

SUP  
PROJECT ID:  
WITH: N/A

8753-00-70

COUNTY:  
DOUGLAS

NOVEMBER 2022

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.	8	Standard Detail Drawings
Section No.	7	Sign Plates
Section No.	8	Structure Plans
Section No.	8	Computer Earthwork Data
Section No.	8	Cross Sections

TOTAL SHEETS = 32

# STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

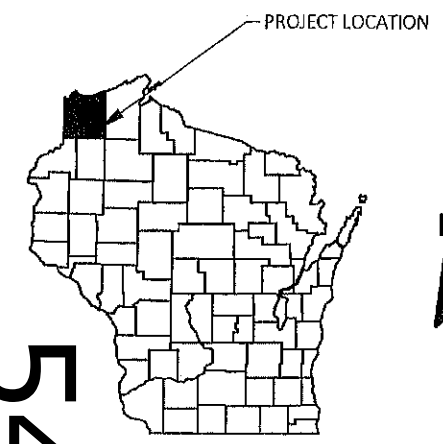
## WASHBURN COUNTY LINE - GORDON

WASHBURN COUNTY LINE - E MAIL ROAD

### CTH G DOUGLAS COUNTY

STATE PROJECT NUMBER  
**8753-00-70**

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
8753-00-70	WISC 2022078	1



54

DESIGN DESIGNATION

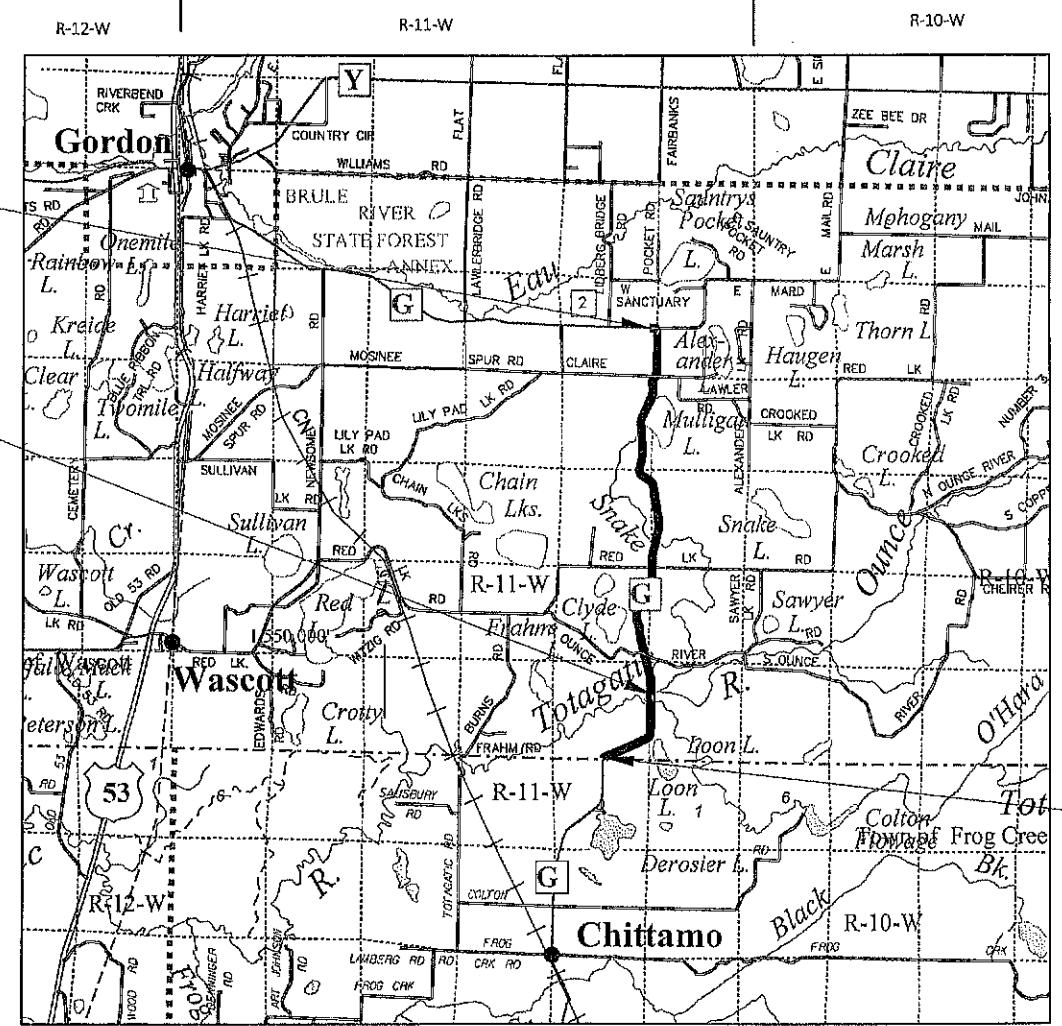
A.A.D.T.	2023	=	350
A.A.D.T.	2043	=	470
D.H.V.		=	35
D.D.		=	50/50
T.		=	10%
DESIGN SPEED		=	55 MPH
ESALS		=	140,000

EXCEPTION TO NET C/L LENGTH  
STA 60+08.80 - STA 61+12.03  
STRUCTURE B-16-064

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	
EXISTING CULVERT	
PROPOSED CULVERT (Box or Pipe)	
COMBUSTIBLE FLUIDS	
MARSH AREA	
WOODED OR SHRUB AREA	

PROFILE	
GRADE LINE	
ORIGINAL GROUND	
MARSH OR ROCK PROFILE (To be noted as such)	
SPECIAL DITCH	
GRADE ELEVATION	
CULVERT (Profile View)	
UTILITIES	
ELECTRIC	
FIBER OPTIC	
GAS	
SANITARY SEWER	
STORM SEWER	
TELEPHONE	
WATER	
UTILITY PEDESTAL	
POWER POLE	
TELEPHONE POLE	



LAYOUT  
SCALE 0 2 MI  
TOTAL NET LENGTH OF CENTERLINE = 5.030 MI

HORIZONTAL POSITIONS SHOWN ON THIS PLAN ARE WISCONSIN COORDINATE REFERENCE SYSTEM (WISCRS), DOUGLAS 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 DOUGLAS COUNTY  
DATE: 7/25/22 *Justin J. Jackson*  
(Signature)

ORIGINAL PLANS PREPARED BY



DATE: 7-25-22 *Tara L. Krista*  
(Professional Engineer Signature)

STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

PREPARED BY	
Surveyor	SEH
Designer	SEH
Project Manager	PAULA GROOM
Regional Examiner	TOU YANG
Regional Supervisor	TYLER RONGSTAD

APPROVED FOR THE DEPARTMENT  
DATE: 07/25/22 *Paula Groom*  
(Signature)

E

GENERAL NOTES

WHEN THE QUANTITY OF HMA PAVEMENT OR BASE AGGREGATE DENSE IS MEASURED BY THE TON, THE DEPTH OR THICKNESS SHOWN ON THE PLAN IS APPROXIMATE AND THE ACTUAL THICKNESS WILL DEPEND ON THE DISTRIBUTION OF THE MATERIAL AS DIRECTED BY THE ENGINEER.

THE LOCATION OF EXISTING AND PROPOSED UTILITY INSTALLATIONS AS SHOWN ON THE PLANS IS APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT AREA THAT ARE NOT SHOWN.

NO TREES OR SHRUBS ARE TO BE REMOVED WITHOUT THE APPROVAL OF THE ENGINEER.

THE EXACT LOCATION OF THE EROSION CONTROL DEVICES SHALL BE DETERMINED IN THE FIELD.

DISTURBED AREAS WITHIN THE RIGHT-OF-WAY, EXCEPT THE AREAS WITHIN THE FINISHED SHOULDER POINTS, ARE TO BE FERTILIZED AND SEEDED.

ALL CURB AND GUTTER RADII, PAVEMENT DIMENSIONS AND STATIONS ARE SHOWN TO THE EDGE OF PAVEMENT UNLESS NOTED OTHERWISE.

ALL SIDE ROAD EARTHWORK QUANTITIES ARE INCLUDED IN MAINLINE EARTHWORK QUANTITIES.

A VERTICAL SAWCUT SHALL BE MADE THROUGH EXISTING DRIVEWAYS AND PAVEMENTS AT REMOVAL LIMITS.

ACCESS TO ALL RESIDENCES SHALL BE MAINTAINED DURING CONSTRUCTION.

RESTORE SIDE ROAD INTERSECTIONS AND PRIVATE ENTRANCES TO EXISTING CONDITIONS UNLESS OTHERWISE SHOWN.

THE EXACT CONSTRUCTION LIMITS OF PRIVATE ENTRANCES SHALL BE COORDINATED WITH THE ENGINEER IN THE FIELD.

UTILITY CONTACTS

DAHLBERG LIGHT & POWER CO - ELECTRICITY DISTRIBUTION  
 9221 E MAIN STREET  
 SOLON SPRING, WI 54873  
 TELEPHONE:715.378.2205 (OFFICE) 715.816.4153 (CELL)  
 ATTENTION:JIM DAHLBERG  
 EMAIL:JIMDAHLBERG@DAHLBERGLIGHTANDPOWER.COM

EAST CENTRAL ENERGY - ELECTRICITY DISTRIBUTION  
 811 6TH/ ST NW  
 PO BOX 39  
 BRAHAM, MN 55006  
 TELEPHONE:763.689.8081 (BOB) OR 320.980.5815 (CHAD)  
 ATTENTION:BOB OVERLAND OR CHAD BERNU  
 EMAIL:BOB.OVERLAND@ECEMN.COM

LUMEN - COMMUNICATION LINE  
 20 S WILSON AVE  
 RICE LAKE, WI, 54868  
 TELEPHONE:715.475.2029 (OFFICE) 715.292.0082 (CELL)  
 ATTENTION:KYLE SCHLAMPP  
 EMAIL:RUSSELL.KYLE.SCHLAMPP@LUMEN.COM

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

**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 = 40.39 ACRES  
 TOTAL AREA EXPECTED TO BE DISTURBED BY CONSTRUCTION ACTIVITIES = 0.05 ACRES

DESIGN CONTACT

SEH  
 10 NORTH BRIDGE STREET  
 CHIPPEWA FALLS, WI 54729  
 TELEPHONE:715.720.6291  
 ATTENTION:TARA KRISTA  
 EMAIL:TKRISTA@SEHINC.COM

MUNICIPALITY CONTACT

DOUGLAS COUNTY HIGHWAY DEPARTMENT  
 74107 COUNTY ROAD E  
 HAWTHORNE, WI 54873  
 TELEPHONE: 715.374.2494  
 ATTENTION: JASON JACKMAN  
 EMAIL: JASON.JACKMAN@DOUGLSCOUNTYWI.ORG

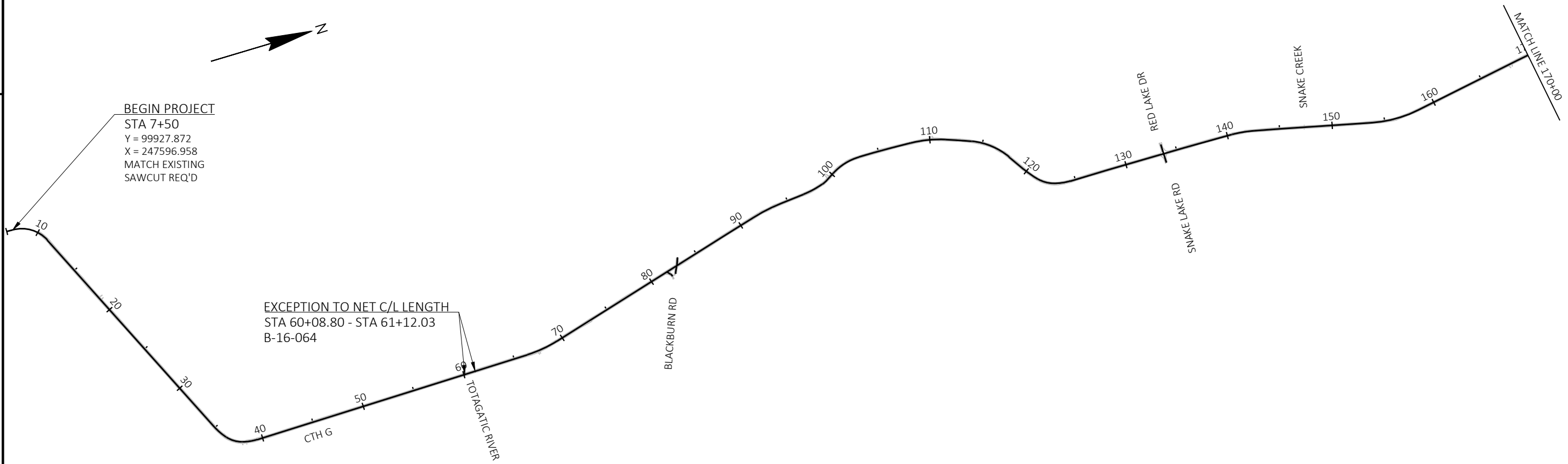
WDNR CONTACT

DNR NORTHERN REGION HQ  
 810 W. MAPLE STREET  
 SPOONER, WI 54801  
 TELEPHONE:715.635.4229  
 ATTENTION:AMY CRONK  
 EMAIL:AMY.CRONK@WISCONSIN.GOV

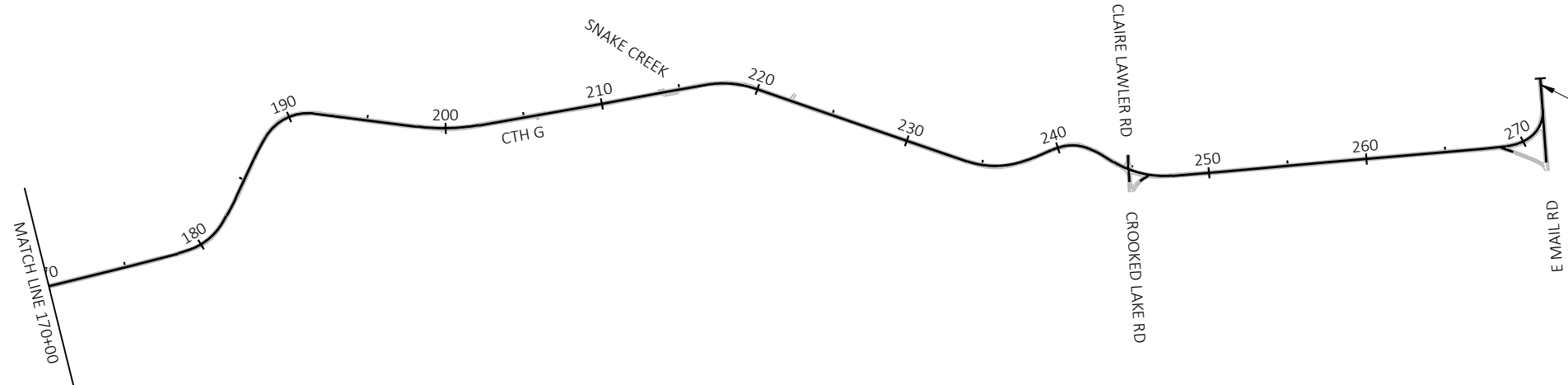


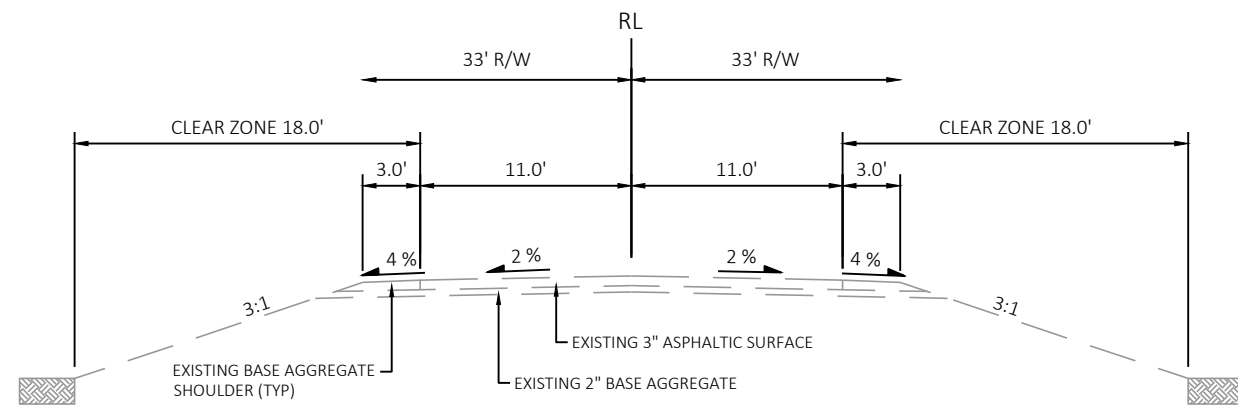
BEGIN PROJECT  
 STA 7+50  
 Y = 99927.872  
 X = 247596.958  
 MATCH EXISTING  
 SAWCUT REQ'D

