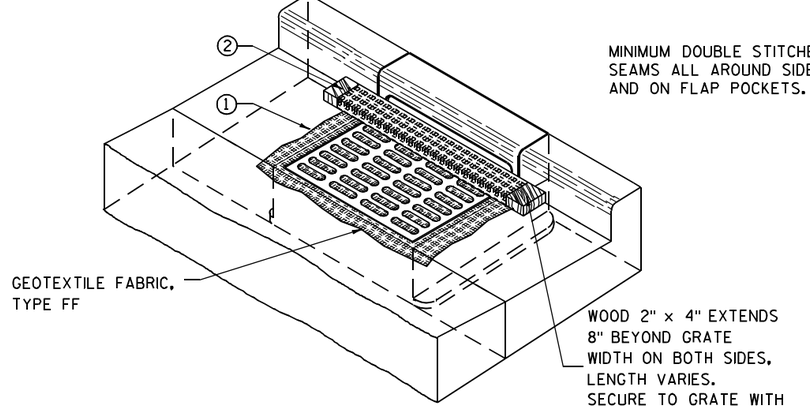
INLET PROTECTION, TYPE B
(WITHOUT CURB BOX)

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



INLET PROTECTION, TYPE D

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



INLET PROTECTION, TYPE C (WITH CURB BOX)

GENERAL NOTES

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

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

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

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

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

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

INSTALLATION NOTES

TYPE B & C

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

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

TYPE D

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

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

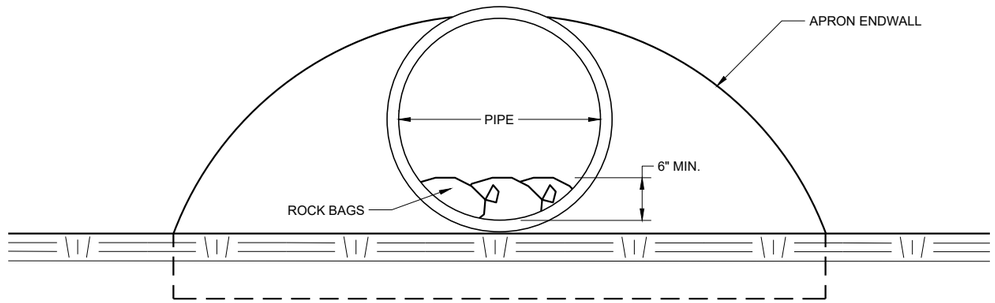
THE INSTALLED BAG SHALL HAVE A MINIMUM SIDE CLEARANCE, BETWEEN THE INLET WALLS AND THE BAG, MEASURED AT THE BOTTOM OF THE OVERFLOW HOLES, OF 3". WHERE NECESSARY THE CONTRACTOR SHALL CINCH THE BAG, USING PLASTIC ZIP TIES, TO ACHIEVE THE 3" CLEARANCE. THE TIES SHALL BE PLACED AT A MAXIMUM OF 4" FROM THE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

INLET PROTECTION
TYPE A, B, C, AND D

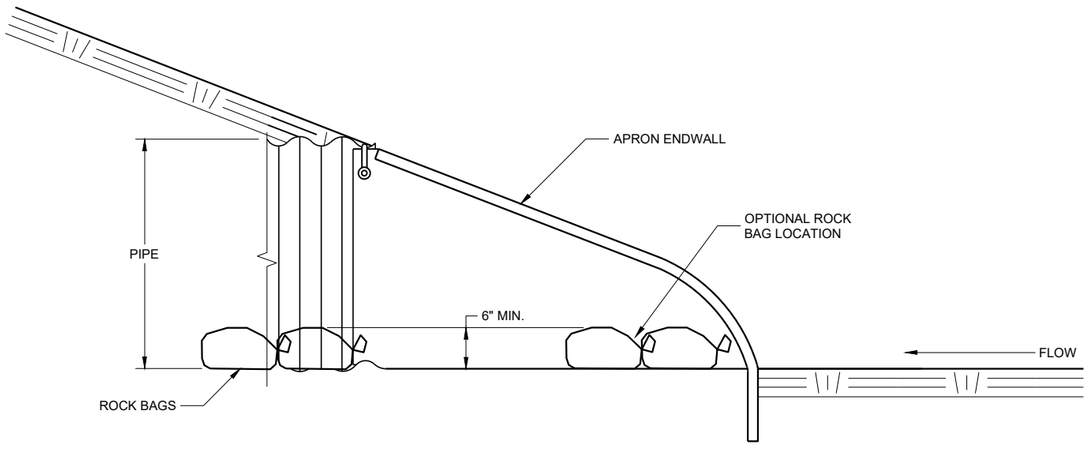
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
10/16/02
DATE
/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

6
S.D.D. 8 E 10-2



END VIEW



SIDE VIEW

CULVERT PIPE CHECK

(INSTALL ON INLET END ONLY)

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

6

SDD 08E15 - 01

6

SDD 08E15 - 01

METAL APRON ENDWALLS

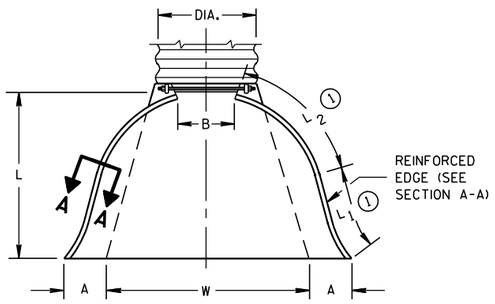
PIPE DIA. (IN.)	MIN. THICK. (Inches) STEEL	MIN. THICK. (Inches) ALUM.	DIMENSIONS (Inches) A (±1")	B (MAX.)	H (±1")	L (±1 1/2")	L1 ①	L2 ①	W (±2")	APPROX. SLOPE	BODY
12	.064	.060	6	6	6	21	12	17 1/2	24	2 1/2 to 1	1 Pc.
15	.064	.060	7	8	6	26	14	21 3/4	30	2 1/2 to 1	1 Pc.
18	.064	.060	8	10	6	31	15	28 1/4	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

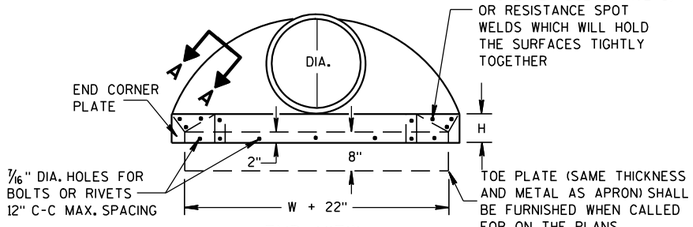
REINFORCED CONCRETE APRON ENDWALLS

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

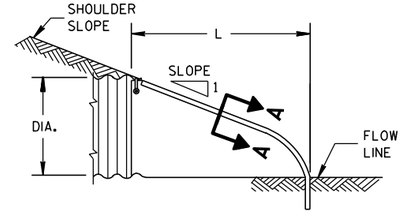
*MINIMUM
**MAXIMUM



PLAN VIEW

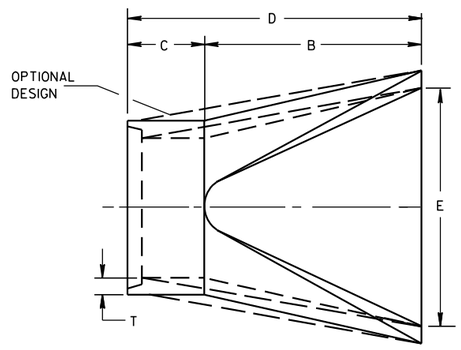


END VIEW

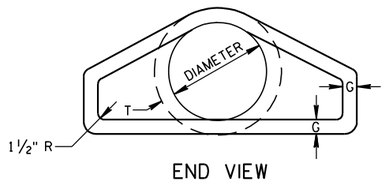


SIDE ELEVATION

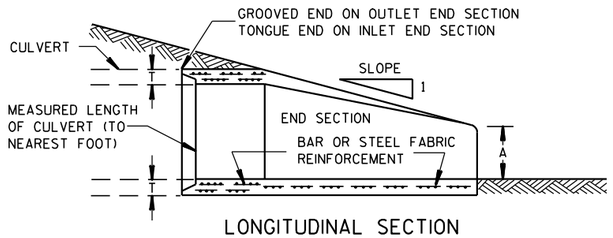
METAL ENDWALLS



PLAN

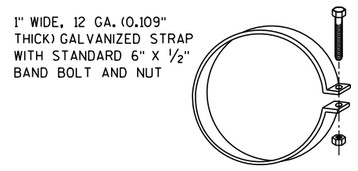


END VIEW



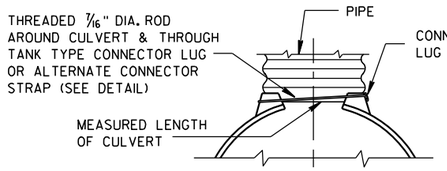
LONGITUDINAL SECTION

CONCRETE ENDWALLS

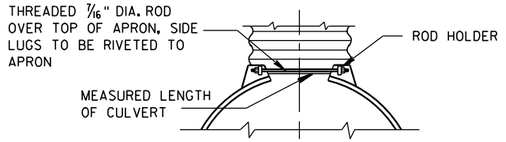


ALTERNATE FOR TYPE 1 CONNECTION

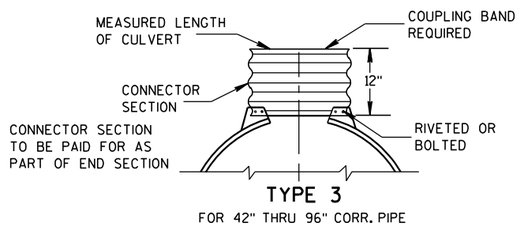
END SECTION CONNECTOR STRAP



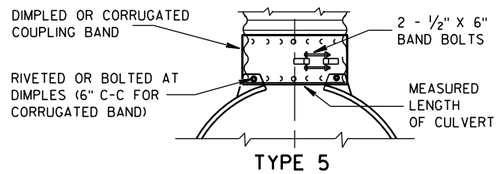
TYPE 1
FOR 12" THRU 24" CORR. PIPE



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

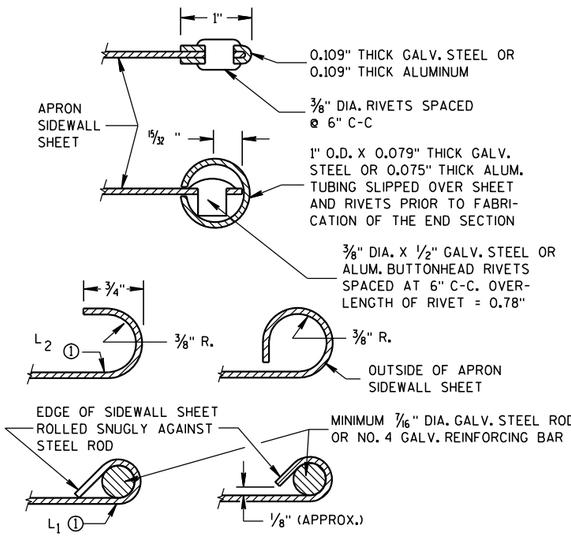
NOTE: DIMPLED BAND FITS OVER OUTSIDE OF ENDWALL. AND CORRUGATED BAND FITS INSIDE ENDWALL. DIMPLED BAND MAY BE USED WITH HELICALLY CORRUGATED PIPE.

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.

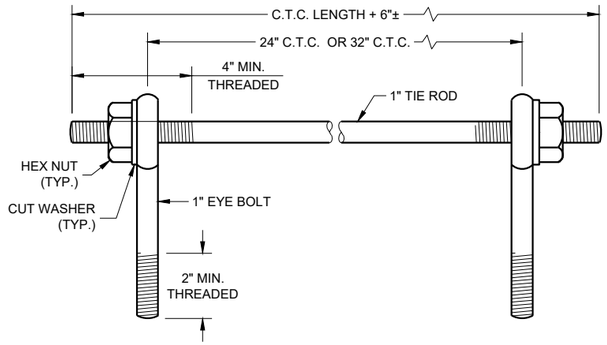
① FOR PIPE SIZES UP TO 60" DIAMETER, A 180° ROLLED EDGE MAY BE USED INSTEAD OF STEEL ROD REINFORCEMENT. SEE SECTION A-A.

APRON ENDWALLS FOR CULVERT PIPE

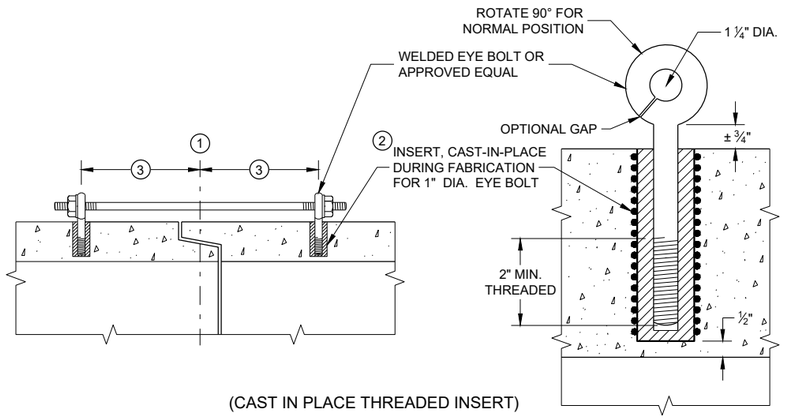
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

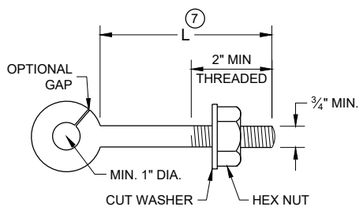
DETAILS OF CONSTRUCTION, MATERIALS, AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

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.

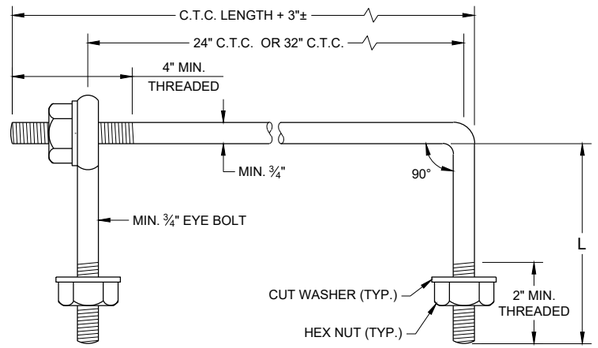
JOINT TIES TO BE HOT-DIP GALVANIZED PER ASTM A 153.

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.

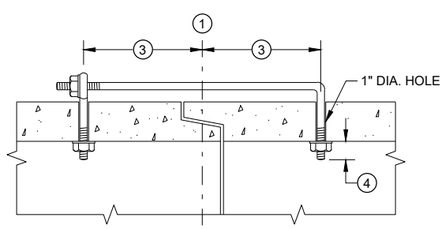


EYE BOLT 7

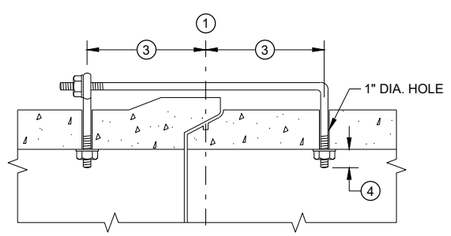
NOTE: TWO EYE BOLTS MAY BE USED WITH A 30" OR 38" LONG THREADED ROD IN LIEU OF THE 90° BENT TIE ROD.



EYE BOLT AND TIE ROD



(TONGUE AND GROOVE PIPE)



(MODIFIED BELL PIPE)

LONGITUDINAL SECTION

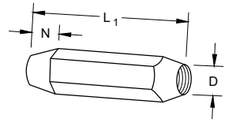
(JOINT TIES FOR 18" TO 66" DIA. CONCRETE PIPE)

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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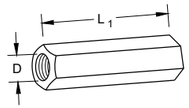
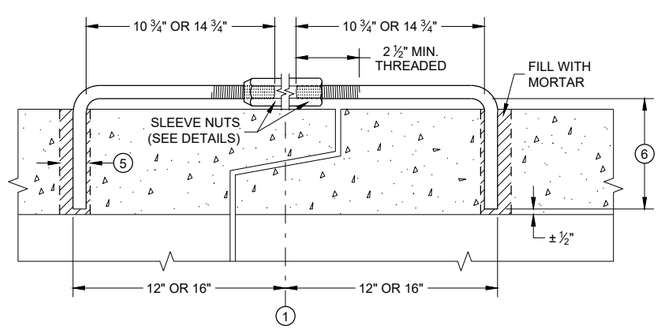


PLAIN

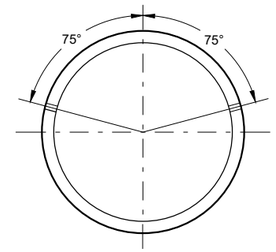
RIGHT AND LEFT THREADS

SLEEVE NUTS



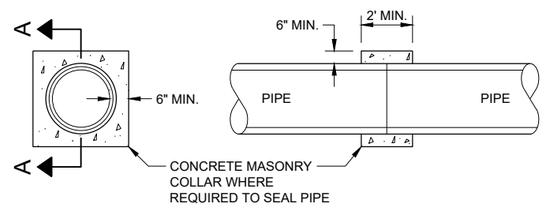
LONGITUDINAL SECTION

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

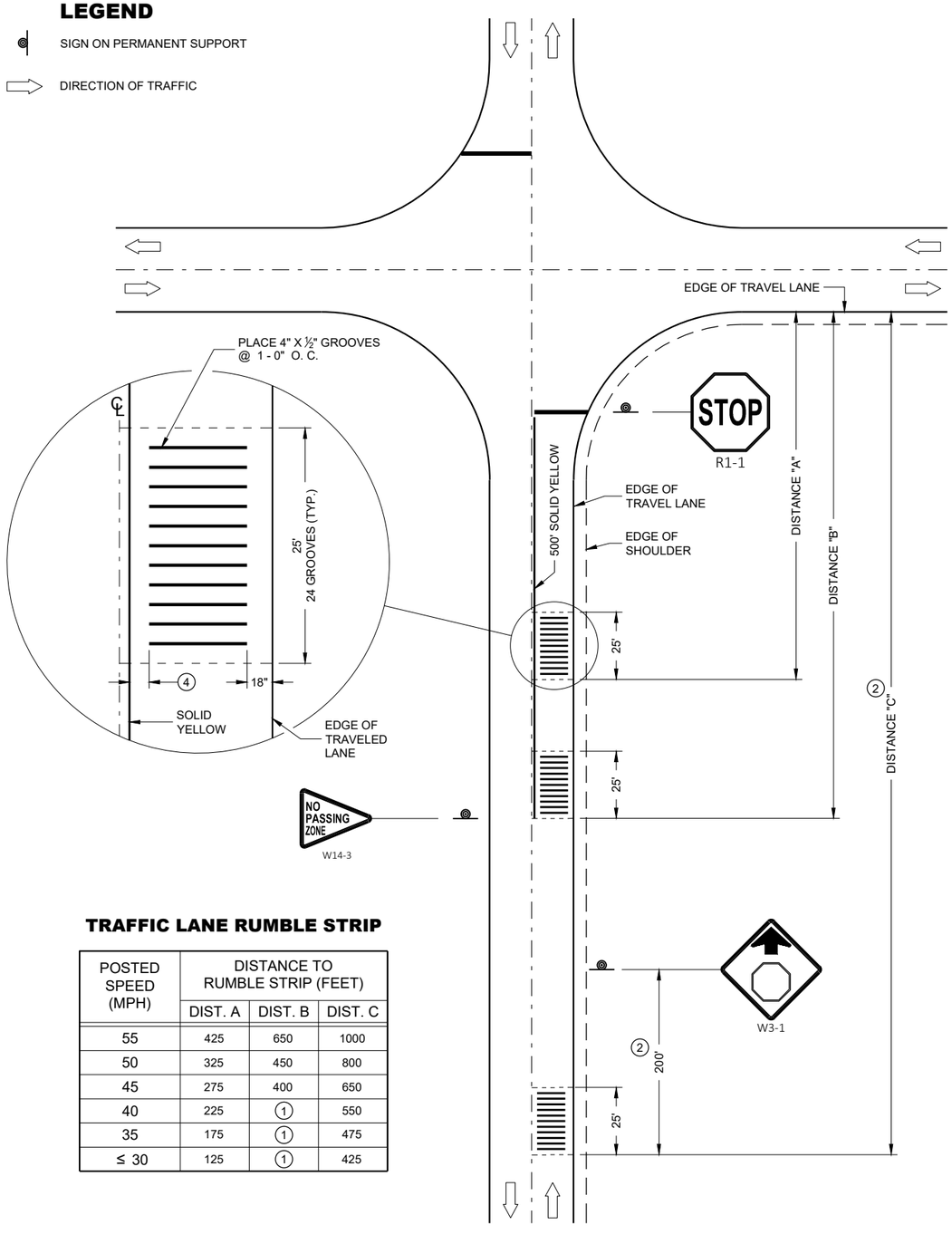
SDD 08F04 - 08

SDD 08F04 - 08

LEGEND

SIGN ON PERMANENT SUPPORT

DIRECTION OF TRAFFIC



TRAFFIC LANE RUMBLE STRIP

POSTED SPEED (MPH)	DISTANCE TO RUMBLE STRIP (FEET)		
	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

RUMBLE STRIP LOCATION

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.

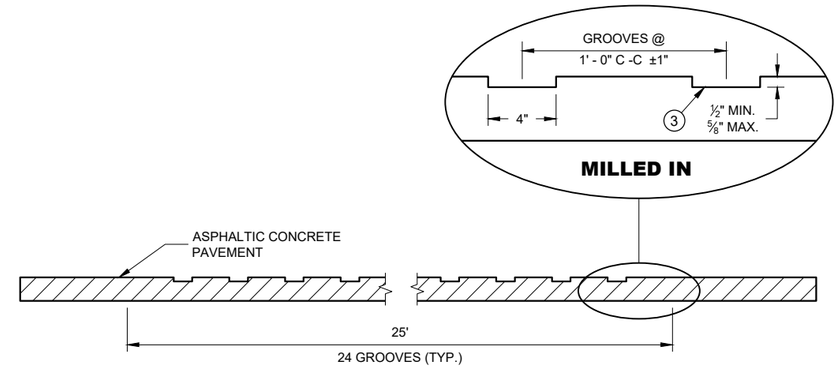
PAVEMENT MARKING AND SIGNING DETAILS AND SPECIFICATIONS ARE PROVIDE ELSEWHERE IN THE CONTRACT.

(1) ELIMINATE THE MIDDLE SET OF RUMBLE STRIPS.

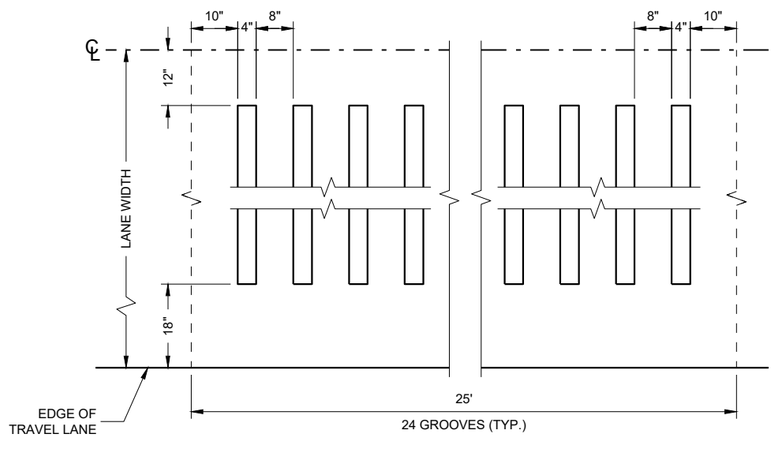
(2) LOCATE RUMBLE STRIP 200 FEET IN ADVANCE OF W3-1 SIGN AS SHOWN. IF W3-1 IS NOT IN PLACE, USE DISTANCE "C".

(3) TYPICAL VERTICAL VARIATION BETWEEN PEAKS AND VALLEYS WITHIN THE CUT APPROXIMATELY $\frac{1}{16}$".

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



ELEVATION VIEW



PLAN VIEW

ASPHALTIC PAVEMENT MILLED IN

TRANSVERSE RUMBLE STRIPS, ASPHALTIC

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023
DATE

/S/ Rodney Taylor
ROADWAY DESIGN STANDARDS
UNIT SUPERVISOR

FHWA

6

SDD 13A08 - 02

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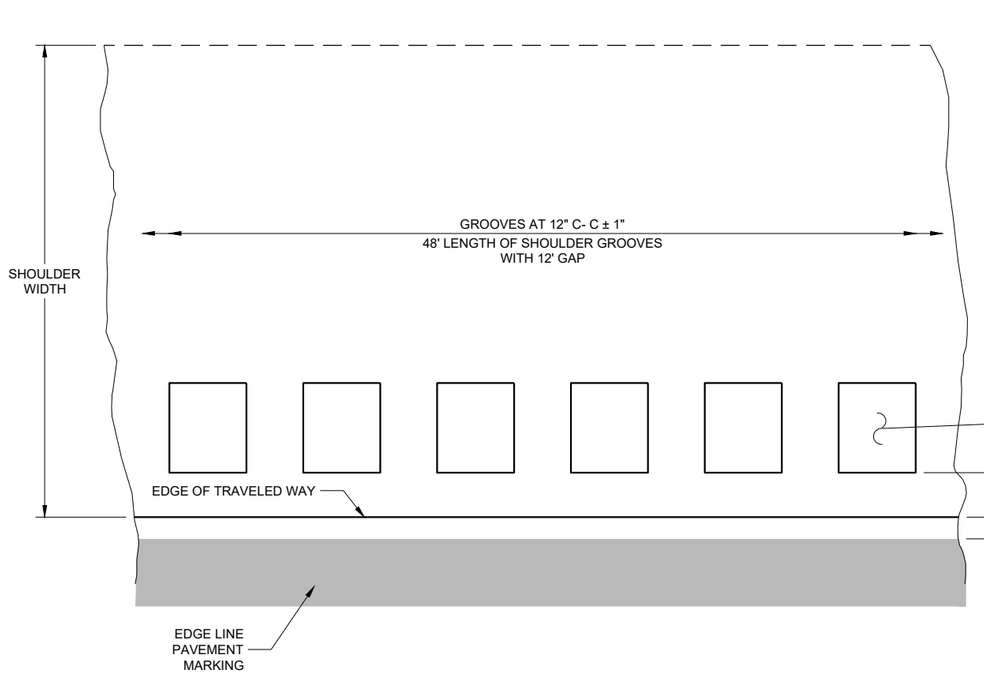
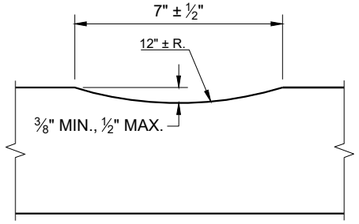
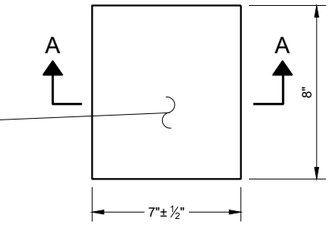
SDD 13A08 - 02



PLAN DETAIL VIEW
SHOULDER WITH GROOVES



SECTION A - A

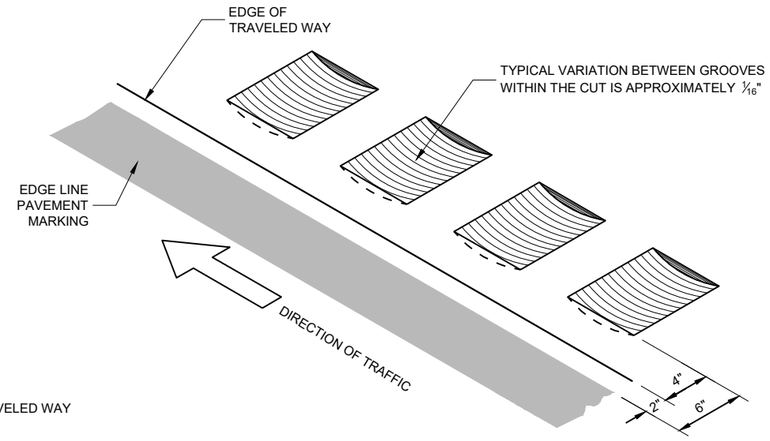


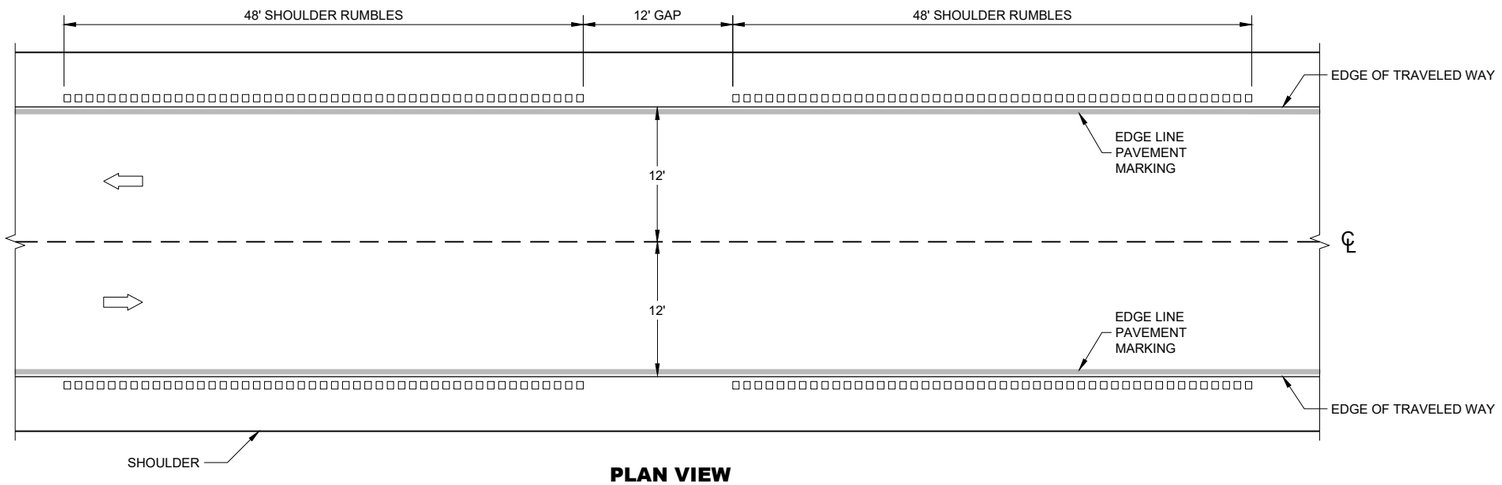
PLAN VIEW
(SINGLE GROOVE)

GENERAL NOTES

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

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





PLAN VIEW

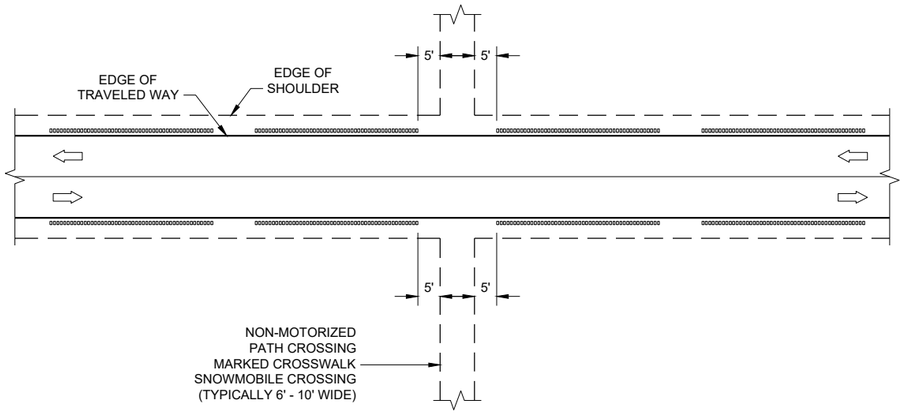
SHOULDER RUMBLE STRIPS - ASPHALT

SHOULDER RUMBLE STRIPS ASPHALT

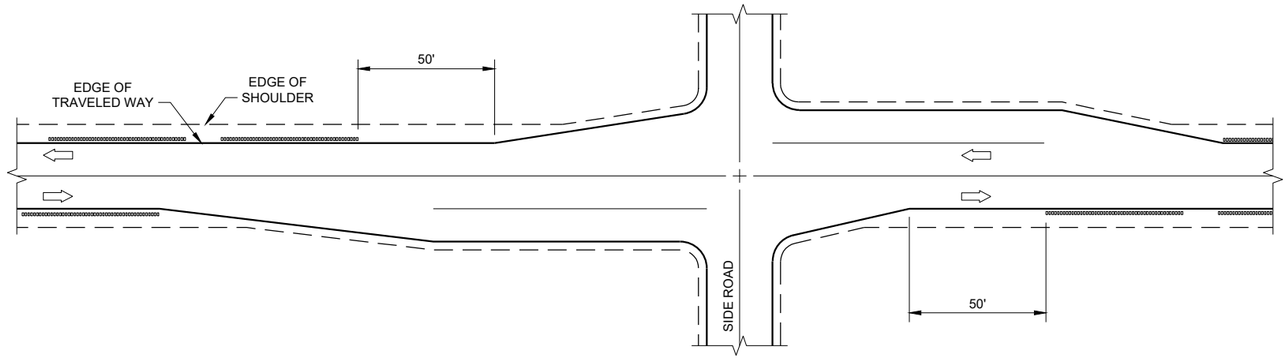
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTA

6

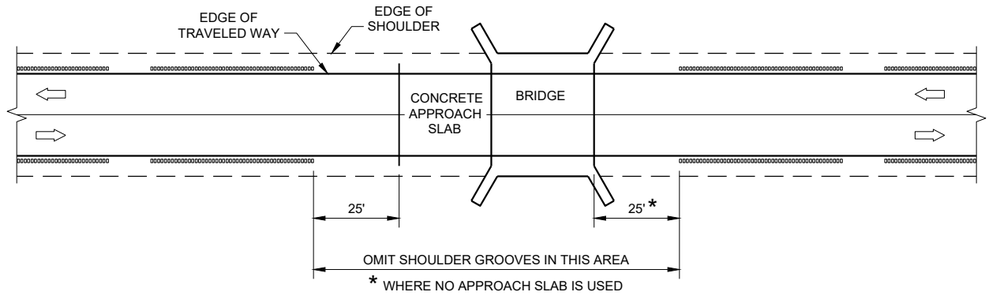
SDD 13A10 - 03a



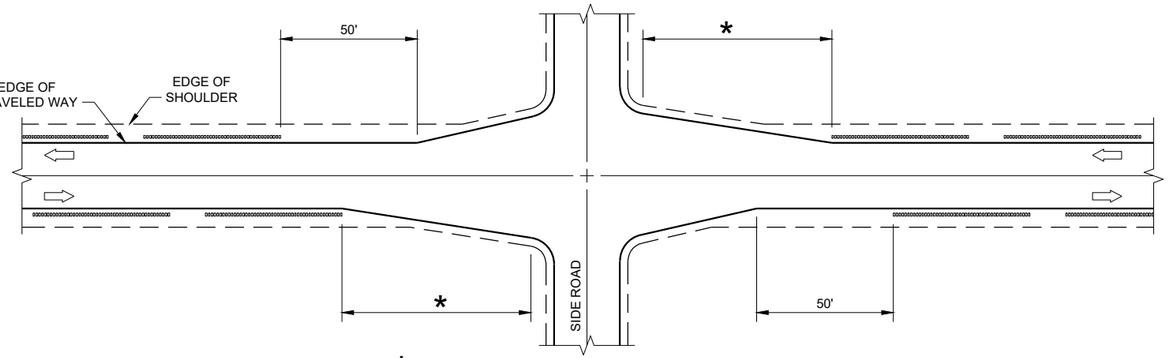
GROOVES AT MISCELLANEOUS CROSSINGS



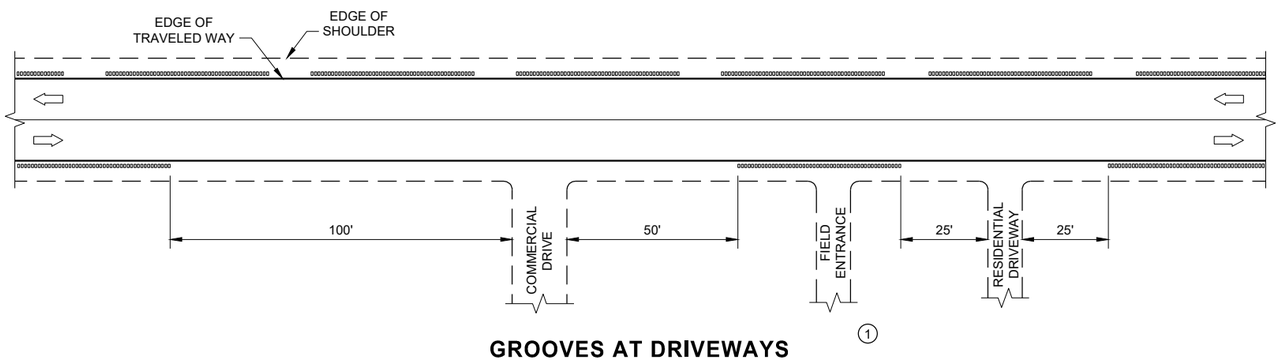
GROOVES AT RIGHT TURN LANE



GROOVES AT BRIDGES



GROOVES AT INTERSECTIONS WITH APPROACH TAPER



GROOVES AT DRIVEWAYS ①

GENERAL NOTES

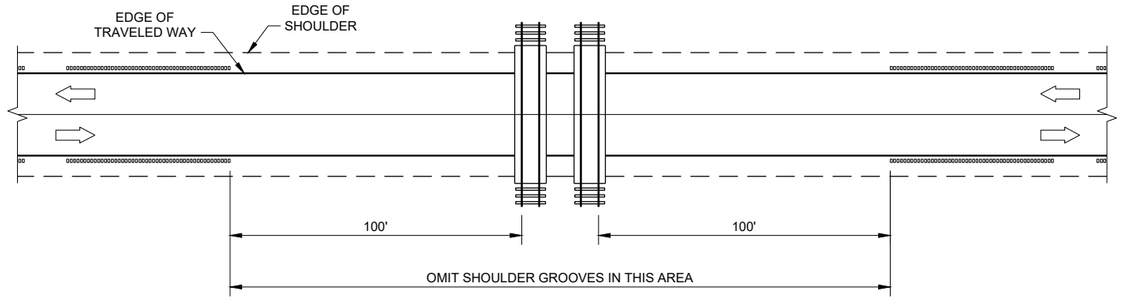
① SHOULDER GROOVES MAY BE OMITTED IN AREAS WITH HIGH CONCENTRATIONS OF DRIVEWAYS. WHEN DIRECTED BY THE ENGINEER.

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

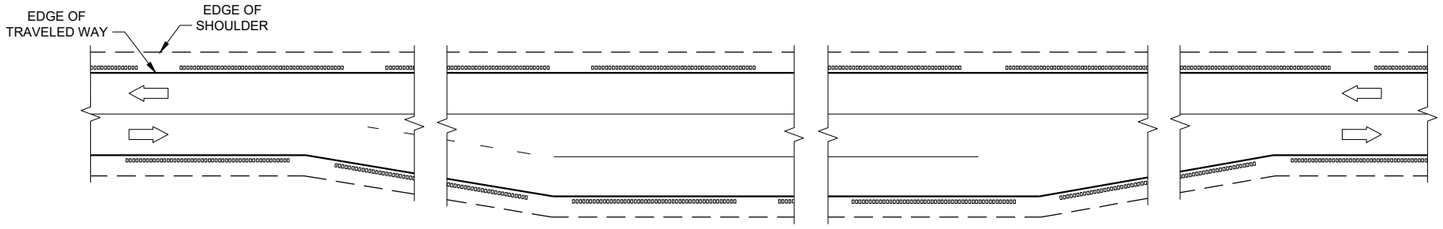
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTA

6

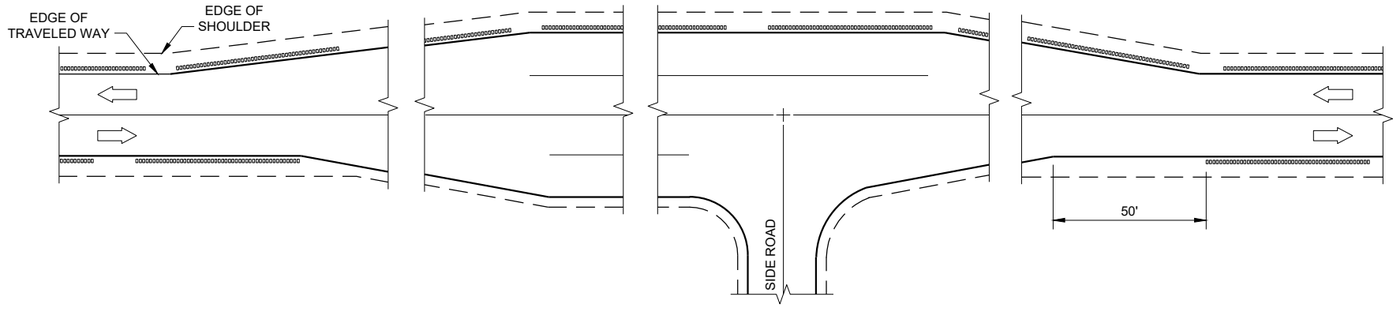
SDD 13A10 - 03g



GROOVES AT RAILROADS



GROOVES AT PASSING AND CLIMBING LANES



GROOVES AT BYPASS LANES

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SDD 13A10 - 03h

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SDD13A10 - 03h

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

May 2023
DATE

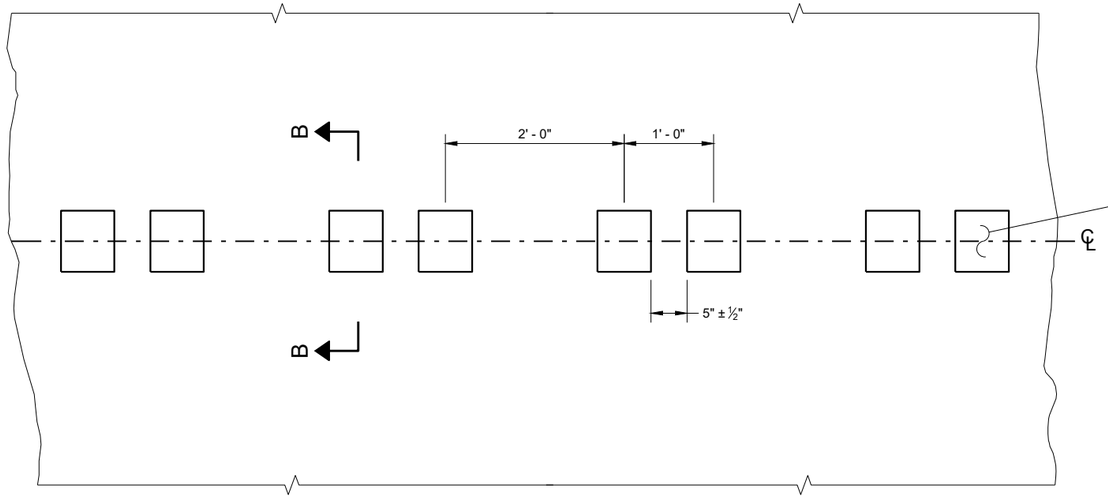
/S/ John Jenkins
ROADWAY STANDARDS DEVE ENGINEER

FHWA

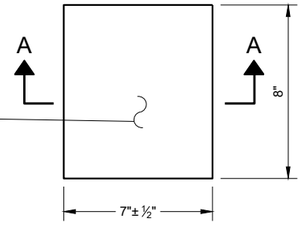
GENERAL NOTES

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

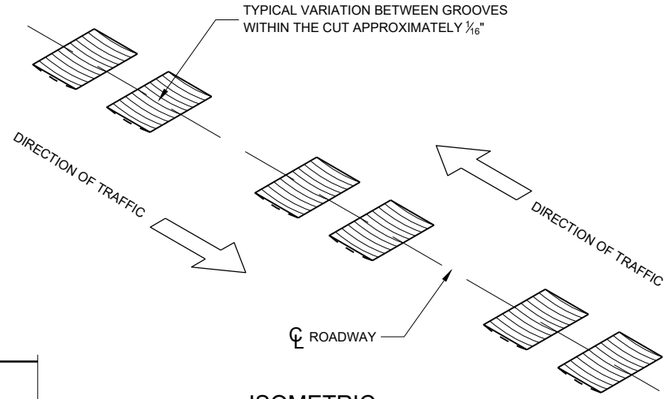
CENTERLINE GROOVES MAY BE OMITTED IN AREAS WITH HIGH CONCENTRATIONS OF DRIVEWAYS WHEN DIRECTED BY THE ENGINEER.



PLAN DETAIL VIEW



PLAN VIEW
(SINGLE GROOVE)



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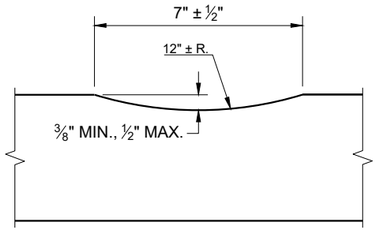
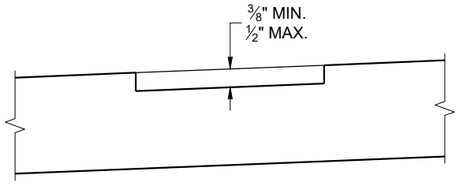
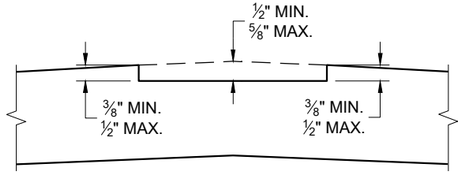


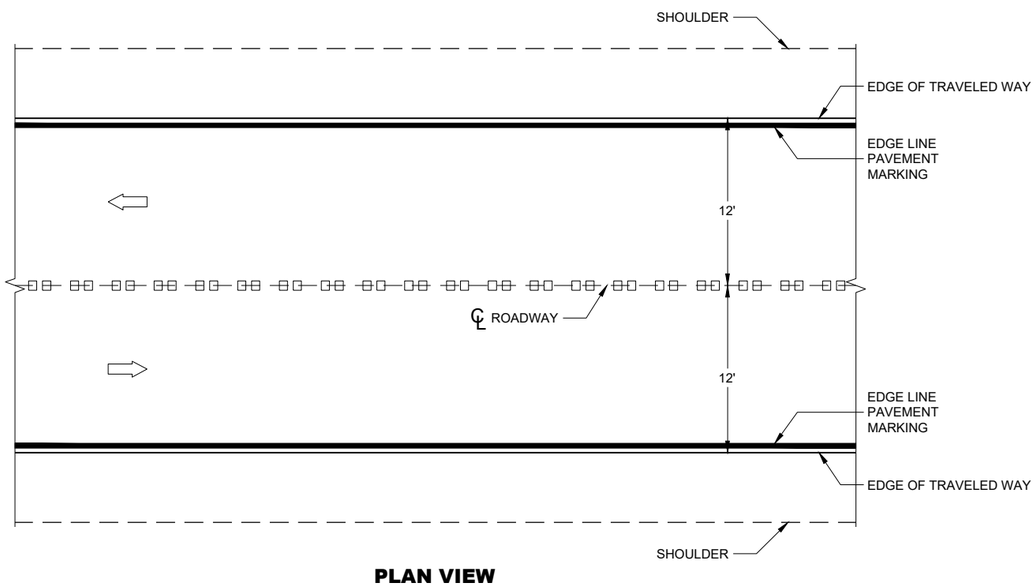
SECTION A - A



SECTION B - B
SUPERELEVATED ROADWAY



SECTION B - B
CROWNED ROADWAY



PLAN VIEW

CENTERLINE RUMBLE STRIPS - ASPHALT

6

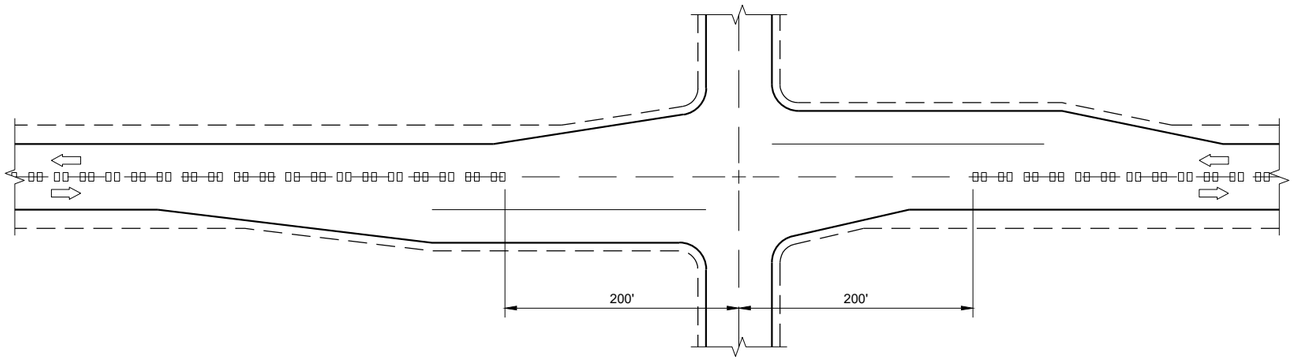
SDD 13A11 - 04a

CENTERLINE RUMBLE STRIPS - ASPHALT

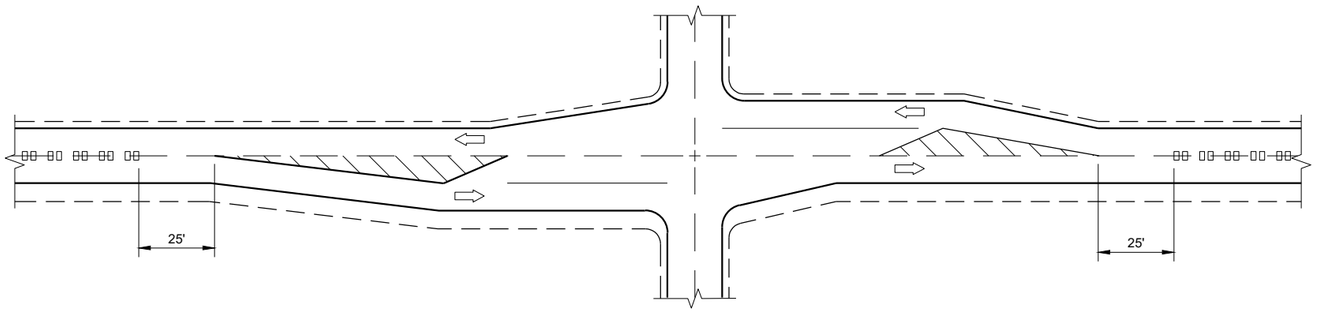
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTA

6

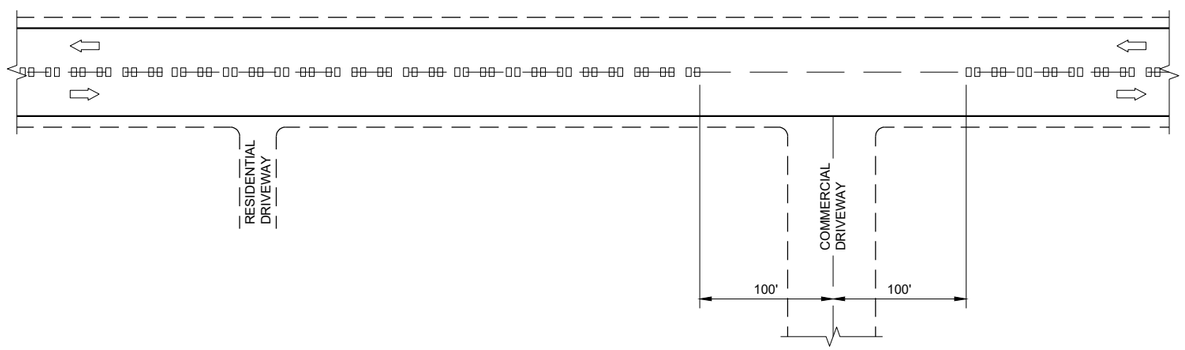
SDD13A11 - 04a



CENTERLINE GROOVES AT INTERSECTIONS



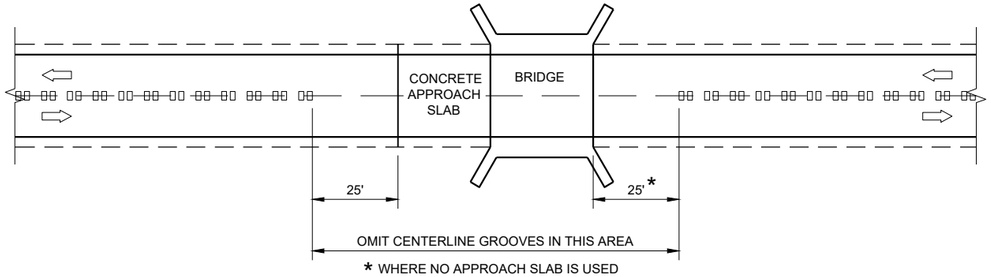
CENTERLINE GROOVES AT INTERSECTIONS (WITH LEFT TURN LANES)



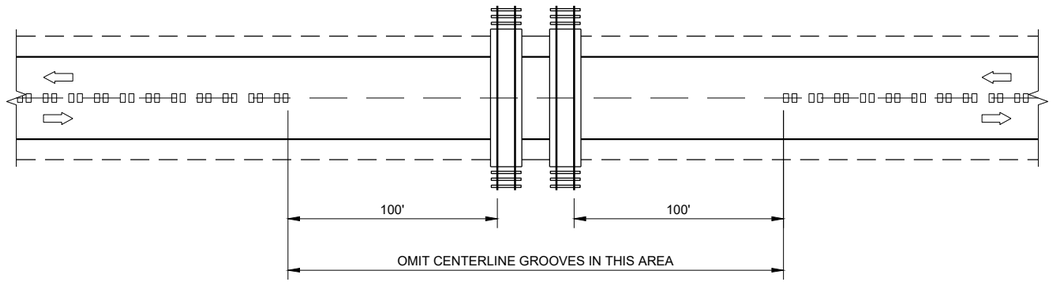
CENTERLINE GROOVES AT DRIVEWAYS (1)

GENERAL NOTES

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



CENTERLINE GROOVES AT BRIDGES



CENTERLINE GROOVES AT RAILROADS

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

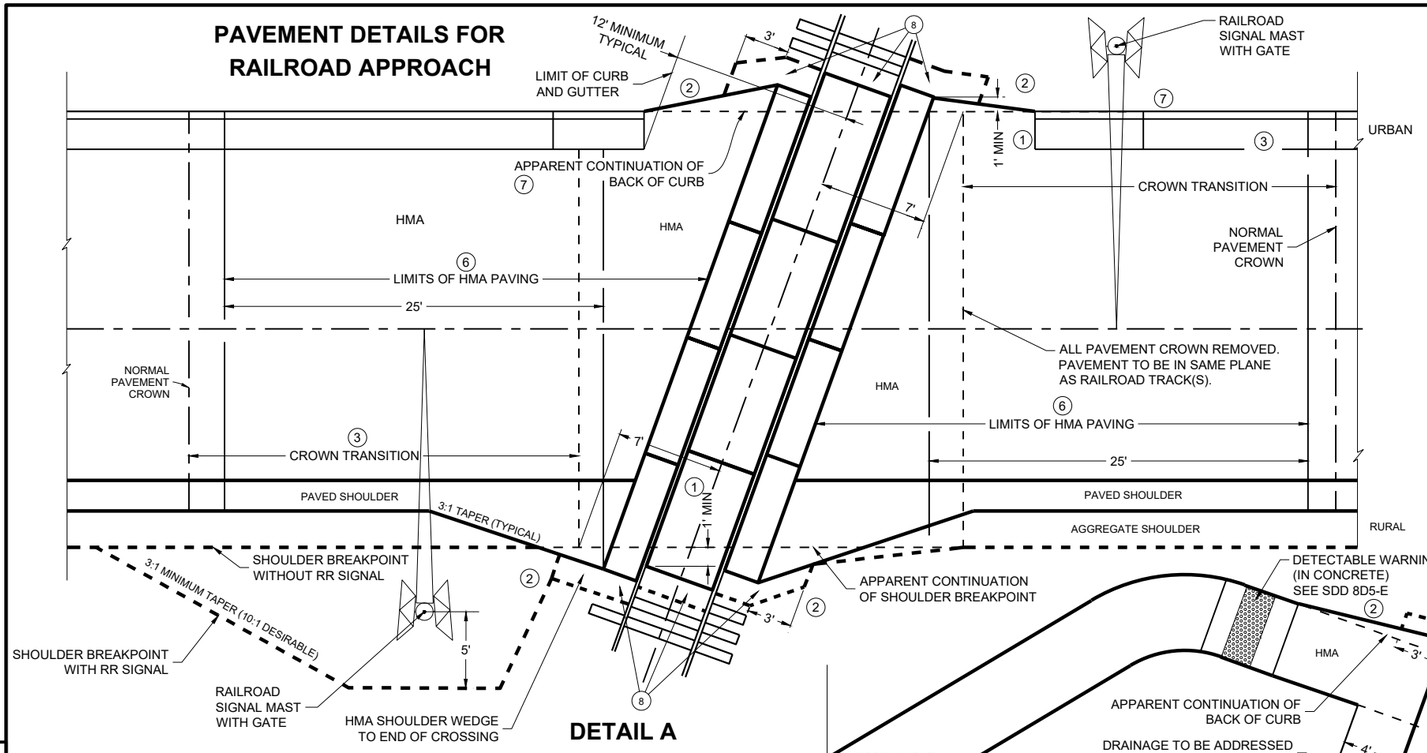
APPROVED
May 2023 — DATE
/S/ John Jenkins — ROADWAY STANDARDS DEVE ENGINEER

FHWA

6

SDD 13A11 - 04d

PAVEMENT DETAILS FOR RAILROAD APPROACH



DETAIL A
RAILROAD APPROACH

GENERAL NOTES CONTINUED

(1) 1' MINIMUM CROSSING SURFACE COVERAGE PAST THE APPARENT CONTINUATION OF SHOULDER BREAKPOINT, BACK OF CURB, OR OUTSIDE EDGE OF SIDEWALK/PATH. INDIVIDUAL RAILROADS MAY HAVE DIFFERENT MINIMUM STANDARDS.

(2) HMA FLARE FROM OUTSIDE EDGE OF SIDEWALK/PATH, BACK OF CURB, OR AGGREGATE SHOULDER BREAKPOINT TO THE END OF CROSSING SURFACE MATERIAL.

(3) CROWN TRANSITION LENGTH SHOWN ELSEWHERE IN THE PLAN.

(4) NEAR EDGE OF PATH TO THE CENTER OF SIGNAL OR GATE MAST SHOULD BE A MINIMUM OF 5'-0". FOR SIDEWALK, THE NEAR EDGE SHOULD BE A MINIMUM OF 3'-0" TO THE CENTER OF SIGNAL OR GATE. NEAR EDGE OF SIDEWALK TO A NON-GATED MAST OR CANTILEVER SHOULD BE A MINIMUM OF 2'-6". SEE PLAN FOR RAILROAD SIGNAL AND GATE LOCATION IF THEY ARE NOT ALREADY INSTALLED.

(5) TERRACE WIDTH VARIES. SEE PLAN FOR RAILROAD SIGNAL AND GATE LOCATIONS. PER PLAN OR PROJECT ENGINEER THE TERRACE AND SIDEWALK/PATH GRADES SHALL BE TRANSITIONED TO MATCH THE GRADE OF THE TRACK. FIELD FIT TO AVOID PONDING.

(6) 25' MINIMUM HMA PAVING MEASURED PARALLEL TO THE ROAD OR 10' MINIMUM MEASURED PERPENDICULAR TO THE TRACK FROM THE EDGE OF THE CROSSING SURFACE, WHICHEVER IS GREATER.

(7) REFERENCE SDD 8-D-01 END SECTION CURB AND GUTTER. MEDIAN END NEAR THE TRACK SHOULD BE PARALLEL TO THE TRACK. 6'-0" TAPER FOR A MEDIAN SHOULD BE REDUCED TO GET FULL HEIGHT CURB WHERE THE GATE COMES DOWN. DESIGN OPTION TO POUR MEDIAN TAPER IN ONE PIECE. BUILD PER PLAN UNLESS OTHERWISE APPROVED BY THE RAILROAD ENGINEER AND THE PROJECT ENGINEER.

(8) IF METAL END PLATES ARE NOT INSTALLED BY THE RAILROAD THEN HMA PAVEMENT WEDGE SHALL BE PLACED AT THE END OF THE LAST PANEL TAPERED TO BACK EDGE OF NEXT TIE AND THOROUGHLY COMPACTED. SEE DETAIL G.

GENERAL NOTES

PLANS AND SECTIONS ARE TYPICAL. DIMENSIONS VARY PER PROJECT.

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

CROSSING SURFACE MATERIAL, RAILS, TIES, BALLAST, AND CROSSING DRAINAGE SYSTEM BY OTHERS UNLESS DIRECTED OTHERWISE. IF THE FINAL GRADES DON'T MATCH TO THE PLAN GRADES THEN GRADE ADJUSTMENTS WILL BE NECESSARY. CONFIRM NEW GRADES WITH PROJECT ENGINEER.

HMA PAVEMENT APPROACHES, HMA PAVEMENT CROSSING SURFACES, AND HMA FLANGEWAY/FIELD FILLERS TO BE REPLACED BY ROADWAY CONTRACTOR UNLESS DIRECTED OTHERWISE BY THE PLANS, SPECIAL PROVISIONS, RAILROAD ENGINEER, OR PROJECT ENGINEER.

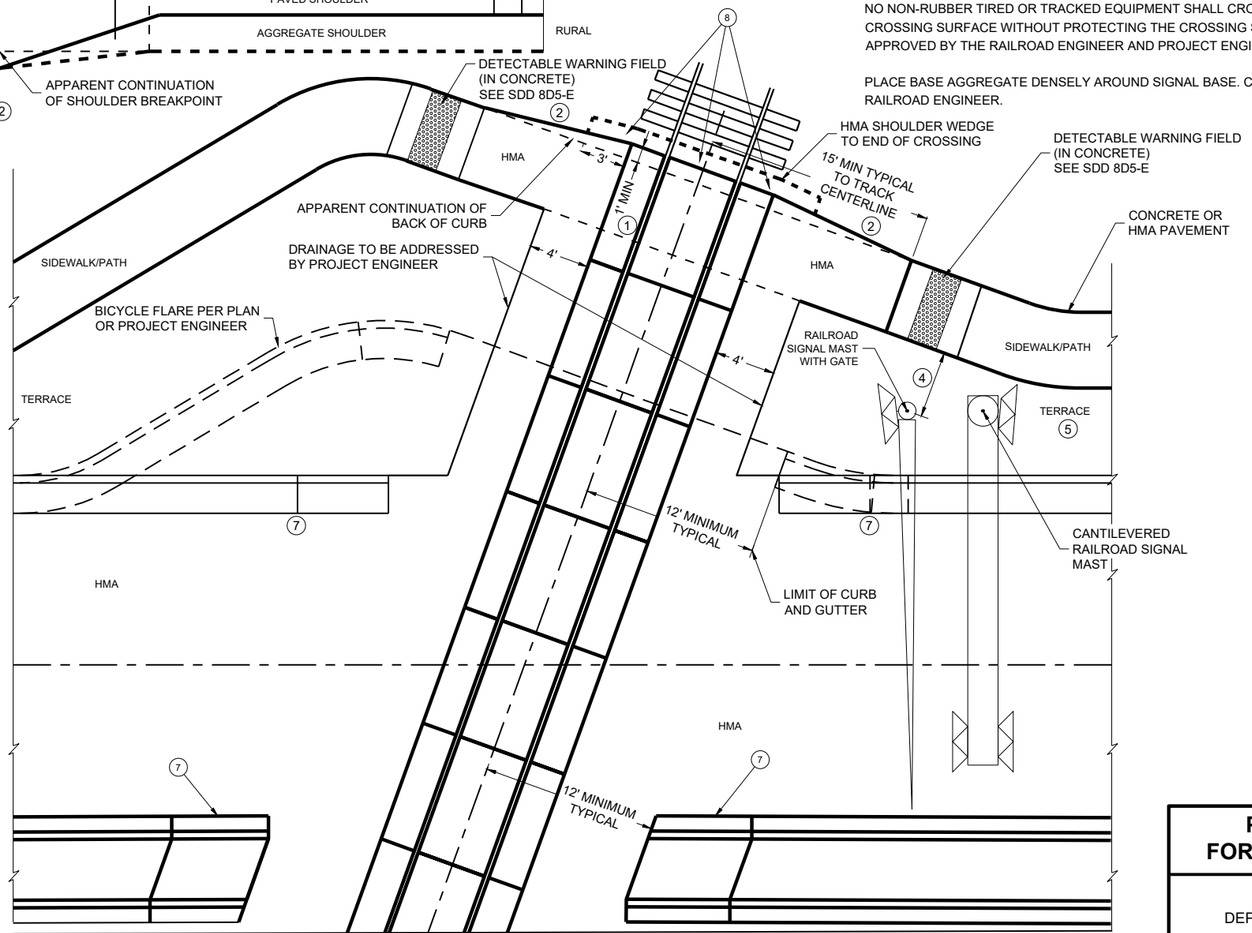
HMA PAVEMENT SHALL BE ROLLED PARALLEL TO THE TRACK.

WHEN THERE IS A SIDEWALK OR SHARED-USE PATH, ADD DETECTABLE WARNING FIELDS PER CURRENT STANDARD DETAIL DRAWING 8D5-E.

THE CROSSING SHALL NOT BE OPENED TO ANY TYPE OF TRAFFIC UNTIL IT IS FULLY PAVED AND COOLED SUFFICIENTLY UNLESS OTHERWISE APPROVED BY THE RAILROAD ENGINEER AND THE PROJECT ENGINEER.

NO NON-RUBBER TIRED OR TRACKED EQUIPMENT SHALL CROSS OR SIT ON THE CROSSING SURFACE WITHOUT PROTECTING THE CROSSING SURFACE WITH A METHOD APPROVED BY THE RAILROAD ENGINEER AND PROJECT ENGINEER.

PLACE BASE AGGREGATE DENSELY AROUND SIGNAL BASE. COORDINATE WITH THE RAILROAD ENGINEER.



DETAIL B
MEDIAN AND SIDEWALK/SHARED-USE PATH APPROACH

PAVEMENT DETAILS FOR RAILROAD APPROACH

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023
DATE

/S/ Kristen Sommers
STATE RAILROAD ENGINEERING AND SAFETY SUPERVISOR

FHWA

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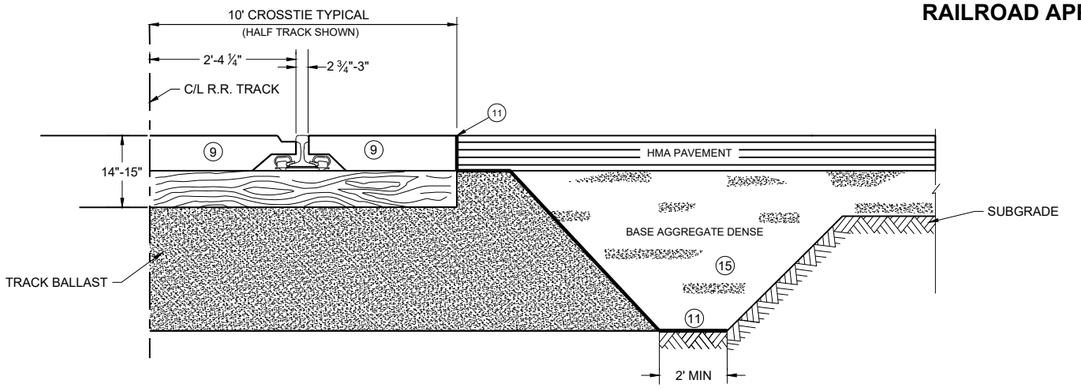
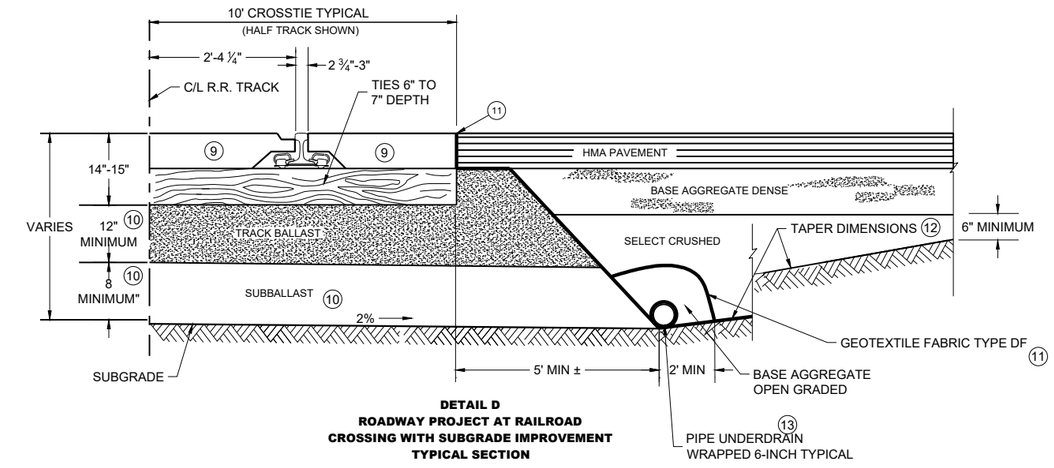
SDD 13B01-11a

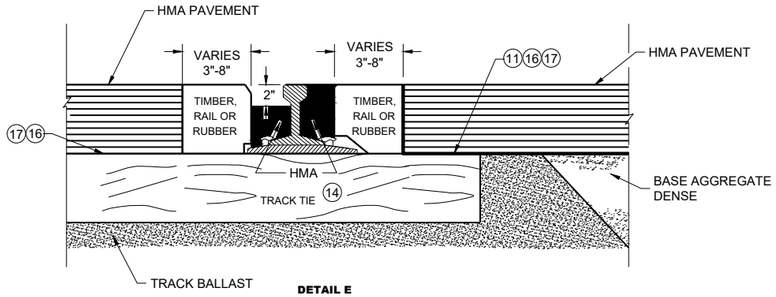
TYPICAL SECTIONS FOR RAILROAD APPROACH



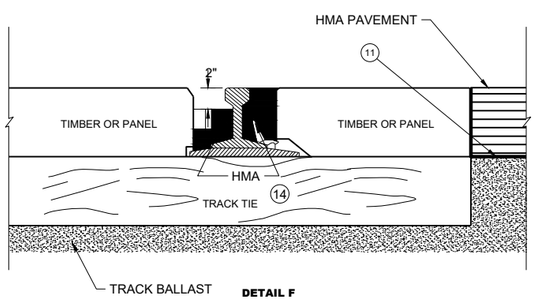
DETAIL C
ROADWAY PROJECT AT RAILROAD
CROSSING WITHOUT SUBGRADE IMPROVEMENT
TYPICAL SECTION



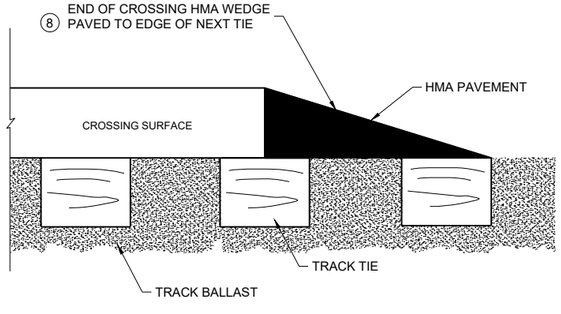
DETAIL D
ROADWAY PROJECT AT RAILROAD
CROSSING WITH SUBGRADE IMPROVEMENT
TYPICAL SECTION



DETAIL E
TIMBER, RAIL OR RUBBER SECTION
HMA FLANGEWAY
AND FIELD FILLERS



DETAIL F
PANEL SECTION
HMA FLANGEWAY
AND FIELD FILLERS



DETAIL G
END OF CROSSING HMA WEDGE

GENERAL NOTES

(8) IF METAL END PLATES ARE NOT INSTALLED BY THE RAILROAD THEN HMA PAVEMENT WEDGE SHALL BE PLACED AT THE END OF THE LAST PANEL TAPERED TO BACK EDGE OF NEXT TIE AND THOROUGHLY COMPACTED. SEE DETAIL A AND B.

(9) MATCH THE CROSSING TYPE THAT IS INSTALLED UNLESS OTHERWISE DIRECTED BY PROJECT ENGINEER.

(10) TRACK BALLAST AND SUBBALLAST REQUIRED 12" AND 8" MINIMUM DEPTHS RESPECTIVELY. DIMENSION FROM BOTTOM OF TRACK TIE TO HIGH SIDE OF 2% SLOPE. THE 2% SLOPE IS REQUIRED ON RAILROAD SUBBALLAST. SEE PLAN FOR CROWN, MATERIAL THICKNESS, AND SLOPE DIRECTION. SUBBALLAST CAN BE HMA, 1 1/2" BASE AGGREGATE DENSE, SELECT CRUSHED, OR A COMBINATION OF THEM.

(11) GEOTEXTILE FABRIC TYPE SAS PLACED IN ORDER TO PROVIDE STABILIZATION AND SEPARATION ON TOP OF THE TRACK BALLAST WHERE IT IS UNDER HMA PAVEMENT, BASE AGGREGATE DENSE OR SELECT CRUSHED MATERIAL AND THE FIELD SIDE BALLAST CRIBS. GEOTEXTILE FABRIC TYPE DF PLACED IN ORDER TO PROVIDE STABILIZATION AND SEPARATION UNDER AND AROUND THE PIPE UNDERDRAIN. PLACING GEOTEXTILE FABRIC OR GEOGRID UNDER THE SUBBALLAST IS OPTIONAL.

(12) TAPER DIMENSIONS PROVIDED BY PLAN OR BY PROJECT ENGINEER.

(13) IF SHOWN ON THE PLAN, TYPICAL 6-INCH PERFORATED PVC SCHEDULE 80 PIPE UNDERDRAIN TO BE PLACED ALONG THE TOE OF SLOPE, GRADED TO DRAIN AND DAYLIGHT OR INTO STORM SEWER. BASE AGGREGATE OPEN GRADED OVER PIPE UNDERDRAIN AND THEN WRAPPED IN GEOTEXTILE FABRIC TYPE DF SCHEDULE A IN ORDER TO STABILIZE AND SEPARATE FROM SELECT CRUSHED.

(14) HMA FLANGEWAY AND FIELD FILLERS ARE TO BE PLACED AND THOROUGHLY HAND COMPACTED BY THE CONTRACTOR, WHEN NOT PROVIDED BY OTHERS AS PART OF THE CROSSING SURFACE MATERIAL. IF THE CROSSING SURFACE IS NOT BEING REPLACED, THEN REMOVE AND REPLACE THE HMA FLANGEWAY AND FIELD FILLERS AS DIRECTED BY THE RAILROAD OR PROJECT ENGINEER.

(15) GRADE TO MATCH EXISTING OR PROPOSED TYPICAL SECTION OF ROADWAY. SEE PLAN OR PROJECT ENGINEER FOR MORE DETAIL. IF NOT NOTED OTHERWISE IN THE PLAN, BACKFILL ANY REMOVED BASE AND SUBGRADE WITH BASE AGGREGATE DENSE.

(16) IF THE CROSSING IS NOT BEING REPLACED, REMOVE AND REPLACE HMA AS DIRECTED BY RAILROAD AND PROJECT ENGINEER. CARE MUST BE TAKEN TO NOT DAMAGE CROSSING PANELS, TIES, RAIL, PLATES AND SPIKES.

(17) PLACE HMA FULL DEPTH. AGGREGATE IS NOT TO BE PLACED BETWEEN THE RAILROAD TIES AND THE HMA PAVEMENT.

TYPICAL SECTIONS FOR RAILWAY APPROACH

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023
DATE

/S/ Kristen Sommers
STATE RAILROAD ENGINEERING AND SAFETY SUPERVISOR

FHWA

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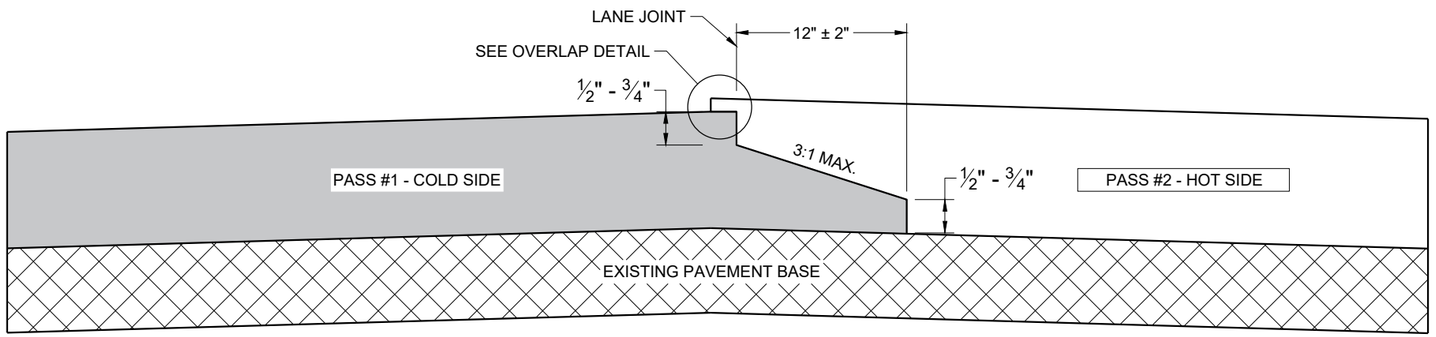
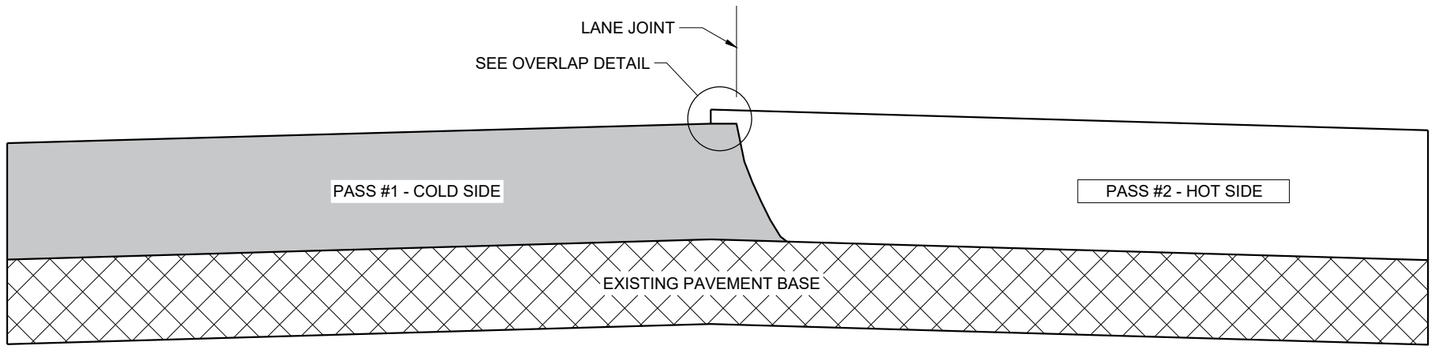
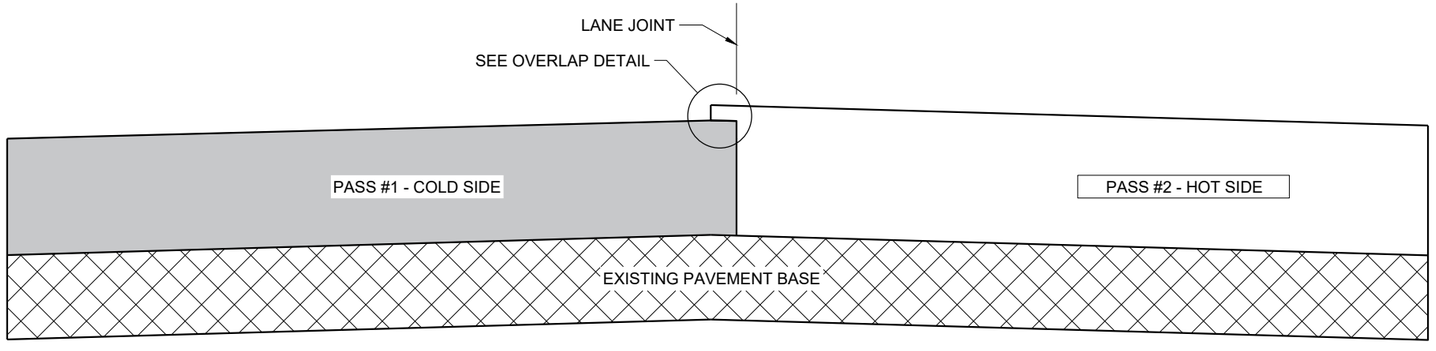
SDD 13B01-11b



TYPICAL PAVEMENT CROSS SECTION
NOTCHED WEDGE JOINT



TYPICAL PAVEMENT CROSS SECTION
VERTICAL JOINT



TYPICAL PAVEMENT CROSS SECTION
VERTICAL JOINT (MILLED)

GENERAL NOTES

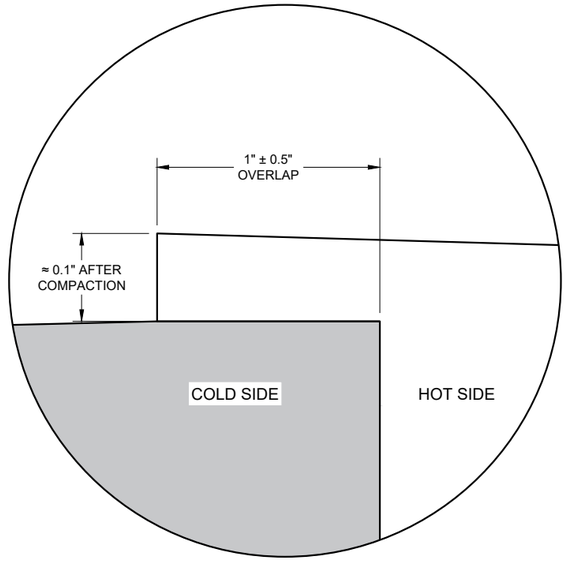
IN ADDITION TO THE DETAILS PROVIDED IN THIS DRAWING, CONFORM TO STANDARD SPECIFICATION 450.3.2.8 FOR WHEN A NOTCHED WEDGE JOINT IS REQUIRED AND FOR GENERAL JOINT CONSTRUCTION REQUIREMENTS.

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)

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SDD 13C19 - 03

SDD 13C19 - 03

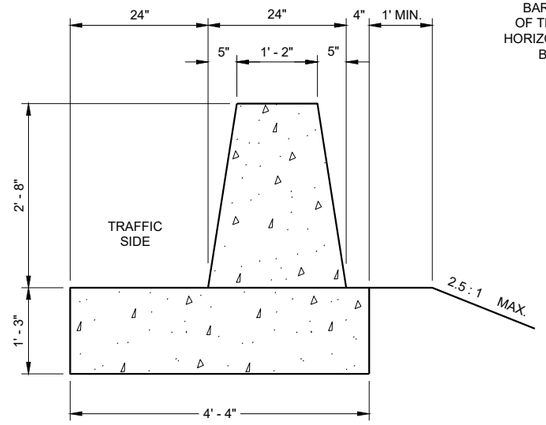
HMA LONGITUDINAL JOINTS

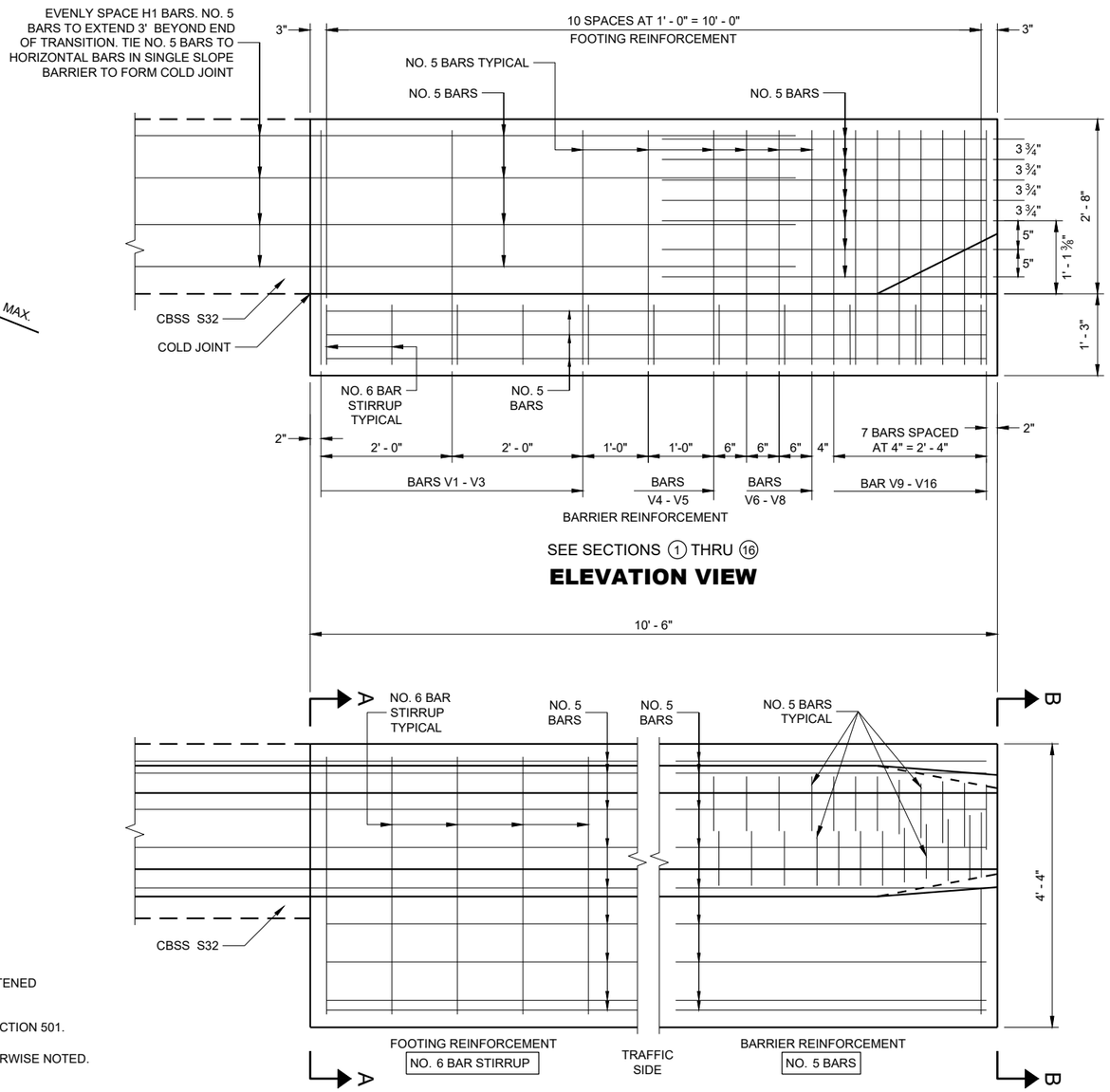
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

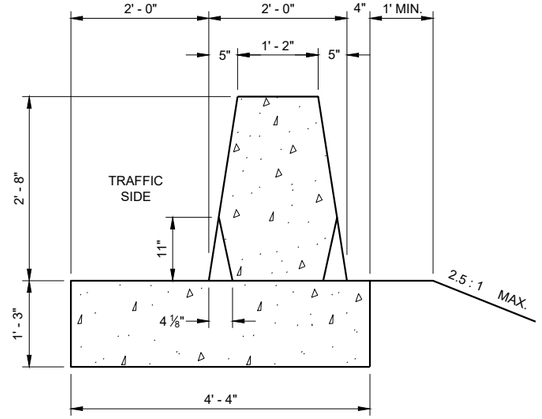
APPROVED
November 2020
DATE

/S/ Steven Hefel
HMA PAVEMENT ENGIN

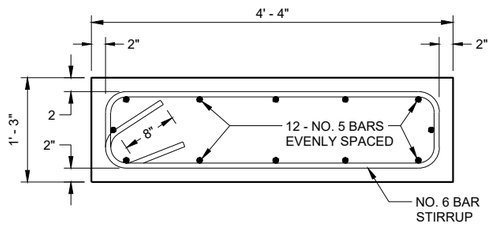
FHWA



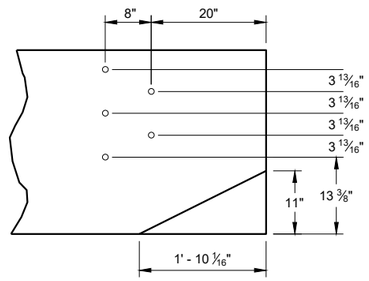




SECTION B - B



TYPICAL FOOTING



PVC PIPE LOCATIONS

GENERAL NOTES

CONSTRUCT PER STANDARD SPECIFICATION 603.

SPLICES OF LONGITUDINAL BARS TO BE 2' LONG AND FIRMLY TIED AND FASTENED TOGETHER UNLESS OTHERWISE NOTED.

4000 PSI CONCRETE AIR ENTRAINMENT PER STANDARD SPECIFICATIONS SECTION 501.

USE ¾" BEVEL OR 1" RADIUS ON ALL EXPOSED SHARP EDGES UNLESS OTHERWISE NOTED.

THRIE BEAM ANCHOR INCIDENTAL TO CONCRETE BARRIER ITEM.

INSTALL SCHEDULE 40 PVC PIPE 1" DIAMETER AT LOCATIONS INDICATED.

EXTEND PVC PIPE COMPLETELY THROUGH BARRIER.

CUT ENDS OF PVC PIPE FLUSH WITH FINISHED FACE OF BARRIER.

THE NUMBER IN BAR DESIGNATION REPRESENTS THE BARS LOCATION.

2" CLEAR COVER TYPICAL.

CONCRETE BARRIER
SINGLE SLOPE 32"
THRIE BEAM ANCHOR

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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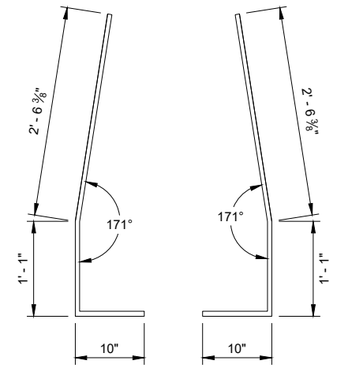
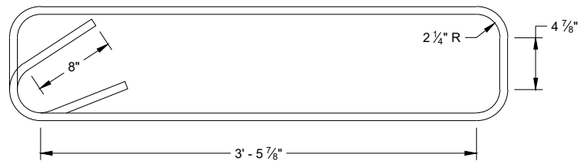
SDD 14B33 - 02a

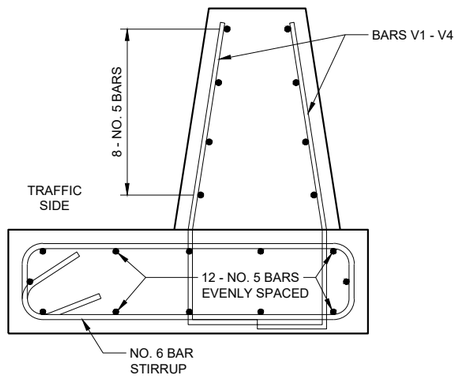
SDD 14B33 - 02a



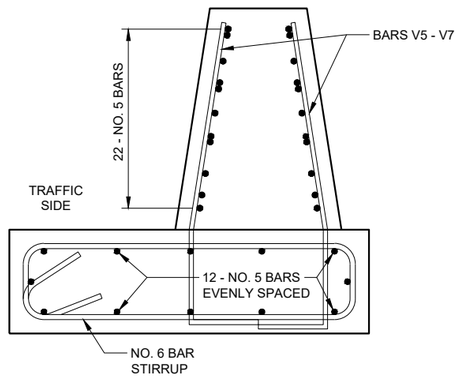
BAR BENDING DETAIL
BARS 1 - 11



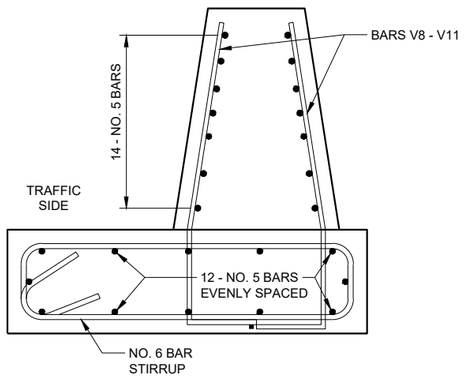
STIRRUP BAR
BENDING DETAIL



BAR DETAIL
SECTIONS 1 - 4



BAR DETAIL
SECTIONS 5 - 7



BAR DETAIL
SECTIONS 8 - 11

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SDD 14B33 - 02b

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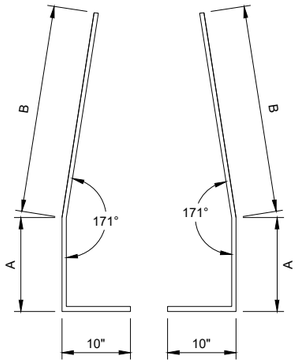
SDD 14B33 - 02b

CONCRETE BARRIER
SINGLE SLOPE 32"
THRIE BEAM ANCHOR

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTA

BAR CHART
BAR POSITIONS
12 - 13

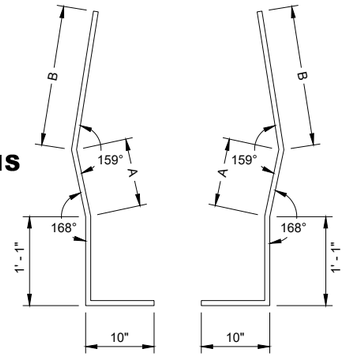
BAR	A	B
V12	1' - 3"	2' - 6"
V13	1' - 8"	2' - 1 ½"



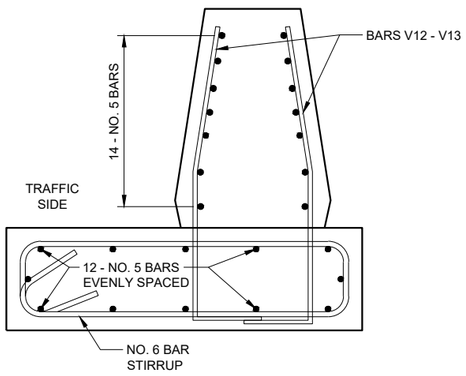
BAR BENDING DETAIL
SECTIONS V12- V13

BAR CHART
BAR POSITIONS
14 - 16

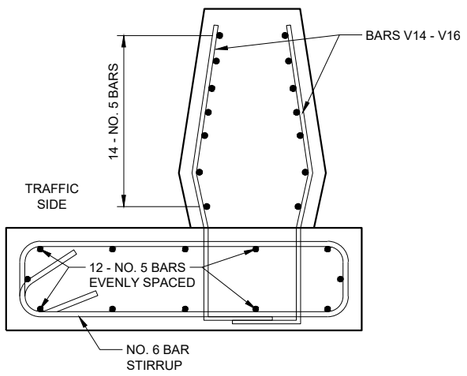
BAR	A	B
V14	6"	2' - 1"
V15	8"	1' - 11"
V16	10"	1' - 8 ½"



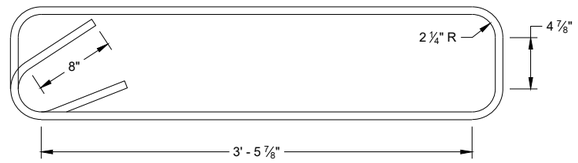
BAR BENDING DETAIL
SECTIONS V14 - V16



BAR DETAIL
SECTIONS 12 - 13



BAR DETAIL
SECTIONS 14 - 16



STIRRUP BAR
BENDING DETAIL

CONCRETE BARRIER
SINGLE SLOPE 32"
THRIE BEAM ANCHOR

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2020
DATE

/S/ Rodney Taylor
ROADWAY STANDARDS DEVE ENGINEER

FHWA

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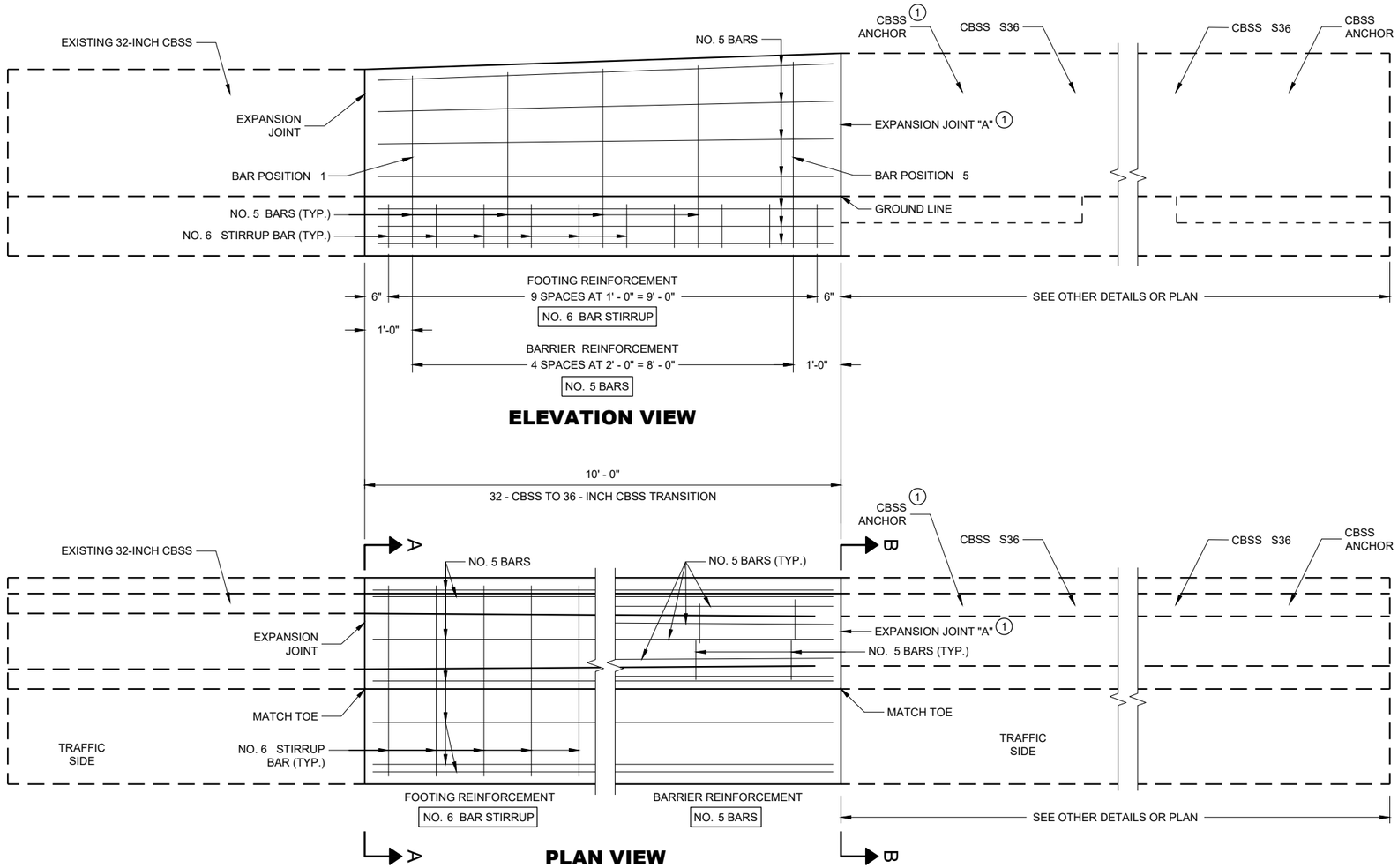
SDD 14B33 - 02c

SDD 14B33 - 02c



ELEVATION VIEW

PLAN VIEW

GENERAL NOTES

CONSTRUCT PER STANDARD SPECIFICATION 603.

SPLICES OF LONGITUDINAL BARS TO BE 2' LONG AND FIRMLY TIED AND FASTENED TOGETHER UNLESS OTHERWISE NOTED.

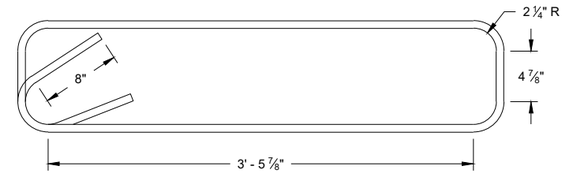
4000 PSI CONCRETE AIR ENTRAINMENT PER STANDARD SPECIFICATIONS SECTION 501.

USE ¾" BEVEL OR 1" RADIUS ON ALL EXPOSED SHARP EDGES UNLESS OTHERWISE NOTED.

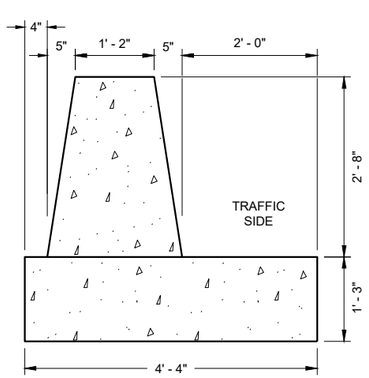
THE NUMBER IN BAR DESIGNATION REPRESENTS THE BARS LOCATION.

2" CLEAR COVER TYPICAL.

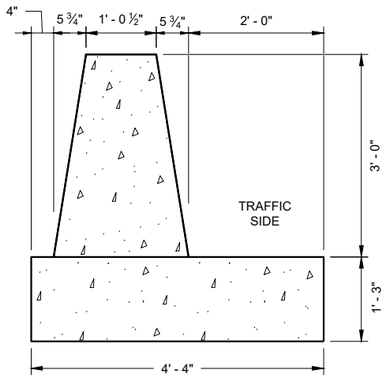
(1) EXPANSION JOINT "A" MAY BE REPLACED WITH A COLD JOINT PROVIDED THAT 3 FEET OF LAP OF LONGITUDINAL STEEL IS PROVIDED. IF COLD JOINT IS USED, ANCHOR IS NOT REQUIRED.



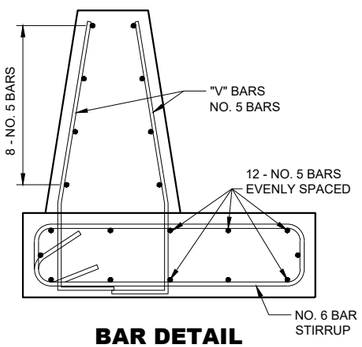
STIRRUP BAR BENDING DETAIL



SECTION A - A



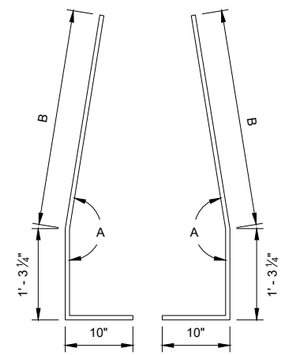
SECTION B - B



BAR DETAIL BAR POSITIONS V1 - V5

BAR CHART BAR POSITIONS V1 - V5

BAR	A	B
V1	170°	2' - 4"
V2	170°	2' - 5 ¼"
V3	170°	2' - 6 ¼"
V4	170°	2' - 7"
V5	170°	2' - 7 ¾"



BENDING DETAIL FOR BARS V1 - V5

32" SINGLE SLOPE CONCRETE BARRIER TO 36" SINGLE SLOPE CONCRETE BARRIER HEIGHT TRANSITION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2020
DATE
/S/ Rodney Taylor
ROADWAY STANDARDS DEVE ENGINEER

FHWA

SDD 14B39 - 02a

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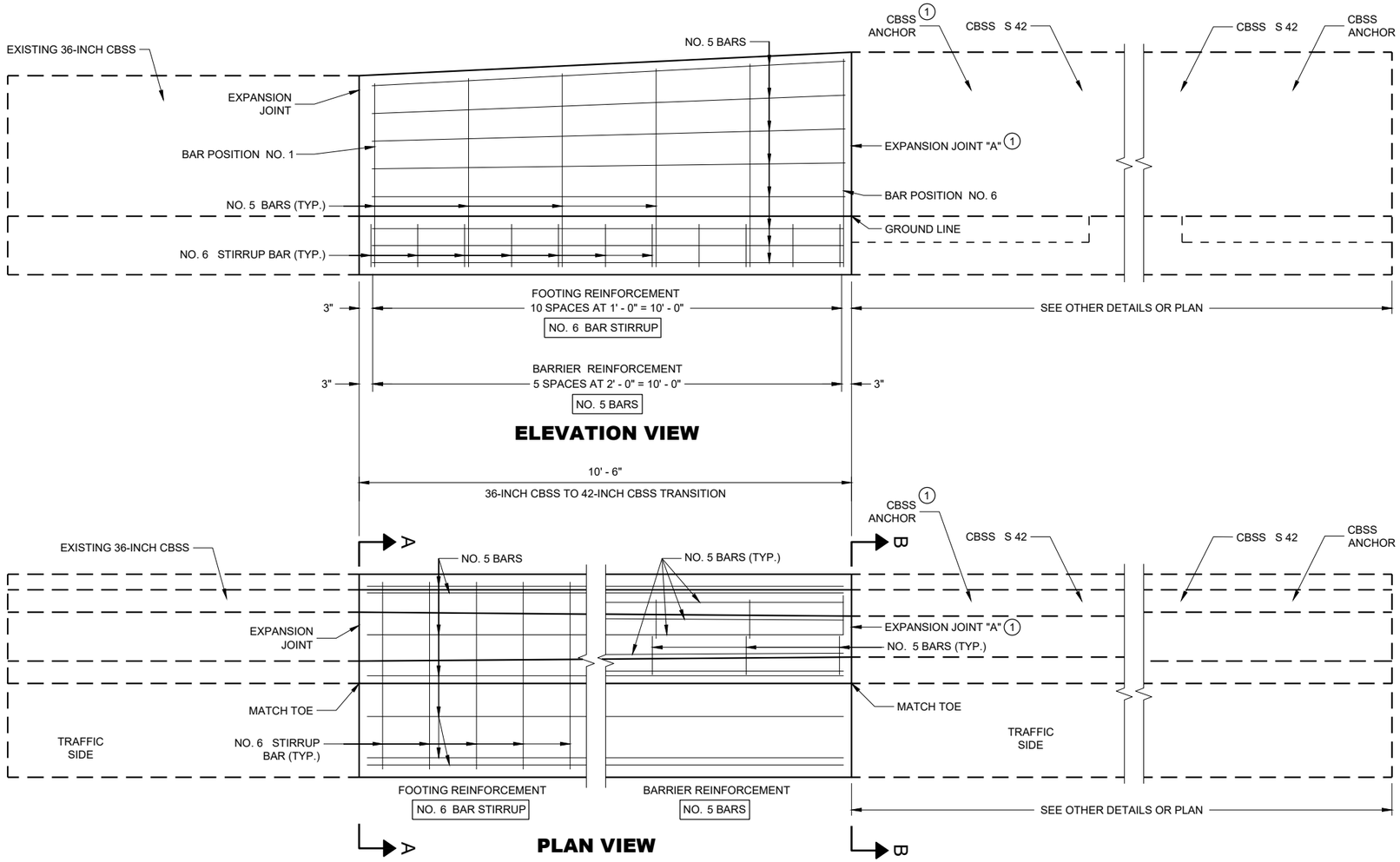
SDD 14B39 - 02a



ELEVATION VIEW

PLAN VIEW

GENERAL NOTES

CONSTRUCT PER STANDARD SPECIFICATION 603.

SPLICES OF LONGITUDINAL BARS TO BE 2' LONG AND FIRMLY TIED AND FASTENED TOGETHER UNLESS OTHERWISE NOTED.

4000 PSI CONCRETE AIR ENTRAINMENT PER STANDARD SPECIFICATIONS SECTION 501.

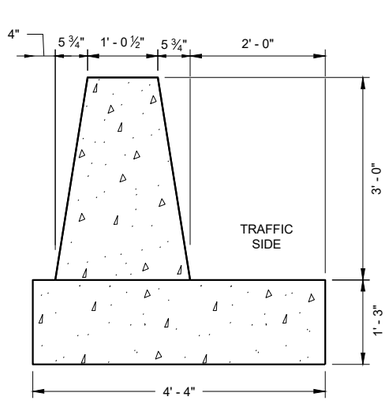
USE ¾" BEVEL OR 1" RADIUS ON ALL EXPOSED SHARP EDGES UNLESS OTHERWISE NOTED.

THE NUMBER IN BAR DESIGNATION REPRESENTS THE BARS LOCATION.

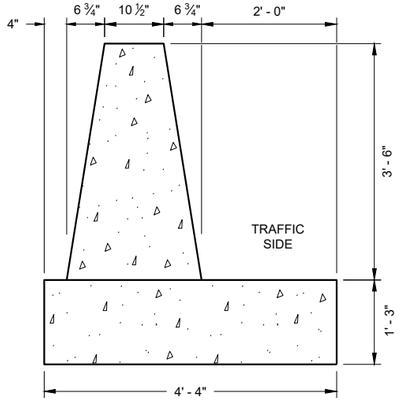
2" CLEAR COVER TYPICAL.

