

WKE

PROJECT ID:

3742-02-70

COUNTY:

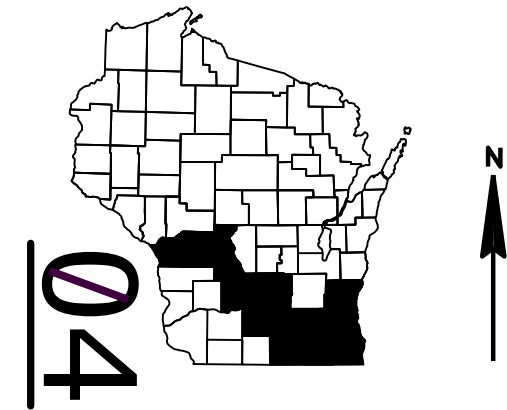
STATEWIDE

SEPTEMBER 2023

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 = 94



DESIGN DESIGNATION

A.A.D.T.	=
A.A.D.T.	=
D.H.V.	=
D.D.	=
T.	=
DESIGN SPEED	=
ESALS	=

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

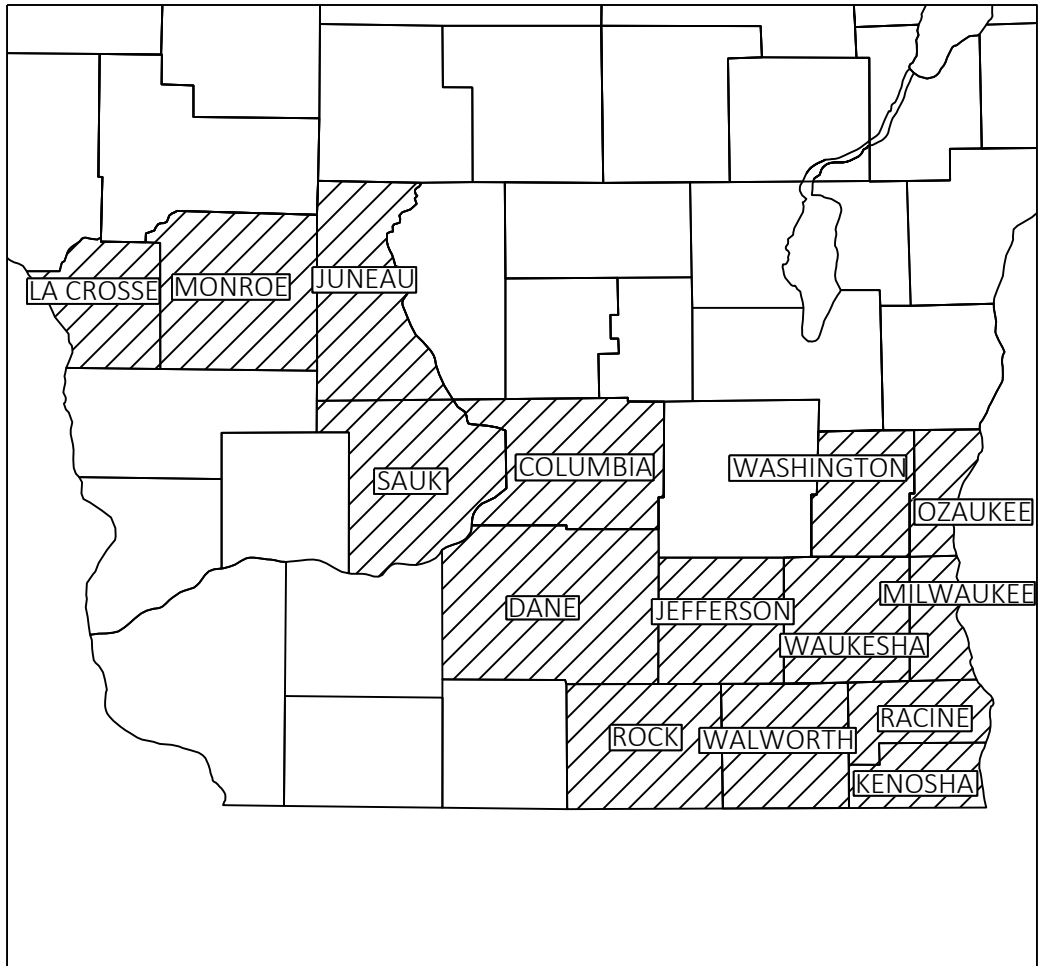
PLAN OF PROPOSED IMPROVEMENT

STATEWIDE TREE CLEARING PROJECT

VARIOUS COUNTIES (SWR & SER)

NON-HIGHWAY
STATEWIDE

STATE PROJECT NUMBER
3742-02-70



HORIZONTAL POSITIONS SHOWN ON THIS PLAN ARE WISCONSIN COORDINATE REFERENCE SYSTEM (WISCRS), {NAME} COUNTY, NAD83 HYEAR, 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 {YEAR}. GPS DERIVED ELEVATIONS ARE BASED ON GEOID XX.

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
3742-02-70		

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY	VARIOUS
Surveyor	WISDOT
Designer	JANET CANNON
Project Manager	REGIONAL EXAMINER
Regional Examiner	JANET CANNON
Regional Supervisor	

APPROVED FOR THE DEPARTMENT
DATE: 6/15/2023 Janet Cannon
(Signature)

E

ORDER OF SECTION 2 DETAIL SHEETS

GENERAL NOTES
PROJECT CONTACTS
PROJECT OVERVIEW

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GENERAL NOTES

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

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

THE CONTRACTOR IS TO WORK WITH UTMOST CARE AND PROTECT ALL SURVEY MARKERS. REMOVAL OF ANY SURVEY MARKERS IS TO BE WITH THE APPROVAL OF THE ENGINEER.

CONTRACTOR SHALL MAINTAIN ACCESS TO ALL DRIVEWAYS AT ALL TIMES.

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

DO NOT DRIVE OR STORE EQUIPMENT, OR STORE CONSTRUCTION MATERIALS IN ENVIRONMENTALLY SENSITIVE AREAS, WETLANDS, OR WATERWAYS



Dial 811 or (800)242-8511

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STANDARD ABBREVIATIONS

ABUT	ABUTMENT	LT	LEFT
AC	ACRE	LHF	LEFT HAND FORWARD
AGG	AGGREGATE	L	LENGTH OF CURVE
AH	AHEAD	LF	LINEAR FOOT
∠	ANGLE	LC	LONG CHORD OF CURVE
AADT	ANNUAL AVERAGE DAILY TRAFFIC	LS	LUMP SUM
AEW	APRON ENDWALL	MGAL	ONE THOUSAND GALLONS
ASPH	ASPHALTIC	MH	MANHOLE
BK	BACK	ML OR M/L	MATCH LINE
BC	BACK OF CURB	NOM	NOMINAL
BAD	BASE AGGREGATE DENSE	NC	NORMAL CROWN
BL OR B/L	BASE LINE	NB	NORTHBOUND
BM	BENCH MARK	NO	NUMBER
CB	CATCH BASIN	OD	OUTSIDE DIAMETER
CL OR C/L	CENTER LINE	PAVT	PAVEMENT
Δ	CENTRAL ANGLE OR DELTA	PLE	PERMANENT LIMITED EASEMENT
CE	COMMERCIAL ENTRANCE	PC	POINT OF CURVATURE
CONC	CONCRETE	PI	POINT OF INTERSECTION
CSW	CONCRETE SIDEWALK	PT	POINT OF TANGENCY
CONST	CONSTRUCTION	PCC	PORTLAND CEMENT CONCRETE
CP	CONTROL POINT	LB	POUND
CO	COUNTY	PSI	POUNDS PER SQUARE INCH
CTH	COUNTY TRUCK HIGHWAY	PE	PRIVATE ENTRANCE
CY	CUBIC YARD	PROJ	PROJECT
CP	CULVERT PIPE	PL	PROPERTY LINE
CPCA	CULVERT PIPE CORRUGATED ALUMINUM	PRW	PROPOSED RIGHT OF WAY
CPCPE	CULVERT PIPE CORRUGATED POLYETHYLENE	R	RADIUS
CPCPP	CULVERT PIPE CORRUGATED POLYPROPYLENE	RL OR R/L	REFERENCE LINE
CPCS	CULVERT PIPE CORRUGATED STEEL	REQD	REQUIRED
CPCSAC	CULVERT PIPE CORRUGATED STEEL ALUMINUM COATED	RT	RIGHT
CPCSPC	CULVERT PIPE CORRUGATED STEEL POLYMER COATED	RHF	RIGHT HAND FORWARD
CPRC	CULVERT PIPE REINFORCED CONCRETE	R/W	RIGHT OF WAY
CPRCHE	CULVERT PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL	RD	ROAD
CPS	CULVERT PIPE SALVAGED	RDWY	ROADWAY
CPT	CULVERT PIPE TEMPORARY	SHLDR	SHOULDER
C & G	CURB AND GUTTER	SW	SIDEWALK
D	DEGREE OF CURVE	SB	SOUTHBOUND
DHV	DESIGN HOUR VOLUME	SPECS	SPECIFICATIONS
DIA	DIAMETER	SF	SQUARE FEET
DD	DIRECTIONAL DISTRIBUTION	SY	SQUARE YARD
DE	DRAINAGE EASEMENT	SDD	STANDARD DETAIL DRAWINGS
DWY	DRIVEWAY	STH	STATE TRUNK HIGHWAY
EA	EACH	STA	STATION
EB	EASTBOUND	SSPC	STORM SEWER PIPE COMPOSITE
EL OR ELEV	ELEVATION	SSCPE	STORM SEWER PIPE CORRUGATED POLYETHYLENE
EMB	EMBANKMENT	SSCPP	STORM SEWER PIPE CORRUGATED POLYPROPYLENE
EW	ENDWALL	SSPNRC	STORM SEWER PIPE NON-REINFORCED CONCRETE
EAT	ENERGY ABSORBING TERMINAL	SSPRC	STORM SEWER PIPE REINFORCED CONCRETE
ESALS	EQUIVALENT SINGLE AXLE LOADS	SSPRC	STORM SEWER PIPE REINFORCED CONCRETE
EXC	EXCAVATION	SSPRCHE	STORM SEWER PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL
EBS	EXCAVATION BELOW SUBGRADE	SE	SUPERELEVATION
EXIST	EXISTING	SL OR S/L	SURVEY LINE
FERT	FERTILIZER	TEMP	TEMPORARY
FE	FIELD ENTRANCE	TI	TEMPORARY INTEREST
FL OR F/L	FLOW LINE	TLE	TEMPORARY LIMITED EASEMENT
FT	FOOT	TC	TOP OF CURB
FTMS	FREE TRAFFIC MANAGEMENT SYSTEM	TL OR T/L	TRANSIT LINE
HES	HIGH EARLY STRENGTH	T	TRUCKS (PERCENT OF)
HE	HIGHWAY EASEMENT	TYP	TYPICAL
CWT	HUNDRED WEIGHT	USH	UNITED STATES HIGHWAY
IN DIA	INCH DIAMETER	VAR	VARIABLE
INL	INLET	VC	VERTICAL CURVE
ID	INSIDE DIAMETER	VPC	VERTICAL POINT OF CURVATURE
INTERS	INTERSECTION	VPI	VERTICAL POINT OF INTERSECTION
IH	INTERSTATE HIGHWAY	VPT	VERTICAL POINT OF TANGENCY
INV	INVERT	W	WEST
JT	JOINT	WB	WESTBOUND

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PROJECT NO: 3742-02-70		HWY: STH 190	COUNTY: WAUKESHA	PROJECT CONTACT- AREA 4	SHEET 6	E

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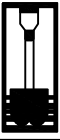
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ASENSABAUGH@MCTS.ORG

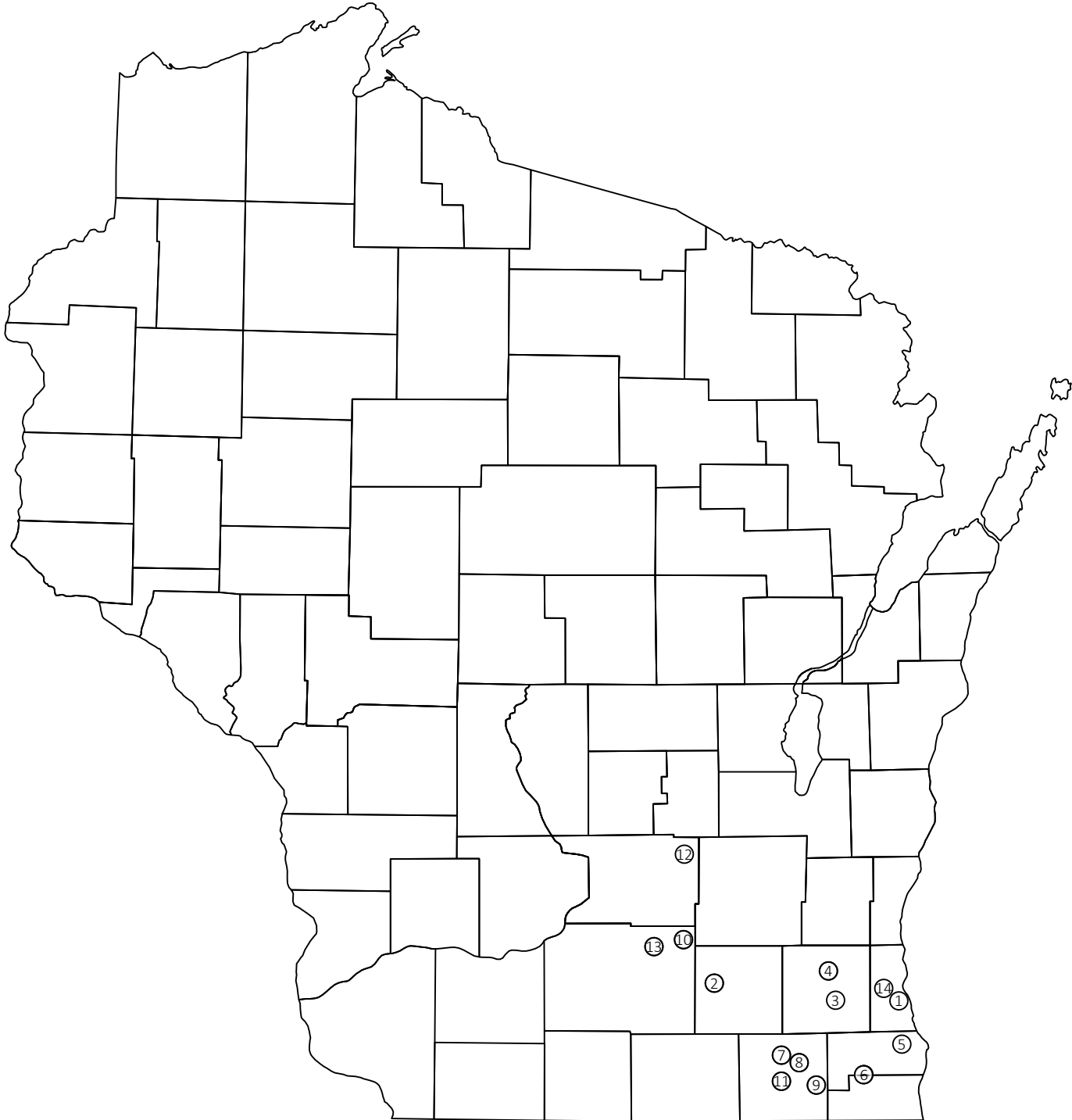
DAVID LOCHER, TRANSPORTATION MANAGER (BUS STOPS)
1942 N. 17TH ST.
MILWAUKEE, WI 53205
PHONE: (414) 343-1727
DLOCHER@MCTS.ORG

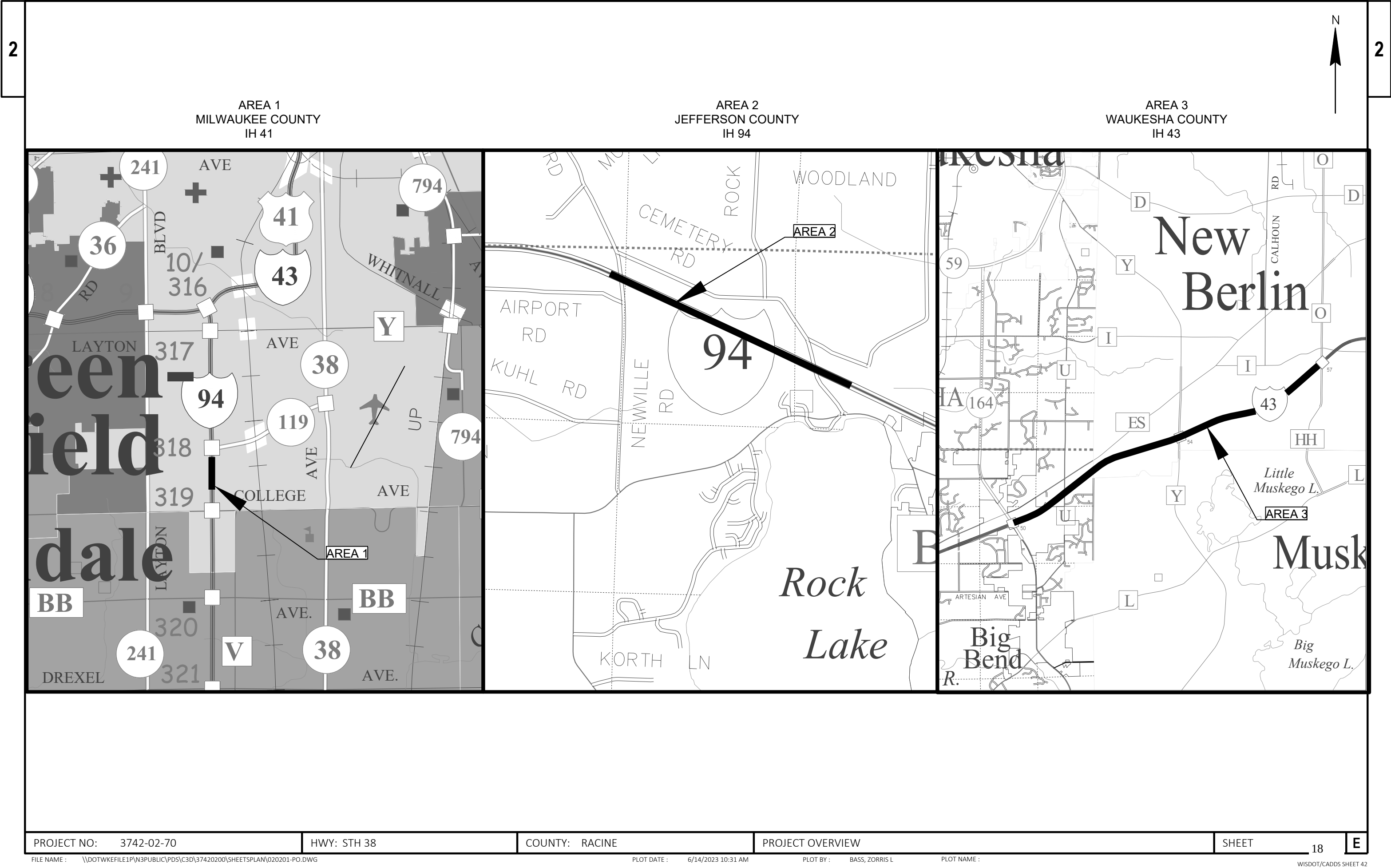
MILWAUKEE METROPOLITAN SEWERAGE DISTRICT
MICKI KLAPPA-SULLIVAN
260 W SEEBOTH ST
MILWAUKEE, WI 53204
PHONE: (414) 225-2178
MKLAPPASULLIVAN@MMSD.COM

SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION
MR. ROB MERRY
W239 N1812 ROCKWOOD DRIVE
P.O. BOX 1607
WAUKESHA, WI 53187-1607
PHONE: (262) 953-4289
CELL: (920) 912-1036
RMERRY@SEWRPC.ORG

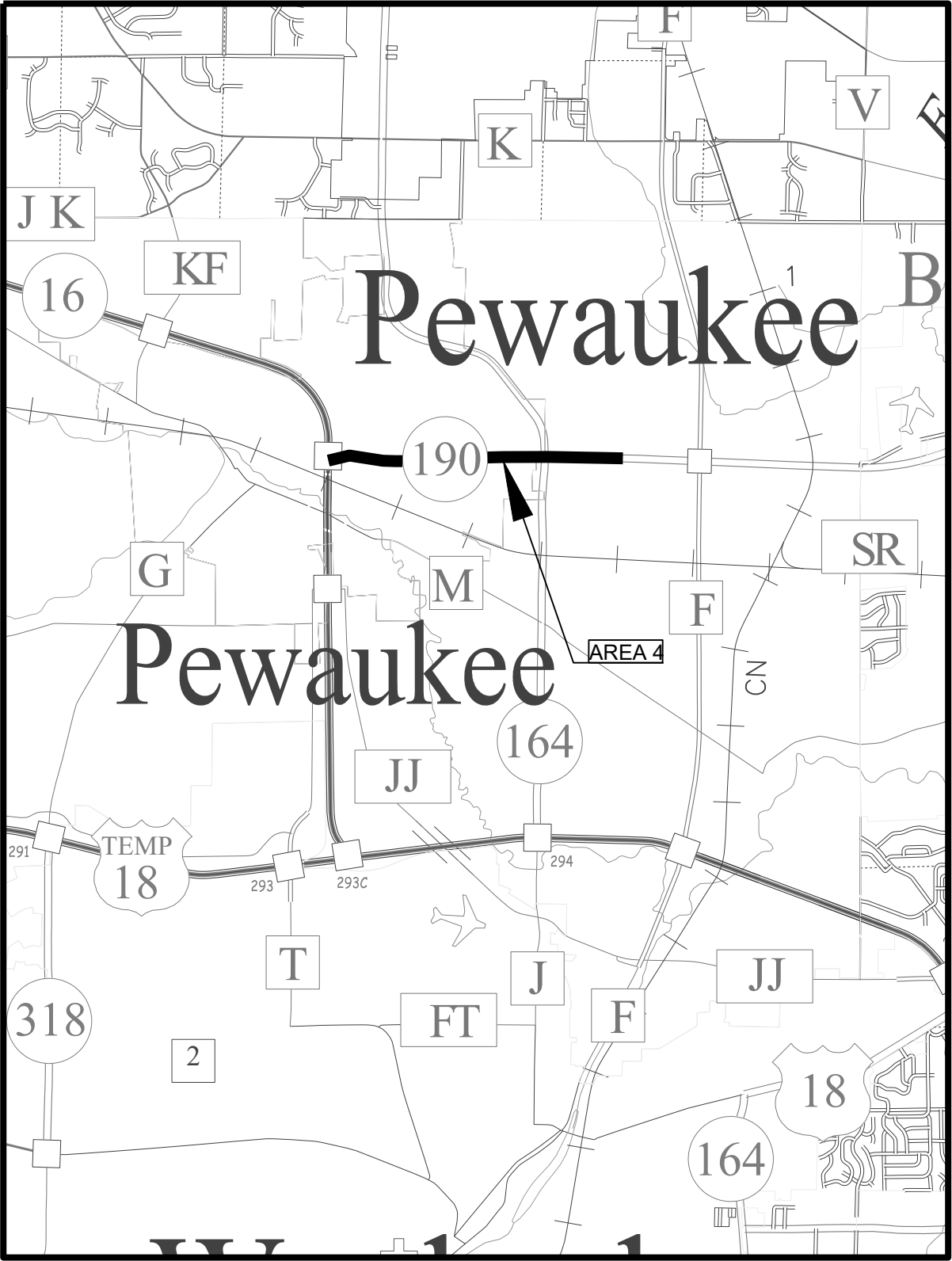


SOURCE WISDOT			
AREA	PROJECT ID	COUNTY	HIGHWAY
1	1030-43-72	MILWAUKEE	IH 41
2	1067-02-73	JEFFERSON	IH 94
3	1090-09-76	WAUKESHA	IH 43
4	2025-07-73	WAUKESHA	STH 190
5	2290-03-73	RACINE	STH 38
6	2420-00-70	KENOSHA	STH 75
7	3120-10-70	WALWORTH	USH 12
8	3120-12-70	WALWORTH	USH 12
9	3190-11-70	WALWORTH	STH 36
10	3670-00-74	DANE	STH 89
11	4910-02-70	WALWORTH	STH 11
12	6040-00-74	COLUMBIA	STH 33
13	6085-02-75	DANE	STH 19
14	1100-45-70	MILWAUKEE	IH 894

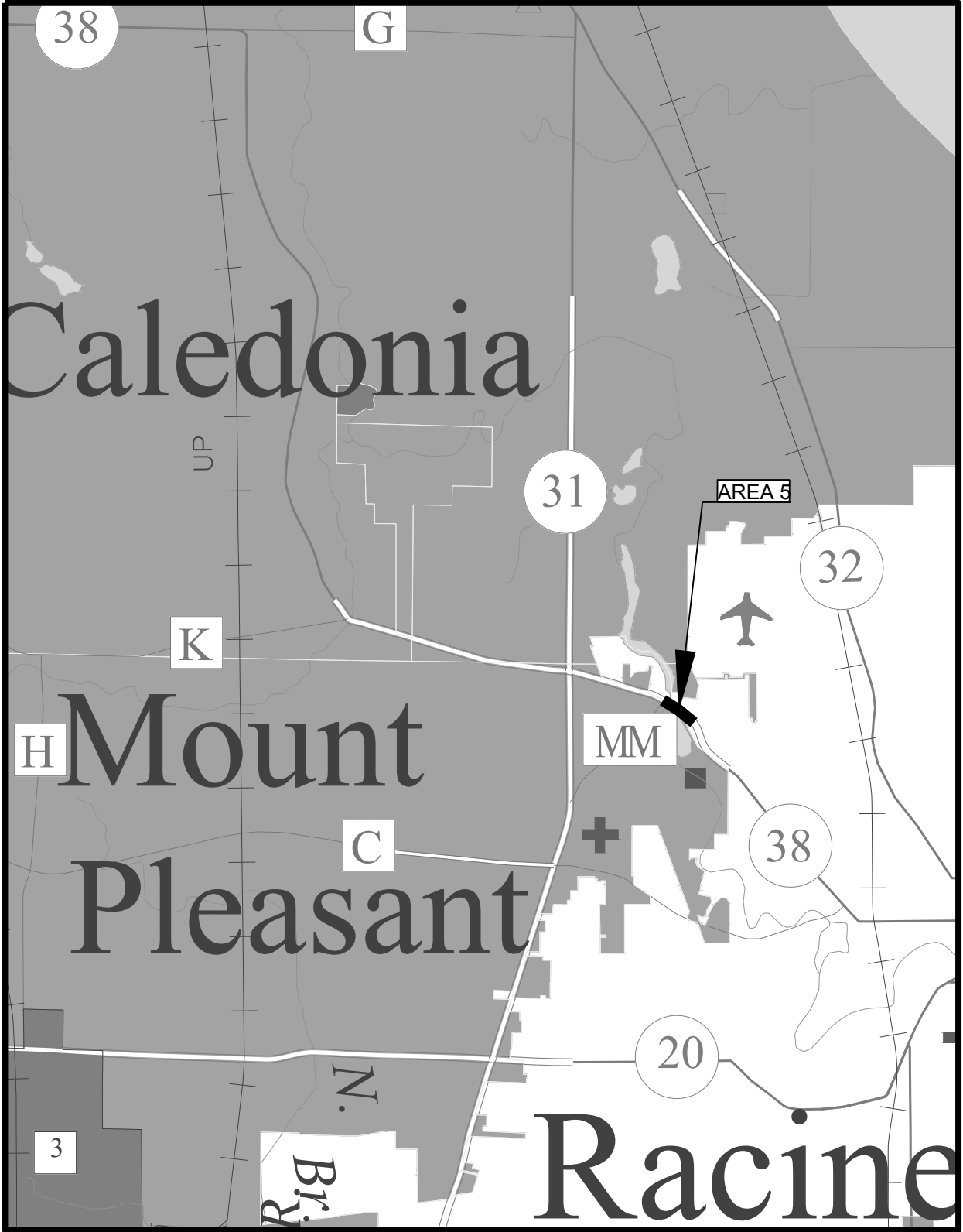


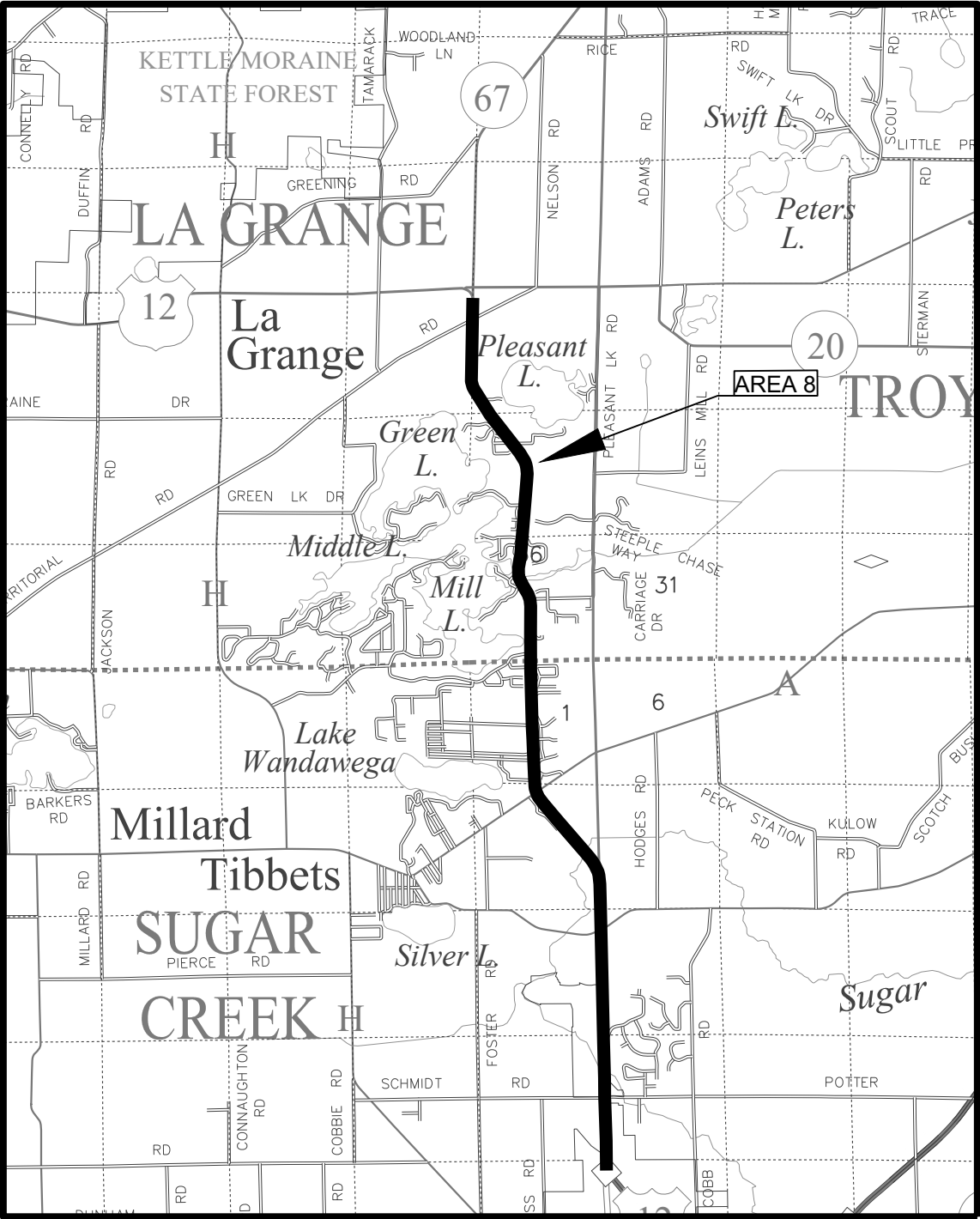
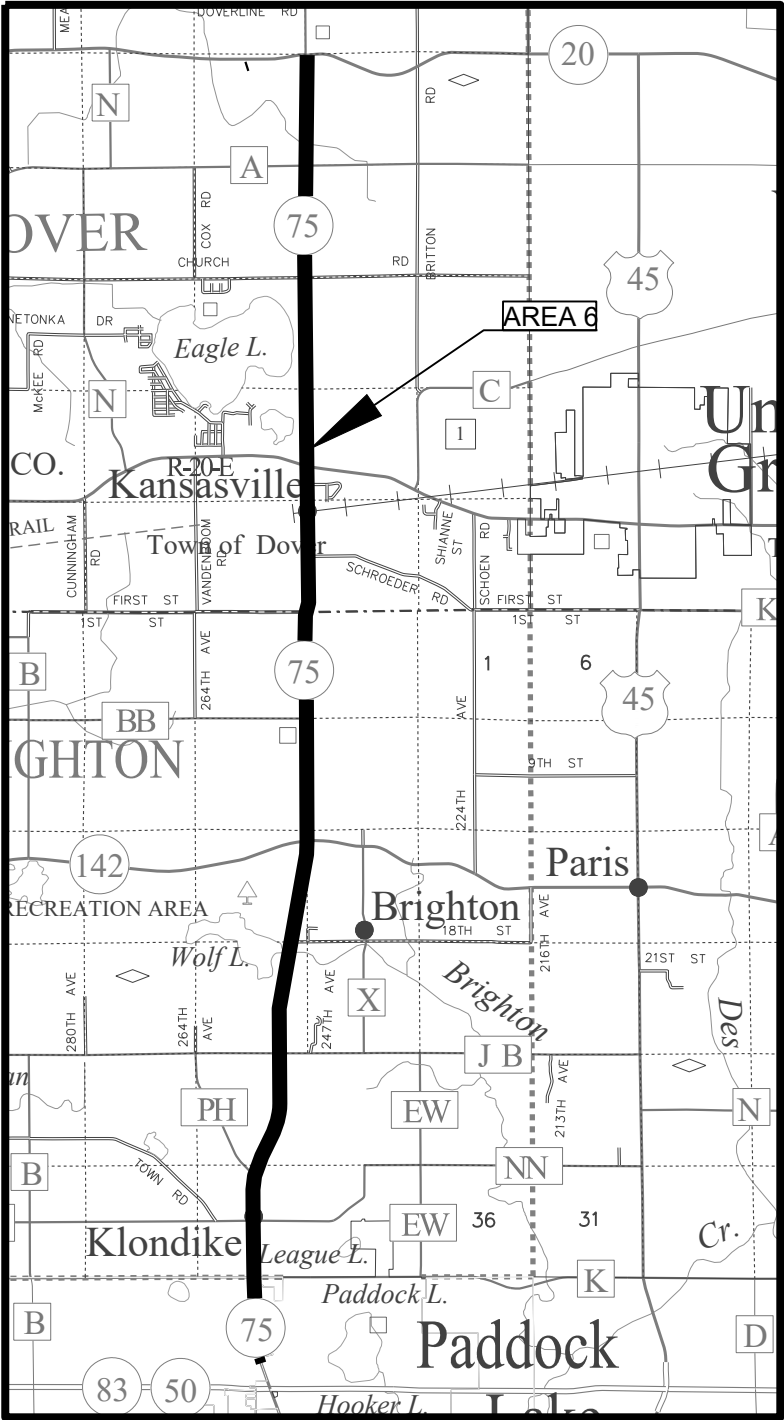


