

EAU

DECEMBER 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.	8	Computer Earthwork Data
Section No.	9	Gross Sections

TOTAL SHEETS = 38



PROJECT LOCATION



DESIGN DESIGNATION

A.A.D.T.	2022	=	1030
A.A.D.T.	2042	=	1190
D.H.V.		=	150
D.D.		=	60/40
T.		=	37.5
DESIGN SPEED		=	55 MPH
ESALS		=	690,000

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

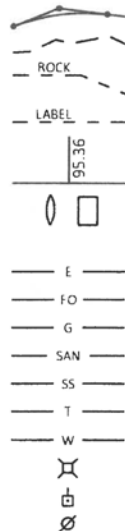
GRADE LINE	
ORIGINAL GROUND	
MARSH OR ROCK PROFILE (To be noted as such)	
SPECIAL DITCH	

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

USH 10 - STH 98

USH 10 TO CTH H

CTH Y

CLARK COUNTY

STATE PROJECT NUMBER

7849-03-73



LAYOUT
SCALE 0 2 MILES

TOTAL NET LENGTH OF CENTERLINE = 3.910 MILES

HORIZONTAL POSITIONS SHOWN ON THIS PLAN ARE WISCONSIN
COORDINATE REFERENCE SYSTEM (WISCRS), CLARK COUNTY, NAD83 (2011),
IN U.S. SURVEY FEET. POSITIONS SHOWN ARE GRID COORDINATES, GRID
BEARINGS, AND GRID DISTANCES. GRID DISTANCES ARE THE SAME AS
GROUND DISTANCES. ELEVATIONS ARE REFERENCED TO NAVD 88 (2012).
GPS DERIVED ELEVATIONS ARE BASED ON GEOID 12A.

STATE PROJECT

7849-03-73

FEDERAL PROJECT

PROJECT

WISC 2023121

CONTRACT

1

ACCEPTED FOR

COUNTY of CLARK

7-18-22 *Brian Duell*
(Date) (Signature) HIGHWAY COMMISSIONER

ORIGINAL PLANS PREPARED BY

cbs²



DATE: (Professional Engineer Signature)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY

Surveyor	CBS SQUARED, INC.
Designer	CBS SQUARED, INC.
Project Manager	MATTHEW THORNSEN, PE
Regional Examiner	TOU YANG, PE
Regional Supervisor	TYLER RONGSTAD, PE

APPROVED FOR THE DEPARTMENT

DATE 7/18/2022 *[Signature]*
(Signature)

E

GENERAL NOTES

WHEN THE QUANTITY OF BASE AGGREGATE IS MEASURED BY THE TON OR CUBIC YARD, THE DEPTH OR THICKNESS OF THE LAYER SHOWN ON THE PLANS IS APPROXIMATE AND THE ACTUAL THICKNESS WILL DEPEND ON THE DISTRIBUTION OF THE MATERIAL AS DIRECTED BY THE ENGINEER.

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

DISTURBED AREAS OUTSIDE THE FINISHED SHOULDER POINTS SHALL BE SEEDED AND COVERED WITH EROSION MAT AS DIRECTED BY THE ENGINEER. INSTALL SILT FENCE AS DIRECTED BY THE ENGINEER.

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

A SAWED JOINT WILL BE REQUIRED WHERE NEW PAVEMENT IS TO MEET AN EXISTING PAVED SURFACE.

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

4.25-INCH HMA PAVEMENT SHALL BE CONSTRUCTED WITH AN 2-INCH UPPER LAYER AND 2.25-INCH LOWER LAYER.

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

TEMPORARY STORAGE OF MATERIAL SHALL NOT BE PERMITTED IN WETLANDS.

THE PROPOSED SHOULDER WIDTHS SHOWN IN THE TYPICAL SECTIONS ARE MINIMUM WIDTHS. PERPETUATE EXISTING SHOULDER WIDTHS THAT ARE WIDER THAN WHAT IS SHOWN IN THE TYPICAL SECTIONS.

CONTROL POINT TABLE				
POINT NO.	STA	Y	X	ELEVATION
1	214+14	384646.2	747409.5	1220.891
2	187+89	382021.6	747437.2	1216.518
3	160+27	379259.1	747487.1	1213.658
4	127+98	376031.3	747567.1	1235.594
5	102+47	373481.4	747601.7	1229.393
6	81+43	371377.6	747604.5	1231.564
7	57+18	368951.7	747609.5	1235.975
8	33+18	366553.0	747684.9	1196.231
9	11+59	364294.2	747705.4	1208.642
CONTROL POINTS ARE 3/4" REBAR				

RUNOFF COEFFICIENT TABLE

A	HYDROLOGIC SOIL GROUP											
	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
PAVEMENT:												
ASPHALT				.70 - .95								
CONCRETE				.80 - .95								
BRICK				.70 - .80								
DRIVES, WALKS				.75 - .85								
ROOFS				.75 - .95								
GRAVEL ROADS, SHOULDERS				.40 - .60								

TOTAL PROJECT AREA = 16.08 ACRES
TOTAL AREA EXPECTED TO BE DISTURBED BY CONSTRUCTION ACTIVITIES = 0.00 ACRES

WISCONSIN DNR

BRAD BETTHAUSER
DNR LIAISON
473 GRIFFITH DRIVE
WISCONSIN RAPIDS, WI 54494
(715) 421-7851
BRADLEY.BETTHAUSER@WISCONSIN.GOV

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WISDOT CONTACT
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UTILITY CONTACTS

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1209 W. DALL-BERG STREET
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JBURNS@CECCOOP.COM

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2267 COUNTY ROAD HH
JUNCTION CITY, WI 54443
STEVE DOUCETTE
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MOSINEE, WI 54455
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VIKING GAS TRANSMISSION
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STEVE.KEILEN@ONEOK.COM

WE ENERGIES
1921 8TH STREET SOUTH
WISCONSIN RAPIDS, WI 54494
TRAVIS KAHL
(715) 421-7256 (OFFICE)
(715) 498-6180 (CELL)
TRAVIS.KAHL@WE-ENERGIES.COM

XCEL ENERGY DISTRIBUTION
500 N 5TH STREET
ABBOTSFORD, WI 54405
PAMELA DENZINE
(715) 737-7174 (OFFICE)
(715)218-6637 (CELL)
PAMELA.DENZINE@XCELENERGY.COM

XCEL ENERGY TRANSMISSION
414 NICOLETT MALL 5TH FLOOR
MINNEAPOLIS, MN 54020
MITCHELL DIENGER
(612) 321-3109 (OFFICE)
MITCHELL.A.DIENGER@XCELENERGY.COM

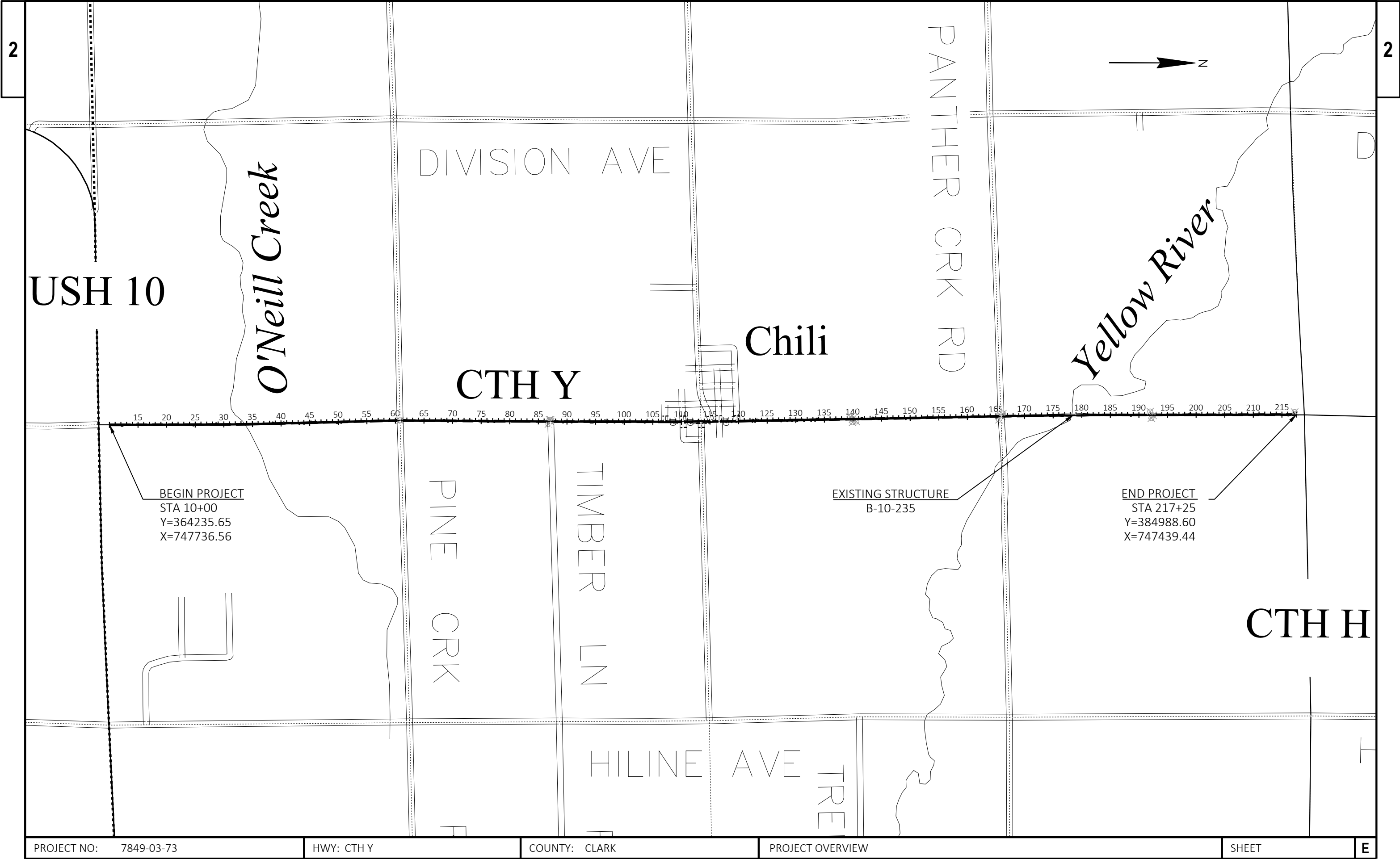
BORING LOG			
NO.	STA (APPROX)	ASPH. THICKNESS (INCHES)	BASE (INCHES)
1	12+00	5	9
2	31+00	5	9
3	72+50	5	9
4	118+10	5	12
5	142+50	5	12
6	166+50	5	10
7	192+50	5	7
8	216+50	5	6

DATUM

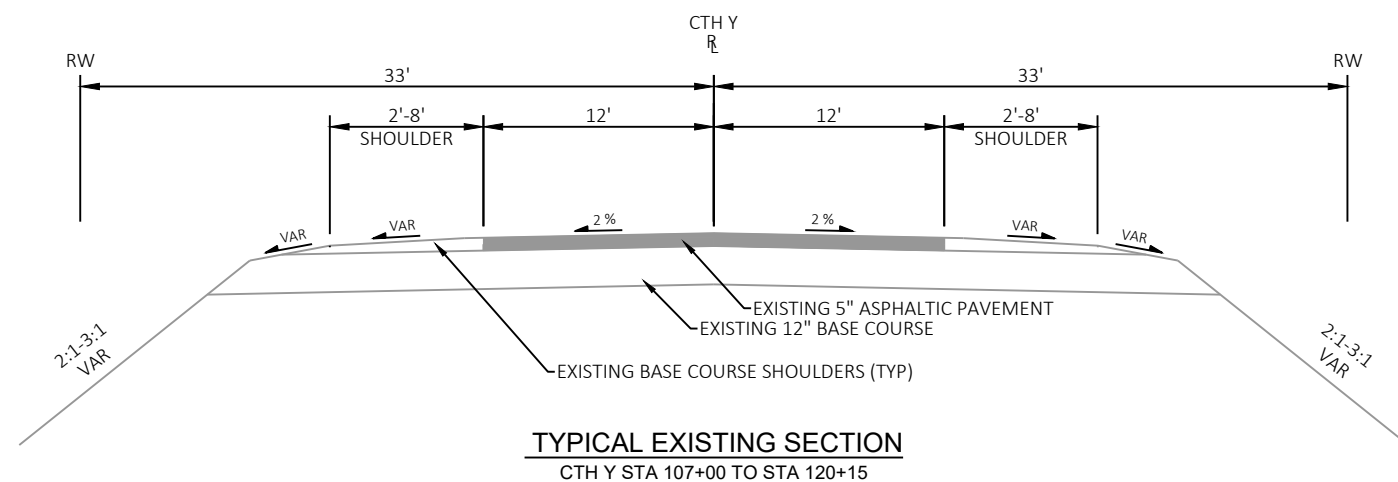
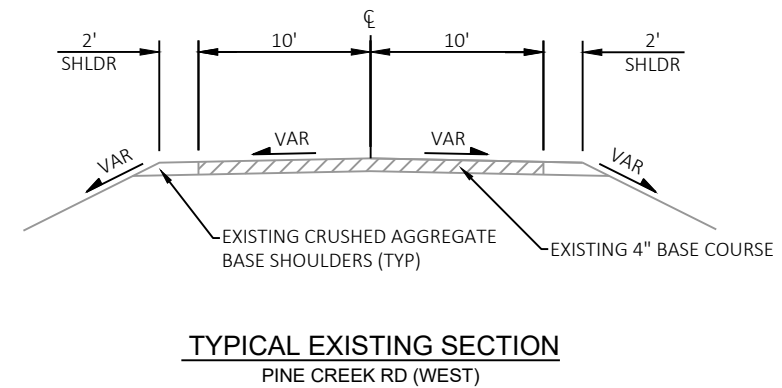
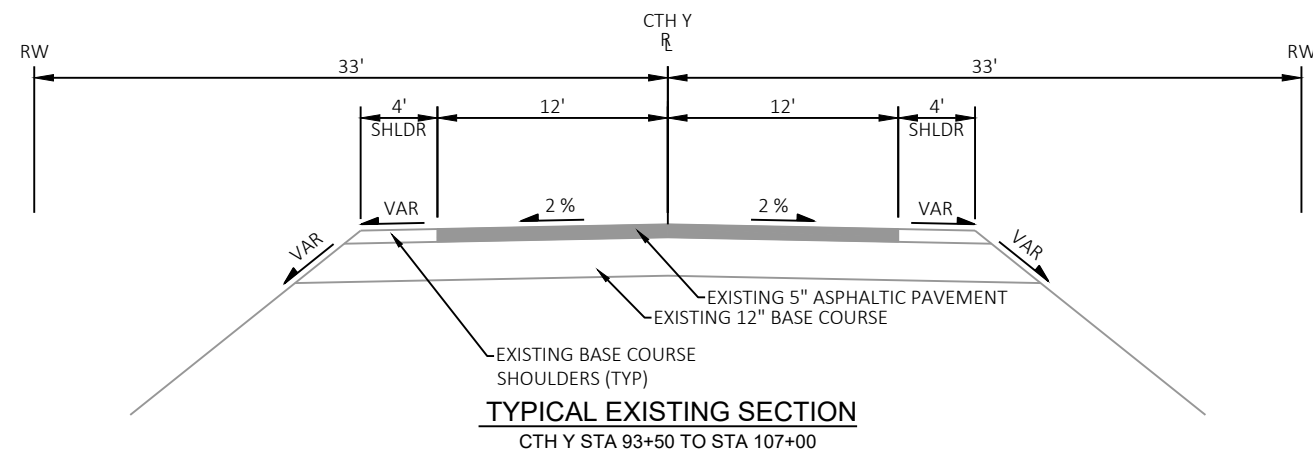
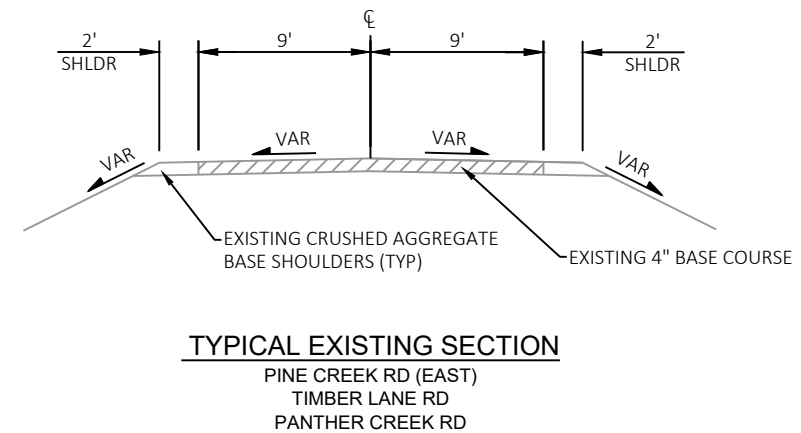
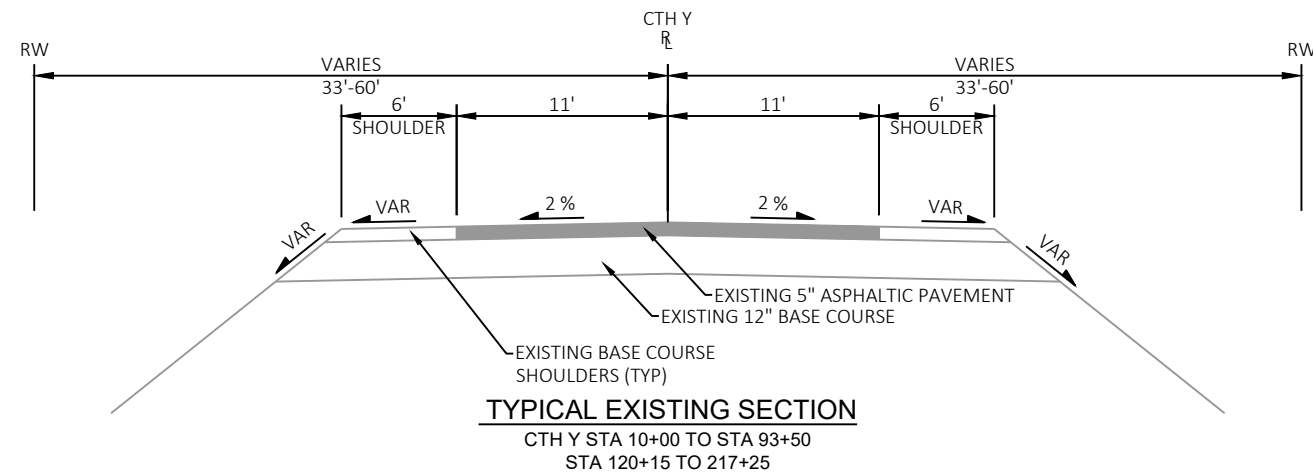
HORIZ: NAD 83 (2011), WISCRS CLARK CO.
VERT: NAVD 88 (2012), GEOID WI-12A
NORTHING = Y EASTING = X