(1) EXPANSION JOINT "A" MAY BE REPLACED WITH A COLD JOINT PROVIDED THAT 3 FEET OF LAP OF LONGITUDINAL STEEL IS PROVIDED. IF COLD JOINT IS USED, ANCHOR IS NOT REQUIRED.

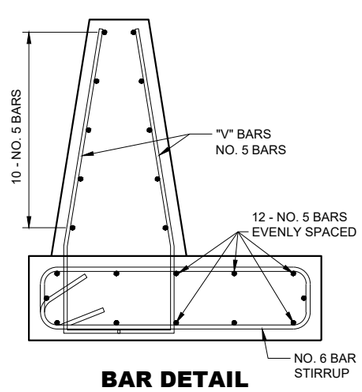
STIRRUP BAR BENDING DETAIL



SECTION A - A



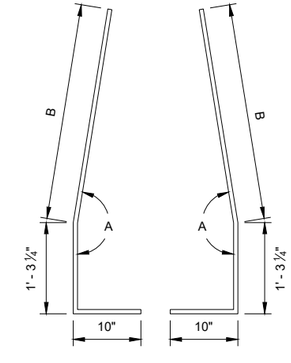
SECTION B - B



BAR DETAIL
BAR POSITIONS V1 - V6

BAR CHART
BAR POSITIONS
V1 - V6

BAR	A	B
V1	170°	2' - 7 ½"
V2	170°	2' - 9"
V3	170°	2' - 9 ¾"
V4	170°	2' - 11 ¼"
V5	170°	3' - 0 ½"
V6	170°	3' - 2"



BENDING DETAIL
FOR BARS V1 - V6

36" SINGLE SLOPE CONCRETE BARRIER TO 42" SINGLE SLOPE CONCRETE BARRIER HEIGHT TRANSITION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

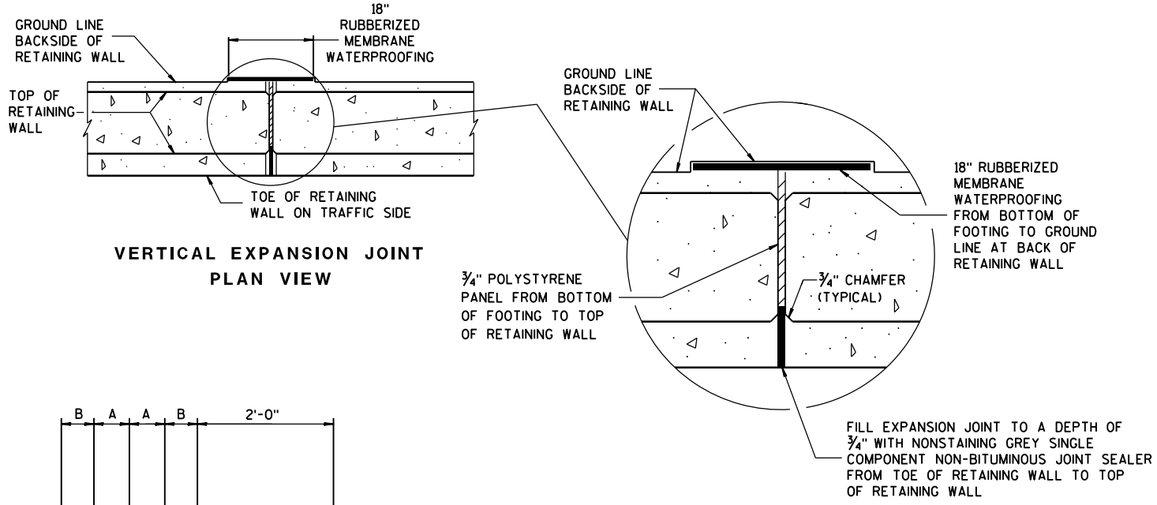
APPROVED
February 2020
DATE

/S/ Rodney Taylor
ROADWAY STANDARDS DEVE ENGINEER

FHWA

SDD 14B39 - 02b

SDD 14B39 - 02b



VERTICAL EXPANSION JOINT
PLAN VIEW

DELINEATION

GENERAL NOTES

PROVIDE EXPANSION JOINTS WHERE THERE ARE EXISTING EXPANSION JOINTS OR AT THE END OF EACH POUR.

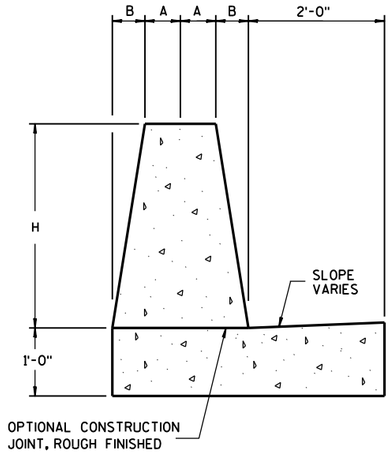
NO HORIZONTAL STEEL CROSSES EXPANSION JOINTS.

CONSTRUCT PER STANDARD SPECIFICATION 603. SPLICES OF LONGITUDINAL BARS TO BE 2' LONG AND FIRMLY TIED AND FASETENED TOGETHER UNLESS NOTED OTHERWISES.

4000 PSI CONCRETE AIR ENTRAINMENT PER STANDARD SPECIFICATIONS 501.

USE ¾" BEVEL OR 1" RADIUS ON ALL EXPOSED SHARP EDGES UNLESS NOTED OTHERWISE.

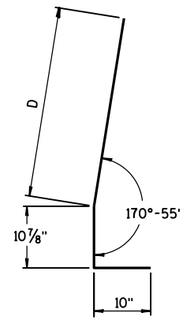
ALL STEEL REINFORCEMENT SHALL BE EMBEDDED 2 INCHES CLEAR.



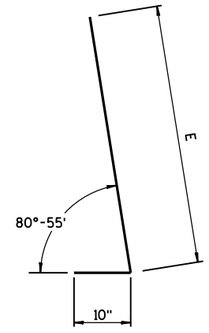
ROADSIDE RETAINING WALL

BARRIER WALL DIMENSIONS

BARRIER HEIGHT H INCHES	A INCHES	B INCHES	NUMBER OF NO. 5 BARS EACH
32	7	5	8
36	6¼	5¾	8
42	5¼	6¾	10
56	3	9	11



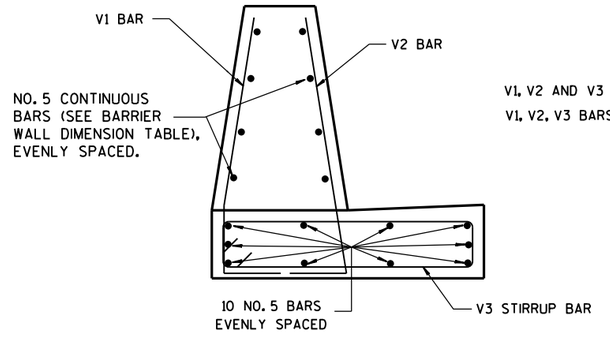
V1 BAR
BENDING DETAIL



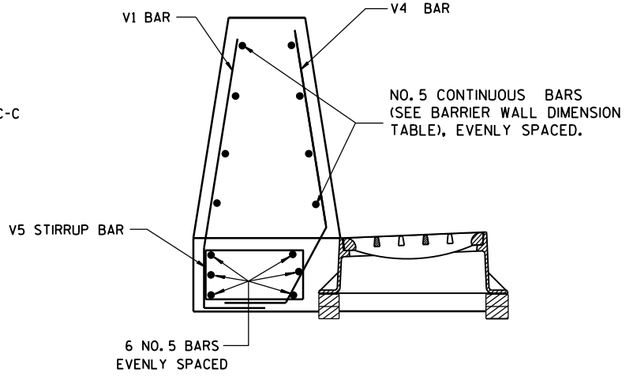
V2 BAR
BENDING DETAIL

BAR CHART
ROADSIDE RETAINING WALL

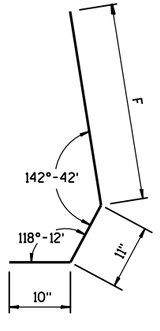
BARRIER HEIGHT	V1 BAR D	V2 BAR E	V4 BAR F
32"	2'-5½"	3'-4½"	2'-6½"
36"	2'-9½"	3'-9¾"	2'-10¾"
42"	3'-3½"	4'-2½"	3'-4¾"
56"	4'-5¾"	5'-4¾"	4'-6¾"



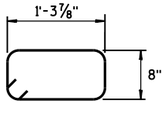
ROADSIDE RETAINING WALL
NORMAL BAR PLACEMENT



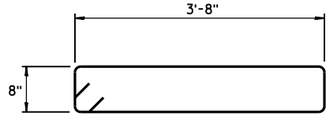
ROADSIDE RETAINING WALL
BAR PLACEMENT NEAR
INLET



V4 BAR
BENDING DETAIL



V5 STIRRUP BAR
BENDING DETAIL



V3 STIRRUP BAR
BENDING DETAIL

SINGLE SLOPE
ROADSIDE RETAINING WALL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

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S.D.D. 14 B 41-3a

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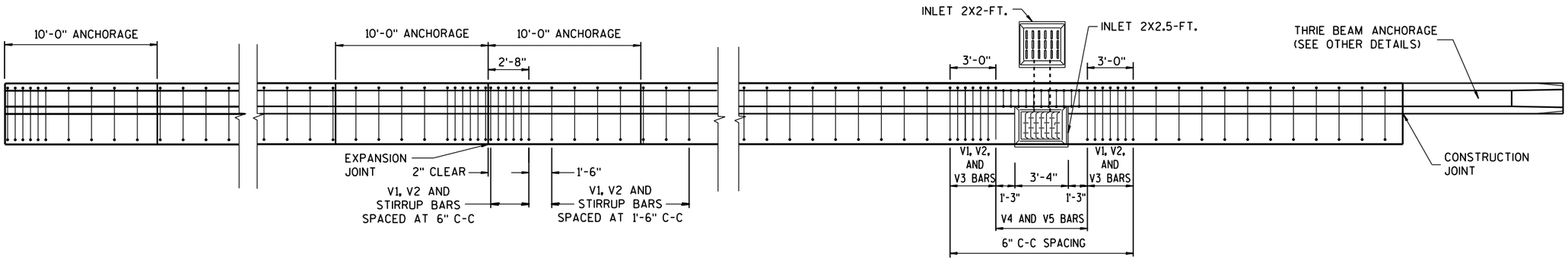
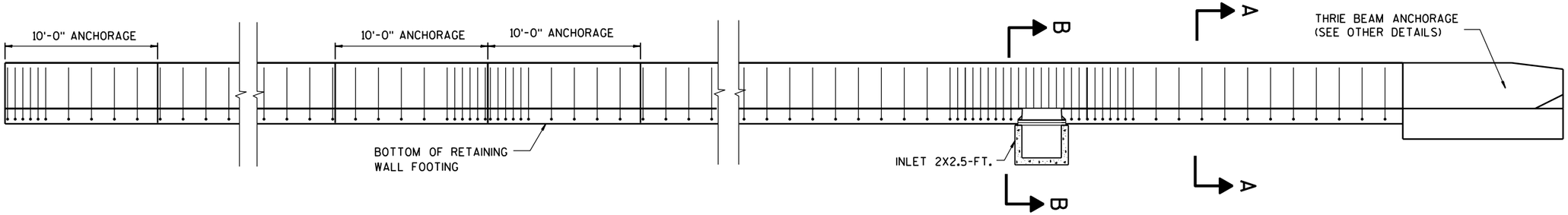
S.D.D. 14 B 41-3a



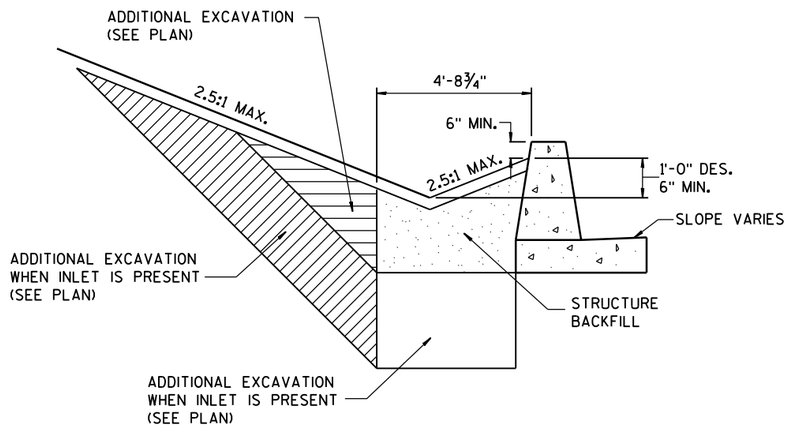
PLAN VIEW

NOTE: HORIZONTAL BARS ARE NOT SHOWN. SEE OTHER DETAILS FOR HORIZONTAL BARS.

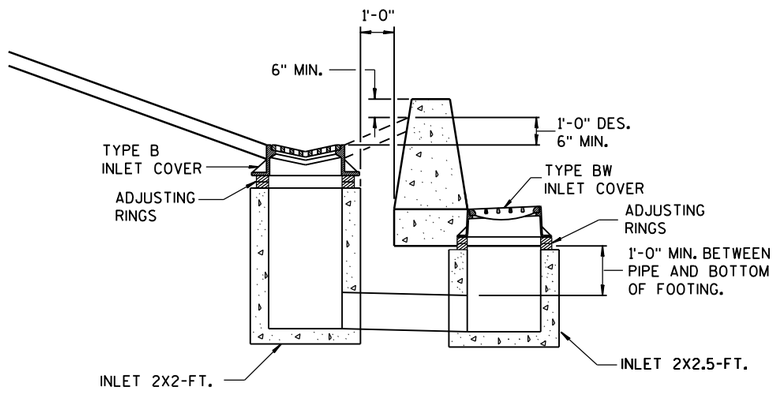


ELEVATION VIEW

NOTE: HORIZONTAL BARS ARE NOT SHOWN. SEE OTHER DETAILS FOR HORIZONTAL BARS.

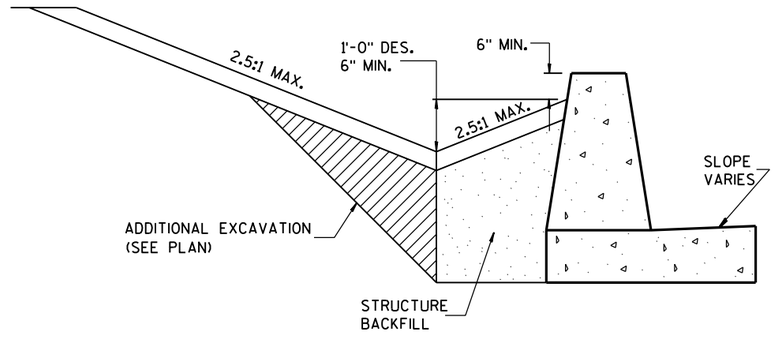


SECTION A-A



SECTION B-B

MINIMUM DESIGN OF EARTH WORK FOR INLET



MINIMUM DESIGN OF EARTH WORK

SINGLE SLOPE ROADSIDE RETAINING WALL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

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S.D.D. 14 B 41-3b

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S.D.D. 14 B 41-3b

(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.

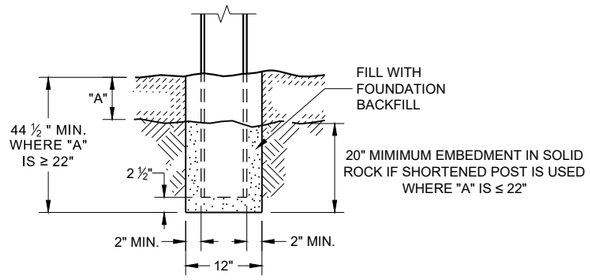
(3) IF ROCK IS ENCOUNTERED DURING EXCAVATION, PROVIDE A HOLE 12 INCHES IN DIAMETER EXTENDING 20 INCHES DEEP INTO THE ROCK. PLACE APPROXIMATELY 2 1/2" INCHES OF GRANULAR MATERIAL IN THE BOTTOM OF THE HOLE. CUT THE POSTS THE TO LENGTH AMD INSTALL. BACKFILL WITH EXCAVATED MATERIAL AND COMPACT. BACKFILL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

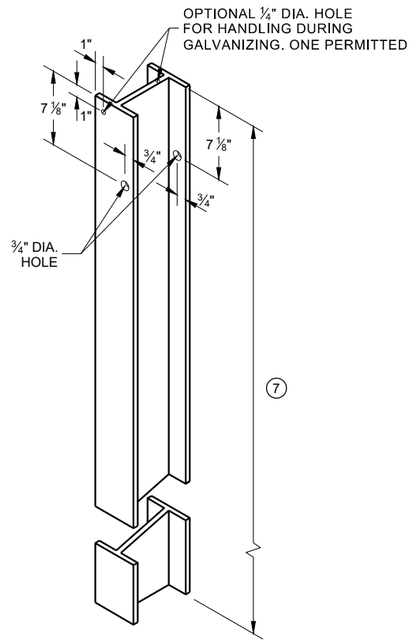
(5) FOR NEW MGS INSTALLATION TOP OF W-BEAM RAIL TOLERANCE IS ±1". FOR EXISTING MGS INSTALLATION TOP OF W-BEAM IS BETWEEN 27 ¾" TO 32".

(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.

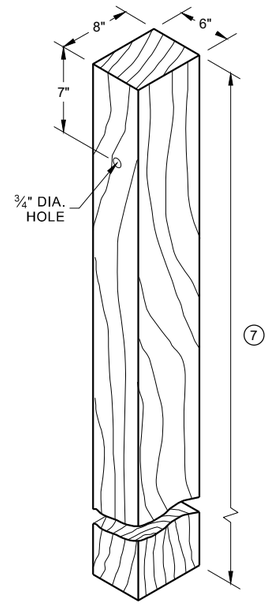
(7) TOTAL POST LENGTH FOR TYPE K IS 7' - 0".
TOTAL POST LENGTH FOR OTHER MGS TYPES IS 6' - 0".



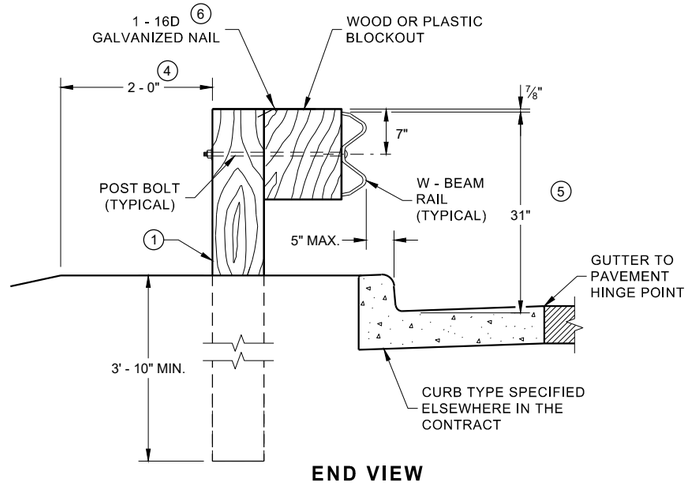
END VIEW
SETTING STEEL OR WOOD POST IN ROCK (3)



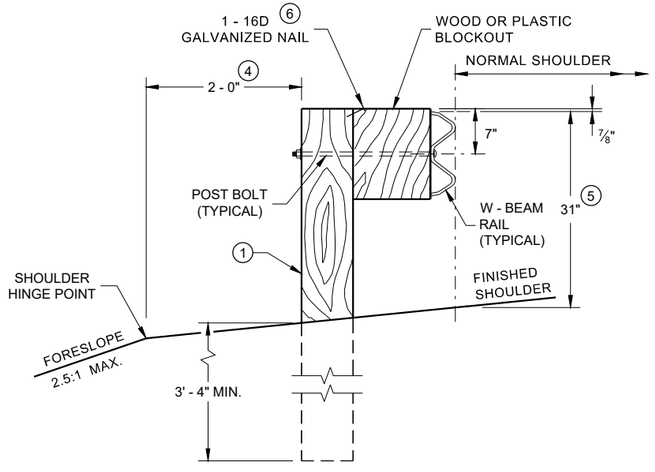
STEEL POST & HOLE PUNCHING DETAIL (W 6 X 9) (1)



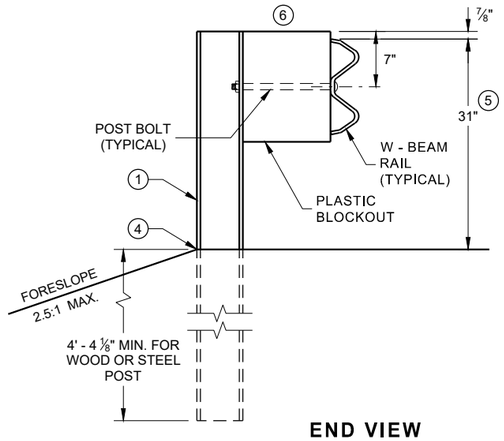
WOOD POST (6" X 8") NOMINAL (1)



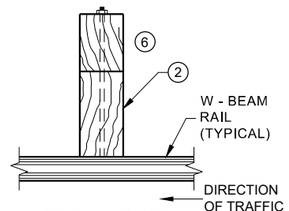
END VIEW
LOCATED ALONG A CURBED ROADWAY



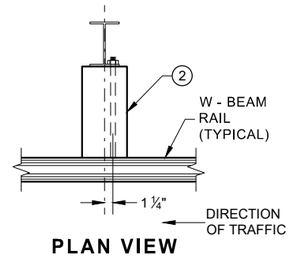
END VIEW
LOCATED ALONG A ROADWAY SHOULDER STANDARD INSTALLATION



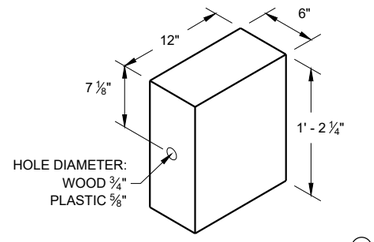
END VIEW
MGS LONGER POST AT HALFPOST SPACING W BEAM (K)



PLAN VIEW
WOOD POST, BLOCKOUT & BEAM



PLAN VIEW
STEEL POST, PLASTIC BLOCKOUT & BEAM



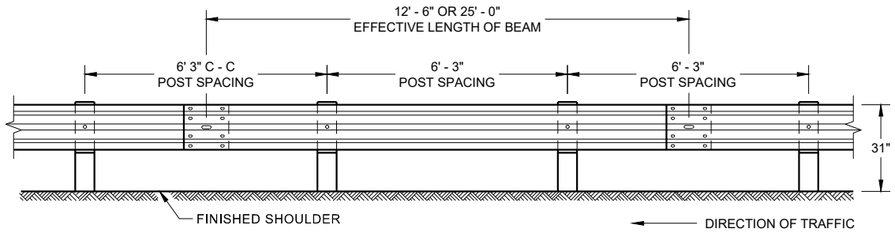
WOOD OR PLASTIC BLOCKOUT (2)

MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL

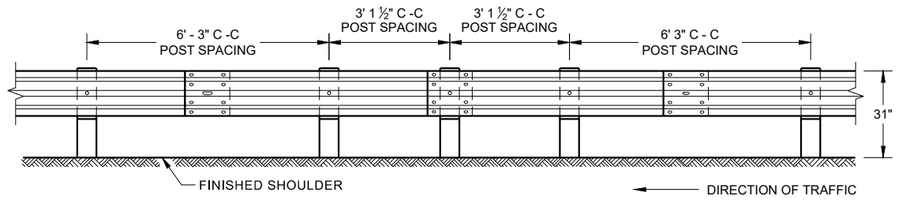
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

SDD 14B42 - 07a

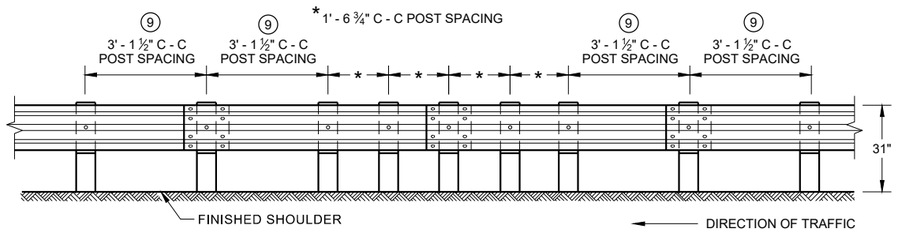
SDD 14B42 - 07a



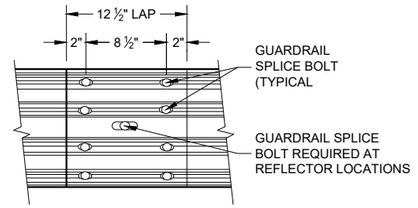
FRONT VIEW
POST SPACING STANDARD INSTALLATION



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



FRONT VIEW
QUARTER POST SPACING (QS)



FRONT VIEW
MID-SPAN BEAM SPLICE

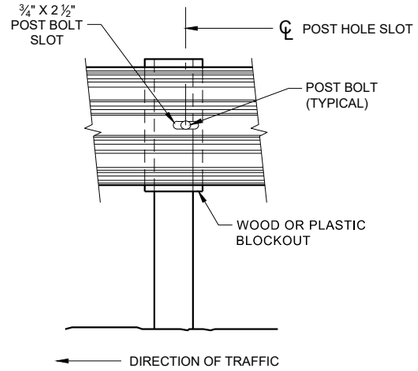
GENERAL NOTES

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

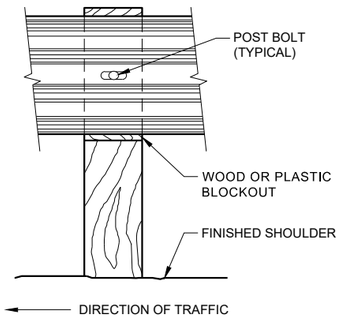
⑨ 25 FEET OF HALF POST SPACING IS REQUIRED ON APPROACH AND DEPARTURE ENDS OF QUARTER POST SPACING.

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

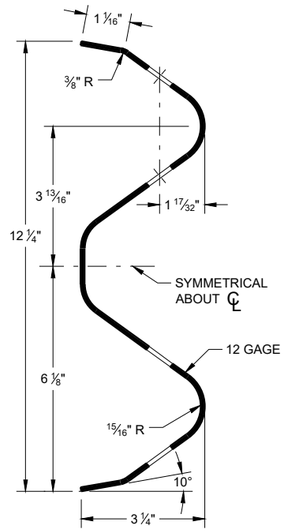
GUARD RAIL SPLICE BOLTS ARE A ⅝" DIAMETER ASTM A307 GUARDRAIL HEAD BOLT. A GUARDRAIL SPLICE BOLT REQUIRES ⅝" DIAMETER A563A DOUBLE RECESSED (DR) HEAVY HEX NUT.



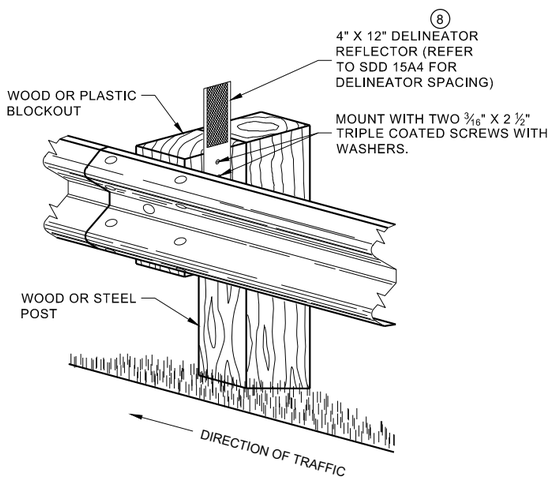
FRONT VIEW AT STEEL POST



FRONT VIEW AT WOOD POST



SECTION THRU W-BEAM RAIL



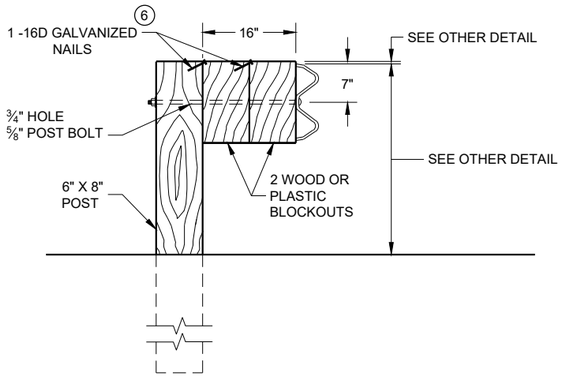
ONE SIDED REFLECTOR DETAIL
AND TYPICAL INSTALLATION

MIDWEST GUARDRAIL SYSTEM
(MGS) GUARDRAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 14B42 - 07b

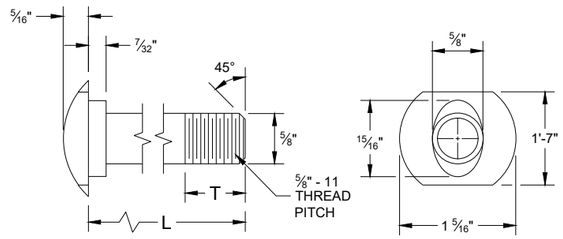


DETAIL FOR 16" BLOCKOUT DEPTH

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

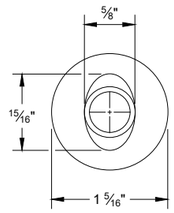
NOTE:

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

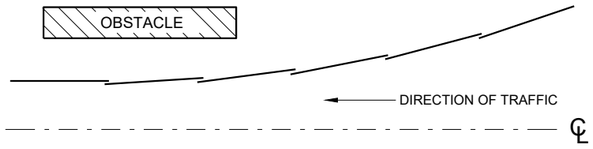


POST BOLT TABLE

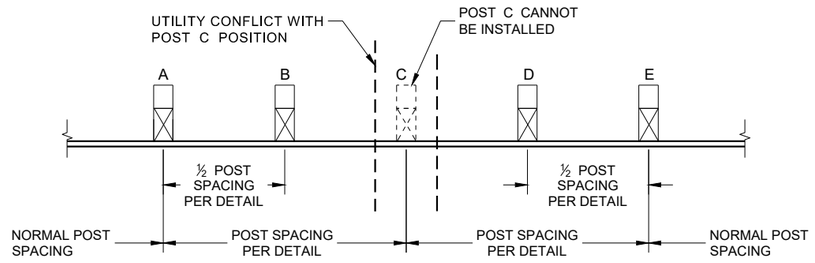
L	T (MIN.)
1 ¼"	1 ⅛"
2"	1 ¾"
10"	4"
14"	4 1⁄16"
18"	4"
21"	4 1⁄16"
25"	4"



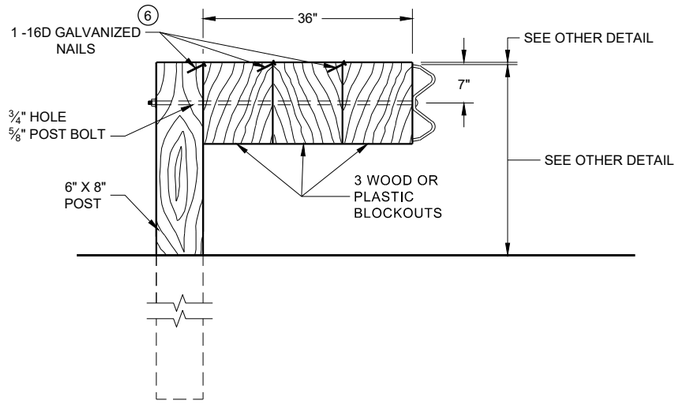
ALTERNATE BOLT HEAD



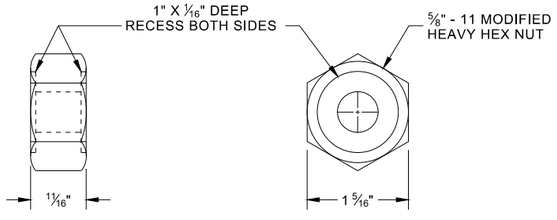
PLAN VIEW
BEAM LAPPING DETAIL



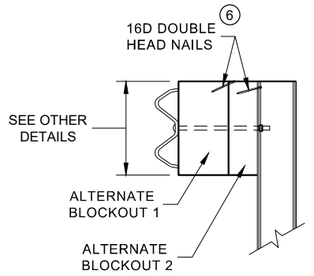
POST DRIVING FOR CONTINUOUS UNDERGROUND OBSTRUCTION



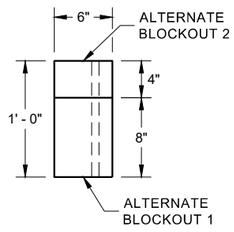
DETAIL FOR 36" BLOCKOUT DEPTH



POST BOLT, SPLICE BOLT AND RECESS NUT



SIDE VIEW



PLAN VIEW

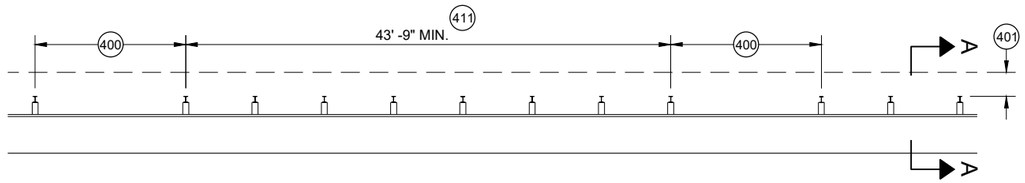
ALTERNATE WOOD BLOCKOUT DETAIL

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

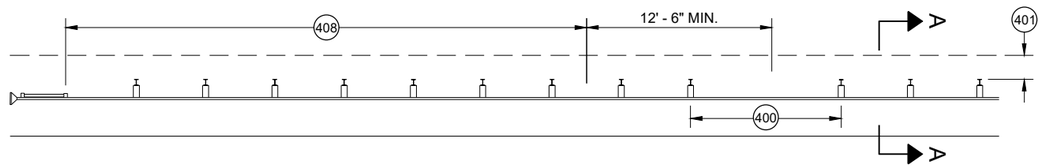
DO NOT USE 16" OR 36" BLOCKOUTS IF IT CAUSES THE POST TO BE DRIVEN BEYOND SHOULDER HINGE POINT OR CAUSES A FIXED OBJECT TO BE WITHIN THE DEFLECTION DISTANCE OF THE BARRIER.

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

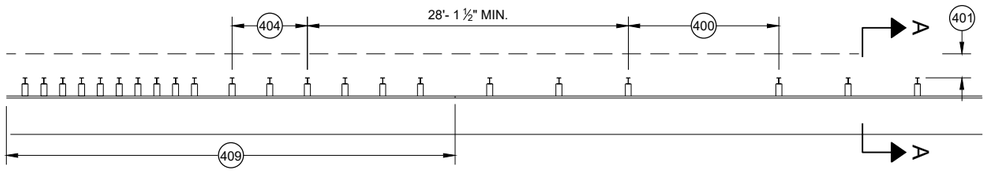
MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL



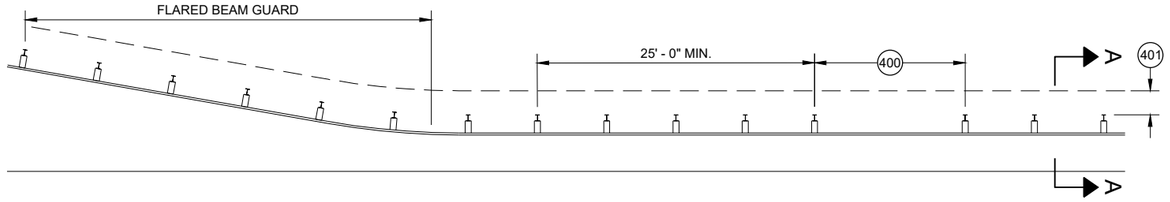
MISSING POST IN MGS GUARDRAIL



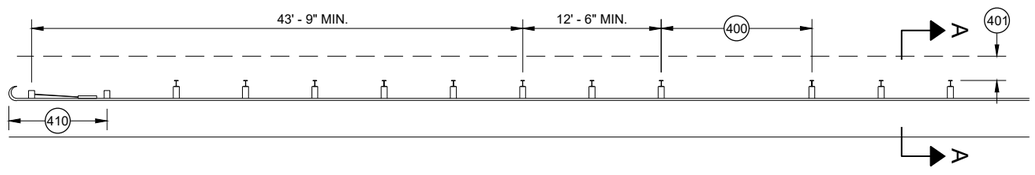
MISSING POST IN MGS GUARDRAIL NEAR EAT



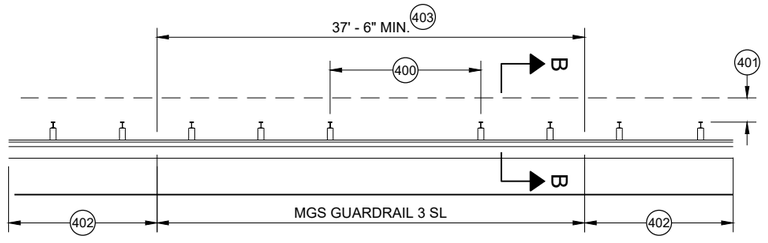
MISSING POST IN MGS GUARDRAIL NEAR AN APPROACH TRANSITION



MISSING POST IN MGS GUARDRAIL NEAR FLARED BEAM GUARD

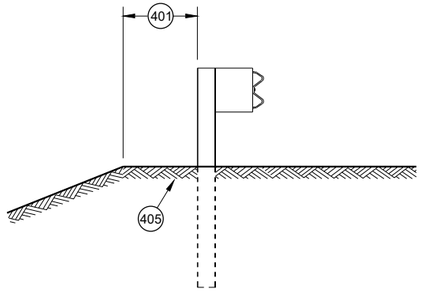


MISSING POST IN MGS GUARDRAIL NEAR A TYPE 2 END TERMINAL

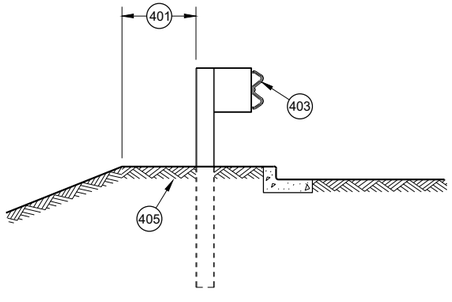


MISSING POST IN SHORT SPAN MGS GUARDRAIL NEAR CURB (SL) 407

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



SECTION A - A 406



SECTION B - B 406

MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

FHWA

6

SDD 14B42 - 07d

GENERAL NOTES

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

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

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

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

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

DIMENSIONS MAY VARY, MANUFACTURER'S INFORMATION.

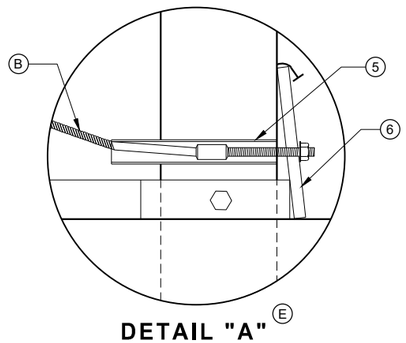
SEE SDD 14B42 FOR MORE INFORMATION.

* DO NOT ATTACH BLOCKOUTS TO POST 1 AND 2.

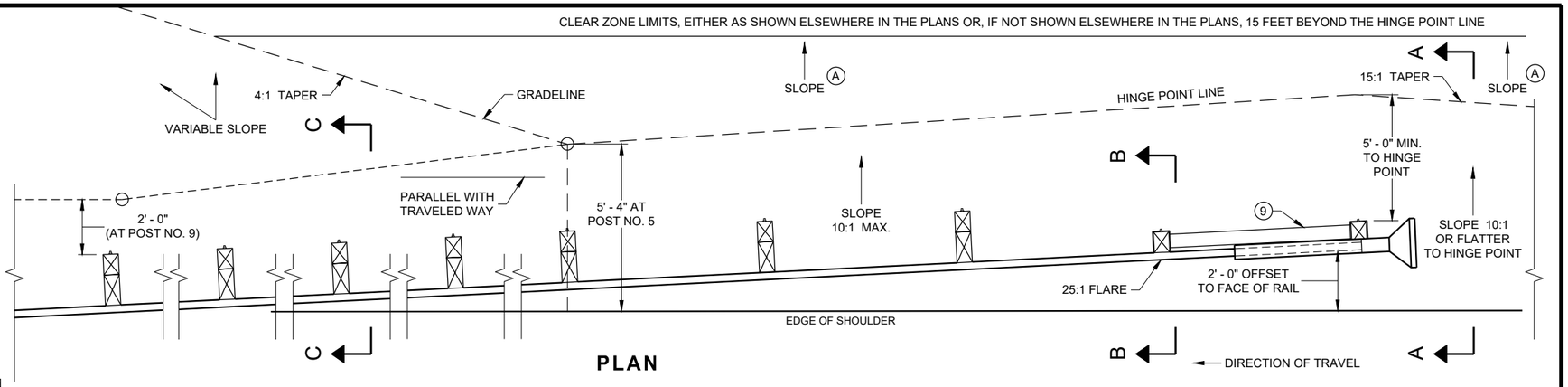
DO NOT INSTALL REFLECTORS ON THE FIRST 50 FEET OF THE APPROACH END OF THE ENERGY ABSORBING TERMINAL.

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

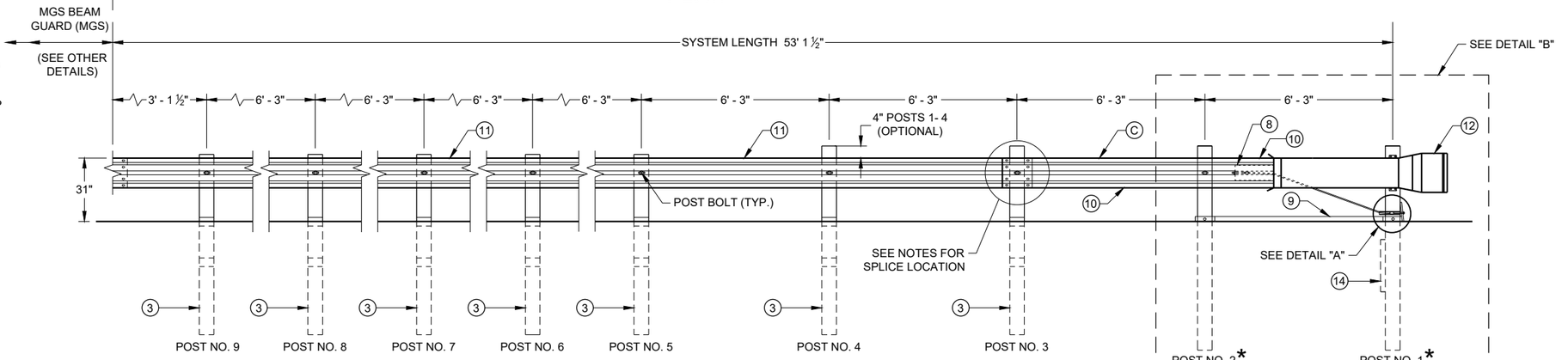
THE CENTER OF THE UPPER 3 ½" DIAMETER HOLE ON POST NUMBER 3 THROUGH POST 9 IS TO BE FLUSH WITH THE GROUND LINE UP TO A MAXIMUM OF 2" ABOVE GROUND LINE. WOOD BLOCKS ON POSTS NUMBERED 3 THROUGH 9 MAY BE ADJUSTED UP TO 3" ABOVE THE TOP OF POST.



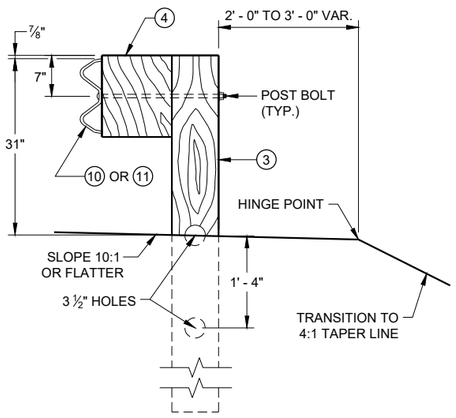
DETAIL "A" (E)



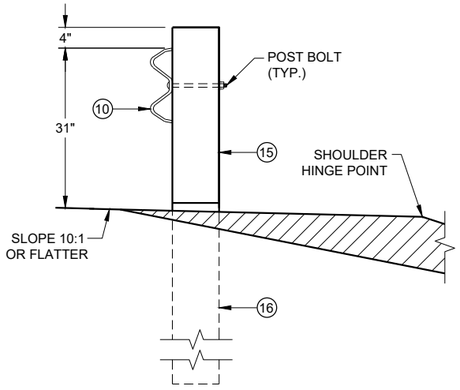
PLAN



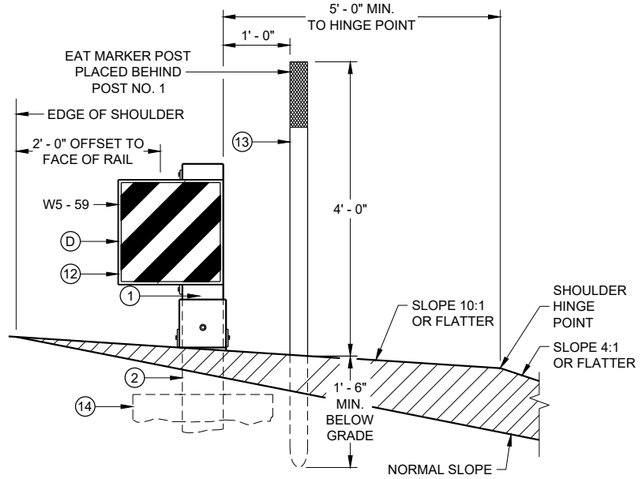
ELEVATION



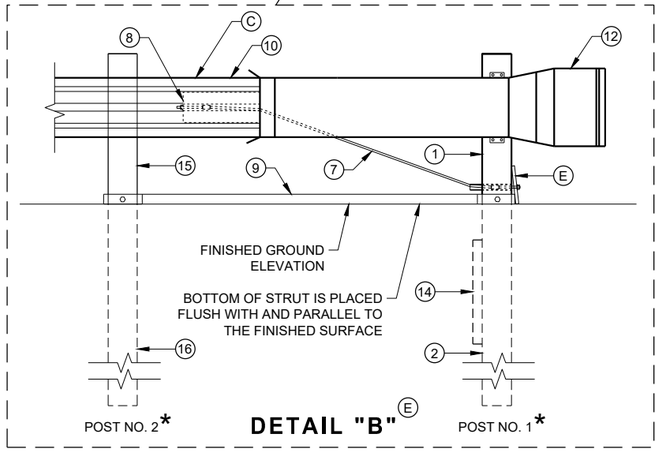
SECTION C - C
TYPICAL AT POST NOS. 3 - 9



SECTION B - B
TYPICAL AT POST NO. 2*



SECTION A - A
TYPICAL AT POST NO. 1*



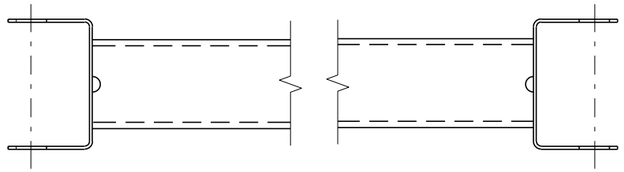
DETAIL "B" (E)

MIDWEST GUARDRAIL SYSTEM
ENERGY ABSORBING TERMINAL (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

SDD 14B44 - 04a

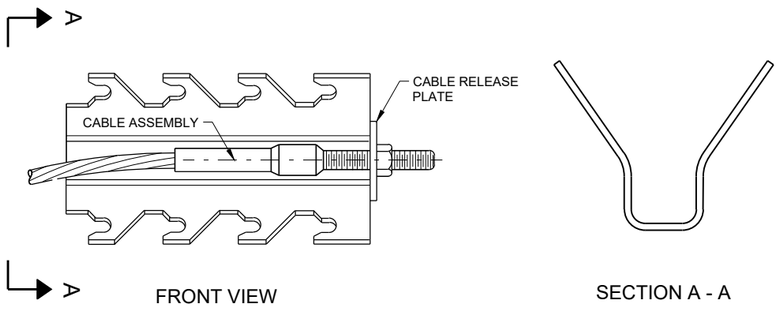
SDD 14B44 - 04a



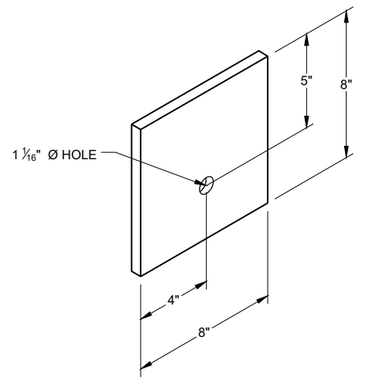
GENERIC GROUND STRUT ⑨ Ⓔ

BILL OF MATERIALS

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



GENERIC ANCHOR CABLE BOX ⑨ Ⓔ



BEARING PLATE ⑥ Ⓔ

6

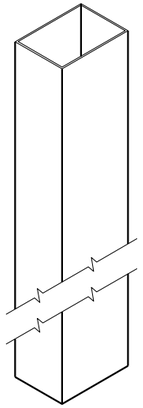
6

SDD 14B44 - 04b

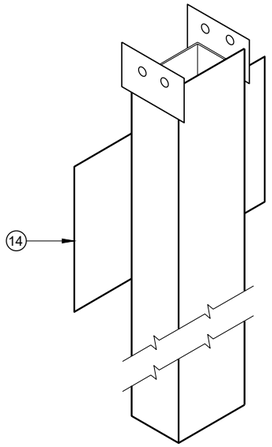
SDD 14B44 - 04b

MIDWEST GUARDRAIL SYSTEM
ENERGY ABSORBING TERMINAL
(MGS)

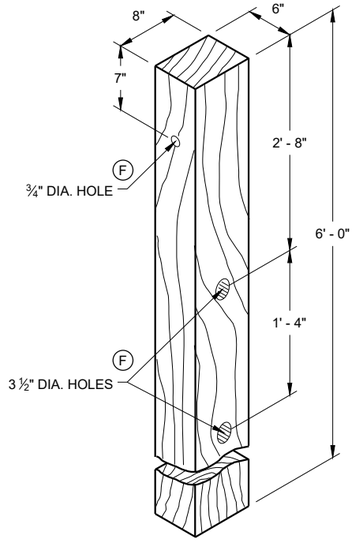
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



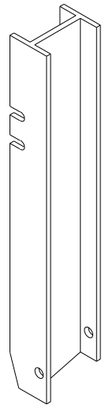
UPPER POST NO. 1 (1) (E)



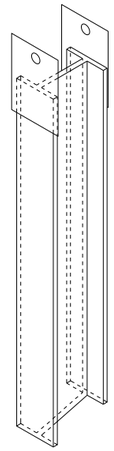
LOWER POST NO. 1 (2) (E)



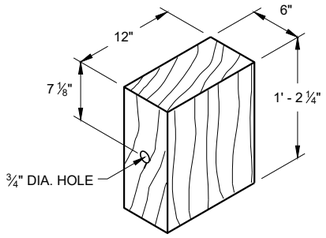
WOOD CRT POST (3) (E)
POSTS NUMBER 3-9



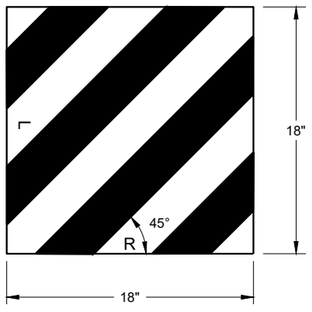
UPPER POST NO. 2 (15) (E)



LOWER POST NO. 2 (16) (E)

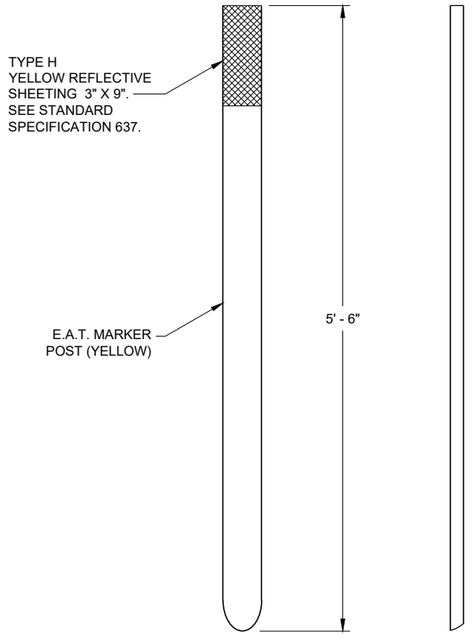


WOOD BLOCKOUT (4)
REQ'D. AT ALL POSTS EXCEPT POST NO'S 1 & 2



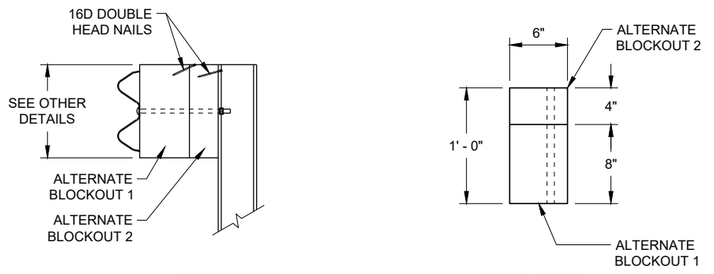
W5 - 59

REFLECTIVE SHEETING DETAIL (E)



FRONT VIEW SIDE VIEW

E.A.T. MARKER POST (13)



SIDE VIEW TOP VIEW

ALTERNATE WOOD BLOCKOUT DETAIL

MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)

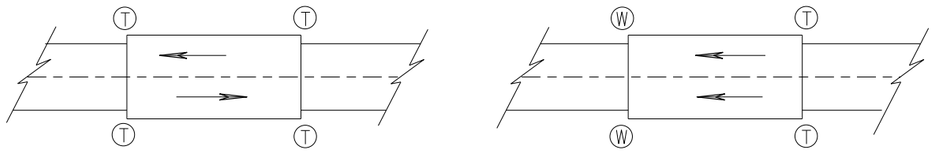
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

FHWA

6

SDD 14B44 - 04c



TWO WAY TRAFFIC

ONE WAY TRAFFIC

(T) THRIE BEAM CONNECTION

(W) W-BEAM CONNECTION WHEN REQUIRED

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

GENERAL NOTES

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

TRANSITION USES STEEL POSTS ONLY.

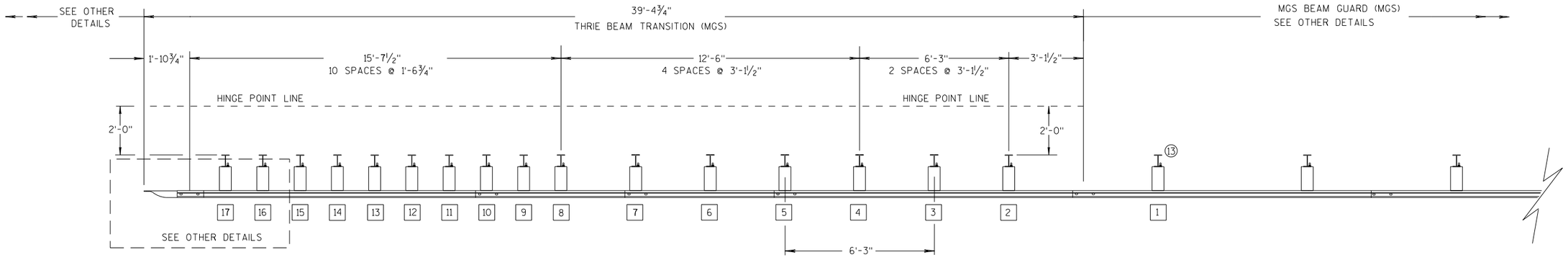
SEE STANDARD DETAIL DRAWING 14 B 42 FOR MORE INFORMATION.

POST 2 THROUGH 17 USES STEEL POST ONLY

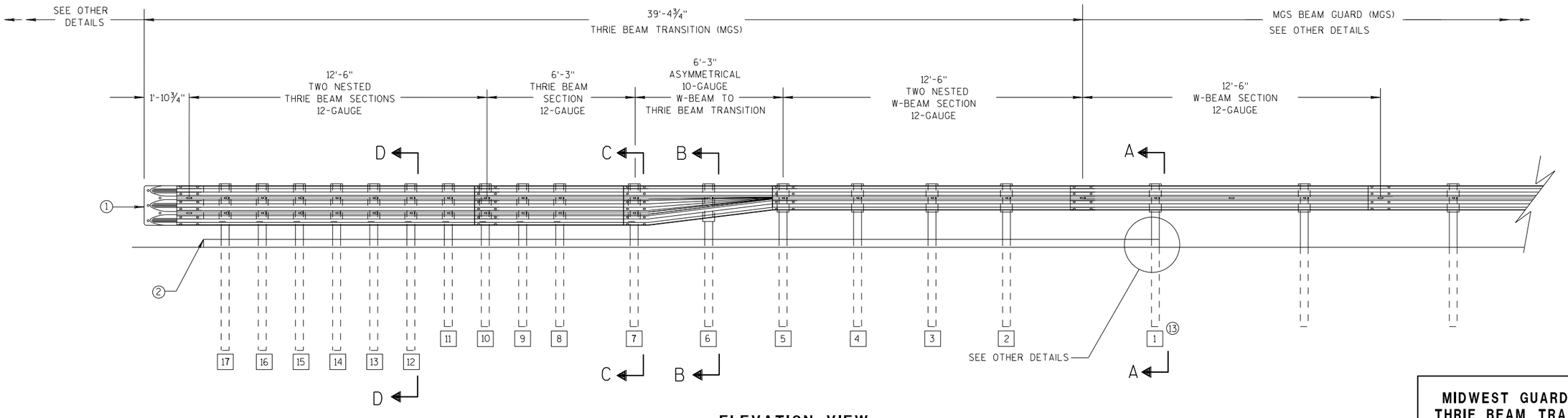
(1) BRIDGE RAILING TYPE "W" DOES NOT REQUIRE A TERMINAL CONNECTOR.

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

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



PLAN VIEW



ELEVATION VIEW

MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

6

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

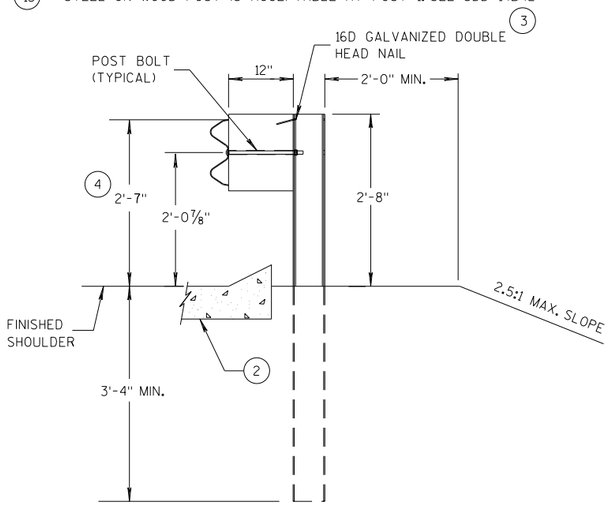
GENERAL NOTES

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

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

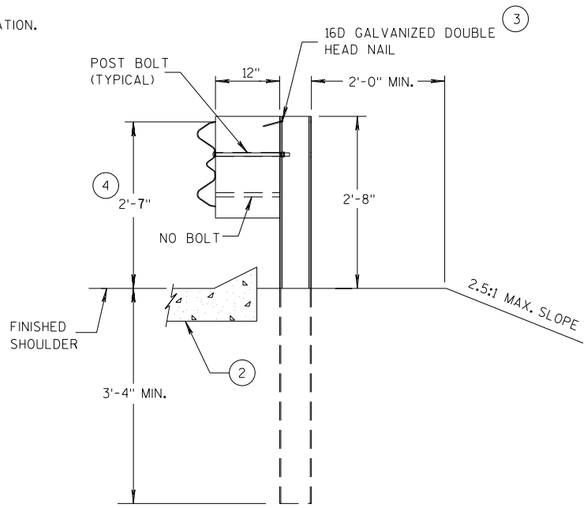
(4) TOLERANCE FOR TOP OF W-BEAM RAIL IS ± 1".

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



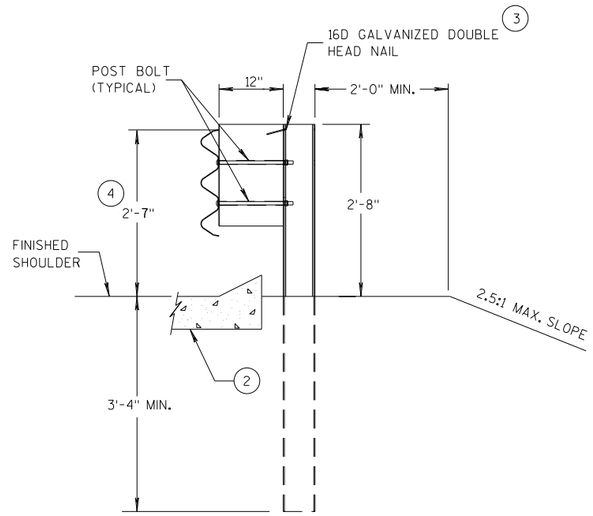
SECTION A-A (13)

POSTS 1-5



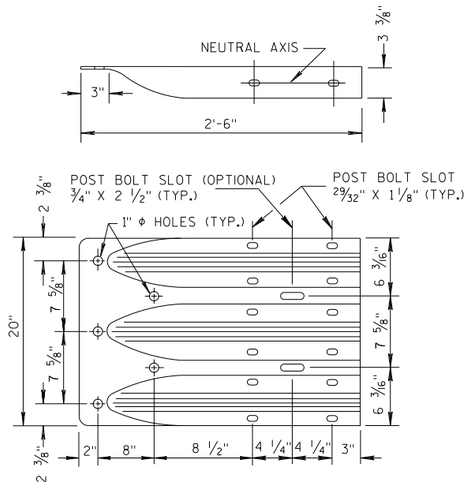
SECTION B-B

POST 6

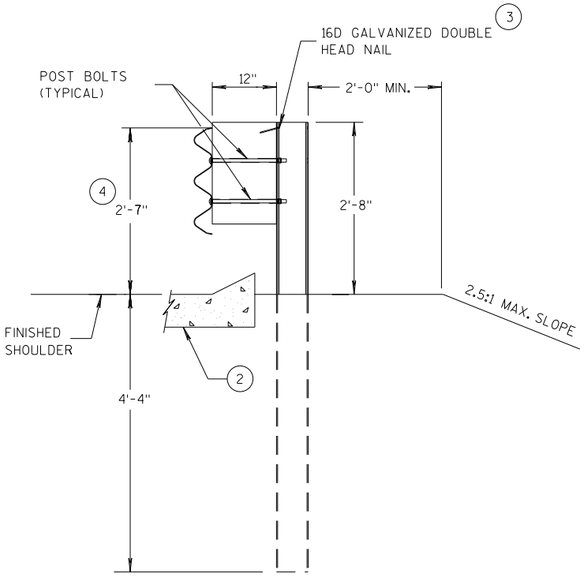


SECTION C-C

POSTS 7-11

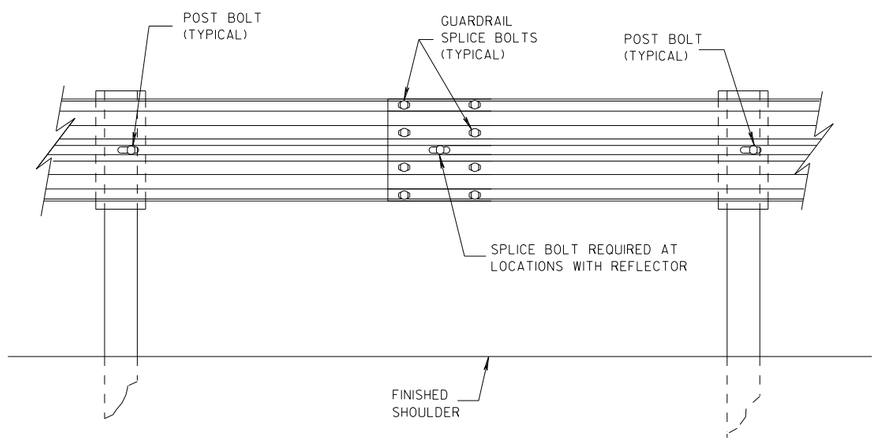


THRIE BEAM TERMINAL CONNECTOR



SECTION D-D

POSTS 12-17



SPLICE DETAIL

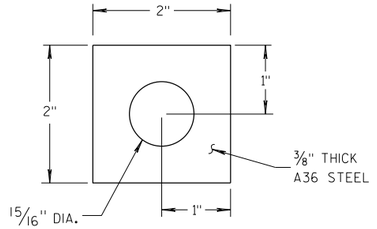
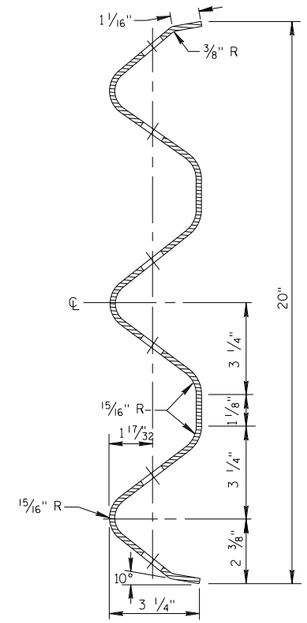


PLATE WASHER DETAIL



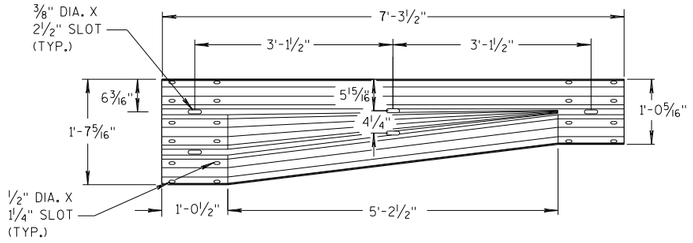
SECTION THRU THRIE BEAM RAIL ELEMENT

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

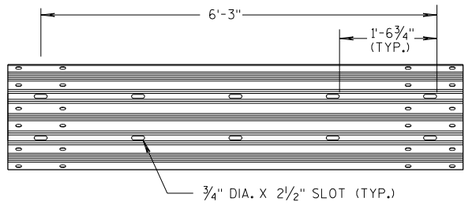
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOF

6

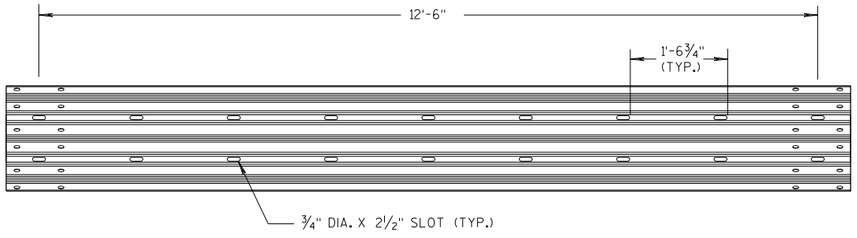
S.D.D. 14 B 45-5b



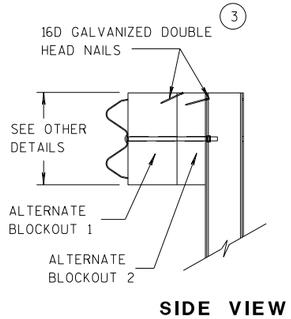
W-BEAM TO THRIE BEAM TRANSITION SECTION



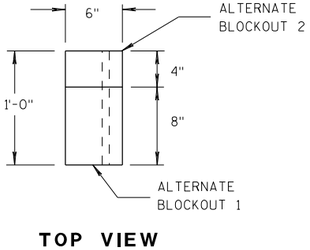
6'-3" THRIE BEAM SECTION



12'-6" THRIE BEAM SECTION

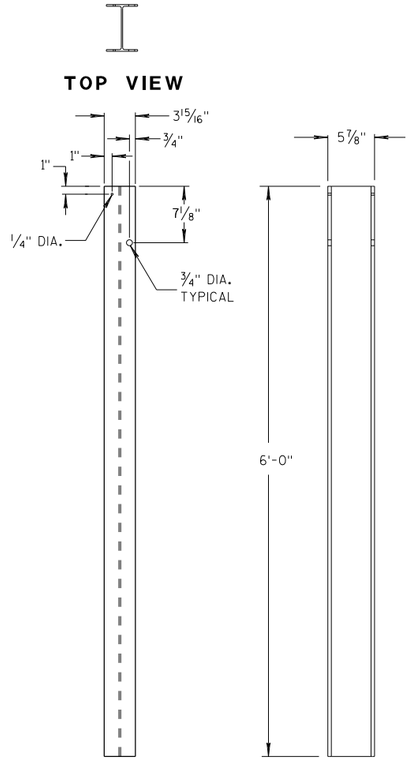


SIDE VIEW



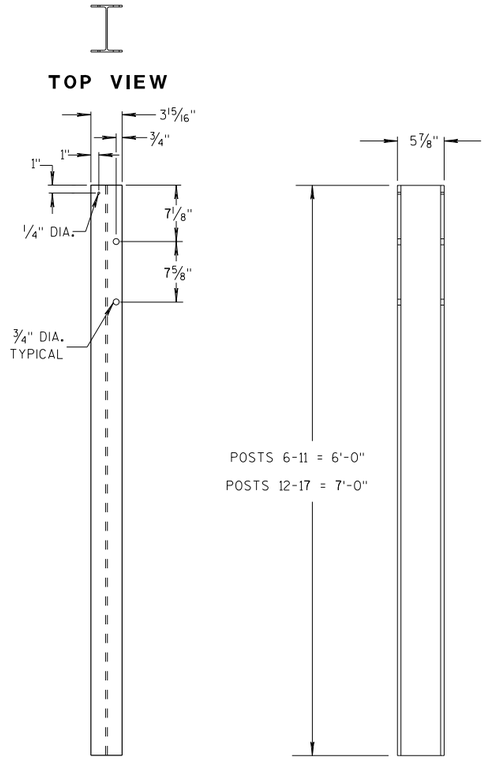
TOP VIEW

ALTERNATE WOOD BLOCKOUT DETAIL



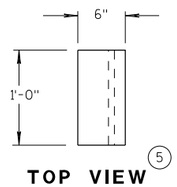
FRONT VIEW SIDE VIEW

STEEL POSTS 1-5 (13)

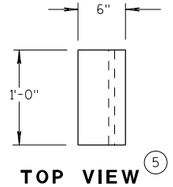


FRONT VIEW SIDE VIEW

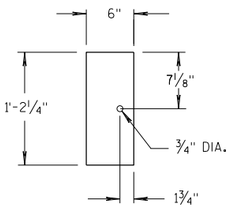
STEEL POSTS 6-17



TOP VIEW (5)

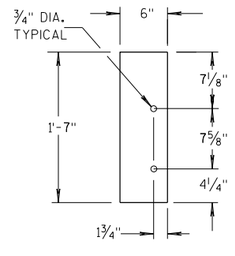


TOP VIEW (5)



FRONT VIEW

BLOCKOUT POSTS 1-5



FRONT VIEW

BLOCKOUT POSTS 6-17

GENERAL NOTES

STEEL POSTS ARE W6X9 OR W6X8.5.

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

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

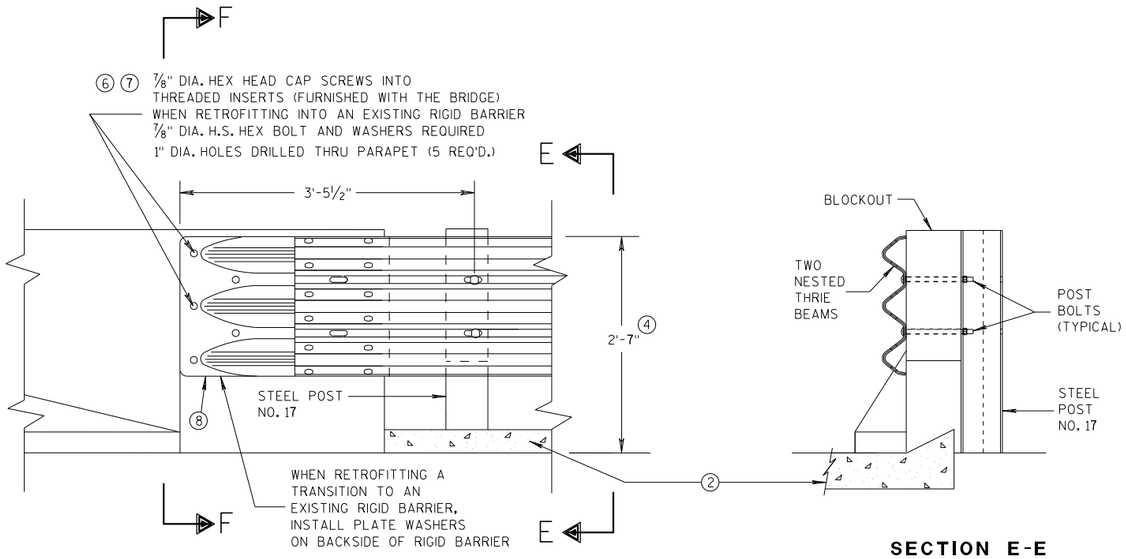
(5) WOOD BLOCKS MAY BE CONSTRUCTED OUT OF 2 WOOD BLOCKS. SEE ALTERNATE WOOD BLOCK DETAIL.

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

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOF

6
S.D.D. 14 B 45-5c



FRONT VIEW

SECTION E-E

THRIE BEAM CONNECTION TO BRIDGE PARAPET WITH SQUARE ENDS

GENERAL NOTES

THESE ARE TYPICAL CONNECTION DETAILS. ADJUST THE POSTION OF CONNECTIONS TO EXISTING BRIDGES TO FIT THE ACTUAL BRIDGE AND SITE DIMENSIONS.

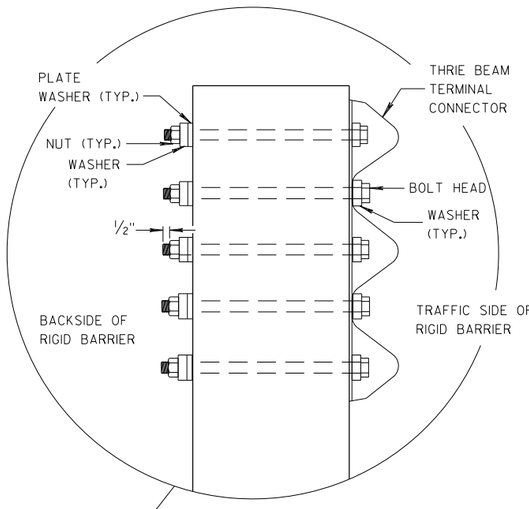
② OPTIONAL CURB AND GUTTER OR DRAINAGE FEATURE SEE PLAN FOR INFORMATION.

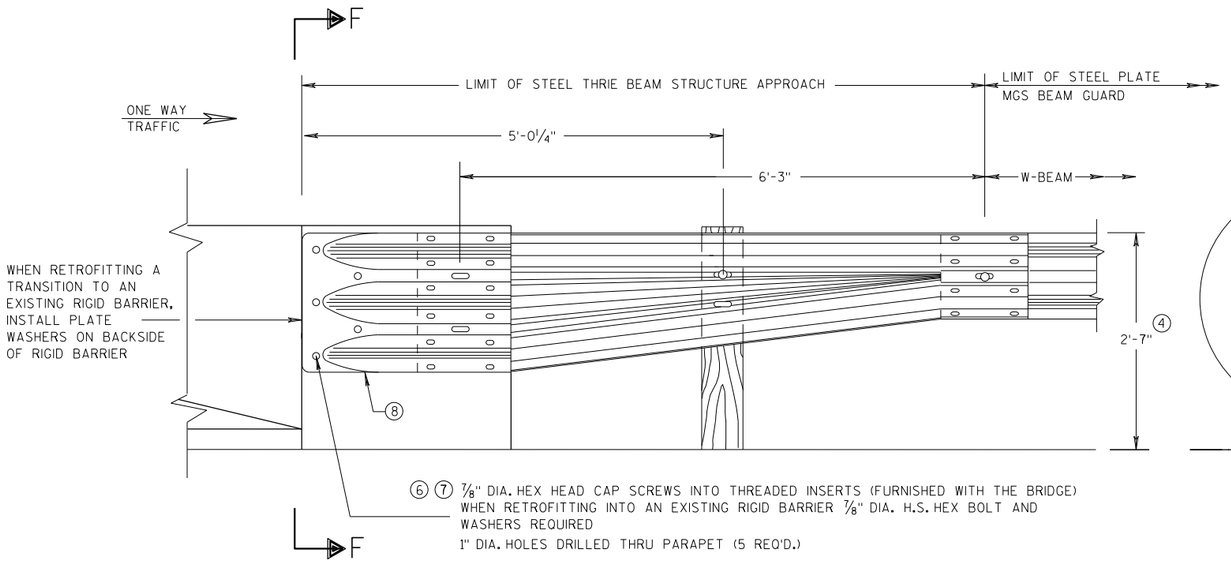
④ TOLERANCE FOR TOP OF BEAM IS ± 1".

⑥ DRILLING BOLT HOLES THROUGH THE PARAPET, BOLTS, NUTS, WASHERS AND REPAIRING DAMAGED CONCRETE ARE INCIDENTAL TO THE CONTRACT.

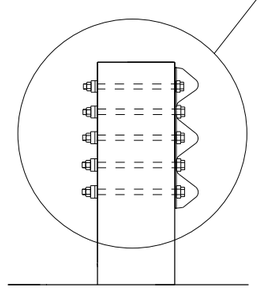
⑦ BOLTS MAY BE A325 BOLTS OR A449 BOLTS. BOLT LENGTH AND THREADING LENGTH ARE TO ALLOW FOR A TIGHT CONNECTION BETWEEN RIGID BARRIER AND THRIE BEAM CONNECTION PLATE. CONTRACTOR IS TO FIELD VERIFY BOLT LENGTH AND THREAD LENGTH. ONE ROUND WASHER REQUIRED BETWEEN BOLT HEAD AND THRIE BEAM CONNECTOR PLATE. BOLTS THAT EXTEND THROUGH THE PARAPET AND OUT THE BACK FACE REQUIRE A HARDENED ROUND STEEL WASHER THAT IS 2" O.D. X 5/32" THICK AND ONE PLATE WASHER. REPAIR ANY DAMAGED CONCRETE FROM BOLT INSTALLATION.

⑧ THE RECESS FOR A W-BEAM CONNECTION, WHICH EXISTS ON SOME PARAPETS OF THIS TYPE, SHALL BE FILLED WITH A TREATED TIMBER BLOCKOUT. BLOCKOUT SIZE IS 1'-6" X 2'-0" X 3 1/2".

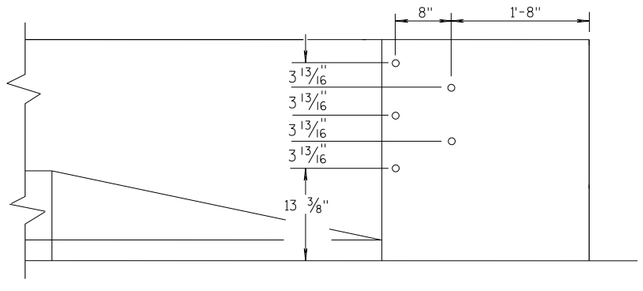




FRONT VIEW



SECTION F-F



DRILL HOLE LOCATION

W BEAM TRANSITION AND CONNECTION TO BRIDGE PARAPETS WITH SQUARE ENDS

(USE ONLY ON THE TRAFFIC EXIT END OF ONE WAY BRIDGES)

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
07/2018 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS D UNIT SUPERVIS ...NT
FHWA

6

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

6

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

GENERAL NOTES

THESE ARE TYPICAL CONNECTION DETAILS. ADJUST THE POSTION OF CONNECTIONS TO EXISTING BRIDGES TO FIT THE ACTUAL BRIDGE AND SITE DIMENSIONS.

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

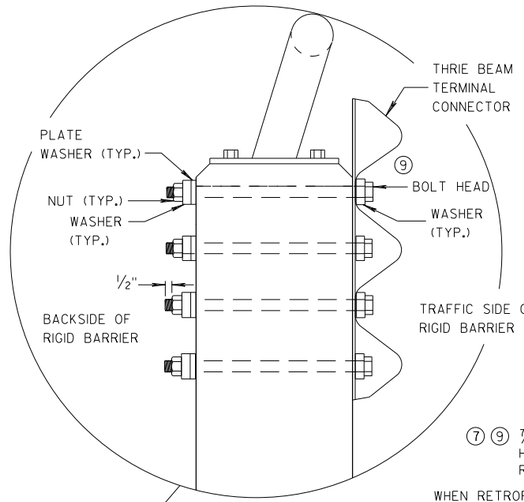
(4) TOLERANCE FOR TOP OF BEAM IS ± 1".

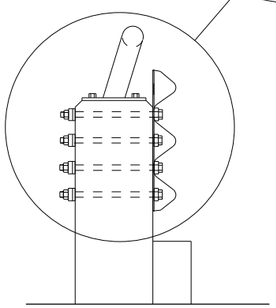
(6) DRILLING BOLT HOLES THROUGH THE PARAPET, BOLTS, NUTS, WASHERS AND REPAIRING DAMAGED CONCRETE ARE INCIDENTAL TO THE CONTRACT.

(7) BOLTS MAY BE A325 BOLTS OR A449 BOLTS. BOLT LENGTH AND THREADING LENGTH ARE TO ALLOW FOR A TIGHT CONNECTION BETWEEN RIGID BARRIER AND THRIE BEAM CONNECTION PLATE. CONTRACTOR IS TO FIELD VERIFY BOLT LENGTH AND THREAD LENGTH. ONE ROUND WASHER REQUIRED BETWEEN BOLT HEAD AND THRIE BEAM CONNECTOR PLATE. BOLTS THAT EXTEND THROUGH THE PARAPET AND OUT THE BACK FACE REQUIRE A HARDENED ROUND STEEL WASHER THAT IS 2" O.D. X 5/32" THICK AND ONE PLATE WASHER. REPAIR ANY DAMAGED CONCRETE FROM BOLT INSTALLATION.

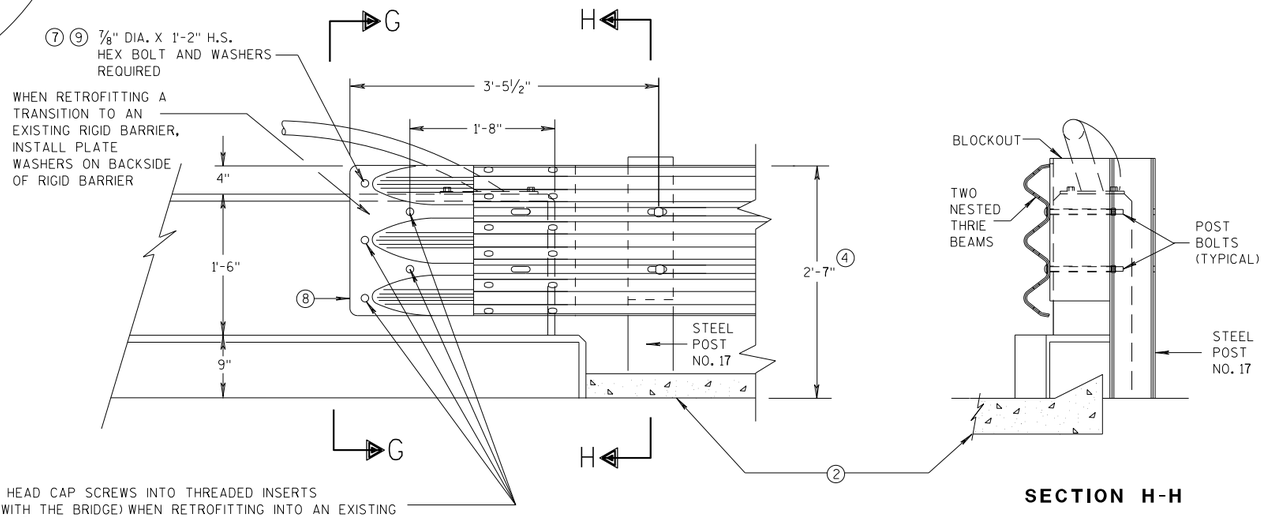
(8) THE RECESS FOR A W-BEAM CONNECTION, WHICH EXISTS ON SOME PARAPETS OF THIS TYPE, SHALL BE FILLED WITH A TREATED TIMBER BLOCKOUT. BLOCKOUT SIZE IS 1'-6" X 2'-0" X 3 ½".

(9) BOLT, NUT AND WASHERS NOT REQUIRED FOR THIS LOCATION WHEN RETROFITTING AN EXISTING PAPAPET AND THE HOLE IS EITHER ABOVE PARAPET OR WITHIN 4 INCHES OF THE EDGE OF PARAPET.





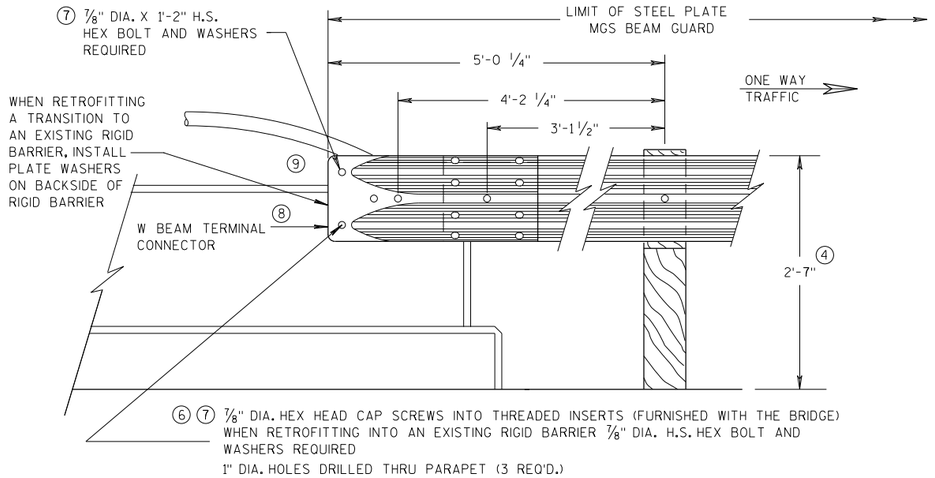
SECTION G-G



FRONT VIEW

SECTION H-H

THRIE BEAM CONNECTION TO VERTICAL FACED PARAPETS



FRONT VIEW

W BEAM CONNECTION TO VERTICAL FACE PARAPET

(USE ONLY ON THE TRAFFIC EXIT END OF ONE WAY BRIDGES)

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

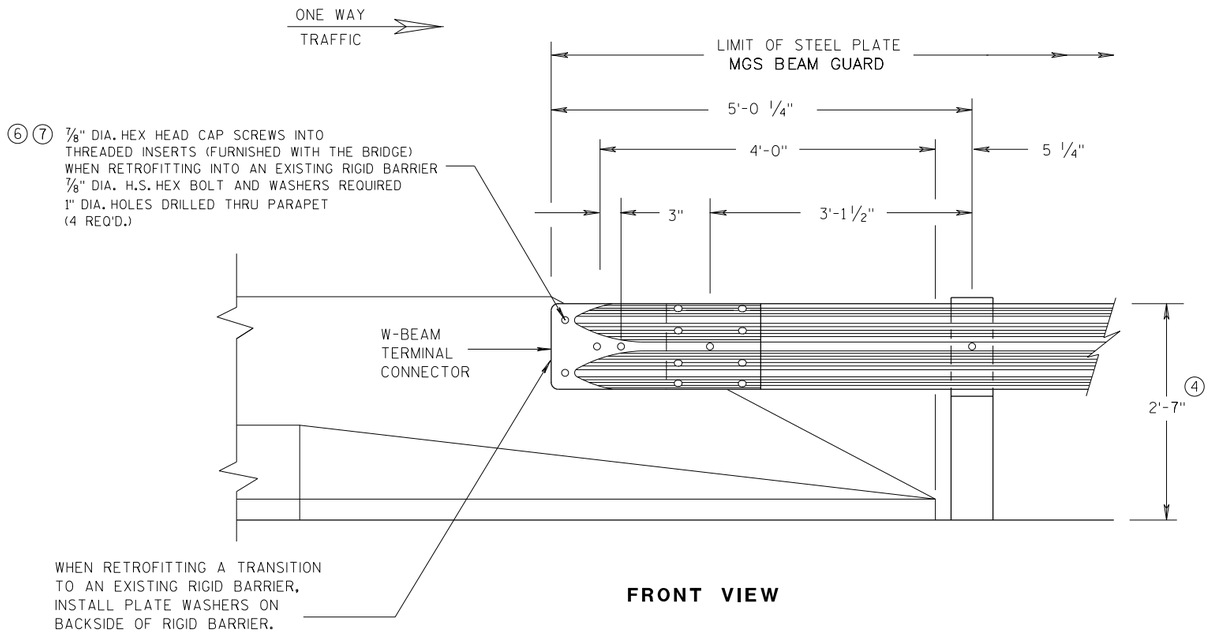
APPROVED
07/2018 — DATE
/S/ Rodney Taylor
ROADWAY STANDARDS D UNIT SUPERVIS NT
FHWA

6

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

6

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



FRONT VIEW

W BEAM CONNECTION TO PARAPETS WITH SLOPED ENDS

(USE ONLY AT TRAFFIC EXIT END OF ONE WAY BRIDGE)

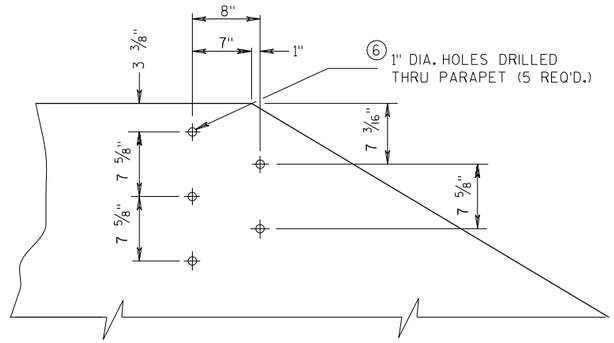
GENERAL NOTES

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

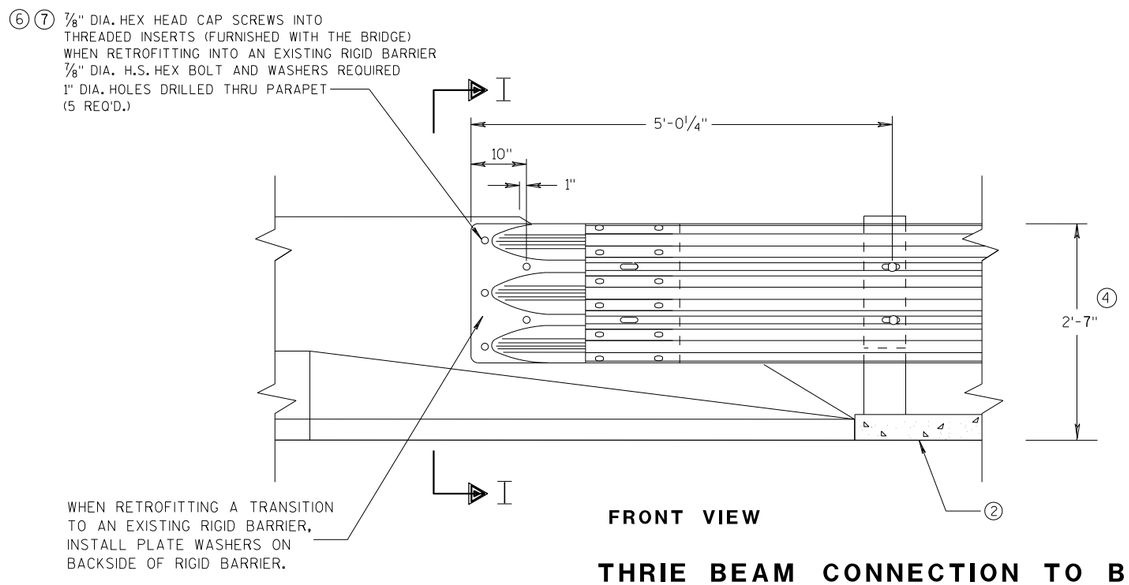
④ TOLERANCE FOR TOP OF BEAM IS ± 1".

⑥ DRILLING BOLT HOLES THROUGH THE PARAPET, BOLTS, NUTS, WASHERS AND REPAIRING DAMAGED CONCRETE ARE INCIDENTAL TO THE CONTRACT.

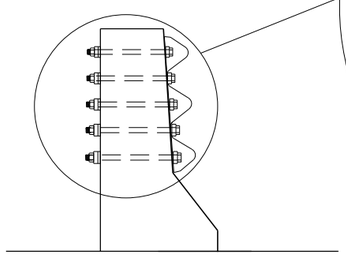
⑦ BOLTS MAY BE A325 BOLTS OR A449 BOLTS. BOLT LENGTH AND THREADING LENGTH ARE TO ALLOW FOR A TIGHT CONNECTION BETWEEN RIGID BARRIER AND THRIE BEAM CONNECTION PLATE. CONTRACTOR IS TO FIELD VERIFY BOLT LENGTH AND THREAD LENGTH. ONE ROUND WASHER REQUIRED BETWEEN BOLT HEAD AND THRIE BEAM CONNECTOR PLATE. BOLTS THAT EXTEND THROUGH THE PARAPET AND OUT THE BACK FACE REQUIRE A HARDENED ROUND STEEL WASHER THAT IS 2" O.D. X 5/32" THICK AND ONE PLATE WASHER. REPAIR ANY DAMAGED CONCRETE FROM BOLT INSTALLATION.



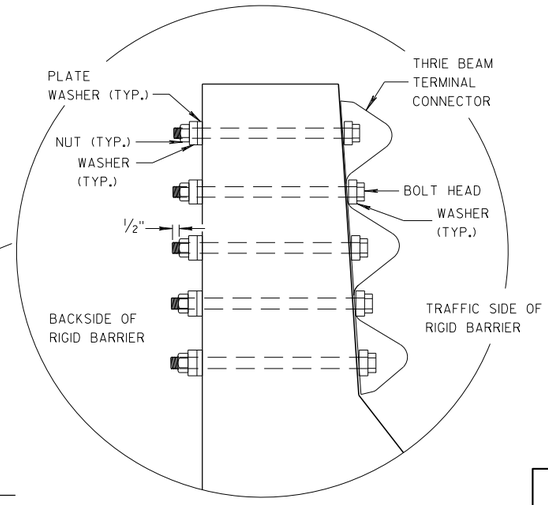
DRILL HOLE LOCATION AND PATTERN FOR THRIE BEAM CONNECTION



FRONT VIEW



SECTION I-I



THRIE BEAM CONNECTION TO BRIDGE PARAPETS WITH SLOPED ENDS

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

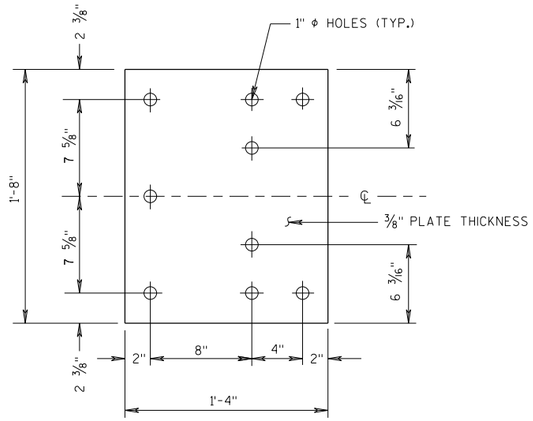
APPROVED
07/2018
DATE
/S/ Rodney Taylor
ROADWAY STANDARDS I
UNIT SUPERVI
ENT
FHWA

6

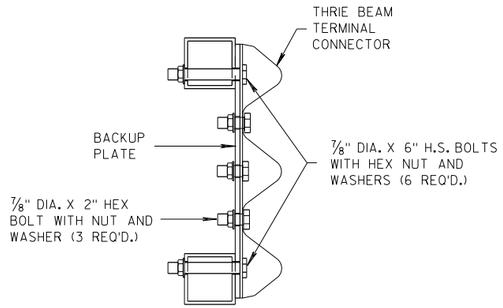
S.D.D. 14 B 45-5f

6

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



BACK-UP PLATE DETAIL

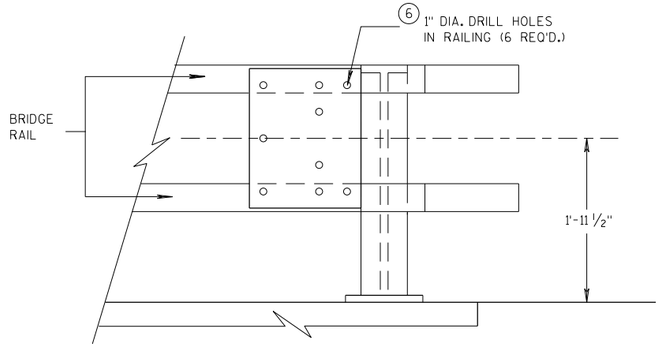


SECTION J-J

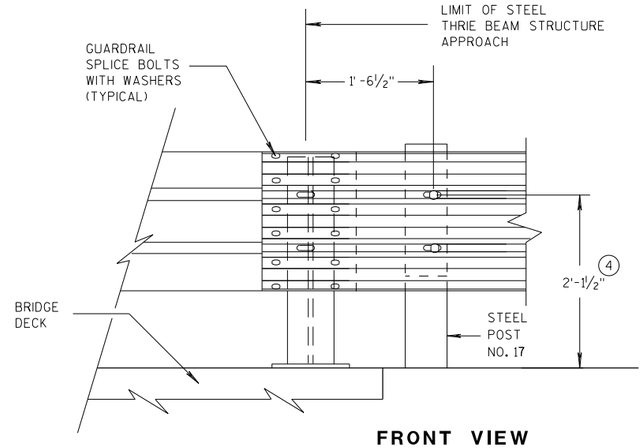
GENERAL NOTES

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

(6) DRILLING HOLES THROUGH THE PAPRPET, BOLTS, NUTS, WASHERS AND REPAIRING DAMAGED CONCRETE ARE INCIDENTAL TO THE CONTRACT.

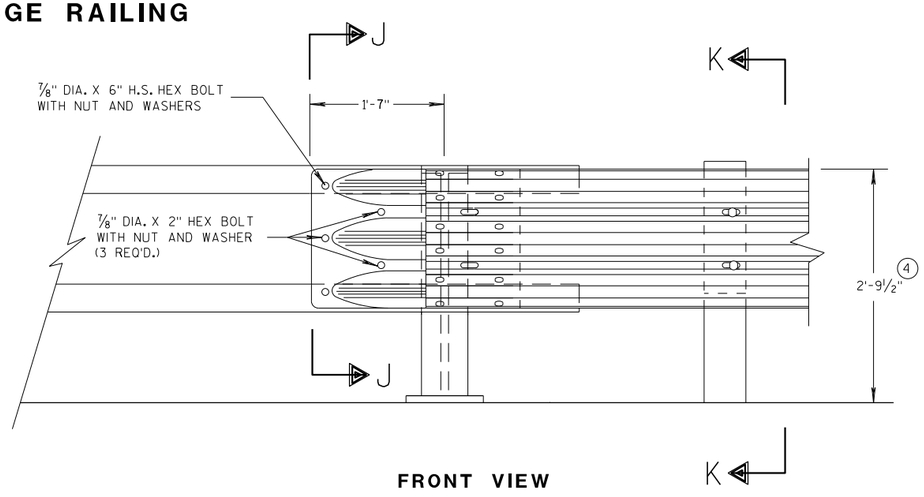


BACK-UP PLATE MOUNTING ONTO BRIDGE RAILING

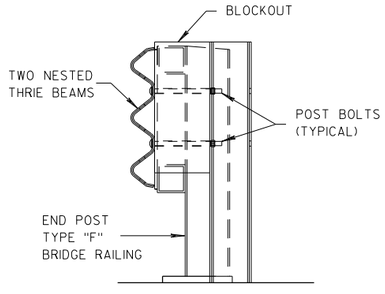


FRONT VIEW

THRIE BEAM CONNECTION TO STEEL RAILING TYPE "W"



FRONT VIEW



SECTION K-K

THRIE BEAM CONNECTION TO TUBULAR RAILING TYPE "F"

MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED 07/2018 — DATE
FHWA

/S/ Rodney Taylor — ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR

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

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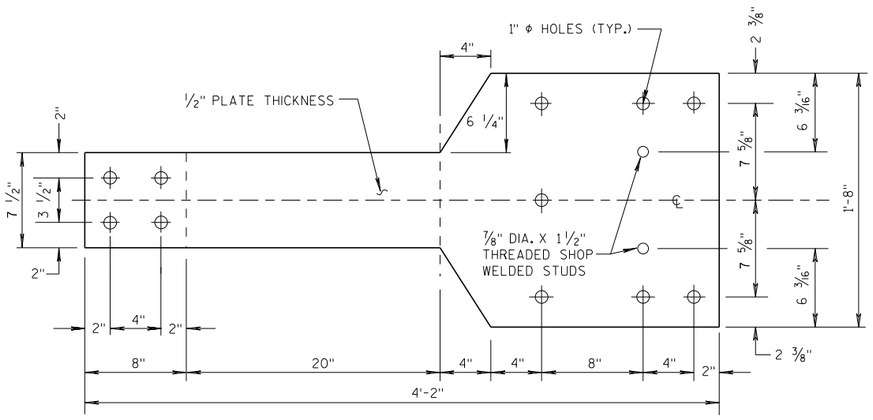
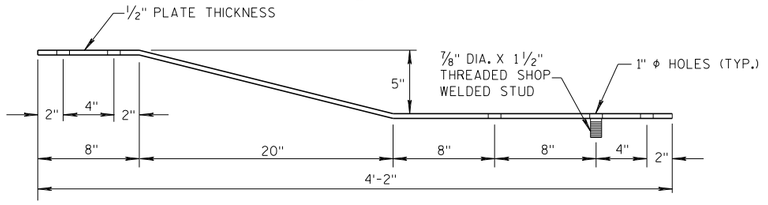
GENERAL NOTES

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

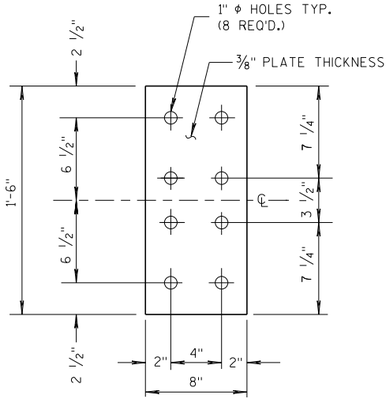


FRONT VIEW



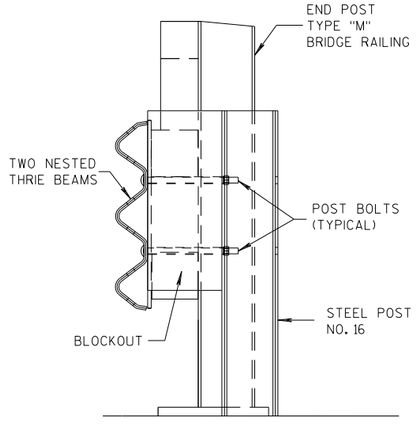
PLAN VIEW

BACK-UP PLATE DETAIL, TYPE "M"

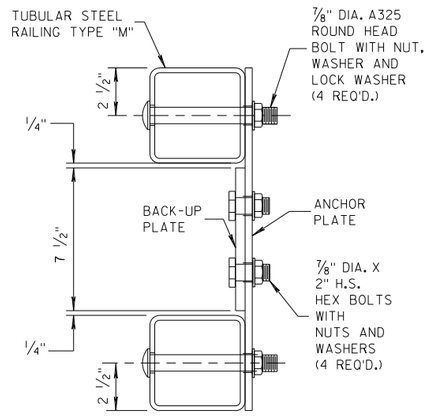


FRONT VIEW

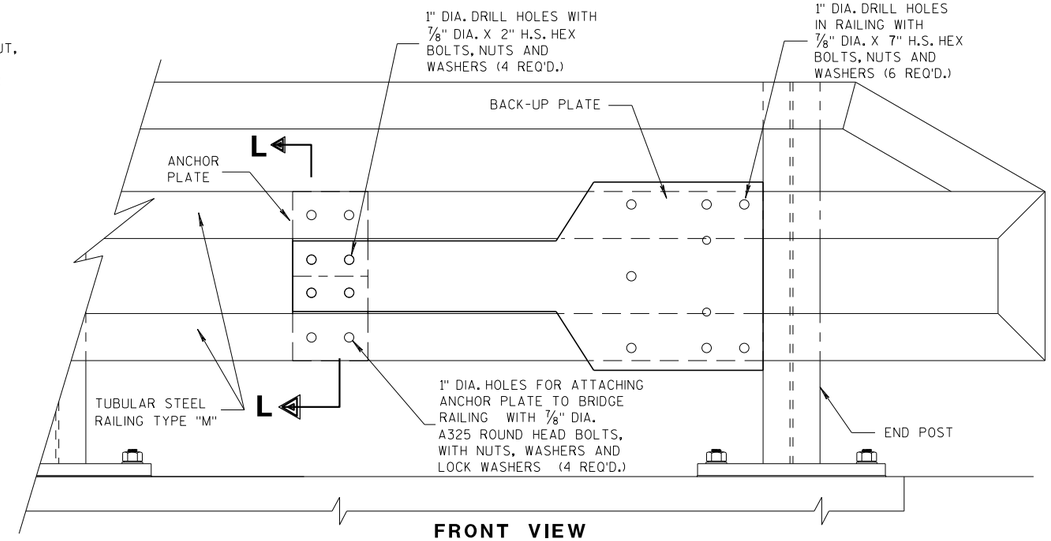
ANCHOR PLATE DETAIL, TYPE "M"



SECTION M-M

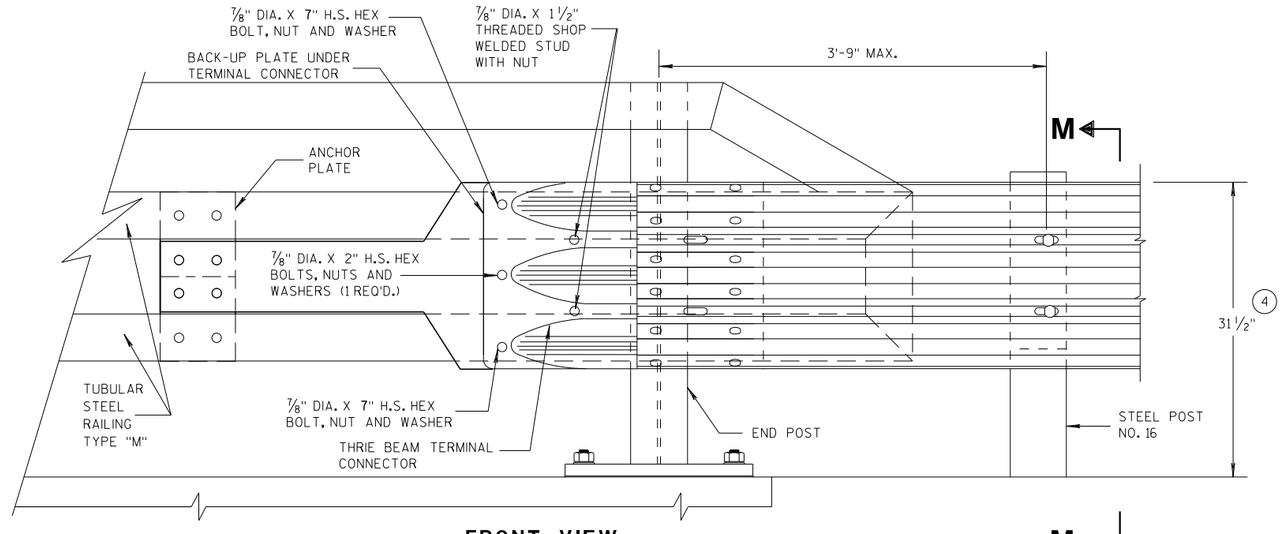


SECTION L-L

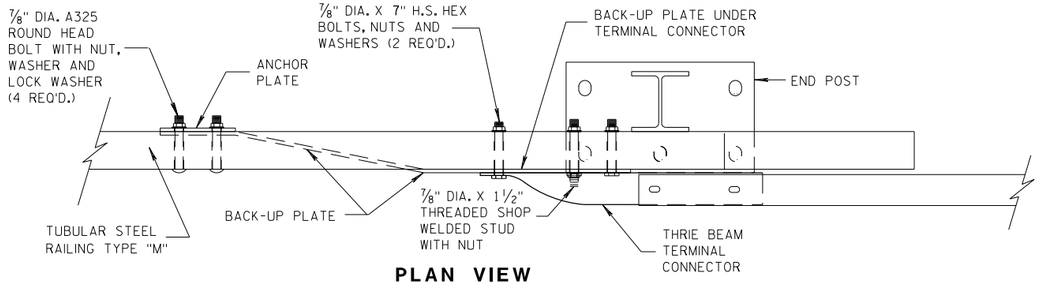


FRONT VIEW

ANCHOR AND BACK-UP PLATE MOUNTING TO BRIDGE RAILING, TYPE "M"



FRONT VIEW



PLAN VIEW

THRIE BEAM CONNECTION TO TUBULAR RAILING, TYPE "M"

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
07/2018 — DATE
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GENERAL NOTES

COVER PLATE PANELS ARE 3/16" THICK.