AREA 4
WAUKESHA COUNTY
STH 190

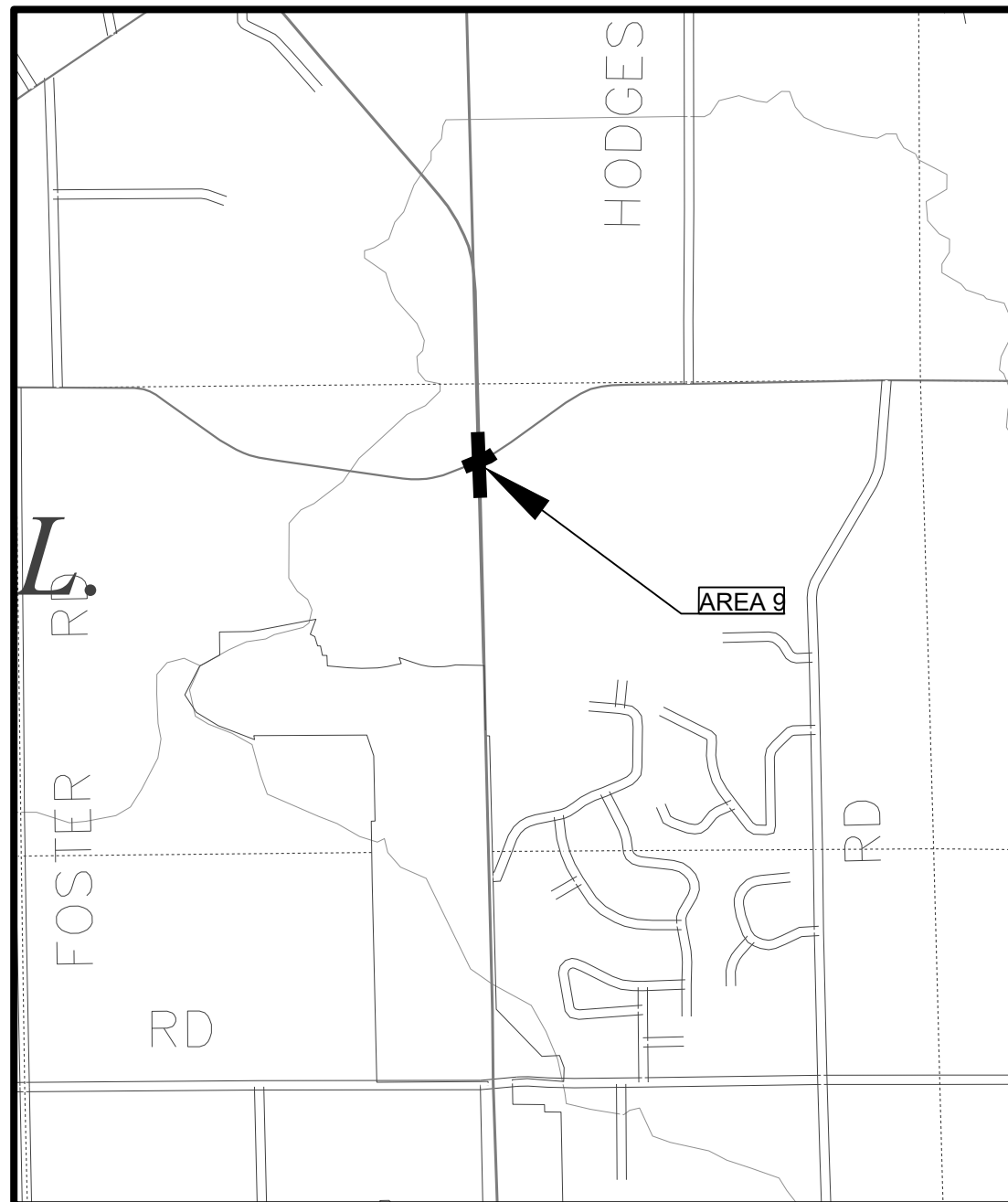


AREA 5
RACINE COUNTY
STH 38

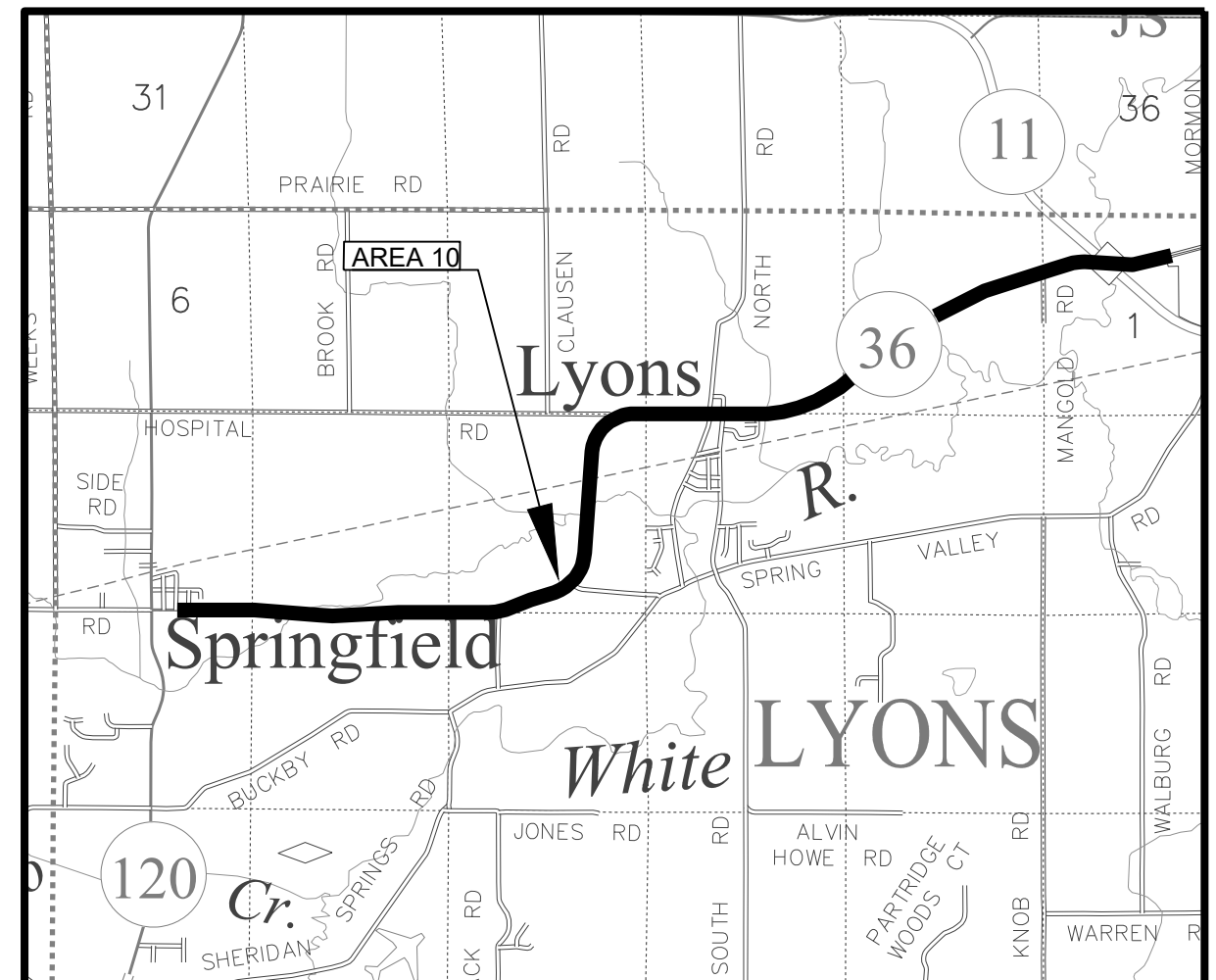




AREA 8
WALWORTH COUNTY
USH 12

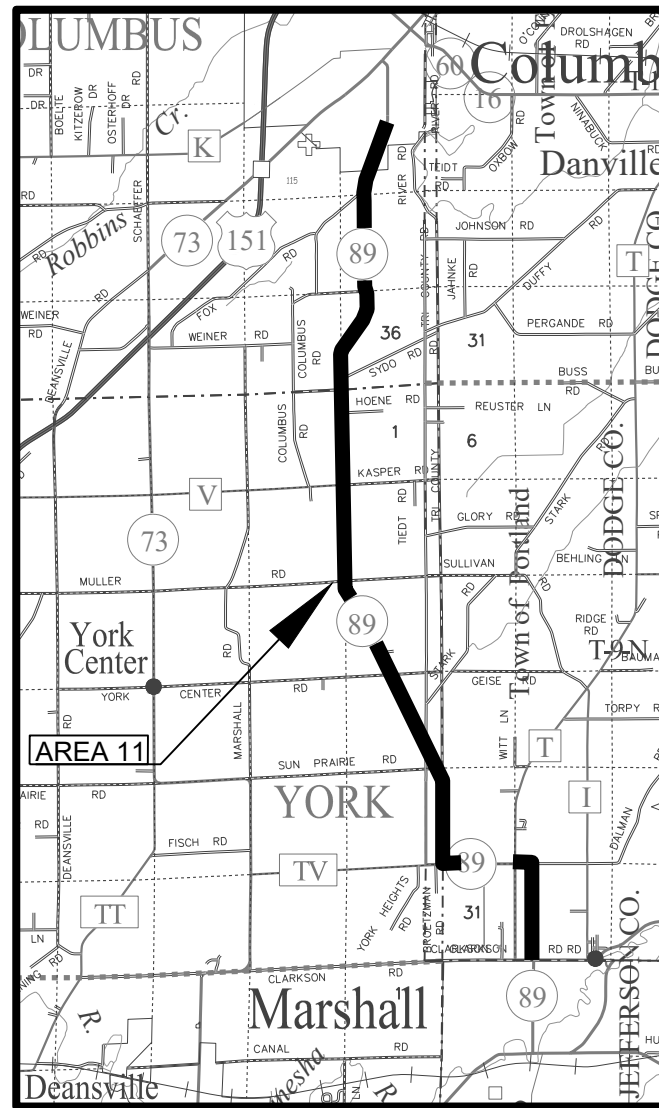


AREA 9
WALWORTH COUNTY
STH 36

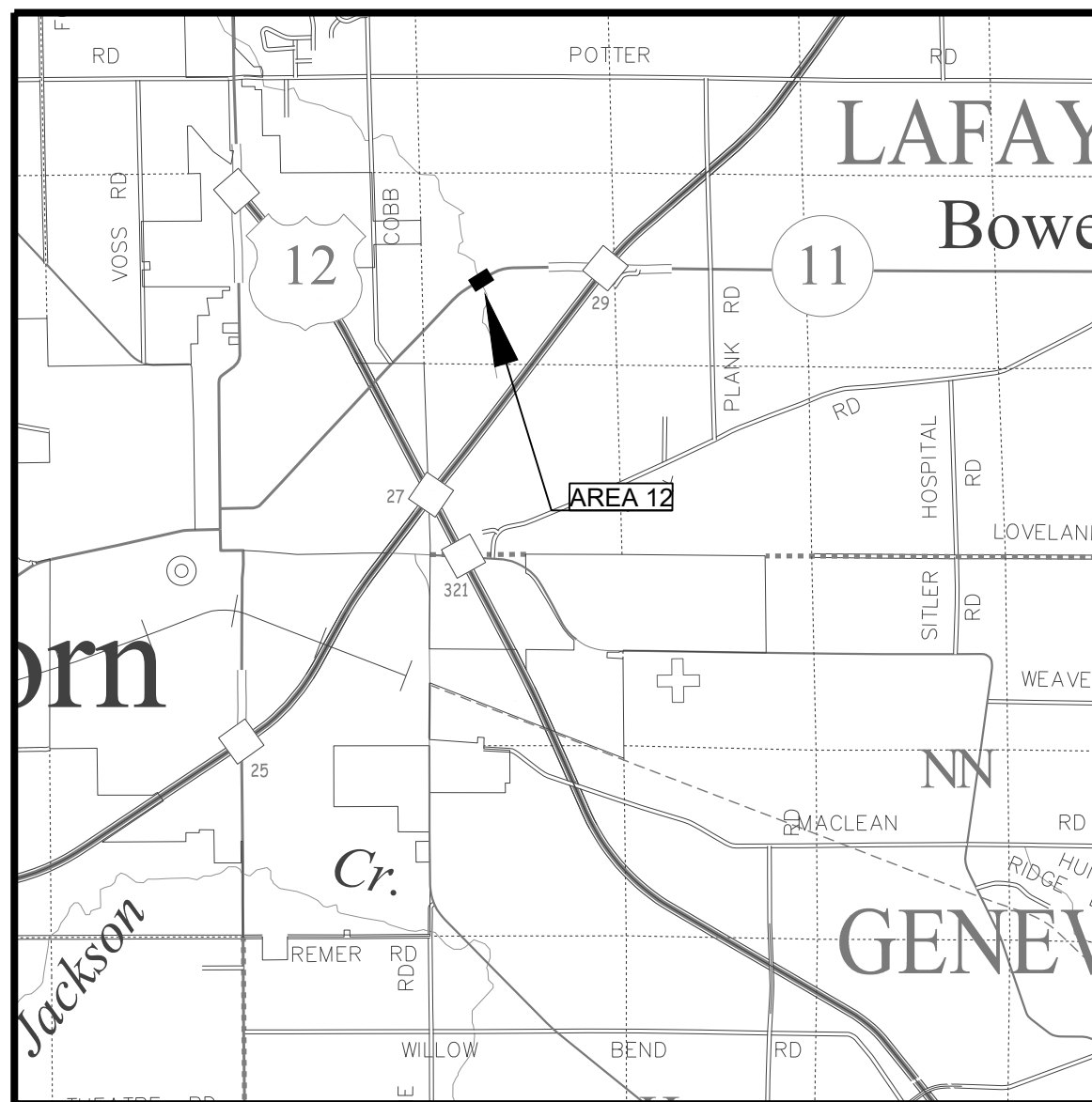




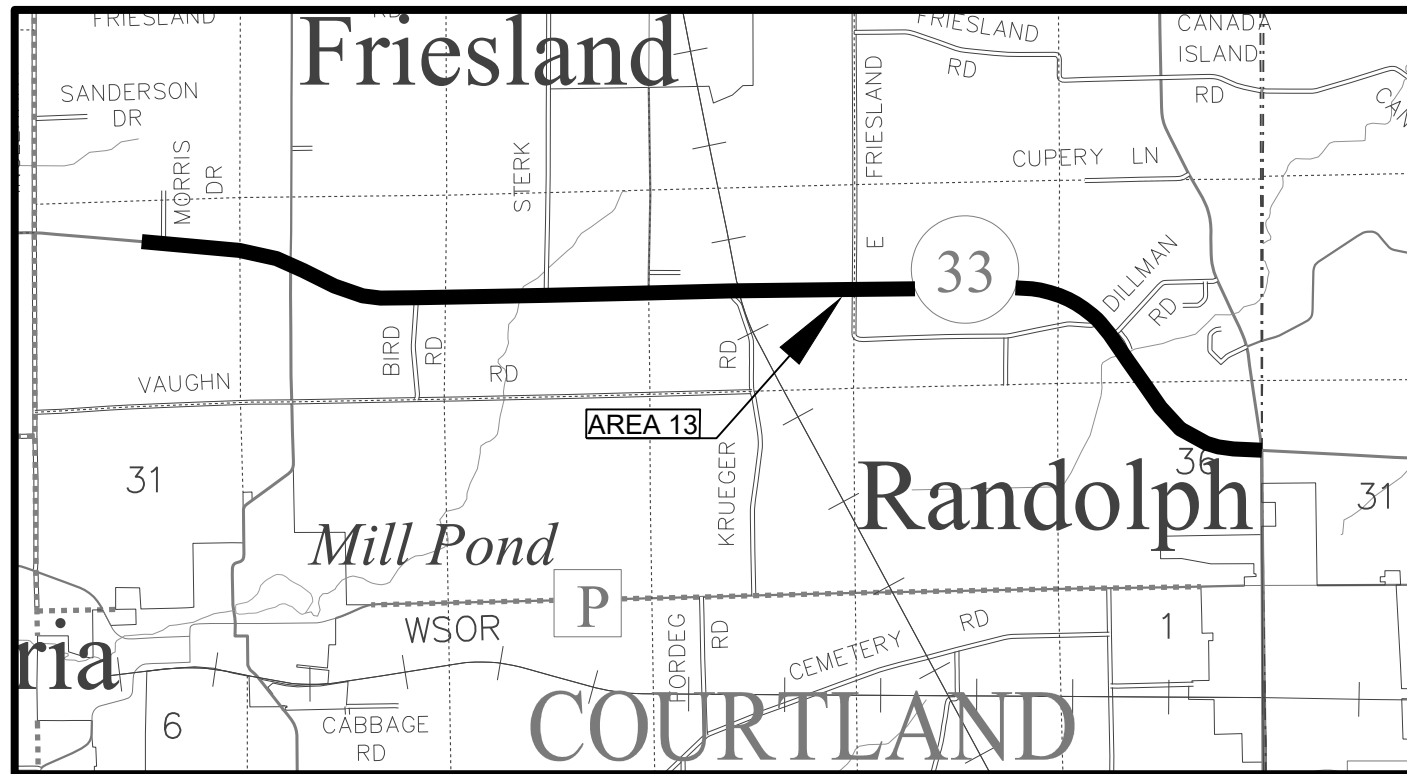
AREA 10
DANE COUNTY
STH 89



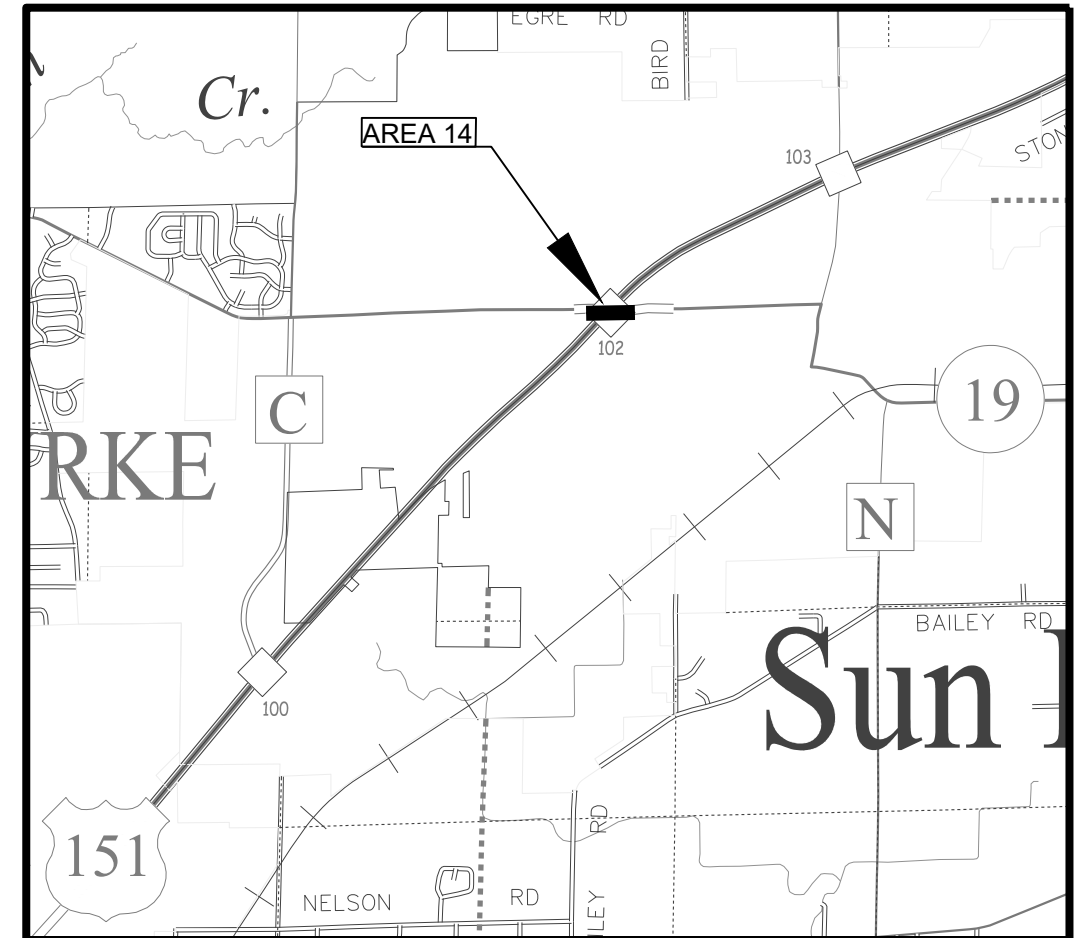
AREA 11
WALWORTH COUNTY
STH 11



AREA 12
COLUMBIA COUNTY
STH 33

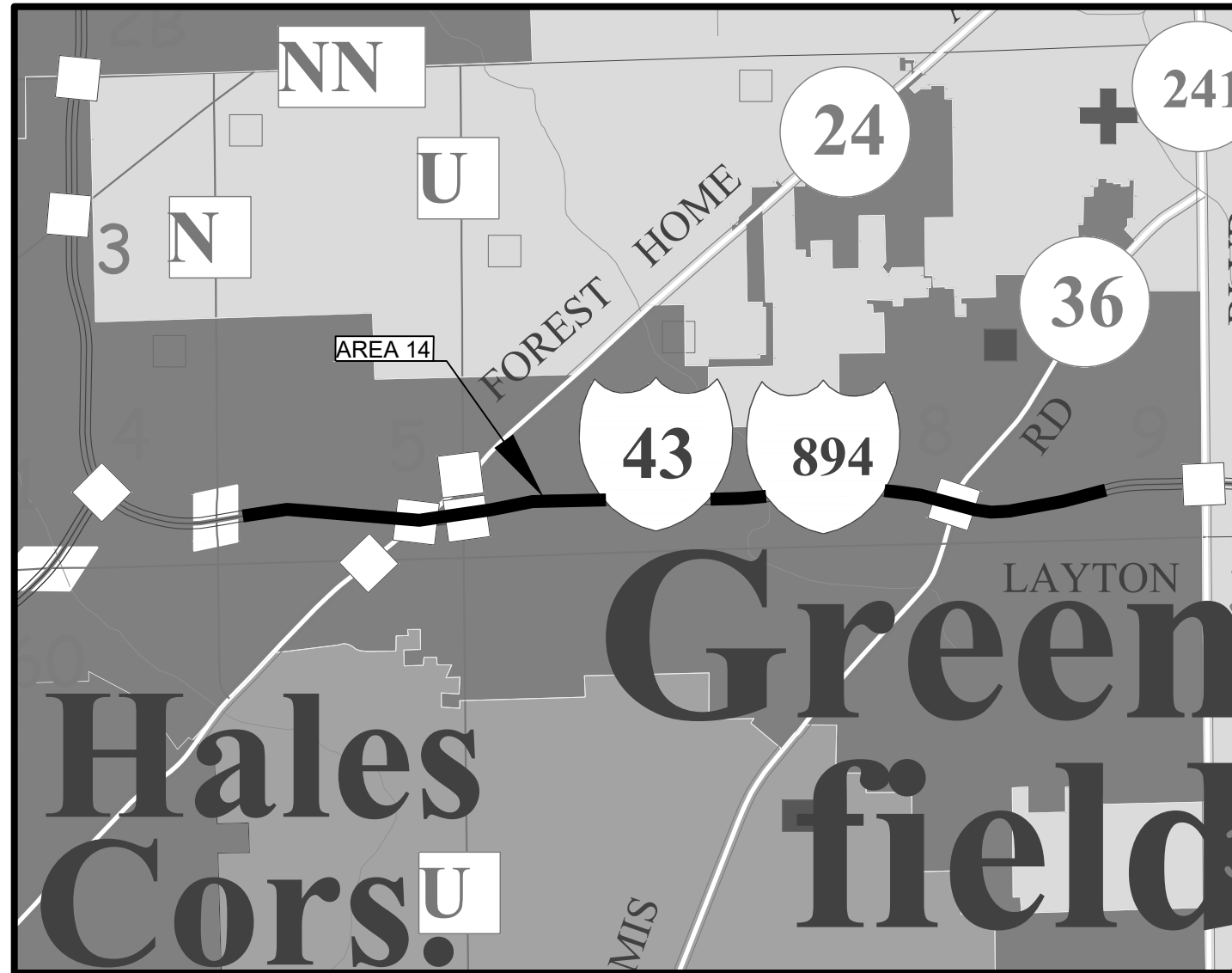


AREA 13
DANE COUNTY
STH 19





AREA 14
MILWAUKEE COUNTY
IH 894



Estimate Of Quantities

3742-02-70					
Line	Item	Item Description	Unit	Total	Qty
0002	213.0100	Finishing Roadway (project) 01. 3742-02-70	EACH	1.000	1.000
0004	618.0100	Maintenance And Repair of Haul Roads (project) 01. 3742-02-70	EACH	1.000	1.000
0006	201.0105	Clearing	STA	393.000	393.000
0008	201.0120	Clearing	ID	2,181.000	2,181.000
0010	619.1000	Mobilization	EACH	1.000	1.000
0012	627.0200	Mulching	SY	14,000.000	14,000.000
0014	628.1504	Silt Fence	LF	200.000	200.000
0016	628.1520	Silt Fence Maintenance	LF	200.000	200.000
0018	628.6510	Soil Stabilizer Type B	ACRE	3.000	3.000
0020	SPV.0005	Special 01. Invasive Species Management - Uplands	ACRE	0.330	0.330
0022	SPV.0060	Special 01. Single Lane Closure, Non-Freeway/Expressway	EACH	2.000	2.000
0024	SPV.0060	Special 02. Shoulder Closure On Divided Roadway	EACH	5.000	5.000
0026	SPV.0060	Special 03. Work On Shoulder Or Parking Lane, Undivided Roadway	EACH	1.000	1.000
0028	SPV.0060	Special 04. Single Lane Closure With Bi-Directional Traffic	EACH	7.000	7.000
0030	SPV.0060	Special 05. Semi-Permanent Restoration	EACH	14.000	14.000

3

TREE CLEARING						201.0105	201.0120	SPV.0005.01
						CLEARING	CLEARING	INVASIVE SPECIES MANAGEMENT-UPLANDS
AREA	LOCATION	STATION	TO	STATION	OFFSET	STA	ID	ACRE
1	IH 94 SB	478+70	-	483+70	LT	6	-	-
SUBTOTAL						6		
2	IH 94 WB	1071+00	-	1073+00	LT/RT	2	-	-
	IH 94 WB	1074+50	-	1077+15	RT	4	-	-
	IH 94 WB	1127+00	-	1140+80	RT	14	-	-
	NEWVILLE RD	46+00	-	49+00	LT	3	-	-
	NEWVILLE RD	50+50	-	52+50	LT/RT	3	-	-
	ROCK LAKE RD	54+00	-	55+00	RT	1	-	-
SUBTOTAL						27		
3	IH 43 NB	465+00'NB'	-	498+00'NB'	RT	33	-	-
	IH 43 NB	499+90'NB'	-	511+25'NB'	RT	13	-	-
	IH 43 NB	514+65'NB'	-	559+00'NB'	LT/RT	45	-	-
	IH 43 NB	560+75'NB'	-	595+00'NB'	RT	35	-	-
	IH 43 NB	596+10'NB'	-	615+50'NB'	RT	20	-	-
	IH 43 NB	617+15'NB'	-	620+50'NB'	RT	4	-	-
	IH 43/RACINE AVE EXIT RAMP	623+30'D'	-	633+75'D'	RT	11	-	-
	IH 43/RACINE AVE ENTRANCE RAMP	633+15'A'	-	636+00'A'	RT	3	-	-
	IH 43/RACINE AVE ENTRANCE RAMP	637+50'A'	-	674+05'A'	RT	38	-	-
	IH 43/RACINE AVE ENTRANCE RAMP	650+05'A'	-	650+25'A'	RT	1	-	-
	IH 43 NB	662+25'NB'	-	668+00'NB'	RT	6	-	-
	IH 43 NB	672+80'NB'	-	675+50'NB'	RT	4	-	-
	IH 43 NB	682+10'NB'	-	682+25'NB'	RT	1	-	-
	IH 43 NB	684+60'NB'	-	684+80'NB'	RT	1	-	-
	IH 43 NB	687+25'NB'	-	698+25'NB'	RT	12	-	-
	IH 43 NB	702+60'NB'	-	703+00'NB'	RT	1	-	-
	IH 43 NB	715+75'NB'	-	716+00'NB'	RT	1	-	-
	IH 43 NB	717+00'NB'	-	718+00'NB'	RT	1	-	-
	IH 43 NB	722+40'NB'	-	725+85'NB'	RT	4	-	-
	IH 43 NB	727+00'NB'	-	737+75'NB'	RT	11	-	-
	IH 43 NB	739+15'NB'	-	744+20'NB'	RT	6	-	-
	IH 43 NB	748+25'NB'	-	748+60'NB'	RT	1	-	-
	IH 43 NB	750+70'NB'	-	750+85'NB'	RT	1	-	-
	IH 43 NB	752+85'NB'	-	753+00'NB'	RT	1	-	-
	IH 43 NB	754+65'NB'	-	759+25'NB'	RT	6	-	-
	IH 43/MOORLAND RD EXIT RAMP	768+90'NR'	-	772+40'NR'	RT	5	-	-
	IH 43/MOORLAND RD EXIT RAMP	776+35'NR'	-	780+30'NR'	RT	5	-	-
	IH 43/SB MOORLAND RD ENTRANCE RAMP	765+25'LR'	-	765+75'LR'	RT	1	-	-
	IH 43/NB MOORLAND RD ENTRANCE RAMP	787+10'G'	-	788+25'G'	RT	2	-	-
	IH 43/NB MOORLAND RD ENTRANCE RAMP	792+25'G'	-	792+70'G'	RT	1	-	-
	IH 43/NB MOORLAND RD ENTRANCE RAMP	794+25'G'	-	796+60'G'	RT	3	-	-
SUBTOTAL						277		

3

TREE CLEARING (CONTINUED)						201.0105	201.0120	SPV.0005.01
AREA	LOCATION	STATION	TO	STATION	OFFSET	CLEARING	CLEARING	INVASIVE SPECIES
						STA	ID	MANAGEMENT-UPLANDS
								ACRE
4	STH 190	33+00'EB'	-	38+00'EB'	RT	5	-	-
SUBTOTAL						5		
5	STH 38	233+00	-	238+00	LT/RT	5	-	-
	STH 38	239+00	-	241+00	RT	2	-	-
	STH 38	251+00	-	252+00	LT	-	12	-
SUBTOTAL						7	12	
6	STH 75	540+00 'NB'	-	543+50 'NB'	LT/RT	4	-	-
SUBTOTAL						4		
7	USH 12	540+61	-	540+95	RT	1	-	-
	USH 12	542+34	-	543+10	RT	2	-	-
	USH 12	544+48	-	544+84	RT	1	-	-
	USH 12	662+75	-	667+88	LT/RT	7	-	-
	USH 12	668+75	-	669+91	RT	2	-	-
	USH 12	662+75	-	664+50	RT	8	-	0.25
	USH 12	668+75	-	669+91	RT	2	-	0.08
SUBTOTAL						23		0.33
8	CTH ES WEST	7+75	-	9+17	RT	3	--	-
	CTH ES WEST	12+63	-	16+20	LT/RT	5	--	-
	CTH ES WEST	15+78			RT	--	48	-
	CTH ES WEST	16+34			RT	--	20	-
	CTH ES WEST	016+54			RT	--	36	-
	CTH ES EAST	32+00	-	43+53	RT	12	--	-
	CTH ES EAST	40+79			LT	--	26	-
SUBTOTAL						20	130	
9	STH 36	134+75	-	136+25	LT/RT	3	-	-
SUBTOTAL						3		
10	STH 89	163+50	-	171+50	RT	9	-	-
	STH 89	249+00	-	251+25	RT	3	-	-
	STH 89	252+25	-	253+00	LT/RT	1	-	-
SUBTOTAL						13		

3

3

TREE CLEARING (CONTINUED)						201.0105	201.0120	SPV.0005.01
						CLEARING	CLEARING	INVASIVE SPECIES MANAGEMENT-UPLANDS
AREA	LOCATION	STATION	TO	STATION	OFFSET	STA	ID	ACRE
11	STH 11	88+69			RT	-	46	-
	STH 11	88+82			LT	-	12	-
	STH 11	88+95			LT	-	18	-
SUBTOTAL							76	
12	STH 33	67+00	-	68+00	RT	1	-	-
	STH 33	69+00	-	70+00	LT	1	-	-
	STH 33	71+00	-	74+00	LT	3	-	-
	STH 33	165+00	-	168+00	RT	3	-	-
SUBTOTAL						8		
13	STH 19 MEDIAN	120+52			-	-	5	-
	STH 19 MEDIAN	121+39			-	-	6	-
	STH 19 MEDIAN	122+42			-	-	4	-
	STH 19 MEDIAN	124+67			-	-	6	-
	STH 19 MEDIAN	129+50			-	-	5	-
	STH 19 MEDIAN	129+83			-	-	6	-
	STH 19 MEDIAN	130+13			-	-	5	-
	STH 19 MEDIAN	130+66			-	-	6	-
SUBTOTAL							43	
14	IH 894, 84TH ST TO STH 24	101+00	-	103+00	RT	-	40	-
	IH 894, STH 24 TO 76TH ST	119+00	-	121+00	RT	-	67	-
	IH 894, 76TH ST TO 68TH ST	146+00	-	149+00	LT	-	188	-
	IH 894, 76TH ST TO 68TH ST	133+00	-	148+00	RT	-	475	-
	IH 894, 68TH ST TO 60TH ST	152+00	-	168+00	RT	-	421	-
	IH 894, 51ST ST TO STH 36	201+00	-	228+00	RT	-	474	-
	IH 894, STH 36 TO 35TH ST	253+00	-	255+00	LT	-	81	-
	IH 894, STH 36 TO 35TH ST	232+00	-	24800	RT	-	106	-
	IH 894, RAMP FHB	102+00	-	106+00	RT	-	68	-
SUBTOTAL							1,920	
TOTAL						393	2,181	0.33

3

EROSION CONTROL					
	627.0200	628.1504	628.1520	628.6510	SPV.0060.05
	MULCHING	SILT FENCE	SILT FENCE MAINTENANCE	SOIL STABILIZER TYPE B	SPECIAL 05. SEMI- PERMANENT RESTORATION
AREA	SY	LF	LF	ACRES	EACH
1	-	-	-	-	1
2	-	-	-	-	1
3	-	-	-	-	1
4	-	-	-	-	1
5	1,400	-	-	0.3	1
6	-	-	-	-	1
7	1,900	-	-	0.4	1
8	5,650	-	-	1.2	1
9	200	-	-	0.1	1
10	-	-	-	-	1
11	-	-	-	-	1
12	-	-	-	-	1
13	-	-	-	-	1
14	-	-	-	-	1
UNDISTRIBUTED	4,850	200	200	1	-
TOTAL	14,000	200	200	3	14

3

TRAFFIC CONTROL				
	SPV.0060.01	SPV.0060.02	SPV.0060.03	SPV.0060.04
	SPECIAL 01. SINGLE LANE CLOSURE, NON- FREEWAY/EXPRESSWAY	SPECIAL 02. SHOULDER CLOSURE ON DIVIDED ROADWAY	SPECIAL 03. WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY	SPECIAL 04. SINGLE LANE CLOSURE WITH BI- DIRECTIONAL TRAFFIC
AREA	EACH	EACH	EACH	EACH
1	-	1	-	-
2	-	1	-	1
3	-	1	-	-
4	-	1	-	-
5	1	-	-	-
6	-	-	-	1
7	-	-	-	1
8	-	-	-	1
9	-	-	-	1
10	-	-	-	1
11	-	-	-	1
12	-	-	1	-
13	1	-	-	-
14	-	1	-	-
TOTAL	2	5	1	7