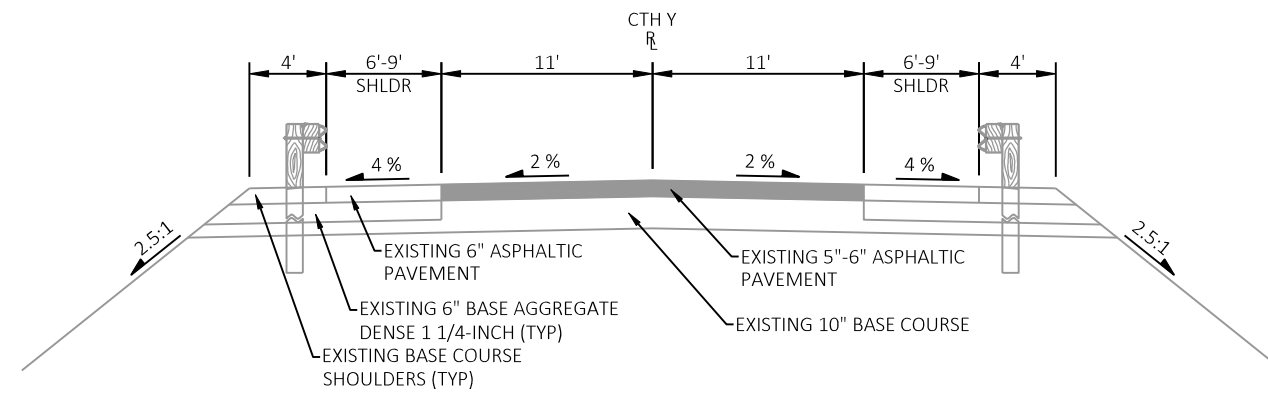


Dial 811 or (800)242-8511
www.DiggersHotline.com



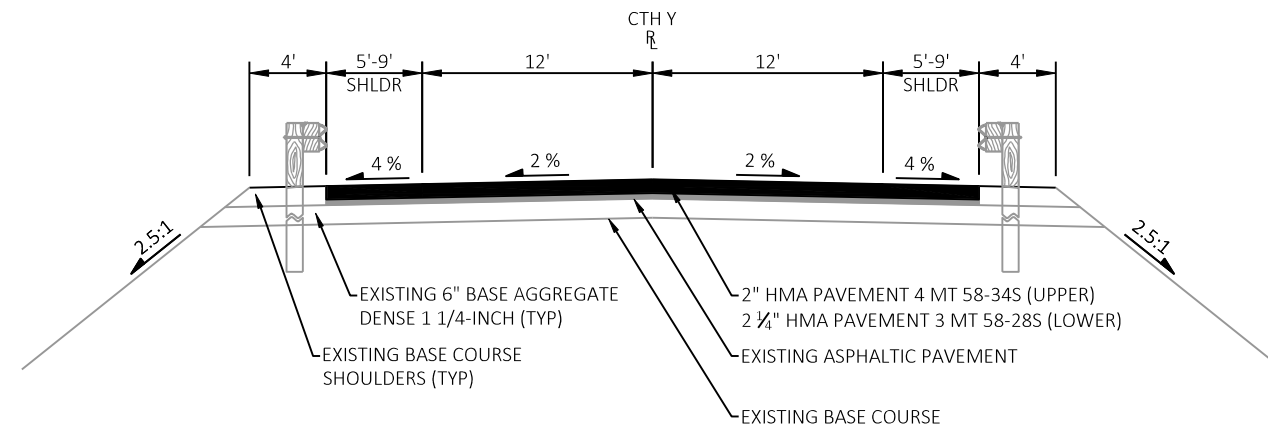
PROJECT NO: 7849-03-73	HWY: CTH Y	COUNTY: CLARK	PROJECT OVERVIEW	SHEET E
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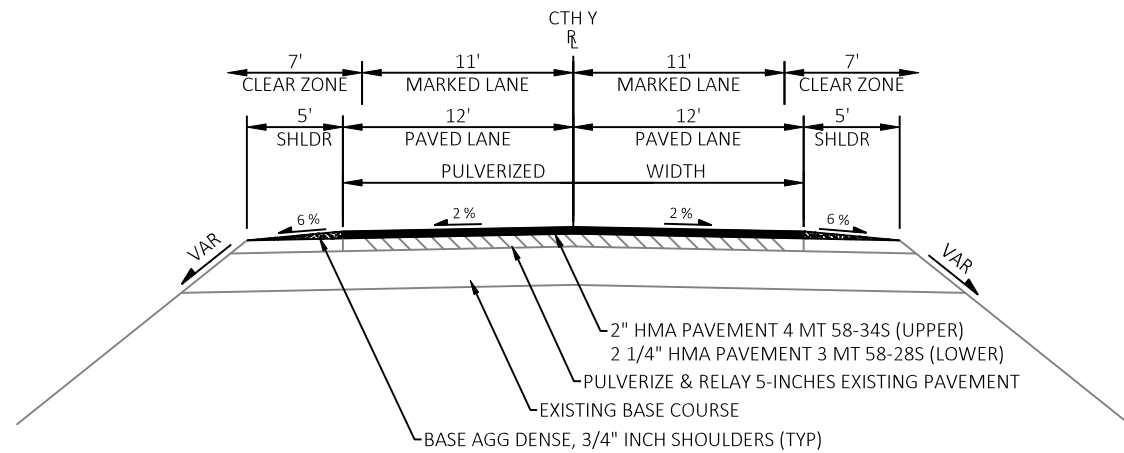
TYPICAL EXISTING SECTION

CTH Y STA 176+05 TO STA 177+05
CTH Y STA 180+06 TO STA 181+06

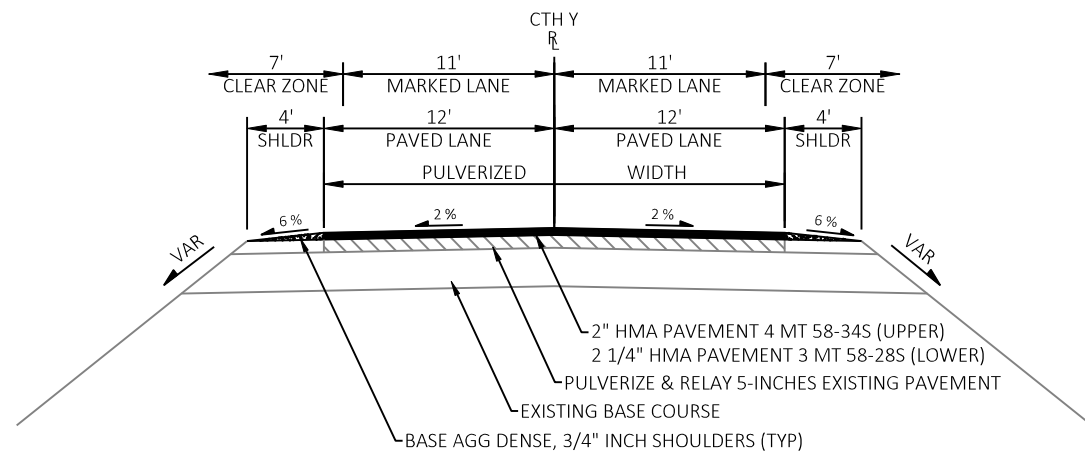


TYPICAL FINISHED SECTION

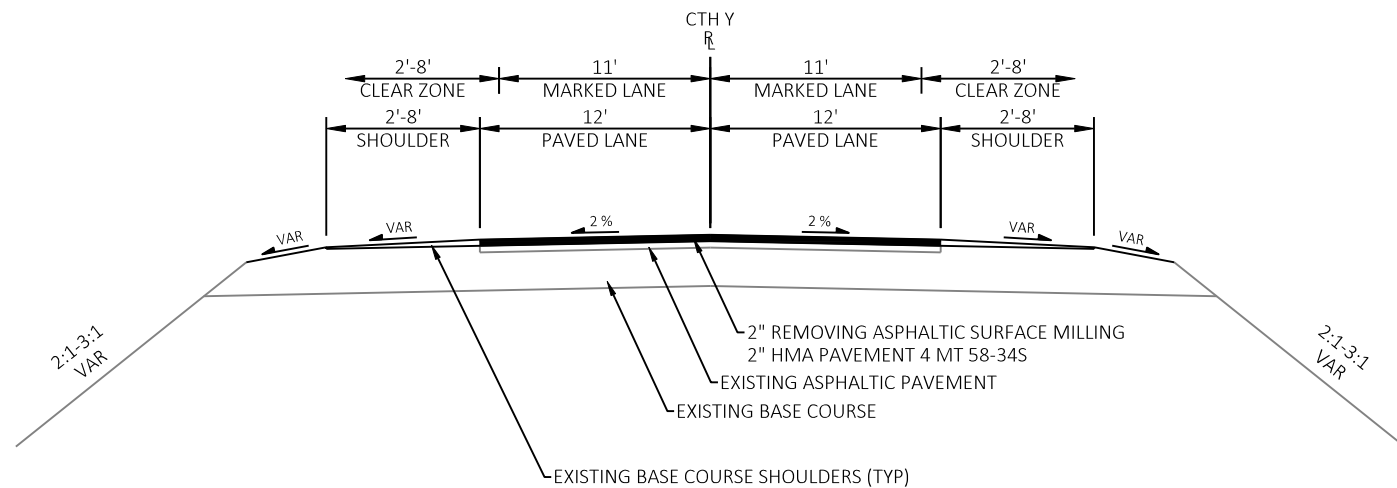
CTH Y STA 176+05 TO STA 177+05
CTH Y STA 180+06 TO STA 181+06

**TYPICAL FINISHED SECTION**

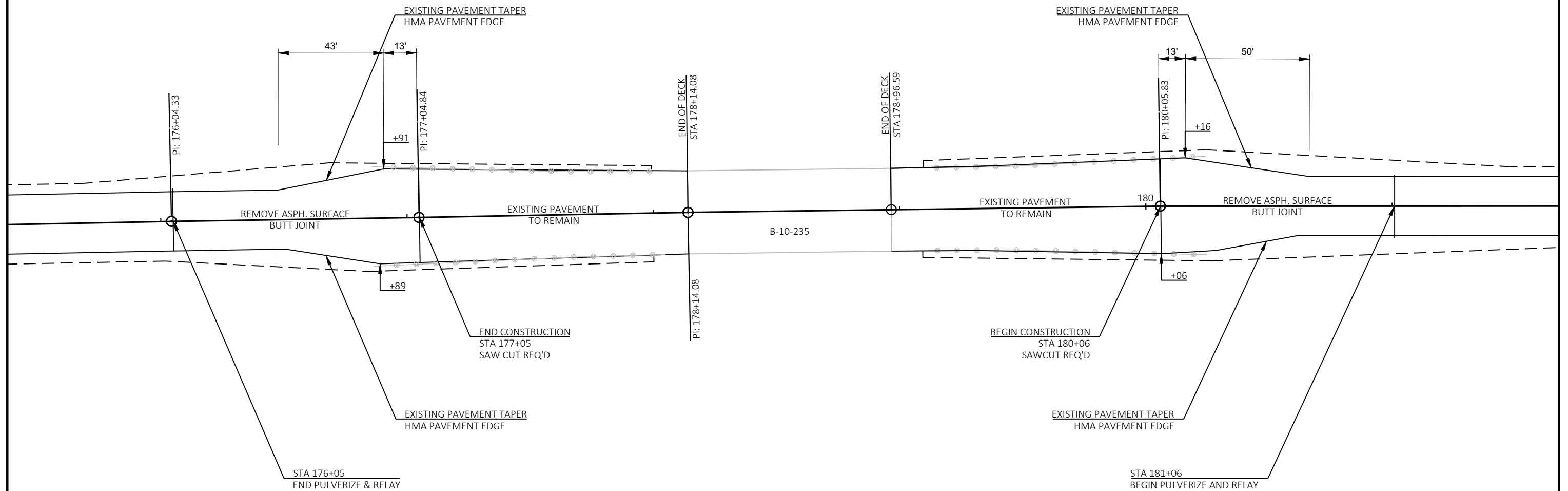
CTH Y STA 10+00 TO STA 93+50
STA 120+15 TO 217+25

