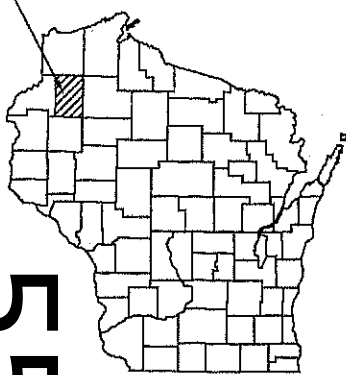


ORDER OF SHEETS

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 = 50

PROJECT LOCATION



55

DESIGN DESIGNATION

A.A.D.T.	2023	=	469
A.A.D.T.	2043	=	518
D.H.V.		=	65
D.D.		=	50/50
T.		=	10%
DESIGN SPEED		=	60 MPH
ESALS		=	110,000

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	
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	

STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

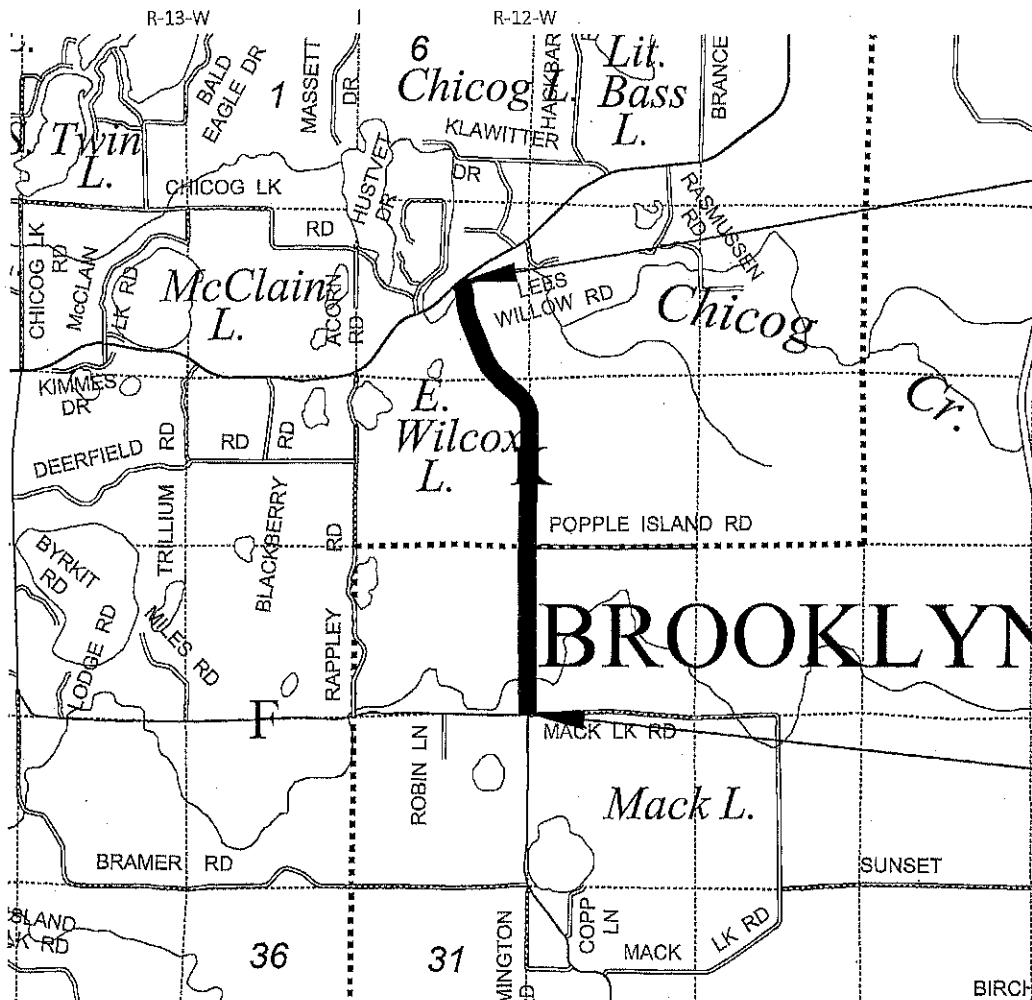
SPOONER - STH 77

CTH F TO STH 77

CTH K

WASHBURN COUNTY

STATE PROJECT NUMBER
8800-00-71



END PROJECT
STA 152+32.9
Y = 650157.7749
X = 735408.3670

BEGIN PROJECT
STA 11+17.24
Y = 636716.6882
X = 737556.7020

LAYOUT
SCALE 0 1.0 MI
TOTAL NET LENGTH OF CENTERLINE = 2.673 MI

HORIZONTAL POSITIONS SHOWN ON THIS PLAN ARE WISCONSIN COORDINATE REFERENCE SYSTEM (WISCRS), WASHBURN 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 (1991). GPS DERIVED ELEVATIONS ARE BASED ON GEOID 12A.

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
8800-00-71	WISC 2023079	1

ACCEPTED FOR
COUNTY OF WASHBURN
DATE: 7-21-22 *Brian Danielson*
(Signature)
Highway Commissioner
(Title)

ORIGINAL PLANS PREPARED BY
Cedar
corporation
MENOMONIE - MADISON - GREEN BAY - CEDARBURG
www.cedarcorp.com
800-472-7372

WISCONSIN PROFESSIONAL ENGINEER
TROY L. PETERSON
E-31102
MENOMONIE WI
Troy L. Peterson
7-20-22

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
PREPARED BY
Surveyor: CEDAR CORPORATION
Designer: CEDAR CORPORATION
Project Manager: PAULA GROOM, PE
Regional Examiner: TONY YANG, PE
Regional Supervisor: TYLER RONGSTAD, PE

APPROVED FOR THE DEPARTMENT
DATE: 07/21/2022 *Paula Groom*
(Signature)

E

GENERAL NOTES

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

NO TREES OR SHRUBS ARE TO BE REMOVED UNLESS SUCH TREES OR SHRUBS HAVE FIRST BEEN INDICATED FOR REMOVAL BY THE ENGINEER IN THE FIELD.

WETLANDS ARE PRESENT WITHIN THE PROJECT LIMITS. DO NOT OPERATE EQUIPMENT OUTSIDE OF THE SLOPE INTERCEPTS. DO NOT STORE OR STOCKPILE MATERIALS IN WETLANDS

WHEN THE QUANTITY OF ITEM BASE LAYER OR SURFACE LAYER IS MEASURED FOR PAYMENT BY THE TON, THE THICKNESS OF THE MATERIAL THAT IS SHOWN ON THE PLANS IS APPROXIMATE AND THE ACTUAL THICKNESS WILL DEPEND ON THE DISTRIBUTION OF MATERIAL AS DIRECTED BY THE ENGINEER.

ORDER OF SECTION 2 SHEETS

- GENERAL NOTES
- TYPICAL SECTIONS
- PROJECT OVERVIEW
- SUPERELEVATION DETAILS
- CONSTRUCTION DETAILS
- INTERSECTION DETAILS
- PAVEMENT MARKING & EXISTING SIGNING
- TRAFFIC CONTROL

STANDARD ABBREVIATIONS

ABUT	ABUTMENT	OFF	OFFSET
AGG	AGGREGATE	PC	POINT OF CURVATURE
ET AL	AND OTHERS	PI	POINT OF INTERSECTION
AADT	ANNUAL AVERAGE DAILY TRAFFIC	PT	POINT OF TANGENCY
BF	BACK FACE	POL	POINT ON LINE
BM	BENCHMARK	PE	PRIVATE ENTRANCE
C/L OR €	CENTERLINE	PL	PROPERTY LINE
Δ	CENTRAL ANGLE OR DELTA	PSI	POUNDS/SQUARE INCH
CLR	CLEAR	PROP	PROPOSED
CONC	CONCRETE	R	RADIUS
CONST	CONSTRUCTION	RR	RAILROAD
COR	CORNER	REBAR	REINFORCEMENT BAR
CMP	CORRUGATED METAL PIPE	REQ'D	REQUIRED
CTH	COUNTY TRUNK HIGHWAY	RT	RIGHT
CR	CREEK	RHF	RIGHT-HAND FORWARD
CFS	CUBIC FEET/SECOND	R/W	RIGHT-OF-WAY
CULV	CULVERT	RD	ROAD
D	DEGREE OF CURVE	SEC	SECTION
DHV	DESIGN HOUR VOLUME	S	SOUTH
DIA	DIAMETER	SE	SOUTHEAST
E	EAST	SW	SOUTHWEST
EL	ELEVATION	STH	STATE TRUNK HIGHWAY
EST	ESTIMATED	STA	STATION
FPS	FEET PER SECOND	SE	SUPER ELEVATION
FE	FIELD ENTRANCE	T	TANGENT
FT	FOOT (FEET)	TEL	TELEPHONE
FTG	FOOTING	TEMP	TEMPORARY
FDN	FOUNDATION	TI	TEMPORARY INTEREST
FF	FRONT FACE	TLE	TEMPORARY LIMITED EASEMENT
IP	IRON PIN	TL OR T/L	TRANSIT LINE
LT	LEFT	T	TRUCKS
LHF	LEFT-HAND FORWARD	TYP	TYPICAL
L	LENGTH OF CURVE	U/G	UNDERGROUND
LF	LINEAR FOOT	USH	UNITED STATES HIGHWAY
MAX	MAXIMUM	VAR	VARIABLE
MI	MILE	V	VELOCITY
MIN	MINIMUM	VPC	VERTICAL POINT OF CURVATURE
NC	NORMAL CROWN	VPI	VERTICAL POINT OF INTERSECTION
N	NORTH	VPT	VERTICAL POINT OF TANGENCY
NE	NORTHEAST	W	WEST
NW	NORTHWEST	YD	YARD
NO	NUMBER		

DNR CONTACT

DNR NORTHERN REGION HEADQUARTERS
 810 WEST MAPLE STEET
 SPOONER, WI 54801
 ATTN: SHAWN HASELEU
 PH: (715) 416-0478
 EMAIL: shawn.haseleu@wisconsin.gov

DESIGN CONSULTANT CONTACT

CEDAR CORPORATION
 604 WILSON AVENUE
 MENOMONIE, WI 54751
 ATTN: TROY L. PETERSON, P.E.
 PH: (715) 235-9081
 EMAIL: troy.peterson@cedarcorp.com

MUNICIPALITY

WASHBURN COUNTY HIGHWAY DEPARTMENT
 1600 COUNTY HIGHWAY H
 SPOONER, WI 54801
 ATTN: BRIAN DANIELSEN, P.E., COMMISSIONER
 PH: (715) 635-4480
 EMAIL: bdaniels@co.washburn.wi.us

UTILITY CONTACTS

COMMUNICATION
 LUMEN (CENTURYLINK)
 20 SOUTH WILSON AVENUE
 RICE LAKE, WI 54868
 ATTN: KYLE R. SCHLAMPP, CONSTRUCTION DETAILER
 PH: (715) 475-2029
 EMAIL: kyle.schlampp@lumen.com

COMMUNICATION
 SIREN TELEPHONE COMPANY
 7723 MAIN STREET
 SIREN, WI 54872
 ATTN: KENT BASSETT, PLANT MANAGER
 PH: (715) 349-2224
 EMAIL: kentbass@sirentel.net

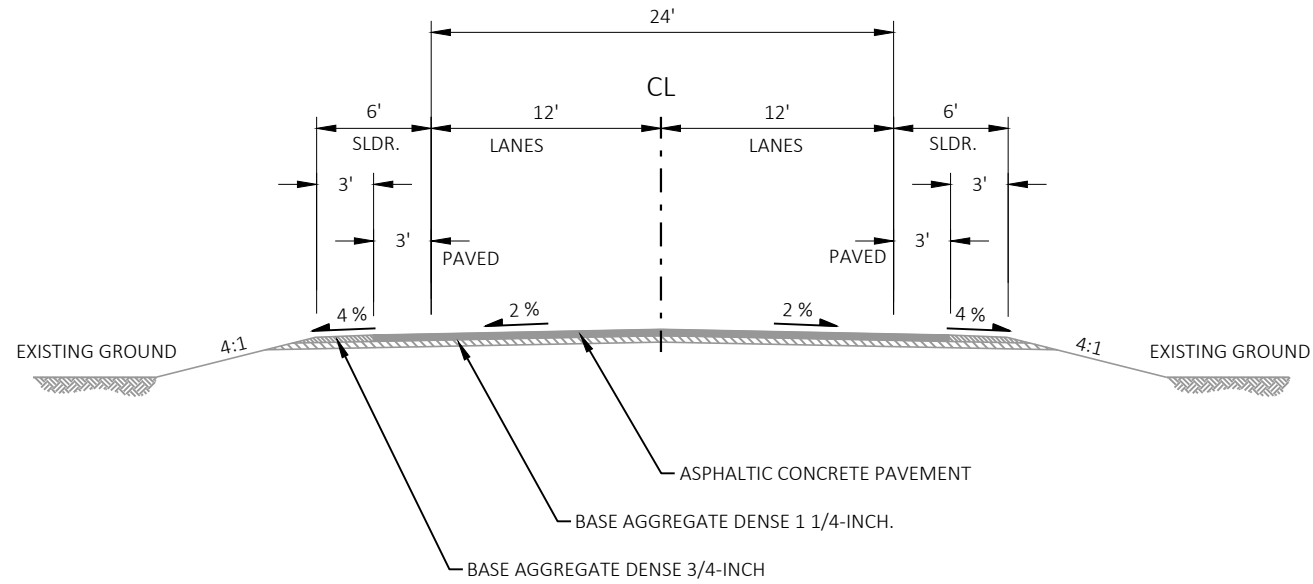
ELECTRIC
 DAHLBERG LIGHT & POWER COMPANY
 9221 E. MAIN ST/P.O. BOX 300
 SOLON SPRINGS, WI 54873
 ATTN: DEANICE ZOLTAK
 PH: (715) 378-2205 x110
 EMAIL: deanicez@dahlberglightandpower.com



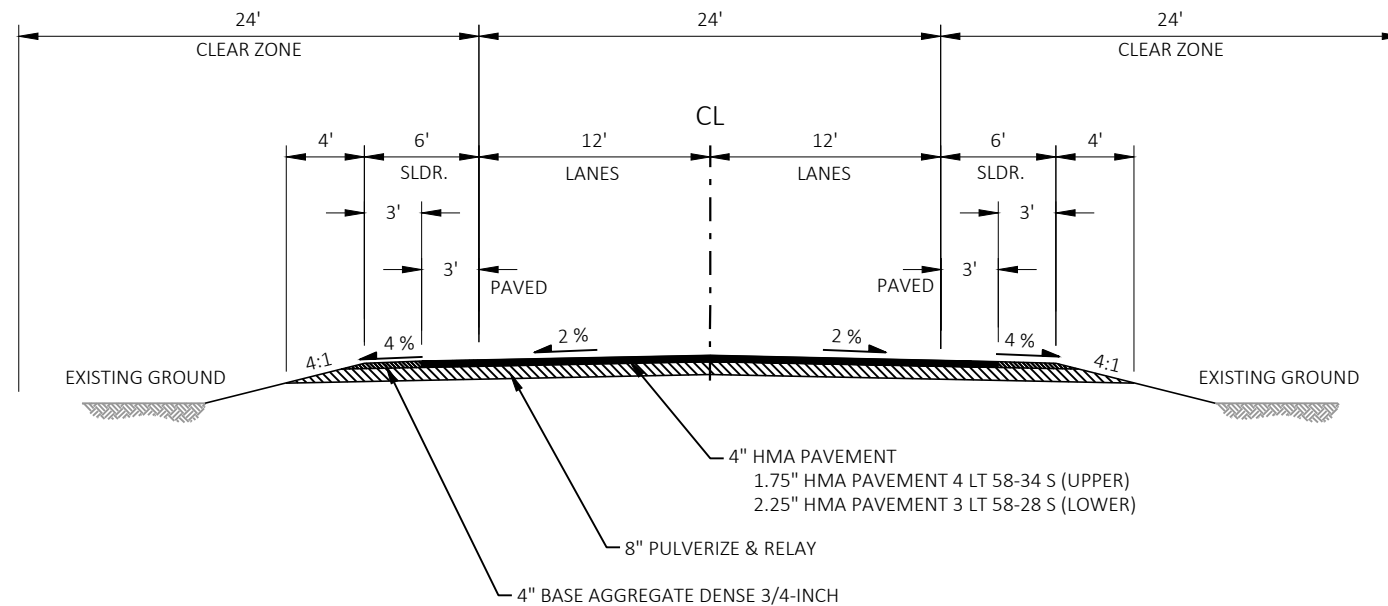
RUNOFF COEFFICIENT TABLE

	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	.16	.22	.12	.20	.27	.15	.24	.33	.19	.28	.38
	.22	.30	.38	.26	.34	.44	.30	.37	.50	.34	.41	.56
MEDIAN STRIP-TURF	.19	.20	.24	.19	.22	.26	.20	.23	.30	.20	.25	.30
	.24	.26	.30	.25	.28	.33	.26	.30	.37	.27	.32	.40
SIDE SLOPE TURF			.25			.27			.28			.30
			.32			.34			.36			.38
PAYMENT:												
ASPHALT:	.70 - .95											
CONCRETE:	.80 - .95											
BRICK:	.70 - .80											
DRIVES, WALKS:	.75 - .85											
ROOFS:	.75 - .95											
GRAVEL ROADS, SHOULDERS:	.40 - .60											

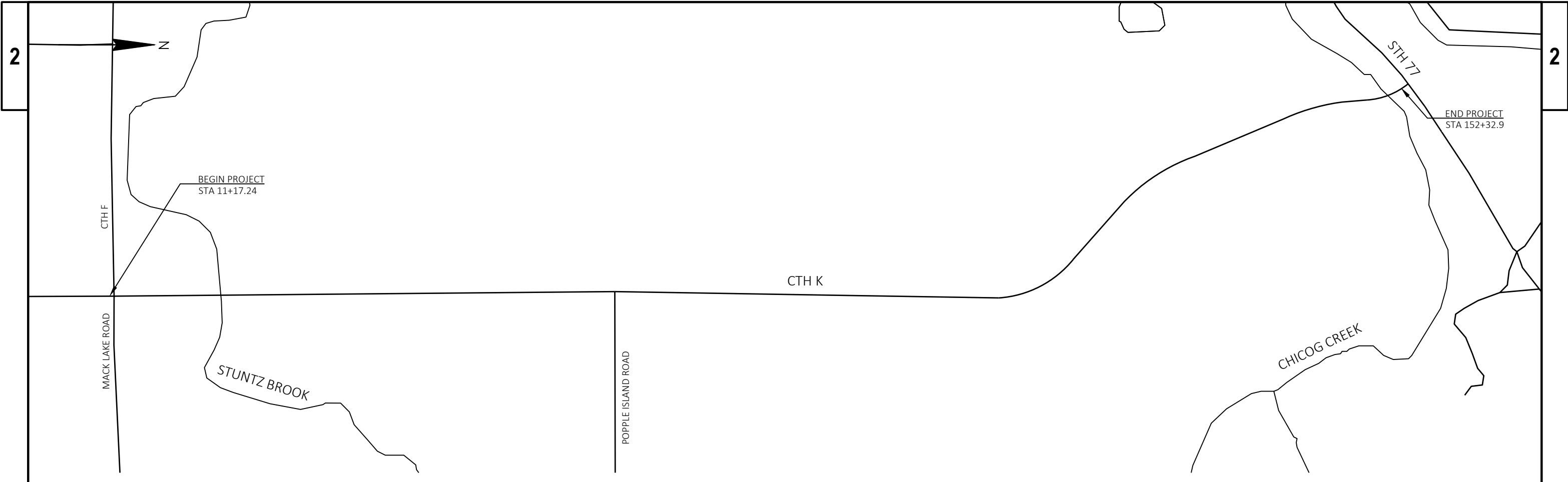
TOTAL PROJECT AREA = 12.23 ACRES
 TOTAL AREA EXPECTED TO BE DISTURBED BY CONSTRUCTION ACTIVITIES = 12.23 ACRES



EXISTING TYPICAL SECTION - CTH K
 STA 11+17.2 TO STA 152+32.9



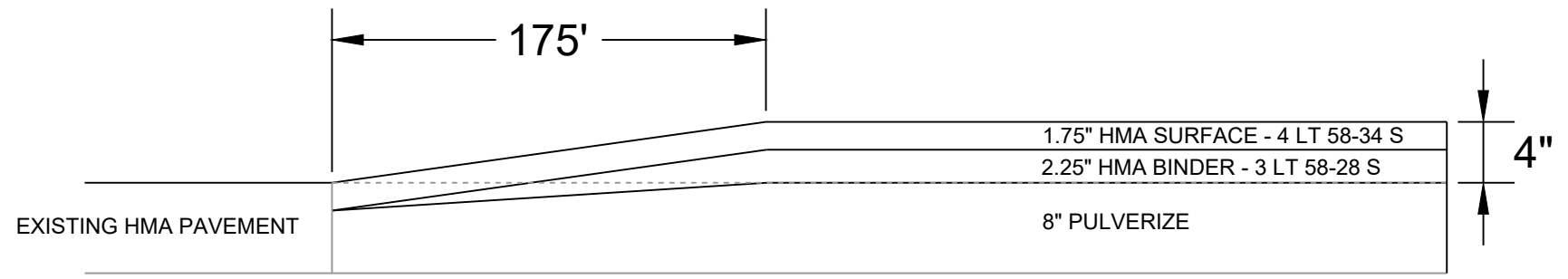
PROPOSED TYPICAL SECTION - CTH K
 STA 11+17.2 TO STA 152+32.9



BENCH MARKS				
NO.	STA.	DESCRIPTION	OFFSET	ELEV
112	11+46.6	COTTON SPINDLE IN POWER POLE	46.0' RT.	1053.98
111	27+59.7	COTTON SPINDLE IN POWER POLE	45.0' RT.	1058.38
110	42+03.3	COTTON SPINDLE IN POWER POLE	44.8' RT.	1080.49
109	55+99.1	COTTON SPINDLE IN POWER POLE	43.7' RT.	1069.21
108	66+20.9	COTTON SPINDLE IN POWER POLE	41.6' LT.	1063.37
107	78+83.9	COTTON SPINDLE IN POWER POLE	45.4' LT.	1094.82
106	89+91.2	COTTON SPINDLE IN POWER POLE	47.4' LT.	1108.58
105	101+26.5	COTTON SPINDLE IN POWER POLE	44.4' RT.	1071.45
104	109+26.0	COTTON SPINDLE IN POWER POLE	30.1' RT.	1067.57
103	123+36.3	COTTON SPINDLE IN POWER POLE	35.7' LT.	1054.59
102	131+06.7	COTTON SPINDLE IN POWER POLE	35.9' LT.	1033.06
101	143+63.8	COTTON SPINDLE IN POWER POLE	36.4' LT.	1029.20
100	151+48.6	COTTON SPINDLE IN POWER POLE	48.4' LT.	1020.72

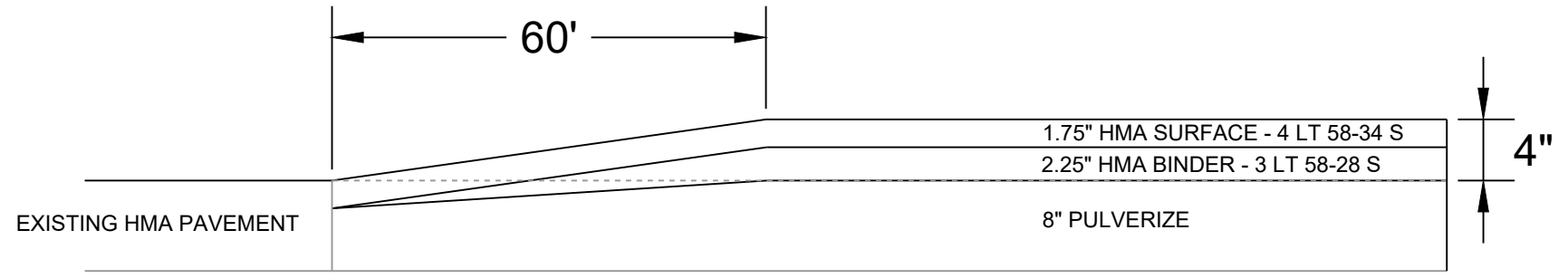
CONTROL POINTS				
NO.	NORTHING	EASTING	ELEV.	DESCRIPTION
13	636732.96	737592.08	1052.20	SURVEY SPIKE
12	638358.70	737567.67	1056.47	SURVEY SPIKE
11	639805.92	737551.73	1077.92	SURVEY SPIKE
10	641208.29	737560.22	1066.32	SURVEY SPIKE
9	642216.37	737482.42	1061.81	SURVEY SPIKE
8	643488.01	737520.18	1092.01	SURVEY SPIKE
7	644591.47	737509.27	1107.48	SURVEY SPIKE
6	645725.24	737624.85	1070.53	SURVEY SPIKE
5	646505.50	737435.18	1067.17	SURVEY SPIKE
4	647452.69	736383.94	1054.01	SURVEY SPIKE
3	648129.96	736021.28	1031.65	SURVEY SPIKE
2	649302.57	735540.80	1028.50	SURVEY SPIKE
1	650111.47	735486.92	1019.30	SURVEY SPIKE

Station	Description	Left Outside Shoulder	Left Outside Lane	Right Outside Shoulder	Right Outside Lane
10+00.00	Begin Alignment	-4.00%	-2.00%	-4.00%	-2.00%
101+80.53	End Normal Crown	-4.00%	-2.00%	-4.00%	-2.00%
102+28.53	Level Crown	-4.00%	-2.00%	0.00%	0.00%
102+76.53	Reverse Crown	-4.00%	-2.00%	2.00%	2.00%
103+24.53	Low Shoulder Match	-4.00%	-4.00%	4.00%	4.00%
103+72.53	Begin Full Super	-6.00%	-6.00%	6.00%	6.00%
106+82.90	End Full Super	-6.00%	-6.00%	6.00%	6.00%
107+93.53	Begin Full Super	-5.80%	-5.80%	5.80%	5.80%
111+53.83	End Full Super	-5.80%	-5.80%	5.80%	5.80%
111+96.97	Low Shoulder Match	-4.00%	-4.00%	4.00%	4.00%
112+44.90	Reverse Crown	-4.00%	-2.00%	2.00%	2.00%
112+92.83	Level Crown	-4.00%	-2.00%	0.00%	0.00%
113+40.76	Begin Normal Crown	-4.00%	-2.00%	-4.00%	-2.00%
118+29.14	End Normal Crown	-4.00%	-2.00%	-4.00%	-2.00%
118+82.35	Level Crown	0.00%	0.00%	-4.00%	-2.00%
119+35.57	Reverse Crown	2.00%	2.00%	-4.00%	-2.00%
119+88.78	Low Shoulder Match	4.00%	4.00%	-4.00%	-4.00%
120+31.35	Begin Full Super	5.60%	5.60%	-5.60%	-5.60%
127+67.84	End Full Super	5.60%	5.60%	-5.60%	-5.60%
128+10.41	Low Shoulder Match	4.00%	4.00%	-4.00%	-4.00%
128+63.62	Reverse Crown	2.00%	2.00%	-4.00%	-2.00%
129+16.84	Level Crown	0.00%	0.00%	-4.00%	-2.00%
129+70.05	Begin Normal Crown	-4.00%	-2.00%	-4.00%	-2.00%
138+63.84	End Normal Crown	-4.00%	-2.00%	-4.00%	-2.00%
139+17.03	Level Crown	0.00%	0.00%	-4.00%	-2.00%
139+70.22	Reverse Crown	2.00%	2.00%	-4.00%	-2.00%
140+23.42	Low Shoulder Match	4.00%	4.00%	-4.00%	-4.00%
140+42.03	Begin Full Super	4.70%	4.70%	-4.70%	-4.70%
141+53.12	End Full Super	4.70%	4.70%	-4.70%	-4.70%
142+85.74	Begin Full Super	5.70%	5.70%	-5.70%	-5.70%
145+89.57	End Full Super	5.70%	5.70%	-5.70%	-5.70%
149+36.59	Begin Full Super	-6.00%	-6.00%	6.00%	6.00%
152+25.93	End Full Super	-6.00%	-6.00%	6.00%	6.00%
152+70.26	Low Shoulder Match	-4.00%	-4.00%	4.00%	4.00%
153+14.59	Reverse Crown	-4.00%	-2.00%	2.00%	2.00%
153+58.93	Level Crown	-4.00%	-2.00%	0.00%	0.00%
154+03.26	Begin Normal Crown	-4.00%	-2.00%	-4.00%	-2.00%
153+67.12	End Alignment	-4.00%	-2.00%	-4.00%	-2.00%



