

WKE

PROJECT ID: 3742-02-71

COUNTY: VARIOUS

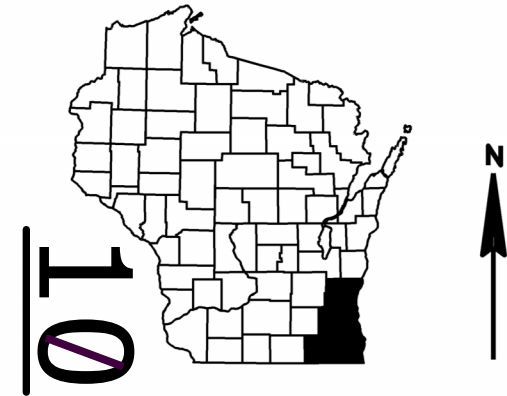
WITH:

SEPTEMBER 2024

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 = 84



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

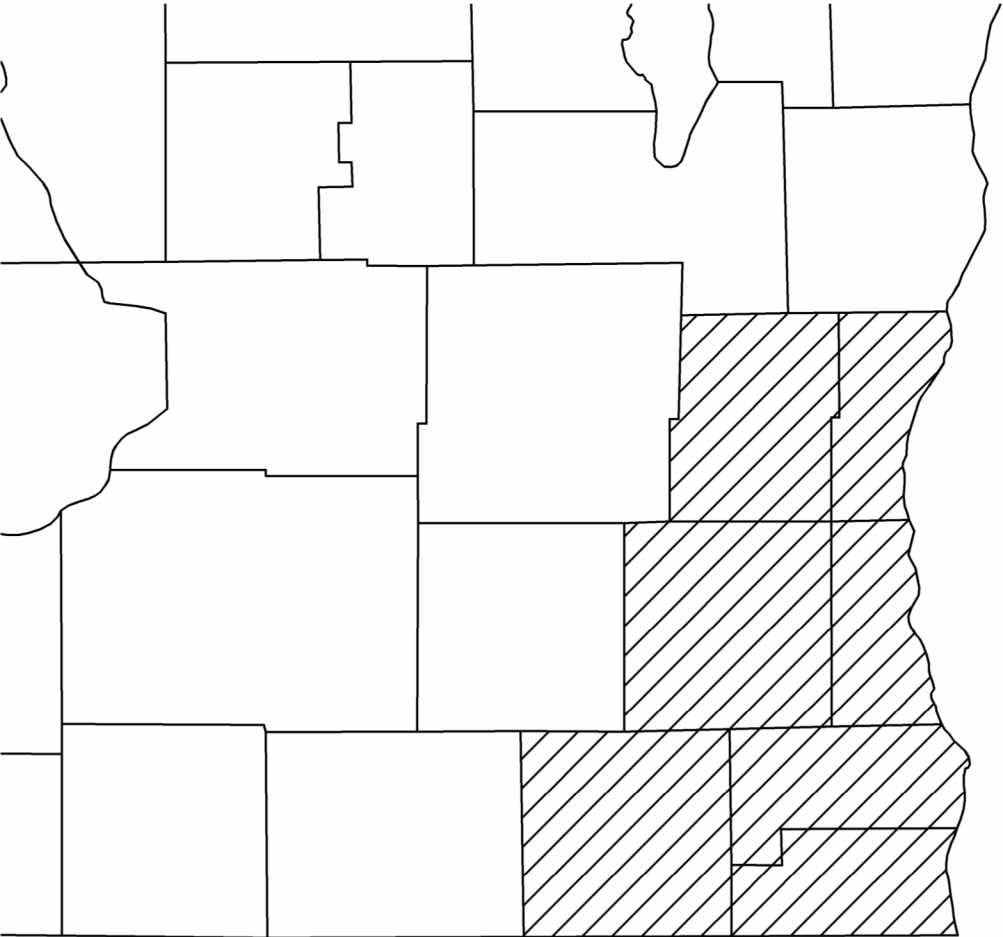
SER TREE CLEARING PROJECT

VARIOUS SER COUNTIES

VARIOUS HIGHWAYS

SOUTHEAST REGION WIDE

|                      |
|----------------------|
| STATE PROJECT NUMBER |
| 3742-02-71           |



HORIZONTAL POSITIONS SHOWN ON THIS PLAN ARE WISCONSIN COORDINATE REFERENCE SYSTEM (WISCRS), (NAME) COUNTY, NAD83 (YEAR), 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 |
| 3742-02-71    |                 |          |
|               |                 |          |
|               |                 |          |
|               |                 |          |

| STATE OF WISCONSIN<br>DEPARTMENT OF TRANSPORTATION |                   |
|--|-------------------|
| PREPARED BY  |                   |
| Surveyor   | VARIOUS           |
| Designer   | WISDOT            |
| Project Manager                                    | JON GILL          |
| Regional Examiner                                  | REGIONAL EXAMINER |
| Regional Supervisor                                | JANET CANNON      |
| APPROVED FOR THE DEPARTMENT                        |                   |
| DATE: 7/17/2024                                    |                   |



ORDER OF SECTION 2 DETAIL SHEETS

GENERAL NOTES  
PROJECT OVERVIEW  
CONSTRUCTION DETAILS

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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  |

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.

CONTRACTOR WILL BE RESPONSIBLE FOR RESHAPING AND SEEDING ANY PREVIOUSLY GRASSED AREAS WHICH ARE DISTURBED BY OPERATIONS, OUTSIDE OF THE NORMAL CONSTRUCTION LIMITS.

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

RIGHT OF WAY INFORMATION SHOWN ON THE PLANS IS APPROXIMATE.

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

EROSION CONTROL FEATURES AS SHOWN IN THE PLANS ARE AT APPROXIMATE LOCATIONS. EXACT LOCATIONS WILL BE DETERMINED BY THE CONTRACTOR’S EROSION CONTROL IMPLEMENTATION PLAN (ECIP) AND APPROVED BY THE ENGINEER. MAINTAIN EROSION CONTROL MEASURES UNTIL SUCH A TIME AS THE ENGINEER DETERMINES THE MEASURE IS NO LONGER NECESSARY.

CONTRACTOR SHALL MAINTAIN ACCESS TO ALL DRIVEWAYS AT ALL TIMES EXCEPT WHEN PAVING OR PIPE LAYING OPERATIONS REQUIRE THE DRIVEWAY TO BE CLOSED. ACCESS TO DRIVEWAYS SHALL BE RE-ESTABLISHED IMMEDIATELY AFTER OPERATIONS ARE COMPLETED. ACCESS SHALL BE PROVIDED DURING ALL NON-WORKING HOURS.

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.

EXCEPT FOR RAILROAD CROSSING DOT # 177268N WHERE STSP 107-026 APPLIES FOR SITE 4, DO NOT PLACE ANY ITEMS WITHIN 50 FEET OF RAILROAD RIGHT-OF-WAY.





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WE ENERGIES - GAS/PETROLEUM

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Dial 811 or (800) 242-8511  
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  - \* WE ENERGIES - GAS/PETROLEUM  
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www.DiggersHotline.com

\* DENOTES DIGGERS HOTLINE MEMBERS

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DIGGERSHOTLINE

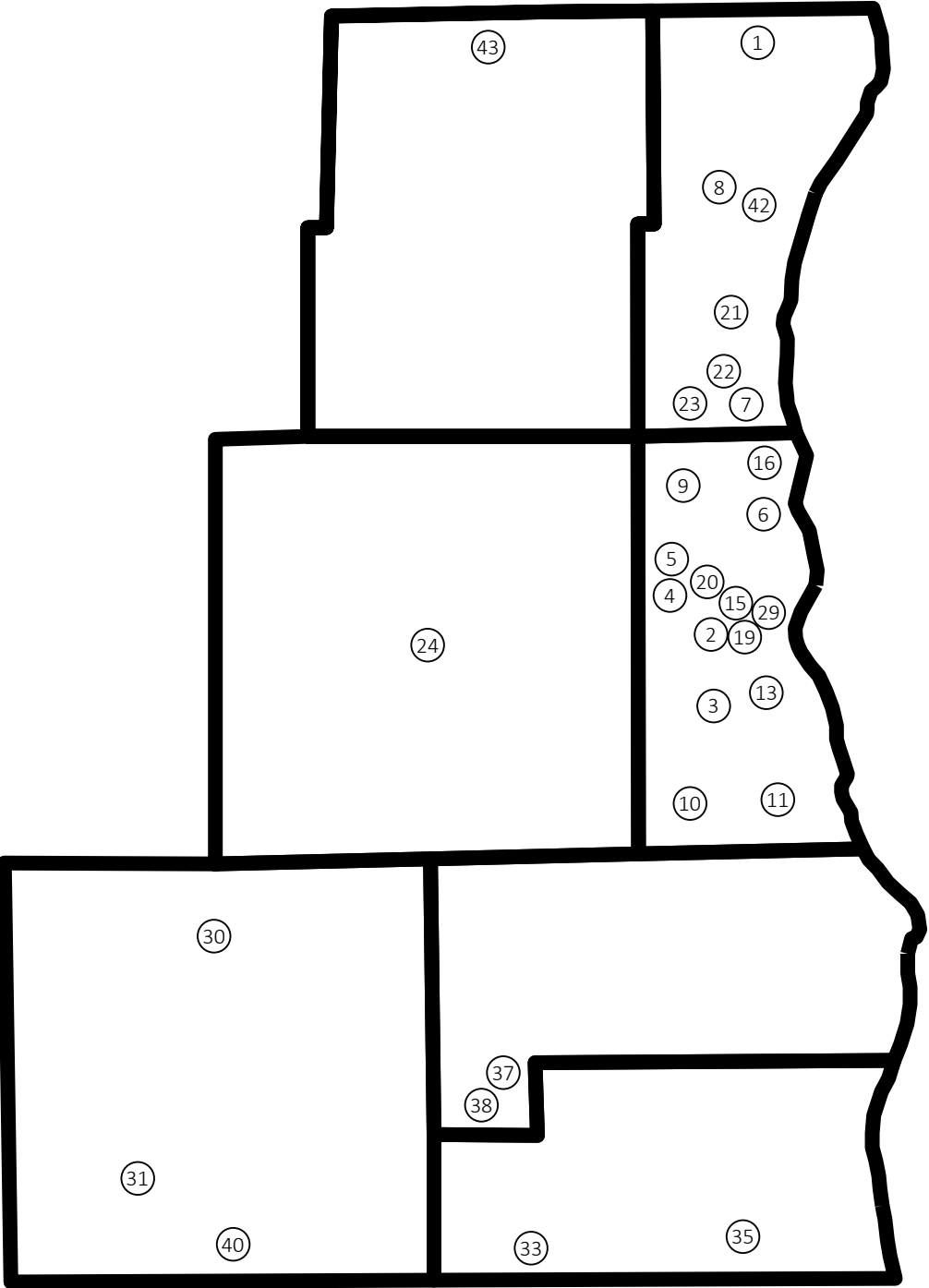
Dial 811 or (800)242-8511

www.DiggersHotline.com

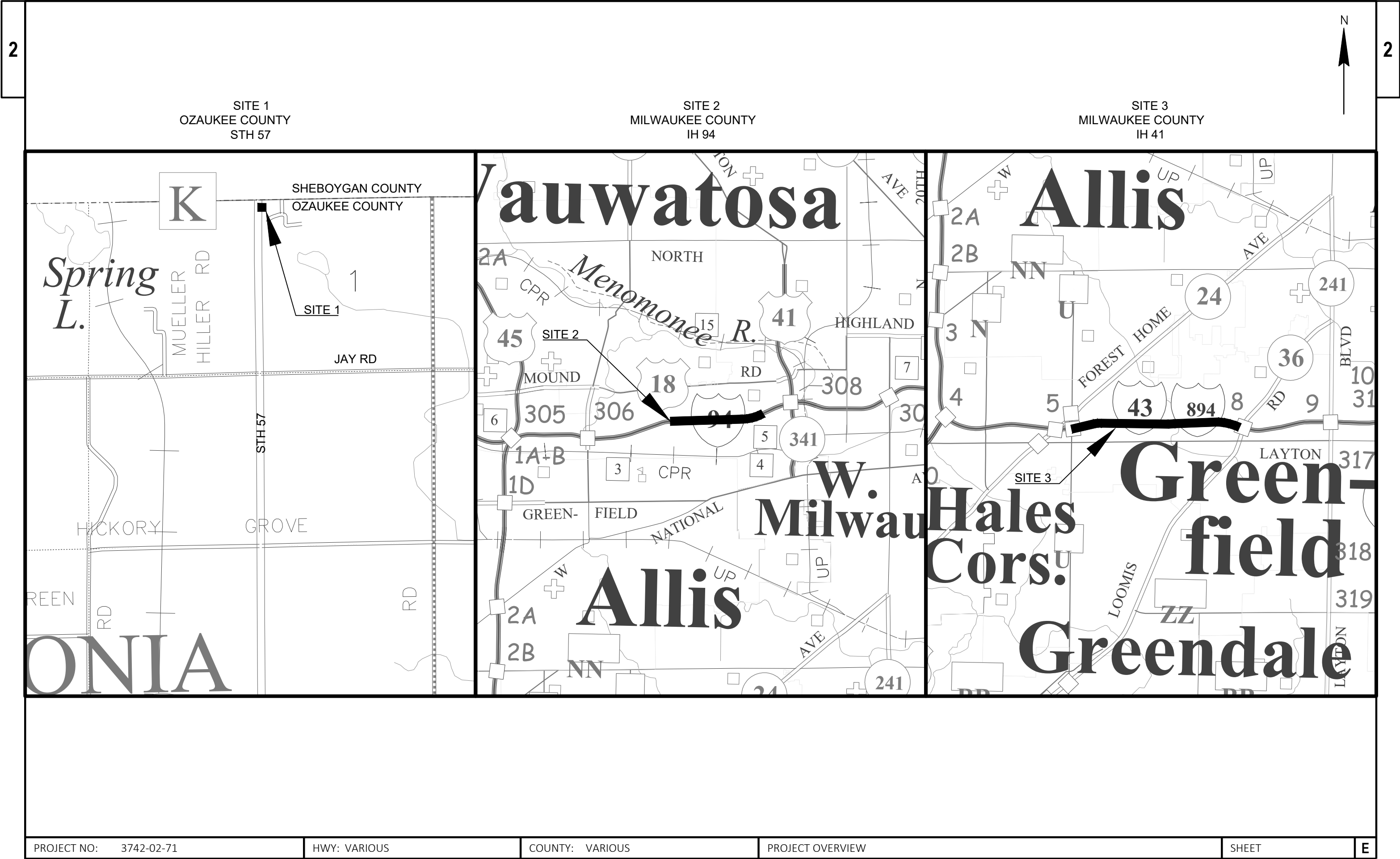


| SER SITES       |      |         |            |
|-----------------|------|---------|------------|
| CONSTRUCTION ID | SITE | ROADWAY | COUNTY     |
| 1040-05-71      | 1    | STH 57  | OZAUKEE    |
| 1060-27-71      | 2    | IH 94   | MILWAUKEE  |
| 1090-03-78      | 3    | IH 41   | MILWAUKEE  |
| 1100-20-70      | 4    | IH 41   | MILWAUKEE  |
| 1100-20-71      | 5    | IH 41   | MILWAUKEE  |
| 1228-03-76      | 6    | IH 43   | MILWAUKEE  |
| 1380-02-70      | 7    | STH 167 | OZAUKEE    |
| 1410-16-71      | 8    | STH 33  | OZAUKEE    |
| 2010-03-72      | 9    | STH 175 | MILWAUKEE  |
| 2040-15-73      | 10   | STH 100 | MILWAUKEE  |
| 2050-08-71      | 11   | CTH BB  | MILWAUKEE  |
| 2155-15-70      | 13   | LOC STR | MILWAUKEE  |
| 2190-10-70      | 15   | LOC STR | MILWAUKEE  |
| 2225-00-73      | 16   | STH 32  | MILWAUKEE  |
| 2410-47-70      | 19   | STH 59  | MILWAUKEE  |
| 2590-04-71      | 20   | LOC STR | MILWAUKEE  |
| 2695-03-72      | 21   | LOC STR | OZAUKEE    |
| 2697-04-73      | 22   | LOC STR | OZAUKEE    |
| 2729-07-70      | 23   | STH 181 | OZAUKEE    |
| 2773-10-70      | 24   | STH 59  | WAUKESHA   |
| 2984-21-72      | 29   | LOC STR | MILWAUKEE  |
| 3130-03-71      | 30   | US 12   | WALWORTH   |
| 3170-11-70      | 31   | STH 50  | WALWORTH   |
| 3751-03-70      | 33   | CTH W   | KENOSHA    |
| 3830-08-70      | 35   | LOC STR | KENOSHA    |
| 3834-05-71      | 37   | LOC STR | RACINE     |
| 3834-05-72      | 38   | LOC STR | RACINE     |
| 3846-00-73      | 40   | LOC STR | WALWORTH   |
| 4821-03-70      | 42   | LOC STR | OZAUKEE    |
| 4824-05-70      | 43   | LOC STR | WASHINGTON |

FOR INFORMATION ONLY. SITES MAY BE REMOVED FROM OR ADDED TO THIS LIST.  
SITES ARE NOT IN SEQUENTIAL ORDER; SOME HAVE ALREADY BEEN REMOVED.