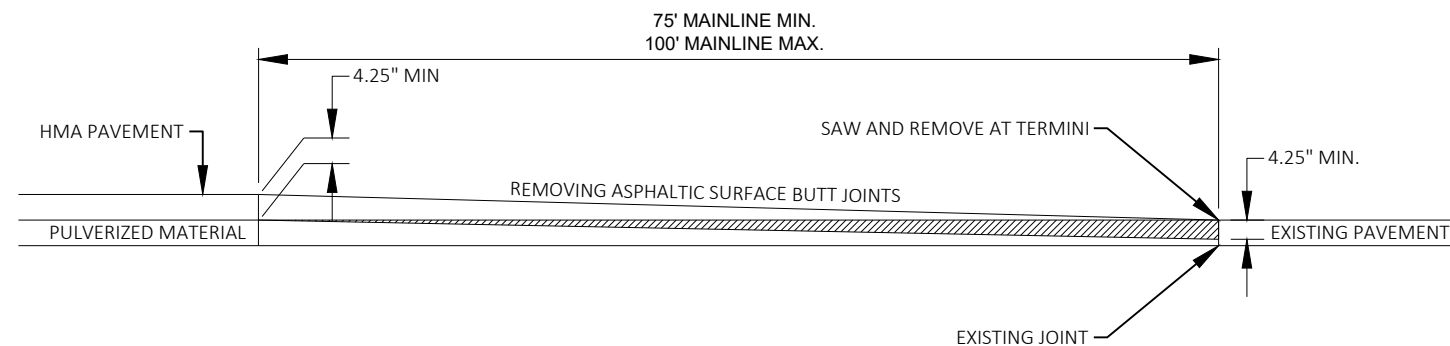
**TYPICAL FINISHED SECTION**

CTH Y STA 93+50 TO STA 107+00


**TYPICAL FINISHED SECTION**

CTH Y STA 107+00 TO STA 120+15





REMOVING ASPHALTIC SURFACE, BUTT JOINT

-  REMOVING ASPHALTIC SURFACE BUTT JOINTS

STA 10+00 - STA 10+75, CTH Y

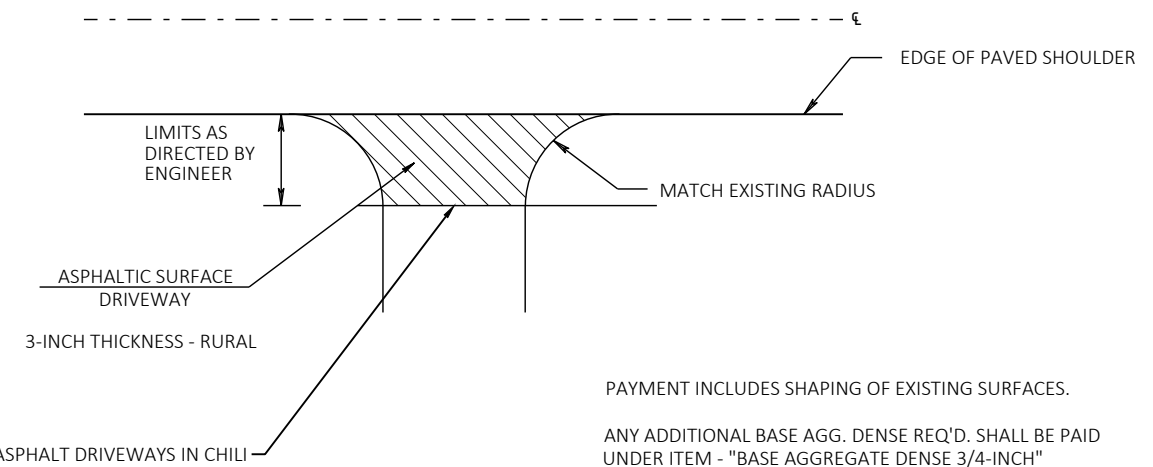
STA 106+25 - STA 107+00, CTH Y

STA 120+15 - STA 120+90, CTH Y

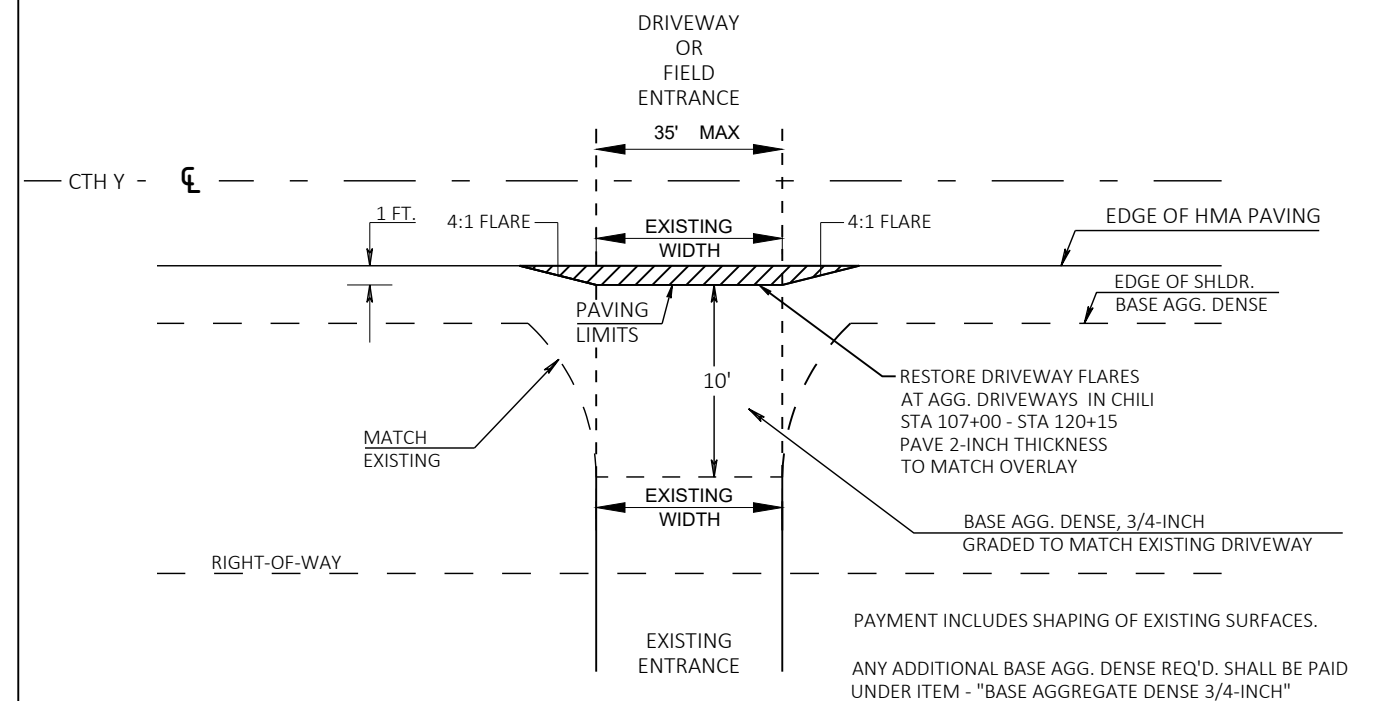
STA 176+05 - STA 177+05, CTH Y

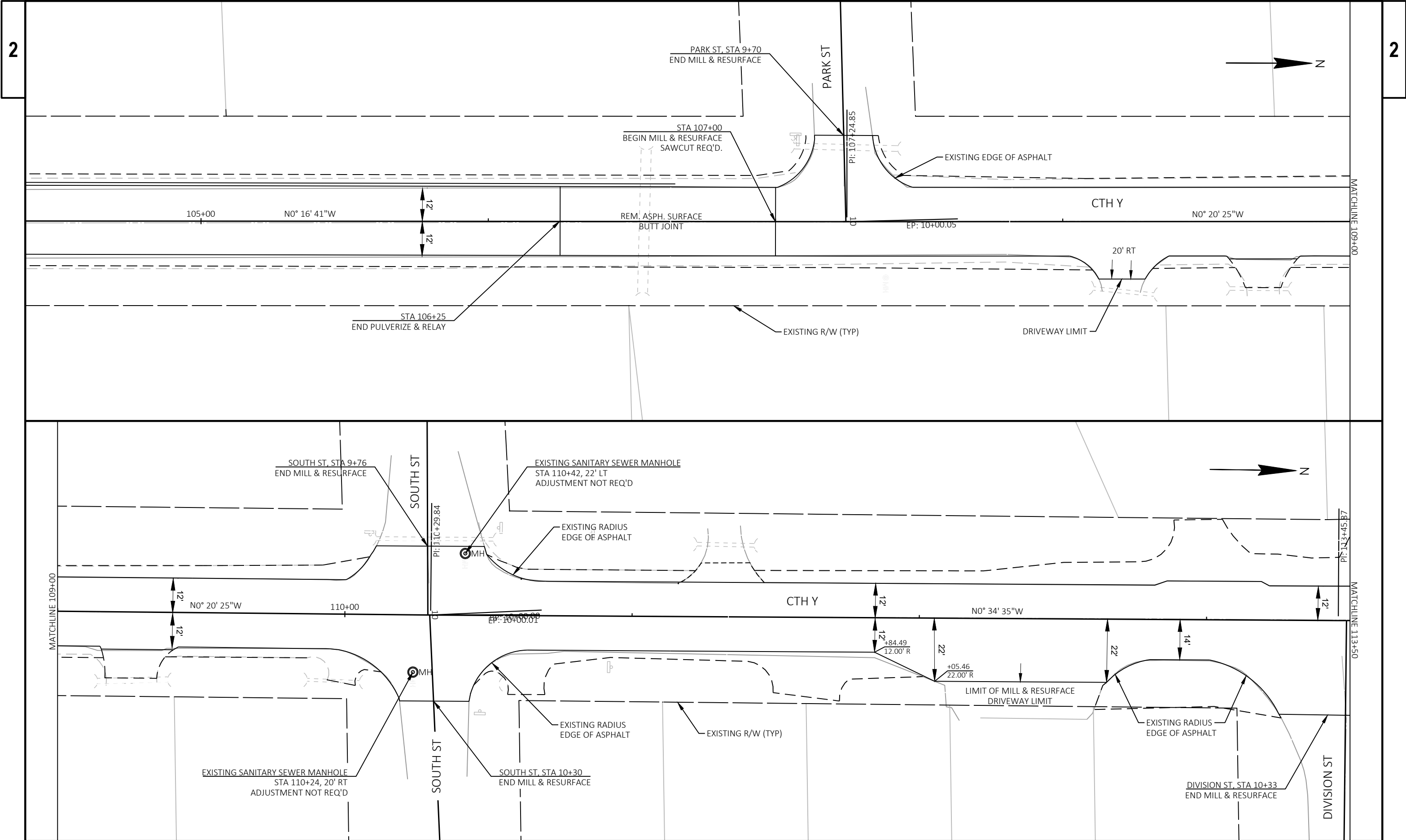
STA 180+06 - STA 181+06, CTH Y

STA 216+50 - STA 217+25, CTH Y

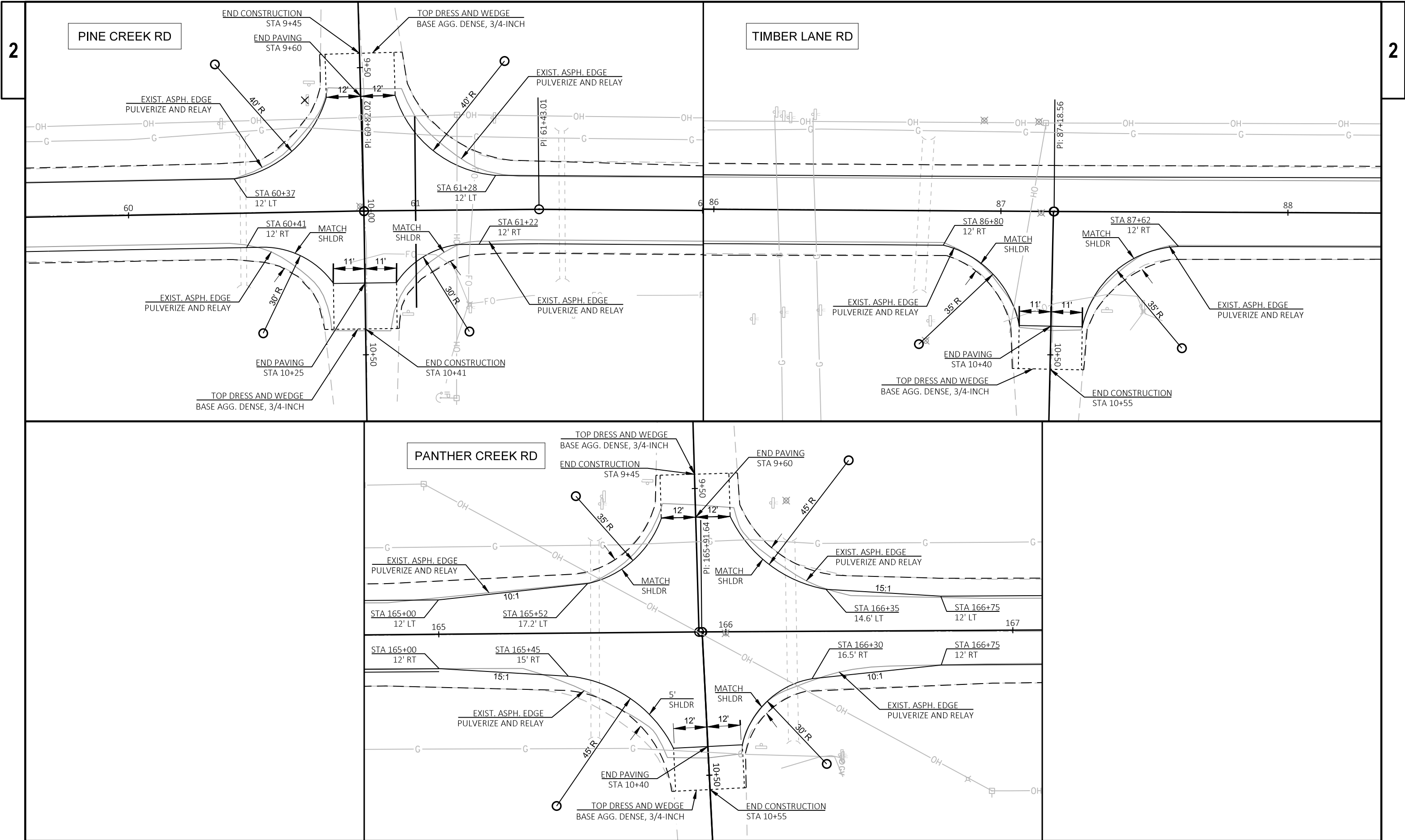


DRIVEWAY DETAIL - ASPHALT

DRIVEWAY OR FIELD ENTRANCE - AGGREGATE



PROJECT NO: 7849-03-73	HWY: CTH Y	COUNTY: CLARK	CONSTRUCTION DETAILS	SHEET	E
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Estimate Of Quantities

7849-03-73

Line	Item	Item Description	Unit	Total	Qty
0002	204.0110	Removing Asphaltic Surface	SY	50.000	50.000
0004	204.0115	Removing Asphaltic Surface Butt Joints	SY	1,508.000	1,508.000
0006	204.0120	Removing Asphaltic Surface Milling	SY	4,310.000	4,310.000
0008	211.0101	Prepare Foundation for Asphaltic Paving (project) 01. 7849-03-73	EACH	1.000	1.000
0010	213.0100	Finishing Roadway (project) 01. 7849-03-73	EACH	1.000	1.000
0012	305.0110	Base Aggregate Dense 3/4-Inch	TON	3,373.000	3,373.000
0014	325.0100	Pulverize and Relay	SY	51,766.000	51,766.000
0016	374.1020.S	QMP Pulverize and Relay Compaction	SY	50,960.000	50,960.000
0018	455.0605	Tack Coat	GAL	2,896.000	2,896.000
0020	460.2000	Incentive Density HMA Pavement	DOL	8,220.000	8,220.000
0022	460.6223	HMA Pavement 3 MT 58-28 S	TON	6,537.000	6,537.000
0024	460.6244	HMA Pavement 4 MT 58-34 S	TON	6,296.000	6,296.000
0026	465.0120	Asphaltic Surface Driveways and Field Entrances	TON	12.100	12.100
0028	465.0450	Asphaltic Intersection Rumble Strips	SY	142.000	142.000
0030	611.8110	Adjusting Manhole Covers	EACH	1.000	1.000
0032	611.8120.S	Cover Plates Temporary	EACH	1.000	1.000
0034	618.0100	Maintenance And Repair of Haul Roads (project) 01. 7849-03-73	EACH	1.000	1.000
0036	619.1000	Mobilization	EACH	1.000	1.000
0038	624.0100	Water	MGAL	208.000	208.000
0040	628.1504	Silt Fence	LF	50.000	50.000
0042	628.1520	Silt Fence Maintenance	LF	50.000	50.000
0044	628.1905	Mobilizations Erosion Control	EACH	1.000	1.000
0046	628.1910	Mobilizations Emergency Erosion Control	EACH	2.000	2.000
0048	628.2027	Erosion Mat Class II Type C	SY	100.000	100.000
0050	630.0110	Seeding Mixture No. 10	LB	2.000	2.000
0052	642.5001	Field Office Type B	EACH	1.000	1.000
0054	643.0900	Traffic Control Signs	DAY	1,772.000	1,772.000
0056	643.5000	Traffic Control	EACH	1.000	1.000
0058	646.1020	Marking Line Epoxy 4-Inch	LF	54,200.000	54,200.000
0060	648.0100	Locating No-Passing Zones	MI	3.960	3.960
0062	650.8000	Construction Staking Resurfacing Reference	LF	20,725.000	20,725.000
0064	650.9911	Construction Staking Supplemental Control (project) 01. 7849-03-73	EACH	1.000	1.000
0066	690.0150	Sawing Asphalt	LF	202.000	202.000
0068	740.0440	Incentive IRI Ride	DOL	15,680.000	15,680.000
0070	ASP.1T0A	On-the-Job Training Apprentice at \$5.00/HR	HRS	300.000	300.000
0072	ASP.1T0G	On-the-Job Training Graduate at \$5.00/HR	HRS	300.000	300.000

204 - REMOVING PAVEMENT

						204.0115	204.0120		
						REMOVING	REMOVING		
						ASPHALTIC	ASPHALTIC		
						SURFACE BUTT	SURFACE		
						JOINTS	MILLING		
CATEGORY	STATION	TO	STATION	LOCATION	SY	SY	SY	REMARKS	
0010	107+00	-	120+15	CTH Y	—	4,310			
0010	10+00	-	10+75	CTH Y	200	—			
0010	106+25	-	107+00	CTH Y	200	—			
0010	120+15	-	120+90	CTH Y	200	—			
0010	216+50	-	217+25	CTH Y	200	—			
0010	176+05	-	177+05	CTH Y	354	—			
0010	180+06	-	181+06	CTH Y	354	—			
TOTAL 0010					1,508	4,310			

204.0110 - REM ASPH SURFACE

		204.0110		
		REMOVING		
		ASPHALTIC		
		SURFACE		
CATEGORY	LOCATION	SY	REMARKS	
0010	STA 40+49 LT	25	DRIVEWAY APRON	
0010	STA 103+92 LT+49 LT	25	DRIVEWAY APRON	
TOTAL 0010		50		

305.0110 - BASE AGGREGATE DENSE

CATEGORY	STATION	TO	STATION	LOCATION	TON	REMARKS	
0010	10+00	-	93+50	CTH Y	1,364		
0010	120+15	-	177+05	CTH Y	929		
0010	18+06	-	217+25	CTH Y	607		
0010	93+50	-	107+00	CTH Y	179		
TOTAL 0010					3,079		

*ADDITIONAL QUANTITIES SHOWN ELSEWHERE

305.0110 & 465.0120 - DRIVEWAYS

* 305.0110 465.0120 ASPHALTIC SURFACE BASE DRIVEWAYS AND AGGREGATE FIELD DENSE 3/4-INCH ENTRANCES					
CATEGORY	STATION	LOCATION	TON	TON	REMARKS
0010	10+00	RT	5.0		
0010	24+65	RT	7.0	—	
0010	28+63	LT	6.2	—	
0010	38+55	LT	6.0	—	
0010	40+49	LT	—	6.2	
0010	43+19	RT	5.0	—	
0010	44+01	RT	4.3	—	
0010	45+24	LT	4.2	—	
0010	49+77	RT	9.5	—	
0010	50+48	RT	4.8	—	
0010	68+48	LT	7.1	—	
0010	69+18	RT	4.9	—	
0010	76+24	RT	6.8	—	
0010	77+30	RT	4.9	—	
0010	89+31	RT	4.5	—	
0010	90+82	RT	4.5	—	
0010	93+83	LT	13.6	—	
0010	94+32	RT	17.9	—	
0010	96+63	LT	9.2	—	
0010	97+03	RT	6.3	—	
0010	97+10	LT	6.7	—	
0010	98+31	RT	5.3	—	
0010	99+33	LT	4.7	—	
0010	99+76	RT	5.1	—	
0010	100+36	LT	4.7	—	
0010	101+02	LT	4.7	—	
0010	103+59	RT	4.6	—	
0010	103+92	LT	—	5.9	
0010	122+41	RT	3.4	—	
0010	122+48	LT	9.3	—	
0010	122+89	RT	4.5	—	
0010	123+30	LT	10.5	—	
0010	127+45	RT	4.4	—	
0010	128+52	RT	5.9	—	
0010	129+35	RT	4.6	—	
0010	130+25	RT	4.6	—	
0010	131+44	RT	4.6	—	
0010	132+68	RT	5.2	—	
0010	133+37	RT	5.9	—	
0010	133+72	LT	10.1	—	
0010	141+53	LT	10.2	—	
0010	143+46	LT	10.2	—	
0010	149+24	RT	6.7	—	
0010	188+55	RT	7.4	—	
0010	198+90	LT	11.7	—	
0010	216+13	RT	7.5	—	
TOTAL 0010			294.0	12.1	

*ADDITIONAL QUANTITIES SHOWN ELSEWHERE

325 - PULVERIZE AND RELAY

CATEGORY	STATION	TO	STATION	LOCATION	325.0100 PULVERIZE AND RELAY SY	374.1020.S QMP PULVERIZE AND RELAY COMPACTION SY	624.0100 WATER MGAL	REMARKS
0010	10+75	-	106+25		25,884	25,467	104	
0010	120+90	-	216+50		25,882	25,493	104	
TOTAL 0010					51,766	50,960	208	

460 - ASPHALTIC PAVEMENT ITEMS

					455.0605	460.6223	460.6244	465.0450	
					TACK COAT	HMA PAVEMENT	HMA PAVEMENT	ASPHALTIC	
						3 MT 58-28 S	4 MT 58-34 S	INTERSECTION	
CATEGORY	STATION	TO	STATION	LOCATION	GAL	TON	TON	RUMBLE STRIPS	REMARKS
0010	10+00	-	20+00		—	—	—	71	SOUTHBOUND APPROACH TO USH 10
0010	10+00	-	107+00		1,311	3,306	2,939	—	
0010	107+00	-	120+15		302	—	483	—	
0010	120+15	-	176+05		764	1,926	1,712	—	
0010	176+05	-	177+05		18	44	40	—	
0010	180+06	-	181+06		18	44	40	—	
0010	181+06	-	217+25		483	1,217	1,082	—	
0010	208+00	-	217+25		—	—	—	71	NORTHBOUND APPROACH TO CTH H
0010	PROJECT				—	—	—	—	
TOTAL 0010					2,896	6,537	6,296	142	

643.0900 - TRAFFIC CONTROL

643.0900 TRAFFIC CONTROL SIGNS			
CATEGORY	LOCATION	DAY	REMARKS
0010	7849-03-73	1,464	ADVANCED WARNING, ASSUE 61 DAYS
0010	STA 10+00 TO STA 217+25	126	LOOSE GRAVEL, ASSUME 14 DAYS
0010	STA 107+00 TO STA 120+15	182	MILLED SURFACE, ASSUME 14 DAYS
TOTAL 0010		1,772	

628 - EROSION CONTROL

		628.1504	628.1520	628.2027	630.0110	REMARKS
		SILT FENCE	SILT FENCE	EROSION MAT	SEEDING	
CATEGORY	LOCATION	LF	LF	CLASS II TYPE C	MIXTURE NO. 10	
		SY	LB			
0010	CTH Y (AS DIRECTED)	50	50	100	2	UNDISTRIBUTED
TOTAL 0010		50	50	100	2	

646.1020 - PAVEMENT MARKING

646.1020 MARKING LINE EPOXY 4-INCH								
12.5 FT 37.5 FT								
CATEGORY	STATION	TO	STATION	LOCATION	YELLOW LF	YELLOW LF	WHITE LF	REMARKS
0010	10+00	-	15+00	CTH Y	1,000	—	1,000	DOUBLE YELLOW
0010	15+00	-	18+00	CTH Y	300	75	600	
0010	18+00	-	37+00	CTH Y	—	475	3,800	
0010	37+00	-	56+00	CTH Y	1,900	475	3,800	
0010	56+00	-	60+00	CTH Y	—	100	800	
0010	60+00	-	80+00	CTH Y	2,000	500	4,000	
0010	8000	-	171+00	CTH Y	—	2,275	18,200	
0010	171+00	-	185+00	CTH Y	1,400	350	2,800	
0010	185+00	-	211+00	CTH Y	—	650	5,200	
0010	211+00	-	217+25	CTH Y	1,250	—	1,250	DOUBLE YELLOW
SUBTOTAL					7,850	4,900	41,450	
TOTAL 0010						54,200		

648.0100 - LOCATE NO PASSING

648.0100 LOCATING NO- PASSING ZONES						
CATEGORY	STATION	TO	STATION	LOCATION	MI	REMARKS
0010	1000	-	217+25	CTH Y	3.96	
TOTAL 0010					3.96	