EXCEPTION TO NET C/L LENGTH  
 STA 60+08.80 - STA 61+12.03  
 B-16-064

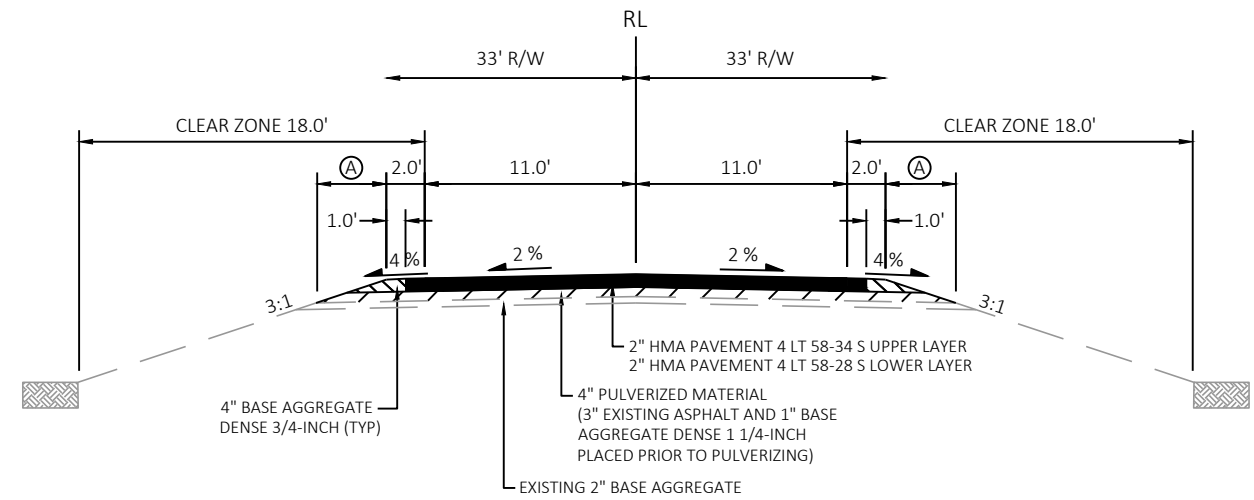


END PROJECT  
 STA 274+10  
 MATCH EXISTING  
 SAWCUT REQ'D



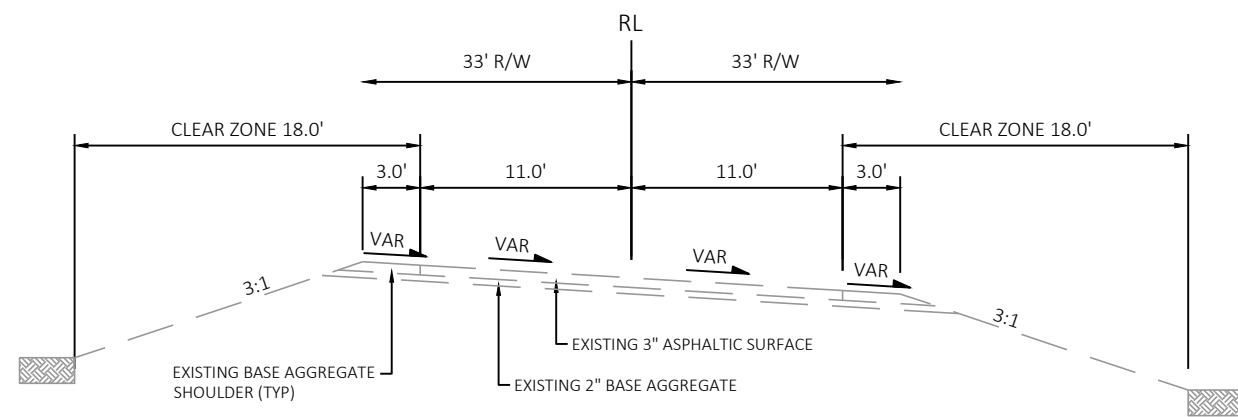


**EXISTING TYPICAL SECTION**  
 CTH G  
 STA 7+50 - STA 274+10

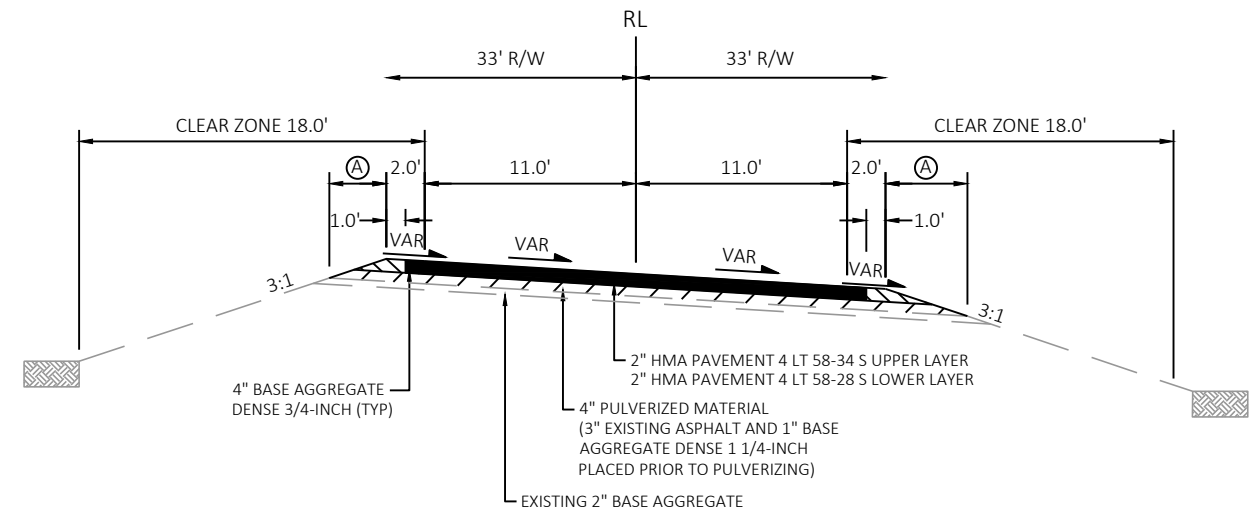


**FINISHED TYPICAL SECTION**  
 CTH G  
 STA 7+50 - STA 274+10

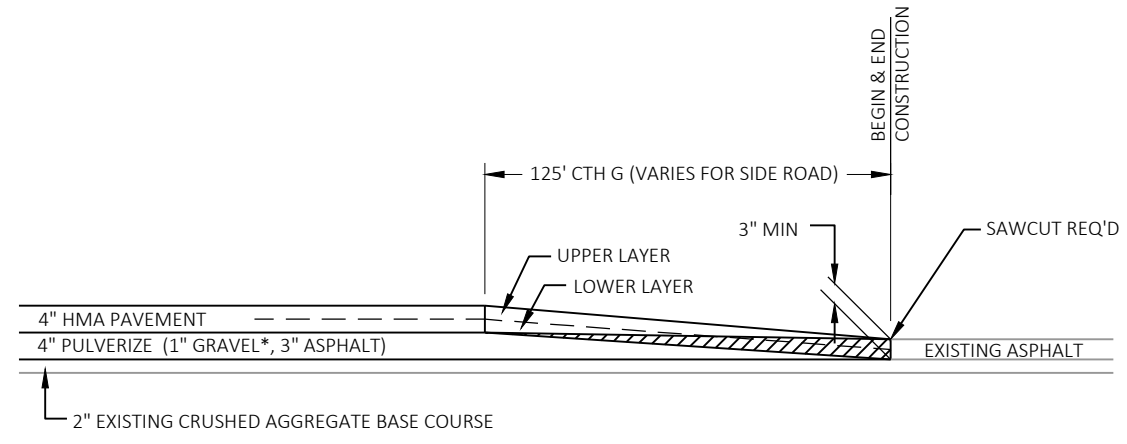
Ⓐ SEED MIXTURE NO. 20,  
 TEMPORARY SEED, AND  
 FERTILIZER TYPE B




**EXISTING TYPICAL SUPERELEVATED SECTION**  
 CTH G  
 SEE SUPERELEVATION TABLE



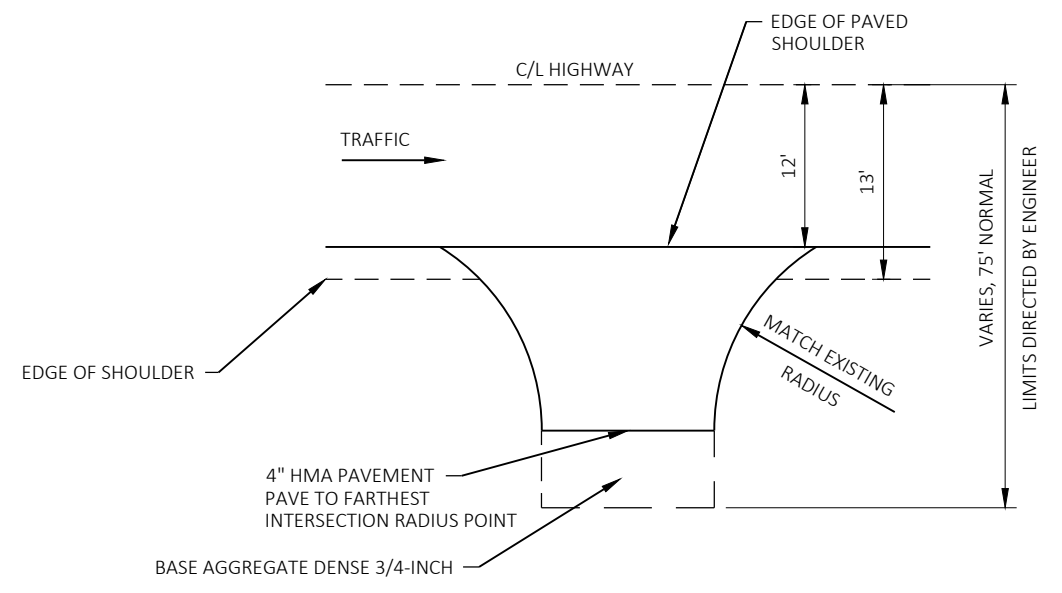
**FINISHED TYPICAL SUPERELEVATED SECTION**  
 CTH G  
 SEE SUPERELEVATION TABLE



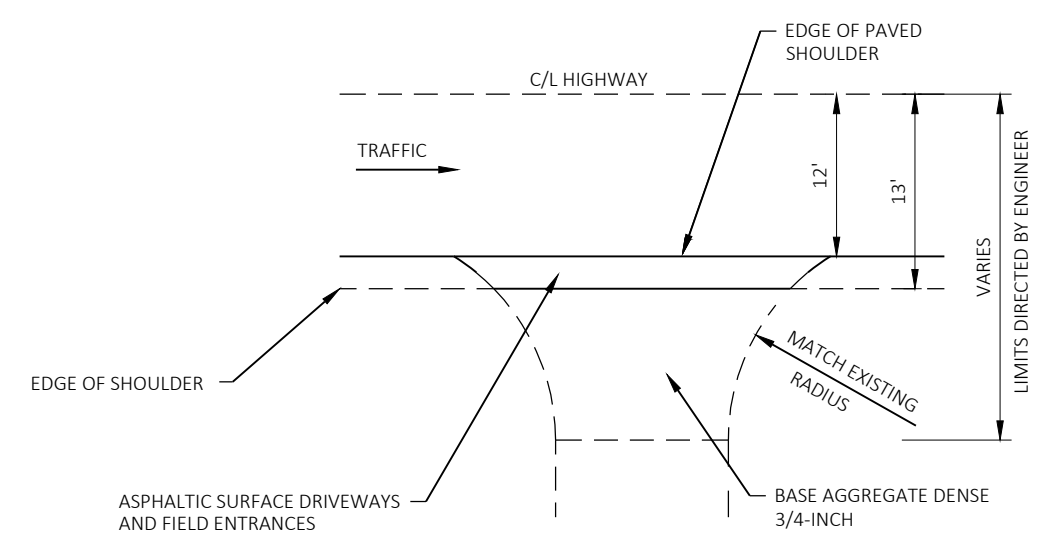
 REMOVING ASPHALTIC SURFACE BUTT JOINTS  
 \* PLACE 1" BASE AGGREGATE DENSE 1 1/4-INCH PRIOR TO PULVERIZING

**DETAIL OF BUTTED JOINT**

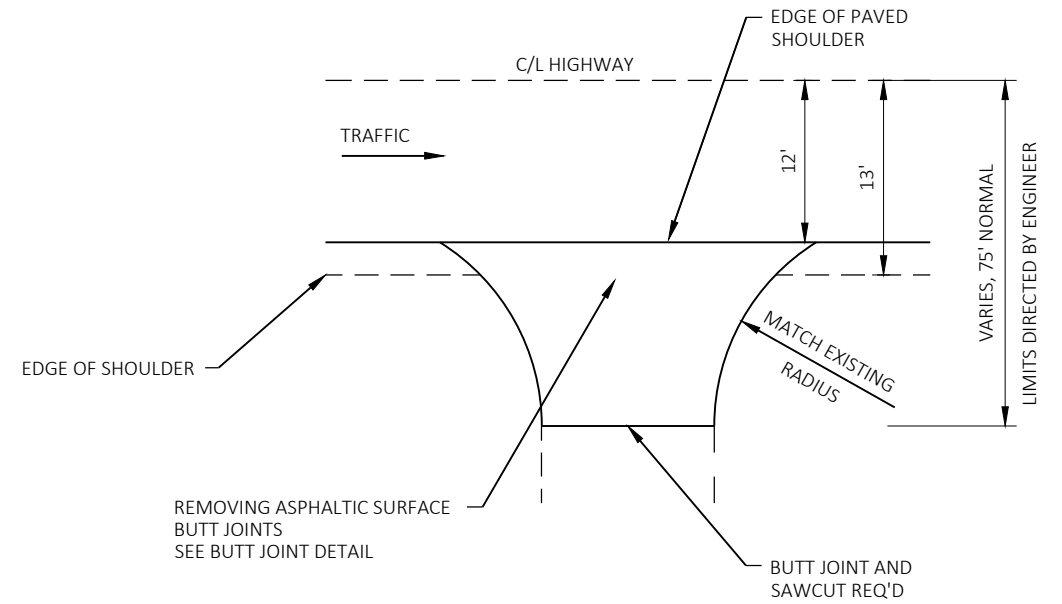
STA 7+50  
 STA 60+09  
 STA 61+12  
 STA 274+10  
 PAVED SIDEROADS



**PROPOSED UNPAVED INTERSECTION DETAIL**



**PROPOSED RURAL DRIVEWAY DETAIL**

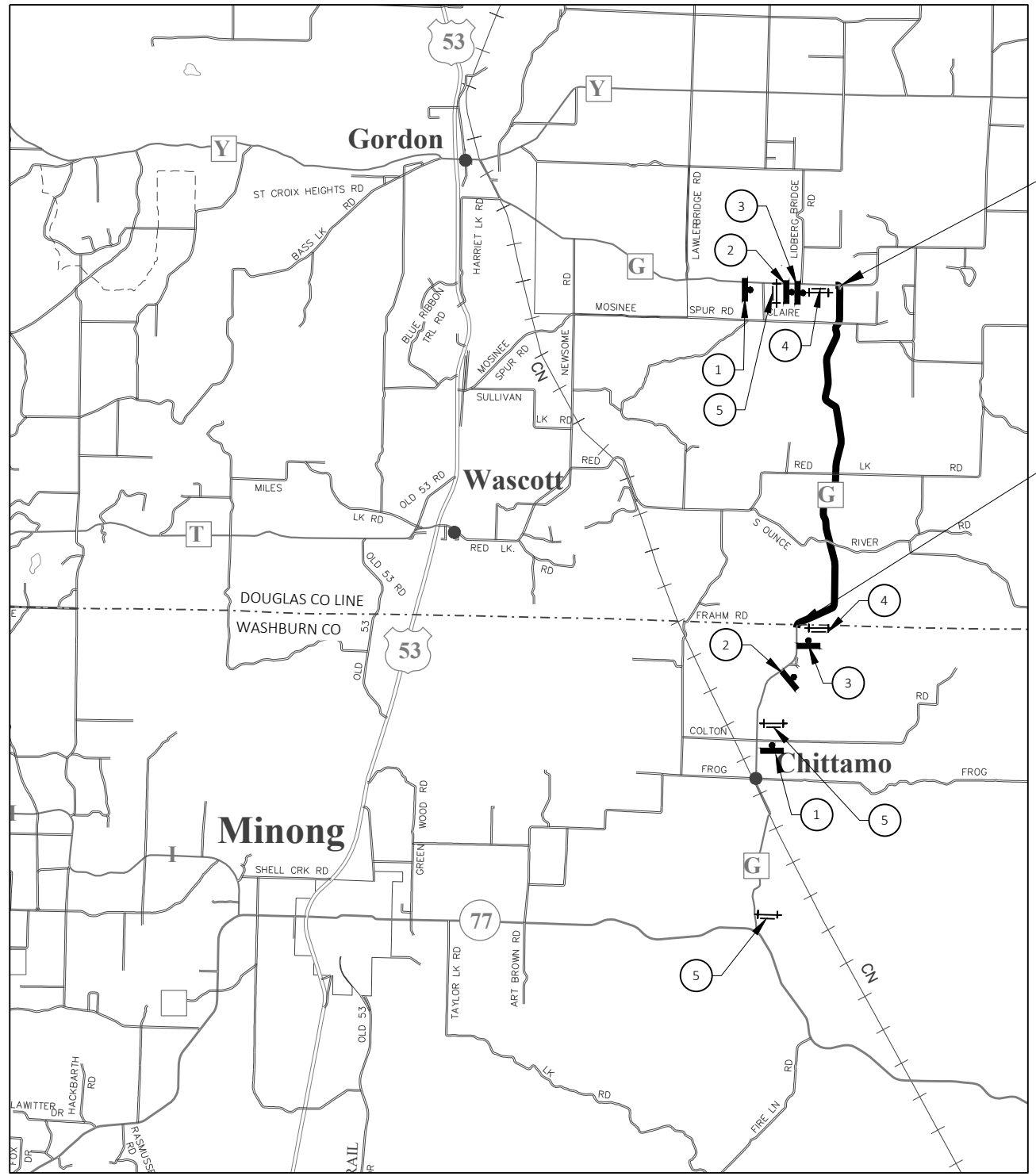


**PROPOSED PAVED INTERSECTION DETAIL**

REFER TO STANDARD DETAIL DRAWING  
 "BARRICADES AND SIGNS FOR MAINLINE  
 CLOSURES", "BARRICADES AND SIGNS FOR  
 VARIOUS CLOSURES", AND "BARRICADES  
 AND SIGNS FOR SIDEROAD CLOSURES" FOR  
 ADDITIONAL SIGNS AND DETAILS.



- 1
- 2
- 3
- 4
- 5



END PROJECT  
 STA 274+10.00

BEGIN PROJECT  
 STA 7+50.00

LEGEND	
	TYPE III BARRICADE WITH ATTACHED SIGN
	SIGN ON PERMANENT SUPPORT
	WORK AREA

PROJECT NO: 8753-00-70	HWY: CTH G	COUNTY: DOUGLAS	TRAFFIC CONTROL	SHEET	E
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Superelevation Region	Station	Description	Left Outside Shoulder	Left Outside Lane	Right Outside Shoulder	Right Outside Lane
1	7+50.00	Begin Construction-Match Existing	3.50%	3.50%	-4.00%	-3.50%
1	7+59.41'	Low Shoulder Match	4.00%	4.00%	-4.00%	-4.00%
1	7+90.43'	Begin Full Super	5.70%	5.70%	-5.70%	-5.70%
1	10+81.00'	End Full Super	5.70%	5.70%	-5.70%	-5.70%
1	11+12.02'	Low Shoulder Match	4.00%	4.00%	-4.00%	-4.00%
1	11+48.51'	Reverse Crown	2.00%	2.00%	-4.00%	-2.00%
1	11+85.00'	Level Crown	0.00%	0.00%	-4.00%	-2.00%
1	12+21.50'	Begin Normal Crown	-2.00%	-2.00%	-4.00%	-2.00%
1	12+21.50'	Begin Normal Shoulder	-4.00%	-2.00%	-4.00%	-2.00%
2	34+00.76'	End Normal Shoulder	-4.00%	-2.00%	-4.00%	-2.00%
2	34+00.76'	End Normal Crown	-4.00%	-2.00%	-4.00%	-2.00%
2	34+37.29'	Level Crown	-4.00%	-2.00%	0.00%	0.00%
2	34+73.81'	Reverse Crown	-4.00%	-2.00%	2.00%	2.00%
2	35+10.33'	Low Shoulder Match	-4.00%	-4.00%	4.00%	4.00%
2	35+21.29'	Begin Full Super	-4.60%	-4.60%	4.60%	4.60%
2	36+13.87'	End Full Super	-4.60%	-4.60%	4.60%	4.60%
3	36+53.00'	Match Full Super	-4.60%	-4.60%	4.60%	4.60%
3	36+78.20'	Begin Full Super	-6.00%	-6.00%	6.00%	6.00%
3	37+62.90'	End Full Super	-6.00%	-6.00%	6.00%	6.00%
4	38+09.09'	Match Full Super	-4.90%	-4.90%	4.90%	4.90%
4	38+28.89'	Begin Full Super	-4.90%	-4.90%	4.90%	4.90%
4	39+15.61'	End Full Super	-4.90%	-4.90%	4.90%	4.90%
4	39+31.96'	Low Shoulder Match	-4.00%	-4.00%	4.00%	4.00%
4	39+68.28'	Reverse Crown	-4.00%	-2.00%	2.00%	2.00%
4	40+04.61'	Level Crown	-4.00%	-2.00%	0.00%	0.00%
4	40+40.94'	Begin Normal Crown	-4.00%	-2.00%	-4.00%	-2.00%
4	40+40.94'	Begin Normal Shoulder	-4.00%	-2.00%	-4.00%	-2.00%
5	65+29.94'	End Normal Shoulder	-4.00%	-2.00%	-4.00%	-2.00%
5	65+29.94'	End Normal Crown	-4.00%	-2.00%	-4.00%	-2.00%
5	65+71.30'	Level Crown	-4.00%	-2.00%	0.00%	0.00%
5	66+12.66'	Reverse Crown	-4.00%	-2.00%	2.00%	2.00%
5	66+54.03'	Low Shoulder Match	-4.00%	-4.00%	4.00%	4.00%
5	66+62.30'	Begin Full Super	-4.40%	-4.40%	4.40%	4.40%
5	69+11.40'	End Full Super	-4.40%	-4.40%	4.40%	4.40%
5	69+19.68'	Low Shoulder Match	-4.00%	-4.00%	4.00%	4.00%
5	69+61.04'	Reverse Crown	-4.00%	-2.00%	2.00%	2.00%
5	70+02.40'	Level Crown	-4.00%	-2.00%	0.00%	0.00%
5	70+43.77'	Begin Normal Crown	-4.00%	-2.00%	-4.00%	-2.00%
5	70+43.77'	Begin Normal Shoulder	-4.00%	-2.00%	-4.00%	-2.00%

Superelevation Region	Station	Description	Left Outside Shoulder	Left Outside Lane	Right Outside Shoulder	Right Outside Lane
6	90+71.94'	End Normal Shoulder	-4.00%	-2.00%	-4.00%	-2.00%
6	90+71.94'	End Normal Crown	-4.00%	-2.00%	-4.00%	-2.00%
6	91+07.94'	Level Crown	0.00%	0.00%	-4.00%	-2.00%
6	91+43.94'	Reverse Crown	2.00%	2.00%	-4.00%	-2.00%
6	91+52.94'	Begin Full Super	2.50%	2.50%	-4.00%	-2.50%
6	94+22.05'	End Full Super	2.50%	2.50%	-4.00%	-2.50%
6	94+31.05'	Reverse Crown	2.00%	2.00%	-4.00%	-2.00%
6	94+67.05'	Level Crown	0.00%	0.00%	-4.00%	-2.00%
6	95+03.05'	Begin Normal Crown	-4.00%	-2.00%	-4.00%	-2.00%
6	95+03.05'	Begin Normal Shoulder	-4.00%	-2.00%	-4.00%	-2.00%
7	95+82.54'	End Normal Shoulder	-4.00%	-2.00%	-4.00%	-2.00%
7	95+82.54'	End Normal Crown	-4.00%	-2.00%	-4.00%	-2.00%
7	96+18.85'	Level Crown	-4.00%	-2.00%	0.00%	0.00%
7	96+55.17'	Reverse Crown	-4.00%	-2.00%	2.00%	2.00%
7	96+87.85'	Begin Full Super	-4.00%	-3.80%	3.80%	3.80%
7	98+43.72'	End Full Super	-4.00%	-3.80%	3.80%	3.80%
7	98+50.25'	Match Full Super	-4.00%	-3.80%	3.80%	3.80%
8	98+89.85'	Begin Full Super	-6.00%	-6.00%	6.00%	6.00%
8	99+03.05'	End Full Super	-6.00%	-6.00%	6.00%	6.00%
8	99+26.18'	Low Shoulder Match	-4.00%	-4.00%	4.00%	4.00%
8	99+62.51'	Reverse Crown	-4.00%	-2.00%	2.00%	2.00%
9	99+95.21'	Reverse Crown	2.00%	2.00%	-4.00%	-2.00%
9	100+31.46'	Low Shoulder Match	4.00%	4.00%	-4.00%	-4.00%
9	100+45.96'	Begin Full Super	4.80%	4.80%	-4.80%	-4.80%
9	102+78.08'	End Full Super	4.80%	4.80%	-4.80%	-4.80%
9	102+92.58'	Low Shoulder Match	4.00%	4.00%	-4.00%	-4.00%
9	103+28.83'	Reverse Crown	2.00%	2.00%	-4.00%	-2.00%
10	104+63.80'	Begin Full Super	2.00%	2.00%	-4.00%	-2.00%
10	104+63.80'	Reverse Crown	2.00%	2.00%	-4.00%	-2.00%
10	106+02.00'	End Full Super	2.00%	2.00%	-4.00%	-2.00%
10	106+02.00'	Reverse Crown	2.00%	2.00%	-4.00%	-2.00%
10	106+43.00'	Level Crown	0.00%	0.00%	-4.00%	-2.00%
10	106+84.00'	Begin Normal Crown	-4.00%	-2.00%	-4.00%	-2.00%
10	106+84.00'	Begin Normal Shoulder	-4.00%	-2.00%	-4.00%	-2.00%

Superelevation Region	Station	Description	Left Outside Shoulder	Left Outside Lane	Right Outside Shoulder	Right Outside Lane
11	107+12.34'	End Normal Shoulder	-4.00%	-2.00%	-4.00%	-2.00%
11	107+12.34'	End Normal Crown	-4.00%	-2.00%	-4.00%	-2.00%
11	107+53.65'	Level Crown	0.00%	0.00%	-4.00%	-2.00%
11	107+94.95'	Reverse Crown	2.00%	2.00%	-4.00%	-2.00%
11	108+36.25'	Low Shoulder Match	4.00%	4.00%	-4.00%	-4.00%
11	108+48.65'	Begin Full Super	4.60%	4.60%	-4.60%	-4.60%
11	111+16.34'	End Full Super	4.60%	4.60%	-4.60%	-4.60%
11	111+28.74'	Low Shoulder Match	4.00%	4.00%	-4.00%	-4.00%
11	111+70.04'	Reverse Crown	2.00%	2.00%	-4.00%	-2.00%
12	112+40.87'	Reverse Crown	2.00%	2.00%	-4.00%	-2.00%
12	112+57.44'	Begin Full Super	2.80%	2.80%	-4.00%	-2.80%
12	113+39.36'	End Full Super	2.80%	2.80%	-4.00%	-2.80%
12	113+55.93'	Reverse Crown	2.00%	2.00%	-4.00%	-2.00%
13	113+62.28'	Reverse Crown	2.00%	2.00%	-4.00%	-2.00%
13	114+03.68'	Low Shoulder Match	4.00%	4.00%	-4.00%	-4.00%
13	114+38.88'	Begin Full Super	5.70%	5.70%	-5.70%	-5.70%
13	117+47.35'	End Full Super	5.70%	5.70%	-5.70%	-5.70%
13	117+82.54'	Low Shoulder Match	4.00%	4.00%	-4.00%	-4.00%
13	118+23.95'	Reverse Crown	2.00%	2.00%	-4.00%	-2.00%
14	119+63.35'	Reverse Crown	-4.00%	-2.00%	2.00%	2.00%
14	119+92.24'	Begin Full Super	-4.00%	-3.60%	3.60%	3.60%
14	121+11.72'	End Full Super	-4.00%	-3.60%	3.60%	3.60%
15	121+68.38'	Begin Full Super	-5.80%	-5.80%	5.80%	5.80%
15	122+50.15'	End Full Super	-5.80%	-5.80%	5.80%	5.80%
16	122+68.15'	Match Full Super	-4.80%	-4.80%	4.80%	4.80%
16	123+14.14'	Begin Full Super	-4.80%	-4.80%	4.80%	4.80%
16	124+20.37'	End Full Super	-4.80%	-4.80%	4.80%	4.80%
16	124+34.87'	Low Shoulder Match	-4.00%	-4.00%	4.00%	4.00%
16	124+71.12'	Reverse Crown	-4.00%	-2.00%	2.00%	2.00%
16	125+07.37'	Level Crown	-4.00%	-2.00%	0.00%	0.00%
16	125+43.62'	Begin Normal Crown	-4.00%	-2.00%	-4.00%	-2.00%
16	125+43.62'	Begin Normal Shoulder	-4.00%	-2.00%	-4.00%	-2.00%