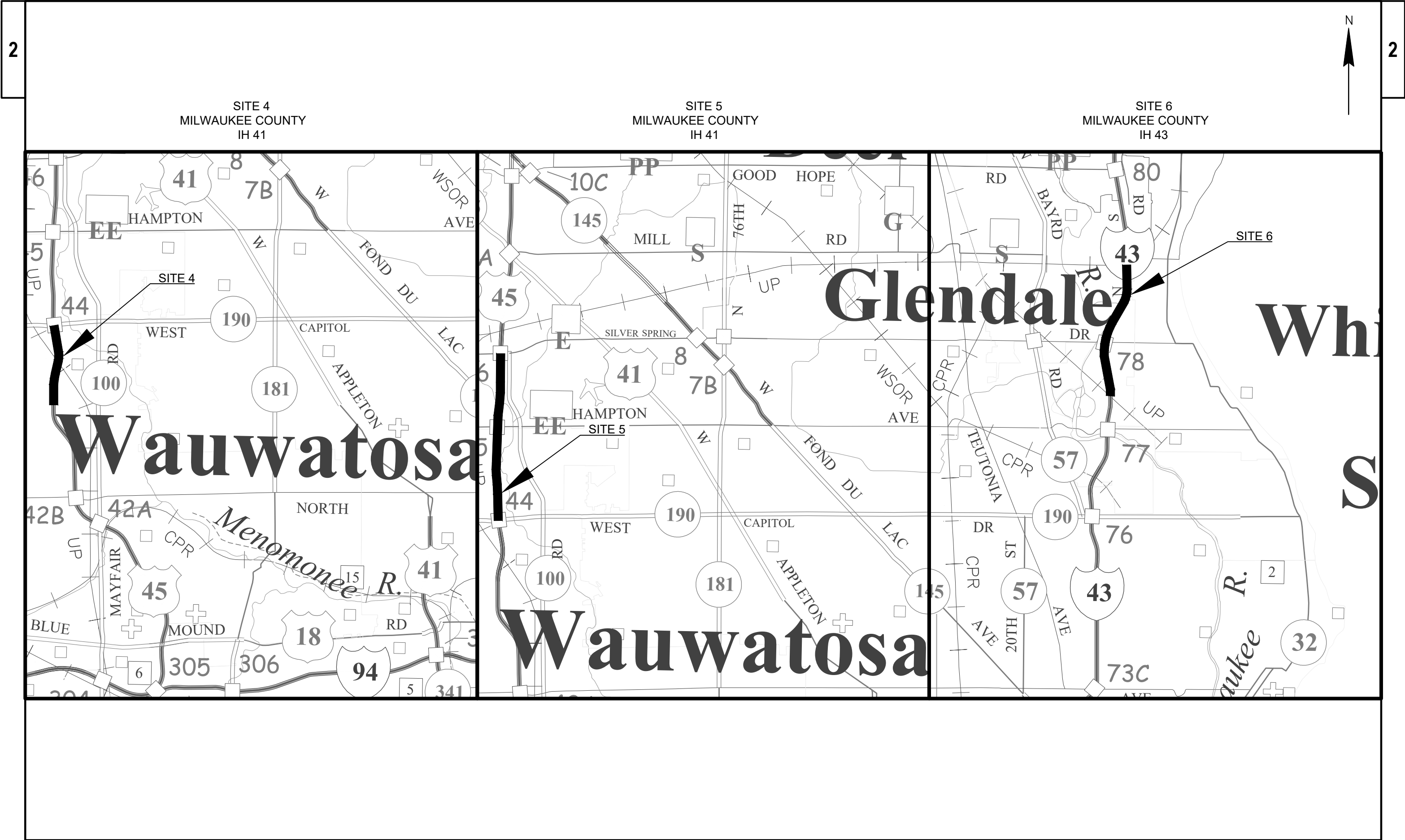






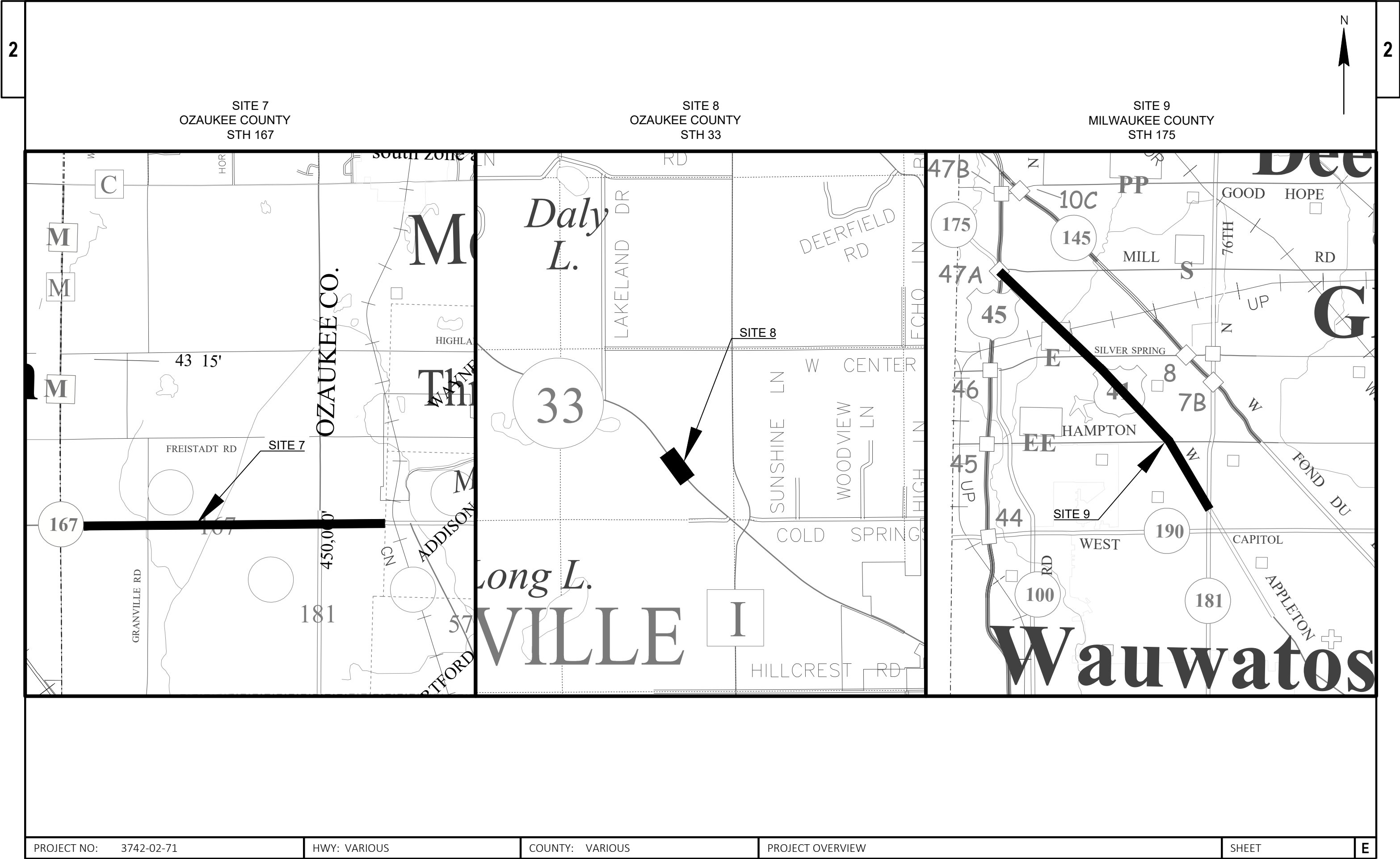
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| PROJECT NO: 3742-02-71 | HWY: VARIOUS | COUNTY: VARIOUS | PROJECT OVERVIEW | SHEET | E |
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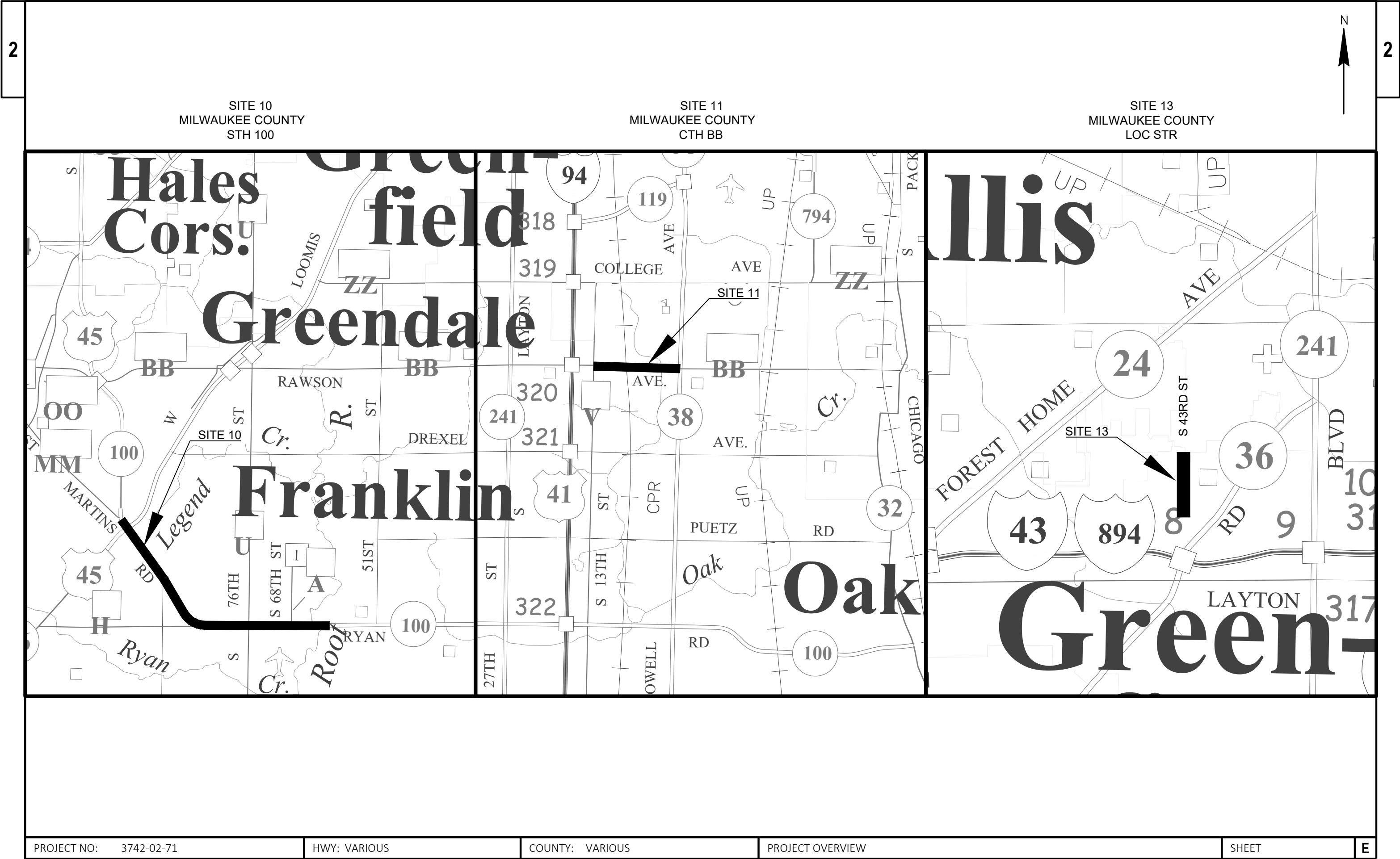
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|------------------------|--------------|-----------------|------------------|-------|---|





|                        |              |                 |                  |       |   |
|------------------------|--------------|-----------------|------------------|-------|---|
| PROJECT NO: 3742-02-71 | HWY: VARIOUS | COUNTY: VARIOUS | PROJECT OVERVIEW | SHEET | E |
|------------------------|--------------|-----------------|------------------|-------|---|



