MAD

PROJECT ID: WITH: N/A

5350-02-65, 5350-02-75

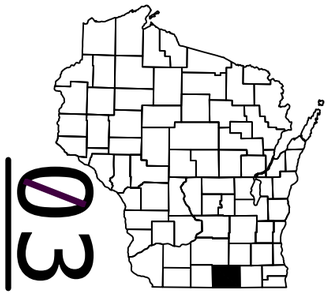
COUNTY: ROCK

MAY 2026

ORDER OF SHEETS

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

TOTAL SHEETS = 170



03

N

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

C JANESVILLE, CENTER AVENUE

UP RR STRUCTURE B-53-135 — **USH 51** — **ROCK COUNTY**

STATE PROJECT NUMBER: **5350-02-65**

W STATE ST TO WSOR BRIDGE B-53-154 — **USH 51** — **ROCK COUNTY**

STATE PROJECT NUMBER: **5350-02-75**

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
5350-02-65	WISC 2026130	1
5350-02-75	WISC 2026131	

DESIGN DESIGNATION 5350-02-00

A.A.D.T.	2025	=	17,700
A.A.D.T.	2044	=	17,700
D.H.V.		=	11.9
D.D.		=	59/41
T.		=	6.5%
DESIGN SPEED		=	35 MPH
ESALS		=	3,400,000

CONVENTIONAL SYMBOLS

PLAN

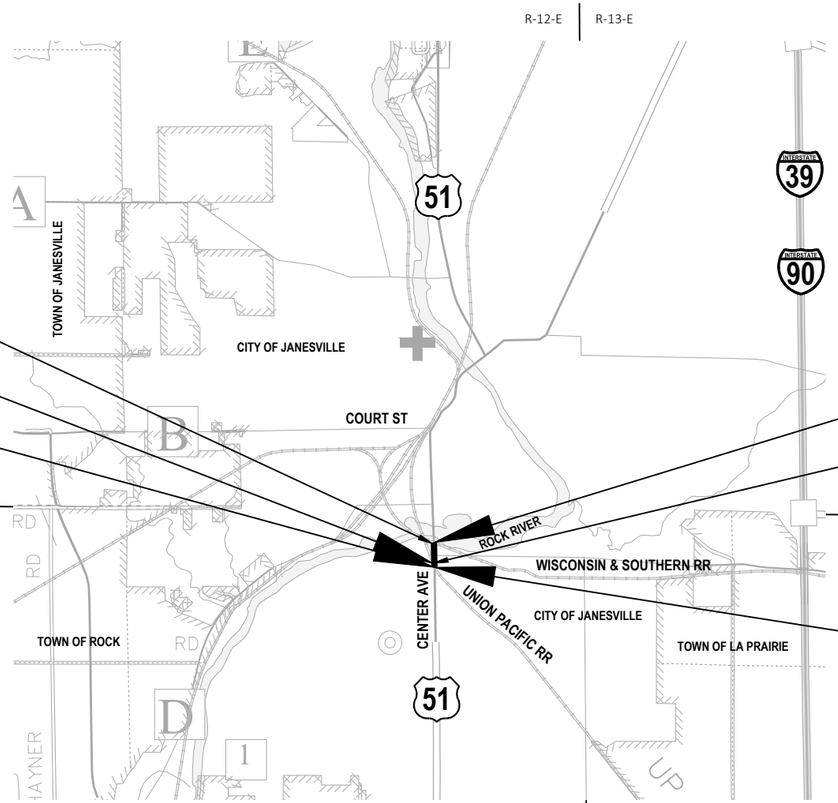
- CORPORATE LIMITS
- PROPERTY LINE
- LOT LINE
- LIMITED HIGHWAY EASEMENT
- EXISTING RIGHT OF WAY
- PROPOSED OR NEW R/W LINE
- SLOPE INTERCEPT
- REFERENCE LINE (300'EB')
- EXISTING CULVERT
- PROPOSED CULVERT (Box or Pipe)
- COMBUSTIBLE FLUIDS (CAUTION)
- MARSH AREA
- WOODED OR SHRUB AREA

PROFILE

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

UTILITIES

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



LAYOUT

SCALE 0 1 MI

TOTAL NET LENGTH OF CENTERLINE (5350-02-65) = 0.013 MI
TOTAL NET LENGTH OF CENTERLINE (5350-02-75) = 0.182 MI

HORIZONTAL POSITIONS SHOWN ON THIS PLAN ARE WISCONSIN COUNTY COORDINATE SYSTEM (WCCS), ROCK 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.

ACCEPTED FOR

CITY of JANESVILLE

7/21/25 (Date) — City Engineer (Signature & Title of Official)

ORIGINAL PLANS PREPARED BY

raSmith
CREATIVITY BEYOND ENGINEERING
rasmith.com

WISCONSIN — ANDREW J. AXT — E-45143-6 — MILWAUKEE WI — PROFESSIONAL ENGINEER

03/09/2026 (Date) (Signature)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY

Surveyor	raSmith
Designer	raSmith
Project Manager	JIM SIMPSON
Regional Examiner	SW REGION
Regional Supervisor	JIM SIMPSON

APPROVED FOR THE DEPARTMENT

DATE 7-29-2025 (Signature)

E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\DELAVAN\010101-TI.DWG PLOT DATE : 7/21/2025 9:12 AM PLOT BY : AXT, ANDREW PLOT NAME :

DESIGNER
raSmith
ANDREW AXT
16745 W BLUEMOUND RD, SUITE 200
BROOKFIELD, WI 53005
(262) 317-3357
ANDREW.AXT@RASMITH.COM

WISCONSIN DEPT OF TRANSPORTATION
SOUTHWEST REGION
JIM SIMPSON
2101 WRIGHT ST
MADISON, WI 53704
(608) 246-5628
JIM.SIMPSON@DOT.WI.GOV

WISCONSIN DEPT OF NATURAL RESOURCES
TRANSPORTATION LIAISON
SHELLEY NELSON
3911 FISH HATCHERY RD
FITCHBURG, WI 53711
(608) 444-2835
SHELLEY.NELSON@WISCONSIN.GOV

CITY OF JANESVILLE
PROJECT MANAGER
AHNARAY BIZJAK
18 N JACKSON ST
JANESVILLE, WI 53548
(608) 755-3171
BIZJAKA@JANESVILLEWI.GOV

CITY OF JANESVILLE - STREET LIGHTING
BRAD WILDES
18 N JACKSON ST
JANESVILLE, WI 53548
(608) 373-3407
WILDESB@JANESVILLEWI.GOV

CITY OF JANESVILLE - TRAFFIC SIGNALS
BRAD WILDES
18 N JACKSON ST
JANESVILLE, WI 53548
(608) 373-3407
WILDESB@JANESVILLEWI.GOV

ROCK COUNTY
DIRECTOR OF PUBLIC WORKS
DUANE JORGENSON
3715 N NEWVILLE RD
JANESVILLE, WI 53545
(608) 757-5450
DUANE.JORGENSON@CO.ROCK.WI.US

UTILITY CONTACTS

ALLIANT ENERGY - ELECTRIC
NICHOLAS DACHNIWSKYJ
935 W B R TOWNLINE RD
BELOIT, WI 53511
(608) 364-6566 OFFICE
(608) 444-9362 MOBILE
NICHOLAS.DACHNIWSKYJ@ALLIANTENERGY.COM

ALLIANT ENERGY - GAS
NICHOLAS DACHNIWSKYJ
935 W B R TOWNLINE RD
BELOIT, WI 53511
(608) 364-6566 OFFICE
(608) 444-9362 MOBILE
NICHOLAS.DACHNIWSKYJ@ALLIANTENERGY.COM

AT&T WISCONSIN - COMMUNICATION
RICK PODOLAK
304 S DEWEY ST
EAU CLAIRE, WI 54701
(715) 839-5565 OFFICE
(715) 410-0656 MOBILE
RP4514@ATT.COM

ATC - ELECTRIC
DOUG VOSBERG
2489 RINDEN RD
COTTAGE GROVE, WI 53527
(608) 877-7650
DVOSBERG@ATCLLC.COM

CITY OF JANESVILLE - SANITARY SEWER
CRAIG THIESENHUSEN
123 E DELAVAN DR
JANESVILLE, WI 53546
(608) 373-3471
THIESENHUSENC@CI.JANESVILLE.WI.US

CITY OF JANESVILLE - WATER
CRAIG THIESENHUSEN
123 E DELAVAN DR
JANESVILLE, WI 53546
(608) 373-3471
THIESENHUSENC@CI.JANESVILLE.WI.US

EVERSTREAM - COMMUNICATION
ABIGAIL STEIN
324 E WISCONSIN AVE, SUITE 730
MILWAUKEE, WI 53202
(262) 442-9427
ASTEIN@EVERSTREAM.NET

MCI METRO - COMMUNICATION
RJ CICATELLO
15725 W RYERSON RD
NEW BERLIN, WI 53151
(262) 782-9836 OFFICE
(262) 232-1323 MOBILE
RANDY.CICATELLO@VERIZON.COM

SPECTRUM - COMMUNICATION
BRIAN KOEHN
1348 PLAINFIELD AVE
JANESVILLE, WI 53545
(608) 373-7536
BRIAN.KOEHN@CHARTER.COM

TDS TELECOM - COMMUNICATION
JOHN BAIERL
525 JUNCTION RD
MADISON, WI 53717
(608) 664-6340
JOHN.BAIERL@TDSTELECOM.COM

UNITE PRIVATE NETWORKS - COMMUNICATION
JEREMY JENSEN
1319 CONDE ST
JANESVILLE, WI 53546
(816) 534-0303
JEREMY.JENSEN@SEGRAFIBER.COM

GENERAL NOTES

1. EROSION CONTROL DEVICES ARE AT SUGGESTED LOCATIONS. THE ACTUAL LOCATIONS WILL BE DETERMINED BY THE CONTRACTORS EROSION CONTROL IMPLEMENTATION PLAN AND BY THE ENGINEER. MAINTAIN EROSION CONTROL DEVICES UNTIL PERMANENT VEGETATION IS ESTABLISHED OR UNTIL THE ENGINEER DETERMINES THAT THE DEVICE IS NO LONGER REQUIRED.
2. PLACE EROSION CONTROL DEVICES IN SEQUENCE WITH CONSTRUCTION OPERATIONS OR AS DETERMINED BY THE ENGINEER.
3. RESHAPE, RESTORE, AND FINISH ALL PREVIOUSLY GRASSED AREAS DISTURBED OUTSIDE THE NORMAL CONSTRUCTION LIMITS AT NO EXPENSE TO THE DEPARTMENT.
4. PLACE TOPSOIL TO 1 INCH BELOW TOP OF ADJACENT CONCRETE CURBS OR SIDEWALKS IN SOD AREAS.
5. THE LOCATIONS OF EXISTING UTILITY INSTALLATIONS SHOWN ON THE PLANS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS IN THE AREA THAT ARE NOT SHOWN.
6. SEE SUBSURFACE EXPLORATION REPORTS FOR SOIL BORING INFORMATION. REPORTS ARE AVAILABLE FROM WISDOT BY CONTACTING JIM SIMPSON, WISDOT PROJECT MANAGER, 608-246-5628.
7. STATIONING, DISTANCES AND OFFSETS FOR SIGNS SHOWN ON THE PLANS ARE APPROXIMATE. FINAL LOCATIONS SHALL BE APPROVED BY THE ENGINEER PRIOR TO INSTALLATION.
8. ALL CURB AND GUTTER STATIONS, OFFSETS, RADII, AND GRADES ARE MEASURED TO THE FLANGE LINE UNLESS OTHERWISE NOTED.
9. SIGNS IN CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE COVERED AS DIRECTED BY THE ENGINEER AND PAID FOR AS COVERING SIGNS TYPE I OR TYPE II. IN LIEU OF COVERING WOOD POST MOUNTED SIGNS, THE CONTRACTOR MAY CHOOSE TO REMOVE AND REINSTALL THEM.
10. HMA PAVEMENT QUANTITIES WERE CALCULATED USING A UNIT WEIGHT OF 112 LB/SY-INCH. APPLY TACK COAT AT A RATE OF 0.05 GAL/SY BETWEEN LAYERS OF HMA PAVEMENT.

HMA PAVEMENT LAYERS SUMMARY TABLE

HMA	LAYER	THICKNESS	HMA TYPE
2"	UPPER LAYER	2"	4 MT 58-28 H

ORDER OF SECTION 2 SHEETS

GENERAL NOTES & PROJECT CONTACTS
PROJECT OVERVIEW
TYPICAL SECTIONS
CONSTRUCTION DETAILS
REMOVAL PLAN
PLAN DETAILS
CURB RAMP DETAILS
EROSION CONTROL
STORM SEWER
SIGNING & PAVEMENT MARKING
LIGHTING PLAN
TRAFFIC CONTROL
ALIGNMENT

STANDARD ABBREVIATIONS

BOS	WISDOT BUREAU OF STRUCTURES
C-C	CENTER TO CENTER
C/L	CONSTRUCTION LINE
HP	HIGH POINT
IN	INCHES
JTS	JANESVILLE TRANSIT SYSTEM
LC	LATERAL CLEARANCE
LP	LOW POINT
PGL	PROFILE GRADE LINE
UPRR	UNION PACIFIC RAILROAD

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

2

N

CITY OF JANESVILLE

NOTE: DOTTED CURB FLANGES REPRESENT GUTTER PANS TO BE OVERLAID WITH HMA PAVEMENT.

END PROJECT 5350-02-65
STA 609+04

BEGIN PROJECT 5350-02-65
STA 608+36
STRUCTURE B-53-135
Y = 263,043.43
X = 490,981.99

STOP-CONTROLLED
ON SIDE ROAD

GRAND AVE

WISCONSIN & SOUTHERN RR

END PROJECT 5350-02-75
STA 616+69

USH 51 C/L

UNION PACIFIC RR

BUILDING

GUARD RAIL

USH 51 / CENTER AVE

604 606 608 610 612 614 616 618

EXCEPTION TO NET CENTERLINE LENGTH (5350-02-75)
STA 608+36 TO STA 609+04
STRUCTURE B-53-135

BEGIN PROJECT 5350-02-75
STA 606+40
Y = 262,847.32
X = 490,986.35

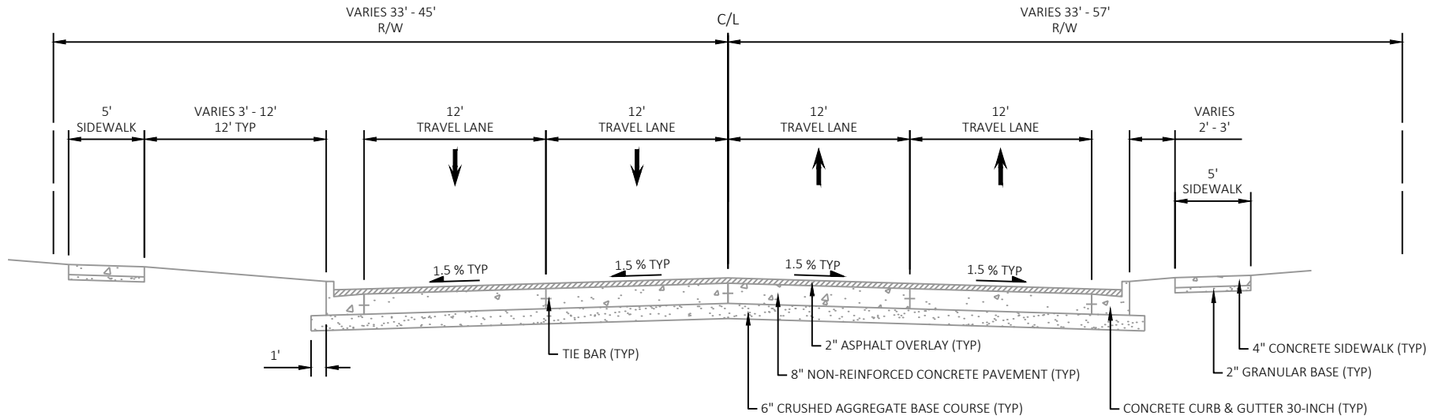
DELAVAN DR

STRUCTURE B-53-154
NO WORK REQ'D

STRUCTURE B-53-153
NO WORK REQ'D

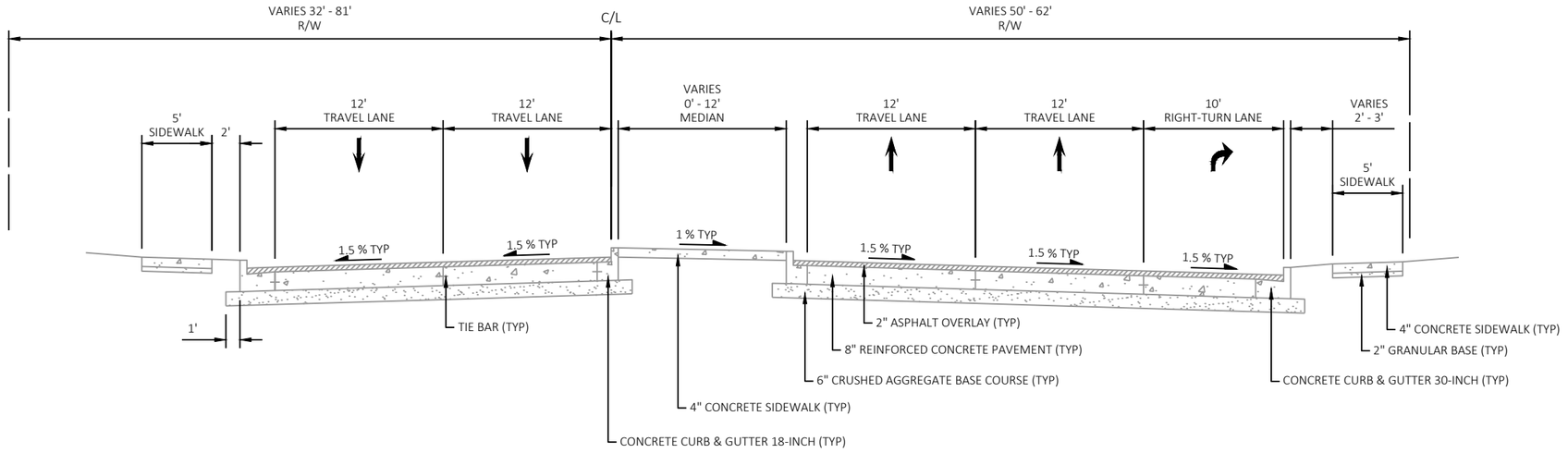
CITY OF JANESVILLE

PROJECT NO: 5350-02-65, 5350-02-75	HWY: USH 51	COUNTY: ROCK	PROJECT OVERVIEW	SHEET 3	E



EXISTING TYPICAL SECTION
USH 51

STA 606+40 - STA 609+90

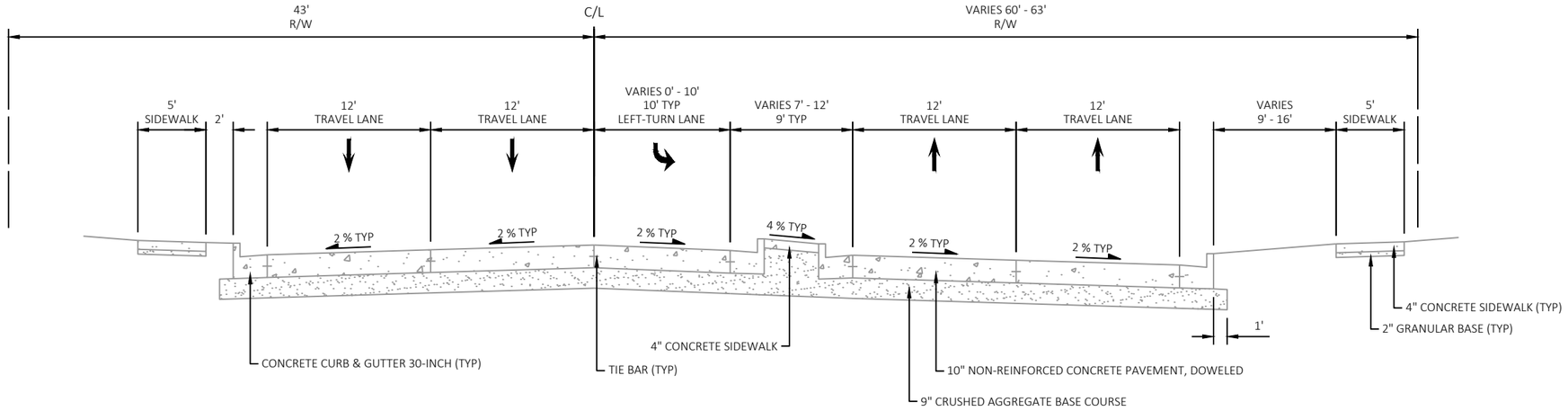


EXISTING TYPICAL SECTION
USH 51

STA 609+90 - STA 612+64

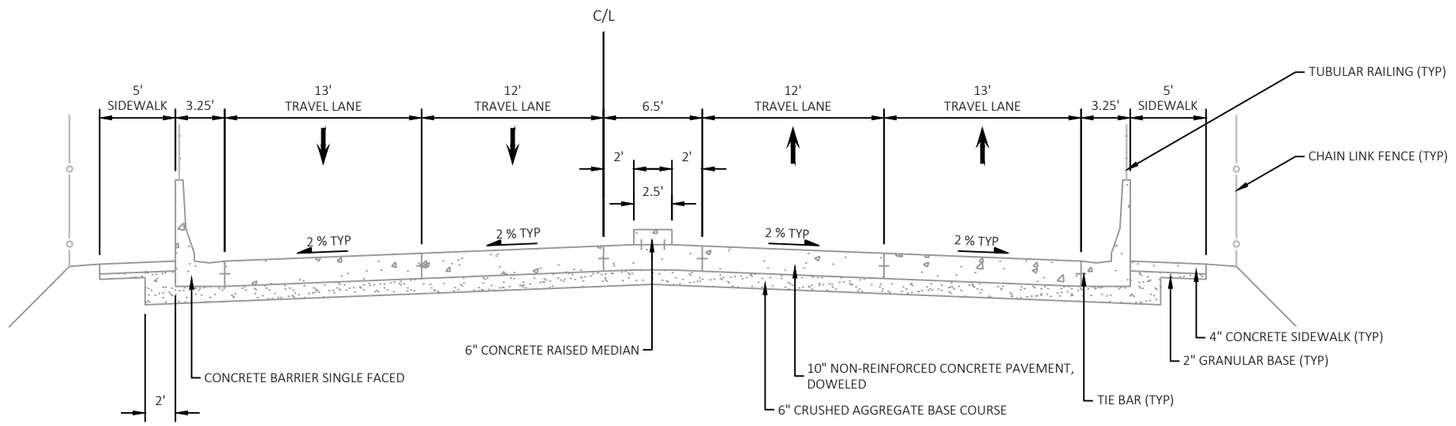
PROJECT NO: 5350-02-75	HWY: USH 51	COUNTY: ROCK	TYPICAL SECTIONS	SHEET 4	E

2



EXISTING TYPICAL SECTION
USH 51

STA 612+64 - STA 615+73

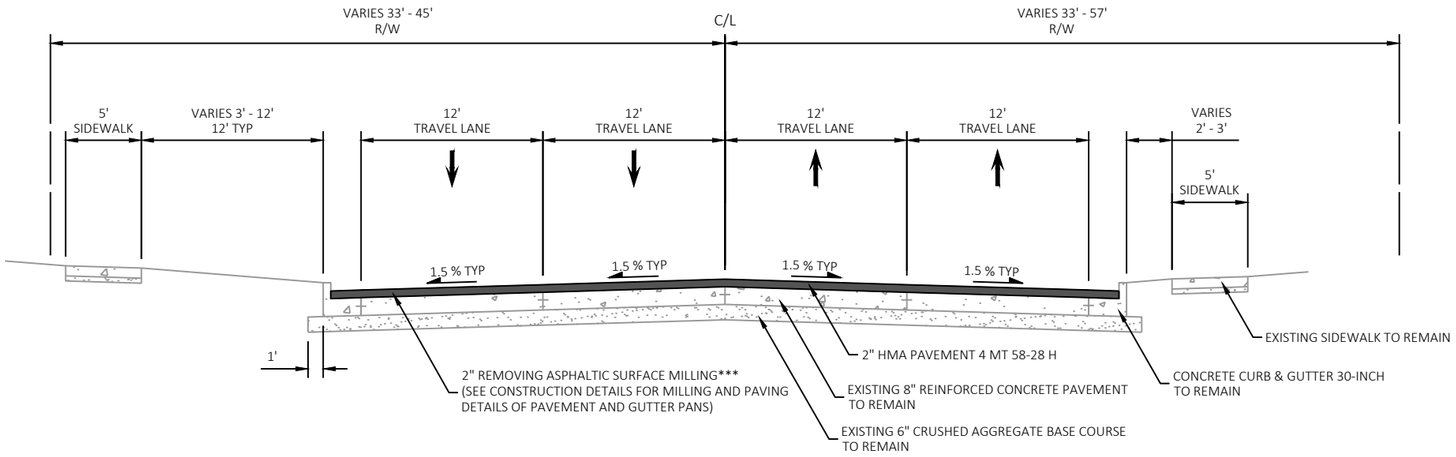


EXISTING TYPICAL SECTION
USH 51

STA 615+73 - STA 616+69

PROJECT NO: 5350-02-75	HWY: USH 51	COUNTY: ROCK	TYPICAL SECTIONS	SHEET 5	E

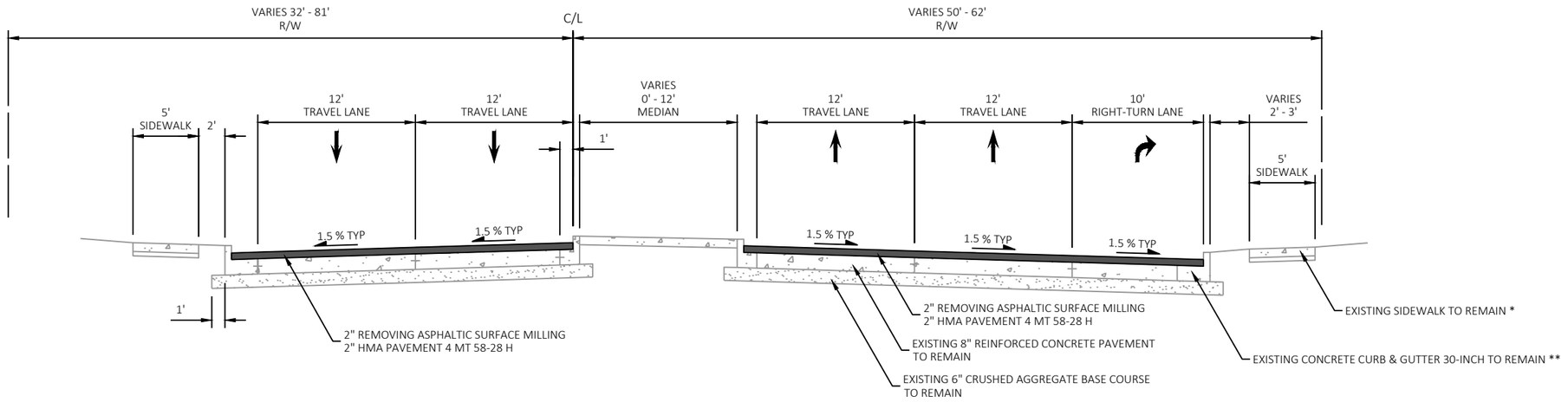
2



FINISHED TYPICAL SECTION
USH 51

STA 606+40 - STA 609+90

* = SEE CURB RAMP DETAILS FOR SIDEWALK REPLACEMENT LOCATIONS
** = SEE PLAN DETAILS FOR CURB & GUTTER REPLACEMENT LOCATIONS
*** = ACROSS STRUCTURE B-53-135 USE 2" REMOVING ASPHALTIC CONCRETE DECK OVERLAY ONLY. DO NOT REMOVE UNDERLYING CONCRETE MATERIAL FROM THE BRIDGE DECK. SEE REMOVAL PLANS AND STRUCTURE PLANS.

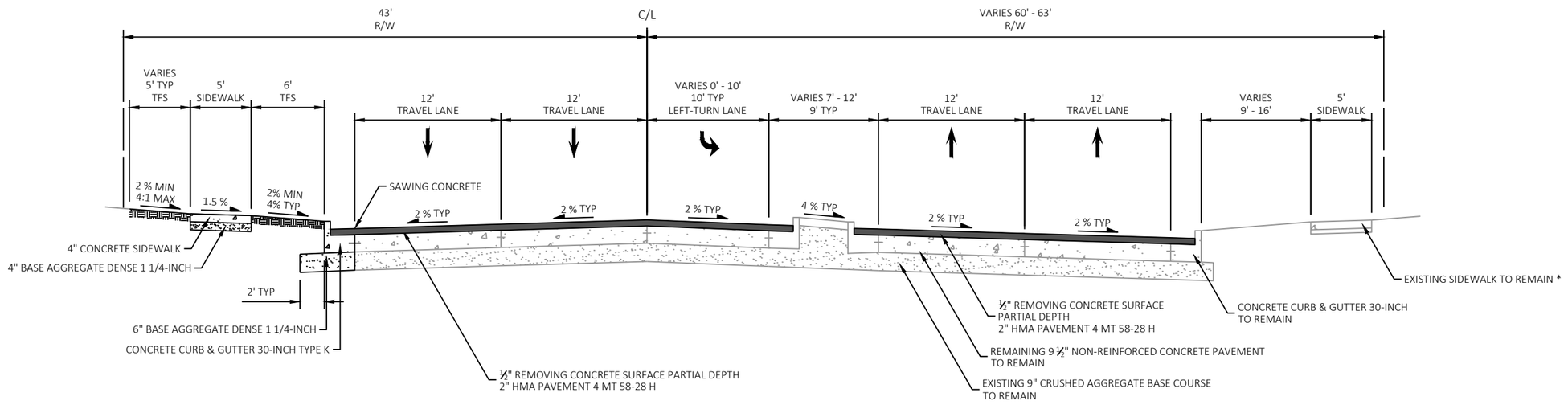


FINISHED TYPICAL SECTION
USH 51

STA 609+90 - STA 612+64

PROJECT NO: 5350-02-75	HWY: USH 51	COUNTY: ROCK	TYPICAL SECTIONS	SHEET 6	E

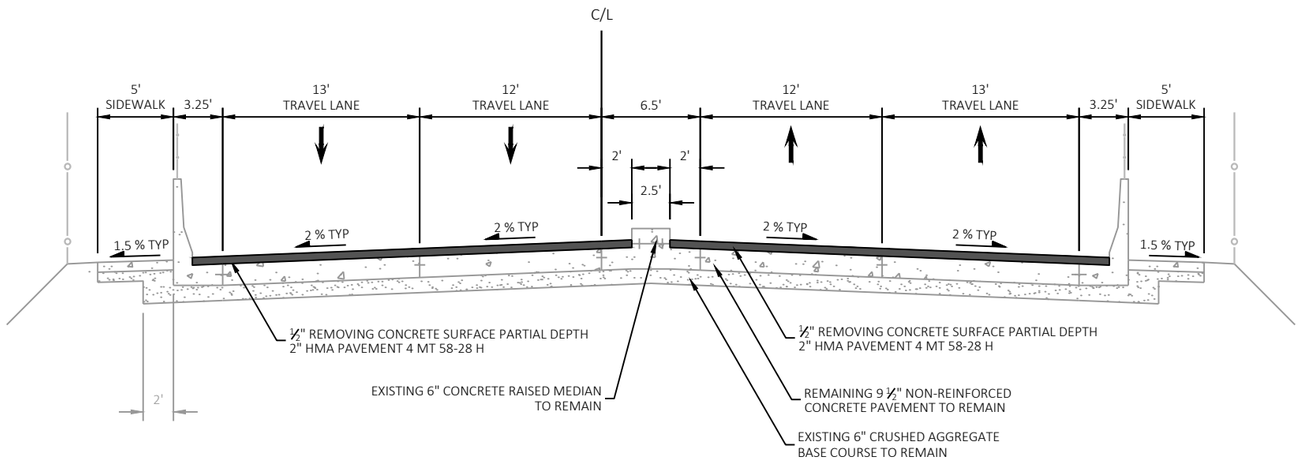
2



FINISHED TYPICAL SECTION
USH 51

STA 612+64 - STA 615+73

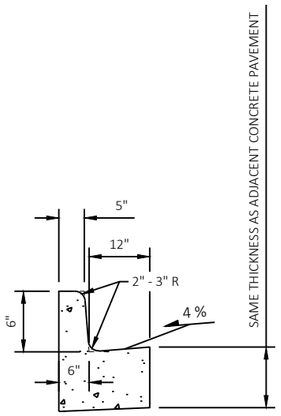
TFS = TOPSOIL, FERTILIZER TYPE B, SOD LAWN
* = SEE CURB RAMP DETAILS FOR SIDEWALK REPLACEMENT LOCATIONS



FINISHED TYPICAL SECTION
USH 51

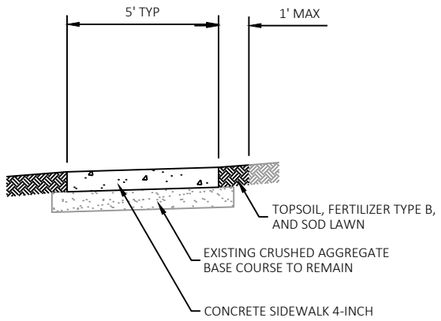
STA 615+73 - STA 616+69

PROJECT NO: 5350-02-75	HWY: USH 51	COUNTY: ROCK	TYPICAL SECTIONS	SHEET 7	E



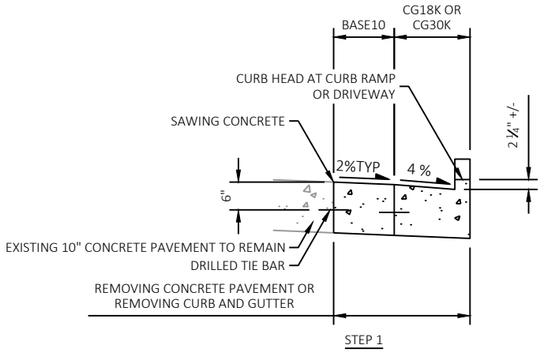
CONCRETE CURB & GUTTER 18-INCH TYPE K

TIE BARS REQUIRED. SEE SDD CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS FOR ADDITIONAL INFORMATION.

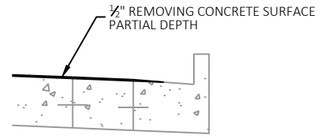


TRIPPING HAZARD SIDEWALK REPLACEMENTS

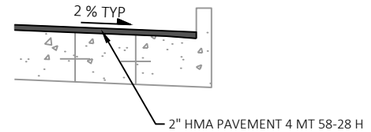
LOOKING NORTH. RIGHT SIDE SHOWN. LEFT SIDE IS MIRROR IMAGE.
SEE PLAN DETAILS FOR LOCATIONS



STEP 1

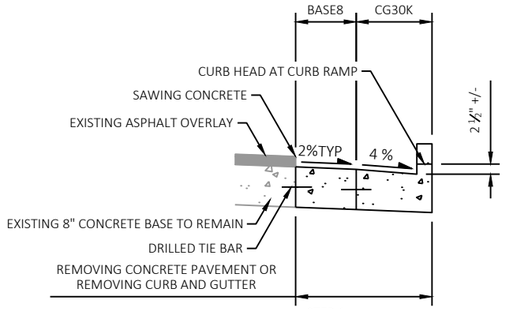


STEP 2

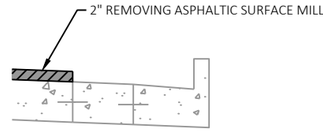


STEP 3

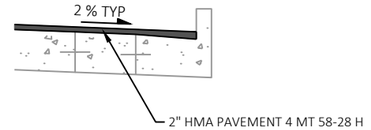
EXISTING CONCRETE PAVEMENT



STEP 1

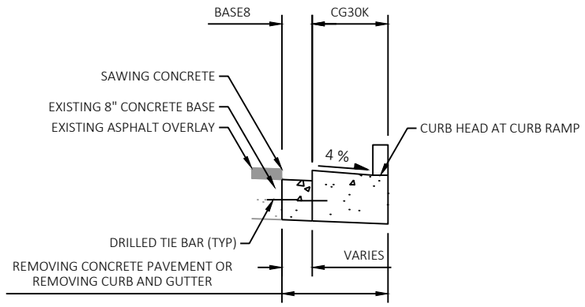


STEP 2

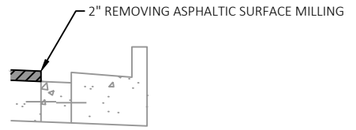


STEP 3

CONCRETE PAVEMENT WITH EXISTING ASPHALT OVERLAY AND OVERLAID GUTTER PAN



STEP 1



STEP 2



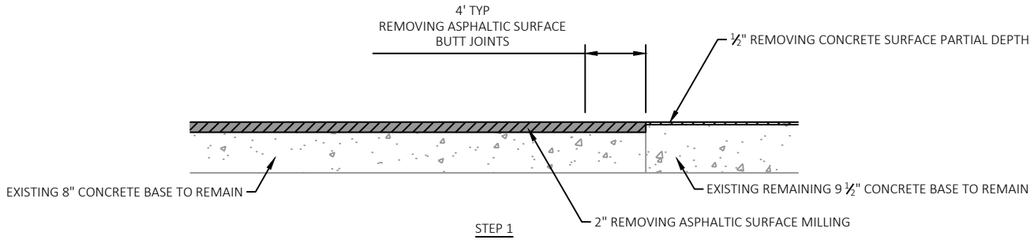
STEP 3

CONCRETE PAVEMENT WITH EXISTING ASPHALT OVERLAY (NO OVERLAID GUTTER PAN)

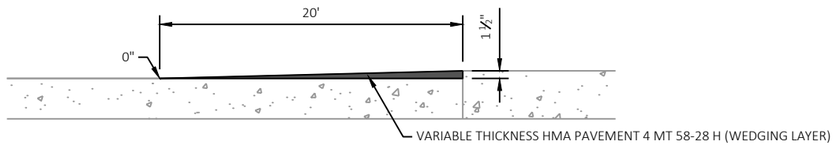
CONCRETE CURB & GUTTER REPLACEMENTS

SEE REMOVAL PLANS AND PLAN DETAILS FOR ADDITIONAL INFORMATION.

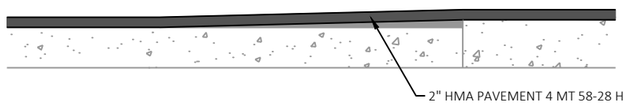
BASE8 = CONCRETE BASE 8-INCH
BASE10 = CONCRETE BASE 10-INCH
CG18K = CONCRETE CURB AND GUTTER 18-INCH TYPE K
CG30K = CONCRETE CURB AND GUTTER 30-INCH TYPE K
WHEN THE WIDTH OF THE CONCRETE BASE IS NARROW THE CONCRETE BASE AND GUTTER PAN MAY BE POURED INTEGRALLY



STEP 1



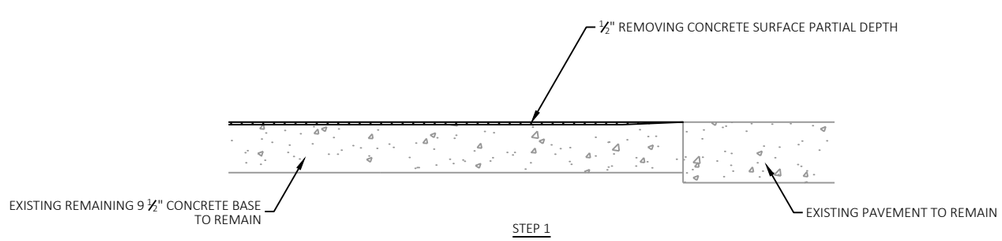
STEP 2



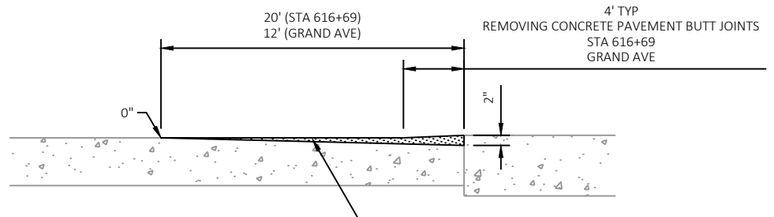
STEP 3

STA 612+41 TO STA 612+61

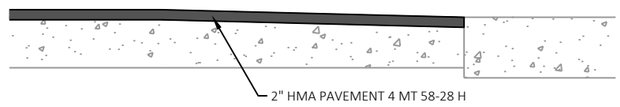
LOOKING WEST



STEP 1



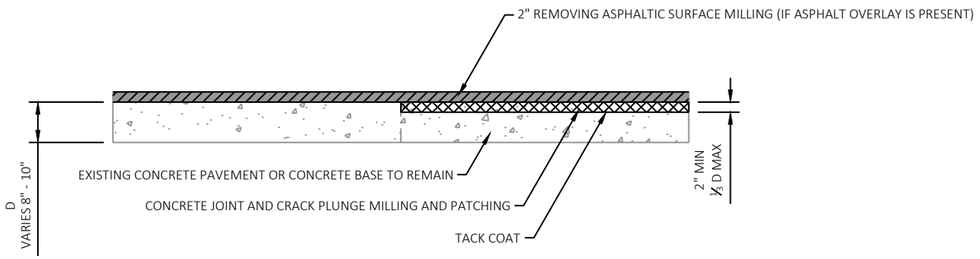
STEP 2



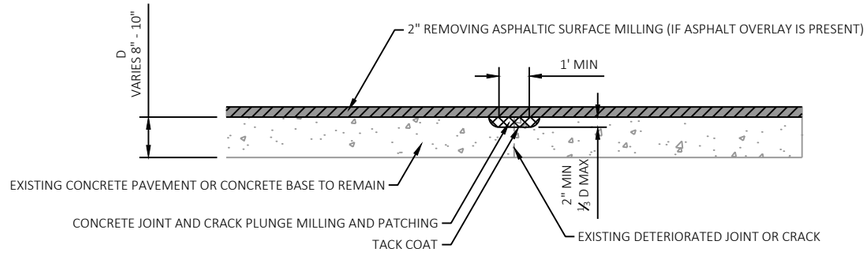
STEP 3

STA 616+69 (LOOKING WEST)
GRAND AVE (LOOKING SOUTH)

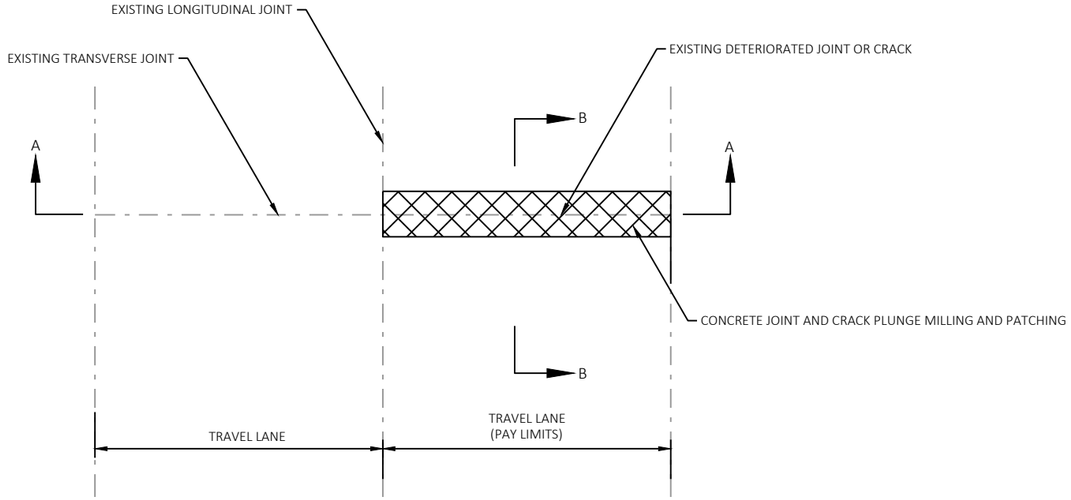
BUTT JOINT AND PAVING DETAILS



SECTION A-A



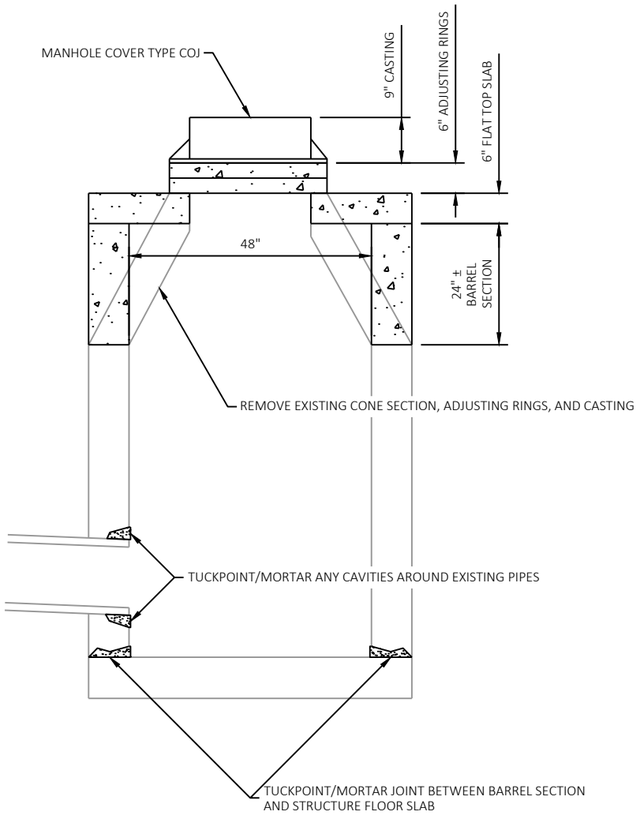
SECTION B-B



PLAN VIEW

CONCRETE JOINT AND CRACK PLUNGE MILLING AND PATCHING

1. EXACT LOCATIONS AND LENGTHS OF CONCRETE JOINT AND CRACK PLUNGE MILLING AND PATCHING TO BE DETERMINED BY THE ENGINEER IN THE FIELD.



STORM SEWER STRUCTURE REPAIR

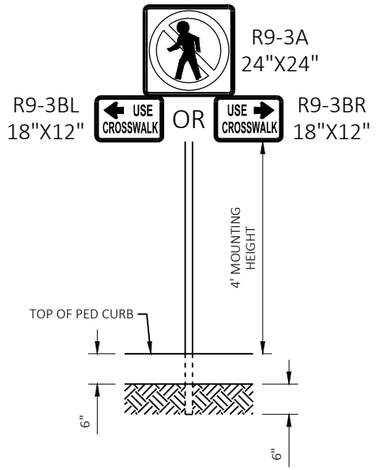
NOTES:
1. EXISTING CASTING IS SITTING APPROXIMATELY 3" BELOW ADJACENT CONCRETE PAVEMENT SURFACE. INSTALL THE NEW CASTING FLUSH WITH ADJACENT NEW ASPHALT PAVEMENT, WHICH WILL BE APPROXIMATELY 4 ½" HIGHER THAN THE EXISTING CASTING ELEVATION.
2. THE 6" TOTAL HEIGHT OF ADJUSTING RINGS IS THE TYPICAL AMOUNT. MORE OR LESS RINGS MAY BE NEEDED AND SHALL BE DETERMINED BY THE ENGINEER. MINIMUM HEIGHT OF ADJUSTMENT SHALL BE 3" AND MAXIMUM HEIGHT SHALL BE 12".

RUNOFF COEFFICIENT TABLE

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

TOTAL PROJECT AREA = 2.80 ACRES
TOTAL AREA EXPECTED TO BE DISTURBED BY CONSTRUCTION ACTIVITIES = 0.21 ACRES

2



CROSSWALK CLOSURE SIGN INSTALLATION

DELAVAN DR INTERSECTION
(NORTHWEST AND NORTHEAST QUADRANTS)

SEE CURB RAMP DETAILS FOR PEDESTRIAN CURB LAYOUTS AND HEIGHTS.
SEE SIGNING PLAN FOR SPECIFIC SIGN MESSAGES.

2

LEGEND (SEE PLAN DETAILS FOR LOCATION INFORMATION)

- REMOVING CURB & GUTTER
- CONCRETE JOINT AND CRACK CLEANING
- CONCRETE JOINT AND CRACK PLUNGE MILLING AND PATCHING
- REMOVING CONCRETE PAVEMENT
- REMOVING CONCRETE SIDEWALK
- REMOVING ASPHALTIC SURFACE BUTT JOINTS
- REMOVING CONCRETE PAVEMENT BUTT JOINTS
- REMOVING CONCRETE SURFACE PARTIAL DEPTH
- REMOVING ASPHALTIC SURFACE MILLING
- ASPHALT PAVEMENT REMOVAL (PAID AS EXCAVATION COMMON)
- SAWING ASPHALT
- XXXXXXXXX SAWING CONCRETE
- SLOPE INTERCEPT

N

CAUTION

ALLIANT ENERGY GAS

R/W

USH 51 C/L

UNION PACIFIC RR

R/W

605 606 607 608 609 610

USH 51 / CENTER AVE

MATCH LINE 611+00

R/W

UNION PACIFIC RR

B-53-135
2" REMOVING ASPHALTIC
CONCRETE DECK OVERLAY
SEE STRUCTURE PLANS

AT&T WISCONSIN

SIDEWALK REPLACEMENT LOCATION PREVIOUSLY
MARKED BY THE CITY OF JANESVILLE

PROJECT NO: 5350-02-75	HWY: USH 51	COUNTY: ROCK	REMOVAL PLAN	SHEET 13	E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\DELAVAN\021101-RM.DWG
LAYOUT NAME - 01

PLOT DATE : 3/16/2026 12:24 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

2

MATCH LINE 611+00

DELAVAN DR

UNION PACIFIC RR

R/W

ALLIANT ENERGY GAS

UNITE PRIVATE NETWORKS

AT&T WISCONSIN

ALLIANT ENERGY ELECTRIC

SPECTRUM

EXISTING SIGN TO REMAIN

EXISTING LANDSCAPING TO REMAIN

ALLIANT ENERGY ELECTRIC

EXISTING TREE TO REMAIN

EXISTING TREE TO REMAIN

CITY OF JANESVILLE STREET LIGHTING

USH 51 C/L

AT&T WISCONSIN

GRAND AVE

B-53-154
NO WORK REQ'D

612 613 614 615 616 617

USH 51 / CENTER AVE

+14.2
9.6' RT

+15.8
34.0' RT

25'

+39.2
8.0' RT

+40.8
32.0' RT

WISCONSIN & SOUTHERN RR

CONCRETE PAVEMENT REPLACEMENT SHES

STORM SEWER STRUCTURE REPAIR

CITY OF JANESVILLE STREET LIGHTING

SIDEWALK REPLACEMENT LOCATION PREVIOUSLY MARKED
BY THE CITY OF JANESVILLE

CAUTION

DELAVAN DR

N

LEGEND (SEE PLAN DETAILS FOR LOCATION INFORMATION)

- REMOVING CURB & GUTTER
- CONCRETE JOINT AND CRACK CLEANING
- CONCRETE JOINT AND CRACK PLUNGE MILLING AND PATCHING
- REMOVING CONCRETE PAVEMENT
- REMOVING CONCRETE SIDEWALK
- REMOVING ASPHALTIC SURFACE BUTT JOINTS
- REMOVING CONCRETE PAVEMENT BUTT JOINTS
- REMOVING CONCRETE SURFACE PARTIAL DEPTH
- REMOVING ASPHALTIC SURFACE MILLING
- ASPHALT PAVEMENT REMOVAL (PAID AS EXCAVATION COMMON)
- SAWING ASPHALT
- SAWING CONCRETE
- SLOPE INTERCEPT

PROJECT NO: 5350-02-75	HWY: USH 51	COUNTY: ROCK	REMOVAL PLAN	SHEET 14	E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\DELAVAN\021101-RM.DWG
LAYOUT NAME - 02

PLOT DATE : 3/16/2026 12:24 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

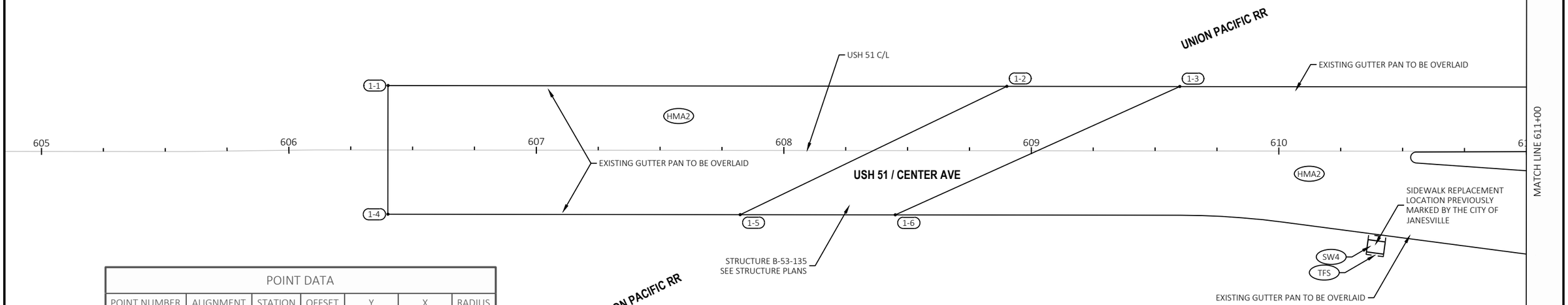
LEGEND

- CG18K — CONCRETE CURB & GUTTER 18-INCH TYPE K
- CG30K — CONCRETE CURB & GUTTER 30-INCH TYPE K
- CG30L — CONCRETE CURB & GUTTER 30-INCH TYPE L
- PED — CONCRETE CURB PEDESTRIAN
- SW4 — CONCRETE SIDEWALK 4-INCH
- CONCRETE SIDEWALK 6-INCH
- BASE8 — 2" HMA PAVEMENT, CONCRETE BASE 8-INCH
- BASE10 — 2" HMA PAVEMENT, CONCRETE BASE 10-INCH (SEE NOTE 3)
- HMA2 — 2" HMA PAVEMENT
- DWY8 — CONCRETE DRIVEWAY 8-INCH
- NOSE2 — CONCRETE MEDIAN SLOPED NOSE TYPE 2
- ASPH — 3" ASPHALTIC SURFACE DRIVEWAYS & FIELD ENTRANCES
- TFS — TOPSOIL, FERTILIZER TYPE B, SOD LAWN
- SLOPE INTERCEPT

NOTES:

1. SEE CURB RAMP DETAILS FOR LAYOUT INFORMATION OF CURB RAMPS.
2. DOTTED CURB FLANGES REPRESENT NEWLY-CONSTRUCTED GUTTER PANS TO BE OVERLAID WITH HMA PAVEMENT.
3. CONCRETE BASE 10-INCH REPRESENTS THE MATERIAL TO BE CONSTRUCTED PRIOR TO REMOVING ½" OF CONCRETE SURFACE UNDER THE REMOVING CONCRETE SURFACE PARTIAL DEPTH ITEM.

N



POINT DATA						
POINT NUMBER	ALIGNMENT	STATION	OFFSET	Y	X	RADIUS
1-1	51	606+40.0	26.0' LT	262,846.74	490,960.36	
1-2	51	608+90.0	26.0' LT	263,096.66	490,954.80	
1-3	51	609+59.9	26.0' LT	263,166.52	490,953.25	
1-4	51	606+40.0	26.0' RT	262,847.89	491,012.34	
1-5	51	607+82.3	26.0' RT	262,990.20	491,009.18	
1-6	51	608+45.0	26.0' RT	263,052.87	491,007.79	

2

LEGEND

- CG18K — CONCRETE CURB & GUTTER 18-INCH TYPE K
- CG30K — CONCRETE CURB & GUTTER 30-INCH TYPE K
- CG30L — CONCRETE CURB & GUTTER 30-INCH TYPE L
- PED — CONCRETE CURB PEDESTRIAN
- SW4 — CONCRETE SIDEWALK 4-INCH
- CONCRETE SIDEWALK 6-INCH
- BASE8 — 2" HMA PAVEMENT, CONCRETE BASE 8-INCH
- BASE10 — 2" HMA PAVEMENT, CONCRETE BASE 10-INCH (SEE NOTE 3)
- HMA2 — 2" HMA PAVEMENT
- DWY8 — CONCRETE DRIVEWAY 8-INCH
- NOSE2 — CONCRETE MEDIAN SLOPED NOSE TYPE 2
- ASPH — 3" ASPHALTIC SURFACE DRIVEWAYS & FIELD ENTRANCES
- TFS — TOPSOIL, FERTILIZER TYPE B, SOD LAWN
- SLOPE INTERCEPT

NOTES:

1. SEE CURB RAMP DETAILS FOR LAYOUT INFORMATION OF CURB RAMPS.
2. DOTTED CURB FLANGES REPRESENT NEWLY-CONSTRUCTED GUTTER PANS TO BE OVERLAID WITH HMA PAVEMENT.
3. CONCRETE BASE 10-INCH REPRESENTS THE MATERIAL TO BE CONSTRUCTED PRIOR TO REMOVING ½" OF CONCRETE SURFACE UNDER THE REMOVING CONCRETE SURFACE PARTIAL DEPTH ITEM.

N

DELAVAN DR

UNION PACIFIC RR

GRAND AVE

USH 51 / CENTER AVE

WISCONSIN & SOUTHERN RR

MATCH LINE 611+00

EXISTING GUTTER PAN TO BE OVERLAID

EXISTING FENCE TO REMAIN

USH 51 C/L

SIDEWALK REPLACEMENT LOCATION PREVIOUSLY MARKED BY THE CITY OF JANESVILLE

PROJECT NO: 5350-02-75	HWY: USH 51	COUNTY: ROCK	PLAN DETAILS	SHEET 16	E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\DELAVAN\021201-PD.DWG
LAYOUT NAME - 02
PLOT DATE : 3/16/2026 1:21 PM
PLOT BY : AXT, ANDREW
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

POINT DATA						
POINT NUMBER	ALIGNMENT	STATION	OFFSET	Y	X	RADIUS
2-4	51	611+83.6	24.0' LT	263,390.23	490,950.27	
2-9	51	612+10.6	23.8' LT	263,416.90	490,949.68	
2-10	51	612+11.2	50.5' LT	263,416.62	490,923.00	
2-11	51	612+11.3	52.0' LT	263,416.61	490,921.50	
2-13	51	612+13.0	124.4' LT	263,415.86	490,849.09	
2-14	51	612+39.4	132.9' LT	263,441.89	490,839.72	
2-18	51	612+40.7	63.2' LT	263,445.67	490,909.32	
2-19	51	612+41.5	24.3' LT	263,447.79	490,948.17	
2-20	51	612+80.2	24.0' LT	263,486.68	490,947.13	
2-21	51	613+76.3	37.5' LT	263,582.36	490,931.07	
2-22	51	613+76.3	40.0' LT	263,582.29	490,928.57	
2-23	51	613+87.6	32.5' LT	263,593.79	490,935.76	
2-24	51	614+22.6	42.5' LT	263,628.51	490,924.83	
2-25	51	614+22.6	32.5' LT	263,628.78	490,934.83	
2-26	51	614+87.2	24.0' LT	263,692.72	490,941.62	
2-27	51	615+14.4	36.5' LT	263,719.06	490,927.41	
2-31	51	615+25.5	24.0' LT	263,730.94	490,939.18	
2-36	51	615+51.5	24.0' LT	263,756.90	490,937.52	
2-37	51	615+52.5	50.0' LT	263,756.21	490,911.52	
2-38	51	615+52.6	52.8' LT	263,756.14	490,908.75	
2-39	51	615+52.9	60.4' LT	263,755.93	490,901.06	
2-40	51	615+52.6	65.5' LT	263,755.30	490,896.08	
2-41	51	615+79.5	64.5' LT	263,782.29	490,895.36	
2-42	51	615+78.9	59.5' LT	263,781.92	490,900.37	
2-43	51	615+78.6	52.0' LT	263,782.12	490,907.85	
2-44	51	615+78.5	51.4' LT	263,782.14	490,908.41	
2-45	51	615+77.6	25.5' LT	263,782.82	490,934.36	
2-46	51	616+03.5	25.5' LT	263,808.72	490,932.70	
2-55	51	616+80.7	27.0' LT	263,886.70	490,928.00	
2-57	51	612+66.9	19.0' RT	263,474.72	490,990.47	
2-58	51	612+73.2	19.0' RT	263,480.85	490,990.30	
2-59	51	612+67.0	10.2' RT	263,474.49	490,981.72	
2-60	51	612+73.2	10.2' RT	263,480.62	490,981.56	
2-78	51	611+65.1	45.9' RT	263,373.32	491,020.52	
2-79	51	611+97.4	48.1' RT	263,405.68	491,022.07	
2-80	51	611+98.4	80.5' RT	263,408.42	491,054.34	
2-86	51	612+51.8	72.4' RT	263,461.50	491,044.37	
2-88	51	612+73.2	50.0' RT	263,481.69	491,021.32	
2-90	51	612+99.3	45.0' RT	263,507.65	491,015.60	
2-105	51	616+68.2	2.1' RT	263,875.04	490,957.41	
2-106	51	616+67.1	4.8' RT	263,873.95	490,960.15	
2-107	51	616+54.7	33.5' RT	263,862.42	490,989.24	
2-112	51	612+09.7	298.5' RT	263,427.29	491,271.88	
2-113	51	612+10.2	288.5' RT	263,427.49	491,261.88	
2-114	51	612+31.2	289.7' RT	263,448.49	491,262.31	

POINT DATA						
POINT NUMBER	ALIGNMENT	STATION	OFFSET	Y	X	RADIUS
2-115	51	612+30.6	299.7' RT	263,448.28	491,272.31	
2-116	51	611+79.4	58.1' LT	263,385.33	490,916.27	27'
2-117	51	612+80.2	64.0' LT	263,485.62	490,907.15	40'
2-118	51	611+62.5	82.8' RT	263,371.55	491,057.48	37'
2-119	51	612+99.3	95.0' RT	263,508.98	491,065.58	52'
2-120	51	615+25.5	51.0' LT	263,729.22	490,912.23	27'
2-121	51	616+03.5	50.5' LT	263,807.13	490,907.75	25'

2

CAUTION

UNITE PRIVATE NETWORKS

ALLIANT ENERGY GAS

RADIUS TABLE					
POINT NUMBER	STATION	OFFSET	Y	X	RADIUS
A	611+83.58	51.00' LT	263389.63	490923.28	15'
B	612+80.20	64.00' LT	263485.62	490907.15	31'

NOTE: MEF ELEMENTS AT SOUTHWEST QUADRANT ARE DUE TO LONGITUDINAL SLOPES EXCEEDING ADA STANDARDS.

USH 51 & DELAVAN DR SOUTHWEST QUADRANT

USH 51 & DELAVAN DR NORTHWEST QUADRANT

DELAVAN DR

USH 51 / CENTER AVE

USH 51 C/L

CURB RAMP TYPE 3 MODIFIED

CURB RAMP TYPE 3 MODIFIED

CURB RAMP TYPE 3 MODIFIED

AT&T WISCONSIN

ALLIANT ENERGY ELECTRIC

ALLIANT ENERGY ELECTRIC SPECTRUM

LEGEND

XXX.XX	SIDEWALK ELEVATION
XXX.XX(F)	CURB FLANGE ELEVATION
XXX.XX(G)	GUTTER FLOWLINE ELEVATION
XXX.XX(T)	TOP OF CURB ELEVATION
XXX.XX(E)	EXISTING ELEVATION
L	LANDING
PED	CONCRETE CURB PEDESTRIAN
100	POINT NUMBER
MEF	MAXIMUM EXTENT FEASIBLE DESIGN, TECHNICAL INFEASIBILITY PRESENT
	SLOPE INTERCEPTS
	GRADED FLARE
	DETECTABLE WARNING FIELD
A	SIDEWALK RADIUS POINT NUMBER
T	TRAVERSABLE FLARE
N	NON-TRAVERSABLE FLARE
	REVERSE SLOPE GUTTER

NOTES:

1. CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS, AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2. MATCH EXISTING SIDEWALK WIDTH AND CROSS SLOPE AT MATCH POINT.
3. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWINGS.
4. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE SUGGESTED JOINT LOCATIONS. THESE ARE FOR INFORMATION ONLY.
5. THE CROSS SLOPE OF THE GUTTER DURING CONCRETE CURB & GUTTER POURING SHALL BE 4.0%. THIS INCLUDES GUTTERS THAT ARE TO BE OVERLAID WITH HMA PAVEMENT. DOTTED CURB FLANGES REPRESENT NEWLY-CONSTRUCTED GUTTER PANS TO BE OVERLAID WITH HMA PAVEMENT. GUTTER CROSS SLOPES SHOWN AT LOCATIONS WHERE THE GUTTER PAN IS TO BE OVERLAID REPRESENT GUTTER CROSS SLOPES AFTER THE GUTTER PAN IS OVERLAID WITH HMA PAVEMENT. CURB HEIGHTS ARE MEASURED FROM THE FINISHED GRADE AFTER GUTTER PANS HAVE BEEN OVERLAID. NOTE THAT NOT ALL GUTTER PANS ARE TO BE OVERLAID.
6. THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL BE 13.3%.
7. SIDEWALK AND CURB RAMP CROSS SLOPE SHALL NOT EXCEED 2.1%.
8. SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V).

PROJECT NO: 5350-02-75	HWY: USH 51	COUNTY: ROCK	CURB RAMP DETAILS	SHEET 18	E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\DELAVAN\021301-CR.DWG
LAYOUT NAME - 09

PLOT DATE : 3/16/2026 12:25 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 42

USH 51 & DELAVAN DR SW QUADRANT					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
300	612+08.76	52.07' LT	810.45	263,414.11	490,921.53
301	612+08.64	49.07' LT	810.22	263,414.09	490,924.53
302	612+07.81	49.09' LT	810.23	263,413.26	490,924.54
303	612+10.08	43.37' LT	810.76	263,415.73	490,930.17
304	612+06.57	41.12' LT	811.47	263,412.31	490,932.55
305	611+83.58	36.00' LT	813.73	263,389.96	490,938.28
306	612+07.69	44.09' LT	810.69	263,413.31	490,929.54
307	612+02.98	44.21' LT	811.06	263,408.61	490,929.58
308	611+94.90	34.52' LT	812.70	263,401.31	490,939.51
309	611+93.94	28.80' LT	812.62	263,400.47	490,945.25
310	611+89.01	29.63' LT	813.10	263,395.53	490,944.52
311	611+97.69	30.70' LT	812.75	263,403.80	490,943.27
312	611+88.56	27.01' LT	813.14	263,395.14	490,947.15
313	611+73.14	35.00' LT	814.96	263,379.54	490,939.51
314	611+73.14	30.00' LT	814.77	263,379.65	490,944.51
315	611+85.45	26.57' LT	813.92	263,392.04	490,947.66
316	611+89.38	31.86' LT	813.13	263,395.85	490,942.29
317	611+83.58	31.00' LT	813.65	263,390.07	490,943.28
321	611+87.93	36.65' LT	813.21	263,394.30	490,937.53
322	611+92.07	38.64' LT	812.78	263,398.39	490,935.45
323	611+98.29	45.95' LT	811.13	263,403.86	490,928.01
324	611+99.11	49.31' LT	810.60	263,404.56	490,924.63
325	612+04.13	49.18' LT	810.52	263,409.58	490,924.57
326	612+11.22	50.51' LT	810.15	263,416.62	490,923.00
327	612+11.13	48.86' LT	810.29	263,416.59	490,924.65
328	611+94.99	26.53' LT	812.69	263,401.58	490,947.49
329	611+83.58	24.00' LT	813.67	263,390.23	490,950.27
330	611+89.07	24.56' LT	813.21	263,395.71	490,949.59

USH 51 & DELAVAN DR NW QUADRANT					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
400	612+85.03	29.79' LT	809.93	263,491.36	490,941.22
401	612+83.10	29.27' LT	809.98	263,489.44	490,941.78
409	612+54.58	39.92' LT	809.79	263,460.32	490,932.06
410	612+51.76	43.42' LT	809.76	263,457.38	490,928.66
411	612+51.78	44.51' LT	809.75	263,457.37	490,927.58
412	612+50.66	41.53' LT	810.27	263,456.35	490,930.59
413	612+48.61	44.58' LT	809.69	263,454.19	490,927.61
414	612+48.73	49.58' LT	809.59	263,454.14	490,922.61
415	612+46.06	49.65' LT	809.55	263,451.47	490,922.64
416	612+44.96	52.68' LT	809.83	263,450.26	490,919.65
417	612+51.91	49.50' LT	809.65	263,457.32	490,922.58
419	612+51.08	59.50' LT	809.26	263,456.14	490,912.62
420	612+56.61	59.42' LT	809.30	263,461.67	490,912.50
422	612+56.91	49.43' LT	809.72	263,462.32	490,922.47
423	612+56.84	44.97' LT	809.82	263,462.41	490,926.94
424	612+58.26	43.31' LT	809.87	263,463.89	490,928.55
428	612+80.20	33.50' LT	810.12	263,486.43	490,937.64
429	612+95.20	37.50' LT	809.74	263,501.32	490,933.24
430	612+95.20	32.50' LT	809.67	263,501.45	490,938.23
431	612+80.20	28.50' LT	810.05	263,486.56	490,942.63
432	612+80.20	24.00' LT	809.60	263,486.68	490,947.13
434	612+65.37	27.00' LT	810.19	263,471.56	490,944.60
435	612+46.47	43.29' LT	809.76	263,452.10	490,928.98
436	612+43.74	48.70' LT	809.62	263,449.19	490,923.67
437	612+40.74	63.16' LT	808.71	263,445.67	490,909.32

DELAVAN - SOUTH LEG MEDIAN					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
901	611+84.12	1.08' RT	814.11	263,391.32	490,975.33
902	611+88.97	3.25' RT	813.66	263,396.22	490,977.40
903	611+83.57	2.48' RT	814.09	263,390.81	490,976.75
904	611+88.29	4.59' RT	813.66	263,395.57	490,978.75
905	611+83.36	3.75' RT	814.07	263,390.62	490,978.02
906	611+87.96	6.56' RT	813.70	263,395.28	490,980.73
907	611+83.03	5.72' RT	814.12	263,390.33	490,980.00
908	611+87.30	10.41' RT	813.67	263,394.71	490,984.60
909	611+82.37	9.58' RT	814.06	263,389.77	490,983.87
910	611+86.97	12.39' RT	813.64	263,394.42	490,986.58
911	611+82.04	11.55' RT	814.03	263,389.48	490,985.85
912	611+81.82	12.84' RT	814.01	263,389.29	490,987.14
913	611+87.32	14.58' RT	813.62	263,394.82	490,988.76
914	611+81.85	14.44' RT	813.99	263,389.35	490,988.74

2

LEGEND

XXX.XX	SIDEWALK ELEVATION
XXX.XX(F)	CURB FLANGE ELEVATION
XXX.XX(G)	GUTTER FLOWLINE ELEVATION
XXX.XX(T)	TOP OF CURB ELEVATION
XXX.XX(E)	EXISTING ELEVATION
L	LANDING
PED	CONCRETE CURB PEDESTRIAN
100	POINT NUMBER
MEF	MAXIMUM EXTENT FEASIBLE DESIGN, TECHNICAL INFEASIBILITY PRESENT
	SLOPE INTERCEPTS
	GRADED FLARE
	DETECTABLE WARNING FIELD
A	SIDEWALK RADIUS POINT NUMBER
T	TRAVERSABLE FLARE
N	NON-TRAVERSABLE FLARE
	REVERSE SLOPE GUTTER

NOTES:

1. CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS, AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2. MATCH EXISTING SIDEWALK WIDTH AND CROSS SLOPE AT MATCH POINT.
3. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWINGS.
4. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE SUGGESTED JOINT LOCATIONS. THESE ARE FOR INFORMATION ONLY.
5. THE CROSS SLOPE OF THE GUTTER DURING CONCRETE CURB & GUTTER POURING SHALL BE 4.0%. THIS INCLUDES GUTTERS THAT ARE TO BE OVERLAID WITH HMA PAVEMENT. DOTTED CURB FLANGES REPRESENT NEWLY-CONSTRUCTED GUTTER PANS TO BE OVERLAID WITH HMA PAVEMENT. GUTTER CROSS SLOPES SHOWN AT LOCATIONS WHERE THE GUTTER PAN IS TO BE OVERLAID REPRESENT GUTTER CROSS SLOPES AFTER THE GUTTER PAN IS OVERLAID WITH HMA PAVEMENT. CURB HEIGHTS ARE MEASURED FROM THE FINISHED GRADE AFTER GUTTER PANS HAVE BEEN OVERLAID. NOTE THAT NOT ALL GUTTER PANS ARE TO BE OVERLAID.
6. THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL BE 13.3%.
7. SIDEWALK AND CURB RAMP CROSS SLOPE SHALL NOT EXCEED 2.1%.
8. SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V).

RADIUS TABLE					
POINT NUMBER	STATION	OFFSET	Y	X	RADIUS
C	611+64.99	73.74' RT	263373.82	491048.41	15'
D	611+74.73	82.00' RT	263383.73	491056.44	15'

AT&T WISCONSIN
ALLIANT ENERGY GAS
CAUTION
USH 51 / CENTER AVE
ALLIANT ENERGY ELECTRIC
ALLIANT ENERGY ELECTRIC SPECTRUM
AT&T WISCONSIN
DELAVAN DR

CURB RAMP TYPE 3 MODIFIED

812.62 531
812.59 (G)
812.59 501
812.57 502
813.70(F) 530
812.92 (G)
813.21(T) 500
813.29 537
813.89 538
813.92 539
814.35 (E) 527
536 813.32
812.62 529
814.39 (E) 526
813.25 528
813.32 525
812.70 524
812.31 523
812.13 522
809.94 507
809.51 521
809.20 517
809.13 514
807.76 (E) 520
532 812.00(F)
811.95 (G)
503 811.96
811.55 (G)
504 811.84(T)
508 809.86
510 810.59(T)
810.30 (G)
511 809.76
809.76 (G)
533 809.80(F)
506 812.20
505 812.06
516 809.48
534 809.10(F)
809.06 (G)
512 809.07
513 809.10
808.64 (G)
515 808.93(T)
535 807.36(F)
519 807.59 (E)

USH 51 & DELAVAN DR SOUTHEAST QUADRANT

CURB RAMP TYPE 4B MODIFIED

808.52(F) 618
808.79 (T)
808.46 602
808.44 (G)
808.48(F) 617
808.93 (T)
603 808.52
809.36 (T)
609 808.86
809.15 (T)
604 808.65
808.62 (T)
610 808.79
808.61 (E) 625
808.48 (E) 624
808.34(F) 616
808.30 (G)
808.31 601
808.08 (G)
808.41(T) 600
807.52(F) 615
612 808.80
611 808.73
613 808.59
614 808.46

USH 51 & DELAVAN DR NORTHEAST QUADRANT

NOTE: MEF ELEMENTS AT SOUTHEAST QUADRANT ARE DUE TO LONGITUDINAL AND CROSS SLOPES, OF SIDEWALKS, CURB RAMPS, AND LEVEL LANDINGS, EXCEEDING ADA STANDARDS.

RADIAL WARNING FIELD INFORMATION

BACK OF CURB RADIUS =	49.5'
LANDING LENGTH 'XR' =	9.58'
RADIAL WARNING FIELD AREA =	16.07 SF
RADIAL LONG CHORD =	7.79'

PROJECT NO: 5350-02-75	HWY: USH 51	COUNTY: ROCK	CURB RAMP DETAILS	SHEET 20	E

USH 51 & DELAVAN DR SE QUADRANT					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
500	611+72.53	49.75' RT	813.21	263,380.82	491,024.25
501	611+75.41	50.76' RT	812.59	263,383.72	491,025.19
502	611+75.16	52.23' RT	812.57	263,383.50	491,026.67
503	611+80.09	53.07' RT	811.96	263,388.45	491,027.40
504	611+82.83	54.87' RT	811.84	263,391.23	491,029.14
505	611+79.01	59.41' RT	812.06	263,387.52	491,033.77
506	611+77.93	58.49' RT	812.20	263,386.41	491,032.87
507	611+81.78	68.31' RT	809.94	263,390.48	491,042.61
508	611+85.02	64.50' RT	809.86	263,393.63	491,038.72
510	611+89.35	61.07' RT	810.59	263,397.89	491,035.19
511	611+91.40	63.88' RT	809.76	263,400.00	491,037.96
512	611+94.01	68.65' RT	809.07	263,402.71	491,042.67
513	611+91.88	68.86' RT	809.10	263,400.59	491,042.93
514	611+89.97	69.05' RT	809.13	263,398.68	491,043.15
515	611+95.16	71.56' RT	808.93	263,403.93	491,045.55
516	611+87.66	66.75' RT	809.48	263,396.33	491,040.91
517	611+86.16	72.28' RT	809.20	263,394.94	491,046.48
519	611+94.69	80.75' RT	807.59	263,403.66	491,054.75
520	611+89.70	81.06' RT	807.76	263,398.68	491,055.17
521	611+84.43	70.56' RT	809.51	263,393.18	491,044.79
522	611+75.78	63.22' RT	812.13	263,384.37	491,037.65
523	611+74.69	62.30' RT	812.31	263,383.26	491,036.75
524	611+72.12	60.55' RT	812.70	263,380.65	491,035.05
525	611+67.07	58.89' RT	813.32	263,375.56	491,033.51
526	611+57.96	57.62' RT	814.39	263,366.42	491,032.44
527	611+58.65	52.67' RT	814.35	263,367.01	491,027.47
528	611+67.76	53.94' RT	813.25	263,376.14	491,028.54
529	611+74.49	56.15' RT	812.62	263,382.93	491,030.60
530	611+65.12	45.85' RT	813.70	263,373.32	491,020.52
531	611+76.34	48.44' RT	812.62	263,384.60	491,022.86
532	611+81.36	50.91' RT	812.00	263,389.67	491,025.22
533	611+93.49	62.51' RT	809.80	263,402.06	491,036.55
534	611+96.29	67.63' RT	809.10	263,404.97	491,041.60
535	611+98.43	80.47' RT	807.36	263,408.42	491,054.34
536	611+67.16	53.85' RT	813.32	263,375.55	491,028.47
537	611+67.44	51.87' RT	813.29	263,375.78	491,026.49
538	611+62.49	51.18' RT	813.89	263,370.81	491,025.91
539	611+62.21	53.16' RT	813.92	263,370.58	491,027.89

USH 51 & DELAVAN DR NE QUADRANT					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
600	612+58.48	66.13' RT	808.41	263,467.94	491,037.91
601	612+61.03	62.91' RT	808.31	263,470.37	491,034.60
602	612+66.56	57.43' RT	808.46	263,475.71	491,028.93
603	612+70.16	57.13' RT	808.52	263,479.29	491,028.50
604	612+74.02	56.83' RT	808.65	263,482.67	491,028.10
609	612+79.25	56.83' RT	808.86	263,487.89	491,027.96
610	612+84.85	56.83' RT	808.79	263,493.49	491,027.81
611	612+84.85	61.83' RT	808.73	263,493.63	491,032.81
612	612+79.25	61.83' RT	808.80	263,488.03	491,032.96
613	612+74.25	61.83' RT	808.59	263,483.03	491,033.09
614	612+70.58	62.11' RT	808.46	263,479.88	491,033.47
615	612+51.83	72.36' RT	807.52	263,461.50	491,044.37
616	612+59.14	61.28' RT	808.34	263,468.42	491,033.04
617	612+64.95	55.52' RT	808.48	263,474.03	491,027.08
618	612+73.22	50.02' RT	808.52	263,481.69	491,021.32
624	612+95.21	56.73' RT	808.48	263,503.85	491,027.43
625	612+95.13	61.63' RT	808.61	263,503.90	491,032.33

2

USH 51 & GRAND AVE SOUTHWEST QUADRANT

USH 51 & GRAND AVE NORTHWEST QUADRANT

GRAND AVE

CURB RAMP TYPE 1A MODIFIED

CURB RAMP TYPE 1A MODIFIED

EXISTING HYDRANT TO REMAIN

AT&T WISCONSIN

CITY OF JANESVILLE STREET LIGHTING

USH 51 / CENTER AVE

USH 51 C/L

616+00

N

RADIUS TABLE					
POINT NUMBER	STATION	OFFSET	Y	X	RADIUS
E	615+25.50	51.00' LT	263729.22	490912.23	19'
F	616+03.53	50.50' LT	263807.13	490907.75	16'

LEGEND

XXX.XX	SIDEWALK ELEVATION
XXX.XX(F)	CURB FLANGE ELEVATION
XXX.XX(G)	GUTTER FLOWLINE ELEVATION
XXX.XX(T)	TOP OF CURB ELEVATION
XXX.XX(E)	EXISTING ELEVATION
L	LANDING
PED	CONCRETE CURB PEDESTRIAN
100	POINT NUMBER
MEF	MAXIMUM EXTENT FEASIBLE DESIGN, TECHNICAL INFEASIBILITY PRESENT
	SLOPE INTERCEPTS
	GRADED FLARE
	DETECTABLE WARNING FIELD
A	SIDEWALK RADIUS POINT NUMBER
T	TRAVERSABLE FLARE
N	NON-TRAVERSABLE FLARE
	REVERSE SLOPE GUTTER

NOTES:

1. CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS, AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2. MATCH EXISTING SIDEWALK WIDTH AND CROSS SLOPE AT MATCH POINT.
3. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWINGS.
4. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE SUGGESTED JOINT LOCATIONS. THESE ARE FOR INFORMATION ONLY.
5. THE CROSS SLOPE OF THE GUTTER DURING CONCRETE CURB & GUTTER POURING SHALL BE 4.0%. THIS INCLUDES GUTTERS THAT ARE TO BE OVERLAID WITH HMA PAVEMENT. DOTTED CURB FLANGES REPRESENT NEWLY-CONSTRUCTED GUTTER PANS TO BE OVERLAID WITH HMA PAVEMENT. GUTTER CROSS SLOPES SHOWN AT LOCATIONS WHERE THE GUTTER PAN IS TO BE OVERLAID REPRESENT GUTTER CROSS SLOPES AFTER THE GUTTER PAN IS OVERLAID WITH HMA PAVEMENT. CURB HEIGHTS ARE MEASURED FROM THE FINISHED GRADE AFTER GUTTER PANS HAVE BEEN OVERLAID. NOTE THAT NOT ALL GUTTER PANS ARE TO BE OVERLAID.
6. THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL BE 13.3%.
7. SIDEWALK AND CURB RAMP CROSS SLOPE SHALL NOT EXCEED 2.1%.
8. SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V).