Superelevation Region	Station	Description	Left Outside Shoulder	Left Outside Lane	Right Outside Shoulder	Right Outside Lane
17	139+68.49'	End Normal Shoulder	-4.00%	-2.00%	-4.00%	-2.00%
17	139+68.49'	End Normal Crown	-4.00%	-2.00%	-4.00%	-2.00%
17	140+04.74'	Level Crown	0.00%	0.00%	-4.00%	-2.00%
17	140+40.99'	Reverse Crown	2.00%	2.00%	-4.00%	-2.00%
17	140+62.74'	Begin Full Super	3.20%	3.20%	-4.00%	-3.20%
17	142+37.49'	End Full Super	3.20%	3.20%	-4.00%	-3.20%
17	142+59.24'	Reverse Crown	2.00%	2.00%	-4.00%	-2.00%
17	142+95.49'	Level Crown	0.00%	0.00%	-4.00%	-2.00%
17	143+31.74'	Begin Normal Crown	-4.00%	-2.00%	-4.00%	-2.00%
17	143+31.74'	Begin Normal Shoulder	-4.00%	-2.00%	-4.00%	-2.00%
18	153+01.27'	End Normal Shoulder	-4.00%	-2.00%	-4.00%	-2.00%
18	153+01.27'	End Normal Crown	-4.00%	-2.00%	-4.00%	-2.00%
18	153+37.63'	Level Crown	-4.00%	-2.00%	0.00%	0.00%
18	153+73.99'	Reverse Crown	-4.00%	-2.00%	2.00%	2.00%
18	153+97.63'	Begin Full Super	-4.00%	-3.30%	3.30%	3.30%
18	158+15.78'	End Full Super	-4.00%	-3.30%	3.30%	3.30%
18	158+39.41'	Reverse Crown	-4.00%	-2.00%	2.00%	2.00%
18	158+75.78'	Level Crown	-4.00%	-2.00%	0.00%	0.00%
18	159+12.14'	Begin Normal Crown	-4.00%	-2.00%	-4.00%	-2.00%
18	159+12.14'	Begin Normal Shoulder	-4.00%	-2.00%	-4.00%	-2.00%
19	177+56.34'	End Normal Shoulder	-4.00%	-2.00%	-4.00%	-2.00%
19	177+56.34'	End Normal Crown	-4.00%	-2.00%	-4.00%	-2.00%
19	177+92.93'	Level Crown	-4.00%	-2.00%	0.00%	0.00%
19	178+29.51'	Reverse Crown	-4.00%	-2.00%	2.00%	2.00%
19	178+66.10'	Low Shoulder Match	-4.00%	-4.00%	4.00%	4.00%
19	178+67.93'	Begin Full Super	-4.10%	-4.10%	4.10%	4.10%
19	179+18.78'	End Full Super	-4.10%	-4.10%	4.10%	4.10%
19	179+53.04'	Match Full Super	-4.10%	-4.10%	4.10%	4.10%
20	179+76.44'	Begin Full Super	-5.40%	-5.40%	5.40%	5.40%
20	181+61.05'	End Full Super	-5.40%	-5.40%	5.40%	5.40%
20	182+15.72'	Match Full Super	-4.00%	-2.80%	2.80%	2.80%
21	182+62.52'	Begin Full Super	-4.00%	-2.80%	2.80%	2.80%
21	183+54.01'	End Full Super	-4.00%	-2.80%	2.80%	2.80%
21	183+68.58'	Reverse Crown	-4.00%	-2.00%	2.00%	2.00%
21	184+05.01'	Level Crown	-4.00%	-2.00%	0.00%	0.00%
21	184+41.44'	Begin Normal Crown	-4.00%	-2.00%	-4.00%	-2.00%
21	184+41.44'	Begin Normal Shoulder	-4.00%	-2.00%	-4.00%	-2.00%



Superelevation Region	Station	Description	Left Outside Shoulder	Left Outside Lane	Right Outside Shoulder	Right Outside Lane
22	185+75.89'	End Normal Shoulder	-4.00%	-2.00%	-4.00%	-2.00%
22	185+75.89'	End Normal Crown	-4.00%	-2.00%	-4.00%	-2.00%
22	186+12.32'	Level Crown	0.00%	0.00%	-4.00%	-2.00%
22	186+48.74'	Reverse Crown	2.00%	2.00%	-4.00%	-2.00%
22	186+63.32'	Begin Full Super	2.80%	2.80%	-4.00%	-2.80%
22	187+86.80'	End Full Super	2.80%	2.80%	-4.00%	-2.80%
23	188+38.79'	Begin Full Super	5.80%	5.80%	-5.80%	-5.80%
23	191+26.34'	End Full Super	5.80%	5.80%	-5.80%	-5.80%
23	191+58.92'	Low Shoulder Match	4.00%	4.00%	-4.00%	-4.00%
23	191+95.13'	Reverse Crown	2.00%	2.00%	-4.00%	-2.00%
23	192+31.34'	Level Crown	0.00%	0.00%	-4.00%	-2.00%
23	192+67.54'	Begin Normal Crown	-4.00%	-2.00%	-4.00%	-2.00%
23	192+67.54'	Begin Normal Shoulder	-4.00%	-2.00%	-4.00%	-2.00%
24	196+68.41'	End Normal Shoulder	-4.00%	-2.00%	-4.00%	-2.00%
24	196+68.41'	End Normal Crown	-4.00%	-2.00%	-4.00%	-2.00%
24	197+19.59'	Level Crown	-4.00%	-2.00%	0.00%	0.00%
24	197+70.78'	Reverse Crown	-4.00%	-2.00%	2.00%	2.00%
24	198+21.96'	Low Shoulder Match	-4.00%	-4.00%	4.00%	4.00%
24	198+70.59'	Begin Full Super	-5.90%	-5.90%	5.90%	5.90%
24	201+60.75'	End Full Super	-5.90%	-5.90%	5.90%	5.90%
24	202+09.38'	Low Shoulder Match	-4.00%	-4.00%	4.00%	4.00%
24	202+60.56'	Reverse Crown	-4.00%	-2.00%	2.00%	2.00%
24	203+11.75'	Level Crown	-4.00%	-2.00%	0.00%	0.00%
24	203+62.94'	Begin Normal Crown	-4.00%	-2.00%	-4.00%	-2.00%
24	203+62.94'	Begin Normal Shoulder	-4.00%	-2.00%	-4.00%	-2.00%
25	215+46.49'	End Normal Shoulder	-4.00%	-2.00%	-4.00%	-2.00%
25	215+46.49'	End Normal Crown	-4.00%	-2.00%	-4.00%	-2.00%
25	215+87.86'	Level Crown	0.00%	0.00%	-4.00%	-2.00%
25	216+29.24'	Reverse Crown	2.00%	2.00%	-4.00%	-2.00%
25	216+70.62'	Low Shoulder Match	4.00%	4.00%	-4.00%	-4.00%
25	217+07.86'	Begin Full Super	5.80%	5.80%	-5.80%	-5.80%
25	219+48.04'	End Full Super	5.80%	5.80%	-5.80%	-5.80%
25	219+85.28'	Low Shoulder Match	4.00%	4.00%	-4.00%	-4.00%
25	220+26.66'	Reverse Crown	2.00%	2.00%	-4.00%	-2.00%
25	220+68.04'	Level Crown	0.00%	0.00%	-4.00%	-2.00%
25	221+09.42'	Begin Normal Crown	-4.00%	-2.00%	-4.00%	-2.00%
25	221+09.42'	Begin Normal Shoulder	-4.00%	-2.00%	-4.00%	-2.00%

Superelevation Region	Station	Description	Left Outside Shoulder	Left Outside Lane	Right Outside Shoulder	Right Outside Lane
26	233+08.09'	End Normal Shoulder	-4.00%	-2.00%	-4.00%	-2.00%
26	233+08.09'	End Normal Crown	-4.00%	-2.00%	-4.00%	-2.00%
26	233+44.26'	Level Crown	-4.00%	-2.00%	0.00%	0.00%
26	233+80.43'	Reverse Crown	-4.00%	-2.00%	2.00%	2.00%
26	234+16.60'	Low Shoulder Match	-4.00%	-4.00%	4.00%	4.00%
26	234+29.26'	Begin Full Super	-4.70%	-4.70%	4.70%	4.70%
26	236+88.66'	End Full Super	-4.70%	-4.70%	4.70%	4.70%
26	237+26.25'	Match Full Super	-4.00%	-3.90%	3.90%	3.90%
27	237+40.65'	Begin Full Super	-4.00%	-3.90%	3.90%	3.90%
27	238+17.05'	End Full Super	-4.00%	-3.90%	3.90%	3.90%
27	238+51.64'	Reverse Crown	-4.00%	-2.00%	2.00%	2.00%
28	239+29.25'	Reverse Crown	2.00%	2.00%	-4.00%	-2.00%
28	239+65.48'	Low Shoulder Match	4.00%	4.00%	-4.00%	-4.00%
28	239+89.03'	Begin Full Super	5.30%	5.30%	-5.30%	-5.30%
28	240+27.67'	End Full Super	5.30%	5.30%	-5.30%	-5.30%
29	240+83.40'	Match Full Super	5.30%	5.30%	-5.30%	-5.30%
29	240+96.00'	Begin Full Super	6.00%	6.00%	-6.00%	-6.00%
29	241+35.64'	End Full Super	6.00%	6.00%	-6.00%	-6.00%
30	241+76.90'	Match Full Super	4.70%	4.70%	-4.70%	-4.70%
30	242+00.30'	Begin Full Super	4.70%	4.70%	-4.70%	-4.70%
30	242+65.44'	End Full Super	4.70%	4.70%	-4.70%	-4.70%
30	242+78.10'	Low Shoulder Match	4.00%	4.00%	-4.00%	-4.00%
30	243+14.27'	Reverse Crown	2.00%	2.00%	-4.00%	-2.00%
31	243+61.59'	Reverse Crown	-4.00%	-2.00%	2.00%	2.00%
31	243+97.96'	Low Shoulder Match	-4.00%	-4.00%	4.00%	4.00%
31	244+05.23'	Begin Full Super	-4.40%	-4.40%	4.40%	4.40%
31	247+39.70'	End Full Super	-4.40%	-4.40%	4.40%	4.40%
31	247+46.97'	Low Shoulder Match	-4.00%	-4.00%	4.00%	4.00%
31	247+83.34'	Reverse Crown	-4.00%	-2.00%	2.00%	2.00%
31	248+19.70'	Level Crown	-4.00%	-2.00%	0.00%	0.00%
31	248+56.06'	Begin Normal Crown	-4.00%	-2.00%	-4.00%	-2.00%
31	248+56.06'	Begin Normal Shoulder	-4.00%	-2.00%	-4.00%	-2.00%

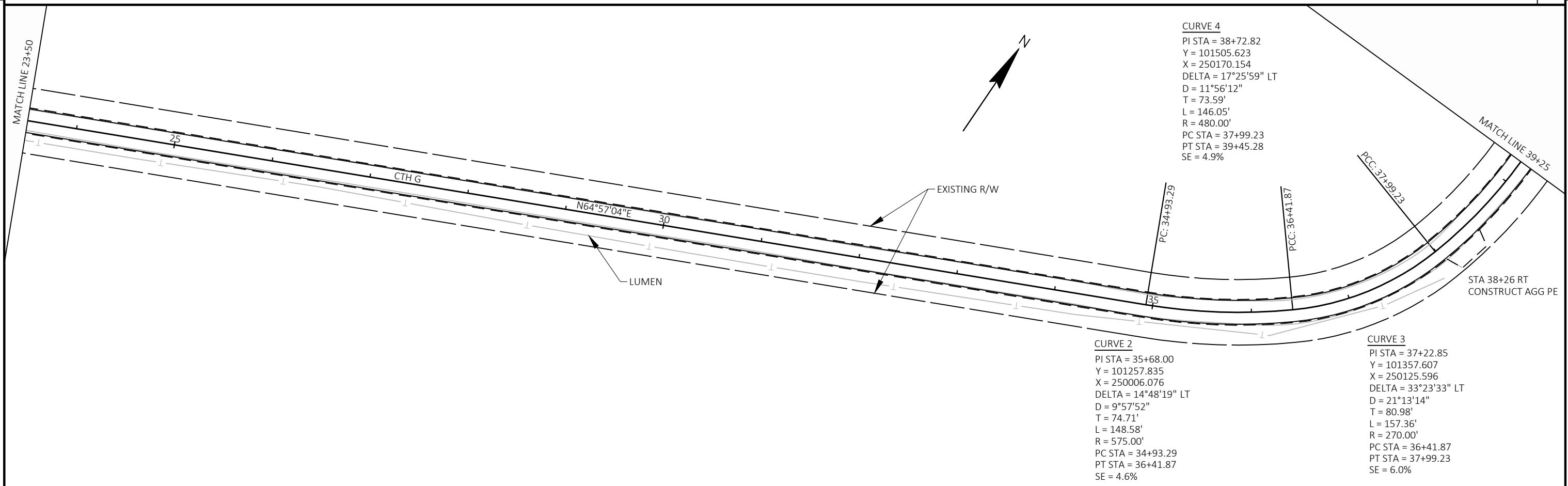
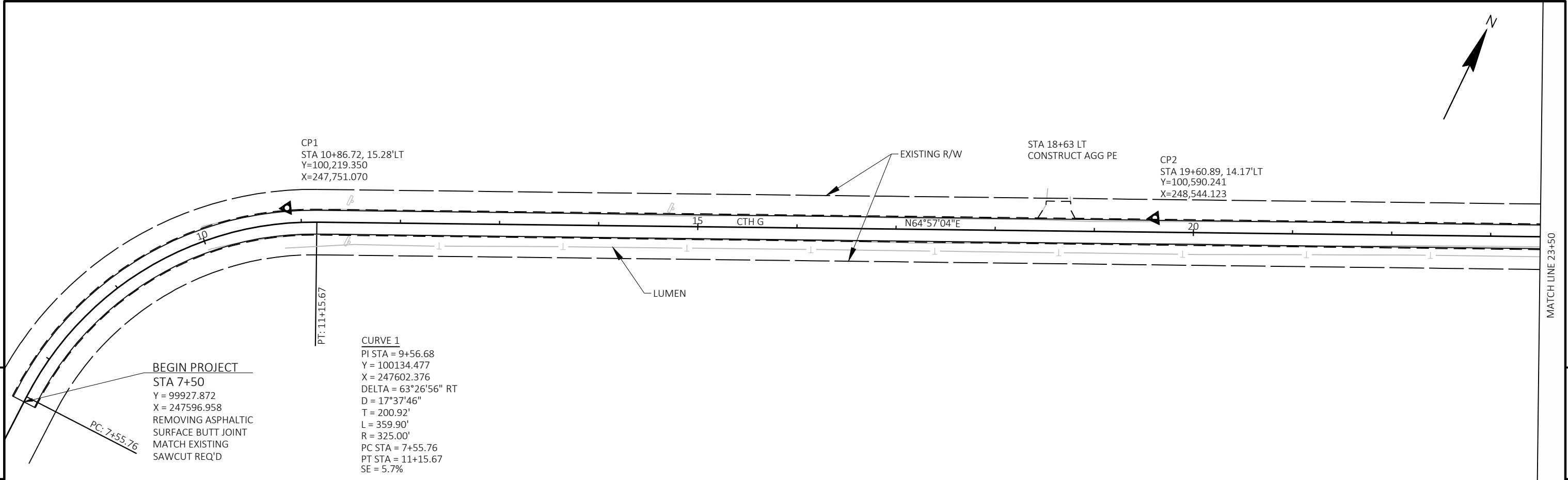
Superelevation Region	Station	Description	Left Outside Shoulder	Left Outside Lane	Right Outside Shoulder	Right Outside Lane
32	267+98.28'	End Normal Shoulder	-4.00%	-2.00%	-4.00%	-2.00%
32	267+98.28'	End Normal Crown	-4.00%	-2.00%	-4.00%	-2.00%
32	268+32.57'	Level Crown	-4.00%	-2.00%	0.00%	0.00%
32	268+66.85'	Reverse Crown	-4.00%	-2.00%	2.00%	2.00%
32	269+01.14'	Low Shoulder Match	-4.00%	-4.00%	4.00%	4.00%
32	269+16.57'	Begin Full Super	-4.90%	-4.90%	4.90%	4.90%
32	270+10.62'	End Full Super	-4.90%	-4.90%	4.90%	4.90%
32	270+57.68'	Match Full Super	-4.90%	-4.90%	4.90%	4.90%
33	270+71.28'	Begin Full Super	-5.70%	-5.70%	5.70%	5.70%
33	272+17.72'	End Full Super	-5.70%	-5.70%	5.70%	5.70%
33	272+46.95'	Low Shoulder Match	-4.00%	-4.00%	4.00%	4.00%
33	272+81.34'	Reverse Crown	-4.00%	-2.00%	2.00%	2.00%
33	273+15.72'	Level Crown	-4.00%	-2.00%	0.00%	0.00%
33	273+50.11'	Begin Normal Crown	-4.00%	-2.00%	-4.00%	-2.00%
33	273+50.11'	Begin Normal Shoulder	-4.00%	-2.00%	-4.00%	-2.00%
	274+49.35'	End Alignment	-4.00%	-2.00%	-4.00%	-2.00%

Estimate Of Quantities

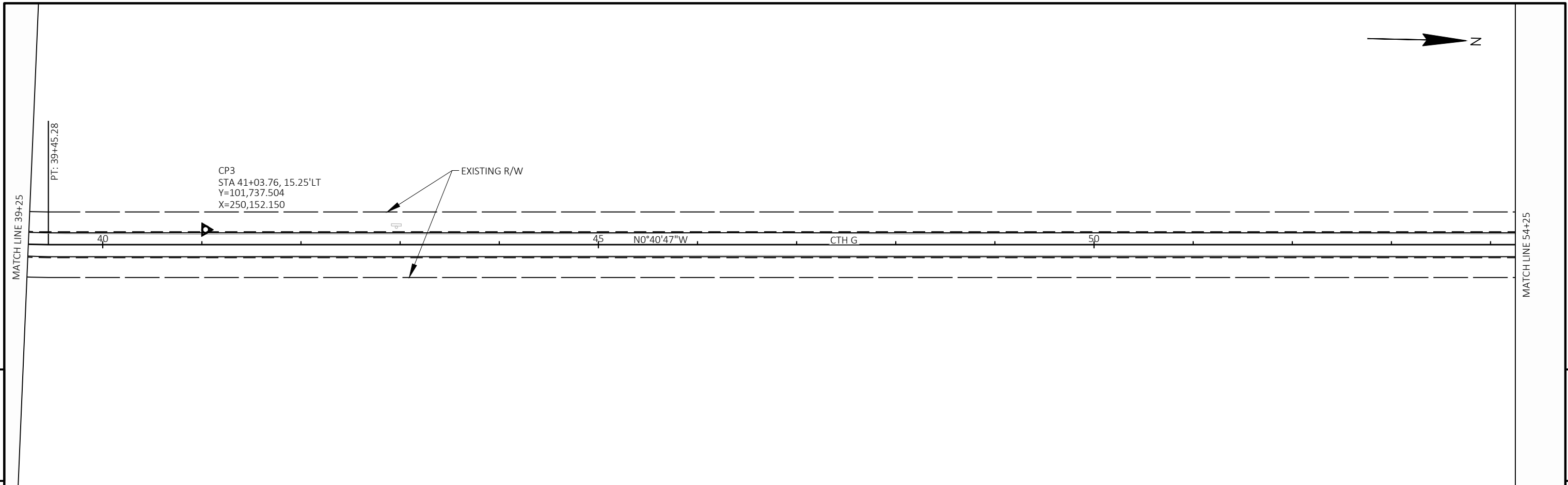
8753-00-70

Line	Item	Item Description	Unit	Total	Qty
0002	204.0115	Removing Asphaltic Surface Butt Joints	SY	2,768.000	2,768.000
0004	211.0101	Prepare Foundation for Asphaltic Paving (project) 01. 8753-00-70	EACH	1.000	1.000
0006	213.0100	Finishing Roadway (project) 01. 8753-00-70	EACH	1.000	1.000
0008	305.0110	Base Aggregate Dense 3/4-Inch	TON	2,570.000	2,570.000
0010	305.0120	Base Aggregate Dense 1 1/4-Inch	TON	4,800.000	4,800.000
0012	325.0100	Pulverize and Relay	SY	67,380.000	67,380.000
0014	374.1020.S	QMP Pulverize and Relay Compaction	SY	67,380.000	67,380.000
0016	455.0605	Tack Coat	GAL	4,320.000	4,320.000
0018	460.2000	Incentive Density HMA Pavement	DOL	10,340.000	10,340.000
0020	460.5224	HMA Pavement 4 LT 58-28 S	TON	8,060.000	8,060.000
0022	460.5244	HMA Pavement 4 LT 58-34 S	TON	8,060.000	8,060.000
0024	465.0120	Asphaltic Surface Driveways and Field Entrances	TON	14.000	14.000
0026	618.0100	Maintenance And Repair of Haul Roads (project) 01. 8753-00-70	EACH	1.000	1.000
0028	619.1000	Mobilization	EACH	1.000	1.000
0030	624.0100	Water	MGAL	275.000	275.000
0032	628.1504	Silt Fence	LF	1,040.000	1,040.000
0034	628.1520	Silt Fence Maintenance	LF	1,040.000	1,040.000
0036	628.1905	Mobilizations Erosion Control	EACH	2.000	2.000
0038	628.1910	Mobilizations Emergency Erosion Control	EACH	2.000	2.000
0040	629.0210	Fertilizer Type B	CWT	16.000	16.000
0042	630.0120	Seeding Mixture No. 20	LB	670.000	670.000
0044	630.0200	Seeding Temporary	LB	670.000	670.000
0046	630.0500	Seed Water	MGAL	560.000	560.000
0048	642.5001	Field Office Type B	EACH	1.000	1.000
0050	643.0420	Traffic Control Barricades Type III	DAY	1,200.000	1,200.000
0052	643.0705	Traffic Control Warning Lights Type A	DAY	2,400.000	2,400.000
0054	643.0900	Traffic Control Signs	DAY	1,240.000	1,240.000
0056	643.5000	Traffic Control	EACH	1.000	1.000
0058	646.1020	Marking Line Epoxy 4-Inch	LF	93,310.000	93,310.000
0060	648.0100	Locating No-Passing Zones	MI	5.030	5.030
0062	650.8000	Construction Staking Resurfacing Reference	LF	26,556.000	26,556.000
0064	650.9911	Construction Staking Supplemental Control (project) 01. 8753-00-70	EACH	1.000	1.000
0066	690.0150	Sawing Asphalt	LF	154.000	154.000
0068	740.0440	Incentive IRI Ride	DOL	20,120.000	20,120.000
0070	ASP.1T0A	On-the-Job Training Apprentice at \$5.00/HR	HRS	300.000	300.000
0072	ASP.1T0G	On-the-Job Training Graduate at \$5.00/HR	HRS	300.000	300.000