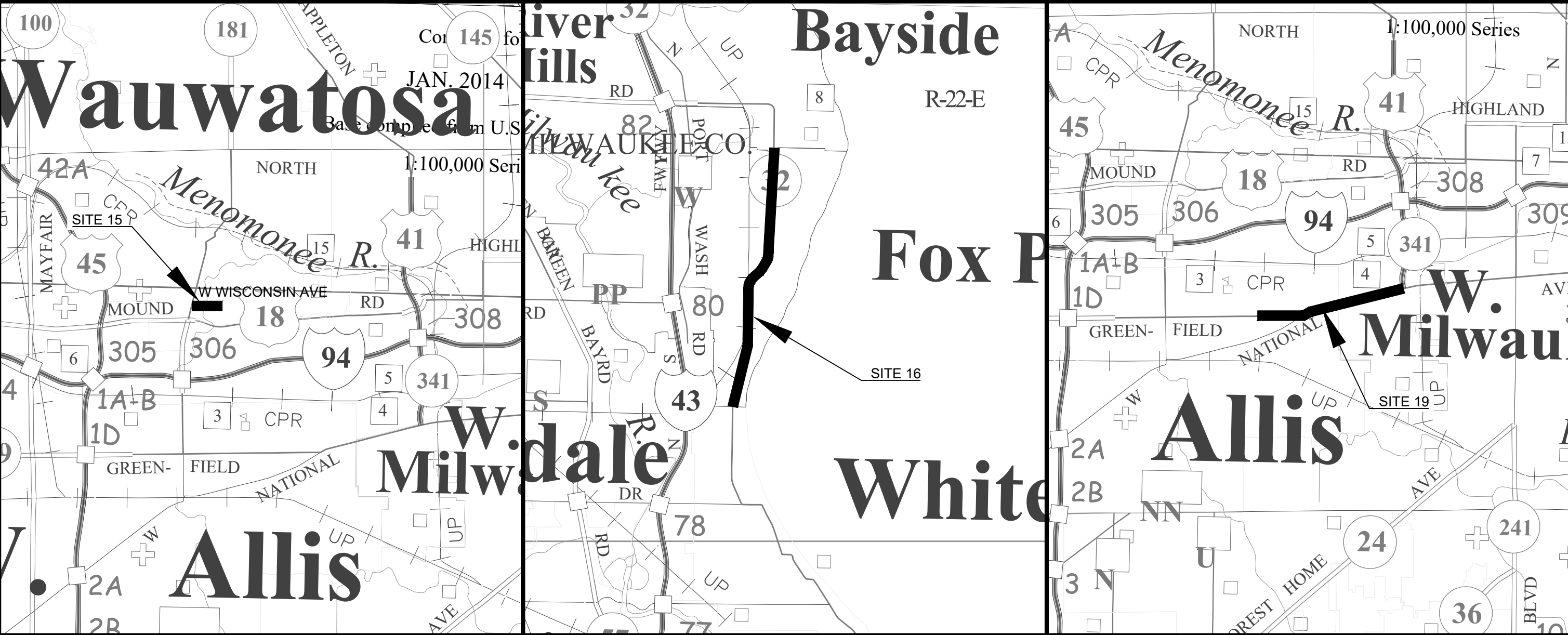




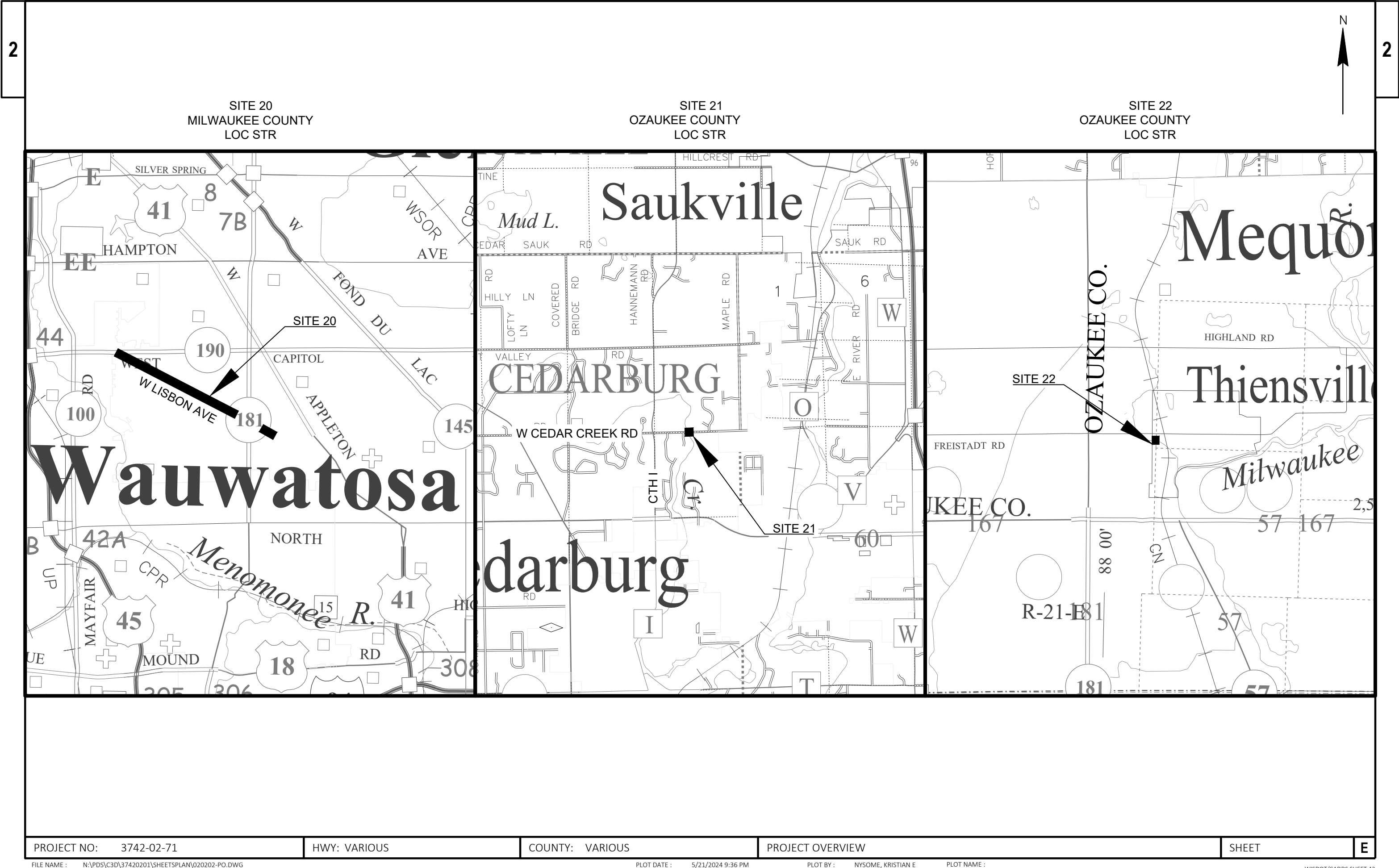
SITE 15  
MILWAUKEE COUNTY  
LOC STR

SITE 16  
MILWAUKEE COUNTY  
STH 32

SITE 19  
MILWAUKEE COUNTY  
STH 59

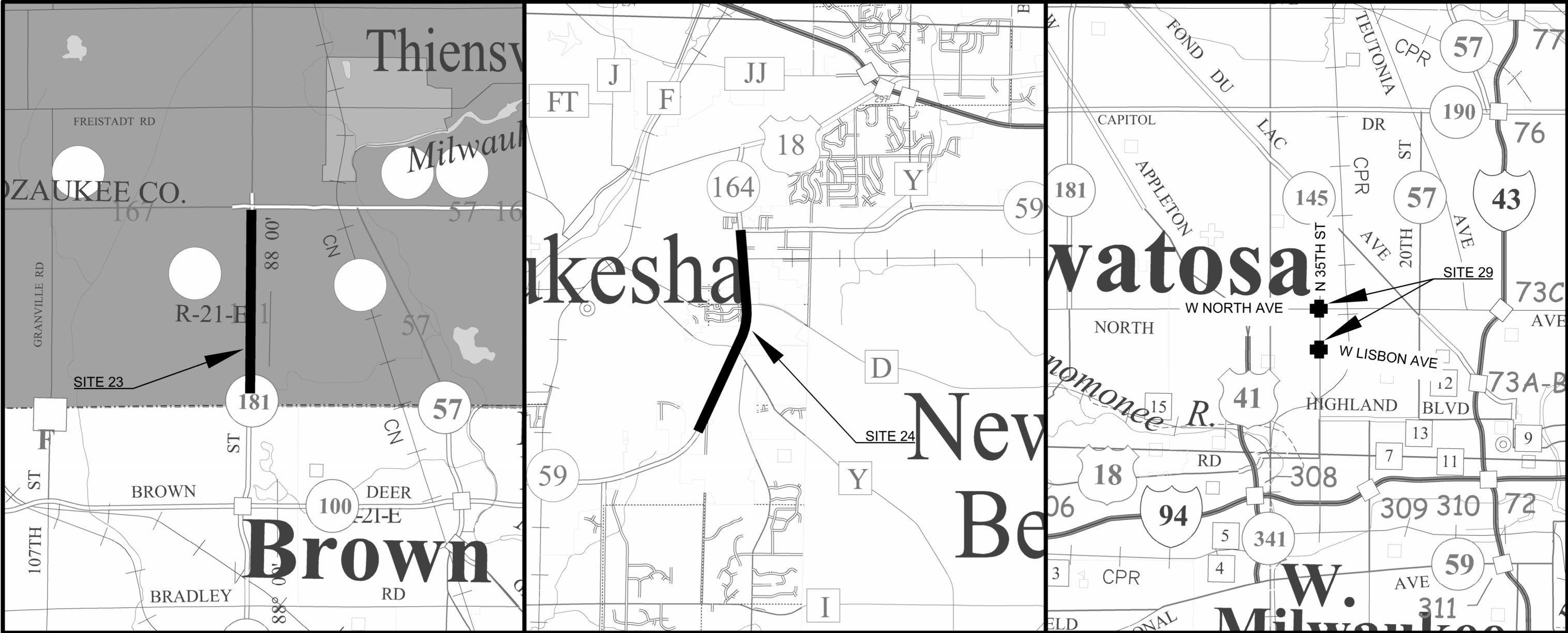






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| PROJECT NO: 3742-02-71 | HWY: VARIOUS | COUNTY: VARIOUS | PROJECT OVERVIEW | SHEET | E |
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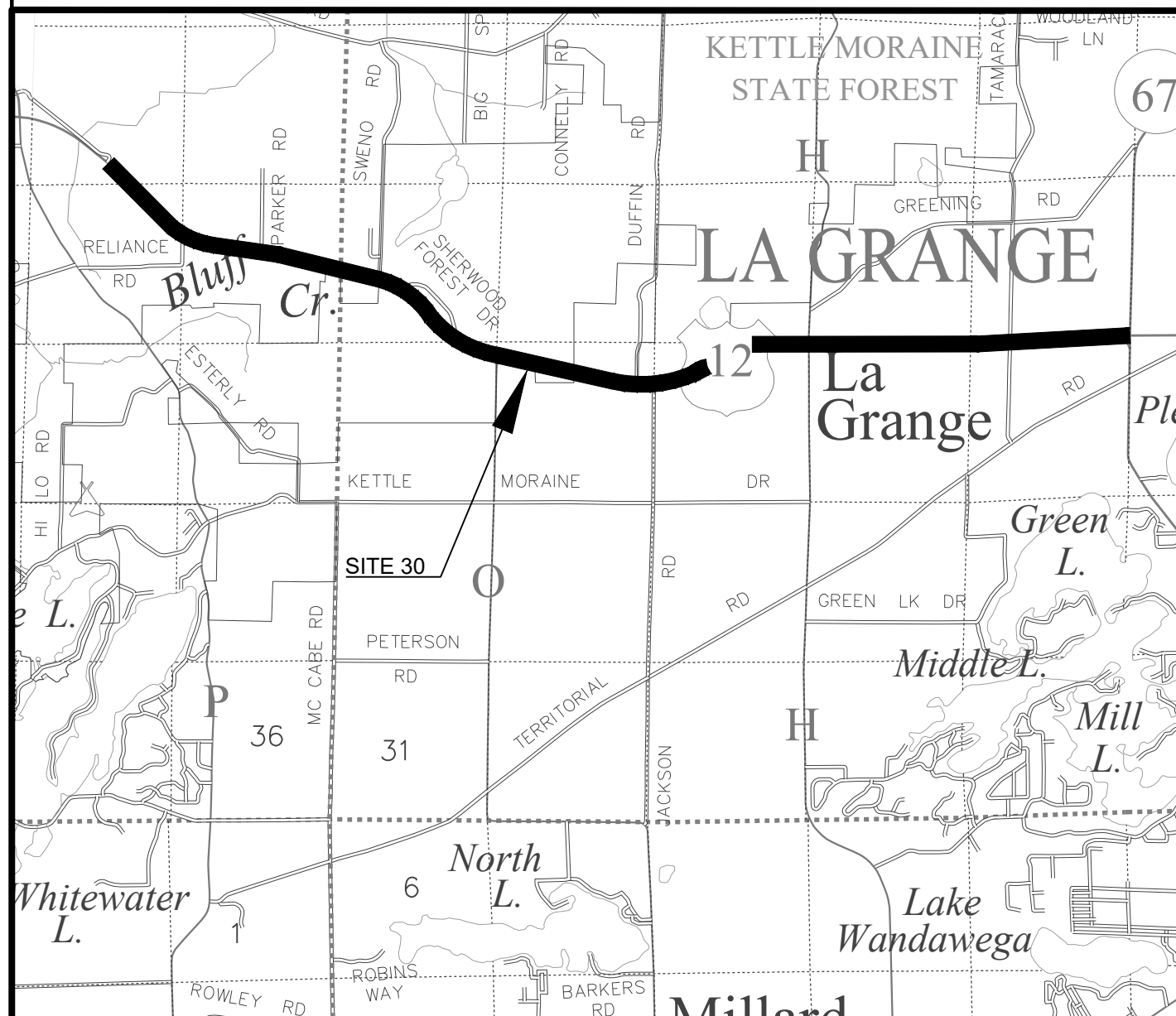




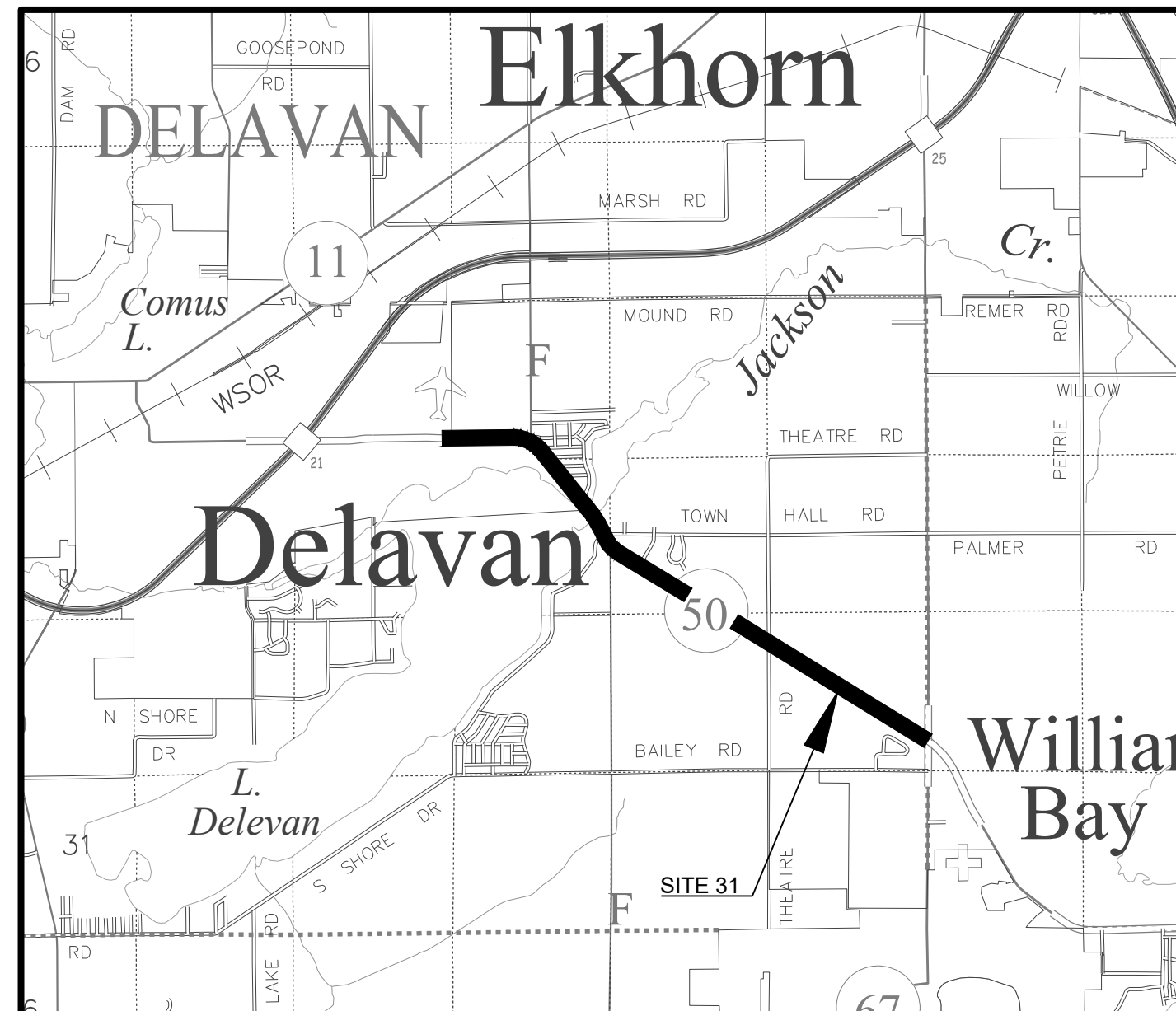




SITE 30  
WALWORTH COUNTY  
US 12

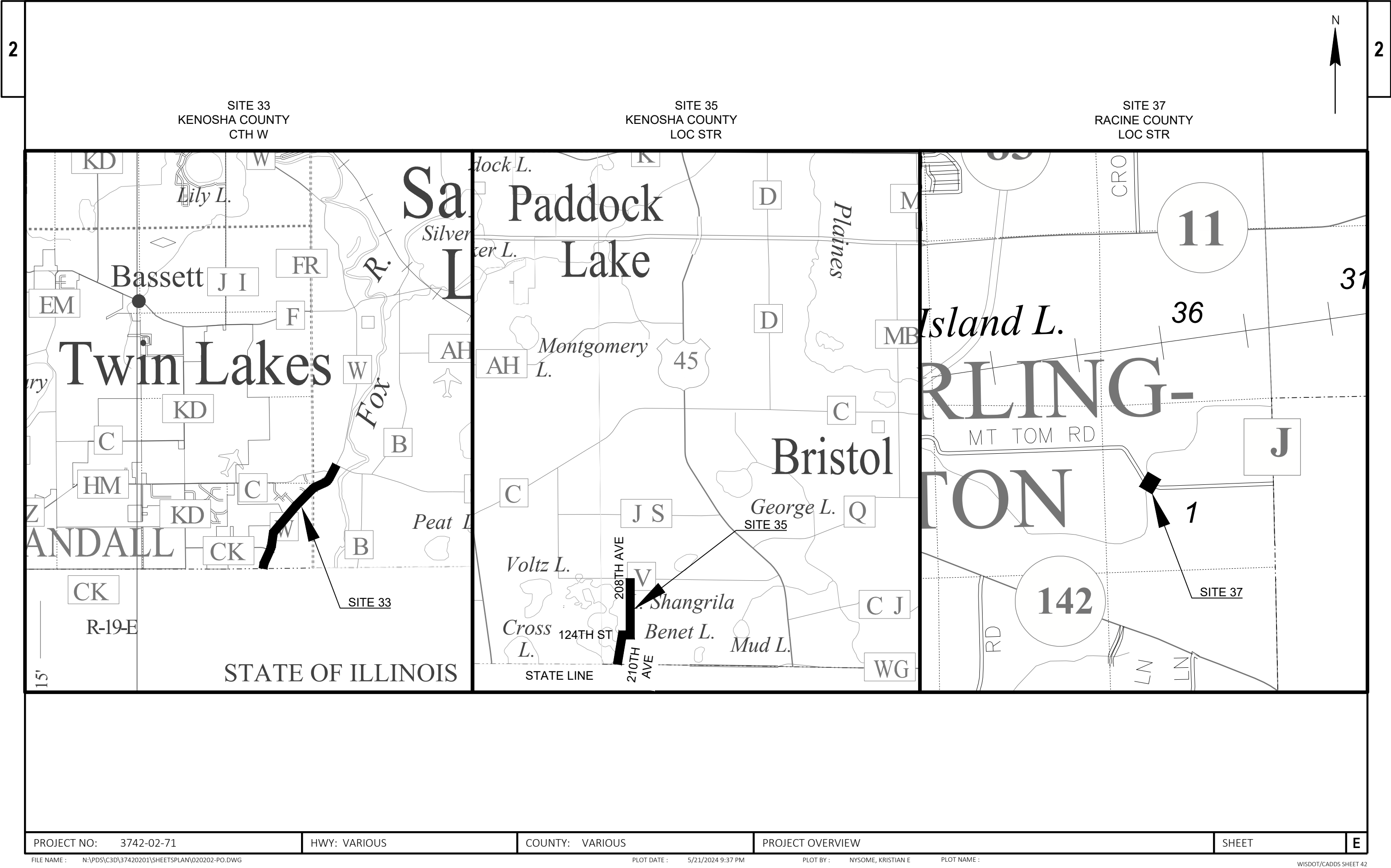


SITE 31  
WALWORTH COUNTY  
STH 50



|                        |              |                 |                  |       |   |
|------------------------|--------------|-----------------|------------------|-------|---|
| PROJECT NO: 3742-02-71 | HWY: VARIOUS | COUNTY: VARIOUS | PROJECT OVERVIEW | SHEET | E |
|------------------------|--------------|-----------------|------------------|-------|---|





|                        |              |                 |                  |       |   |
|------------------------|--------------|-----------------|------------------|-------|---|
| PROJECT NO: 3742-02-71 | HWY: VARIOUS | COUNTY: VARIOUS | PROJECT OVERVIEW | SHEET | E |
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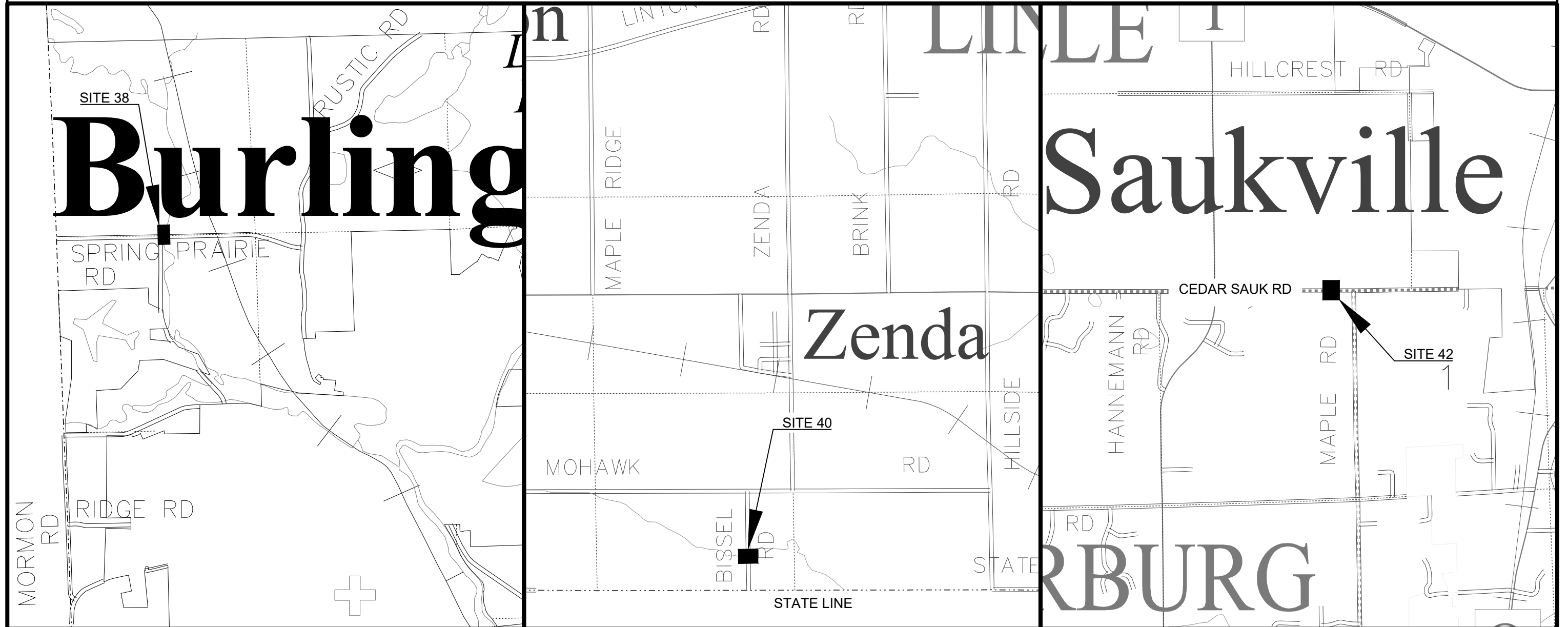




SITE 38  
RACINE COUNTY  
LOC STR

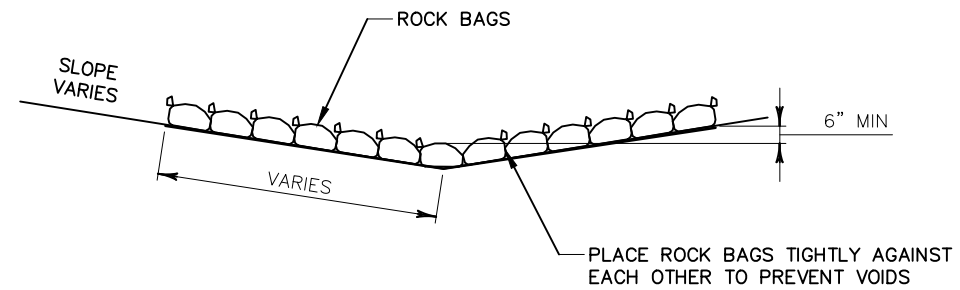
SITE 40  
WALWORTH COUNTY  
LOC STR

SITE 42  
OZAUKEE COUNTY  
LOC STR

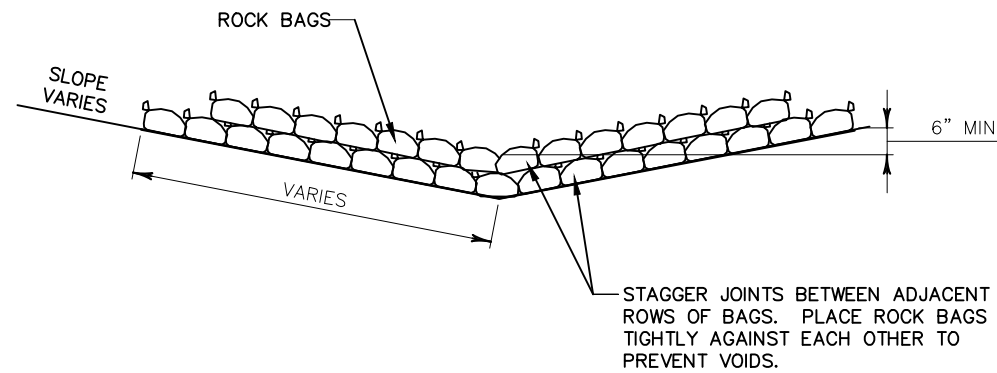


|                        |              |                 |                  |       |   |
|------------------------|--------------|-----------------|------------------|-------|---|
| PROJECT NO: 3742-02-71 | HWY: VARIOUS | COUNTY: VARIOUS | PROJECT OVERVIEW | SHEET | E |
|------------------------|--------------|-----------------|------------------|-------|---|





SIDE VIEW (SINGLE LAYER)



\* LENGTH AND NUMBER OF BAGS MAY VARY  
DEPENDING ON DESIRED DEPTH OF WATER POOL.

