MAD

PROJECT ID: 3811-00-70
WITH: 3939-00-70

COUNTY: DODGE

03

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.	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 = 38

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
3811-00-70	WISC 2023068	1
3939-00-70	WISC 2023069	1

KEKOSKEE - LEROY (CTH V)

STH 28 TO CTH Y

CTH V

DODGE COUNTY

STATE PROJECT NUMBER

3939-00-70

TOWN OF LEROY, CTH V

CTH Y TO STH 49

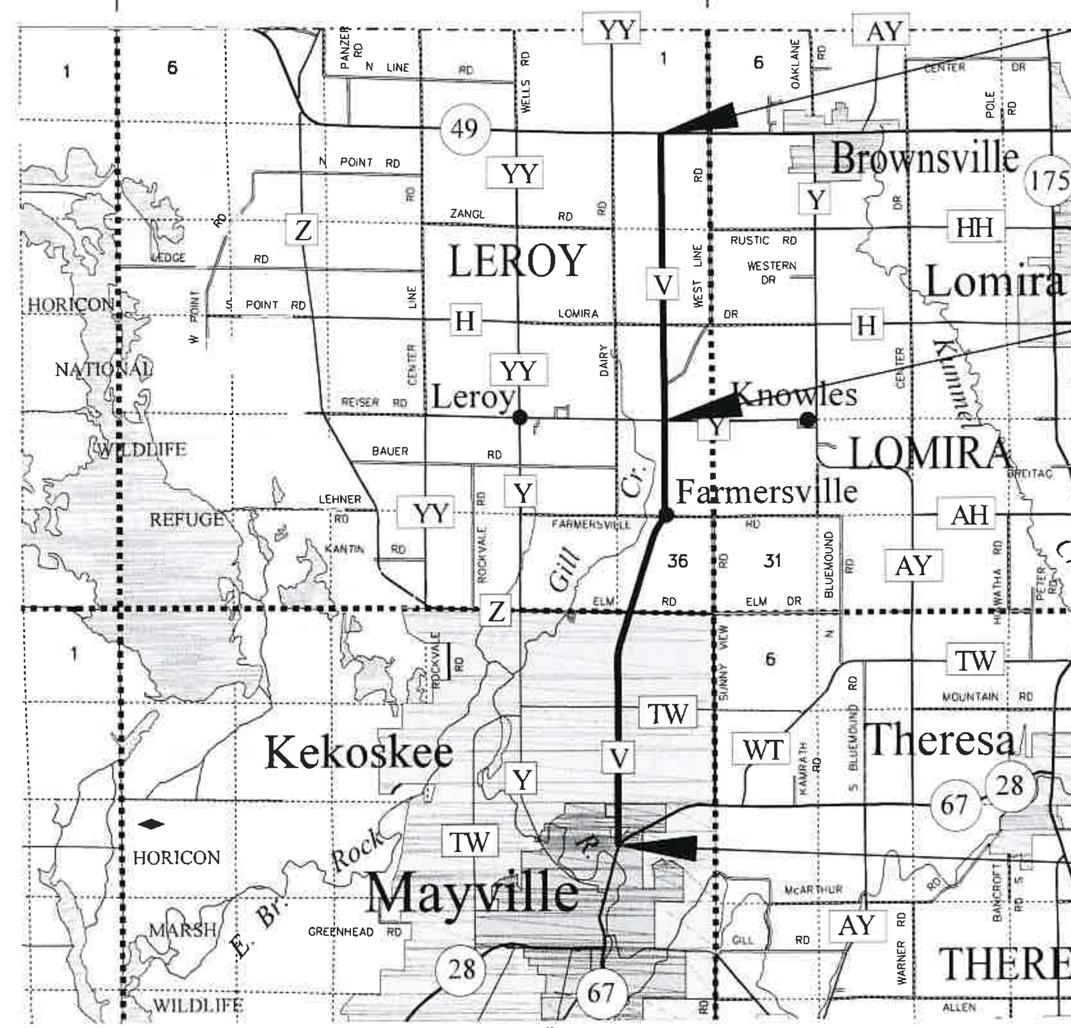
CTH V

DODGE COUNTY

STATE PROJECT NUMBER

3811-00-70

N



LAYOUT

SCALE 0 2 MI

END PROJECT 3811-00-70
STA 397+90.60
Y = 781526.01
X = 928454.51

END PROJECT 3939-00-70
BEGIN PROJECT 3811-00-70
STA 240+25.22

BEGIN PROJECT 3939-00-70
STA 4+07.95
Y = 742590.496
X = 926038.200

PROJECT 3811-00-70	TOTAL NET LENGTH OF CENTERLINE =	2.986 MI
PROJECT 3939-00-70	TOTAL NET LENGTH OF CENTERLINE =	4.473 MI
	TOTAL NET LENGTH OF CENTERLINE =	7.459 MI

HORIZONTAL POSITIONS SHOWN ON THIS PLAN ARE WISCONSIN COORDINATE REFERENCE SYSTEM (WISCRS), DODGE COUNTY NAD83 (1991), 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).

DESIGN DESIGNATION

A.A.D.T.	2023	=	1400
A.A.D.T.	2043	=	1700
D.H.V.		=	
D.D.		=	
T.		=	14.4
DESIGN SPEED		=	60 MPH
ESALS		=	490,000 (HMA)

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 — CAUTION
MARSH AREA
WOODED OR SHRUB AREA

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

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

ACCEPTED FOR

DODGE COUNTY

Date 7-21-2022

BRIAN R. FIELD
HIGHWAY COMMISSIONER

ORIGINAL PLANS PREPARED BY

DODGE COUNTY HIGHWAY DEPARTMENT

DATE: 7/21/22

NATHAN KEMPKE, PE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY

Surveyor	DODGE COUNTY
Designer	DODGE COUNTY
Project Manager	ZACHARY PEARSON
Regional Examiner	SOUTHWEST REGION
Regional Supervisor	KYLE HEMP

APPROVED FOR THE DEPARTMENT

DATE: 07/21/22

(Signature)

E

FILE NAME S:\CURRPROJ\DODGECO\CTH V - 2022 BIL\CIVIL3D\39390000\SHEETS\39390000-010101-TI.DWG PLOT DATE 7/21/2022 3:04 PM PLOT BY AARON SARAUER PLOT NAME

GENERAL NOTES

THERE ARE UTILITY FACILITIES WITHIN THE PROJECT AREA THAT ARE NOT SHOWN ON THE PLANS. THE CONTRACTOR SHALL COORDINATE THEIR CONSTRUCTION ACTIVITIES WITH A CALL TO DIGGERS HOTLINE AND/OR A DIRECT CALL TO THE UTILITIES THAT HAVE FACILITIES IN THE AREA.

THE CONTRACTOR'S PAVING OPERATIONS SHALL BE CONSISTENT WITH THE PLAN TYPICAL SECTIONS AND CONSTRUCTED TO PREVENT HMA LONGITUDINAL JOINTS FROM BEING LOCATED WITHIN A DRIVING, TURNING, OR PASSING LANE.

WETLANDS, WATERWAYS, AND OTHER ENVIROMENTALLY SENSITIVE AREAS SHALL BE PROTECTED AT ALL TIMES. DO NOT STORE EQUIPMENT OR MATERIALS NEAR THESE SITES UNLESS APPROVED BY THE ENGINEER.

TRAFFIC CONTROL DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS DIRECTED BY THE ENGINEER.

DODGE COUNTY WILL BE COMPLETING THE FOLLOWING WORK WITH THE PROJECT: SHAPING OF THE FINAL BASE COURSE AT INTERSECTIONS, CONSTRUCTION STAKING, SAW CUTTING, SHOULDERING, PAVEMENT MARKING, DETOUR SIGNING, AND PERMANENT SIGNING.

DODGE COUNTY WILL BE COMPLETING THE FOLLOWING WORK PRIOR TO CONSTRUCTION: INTERSECTION WIDENING, CULVERT REPLACEMENTS, AND GUARD RAIL REPLACEMENT.

ORDER OF SECTION 2 SHEETS

DNR AREA LIAISON

WISCONSIN DEPT. OF NATURAL RESOURCES
3911 FISH HATCHERY ROAD
FITCHBURG, WI 53711
ATTN: ERIC HEGGELUND
PHONE: (608) 228-7927
EMAIL: eric.heggelund@wisconsin.gov

WISDOT CONTACT

WISCONSIN DEPARTMENT OF TRANSPORTATION
2101 WRIGHT STREET
MADISON WI 53704-2559
ATTN: ZACHARY PEARSON, PE
PHONE: (608) 246-5319
EMAIL: Zachary.Pearson@dot.wi.gov

DODGE COUNTY SURVEY SPECIALIST

DODGE COUNTY SURVEY OFFICE
127 EAST OAK STREET
JUNEAU, WI 53039
ATTN: DICK LEISTEKOW
PHONE: (920) 386-3774
EMAIL: rleistekow@co.dodge.wi.us

UTILITIES

COMMUNICATIONS
AT&T WISCONSIN
70 E. DIVISION STREET
FOND DU LAC, WI 54935
ATTN: CHUCK BARTELT
PHONE: (920) 929-1013
EMAIL: cb1461@att.com

COMMUNICATIONS
CHARTER COMMUNICATIONS
3315 LINCOLN AVENUE
TWO RIVERS, WI 54241
ATTN: NICK FRASE
PHONE: (920) 793-2216
EMAIL: nick.frase@charter.com

COMMUNICATIONS
ASTREA
105 KENT STREET
IRON MOUNTAIN, MI 49801
ATTN: ANDREW HEIGL
PHONE: (906) 776-2609
MOBILE: (906) 221-7536
EMAIL: astreaconstruction@astreaconnect.com

COMMUNICATIONS
FRONTIER COMMUNICATIONS
1851 NORTH 14TH AVENUE
WAUSAU, WI 54401
ATTN: JEREMY ZEHM
PHONE: (715) 243-9293
EMAIL: jeremy.zehm@ftr.com

COMMUNICATIONS
ALLIANT ENERGY
4902 NORTH BILTMORE LANE
MADISON, WI 53718
ATTN: ED GILKES
PHONE: (608) 458-6242
EMAIL: edwardgilkes@alliantenergy.com

ELECTRIC & GAS
ALLIANT ENERGY
883 WEST SCOTT STREET
FOND DU LAC, WI 54937
ATTN: ALLYSA DUCAT
PHONE: (920) 322-6772
MOBILE: (920) 946-6498
EMAIL: AllysaDucat@alliantenergy.com

ELECTRIC
WE ENERGIES
500 SOUTH 116TH STREET
WEST ALLIS WI 53214
ATTN: GREGORY BOERNER
PHONE: (618) 409-5861
EMAIL: Gregory.Boerner@we-energies.com

ELECTRIC TRANSMISSION
ATC MANAGEMENT INC
W234 N2000 RIDGEVIEW PARKWAY COURT
P.O. BOX 47
WAUKESHA, WI 53187-0047
ATTN: ANTHONY MARCINIAK
PHONE: (262) 506-6814
EMAIL: amarciniak@atcllc.com

GAS
FLINT HILLS RESOURCES P&T
EAST 3660 SPRUCE ROAD
ELEVA, WI 54738
ATTN: CODY NELSEN
PHONE: (715) 286-0002
MOBILE: (660) 251-1981
EMAIL: cody.nelsen@fhr.com

SANITARY
CITY OF MAYVILLE
400 KEKOSKEE STREET
MAYVILLE, WI 53050
ATTN: COURTNEY STEGER
PHONE: (920) 3887-7906 EXT 1223
EMAIL: csteger@mayvillecity.com

WATER
CITY OF MAYVILLE
400 KEKOSKEE STREET
MAYVILLE, WI 53050
ATTN: COURTNEY STEGER
PHONE: (920) 3887-7906 EXT 1223
EMAIL: csteger@mayvillecity.com

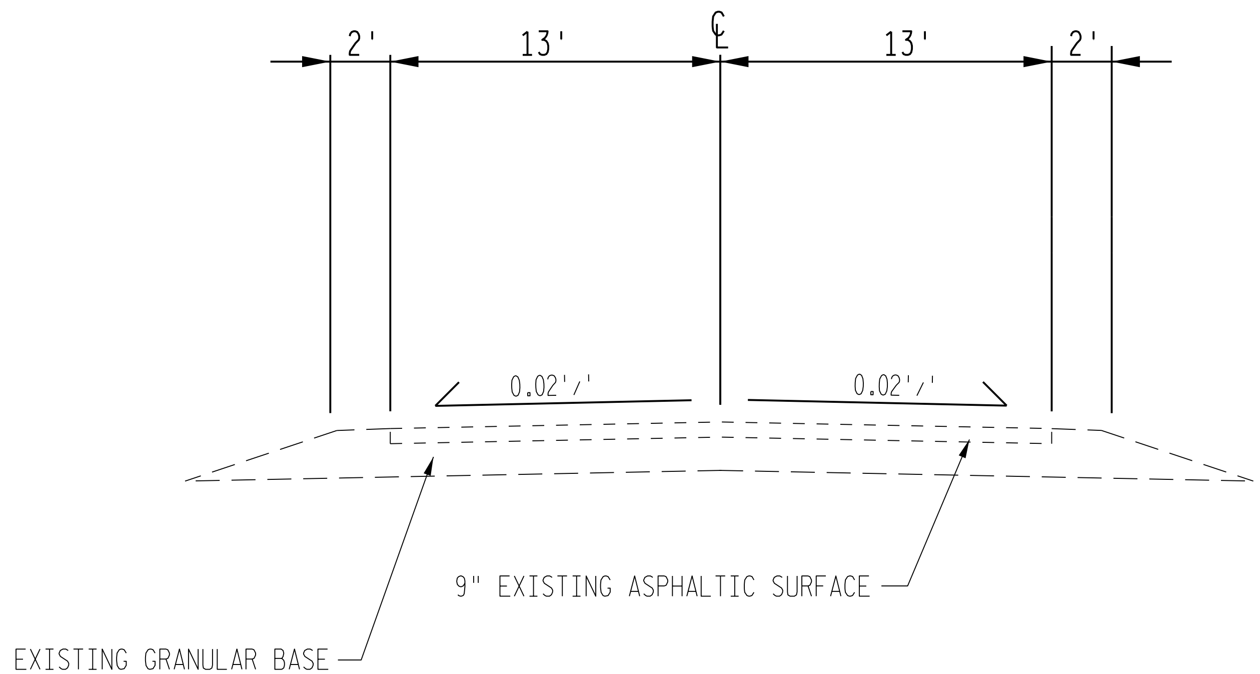
DIGGERS HOTLINE
Dial 811 or (800)242-8511
www.DiggersHotline.com

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			.25 .38
PAVEMENT:												
ASPHALT	.70 - .95											
CONCRETE	.80 - .95											
BRICK	.70 - .80											
DRIVES, WALKS	.75 - .85											
ROOFS	.75 - .95											
GRAVEL ROADS, SHOULDERS	.40 - .60											

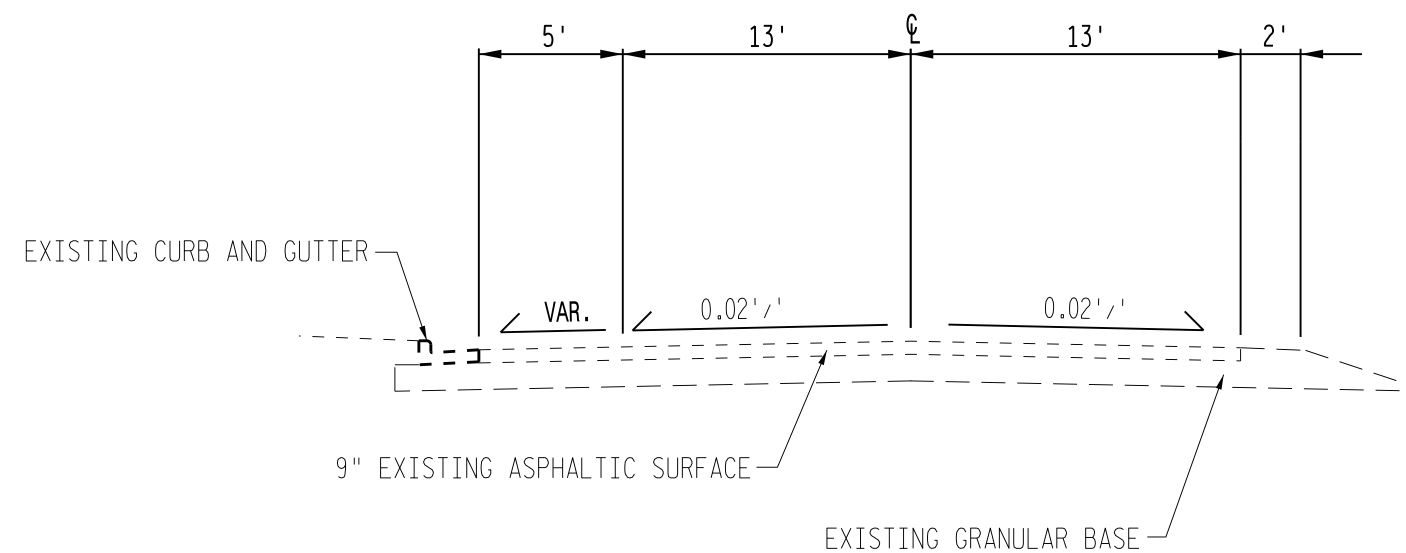
PROJECT NO: 3811-00-70 / 3939-00-70	HWY: CTH V	COUNTY: DODGE	PROJECT OVERVIEW	SHEET 3	E

FILE NAME : S:\CURRPROJ\DODGECO\CTH V - 2022 BIL\CIVIL3D\39390000\SHEETS\39390000-020201-PO.DWG PLOT DATE : 7/26/2022 2:12 PM PLOT BY : AARON SARAUER PLOT NAME : PLOT SCALE : 1 IN:1000 FT
LAYOUT NAME - Sheet-01