ALL STIFFENERS ARE 1/4" THICK.

CONNECTOR PLATE SHALL BE FABRICATED FROM ASTM GRADE A36 STEEL AND GALVANIZED.

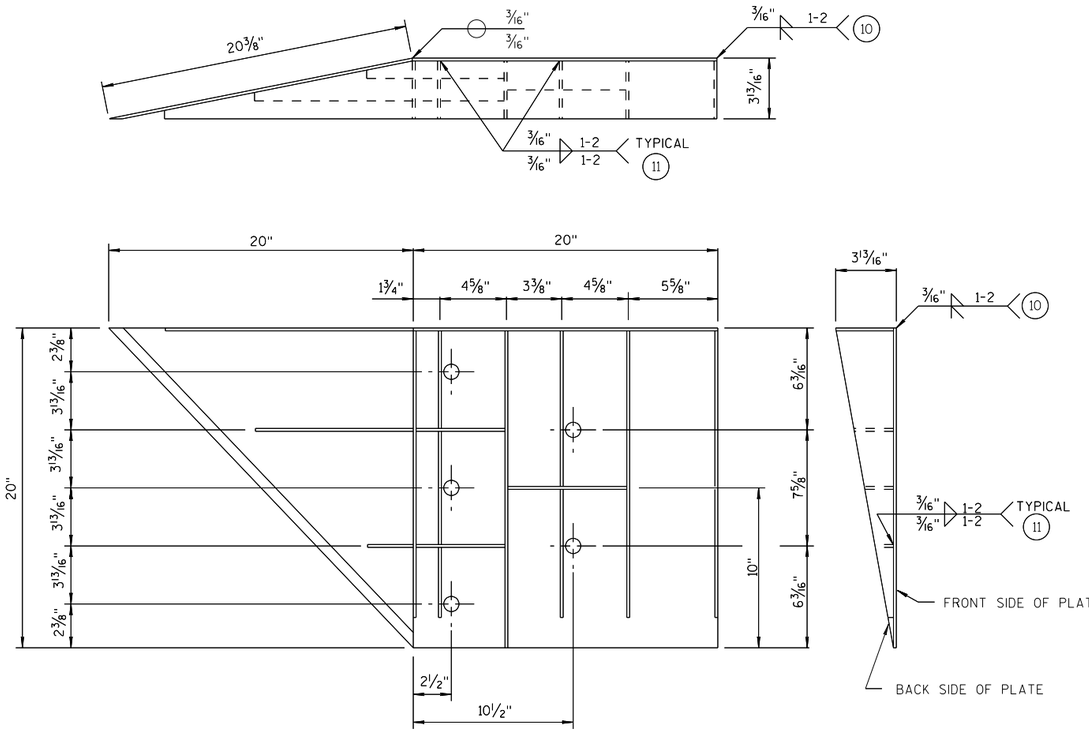
FOR GALVANIZED REQUIREMENTS, SEE SECTION 614 OF THE STANDARD SPECIFICATIONS.

ALL HOLE DIAMETERS SHALL BE 1".

FOR OPPOSITE SIDE INSTALLATION MIRROR DRAWINGS.

(10) STIFFENERS LOCATED AT THE OUTSIDE EDGES OF THE COVER PLATES SHALL BE WELDED AS FOLLOWS:
SINGLE BEVEL GROOVE WELD ON EXTERNAL SIDES AND 3/16" FILLET WELD BY 1" LONG SPACED AT 2" ON INTERNAL SIDES.

(11) STIFFENERS LOCATED ON THE INSIDE OF THE COVER PLATE SHALL BE WELDED AS FOLLOWS:
3/16" FILLET WELD BY 1" LONG SPACED AT 2".



WELDING INSTRUCTION

(VIEWED FROM BACK SIDE OF PLATE)

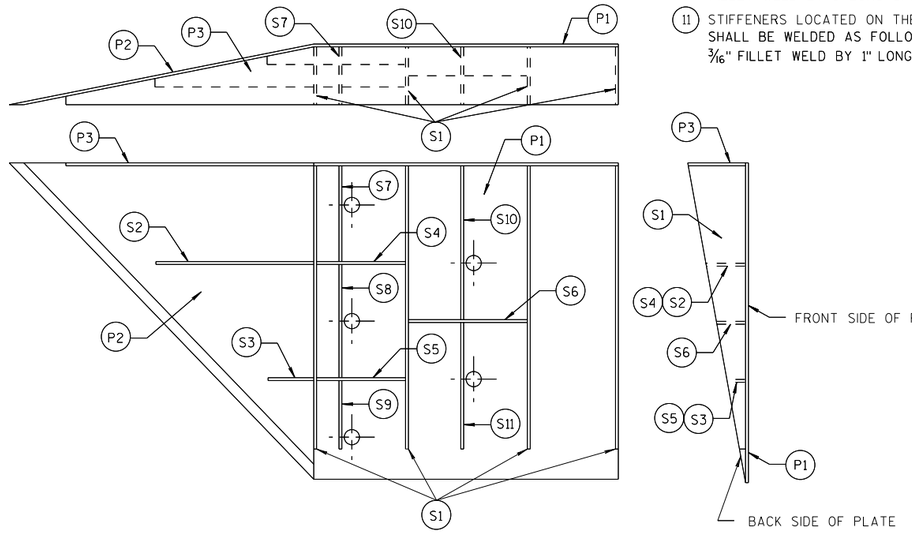


PLATE AND STIFFENER IDENTIFICATION

(VIEWED FROM BACK SIDE OF PLATE)

CONNECTOR PLATE DIMENSION (PER ASSEMBLY)

PLATE	QUANTITY	SHAPE	SIZE (A x B x C x D)	THICKNESS
P1	1		20" x 20"	3/16"
P2	1		20" x 20" x 28 9/16"	3/16"
P3	1		39" x 3 5/8" x 20" x 19 5/16"	3/16"
S1	4		18 7/16" x 3 5/8" x 18 3/4"	1/4"
S2	1		10 1/4" x 2 7/16" x 10 3/8" x 1/2"	1/4"
S3	1		3" x 1 1/16" x 3 1/8" x 1/2"	1/4"
S4	1		6 1/8" x 2 7/16"	1/4"
S5	1		6 1/8" x 1 1/16"	1/4"
S6	1		7 3/4" x 1 3/4"	1/4"
S7	1		2 9/16" x 6" x 3 5/8" x 5 7/8"	1/4"
S8	1		1 5/32" x 7 1/2" x 2 1/2" x 7 3/8"	1/4"
S9	1		6 1/16" x 6 3/16" x 1 3/32"	1/4"
S10	1		1 7/8" x 9 7/8" x 3 5/8" x 9 11/16"	1/4"
S11	1		8 1/2" x 8 3/4" x 1 13/16"	1/4"

SINGLE SLOPE CONNECTION PLATE

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
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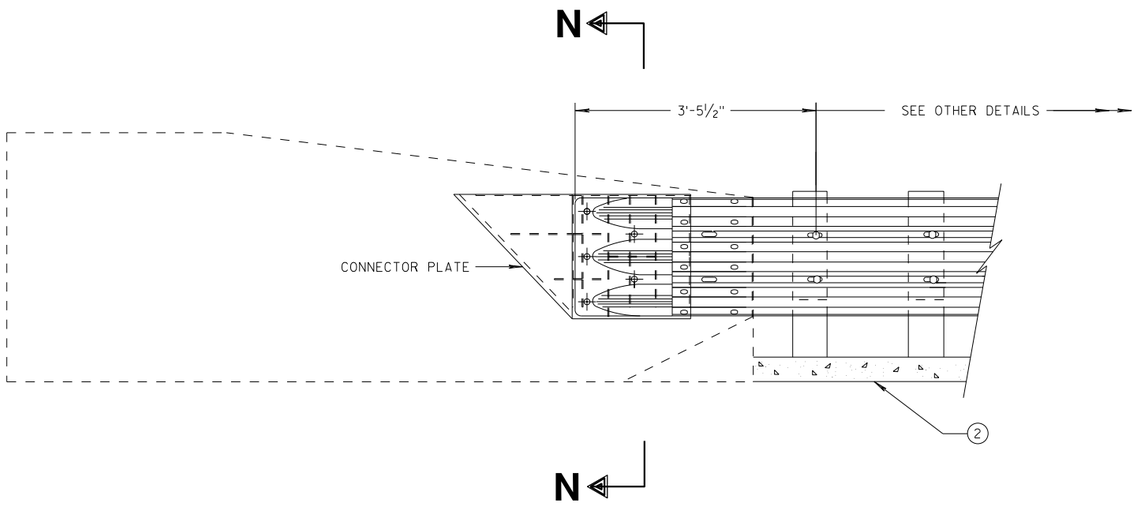
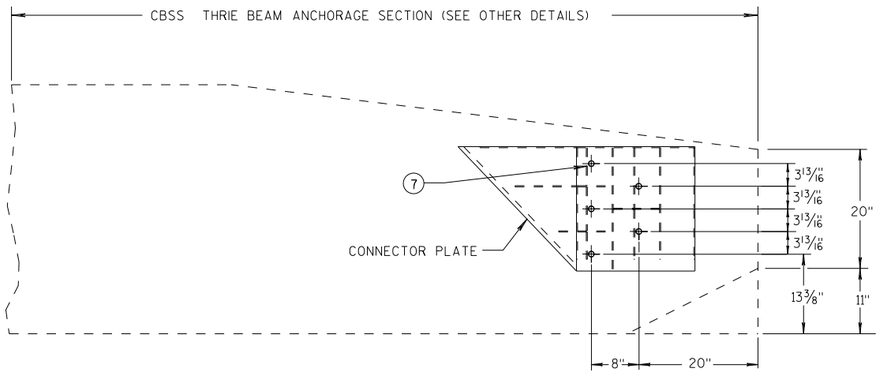


THRIE BEAM CONNECTION TO SINGLE SLOPE BARRIER



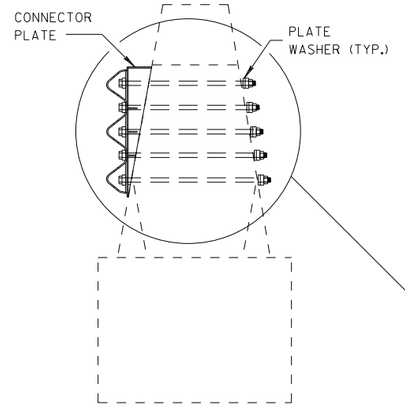
SINGLE SLOPE CONNECTION PLATE PLACEMENT

GENERAL NOTES

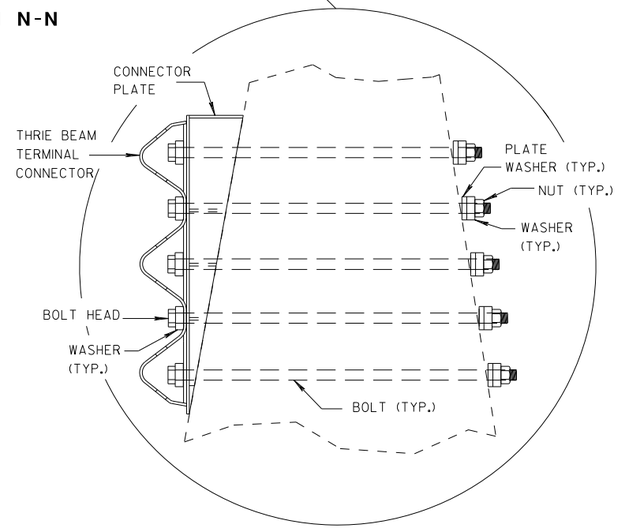
CONNECTOR PLATE, DRILLING BOLT HOLES THROUGH THE PARAPET, BOLTS, NUTS, WASHERS AND REPAIRING DAMAGED CONCRETE ARE INCIDENTAL TO THE CONTRACT.

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

(7) BOLTS MAY BE A325 BOLTS OR A449 BOLTS. BOLT LENGTH AND THREADING LENGTH ARE TO ALLOW FOR A TIGHT CONNECTION BETWEEN RIGID BARRIER AND THRIE BEAM CONNECTION PLATE. CONTRACTOR IS TO FIELD VERIFY BOLT LENGTH AND THREAD LENGTH. ONE ROUND WASHER REQUIRED BETWEEN BOLT HEAD AND THRIE BEAM CONNECTOR PLATE. BOLTS THAT EXTEND THROUGH THE PARAPET AND OUT THE BACK FACE REQUIRE A HARDENED ROUND STEEL WASHER THAT IS 2" O.D. X 5/32" THICK AND ONE PLATE WASHER. REPAIR ANY DAMAGED CONCRETE FROM BOLT INSTALLATION.



SECTION N-N



MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
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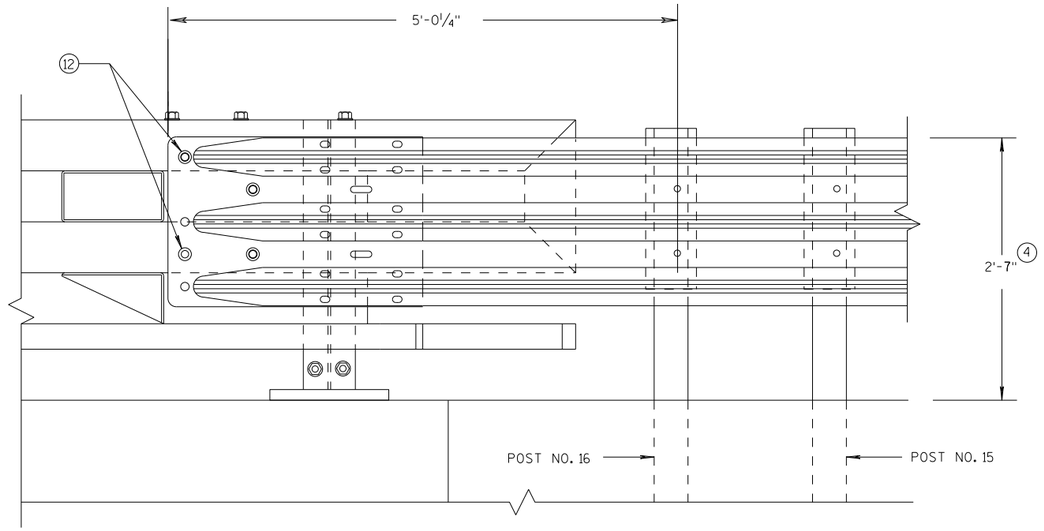
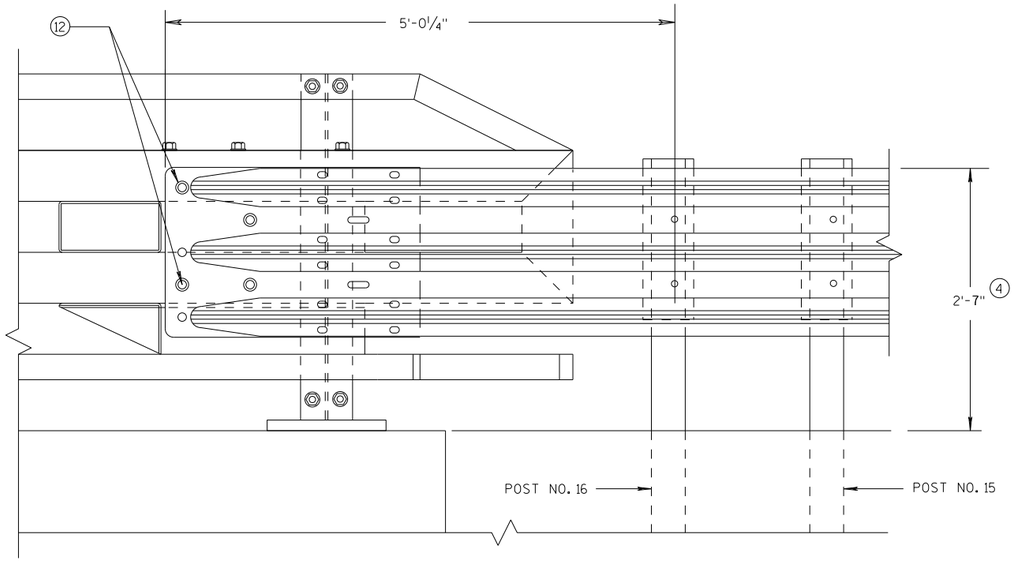


ELEVATION OF DETAIL AT NY3 END POST

THRIE BEAM RAIL ATTACHMENT



ELEVATION OF DETAIL AT NY4 END POST

THRIE BEAM RAIL ATTACHMENT

GENERAL NOTES

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

(12) BOLTS MAY BE A325 BOLTS OR A449 BOLTS. BOLT LENGTH AND THREADING LENGTH ARE TO ALLOW FOR A TIGHT CONNECTION BETWEEN RIGID BARRIER AND THRIE BEAM CONNECTION PLATE. CONTRACTOR IS TO FIELD VERIFY BOLT LENGTH AND THREAD LENGTH. ONE ROUND WASHER REQUIRED BETWEEN BOLT HEAD AND THRIE BEAM CONNECTOR PLATE. ON BACKSIDE OF PARAPET ONE ROUND WASHER, AND NUT REQUIRED. BOLT THREAD IS TO EXTEND 1/2-INCH BEYOND NUT.

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

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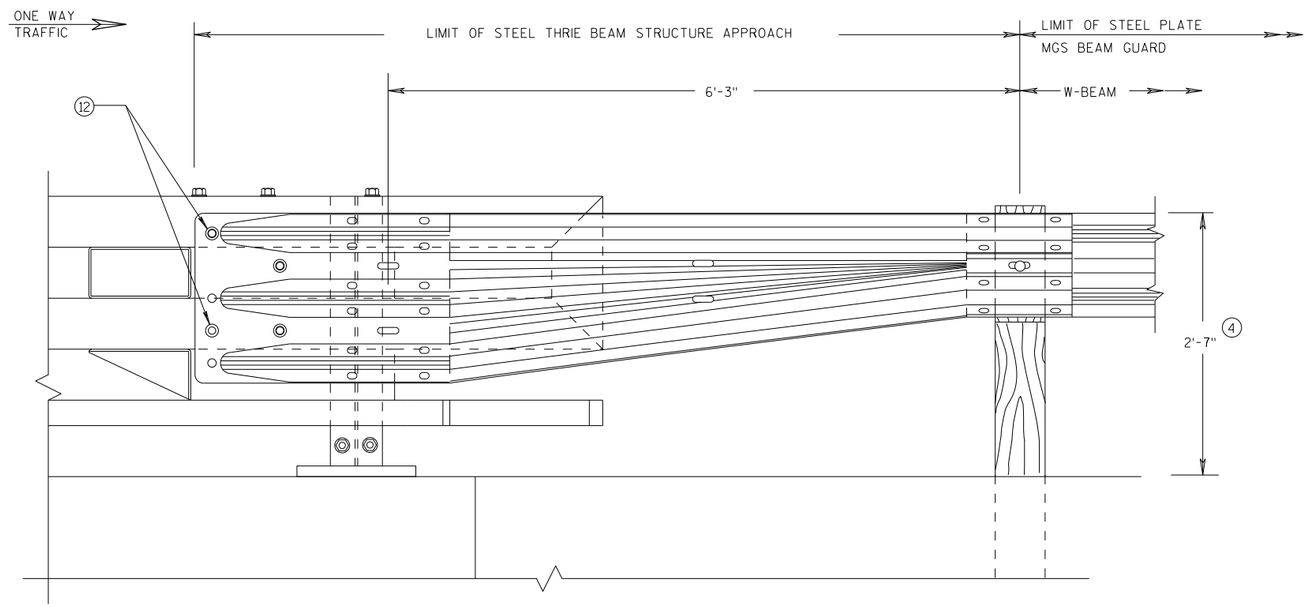


FRONT VIEW

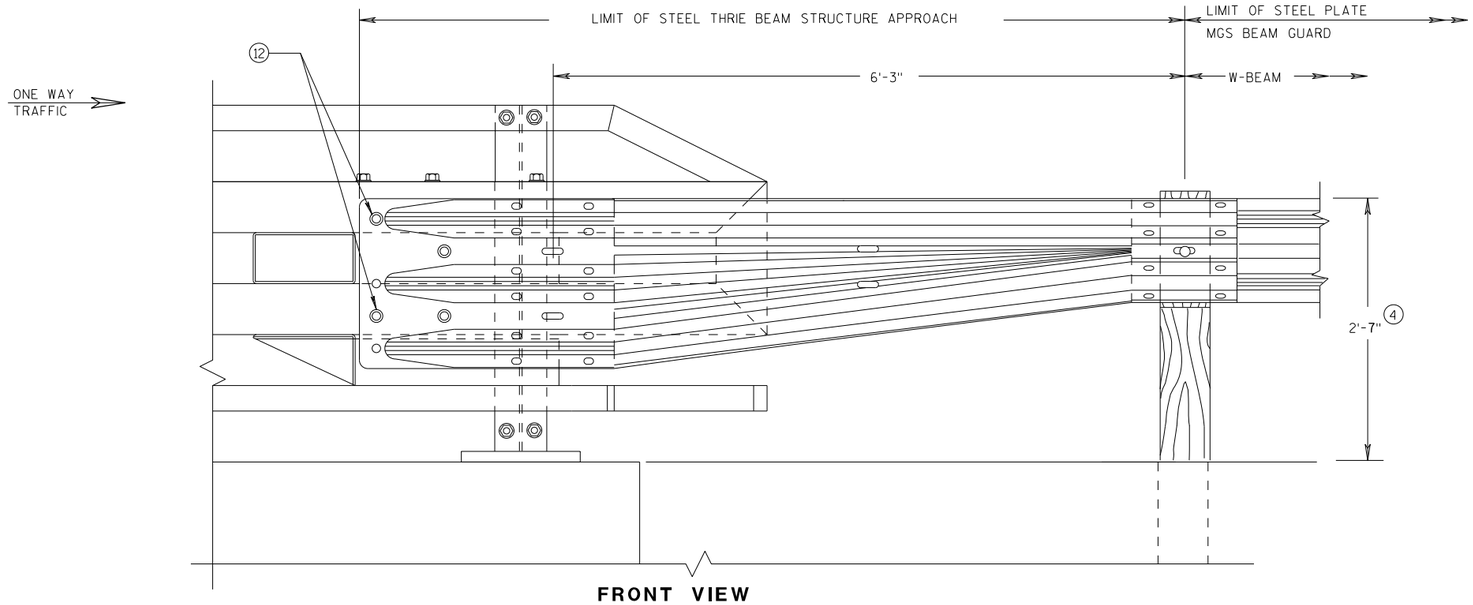
W BEAM TRANSITION AND CONNECTION TO BRIDGE RAILING TYPE "NY3"

(USE ONLY ON THE TRAFFIC EXIT END OF ONE WAY BRIDGES)

GENERAL NOTES

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

(12) BOLTS MAY BE A325 BOLTS OR A449 BOLTS. BOLT LENGTH AND THREADING LENGTH ARE TO ALLOW FOR A TIGHT CONNECTION BETWEEN RIGID BARRIER AND THRIE BEAM CONNECTION PLATE. CONTRACTOR IS TO FIELD VERIFY BOLT LENGTH AND THREAD LENGTH. ONE ROUND WASHER REQUIRED BETWEEN BOLT HEAD AND THRIE BEAM CONNECTOR PLATE. ON BACKSIDE OF PARAPET ONE ROUND WASHER, AND NUT REQUIRED. BOLT THREAD IS TO EXTEND 1/2-INCH BEYOND NUT.



FRONT VIEW

W BEAM TRANSITION AND CONNECTION TO BRIDGE RAILING TYPE "NY4"

(USE ONLY ON THE TRAFFIC EXIT END OF ONE WAY BRIDGES)

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

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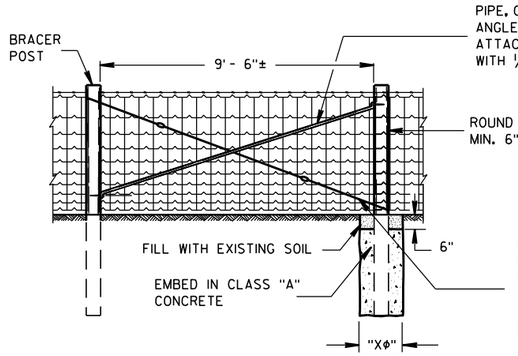
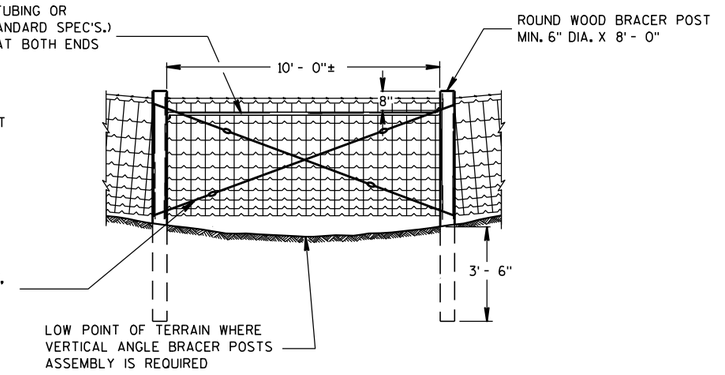
NOTE: PULL OR STRETCHER POST ASSEMBLIES SHALL BE PLACED MIDWAY BETWEEN END POSTS AND CORNER POSTS WHERE A RUN OF FENCE EXCEEDS 660' BUT IS LESS THAN 1,320'. FOR RUNS OF FENCE IN EXCESS OF 1,320' MAXIMUM SPACING OF PULL OR STRETCHER POST ASSEMBLIES SHALL BE 660'± C-C.

ILLUSTRATION SHOWS POSITION OF STANDARD STEEL BRACE, DOUBLE STRAND GALVANIZED WIRE, AND THE POST TO BE EMBEDDED IN CONCRETE WHEN WIRE FENCE IS INSTALLED FROM LEFT TO RIGHT. THE BRACES SHALL BE POSITIONED ON THE OPPOSITE DIAGONALS AND THE OPPOSITE POST SHALL BE EMBEDDED IN CONCRETE WHEN WIRE FENCE IS INSTALLED FROM RIGHT TO LEFT.



PULL OR STRETCHER POSTS ASSEMBLY



VERTICAL ANGLE BRACER POSTS ASSEMBLY

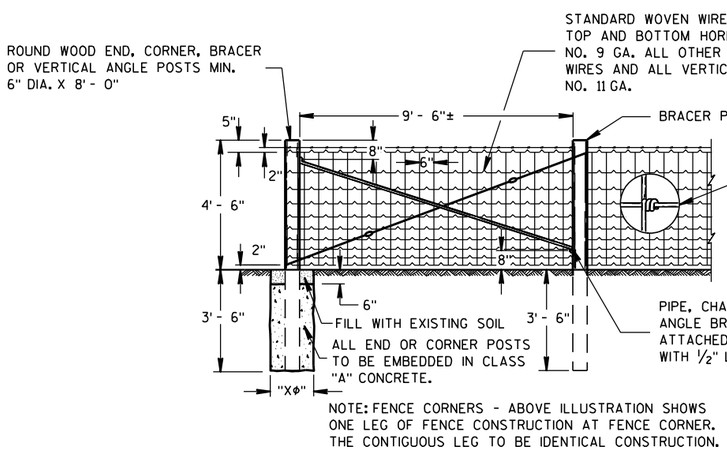
GENERAL NOTES

"XΦ" = DIAMETER OF THE POST PLUS 12".

FENCE STAPLES SHOULD NEVER BE DRIVEN VERTICALLY INTO WOOD POSTS (WITH BOTH LEGS PARALLEL WITH THE WOOD GRAIN). DOING SO CAN SEPARATE THE GRAIN AND SIGNIFICANTLY REDUCE THE HOLDING POWER. ROTATING THE STAPLES SLIGHTLY OFF VERTICAL STRADDLES THE GRAIN AND PROVIDES MORE RESISTANCE TO PULL-OUT.

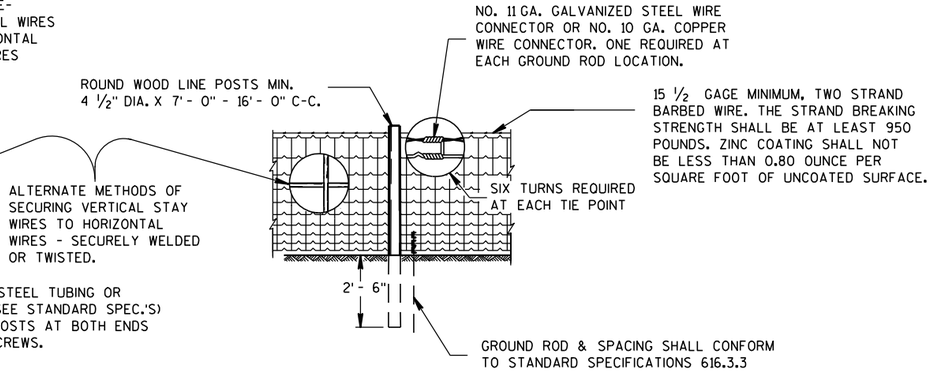
DO NOT STAPLE WIRE TIGHT TO THE LINE POSTS. ALLOW MOVEMENT OF WIRE FOR EXPANSION AND CONTRACTION. STAPLE ARRANGEMENT SHALL BE THE SAME FOR ALL OTHER POSTS EXCEPT THAT THEY SHALL BE DRIVEN TIGHT TO POSTS. ALL STAPLES SHALL BE 2" X 9 GAGE AND SHALL BE MANUFACTURED FROM GALVANIZED WIRE OR HOT DIP GALVANIZED AFTER FORMING. STAPLES SHALL HAVE SLASH-CUT POINTS.

FENCE SHALL BE LOCATED 3'-0" INSIDE THE RIGHT OF WAY LINE UNLESS OTHERWISE INDICATED ON THE PLANS.



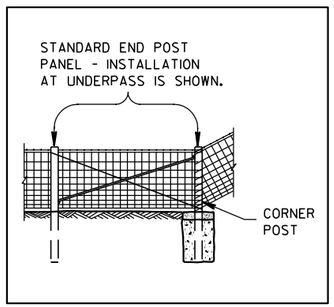
NOTE: FENCE CORNERS - ABOVE ILLUSTRATION SHOWS ONE LEG OF FENCE CONSTRUCTION AT FENCE CORNER. THE CONTIGUOUS LEG TO BE IDENTICAL CONSTRUCTION.

END OR CORNER POSTS ASSEMBLY

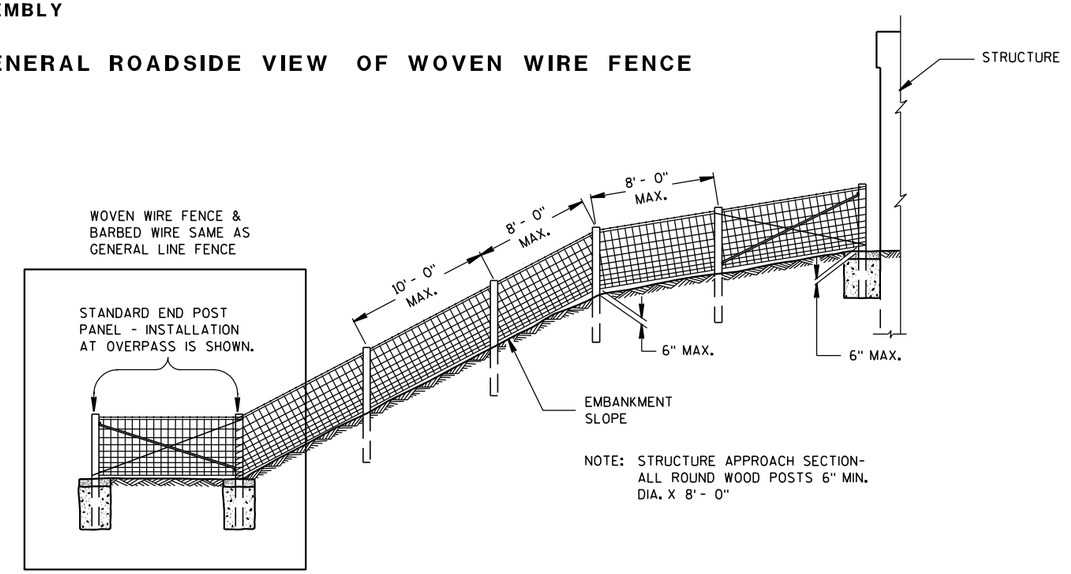


LINE FENCE CONSTRUCTION

GENERAL ROADSIDE VIEW OF WOVEN WIRE FENCE



ALTERNATE FENCE DESIGN AT STRUCTURE



NOTE: STRUCTURE APPROACH SECTION- ALL ROUND WOOD POSTS 6" MIN. DIA. X 8' - 0"

FENCE DESIGN AT STRUCTURE APPROACH

FENCE WOVEN WIRE

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DEPARTMENT OF TRANSPORTATION

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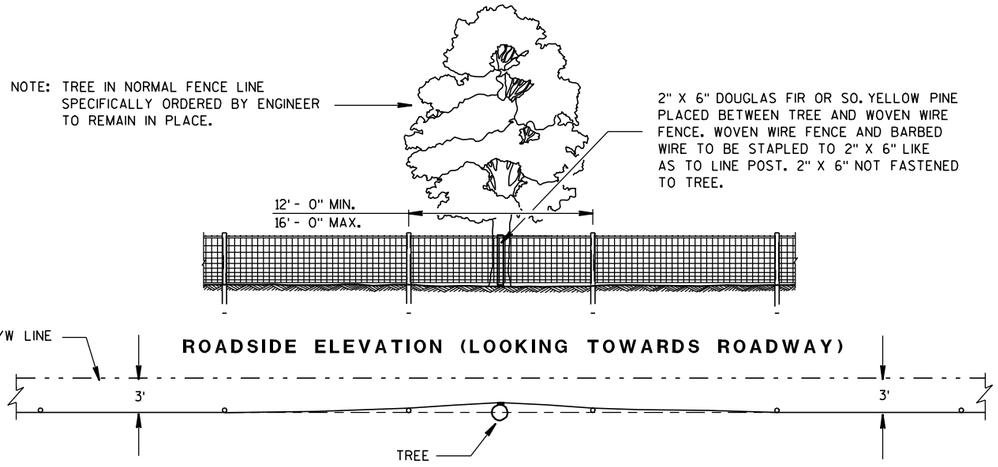
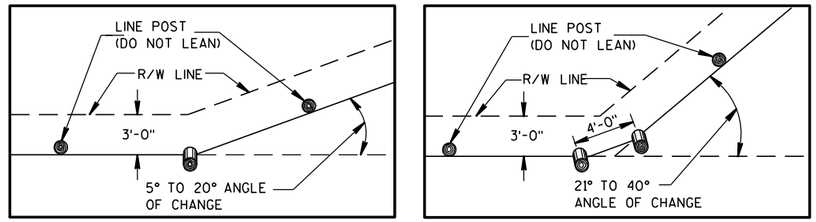


PLAN VIEW

FENCE DESIGN AT TREES REMAINING IN NORMAL FENCE LINE



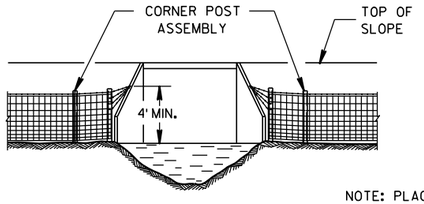
PLAN VIEW SINGLE POST CORNER

PLAN VIEW DOUBLE POST CORNER

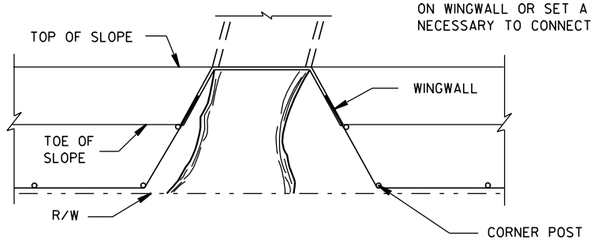
RIGHT OF WAY LINE CHANGE 40° AND LESS

NOTE: SINGLE AND DOUBLE POSTS SHALL BE A MIN. 6" DIA. X 8'-0" WITH A LEAN OF 4" TOWARD THE OUTSIDE OF THE CURVE.

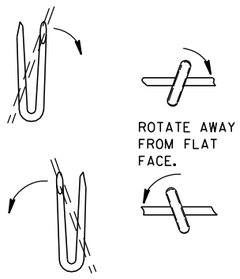
WHEN THE RIGHT OF WAY LINE CHANGE IS MORE THAN 40° USE THE CORNER OR STRETCHER POSTS ASSEMBLY.



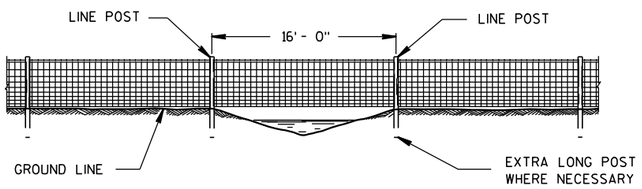
NOTE: PLACE A MINIMUM OF 4 STRANDS OF BARBED WIRE, 6" MAXIMUM CENTERS IN FAN SHAPE CONNECTED TO AN EYE BOLT ON WINGWALL OR SET A LONE POST WHEN NECESSARY TO CONNECT BARBED WIRE.



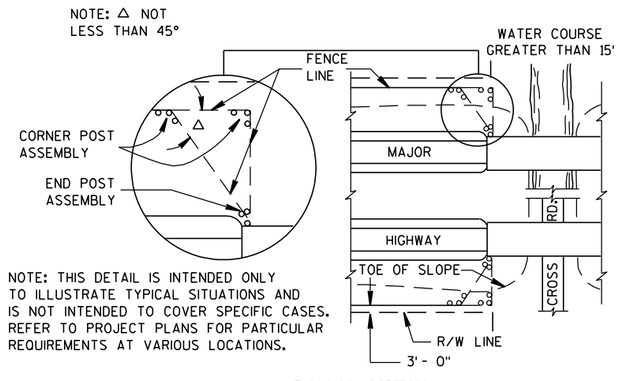
FENCE INSTALLATION TO WINGWALLS



LINE POST

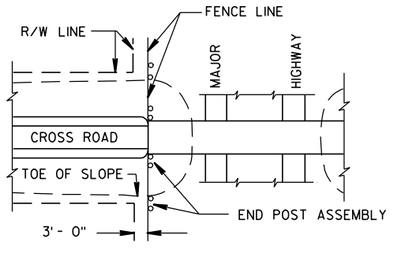


FENCE CONSTRUCTION OVER STREAM COURSES OF 15 FT. OR LESS IN WIDTH



PLAN VIEW

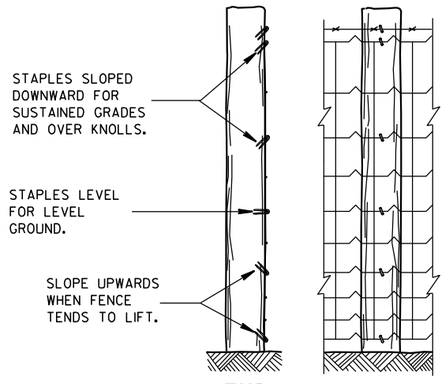
MAJOR HIGHWAY OVERPASS OR STREAM COURSE CROSSING OF GREATER THAN 15 FT. IN WIDTH



PLAN VIEW

MAJOR HIGHWAY UNDERPASS

NOTE: WHEN POSTS ARE DRIVEN THE SMALL END SHALL BE DOWN.



END ELEVATION **FARM SIDE ELEVATION**

FENCE MOUNTING DETAIL

FENCE LOCATION AT STRUCTURES

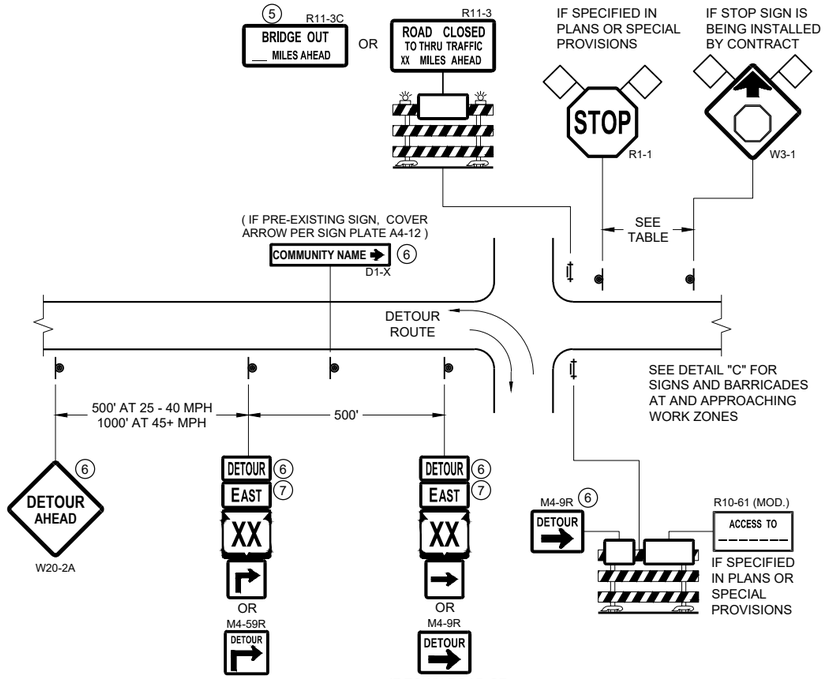
FENCE WOVEN WIRE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
4/4/2008 DATE
/S/ Jerry H. ---
ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA

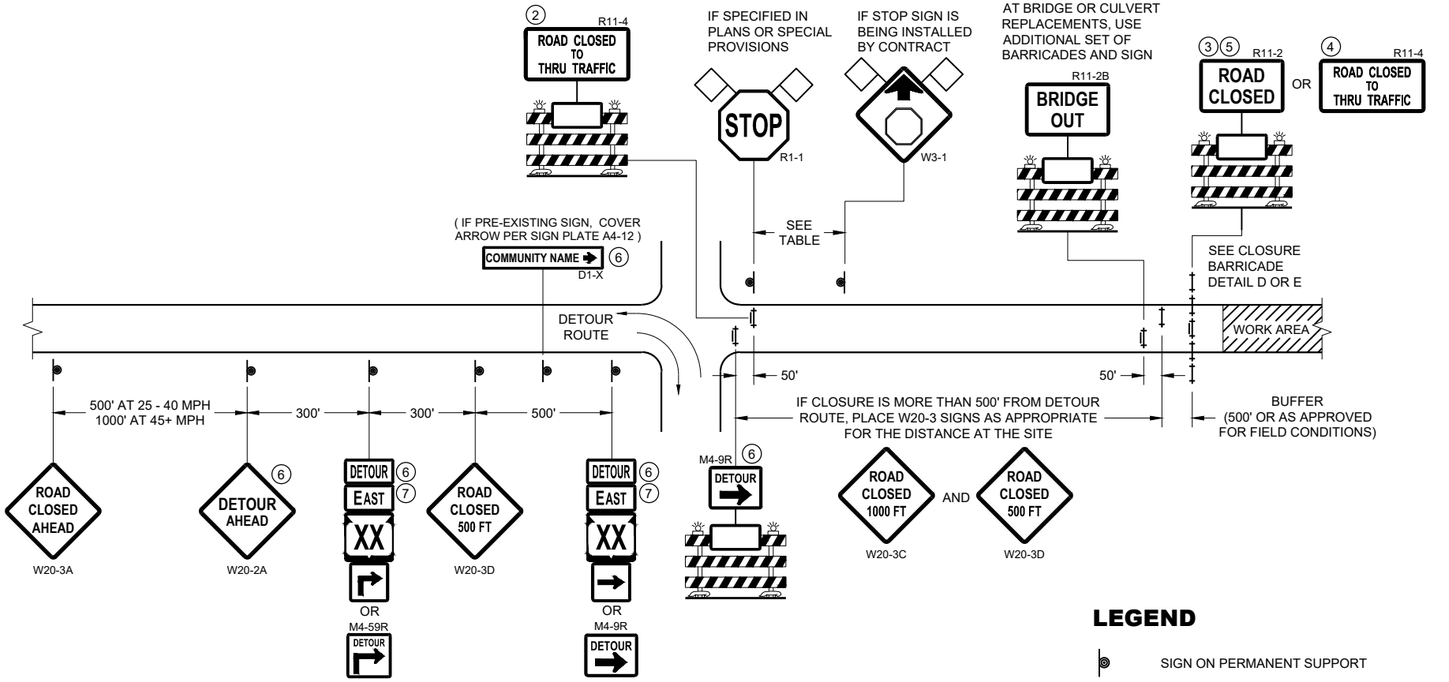
6

S.D.D. 15 B 1-8b



DETAIL A
MAINLINE CLOSURE WITH POSTED DETOUR

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



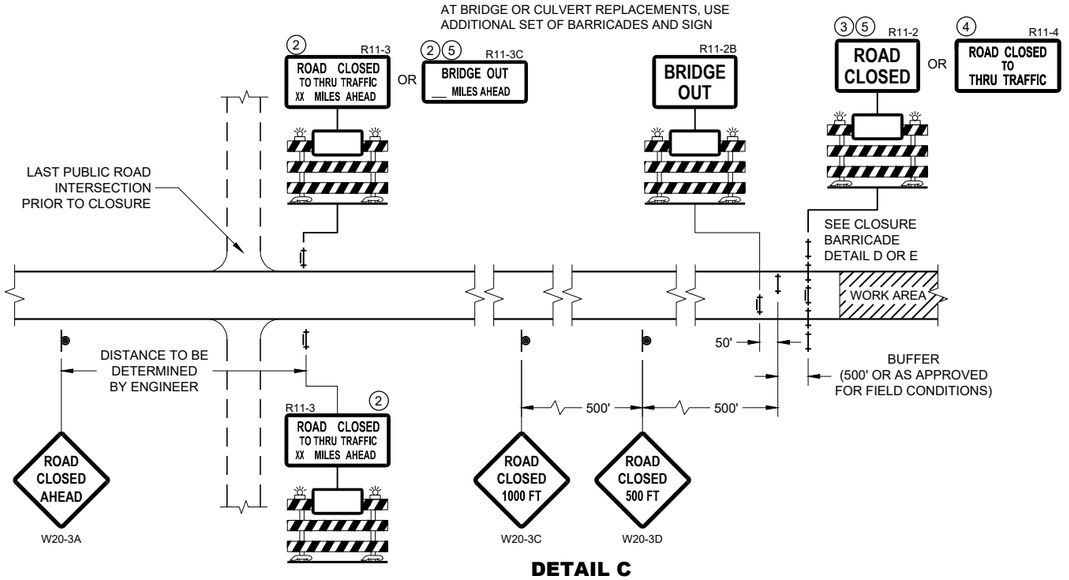
DETAIL B
MAINLINE CLOSURE WITH POSTED DETOUR

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

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



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

BARRICADES AND SIGNS FOR MAINLINE CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

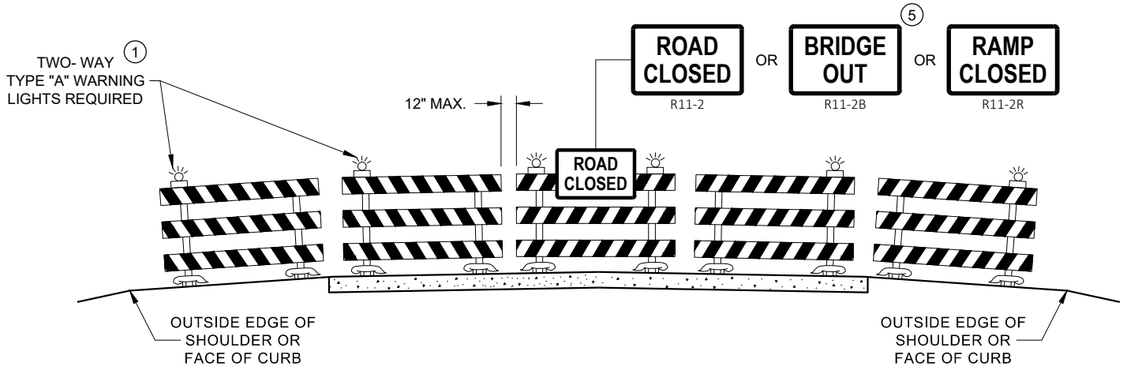
APPROVED
May 2023
DATE
/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA

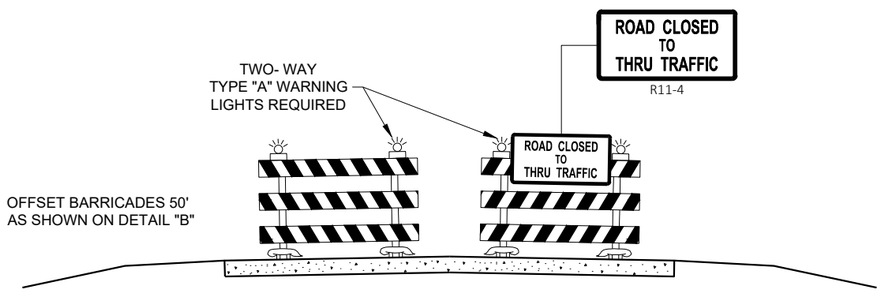
6

SDD 15C02 - 09a

SDD 15C02 - 09a



DETAIL D
ROAD CLOSURE BARRICADE DETAIL
APPROACH VIEW



DETAIL E
LANE CLOSURE BARRICADE DETAIL
APPROACH VIEW

SEE SDD 15C2 - SHEET "a" FOR LEGEND

GENERAL NOTES

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

BARRICADES AND SIGNS FOR VARIOUS CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

6

SDD 15C02 - 09b

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

LEGEND

SIGN ON PERMANENT SUPPORT

WORK AREA

DETOUR — M4 - 8

EAST — M3 - X

XX — M1 - 4 OR XX — M1 - 6 OR COUNTY X — M1 - 5A

M05 - 1 OR M06 - 1 OR M06 - 1

GENERAL NOTES

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

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

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

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

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

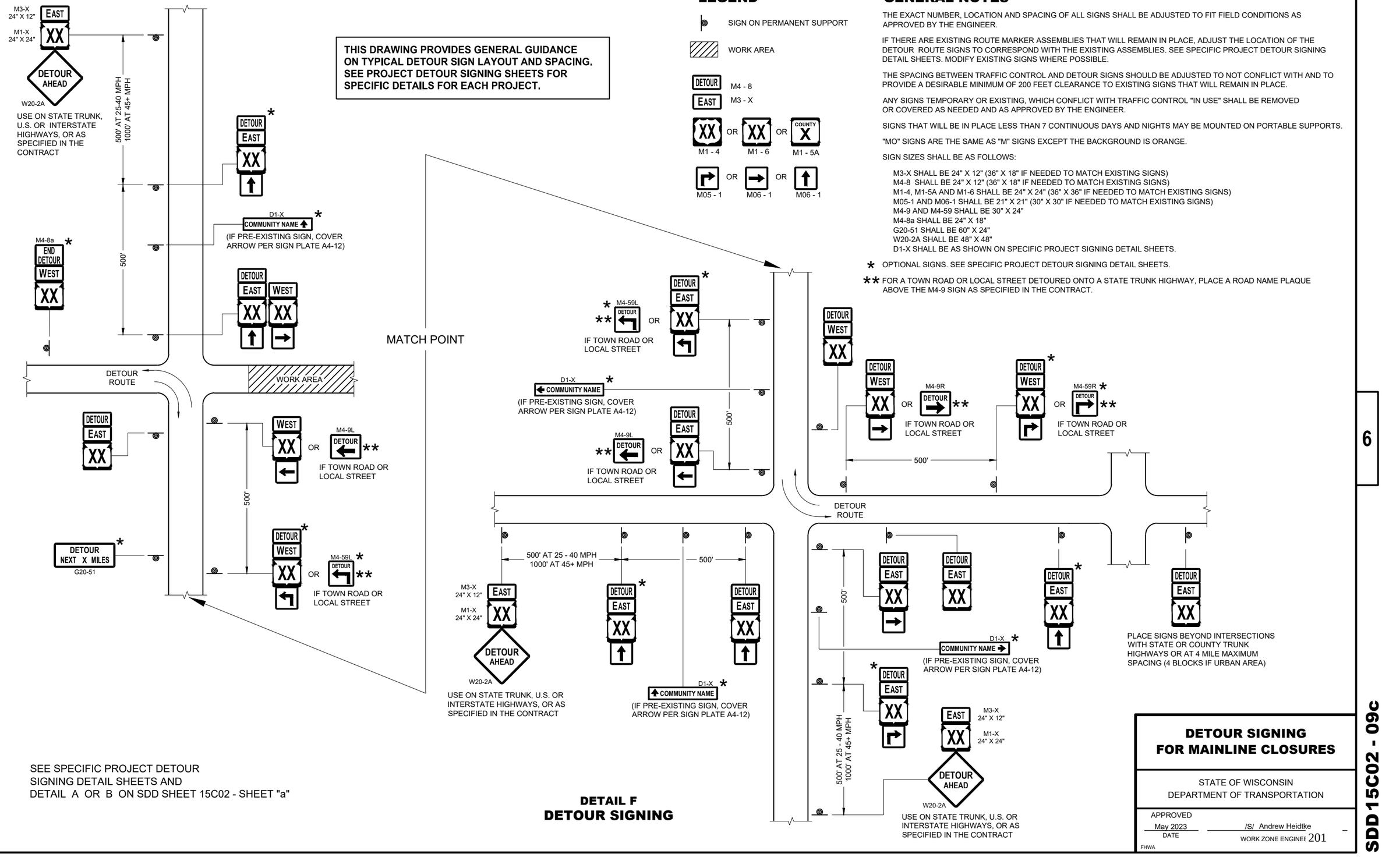
"MO" SIGNS ARE THE SAME AS "M" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

SIGN SIZES SHALL BE AS FOLLOWS:

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

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

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



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

DETAIL F
DETOUR SIGNING

DETOUR SIGNING FOR MAINLINE CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER

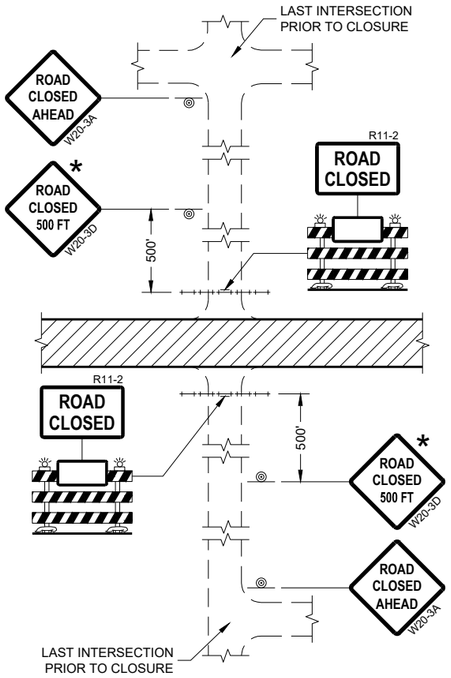
FHWA

6

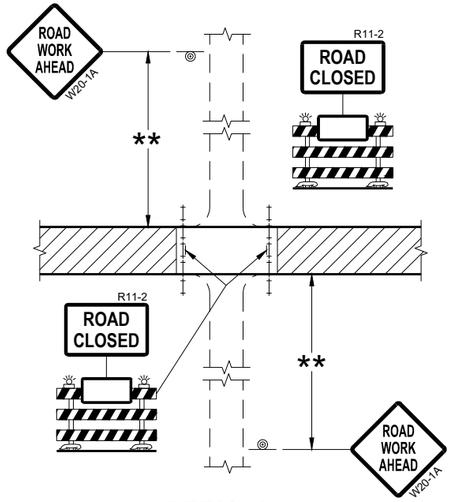
SDD 15C02 - 09c

6

SDD 15C02 - 09c



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.

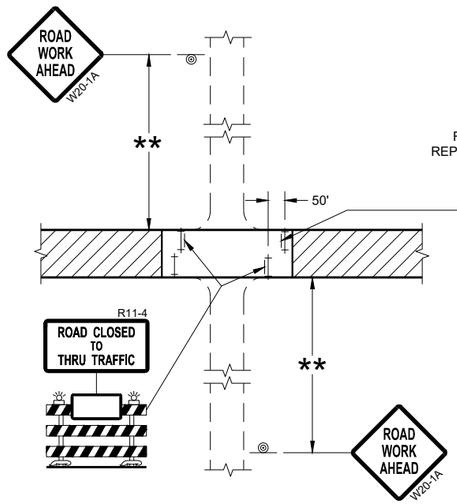
TYPE "A" LOW-INTENSITY FLASHING WARNING LIGHTS SHALL BE VISIBLE ON BOTH SIDES OF THE BARRICADE.

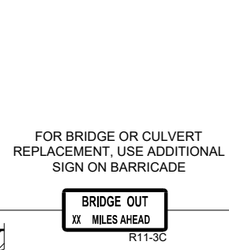
THE R11-2, R11-3, AND R11-4 SIGNS PLACED ON BARRICADES SHALL COVER NO MORE THAN THE TOP RAIL. THE SIGNS SHALL NOT COVER ANY PORTION OF THE MIDDLE OR BOTTOM RAILS.

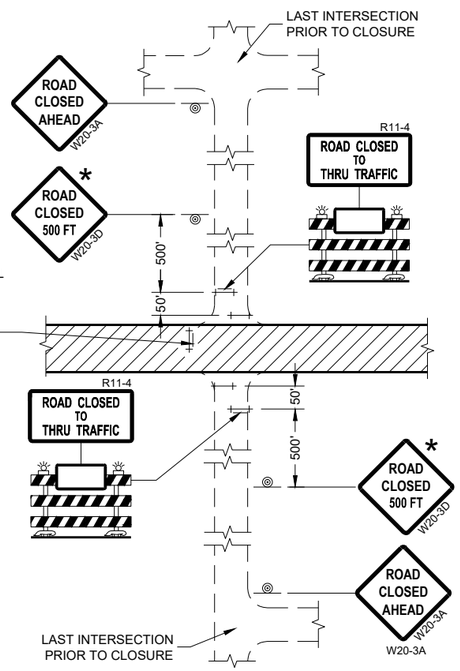
ALL SIGNS SHALL BE 48" X 48" UNLESS OTHERWISE NOTED BELOW:
R11-2 SHALL BE 48" X 30".
R11-4 AND R11-3 SHALL BE 60" X 30".

* 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 ENGINEER

FHWA

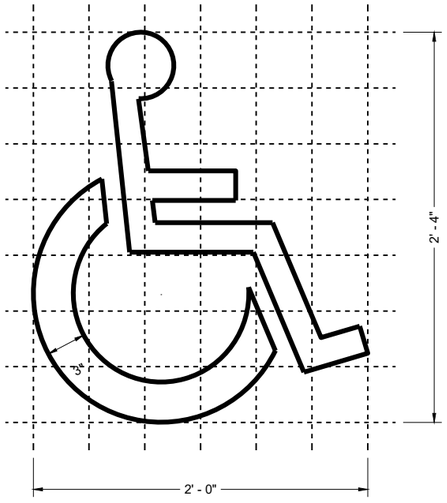
6

SDD 15C03 - 05

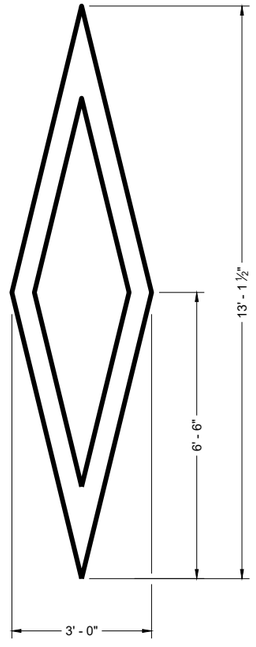
SDD 15C03 - 05

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.



HANDICAP SYMBOL



PREFERENTIAL LANE SYMBOL

6

SDD 15C07-16a

PAVEMENT MARKING SYMBOLS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

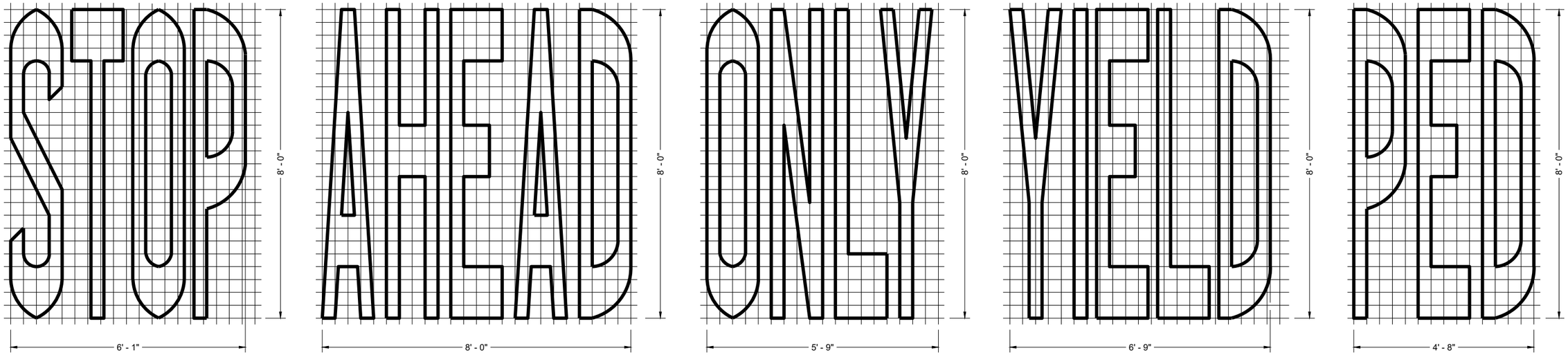
APPROVED
November 2024
DATE

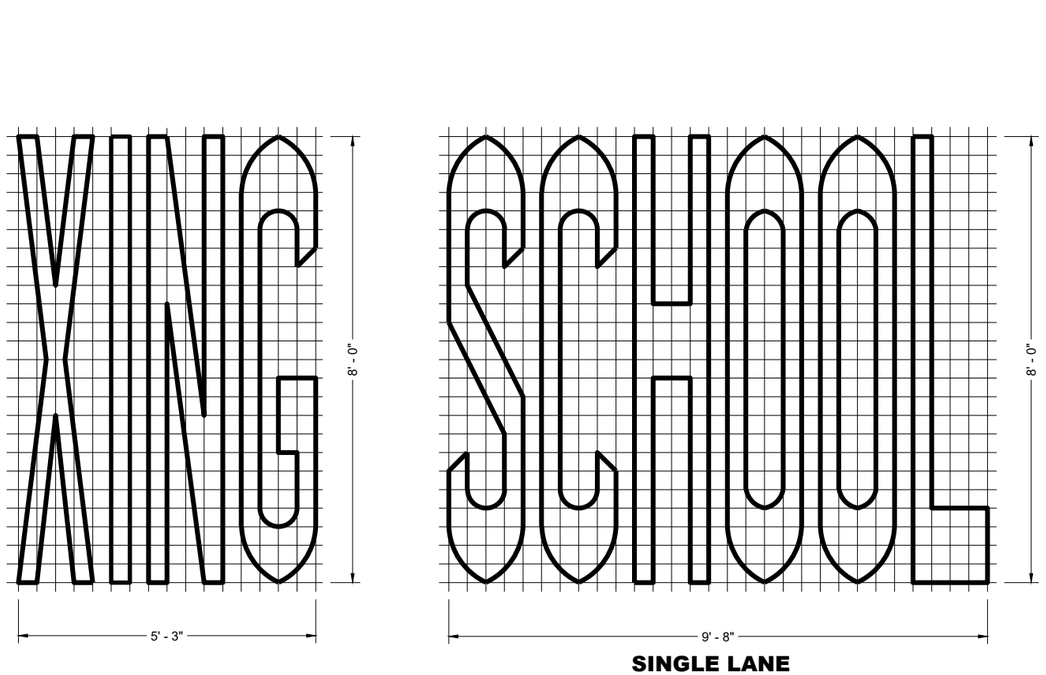
/S/ Matthew Rauch
STATE SIGNING AND MARKING ENGINEER

FHWA

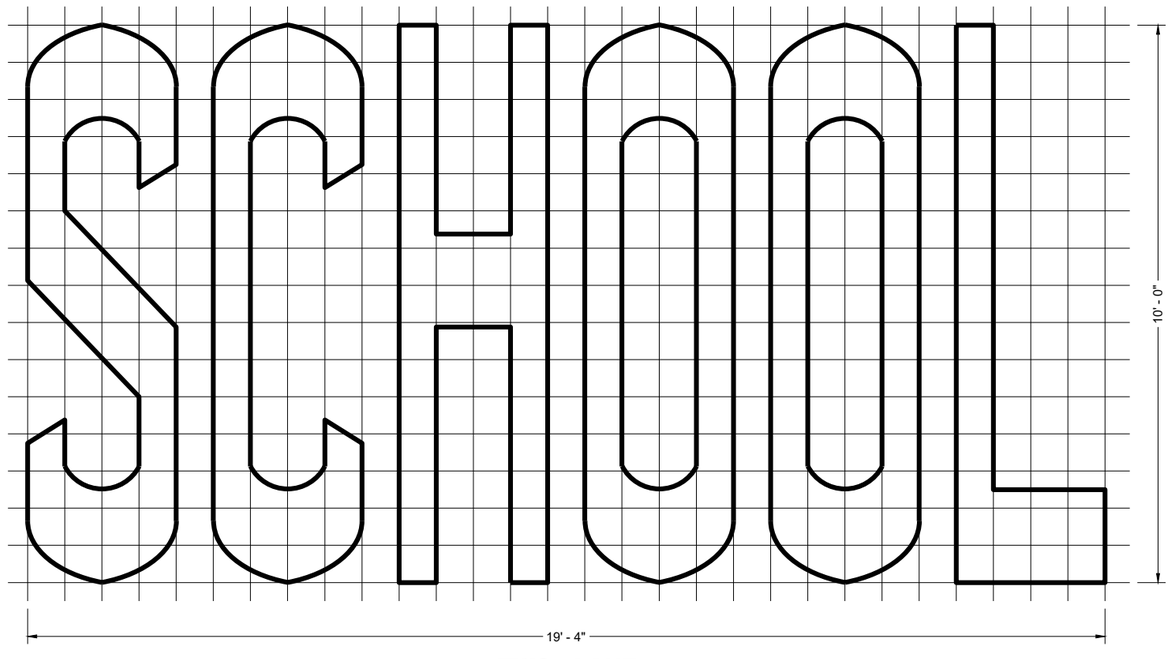
6

SDD 15C07-16a





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 2024 — DATE
/S/ Matthew Rauch — STATE SIGNING AND MARKING ENGINEER

FHWA

6

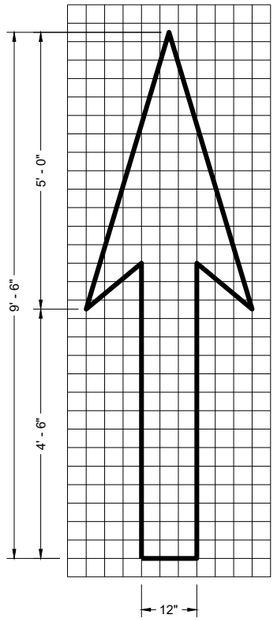
SDD 15C07-16b

6

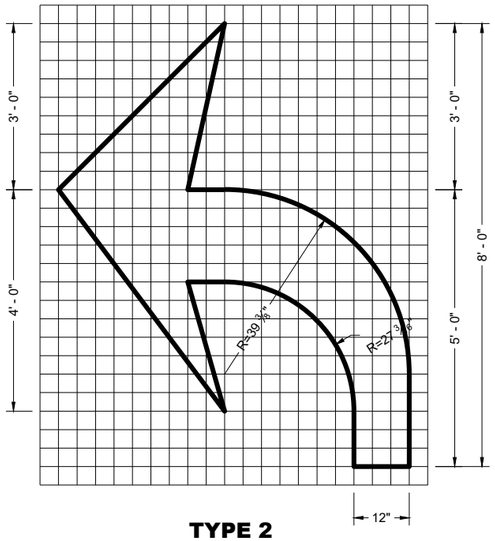
SDD 15C07-16b

GENERAL NOTES

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



TYPE 1



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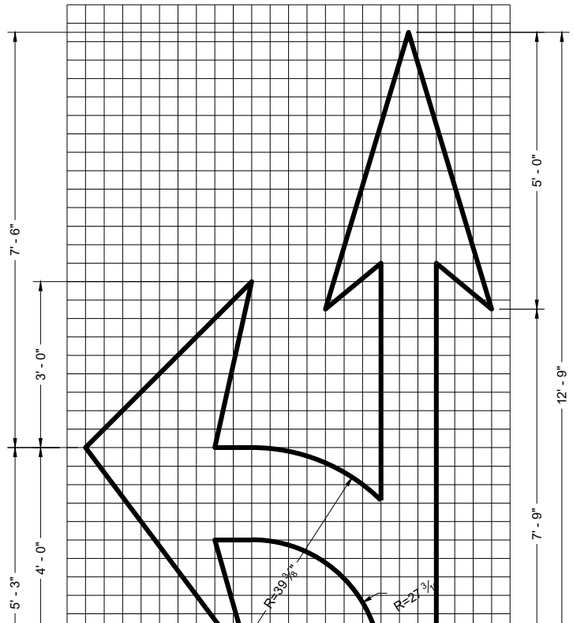

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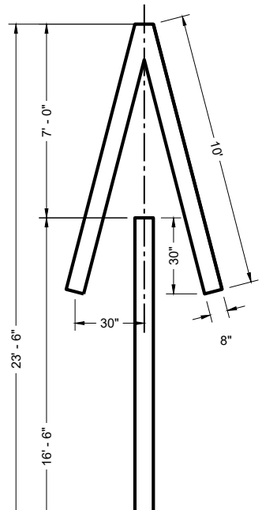
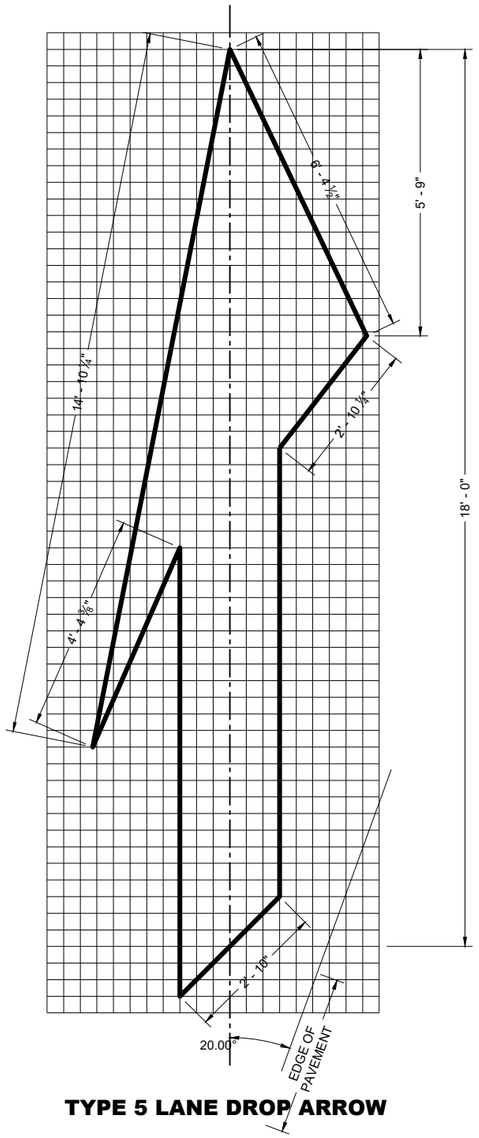
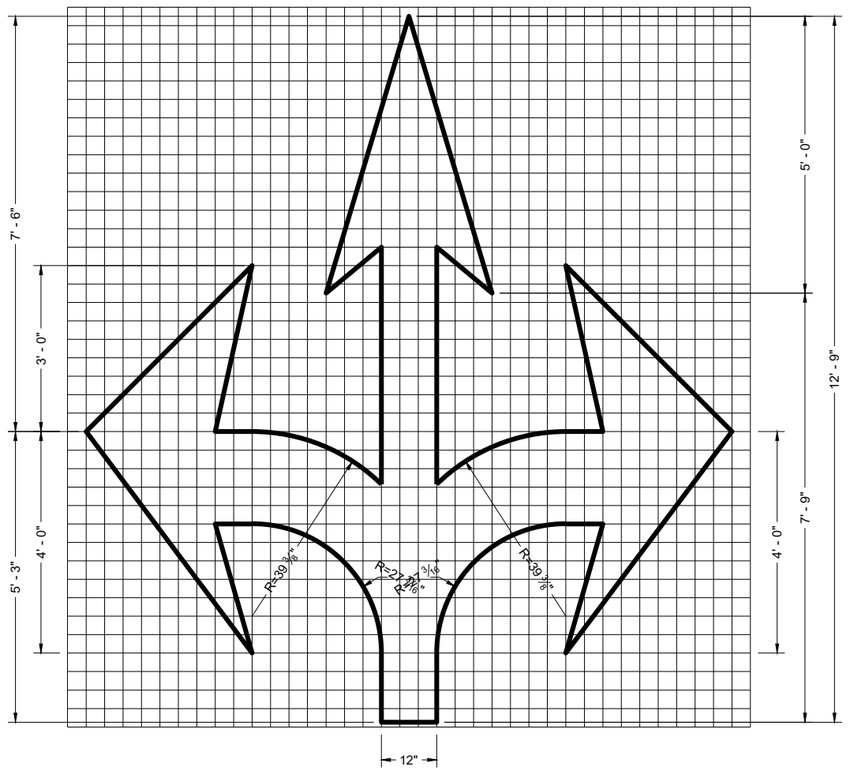


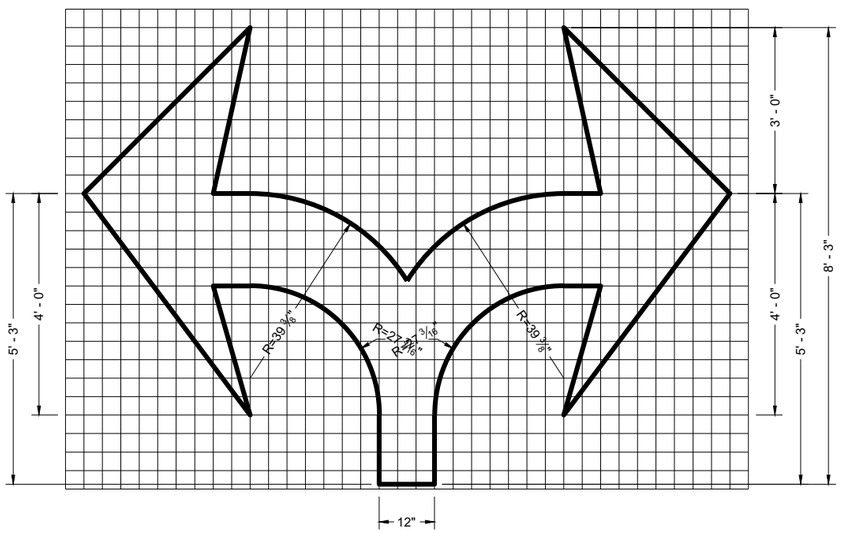
TYPE 4



TYPE 5 LANE DROP ARROW



TYPE 6



TYPE 7

6

SDD 15C07-16c

PAVEMENT MARKING ARROWS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2024
DATE

/S/ Matthew Rauch
STATE SIGNING AND MARKING ENGINEER

FHWA

6

SDD 15C07-16c

GENERAL NOTES

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

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

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

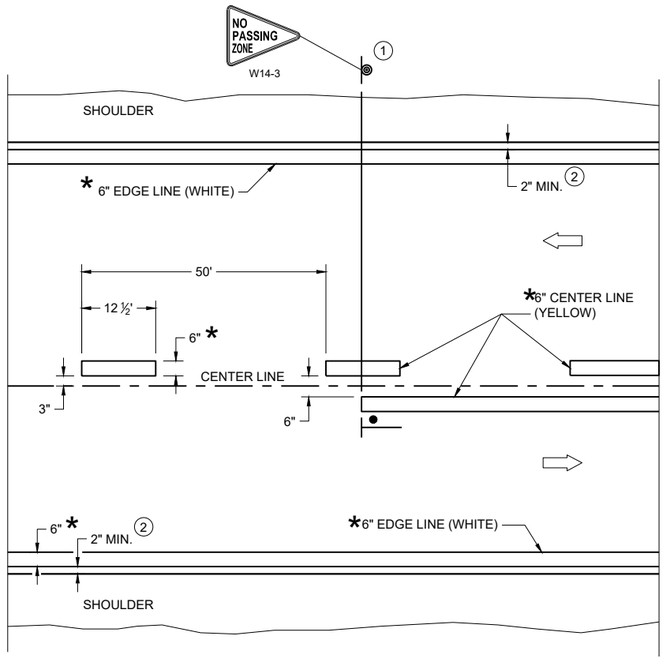
*CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES

LEGEND

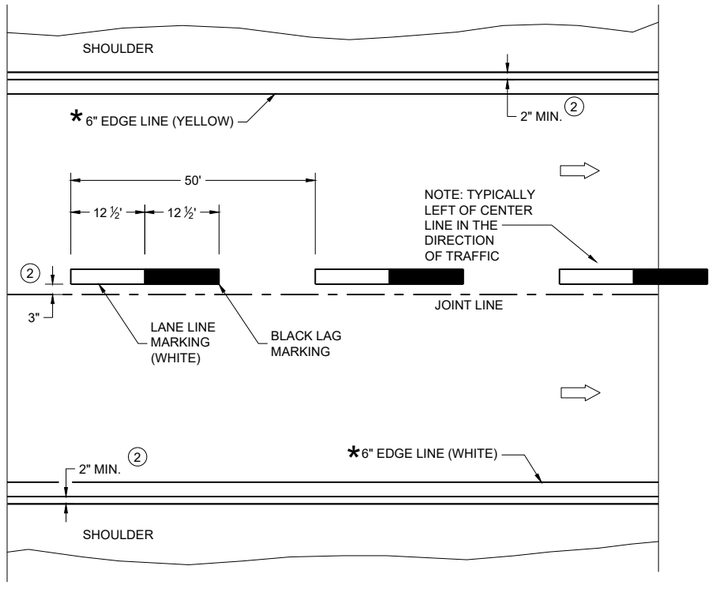
"T" MARKING

SIGN ON PERMANENT SUPPORT

DIRECTION OF TRAFFIC



TWO WAY TRAFFIC



ONE WAY TRAFFIC

PERMANENT PAVEMENT MARKING

6

PERMANENT LONGITUDINAL PAVEMENT MARKINGS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

May 2023
DATE

/S/ Jeannie Silver
Statewide Pavement Marking Engineer

FHWA

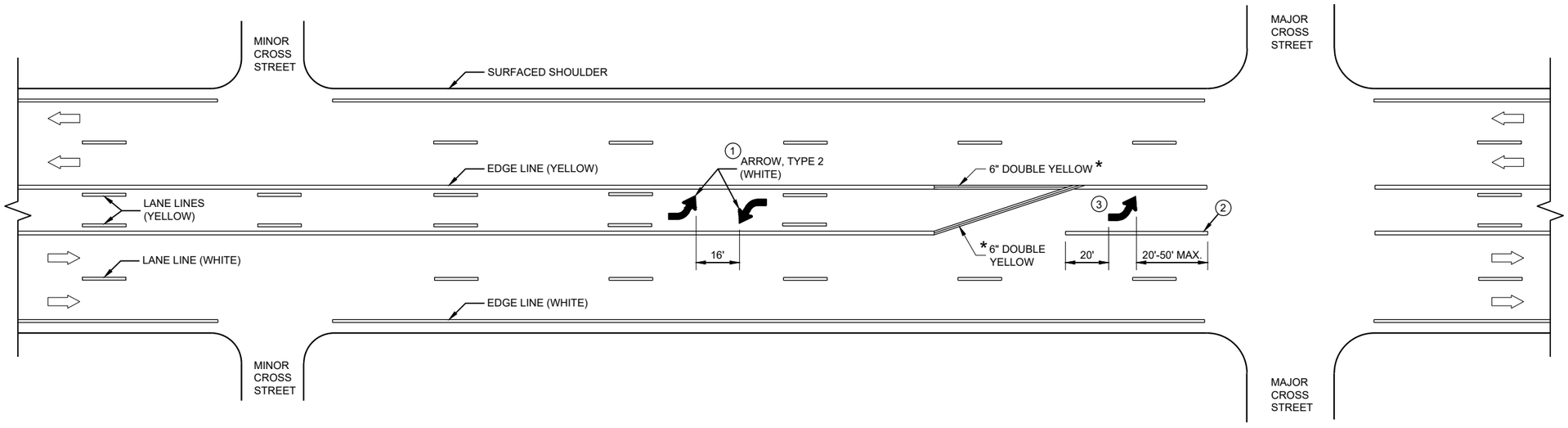
SDD 15C08-23a

GENERAL NOTES

1. A SET OF ARROWS IS REQUIRED EVERY 400 FEET OR NEAR INTERSECTIONS OR DRIVEWAYS WITH TURNING TRAFFIC.
2. 10" WHITE
3. TURN BAY LENGTH OF LESS THAN 48' DOES NOT REQUIRE PAVEMENT ARROWS OR TEXT.

DIRECTION OF TRAFFIC

* CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES



TWO WAY LEFT TURN LANE

6

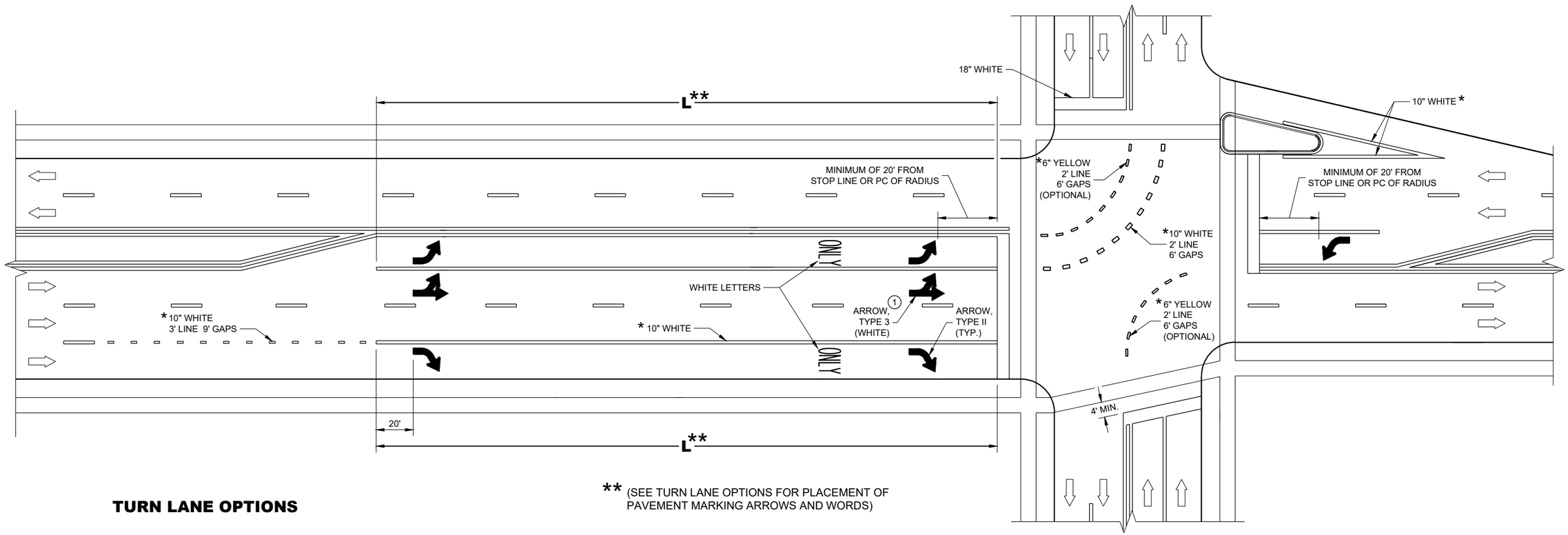
SDD 15C08-23c

PAVEMENT MARKING (TURN LANES)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTA· 207

6

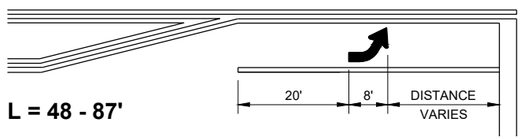
SDD 15C08-23c



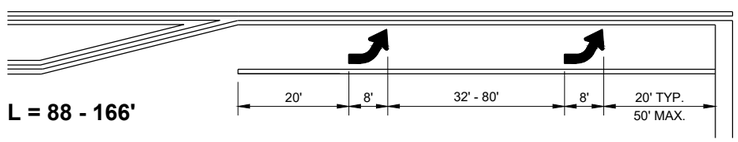
** (SEE TURN LANE OPTIONS FOR PLACEMENT OF PAVEMENT MARKING ARROWS AND WORDS)

TURN LANE OPTIONS

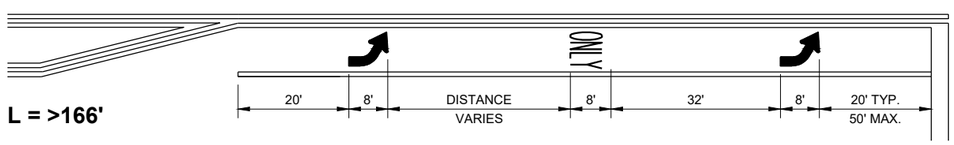
LENGTH OF TURN BAY (**L**) OF 0 - 47' DOES NOT REQUIRE PAVEMENT MARKING ARROWS OR WORDS



L = 48 - 87'



L = 88 - 166'



L = >166'

GENERAL NOTES

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

DIRECTION OF TRAFFIC

L = LENGTH OF TURN BAY

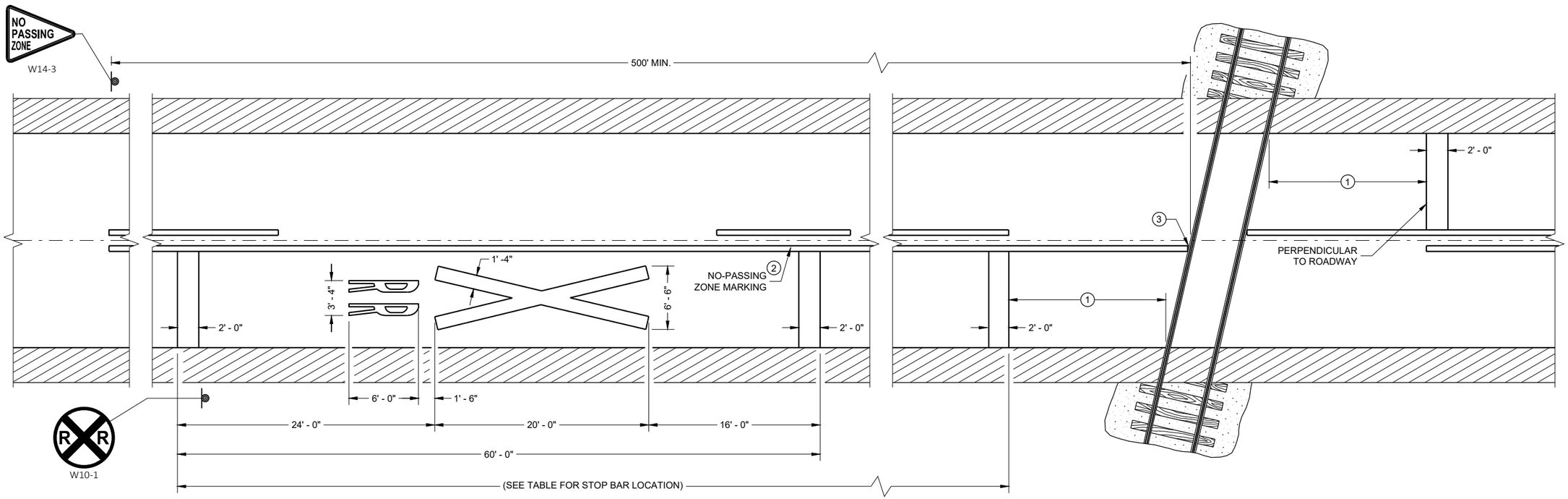
* CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES

PAVEMENT MARKING (TURN LANES)

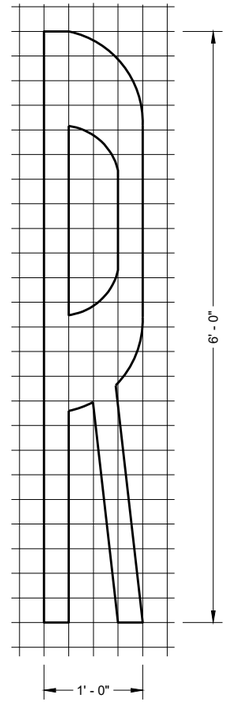
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 15C08-23d



PAVEMENT MARKING



LEGEND

SIGN ON PERMANENT SUPPORT

GENERAL NOTES

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

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

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

TRACE EXISTING SYMBOL WHERE EXISTING SYMBOLS ARE PLACED.

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

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

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

DISTANCE TABLE

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

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

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

SIGNING AND PAVEMENT MARKING DETAILS FOR RAILROAD - HIGHWAY GRADE CROSSINGS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

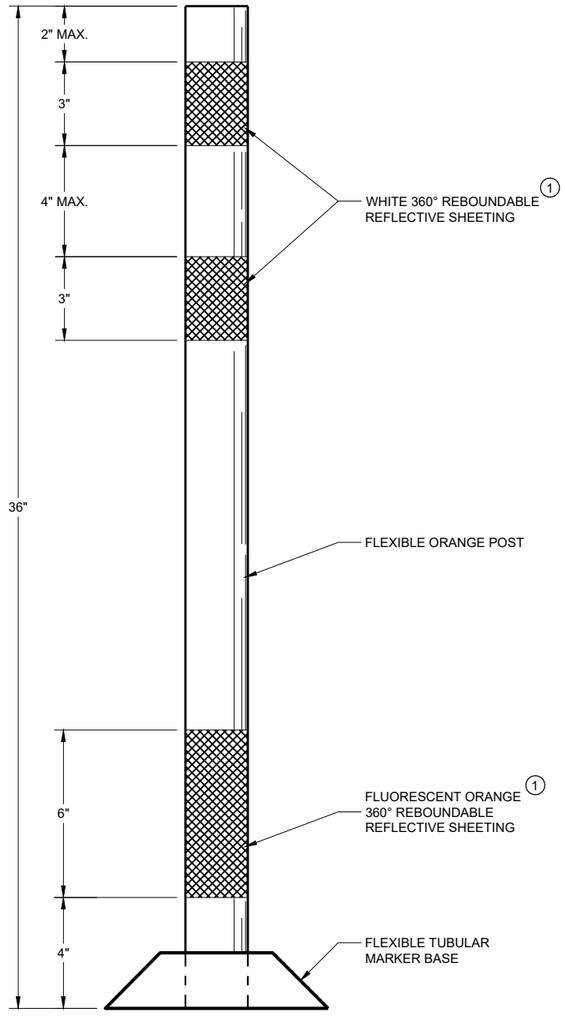
APPROVED
May 2023 — DATE
/S/ Matthew R. Rauch — STATE SIGNING AND MAR ENGINEER

FHWA

6

SDD 15C09-13a

SDD 15C09-13a



FLEXIBLE TUBULAR MARKER POST WORK ZONE

GENERAL NOTES

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

SURFACE MOUNTED BASES SHALL BE FURNISHED IN ACCORDANCE WITH MANUFACTURERS RECOMMENDATIONS TO BE COMPATIBLE WITH FLEXIBLE TUBULAR MARKER POSTS TO A SIZE AND SHAPE THAT WILL PROVIDE A STABLE POST FOUNDATION WHEN SECURED TO THE PAVEMENT.

THE ASPHALTIC ADHESIVE OR BUTYL PAD FURNISHED SHALL BE IN ACCORDANCE WITH MANUFACTURERS RECOMMENDATIONS, UNLESS DIRECTED BY THE ENGINEER TO USE BOLTS.

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

CHANNELIZING DEVICES FLEXIBLE TUBULAR MARKER POST

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2022
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

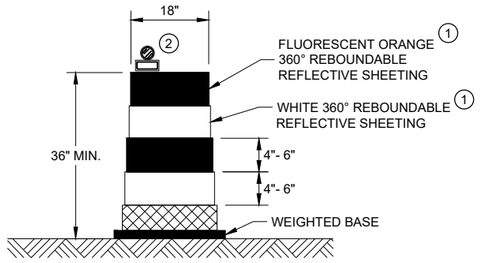
FHWA

6

SDD 15C11 - 10a

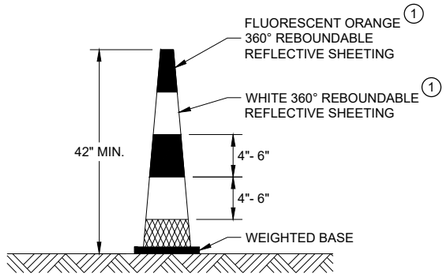
GENERAL NOTES

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



DRUM

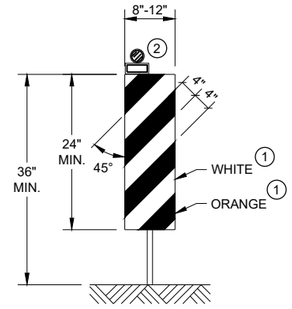
BALLAST WIDTHS
RANGE FROM 24"-36"



42" CONE

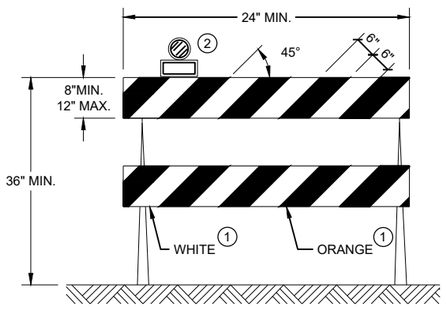
DO NOT USE IN TAPERS
½ SPACING OF DRUMS

BALLAST WIDTHS
RANGE FROM 14"-20"



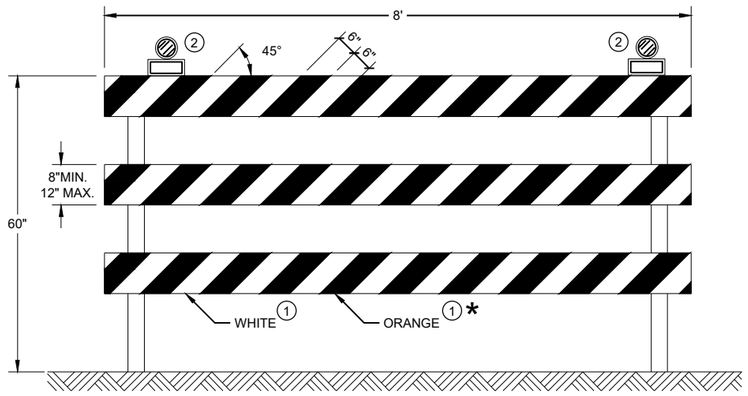
VERTICAL PANEL

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



TYPE II BARRICADE

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



TYPE III BARRICADE

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

* IF USED FOR A PERMANENT APPLICATION USE RED SHEETING.

CHANNELIZING DEVICES DRUMS, CONES, BARRICADES AND VERTICAL PANELS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2022
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

6

SDD 15C11 - 10b
SDD 15C11 - 10b

LEGEND

SIGN ON PORTABLE OR PERMANENT SUPPORT

TEMPORARY PORTABLE RUMBLE STRIP ARRAY

DIRECTION OF TRAFFIC

WORK AREA

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

GENERAL NOTES

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

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

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

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

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

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

FLAGGING

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

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

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

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

TEMPORARY PORTABLE RUMBLE STRIPS

UTILIZE TEMPORARY PORTABLE RUMBLE STRIPS ON ALL FLAGGING OPERATIONS.

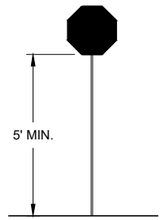
(3) EACH TEMPORARY PORTABLE RUMBLE STRIP ARRAY CONSISTS OF THREE RUMBLE STRIPS PLACED TRANSVERSE ACROSS THE LANE AT THE LOCATIONS SHOWN. WITHIN EACH ARRAY, SPACING BETWEEN RUMBLE STRIPS SHALL BE 15 FEET ON CENTER

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

INSTALL TEMPORARY RUMBLE STRIPS PER MANUFACTURER'S RECOMMENDATIONS.

PLACE ADVANCE SIGNING PRIOR TO INSTALLING TEMPORARY RUMBLE STRIPS.