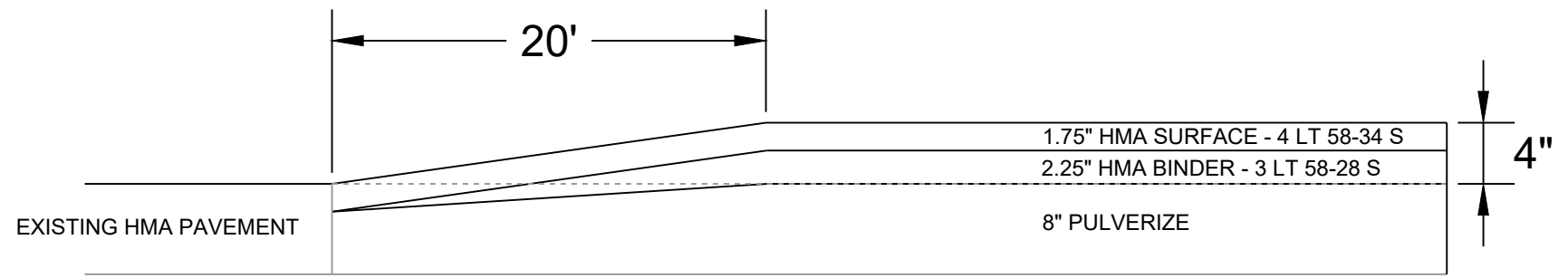
BUTT JOINT

MAINLINE - SOUTH END



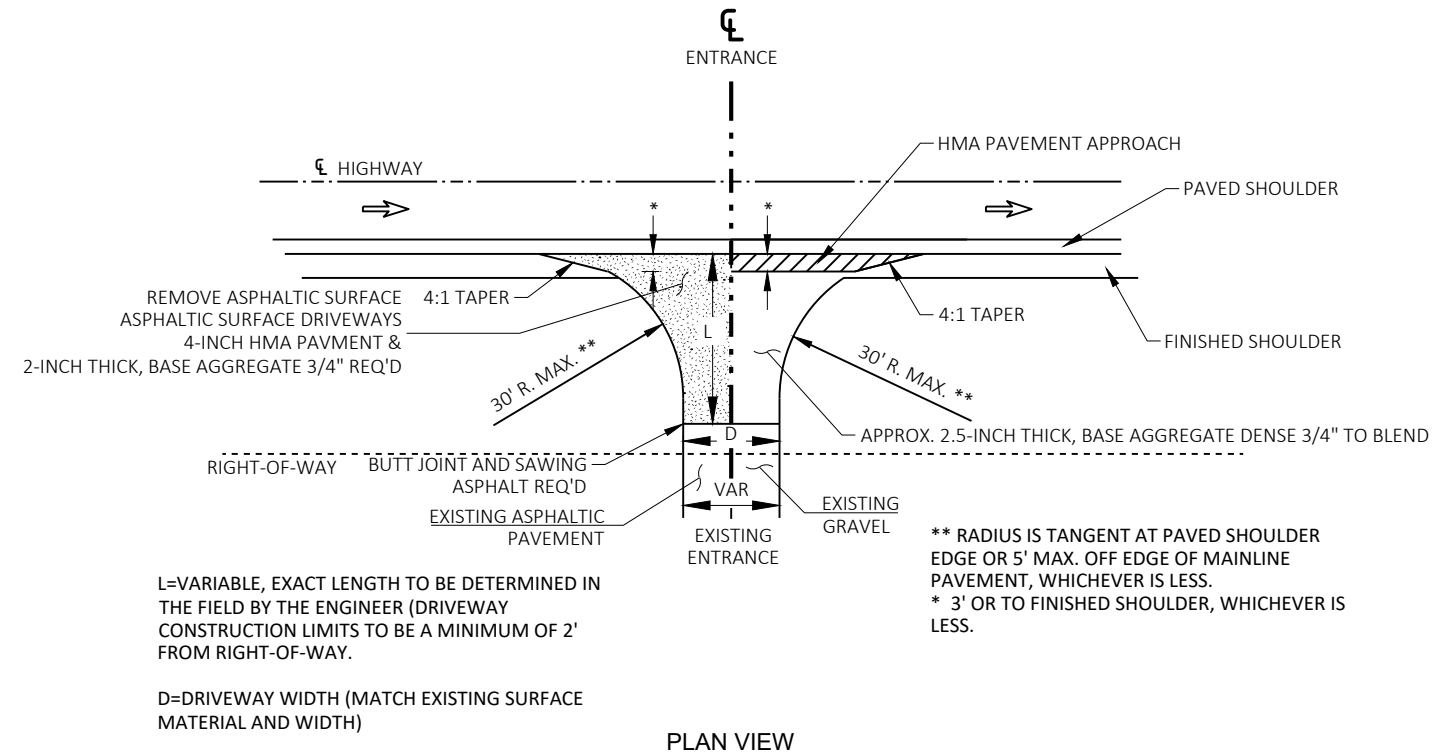
BUTT JOINT

MAINLINE - NORTH END

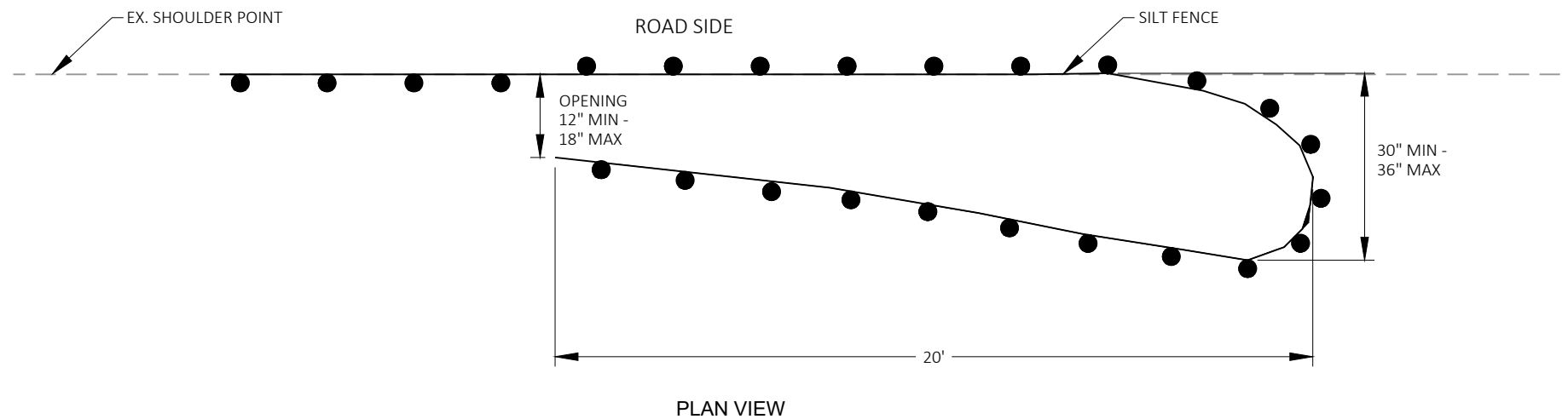


BUTT JOINT

SIDE ROADS (CTH F, MACK LAKE RD, POPPLE ISLAND RD)



RURAL DRIVEWAY DETAIL (PE, CE & FE)
(FOR RESURFACING PROJECTS)

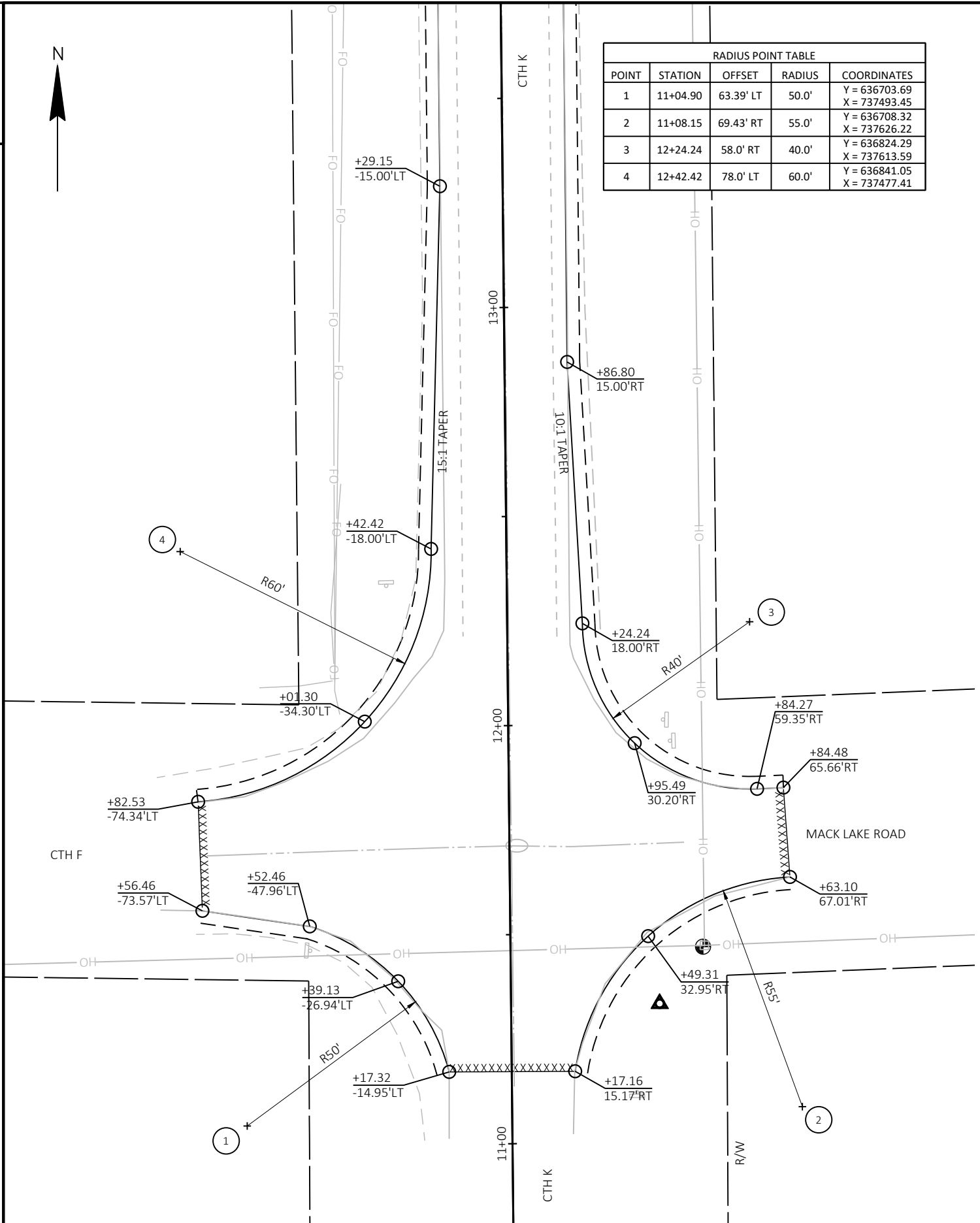


TEMPORARY SMALL ANIMAL TURN-AROUND

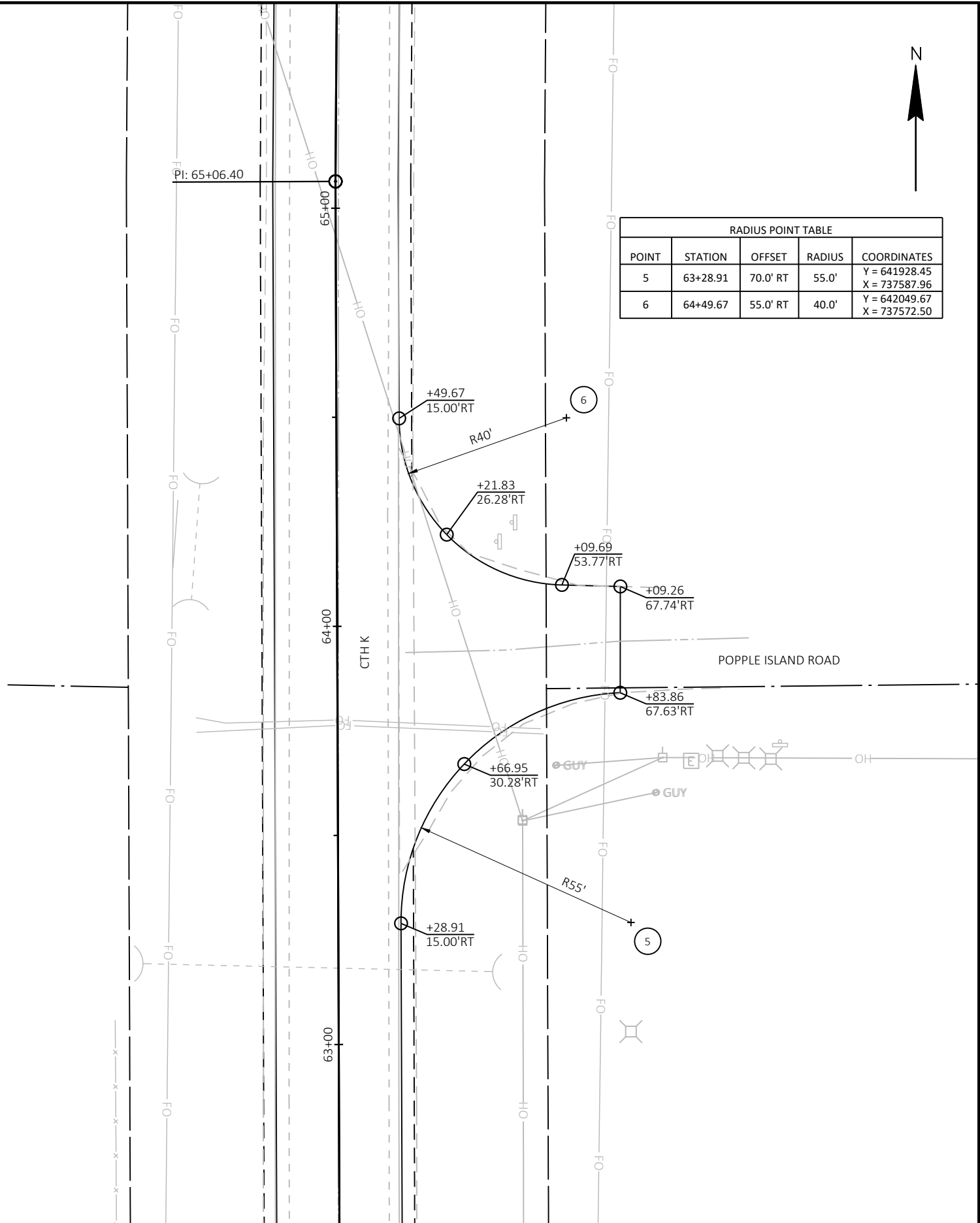
GENERAL NOTES:
SILT FENCE POSTS FOR THE TURN-AROUND SHOULD BE ON THE OUTSIDE OF THE TURN-AROUND. AND TRENCHED IN ACCORDING TO SILT FENCE REQUIREMENTS.

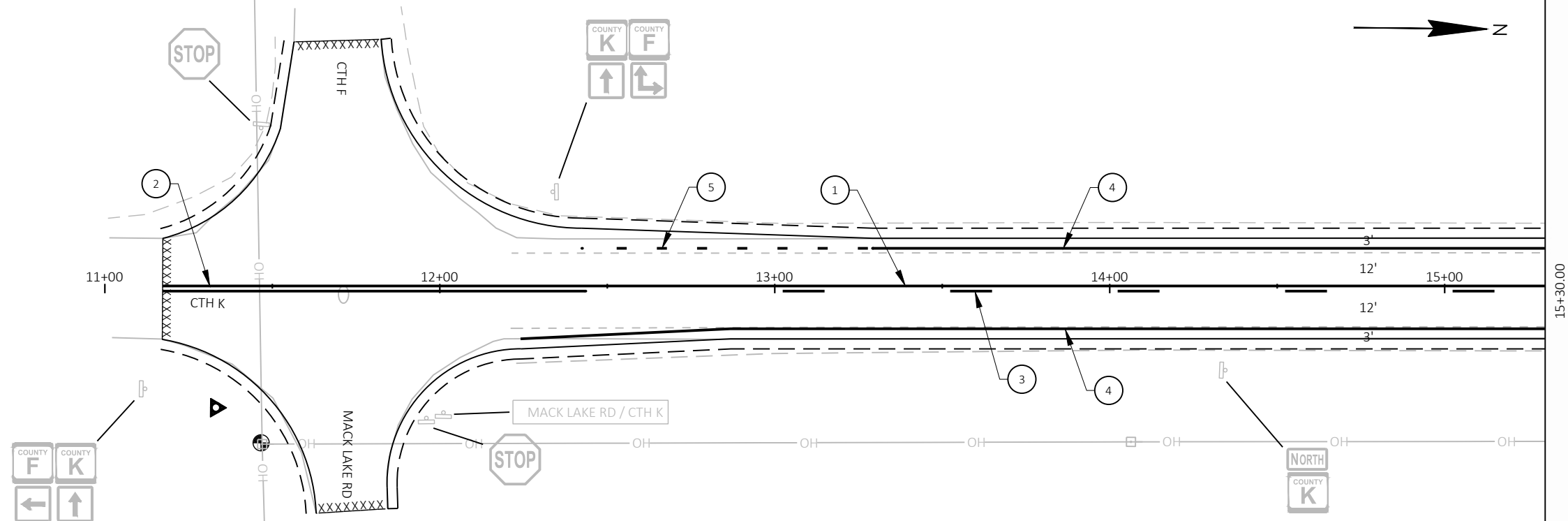


RADIUS POINT TABLE				
POINT	STATION	OFFSET	RADIUS	COORDINATES
1	11+04.90	63.39' LT	50.0'	Y = 636703.69 X = 737493.45
2	11+08.15	69.43' RT	55.0'	Y = 636708.32 X = 737626.22
3	12+24.24	58.0' RT	40.0'	Y = 636824.29 X = 737613.59
4	12+42.42	78.0' LT	60.0'	Y = 636841.05 X = 737477.41

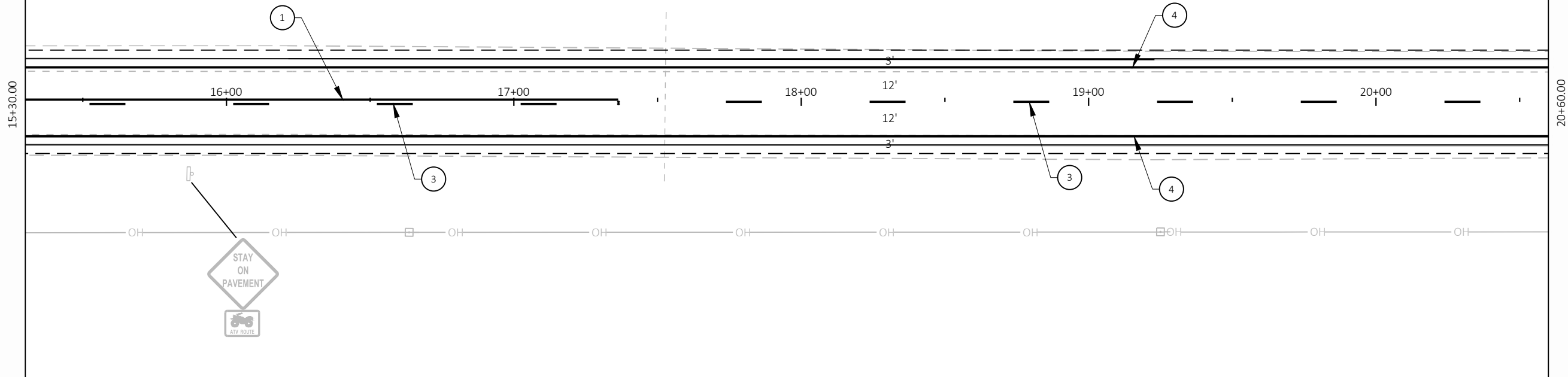


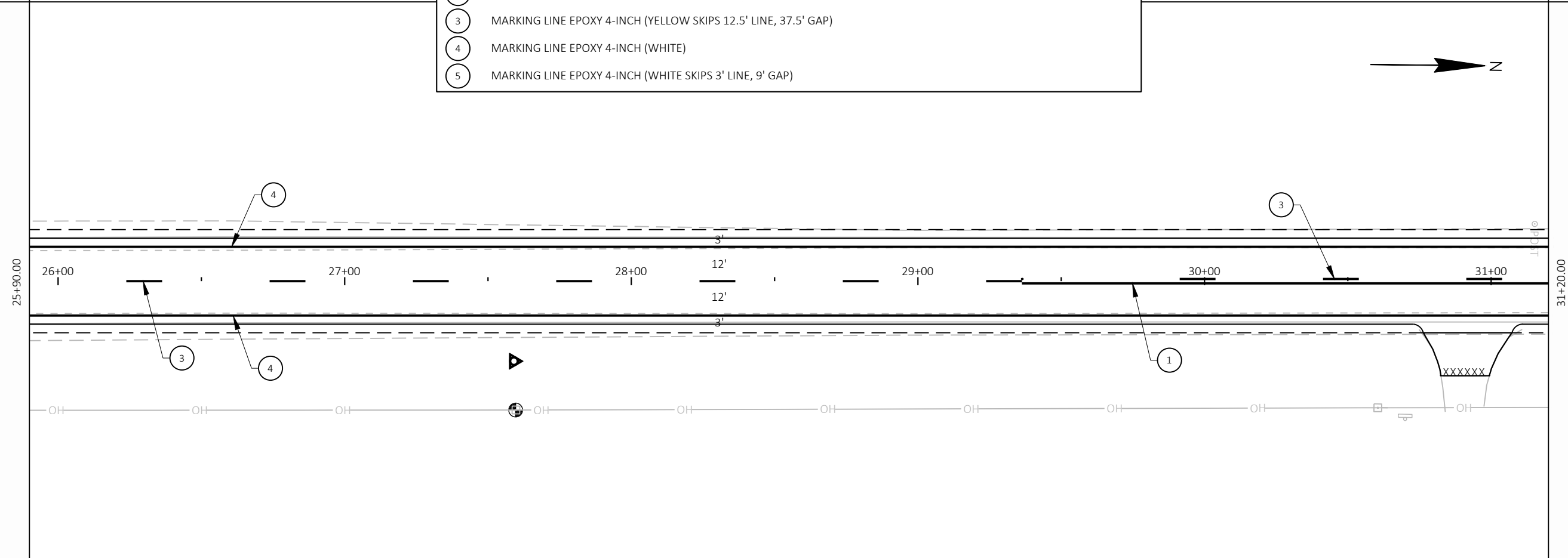
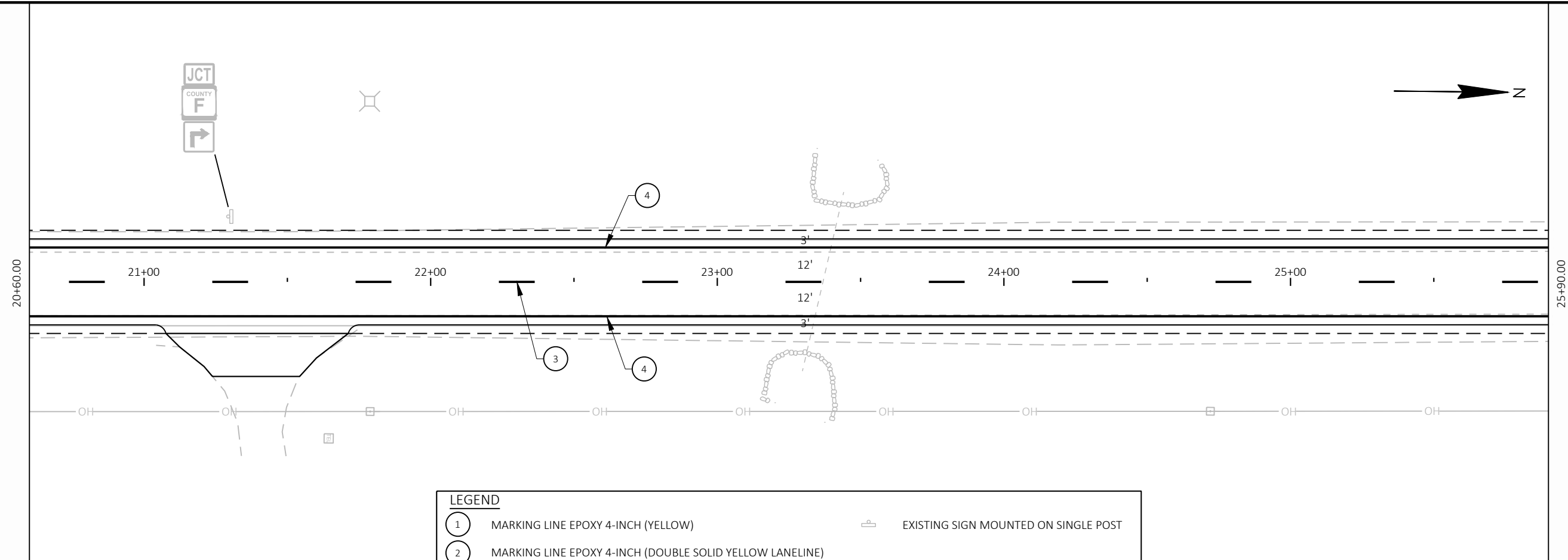
RADIUS POINT TABLE				
POINT	STATION	OFFSET	RADIUS	COORDINATES
5	63+28.91	70.0' RT	55.0'	Y = 641928.45 X = 737587.96
6	64+49.67	55.0' RT	40.0'	Y = 642049.67 X = 737572.50





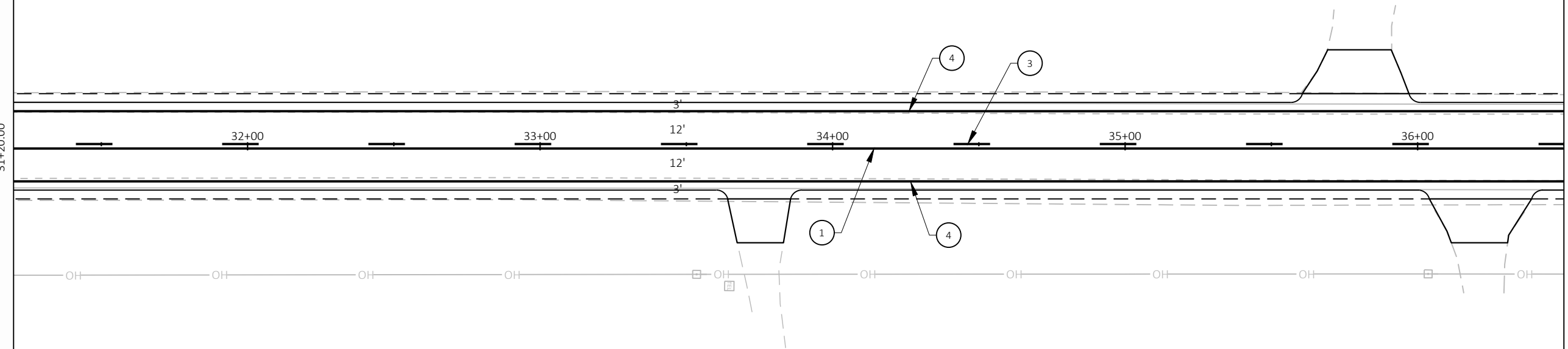
LEGEND	
①	MARKING LINE EPOXY 4-INCH (YELLOW)
②	MARKING LINE EPOXY 4-INCH (DOUBLE SOLID YELLOW LANELINE)
③	MARKING LINE EPOXY 4-INCH (YELLOW SKIPS 12.5' LINE, 37.5' GAP)
④	MARKING LINE EPOXY 4-INCH (WHITE)
⑤	MARKING LINE EPOXY 4-INCH (WHITE SKIPS 3' LINE, 9' GAP)
⊞	EXISTING SIGN MOUNTED ON SINGLE POST