PROJECT NO: 5350-02-75	HWY: USH 51	COUNTY: ROCK	CURB RAMP DETAILS	SHEET 22	E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\DELAVAN\021301-CR.DWG
LAYOUT NAME - 11

PLOT DATE : 3/16/2026 12:26 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:10 FT

USH 51 & GRAND AVE SW QUADRANT					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
700	615+50.48	63.58' LT	806.32	263,753.35	490,898.09
701	615+50.30	58.58' LT	806.51	263,753.48	490,903.09
702	615+50.07	52.58' LT	806.54	263,753.64	490,909.08
703	615+49.39	45.57' LT	806.30	263,753.41	490,916.13
704	615+47.79	40.83' LT	806.38	263,752.11	490,920.95
705	615+37.72	29.77' LT	806.94	263,742.77	490,932.64
706	615+36.72	31.50' LT	806.91	263,741.66	490,930.98
707	615+36.72	36.50' LT	806.97	263,741.35	490,925.99
708	615+36.99	36.50' LT	806.96	263,741.61	490,925.97
709	615+42.06	42.77' LT	806.47	263,746.28	490,919.39
710	615+43.70	47.49' LT	806.39	263,747.61	490,914.57
711	615+45.08	52.77' LT	806.61	263,748.65	490,909.22
712	615+45.30	58.77' LT	806.58	263,748.49	490,903.22
713	615+45.49	63.76' LT	806.43	263,748.35	490,898.22
714	615+52.56	65.46' LT	806.05	263,755.30	490,896.08
715	615+55.05	65.37' LT	806.07	263,757.80	490,896.01
716	615+52.48	49.99' LT	806.13	263,756.21	490,911.52
717	615+51.83	45.02' LT	806.33	263,755.88	490,916.52
718	615+50.06	39.80' LT	806.41	263,754.45	490,921.85
719	615+25.50	24.00' LT	806.85	263,730.94	490,939.18
720	615+38.58	37.92' LT	806.93	263,743.11	490,924.45
721	615+42.82	33.67' LT	806.84	263,747.61	490,928.42

USH 51 & GRAND AVE NW QUADRANT					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
800	615+93.23	30.50' LT	806.64	263,798.12	490,928.37
801	615+85.77	36.69' LT	806.36	263,790.28	490,922.67
802	615+83.16	40.95' LT	806.32	263,787.41	490,918.58
803	615+81.03	50.40' LT	806.55	263,784.68	490,909.28
804	615+81.27	57.33' LT	806.54	263,784.48	490,902.36
805	615+81.46	62.33' LT	806.46	263,784.34	490,897.36
806	615+86.46	62.14' LT	806.45	263,789.34	490,897.23
807	615+87.27	57.11' LT	806.63	263,790.47	490,902.20
808	615+87.03	50.43' LT	806.63	263,790.67	490,908.88
809	615+88.32	44.11' LT	806.41	263,792.35	490,915.10
810	615+90.93	39.85' LT	806.45	263,795.23	490,919.19
811	615+95.98	35.83' LT	806.73	263,800.52	490,922.87
812	616+03.53	25.50' LT	806.26	263,808.72	490,932.70
813	615+83.80	35.15' LT	806.39	263,788.41	490,924.33
814	615+80.90	39.89' LT	806.35	263,785.21	490,919.79
815	615+78.55	51.43' LT	806.15	263,782.14	490,908.41
816	615+78.85	59.47' LT	806.23	263,781.92	490,900.37
817	615+79.54	64.45' LT	806.08	263,782.29	490,895.36

2

2

2

LEGEND

INLET PROTECTION (TYPE AS NOTED)

SLOPE INTERCEPT

UNION PACIFIC RR

DELAVAN DR

GRAND AVE

USH 51 R/L

USH 51 / CENTER AVE

WISCONSIN & SOUTHERN RR

611 612 613 614 615 616 617

PLACE INLET PROTECTION TYPE B AT NEXT DOWNSTREAM INLET ON WEST SIDE OF USH 51

PLACE INLET PROTECTION TYPE B AT NEXT DOWNSTREAM INLET ON EAST SIDE OF USH 51

PLACE INLET PROTECTION TYPE C AT NEXT DOWNSTREAM INLET ON SOUTH SIDE OF DELAVAN DR

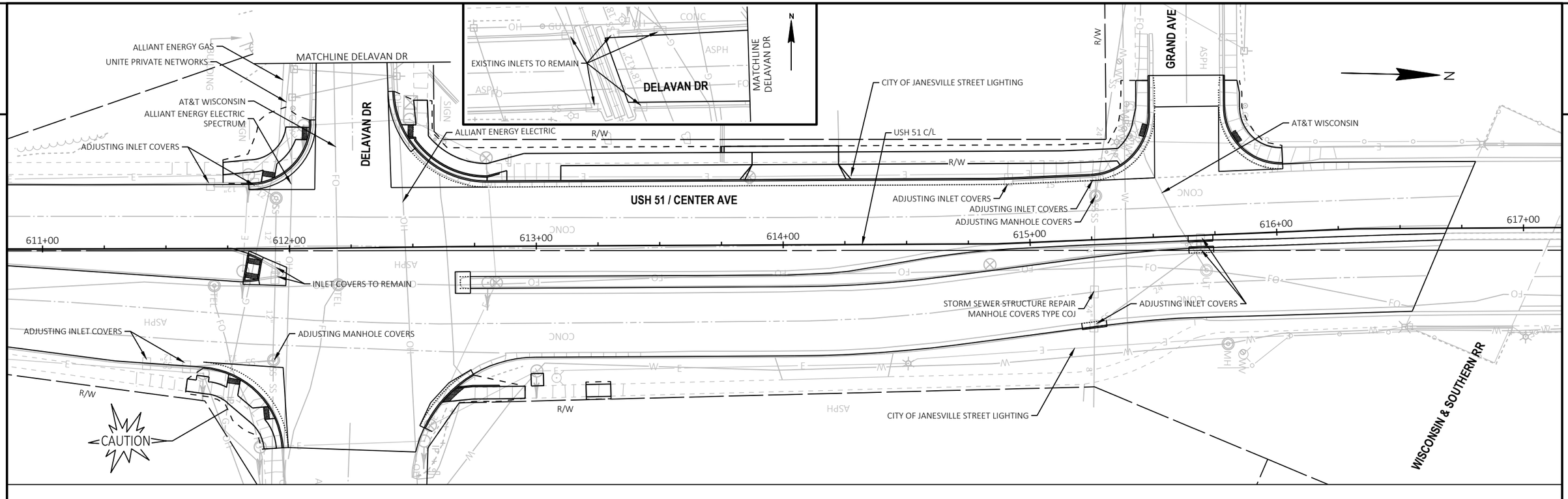
PLACE INLET PROTECTION TYPE C AT NEXT DOWNSTREAM INLET ON NORTH SIDE OF DELAVAN DR

PROJECT NO: 5350-02-75	HWY: USH 51	COUNTY: ROCK	EROSION CONTROL	SHEET 24	E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\DELAVAN\022001-EC.DWG
LAYOUT NAME - 06

PLOT DATE : 3/16/2026 1:22 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42



2

NO PROFILE INFORMATION - STORM SEWER STRUCTURE REPAIRS AND COVER ADJUSTMENTS ONLY

PROJECT NO: 5350-02-75	HWY: USH 51	COUNTY: ROCK	STORM SEWER	SHEET 25	E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\DELAVAN\022501-SS.DWG
LAYOUT NAME - 01
PLOT DATE : 3/16/2026 12:27 PM
PLOT BY : AXT, ANDREW
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 41

2

N

501 SOUTH 51 J4-1 24"X36"

502 SPEED LIMIT 30 R2-1 24"X30"

6YD

USH 51 C/L

6LN

UNION PACIFIC RR

14'
12'
12'
14'

605 606 607 608 609 610

6YD

6Y

+82.9
0.0'

USH 51 / CENTER AVE

11'

10-39

+24.6
26.0' RT

CONC

ASPH

CEHBS

6LN

M501

ESTR

503

W6-1
36"X36"

UNION PACIFIC RR

R501

JTS BUS STOP SIGN TO
BE MOVED BY OTHERS

MATCH LINE 611+00

SIGNING LEGEND

- EXISTING SIGN ON EXISTING POST OR POLE
- MXX — EXISTING SIGN MOVED TO NEW LOCATION
- RXX — EXISTING SIGN TO BE REMOVED
- XXX — NEW SIGN
- SIGN MOUNTED ON SINGLE OR MULTIPLE POST(S)
- SIGN MOUNTED ON POLE/OVERHEAD
- ESTR — EXISTING SIGN TO REMAIN

PAVEMENT MARKING LEGEND

- 6Y — MARKING LINE EPOXY 6-INCH (YELLOW)
- 6YD — MARKING LINE EPOXY 6-INCH (DOUBLE YELLOW)
- 6LN — MARKING LINE EPOXY 6-INCH (12.5' LINE, 37.5' GAP, WHITE)
- 6 — MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)
- 10 — MARKING LINE EPOXY 10-INCH (WHITE)
- 10-39 — MARKING LINE EPOXY 10-INCH (3'LINE, 9' GAP, WHITE)
- 18 — MARKING STOP LINE EPOXY 18-INCH (WHITE)
- 12 — MARKING STOP LINE EPOXY 12-INCH (DOUBLE WHITE)
- ARW2 — MARKING ARROW EPOXY (TYPE 2, WHITE)
- CURB — MARKING CURB EPOXY (YELLOW)
- NOSE — MARKING ISLAND NOSE EPOXY (YELLOW)

PROJECT NO: 5350-02-75	HWY: USH 51	COUNTY: ROCK	SIGNING & PAVEMENT MARKING	SHEET 26	E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\DELAVAN\023201-PSPM.DWG
LAYOUT NAME - 01

PLOT DATE : 3/16/2026 12:28 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

N

MATCH LINE 611+00

DELAVAN DR

DELAVAN DRIVE

UNION PACIFIC RR

GUARD RAIL

ASPH

CONC

BUILDING

SIGN

602 — DO NOT STOP ON TRACKS — R8-8 24"X30"

603

601 — R5-2 24"X24"

R601

STOP ESTR

ESTR

25'

12'

+26.5 106.1' LT

12

6YD

18

+26.1 55.6' LT

NO TURN ON RED ESTR

TRUCKS NO RIGHT TURN

STOP ESTR

JTS BUS STOP SIGN TO BE MOVED BY OTHERS

M601

606 — ONLY ONLY — R3-8LAF 54"X30"

CENTER AV

GRAND AV

STOP ESTR

GRAND AVENUE

GRAND AVE

18

+65.4 49.0' LT

ONE WAY ESTR

6LN

6Y

10

18

6LN

5'

6'

6

604 — R9-3A 24"X24"

605 — R9-3BR 18"X12" 4' MOUNTING HEIGHT

+84.7 10.0' RT

+73.2 10.0' RT

NOSE

CURB

612

613

614

615

616

617

14'

12'

10'

+74.4 0.5' RT

+32.4 33.5' RT

10-39

11'

+04.7 0.0'

+30.1 0.0'

+06.8 3.0' RT

USH 51 C/L

USH 51 / CENTER AVE

+03.9 7.0' RT

15'

WISCONSIN & SOUTHERN RR

TRUCKS NO LEFT TURN

ARW2

STOP ESTR

+23.6 71.6' RT

607 — R9-3A 24"X24"

608 — R9-3BL 18"X12" 4' MOUNTING HEIGHT

NO TURN ON RED

6YD

R602 CENTER AVE

R603 W DELAVAN DR

614 Center Ave

615 W Delavan Dr

+20 146.5' RT

ONLY

51 — J13-1 24"X45"

609

R604 — REMOVE

610 — R3-8ER 36"X30"

611 — JCT 51 — J1-1 24"X39"

100'

612 — NORTH 51 — J4-1 24"X36"

613 — SPEED LIMIT 30 — R2-1 24"X30"

Hd5Y

SIGNING LEGEND

- ESTR — EXISTING SIGN ON EXISTING POST OR POLE
- MXX — EXISTING SIGN MOVED TO NEW LOCATION
- RXX — EXISTING SIGN TO BE REMOVED
- XXX — NEW SIGN
- SIGN MOUNTED ON SINGLE OR MULTIPLE POST(S)
- SIGN MOUNTED ON POLE/OVERHEAD
- ESTR — EXISTING SIGN TO REMAIN

PAVEMENT MARKING LEGEND

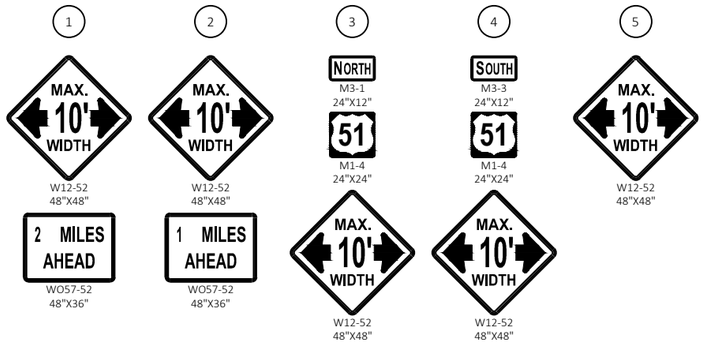
- 6Y — MARKING LINE EPOXY 6-INCH (YELLOW)
- 6YD — MARKING LINE EPOXY 6-INCH (DOUBLE YELLOW)
- 6LN — MARKING LINE EPOXY 6-INCH (12.5' LINE, 37.5' GAP, WHITE)
- 6 — MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)
- 10 — MARKING LINE EPOXY 10-INCH (WHITE)
- 10-39 — MARKING LINE EPOXY 10-INCH (3'LINE, 9' GAP, WHITE)
- 18 — MARKING STOP LINE EPOXY 18-INCH (WHITE)
- 12 — MARKING STOP LINE EPOXY 12-INCH (DOUBLE WHITE)
- ARW2 — MARKING ARROW EPOXY (TYPE 2, WHITE)
- CURB — MARKING CURB EPOXY (YELLOW)
- NOSE — MARKING ISLAND NOSE EPOXY (YELLOW)

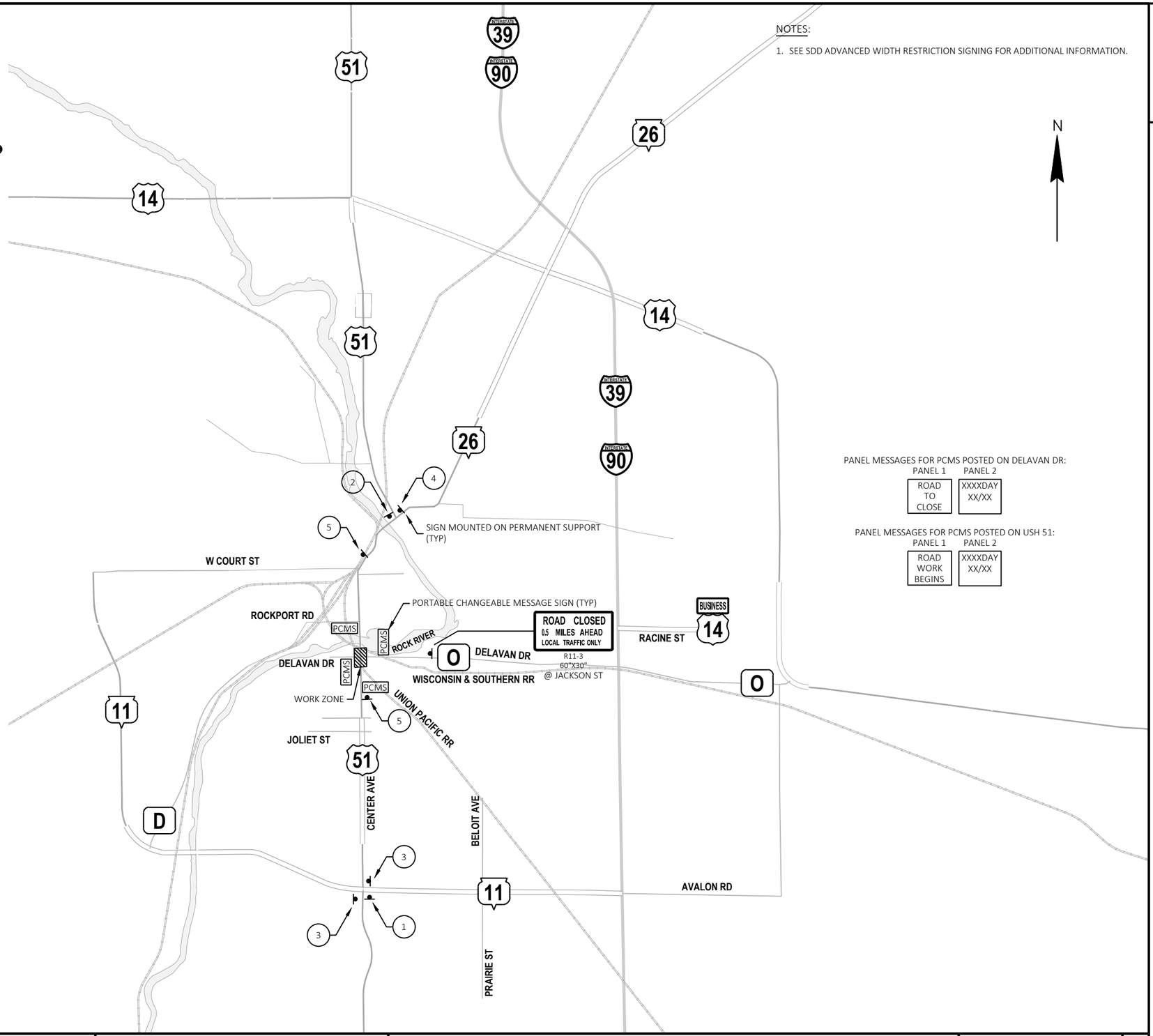
PROJECT NO: 5350-02-75	HWY: USH 51	COUNTY: ROCK	SIGNING & PAVEMENT MARKING	SHEET 27	E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\DELAVAN\023201-PSPM.DWG
LAYOUT NAME - 02

PLOT DATE : 3/16/2026 12:28 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42





NOTES:

1. SEE SDD ADVANCED WIDTH RESTRICTION SIGNING FOR ADDITIONAL INFORMATION.

PANEL MESSAGES FOR PCMS POSTED ON DELAVAN DR:

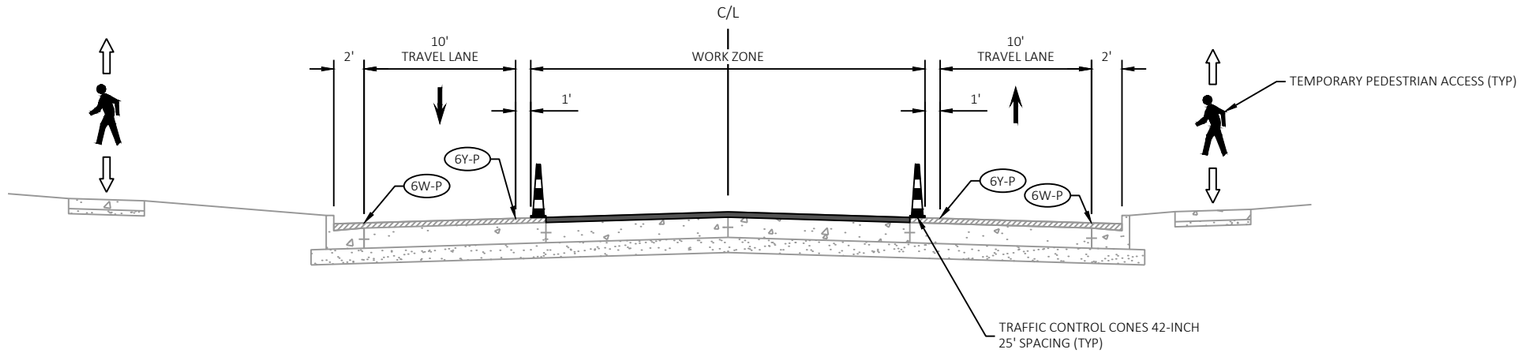
PANEL 1	PANEL 2
ROAD TO CLOSE	XXXXDAY XX/XX

PANEL MESSAGES FOR PCMS POSTED ON USH 51:

PANEL 1	PANEL 2
ROAD WORK BEGINS	XXXXDAY XX/XX

PROJECT NO: 5350-02-75	HWY: USH 51	COUNTY: ROCK	ADVANCED WARNING SIGNING	SHEET 28	E

2

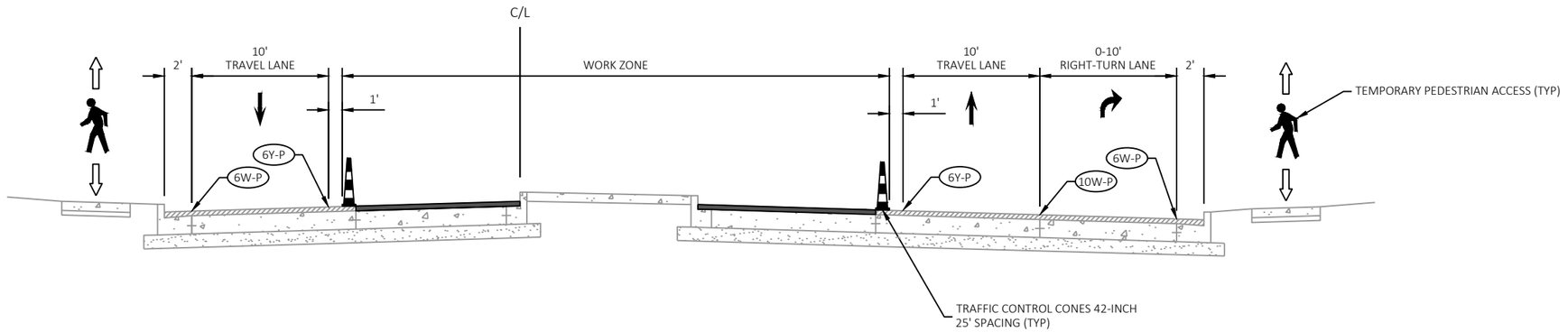


TRAFFIC CONTROL TYPICAL SECTION - STAGE 1
USH 51

STA 606+40 - STA 610+50

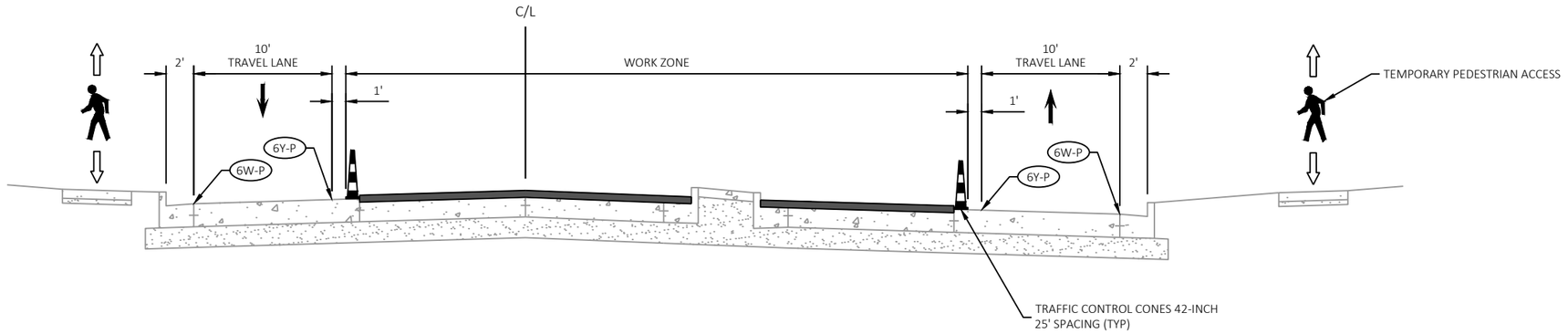
TEMPORARY MARKING LEGEND

- 6Y-P TEMPORARY MARKING LINE PAINT 6-INCH (YELLOW)
- 6Y-T TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH (YELLOW)
- 6W-P TEMPORARY MARKING LINE PAINT 6-INCH (WHITE)
- 6W-T TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH (WHITE)
- 10W-P TEMPORARY MARKING LINE PAINT 10-INCH (WHITE)



TRAFFIC CONTROL TYPICAL SECTION - STAGE 1
USH 51

STA 610+50 - STA 612+00



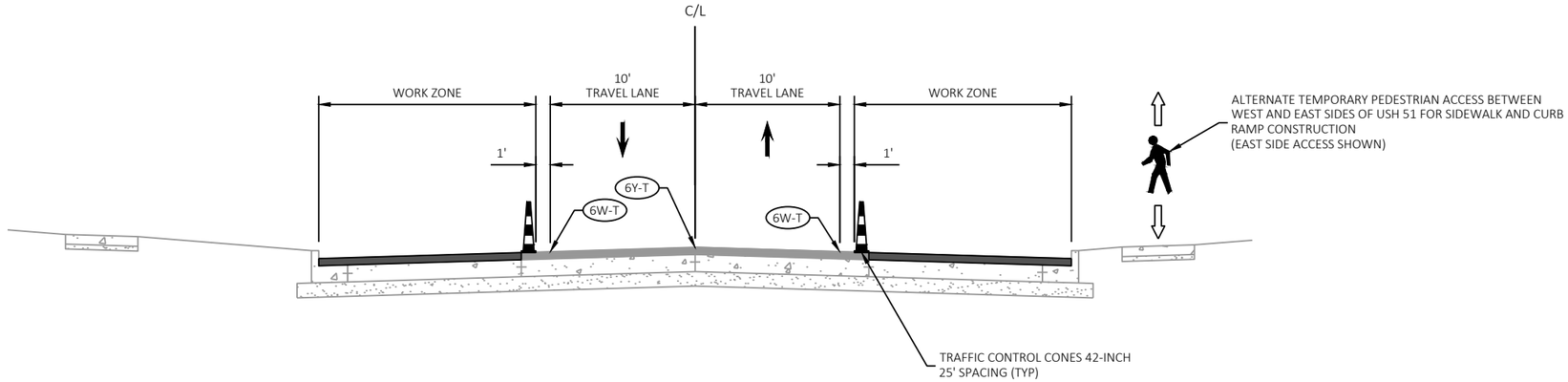
TRAFFIC CONTROL TYPICAL SECTION - STAGE 1
USH 51

STA 612+00 - STA 616+69

TEMPORARY MARKING LEGEND

- 6Y-P TEMPORARY MARKING LINE PAINT 6-INCH (YELLOW)
- 6Y-T TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH (YELLOW)
- 6W-P TEMPORARY MARKING LINE PAINT 6-INCH (WHITE)
- 6W-T TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH (WHITE)
- 10W-P TEMPORARY MARKING LINE PAINT 10-INCH (WHITE)

2

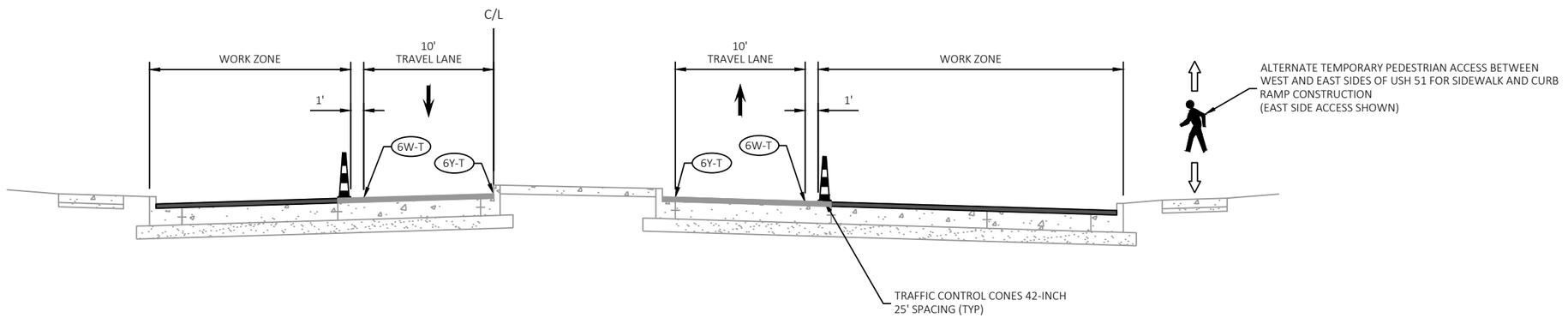


TRAFFIC CONTROL TYPICAL SECTION - STAGE 2
USH 51

STA 606+40 - STA 610+50

TEMPORARY MARKING LEGEND

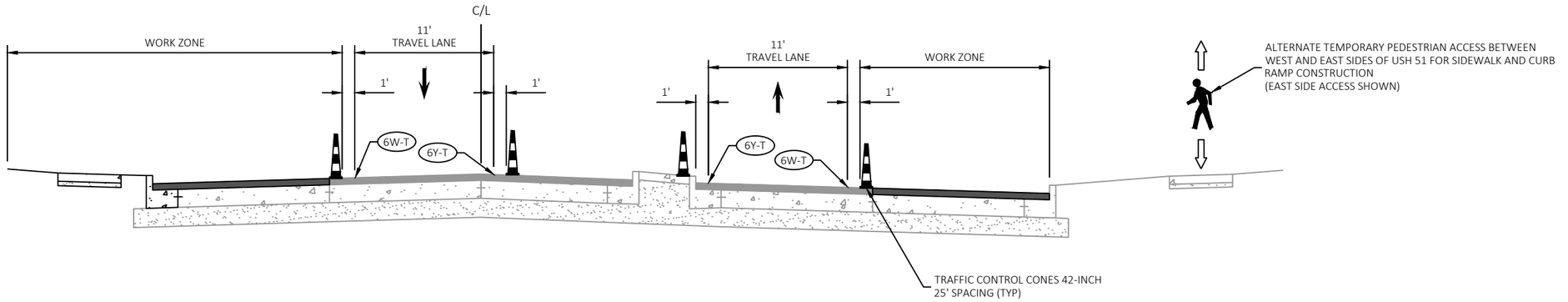
- 6Y-P TEMPORARY MARKING LINE PAINT 6-INCH (YELLOW)
- 6Y-T TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH (YELLOW)
- 6W-P TEMPORARY MARKING LINE PAINT 6-INCH (WHITE)
- 6W-T TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH (WHITE)
- 10W-P TEMPORARY MARKING LINE PAINT 10-INCH (WHITE)



TRAFFIC CONTROL TYPICAL SECTION - STAGE 2
USH 51

STA 610+50 - STA 612+00

2



TRAFFIC CONTROL TYPICAL SECTION - STAGE 2
USH 51

STA 612+00 - STA 616+69

TEMPORARY MARKING LEGEND

- 6Y-P TEMPORARY MARKING LINE PAINT 6-INCH (YELLOW)
- 6Y-T TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH (YELLOW)
- 6W-P TEMPORARY MARKING LINE PAINT 6-INCH (WHITE)
- 6W-T TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH (WHITE)
- 10W-P TEMPORARY MARKING LINE PAINT 10-INCH (WHITE)

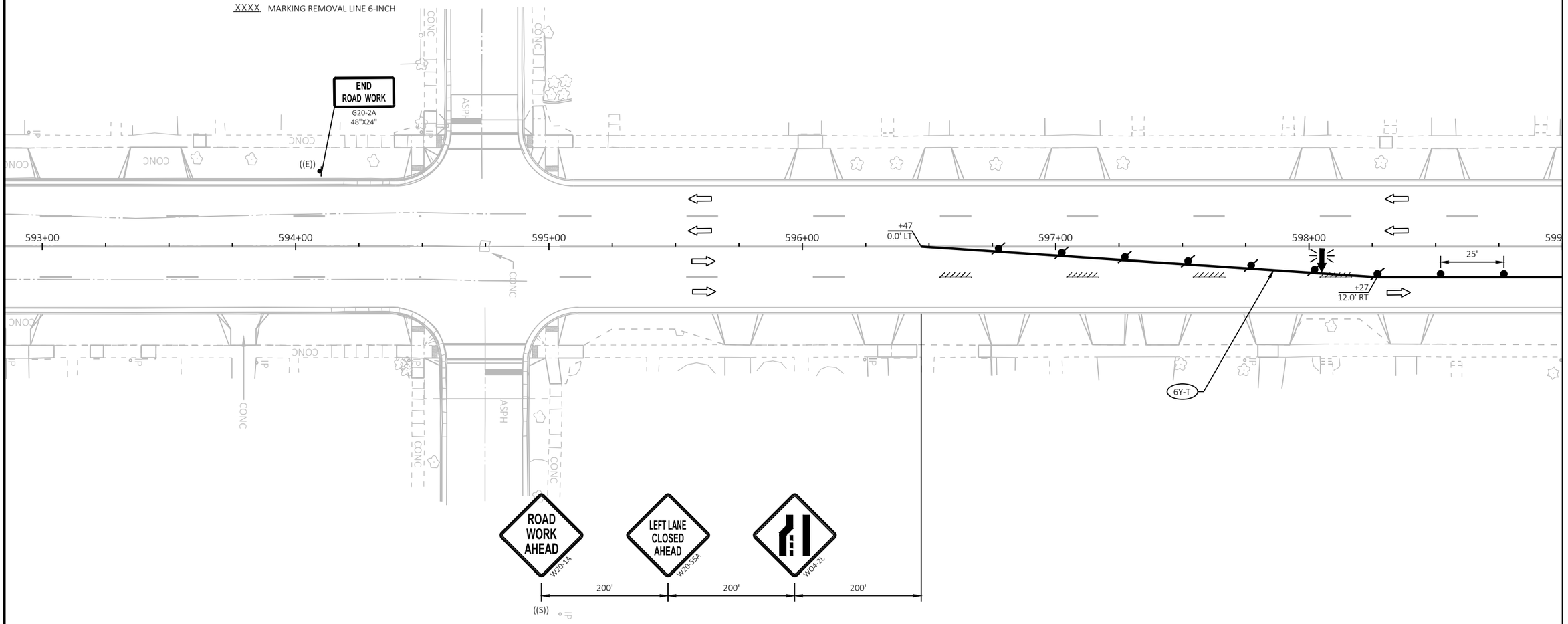
TEMPORARY MARKING LEGEND

6Y-P	TEMPORARY MARKING LINE PAINT 6-INCH (YELLOW)
6Y-T	TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH (YELLOW)
6W-P	TEMPORARY MARKING LINE PAINT 6-INCH (WHITE)
6W-T	TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH (WHITE)
XW-P	TEMPORARY MARKING CROSSWALK PAINT 6-INCH (WHITE)
10W-P	TEMPORARY MARKING LINE PAINT 10-INCH (WHITE)
10W-T	TEMPORARY MARKING LINE REMOVABLE TAPE 10-INCH (WHITE)
ARW-P	TEMPORARY MARKING ARROW PAINT (TYPE 2, WHITE)
ARW-T	TEMPORARY MARKING ARROW REMOVABLE TAPE (TYPE 2, WHITE)
//////	TEMPORARY MARKING REMOVABLE MASK OUT TAPE 6-INCH
XXXX	MARKING REMOVAL LINE 6-INCH

TRAFFIC CONTROL LEGEND

I/I	TYPE II / III BARRICADE
I/I	TYPE II / III BARRICADE WTH ATTACHED SIGN
●	TRAFFIC CONTROL DRUM
	TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
	CONNECTED ARROW BOARD
	SIGN ON PERMANENT SUPPORT
	SIGN ON TEMPORARY SUPPORT
((S))	CONNECTED WORK ZONE START LOCATION MARKER
((E))	CONNECTED WORK ZONE END LOCATION MARKER
	TRAFFIC CONTROL 42-INCH CONE
	WORK AREA
	DIRECTION OF TRAFFIC
	TEMPORARY PEDESTRIAN BARRICADE
TDWF	TEMPORARY DETECTABLE WARNING FIELD

N



TEMPORARY MARKING LEGEND

- 6Y-P — TEMPORARY MARKING LINE PAINT 6-INCH (YELLOW)
- 6Y-T — TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH (YELLOW)
- 6W-P — TEMPORARY MARKING LINE PAINT 6-INCH (WHITE)
- 6W-T — TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH (WHITE)
- XW-P — TEMPORARY MARKING CROSSWALK PAINT 6-INCH (WHITE)
- 10W-P — TEMPORARY MARKING LINE PAINT 10-INCH (WHITE)
- 10W-T — TEMPORARY MARKING LINE REMOVABLE TAPE 10-INCH (WHITE)
- ARW-P — TEMPORARY MARKING ARROW PAINT (TYPE 2, WHITE)
- ARW-T — TEMPORARY MARKING ARROW REMOVABLE TAPE (TYPE 2, WHITE)
- ////// — TEMPORARY MARKING REMOVABLE MASK OUT TAPE 6-INCH
- XXXX — MARKING REMOVAL LINE 6-INCH

TRAFFIC CONTROL LEGEND

- TYPE II / III BARRICADE
- TYPE II / III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- CONNECTED ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- ((S)) CONNECTED WORK ZONE START LOCATION MARKER
- ((E)) CONNECTED WORK ZONE END LOCATION MARKER
- TRAFFIC CONTROL 42-INCH CONE
- WORK AREA
- DIRECTION OF TRAFFIC
- TEMPORARY PEDESTRIAN BARRICADE
- TDWF — TEMPORARY DETECTABLE WARNING FIELD

N

ROAD WORK AHEAD W20-1A @ WASHINGTON ST

STATE STREET

MATCH LINE 599+00

MATCH LINE 605+00

599+00 600+00 601+00 602+00 603+00 604+00 605

25' +12 12.0' RT

ARW-T +84 12.0' RT

+93.5 0.0'

+18.3 12.0' RT

25' 12'

USH 51 / CENTER AVE

+50 11.6' RT

6Y-T

10W-T

6Y-T

BEGIN LEFT TURN LANE R3-20L 24"X36"

WO1-6 48"X24"

MARQUETTE STREET

GRAVEL

CONC

ASPH

ROAD WORK AHEAD W20-1A

2

PROJECT NO: 5350-02-75	HWY: USH 51	COUNTY: ROCK	TRAFFIC CONTROL - STAGE 1	SHEET 34	E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\DELAVAN\025101-TC1.DWG
LAYOUT NAME - 02
PLOT DATE : 3/16/2026 12:29 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

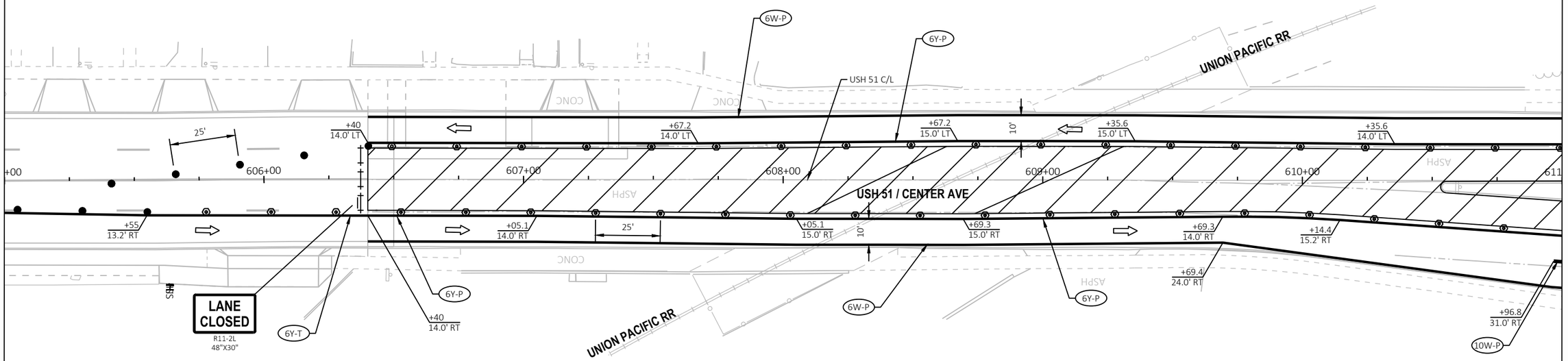
TEMPORARY MARKING LEGEND

- 6Y-P — TEMPORARY MARKING LINE PAINT 6-INCH (YELLOW)
- 6Y-T — TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH (YELLOW)
- 6W-P — TEMPORARY MARKING LINE PAINT 6-INCH (WHITE)
- 6W-T — TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH (WHITE)
- XW-P — TEMPORARY MARKING CROSSWALK PAINT 6-INCH (WHITE)
- 10W-P — TEMPORARY MARKING LINE PAINT 10-INCH (WHITE)
- 10W-T — TEMPORARY MARKING LINE REMOVABLE TAPE 10-INCH (WHITE)
- ARW-P — TEMPORARY MARKING ARROW PAINT (TYPE 2, WHITE)
- ARW-T — TEMPORARY MARKING ARROW REMOVABLE TAPE (TYPE 2, WHITE)
- ////// — TEMPORARY MARKING REMOVABLE MASK OUT TAPE 6-INCH
- XXXX — MARKING REMOVAL LINE 6-INCH

TRAFFIC CONTROL LEGEND

- TYPE II / III BARRICADE
- TYPE II / III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- CONNECTED ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- ((S)) — CONNECTED WORK ZONE START LOCATION MARKER
- ((E)) — CONNECTED WORK ZONE END LOCATION MARKER
- TRAFFIC CONTROL 42-INCH CONE
- WORK AREA
- DIRECTION OF TRAFFIC
- TEMPORARY PEDESTRIAN BARRICADE
- TDWF — TEMPORARY DETECTABLE WARNING FIELD

N



PROJECT NO: 5350-02-75	HWY: USH 51	COUNTY: ROCK	TRAFFIC CONTROL - STAGE 1	SHEET 35	E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\DELAVAN\025101-TC1.DWG
LAYOUT NAME - 03

PLOT DATE : 3/16/2026 12:29 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

2

ROAD CLOSED AHEAD W20-3A
@ WASHINGTON ST

WO11-2 48"X48" WO16-7L 24"X12" 1
WO11-2 48"X48" WO16-7R 24"X12" 2
WO11-2 48"X48" AHEAD WO16-9P 24"X12" 3

TRAFFIC CONTROL LEGEND

- TYPE II / III BARRICADE
- TYPE II / III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- CONNECTED ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- ((S)) CONNECTED WORK ZONE START LOCATION MARKER
- ((E)) CONNECTED WORK ZONE END LOCATION MARKER
- TRAFFIC CONTROL 42-INCH CONE
- WORK AREA
- DIRECTION OF TRAFFIC
- TEMPORARY PEDESTRIAN BARRICADE
- TDWF TEMPORARY DETECTABLE WARNING FIELD

ROAD WORK AHEAD W20-1A
@ TERRACE ST

N

UNION PACIFIC RR
DELAVAN DR
GRAND AVE
USH 51 / CENTER AVE
WISCONSIN & SOUTHERN RR
MATCH LINE 611+00
MATCH LINE 617+00
MATCH LINE DELAVAN DR

STOP R1-1 30"X30"
ONLY R3-50R 30"X36"
LANE CLOSED R11-2L 48"X30"
ROAD CLOSED R11-2 48"X30"
R3-2 24"X24"
WO1-6 48"X24"
ROAD CLOSED 500 FT W20-3D
ROAD CLOSED AHEAD W20-3A
END ROAD WORK G20-2A 48"X24"

STORM SEWER STRUCTURE REPAIRS,
AND CONCRETE PAVEMENT REPLACEMENT SHES ACROSS BOTH LANES.
SEE SPECIAL PROVISIONS FOR ADDITIONAL INFORMATION REGARDING
SHORT TERM CLOSURE OF NORTHBOUND LANES.

TEMPORARY MARKING LEGEND

- 6Y-P TEMPORARY MARKING LINE PAINT 6-INCH (YELLOW)
- 6Y-T TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH (YELLOW)
- 6W-P TEMPORARY MARKING LINE PAINT 6-INCH (WHITE)
- 6W-T TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH (WHITE)
- XW-P TEMPORARY MARKING CROSSWALK PAINT 6-INCH (WHITE)
- 10W-P TEMPORARY MARKING LINE PAINT 10-INCH (WHITE)
- 10W-T TEMPORARY MARKING LINE REMOVABLE TAPE 10-INCH (WHITE)
- ARW-P TEMPORARY MARKING ARROW PAINT (TYPE 2, WHITE)
- ARW-T TEMPORARY MARKING ARROW REMOVABLE TAPE (TYPE 2, WHITE)
- ////// TEMPORARY MARKING REMOVABLE MASK OUT TAPE 6-INCH
- XXXX MARKING REMOVAL LINE 6-INCH

PROJECT NO: 5350-02-75	HWY: USH 51	COUNTY: ROCK	TRAFFIC CONTROL - STAGE 1	SHEET 36	E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\DELAVAN\025101-TC1.DWG
LAYOUT NAME - 04
PLOT DATE : 3/16/2026 1:26 PM
PLOT BY : AXT, ANDREW
PLOT NAME :
PLOT SCALE : 1 IN:40 FT

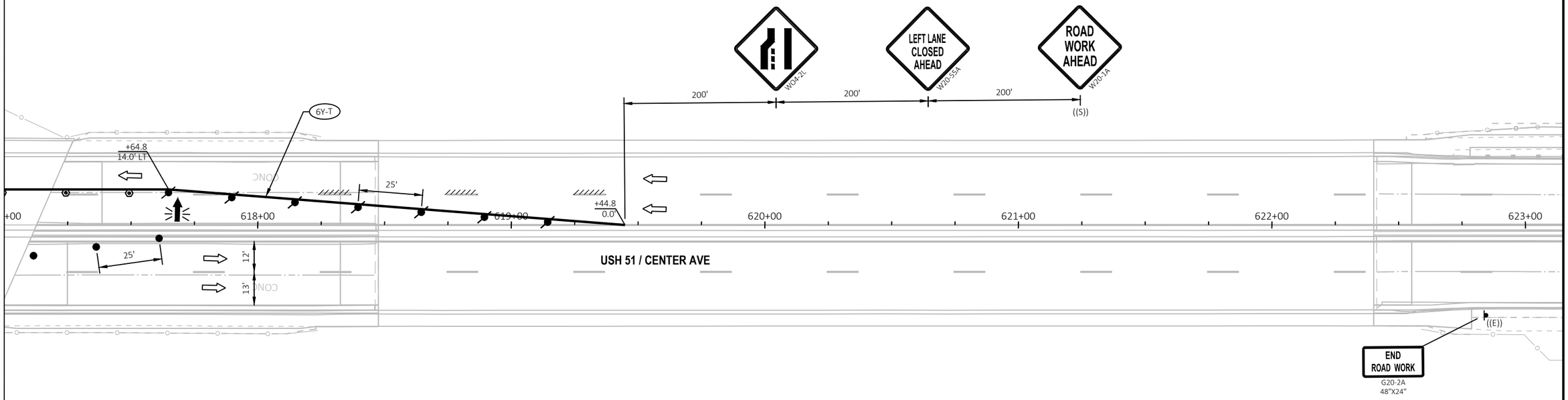
TEMPORARY MARKING LEGEND

6Y-P	TEMPORARY MARKING LINE PAINT 6-INCH (YELLOW)
6Y-T	TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH (YELLOW)
6W-P	TEMPORARY MARKING LINE PAINT 6-INCH (WHITE)
6W-T	TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH (WHITE)
XW-P	TEMPORARY MARKING CROSSWALK PAINT 6-INCH (WHITE)
10W-P	TEMPORARY MARKING LINE PAINT 10-INCH (WHITE)
10W-T	TEMPORARY MARKING LINE REMOVABLE TAPE 10-INCH (WHITE)
ARW-P	TEMPORARY MARKING ARROW PAINT (TYPE 2, WHITE)
ARW-T	TEMPORARY MARKING ARROW REMOVABLE TAPE (TYPE 2, WHITE)
//////	TEMPORARY MARKING REMOVABLE MASK OUT TAPE 6-INCH
XXXX	MARKING REMOVAL LINE 6-INCH

TRAFFIC CONTROL LEGEND

I/‡	TYPE II / III BARRICADE
I/‡	TYPE II / III BARRICADE WTH ATTACHED SIGN
●	TRAFFIC CONTROL DRUM
	TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
	CONNECTED ARROW BOARD
	SIGN ON PERMANENT SUPPORT
⊧	SIGN ON TEMPORARY SUPPORT
((S))	CONNECTED WORK ZONE START LOCATION MARKER
((E))	CONNECTED WORK ZONE END LOCATION MARKER
	TRAFFIC CONTROL 42-INCH CONE
	WORK AREA
	DIRECTION OF TRAFFIC
	TEMPORARY PEDESTRIAN BARRICADE
TDWF	TEMPORARY DETECTABLE WARNING FIELD

N



PROJECT NO: 5350-02-75	HWY: USH 51	COUNTY: ROCK	TRAFFIC CONTROL - STAGE 1	SHEET 37	E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\DELAVAN\025101-TC1.DWG
LAYOUT NAME - 05

PLOT DATE : 3/16/2026 12:30 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

TEMPORARY MARKING LEGEND

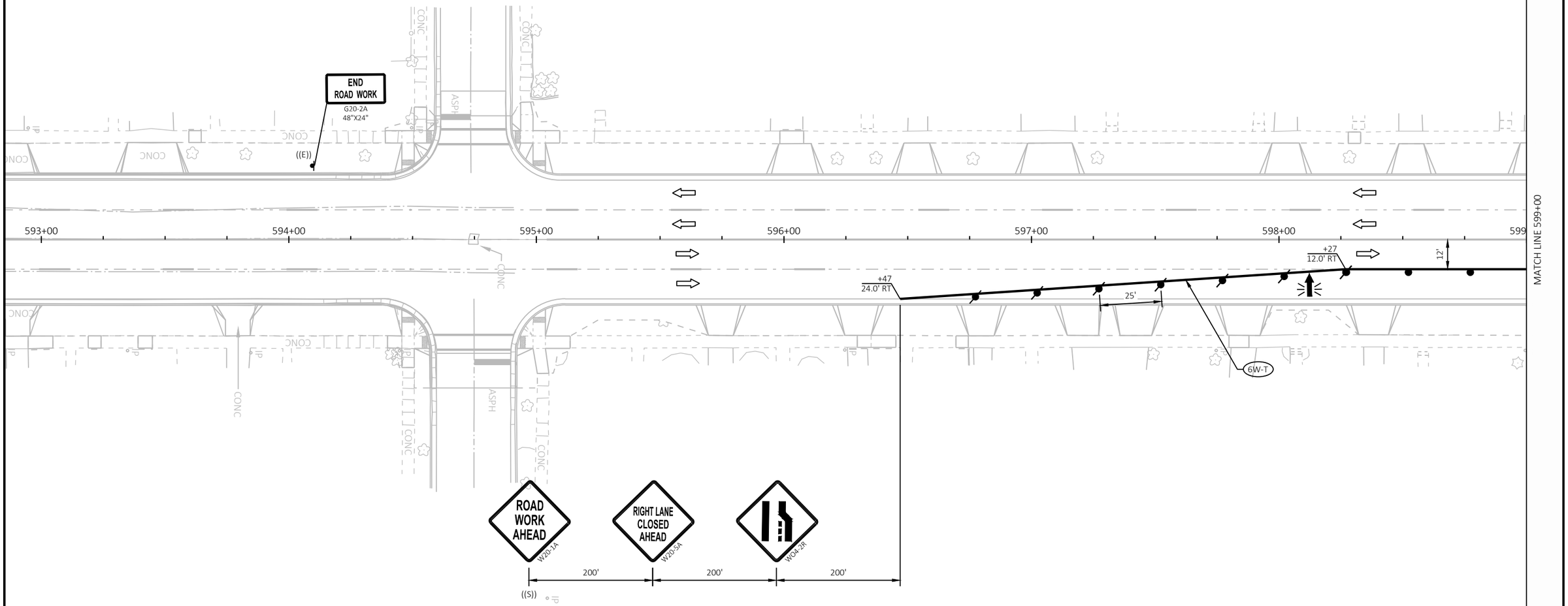
- 6Y-P — TEMPORARY MARKING LINE PAINT 6-INCH (YELLOW)
- 6Y-T — TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH (YELLOW)
- 6W-P — TEMPORARY MARKING LINE PAINT 6-INCH (WHITE)
- 6W-T — TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH (WHITE)
- XW-T — TEMPORARY MARKING CROSSWALK REMOVABLE TAPE 6-INCH (WHITE)
- 10W-P — TEMPORARY MARKING LINE PAINT 10-INCH (WHITE)
- ARW-P — TEMPORARY MARKING ARROW PAINT (TYPE 2, WHITE)
- TEMPORARY MARKING REMOVABLE MASK OUT TAPE 6-INCH
- XXXX — MARKING REMOVAL LINE 6-INCH

- TYPE II / III BARRICADE
- TYPE II / III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- CONNECTED ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- ((S)) — CONNECTED WORK ZONE START LOCATION MARKER
- ((E)) — CONNECTED WORK ZONE END LOCATION MARKER

TRAFFIC CONTROL LEGEND

- FLEXIBLE TUBULAR MARKER POST/BASE
- TRAFFIC CONTROL 42-INCH CONE
- WORK AREA
- DIRECTION OF TRAFFIC
- TEMPORARY PEDESTRIAN BARRICADE
- TDWF — TEMPORARY DETECTABLE WARNING FIELD

N



PROJECT NO: 5350-02-75	HWY: USH 51	COUNTY: ROCK	TRAFFIC CONTROL - STAGE 2	SHEET 38	E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\DELAVAN\025101-TC2.DWG
LAYOUT NAME - 01

PLOT DATE : 3/16/2026 12:30 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

TEMPORARY MARKING LEGEND

- 6Y-P — TEMPORARY MARKING LINE PAINT 6-INCH (YELLOW)
- 6Y-T — TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH (YELLOW)
- 6W-P — TEMPORARY MARKING LINE PAINT 6-INCH (WHITE)
- 6W-T — TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH (WHITE)
- XW-T — TEMPORARY MARKING CROSSWALK REMOVABLE TAPE 6-INCH (WHITE)
- 10W-P — TEMPORARY MARKING LINE PAINT 10-INCH (WHITE)
- ARW-P — TEMPORARY MARKING ARROW PAINT (TYPE 2, WHITE)
- TEMPORARY MARKING REMOVABLE MASK OUT TAPE 6-INCH
- XXXX — MARKING REMOVAL LINE 6-INCH

TRAFFIC CONTROL LEGEND

- TYPE II / III BARRICADE
- TYPE II / III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- CONNECTED ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- ((S)) CONNECTED WORK ZONE START LOCATION MARKER
- ((E)) CONNECTED WORK ZONE END LOCATION MARKER
- FLEXIBLE TUBULAR MARKER POST/BASE
- TRAFFIC CONTROL 42-INCH CONE
- WORK AREA
- DIRECTION OF TRAFFIC
- TEMPORARY PEDESTRIAN BARRICADE
- TDWF — TEMPORARY DETECTABLE WARNING FIELD

N

STATE STREET

USH 51 / CENTER AVE

MARQUETTE STREET

MATCH LINE 599+00

599+00

600+00

601+00

602+00

603+00

604+00

605+00

MATCH LINE 605+00

12'

25'

+34
12.0' RT

+76.2
24.0' RT

+88.5
24.0' RT

+13.3
12.0' RT

+50.1
12.0' RT

6W-T

BEGIN RIGHT TURN LANE
R3-20R
24"X36"

LANE CLOSED
R11-2L
48"X30"

POST CONC @ POST

ASPH

GRAVEL

CONC

PROJECT NO: 5350-02-75	HWY: USH 51	COUNTY: ROCK	TRAFFIC CONTROL - STAGE 2	SHEET 39	E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\DELAVAN\025101-TC2.DWG
LAYOUT NAME - 02

PLOT DATE : 3/16/2026 12:31 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

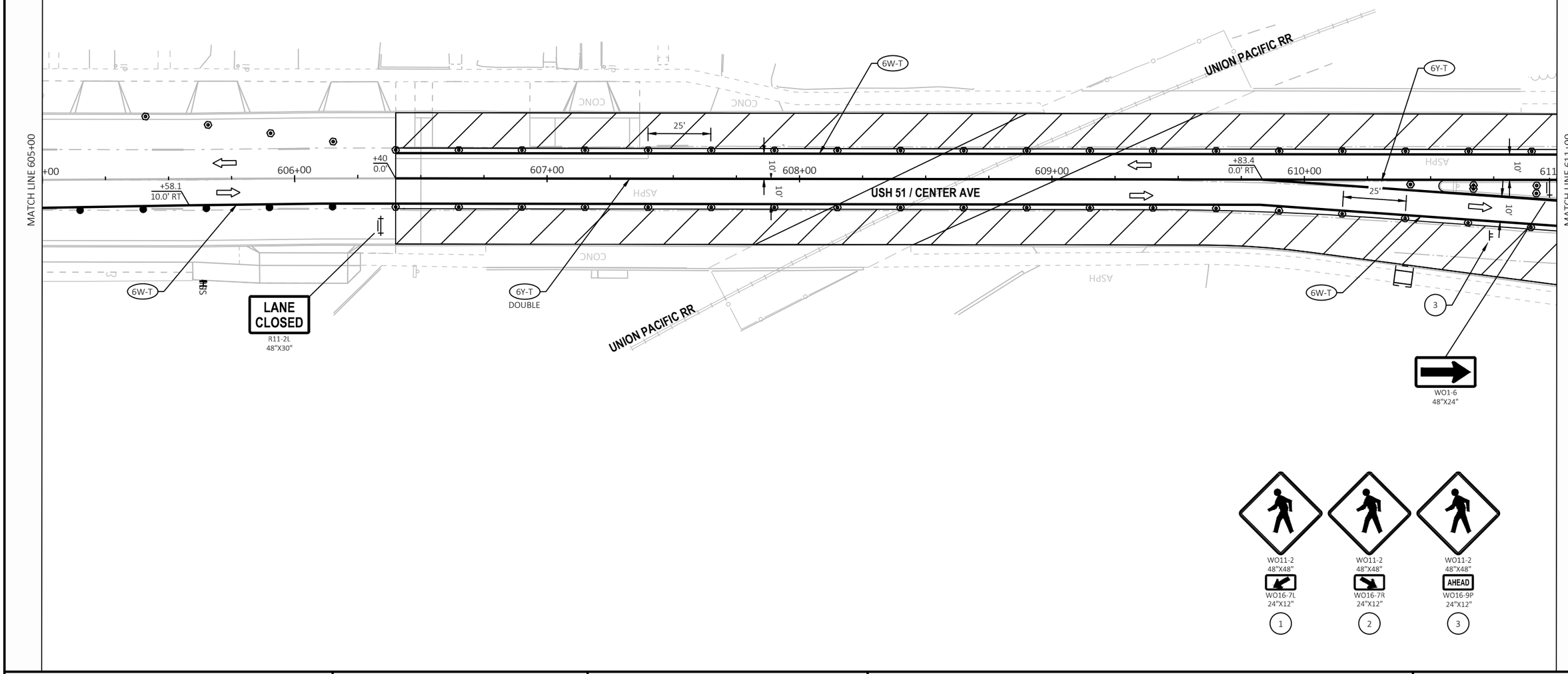
TEMPORARY MARKING LEGEND

- 6Y-P — TEMPORARY MARKING LINE PAINT 6-INCH (YELLOW)
- 6Y-T — TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH (YELLOW)
- 6W-P — TEMPORARY MARKING LINE PAINT 6-INCH (WHITE)
- 6W-T — TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH (WHITE)
- XW-T — TEMPORARY MARKING CROSSWALK REMOVABLE TAPE 6-INCH (WHITE)
- 10W-P — TEMPORARY MARKING LINE PAINT 10-INCH (WHITE)
- ARW-P — TEMPORARY MARKING ARROW PAINT (TYPE 2, WHITE)
- TEMPORARY MARKING REMOVABLE MASK OUT TAPE 6-INCH
- XXXX — MARKING REMOVAL LINE 6-INCH

TRAFFIC CONTROL LEGEND

- TYPE II / III BARRICADE
- TYPE II / III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- CONNECTED ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- ((S)) — CONNECTED WORK ZONE START LOCATION MARKER
- ((E)) — CONNECTED WORK ZONE END LOCATION MARKER
- FLEXIBLE TUBULAR MARKER POST/BASE
- TRAFFIC CONTROL 42-INCH CONE
- WORK AREA
- DIRECTION OF TRAFFIC
- TEMPORARY PEDESTRIAN BARRICADE
- TDWF — TEMPORARY DETECTABLE WARNING FIELD

N



PROJECT NO: 5350-02-75	HWY: USH 51	COUNTY: ROCK	TRAFFIC CONTROL - STAGE 2	SHEET 40	E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\DELAVAN\025101-TC2.DWG
LAYOUT NAME - 03

PLOT DATE : 3/16/2026 12:31 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

TRAFFIC CONTROL LEGEND

- TYPE II / III BARRICADE
- TYPE II / III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- CONNECTED ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- ((S)) CONNECTED WORK ZONE START LOCATION MARKER
- ((E)) CONNECTED WORK ZONE END LOCATION MARKER
- FLEXIBLE TUBULAR MARKER POST/BASE
- TRAFFIC CONTROL 42-INCH CONE
- WORK AREA
- DIRECTION OF TRAFFIC
- TEMPORARY PEDESTRIAN BARRICADE
- TDWF TEMPORARY DETECTABLE WARNING FIELD

N

ROAD CLOSED AHEAD W20-3A
@ WASHINGTON ST

WO11-2 48"X48" / WO16-7L 24"X12" (1)
WO11-2 48"X48" / WO16-7R 24"X12" (2)
WO11-2 48"X48" AHEAD / WO16-9P 24"X12" (3)

ROAD CLOSED R11-2 48"X30"
ROAD CLOSED R11-2 48"X30"
LANE CLOSED R11-2L 48"X30"
ROAD CLOSED R11-2 48"X30"
NO TURNS R3-3 24"X24"
LANE CLOSED R11-2L 48"X30"
ROAD CLOSED AHEAD W20-3A
@ TERRACE ST
ROAD CLOSED R11-2 48"X30"
R3-1 24"X24"
LANE CLOSED R11-2L 48"X30"

UNION PACIFIC RR
DELAVAN DR
GRAND AVE
USH 51 / CENTER AVE
WISCONSIN & SOUTHERN RR
BUILDING
GUARD RAIL
SIGN
ASPH
CONC

MATCH LINE 611+00
MATCH LINE 617+00

611+00 612+00 613+00 614+00 615+00 616+00 617
25' 10' +97.4 0.0 +56.7 0.9' RT 25' 11' +32 1.0' RT +69.1 1.0' RT
10' +97.8 25.1' RT +42.6 18.8' RT +04.3 19.0' RT +66.9 15.1' RT +86.8 12.5' RT 25' +71.5 7.0' RT +45.9 6.5' RT
+86.6 30.0' RT
12.5' 12.5'

TDWF
XW-T
6W-T
6Y-T
6Y-P
6W-P
10W-P
10W-T
ARW-P

R3-2 24"X24"
WO1-6 48"X24"
ROAD CLOSED R11-2 48"X30"
W6-4 12"X18"*
STOP R1-1 30"X30"
ONLY R3-50R 30"X36"
LANE CLOSED R11-2L 48"X30"
+35.9 65.1' RT
6W-T TRIPLE
+34.9 87.1' RT
+33.4 117.0' RT
+31.9 147.0' RT
6Y-T DOUBLE
11' 12'

MATCH LINE DELAVAN DR

*MOUNT TO FRONT OF TUBULAR MARKER POST

ROAD CLOSED 500 FT W20-3D
ROAD CLOSED AHEAD W20-3A
6Y-T DOUBLE
500' 500'
+20.6 214.2' RT
W6-4 12"X18"*
END ROAD WORK G20-2A 48"X24"
MATCH LINE DELAVAN DR

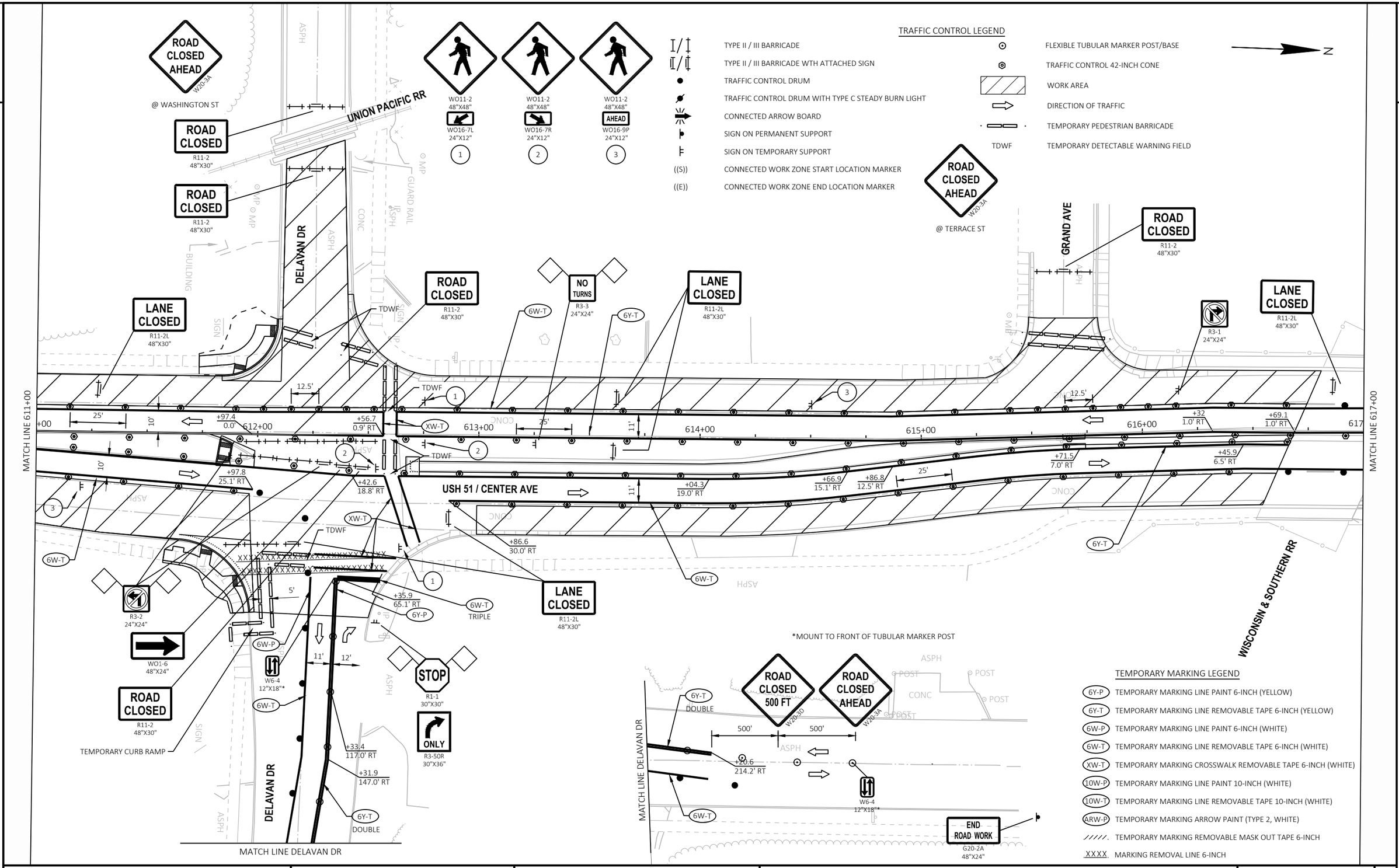
TEMPORARY MARKING LEGEND

- 6Y-P TEMPORARY MARKING LINE PAINT 6-INCH (YELLOW)
- 6Y-T TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH (YELLOW)
- 6W-P TEMPORARY MARKING LINE PAINT 6-INCH (WHITE)
- 6W-T TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH (WHITE)
- XW-T TEMPORARY MARKING CROSSWALK REMOVABLE TAPE 6-INCH (WHITE)
- 10W-P TEMPORARY MARKING LINE PAINT 10-INCH (WHITE)
- 10W-T TEMPORARY MARKING LINE REMOVABLE TAPE 10-INCH (WHITE)
- ARW-P TEMPORARY MARKING ARROW PAINT (TYPE 2, WHITE)
- ////// TEMPORARY MARKING REMOVABLE MASK OUT TAPE 6-INCH
- XXXX MARKING REMOVAL LINE 6-INCH

PROJECT NO: 5350-02-75	HWY: USH 51	COUNTY: ROCK	TRAFFIC CONTROL - STAGE 2 (TEMPORARY PEDESTRIAN ACCESS STAGE 2A)	SHEET 41	E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\DELAVAN\025101-TC2-DELAVAN2A.DWG
LAYOUT NAME - 03
PLOT DATE : 3/16/2026 1:28 PM
PLOT BY : AXT, ANDREW
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2



TRAFFIC CONTROL LEGEND

TYPE II / III BARRICADE	FLEXIBLE TUBULAR MARKER POST/BASE
TYPE II / III BARRICADE WTH ATTACHED SIGN	TRAFFIC CONTROL 42-INCH CONE
TRAFFIC CONTROL DRUM	WORK AREA
TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT	DIRECTION OF TRAFFIC
CONNECTED ARROW BOARD	TEMPORARY PEDESTRIAN BARRICADE
SIGN ON PERMANENT SUPPORT	TDWF TEMPORARY DETECTABLE WARNING FIELD
SIGN ON TEMPORARY SUPPORT	
((S)) CONNECTED WORK ZONE START LOCATION MARKER	
((E)) CONNECTED WORK ZONE END LOCATION MARKER	

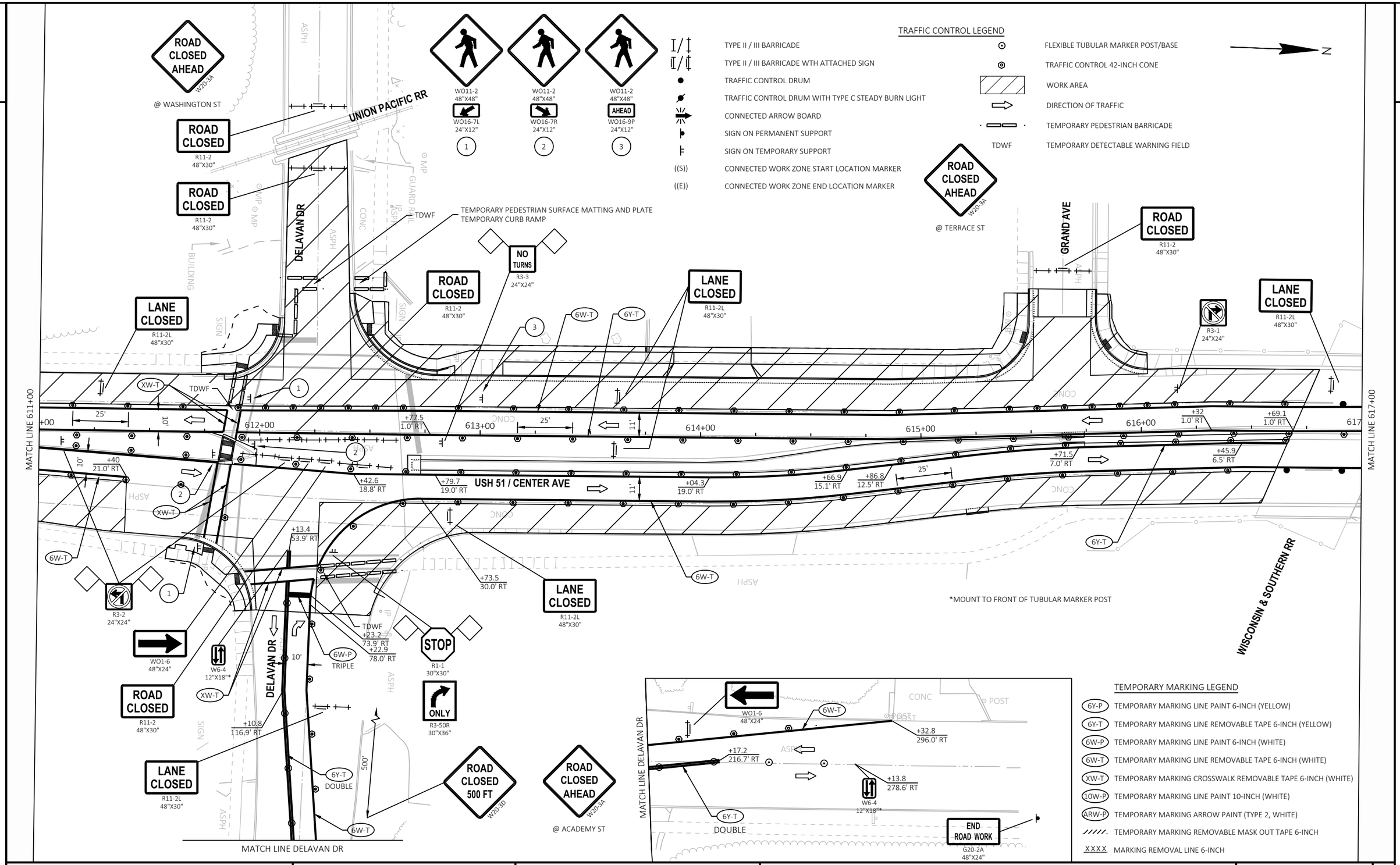
TEMPORARY MARKING LEGEND

6Y-P	TEMPORARY MARKING LINE PAINT 6-INCH (YELLOW)
6Y-T	TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH (YELLOW)
6W-P	TEMPORARY MARKING LINE PAINT 6-INCH (WHITE)
6W-T	TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH (WHITE)
XW-T	TEMPORARY MARKING CROSSWALK REMOVABLE TAPE 6-INCH (WHITE)
10W-P	TEMPORARY MARKING LINE PAINT 10-INCH (WHITE)
10W-T	TEMPORARY MARKING LINE REMOVABLE TAPE 10-INCH (WHITE)
ARW-P	TEMPORARY MARKING ARROW PAINT (TYPE 2, WHITE)
/////	TEMPORARY MARKING REMOVABLE MASK OUT TAPE 6-INCH
XXXX	MARKING REMOVAL LINE 6-INCH

PROJECT NO: 5350-02-75	HWY: USH 51	COUNTY: ROCK	TRAFFIC CONTROL - STAGE 2 (TEMPORARY PEDESTRIAN ACCESS STAGE 2B)	SHEET 42 E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\DELAVAN\025101-TC2-DELAVAN2B.DWG
LAYOUT NAME - 03
PLOT DATE : 3/16/2026 1:29 PM
PLOT BY : AXT, ANDREW
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2



PROJECT NO: 5350-02-75	HWY: USH 51	COUNTY: ROCK	TRAFFIC CONTROL - STAGE 2 (TEMPORARY PEDESTRIAN ACCESS STAGE 2C)	SHEET 43	E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\DELAVAN\025101-TC2-DELAVAN2C.DWG
LAYOUT NAME - 04
PLOT DATE : 3/16/2026 1:29 PM
PLOT BY : AXT, ANDREW
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

TRAFFIC CONTROL LEGEND

- TYPE II / III BARRICADE
- TYPE II / III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- CONNECTED ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- ((S)) CONNECTED WORK ZONE START LOCATION MARKER
- ((E)) CONNECTED WORK ZONE END LOCATION MARKER
- FLEXIBLE TUBULAR MARKER POST/BASE
- TRAFFIC CONTROL 42-INCH CONE
- WORK AREA
- DIRECTION OF TRAFFIC
- TEMPORARY PEDESTRIAN BARRICADE
- TDWF TEMPORARY DETECTABLE WARNING FIELD

N

ROAD CLOSED AHEAD W20-3A
@ WASHINGTON ST

WO11-2 48"X48" WO16-7L 24"X12" 1
WO11-2 48"X48" WO16-7R 24"X12" 2
WO11-2 48"X48" AHEAD WO16-9P 24"X12" 3

ROAD CLOSED R11-2 48"X30"
ROAD CLOSED R11-2 48"X30"
UNION PACIFIC RR
DELAVAN DR
GUARD RAIL
BUILDING
SIGN
CONC
ASPH

LANE CLOSED R11-2L 48"X30"
TDWF
ROAD CLOSED R11-2 48"X30"
NO TURNS R3-3 24"X24"
LANE CLOSED R11-2L 48"X30"
6W-T
6Y-T
XW-T
1
2
3

MATCH LINE 611+00
612+00 0.0'
+88.3
+77.5 1.0' RT
613+00
614+00
615+00
616+00
617
MATCH LINE 617+00
25'
10'
11'
+40 21.0' RT
+42.6 18.8' RT
+79.7 19.0' RT
USH 51 / CENTER AVE
+04.3 19.0' RT
+66.9 15.1' RT
+86.8 12.5' RT
+32 1.0' RT
+69.1 1.0' RT
+71.5 7.0' RT
+45.9 6.5' RT

ROAD CLOSED AHEAD W20-3A
@ TERRACE ST
GRAND AVE
ROAD CLOSED R11-2 48"X30"
R3-1 24"X24"
LANE CLOSED R11-2L 48"X30"

+13.4 53.9' RT
+73.5 30.0' RT
LANE CLOSED R11-2L 48"X30"
*MOUNT TO FRONT OF TUBULAR MARKER POST
WISCONSIN & SOUTHERN RR

R3-2 24"X24"
WO1-6 48"X24"
W6-4 12"X18"*
ROAD CLOSED R11-2 48"X30"
LANE CLOSED R11-2L 48"X30"
DELAVAN DR
10'
6W-P TRIPLE
+22.9 78.0' RT
STOP R1-1 30"X30"
ONLY R3-50R 30"X36"
+10.8 116.9' RT
6Y-T DOUBLE
500'
ROAD CLOSED 500 FT W20-3D
ROAD CLOSED AHEAD W20-3A
@ ACADEMY ST
MATCH LINE DELAVAN DR

MATCH LINE DELAVAN DR
WO1-6 48"X24"
6W-T
+32.8 296.0' RT
+17.2 216.7' RT
+13.8 278.6' RT
W6-4 12"X18"*
6Y-T DOUBLE
END ROAD WORK G20-2A 48"X24"

TEMPORARY MARKING LEGEND

- 6Y-P TEMPORARY MARKING LINE PAINT 6-INCH (YELLOW)
- 6Y-T TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH (YELLOW)
- 6W-P TEMPORARY MARKING LINE PAINT 6-INCH (WHITE)
- 6W-T TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH (WHITE)
- XW-T TEMPORARY MARKING CROSSWALK REMOVABLE TAPE 6-INCH (WHITE)
- 10W-P TEMPORARY MARKING LINE PAINT 10-INCH (WHITE)
- ARW-P TEMPORARY MARKING ARROW PAINT (TYPE 2, WHITE)
- TEMPORARY MARKING REMOVABLE MASK OUT TAPE 6-INCH
- XXXX MARKING REMOVAL LINE 6-INCH

PROJECT NO: 5350-02-75	HWY: USH 51	COUNTY: ROCK	TRAFFIC CONTROL - STAGE 2 (TEMPORARY PEDESTRIAN ACCESS STAGE 2D)	SHEET 44	E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\DELAVAN\025101-TC2-DELAVAN2D.DWG
LAYOUT NAME - 04
PLOT DATE : 3/16/2026 1:30 PM
PLOT BY : AXT, ANDREW
PLOT NAME :
PLOT SCALE : 1 IN:40 FT

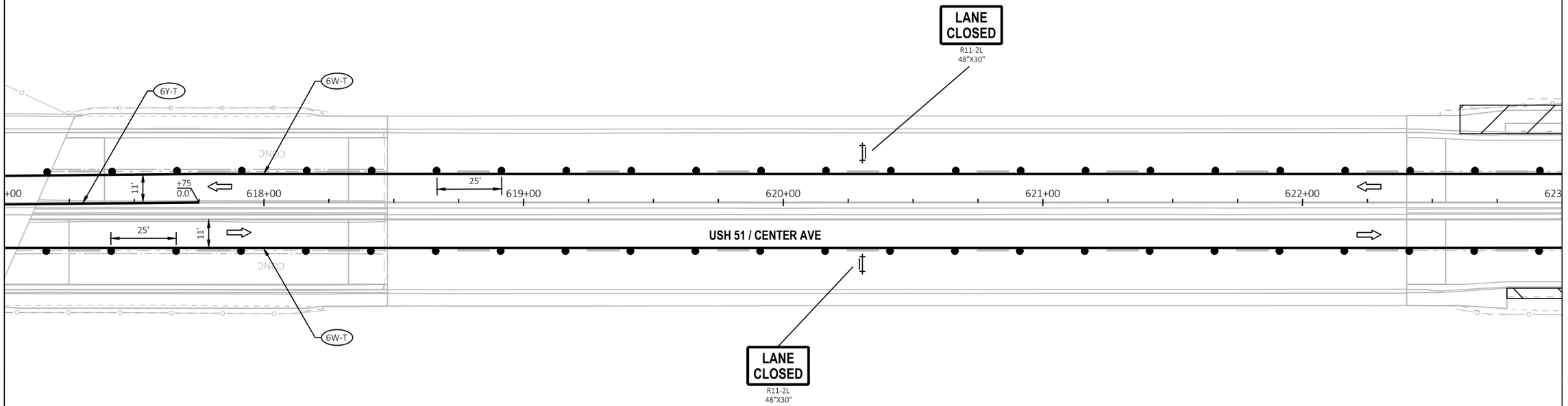
TEMPORARY MARKING LEGEND

- 6Y-P — TEMPORARY MARKING LINE PAINT 6-INCH (YELLOW)
- 6Y-T — TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH (YELLOW)
- 6W-P — TEMPORARY MARKING LINE PAINT 6-INCH (WHITE)
- 6W-T — TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH (WHITE)
- XW-T — TEMPORARY MARKING CROSSWALK REMOVABLE TAPE 6-INCH (WHITE)
- 10W-P — TEMPORARY MARKING LINE PAINT 10-INCH (WHITE)
- ARW-P — TEMPORARY MARKING ARROW PAINT (TYPE 2, WHITE)
- TEMPORARY MARKING REMOVABLE MASK OUT TAPE 6-INCH
- XXXX — MARKING REMOVAL LINE 6-INCH

TRAFFIC CONTROL LEGEND

- TYPE II / III BARRICADE
- TYPE II / III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- CONNECTED ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- ((S)) — CONNECTED WORK ZONE START LOCATION MARKER
- ((E)) — CONNECTED WORK ZONE END LOCATION MARKER
- FLEXIBLE TUBULAR MARKER POST/BASE
- TRAFFIC CONTROL 42-INCH CONE
- WORK AREA
- DIRECTION OF TRAFFIC
- TEMPORARY PEDESTRIAN BARRICADE
- TDWF — TEMPORARY DETECTABLE WARNING FIELD

N



PROJECT NO: 5350-02-75	HWY: USH 51	COUNTY: ROCK	TRAFFIC CONTROL - STAGE 2	SHEET 45	E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\DELAVAN\025101-TC2.DWG
LAYOUT NAME - 05

PLOT DATE : 3/16/2026 12:35 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:40 FT

TEMPORARY MARKING LEGEND

6Y-P	TEMPORARY MARKING LINE PAINT 6-INCH (YELLOW)
6Y-T	TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH (YELLOW)
6W-P	TEMPORARY MARKING LINE PAINT 6-INCH (WHITE)
6W-T	TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH (WHITE)
XW-T	TEMPORARY MARKING CROSSWALK REMOVABLE TAPE 6-INCH (WHITE)
10W-P	TEMPORARY MARKING LINE PAINT 10-INCH (WHITE)
ARW-P	TEMPORARY MARKING ARROW PAINT (TYPE 2, WHITE)
//////	TEMPORARY MARKING REMOVABLE MASK OUT TAPE 6-INCH
XXXX	MARKING REMOVAL LINE 6-INCH

I/‡	TYPE II / III BARRICADE
I/‡	TYPE II / III BARRICADE WTH ATTACHED SIGN
●	TRAFFIC CONTROL DRUM
●	TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
	CONNECTED ARROW BOARD
	SIGN ON PERMANENT SUPPORT
‡	SIGN ON TEMPORARY SUPPORT
((S))	CONNECTED WORK ZONE START LOCATION MARKER
((E))	CONNECTED WORK ZONE END LOCATION MARKER

TRAFFIC CONTROL LEGEND

⊙	FLEXIBLE TUBULAR MARKER POST/BASE
◎	TRAFFIC CONTROL 42-INCH CONE
	WORK AREA
⇨	DIRECTION OF TRAFFIC
	TEMPORARY PEDESTRIAN BARRICADE
TDWF	TEMPORARY DETECTABLE WARNING FIELD

N

LANE CLOSED
R11-2L
48"X30"

ROAD WORK AHEAD
W20-1A
@ WASHINGTON ST

RIVERSIDE STREET

SILL ELEV=767.90

SILL ELEV=767.52

SILL ELEV=767.65

BEGIN RIGHT TURN LANE
R3-2OR
24"X36"

6W-T

25'

11'

12.5'

+16.5
11.0' LT

+70
11.0' LT

MATCH LINE 623+00

624+00

625+00

626+00

627+00

628+00

MATCH LINE 629+00

USH 51 / CENTER AVE

+25
17.5' RT

© MP

IP

SILL ELEV=768.38

RIVERSIDE STREET

ROAD WORK AHEAD
W20-1A
@ LINN ST

TEMPORARY MARKING LEGEND

6Y-P	TEMPORARY MARKING LINE PAINT 6-INCH (YELLOW)
6Y-T	TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH (YELLOW)
6W-P	TEMPORARY MARKING LINE PAINT 6-INCH (WHITE)
6W-T	TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH (WHITE)
XW-T	TEMPORARY MARKING CROSSWALK REMOVABLE TAPE 6-INCH (WHITE)
10W-P	TEMPORARY MARKING LINE PAINT 10-INCH (WHITE)
ARW-P	TEMPORARY MARKING ARROW PAINT (TYPE 2, WHITE)
//////	TEMPORARY MARKING REMOVABLE MASK OUT TAPE 6-INCH
XXXX	MARKING REMOVAL LINE 6-INCH

TRAFFIC CONTROL LEGEND

TYPE II / III BARRICADE	FLEXIBLE TUBULAR MARKER POST/BASE
TYPE II / III BARRICADE WTH ATTACHED SIGN	TRAFFIC CONTROL 42-INCH CONE
TRAFFIC CONTROL DRUM	WORK AREA
TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT	DIRECTION OF TRAFFIC
CONNECTED ARROW BOARD	TEMPORARY PEDESTRIAN BARRICADE
SIGN ON PERMANENT SUPPORT	TDWF — TEMPORARY DETECTABLE WARNING FIELD
SIGN ON TEMPORARY SUPPORT	
CONNECTED WORK ZONE START LOCATION MARKER	
CONNECTED WORK ZONE END LOCATION MARKER	

ROAD WORK AHEAD W20-1A
@ WASHINGTON ST

LANE CLOSED
R11-2L
48"X30"

BEGIN RIGHT TURN LANE
R3-20R
24"X36"

WOH-2R
RIGHT LANE CLOSED AHEAD W20-5A
ROAD WORK AHEAD W20-1A
200' 200' 200'
((S))

MATCH LINE 629+00

630+00 631+00 632+00 633+00 634+00 635+00

6W-T
+53 11.0' LT
+20.1 11.0' LT
+20 11.0' LT
+00 22.0' LT
11'

ROCKPORT RD
USH 51 / CENTER AVE
WILSON AVE
SILL ELEV=773.41
DECK
CONC
ASPH

ROAD WORK AHEAD W20-1A
@ LINN ST

200'
((E))
END ROAD WORK
G20-2A
48"X24"

ROAD WORK AHEAD W20-1A
@ LINN ST

PROJECT NO: 5350-02-75	HWY: USH 51	COUNTY: ROCK	TRAFFIC CONTROL - STAGE 2	SHEET 47 E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\DELAVAN\025101-TC2.DWG
LAYOUT NAME - 07
PLOT DATE : 3/16/2026 12:35 PM
PLOT BY : AXT, ANDREW
PLOT NAME :
PLOT SCALE : 1 IN:40 FT

2

2

LEGEND

WORK AREA

TRAFFIC CONTROL SIGN ON TEMPORARY SUPPORT

TEMPORARY AUDIBLE MESSAGE DEVICE

TEMPORARY PEDESTRIAN DETOUR

NOTE: SEE SPECIAL PROVISIONS FOR ADDITIONAL INFORMATION REGARDING TEMPORARY PEDESTRIAN ROUTES.

N

TERRACE ST

STATE ST

DELAVAN DR

GRAND AVE

WISCONSIN & SOUTHERN RR

UNION PACIFIC RR

RIVERSIDE ST

WASHINGTON ST

USH 51 / CENTER AVE

SIDEWALK CLOSED AHEAD
R9-9A
30"X18"

DETOUR
M4-9BR
30"X24"

MESSAGE:
ATTENTION PEDESTRIANS. YOU ARE AT THE NORTHWEST CORNER OF THE CENTER AVENUE AND STATE STREET INTERSECTION. DUE TO CONSTRUCTION, THE SOUTHWEST CORNER OF THE CENTER AVENUE AND DELAVAN DRIVE INTERSECTION IS CLOSED. TO CONTINUE NORTH ON CENTER AVENUE, PROCEED EAST TO THE NORTHEAST CORNER OF THE INTERSECTION.

SIDEWALK CLOSED
R9-9
24"X12"

TEMPORARY PEDESTRIAN BARRICADE
FOR USE WITH USH 51 ROUTE Z

MESSAGE:
ATTENTION PEDESTRIANS. YOU ARE ON THE WEST SIDE OF CENTER AVENUE BETWEEN STATE STREET AND DELAVAN DRIVE. DUE TO CONSTRUCTION, THE SIDEWALK IS CLOSED. TO CONTINUE NORTH ON CENTER AVENUE, PROCEED SOUTH TO THE NORTHWEST CORNER OF THE STATE STREET INTERSECTION THEN PROCEED EAST.

M4-60D
30"X24"

DETOUR
M4-9BL
30"X24"

600 602 604 606 608 610 612 614 616 618 620 622 624 626 628

DETOUR
M4-9BL
30"X24"

DETOUR
M4-9BR
30"X24"

MESSAGE:
ATTENTION PEDESTRIANS. YOU ARE AT THE SOUTHEAST CORNER OF THE CENTER AVENUE AND DELAVAN DRIVE INTERSECTION. DUE TO CONSTRUCTION, THE CROSSING OF CENTER AVENUE IS CLOSED. TO CONTINUE WEST ON DELAVAN DRIVE, PROCEED NORTH TO THE NORTHEAST CORNER OF THE INTERSECTION. EASTBOUND PEDESTRIANS MAY CONTINUE EAST ALONG DELAVAN DR. NORTHBOUND AND SOUTHBOUND PEDESTRIANS MAY CONTINUE ALONG CENTER AVENUE.

M4-60D
30"X24"

DETOUR
M4-9BR
30"X24"

DETOUR
M4-9BL
30"X24"

DETOUR
M4-9BR
30"X24"

MESSAGE:
ATTENTION PEDESTRIANS. YOU ARE AT THE NORTHWEST CORNER OF THE CENTER AVENUE AND DELAVAN DRIVE INTERSECTION. DUE TO CONSTRUCTION, THE CROSSING OF DELAVAN DRIVE IS CLOSED. TO CONTINUE SOUTH ON CENTER AVENUE, PROCEED EAST TO THE NORTHEAST CORNER OF THE INTERSECTION. NORTHBOUND PEDESTRIANS MAY CONTINUE NORTH ALONG CENTER AVENUE. EASTBOUND AND WESTBOUND PEDESTRIANS MAY CONTINUE ALONG DELAVAN DRIVE.

MESSAGE:
ATTENTION PEDESTRIANS. YOU ARE AT THE NORTHEAST CORNER OF THE CENTER AVENUE AND DELAVAN DRIVE INTERSECTION. DUE TO CONSTRUCTION, THE SOUTHWEST CORNER OF THE CENTER AVENUE AND DELAVAN DRIVE INTERSECTION IS CLOSED. NORTHBOUND AND SOUTHBOUND PEDESTRIANS MAY CONTINUE ALONG CENTER AVENUE. WESTBOUND PEDESTRIANS MAY CONTINUE ALONG DELAVAN DRIVE. EASTBOUND PEDESTRIANS MAY CONTINUE TO THE SOUTHEAST CORNER OF THE INTERSECTION THEN PROCEED EAST.

MESSAGE:
ATTENTION PEDESTRIANS. YOU ARE AT THE NORTHEAST CORNER OF THE CENTER AVENUE AND STATE STREET INTERSECTION. DUE TO CONSTRUCTION, THE SOUTHWEST CORNER OF THE CENTER AVENUE AND DELAVAN DRIVE INTERSECTION IS CLOSED. TO CONTINUE NORTH ON CENTER AVENUE, PROCEED NORTH.

DELAVAN DR

PROJECT NO: 5350-02-75	HWY: USH 51	COUNTY: ROCK	TEMPORARY PEDESTRIAN ACCESS OVERVIEW (STAGE 2A)	SHEET 48	E

2

2

LEGEND

WORK AREA

TRAFFIC CONTROL SIGN ON TEMPORARY SUPPORT

TEMPORARY AUDIBLE MESSAGE DEVICE

TEMPORARY PEDESTRIAN DETOUR

NOTE: SEE SPECIAL PROVISIONS FOR ADDITIONAL INFORMATION REGARDING TEMPORARY PEDESTRIAN ROUTES.

N

TERRACE ST

WISCONSIN & SOUTHERN RR

UNION PACIFIC RR

STATE ST

DELAVAN DR

WASHINGTON ST

GRAND AVE

RIVERSIDE ST

USH 51 / CENTER AVE

MESSAGE:
ATTENTION PEDESTRIANS. YOU ARE AT THE NORTHWEST CORNER OF THE CENTER AVENUE AND STATE STREET INTERSECTION. DUE TO CONSTRUCTION, THE SOUTHWEST CORNER OF THE CENTER AVENUE AND DELAVAN DRIVE INTERSECTION IS CLOSED. TO CONTINUE NORTH ON CENTER AVENUE, PROCEED NORTH..

MESSAGE:
ATTENTION PEDESTRIANS. YOU ARE AT THE NORTHWEST CORNER OF THE CENTER AVENUE AND DELAVAN DRIVE INTERSECTION. DUE TO CONSTRUCTION, THE SOUTHEAST CORNER OF THE CENTER AVENUE AND DELAVAN DRIVE INTERSECTION IS CLOSED. NORTHBOUND AND SOUTHBOUND PEDESTRIANS MAY CONTINUE ALONG CENTER AVENUE. WESTBOUND PEDESTRIANS MAY CONTINUE ALONG DELAVAN DRIVE. EASTBOUND PEDESTRIANS MAY CONTINUE TO THE NORTHEAST CORNER OF THE INTERSECTION THEN PROCEED SOUTH.

DETOUR
M4-9BR
30"X24"

DETOUR
M4-9BL
30"X24"

DETOUR
M4-9BL
30"X24"

DETOUR
M4-9BR
30"X24"

600 602 604 606 608 610 612 614 616 618 620 622 624 626 628

SIDEWALK CLOSED
R9-9
24"X12"

SIDEWALK CLOSED AHEAD
R9-9A
30"X18"

SIDEWALK CLOSED AHEAD
R9-9A
30"X18"

DETOUR
M4-9BL
30"X24"

DETOUR
M4-9BR
30"X24"

M4-60R
30"X24"

MESSAGE:
ATTENTION PEDESTRIANS. YOU ARE ON THE EAST SIDE OF CENTER AVENUE BETWEEN STATE STREET AND DELAVAN DRIVE. DUE TO CONSTRUCTION, THE SIDEWALK IS CLOSED. TO CONTINUE NORTH ON CENTER AVENUE, PROCEED SOUTH TO THE NORTHEAST CORNER OF THE STATE STREET INTERSECTION THEN PROCEED WEST.

MESSAGE:
ATTENTION PEDESTRIANS. YOU ARE AT THE SOUTHEAST CORNER OF THE CENTER AVENUE AND DELAVAN DRIVE INTERSECTION. DUE TO CONSTRUCTION, THE SOUTHEAST CORNER OF THE CENTER AVENUE AND DELAVAN DRIVE INTERSECTION IS CLOSED. BOTH WESTBOUND PEDESTRIANS AND THOSE PEDESTRIANS WISHING TO USE CENTER AVENUE SHOULD PROCEED WEST AND FOLLOW THE BARRICADES TO THE NORTHEAST CORNER OF THE INTERSECTION.

MESSAGE:
ATTENTION PEDESTRIANS. YOU ARE AT THE NORTHEAST CORNER OF THE CENTER AVENUE AND DELAVAN DRIVE INTERSECTION. DUE TO CONSTRUCTION, THE SOUTHEAST CORNER OF THE CENTER AVENUE AND DELAVAN DRIVE INTERSECTION IS CLOSED. SOUTHBOUND PEDESTRIANS SHOULD PROCEED WEST TO THE NORTHWEST CORNER OF THE INTERSECTION THEN PROCEED SOUTH. NORTHBOUND PEDESTRIANS MAY CONTINUE ALONG CENTER AVENUE. EASTBOUND PEDESTRIANS SHOULD PROCEED SOUTH AND FOLLOW THE BARRICADES TO THE SOUTH SIDE OF DELAVAN DRIVE. WESTBOUND PEDESTRIANS MAY CONTINUE ALONG DELAVAN DRIVE.

MESSAGE:
ATTENTION PEDESTRIANS. YOU ARE AT THE NORTHEAST CORNER OF THE CENTER AVENUE AND STATE STREET INTERSECTION. DUE TO CONSTRUCTION, THE SOUTHEAST CORNER OF THE CENTER AVENUE AND DELAVAN DRIVE INTERSECTION IS CLOSED. TO CONTINUE NORTH ON CENTER AVENUE, PROCEED WEST TO THE NORTHWEST CORNER OF THE INTERSECTION..

PROJECT NO: 5350-02-75	HWY: USH 51	COUNTY: ROCK	TEMPORARY PEDESTRIAN ACCESS OVERVIEW (STAGE 2B)	SHEET 49	E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\DELAVAN\025100-TC-PEDOV2B.DWG
LAYOUT NAME - PO

PLOT DATE : 3/16/2026 12:36 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:200 FT

WISDOT/CADDS SHEET 42

2

2

LEGEND

WORK AREA

TRAFFIC CONTROL SIGN ON TEMPORARY SUPPORT

TEMPORARY AUDIBLE MESSAGE DEVICE

TEMPORARY PEDESTRIAN DETOUR (USH 51 ROUTE)

NOTE: SEE SPECIAL PROVISIONS FOR ADDITIONAL INFORMATION REGARDING TEMPORARY PEDESTRIAN ROUTES.

N

TERRACE ST

STATE ST

WASHINGTON ST

DELAVAN DR

GRAND AVE

WISCONSIN & SOUTHERN RR

UNION PACIFIC RR

RIVERSIDE ST

USH 51 / CENTER AVE

DELAVAN DR

MESSAGE:
ATTENTION PEDESTRIANS. YOU ARE AT THE SOUTHWEST CORNER OF THE CENTER AVENUE AND DELAVAN DRIVE INTERSECTION. DUE TO CONSTRUCTION, THE NORTHWEST CORNER OF THE CENTER AVENUE AND DELAVAN DRIVE INTERSECTION IS CLOSED. TO CONTINUE NORTH ON CENTER AVENUE, PROCEED EAST TO THE SOUTHWEST CORNER OF THE INTERSECTION. TO CONTINUE WEST ON DELAVAN DRIVE, PROCEED NORTH AND FOLLOW THE TEMPORARY BARRICADES TO THE NORTH SIDE OF DELAVAN DRIVE. EASTBOUND PEDESTRIANS MAY CONTINUE ALONG DELAVAN DRIVE.

SIDEWALK CLOSED AHEAD
R9-9A
30"X18"

DETOUR
M4-9BR
30"X24"

MESSAGE:
ATTENTION PEDESTRIANS. YOU ARE AT THE NORTHWEST CORNER OF THE CENTER AVENUE AND RIVERSIDE STREET INTERSECTION. DUE TO CONSTRUCTION, THE NORTHWEST CORNER OF THE CENTER AVENUE AND DELAVAN DRIVE INTERSECTION IS CLOSED. TO CONTINUE SOUTH ON CENTER AVENUE, PROCEED EAST TO THE NORTHEAST CORNER OF THE INTERSECTION.

SIDEWALK CLOSED AHEAD
R9-9A
30"X18"

DETOUR
M4-9BL
30"X24"

TEMPORARY PEDESTRIAN BARRICADE FOR USE WITH USH 51 ROUTE Y

SIDEWALK CLOSED
R9-9
24"X12"

600 602 604 606 608 610 612 614 616 618 620 622 624 626 628

MESSAGE:
ATTENTION PEDESTRIANS. YOU ARE ON THE WEST SIDE OF CENTER AVENUE BETWEEN RIVERSIDE STREET AND THE ROCK RIVER BRIDGE. DUE TO CONSTRUCTION, THE SIDEWALK IS CLOSED. TO CONTINUE SOUTH ON CENTER AVENUE, PROCEED NORTH TO THE NORTHWEST CORNER OF THE RIVERSIDE STREET INTERSECTION THEN PROCEED EAST.

DETOUR
M4-9BR
30"X24"

DETOUR
M4-9BL
30"X24"

MESSAGE:
ATTENTION PEDESTRIANS. YOU ARE AT THE NORTHEAST CORNER OF THE CENTER AVENUE AND RIVERSIDE STREET INTERSECTION. DUE TO CONSTRUCTION, THE NORTHWEST CORNER OF THE CENTER AVENUE AND DELAVAN DRIVE INTERSECTION IS CLOSED. TO CONTINUE SOUTH ON CENTER AVENUE, PROCEED SOUTH.

MESSAGE:
ATTENTION PEDESTRIANS. YOU ARE AT THE SOUTHEAST CORNER OF THE CENTER AVENUE AND DELAVAN DRIVE INTERSECTION. DUE TO CONSTRUCTION, THE NORTHWEST CORNER OF THE CENTER AVENUE AND DELAVAN DRIVE INTERSECTION IS CLOSED. NORTHBOUND AND SOUTHBOUND PEDESTRIANS MAY CONTINUE ALONG CENTER AVENUE. EASTBOUND AND WESTBOUND PEDESTRIANS MAY CONTINUE ALONG DELAVAN DRIVE.

DETOUR
M4-9BR
30"X24"

DETOUR
M4-9BL
30"X24"

M4-60D
30"X24"

MESSAGE:
ATTENTION PEDESTRIANS. YOU ARE AT THE NORTHEAST CORNER OF THE CENTER AVENUE AND DELAVAN DRIVE INTERSECTION. DUE TO CONSTRUCTION, THE CROSSING OF CENTER AVENUE IS CLOSED. EASTBOUND AND WESTBOUND PEDESTRIANS MAY CONTINUE TO THE SOUTHEAST CORNER OF THE INTERSECTION AND THEN PROCEED EAST OR WEST. NORTHBOUND AND SOUTHBOUND PEDESTRIANS MAY CONTINUE ALONG CENTER AVENUE.

PROJECT NO: 5350-02-75	HWY: USH 51	COUNTY: ROCK	TEMPORARY PEDESTRIAN ACCESS OVERVIEW (STAGE 2C - USH 51)	SHEET 50	E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\DELAVAN\025100-TC-PEDOV2C-51.DWG
LAYOUT NAME - PO

PLOT DATE : 3/16/2026 12:37 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:200 FT

WISDOT/CADDS SHEET 42

2

MESSAGE:
ATTENTION PEDESTRIANS. YOU ARE AT THE NORTHEAST CORNER OF THE DELAVAN DRIVE AND TERRACE STREET INTERSECTION. DUE TO CONSTRUCTION, THE NORTHWEST AND SOUTHWEST CORNERS OF THE CENTER AVENUE AND GRAND AVENUE INTERSECTION ARE CLOSED. TO CONTINUE TO CENTER AVENUE, PROCEED EAST ALONG DELAVAN DRIVE.