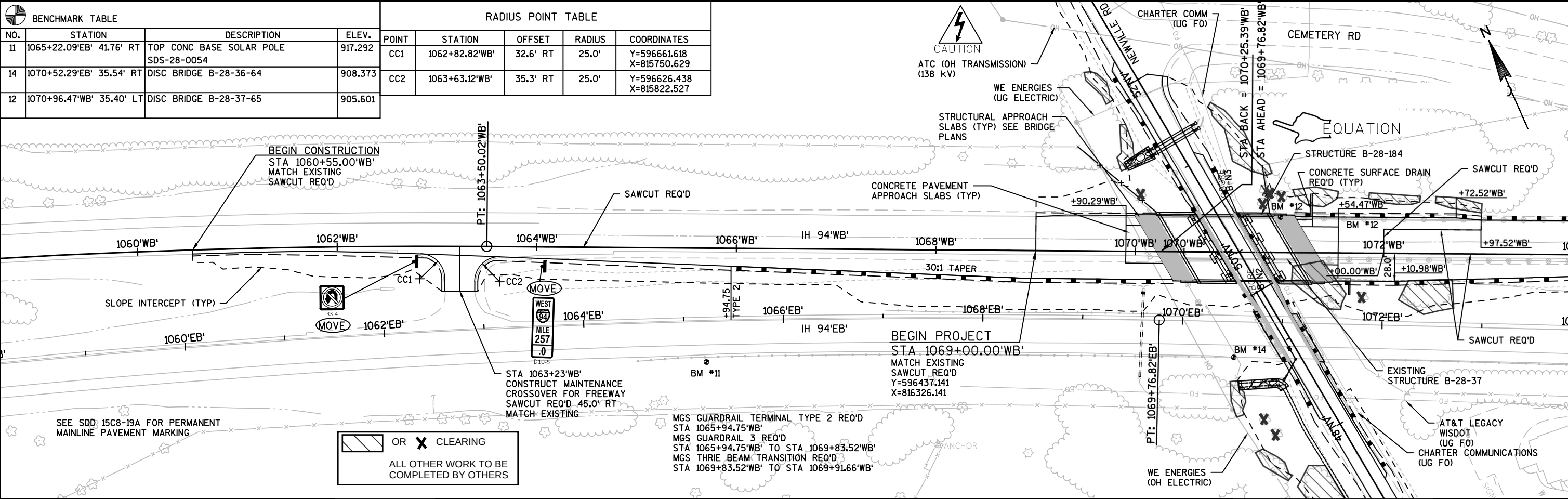
FOR INFORMATION ONLY

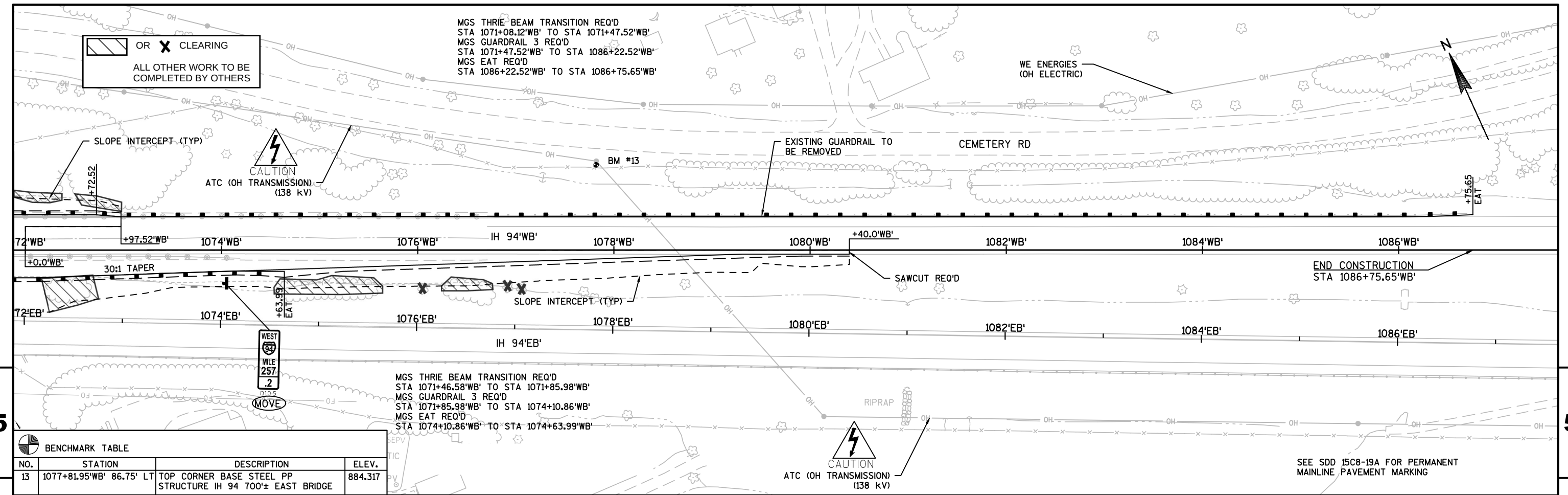
MINIMUM, EXPECTED, AND MAXIMUM QUANTITIES

	201.0105	201.0120	627.0200	628.1504	628.1520	628.6510	SPV.0005.01	SPV.0060.01	SPV.0060.02	SPV.0060.03	SPV.0060.04	SPV.0060.05
						SOIL	INVASIVE SPECIES	SPECIAL 01. SINGLE LANE	SPECIAL 02. SHOULDER	SPECIAL 03. WORK ON	SPECIAL 04. SINGLE LANE	SPECIAL 05. SEMI-
						STABILIZER	MANAGEMENT -	CLOSURE, NON-	CLOSURE ON DIVIDED	SHOULDER OR PARKING	CLOSURE WITH BI-	PERMANENT
	CLEARING	CLEARING	MULCHING	SILT FENCE	MAINTENANCE	TYPE B	UPLANDS	FREEWAY/EXPRESSWAY	ROADWAY	LANE, UNDIVIDED ROADWAY	DIRECTIONAL TRAFFIC	RESTORATION
	STA	ID	SY	LF	LF	ACRE	ACRE	EACH	EACH	EACH	EACH	EACH
MINIMUM	200	1,000	7,500	100	100	1	0.10	1	2	1	5	5
EXPECTED	393	2,181	14,000	200	200	3	0.33	2	5	1	7	14
MAXIMUM	1,300	5,500	50,000	2,000	2,000	10	1.00	10	10	30	20	55

BENCHMARK TABLE			
NO.	STATION	DESCRIPTION	ELEV.
11	1065+22.09'EB' 41.76' RT	TOP CONC BASE SOLAR POLE SDS-28-0054	917.292
14	1070+52.29'EB' 35.54' RT	DISC BRIDGE B-28-36-64	908.373
12	1070+96.47'WB' 35.40' LT	DISC BRIDGE B-28-37-65	905.601

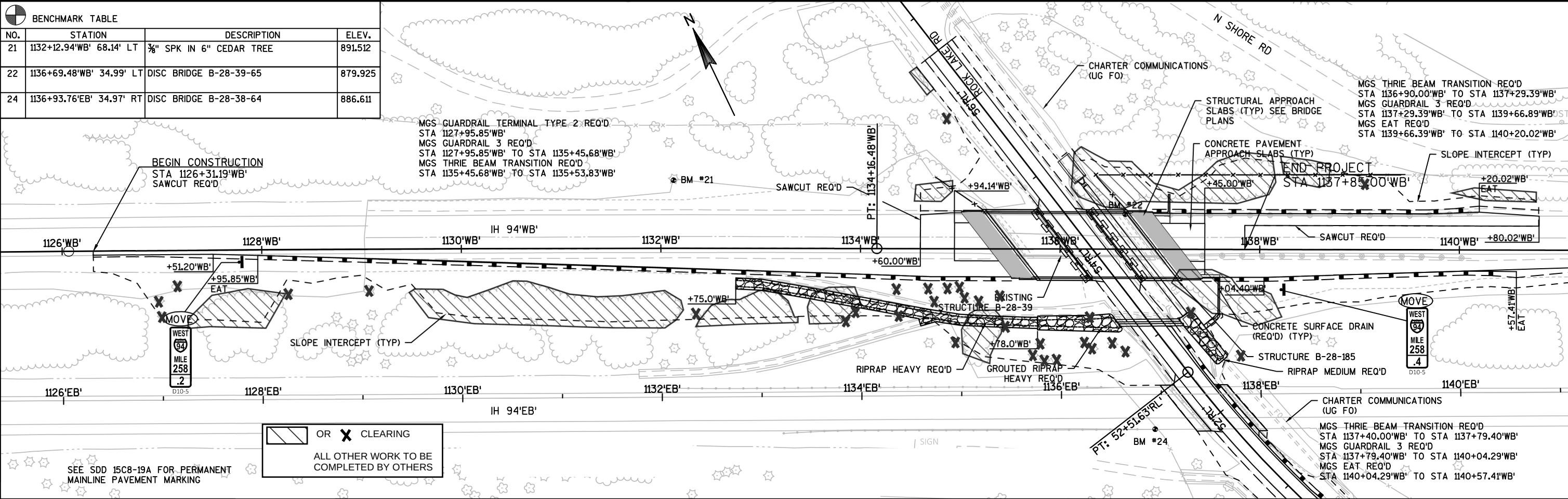
RADIUS POINT TABLE				
POINT	STATION	OFFSET	RADIUS	COORDINATES
CC1	1062+82.82'WB'	32.6' RT	25.0'	Y=596661.618 X=815750.629
CC2	1063+63.12'WB'	35.3' RT	25.0'	Y=596626.438 X=815822.527





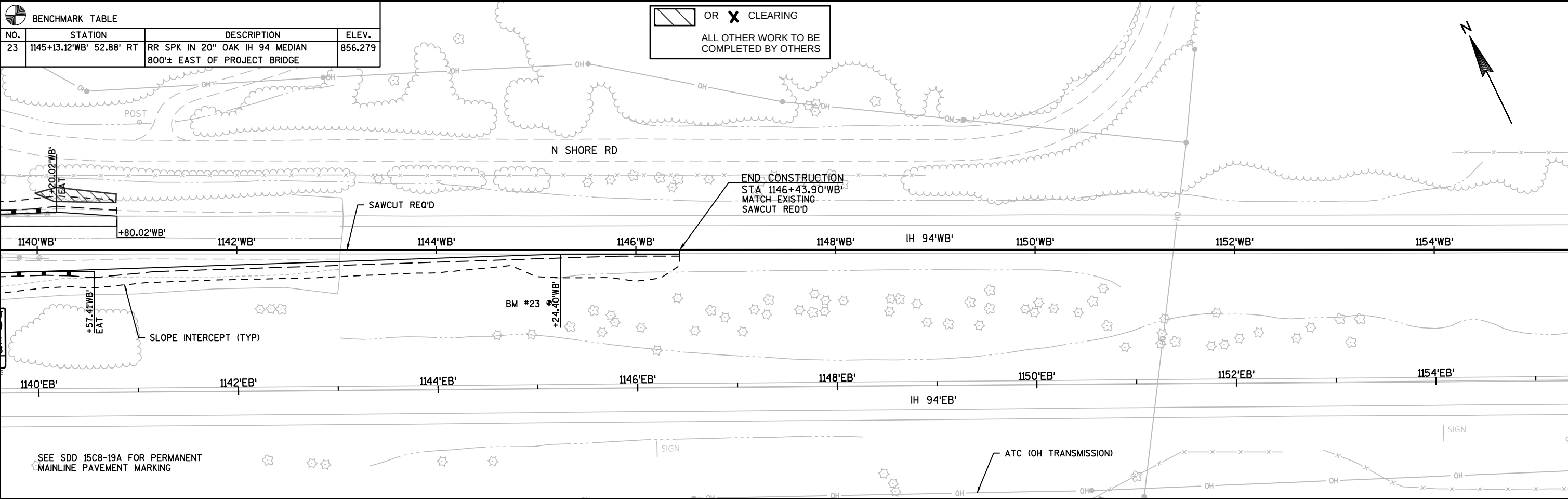
BENCHMARK TABLE			
NO.	STATION	DESCRIPTION	ELEV.
13	1077+81.95'WB' 86.75' LT	TOP CORNER BASE STEEL PP STRUCTURE IH 94 700± EAST BRIDGE	884.317

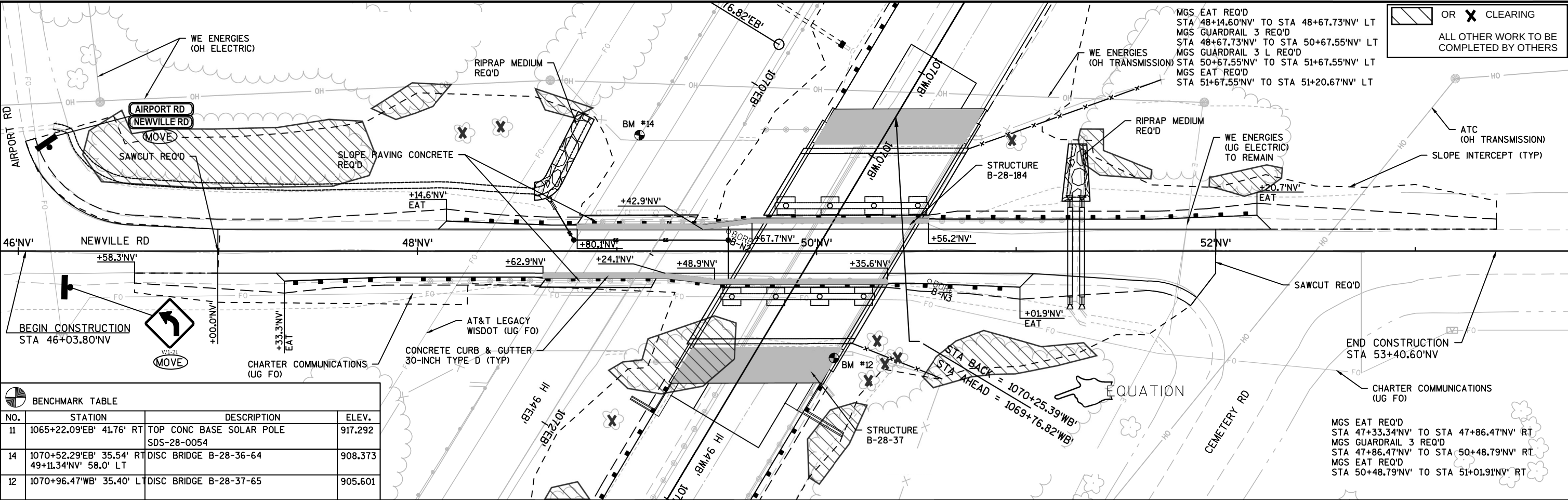
BENCHMARK TABLE			
NO.	STATION	DESCRIPTION	ELEV.
21	1132+12.94'WB' 68.14' LT	3/8" SPK IN 6" CEDAR TREE	891.512
22	1136+69.48'WB' 34.99' LT	DISC BRIDGE B-28-39-65	879.925
24	1136+93.76'EB' 34.97' RT	DISC BRIDGE B-28-38-64	886.611



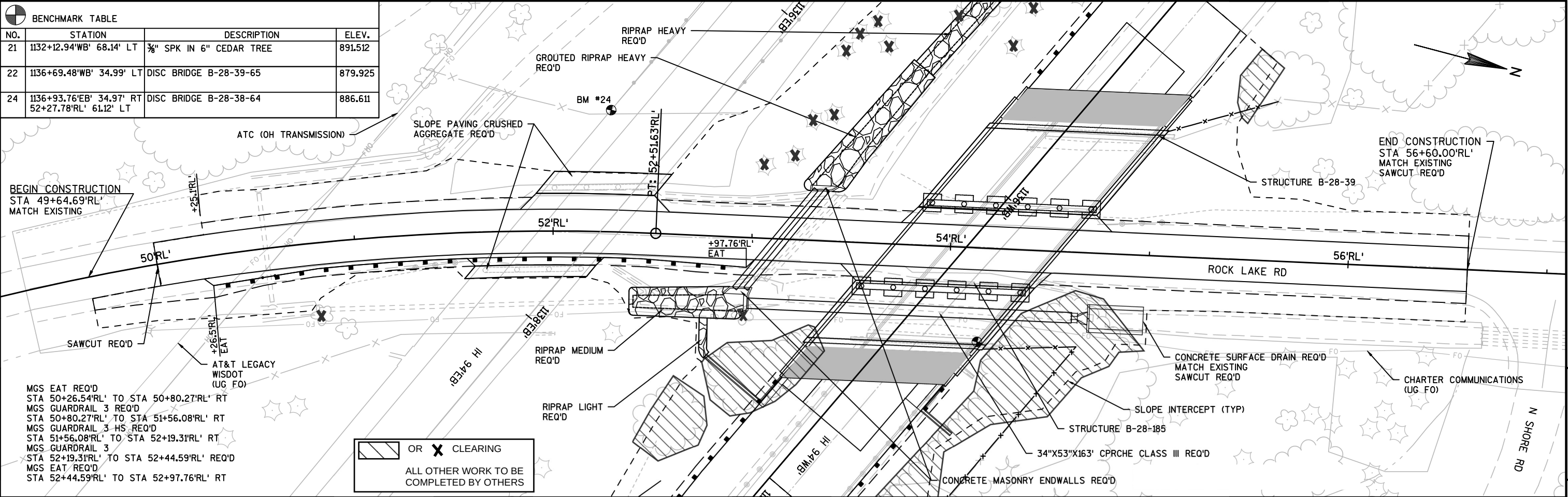
BENCHMARK TABLE			
NO.	STATION	DESCRIPTION	ELEV.
23	1145+13.12'WB' 52.88' RT	RR SPK IN 20" OAK IH 94 MEDIAN 800± EAST OF PROJECT BRIDGE	856.279

 OR  CLEARING
ALL OTHER WORK TO BE
COMPLETED BY OTHERS





BENCHMARK TABLE			
NO.	STATION	DESCRIPTION	ELEV.
21	1132+12.94'WB' 68.14' LT	3/8" SPK IN 6" CEDAR TREE	891.512
22	1136+69.48'WB' 34.99' LT	DISC BRIDGE B-28-39-65	879.925
24	1136+93.76'EB' 34.97' RT 52+27.78'RL' 61.12' LT	DISC BRIDGE B-28-38-64	886.611

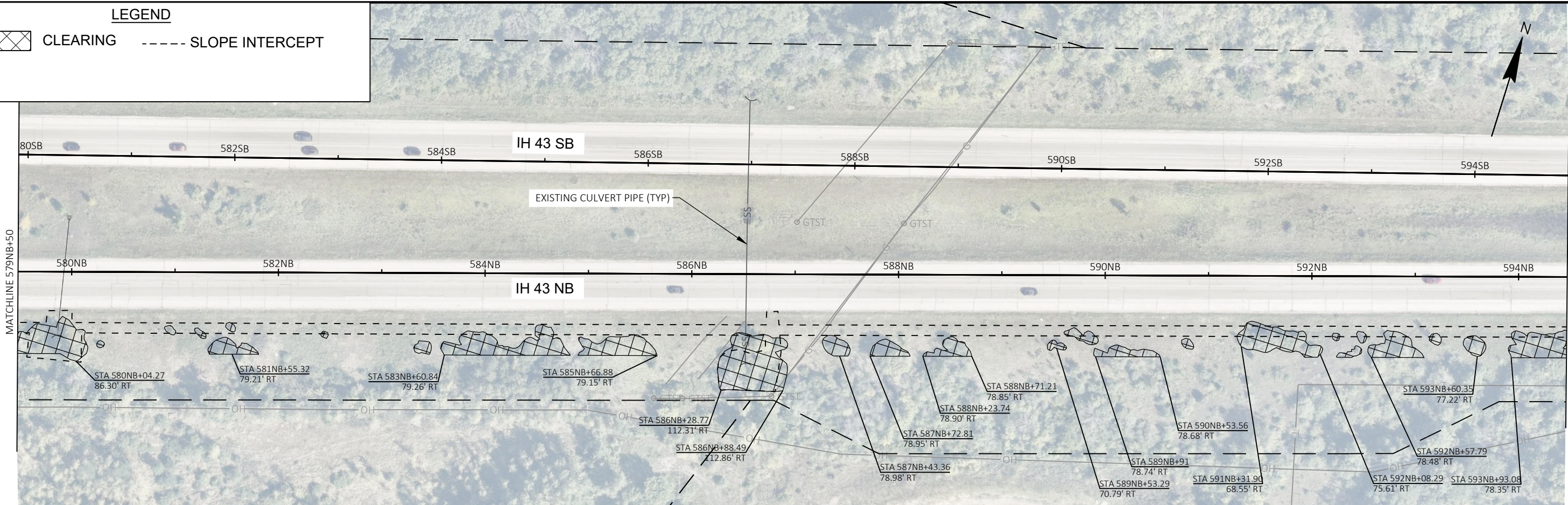


LEGEND

CLEARING

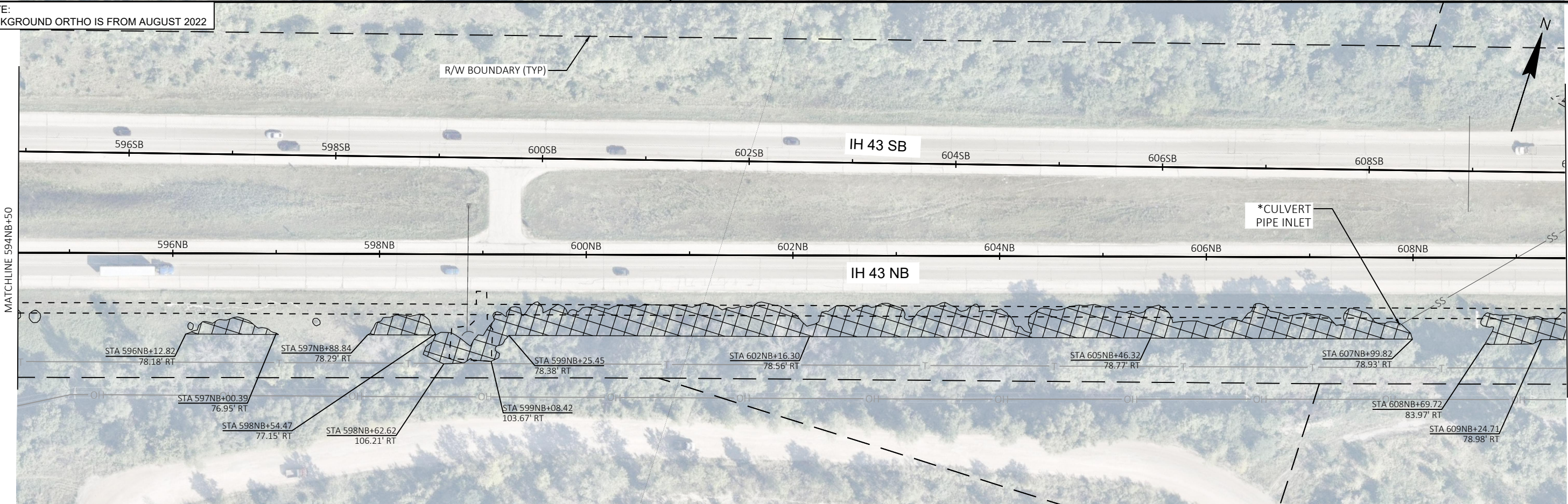
SLOPE INTERCEPT

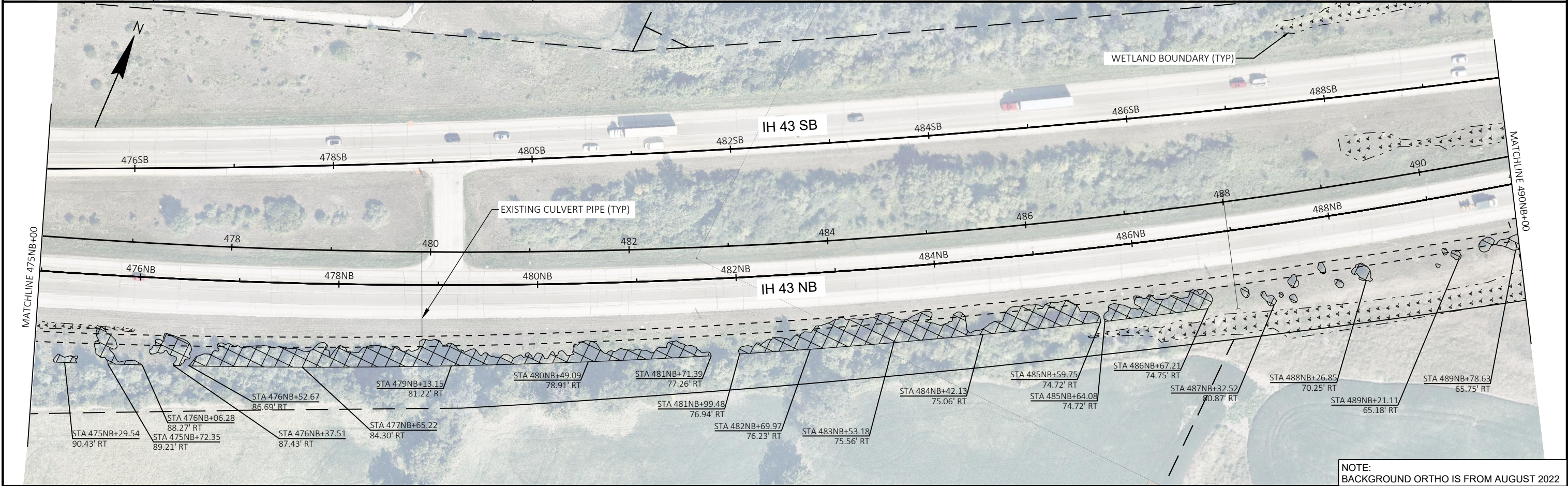
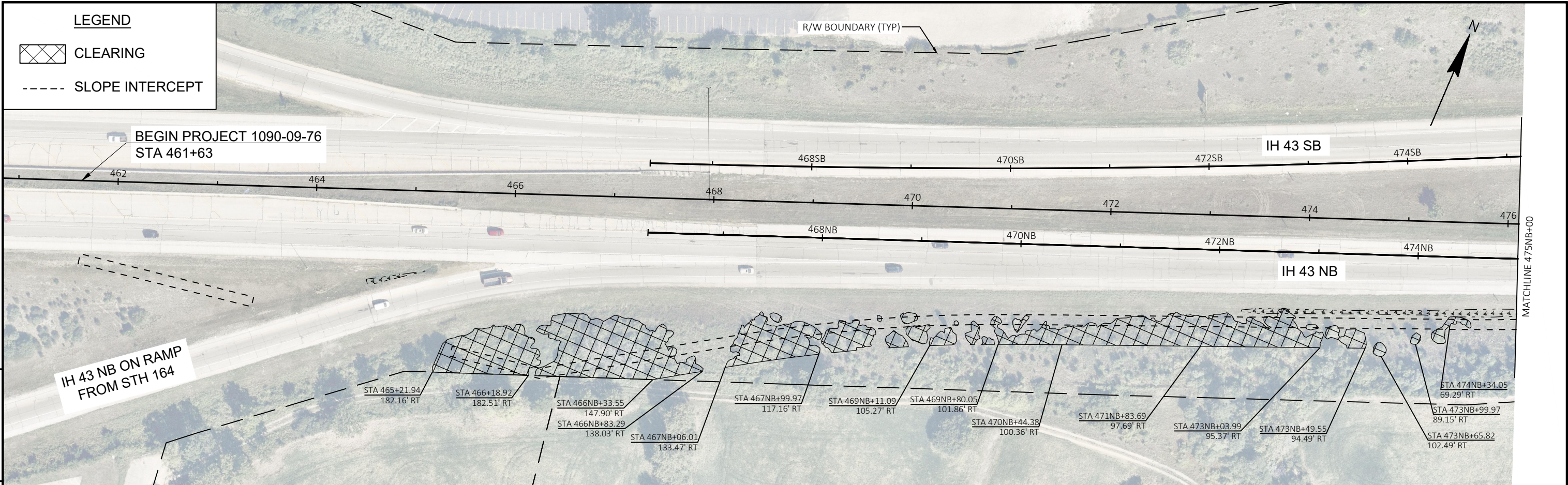
5



NOTE:
BACKGROUND ORTHO IS FROM AUGUST 2022

5





NOTE:
BACKGROUND ORTHO IS FROM AUGUST 2022

WETLAND BOUNDARY (TYP)

EXISTING CULVERT PIPE (TYP)

IH 43 SB

IH 43 NB

STA 495NB+50.82
70.57' RT

STA 499NB+91.97
98.21' RT

STA 501NB+49.38
98.25' RT

STA 502NB+25.89
78.27' RT

STA 504NB+51.53
78.35' RT

STA 490NB+17.11
70.44' RT

STA 490NB+93.33
64.95' RT

LEGEND



CLEARING



SLOPE INTERCEPT

IH 43 SB

IH 43 NB

STA 506NB+19.29
78.40' RT

STA 508NB+51.48
78.48' RT

STA 511NB+11.32
78.53' RT

R/W BOUNDARY (TYP)

GUTHRIE RD (CTH U)

STA 514NB+69.85
78.54' RT
STA 515NB+02.07
78.54' RT

STA 516NB+12.85
79.99' RT

STA 516NB+65
78.58' RT

STA 517NB+58.69
78.60' RT

STA 517NB+99.89
78.60' RT

STA 518NB+32.19
78.61' RT

STA 518NB+77.69
78.62' RT

STA 519NB+27.82
78.63' RT

PROJECT NO: 3742-02-70

HWY: IH 43

COUNTY: WAUKESHA

REMOVAL PLANS- AREA 3

SHEET

PRI 40

E

FILE NAME : N:\PDS\C3D\10900906\SHEET\OTHER\TREE CLEARING CONTRACT\021201_TREE CLEARING.DWG
LAYOUT NAME - 2

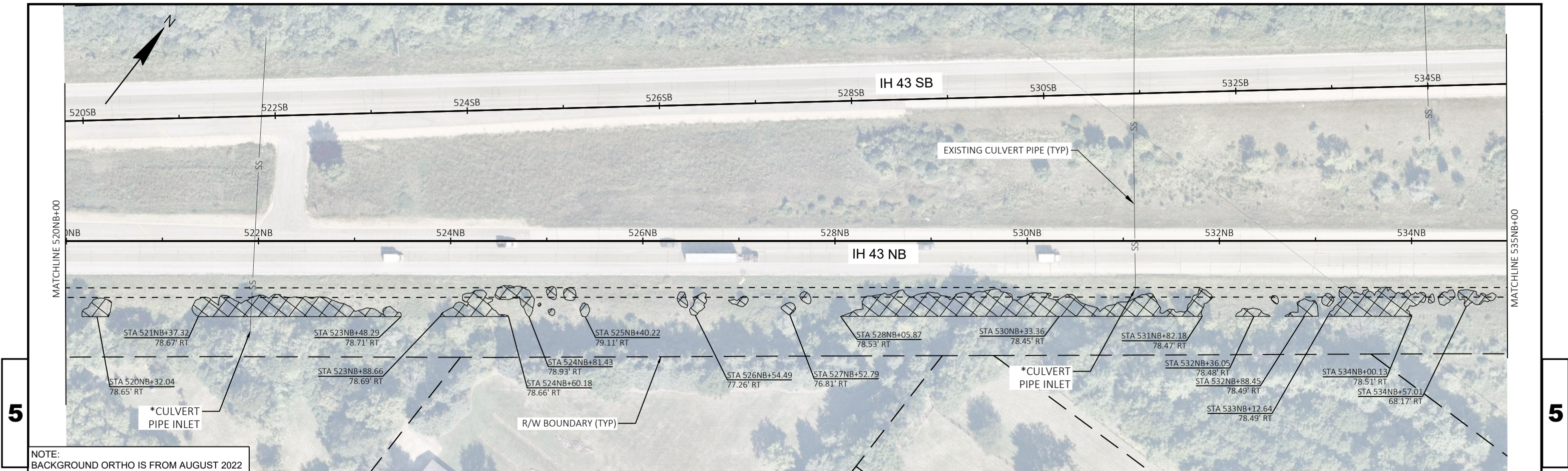
PLOT DATE : 4/20/2023 1:15 PM

PLOT BY : ABU AJWA, MUNTHERR J

PLOT NAME :

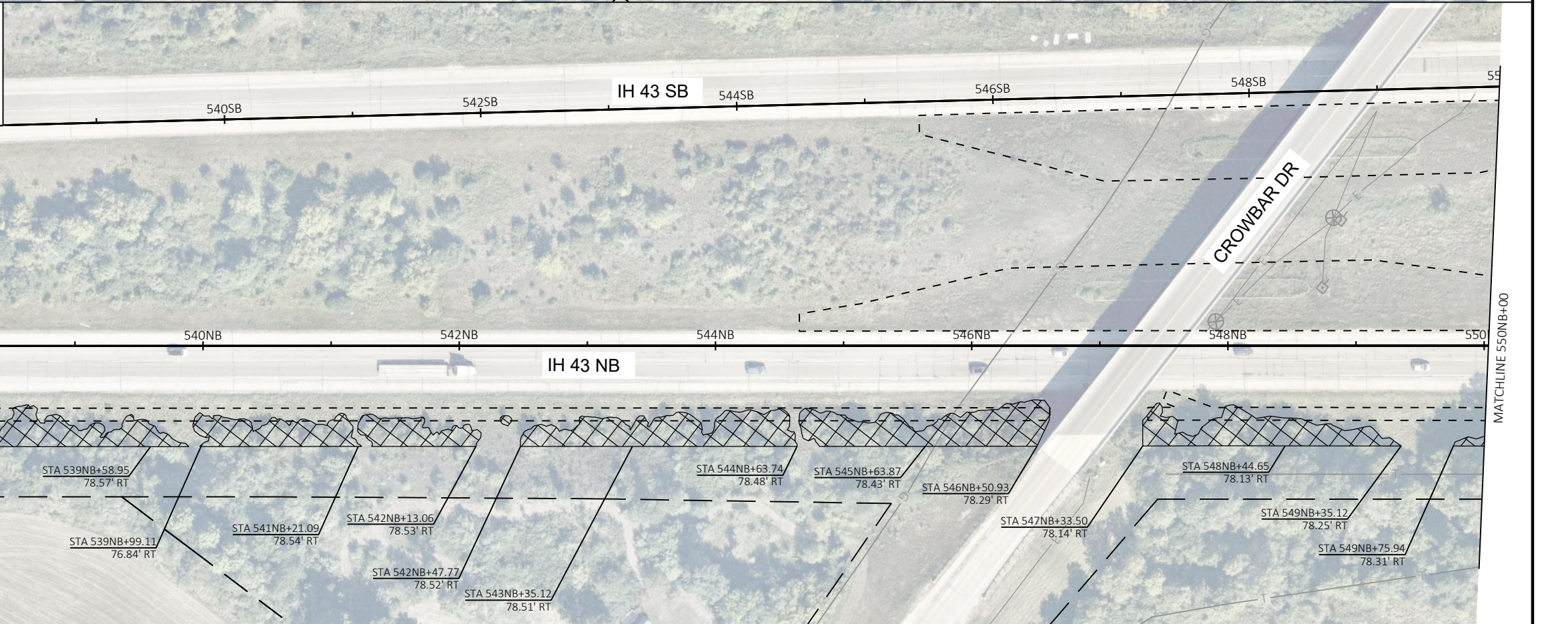
PLOT SCALE : 1 IN:100 FT

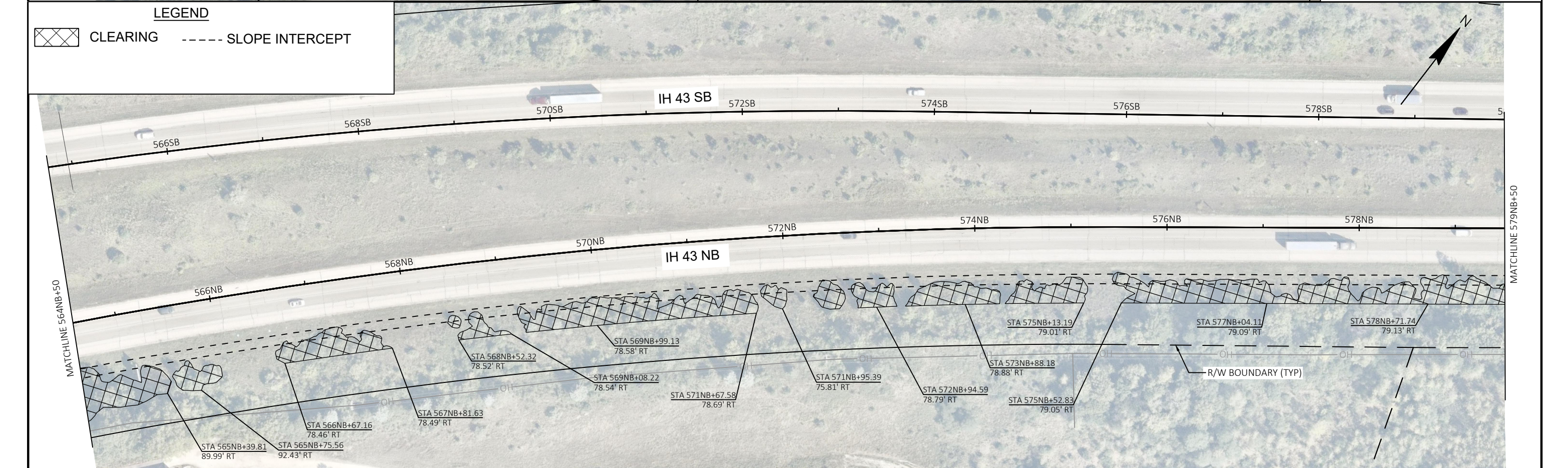
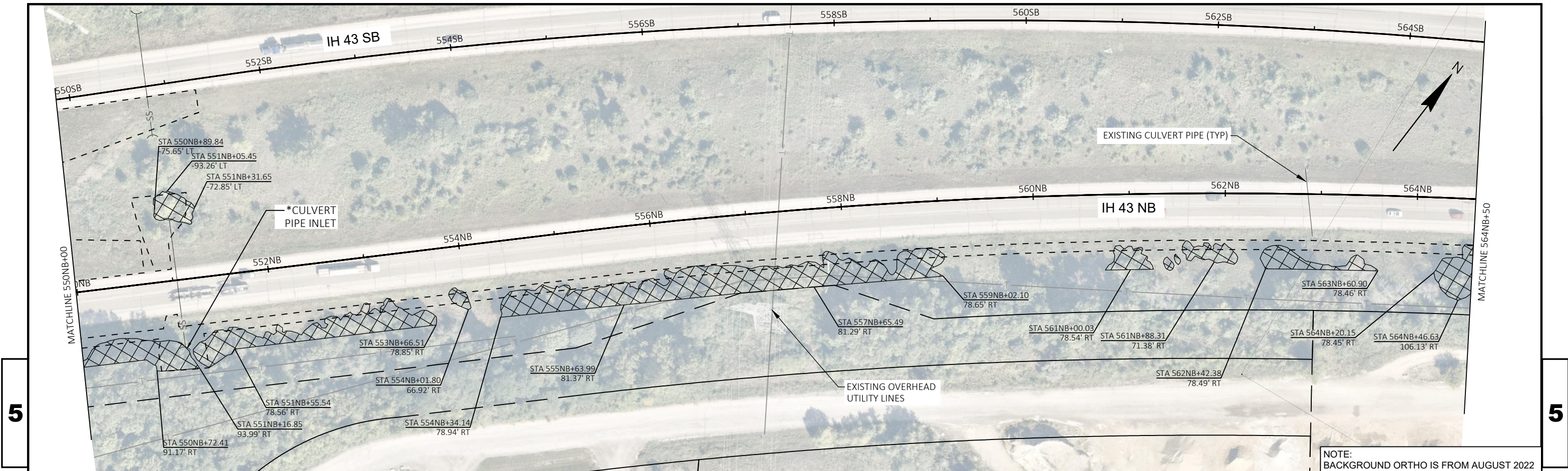
WISDOT/CADD\SHEET 42