SIDE VIEW (DOUBLE LAYER)

TEMPORARY DITCH CHECK, ROCK BAGS,  
SINGLE LAYER AND DOUBLE LAYER



Estimate Of Quantities

3742-02-71

| Line | Item       | Item Description  | Unit | Total   | Qty     |
|------|------------|---|------|---------|---------|
| 0002 | 201.0105   | Clearing  | STA  | 216.000 | 216.000 |
| 0004 | 201.0120   | Clearing  | ID   | 216.000 | 216.000 |
| 0006 | 204.0170   | Removing Fence  | LF   | 75.000  | 75.000  |
| 0008 | 213.0100   | Finishing Roadway (project) 01. 3742-02-71                    | EACH | 1.000   | 1.000   |
| 0010 | 616.0700.S | Fence Safety  | LF   | 75.000  | 75.000  |
| 0012 | 618.0100   | Maintenance and Repair of Haul Roads (project) 01. 3742-02-71 | EACH | 1.000   | 1.000   |
| 0014 | 628.1504   | Silt Fence  | LF   | 200.000 | 200.000 |
| 0016 | 628.1520   | Silt Fence Maintenance  | LF   | 200.000 | 200.000 |
| 0018 | 628.1905   | Mobilizations Erosion Control                                 | EACH | 6.000   | 6.000   |
| 0020 | 628.1910   | Mobilizations Emergency Erosion Control                       | EACH | 6.000   | 6.000   |
| 0022 | 643.1050   | Traffic Control Signs PCMS                                    | DAY  | 30.000  | 30.000  |
| 0024 | SPV.0005   | Special 01. Invasive Species Management - Upland              | ACRE | 0.430   | 0.430   |
| 0026 | SPV.0060   | Special 01. Site Mobilization                                 | EACH | 6.000   | 6.000   |
| 0028 | SPV.0060   | Special 02. Frozen Ground Erosion Control                     | EACH | 3.000   | 3.000   |
| 0030 | SPV.0060   | Special 03. Semi-Frozen Ground Erosion Control                | EACH | 3.000   | 3.000   |
| 0032 | SPV.0060   | Special 04. Thawed Ground Erosion Control                     | EACH | 2.000   | 2.000   |
| 0034 | SPV.0060   | Special 05. Semi-Permanent Restoration                        | EACH | 2.000   | 2.000   |
| 0036 | SPV.0060   | Special 06. Restricted Log Pickup                             | EACH | 2.000   | 2.000   |
| 0038 | SPV.0060   | Special 07. Traffic Control - Lane Closure                    | EACH | 4.000   | 4.000   |
| 0040 | SPV.0060   | Special 08. Traffic Control - Shoulder Closure                | EACH | 5.000   | 5.000   |
| 0042 | SPV.0060   | Special 09. Traffic Control - Ramp Closure                    | EACH | 1.000   | 1.000   |
| 0044 | SPV.0060   | Special 10. Traffic Control - Pedestrian Accommodation        | EACH | 1.000   | 1.000   |
| 0046 | SPV.0090   | Special 01. Temporary Ditch Check Rock Bags Single Layer      | LF   | 150.000 | 150.000 |
| 0048 | SPV.0090   | Special 02. Temporary Ditch Check Rock Bags Double Layer      | LF   | 150.000 | 150.000 |



| TREE CLEARING |              |          |    |         |        | 201.0105<br>CLEARING |
|---------------|--------------|----------|----|---------|--------|----------------------|
| SITE          | LOCATION     | STATION  | TO | STATION | OFFSET | STA                  |
| 4             | IH 41/USH 45 | 179+00   | -  | 180+00  | RT     | 1                    |
|               | IH 41/USH 45 | 192+00   | -  | 201+00  | RT     | 9                    |
|               | IH 41/USH 45 | 200+00   | -  | 203+00  | LT     | 3                    |
|               | IH 41/USH 45 | 206+00   | -  | 214+00  | RT     | 8                    |
|               | IH 41/USH 45 | 209+00   | -  | 224+00  | LT     | 15                   |
|               | IH 41/USH 45 | 235+00   | -  | 236+00  | LT     | 1                    |
| SUBTOTAL      |              |          |    |         |        | 37                   |
| 5             | IH 41/USH 45 | 243+00   | -  | 263+00  | LT     | 20                   |
|               |              | 261+00   | -  | 263+00  | RT     | 2                    |
|               |              | 264+00   | -  | 271+00  | LT     | 7                    |
|               |              | 272+00   | -  | 290+00  | LT     | 18                   |
|               |              | 307+00   | -  | 326+00  | RT     | 19                   |
|               |              | SUBTOTAL |    |         |        | 66                   |
| 6             | IH 43        | 1041+22  | -  | 1065+04 | LT     | 25                   |
|               |              | 1075+03  | -  | 1077+97 | LT     | 3                    |
|               |              | SUBTOTAL |    |         |        | 28                   |

| TREE CLEARING (CONTINUED) |          |         |        |         |        | 201.0105        | 201.0120       |
|---------------------------|----------|---------|--------|---------|--------|-----------------|----------------|
| SITE                      | LOCATION | STATION | TO     | STATION | OFFSET | CLEARING<br>STA | CLEARING<br>ID |
| 10                        | STH 100  |         | 133+41 |         | RT     | -               | 18             |
|                           |          |         | 134+05 |         | RT     | -               | 22             |
|                           |          |         | 137+80 |         | RT     | -               | 8              |
|                           |          | 220+50  | -      | 221+50  | RT     | 2               | -              |
|                           |          | 45+75 H | -      | 46+50 H | RT     | 2               | -              |
|                           |          |         | 129+69 |         | LT     | -               | 18             |
|                           |          |         | 130+39 |         | LT     | -               | 24             |
|                           |          |         | 130+43 |         | LT     | -               | 26             |
|                           |          | 131+00  | -      | 132+00  | LT     | 1               | -              |
|                           |          | 136+00  | -      | 140+00  | LT     | 4               | -              |
|                           |          | 143+00  | -      | 146+00  | LT     | 3               | -              |
|                           |          |         | 155+93 |         | LT     | -               | 30             |
|                           |          | 156+00  | -      | 163+00  | LT/RT  | 7               | -              |
|                           |          | 165+00  | -      | 181+00  | LT/RT  | 16              | -              |
|                           |          | 182+50  | -      | 183+00  | LT     | 1               | -              |
|                           |          | 185+50  | -      | 188+00  | LT/RT  | 3               | -              |
|                           |          | 189+00  | -      | 198+00  | LT     | 9               | -              |
|                           |          |         | 198+27 |         | LT     | -               | 12             |
|                           |          | 200+00  | -      | 201+00  | LT     | 1               | -              |
|                           |          | 223+00  | -      | 223+50  | LT     | 1               | -              |
|                           |          | 224+50  | -      | 229+50  | LT     | 6               | -              |
|                           |          |         | 237+81 |         | LT     | -               | 8              |
|                           |          |         | 241+39 |         | LT     | -               | 12             |
|                           |          |         | 242+50 |         | LT     | -               | 8              |
|                           |          |         | 260+66 |         | LT     | -               | 12             |
|                           |          |         | 260+88 |         | LT     | -               | 12             |
|                           |          |         | 261+00 |         | LT     | -               | 6              |
|                           |          |         | 262+50 | -       | 264+50 | LT              | 3              |
| SUBTOTAL                  |          |         |        |         |        | 59              | 216            |



TREE CLEARING (CONTINUED)

|       |           |          |    |         |        | 201.0105 | 201.0120 |
|-------|-----------|----------|----|---------|--------|----------|----------|
|       |           |          |    |         |        | CLEARING | CLEARING |
| SITE  | LOCATION  | STATION  | TO | STATION | OFFSET | STA      | ID       |
| 30    | US 12     | 508+00   |    | 511+00  | LT/RT  | 3        | -        |
|       |           | 527+00   |    | 530+00  | LT     | 3        | -        |
|       |           | 556+00   |    | 558+00  | LT     | 2        | -        |
|       |           | 582+00   |    | 584+00  | LT/RT  | 2        | -        |
|       |           | 621+00   |    | 625+00  | RT     | 4        | -        |
|       |           | 736+00   |    | 738+00  | LT     | 2        | -        |
|       |           | SUBTOTAL |    |         |        |          | 16       |
| 31    | STH 50 SB | 181+00   | -  | 184+00  | RT     | 3        | -        |
|       |           | 185+00   | -  | 187+00  | RT     | 2        | -        |
|       |           | 187+00   | -  | 191+00  | RT     | 4        | -        |
|       |           | 197+00   | -  | 198+00  | RT     | 1        | -        |
|       |           | SUBTOTAL |    |         |        |          | 10       |
| TOTAL |           |          |    |         |        | 216      | 216      |



3

3

| EROSION CONTROL  |            |                           |                                     |  |  |  |   |  |                               |                          |  |  |
|--|------------|---------------------------|-------------------------------------|--|--|--|---|--|-------------------------------|--------------------------|--|--|
|  | 628.1504   | 628.1520                  | 628.1905                            | 628.1910   | SPV.0005.01                                | SPV.0060.02                            | SPV.0060.03                                 | SPV.0060.04                            | SPV.0060.05                   | SPV.0060.06              | SPV.0090.01  | SPV.0090.02  |
|  | SILT FENCE | SILF FENCE<br>MAINTENANCE | MOBILIZATIONS<br>EROSION<br>CONTROL | MOBILIZATIONS<br>EMERGENCY<br>EROSION<br>CONTROL | INVASIVE SPECIES<br>MANAGEMENT -<br>UPLAND | FROZEN<br>GROUND<br>EROSION<br>CONTROL | SEMI-FROZEN<br>GROUND<br>EROSION<br>CONTROL | THAWED<br>GROUND<br>EROSION<br>CONTROL | SEMI-PERMANENT<br>RESTORATION | RESTRICTED LOG<br>PICKUP | TEMPORARY DITCH<br>CHECK ROCK BAGS<br>SINGLE LAYER | TEMPORARY DITCH<br>CHECK ROCK BAGS<br>DOUBLE LAYER |
| SITE   | LF         | LF                        | EA                                  | EA   | AC   | EA                                     | EA  | EA                                     | EA                            | EA                       | LF   | LF   |
| 4  | -          | -                         | 1                                   | -  | -  | -                                      | -   | -                                      | -                             | -                        | -  | -  |
| 5  | -          | -                         | 1                                   | -  | -  | -                                      | -   | -                                      | -                             | -                        | -  | -  |
| 6  | -          | -                         | 1                                   | -  | 0.43                                       | -                                      | -   | -                                      | 1                             | -                        | -  | -  |
| 10   | -          | -                         | 1                                   | -  | -  | -                                      | -   | -                                      | -                             | -                        | -  | -  |
| 30   | -          | -                         | 1                                   | -  | -  | -                                      | -   | -                                      | -                             | -                        | -  | -  |
| 31   | -          | -                         | 1                                   | -  | -  | -                                      | -   | -                                      | 1                             | -                        | -  | -  |
| UNDISTRIBUTED  | 200        | 200                       | -                                   | 6  | 0  | 3*                                     | 3*  | 2*                                     | -                             | 2                        | 150  | 150  |
| TOTAL  | 200        | 200                       | 6                                   | 6  | 0.43                                       | 3*                                     | 3*  | 2*                                     | 2                             | 2                        | 150*   | 150*   |
| *DEPENDANT ON FIELD CONDITION ACTUAL QUANTITY MAY VARY |            |                           |                                     |  |  |  |   |  |                               |                          |  |  |

| TRAFFIC CONTROL |               |                 |                     |                 |                             |
|-----------------|---------------|-----------------|---------------------|-----------------|-----------------------------|
|                 | 643.1050      | SPV.0060.07     | SPV.0060.08         | SPV.0060.09     | SPV.0060.10                 |
|                 | SIGNS<br>PCMS | LANE<br>CLOSURE | SHOULDER<br>CLOSURE | RAMP<br>CLOSURE | PEDESTRIAN<br>ACCOMMODATION |
| SITE            | DAYS          | EACH            | EACH                | EACH            | EACH                        |
| 4               | -             | -               | 1                   | -               | -                           |
| 5               | -             | -               | 1                   | -               | -                           |
| 6               | -             | 1               | -                   | 1               | 1                           |
| 10              | -             | 1               | 1                   | -               | -                           |
| 30              | -             | 1               | 1                   | -               | -                           |
| 31              | -             | 1               | 1                   | -               | -                           |
| UNDISTRIBUTED   | 30            | -               | -                   | -               | -                           |
| TOTAL           | 30            | 4               | 5                   | 1               | 1                           |

| MISCELLANEOUS |                   |                 |  |                                   |                      |
|---------------|-------------------|-----------------|--|-----------------------------------|----------------------|
|               | 204.0170          | 616.0700.S.     | 618.0100                                   | 213.0100                          | SPV.0060.01          |
|               | REMOVING<br>FENCE | FENCE<br>SAFETY | MAINTENANCE<br>AND REPAIR OF<br>HAUL ROADS | FINISHING<br>ROADWAY<br>(PROJECT) | SITE<br>MOBILIZATION |
| SITE          | LF                | LF              | EA   | EA                                | EA                   |
| 4             | -                 | -               | -  | -                                 | 1                    |
| 5             | 75                | 75              | -  | -                                 | 1                    |
| 6             | -                 | -               | -  | -                                 | 1                    |
| 10            | -                 | -               | -  | -                                 | 1                    |
| 30            | -                 | -               | -  | -                                 | 1                    |
| 31            | -                 | -               | -  | -                                 | 1                    |
| UNDISTRIBUTED | -                 | -               | 1  | 1                                 | -                    |
| TOTAL         | 75                | 75              | 1  | 1                                 | 6                    |