MESSAGE:
ATTENTION PEDESTRIANS. YOU ARE AT THE SOUTHEAST CORNER OF THE GRAND AVENUE AND TERRACE STREET INTERSECTION. DUE TO CONSTRUCTION, THE SOUTHWEST CORNER OF THE CENTER AVENUE AND GRAND AVENUE INTERSECTION IS CLOSED. TO CONTINUE TO CENTER AVENUE, PROCEED SOUTH ALONG TERRACE STREET.

MESSAGE:
ATTENTION PEDESTRIANS. YOU ARE AT THE NORTHEAST CORNER OF THE GRAND AVENUE AND TERRACE STREET INTERSECTION. DUE TO CONSTRUCTION, THE NORTHWEST CORNER OF THE CENTER AVENUE AND GRAND AVENUE INTERSECTION IS CLOSED. TO CONTINUE TO CENTER AVENUE, PROCEED SOUTH ALONG TERRACE STREET.

MESSAGE:
ATTENTION PEDESTRIANS. YOU ARE AT THE NORTHWEST CORNER OF THE CENTER AVENUE AND DELAVAN DRIVE INTERSECTION. DUE TO CONSTRUCTION, THE CROSSING OF CENTER AVENUE IS CLOSED. TO CONTINUE EAST ALONG DELAVAN DRIVE, PROCEED SOUTH AND FOLLOW THE BARRICADES TO THE SOUTHWEST CORNER OF THE INTERSECTION. WESTBOUND PEDESTRIANS MAY PROCEED WEST ALONG DELAVAN DRIVE. PEDESTRIANS WISHING TO USE GRAND AVENUE SHOULD PROCEED WEST ALONG DELAVAN DRIVE THEN NORTH ALONG TERRACE STREET.

MESSAGE:
ATTENTION PEDESTRIANS. YOU ARE ON THE NORTH SIDE OF GRAND AVENUE BETWEEN CENTER AVENUE AND TERRACE STREET. DUE TO CONSTRUCTION, THE SIDEWALK IS CLOSED. TO CONTINUE TO CENTER AVENUE, PROCEED WEST ALONG GRAND AVENUE THEN SOUTH ALONG TERRACE STREET.

MESSAGE:
ATTENTION PEDESTRIANS. YOU ARE ON THE SOUTH SIDE OF GRAND AVENUE JUST WEST OF CENTER AVENUE. DUE TO CONSTRUCTION, THE SIDEWALK IS CLOSED. TO CONTINUE TO CENTER AVENUE, PROCEED WEST ALONG GRAND AVENUE THEN SOUTH ALONG TERRACE STREET.

DETOUR
M4-9BR
30"X24"

DETOUR
M4-9BL
30"X24"

DETOUR
M4-9BR
30"X24"

DETOUR
M4-9BR
30"X24"

SIDEWALK CLOSED AHEAD
R9-9A
30"X18"

SIDEWALK CLOSED AHEAD
R9-9A
30"X18"

SIDEWALK CLOSED
R9-9
24"X12"

SIDEWALK CLOSED
R9-9
24"X12"

M4-60R
30"X24"

LEGEND

- WORK AREA
- TRAFFIC CONTROL SIGN ON TEMPORARY SUPPORT
- TEMPORARY AUDIBLE MESSAGE DEVICE
- TEMPORARY PEDESTRIAN DETOUR (GRAND AVE ROUTE)

NOTE: SEE SPECIAL PROVISIONS FOR ADDITIONAL INFORMATION REGARDING TEMPORARY PEDESTRIAN ROUTES.

N

TERRACE ST
DELAVAN DR
GRAND AVE
STATE ST
WASHINGTON ST
WISCONSIN & SOUTHERN RR
UNION PACIFIC RR
RIVERSIDE ST
USH 51 / CENTER AVE
DELAVAN DR

598 600 602 604 606 608 610 612 614 616 618 620 622 624 626 628

PROJECT NO: 5350-02-75	HWY: USH 51	COUNTY: ROCK	TEMPORARY PEDESTRIAN ACCESS OVERVIEW (STAGE 2C - GRAND AVE)	SHEET 51	E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\DELAVAN\025100-TC-PEDOV2C-GRAND.DWG
LAYOUT NAME - PO

PLOT DATE : 3/16/2026 12:37 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:200 FT

2

2

LEGEND

WORK AREA

TRAFFIC CONTROL SIGN ON TEMPORARY SUPPORT

TEMPORARY AUDIBLE MESSAGE DEVICE

TEMPORARY PEDESTRIAN DETOUR

NOTE: SEE SPECIAL PROVISIONS FOR ADDITIONAL INFORMATION REGARDING TEMPORARY PEDESTRIAN ROUTES.

N

TERRACE ST

STATE ST

DELAVAN DR

GRAND AVE

WISCONSIN & SOUTHERN RR

UNION PACIFIC RR

RIVERSIDE ST

WASHINGTON ST

USH 51 / CENTER AVE

DELAVAN DR

MESSAGE:
ATTENTION PEDESTRIANS. YOU ARE AT THE SOUTHWEST CORNER OF THE CENTER AVENUE AND DELAVAN DRIVE INTERSECTION. DUE TO CONSTRUCTION, THE NORTHEAST CORNER OF THE CENTER AVENUE AND DELAVAN DRIVE INTERSECTION IS CLOSED. NORTHBOUND PEDESTRIANS MAY CONTINUE NORTH ALONG CENTER AVENUE. TO CONTINUE WEST ON DELAVAN DRIVE, PROCEED NORTH TO THE NORTHWEST CORNER OF THE INTERSECTION THEN PROCEED WEST. TO CONTINUE EAST ALONG DELAVAN DRIVE, PROCEED EAST.

DETOUR
M4-9BL
30"X24"

DETOUR
M4-9BR
30"X24"

MESSAGE:
ATTENTION PEDESTRIANS. YOU ARE AT THE NORTHWEST CORNER OF THE CENTER AVENUE AND RIVERSIDE STREET INTERSECTION. DUE TO CONSTRUCTION, THE NORTHEAST CORNER OF THE CENTER AVENUE AND DELAVAN DRIVE INTERSECTION IS CLOSED. TO CONTINUE SOUTH ON CENTER AVENUE, PROCEED SOUTH.

DETOUR
M4-9BR
30"X24"

DETOUR
M4-9BL
30"X24"

600 602 604 606 608 610 612 614 616 618 620 622 624 626 628

MESSAGE:
ATTENTION PEDESTRIANS. YOU ARE AT THE SOUTHEAST CORNER OF THE CENTER AVENUE AND DELAVAN DRIVE INTERSECTION. DUE TO CONSTRUCTION, THE CROSSING OF DELAVAN DRIVE IS CLOSED. NORTHBOUND AND WESTBOUND PEDESTRIANS MAY PROCEED WEST TO THE SOUTHWEST CORNER OF THE INTERSECTION THEN PROCEED NORTH. EASTBOUND PEDESTRIANS MAY CONTINUE ALONG DELAVAN DRIVE.

SIDEWALK CLOSED AHEAD
R9-9A
30"X18"

DETOUR
M4-9BL
30"X24"

SIDEWALK CLOSED
R9-9
24"X12"

MESSAGE:
ATTENTION PEDESTRIANS. YOU ARE ON THE EAST SIDE OF CENTER AVENUE BETWEEN RIVERSIDE STREET AND THE ROCK RIVER BRIDGE. DUE TO CONSTRUCTION, THE SIDEWALK IS CLOSED. TO CONTINUE SOUTH ON CENTER AVENUE, PROCEED NORTH TO THE NORTHEAST CORNER OF THE RIVERSIDE STREET INTERSECTION THEN PROCEED WEST.

SIDEWALK CLOSED AHEAD
R9-9A
30"X18"

DETOUR
M4-9BR
30"X24"

MESSAGE:
ATTENTION PEDESTRIANS. YOU ARE AT THE NORTHEAST CORNER OF THE CENTER AVENUE AND RIVERSIDE STREET INTERSECTION. DUE TO CONSTRUCTION, THE NORTHEAST CORNER OF THE CENTER AVENUE AND DELAVAN DRIVE INTERSECTION IS CLOSED. TO CONTINUE SOUTH ON CENTER AVENUE, PROCEED WEST TO THE NORTHWEST CORNER OF THE INTERSECTION THEN PROCEED SOUTH.

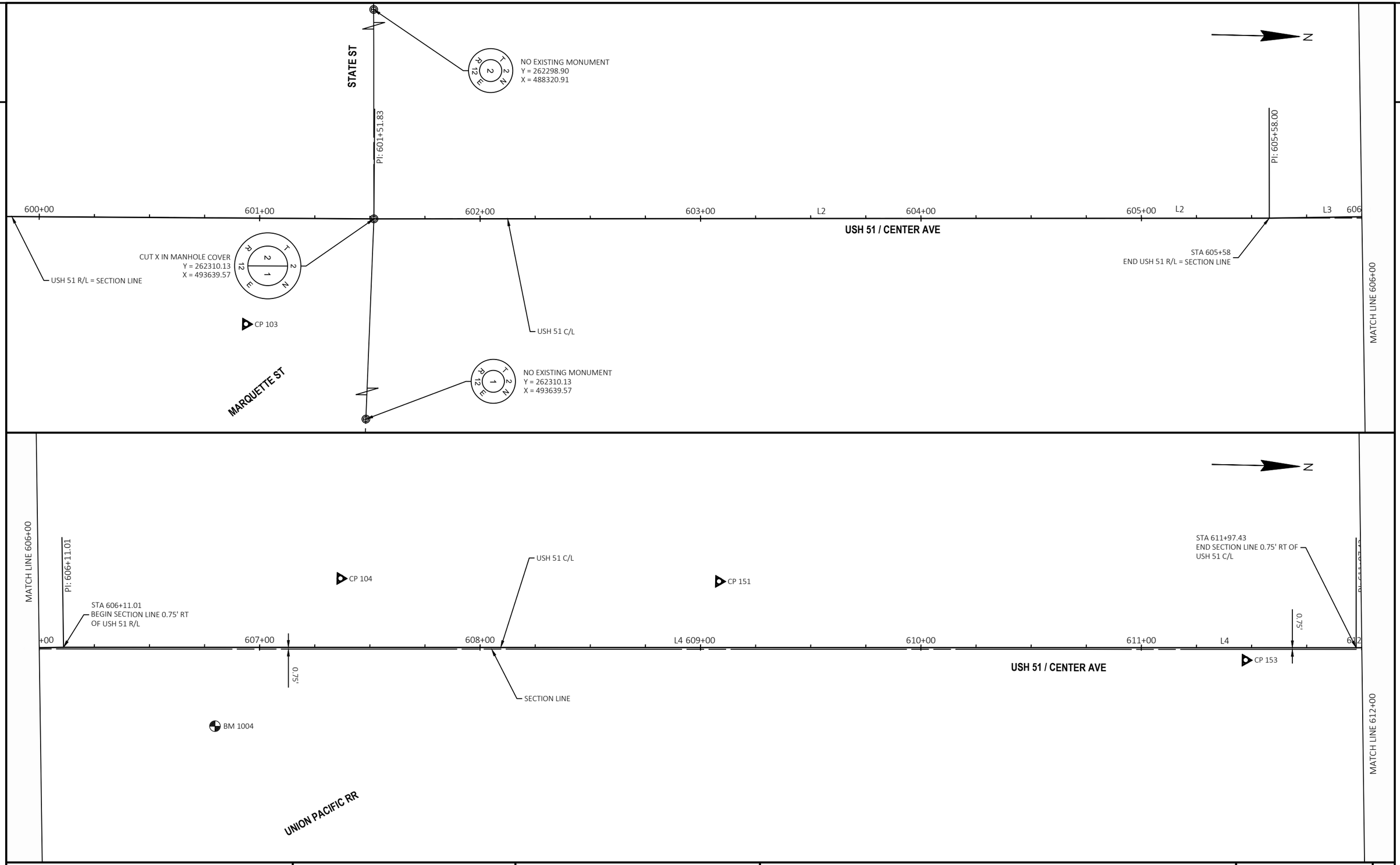
PROJECT NO: 5350-02-75	HWY: USH 51	COUNTY: ROCK	TEMPORARY PEDESTRIAN ACCESS OVERVIEW (STAGE 2D)	SHEET 52	E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\DELAVAN\025100-TC-PEDOV2D.DWG
LAYOUT NAME - PO

PLOT DATE : 3/16/2026 12:38 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:200 FT

WISDOT/CADDS SHEET 42

2

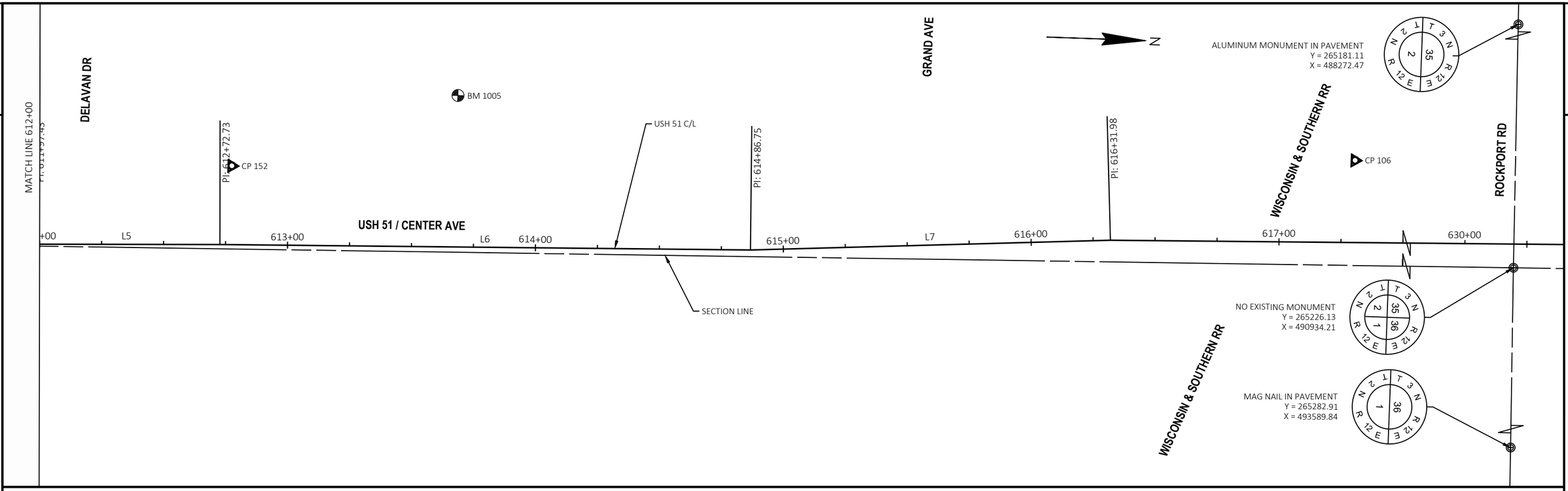


PROJECT NO: 5350-02-75	HWY: USH 51	COUNTY: ROCK	ALIGNMENT PLAN	SHEET 53	E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\DELAVAN\027201-AD.DWG
LAYOUT NAME - 01

PLOT DATE : 3/12/2026 9:20 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 44



2

PROJECT NO: 5350-02-75	HWY: USH 51	COUNTY: ROCK	ALIGNMENT PLAN	SHEET 54	E

ALIGNMENT TABLE - USH 51 C/L						
NUMBER	BEGIN LINE (STA)	END LINE (STA)	BEGIN LINE (Y,X)	END LINE (Y,X)	LENGTH	BEARING AHEAD
L1	575+00.00	601+51.83	259707.75 491037.32	262359.28 490997.95	2651.83'	N0°51'02.3"W
L2	601+51.83	605+58.00	262359.28 490997.95	262765.36 490988.92	406.17'	N1°16'25.4"W
L3	605+58.00	606+11.01	262765.36 490988.92	262818.33 490987.00	53.01'	N2°05'04.0"W
L4	606+11.01	611+97.43	262818.33 490987.00	263404.61 490973.96	586.42'	N1°16'25.4"W
L5	611+97.43	612+72.73	263404.61 490973.96	263479.86 490971.32	75.30'	N2°00'24.5"W
L6	612+72.73	614+86.75	263479.86 490971.32	263693.81 490965.60	214.02'	N1°31'55.5"W
L7	614+86.75	616+31.98	263693.81 490965.60	263838.74 490956.33	145.23'	N3°39'28.7"W
L8	616+31.98	622+41.54	263838.74 490956.33	264448.07 490939.56	609.55'	N1°34'38.5"W
L9	622+41.54	626+41.21	264448.07 490939.56	264847.59 490928.54	399.67'	N1°34'47.1"W
L10	626+41.21	627+13.30	264847.59 490928.54	264919.59 490925.02	72.09'	N2°47'43.8"W
L15	627+13.30	628+18.01	264919.59 490925.02	265024.28 490922.69	104.72'	N1°16'25.4"W
L16	628+18.01	629+18.09	265024.28 490922.69	265124.17 490916.47	100.08'	N3°33'51.6"W
L17	629+18.09	629+88.35	265124.17 490916.47	265194.40 490914.91	70.26'	N1°16'25.4"W
L11	629+88.35	630+57.35	265194.40 490914.91	265263.27 490910.73	69.00'	N3°28'18.9"W
L18	630+57.35	631+81.71	265263.27 490910.73	265387.54 490905.84	124.36'	N2°15'08.3"W
L19	631+81.71	632+81.79	265387.54 490905.84	265487.62 490905.91	100.08'	N0°02'17.9"E
L20	632+81.79	643+26.64	265487.62 490905.91	266531.66 490864.85	1044.85'	N2°15'08.3"W

BENCHMARKS & CONTROL POINTS TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
BM 1003	601+39.83	105.63' RT	262348.853	491103.751	839.880	NW CORNER OF AT&T CONCRETE PAD
BM 1004	606+79.74	35.79' RT	262887.838	491021.247	839.085	ALUMINUM CAP ON SE-MOST WALL OF BRIDGE
BM 1005	613+68.09	61.02' LT	263573.555	490907.780	809.697	NE CORNER OF CONCRETE FLAGPOLE BASE AT 966 CENTER AVE
BM 1008	630+59.60	43.88' LT	265263.801	490866.799	772.708	NE CORNER OF STOOP AT 624 CENTER AVE
CP 103	600+94.10	48.11' RT	262302.278	491046.917	840.189	CAPPED 1″ IRON PIPE AT THE SE QUADRANT OF THE MARQUETTE ST INTERSECTION
CP 104	607+36.63	31.31' LT	262943.222	490952.902	835.690	CAPPED 1″ IRON PIPE IN THE WEST TERRACE AT 1038 CENTER AVE
CP 106	617+30.33	33.10' LT	263936.138	490920.536	803.454	CUT "T" IN THE WEST SIDEWALK ON THE NORTH SIDE OF RAILROAD BRIDGE
CP 108	630+54.82	80.70' RT	265265.634	490991.440	772.452	CAPPED 1″ BEHIND WALK AT THE NE QUADRANT OF THE ROCKPORT RD INTERSECTION
CP 151	609+08.36	30.01' LT	263114.938	490950.380	832.009	CUT "T" IN THE SIDEWALK ON THE WEST SIDE OF CENTER AVE
CP 152	612+77.18	31.74' LT	263483.459	490939.475	810.053	CUT "T" IN THE SIDEWALK IN THE NW QUADRANT OF THE DELAVAN DR INTERSECTION
CP 153	611+47.28	5.63' RT	263354.594	490980.708	817.025	CUT "T" IN THE CONCRETE MEDIAN OF CENTER AVE AT THE DELAVAN DR INTERSECTION

Estimate Of Quantities

Line	Item	Item Description	Unit	Total	5350-02-65 Qty	5350-02-75 Qty
0002	204.0100	Removing Concrete Pavement	SY	218.000		218.000
0004	204.0105	Removing Concrete Pavement Butt Joints	SY	41.000		41.000
0006	204.0109.S	Removing Concrete Surface Partial Depth	SF	26,238.000		26,238.000
0008	204.0115	Removing Asphaltic Surface Butt Joints	SY	107.000		107.000
0010	204.0120	Removing Asphaltic Surface Milling	SY	4,348.000		4,348.000
0012	204.0150	Removing Curb & Gutter	LF	336.000		336.000
0014	204.0155	Removing Concrete Sidewalk	SY	333.000		333.000
0016	205.0100	Excavation Common	CY	83.000		83.000
0018	213.0100	Finishing Roadway (project) 001. 5350-02-65	EACH	1.000	1.000	
0020	213.0100	Finishing Roadway (project) 002. 5350-02-75	EACH	1.000		1.000
0022	305.0120	Base Aggregate Dense 1 1/4-Inch	TON	291.000		291.000
0024	320.0145	Concrete Base 8-Inch	SY	76.000		76.000
0026	320.0165	Concrete Base 10-Inch	SY	32.000		32.000
0028	416.0610	Drilled Tie Bars	EACH	245.000		245.000
0030	416.1725	Concrete Pavement Replacement SHES	SY	67.000		67.000
0032	455.0605	Tack Coat	GAL	397.000		397.000
0034	460.2000	Incentive Density HMA Pavement	DOL	520.000		520.000
0036	460.6424	HMA Pavement 4 MT 58-28 H	TON	807.000		807.000
0038	465.0120	Asphaltic Surface Driveways and Field Entrances	TON	3.000		3.000
0040	502.3200	Protective Surface Treatment	SY	383.000	383.000	
0042	502.3215	Protective Surface Treatment Reseal	SY	121.000	121.000	
0044	509.0301	Preparation Decks Type 1	SY	25.000	25.000	
0046	509.1200	Curb Repair	LF	133.000	133.000	
0048	509.1500	Concrete Surface Repair	SF	10.000	10.000	
0050	509.2500	Concrete Masonry Overlay Decks	CY	22.000	22.000	
0052	509.9010.S	Removing Asphaltic Concrete Deck Overlay (structure) 001. B-53-135	SY	383.000	383.000	
0054	601.0417	Concrete Curb & Gutter 30-Inch Type K	LF	534.000		534.000
0056	601.0419	Concrete Curb & Gutter 30-Inch Type L	LF	25.000		25.000
0058	601.0600	Concrete Curb Pedestrian	LF	79.000		79.000
0060	602.0405	Concrete Sidewalk 4-Inch	SF	2,723.000		2,723.000
0062	602.0415	Concrete Sidewalk 6-Inch	SF	371.000		371.000
0064	602.0515	Curb Ramp Detectable Warning Field Natural Patina	SF	90.000		90.000
0066	602.0615	Curb Ramp Detectable Warning Field Radial Natural Patina	SF	16.000		16.000
0068	602.0820	Concrete Driveway 8-Inch	SY	46.000		46.000
0070	611.8110	Adjusting Manhole Covers	EACH	4.000		4.000
0072	611.8115	Adjusting Inlet Covers	EACH	9.000		9.000
0074	619.1000	Mobilization	EACH	1.000	0.140	0.860
0076	620.0300	Concrete Median Sloped Nose	SF	20.000		20.000
0078	624.0100	Water	MGAL	6.000		6.000
0080	625.0100	Topsoil	SY	346.000		346.000
0082	627.0200	Mulching	SY	20.000		20.000
0084	628.1905	Mobilizations Erosion Control	EACH	5.000		5.000
0086	628.1910	Mobilizations Emergency Erosion Control	EACH	5.000		5.000
0088	628.7010	Inlet Protection Type B	EACH	12.000		12.000
0090	628.7015	Inlet Protection Type C	EACH	18.000		18.000
0092	629.0210	Fertilizer Type B	CWT	0.230		0.230
0094	630.0200	Seeding Temporary	LB	1.000		1.000
0096	631.0300	Sod Water	MGAL	9.000		9.000
0098	631.1000	Sod Lawn	SY	346.000		346.000

Line	Item	Item Description	Unit	Total	5350-02-65 Qty	5350-02-75 Qty
0100	634.0616	Posts Wood 4x6-Inch X 16-FT	EACH	2.000		2.000
0102	634.0809	Posts Tubular Steel 2x2-Inch X 9.5-FT	EACH	2.000		2.000
0104	634.0811	Posts Tubular Steel 2x2-Inch X 11-FT	EACH	5.000		5.000
0106	634.0814	Posts Tubular Steel 2x2-Inch X 14-FT	EACH	2.000		2.000
0108	637.2210	Signs Type II Reflective H	SF	77.750		77.750
0110	637.2230	Signs Type II Reflective F	SF	9.000		9.000
0112	638.2102	Moving Signs Type II	EACH	2.000		2.000
0114	638.2602	Removing Signs Type II	EACH	4.000		4.000
0116	638.3000	Removing Small Sign Supports	EACH	2.000		2.000
0118	638.4000	Moving Small Sign Supports	EACH	2.000		2.000
0120	643.0300	Traffic Control Drums	DAY	8,131.000		8,131.000
0122	643.0420	Traffic Control Barricades Type III	DAY	2,316.000		2,316.000
0124	643.0500	Traffic Control Flexible Tubular Marker Posts	EACH	25.000		25.000
0126	643.0600	Traffic Control Flexible Tubular Marker Bases	EACH	25.000		25.000
0128	643.0705	Traffic Control Warning Lights Type A	DAY	4,632.000		4,632.000
0130	643.0715	Traffic Control Warning Lights Type C	DAY	1,105.000		1,105.000
0132	643.0810	Traffic Control Connected Arrow Boards	DAY	160.000		160.000
0134	643.0900	Traffic Control Signs	DAY	6,252.000		6,252.000
0136	643.1050	Traffic Control Signs PCMS	DAY	42.000		42.000
0138	643.1070	Traffic Control Cones 42-Inch	DAY	9,276.000		9,276.000
0140	643.1220	Traffic Control Connected Work Zone Start and End Location Markers	DAY	315.000		315.000
0142	643.3165	Temporary Marking Line Paint 6-Inch	LF	4,044.000		4,044.000
0144	643.3180	Temporary Marking Line Removable Tape 6-Inch	LF	9,389.000		9,389.000
0146	643.3265	Temporary Marking Line Paint 10-Inch	LF	70.000		70.000
0148	643.3280	Temporary Marking Line Removable Tape 10-Inch	LF	100.000		100.000
0150	643.3305	Temporary Marking Crosswalk Paint 6-inch	LF	167.000		167.000
0152	643.3350	Temporary Marking Crosswalk Removable Tape 6-Inch	LF	315.000		315.000
0154	643.3505	Temporary Marking Arrow Paint	EACH	1.000		1.000
0156	643.3550	Temporary Marking Arrow Removable Tape	EACH	2.000		2.000
0158	643.3960	Temporary Marking Removable Mask Out Tape 6-Inch	LF	150.000		150.000
0160	643.5000	Traffic Control	EACH	1.000		1.000
0162	644.1430	Temporary Pedestrian Surface Plate	SF	50.000		50.000
0164	644.1440	Temporary Pedestrian Surface Matting	SF	80.000		80.000
0166	644.1601	Temporary Pedestrian Curb Ramp	DAY	20.000		20.000
0168	644.1605	Temporary Pedestrian Detectable Warning Field	SF	130.000		130.000
0170	644.1810	Temporary Pedestrian Barricade	LF	935.000		935.000
0172	644.1900.S	Temporary Audible Message Devices	DAY	230.000		230.000
0174	646.2020	Marking Line Epoxy 6-Inch	LF	2,768.000		2,768.000
0176	646.4020	Marking Line Epoxy 10-Inch	LF	264.000		264.000
0178	646.5020	Marking Arrow Epoxy	EACH	3.000		3.000
0180	646.6020	Marking Stop Line Epoxy 12-Inch	LF	27.000		27.000
0182	646.6120	Marking Stop Line Epoxy 18-Inch	LF	135.000		135.000
0184	646.7420	Marking Crosswalk Epoxy Transverse Line 6-Inch	LF	411.000		411.000
0186	646.8120	Marking Curb Epoxy	LF	26.000		26.000
0188	646.8220	Marking Island Nose Epoxy	EACH	2.000		2.000
0190	646.9002	Marking Removal Line 6-Inch	LF	225.000		225.000
0192	650.4500	Construction Staking Subgrade	LF	237.000		237.000
0194	650.5500	Construction Staking Curb Gutter and Curb & Gutter	LF	542.000		542.000
0196	650.6501	Construction Staking Structure Layout (structure) 001. B-53-135	EACH	1.000	1.000	

					5350-02-65	5350-02-75
Line	**Item**	**Item Description**	**Unit**	**Total**	**Qty**	**Qty**
0198	650.8000	Construction Staking Resurfacing Reference	LF	1,029.000		1,029.000
0200	650.9000	Construction Staking Curb Ramps	EACH	12.000		12.000
0202	650.9500	Construction Staking Sidewalk (project) 001. 5350-02-75	EACH	1.000		1.000
0204	650.9911	Construction Staking Supplemental Control (project) 001. 5350-02-75	EACH	1.000		1.000
0206	650.9920	Construction Staking Slope Stakes	LF	237.000		237.000
0208	690.0150	Sawing Asphalt	LF	68.000		68.000
0210	690.0250	Sawing Concrete	LF	773.000		773.000
0212	715.0502	Incentive Strength Concrete Structures	DOL	500.000	500.000	
0214	ASP.1T0A	On-the-Job Training Apprentice at $5.00/HR	HRS	1,200.000		1,200.000
0216	ASP.1T0G	On-the-Job Training Graduate at $5.00/HR	HRS	600.000		600.000
0218	SPV.0060	Special 101. Utility Line Opening (ULO)	EACH	10.000		10.000
0220	SPV.0060	Special 102. Adjusting Water Valve Boxes	EACH	3.000		3.000
0222	SPV.0060	Special 103. Storm Sewer Structure Repair	EACH	1.000		1.000
0224	SPV.0060	Special 104. Manhole Covers Type COJ	EACH	1.000		1.000
0226	SPV.0060	Special 105. Installing City Supplied Street Name Signs	EACH	2.000		2.000
0228	SPV.0060	Special 401. Near-Surface Mounted Carbon Fiber Reinforcement	EACH	22.000	22.000	
0230	SPV.0090	Special 101. Concrete Curb & Gutter 18-Inch Type K	LF	13.000		13.000
0232	SPV.0090	Special 102. Concrete Joint and Crack Plunge Milling and Patching	LF	568.000		568.000
0234	SPV.0090	Special 103. Concrete Joint and Crack Cleaning	LF	1,256.000		1,256.000

3

3

REMOVALS

CATEGORY	STATION	TO	STATION	LOCATION	204.0100 REMOVING CONCRETE PAVEMENT SY	204.0105 REMOVING CONCRETE PAVEMENT BUTT JOINTS SY	204.0109.S REMOVING CONCRETE SURFACE PARTIAL DEPTH SF	204.0115 REMOVING ASPHALTIC SURFACE BUTT JOINTS SY	204.0120 REMOVING ASPHALTIC SURFACE MILLING SY	204.0150 REMOVING CURB & GUTTER LF	204.0155 REMOVING CONCRETE SIDEWALK SY
0010	605+00	-	611+00		-	-	-	24	2,381	-	4
	611+00	-	617+00		218	41	26,238	83	1,967	336	329
				TOTAL 0010	**218**	**41**	**26,238**	**107**	**4,348**	**336**	**333**

EARTHWORK

ROADWAY	FROM/TO STATION	205.0100 EXCAVATION COMMON (1) CY / CUT EXCAVATION (2)	CY SALVAGED/UNUSABLE PAVEMENT MATERIAL (3)	CY AVAILABLE MATERIAL (4)	CY UNEXPANDED FILL	CY EXPANDED FILL FACTOR 1.10	CY MASS ORDINATE +/- (5)	CY WASTE (6)
USH 51	612+88 - 615+25	83	31	52	4	4	48	48
SUBTOTAL		83	31	52	4	4	48	48
	TOTAL 0010	**83**						

NOTES:
(1) EXCAVATION COMMON IS THE SUM OF THE CUT COLUMN.
(2) SALVAGED/UNUSABLE PAVEMENT MATERIAL IS INCLUDED IN CUT.
(3) SALVAGED/UNUSABLE PAVEMENT MATERIAL INCLUDES ASPHALT PAVEMENT, CONCRETE PAVEMENT, CURB & GUTTER, AND CONCRETE SIDEWALK.
(4) AVAILABLE MATERIAL = CUT - SALVAGED/UNUSABLE PAVEMENT MATERIAL
(5) THE MASS ORDINATE IS EITHER + OR - QUANTITY. POSITIVE QUANTITY INDICATES AN EXCESS OF MATERIAL. NEGATIVE QUANTITY INDICATES A SHORTAGE OF MATERIAL.
(6) WASTE = MASS ORDINATE. FACTORS USED TO COMPUTE ANTICIPATED WASTE AND THE COMPUTED WASTE VOLUME IDENTIFIED ARE FOR GENERAL INFORMATION ONLY.

AGGREGATE

CATEGORY	STATION	TO	STATION	LOCATION	305.0120 BASE AGGREGATE DENSE 1 1/4-INCH TON	624.0100 WATER MGAL
0010	611+00	-	617+00		291	6
				TOTAL 0010	**291**	**6**

CONCRETE BASE & PAVEMENT

CATEGORY	STATION	TO	STATION	LOCATION	320.0145 CONCRETE BASE 8-INCH SY	320.0165 CONCRETE BASE 10-INCH SY	416.1725 CONCRETE PAVEMENT REPLACEMENT SHES SY
0010	611+00	-	617+00		76	32	67
				TOTAL 0010	**76**	**32**	**67**

DRILLED TIE BARS

CATEGORY	STATION	TO	STATION	LOCATION	416.0610 DRILLED TIE BARS EACH
0010	611+00	-	617+00		245
				TOTAL 0010	**245**

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ASPHALT

CATEGORY	STATION	TO	STATION	LOCATION	455.0605 TACK COAT GAL	460.6424 HMA PAVEMENT 4 MT 58-28 H TON	465.0120 ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES TON
0010	605+00	-	611+00		126	263	-
	611+00	-	617+00		267	544	3
				UNDISTRIBUTED	4	-	-
				TOTAL 0010	**397**	**807**	**3**

CONCRETE CURB & GUTTER

CATEGORY	STATION	TO	STATION	LOCATION	601.0417 CONCRETE CURB & GUTTER 30-INCH TYPE K LF	601.0419 CONCRETE CURB & GUTTER 30-INCH TYPE L LF	601.0600 CONCRETE CURB PEDESTRIAN LF	SPV.0090.101 CONCRETE CURB & GUTTER 18-INCH TYPE K LF
0010	611+00	-	617+00		534	25	79	13
				TOTAL 0010	**534**	**25**	**79**	**13**

3

CONCRETE ANCILLARY

CATEGORY	STATION	TO	STATION	LOCATION	602.0405 CONCRETE SIDEWALK 4-INCH SF	602.0415 CONCRETE SIDEWALK 6-INCH SF	602.0515 CURB RAMP DETECTABLE WARNING FIELD NATURAL PATINA SF	602.0615 CURB RAMP DETECTABLE WARNING FIELD RADIAL NATURAL PATINA SF	602.0820 CONCRETE DRIVEWAY 8-INCH SY	620.0300 CONCRETE MEDIAN SLOPED NOSE SF
0010	605+00	-	611+00		35	-	-	-	-	-
	611+00	-	617+00		2,688	371	90	16	46	20
				TOTAL 0010	**2,723**	**371**	**90**	**16**	**46**	**20**

STORM SEWER ADJUSTMENTS

CATEGORY	STATION	TO	STATION	LOCATION	# 611.8110 ADJUSTING MANHOLE COVERS EACH	611.8115 ADJUSTING INLET COVERS EACH	SPV.0060.103 STORM SEWER STRUCTURE REPAIR EACH	SPV.0060.104 MANHOLE COVERS TYPE COJ EACH
0010	611+00	-	617+00		3	9	1	1
				TOTAL 0010	3	9	1	1

ADDITIONAL QUANTITIES SHOWN ELSEWHERE. SEE "MUNICIPAL ADJUSTMENTS" TABLE.

EROSION CONTROL

CATEGORY	STATION	TO	STATION	LOCATION	628.1905 MOBILIZATIONS EROSION CONTROL EACH	628.1910 MOBILIZATIONS EMERGENCY EROSION CONTROL EACH	628.7010 INLET PROTECTION TYPE B EACH	628.7015 INLET PROTECTION TYPE C EACH
0010	611+00	-	617+00		-	-	7	14
	617+00	-	619+00		-	-	2	-
				UNDISTRIBUTED	5	5	3	4
				TOTAL 0010	**5**	**5**	**12**	**18**

RESTORATION

CATEGORY	STATION	TO	STATION	LOCATION	625.0100 TOPSOIL SY	627.0200 MULCHING SY	629.0210 FERTILIZER TYPE B CWT	630.0200 SEEDING TEMPORARY LB	631.0300 SOD WATER MGAL	631.1000 SOD LAWN SY
0010	605+00	-	611+00		3	-	0.01	-	1	3
	611+00	-	617+00		328	-	0.21	-	8	328
				UNDISTRIBUTED	15	20	0.01	1	0	15
				TOTAL 0010	**346**	**20**	**0.23**	**1**	**9**	**346**

REMOVING SIGNS

CATEGORY	SIGN #	SHEET #	SIGN CODE	SIGN MOUNTED ON SAME POST AS #	638.2602 REMOVING SIGNS TYPE II EACH	638.3000 REMOVING SMALL SIGN SUPPORTS EACH	DESCRIPTION
0010	R501	1 OF 2	W6-1	-	1	1	DIVIDED HIGHWAY AHEAD SYMBOL
	R601	2 OF 2	R5-2	-	1	-	NO TRUCKS SYMBOL
	R602	2 OF 2	D3-1	-	1	-	STREET NAME SIGN
	R603	2 OF 2	D3-1	R602	-	-	STREET NAME SIGN
	R604	2 OF 2	R3-8ER	-	1	1	LEFT-AHEAD, RIGHT ONLY
TOTAL 0010					**4**	**2**	

PERMANENT SIGNING

CATEGORY	SIGN #	SIGN CODE	SHEET #	SIGN SIZE	SIGN SIZE W IN.	SIGN SIZE H IN.	637.2210 SIGNS TYPE II REFLECTIVE H SF	637.2230 SIGNS TYPE II REFLECTIVE F SF	634.0616 POSTS WOOD 4X6-INCH X 16-FT EACH	634.0809 POSTS TUBULAR STEEL 2X2-INCH X 9.5-FT EACH	634.0811 POSTS TUBULAR STEEL 2X2-INCH X 11-FT EACH	634.0814 POSTS TUBULAR STEEL 2X2-INCH X 14-FT EACH	638.2102 MOVING SIGNS TYPE II EACH	638.4000 MOVING SMALL SIGN SUPPORTS EACH	SPV.0060.105 INSTALLING CITY SUPPLIED STREET NAME SIGNS EACH	SIGN MOUNTED ON SAME POST AS #	DESCRIPTION	NOTES
0010	501	J4-1	1 OF 2	2S	24	36	6	-	-	-	-	-	-	-	-	LIGHT POLE	REASSURANCE ASSEMBLY (1 HEADED ROUTE PANEL)	LIGHT POLE
		M3-3	1 OF 2	2S	24	12	-	-	-	-	-	-	-	-	-	-	SOUTH CARDINAL ROUTE MARKER	-
		M1-4	1 OF 2	2S	24	24	-	-	-	-	-	-	-	-	-	-	US ROUTE MARKER	-
	502	R2-1	1 OF 2	2S	24	30	5	-	-	-	-	-	-	-	-	501	SPEED LIMIT 30 MPH	LIGHT POLE
	503	W6-1	1 OF 2	2S	36	36	-	9	-	-	-	1	-	-	-	-	DIVIDED HIGHWAY AHEAD SYMBOL	-
	M501	W10-2	1 OF 2	2S	36	36	-	-	-	-	-	1	1	1	-	-	CROSS ROAD TRACKS LEFT / RIGHT SIDE	-
	601	M4-4	2 OF 2	2S	24	12	2	-	-	-	-	-	-	-	-	LIGHT POLE	TRUCK	-
	602	R8-8	2 OF 2	2S	24	30	5	-	-	-	1	-	-	-	-	-	DO NOT STOP ON TRACKS	-
	603	R8-8	2 OF 2	2S	24	30	5	-	-	-	1	-	-	-	-	-	DO NOT STOP ON TRACKS	-
	604	R9-3A	2 OF 2	2S	24	24	4	-	-	1	-	-	-	-	-	-	NO PEDESTRIAN CROSSING (SYMBOL SIGN)	CONCRETE BOX-OUT
	605	R9-3BR	2 OF 2	2S	18	12	1.5	-	-	-	-	-	-	-	-	604	USE CROSSWALK (LEFT OR RIGHT ARROW)	4' MOUNTING HEIGHT
	606	R3-8LAF	2 OF 2	2S	54	30	11.25	-	-	-	2	-	-	-	-	-	LEFT ONLY, AHEAD ONLY, AHEAD-RIGHT	-
	607	R9-3A	2 OF 2	2S	24	24	4	-	-	1	-	-	-	-	-	-	NO PEDESTRIAN CROSSING (SYMBOL SIGN)	-
	608	R9-3BL	2 OF 2	2S	18	12	1.5	-	-	-	-	-	-	-	-	607	USE CROSSWALK (LEFT OR LEFT ARROW)	4' MOUNTING HEIGHT
	609	J13-1	2 OF 2	2S	24	45	7.5	-	1	-	-	-	-	-	-	-	DIRECTIONAL WITHOUT CARDINAL (1 HEADED ROUTE PANEL)	-
		M1-4	2 OF 2	2S	24	24	-	-	-	-	-	-	-	-	-	-	US ROUTE MARKER	-
		M6-4	2 OF 2	2S	21	21	-	-	-	-	-	-	-	-	-	-	DIRECTIONAL ARROWS LEFT - RIGHT	-
	610	R3-8ER	2 OF 2	2S	36	30	7.5	-	-	-	1	-	-	-	-	-	LEFT-AHEAD, RIGHT ONLY	-
	611	J1-1	2 OF 2	2S	24	39	6.5	-	1	-	-	-	-	-	-	-	JUNCTION OR END ASSEMBLY	-
		M2-1	2 OF 2	2S	21	15	-	-	-	-	-	-	-	-	-	-	JCT	-
		M1-4	2 OF 2	2S	24	24	-	-	-	-	-	-	-	-	-	-	US ROUTE MARKER	-
	612	J4-1	2 OF 2	2S	24	36	6	-	-	-	-	-	-	-	-	LIGHT POLE	REASSURANCE ASSEMBLY (1 HEADED ROUTE PANEL)	-
		M3-1	2 OF 2	2S	24	12	-	-	-	-	-	-	-	-	-	-	NORTH CARDINAL ROUTE MARKER	-
		M1-4	2 OF 2	2S	24	24	-	-	-	-	-	-	-	-	-	-	US ROUTE MARKER	-
	613	R2-1	2 OF 2	2S	24	30	5	-	-	-	-	-	-	-	-	612	SPEED LIMIT ___ MPH	-
	614	D3-1	2 OF 2	2S	SM	12	-	-	-	-	-	-	-	-	1	SIGNAL POLE	STREET NAME SIGN	CENTER AVE
	615	D3-1	2 OF 2	2S	SM	12	-	-	-	-	-	-	-	-	1	614	STREET NAME SIGN	W DELAVAN DR
	M601	W10-2	2 OF 2	2S	36	36	-	-	-	-	-	-	1	1	-	-	CROSS ROAD TRACKS LEFT / RIGHT SIDE	-
TOTAL 0010							**77.75**	**9**	**2**	**2**	**5**	**2**	**2**	**2**	**2**			

TRAFFIC CONTROL

CATEGORY	LOCATION	+ EACH	643.0300 TRAFFIC CONTROL DRUMS DAY	+ EACH	643.0420 TRAFFIC CONTROL BARRICADES TYPE III DAY	643.0500 TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER POSTS EACH	643.0600 TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER BASES EACH	+ EACH	643.0705 TRAFFIC CONTROL WARNING LIGHTS TYPE A DAY	+ EACH	643.0715 TRAFFIC CONTROL WARNING LIGHTS TYPE C DAY	+ EACH	643.0810 TRAFFIC CONTROL CONNECTED ARROW BOARDS DAY	+ EACH	643.0900 TRAFFIC CONTROL SIGNS DAY	+ EACH	643.1050 TRAFFIC CONTROL SIGNS PCMS DAY	+ EACH	643.1070 TRAFFIC CONTROL CONES 42-INCH DAY	+ EACH	643.1220 TRAFFIC CONTROL CONNECTED WORK ZONE START AND END LOCATION MARKERS DAY	+ ESTIMATED CALENDAR DAYS
0010	STAGE 1	60	2,280	20	760	-	-	40	1,520	14	532	2	76	63	2,394	6	42	89	3,382	4	152	38
	STAGE 2	156	5,466	40	1,446	20	20	80	2,892	14	518	2	74	138	3,558	-	-	152	5,454	4	148	37
	UNDISTRIBUTED		385		110	5	5		220		55		10		300		-		440		15	
	TOTAL 0010		**8,131**		**2,316**	**25**	**25**		**4,632**		**1,105**		**160**		**6,252**		**42**		**9,276**		**315**	

+ FOR INFORMATION ONLY

TEMPORARY PAVEMENT MARKING

CATEGORY		STATION	TO	STATION	LOCATION	# 643.3165 TEMPORARY MARKING LINE PAINT 6-INCH LF	## 643.3180 TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH LF	643.3265 TEMPORARY MARKING LINE PAINT 10-INCH LF	643.3280 TEMPORARY MARKING LINE REMOVABLE TAPE 10-INCH LF	643.3305 TEMPORARY MARKING CROSSWALK PAINT 6-INCH LF	643.3350 TEMPORARY MARKING CROSSWALK REMOVABLE TAPE 6-INCH LF	643.3505 TEMPORARY MARKING ARROW PAINT EACH	643.3550 TEMPORARY MARKING ARROW REMOVABLE TAPE EACH	643.3960 TEMPORARY MARKING REMOVABLE MASK OUT TAPE 6-INCH LF	646.9002 MARKING REMOVAL LINE 6-INCH LF
0010	STAGE 1	593+00	-	599+00		0	254	-	-	-	-	-	-	50	-
		599+00	-	605+00		0	394	-	100	-	-	-	2	37.5	-
		605+00	-	611+00		1,841	140	4	-	-	-	-	-	-	-
		611+00	-	617+00		1,994	123	66	-	167	-	1	-	-	90
		617+00	-	623+00		0	245	-	-	-	-	-	-	37.5	-
					STAGE 1 SUBTOTAL	3,835	1,156	70	100	167	0	1	2	125	90
	STAGE 2	593+00	-	599+00		0	254	-	-	-	-	-	-	-	-
		599+00	-	605+00		0	492	-	-	-	-	-	-	-	-
		605+00	-	611+00		0	1,980	-	-	-	-	-	-	-	-
		611+00	-	617+00		209	3,226	-	-	-	315	-	-	-	135
		617+00	-	623+00		0	1,275	-	-	-	-	-	-	-	-
		623+00	-	629+00		0	572	-	-	-	-	-	-	-	-
		629+00	-	635+00		0	434	-	-	-	-	-	-	25	-
					STAGE 2 SUBTOTAL	209	8,233	0	0	0	315	0	0	25	135
					TOTAL 0010	**4,044**	**9,389**	**70**	**100**	**167**	**315**	**1**	**2**	**150**	**225**

YELLOW QUANTITY = 2,208 LF. WHITE QUANTITY = 1,836 LF.

YELLOW QUANTITY = 3,857 LF. WHITE QUANTITY = 5,532 LF.

TEMPORARY PEDESTRIAN ACCOMMODATIONS

CATEGORY	LOCATION	644.1430 TEMPORARY PEDESTRIAN SURFACE PLATE SF	644.1440 TEMPORARY PEDESTRIAN SURFACE MATTING SF	644.1601 TEMPORARY PEDESTRIAN CURB RAMP DAY	644.1605 TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD SF	644.1810 TEMPORARY PEDESTRIAN BARRICADE LF	644.1900.S TEMPORARY AUDIBLE MESSAGE DEVICES DAY
0010	STAGE 1	-	-	-	40	170	-
	STAGE 2	50	80	20	90	765	230
	TOTAL 0010	**50**	**80**	**20**	**130**	**935**	**230**

PAVEMENT MARKING

CATEGORY	STATION	TO	STATION	LOCATION	# 646.2020 MARKING LINE EPOXY 6-INCH LF	646.4020 MARKING LINE EPOXY 10-INCH LF	646.5020 MARKING ARROW EPOXY EACH	646.6020 MARKING STOP LINE EPOXY 12-INCH LF	646.6120 MARKING STOP LINE EPOXY 18-INCH LF	646.7420 MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH LF	646.8120 MARKING CURB EPOXY LF	646.8220 MARKING ISLAND NOSE EPOXY EACH
0010	605+00	-	611+00		1,316	21	-	-	-	-	-	-
	611+00	-	617+00		1,452	243	3	27	135	411	26	2
				TOTAL 0010	**2,768**	**264**	**3**	**27**	**135**	**411**	**26**	**2**

YELLOW QUANTITY = 2,305 LF. WHITE QUANTITY = 462.5 LF.

FILE NAME : T:\1202703\Civil 3D\53500200\Design\Quantities\Delavan\53500272_030201-mq.ppt PLOT DATE : 3/12/2026 9:09 PM PLOT BY : ANDREW AXT PLOT NAME : PLOT SCALE : 1:1

3

CONSTRUCTION STAKING

CATEGORY	STATION	TO	STATION	LOCATION	650.4500 CONSTRUCTION STAKING SUBGRADE LF	650.5500 CONSTRUCTION STAKING CURB GUTTER AND CURB & GUTTER LF	650.8000 CONSTRUCTION STAKING RESURFACING REFERENCE LF	650.9000 CONSTRUCTION STAKING CURB RAMPS EACH	650.9500.001 CONSTRUCTION STAKING SIDEWALK 5350-02-75 EACH	650.9911.001 CONSTRUCTION STAKING SUPPLEMENTAL CONTROL 5350-02-75 EACH	650.9920 CONSTRUCTION STAKING SLOPE STAKES LF
0010	606+40	-	611+00		-	-	460	-	-	-	-
	611+00	-	616+69		237	542	569	12	-	-	237
				TOTAL 0010	**237**	**542**	**1,029**	**12**	**1**	**1**	**237**

SAWING

CATEGORY	STATION	TO	STATION	LOCATION	690.0150 SAWING ASPHALT LF	690.0250 SAWING CONCRETE LF
0010	605+00	-	611+00		-	10
	611+00	-	617+00		68	763
				TOTAL 0010	**68**	**773**

3

UTILITY LINE OPENING (ULO)

CATEGORY	LOCATION	SPV.0060.101 UTILITY LINE OPENING (ULO) EACH
0010	UNDISTRIBUTED	10
	TOTAL 0010	**10**

MUNICIPAL ADJUSTMENTS

CATEGORY	STATION	TO	STATION	LOCATION	# 611.8110 ADJUSTING MANHOLE COVERS EACH	SPV.0060.102 ADJUSTING WATER VALVE BOXES EACH
0020	605+00	-	611+00		1	-
	611+00	-	617+00		-	3
				TOTAL 0020	**1**	**3**

ADDITIONAL QUANTITIES SHOWN ELSEWHERE. SEE "STORM SEWER ADJUSTMENTS" TABLE.

CONCRETE JOINT REPAIR AND CLEANING

CATEGORY	STATION	TO	STATION	LOCATION	SPV.0090.102 CONCRETE JOINT AND CRACK PLUNGE MILLING AND PATCHING LF	SPV.0090.103 CONCRETE JOINT AND CRACK CLEANING LF
0010	605+00	-	611+00		209	178
	611+00	-	617+00		309	963
				UNDISTRIBUTED	50	115
				TOTAL 0010	**568**	**1,256**

FILE NAME : T:\1202703\Civil 3D\53500200\Design\Quantities\Delavan\53500272_030201-mq.ppt PLOT DATE : 3/12/2026 9:09 PM PLOT BY : ANDREW AXT PLOT NAME : PLOT SCALE : 1:1

TRANSPORTATION PROJECT PLAT NO: 5350-02-20 - 4.02

THAT PART OF LOTS 2, 3, 65, 66, AND VACATED PUBLIC ALLEY OF MONTEREY ADDITION IN THE SE 1/4-NE 1/4 OF SECTION 2; THAT PART OF LOT 1 CSM 1084599, DOC.1084599, V.13, P.442-443 IN AND INCULDING THAT PART OF THE SW 1/4-NW 1/4 OF SECTION 1, ALL IN TOWNSHIP 2 NORTH, RANGE 12 EAST IN THE CITY OF JANESVILLE, ROCK COUNTY, WISCONSIN.

RELOCATION ORDER USH 51 CITY OF JANESVILLE CENTER AVENUE, (NICOLET STREET TO COURT STREET), ROCK COUNTY

TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE CITY OF JANESVILLE DEEMS IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN LANDS FOR THE ABOVE-NAMED PROJECT. TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SUBSECTION 62.22, WISCONSIN STATUTES, THE CITY OF JANESVILLE HEREBY ORDERS THAT:

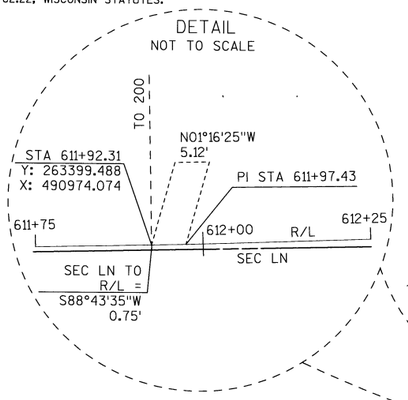
1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE-NAMED PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE CITY FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE CITY OF JANESVILLE, PURSUANT TO THE PROVISIONS OF SUBSECTION 62.22, WISCONSIN STATUTES.

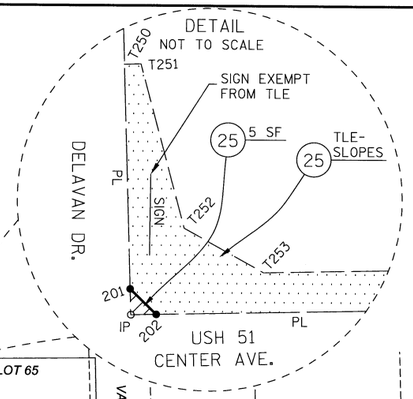
POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COORDINATE REFERENCE SYSTEM COORDINATES (WISCRS), ROCK COUNTY, NAD83 (2011) IN US SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

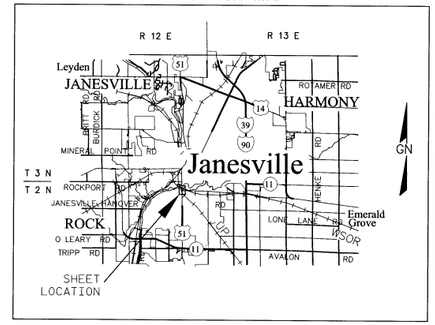
ALL NEW RIGHT-OF-WAY MONUMENTS WILL BE TYPE 2 (TYPICALLY 3/4" X 24" IRON REBARS), UNLESS OTHERWISE NOTED, AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

FOR THE CURRENT ACCESS/DRIVEWAY INFORMATION, CONTACT THE CITY OF JANESVILLE.

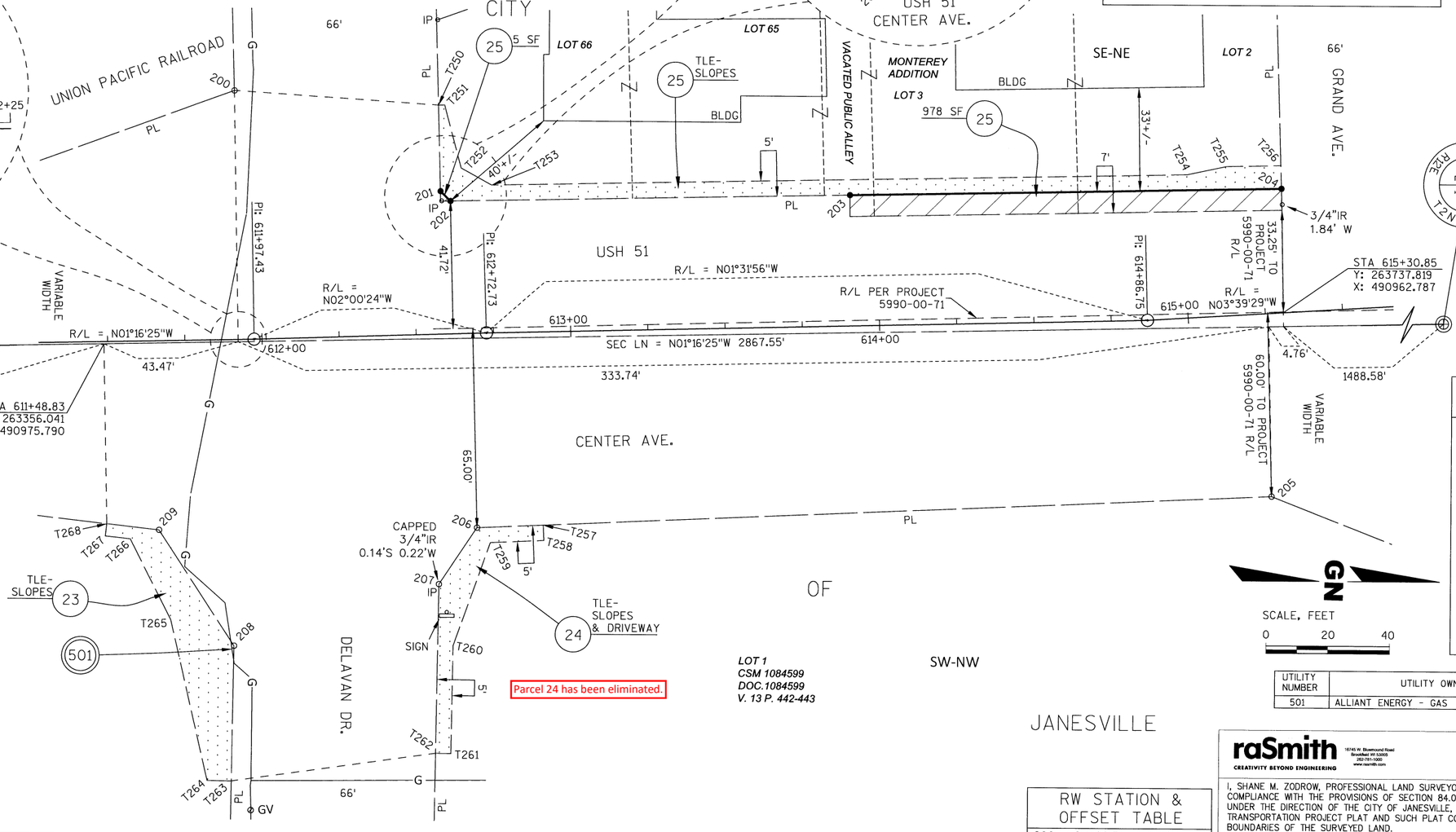
REFER TO THE TITLE SHEET, RECORDED AS SHEET 2 OF 2, AS DOCUMENT NO.
FOR ADDITIONAL INFORMATION.

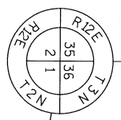






TLE for Parcel 25 has been eliminated.





COORDINATES FROM COUNTY SURVEYOR TIE SHEET
Y=265226.130
X=490934.210

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 5350-02-20 - 4.02
AMENDMENT NO:
SHEET 1 OF 1

2237757
ANDY DISRUD
REGISTER OF DEEDS
ROCK COUNTY, WI
RECORDED ON
2/8/2023 09:26 AM
REC FEE: 25.00
TPP-192
PAGES: 1

501 ALLIANT ENERGY - GAS
GAS EASEMENT
DOC.833854
V.564 P.201
PARCEL 23

R/W COURSE TABLE

SEC-R/L	S88°43'35"W	0.75'
R/L-200	S88°43'35"W	81.32'
200-T250	N03°45'52"E	66.31'
T250-201	N88°14'28"E	28.00'
201-202	N44°32'22"E	4.53'
202-203	N01°16'25"W	129.35'
203-204	N01°16'25"W	139.70'
204-R/L	N88°43'35"E	40.49'
R/L-SEC	N88°43'35"E	4.51'
SEC-SEC	S01°16'25"E	4.76'
SEC-205	N88°43'35"E	55.27'
205-206	S02°42'01"E	257.45'
206-207	S56°29'40"E	22.07'
207-T262	S89°19'40"E	55.00'
T262-T263	S08°10'04"E	66.79'
T263-208	N89°19'40"W	44.00'
208-209	S56°43'45"W	44.77'
209-T268	S06°21'23"W	17.00'
T268-SEC	S88°43'35"W	58.59'
SEC-SEC	N01°16'25"W	43.47'

TLE STATION & OFFSET TABLE

T250	612+59.32	74.71' LT
T251	612+61.36	74.70' LT
T252	612+66.12	54.05' LT
T253	612+75.39	48.28' LT
T254	615+02.32	46.71' LT
T255	615+15.19	48.68' LT
T256	615+32.78	47.95' LT
T257	612+89.90	62.94' RT
T258	612+90.00	67.94' RT
T259	612+72.11	68.29' RT
T260	612+59.12	101.40' RT
T261	612+57.48	136.48' RT
T262	612+52.49	136.24' RT
T263	611+87.91	143.55' RT
T264	611+80.09	143.28' RT
T265	611+69.06	90.78' RT
T266	611+56.34	64.38' RT
T267	611+48.30	63.31' RT
T268	611+48.83	59.34' RT

SCHEDULE OF LANDS & INTERESTS REQUIRED

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

PARCEL NUMBER	OWNER	INTEREST REQUIRED	AREAS S.F. REQUIRED NEW	EXISTING	TOTAL	TLE S.F.
23	KIENOW-HILT POST NO. 1621 VETERANS OF FOREIGN WARS OF US	TLE	-	-	-	1,131
24	JAMES GRAFFT	TLE	-	-	-	590
25	BABCOCK PROPERTIES, LLC	FEE, TLE	983	-	983	1,574

HWY	BASIS OF EXISTING R/W	R/W WIDTH	YEAR
USH 51	PROJECT 5990-00-71	VARIES	1989
USH 51	DOC. 754397A	VARIES	1970
USH 51	DOC. 349928	VARIES	1929
DELAVAN DR	MONTEREY ADDITION	66'	1849
DELAVAN DR	CSM 1084599	66'	1988
GRAND AVE	PROJECT 5990-00-71	66'	1989

PI	Y	X	DELTA
611+97.43	263404.607	490973.960	00°43'59" LT
612+72.73	263479.864	490971.323	00°28'29" RT
614+86.75	263693.805	490965.601	02°07'33" LT

RW STATION & OFFSET TABLE

200	611+92.31	81.32' LT
201	612+59.20	46.71' LT
202	612+62.32	43.42' LT
203	613+91.31	42.75' LT
204	615+32.54	40.45' LT
205	615+23.62	59.54' RT
206	612+67.88	63.34' RT
207	612+55.06	81.30' RT
208	611+89.41	99.57' RT
209	611+65.68	61.60' RT

UTILITY NUMBER	UTILITY OWNER	INTEREST REQUIRED
501	ALLIANT ENERGY - GAS	RELEASE OF RIGHTS

raSmith
CREATIVITY BEYOND ENGINEERING
16745 W. Bluemound Road, Brookfield, WI 53005, 262-781-1000, www.rasmith.com

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

WISCONSIN SHANE M. ZODROW S-2869 GREENDALE WI LAND SURVEYOR

SIGNATURE: Shane M Zodrow DATE: 02/23/2023
PRINT NAME: SHANE M. ZODROW
REGISTRATION NUMBER: S-2869

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE CITY OF JANESVILLE.

SIGNATURE: Mike Payne DATE: 2/27/2023
PRINT NAME: MIKE PAYNE, DIRECTOR OF PUBLIC WORKS

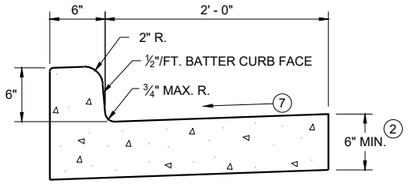
FILE NAME: S:/5168233/DWG/53500200/PLAT/TPP - 4.02 - CENTER, DELAVAN, GRAND.DWG
APPRAISAL PLAT DATE: 02/23/2023
PLOT DATE: 02/23/2023 7:30 AM
PLOT BY: ATF
PLOT NAME:
PLOT SCALE: 1 IN : 20 FT

5350-02-20 - 4.02

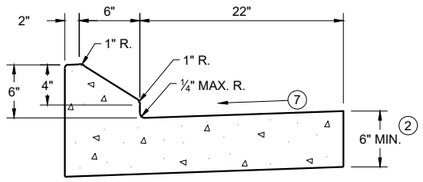
Standard Detail Drawing List

08D01-24A	CONCRETE CURB & GUTTER
08D01-24B	CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS
08D05-22A	CURB RAMPS TYPES 1 AND 1-A
08D05-22B	CURB RAMPS TYPES 2 AND 3
08D05-22C	CURB RAMPS TYPES 4A AND 4A1
08D05-22D	CURB RAMPS TYPES 4B AND 4B1
08D05-22E	CURB RAMPS TYPES 5, 6, 7A, 7B & 8
08D05-22F	CURB RAMPS RADIAL DETECTABLE WARNING FIELD APPLICATIONS
08D05-22G	CURB RAMPS RECTANGULAR AND RADIAL DETECTABLE WARNING PLATES
08E10-02	INLET PROTECTION TYPE A, B, C AND D
09A11-01	DRIVEWAY AND SIDEWALK RAMPS TYPE X AND Y
11B02-02	CONCRETE MEDIAN NOSE
13C15-08A	CONCRETE BASE
13C15-08B	CONCRETE BASE
13C19-03	HMA LONGITUDINAL JOINTS
15C02-10A	BARRICADES AND SIGNS FOR MAINLINE CLOSURES
15C02-10B	BARRICADES AND SIGNS FOR VARIOUS CLOSURES
15C02-10F	ADVANCED WIDTH RESTRICTION SIGNING
15C07-16C	PAVEMENT MARKING ARROWS
15C08-24A	PERMANENT LONGITUDINAL PAVEMENT MARKINGS
15C08-24B	TEMPORARY LONGITUDINAL PAVEMENT MARKING
15C08-24D	PAVEMENT MARKING (TURN LANES)
15C11-10A	CHANNELIZING DEVICES FLEXIBLE TUBULAR MARKER POST
15C11-10B	CHANNELIZING DEVICES DRUMS, CONES, BARRICADES AND VERTICAL PANELS
15C12-09A	TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION
15C18-09B	PAVEMENT MARKINGS, MEDIAN ISLAND NOSE
15C33-05	STOP LINE AND CROSSWALK PAVEMENT MARKING
15D20-11A	TRAFFIC CONTROL, SINGLE LANE CLOSURE, DIVIDED NON-FREEWAY/EXPRESSWAY
15D20-11B	TRAFFIC CONTROL, SINGLE RIGHT LANE CLOSURE, UNDIVIDED NON-FREEWAY/EXPRESSWAY
15D20-11C	TRAFFIC CONTROL, SINGLE LEFT LANE CLOSURE, UNDIVIDED NON-FREEWAY/EXPRESSWAY
15D21-07A	TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE
15D21-07B	TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE
15D30-12A	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-12B	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-12C	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-12F	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-12J	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-12K	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D40-07A	TRAFFIC CONTROL, FULL LANE SHIFT NON-FREEWAY/EXPRESSWAY OR MULTILANE DIVIDED 45 MPH AND UNDER

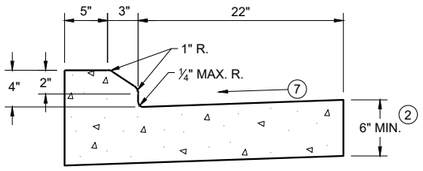
6



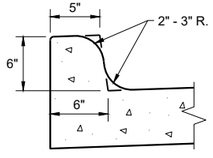
TYPES A (1) & D



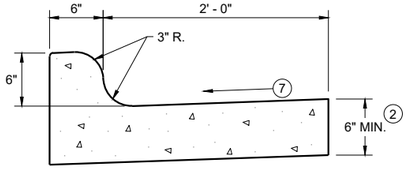
6" SLOPED CURB TYPES G (1) & J



4" SLOPED CURB TYPES G (1) & J

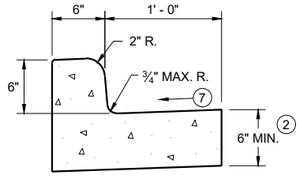


TYPES K (1) & L
(OPTIONAL CURB SHAPE)



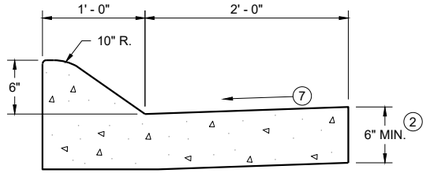
TYPES K (1) & L

CONCRETE CURB AND GUTTER 30"

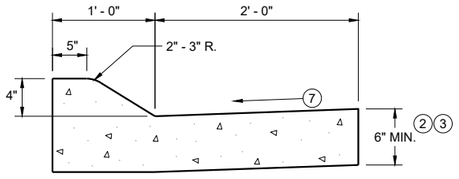


TYPES A (1) & D

CONCRETE CURB AND GUTTER 18"

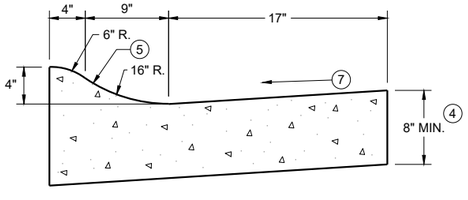


6" SLOPED CURB TYPES A (1) & D



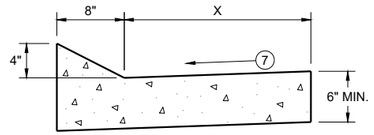
4" SLOPED CURB TYPES A (1) & D

CONCRETE CURB AND GUTTER 36"



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

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

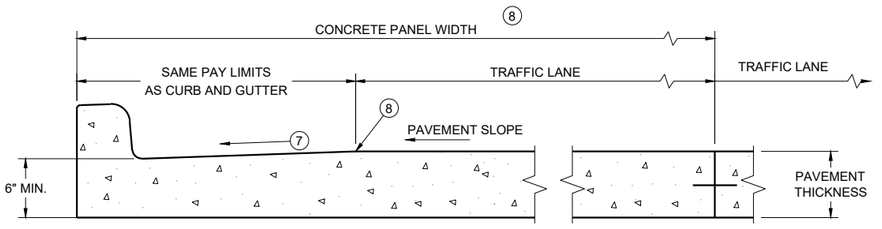


TYPES TBT & TBTT (1)

CONCRETE CURB AND GUTTER

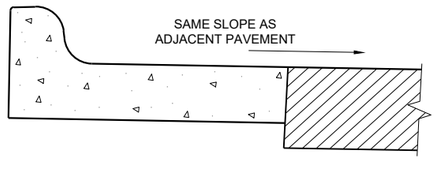
PAVEMENT THICKNESS AND MAXIMUM CONCRETE PANEL WIDTH TABLE

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



PARTIAL SECTION OF PAVEMENT WITH INTEGRAL CURB AND GUTTER *

* BIKE LANE IS NOT SHOWN



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

GENERAL NOTES

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

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

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

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

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

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

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

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

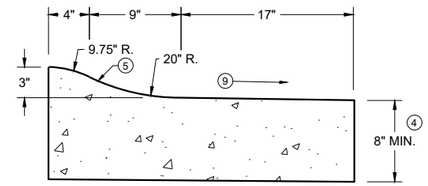
(5) UNLESS OTHERWISE NOTED, FOR STAKING PURPOSES THE FACE OF CURB IS 6" FROM THE BACK OF CURB.

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

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

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

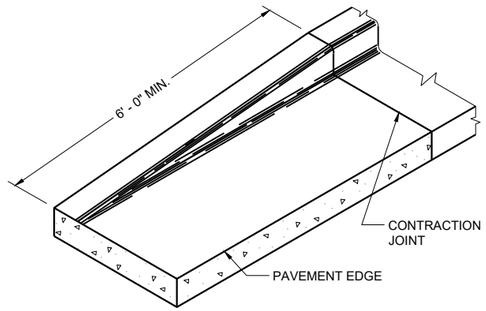
(9) SLOPE TO BE REVERSE SLOPE MATCHING THE SLOPE OF THE PAVEMENT AND THE CIRCULATORY ROADWAY



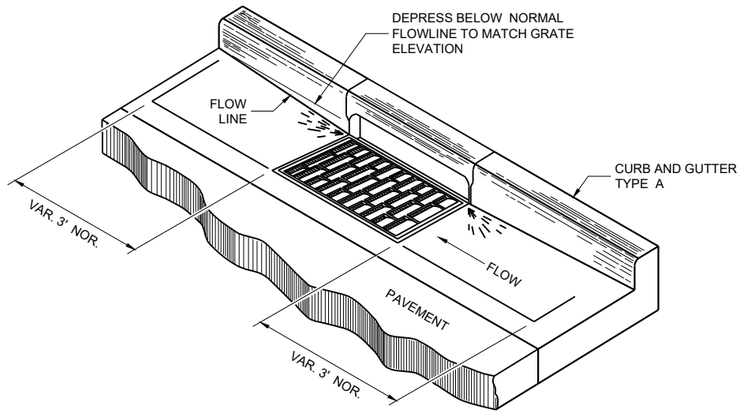
3" SLOPED CURB TYPES R (1) & T

CONCRETE CURB AND GUTTER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



END SECTION CURB AND GUTTER



DETAIL OF CURB AND GUTTER AT INLETS

(TYPICAL H INLET COVER SHOWN)

GENERAL NOTES

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

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

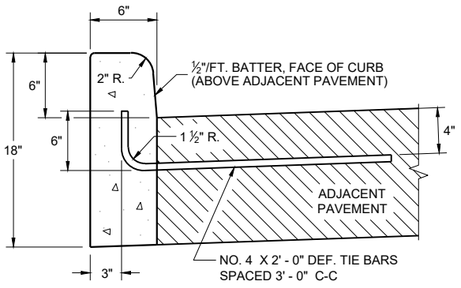
UNLESS OTHERWISE SHOWN ON THE TYPICAL CROSS SECTIONS, THE BASE AGGREGATE AND COMMON EXCAVATION LIMITS ARE 2' - 0" BEHIND THE BACK OF CURBS.

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

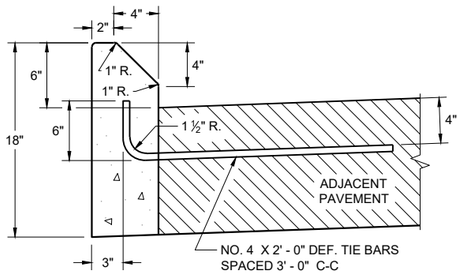
(2) THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 6" MINIMUM GUTTER THICKNESS IS MAINTAINED.

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

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

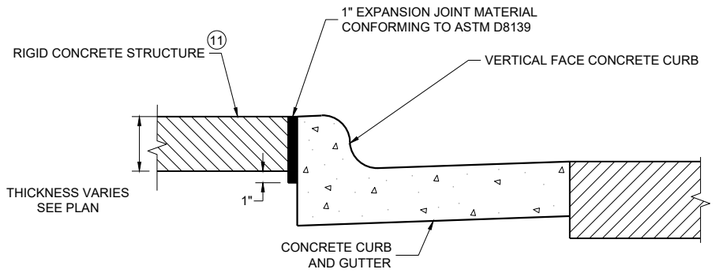


TYPES A (1) & D

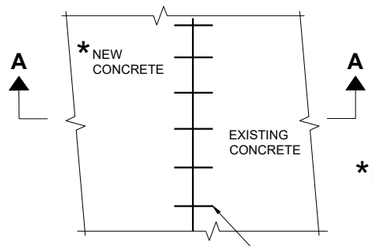


TYPES G (1) & J

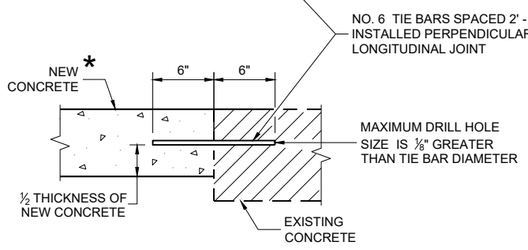
CONCRETE CURB



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

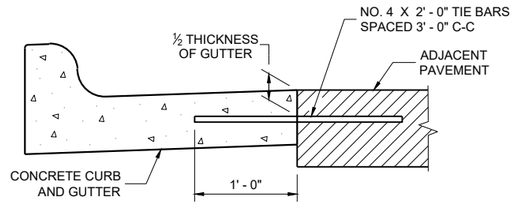


PLAN VIEW

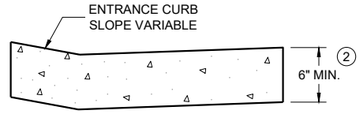


SECTION A - A

TIE BARS DRILLED INTO EXISTING PAVEMENT



TYPICAL TIE BAR LOCATION (1)



DRIVEWAY ENTRANCE CURB (10)

(WHEN DIRECTED BY THE ENGINEER)

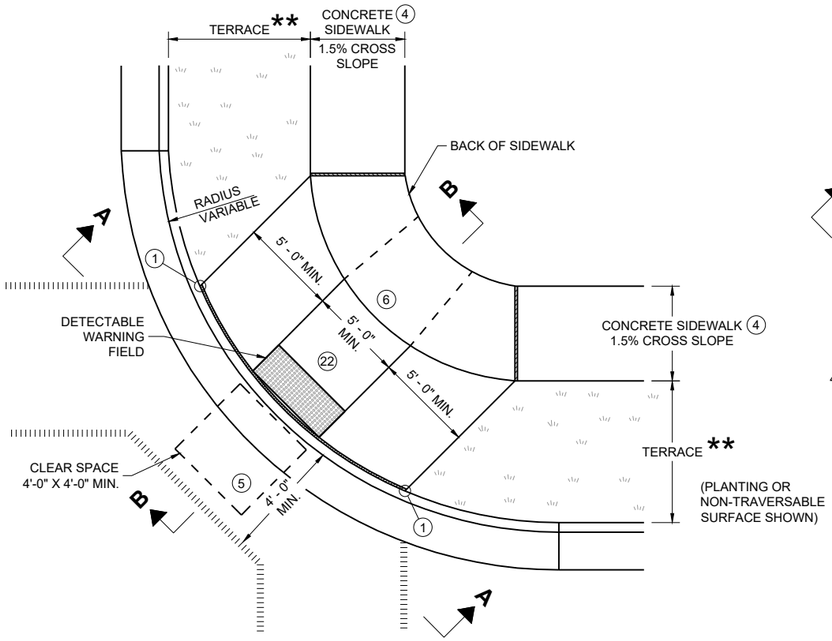
CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

FHWA

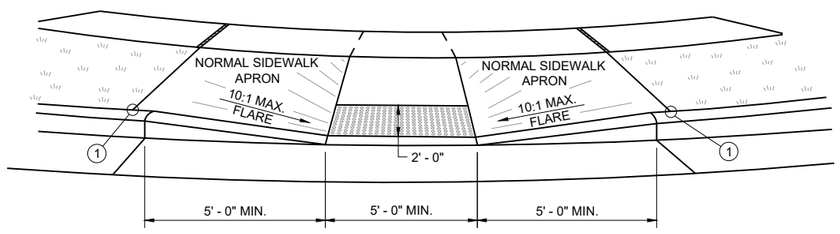
6
SDD 08D01-24b



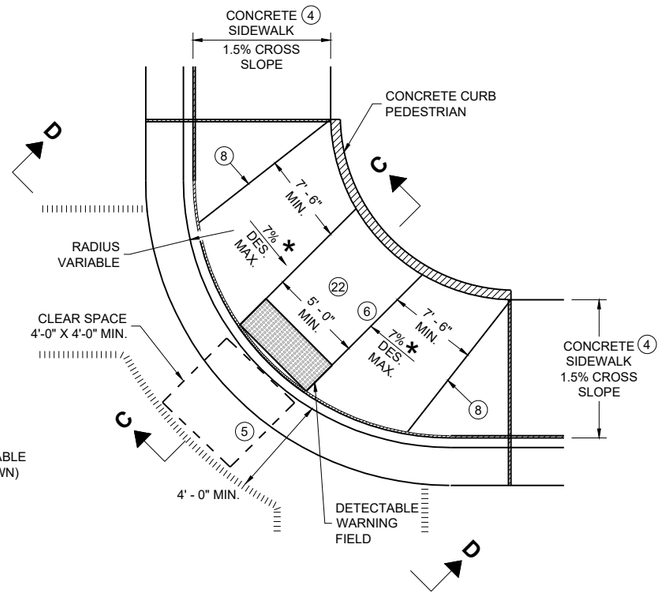
PLAN VIEW

CURB RAMP TYPE 1

(CENTER OF CORNER RADIUS)



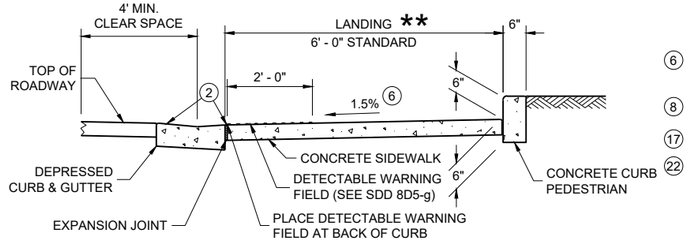
VIEW A - A FOR TYPE 1



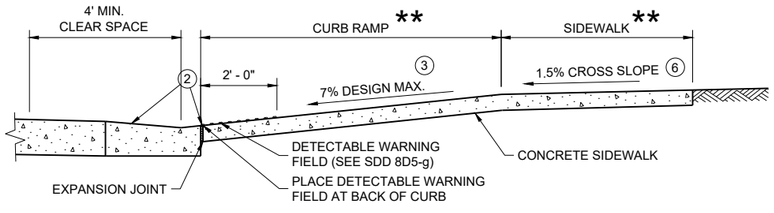
PLAN VIEW

CURB RAMP TYPE 1 - A

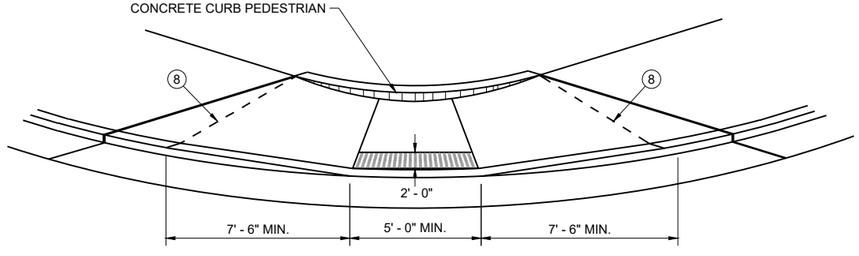
(NO TERRACE)



SECTION C - C FOR TYPE 1 - A



SECTION B - B FOR TYPE 1



VIEW D - D FOR TYPE 1 - A

GENERAL NOTES

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

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

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

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

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

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

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

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

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

(2) GRADE CHANGE BETWEEN GUTTER COUNTER SLOPE AND THE CURB RAMP SLOPE IS DESIRABLY 11% OR LESS AND SHALL NOT EXCEED 13.3%. TYPICAL GUTTER COUNTER SLOPE IS 4% BUT MAY BE MODIFIED TO FIT FIELD CONDITIONS. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5%, DESIRABLY 7% OR LESS, AND SHALL NOT EXCEED A MAXIMUM OF 8.3%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

(3) MAXIMUM 8.3% CURB RAMP SLOPE IS ALLOWABLE WITH GUTTER COUNTER SLOPE OF 5% MAXIMUM AND A 13.3% MAXIMUM GRADE CHANGE.

(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2.1% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

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

(6) PROVIDE A 5 FOOT BY 5 FOOT LANDING. SLOPE PERPENDICULAR TO CURB SHALL BE 2.1% MAXIMUM. SLOPE PARALLEL TO CURB SHALL MATCH THE CURB AND GUTTER LONGITUDINAL SLOPE.

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

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

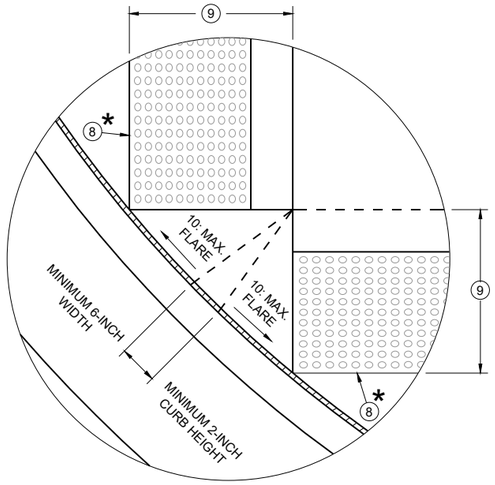
(22) THE ENTIRE RAMP SHALL BE A PLANAR SURFACE. DO NOT WARP THE RUNNING SLOPE OR CROSS SLOPE OF THE RAMP. WARPING OF THE SIDEWALK CROSS SLOPE SHALL TAKE PLACE BETWEEN THE LANDING AND MATCH POINT.

LEGEND

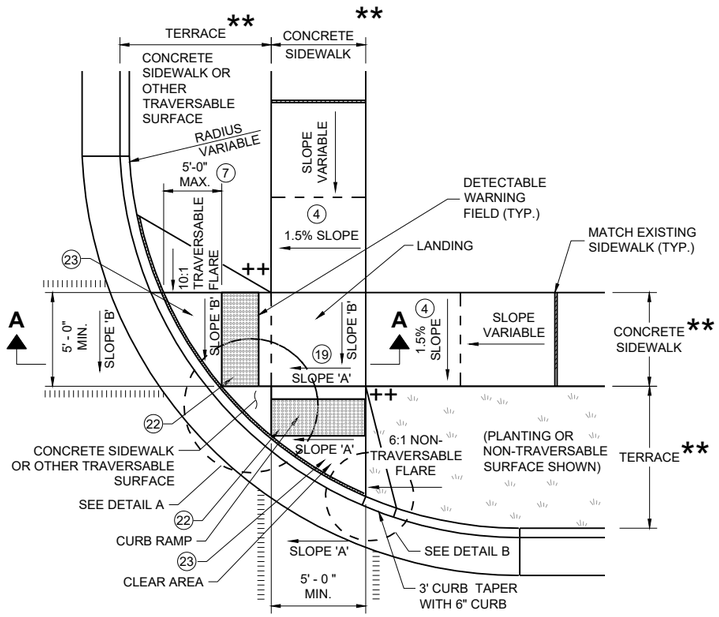
- ½" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)
- * MAXIMUM 8.3%
- ** WIDTH SHOWN ELSEWHERE IN THE PLANS

CURB RAMPS TYPE 1 AND 1-A

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



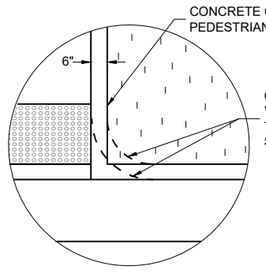
DETAIL A



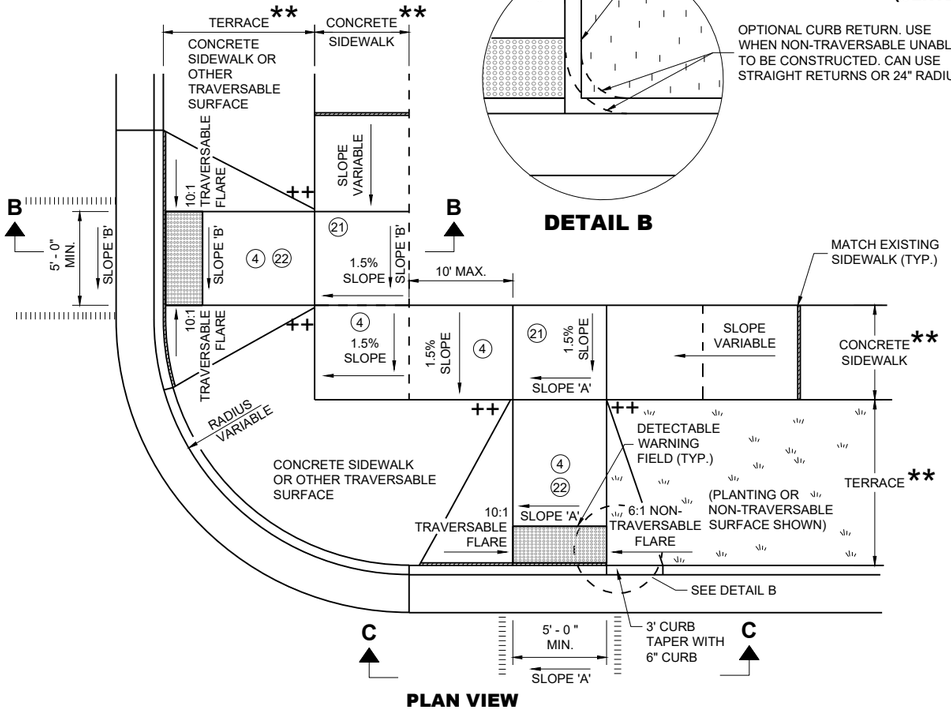
PLAN VIEW

CURB RAMP TYPE 2

(CENTER OF CORNER RADIUS)



DETAIL B



PLAN VIEW

CURB RAMP TYPE 3

(OUTSIDE OF CROSSWALK AREA)

GENERAL NOTES

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

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

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

(2) GRADE CHANGE BETWEEN GUTTER COUNTER SLOPE AND THE CURB RAMP SLOPE IS DESIRABLY 11% OR LESS AND SHALL NOT EXCEED 13.3%. TYPICAL GUTTER COUNTER SLOPE IS 4% BUT MAY BE MODIFIED TO FIT FIELD CONDITIONS. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5%, DESIRABLY 7% OR LESS, AND SHALL NOT EXCEED A MAXIMUM OF 8.3%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

(3) MAXIMUM 8.3% CURB RAMP SLOPE IS ALLOWABLE WITH GUTTER COUNTER SLOPE OF 5% MAXIMUM AND A 13.3% MAXIMUM GRADE CHANGE.

(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2.1% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

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

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

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

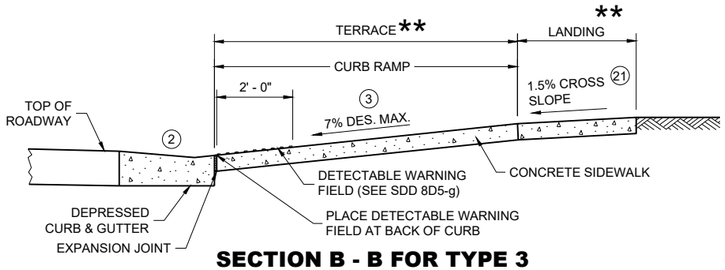
(17) A MAXIMUM 2-INCH CONCRETE BORDER IS PERMITTED ALONG ALL SIDES OF THE DETECTABLE WARNING FIELD SURFACE.

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

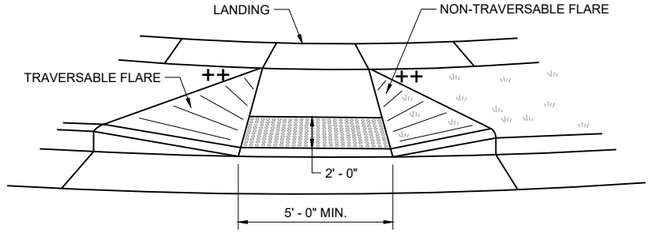
(21) PROVIDE A LANDING WITH A SLOPE PARALLEL TO ROADWAY THAT MATCHES SLOPE AT THE BOTTOM OF THE ADJACENT RAMP. SLOPE PERPENDICULAR TO ROADWAY SHALL BE 2.1% MAXIMUM. STANDARD LANDING SIZE IS 5 FEET BY 5 FEET.

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

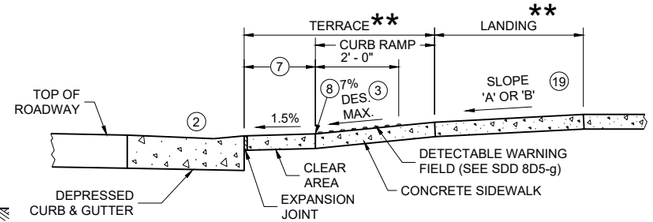
(23) THE CLEAR AREA BETWEEN THE BOTTOM OF RAMP AND BACK OF CURB SHALL BE SLOPED SO THAT WATER DRAINS OUT OF ONE SIDE OR BOTH SIDES OF THE CURB OPENING.