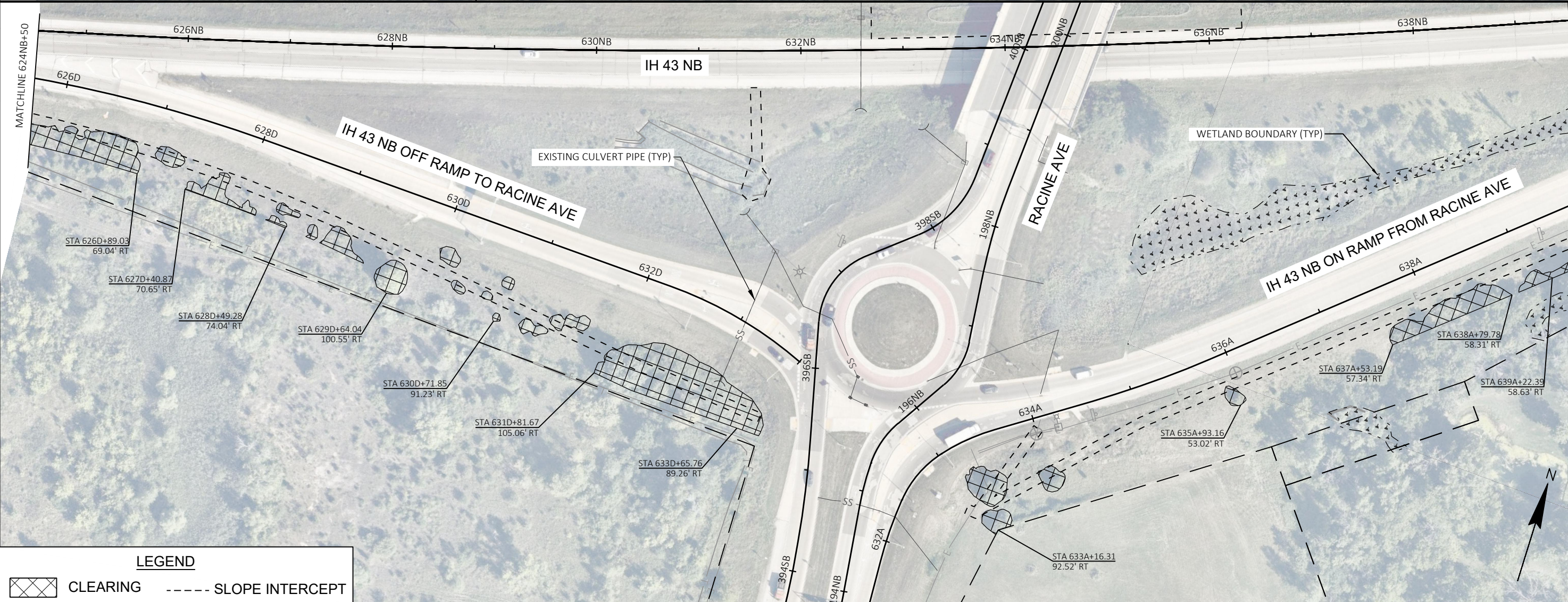
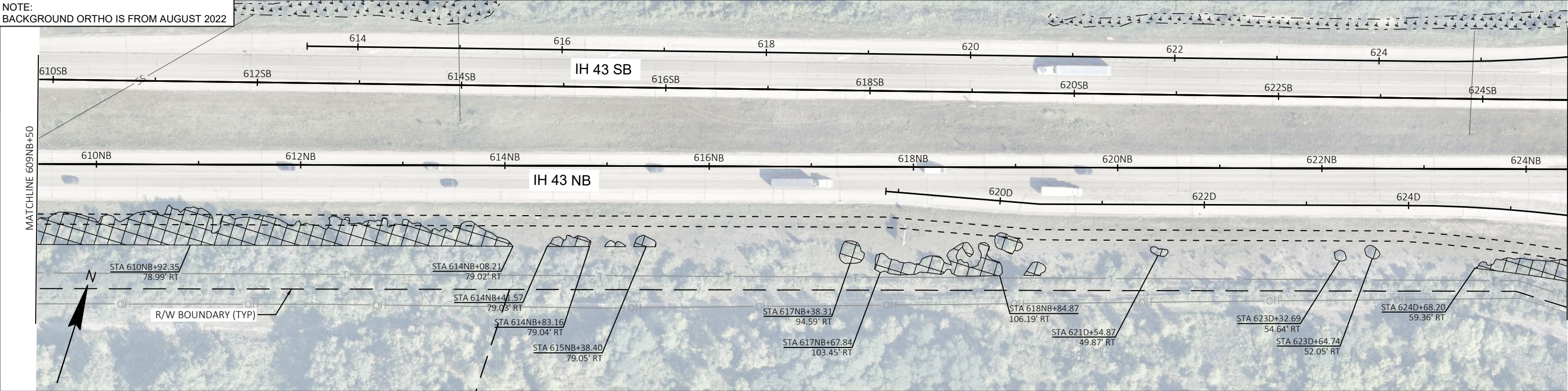
LEGEND

CLEARING SLOPE INTERCEPT





NOTE:
BACKGROUND ORTHO IS FROM AUGUST 2022



LEGEND

 CLEARING  SLOPE INTERCEPT

PROJECT NO: 3742-02-70

HWY: IH 43

COUNTY: WAUKESHA

REMOVAL PLANS- AREA 3

SHEET

PRI 43

E

FILE NAME : N:\PDS\C3D\10900906\SHEETSO\THER\TREE CLEARING CONTRACT\021201_TREE CLEARING.DWG
LAYOUT NAME - 6

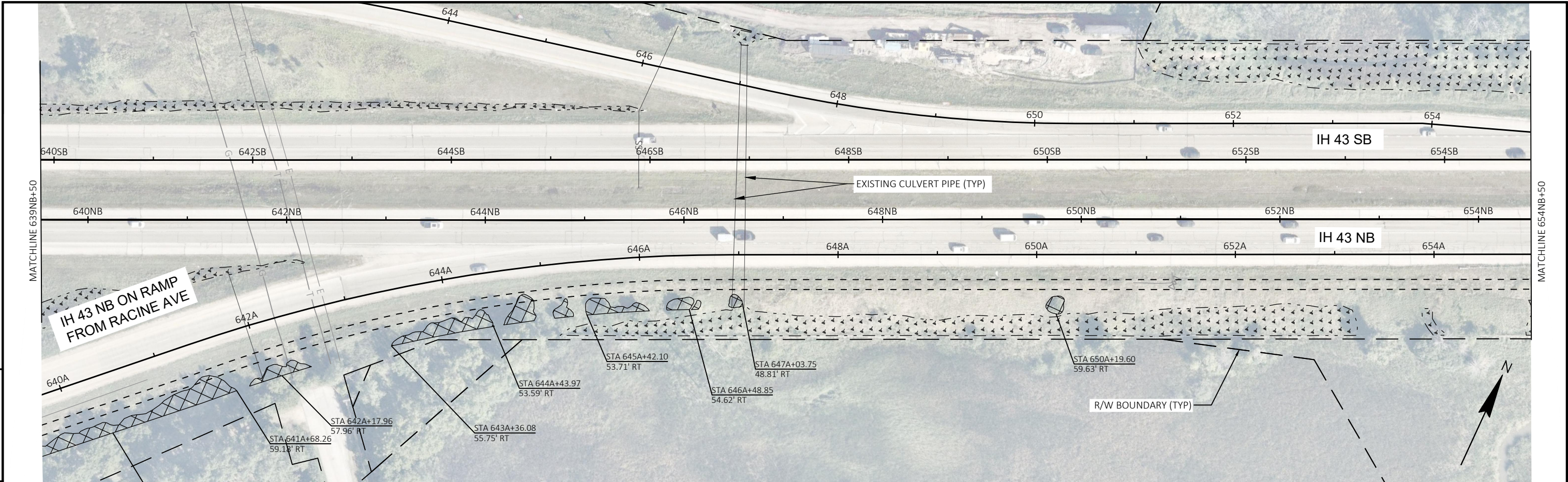
PLOT DATE : 4/20/2023 1:20 PM

PLOT BY : ABU AJWA, MUNTERH J

PLOT NAME :

PLOT SCALE : 1 IN:100 FT

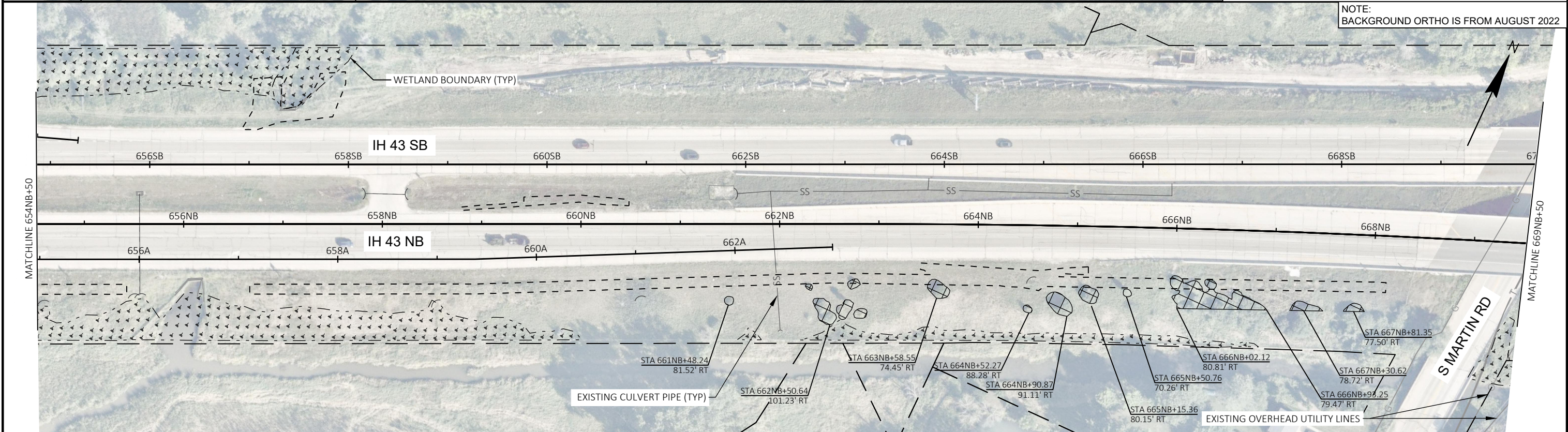
WISDOT/CADDs SHEET 42



LEGEND

CLEARING **SLOPE INTERCEPT**

NOTE:
BACKGROUND ORTHO IS FROM AUGUST 2022





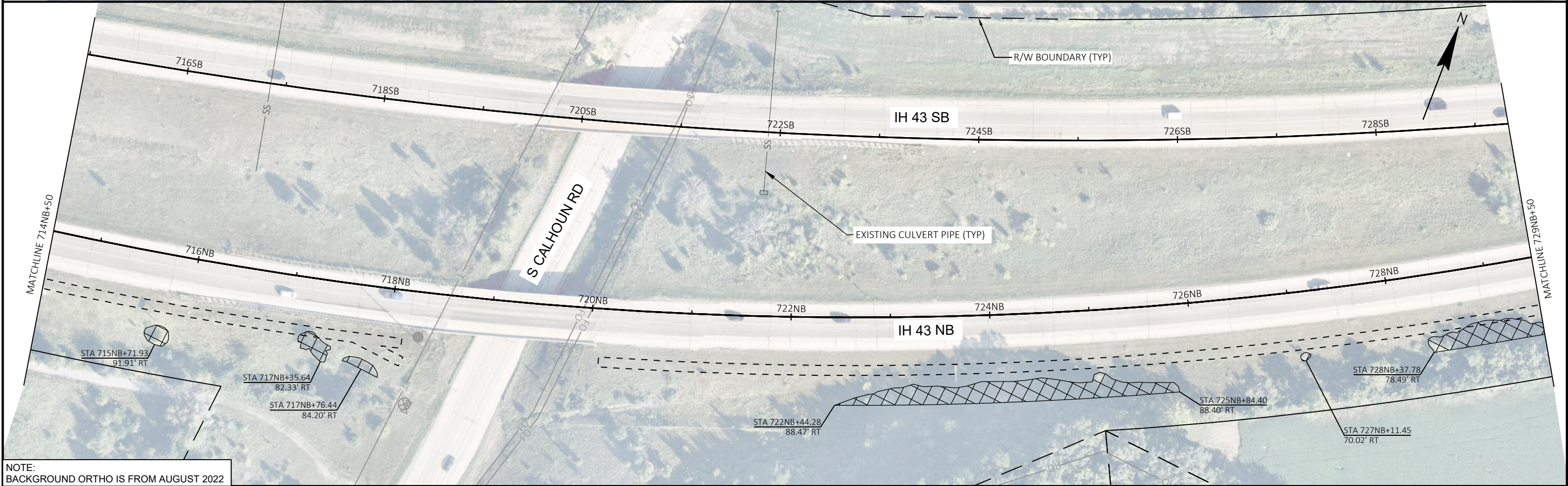
NOTE:
BACKGROUND ORTHO IS FROM AUGUST 2022

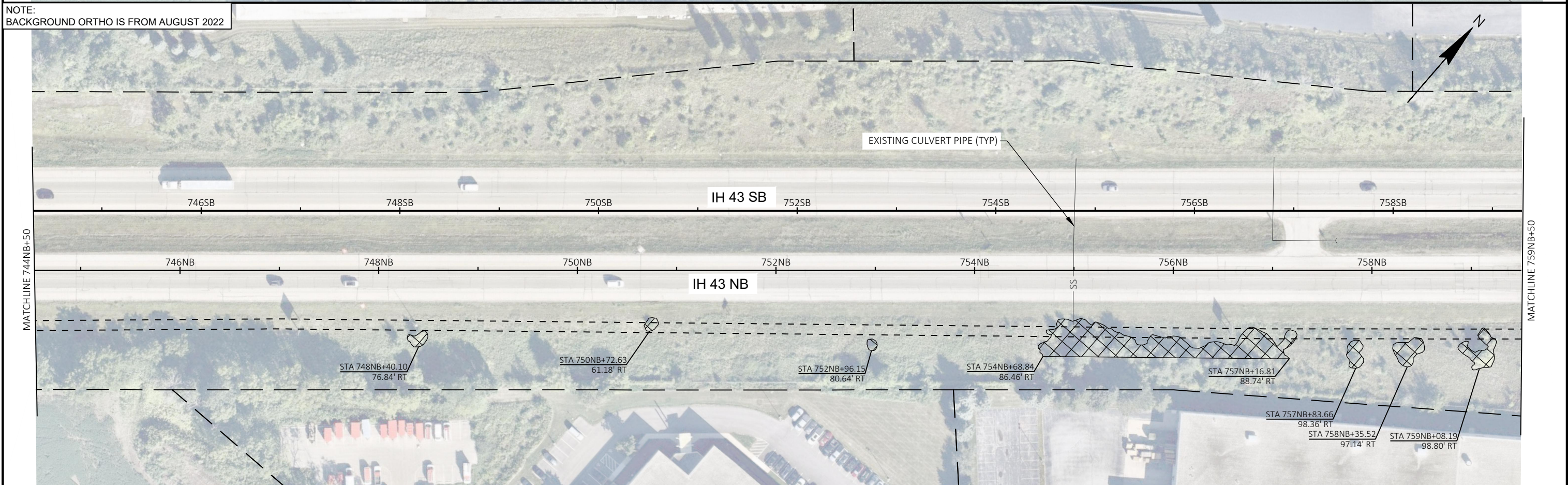
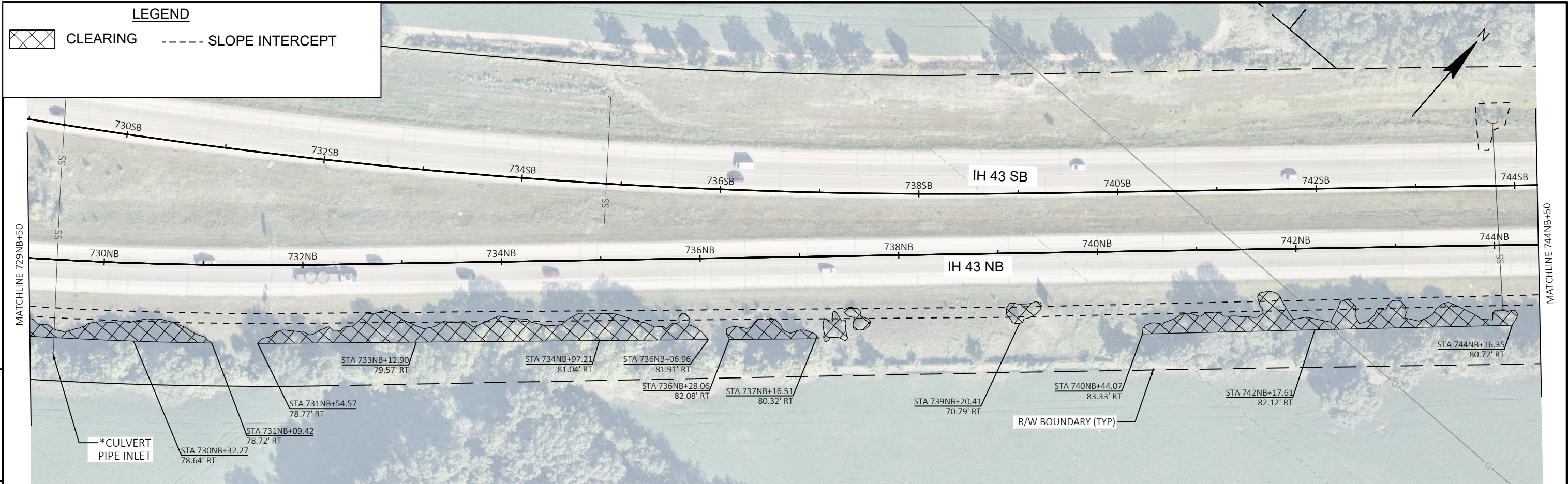
LEGEND

 **CLEARING**  **SLOPE INTERCEPT**



PROJECT NO: 3742-02-70	HWY: IH 43	COUNTY: WAUKESHA	REMOVAL PLANS- AREA 3	SHEET	PRI 45	E
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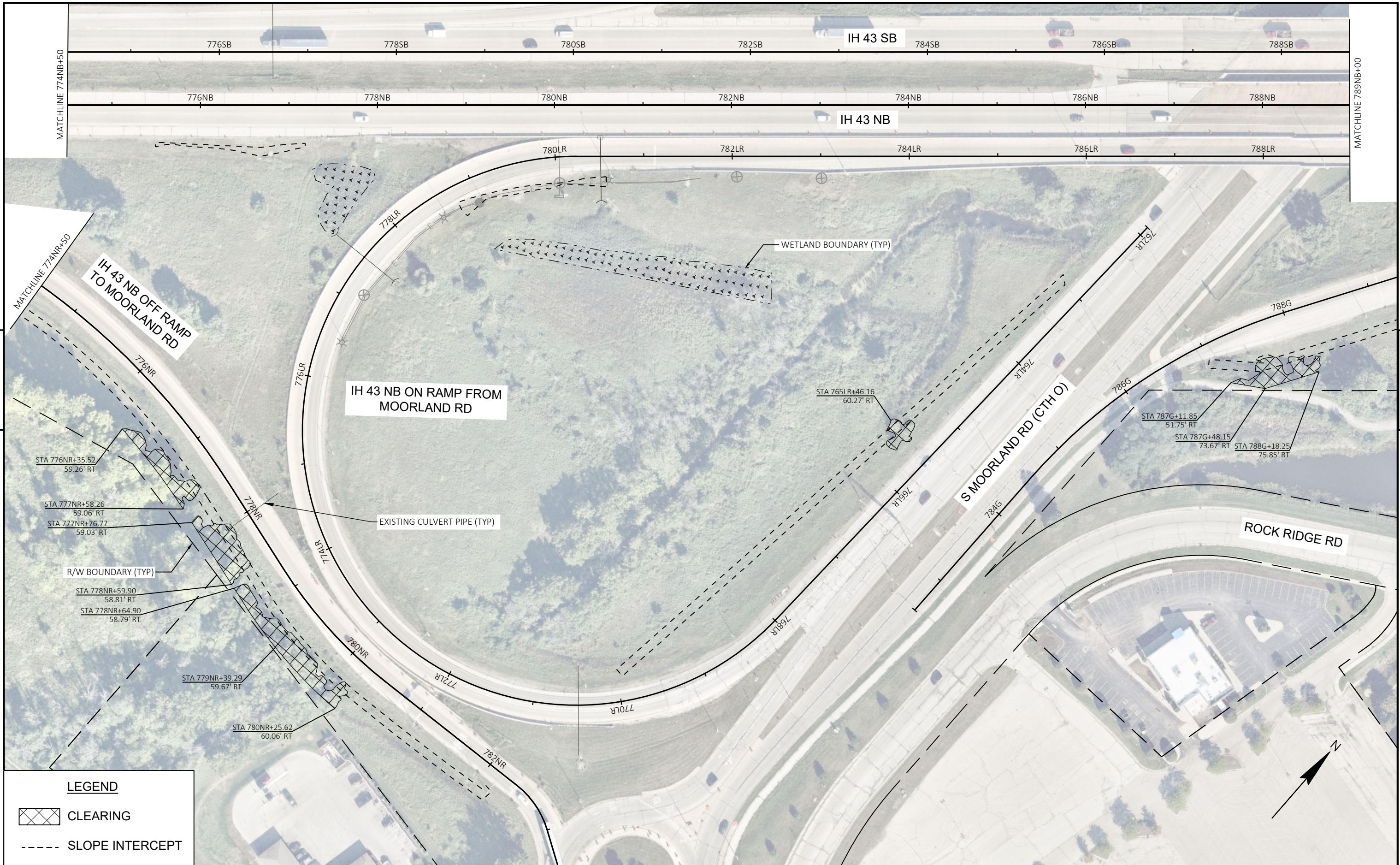






NOTE:
BACKGROUND ORTHO IS FROM AUGUST 2022

PROJECT NO: 3742-02-70	HWY: IH 43	COUNTY: WAUKESHA	REMOVAL PLANS- AREA 3	SHEET	PRI 48	E
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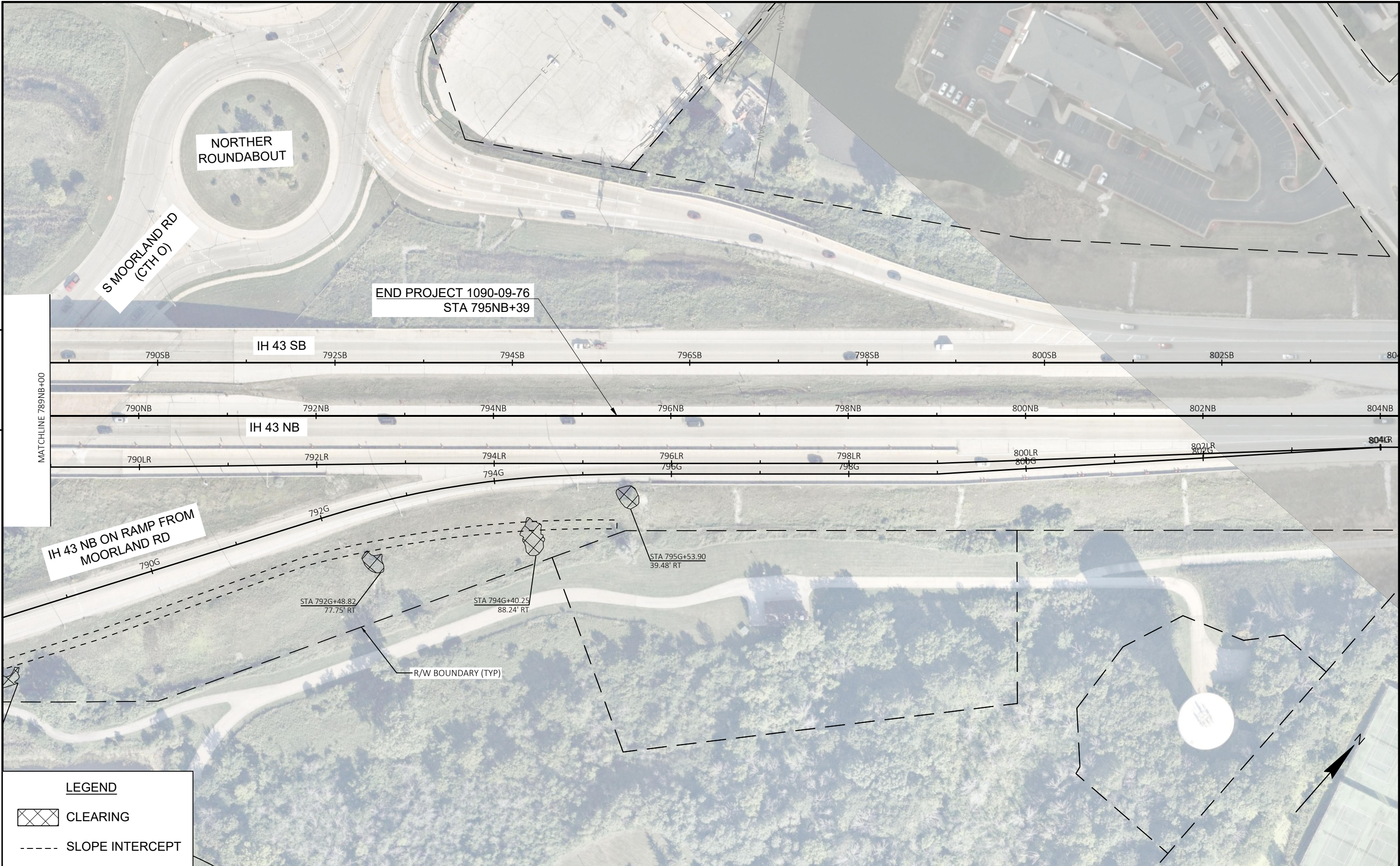
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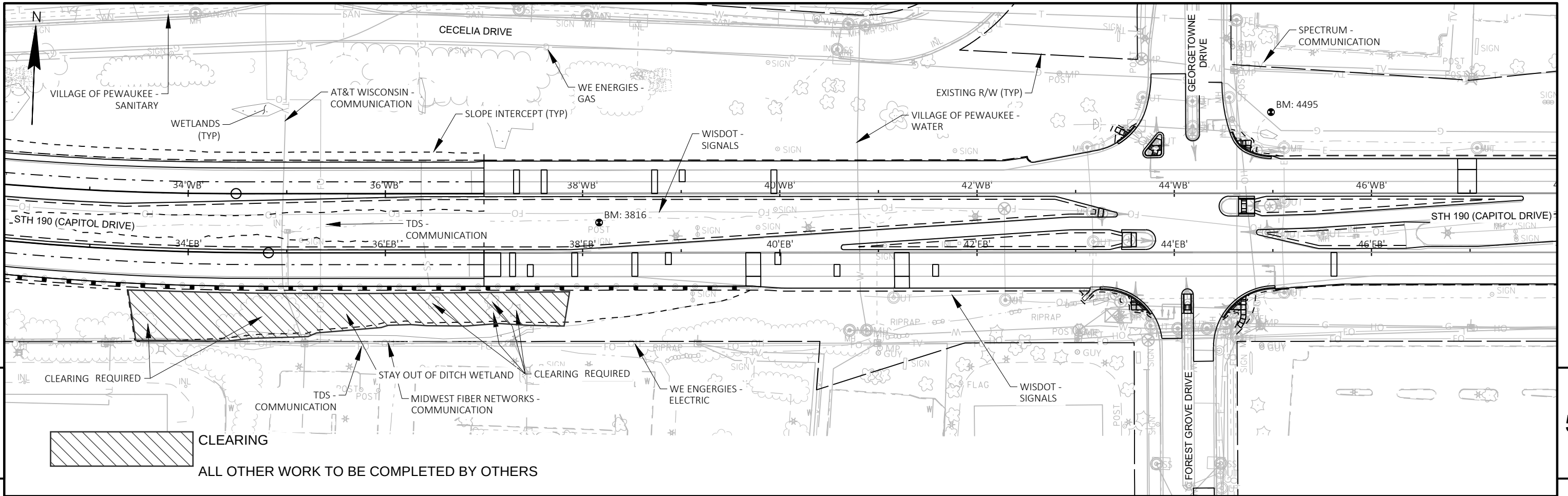
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LEGEND

CLEARING

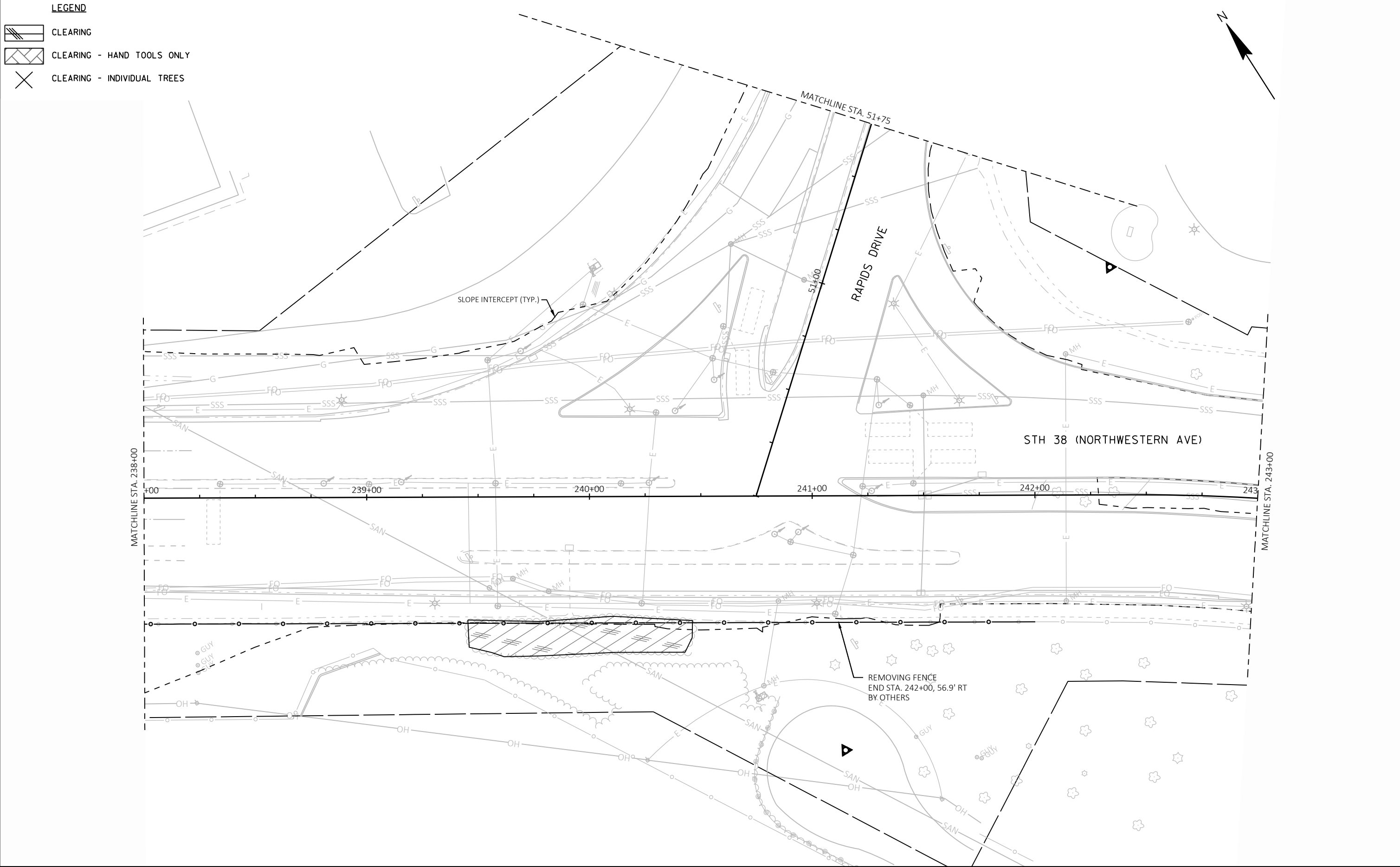
SLOPE INTERCEPT





5

5



LEGEND



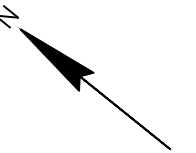
CLEARING



CLEARING - HAND TOOLS ONLY



CLEARING - INDIVIDUAL TREES



5

5

STH 38 (NORTHWESTERN AVE)