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



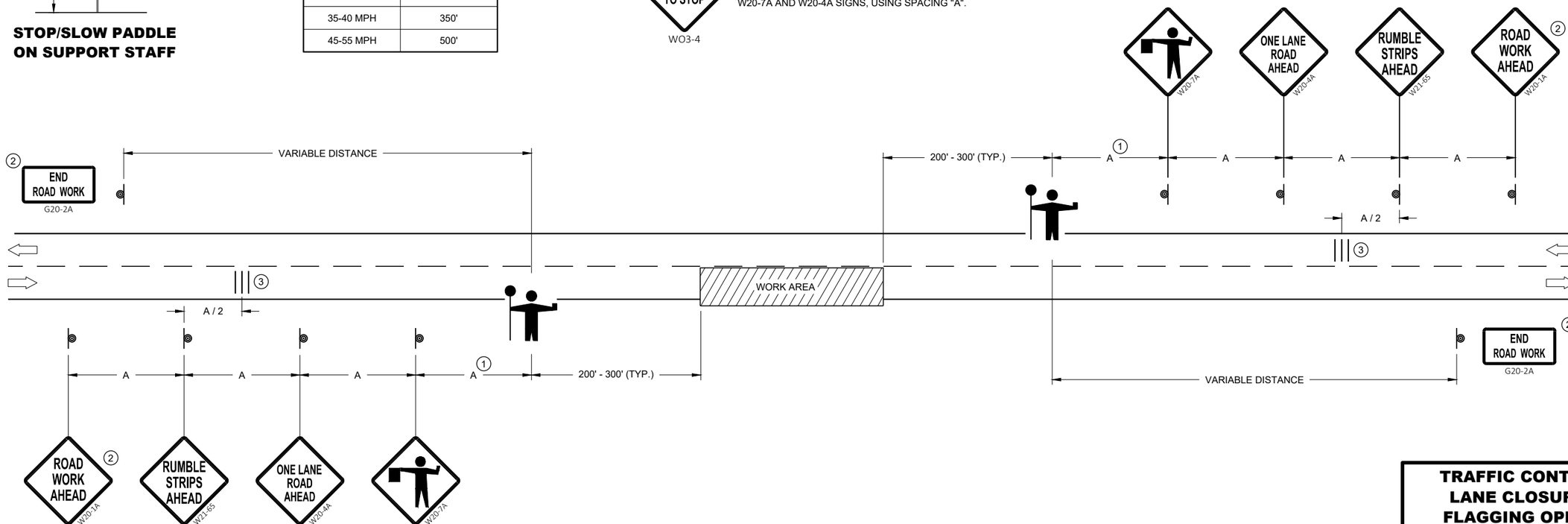
STOP/SLOW PADDLE ON SUPPORT STAFF

SIGN AND TEMPORARY RUMBLE STRIP ARRAY SPACING TABLE

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

WO3-4

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



TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2022
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

6

SDD 15C12 - 09a

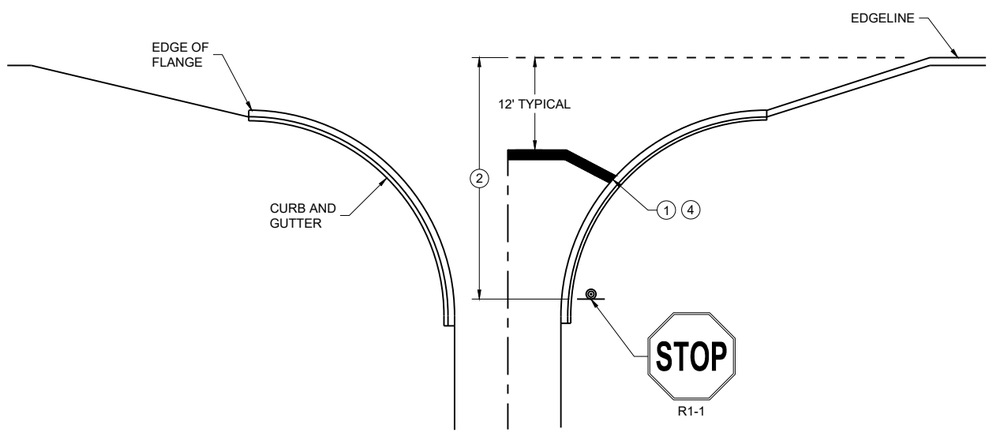
6

SDD 15C12 - 09a

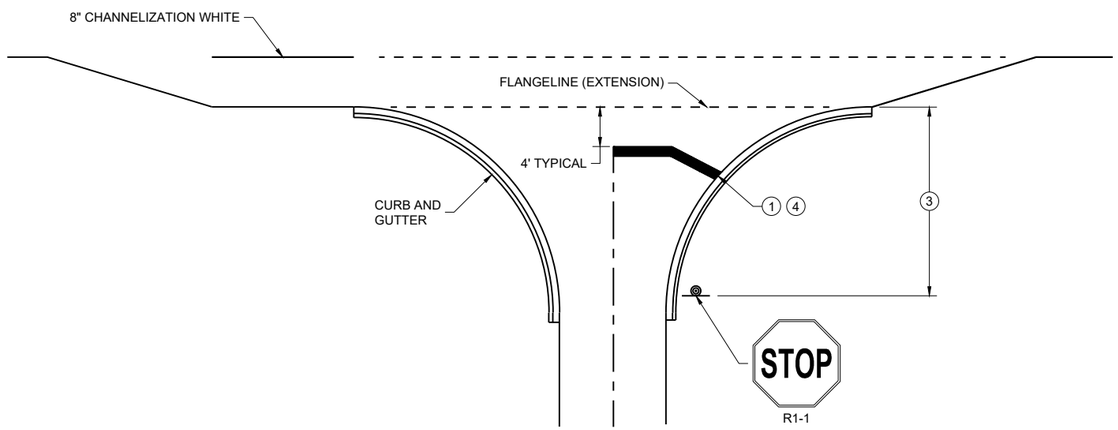
GENERAL NOTES

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

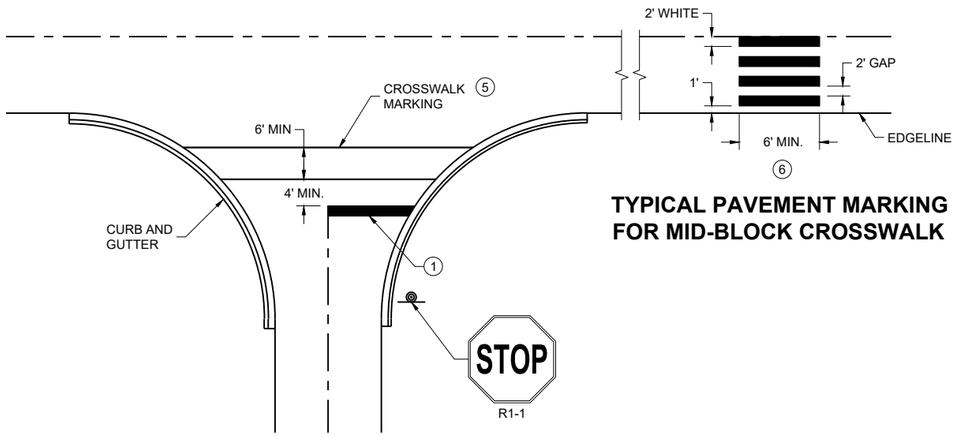
1. 18-INCH STOP LINES MAY BE DELETED OR ADDED BY THE REGION MARKING ENGINEER BASED ON VISIBILITY AND SIGHT LINES.
2. NO STOP LINE IS REQUIRED IF STOP SIGN IS LESS THAN OR EQUAL TO 40 FEET FROM THE EDGELINE.
3. NO STOP LINE IS REQUIRED IF STOP SIGN IS LESS THAN OR EQUAL TO 30 FEET FROM THE FLANGE LINE EXTENSION.
4. MOVE CLOSER TO THE EDGE OF TRAVEL LINE AS NEEDED FOR VISIBILITY AND SIGHT LINES (NO CLOSER THAN 4 FEET).
5. LADDER BAR CROSSWALKS SHOULD ONLY BE USED FOR MID BLOCK CROSSINGS. USE 2 - 6" TRANSVERSE LINES.
6. POSTED SPEED LIMITS OF 40 MPH OR GREATER USE A MINIMUM WIDTH OF 8' FOR MIDBLOCK CROSSWALKS



TYPICAL STOP LINE PAVEMENT MARKING WITH CURB AND GUTTER

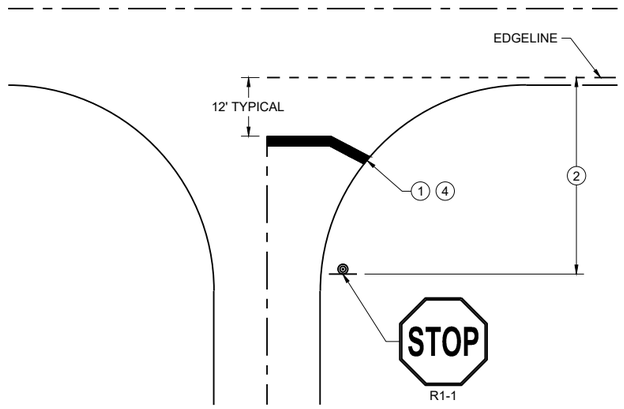


TYPICAL STOP LINE PAVEMENT MARKING FOR SIDE ROADS WITH RIGHT TURN LANE



TYPICAL PAVEMENT MARKING FOR MID-BLOCK CROSSWALK 5

TYPICAL STOP LINE PAVEMENT MARKING FOR SIDE ROADS WITH CROSSWALK MARKING



TYPICAL STOP LINE PAVEMENT MARKING WITHOUT CURB AND GUTTER

STOP LINE AND CROSSWALK PAVEMENT MARKING

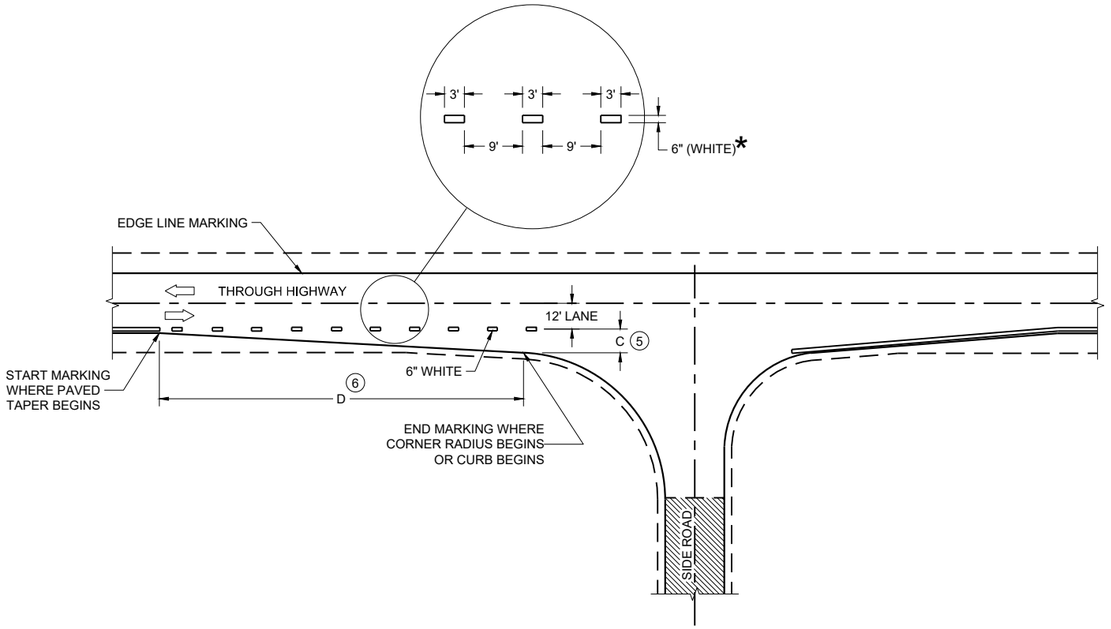
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

March 2024 — DATE

/S/ Matthew Rauch — STATE SIGNING AND MARKING ENGINEER

FHWA



MINOR INTERSECTION

*CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES

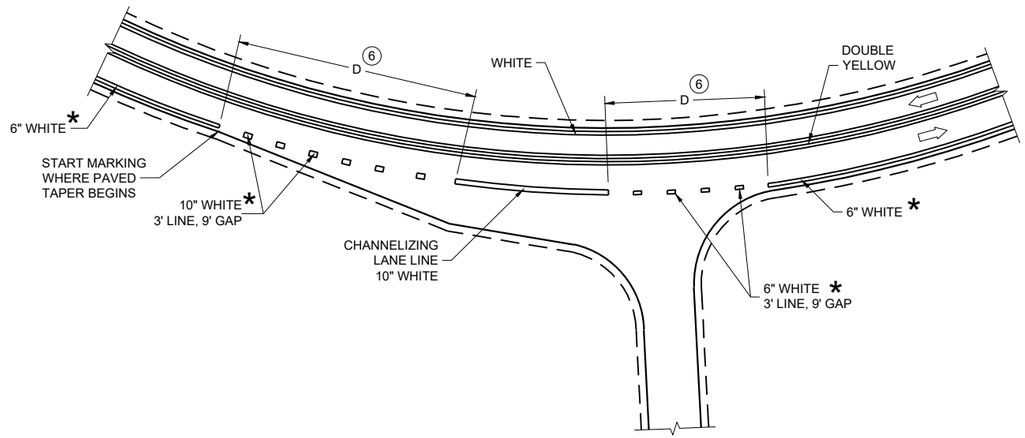
GENERAL NOTES

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

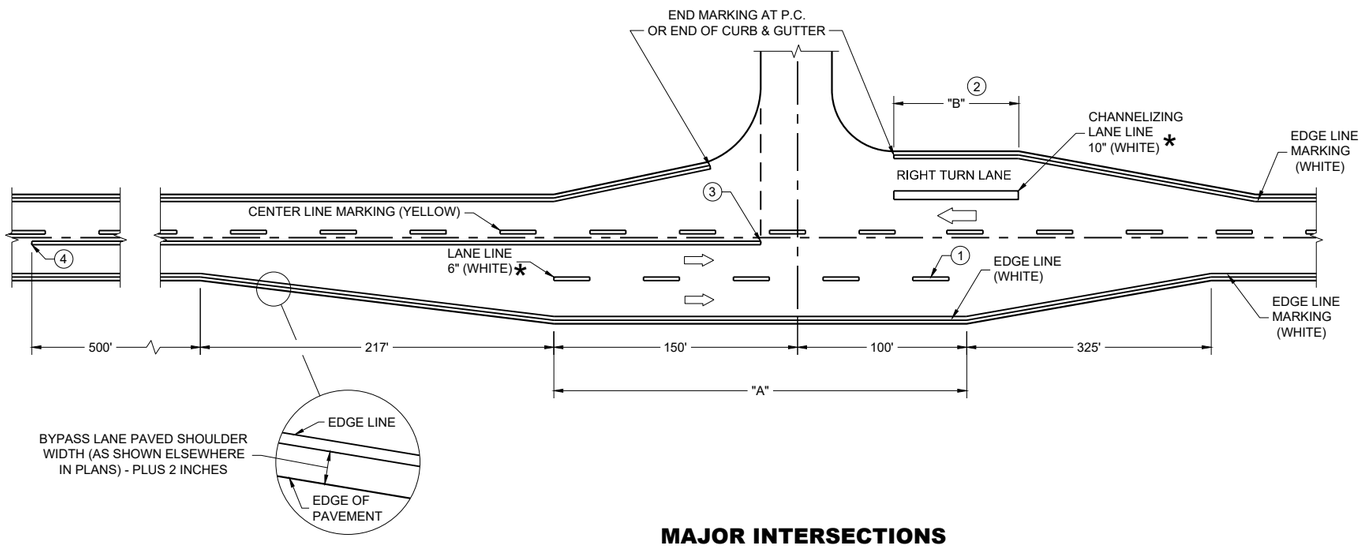
1. WHEN DISTANCE "A" IS LESS THAN 250 FEET, OMIT LANE LINE.
2. WHEN DISTANCE "B" IS LESS THAN 100 FEET, OMIT CHANNELIZING LANE LINE.
3. BARRIER LINE ENDS AT SIDE ROAD PAVEMENT / SURFACE EDGE EXTENSION.
4. BARRIER LINE STARTS 500 FEET PRIOR TO THE BYPASS TAPER.
5. WHEN DISTANCE "C" IS LESS THAN 4 FEET,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

LEGEND

DIRECTION OF TRAVEL



INTERSECTION ON OUTSIDE OF CURVE

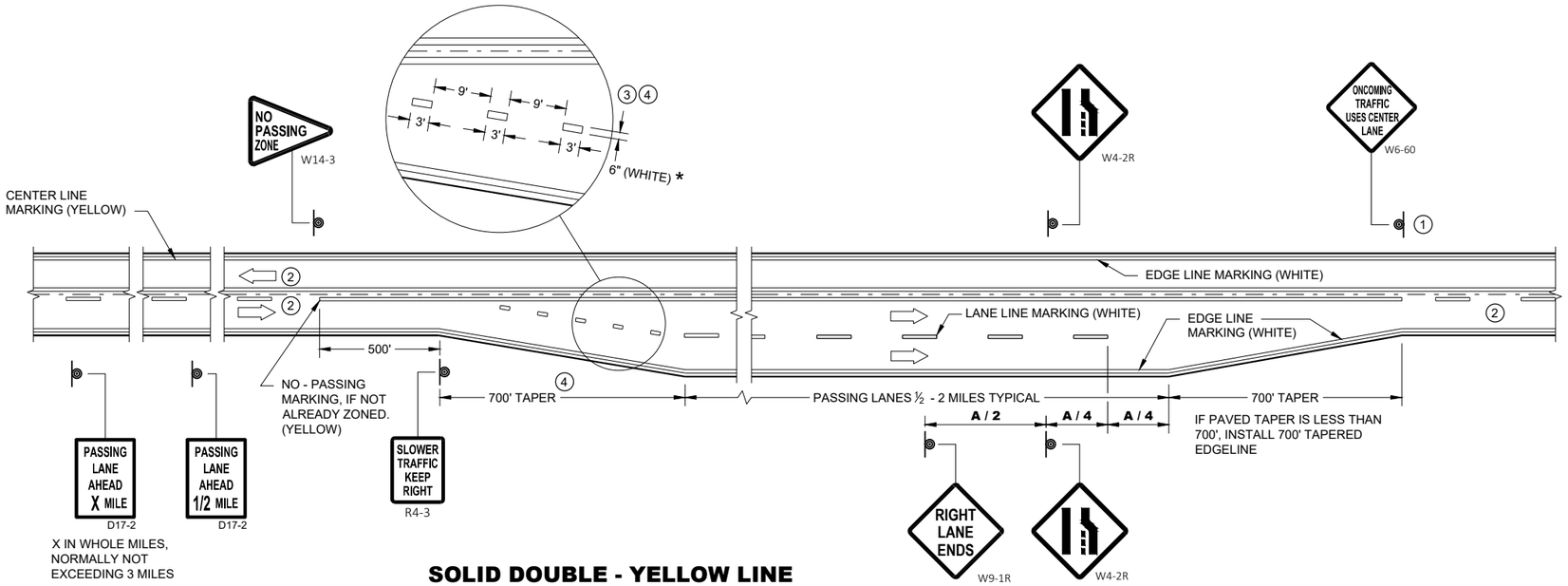


MAJOR INTERSECTIONS

(INTERSECTION WITH FULL RIGHT TURN LANE OR BYPASS LANE)

PAVEMENT MARKING (INTERSECTIONS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



SOLID DOUBLE - YELLOW LINE
(THROUGHOUT ENTIRE PASSING / CLIMBING LANE)

GENERAL NOTES

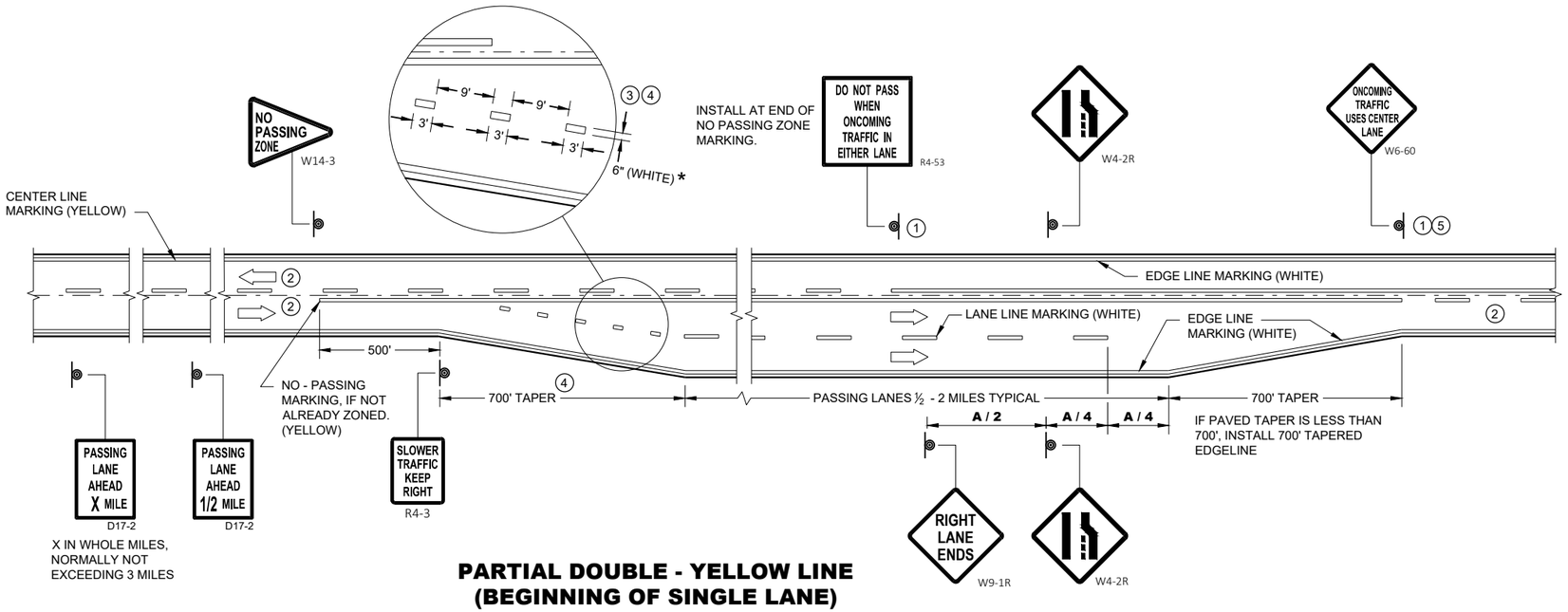
1. SIGN SHALL BE REPEATED AT 1 MILE INCREMENTS OR AT THE DISCRETION OF THE REGIONAL TRAFFIC ENGINEER.
2. THERE MAY BE SOLID YELLOW ON THE CENTERLINE DUE TO SIGHT CONDITIONS.
3. THE TAPER LENGTH OF THE DOTTED LINE PAVEMENT MARKING SHALL BE 700 FEET, 3' LINE, 9' GAP, EXCEPT RETRACE THE EXISTING LINE - 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

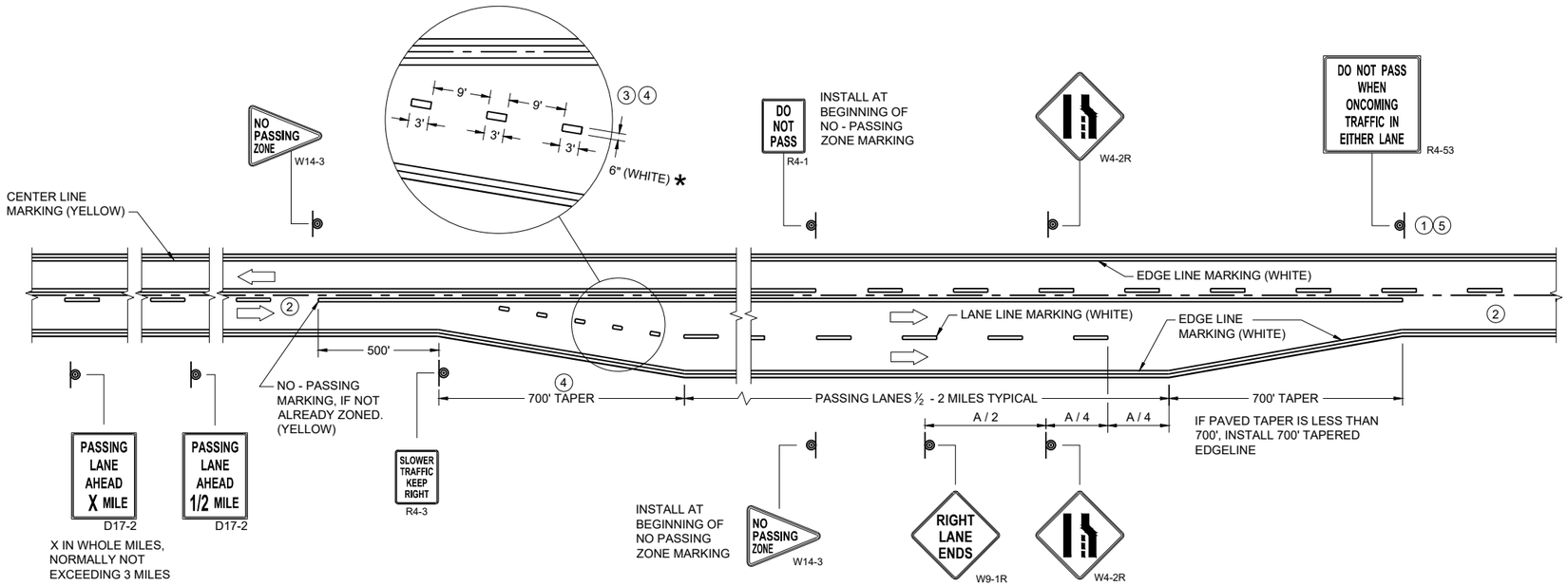
POSTED OR 85th PERCENTILE SPEED	DISTANCE "A"
45	775
50	885
55	990

* CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES



PARTIAL DOUBLE - YELLOW LINE
(BEGINNING OF SINGLE LANE)

PAVEMENT MARKING & SIGNING (CLIMBING LANE & PASSING LANE)



SOLID DOUBLE - YELLOW LINE
(END OF SINGLE LANE)

GENERAL NOTES

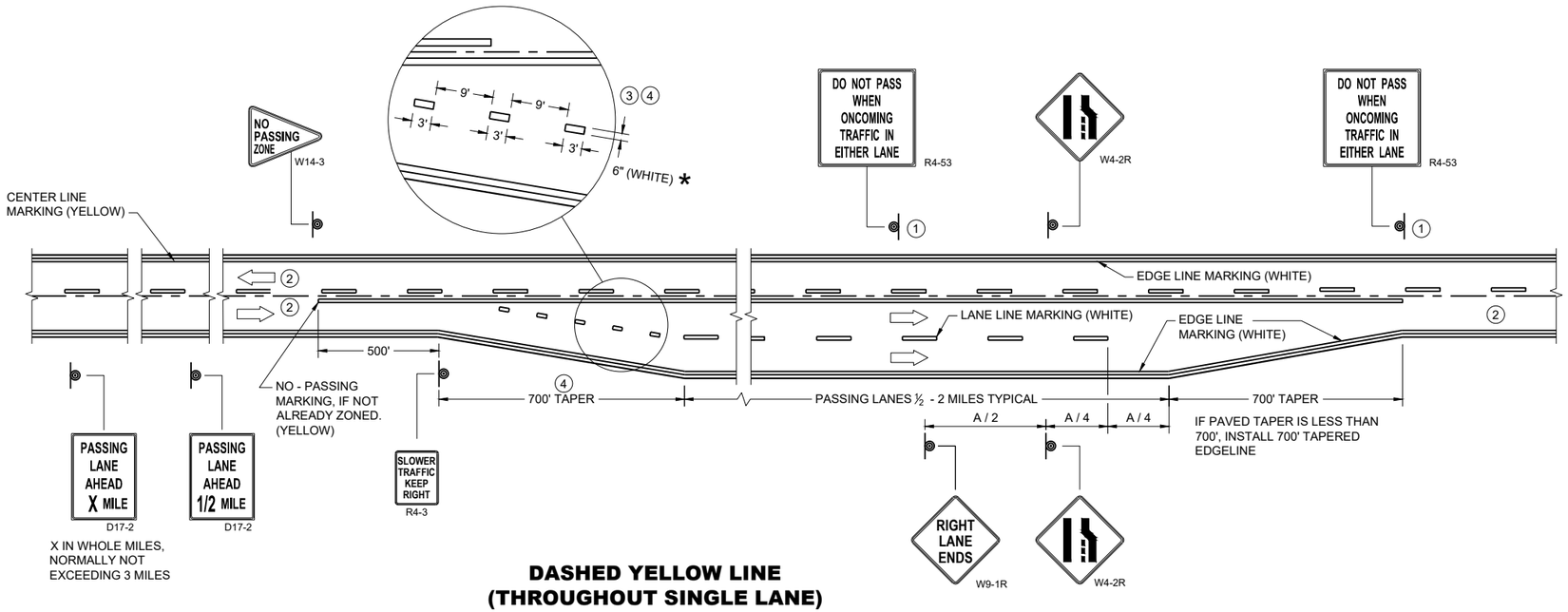
1. SIGN SHALL BE REPEATED AT 1 MILE INCREMENTS OR AT THE DISCRETION OF THE REGIONAL TRAFFIC ENGINEER.
2. THERE MAY BE SOLID YELLOW ON THE CENTERLINE DUE TO SIGHT CONDITIONS.
3. THE TAPER LENGTH OF THE DOTTED LINE PAVEMENT MARKING SHALL BE 700 FEET, 3' LINE, 9' GAP, EXCEPT RETRACE THE EXISTING LINE - 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 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

*CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES



DASHED YELLOW LINE
(THROUGHOUT SINGLE LANE)

PAVEMENT MARKING & SIGNING (CLIMBING LANE & PASSING LANE)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023 — DATE
/S/ Jeannie Silver — Statewide Pavement Marking Engineer

FHWA

6

SDD 15C35-06c

6

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LEGEND

- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- DIRECTION OF TRAFFIC
- WORK ZONE

GENERAL NOTES

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

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

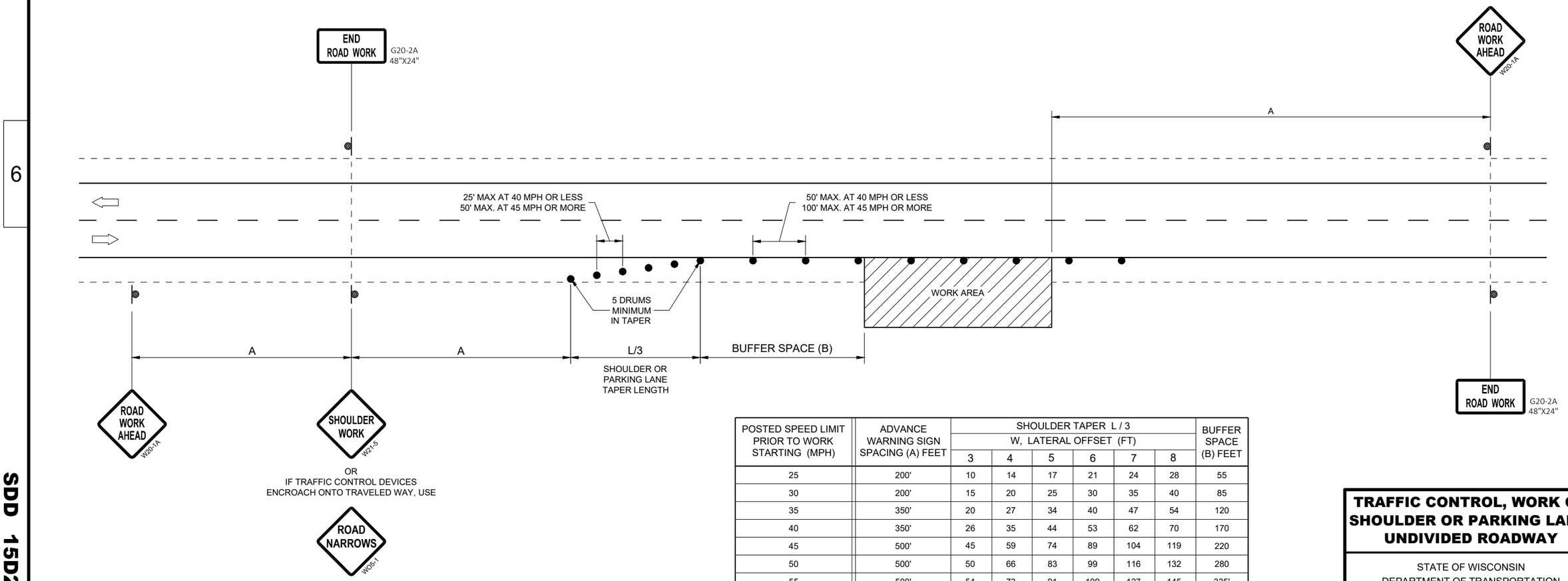
ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH THE TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

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

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

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

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



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

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

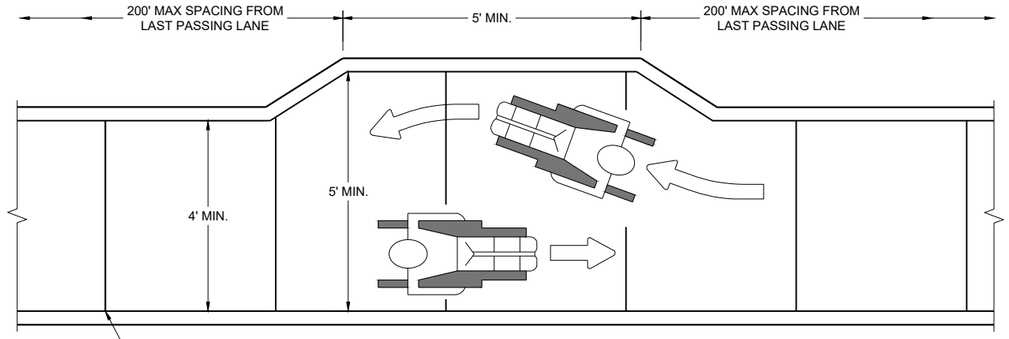
APPROVED
May 2020
DATE

/S/ Andrew Heidtke
STATEWIDE WORK ZONE T SAFETY ENGINEER

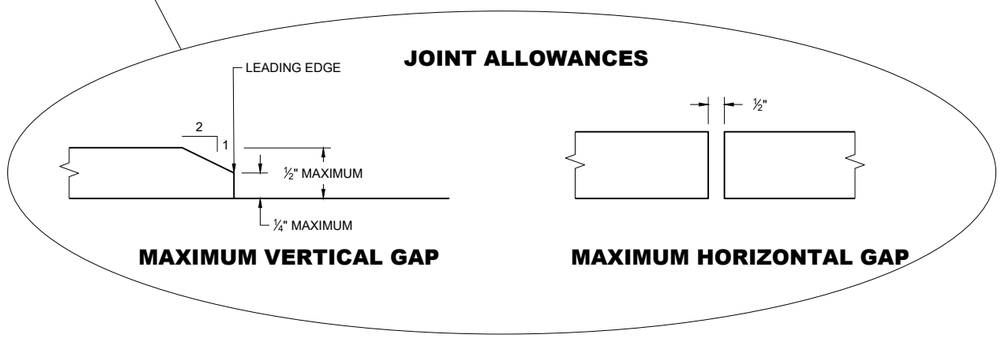
FHWA

SDD 15D28 - 04

SDD 15D28 - 04



NARROW SIDEWALK PASSING DETAIL



MAXIMUM VERTICAL GAP

MAXIMUM HORIZONTAL GAP

GENERAL NOTES

BARRICADE DEVICE SELECTED FROM APPROVED PRODUCT LIST

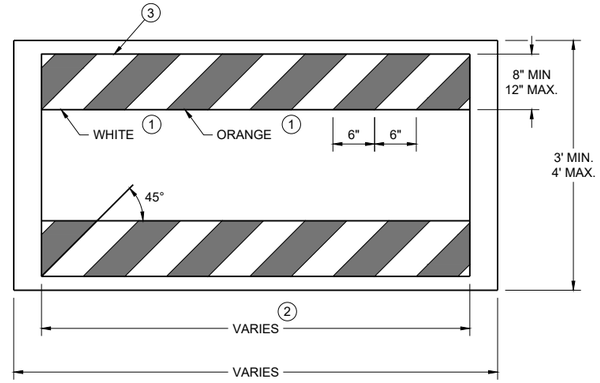
(1) REFLECTIVE SHEETING SHALL FOLLOW THE REQUIREMENTS IN THE APPROVED PRODUCTS LISTING FOR SIGN SHEETING.

(2) SHEETING REQUIRED ON MORE THAN 50% OF BARRICADE WIDTH.

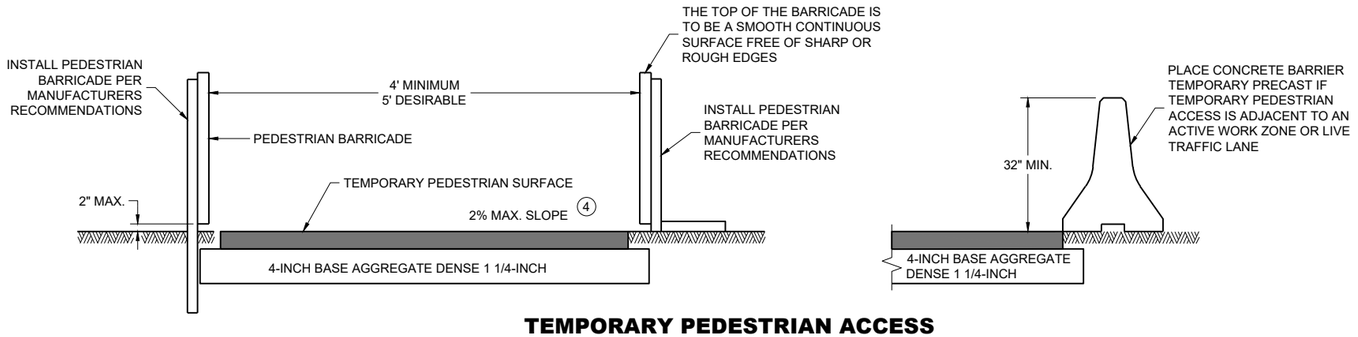
(3) PLACE SHEETING ON BOTH SIDES OF THE BARRICADE.

* USE THIS DETAIL FOR SHEETING PLACEMENT REFERENCE.

(4) WHEN THE TEMPORARY PEDESTRIAN ACCESS ROUTE RUNS PARALLEL ON THE ROADWAY SURFACE, THE MAXIMUM CROSS SLOPE WILL MATCH THE EXISTING ROADWAY CROSS SLOPE.



TEMPORARY PEDESTRIAN BARRICADE *

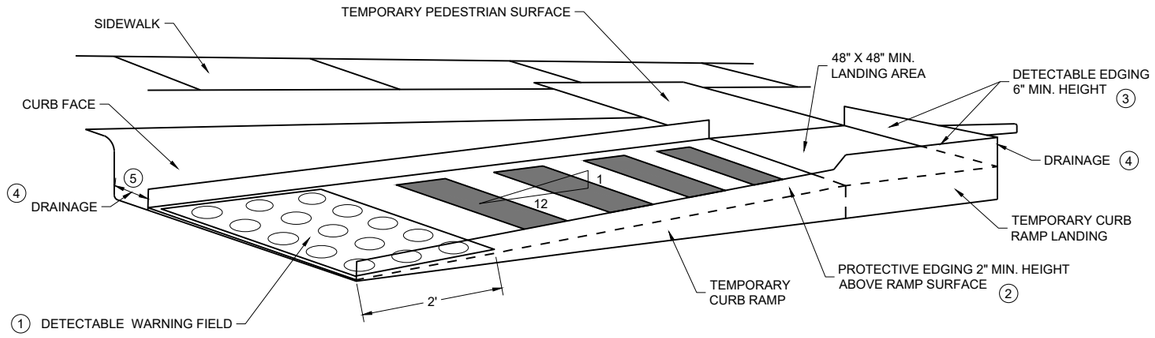


TEMPORARY PEDESTRIAN ACCESS

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6
SDD 15D30-10a



PERSPECTIVE VIEW

GENERAL NOTES

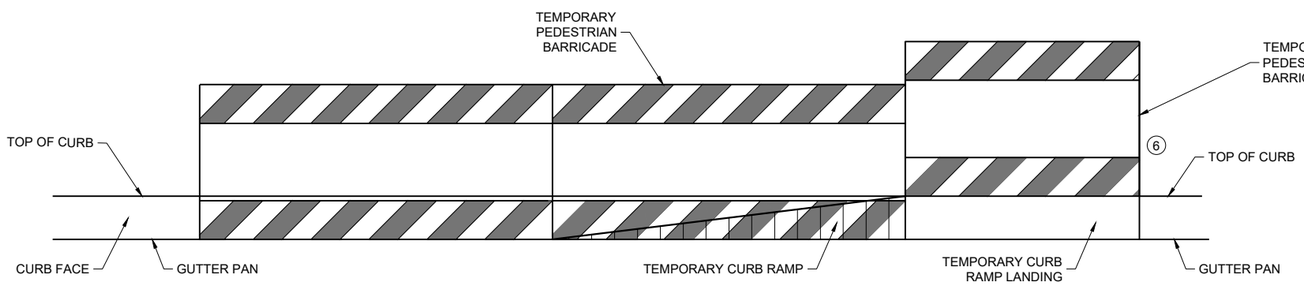
CURB RAMPS SHALL BE 48" MIN. WIDTH WITH A FIRM, STABLE AND SLIP RESISTANT SURFACE.

CURB RAMPS AND LANDINGS SHALL HAVE A 1:50 (2%) MAX. CROSS-SLOPE.

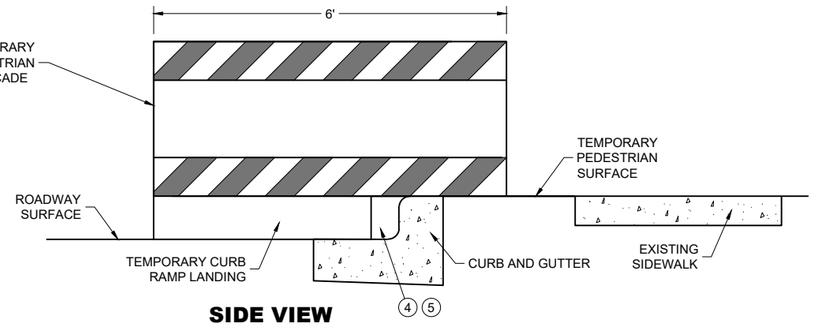
CLEAR SPACE OF 48" X 48" SHALL BE PROVIDED ABOVE AND BELOW THE CURB RAMP.
LATERAL JOINTS OR GAPS BETWEEN SURFACES SHALL BE LESS THAN ½" WIDTH.

CHANGES BETWEEN SURFACE HEIGHTS SHALL NOT EXCEED ½". LATERAL EDGES MAY BE VERTICAL UP TO ¼" HIGH AND SHALL BE BEVELED AT 1:2 BETWEEN ¼" AND ½".

1. INSTALL CONTRASTING TEMPORARY DETECTABLE WARNING FIELD AT PEDESTRIAN STREET CROSSINGS, AS SHOWN IN THE PLANS.
2. PROTECTIVE EDGING WITH A 2" MIN. HEIGHT SHALL BE INSTALLED WHEN A CURB RAMP OR LANDING PLATFORM HAS A VERTICAL DROP OF 6" OR GREATER OR HAS A SIDE APRON SLOPE STEEPER THAN 1:3 (33%). PROTECTIVE EDGING SHOULD BE CONSIDERED WHEN CURB RAMPS OR LANDING PLATFORMS HAVE A VERTICAL DROP OF 3" OR MORE.
3. DETECTABLE EDGING WITH 6" MIN. HEIGHT AND CONTRASTING COLOR SHALL BE INSTALLED ON ALL CURB RAMP LANDINGS WHERE THE WALKWAY CHANGES DIRECTION (TURNS).
4. DO NOT RESTRICT WATER FLOW IN THE GUTTER SYSTEM.
5. ENSURE CURB RAMP IS OUT OF THE GUTTER PAN.
6. IF ONLY PART OF THE END PANEL OF TEMPORARY PEDESTRIAN BARRICADE PANEL IS NEEDED, EXTEND EXCESS PORTION OF TEMPORARY PEDESTRIAN BARRICADE PANEL HERE.



FRONT VIEW



SIDE VIEW

TEMPORARY CURB RAMP PARALLEL TO CURB

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 15D30-10b

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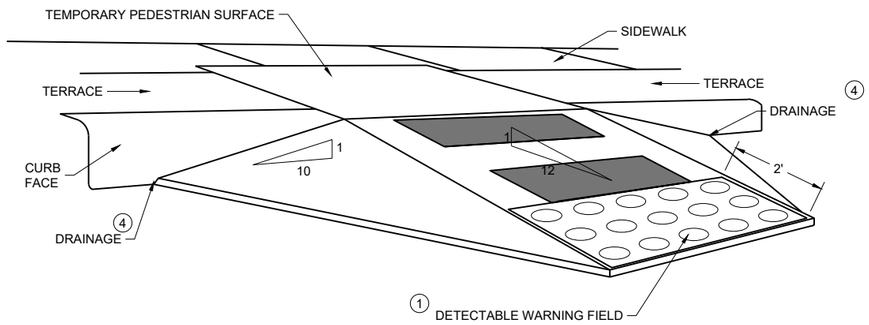
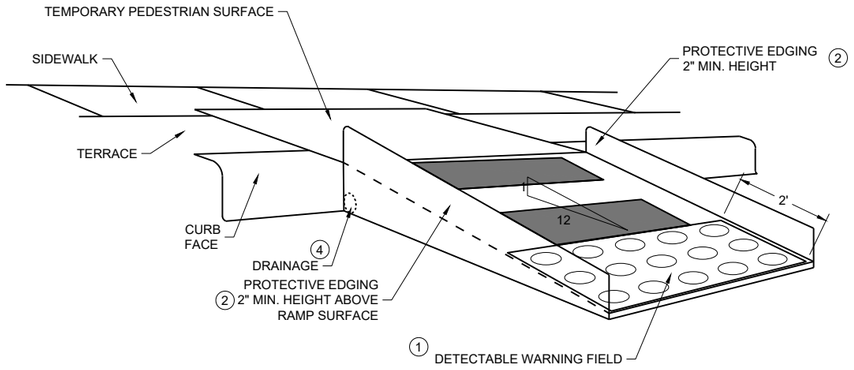
SDD 15D30-10b



WITH SIDE APRON (5)



WITH PROTECTIVE EDGE

TEMPORARY CURB RAMP PERPENDICULAR TO CURB

GENERAL NOTES

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

ALTERNATE SIDEWALK WORK BETWEEN LEFT AND RIGHT SIDE OF ROADWAY TO MAINTAIN PEDESTRIAN ACCESS.

CURB RAMPS AND LANDINGS SHALL HAVE A 1:50 (2%) MAX. CROSS-SLOPE.

CLEAR SPACE OF 48" X 48" SHALL BE PROVIDED ABOVE AND BELOW THE CURB RAMP.

LATERAL JOINTS OR GAPS BETWEEN SURFACES SHALL BE LESS THAN ½" WIDTH.

CHANGES BETWEEN SURFACE HEIGHTS SHALL NOT EXCEED ½". LATERAL EDGES MAY BE VERTICAL UP TO ¼" HIGH AND SHALL BE BEVELED AT 1:2 BETWEEN ¼" AND ½".

(1) INSTALL CONTRASTING TEMPORARY DETECTABLE WARNING FIELD AT PEDESTRIAN STREET CROSSINGS, AS SHOWN IN THE PLANS

(2) PROTECTIVE EDGING WITH A 2" MIN. HEIGHT SHALL BE INSTALLED WHEN A CURB RAMP OR LANDING PLATFORM HAS A VERTICAL DROP OF 6" OR GREATER OR HAS A SIDE APRON SLOPE STEEPER THAN 1:3 (33%). PROTECTIVE EDGING SHOULD BE CONSIDERED WHEN CURB RAMPS OR LANDING PLATFORMS HAVE A VERTICAL DROP OF 3" OR MORE.

(3) DETECTABLE EDGING WITH 6" MIN. HEIGHT AND CONTRASTING COLOR SHALL BE INSTALLED ON ALL CURB RAMP LANDINGS WHERE THE WALKWAY CHANGES DIRECTION (TURNS).

(4) DO NOT RESTRICT WATER FLOW IN THE GUTTER SYSTEM.

(5) CAN ONLY BE USED FOR RAMPS WITH 6" OR LESS OF VERTICAL CHANGE.

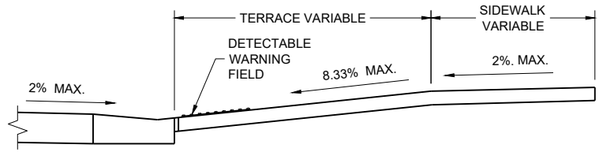
6

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

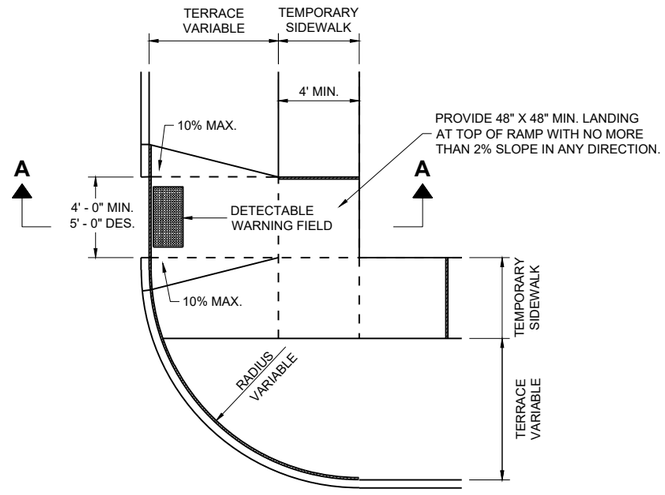
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

SDD 15D30-10c

GENERAL NOTES



SECTION A - A



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

6

SDD 15D30-10d

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023 — DATE
/S/ Andrew Heidtke — <position>
FHWA

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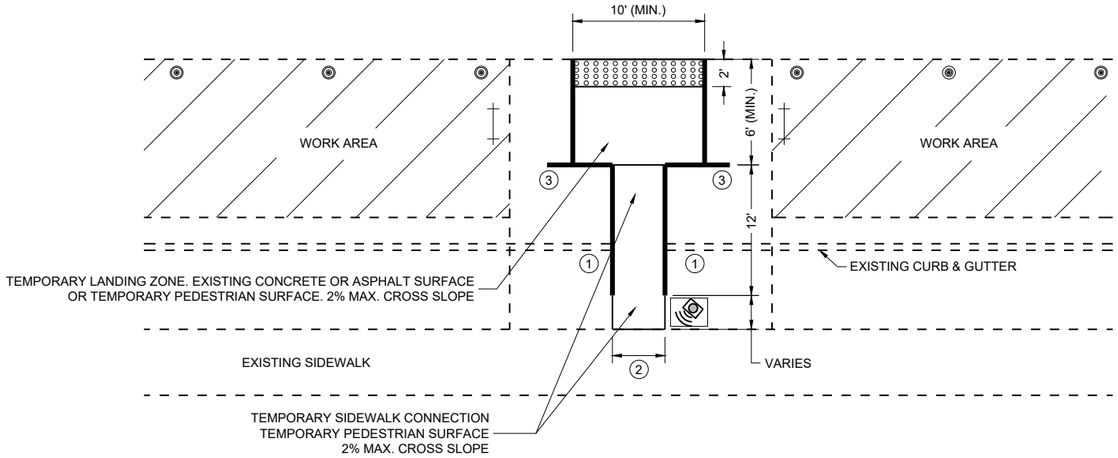
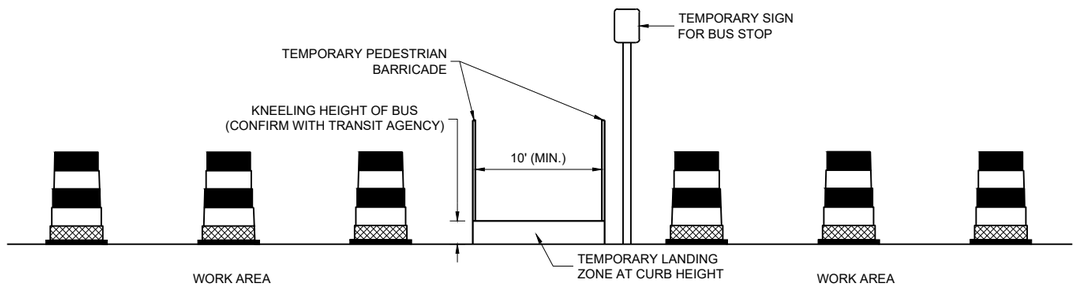
SDD 15D30-10d



PLAN VIEW



PROFILE VIEW TEMPORARY BUS STOP PAD

GENERAL NOTES

TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG.

NOTIFY THE BUS COMPANY 7 DAYS IN ADVANCE OF THE BUS STOP RELOCATION.

PROTECTIVE EDGING WITH A 2" MIN. HEIGHT SHALL BE INSTALLED WHEN A CURB RAMP OR LANDING PLATFORM HAS A VERTICAL DROP OF 6" OR GREATER OR HAS A SIDE APRON SLOPE STEEPER THAN 1:3 (33%). PROTECTIVE EDGING SHOULD BE CONSIDERED WHEN CURB RAMPS OR LANDING PLATFORMS HAVE A VERTICAL DROP OF 3" OR MORE.

DETECTABLE EDGING WITH 6" MIN. HEIGHT AND CONTRASTING COLOR SHALL BE INSTALLED ON ALL CURB RAMP LANDINGS WHERE THE WALKWAY CHANGES DIRECTION (TURNS).

LATERAL JOINTS OR GAPS BETWEEN SURFACES SHALL BE LESS THAN ½" WIDTH.

CHANGES BETWEEN SURFACE HEIGHTS SHALL NOT EXCEED ½". LATERAL EDGES MAY BE VERTICAL UP TO ¼" HIGH AND SHALL BE BEVELED AT 1:2 BETWEEN ¼" AND ½".

CURB RAMPS AND LANDINGS SHALL HAVE A 1:50 (2%) MAX. CROSS-SLOPE.

(1) DO NOT RESTRICT WATER FLOW IN THE GUTTER SYSTEM.

(2) 5' WIDE MIN. WITH TEMPORARY PEDESTRIAN BARRICADE, 10' WIDE MIN. WITHOUT TEMPORARY PEDESTRIAN BARRICADE.

(3) PLACE EXCESS PORTION OF TEMPORARY PEDESTRIAN BARRICADE INTO THIS SPACE.

LEGEND

- TRAFFIC CONTROL DRUM
- TYPE III BARRICADE
- TEMPORARY PEDESTRIAN BARRICADE
- TEMPORARY DETECTABLE WARNING FIELD
- WORK AREA
- TEMPORARY AUDIBLE MESSAGE DEVICE (EXACT PLACEMENT BASED UPON FIELD CONDITIONS)

6

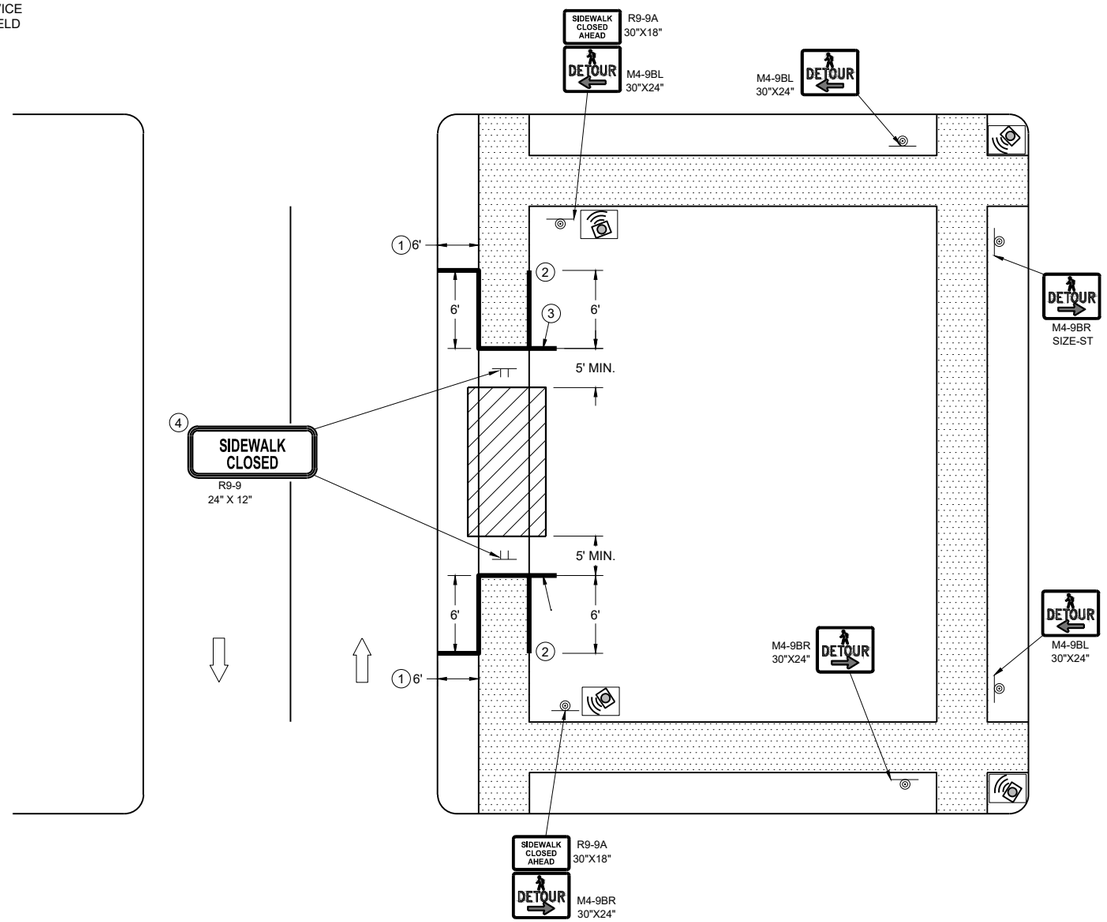
SDD 15D30-10e

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

LEGEND

- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- UNDER PEDESTRIAN TRAFFIC
- WORK AREA
- TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC
- TEMPORARY AUDIBLE MESSAGE DEVICE (EXACT PLACEMENT BASED UPON FIELD CONDITIONS)



SIDEWALK DETOUR, SIDEWALK ONLY ON ONE SIDE

GENERAL NOTES

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

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

PLACE TEMPORARY PEDESTRIAN BARRICADE TO FIT FIELD CONDITIONS, AVOIDING CONFLICTS WITH DRIVEWAYS AND OTHER EXISTING FEATURES.

1. IF TERRACE IS LESS THAN 6 FEET WIDE, OMIT TEMPORARY PEDESTRIAN BARRICADE FROM THE SIDEWALK TO THE CURB.
2. PLACE BARRICADE CLOSURE SO THAT THE TEMPORARY PEDESTRIAN BARRICADE END IS AT THE LAST OPEN SIDEWALK ACCESS TO RESIDENCES OR BUSINESSES BEFORE THE SIDEWALK CLOSURE.
3. IF TEMPORARY PEDESTRIAN BARRICADE PANEL IS WIDER THAN THE SIDEWALK WIDTH, THE PORTION OF EXCESS PANEL SHOULD EXTEND INTO THE TERRACE.
4. MOUNTING HEIGHT OF 5 FEET FROM THE SURFACE TO THE BOTTOM OF SIGN.

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 15D30-10f

LEGEND

- SIGN ON TEMPORARY SUPPORT
- WORK AREA
- UNDER PEDESTRIAN TRAFFIC
- TEMPORARY PEDESTRIAN SURFACE
- TEMPORARY PEDESTRIAN BARRICADE
- OPTIONAL TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC

GENERAL NOTES

TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG.

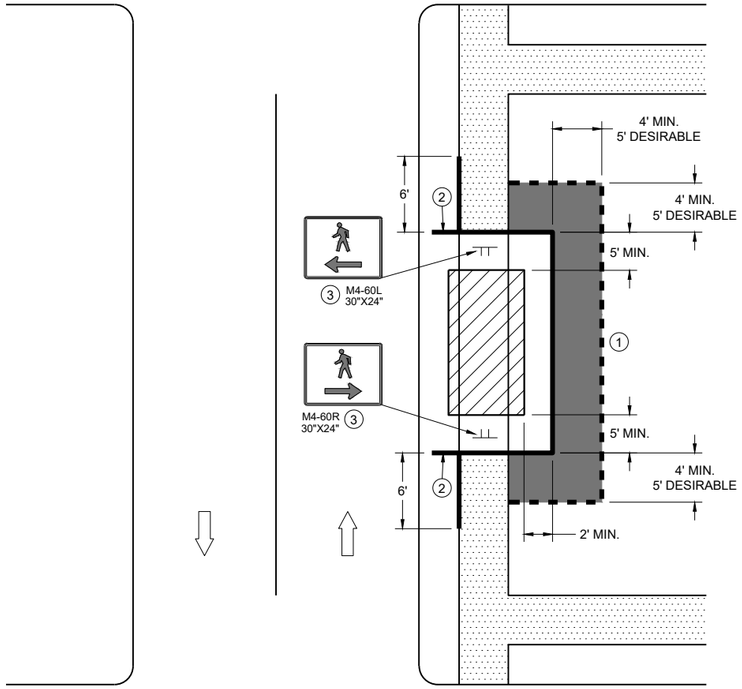
WHERE TEMPORARY BARRICADE RUNS PARALLEL ALONG SIDEWALK, PLACE THE FACE OF THE BARRICADE AT THE EDGE OF THE SIDEWALK.

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

(1) USE TEMPORARY PEDESTRIAN BARRICADE TO SEPARATE PEDESTRIANS FROM DROP OFFS OR FOR ADDITIONAL PEDESTRIAN CHANNELIZATION.

(2) IF TEMPORARY PEDESTRIAN BARRICADE PANEL IS WIDER THAN THE SIDEWALK WIDTH, THE PORTION OF EXCESS PANEL SHOULD EXTEND INTO THE TERRACE.

(3) MOUNTING HEIGHT OF 5 FEET FROM THE SURFACE TO THE BOTTOM OF SIGN.



SIDEWALK BYPASS
SINGLE SIDE

6

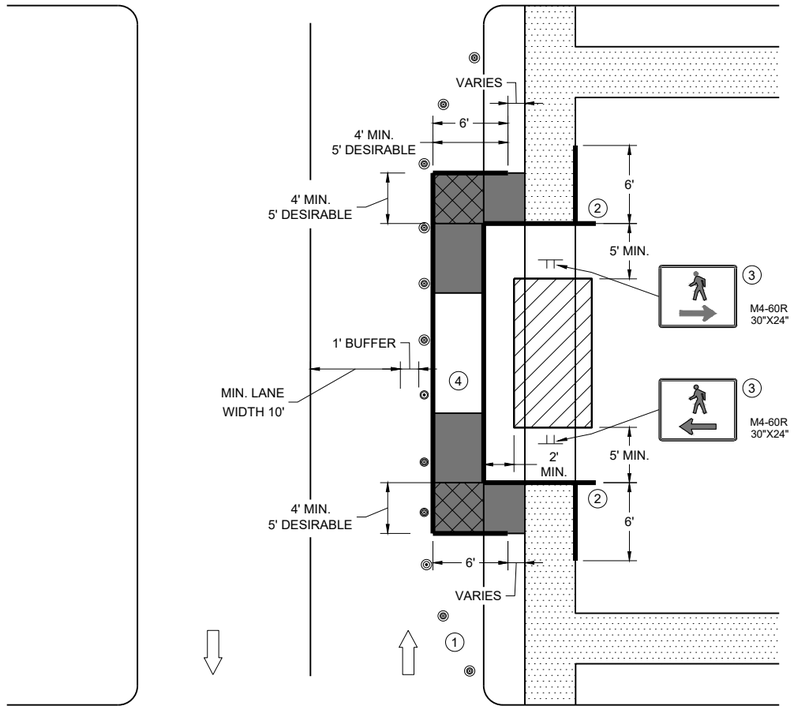
SDD 15D30-10g

TRAFFIC CONTROL,
PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

LEGEND

- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL DRUM
- WORK AREA
- UNDER PEDESTRIAN TRAFFIC
- TEMPORARY CURB RAMP
- TEMPORARY PEDESTRIAN SURFACE "A"
- TEMPORARY PEDESTRIAN SURFACE "B"
- TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC



SIDEWALK BYPASS, SINGLE SIDE

GENERAL NOTES

TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG.

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

1. SHOULDER OR LANE CLOSURE ADVANCE WARNING AND BUFFER SPACE REQUIRED.
2. PLACE EXCESS PORTION OF TEMPORARY PEDESTRIAN BARRICADE PANEL PAST THE SIDEWALK ON THE SIDE AWAY FROM THE ROAD.
3. MOUNTING HEIGHT OF 5 FEET FROM THE SURFACE TO THE BOTTOM OF SIGN.
4. USE EXISTING PAVEMENT SURFACE. IF EXISTING PAVEMENT SURFACE HAS BEEN REMOVED, USE A TEMPORARY PEDESTRIAN SURFACE. WHEN THE TEMPORARY PEDESTRIAN ACCESS ROUTE RUNS PARALLEL ON THE ROADWAY SURFACE, THE MAXIMUM CROSS SLOPE WILL MATCH THE EXISTING ROADWAY CROSS SLOPE.

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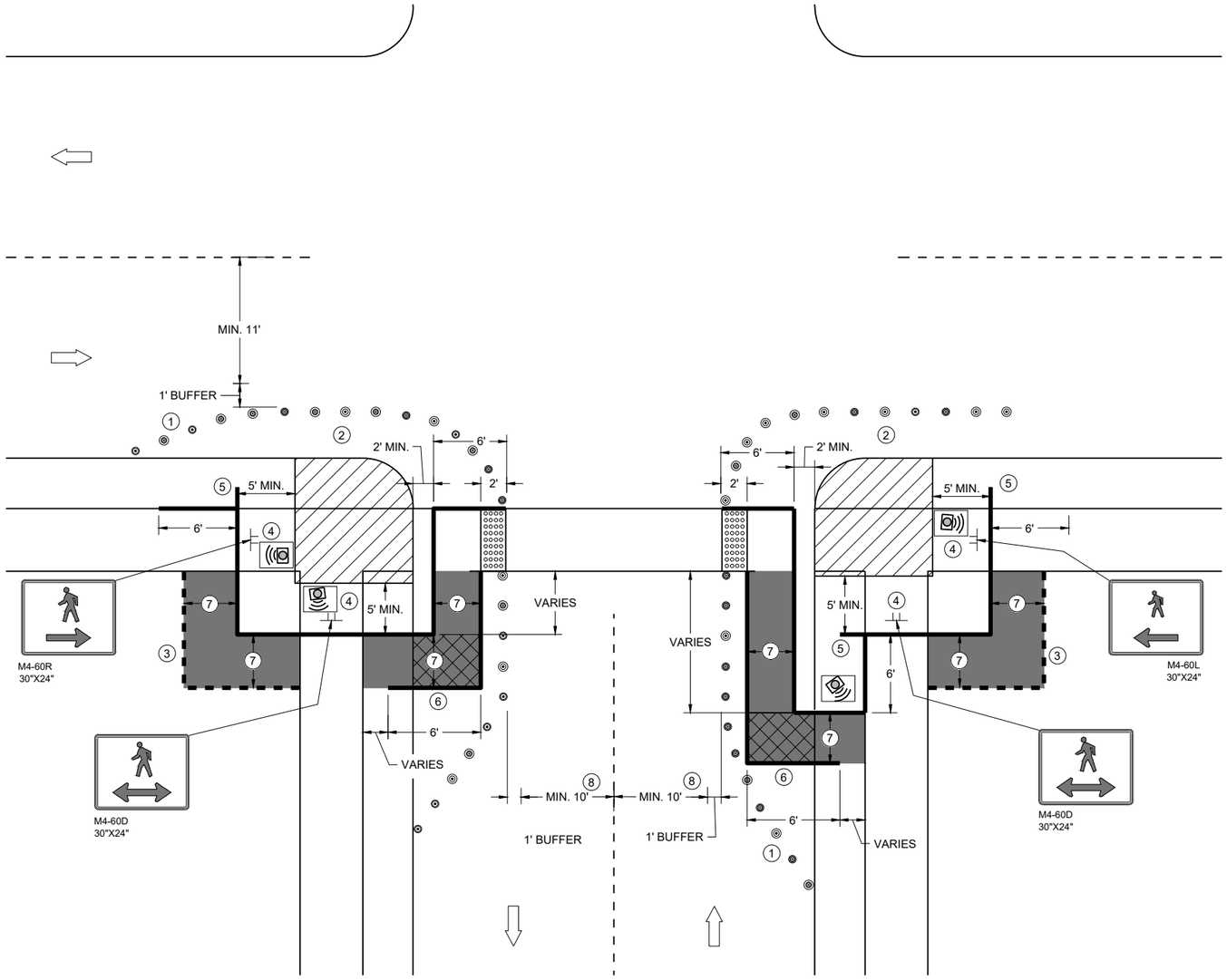
SDD 15D30-10h

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



CURB RAMP PEDESTRIAN TRAFFIC CONTROL
SIDEWALK ON SINGLE SIDE

GENERAL NOTES

IF PEDESTRIAN PUSH BUTTONS ARE PRESENT ON THE EXISTING FACILITY, ENSURE THEY ARE MAINTAINED/ACCESSIBLE FOR PEDESTRIAN USE THROUGHOUT THE TEMPORARY PEDESTRIAN ACCOMMODATIONS.

TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG

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

WHEN THE TEMPORARY PEDESTRIAN ACCESS ROUTE RUNS PARALLEL ON THE ROADWAY SURFACE, THE MAXIMUM CROSS SLOPE WILL MATCH THE EXISTING ROADWAY CROSS SLOPE.

1. SHOULDER OR LANE CLOSURE ADVANCE WARNING AND PROPER BUFFER SPACE REQUIRED.
2. PROVIDE ADEQUATE SPACE FOR CONTRACTOR OPERATIONS
3. USE TEMPORARY PEDESTRIAN BARRICADE TO SEPARATE PEDESTRIANS FROM DROP OFFS OR FOR ADDITIONAL PEDESTRIAN CHANNELIZATION.
4. MOUNTING HEIGHT OF 5 FEET FROM SIDEWALK SURFACE TO BOTTOM OF SIGN.
5. PLACE EXCESS PORTION OF TEMPORARY PEDESTRIAN BARRICADE PANEL IN THE SIDEWALK TERRACE.
6. IF TEMPORARY PEDESTRIAN BARRICADE DOES NOT REACH THE FACE OF THE CURB, USE AN ADDITIONAL PANEL AND EXTEND INTO THE TERRACE.
7. 4 FEET MINIMUM, 5 FEET DESIRABLE
8. IF MINIMUM LANE WIDTHS CAN'T BE ATTAINED, CURB RAMPS MAY NEED TO BE CONSTRUCTED AT SEPARATE TIMES.

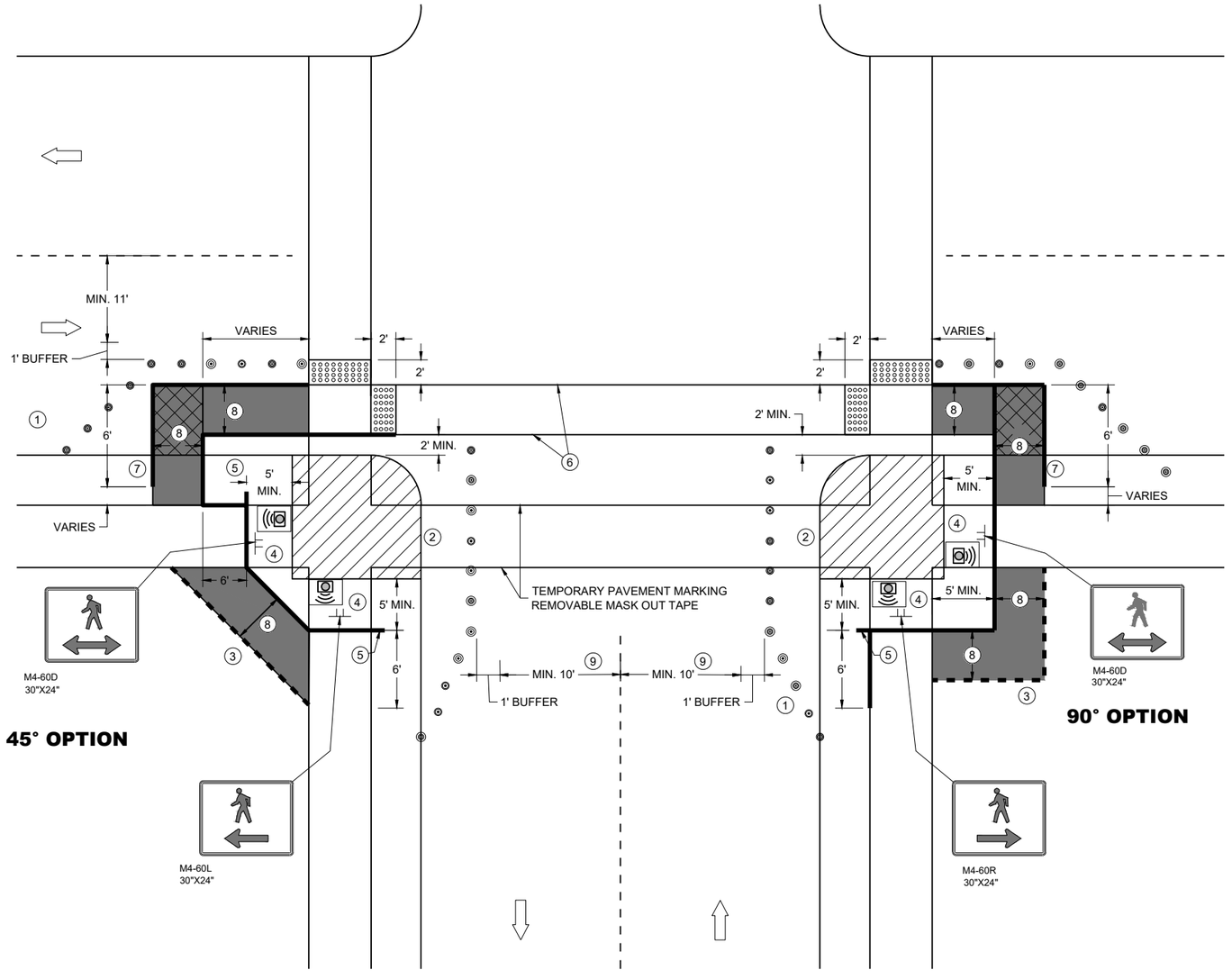
LEGEND

- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL DRUM
- WORK AREA
- TEMPORARY CURB RAMP
- TEMPORARY PEDESTRIAN SURFACE "A"
- TEMPORARY PEDESTRIAN SURFACE "B"
- TEMPORARY DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN BARRICADE
- OPTIONAL TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC
- TEMPORARY AUDIBLE MESSAGE DEVICE (EXACT PLACEMENT BASED UPON FIELD CONDITIONS)

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6
SDD 15D30-10i



CURB RAMP PEDESTRIAN TRAFFIC CONTROL

GENERAL NOTES

IF PEDESTRIAN PUSH BUTTONS ARE PRESENT ON THE EXISTING FACILITY, ENSURE THEY ARE MAINTAINED/ACCESSIBLE FOR PEDESTRIAN USE THROUGHOUT THE TEMPORARY PEDESTRIAN ACCOMMODATIONS.

TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG

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

WHEN THE TEMPORARY PEDESTRIAN ACCESS ROUTE RUNS PARALLEL ON THE ROADWAY SURFACE, THE MAXIMUM CROSS SLOPE WILL MATCH THE EXISTING ROADWAY CROSS SLOPE.

(1) SHOULDER OR LANE CLOSURE ADVANCE WARNING AND PROPER BUFFER SPACE REQUIRED.

(2) PROVIDE ADEQUATE SPACE FOR CONTRACTOR OPERATIONS

(3) USE TEMPORARY PEDESTRIAN BARRICADE TO SEPARATE PEDESTRIANS FROM DROP OFFS OR FOR ADDITIONAL PEDESTRIAN CHANNELIZATION.

(4) MOUNTING HEIGHT OF 5 FEET FROM SIDEWALK SURFACE TO BOTTOM OF SIGN.

(5) PLACE EXCESS PORTION OF TEMPORARY PEDESTRIAN BARRICADE PANEL IN THE SIDEWALK TERRACE.

(6) WHITE 6" TEMPORARY PAVEMENT MARKING

(7) IF TEMPORARY PEDESTRIAN BARRICADE DOES NOT REACH THE FACE OF THE CURB, USE AN ADDITIONAL PANEL AND EXTEND INTO THE TERRACE.

(8) 4 FEET MINIMUM, 5 FEET DESIRABLE

(9) IF MINIMUM LANE WIDTHS CAN'T BE ATTAINED, CURB RAMPS MAY NEED TO BE CONSTRUCTED AT SEPARATE TIMES.

LEGEND

- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL DRUM
- WORK AREA
- TEMPORARY CURB RAMP
- TEMPORARY PEDESTRIAN SURFACE "A"
- TEMPORARY PEDESTRIAN SURFACE "B"
- TEMPORARY DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN BARRICADE
- OPTIONAL TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC
- TEMPORARY AUDIBLE MESSAGE DEVICE (EXACT PLACEMENT BASED UPON FIELD CONDITIONS)

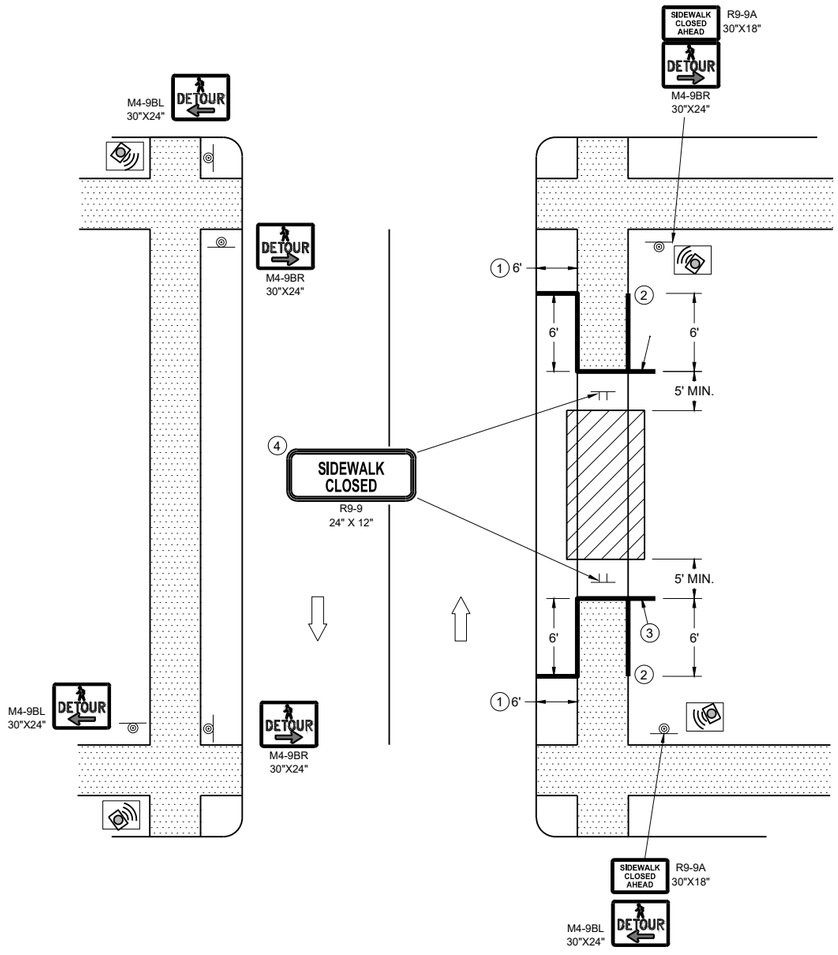
TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6
SDD 15D30-10j

LEGEND

- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- UNDER PEDESTRIAN TRAFFIC
- WORK AREA
- TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC
- TEMPORARY AUDIBLE MESSAGE DEVICE (EXACT PLACEMENT BASED UPON FIELD CONDITIONS)



SIDEWALK DETOUR, SIDEWALK ON BOTH SIDES

GENERAL NOTES

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

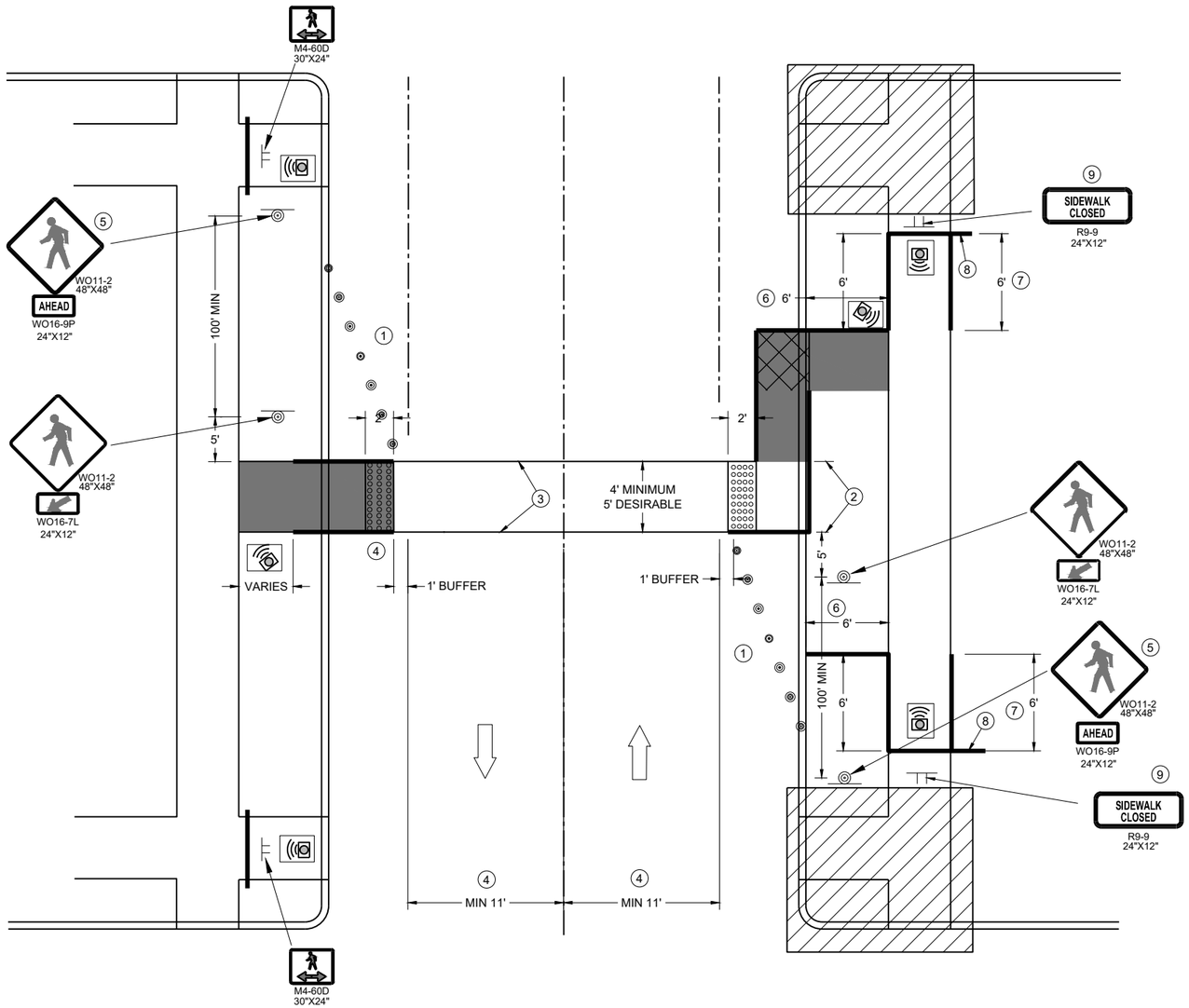
SIGNS THAT REMAIN IN PLACE LESS THAN SEVEN CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

PLACE TEMPORARY PEDESTRIAN BARRICADE TO FIT FIELD CONDITIONS, AVOIDING CONFLICT WITH DRIVEWAYS AND OTHER EXISTING FEATURES.

1. IF TERRACE IS LESS THAN 6 FEET WIDE, OMIT TEMPORARY PEDESTRIAN BARRICADE FROM THE SIDEWALK TO THE CURB.
2. PLACE BARRICADE CLOSURE SO THAT THE TEMPORARY PEDESTRIAN BARRICADE END IS AT THE LAST OPEN SIDEWALK ACCESS TO RESIDENCES OR BUSINESSES BEFORE THE SIDEWALK CLOSURE.
3. IF TEMPORARY PEDESTRIAN BARRICADE PANEL IS WIDER THAN THE SIDEWALK WIDTH, THE PORTION OF EXCESS PANEL SHOULD EXTEND INTO THE TERRACE.
4. MOUNTING HEIGHT OF 5 FEET FROM THE SURFACE TO THE BOTTOM OF SIGN.

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



TEMPORARY PEDESTRIAN CROSSING

GENERAL NOTES

TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG.

SEE OTHER PEDESTRIAN ACCOMMODATION DETAILS FOR SIGNING AND DEVICES FOR DIFFERENT PEDESTRIAN FACILITIES CLOSURES.

WHEN THE TEMPORARY PEDESTRIAN ACCESS ROUTE RUNS PARALLEL ON THE ROADWAY SURFACE, THE MAXIMUM CROSS SLOPE WILL MATCH THE EXISTING ROADWAY CROSS SLOPE.

1. SHOULDER OR LANE CLOSURE ADVANCED WARNING AND PROPER BUFFER SPACE REQUIRED.
2. 4 FEET MINIMUM, 5 FEET DESIRABLE.
3. WHITE 6" TEMPORARY PAVEMENT MARKING.
4. IF MINIMUM LANE WIDTHS CAN'T BE ATTAINED, PERPENDICULAR CURB RAMPS MAY NEED TO BE UTILIZED.
5. IF MINIMUM 100' SPACING FROM THE MID-BLOCK CROSSING CANNOT BE ATTAINED BEFORE THE INTERSECTION, REMOVE THIS SIGN ASSEMBLY.
6. IF TERRACE IS LESS THAN 6 FEET WIDE, OMIT TEMPORARY PEDESTRIAN BARRICADE FROM THE SIDEWALK TO THE CURB.
7. PLACE BARRICADE CLOSURE SO THAT THE TEMPORARY PEDESTRIAN BARRICADE END IS AT THE LAST OPEN SIDEWALK ACCESS TO RESIDENCES OR BUSINESSES BEFORE THE SIDEWALK CLOSURE.
8. IF TEMPORARY PEDESTRIAN BARRICADE PANEL IS WIDER THAN THE SIDEWALK WIDTH, THE PORTION OF THE EXCESS PANEL SHOULD EXTEND INTO THE TERRACE.
9. MOUNTING HEIGHT OF 5 FEET FROM THE SURFACE TO THE BOTTOM OF THE SIGN.

LEGEND

- TRAFFIC CONTROL DRUM
- SIGN ON TEMPORARY SUPPORT
- TEMPORARY CURB RAMP
- TEMPORARY DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN SURFACE "A"
- TEMPORARY PEDESTRIAN SURFACE "B"
- WORK AREA
- TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC
- TEMPORARY AUDIBLE MESSAGE DEVICE (EXACT PLACEMENT BASED UPON FIELD CONDITIONS)

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

GENERAL NOTES

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

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

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

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

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

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

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

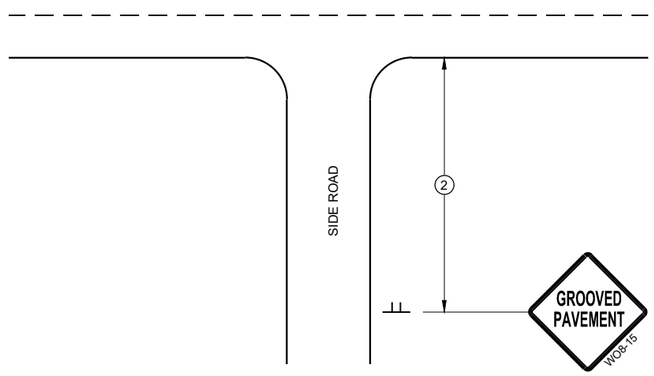
(1) PLACE SIGNS 350' IN ADVANCE OF MILLED SURFACES AND AT 1 MILE INTERVALS, OR AS DIRECTED BY THE ENGINEER.

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

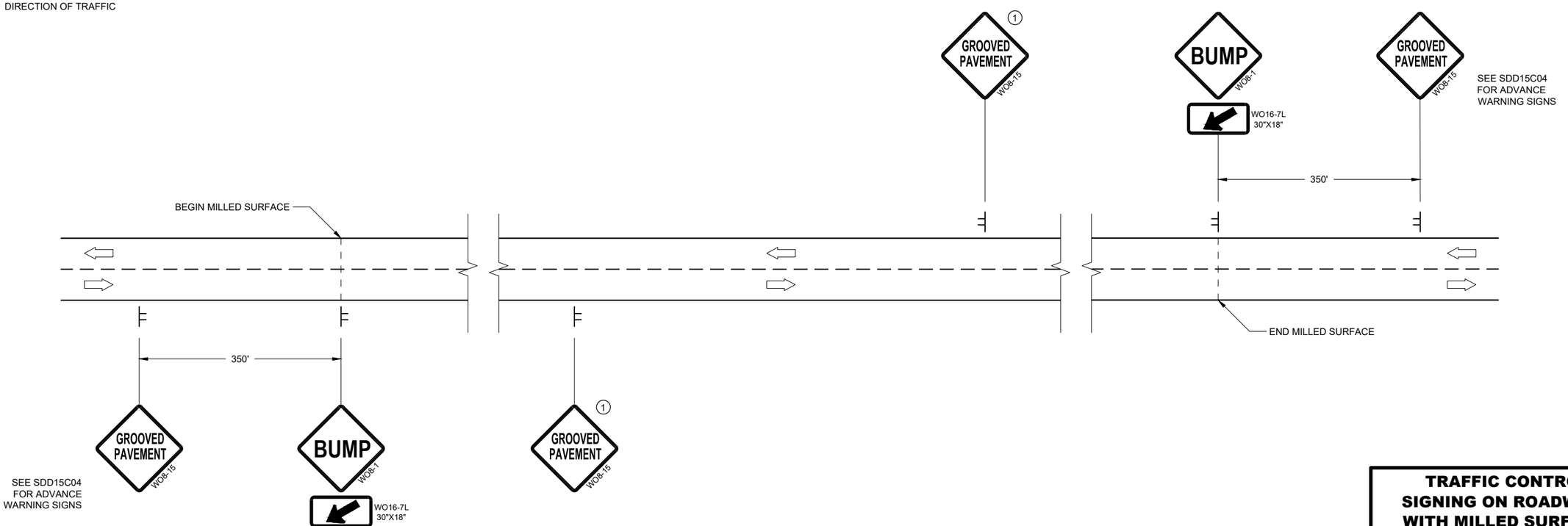
LEGEND

SIGN ON TEMPORARY SUPPORT

DIRECTION OF TRAFFIC



TYPICAL SIDE ROAD APPROACH SIGN DETAIL



DETAIL FOR SIGNING ON MILLED SURFACES

TRAFFIC CONTROL, SIGNING ON ROADWAYS WITH MILLED SURFACES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2020
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

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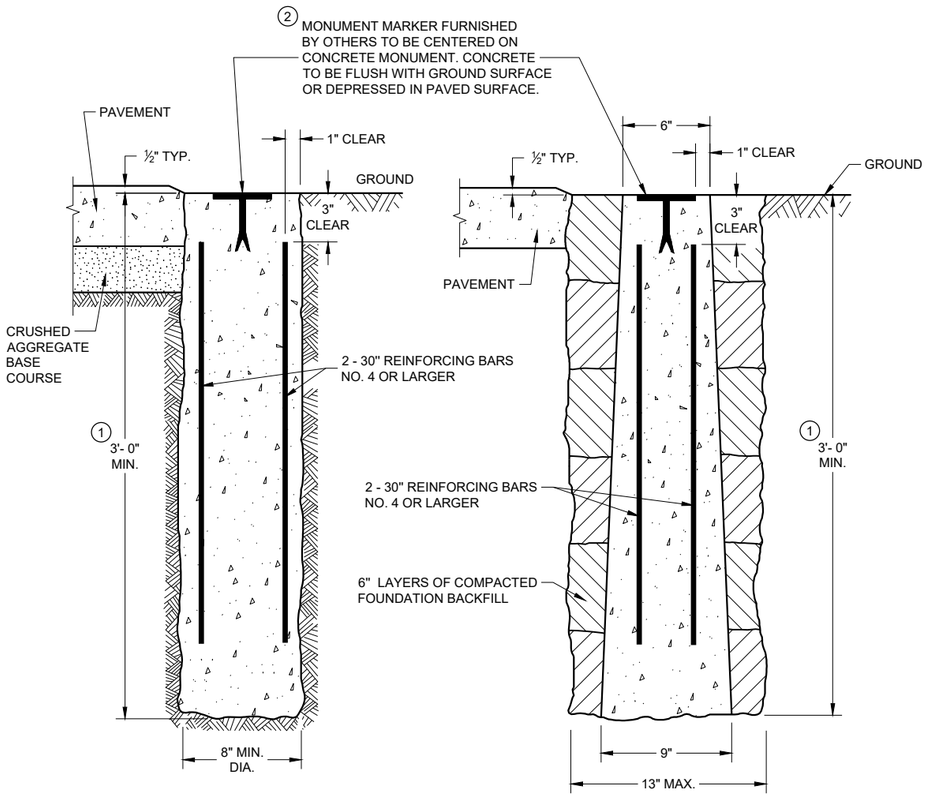
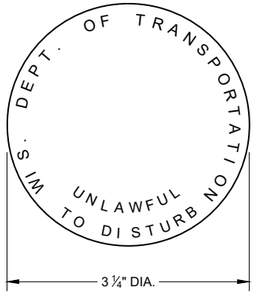
SDD 15D44 - 02



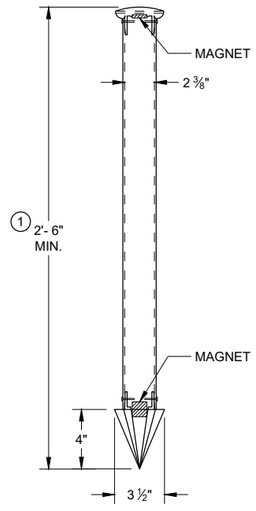
CAST-IN-PLACE **PRECAST**

CONCRETE MONUMENTS
TYPE A

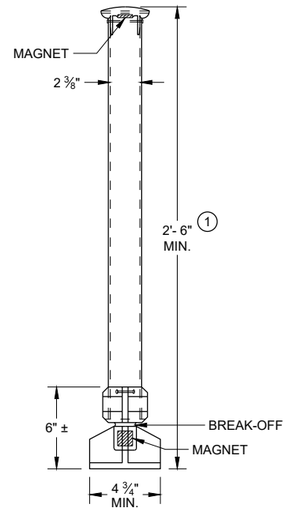


② **WIS DOT MONUMENT MARKER LOGO**

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

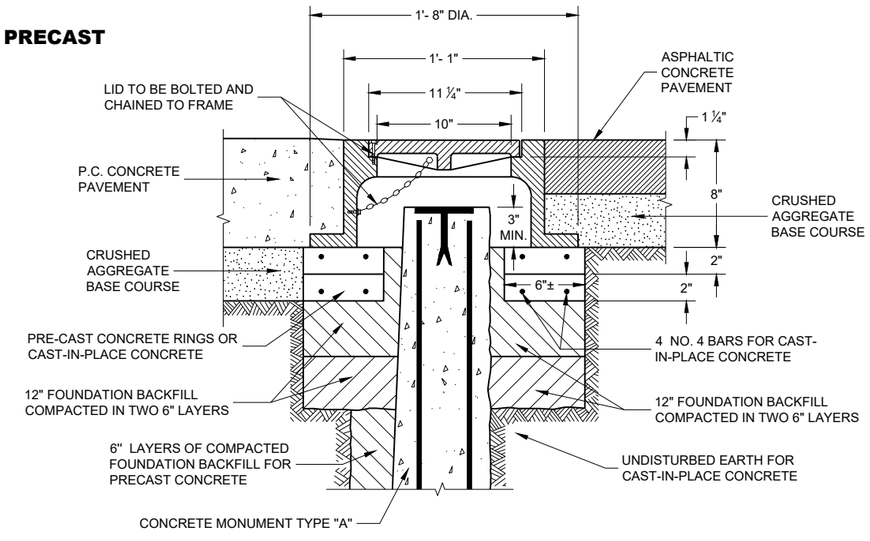


TYPE C
DRIVEN MONUMENT



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.

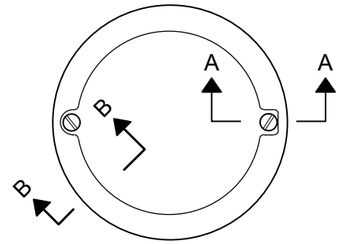
ALUMINUM MONUMENTS AND MONUMENT COVERS SHALL BE MADE FROM AN ALUMINUM AND MAGNESIUM ALLOY AS DETERMINED BY THE MANUFACTURER.

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.

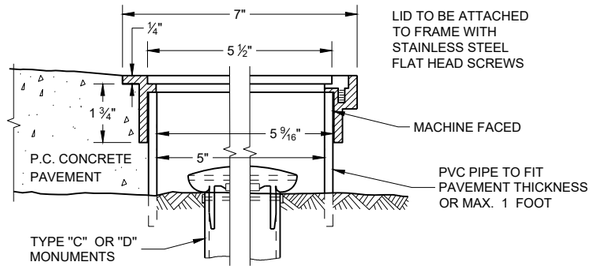
MONUMENT SHALL BE CAST-IN-PLACE CONCRETE UNLESS PRECAST CONCRETE OR ALUMINUM MONUMENTS ARE SPECIFIED IN THE CONTRACT OR PERMITTED BY THE ENGINEER.

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

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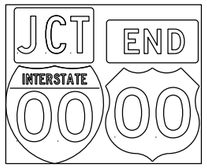
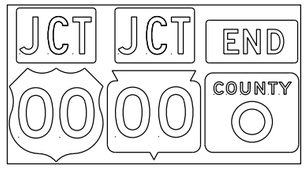
SDD 16A01 - 07

TYPICAL ASSEMBLIES

J1-1



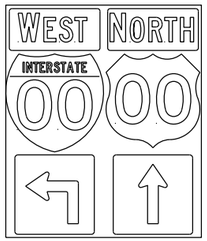
J1-2



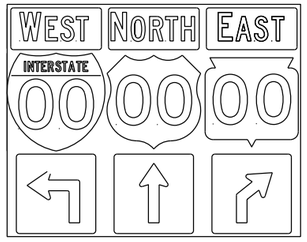
J1-3

JR1-1

J2-1

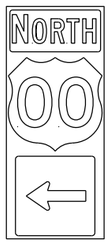


J2-2

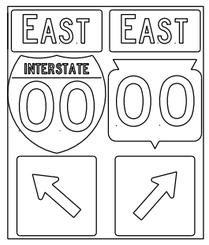


J2-3

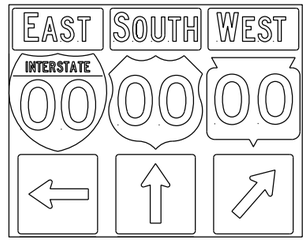
JV
(Typical Vertical J-Assembly
See Note 10 and 11)



J3-1

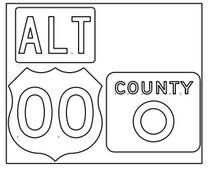


J3-2

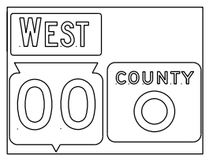


J3-3

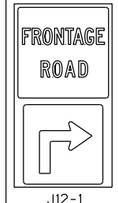
J4-1



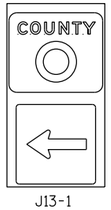
J4-2



J4-2



J12-1

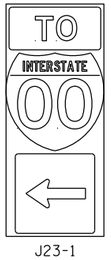


J13-1

J32-1

J33-1

J22-1

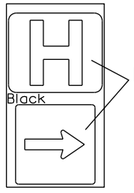


J23-1

JR13-1

JR23-1

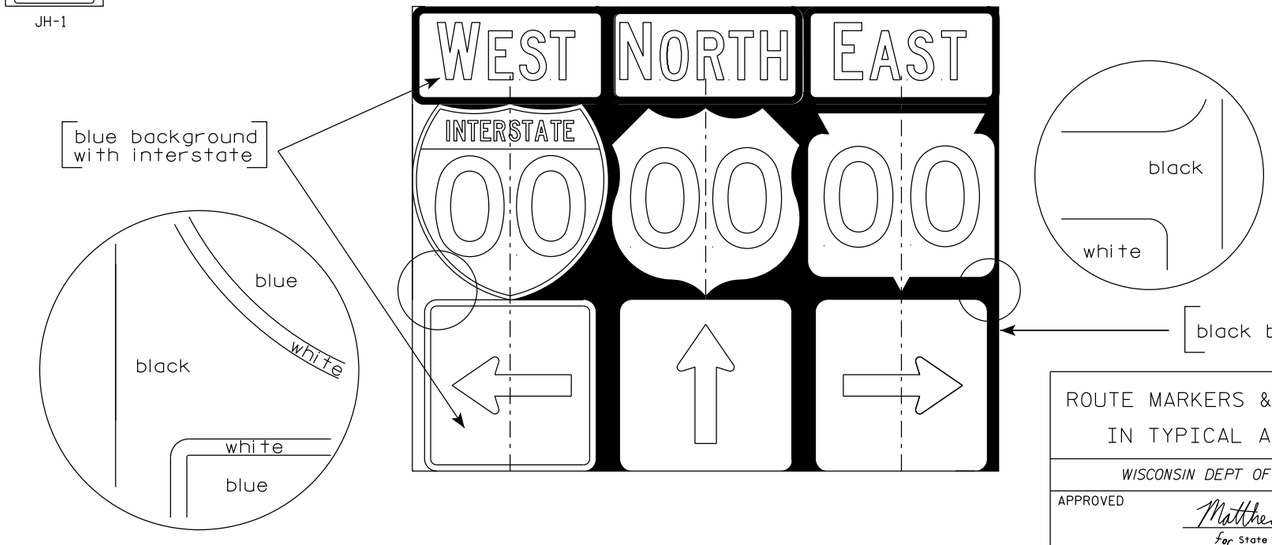
JR99-1



JH-1

NOTES

1. Signs are Type II - Type H Reflective
2. Color:
   Background - Black Non-reflective
   Message - see Note 4
3. Message Series - See Note 4
4. The colors and message spacing on each marker shall be according to the applicable route marker panel specifications.
5. Certain marker heads require the component pieces to be the same color. As an example, all the components used with an M1-1 Interstate marker shall be blue.
6. Single panel j-assemblies shall only be used with route marker shields that are same size. If the route marker shields are different size use multiple piece component.
7. Route assemblies that have 24 inch route shields and have dimensions greater than 48 inches (both vertical and horizontal) shall have one horizontal splice between the arrows and route shields. Vertical splices shall not be used on route assemblies with a horizontal dimension of 144 inches or less. The contractor shall not use more than one vertical joint per sign and the joint shall be between route shields.
8. Route assemblies that have 36 inch shields and have dimensions greater than 48 inchs (both vertical and horizontal) shall have two horizontal splices. One horizontal splice shall be between the cardinal direction and route shields and the other horizontal splice shall be between the arrows and route shields. Vertical splices shall not be used on route assemblies with a horizontal dimension of 144 or less. The contractor shall not use more than one vertical joint per sign and the joint shall be between route shields.
9. All Vertical J Assemblies are given a Sign Code of JV
10. For JV Assemblies that have a mixture of Interstate and Non-Interstate shields, arrows and cardinals shall be white on blue.
11. For JV Assemblies that have a mixture of Non-Interstate and Auto-Tour shields, arrows and cardinals shall be black on white.



ROUTE MARKERS & COMPONENTS IN TYPICAL ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

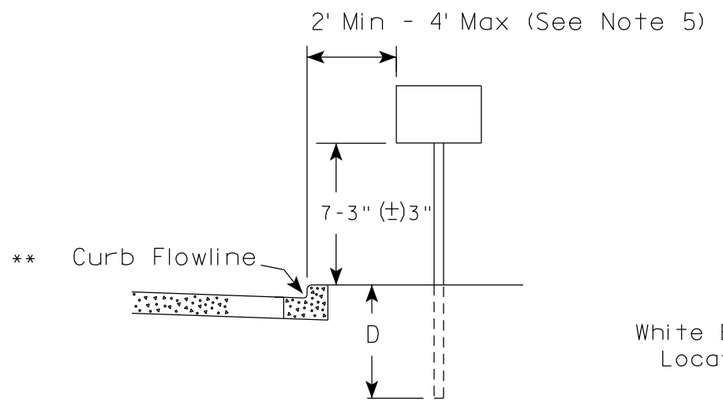
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 6/7/23 PLATE NO. A2-1S.10

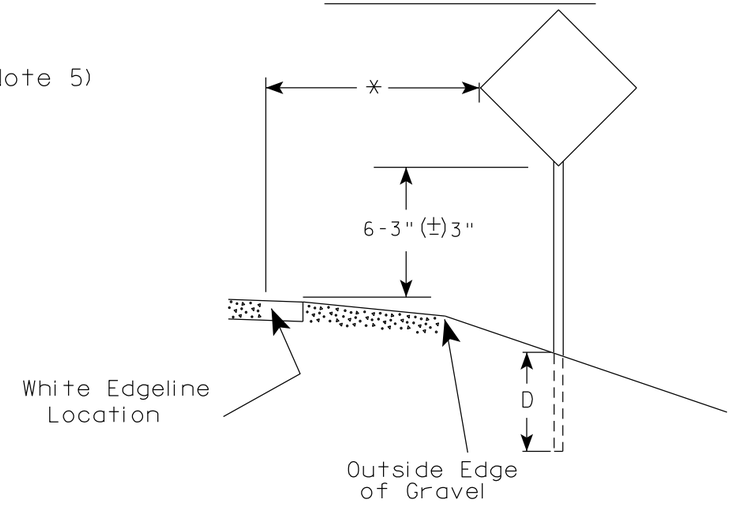
PROJECT NO:

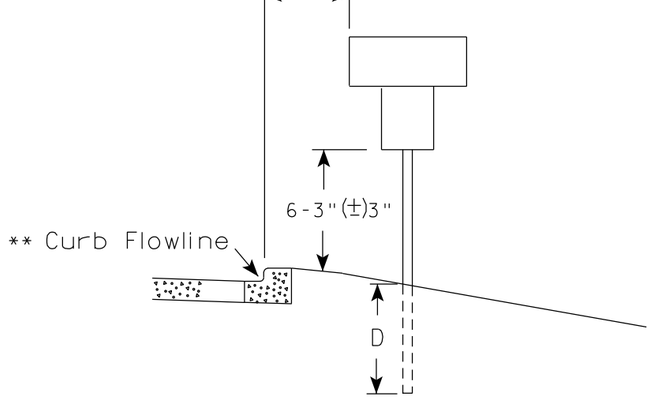
SHEET NO: 232 E

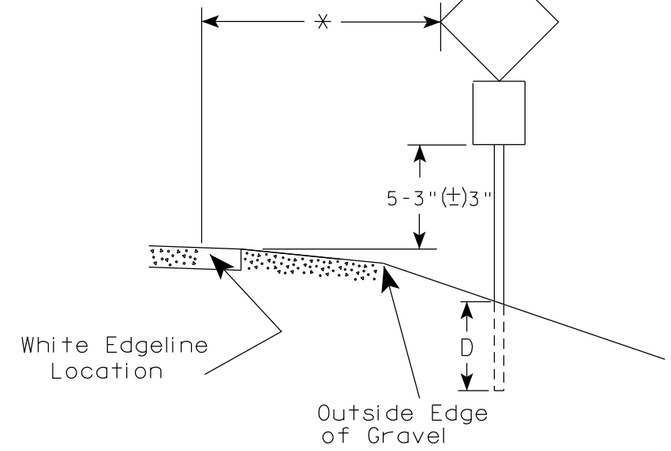
URBAN AREA



RURAL AREA (See Note 2)







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

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

POST EMBEDMENT DEPTH

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

GENERAL NOTES

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

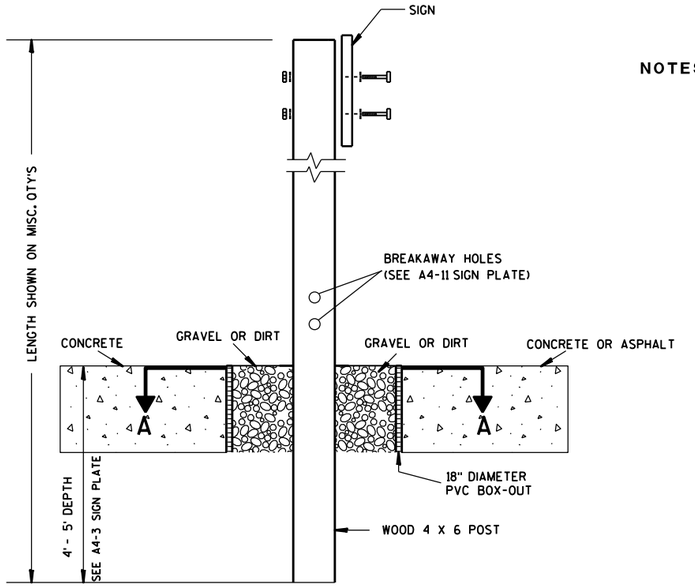
TYPICAL INSTALLATION OF PERMANENT TYPE II SIGNS ON SINGLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

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

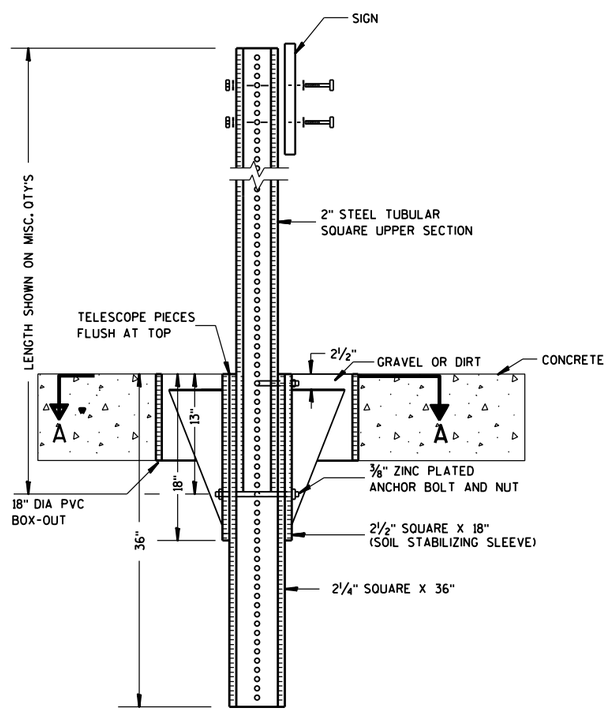
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 233	E



ELEVATION VIEW

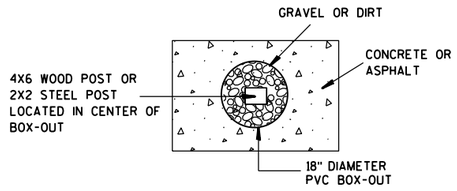
DETAIL OF WOOD 4 X 6 SIGN POST IN BOX-OUT

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



ELEVATION VIEW

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



PLAN VIEW

FOR NEW CONCRETE/ASPHALT INSTALLATIONS

SIGN POST BOX-OUTS A4-3B

WISCONSIN DEPT OF TRANSPORTATION

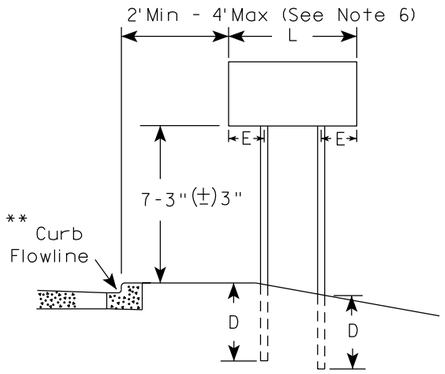
APPROVED Matthew R Rauch
for State Traffic Engineer

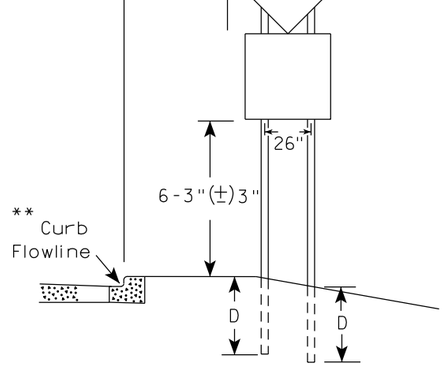
DATE 1/27/14 PLATE NO. A4-3B.1

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

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

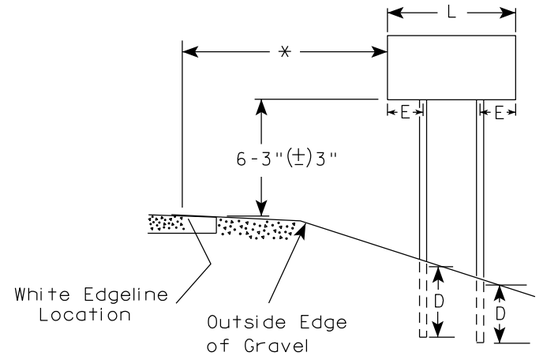
URBAN AREA

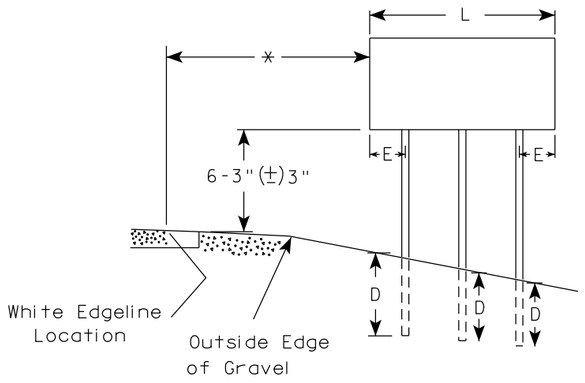


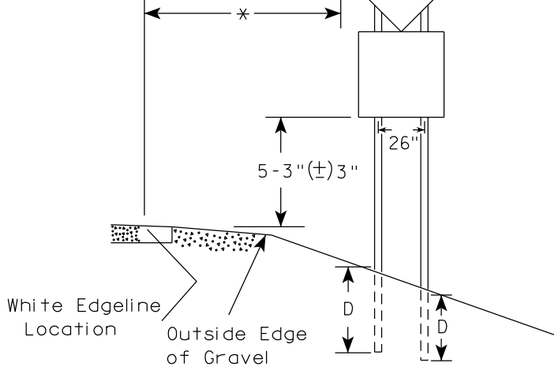


48" DIAMOND WARNING SIGN

RURAL AREA (See Note 3)







48" DIAMOND WARNING SIGN

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

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

GENERAL NOTES

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

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

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

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

POST EMBEDMENT DEPTH

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

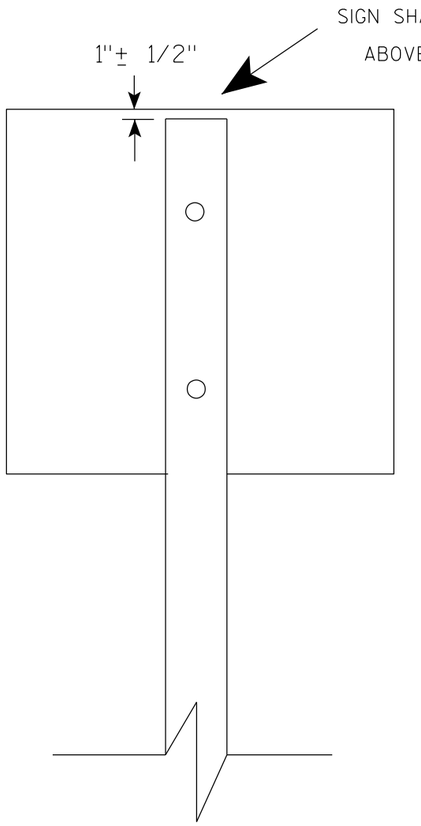
TYPICAL INSTALLATION OF TYPE II SIGNS ON MULTIPLE POSTS

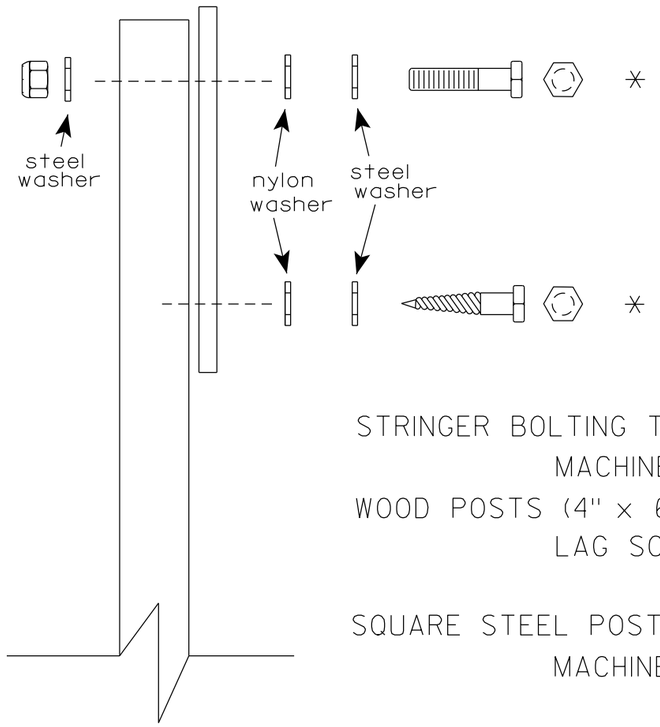
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

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

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 235	E





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

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

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

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

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

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

WOOD POSTS (4" x 6")

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

SQUARE STEEL POSTS (2" x 2")

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

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

WASHERS (ALL POSTS) -

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

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

ATTACHMENT OF SIGNS TO POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

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

PROJECT NO:

SHEET NO: 236 E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\A48.DGN PLOT DATE : 01-APRIL-2020 PLOT BY : dotc4c

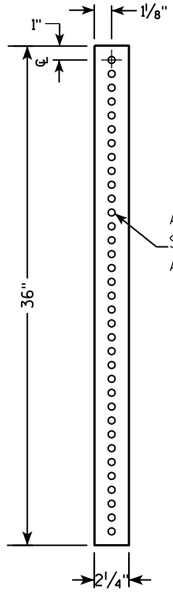
WISDOT/CADDS SHEET 42

7

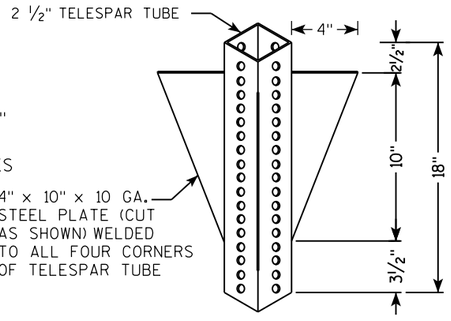
7

TELESCOPIC TUBING ANCHORS
TWO PIECE SYSTEM

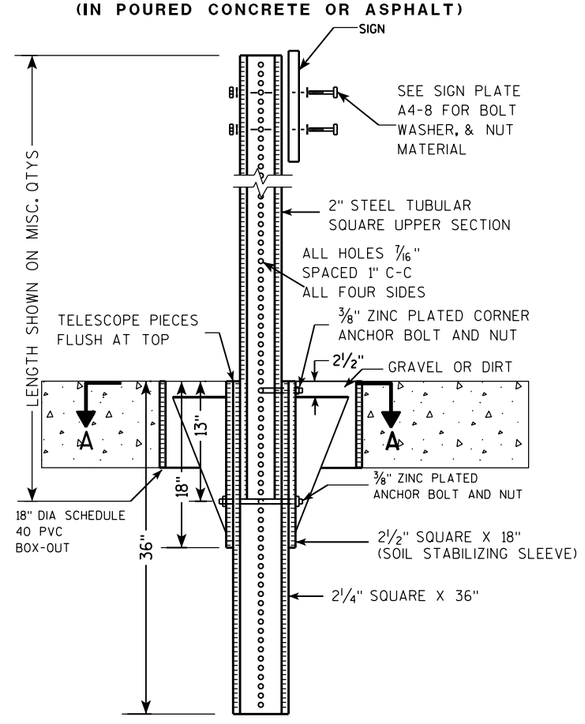
2 1/4 " SQUARE
12 GAUGE
PERFORATED
GALVANIZED FINISH



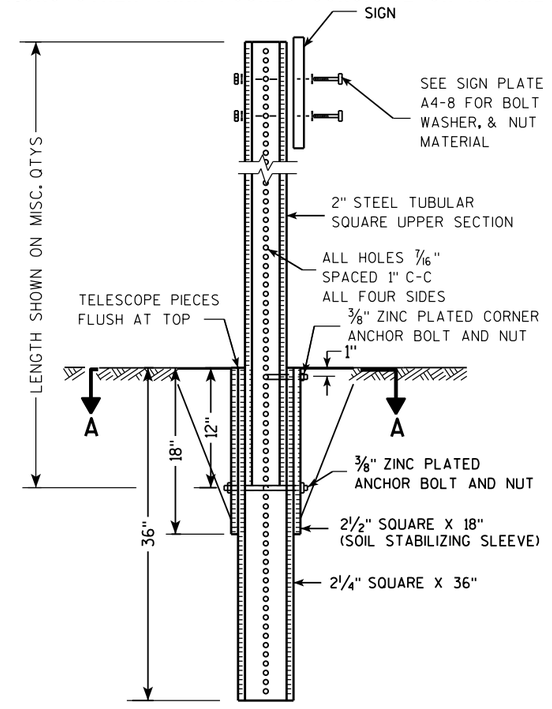
2 1/2 " SQUARE
12 GAUGE
OMNI-DIRECTIONAL
PERFORATED
SOIL STABILIZING SLEEVE
GALVANIZED FINISH

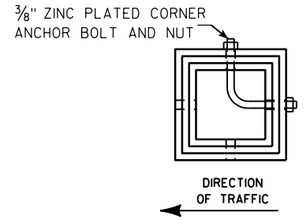


DETAIL OF TUBULAR STEEL SIGN POST
(IN POURED CONCRETE OR ASPHALT)



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





SECTION A-A

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

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

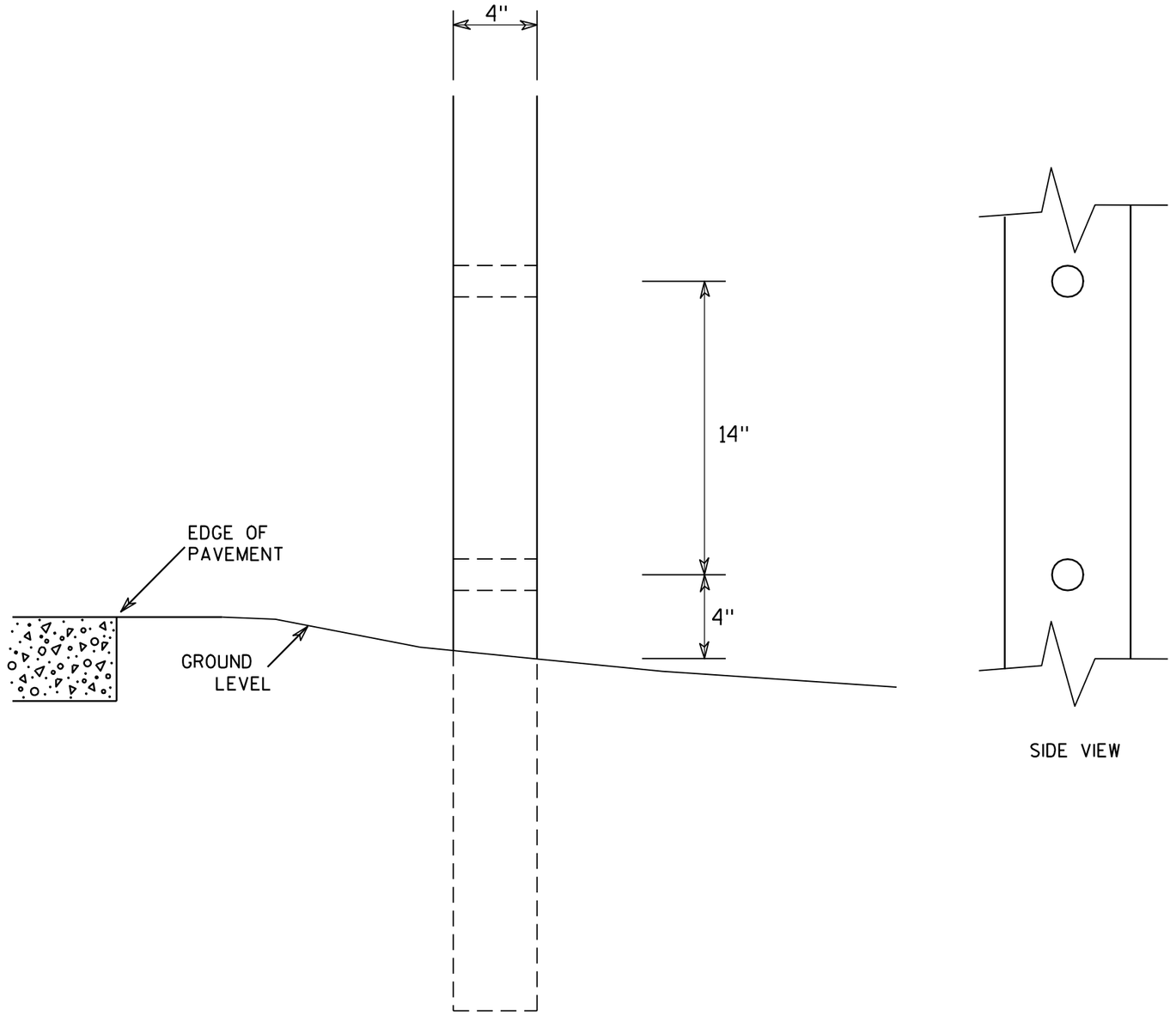
TUBULAR STEEL
SIGN POST
A4-9

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/05/15 PLATE 237 A4-9.9

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E



SIDE VIEW

GENERAL NOTES

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

4 X 6 WOOD POST MODIFICATIONS

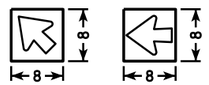
WISCONSIN DEPT OF TRANSPORTATION

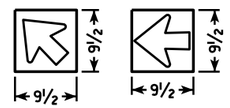
APPROVED Chester J Spang for State Traffic Engineer

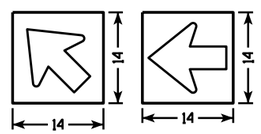
DATE 3/27/97 PLATE NO. A4-11.2

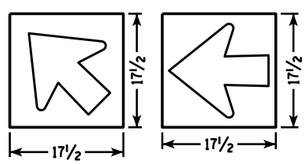
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 238	E

SIGN LAYOUT WITH VARIOUS SIZED MESSAGES







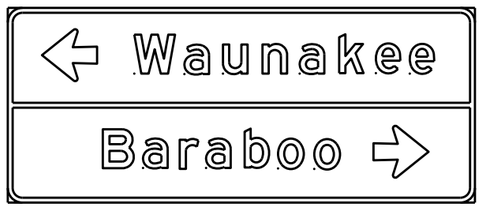


GENERAL NOTES

1. Materials shall conform to Standard Specification Section 637.
   Base - Sheet Aluminum 0.040" Thickness
   Sheeting - Orange Type F Reflective
   Arrow - Black Non-Reflective
2. Arrow signs shall be fastened to permanent sign by either aluminum rivets or aluminum self-tapping sheet metal screws. There shall be a minmum of 2 fasteners used per arrow sign.
3. There shall be a spacer consisting of a 0.08" nylon washer between the back of the arrow sign and the face of the permanent sign.
4. Arrows are per standard plate A1-2
5. Use separate arrow sign for each destination
6. Tilt arrow is always at 45 degrees
7. Arrow is centered on arrow sign

Lower Case Copy Size	Standard Width (Single Arrow)	2 Line Tilt Arrow Cover Width	3 Line Tilt Arrow Cover Width	Height
3¾" Series C	8	9 ½	14 ½	8
4½" Series D & E	9 ½	10	15	9 ½
6" Series D & E	14	16	20 ½	14
8" Series E	17 ½	20 ½	25	17 ½

BEFORE



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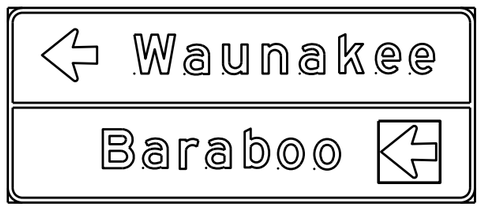
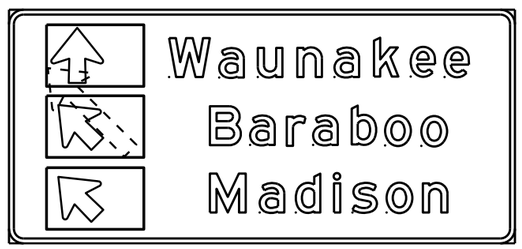




DESTINATION DIRECTIONAL ARROW FOR DETOUR SIGNS

WISCONSIN DEPT OF TRANSPORTATION

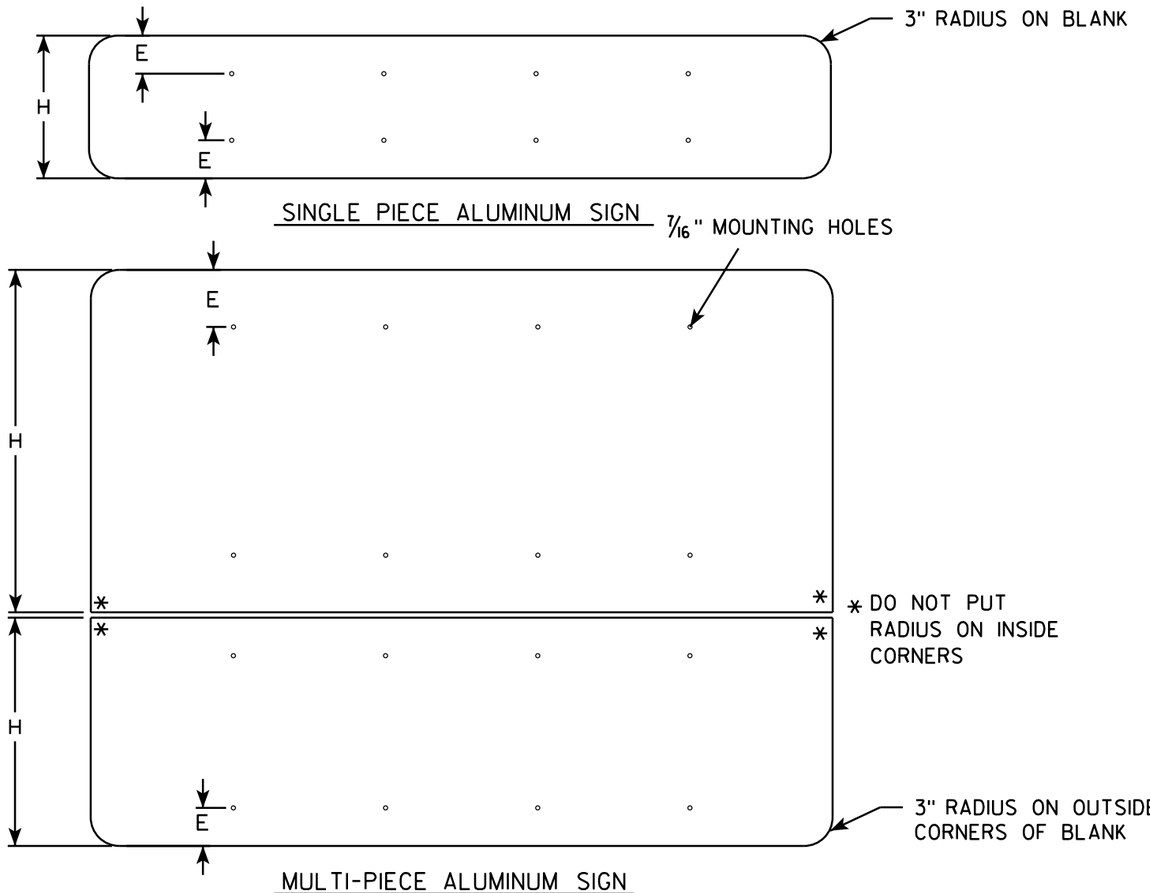
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 10/08/14

A4-12.2

PROJECT NO:

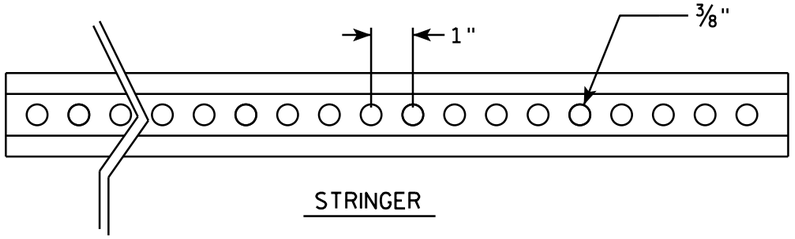
SHEET NO: E



GENERAL NOTES

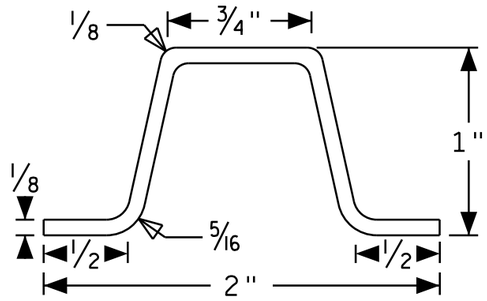
- ALL SIGNS OVER 60" IN WIDTH SHALL HAVE A 3" RADIUS ON THE OUTSIDE CORNERS OF THE ALUMINUM BLANK.
- MOUNTING HOLES SHALL BE 7/16" DIAMETER.
- SEE CHART FOR HOLE SPACING REQUIREMENTS
- FOR SIGN PANELS WITH DIMENSION (H) 36" AND OVER, DIMENSION E SHALL BE 6"
- FOR SIGN PANELS WITH DIMENSION (H) UNDER 36", DIMENSION E SHALL BE 4"
- SIGN STRINGER MATERIAL SHALL CONSIST OF STEEL CHANNEL POST SECTIONS, WEIGHING 1.12 LBS/FT IN ACCORDANCE WITH SECTION 633.2.1 OF THE STANDARD SPECIFICATIONS FOR HIGHWAY AND STRUCTURE CONSTRUCTION.
- SEE SIGN PLATE A4-8 FOR SIGN STRINGER BOLTING REQUIREMENTS.