SECTION B - B FOR TYPE 3



VIEW C - C FOR TYPE 3



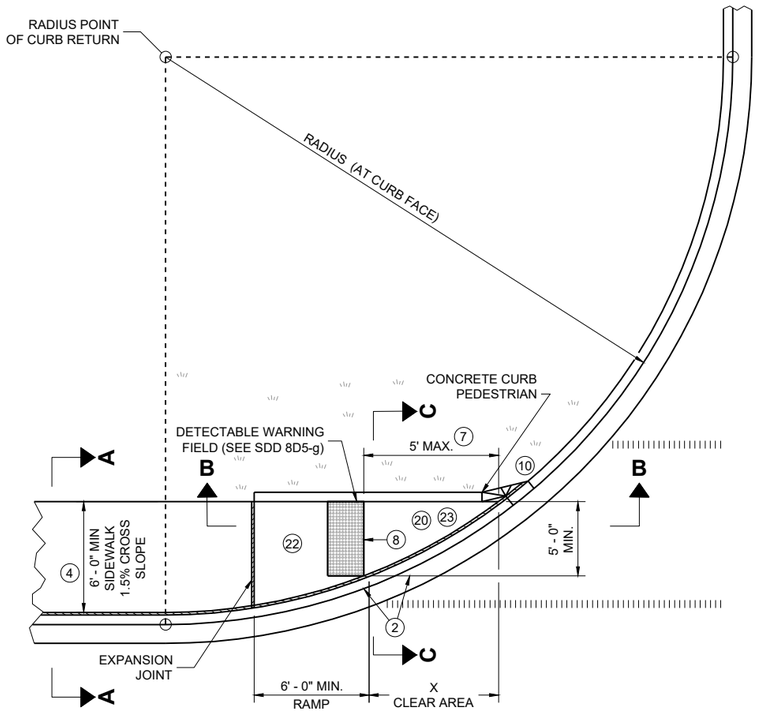
SECTION A - A FOR TYPE 2

LEGEND

▨	½" EXPANSION JOINT SIDEWALK
– – – –	CONTRACTION JOINT SIDEWALK
ıllıllıllıllıl	PAVEMENT MARKING CROSSWALK (WHITE)
*	MAXIMUM 2.1% SLOPE IN ALL DIRECTIONS IN FRONT OF GRADE BREAK
**	WIDTH SHOWN ELSEWHERE IN THE PLANS
++	CONSTRUCT 6" WEDGE TO AVOID CONCRETE BREAKAGE

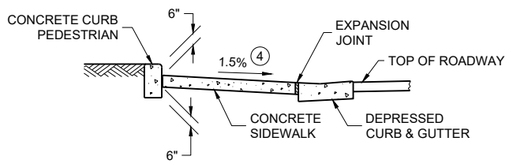
CURB RAMPS TYPE 2 AND 3

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

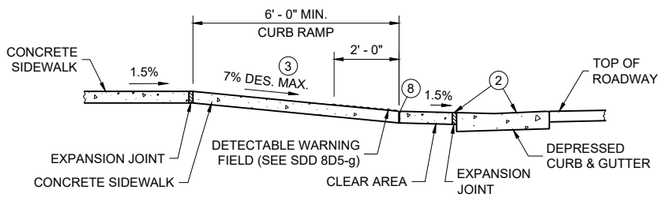


PLAN VIEW

CURB RAMP TYPE 4A



SECTION C - C FOR TYPE 4A



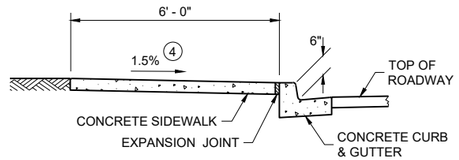
SECTION B - B FOR TYPE 4A AND TYPE 4A1

LEGEND

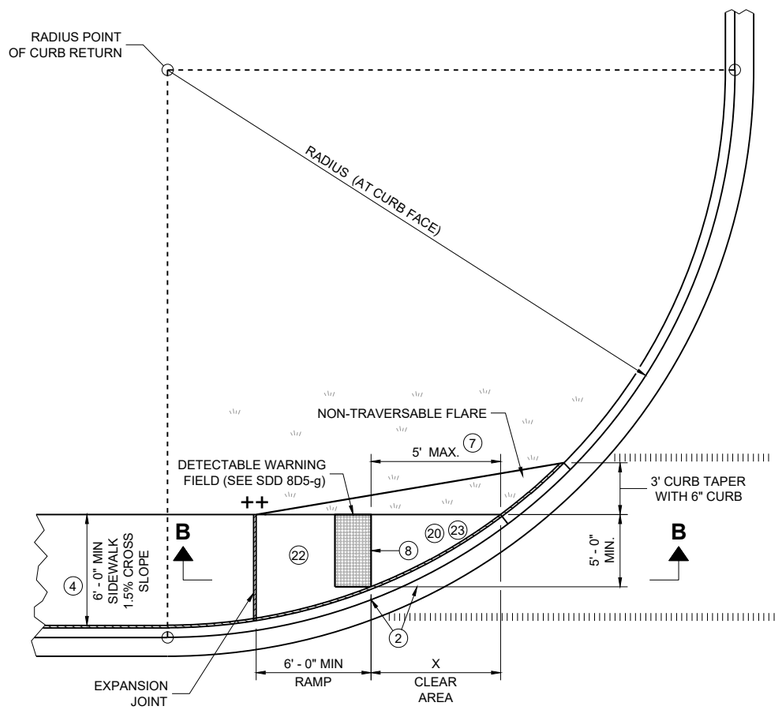
- ½" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT SIDEWALK
- PAVEMENT MARKING CROSSWALK (WHITE)
- ++ CONSTRUCT 6" WEDGE TO AVOID CONCRETE BREAKAGE

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

INTERMEDIATE RADII CAN BE INTERPOLATED



SECTION A - A FOR TYPE 4A



PLAN VIEW

CURB RAMP TYPE 4A1

GENERAL NOTES

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

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

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

(2) GRADE CHANGE BETWEEN GUTTER COUNTER SLOPE AND THE CURB RAMP SLOPE IS DESIRABLY 11% OR LESS AND SHALL NOT EXCEED 13.3%. TYPICAL GUTTER COUNTER SLOPE IS 4% BUT MAY BE MODIFIED TO FIT FIELD CONDITIONS. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5%, DESIRABLY 7% OR LESS, AND SHALL NOT EXCEED A MAXIMUM OF 8.3%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

(3) MAXIMUM 8.3% CURB RAMP SLOPE IS ALLOWABLE WITH GUTTER COUNTER SLOPE OF 5% MAXIMUM AND A 13.3% MAXIMUM GRADE CHANGE.

(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2.1% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

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

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

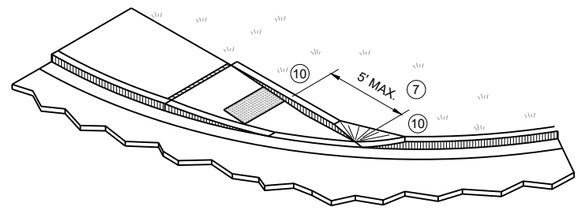
(10) INSTALL TRANSITION NOSE (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.

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

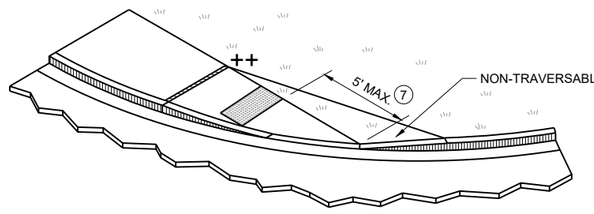
(20) MAXIMUM 1.5% DESIGN MAXIMUM AND 2.1% PROWAG MAXIMUM RUNNING SLOPE ON CLEAR AREA. CROSS SLOPE OF CLEAR AREA SHALL MATCH THE CROSS SLOPE OF THE ADJACENT CROSSWALK.

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

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



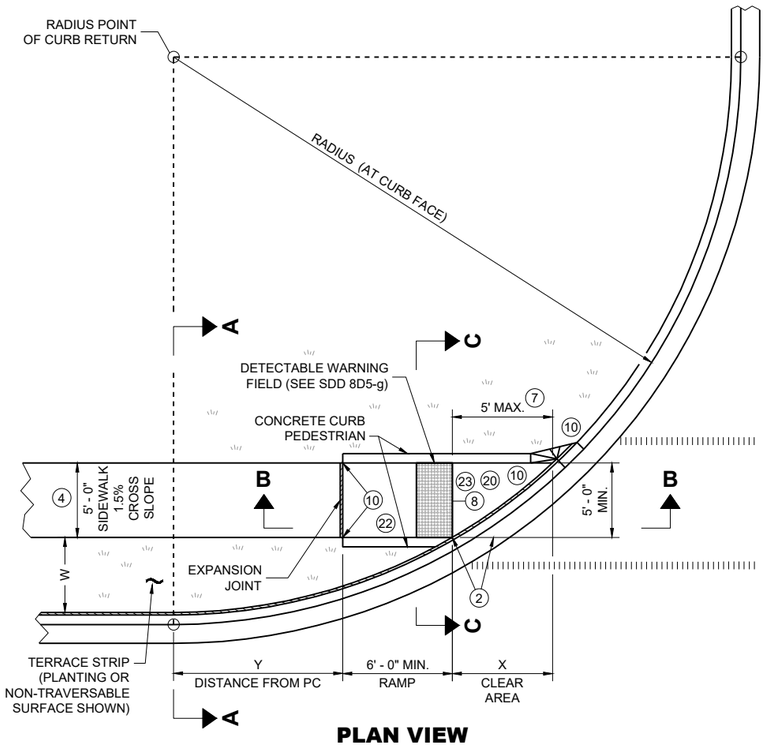
ISOMETRIC VIEW FOR TYPE 4A



ISOMETRIC VIEW FOR TYPE 4A1

CURB RAMPS
TYPE 4A AND 4A1

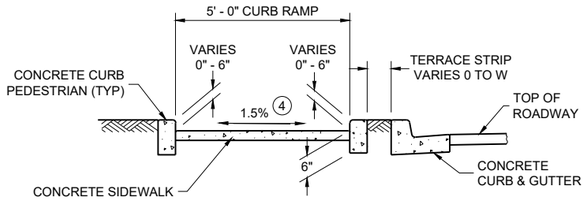
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



PLAN VIEW
CURB RAMP TYPE 4B

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

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



SECTION C - C FOR TYPE 4B

LEGEND

- ½" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT SIDEWALK
- PAVEMENT MARKING CROSSWALK (WHITE)
- * MAXIMUM 2.1% SLOPE IN ALL DIRECTIONS IF FRONT OF GRADE BREAK
- ++ CONSTRUCT 6" WEDGE TO AVOID CONCRETE BREAKAGE

GENERAL NOTES

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

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

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

(2) GRADE CHANGE BETWEEN GUTTER COUNTER SLOPE AND THE CURB RAMP SLOPE IS DESIRABLY 11% OR LESS AND SHALL NOT EXCEED 13.3%. TYPICAL GUTTER COUNTER SLOPE IS 4% BUT MAY BE MODIFIED TO FIT FIELD CONDITIONS. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5%, DESIRABLY 7% OR LESS, AND SHALL NOT EXCEED A MAXIMUM OF 8.3%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

(3) MAXIMUM 8.3% CURB RAMP SLOPE IS ALLOWABLE WITH GUTTER COUNTER SLOPE OF 5% MAXIMUM AND A 13.3% MAXIMUM GRADE CHANGE.

(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2.1% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

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

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

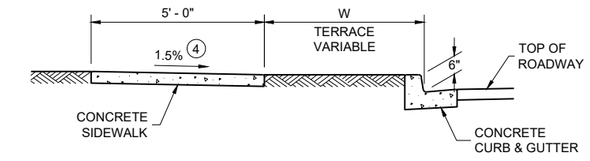
(10) INSTALL TRANSITION NOSE (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.

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

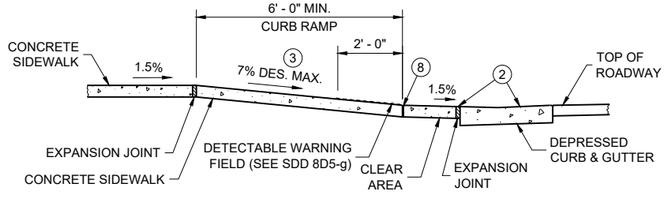
(20) MAXIMUM 1.5% DESIGN MAXIMUM AND 2.1% PROWAG MAXIMUM RUNNING SLOPE ON CLEAR AREA. CROSS SLOPE OF CLEAR AREA SHALL MATCH THE CROSS SLOPE OF THE ADJACENT CROSSWALK.

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

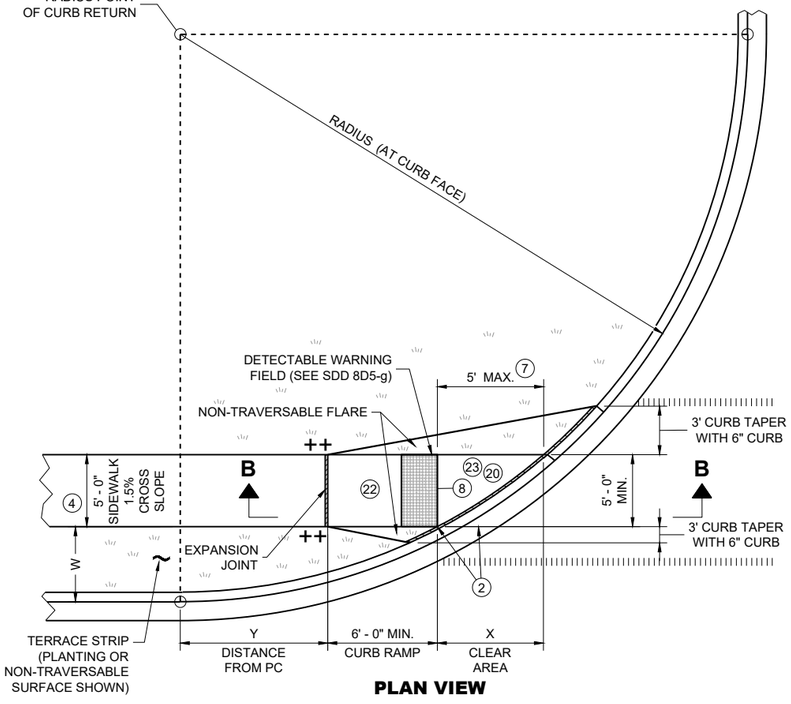
(23) THE CLEAR AREA BETWEEN THE BOTTOM OF RAMP AND BACK OF CURB SHALL BE SLOPED SO THAT WATER DRAINS OUT OF ONE SIDE OR BOTH SIDES OF THE CURB OPENING.



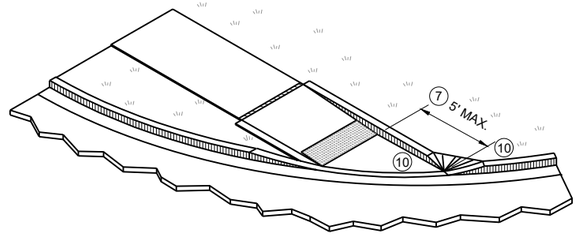
SECTION A - A FOR TYPE 4B



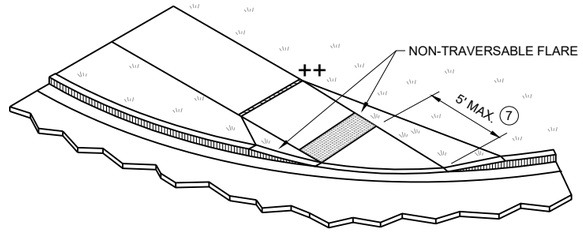
SECTION B - B FOR TYPE 4B AND TYPE 4B1



PLAN VIEW
CURB RAMP TYPE 4B1



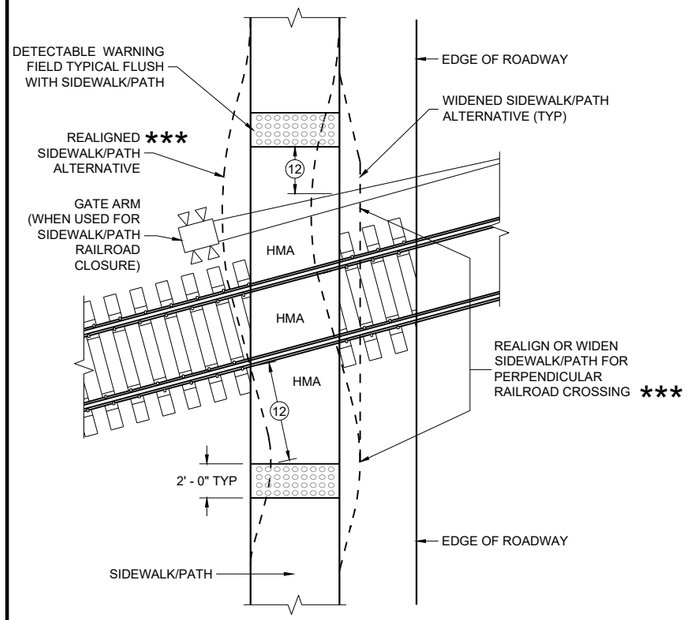
ISOMETRIC VIEW FOR TYPE 4B



ISOMETRIC VIEW FOR TYPE 4B1

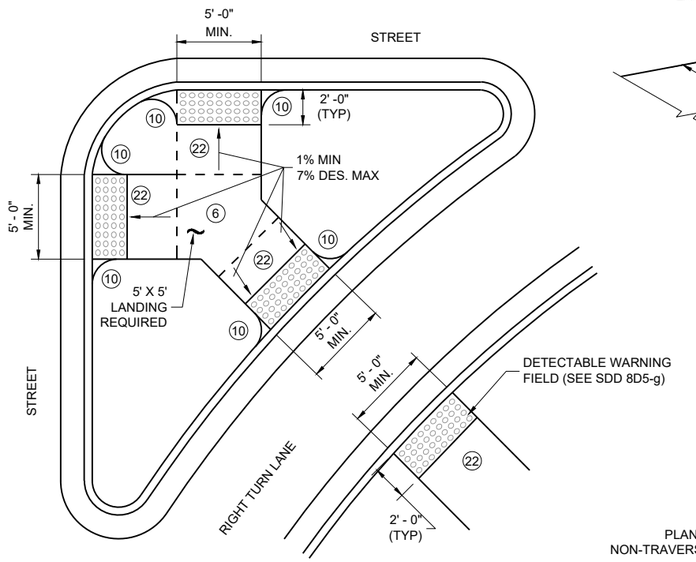
CURB RAMPS
TYPE 4B AND 4B1

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



CURB RAMP TYPE 8

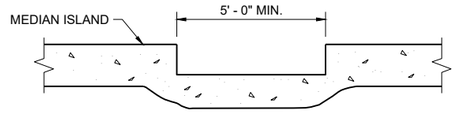
DETECTABLE WARNINGS FOR SIDEWALKS OR SHARED USE PATHS AT RAILROAD CROSSINGS



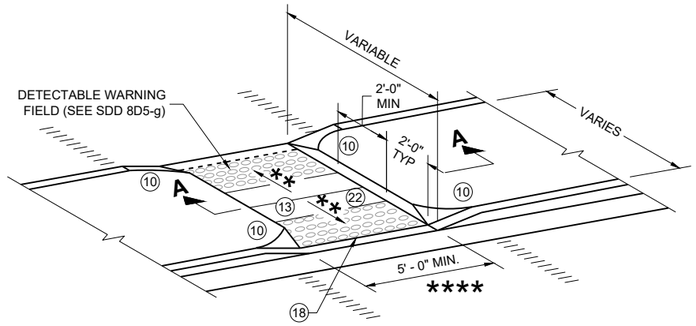
CURB RAMP TYPE 6

DETECTABLE WARNING AT ISLANDS

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

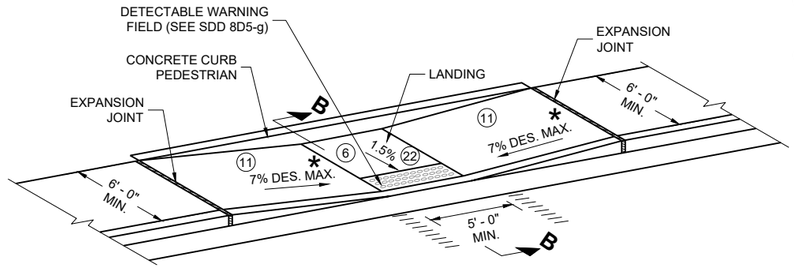


SECTION A - A FOR TYPE 5



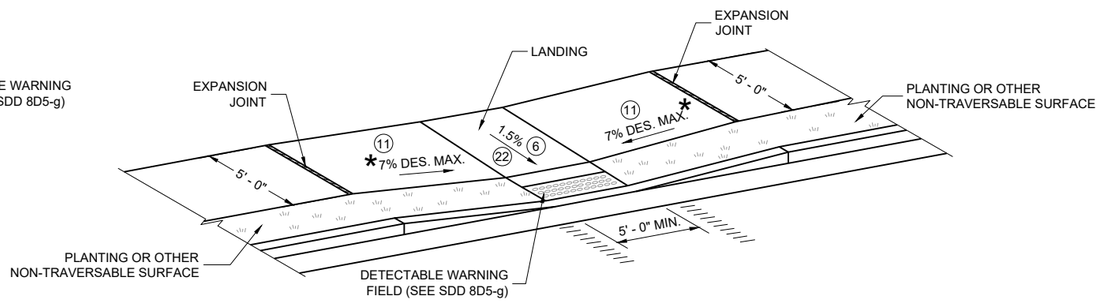
CURB RAMP TYPE 5

MEDIAN ISLAND NON-ELEVATED PEDESTRIAN CROSSING



CURB RAMP TYPE 7A

FOR INTERSECTIONS AND MID BLOCK CROSSINGS



CURB RAMP TYPE 7B

FOR INTERSECTIONS AND MID BLOCK CROSSINGS

GENERAL NOTES

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

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

SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2.1%.

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

(2) GRADE CHANGE BETWEEN GUTTER COUNTER SLOPE AND THE CURB RAMP SLOPE IS DESIRABLY 11% OR LESS AND SHALL NOT EXCEED 13.3%. TYPICAL GUTTER COUNTER SLOPE IS 4% BUT MAY BE MODIFIED TO FIT FIELD CONDITIONS. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5%, DESIRABLY 7% OR LESS, AND SHALL NOT EXCEED A MAXIMUM OF 8.3%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

(3) MAXIMUM 8.3% CURB RAMP SLOPE IS ALLOWABLE WITH GUTTER COUNTER SLOPE OF 5% MAXIMUM AND A 13.3% MAXIMUM GRADE CHANGE.

(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2.1% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

(6) PROVIDE A 5 FOOT BY 5 FOOT LANDING. SLOPE PERPENDICULAR TO CURB SHALL BE 2.1% MAXIMUM. SLOPE PARALLEL TO CURB SHALL MATCH THE CURB AND GUTTER LONGITUDINAL SLOPE.

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

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

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

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

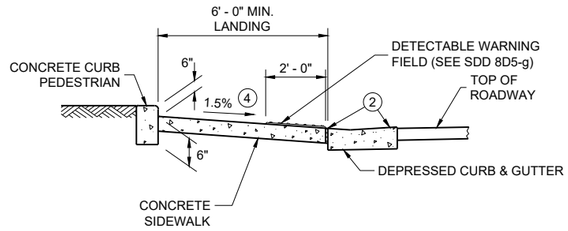
(17) A MAXIMUM 2-INCH CONCRETE BORDER IS PERMITTED ALONG ALL SIDES OF THE DETECTABLE WARNING FIELD SURFACE.

(18) WHEN THE DISTANCE BETWEEN THE BACK OF CURBS IS LESS THAN 6 FEET BUT THE FACE OF CURB TO FACE OF CURB DISTANCE IS 6 FEET OR GREATER THEN THE DETECTABLE WARNING FIELDS MAY BE MOVED SO THAT THE EDGE OF THE WARNING FIELD IS PLACED AT THE GUTTER FLOWLINE. MAINTAIN A MINIMUM OF TWO FEET BETWEEN DETECTABLE WARNING FIELD PANELS.

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

LEGEND

═══	½" EXPANSION JOINT SIDEWALK
– – – –	CONTRACTION JOINT FIELD LOCATED
ıı ıı ıı ıı	PAVEMENT MARKING CROSSWALK (WHITE)
*	MAXIMUM 8.3%
**	1% MINIMUM (PROVIDE DRAINAGE)
***	DETAILS TO BE DETERMINED BY ENGINEER
****	FOR SHARED USE PATHS, WIDTH MUST BE AS WIDE AS THE CROSSWALK

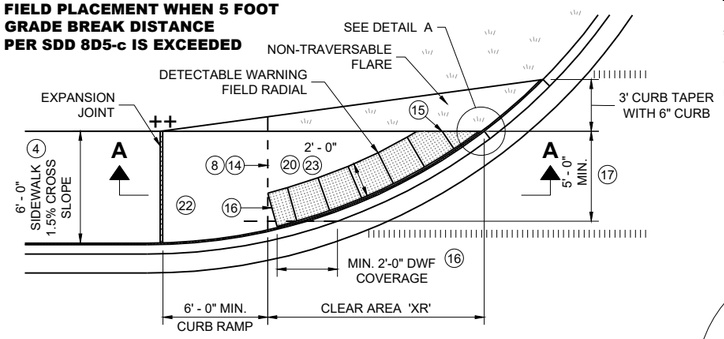


SECTION B - B FOR TYPE 7A

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

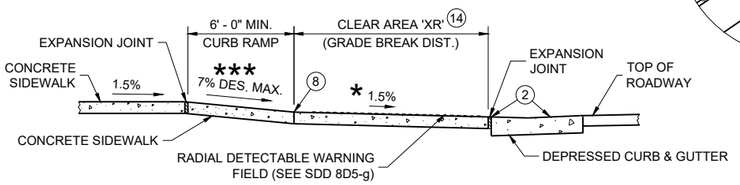
RADIAL DETECTABLE WARNING FIELD PLACEMENT WHEN 5 FOOT GRADE BREAK DISTANCE PER SDD 8D5-c IS EXCEEDED



PLAN VIEW

CURB RAMP TYPE 4A1

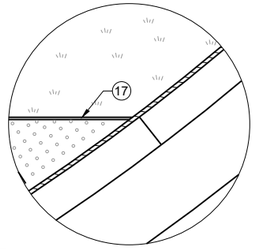
(GRADE BREAK DISTANCE GREATER THAN 5 FEET)



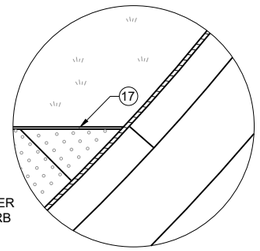
SECTION A - A FOR TYPE 4A1

LEGEND

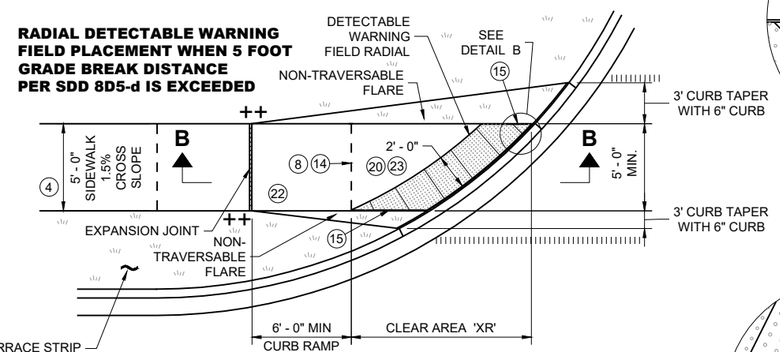
═══	½" EXPANSION JOINT SIDEWALK
– – – –	CONTRACTION JOINT SIDEWALK
ıı ıı ıı ıı	PAVEMENT MARKING CROSSWALK (WHITE)
**	WIDTH SHOWN ELSEWHERE IN THE PLANS
***	MAXIMUM 8.3%
++	CONSTRUCT 6" WEDGE TO AVOID CONCRETE BREAKAGE



DETAIL A



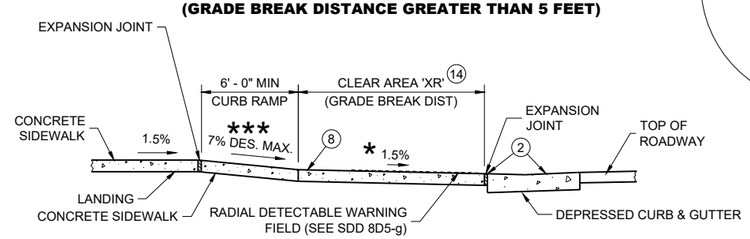
DETAIL B



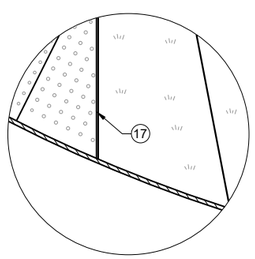
PLAN VIEW

CURB RAMP TYPE 4B1

(GRADE BREAK DISTANCE GREATER THAN 5 FEET)



SECTION B - B FOR TYPE 4B1



DETAIL C

GENERAL NOTES

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

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

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

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

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

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

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

(2) GRADE CHANGE BETWEEN GUTTER COUNTER SLOPE AND THE CURB RAMP SLOPE IS DESIRABLY 11% OR LESS AND SHALL NOT EXCEED 13.3%. TYPICAL GUTTER COUNTER SLOPE IS 4% BUT MAY BE MODIFIED TO FIT FIELD CONDITIONS. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5%, DESIRABLY 7% OR LESS, AND SHALL NOT EXCEED A MAXIMUM OF 8.3%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

(3) MAXIMUM 8.3% CURB RAMP SLOPE IS ALLOWABLE WITH GUTTER COUNTER SLOPE OF 5% MAXIMUM AND A 13.3% MAXIMUM GRADE CHANGE.

(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2.1% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

(6) PROVIDE A 5 FOOT BY 5 FOOT LANDING. SLOPE PERPENDICULAR TO CURB SHALL BE 2.1% MAXIMUM. SLOPE PARALLEL TO CURB SHALL MATCH THE CURB AND GUTTER LONGITUDINAL SLOPE.

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

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

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

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

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

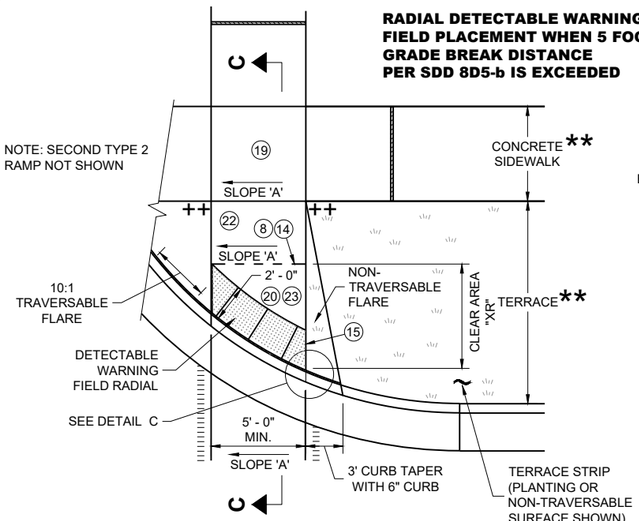
(19) WHERE A LANDING SERVES TWO CURB RAMPS, THE LANDING SLOPE SHALL NOT EXCEED THE CROSS SLOPE AT THE BOTTOM OF THE RAMP OR WITHIN THE CROSSWALK PARALLEL TO THE DIRECTION OF TRAVEL.

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

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

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

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

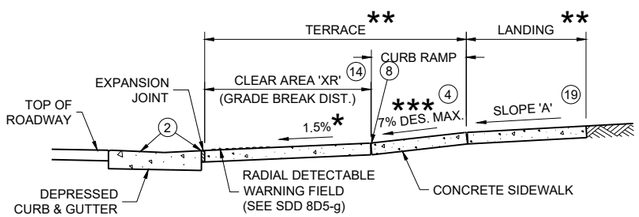


PLAN VIEW

CURB RAMP TYPE 2

(GRADE BREAK DISTANCE GREATER THAN 5 FEET)

(ON LINE WITH SIDEWALK)



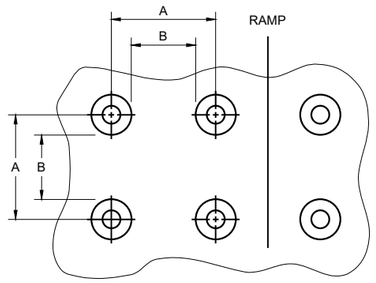
SECTION C - C FOR TYPE 2

CURB RAMPS
RADIAL DETECTABLE WARNING

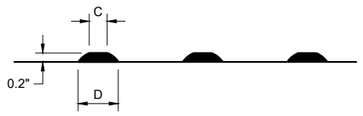
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

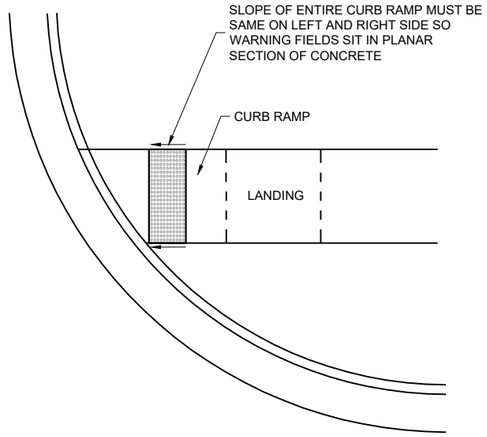
* THE C DIMENSION IS 50% TO 65% OF THE D DIMENSION.



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.

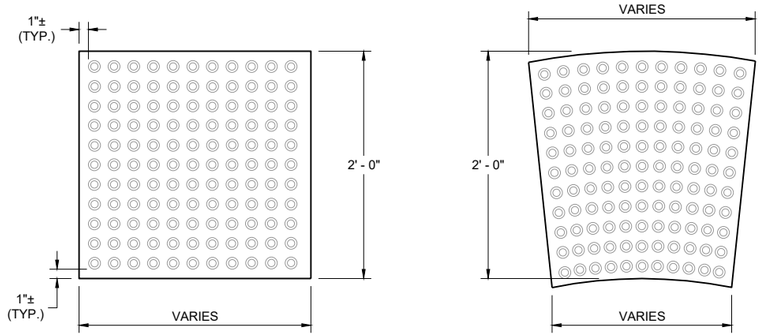
FOR RADIAL DETECTABLE WARNING FIELD APPLICATIONS WHERE STANDARD RADIAL PLATES ARE NOT AVAILABLE AT AN INTERSECTION CURB RADIUS, A COMBINATION OF SQUARE OR RECTANGULAR PLATES AND RADIAL PLATES MAY BE USED TO FORM RADIAL CONFIGURATION. RADIAL WEDGE PLATES IN COMBINATION WITH SQUARE PLATES ARE ALSO ACCEPTABLE.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

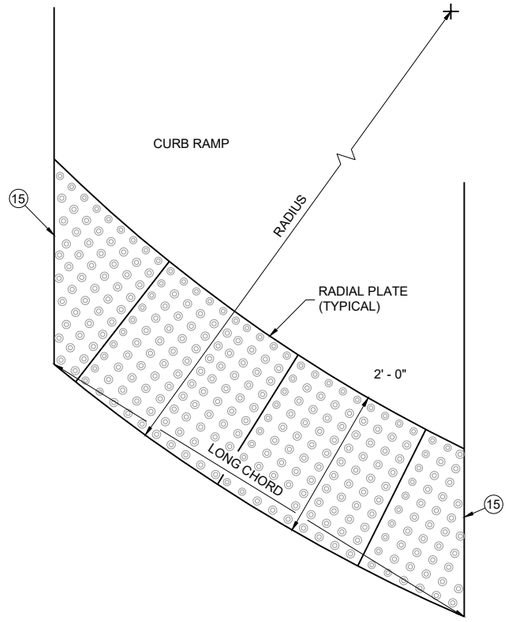
TRUNCATED DOMES
DETECTABLE WARNING PATTERN DETAIL



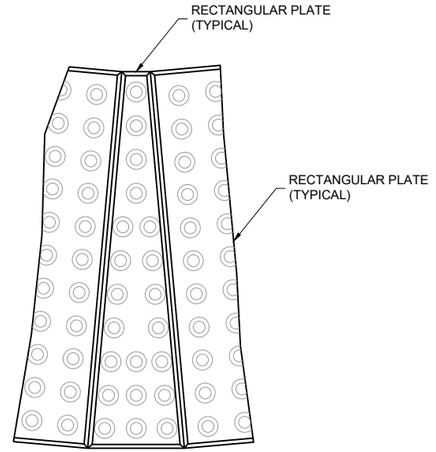
RECTANGULAR PLATES

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
February 2025 — DATE
/S/ Rodney Taylor — <position>

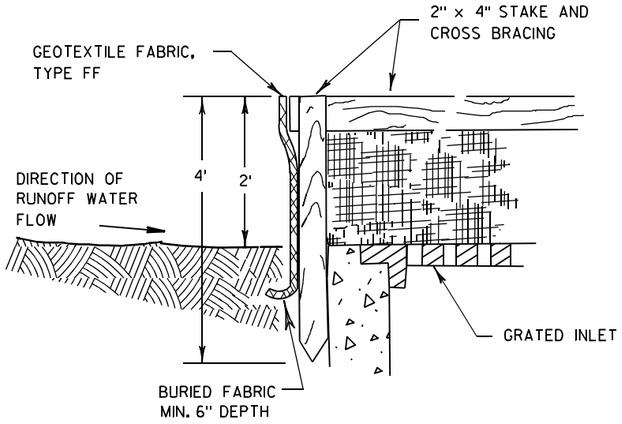
FHWA

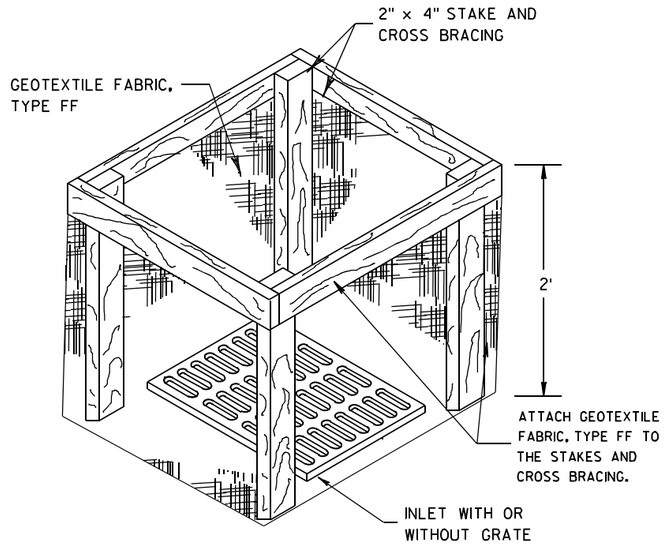
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SDD 08D05-22g

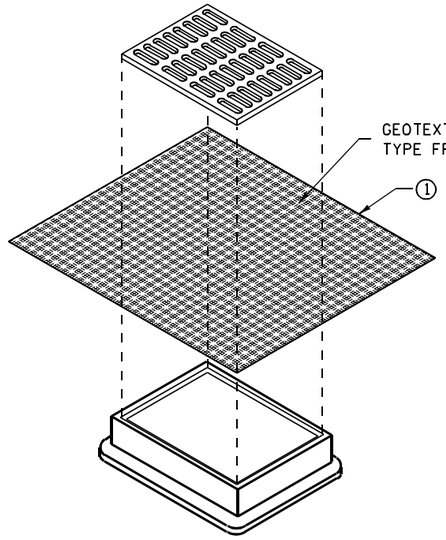
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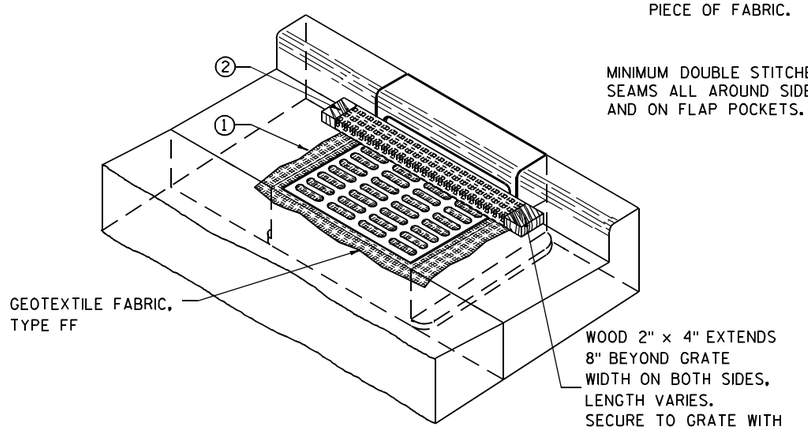


INLET PROTECTION, TYPE A

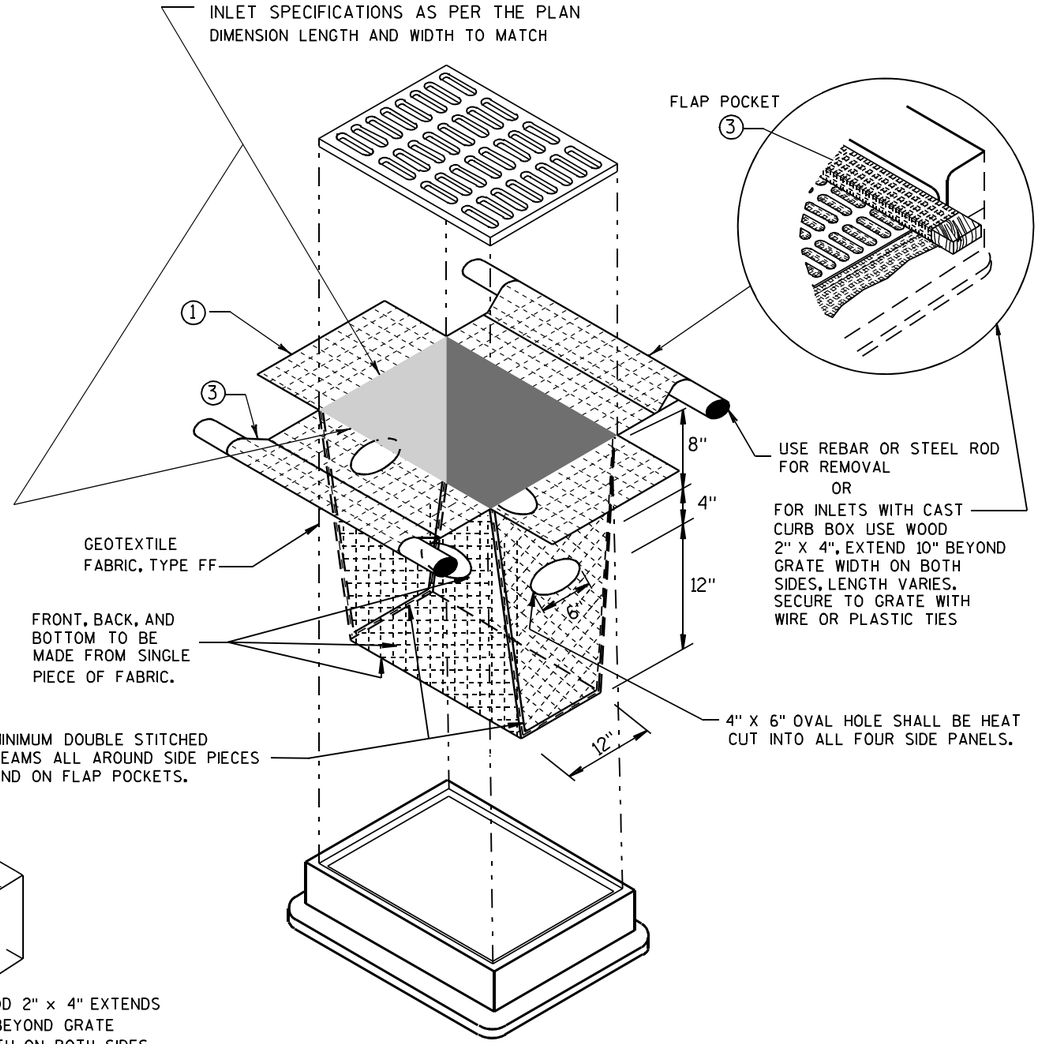


INLET PROTECTION, TYPE B
(WITHOUT CURB BOX)

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



INLET PROTECTION, TYPE C (WITH CURB BOX)



INLET PROTECTION, TYPE D

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

GENERAL NOTES

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

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

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

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

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

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

INSTALLATION NOTES

TYPE B & C

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

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

TYPE D

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

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

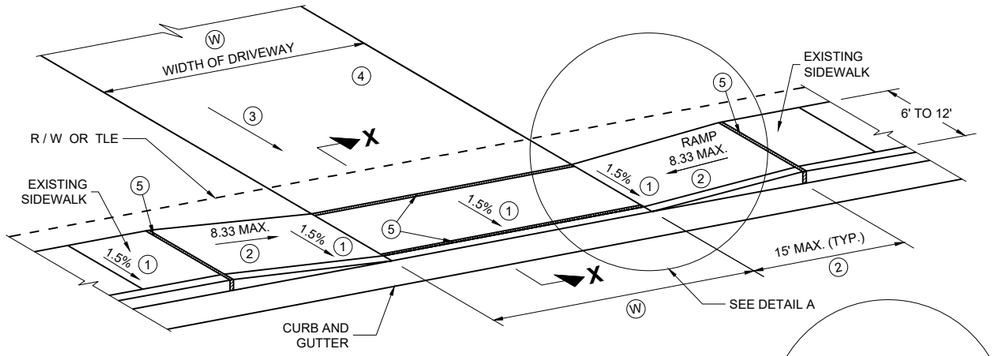
THE INSTALLED BAG SHALL HAVE A MINIMUM SIDE CLEARANCE, BETWEEN THE INLET WALLS AND THE BAG, MEASURED AT THE BOTTOM OF THE OVERFLOW HOLES, OF 3". WHERE NECESSARY THE CONTRACTOR SHALL CINCH THE BAG, USING PLASTIC ZIP TIES, TO ACHIEVE THE 3" CLEARANCE. THE TIES SHALL BE PLACED AT A MAXIMUM OF 4" FROM THE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

INLET PROTECTION
TYPE A, B, C, AND D

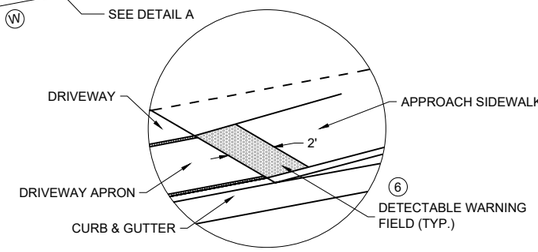
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

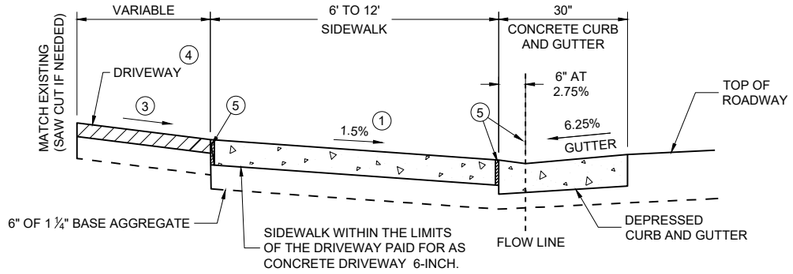
6
S.D.D. 8 E 10-2



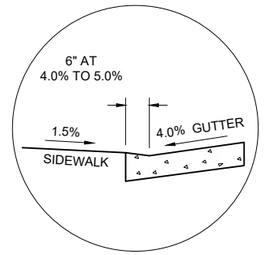
TYPE X
SIDEWALK ABUTS CURB AND GUTTER
TERRACE VARIES 0 TO 3 FEET



DETAIL A



SECTION X - X

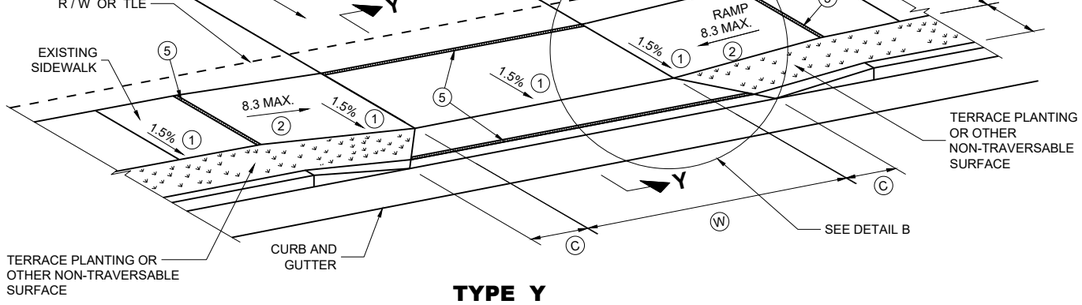


SECTION X - X
4% GUTTER SLOPE

Ⓦ : DRIVEWAY WIDTHS (MEASURED AT ROW LINE)
- ~ COMMERCIAL & INDUSTRIAL 16' MIN. - 35' MAX.
- ~ RESIDENTIAL & AGRICULTURAL (NONCOMMERCIAL) 16' MIN. - 24' MAX.

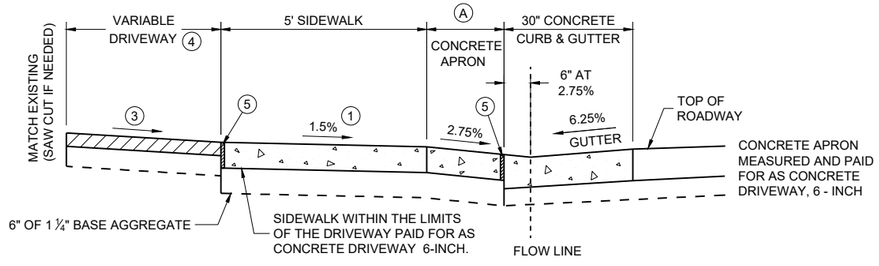
TABLE Y

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



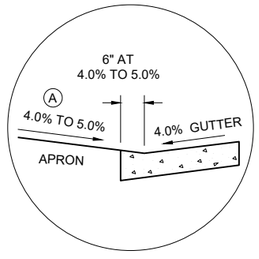
TYPE Y
SIDEWALK WITH NARROWER TERRACE
TERRACE VARIES 4 TO 6 FEET

Ⓐ:MEASURE FROM BACK OF CURB



NOTE: SIDEWALK MY BE DEPRESSED IN DRIVEWAY AREAS

SECTION Y - Y



SECTION Y - Y
4% GUTTER SLOPE

DRIVEWAY DETAIL WITH CONCRETE CURB AND GUTTER
(URBAN AND SUBURBAN)

GENERAL NOTES

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

Ⓦ IS SHOWN ON PLAN AND PROFILE SHEETS.

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

① CONSTRUCTION TOLERANCE OF 0.5%± FOR SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2.1%.

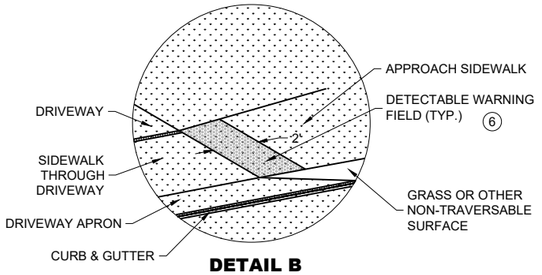
② THE SIDEWALK RAMP MAXIMUM RUNNING SLOPE SHALL NOT REQUIRE THE RAMP LENGTH TO EXCEED 15 FEET TO AVOID CHASING THE SLOPE INDEFINITELY WHEN CONNECTING TO STEEP GRADES. WHEN APPLYING THE 15 FOOT MAXIMUM LENGTH, THE RUNNING SLOPE OF THE SIDEWALK SHALL BE AS FLAT AS FEASIBLE AND NOT EXCEED THE LONGITUDINAL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

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

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

⑤ 1/2" EXPANSION JOINT FILLER

⑥ DETECABLE WARNING FIELDS ARE REQUIRED WHEN A PEDESTRIAN CIRCULATION ROUTE CROSSES A DRIVEWAY THAT IS TRAFFIC SIGNAL, STOP, OR YIELD SIGN CONTROLLED. DETECTABLE WARNING FIELDS TO BE 2 FT DEEP AND EXTEND THE WIDTH OF THE PEDESTRIAN CIRCULATION ROUTE.



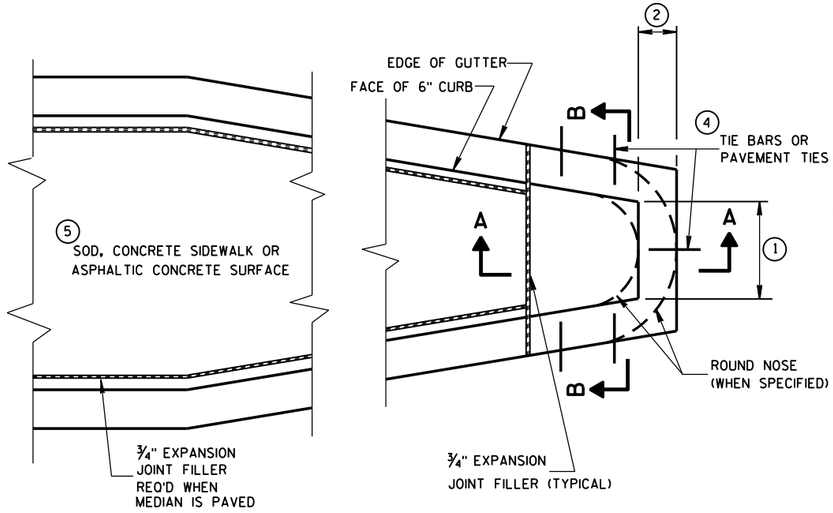
DETAIL B

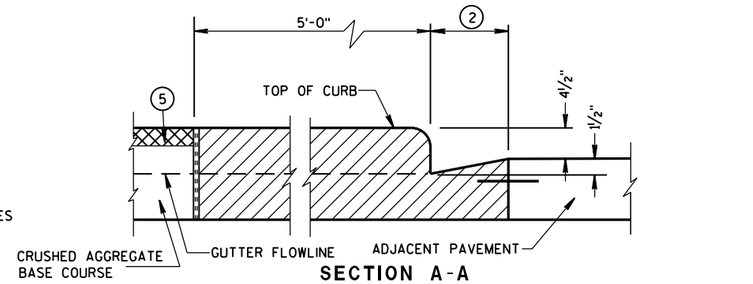
DRIVEWAY AND SIDEWALK RAMPS TYPES X AND Y

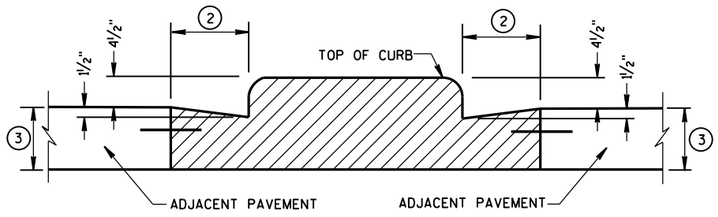
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2025 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR
FHWA

6
SDD 09A11-01







CONCRETE MEDIAN BLUNT NOSE DETAIL

GENERAL NOTES

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

(1) SEE PLAN FOR MEDIAN NOSE WIDTH AND RADIUS (FOR ROUND NOSE ALTERNATE).

(2) WIDTH OF GUTTER TO MATCH EXISTING ADJACENT GUTTER OR AS SPECIFIED ELSEWHERE IN THE PLAN.

(3) DEPTH EQUAL TO ADJACENT PAVEMENT. ADJACENT PAVEMENT STRUCTURE DETAILS ARE SHOWN ON THE PLAN. TYPICAL OPTIONS ARE:

(1) NEW OR EXISTING CONCRETE PAVEMENT.

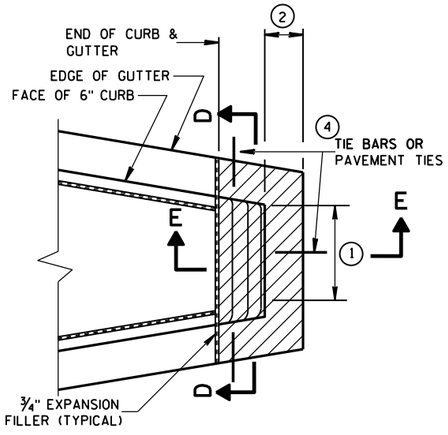
(2) ASPHALTIC CONCRETE PAVEMENT OVER NEW OR EXISTING CONCRETE BASE COURSE.

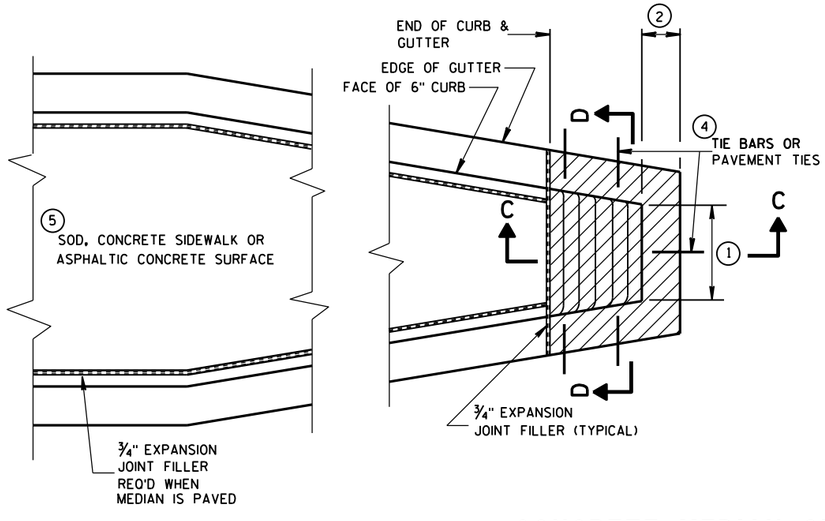
(3) ASPHALTIC CONCRETE PAVEMENT OVER CRUSHED AGGREGATE BASE COURSE.

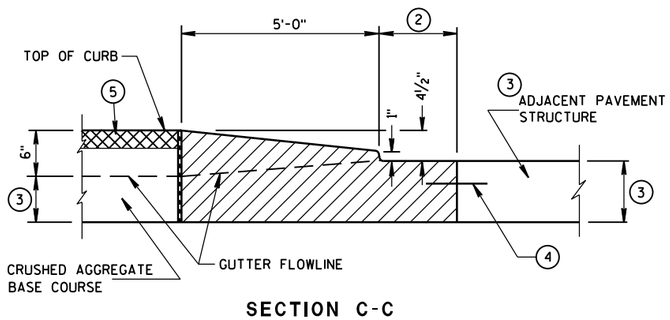
(4) TIE BARS OR PAVEMENT TIES REQUIRED IN NEW CONCRETE PAVEMENT OR CONCRETE BASE COURSE. TIE BARS SHALL BE NO. 4 X 2'-0" SPACED AT 2'-0" C-C.

PAVEMENT TIES REQUIRED IN EXISTING CONCRETE BASE COURSE. PAVEMENT TIES SHALL BE NO. 6 X 1'-0" SPACED AT 3'-0" C-C INSTALLED ON A HORIZONTAL SKEW OF 6:1. THE DIRECTION OF SKEW SHALL ALTERNATE AFTER EVERY ONE OR TWO BARS.

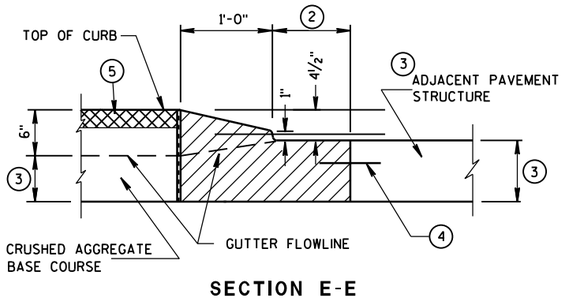
(5) SURFACE TYPE AND DETAILS ARE SHOWN ELSEWHERE IN THE PLAN.



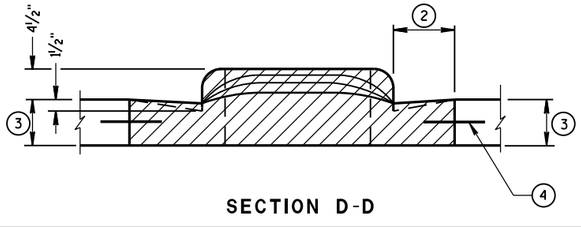




CONCRETE MEDIAN SLOPED NOSE TYPE 1



CONCRETE MEDIAN SLOPED NOSE TYPE 2



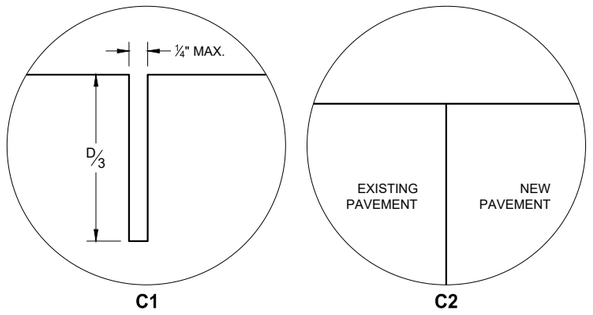
CONCRETE MEDIAN NOSE	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED 6/8/2006 DATE FHWA	/S/ Jerry H. Zogg ROADWAY STANDARDS D 78 ENGINEER

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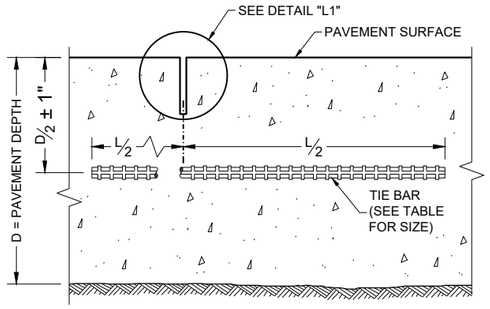
S.D.D. 11 B 2-2

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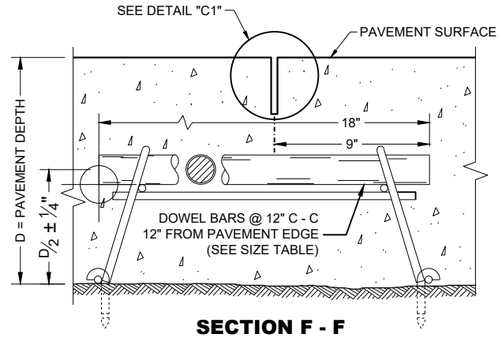
S.D.D. 11 B 2-2



TRANSVERSE JOINTS



SECTION C - C
SAWED JOINT



SECTION F - F
CONTRACTION JOINT

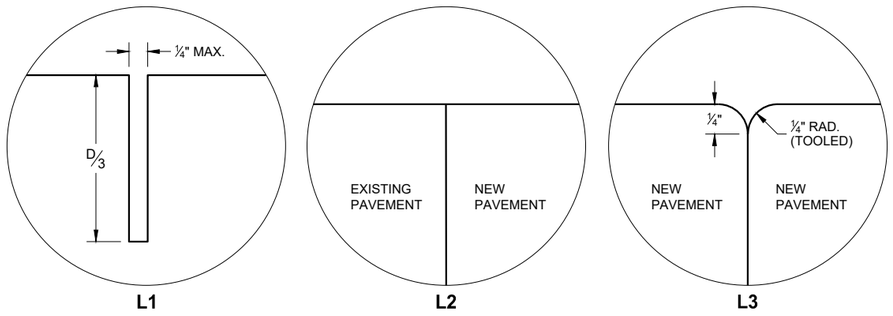
GENERAL NOTES

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

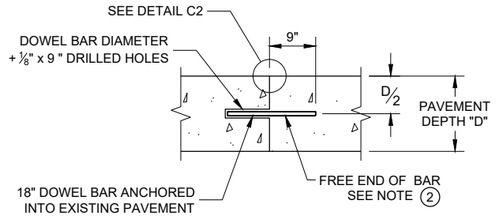
PROVIDE A MIMIMUM DISTANCE OF 15 INCHES FROM AN EXISTING TRANSVERSE JOINT OR EDGE OF REPLACEMENT TO THE CENTER OF THE TIE BAR NEAREST THAT JOINT OR EDGE.

(1) INSTALL DOWEL BARS PARALLEL TO THE PAVEMENT CENTERLINE AND PAVEMENT SURFACE.

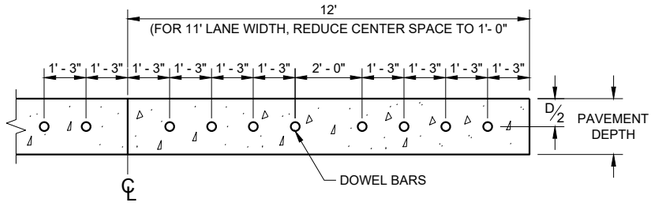
(2) APPLY A THIN UNIFORM COATING OF SURFACE TREATMENT TO THE FREE END OF DOWEL BARS TO PREVENT BONDING.



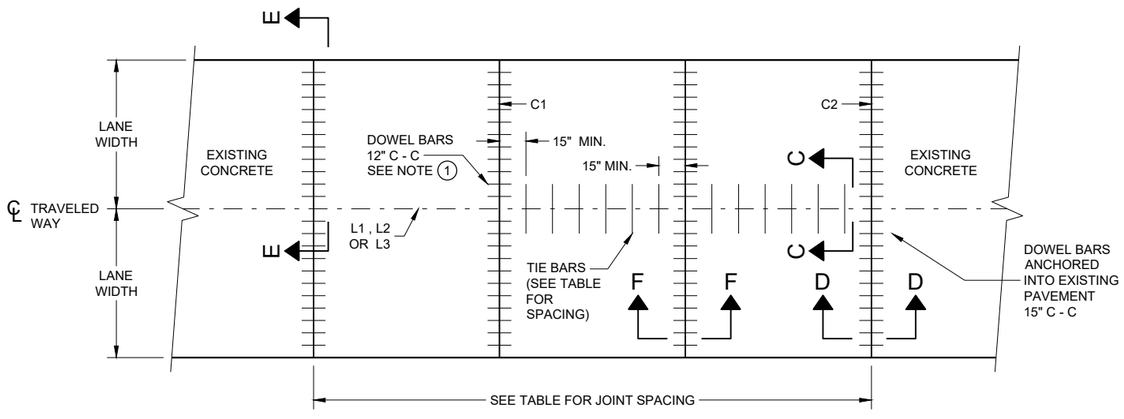
LONGITUDINAL JOINTS



SECTION D - D



SECTION E - E
SPACING OF DOWEL BARS
ANCHORED INTO EXISTING PAVEMENT



PLAN VIEW
CONCRETE BASE
CONTRACTION JOINT LOCATIONS

TIE BAR TABLE

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

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

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

PAVEMENT DEPTH, DOWEL BAR SIZE AND JOINT SPACING TABLE

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

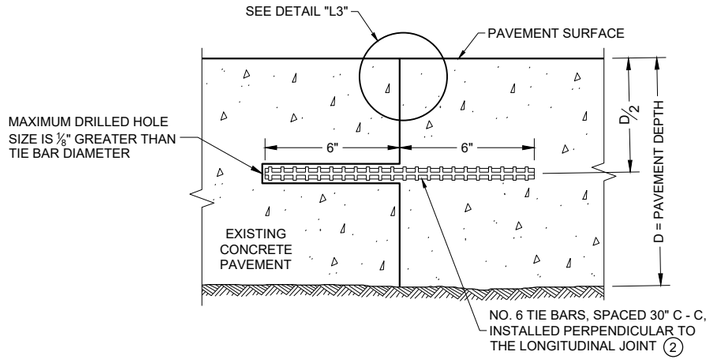
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SDD 13C15 - 08a

CONCRETE BASE

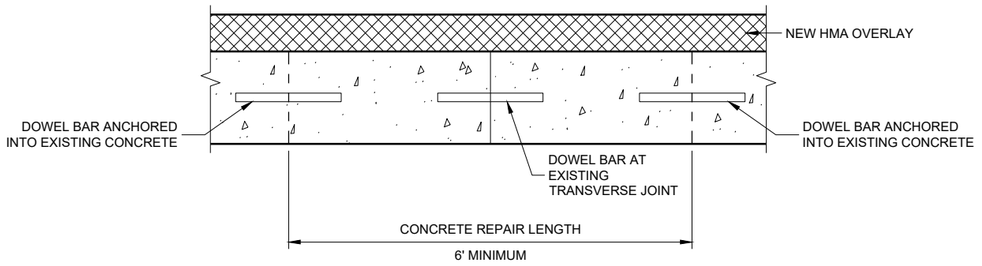
GENERAL NOTES

1. USE AN ENGINEER APPROVED BOND BREAKER (E.G. RELEASE AGENT, CURING COMPOUND) AT THE LONGITUDINAL JOINT IN LIEU OF TIE BARS FOR SINGLE LANE CONCRETE BASE REPAIRS UP TO 15 FEET IN LENGTH.
2. ANCHOR TIE BARS INTO DRILLED HOLES WITH AN EPOXY.
3. PAVEMENT THAT WAS IN PLACE PRIOR TO THE CONTRACT.

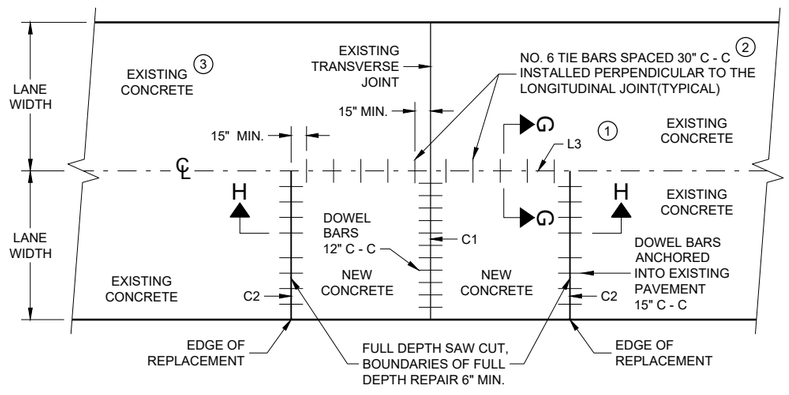


SECTION G - G

TIE BARS ANCHORED INTO EXISTING PAVEMENT



SECTION H - H



PLAN VIEW

SINGLE LANE CONCRETE BASE REPAIR

CONCRETE BASE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

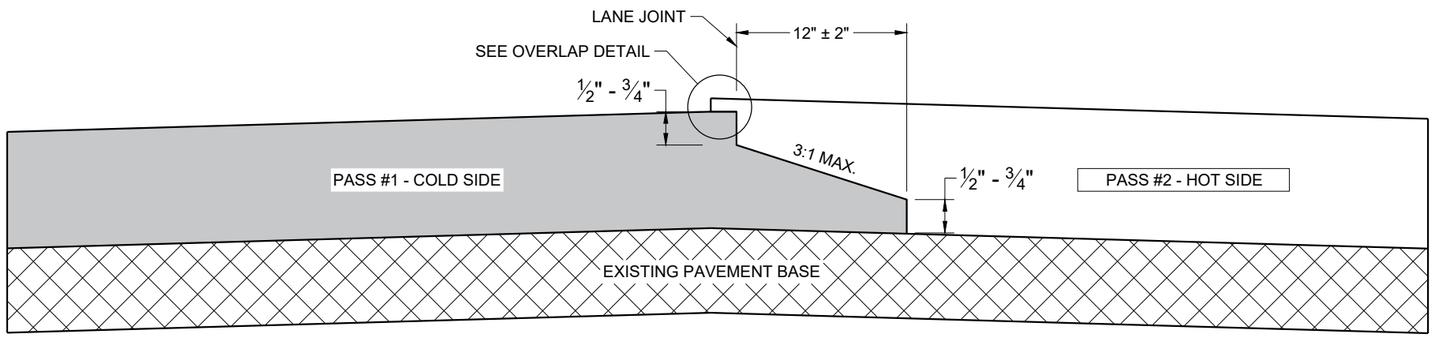
APPROVED
November 2022
DATE

/S/ Peter Kemp P.E.
PAVEMENT SUPERVIS

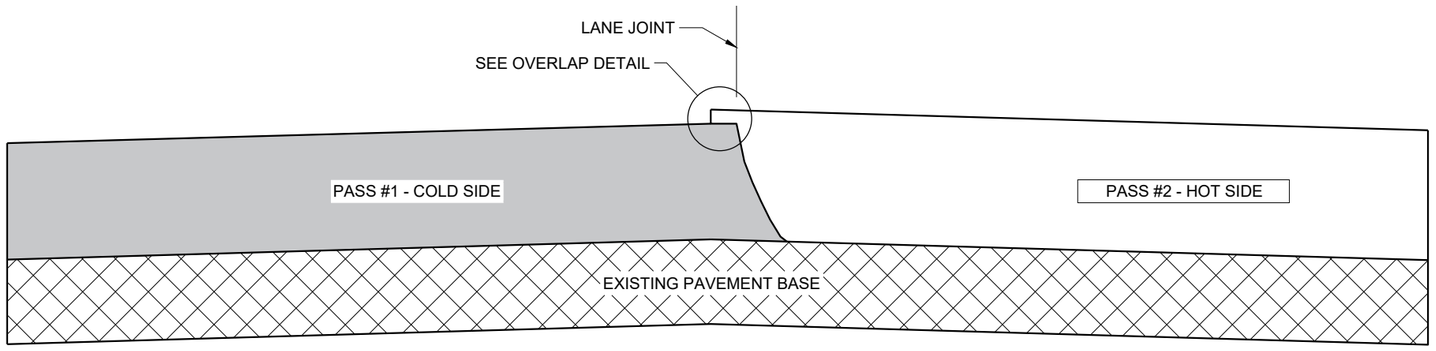
FHWA

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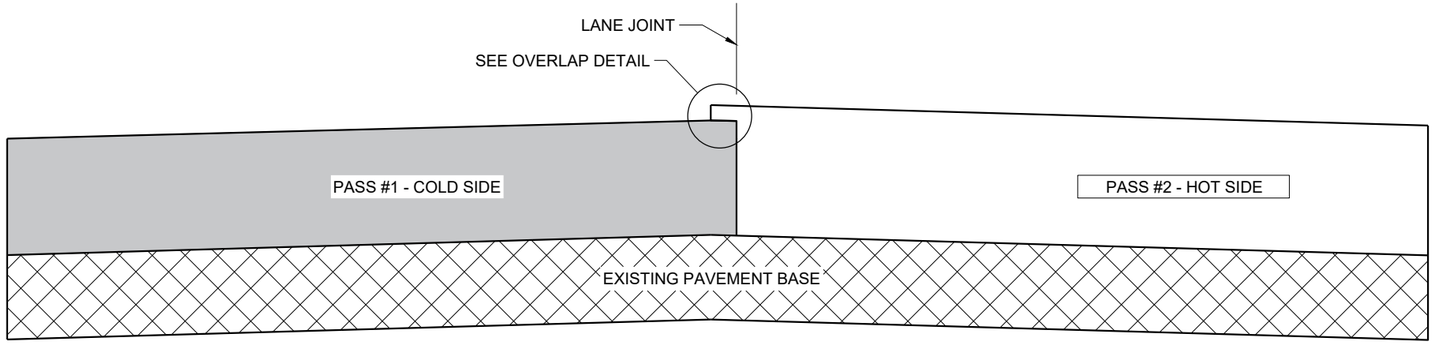
SDD 13C15 - 08b
SDD 13C15 - 08b



TYPICAL PAVEMENT CROSS SECTION
NOTCHED WEDGE JOINT



TYPICAL PAVEMENT CROSS SECTION
VERTICAL JOINT



TYPICAL PAVEMENT CROSS SECTION
VERTICAL JOINT (MILLED)

GENERAL NOTES

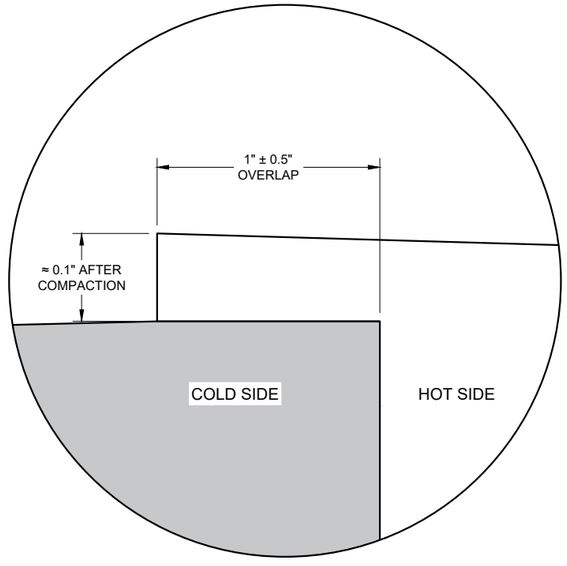
IN ADDITION TO THE DETAILS PROVIDED IN THIS DRAWING, CONFORM TO STANDARD SPECIFICATION 450.3.2.8 FOR WHEN A NOTCHED WEDGE JOINT IS REQUIRED AND FOR GENERAL JOINT CONSTRUCTION REQUIREMENTS.

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

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

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

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



OVERLAP DETAIL (TYPICAL)

6

6

SDD 13C19 - 03

SDD 13C19 - 03

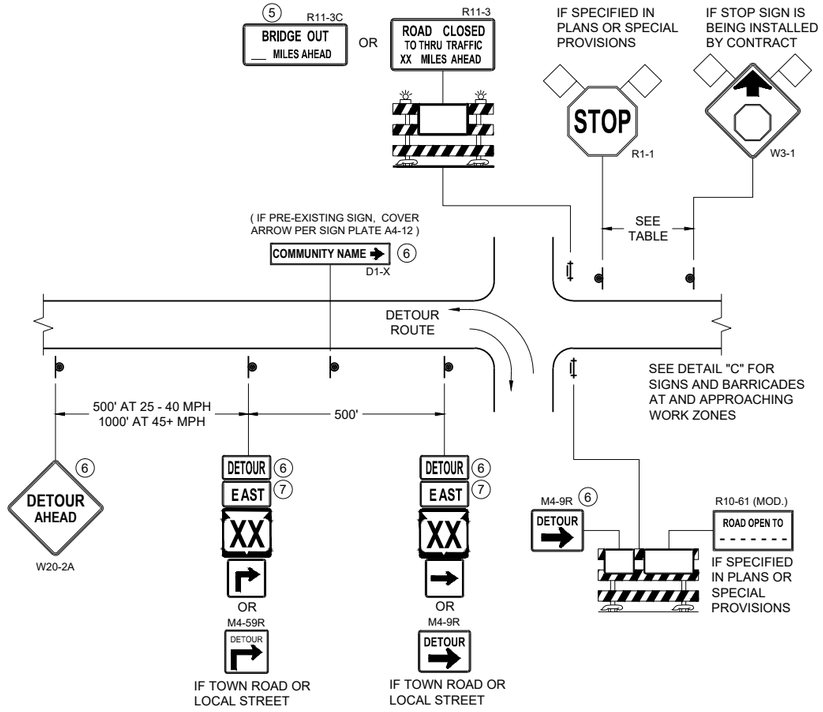
HMA LONGITUDINAL JOINTS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2020
DATE

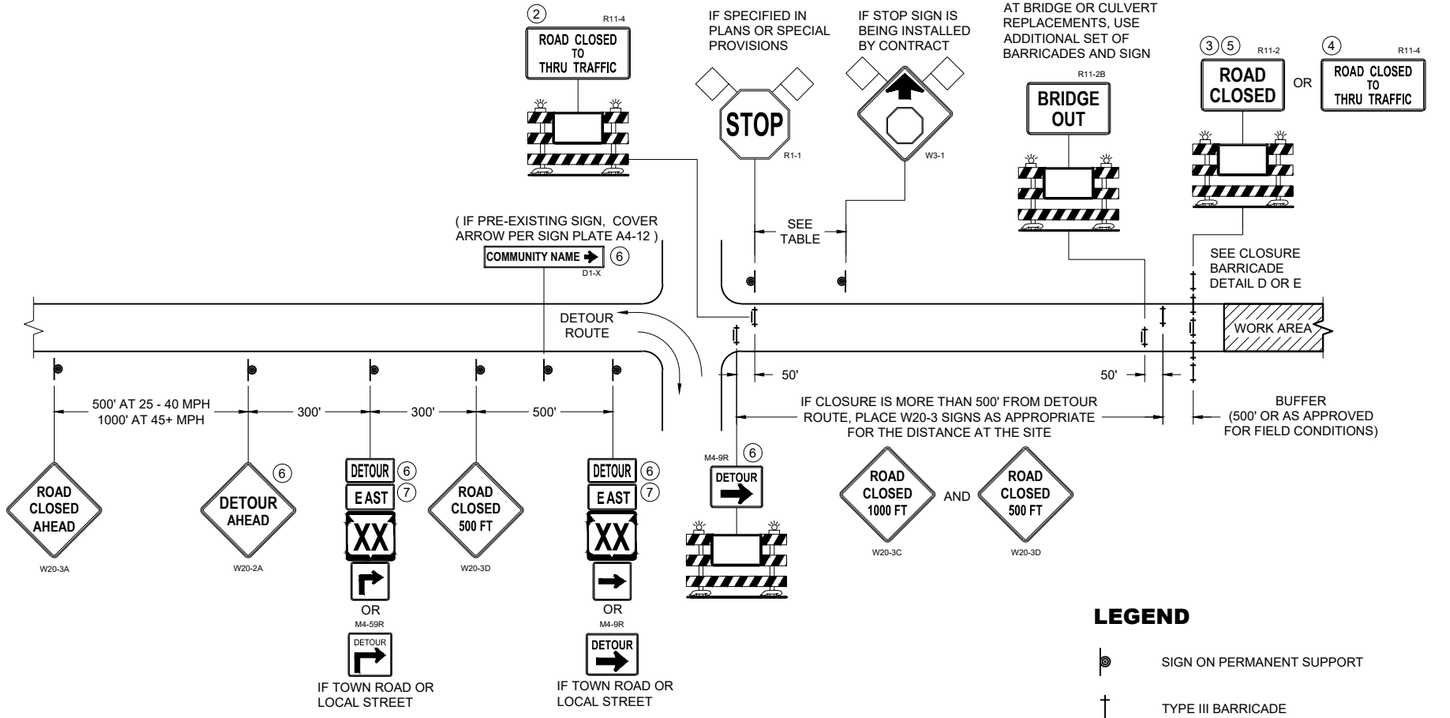
/S/ Steven Hefel
HMA PAVEMENT ENGIN

FHWA



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)

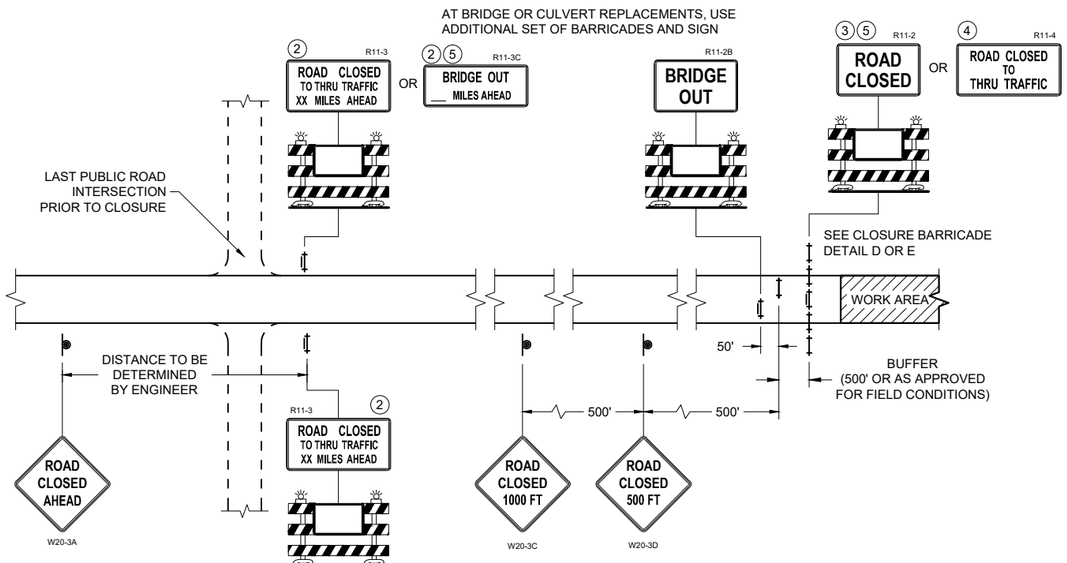
SPEED LIMIT (MPH)	"STOP AHEAD" ADVANCE WARNING DISTANCE (FT)
25	200
30	200
35	350
40	350
45	500
50	550
55	750

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

LEGEND

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

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



DETAIL C
MAINLINE CLOSURE, NO POSTED DETOUR

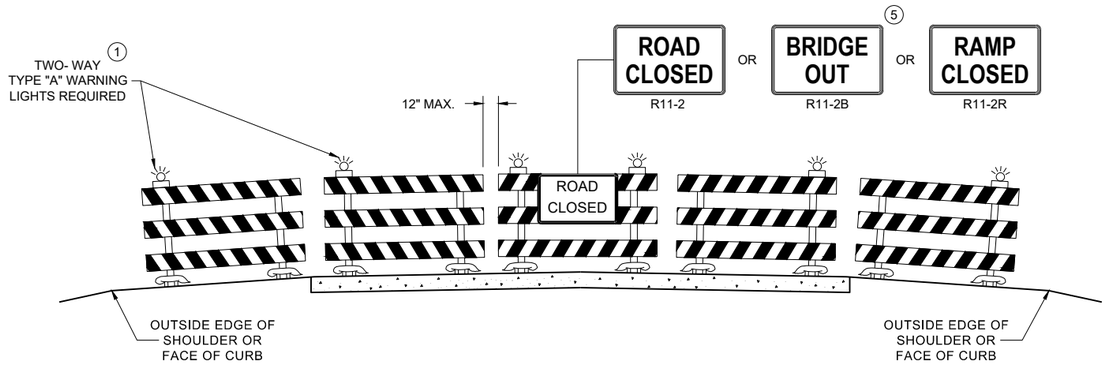
BARRICADES AND SIGNS FOR MAINLINE CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

FHWA

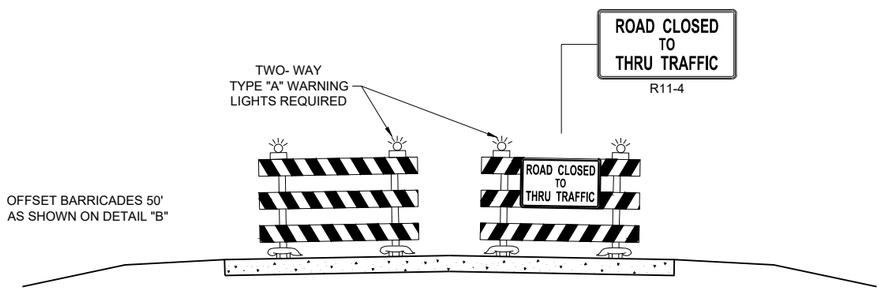
6
SDD 15C02-10a



DETAIL D

ROAD CLOSURE BARRICADE DETAIL

APPROACH VIEW



DETAIL E

LANE CLOSURE BARRICADE DETAIL

APPROACH VIEW

SEE SDD 15C2 - SHEET "a" FOR LEGEND

GENERAL NOTES

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

BARRICADES AND SIGNS FOR VARIOUS CLOSURES

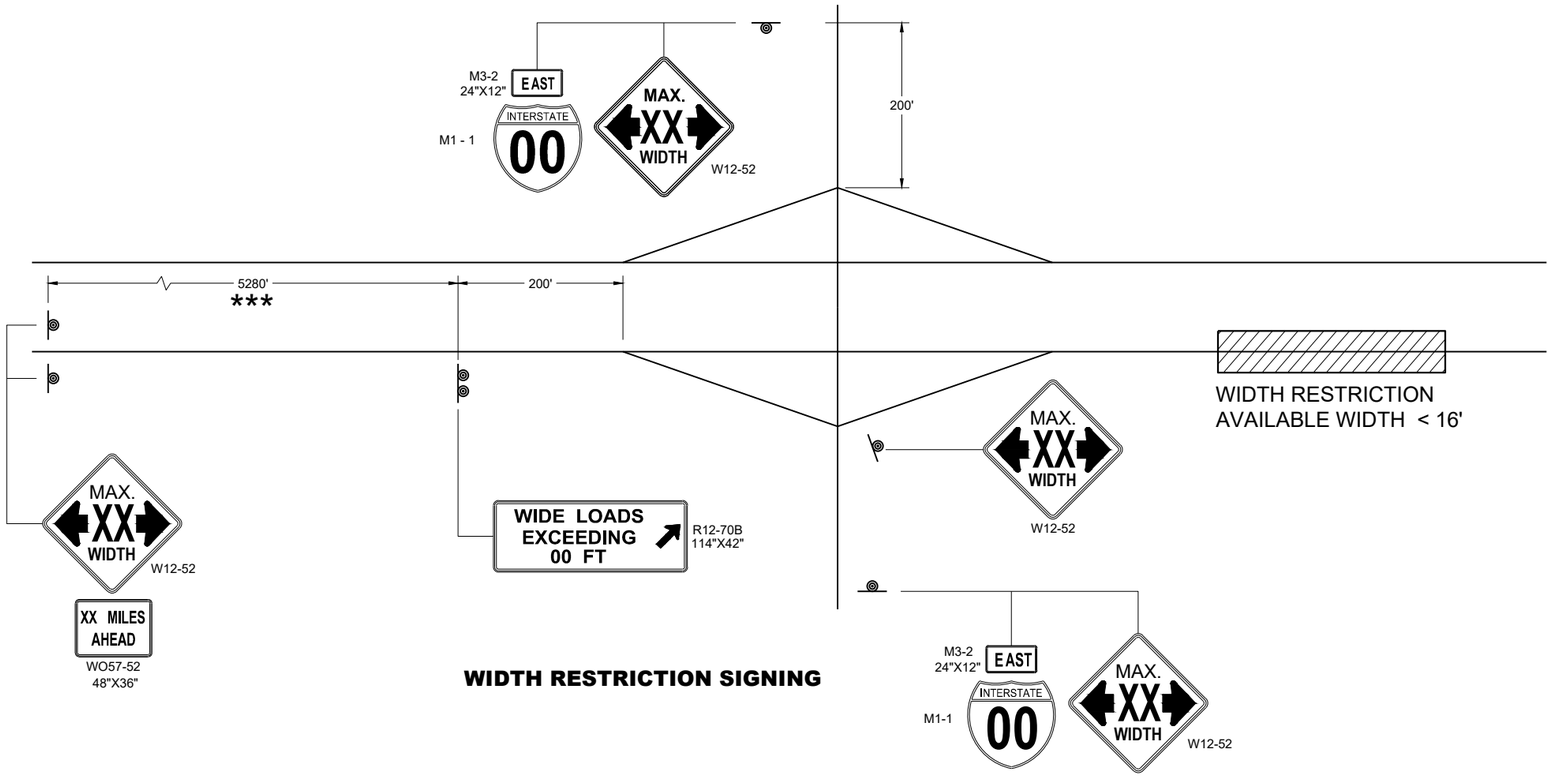
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

FHWA

6

SDD 15C02-10b



WIDTH RESTRICTION SIGNING

LEGEND

SIGN ON PERMANENT SUPPORT

GENERAL NOTES

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

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

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

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

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

WIDTH ON SIGN TO BE APPROXIMATELY ONE FOOT LESS THAN AVAILABLE WIDTH.

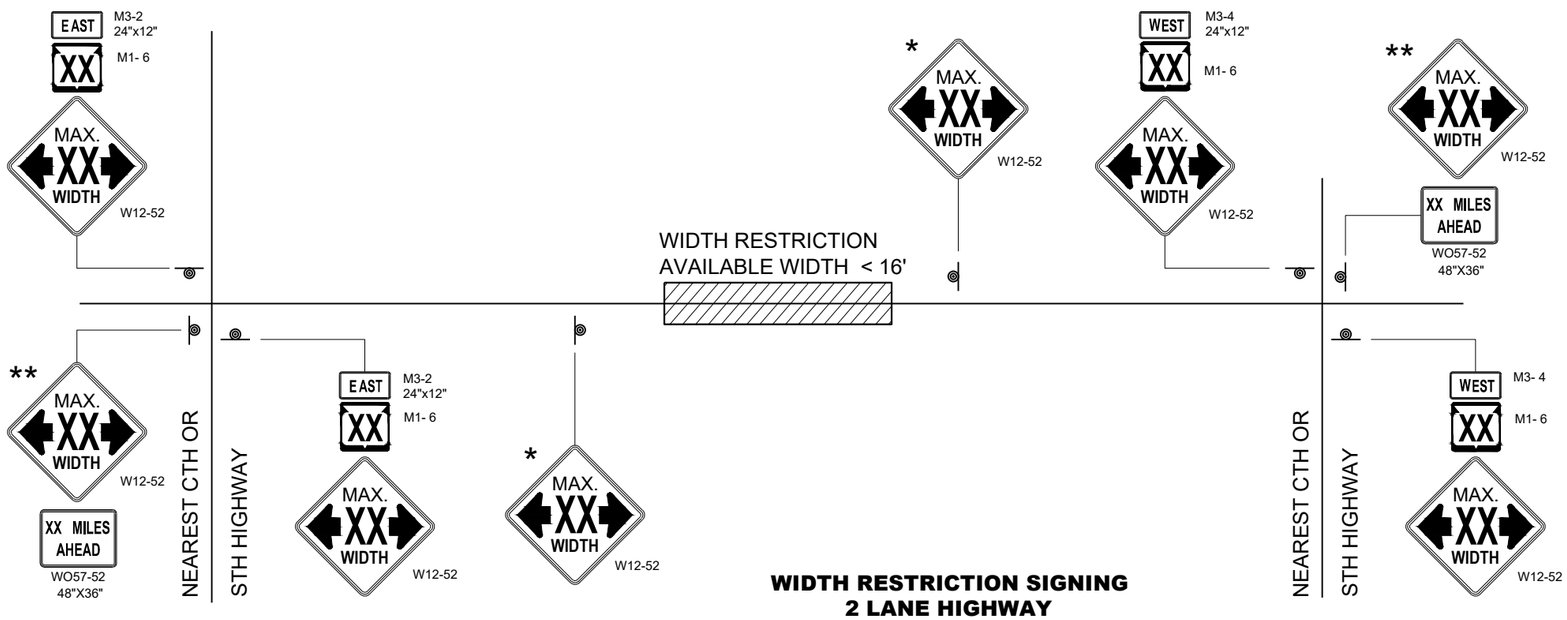
* PLACE 500 FEET AFTER THE W20 - 1A AND 500 FEET BEFORE ADDITIONAL SIGNS FOR ROADWAYS WITH A PRE - CONSTRUCTION SPEED LIMIT OF 45 MPH OR MORE. FOR 35-40 MPH, USE 350 FOOT TYPICAL SPACING. FOR 25-30 MPH, USE 200 FOOT TYPICAL SPACING.