FOR INFORMATION ONLY

MINIMUM, EXPECTED, AND MAXIMUM QUANTITIES

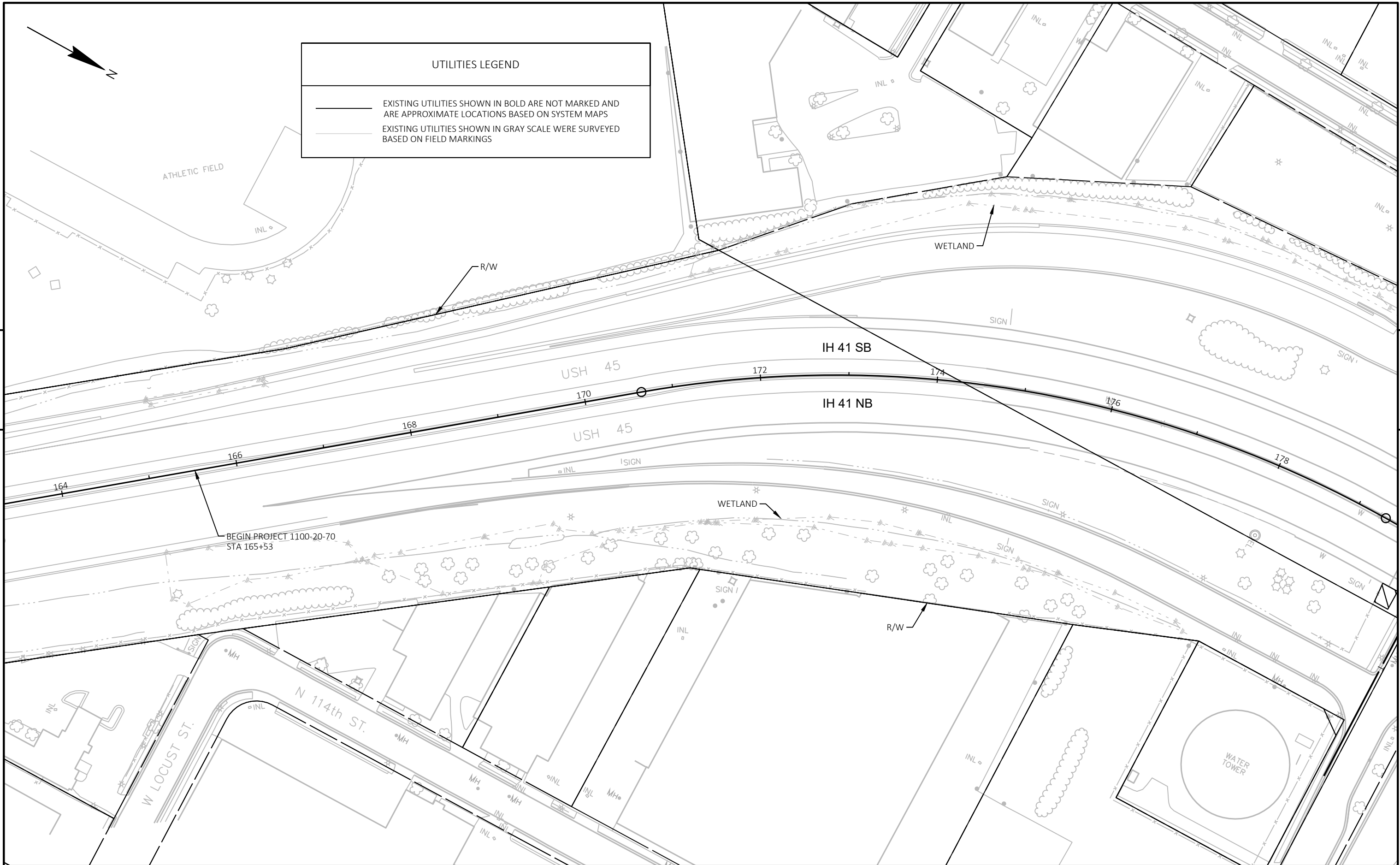
|          | 201.0105 | 201.0120 | 204.0170          | 213.0100                          | 616.0700.S.  | 618.0100                                   | 628.1504   | 628.1520                  | 628.1905                            | 628.1910   | 643.1050                         | SPV.0050.01                                   | SPV.0060.01          |
|----------|----------|----------|-------------------|-----------------------------------|--------------|--|------------|---------------------------|-------------------------------------|--|----------------------------------|---|----------------------|
|          | CLEARING | CLEARING | REMOVING<br>FENCE | FINISHING<br>ROADWAY<br>(PROJECT) | FENCE SAFETY | MAINTENANCE<br>AND REPAIR OF<br>HAUL ROADS | SILT FENCE | SILF FENCE<br>MAINTENANCE | MOBILIZATIONS<br>EROSION<br>CONTROL | MOBILIZATIONS<br>EMERGENCY<br>EROSION<br>CONTROL | TRAFFIC<br>CONTROL SIGNS<br>PCMS | INVASIVE<br>SPECIES<br>MANAGEMENT -<br>UPLAND | SITE<br>MOBILIZATION |
|          | STA      | ID       | LF                | EA                                | LF           | EA   | LF         | LF                        | EA                                  | EA   | DAYS                             | AC  | EA                   |
| MINIMUM  | 90       | 100      | 20                | 1                                 | 20           | 1  | 100        | 100                       | 3                                   | 3  | 15                               | 0.20  | 6                    |
| EXPECTED | 216      | 216      | 75                | 1                                 | 75           | 1  | 200        | 200                       | 6                                   | 6  | 30                               | 0.43  | 6                    |
| MAXIMUM  | 700      | 3650     | 200               | 1                                 | 200          | 1  | 1500       | 1500                      | 35                                  | 35   | 100                              | 1.00  | 35                   |

FOR INFORMATION ONLY

MINIMUM, EXPECTED, AND MAXIMUM QUANTITIES (CONT.)

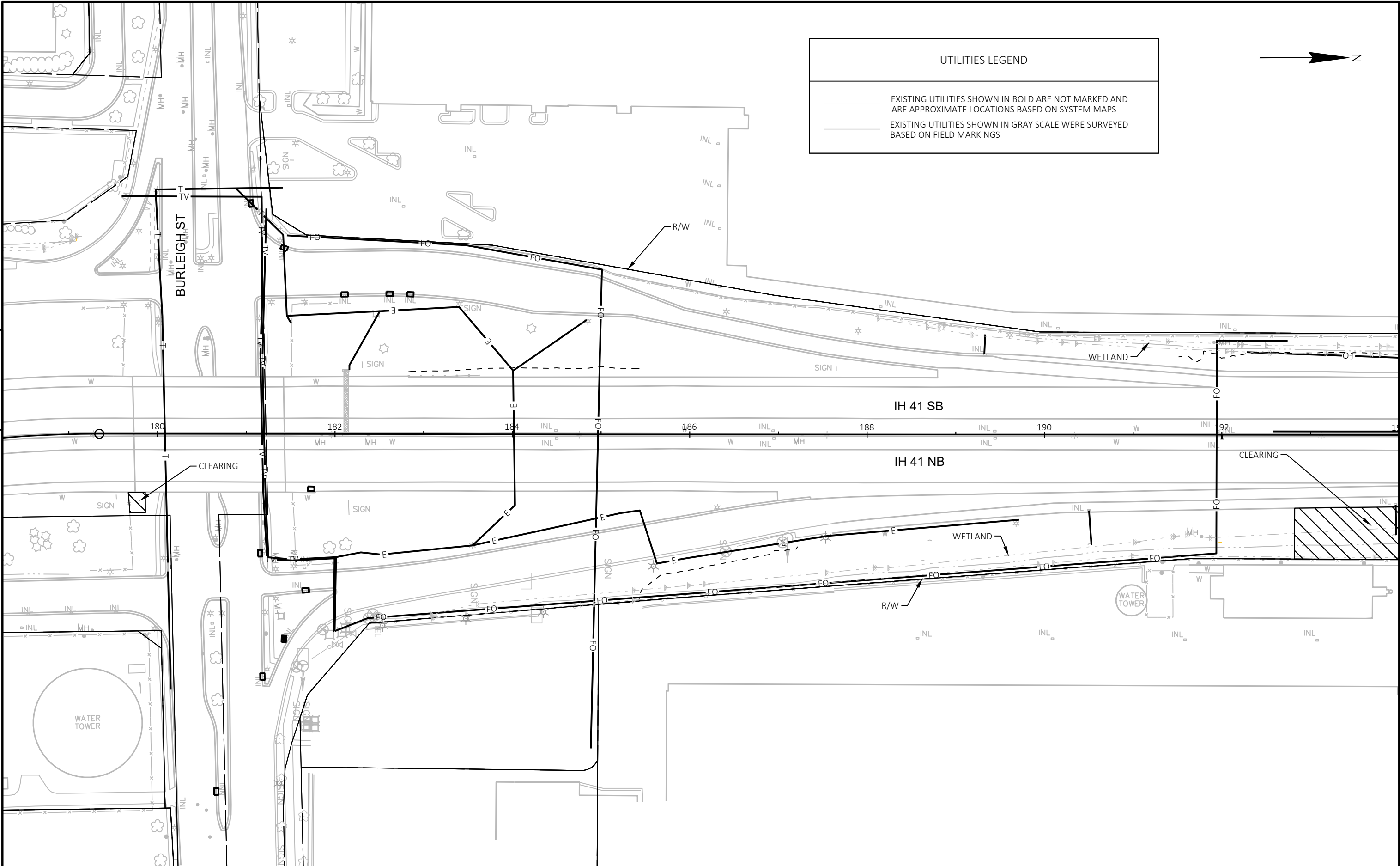
|          | SPV.0060.02                            | SPV.0060.03                                     | SPV.0060.04                            | SPV.0060.05                   | SPV.0060.06              | SPV.0060.07                          | SPV.0060.08                                 | SPV.0060.09                          | SPV.0060.10                                      | SPV.0090.01  | SPV.0090.02  |
|----------|--|---|--|-------------------------------|--------------------------|--------------------------------------|---|--------------------------------------|--|--|--|
|          | FROZEN<br>GROUND<br>EROSION<br>CONTROL | SEMI-<br>FROZEN<br>GROUND<br>EROSION<br>CONTROL | THAWED<br>GROUND<br>EROSION<br>CONTROL | SEMI-PERMANENT<br>RESTORATION | RESTRICTED<br>LOG PICKUP | TRAFFIC<br>CONTROL -<br>LANE CLOSURE | TRAFFIC<br>CONTROL -<br>SHOULDER<br>CLOSURE | TRAFFIC<br>CONTROL - RAMP<br>CLOSURE | TRAFFIC CONTROL -<br>PEDESTRIAN<br>ACCOMMODATION | TEMPORARY DITCH<br>CHECK ROCK BAGS<br>SINGLE LAYER | TEMPORARY DITCH<br>CHECK ROCK BAGS<br>DOUBLE LAYER |
|          | EA                                     | EA  | EA                                     | EA                            | EA                       | EACH                                 | EACH  | EACH                                 | EACH   | LF   | LF   |
| MINIMUM  | 1                                      | 1   | 1                                      | 1                             | 2                        | 4                                    | 5   | 1                                    | 1  | 75   | 75   |
| EXPECTED | 3                                      | 3   | 2                                      | 2                             | 2                        | 4                                    | 5   | 1                                    | 1  | 150  | 150  |
| MAXIMUM  | 25                                     | 25  | 25                                     | 20                            | 8                        | 30                                   | 30  | 10                                   | 20   | 1200   | 1200   |





|                        |            |                   |                         |       |   |
|------------------------|------------|-------------------|-------------------------|-------|---|
| PROJECT NO: 3742-02-71 | HWY: IH 41 | COUNTY: MILWAUKEE | REMOVAL PLANS - SITE 04 | SHEET | E |
|------------------------|------------|-------------------|-------------------------|-------|---|





|                        |            |                   |                         |       |   |
|------------------------|------------|-------------------|-------------------------|-------|---|
| PROJECT NO: 3742-02-71 | HWY: IH 41 | COUNTY: MILWAUKEE | REMOVAL PLANS - SITE 04 | SHEET | E |
|------------------------|------------|-------------------|-------------------------|-------|---|



UTILITIES LEGEND

- EXISTING UTILITIES SHOWN IN BOLD ARE NOT MARKED AND ARE APPROXIMATE LOCATIONS BASED ON SYSTEM MAPS
- EXISTING UTILITIES SHOWN IN GRAY SCALE WERE SURVEYED BASED ON FIELD MARKINGS



5

5

- NOTES:
- 1. STANDING WATER IN DITCH MAY LIMIT MACHINE ACCESS
  - 2. REMOVE ALL TREES AND DEBRIS FROM WETLANDS

PROJECT NO: 3742-02-71

HWY: IH 41

COUNTY: MILWAUKEE

REMOVAL PLANS - SITE 04

SHEET

E

FILE NAME : N:\PDS\C3D\11002000\SHEETSPLAN\11002070\C3D 2018\11002000\_022002-EC.DWG  
LAYOUT NAME - 03

PLOT DATE : 6/14/2024 3:26 PM

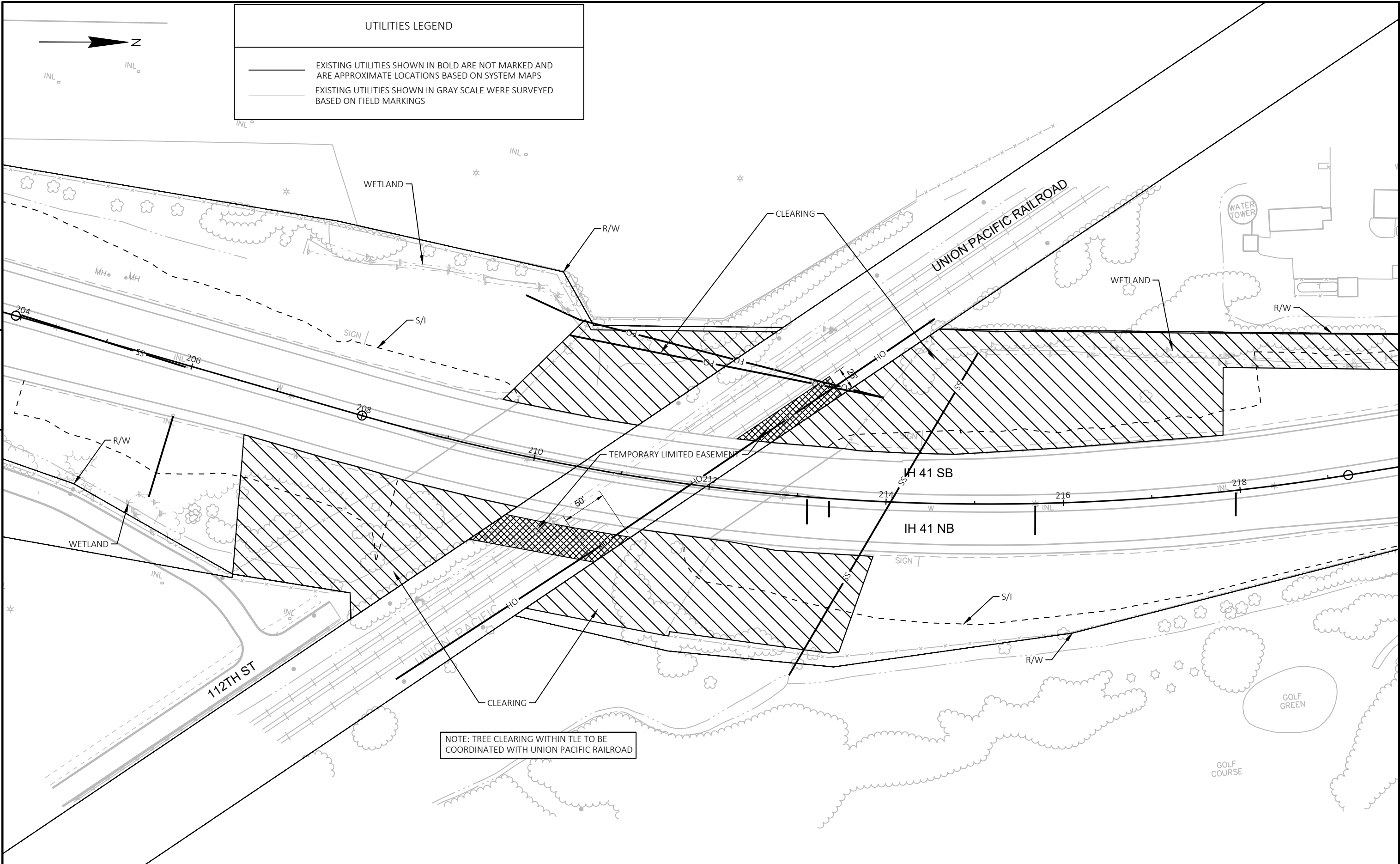
PLOT BY : SMITH, CLAYTON L

PLOT NAME :