650 - CONSTRUCTION STAKING

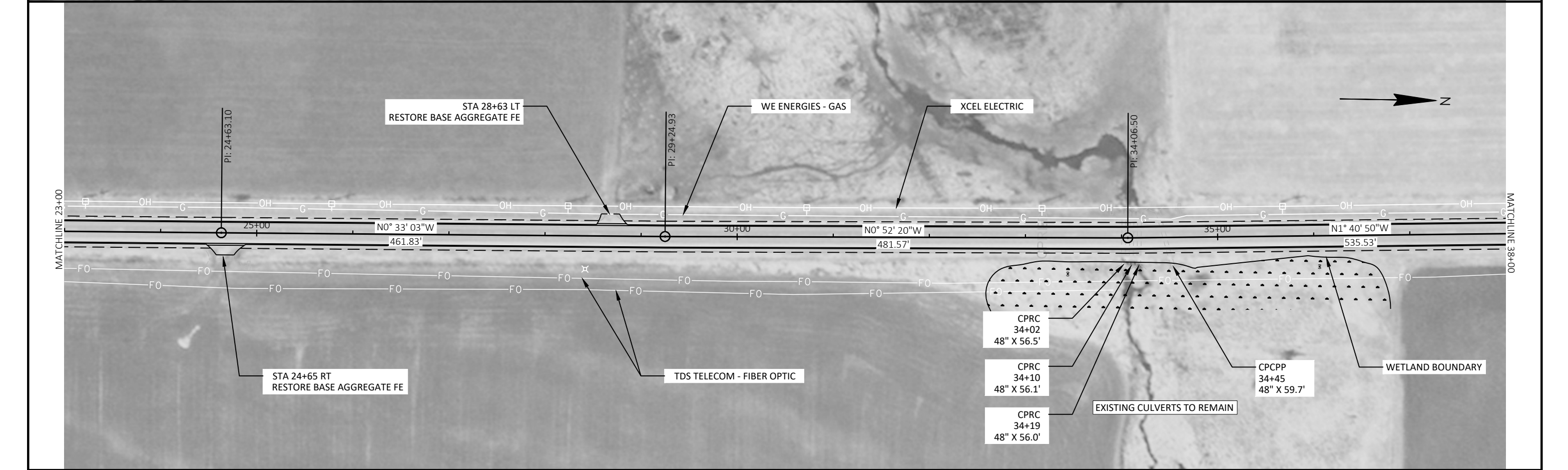
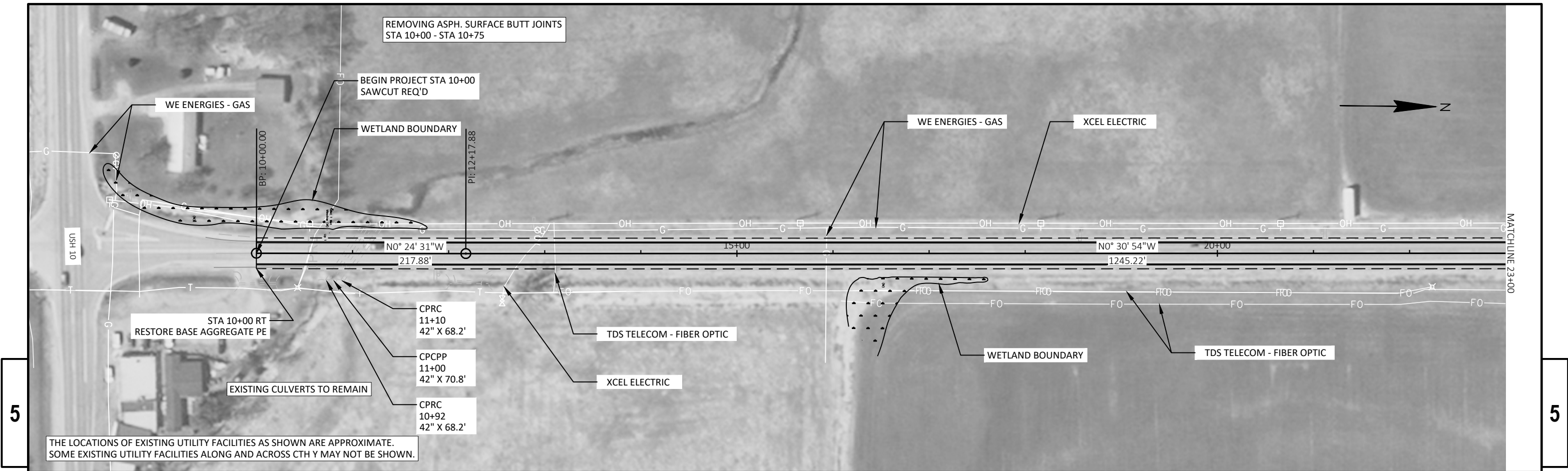
650.8000 650.9911.01 CONSTRUCTION CONSTRUCTION STAKING STAKING SUPPLEMENTAL CONTROL (PROJECT) (01. 7849-03-73)						
CATEGORY	STATION	TO	STATION	LOCATION	LF	EACH
0010	10+00	-	217+25	PROJECT	20,725	1
TOTAL 0010					20,725	1

690 - SAWING ASPHALT

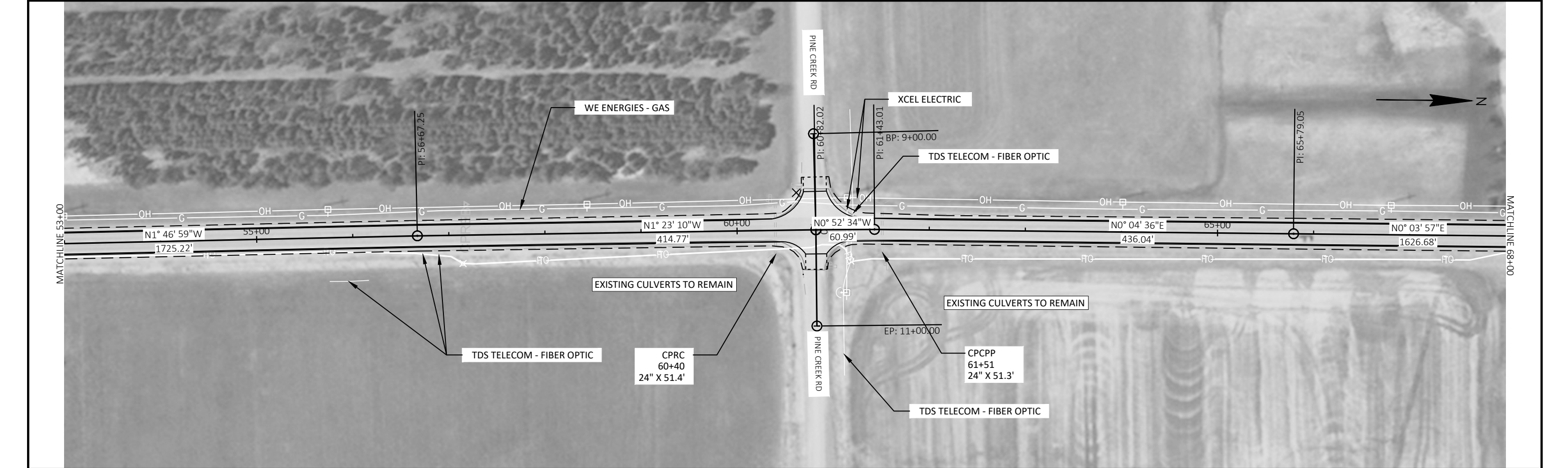
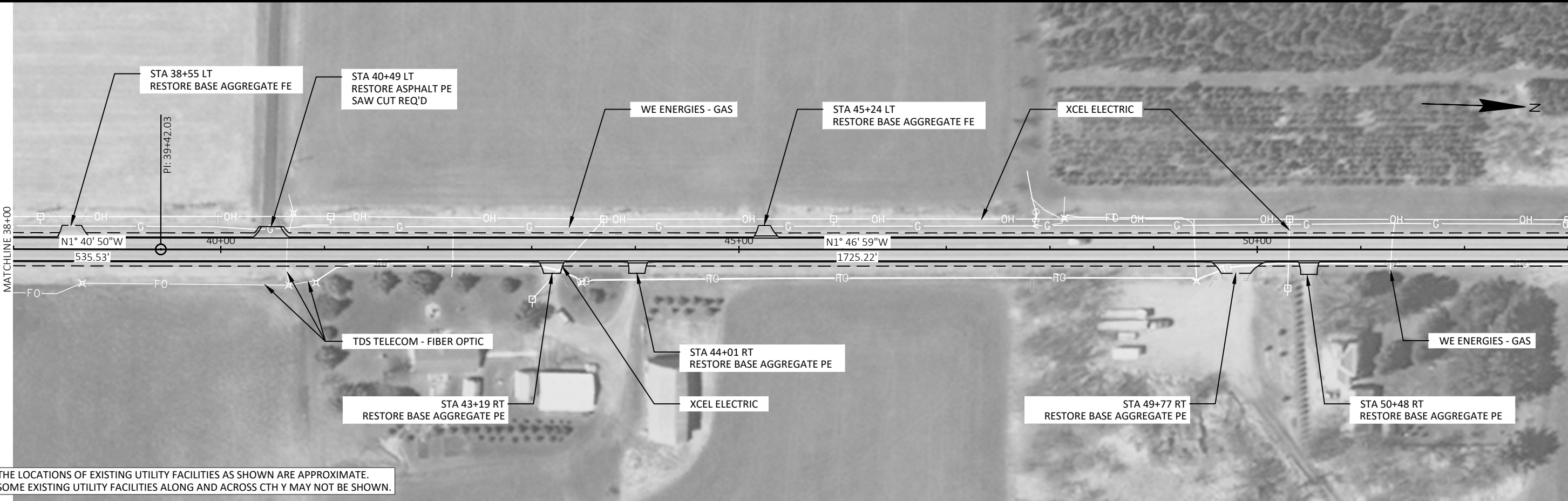
690.0150 SAWING ASPHALT			
CATEGORY	LOCATION	LF	REMARKS
0010	STA 10+00	22	MAINLINE
0010	STA 40+49 LT	16	DRIVEWAY
0010	STA 103+92 LT	18	DRIVEWAY
0010	STA 107+00	24	MAINLINE
0010	STA 120+15	24	MAINLINE
0010	STA 177+05	38	MAINLINE
0010	STA 188+06	38	MAINLINE
0010	STA 217+25	22	MAINLINE
TOTAL 0010		202	

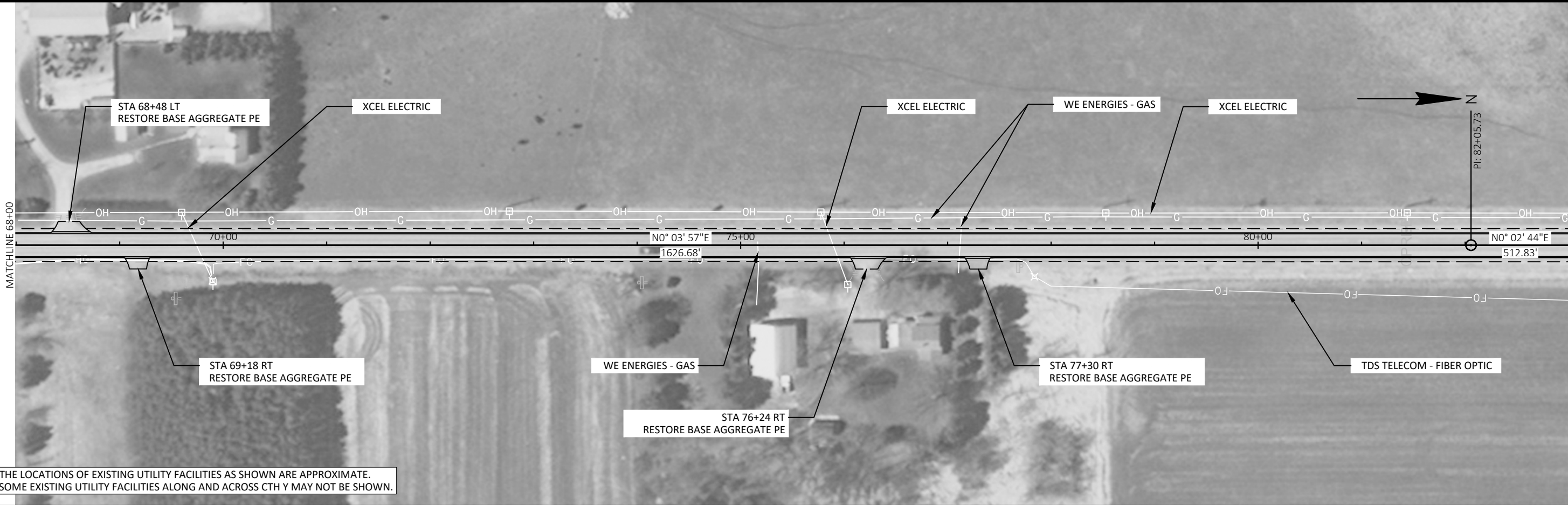
SANITARY MANHOLE

611.8110 611.8120.S ADJUSTING COVER PLATES MANHOLE TEMPORARY COVERS EACH					
CATEGORY	STATION	LOCATION	EACH	EACH	REMARKS
0020	119+85	18' LT	1	1	
TOTAL 0020			1	1	

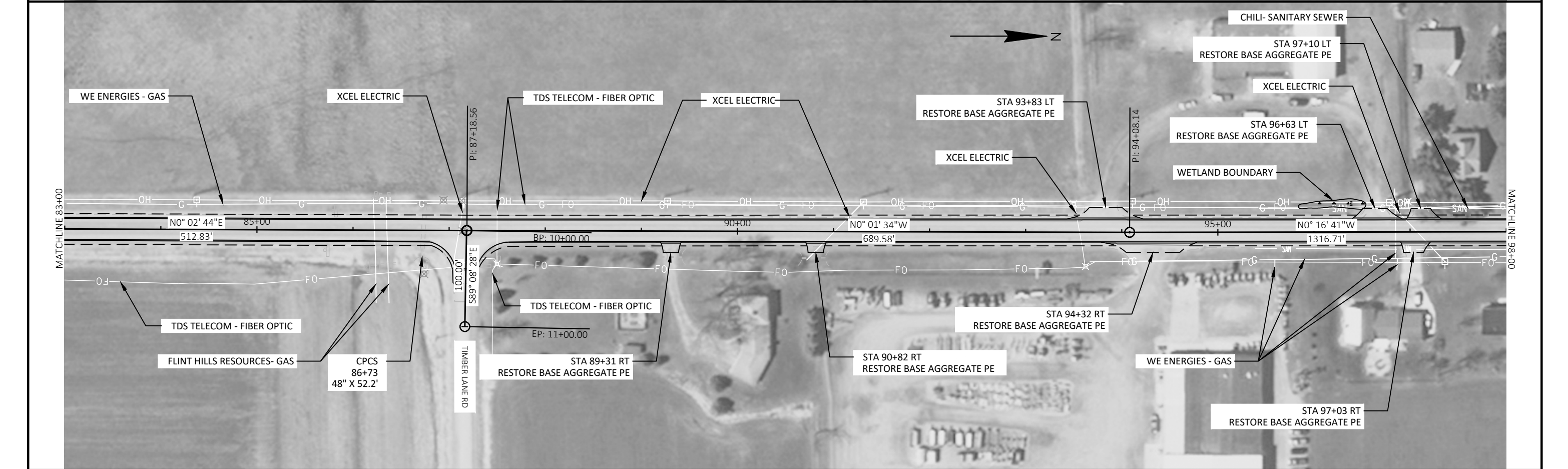


PROJECT NO: 7849-03-73	HWY: CTH Y	COUNTY: CLARK	PLAN	SHEET	E
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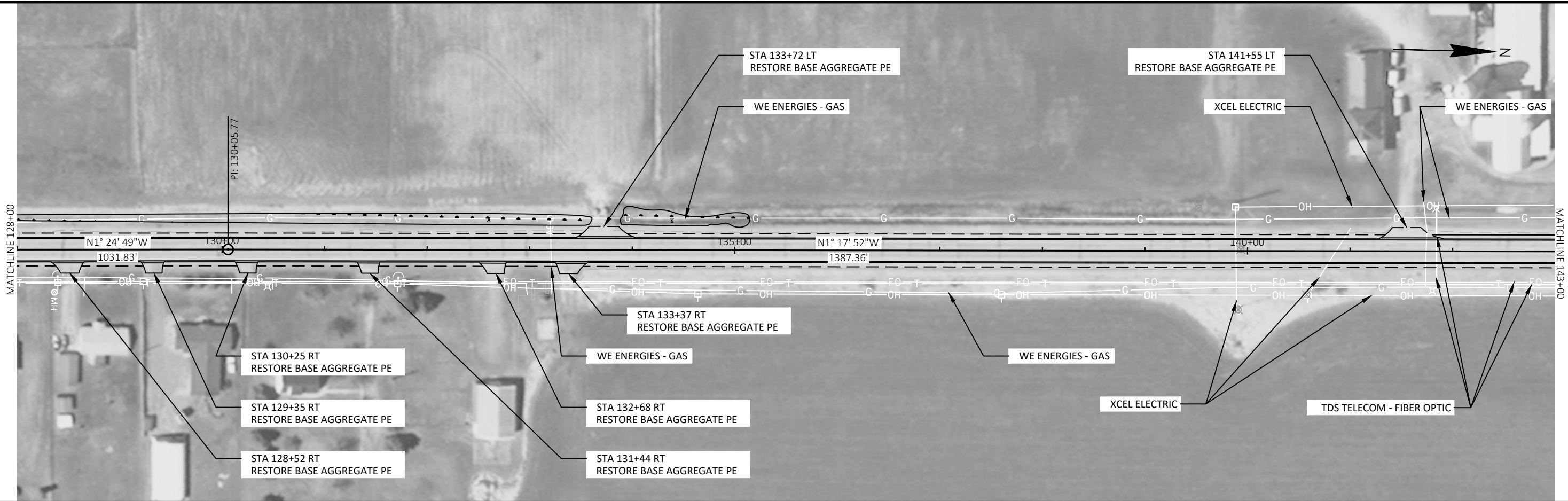




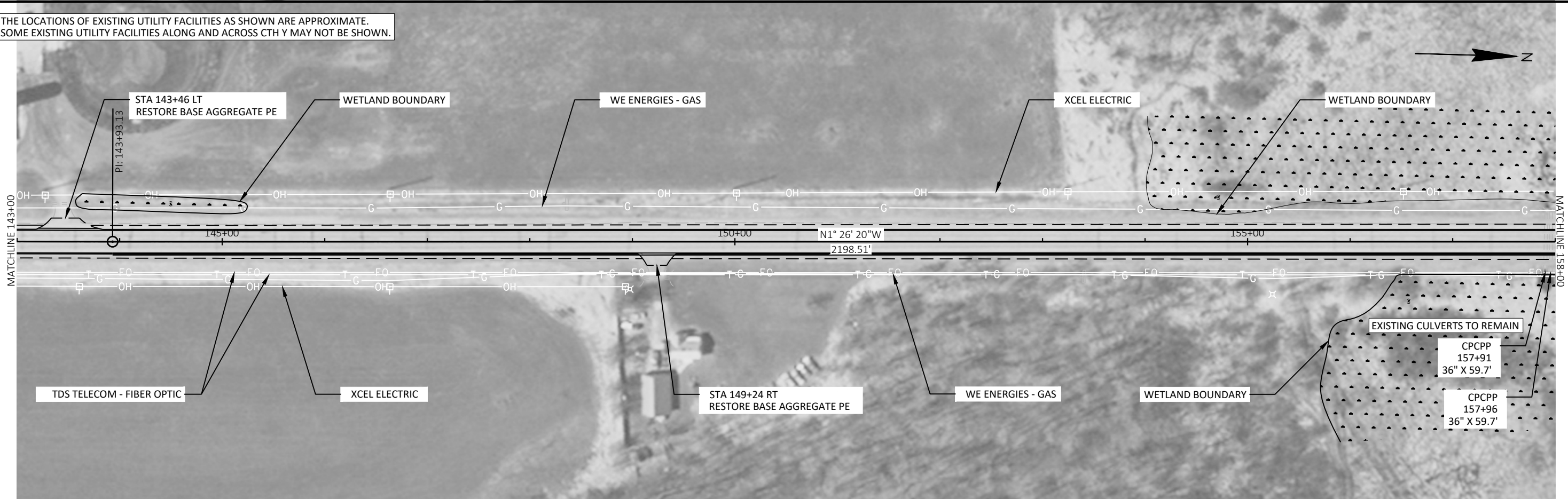
THE LOCATIONS OF EXISTING UTILITY FACILITIES AS SHOWN ARE APPROXIMATE.
SOME EXISTING UTILITY FACILITIES ALONG AND ACROSS CTH Y MAY NOT BE SHOWN.