31+20.00

36+50.00

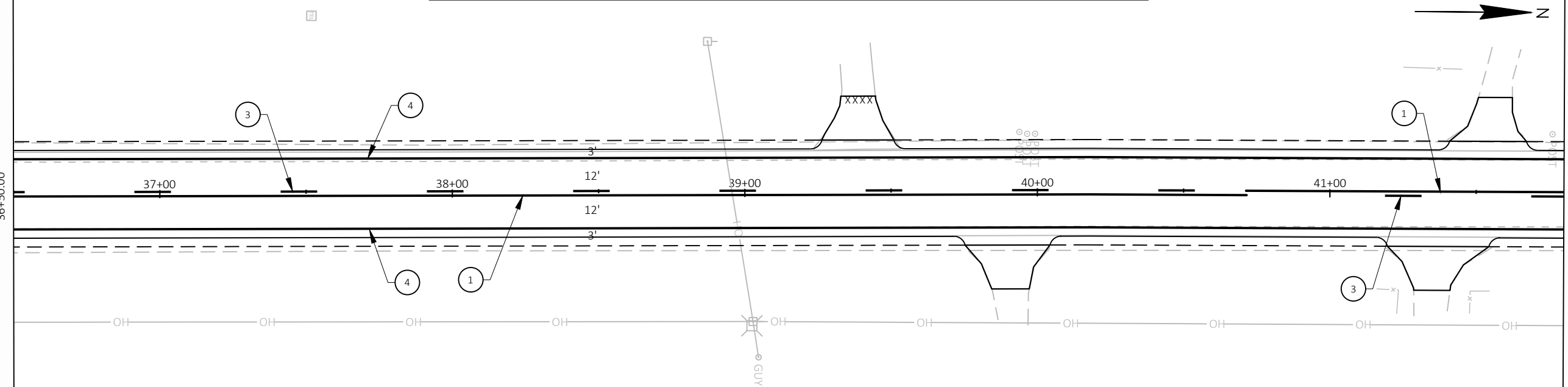


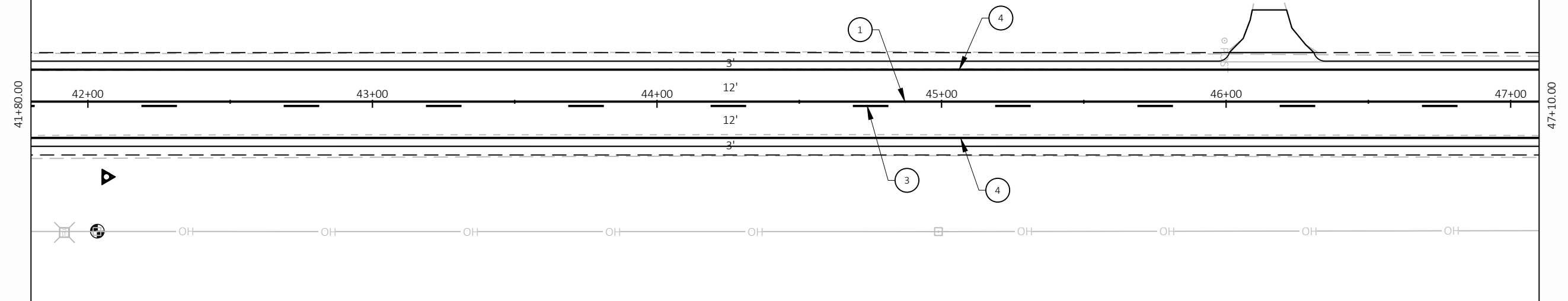
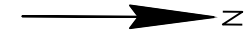
LEGEND

①	MARKING LINE EPOXY 4-INCH (YELLOW)	□	EXISTING SIGN MOUNTED ON SINGLE POST
②	MARKING LINE EPOXY 4-INCH (DOUBLE SOLID YELLOW LANELINE)		
③	MARKING LINE EPOXY 4-INCH (YELLOW SKIPS 12.5' LINE, 37.5' GAP)		
④	MARKING LINE EPOXY 4-INCH (WHITE)		
⑤	MARKING LINE EPOXY 4-INCH (WHITE SKIPS 3' LINE, 9' GAP)		

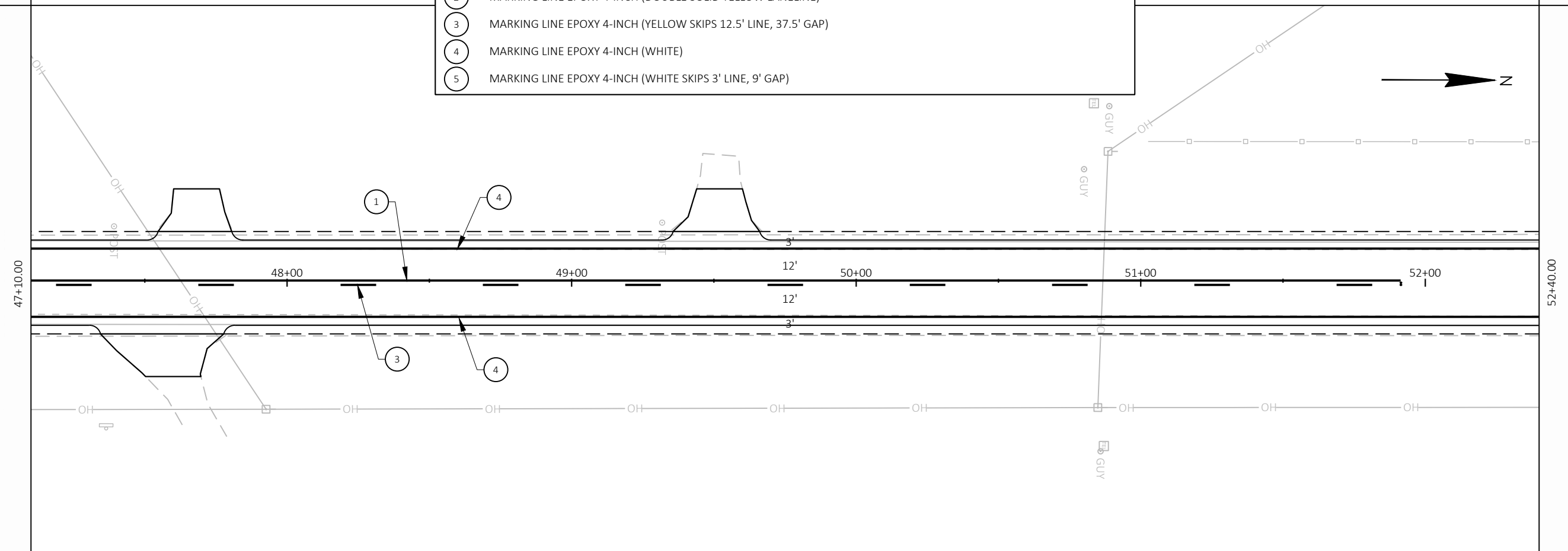
36+50.00

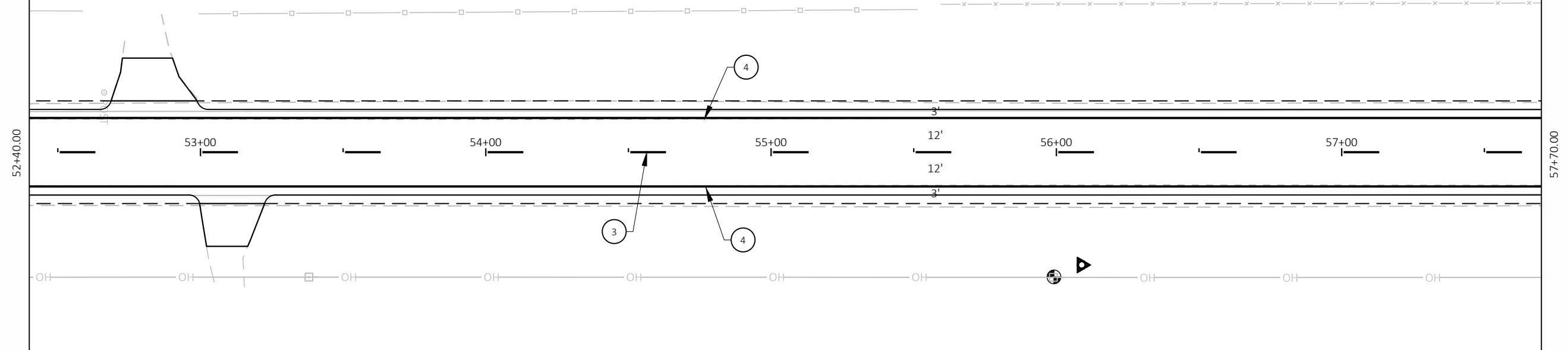
41+80.00



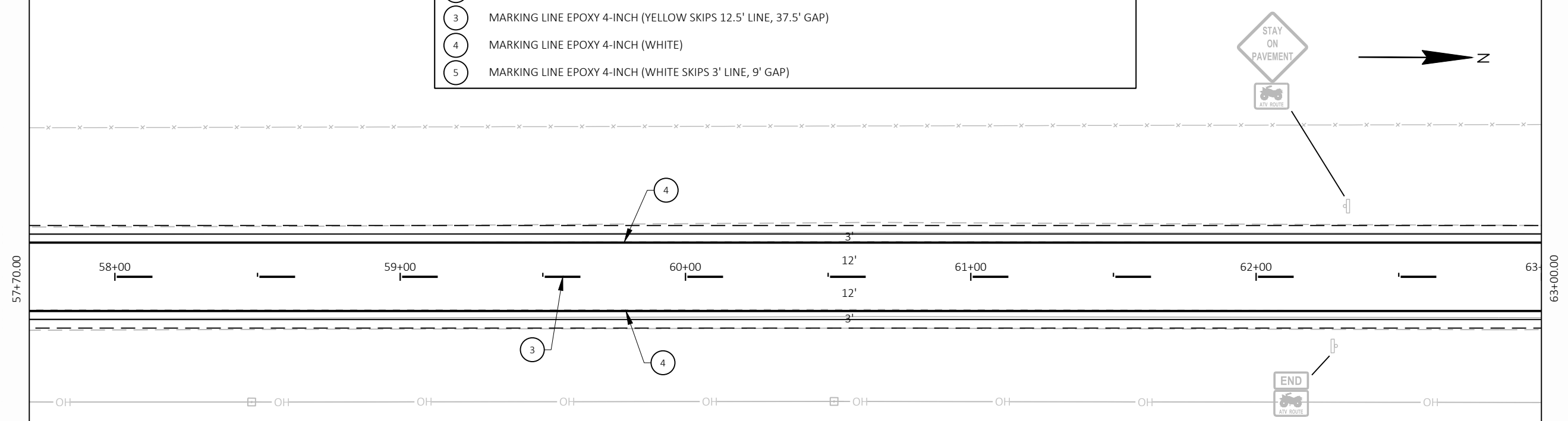


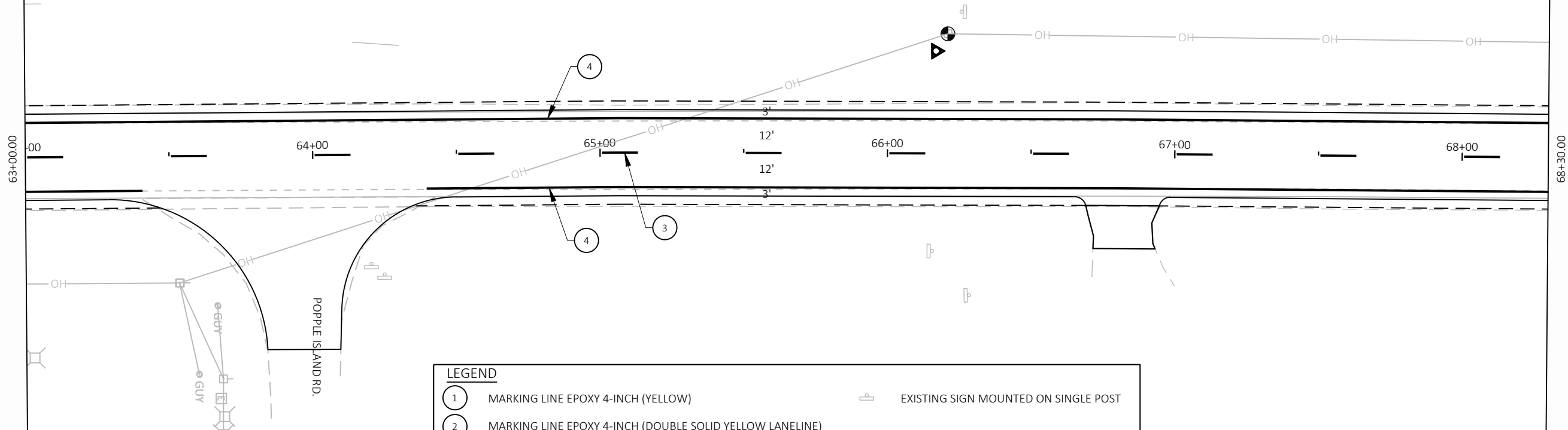
LEGEND	
①	MARKING LINE EPOXY 4-INCH (YELLOW)
②	MARKING LINE EPOXY 4-INCH (DOUBLE SOLID YELLOW LANELINE)
③	MARKING LINE EPOXY 4-INCH (YELLOW SKIPS 12.5' LINE, 37.5' GAP)
④	MARKING LINE EPOXY 4-INCH (WHITE)
⑤	MARKING LINE EPOXY 4-INCH (WHITE SKIPS 3' LINE, 9' GAP)
	EXISTING SIGN MOUNTED ON SINGLE POST



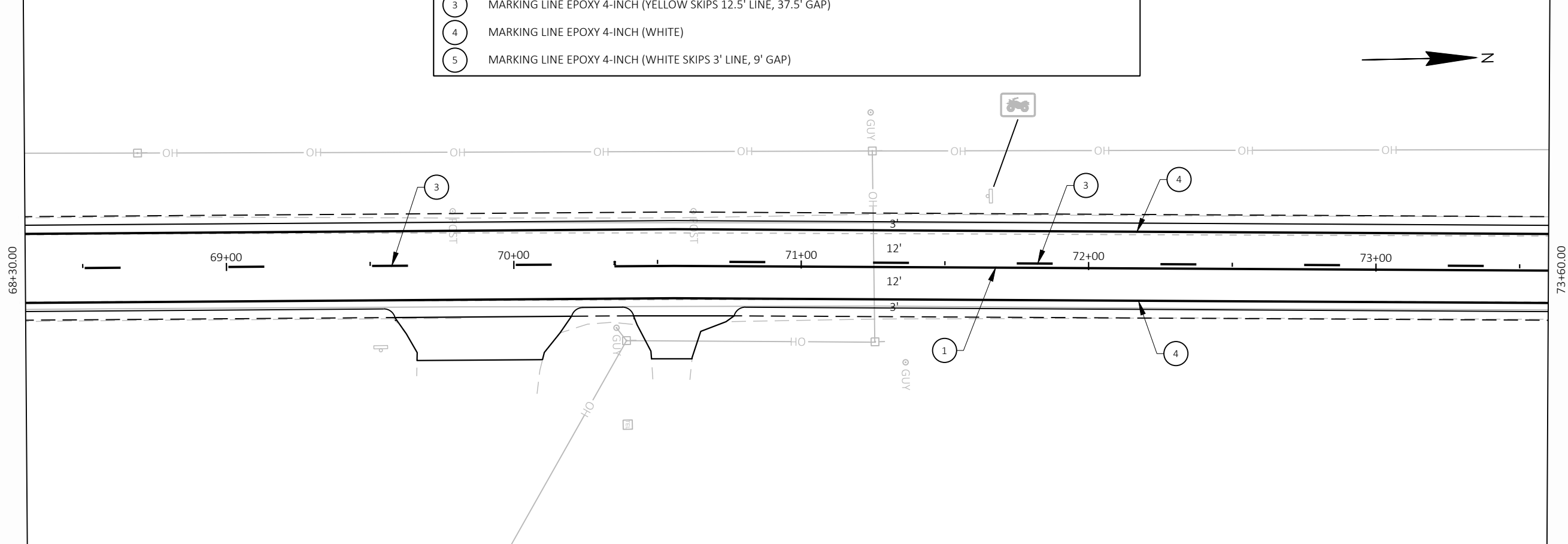


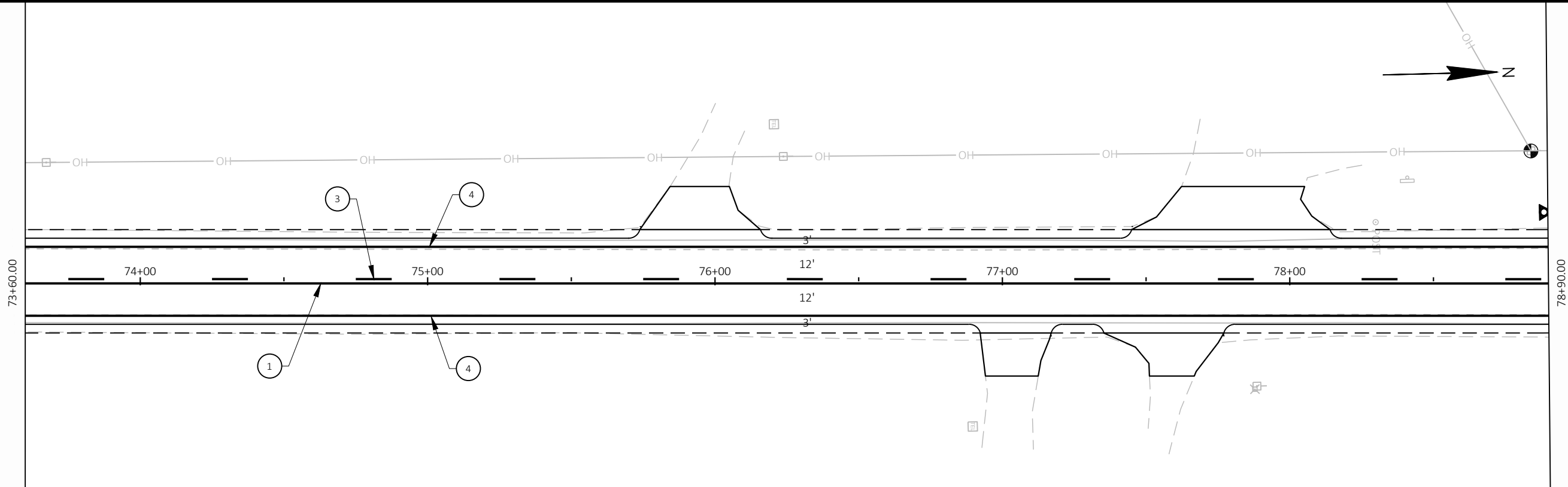
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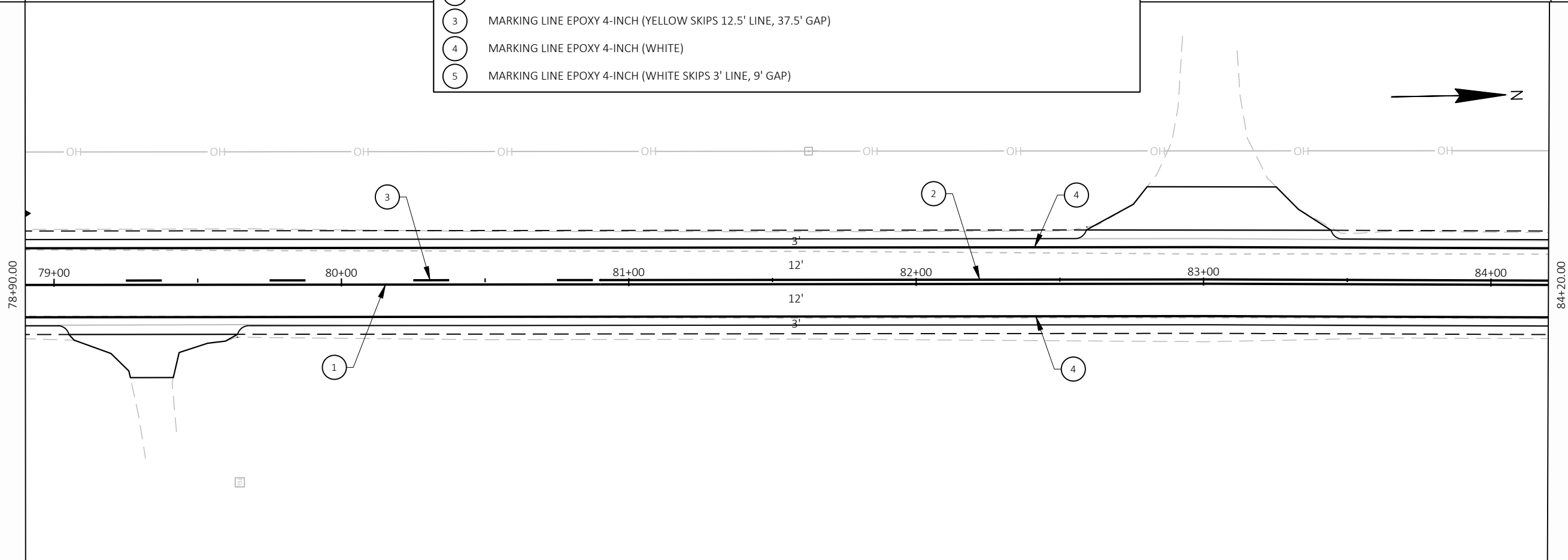


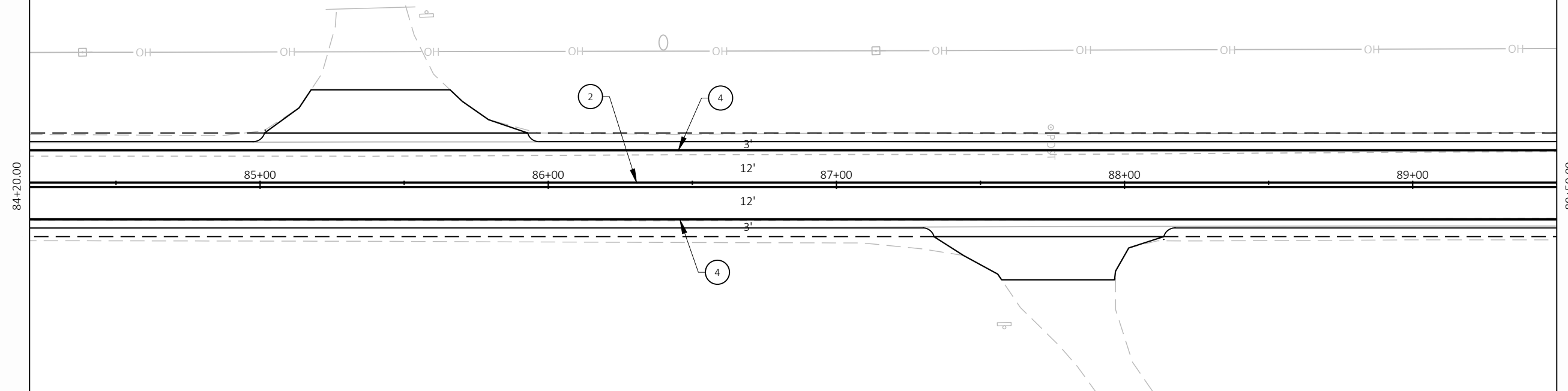
LEGEND			
①	MARKING LINE EPOXY 4-INCH (YELLOW)	▮	EXISTING SIGN MOUNTED ON SINGLE POST
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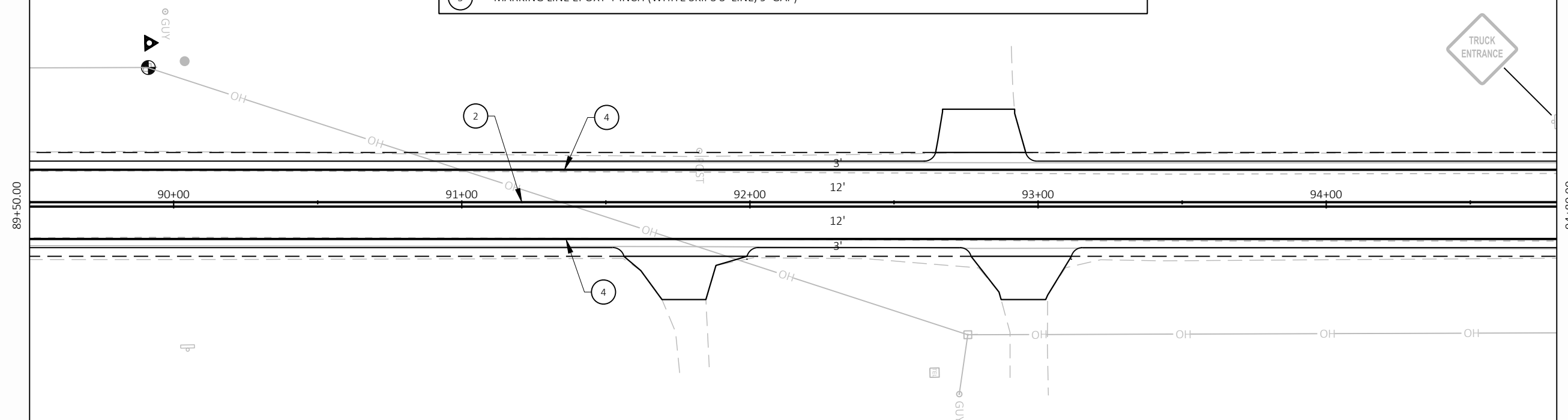


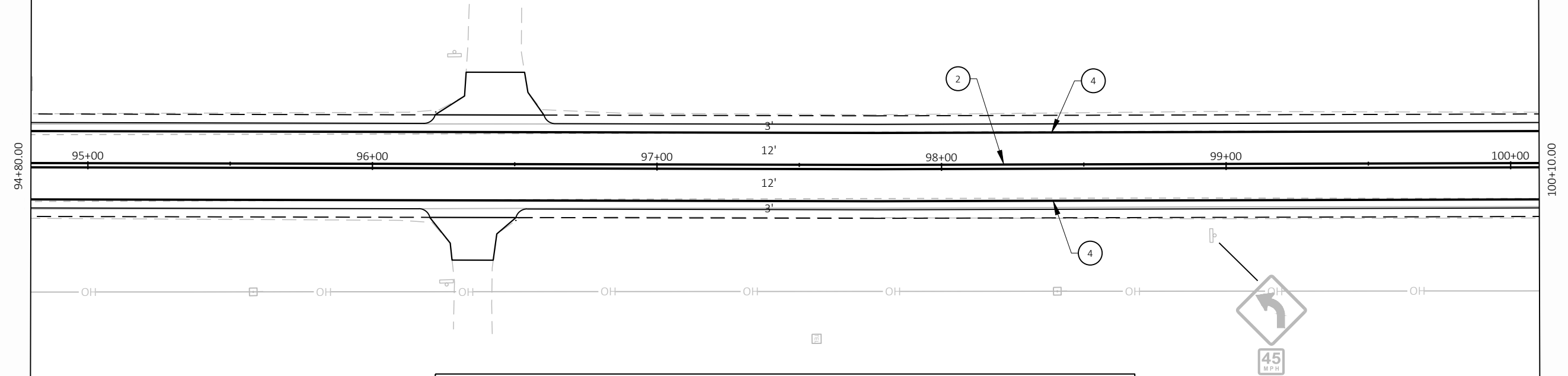
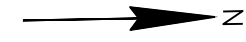
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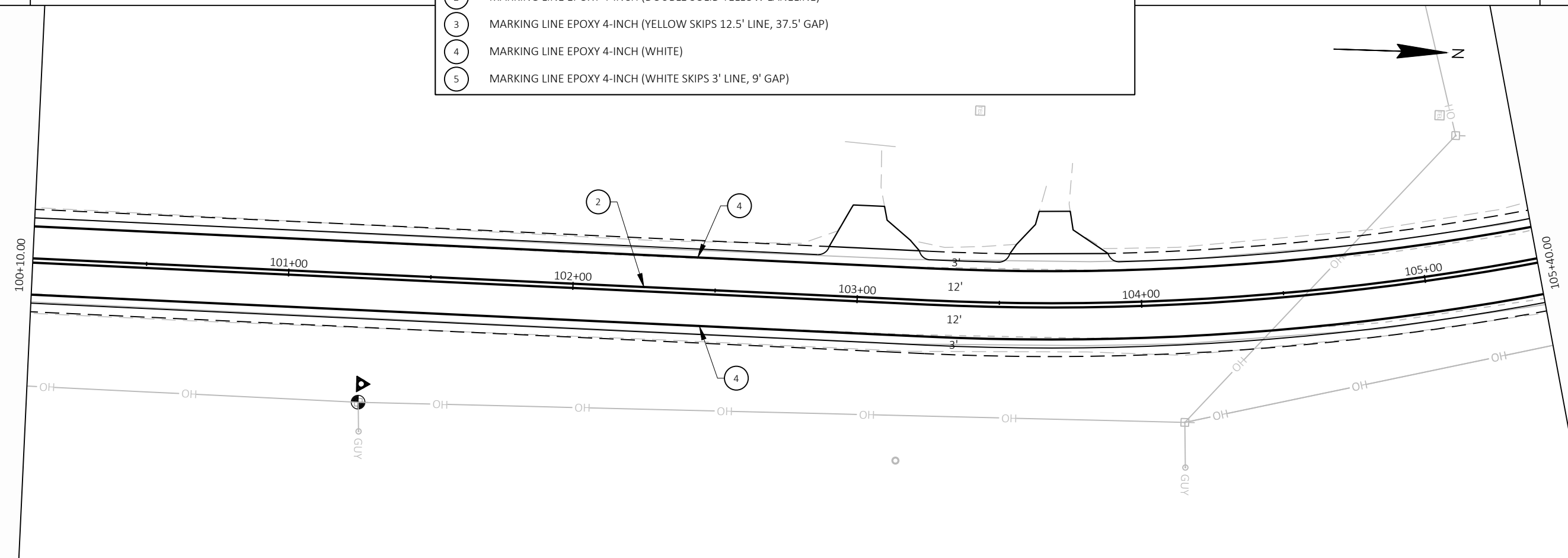