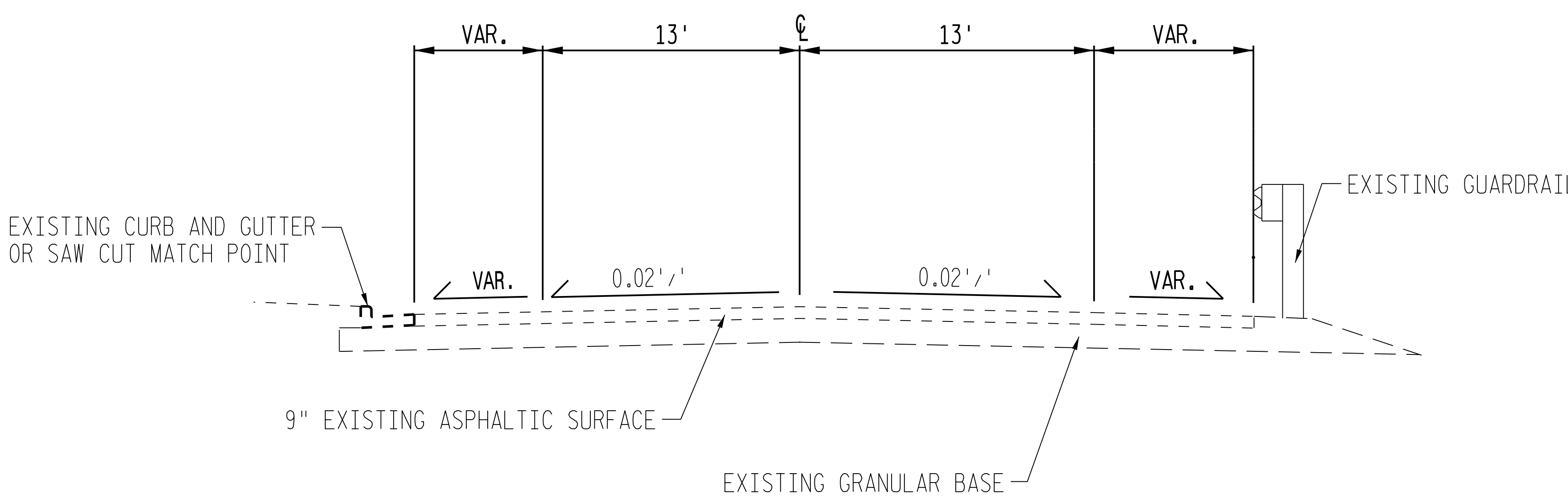
EXISTING TYPICAL SECTION

C.T.H. "V"
STA. 3+22.29 - STA. 5+08.50
STA. 5+93.23 - STA. 84+34.45
STA. 85+42.52 - STA.397+90.60



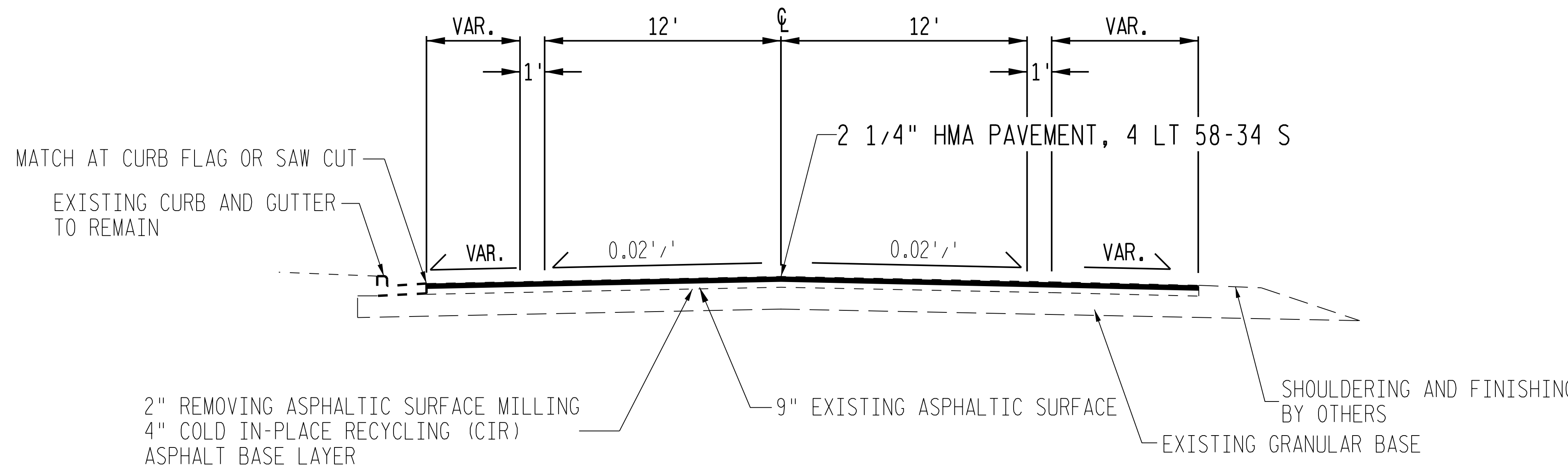
EXISTING TYPICAL SECTION

C.T.H. "V"
STA. 84+34.45 - STA. 85+42.52



EXISTING TYPICAL SECTION

C.T.H. "V"
STA. 5+08.50 - STA. 5+93.23



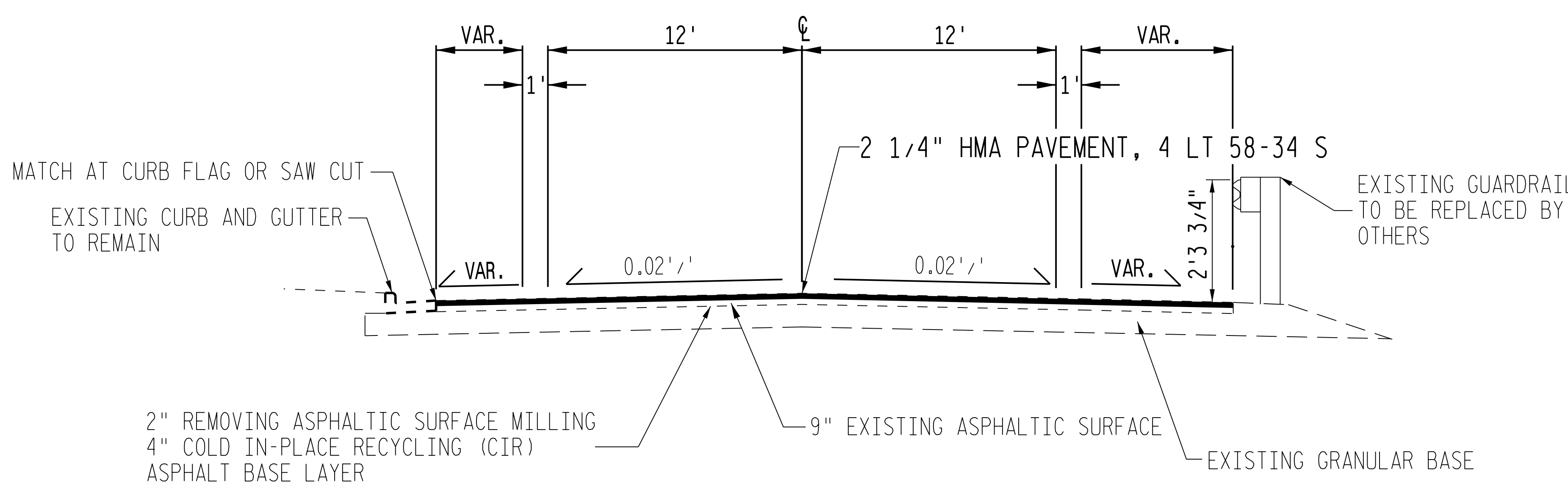
TYPICAL FINISHED SECTION

C.T.H. "V"
STA. 4+07.95 - STA. 5+08.50

NOTES:

2 1/4" HMA PAVEMENT - 4 LT 58-34 S

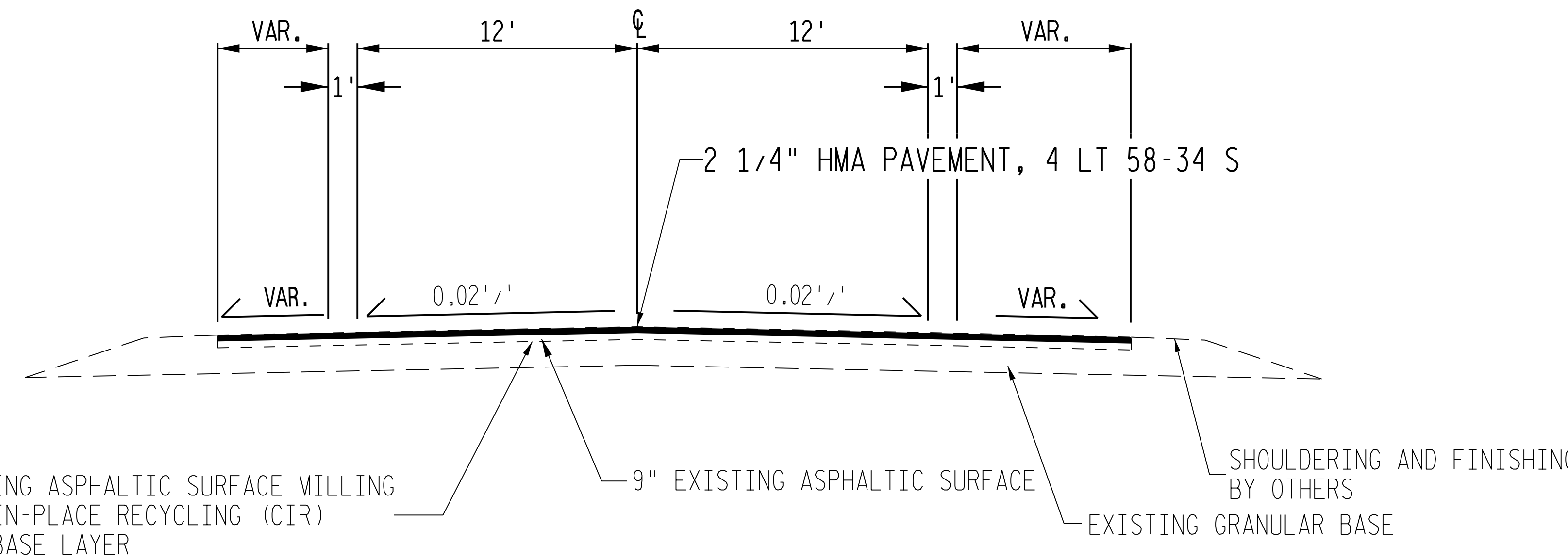
PAVEMENT WIDENING ON LOW SIDE OF CURVES AS SHOWN ON PLANS



TYPICAL FINISHED SECTION

C.T.H. "V"
STA. 5+08.50 - STA. 5+93.23

2



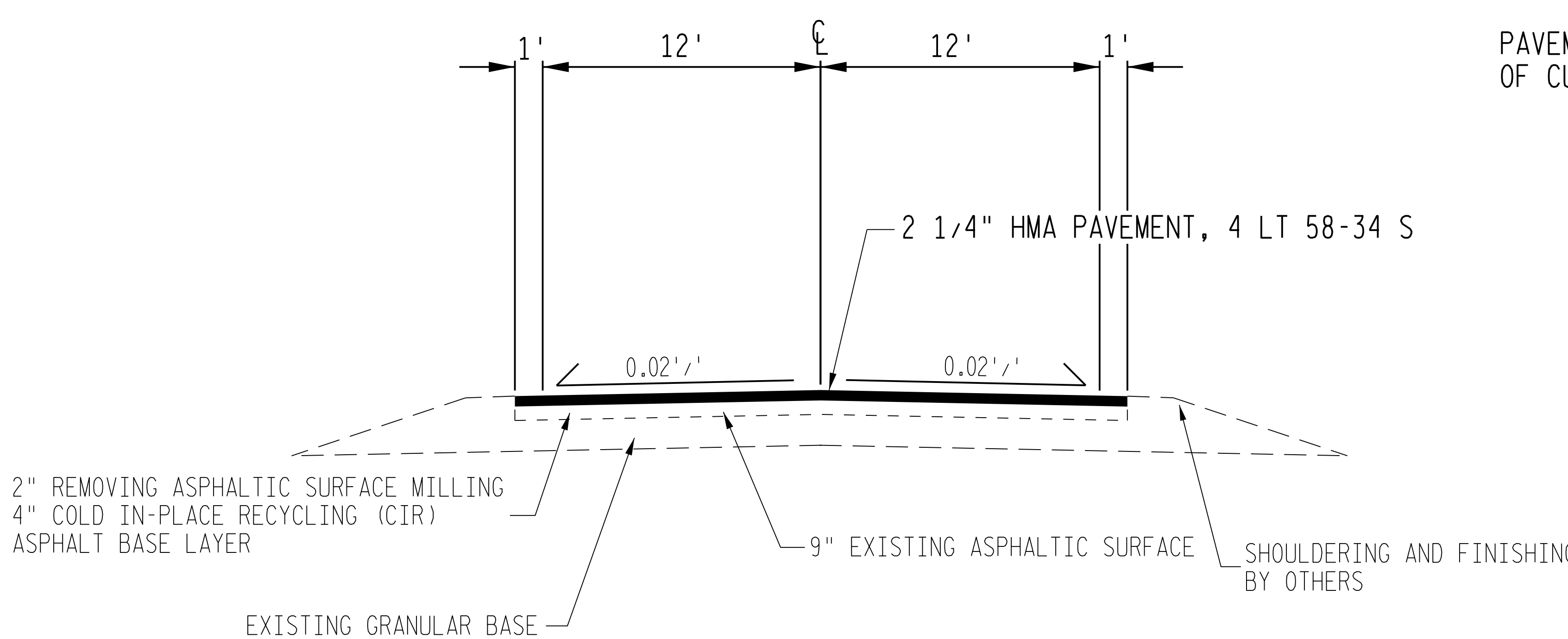
TYPICAL FINISHED SECTION

C.T.H. "V"
STA. 5+59.73 - STA. 5+84.63 LT.
STA. 5+93.23 - STA. 6+52.93 RT.

NOTES:

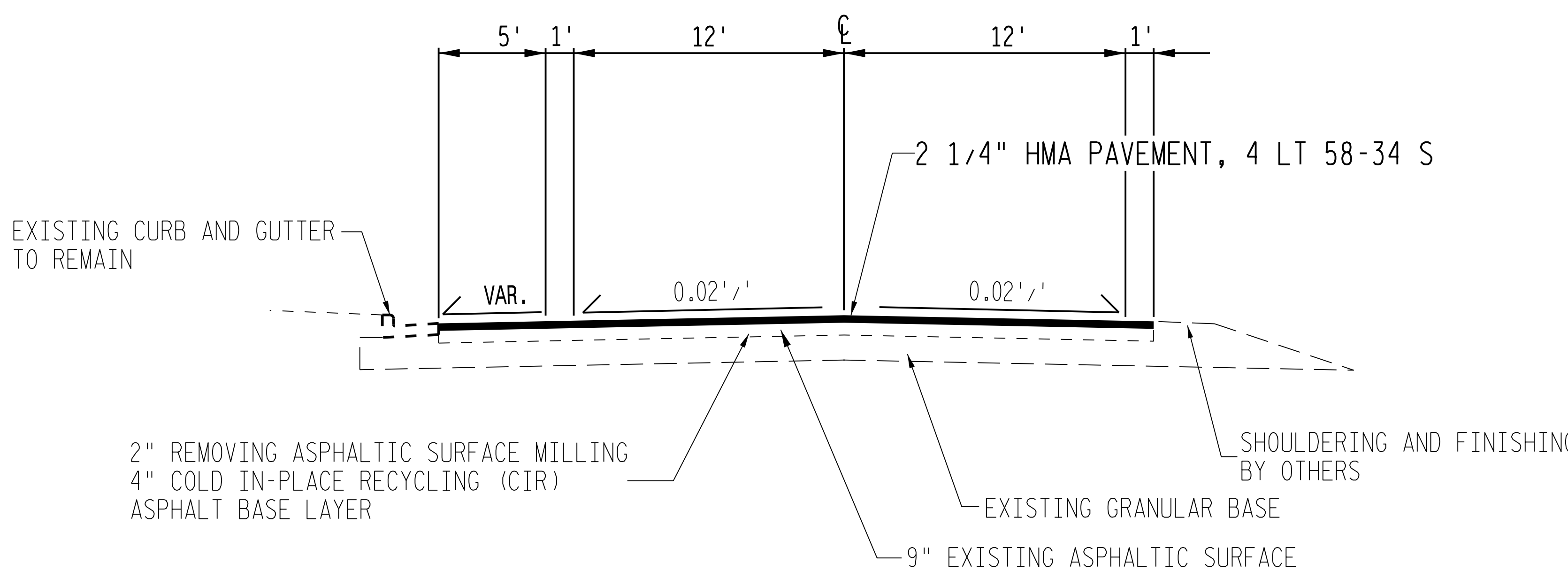
2 1/4" HMA PAVEMENT - 4 LT 58-34 S

PAVEMENT WIDENING ON LOW SIDE
OF CURVES AS SHOWN ON PLANS



TYPICAL FINISHED SECTION

C.T.H. "V"
STA. 5+84.63 - STA. 6+52.93 LT.
STA. 6+52.93 - STA. 84+34.45
STA. 85+42.52 - STA.397+90.60



TYPICAL FINISHED SECTION

C.T.H. "V"
STA. 84+34.45 - STA. 85+42.52

NOTES:

2 1/4" HMA PAVEMENT - 4 LT 58-34 S

PAVEMENT WIDENING ON LOW SIDE
OF CURVES AS SHOWN ON PLANS

CENTERLINE ALIGNMENT

Project Name: CTH V Design
Description: Paving Design Data
Horizontal Alignment Name: CTH V Design
Description: Design Centerline
Style: Proposed Centerline

		STATION	NORTHING	EASTING
Element: Linear				
P.I.	(317)	2+96.09	742492.9887	926091.6503
P.C.	(318)	3+47.88	742536.0018	926062.7975
Tangent Direction:		N 33°51'12.2" W		
Tangent Length:		51.7939		
Element: Circular				
P.C.	(318)	3+47.88	742536.0018	926062.7975
P.I.	( )	4+02.22	742581.1243	926032.5296
CC	(346)		742636.2743	926212.2813
P.T.	(347)	4+53.42	742635.4578	926032.2831
Radius:		180.0000		
Delta:		33°35'36.6" Right		
Degree of Curvature(Arc):		31°49'51.6"		
Length:		105.5371		
Tangent:		54.3340		
Chord:		104.0319		
Middle Ordinate:		7.6795		
External:		8.0218		
Tangent Direction:		N 33°51'12.2" W		
Radial Direction:		N 56°08'47.8" E		
Chord Direction:		N 17°03'24.0" W		
Radial Direction:		N 89°44'24.3" E		
Tangent Direction:		N 0°15'35.7" W		
Element: Linear				
P.T.	(347)	4+53.42	742635.4578	926032.2831
P.C.	(332)	25+89.68	744771.6987	926022.5924
Tangent Direction:		N 0°15'35.7" W		
Tangent Length:		2136.2629		
Element: Circular				
P.C.	(332)	25+89.68	744771.6987	926022.5924
P.I.	( )	27+01.97	744883.9850	926022.0830
CC	(348)		744875.6635	948940.6684
P.T.	(349)	28+14.26	744996.2709	926022.6739
Radius:		22918.3118		
Delta:		0°33'41.2" Right		
Degree of Curvature(Arc):		0°15'00.0"		
Length:		224.5731		
Tangent:		112.2874		
Chord:		224.5722		
Middle Ordinate:		0.2751		
External:		0.2751		
Tangent Direction:		N 0°15'35.7" W		
Radial Direction:		N 89°44'24.3" E		
Chord Direction:		N 0°01'14.9" E		
Radial Direction:		S 89°41'54.5" E		
Tangent Direction:		N 0°18'05.5" E		
Element: Linear				
P.T.	(349)	28+14.26	744996.2709	926022.6739
P.C.	(333)	82+85.71	750467.6436	926051.4673
Tangent Direction:		N 0°18'05.5" E		
Tangent Length:		5471.4484		
Element: Circular				
P.C.	(333)	82+85.71	750467.6436	926051.4673
P.I.	( )	84+66.73	750648.6680	926052.4200
CC	(350)		750588.2509	903133.4729
P.T.	(351)	86+47.75	750829.6849	926050.5130
Radius:		22918.3118		
Delta:		0°54'18.4" Left		
Degree of Curvature(Arc):		0°15'00.0"		
Length:		362.0464		
Tangent:		181.0269		
Chord:		362.0426		
Middle Ordinate:		0.7149		
External:		0.7149		
Tangent Direction:		N 0°18'05.5" E		
Radial Direction:		S 89°41'54.5" E		
Chord Direction:		N 0°09'03.7" W		
Radial Direction:		N 89°23'47.1" E		
Tangent Direction:		N 0°36'12.9" W		
Element: Linear				
P.T.	(351)	86+47.75	750829.6849	926050.5130
P.C.	(334)	103+27.39	752509.2331	926032.8187
Tangent Direction:		N 0°36'12.9" W		
Tangent Length:		1679.6414		
Element: Circular				
P.C.	(334)	103+27.39	752509.2331	926032.8187
P.I.	( )	109+30.71	753112.5200	926026.4630
CC	(352)		752549.4721	929852.3254
P.T.	(353)	115+24.15	753688.3970	926206.3549
Radius:		3819.7186		
Delta:		17°57'04.7" Right		
Degree of Curvature(Arc):		1°30'00.0"		
Length:		1196.7539		
Tangent:		603.3203		
Chord:		1191.8650		
Middle Ordinate:		46.7735		
External:		47.3534		
Tangent Direction:		N 0°36'12.9" W		
Radial Direction:		N 89°23'47.1" E		
Chord Direction:		N 8°22'19.4" E		
Radial Direction:		S 72°39'08.2" E		
Tangent Direction:		N 17°20'51.8" E		
Element: Linear				
P.T.	(353)	115+24.15	753688.3970	926206.3549
P.C.	(335)	174+17.70	759313.8722	927963.6357
Tangent Direction:		N 17°20'51.8" E		
Tangent Length:		5893.5564		
Element: Circular				
P.C.	(335)	174+17.70	759313.8722	927963.6357
P.I.	( )	177+83.01	759662.5650	928072.5600
CC	(354)		758459.6786	930698.1135
P.T.	(355)	181+44.40	759972.7643	928265.5044
Radius:		2864.7890		
Delta:		14°32'02.2" Right		
Degree of Curvature(Arc):		2°00'00.0"		
Length:		726.6974		
Tangent:		365.3097		
Chord:		724.7507		
Middle Ordinate:		23.0114		
External:		23.1977		
Tangent Direction:		N 17°20'51.8" E		
Radial Direction:		S 72°39'08.2" E		
Chord Direction:		N 24°36'52.9" E		
Radial Direction:		S 58°07'06.0" E		
Tangent Direction:		N 31°52'54.0" E		
Element: Linear				
P.T.	(355)	181+44.40	759972.7643	928265.5044
P.C.	(336)	186+61.70	760412.0275	928538.7266
Tangent Direction:		N 31°52'54.0" E		
Tangent Length:		517.3031		
Element: Circular				
P.C.	(336)	186+61.70	760412.0275	928538.7266
P.I.	( )	188+04.06	760532.9090	928613.9150
CC	(356)		760675.1729	928115.6641
P.T.	(357)	189+39.03	760675.2664	928613.8883
Radius:		498.2242		
Delta:		31°53'32.7" Left		
Degree of Curvature(Arc):		11°30'00.0"		
Length:		277.3254		
Tangent:		142.3574		
Chord:		273.7590		
Middle Ordinate:		19.1716		
External:		19.9389		
Tangent Direction:		N 31°52'54.0" E		
Radial Direction:		S 58°07'06.0" E		
Chord Direction:		N 15°56'07.6" E		
Radial Direction:		N 89°59'21.3" E		
Tangent Direction:		N 0°00'38.7" W		
Element: Linear				
P.T.	(357)	189+39.03	760675.2664	928613.8883
P.I.	(337)	240+25.22	765761.4600	928612.9330
Tangent Direction:		N 0°00'38.7" W		
Tangent Length:		5086.1937		
Element: Linear				
P.I.	(337)	240+25.22	765761.4600	928612.9330
P.I.	(338)	266+24.62	768360.6970	928583.7260
Tangent Direction:		N 0°38'37.7" W		
Tangent Length:		2599.4011		
Element: Linear				
P.I.	(338)	266+24.62	768360.6970	928583.7260
P.I.	(339)	273+94.75	769130.8060	928578.2060
Tangent Direction:		N 0°24'38.4" W		
Tangent Length:		770.1288		
Element: Linear				
P.I.	(339)	273+94.75	769130.8060	928578.2060
P.I.	(340)	283+24.70	770060.6510	928564.5680
Tangent Direction:		N 0°50'25.1" W		
Tangent Length:		929.9450		
Element: Linear				
P.I.	(340)	283+24.70	770060.6510	928564.5680
P.I.	(341)	292+93.56	771029.4500	928553.7910
Tangent Direction:		N 0°38'14.4" W		
Tangent Length:		968.8589		
Element: Linear				
P.I.	(341)	292+93.56	771029.4500	928553.7910
P.I.	(342)	325+85.28	774320.9970	928519.8500
Tangent Direction:		N 0°35'26.8" W		
Tangent Length:		3291.7220		
Element: Linear				
P.I.	(342)	325+85.28	774320.9970	928519.8500
P.I.	(343)	352+61.90	776997.4680	928491.4790
Tangent Direction:		N 0°36'26.4" W		
Tangent Length:		2676.6214		
Element: Linear				
P.I.	(343)	352+61.90	776997.4680	928491.4790
P.I.	(344)	368+23.80	778559.3470	928482.7480
Tangent Direction:		N 0°19'13.0" W		
Tangent Length:		1561.9034		
Element: Linear				
P.I.	(344)	368+23.80	778559.3470	928482.7480
P.I.	(345)	398+53.62	781589.0298	928453.9068
Tangent Direction:		N 0°32'43.5" W		
Tangent Length:		3029.8201		