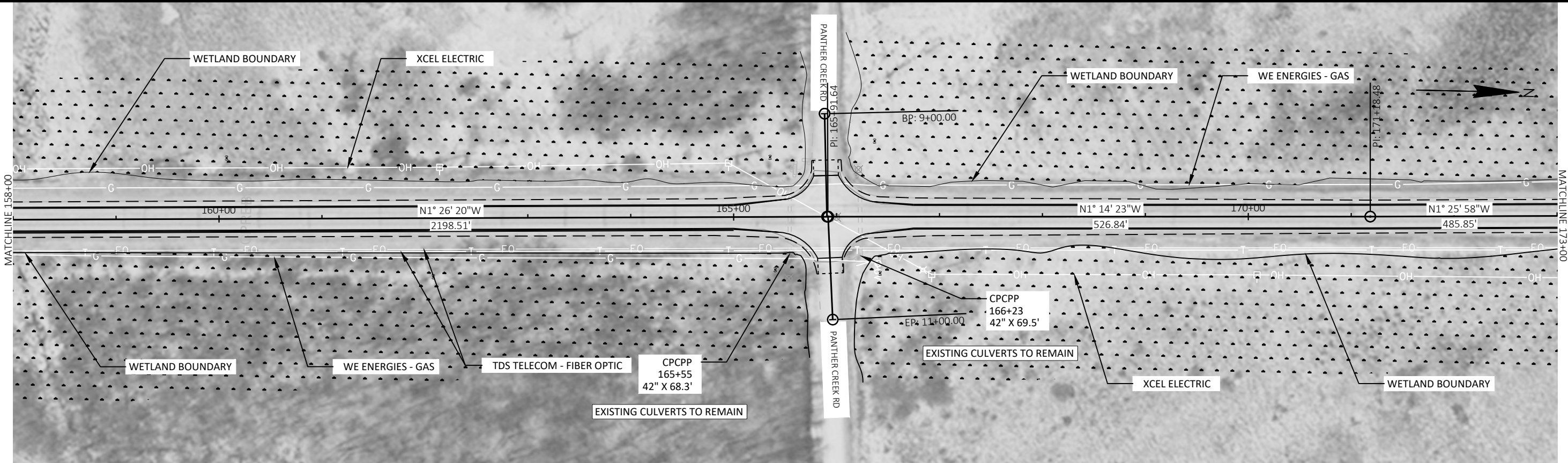


PROJECT NO: 7849-03-73	HWY: CTH Y	COUNTY: CLARK	PLAN	SHEET	E
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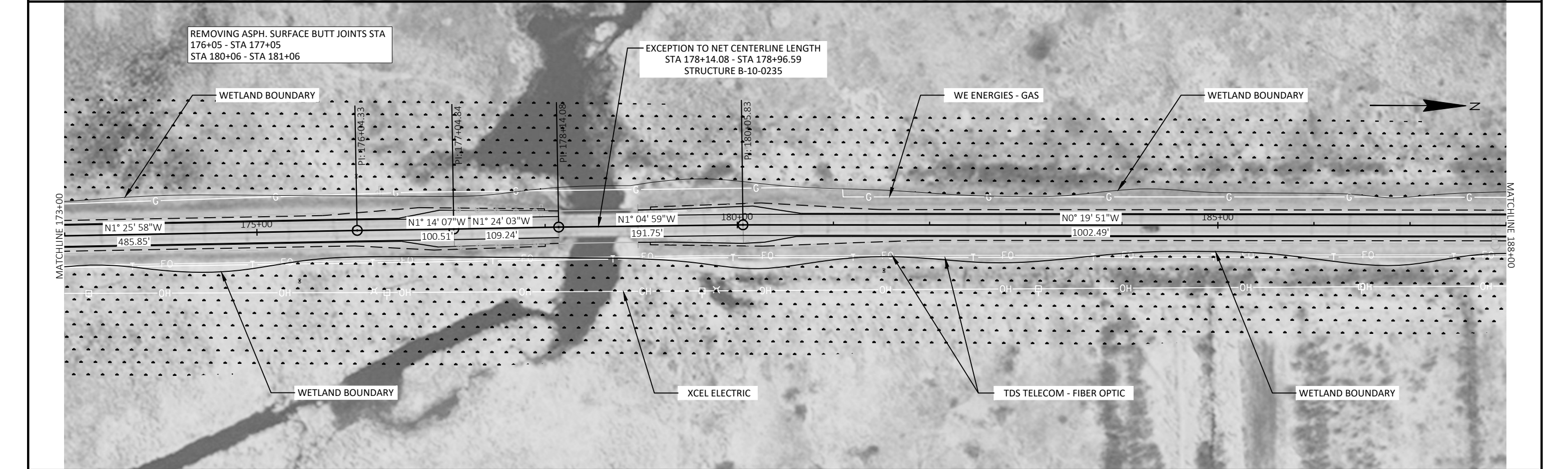


THE LOCATIONS OF EXISTING UTILITY FACILITIES AS SHOWN ARE APPROXIMATE.
SOME EXISTING UTILITY FACILITIES ALONG AND ACROSS CTH Y MAY NOT BE SHOWN.

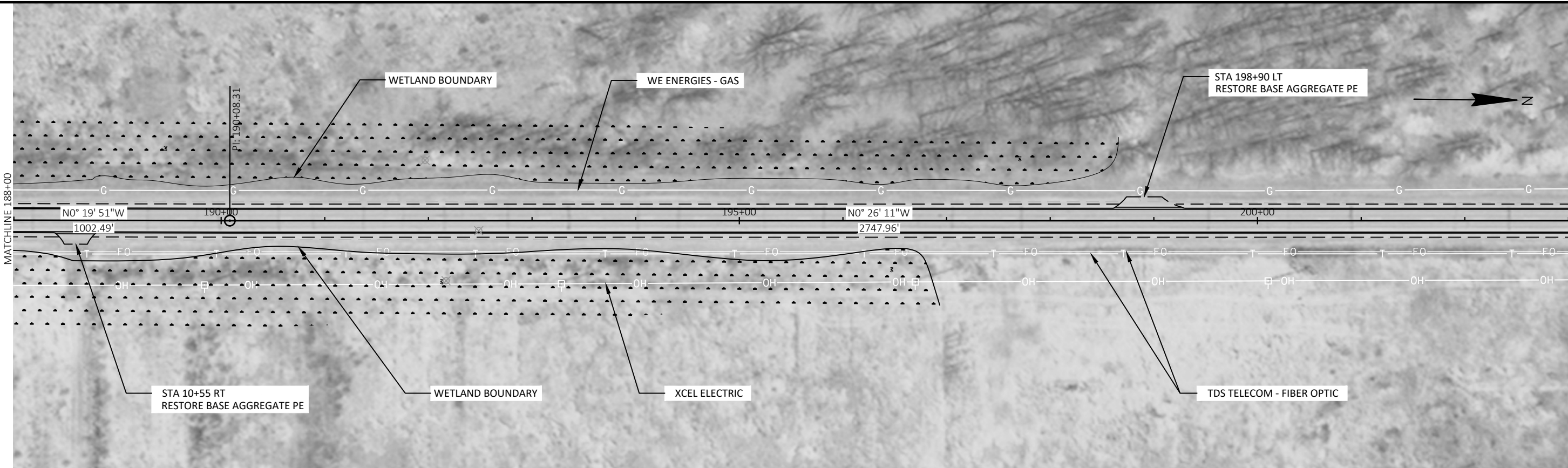




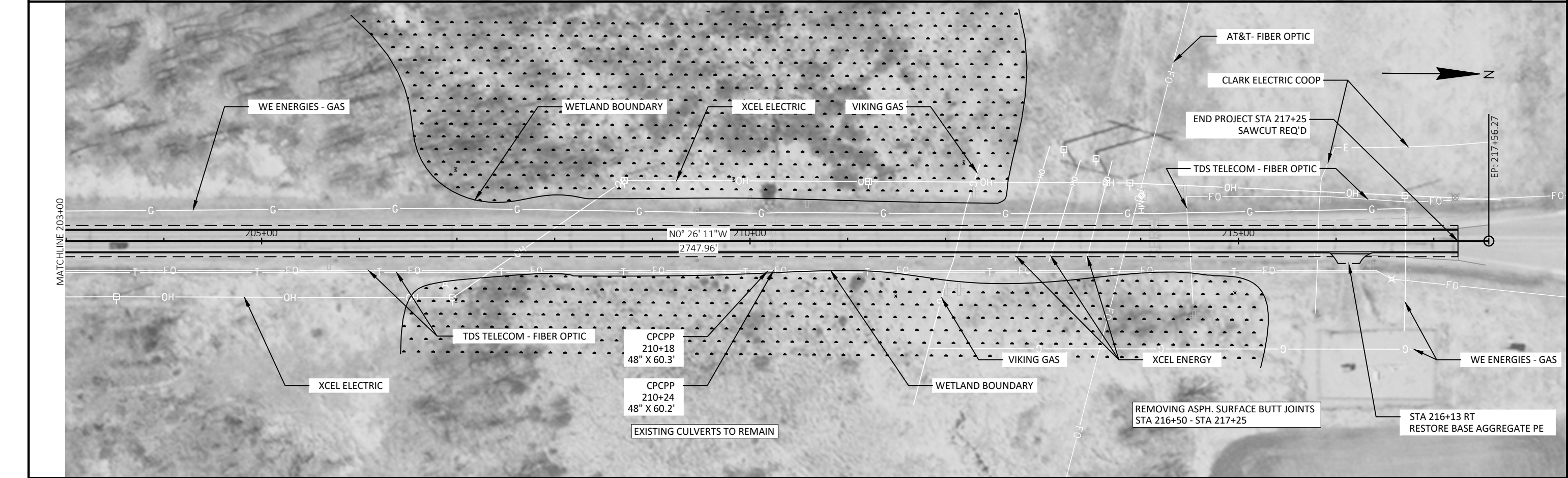
THE LOCATIONS OF EXISTING UTILITY FACILITIES AS SHOWN ARE APPROXIMATE.
SOME EXISTING UTILITY FACILITIES ALONG AND ACROSS CTH Y MAY NOT BE SHOWN.



PROJECT NO: 7849-03-73	HWY: CTH Y	COUNTY: CLARK	PLAN	SHEET	E
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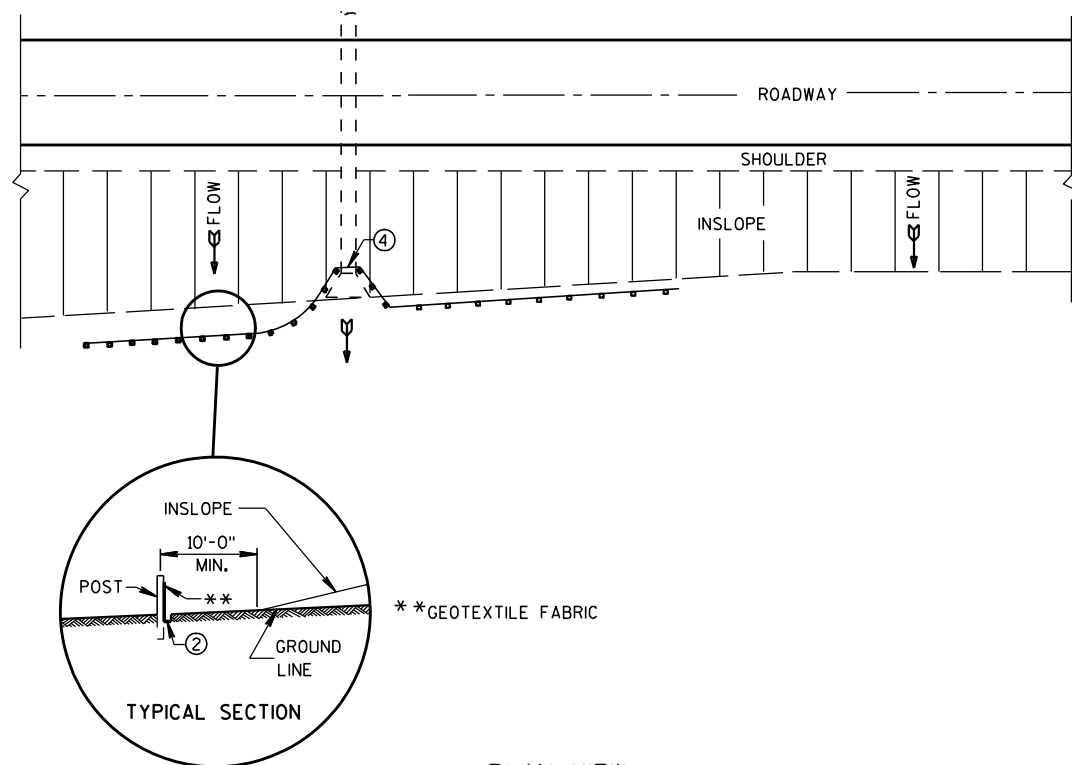


THE LOCATIONS OF EXISTING UTILITY FACILITIES AS SHOWN ARE APPROXIMATE.
SOME EXISTING UTILITY FACILITIES ALONG AND ACROSS CTH Y MAY NOT BE SHOWN.

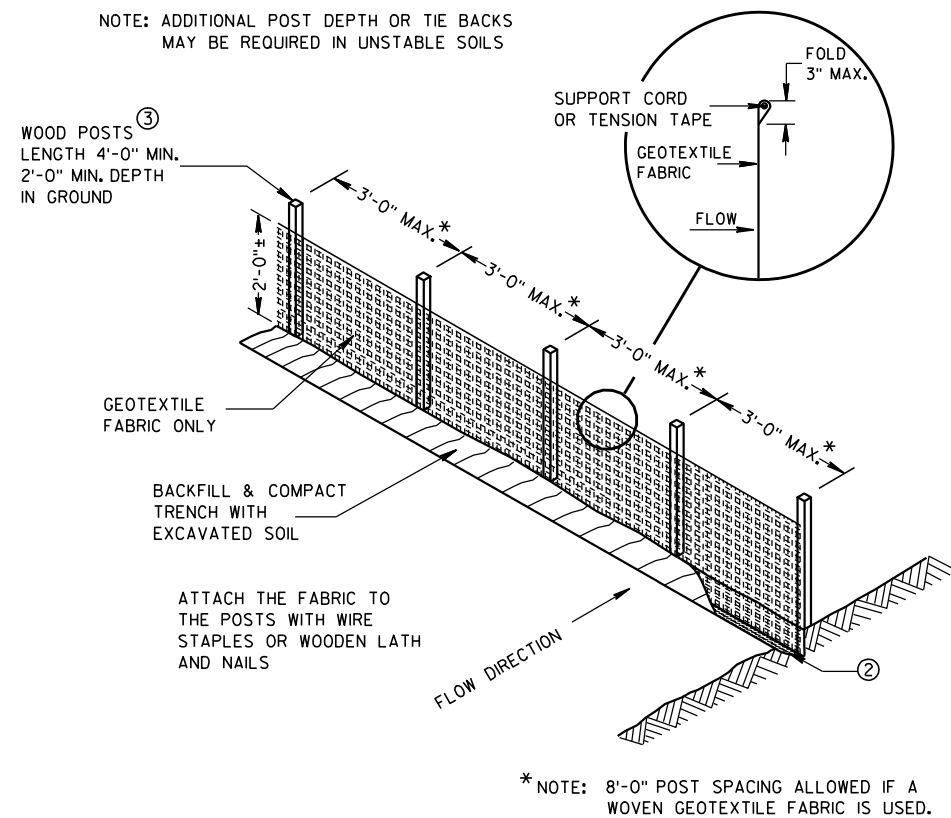


Standard Detail Drawing List

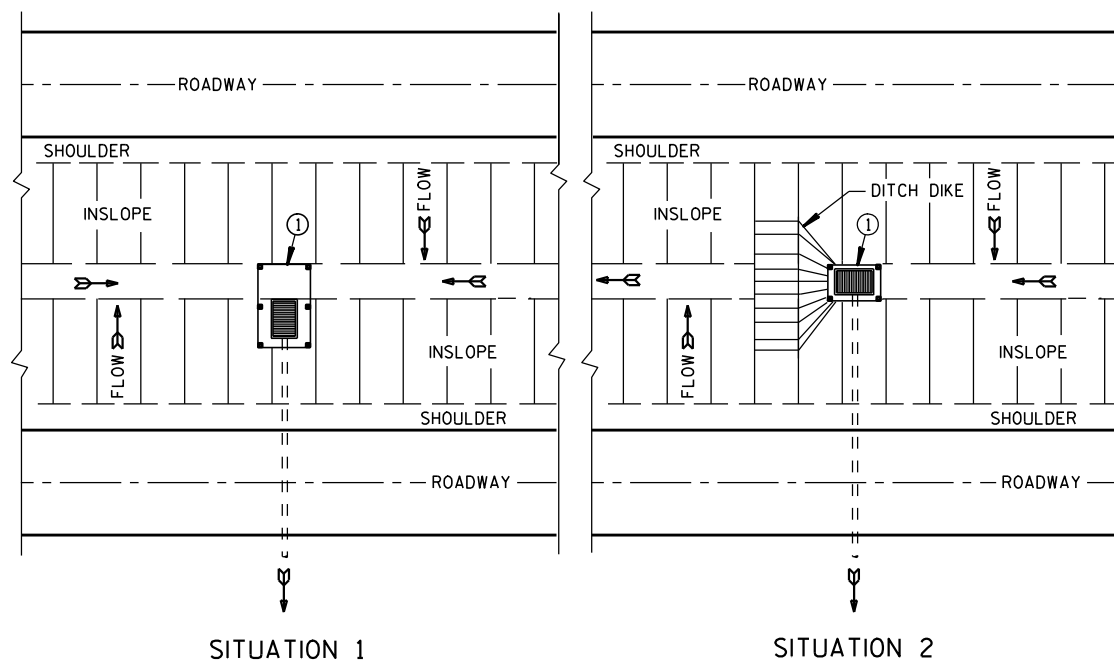
08E09-06	SILT FENCE
13A08-01	ASPHALTIC RUMBLE STRIPS AT INTERSECTION
13C19-03	HMA LONGITUDINAL JOINTS
15C04-05	TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 M. P. H. OR GREATER TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC
15C05-05	TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 M. P. H. OR LESS
15C08-21A	LONGITUDINAL MARKING (MAINLINE)
15C12-09A	TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION
15C19-07A	MOVING PAVEMENT MARKING OPERATION TWO-LANE TWO-WAY ROADWAY
15C35-05A	PAVEMENT MARKING (INTERSECTIONS)
15D44-02	TRAFFIC CONTROL, SIGNING ON ROADWAYS WITH MILLED SURFACES
15D45-03	TRAFFIC CONTROL, SIGNING ON ROADWAYS WITH LOOSE GRAVEL