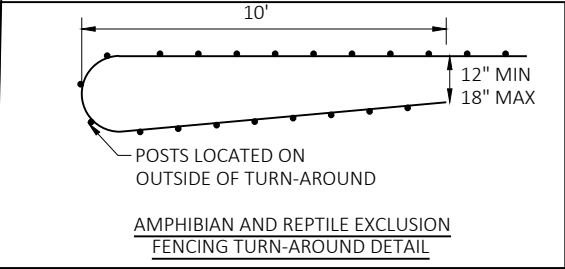
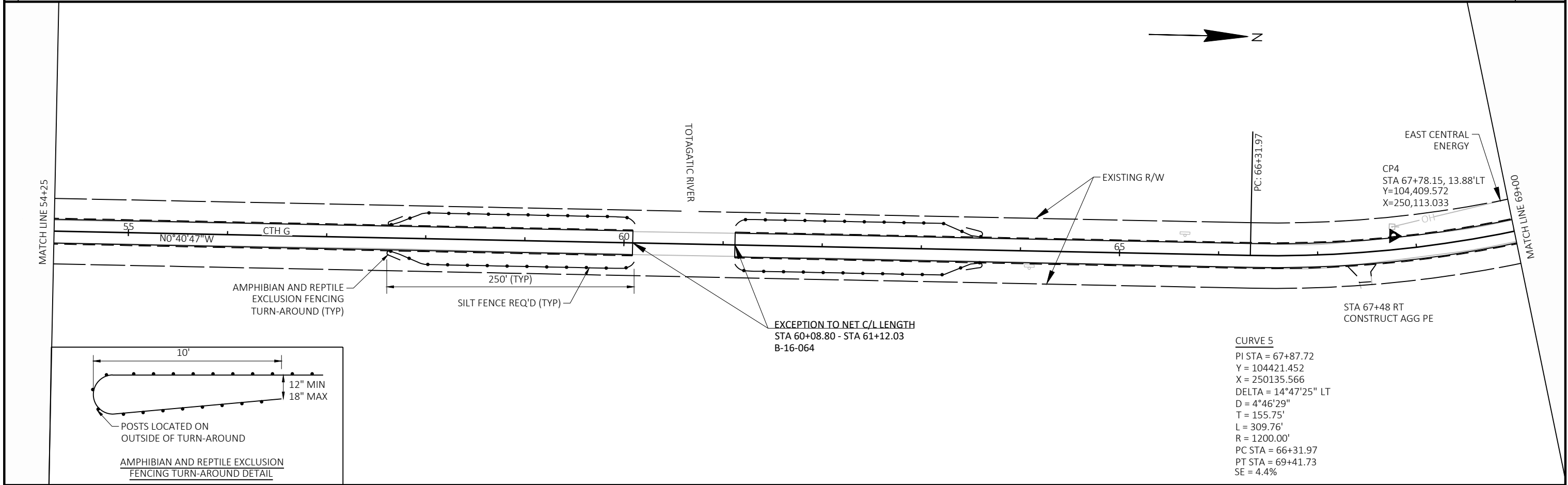


PROJECT NO: 8753-00-70	HWY: CTH G	COUNTY: DOUGLAS	PLAN	SHEET	E
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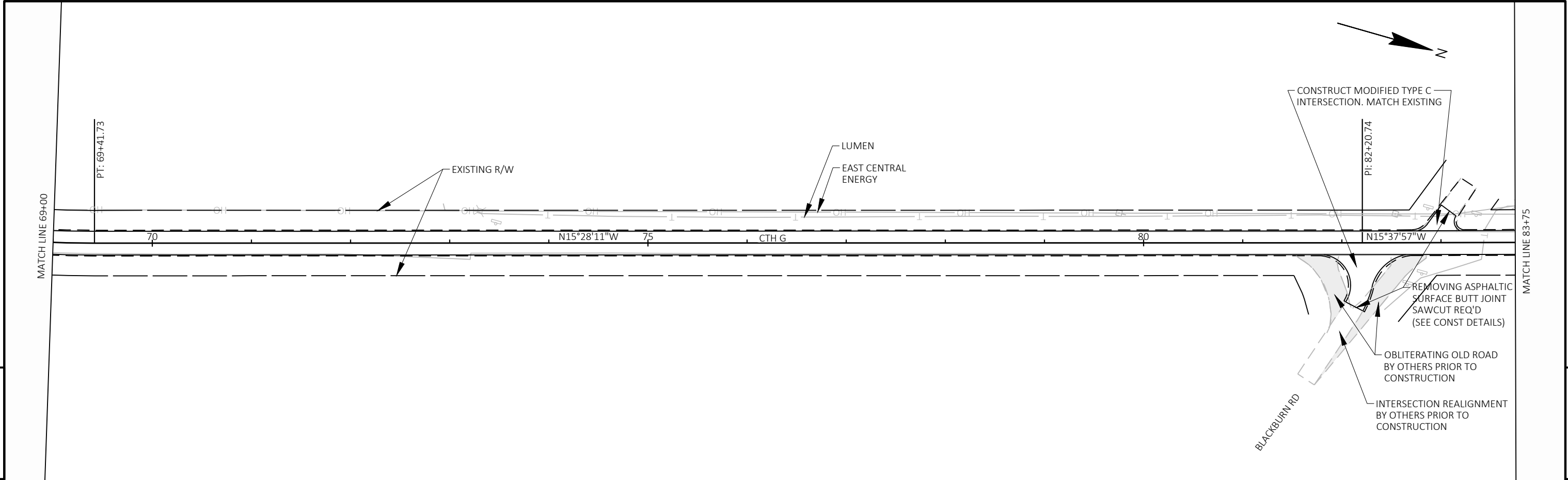
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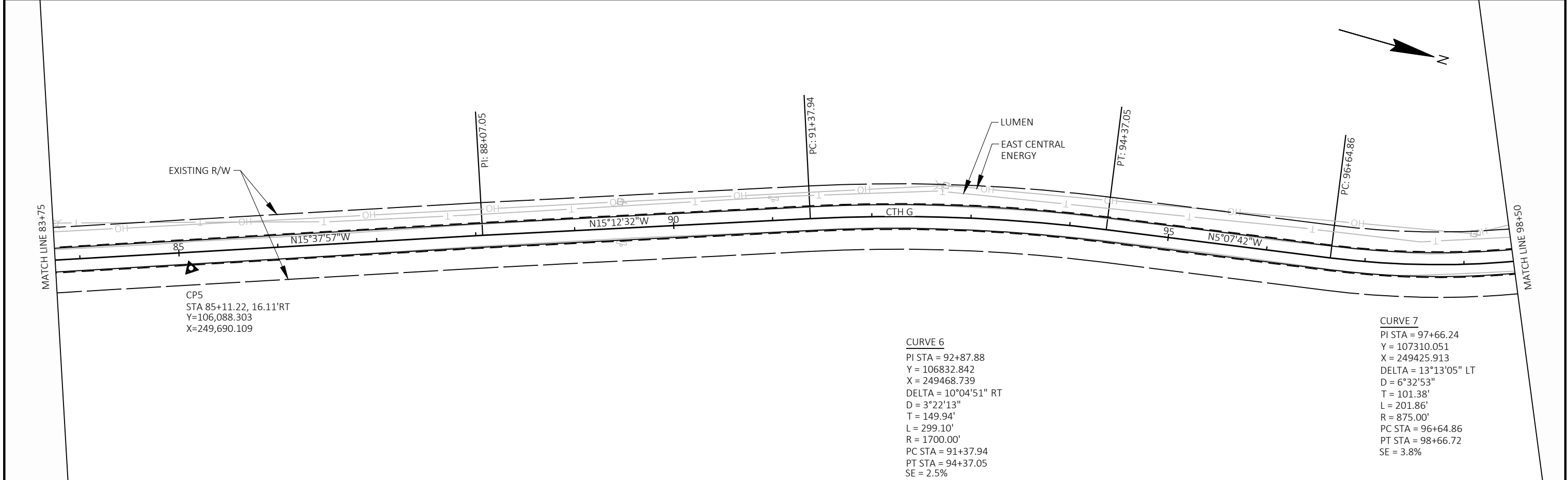
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 X = 250135.566  
 DELTA = 14°47'25" LT  
 D = 4°46'29"  
 T = 155.75'  
 L = 309.76'  
 R = 1200.00'  
 PC STA = 66+31.97  
 PT STA = 69+41.73  
 SE = 4.4%

PROJECT NO: 8753-00-70	HWY: CTH G	COUNTY: DOUGLAS	PLAN	SHEET	E
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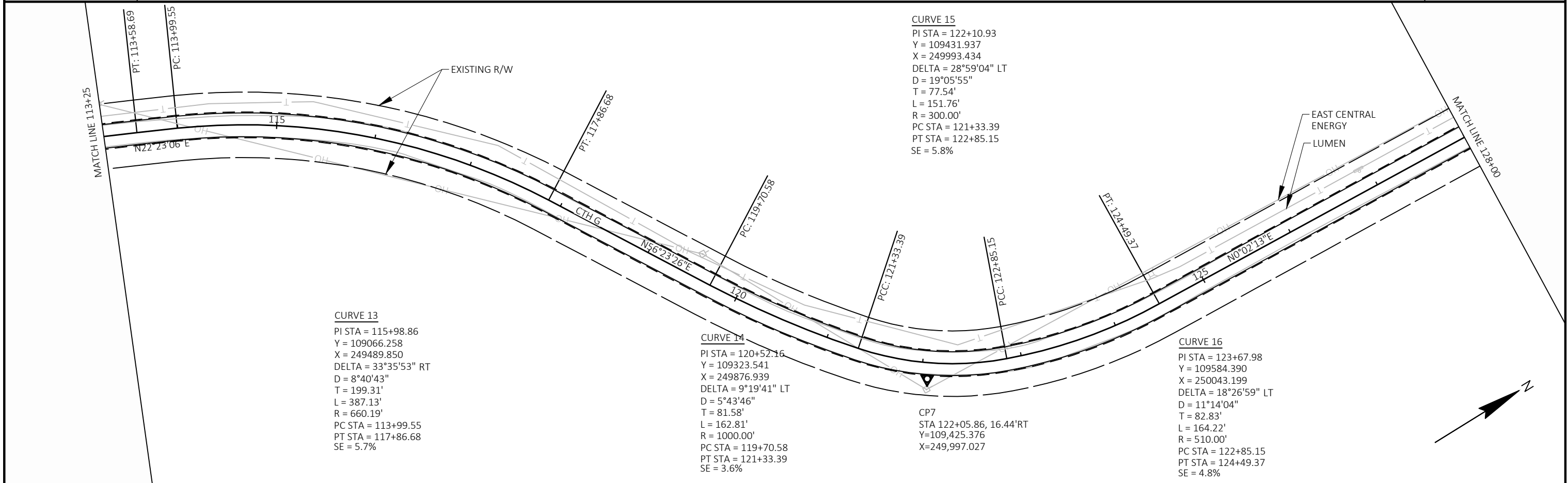
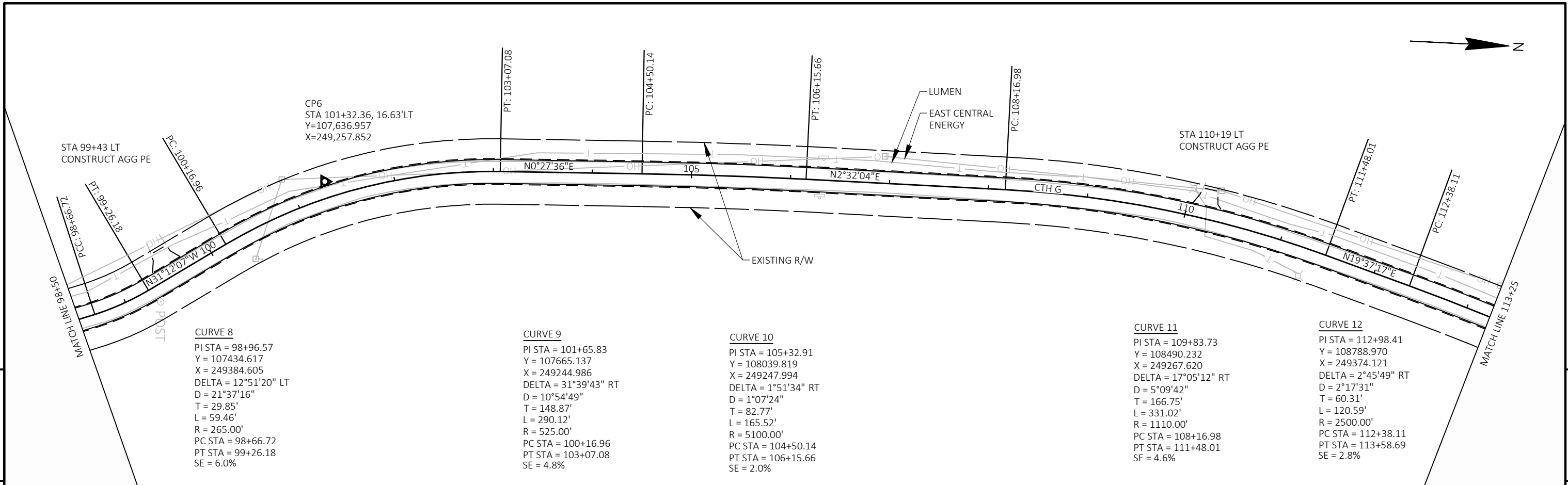


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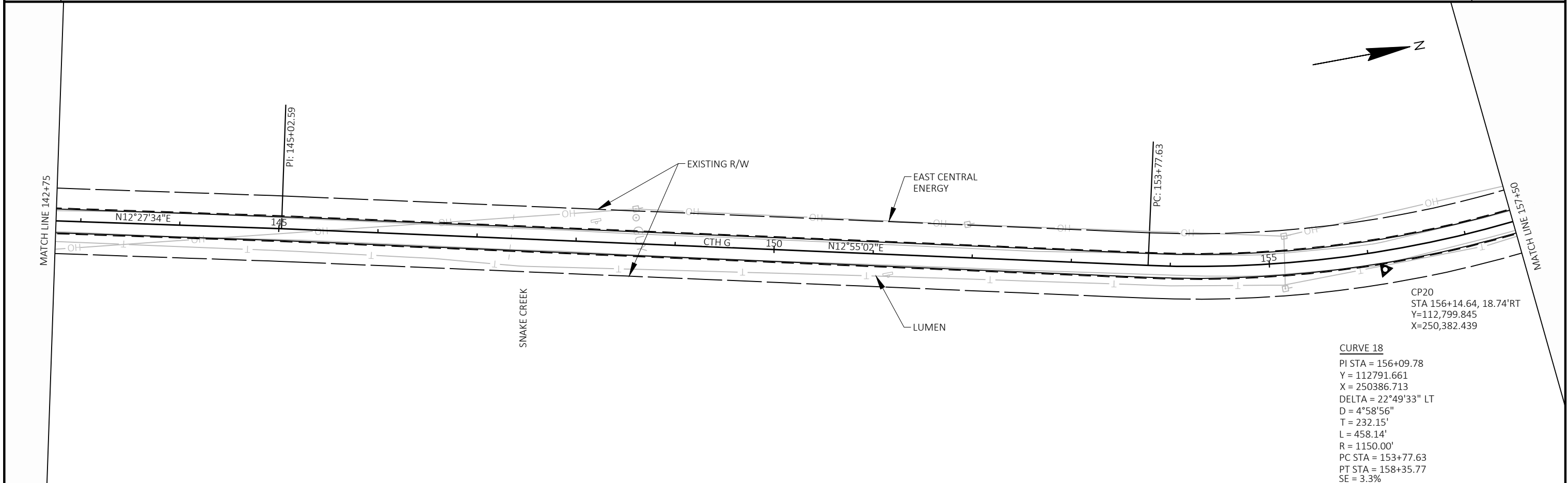
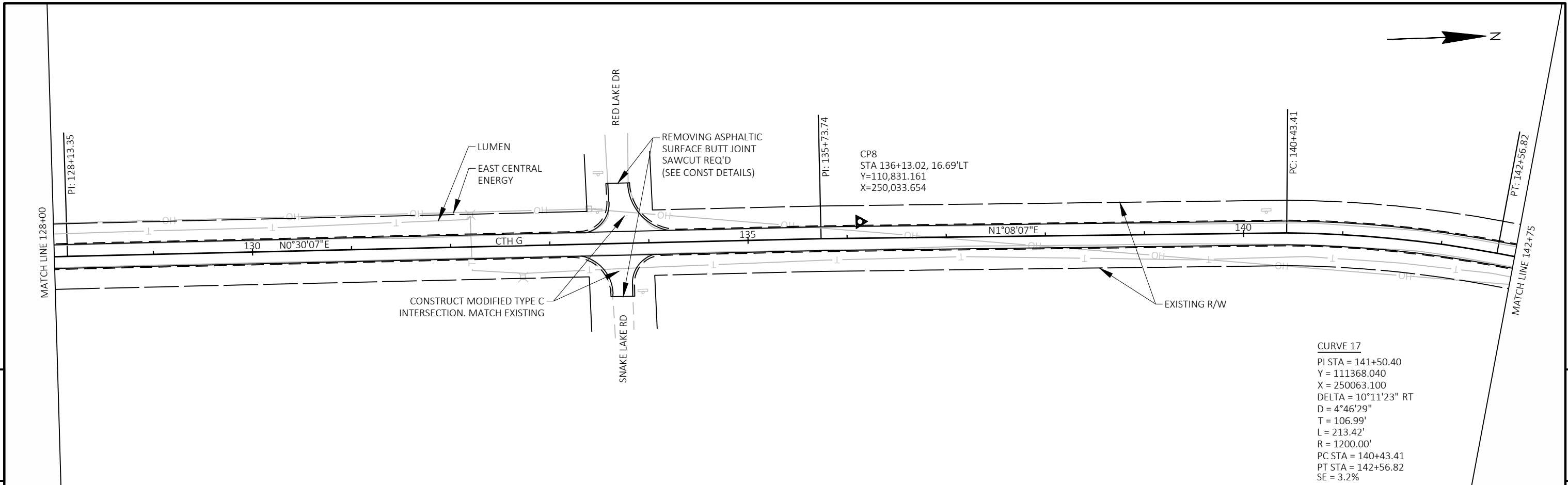


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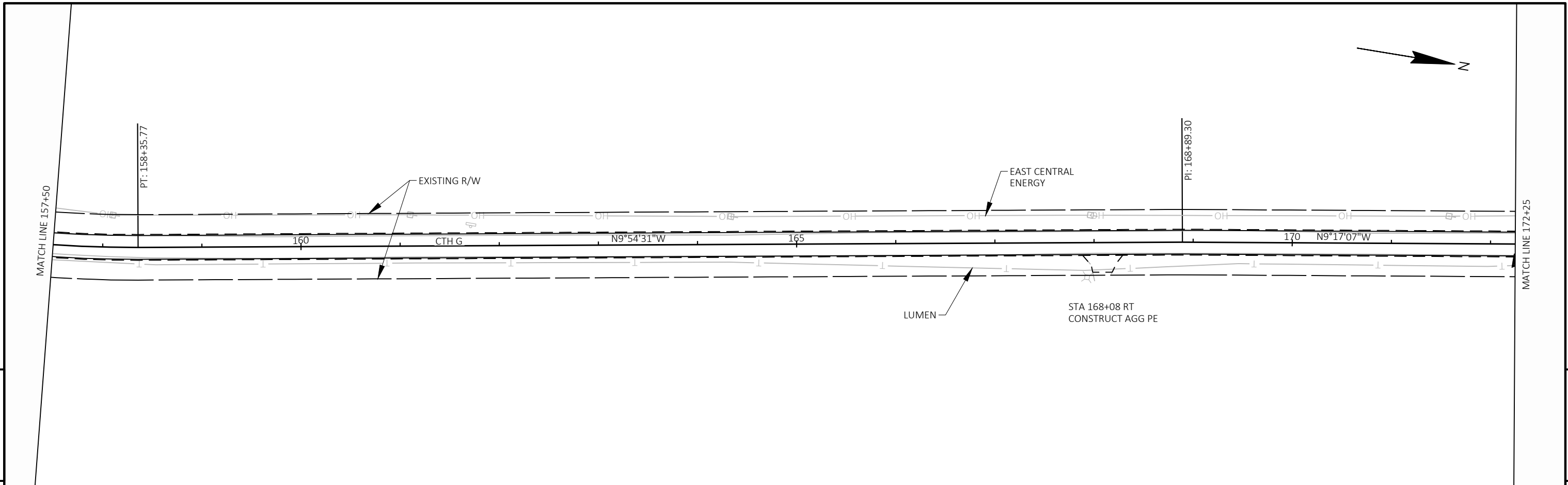


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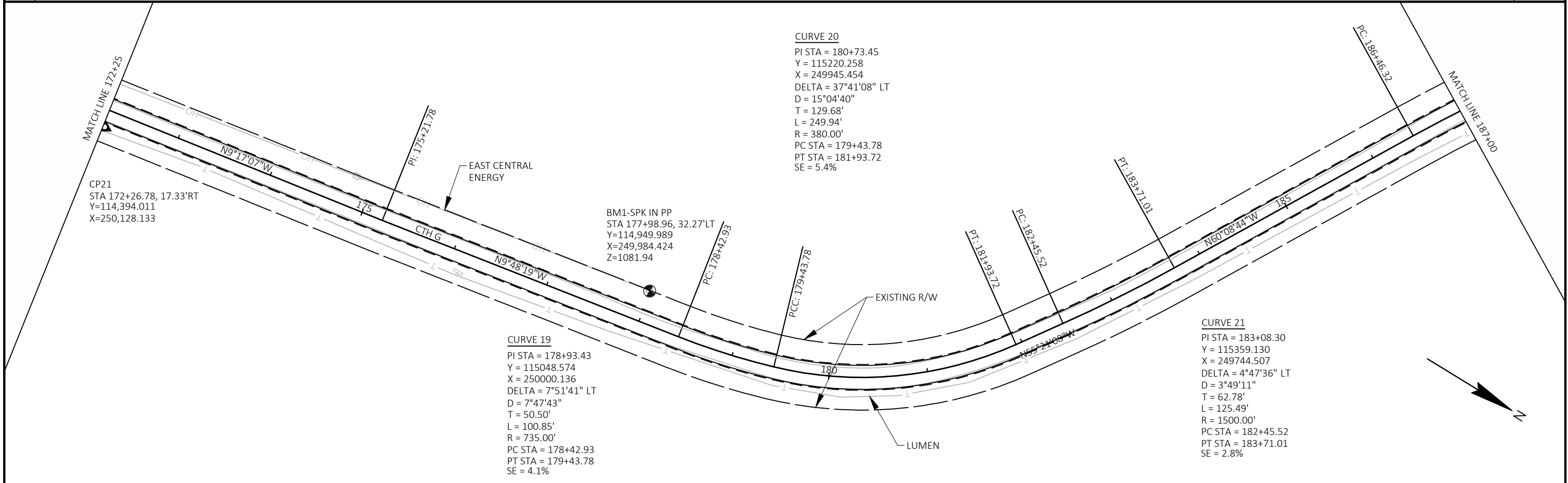