2

PROJECT NUMBER:3811-00-70/3939-00-70 | HWY: CTH V | COUNTY: DODGE | ALIGNMENT DETAILS | SHEET NO: 8 | E

CENTERLINE ALIGNMENT

Project Name: CTH V Design
Description: Paving Design Data
Horizontal Alignment Name: Slag Design
Description: paving centerline
Style: Proposed Centerline

	STATION	NORTHING	EASTING
Element: Linear			
P.I. (483)	9+00.00	744831.7654	925693.8092
P.I. (484)	12+20.05	744827.2375	926013.8224
Tangent Direction:	S 89°11'21.7" E		
Tangent Length:	320.0453		
Element: Linear			
P.I. (484)	12+20.05	744827.2375	926013.8224
P.I. (485)	15+53.87	744819.7422	926347.5647
Tangent Direction:	S 88°42'48.4" E		
Tangent Length:	333.8264		

Project Name: CTH V Design
Description: Paving Design Data
Horizontal Alignment Name: CTH TW Design CL2
Description: CTH Y - CTH V
Style: Proposed Centerline

	STATION	NORTHING	EASTING
Element: Linear			
P.I. (46032)	0+00.00	750135.9900	920694.4400
P.I. ( )	33+21.64	750107.0780	924015.9550
Tangent Direction:	S 89°30'04.6" E		
Tangent Length:	3321.6408		
Element: Linear			
P.I. ( )	33+21.64	750107.0780	924015.9550
P.I. ( )	53+54.26	750107.6012	926048.5768
Tangent Direction:	N 89°59'06.9" E		
Tangent Length:	2032.6219		

Project Name: CTH V Design
Description: Paving Design Data
Horizontal Alignment Name: Elm Design
Description: paving centerline
Style: Proposed Centerline

	STATION	NORTHING	EASTING
Element: Linear			
P.I. ( )	18+50.00	755270.4554	926421.0979
P.I. ( )	19+08.04	755269.3270	926479.1315
Tangent Direction:	S 88°53'10.0" E		
Tangent Length:	58.0445		
Element: Linear			
P.I. ( )	19+08.04	755269.3270	926479.1315
P.I. (493)	21+26.96	755261.9673	926697.9249
Tangent Direction:	S 88°04'24.3" E		
Tangent Length:	218.9172		
Element: Linear			
P.I. (493)	21+26.96	755261.9673	926697.9249
P.I. (494)	23+80.06	755257.9717	926950.9934
Tangent Direction:	S 89°05'43.6" E		
Tangent Length:	253.1000		

Project Name: CTH V Design
Description: Paving Design Data
Horizontal Alignment Name: Farmersville West Design
Description: design centerline
Style: Proposed Centerline

	STATION	NORTHING	EASTING
Element: Linear			
P.I. (490)	19+00.00	760509.1968	928236.7421
P.I. (491)	22+46.10	760501.8400	928582.7648
Tangent Direction:	S 88°46'55.2" E		
Tangent Length:	346.1008		

Project Name: CTH V Design
Description: Paving Design Data
Horizontal Alignment Name: Farmersville East Design
Description: design centerline
Style: Proposed Centerline

	STATION	NORTHING	EASTING
Element: Linear			
P.I. ( )	22+53.81	760509.0842	928585.3894
P.I. ( )	24+77.22	760503.5145	928808.7300
Tangent Direction:	S 88°34'17.2" E		
Tangent Length:	223.4100		

Project Name: CTH V Design
Description: Paving Design Data
Horizontal Alignment Name: CTH TW Design CL
Description: CTH Y - CTH V
Style: Proposed Centerline

	STATION	NORTHING	EASTING
Element: Linear			
P.I. ( )	53+58.09	750107.6012	926048.5768
P.I. ( )	80+30.98	750013.8820	928719.8270
Tangent Direction:	S 87°59'26.3" E		
Tangent Length:	2672.8937		
Element: Linear			
P.I. ( )	80+30.98	750013.8820	928719.8270
P.C. ( )	109+47.19	749865.3754	931632.2477
Tangent Direction:	S 87°04'51.5" E		
Tangent Length:	2916.2045		
Element: Circular			
P.C. ( )	109+47.19	749865.3754	931632.2477
P.I. ( )	111+75.89	749853.7290	931860.6490
CC ( )		761309.6630	932215.8010
P.T. ( )	114+04.52	749851.2050	932089.3331
Radius:	11459.1559		
Delta:	2°17'12.0" Left		
Degree of Curvature(Arc):	0°30'00.0"		
Length:	457.3353		
Tangent:	228.6980		
Chord:	457.3049		
Middle Ordinate:	2.2815		
External:	2.2819		
Tangent Direction:	S 87°04'51.5" E		
Radial Direction:	S 2°55'08.5" W		
Chord Direction:	S 88°13'27.5" E		
Radial Direction:	S 0°37'56.5" W		
Tangent Direction:	S 89°22'03.5" E		
Element: Linear			
P.T. ( )	114+04.52	749851.2050	932089.3331
P.C. ( )	149+51.31	749812.0612	935635.9022
Tangent Direction:	S 89°22'03.5" E		
Tangent Length:	3546.7851		
Element: Circular			
P.C. ( )	149+51.31	749812.0612	935635.9022
P.I. ( )	151+03.19	749810.3850	935787.7730
CC ( )		748666.2154	935623.2554
P.T. ( )	152+53.31	749769.2036	935933.9635
Radius:	1145.9156		
Delta:	15°06'00.0" Right		
Degree of Curvature(Arc):	5°00'00.0"		
Length:	302.0000		
Tangent:	151.8801		
Chord:	301.1268		
Middle Ordinate:	9.9344		
External:	10.0213		
Tangent Direction:	S 89°22'03.5" E		
Radial Direction:	S 0°37'56.5" W		
Chord Direction:	S 81°49'03.5" E		
Radial Direction:	S 15°43'56.5" W		
Tangent Direction:	S 74°16'03.5" E		
Element: Linear			
P.T. ( )	152+53.31	749769.2036	935933.9635
P.I. ( )	155+60.61	749685.8806	936229.7535
Tangent Direction:	S 74°16'03.5" E		
Tangent Length:	307.3019		

Project Name: CTH V Design
Description: Paving Design Data
Horizontal Alignment Name: CTH Y Design
Description: design centerline
Style: Proposed Centerline

	STATION	NORTHING	EASTING
Element: Linear			
P.I. (576)	29+00.00	765768.1883	928349.7704
P.I. (337)	31+63.25	765761.4600	928612.9330
Tangent Direction:	S 88°32'07.5" E		
Tangent Length:	263.2486		
Element: Linear			
P.I. (337)	31+63.25	765761.4600	928612.9330
P.I. (577)	34+21.83	765753.2151	928871.3782
Tangent Direction:	S 88°10'22.0" E		
Tangent Length:	258.5767		

Project Name: CTH V Design
Description: Paving Design Data
Horizontal Alignment Name: West Line Design
Description: design centerline
Style: Proposed Centerline

	STATION	NORTHING	EASTING
Element: Linear			
P.I. (578)	40+00.00	767700.7292	928591.1419
P.I. (580)	42+99.23	767858.4071	928845.4554
Tangent Direction:	N 58°12'01.8" E		
Tangent Length:	299.2285		

Project Name: CTH V Design
Description: Paving Design Data
Horizontal Alignment Name: Lomira Drive Design
Description: design centerline
Style: Proposed Centerline

	STATION	NORTHING	EASTING
Element: Linear			
P.I. (581)	39+00.00	771036.2815	928268.4980
P.I. (341)	41+85.37	771029.4500	928553.7910
Tangent Direction:	S 88°37'41.8" E		
Tangent Length:	285.3748		
Element: Linear			
P.I. (341)	41+85.37	771029.4500	928553.7910
P.I. (582)	44+56.22	771024.4580	928824.5880
Tangent Direction:	S 88°56'38.0" E		
Tangent Length:	270.8430		

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CURVE SUPERELEVATION TABLES

Superelevation data for project 313-2206
C.T.H. "V" - Curve 4
Input data:
Curve direction: Left Roadway width: 13
Full bank superelevation rate: 3.7% @ 60 mph
PC Station: 103+27.39 PT Station: 115+24.15
Run-in length: 54' Run-out length: 54'
% super at PC: 66.667 % super at PT: 66.667
Transition length/rate at PC: 99.0'/1:205.8
Transition length/rate at PT: 99.0'/1:205.8

Begin outer transition: 102+07.39
0 elevation: 102+61.39
Begin inner transition: 103+14.90
PC Station: 103+27.39
Begin full bank: 103+60.39

End full bank: 114+91.15
PT Station: 115+24.15
End inner transition: 115+36.64
0 elevation: 115+90.15
End outer transition: 116+44.15

Station	Left	Right	Left	Right
102+00.00	-0.260	-0.260	-2.00%	-2.00%
102+25.00	-0.260	-0.175	-2.00%	-1.35%
102+50.00	-0.260	-0.055	-2.00%	-0.42%
102+75.00	-0.260	+0.066	-2.00%	+0.51%
103+00.00	-0.260	+0.188	-2.00%	+1.44%
103+25.00	-0.309	+0.309	-2.38%	+2.38%
103+50.00	-0.431	+0.431	-3.31%	+3.31%
103+75.00	-0.481	+0.481	-3.70%	+3.70%
114+75.00	-0.481	+0.481	-3.70%	+3.70%
115+00.00	-0.438	+0.438	-3.37%	+3.37%
115+25.00	-0.317	+0.317	-2.43%	+2.43%
115+50.00	-0.260	+0.195	-2.00%	+1.50%
115+75.00	-0.260	+0.074	-2.00%	+0.57%
116+00.00	-0.260	-0.047	-2.00%	-0.36%
116+25.00	-0.260	-0.168	-2.00%	-1.29%
116+50.00	-0.260	-0.260	-2.00%	-2.00%

Superelevation data for project 313-2206
C.T.H. "V" - Curve 5
Input data:
Curve direction: Right Roadway width: 13
Full bank superelevation rate: 4.5% @ 60 mph
PC Station: 174+17.70 PT Station: 181+44.40
Run-in length: 53' Run-out length: 53'
% super at PC: 66.667 % super at PT: 66.667
Transition length/rate at PC: 120.0'/1:205.1
Transition length/rate at PT: 120.0'/1:205.1

Begin outer transition: 172+84.70
0 elevation: 173+37.70
Begin inner transition: 173+91.03
PC Station: 174+17.70
Begin full bank: 174+57.70

End full bank: 181+04.40
PT Station: 181+44.40
End inner transition: 181+71.07
0 elevation: 182+24.40
End outer transition: 182+77.40

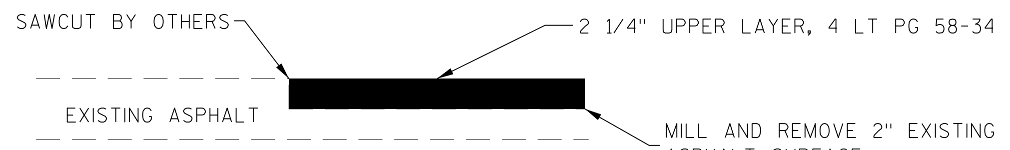
Station	Left	Right	Left	Right
172+75.00	-0.260	-0.260	-2.00%	-2.00%
173+00.00	-0.185	-0.260	-1.42%	-2.00%
173+25.00	-0.062	-0.260	-0.48%	-2.00%
173+50.00	+0.060	-0.260	+0.46%	-2.00%
173+75.00	+0.182	-0.260	+1.40%	-2.00%
174+00.00	+0.304	-0.304	+2.34%	-2.34%
174+25.00	+0.426	-0.426	+3.27%	-3.27%
174+50.00	+0.547	-0.547	+4.21%	-4.21%
174+75.00	+0.585	-0.585	+4.50%	-4.50%
181+00.00	+0.585	-0.585	+4.50%	-4.50%
181+25.00	+0.485	-0.485	+3.73%	-3.73%
181+50.00	+0.363	-0.363	+2.79%	-2.79%
181+75.00	+0.241	-0.260	+1.85%	-2.00%
182+00.00	+0.119	-0.260	+0.92%	-2.00%
182+25.00	-0.003	-0.260	-0.02%	-2.00%
182+50.00	-0.126	-0.260	-0.97%	-2.00%
182+75.00	-0.248	-0.260	-1.91%	-2.00%
183+00.00	-0.260	-0.260	-2.00%	-2.00%

Superelevation data for project 313-2206
C.T.H. "V" - Curve 6
Input data:
Curve direction: Left Roadway width: 13
Full bank superelevation rate: 6.0% @ 40 mph
PC Station: 186+61.70 PT Station: 189+39.03
Run-in length: 41' Run-out length: 41'
% super at PC: 66.667 % super at PT: 66.667
Transition length/rate at PC: 124.0'/1:159.0
Transition length/rate at PT: 124.0'/1:159.0

Begin outer transition: 185+38.03
0 elevation: 185+79.03
Begin inner transition: 186+20.37
PC Station: 186+61.70
Begin full bank: 187+03.03

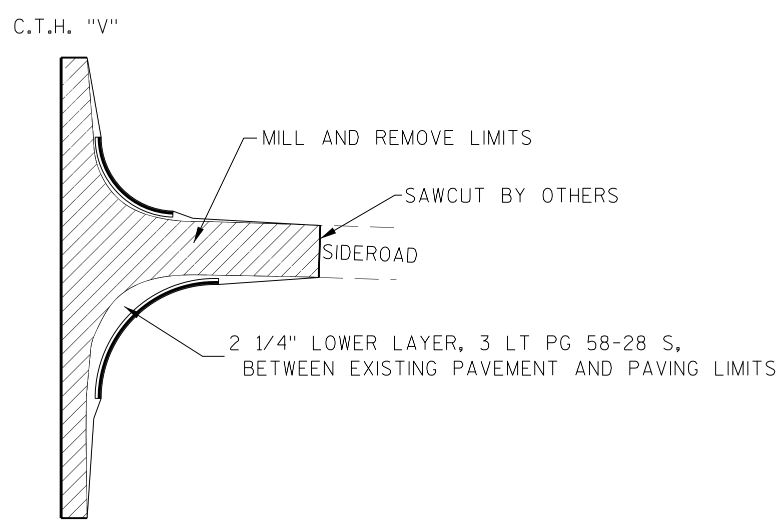
End full bank: 188+97.70
PT Station: 189+39.03
End inner transition: 189+80.36
0 elevation: 190+21.70
End outer transition: 190+62.70

Station	Left	Right	Left	Right
185+25.00	-0.260	-0.260	-2.00%	-2.00%
185+50.00	-0.260	-0.184	-2.00%	-1.42%
185+75.00	-0.260	-0.026	-2.00%	-0.20%
186+00.00	-0.260	+0.132	-2.00%	+1.01%
186+25.00	-0.289	+0.289	-2.22%	+2.22%
186+50.00	-0.446	+0.446	-3.43%	+3.43%
186+75.00	-0.604	+0.604	-4.64%	+4.64%
187+00.00	-0.761	+0.761	-5.85%	+5.85%
187+25.00	-0.780	+0.780	-6.00%	+6.00%
188+75.00	-0.780	+0.780	-6.00%	+6.00%
189+00.00	-0.766	+0.766	-5.89%	+5.89%
189+25.00	-0.608	+0.608	-4.68%	+4.68%
189+50.00	-0.451	+0.451	-3.47%	+3.47%
189+75.00	-0.294	+0.294	-2.26%	+2.26%
190+00.00	-0.260	+0.136	-2.00%	+1.05%
190+25.00	-0.260	-0.021	-2.00%	-0.16%
190+50.00	-0.260	-0.179	-2.00%	-1.38%
190+75.00	-0.260	-0.260	-2.00%	-2.00%

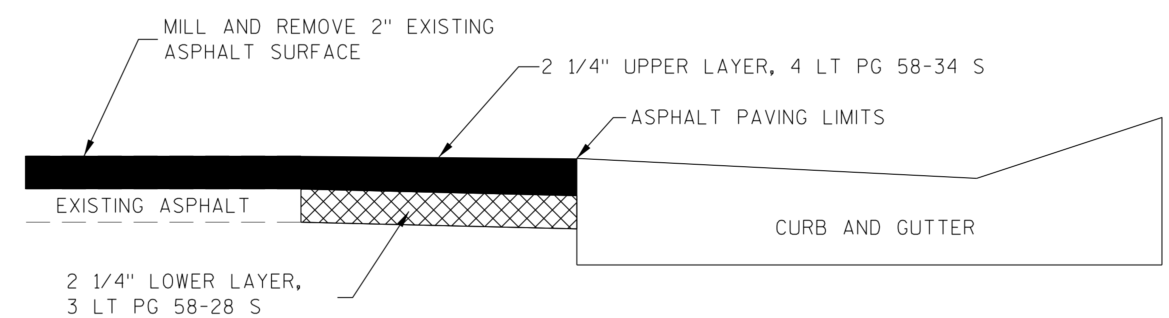


BUTT JOINT

NOTE:
BUTT JOINT REQUIRED AT ALL BEGIN AND END PAVING LOCATIONS.