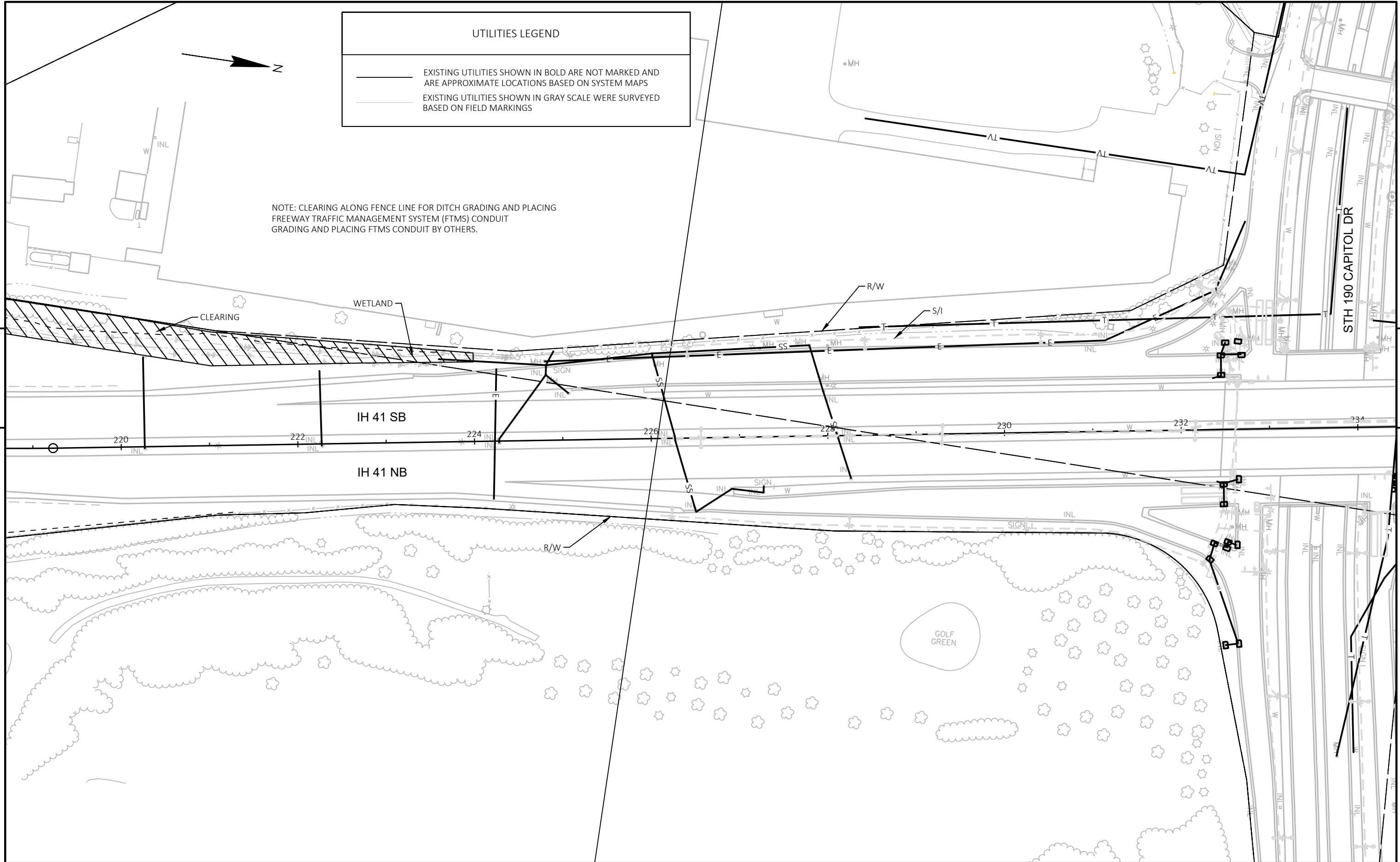
PLOT SCALE : 1 IN:100 FT

WISDOT/CADDs SHEET 44







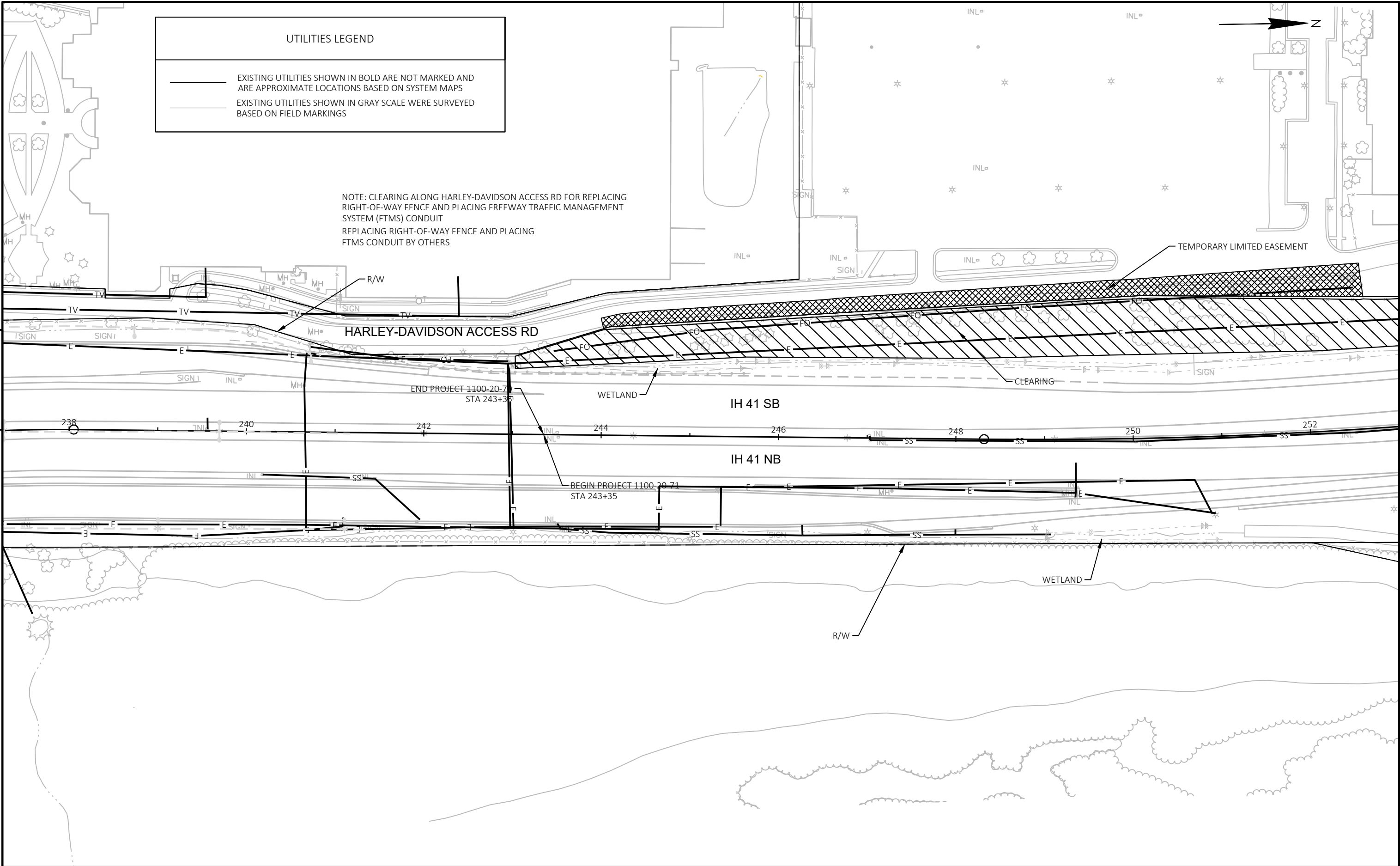


|                        |            |                   |                         |       |   |
|------------------------|------------|-------------------|-------------------------|-------|---|
| PROJECT NO: 3742-02-71 | HWY: IH 41 | COUNTY: MILWAUKEE | REMOVAL PLANS - SITE 04 | SHEET | E |
|------------------------|------------|-------------------|-------------------------|-------|---|



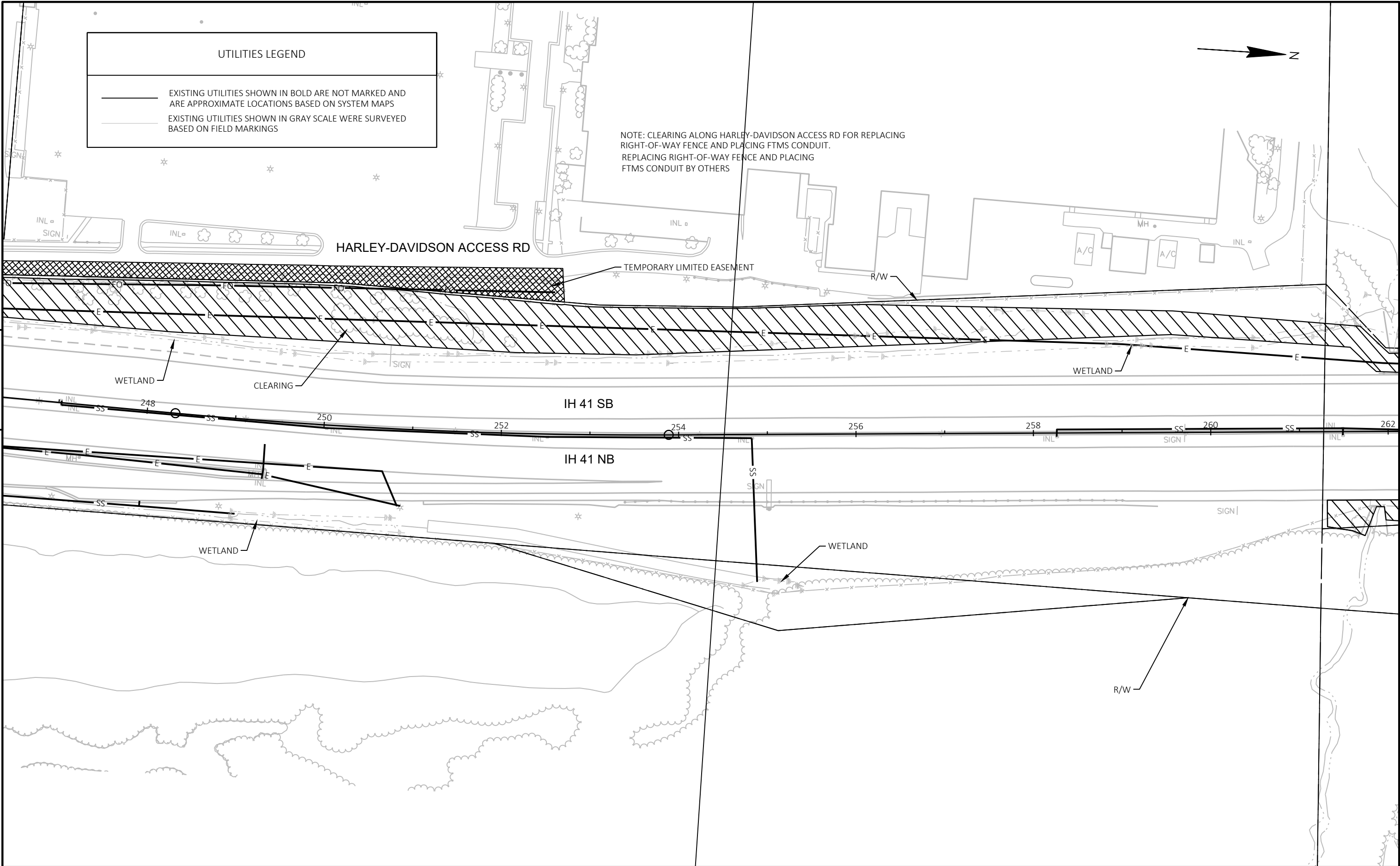




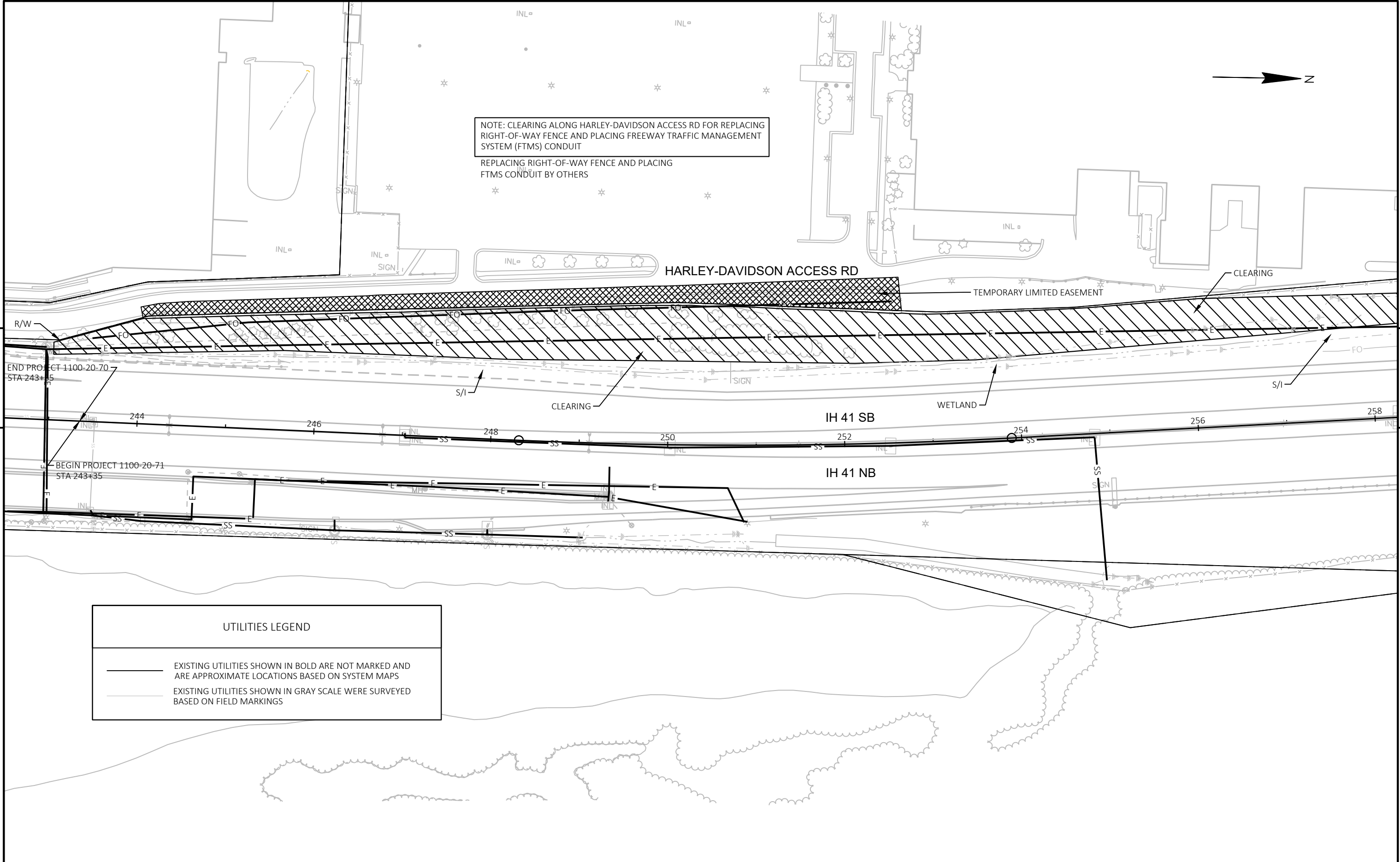


|                        |            |                   |                         |       |   |
|------------------------|------------|-------------------|-------------------------|-------|---|
| PROJECT NO: 3742-02-71 | HWY: IH 41 | COUNTY: MILWAUKEE | REMOVAL PLANS - SITE 04 | SHEET | E |
|------------------------|------------|-------------------|-------------------------|-------|---|









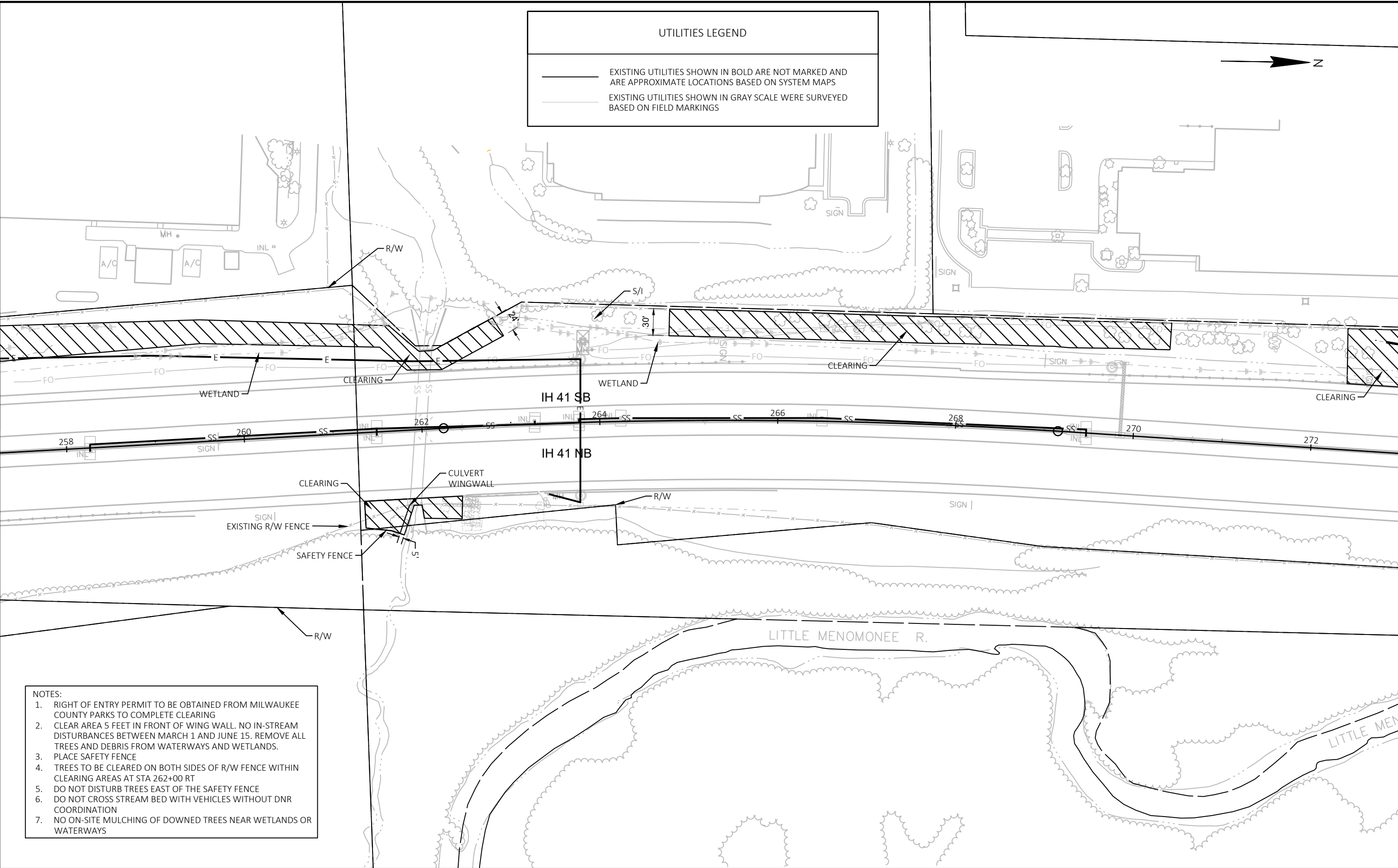
NOTE: CLEARING ALONG HARLEY-DAVIDSON ACCESS RD FOR REPLACING  
RIGHT-OF-WAY FENCE AND PLACING FREEWAY TRAFFIC MANAGEMENT  
SYSTEM (FTMS) CONDUIT  
REPLACING RIGHT-OF-WAY FENCE AND PLACING  
FTMS CONDUIT BY OTHERS

UTILITIES LEGEND

EXISTING UTILITIES SHOWN IN BOLD ARE NOT MARKED AND  
ARE APPROXIMATE LOCATIONS BASED ON SYSTEM MAPS

EXISTING UTILITIES SHOWN IN GRAY SCALE WERE SURVEYED  
BASED ON FIELD MARKINGS





UTILITIES LEGEND

EXISTING UTILITIES SHOWN IN BOLD ARE NOT MARKED AND ARE APPROXIMATE LOCATIONS BASED ON SYSTEM MAPS

EXISTING UTILITIES SHOWN IN GRAY SCALE WERE SURVEYED BASED ON FIELD MARKINGS

- NOTES:
1.

RIGHT OF ENTRY PERMIT TO BE OBTAINED FROM MILWAUKEE COUNTY PARKS TO COMPLETE CLEARING
2.

CLEAR AREA 5 FEET IN FRONT OF WING WALL. NO IN-STREAM DISTURBANCES BETWEEN MARCH 1 AND JUNE 15. REMOVE ALL TREES AND DEBRIS FROM WATERWAYS AND WETLANDS.
3.

PLACE SAFETY FENCE
4.