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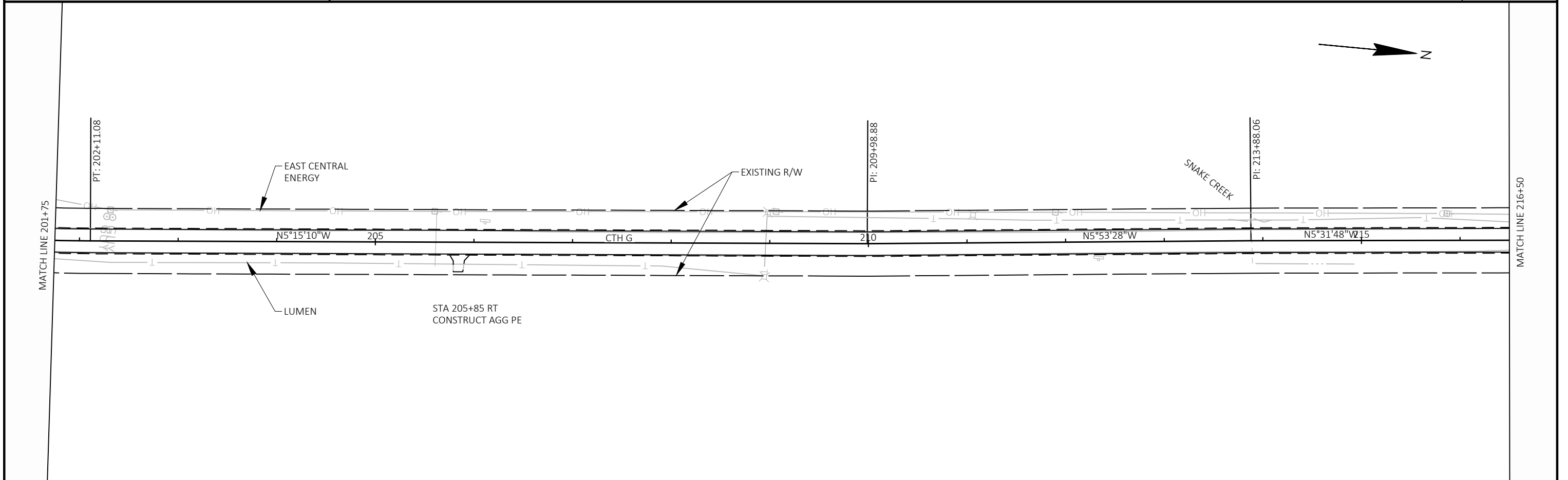
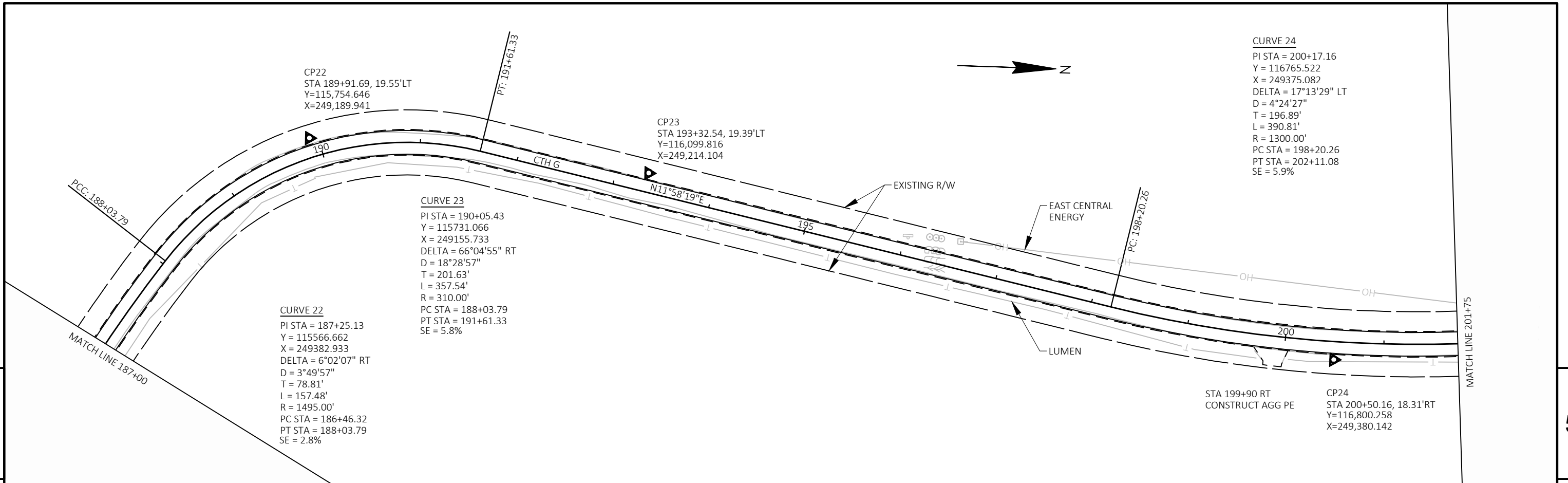


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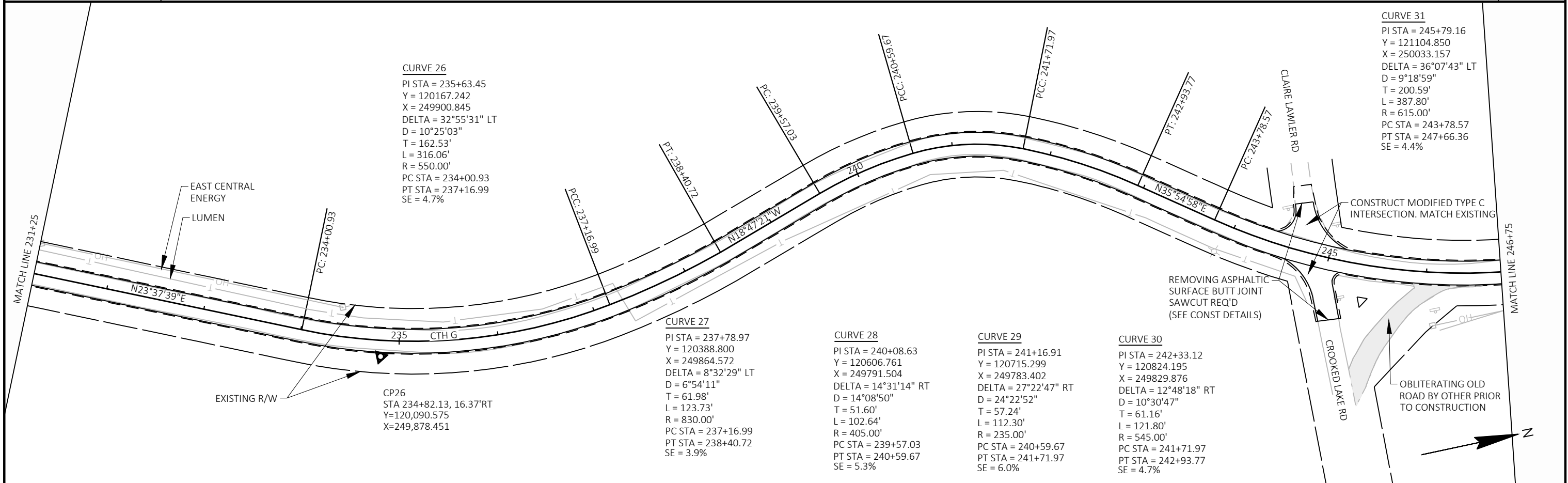
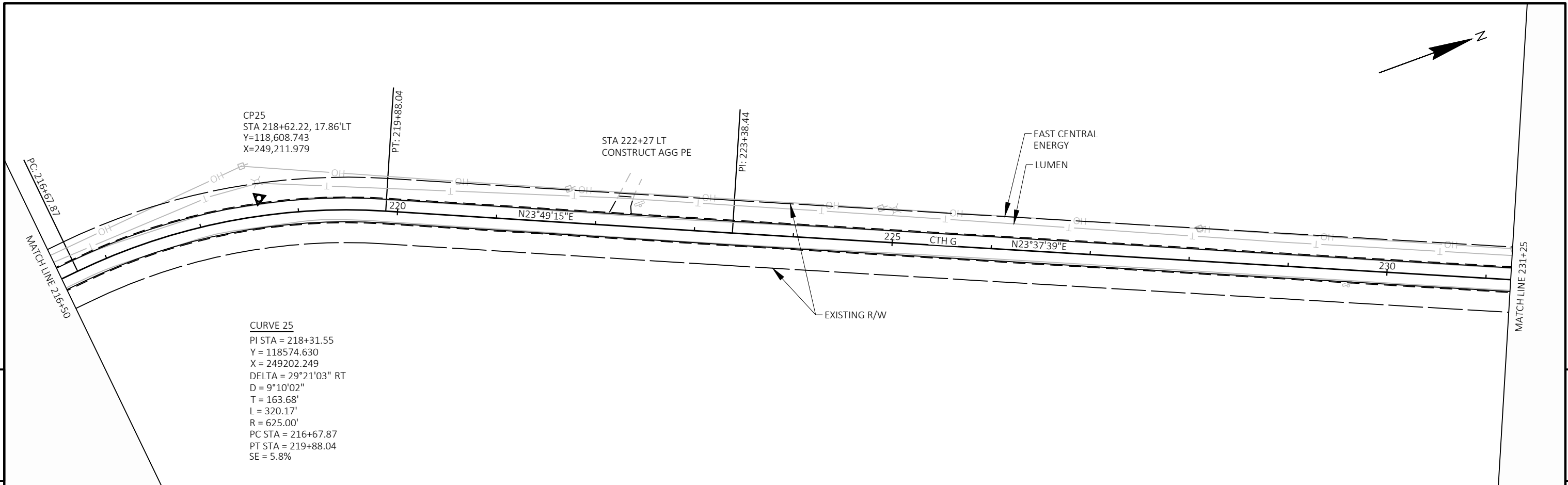
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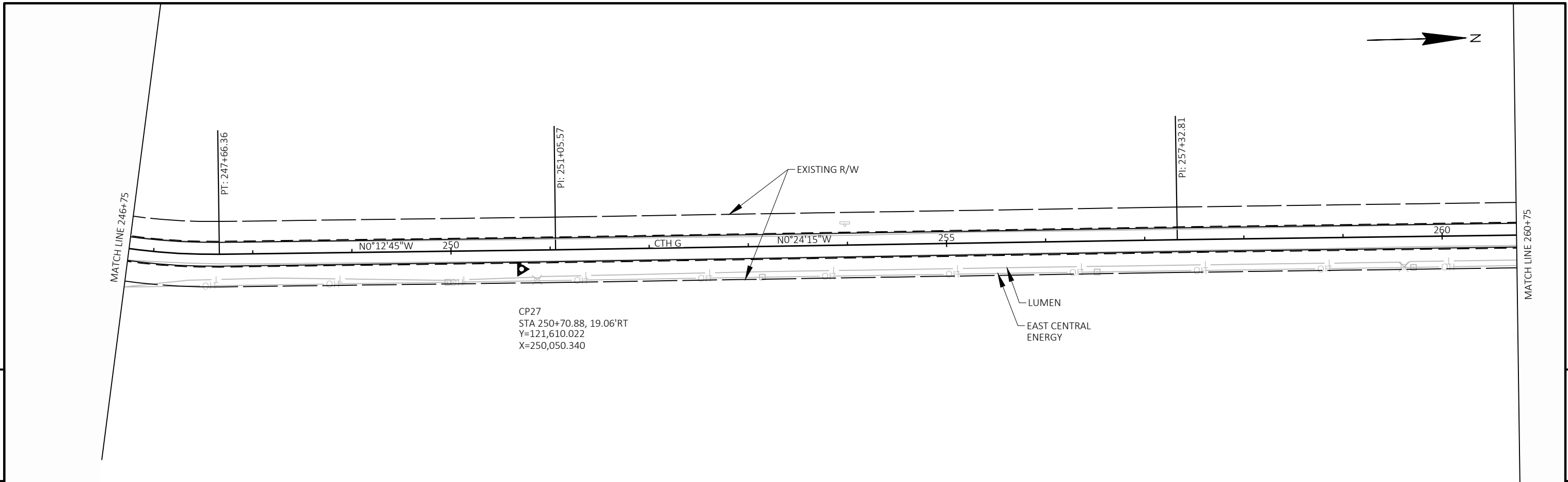
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PROJECT NO: 8753-00-70	HWY: CTH G	COUNTY: DOUGLAS	PLAN	SHEET	E
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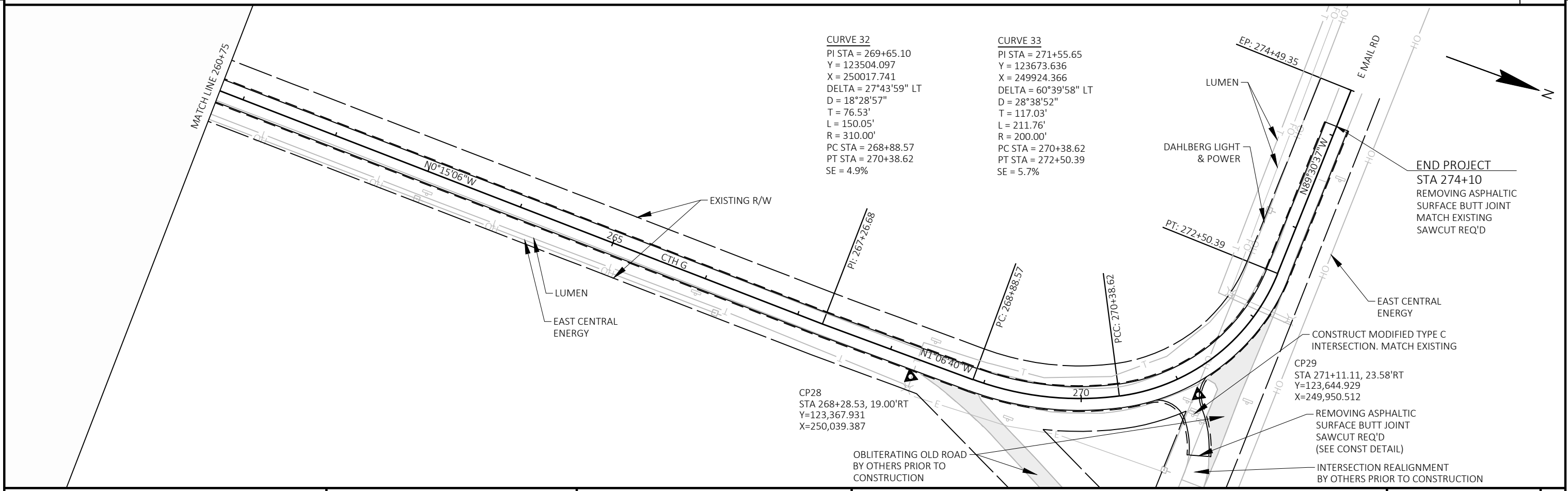


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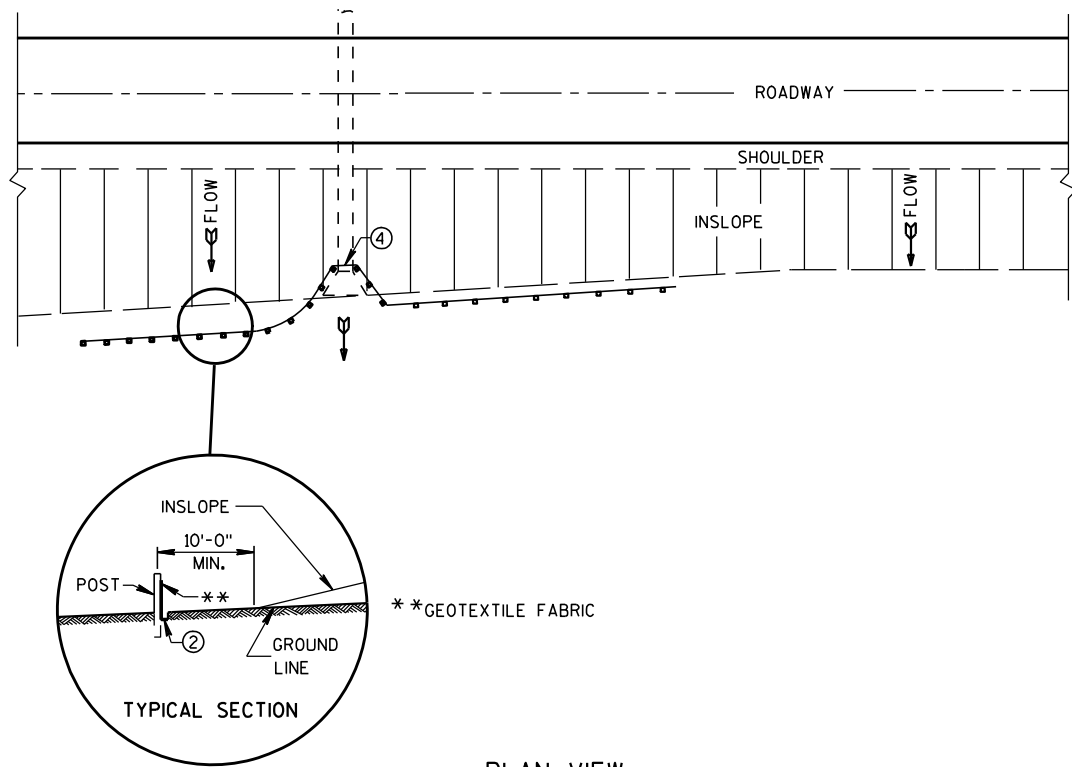
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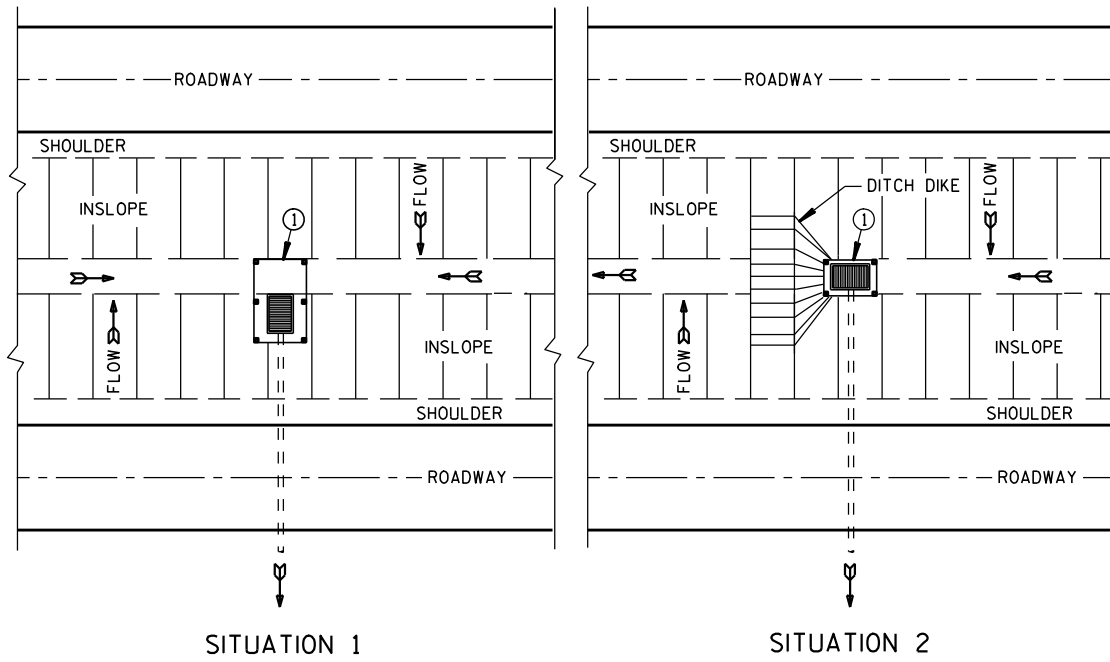
PROJECT NO: 8753-00-70	HWY: CTH G	COUNTY: DOUGLAS	PLAN	SHEET	E
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## Standard Detail Drawing List

08E09-06	SILT FENCE
09A01-13A	AT-GRADE SIDE ROAD INTERSECTION, TYPES "B1", "B2", "C" AND D AND TEE INTERSECTION BYPASS LANE
13C19-03	HMA LONGITUDINAL JOINTS
15C02-08A	BARRICADES AND SIGNS FOR MAINLINE CLOSURES
15C02-08B	BARRICADES AND SIGNS FOR VARIOUS CLOSURES
15C03-05	BARRICADES AND SIGNS FOR SIDEROAD CLOSURES
15C08-21A	LONGITUDINAL MARKING (MAINLINE)
15C19-07A	MOVING PAVEMENT MARKING OPERATION TWO-LANE TWO-WAY ROADWAY
15C35-05A	PAVEMENT MARKING (INTERSECTIONS)



PLAN VIEW  
TYPICAL APPLICATION OF SILT FENCE

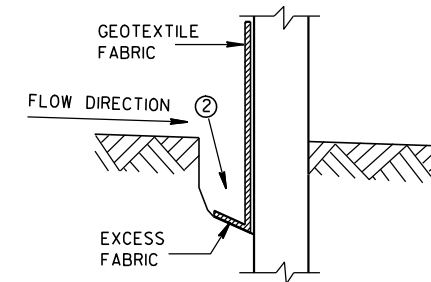


SITUATION 1 SITUATION 2  
PLAN VIEW  
SILT FENCE AT MEDIAN SURFACE DRAINS

**GENERAL NOTES**

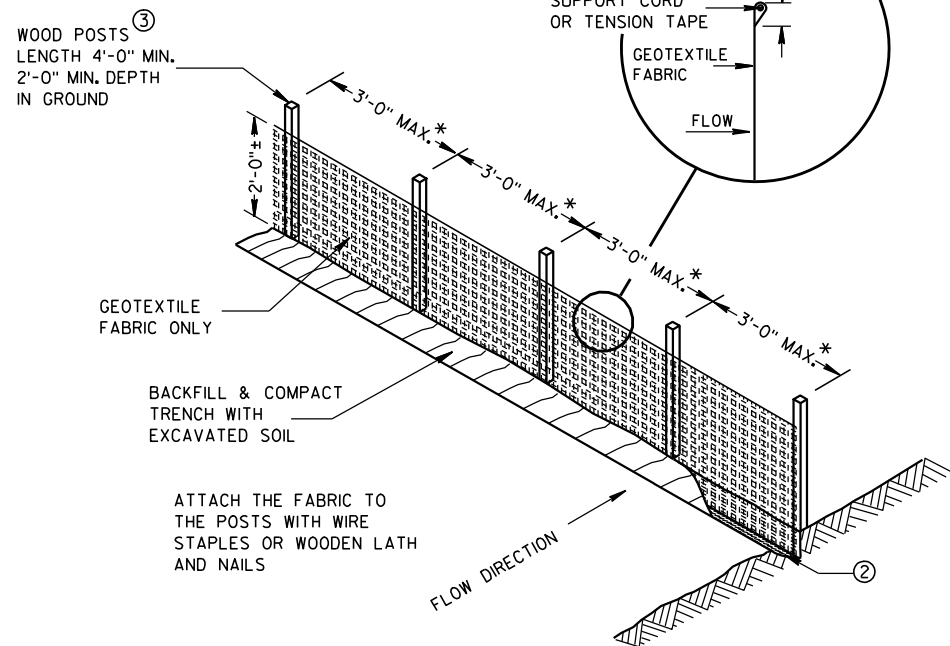
DETAILS OF CONSTRUCTION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

- ① HORIZONTAL BRACE REQUIRED WITH 2" X 4" WOODEN FRAME OR EQUIVALENT AT TOP OF POSTS.
- ② FOR MANUAL INSTALLATIONS THE TRENCH SHALL BE A MINIMUM OF 4" WIDE & 6" DEEP TO BURY AND ANCHOR THE GEOTEXTILE FABRIC. FOLD MATERIAL TO FIT TRENCH AND BACKFILL & COMPACT TRENCH WITH EXCAVATED SOIL.
- ③ WOOD POSTS SHALL BE A MINIMUM SIZE OF 1 1/8" X 1 1/8" OF OAK OR HICKORY.
- ④ SILT FENCE TO EXTEND ACROSS THE TOP OF THE PIPE.
- ⑤ CONSTRUCT SILT FENCE FROM A CONTINUOUS ROLL IF POSSIBLE BY CUTTING LENGTHS TO AVOID JOINTS. IF A JOINT IS NECESSARY USE ONE OF THE FOLLOWING TWO METHODS; A) OVERLAP THE END POSTS AND TWIST, OR ROTATE, AT LEAST 180 DEGREES, B) HOOK THE END OF EACH SILT FENCE LENGTH.