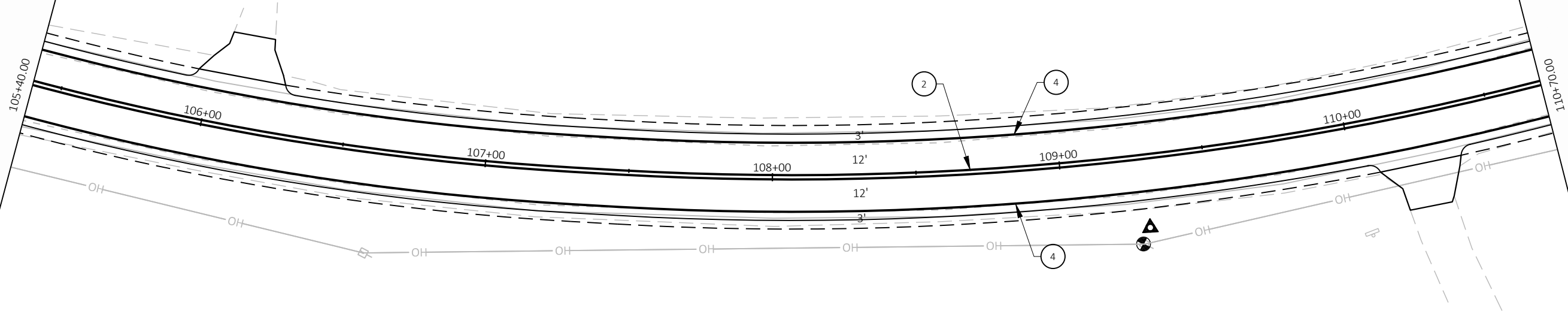
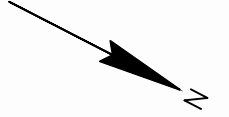
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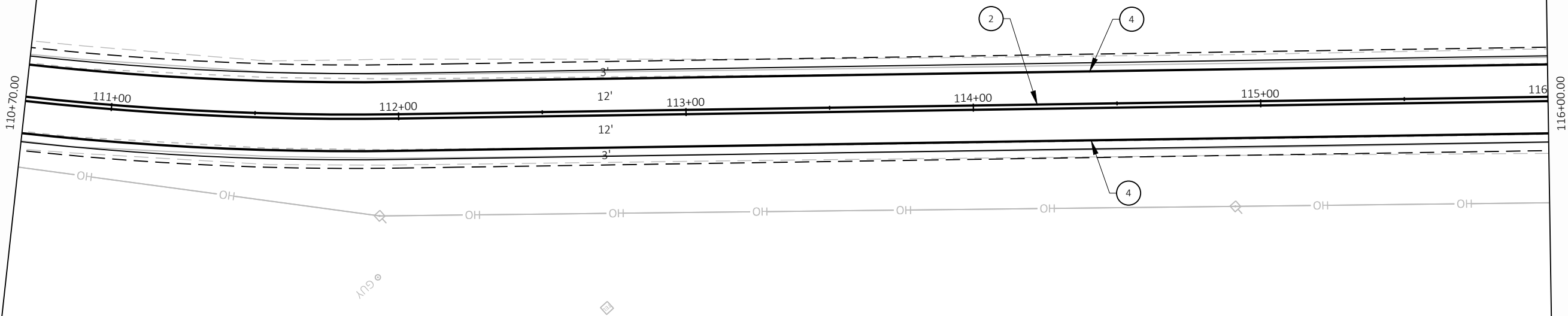
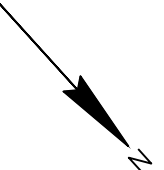


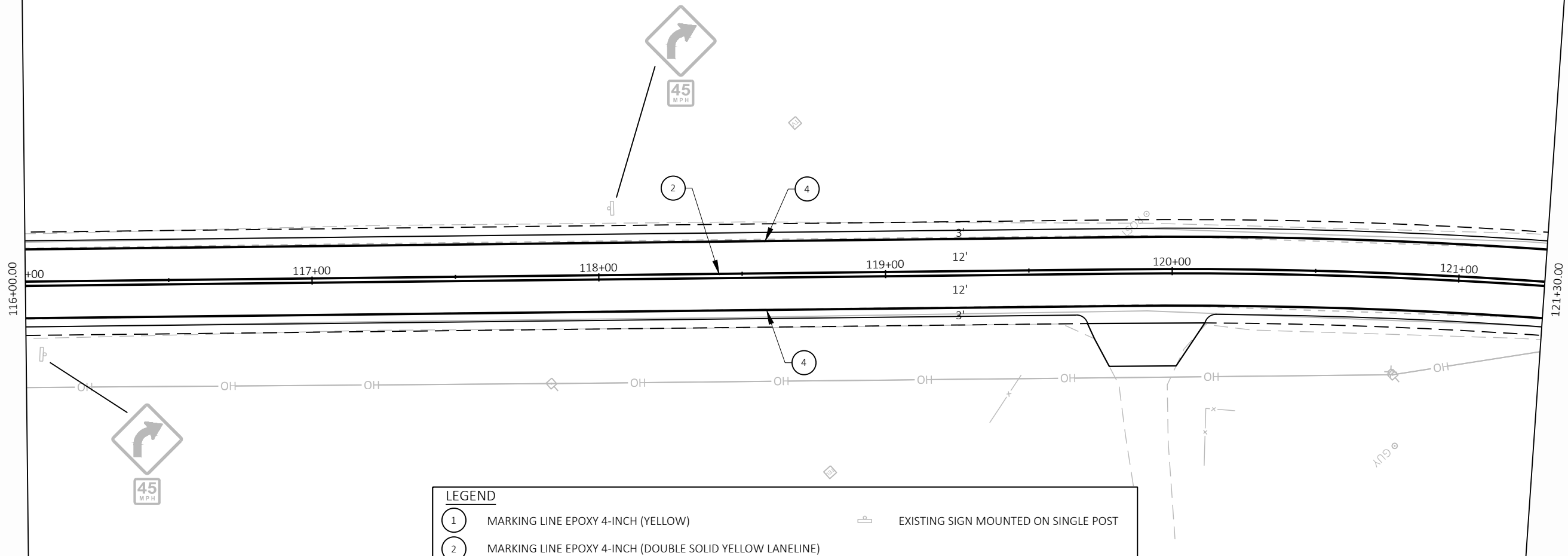
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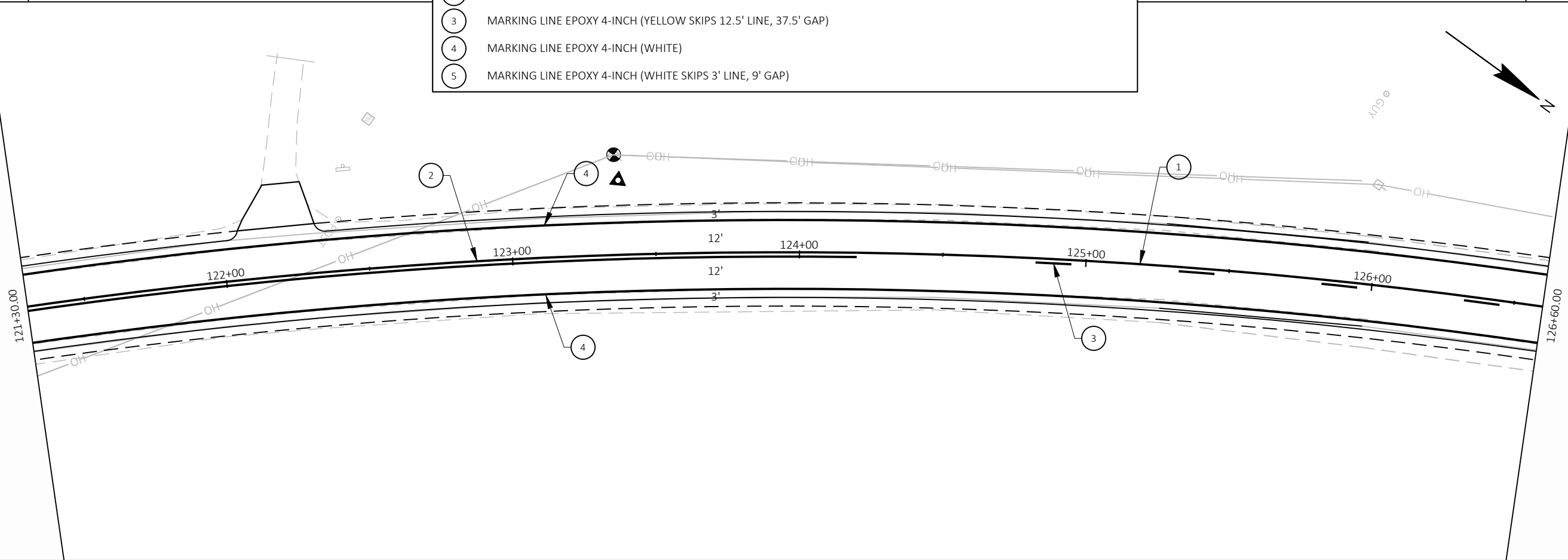


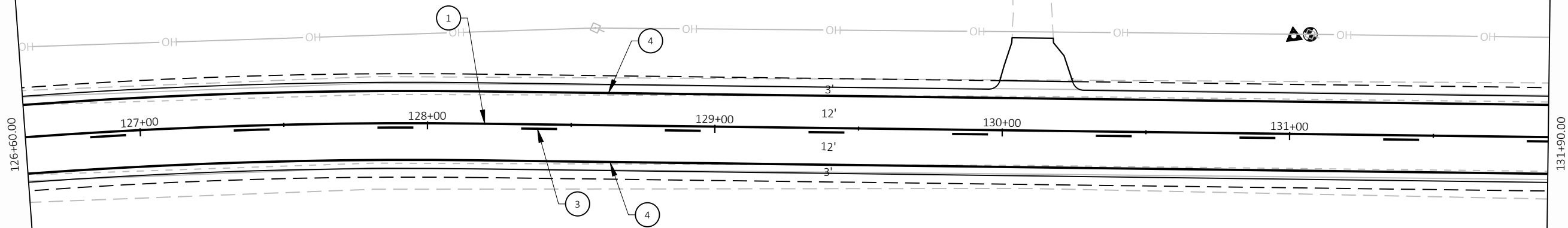
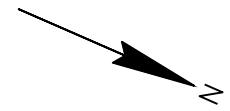
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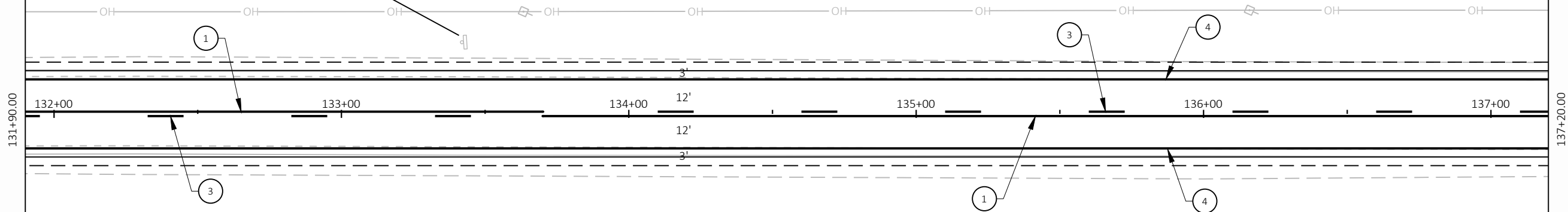
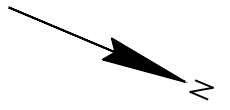


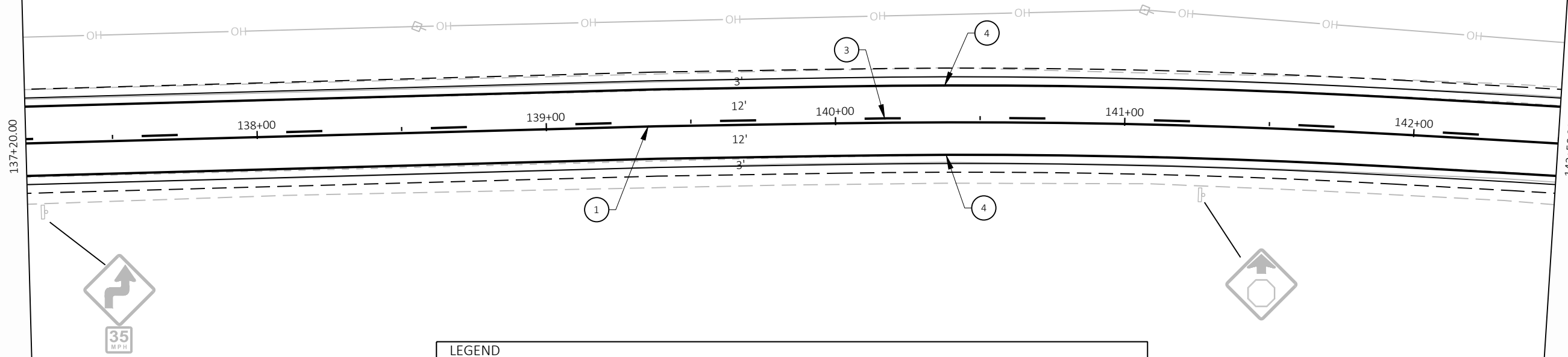
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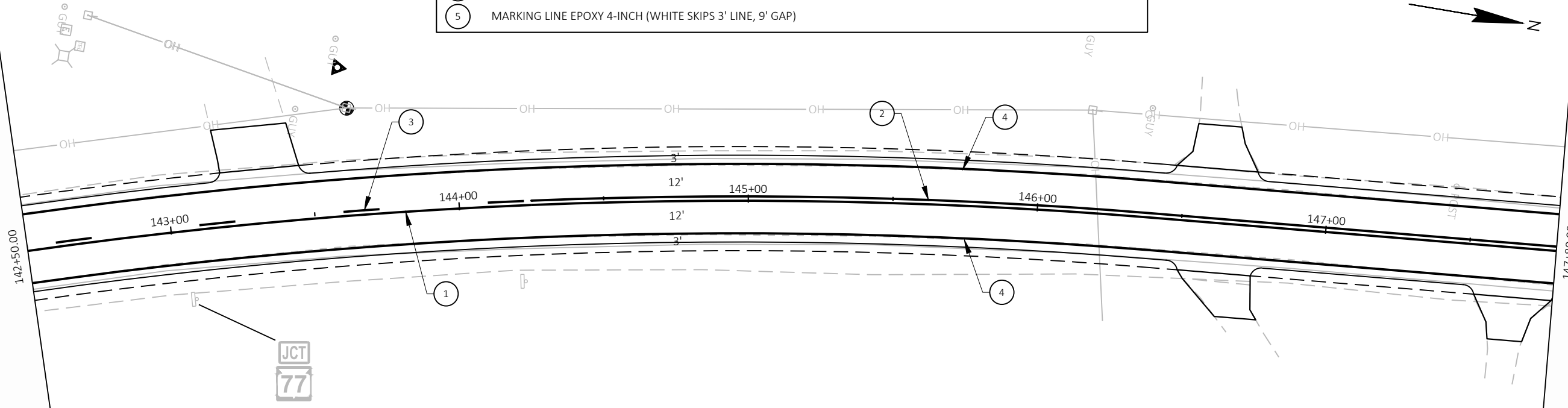


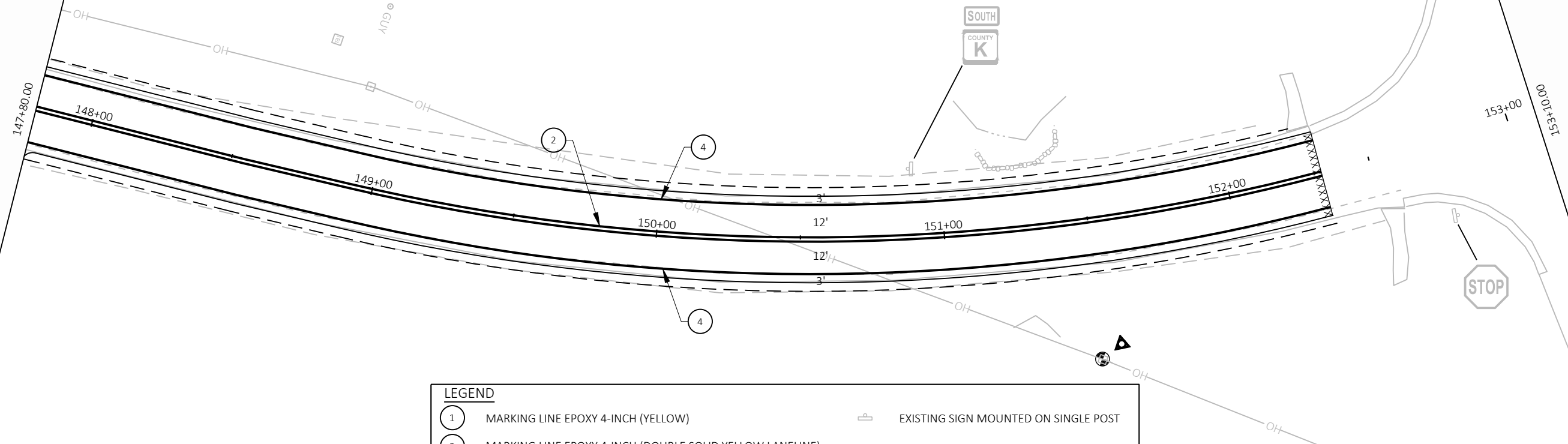
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GENERAL NOTES

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) CLEARANCE TO EXISTING SIGNS.

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.

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

SEE SDD "TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 MPH OR GREATER UNDIVIDED ROAD OPEN TO TRAFFIC" FROM STA 11+17.24 TO PROJECT LIMITS.

SEE SDD "TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION" FOR ADDITIONAL SIGNAGE ALONG PROJECT AREA.

INSTALL G20-57 SIGNS AT PROJECT TERMINI 7 DAYS PRIOR TO BEGINNING CONSTRUCTION AND REMOVE WHEN CONSTRUCTION BEGINS.

HWY K
ROAD WORK
BEGINS XXX-XX

G20-57
72"X36"

1

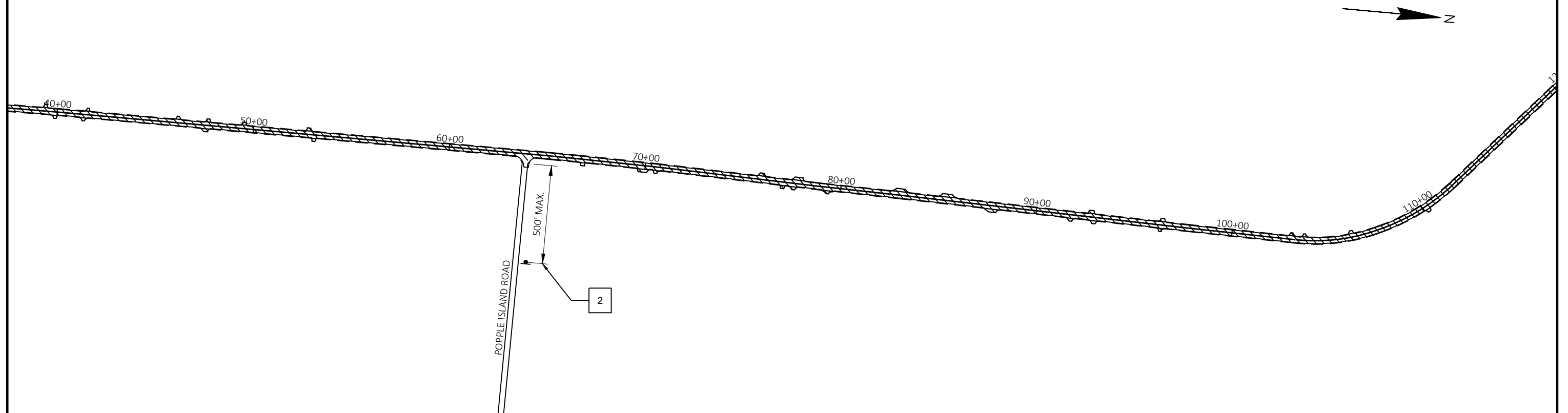
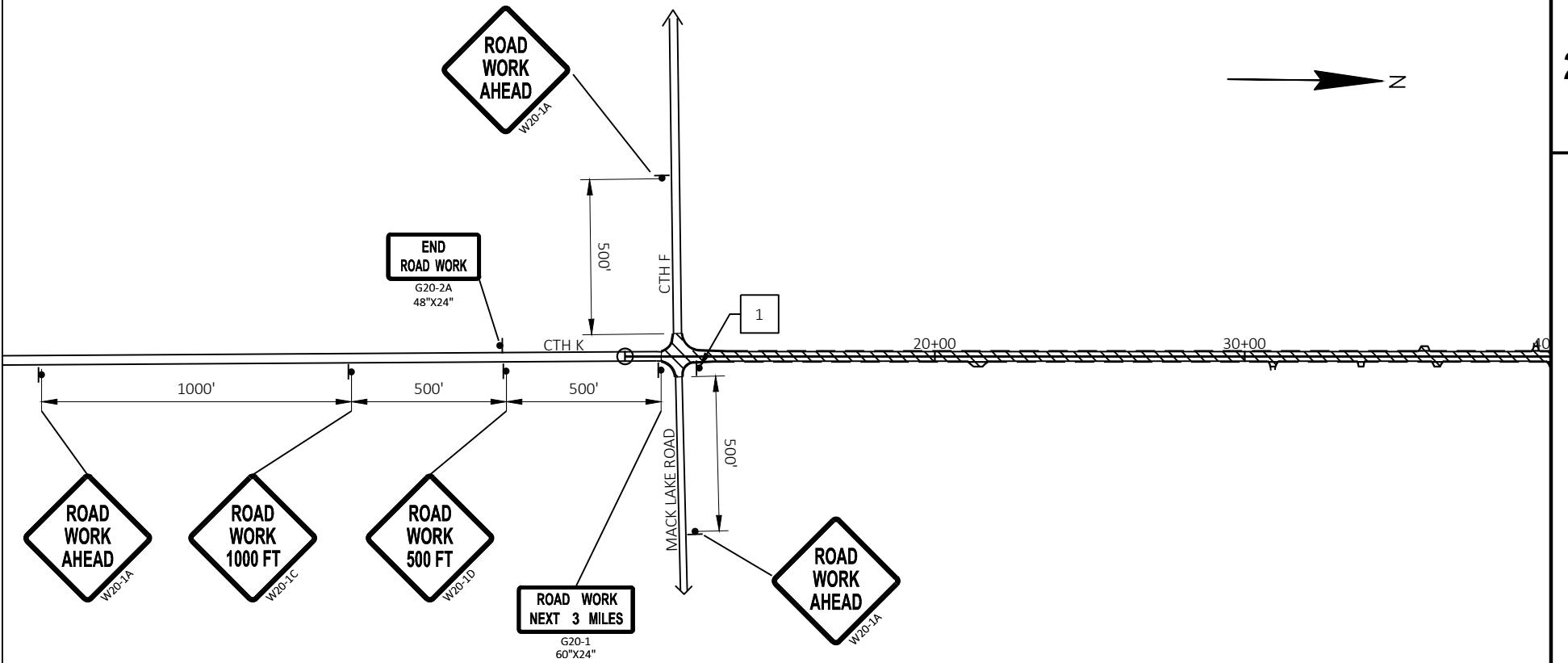
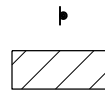
ROAD
WORK
AHEAD