** SIGN SHALL BE VISIBLE FROM ROADWAY.

*** ADDITIONAL SIGNS NEEDED IF THERE IS AN ON RAMP BETWEEN SIGNS.



WIDTH ON SIGN TO BE APPROX. 1 - FOOT LESS THAN AVAILABLE WIDTH



WIDTH RESTRICTION SIGNING
2 LANE HIGHWAY

ADVANCED WIDTH RESTRICTION SIGNING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

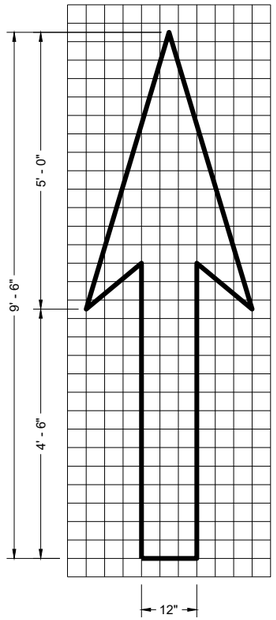
APPROVED
November 2025 — DATE
/S/ Andrew Heidtke — WORK ZONE ENGINEER

FHWA

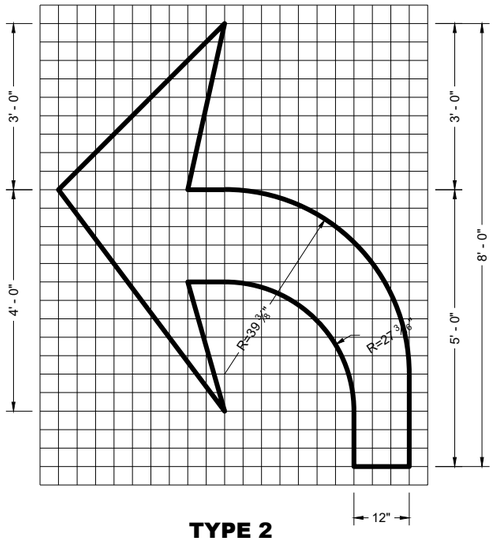
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SDD 15C02-10f

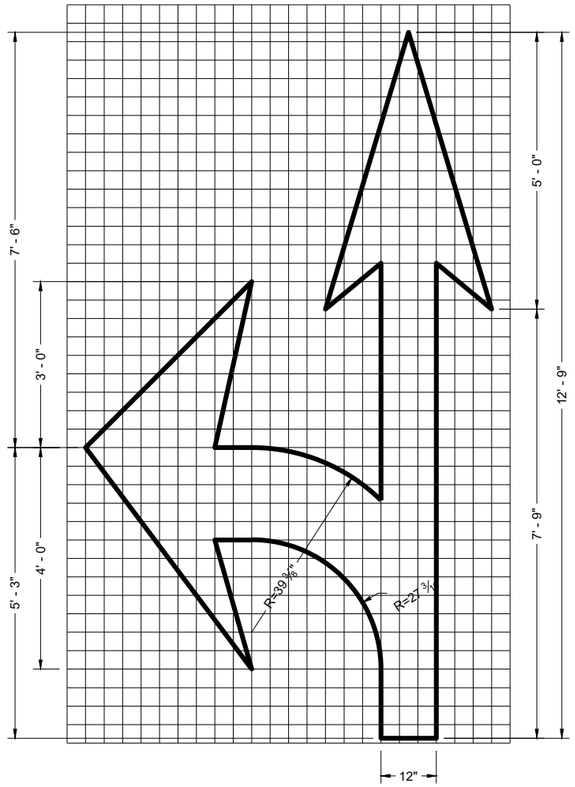
SDD 15C02-10f



TYPE 1



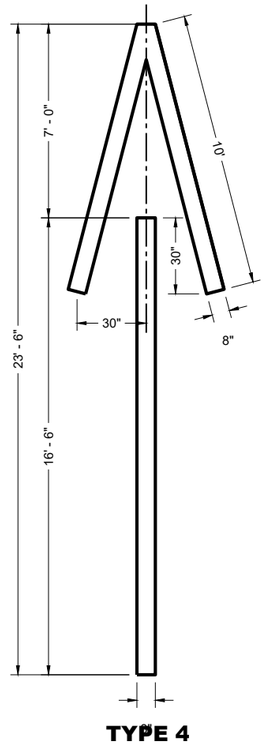
TYPE 2



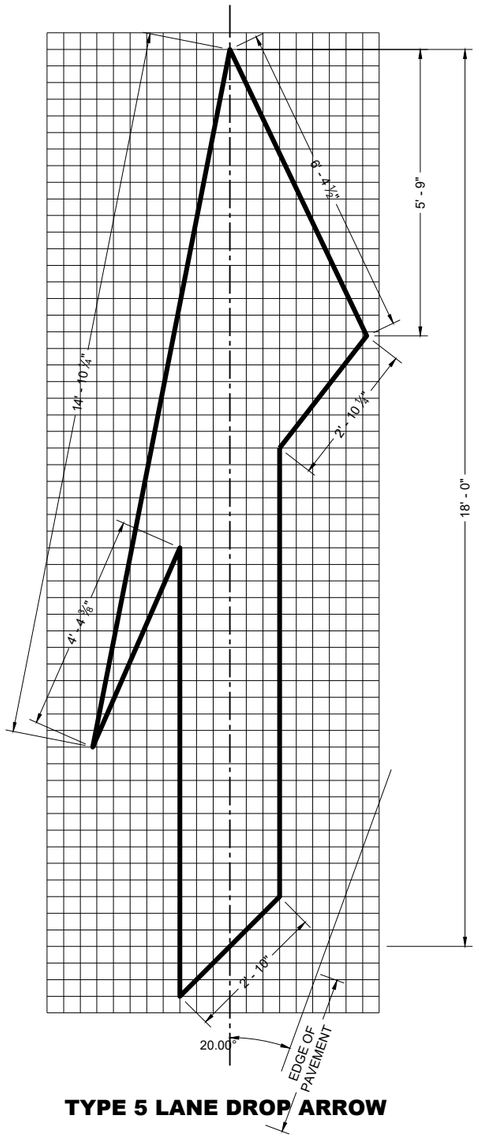
TYPE 3

GENERAL NOTES

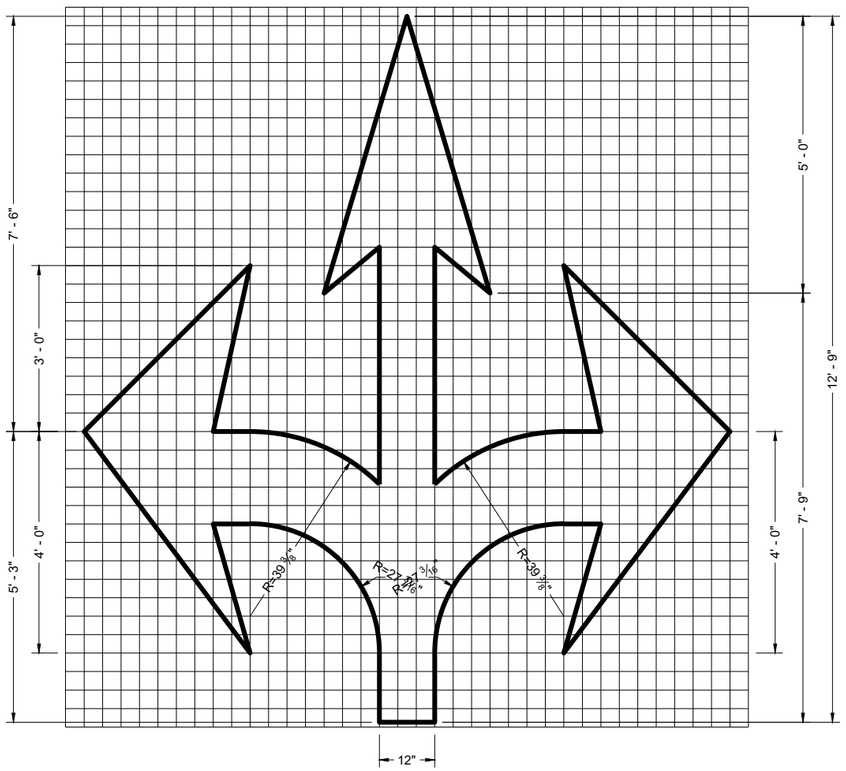
DETAILS OF INSTALLATION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.



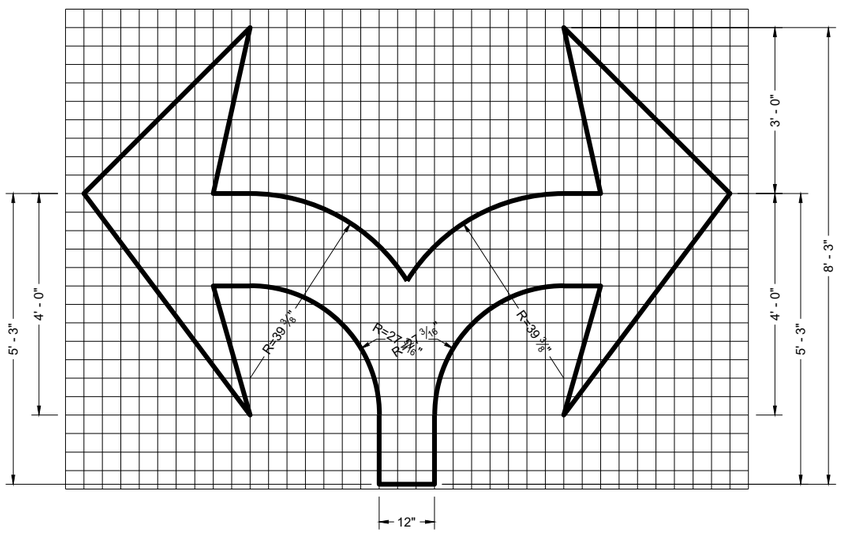
TYPE 4



TYPE 5 LANE DROP ARROW



TYPE 6



TYPE 7

PAVEMENT MARKING ARROWS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

FHWA

6

SDD 15C07-16c

SDD 15C07-16c

GENERAL NOTES

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

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

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

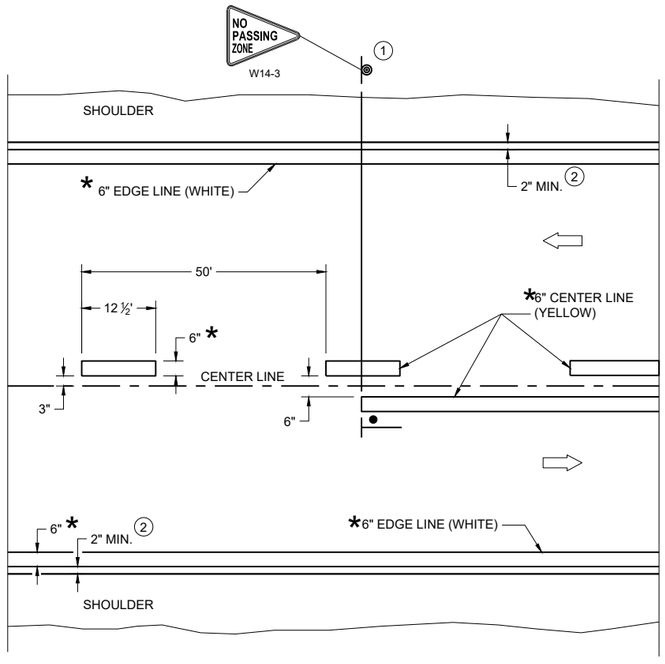
LEGEND

"T" MARKING

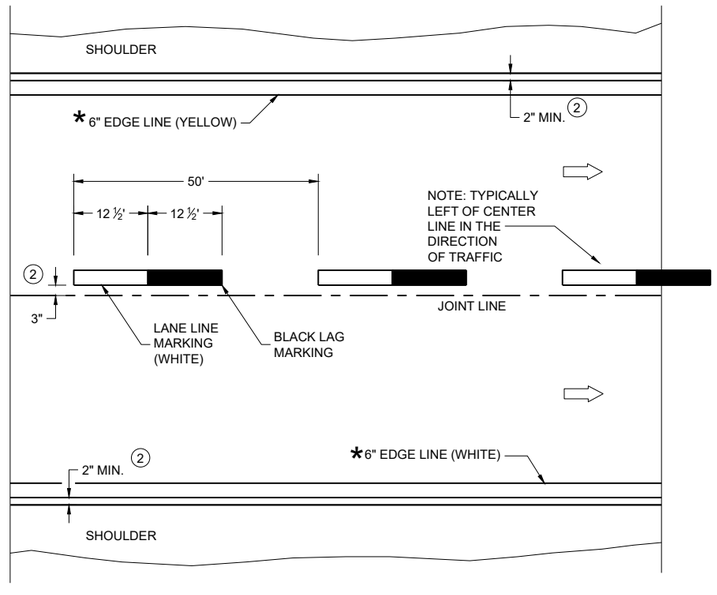
SIGN ON PERMANENT SUPPORT

DIRECTION OF TRAFFIC

*CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES



TWO WAY TRAFFIC



ONE WAY TRAFFIC

PERMANENT PAVEMENT MARKING

6

SDD 15C08-24a

PERMANENT LONGITUDINAL PAVEMENT MARKINGS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

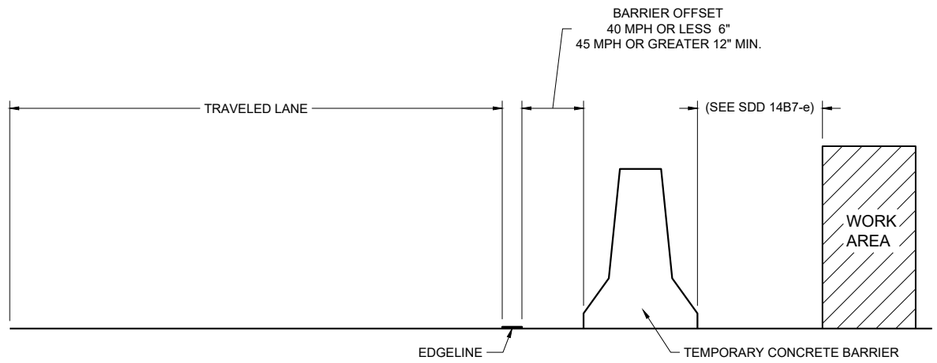
APPROVED
December 2024
DATE

/S/ Jeannie Silver
Statewide Pavement Marking Engineer

FHWA

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SDD 15C08-24a



TEMPORARY BARRIER OFFSET FROM EDGELINE

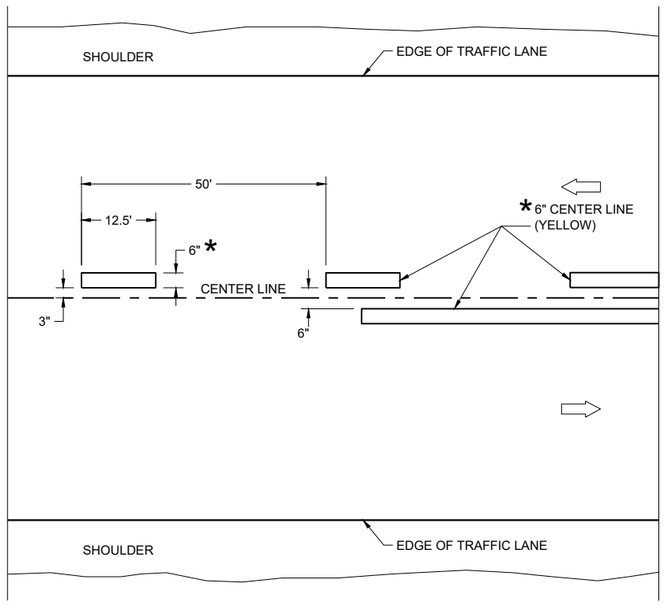
GENERAL NOTES

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

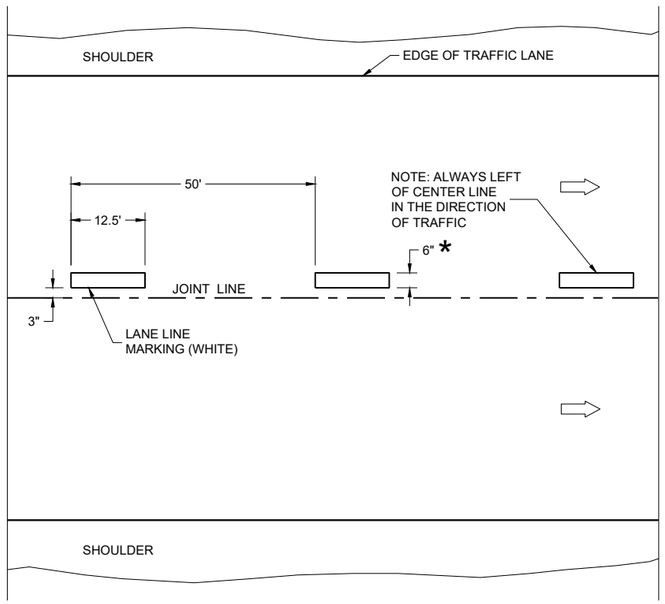
LEGEND

⇨ DIRECTION OF TRAFFIC

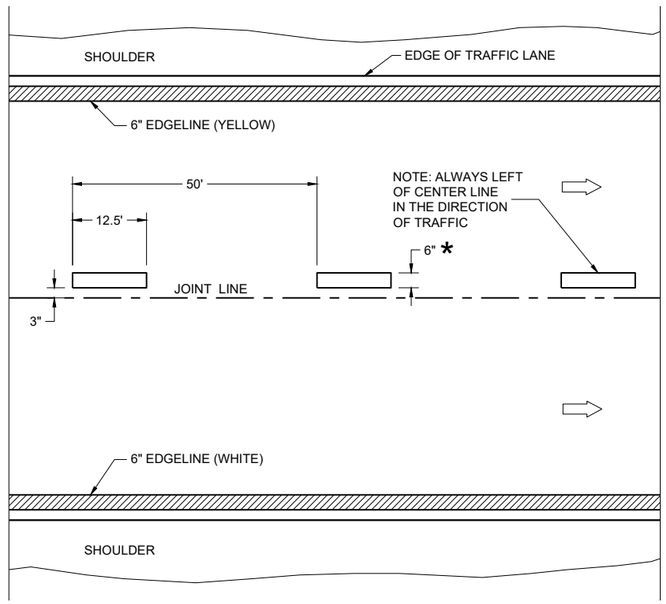
*CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES



TWO WAY TRAFFIC



ONE WAY TRAFFIC



FREEWAYS AND EXPRESSWAYS

TEMPORARY PAVEMENT MARKING

TEMPORARY LONGITUDINAL PAVEMENT MARKING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
December 2024
DATE
/S/ Jeannie Silver
Statewide Pavement Marking Engineer

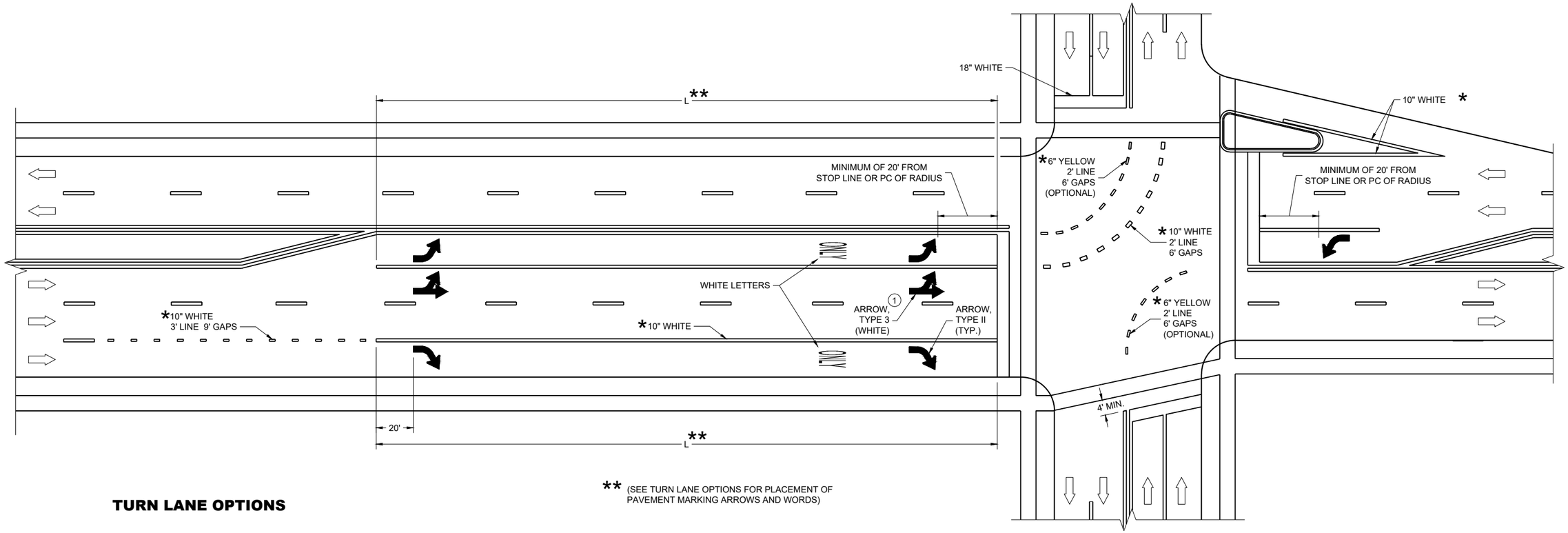
FHWA

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SDD 15C08-24b

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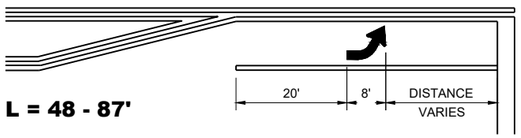
SDD 15C08-24b



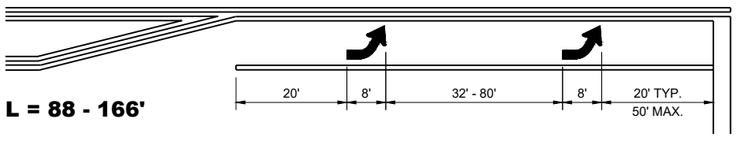
** (SEE TURN LANE OPTIONS FOR PLACEMENT OF PAVEMENT MARKING ARROWS AND WORDS)

TURN LANE OPTIONS

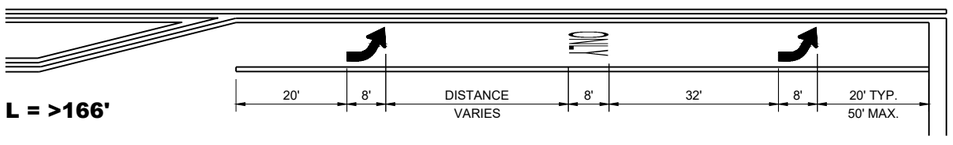
LENGTH OF TURN BAY (**L**) OF 0 - 47' DOES NOT
REQUIRE PAVEMENT MARKING ARROWS OR WORDS



L = 48 - 87'



L = 88 - 166'



L = >166'

GENERAL NOTES

1. QUANTITY AND LOCATION OF TYPE 3 ARROWS ARE THE SAME AS THE TYPE II ARROWS IN THE ADJACENT TURN LANE. FOR TURN LANES WITH A PHYSICAL SEPARATION IN THE SAME DIRECTION OF TRAVEL, THE ARROWS AND "ONLY" MARKING MAY BE ELIMINATED.

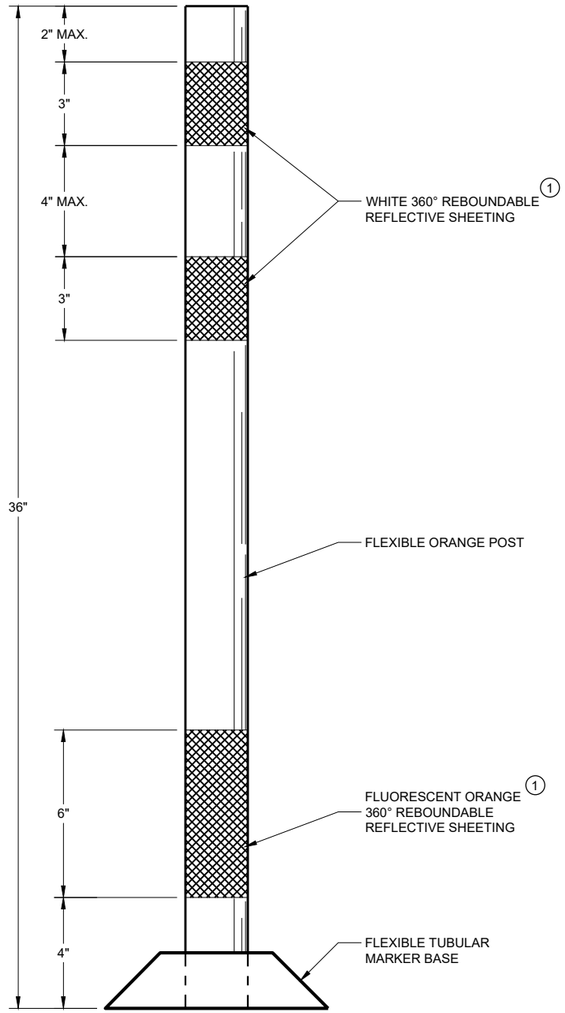
DIRECTION OF TRAFFIC

L = LENGTH OF TURN BAY

*CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES

PAVEMENT MARKING (TURN LANES)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



FLEXIBLE TUBULAR MARKER POST WORK ZONE

GENERAL NOTES

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

SURFACE MOUNTED BASES SHALL BE FURNISHED IN ACCORDANCE WITH MANUFACTURERS RECOMMENDATIONS TO BE COMPATIBLE WITH FLEXIBLE TUBULAR MARKER POSTS TO A SIZE AND SHAPE THAT WILL PROVIDE A STABLE POST FOUNDATION WHEN SECURED TO THE PAVEMENT.

THE ASPHALTIC ADHESIVE OR BUTYL PAD FURNISHED SHALL BE IN ACCORDANCE WITH MANUFACTURERS RECOMMENDATIONS, UNLESS DIRECTED BY THE ENGINEER TO USE BOLTS.

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

CHANNELIZING DEVICES FLEXIBLE TUBULAR MARKER POST

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2022
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

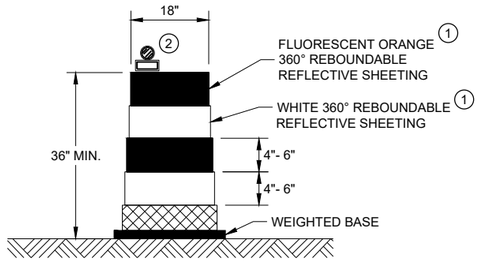
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SDD15C11 - 10a

SDD15C11 - 10a

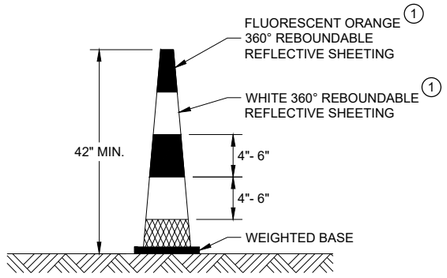
GENERAL NOTES

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

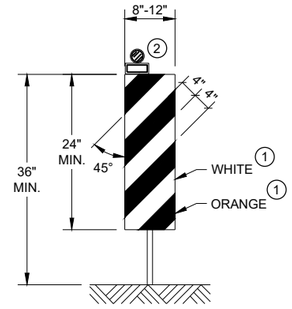
BALLAST WIDTHS
RANGE FROM 24"-36"



42" CONE

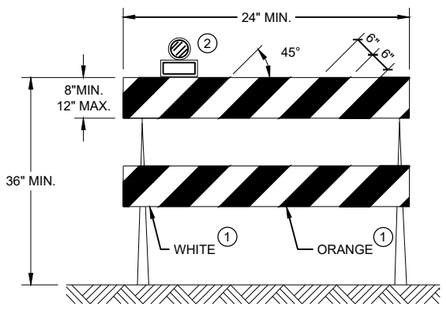
DO NOT USE IN TAPERS
½ SPACING OF DRUMS

BALLAST WIDTHS
RANGE FROM 14"-20"



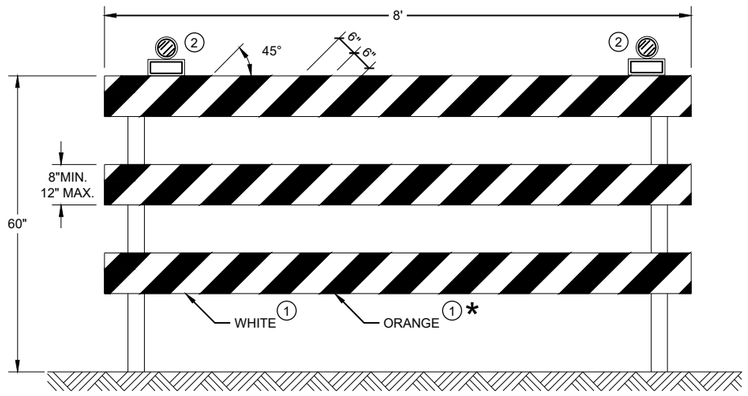
VERTICAL PANEL

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

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SDD 15C11 - 10b

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SDD 15C11 - 10b

LEGEND

SIGN ON PORTABLE OR PERMANENT SUPPORT

TEMPORARY PORTABLE RUMBLE STRIP ARRAY

DIRECTION OF TRAFFIC

WORK AREA

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

GENERAL NOTES

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

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

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

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

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

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

FLAGGING

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

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

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

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

TEMPORARY PORTABLE RUMBLE STRIPS

UTILIZE TEMPORARY PORTABLE RUMBLE STRIPS ON ALL FLAGGING OPERATIONS.

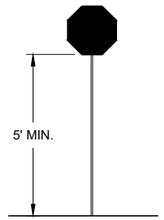
(3) EACH TEMPORARY PORTABLE RUMBLE STRIP ARRAY CONSISTS OF THREE RUMBLE STRIPS PLACED TRANSVERSE ACROSS THE LANE AT THE LOCATIONS SHOWN. WITHIN EACH ARRAY, SPACING BETWEEN RUMBLE STRIPS SHALL BE 15 FEET ON CENTER

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

INSTALL TEMPORARY RUMBLE STRIPS PER MANUFACTURER'S RECOMMENDATIONS.

PLACE ADVANCE SIGNING PRIOR TO INSTALLING TEMPORARY RUMBLE STRIPS.

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



STOP/SLOW PADDLE ON SUPPORT STAFF

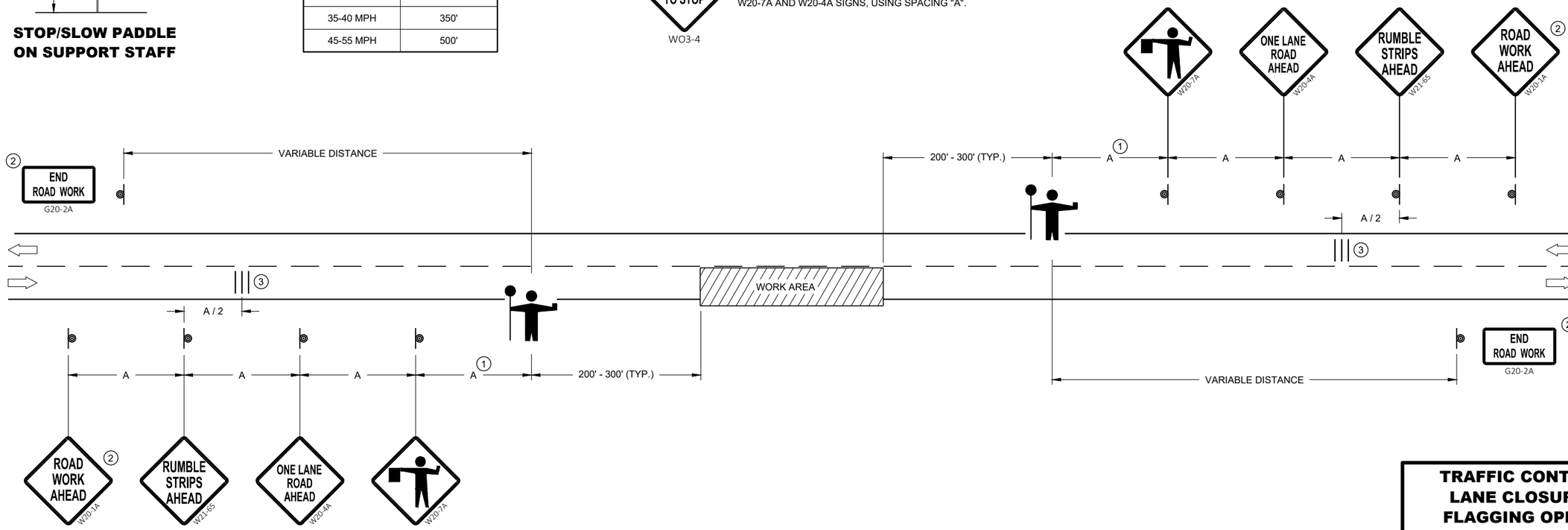
SIGN AND TEMPORARY RUMBLE STRIP ARRAY SPACING TABLE

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



WO3-4

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



TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2022
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER

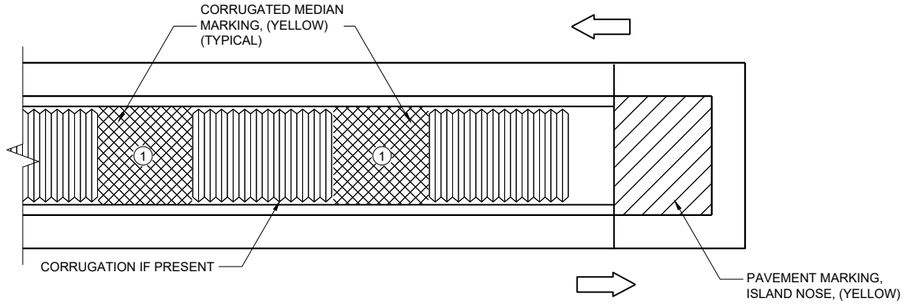
FHWA

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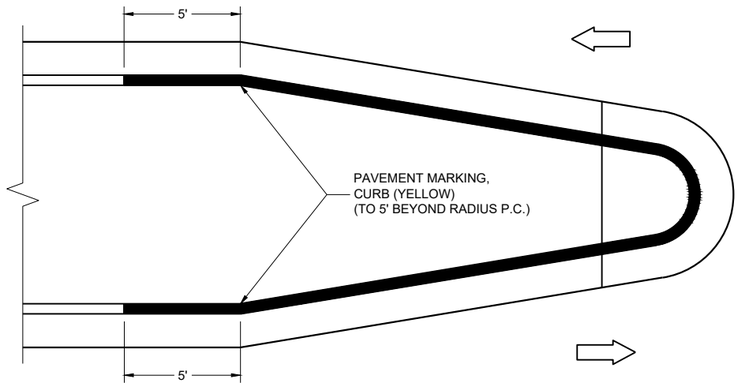
SDD 15C12 - 09a

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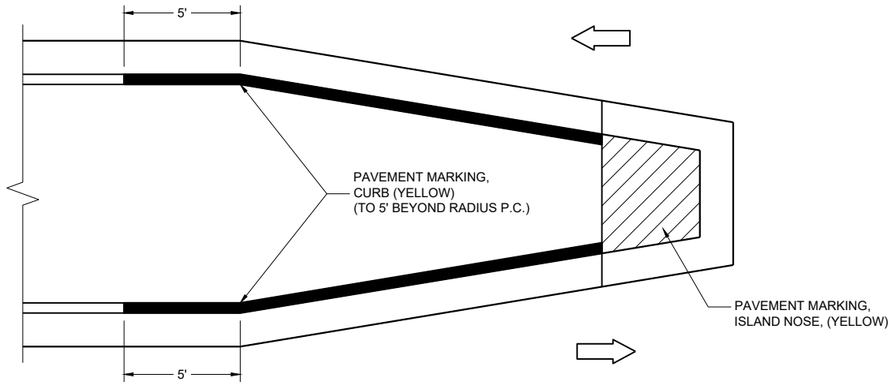
SDD 15C12 - 09a



MEDIAN ISLAND WITH SQUARE BLUNT NOSE



MEDIAN ISLAND WITH ROUND BLUNT NOSE



MEDIAN ISLAND WITH SLOPED NOSE

**TYPICAL PLACEMENT OF
PAVEMENT MARKING ON MEDIAN ISLANDS**

GENERAL NOTES

WHEN CONCRETE CORRUGATED MEDIAN IS CONSTRUCTED TO SEPARATE TRAFFIC OPERATING IN THE OPPOSING DIRECTION, YELLOW PAVEMENT MARKING SHALL BE APPLIED TO THE FLAT PORTION OF THE CONCRETE CORRUGATED MEDIAN. THE ITEM OF PAVEMENT MARKING, CONCRETE CORRUGATED MEDIAN, WILL BE MEASURED IN PLACE AND ACCEPTED IN ACCORDANCE WITH THE CONTRACT AND PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE FOOT.

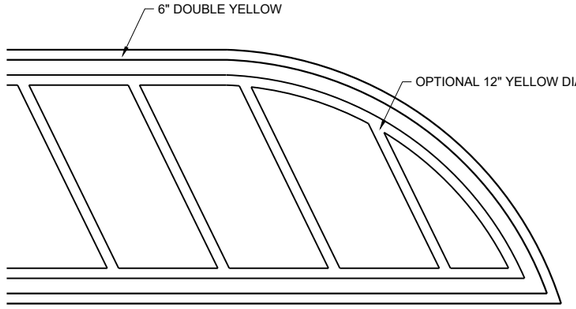
(1) APPLY PAVEMENT MARKING TO THE FLAT PORTION OF CORRUGATED MEDIAN.

ISLAND NOSE MARKING

CURB MARKING

CORRUGATED MEDIAN MARKING

DIRECTION OF TRAVEL



FLUSH MEDIAN ISLAND NOSE

**PAVEMENT MARKINGS,
MEDIAN ISLAND NOSE**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
August 2024
DATE

/S/ Jeannie Silver
Statewide Pavement Marking Engineer

FHWA

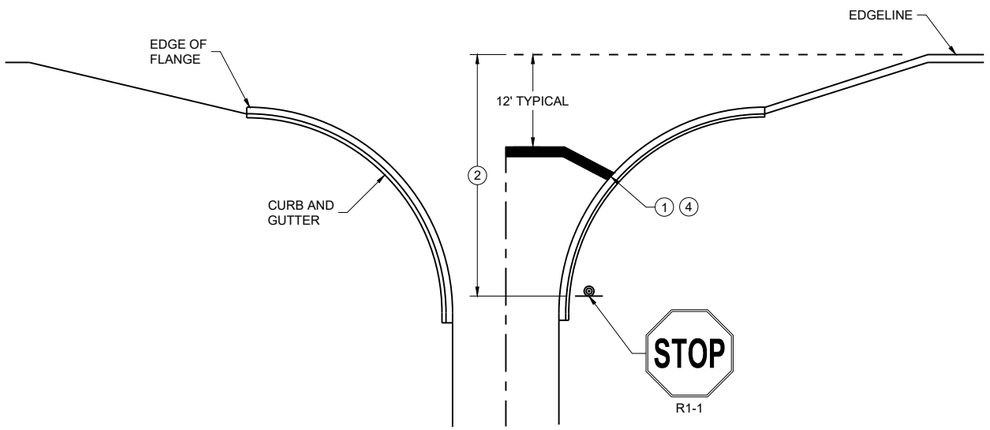
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SDD 15C18-09b

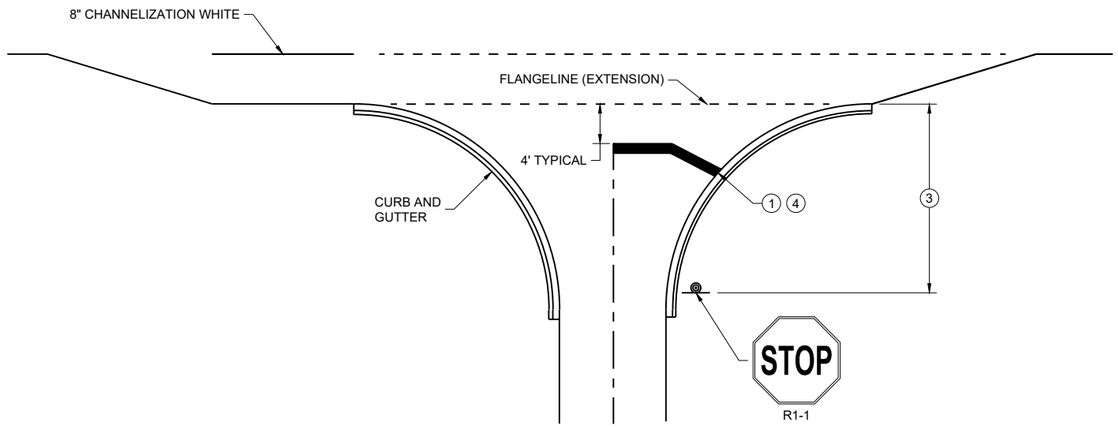
GENERAL NOTES

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

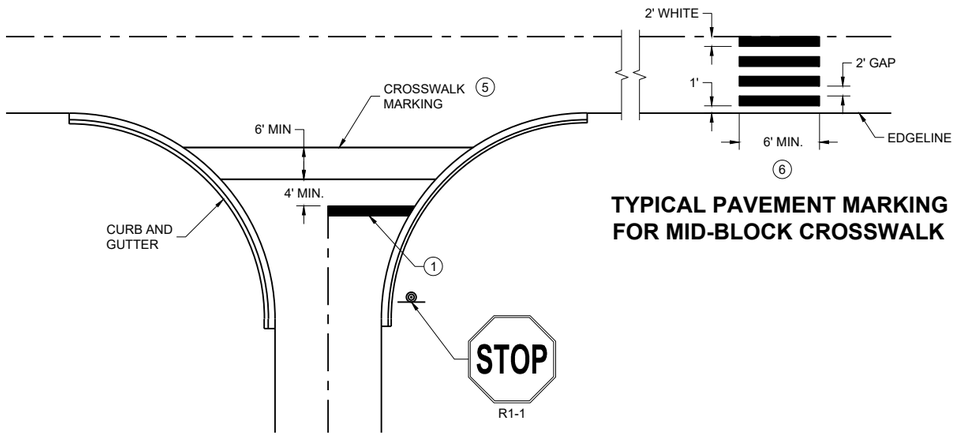
1. 18-INCH STOP LINES MAY BE DELETED OR ADDED BY THE REGION MARKING ENGINEER BASED ON VISIBILITY AND SIGHT LINES.
2. NO STOP LINE IS REQUIRED IF STOP SIGN IS LESS THAN OR EQUAL TO 40 FEET FROM THE EDGELINE.
3. NO STOP LINE IS REQUIRED IF STOP SIGN IS LESS THAN OR EQUAL TO 30 FEET FROM THE FLANGE LINE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

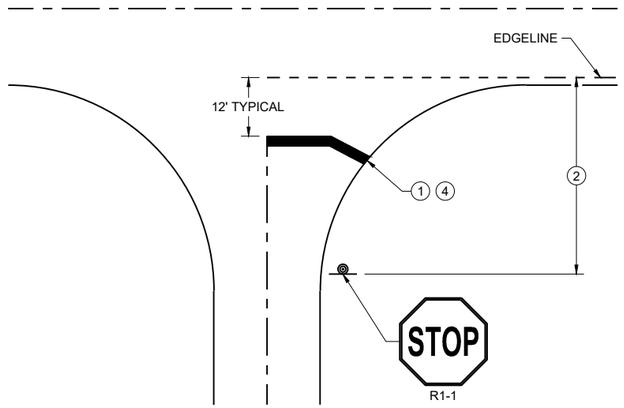


TYPICAL STOP LINE PAVEMENT MARKING FOR SIDE ROADS WITH RIGHT TURN LANE



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

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SDD 15C33-05

LEGEND

- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- TYPE III BARRICADE WITH ATTACHED SIGN
- TYPE "A" WARNING LIGHT (FLASHING)
- REMOVING PAVEMENT MARKINGS
- DIRECTION OF TRAFFIC
- WORK AREA
- CONNECTED ARROW BOARD
- WZ START LOCATION MARKER
- WZ END LOCATION MARKER

GENERAL NOTES

FOR WORK ON ROADWAYS WITH SPEEDS GREATER THAN 45MPH, USE SDD 15D12.

THIS LANE CLOSURE DETAIL IS TYPICAL FOR CLOSING THE LEFT LANE. FOR A RIGHT LANE CLOSURE, REVERSE THE TRAFFIC CONTROL.

THIS DETAIL MAY BE USED FOR ROADWAYS WITH EITHER TWO OR THREE LANES IN EACH DIRECTION.

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 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. NO WARNING LIGHTS SHALL BE WORKING ON COVERED OR "DOWNED" SIGNS.

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS OR THAT WILL BE PLACED IN A CLOSED LANE MAY BE MOUNTED ON TEMPORARY SUPPORTS.

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

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

W20-1A, G20-1 AND G20-2A SIGNS ARE NOT REQUIRED IF THE LANE CLOSURE IS WITHIN A LARGER WORK ZONE WHERE THESE SIGNS ARE ALREADY PRESENT.

REMOVE PAVEMENT MARKINGS AND PLACE TEMPORARY PAVEMENT MARKING LINE IF LANE CLOSURE IS TO BE IN PLACE FOR 4 OR MORE CONTINUOUS DAYS AND NIGHTS.

CONSIDER GEOMETRICS WHEN LOCATING SIGNS AND ARROW BOARDS SO THE APPROACHING DRIVER HAS A CLEAR VIEW OF THE ARROW BOARDS AND LANE CLOSURE DRUMS FOR A MINIMUM 1500 FEET IN FRONT OF DRUMS.

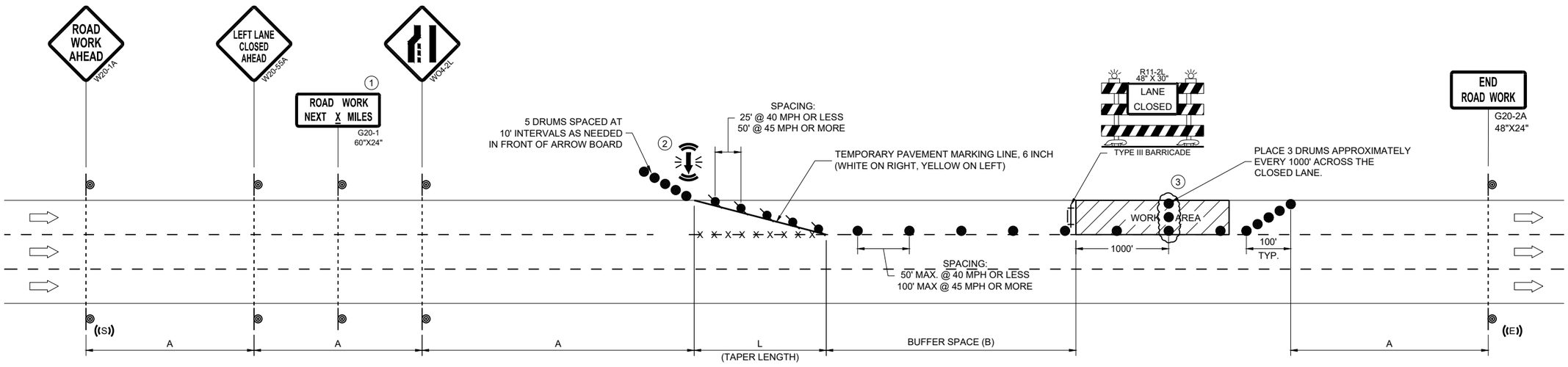
CHANNELIZING DEVICES PLACED ADJACENT TO WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

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

(1) OMIT G20-1 SIGNS IF LENGTH OF WORK AREA IS 2 MILES OR LESS.

(2) WHERE THE SHOULDER OR TERRACE HAS INSUFFICIENT SPACE TO PLACE THE ARROW BOARD AS SHOWN, PLACE THE ARROW BOARD AT THE END OF THE TAPER.

(3) DRUMS IN A CLOSED LANE THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY REESTABLISHED UPON COMPLETION OF THE OPERATION, OR FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.



POSTED SPEED LIMIT PRIOR TO WORK STARTING (MPH)	ADVANCE WARNING SIGN SPACING (A) FEET	TAPER LENGTH (12 FT. LANE) (L) FEET	BUFFER SPACE (B) FEET
25	200'	125'	155'
30	200'	180'	200'
35	350'	245'	250'
40	350'	320'	305'
45	500'	540'	360'

TRAFFIC CONTROL, SINGLE LANE CLOSURE, DIVIDED NON-FREEWAY/EXPRESSWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2025
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA

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SDD 15D20-11a

LEGEND

- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- TYPE III BARRICADE WITH ATTACHED SIGN
- TYPE "A" WARNING LIGHT (FLASHING)
- REMOVING PAVEMENT MARKINGS
- DIRECTION OF TRAFFIC
- WORK AREA
- CONNECTED ARROW BOARD
- WZ START LOCATION MARKER
- WZ END LOCATION MARKER

GENERAL NOTES

THIS DETAIL MAY BE USED FOR ROADWAYS WITH EITHER TWO OR THREE LANES IN EACH DIRECTION.

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 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. NO WARNING LIGHTS SHALL BE WORKING ON COVERED OR "DOWNED" SIGNS.

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS OR THAT WILL BE PLACED IN A CLOSED LANE MAY BE MOUNTED ON TEMPORARY SUPPORTS.

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

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

W20-1A, G20-1 AND G20-2A SIGNS ARE NOT REQUIRED IF THE LANE CLOSURE IS WITHIN A LARGER WORK ZONE WHERE THESE SIGNS ARE ALREADY PRESENT.

REMOVE PAVEMENT MARKINGS AND PLACE TEMPORARY PAVEMENT MARKING LINE IF LANE CLOSURE IS TO BE IN PLACE FOR 4 OR MORE CONTINUOUS DAYS AND NIGHTS.

CONSIDER GEOMETRICS WHEN LOCATING SIGNS AND ARROW BOARDS SO THE APPROACHING DRIVER HAS A CLEAR VIEW OF THE ARROW BOARDS AND LANE CLOSURE DRUMS FOR A MINIMUM 1500 FEET IN FRONT OF DRUMS.

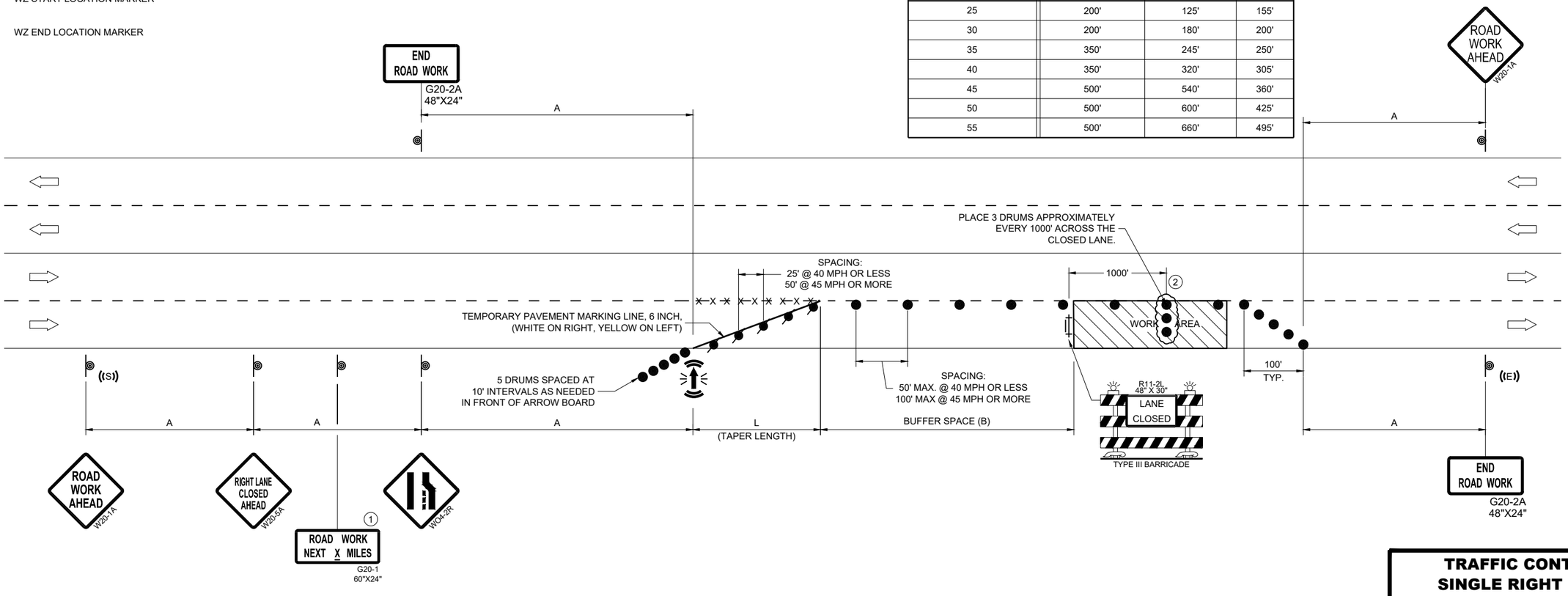
CHANNELIZING DEVICES PLACED ADJACENT TO WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

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

(1) OMIT G20-1 SIGNS IF LENGTH OF WORK AREA IS 2 MILES OR LESS.

(2) DRUMS IN A CLOSED LANE THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY REESTABLISHED UPON COMPLETION OF THE OPERATION, OR FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.

POSTED SPEED LIMIT PRIOR TO WORK STARTING (MPH)	ADVANCE WARNING SIGN SPACING (A) FEET	TAPER LENGTH (12 FT. LANE) (L) FEET	BUFFER SPACE (B) FEET
25	200'	125'	155'
30	200'	180'	200'
35	350'	245'	250'
40	350'	320'	305'
45	500'	540'	360'
50	500'	600'	425'
55	500'	660'	495'



TRAFFIC CONTROL, SINGLE RIGHT LANE CLOSURE, UNDIVIDED NON-FREEWAY/EXPRESSWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

6

SDD 15D20-11b

6

SDD 15D20-11b

LEGEND

- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- TYPE III BARRICADE WITH ATTACHED SIGN
- TYPE "A" WARNING LIGHT (FLASHING)
- REMOVING PAVEMENT MARKINGS
- DIRECTION OF TRAFFIC
- WORK AREA
- CONNECTED ARROW BOARD
- WZ START LOCATION MARKER
- WZ END LOCATION MARKER

GENERAL NOTES

THIS DETAIL MAY BE USED FOR ROADWAYS WITH EITHER TWO OR THREE LANES IN EACH DIRECTION.

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 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. NO WARNING LIGHTS SHALL BE WORKING ON COVERED OR "DOWNED" SIGNS.

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS OR THAT WILL BE PLACED IN A CLOSED LANE MAY BE MOUNTED ON TEMPORARY SUPPORTS.

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

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CONSIDER GEOMETRICS WHEN LOCATING SIGNS AND ARROW BOARDS SO THE APPROACHING DRIVER HAS A CLEAR VIEW OF THE ARROW BOARDS AND LANE CLOSURE DRUMS FOR A MINIMUM 1500 FEET IN FRONT OF DRUMS.

DUE TO LACK OF SHOULDER/MEDIAN, ARROW BOARD IS PLACED AT THE THE END OF THE TAPER.

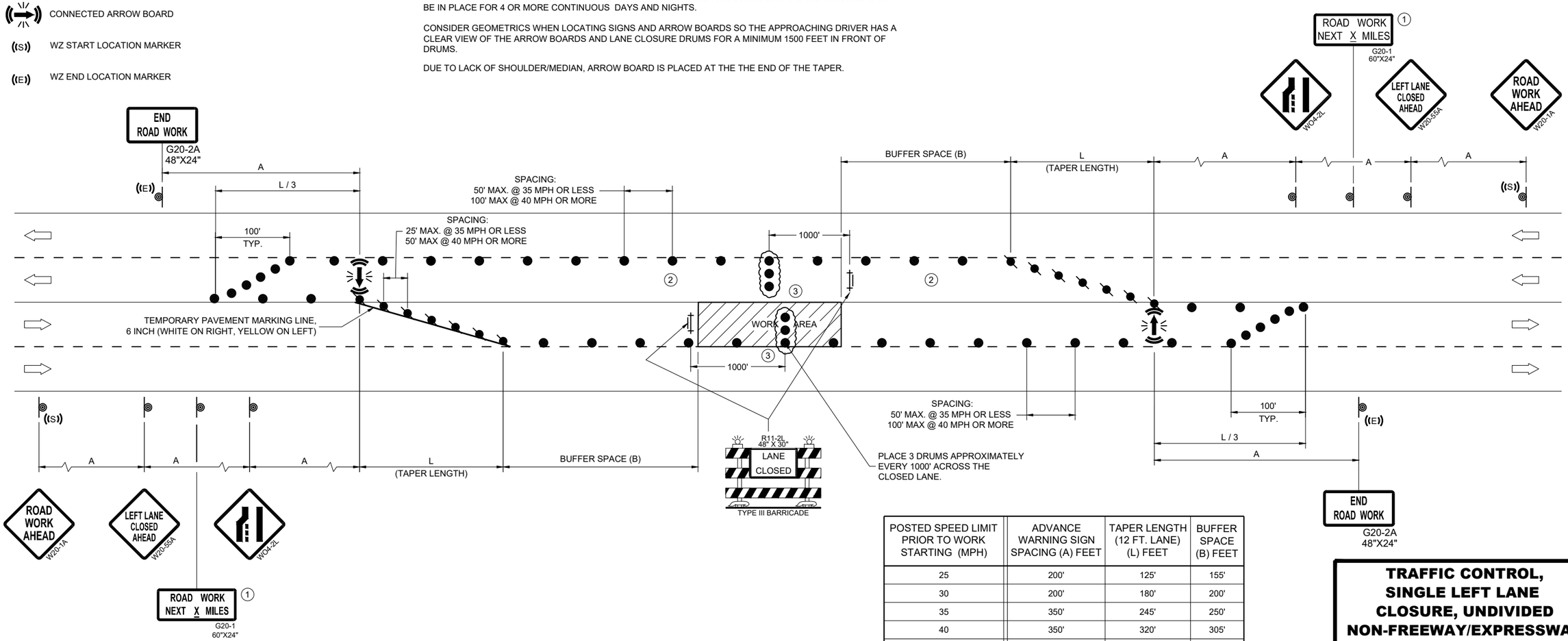
CHANNELIZING DEVICES PLACED ADJACENT TO WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

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

(1) OMIT G20-1 SIGNS IF LENGTH OF WORK AREA IS 2 MILES OR LESS.

(2) LANE MAY BE OPENED WHEN WORKERS ARE NOT PRESENT IN THE WORK AREA.

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



POSTED SPEED LIMIT PRIOR TO WORK STARTING (MPH)	ADVANCE WARNING SIGN SPACING (A) FEET	TAPER LENGTH (12 FT. LANE) (L) FEET	BUFFER SPACE (B) FEET
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40	350'	320'	305'
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50	500'	600'	425'
55	500'	660'	495'

TRAFFIC CONTROL, SINGLE LEFT LANE CLOSURE, UNDIVIDED NON-FREEWAY/EXPRESSWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

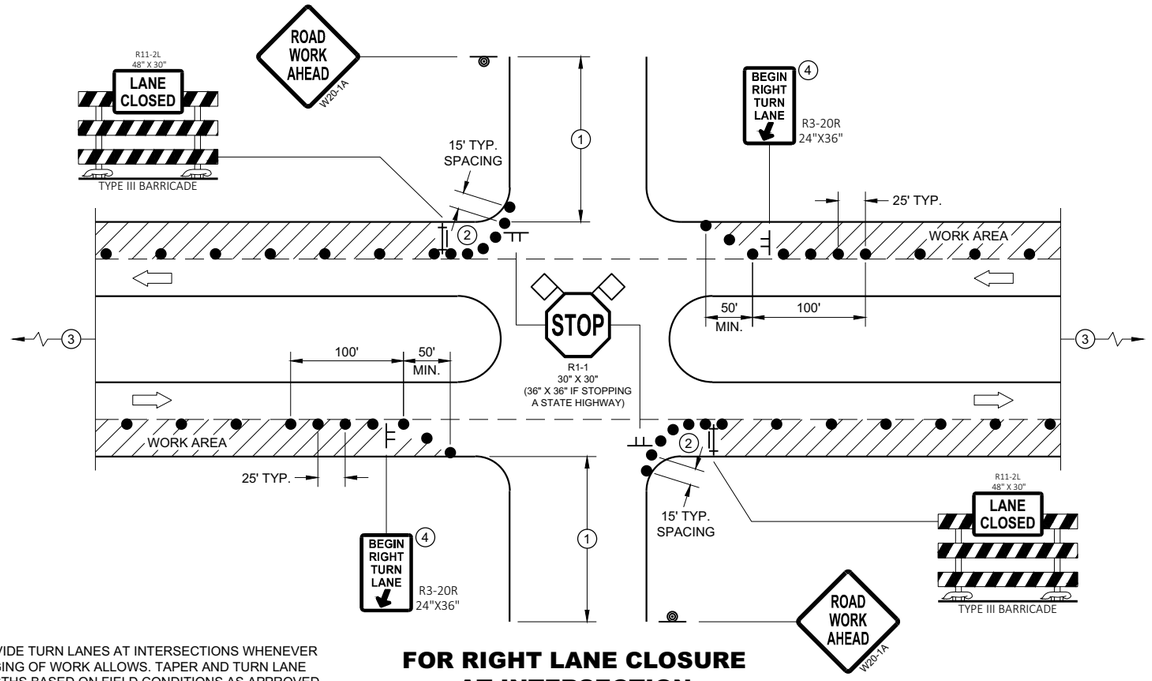
November 2025
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA

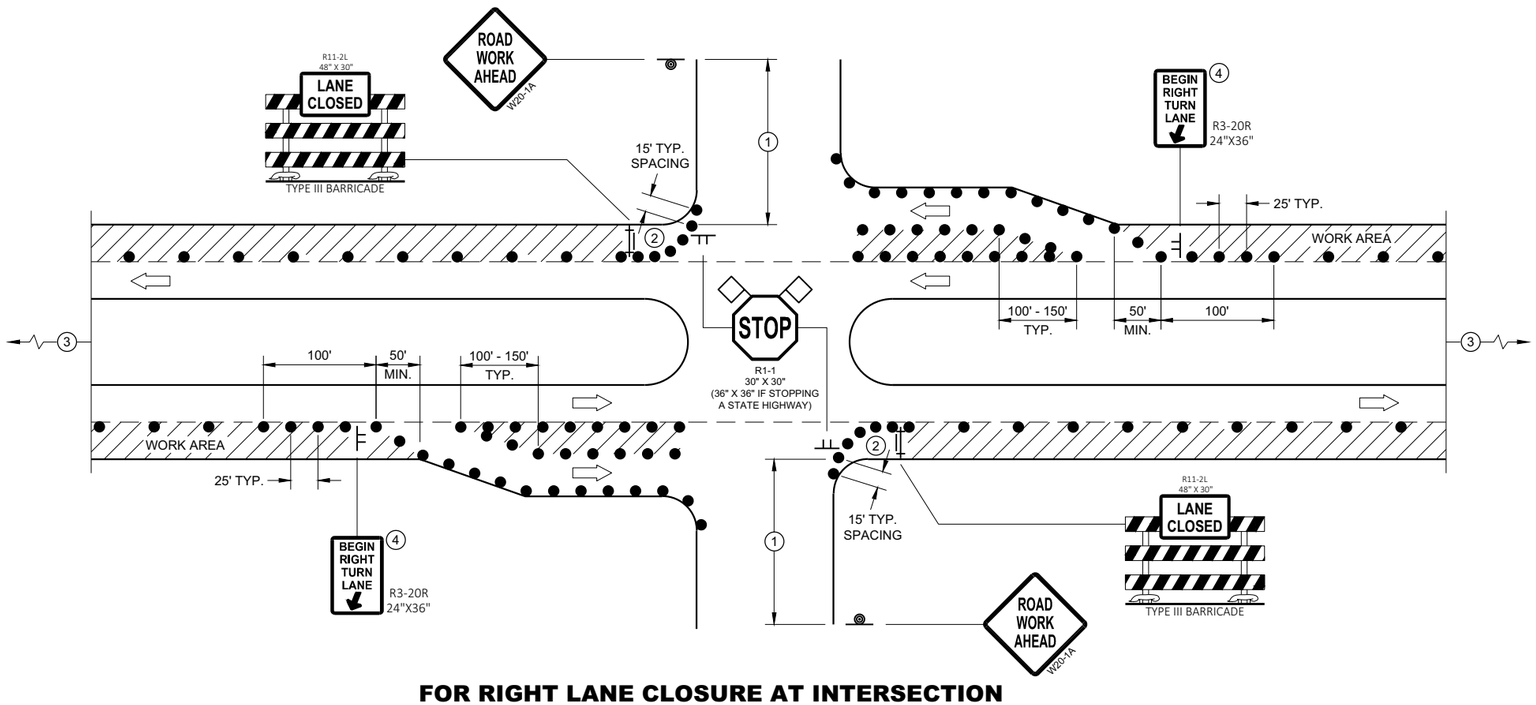
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SDD 15D20-11c



PROVIDE TURN LANES AT INTERSECTIONS WHENEVER STAGING OF WORK ALLOWS. TAPER AND TURN LANE LENGTHS BASED ON FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

FOR RIGHT LANE CLOSURE AT INTERSECTION



FOR RIGHT LANE CLOSURE AT INTERSECTION (WITH RIGHT TURN BAY OPEN)

GENERAL NOTES

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

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

SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE FHWA'S MANUAL OF STANDARD HIGHWAY SIGNS OR THE WISCONSIN STANDARD SIGN PLATES.

SIGNS THAT WILL REMAIN IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS OR THAT WILL BE PLACED IN A CLOSED LANE MAY BE MOUNTED ON PORTABLE SUPPORTS.

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

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

(1) 500' TYPICAL OR AT LAST INTERSECTION, WHICHEVER IS CLOSER.
350' IF 35 - 40 MPH.
200' IF 25 - 30 MPH.

(2) ALSO USE BARRICADE AND 15 FOOT TYPICAL DRUM SPACING AT COMMERCIAL DRIVEWAYS

(3) SEE SEPARATE LANE CLOSURE DETAIL FOR ADDITIONAL TRAFFIC CONTROL.

(4) MINIMUM MOUNTING HEIGHT OF 5 FEET FROM EDGE OF PAVEMENT (AT EDGE LINE LOCATION) TO BOTTOM OF SIGN.

LEGEND

- SIGN ON TEMPORARY SUPPORT
- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- TYPE III BARRICADE WITH ATTACHED SIGN
- DIRECTION OF TRAFFIC
- FLAGS, 16" X 16" MIN., ORANGE
- WORK AREA

TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE RIGHT LANE CLOSURE

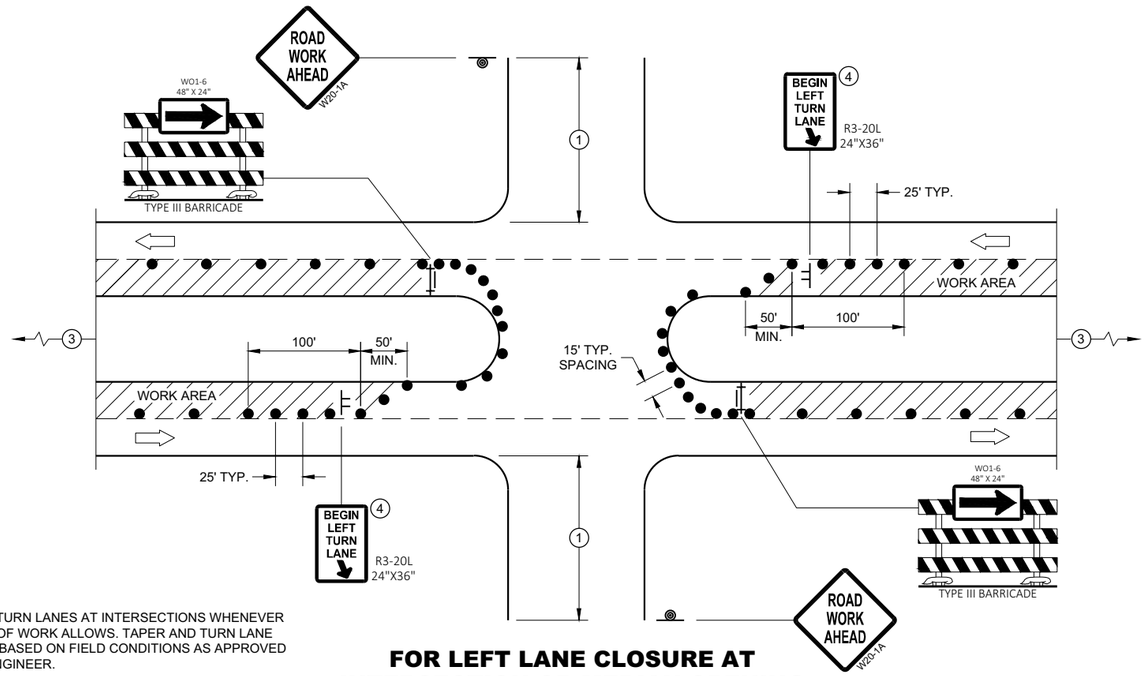
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 15D21 - 07a

6

SDD 15D21 - 07a



PROVIDE TURN LANES AT INTERSECTIONS WHENEVER STAGING OF WORK ALLOWS. TAPER AND TURN LANE LENGTHS BASED ON FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

FOR LEFT LANE CLOSURE AT INTERSECTION OR MEDIAN OPENING

GENERAL NOTES

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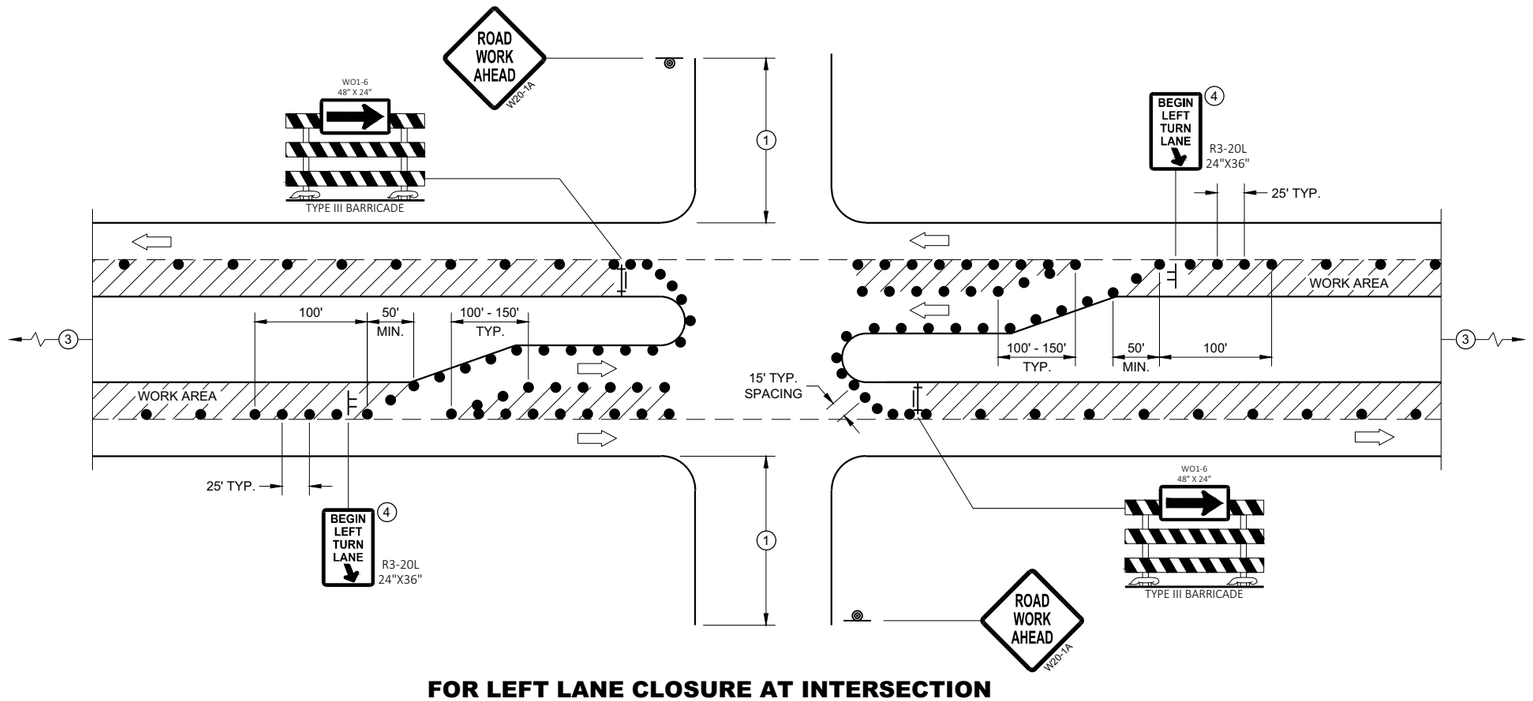
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350' IF 35 - 40 MPH.
200' IF 25 - 30 MPH.

(2) ALSO USE BARRICADE AND 15 FOOT TYPICAL DRUM SPACING AT COMMERCIAL DRIVEWAYS

(3) SEE SEPARATE LANE CLOSURE DETAIL FOR ADDITIONAL TRAFFIC CONTROL.

(4) MINIMUM MOUNTING HEIGHT OF 5 FEET FROM EDGE OF PAVEMENT (AT EDGE LINE LOCATION) TO BOTTOM OF SIGN.



FOR LEFT LANE CLOSURE AT INTERSECTION OR MEDIAN OPENING (WITH LEFT TURN BAY OPEN)

LEGEND

- SIGN ON TEMPORARY SUPPORT
- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- TYPE III BARRICADE WITH ATTACHED SIGN
- DIRECTION OF TRAFFIC
- FLAGS, 16" X 16" MIN., ORANGE
- WORK AREA

TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LEFT LANE CLOSURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

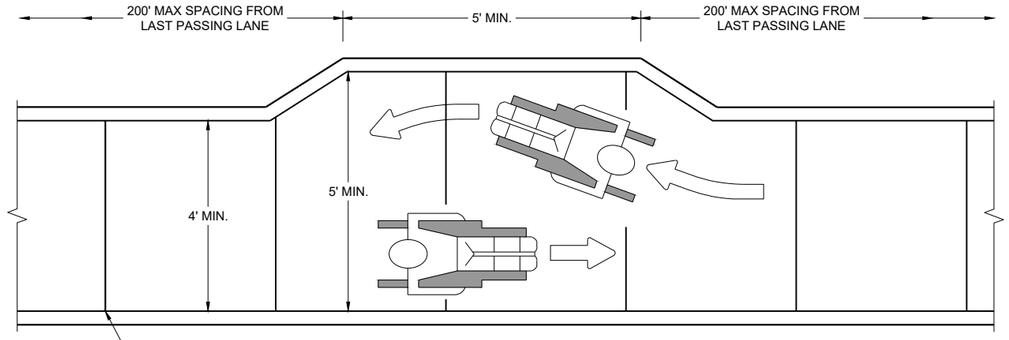
APPROVED
August 2020 — DATE
/S/ Andrew Heidtke — WORK ZONE ENGINEER
FHWA

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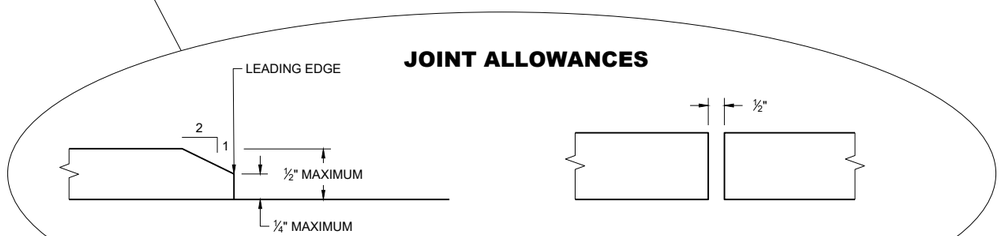
SDD 15D21 - 07b

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SDD 15D21 - 07b



NARROW SIDEWALK PASSING DETAIL



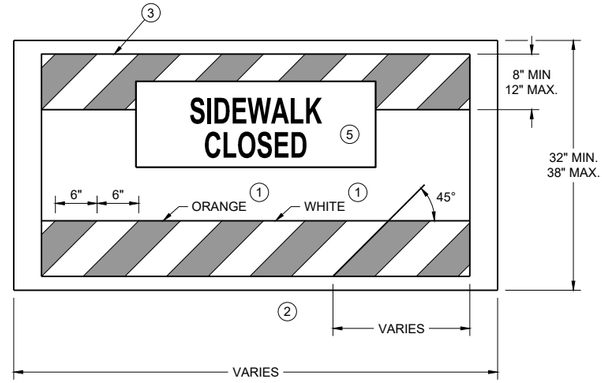
MAXIMUM VERTICAL GAP

MAXIMUM HORIZONTAL GAP

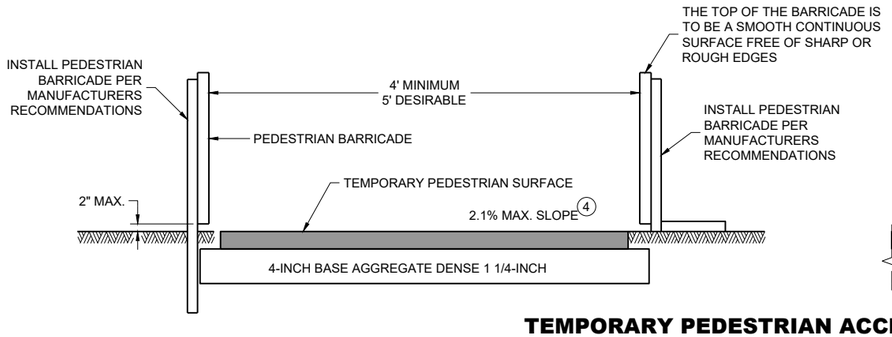
GENERAL NOTES

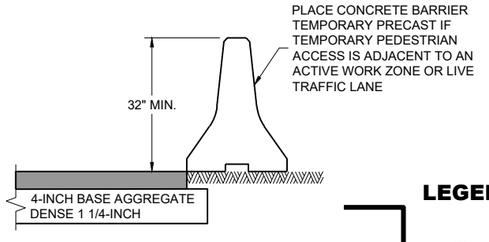
BARRICADE DEVICE SELECTED FROM APPROVED PRODUCT LIST

1. REFLECTIVE SHEETING SHALL FOLLOW THE REQUIREMENTS IN THE APPROVED PRODUCTS LISTING FOR SIGN SHEETING.
2. SHEETING REQUIRED ON MORE THAN 50% OF BARRICADE WIDTH.
3. PLACE SHEETING ON BOTH SIDES OF THE BARRICADE.
* USE THIS DETAIL FOR SHEETING PLACEMENT REFERENCE.
4. WHEN THE TEMPORARY PEDESTRIAN ACCESS ROUTE RUNS PARALLEL ON THE ROADWAY SURFACE, THE MAXIMUM CROSS SLOPE WILL MATCH THE EXISTING ROADWAY CROSS SLOPE.
5. WHERE SIGNS FOR TEMPORARY PEDESTRIAN ACCOMMODATIONS ARE SHOWN BEING PLACED BEHIND TEMPORARY PEDESTRIAN BARRICADE, THE SIGNS MAY BE MOUNTED ON THE TEMPORARY PEDESTRIAN BARRICADE INSTEAD. A CORRUGATED POLYPROPYLENE OR POLYETHYLENE PLASTIC SIGN BASE SHALL BE USED IF MOUNTED ON THE BARRICADE. THE TOP OF THE SIGN SHALL BE MOUNTED BELOW THE TOP OF THE BARRICADE TO ALLOW A CONTINUOUS HAND-TRAILING EDGE.

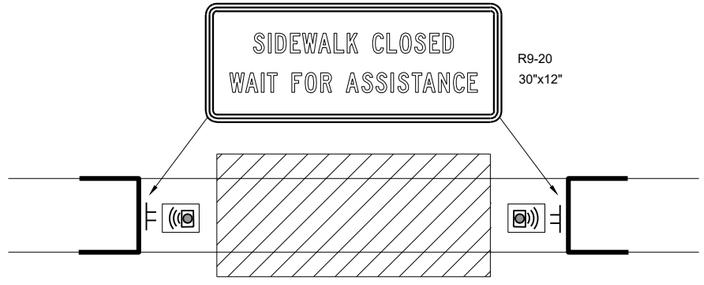


TEMPORARY PEDESTRIAN BARRICADE *





TEMPORARY PEDESTRIAN ACCESS



TEMPORARY AUDIBLE MESSAGE DEVICE (TAMD) MESSAGE: "SIDEWALK CLOSED WAIT FOR ASSISTANCE"

TEMPORARY PEDESTRIAN FLAGGING

LEGEND

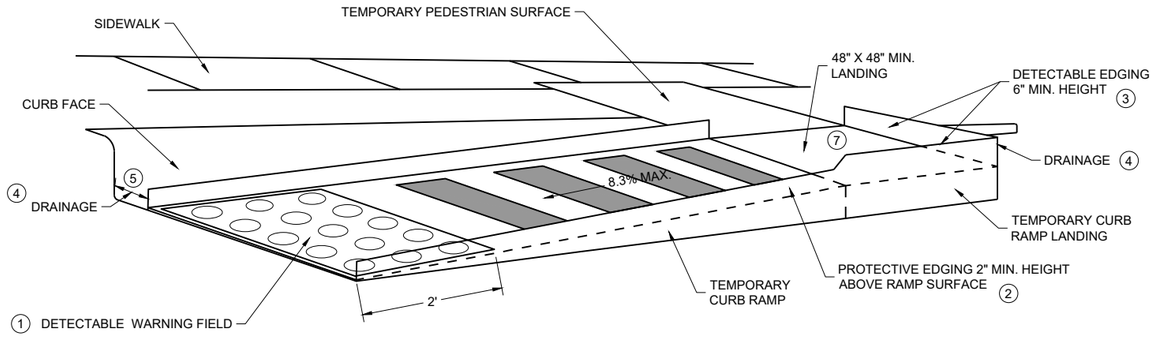
- TEMPORARY PEDESTRIAN BARRICADE
- AUDIBLE MESSAGE DEVICE
- TEMPORARY SIGN SUPPORT
- WORK AREA

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 15D30-12a



PERSPECTIVE VIEW

GENERAL NOTES

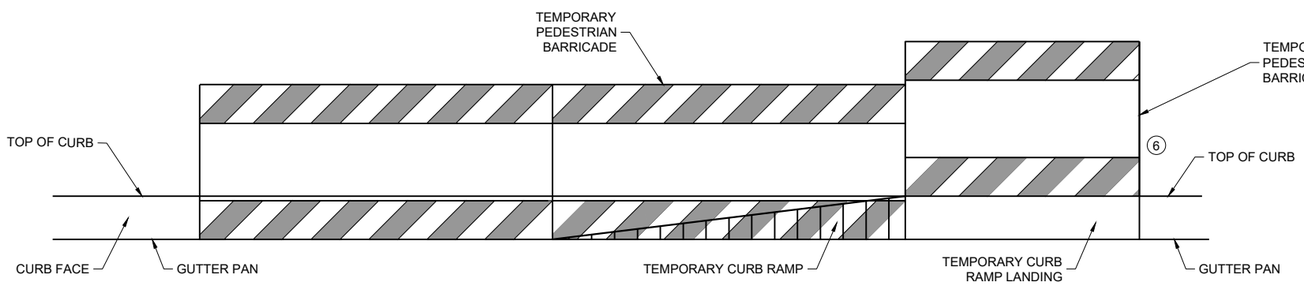
CURB RAMPS SHALL BE 48" MIN. WIDTH WITH A FIRM, STABLE AND SLIP RESISTANT SURFACE.

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

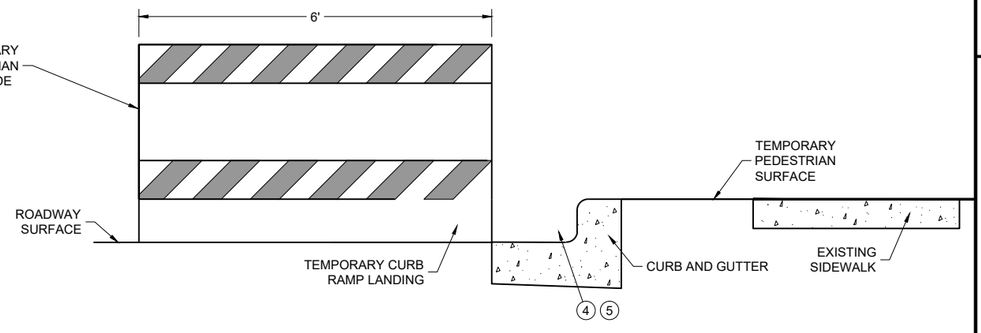
CLEAR SPACE OF 48" X 48" SHALL BE PROVIDED ABOVE AND BELOW THE CURB RAMP. LATERAL JOINTS OR GAPS BETWEEN SURFACES SHALL BE LESS THAN ½" WIDTH.

CHANGES BETWEEN SURFACE HEIGHTS SHALL NOT EXCEED ½". LATERAL EDGES MAY BE VERTICAL UP TO ¼" HIGH AND SHALL BE BEVELED AT 1:2 BETWEEN ¼" AND ½".

1. INSTALL CONTRASTING TEMPORARY DETECTABLE WARNING FIELD AT PEDESTRIAN STREET CROSSINGS, AS SHOWN IN THE PLANS.
2. PROTECTIVE EDGING WITH A 2" MIN. HEIGHT SHALL BE INSTALLED WHEN A CURB RAMP OR LANDING PLATFORM HAS A VERTICAL DROP OF 6" OR GREATER OR HAS A SIDE APRON SLOPE STEEPER THAN 1:3 (33%). PROTECTIVE EDGING SHOULD BE CONSIDERED WHEN CURB RAMPS OR LANDING PLATFORMS HAVE A VERTICAL DROP OF 3" OR MORE.
3. DETECTABLE EDGING WITH 6" MIN. HEIGHT AND CONTRASTING COLOR SHALL BE INSTALLED ON ALL CURB RAMP LANDINGS WHERE THE WALKWAY CHANGES DIRECTION (TURNS).
4. DO NOT RESTRICT WATER FLOW IN THE GUTTER SYSTEM.
5. ENSURE CURB RAMP IS OUT OF THE GUTTER PAN.
6. IF ONLY PART OF THE END PANEL OF TEMPORARY PEDESTRIAN BARRICADE PANEL IS NEEDED, EXTEND EXCESS PORTION OF TEMPORARY PEDESTRIAN BARRICADE PANEL HERE.
7. LANDING TO BE SLOPED A MAXIMUM OF 2.1% IN ALL DIRECTIONS OF PEDESTRIAN TRAVEL.



FRONT VIEW



SIDE VIEW

TEMPORARY CURB RAMP PARALLEL TO CURB

6

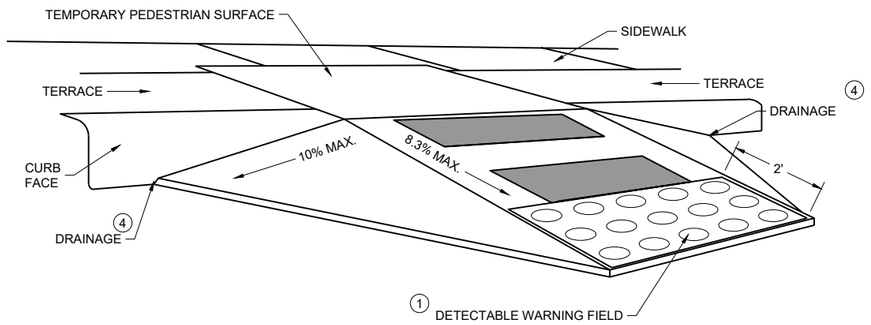
SDD 15D30-12b

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

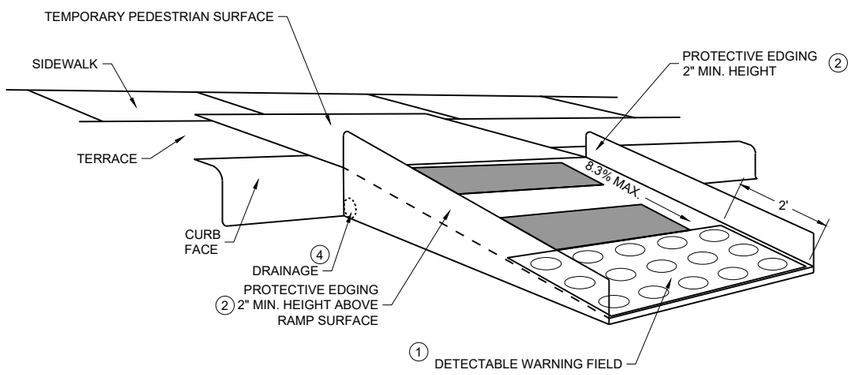
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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SDD 15D30-12b



WITH SIDE APRON (5)



WITH PROTECTIVE EDGE

TEMPORARY CURB RAMP PERPENDICULAR TO CURB

GENERAL NOTES

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

ALTERNATE SIDEWALK WORK BETWEEN LEFT AND RIGHT SIDE OF ROADWAY TO MAINTAIN PEDESTRIAN ACCESS.

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

CLEAR SPACE OF 48" X 48" SHALL BE PROVIDED ABOVE AND BELOW THE CURB RAMP.

LATERAL JOINTS OR GAPS BETWEEN SURFACES SHALL BE LESS THAN ½" WIDTH.

CHANGES BETWEEN SURFACE HEIGHTS SHALL NOT EXCEED ½". LATERAL EDGES MAY BE VERTICAL UP TO ¼" HIGH AND SHALL BE BEVELED AT 1:2 BETWEEN ¼" AND ½".

(1) INSTALL CONTRASTING TEMPORARY DETECTABLE WARNING FIELD AT PEDESTRIAN STREET CROSSINGS, AS SHOWN IN THE PLANS

(2) PROTECTIVE EDGING WITH A 2" MIN. HEIGHT SHALL BE INSTALLED WHEN A CURB RAMP OR LANDING PLATFORM HAS A VERTICAL DROP OF 6" OR GREATER OR HAS A SIDE APRON SLOPE STEEPER THAN 1:3 (33%). PROTECTIVE EDGING SHOULD BE CONSIDERED WHEN CURB RAMPS OR LANDING PLATFORMS HAVE A VERTICAL DROP OF 3" OR MORE.