SIDEROAD DETAIL



ASPHALT LOWER LAYER DETAIL

Estimate Of Quantities

Line	Item	Item Description	Unit	Total	3811-00-70 Qty	3939-00-70 Qty
0002	204.0115	Removing Asphaltic Surface Butt Joints	SY	290.000	70.000	220.000
0004	204.0120	Removing Asphaltic Surface Milling	SY	120,520.000	47,260.000	73,260.000
0006	211.0700.S	Prepare Foundation for CIR Base Layer (project) 01. 3811-00-70	EACH	1.000	1.000	
0008	211.0700.S	Prepare Foundation for CIR Base Layer (project) 02. 3939-00-70	EACH	1.000		1.000
0010	213.0100	Finishing Roadway (project) 01. 3811-00-70	EACH	1.000	1.000	
0012	213.0100	Finishing Roadway (project) 02. 3939-00-70	EACH	1.000		1.000
0014	327.1000.S	CIR Asphaltic Base Layer	SY	113,700.000	45,510.000	68,190.000
0016	455.0605	Tack Coat	GAL	8,090.000	3,140.000	4,950.000
0018	455.0770.S	Asphalt Stabilizing Agent	TON	505.000	200.000	305.000
0020	460.0105.S	HMA Percent Within Limits (PWL) Test Strip Volumetrics	EACH	1.000	1.000	
0022	460.0110.S	HMA Percent Within Limits (PWL) Test Strip Density	EACH	1.000	1.000	
0024	460.2005	Incentive Density PWL HMA Pavement	DOL	12,990.000	5,200.000	7,790.000
0026	460.2010	Incentive Air Voids HMA Pavement	DOL	15,275.000	5,980.000	9,295.000
0028	460.5223	HMA Pavement 3 LT 58-28 S	TON	215.000	70.000	145.000
0030	460.5244	HMA Pavement 4 LT 58-34 S	TON	15,150.000	5,910.000	9,240.000
0032	460.9000.S	Material Transfer Vehicle	EACH	1.000	0.400	0.600
0034	465.0120	Asphaltic Surface Driveways and Field Entrances	TON	69.000	12.000	57.000
0036	465.0450	Asphaltic Intersection Rumble Strips	SY	235.000	155.000	80.000
0038	601.0557	Concrete Curb & Gutter 6-Inch Sloped 36-Inch Type D	LF	1,840.000	595.000	1,245.000
0040	618.0100	Maintenance And Repair of Haul Roads (project) 01. 3811-00-70	EACH	1.000	1.000	
0042	618.0100	Maintenance And Repair of Haul Roads (project) 02. 3939-00-70	EACH	1.000		1.000
0044	619.1000	Mobilization	EACH	1.000	0.400	0.600
0046	642.5001	Field Office Type B	EACH	1.000	0.400	0.600
0048	643.0420	Traffic Control Barricades Type III	DAY	2,336.000	730.000	1,606.000
0050	643.0705	Traffic Control Warning Lights Type A	DAY	4,672.000	1,460.000	3,212.000
0052	643.0900	Traffic Control Signs	DAY	3,504.000	1,095.000	2,409.000
0054	643.5000	Traffic Control	EACH	1.000	0.400	0.600
0056	648.0100	Locating No-Passing Zones	MI	7.460	2.990	4.470
0058	740.0440	Incentive IRI Ride	DOL	30,000.000	12,000.000	18,000.000
0060	ASP.1T0A	On-the-Job Training Apprentice at $5.00/HR	HRS	250.000	250.000	
0062	ASP.1T0G	On-the-Job Training Graduate at $5.00/HR	HRS	200.000	200.000	

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REMOVING ITEMS

STATION - STATION	LOCATION	204.0115 REMOVING ASPHALTIC SURFACE BUTT JOINTS SY	204.0120 REMOVING ASPHALTIC SURFACE MILLING SY
CATEGORY CODE 0010			
PROJECT 3811-00-70			
240+39 - 397+91	LT & RT	70	47,260
PROJECT 3811-00-70 SUBTOTALS		70	47,260
PROJECT 3939-00-70			
4+08 - 240+11	LT & RT	220	73,260
PROJECT 3939-00-70 SUBTOTALS		220	73,260
TOTALS		**290**	**120,520**

PREPARE FOUNDATION FOR CIR BASE LAYER

STATION	LOCATION	211.0700.S EACH
CATEGORY CODE 0010		
01. 3811-00-70	204+39 - 397+91	1
02. 3993-00-70	4+08 - 240+11	1
	TOTAL	**2**

COLD IN-PLACE RECYCLING ITEMS

STATION - STATION	LOCATION	327.100.S CIR ASPHALTIC BASE LAYER SY	455.0770.S ASPHALT STABILIZING AGENT SY
CATEGORY CODE 0010			
PROJECT 3811-00-70			
240+39 - 397+91	LT & RT	45,510	200
PROJECT 3811-00-70 SUBTOTAL		45,510	200
PROJECT 3939-00-70			
4+08 - 240+11	LT & RT	68,190	305
PROJECT 3939-00-70 SUBTOTAL		68,190	305
TOTAL		**113,700**	**505**

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ASPHALTIC ITEMS

STATION - STATION	LOCATION	455.0605 TACK COAT GAL	460.0105.S HMA PAVEMENT PWL TEST STRIP VOLUMETRICS EACH	460.0110.S HMA PAVEMENT PWL TEST STRIP DENSITY EACH	460.5223 HMA PAVEMENT 3 LT 58-28 S TON	460.5244 HMA PAVEMENT 4 LT 58-34 S TON
CATEGORY CODE 0010						
PROJECT 3811-00-70						
240+39 - 397+91	LT & RT	3,140	1	1	70	5,910
PROJECT 3811-00-70 SUBTOTALS		3,140	1	1	70	5,910
PROJECT 3993-00-70						
4+08 - 240+11	LT & RT	4,880	--	--	145	9,150
SUPERELEVATION CORRECTIONS		70	--	--	--	90
PROJECT 3993-00-70 SUBTOTALS		4,950	--	--	145	9,240
TOTALS		**8,090**	**1**	**1**	**215**	**15,150**

HMA PAVEMENT WEIGHT CALCULATIONS BASED ON 110 LB/SY/IN.

TACK COAT CALCULATIONS BASED ON 0.065 GAL/SY ON MILLED HMA, PULVERIZED HMA, CONCRETE OR RUBBLIZED

PWL MIXTURE TABLE

THE FOLLOWING ACCEPTANCE CRITERIA ARE APPLICAPLE FOR THIS PROJECT:

LOCATION	STATION	MIXTURE USE	UNDERLYING SURFACE	BID ITEM	TONS	THICKNESS	QUALITY MANAGEMENT PROGRAM TO BE USED FOR:	
							MIXTURE ACCEPTANCE	DENSITY ACCEPTANCE
PROJECT 3811-00-70								
12' Driving Lane	240+39 - 397+91	Upper Layer	CIR Asphaltic Base Layer	4 LT 58-34 S	5,200	2.25"	PWL Incentive Air Voids HMA Pavement 460.2010	Incentive Density PWL HMA Pavement 460.2005
1' Shoulder / Side Roads	240+39 - 397+91	Upper Layer	CIR Asphaltic Base Layer	4 LT 58-34 S	710	2.25"	PWL Incentive Air Voids HMA Pavement 460.2010	Acceptance testing by the department, not eligible for incentive
Side Roads	240+39 - 397+91	Lower Layer	Base Aggregate	3 LT 58-28 S	70	2.25"	PWL Incentive Air Voids HMA Pavement 460.2010	Acceptance testing by the department, not eligible for incentive
PROJECT 3939-00-70								
12' Driving Lane	4+08 - 240+11	Upper Layer	CIR Asphaltic Base Layer	4 LT 58-34 S	7,790	2.25"	PWL Incentive Air Voids HMA Pavement 460.2010	Incentive Density PWL HMA Pavement 460.2005
1' Shoulder / Side Roads	4+08 - 240+11	Upper Layer	CIR Asphaltic Base Layer	4 LT 58-34 S	1,360	2.25"	PWL Incentive Air Voids HMA Pavement 460.2010	Acceptance testing by the department, not eligible for incentive
Side Roads	4+08 - 240+11	Lower Layer	Base Aggregate	3 LT 58-28 S	145	2.25"	PWL Incentive Air Voids HMA Pavement 460.2010	Acceptance testing by the department, not eligible for incentive
Various		Wedging Layer	Milled Existing HMA Surface	4 LT 58-34 S	90	Varies	QMP as per SS 460	Acceptance by ordinary compaction

3

ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES

STATION	LOCATION	465.0120 TON
CATEGORY CODE 0010		
PROJECT 3811-00-70		
265+08	LT	2
274+27	LT	2
275+76	LT	2
339+49	RT	3
396+98	RT	3
PROJECT 3811-00-70 SUBTOTAL		12
PROJECT 3939-00-70		
5+97	LT	4
6+95	LT	6
7+35	RT	2
7+88	RT	2
11+05	RT	2
14+75	RT	8
56+52	RT	2
63+28	LT	3
102+71	RT	2
104+95	RT	2
134+32	LT	2
186+36	LT	2
190+95	LT	6
193+80	RT	2
196+20	LT	2
196+79	RT	2
198+60	LT	2
201+00	LT	2
208+35	LT	2
233+77	RT	2
PROJECT 3939-00-70 SUBTOTAL		57
	TOTAL	69

ASPHALTIC SURFACE WEIGHT CALCULATIONS BASED ON 110 LB/SY/IN.

LOCATING NO-PASSING ZONES

STATION - STATION	648.0100 MI
CATEGORY CODE 0010	
PROJECT 3811-00-70	
240+25 - 397+91	2.99
PROJECT 3811-00-70 SUBTOTAL	2.99
PROJECT 3939-00-70	
4+08 - 240+25	4.47
PROJECT 3939-00-70 SUBTOTAL	4.47
TOTAL	7.46

ASPHALTIC INTERSECTION RUMBLE

STATION - STATION	LOCATION	465.0450 SY	COMMENTS
CATEGORY CODE 0010			
PROJECT 3811-00-70			
244+39 - 250+39	LT	80	SB APPROACH TO CTH Y
388+42	RT	75	NB APPROACH TO STH 49
PROJECT 3811-00-70 SUBTOTAL		155	
PROJECT 3939-00-70			
230+11 - 236+11	RT	80	NB APPROACH TO CTH Y
PROJECT 3939-00-70 SUBTOTAL		80	
	TOTAL	235	

TRAFFIC CONTROL ITEMS

LOCATION	NUMBER OF DAYS IN SERVICE	643.0420 TRAFFIC CONTROL BARRICADES TYPE III NO. REQ'D	TOTAL DAY	643.0705 TRAFFIC CONTROL WARNING LIGHTS TYPE A NO. REQ'D	TOTAL DAY	643.0900 TRAFFIC CONTROL SIGNS NO. REQ'D	TOTAL DAY
CATEGORY CODE 0010							
PROJECT 3811-00-70							
SOUTH PROJECT LIMITS (AT CTH Y)	73	2	146	4	292	2	146
WEST LINE ROAD	73	2	146	4	292	3	219
LOMIRA DRIVE	73	4	292	8	584	6	438
NORTH PROJECT LIMITS (AT STH 49)	73	2	146	4	292	2	146
STH 49	73	--	--	--	--	2	146
PROJECT 3811-00-70 SUBTOTALS			730		1,460		1,095
PROJECT 3939-00-70							
STH 28	73	--	--	--	--	2	146
SOUTH PROJECT LIMITS (AT STH 28)	73	2	146	4	292	2	146
RIVER KNOLL DRIVE	73	2	146	4	292	3	219
SLAG ROAD	73	4	292	8	584	6	438
CTH TW	73	4	292	8	584	6	438
ELM ROAD	73	4	292	8	584	6	438
FARMERSVILLE ROAD	73	4	292	8	584	6	438
NORTH PROJECT LIMITS (AT CTH Y)	73	2	146	4	292	2	146
PROJECT 3939-00-70 SUBTOTALS			1,606		3,212		2,409
TOTALS			2,336		4,672		3,504

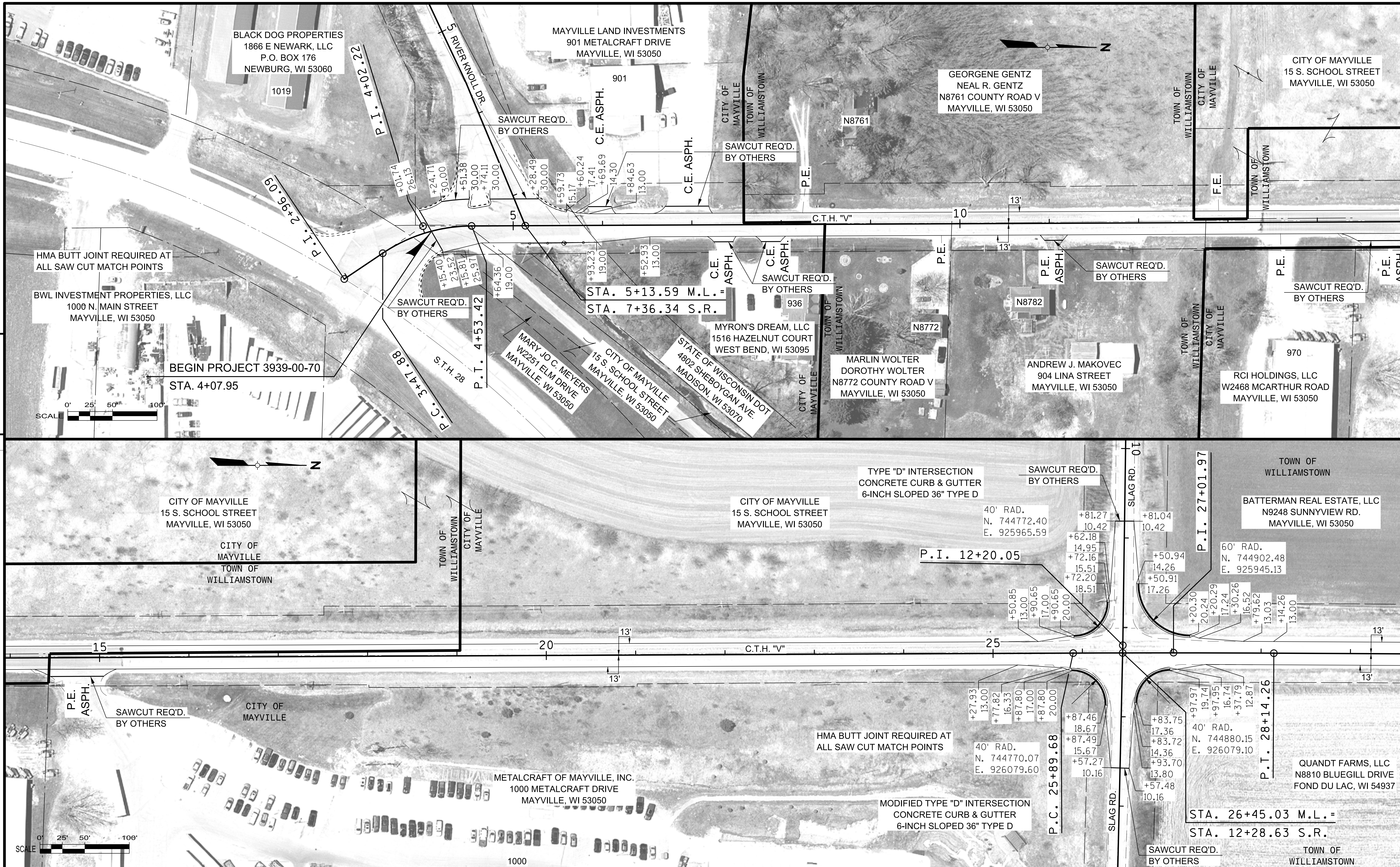
CONCRETE CURB & GUTTER 6-INCH SLOPED 36-INCH TYPE D

STATION - STATION	LOCATION	601.0557 LF	COMMENTS
CATEGORY CODE 0010			
PROJECT 3811-00-70			
240+39 - 240+99	LT & RT	150	CTH Y INTERSECTION
259+18 - 260+54	RT	140	WEST LINE RD INTERSECTION
292+16 - 293+71	LT & RT	305	LOMIRA DR INTERSECTION
PROJECT 3811-00-70 SUBTOTALS		595	
PROJECT 3939-00-70			
25+88 - 27+20	LT & RT	270	SLAG RD INTERSECTION
78+48 - 80+00	LT & RT	305	CTH TW INTERSECTION
131+00 - 132+34	LT & RT	270	ELM RD INTERSECTION
187+07 - 188+37	LT & RT	250	FARMERSVILLE RD INTERSECTION
239+50 - 240+11	LT & RT	150	CTH Y INTERSECTION
PROJECT 3939-00-70 SUBTOTALS		1,245	
	TOTALS	1,840	

PROJECT ITEMS

PROJECT	213.0100 FINISHING ROADWAY (PROJECT) EACH	618.0100 MAINTENANCE AND REPAIR OF HAUL ROADS (PROJECT) EACH	619.1000 MOBILIZATION EACH	642.5001 FIELD OFFICE TYPE B EACH	643.5000 TRAFFIC CONTROL EACH
CATEGORY CODE 0010					
01. 3811-00-70	1	--	0.40	0.40	0.40
02. 3939-00-70	1	--	0.60	0.60	0.60
CATEGORY CODE 0010 SUBTOTALS	2	--	1	1.00	1.00
CATEGORY CODE 0020					
01. 3811-00-70	--	1	--	--	--
02. 3939-00-70	--	1	--	--	--
CATEGORY CODE 0020 SUBTOTALS	--	2	--	--	--
TOTALS	2	2	1	1	1

3



PROJECT NO: 3939-00-70	HWY: CTH V	COUNTY: DODGE	PLAN	SHEET 15	E

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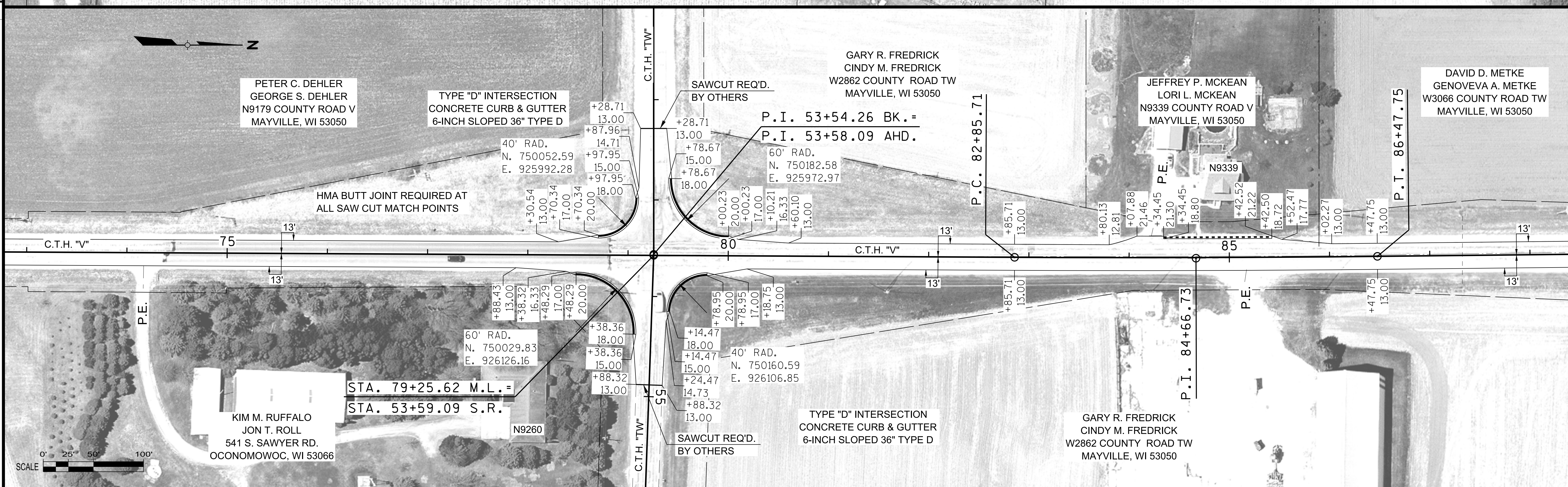
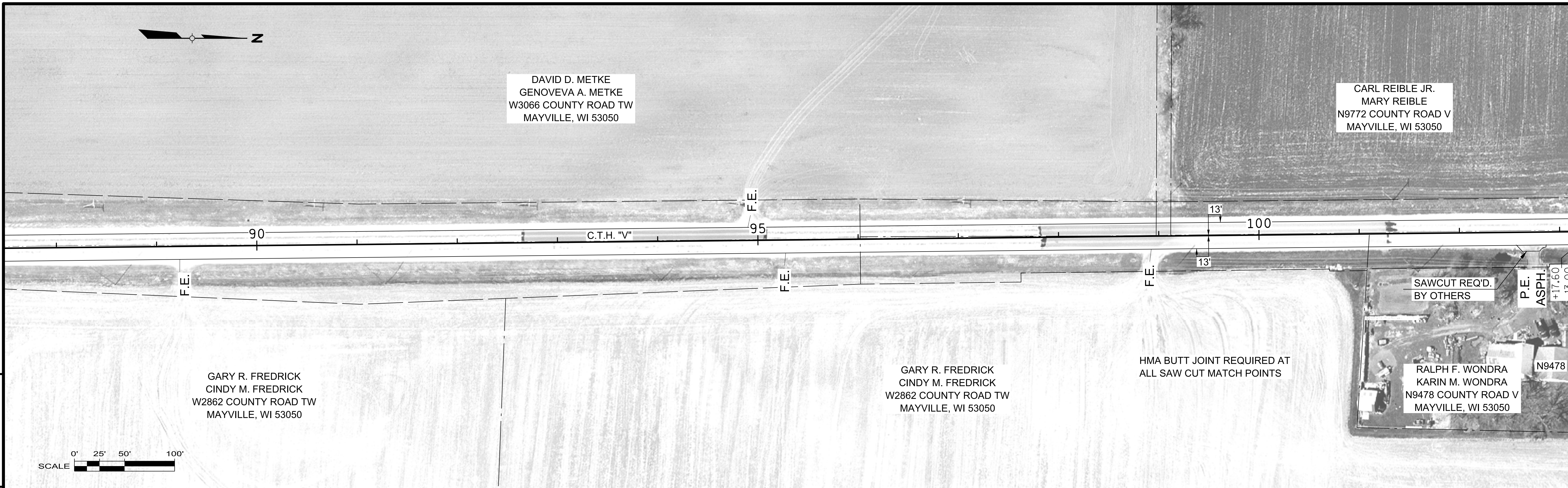
PROJECT NO: 3939-00-70	HWY: CTH V	COUNTY: DODGE	PLAN	SHEET 16	E