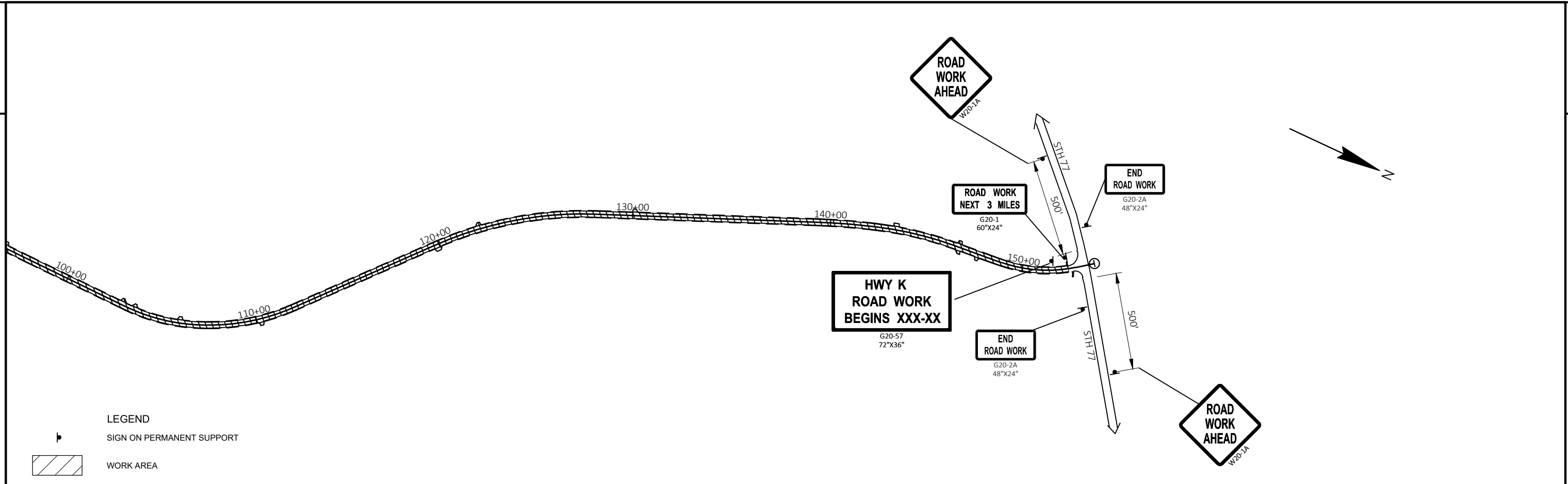
2

LEGEND

SIGN ON PERMANENT SUPPORT

WORK AREA





LEGEND

▬ SIGN ON PERMANENT SUPPORT

▨ WORK AREA

Estimate Of Quantities

8800-00-71

Line	Item	Item Description	Unit	Total	Qty
0002	204.0110	Removing Asphaltic Surface	SY	67.000	67.000
0004	213.0100	Finishing Roadway (project) 01. 8800-00-71	EACH	1.000	1.000
0006	305.0110	Base Aggregate Dense 3/4-Inch	TON	2,245.000	2,245.000
0008	325.0100	Pulverize and Relay	SY	48,198.000	48,198.000
0010	374.1020.S	QMP Pulverize and Relay Compaction	SY	48,198.000	48,198.000
0012	450.4000	HMA Cold Weather Paving	TON	2,719.000	2,719.000
0014	455.0605	Tack Coat	GAL	3,392.000	3,392.000
0016	460.2000	Incentive Density HMA Pavement	DOL	6,950.000	6,950.000
0018	460.5223	HMA Pavement 3 LT 58-28 S	TON	6,106.000	6,106.000
0020	460.5244	HMA Pavement 4 LT 58-34 S	TON	4,749.000	4,749.000
0022	465.0120	Asphaltic Surface Driveways and Field Entrances	TON	14.000	14.000
0024	618.0100	Maintenance And Repair of Haul Roads (project) 01. 8800-00-71	EACH	1.000	1.000
0026	619.1000	Mobilization	EACH	1.000	1.000
0028	624.0100	Water	MGAL	275.000	275.000
0030	628.1504	Silt Fence	LF	886.000	886.000
0032	628.1520	Silt Fence Maintenance	LF	886.000	886.000
0034	642.5001	Field Office Type B	EACH	1.000	1.000
0036	643.0900	Traffic Control Signs	DAY	585.000	585.000
0038	643.1000	Traffic Control Signs Fixed Message	SF	36.000	36.000
0040	643.5000	Traffic Control	EACH	1.000	1.000
0042	646.1020	Marking Line Epoxy 4-Inch	LF	46,385.000	46,385.000
0044	648.0100	Locating No-Passing Zones	MI	2.700	2.700
0046	650.8000	Construction Staking Resurfacing Reference	LF	14,115.000	14,115.000
0048	650.9911	Construction Staking Supplemental Control (project) 01. 8800-00-71	EACH	1.000	1.000
0050	690.0150	Sawing Asphalt	LF	137.000	137.000
0052	740.0440	Incentive IRI Ride	DOL	10,700.000	10,700.000
0054	ASP.1T0A	On-the-Job Training Apprentice at \$5.00/HR	HRS	300.000	300.000
0056	ASP.1T0G	On-the-Job Training Graduate at \$5.00/HR	HRS	300.000	300.000

REMOVALS

CATEGORY	STATION	TO	STATION	LOCATION	204.0110 REMOVING ASPHALTIC SURFACE SY	325.0100 PULVERIZE AND RELAY SY	374.1020.S QMP PULVERIZE AND RELAY COMPACTION SY	REMARKS
0010	11+17	-	152+33	CTH K	-	47,658	47,658	
0010	11+17	-	12+42	CTH F	-	318	318	
0010	11+17	-	12+24	MACK LAKE RD	-	222	222	
0010		30+91		RT	38	-	-	DRIVEWAY
0010		39+39		LT	29	-	-	DRIVEWAY
TOTAL 0010					67	48,198	48,198	

MISCELLANEOUS ITEMS

CATEGORY	STATION	TO	STATION	LOCATION	ASP.1TOA ON-THE-JOB TRAINING APPRENTICE AT \$5.00/HR HRS	ASP.1TOG ON-THE-JOB TRAINING GRADUATE AT \$5.00/HR HRS	213.0100.01 FINISHING ROADWAY (PROJECT) (01. 8800-00-71) EACH	619.1000 MOBILIZATION EACH	642.5001 FIELD OFFICE TYPE B EACH
0010	11+17.16	-	152+32.97	CTH K	300	300	1	1	1
TOTAL 0010					300	300	1	1	1

AGGREGATES

CATEGORY	STATION	TO	STATION	LOCATION	305.0110 BASE AGGREGATE DENSE 3/4-INCH TON	624.0100 WATER MGAL	REMARKS
0010	11+17	-	152+33	CTH K	1,965	29	AGGREGATE SHOULDER
0010	21+39			RT	11	0.2	AGGREGATE DRIVEWAY
0010	30+91			RT	5	0.1	ASPHALT DRIVEWAY
0010	33+75			RT	5	0.1	AGGREGATE DRIVEWAY
0010	35+80			LT	7	0.1	AGGREGATE DRIVEWAY
0010	36+21			RT	7	0.1	AGGREGATE DRIVEWAY
0010	39+39			LT	4	0.1	ASPHALT DRIVEWAY
0010	39+91			RT	5	0.1	AGGREGATE DRIVEWAY
0010	41+35			RT	5	0.1	AGGREGATE DRIVEWAY
0010	41+56			LT	4	0.1	AGGREGATE DRIVEWAY
0010	46+15			LT	5	0.1	AGGREGATE DRIVEWAY
0010	47+60			RT	7	0.1	AGGREGATE DRIVEWAY
0010	47+68			LT	5	0.1	AGGREGATE DRIVEWAY
0010	49+52			LT	5	0.1	AGGREGATE DRIVEWAY
0010	52+81			LT	6	0.1	AGGREGATE DRIVEWAY
0010	53+09			RT	5	0.1	AGGREGATE DRIVEWAY
0010	66+83			RT	6	0.1	AGGREGATE DRIVEWAY
0010	69+88			RT	12	0.2	AGGREGATE DRIVEWAY
0010	70+55			RT	5	0.1	AGGREGATE DRIVEWAY
0010	75+95			LT	7	0.1	AGGREGATE DRIVEWAY
0010	77+03			RT	5	0.1	AGGREGATE DRIVEWAY
0010	77+59			RT	6	0.1	AGGREGATE DRIVEWAY
0010	77+84			LT	12	0.2	AGGREGATE DRIVEWAY
0010	79+34			RT	7	0.1	AGGREGATE DRIVEWAY
0010	83+03			LT	15	0.2	AGGREGATE DRIVEWAY
0010	85+42			LT	16	0.2	AGGREGATE DRIVEWAY
0010	87+77			RT	13	0.2	AGGREGATE DRIVEWAY
0010	91+77			RT	6	0.1	AGGREGATE DRIVEWAY
0010	92+79			LT	7	0.1	AGGREGATE DRIVEWAY
0010	92+95			RT	6	0.1	AGGREGATE DRIVEWAY
0010	96+35			RT	5	0.1	AGGREGATE DRIVEWAY
0010	96+43			LT	6	0.1	AGGREGATE DRIVEWAY
0010	103+03			LT	5	0.1	AGGREGATE DRIVEWAY
0010	103+70			LT	5	0.1	AGGREGATE DRIVEWAY
0010	106+13			LT	5	0.1	AGGREGATE DRIVEWAY
0010	110+24			RT	5	0.1	AGGREGATE DRIVEWAY
0010	119+89			RT	8	0.1	AGGREGATE DRIVEWAY
0010	122+22			RT	5	0.1	AGGREGATE DRIVEWAY
0010	130+10			LT	5	0.1	AGGREGATE DRIVEWAY
0010	143+30			LT	7	0.1	AGGREGATE DRIVEWAY
0010	146+61			LT	5	0.1	AGGREGATE DRIVEWAY
0010	146+71			RT	5	0.1	AGGREGATE DRIVEWAY
0010	147+65			RT	5	0.1	AGGREGATE DRIVEWAY
0010	PULVERIZE & RELAY			PROJECT	-	241	COMPACTION
TOTAL 0010					2,245	275	

3

3

ASPHALT

EROSION CONTROL

CATEGORY	STATION	TO	STATION	LOCATION	ASPHALT					REMARKS	EROSION CONTROL					
					HMA COLD WEATHER PAVING TON	TACK COAT GAL	HMA PAVEMENT 3 LT 58-28 S TON	HMA PAVEMENT 4 LT 58-34 S TON	DRIVEWAYS AND FIELD ENTRANCES TON		628.1504 SILT FENCE LF	628.1520 SILT FENCE MAINTENANCE LF				
0010	11+17	-	152+33	CTH K	2,669	3,336	6,005	4,670	-	0010	22+60	-	24+22	LT	209	209
0010	11+17	-	12+42	CTH F	18	22	40	31	-	0010	22+52	-	24+14	RT	209	209
0010	11+17	-	12+24	MACK LAKE RD	13	16	28	22	-	0010	150+31	-	152+23	LT	234	234
0010	30+91			RT	2	-	-	-	8	0010	150+36	-	152+19	RT	234	234
0010	39+39			LT	2	-	-	-	6	TOTAL 0010				886	886	
0010	63+29	-	64+50	POPPLE ISLAND RD	15	18	33	26	-							
				TOTAL 0010	2,719	3,392	6,106	4,749	14							

TRAFFIC CONTROL

CATEGORY	LOCATION	NUMBER OF SIGNS PER DAY	DAYS	TRAFFIC CONTROL			REMARKS
				TRAFFIC CONTROL SIGNS DAY	TRAFFIC CONTROL SIGNS FIXED MESSAGE SF	TRAFFIC CONTROL FACH	
0010	7-DAY ADVANCED WARNING	2	7	-	36	-	G20-57
0010	CTH K	13	45	585	-	1	
	TOTAL 0010			585	36	1	

PAVEMENT MARKING

CONSTRUCTION STAKING

CATEGORY	STATION	TO	STATION	LOCATION	MARKING LINE EPOXY 4-INCH LF		REMARKS	CONSTRUCTION STAKING							
					YELLOW	WHITE		LOCATING NO-PASSING ZONES MI	CONSTRUCTION STAKING RESURFACING REFERENCE LF	CONSTRUCTION STAKING SUPPLEMENTAL CONTROL (PROJECT) (01.8800-00-71) EACH					
0010	11+17	-	152+33	CTH K	18,549	-	CENTERLINE								
0010	12+24	-	63+41	CTH F TO POPPLE ISLAND RD	-	5,117	RIGHT EDGELINE								
0010	12+42	-	13+29	CTH K	-	22	LEFT 3'-9" SKIP EDGELINE								
0010	13+29	-	152+33	CTH K	-	13,897	LEFT EDGELINE								
0010	64+40	-	152+33	POPPLE ISLAND RD TO STH 77	-	8,800	RIGHT EDGELINE	0010	11+17	-	152+33	CTH K	2.7	14,115	1
				SUBTOTAL	18,549	27,836		TOTAL 0010			2.7	14,115	1		
				TOTAL 0010	46,385										

SAWING

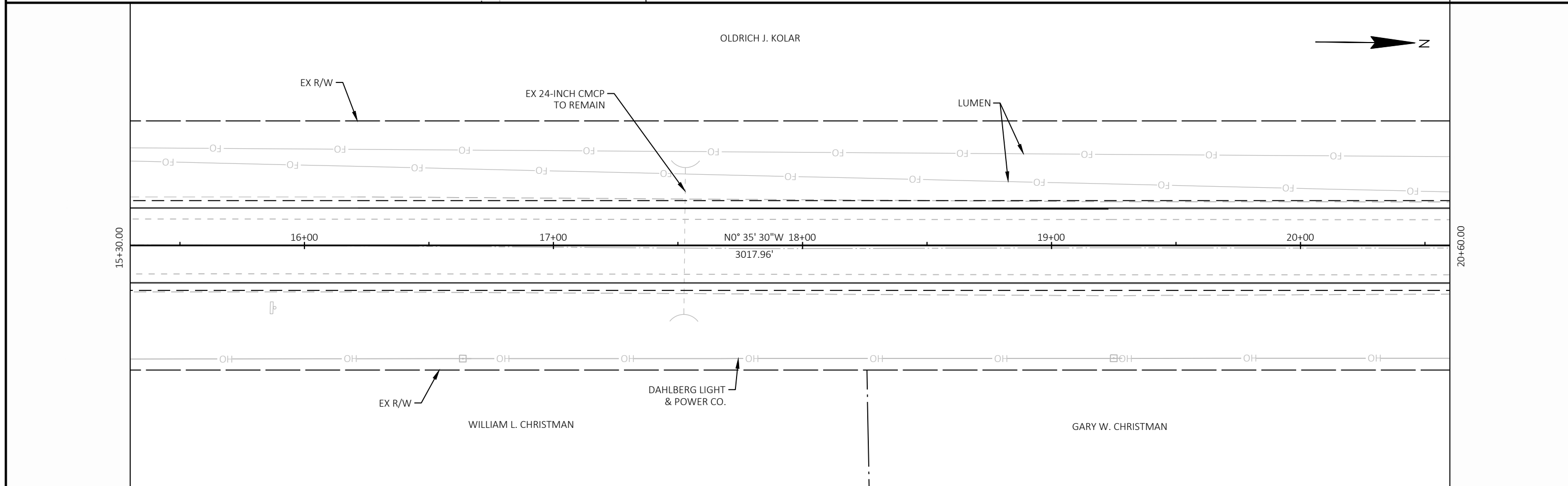
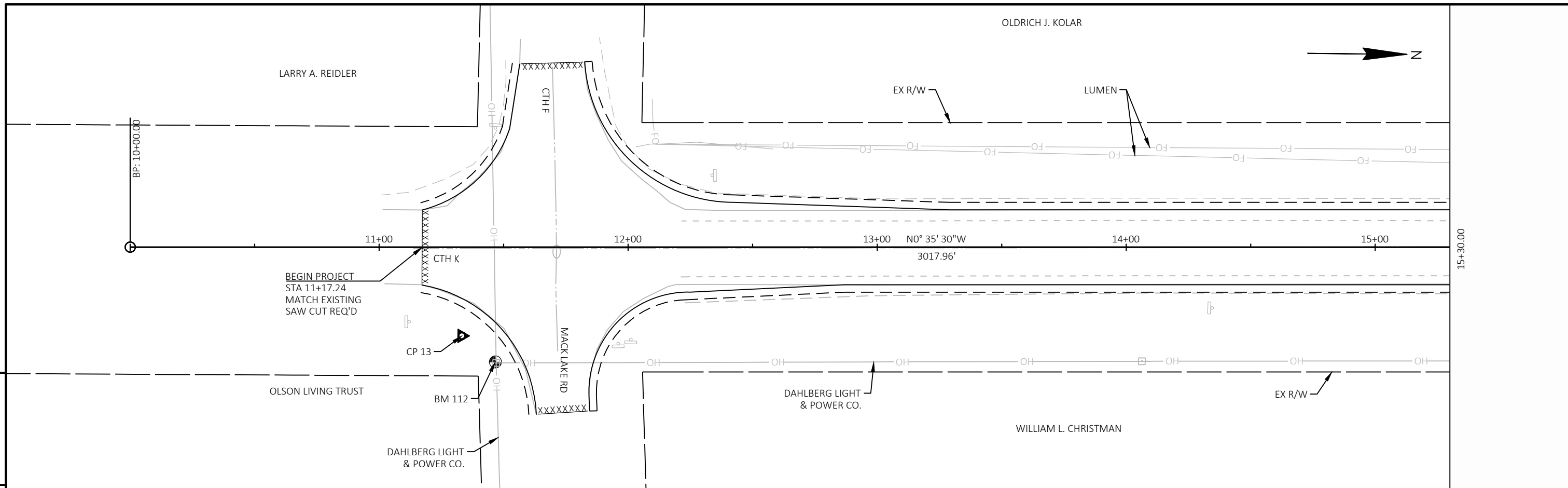
690.0150
SAWING
ASPHALT

CATEGORY	STATION	SIDE	LOCATION	LF	REMARKS
0010	11+17	LT & RT	CTH K	30	
0010	11+69	LT	CTH F	26	
0010	11+74	RT	MACK LAKE RD	22	
0010	30+91	RT	CTH K	17	DRIVEWAY
0010	39+39	LT	CTH K	12	DRIVEWAY
0010	152+33	LT & RT	CTH K	30	
			TOTAL 0010	137	

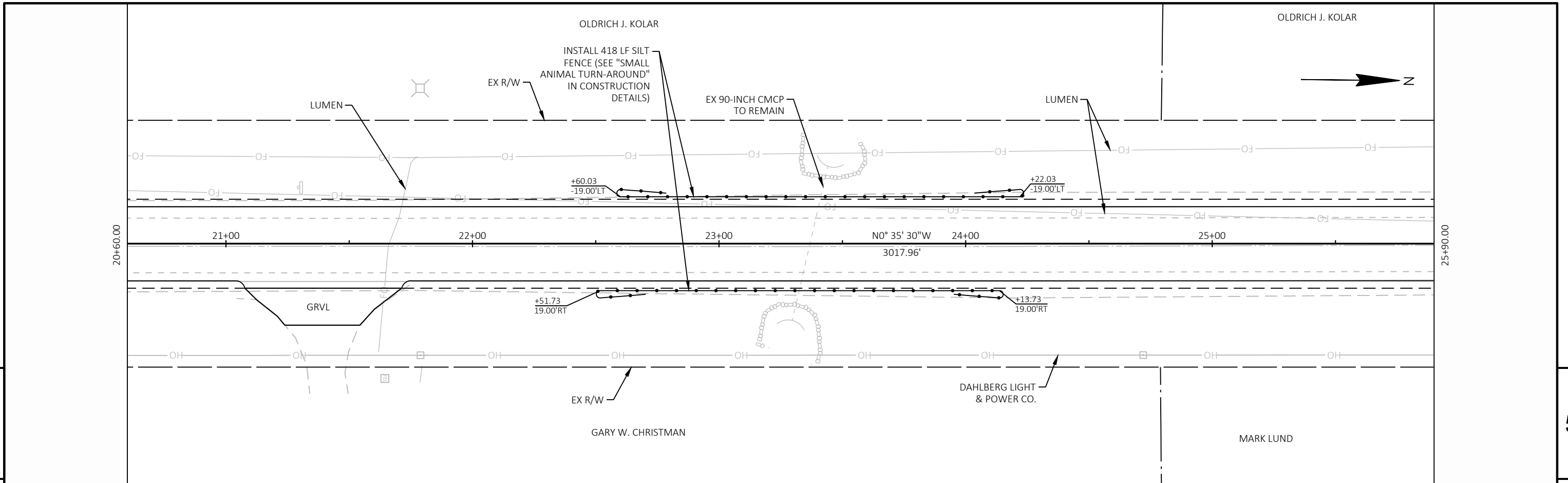
CATEGORY 20

618.0100.01
MAINTENANCE
AND REPAIR OF
HAUL ROADS
(PROJECT) (01.
8800-00-71)

CATEGORY	LOCATION	EACH	REMARKS
0020	PROJECT	1	
	TOTAL 0020	1	

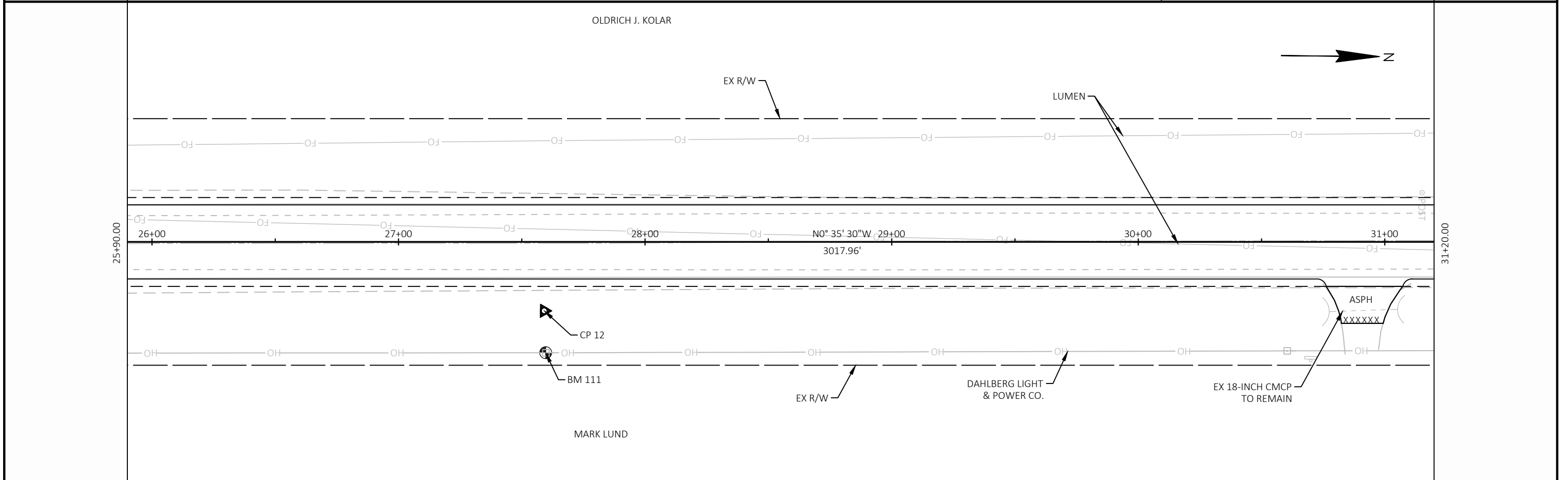


PROJECT NO: 8800-00-71	HWY: CTH K	COUNTY: WASHBURN	PLAN	SHEET	E
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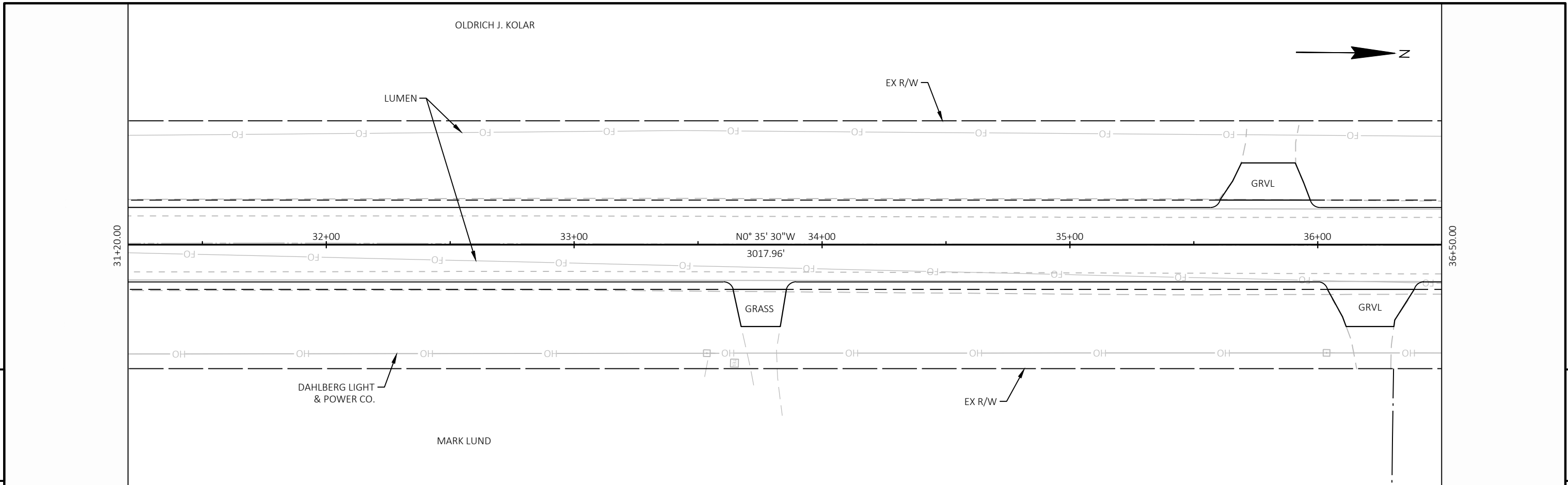


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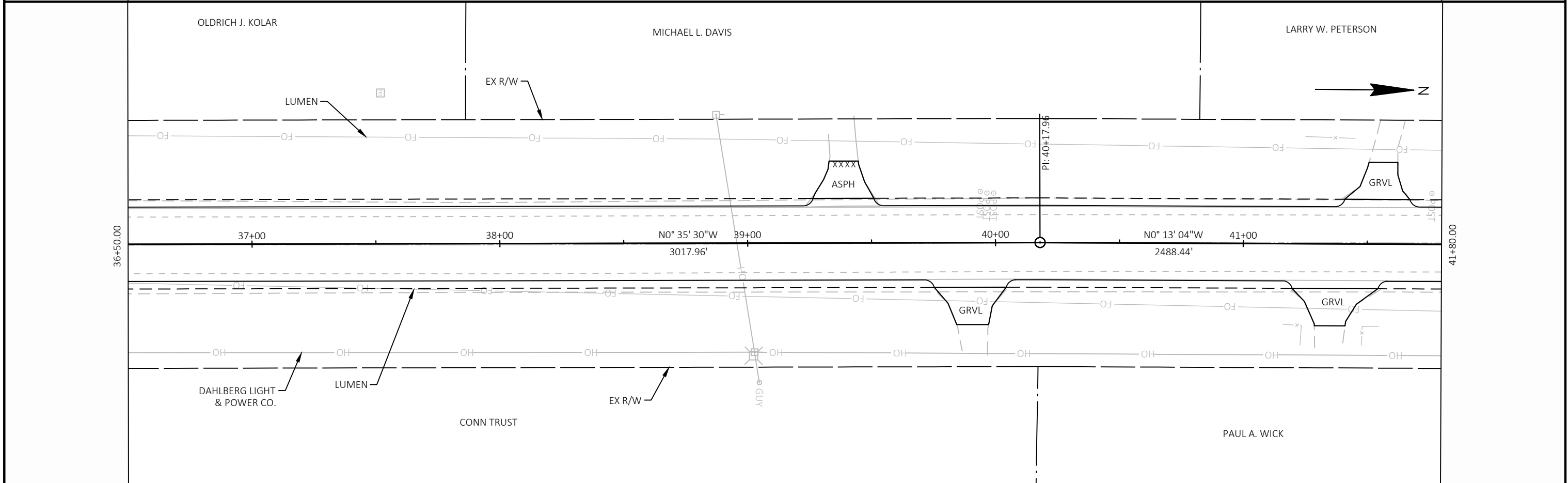


PROJECT NO: 8800-00-71	HWY: CTH K	COUNTY: WASHBURN	PLAN	SHEET	E
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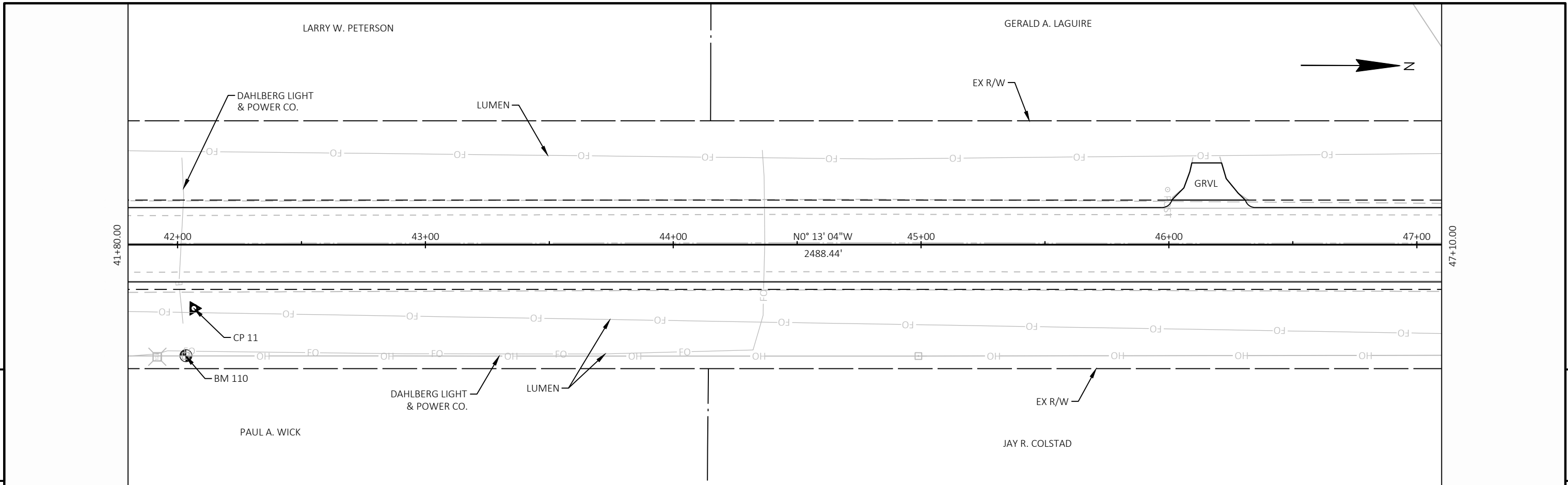