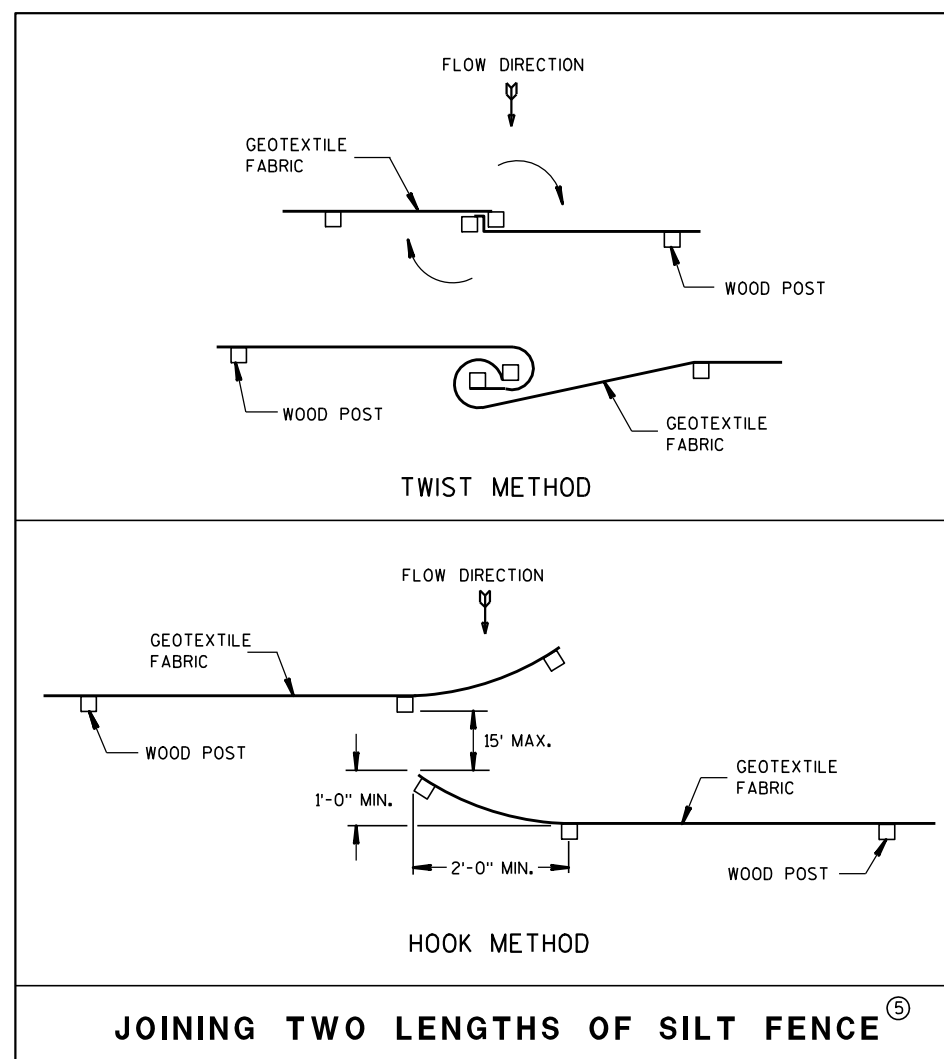
TYPICAL APPLICATION OF SILT FENCE



SILT FENCE



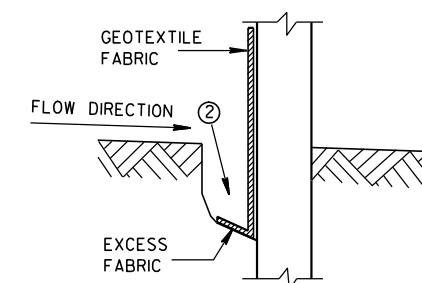
SILT FENCE AT MEDIAN SURFACE DRAINS



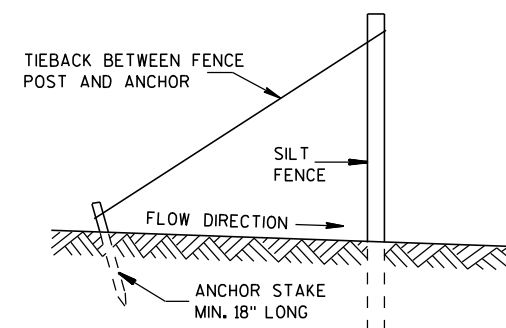
GENERAL NOTES

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



SILT FENCE TIE BACK
(WHEN REQUIRED BY THE ENGINEER)

SILT FENCE

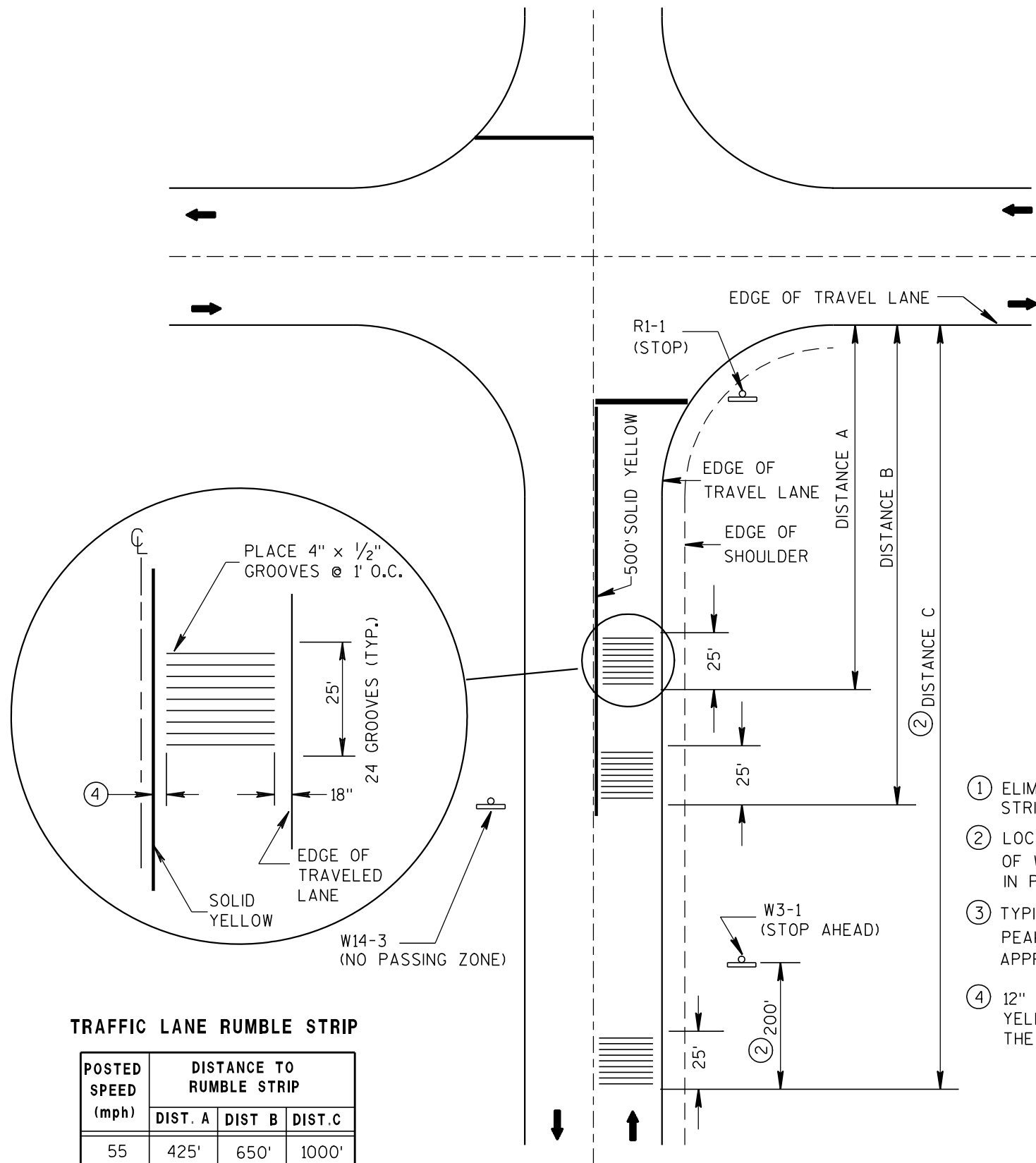
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

4-29-05
DATE

FHWA

/S/ Beth Canestra
CHIEF ROADWAY DEVELOPMENT ENGINEER



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'

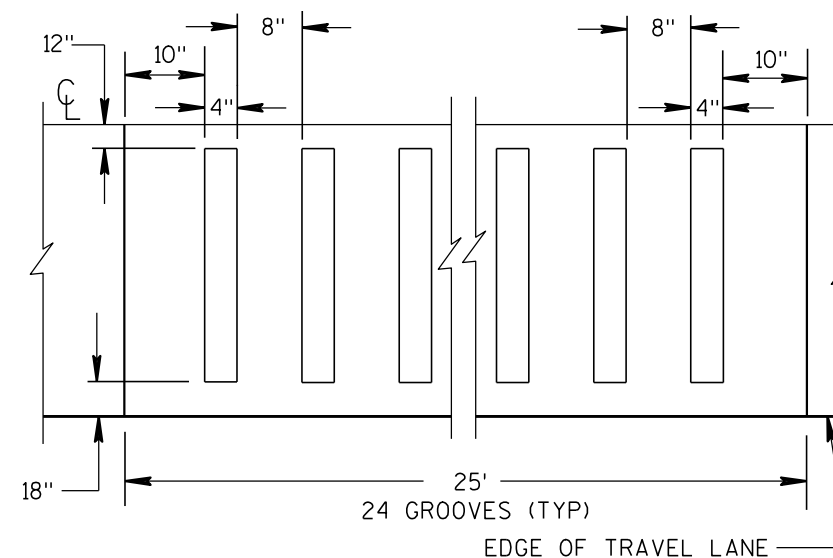
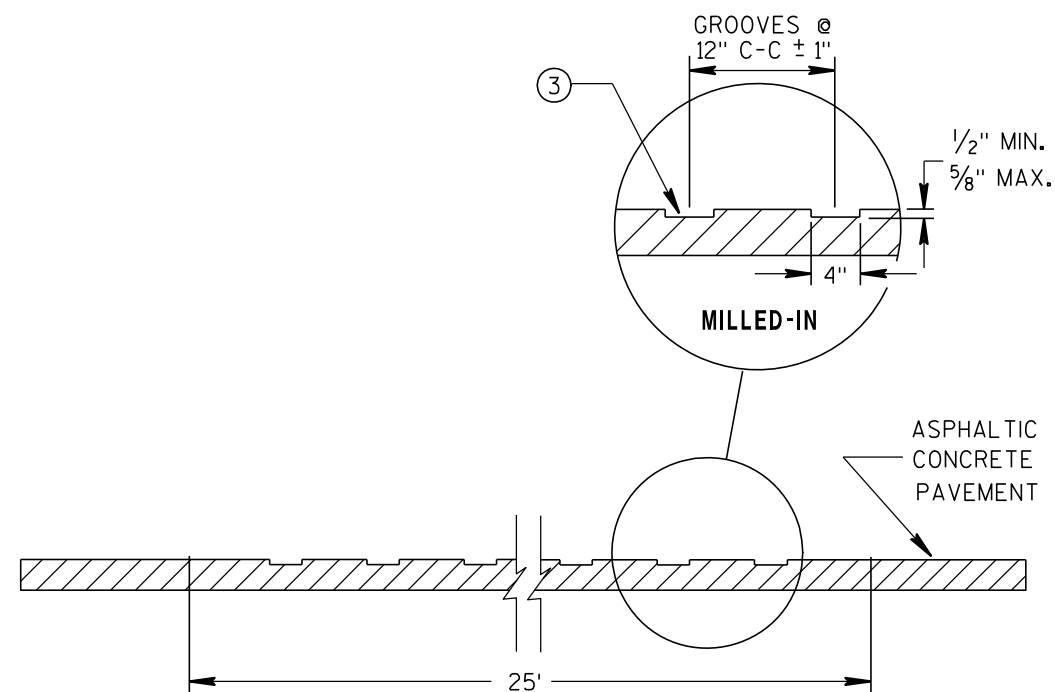
- ① ELIMINATE THE MIDDLE SET OF RUMBLE STRIPS.
- ② LOCATE RUMBLE STRIP 200' IN ADVANCE OF W3-1 SIGN AS SHOWN. IF W3-1 IS NOT IN PLACE, USE DISTANCE C.
- ③ TYPICAL VERTICAL VARIATION BETWEEN PEAKS AND VALLEYS WITHIN THE CUT APPROXIMATELY $\frac{1}{16}$ "
- ④ 12" CLEAR BETWEEN THE SOLID YELLOW LINE AND THE EDGE OF THE RUMBLE.

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

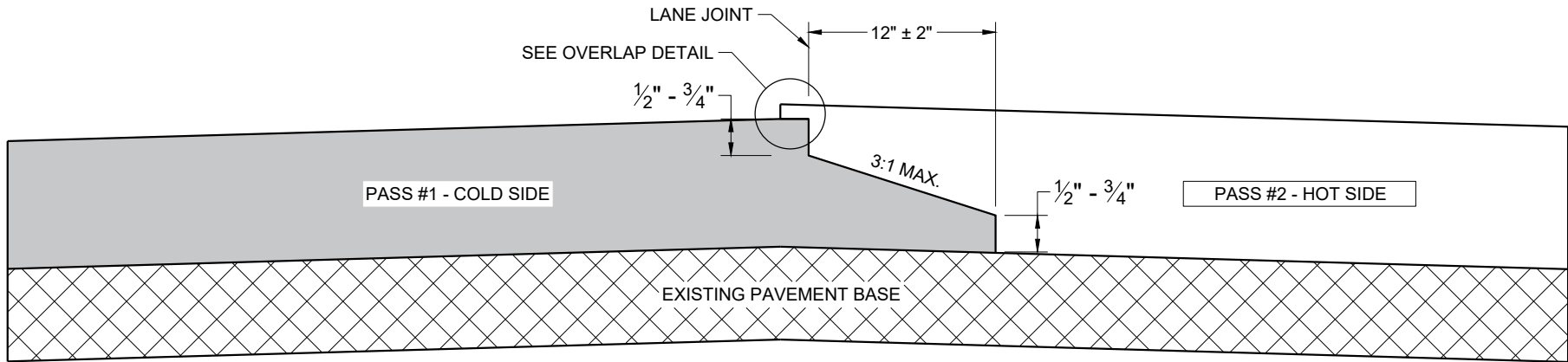
APPROVED

8/17/2011

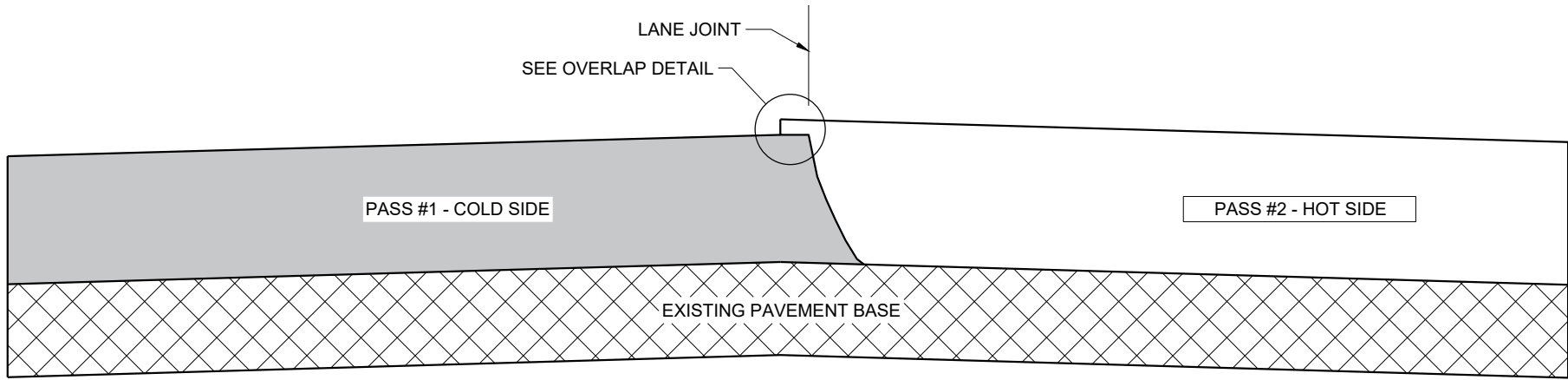
DATE

FHWA

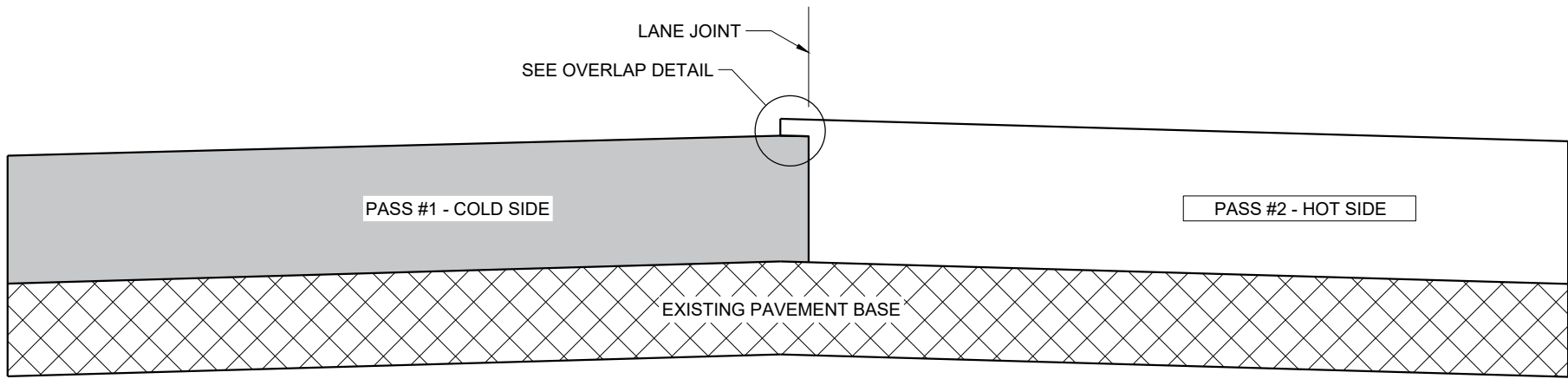
/S/ Jerry H. Zogg
ROADWAY STANDARDS DEVELOPMENT
ENGINEER



TYPICAL PAVEMENT CROSS SECTION
NOTCHED WEDGE JOINT



TYPICAL PAVEMENT CROSS SECTION
VERTICAL JOINT



TYPICAL PAVEMENT CROSS SECTION
VERTICAL JOINT (MILLED)

GENERAL NOTES

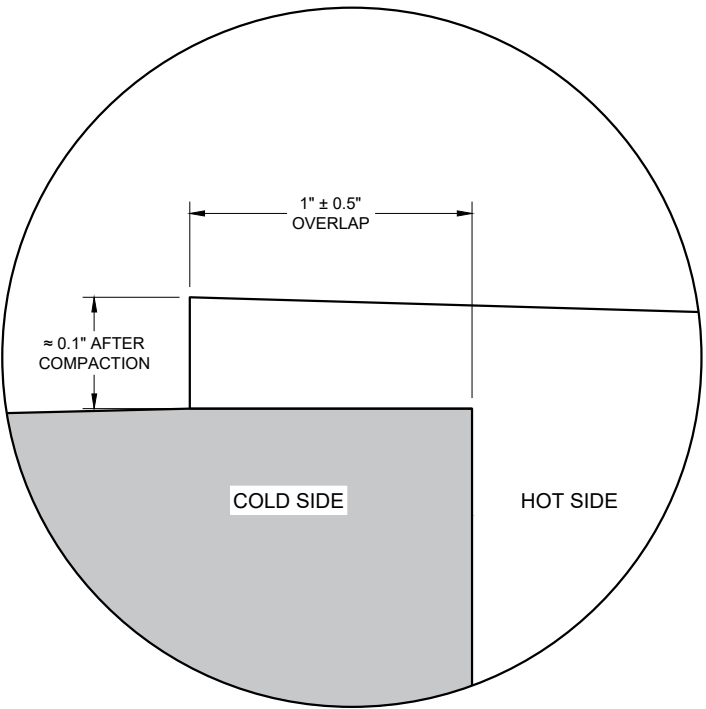
IN ADDITION TO THE DETAILS PROVIDED IN THIS DRAWING, CONFORM TO STANDARD SPECIFICATION 450.3.2.8 FOR WHEN A NOTCHED WEDGE JOINT IS REQUIRED AND FOR GENERAL JOINT CONSTRUCTION REQUIREMENTS.

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

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

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

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



OVERLAP DETAIL (TYPICAL)

HMA LONGITUDINAL JOINTS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2020 /S/ Steven Hefel
DATE HMA PAVEMENT 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.