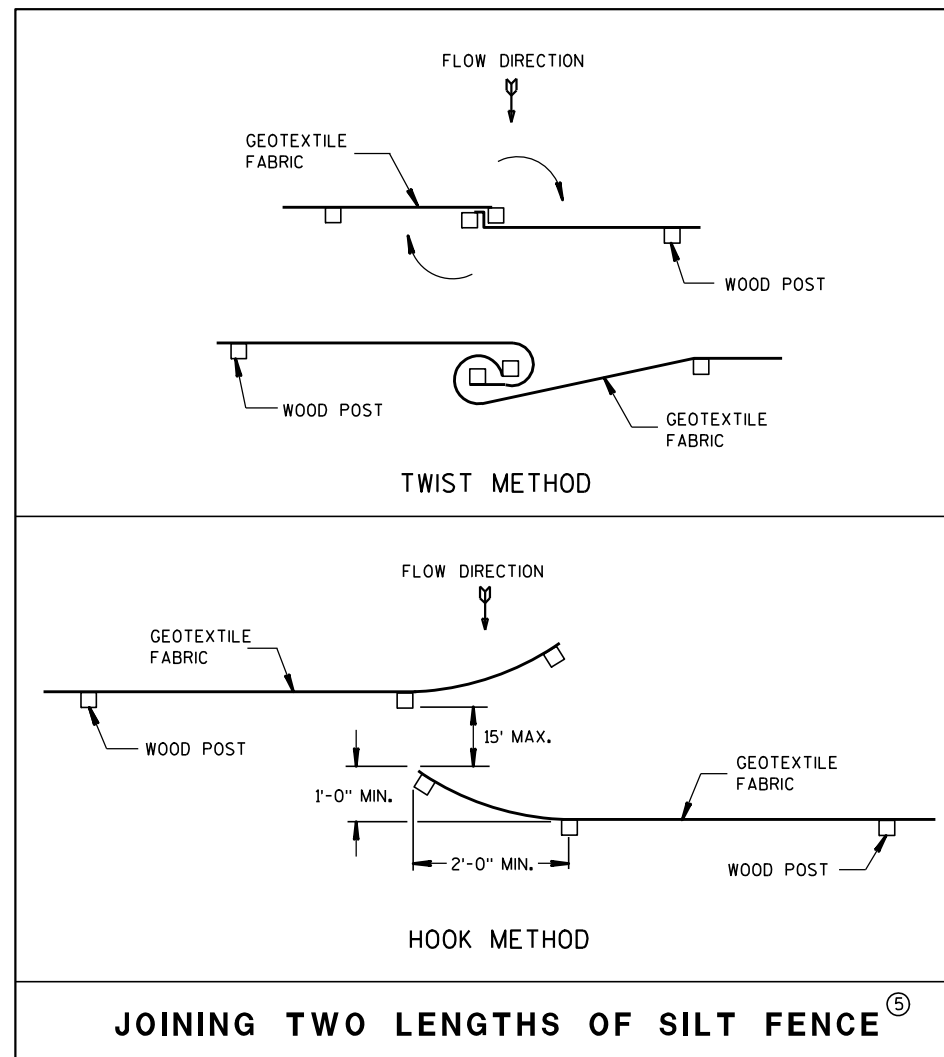
TRENCH DETAIL

NOTE: ADDITIONAL POST DEPTH OR TIE BACKS MAY BE REQUIRED IN UNSTABLE SOILS

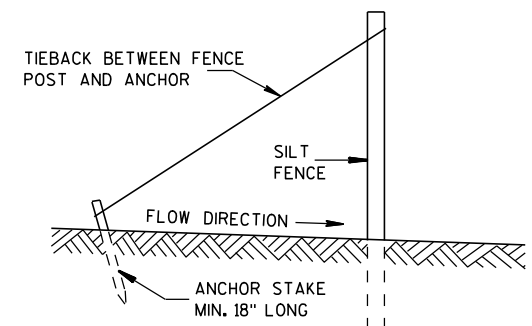


SILT FENCE

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



JOINING TWO LENGTHS OF SILT FENCE ⑤



SILT FENCE TIE BACK  
(WHEN REQUIRED BY THE ENGINEER)

**SILT FENCE**

STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

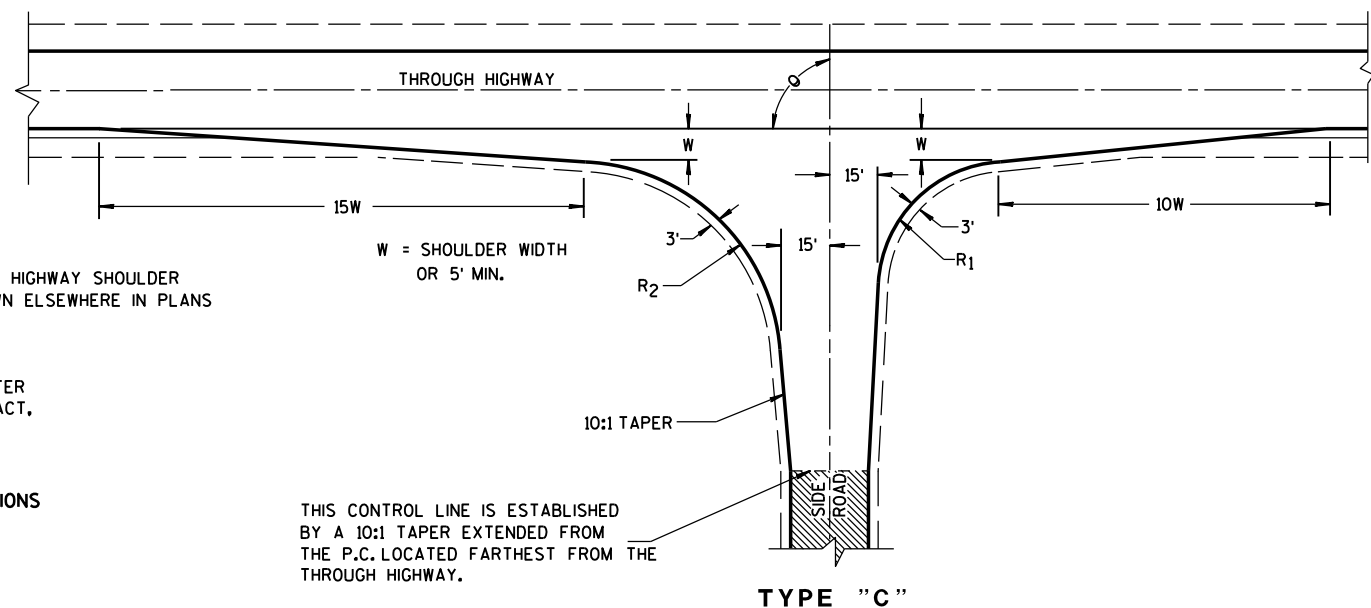
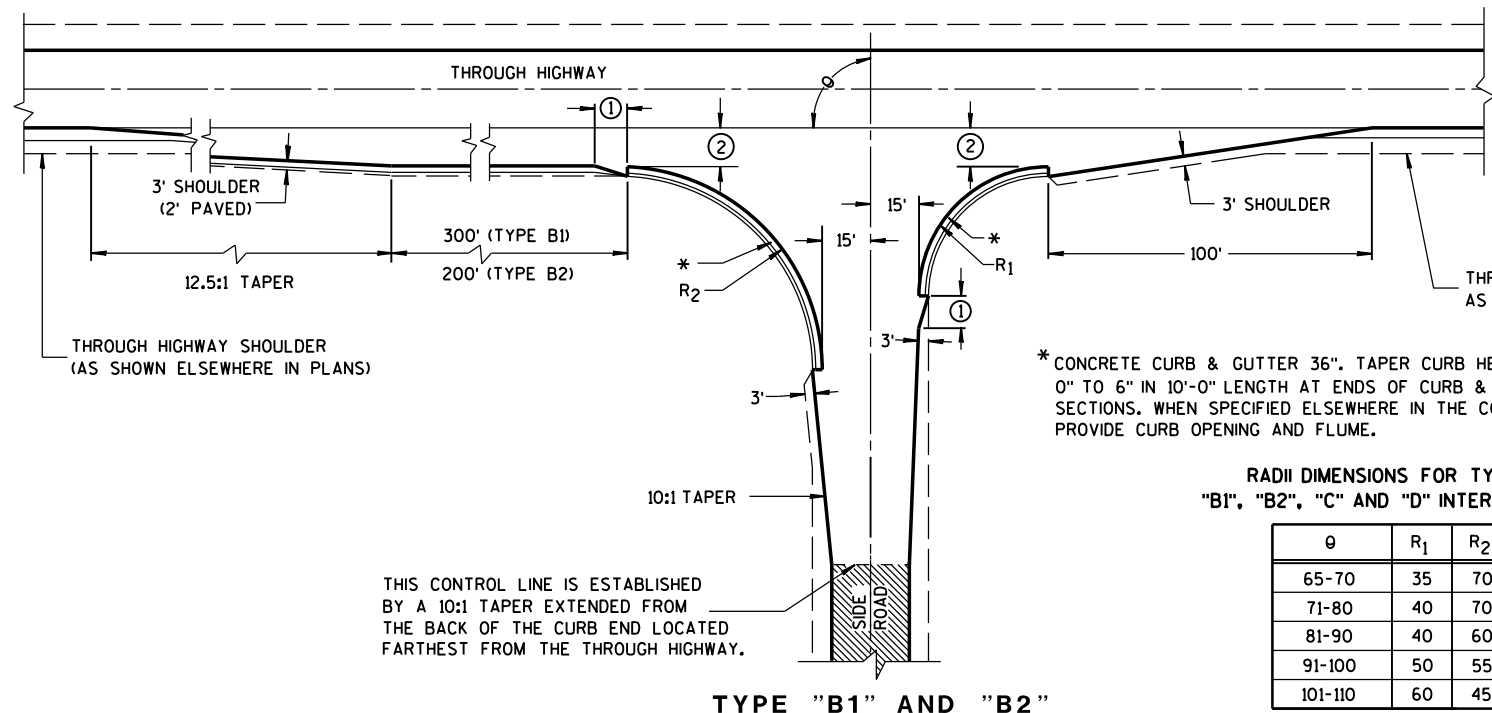
APPROVED

4-29-05

DATE

FHWA

/S/ Beth Canestra  
CHIEF ROADWAY DEVELOPMENT ENGINEER



RADII DIMENSIONS FOR TYPES "B1", "B2", "C" AND "D" INTERSECTIONS

θ	R <sub>1</sub>	R <sub>2</sub>
65-70	35	70
71-80	40	70
81-90	40	60
91-100	50	55
101-110	60	45

**GENERAL NOTES**

DESIGNS MAY BE USED INTERCHANGEABLY IN COMBINATION OR SEPARATELY FOR ANY ONE COMPLETE INTERSECTION DEPENDING UPON INTERSECTION ANGLE AND SURFACING OF EACH APPROACH ROADWAY.

**SIDE ROAD SURFACING NOTE**

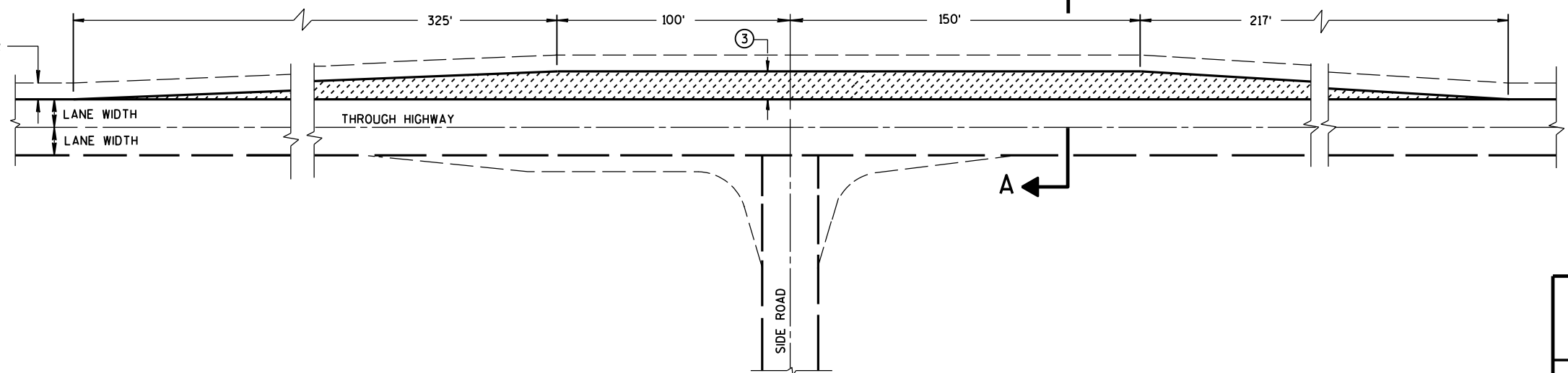
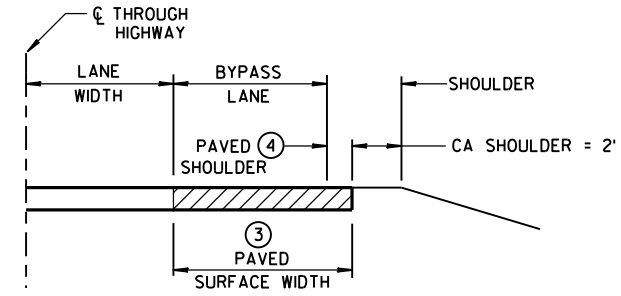
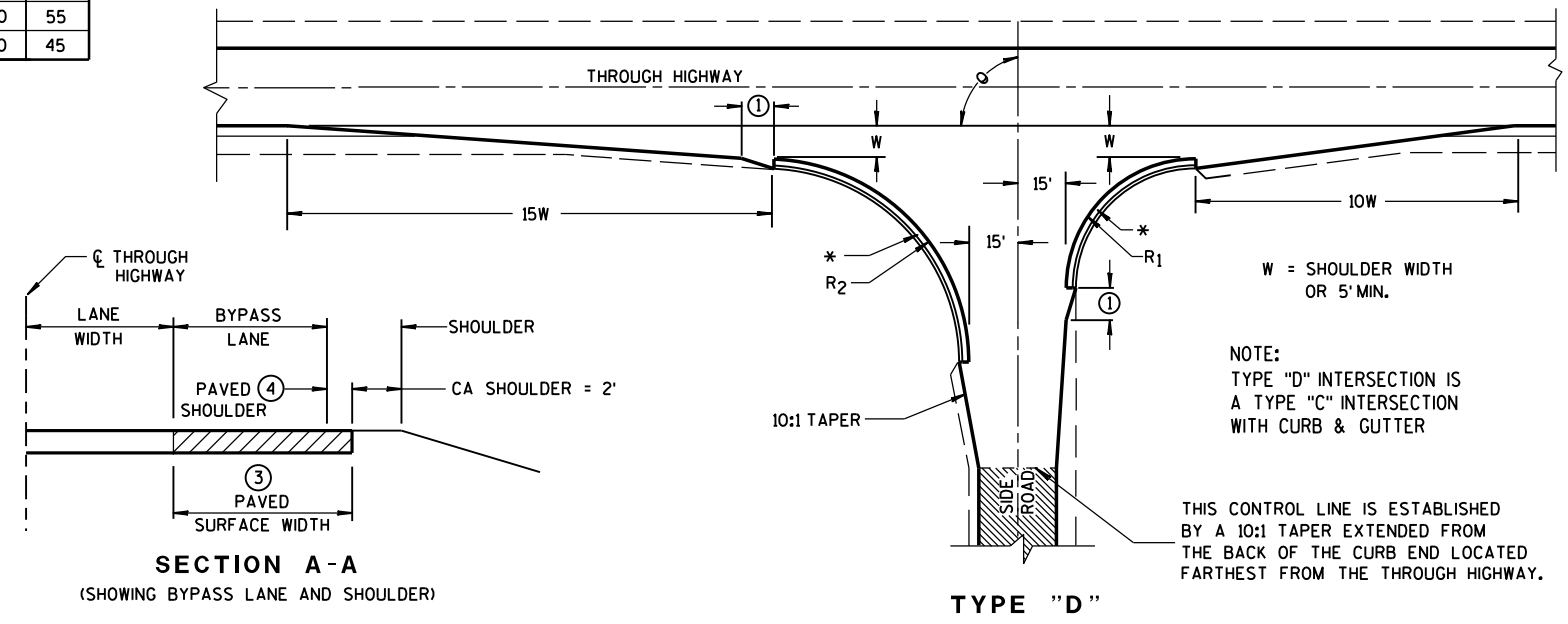
WHEN THE SIDE ROAD IS NOT PRESENTLY PAVED, PAVEMENT SHALL BE PLACED TO THE LIMITS SHOWN UNLESS OTHERWISE PROVIDED IN THE CONTRACT. WHERE THE CONSTRUCTION LIMITS ARE BEYOND THE PAVING LIMITS, CRUSHED AGGREGATE SURFACING SHALL BE PLACED BETWEEN THE PAVING LIMITS AND CONSTRUCTION LIMITS.

WHEN THE SIDE ROAD IS PRESENTLY PAVED, NEW PAVEMENT SHALL BE PLACED TO THE LIMITS OF DESIGN AS SHOWN AND BEYOND, IF NECESSARY, TO MEET EXISTING PAVEMENT.

WHEN THE SIDE ROAD IS THE CONSTRUCTION PROJECT, THE INTERSECTION SURFACING SHALL BE THE SAME AS FOR THE PROJECT.

- EXISTING PAVED SURFACE
- BYPASS LANE

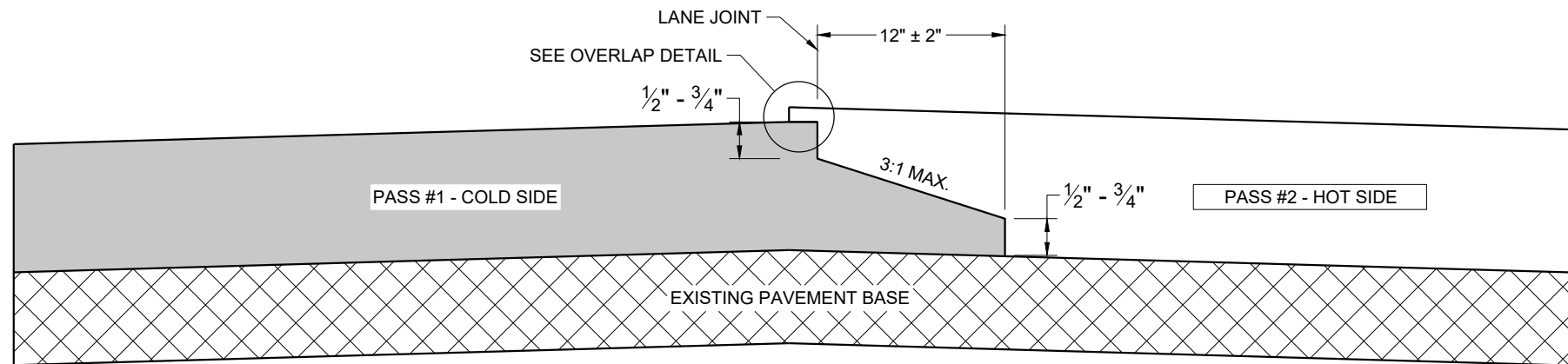
- ① 10-FT TYPICAL.
- ② 12-FT\*\* PLUS ADDITIONAL WIDTH FOR BIKE LANE IF SHOWN ELSEWHERE IN THE PLAN.  
  
\*\*10-FT MAY BE USED ON TYPE B2 ON RESURFACING PROJECTS IF SPECIFIED IN THE CONTRACT.
- ③ BYPASS LANE PAVED SURFACE WIDTH OUTSIDE OF TRAVEL LANE  
-ASPHALT = 12-FT PLUS PAVED SHOULDER WIDTH.  
-PC CPNCRETE = 13-FT PLUS PAVED SHOULDER WIDTH.
- ④ BYPASS LANE PAVED SHOULDER WIDTH = THE GREATER OF 1-FT OR THE PAVED SHOULDER WIDTH OF THE THROUGH HIGHWAY.