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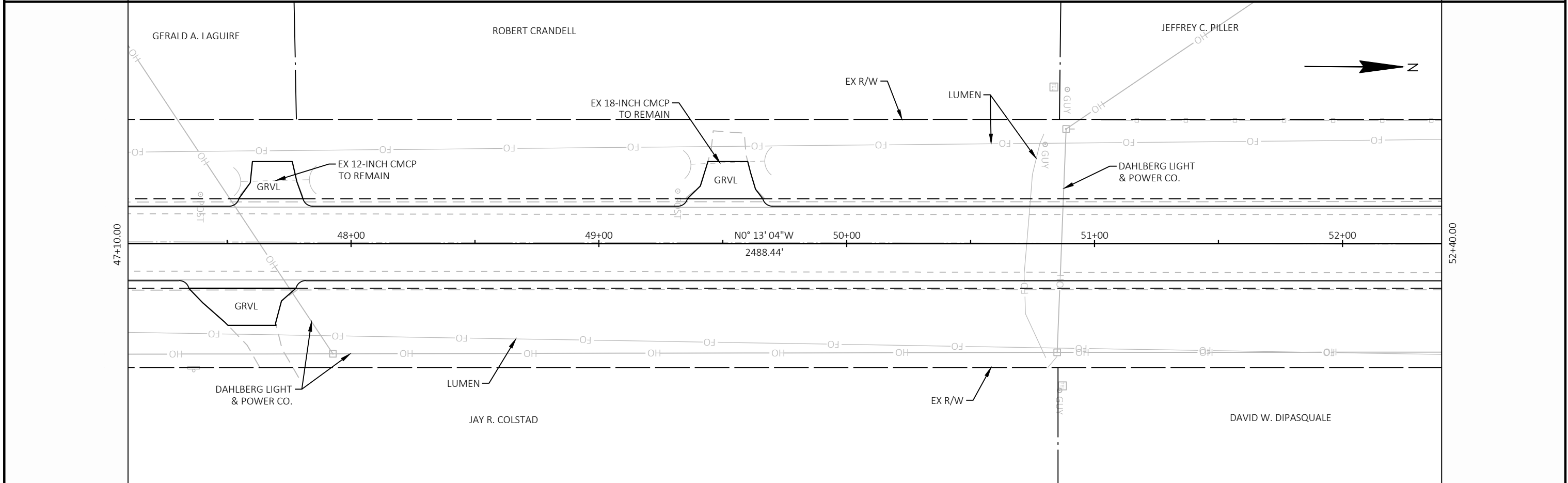


PROJECT NO: 8800-00-71	HWY: CTH K	COUNTY: WASHBURN	PLAN	SHEET	E
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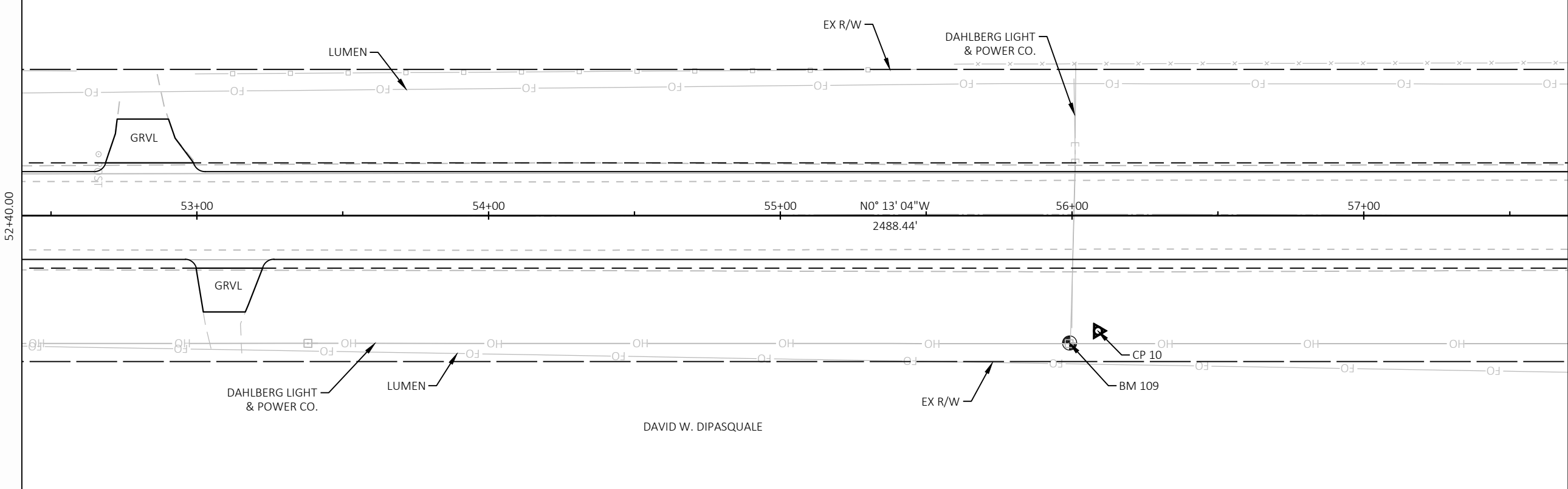
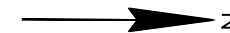
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PROJECT NO: 8800-00-71	HWY: CTH K	COUNTY: WASHBURN	PLAN	SHEET	E
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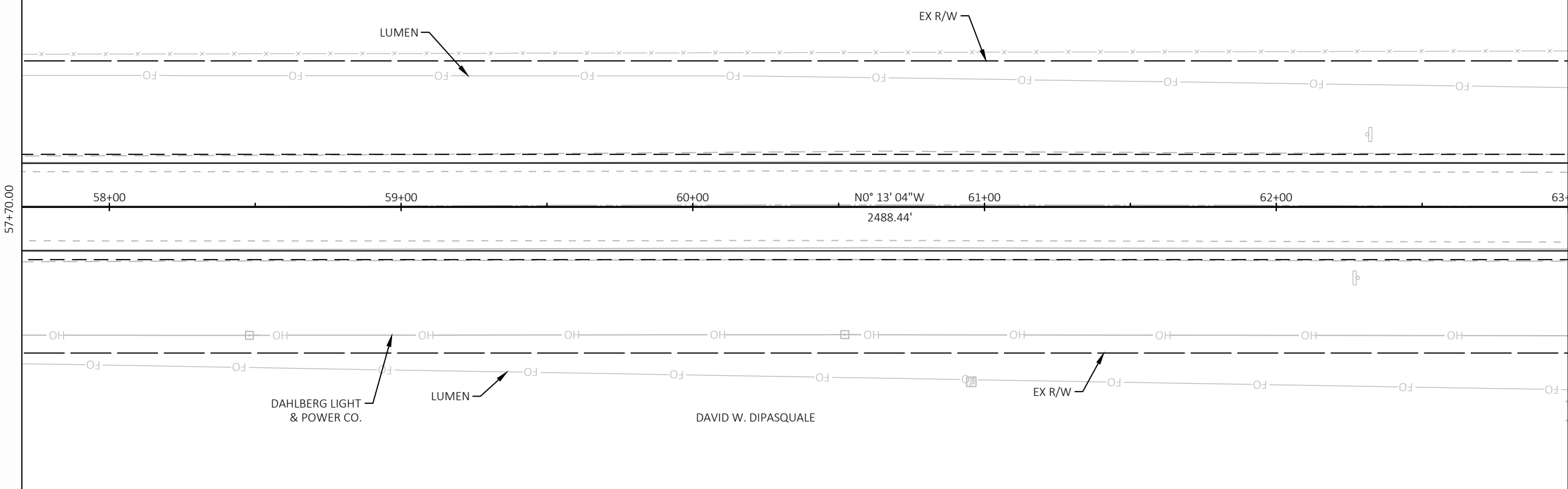
JEFFREY C. PILLER



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JEFFREY C. PILLER



PROJECT NO: 8800-00-71

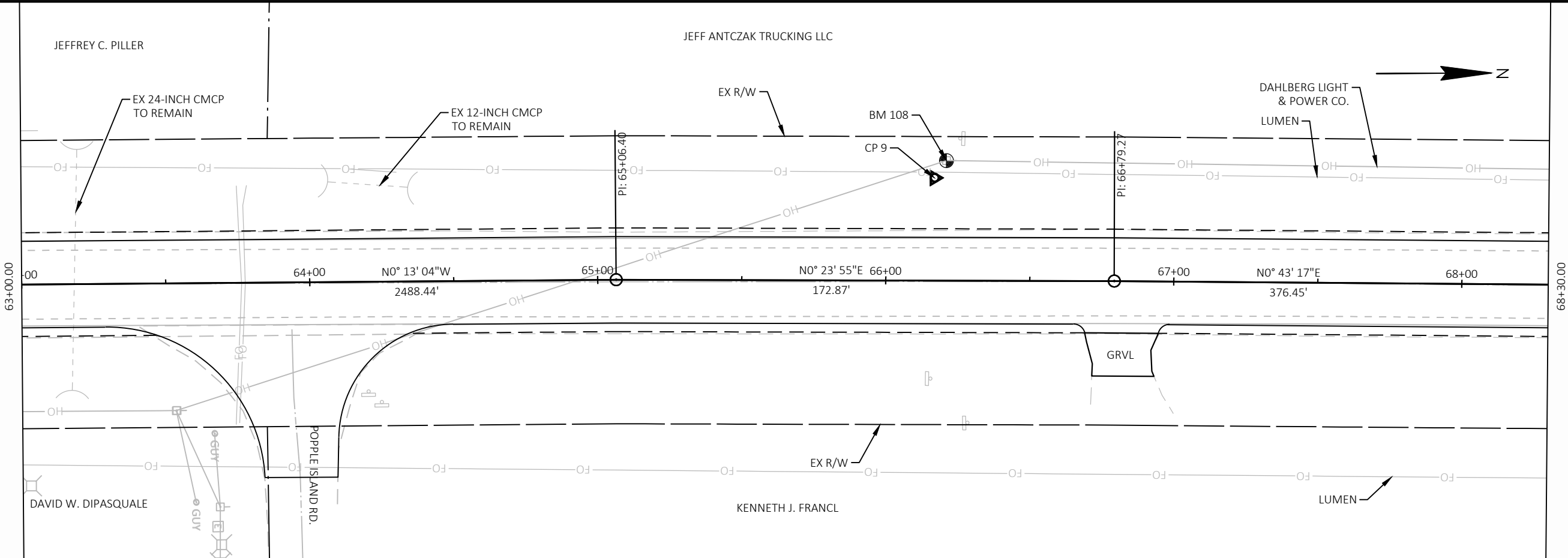
HWY: CTH K

COUNTY: WASHBURN

PLAN

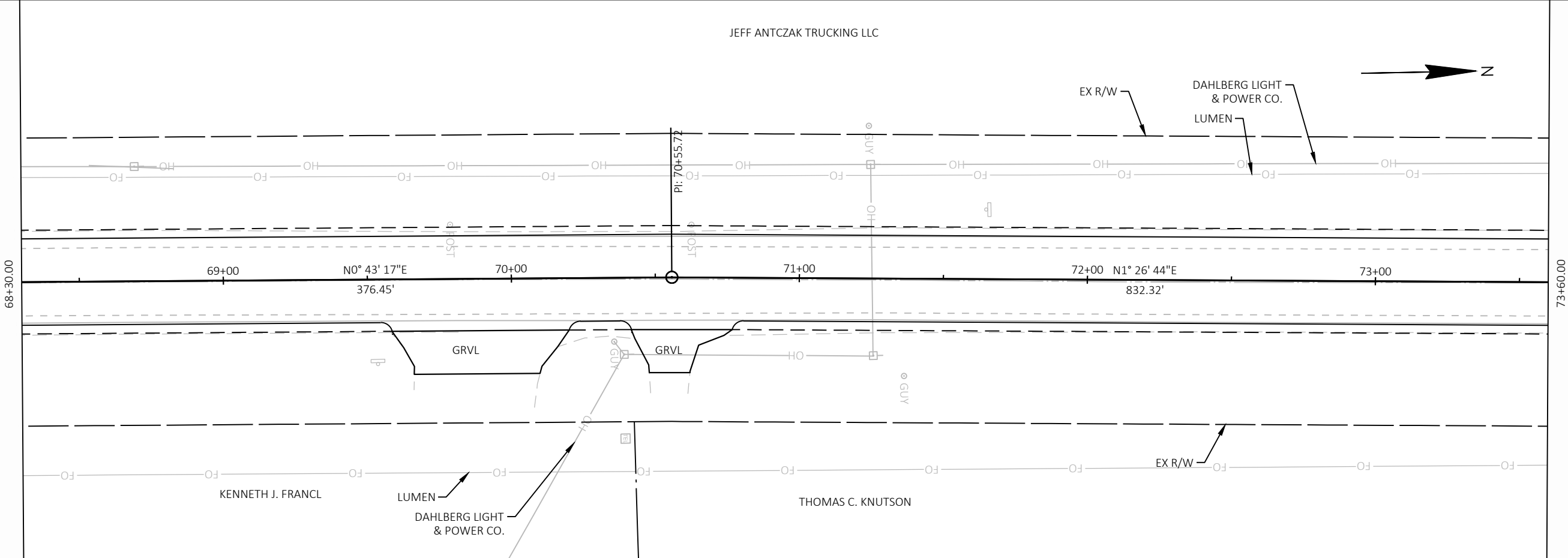
SHEET

E

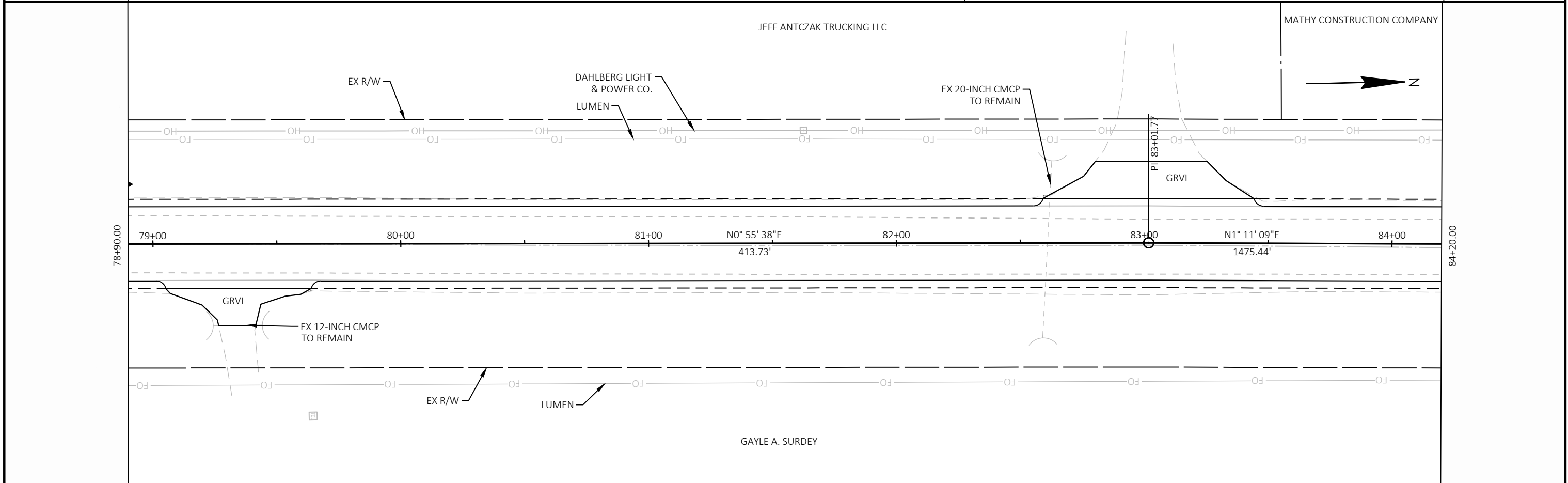
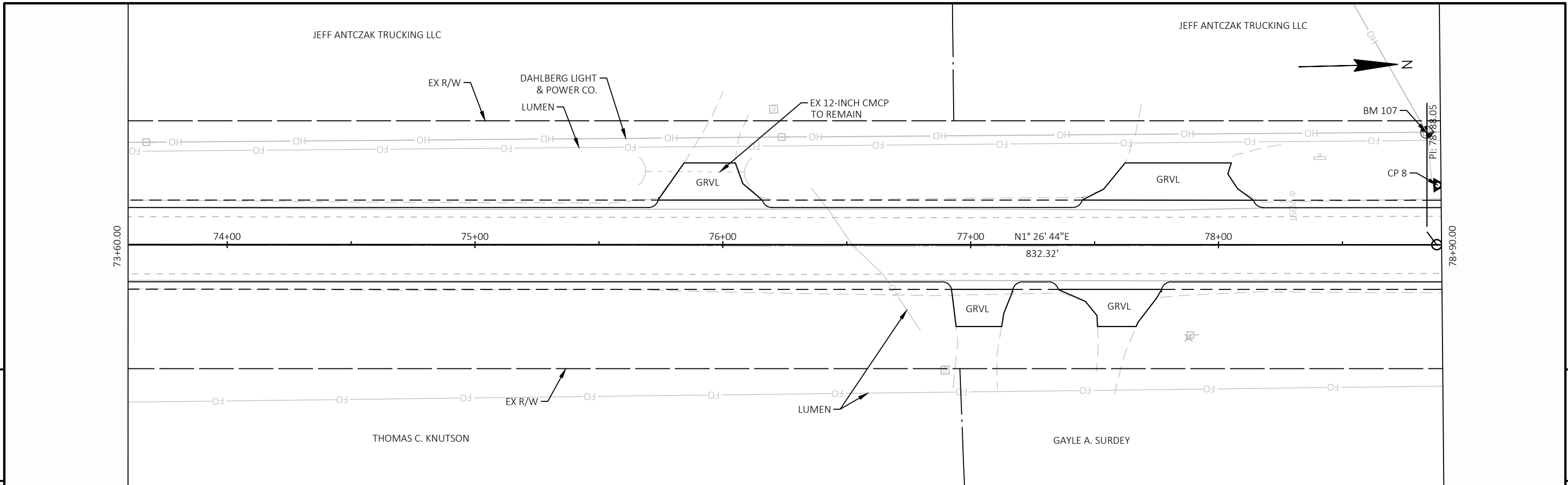


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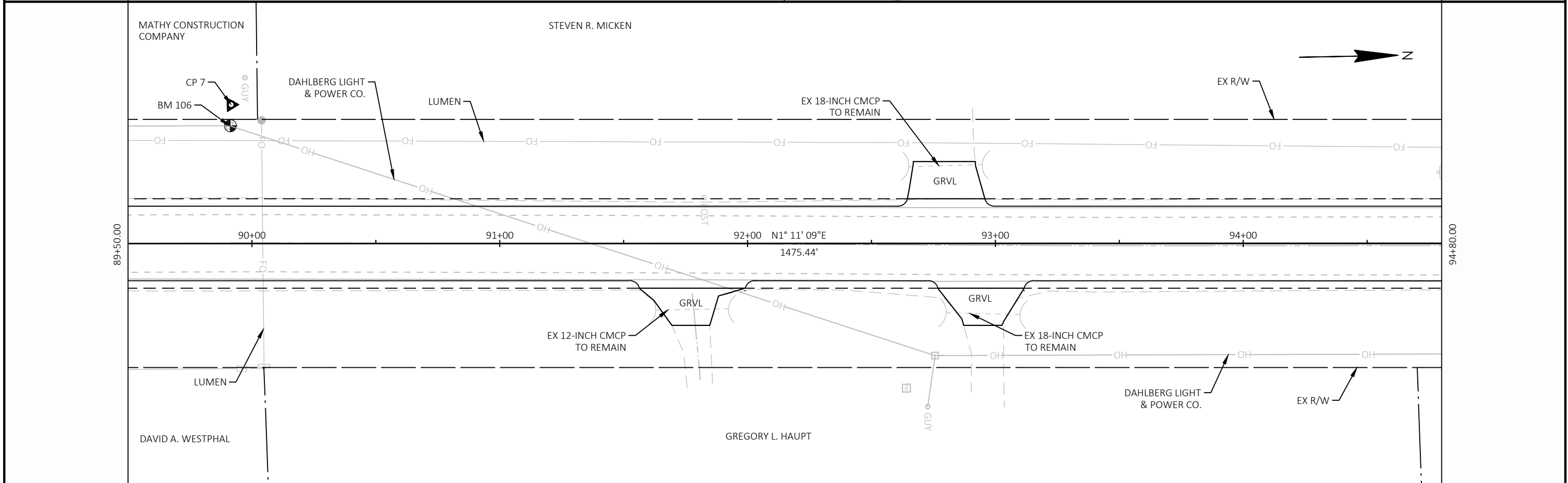
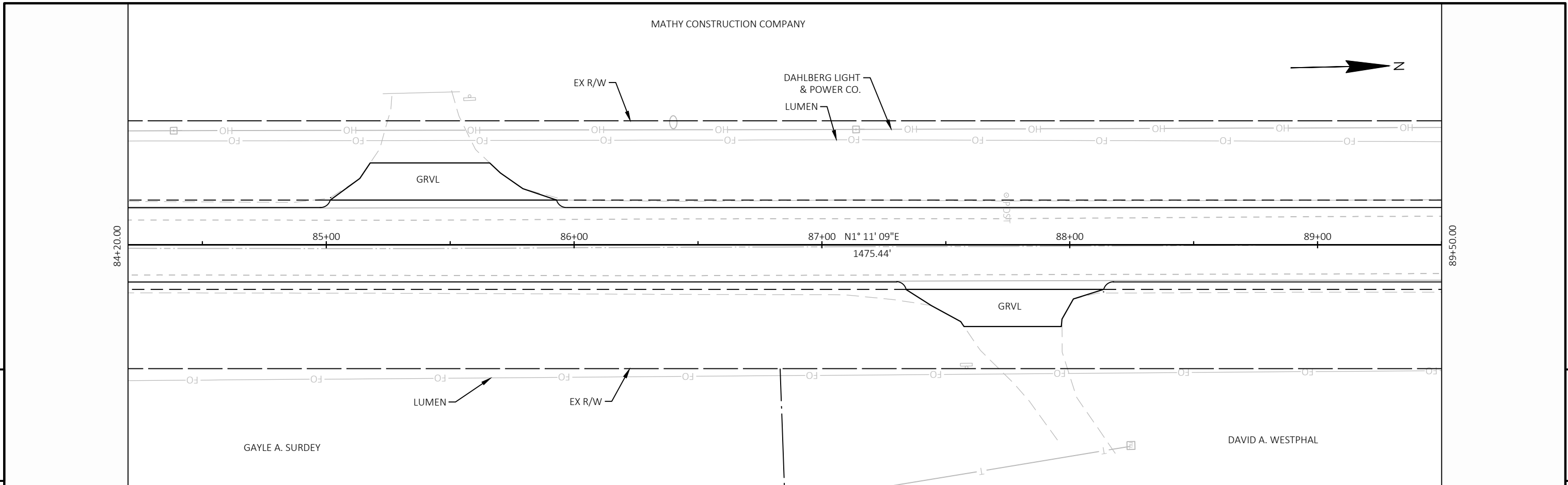
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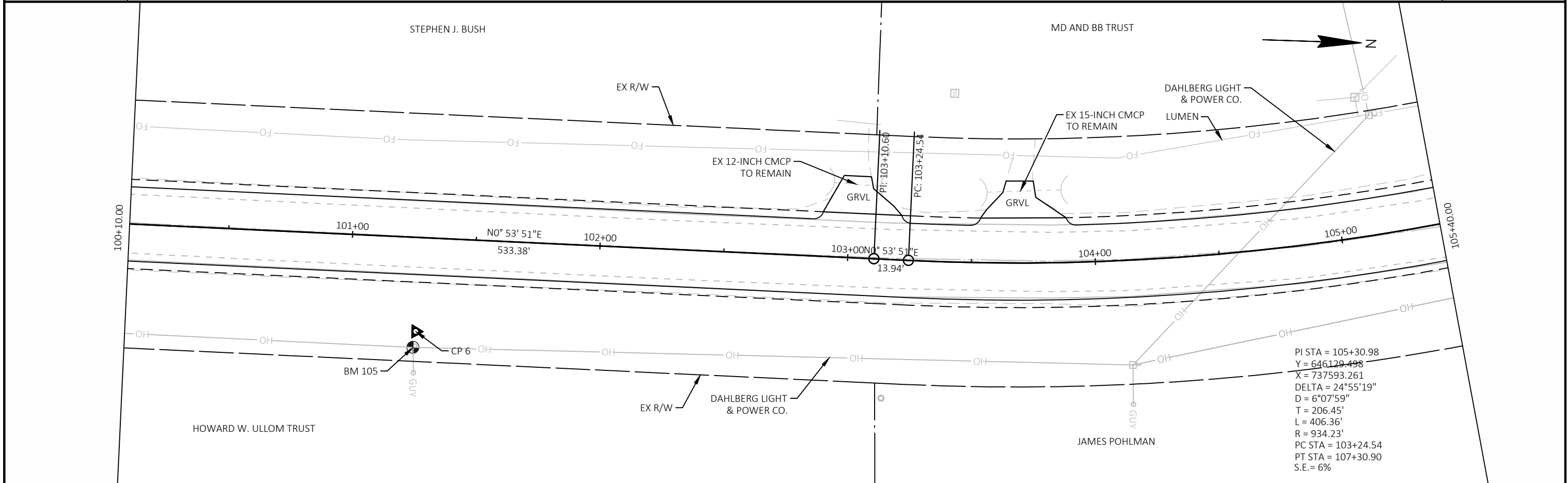
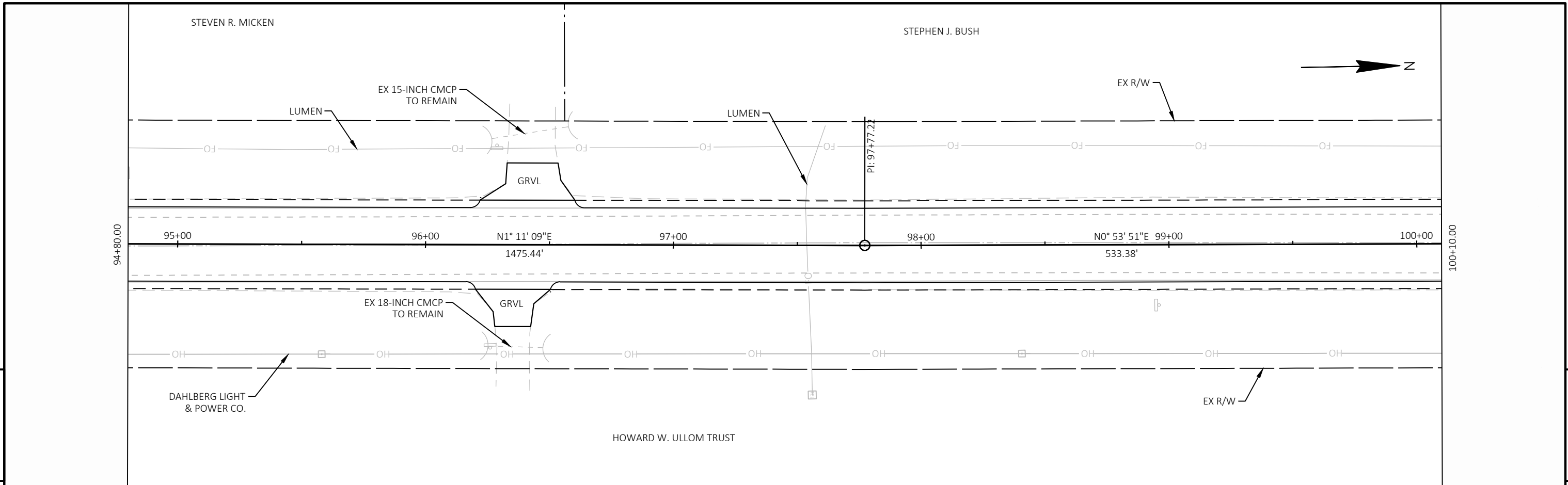
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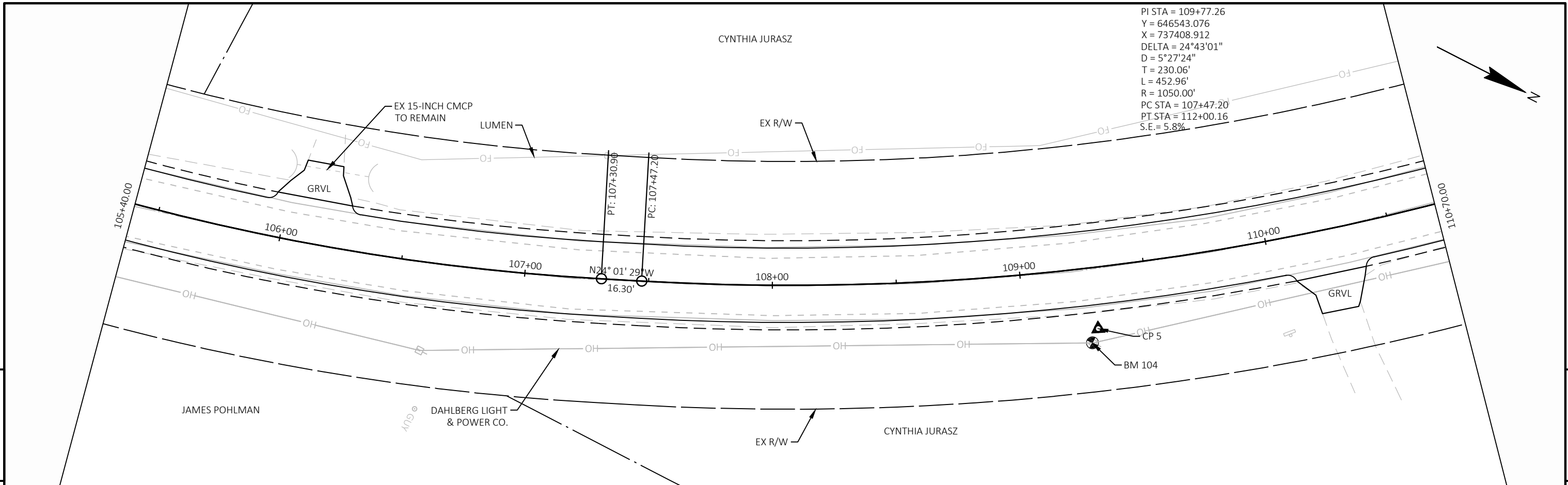
PROJECT NO: 8800-00-71	HWY: CTH K	COUNTY: WASHBURN	PLAN	SHEET	E
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PROJECT NO: 8800-00-71	HWY: CTH K	COUNTY: WASHBURN	PLAN	SHEET	E
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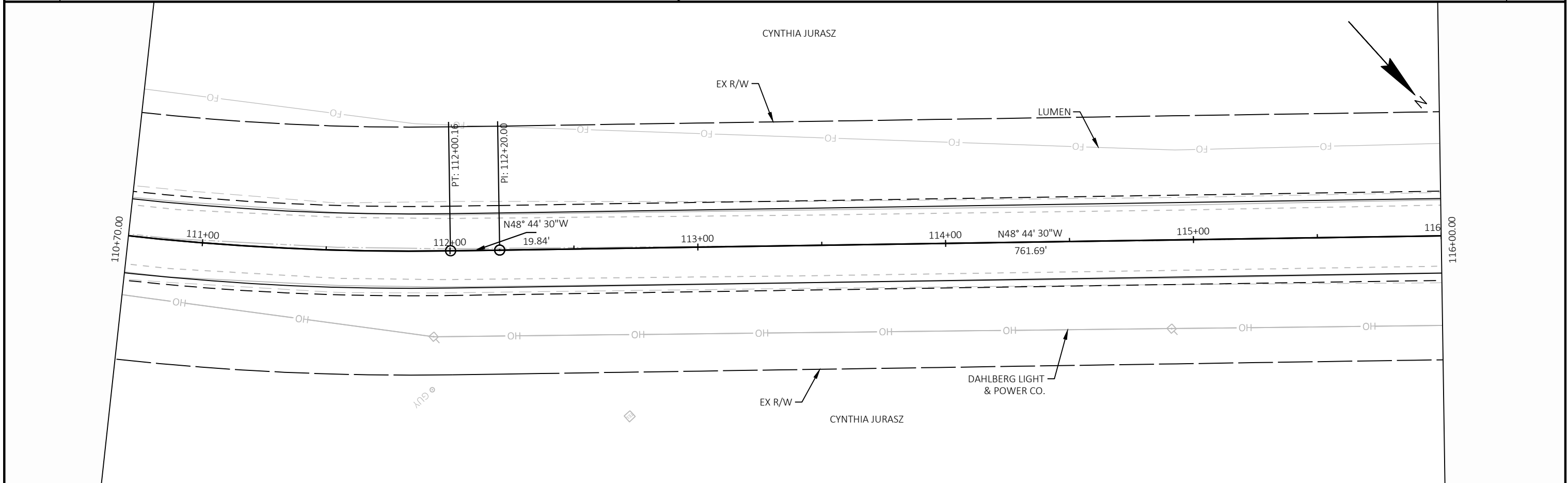
PROJECT NO: 8800-00-71 HWY: CTH K COUNTY: WASHBURN PLAN SHEET E