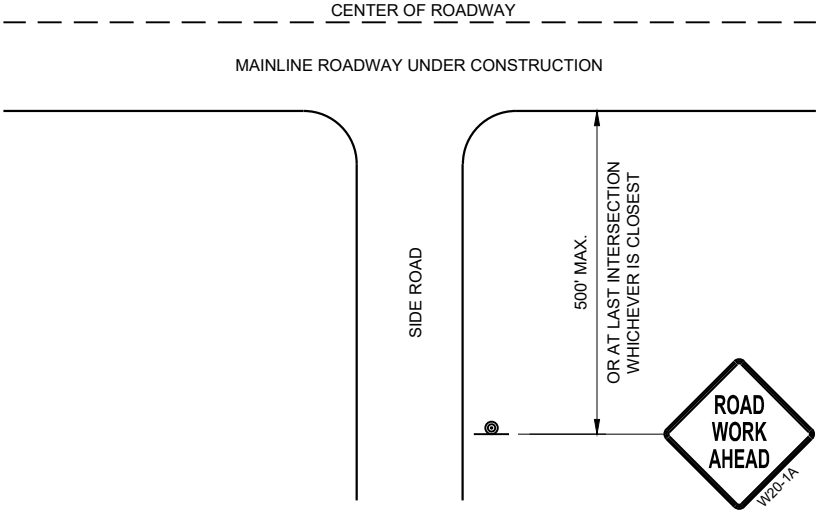
SIGNS THAT WILL BE IN PLACE LESS THAN SEVEN CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

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.

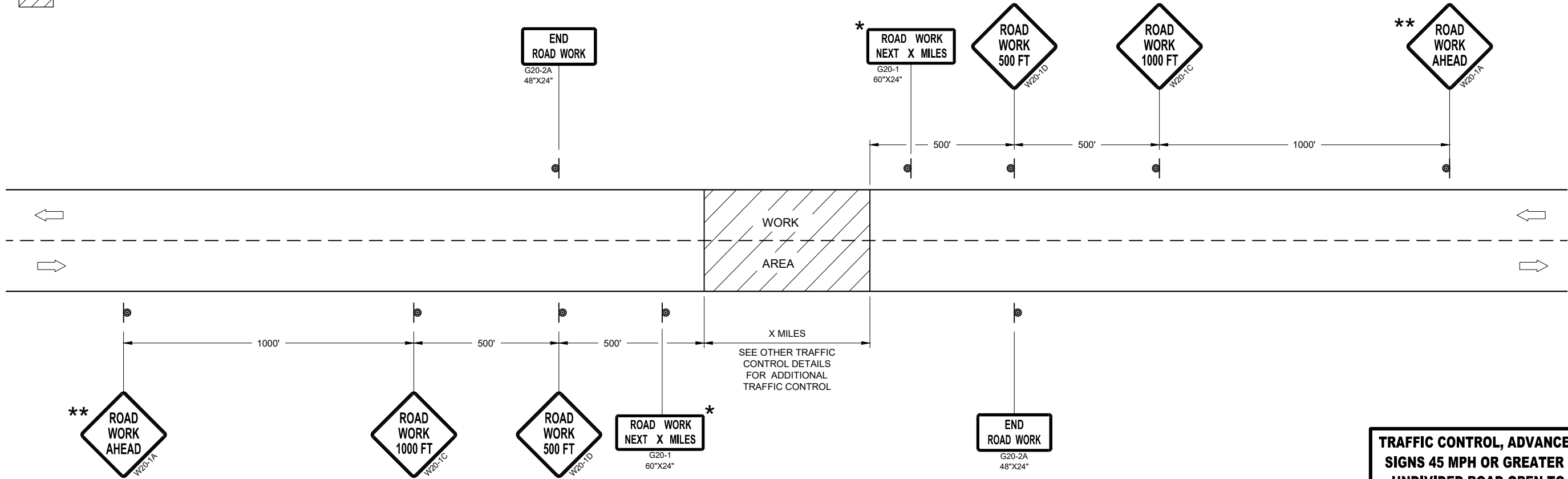
- * OMIT G20-1 SIGNS IF LENGTH OF WORK AREA IS 2 MILES OR LESS
- ** PLACE AN ADDITIONAL W20-1A "ROAD WORK AHEAD" SIGN IF WORK AREA WITHIN THE PROJECT IS SEPARATED BY MORE THAN 2 MILES FROM PREVIOUS WORK AREA.

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
July 2018
DATE

/S/ Andrew Heidtke
WORK ZONE 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. IF NECESSARY DUE TO SPACE CONSTRAINTS, 36"X36" SIGNS MAY BE USED INSTEAD OF 48" X 48" SIGNS.

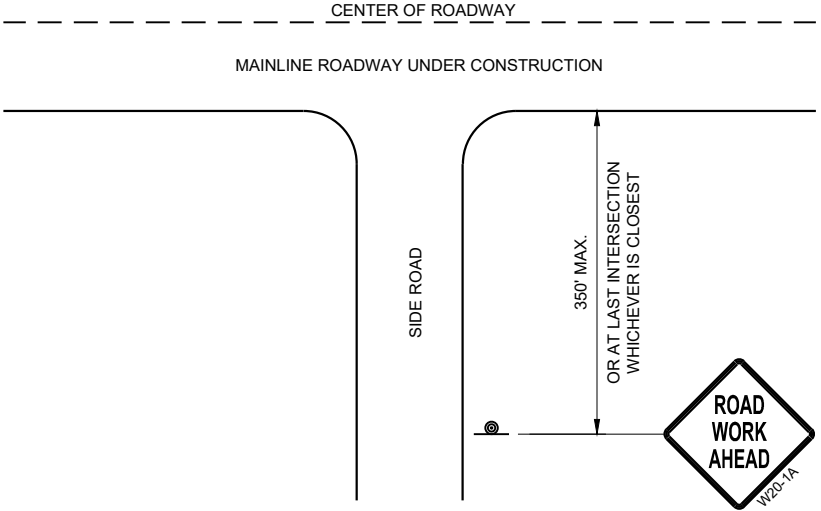
SIGNS THAT WILL BE IN PLACE LESS THAN SEVEN CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

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.

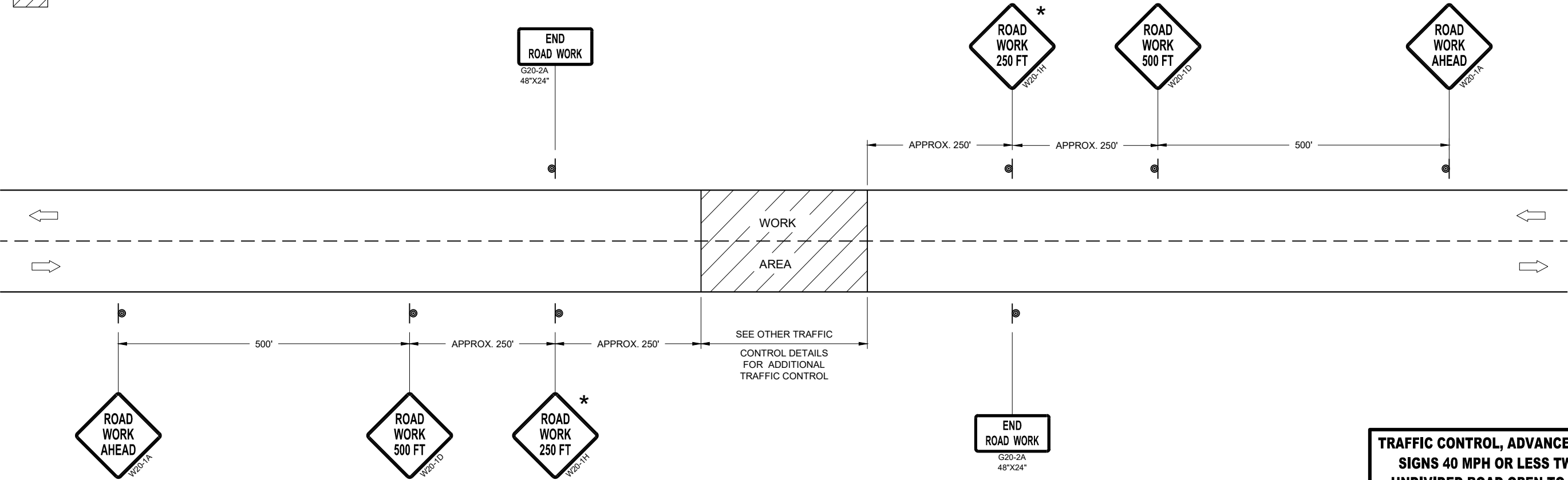
* THE THIRD W20-1 SIGN IS REQUIRED ONLY IF THERE IS AN INTERSECTION BETWEEN THE "ROAD WORK 500 FEET" SIGN AND THE WORK ZONE. ADJUST THE PLACEMENT OF THIS SIGN BASED ON INTERSECTION LOCATION AND OTHER FIELD CONDITIONS.

LEGEND

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



TYPICAL SIDE ROAD APPROACH
WARNING SIGN DETAIL



TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40MPH OR LESS

TRAFFIC CONTROL, ADVANCE WARNING
SIGNS 40 MPH OR LESS TWO-WAY
UNDIVIDED ROAD OPEN TO TRAFFIC

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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






PERMANENT PAVEMENT MARKING

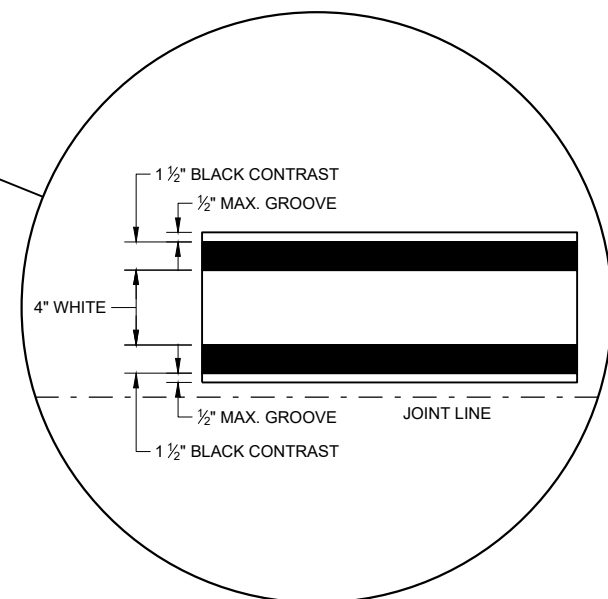
GENERAL NOTES

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



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

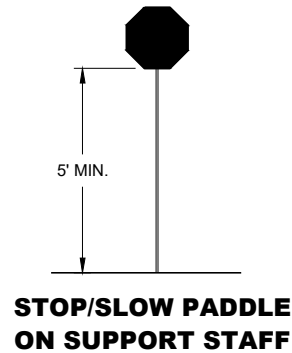
FLAGGERS SHALL BE IN SIGHT OF EACH OTHER OR IN DIRECT COMMUNICATION AT ALL TIMES. THEY SHALL BE EQUIPPED WITH STOP/SLOW PADDLES FASTENED ON SUPPORT STAFFS. WHEN THE FLAGGING OPERATION IS NOT IN EFFECT REMOVE TEMPORARY PORTABLE RUMBLE STRIPS PRIOR TO COVERING OR REMOVING ALL ADVANCE SIGNING.

- 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.

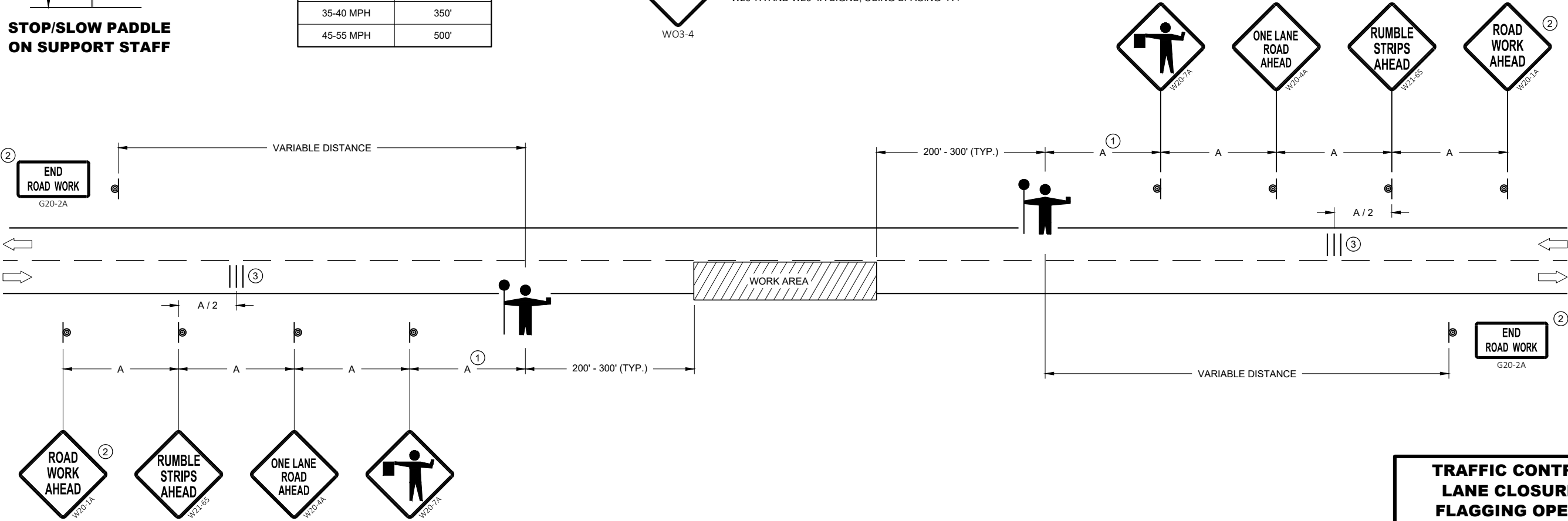


SIGN AND TEMPORARY RUMBLE STRIP ARRAY SPACING TABLE

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







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	
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FHWA	

LEGEND

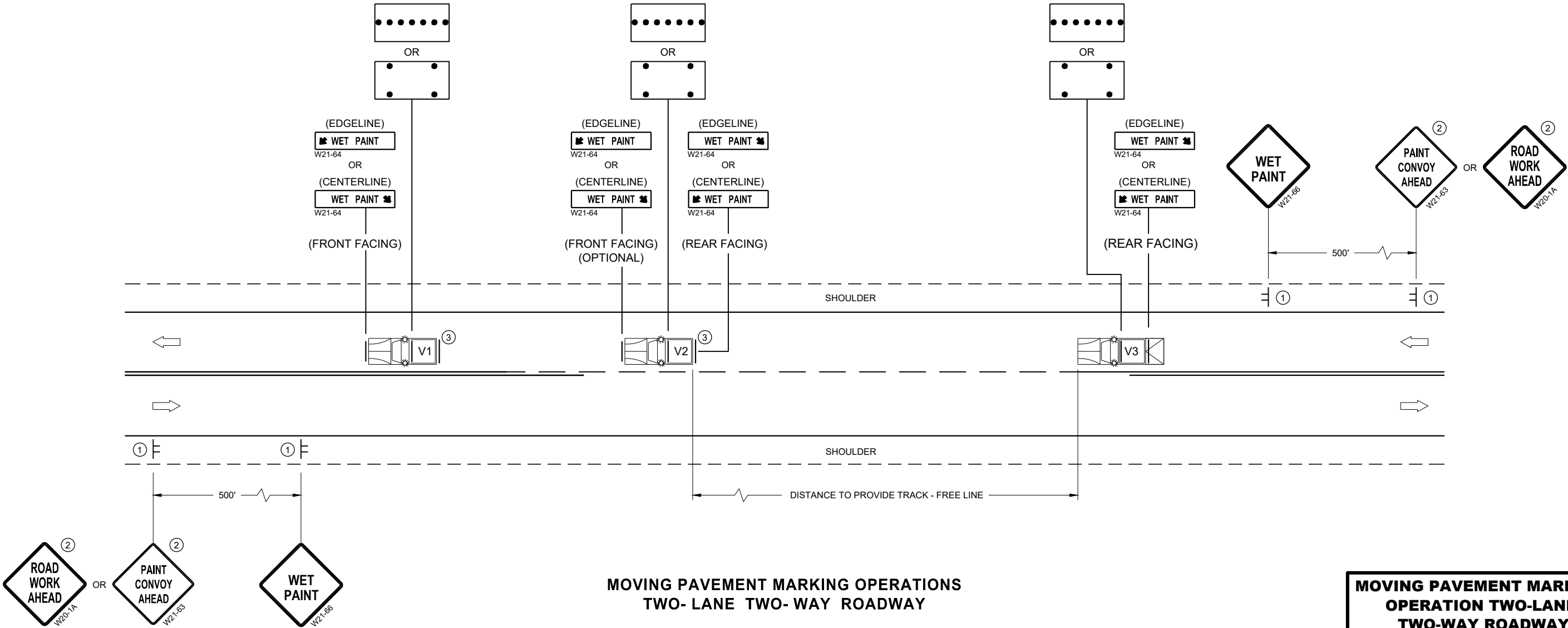
- V1 LEAD VEHICLE
- V2 MARKING VEHICLE
- V3 SHADOW VEHICLE
-  TRUCK MOUNTED ATTENUATOR (TMA)
-  SIGN ON TEMPORARY SUPPORT
-  DIRECTION OF TRAFFIC
-  FLASHING ARROW PANEL (CAUTION)

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.