PROJECT NO: 3742-02-70

HWY: STH 38

COUNTY: RACINE

REMOVAL PLAN - AREA 5

SHEET

4

1

FILE NAME : X:\ML\2020\20200238\DESIGN\TRANSPORTATION\SHEETSPLAN\021101_RM_CLEARING.DWG
LAYOUT NAME - 021104_rm

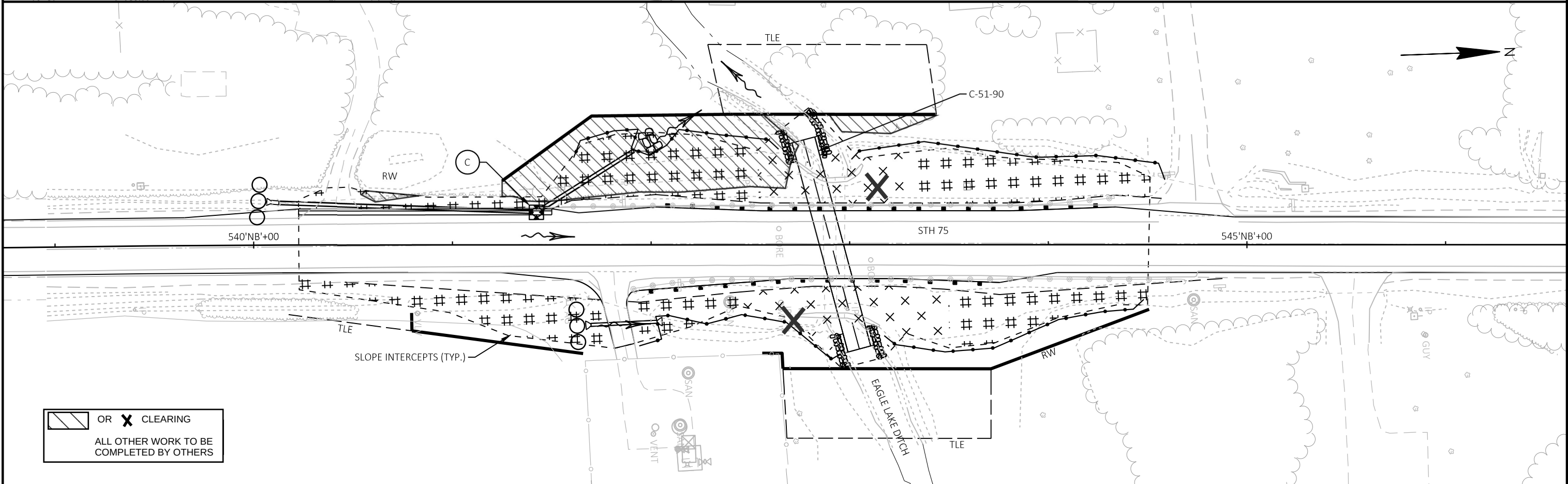
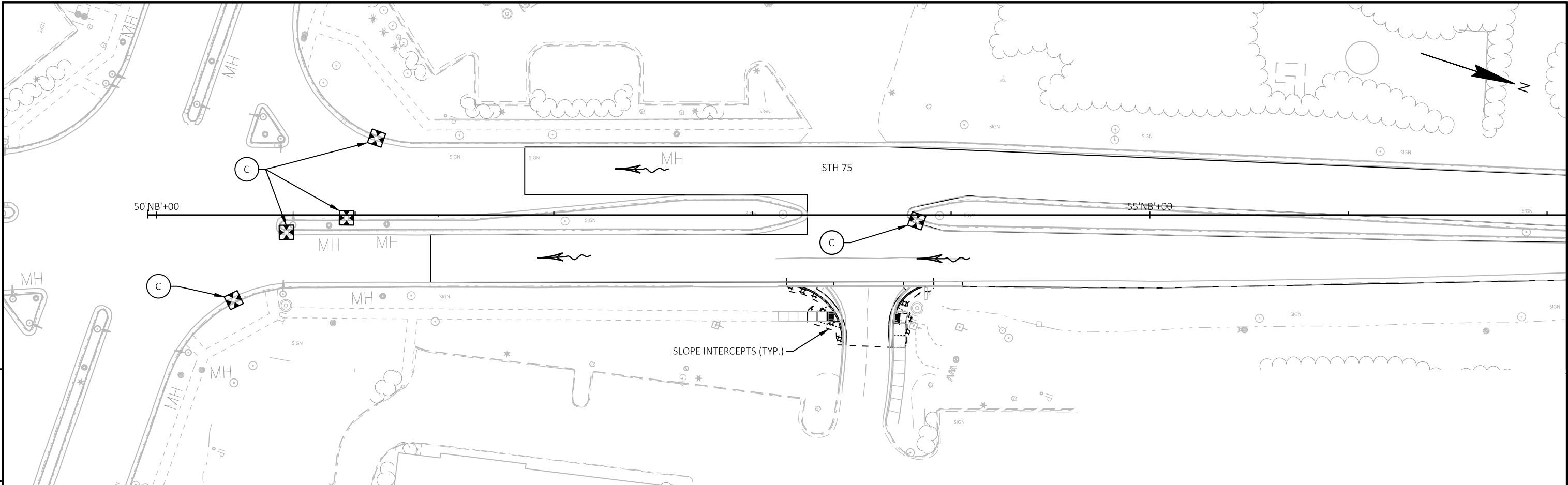
PLOT DATE : 5/3/2023 1:39 PM

PLOT BY : SCHOWALTER, STEVEN

PLOT NAME :

PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

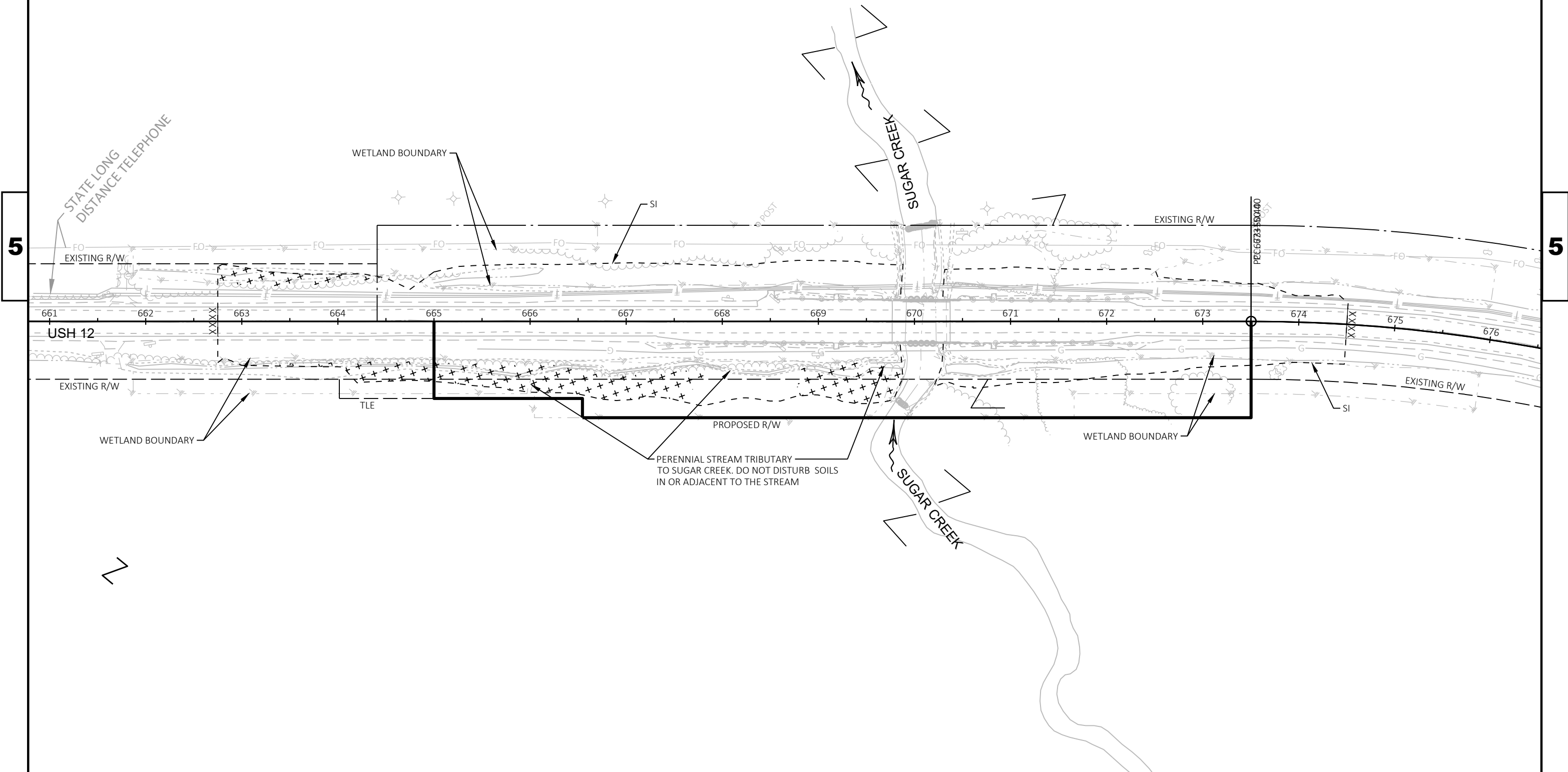
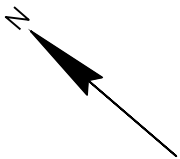


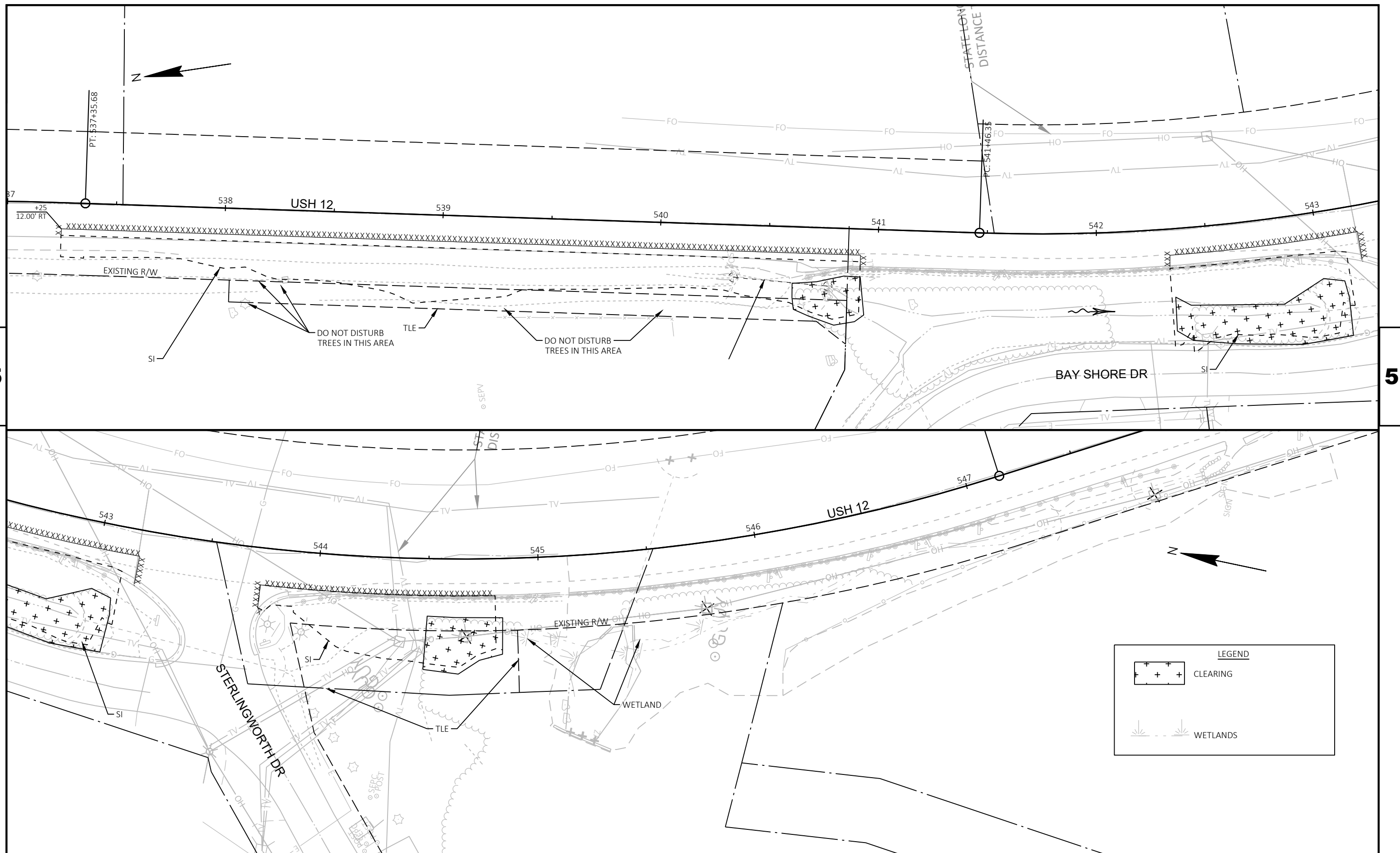
LEGEND

CLEARING

SLOPE INTERCEPT

WETLANDS





LEGEND

+

+

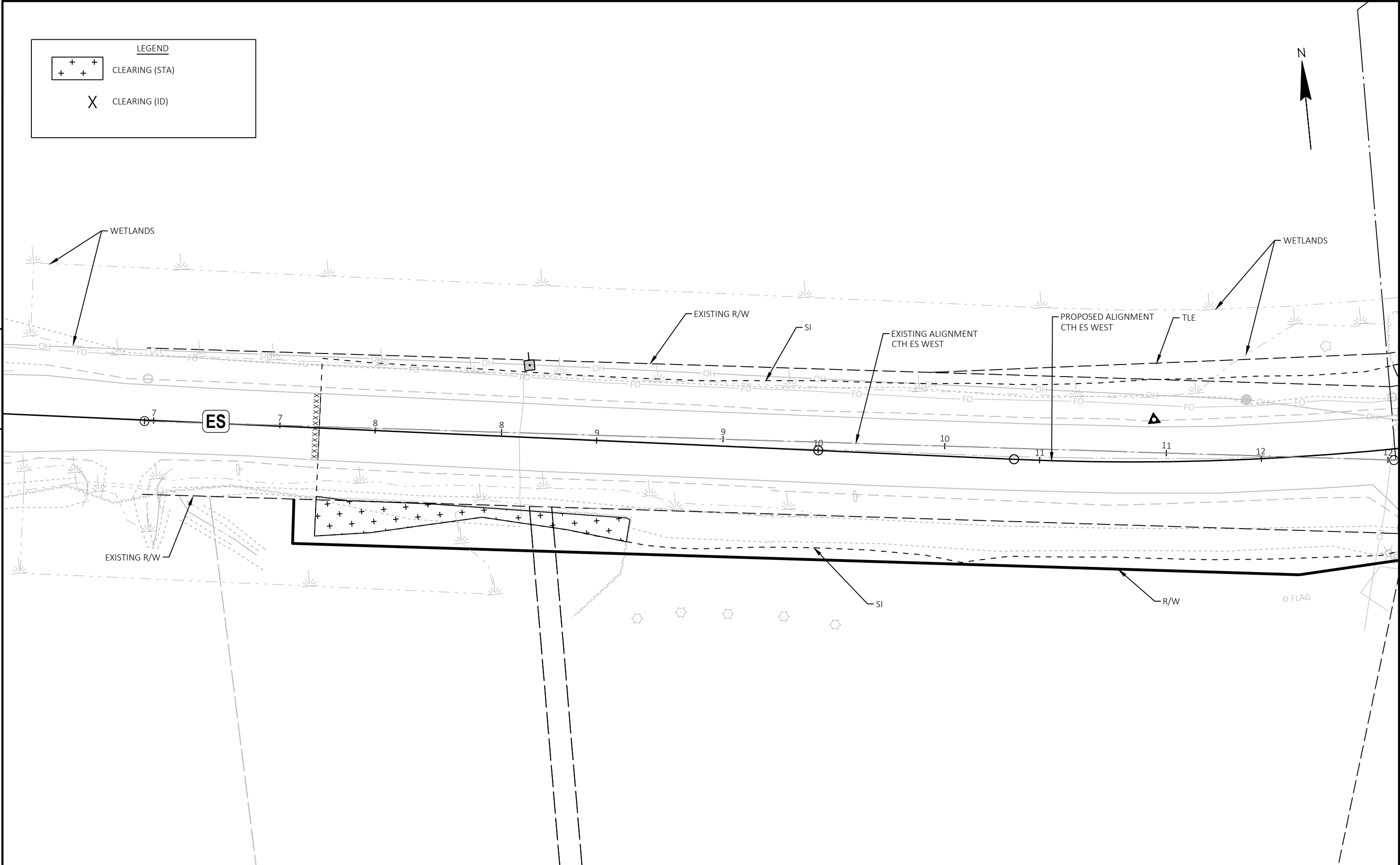
+

+

CLEARING (STA)

X

CLEARING (ID)

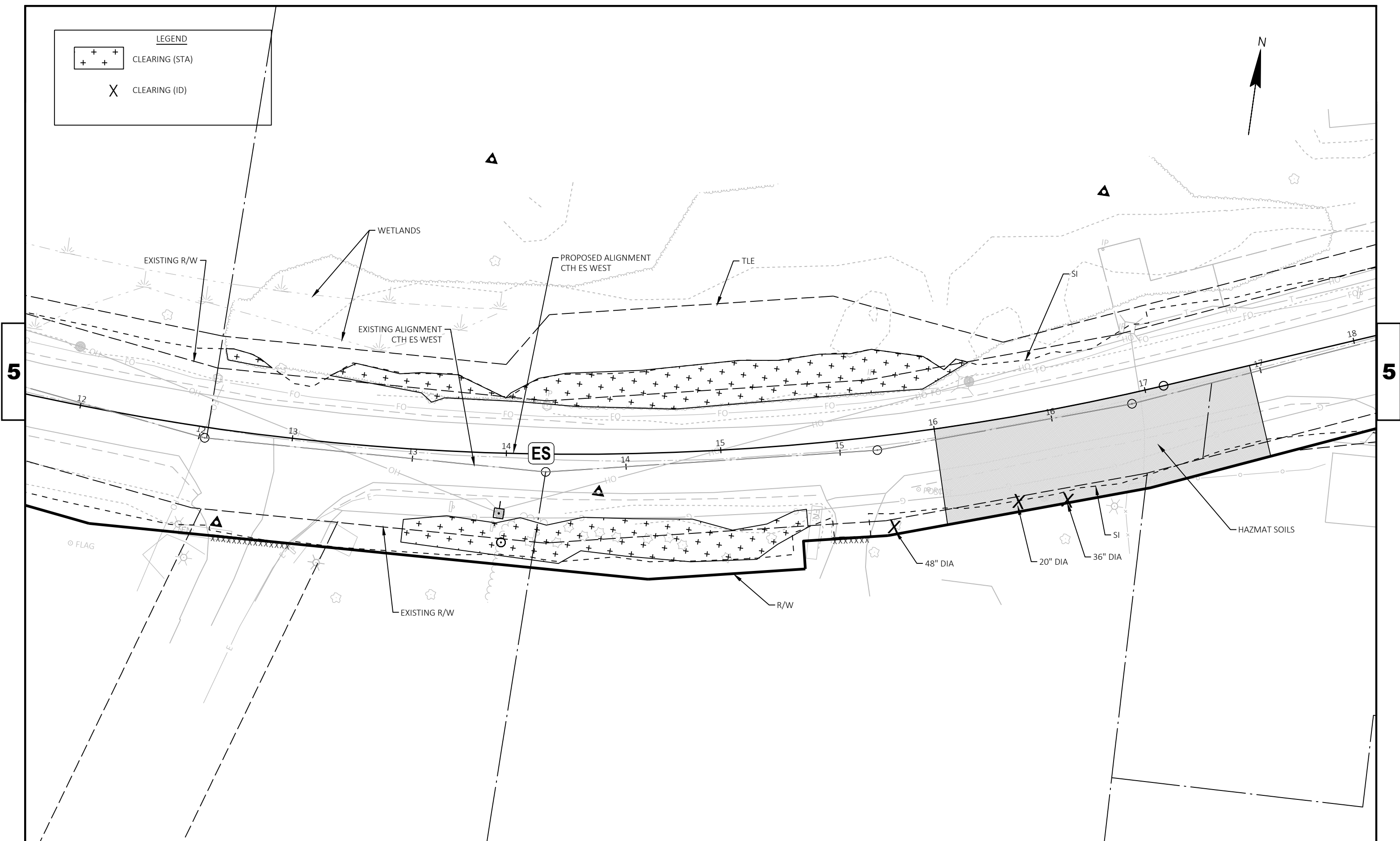


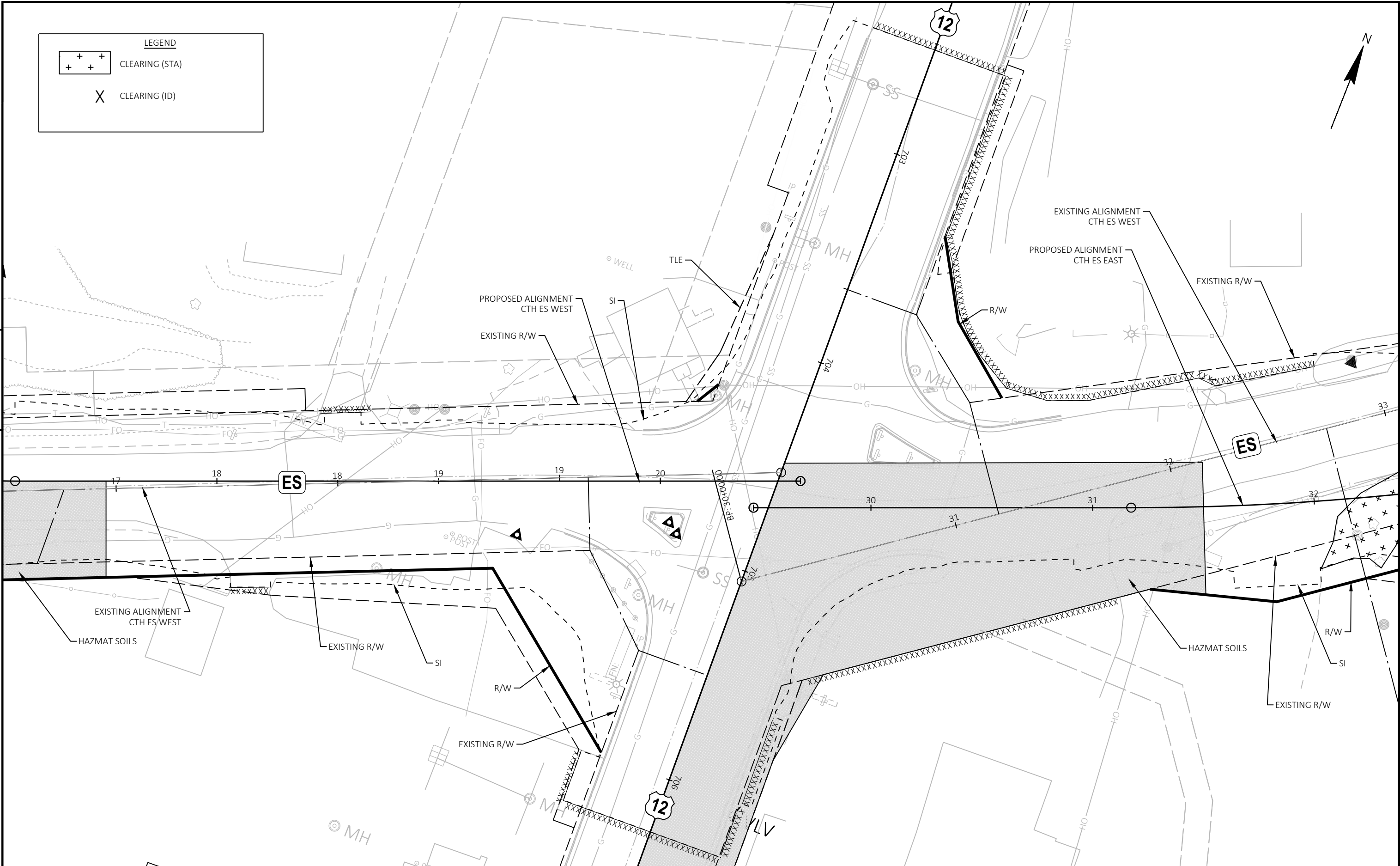
LEGEND

CLEARING (STA)

X

CLEARING (ID)





+

+

+

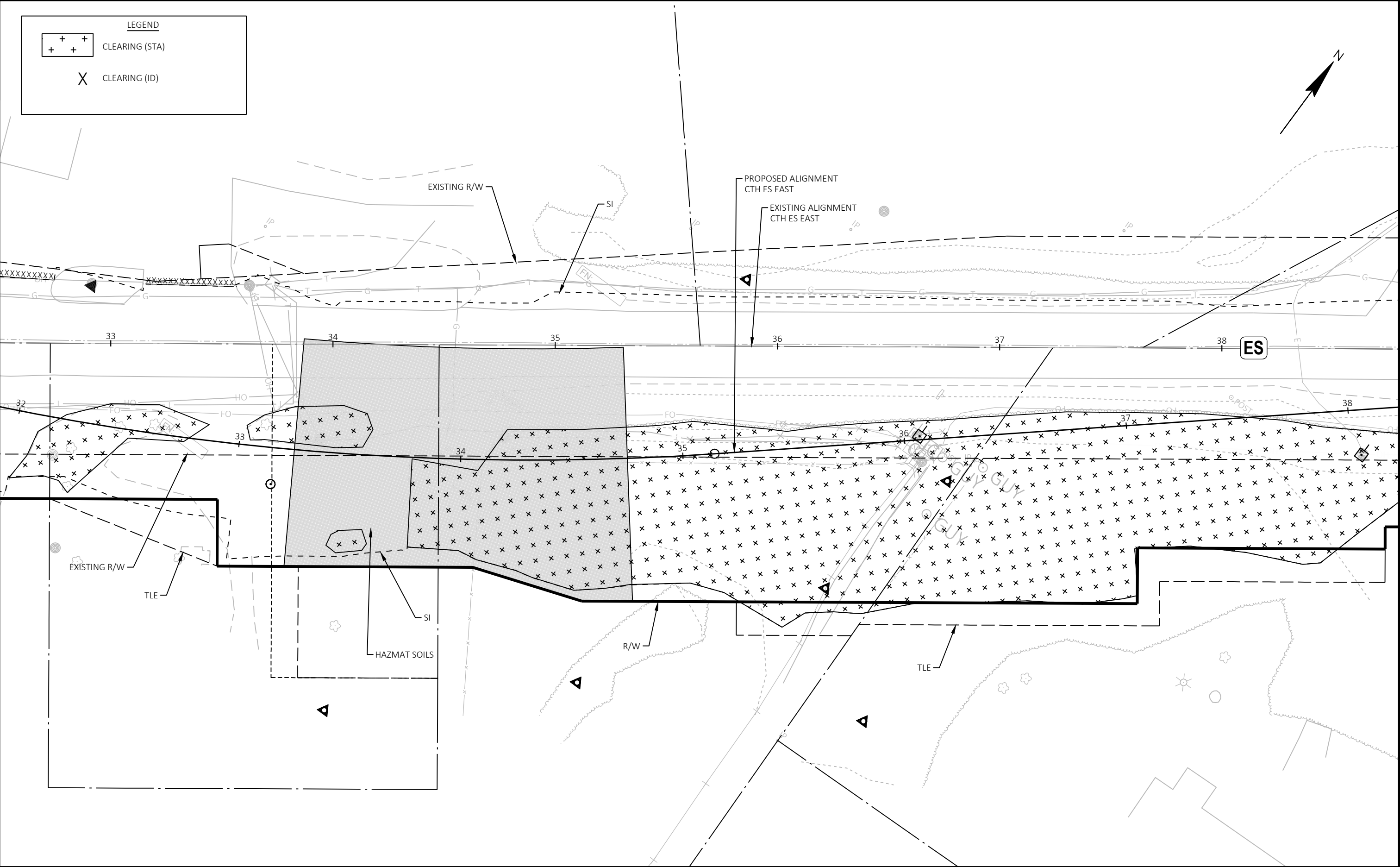
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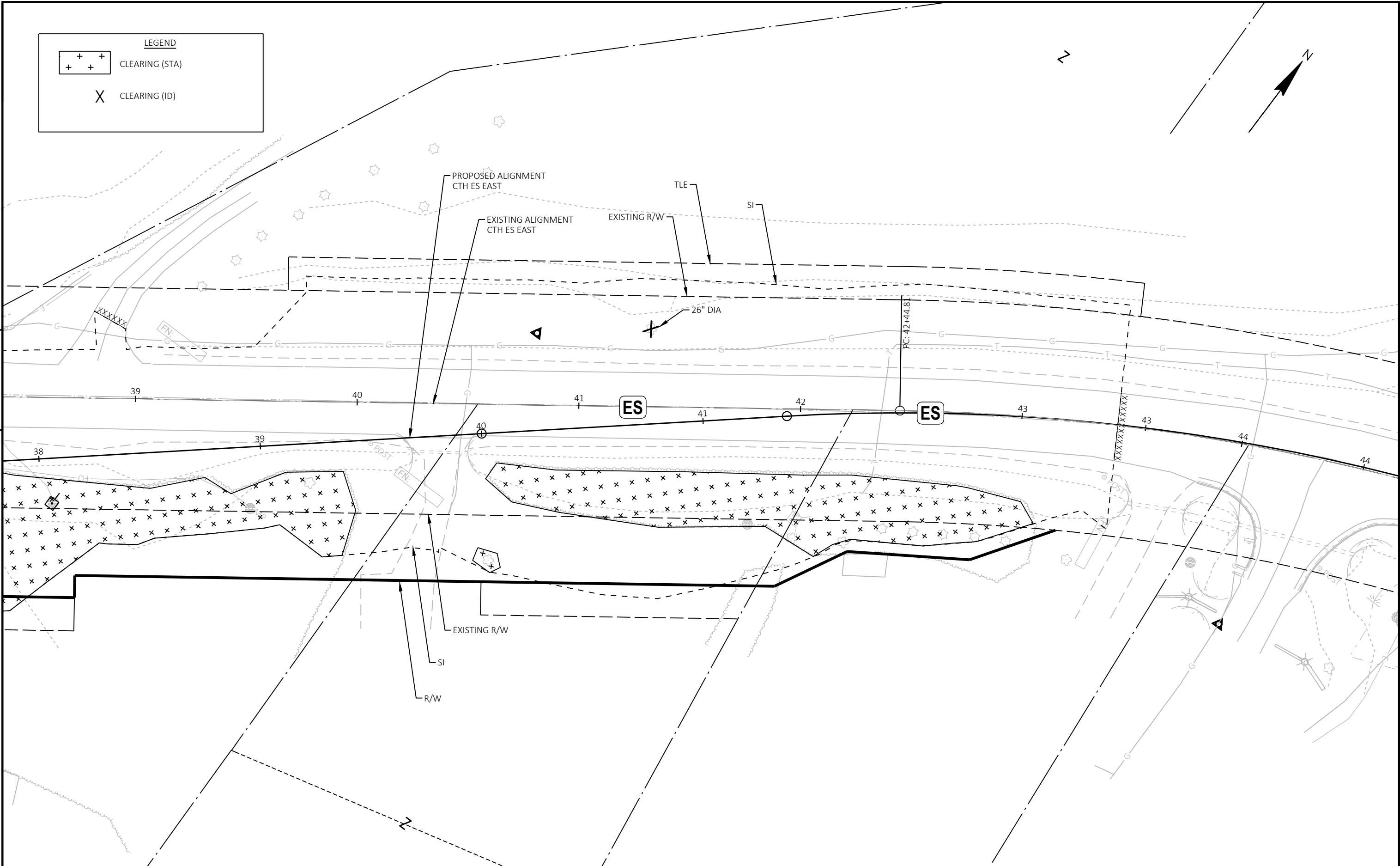
+

CLEARING (STA)

X

CLEARING (ID)





LEGEND

+

+

+

+

CLEARING (STA)

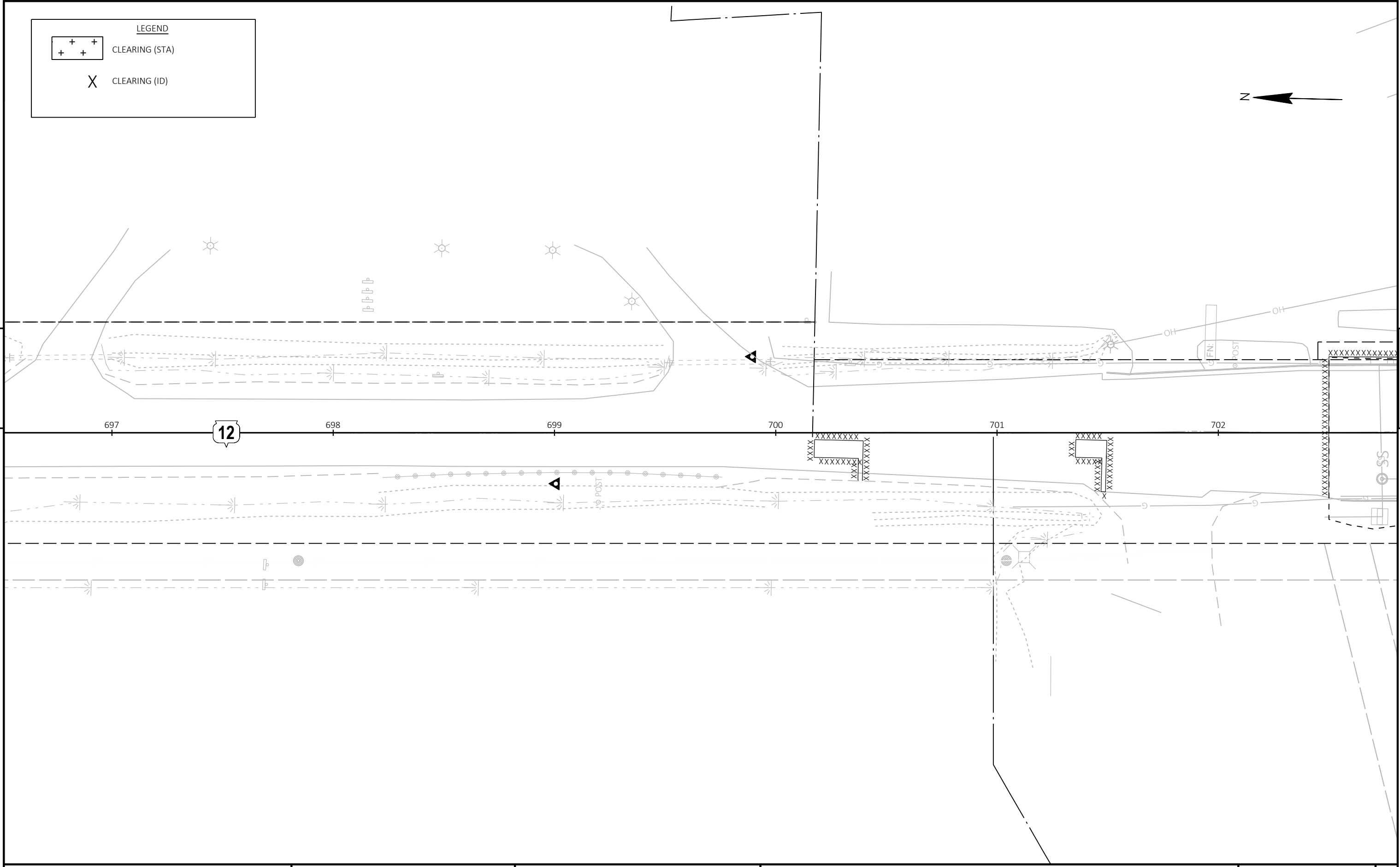
X

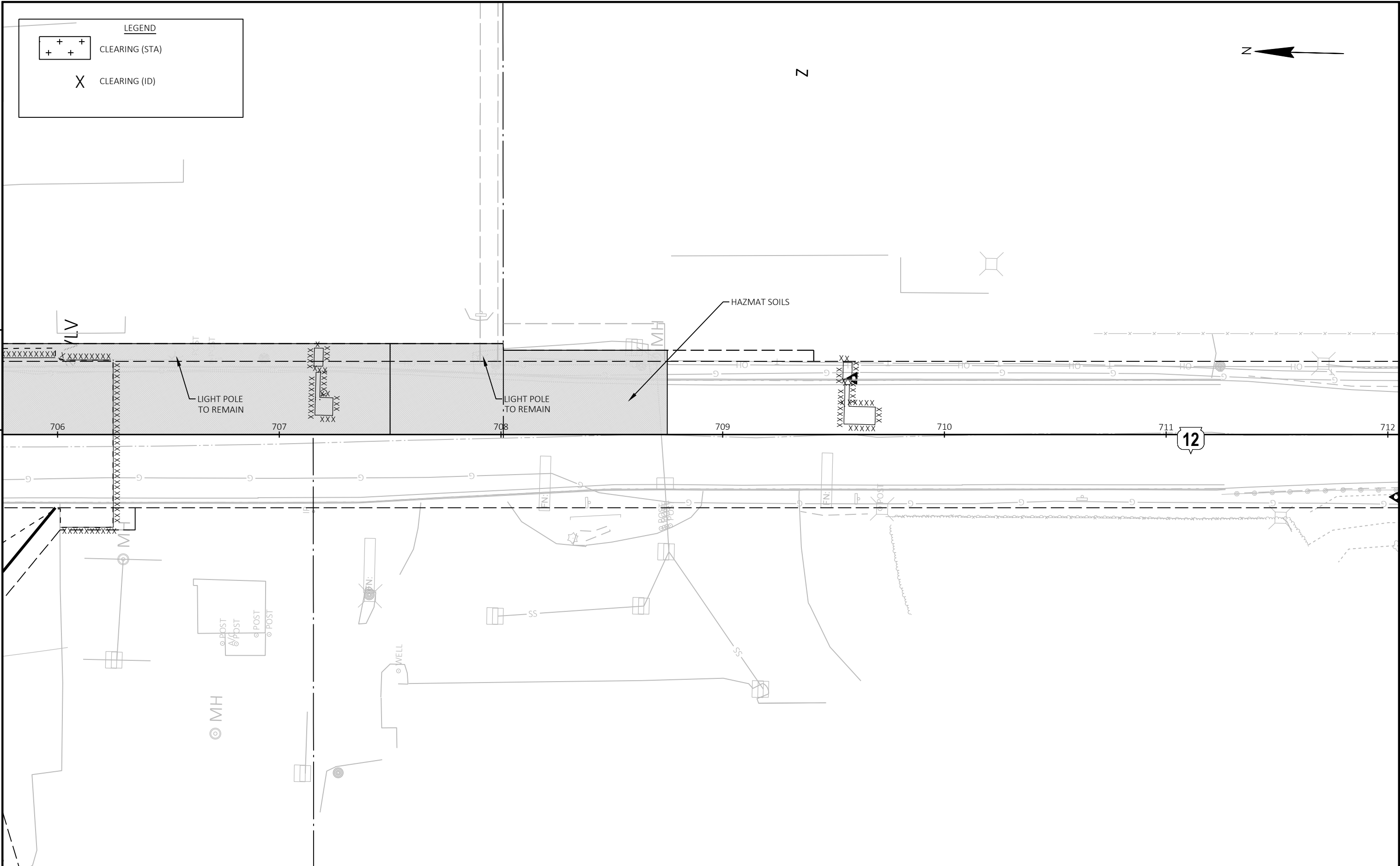
CLEARING (ID)