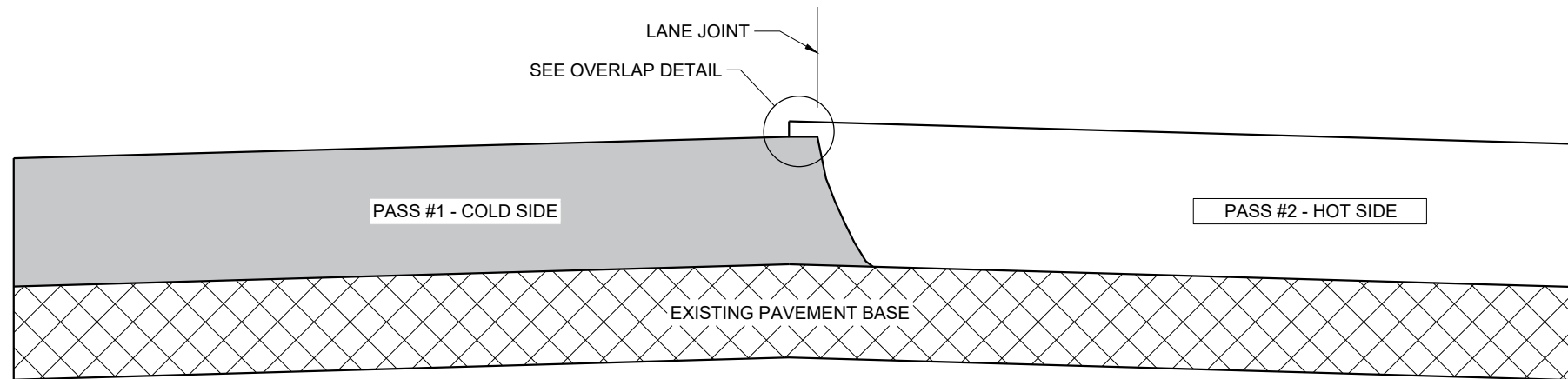
**TEE INTERSECTION BYPASS LANE DETAIL**

AT-GRADE SIDE ROAD INTERSECTION, TYPES "B1", "B2", "C" AND "D" AND TEE INTERSECTION BYPASS LANE  
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION

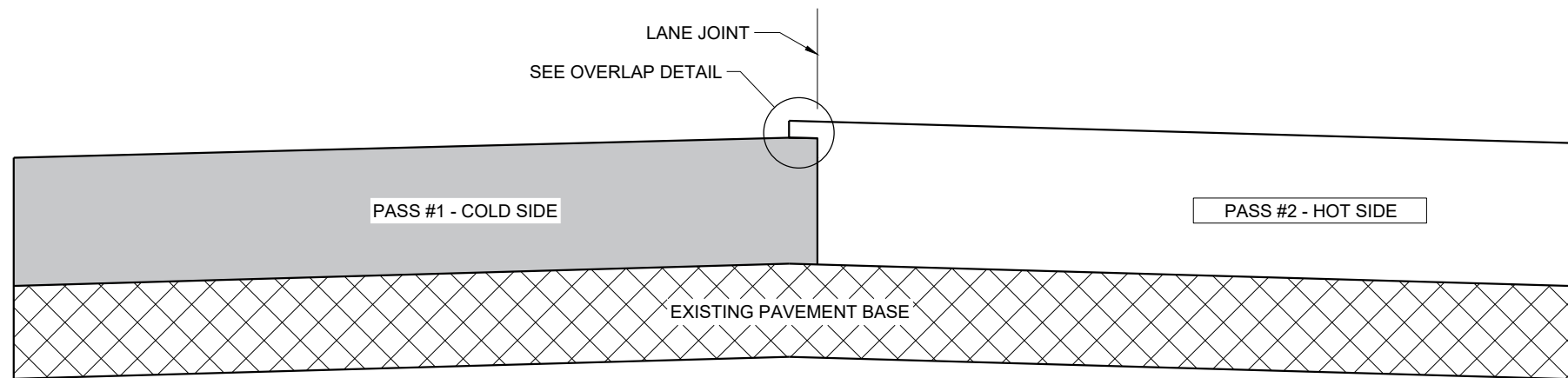




**TYPICAL PAVEMENT CROSS SECTION  
NOTCHED WEDGE JOINT**



**TYPICAL PAVEMENT CROSS SECTION  
VERTICAL JOINT**



**TYPICAL PAVEMENT CROSS SECTION  
VERTICAL JOINT (MILLED)**

**GENERAL NOTES**

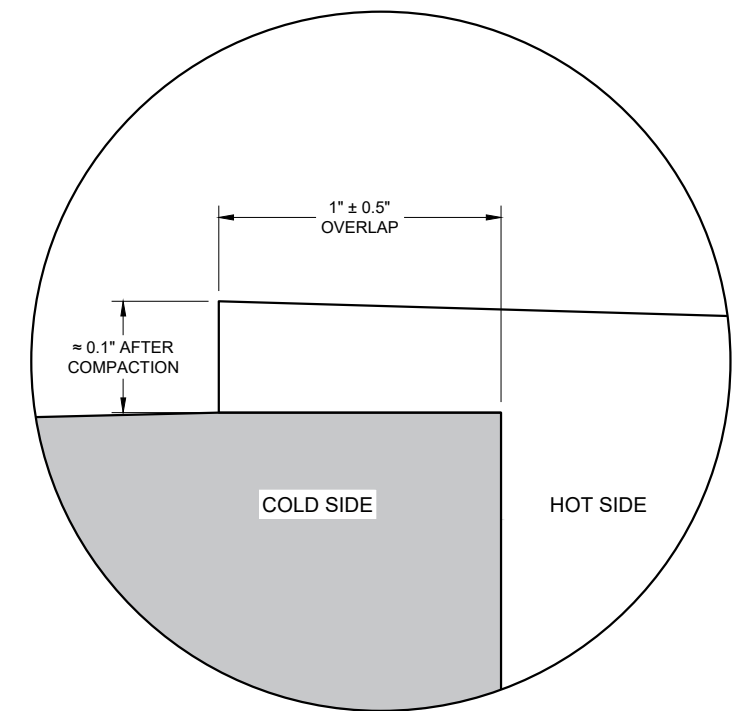
IN ADDITION TO THE DETAILS PROVIDED IN THIS DRAWING, CONFORM TO STANDARD SPECIFICATION 450.3.2.8 FOR WHEN A NOTCHED WEDGE JOINT IS REQUIRED AND FOR GENERAL JOINT CONSTRUCTION REQUIREMENTS.

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

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

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

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



**OVERLAP DETAIL (TYPICAL)**

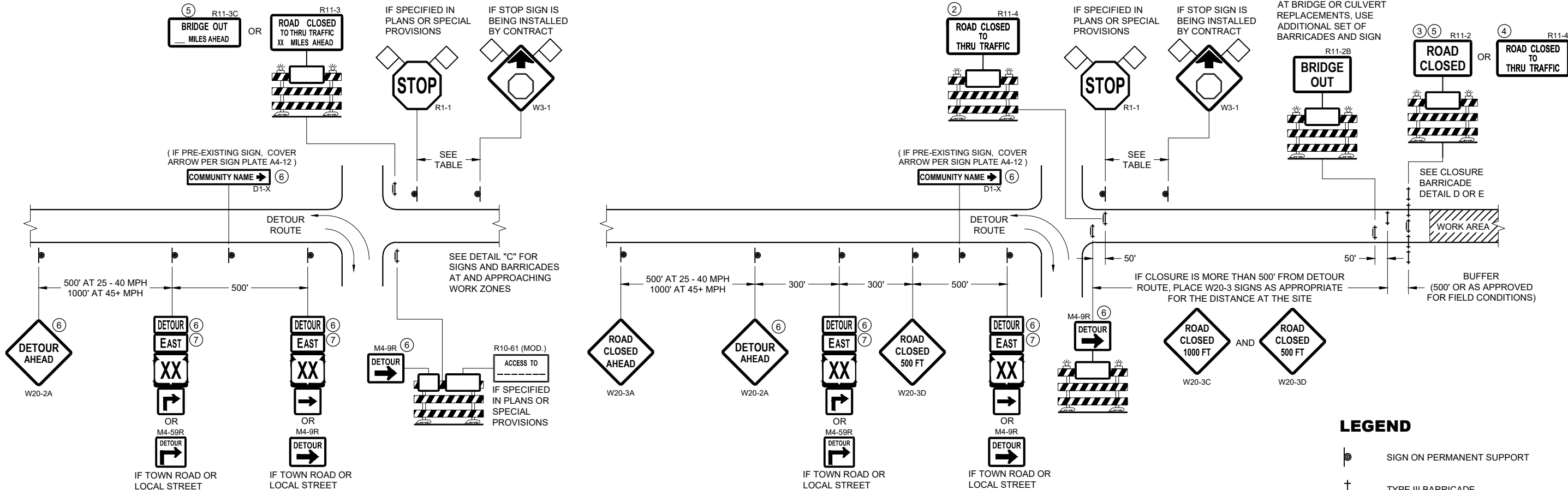
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SDD 13C19 - 03

SDD 13C19 - 03

<b>HMA LONGITUDINAL JOINTS</b>	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED November 2020 DATE	/S/ Steven Hefel HMA PAVEMENT ENGINEER
FHWA	



**DETAIL A  
MAINLINE CLOSURE WITH POSTED DETOUR**

WORK ZONE GREATER THAN OR EQUAL TO 1/2 MILE FROM  
DETOUR ROUTE ( 1000 FEET IF URBAN )

**DETAIL B  
MAINLINE CLOSURE WITH POSTED DETOUR**

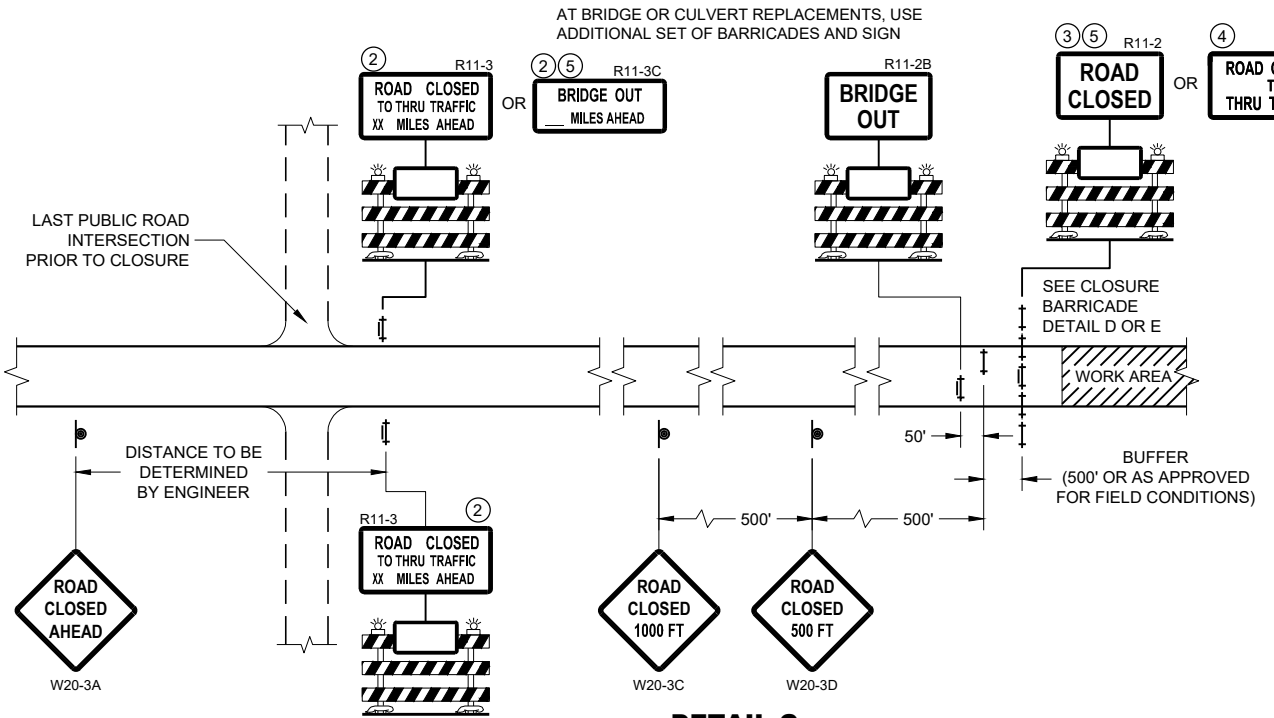
WORK ZONE LESS THAN 1/2 MILE FROM  
DETOUR ROUTE ( 1000 FEET IF URBAN )

**LEGEND**

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

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

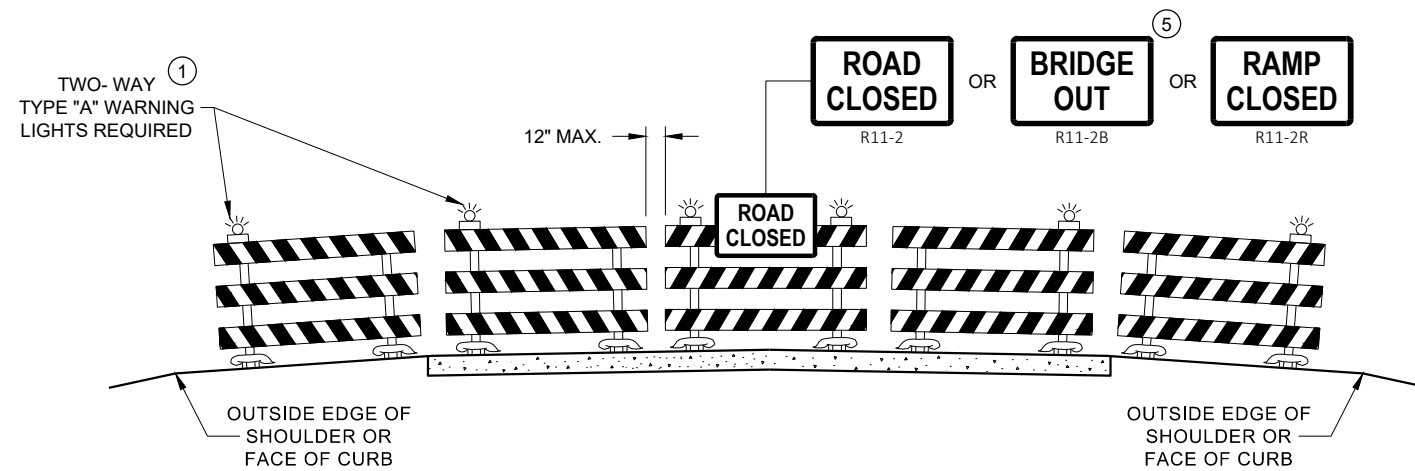


**DETAIL C  
MAINLINE CLOSURE, NO POSTED DETOUR**

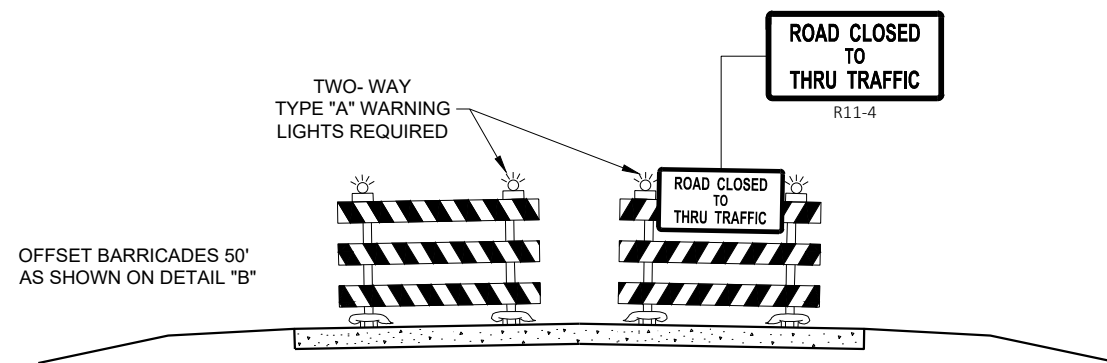
**BARRICADES AND SIGNS  
FOR MAINLINE CLOSURES**

STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

APPROVED  
February 2020 /S/ Andrew Heidtke  
DATE WORK ZONE ENGINEER



**DETAIL D  
ROAD CLOSURE BARRICADE DETAIL  
APPROACH VIEW**



**DETAIL E  
LANE CLOSURE BARRICADE DETAIL  
APPROACH VIEW**

SEE SDD 15C2 - SHEET "a" FOR LEGEND

**GENERAL NOTES**

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

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

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

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

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

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

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

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

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

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

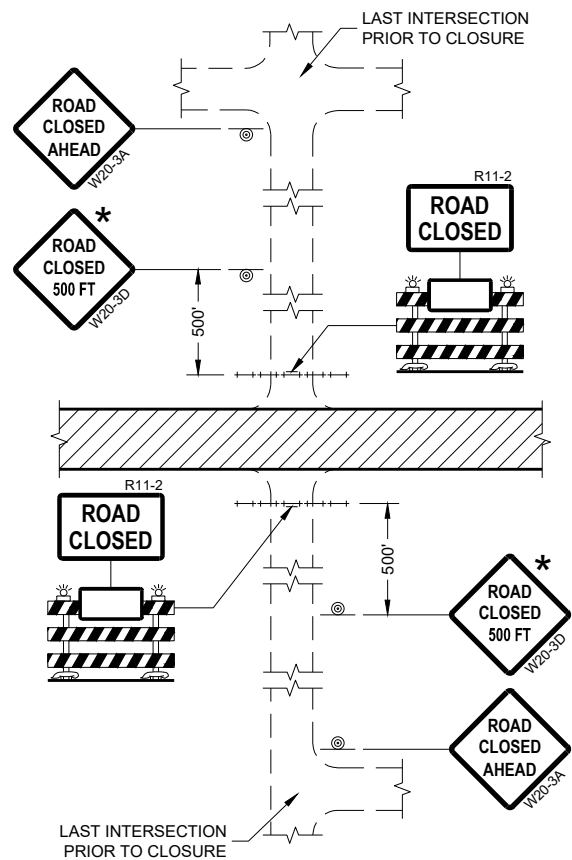
- R11 - 2 SHALL BE 48" X 30"
- R11 - 3 SHALL, R11 - 4 AND R10 - 61 SHALL BE 60" X 30"
- M4 - 9 SHALL BE 30" X 24"
- M3 - X SHALL BE 24" X 12" (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS)
- M4 - 8 SHALL BE 24" X 12" (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS)
- M1 - 4, M1 - 5A AND M1 - 6 SHALL BE 24"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

- ① TWO WARNING LIGHTS SHALL BE PROVIDED ON THE CENTER BARRICADE AND A MINIMUM OF ONE WARNING LIGHT SHALL BE PROVIDED ON EACH OF THE OTHER BARRICADES WITHIN THE ROADWAY LIMITS. SPACING OF THE WARNING LIGHTS SHALL BE UNIFORM TO THE EDGE OF ROADWAY AS SHOWN (APPROX. 8 FOOT LIGHT SPACING).
- ② THESE SIGNS AND BARRICADES ARE NOT REQUIRED IF ROAD CLOSURE BEGINS AT AN INTERSECTION.
- ③ FOR ROAD CLOSURE WITHOUT LOCAL ACCESS TO PROJECT, SEE ROAD CLOSURE BARRICADE DETAIL "D".
- ④ FOR ROAD CLOSURE WITH LOCAL ACCESS TO PROJECT, SEE ROAD CLOSURE BARRICADE DETAIL "E".
- ⑤ FOR BRIDGE OR CULVERT REPLACEMENTS, SUBSTITUTE "BRIDGE OUT" INSTEAD OF "ROAD CLOSED" ON R11 - 2 AND R11 - 3 SIGNS.
- ⑥ INSTALL DETOUR AND COMMUNITY GUIDE SIGNS AND ARROWS ONLY IF SPECIFIED IN THE CONTRACT. IF THERE ARE EXISTING ROUTE MARKER ASSEMBLIES THAT WILL REMAIN IN PLACE, ADJUST THE LOCATION OF THE DETOUR ROUTE SIGNS TO CORRESPOND WITH THE EXISTING ASSEMBLIES. MODIFY EXISTING SIGNS WHERE POSSIBLE. SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS. IF DETOUR SIGNS ARE BEING INSTALLED BY OTHERS, PLACE THE CONTRACTED TRAFFIC CONTROL SIGNS TO ALLOW FOR PLACEMENT OF ALL WARNING, DETOUR AND GUIDE SIGNS AS SHOWN.
- ⑦ "EAST" CARDINAL DIRECTION MARKERS AND RIGHT TURN ARROWS ARE SHOWN. USE OTHER CARDINAL DIRECTIONS AND ARROWS AS APPROPRIATE.

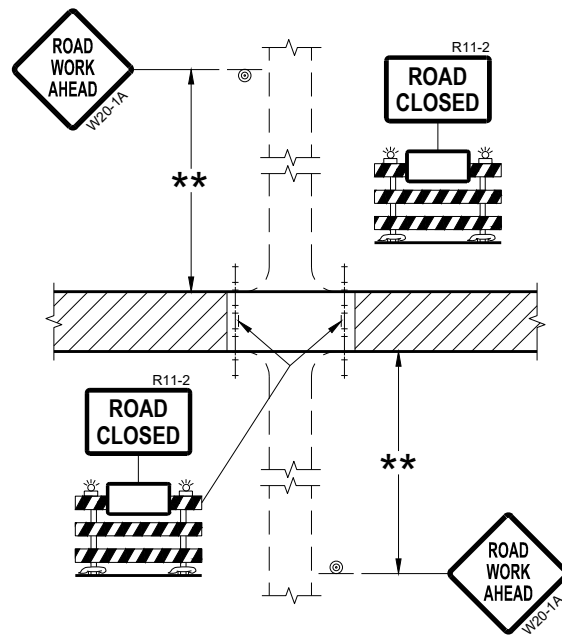
**BARRICADES AND SIGNS  
FOR  
VARIOUS CLOSURES**

STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

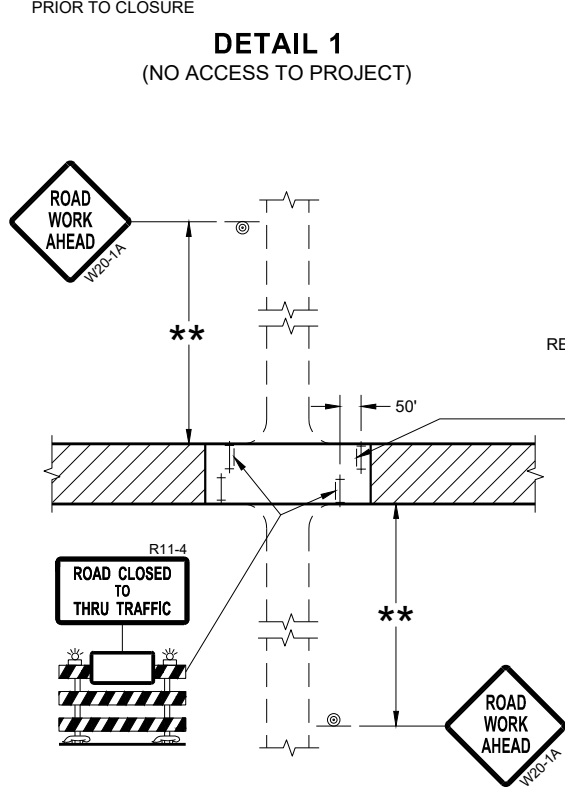
APPROVED  
February 2020 /S/ Andrew Heidtke  
DATE WORK ZONE ENGINEER  
FHWA



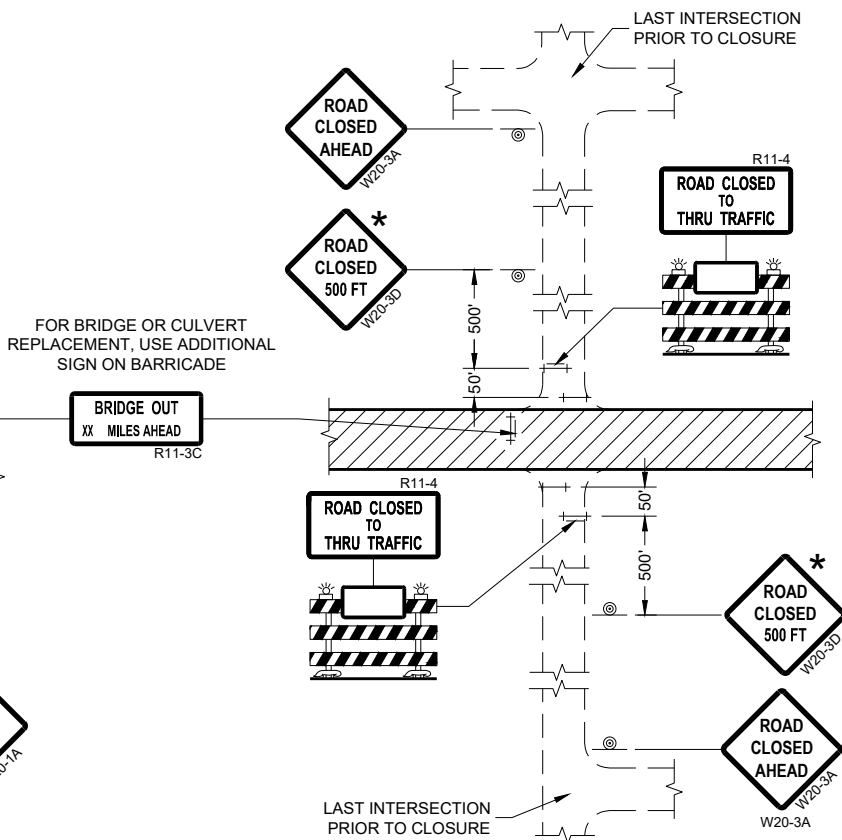
**DETAIL 1**  
(NO ACCESS TO PROJECT)



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



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



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

**GENERAL NOTES**

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

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

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

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

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

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

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

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

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

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

- \* OMIT THE "ROAD CLOSED 500 FT." SIGN IF THE LAST INTERSECTION IS 500 FEET OR LESS FROM THE WORK ZONE.
- \*\* 500' MAX. OR AT LAST INTERSECTION, WHICHEVER IS CLOSEST.