PROJECT NO: 3939-00-70	HWY: CTH V	COUNTY: DODGE	PLAN	SHEET 17	E

5



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PROJECT NO: 3939-00-70	HWY: CTH V	COUNTY: DODGE	PLAN	SHEET 18	E

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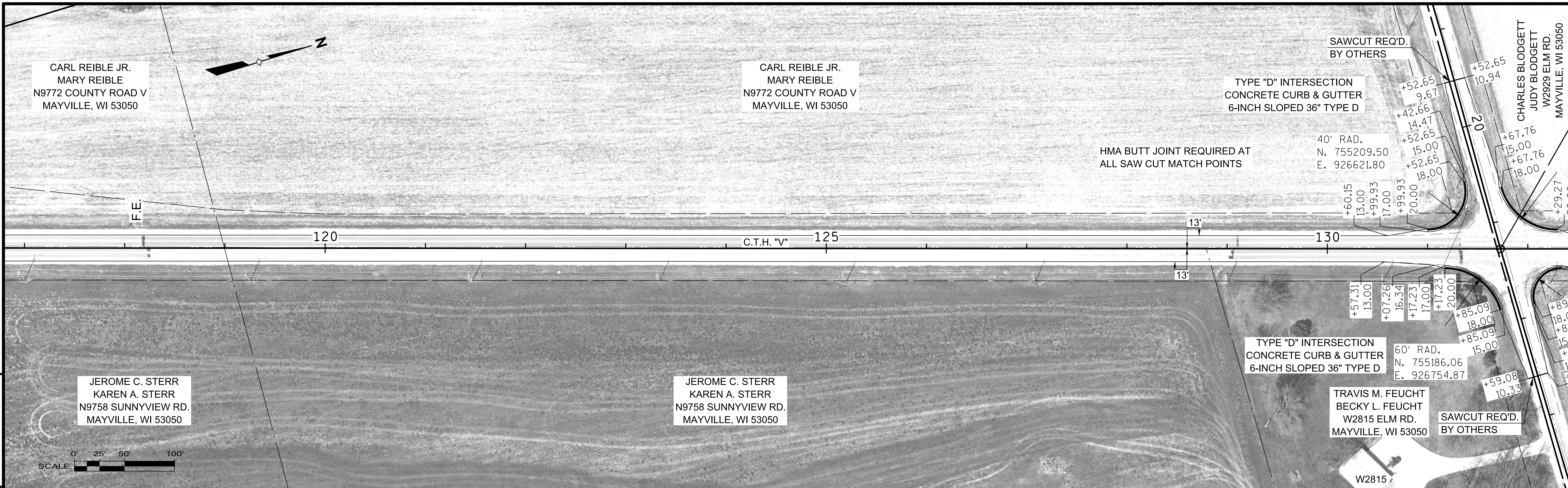
WISDOT/CADDS SHEET 44



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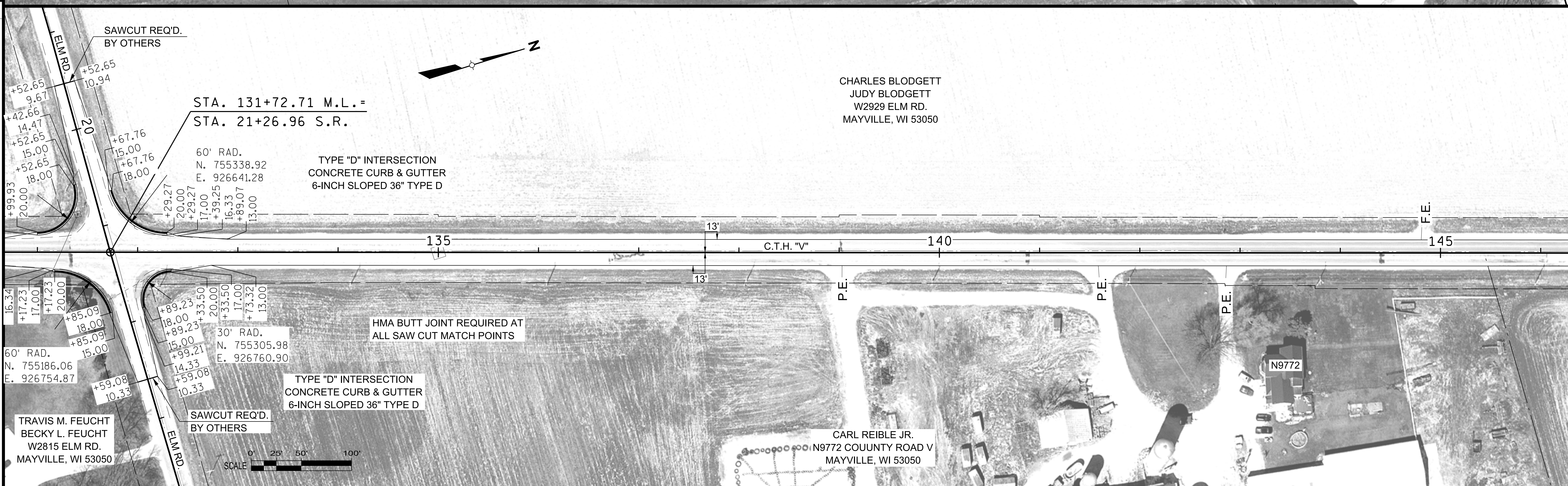

PROJECT NO: 3939-00-70	HWY: CTH V	COUNTY: DODGE	PLAN	SHEET 19	E

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PROJECT NO: 3939-00-70	HWY: CTH V	COUNTY: DODGE	PLAN	SHEET 20	E

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WISDOT/CADDS SHEET 44

PROJECT NO: 3939-00-70	HWY: CTH V	COUNTY: DODGE	PLAN	SHEET 21	E

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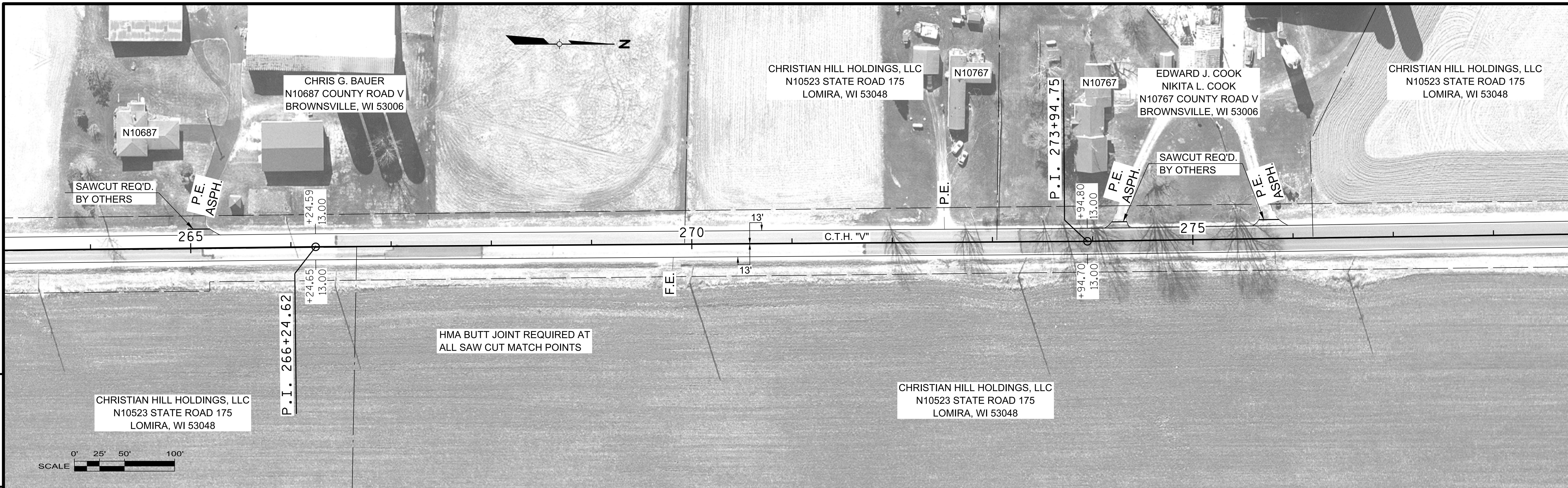
WISDOT/CADDS SHEET 44

PROJECT NO: 3939-00-70	HWY: CTH V	COUNTY: DODGE	PLAN	SHEET 22	E

PROJECT NO: 3939-00-70 / 3811-00-70	HWY: CTH V	COUNTY: DODGE	PLAN	SHEET 23	E



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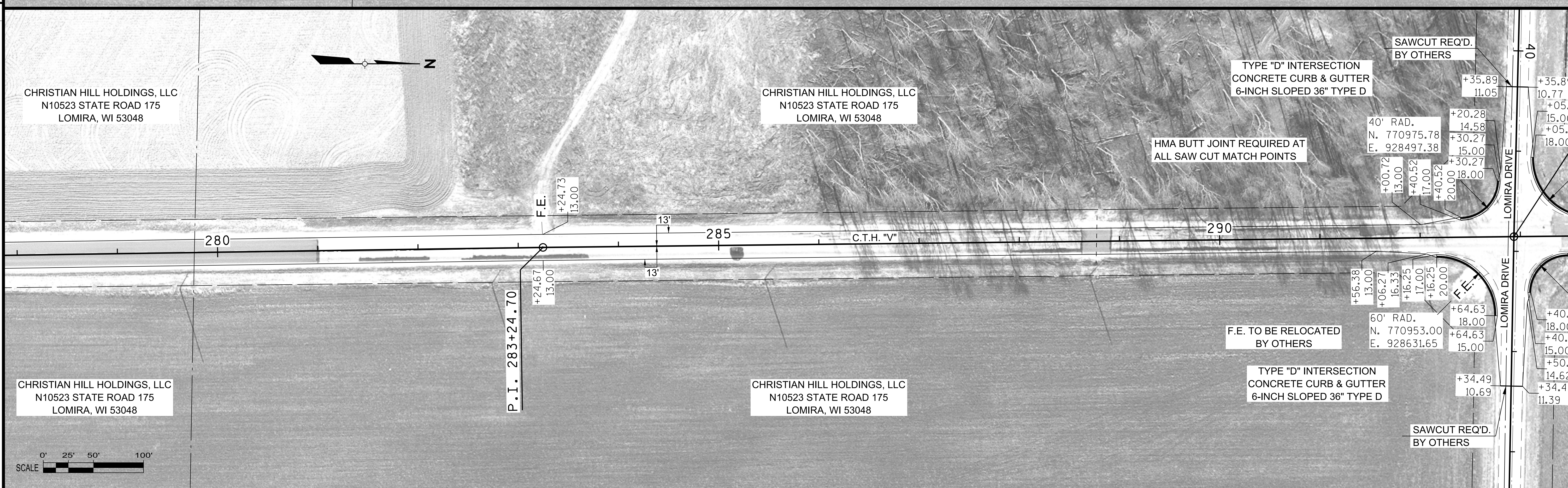

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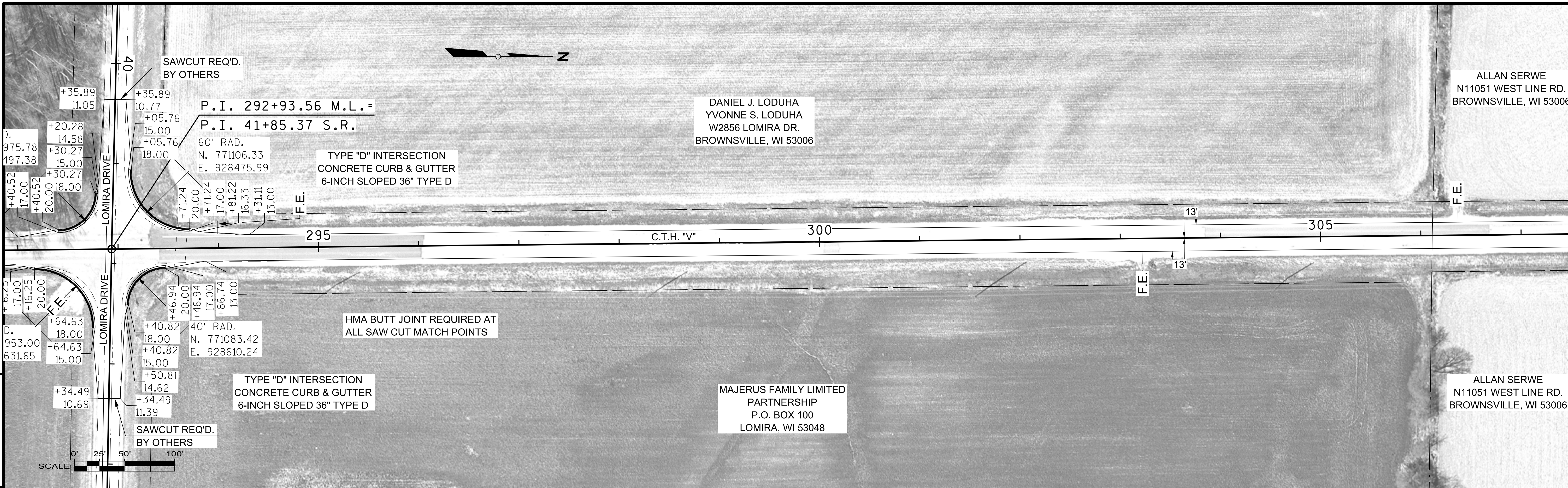

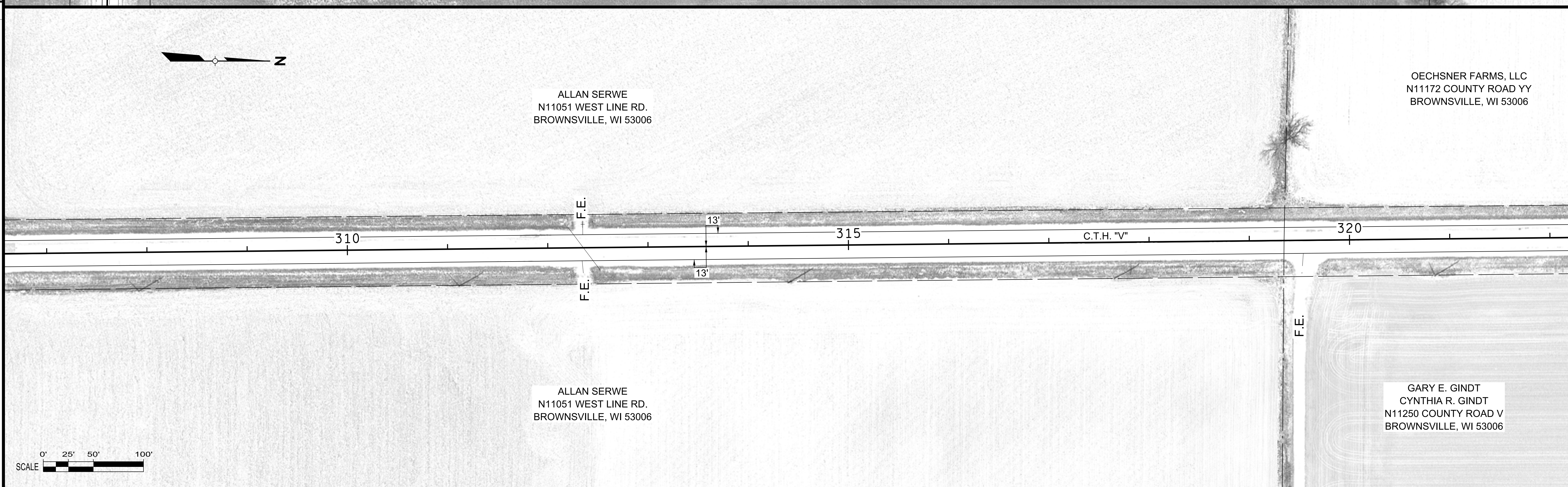

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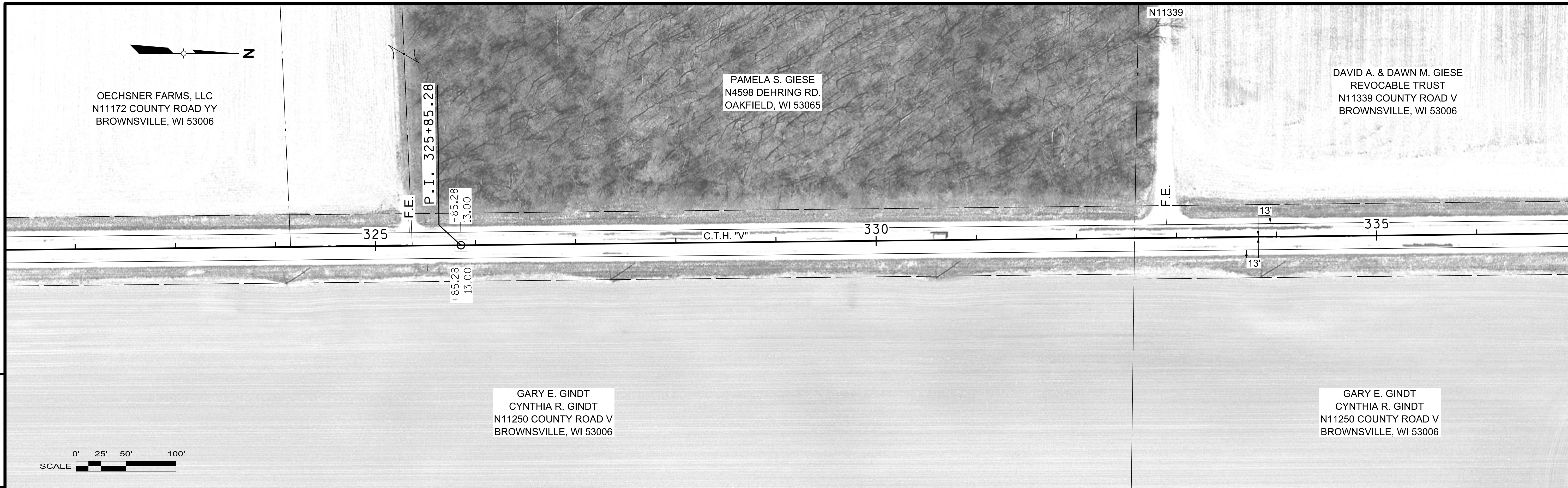

PROJECT NO: 3811-00-70	HWY: CTH V	COUNTY: DODGE	PLAN	SHEET 26 E

PROJECT NO: 3811-00-70	HWY: CTH V	COUNTY: DODGE	PLAN	SHEET 27	E

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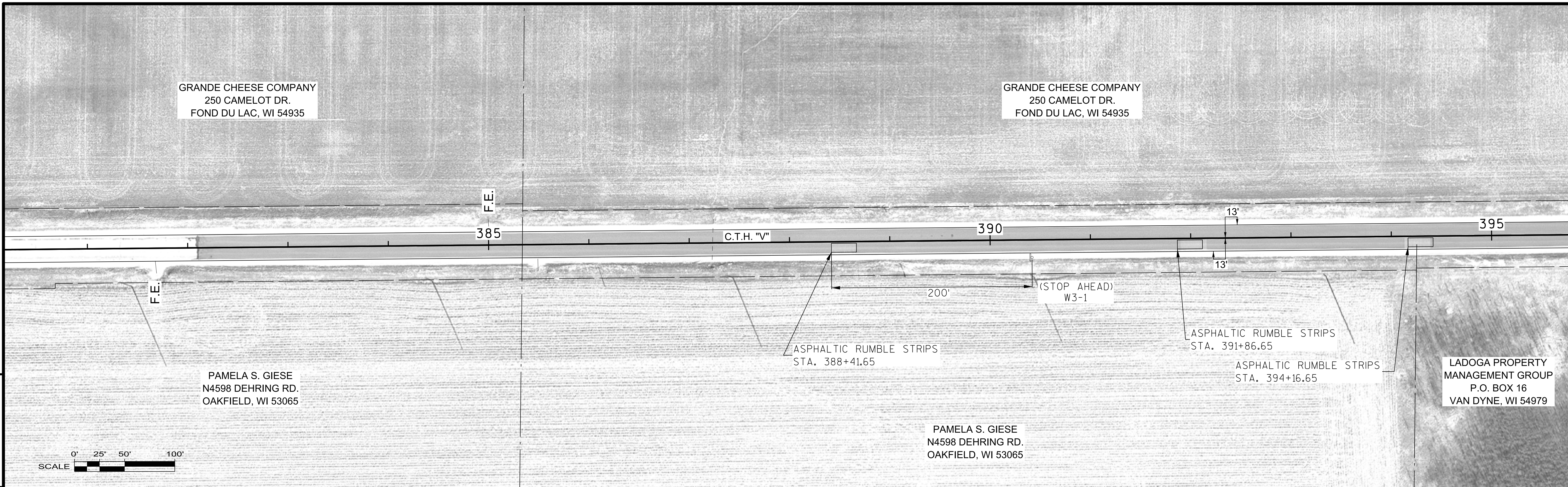