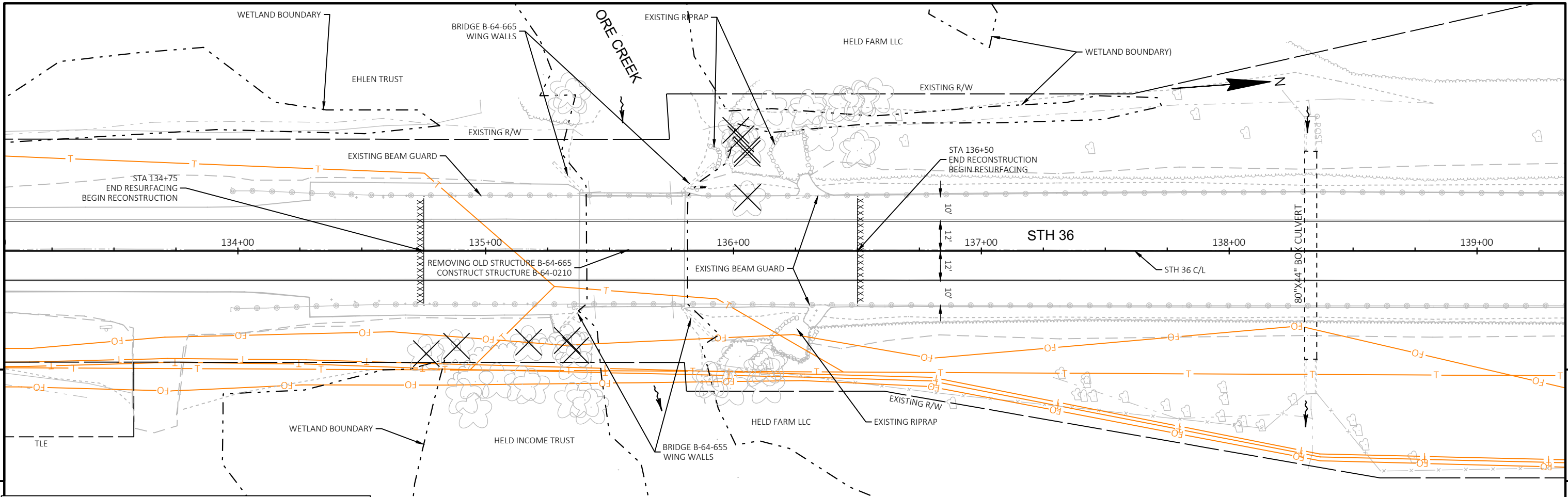


5

5







LEGEND

EXISTING RIPRAP

EXISTING BEAMGUARD

TREE REMOVAL

ALL OTHER WORK TO BE COMPLETED BY OTHERS

NOTE: 'A'-LINE (CTH TV) HAS BEEN MODIFIED AND DOES NOT MATCH WHAT IS SHOWN IN THE PLAT.

STA. 13'A'+48.65 - STA. 13'A'+88.40, RT.
CONCRETE CURB & GUTTER 6-INCH
SLOPED 36-INCH TYPE D REQ'D.

STA. 160+80, LT
ASPHALTIC FLUME REQ'D.

ROXANNE R WEINER

STA 157+80, LT
RECONSTRUCT F.E. (B.A.D.)

REMOVING SMALL PIPE CULVERTS
STA. 157+80, LT
REMOVE 15" CMCP

STA 157+80, LT
(1) CULVERT PIPE CLASS III-A 18-INCH
(2) APRON ENDWALLS REQ'D.

STA 156+70 - STA. 157+00
DITCH GRADING REQ'D.

ADAMS-COLUMBIA
ELECTRIC COOPERATIVE

~AGRICULTURAL
FIELD~

EXISTING R/W

DEBORAH A SMITH

157+00
MILL AND OVERLAY ENDS
RECONSTRUCT BEGINS

**BEGIN RECONSTRUCTION
STA. 157+00**

Y=533262.79
X=921773.48

REMOVING SMALL PIPE CULVERTS
STA. 161+51, LT
REMOVE 20"x28" CMCP

STA. 161+86
(1) CPRC HORIZONTAL ELLIPTICAL CLASS HE-IV 19X30-INCH
(2) APRON ENDWALLS REQ'D.
SKEW = 20°

STA 157+79, RT
RECONSTRUCT P.E. (ASPHALT)

REMOVING SMALL PIPE CULVERTS
STA. 157+79, RT
REMOVE 15" CMCP

STA 157+79, RT
(1) CULVERT PIPE CLASS III-A 18-INCH
(2) APRON ENDWALLS REQ'D.

CURVE 4
PI STA = 162+38.04
Y = 533255.133
X = 921235.497
DELTA = 90°47'06"
D = 13°19'29"
T = 435.93'
L = 681.33'
R = 430.00'
PC STA = 158+02.10
Y = 533261.333
X = 921671.385
PT STA = 164+83.44
Y = 533691.065
X = 921235.268
BK = S89°11'06"W
AH = N00°01'48"W
S.E. = 5.9%
R.O. = 114'
TRANS. = 153'

CONTROL POINTS

NO.	STA.	DESCRIPTION	Y	X	Z
1	157+60	WITH PINK CAP, 29.2' LT.	533,232.76	921,713.68	918.95
4	167+64	WITH PINK CAP, 18.3' RT.	533,971.74	921,253.41	909.30

STA. 13'A'+31.11 - STA. 13'A'+90.45, LT.
CONCRETE CURB & GUTTER 6-INCH SLOPED
36-INCH TYPE D REQ'D.

STA. 13'A'+31, LT.
ASPHALTIC FLUME REQ'D.

**DONALD L SR & PATSY A KLEVEN
REV LIVING MARITAL TR**

LEGEND

DIRECTION OF FLOW

TREE CLEARING

PI STA. 169+83.65
Y = 534,191.28
X = 921,235.01

ALL OTHER WORK
TO BE
COMPLETED BY
OTHERS

ROBERT M WEILAND

FRONTIER COMMUNICATIONS
(TYP.)

STA 171+50/STA. 173+00.96 - STA. 177+00
DITCH GRADING REQ'D.

STA. 171+50/STA. 173+00.96
RECONSTRUCT ENDS
MILL AND OVERLAY BEGINS

**END RECONSTRUCTION
STA. 157+00**

Y=534357.62
X=921734.03

LEGEND

← DIRECTION OF FLOW

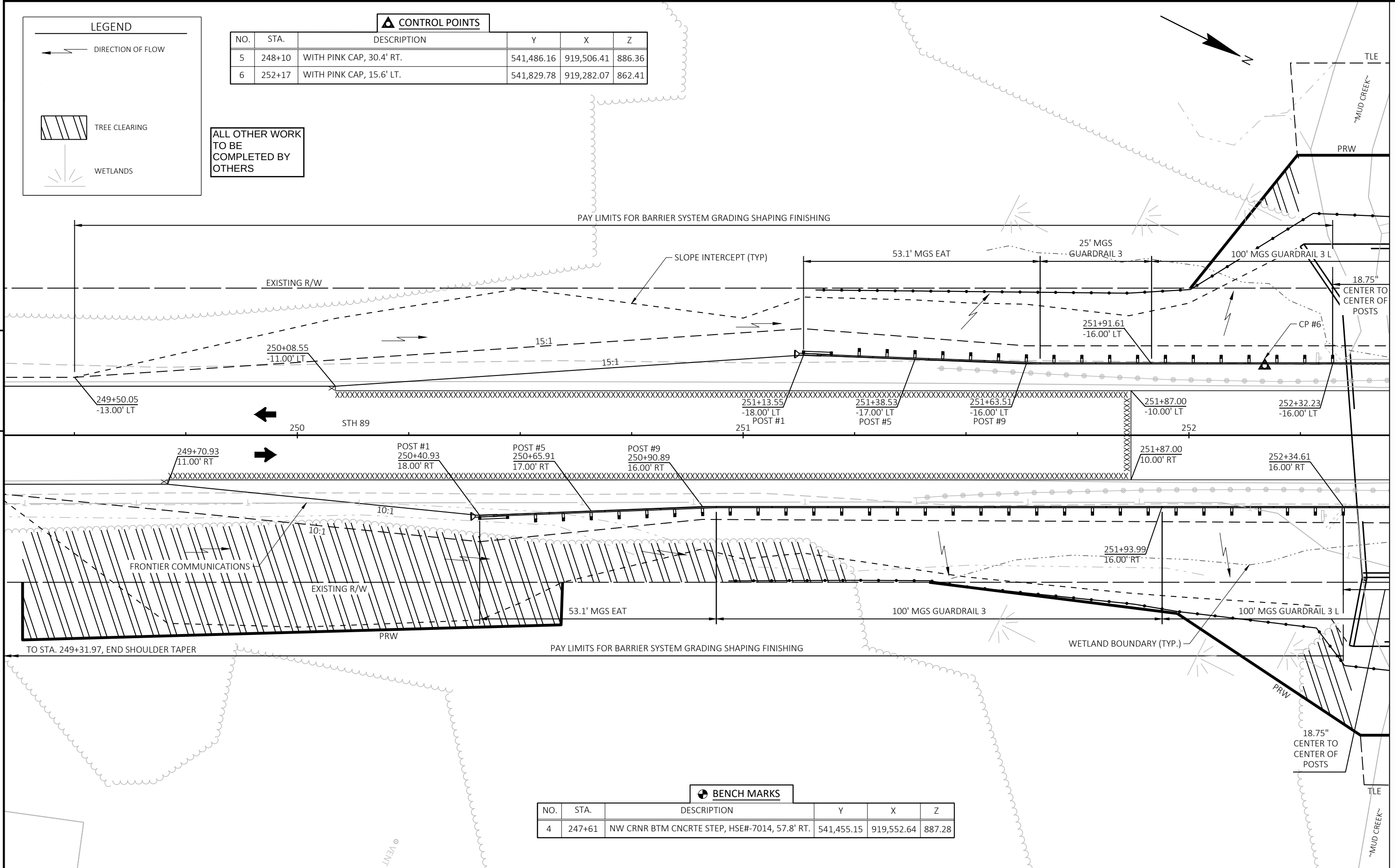
TREE CLEARING

WETLANDS

CONTROL POINTS					
NO.	STA.	DESCRIPTION	Y	X	Z
5	248+10	WITH PINK CAP, 30.4' RT.	541,486.16	919,506.41	886.36
6	252+17	WITH PINK CAP, 15.6' LT.	541,829.78	919,282.07	862.41

ALL OTHER WORK
TO BE
COMPLETED BY
OTHERS

5

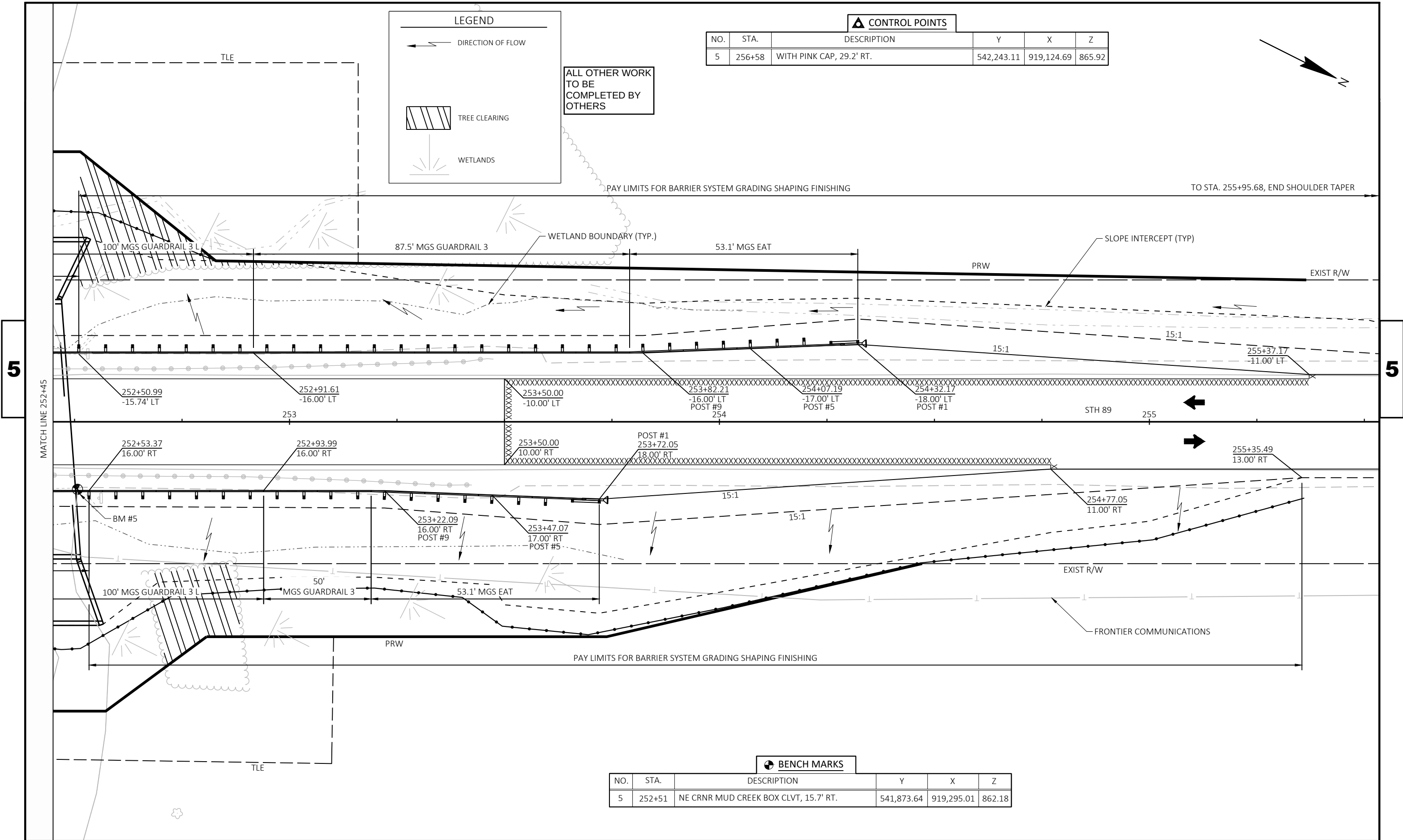


5

MATCH LINE 252+45

BENCH MARKS

NO.	STA.	DESCRIPTION	Y	X	Z
4	247+61	NW CRNR BTM CNCRTE STEP, HSE#-7014, 57.8' RT.	541,455.15	919,552.64	887.28



LEGEND

DIRECTION OF FLOW

TREE CLEARING

WETLANDS

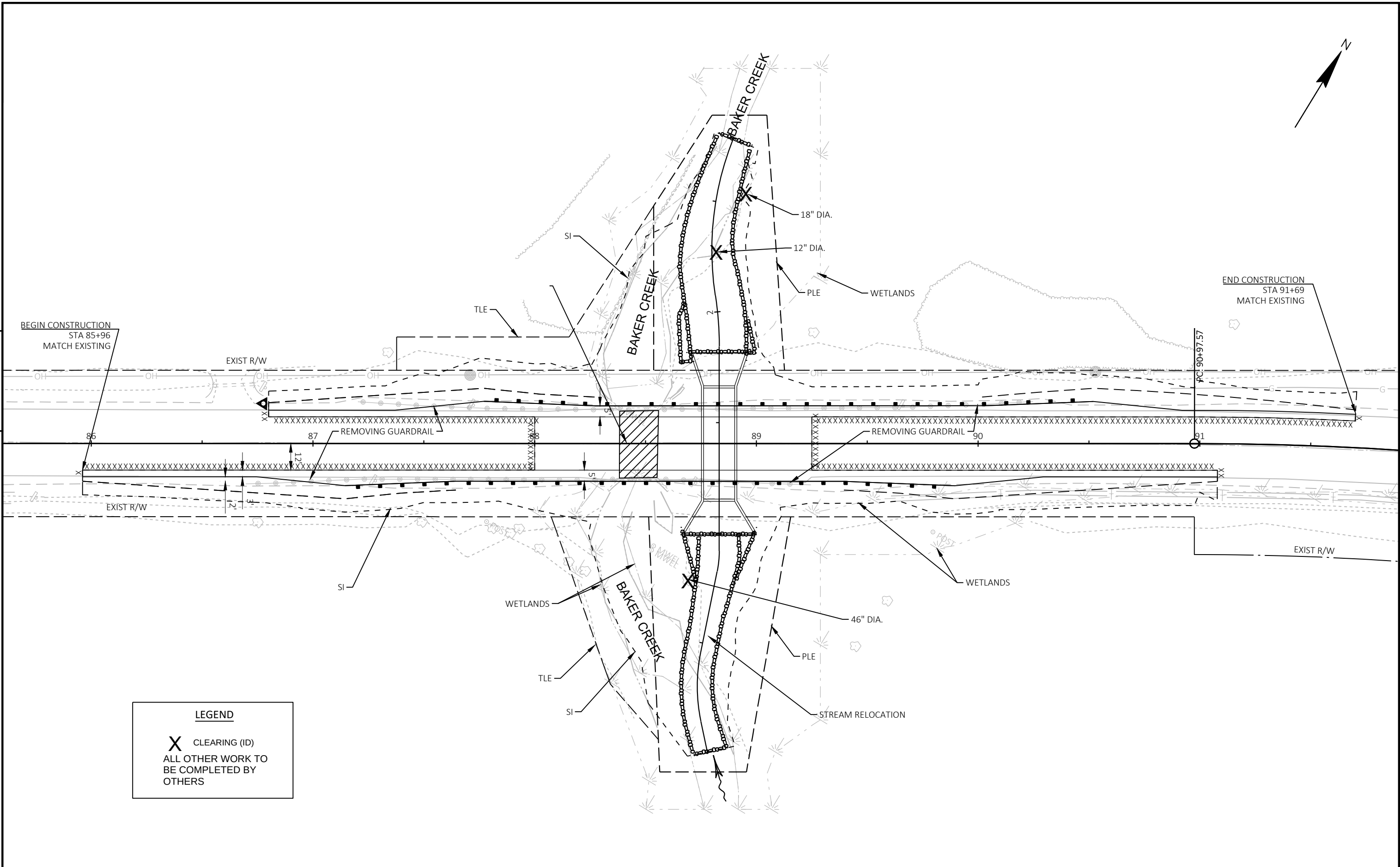
ALL OTHER WORK
TO BE
COMPLETED BY
OTHERS

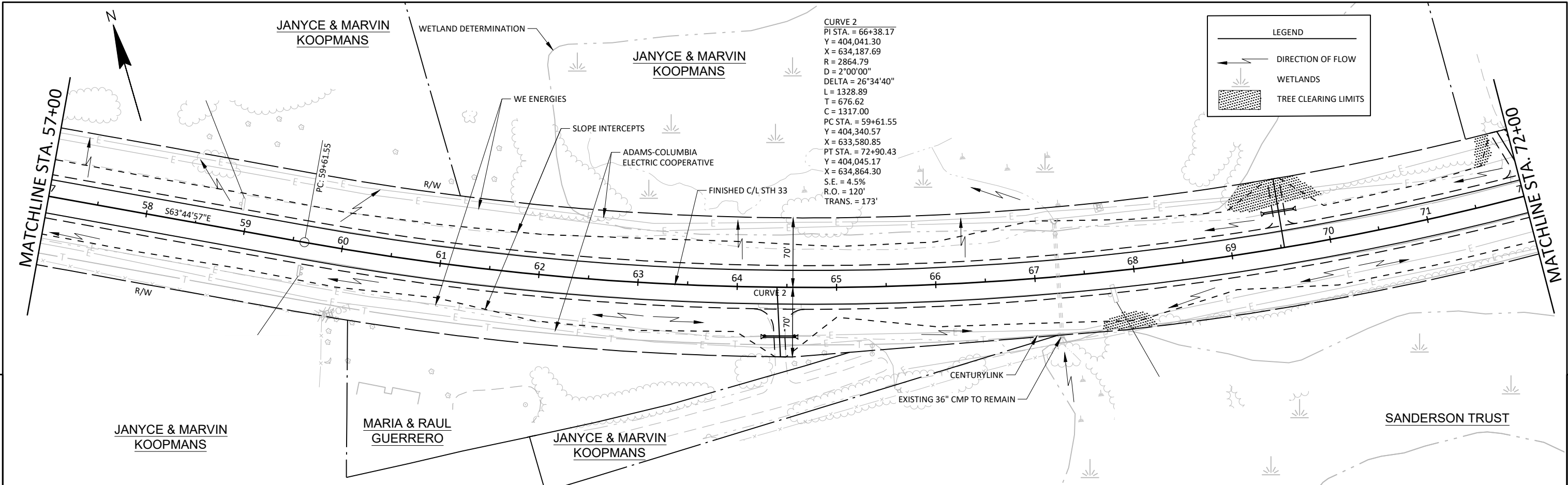
CONTROL POINTS

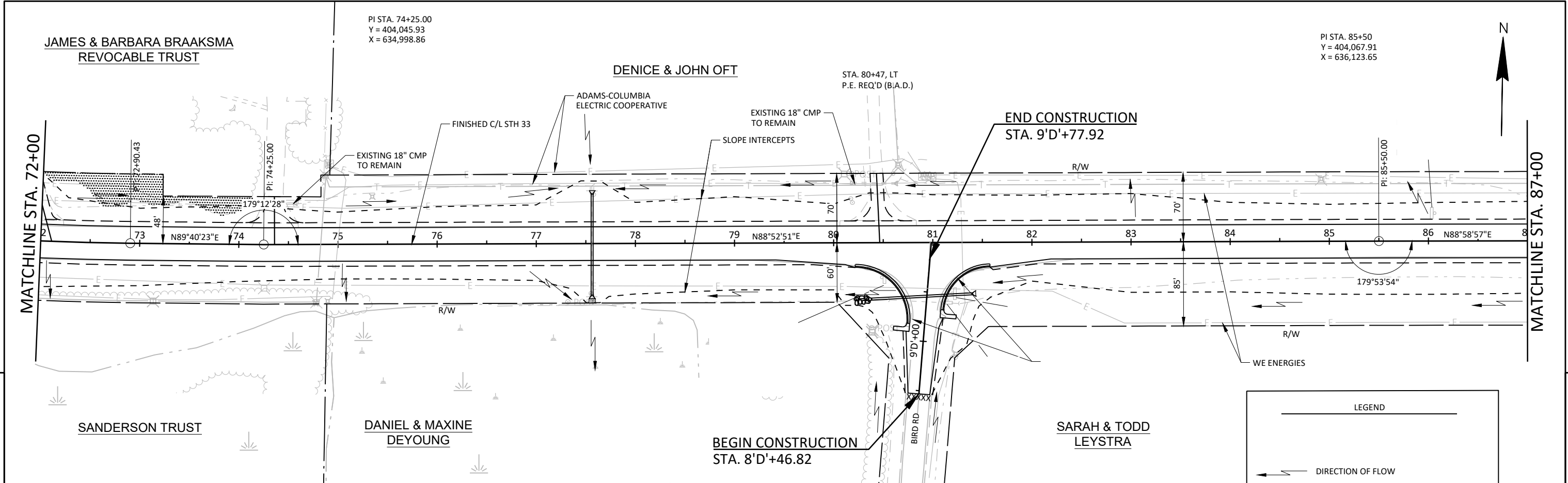
NO.	STA.	DESCRIPTION	Y	X	Z
5	256+58	WITH PINK CAP, 29.2' RT.	542,243.11	919,124.69	865.92

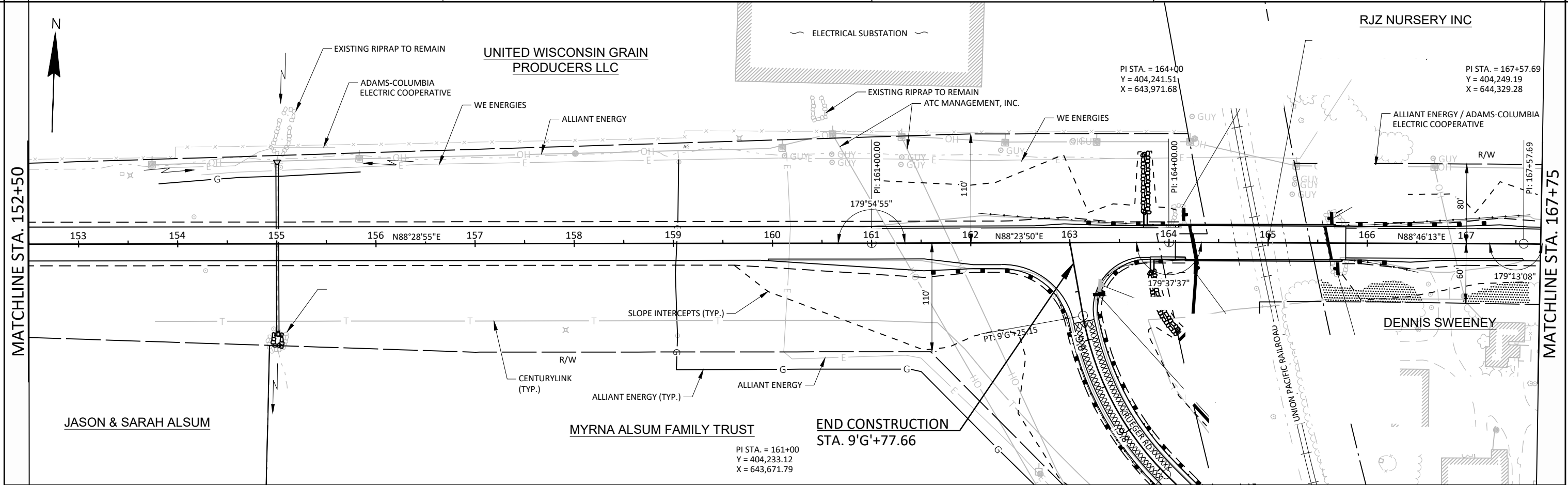
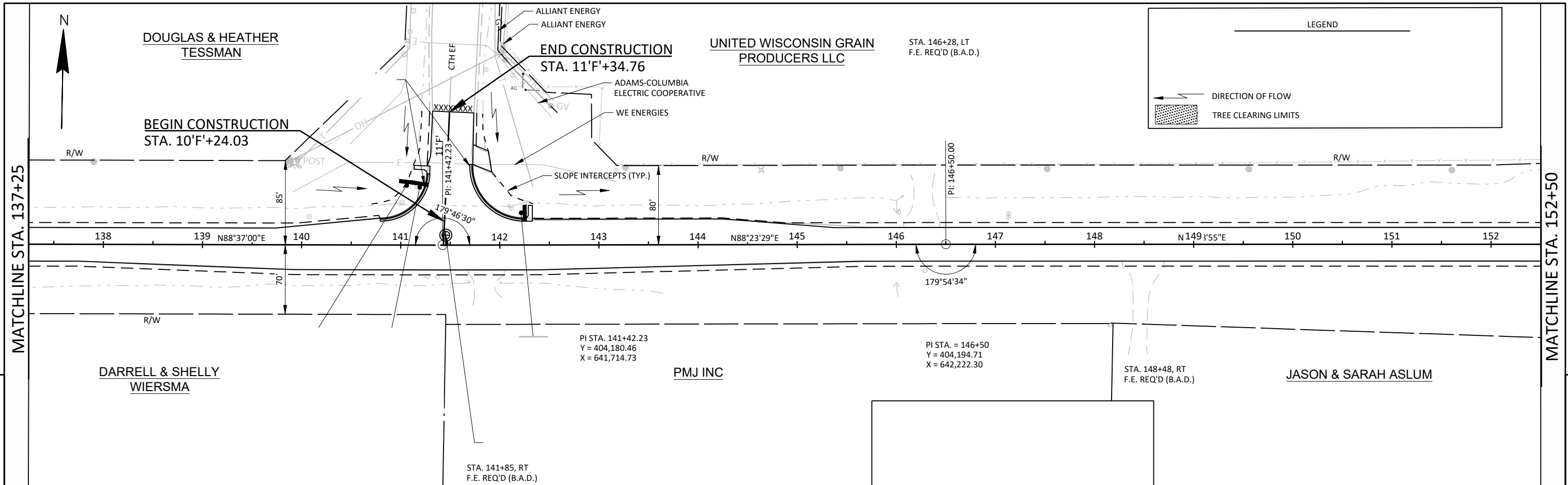
BENCH MARKS

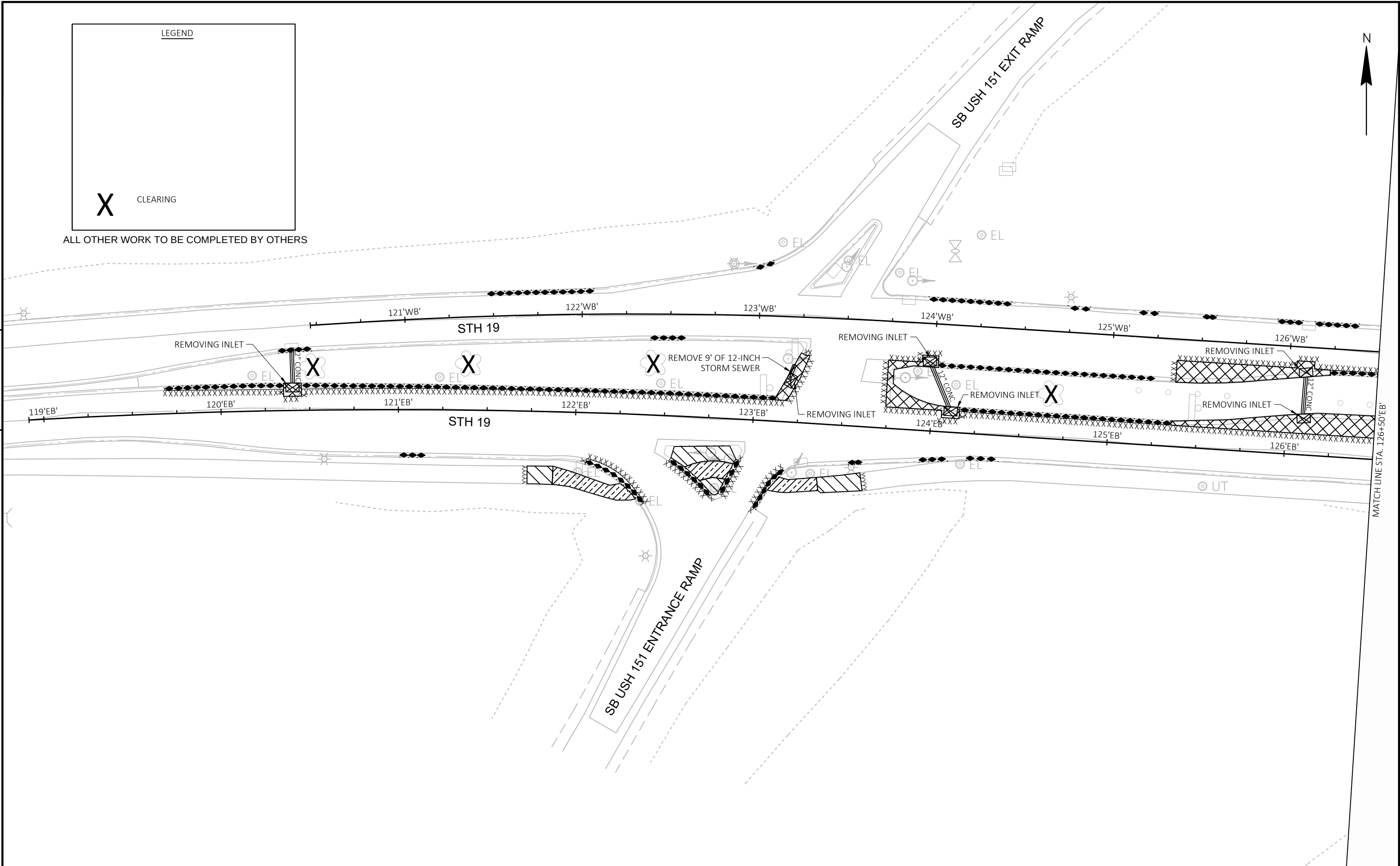
NO.	STA.	DESCRIPTION	Y	X	Z
5	252+51	NE CRNR MUD CREEK BOX CLVT, 15.7' RT.	541,873.64	919,295.01	862.18