SIGN WIDTH	STRINGER WIDTH	POSTS	HOLE SPACING	MOUNTING HOLES
78"	72"	2	16"	15" 31" 47" 63"
84"	72"	2	17"	16½" 33½" 50½" 67½"
90"	72"	2	18"	18" 36" 54" 72"
96"	90"	2	19"	19½" 38½" 57½" 76½"
102"	90"	2	20"	21" 41" 61" 81"
108"	90"	2	21"	22½" 43½" 64½" 85½"
114"	108"	3	15"	12" 27" 42" 57" 72" 87" 102"
120"	108"	3	16"	12" 28" 44" 60" 76" 92" 108"
126"	108"	3	17"	12" 29" 46" 63" 80" 97" 114"
132"	126"	3	18"	12" 30" 48" 66" 84" 102" 120"
138"	126"	3	19"	12" 31" 50" 69" 88" 107" 126"
144"	126"	3	20"	12" 32" 52" 72" 92" 112" 132"

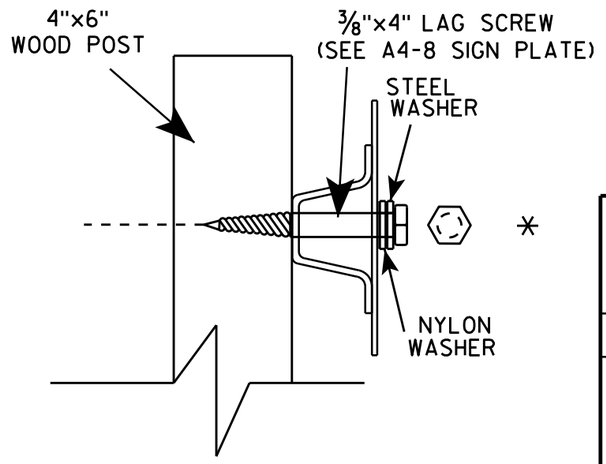


STRINGER

CROSS SECTION VIEW OF CHANNEL



POST MOUNTING



SIGN STRINGER MOUNTING REQUIREMENTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch

for State Traffic Engineer

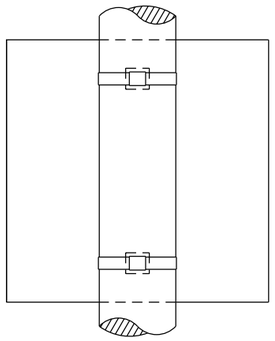
DATE 4/26/16 PLATE NO A4-18.1

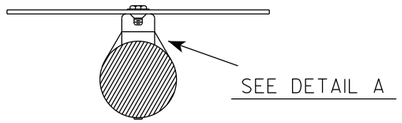
PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

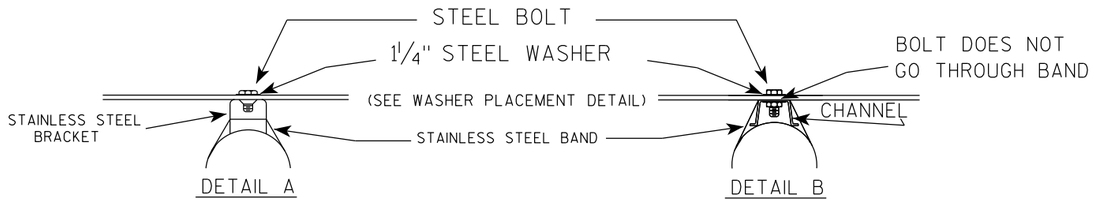
FILE NAME : C:\CAEfiles\Projects\tr_stdplate\A418.dgn PLOT DATE : 27-APR-2016 13:56 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 41.805205:1.000000 WISDOT/CADDS SHEET 42

BANDING

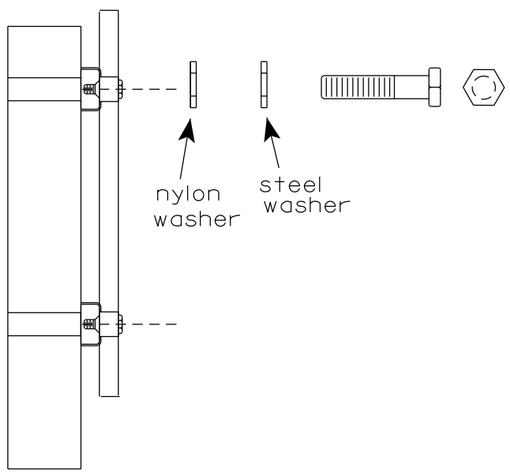
SINGLE SIGN







WASHER PLACEMENT

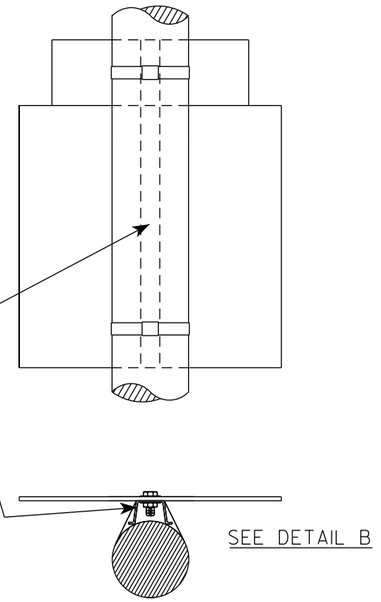


WASHERS (ALL POSTS) -
1-1/4" O.D. X 3/8" I.D. X 1/16" STEEL
1-1/4" O.D. X 3/8" I.D. X .080 NYLON
FOR ALL TYPE H SIGNS

GENERAL NOTES

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

"J" ASSEMBLY



STANDARD SIGN
SIGN BANDING DETAILS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

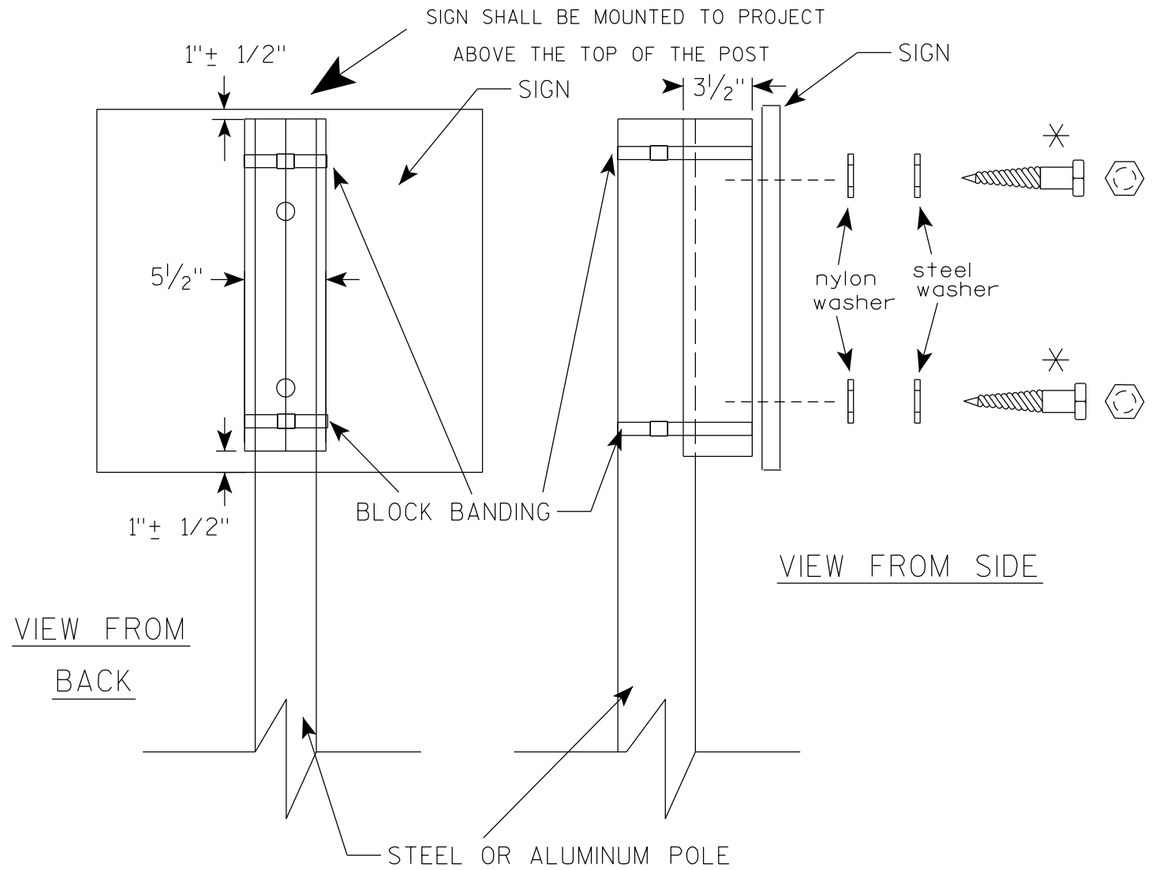
DATE 6/10/19 PLATE NO. A5-9.4

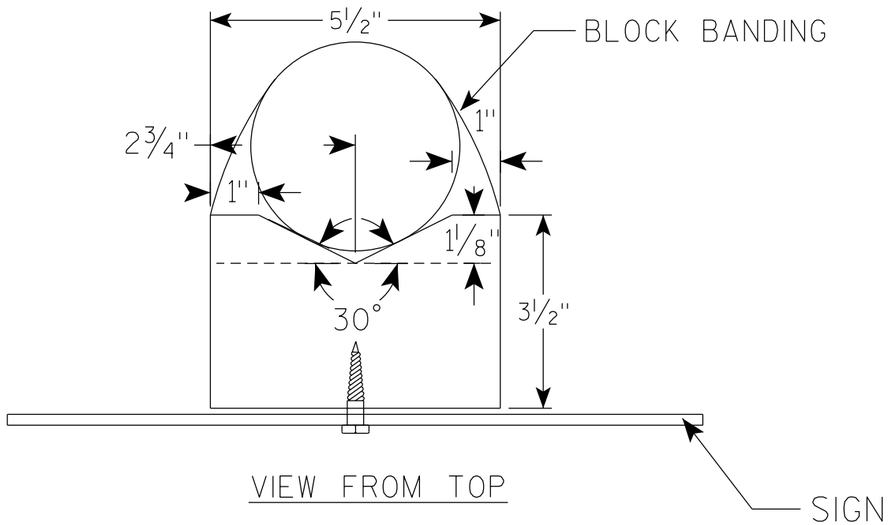
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 241	E

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

7

7





GENERAL NOTES

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

✳ LAG BOLTS SHALL BE ⅜" X 2½"

BLOCK BANDING DETAIL (V-BLOCK OPTION)

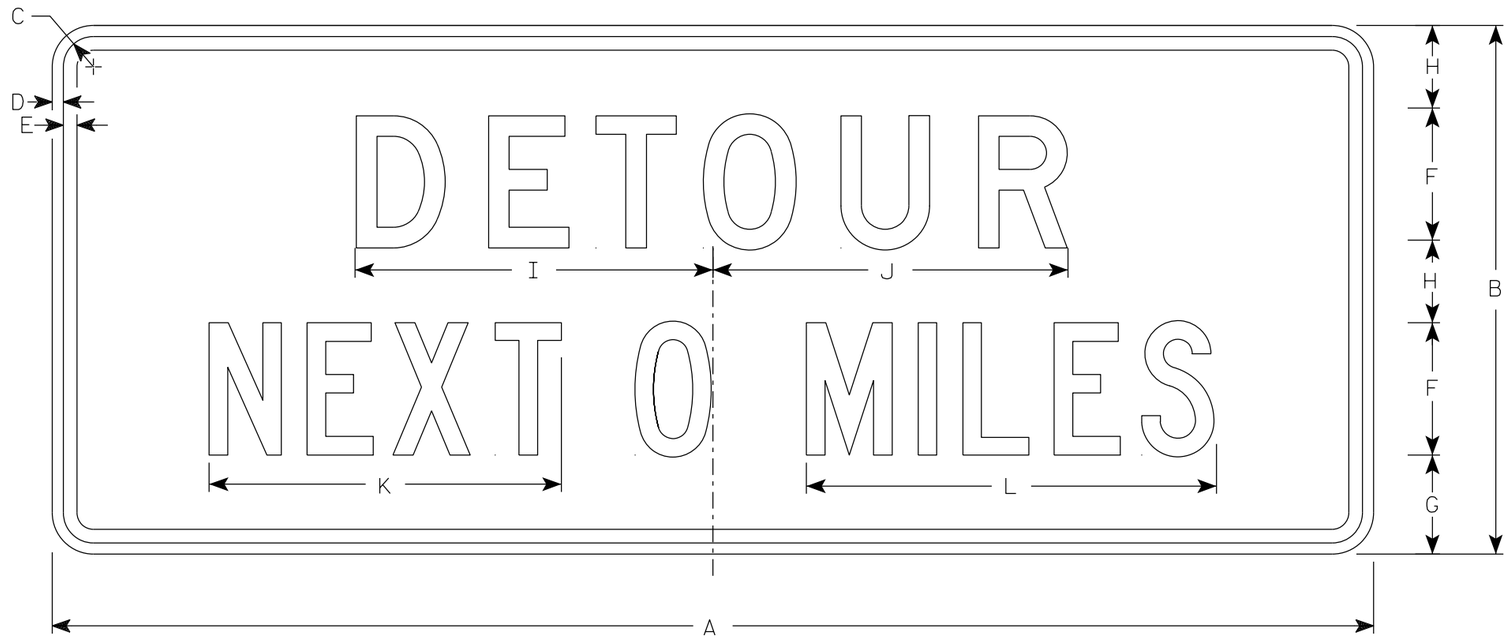
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

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

PROJECT NO:

SHEET NO: 242 E



G20-51

NOTES

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

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

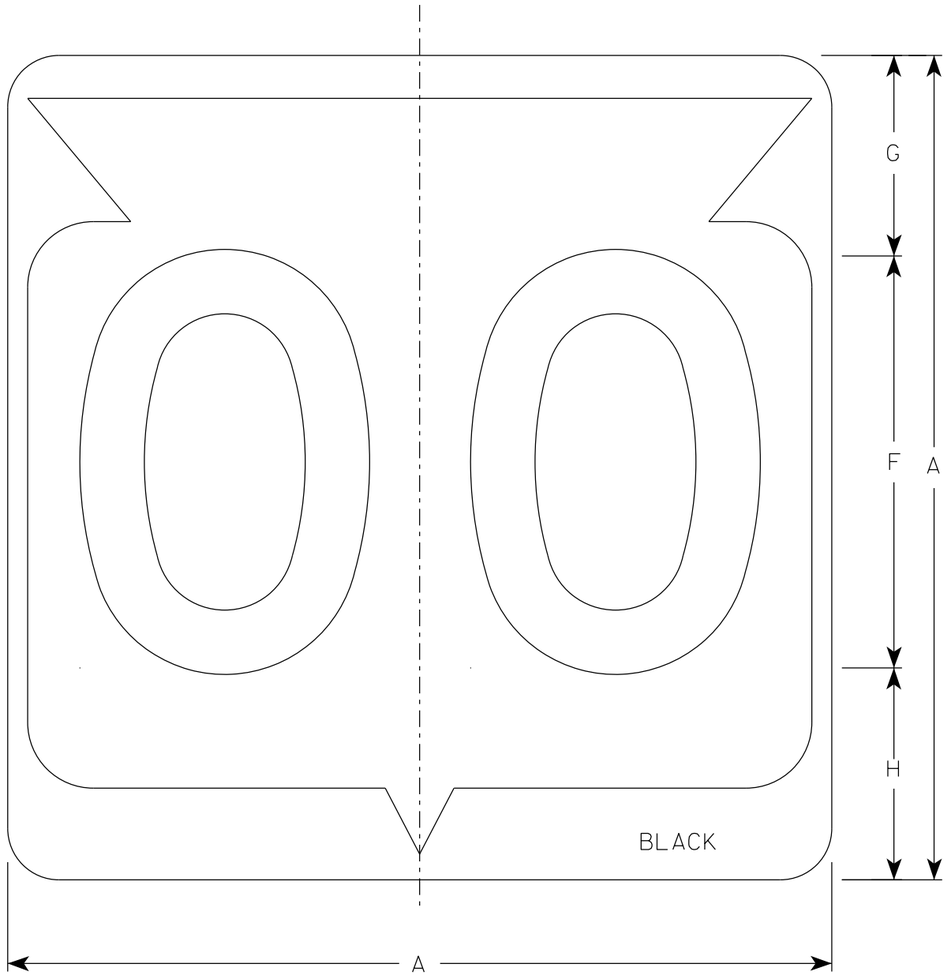
STANDARD SIGN
G20-51

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

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

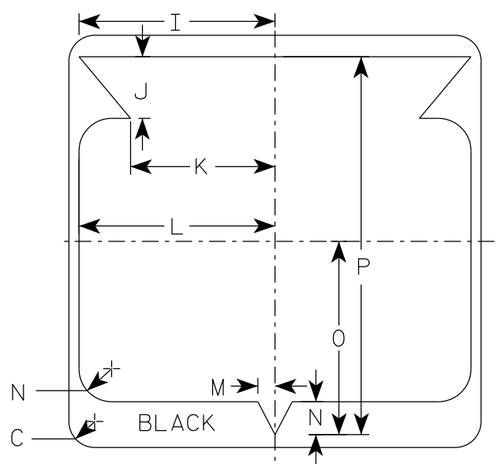
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 243	E



M1-6

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - D except 3 number signs Series C



SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	24		1 1/2			12	5 1/2	6 1/2	10 1/4	2 1/2	8 7/8	11 1/2	1	1 7/8	11 1/4	21 7/8											4.0
2M	24		1 1/2			12	5 1/2	6 1/2	10 1/4	2 1/2	8 7/8	11 1/2	1	1 7/8	11 1/4	21 7/8											4.0
3	36		2 1/4			18	8 3/4	9 1/4	15 3/8	5 3/8	12 5/8	17 1/8	1 1/2	2 7/8	16 7/8	33											9.0
4	36		2 1/4			18	8 3/4	9 1/4	15 3/8	5 3/8	12 5/8	17 1/8	1 1/2	2 7/8	16 7/8	33											9.0
5	36		2 1/4			18	8 3/4	9 1/4	15 3/8	5 3/8	12 5/8	17 1/8	1 1/2	2 7/8	16 7/8	33											9.0

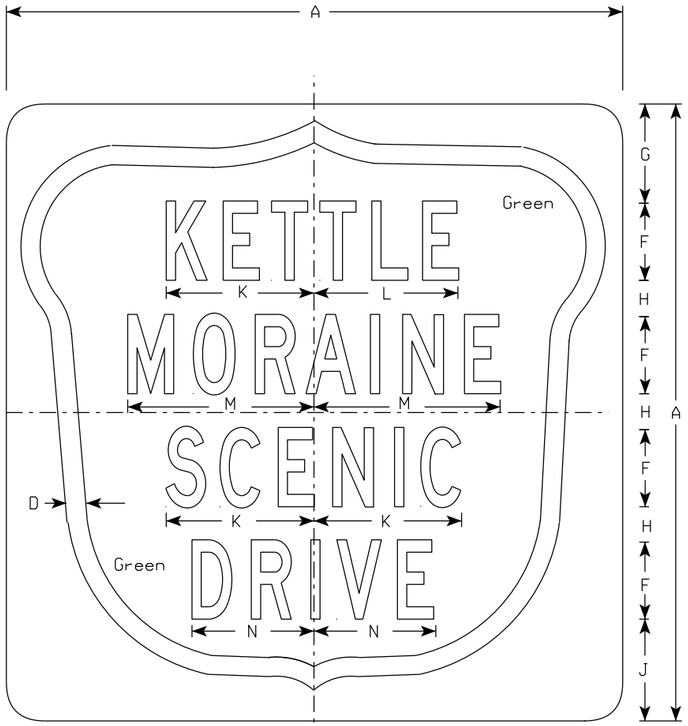
STATE ROUTE MARKER
M1-6 FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

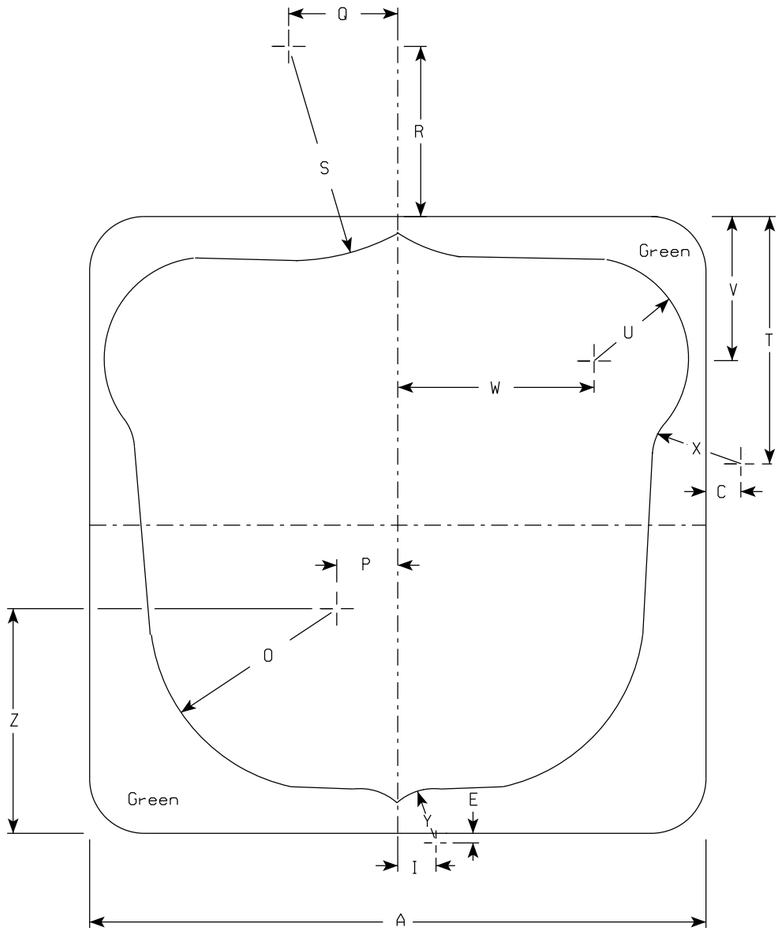
APPROVED Matthew R Rauch
for State Traffic Engineer

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

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 244	E



M1-97



NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - Green
   Message - White
3. Message Series - B

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	24		1 3/8	3/4	3/8	3	3 7/8	1 3/8	1 1/2	4	5 3/4	5 5/8	7 1/4	4 3/4	7 1/4	2 3/8	4 1/4	6 5/8	8 1/2	9 5/8	3 7/8	5 5/8	7 5/8	3 1/2	2 1/8	8 3/4	4.00
2M	24		1 3/8	3/4	3/8	3	3 7/8	1 3/8	1 1/2	4	5 3/4	5 5/8	7 1/4	4 3/4	7 1/4	2 3/8	4 1/4	6 5/8	8 1/2	9 5/8	3 7/8	5 5/8	7 5/8	3 1/2	2 1/8	8 3/4	4.00
3	36		1 1/2	1 1/8	3/4	5	5 1/4	1 5/8	2 1/4	5 7/8	9 1/8	9	11 3/4	7 3/8	10 3/4	3 5/8	6 3/8	9 7/8	14 1/8	14 3/8	5 3/4	8 3/8	11 3/8	5 1/8	3 1/2	13 1/8	9.00
4	36		1 1/2	1 1/8	3/4	5	5 1/4	1 5/8	2 1/4	5 7/8	9 1/8	9	11 3/4	7 3/8	10 3/4	3 5/8	6 3/8	9 7/8	14 1/8	14 3/8	5 3/4	8 3/8	11 3/8	5 1/8	3 1/2	13 1/8	9.00
5	36		1 1/2	1 1/8	3/4	5	5 1/4	1 5/8	2 1/4	5 7/8	9 1/8	9	11 3/4	7 3/8	10 3/4	3 5/8	6 3/8	9 7/8	14 1/8	14 3/8	5 3/4	8 3/8	11 3/8	5 1/8	3 1/2	13 1/8	9.00

STANDARD SIGN
M1-97

WISCONSIN DEPT OF TRANSPORTATION

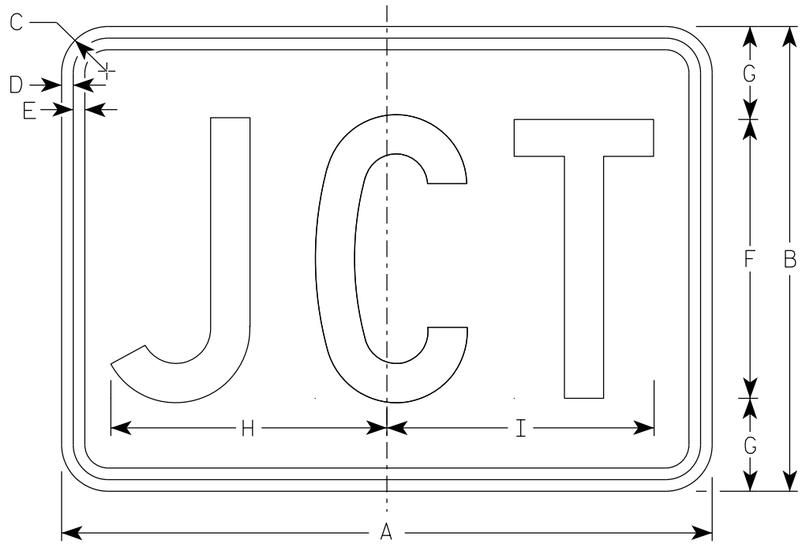
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/20/22 PLATE NO. M1-97.3

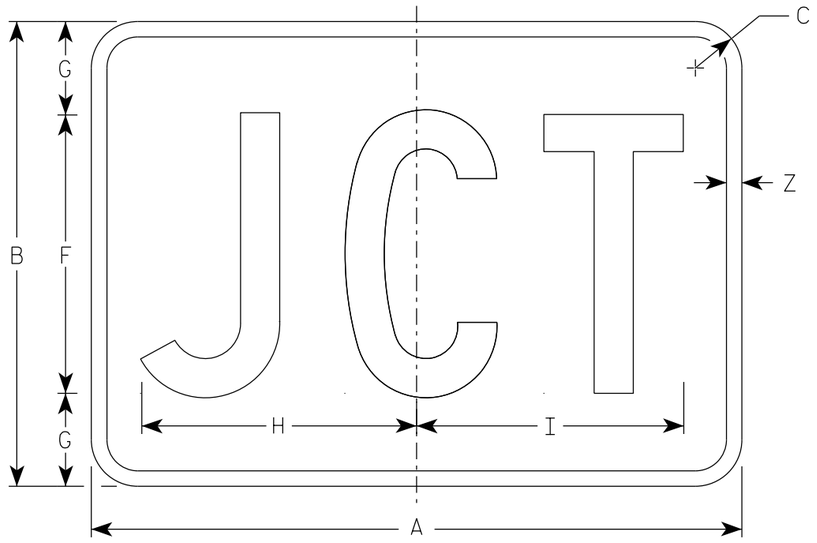
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 245 E

7

7



M2-1
MM2-1
MP2-1



MB2-1
MK2-1
MN2-1
MR2-1

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - See note 5
   Message - See note 5
3. Message Series - C
4. M2-1 Background - White
   Message - Black
   MB2-1 Background - Blue
   Message - White
   MK2-1 Background - Green
   Message - White
   MM2-1 Background - White
   Message - Green
   MN2-1 Background - Brown
   Message - White
   MP2-1 Background - White
   Message - Blue
   MR2-1 Background - Brown
   Message - Yellow

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	21	15	1 1/2	3/8	3/8	9	3	8 7/8	8 5/8																	1/2	2.20
2M	21	15	1 1/2	3/8	3/8	9	3	8 7/8	8 5/8																	1/2	2.20
3	30	21	1 1/2	3/8	3/8	13	4	12 7/8	12 3/8																	1/2	4.40
4	30	21	1 1/2	3/8	3/8	13	4	12 7/8	12 3/8																	1/2	4.40
5	30	21	1 1/2	3/8	3/8	13	4	12 7/8	12 3/8																	1/2	4.40

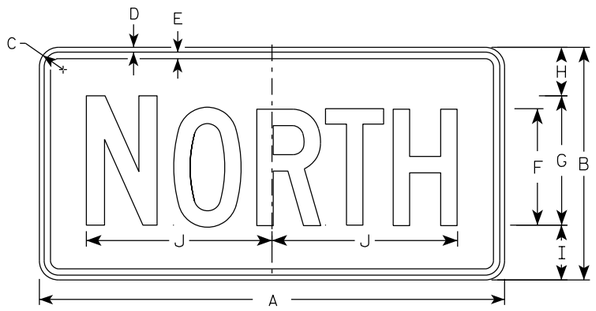
STANDARD SIGN
M2-1

WISCONSIN DEPT OF TRANSPORTATION

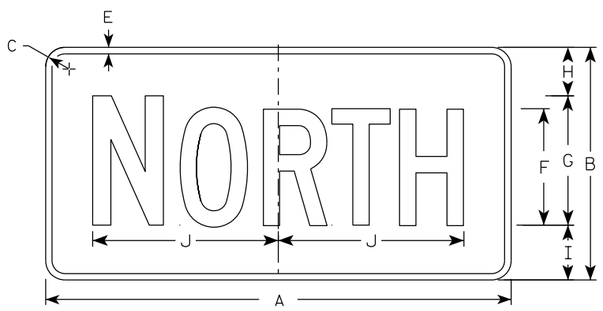
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/8/2023 PLATE NO. M2-1.14

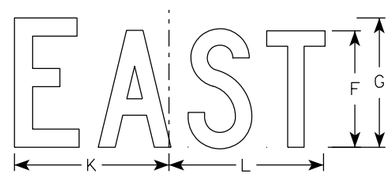
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 246 | E



M3-1
MM3-1
MP3-1

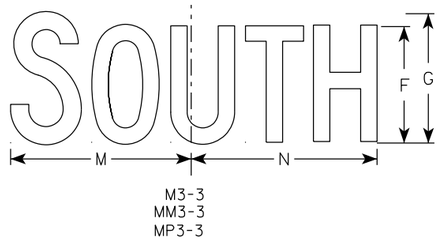


MB3-1
MK3-1
MN3-1

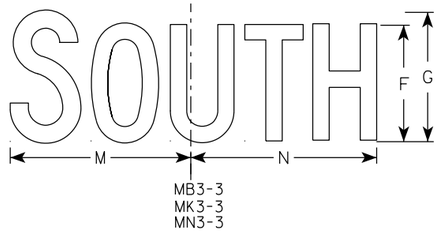


M3-2
MM3-2
MP3-2

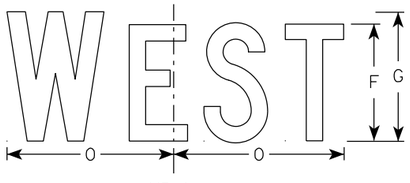
MB3-2
MK3-2
MN3-2



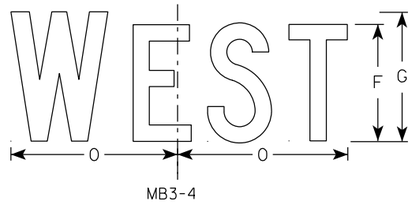
M3-3
MM3-3
MP3-3



MB3-3
MK3-3
MN3-3



M3-4
MM3-4
MP3-4



MB3-4
MK3-4
MN3-4

NOTES

1. All Signs Type II - Type H Reflective
2. Color:
   Background - See note 5
   Message - See note 5
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. M3-1 thru M3-4 Background - White
   Message - Black
   MB3-1 thru MB3-4 Background - Blue
   Message - White
   MK3-1 thru MK3-4 Background - Green
   Message - White
   MM3-1 thru MM3-4 Background - White
   Message - Green
   MN3-1 thru MN3-4 Background - Brown
   Message - White
   MP3-1 thru MP3-4 Background - White
   Message - Blue
6. Note the first letter of each direction is larger than the remainder of the message.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24	12	1 1/2	3/8	3/8	6	7	2 1/4	2 3/4	10 1/4	7 7/8	8 3/8	10 1/4	9 3/4	8 3/4												2.00
2M	24	12	1 1/2	3/8	3/8	6	7	2 1/4	2 3/4	10 1/4	7 7/8	8 3/8	10 1/4	9 3/4	8 3/4												2.00
3	36	18	1 1/2	3/8	1/2	9	10	3 3/4	4 1/4	14 3/8	12	12 1/8	14	14 1/8	13												4.5
4	36	18	1 1/2	3/8	1/2	9	10	3 3/4	4 1/4	14 3/8	12	12 1/8	14	14 1/8	13												4.5
5	36	18	1 1/2	3/8	1/2	9	10	3 3/4	4 1/4	14 3/8	12	12 1/8	14	14 1/8	13												4.5

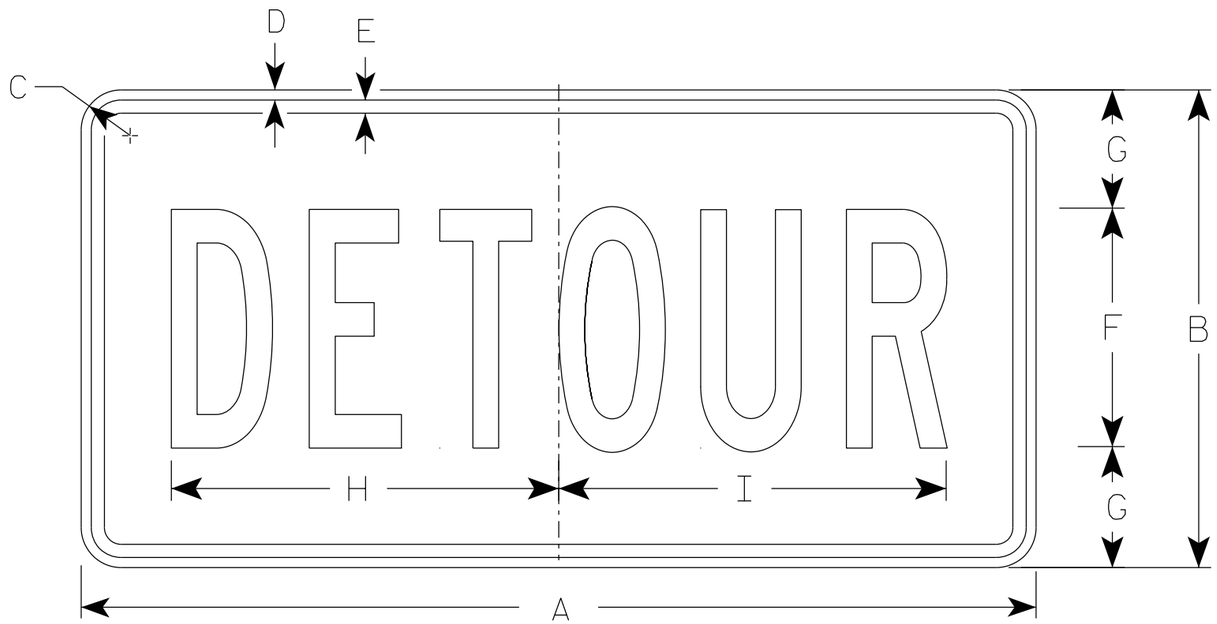
STANDARD SIGNS
M3-1 THRU M3-4
SERIES

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

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

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 247 | E



M4-8

NOTES

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

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	24	12	1 1/2	3/8	3/8	6	3	10	10 1/4																		2.0
2M	24	12	1 1/2	3/8	3/8	6	3	10	10 1/4																		2.0
3	36	18	1 1/2	3/8	1/2	9	4 1/2	14 5/8	14 1/2																		4.5
4	36	18	1 1/2	3/8	1/2	9	4 1/2	14 5/8	14 1/2																		4.5
5	36	18	1 1/2	3/8	1/2	9	4 1/2	14 5/8	14 1/2																		4.5

STANDARD SIGN
M4-8

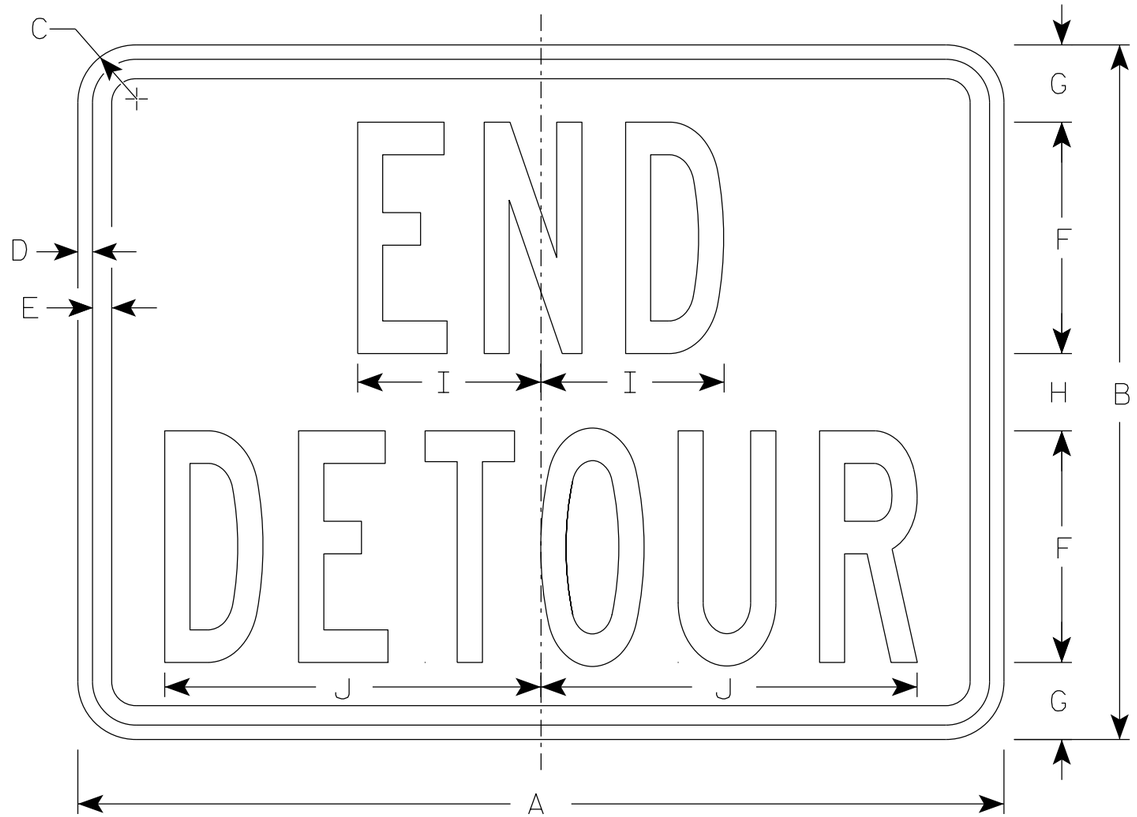
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

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

PROJECT NO:	HWY:	COUNTY:		SHEET NO: E

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



M4-8A

NOTES

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

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	24	18	1 ½	⅜	½	6	2	2	4 ¾	9 ¾																	3.0
2M	24	18	1 ½	⅜	½	6	2	2	4 ¾	9 ¾																	3.0
3	30	24	1 ½	⅜	½	8	2 ½	3	6 ¾	13																	5.0
4	30	24	1 ½	⅜	½	8	2 ½	3	6 ¾	13																	5.0
5	30	24	1 ½	⅜	½	8	2 ½	3	6 ¾	13																	5.0

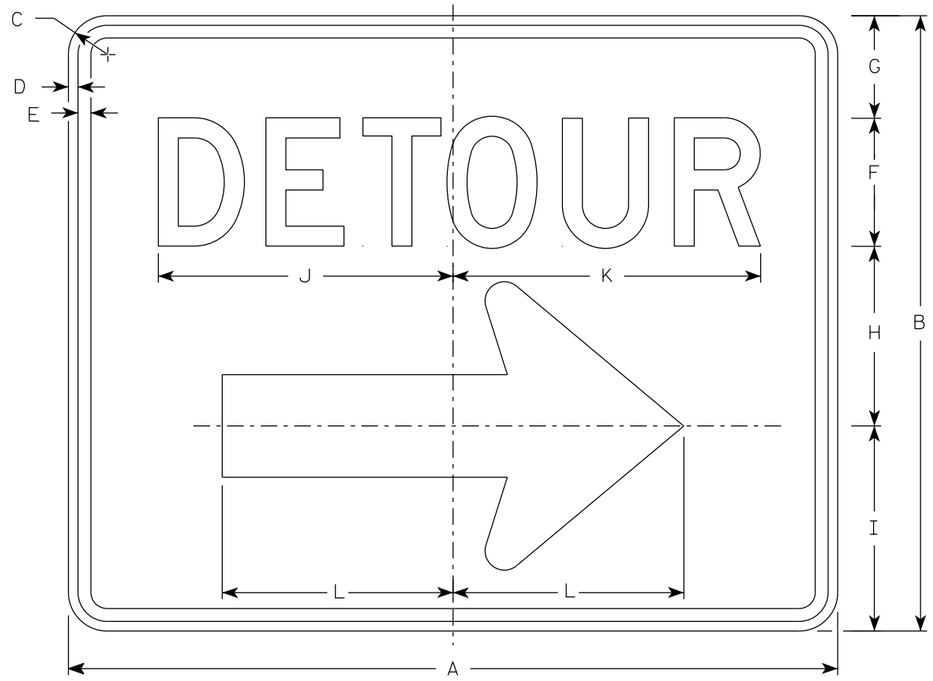
STANDARD SIGN
M4-8A

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/9/2023 PLATE NO. M4-8A.4

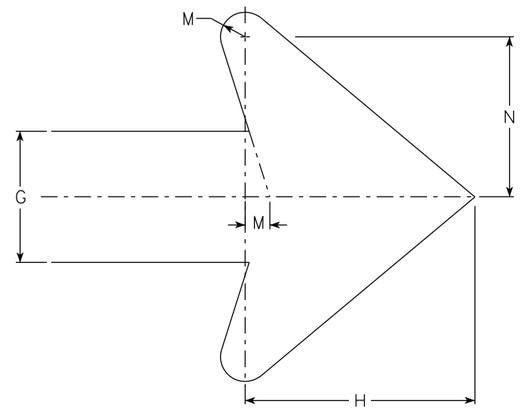
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 249 | E



M4-9R

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. M4-9L is the same as M4-9R except the arrow is reversed.



Arrow Detail

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	30	24	1 1/2	3/8	1/2	5	4	7	8	11 1/2	12	9	3/4	4 7/8													5.00
2M	30	24	1 1/2	3/8	1/2	5	4	7	8	11 1/2	12	9	3/4	4 7/8													5.00
3	30	24	1 1/2	3/8	1/2	5	4	7	8	11 1/2	12	9	3/4	4 7/8													5.00
4	48	36	1 7/8	1/2	5/8	8	6	10 1/2	11 5/8	20 5/8	20 1/2	13 1/4	1 1/8	6 7/8													12.0
5	48	36	1 7/8	1/2	5/8	8	6	10 1/2	11 5/8	20 5/8	20 1/2	13 1/4	1 1/8	6 7/8													12.0

STANDARD SIGN
M4-9 R & L

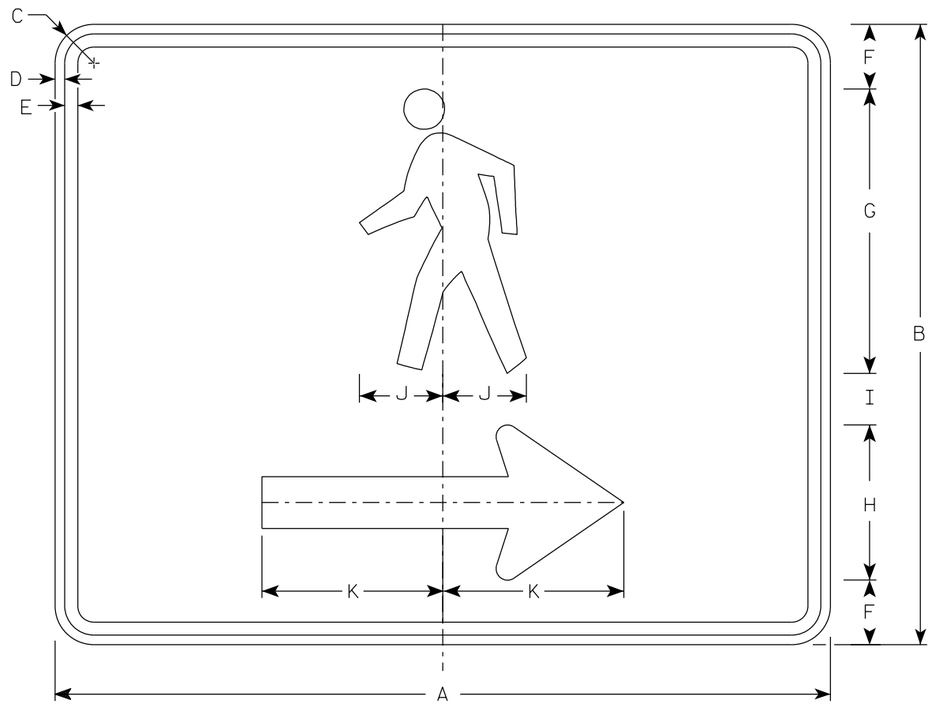
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 2/9/2023 PLATE NO. M4-9R.6

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

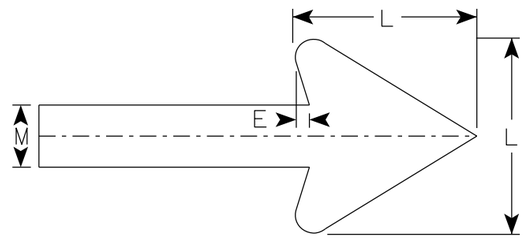
FILE NAME : C:\CAEfiles\Projects\tr_stdplate\M49R.dgn PLOT DATE : 21-MARCH 2023 1:40 PLOT BY : dotc4c PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42



M4-60R

NOTES

1. Sign is Type II- Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. M4-60L is the same as M4-60R except the arrow is reversed.



Arrow Detail

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	24	1 ½	⅜	½	2 ½	11	6	2	3 ¼	7	6	2														5.00
2M	30	24	1 ½	⅜	½	2 ½	11	6	2	3 ¼	7	6	2														5.00
3																											
4																											
5																											

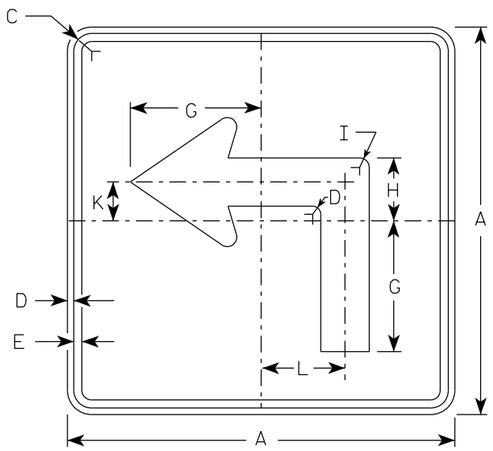
STANDARD SIGN
M4-60 L&R

WISCONSIN DEPT OF TRANSPORTATION

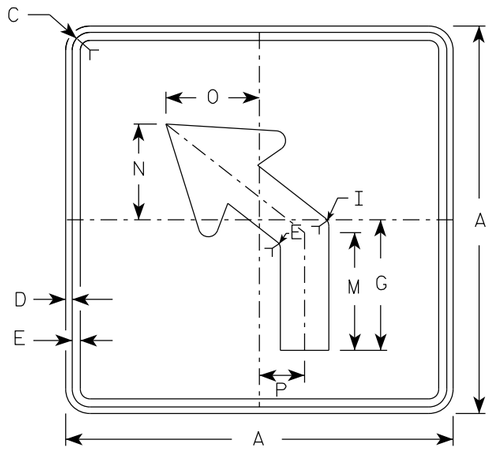
APPROVED Matthew R Rauch
For State Traffic Engineer

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

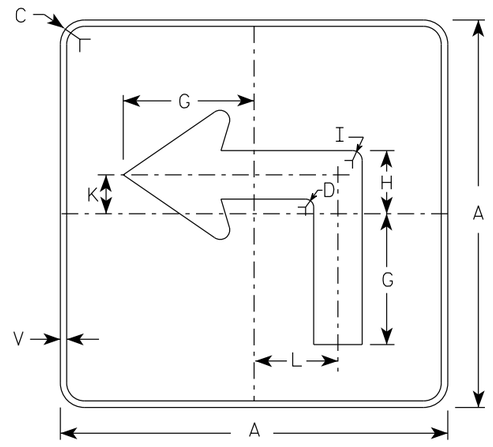
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 251 | E



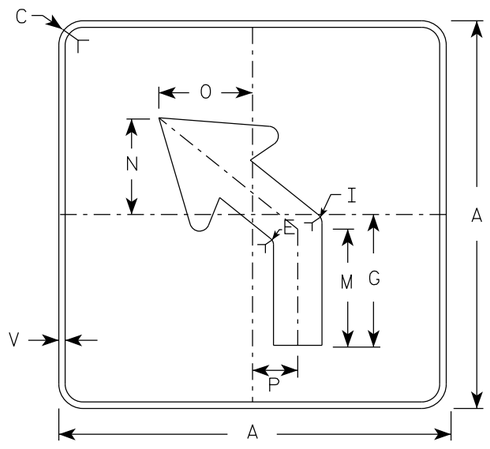
M5-1L
MM5-1L
MO5-1L
MP5-1L



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



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

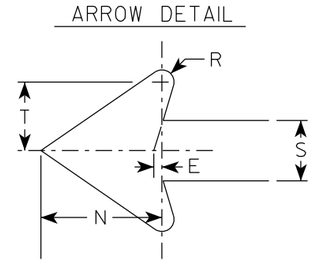


MB5-2L
MK5-2L
MN5-2L
MR5-2L

NOTES

1. Signs are Type II - Type H reflective except as shown
2. Color:
   Background - See note 4
   Message - See note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. M5-1 and M5-2 Background - White
   Message - Black
   MB5-1 and MB5-2 Background - Blue
   Message - White
   MK5-1 and MK5-2 Background - Green
   Message - White
   MM5-1 and MM5-2 Background - White
   Message - Green
   MN5-1 and MN5-2 Background - Brown
   Message - White
   MO5-1 and MO5-2 Background - Orange - Type F Reflective
   Message - Black
   MP5-1 and MP5-2 Background - White
   Message - Blue
   MR5-1 and MR5-2 Background - Brown
   Message - Yellow
5. M5-1R same as M5-1L except arrow points right.
6. M5-2R same as M5-2L except arrow tilts right.

ARROW DETAIL



SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	21		1 1/2	3/8	3/8		7	3 3/8	5/8		2 1/8	4 1/2	6 3/8	5 1/4	5	2 1/2		1/2	2 5/8	3		1/2					3.06
2M	21		1 1/2	3/8	3/8		7	3 3/8	5/8		2 1/8	4 1/2	6 3/8	5 1/4	5	2 1/2		1/2	2 5/8	3		1/2					3.06
3	30		1 7/8	1/2	5/8		10 1/8	4 7/8	7/8		3	6 1/2	9 1/8	7 1/2	7 1/4	3 1/2		3/4	3 3/4	4 1/4		1/2					6.25
4	30		1 7/8	1/2	5/8		10 1/8	4 7/8	7/8		3	6 1/2	9 1/8	7 1/2	7 1/4	3 1/2		3/4	3 3/4	4 1/4		1/2					6.25
5	30		1 7/8	1/2	5/8		10 1/8	4 7/8	7/8		3	6 1/2	9 1/8	7 1/2	7 1/4	3 1/2		3/4	3 3/4	4 1/4		1/2					6.25

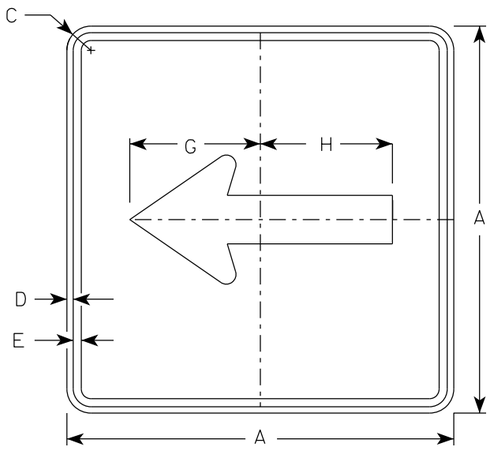
STANDARD SIGN
M5-1 & M5-2

WISCONSIN DEPT OF TRANSPORTATION

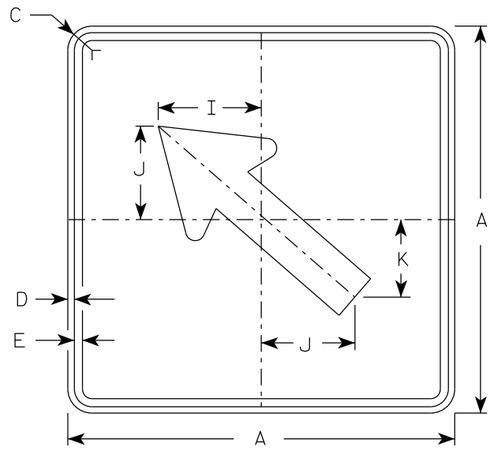
APPROVED Matthew R Rauch
for State Traffic Engineer

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

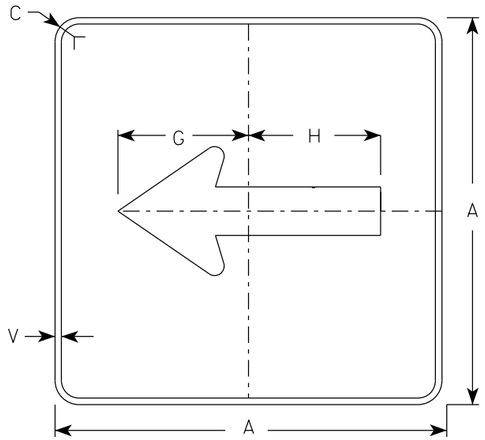
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 252 | E



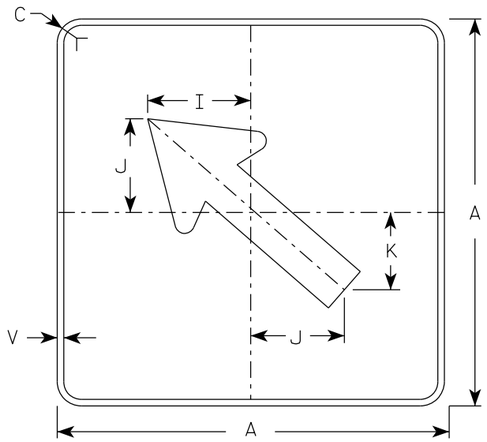
M6-1
MM6-1
MO6-1
MP6-1



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



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

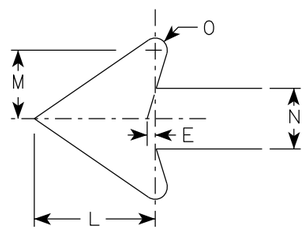


MB6-2
MK6-2
MN6-2
MR6-2

NOTES

1. Signs are Type II - Type H Reflective except as Shown
2. Color:
   Background - See note 4
   Message - See note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. M6-1 and M6-2 Background - White
   Message - Black
   MB6-1 and MB6-2 Background - Blue
   Message - White
   MK6-1 and MK6-2 Background - Green
   Message - White
   MM6-1 and MM6-2 Background - White
   Message - Green
   MN6-1 and MN6-2 Background - Brown
   Message - White
   MO6-1 and MO6-2 Background - Orange - Type F Reflective
   Message - Black
   MP6-1 and MP6-2 Background - White
   Message - Blue
   MR6-1 and MR6-2 Background - Brown
   Message - Yellow

ARROW DETAIL



SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	21		1 1/2	3/8	3/8		7 1/2	7 1/8	5 5/8	5	4 1/4	5 1/4	3	2 5/8	1/2							1/2					3.06
2M	21		1 1/2	3/8	3/8		7 1/2	7 1/8	5 5/8	5	4 1/4	5 1/4	3	2 5/8	1/2							1/2					3.06
3	30		1 7/8	1/2	5/8		10 3/4	10 1/4	8	7 1/4	6	7 1/2	4 1/4	3 3/4	3/4							1/2					6.25
4	30		1 7/8	1/2	5/8		10 3/4	10 1/4	8	7 1/4	6	7 1/2	4 1/4	3 3/4	3/4							1/2					6.25
5	30		1 7/8	1/2	5/8		10 3/4	10 1/4	8	7 1/4	6	7 1/2	4 1/4	3 3/4	3/4							1/2					6.25

STANDARD SIGN
M6-1 & M6-2
SERIES

WISCONSIN DEPT OF TRANSPORTATION

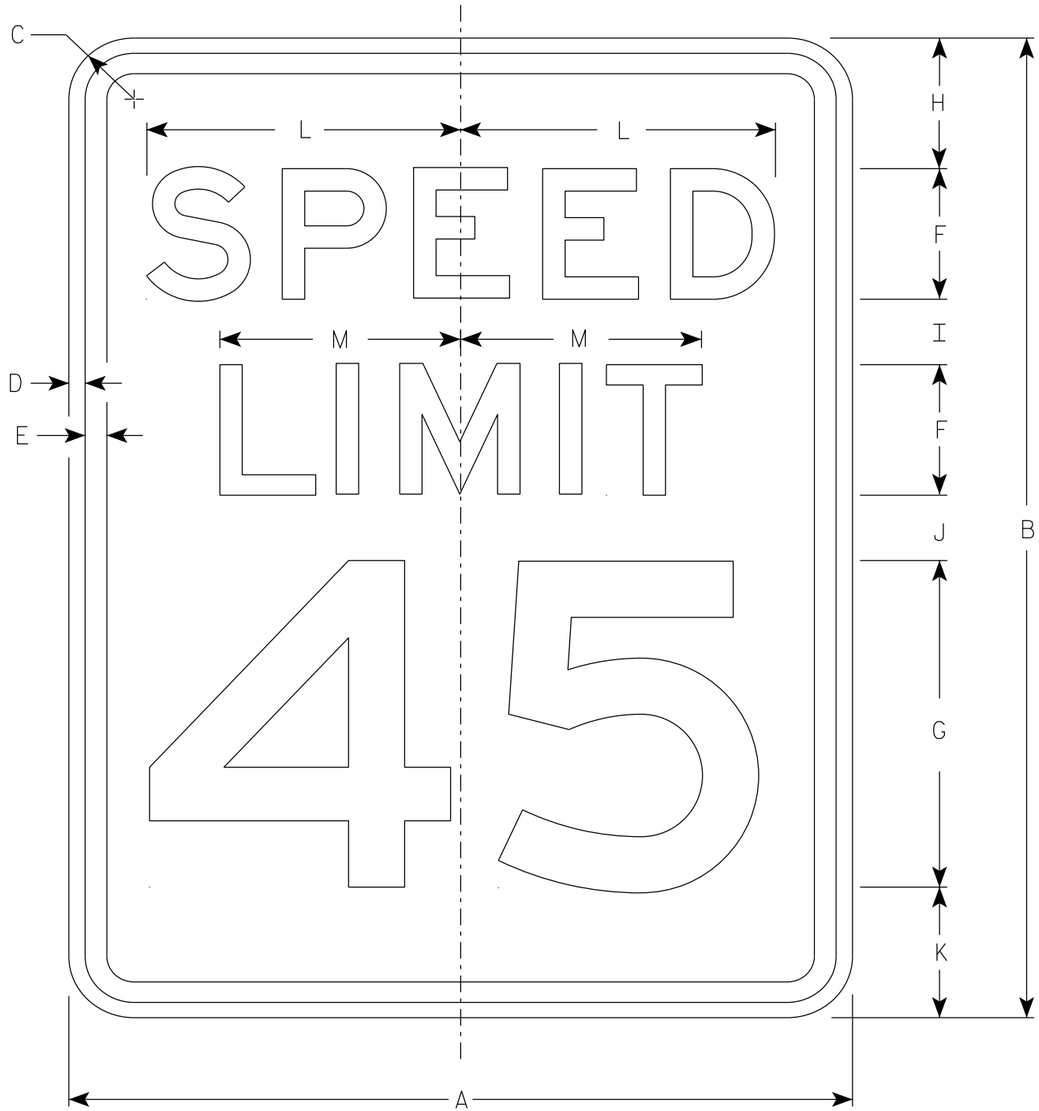
APPROVED Matthew R Rauch
for State Traffic Engineer

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

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 253 | E

7

7



R2-1

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - E
4. Substitute appropriate numerals and optically adjust spacing to achieve proper balance.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	18	24	1 1/2	3/8	1/2	3	8	3	2	2	3	7 1/4	5 1/2														3.0
2S	24	30	1 1/2	3/8	1/2	4	10	3	2 1/4	3 3/8	3 3/8	9 5/8	7 3/8														5.0
2M	30	36	1 7/8	1/2	5/8	5	12	5	2 1/2	2 1/2	4	12	9 1/4														7.5
3	36	48	1 7/8	1/2	5/8	6	14	6	5	5	6	14 3/8	11														12.0
4	36	48	1 7/8	1/2	5/8	6	14	6	5	5	6	14 3/8	11														12.0
5	48	60	3	3/4	1	8	20	6	4 1/2	6 3/4	6 3/4	19 1/4	14 5/8														20.0

STANDARD SIGN
R2-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

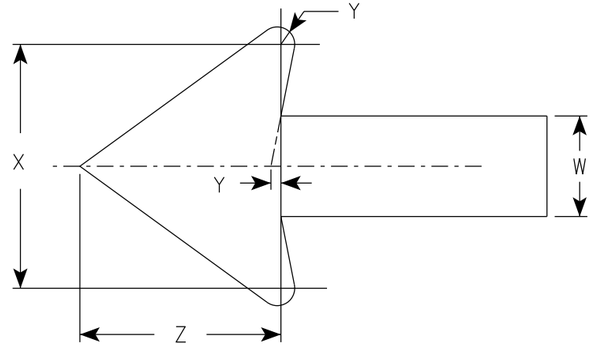
DATE 2/1/23 PLATE NO. R2-1.14

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 254 | E

R7-51

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Red
3. Message Series - Lines 1, 3 and 4 are Series C.
   Line 2 is Series B.
4. R7-51D (double arrow)
   R7-51R (right arrow)
   R7-51L (left arrow)



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	12	18	1 1/2	3/8	3/8	3	1 7/8	2	7/8	5/8	1 1/2	2 1/2	2	2	4 7/8	4 7/8	4 7/8	5/8	1 3/4	2 1/2	4 3/8	3 7/8	3/4	1 3/4	1/8	1 1/2	1.5
2S	18	24	1 1/2	3/8	1/2	4	2 1/2	2 1/2	1 1/4	1	2	3 1/4	2 3/4	2 5/8	7 1/8	7	5 3/4	1 1/8	1 1/2	3 1/8	5 1/2	5 7/8	1 1/8	2 5/8	1/4	2 1/4	3.0
2M	24	30	1 1/2	3/8	1/2	5	3	3	2	1 1/4	2 1/2	4	3 1/4	3 3/8	9 1/4	9 1/4	7 1/8	1 1/4	2	3 3/4	6 1/2	7 3/4	1 1/2	3 1/2	1/4	3	5.0
3	24	30	1 1/2	3/8	1/2	5	3	3	2	1 1/4	2 1/2	4	3 1/4	3 3/8	9 1/4	9 1/4	7 1/8	1 1/4	2	3 3/4	6 1/2	7 3/4	1 1/2	3 1/2	1/4	3	5.0
4																											
5																											

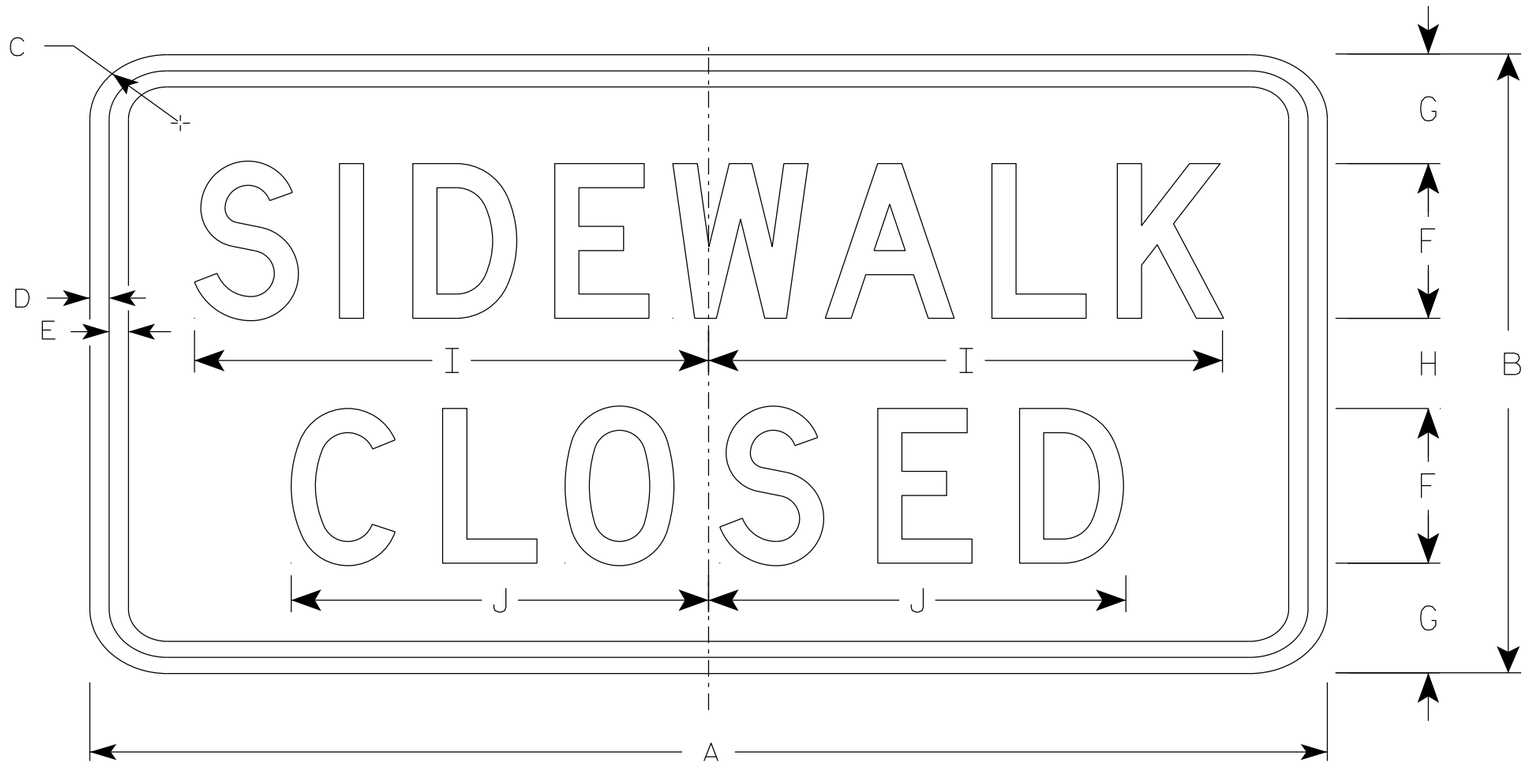
STANDARD SIGN
R7-51

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/9/23 PLATE NO. R7-51.7

PROJECT NO:	HWY:	COUNTY:			SHEET NO: 255	E



R9-9

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - C
4. Use Size 2 for Sidewalks. Use Size 3 for Paths and Trails.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24	12	1 ½	½	½	3	2 ⅛	1 ¾	10	8 ⅛																	2.0
2M	24	12	1 ½	½	½	3	2 ⅛	1 ¾	10	8 ⅛																	2.0
3	30	18	1 ½	½	½	4	3 ½	3	12 ½	10 ¼																	3.75
4																											
5																											

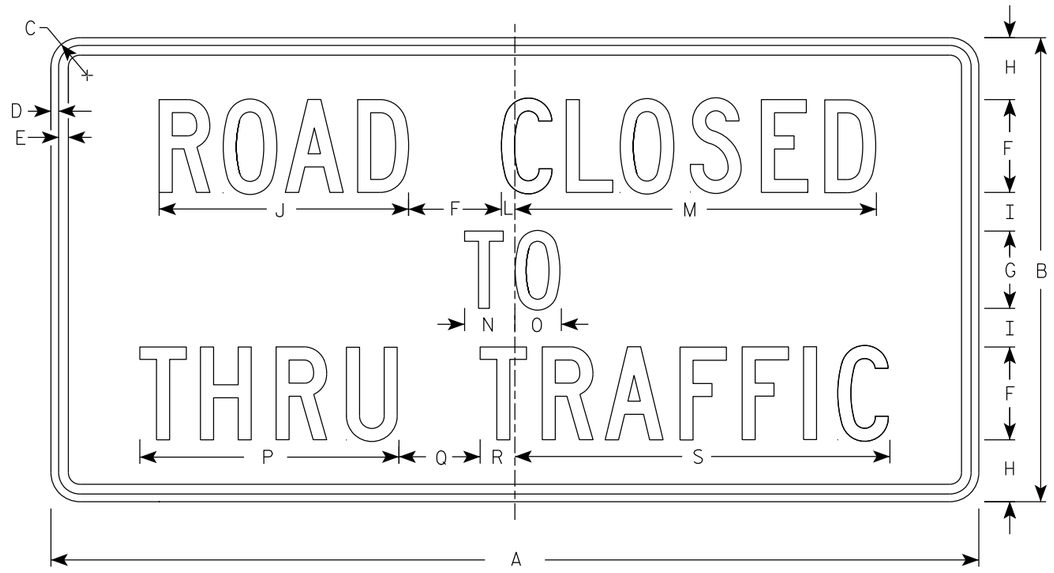
STANDARD SIGN
R9-9

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

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

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 256 | E



R11-4

NOTES

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

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	60	30	1 7/8	1/2	5/8	6	5	4	2 1/2	16 1/8		7/8	23 3/8	3 1/4	3	16 3/4	5 1/4	2 1/4	24 1/4								12.5
2M	60	30	1 7/8	1/2	5/8	6	5	4	2 1/2	16 1/8		7/8	23 3/8	3 1/4	3	16 3/4	5 1/4	2 1/4	24 1/4								12.5
3																											
4																											
5																											

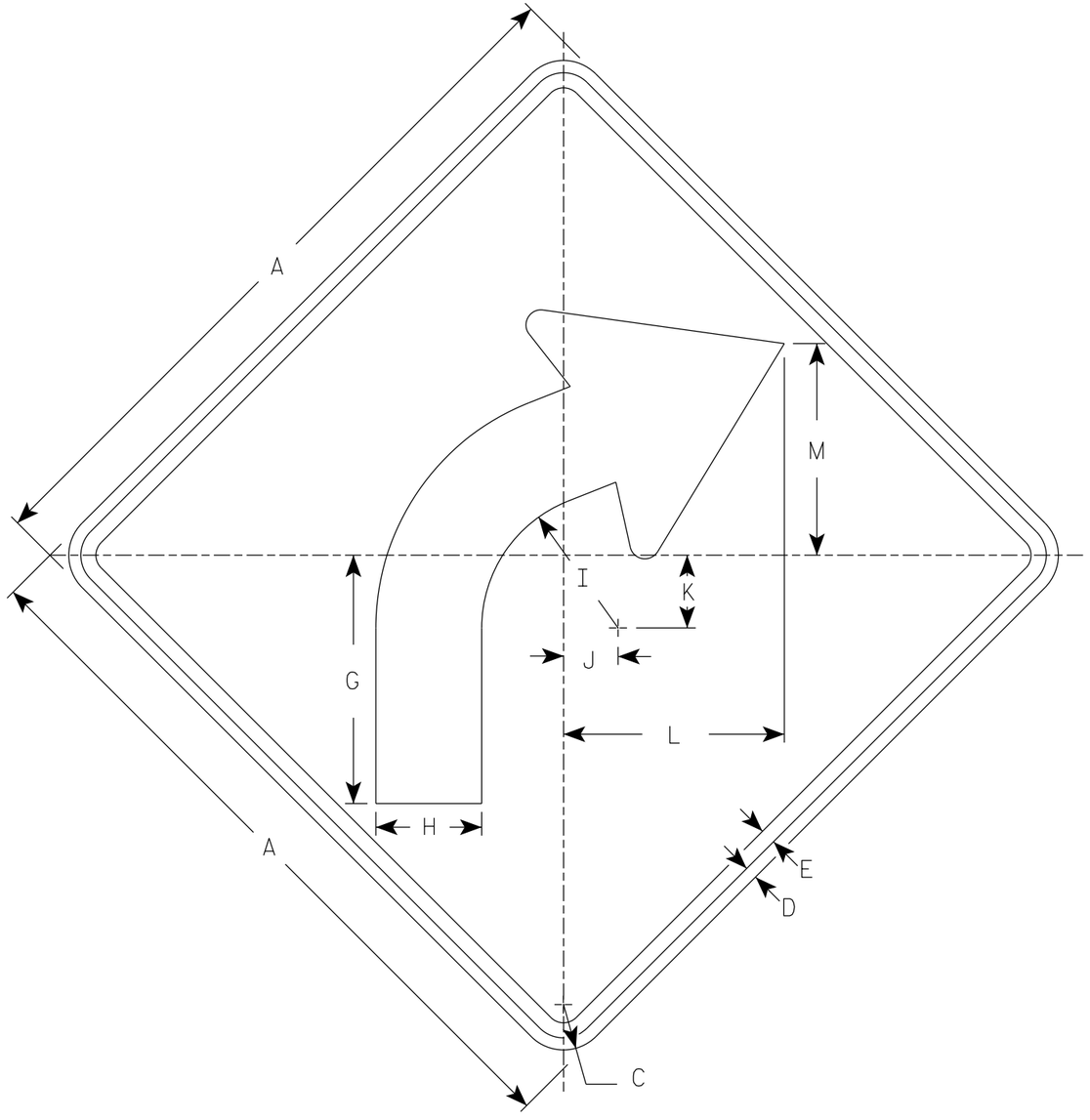
STANDARD SIGN
R11 - 4

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/5/24 PLATE NO. R11-4.4

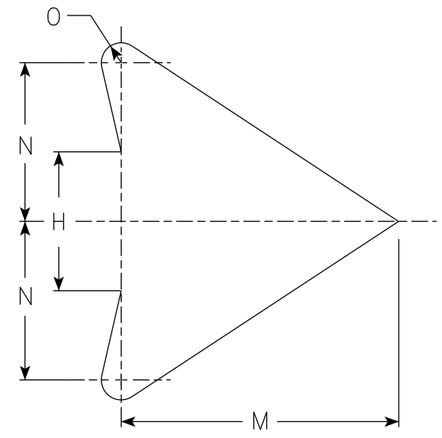
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 257 | E



W1-2R

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Yellow
   Message - Black
3. W1-2L is the same as W1-2R except the arrow is reversed along the vertical centerline.



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	24		1 1/2	3/8	1/2		8 1/4	3 1/2	4 1/2	1 3/4	2 3/8	7 1/4	7	4	1/2												4.0
2S	30		1 7/8	1/2	5/8		10 1/4	4 3/8	5 5/8	2 1/4	3	9 1/8	8 3/4	5	5/8												6.25
2M	36		2 1/4	5/8	3/4		12 3/8	5 1/4	6 3/4	2 5/8	3 1/2	10 7/8	10 1/2	6	3/4												9.0
3	36		2 1/4	5/8	3/4		12 3/8	5 1/4	6 3/4	2 5/8	3 1/2	10 7/8	10 1/2	6	3/4												9.0
4	36		2 1/4	5/8	3/4		12 3/8	5 1/4	6 3/4	2 5/8	3 1/2	10 7/8	10 1/2	6	3/4												9.0
5	48		3	3/4	1		16 1/2	7	9	3 1/2	4 5/8	14 1/2	14	8	1												16.0

STANDARD SIGN
W1-2

WISCONSIN DEPT OF TRANSPORTATION

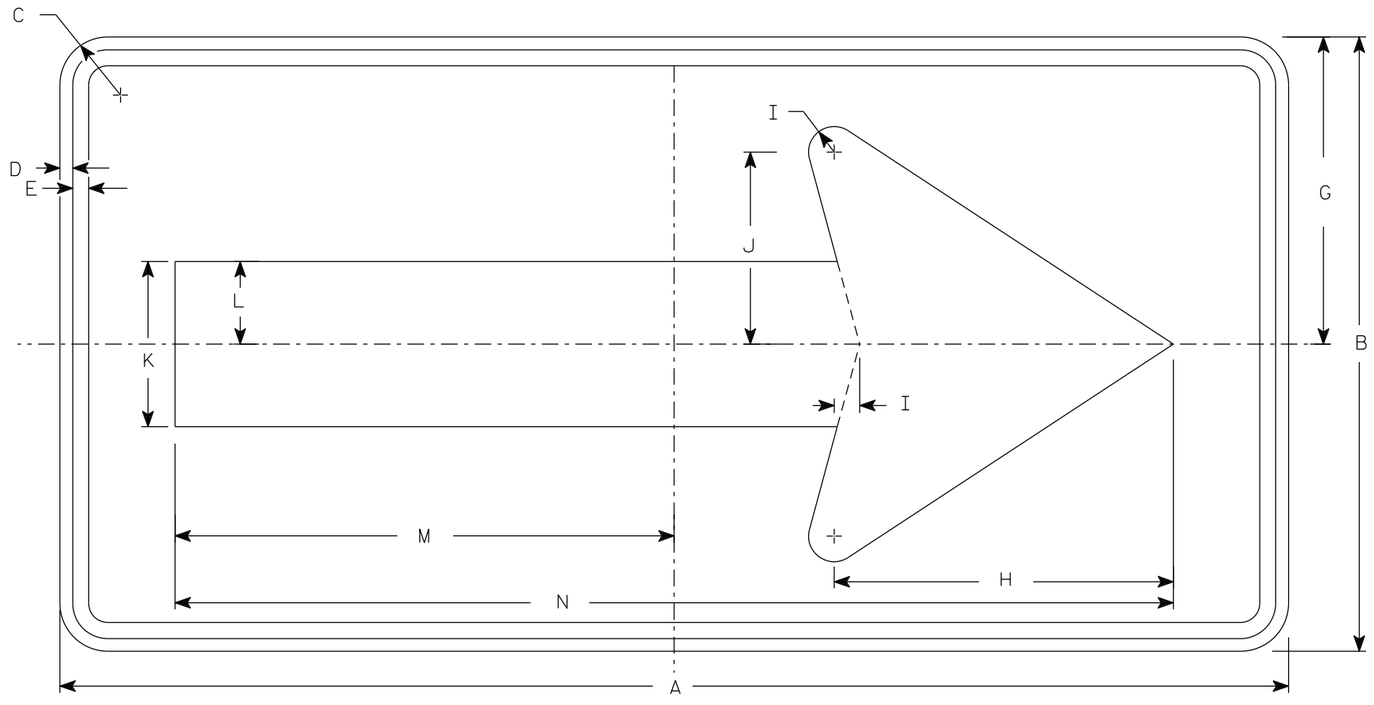
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/23/2023 PLATE NO. W1-2.11

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 258	E

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Yellow
   Message - Black



W1-6

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36	18	1 1/2	3/8	3/8		9	10	3/4	5 5/8	4 3/4	2 3/8	14 5/8	29 1/4													4.5
2S	48	24	1 7/8	1/2	5/8		12	13 1/4	1	7 1/2	6 1/2	3 1/4	19 1/2	39													8.0
2M	48	24	1 7/8	1/2	5/8		12	13 1/4	1	7 1/2	6 1/2	3 1/4	19 1/2	39													8.0
3	60	30	1 7/8	1/2	5/8		15	16 1/4	1 1/4	9 1/4	8	4	24 3/8	48 3/4													12.5
4	60	30	1 7/8	1/2	5/8		15	16 1/4	1 1/4	9 1/4	8	4	24 3/8	48 3/4													12.5
5	96	48	3	3/4	1		24	26 1/2	2	15	13	6 1/2	39	78													32.0

STANDARD SIGN

W1-6

WISCONSIN DEPT OF TRANSPORTATION

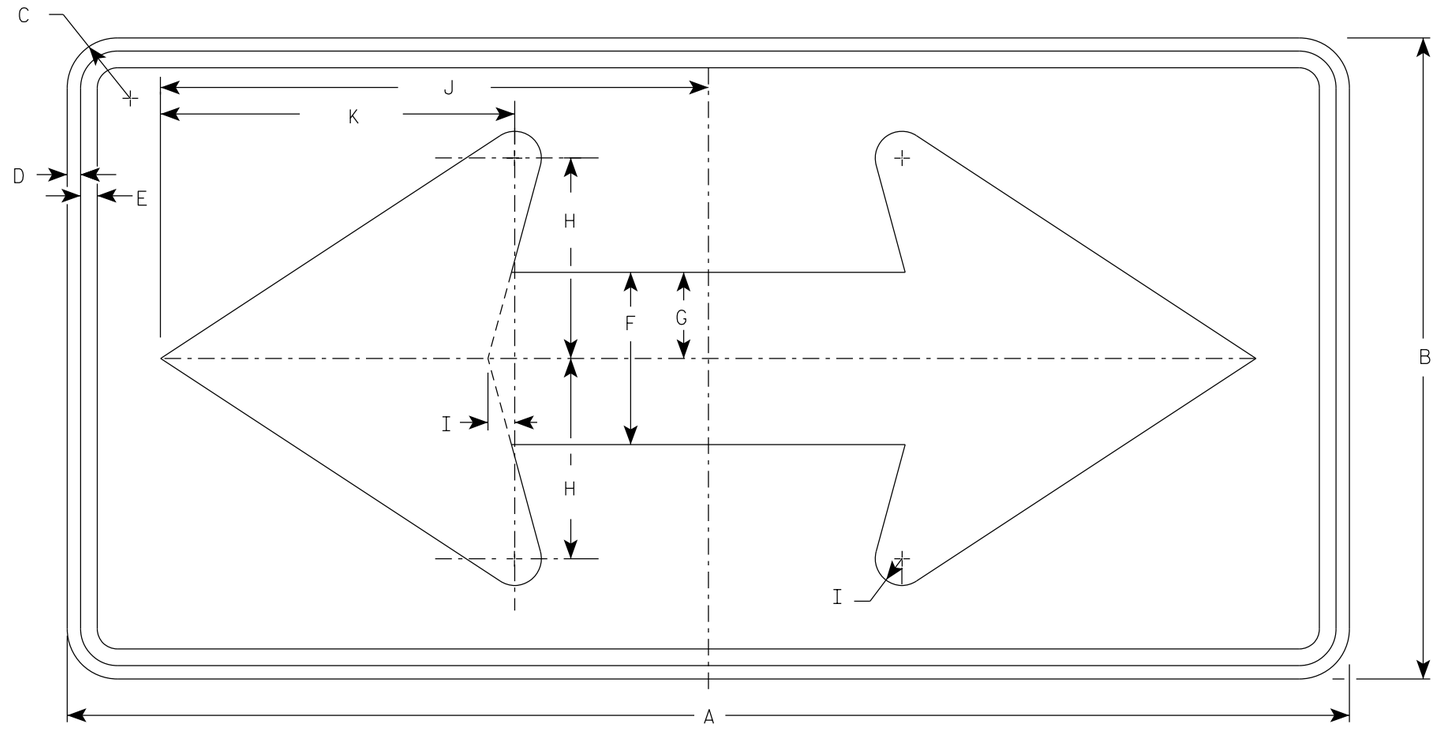
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 4/13/2023 PLATE NO. W1-6.9

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Yellow
   Message - Black



W1-7

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36	18	1 1/2	3/8	1/2	5	2 1/2	5 3/4	3/4	15 5/8	10 1/8																4.5
2S	48	24	1 7/8	1/2	5/8	6 1/2	3 1/4	7 1/2	1	20 1/2	13 1/4																8.0
2M	48	24	1 7/8	1/2	5/8	6 1/2	3 1/4	7 1/2	1	20 1/2	13 1/4																8.0
3	60	30	1 7/8	1/2	5/8	8	4	9 1/4	1 1/4	25 3/8	16 1/4																12.5
4	60	30	1 7/8	1/2	5/8	8	4	9 1/4	1 1/4	25 3/8	16 1/4																12.5
5	96	48	3	3/4	1	13	6 1/2	15	2	41	26 1/2																32.0

STANDARD SIGN
W1-7

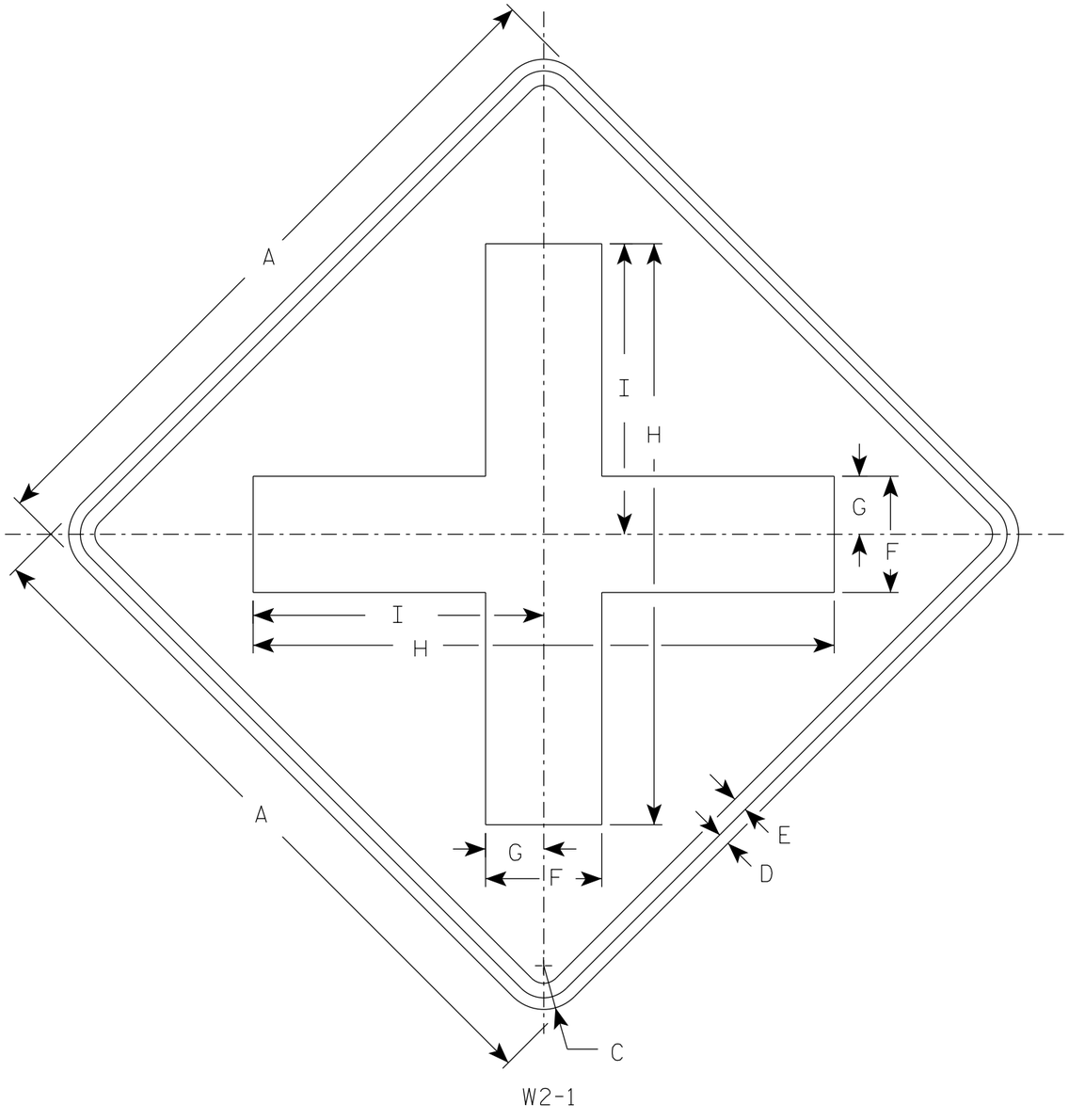
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/10/2023 PLATE NO. W1-7.8

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\W17.dgn PLOT DATE : 10-MAY 2023 3:05 PLOT BY : dotc4c PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42



W2-1

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Yellow
   Message - Black

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	24		1 1/2	3/8	1/2	4	2	20	10																		4.0
2S	30		1 7/8	1/2	5/8	5	2 1/2	25	12 1/2																		6.25
2M	30		1 7/8	1/2	5/8	5	2 1/2	25	12 1/2																		6.25
3	36		2 1/4	5/8	3/4	6	3	30	15																		9.0
4	48		3	3/4	1	8	4	40	20																		16.0
5																											

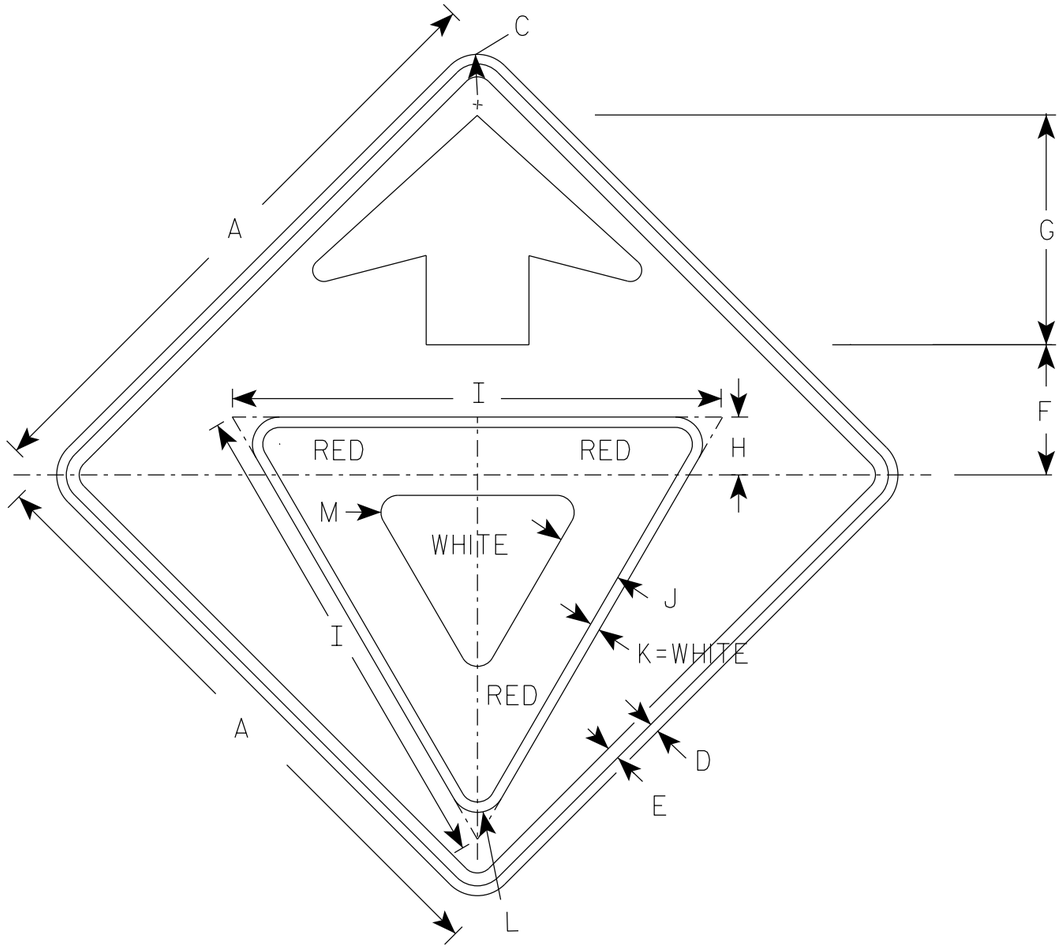
STANDARD SIGN
W2-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 8/16/2023 PLATE NO. W2-1.10

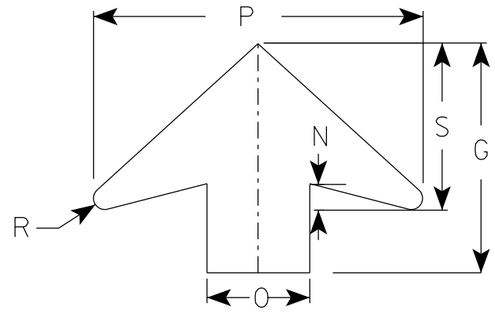
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 261 E



W3-2

NOTES

1. Sign is Type II- Type F Reflective
2. Color:
   Background - Yellow
   Arrow & Border - Black
   Yield Symbol - White Border on Red Background



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	30		1 7/8	1/2	5/8	6 1/4	11 1/4	3	25	3 3/8	1/2	1 3/8	7/8	1 1/4	5	16		1/2	8								6.25
2S	36		2 1/4	5/8	3/4	7 1/2	13 1/2	3 3/8	28	3 3/4	5/8	1 1/2	1	1 5/8	6	19 1/4		5/8	9 3/4								9.0
2M	36		2 1/4	5/8	3/4	7 1/2	13 1/2	3 3/8	28	3 3/4	5/8	1 1/2	1	1 5/8	6	19 1/4		5/8	9 3/4								9.0
3	36		2 1/4	5/8	3/4	7 1/2	13 1/2	3 3/8	28	3 3/4	5/8	1 1/2	1	1 5/8	6	19 1/4		5/8	9 3/4								9.0
4	48		3	3/4	1	10	17 7/8	4 1/2	38	5	3/4	2 1/8	1 3/8	2	8	25 5/8		7/8	13								16.0
5	48		3	3/4	1	10	17 7/8	4 1/2	38	5	3/4	2 1/8	1 3/8	2	8	25 5/8		7/8	13								16.0

STANDARD SIGN
W3-2

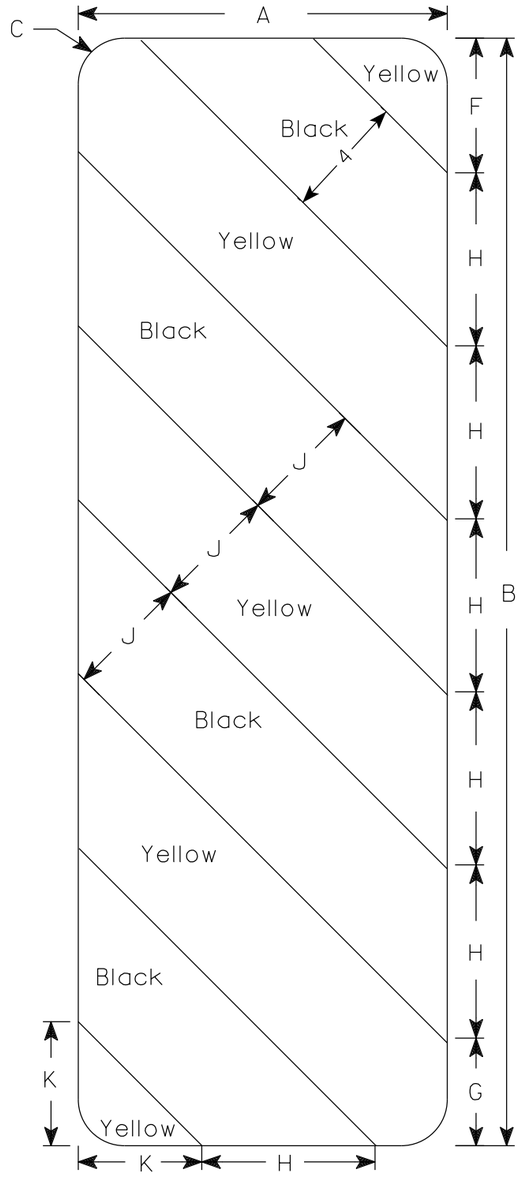
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

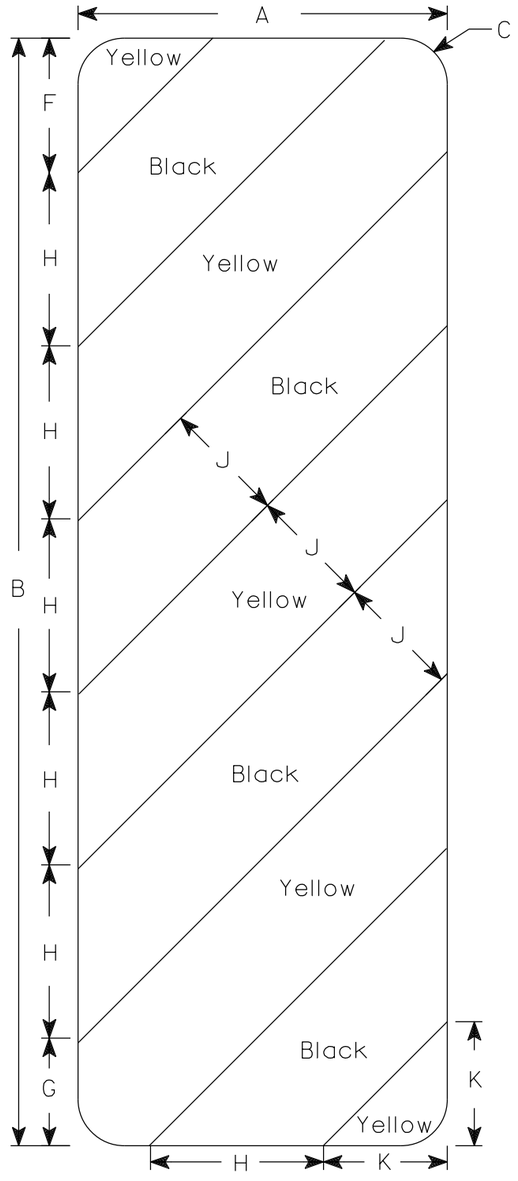
DATE 8/17/2023 PLATE NO. W3-2.10

PROJECT NO:

SHEET NO: 262 E



W5-52L



W5-52R

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Yellow
   Message - Black
3. Alternate colors of stripes as shown.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	12	36	1 1/2			4 3/8	3 1/2	5 5/8	45°	4	4																3.0
2M	12	36	1 1/2			4 3/8	3 1/2	5 5/8	45°	4	4																3.0
3	18	54	1 1/2			6	5 1/2	8 1/2	45°	6	6 9/16																6.75
4																											
5																											

STANDARD SIGN

W5-52L & W5-52R

WISCONSIN DEPT OF TRANSPORTATION

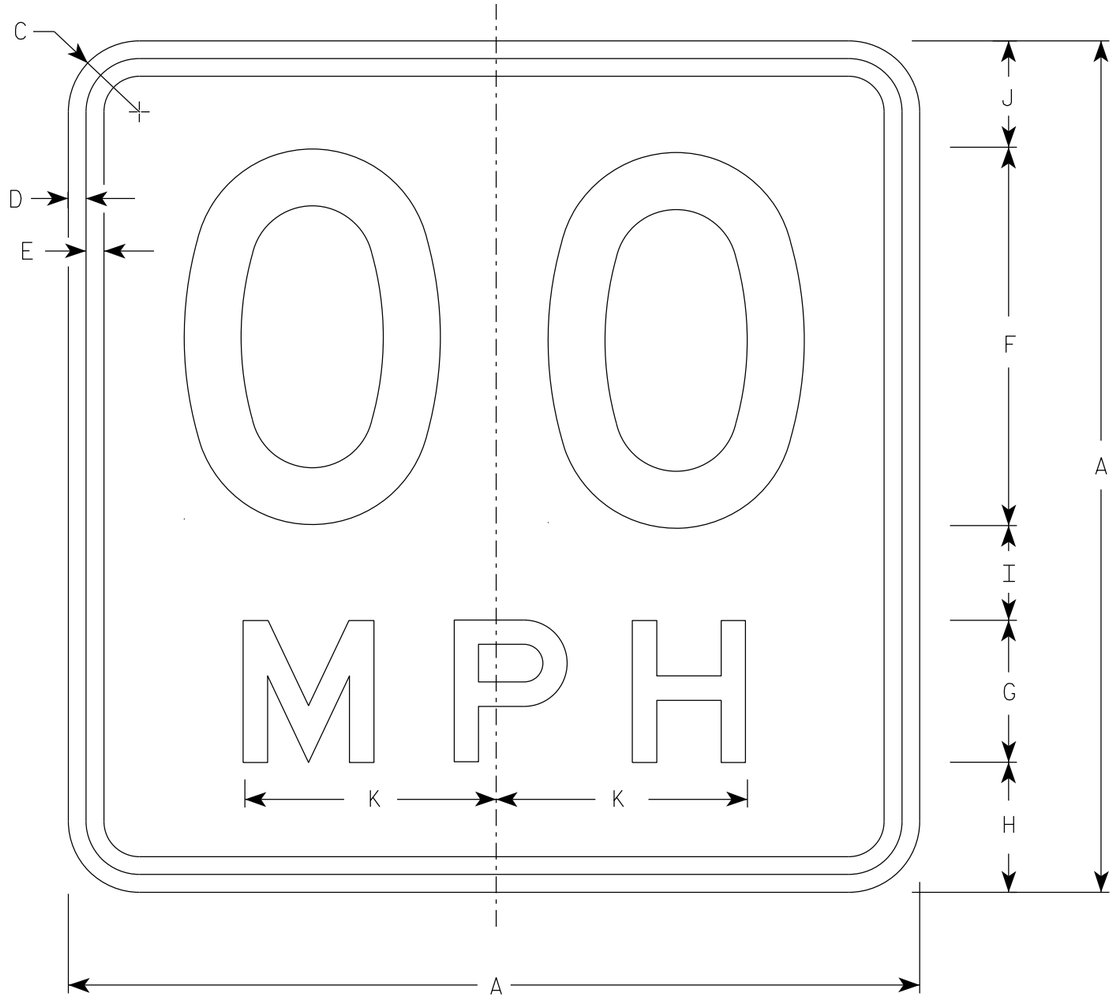
APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 3/4/2024 PLATE NO. W5-52.10

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 263 E

7

7



W13-1

* For 30" x 30" Warning Signs, use 18" x 18" W13-1 signs.
For 36" x 36" Warning Signs, use 24" x 24" W13-1 signs.