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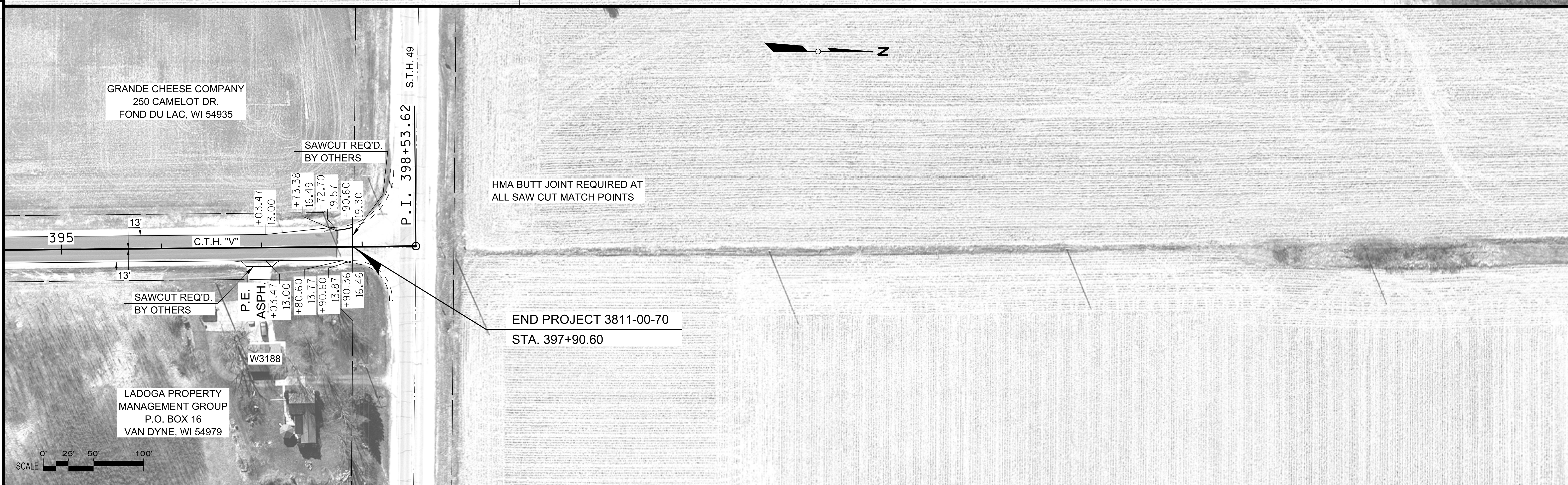

PROJECT NO: 3811-00-70	HWY: CTH V	COUNTY: DODGE	PLAN	SHEET 28	E

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WISDOT/CADDS SHEET 44

Standard Detail Drawing List

08D01-22A	CONCRETE CURB & GUTTER
08D01-22B	CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS
09A01-13A	AT-GRADE SIDE ROAD INTERSECTION, TYPES "B1", "B2", "C" AND D AND TEE INTERSECTION BYPASS LANE
13A08-01	ASPHALTIC RUMBLE STRIPS AT INTERSECTION
15C02-08A	BARRICADES AND SIGNS FOR MAINLINE CLOSURES
15C02-08B	BARRICADES AND SIGNS FOR VARIOUS CLOSURES
15C03-05	BARRICADES AND SIGNS FOR SIDEROAD CLOSURES

6

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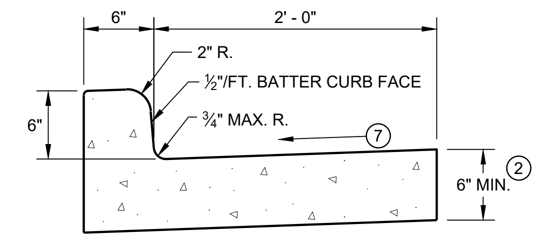
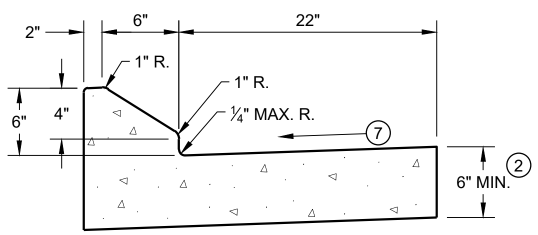
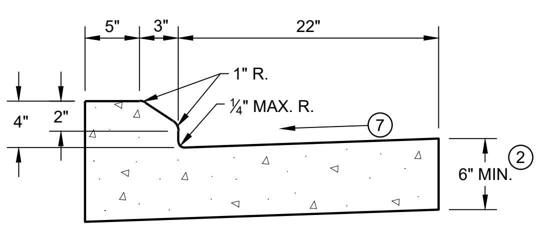
SDD08D01 - 22a



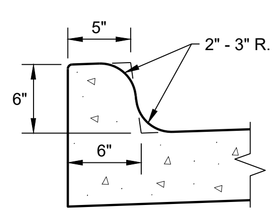
TYPES A 1 & D



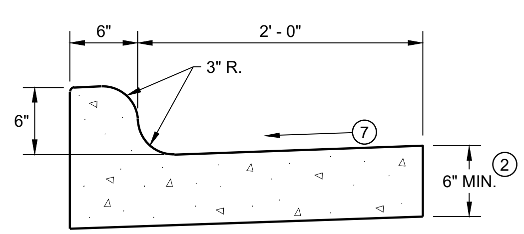
6" SLOPED CURB TYPES G 1 & J



4" SLOPED CURB TYPES G 1 & J

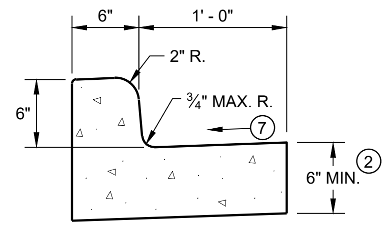


TYPES K 1 & L
(OPTIONAL CURB SHAPE)



TYPES K 1 & L

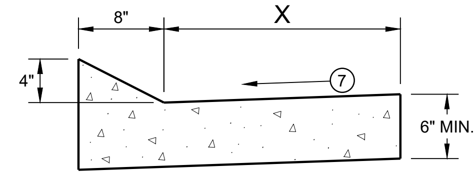
CONCRETE CURB AND GUTTER 30"



TYPES A 1 & D

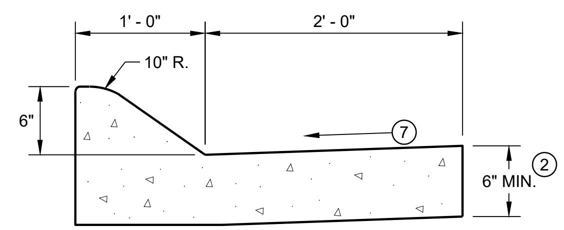
CONCRETE CURB AND GUTTER 18"

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

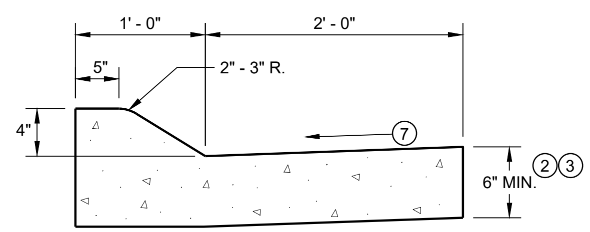


TYPES TBT & TBTT 1

CONCRETE CURB AND GUTTER

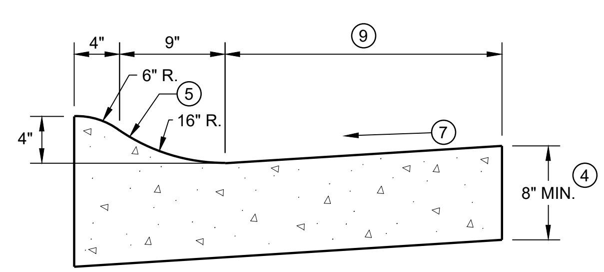


6" SLOPED CURB TYPES A 1 & D



4" SLOPED CURB TYPES A 1 & D

CONCRETE CURB AND GUTTER 36"



4" SLOPED CURB TYPES R 1 & T

GENERAL NOTES

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

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

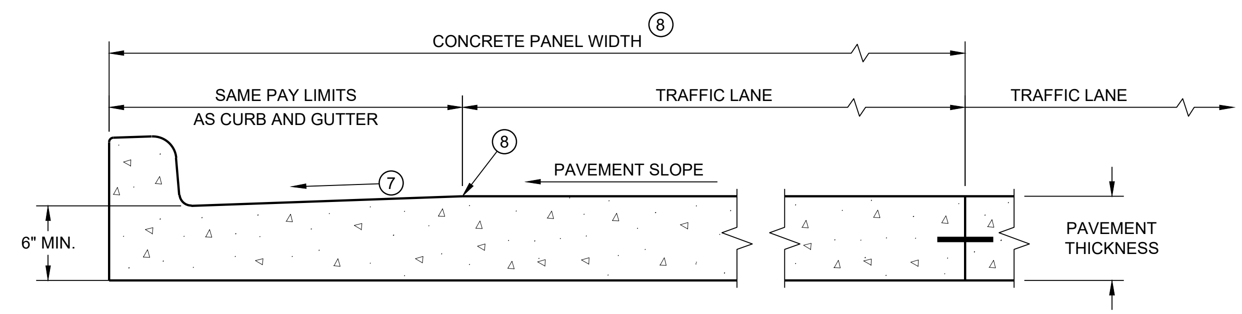
INTEGRAL CURB AND GUTTER SHALL CONFORM TO THE DETAILS SHOWN FOR CONCRETE CURB AND GUTTER INCLUDING THE TRANSVERSE GUTTER SLOPE.

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

1. TIE BARS ARE REQUIRED FOR CURB AND GUTTERS TYPES A, G, K, R, AND TBTT.
2. THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 6" MINIMUM GUTTER THICKNESS IS MAINTAINED.
3. USE 8" MINIMUM GUTTER THICKNESS WHEN USED WITH AN ADJACENT CONCRETE TRUCK APRON PLACED BEHIND BACK OF CURB.
4. THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 8" MINIMUM GUTTER THICKNESS IS MAINTAINED.
5. UNLESS OTHERWISE NOTED, FOR STAKING PURPOSES THE FACE OF CURB IS 6" FROM THE BACK OF CURB.
6. WHEN REVERSE SLOPE GUTTER IS REQUIRED, THE LOCATION(S) WILL BE SHOWN ELSEWHERE IN THE PLAN.
7. USE 4% GUTTER CROSS SLOPE UNLESS OTHERWISE NOTED IN THE PLANS.
8. INCLUDE LONGITUDINAL JOINT AND TIE BARS ALONG LANE EDGE WHEN CONCRETE PANEL WIDTH EXCEEDS THE MAXIMUM WIDTH PER TABLE BELOW. LONGITUDINAL JOINT(S) ARE NOT ALLOWED WITHIN TRAFFIC LANES AND BIKE LANES. LONGITUDINAL JOINT MAY BE SAWED.
9. CONCRETE CURB AND GUTTER 4-INCH SLOPED 30-INCH TYPE "R" AND "T" = 17 INCHES
CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE "R" AND "T" = 23 INCHES

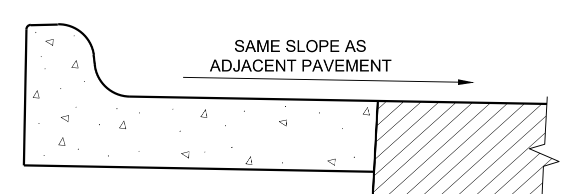
PAVEMENT THICKNESS AND MAXIMUM CONCRETE PANEL WIDTH TABLE

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



PARTIAL SECTION OF PAVEMENT *
WITH INTEGRAL CURB AND GUTTER

* BIKE LANE IS NOT SHOWN



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

CONCRETE CURB AND GUTTER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATI

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SDD08D01 - 22a

GENERAL NOTES

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

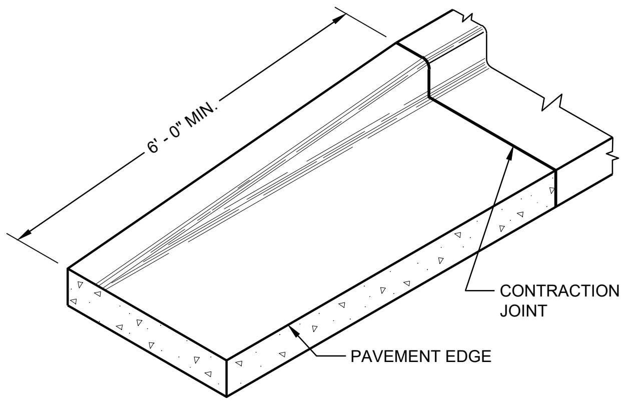
PAVEMENT TIES AND TIE BARS SHALL BE EPOXY COATED IN CONFORMANCE WITH SUBSECTION 505.2.6.2 OF THE STANDARD SPECIFICATIONS.

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

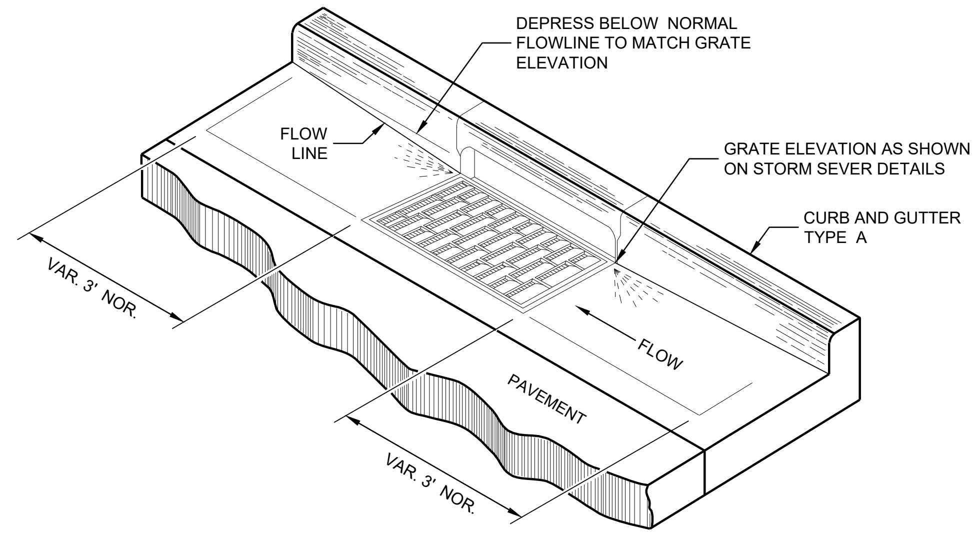
(1) TIE BARS ARE REQUIRED FOR CURB AND GUTTERS TYPES A, G, K, R, AND TBTT.

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

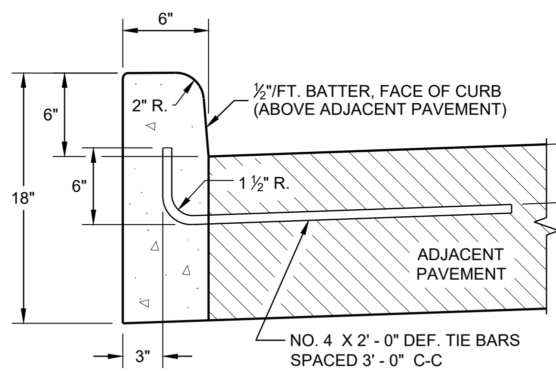
(9) REFER TO SDD 08D18 AND 08D19 FOR ADDITIONAL DRIVEWAY ENTRANCE CURB DETAILS.



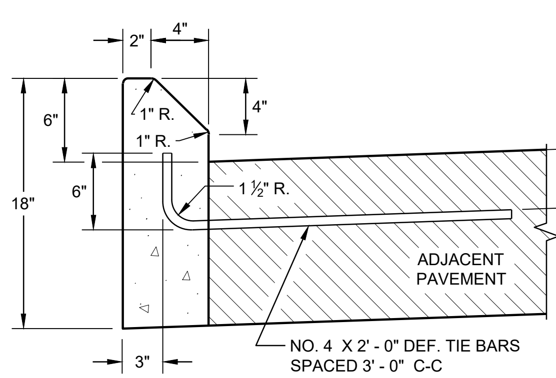
END SECTIONCURB AND GUTTER



DETAIL OF CURB AND GUTTER AT INLETS
(TYPICAL H INLET COVER SHOWN)

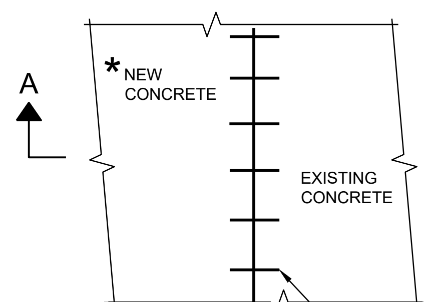


TYPES A(1) & D



TYPES G(1) & J

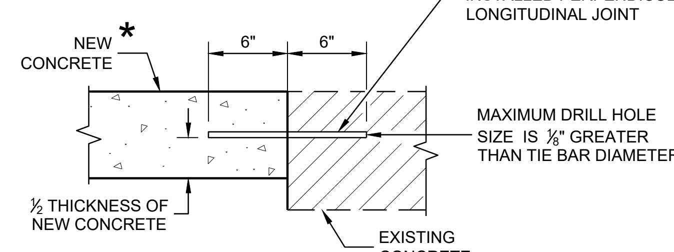
CONCRETE CURB



* NEW CURB AND GUTTER, SURFACE DRAINS, CONCRETE PAVEMENT OR OTHER NEW CONCRETE.