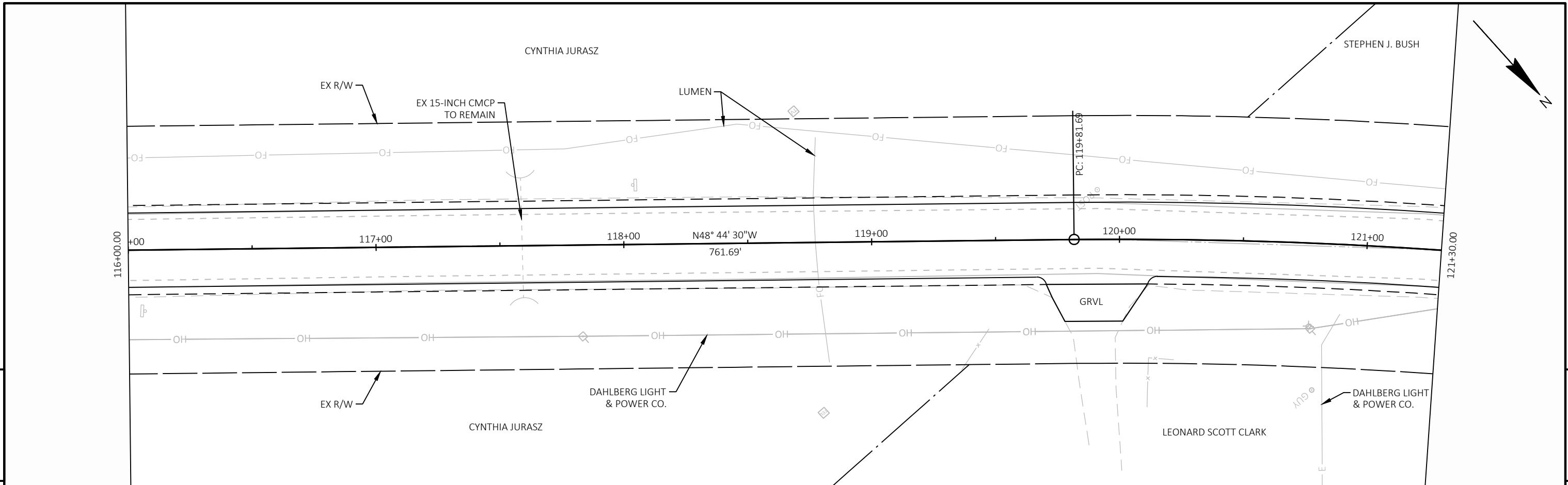
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 X = 737408.912
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 D = 5°27'24"
 T = 230.06'
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 R = 1050.00'
 PC STA = 107+47.20
 PT STA = 112+00.16
 S.E. = 5.8%

5

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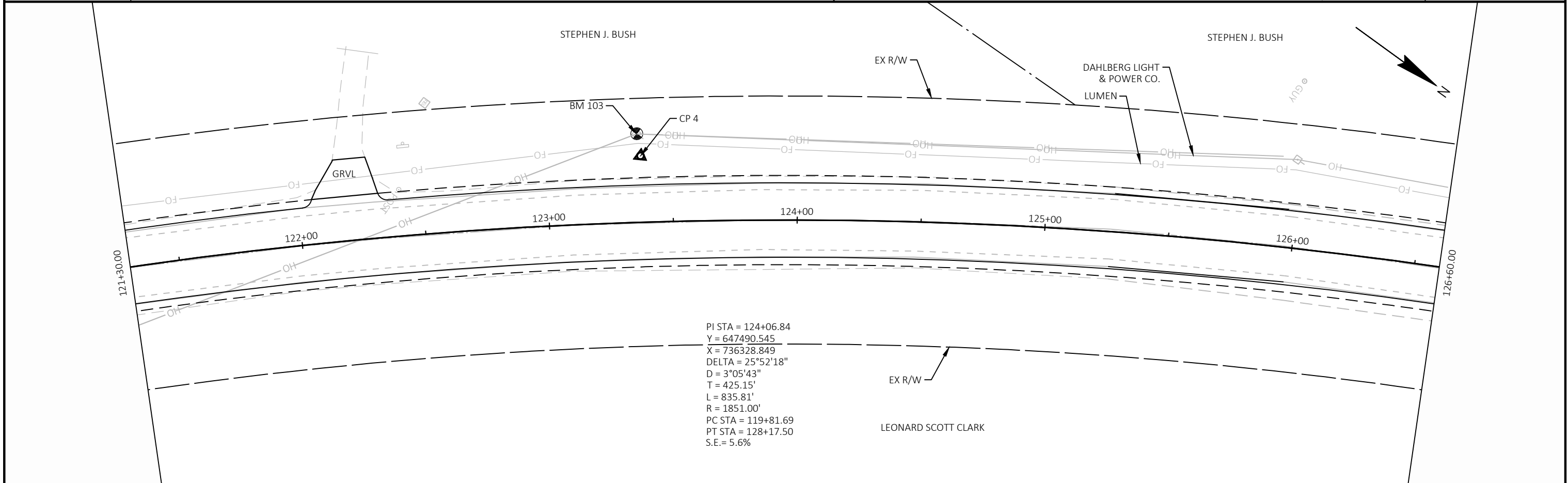


PROJECT NO: 8800-00-71	HWY: CTH K	COUNTY: WASHBURN	PLAN	SHEET	E
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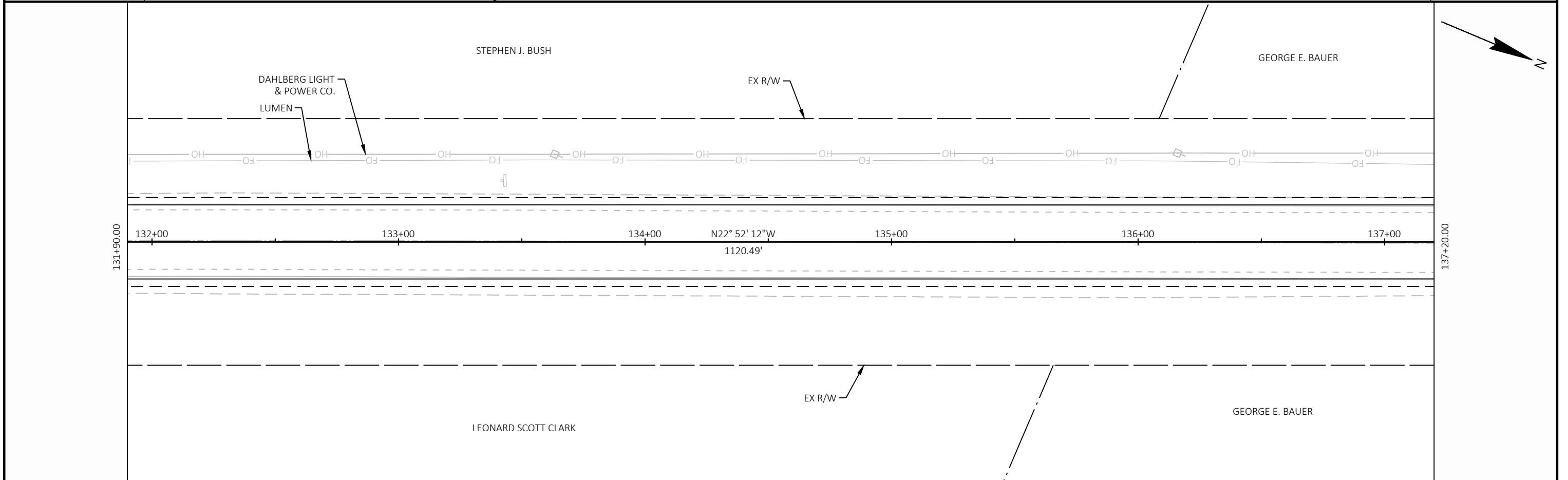
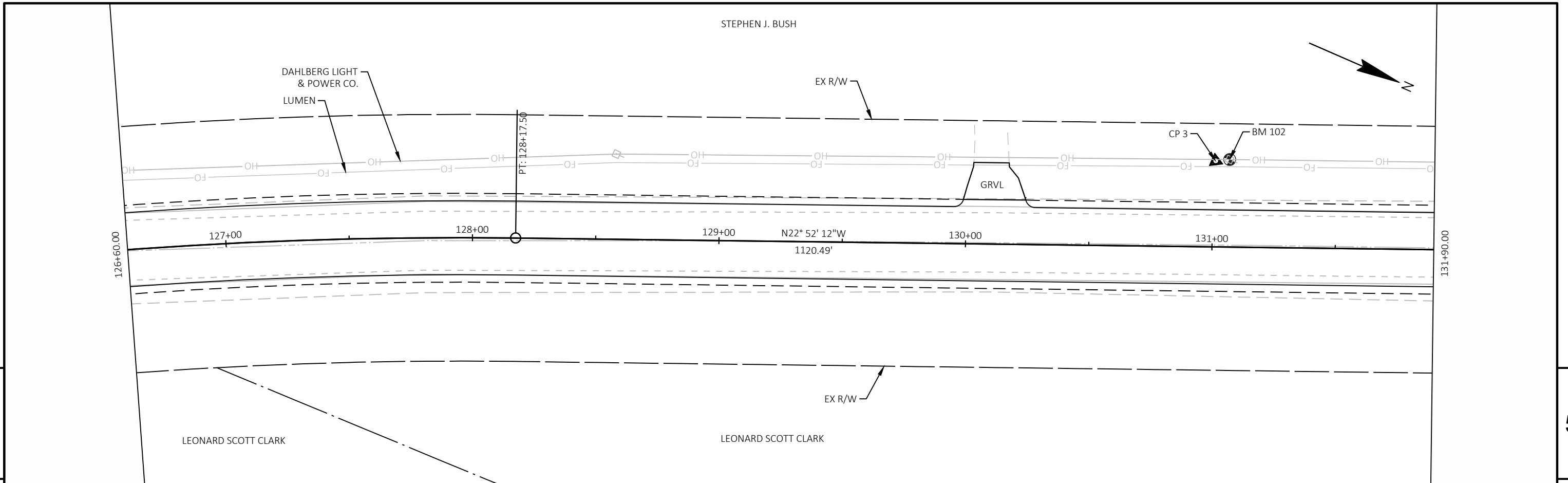


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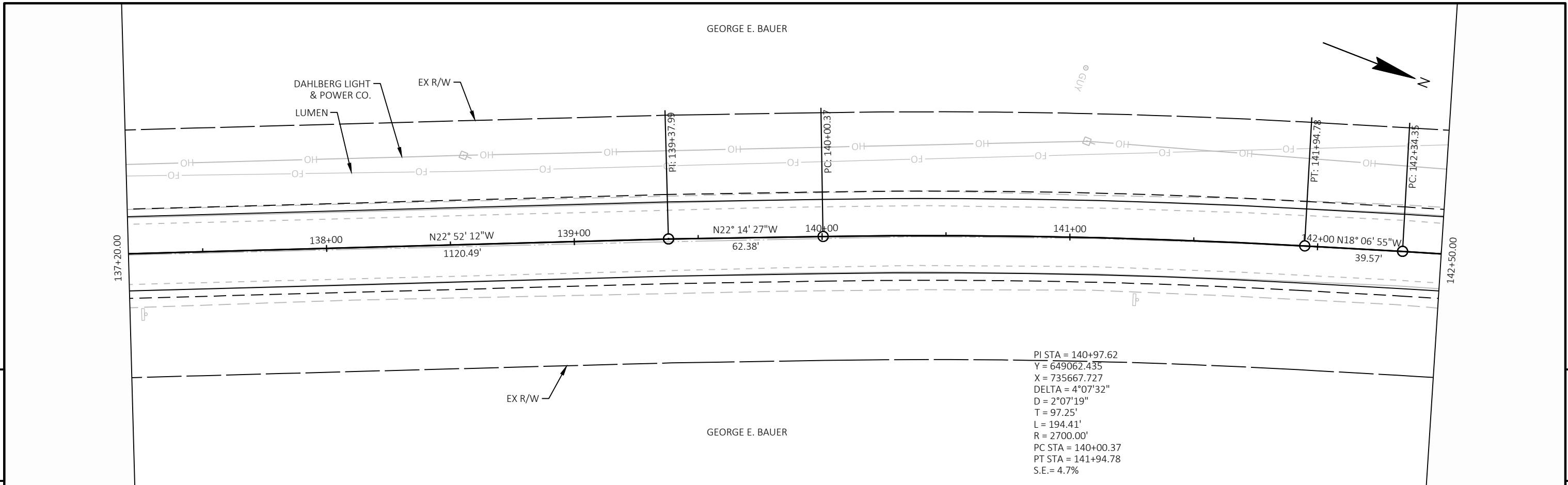
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PROJECT NO: 8800-00-71	HWY: CTH K	COUNTY: WASHBURN	PLAN	SHEET	E
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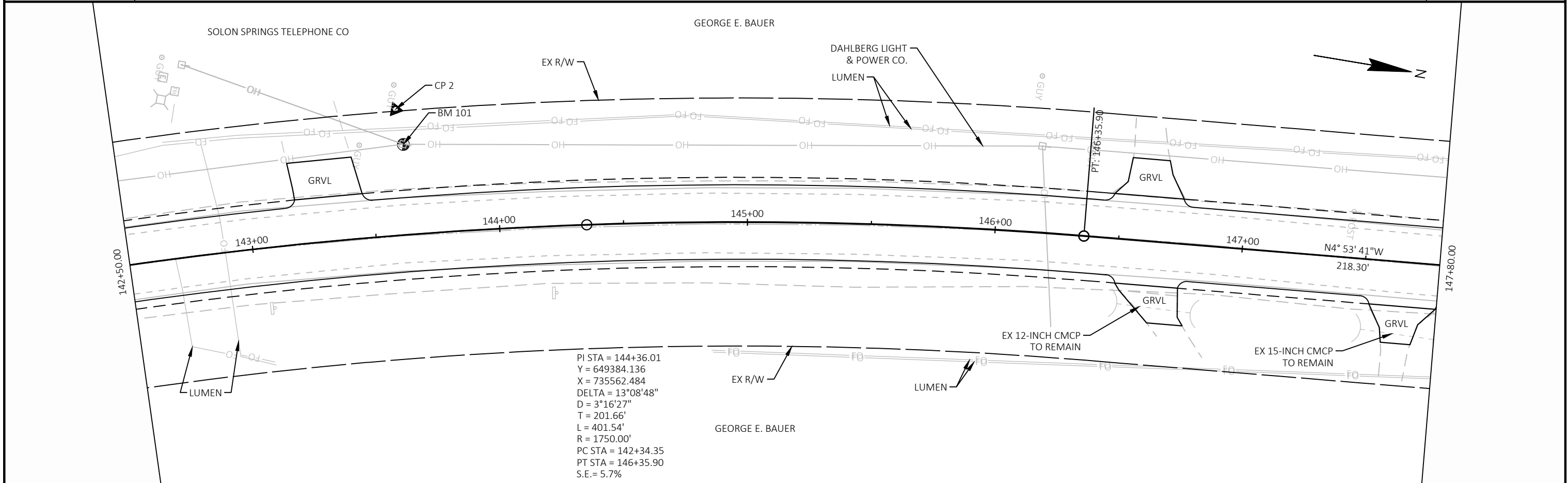


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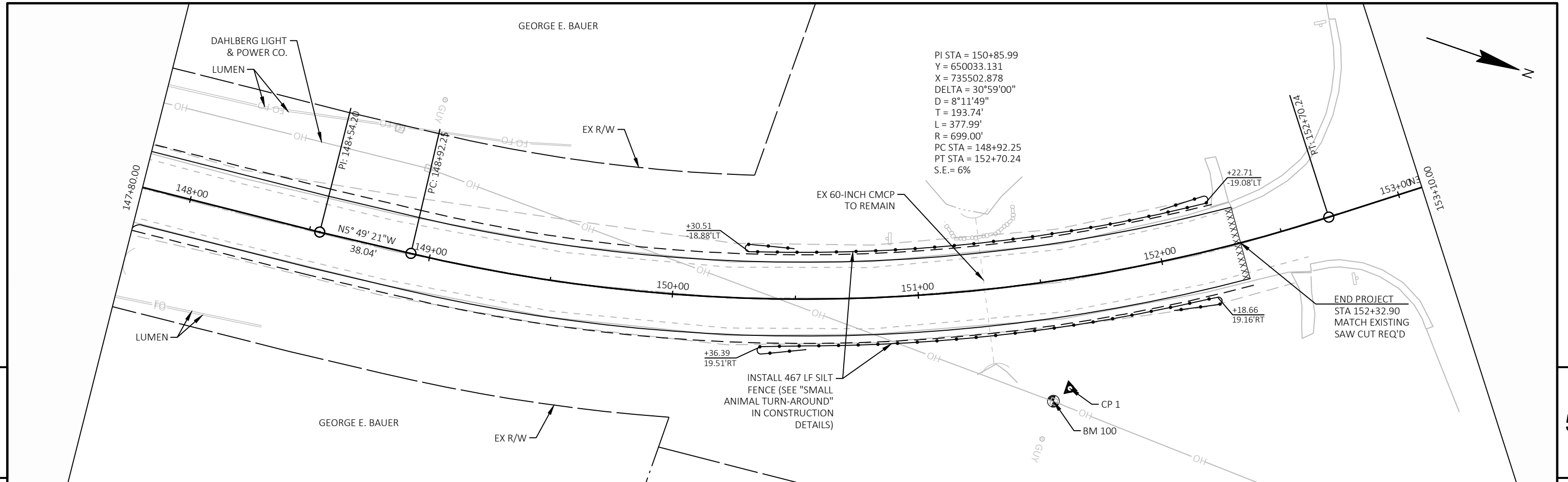


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PROJECT NO: 8800-00-71	HWY: CTH K	COUNTY: WASHBURN	PLAN	SHEET	E
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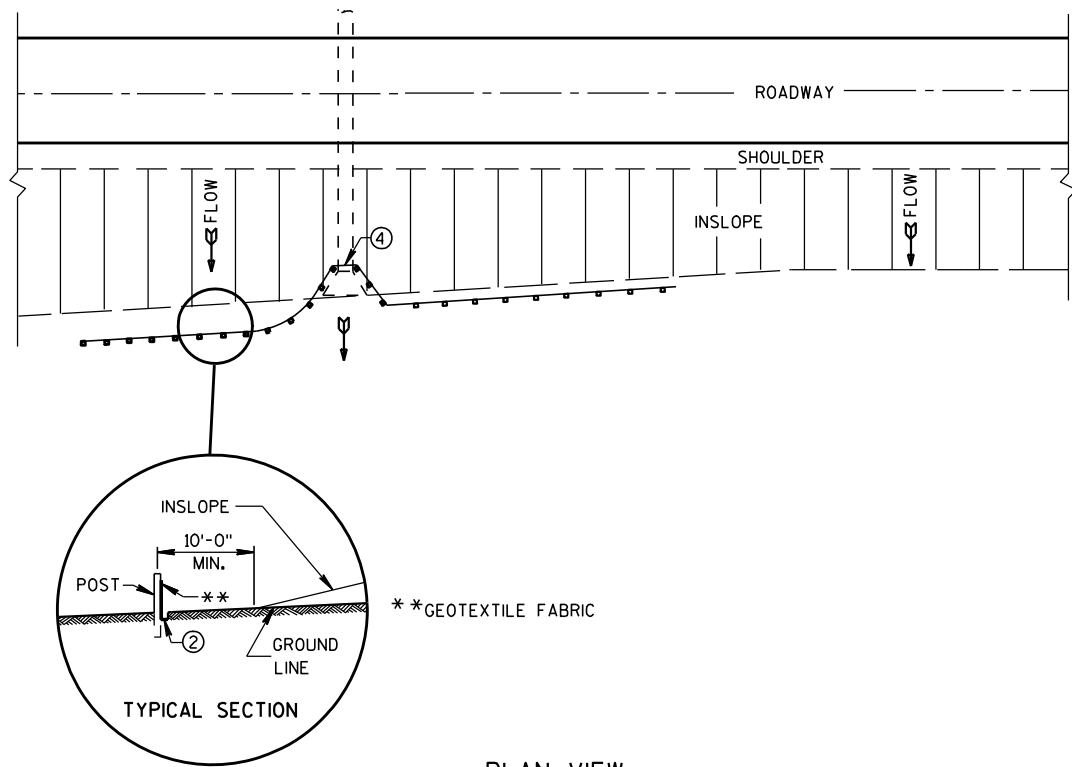
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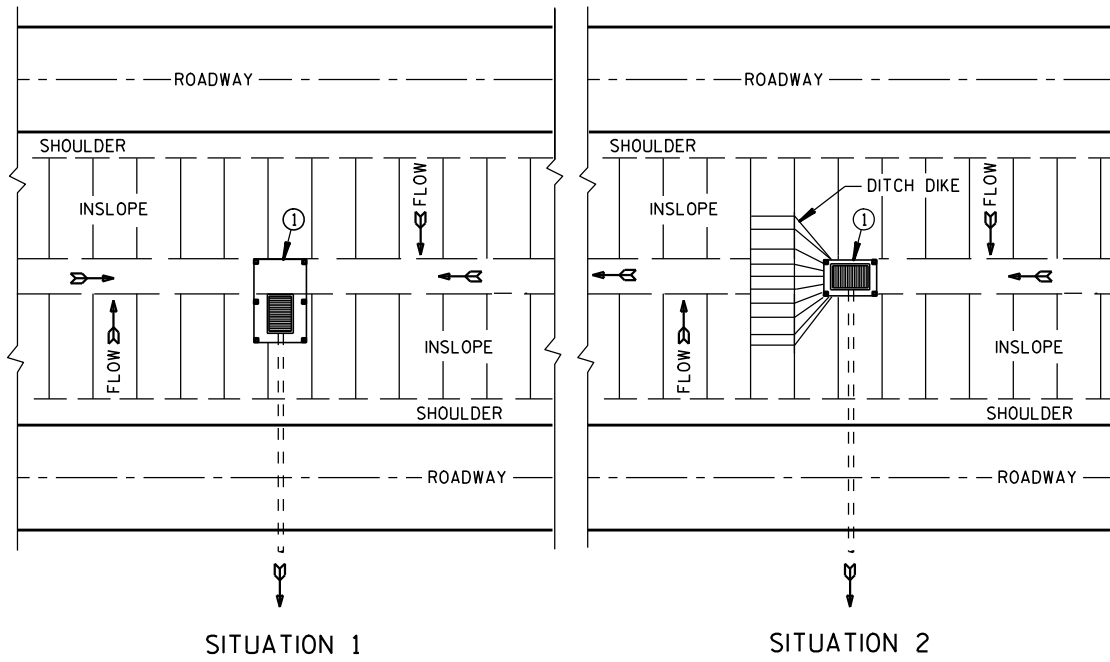
PROJECT NO: 8800-00-71	HWY: CTH K	COUNTY: WASHBURN	PLAN	SHEET	E
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Standard Detail Drawing List

08E09-06	SILT FENCE
15C04-05	TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 M.P.H. OR GREATER TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC
15C08-21A	LONGITUDINAL MARKING (MAINLINE)
15C12-09A	TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION
15C19-07A	MOVING PAVEMENT MARKING OPERATION TWO-LANE TWO-WAY ROADWAY



PLAN VIEW
TYPICAL APPLICATION OF SILT FENCE

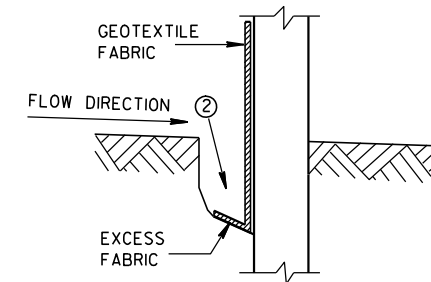


SITUATION 1 SITUATION 2
PLAN VIEW
SILT FENCE AT MEDIAN SURFACE DRAINS

GENERAL NOTES

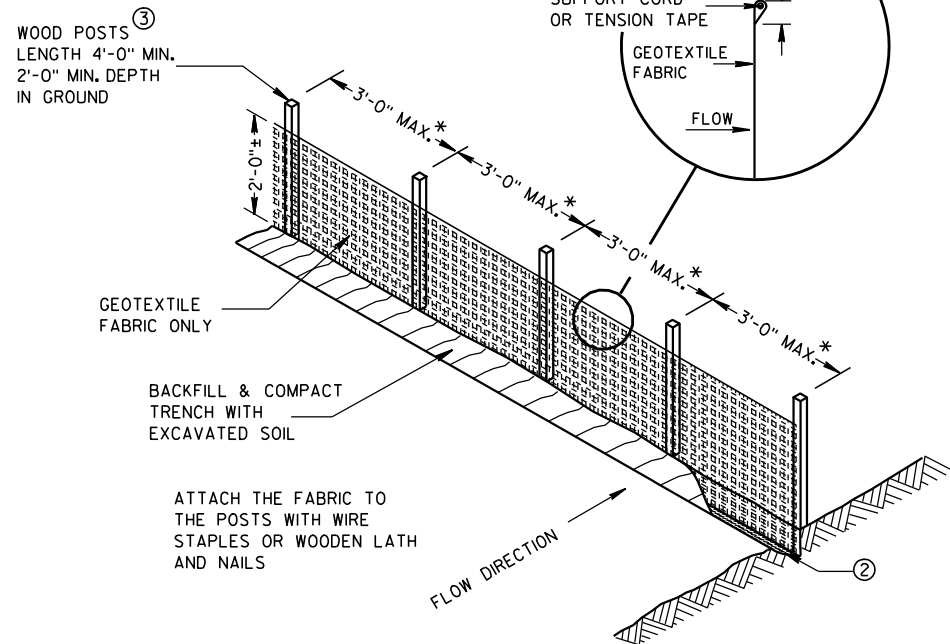
DETAILS OF CONSTRUCTION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

- 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.