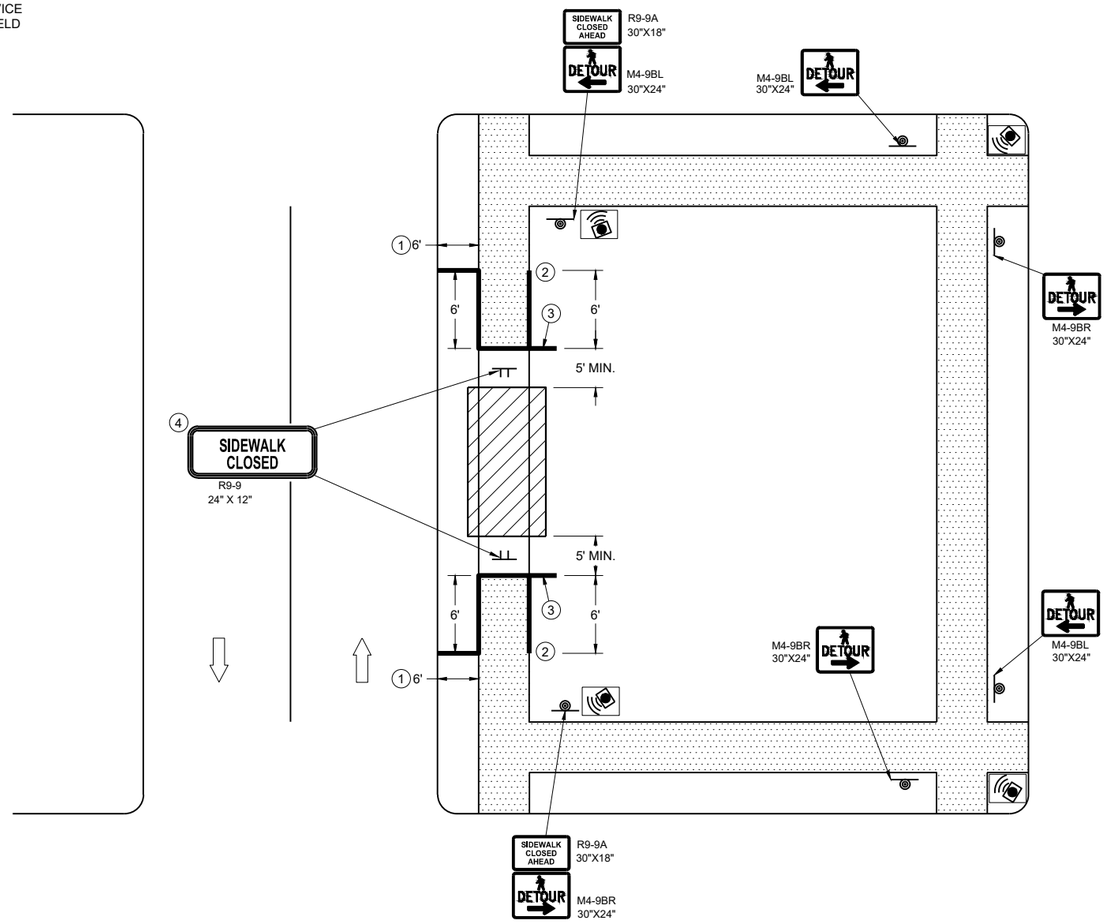
(3) DETECTABLE EDGING WITH 6" MIN. HEIGHT AND CONTRASTING COLOR SHALL BE INSTALLED ON ALL CURB RAMP LANDINGS WHERE THE WALKWAY CHANGES DIRECTION (TURNS).

(4) DO NOT RESTRICT WATER FLOW IN THE GUTTER SYSTEM.

(5) CAN ONLY BE USED FOR RAMPS WITH 6" OR LESS OF VERTICAL CHANGE.

LEGEND

- SIGN ON 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.

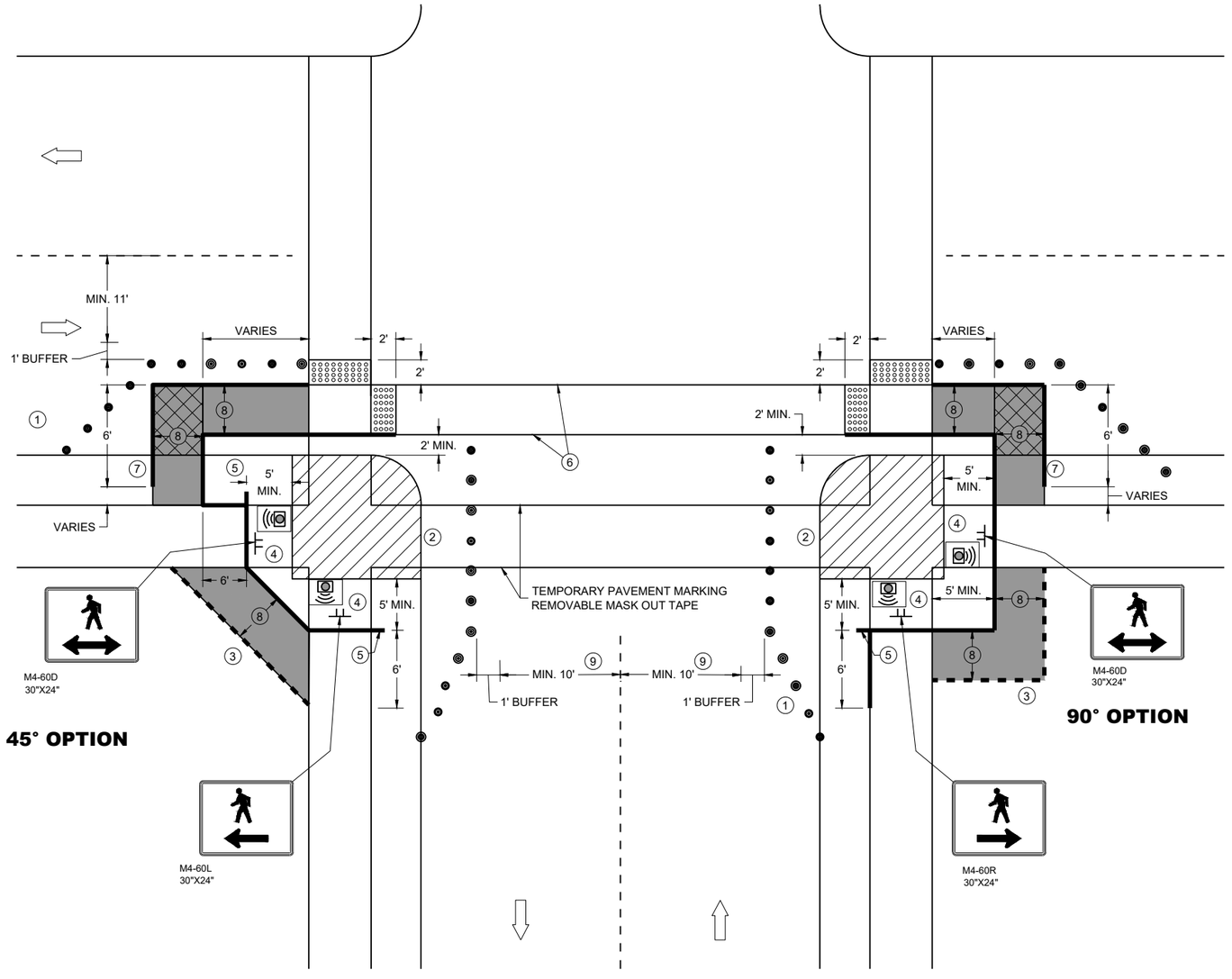
1. IF TERRACE IS LESS THAN 6 FEET WIDE, OMIT TEMPORARY PEDESTRIAN BARRICADE FROM THE SIDEWALK TO THE CURB.
2. PLACE BARRICADE CLOSURE SO THAT THE TEMPORARY PEDESTRIAN BARRICADE END IS AT THE LAST OPEN SIDEWALK ACCESS TO RESIDENCES OR BUSINESSES BEFORE THE SIDEWALK CLOSURE.
3. IF TEMPORARY PEDESTRIAN 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 15D30-12f



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)

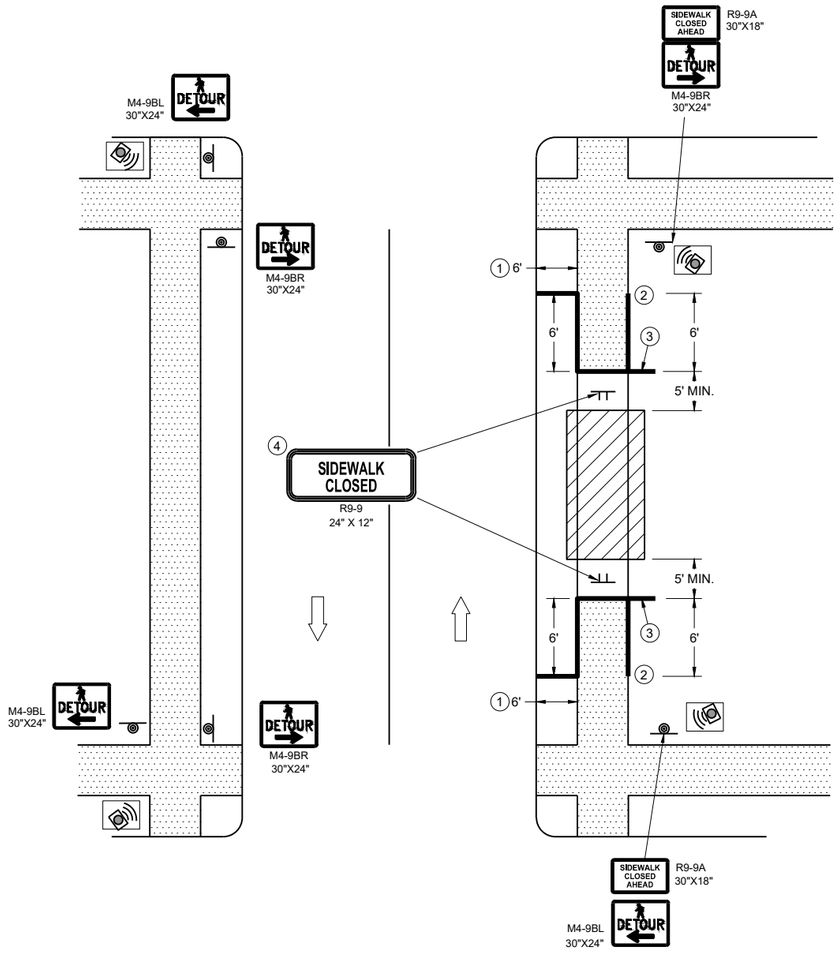
TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6
SDD 15D30-12j

LEGEND

- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- UNDER PEDESTRIAN TRAFFIC
- WORK AREA
- TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC
- TEMPORARY AUDIBLE MESSAGE DEVICE (EXACT PLACEMENT BASED UPON FIELD CONDITIONS)



SIDEWALK DETOUR, SIDEWALK ON BOTH SIDES

GENERAL NOTES

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

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

PLACE TEMPORARY PEDESTRIAN BARRICADE TO FIT FIELD CONDITIONS, AVOIDING CONFLICT WITH DRIVEWAYS AND OTHER EXISTING FEATURES.

1. IF TERRACE IS LESS THAN 6 FEET WIDE, OMIT TEMPORARY PEDESTRIAN BARRICADE FROM THE SIDEWALK TO THE CURB.
2. PLACE BARRICADE CLOSURE SO THAT THE TEMPORARY PEDESTRIAN BARRICADE END IS AT THE LAST OPEN SIDEWALK ACCESS TO RESIDENCES OR BUSINESSES BEFORE THE SIDEWALK CLOSURE.
3. IF TEMPORARY PEDESTRIAN BARRICADE PANEL IS WIDER THAN THE SIDEWALK WIDTH, THE PORTION OF EXCESS PANEL SHOULD EXTEND INTO THE TERRACE.
4. MOUNTING HEIGHT OF 5 FEET FROM THE SURFACE TO THE BOTTOM OF SIGN.

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

LEGEND

- TYPE III BARRICADE WITH ATTACHED SIGN
- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- TYPE "A" WARNING LIGHT (FLASHING)
- DIRECTION OF TRAFFIC
- WORK AREA
- REMOVING PAVEMENT MARKING (SEE GENERAL NOTES)
- CONCRETE BARRIER TEMPORARY PRECAST

POSTED SPEED LIMIT PRIOR TO WORK STARTING (MPH)	ADVANCE WARNING SIGN SPACING (A) FEET	SHIFTING TAPER L/2 W, LATERAL OFFSET (FT)					BUFFER SPACE (B) FEET
		10	11	12	13	14	
25	200	52	57	63	68	73	155
30	200	75	83	90	98	105	200
35	350	102	112	123	133	143	250
40	350	133	147	160	173	187	305
45	500	225	248	270	293	315	360

GENERAL NOTES

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

THE SPACING BETWEEN SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A MINIMUM OF 200 FEET, (500 FEET DESIRABLE) DISTANCE TO EXISTING SIGNS.

THIS LANE CLOSURE IS TYPICAL FOR LANE SHIFT RIGHT - REVERSE FOR SHIFTING LEFT.

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED.

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

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER. NO WARNING LIGHTS SHALL BE WORKING ON ANY "COVERED" OR "DOWNED" SIGNS.

CONSIDER GEOMETRICS WHEN LOCATING SIGNS AND ARROW BOARDS SO THE DRIVER HAS A CLEAR VIEW OF THE ARROW BOARD AND LANE CLOSURE DRUMS FOR A MINIMUM 1500 FEET IN FRONT OF DRUMS.

FOR A LANE CLOSURE THAT IS IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS, THE ADVANCED WARNING SIGNS MAY BE MOUNTED ON PORTABLE SUPPORTS.

REMOVE PAVEMENT MARKINGS AND PLACE TEMPORARY PAVEMENT MARKING LINES IF LANE CLOSURE IS TO BE IN PLACE FOR 4 OR MORE CONTINUOUS DAYS AND NIGHTS.

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

IF THE HORIZONTAL ALIGNMENT IS SUCH THAT A CURVE MAY REQUIRE ADDITIONAL DELINEATION, THE DEVICE SPACING MAY BE DECREASED TO 50 FEET.

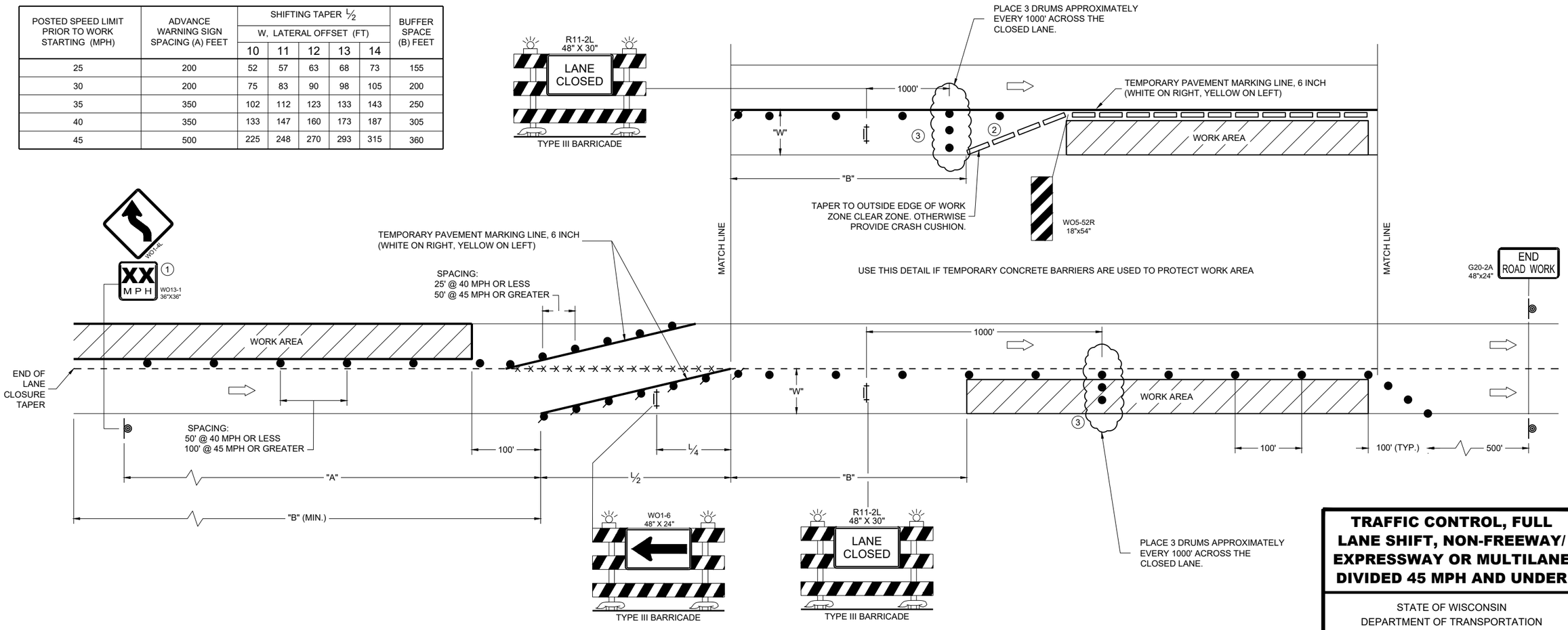
ADJUSTMENTS IN BUFFER SPACE NEED TO BE INCORPORATED WHEN THE LANE SHIFT OCCURS NEAR AN INTERCHANGE EXIT OR ENTRANCE RAMP. THE LANE SHIFT MUST TAKE PLACE FAR ENOUGH IN ADVANCE OF AN EXIT OR ENTRANCE RAMP TO STILL ALLOW FOR ADEQUATE BUFFER

SPACE. THE MINIMUM LENGTH OF THE BUFFER SPACE BEFORE AN EXIT RAMP SHOULD BE 1/2 THE LENGTH OF THE TRANSITION AREA. THE ENTRANCE RAMP SHOULD BE FOLLOWED BY THE ORIGINAL BUFFER SPACE LENGTH OF 800 FEET DESIRABLE PRIOR TO ANOTHER TRAFFIC CONTROL
CHANGE SUCH AS A CROSSOVER MANEUVER.

(1) USE ONLY IF DESIGN SPEED IS 10 MPH BELOW POSTED SPEED.

(2) BARRIER FLARE RATE: 6:1 @ 40 MPH OR LESS
8:1 @ 45 MPH OR GREATER

(3) DRUMS IN A CLOSED LANE THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY REESTABLISHED UPON COMPLETION OF THE OPERATION, OR FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.



TRAFFIC CONTROL, FULL LANE SHIFT, NON-FREEWAY/ EXPRESSWAY OR MULTILANE DIVIDED 45 MPH AND UNDER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

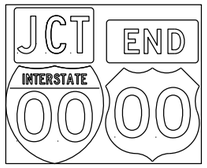
FHWA

6
SDD 15D40-07a

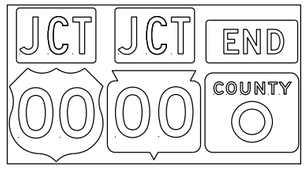
TYPICAL ASSEMBLIES



J1-1



J1-2



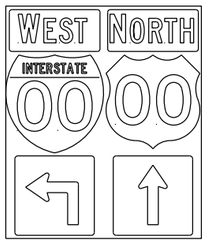
J1-3



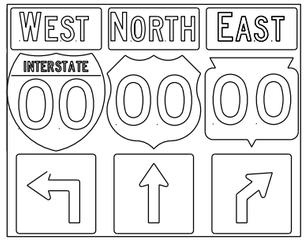
JR1-1



J2-1



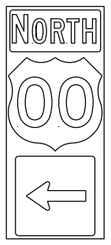
J2-2



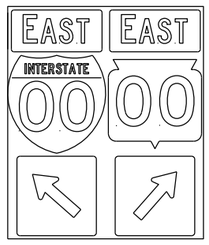
J2-3



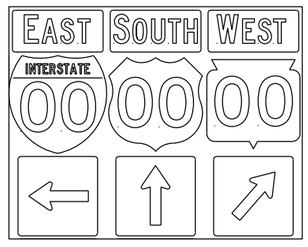
JV
(Typical Vertical J-Assembly
See Note 10 and 11)



J3-1



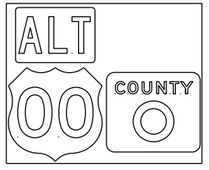
J3-2



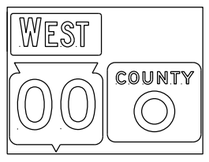
J3-3



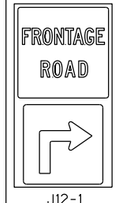
J4-1



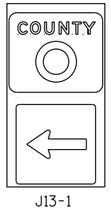
J4-2



J4-2



J12-1



J13-1



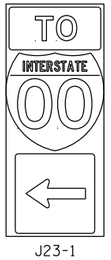
J32-1



J33-1



J22-1



J23-1



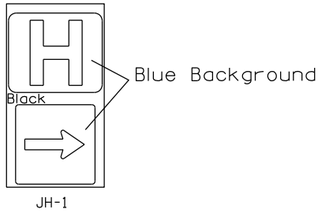
JR13-1



JR23-1



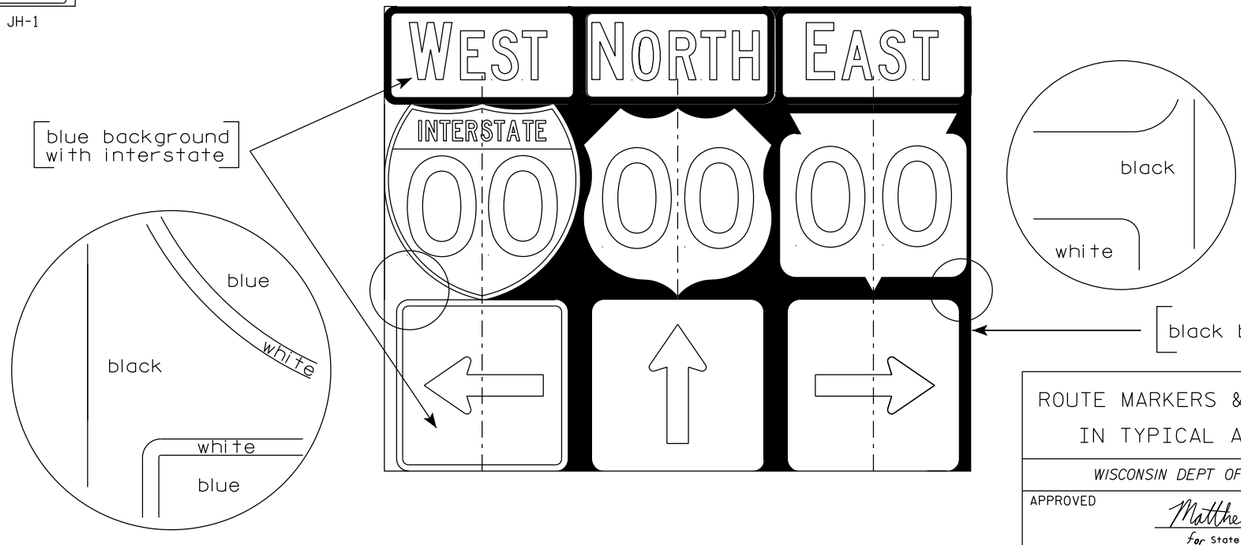
JR99-1



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

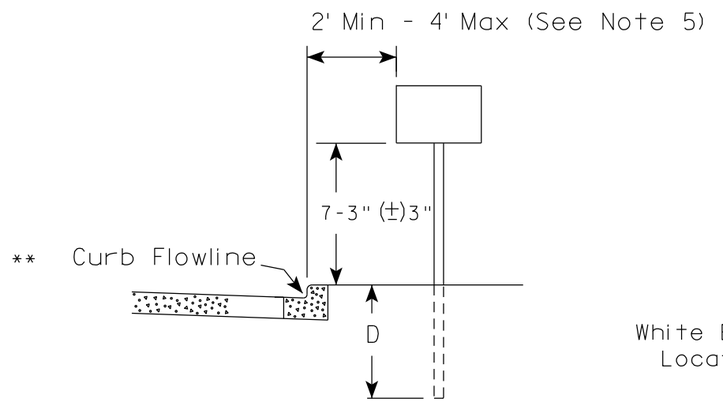
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 6/7/23 PLATE NO. A2-1S.10

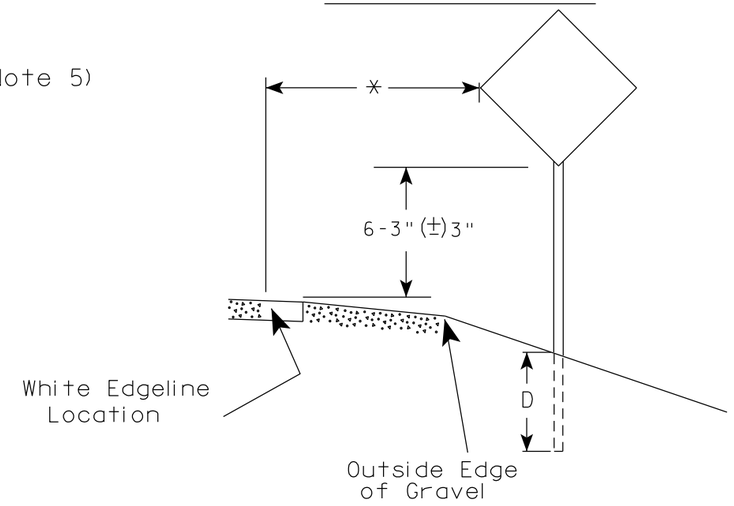
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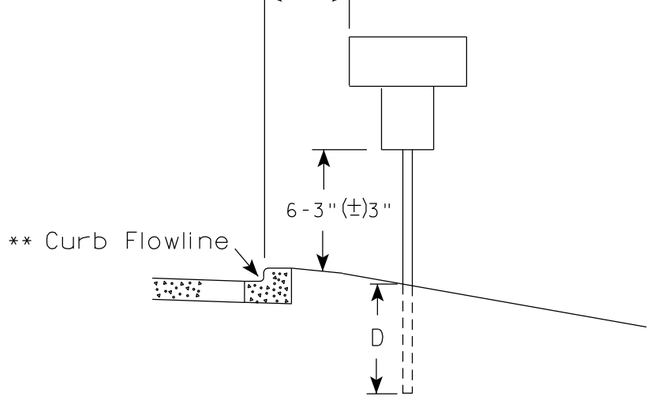
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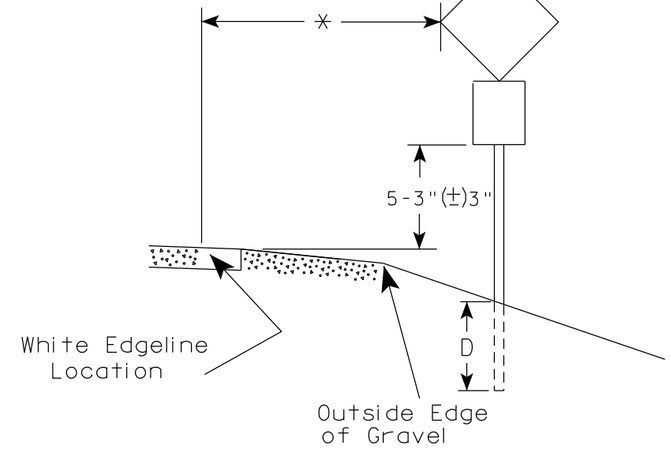
URBAN AREA



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.

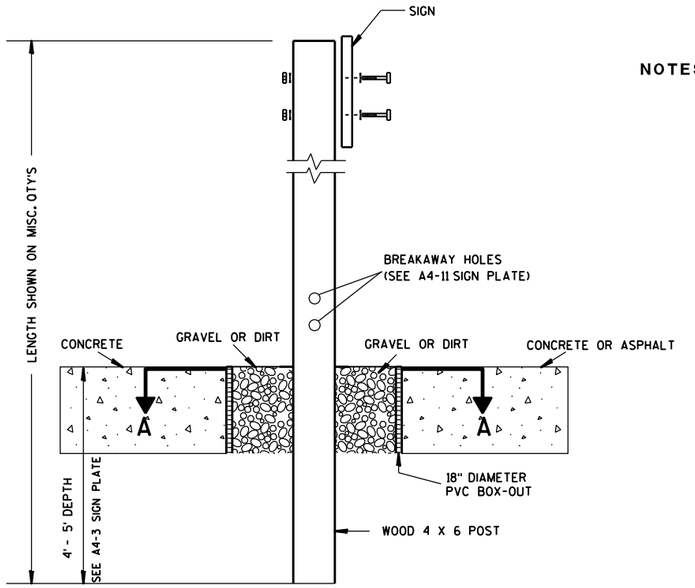
TYPICAL INSTALLATION OF PERMANENT TYPE II SIGNS ON SINGLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

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

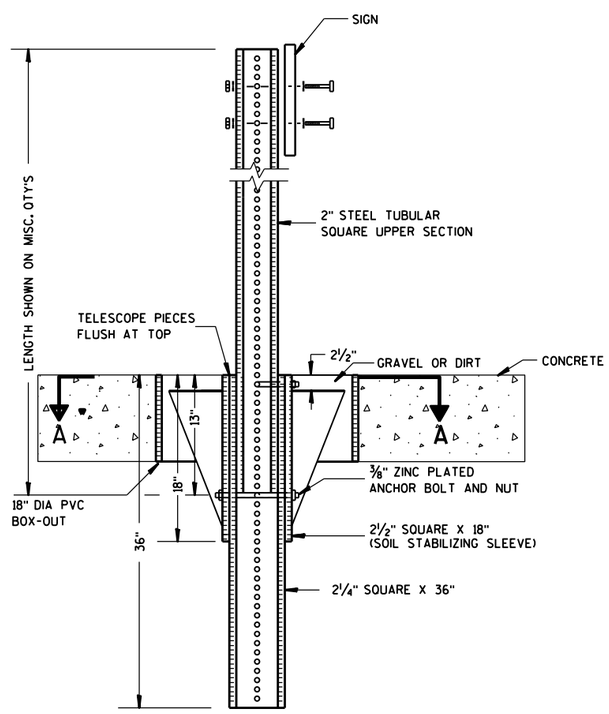
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 107	E



ELEVATION VIEW

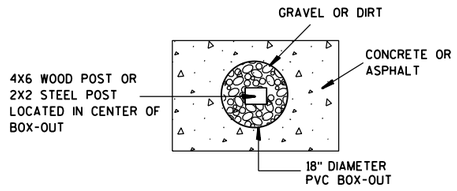
DETAIL OF WOOD 4 X 6 SIGN POST IN BOX-OUT

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

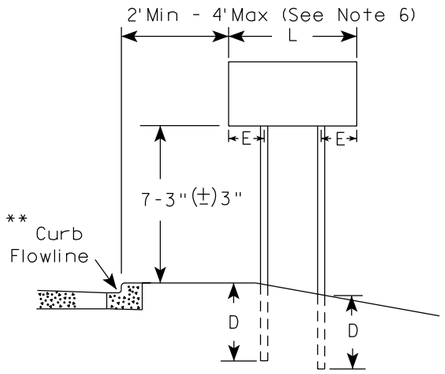
APPROVED Matthew R Rauch
for State Traffic Engineer

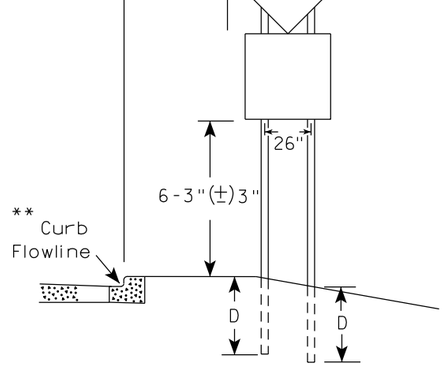
DATE 1/27/14 PLATE NO. A4-3B.1

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

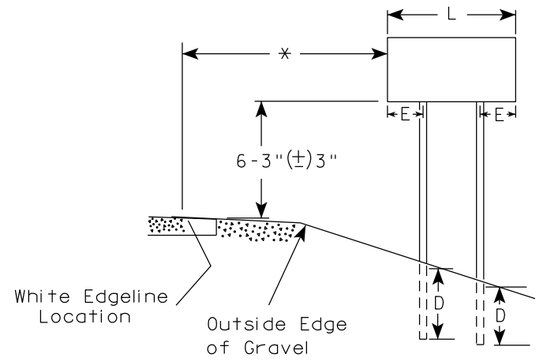
URBAN AREA

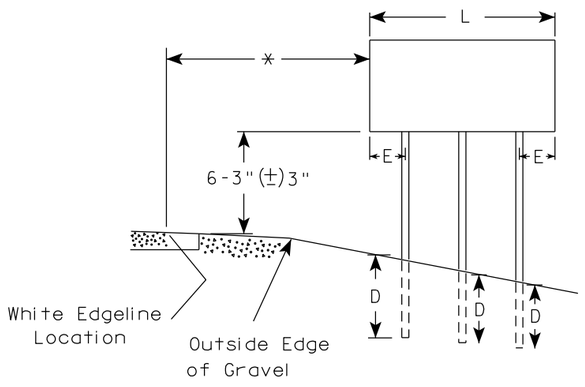


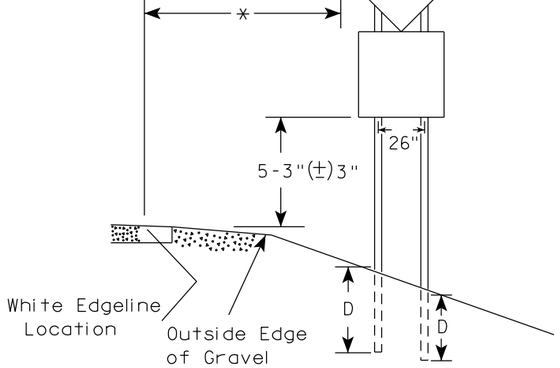


48" DIAMOND WARNING SIGN

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'

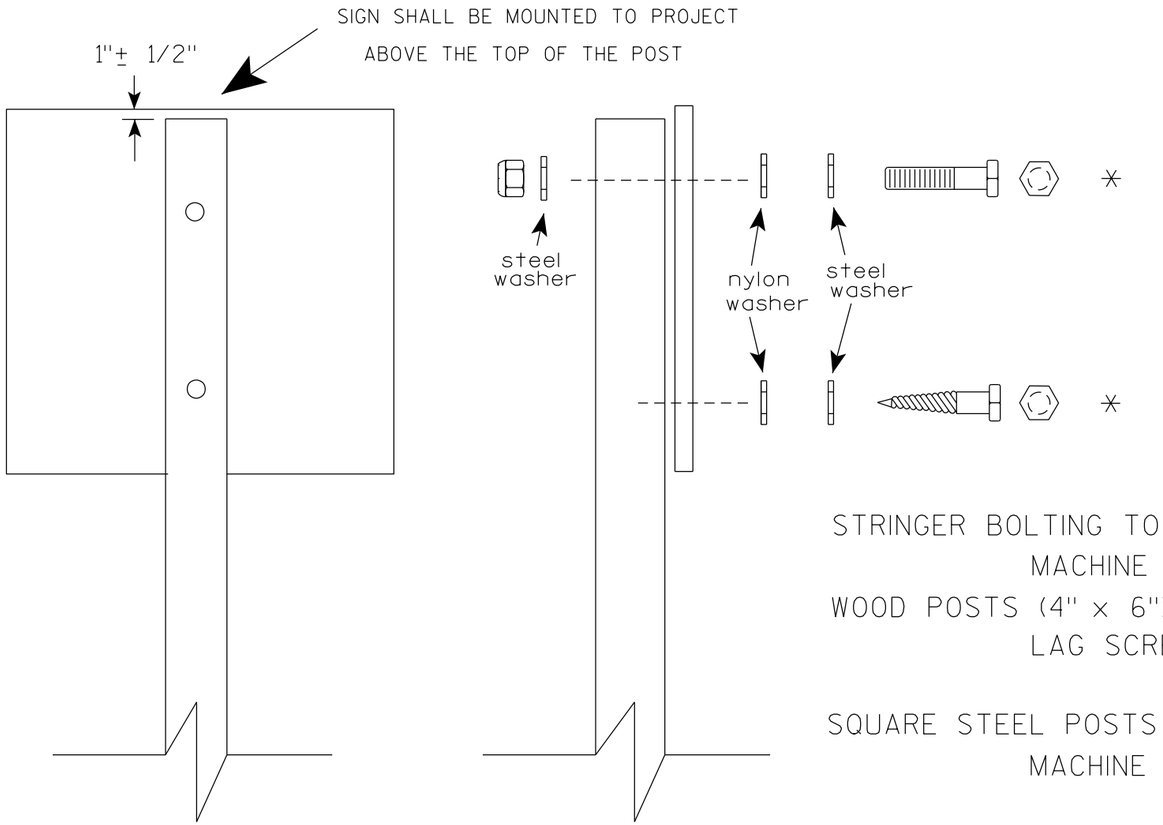
TYPICAL INSTALLATION OF TYPE II SIGNS ON MULTIPLE POSTS

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: 109	E



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

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

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

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

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

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

WOOD POSTS (4" x 6")

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

SQUARE STEEL POSTS (2" x 2")

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

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

WASHERS (ALL POSTS) -

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

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

ATTACHMENT OF SIGNS TO POSTS

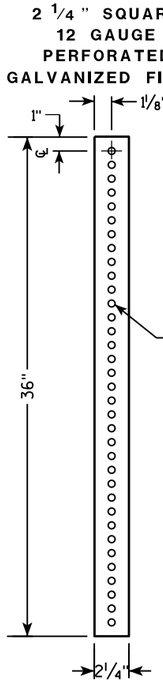
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

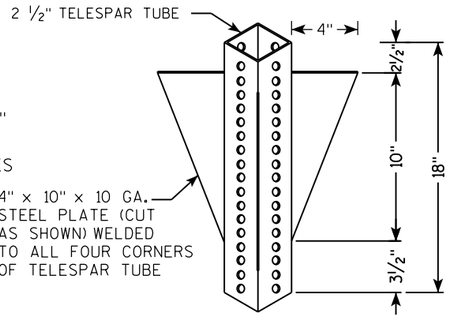
DATE 4/1/2020 PLATE NO. A4-8.9

TELESCOPIC TUBING ANCHORS
TWO PIECE SYSTEM

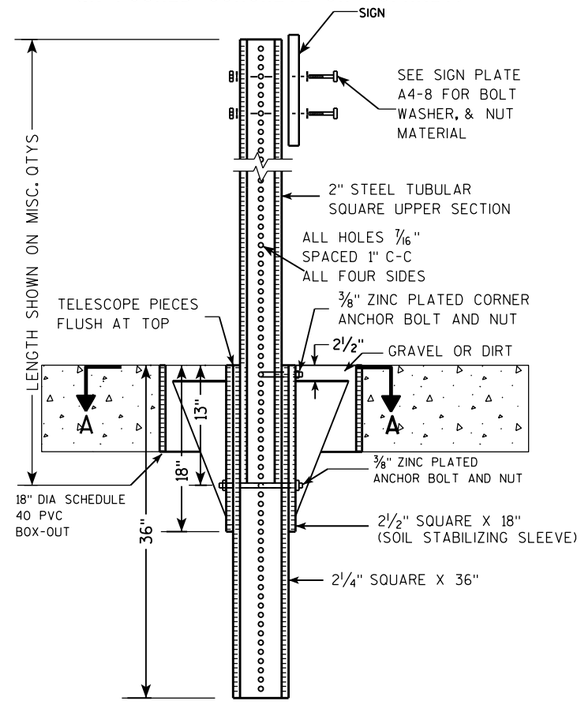
2 1/4 " SQUARE
12 GAUGE
PERFORATED
GALVANIZED FINISH



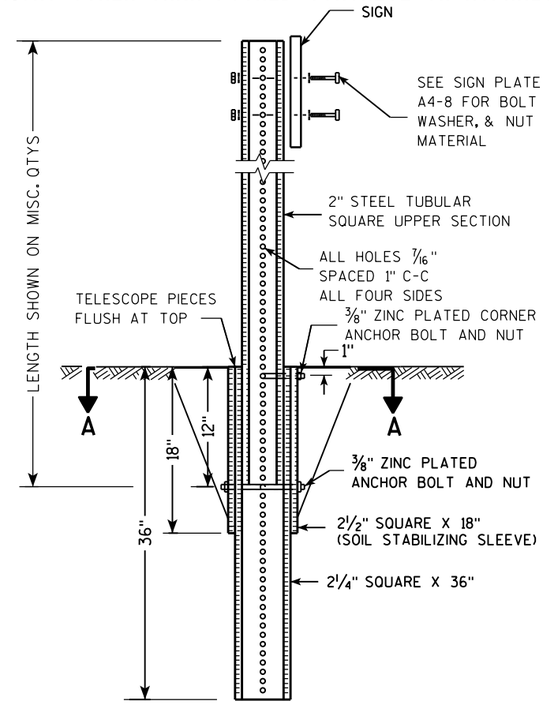
2 1/2 " SQUARE
12 GAUGE
OMNI-DIRECTIONAL
PERFORATED
SOIL STABILIZING SLEEVE
GALVANIZED FINISH

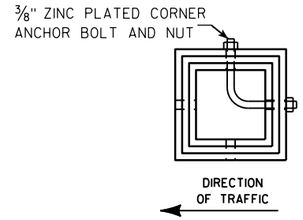


DETAIL OF TUBULAR STEEL SIGN POST
(IN POURED CONCRETE OR ASPHALT)



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





SECTION A-A

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

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

TUBULAR STEEL
SIGN POST
A4-9

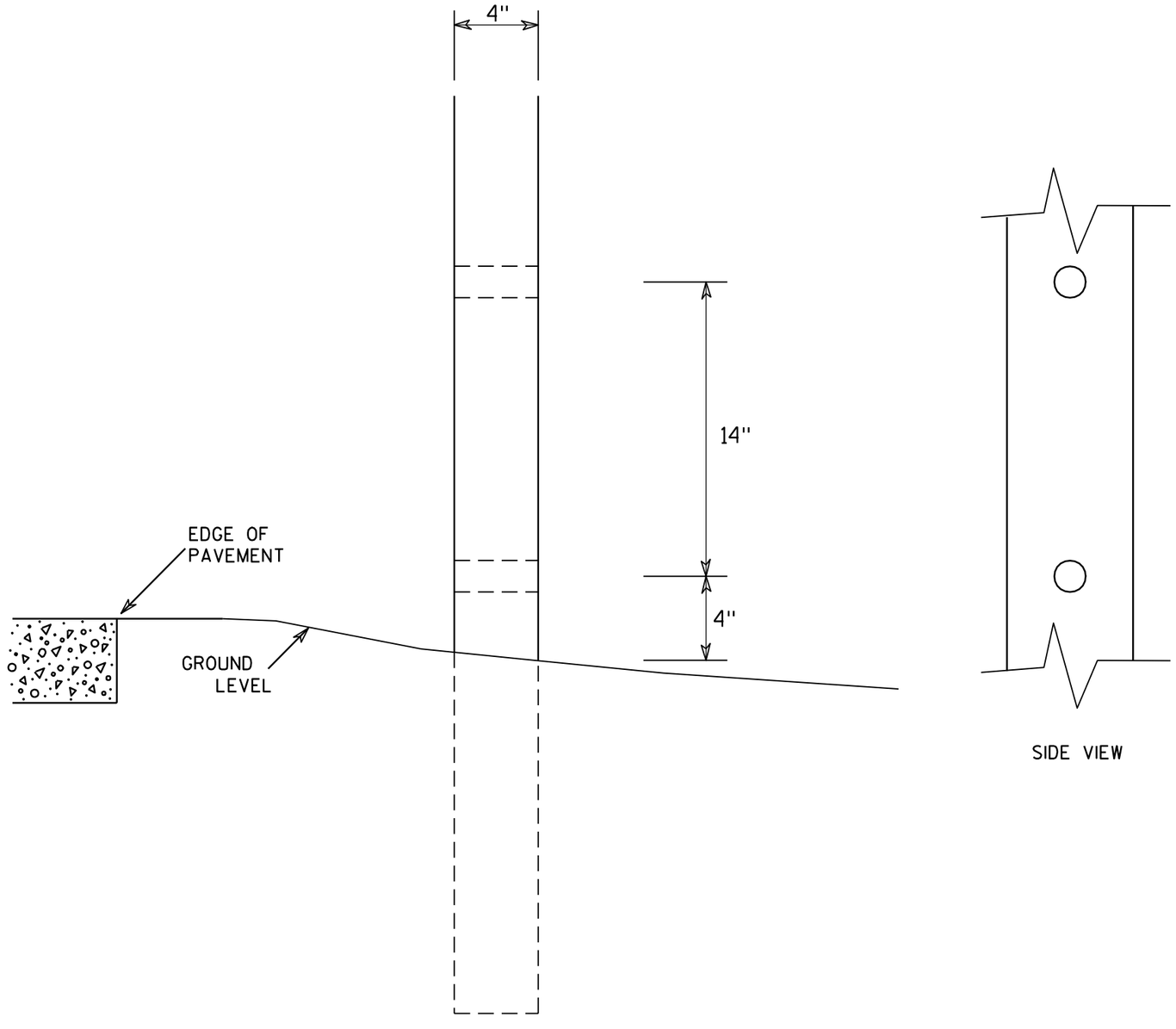
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/05/15 PLATE A4-9.9

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

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



SIDE VIEW

GENERAL NOTES

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

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4 X 6 WOOD POST MODIFICATIONS

WISCONSIN DEPT OF TRANSPORTATION

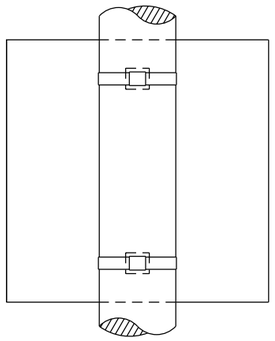
APPROVED Chester J Spang for State Traffic Engineer

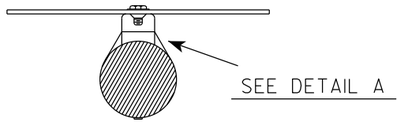
DATE 3/27/97 PLATE NO. A4-11.2

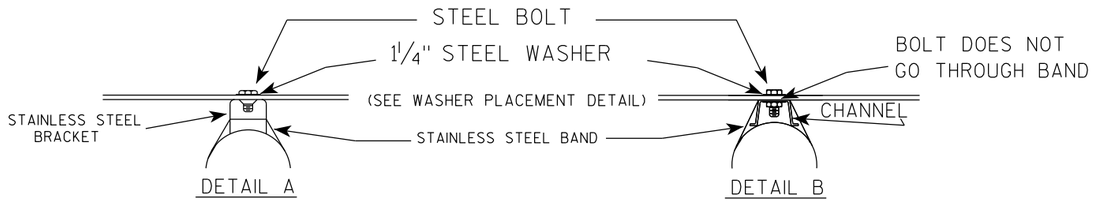
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 112	E

BANDING

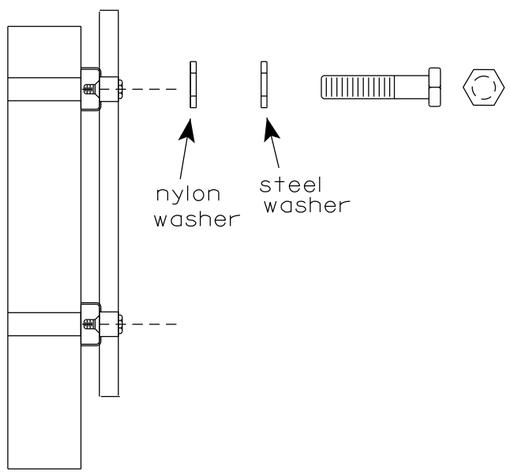
SINGLE SIGN







WASHER PLACEMENT

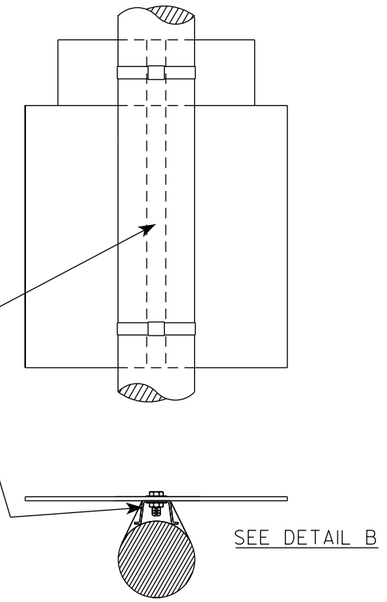


WASHERS (ALL POSTS) -
1-1/4" O.D. X 3/8" I.D. X 1/16" STEEL
1-1/4" O.D. X 3/8" I.D. X .080 NYLON
FOR ALL TYPE H SIGNS

GENERAL NOTES

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

"J" ASSEMBLY



STANDARD SIGN
SIGN BANDING DETAILS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

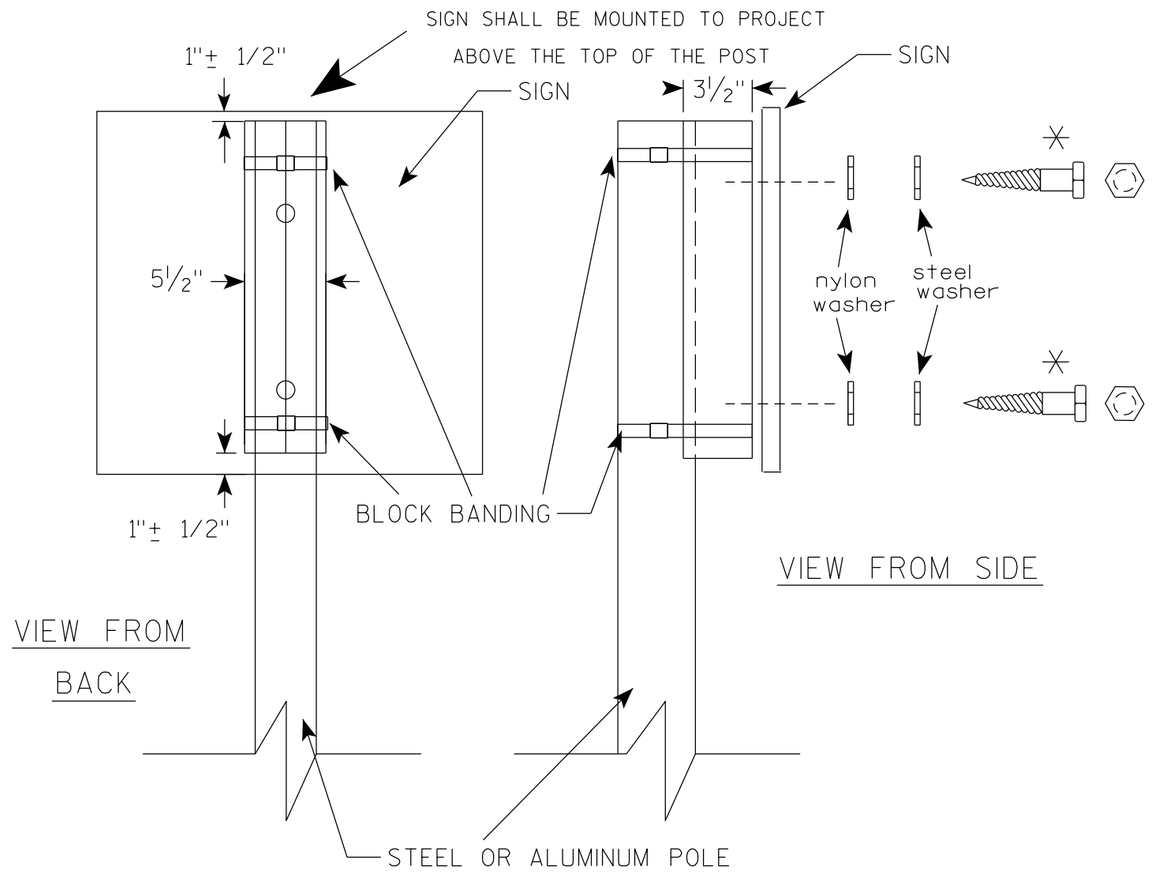
DATE 6/10/19 PLATE NO. A5-9.4

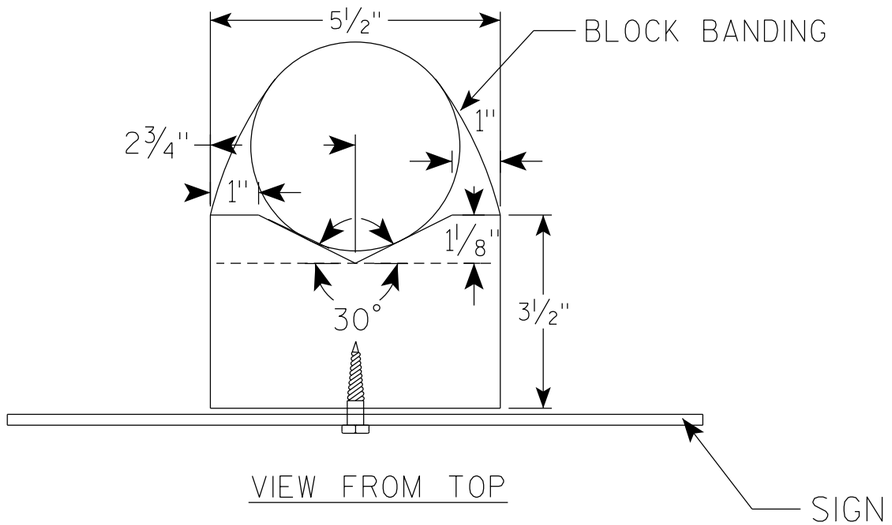
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 113	E

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

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GENERAL NOTES

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

✳ LAG BOLTS SHALL BE ⅜" X 2½"

BLOCK BANDING DETAIL (V-BLOCK OPTION)

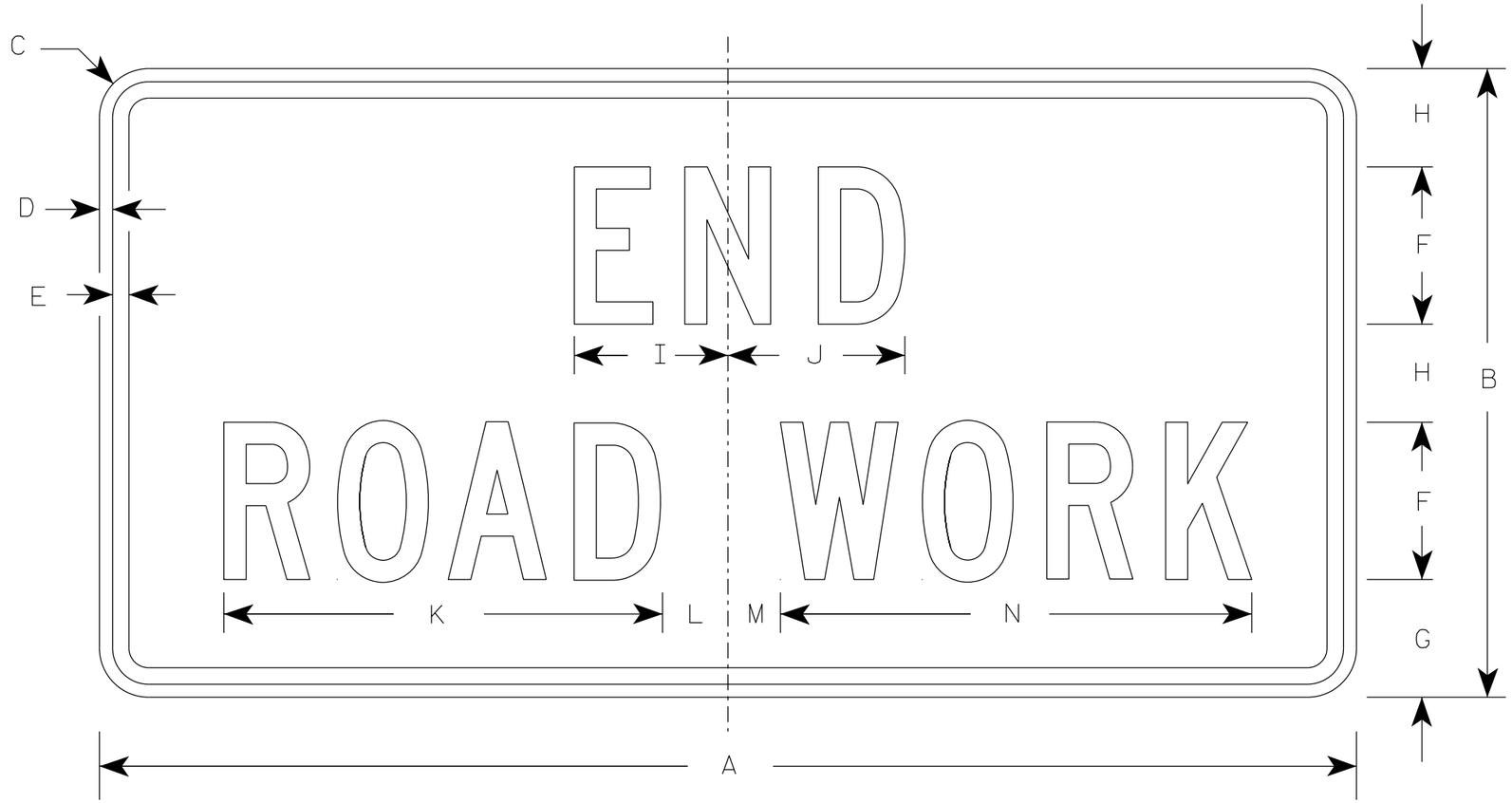
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

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

PROJECT NO:

SHEET NO: 114 E



G20-2A

NOTES

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

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

STANDARD SIGN

G20-2A

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

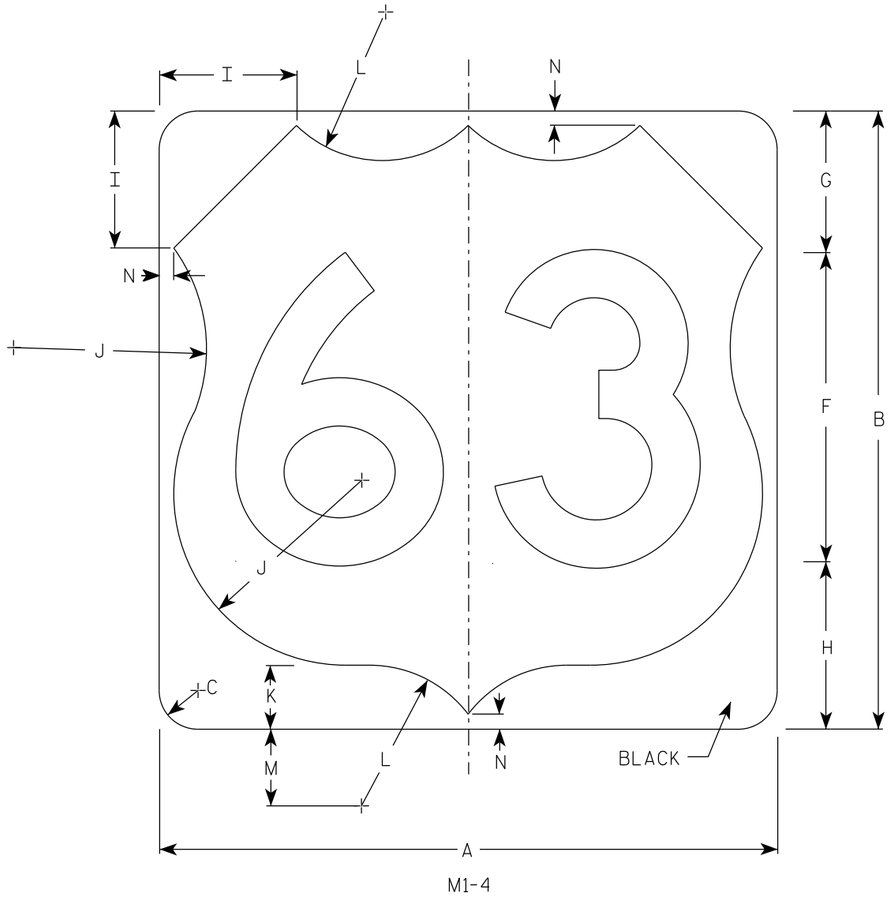
DATE 1/26/2023 PLATE NO. G20-2A.10

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

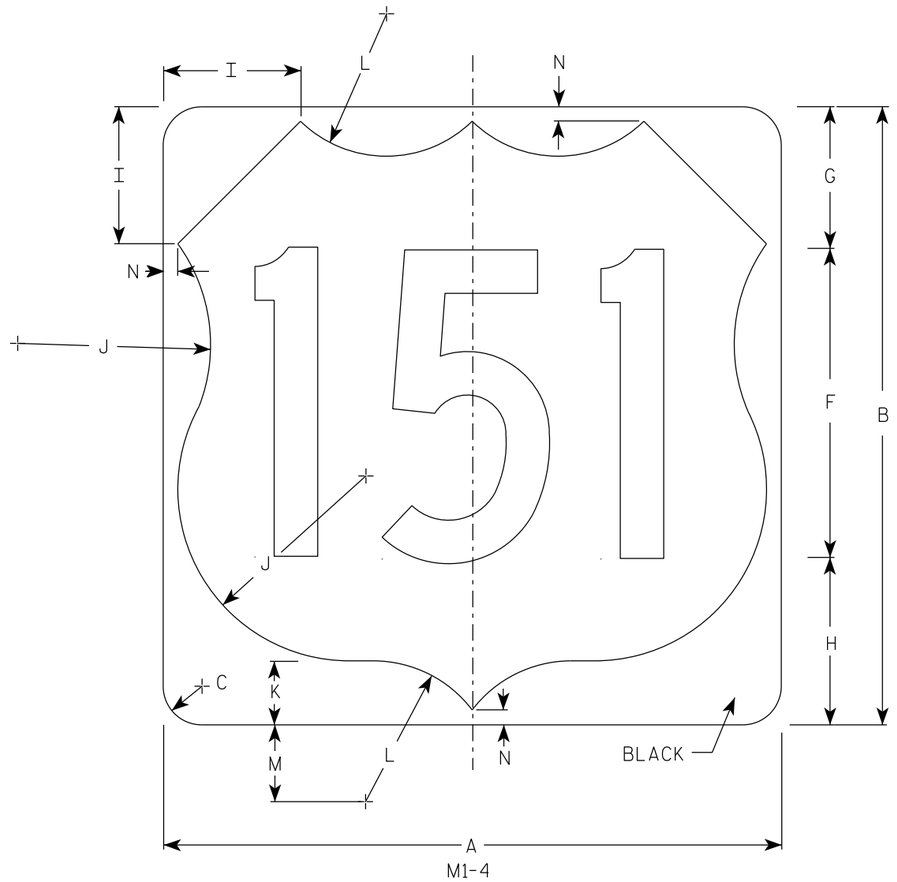
FILE NAME : C:\CAEfiles\Projects\tr_stdplate\G202A.dgn PLOT DATE : 26-JAN 2023 8:27 PLOT BY : dotc4c PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - D except 3 number signs Series C



M1-4



M1-4

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	24	24	1 1/2			12	5 1/2	6 1/2	5	7 1/2	2 1/2	5 1/2	3	1/2													4.0
2M	24	24	1 1/2			12	5 1/2	6 1/2	5	7 1/2	2 1/2	5 1/2	3	1/2													4.0
3	36	36	2 1/4			18	8 1/4	9 1/4	7 1/4	11 1/4	3 3/4	8 1/4	4 1/2	3/4													9.0
4	36	36	2 1/4			18	8 1/4	9 1/4	7 1/4	11 1/4	3 3/4	8 1/4	4 1/2	3/4													9.0
5	36	36	2 1/4			18	8 1/4	9 1/4	7 1/4	11 1/4	3 3/4	8 1/4	4 1/2	3/4													9.0

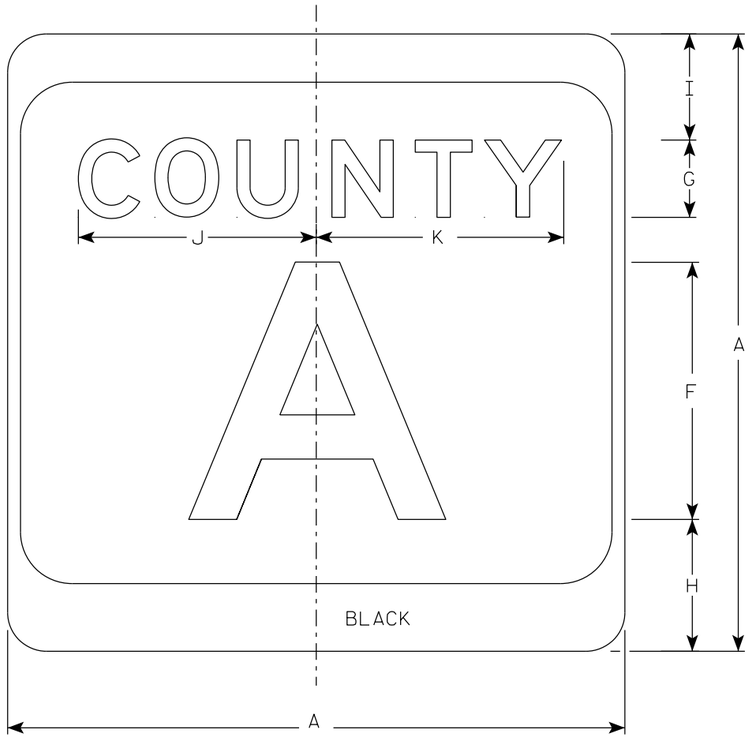
USH MARKER
M1-4 FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

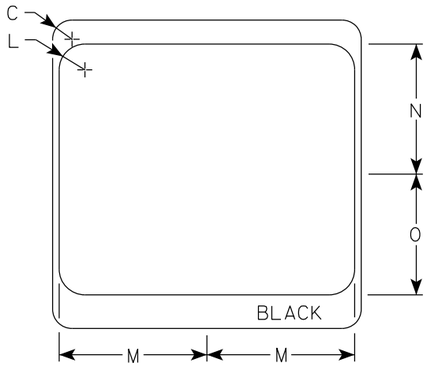
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/20/22 PLATE NO. M1-4.11

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 116 E

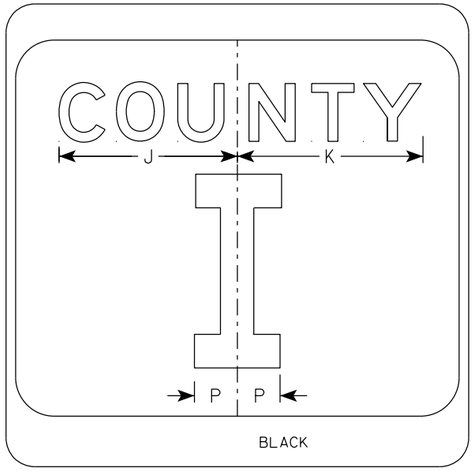


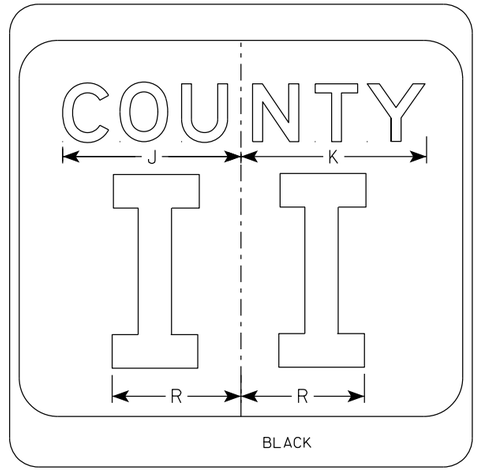
M1-5A



NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White & Black
   Message - Black
3. Message Series - see Note 4
4. Message Series E for 1 letter.
   Message Series D for 2 letters unless message is too big then Series C.
   Message Series C for 3 letters unless message is too big then Series B.
5. Substitute appropriate letters & optically center 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	24		1 1/2			10	3	5 1/8	4 1/8	9 1/4	9 5/8	2	11 1/2	10 1/8	9 3/8	2 1/4		6 5/8									4.0
2M	24		1 1/2			10	3	5 1/8	4 1/8	9 1/4	9 5/8	2	11 1/2	10 1/8	9 3/8	2 1/4		6 5/8									4.0
3	36		2 1/4			16	4	7 5/8	5 5/8	12 1/4	12 7/8	3	17 1/8	15 1/4	14	3 3/8		10									9.0
4	36		2 1/4			16	4	7 5/8	5 5/8	12 1/4	12 7/8	3	17 1/8	15 1/4	14	3 3/8		10									9.0
5	36		2 1/4			16	4	7 5/8	5 5/8	12 1/4	12 7/8	3	17 1/8	15 1/4	14	3 3/8		10									9.0

CTH MARKER
M1-5A FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

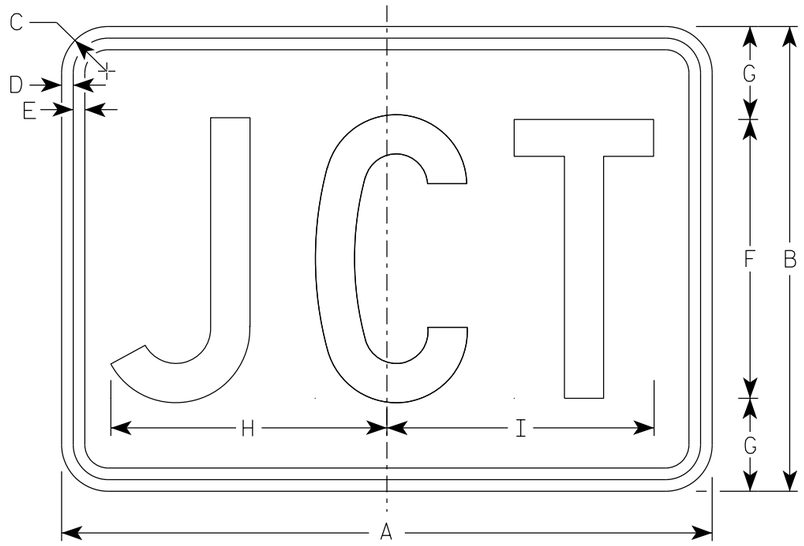
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/8/2022 PLATE NO. M1-5A.9

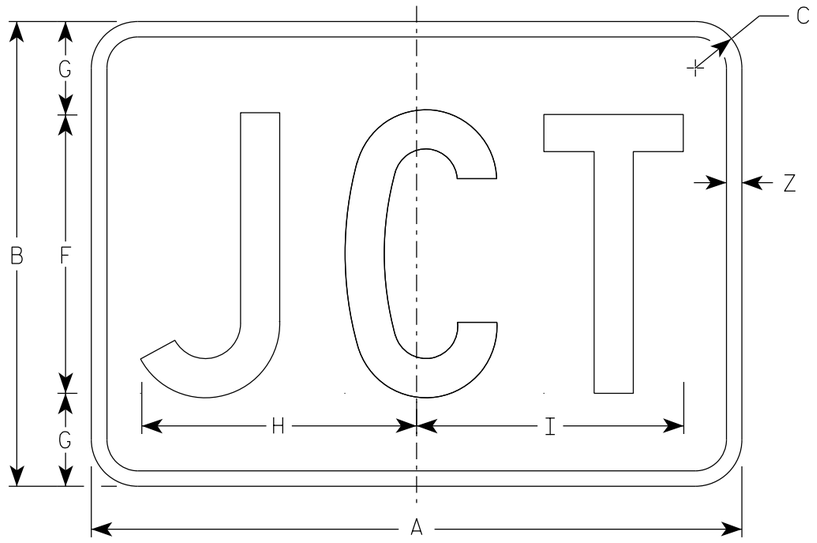
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FILE NAME : C:\CAEfiles\Projects\tr_stdplate\M15A.dgn PLOT DATE : 8-NOV 2022 8:26 PLOT BY : dotc4c PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

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

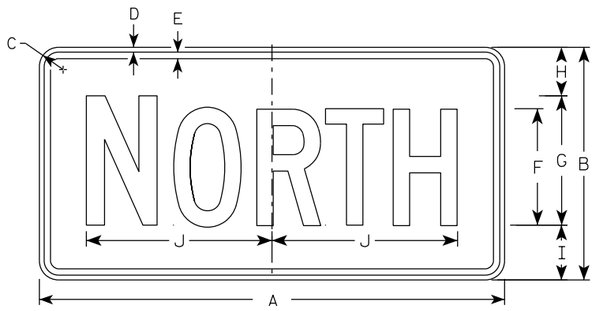
STANDARD SIGN
M2-1

WISCONSIN DEPT OF TRANSPORTATION

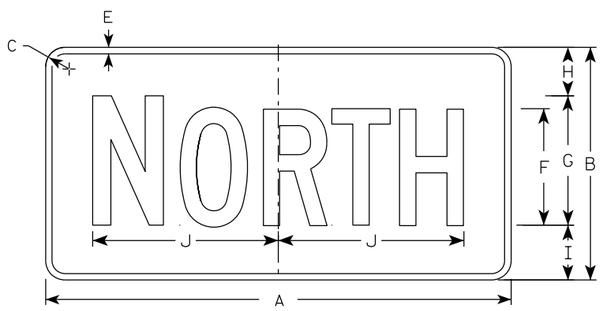
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/8/2023 PLATE NO. M2-1.14

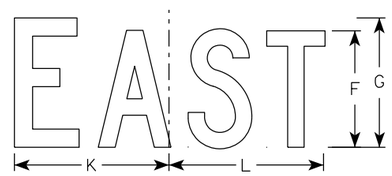
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 118 | E



M3-1
MM3-1
MP3-1



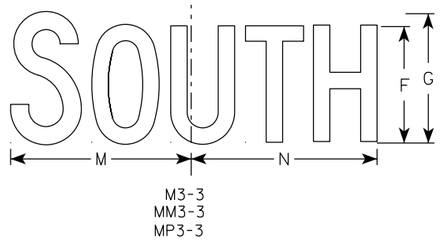
MB3-1
MK3-1
MN3-1



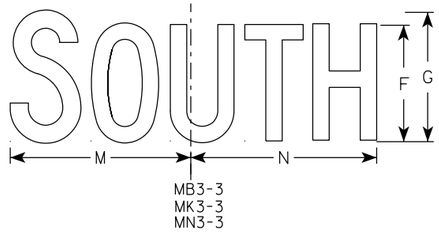
M3-2
MM3-2
MP3-2



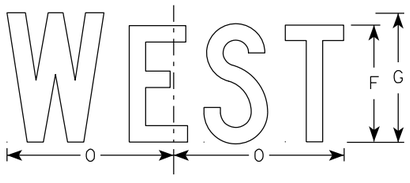
MB3-2
MK3-2
MN3-2



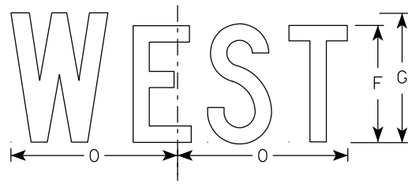
M3-3
MM3-3
MP3-3



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

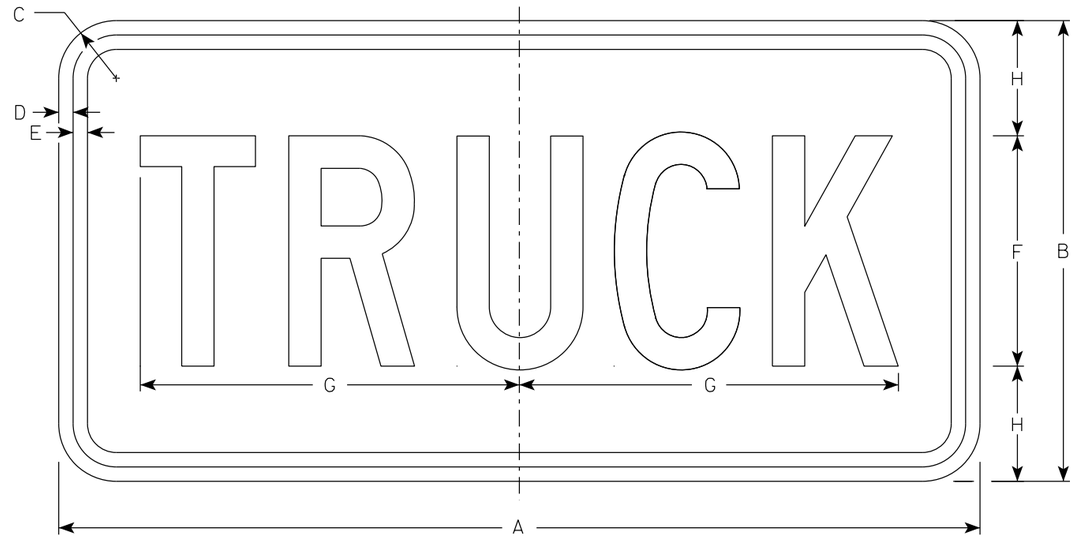
APPROVED Matthew R Rauch
For State Traffic Engineer

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

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 119	E

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - C



M4-4

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	24	12	1 1/2	3/8	3/8	6	9 7/8	3																			2.0
2M	24	12	1 1/2	3/8	3/8	6	9 7/8	3																			2.0
3	36	18	1 1/2	3/8	1/2	9	15 5/8	4 1/2																			4.5
4	36	18	1 1/2	3/8	1/2	9	15 5/8	4 1/2																			4.5
5	36	18	1 1/2	3/8	1/2	9	15 5/8	4 1/2																			4.5

STANDARD SIGN

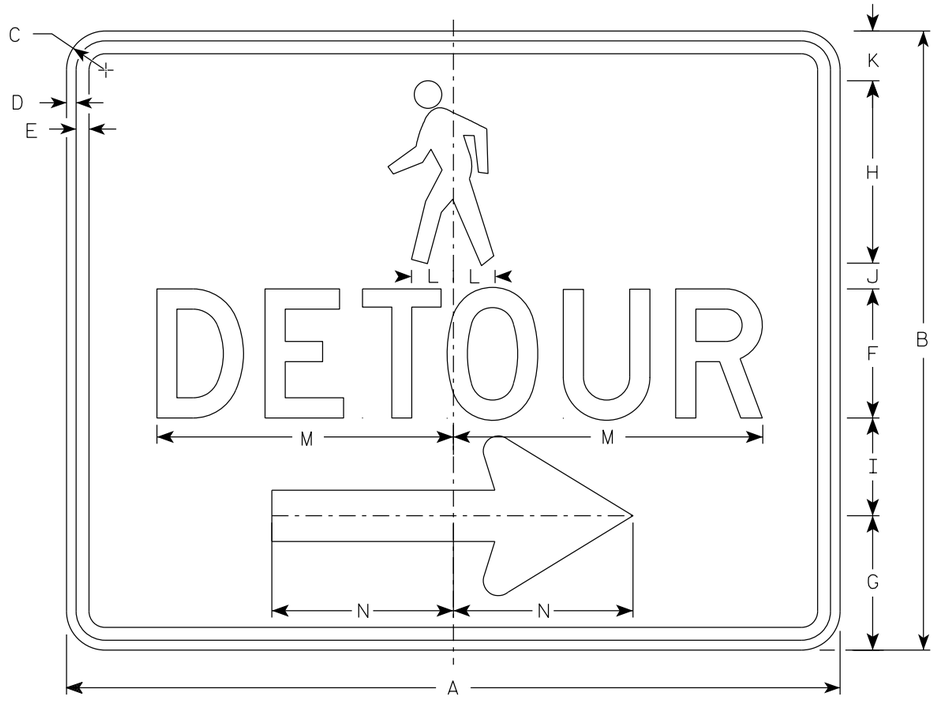
M4-4

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 11/21/2022 PLATE NO. M4-4.4

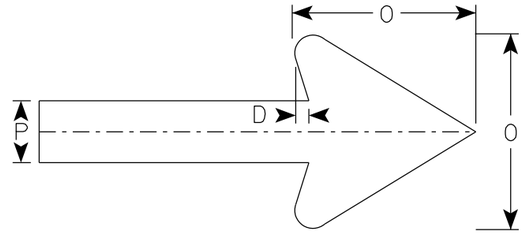
PROJECT NO: | HWY: | COUNTY: | SHEET NO: E



M4-9BR

NOTES

1. Sign is Type II-Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. M4-9BL is the same as M4-9BR except the arrow is reversed.



Arrow Detail

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	24	1 1/2	3/8	1/2	5	5 1/4	7 1/8	3 3/4	1	1 1/8	1 5/8	11 3/4	7	6	2											5.0
2M	30	24	1 1/2	3/8	1/2	5	5 1/4	7 1/8	3 3/4	1	1 1/8	1 5/8	11 3/4	7	6	2											5.0
3																											
4																											
5																											

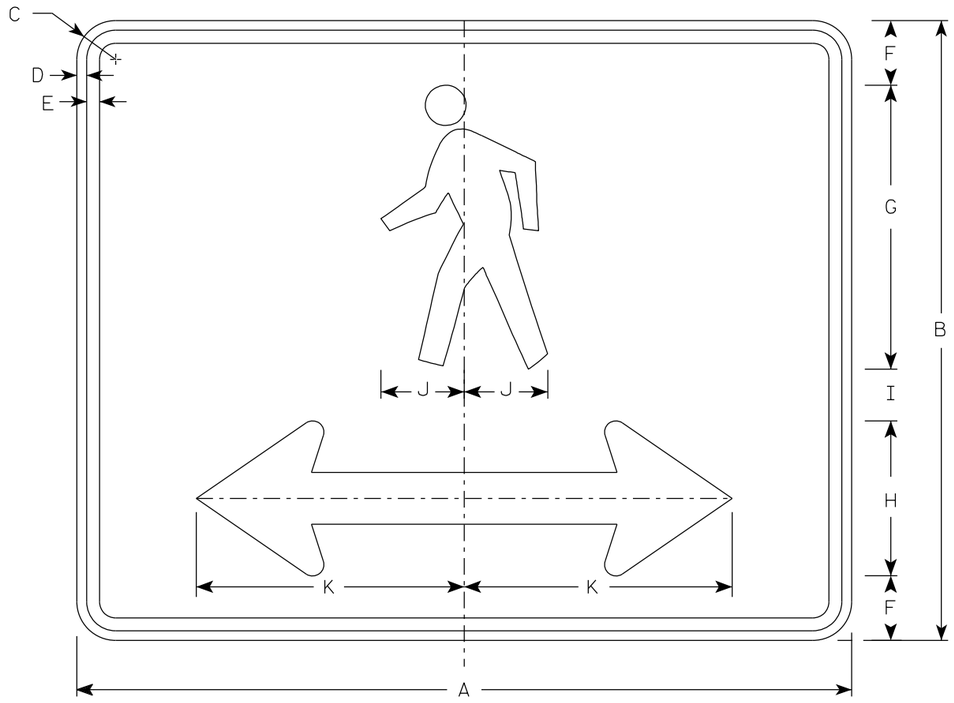
STANDARD SIGN
M4-9B L&R

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

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

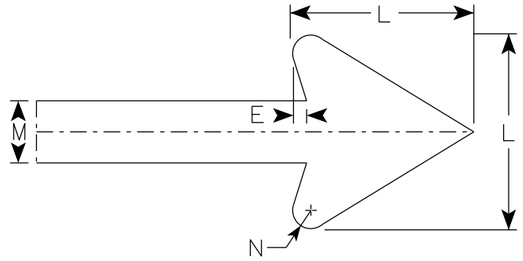
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 121 | E



M4-60D

NOTES

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



Arrow Detail

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	24	1 1/2	3/8	1/2	2 1/2	11	6	2	3 1/4	10 3/8	6	2	3/8													5.00
2M	30	24	1 1/2	3/8	1/2	2 1/2	11	6	2	3 1/4	10 3/8	6	2	3/8													5.00
3																											
4																											
5																											

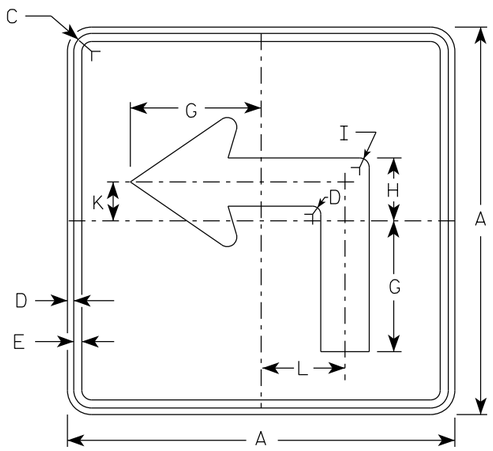
STANDARD SIGN
M4-60D

WISCONSIN DEPT OF TRANSPORTATION

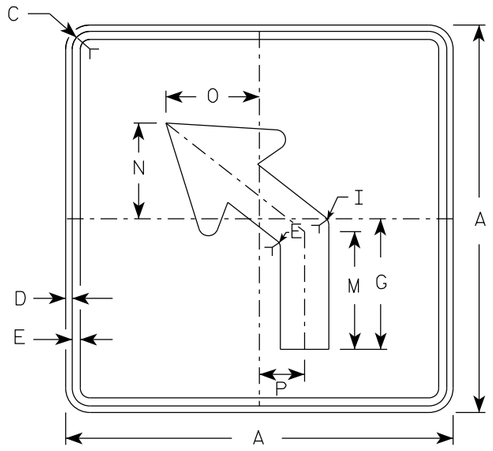
APPROVED Matthew R Rauch
For State Traffic Engineer

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

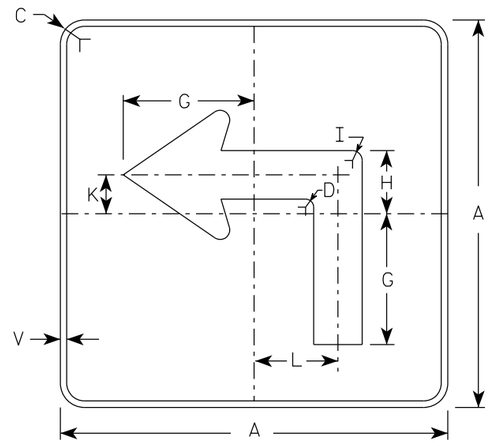
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 122 | E



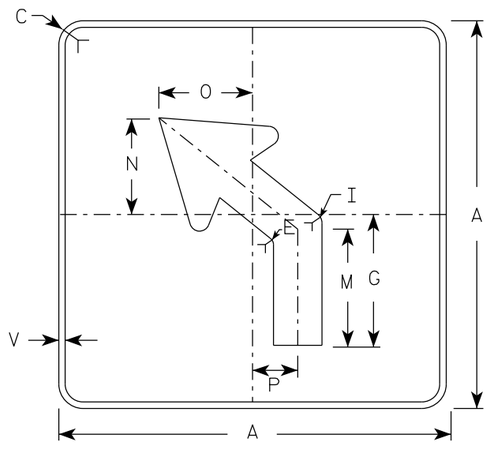
M5-1L
MM5-1L
MO5-1L
MP5-1L



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



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

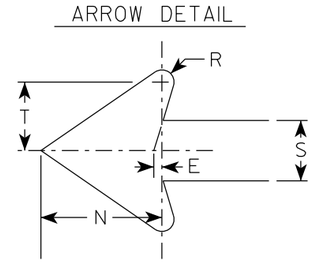


MB5-2L
MK5-2L
MN5-2L
MR5-2L

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

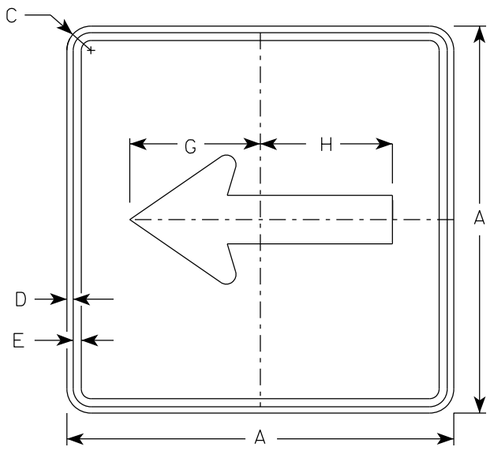
STANDARD SIGN
M5-1 & M5-2

WISCONSIN DEPT OF TRANSPORTATION

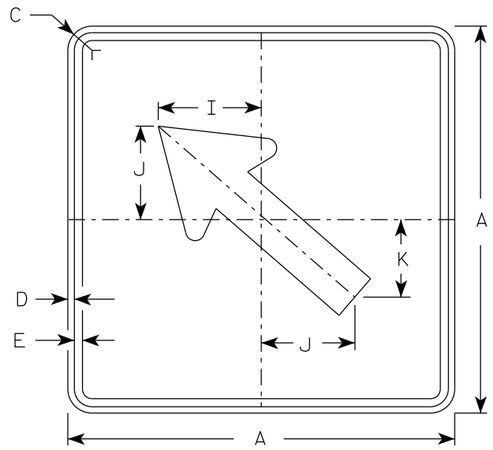
APPROVED Matthew R Rauch
for State Traffic Engineer

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

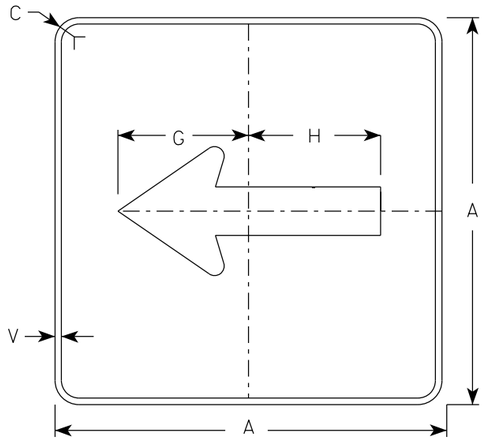
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 123 | E



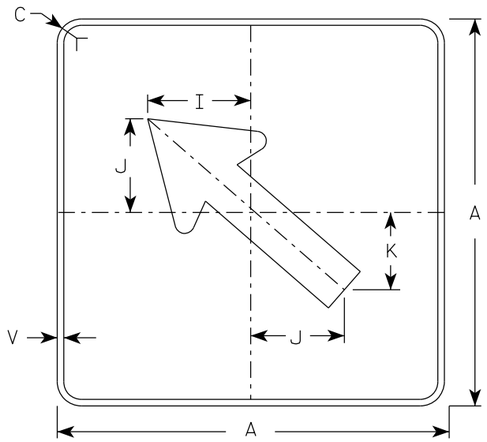
M6-1
MM6-1
MO6-1
MP6-1



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



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

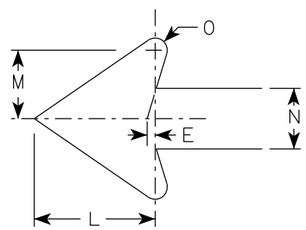


MB6-2
MK6-2
MN6-2
MR6-2

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

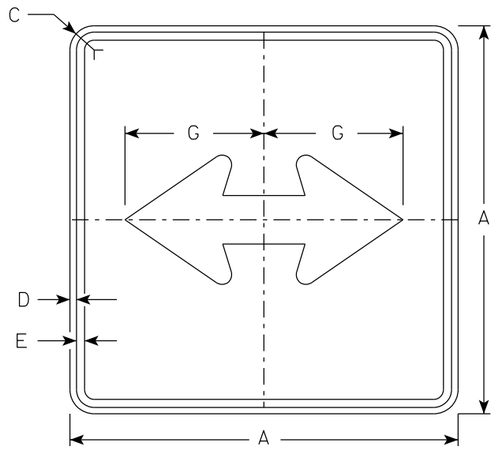
APPROVED Matthew R Rauch
For State Traffic Engineer

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

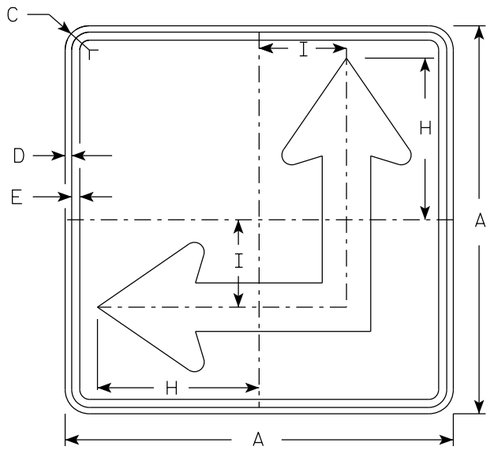
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 124 | E

7

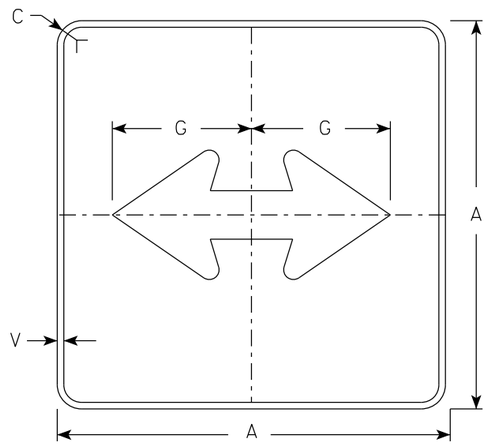
7



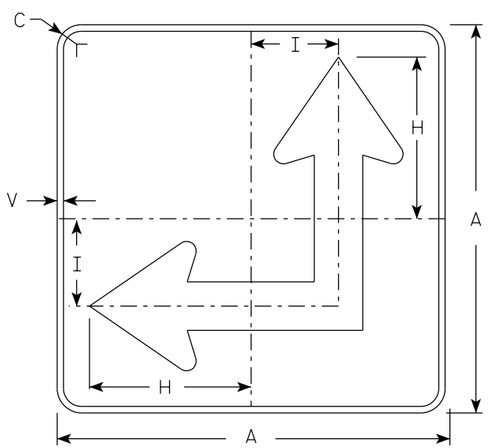
M6-4
MM6-4
MO6-4
MP6-4



M6-6
MM6-6
MO6-6
MP6-6



MB6-4
MK6-4
MN6-4
MR6-4

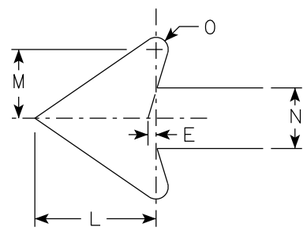


MB6-6
MK6-6
MN6-6
MR6-6

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. M6-4 and M6-6 Background - White
   Message - Black
   MB6-4 and MB6-6 Background - Blue
   Message - White
   MK6-4 and MK6-6 Background - Green
   Message - White
   MM6-4 and MM6-6 Background - White
   Message - Green
   MN6-4 and MN6-6 Background - Brown
   Message - White
   MO6-4 and MO6-6 Background - Orange - Type F Reflective
   Message - Black
   MP6-4 and MP6-6 Background - White
   Message - Blue
   MR6-4 and MR6-6 Background - Brown
   Message - Yellow
5. M6-6R same as M6-6L except arrow points ahead and 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 1/2	8 3/4	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	8 3/4	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	12 1/2	6 3/4			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	12 1/2	6 3/4			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	12 1/2	6 3/4			7 1/2	4 1/4	3 3/4	3/4							1/2					6.25

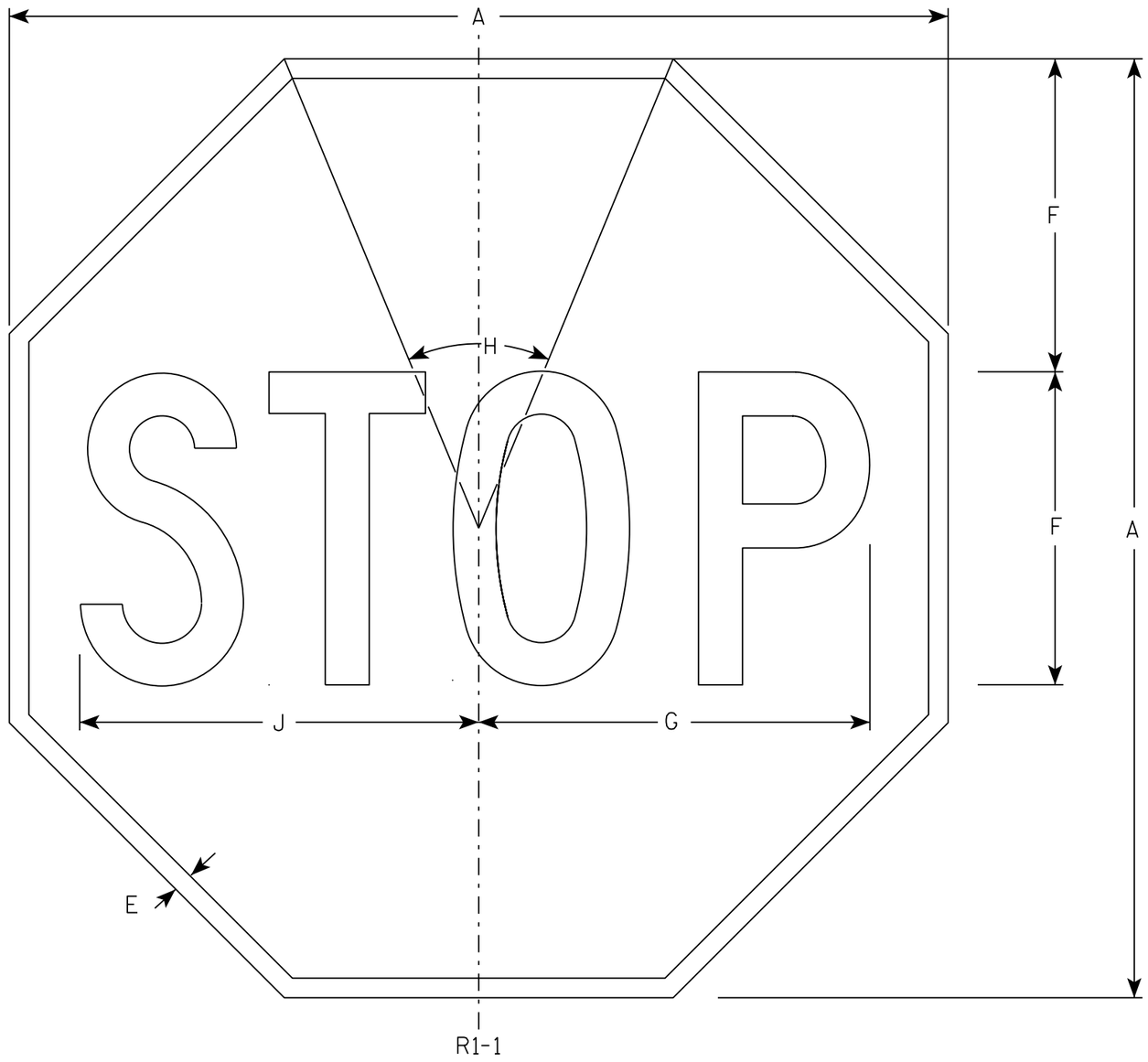
STANDARD SIGN M6-4 & M6-6 SERIES

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch for State Traffic Engineer

DATE 2/13/2023 PLATE NO. M6-4.11

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



NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Red
   Message - White
3. Message Series - C

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	30				5/8	10	12 1/2	45°		12 3/4																	5.18
2S	30				5/8	10	12 1/2	45°		12 3/4																	5.18
2M	36				3/4	12	15	45°		15 3/8																	7.46
3	36				3/4	12	15	45°		15 3/8																	7.46
4	48				1	16	20	45°		20 1/2																	13.25
5	48				1	16	20	45°		20 1/2																	13.25
6	18				3/8	6	7 3/4	45°		7 3/4																	1.86
7	12				1/4	4	5	45°		5 1/8																	0.78

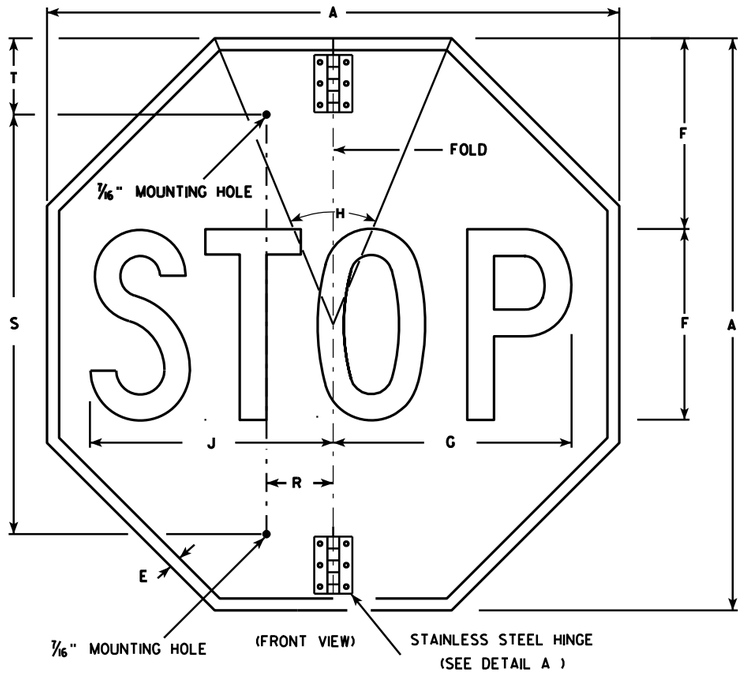
STANDARD SIGN
R1-1

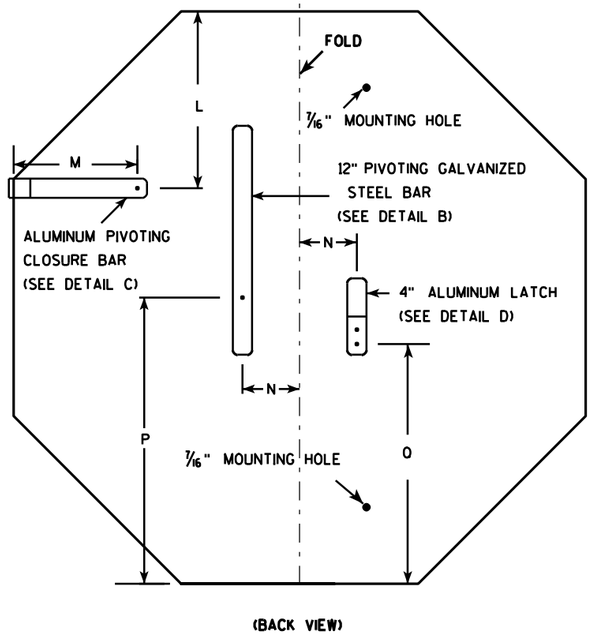
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/12/15 PLATE NO. R1-1.13

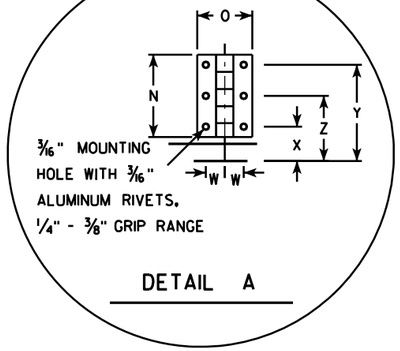
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 126	E



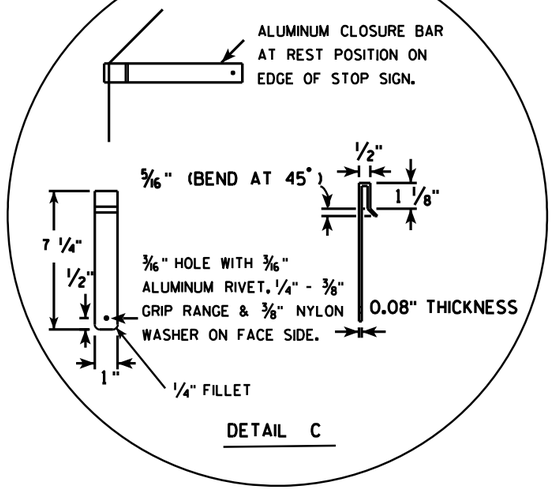


NOTES

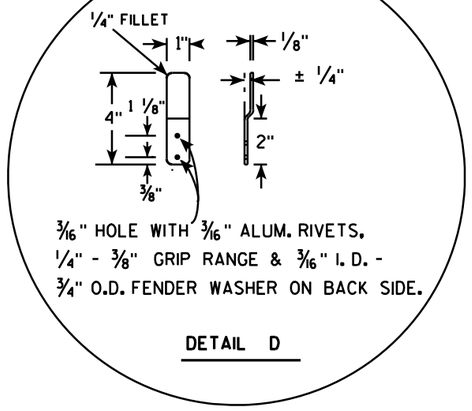
1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Red
   Message - White
3. Message Series - C
4. All hardware used on the folding STOP sign installation shall conform to 637.2.4 of the WIS DOT Standard Specification.