**LEGEND**

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

**BARRICADES AND SIGNS  
FOR  
SIDEROAD CLOSURES**

STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION




APPROVED  
July 2018 /S/ Andrew Heidtke  
DATE WORK ZONE ENGINEER

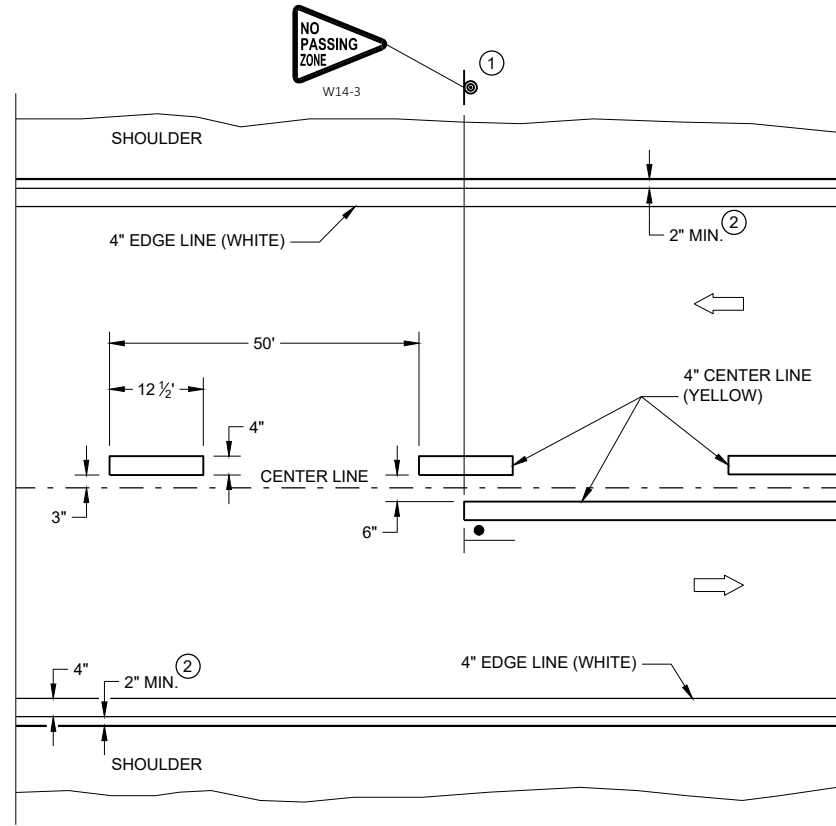
**GENERAL NOTES**

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

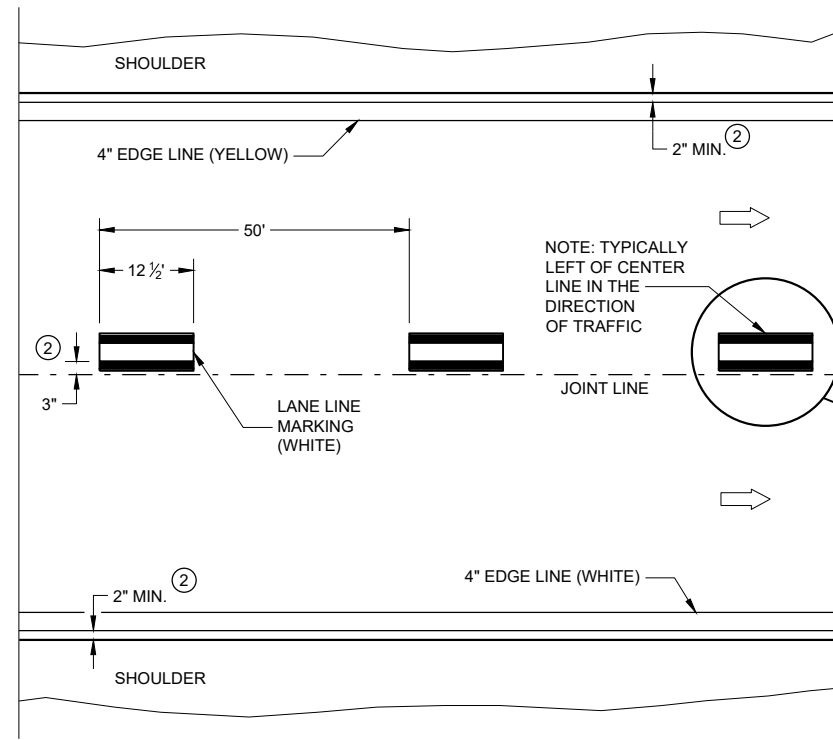
- ① LOCATE THE NO PASSING ZONE W14-3 SIGN WITHIN 50 FEET OF THE "T" MARKING
- ② MEASURE FROM EDGE OF MARKING TO JOINT LINE. THIS DOES NOT INCLUDE SPACE NEEDED FOR GROOVING OPERATIONS.

**LEGEND**

-  "T" MARKING
-  SIGN ON PERMANENT SUPPORT
-  DIRECTION OF TRAFFIC

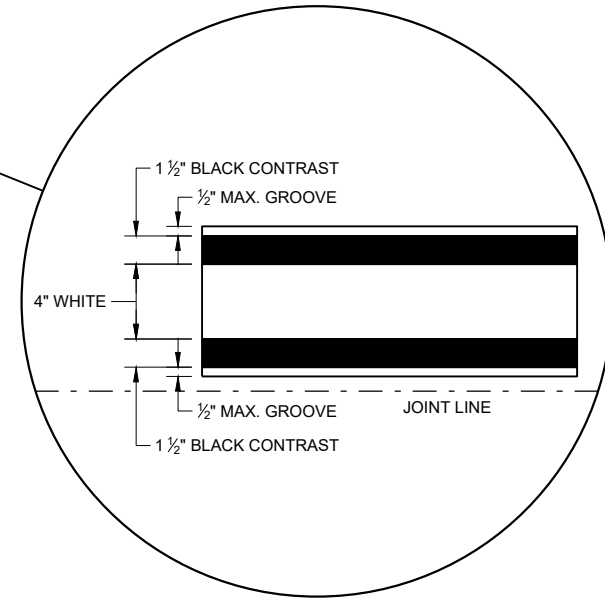


**TWO WAY TRAFFIC**



**ONE WAY TRAFFIC**

**PERMANENT PAVEMENT MARKING**



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SDD 15C08 - 21a

SDD 15C08 - 21a





**PERMANENT LONGITUDINAL PAVEMENT MARKINGS**

STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

APPROVED  
DATE: May 2022 /S/ Jeannie Silver  
STATEWIDE SIGNING AND MARKING ENGINEER

FHWA

**LEGEND**

- V1 LEAD VEHICLE
- V2 MARKING VEHICLE
- V3 SHADOW VEHICLE
-  TRUCK MOUNTED ATTENUATOR (TMA)
-  SIGN ON TEMPORARY SUPPORT
-  DIRECTION OF TRAFFIC
-  FLASHING ARROW PANEL (CAUTION)

**GENERAL NOTES**

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

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

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

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

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

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

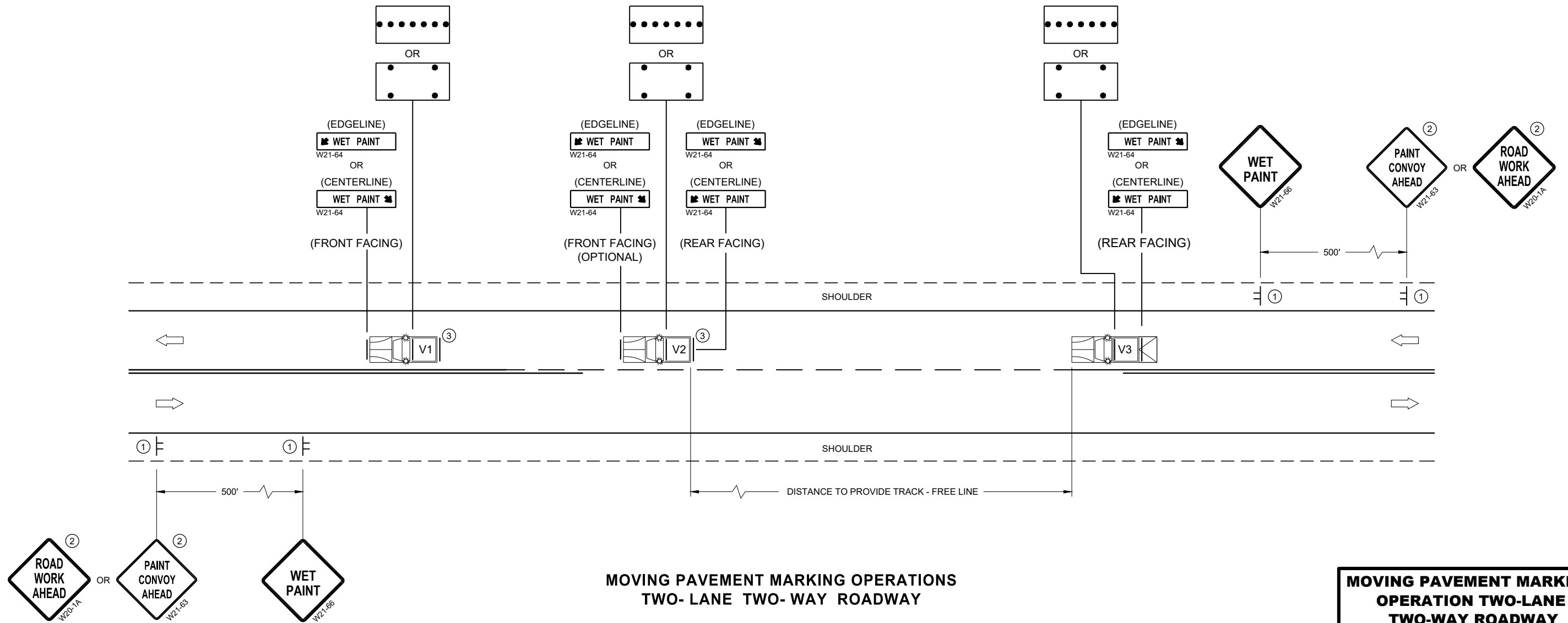
CONES SHOULD BE USED BETWEEN THE MARKING AND SHADOW VEHICLE AT 100 FOOT SPACING. CONES MAY BE OMITTED ON PAINTED LINE IF APPROVED BY THE ENGINEER. CONSIDER PAVEMENT MARKING DRY OR CURE TIMES AND TRAFFIC VOLUME.

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

- ① SIGNS SHALL BE REPEATED APPROXIMATELY EVERY THREE MILES.
- ② IF CONSTRUCTION WORK ZONE SIGNS ARE IN PLACE, W20-1A OR W21-63 ARE NOT REQUIRED.
- ③ V1 AND V2 CAN BE SWITCHED SO THAT THE MARKER IS THE LEAD VEHICLE.

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6



**MOVING PAVEMENT MARKING OPERATIONS  
TWO-LANE TWO-WAY ROADWAY**

**MOVING PAVEMENT MARKING  
OPERATION TWO-LANE  
TWO-WAY ROADWAY**

STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

APPROVED  
DATE: May 2022 /S/ Andrew Heidtke  
WORK ZONE ENGINEER

FHWA

SDD 15C19 - 07a

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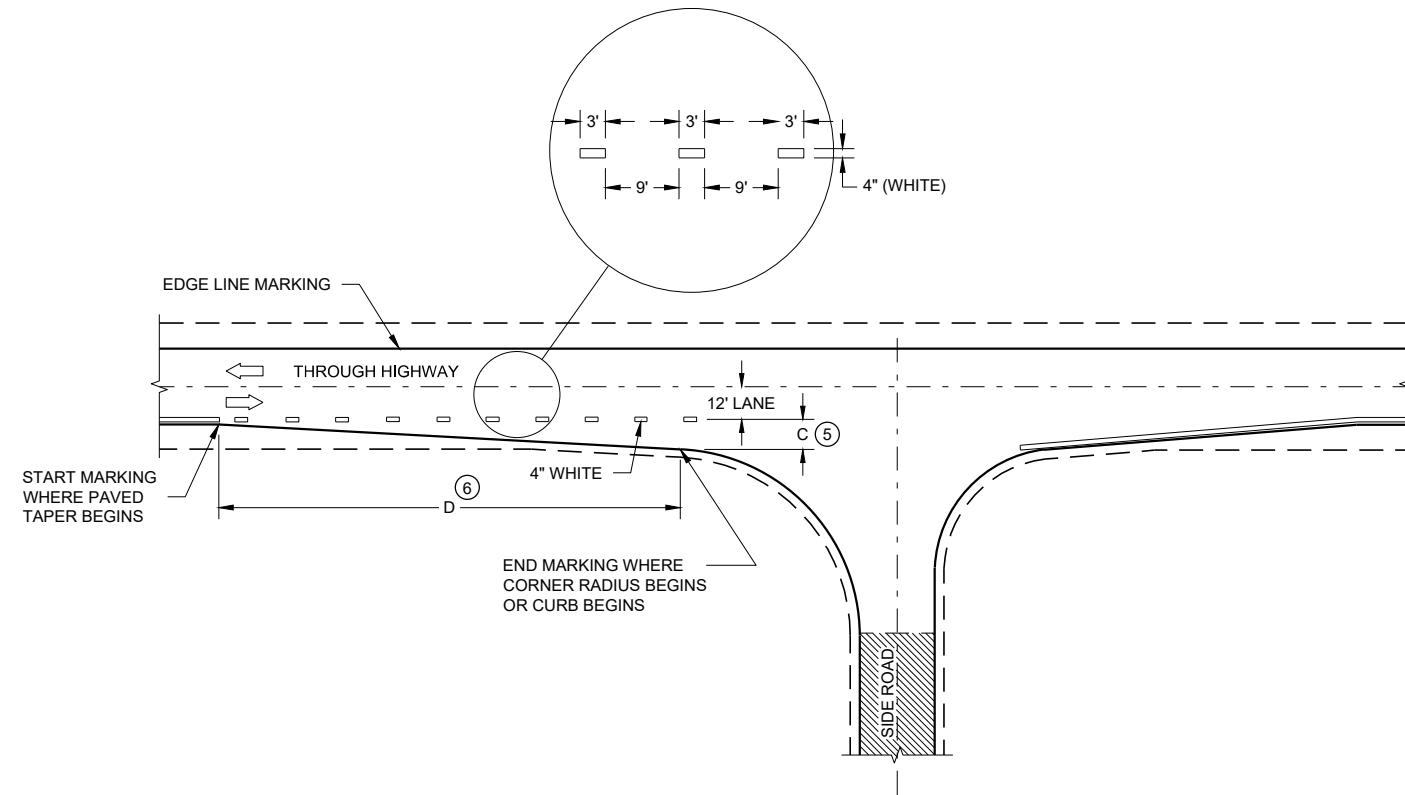
**GENERAL NOTES**

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

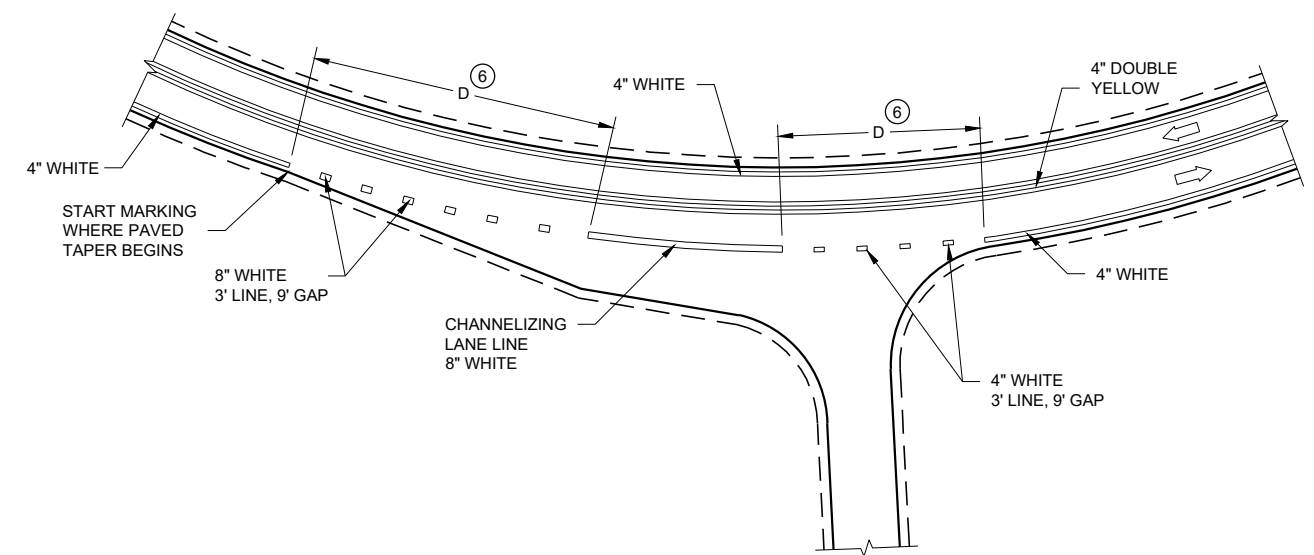
- ① WHEN DISTANCE "A" IS LESS THAN 250 FEET, OMIT LANE LINE.
- ② WHEN DISTANCE "B" IS LESS THAN 100 FEET, OMIT CHANNELIZING LANE LINE.
- ③ BARRIER LINE ENDS AT SIDE ROAD PAVEMENT / SURFACE EDGE EXTENSION.
- ④ BARRIER LINE STARTS 500 FEET PRIOR TO THE BYPASS TAPER.
- ⑤ WHEN DISTANCE "C" IS LESS THAN 4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

**LEGEND**

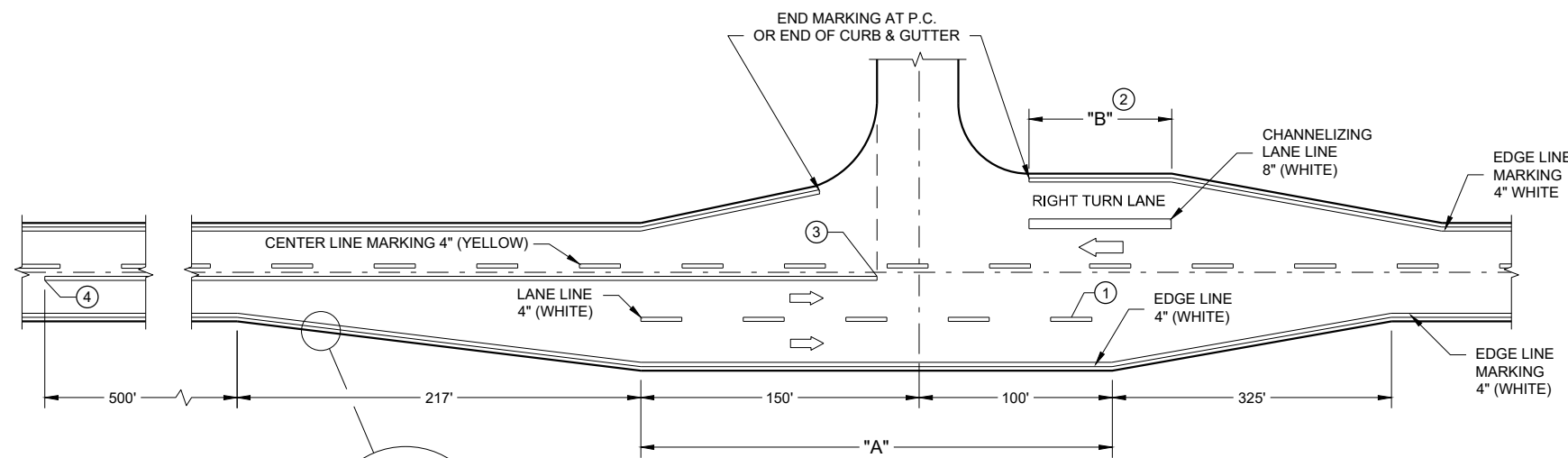
➡ DIRECTION OF TRAVEL



**MINOR INTERSECTION**

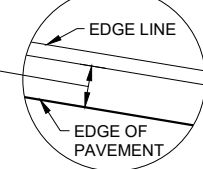


**INTERSECTION ON OUTSIDE OF CURVE**



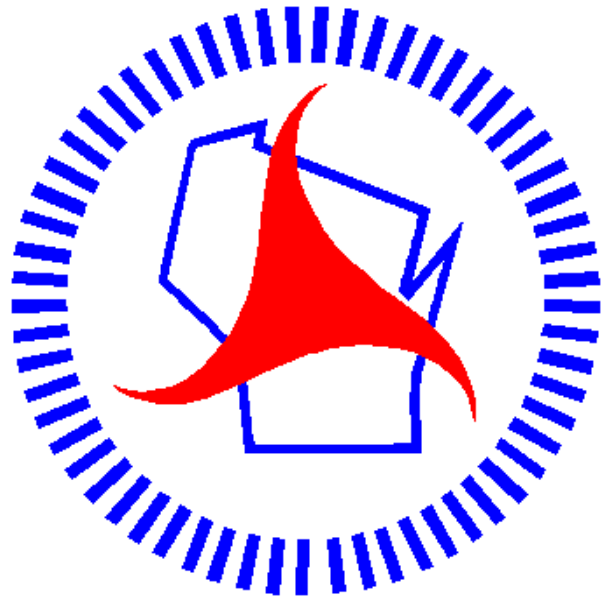
**MAJOR INTERSECTIONS  
(INTERSECTION WITH FULL RIGHT TURN LANE OR BYPASS LANE)**

BYPASS LANE PAVED SHOULDER WIDTH (AS SHOWN ELSEWHERE IN PLANS) - PLUS 2 INCHES



**PAVEMENT MARKING  
(INTERSECTIONS)**

STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION



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