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Yellow
   Message - Black
3. Message Series - See Note 5
4. Substitute appropriate numerals and optically space about centerline to achieve proper balance.
5. Line 1 is Series D
   Line 2 is Series E

	SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
	1	18		1 1/2	3/8	3/8	8	3	2 3/4	2	2 1/4	5 3/8																2.25
*	2S	18		1 1/2	3/8	3/8	8	3	2 3/4	2	2 1/4	5 3/8																2.25
*	2M	18		1 1/2	3/8	3/8	8	3	2 3/4	2	2 1/4	5 3/8																2.25
	3	24		1 1/2	3/8	1/2	10	4	4	2 3/4	3 1/4	6 5/8																4.00
	4	36		2 1/4	5/8	3/4	16	6	5 1/2	4	4 1/2	10 5/8																9.00
	5	36		2 1/4	5/8	3/4	16	6	5 1/2	4	4 1/2	10 5/8																9.00

STANDARD SIGN
W13-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

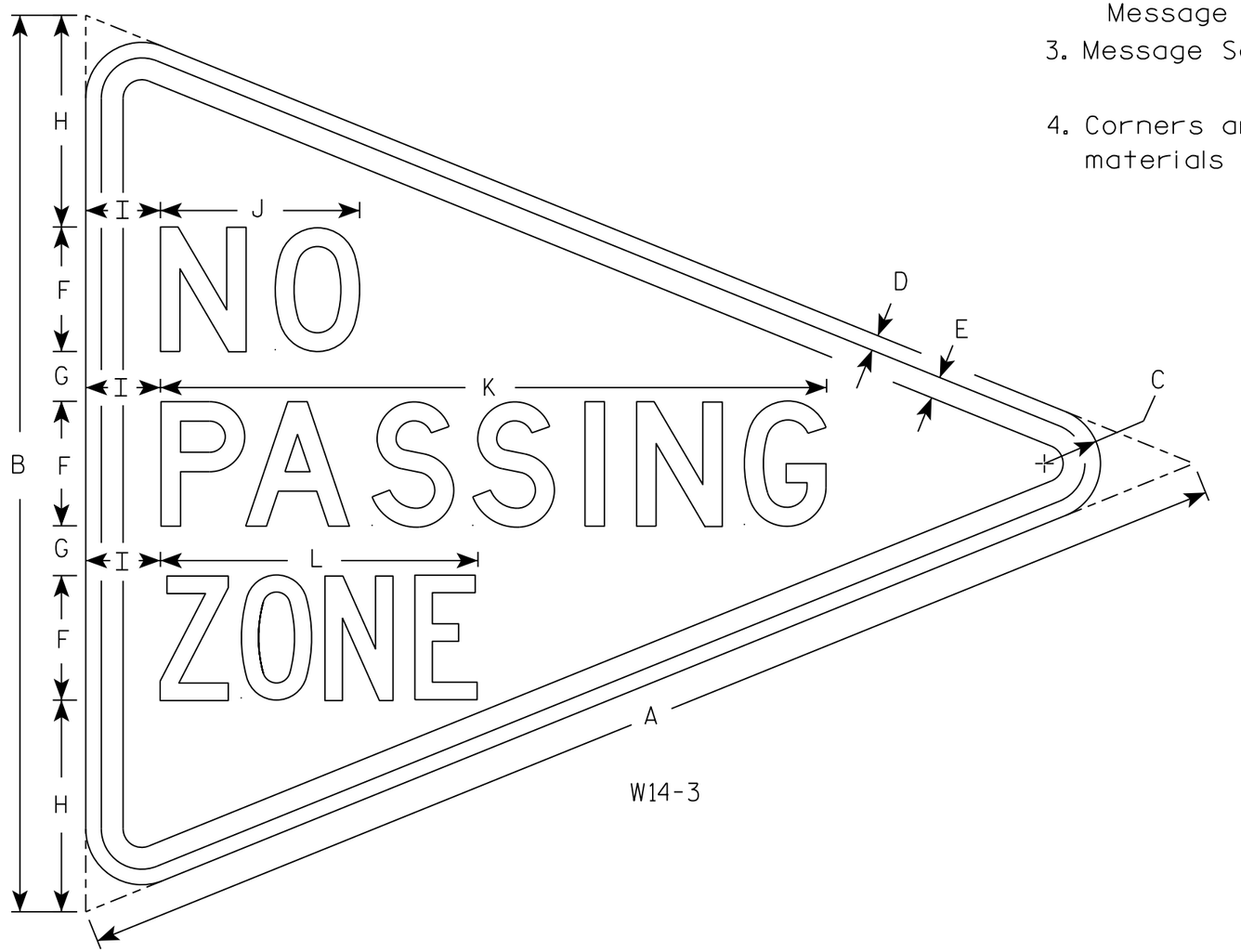
DATE 1/8/2024 PLATE NO. W13-1.17

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

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\W131.dgn PLOT DATE : 8-Jan 2024 11:07 PLOT BY : dotc4c PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

NOTES

1. Sign is Type II- Type F Reflective
2. Color:
   Background - Yellow
   Message - Black
3. Message Series - Lines 1 and 2 are Series D.
   Line 3 is series C.
4. Corners and borders shall be rounded on all base materials for this sign.



W14-3

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	48	36	2 1/4	5/8	7/8	5	2	8 1/2	3	8	26 3/4	12 3/4															5.56
2M																											
3																											
4																											
5																											

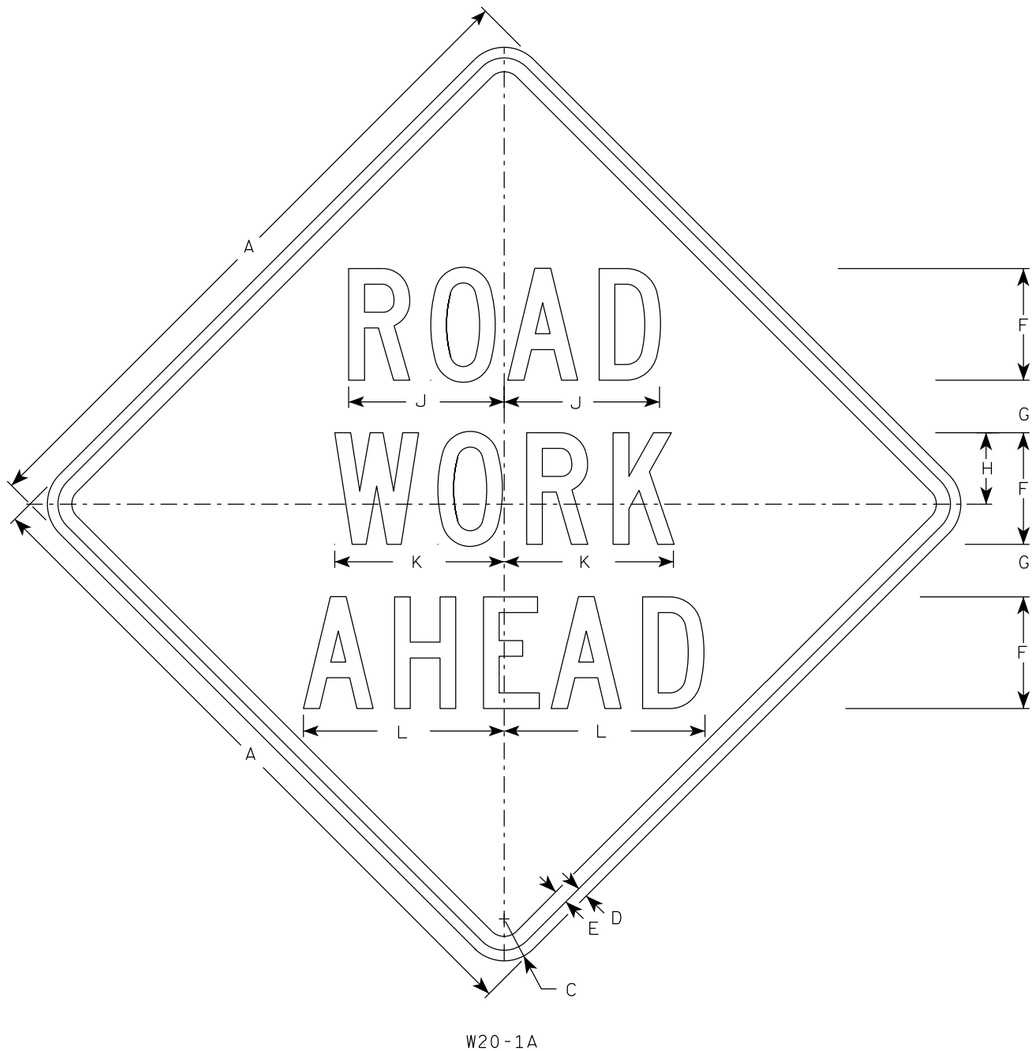
STANDARD SIGN
W14-3

WISCONSIN DEPT OF TRANSPORTATION

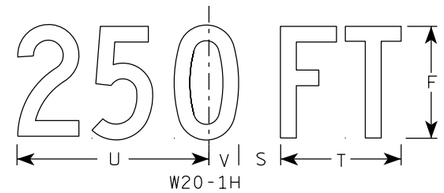
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/21/17 PLATE NO. W14-3.10

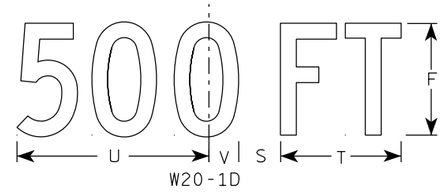
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 265	E



W20-1A



W20-1H



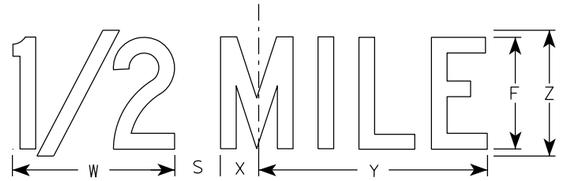
W20-1D

W20-1C

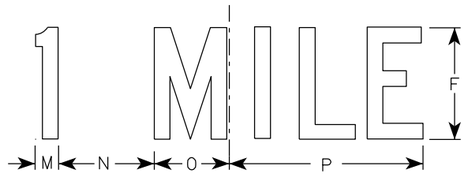
W20-1B

NOTES

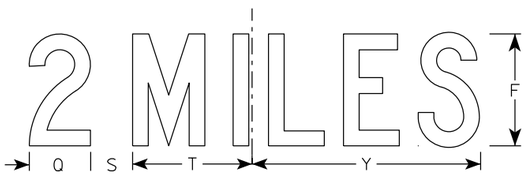
1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



W20-1G



W20-1F



W20-1E

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		2 1/4	5/8	3/4	5	2 5/8	3 1/4	10 1/8	7	7 5/8	8 7/8	1 1/8	4 1/2	3 1/2	9	3 1/4	2 1/2	2 1/4	5 5/8	9	1 3/8	8	1 3/4	10 3/4	6	9.0
2S	48		3	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8	4 3/8	3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0
2M	48		3	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8	4 3/8	3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0
3	48		3	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8	4 3/8	3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0
4	48		3	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8	4 3/8	3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0
5	48		3	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8	4 3/8	3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0

STANDARD SIGN
W20-1A, B, C, D, E, F, G & H

WISCONSIN DEPT OF TRANSPORTATION

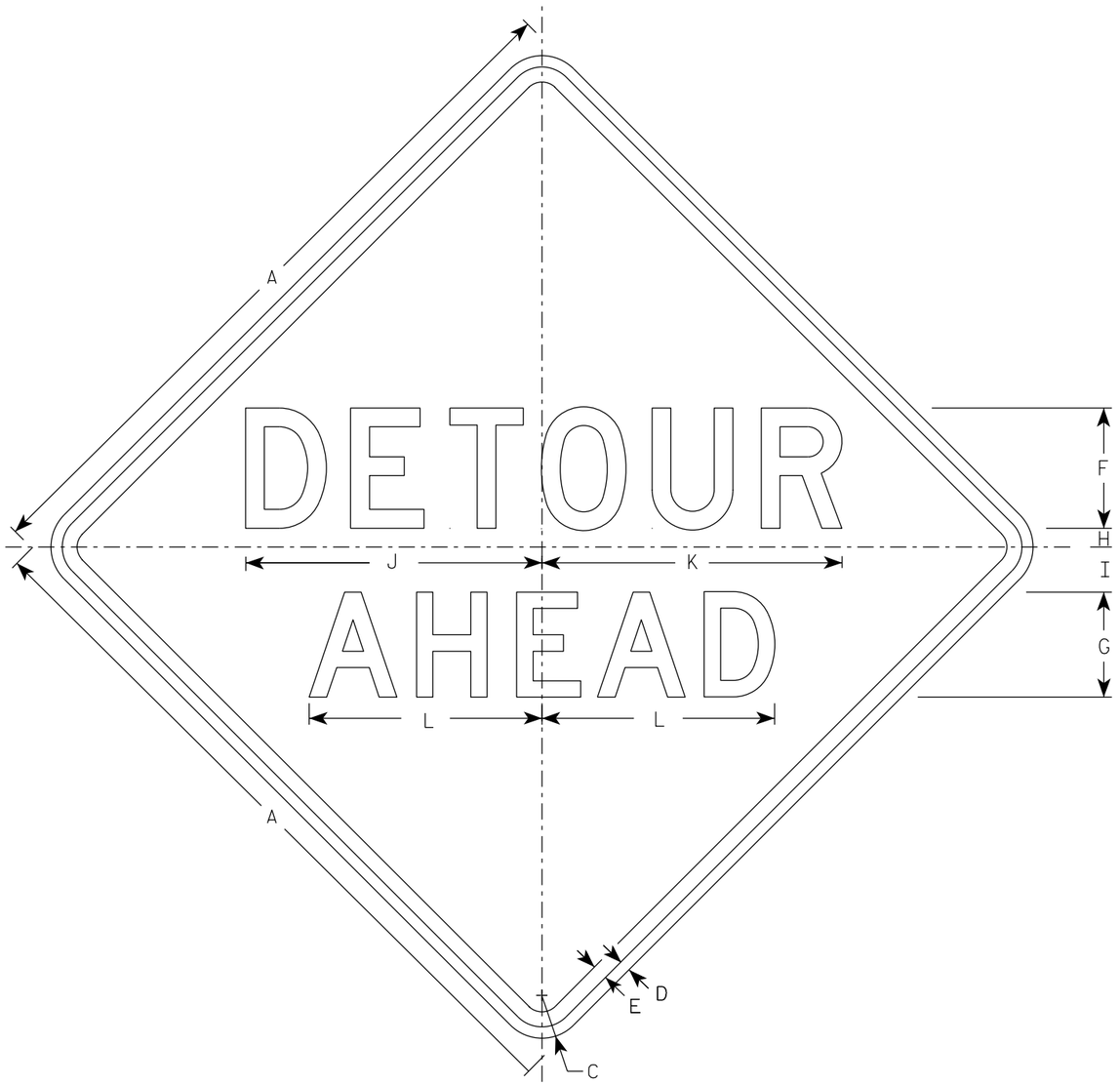
APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 1/10/2024 PLATE NO. W20-1.12

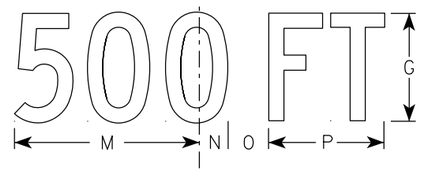
PROJECT NO:

SHEET NO: 266 E

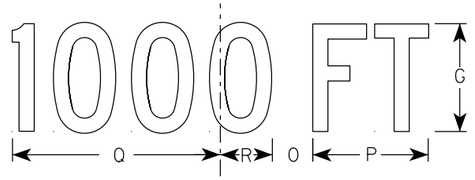
7



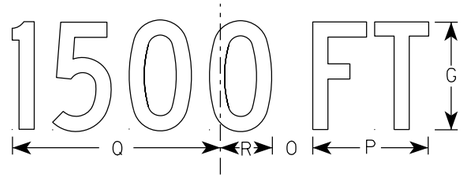
W20-2A



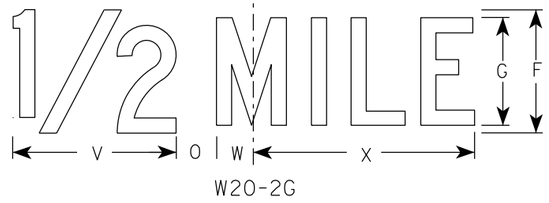
W20-2D



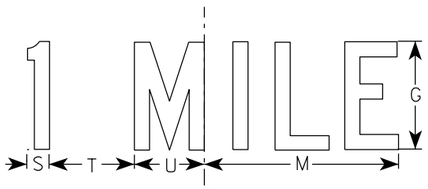
W20-2C



W20-2B



W20-2G



W20-2F

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - See note 5
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Line 1 is Series D.
   Line 2 is Series D for AHEAD and Series C for all other distances.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		2 1/4	5/8	3/4	6	5	1	2 1/4	14 3/4	15	11 5/8	9	1 3/8	1 7/8	5 5/8	10 1/8	2 1/2	1 1/8	4 1/2	3 1/2	8	1 3/4	10 3/4			9.0
2S	48		3	3/4	1	8	7	1 1/4	3	19 3/4	20	15 1/2	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	10 5/8	2 3/8	14 3/8			16.0
2M	48		3	3/4	1	8	7	1 1/4	3	19 3/4	20	15 1/2	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	10 5/8	2 3/8	14 3/8			16.0
3	48		3	3/4	1	8	7	1 1/4	3	19 3/4	20	15 1/2	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	10 5/8	2 3/8	14 3/8			16.0
4	48		3	3/4	1	8	7	1 1/4	3	19 3/4	20	15 1/2	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	10 5/8	2 3/8	14 3/8			16.0
5	48		3	3/4	1	8	7	1 1/4	3	19 3/4	20	15 1/2	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	10 5/8	2 3/8	14 3/8			16.0

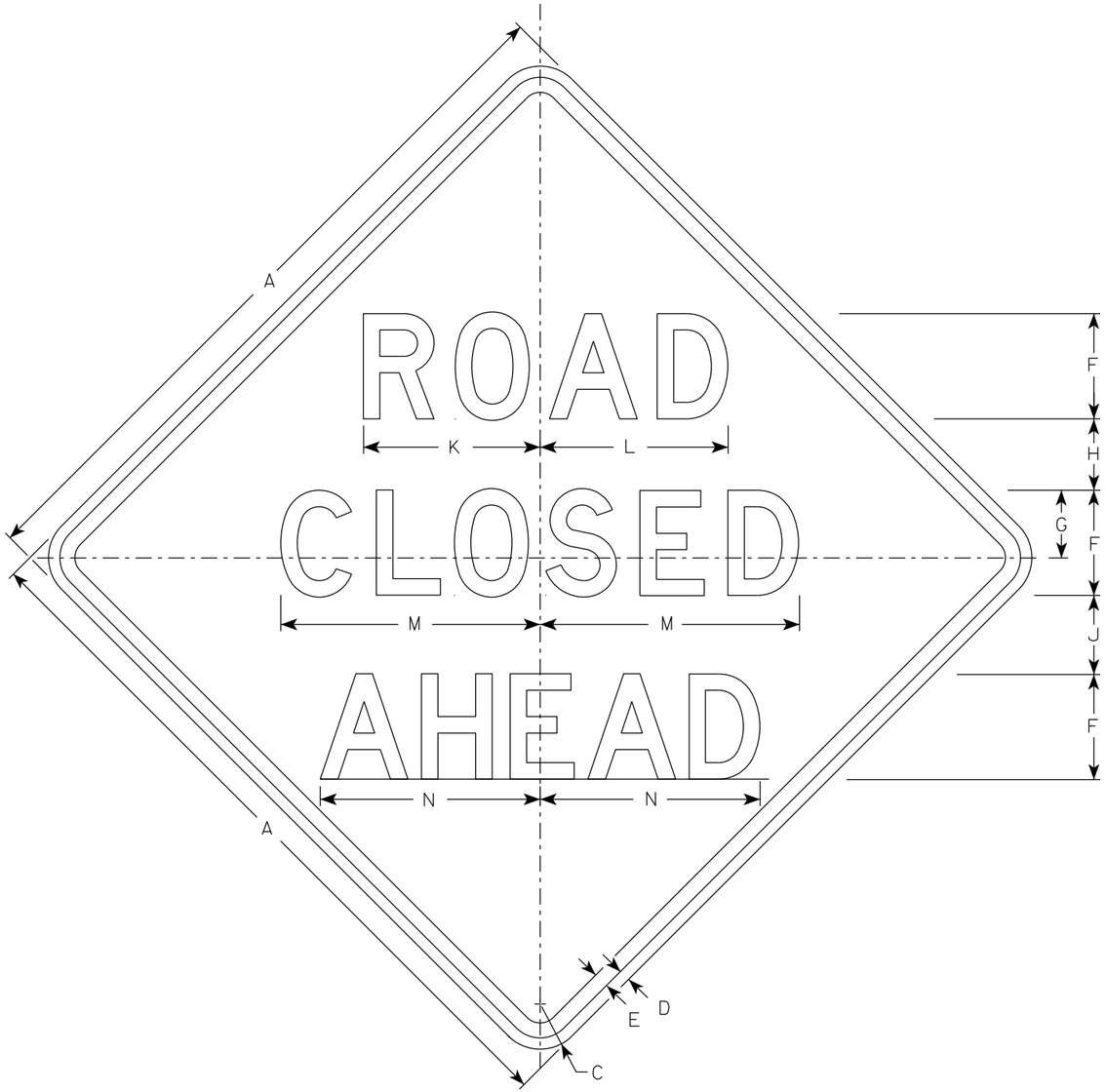
STANDARD SIGN
W20-2A,B,C,D,F & G

WISCONSIN DEPT OF TRANSPORTATION

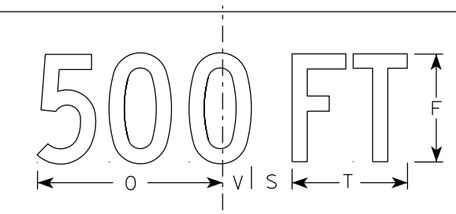
APPROVED Matthew R Rauch
For State Traffic Engineer

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

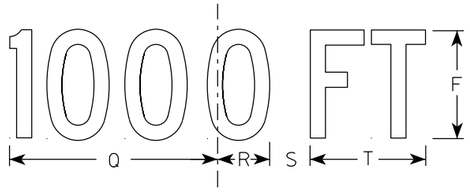
PROJECT NO:	HWY:	COUNTY:		SHEET NO: E



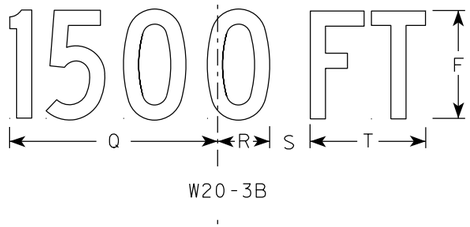
W20-3A



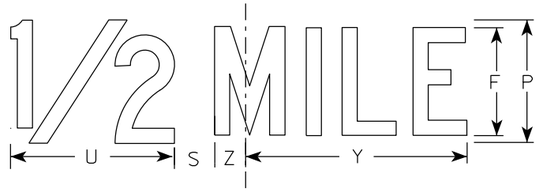
W20-3D



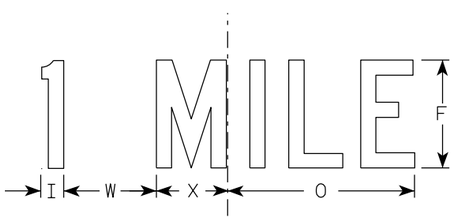
W20-3C



W20-3B



W20-3G



W20-3F

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - see note 5
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Lines 1 and 2 are Series D.
   Line 3 is Series D for AHEAD and Series C for all other distances.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		2 1/4	5/8	3/4	5	3 3/8	3 1/2	1 1/8	4	8 3/8	8 7/8	12 1/2	11	9	6	10 1/8	2 1/2	1 7/8	5 5/8	8	1 3/8	4 1/2	3 1/2	10 3/4	1 3/4	9.0
2S	48		3	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	11 3/4	12 1/2	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	10 5/8	1 7/8	6	4 5/8	14 3/8	2 3/8	16.0
2M	48		3	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	11 3/4	12 1/2	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	10 5/8	1 7/8	6	4 5/8	14 3/8	2 3/8	16.0
3	48		3	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	11 3/4	12 1/2	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	10 5/8	1 7/8	6	4 5/8	14 3/8	2 3/8	16.0
4	48		3	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	11 3/4	12 1/2	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	10 5/8	1 7/8	6	4 5/8	14 3/8	2 3/8	16.0
5	48		3	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	11 3/4	12 1/2	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	10 5/8	1 7/8	6	4 5/8	14 3/8	2 3/8	16.0

STANDARD SIGN
W20-3A, B, C, D, F & G

WISCONSIN DEPT OF TRANSPORTATION

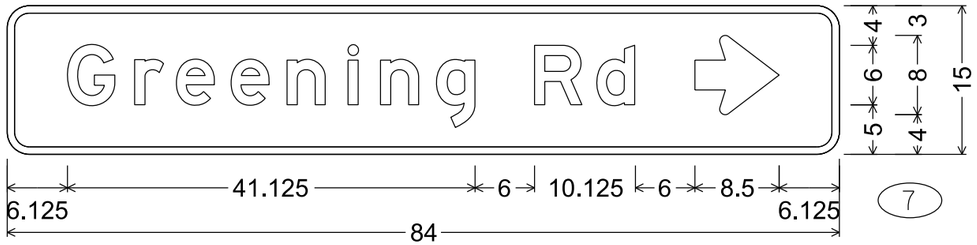
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/10/2024 PLATE NO. W20-3.8

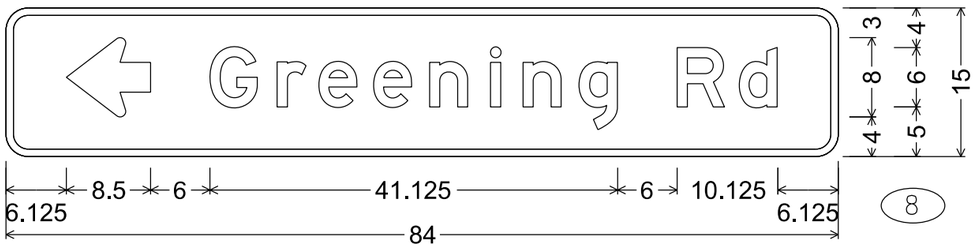
PROJECT NO: | HWY: | COUNTY: | SHEET NO: E

NOTES

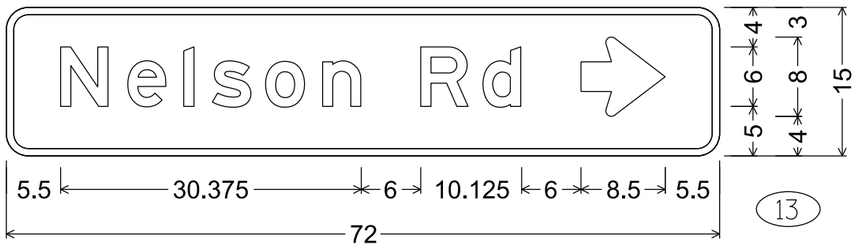
1. All Signs Type II - Type H Reflective
2. Color:
   Background - Green
   Message - White
3. Message Series - E except as noted



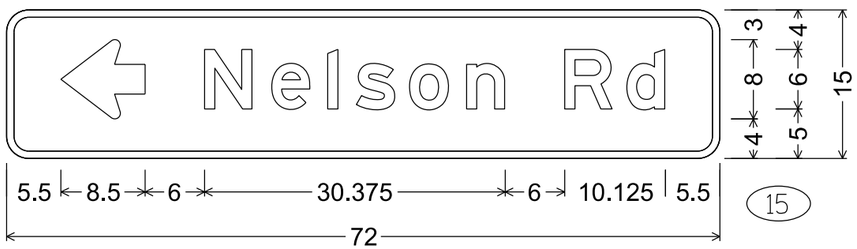
D1-1; 2.250" Radius, 0.750" Border



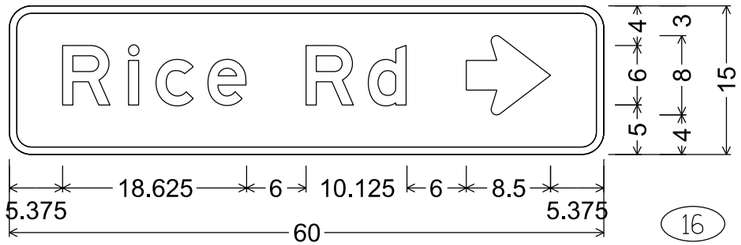
D1-1; 2.250" Radius, 0.750" Border



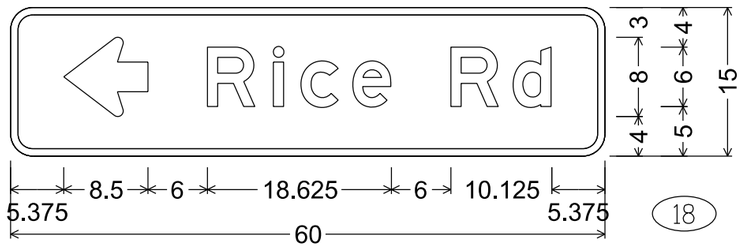
D1-1; 2.250" Radius, 0.750" Border



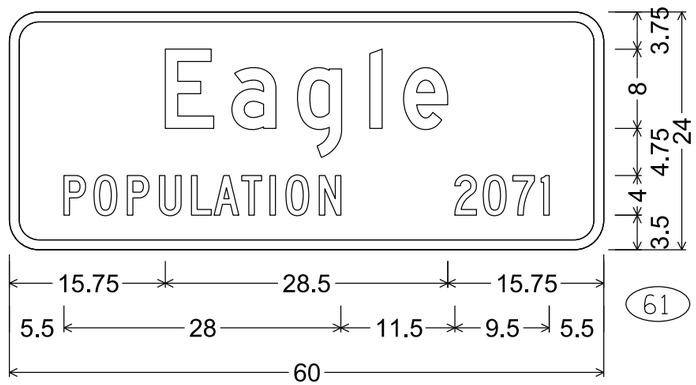
D1-1; 2.250" Radius, 0.750" Border



D1-1; 2.250" Radius, 0.750" Border



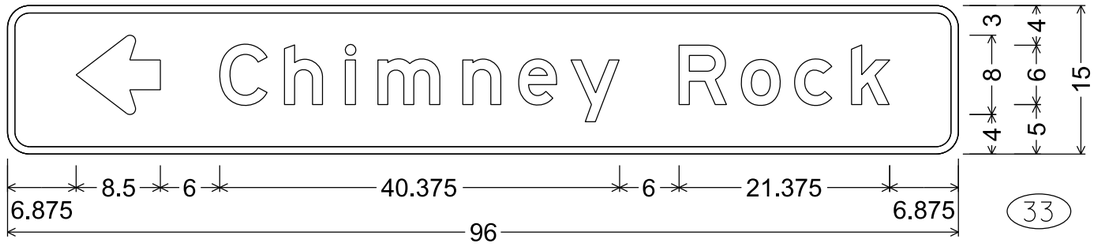
D1-1; 2.250" Radius, 0.750" Border



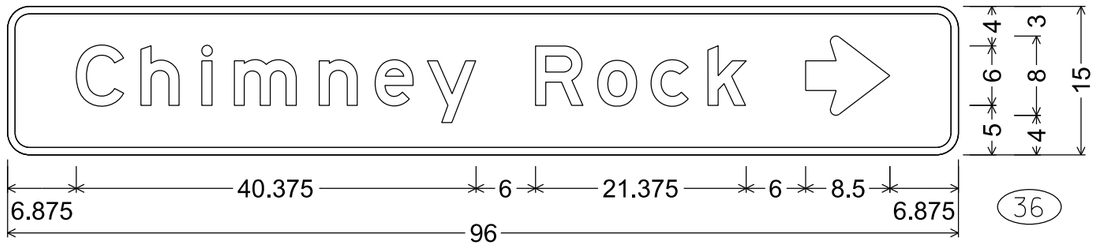
I2-3 ; 3.000" Radius, 1.000" Border
"Eagle", D; "POPULATION", C; "2071", C

NOTES

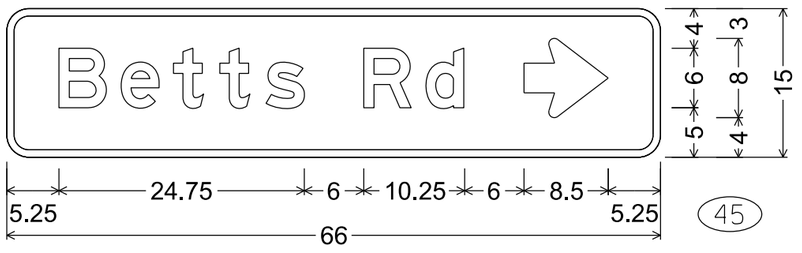
1. All Signs Type II - Type H Reflective
2. Color:
   Background - Green
   Message - White
3. Message Series - E



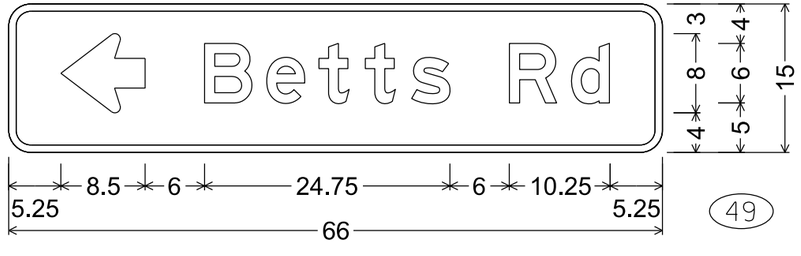
D1-1; 2.250" Radius, 0.750" Border



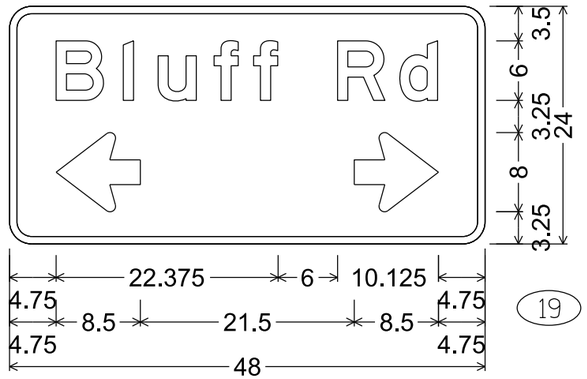
D1-1; 2.250" Radius, 0.750" Border



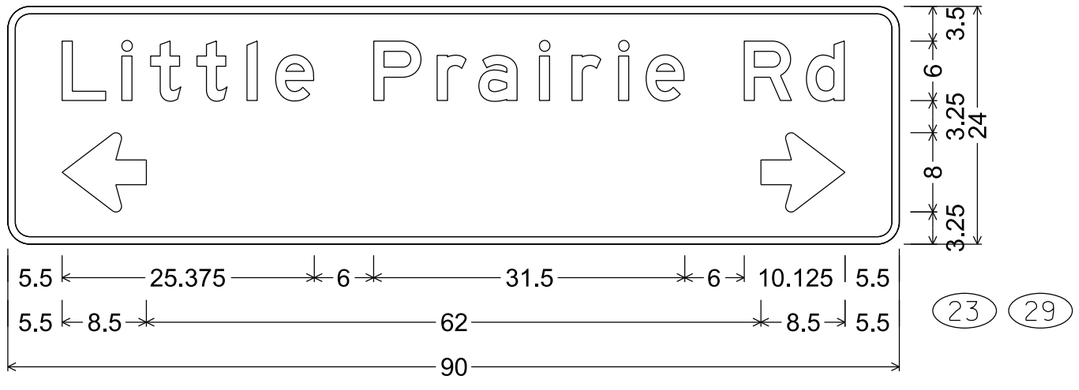
D1-1; 2.250" Radius, 0.750" Border



D1-1; 2.250" Radius, 0.750" Border



D1-61; 2.250" Radius, 0.750" Border



D1-61; 2.250" Radius, 0.750" Border

7

7

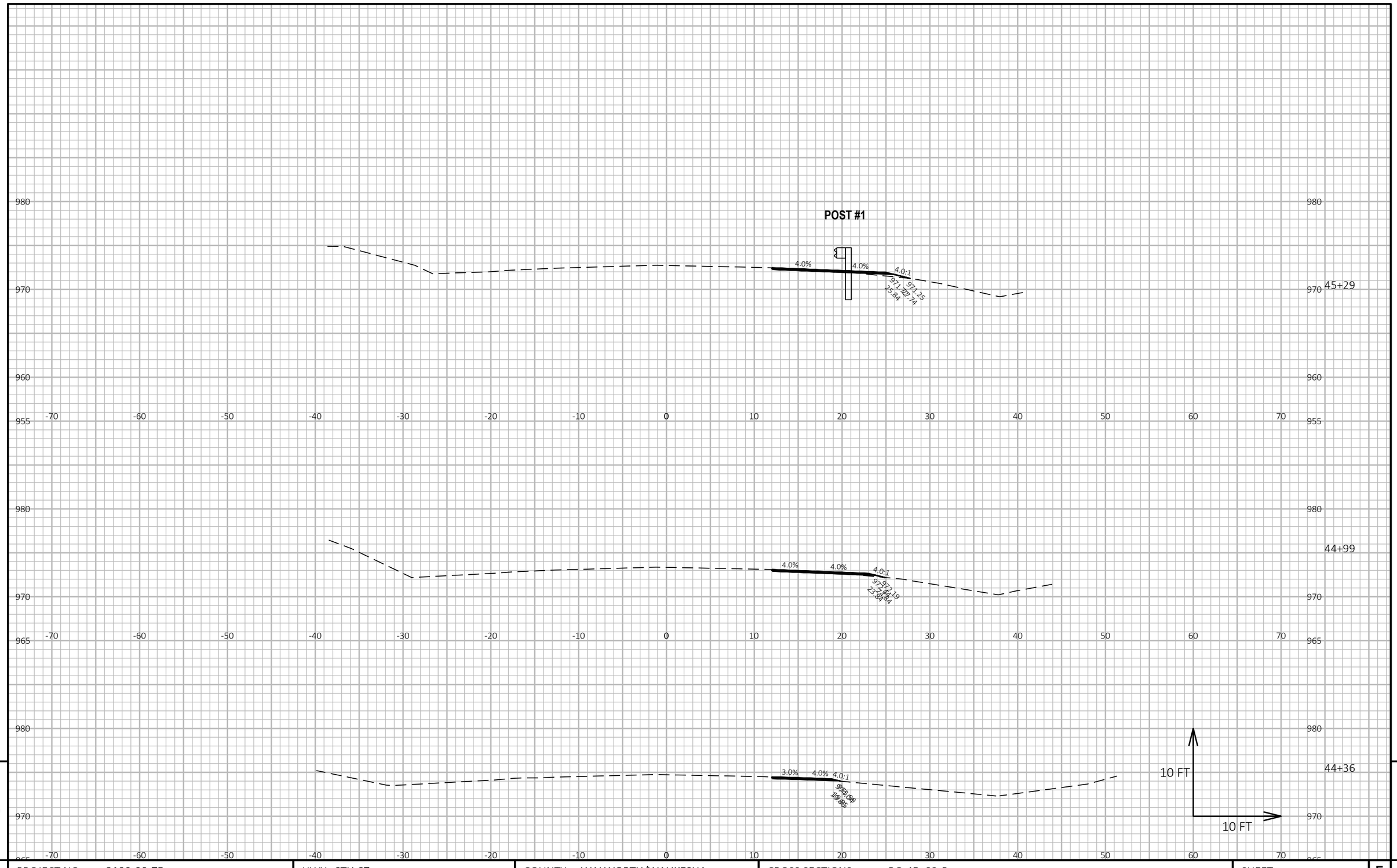
PROJECT NO: 3100-00-75	HWY: STH 67	COUNTY: WAUKESHA & WALWORTH	PERMANENT SIGNING	SHEET NO: 270	E

STH 67 - BETTS ROAD

STATION	REAL STATION	DISTANCE	AREA (SF)		INCREMENTAL VOL (CY) (UNADJUSTED)		CUMULATIVE VOL (CY)		
			CUT	FILL	CUT NOTE 1	FILL NOTE 3	CUT 1.00 NOTE 1	EXPANDED FILL 1.25	MASS ORDINATE NOTE 8
307+75.00	30775.00	0.00	0.00	0.00	0	0	0	0	0
307+94.00	30794.00	19.00	11.44	0.00	4	0	4	0	4
308+00.00	30800.00	6.00	11.39	0.01	3	0	7	0	7
308+25.00	30825.00	25.00	11.04	0.98	10	0	17	0	17
308+50.00	30850.00	25.00	13.66	4.80	11	3	28	4	24
308+75.00	30875.00	25.00	14.23	13.13	13	8	41	14	27
309+00.00	30900.00	25.00	13.28	18.69	13	15	54	33	22
309+25.00	30925.00	25.00	13.81	17.53	13	17	67	54	13
309+50.00	30950.00	25.00	14.36	5.83	13	11	80	68	13
309+75.00	30975.00	25.00	14.22	0.56	13	3	93	71	22
310+00.00	31000.00	25.00	13.49	2.17	13	1	106	73	34
310+25.00	31025.00	25.00	13.99	0.00	13	1	119	74	45
310+28.00	31028.00	3.00	14.03	0.00	2	0	121	74	47
310+50.00	31050.00	22.00	0.00	0.00	6	0	127	74	53

STH 67 - BARRIER WALL

STATION	REAL STATION	DISTANCE	AREA (SF)		INCREMENTAL VOL (CY) (UNADJUSTED)		CUMULATIVE VOL (CY)		
			CUT	FILL	CUT NOTE 1	FILL NOTE 3	CUT 1.00 NOTE 1	EXPANDED FILL 1.25	MASS ORDINATE NOTE 8
383+25.00	38325.00	0.00	7.15	0.00	0	0	0	0	0
383+40.00	38340.00	15.00	6.06	0.00	4	0	4	0	4
383+50.90	38350.90	10.90	13.40	0.03	4	0	8	0	8
383+64.80	38364.80	13.90	18.44	0.01	8	0	16	0	16
383+75.00	38375.00	10.20	24.27	0.00	8	0	24	0	24
384+00.00	38400.00	25.00	22.68	0.00	22	0	46	0	46
384+25.00	38425.00	25.00	37.72	0.00	28	0	74	0	74
384+50.00	38450.00	25.00	23.47	0.00	28	0	102	0	102
384+75.00	38475.00	25.00	23.38	0.00	22	0	124	0	124
385+00.00	38500.00	25.00	8.62	0.00	15	0	139	0	139
385+14.00	38514.00	14.00	5.22	0.00	4	0	143	0	143
385+30.00	38530.00	16.00	5.34	0.00	3	0	146	0	146
385+43.48	38543.48	13.48	0.00	0.00	1	0	147	0	147



9

9

PROJECT NO: 3100-00-75	HWY: STH 67	COUNTY: WALWORTH/WAUKESHA	CROSS SECTIONS: BG-45+82-R	SHEET 272	E

FILE NAME : \\DOTWKEFILE1P\N3PUBLIC\PDS\C3D\31000005\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 01

PLOT DATE : 7/22/2024 5:13 PM

PLOT BY : SILVA, DIEGO

PLOT NAME :

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

WISDOT/CADDS SHEET 49

980

970

960

955

-70 -60 -50 -40 -30 -20 -10 0 10 20 30 40 50 60 70

980

970

960

955

45+79

POST #9

3.0% 4.0% 4.0:1

970.62

970.20

21.96

980

970

960

955

-70 -60 -50 -40 -30 -20 -10 0 10 20 30 40 50 60 70

980

970

960

955

45+54

POST #5

3.5% 4.0% 4.0:1

971.34

970.96

23.12

10 FT

10 FT

9

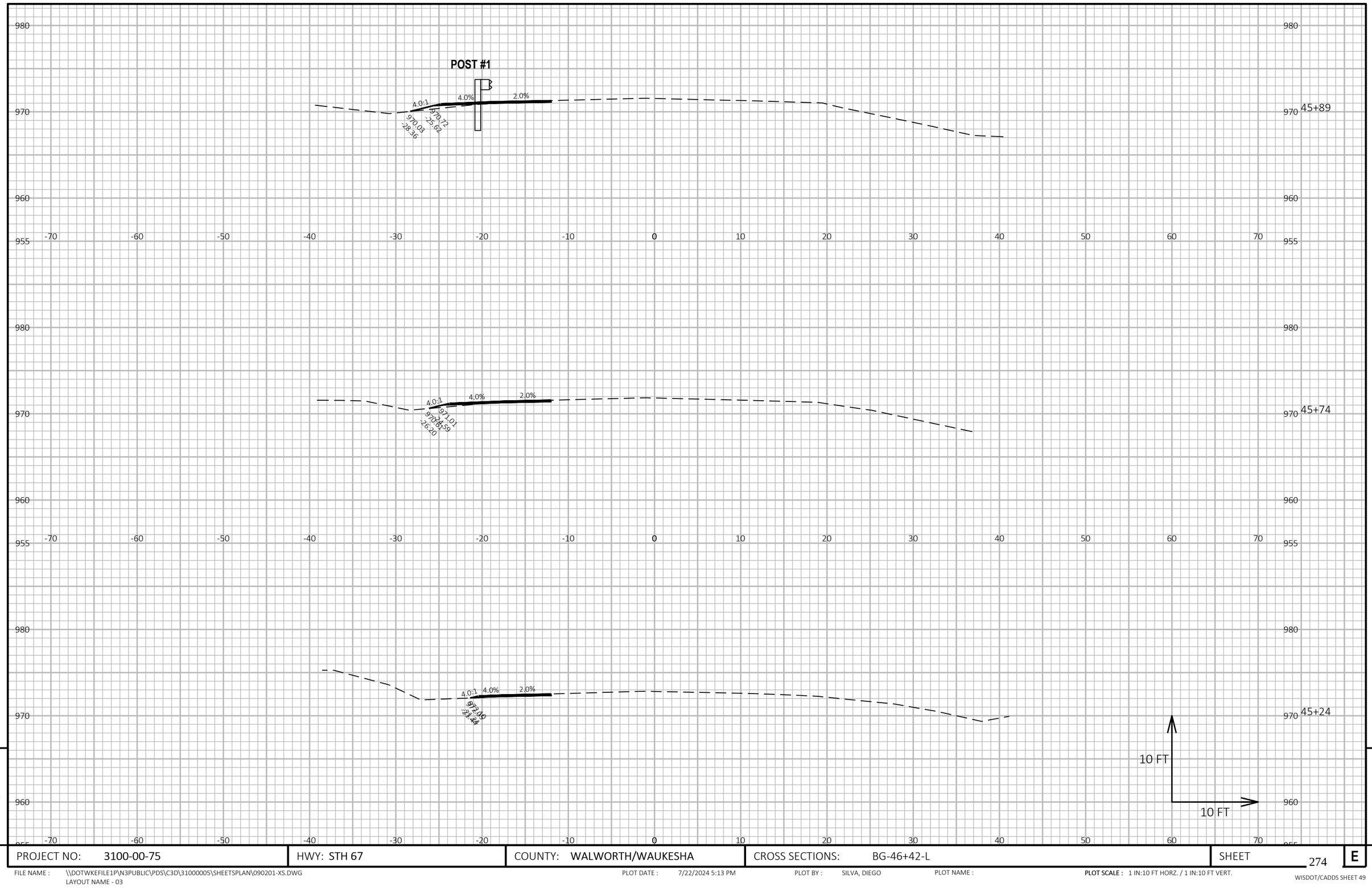
9

PROJECT NO: 3100-00-75	HWY: STH 67	COUNTY: WALWORTH/WAUKESHA	CROSS SECTIONS: BG-45+82-R	SHEET 273	E

FILE NAME : \\DOTWKEFILE1P\N3PUBLIC\PDS\C3D\31000005\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 02

PLOT DATE : 7/22/2024 5:13 PM PLOT BY : SILVA, DIEGO PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

9

PROJECT NO: 3100-00-75	HWY: STH 67	COUNTY: WALWORTH/WAUKESHA	CROSS SECTIONS: BG-46+42-L	SHEET 274	E

FILE NAME : \\DOTWKEFILE1P\N3PUBLIC\PDS\C3D\31000005\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 03

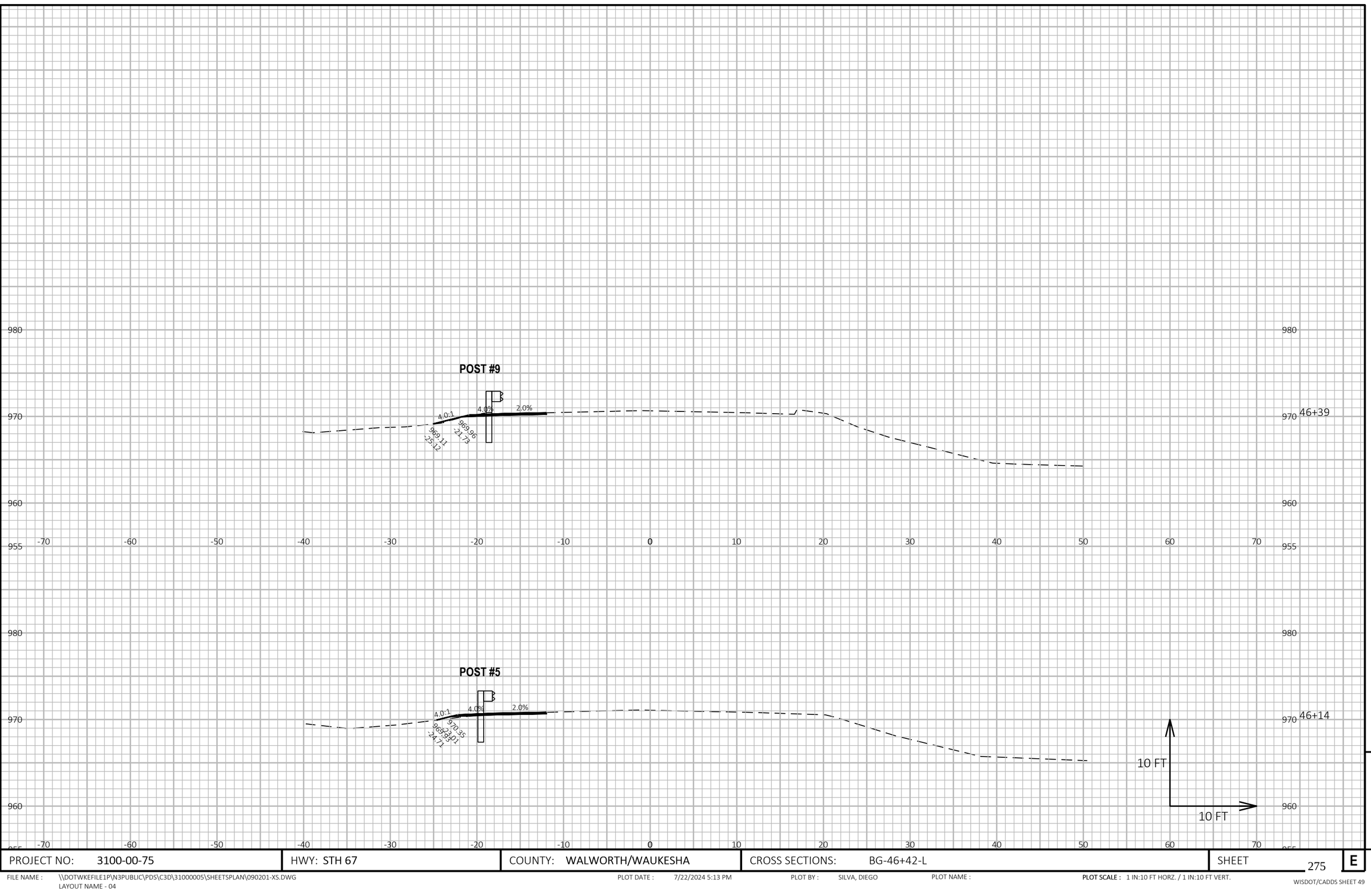
PLOT DATE : 7/22/2024 5:13 PM

PLOT BY : SILVA, DIEGO

PLOT NAME :

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

WISDOT/CADDS SHEET 49



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9

PROJECT NO: 3100-00-75	HWY: STH 67	COUNTY: WALWORTH/WAUKESHA	CROSS SECTIONS: BG-46+42-L	SHEET 275	E

FILE NAME : \\DOTWKEFILE1P\N3PUBLIC\PDS\C3D\31000005\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 04

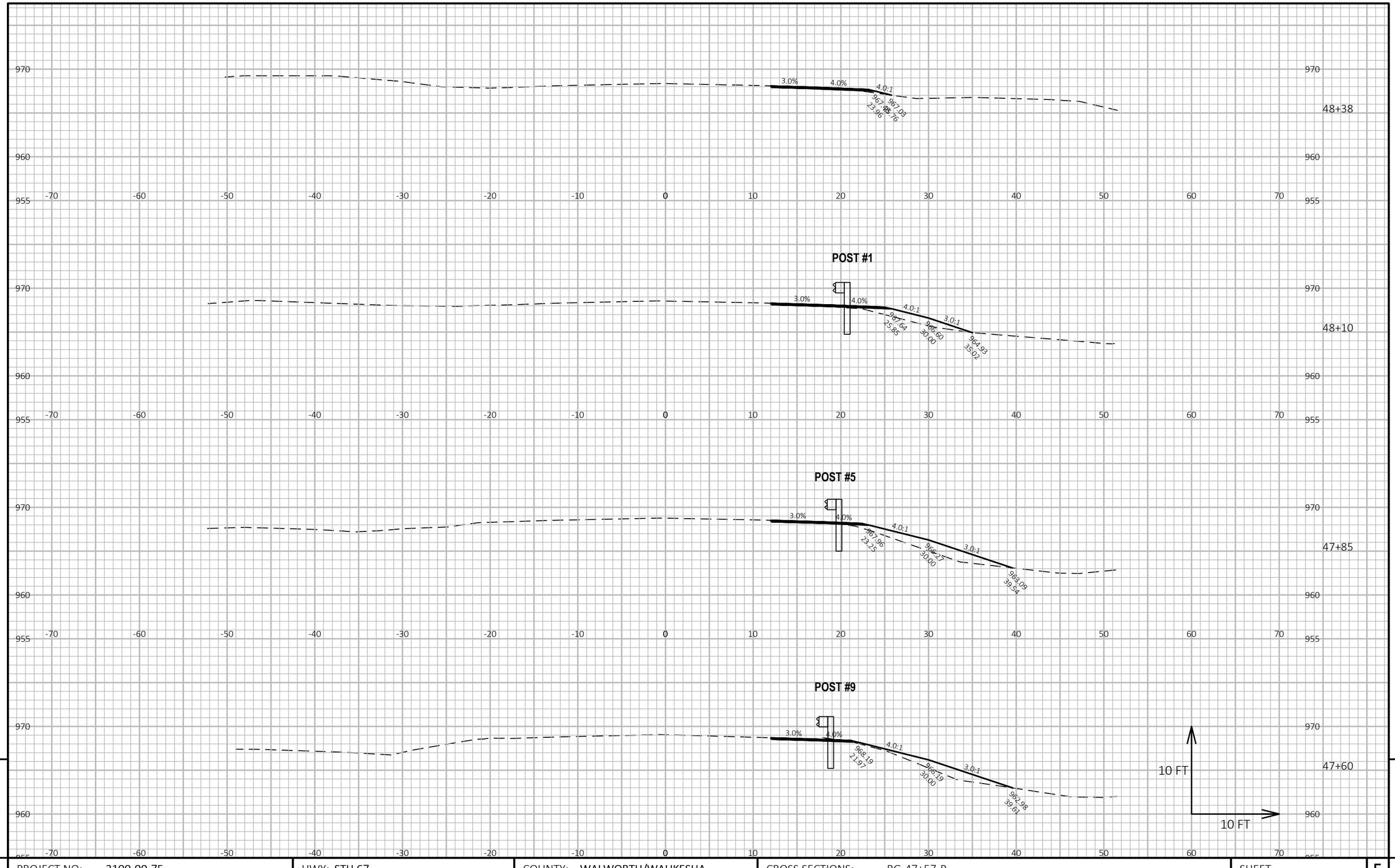
PLOT DATE : 7/22/2024 5:13 PM

PLOT BY : SILVA, DIEGO

PLOT NAME :

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

WISDOT/CADDS SHEET 49



9

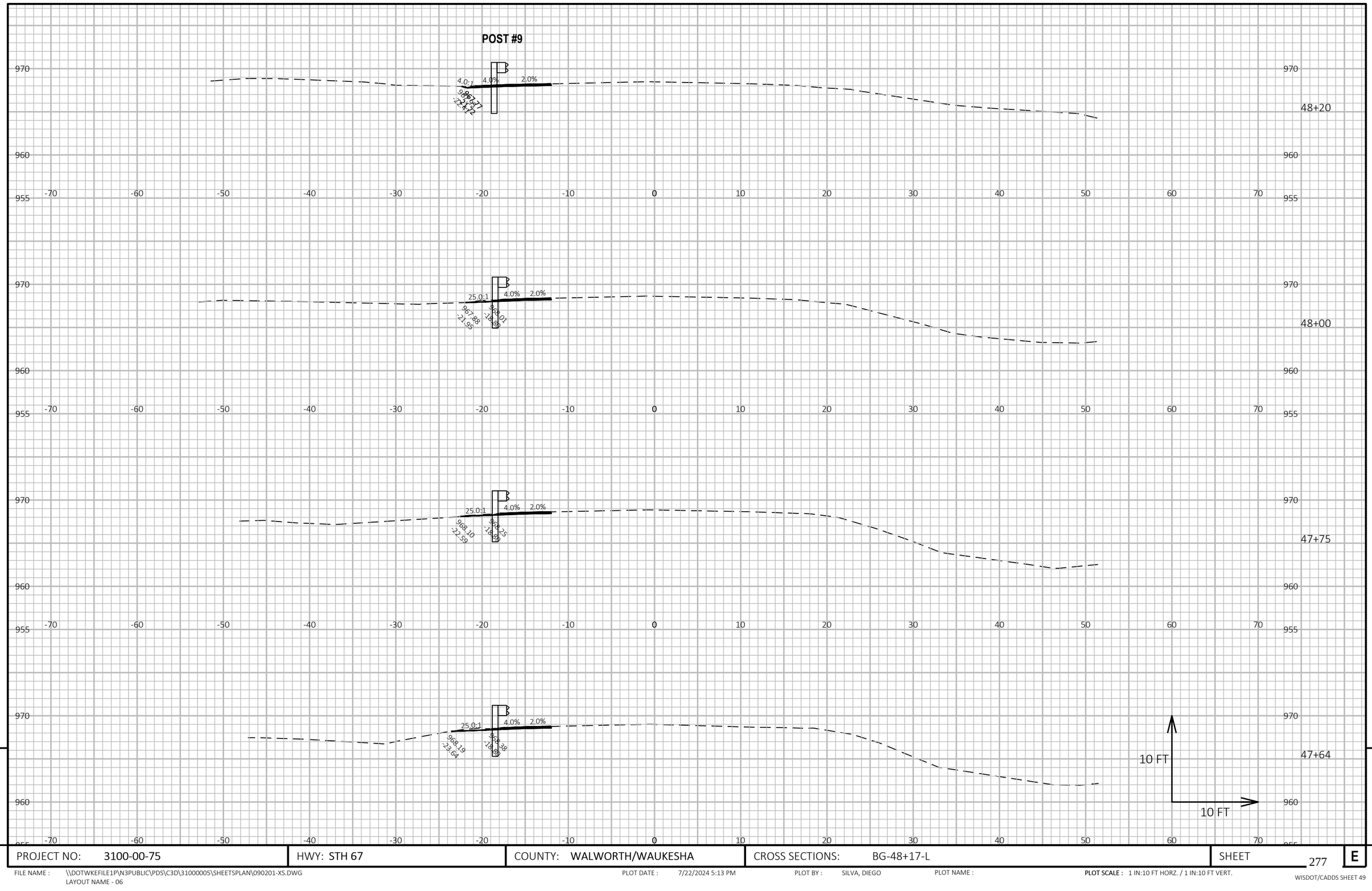
9

PROJECT NO: 3100-00-75	HWY: STH 67	COUNTY: WALWORTH/WAUKESHA	CROSS SECTIONS: BG-47+57-R	SHEET 276	E

FILE NAME : \\DOTWKEFILE1P\N3PUBLIC\PDS\C3D\31000005\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 05

PLOT DATE : 7/22/2024 5:13 PM PLOT BY : SILVA, DIEGO PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 3100-00-75	HWY: STH 67	COUNTY: WALWORTH/WAUKESHA	CROSS SECTIONS: BG-48+17-L	SHEET 277	E

FILE NAME : \\DOTWKEFILE1P\N3PUBLIC\PDS\C3D\31000005\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 06

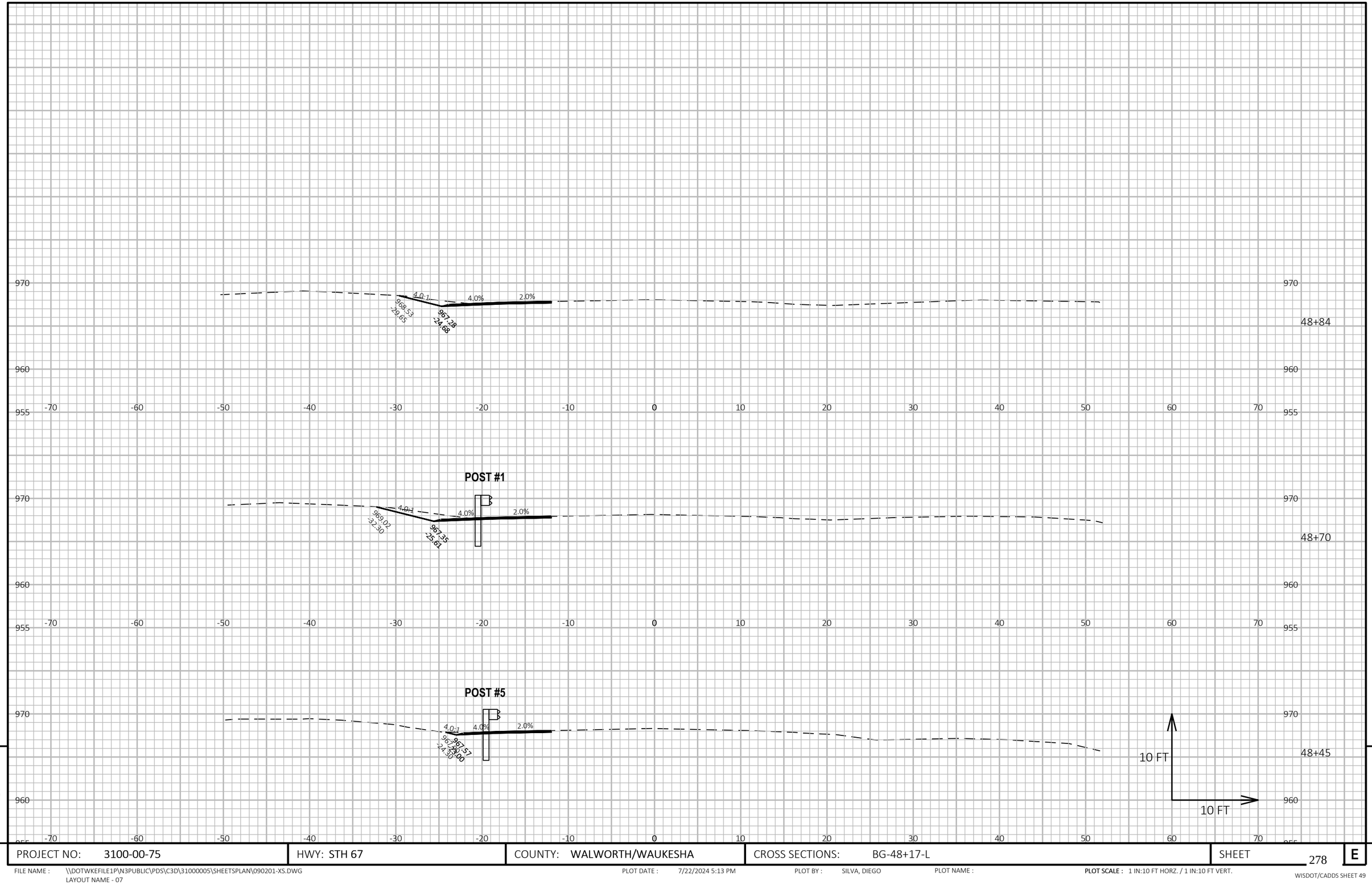
PLOT DATE : 7/22/2024 5:13 PM

PLOT BY : SILVA, DIEGO

PLOT NAME :

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

WISDOT/CADDS SHEET 49



9

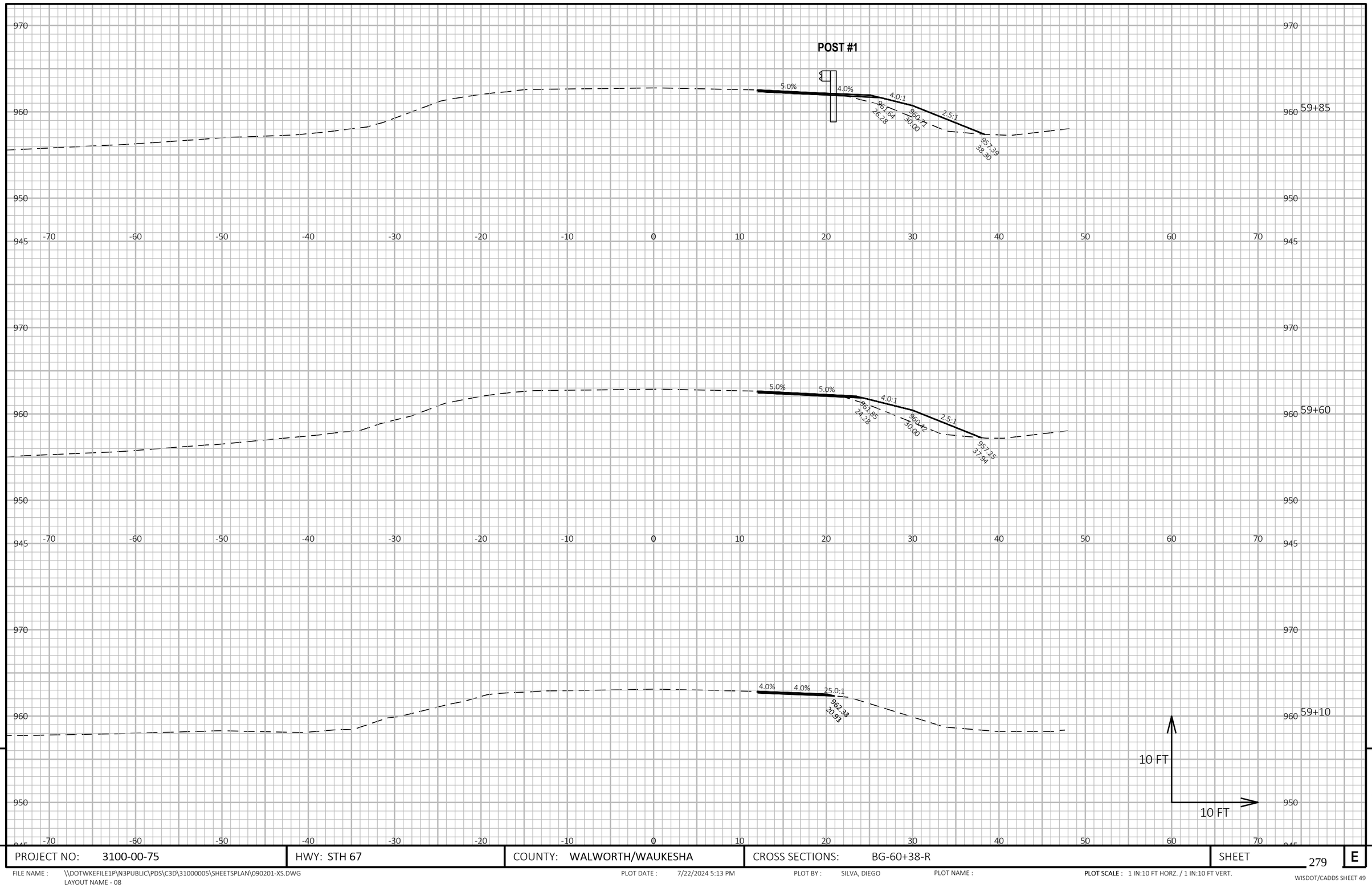
9

PROJECT NO: 3100-00-75	HWY: STH 67	COUNTY: WALWORTH/WAUKESHA	CROSS SECTIONS: BG-48+17-L	SHEET 278	E

FILE NAME : \\DOTWKEFILE1P\N3PUBLIC\PDS\C3D\31000005\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 07

PLOT DATE : 7/22/2024 5:13 PM PLOT BY : SILVA, DIEGO PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

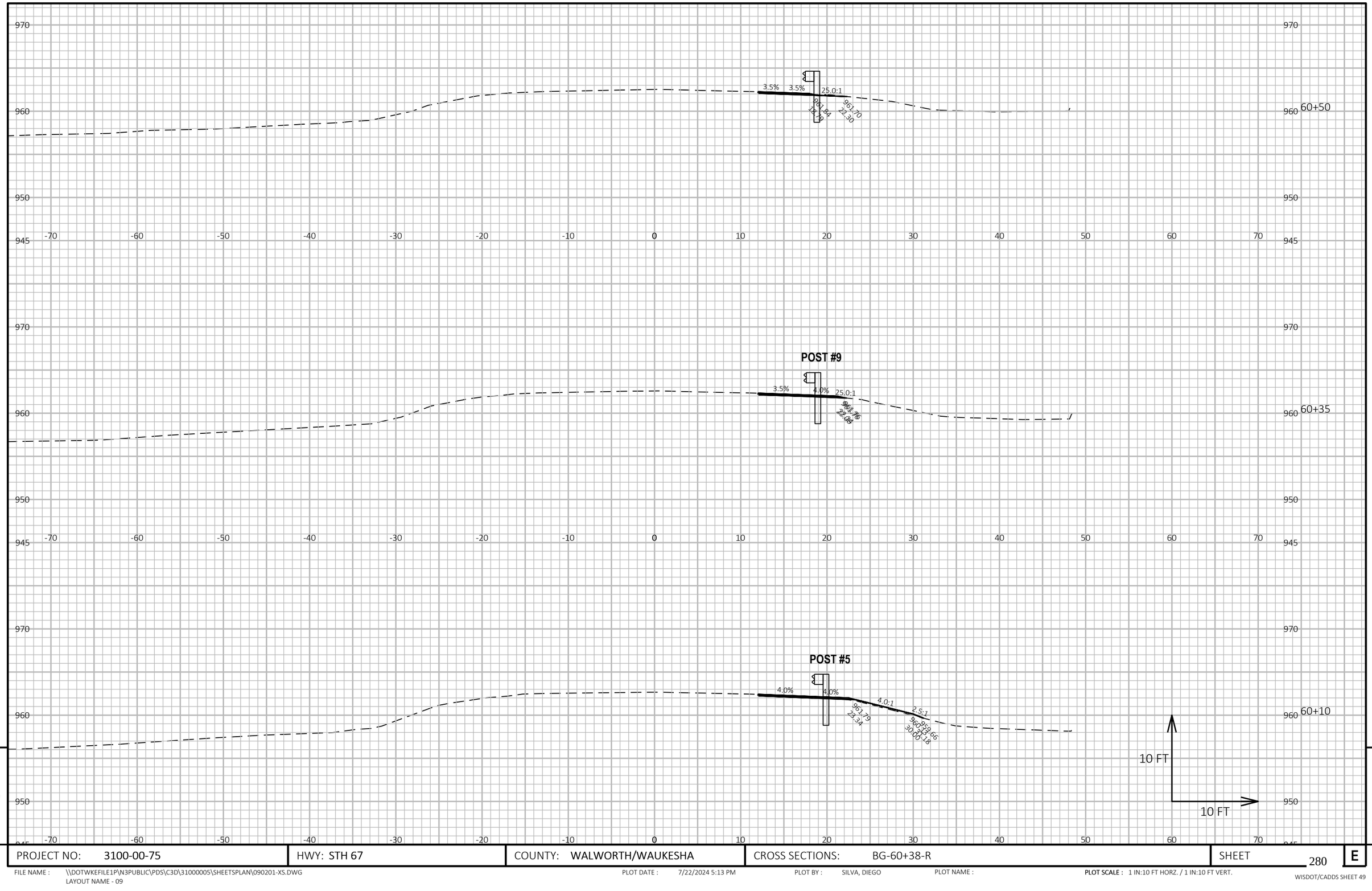


PROJECT NO: 3100-00-75	HWY: STH 67	COUNTY: WALWORTH/WAUKESHA	CROSS SECTIONS: BG-60+38-R	SHEET 279	E

FILE NAME : \\DOTWKEFILE1P\N3PUBLIC\PDS\C3D\31000005\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 08

PLOT DATE : 7/22/2024 5:13 PM PLOT BY : SILVA, DIEGO PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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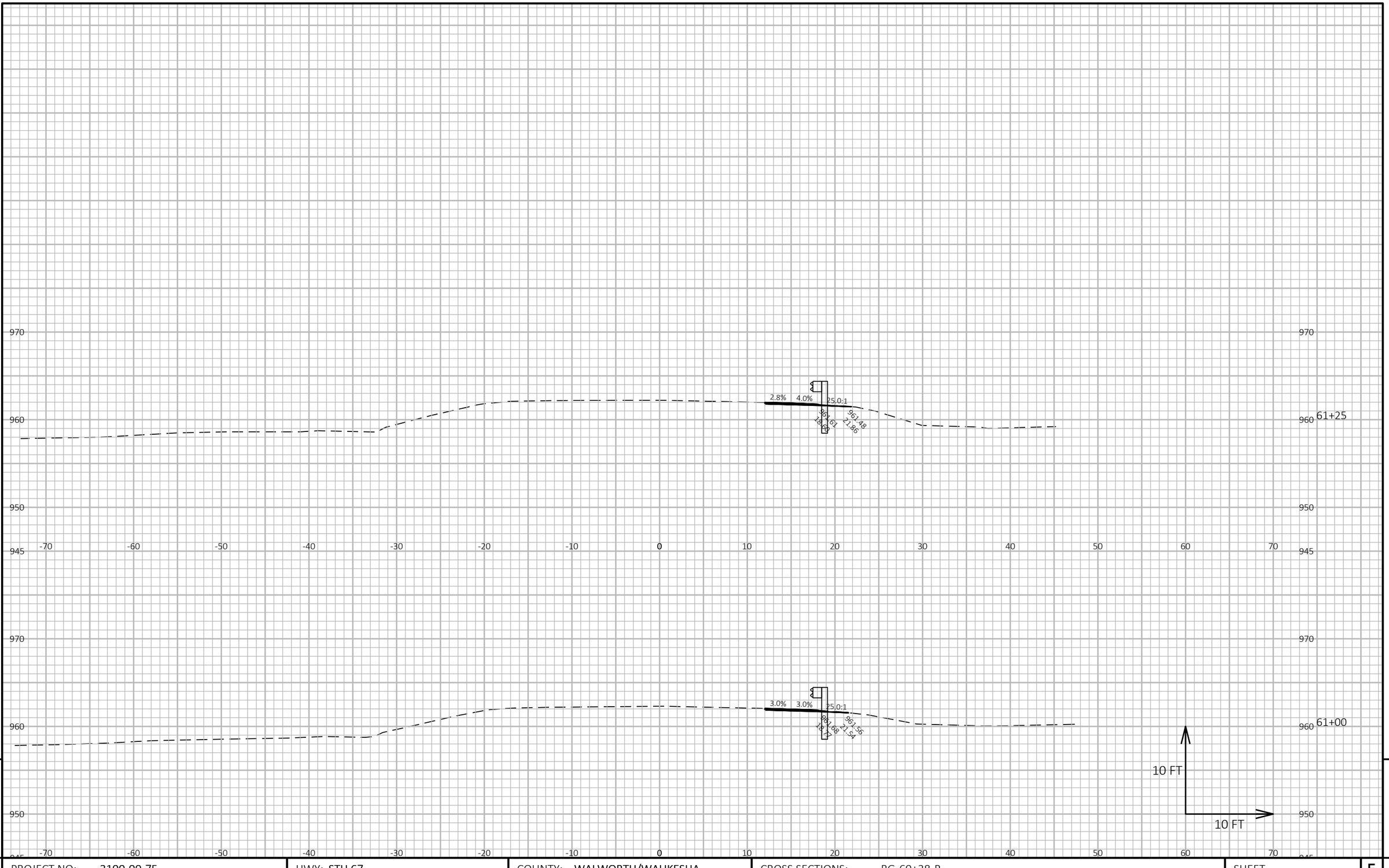
PROJECT NO: 3100-00-75	HWY: STH 67	COUNTY: WALWORTH/WAUKESHA	CROSS SECTIONS: BG-60+38-R	SHEET 280	E

FILE NAME : \\DOTWKEFILE1P\N3PUBLIC\PDS\C3D\31000005\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 09

PLOT DATE : 7/22/2024 5:13 PM PLOT BY : SILVA, DIEGO PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

9

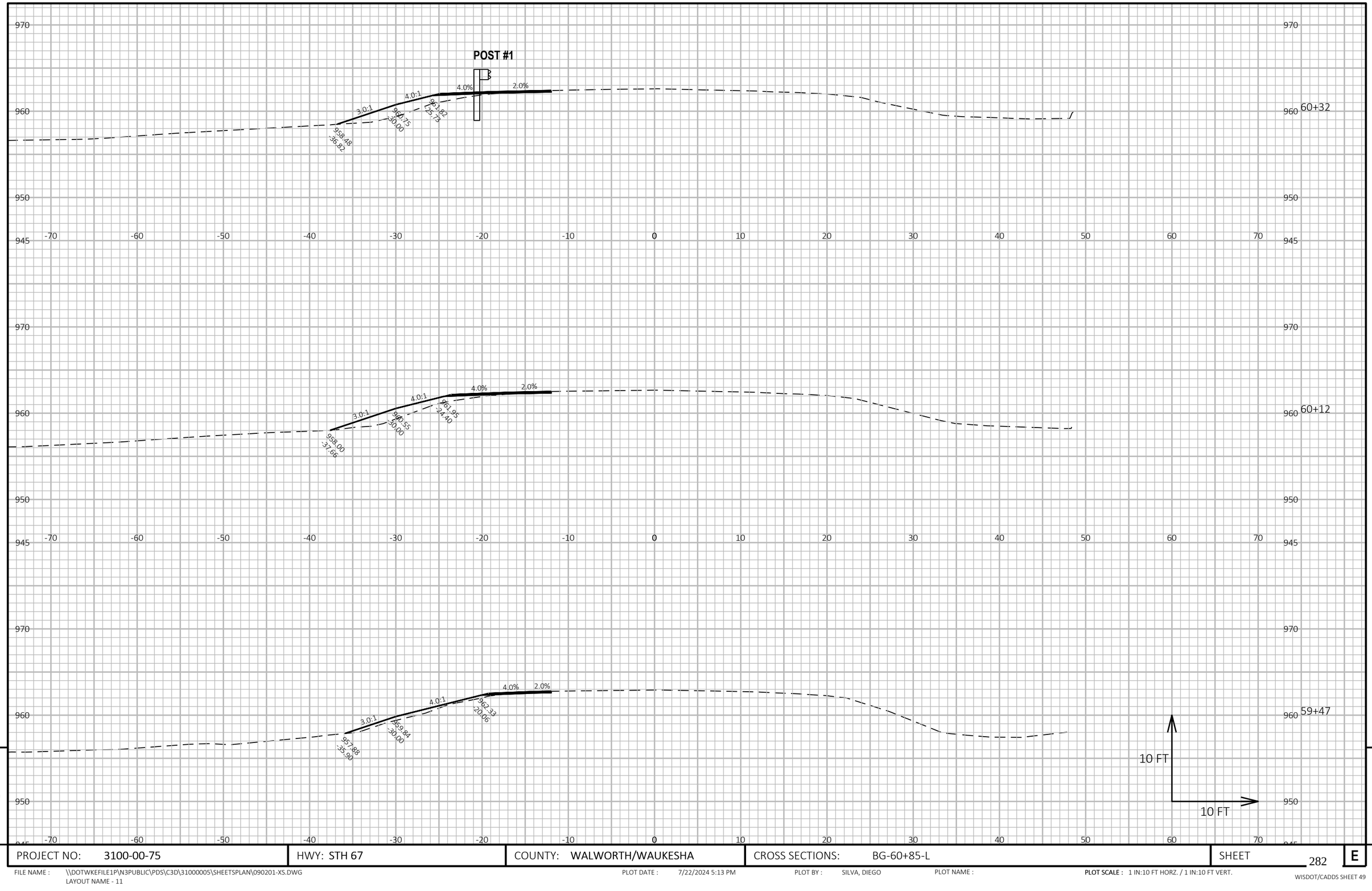
PROJECT NO: 3100-00-75	HWY: STH 67	COUNTY: WALWORTH/WAUKESHA	CROSS SECTIONS: BG-60+38-R	SHEET 281	E

FILE NAME : \\DOTWKEFILE1P\N3PUBLIC\PDS\C3D\31000005\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 10

PLOT DATE : 7/22/2024 5:13 PM PLOT BY : SILVA, DIEGO PLOT NAME :

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

WISDOT/CADDS SHEET 49



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PROJECT NO: 3100-00-75	HWY: STH 67	COUNTY: WALWORTH/WAUKESHA	CROSS SECTIONS: BG-60+85-L	SHEET 282	E

FILE NAME : \\DOTWKEFILE1P\N3PUBLIC\PDS\C3D\31000005\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 11

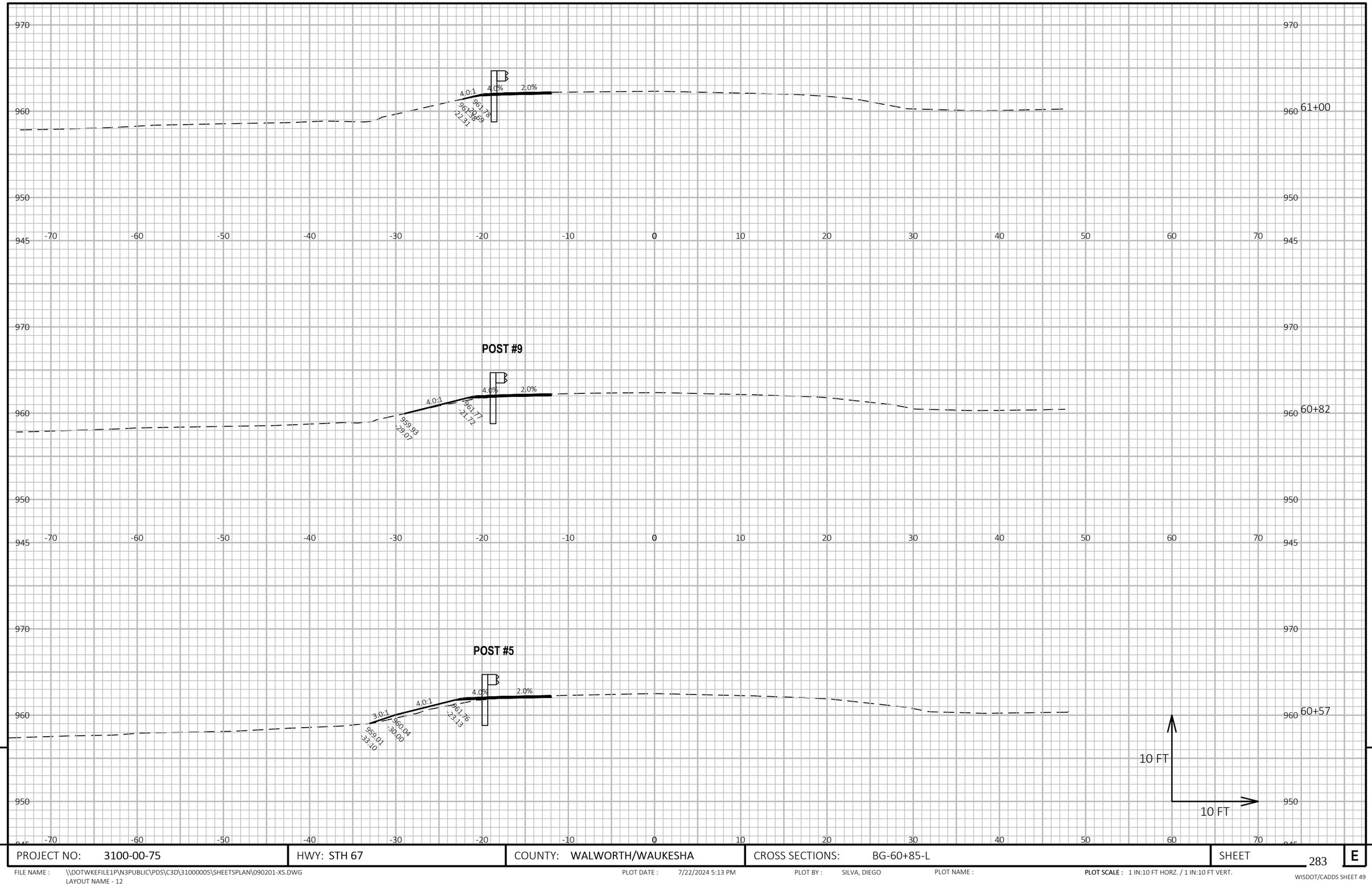
PLOT DATE : 7/22/2024 5:13 PM

PLOT BY : SILVA, DIEGO

PLOT NAME :

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

WISDOT/CADDS SHEET 49



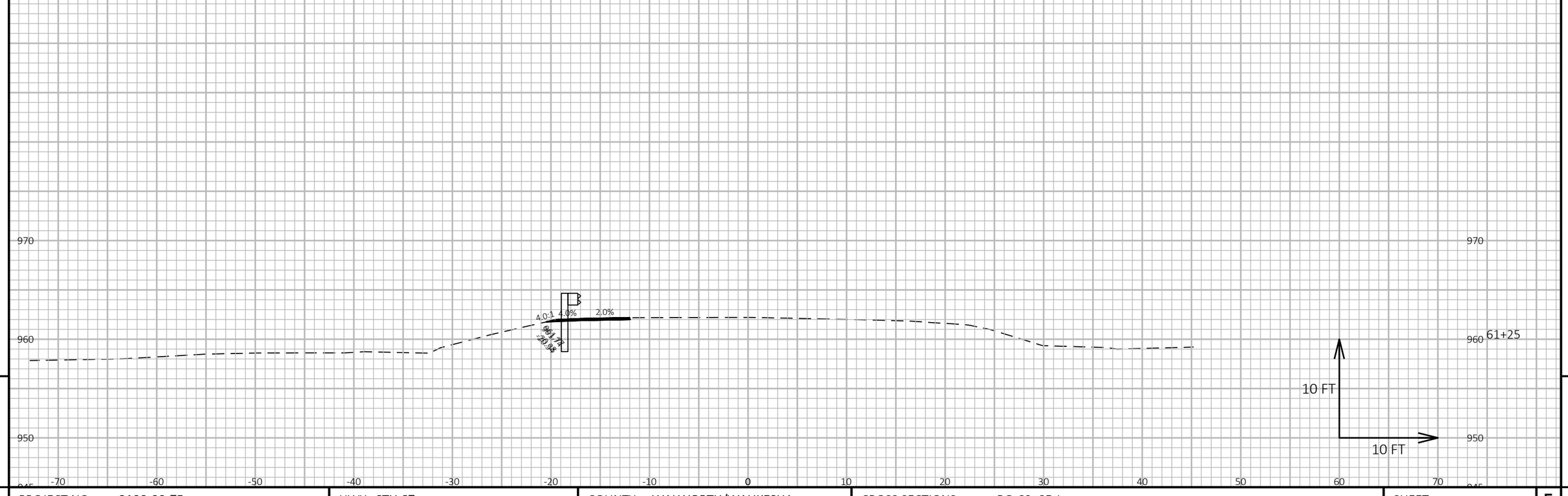
9

9

PROJECT NO: 3100-00-75	HWY: STH 67	COUNTY: WALWORTH/WAUKESHA	CROSS SECTIONS: BG-60+85-L	SHEET 283	E

FILE NAME : \\DOTWKEFILE1P\N3PUBLIC\PDS\C3D\31000005\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 12

PLOT DATE : 7/22/2024 5:13 PM PLOT BY : SILVA, DIEGO PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.