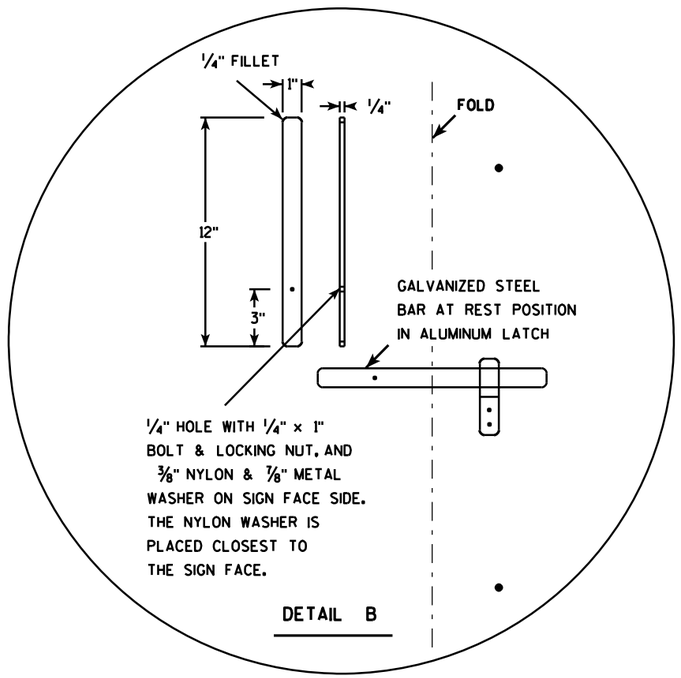
DETAIL A



DETAIL C



DETAIL D



DETAIL B

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	O	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30				5/8	10	12 1/2	45		12 3/4		9 1/4	6 1/2	3	2	15	12 3/8	2 1/2	22	5			11/16	1 1/4	3 1/2	2 3/8	5.18
2M	36				3/4	12	15	45		15 3/8		11	6 1/2	3	2	18	15 3/8	2 1/2	26	5			11/16	1 1/4	3 1/2	2 3/8	7.46
3	36				3/4	12	15	45		15 3/8		11	6 1/2	3	2	18	15 3/8	2 1/2	26	5			11/16	1 1/4	3 1/2	2 3/8	7.46
4																											
5																											

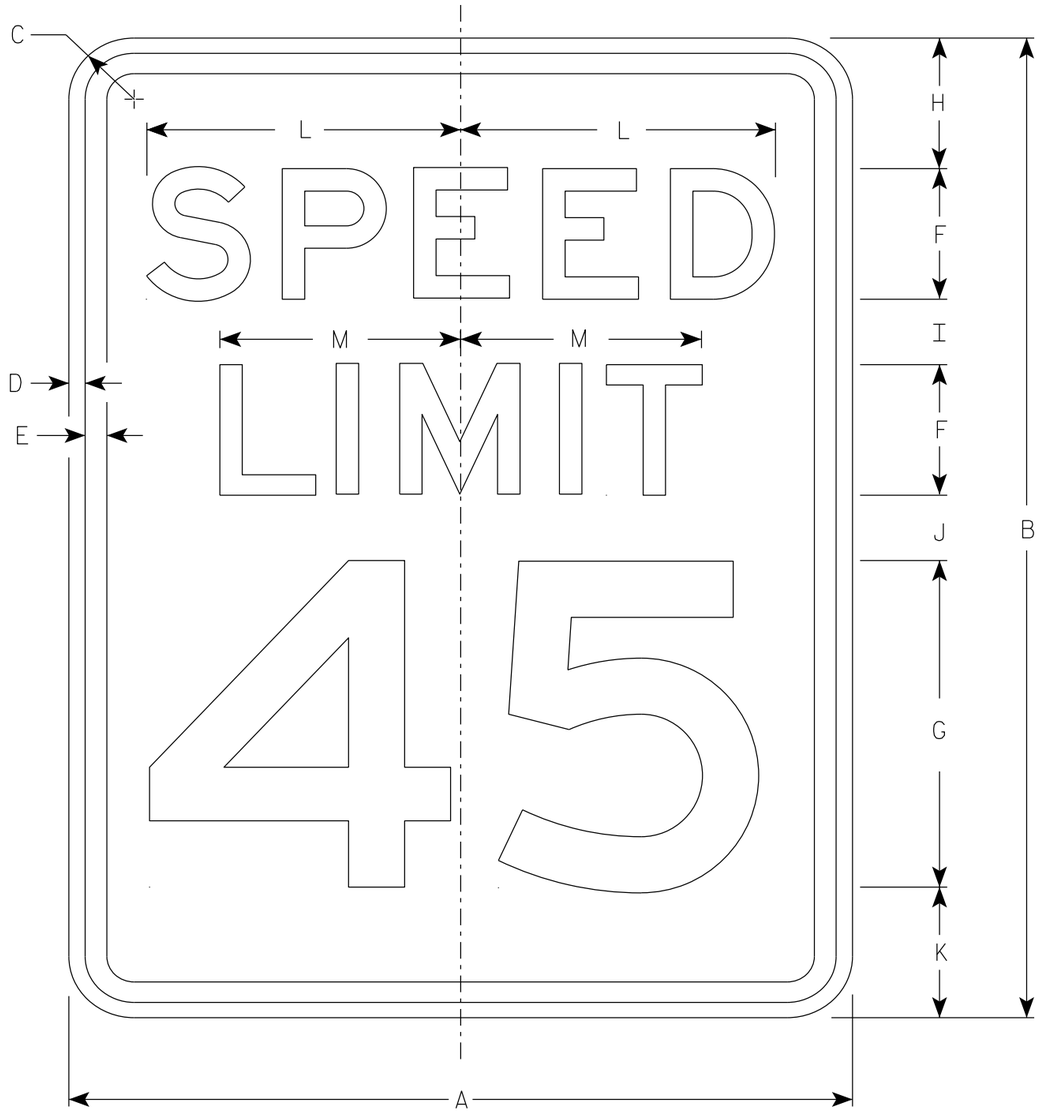
STANDARD SIGN
R1-1F

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/03/10 PLATE NO. R1-1F.3

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



R2-1

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - E
4. Substitute appropriate numerals and optically adjust spacing to achieve proper balance.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	18	24	1 1/2	3/8	1/2	3	8	3	2	2	3	7 1/4	5 1/2														3.0
2S	24	30	1 1/2	3/8	1/2	4	10	3	2 1/4	3 3/8	3 3/8	9 5/8	7 3/8														5.0
2M	30	36	1 7/8	1/2	5/8	5	12	5	2 1/2	2 1/2	4	12	9 1/4														7.5
3	36	48	1 7/8	1/2	5/8	6	14	6	5	5	6	14 3/8	11														12.0
4	36	48	1 7/8	1/2	5/8	6	14	6	5	5	6	14 3/8	11														12.0
5	48	60	3	3/4	1	8	20	6	4 1/2	6 3/4	6 3/4	19 1/4	14 5/8														20.0

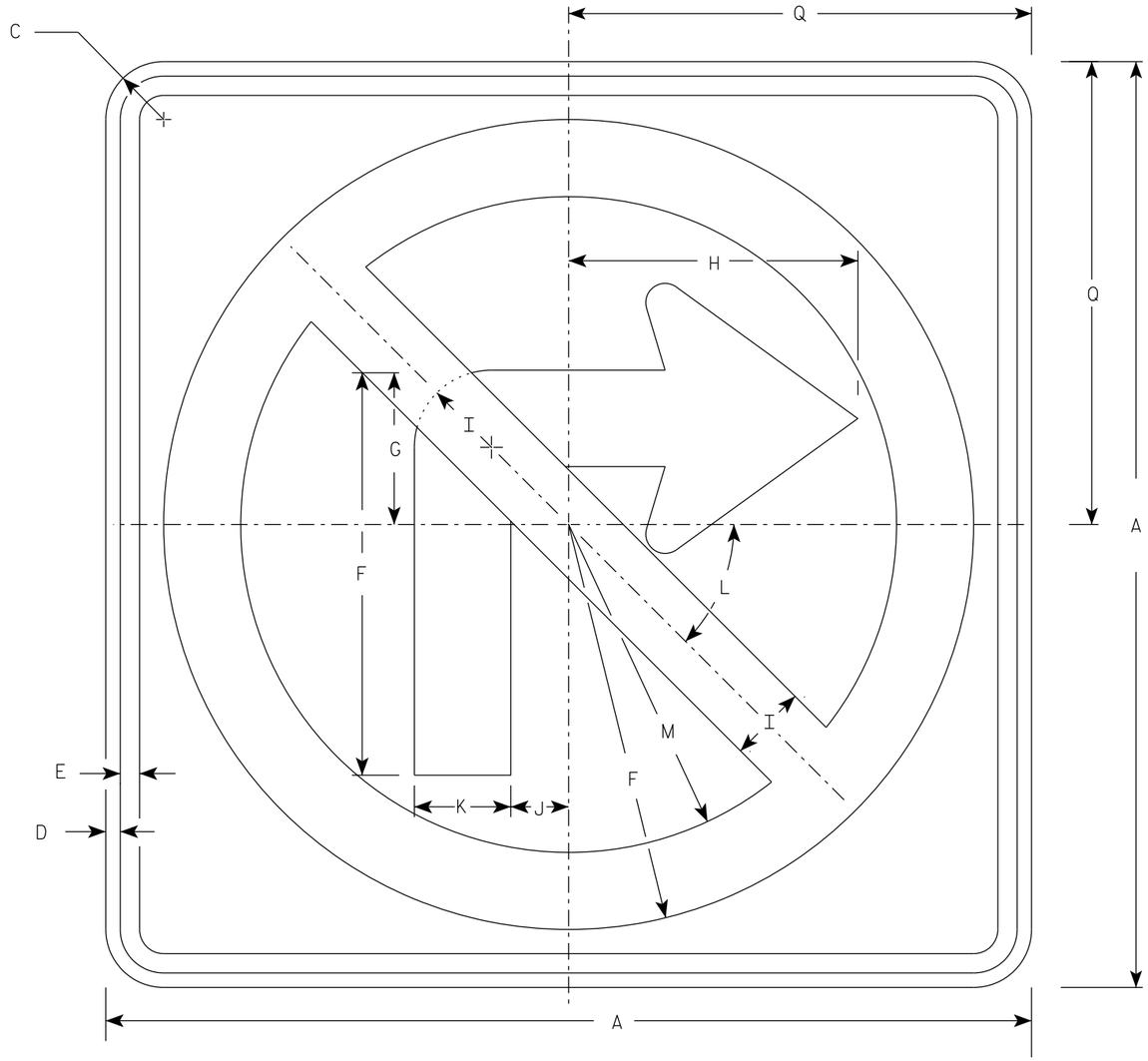
STANDARD SIGN
R2-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/1/23 PLATE NO. R2-1.14

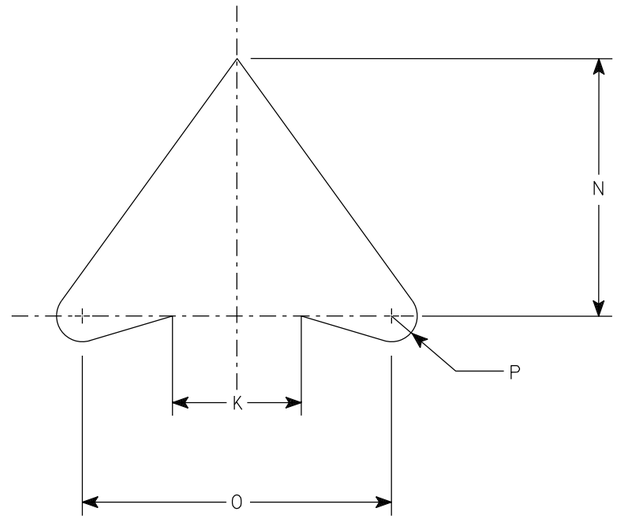
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 128 | E



R3-1

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - See note 3
3. Border & Arrow are non reflective black, the circle with diagonal bar is reflective red.



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	24		1 ½	⅜	½	10 ½	4	7 ½	2	1 ½	2 ½	45	8 ½	5	6	½	12										4.0
2S	24		1 ½	⅜	½	10 ½	4	7 ½	2	1 ½	2 ½	45°	8 ½	5	6	½	12										4.0
2M	36		2 ¼	⅝	¾	15 ¾	6	11 ¼	3	2 ¼	3 ¾	45	12 ¾	7 ½	9	¾	18										9.0
3	36		2 ¼	⅝	¾	15 ¾	6	11 ¼	3	2 ¼	3 ¾	45	12 ¾	7 ½	9	¾	18										9.0
4	36		2 ¼	⅝	¾	15 ¾	6	11 ¼	3	2 ¼	3 ¾	45°	12 ¾	7 ½	9	¾	18										9.0
5	48		2 ¼	¾	1	21	8	15	4	3	5	45°	17	10	12	1	24										16.0

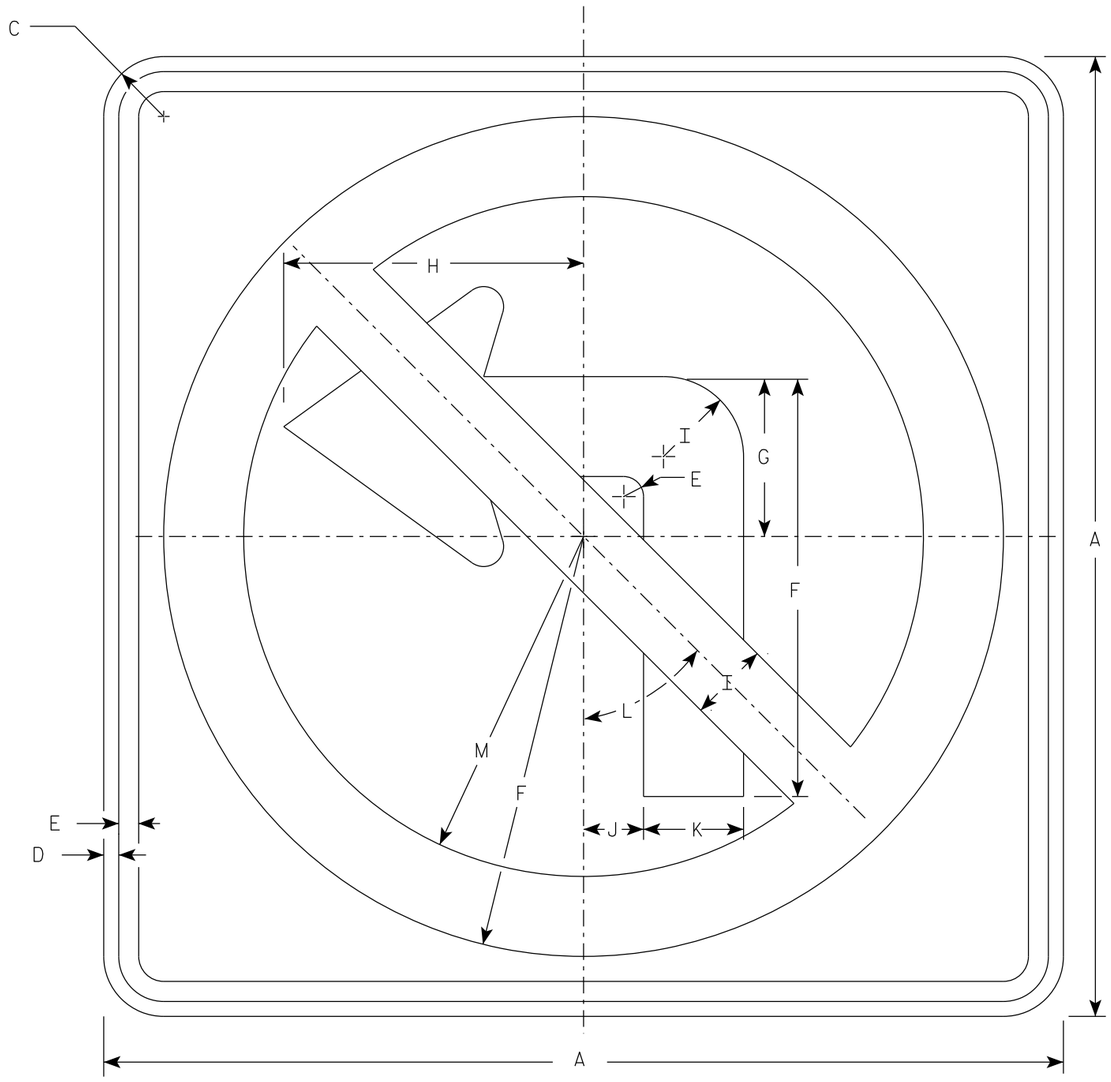
STANDARD SIGN
R3-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/2/23 PLATE NO. R3-1.6

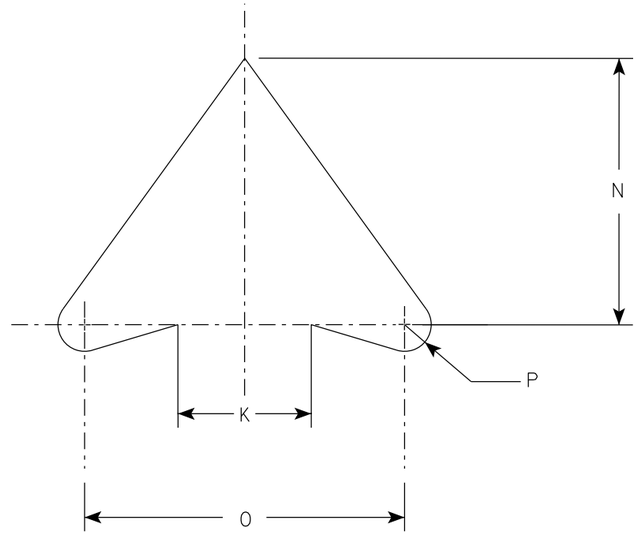
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 129 | E



R3-2

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - See note 3
3. Border & Arrow are non reflective black, the circle with diagonal bar is reflective red.



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	24		1 ½	⅜	½	10 ½	4	7 ½	2	1 ½	2 ½	45°	8 ½	5	6	½											4.0
2S	24		1 ½	⅜	½	10 ½	4	7 ½	2	1 ½	2 ½	45°	8 ½	5	6	½											4.0
2M	36		2 ¼	⅝	¾	15 ¾	6	11 ¼	3	2 ¼	3 ¾	45°	12 ¾	7 ½	9	¾											9.0
3	36		2 ¼	⅝	¾	15 ¾	6	11 ¼	3	2 ¼	3 ¾	45°	12 ¾	7 ½	9	¾											9.0
4	36		2 ¼	⅝	¾	15 ¾	6	11 ¼	3	2 ¼	3 ¾	45°	12 ¾	7 ½	9	¾											9.0
5	48		2 ¼	¾	1	21	8	15	4	3	5	45°	17	10	12	1											16.0

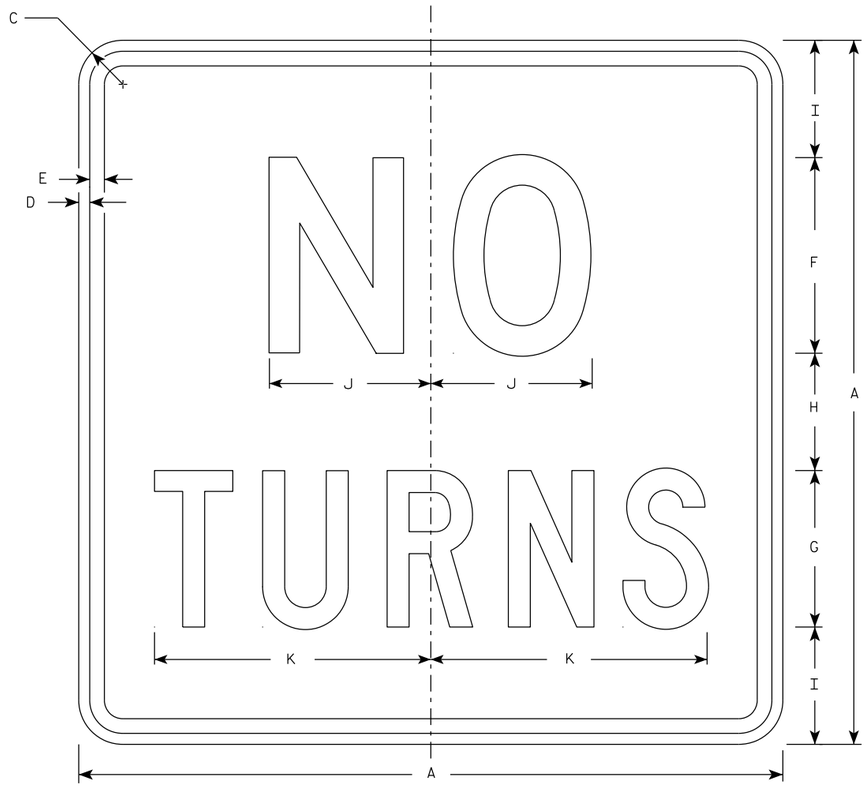
STANDARD SIGN
R3-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/2/23 PLATE NO. R3-2.11

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



R3-3

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - See Note 4
4. Line 1 is Series D and Line 2 is Series C

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24		1 1/2	3/8	1/2	6	5	4	4 1/2	5 1/8	8 3/4																4.0
2M	36		2 1/4	5/8	3/4	10	8	6	6	8 1/4	14 1/8																9.0
3	36		2 1/4	5/8	3/4	10	8	6	6	8 1/4	14 1/8																9.0
4	36		2 1/4	5/8	3/4	10	8	6	6	8 1/4	14 1/8																9.0
5	48		2 1/4	3/4	1	12	10	8	9	10 1/4	17 5/8																16.0

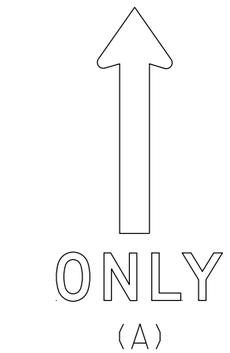
STANDARD SIGN
R3-3

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/13/23 PLATE NO. R3-3.11

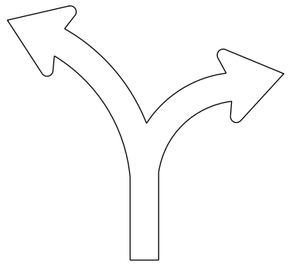
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 131 | E

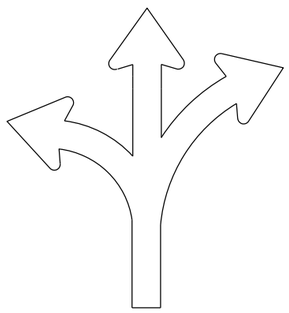


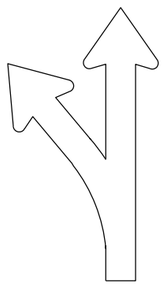
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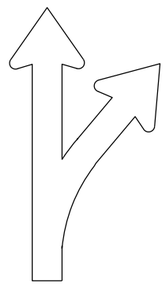


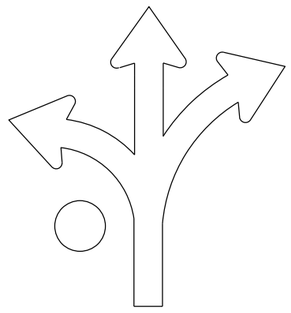
(B)

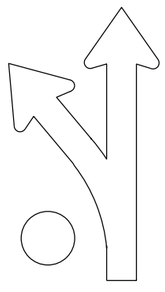

(C)

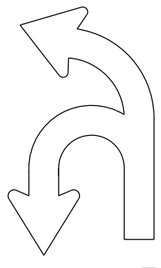

(D)

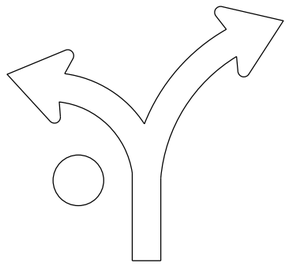

(E)

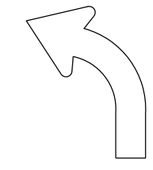

(F)


(G)

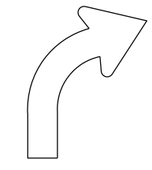

(H)


(I)


(J)



(L)



(R)

NOTES

1. Sigs are Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - D
4. Use appropriate Letter for Sign Code
   Each letter added makes sign wider. Example R3-8EAR
5. Square footage of sign varies by letters

1 Letter =	3.75 sq ft	for Size 2
	6.0 sq ft	for Size 3
	10.0 sq ft	for Size 4 or 5
2 Letters =	7.5 sq ft	for Size 2
	12.0 sq ft	for Size 3
	20.0 sq ft	for Size 4 or 5
3 Letters =	11.25 sq ft	for Size 2
	18.0 sq ft	for Size 3
	30.0 sq ft	for Size 4 or 5
4 Letters =	15.0 sq ft	for Size 2
	24.0 sq ft	for Size 3
	40.0 sq ft	for Size 4 or 5
5 Letters =	18.75 sq ft	for Size 2
	30.0 sq ft	for Size 3
	50.0 sq ft	for Size 4 or 5
6 Letters =	22.5 sq ft	for Size 2
	36.0 sq ft	for Size 3
	60.0 sq ft	for Size 4 or 5

6. When letters C,D,G,J are used on the Left or Right end of the sign the Sq. Ft. changes.
   Add the amounts when these letters are used:
   1.25 sq ft for Size 2
   1.5 sq ft for Size 3
   2.0 sq ft for Size 4 or 5

STANDARD SIGN
R3-8 Series

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/14/23 PLATE NO. R3-8.2

PROJECT NO:

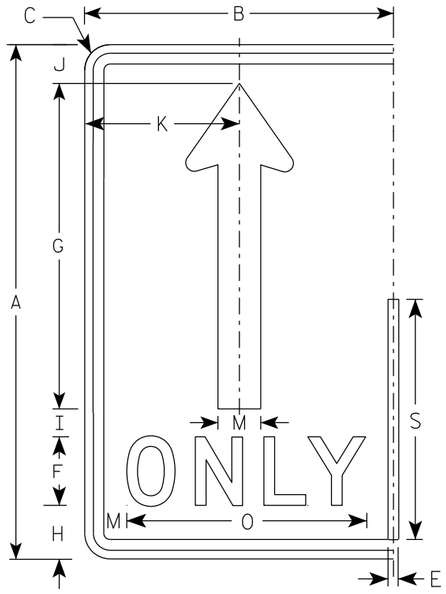
SHEET NO: 132 E

7

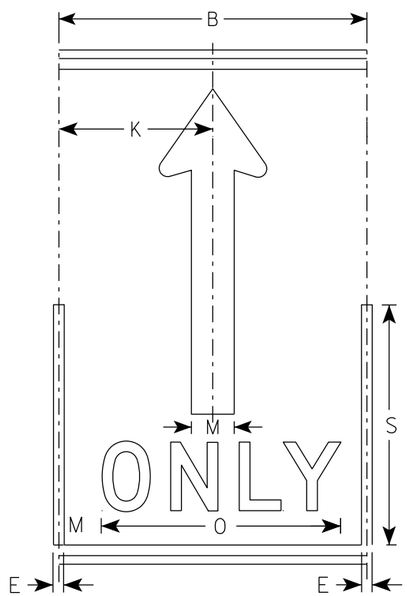
FILE NAME : C:\CAEfiles\Projects\stdplate_R38.dgn PLOT DATE : 14-FEB 2023 3:01 PLOT BY : mscj9h PLOT NAME :
WISDOT/CADDS SHEET 42

NOTES

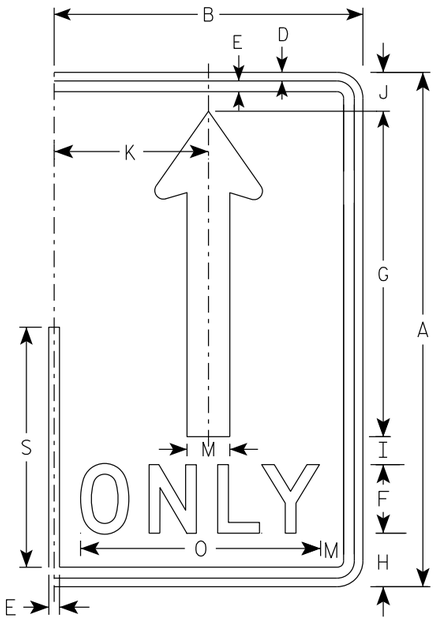
1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - D



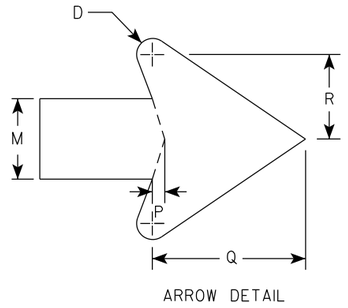
(A)



(A)



(A)



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	18	1 1/2	1/2	5/8	4	19	3 1/8	1 5/8	2 1/4	9		2 1/2		14	3/8	4 3/4	2 5/8	14								3.75
2M	30	18	1 1/2	1/2	5/8	4	19	3 1/8	1 5/8	2 1/4	9		2 1/2		14	3/8	4 3/4	2 5/8	14								3.75
3	36	24	1 1/2	1/2	5/8	5	22 3/4	3 3/4	1 3/4	2 3/4	12		3		17 5/8	1/2	5 3/4	3 1/8	16 3/4								6.0
4	48	30	2 1/4	3/4	1	6	30 3/8	5 1/8	2 7/8	3 5/8	15		4		21 3/4	5/8	7 5/8	4 1/4	22 3/8								10.0
5	48	30	2 1/4	3/4	1	6	30 3/8	5 1/8	2 7/8	3 5/8	15		4		21 3/4	5/8	7 5/8	4 1/4	22 3/8								10.0

STANDARD SIGN
R3-8 (A) Arrow

WISCONSIN DEPT OF TRANSPORTATION

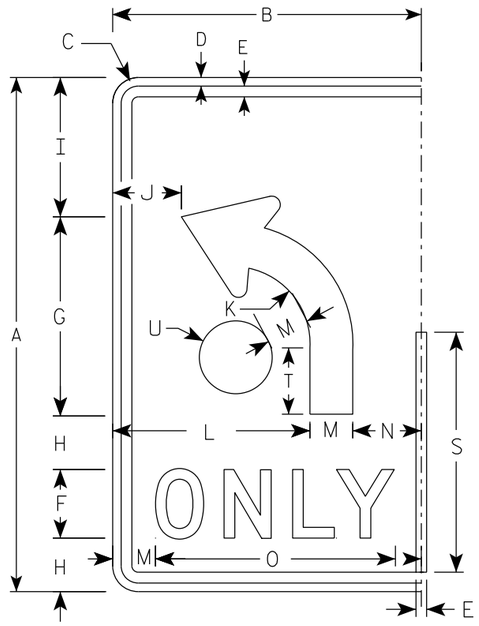
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/14/23 PLATE NO. R3-8.2

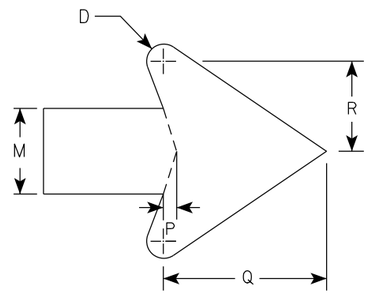
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 133 | E

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
   Message Series - D



(B)



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	18	1 1/2	1/2	5/8	4	11 5/8	3 1/8	8 1/8	4	4 1/2	11 1/2	2 1/2	4	14	3/8	4 3/4	2 5/8	14	3 7/8	2 1/8						3.75
2M	30	18	1 1/2	1/2	5/8	4	11 5/8	3 1/8	8 1/8	4	4 1/2	11 1/2	2 1/2	4	14	3/8	4 3/4	2 5/8	14	3 7/8	2 1/8						3.75
3	36	24	1 1/2	1/2	5/8	5	14	3 1/2	9 3/4	6	5 3/8	15	3	6	17 5/8	1/2	5 3/4	3 1/8	16 3/4	4 5/8	2 1/2						6.0
4	48	30	2 1/4	3/4	1	6	18 5/8	5 1/8	13 1/8	6 1/8	7 1/4	18	4	8	21 3/4	5/8	7 5/8	4 1/4	22 3/8	6 1/4	3 3/8						10.0
5	48	30	2 1/4	3/4	1	6	18 5/8	5 1/8	13 1/8	6 1/8	7 1/4	18	4	8	21 3/4	5/8	7 5/8	4 1/4	22 3/8	6 1/4	3 3/8						10.0

STANDARD SIGN

R3-8 (B) Arrow

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

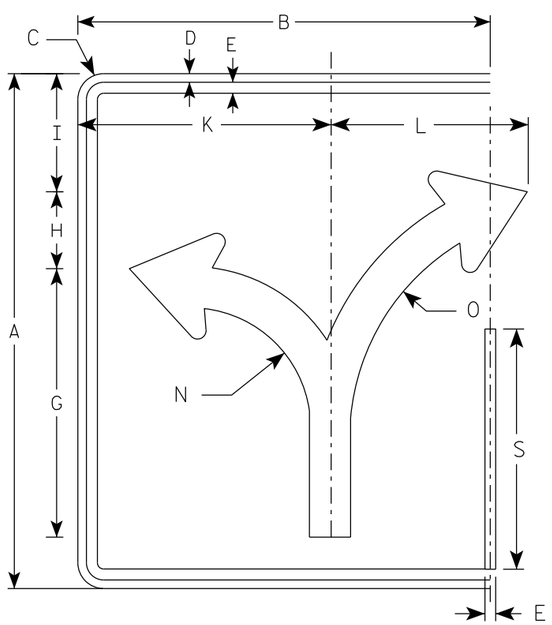
DATE 2/14/23 PLATE NO. R3-8.2

PROJECT NO:

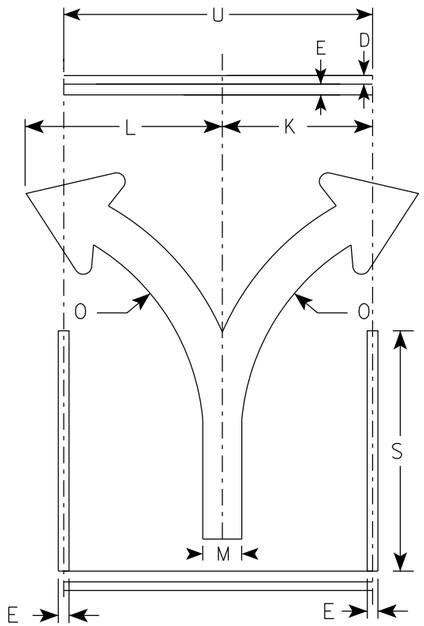
SHEET NO: 134 E

NOTES

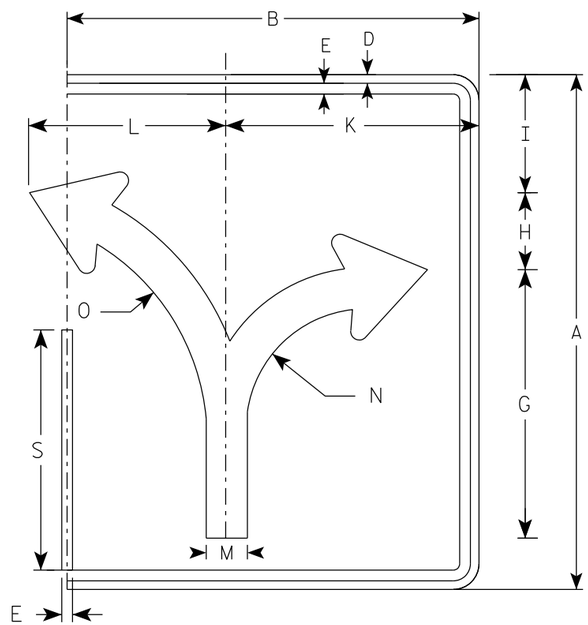
1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - None



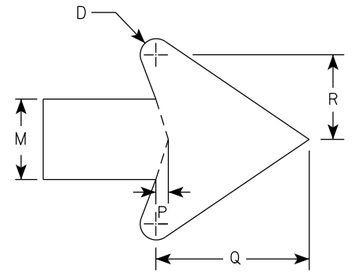
(C)



(C)



(C)



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	ENDS Area sq. ft.	MIDDLE Area sq. ft.
1																												
2S	30	24	1 1/2	1/2	5/8		15 5/8	4 1/2	6 7/8		14 3/4	11 1/2	2 3/8	7	13 1/4	3/8	4 1/2	2 1/2	14		18						5.0	3.75
2M	30	24	1 1/2	1/2	5/8		15 5/8	4 1/2	6 7/8		14 3/4	11 1/2	2 3/8	7	13 1/4	3/8	4 1/2	2 1/2	14		18						5.0	3.75
3	36	30	1 1/2	1/2	5/8		18 3/4	5 1/2	8 1/4		17 1/4	17 1/4	2 7/8	8 3/8	16	1/2	5 1/2	3	16 3/4		24						7.5	6.0
4	48	36	2 1/4	3/4	1		24 7/8	7 1/4	11		23 1/8	18	3 3/4	11 1/8	21 1/4	5/8	7 1/8	4	22 3/8		30						12.0	10.0
5	48	36	2 1/4	3/4	1		24 7/8	7 1/4	11		23 1/8	18	3 3/4	11 1/8	21 1/4	5/8	7 1/8	4	22 3/8		30						12.0	10.0

STANDARD SIGN
R3-8 (C) Arrow

WISCONSIN DEPT OF TRANSPORTATION

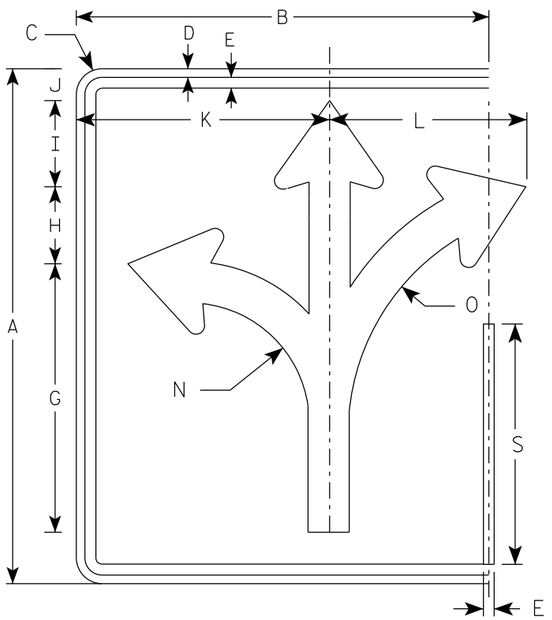
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/14/23 PLATE NO. R3-8.2

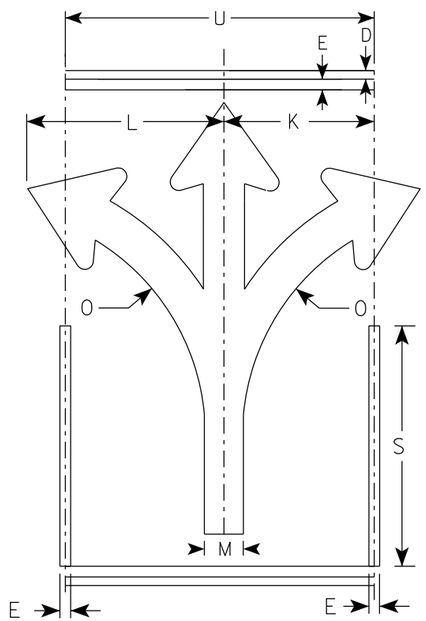
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 135 | E

NOTES

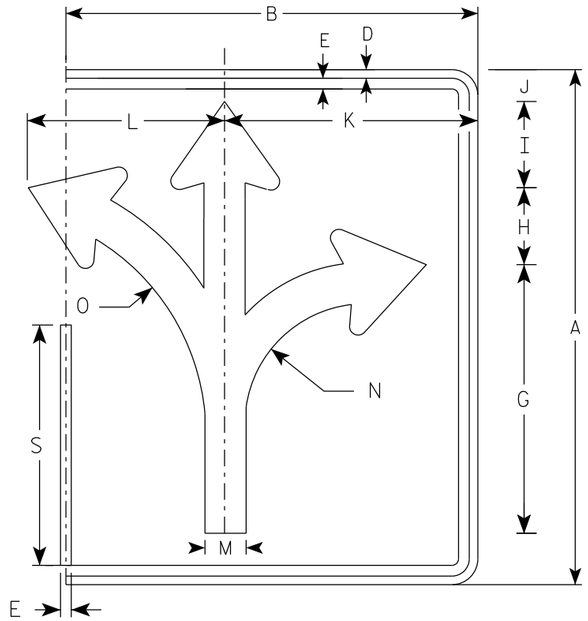
1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - None



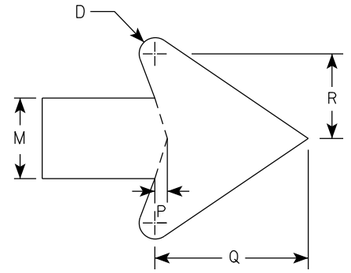
(D)



(D)



(D)



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	ENDS Area sq. ft.	MIDDLE Area sq. ft.
1																												
2S	30	24	1 1/2	1/2	5/8		15 5/8	4 1/2	5	1 7/8	14 3/4	11 1/2	2 3/8	7	13 1/4	3/8	4 1/2	2 1/2	14		18						5.0	3.75
2M	30	24	1 1/2	1/2	5/8		15 5/8	4 1/2	5	1 7/8	14 3/4	11 1/2	2 3/8	7	13 1/4	3/8	4 1/2	2 1/2	14		18						5.0	3.75
3	36	30	1 1/2	1/2	5/8		18 3/4	5 1/2	6	2 1/4	17 1/4	17 1/4	2 7/8	8 3/8	16	1/2	5 1/2	3	16 3/4		24						7.5	6.0
4	48	36	2 1/4	3/4	1		24 7/8	7 1/4	7 7/8	3 1/8	23 1/8	18	3 3/4	11 1/8	21 1/4	5/8	7 1/8	4	22 3/8		30						12.0	10.0
5	48	36	2 1/4	3/4	1		24 7/8	7 1/4	7 7/8	3 1/8	23 1/8	18	3 3/4	11 1/8	21 1/4	5/8	7 1/8	4	22 3/8		30						12.0	10.0

STANDARD SIGN
R3-8 (D) Arrow

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

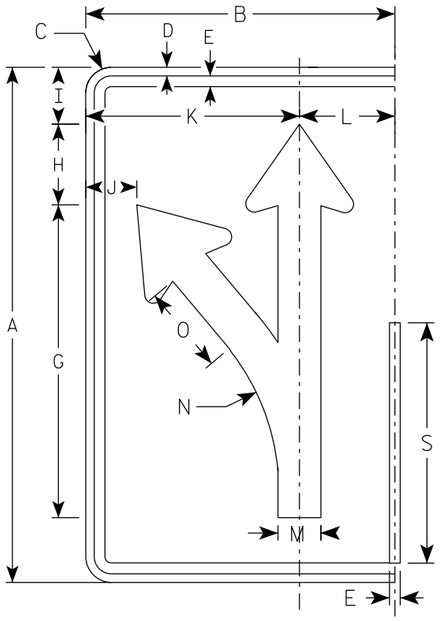
DATE 2/14/23 PLATE NO. R3-8.2

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 136 | E

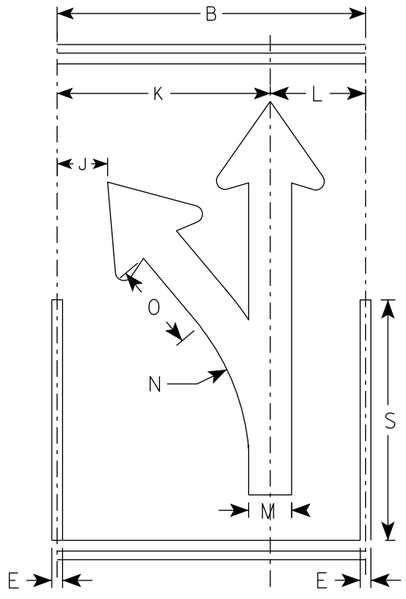
7

NOTES

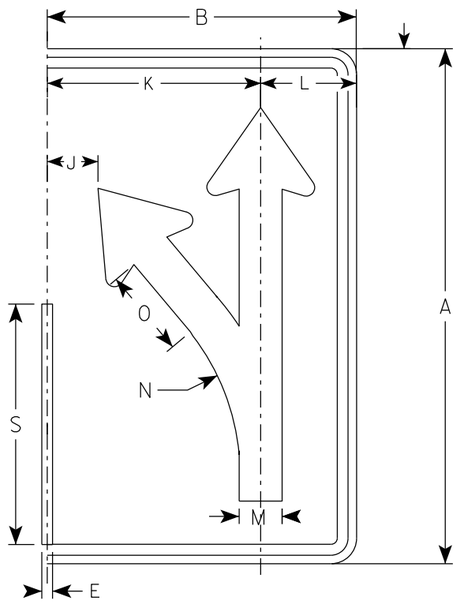
1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - None



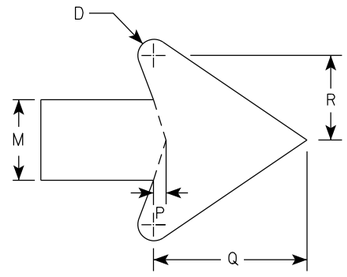
(E)



(E)



(E)



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	18	1 1/2	1/2	5/8		18 1/4	4 3/4	3 1/4	3	12 1/2	5 1/2	2 1/2	13 1/4	5 1/8	3/8	4 3/4	2 5/8	14								3.75
2M	30	18	1 1/2	1/2	5/8		18 1/4	4 3/4	3 1/4	3	12 1/2	5 1/2	2 1/2	13 1/4	5 1/8	3/8	4 3/4	2 5/8	14								3.75
3	36	24	1 1/2	1/2	5/8		21 7/8	5 5/8	4	4 7/8	16 1/8	7 3/4	3	15 7/8	6 1/8	1/2	5 3/4	3 1/8	16 3/4								6.0
4	48	30	2 1/4	3/4	1		29 1/8	7 1/2	5 1/4	5 3/8	20 1/2	9 1/2	4	21 1/4	8 1/4	5/8	7 5/8	4 1/4	22 3/8								10.0
5	48	30	2 1/4	3/4	1		29 1/8	7 1/2	5 1/4	5 3/8	20 1/2	9 1/2	4	21 1/4	8 1/4	5/8	7 5/8	4 1/4	22 3/8								10.0

STANDARD SIGN
R3-8 (E) Arrow

WISCONSIN DEPT OF TRANSPORTATION

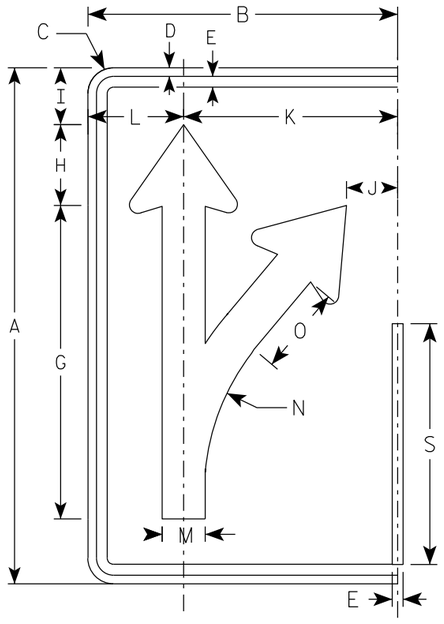
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/14/23 PLATE NO. R3-8.2

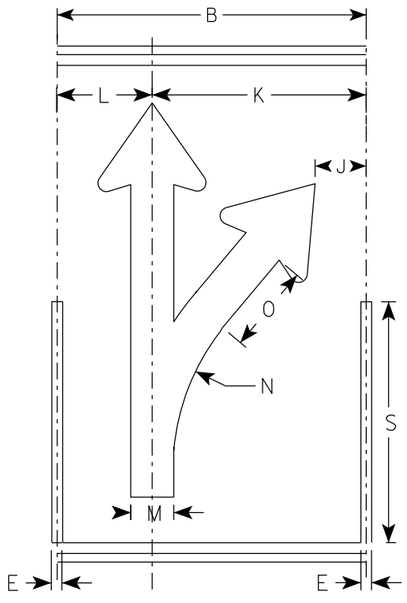
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 137 | E

NOTES

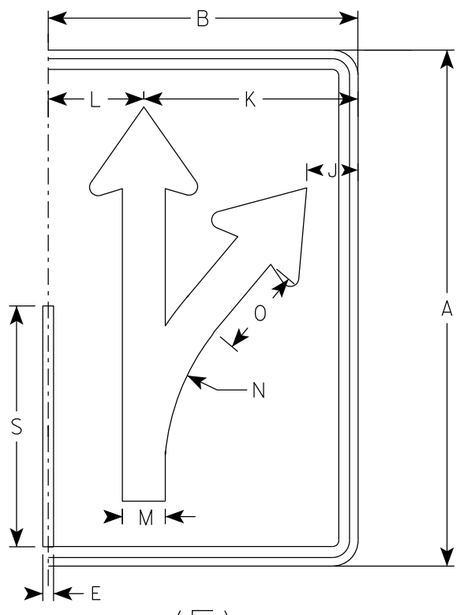
1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - None



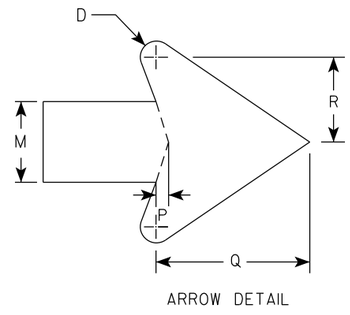
(F)



(F)



(F)



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	18	1 1/2	1/2	5/8		18 1/4	4 3/4	3 1/4	3	12 1/2	5 1/2	2 1/2	13 1/4	5 1/8	3/8	4 3/4	2 5/8	14								3.75
2M	30	18	1 1/2	1/2	5/8		18 1/4	4 3/4	3 1/4	3	12 1/2	5 1/2	2 1/2	13 1/4	5 1/8	3/8	4 3/4	2 5/8	14								3.75
3	36	24	1 1/2	1/2	5/8		21 7/8	5 5/8	4	4 7/8	16 1/8	7 3/4	3	15 7/8	6 1/8	1/2	5 3/4	3 1/8	16 3/4								6.0
4	48	30	2 1/4	3/4	1		29 1/8	7 1/2	5 1/4	5 3/8	20 1/2	9 1/2	4	21 1/4	8 1/4	5/8	7 5/8	4 1/4	22 3/8								10.0
5	48	30	2 1/4	3/4	1		29 1/8	7 1/2	5 1/4	5 3/8	20 1/2	9 1/2	4	21 1/4	8 1/4	5/8	7 5/8	4 1/4	22 3/8								10.0

STANDARD SIGN
R3-8 (F) Arrow

WISCONSIN DEPT OF TRANSPORTATION

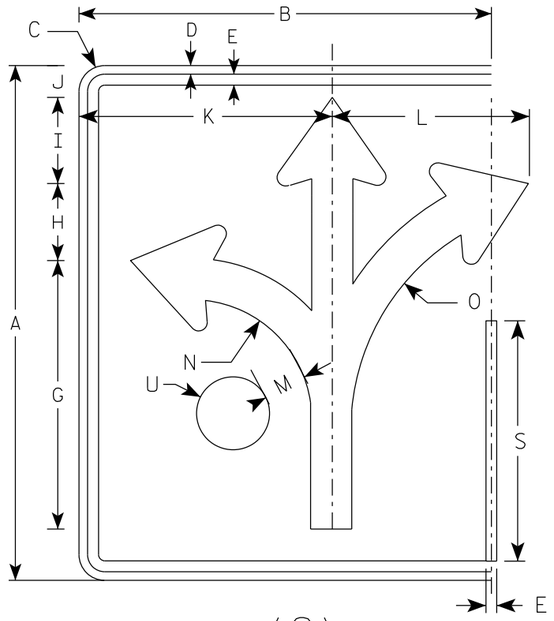
APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 2/14/23 PLATE NO. R3-8.2

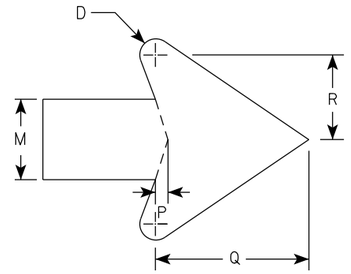
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 138 | E

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - None



(G)



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	24	1 1/2	1/2	5/8		15 5/8	4 1/2	5	1 7/8	14 3/4	11 1/2	2 3/8	7	13 1/4	3/8	4 1/2	2 1/2	14		2 1/8						5.0
2M	30	24	1 1/2	1/2	5/8		15 5/8	4 1/2	5	1 7/8	14 3/4	11 1/2	2 3/8	7	13 1/4	3/8	4 1/2	2 1/2	14		2 1/8						5.0
3	36	30	1 1/2	1/2	5/8		18 3/4	5 1/2	6	3 1/8	17 1/4	17 1/4	2 7/8	8 3/8	16	1/2	5 1/2	3	16 3/4		2 1/2						7.5
4	48	36	2 1/4	3/4	1		24 7/8	7 1/4	7 7/8	3 1/8	23 1/8	18	3 3/4	11 1/8	21 1/4	5/8	7 1/8	4	22 3/8		3 3/8						12.0
5	48	36	2 1/4	3/4	1		24 7/8	7 1/4	7 7/8	3 1/8	23 1/8	18	3 3/4	11 1/8	21 1/4	5/8	7 1/8	4	22 3/8		3 3/8						12.0

STANDARD SIGN
R3-8 (G) Arrow

WISCONSIN DEPT OF TRANSPORTATION

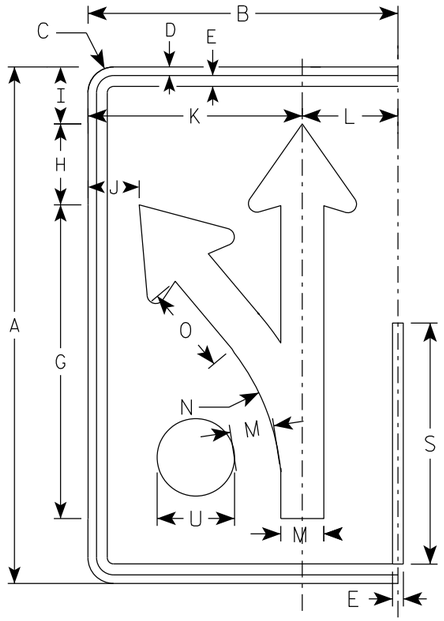
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/14/23 PLATE NO. R3-8.2

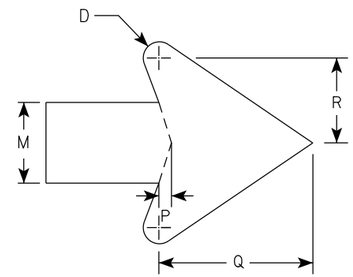
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 139 | E

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - None



(H)



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	18	1 1/2	1/2	5/8		18 1/4	4 3/4	3 1/4	3	12 1/2	5 1/2	2 1/2	13 1/4	5 1/8	3/8	4 3/4	2 5/8	14		2 1/8						3.75
2M	30	18	1 1/2	1/2	5/8		18 1/4	4 3/4	3 1/4	3	12 1/2	5 1/2	2 1/2	13 1/4	5 1/8	3/8	4 3/4	2 5/8	14		2 1/8						3.75
3	36	24	1 1/2	1/2	5/8		21 7/8	5 5/8	4	4 7/8	16 1/8	7 3/4	3	15 7/8	6 1/8	1/2	5 3/4	3 1/8	16 3/4		2 1/2						6.0
4	48	30	2 1/4	3/4	1		29 1/8	7 1/2	5 1/4	5 3/8	20 1/2	9 1/2	4	21 1/4	8 1/4	5/8	7 5/8	4 1/4	22 3/8		3 3/8						10.0
5	48	30	2 1/4	3/4	1		29 1/8	7 1/2	5 1/4	5 3/8	20 1/2	9 1/2	4	21 1/4	8 1/4	5/8	7 5/8	4 1/4	22 3/8		3 3/8						10.0

STANDARD SIGN
R3-8 (H) Arrow

WISCONSIN DEPT OF TRANSPORTATION

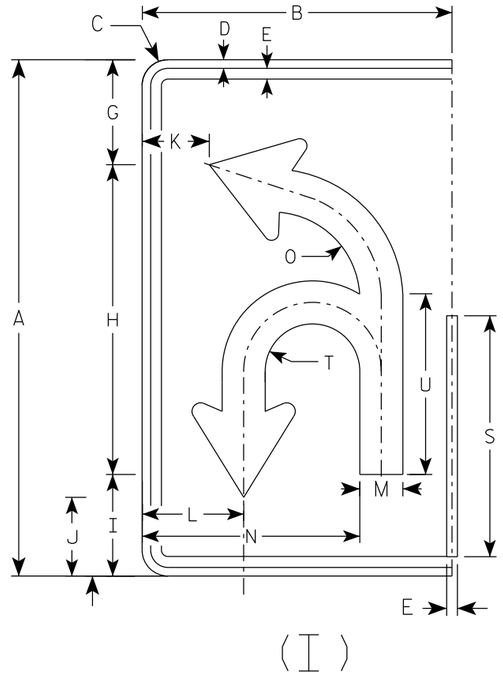
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/14/23 PLATE NO. R3-8.2

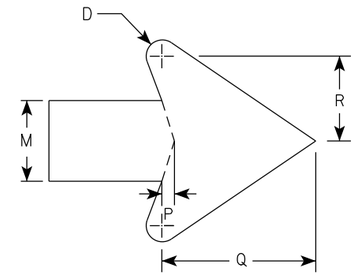
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 140 | E

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - None



(I)



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	18	1 1/2	1/2	5/8		6 1/8	18	5 7/8	4 5/8	3 7/8	5 7/8	2 1/2	12 5/8	5 1/8	3/8	4 3/4	2 5/8	14	2 3/4	10 1/2						3.75
2M	30	18	1 1/2	1/2	5/8		6 1/8	18	5 7/8	4 5/8	3 7/8	5 7/8	2 1/2	12 5/8	5 1/8	3/8	4 3/4	2 5/8	14	2 3/4	10 1/2						3.75
3	36	24	1 1/2	1/2	5/8		21 7/8	21 5/8	7 1/8	5 1/2	5 7/8	8 1/4	3	16 3/8	6 1/8	1/2	5 3/4	3 1/8	16 3/4	3 1/4	12 5/8						6.0
4	48	30	2 1/4	3/4	1		29 1/8	28 3/4	9 3/8	7 1/4	6 7/8	10	4	20 7/8	8 1/8	5/8	7 5/8	4 1/4	22 3/8	4 3/8	16 3/4						10.0
5	48	30	2 1/4	3/4	1		29 1/8	28 3/4	9 3/8	7 1/4	6 7/8	10	4	20 7/8	8 1/8	5/8	7 5/8	4 1/4	22 3/8	4 3/8	16 3/4						10.0

STANDARD SIGN
R3-8 (I) Arrow

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/14/23 PLATE NO. R3-8.2

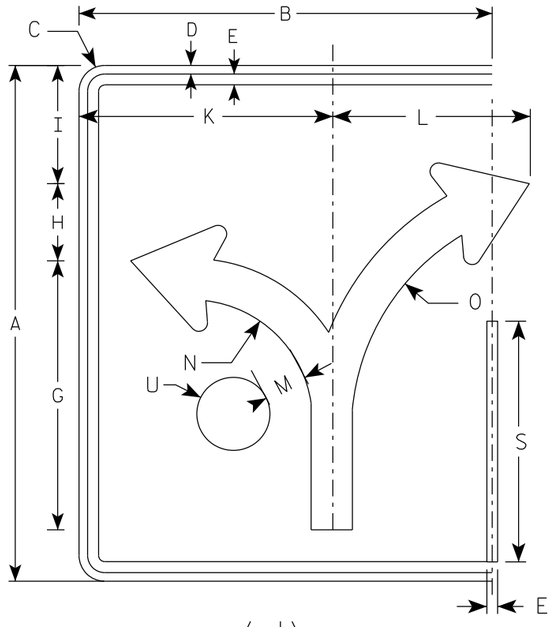
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 141 | E

7

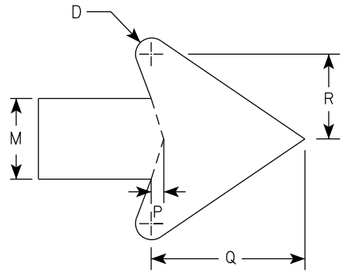
7

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - None



(J)



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	24	1 1/2	1/2	5/8		15 5/8	4 1/2	6 7/8		14 3/4	11 1/2	2 3/8	7	13 1/4	3/8	4 1/2	2 1/2	14		2 1/8						5.0
2M	30	24	1 1/2	1/2	5/8		15 5/8	4 1/2	6 7/8		14 3/4	11 1/2	2 3/8	7	13 1/4	3/8	4 1/2	2 1/2	14		2 1/8						5.0
3	36	30	1 1/2	1/2	5/8		18 3/4	5 1/2	8 1/4		17 1/4	17 1/4	2 7/8	8 3/8	16	1/2	5 1/2	3	16 3/4		2 1/2						7.5
4	48	36	2 1/4	3/4	1		24 7/8	7 1/4	11		23 1/8	18	3 3/4	11 1/8	21 1/4	5/8	7 1/8	4	22 3/8		3 3/8						12.0
5	48	36	2 1/4	3/4	1		24 7/8	7 1/4	11		23 1/8	18	3 3/4	11 1/8	21 1/4	5/8	7 1/8	4	22 3/8		3 3/8						12.0

STANDARD SIGN
R3-8 (J) Arrow

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

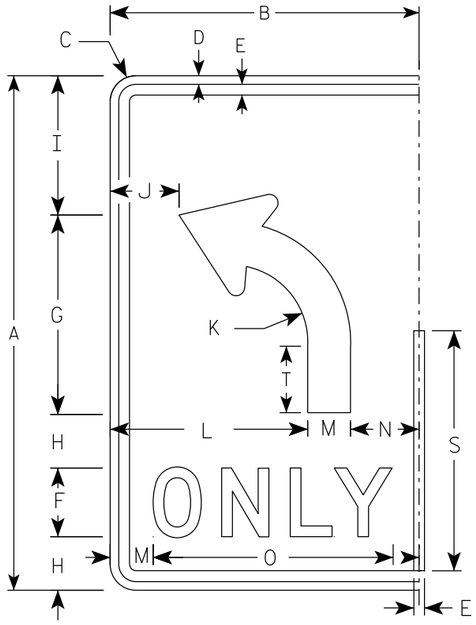
DATE 2/14/23 PLATE NO. R3-8.2

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 142 | E

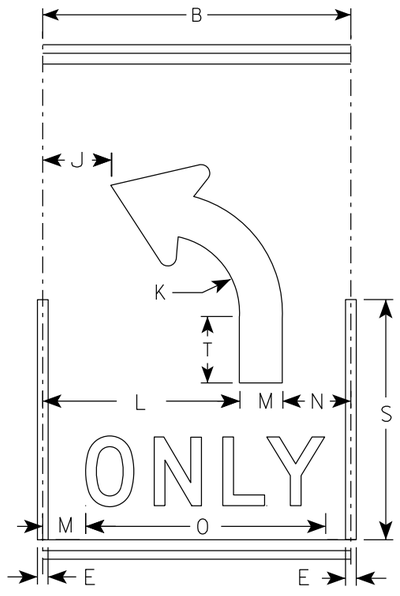
FILE NAME : C:\CAEfiles\Projects\stdplate_R38.dgn PLOT DATE : 14-FEB 2023 3:18 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

NOTES

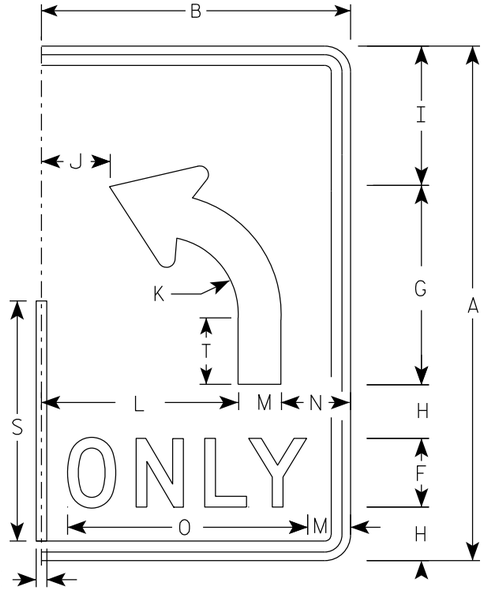
1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - D



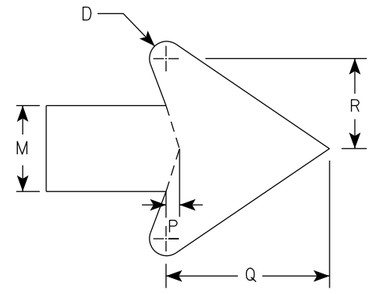
(L)



(L)



(L)



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	18	1 1/2	1/2	5/8	4	11 5/8	3 1/8	8 1/8	4	4 1/2	11 1/2	2 1/2	4	14	3/8	4 3/4	2 5/8	14	3 7/8							3.75
2M	30	18	1 1/2	1/2	5/8	4	11 5/8	3 1/8	8 1/8	4	4 1/2	11 1/2	2 1/2	4	14	3/8	4 3/4	2 5/8	14	3 7/8							3.75
3	36	24	1 1/2	1/2	5/8	5	14	3 1/2	9 3/4	6	5 3/8	15	3	6	17 5/8	1/2	5 3/4	3 1/8	16 3/4	4 5/8							6.0
4	48	30	2 1/4	3/4	1	6	18 5/8	5 1/8	13 1/8	6 1/8	7 1/4	18	4	8	21 3/4	5/8	7 5/8	4 1/4	22 3/8	6 1/4							10.0
5	48	30	2 1/4	3/4	1	6	18 5/8	5 1/8	13 1/8	6 1/8	7 1/4	18	4	8	21 3/4	5/8	7 5/8	4 1/4	22 3/8	6 1/4							10.0

STANDARD SIGN
R3-8 (L) Arrow

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

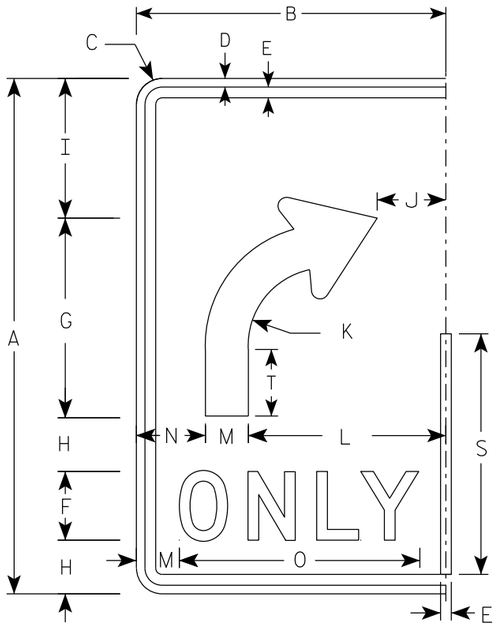
DATE 2/14/23 PLATE NO. R3-8.2

PROJECT NO:

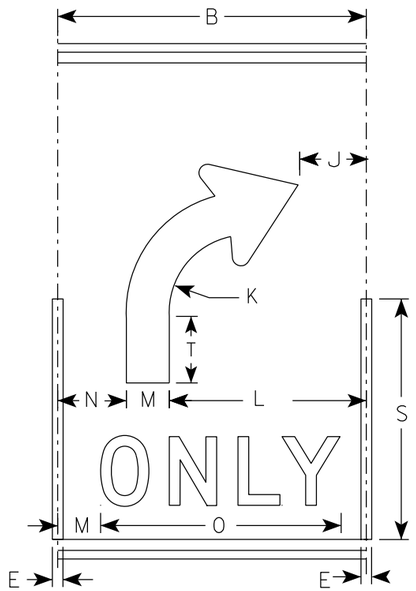
SHEET NO: 143 E

NOTES

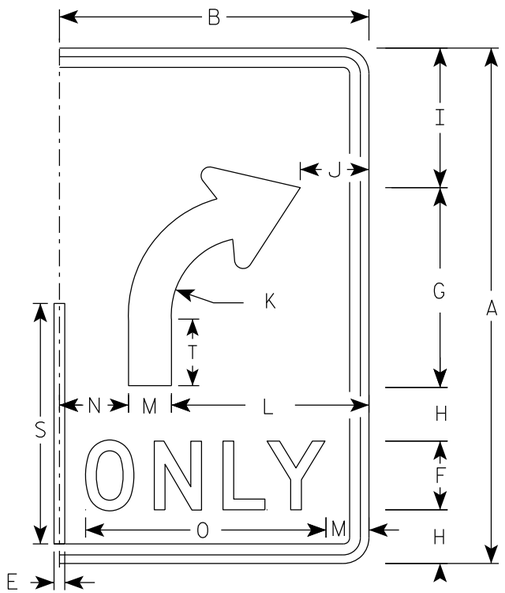
1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - D



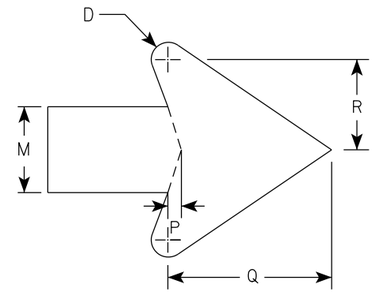
(R)



(R)



(R)



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	18	1 1/2	1/2	5/8	4	11 5/8	3 1/8	8 1/8	4	4 1/2	11 1/2	2 1/2	4	14	3/8	4 3/4	2 5/8	14	3 7/8							3.75
2M	30	18	1 1/2	1/2	5/8	4	11 5/8	3 1/8	8 1/8	4	4 1/2	11 1/2	2 1/2	4	14	3/8	4 3/4	2 5/8	14	3 7/8							3.75
3	36	24	1 1/2	1/2	5/8	5	14	3 1/2	9 3/4	6	5 3/8	15	3	6	17 5/8	1/2	5 3/4	3 1/8	16 3/4	4 5/8							6.0
4	48	30	2 1/4	3/4	1	6	18 5/8	5 1/8	13 1/8	6 1/8	7 1/4	18	4	8	21 3/4	5/8	7 5/8	4 1/4	22 3/8	6 1/4							10.0
5	48	30	2 1/4	3/4	1	6	18 5/8	5 1/8	13 1/8	6 1/8	7 1/4	18	4	8	21 3/4	5/8	7 5/8	4 1/4	22 3/8	6 1/4							10.0

STANDARD SIGN

R3-8 (R) Arrow

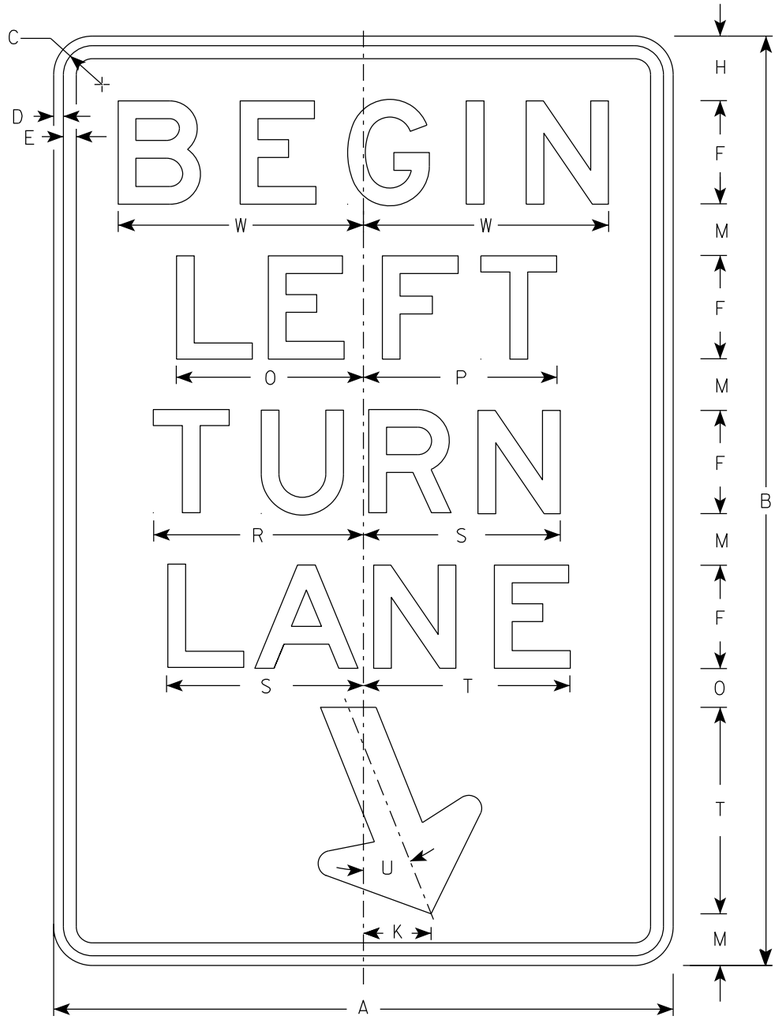
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/14/23 PLATE NO. R3-8.2

PROJECT NO:

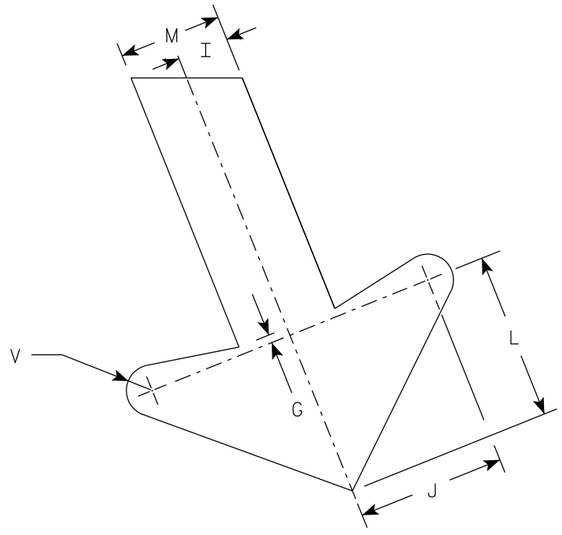
SHEET NO: 144 E



R3-20L

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - E



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24	36	1 1/2	3/8	1/2	4	1/4	2 1/2	1	2 7/8	2 5/8	3 1/4	2	1 1/2	7 1/4	7 1/2		8 1/8	7 5/8	8	22°	1/2	9 1/2				6.0
2M	24	36	1 1/2	3/8	1/2	4	1/4	2 1/2	1	2 7/8	2 5/8	3 1/4	2	1 1/2	7 1/4	7 1/2		8 1/8	7 5/8	8	22°	1/2	9 1/2				6.0
3	36	54	1 7/8	1/2	5/8	6	3/8	3 3/4	1 1/2	4 1/4	4	4 7/8	3	2 1/4	10 7/8	11 1/4		12 1/4	11 1/2	12	22°	3/4	13 1/4				13.5
4																											
5																											

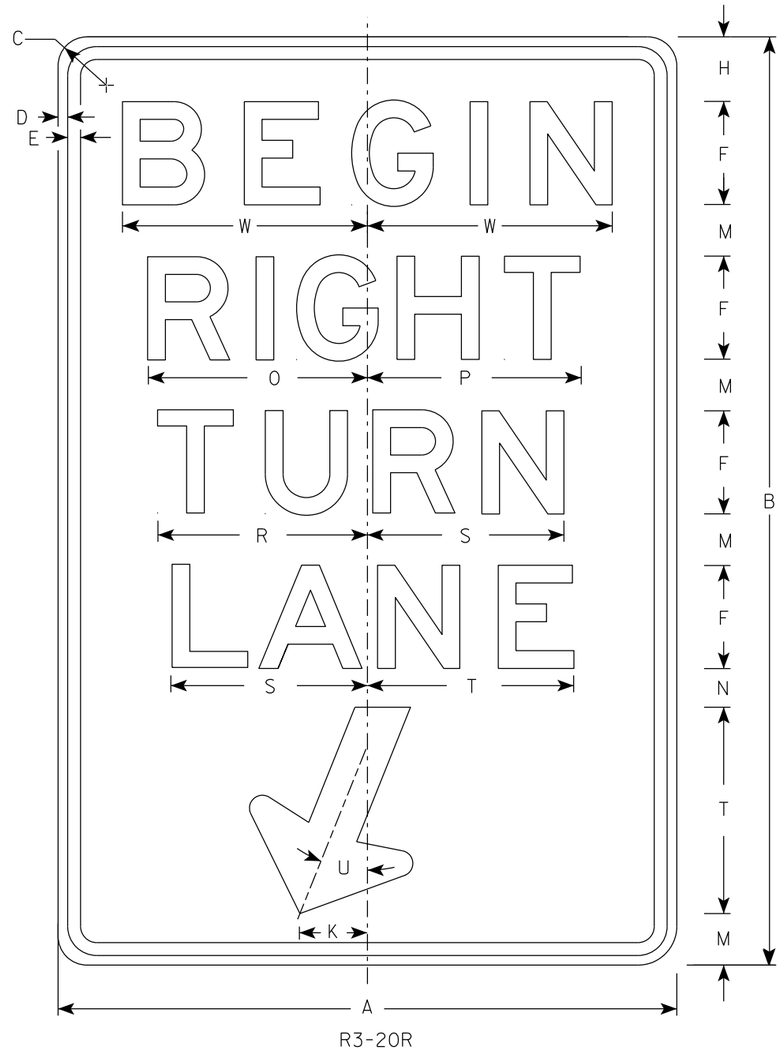
STANDARD SIGN
R3-20L

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/23/23 PLATE NO. R3-20L.8

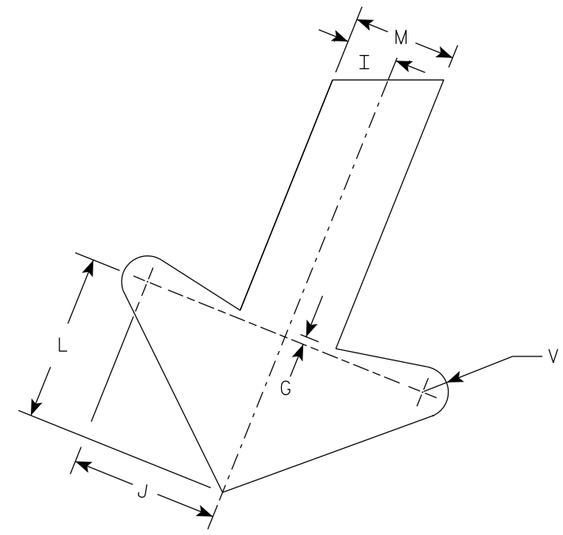
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 145 | E



R3-20R

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - E



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24	36	1 1/2	3/8	1/2	4	1/4	2 1/2	1	2 7/8	2 5/8	3 1/4	2	1 1/2	8 1/2	8 1/4		8 1/8	7 5/8	8	22°	1/2	9 1/2				6.0
2M	24	36	1 1/2	3/8	1/2	4	1/4	2 1/2	1	2 7/8	2 5/8	3 1/4	2	1 1/2	8 1/2	8 1/4		8 1/8	7 5/8	8	22°	1/2	9 1/2				6.0
3	36	54	1 7/8	1/2	5/8	6	3/8	3 3/4	1 1/2	4 1/4	4	4 7/8	3	2 1/4	12 3/4	12 1/2		12 1/4	11 1/2	12	22°	3/4	13 1/4				13.5
4																											
5																											

STANDARD SIGN
R3-20R

WISCONSIN DEPT OF TRANSPORTATION

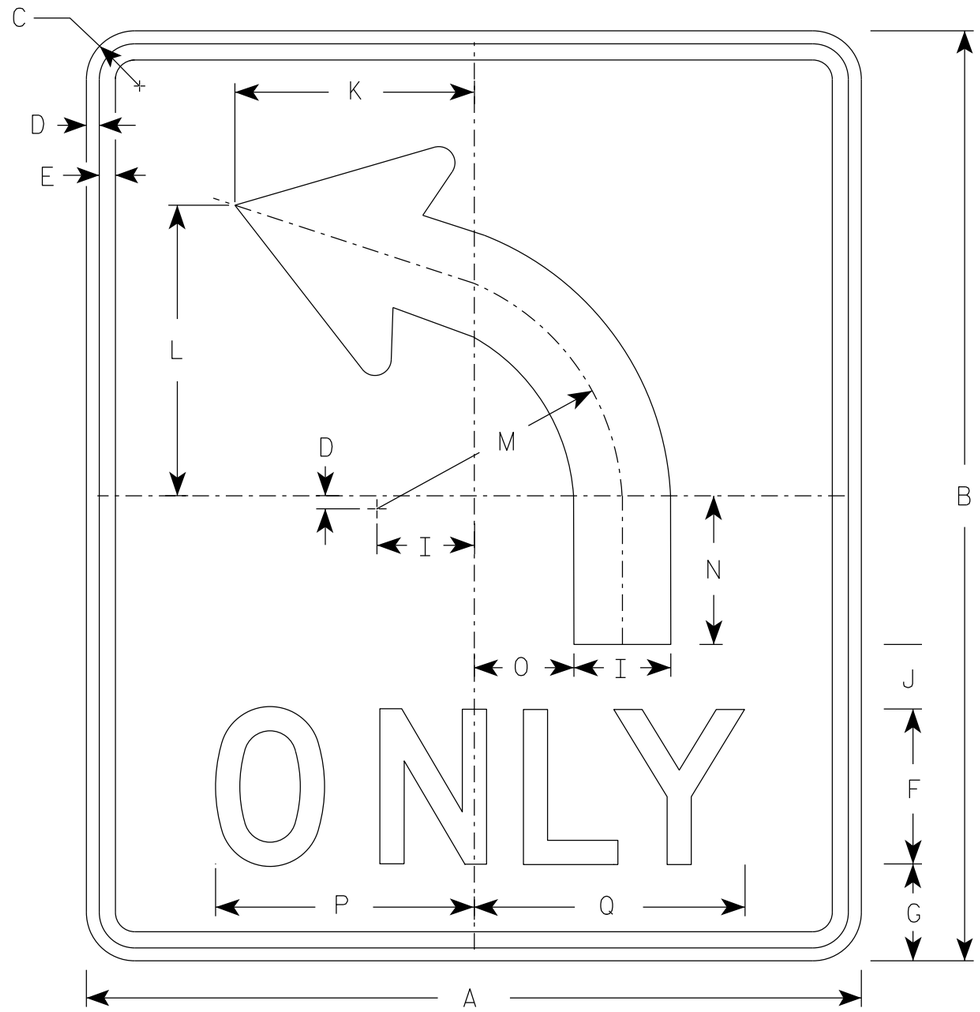
APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 2/23/23 PLATE NO. R3-20R.7

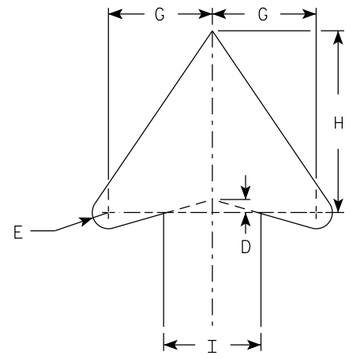
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 146 | E

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - D
4. R3-50R is the same as R3-50L except curved portion of arrow points right.