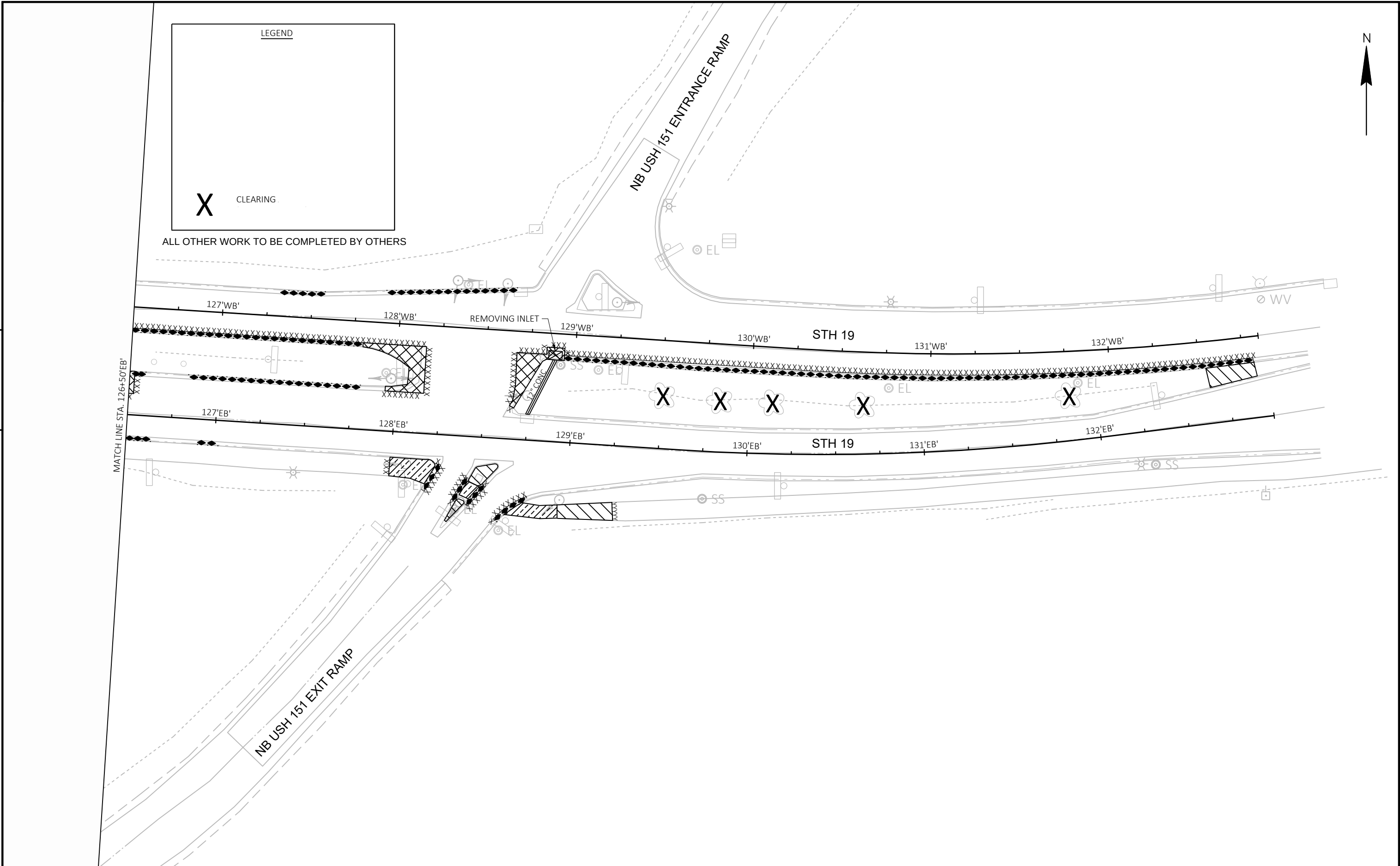








PROJECT NO: 3742-02-70	HWY: STH 19	COUNTY: DANE	REMOVAL PLANS- AREA 13	SHEET 73	E
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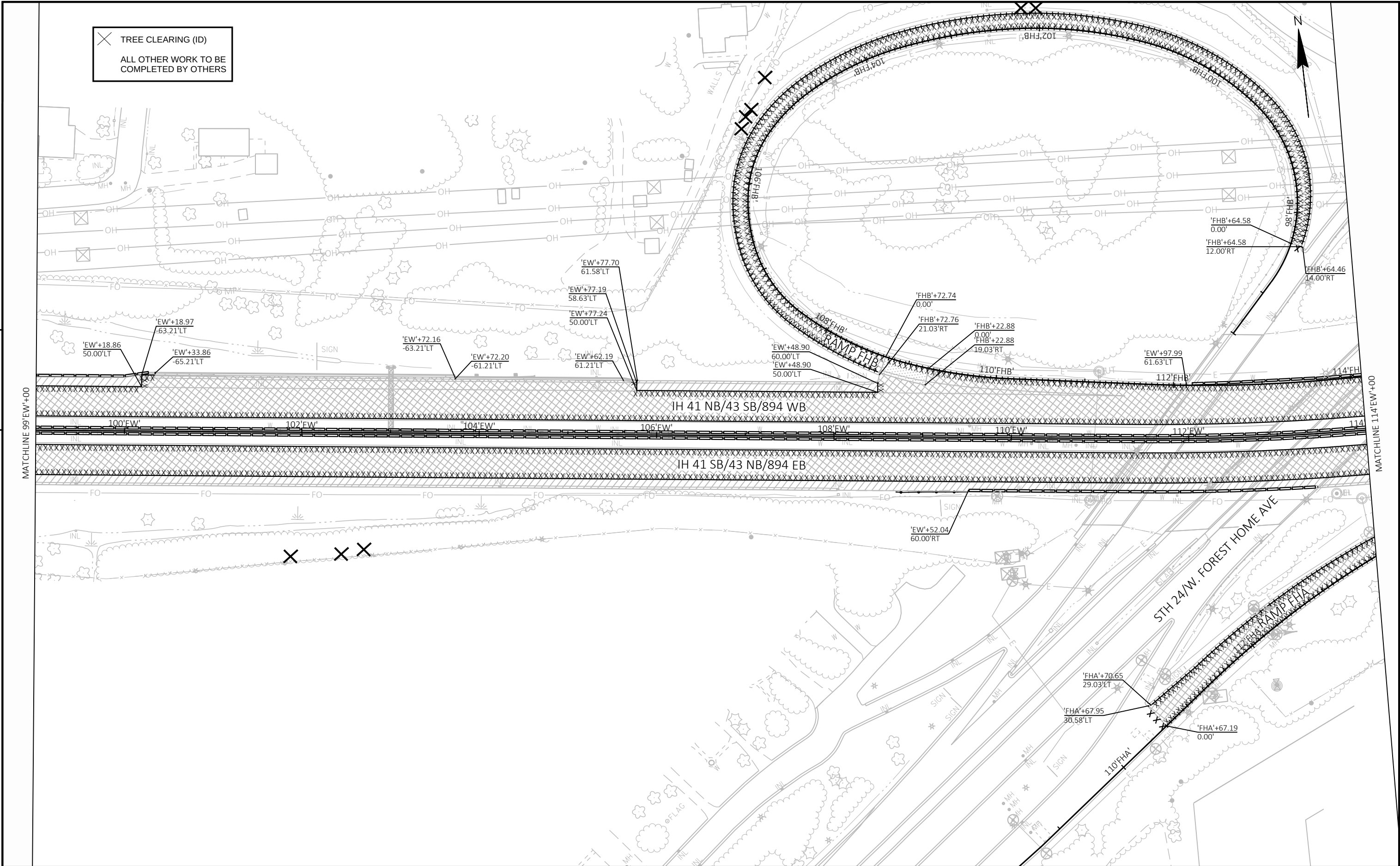


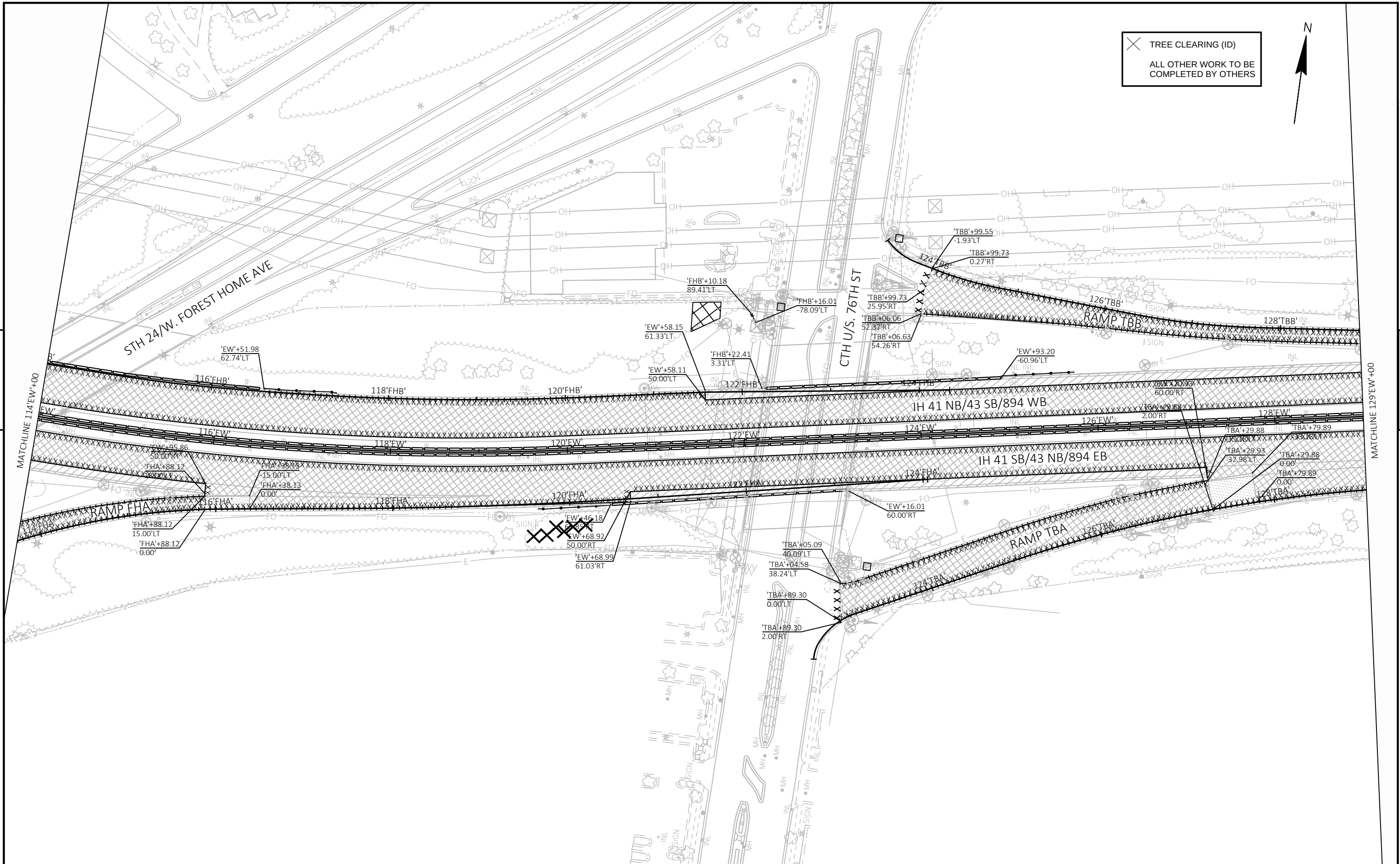
✕ TREE CLEARING (ID)
ALL OTHER WORK TO BE COMPLETED BY OTHERS



MATCHLINE 84'EW'+00

MATCHLINE 99'EW'+00



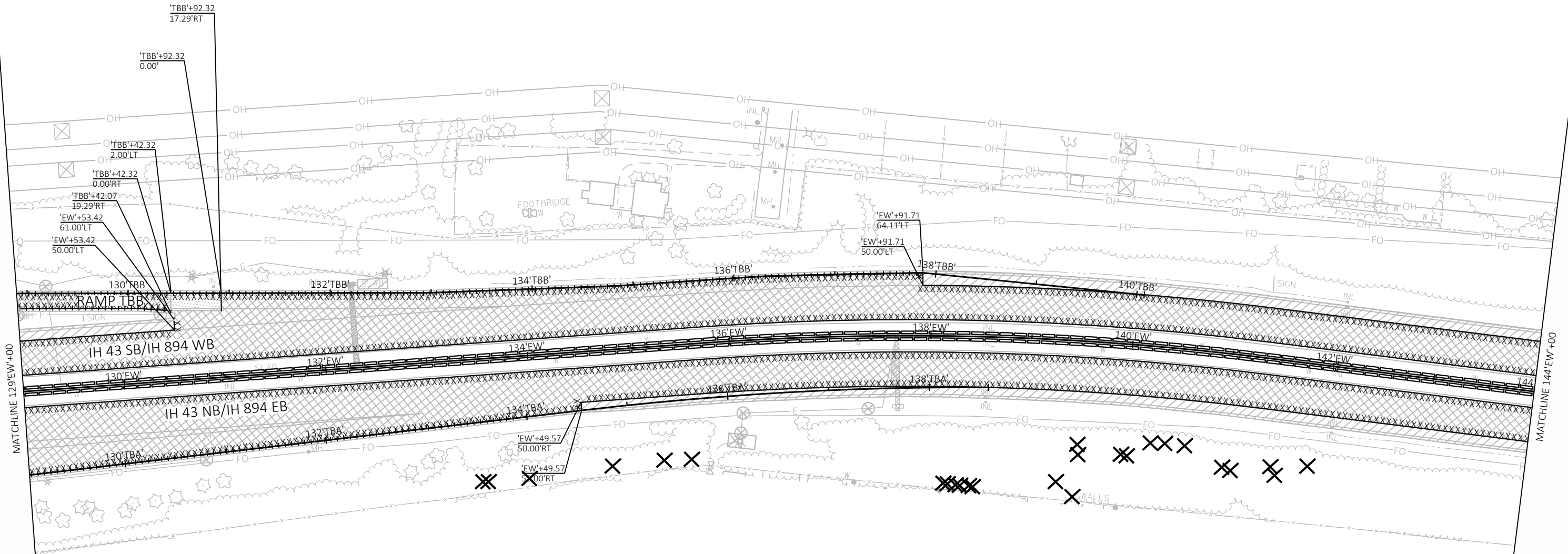


✕ TREE CLEARING (ID)
ALL OTHER WORK TO BE
COMPLETED BY OTHERS



5

5



PROJECT NO: 3742-02-70

HWY: IH 41

COUNTY: MILWAUKEE

REMOVAL PLAN - AREA 14

SHEET

78

E

FILE NAME : C:\PW_WORKDIR\DEN003\CH2MHILL_NG065598\0951536\11004570-021101-RM.DWG
LAYOUT NAME - 05

PLOT DATE : 11/11/2022 8:38 PM

PLOT BY : GIBSON-MURPHY, NIKKI

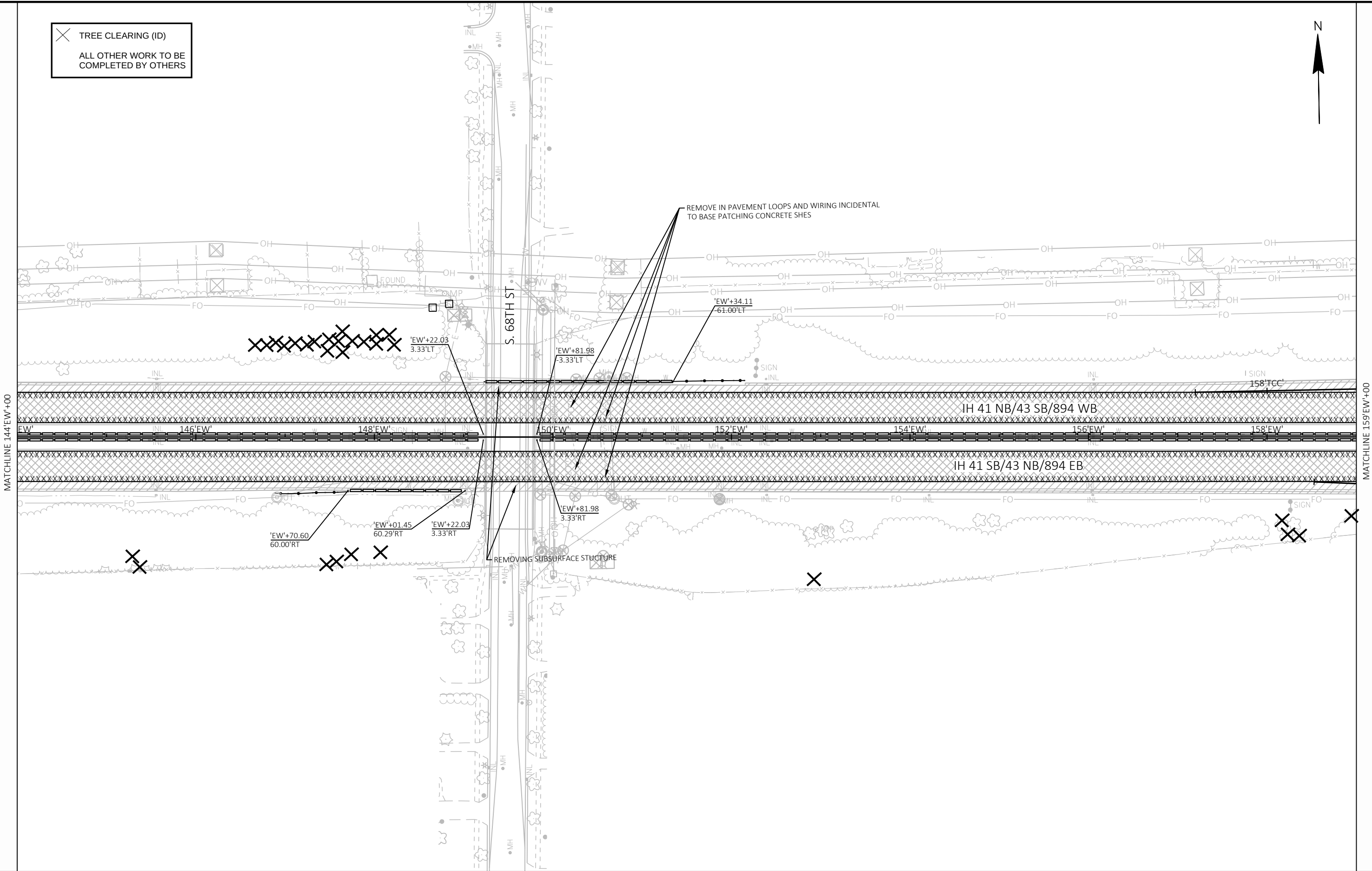
PLOT NAME :

PLOT SCALE : 1 IN:100 FT

WISDOT/CADDs SHEET 42

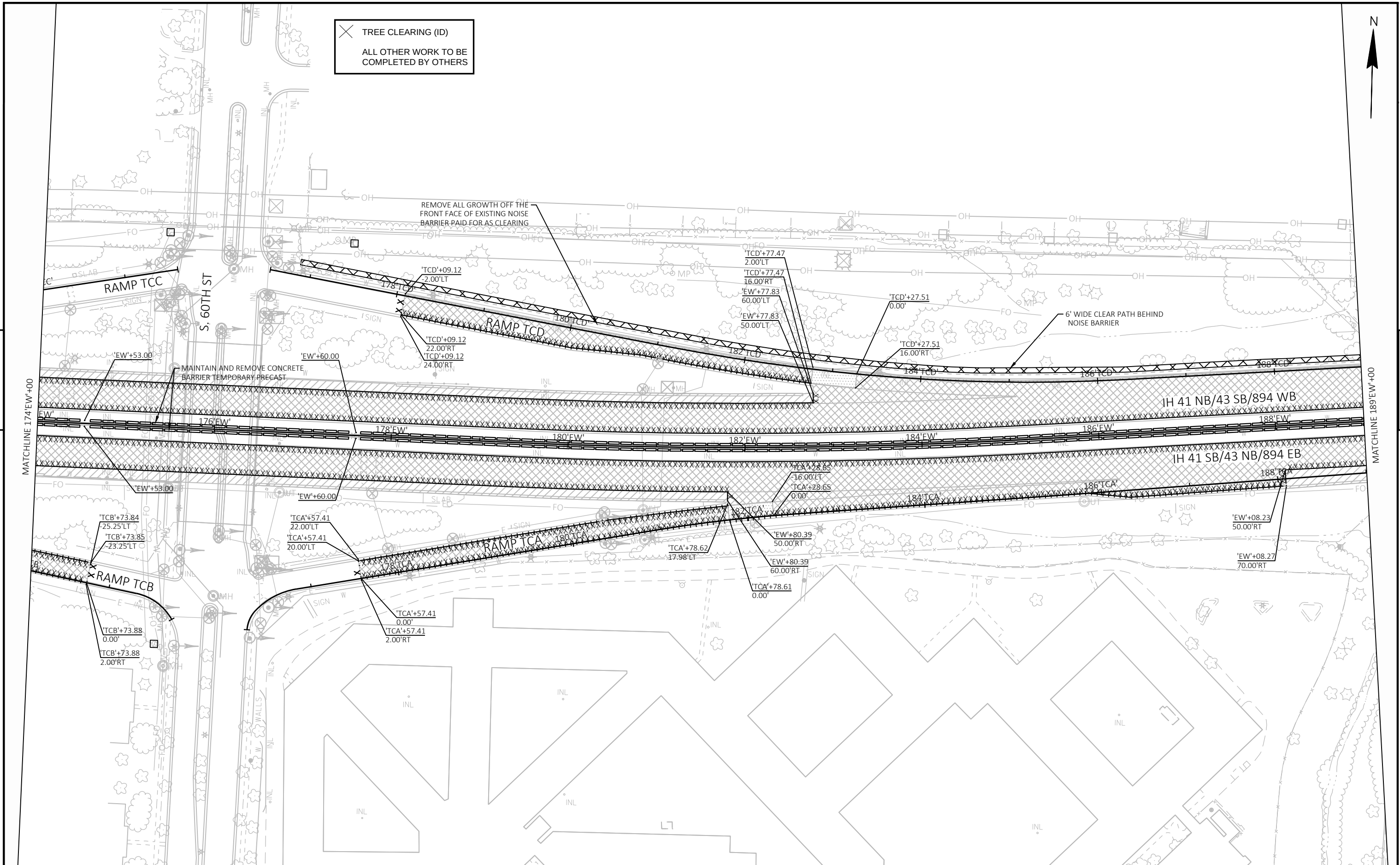
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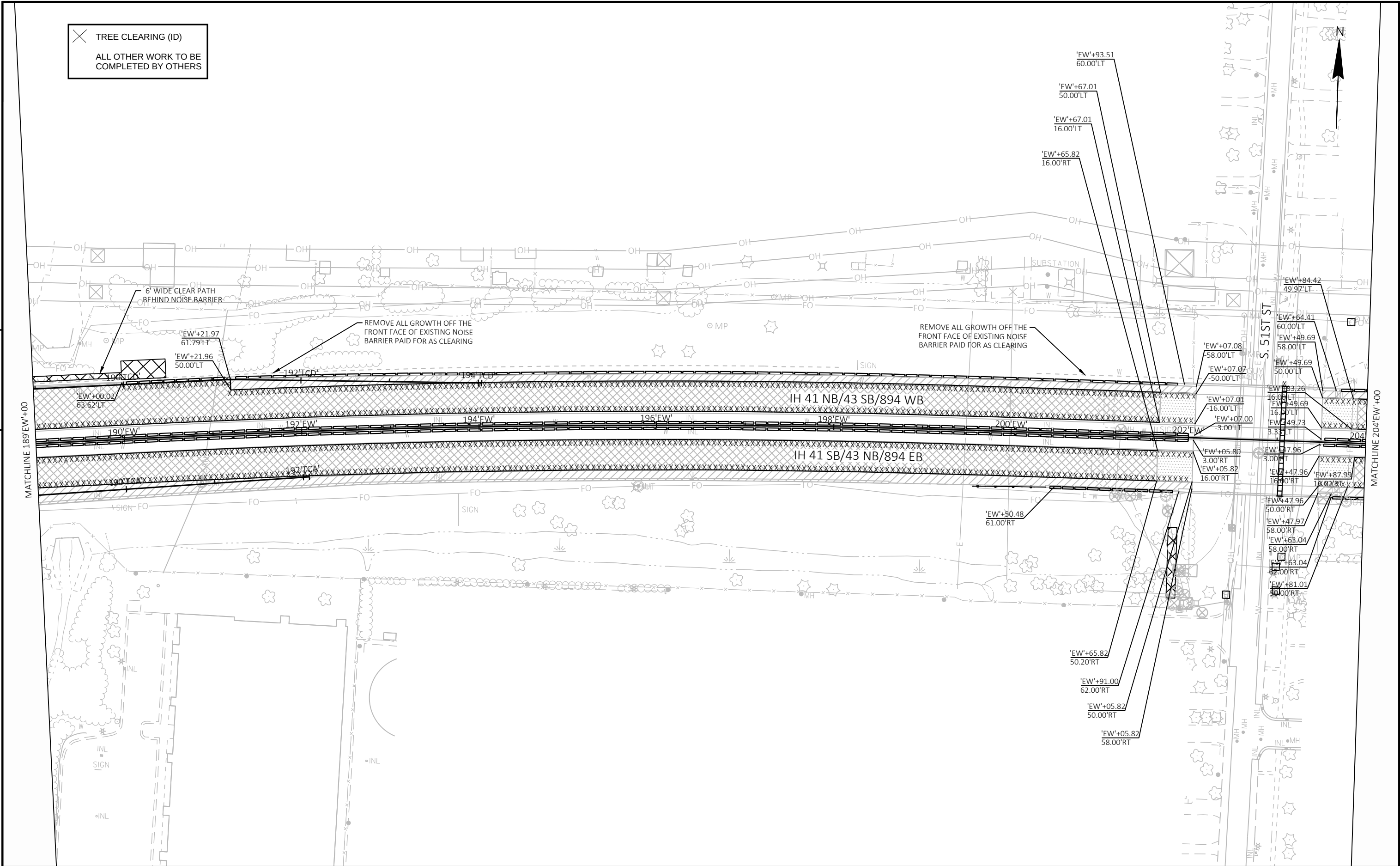
✕ TREE CLEARING (ID)
ALL OTHER WORK TO BE COMPLETED BY OTHERS



5





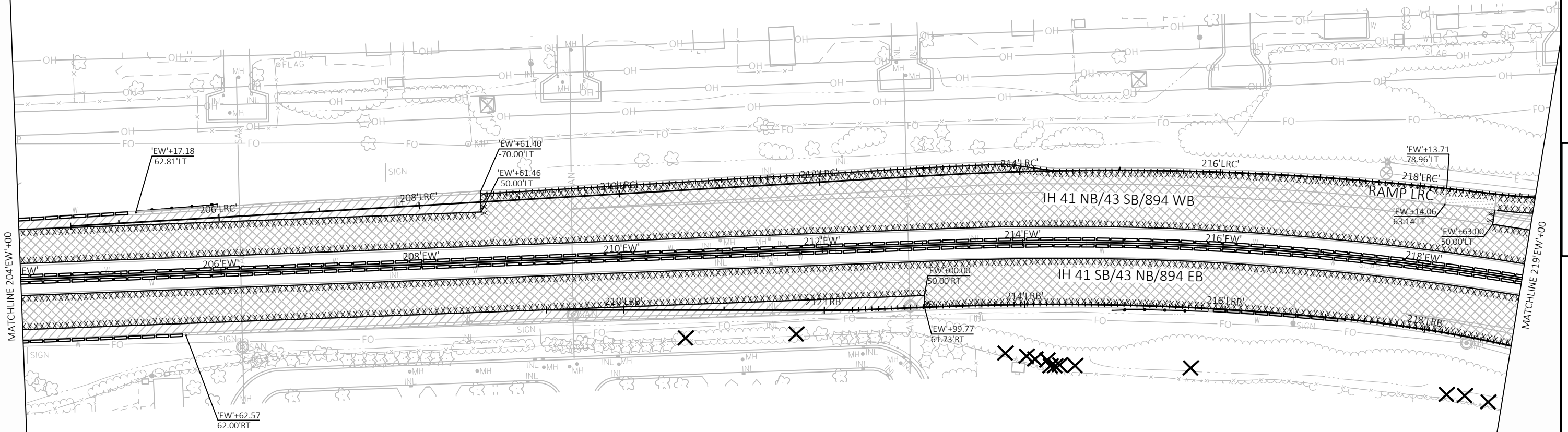


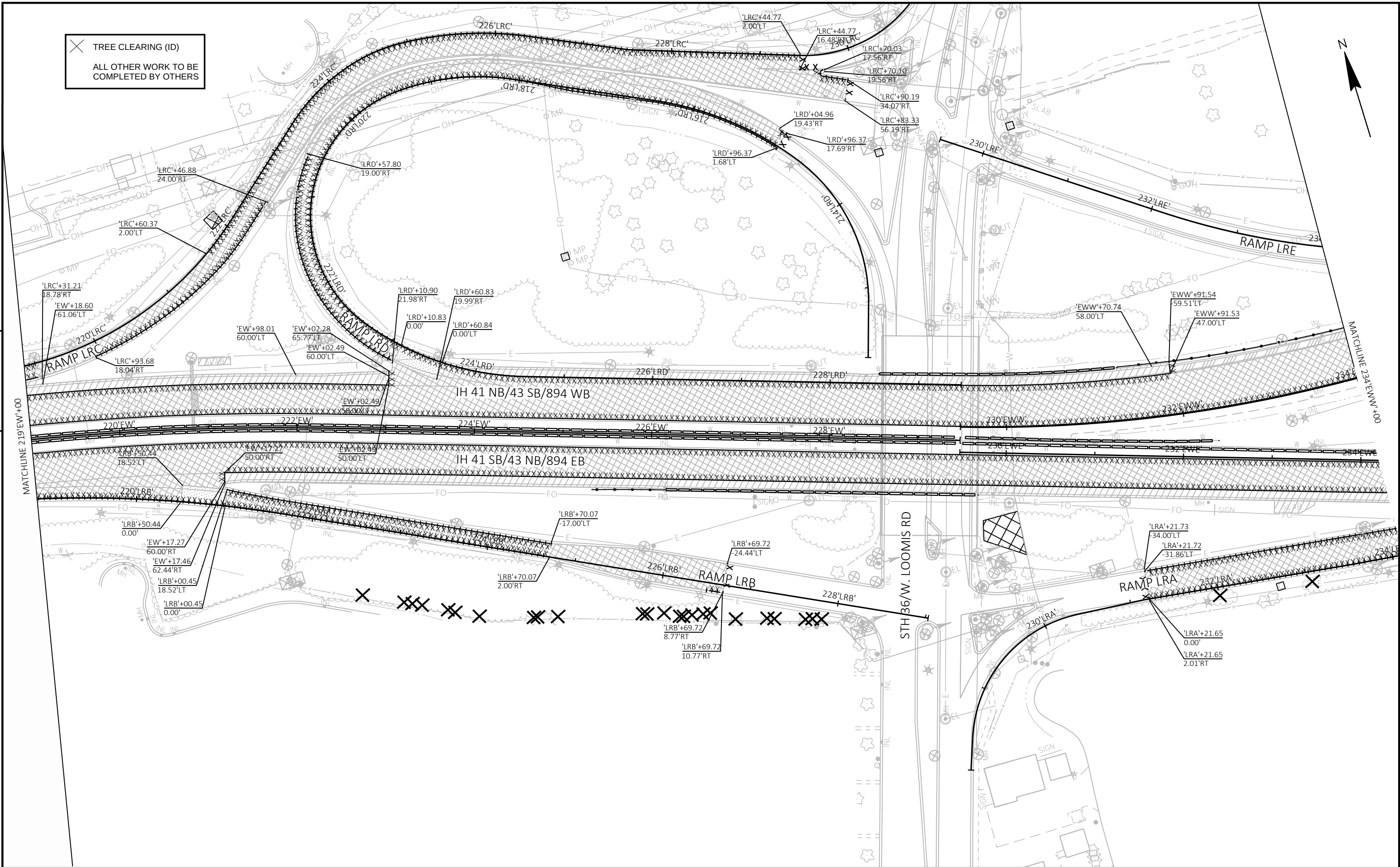
✕ TREE CLEARING (ID)
ALL OTHER WORK TO BE COMPLETED BY OTHERS

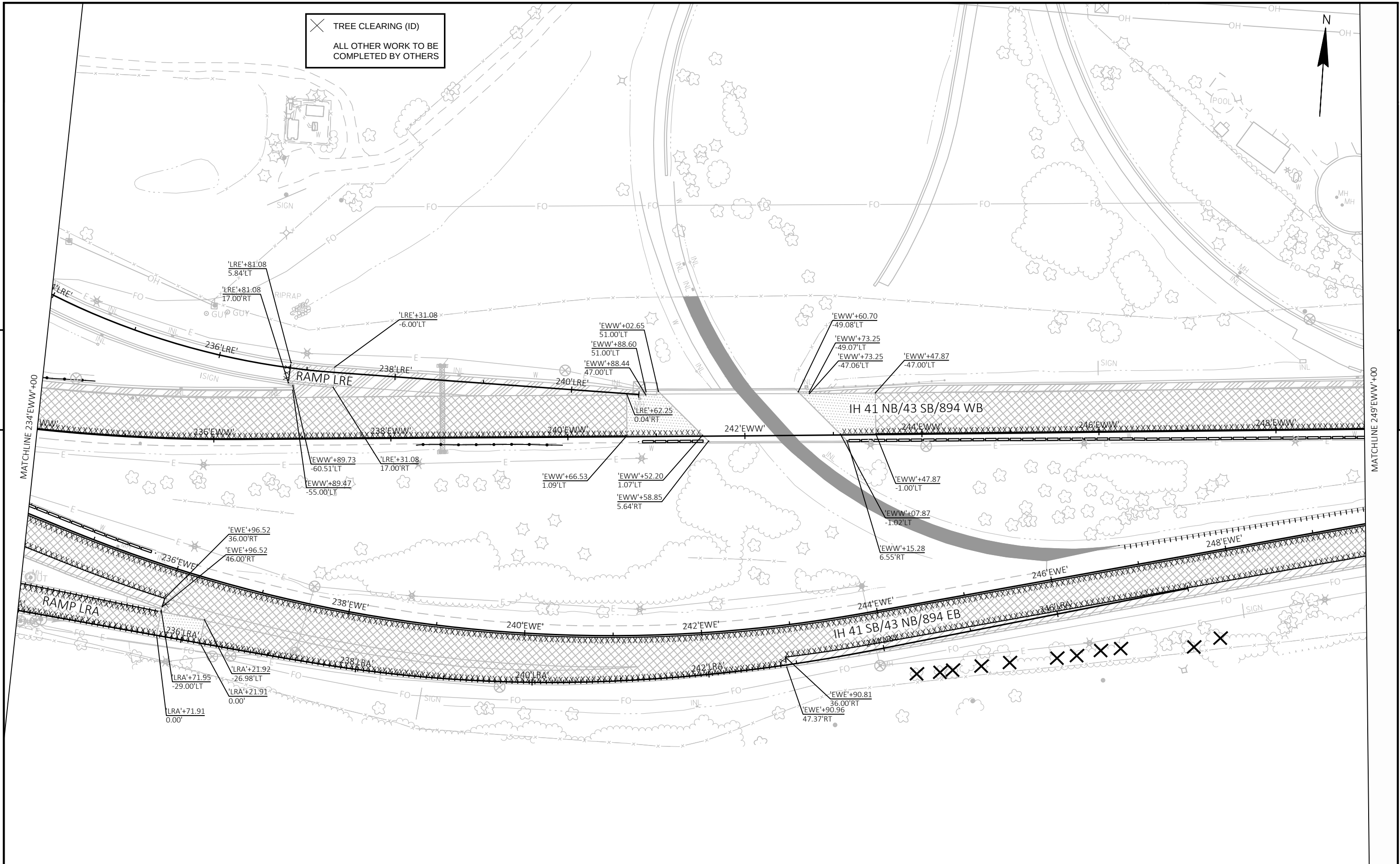


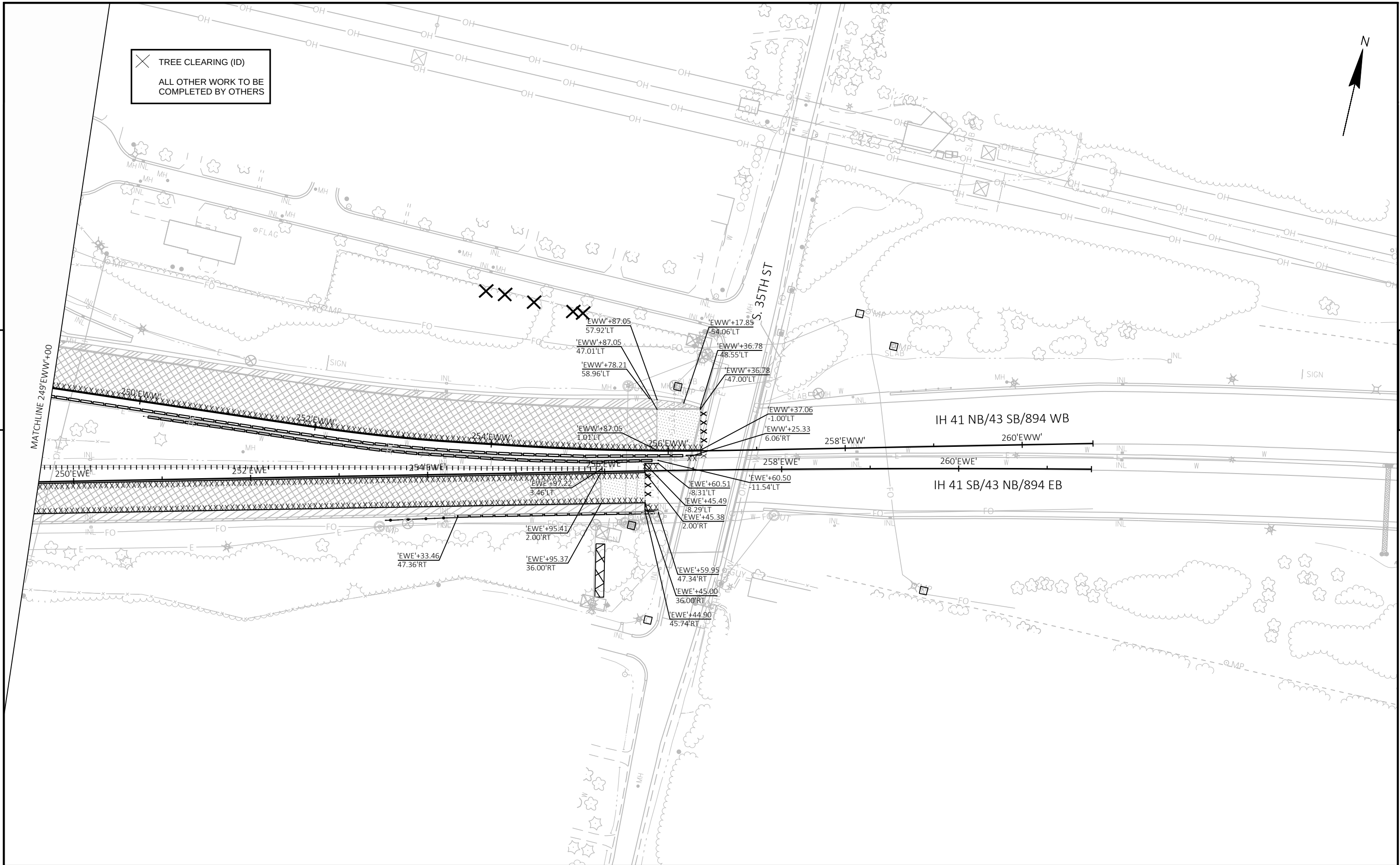
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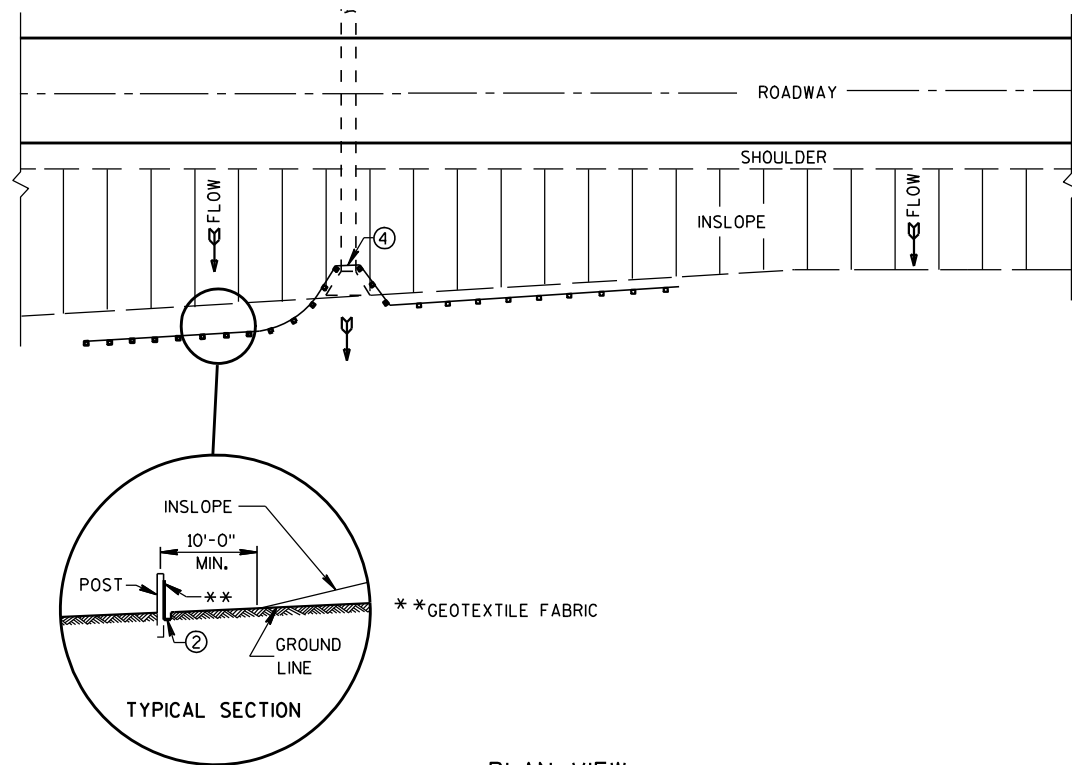