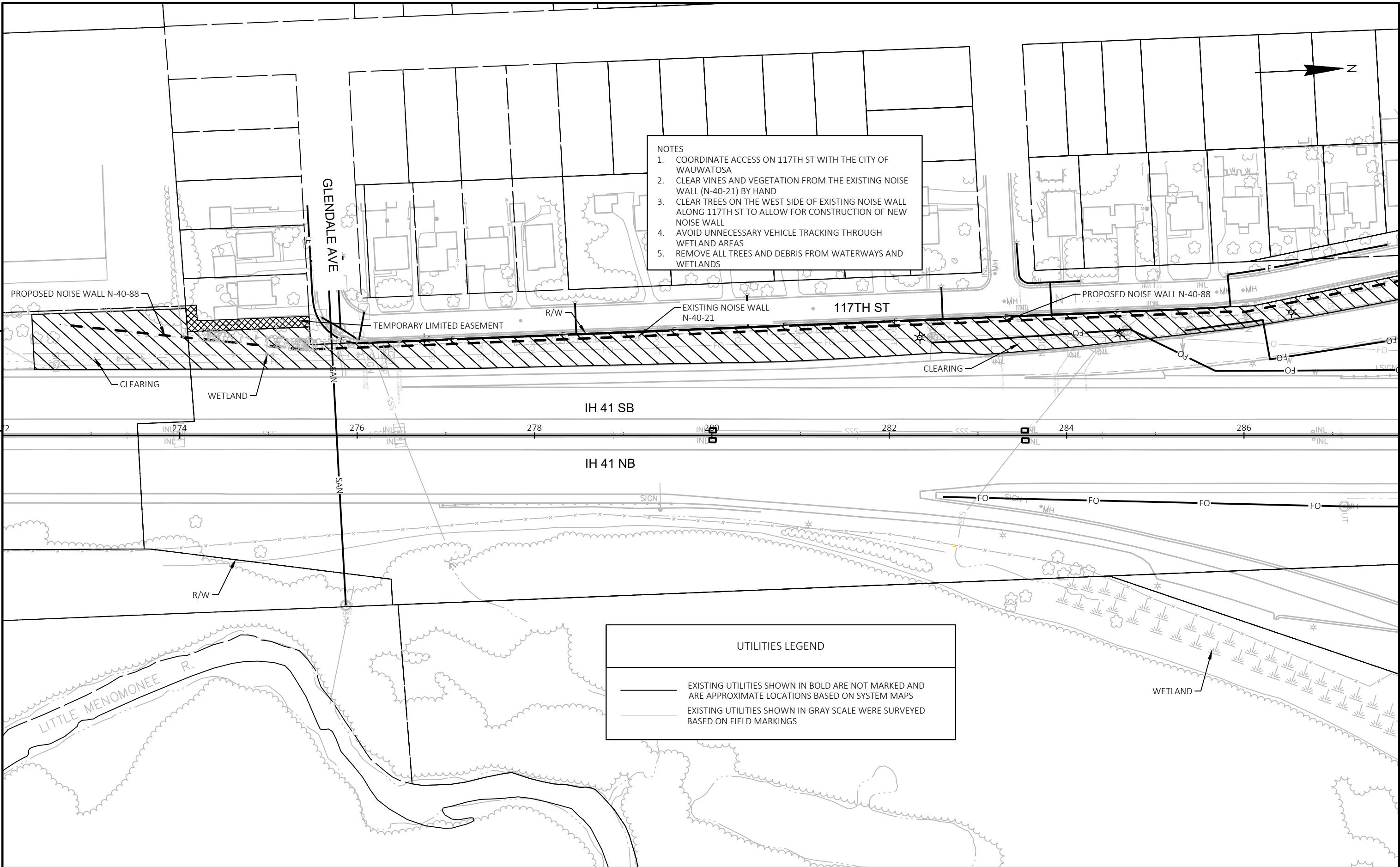
TREES TO BE CLEARED ON BOTH SIDES OF R/W FENCE WITHIN CLEARING AREAS AT STA 262+00 RT
5.

DO NOT DISTURB TREES EAST OF THE SAFETY FENCE
6.

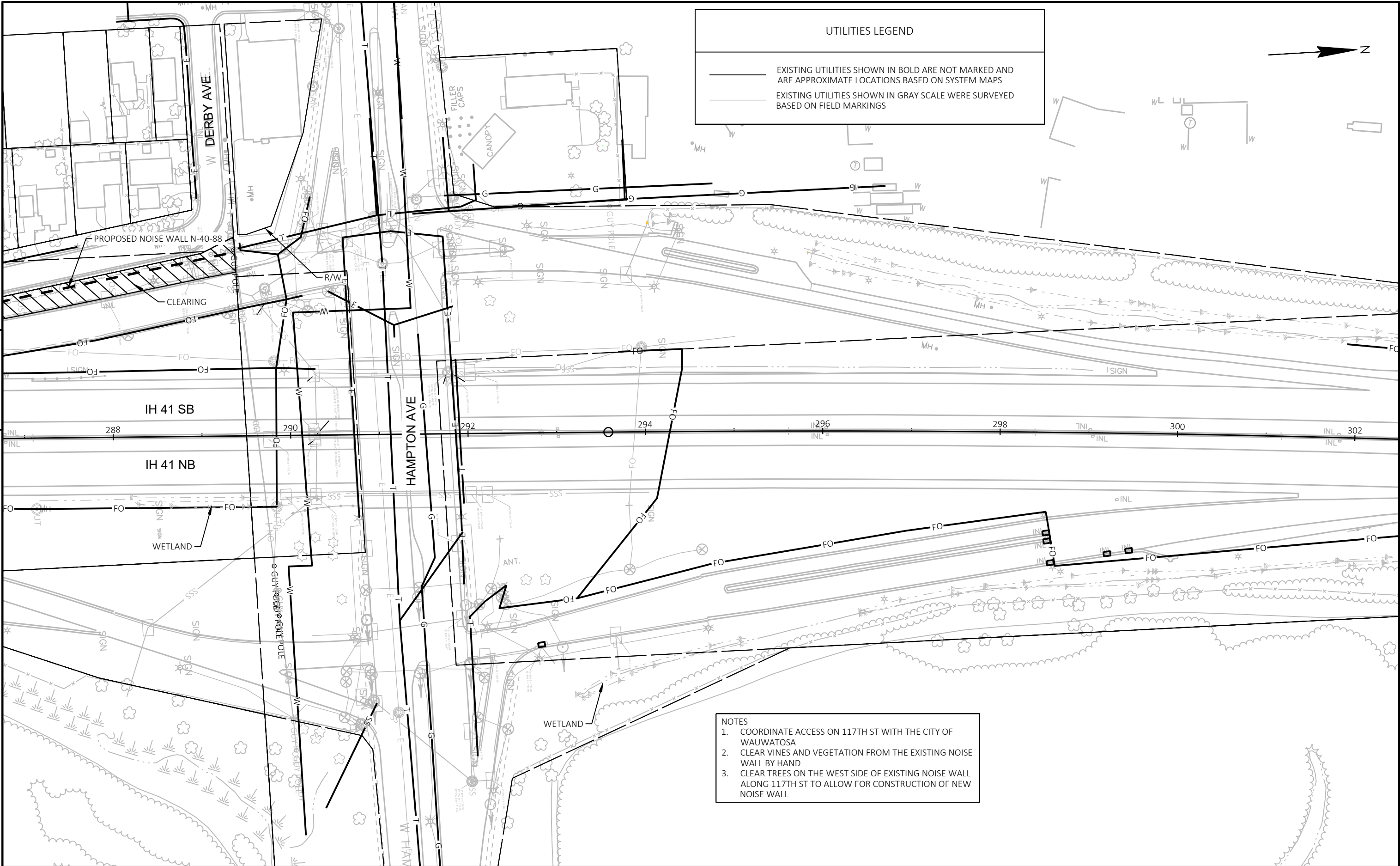
DO NOT CROSS STREAM BED WITH VEHICLES WITHOUT DNR COORDINATION
7.

NO ON-SITE MULCHING OF DOWNED TREES NEAR WETLANDS OR WATERWAYS

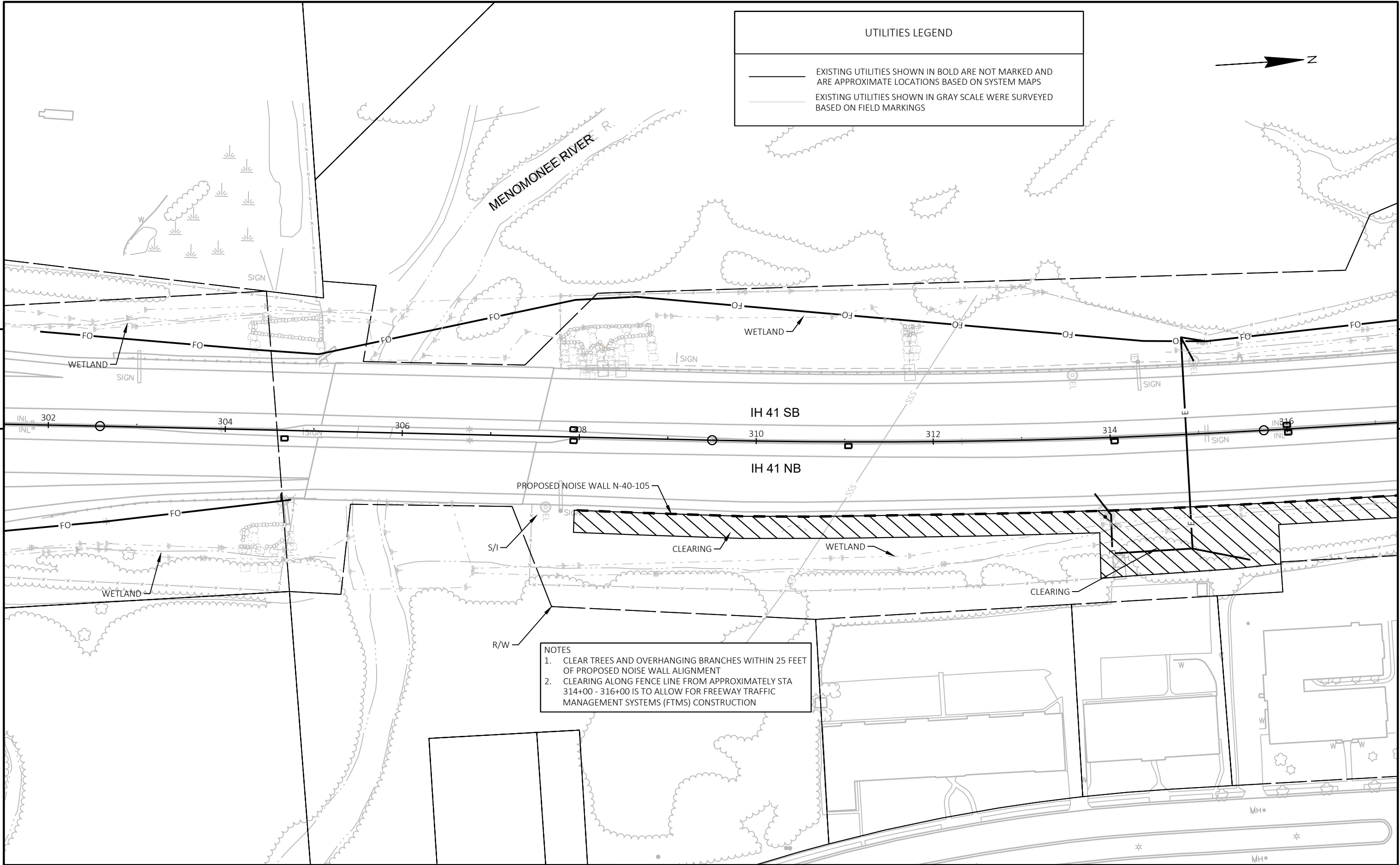












UTILITIES LEGEND

EXISTING UTILITIES SHOWN IN BOLD ARE NOT MARKED AND ARE APPROXIMATE LOCATIONS BASED ON SYSTEM MAPS

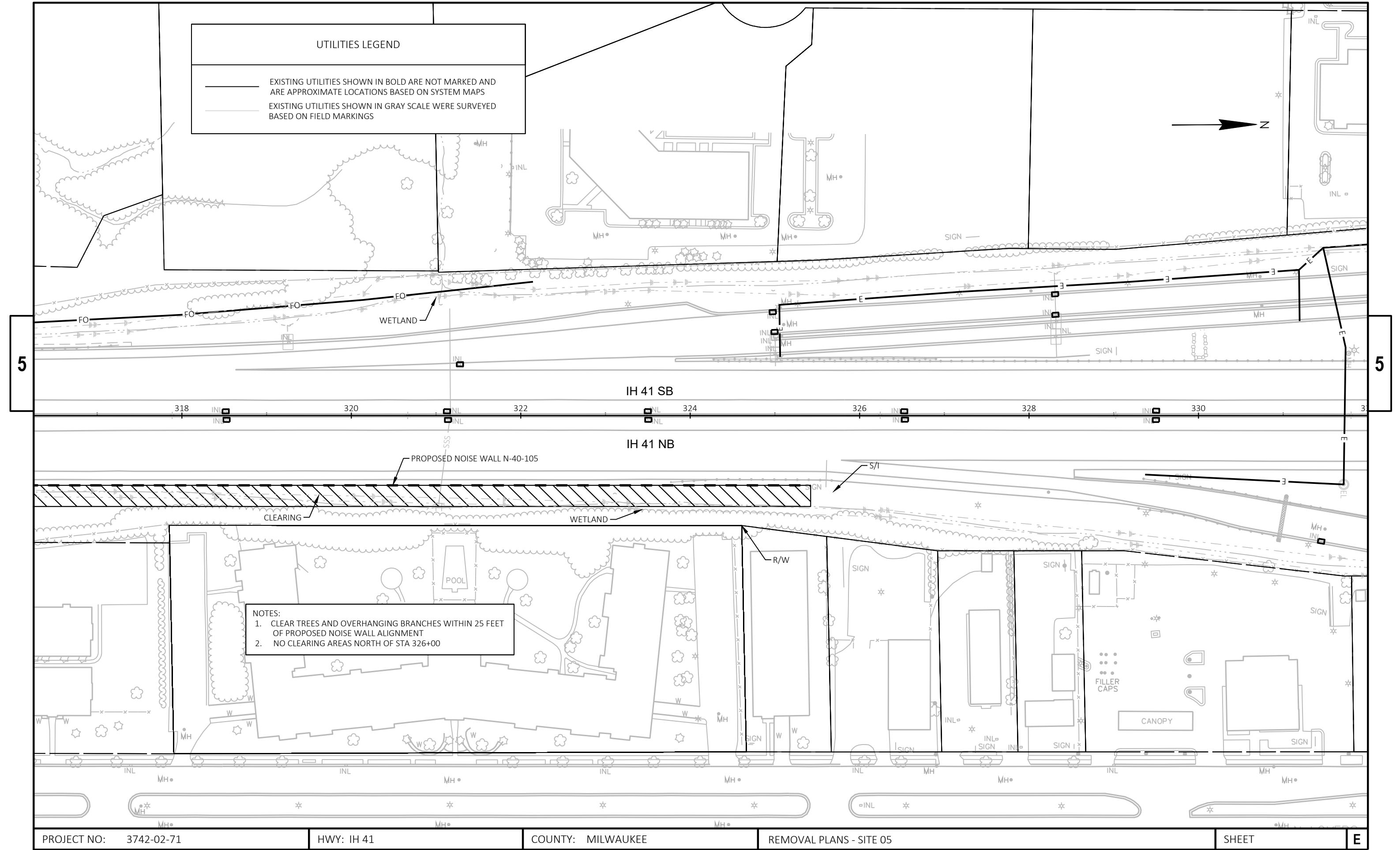
EXISTING UTILITIES SHOWN IN GRAY SCALE WERE SURVEYED BASED ON FIELD MARKINGS

- NOTES
1.

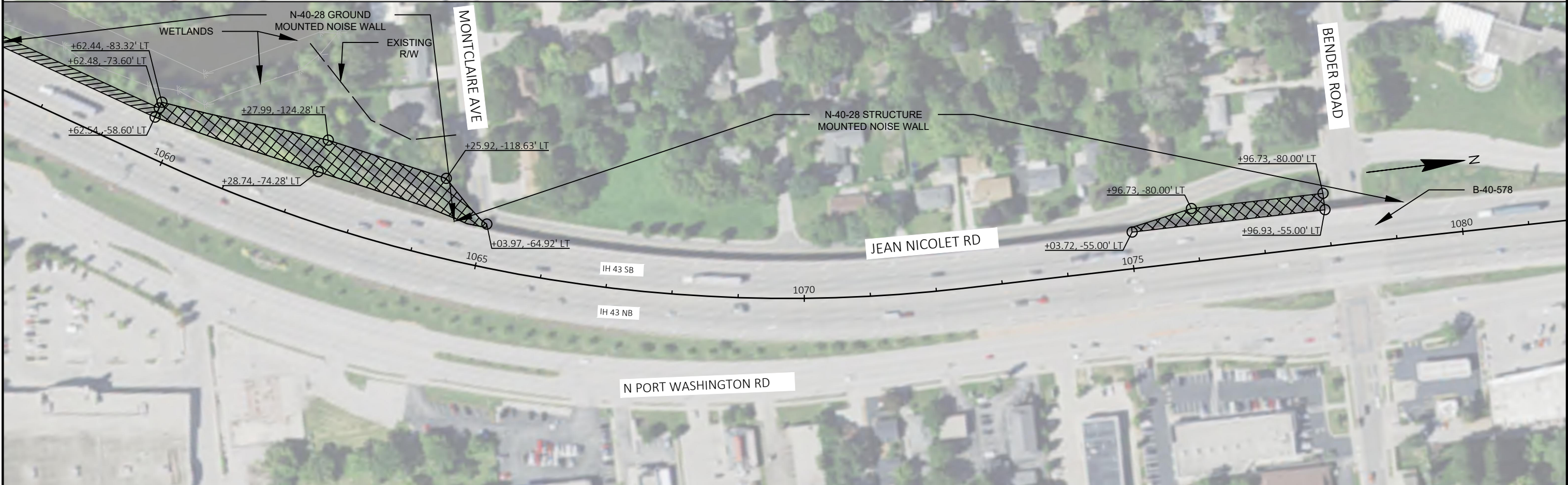
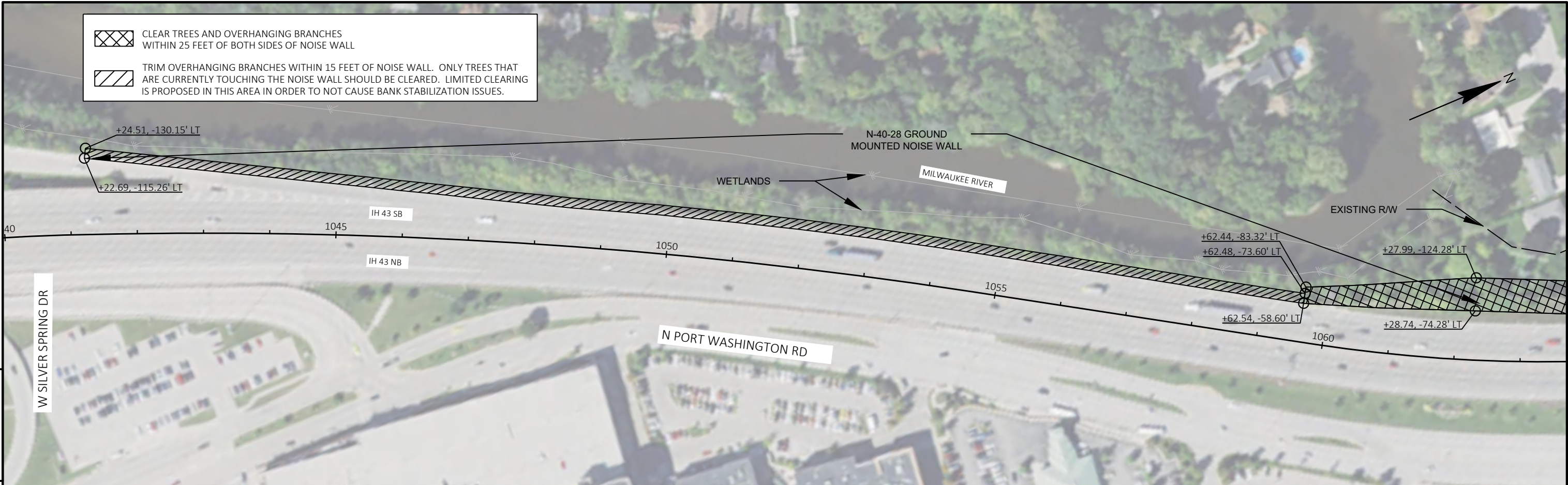
CLEAR TREES AND OVERHANGING BRANCHES WITHIN 25 FEET OF PROPOSED NOISE WALL ALIGNMENT
2.