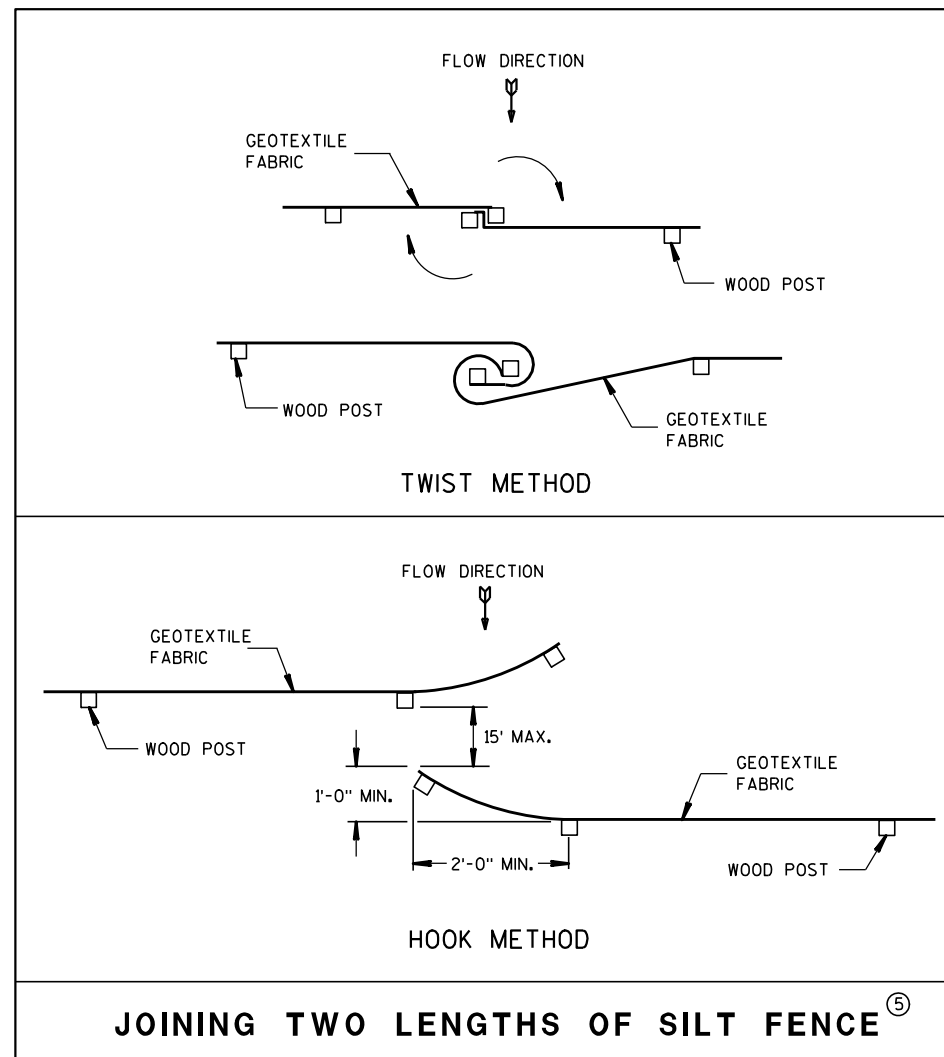
TRENCH DETAIL

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

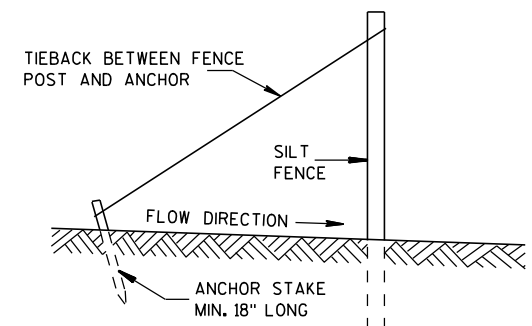


SILT FENCE

* 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 /S/ Beth Cannestra
DATE CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

GENERAL NOTES

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

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




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

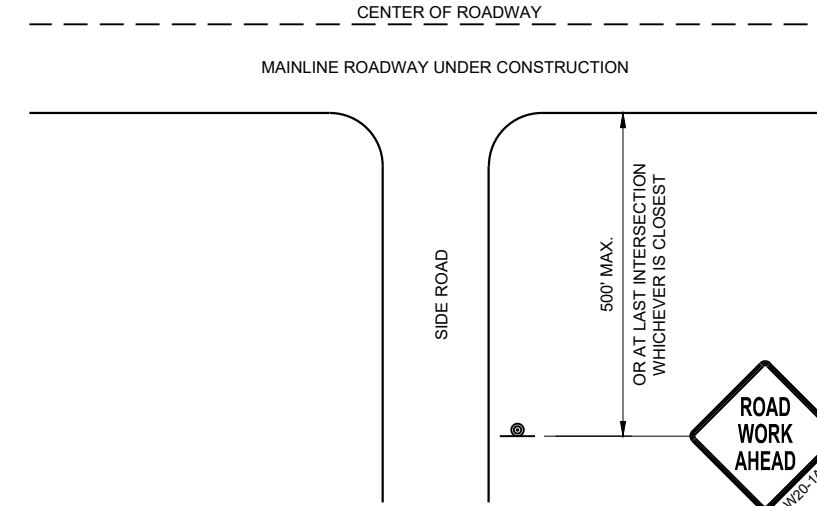
SIGNS THAT WILL BE IN PLACE LESS THAN SEVEN CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

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

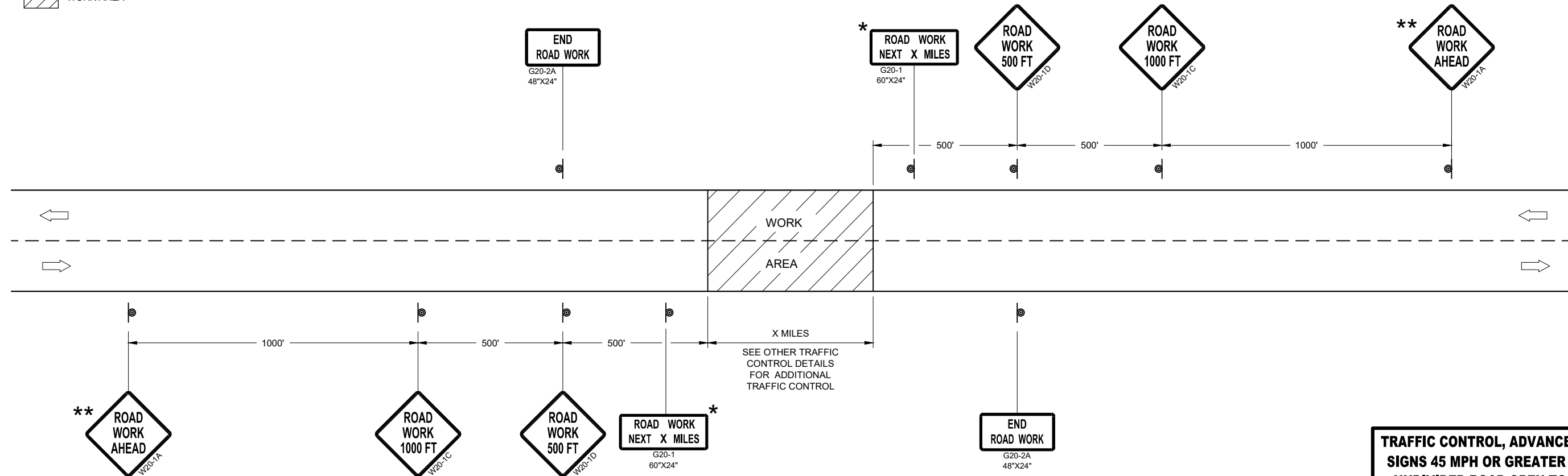
- * OMIT G20-1 SIGNS IF LENGTH OF WORK AREA IS 2 MILES OR LESS
- ** PLACE AN ADDITIONAL W20-1A "ROAD WORK AHEAD" SIGN IF WORK AREA WITHIN THE PROJECT IS SEPARATED BY MORE THAN 2 MILES FROM PREVIOUS WORK AREA.

LEGEND

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



**TYPICAL SIDE ROAD APPROACH
WARNING SIGN DETAIL**



TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45MPH OR GREATER

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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




FHWA

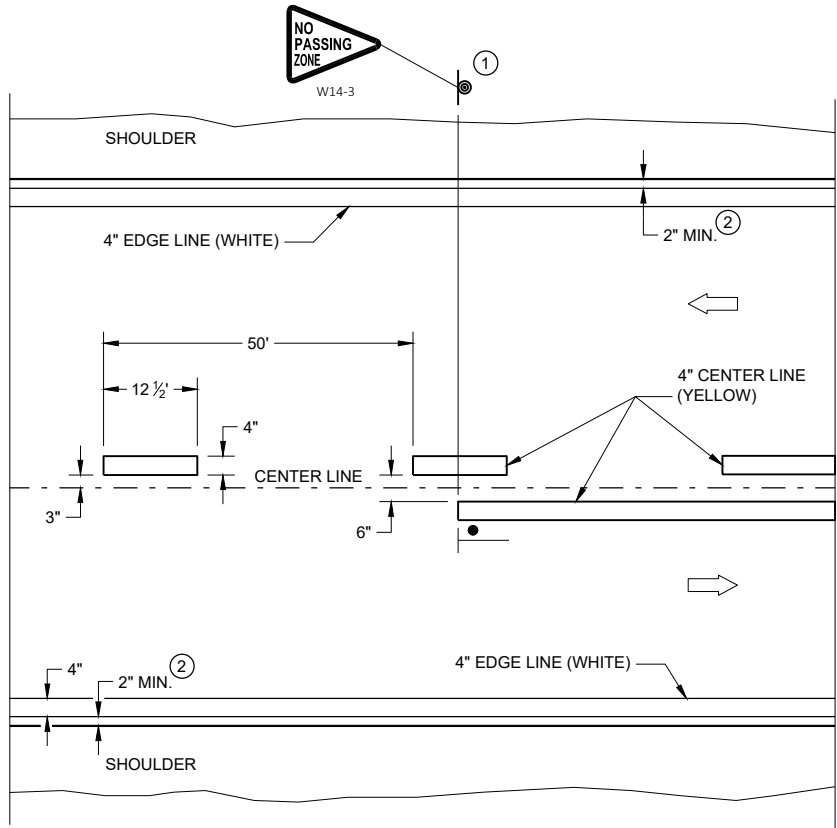
GENERAL NOTES

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

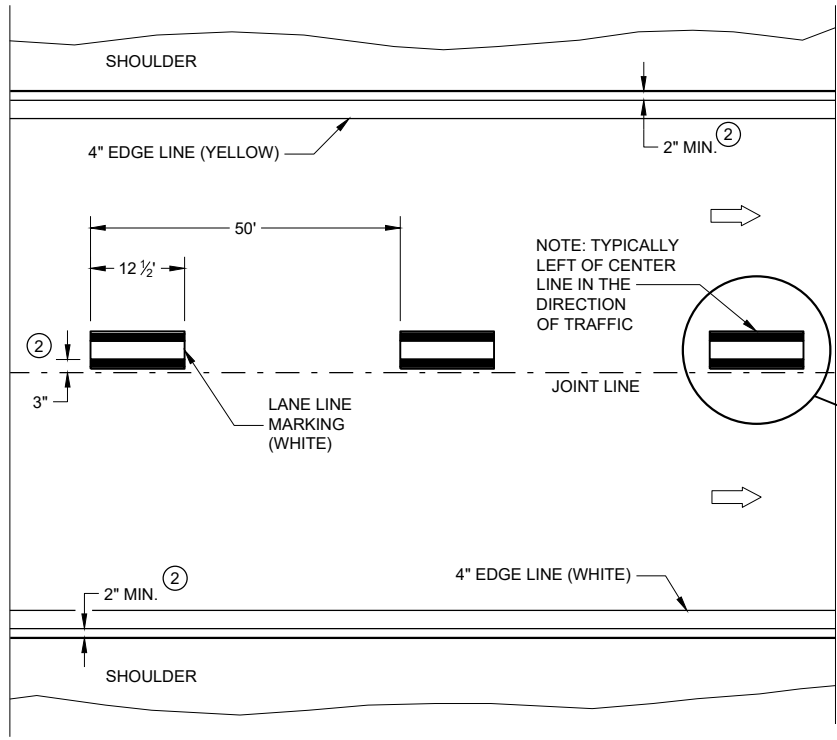
- ① LOCATE THE NO PASSING ZONE W14-3 SIGN WITHIN 50 FEET OF THE "T" MARKING
- ② MEASURE FROM EDGE OF MARKING TO JOINT LINE. THIS DOES NOT INCLUDE SPACE NEEDED FOR GROOVING OPERATIONS.

LEGEND

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

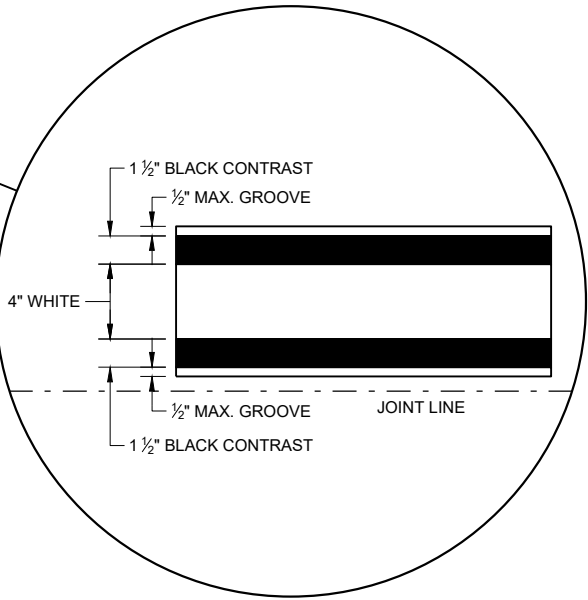


TWO WAY TRAFFIC



ONE WAY TRAFFIC

PERMANENT PAVEMENT MARKING








PERMANENT LONGITUDINAL PAVEMENT MARKINGS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

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.

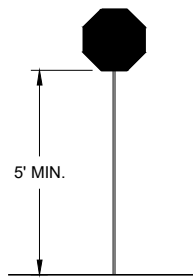
- ③ EACH TEMPORARY PORTABLE RUMBLE STRIP ARRAY CONSISTS OF THREE RUMBLE STRIPS PLACED TRANSVERSE ACROSS THE LANE AT THE LOCATIONS SHOWN. WITHIN EACH ARRAY, SPACING BETWEEN RUMBLE STRIPS SHALL BE 15 FEET ON CENTER

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

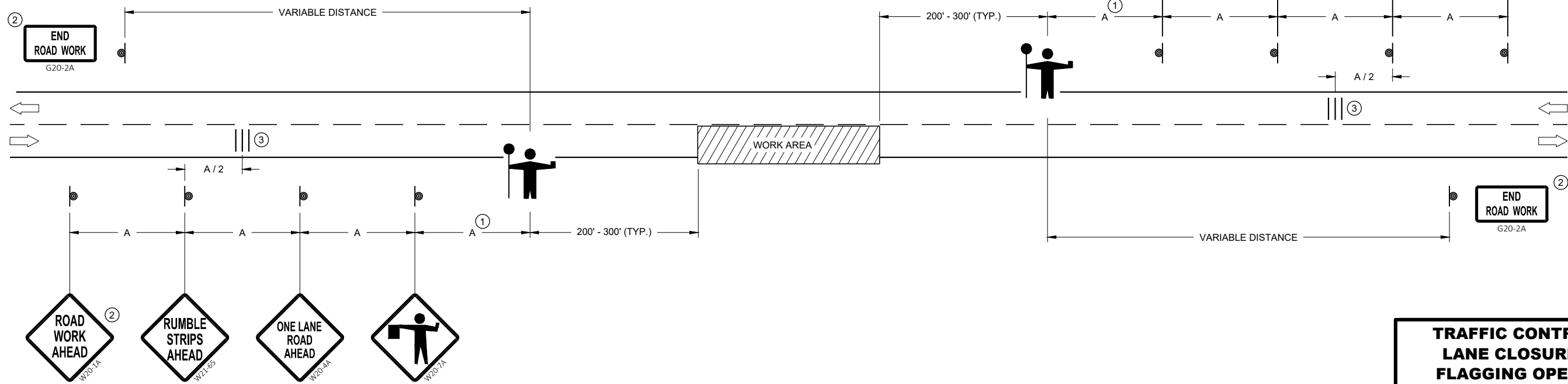
SIGN AND TEMPORARY RUMBLE STRIP ARRAY SPACING TABLE

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



W03-4

USE OF W03-4 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
DATE: May 2022 /S/ Andrew Heidtke
WORK ZONE 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.

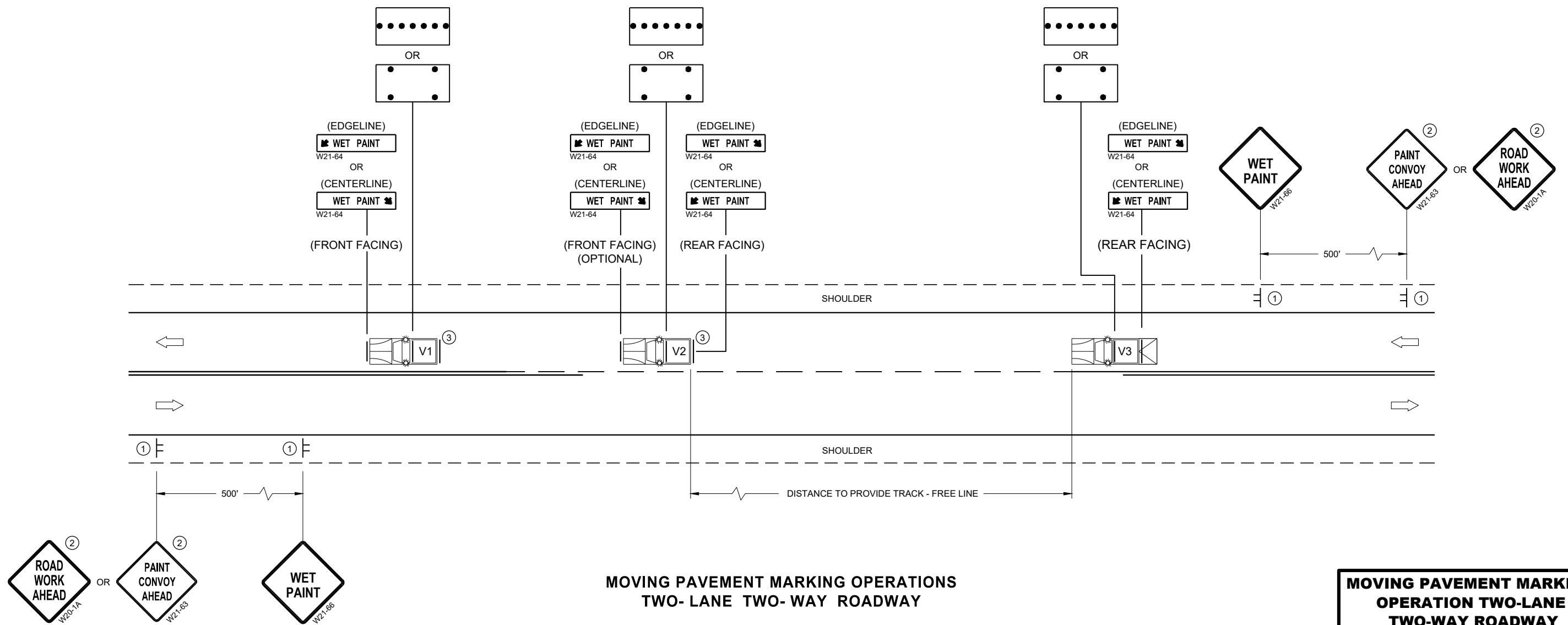
CONES SHOULD BE USED BETWEEN THE MARKING AND SHADOW VEHICLE AT 100 FOOT SPACING. CONES MAY BE OMITTED ON PAINTED LINE IF APPROVED BY THE ENGINEER. CONSIDER PAVEMENT MARKING DRY OR CURE TIMES AND TRAFFIC VOLUME.

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

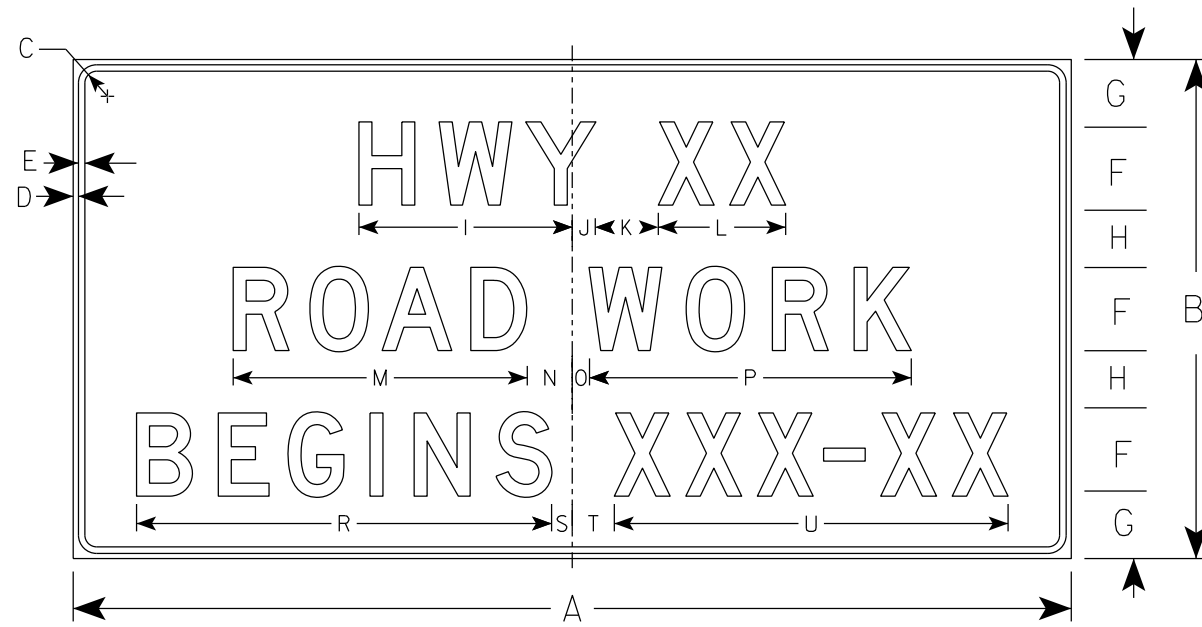
SDD 15C19 - 07a

SDD 15C19 - 07a

MOVING PAVEMENT MARKING OPERATION TWO-LANE TWO-WAY ROADWAY	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED May 2022 DATE	/S/ Andrew Heidtke WORK ZONE ENGINEER
FHWA	

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
Background - Orange
Message - Black
3. Message Series - D
4. Substitute appropriate numeral and adjust spacing to achieve proper balance.



G20-57

7

7

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2																											
3	72	36	1 1/8	1/2	5/8	6	5	4	15 5/8	1 5/8	5	9 1/4	21 1/4	3 1/2	1 1/2	23 1/4		29 7/8	1 3/4	3 1/4	28 1/2						18.0
4	96	48	2 1/4	3/4	1	8	6 1/2	5 1/2	20 5/8	2 1/4	6	12 1/4	28 1/4	4 3/8	1 5/8	31		39 1/4	2	4	37 7/8						32.0
5																											

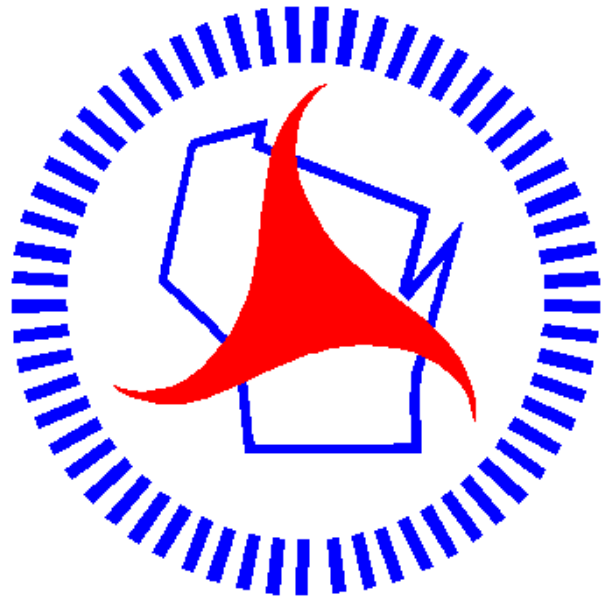
STANDARD SIGN
G20-57

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R Rauch*
For State Traffic Engineer

DATE 1/22/19 PLATE NO. G20-57.3

PROJECT NO: _____ HWY: _____ COUNTY: _____ SHEET NO: **E**



Wisconsin Department of Transportation

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