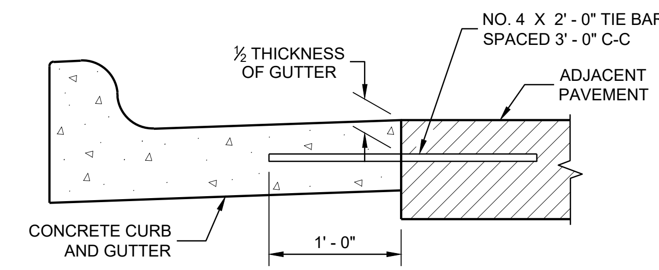
PLAN VIEW

NO. 6 TIE BARS SPACED 2' - 6" C-C, INSTALLED PERPENDICULAR TO THE LONGITUDINAL JOINT

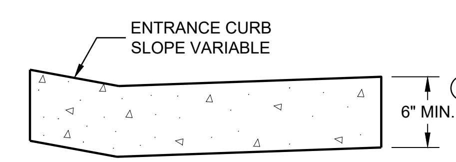


SECTION A - A

TIE BARS DRILLED INTO EXISTING PAVEMENT



TYPICAL TIE BAR LOCATION(1)



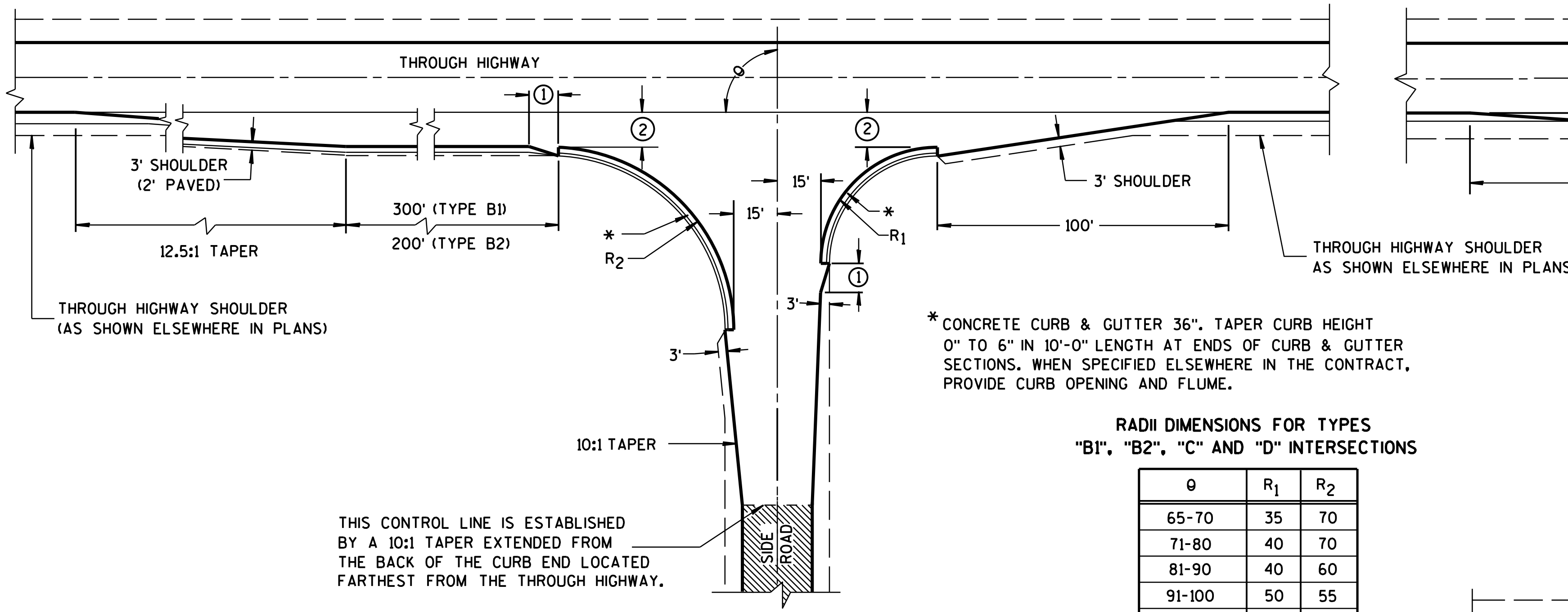
DRIVEWAY ENTRANCE CURB(9)
(WHEN DIRECTED BY THE ENGINEER)

CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2021 — DATE
/S/ Rodnery Taylor — ROADWAY STANDARDS DEVELOPMENT ENGINEER

FHWA

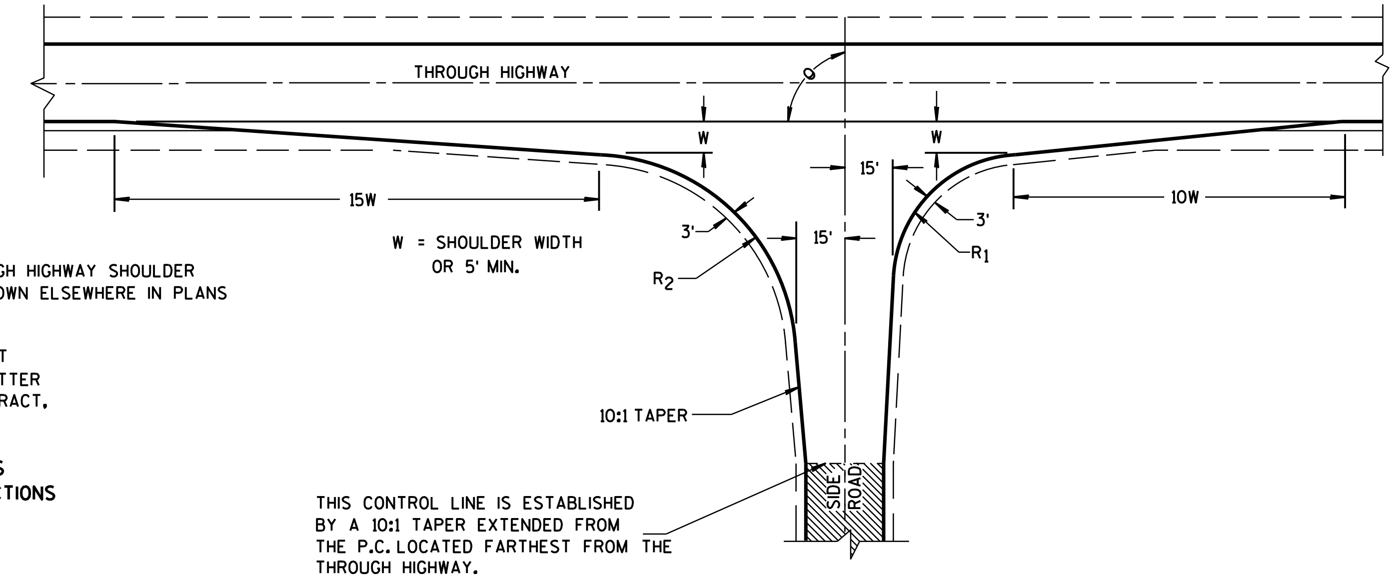


TYPE "B1" AND "B2"

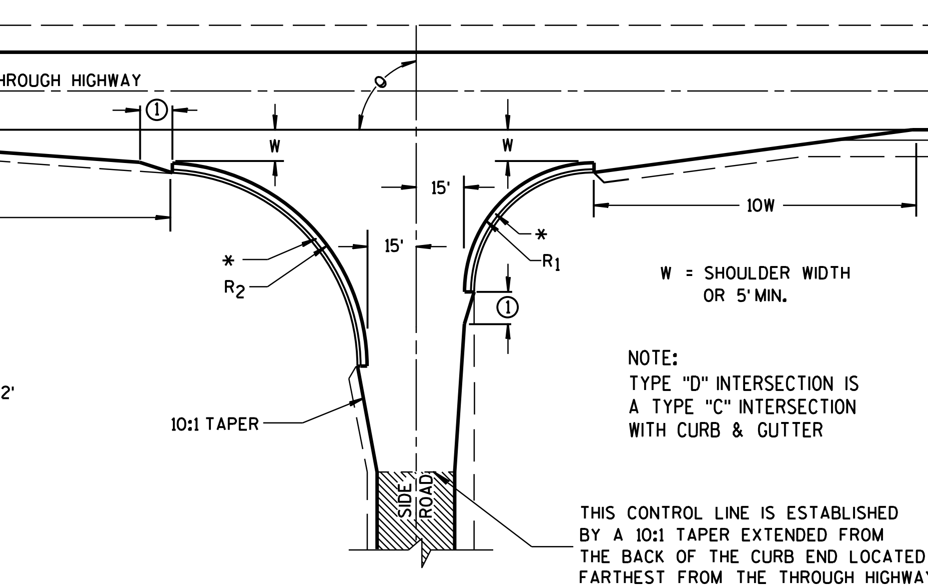
*CONCRETE CURB & GUTTER 36". TAPER CURB HEIGHT 0" TO 6" IN 10'-0" LENGTH AT ENDS OF CURB & GUTTER SECTIONS. WHEN SPECIFIED ELSEWHERE IN THE CONTRACT, PROVIDE CURB OPENING AND FLUME.

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

θ	R_1	R_2
65-70	35	70
71-80	40	70
81-90	40	60
91-100	50	55
101-110	60	45



TYPE "C"



TYPE "D"

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

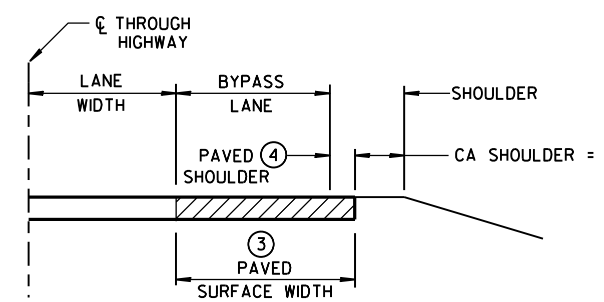
① 10-FT TYPICAL.

② 12-FT** PLUS ADDITIONAL WIDTH FOR BIKE LANE IF SHOWN ELSEWHERE IN THE PLAN.

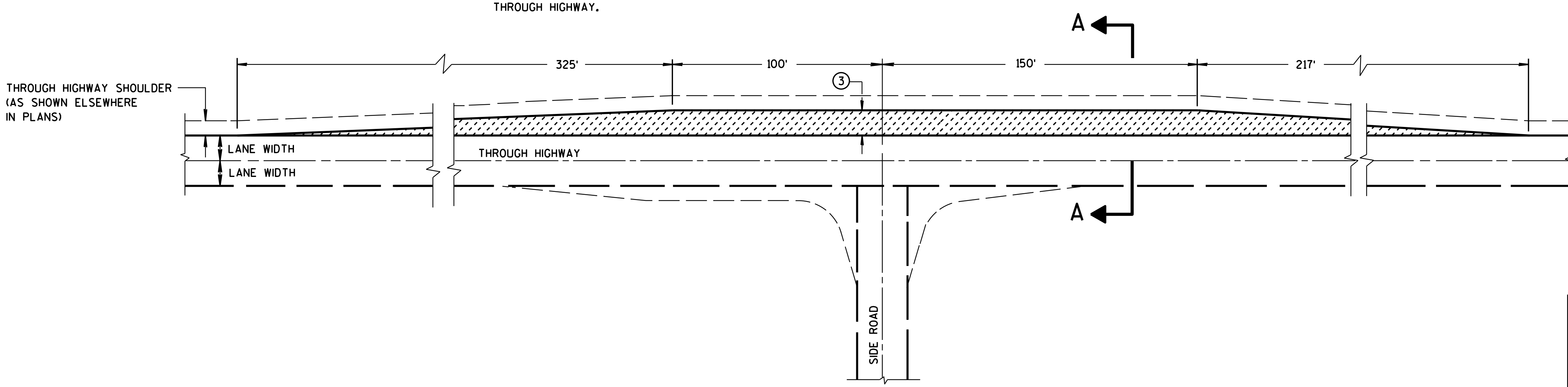
**10-FT MAY BE USED ON TYPE B2 ON RESURFACING PROJECTS IF SPECIFIED IN THE CONTRACT.

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.



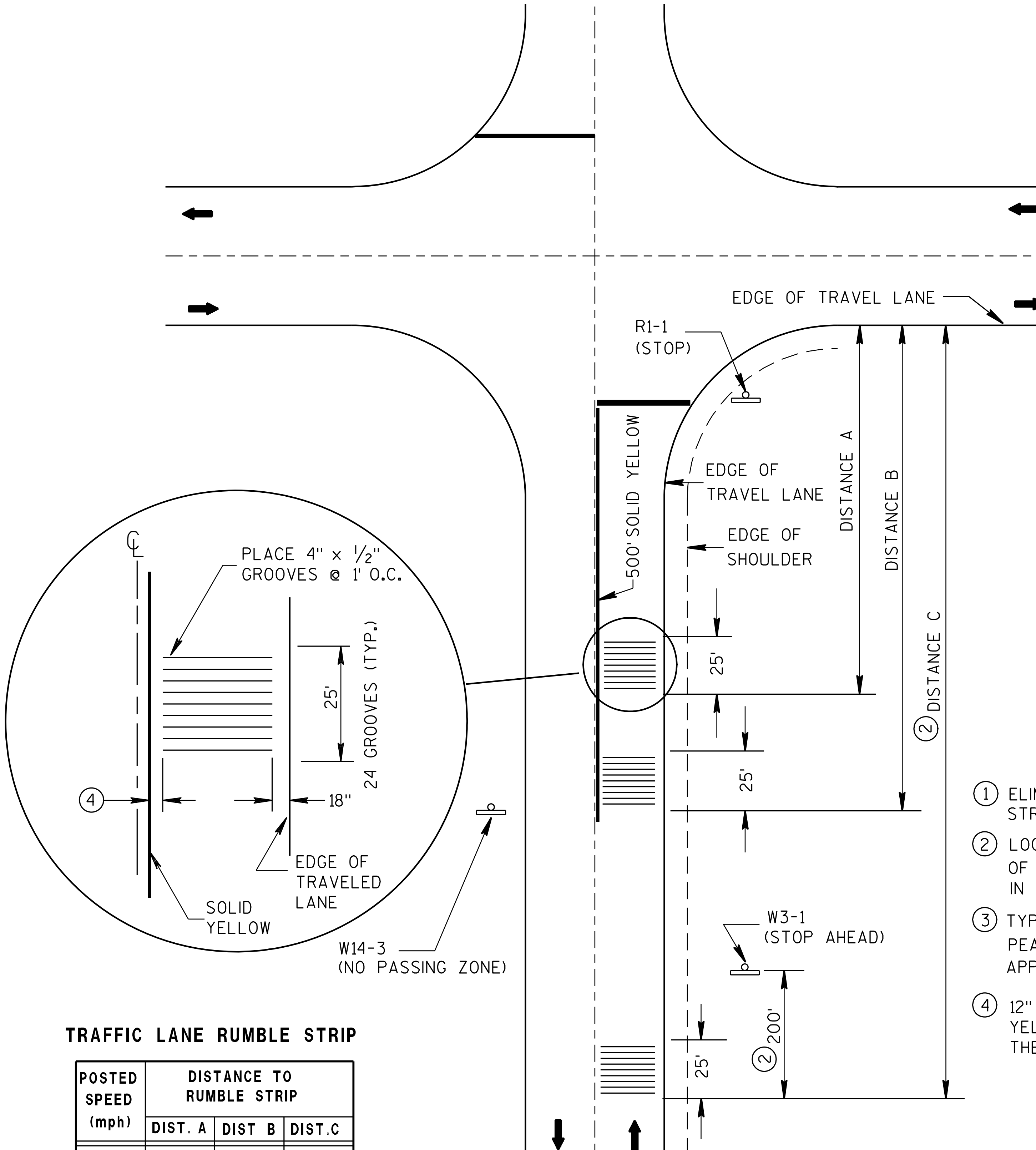
SECTION A-A
(SHOWING BYPASS LANE AND SHOULDER)



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 TRANSPO



① ELIMINATE THE MIDDLE SET OF RUMBLE STRIPS.

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

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

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

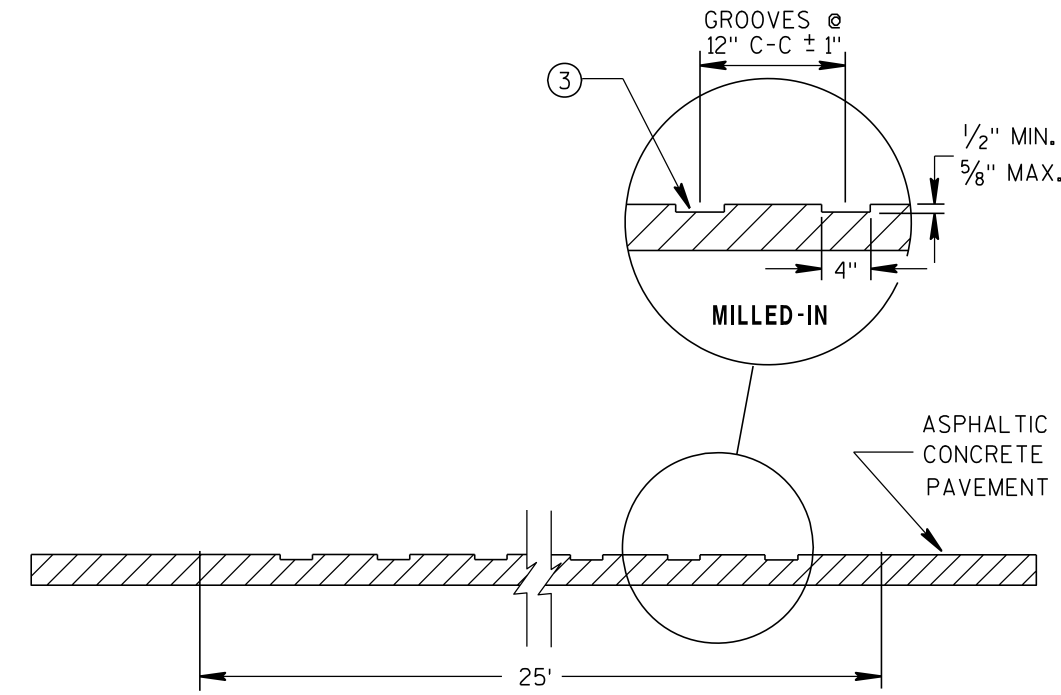
TRAFFIC LANE RUMBLE STRIP

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

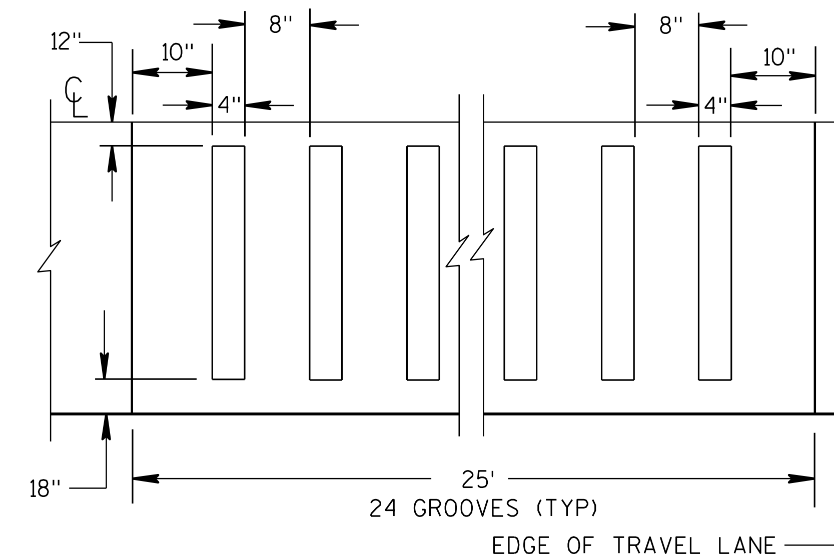
ARROW SYMBOL (➡) SHOWS DIRECTION OF TRAVEL

PLAN VIEW

RUMBLE STRIP LOCATION



ELEVATION VIEW



PLAN VIEW

ASPHALTIC PAVEMENT MILLED-IN

GENERAL NOTES

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

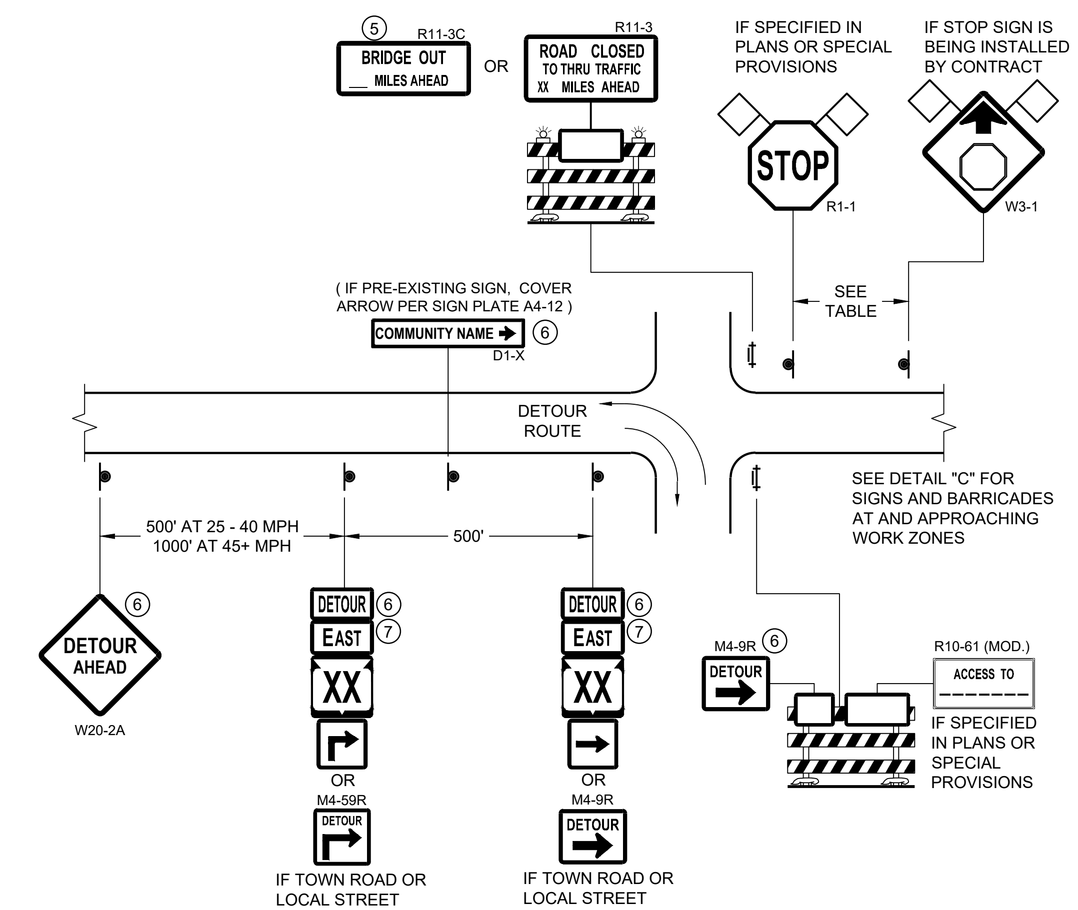
WHEN ASPHALTIC PAVEMENT IS NEW IN THE RUMBLE AREA THE CONTRACTOR SHALL ALLOW THE PAVEMENT TO CURE A MINIMUM OF 7 DAYS PRIOR TO RUMBLE INSTALLATION.