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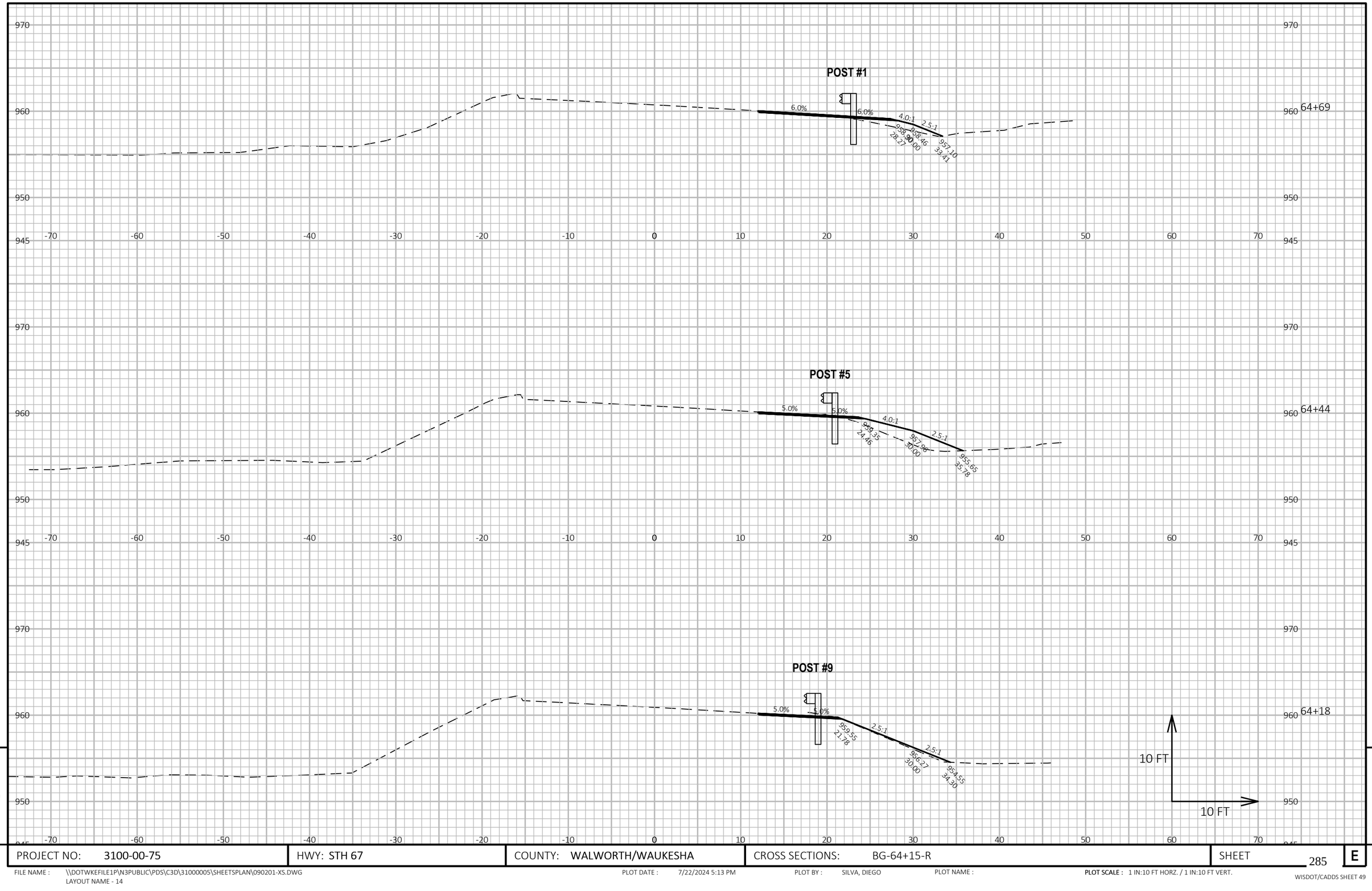
PROJECT NO: 3100-00-75	HWY: STH 67	COUNTY: WALWORTH/WAUKESHA	CROSS SECTIONS: BG-60+85-L	SHEET 284	E

FILE NAME : \\DOTWKEFILE1P\N3PUBLIC\PDS\C3D\31000005\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 13

PLOT DATE : 7/22/2024 5:13 PM PLOT BY : SILVA, DIEGO PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 3100-00-75	HWY: STH 67	COUNTY: WALWORTH/WAUKESHA	CROSS SECTIONS: BG-64+15-R	SHEET 285	E

FILE NAME : \\DOTWKEFILE1P\N3PUBLIC\PDS\C3D\31000005\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 14

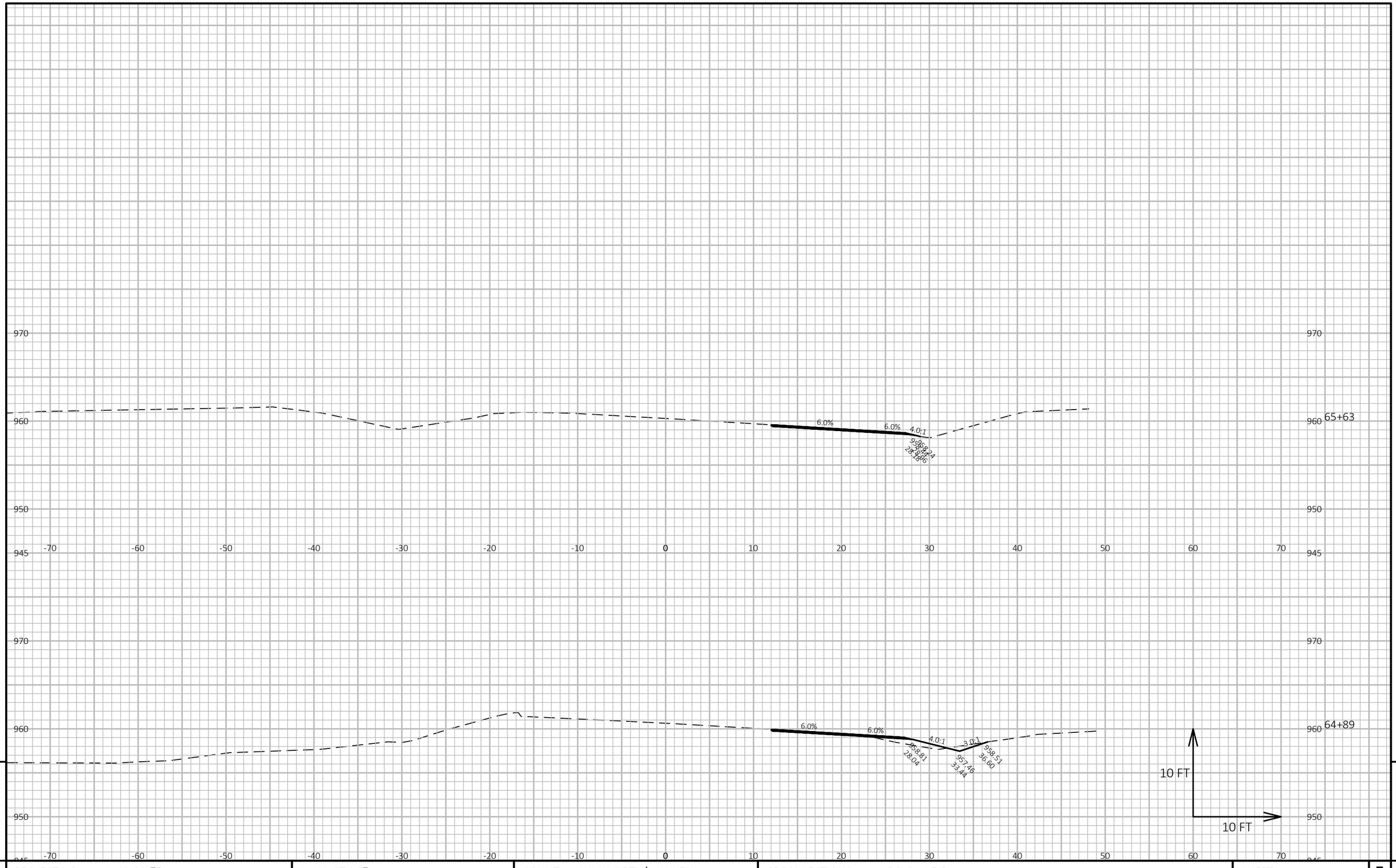
PLOT DATE : 7/22/2024 5:13 PM

PLOT BY : SILVA, DIEGO

PLOT NAME :

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

WISDOT/CADDS SHEET 49



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9

PROJECT NO: 3100-00-75	HWY: STH 67	COUNTY: WALWORTH/WAUKESHA	CROSS SECTIONS: BG-64+15-R	SHEET 286	E

FILE NAME : \\DOTWKEFILE1P\N3PUBLIC\PDS\C3D\31000005\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 15

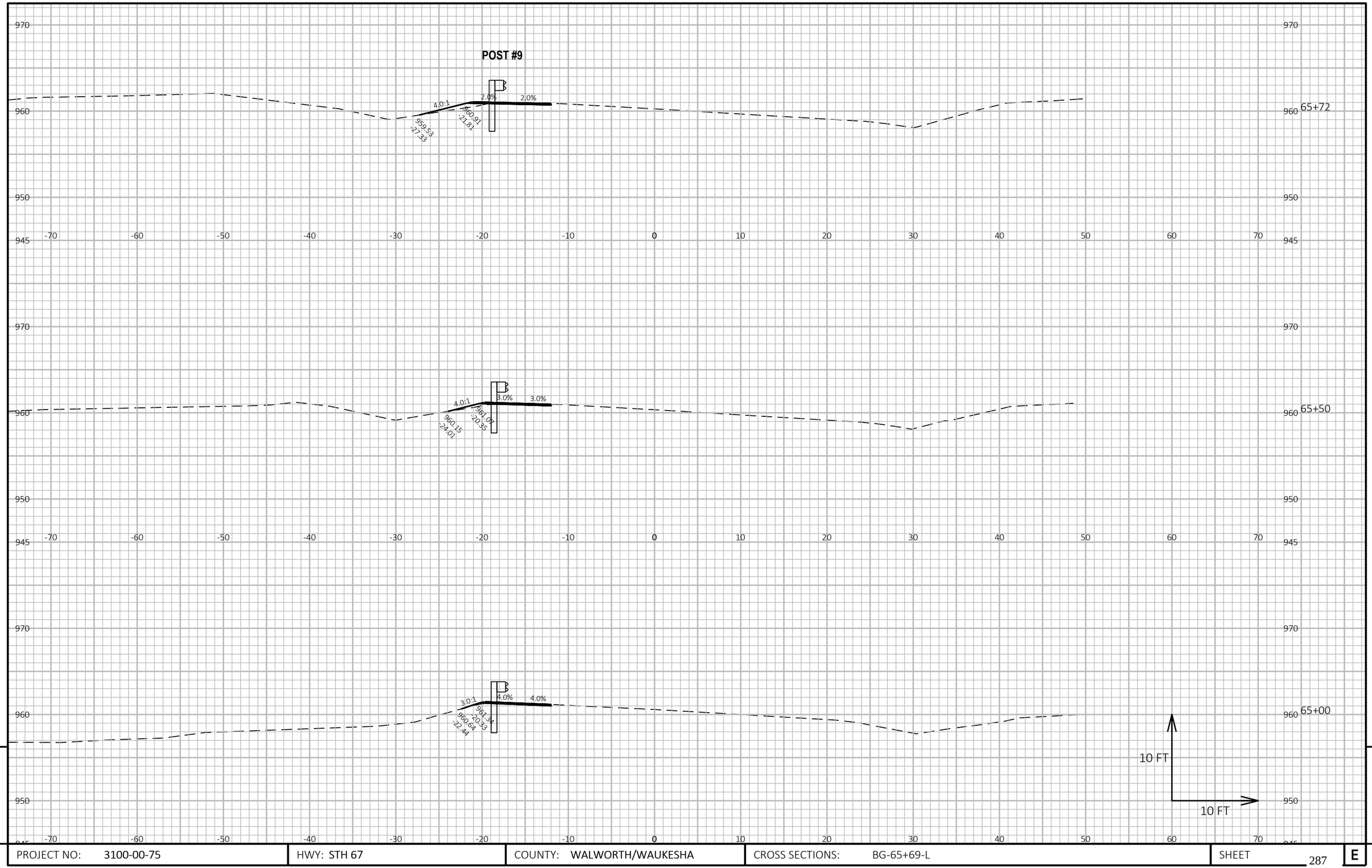
PLOT DATE : 7/22/2024 5:13 PM

PLOT BY : SILVA, DIEGO

PLOT NAME :

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

WISDOT/CADDS SHEET 49



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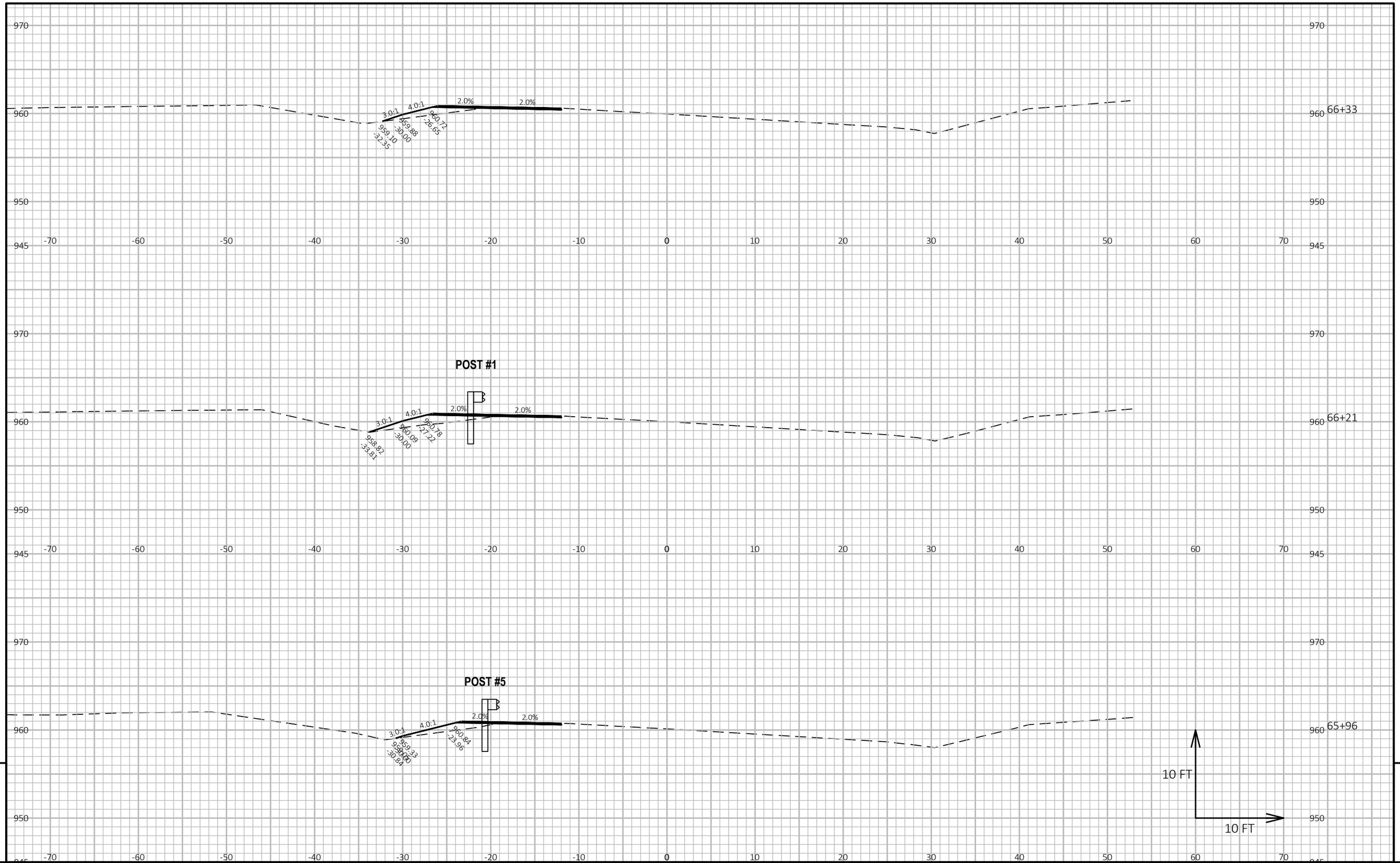
PROJECT NO: 3100-00-75	HWY: STH 67	COUNTY: WALWORTH/WAUKESHA	CROSS SECTIONS: BG-65+69-L	SHEET 287	E

FILE NAME : \\DOTWKEFILE1P\N3PUBLIC\PDS\C3D\31000005\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 16

PLOT DATE : 7/22/2024 5:13 PM PLOT BY : SILVA, DIEGO PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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9

PROJECT NO: 3100-00-75	HWY: STH 67	COUNTY: WALWORTH/WAUKESHA	CROSS SECTIONS: BG-65+69-L	SHEET 288	E

FILE NAME : \\DOTWKEFILE1P\N3PUBLIC\PDS\C3D\31000005\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 17

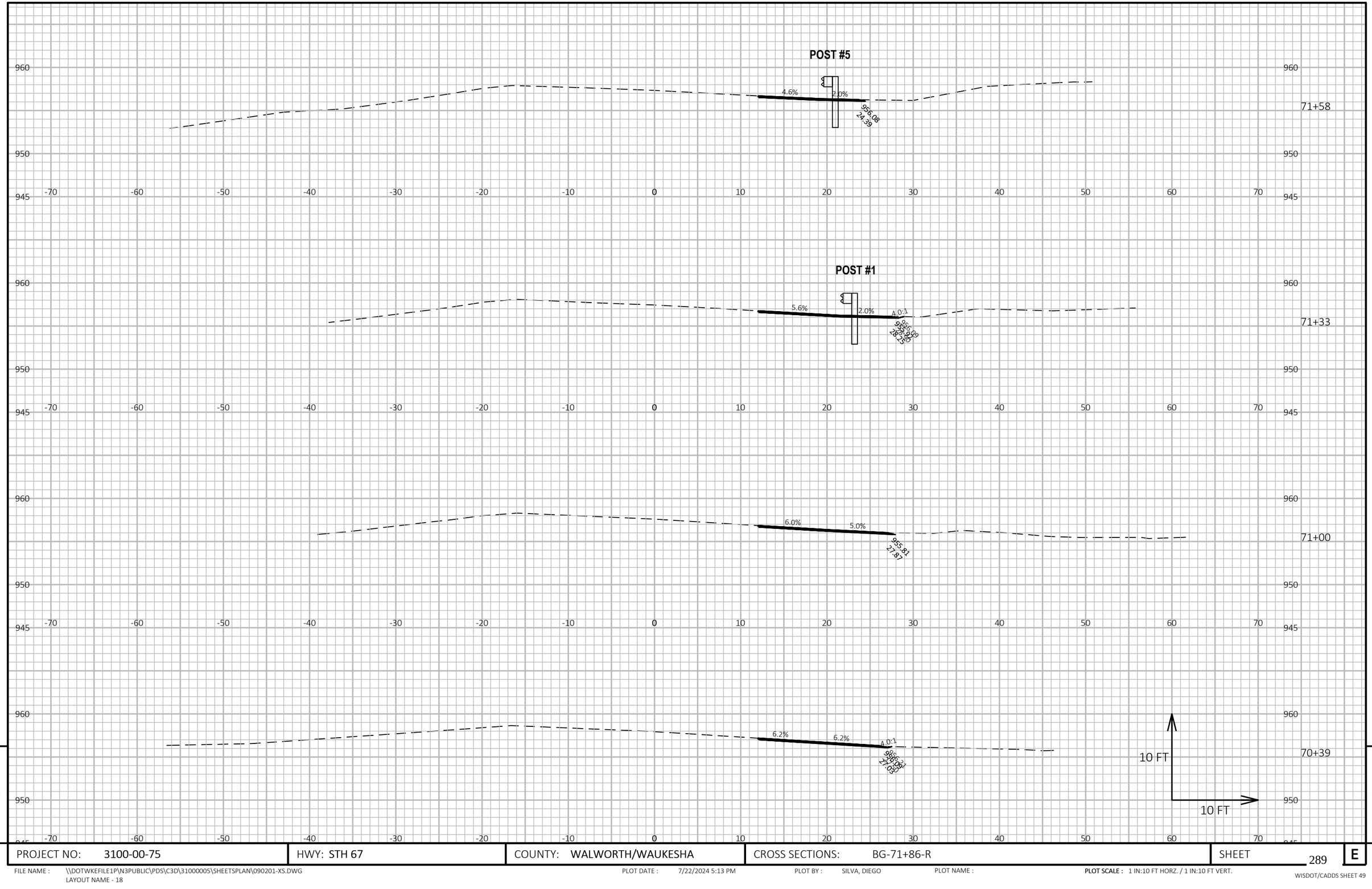
PLOT DATE : 7/22/2024 5:13 PM

PLOT BY : SILVA, DIEGO

PLOT NAME :

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

WISDOT/CADDS SHEET 49



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PROJECT NO: 3100-00-75	HWY: STH 67	COUNTY: WALWORTH/WAUKESHA	CROSS SECTIONS: BG-71+86-R	SHEET 289	E

FILE NAME : \\DOTWKEFILE1P\N3PUBLIC\PDS\C3D\31000005\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 18

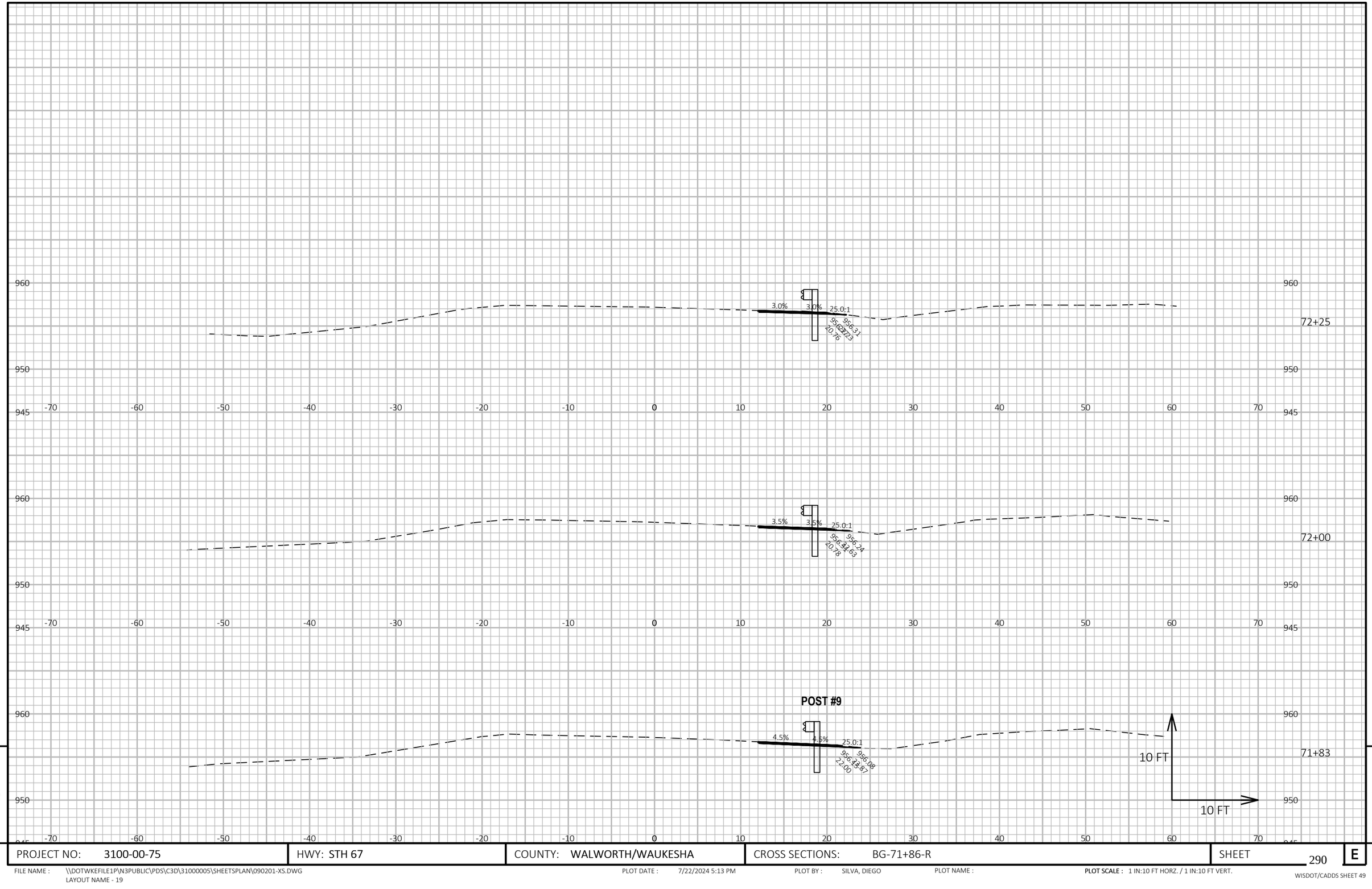
PLOT DATE : 7/22/2024 5:13 PM

PLOT BY : SILVA, DIEGO

PLOT NAME :

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

WISDOT/CADDS SHEET 49

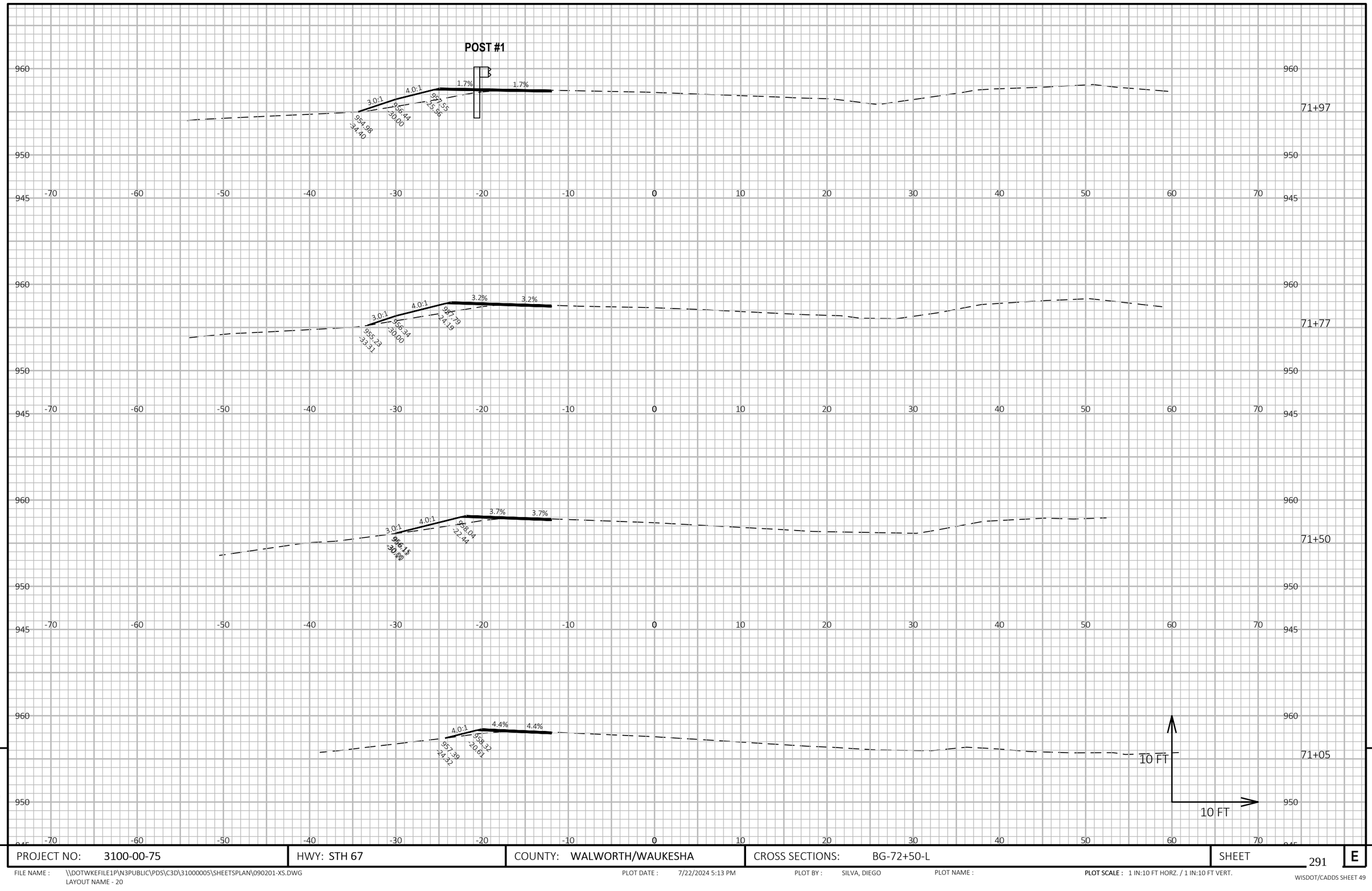


PROJECT NO: 3100-00-75	HWY: STH 67	COUNTY: WALWORTH/WAUKESHA	CROSS SECTIONS: BG-71+86-R	SHEET 290	E

FILE NAME : \\DOTWKEFILE1P\N3PUBLIC\PDS\C3D\31000005\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 19

PLOT DATE : 7/22/2024 5:13 PM PLOT BY : SILVA, DIEGO PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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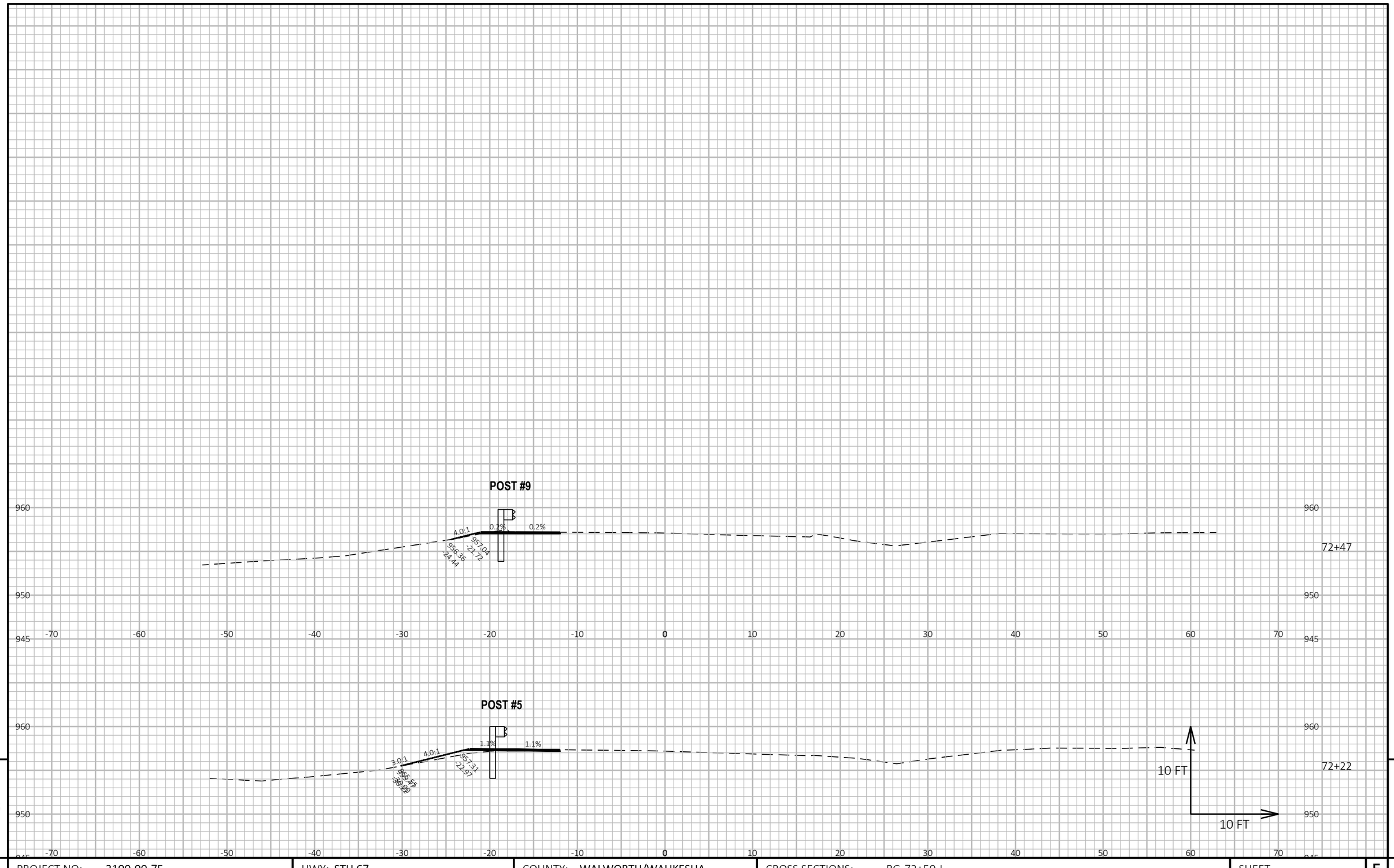
PROJECT NO: 3100-00-75	HWY: STH 67	COUNTY: WALWORTH/WAUKESHA	CROSS SECTIONS: BG-72+50-L	SHEET 291	E

FILE NAME : \\DOTWKEFILE1P\N3PUBLIC\PDS\C3D\31000005\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 20

PLOT DATE : 7/22/2024 5:13 PM PLOT BY : SILVA, DIEGO PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 3100-00-75	HWY: STH 67	COUNTY: WALWORTH/WAUKESHA	CROSS SECTIONS: BG-72+50-L	SHEET 292	E

FILE NAME : \\DOTWKEFILE1P\N3PUBLIC\PDS\C3D\31000005\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 21

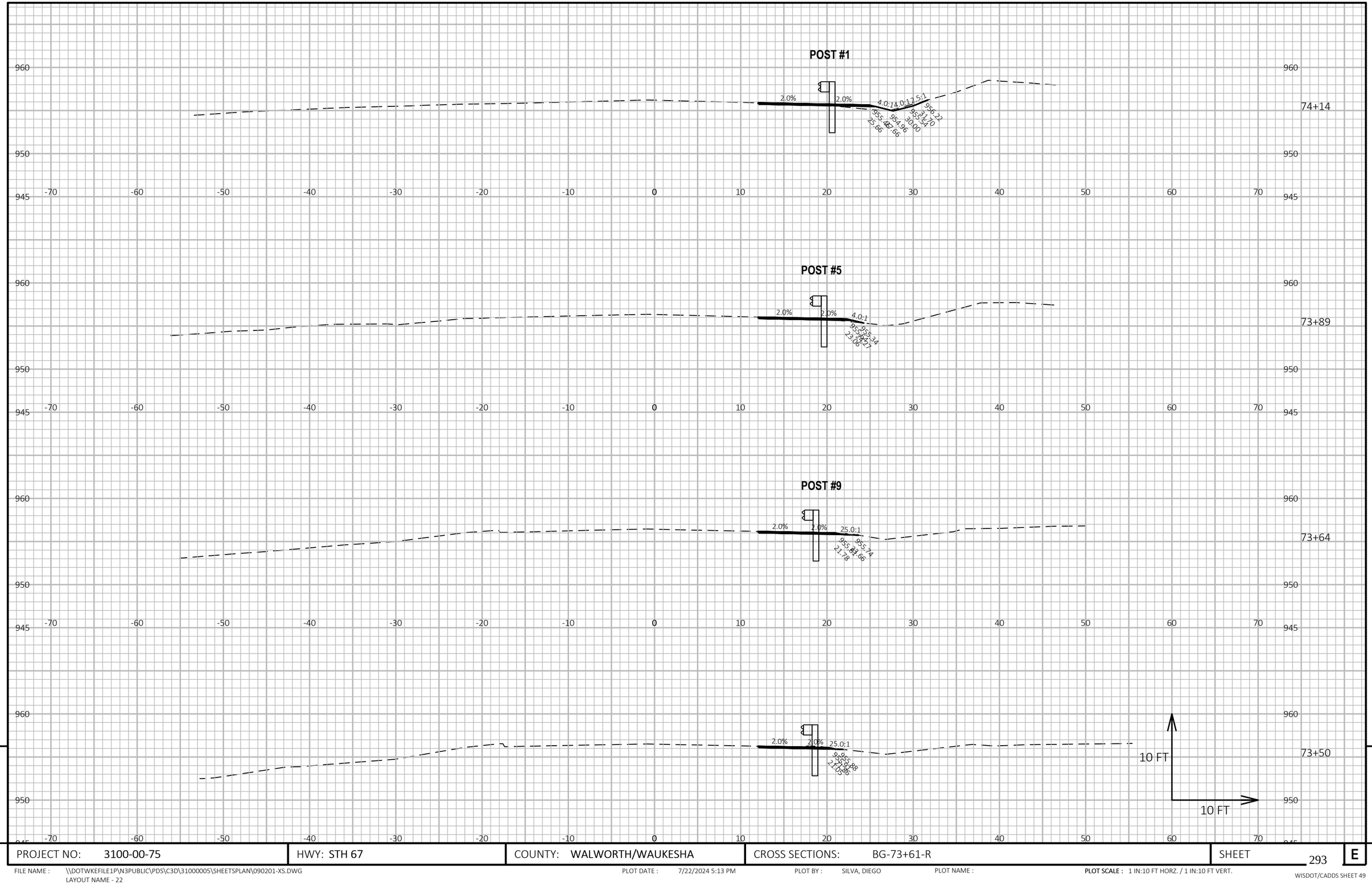
PLOT DATE : 7/22/2024 5:13 PM

PLOT BY : SILVA, DIEGO

PLOT NAME :

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

WISDOT/CADDS SHEET 49

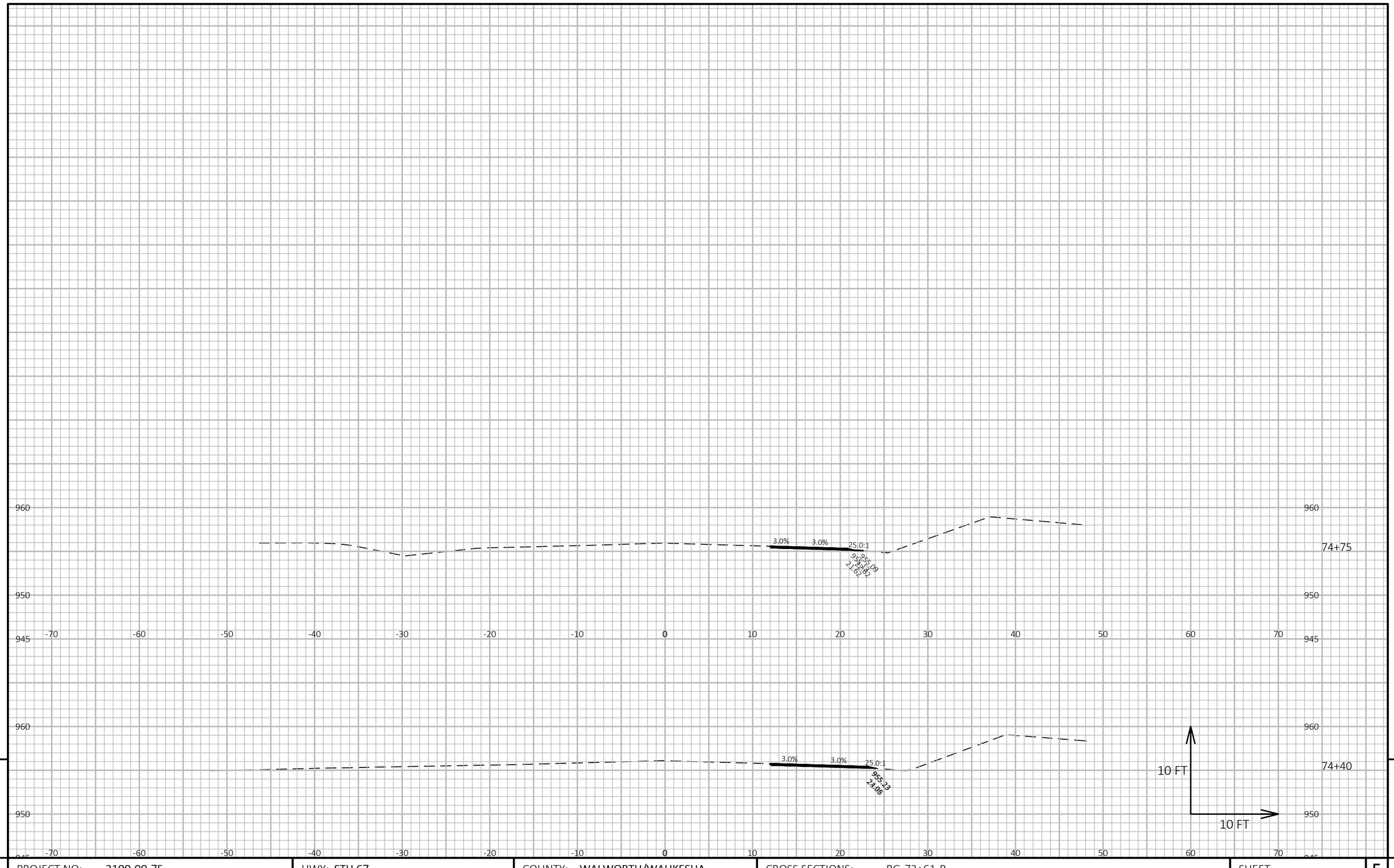


PROJECT NO: 3100-00-75	HWY: STH 67	COUNTY: WALWORTH/WAUKESHA	CROSS SECTIONS: BG-73+61-R	SHEET 293	E

FILE NAME : \\DOTWKEFILE1P\N3PUBLIC\PDS\C3D\31000005\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 22

PLOT DATE : 7/22/2024 5:13 PM PLOT BY : SILVA, DIEGO PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 3100-00-75	HWY: STH 67	COUNTY: WALWORTH/WAUKESHA	CROSS SECTIONS: BG-73+61-R	SHEET 294	E

FILE NAME : \\DOTWKEFILE1P\N3PUBLIC\PDS\C3D\31000005\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 23

PLOT DATE : 7/22/2024 5:13 PM

PLOT BY : SILVA, DIEGO

PLOT NAME :

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

WISDOT/CADDS SHEET 49

960
950
945
-70 -60 -50 -40 -30 -20 -10 0 10 20 30 40 50 60 70

74+33

2.0%
2.3%
955.38
23.77

74+16

POST #1
100.0:1
2.0%
2.2%
955.48
29.09

73+91

POST #5
25.0:1
2.5%
2.5%
955.65
24.89
955.38
28.07

73+66

POST #9
25.0:1
2.5%
2.5%
955.65
24.84
955.77
21.80

10 FT
10 FT

9

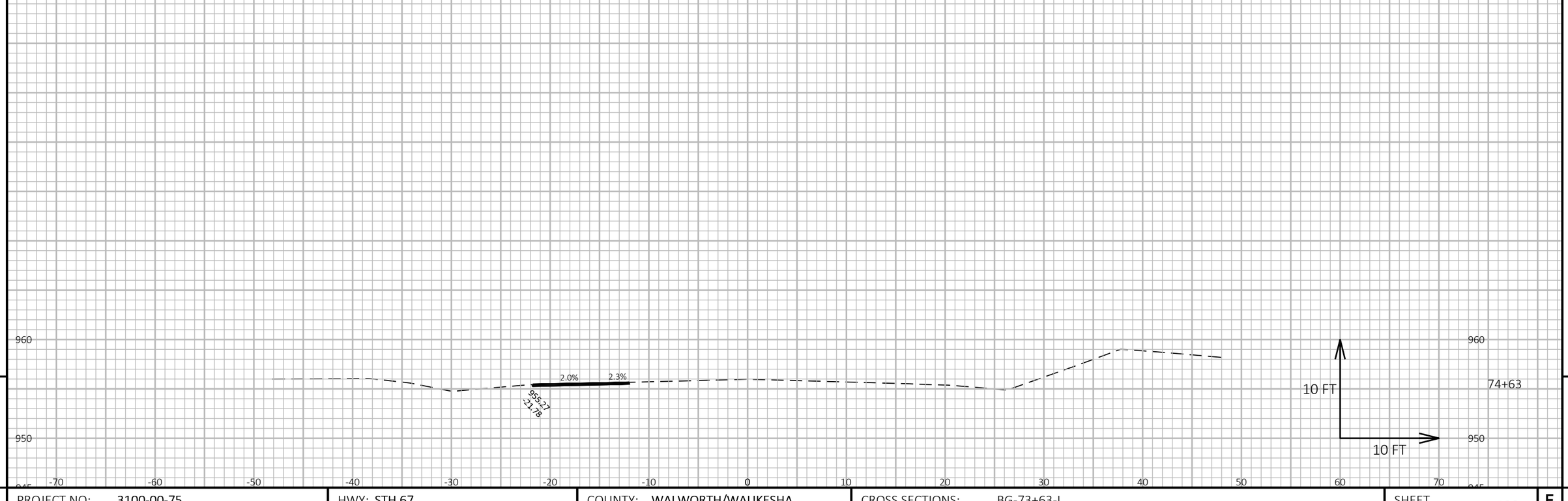
9

PROJECT NO: 3100-00-75	HWY: STH 67	COUNTY: WALWORTH/WAUKESHA	CROSS SECTIONS: BG-73+63-L	SHEET 295	E

FILE NAME : \\DOTWKEFILE1P\N3PUBLIC\PDS\C3D\31000005\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 24

PLOT DATE : 7/22/2024 5:13 PM PLOT BY : SILVA, DIEGO PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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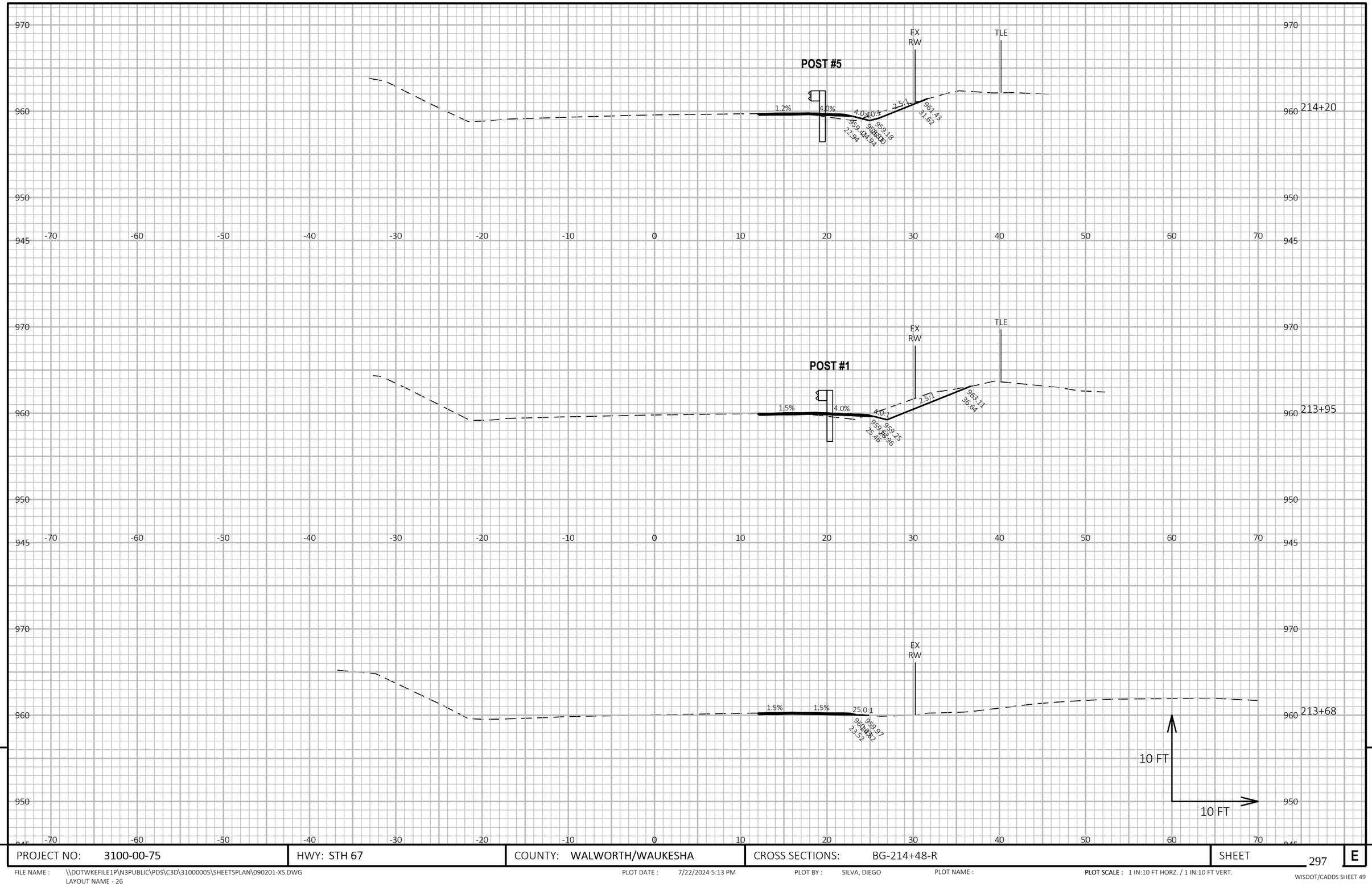
9

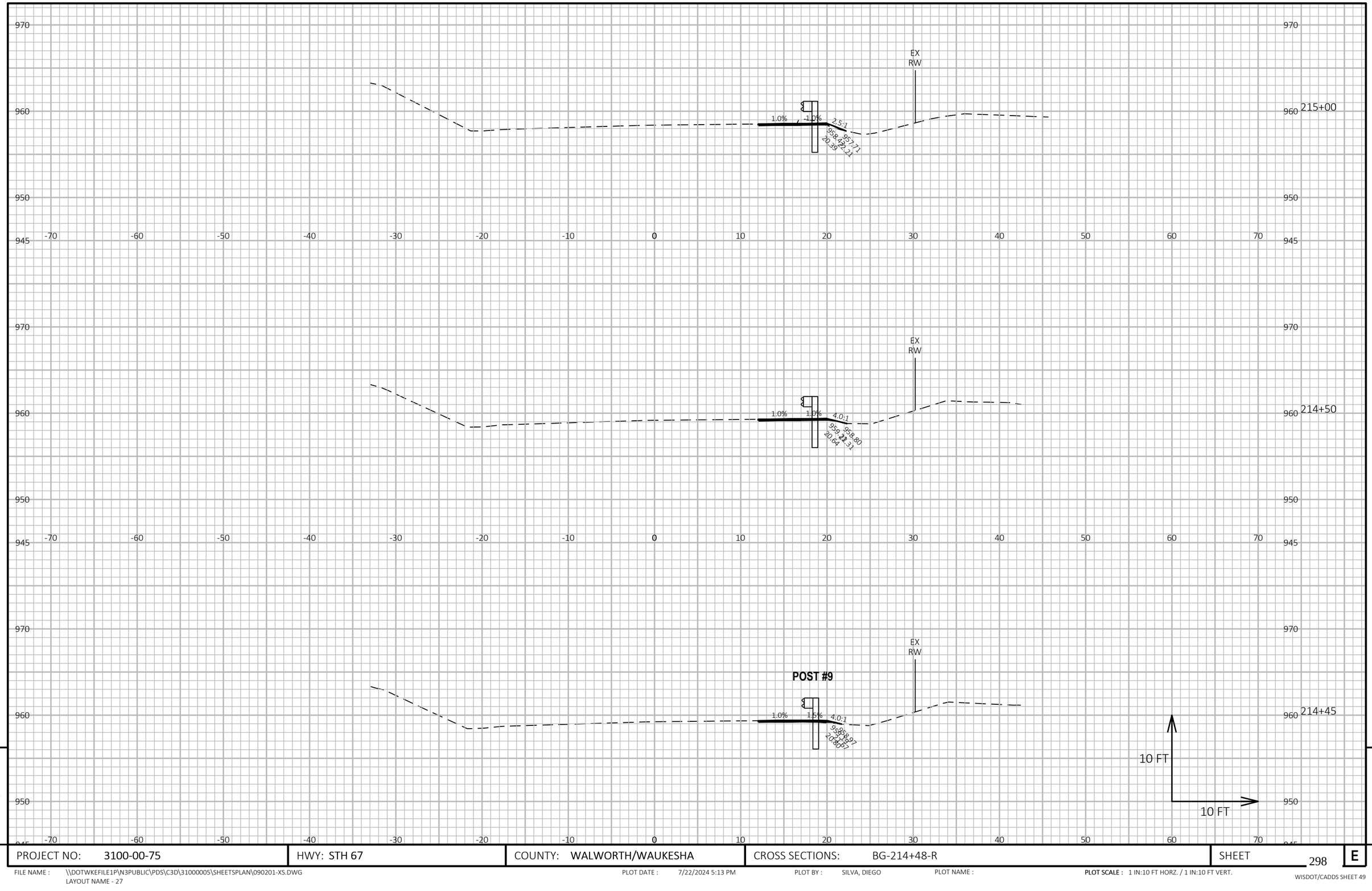
PROJECT NO: 3100-00-75	HWY: STH 67	COUNTY: WALWORTH/WAUKESHA	CROSS SECTIONS: BG-73+63-L	SHEET 296	E

FILE NAME : \\DOTWKEFILE1P\N3PUBLIC\PDS\C3D\31000005\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 25

PLOT DATE : 7/22/2024 5:13 PM PLOT BY : SILVA, DIEGO PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49


970
960
950
945
-70
-60
-50
-40
-30
-20
-10
0
10
20
30
40
50
60
70
POST #5
EX
RW
TLE
1.2%
4.0%
4.0%
4.0%
5.7
961.43
31.62
959.18
959.00
959.00
959.00



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PROJECT NO: 3100-00-75	HWY: STH 67	COUNTY: WALWORTH/WAUKESHA	CROSS SECTIONS: BG-214+48-R	SHEET 298	E

FILE NAME : \\DOTWKEFILE1P\N3PUBLIC\PDS\C3D\31000005\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 27

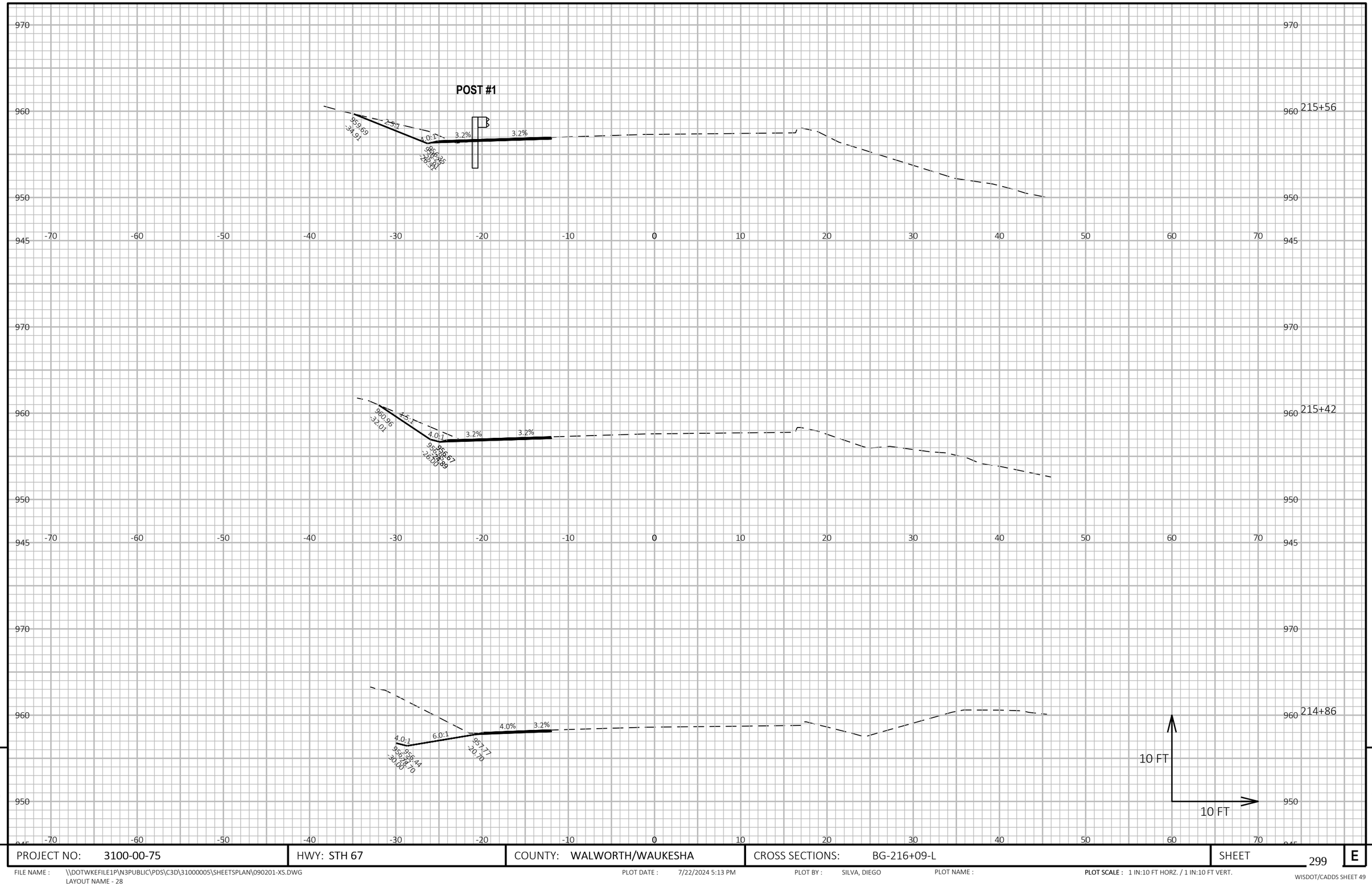
PLOT DATE : 7/22/2024 5:13 PM

PLOT BY : SILVA, DIEGO

PLOT NAME :

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

WISDOT/CADDS SHEET 49



9

9

PROJECT NO: 3100-00-75	HWY: STH 67	COUNTY: WALWORTH/WAUKESHA	CROSS SECTIONS: BG-216+09-L	SHEET 299	E

FILE NAME : \\DOTWKEFILE1P\N3PUBLIC\PDS\C3D\31000005\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 28

PLOT DATE : 7/22/2024 5:13 PM

PLOT BY : SILVA, DIEGO

PLOT NAME :

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

WISDOT/CADDS SHEET 49

970
960
950
940
935

-70 -60 -50 -40 -30 -20 -10 0 10 20 30 40 50 60 70

POST #9

25.0:1
4.0%
4.0%

216+06

POST #5

4.0:1
3.2%
3.2%

215+81

10 FT
10 FT

9

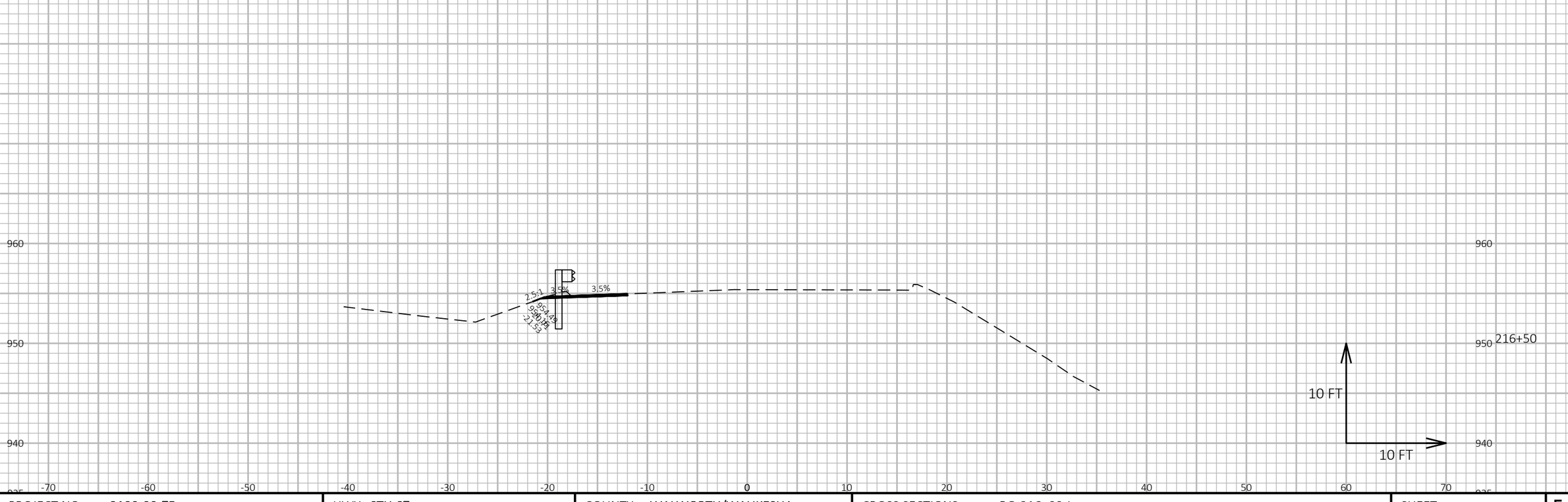
9

PROJECT NO: 3100-00-75	HWY: STH 67	COUNTY: WALWORTH/WAUKESHA	CROSS SECTIONS: BG-216+09-L	SHEET 300	E

FILE NAME : \\DOTWKEFILE1P\N3PUBLIC\PDS\C3D\31000005\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 29

PLOT DATE : 7/22/2024 5:13 PM PLOT BY : SILVA, DIEGO PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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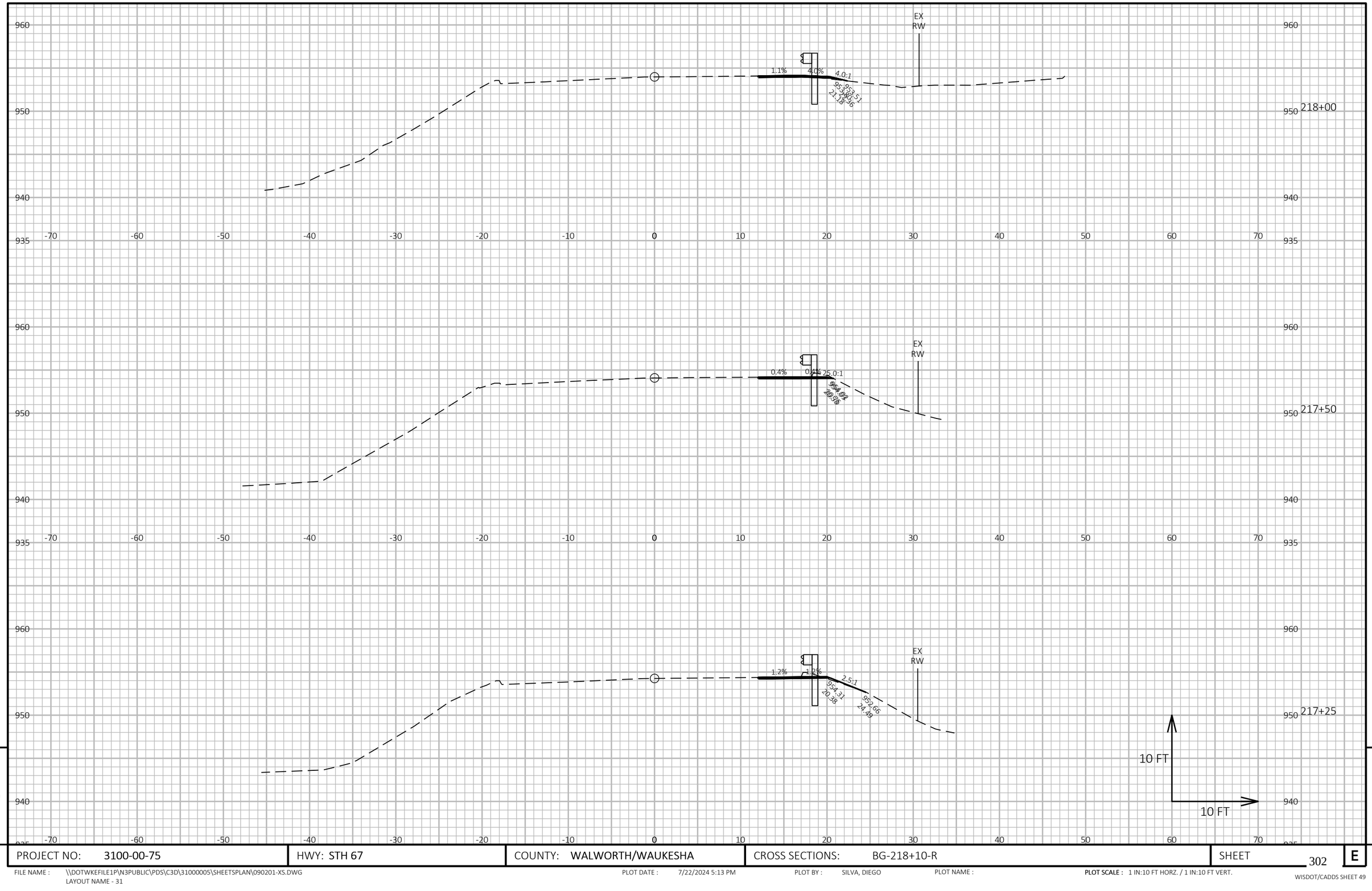
9

PROJECT NO: 3100-00-75	HWY: STH 67	COUNTY: WALWORTH/WAUKESHA	CROSS SECTIONS: BG-216+09-L	SHEET 301	E

FILE NAME : \\DOTWKEFILE1P\N3PUBLIC\PDS\C3D\31000005\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 30

PLOT DATE : 7/22/2024 5:13 PM PLOT BY : SILVA, DIEGO PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.



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PROJECT NO: 3100-00-75	HWY: STH 67	COUNTY: WALWORTH/WAUKESHA	CROSS SECTIONS: BG-218+10-R	SHEET 302	E

FILE NAME : \\DOTWKEFILE1P\N3PUBLIC\PDS\C3D\31000005\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 31

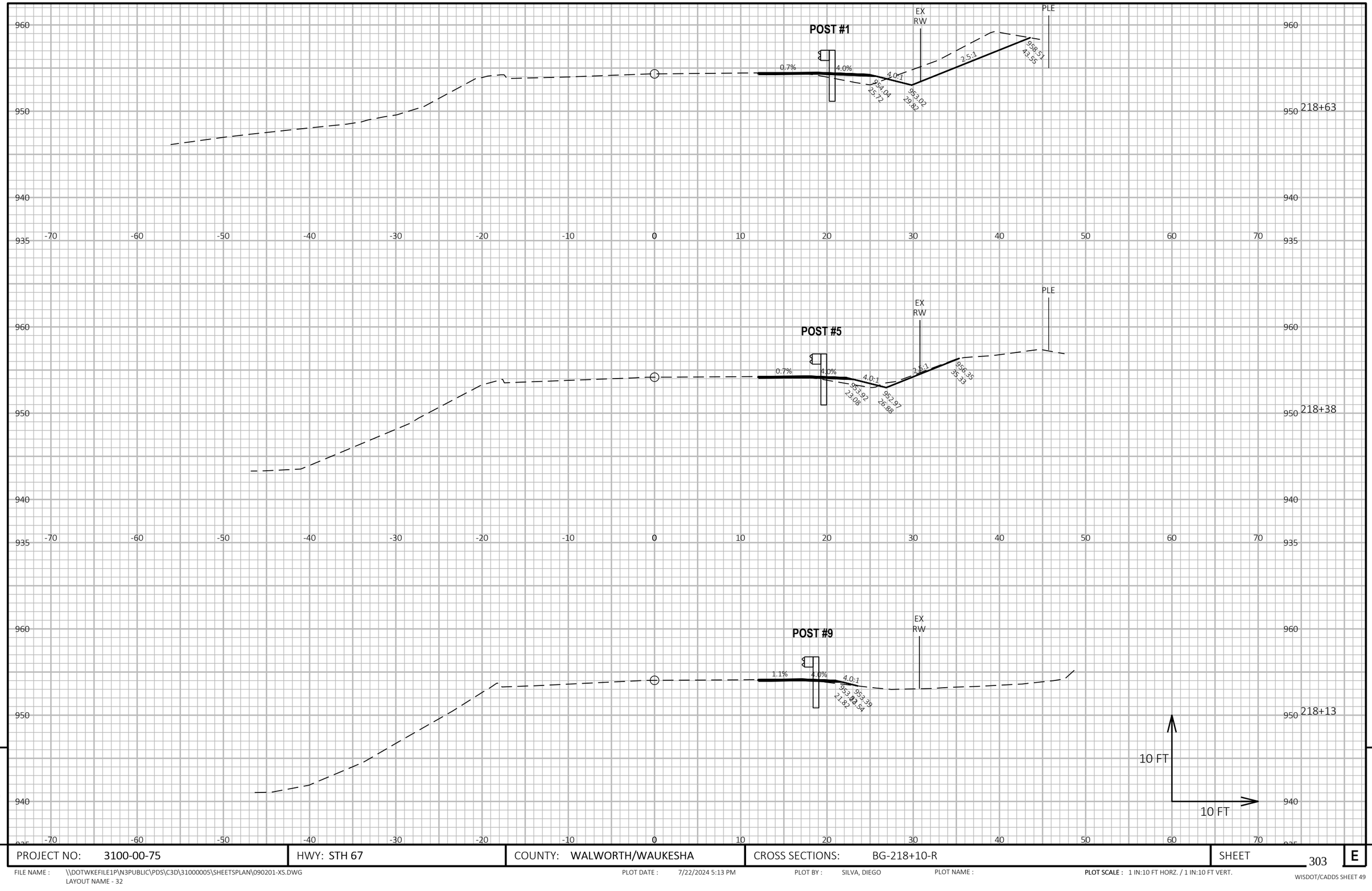
PLOT DATE : 7/22/2024 5:13 PM

PLOT BY : SILVA, DIEGO

PLOT NAME :

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

WISDOT/CADDS SHEET 49



9

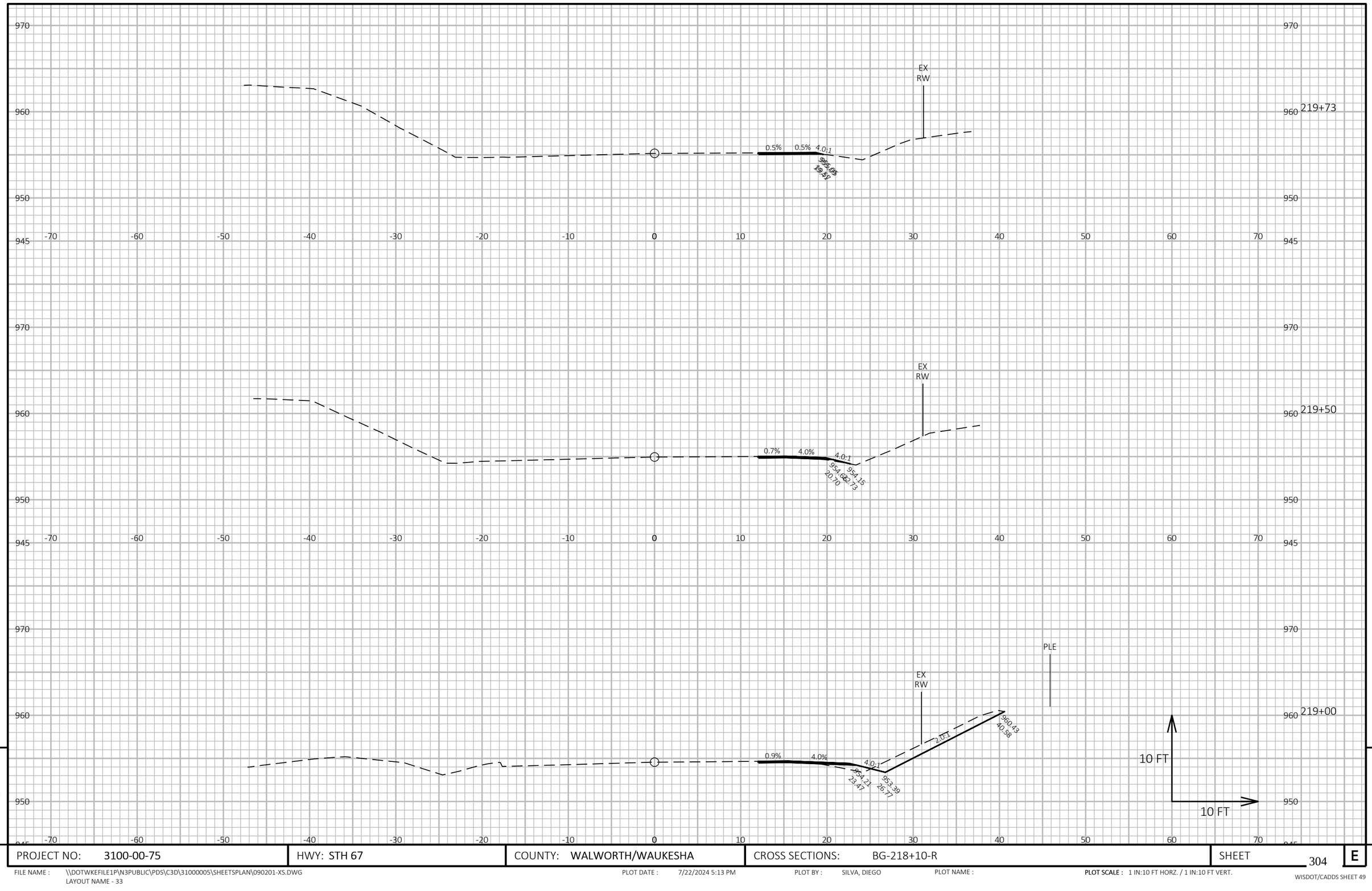
9

PROJECT NO: 3100-00-75	HWY: STH 67	COUNTY: WALWORTH/WAUKESHA	CROSS SECTIONS: BG-218+10-R	SHEET 303	E

FILE NAME : \\DOTWKEFILE1P\N3PUBLIC\PDS\C3D\31000005\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 32

PLOT DATE : 7/22/2024 5:13 PM PLOT BY : SILVA, DIEGO PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

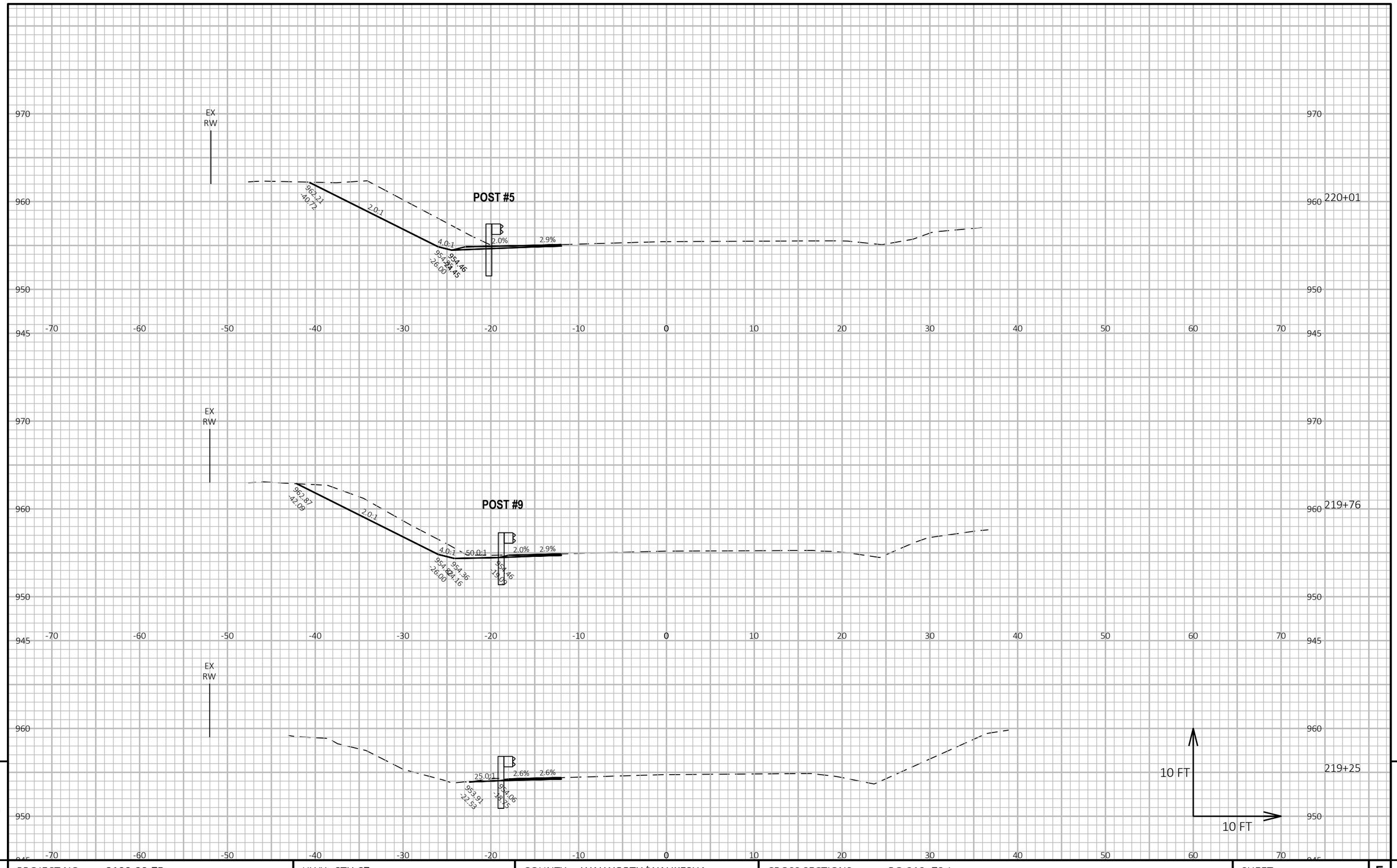
9

PROJECT NO: 3100-00-75	HWY: STH 67	COUNTY: WALWORTH/WAUKESHA	CROSS SECTIONS: BG-218+10-R	SHEET 304	E

FILE NAME : \\DOTWKEFILE1P\N3PUBLIC\PDS\C3D\31000005\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 33

PLOT DATE : 7/22/2024 5:13 PM PLOT BY : SILVA, DIEGO PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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9

PROJECT NO: 3100-00-75	HWY: STH 67	COUNTY: WALWORTH/WAUKESHA	CROSS SECTIONS: BG-219+72-L	SHEET 305	E

FILE NAME : \\DOTWKEFILE1P\N3PUBLIC\PDS\C3D\31000005\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 34

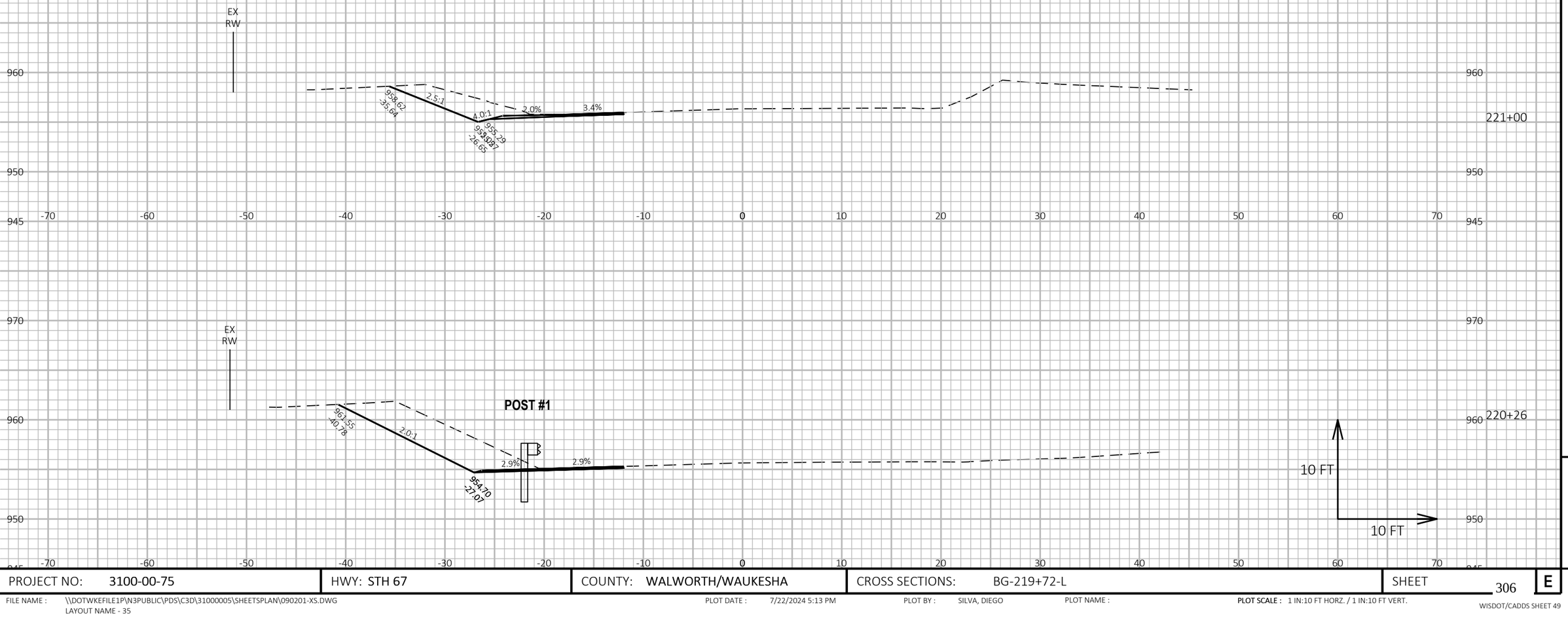
PLOT DATE : 7/22/2024 5:13 PM

PLOT BY : SILVA, DIEGO

PLOT NAME :

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

WISDOT/CADDS SHEET 49



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PROJECT NO: 3100-00-75	HWY: STH 67	COUNTY: WALWORTH/WAUKESHA	CROSS SECTIONS: BG-219+72-L	SHEET 306	E

FILE NAME : \\DOTWKEFILE1P\N3PUBLIC\PDS\C3D\31000005\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 35

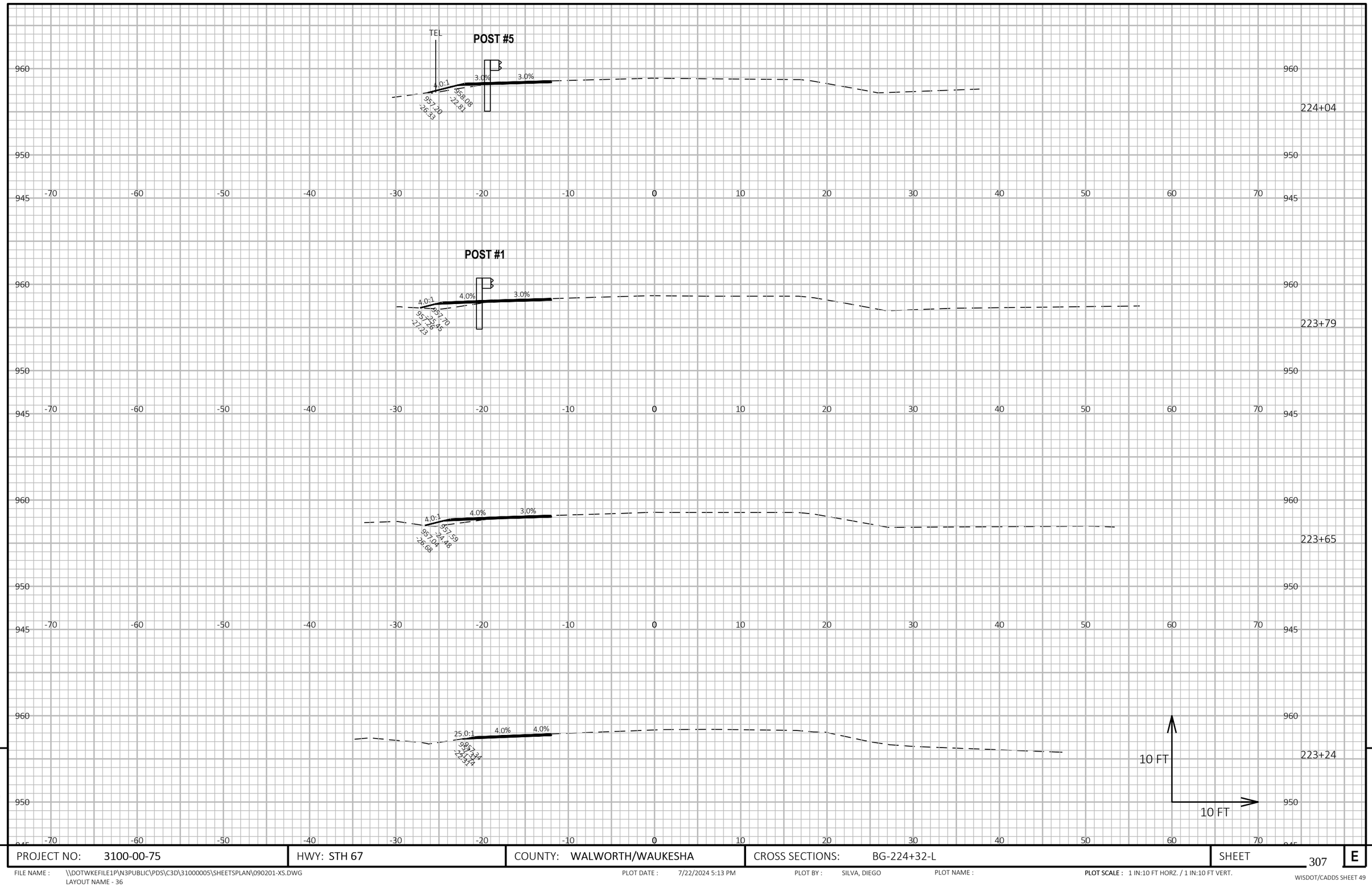
PLOT DATE : 7/22/2024 5:13 PM

PLOT BY : SILVA, DIEGO

PLOT NAME :

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

WISDOT/CADDS SHEET 49

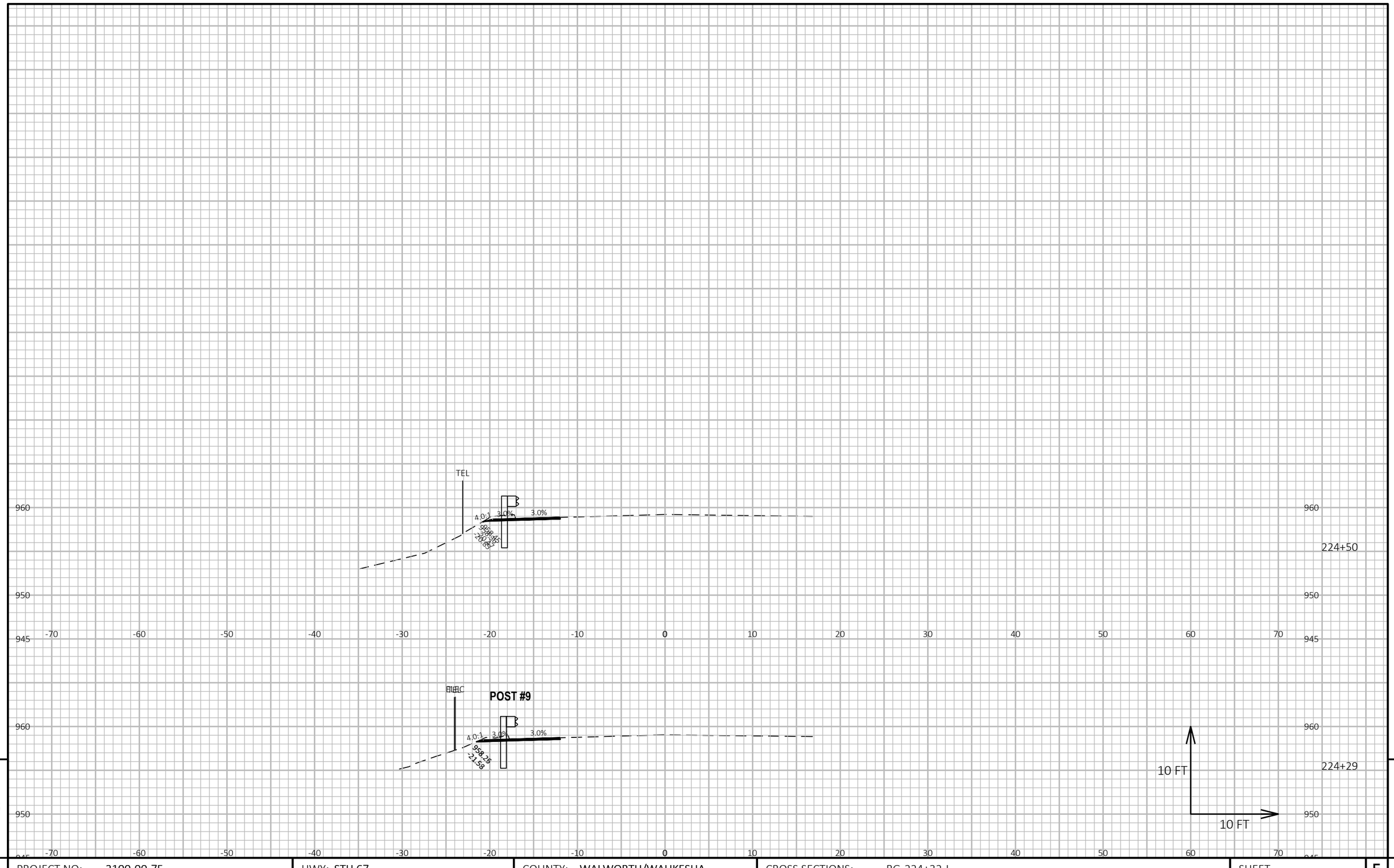


PROJECT NO: 3100-00-75	HWY: STH 67	COUNTY: WALWORTH/WAUKESHA	CROSS SECTIONS: BG-224+32-L	SHEET 307	E

FILE NAME : \\DOTWKEFILE1P\N3PUBLIC\PDS\C3D\31000005\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 36

PLOT DATE : 7/22/2024 5:13 PM PLOT BY : SILVA, DIEGO PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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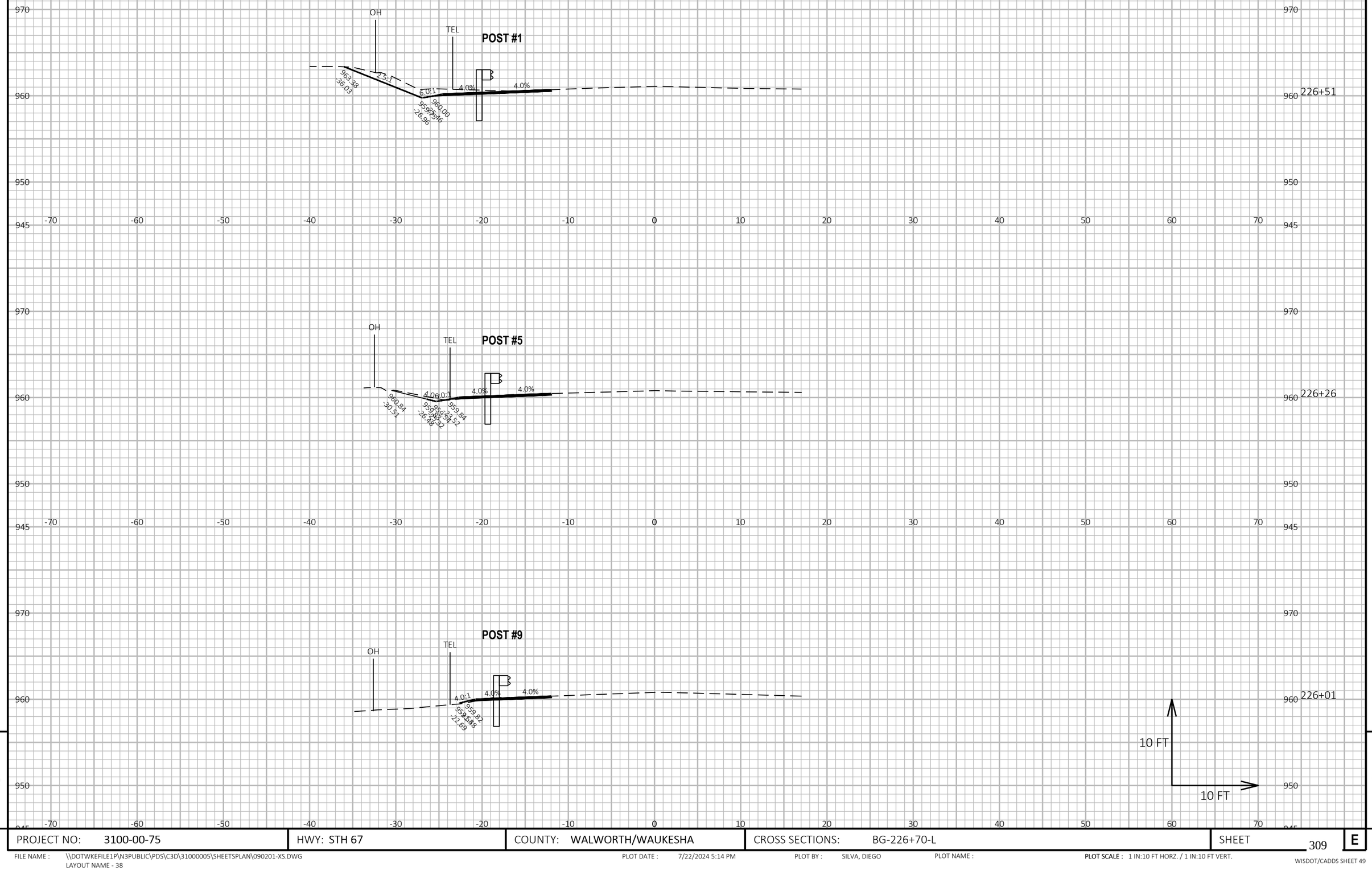
PROJECT NO: 3100-00-75	HWY: STH 67	COUNTY: WALWORTH/WAUKESHA	CROSS SECTIONS: BG-224+32-L	SHEET 308	E

FILE NAME : \\DOTWKEFILE1P\N3PUBLIC\PDS\C3D\31000005\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 37

PLOT DATE : 7/22/2024 5:13 PM PLOT BY : SILVA, DIEGO PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.



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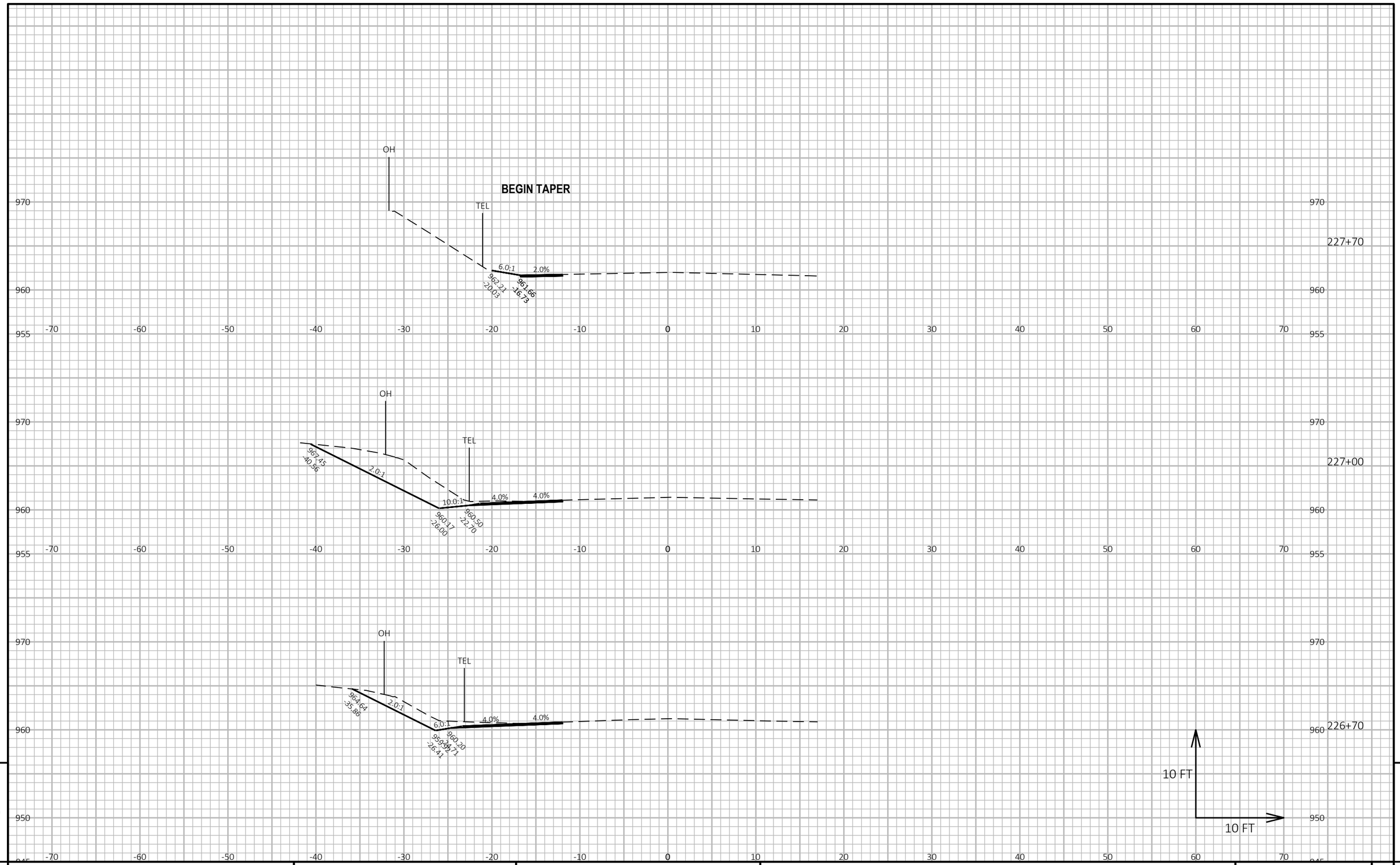
PROJECT NO: 3100-00-75	HWY: STH 67	COUNTY: WALWORTH/WAUKESHA	CROSS SECTIONS: BG-226+70-L	SHEET 309	E

FILE NAME : \\DOTWKEFILE1P\N3PUBLIC\PDS\C3D\31000005\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 38

PLOT DATE : 7/22/2024 5:14 PM PLOT BY : SILVA, DIEGO PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 3100-00-75	HWY: STH 67	COUNTY: WALWORTH/WAUKESHA	CROSS SECTIONS: BG-226+70-L	SHEET 310	E

FILE NAME : \\DOTWKEFILE1P\N3PUBLIC\PDS\C3D\31000005\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 39

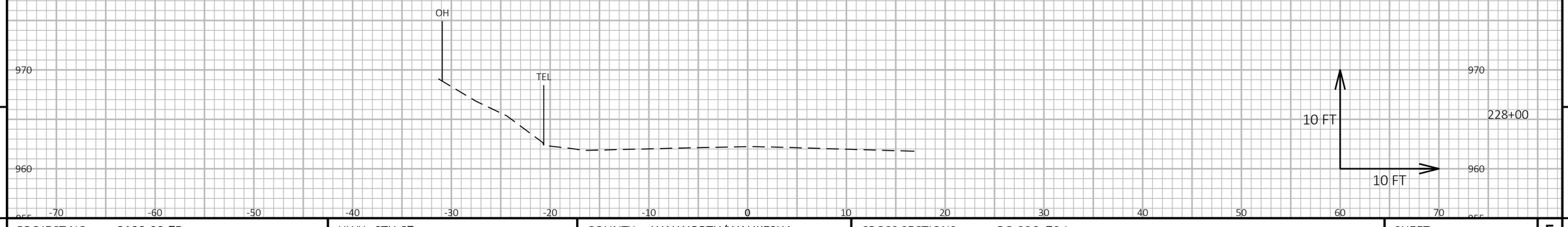
PLOT DATE : 7/22/2024 5:14 PM

PLOT BY : SILVA, DIEGO

PLOT NAME :

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

WISDOT/CADDS SHEET 49



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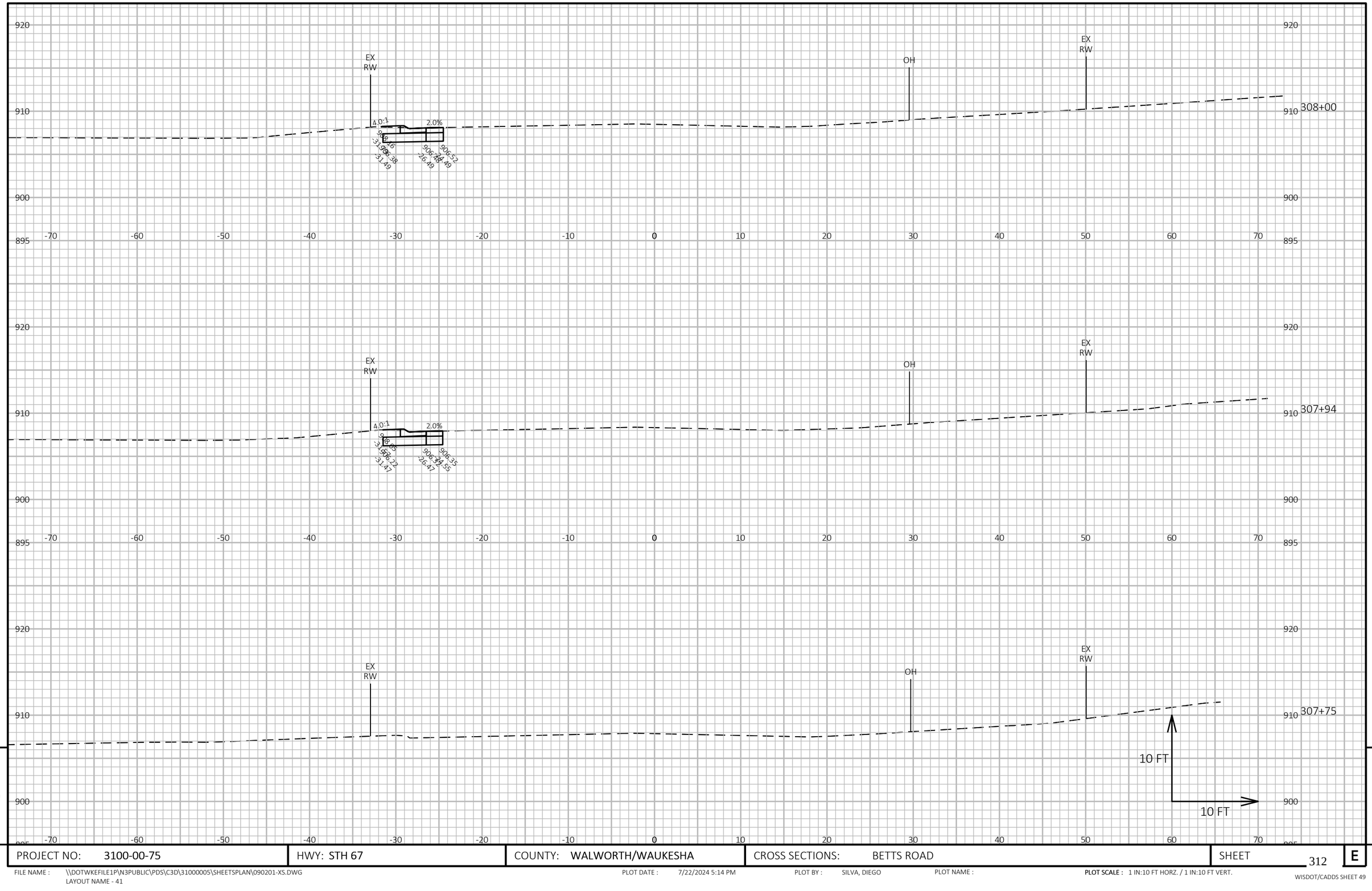
PROJECT NO: 3100-00-75	HWY: STH 67	COUNTY: WALWORTH/WAUKESHA	CROSS SECTIONS: BG-226+70-L	SHEET 311	E

FILE NAME : \\DOTWKEFILE1P\N3PUBLIC\PDS\C3D\31000005\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 40

PLOT DATE : 7/22/2024 5:14 PM PLOT BY : SILVA, DIEGO PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 3100-00-75	HWY: STH 67	COUNTY: WALWORTH/WAUKESHA	CROSS SECTIONS: BETTS ROAD	SHEET 312	E

FILE NAME : \\DOTWKEFILE1P\N3PUBLIC\PDS\C3D\31000005\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 41

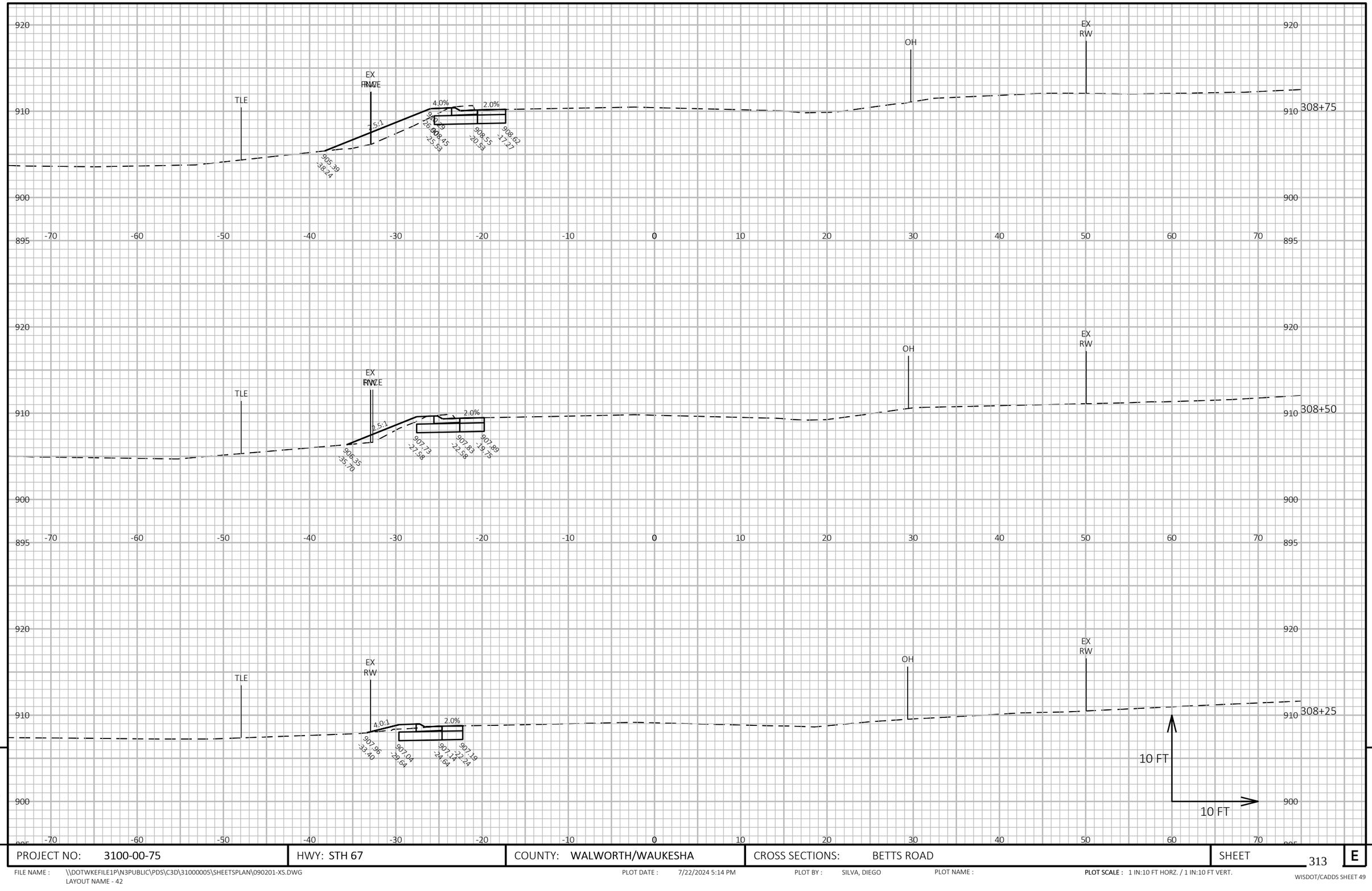
PLOT DATE : 7/22/2024 5:14 PM

PLOT BY : SILVA, DIEGO

PLOT NAME :

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

WISDOT/CADDS SHEET 49



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PROJECT NO: 3100-00-75	HWY: STH 67	COUNTY: WALWORTH/WAUKESHA	CROSS SECTIONS: BETTS ROAD	SHEET 313	E

FILE NAME : \\DOTWKEFILE1P\N3PUBLIC\PDS\C3D\31000005\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 42

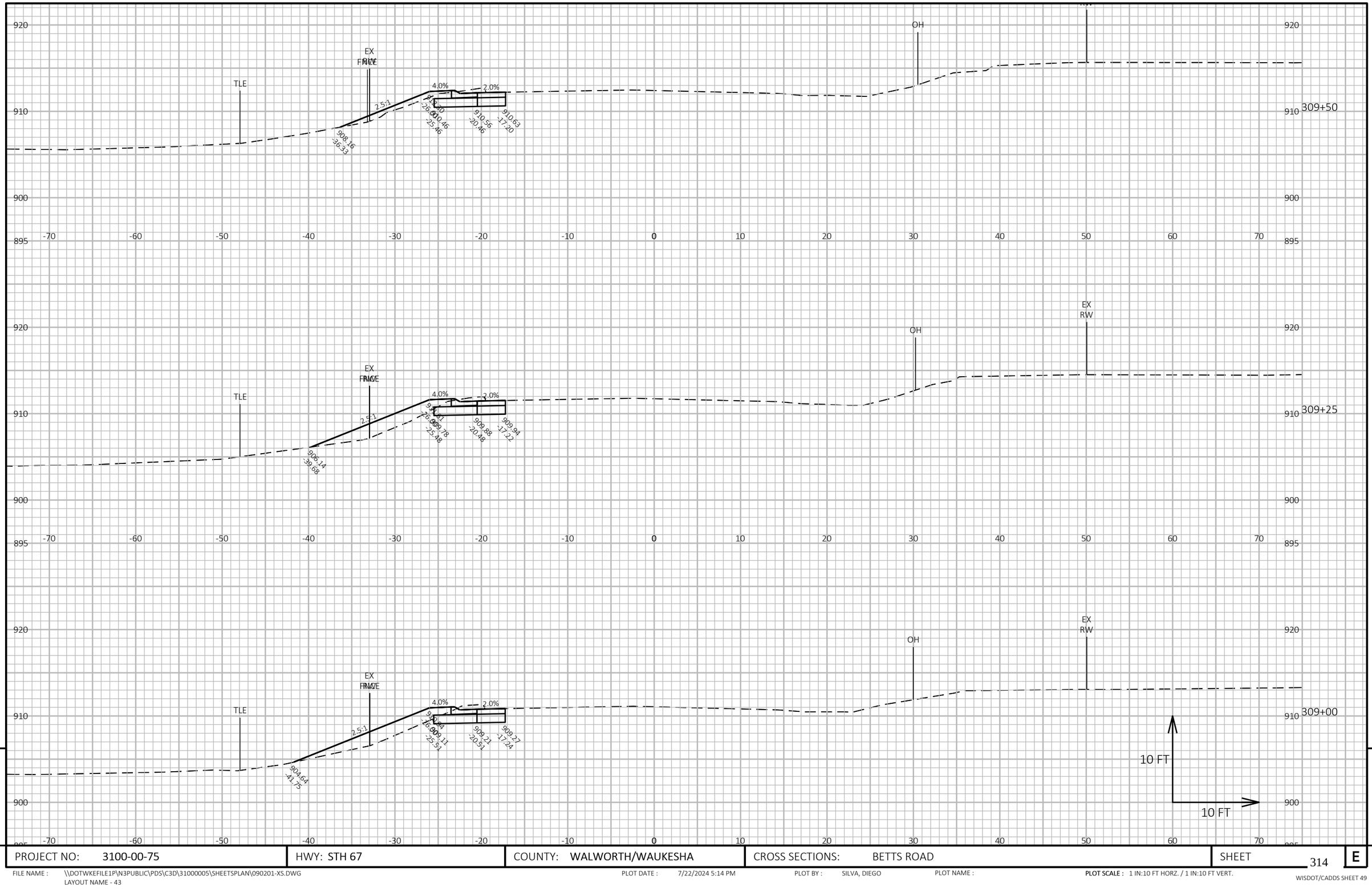
PLOT DATE : 7/22/2024 5:14 PM

PLOT BY : SILVA, DIEGO

PLOT NAME :

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

WISDOT/CADDS SHEET 49



PROJECT NO: 3100-00-75	HWY: STH 67	COUNTY: WALWORTH/WAUKESHA	CROSS SECTIONS: BETTS ROAD	SHEET 314	E

FILE NAME : \\DOTWKEFILE1P\N3PUBLIC\PDS\C3D\31000005\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 43

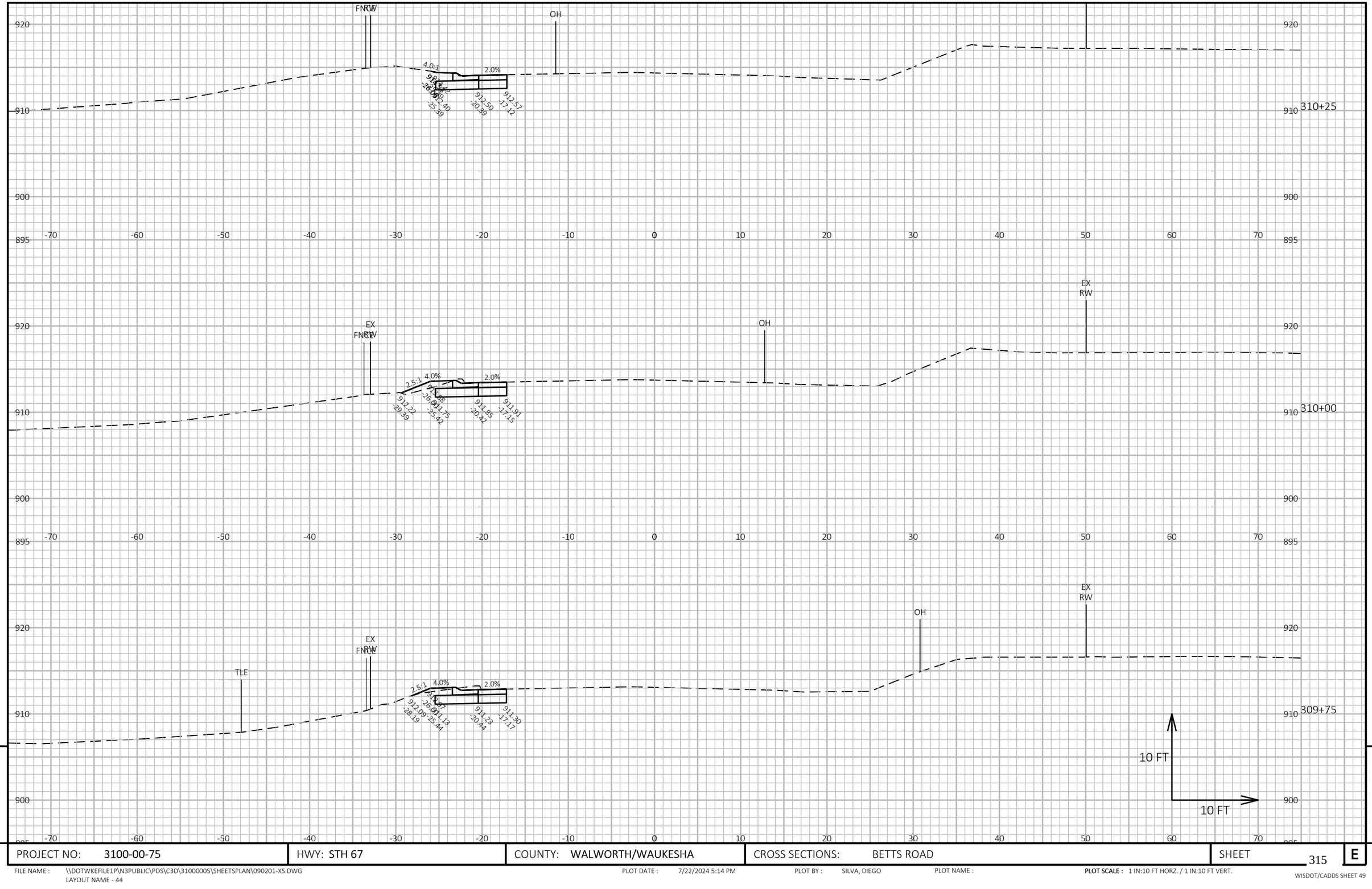
PLOT DATE : 7/22/2024 5:14 PM

PLOT BY : SILVA, DIEGO

PLOT NAME :

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

WISDOT/CADDS SHEET 49



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PROJECT NO: 3100-00-75	HWY: STH 67	COUNTY: WALWORTH/WAUKESHA	CROSS SECTIONS: BETTS ROAD	SHEET 315	E

FILE NAME : \\DOTWKEFILE1P\N3PUBLIC\PDS\C3D\31000005\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 44

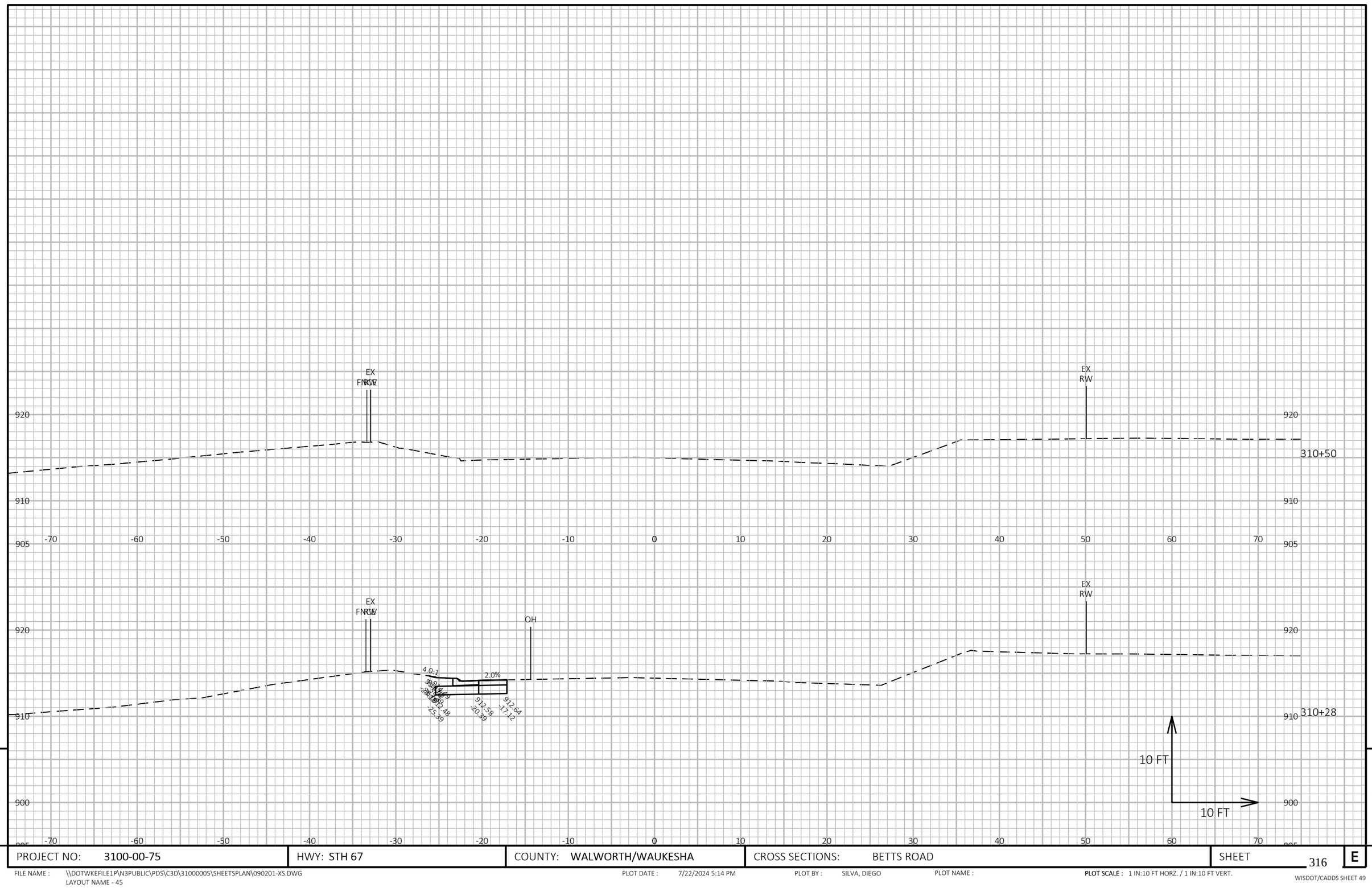
PLOT DATE : 7/22/2024 5:14 PM

PLOT BY : SILVA, DIEGO

PLOT NAME :