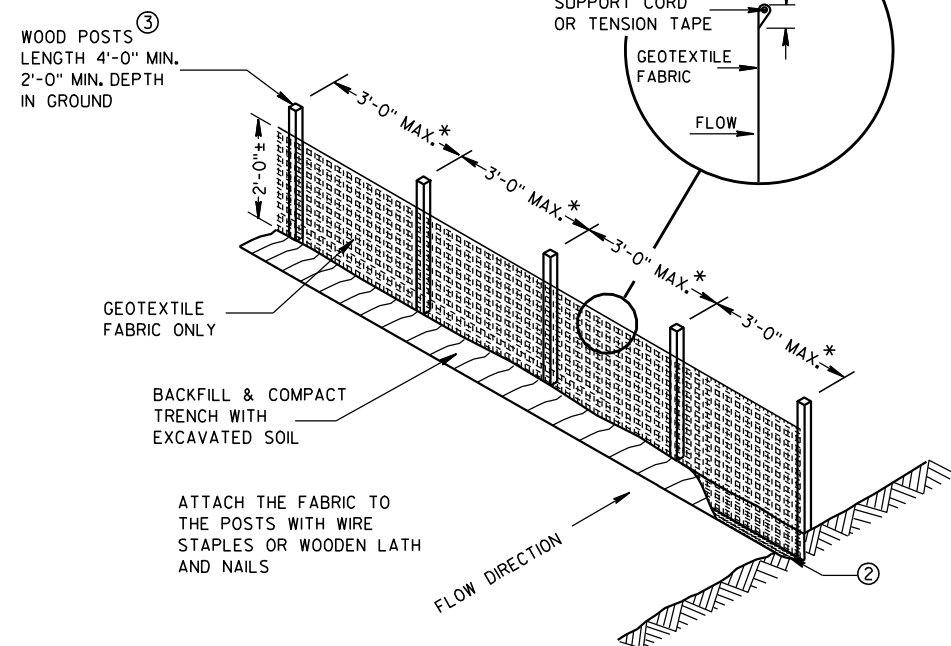
Standard Detail Drawing List

08E09-06	SILT FENCE
15C11-10B	CHANNELIZING DEVICES DRUMS, CONES, BARRICADES AND VERTICAL PANELS
15C12-09A	TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION
15D20-07A	TRAFFIC CONTROL, SINGLE LANE CLOSURE, DIVIDED NON-FREEWAY/EXPRESSWAY
15D27-03	TRAFFIC CONTROL, SHOULDER CLOSURE ON DIVIDED ROADWAY, SPEEDS GREATER THAN 40 MPH
15D28-04	TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY



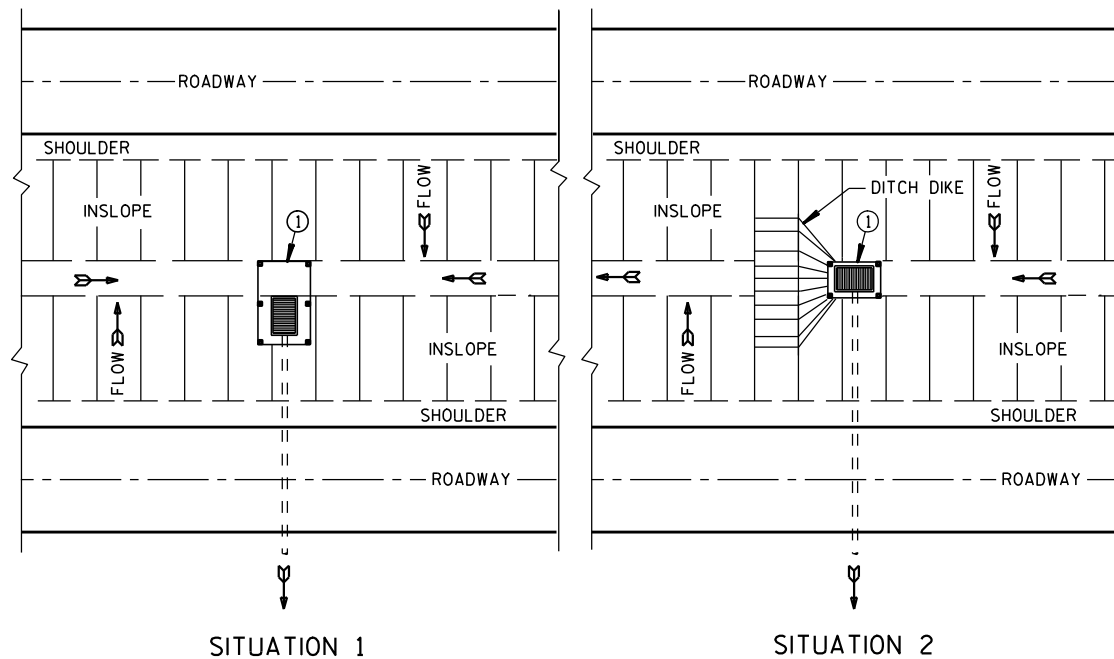
TYPICAL APPLICATION OF SILT FENCE

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



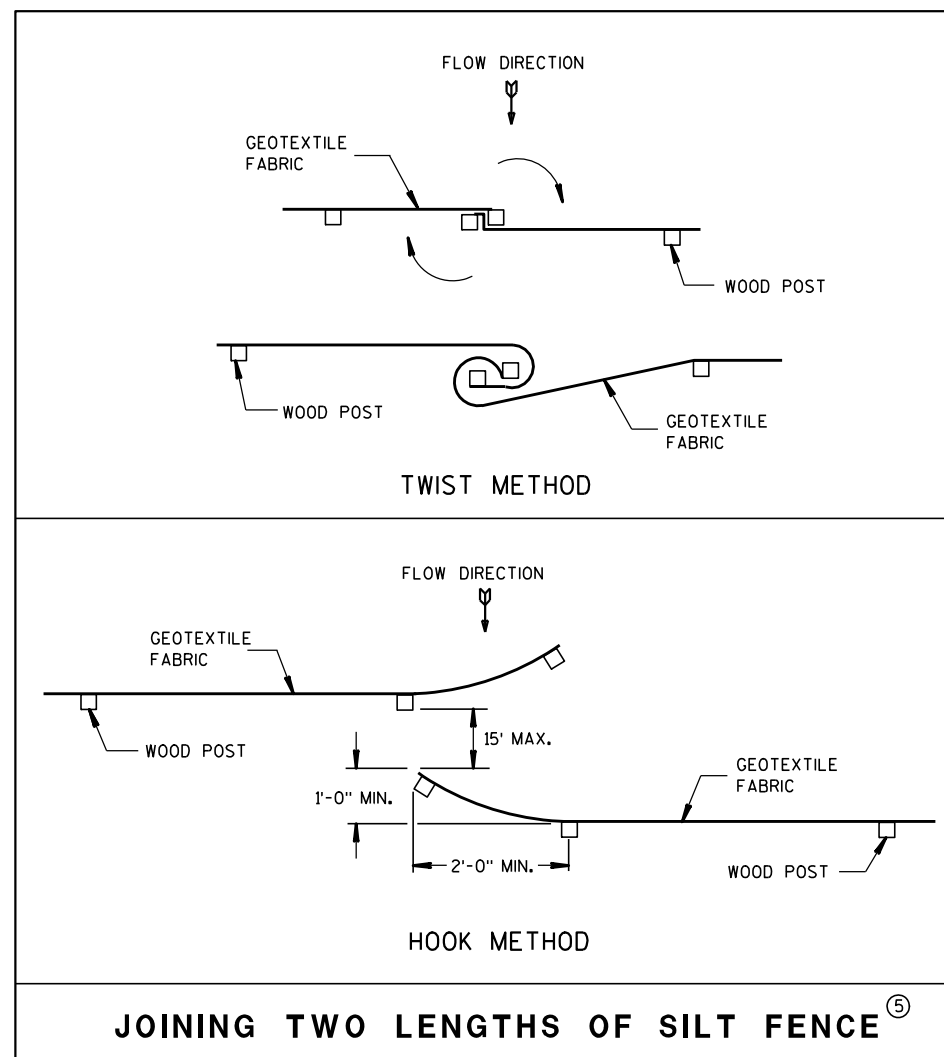
*NOTE: 8'-0" POST SPACING ALLOWED IF A WOVEN GEOTEXTILE FABRIC IS USED.

SILT FENCE



PLAN VIEW

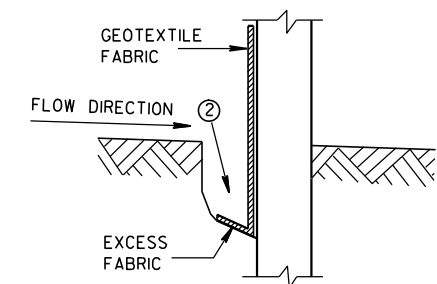
SILT FENCE AT MEDIAN SURFACE DRAINS



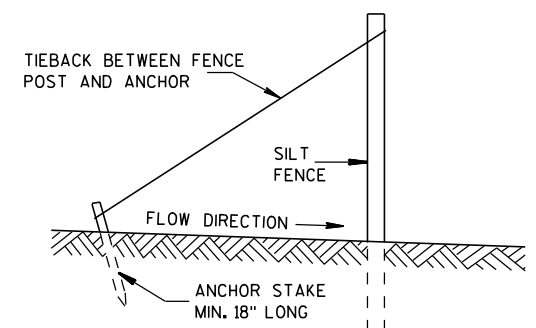
GENERAL NOTES

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

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



TRENCH DETAIL



SILT FENCE TIE BACK
(WHEN REQUIRED BY THE ENGINEER)

SILT FENCE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

4-29-05

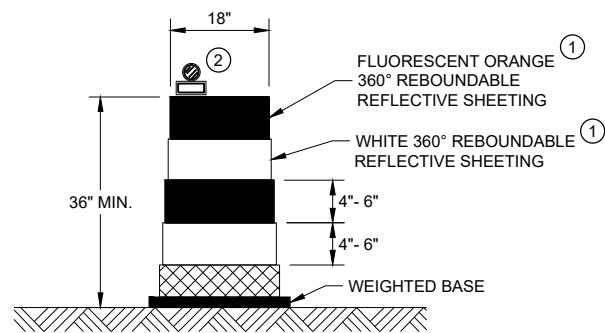
DATE

FHWA

/S/ Beth Conn
CHIEF ROADWAY DEVELOPER

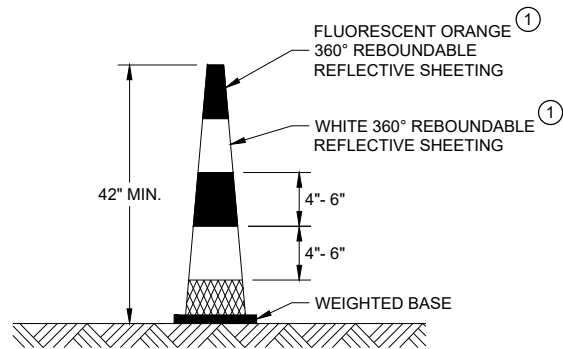
88

ENGINEER



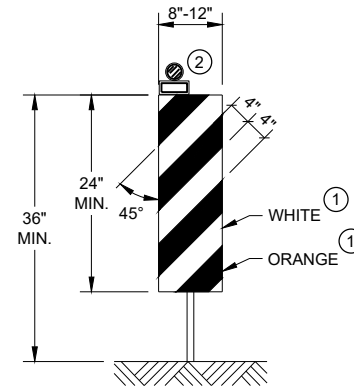
DRUM

BALLAST WIDTHS
RANGE FROM 24"-36"



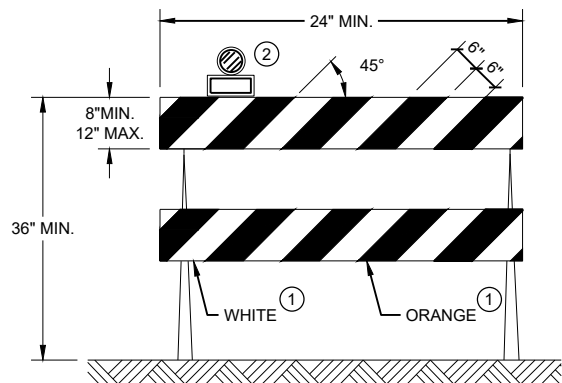
42" CONE

DO NOT USE IN TAPERS
½ SPACING OF DRUMS
BALLAST WIDTHS
RANGE FROM 14"-20"



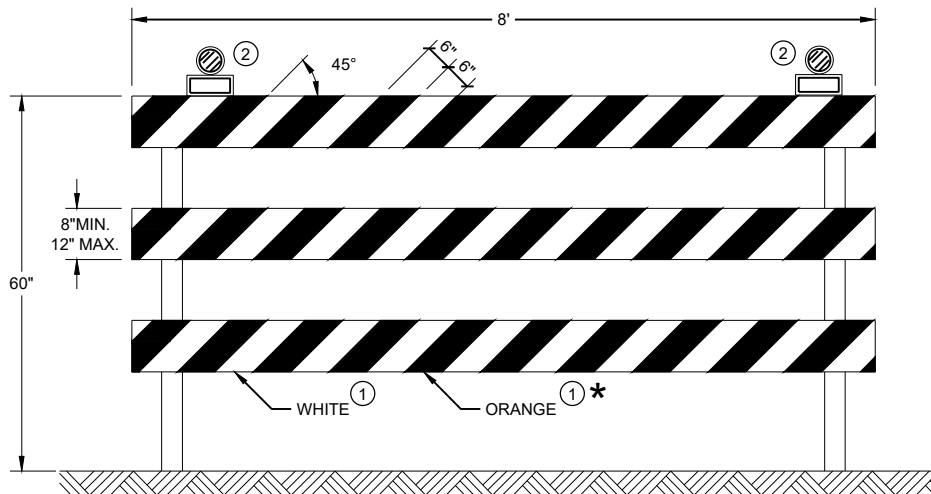
VERTICAL PANEL

THE STRIPES SHALL SLOPE DOWNWARD TO
THE TRAFFIC SIDE FOR CHANNELIZATION.



TYPE II BARRICADE

FOR RAILS LESS THAN 36" LONG, 4" WIDE STRIPES
MAY BE USED. ALL STRIPES SHALL SLOPE DOWNWARD
TO THE TRAFFIC SIDE FOR CHANNELIZATION.



TYPE III BARRICADE

IF SIGN MOUNTED, DO NOT COVER MORE THAN 50% OF THE TOP
TWO RAILS OR 33% OF THE TOTAL AREA OF THE THREE RAILS.

* IF USED FOR A PERMANENT APPLICATION USE RED SHEETING.

GENERAL NOTES

- ① REFLECTIVE SHEETING SHALL FOLLOW THE REQUIREMENTS IN THE APPROVED PRODUCTS LISTING FOR SIGN SHEETING.
- ② LOCATION OF WARNING LIGHTS WHEN SHOWN ON THE PLAN.

**CHANNELIZING DEVICES
DRUMS, CONES, BARRICADES
AND VERTICAL PANELS**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2022 /S/ Andrew Heidtke
DATE WORK ZONE ENGINEER 89
FHWA

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

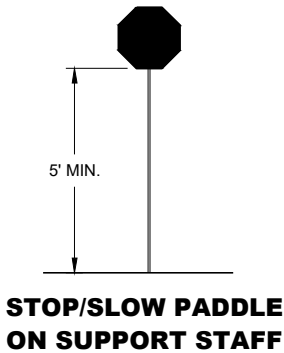
FLAGGERS SHALL BE IN SIGHT OF EACH OTHER OR IN DIRECT COMMUNICATION AT ALL TIMES. THEY SHALL BE EQUIPPED WITH STOP/SLOW PADDLES FASTENED ON SUPPORT STAFFS. WHEN THE FLAGGING OPERATION IS NOT IN EFFECT REMOVE TEMPORARY PORTABLE RUMBLE STRIPS PRIOR TO COVERING OR REMOVING ALL ADVANCE SIGNING.

- 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.

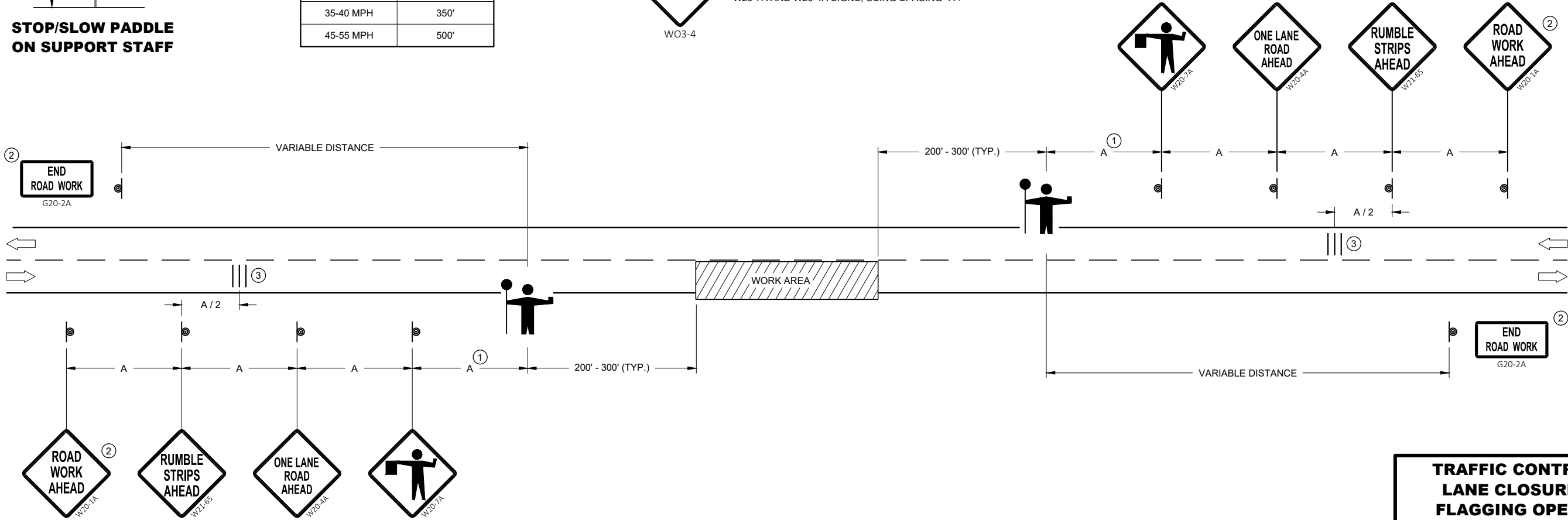


SIGN AND TEMPORARY RUMBLE STRIP ARRAY SPACING TABLE

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

APPROVED
May 2022 /S/ Andrew Heidtke
DATE WORK ZONE ENGINEER 90

FHWA

LEGEND

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

GENERAL NOTES

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

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

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

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS IN URBAN AREAS, 36"X 36" SIGNS MAY BE USED IF APPROVED BY REGIONAL TRAFFIC UNIT.

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

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

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

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

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

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

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

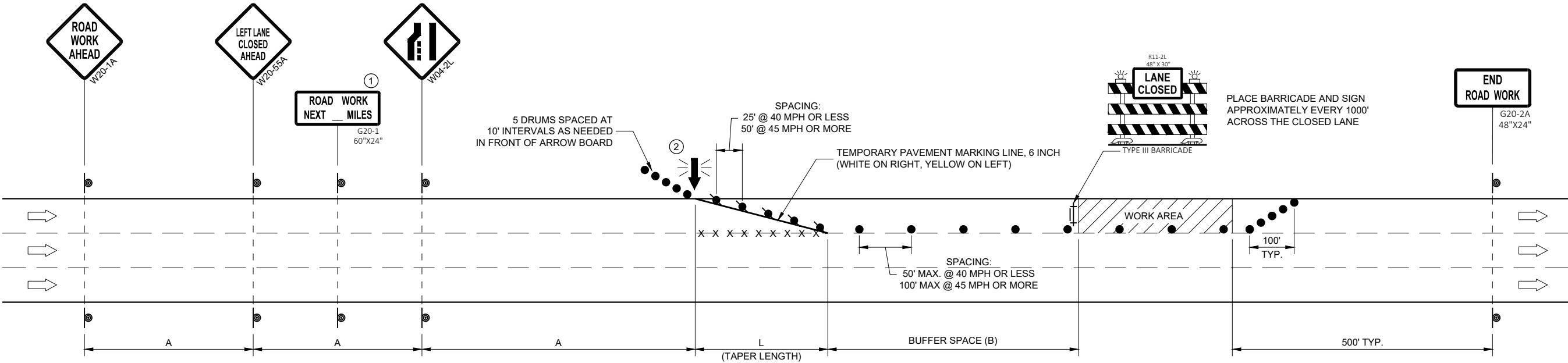
CONSIDER GEOMETRICS WHEN LOCATING SIGNS AND ARROW BOARDS SO THE APPROACHING DRIVER HAS A CLEAR VIEW OF THE ARROW BOARDS AND LANE CLOSURE DRUMS FOR A MINIMUM 1500 FEET IN FRONT OF DRUMS.

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

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

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

- ① OMIT G20-1 SIGNS IF LENGTH OF WORK AREA IS 2 MILES OR LESS.
- ② WHERE THE SHOULDER OR TERRACE HAS INSUFFICIENT SPACE TO PLACE THE ARROW BOARD AS SHOWN, PLACE THE ARROW BOARD AT THE END OF THE TAPER.



POSTED SPEED LIMIT PRIOR TO WORK STARTING (MPH)	ADVANCE WARNING SIGN SPACING (A) FEET	TAPER LENGTH (12 FT. LANE) (L) FEET	BUFFER SPACE (B) FEET
25	200'	125'	55'
30	200'	180'	85'
35	350'	245'	120'
40	350'	320'	170'
45	500'	540'	220'

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023 /S/ Andrew Heidtke
DATE WORK ZONE ENGINEER 91

FHWA

LEGEND

- TRAFFIC CONTROL DRUM
- ⦿ SIGN ON PERMANENT SUPPORT
- ➡ DIRECTION OF TRAFFIC
- ⚡➡ FLASHING ARROW BOARD
- ▨ WORK AREA

GENERAL NOTES

THIS DETAIL IS TYPICAL FOR CLOSING THE RIGHT SHOULDER. FOR CLOSING THE LEFT SHOULDER, REVERSE THE TRAFFIC CONTROL.

THIS DETAIL MAY BE USED FOR DIVIDED ROADWAYS WITH ANY NUMBER OF TRAVEL LANES.

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

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

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

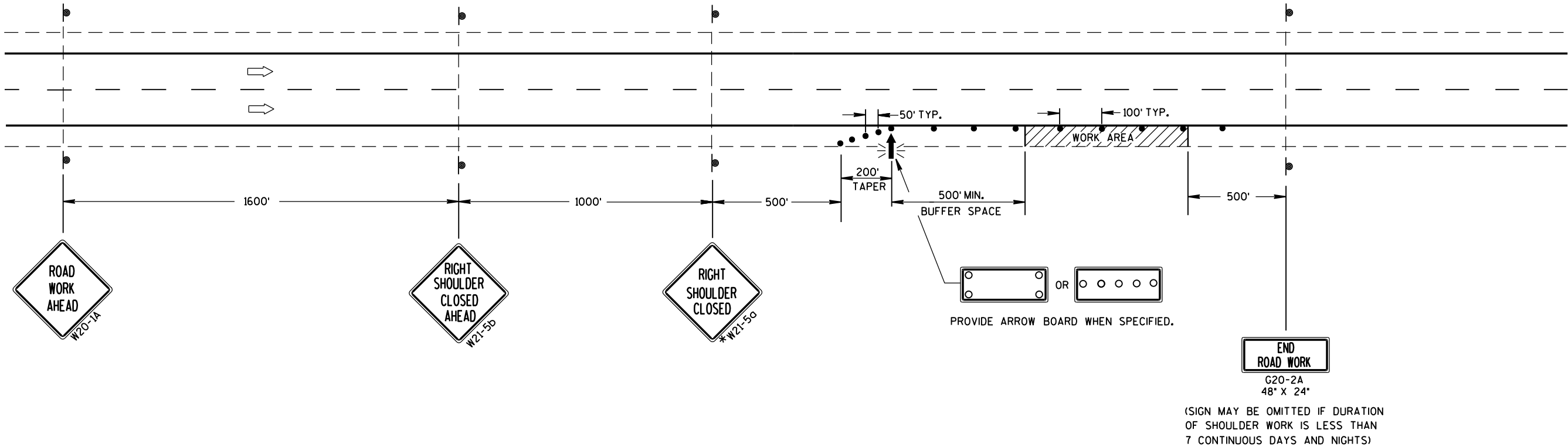
SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

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.

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

WHEN A 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.

*FOR SHORT DURATION SHOULDER WORK OF LESS THAN ONE HOUR, THE W21-5a SIGN MAY BE OMITTED.



TRAFFIC CONTROL SHOULDER CLOSURE ON DIVIDED ROADWAY, SPEEDS GREATER THAN 40 MPH		
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION		
APPROVED		
June 2016	/S/ Peter Amakobe Atepe	
DATE	STATEWIDE WORK 2016	IC
FHWA	SAFETY ENGINEER	

LEGEND

-  SIGN ON PERMANENT SUPPORT
-  TRAFFIC CONTROL DRUM
-  DIRECTION OF TRAFFIC
-  WORK ZONE

GENERAL NOTES

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS IN URBAN AREAS, 36" X 36" SIGNS MAY BE USED IF APPROVED BY THE REGIONAL TRAFFIC UNIT.

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

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

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

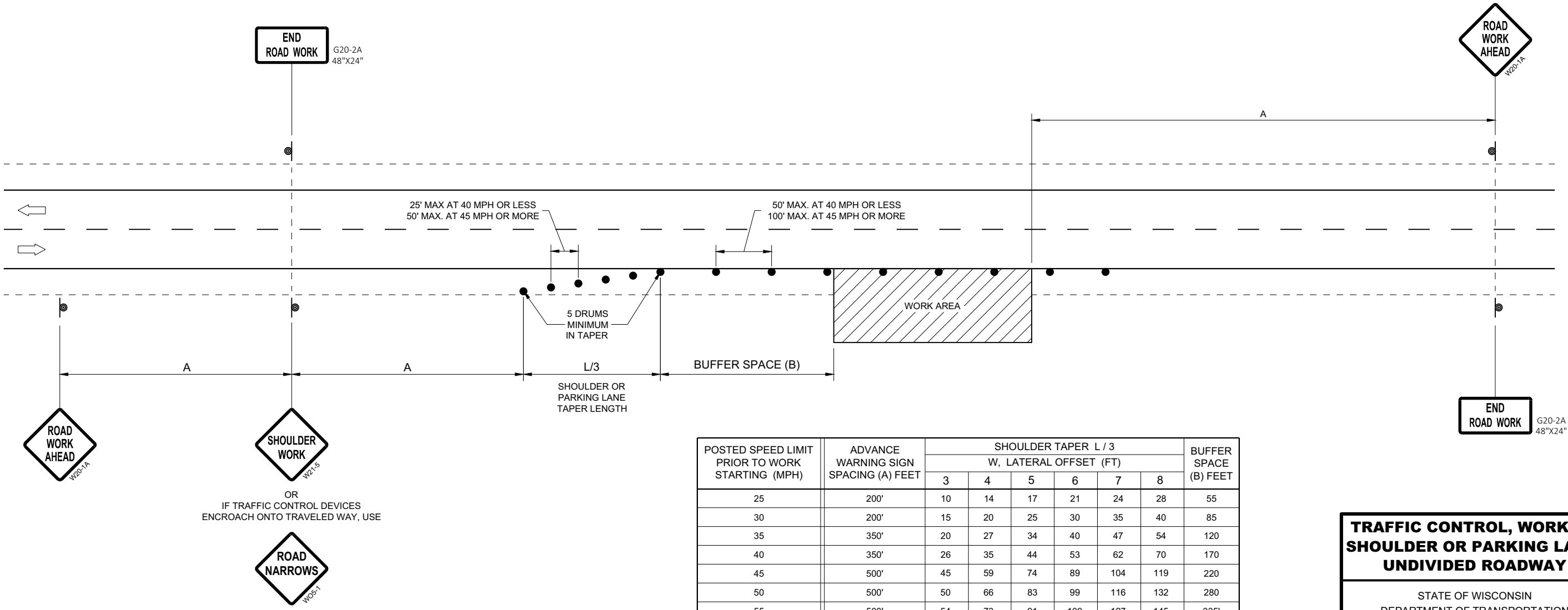
CHANNELIZING DEVICES PLACED ADJACENT TO WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

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

W20-1A AND G20-2A SIGNS ARE NOT REQUIRED IF THE WORK AREA IS WITHIN A LARGER WORK ZONE WHERE THESE SIGNS ARE ALREADY PRESENT. G20-2A SIGNS MAY ALSO BE OMITTED IF DURATION OF WORK IS LESS THAN 7 CONTINUOUS DAYS AND NIGHTS.

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SDD 15D28 - 04



POSTED SPEED LIMIT PRIOR TO WORK STARTING (MPH)	ADVANCE WARNING SIGN SPACING (A) FEET	SHOULDER TAPER L / 3 W, LATERAL OFFSET (FT)						BUFFER SPACE (B) FEET
		3	4	5	6	7	8	
25	200'	10	14	17	21	24	28	55
30	200'	15	20	25	30	35	40	85
35	350'	20	27	34	40	47	54	120
40	350'	26	35	44	53	62	70	170
45	500'	45	59	74	89	104	119	220
50	500'	50	66	83	99	116	132	280
55	500'	54	73	91	109	127	145	335'

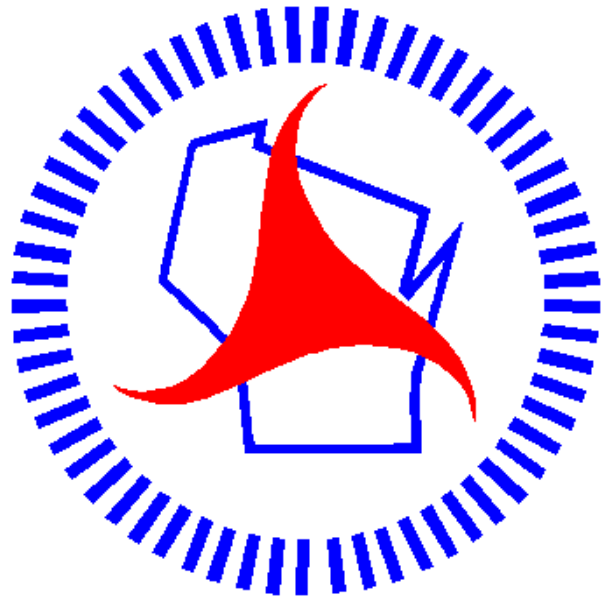
TRAFFIC CONTROL, WORK ON
SHOULDER OR PARKING LANE,
UNDIVIDED ROADWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2020 /S/ Andrew Heidtke
DATE STATEWIDE WORK ZONE T SAFETY ENGINEER 93
FHWA

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SDD 15D28 - 04



Wisconsin Department of Transportation

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