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

ASPHALTIC RUMBLE STRIPS AT INTERSECTION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

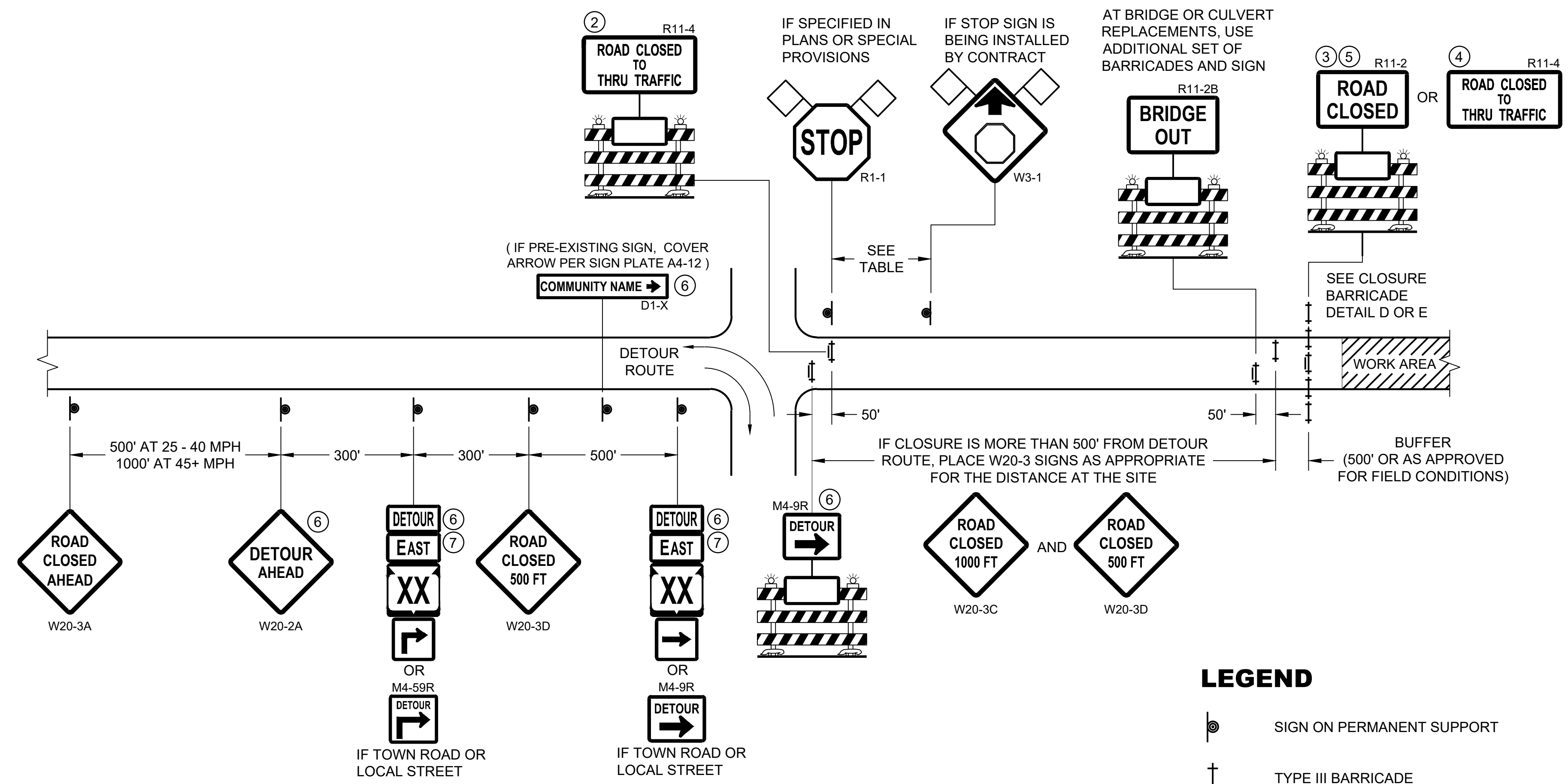
APPROVED
8/17/2011 /S/ Jerry H. Zogg
DATE ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA



DETAIL A

MAINLINE CLOSURE WITH POSTED DETOUR

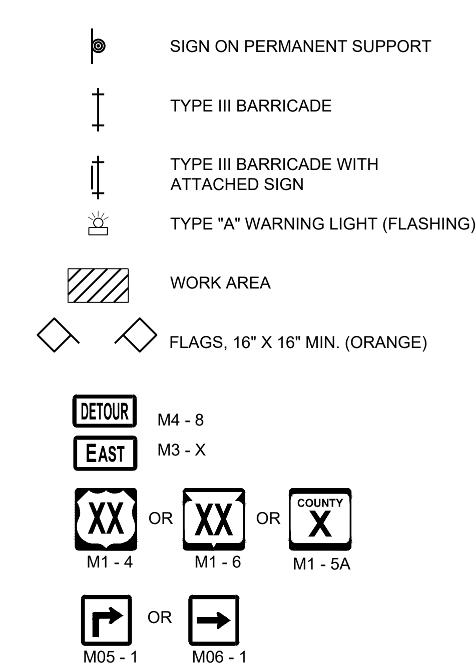
WORK ZONE GREATER THAN OR EQUAL TO ½ MILE FROM DETOUR ROUTE (1000 FEET IF URBAN)

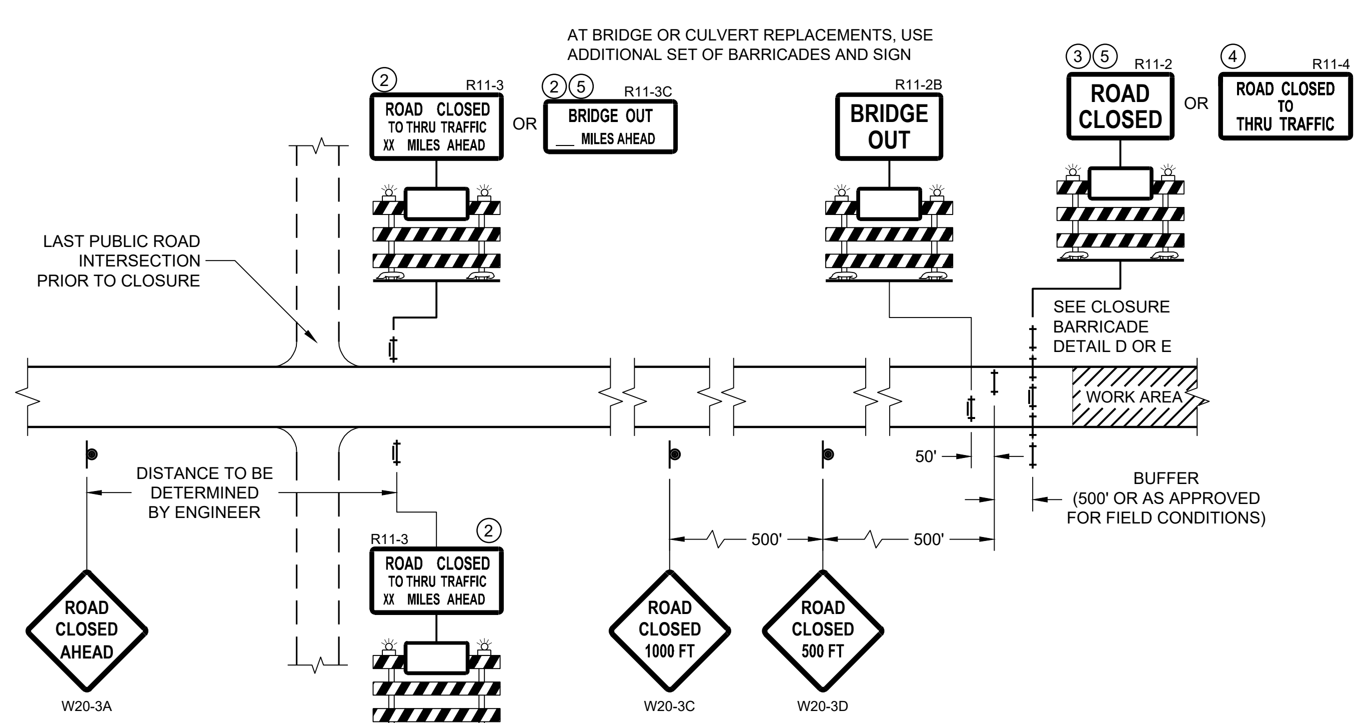


DETAIL B

MAINLINE CLOSURE WITH POSTED DETOUR

WORK ZONE LESS THAN ½ MILE FROM DETOUR ROUTE (1000 FEET IF URBAN)





DETAIL C

MAINLINE CLOSURE, NO POSTED DETOUR

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

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

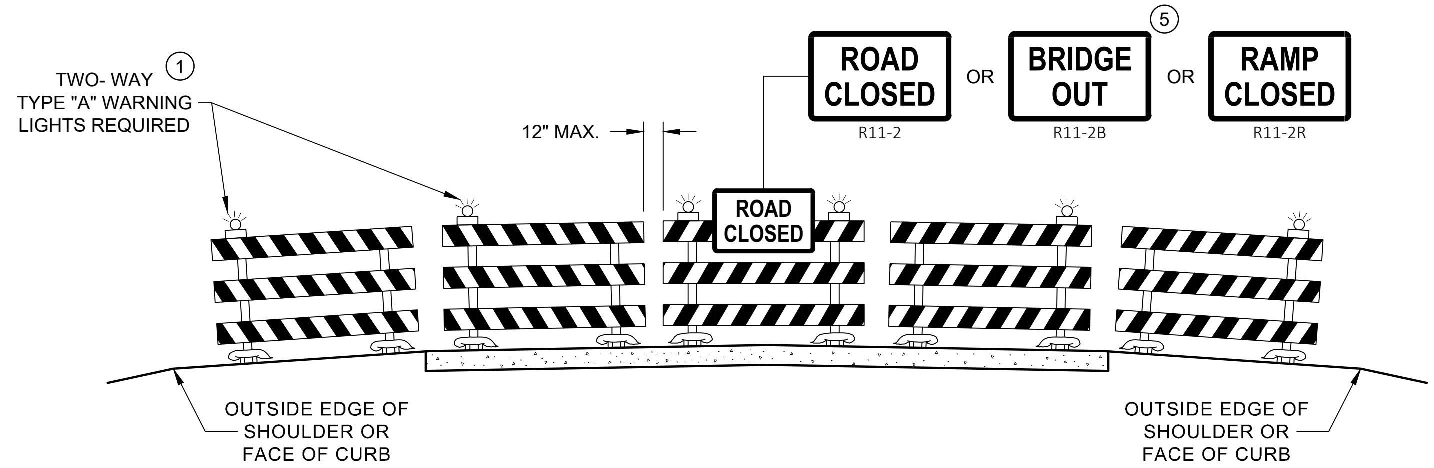
BARRICADES AND SIGNS FOR MAINLINE CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

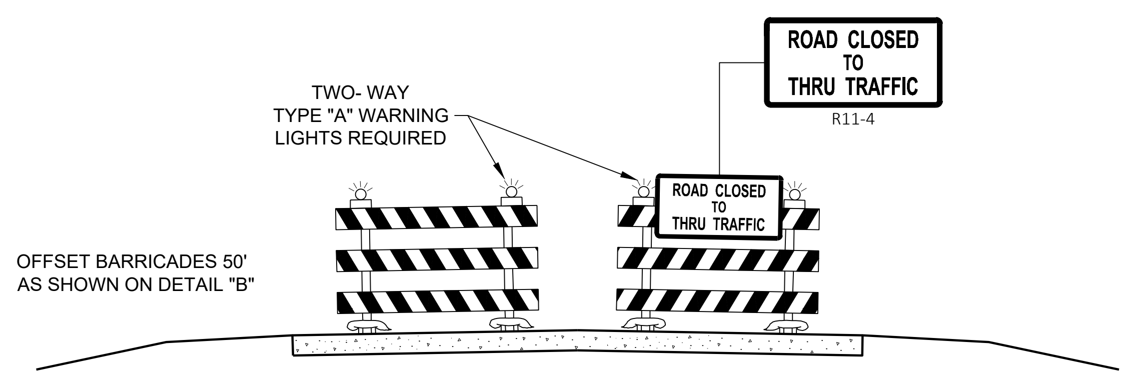
APPROVED
February 2020 /S/ Andrew Heidtke
DATE WORK ZONE ENGINEER
FHWA

6

SDD 15C02 - 08a



DETAIL D
ROAD CLOSURE BARRICADE DETAIL
APPROACH VIEW



DETAIL E
LANE CLOSURE BARRICADE DETAIL
APPROACH VIEW

SEE SDD 15C2 - SHEET "a" FOR LEGEND

GENERAL NOTES

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

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

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

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

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

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

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

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

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

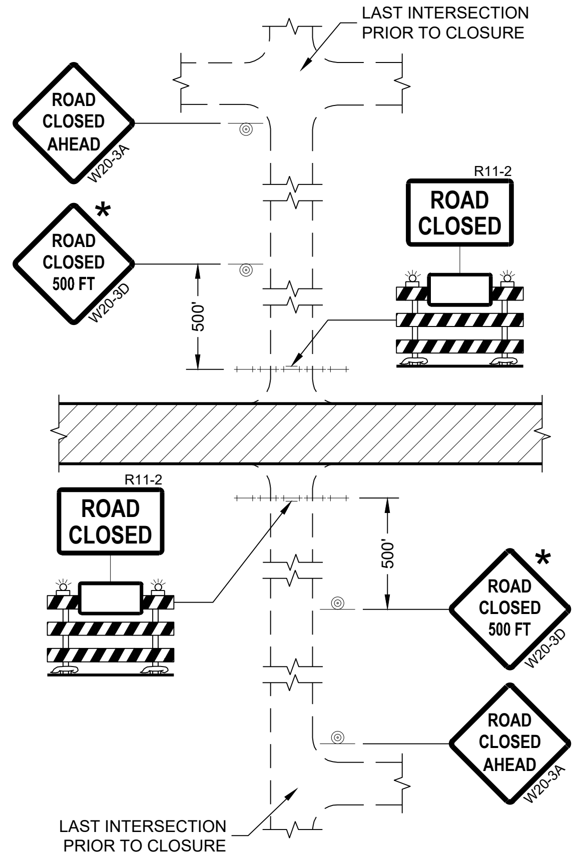
ALL SIGNS SHALL BE 48" X 48" UNLESS OTHERWISE NOTED BELOW:
- R11 - 2 SHALL BE 48" X 30"
- R11 - 3 SHALL, R11 - 4 AND R10 - 61 SHALL BE 60 " X 30"
- M4 - 9 SHALL BE 30" X 24"
- M3 - X SHALL BE 24" X 12" (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS)
- M4 - 8 SHALL BE 24" X 12" (36" X 18" IF NEEDED TO MATCH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

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

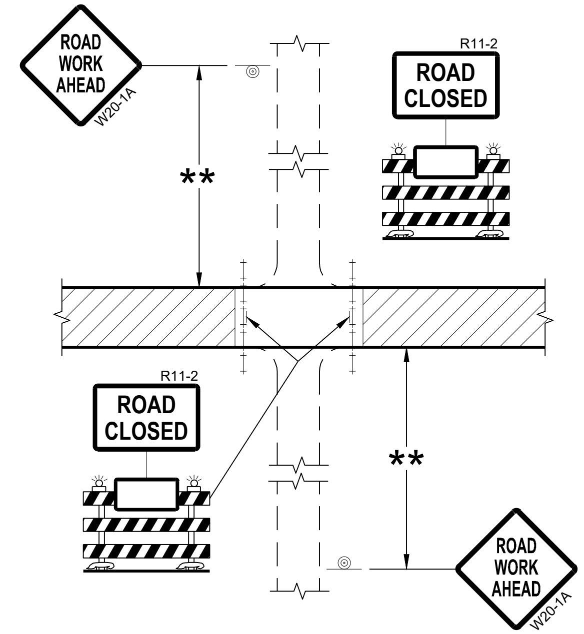
BARRICADES AND SIGNS FOR VARIOUS CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

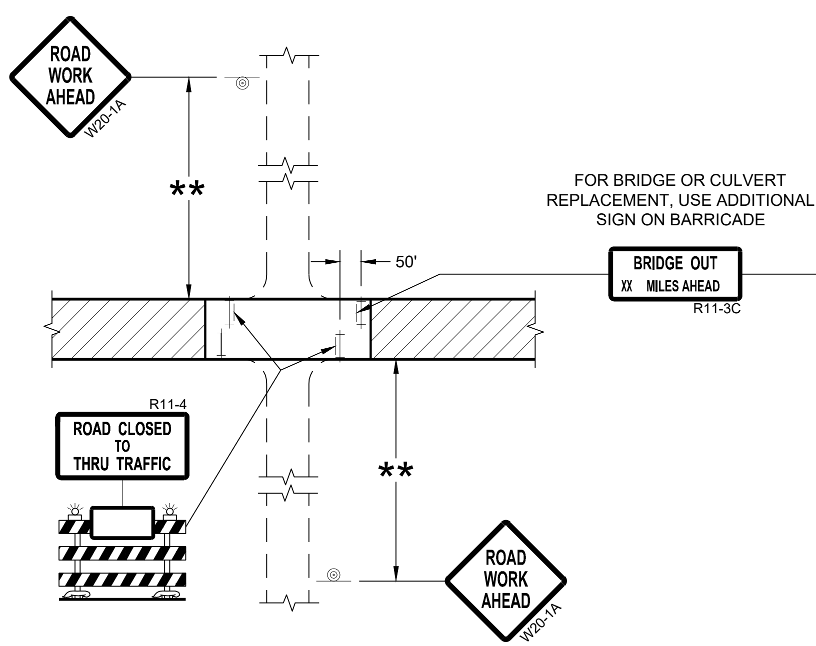
APPROVED
February 2020 — DATE
/S/ Andrew Heidtke — WORK ZONE ENGINEER
FHWA



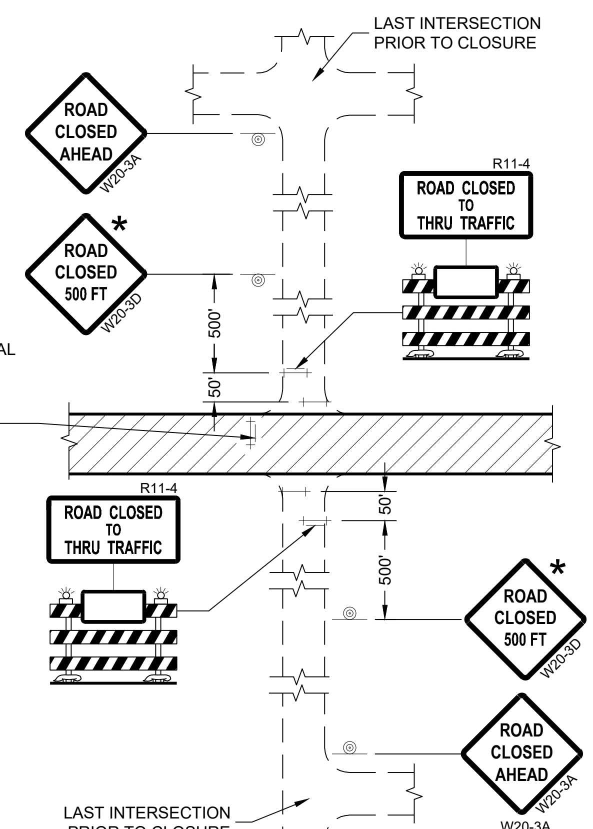
DETAIL 1
(NO ACCESS TO PROJECT)



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

6

6

BARRICADES AND SIGNS FOR SIDEROAD CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

SDD 15C03 - 05

SDD 15C03 - 05

Notes

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