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

WISDOT/CADDS SHEET 49



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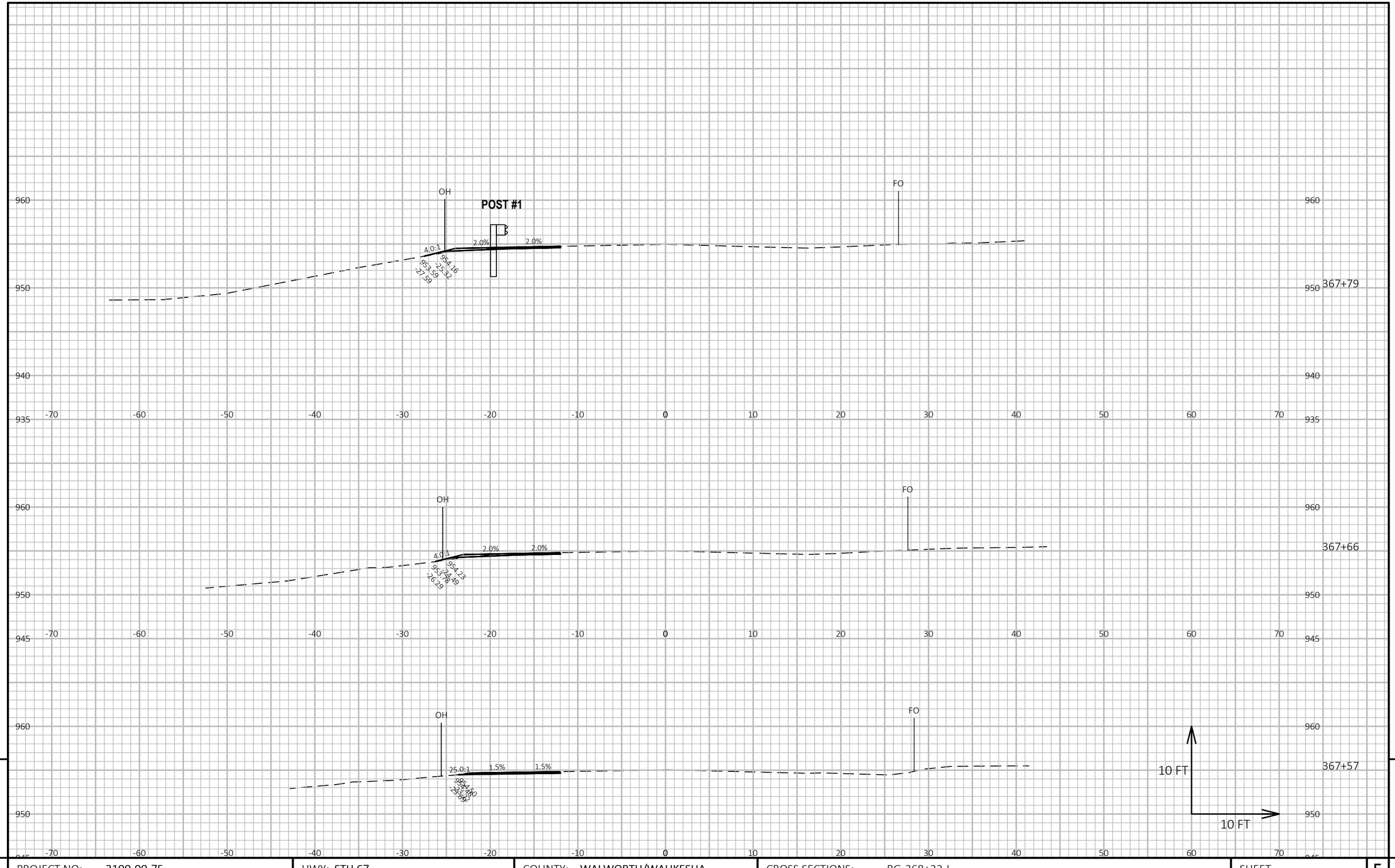
PROJECT NO: 3100-00-75	HWY: STH 67	COUNTY: WALWORTH/WAUKESHA	CROSS SECTIONS: BETTS ROAD	SHEET 316	E

FILE NAME : \\DOTWKEFILE1P\N3PUBLIC\PDS\C3D\31000005\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 45

PLOT DATE : 7/22/2024 5:14 PM PLOT BY : SILVA, DIEGO PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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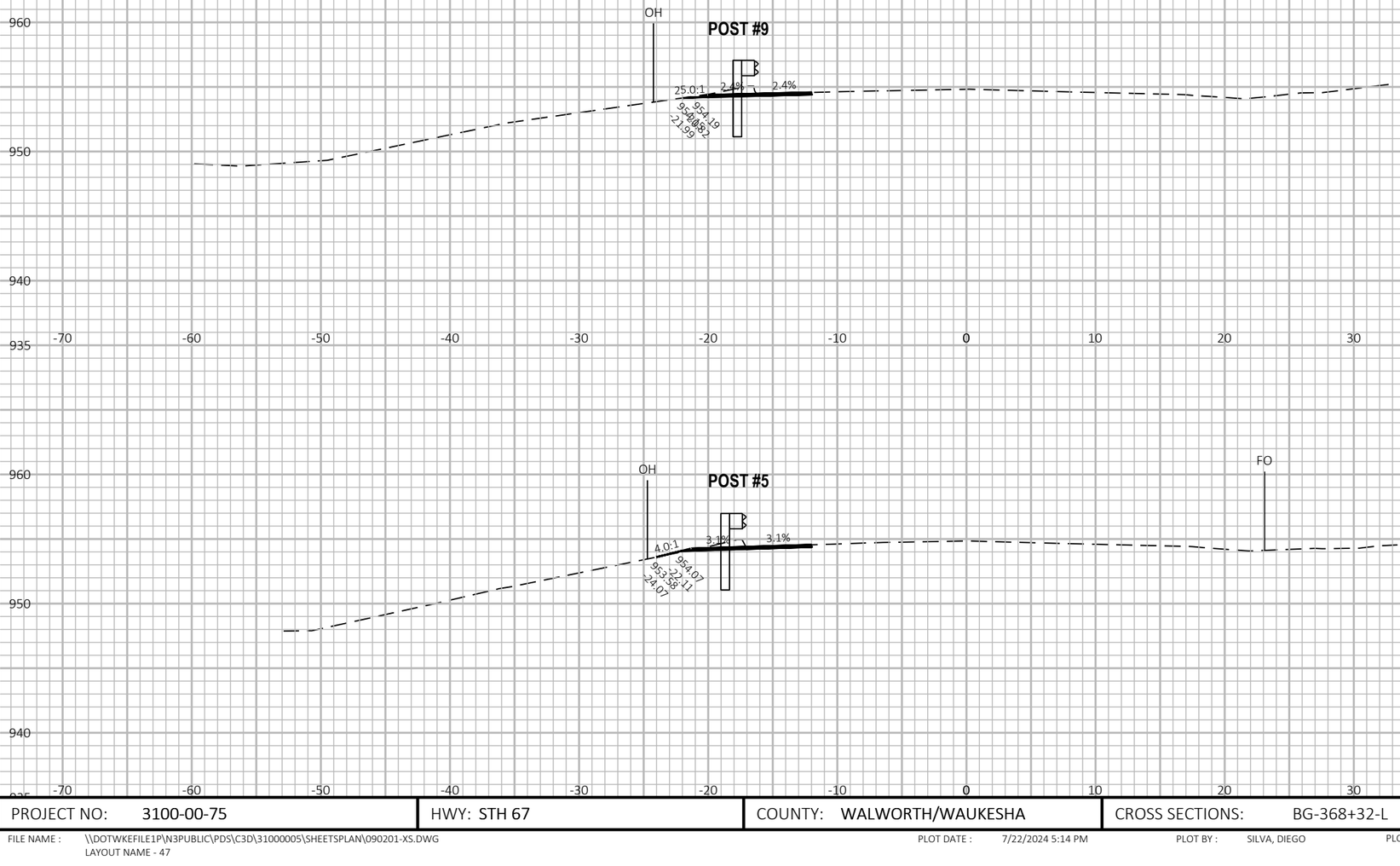
PROJECT NO: 3100-00-75	HWY: STH 67	COUNTY: WALWORTH/WAUKESHA	CROSS SECTIONS: BG-368+32-L	SHEET 317	E

FILE NAME : \\DOTWKEFILE1P\N3PUBLIC\PDS\C3D\31000005\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 46

PLOT DATE : 7/22/2024 5:14 PM PLOT BY : SILVA, DIEGO PLOT NAME :

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

WISDOT/CADDS SHEET 49



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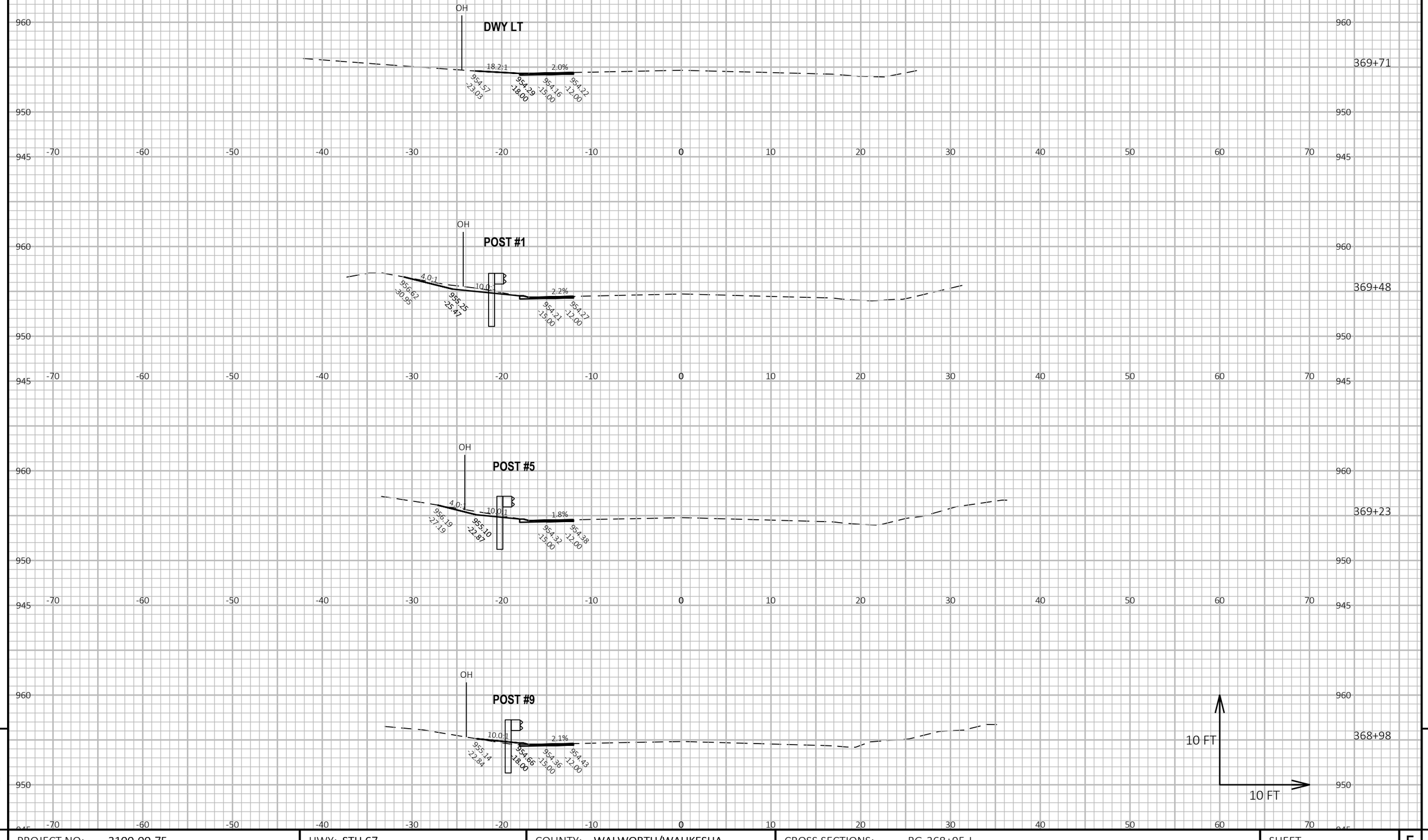
PROJECT NO: 3100-00-75	HWY: STH 67	COUNTY: WALWORTH/WAUKESHA	CROSS SECTIONS: BG-368+32-L	SHEET 318	E

FILE NAME : \\DOTWKEFILE1P\N3PUBLIC\PDS\C3D\31000005\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 47

PLOT DATE : 7/22/2024 5:14 PM PLOT BY : SILVA, DIEGO PLOT NAME :

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

WISDOT/CADDS SHEET 49



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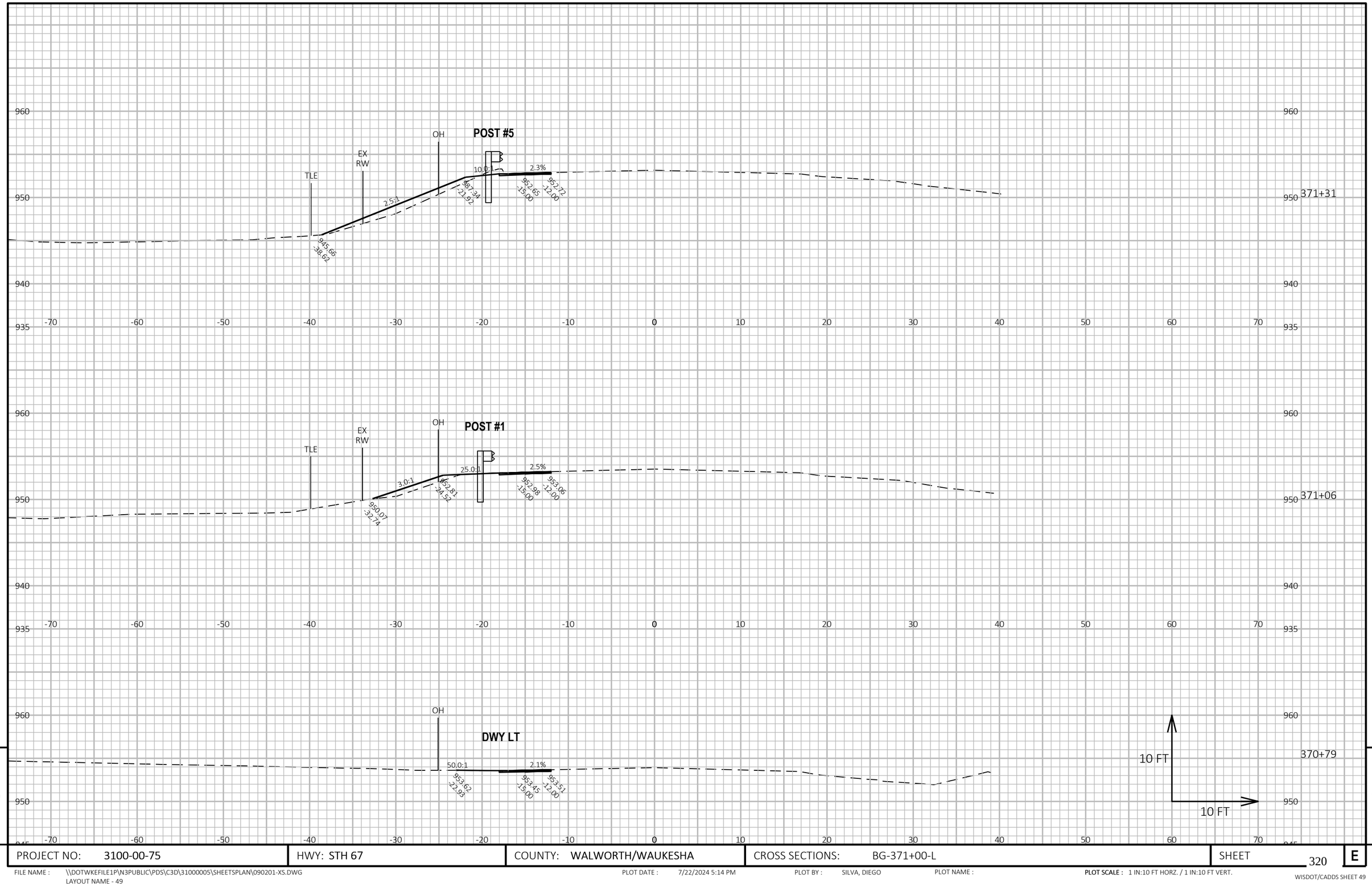
PROJECT NO: 3100-00-75	HWY: STH 67	COUNTY: WALWORTH/WAUKESHA	CROSS SECTIONS: BG-368+95-L	SHEET 319	E

FILE NAME : \\DOTWKEFILE1P\N3PUBLIC\PDS\C3D\31000005\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 48

PLOT DATE : 7/22/2024 5:14 PM PLOT BY : SILVA, DIEGO PLOT NAME :

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

WISDOT/CADDS SHEET 49

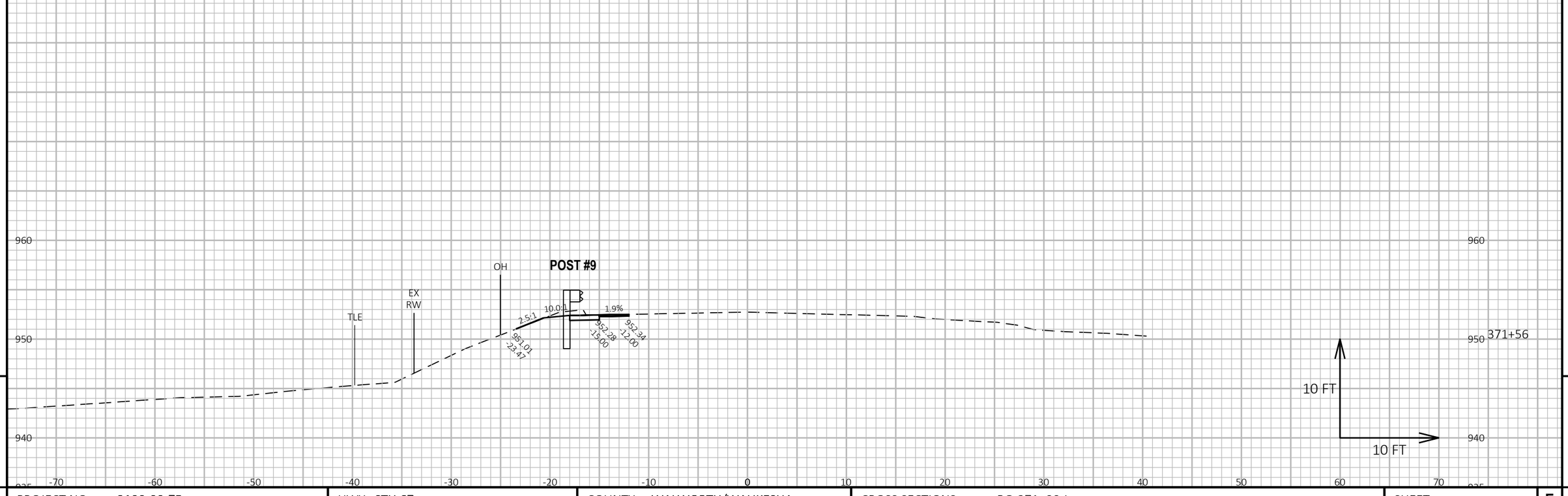


PROJECT NO: 3100-00-75	HWY: STH 67	COUNTY: WALWORTH/WAUKESHA	CROSS SECTIONS: BG-371+00-L	SHEET 320	E

FILE NAME : \\DOTWKEFILE1P\N3PUBLIC\PDS\C3D\31000005\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 49

PLOT DATE : 7/22/2024 5:14 PM PLOT BY : SILVA, DIEGO PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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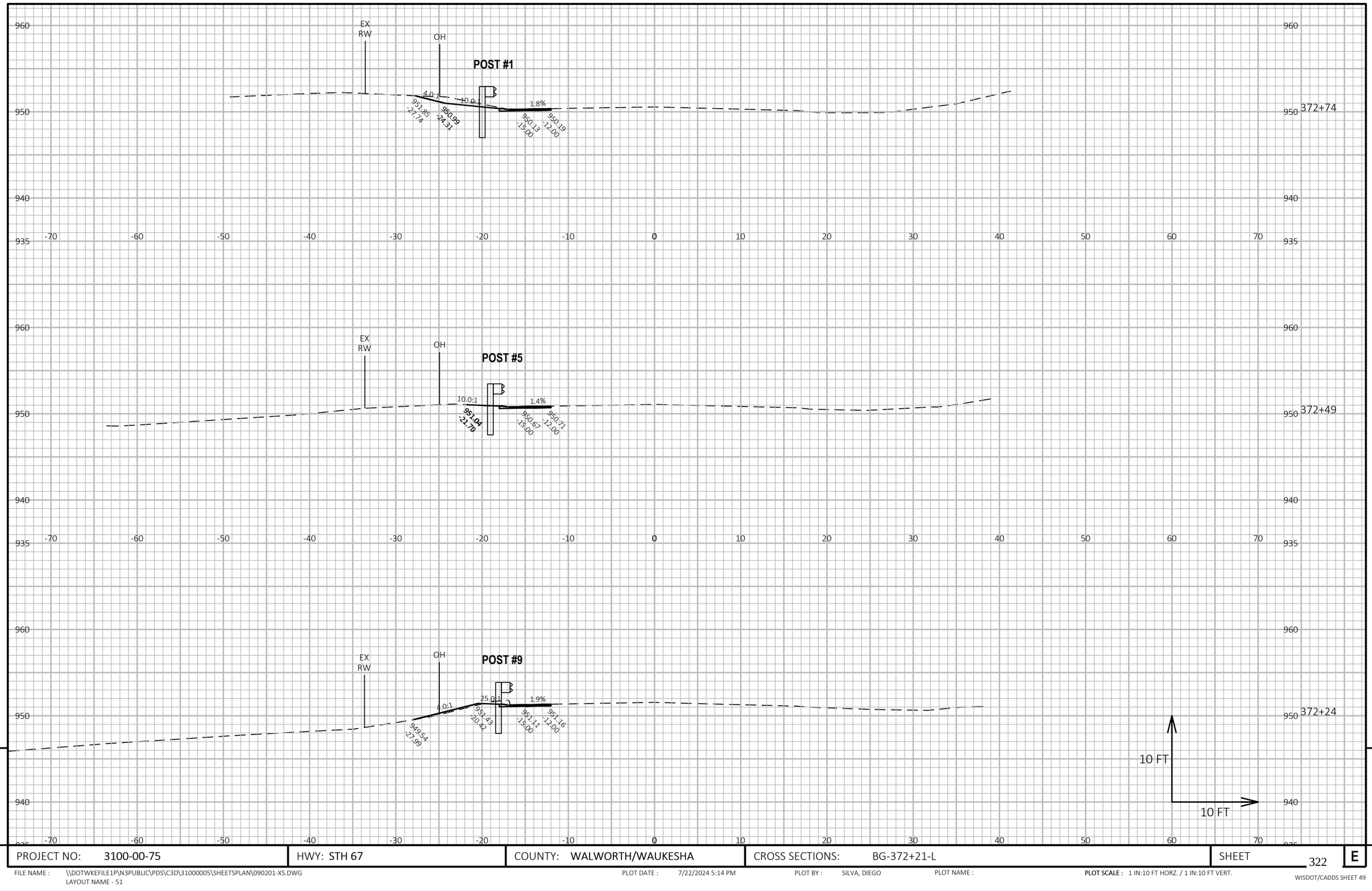
PROJECT NO: 3100-00-75	HWY: STH 67	COUNTY: WALWORTH/WAUKESHA	CROSS SECTIONS: BG-371+00-L	SHEET 321	E

FILE NAME : \\DOTWKEFILE1P\N3PUBLIC\PDS\C3D\31000005\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 50

PLOT DATE : 7/22/2024 5:44 PM PLOT BY : SILVA, DIEGO PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.



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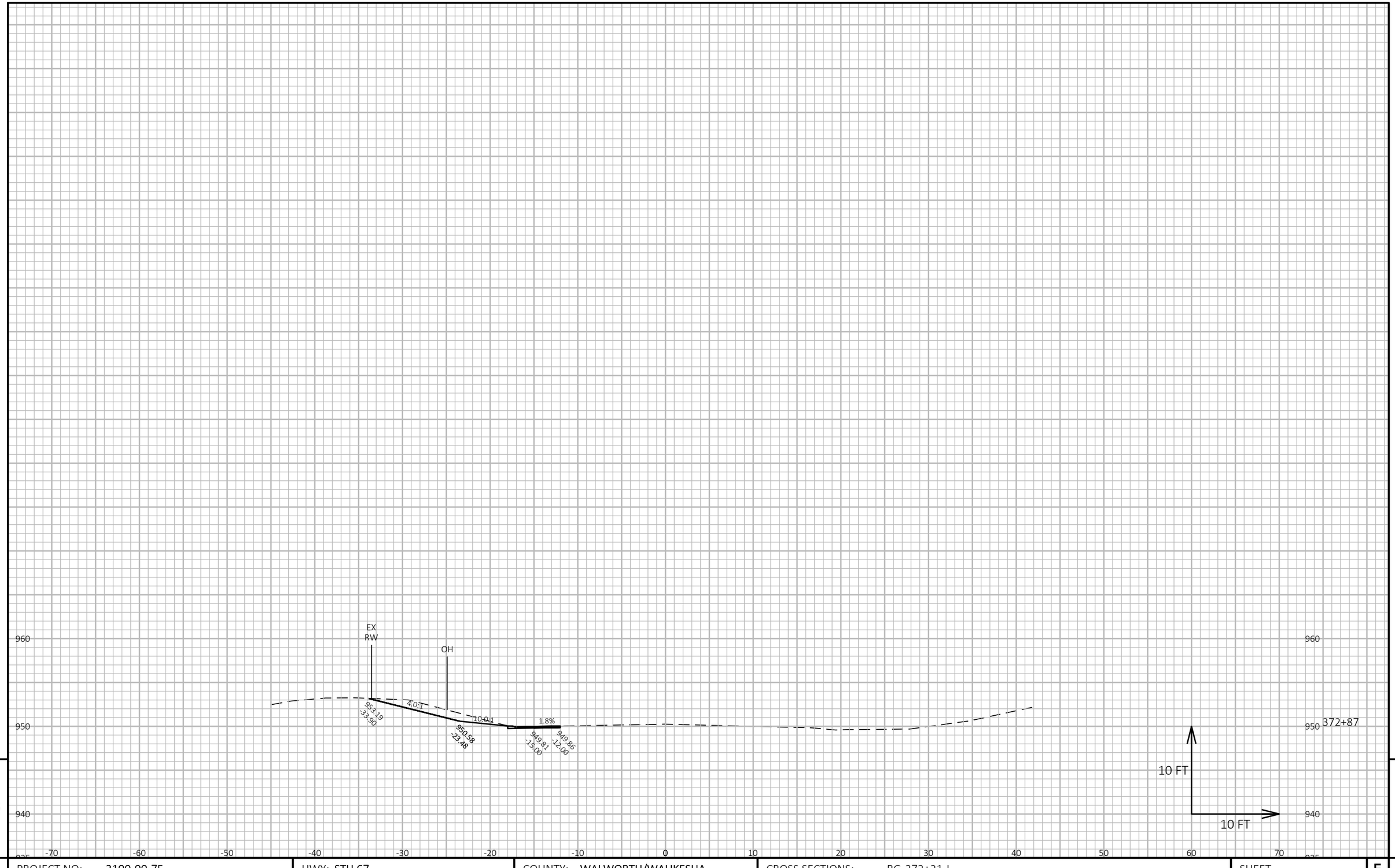
PROJECT NO: 3100-00-75	HWY: STH 67	COUNTY: WALWORTH/WAUKESHA	CROSS SECTIONS: BG-372+21-L	SHEET 322	E

FILE NAME : \\DOTWKEFILE1P\N3PUBLIC\PDS\C3D\31000005\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 51

PLOT DATE : 7/22/2024 5:14 PM PLOT BY : SILVA, DIEGO PLOT NAME :

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

WISDOT/CADDS SHEET 49



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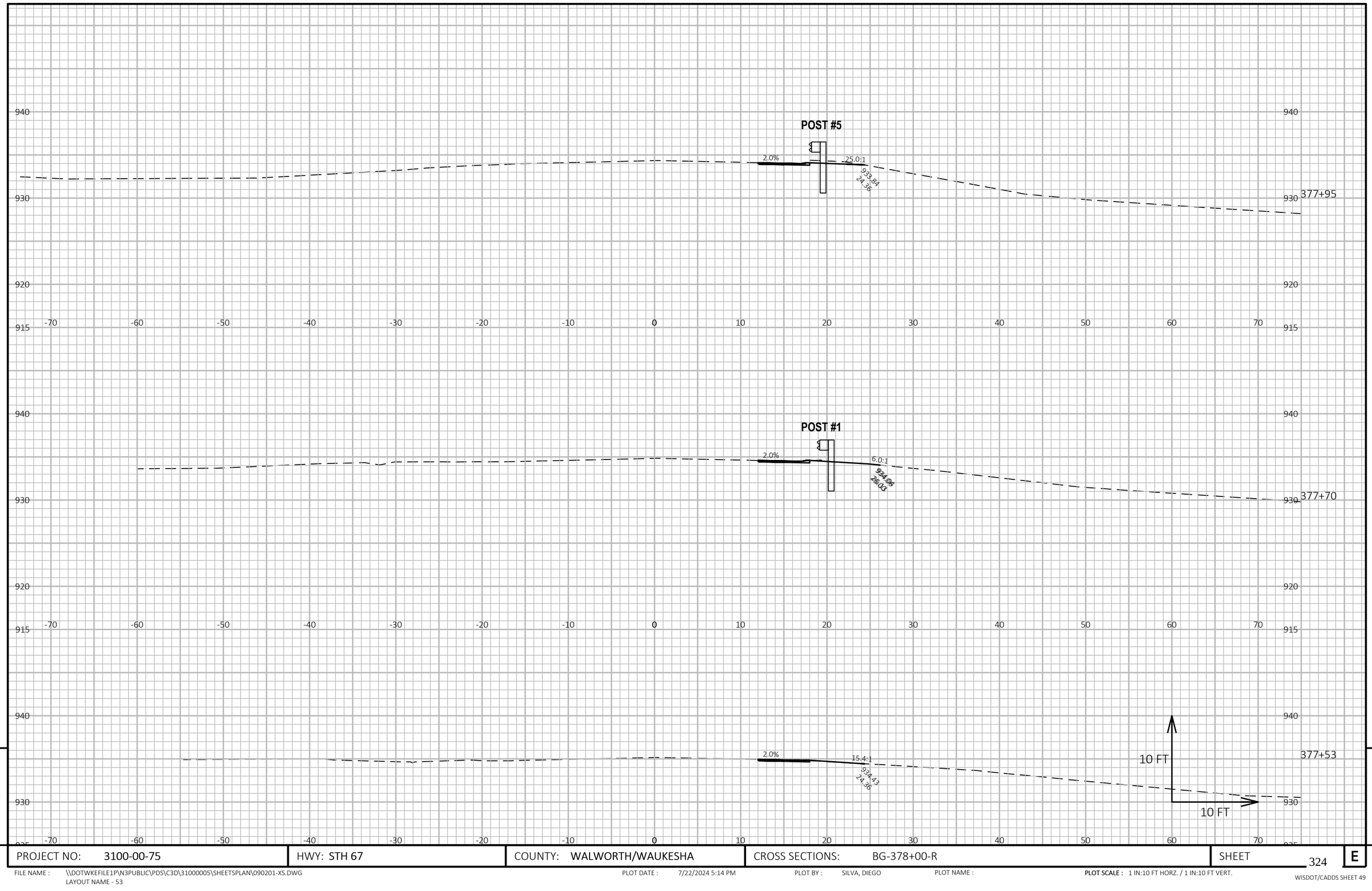
PROJECT NO: 3100-00-75	HWY: STH 67	COUNTY: WALWORTH/WAUKESHA	CROSS SECTIONS: BG-372+21-L	SHEET 323	E

FILE NAME : \\DOTWKEFILE1P\N3PUBLIC\PDS\C3D\31000005\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 52

PLOT DATE : 7/22/2024 5:14 PM PLOT BY : SILVA, DIEGO PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 3100-00-75	HWY: STH 67	COUNTY: WALWORTH/WAUKESHA	CROSS SECTIONS: BG-378+00-R	SHEET 324	E

FILE NAME : \\DOTWKEFILE1P\N3PUBLIC\PDS\C3D\31000005\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 53

PLOT DATE : 7/22/2024 5:14 PM PLOT BY : SILVA, DIEGO PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

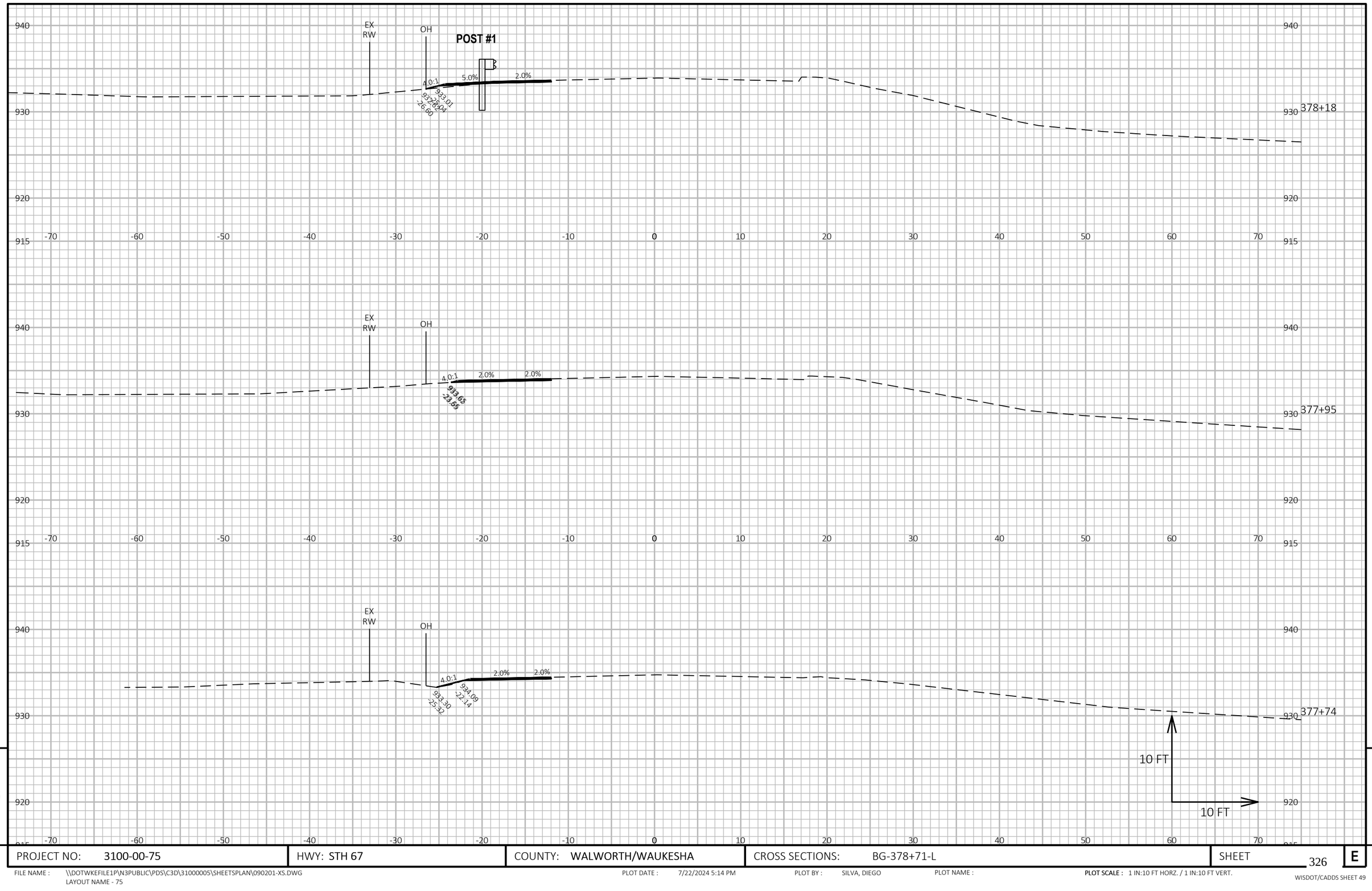
WISDOT/CADDS SHEET 49

940
930
920
915
-70 -60 -50 -40 -30 -20 -10 0 10 20 30 40 50 60 70
2.0%
25.0:1
933.28
21.47
378+31
POST #9
2.0%
25.0:1
933.45
22.00
378+20
10 FT
10 FT

9

PROJECT NO: 3100-00-75	HWY: STH 67	COUNTY: WALWORTH/WAUKESHA	CROSS SECTIONS: BG-378+00-R	SHEET 325	E

FILE NAME : \\DOTWKEFILE1P\N3PUBLIC\PDS\C3D\31000005\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 54
PLOT DATE : 7/22/2024 5:14 PM
PLOT BY : SILVA, DIEGO
PLOT NAME :
PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.
WISDOT/CADDS SHEET 49



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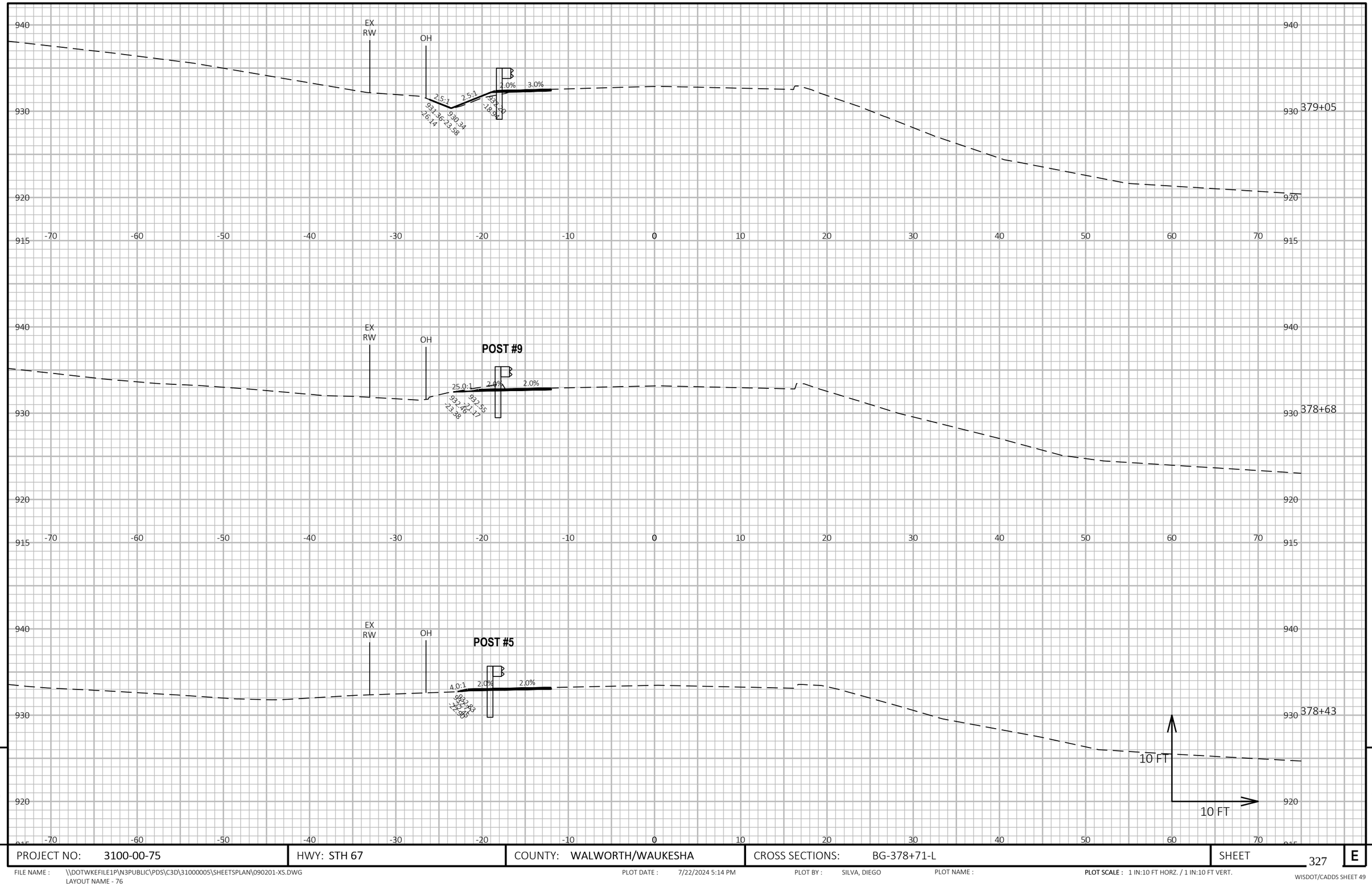
PROJECT NO: 3100-00-75	HWY: STH 67	COUNTY: WALWORTH/WAUKESHA	CROSS SECTIONS: BG-378+71-L	SHEET 326	E

FILE NAME : \\DOTWKEFILE1P\N3PUBLIC\PDS\C3D\31000005\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 75

PLOT DATE : 7/22/2024 5:14 PM PLOT BY : SILVA, DIEGO PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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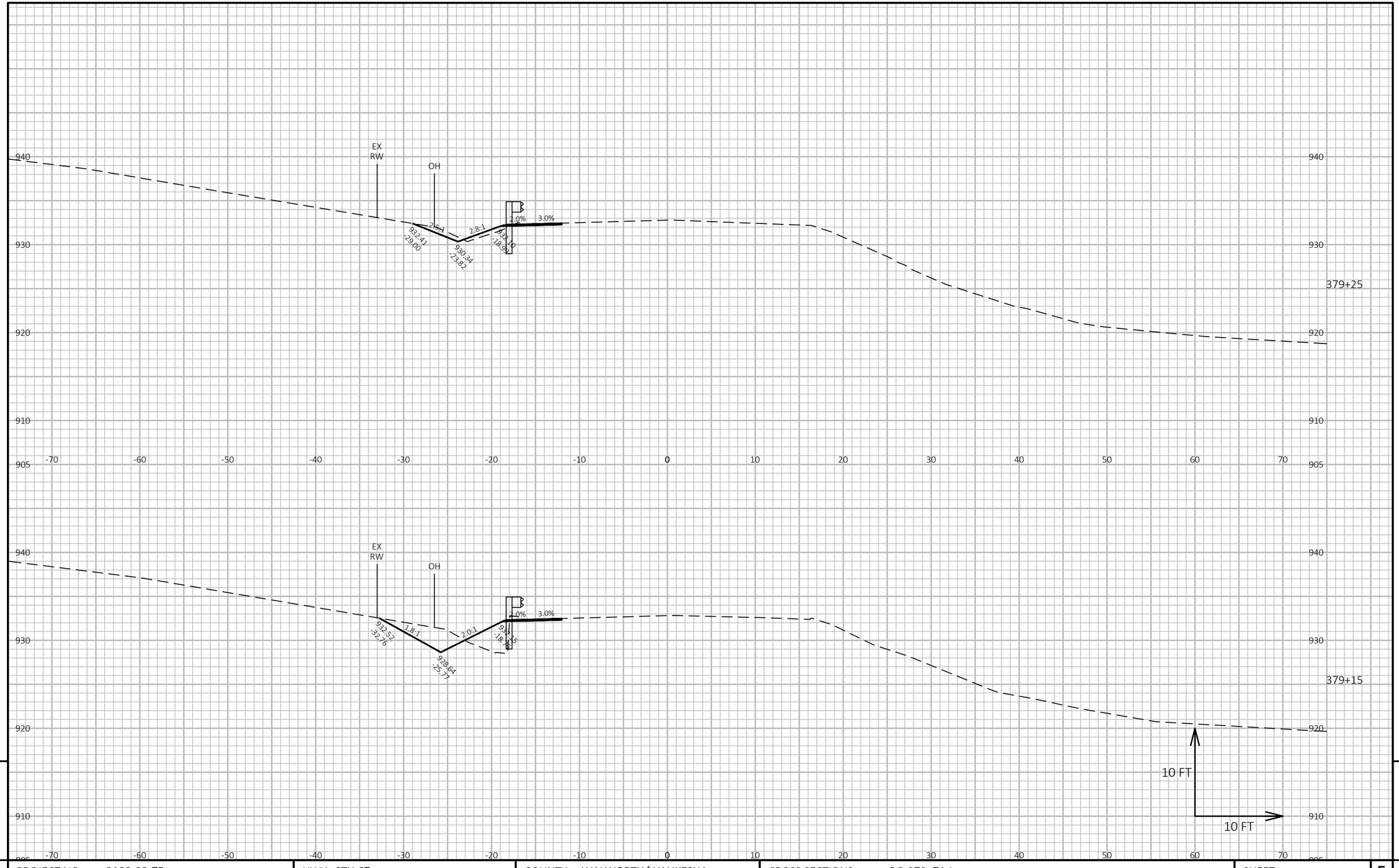
PROJECT NO: 3100-00-75	HWY: STH 67	COUNTY: WALWORTH/WAUKESHA	CROSS SECTIONS: BG-378+71-L	SHEET 327	E

FILE NAME : \\DOTWKEFILE1P\N3PUBLIC\PDS\C3D\31000005\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 76

PLOT DATE : 7/22/2024 5:14 PM PLOT BY : SILVA, DIEGO PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.



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PROJECT NO: 3100-00-75	HWY: STH 67	COUNTY: WALWORTH/WAUKESHA	CROSS SECTIONS: BG-378+71-L	SHEET 328	E

FILE NAME : \\DOTWKEFILE1P\N3PUBLIC\PDS\C3D\31000005\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 77

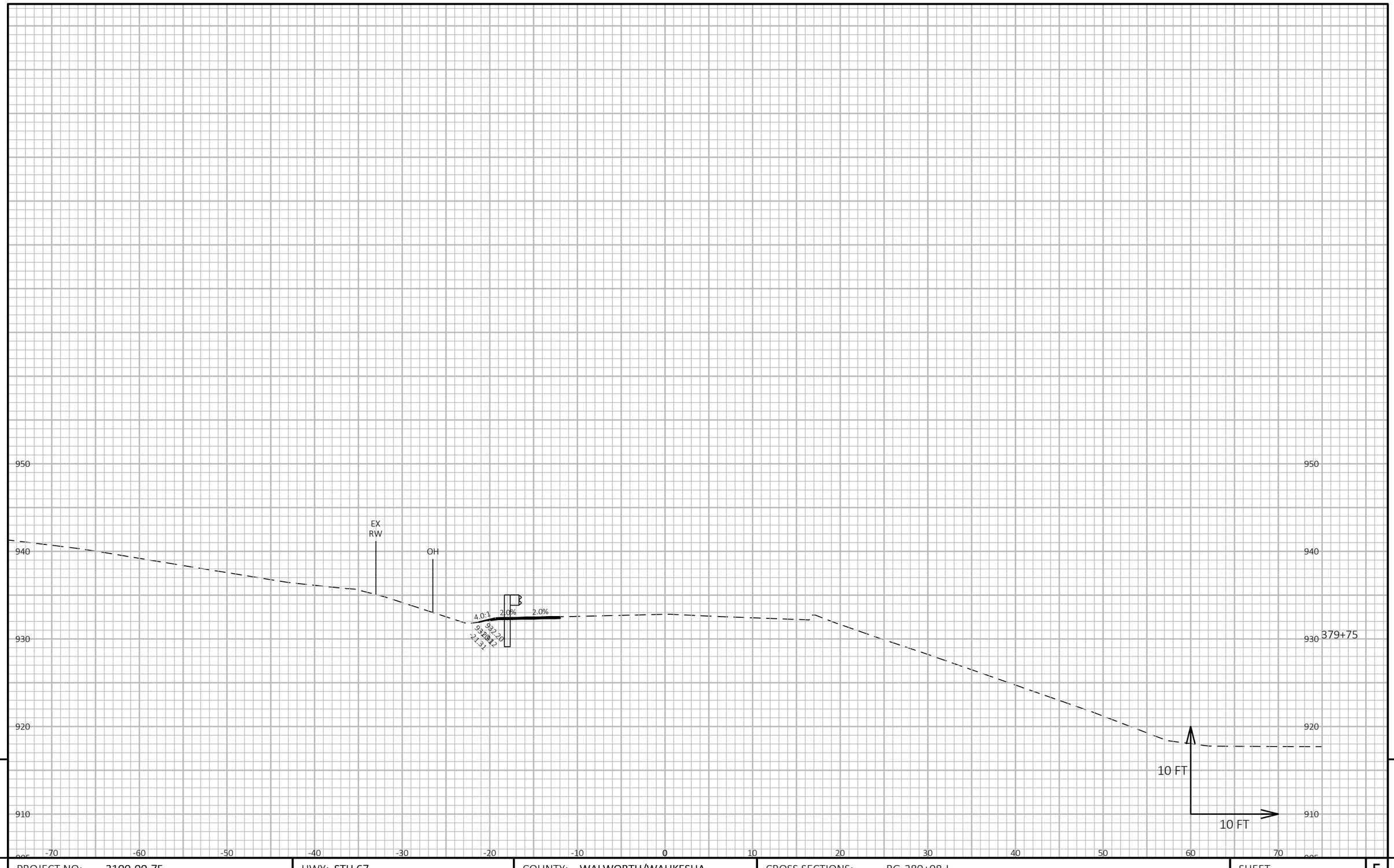
PLOT DATE : 7/22/2024 5:14 PM

PLOT BY : SILVA, DIEGO

PLOT NAME :

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

WISDOT/CADDS SHEET 49



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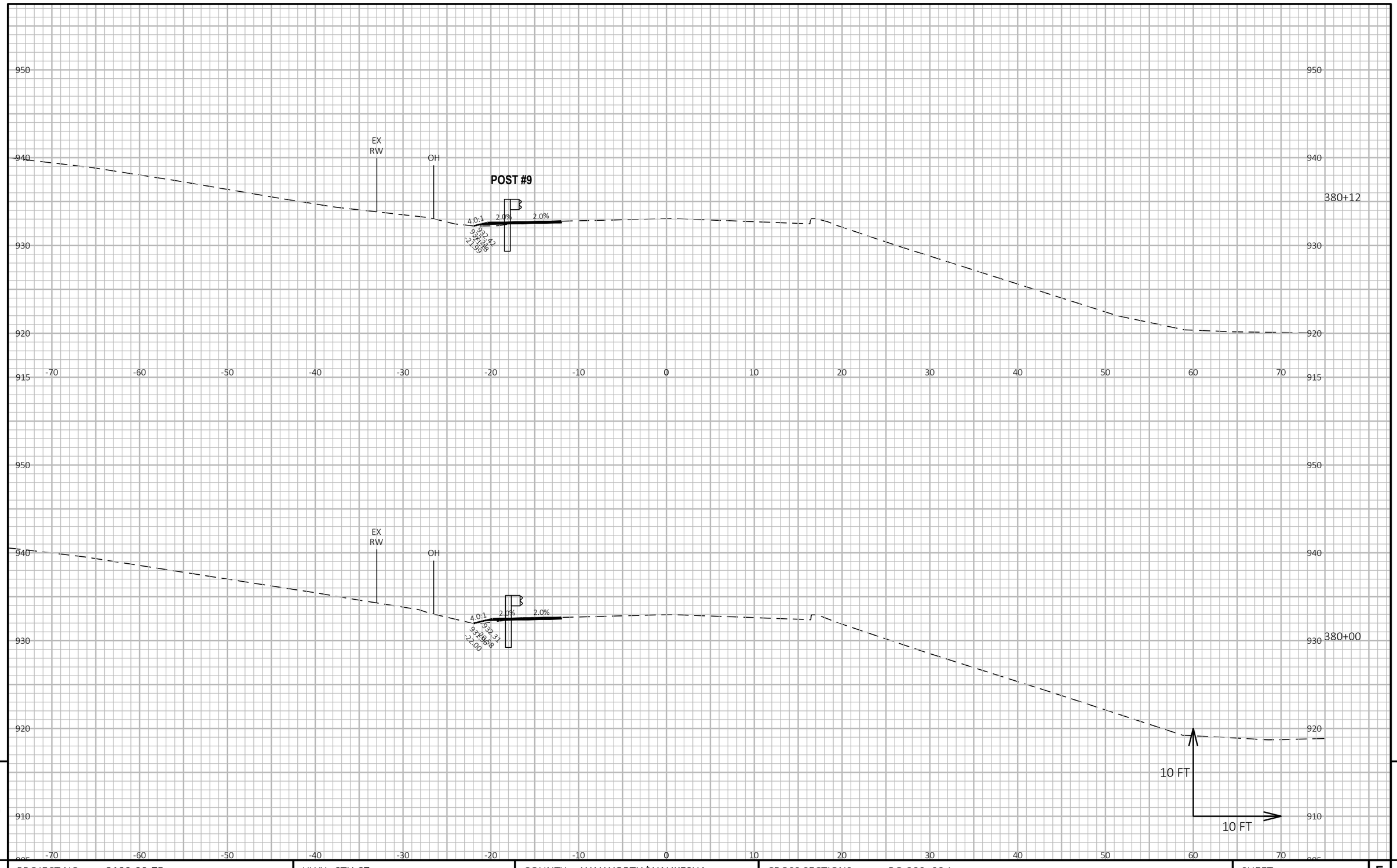
PROJECT NO: 3100-00-75	HWY: STH 67	COUNTY: WALWORTH/WAUKESHA	CROSS SECTIONS: BG-380+08-L	SHEET 329	E

FILE NAME : \\DOTWKEFILE1P\N3PUBLIC\PDS\C3D\31000005\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 57

PLOT DATE : 7/22/2024 5:14 PM PLOT BY : SILVA, DIEGO PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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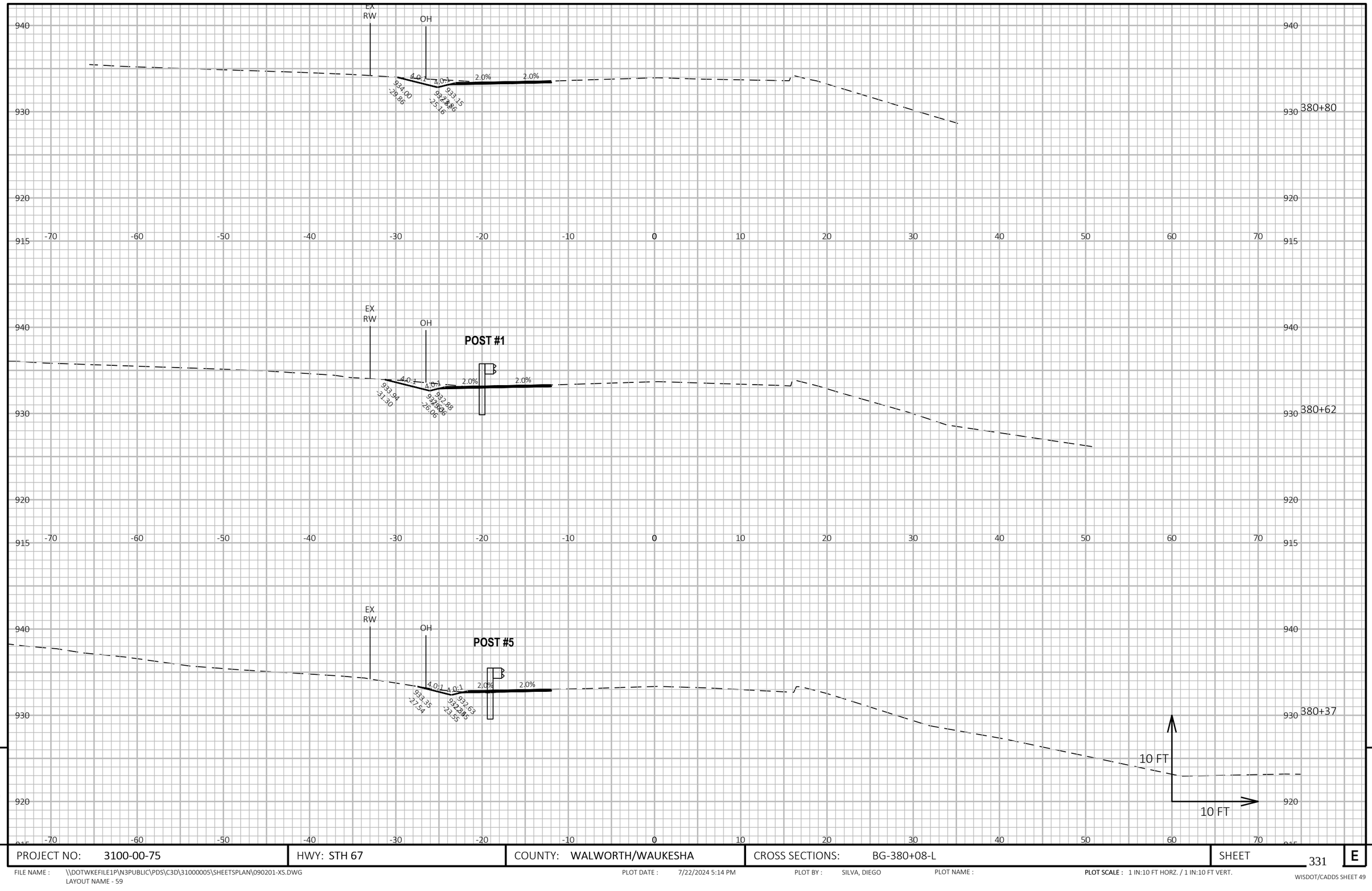
PROJECT NO: 3100-00-75	HWY: STH 67	COUNTY: WALWORTH/WAUKESHA	CROSS SECTIONS: BG-380+08-L	SHEET 330	E

FILE NAME : \\DOTWKEFILE1P\N3PUBLIC\PDS\C3D\31000005\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 58

PLOT DATE : 7/22/2024 5:14 PM PLOT BY : SILVA, DIEGO PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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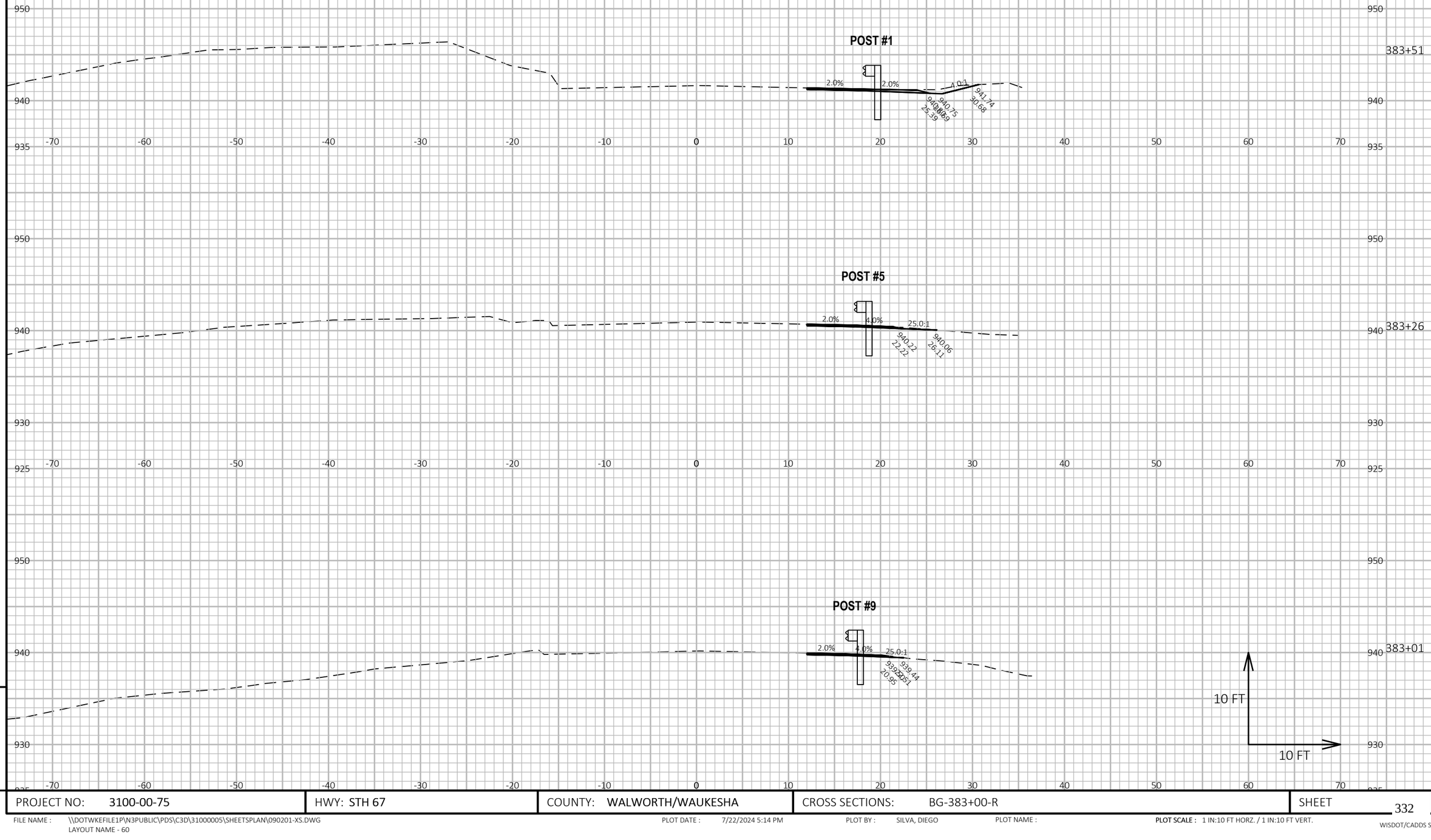
PROJECT NO: 3100-00-75	HWY: STH 67	COUNTY: WALWORTH/WAUKESHA	CROSS SECTIONS: BG-380+08-L	SHEET 331	E

FILE NAME : \\DOTWKEFILE1P\N3PUBLIC\PDS\C3D\31000005\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 59

PLOT DATE : 7/22/2024 5:14 PM PLOT BY : SILVA, DIEGO PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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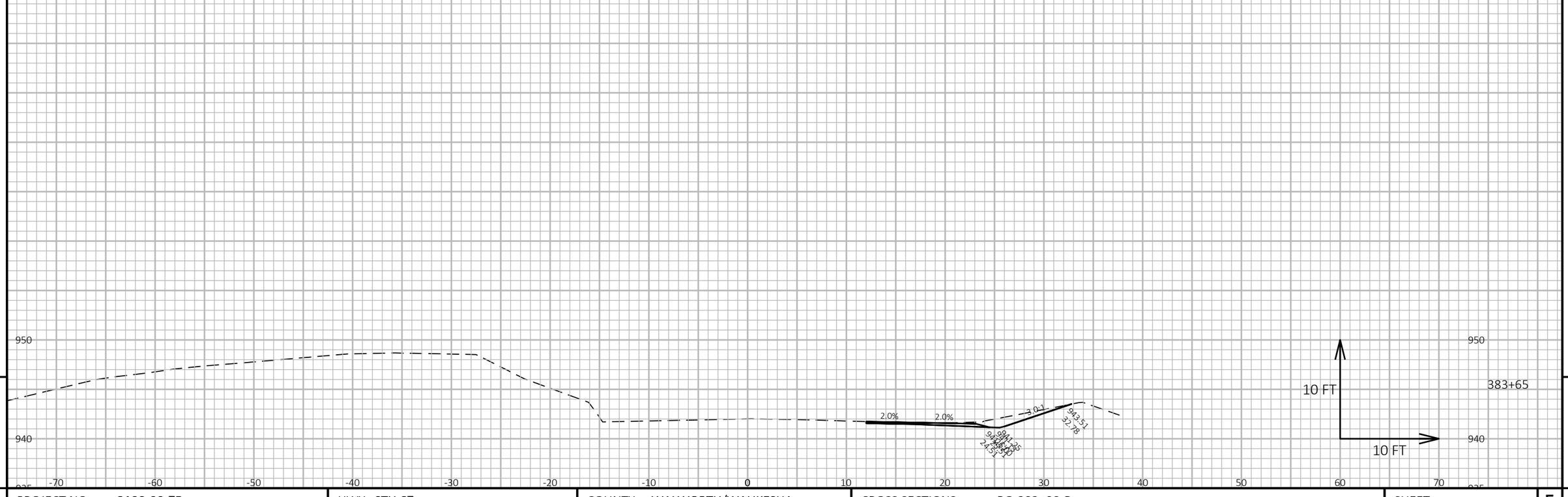
9

PROJECT NO: 3100-00-75	HWY: STH 67	COUNTY: WALWORTH/WAUKESHA	CROSS SECTIONS: BG-383+00-R	SHEET 332	E

FILE NAME : \\DOTWKEFILE1P\N3PUBLIC\PDS\C3D\31000005\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 60

PLOT DATE : 7/22/2024 5:14 PM PLOT BY : SILVA, DIEGO PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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9

PROJECT NO: 3100-00-75	HWY: STH 67	COUNTY: WALWORTH/WAUKESHA	CROSS SECTIONS: BG-383+00-R	SHEET 333	E

FILE NAME : \\DOTWKEFILE1P\N3PUBLIC\PDS\C3D\31000005\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 61

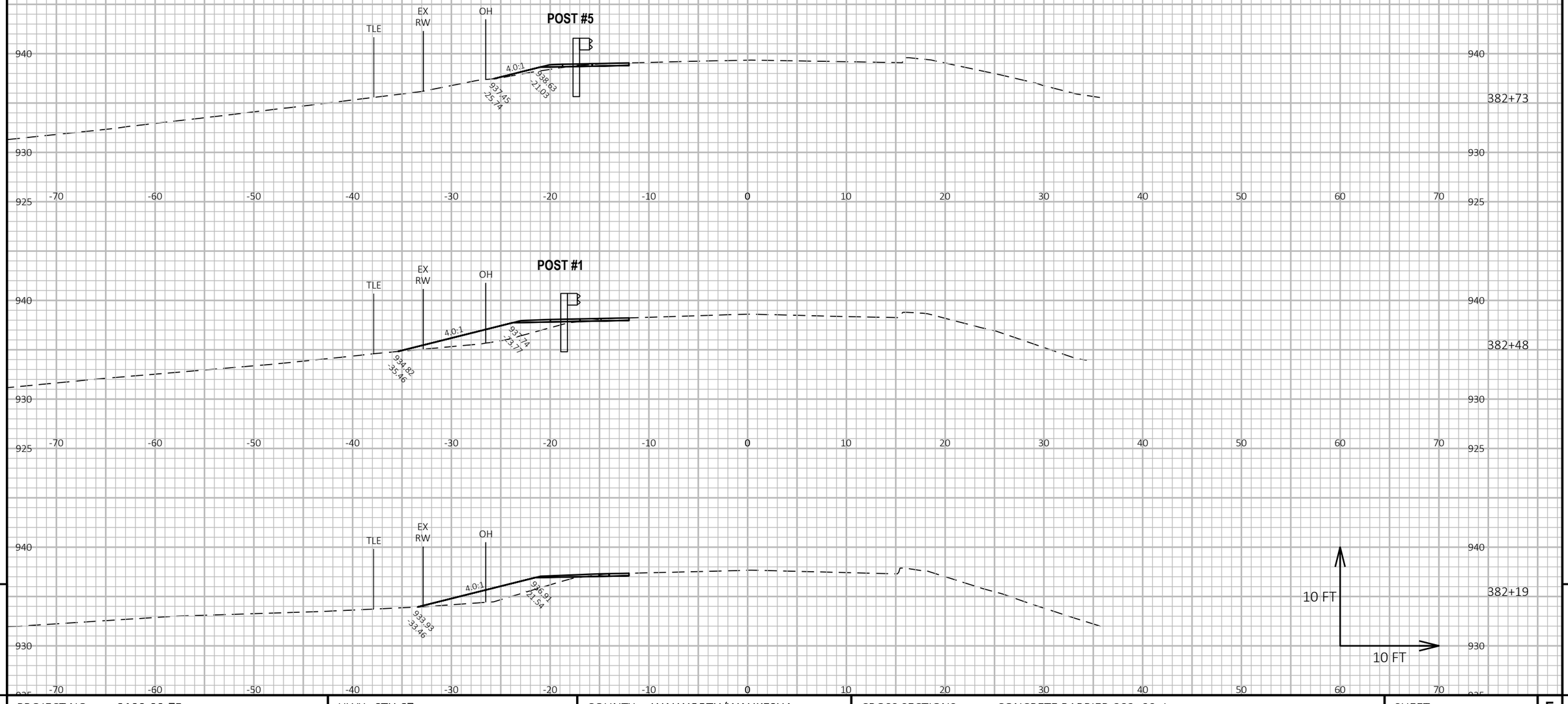
PLOT DATE : 7/22/2024 5:14 PM

PLOT BY : SILVA, DIEGO

PLOT NAME :

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

WISDOT/CADDS SHEET 49

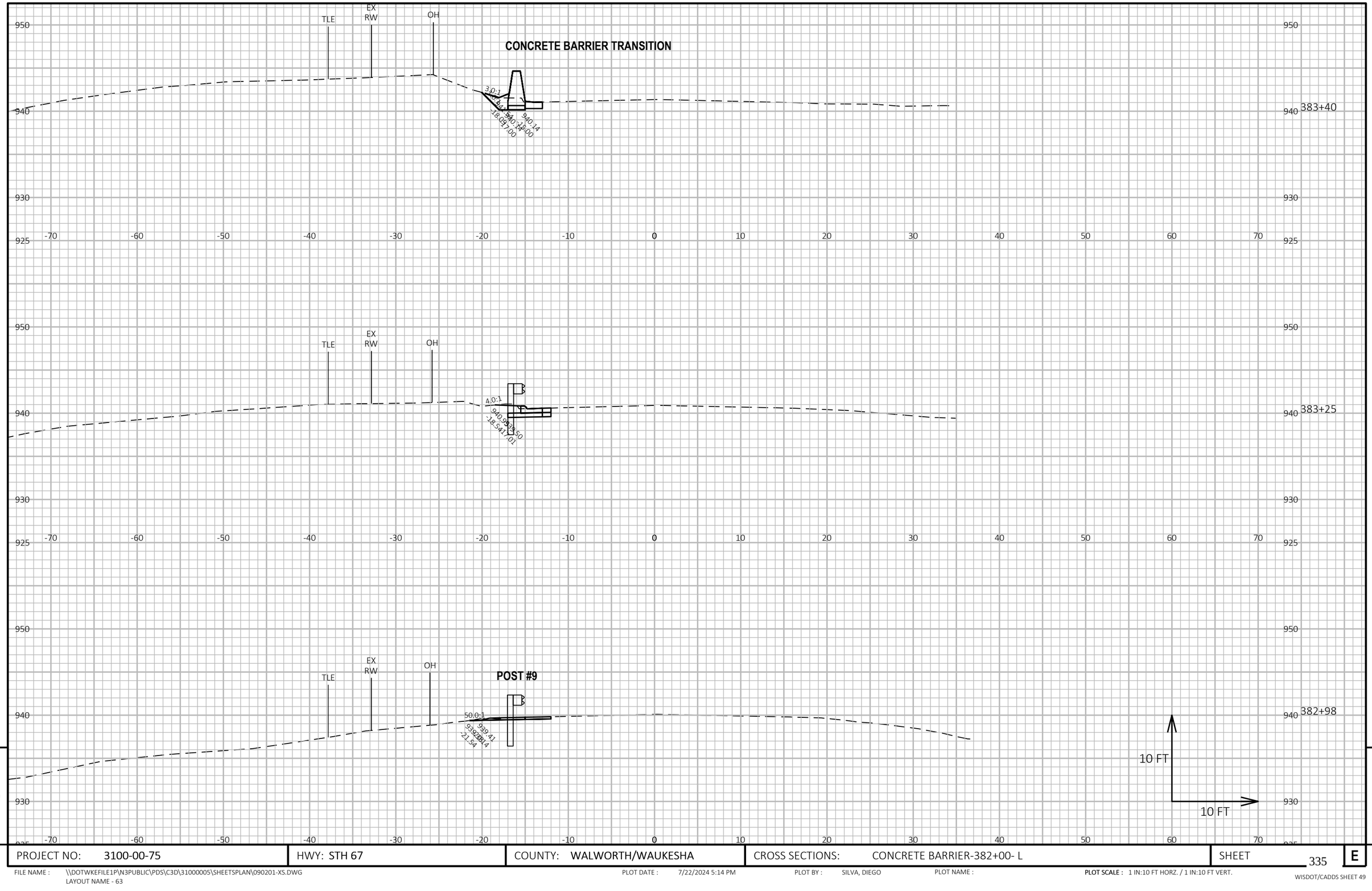


PROJECT NO: 3100-00-75	HWY: STH 67	COUNTY: WALWORTH/WAUKESHA	CROSS SECTIONS: CONCRETE BARRIER-382+00- L	SHEET 334	E

FILE NAME : \\DOTWKEFILE1P\N3PUBLIC\PDS\C3D\31000005\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 62

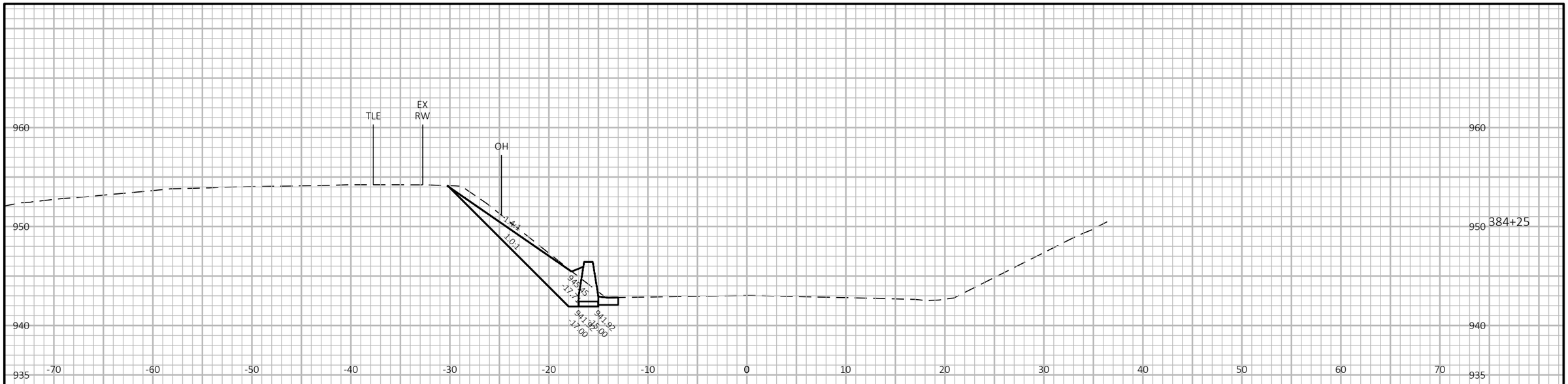
PLOT DATE : 7/22/2024 5:14 PM PLOT BY : SILVA, DIEGO PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

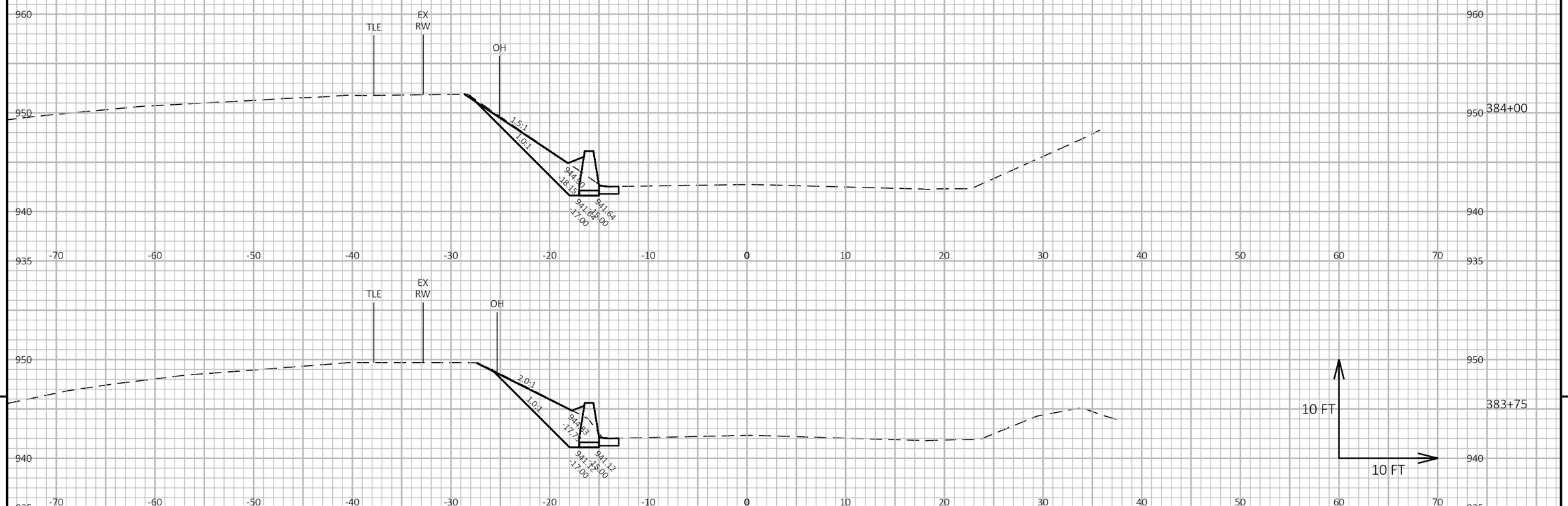
WISDOT/CADDS SHEET 49



PROJECT NO: 3100-00-75	HWY: STH 67	COUNTY: WALWORTH/WAUKESHA	CROSS SECTIONS: CONCRETE BARRIER-382+00- L	SHEET 335 E

FILE NAME : \\DOTWKEFILE1P\N3PUBLIC\PDS\C3D\31000005\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 63
PLOT DATE : 7/22/2024 5:14 PM
PLOT BY : SILVA, DIEGO
PLOT NAME :
PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.
WISDOT/CADDS SHEET 49





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PROJECT NO: 3100-00-75	HWY: STH 67	COUNTY: WALWORTH/WAUKESHA	CROSS SECTIONS: CONCRETE BARRIER-382+00- L	SHEET 336	E

FILE NAME : \\DOTWKEFILE1P\N3PUBLIC\PDS\C3D\31000005\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 64

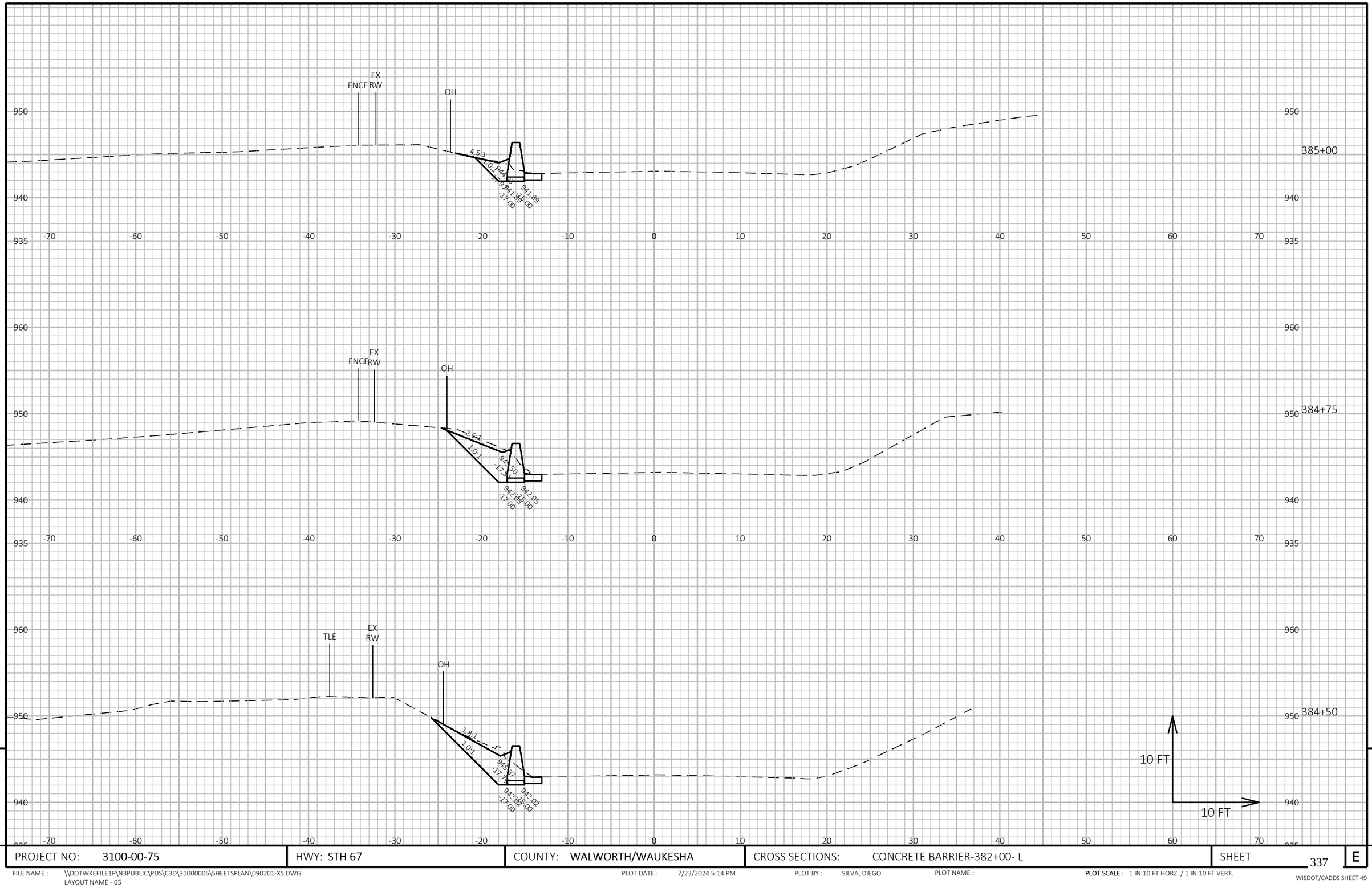
PLOT DATE : 7/22/2024 5:14 PM

PLOT BY : SILVA, DIEGO

PLOT NAME :

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

WISDOT/CADDS SHEET 49



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PROJECT NO: 3100-00-75	HWY: STH 67	COUNTY: WALWORTH/WAUKESHA	CROSS SECTIONS: CONCRETE BARRIER-382+00- L	SHEET 337	E

FILE NAME : \\DOTWKEFILE1P\N3PUBLIC\PDS\C3D\31000005\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 65

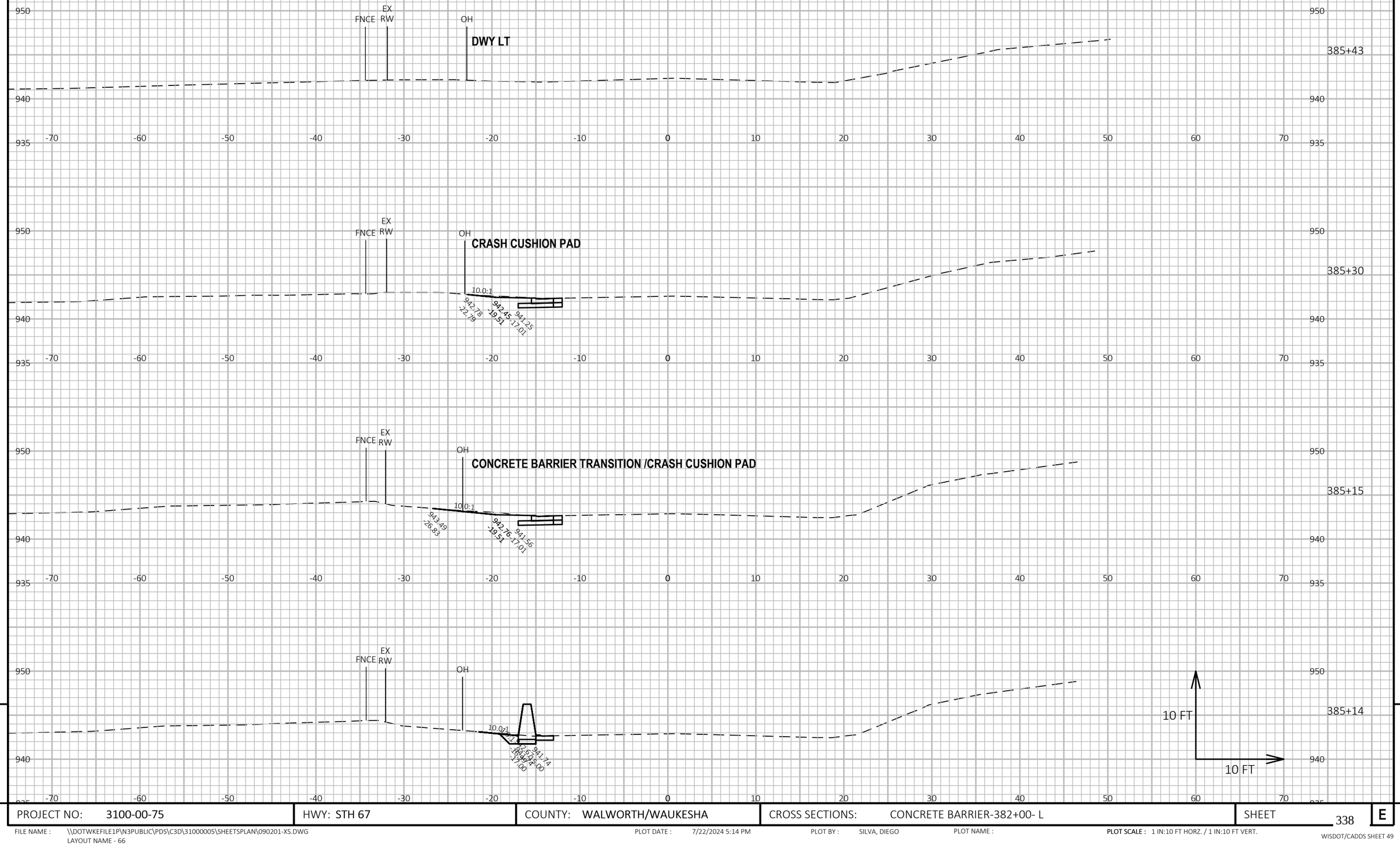
PLOT DATE : 7/22/2024 5:14 PM

PLOT BY : SILVA, DIEGO

PLOT NAME :

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

WISDOT/CADDS SHEET 49



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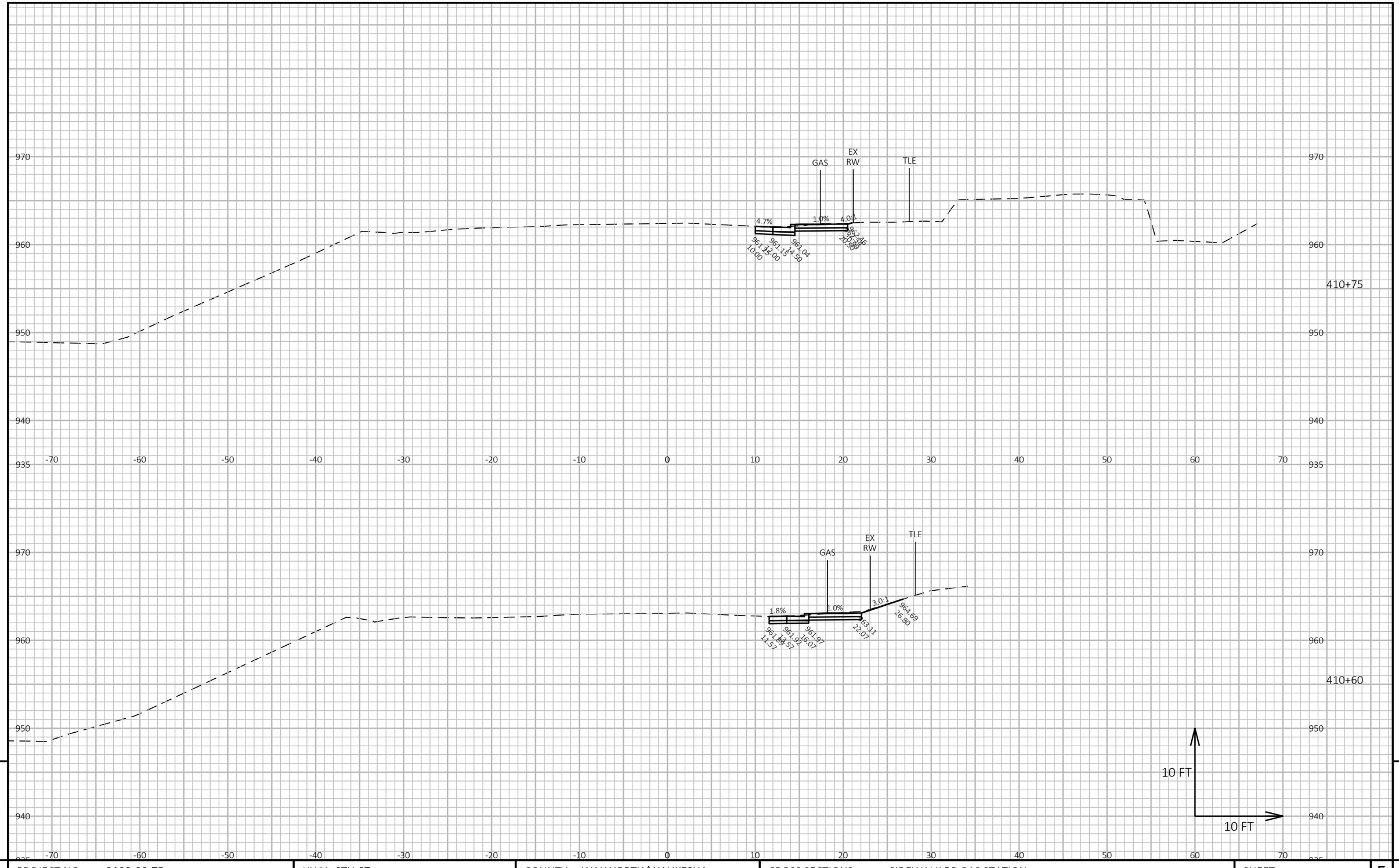
PROJECT NO: 3100-00-75	HWY: STH 67	COUNTY: WALWORTH/WAUKESHA	CROSS SECTIONS: CONCRETE BARRIER-382+00- L	SHEET 338	E

FILE NAME : \\DOTWKEFILE1P\N3PUBLIC\PDS\C3D\31000005\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 66

PLOT DATE : 7/22/2024 5:14 PM PLOT BY : SILVA, DIEGO PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 3100-00-75	HWY: STH 67	COUNTY: WALWORTH/WAUKESHA	CROSS SECTIONS: SIDEWALK BP GAS STATION	SHEET 339	E

FILE NAME : \\DOTWKEFILE1P\N3PUBLIC\PDS\C3D\31000005\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 67

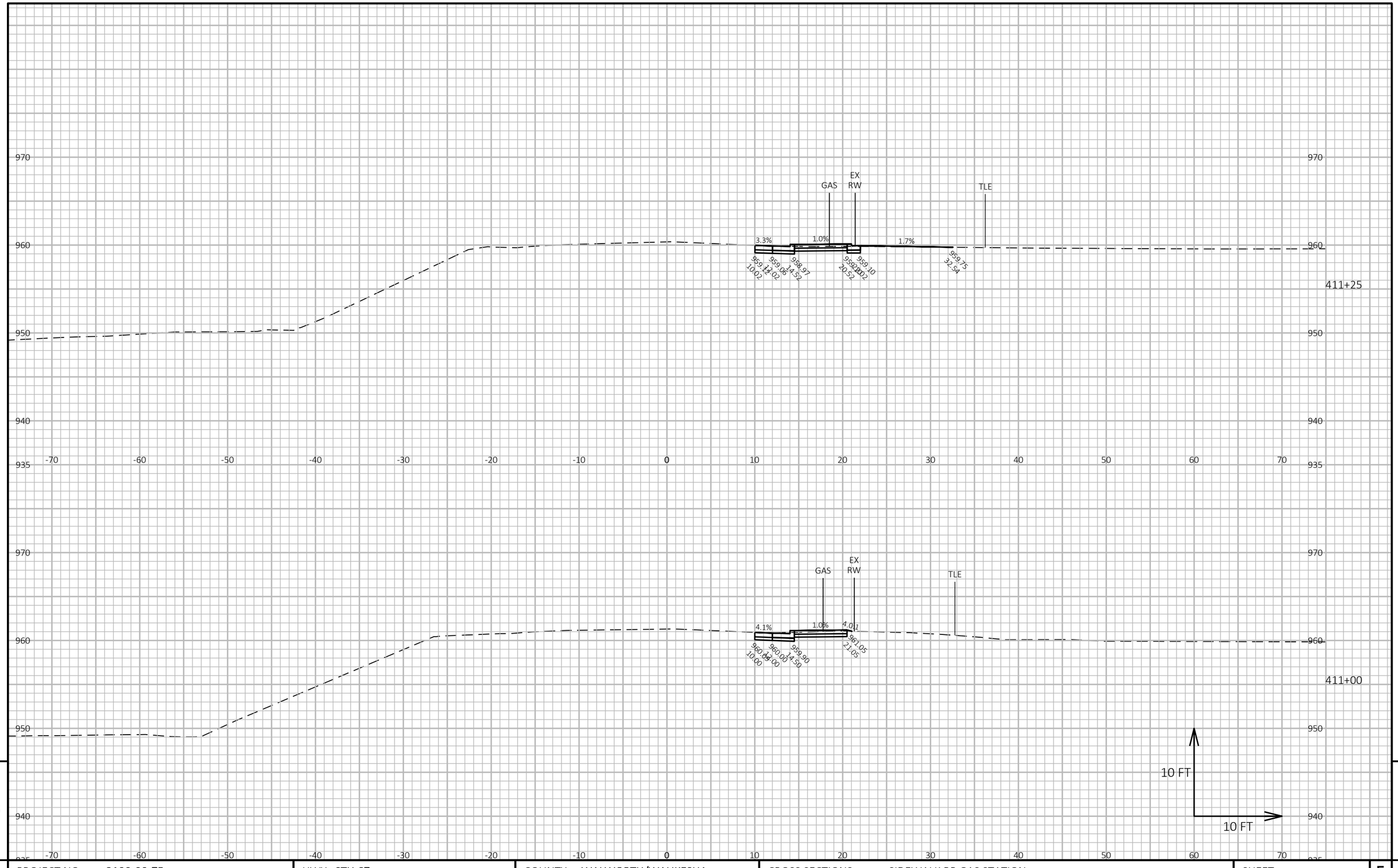
PLOT DATE : 7/22/2024 5:14 PM

PLOT BY : SILVA, DIEGO

PLOT NAME :

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

WISDOT/CADDS SHEET 49



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PROJECT NO: 3100-00-75	HWY: STH 67	COUNTY: WALWORTH/WAUKESHA	CROSS SECTIONS: SIDEWALK BP GAS STATION	SHEET 340	E

FILE NAME : \\DOTWKEFILE1P\N3PUBLIC\PDS\C3D\31000005\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 68

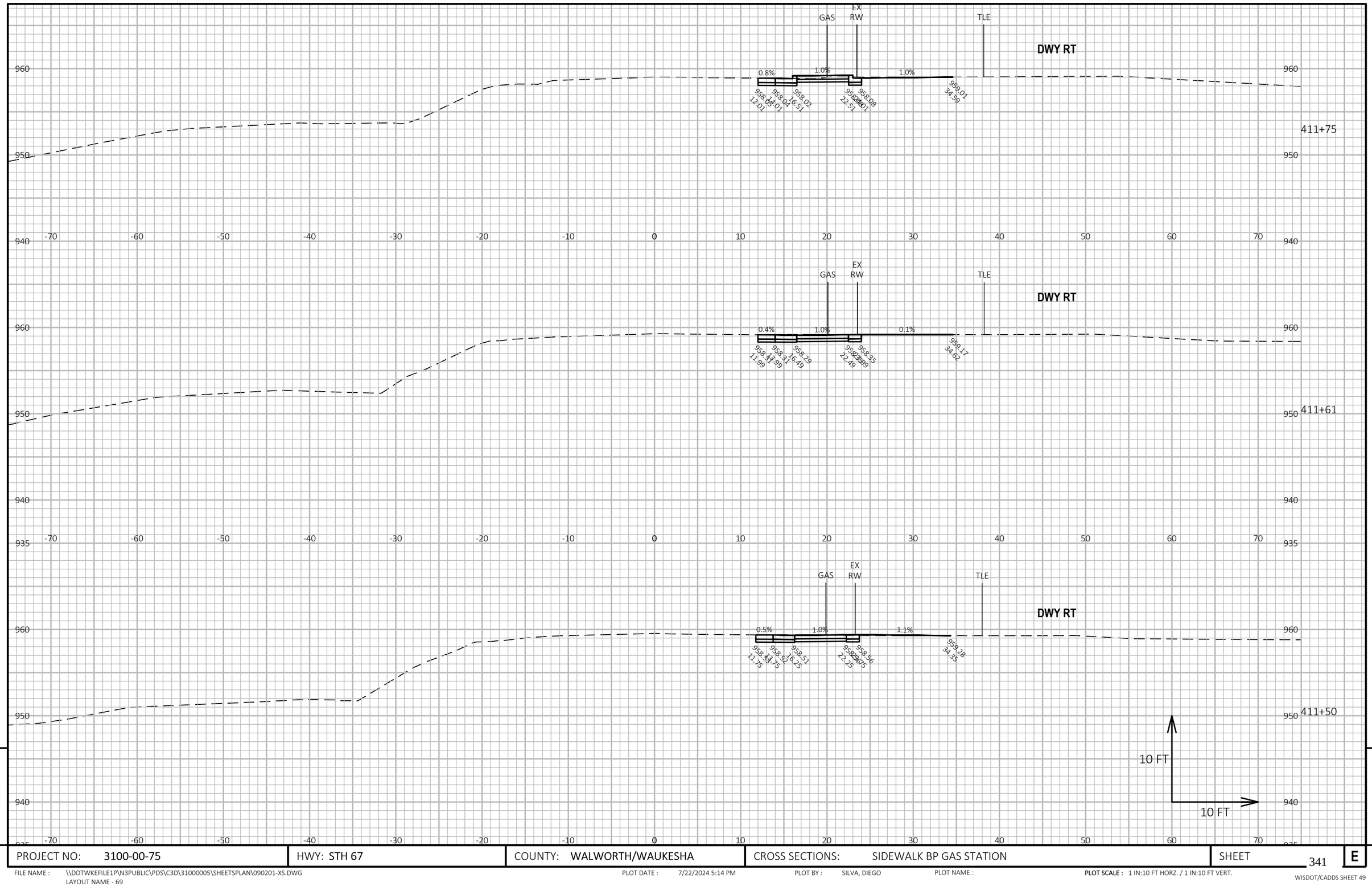
PLOT DATE : 7/22/2024 5:14 PM

PLOT BY : SILVA, DIEGO

PLOT NAME :

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

WISDOT/CADDS SHEET 49



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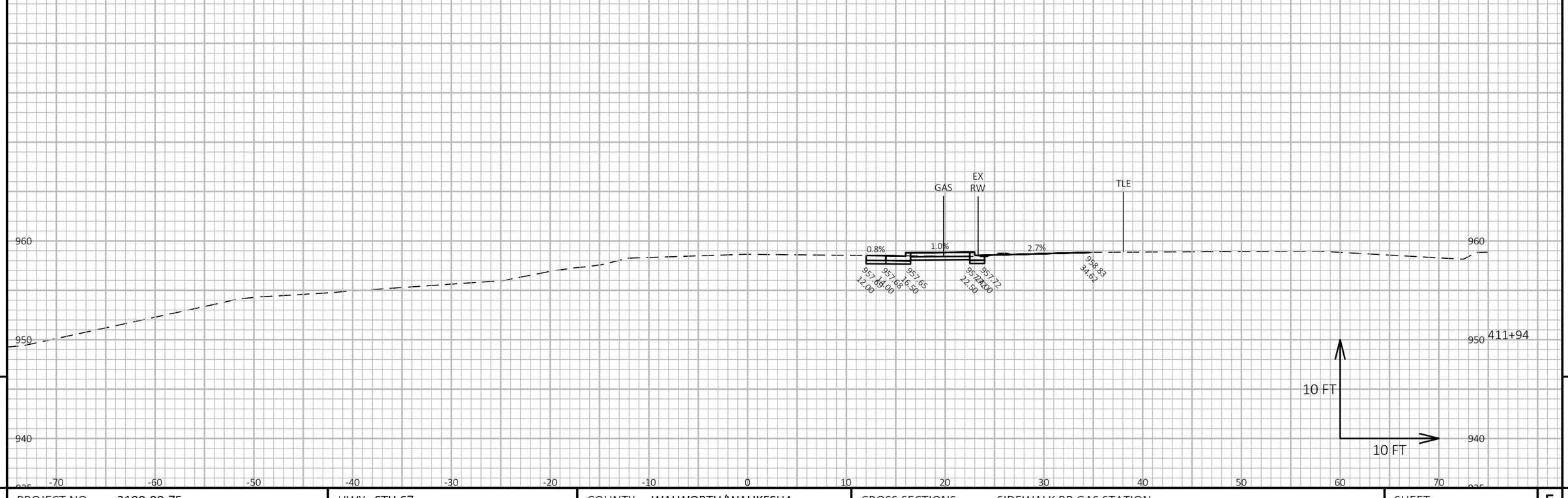
PROJECT NO: 3100-00-75	HWY: STH 67	COUNTY: WALWORTH/WAUKESHA	CROSS SECTIONS: SIDEWALK BP GAS STATION	SHEET 341	E

FILE NAME : \\DOTWKEFILE1P\N3PUBLIC\PDS\C3D\31000005\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 69

PLOT DATE : 7/22/2024 5:14 PM PLOT BY : SILVA, DIEGO PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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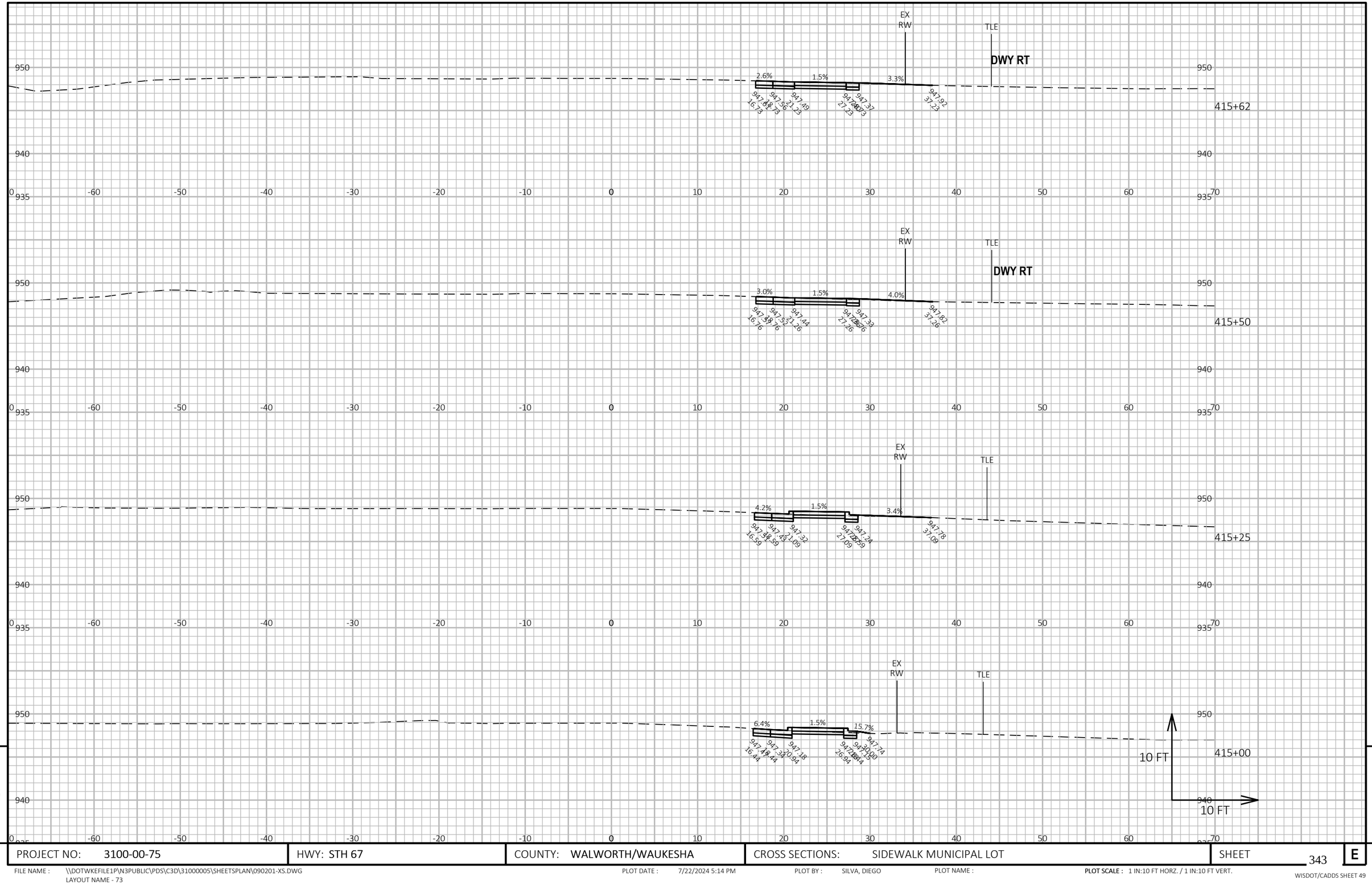
PROJECT NO: 3100-00-75	HWY: STH 67	COUNTY: WALWORTH/WAUKESHA	CROSS SECTIONS: SIDEWALK BP GAS STATION	SHEET 342	E

FILE NAME : \\DOTWKEFILE1P\N3PUBLIC\PDS\C3D\31000005\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 70

PLOT DATE : 7/22/2024 5:14 PM PLOT BY : SILVA, DIEGO PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 3100-00-75	HWY: STH 67	COUNTY: WALWORTH/WAUKESHA	CROSS SECTIONS: SIDEWALK MUNICIPAL LOT	SHEET 343	E

FILE NAME : \\DOTWKEFILE1P\N3PUBLIC\PDS\C3D\31000005\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 73

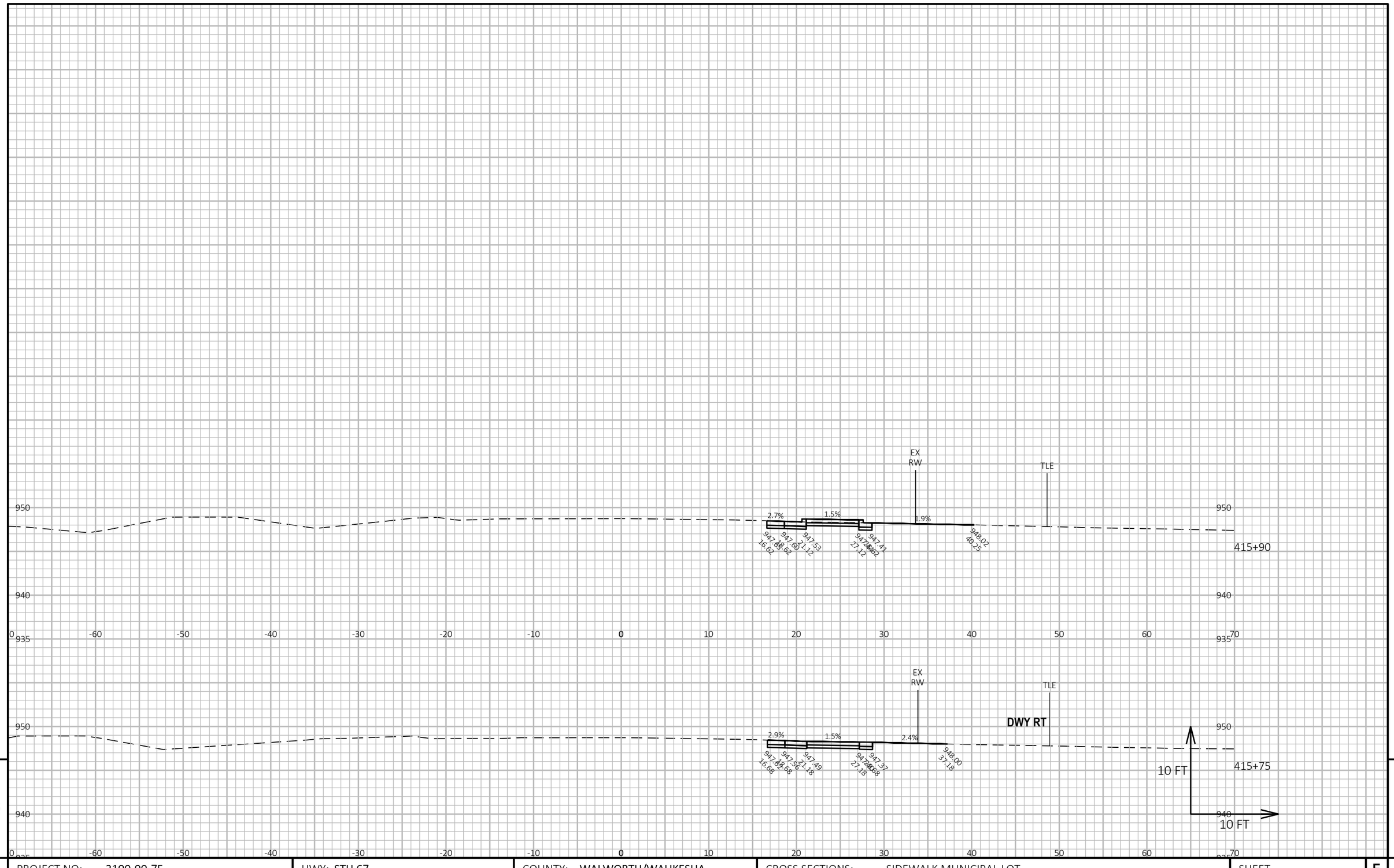
PLOT DATE : 7/22/2024 5:14 PM

PLOT BY : SILVA, DIEGO

PLOT NAME :

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

WISDOT/CADDS SHEET 49



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PROJECT NO: 3100-00-75	HWY: STH 67	COUNTY: WALWORTH/WAUKESHA	CROSS SECTIONS: SIDEWALK MUNICIPAL LOT	SHEET 344	E

FILE NAME : \\DOTWKEFILE1P\N3PUBLIC\PDS\C3D\31000005\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 74

PLOT DATE : 7/22/2024 5:14 PM

PLOT BY : SILVA, DIEGO

PLOT NAME :

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

WISDOT/CADDS SHEET 49

Notes

Wisconsin Department of Transportation

Dedicated people creating transportation solutions
through innovation and exceptional service.

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