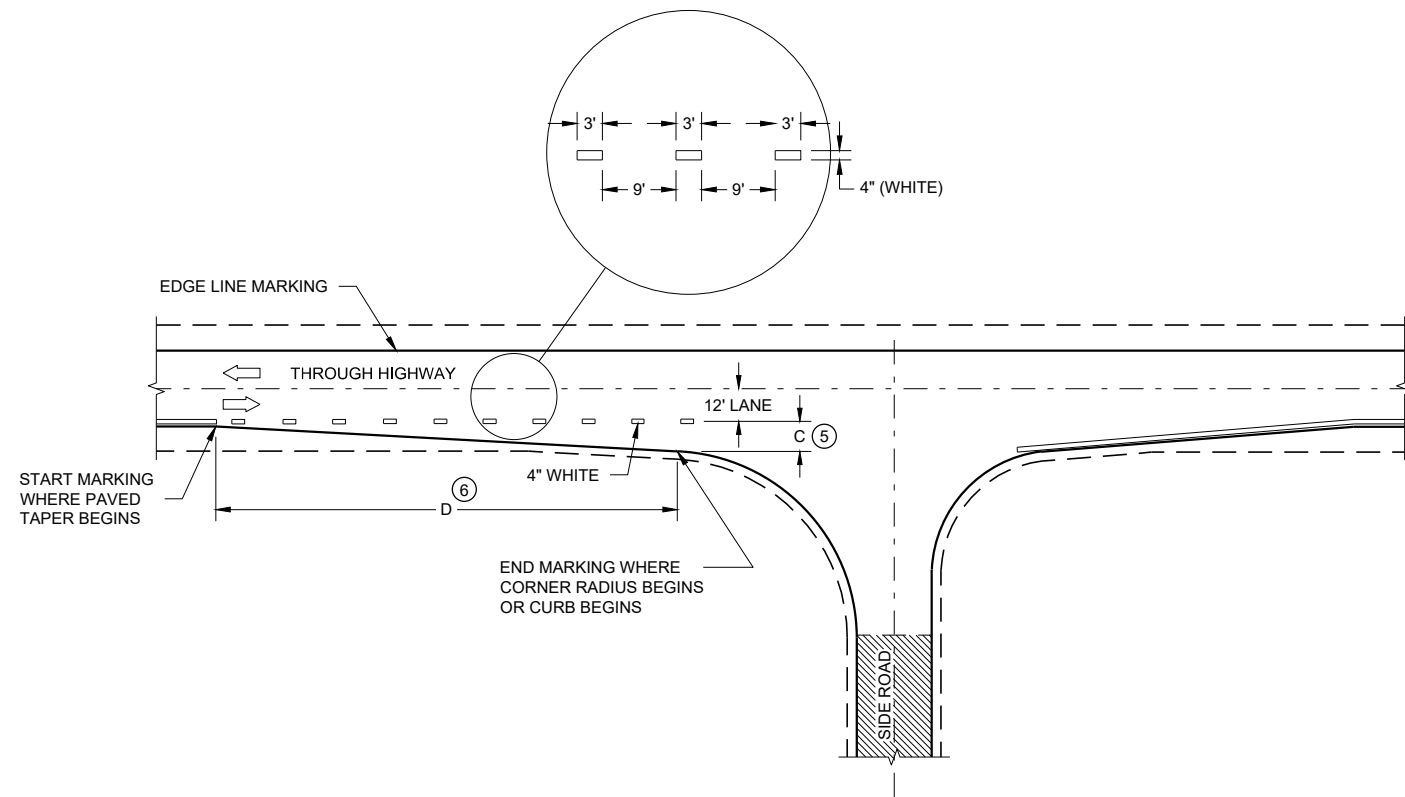


MOVING PAVEMENT MARKING OPERATIONS
TWO-LANE TWO-WAY ROADWAY

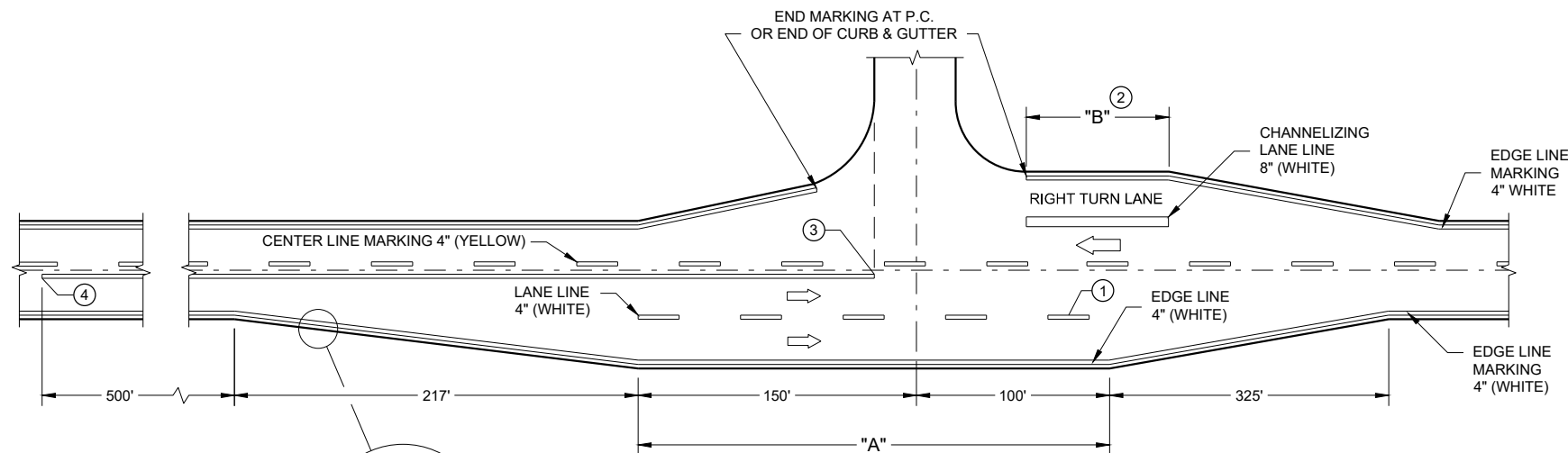
MOVING PAVEMENT MARKING
OPERATION TWO-LANE
TWO-WAY ROADWAY

STATE OF WISCONSIN
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APPROVED
May 2022 /S/ Andrew Heidtke
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FHWA



MINOR INTERSECTION



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

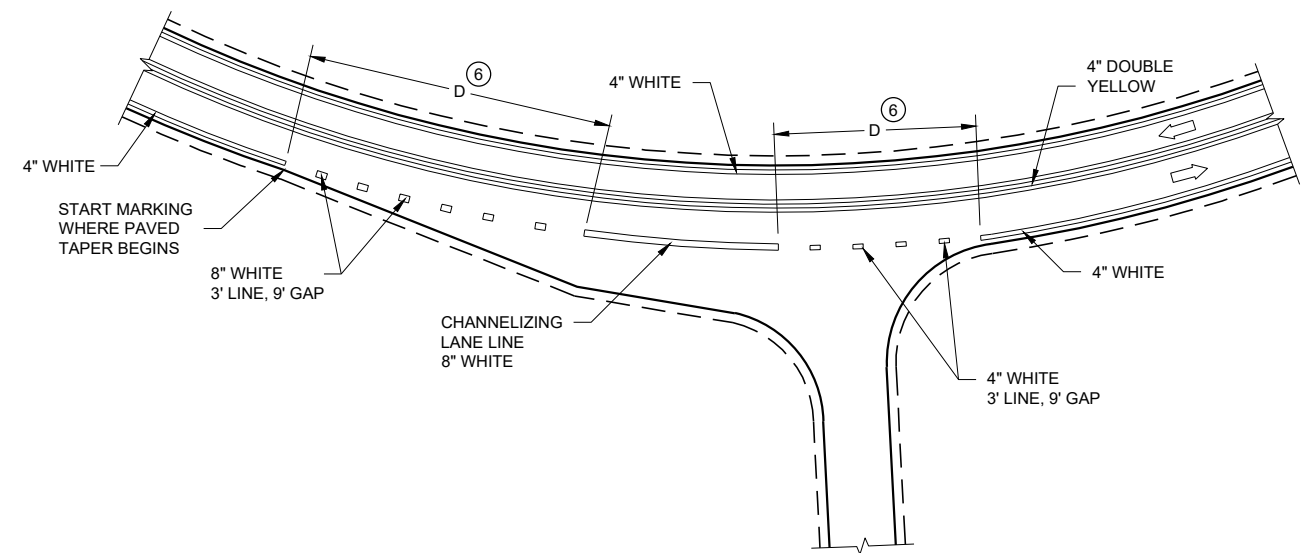
GENERAL NOTES

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

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

LEGEND

➡ DIRECTION OF TRAVEL



INTERSECTION ON OUTSIDE OF CURVE

PAVEMENT MARKING
(INTERSECTIONS)

STATE OF WISCONSIN
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GENERAL NOTES

DRAWING NOT TO SCALE. ALL SIGNS AND POSTS ON THIS SHEET SHALL BE PAID FOR WITH 'TRAFFIC CONTROL SIGNS' BID ITEM. ALL SIDE ROADS WHICH ARE UNDER CONSTRUCTION OF CURB AND GUTTER AND/OR GRADING SHALL BE ADEQUATELY SIGNED.

ALL SIGNS AND DEVICES SHALL BE IN CONFORMANCE WITH THE WISCONSIN MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (WMUTCD). SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE WISDOT STANDARD SIGN PLATES.

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

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



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

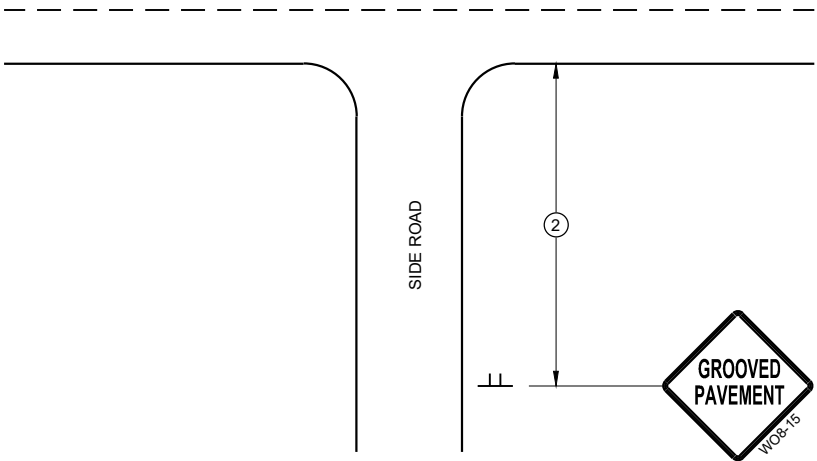
ALL SIGNS INAPPROPRIATE TO THE STATUS OF THE CONTROL ZONE, INCLUDING PRE-EXISTING SIGNS IN THE VICINITY, SHALL BE COVERED OR REMOVED AS DIRECTED BY THE ENGINEER.

SEE 15C34 FOR ADDITIONAL TRAFFIC CONTROL SIGNING WHEN CENTERLINE PAVEMENT MAKINGS ARE MISSING. 'DO NOT PASS' SIGNS MUST BE INSTALLED ON THE SAME DAY AS MILLING OPERATIONS.

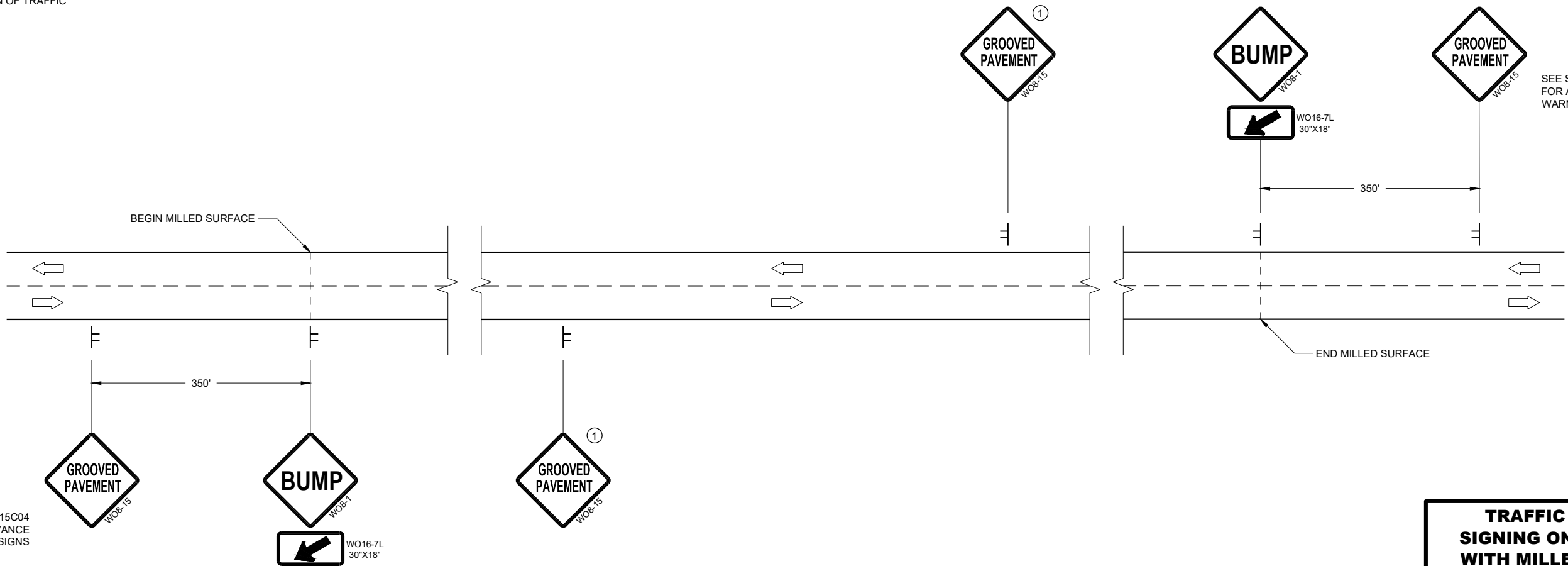
- ① PLACE SIGNS 350' IN ADVANCE OF MILLED SURFACES AND AT 1 MILE INTERVALS, OR AS DIRECTED BY THE ENGINEER.
- ② PLACE SIGN 200' MIN. FROM INTERSECTION AND 200' MIN. AFTER ADVANCE WARNING SIGN SHOWN IN SDD 15C04.

LEGEND

-  SIGN ON TEMPORARY SUPPORT
-  DIRECTION OF TRAFFIC



TYPICAL SIDE ROAD APPROACH
SIGN DETAIL



SEE SDD15C04
FOR ADVANCE
WARNING SIGNS

SEE SDD15C04
FOR ADVANCE
WARNING SIGNS

DETAIL FOR SIGNING ON MILLED SURFACES

TRAFFIC CONTROL,
SIGNING ON ROADWAYS
WITH MILLED SURFACES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

FHWA

GENERAL NOTES

DRAWING NOT TO SCALE. ALL SIGNS AND POSTS ON THIS SHEET SHALL BE PAID FOR WITH 'TRAFFIC CONTROL SIGNS' BID ITEM. ALL SIDE ROADS WHICH ARE UNDER CONSTRUCTION OF CURB AND GUTTER AND/OR GRADING SHALL BE ADEQUATELY SIGNED.

ALL SIGNS AND DEVICES SHALL BE IN CONFORMANCE WITH THE WISCONSIN MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (WMUTCD). SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE WISDOT STANDARD SIGN PLATES.

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

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



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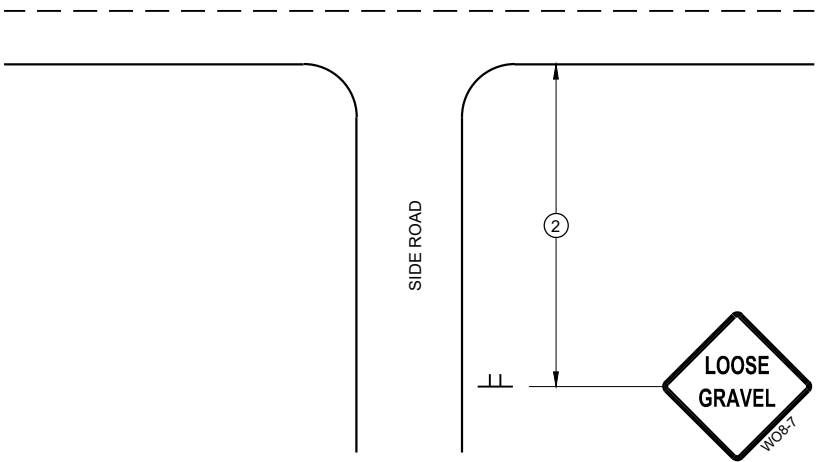
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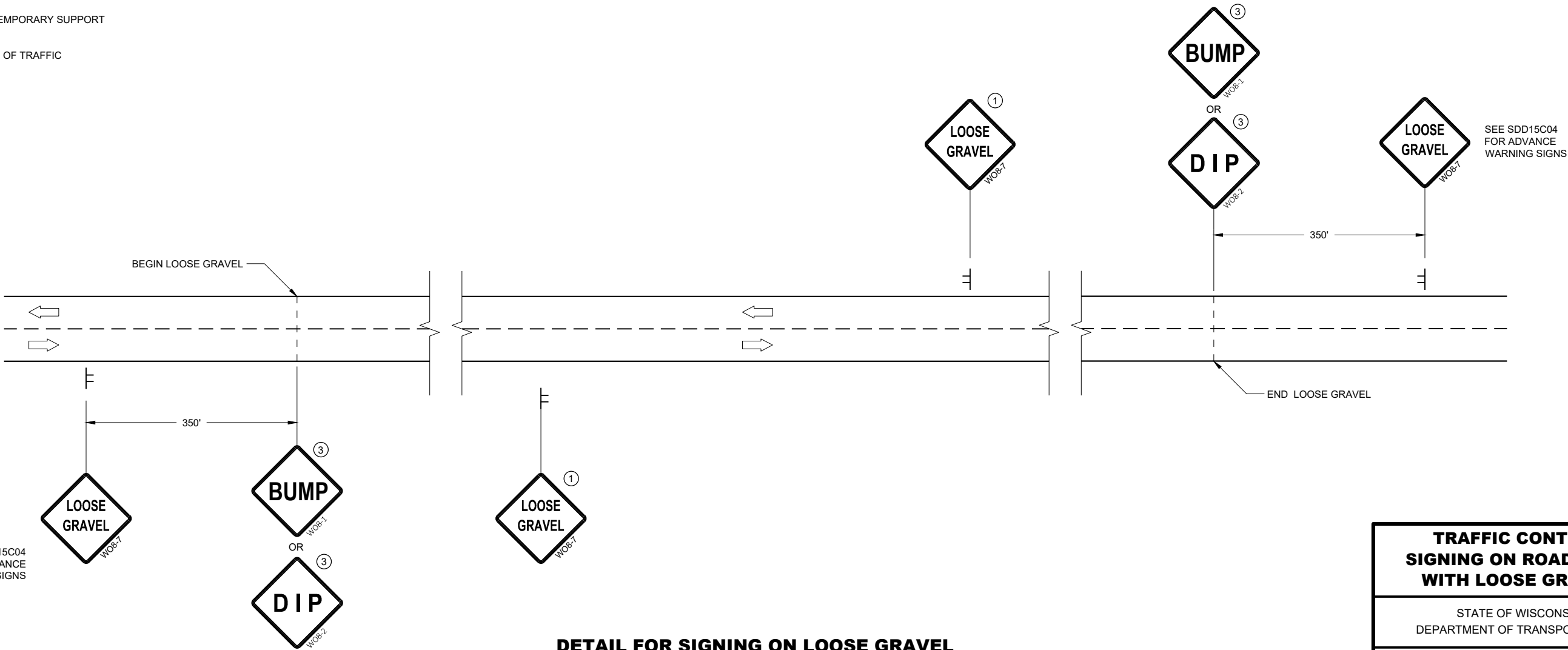
- 1 PLACE SIGNS 350' IN ADVANCE OF CHIP SEALED OR LOOSE GRAVEL SURFACES AND AT 1 MILE INTERVALS, OR AS DIRECTED BY THE ENGINEER.
- 2 PLACE SIGN 200' MIN. FROM INTERSECTION AND 200' MIN. AFTER ADVANCE WARNING SIGN SHOWN IN SDD 15C04.
- 3 ADD WO8-1 OR WO8-2 SIGN WHEN THE CONDITION IS PRESENT.

LEGEND

-  SIGN ON TEMPORARY SUPPORT
-  DIRECTION OF TRAFFIC



TYPICAL SIDE ROAD APPROACH
SIGN DETAIL



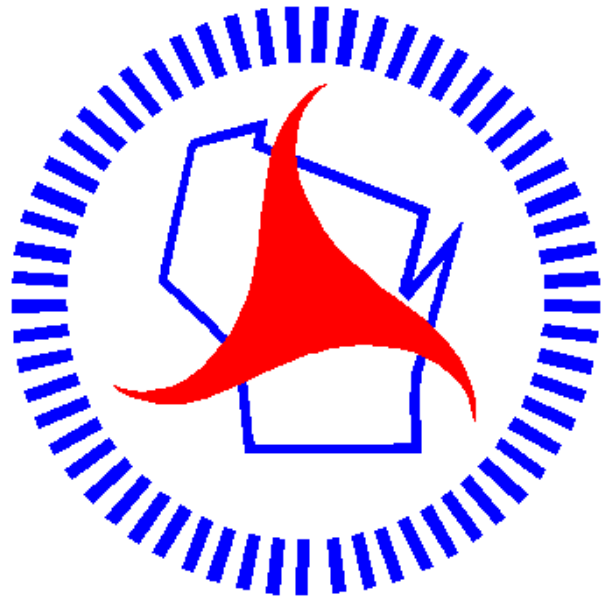
DETAIL FOR SIGNING ON LOOSE GRAVEL
OR CHIP SEALED SURFACES

TRAFFIC CONTROL
SIGNING ON ROADWAYS
WITH LOOSE GRAVEL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2021 /S/ Andrew Heidtke
DATE WORK ZONE ENGINEER
FHWA

Notes



Wisconsin Department of Transportation

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