R3-50L



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	36	1 7/8	1/2	5/8	6	4	7	3 3/4	2 1/2	9 1/4	11 1/4	9 1/2	5 3/4	3 7/8	10	10 1/2										7.5
2M	30	36	1 7/8	1/2	5/8	6	4	7	3 3/4	2 1/2	9 1/4	11 1/4	9 1/2	5 3/4	3 7/8	10	10 1/2										7.5
3																											
4																											
5																											

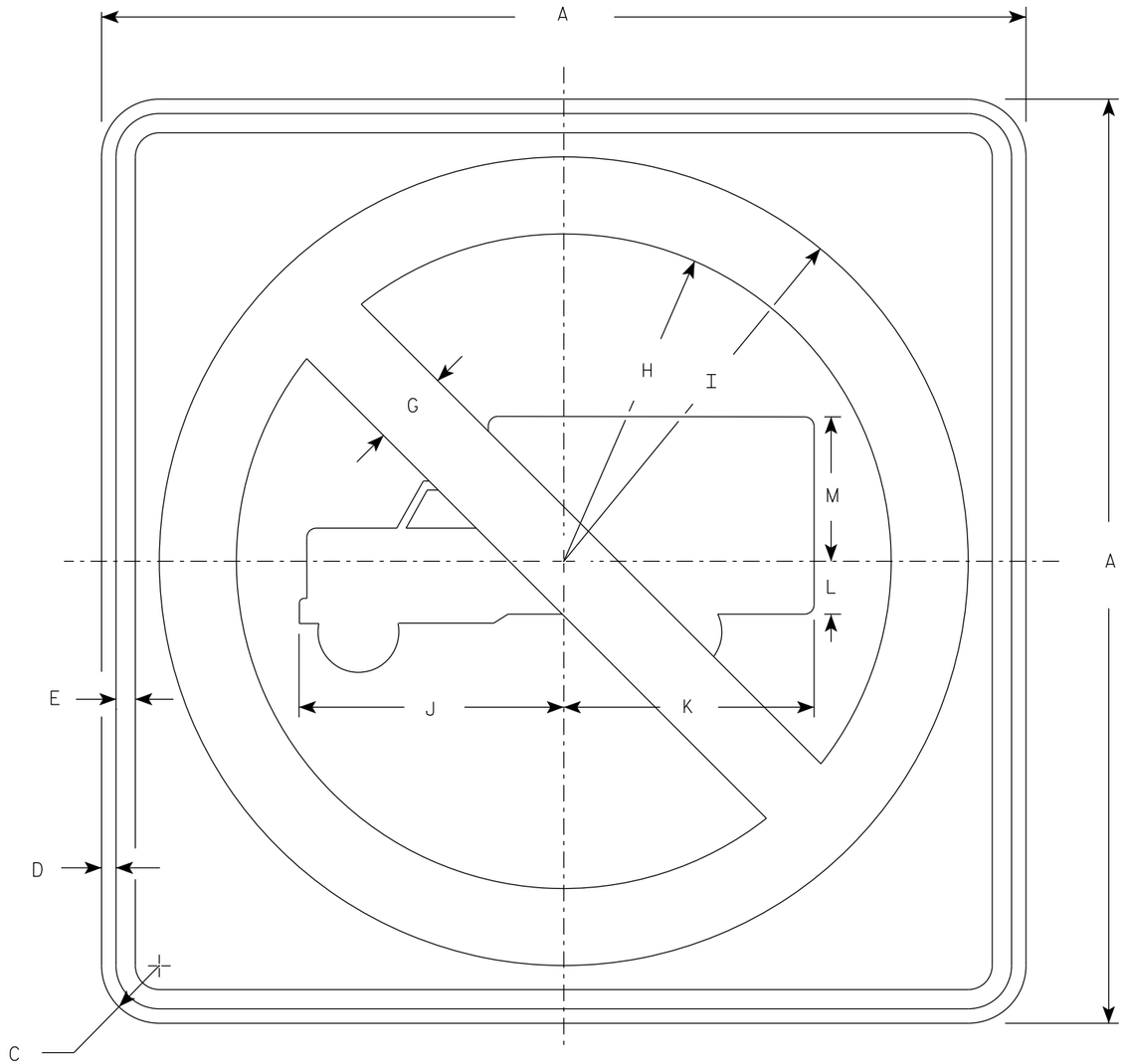
STANDARD SIGN
R3-50

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/23/23 PLATE NO. R3-50.3

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 147 | E



R5-2

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - See Note 3
3. Circle & Diagonal - Red
   Truck Symbol & Border - 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																											
2S	24		1 1/2	3/8	1/2		2	8 1/2	10 1/2	6 7/8	6 1/2	1 3/8	3 3/4														4.0
2M	24		1 1/2	3/8	1/2		2	8 1/2	10 1/2	6 7/8	6 1/2	1 3/8	3 3/4														4.0
3	30		1 7/8	1/2	5/8		2 1/2	10 5/8	13 1/8	8 1/2	8 1/8	1 5/8	4 3/4														6.25
4	36		2 1/4	5/8	3/4		3	12 3/4	15 3/4	10 1/4	9 3/4	2	5 3/4														9.0
5	48		2 1/4	3/4	1		4	17	21	13 5/8	13	2 5/8	7 5/8														16.0

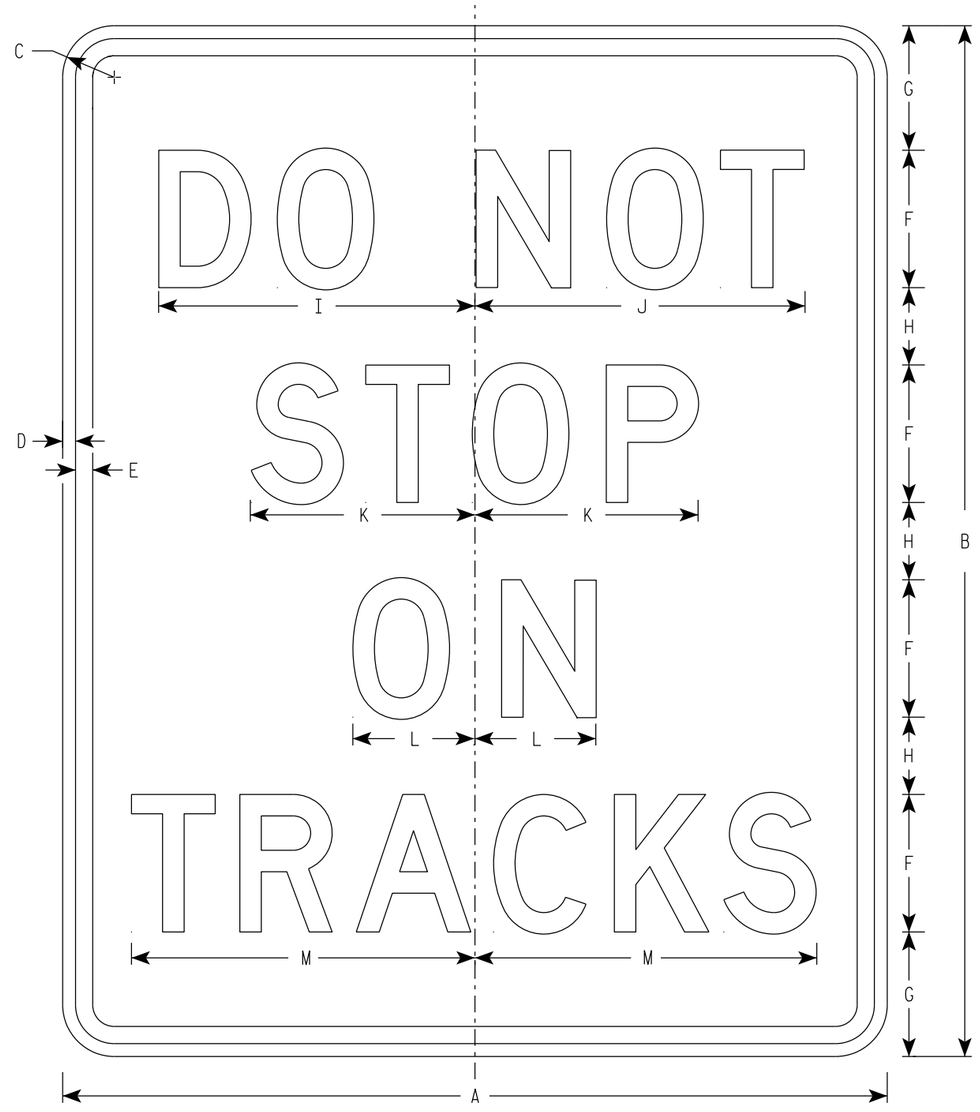
STANDARD SIGN
R5-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 8/17/23 PLATE NO. R5-2.7

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 148 | E



R8-8

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - D

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24	30	1 1/2	3/8	1/2	4	3 5/8	2 1/4	9 1/4	9 5/8	6 5/8	3 5/8	10														5.0
2M	24	30	1 1/2	3/8	1/2	4	3 5/8	2 1/4	9 1/4	9 5/8	6 5/8	3 5/8	10														5.0
3	36	48	1 7/8	1/2	5/8	6	6	4	13 7/8	14 3/8	9 7/8	5 3/8	15														12.0
4	48	60	3	3/4	1	8	7 1/4	4 1/2	18 1/2	19 1/4	13 1/4	7 1/4	20														20.0
5																											

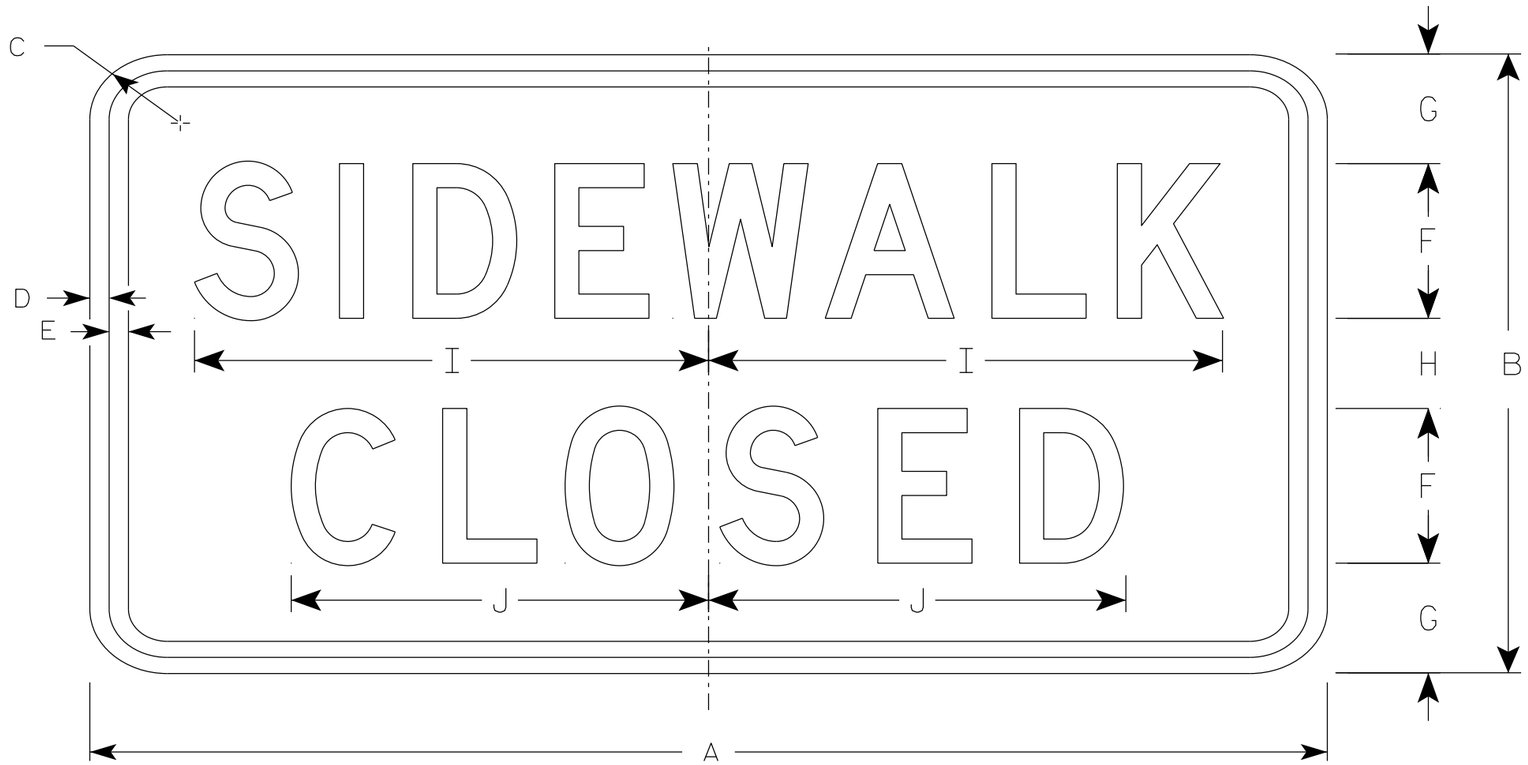
STANDARD SIGN
R8-8

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/10/24 PLATE NO. R8-8.5

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 149 | 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

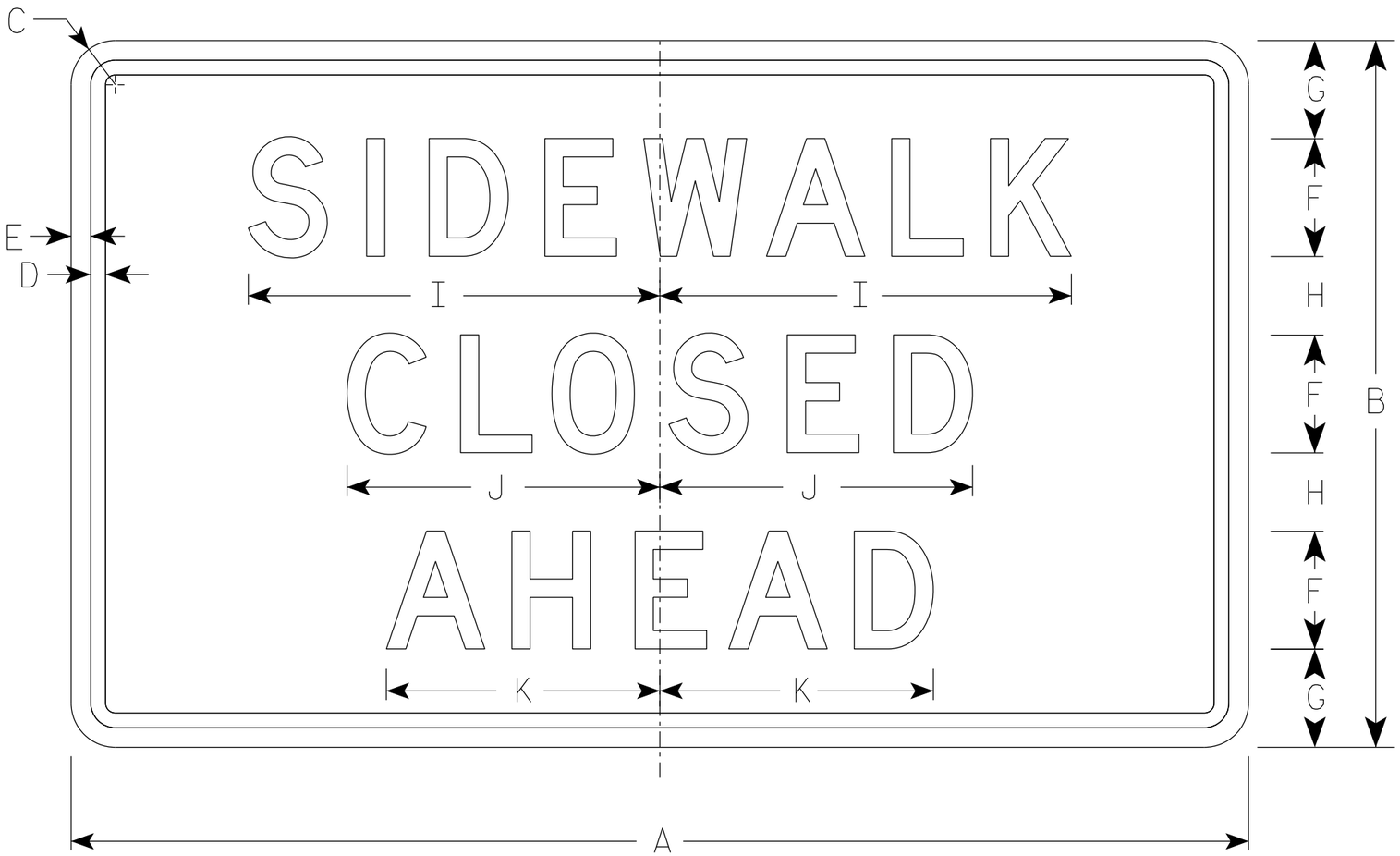
APPROVED Matthew R Rauch
for State Traffic Engineer

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

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 150 | E

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - D



R9-9A

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	18	1 ½	⅜	½	3	2 ½	2	10 ½	8	7																3.75
2M	30	18	1 ½	⅜	½	3	2 ½	2	10 ½	8	7																3.75
3																											
4																											
5																											

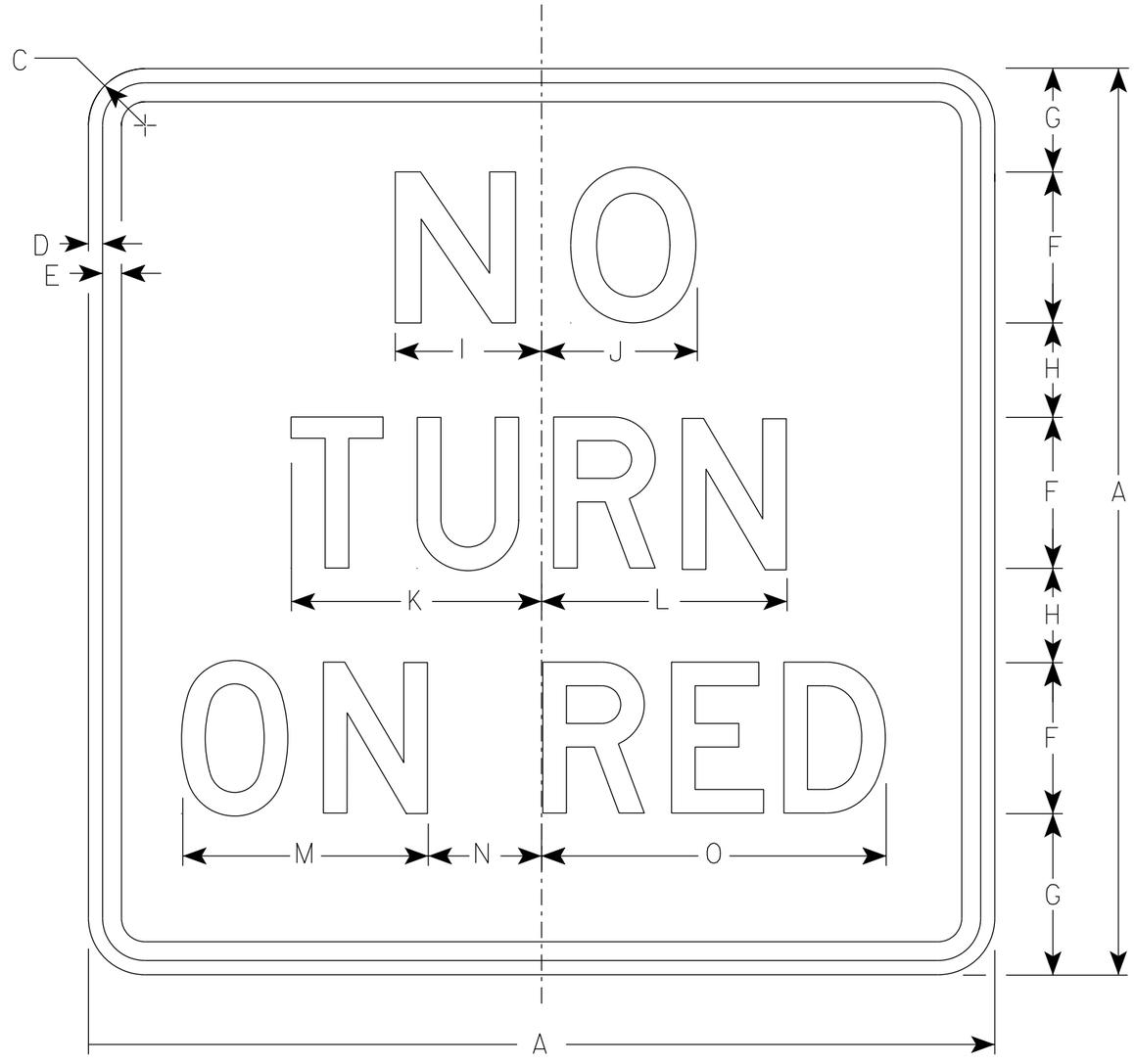
STANDARD SIGN
R9-9A

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/24/24 PLATE NO. R9-9A.2

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 151 | E



R10-11B

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - Line 1 is Series E.
   Lines 2 and 3 are Series D.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	18		1 1/2	3/8	3/8	3	2 3/4	1 3/4	3	3 1/8	5	4 7/8	5 1/4	1 7/8	7 1/8												2.25
2S	24		1 1/2	3/8	1/2	4	3 1/2	2 1/2	3 7/8	4 1/8	6 5/8	6 1/2	6 1/2	3	9 1/8												4.0
2M	24		1 1/2	3/8	1/2	4	3 1/2	2 1/2	3 7/8	4 1/8	6 5/8	6 1/2	6 1/2	3	9 1/8												4.0
3	30		1 7/8	1/2	5/8	5	4 1/2	3	4 7/8	5 1/4	8 1/4	8 1/8	7 3/4	4 1/8	11 7/8												6.25
4																											
5																											

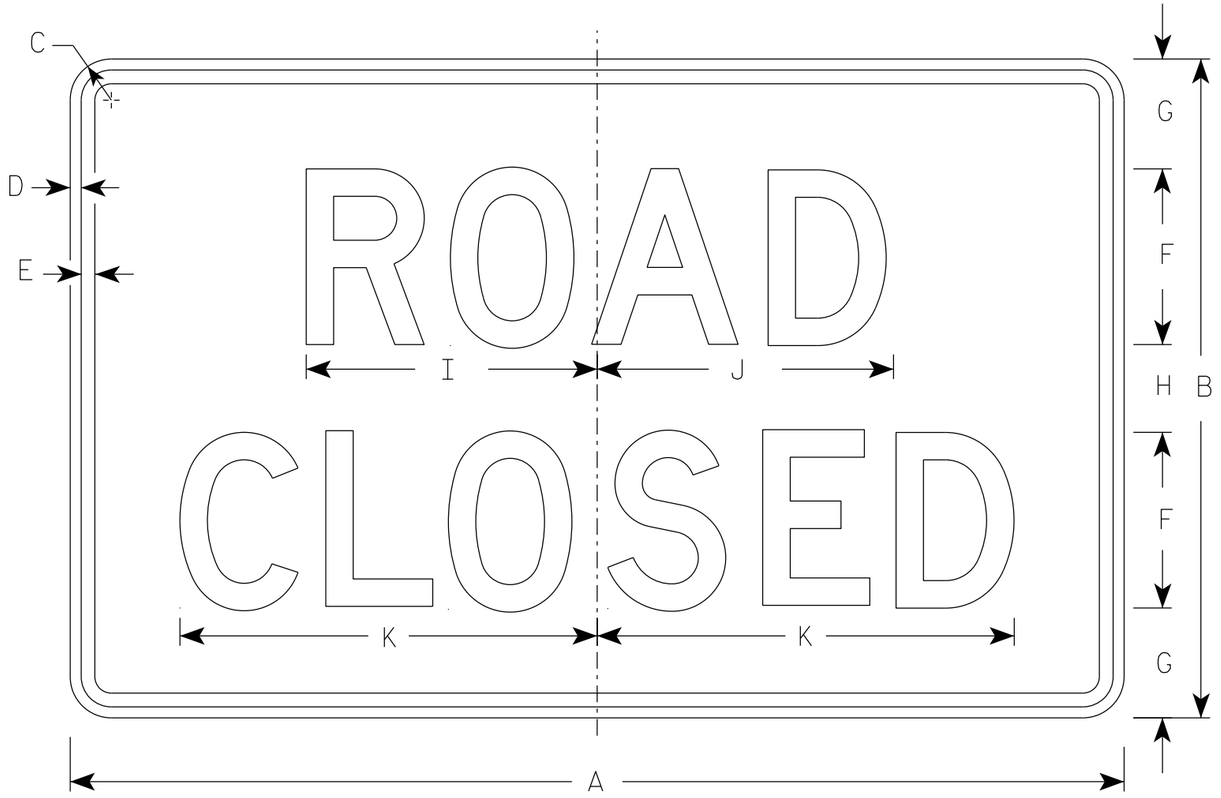
STANDARD SIGN
R10-11B

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/31/24 PLATE NO. R10-11B.5

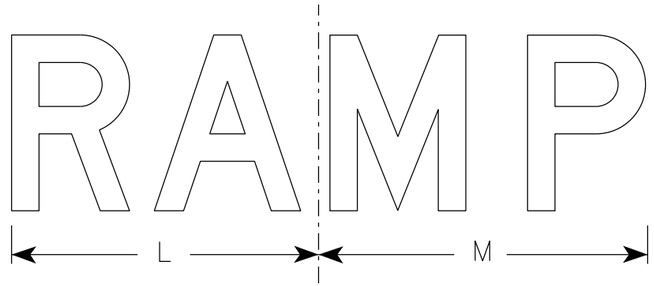
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 152 | E



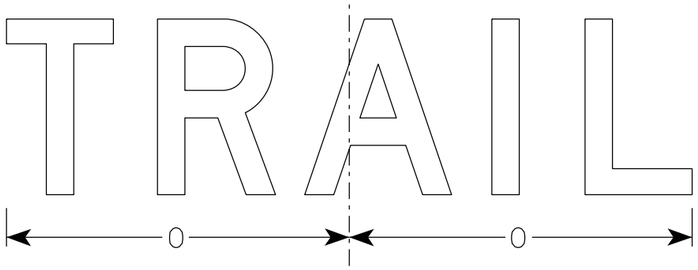
R11-2

NOTES

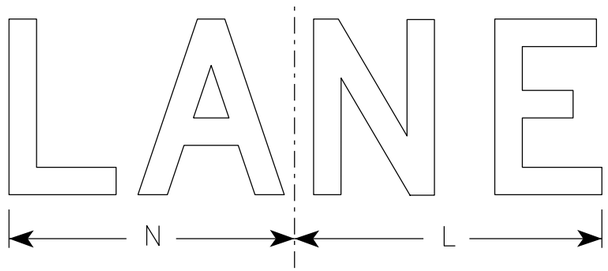
1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Modify the message as required.



R11-2R



R11-2T



R11-2L

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	48	30	1 7/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13	15 5/8												10.0
2M	48	30	1 7/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13	15 5/8												10.0
3	48	30	1 7/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13	15 5/8												10.0
4	48	30	1 7/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13	15 5/8												10.0
5	48	30	1 7/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13	15 5/8												10.0

STANDARD SIGN
R11-2

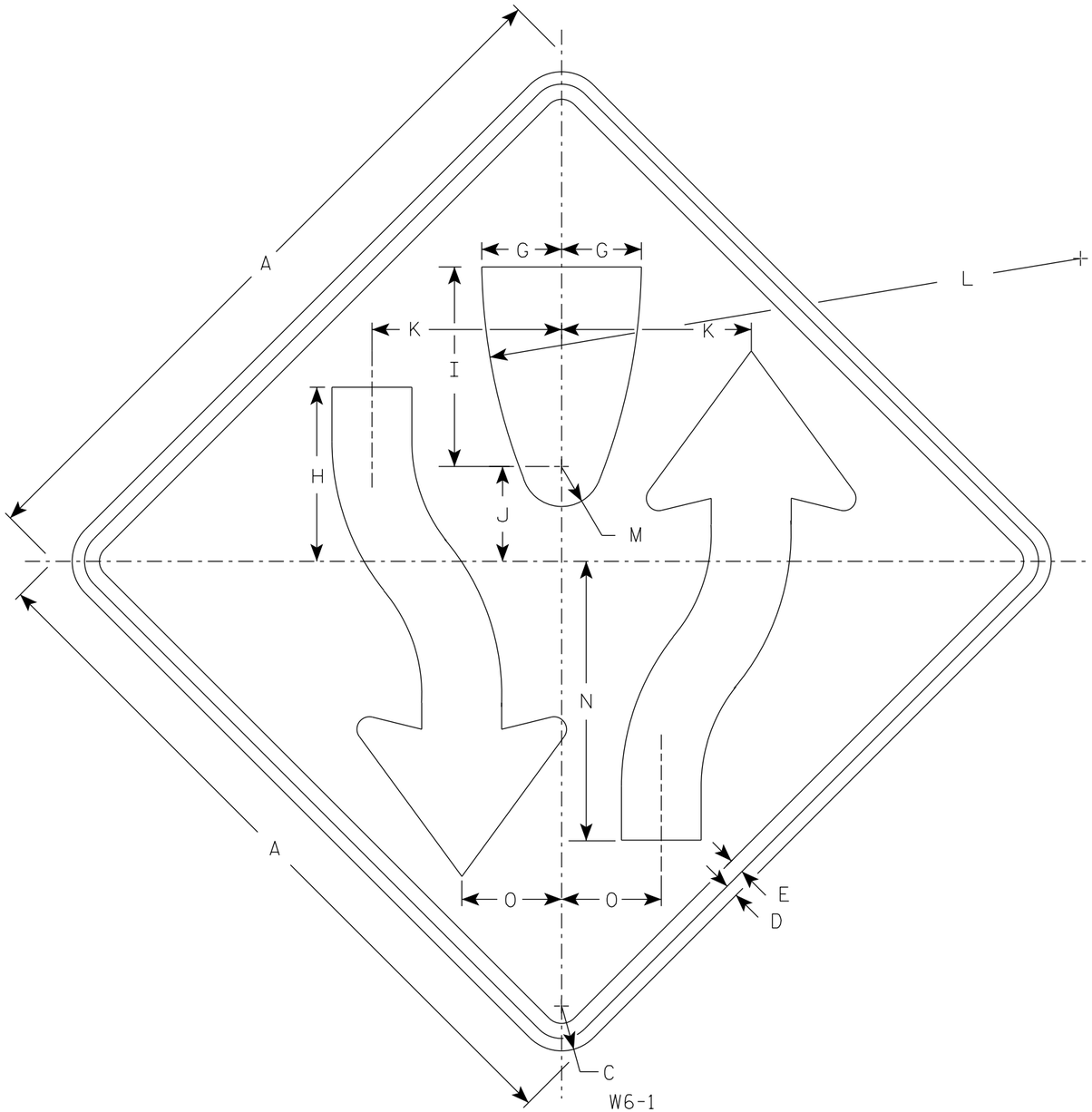
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/5/24 PLATE NO. R11-2.12

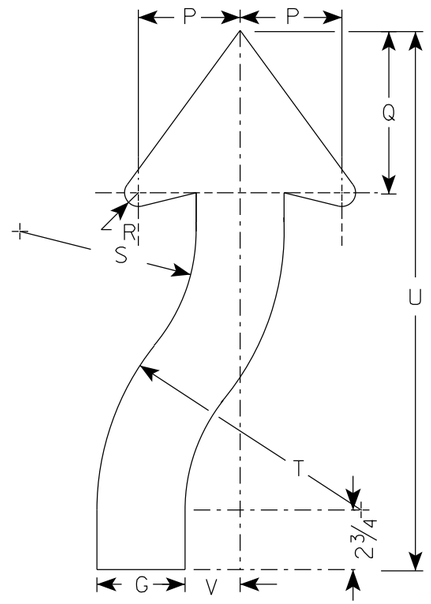
PROJECT NO: | HWY: | COUNTY: | SHEET NO: E

7



NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Yellow
   Message - Black
3. W6-2 same as W6-1 but is rotated 180° when mounted.



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		3 1/4	8	8 1/4	4 1/8	7 7/8	25	1 3/4	11 5/8	4 1/8	3 7/8	6 3/4	5/8	6 5/8	9 7/8	21 5/8	2					6.25
2S	36		2 1/4	5/8	3/4		4	8 3/4	10	4 3/4	9 1/2	30	2	14	5	4 5/8	7 3/8	7/8	8	12	24 1/2	2 1/2					9.0
2M	36		2 1/4	5/8	3/4		4	8 3/4	10	4 3/4	9 1/2	30	2	14	5	4 5/8	7 3/8	7/8	8	12	24 1/2	2 1/2					9.0
3	36		2 1/4	5/8	3/4		4	8 3/4	10	4 3/4	9 1/2	30	2	14	5	4 5/8	7 3/8	7/8	8	12	24 1/2	2 1/2					9.0
4	48		3	3/4	1		5 3/8	11 5/8	13 3/8	6 3/8	12 5/8	40	2 5/8	18 5/8	6 5/8	6 1/4	9 7/8	1 1/4	10 5/8	16	32 5/8	3 3/8					16.0
5	48		3	3/4	1		5 3/8	11 5/8	13 3/8	6 3/8	12 5/8	40	2 5/8	18 5/8	6 5/8	6 1/4	9 7/8	1 1/4	10 5/8	16	32 5/8	3 3/8					16.0

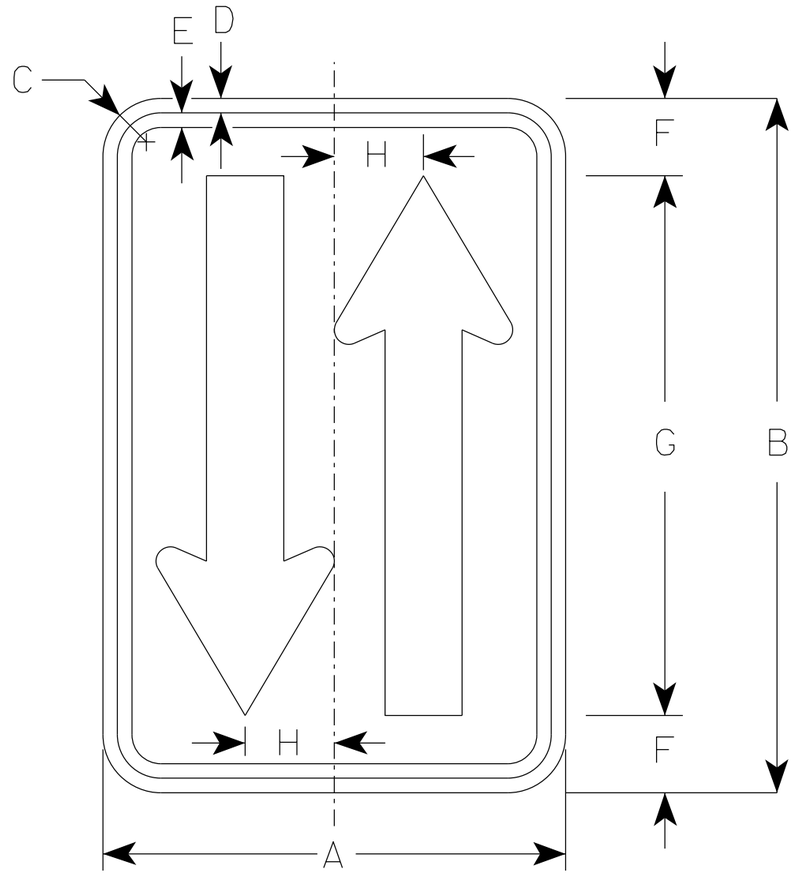
STANDARD SIGN
W6-1 & W6-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 9/6/2023 PLATE NO. W6-1.15

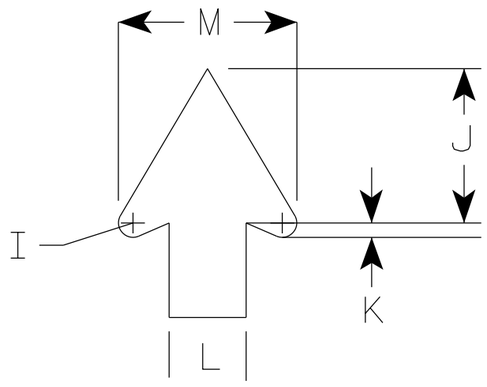
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 154 E



W6-4

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black



Arrow Detail

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	12	18	1 ½	⅜	⅜	2	14	2 ¼	⅜	4	⅛	2	4 ⅝														1.5
2M	12	18	1 ½	⅜	⅜	2	14	2 ¼	⅜	4	⅛	2	4 ⅝														1.5
3																											
4																											
5																											

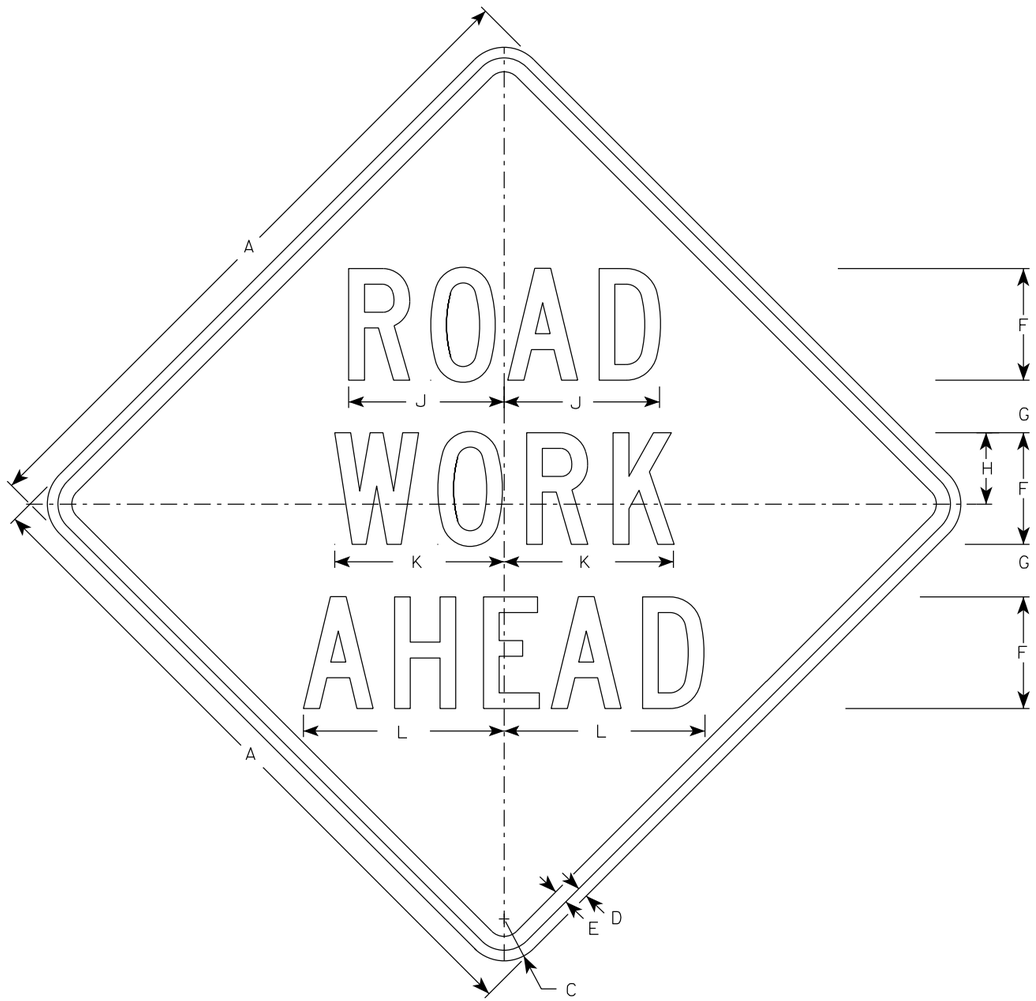
STANDARD SIGN
W6-4

WISCONSIN DEPT OF TRANSPORTATION

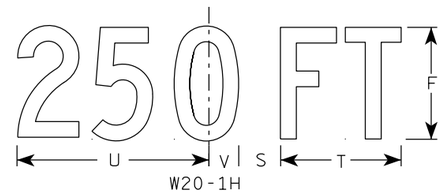
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 9/6/2023 PLATE NO. W6-4.2

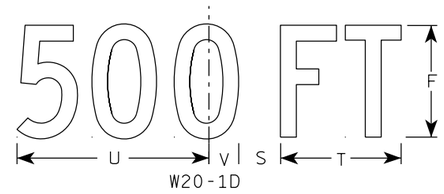
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 155	E



W20-1A



W20-1H



W20-1D



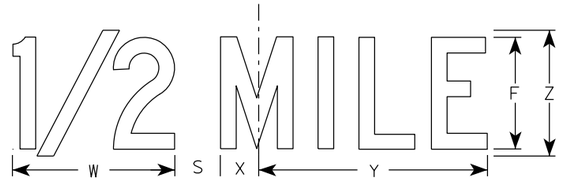
W20-1C



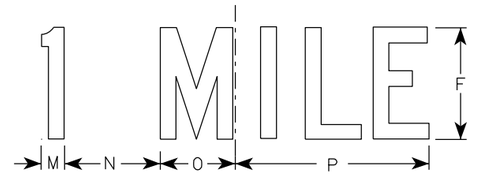
W20-1B

NOTES

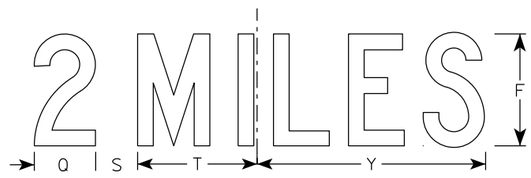
1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



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:

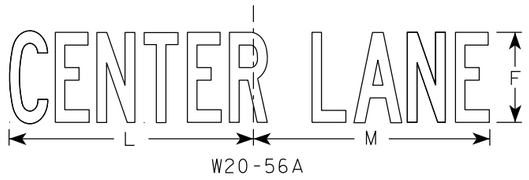
SHEET NO: E

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

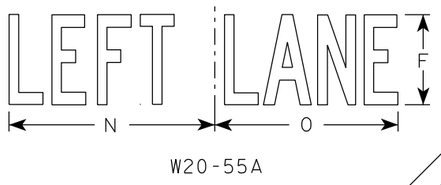
WISDOT/CADDS SHEET 42

7

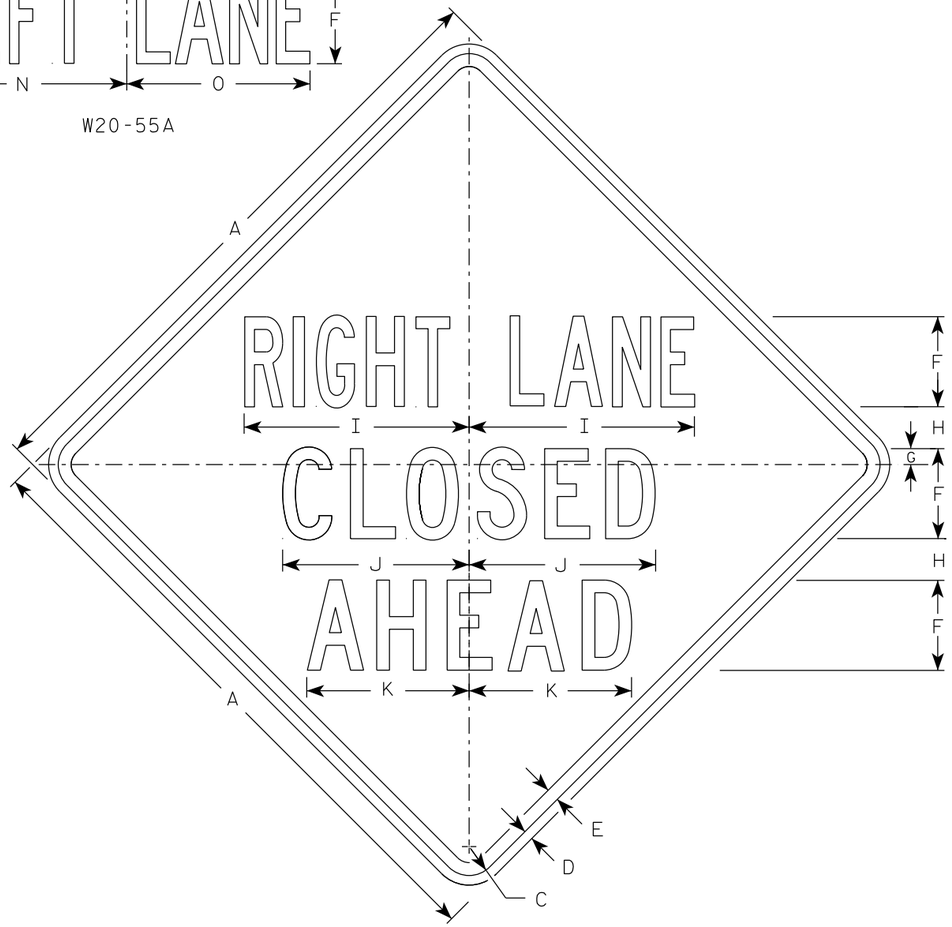
7



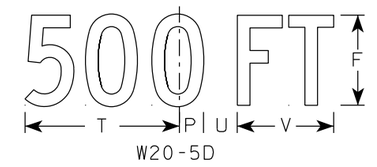
W20-56A



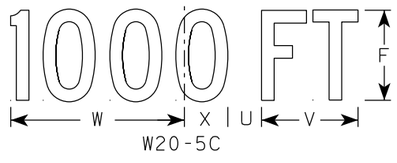
W20-55A



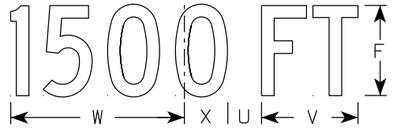
W20-5A



W20-5D



W20-5C



W20-5B



W20-5G



W20-5F

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. " _____ LANE" is Series B.
   All other copy is Series C.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36	6	2 1/4	5/8	3/4	5	7/8	2 1/2	13 1/8	10 3/4	9 1/2	14 1/4	13 5/8	12	12	1 3/8	1 1/8	4 1/2	3 1/2	9	1 7/8	5 5/8	10 1/8	2 1/2	1 3/4	8	9.0
2S	48	8	3	3/4	1	7	1 1/4	3 1/4	17 1/2	14 3/8	12 5/8	19	18 3/8	16	14 1/4	1 7/8	1 1/2	6	4 5/8	12	2 5/8	7 1/2	13 1/2	3 3/8	2 3/8	10 5/8	16.0
2M	48	8	3	3/4	1	7	1 1/4	3 1/4	17 1/2	14 3/8	12 5/8	19	18 3/8	16	14 1/4	1 7/8	1 1/2	6	4 5/8	12	2 5/8	7 1/2	13 1/2	3 3/8	2 3/8	10 5/8	16.0
3	48	8	3	3/4	1	7	1 1/4	3 1/4	17 1/2	14 3/8	12 5/8	19	18 3/8	16	14 1/4	1 7/8	1 1/2	6	4 5/8	12	2 5/8	7 1/2	13 1/2	3 3/8	2 3/8	10 5/8	16.0
4	48	8	3	3/4	1	7	1 1/4	3 1/4	17 1/2	14 3/8	12 5/8	19	18 3/8	16	14 1/4	1 7/8	1 1/2	6	4 5/8	12	2 5/8	7 1/2	13 1/2	3 3/8	2 3/8	10 5/8	16.0
5	48	8	3	3/4	1	7	1 1/4	3 1/4	17 1/2	14 3/8	12 5/8	19	18 3/8	16	14 1/4	1 7/8	1 1/2	6	4 5/8	12	2 5/8	7 1/2	13 1/2	3 3/8	2 3/8	10 5/8	16.0

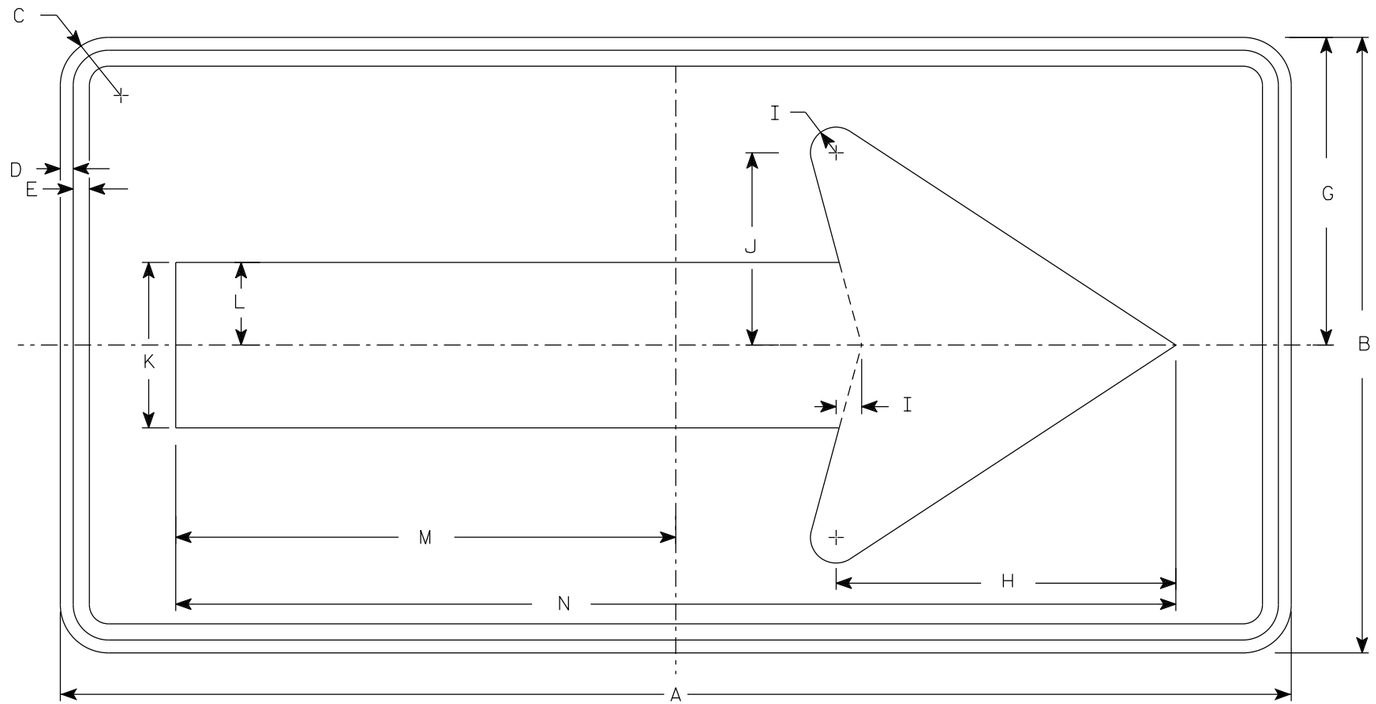
STANDARD SIGN
W20-5A, B, C, D, F & G

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/27/24 PLATE NO. W20-5.12

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 157	E



WO1-6

NOTES

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

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
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	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

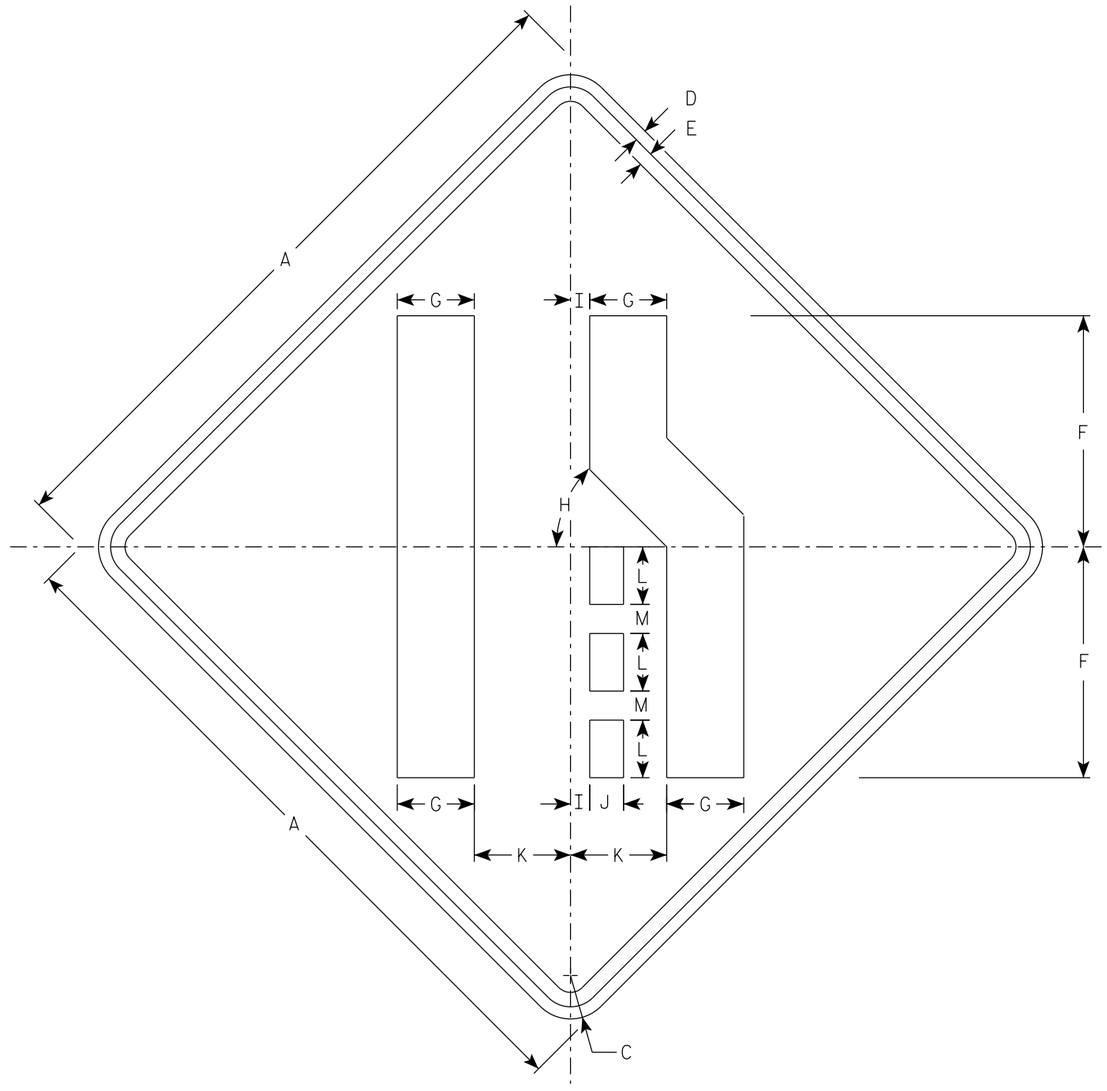
STANDARD SIGN
WO1-6

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/24/2024 PLATE NO. WO1-6.2

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



W04-2R

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. W04-2L is the same as W04-2R except the symbol is reversed along the vertical centerline.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		2 1/4	5/8	3/4	12	4	45°	1	1 3/4	5	3	1 1/2														9.0
2S	48		3	3/4	1	16	5 3/8	45°	1 1/4	2 3/8	6 3/4	4	2														16.0
2M	48		3	3/4	1	16	5 3/8	45°	1 1/4	2 3/8	6 3/4	4	2														16.0
3	48		3	3/4	1	16	5 3/8	45°	1 1/4	2 3/8	6 3/4	4	2														16.0
4	48		3	3/4	1	16	5 3/8	45°	1 1/4	2 3/8	6 3/4	4	2														16.0
5	48		3	3/4	1	16	5 3/8	45°	1 1/4	2 3/8	6 3/4	4	2														16.0

STANDARD SIGN
W04-2

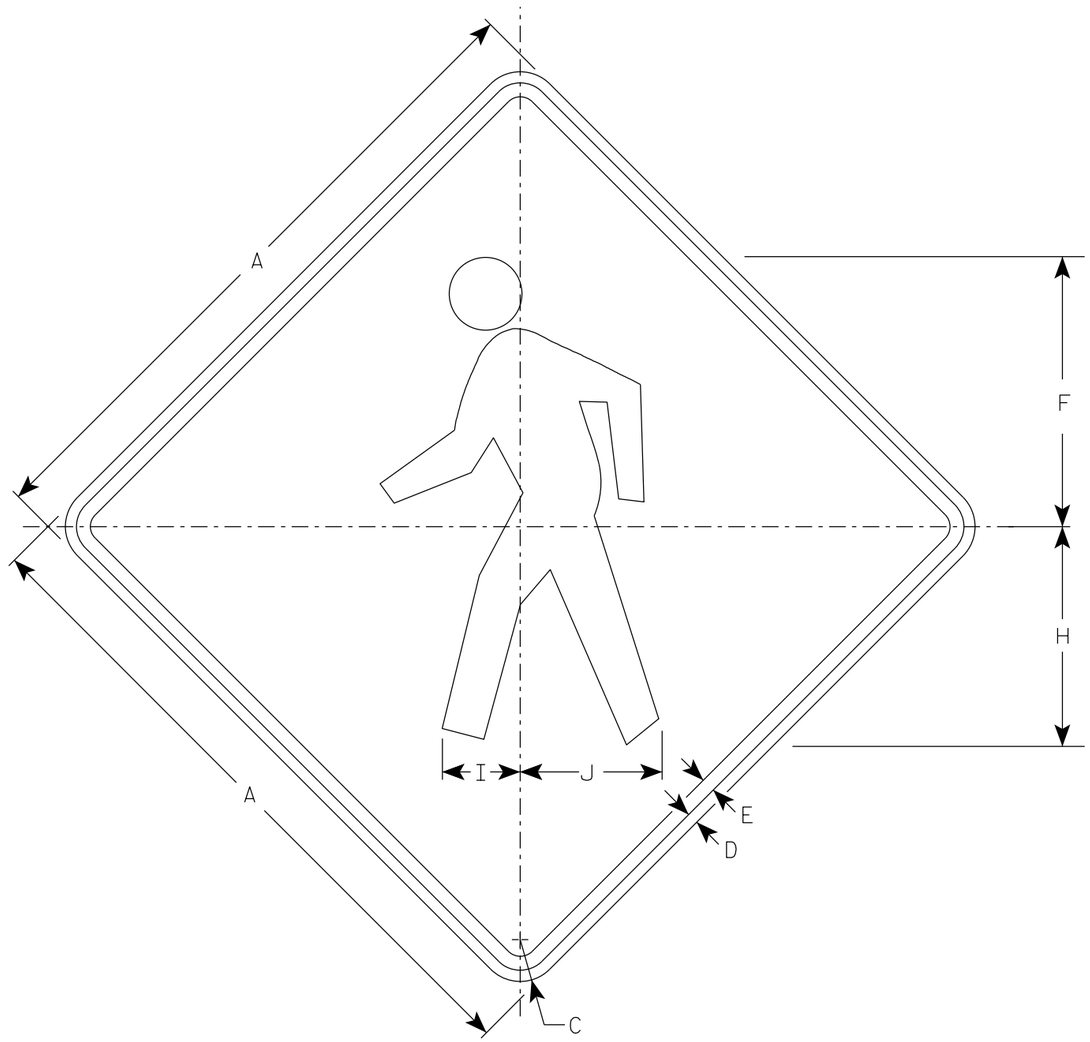
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/25/2024 PLATE NO. W04-2.2

PROJECT NO:

SHEET NO: 159 E



WO11-2

NOTES

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

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		2 1/4	5/8	3/4	14 1/2		11 7/8	4 1/4	7 5/8																	9.0
2S	48		3	3/4	1	19 3/8		15 3/4	5 5/8	10 1/4																	16.0
2M	48		3	3/4	1	19 3/8		15 3/4	5 5/8	10 1/4																	16.0
3	48		3	3/4	1	19 3/8		15 3/4	5 5/8	10 1/4																	16.0
4	48		3	3/4	1	19 3/8		15 3/4	5 5/8	10 1/4																	16.0
5																											

STANDARD SIGN

WO11-2

WISCONSIN DEPT OF TRANSPORTATION

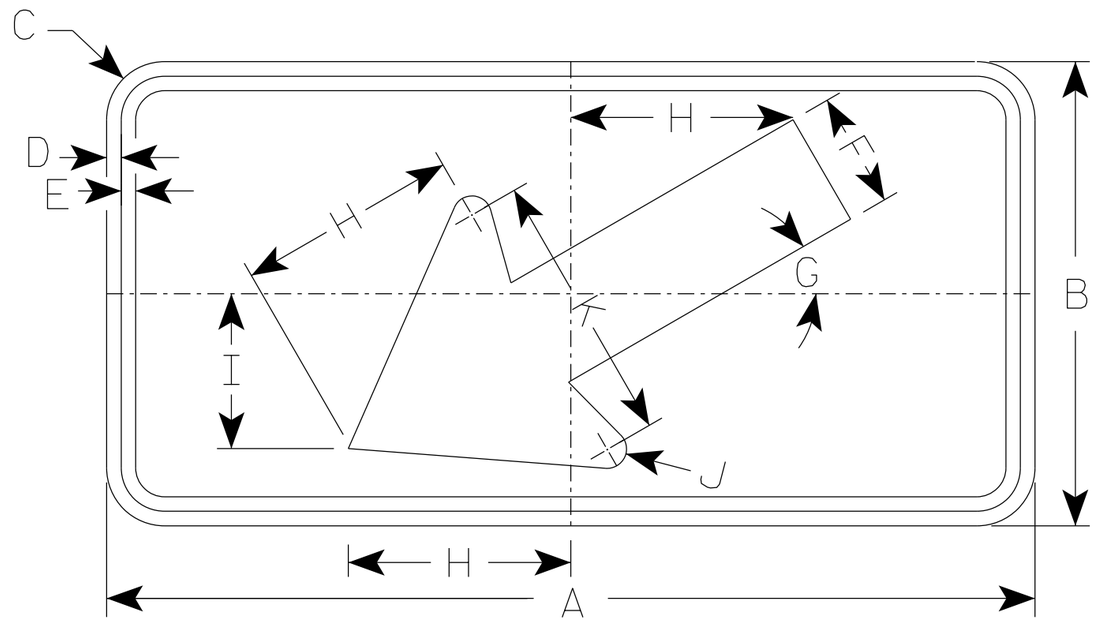
APPROVED Matthew R Rauch

For State Traffic Engineer

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

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 160 | E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\WO112.DGN PLOT DATE : 1-FEB 2024 7:02 PLOT BY : dotc4c PLOT NAME : PLOT SCALE :
WISDOT/CADDS SHEET 42



W016-7L

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Corners may be square or rounded but corners shall be rounded when base material is metal.
4. W016-7R is the same as W016-L except the arrow is reversed along the vertical centerline.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	30	18	1 ½	⅜	½	4 ½	30°	8 ½	6	⅝	10 ¼																3.75
2S	48	24	1 ⅞	½	⅝	6	30°	11 ½	8	1	14																8.0
2M	48	24	1 ⅞	½	⅝	6	30°	11 ½	8	1	14																8.0
3	48	24	1 ⅞	½	⅝	6	30°	11 ½	8	1	14																8.0
4	48	24	1 ⅞	½	⅝	6	30°	11 ½	8	1	14																8.0
5	48	24	1 ⅞	½	⅝	6	30°	11 ½	8	1	14																8.0

STANDARD SIGN
W016-7

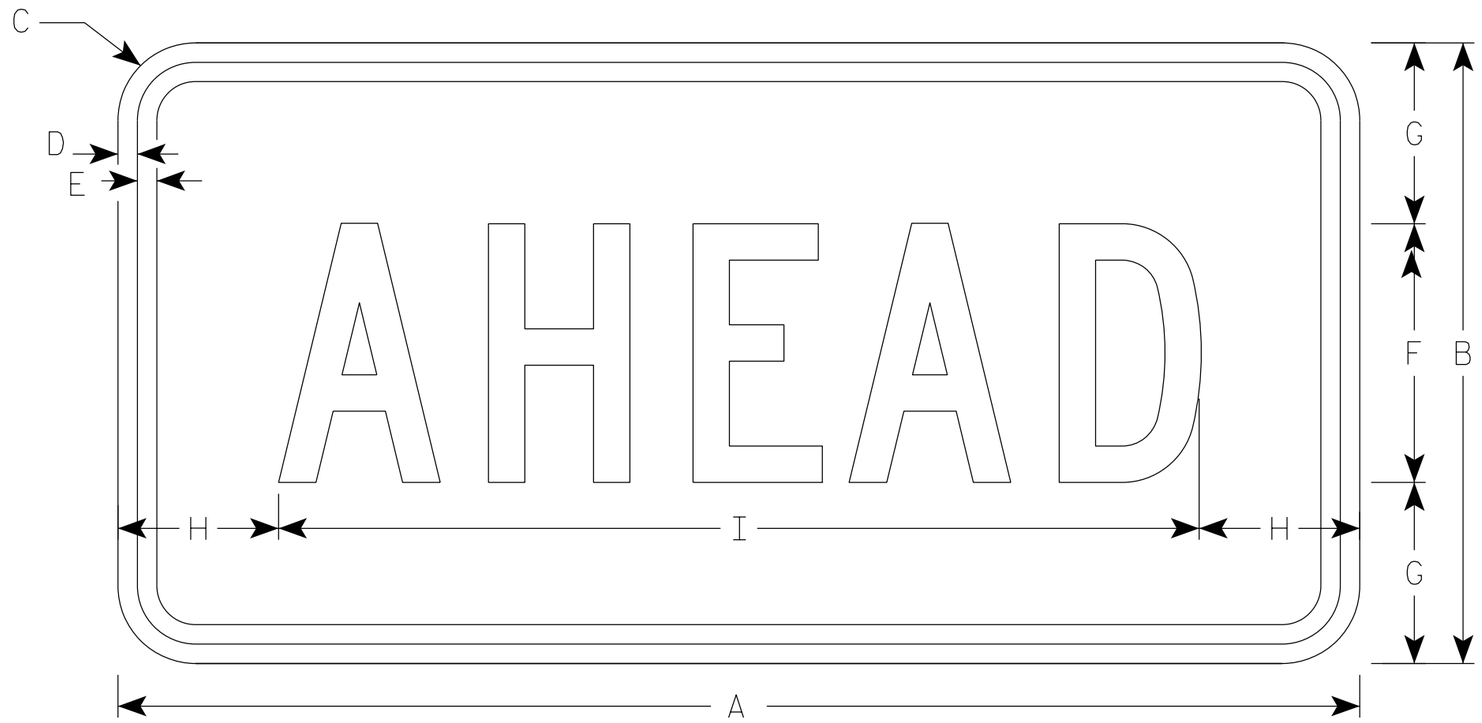
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/1/2024 PLATE NO. W016-7.3

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 161 E

7



W016-9P

NOTES

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

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	30	18	1 1/2	3/8	1/2	7	5 1/2	2 3/4	24 1/2																		3.75
2S	48	24	1 7/8	1/2	5/8	10	7	6 1/8	35 3/4																		8.0
2M	48	24	1 7/8	1/2	5/8	10	7	6 1/8	35 3/4																		8.0
3	48	24	1 7/8	1/2	5/8	10	7	6 1/8	35 3/4																		8.0
4	48	24	1 7/8	1/2	5/8	10	7	6 1/8	35 3/4																		8.0
5	48	24	1 7/8	1/2	5/8	10	7	6 1/8	35 3/4																		8.0

STANDARD SIGN
W016-9P

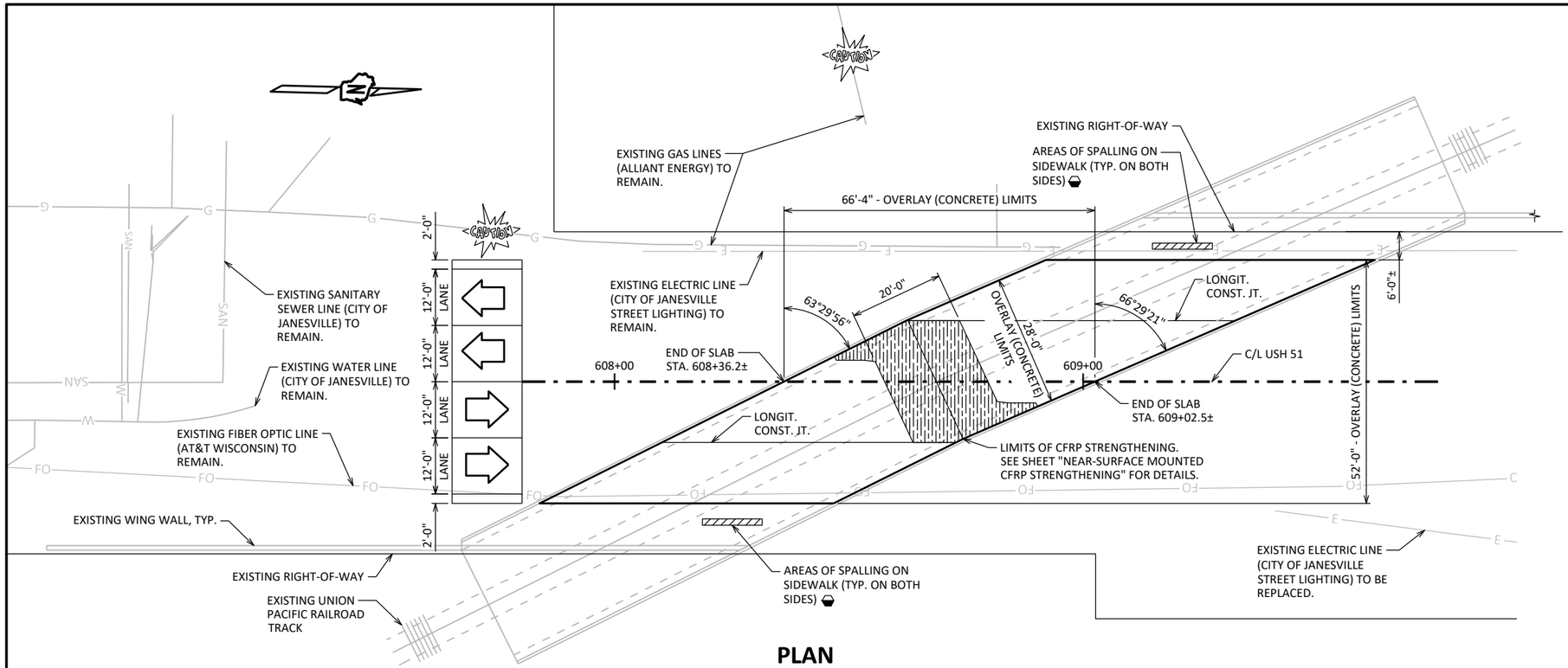
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/1/2024 PLATE NO. W016-9P.8

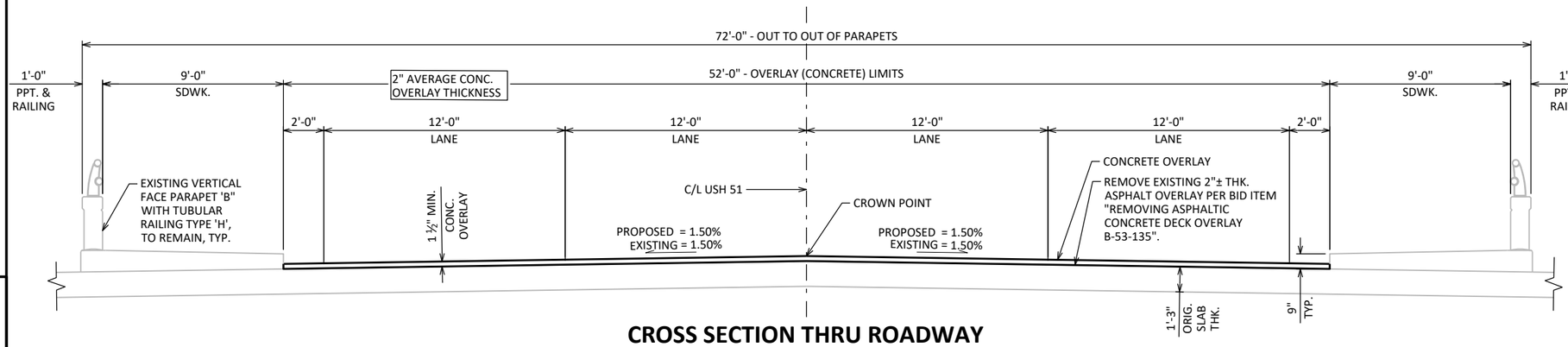
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 162 E

7



PLAN

CONCRETE OVERLAY
SINGLE SPAN CONCRETE SLAB BRIDGE



CROSS SECTION THRU ROADWAY

LOOKING NORTH

▲ PROTECTIVE SURFACE TREATMENT RESEAL TO BE APPLIED TO THE ENTIRE TOP AND VERTICAL FACE OF THE REPAIRED CURB, AND EXISTING SIDEWALK WITHIN THE RIGHT OF WAY. SURFACE PREPARATION IS INCLUDED IN THE BID ITEM "PROTECTIVE SURFACE TREATMENT RESEAL".

◐ FULL-DEPTH DECK REPAIR IS NOT PERMITTED. CONTACT BOS IF PREPARATION DECKS TYPE 2 IS NECESSARY BASED ON THE FIELD ENGINEER ASSESSMENT.

◒ CONCRETE SURFACE REPAIR REQUIRED. LOCATIONS NOTED MAY NOT BE ALL INCLUSIVE, AND QUANTITIES SHOWN ON SHEET ARE APPROXIMATE. ADDITIONAL CONCRETE SURFACE REPAIR MAY BE REQUIRED DURING CONSTRUCTION AND SHOULD BE PERFORMED AS DIRECTED BY THE FIELD ENGINEER.

LIMITS OF CFRP STRENGTHENING.

LIST OF DRAWINGS:

1. CONCRETE OVERLAY
2. NEAR-SURFACE MOUNTED CFRP STRENGTHENING
3. STAGING DETAILS

TOTAL ESTIMATED QUANTITIES

	BID ITEM NUMBER	BID ITEMS	UNIT	TOTALS
	502.3200	PROTECTIVE SURFACE TREATMENT	SY	383
▲	502.3215	PROTECTIVE SURFACE TREATMENT RESEAL	SY	121
◐	509.0301	PREPARATION DECKS TYPE 1	SY	25
	509.1200	CURB REPAIR	LF	133
◒	509.1500	CONCRETE SURFACE REPAIR	SF	10
	509.2500	CONCRETE MASONRY OVERLAY DECKS	CY	22
	509.9010.S	REMOVING ASPHALTIC CONCRETE DECK OVERLAY B-53-135	SY	383
	SPV.0060	NEAR-SURFACE MOUNTED CARBON FIBER REINFORCEMENT	EACH	22

DESIGN DATA

STATE PROJECT NUMBER
5350-02-65

LIVE LOAD:

DESIGN LOADING: HS20
INVENTORY RATING: HS-19
OPERATING RATING: HS-32
WISCONSIN STANDARD PERMIT VEHICLE (WIS-SPV): 250 (KIPS)

MATERIAL PROPERTIES:

CONCRETE MASONRY
- OVERLAY DECKS — f'_c = 4,000 PSI
- ALL OTHER — f'_c = 3,500 PSI

CFRP RODS — f_{fu} = 250,000 PSI

TRAFFIC DATA

USH 51:
ADT = 17900 (2044)
R.D.S. = 35 MPH

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

DIMENSIONS SHOWN ARE BASED ON THE ORIGINAL STRUCTURE PLANS.

PROTECTIVE SURFACE TREATMENT TO BE APPLIED TO THE ENTIRE TOP SURFACE OF THE NEW CONCRETE OVERLAY.

SEAL OVERLAY CONSTRUCTION JOINTS ACCORDING TO SECTION 502.3.13.1 OF THE STANDARD SPECIFICATIONS. COST INCIDENTAL TO BID ITEM "CONCRETE MASONRY OVERLAY DECKS".

THE AVERAGE OVERLAY THICKNESS IS BASED ON THE MINIMUM OVERLAY THICKNESS PLUS ½-INCH TO ACCOUNT FOR VARIATIONS IN THE DECK SURFACE.

◐ PREPARATION DECKS TYPE 1 AREAS ARE DETERMINED BY THE FIELD ENGINEER. DECK PREPARATION SHALL BE FILLED WITH "CONCRETE MASONRY OVERLAY DECKS".

ANY EXCAVATION NECESSARY TO COMPLETE THE OVERLAY AT THE ABUTMENTS IS TO BE CONSIDERED INCIDENTAL TO THE BID ITEM "CONCRETE MASONRY OVERLAY DECKS".

THE EXISTING OVERLAY SHALL BE REMOVED FROM THE BRIDGE DECK UNDER BID ITEM "REMOVING ASPHALTIC CONCRETE DECK OVERLAY B-53-135".

PROFILE GRADE LINE SHALL BE DETERMINED IN THE FIELD BASED ON A MINIMUM OVERLAY THICKNESS OF 1½" PLACED ABOVE THE DECK SURFACE AFTER SURFACE PREPARATION. EXPECTED AVERAGE OVERLAY THICKNESS IS 2" (OR AS GIVEN ON PLANS). IF EXPECTED AVERAGE OVERLAY THICKNESS IS EXCEEDED BY MORE THAN ½", CONTACT THE STRUCTURES DESIGN SECTION.

SEE ROADWAY PLANS FOR ADDITIONAL TRAFFIC STAGING DETAILS.

"PROTECTIVE SURFACE TREATMENT RESEAL" AND "CONCRETE SURFACE REPAIR" BID ITEMS ON THE WEST SIDEWALK TO BE PERFORMED WITHIN 6' FROM THE THE INSIDE FACE OF CURB TO STAY WITHIN THE RIGHT OF WAY.

SCOPE OF WORK:

- REMOVAL OF EXISTING ASPHALT OVERLAY.
- INSTALLATION OF NEAR-SURFACE MOUNTED CFRP (CARBON FIBER REINFORCED POLYMER) STRENGTHENING SYSTEM.
- PLACEMENT OF NEW CONCRETE OVERLAY.

STRUCTURE DESIGN CONTACTS:
VISTA SHAHRIARI 608-266-7086
KYLE BUSCH 608-267-0465

NO.	DATE	REVISION	BY

BUREAU OF STRUCTURES
ACCEPTED KHB 7/28/25
CHIEF STRUCTURES DESIGN ENGINEER — DATE

STRUCTURE B-53-135

USH 51 OVER UNION PACIFIC RAILROAD

COUNTY: ROCK | CITY: JANESVILLE
DESIGN SPEC.: REHABILITATION N/A
DESIGNED BY: VS | DESIGN CK'D: MWB | DRAWN BY: VS | PLANS CK'D: MWB

CONCRETE OVERLAY

SHEET 1 OF 3
163

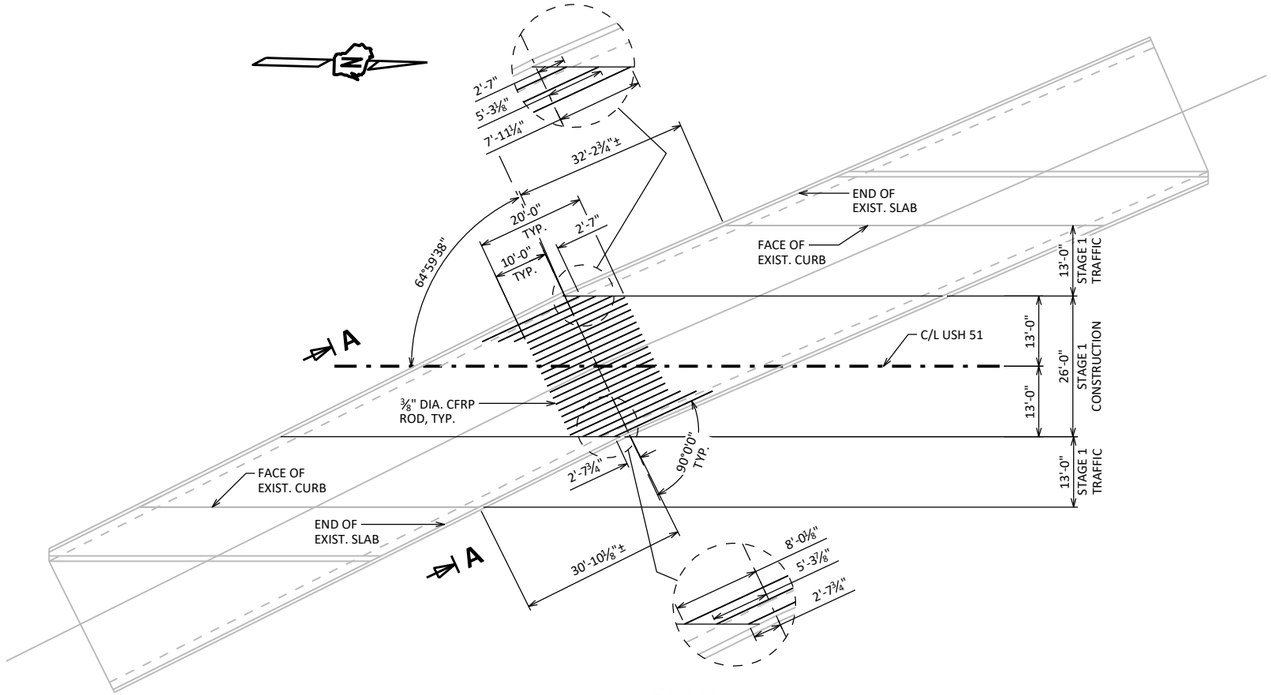
I.D. 5350-02-35A DATE: JUNE 2024

8

8

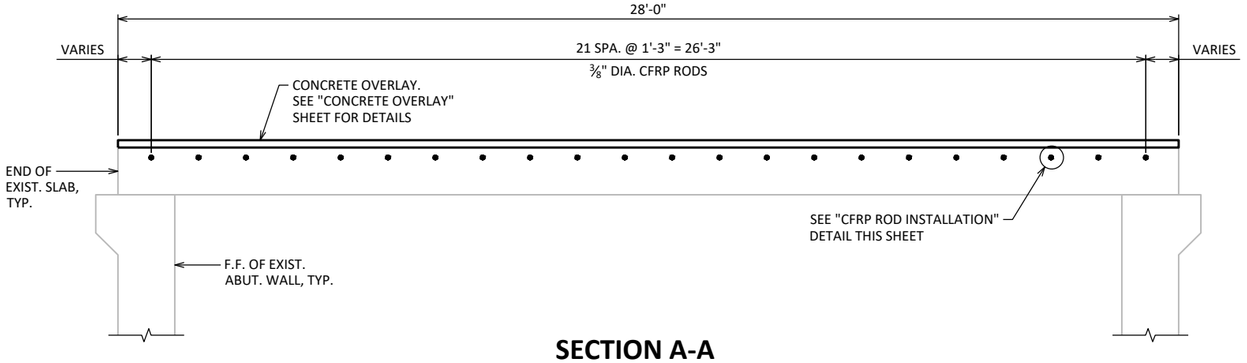
STATE PROJECT NUMBER

5350-02-65

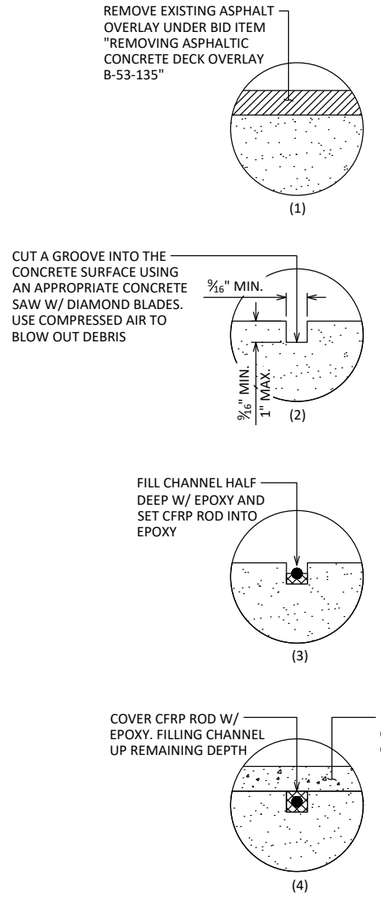


PLAN

CFRP RODS LAYOUT



SECTION A-A



CFRP ROD INSTALLATION

(SEE "NEAR-SURFACE MOUNTED CARBON FIBER REINFORCEMENT" SPV FOR ADDITIONAL INSTALLATION INFORMATION)

8

8

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-53-135

DRAWN BY VS | PLANS CK'D MWB

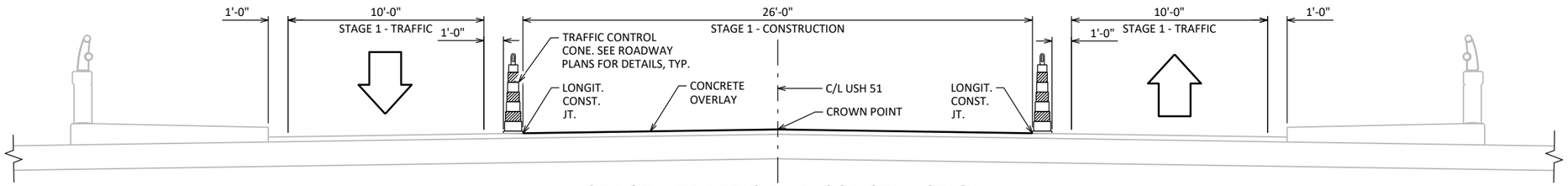
NEAR-SURFACE MOUNTED CFRP STRENGTHENING

SHEET 2

164

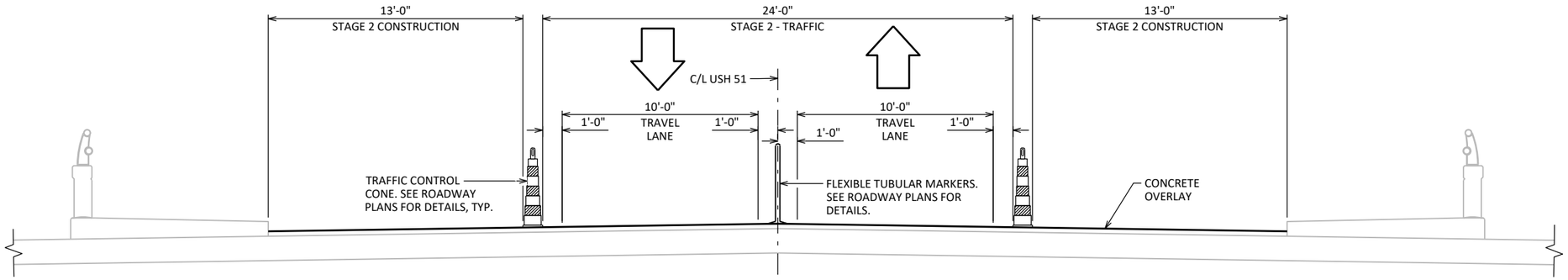
STATE PROJECT NUMBER

5350-02-65



STAGE 1 TRAFFIC AND CONSTRUCTION

(LOOKING NORTH)



STAGE 2 TRAFFIC AND CONSTRUCTION

(LOOKING NORTH)

8

8

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-53-135

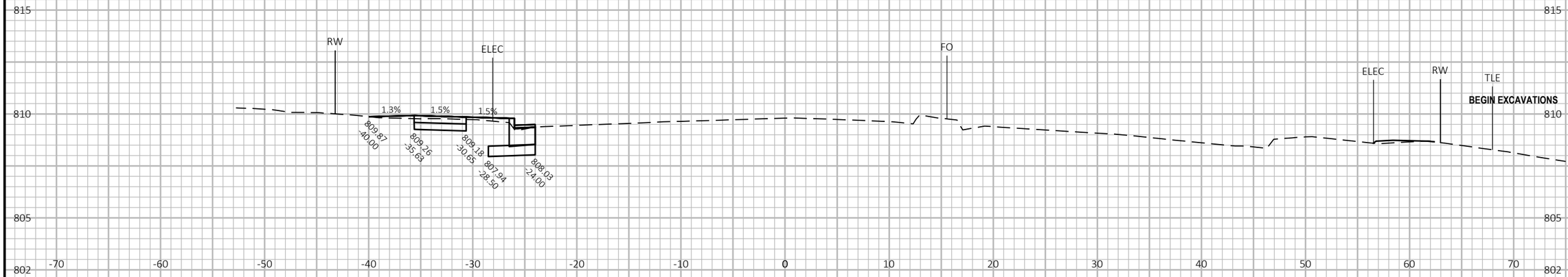
DRAWN BY VS | PLANS CK'D MWB

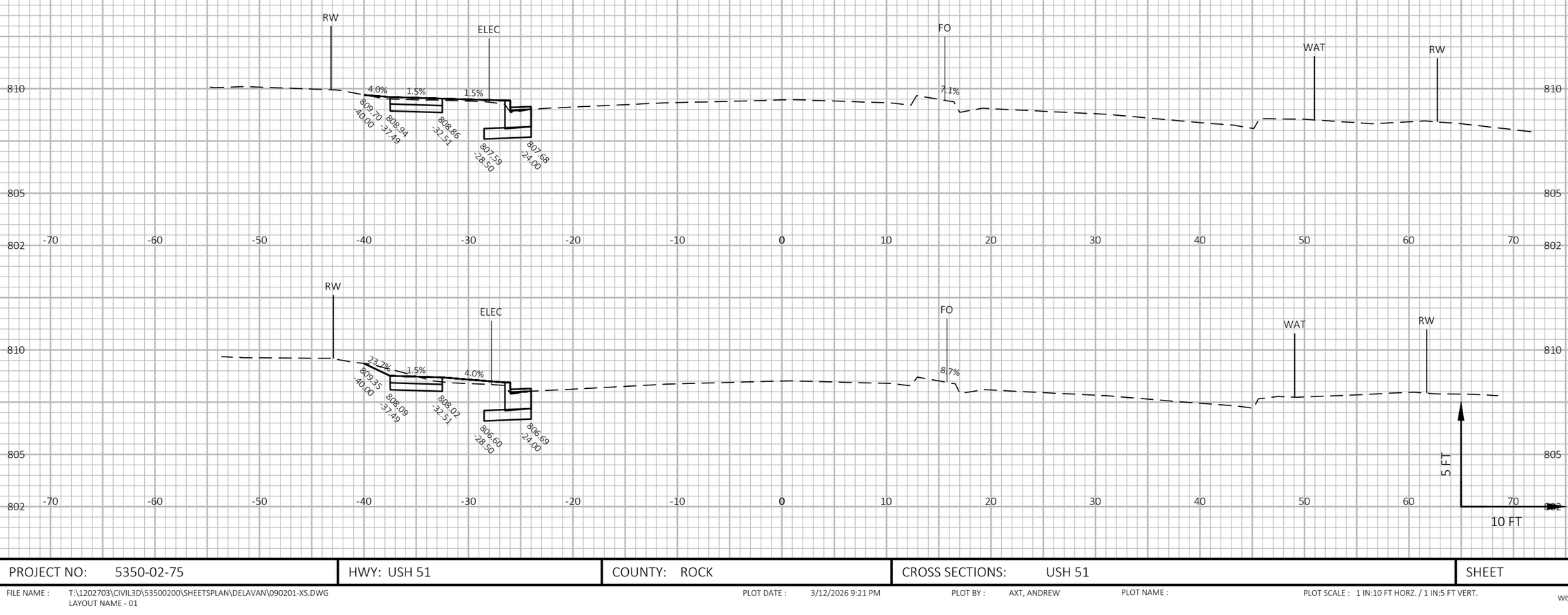
STAGING DETAILS

SHEET 3
165

USH 51

STATION	DISTANCE	AREA (SF)		INCREMENTAL VOL (CY) (UNADJUSTED)		CUMULATIVE VOL (CY)		
		CUT	FILL	CUT	FILL	CUT	EXPANDED FILL	MASS ORDINATE
						1.00	1.10	
612+88.21	0.00	9.27	0.96	0	0	0	0	0
613+00.00	11.79	9.53	0.64	4	0	4	0	4
613+50.00	50.00	11.07	0.81	19	1	23	1	22
614+00.00	50.00	6.29	0.06	16	1	39	2	37
614+50.00	50.00	9.46	0.85	15	1	54	3	51
615+00.00	50.00	11.56	0.01	19	1	73	4	69
615+25.00	25.00	10.99	0.01	10	0	83	4	79
			TOTAL	83	4			





9

9

PROJECT NO: 5350-02-75	HWY: USH 51	COUNTY: ROCK	CROSS SECTIONS: USH 51	SHEET 167	E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\DELAVAN\090201-XS.DWG
LAYOUT NAME - 01

PLOT DATE : 3/12/2026 9:21 PM

PLOT BY : AXT, ANDREW

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:5 FT VERT.

WISDOT/CADDS SHEET 49



PROJECT NO: 5350-02-75	HWY: USH 51	COUNTY: ROCK	CROSS SECTIONS: USH 51	SHEET 168	E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\DELAVAN\090201-XS.DWG
LAYOUT NAME - 02

PLOT DATE : 3/12/2026 9:21 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:5 FT VERT.

WISDOT/CADDS SHEET 49

Notes

Wisconsin Department of Transportation

Dedicated people creating transportation solutions
through innovation and exceptional service.

http://www.dot.wisconsin.gov