CLEARING ALONG FENCE LINE FROM APPROXIMATELY STA 314+00 - 316+00 IS TO ALLOW FOR FREEWAY TRAFFIC MANAGEMENT SYSTEMS (FTMS) CONSTRUCTION

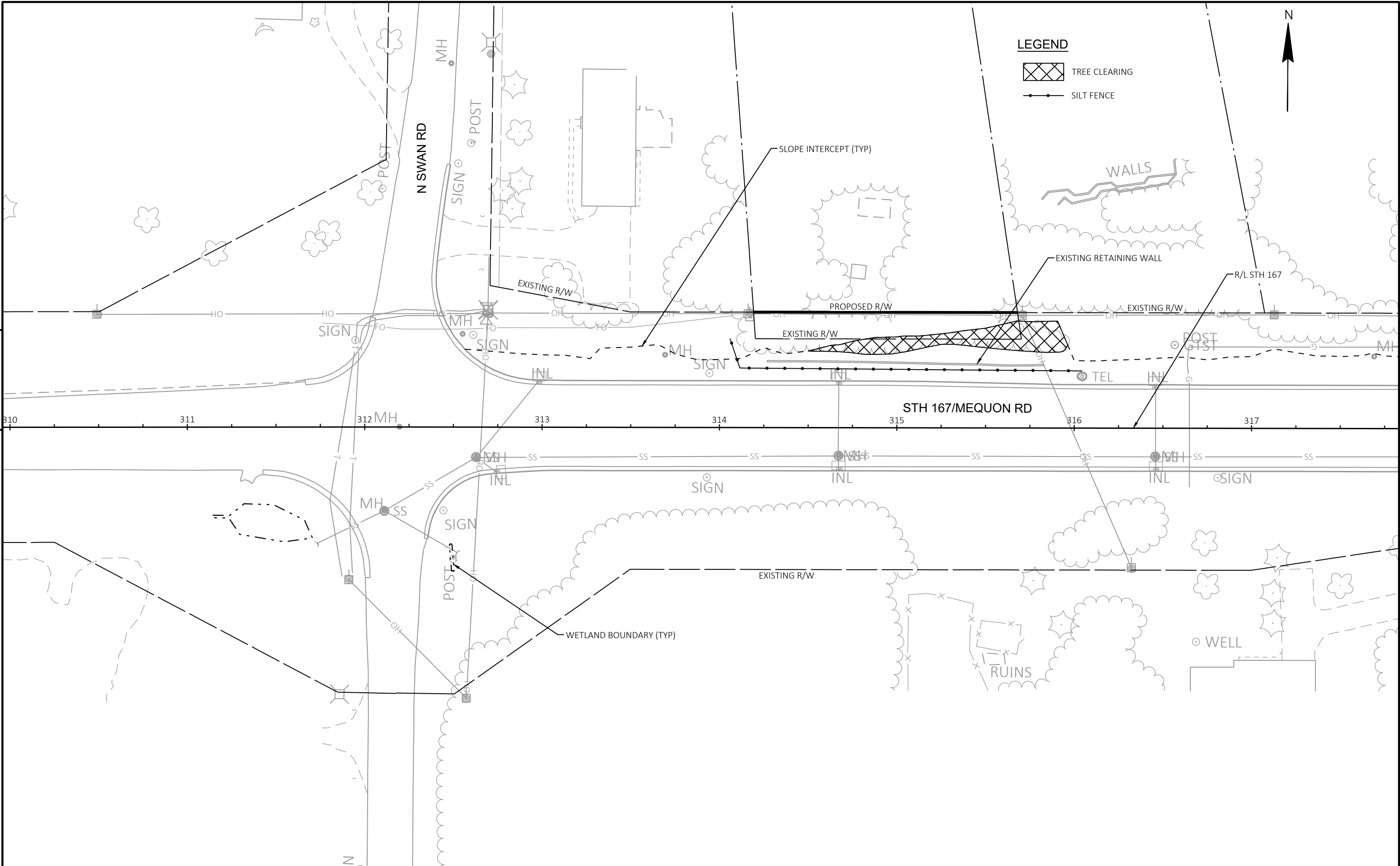




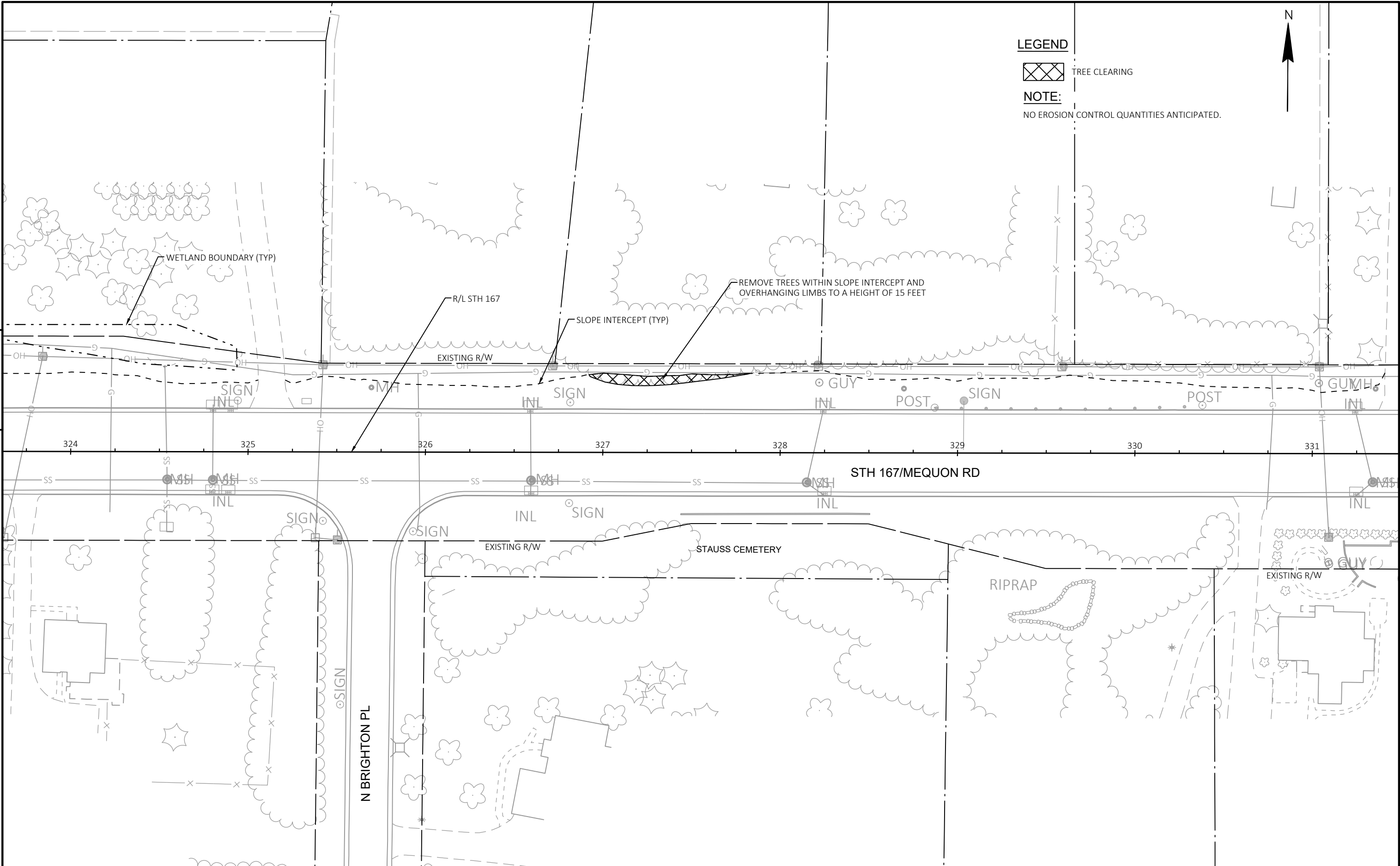






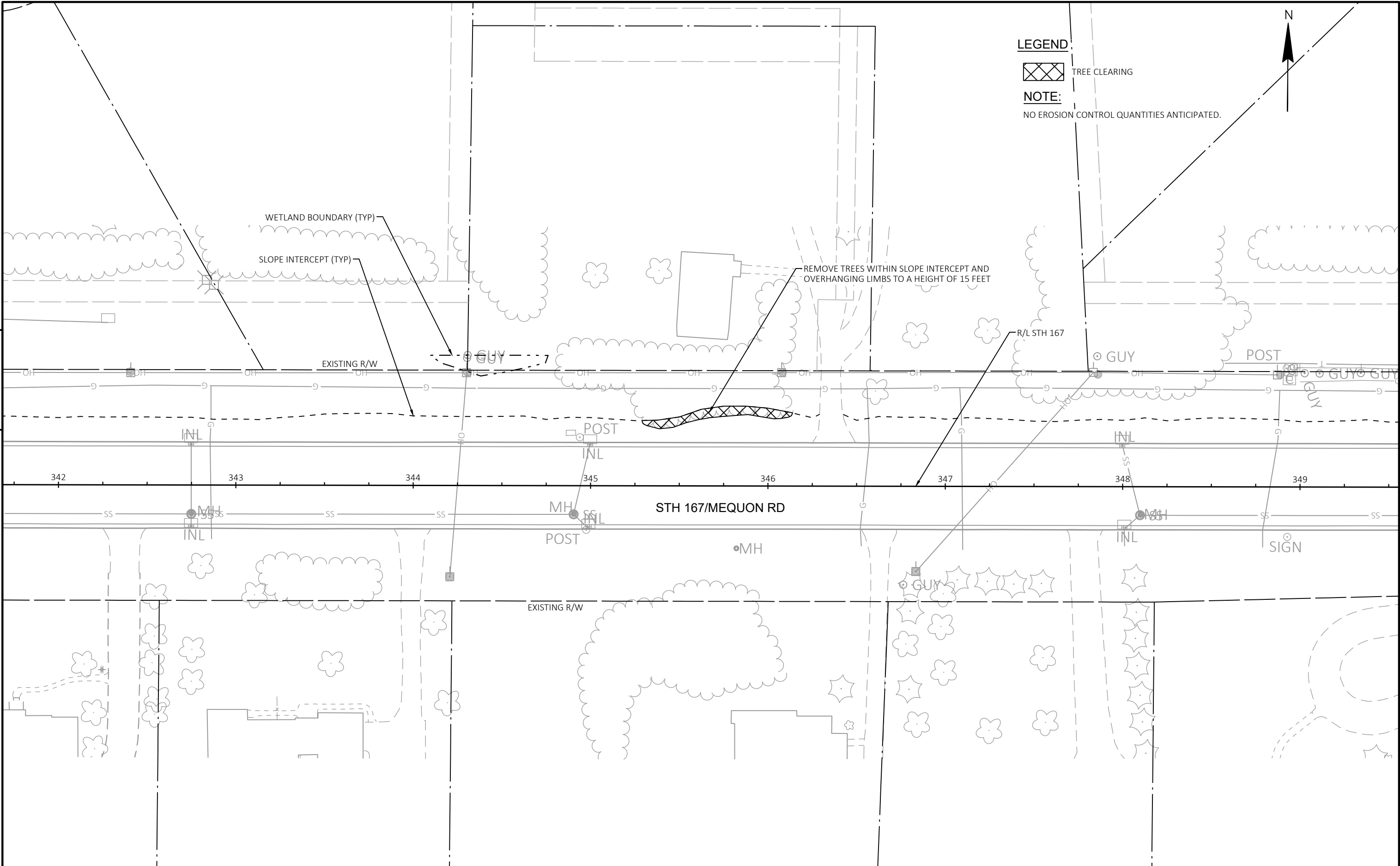






|             |            |      |         |         |         |                         |       |   |
|-------------|------------|------|---------|---------|---------|-------------------------|-------|---|
| PROJECT NO: | 3742-02-71 | HWY: | STH 167 | COUNTY: | OZAUKEE | REMOVAL PLANS - SITE 07 | SHEET | E |
|-------------|------------|------|---------|---------|---------|-------------------------|-------|---|

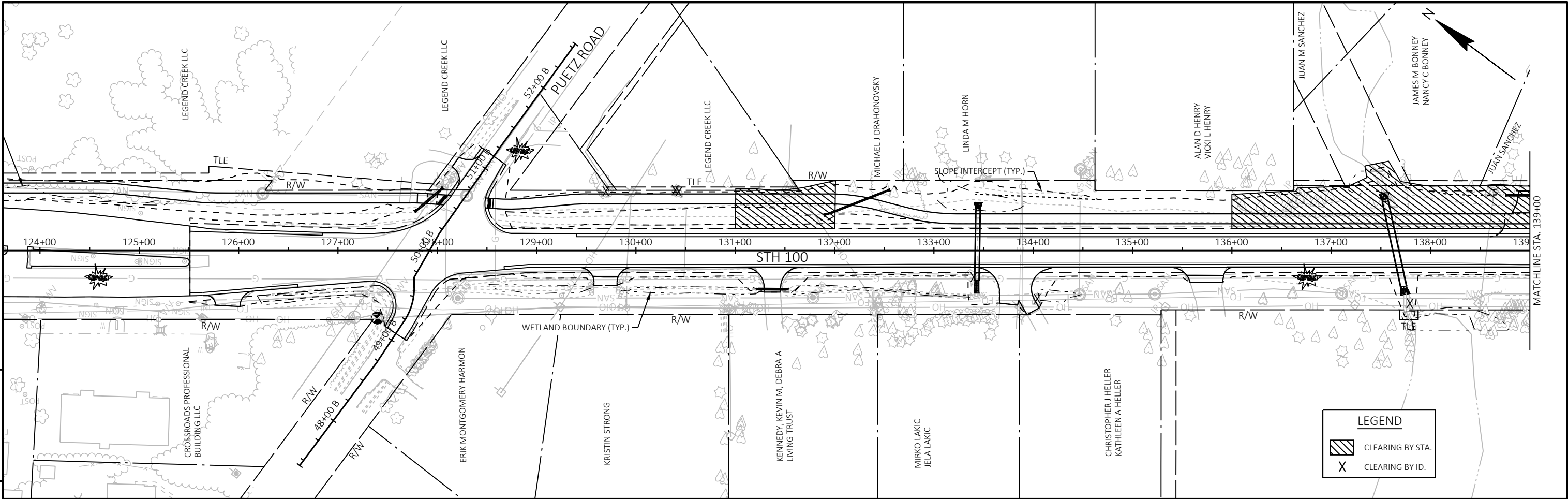






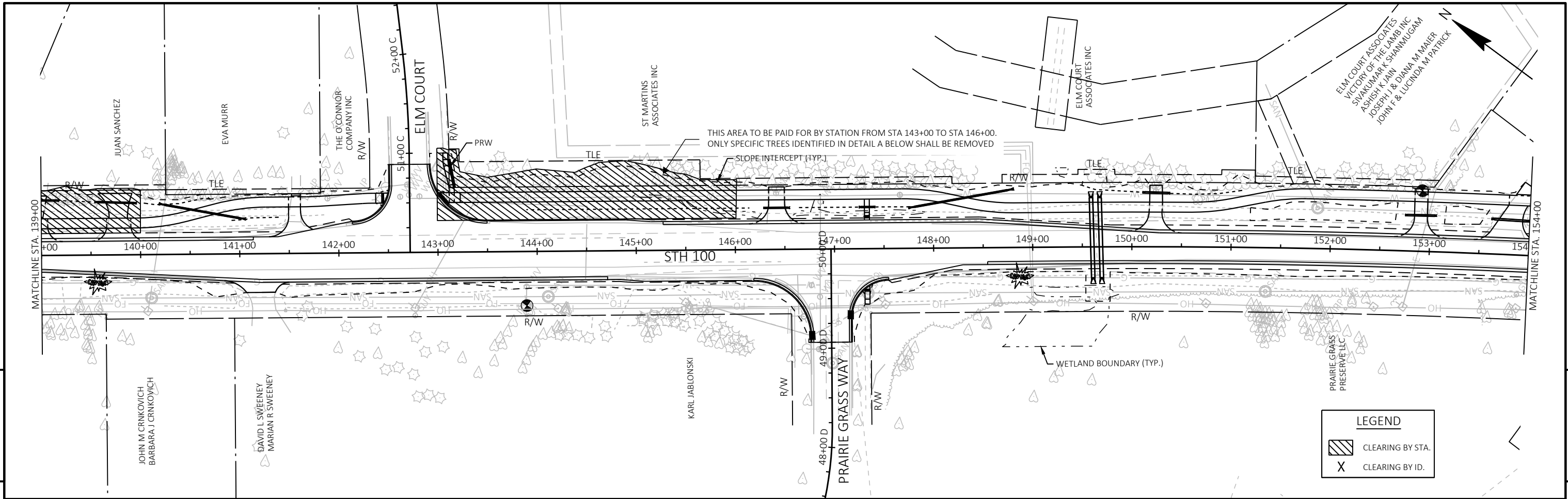






|                        |              |                   |   |       |   |
|------------------------|--------------|-------------------|---|-------|---|
| PROJECT NO: 3742-02-71 | HWY: STH 100 | COUNTY: MILWAUKEE | PLAN AND PROFILE: REMOVAL PLANS - SITE 10 | SHEET | E |
|------------------------|--------------|-------------------|---|-------|---|

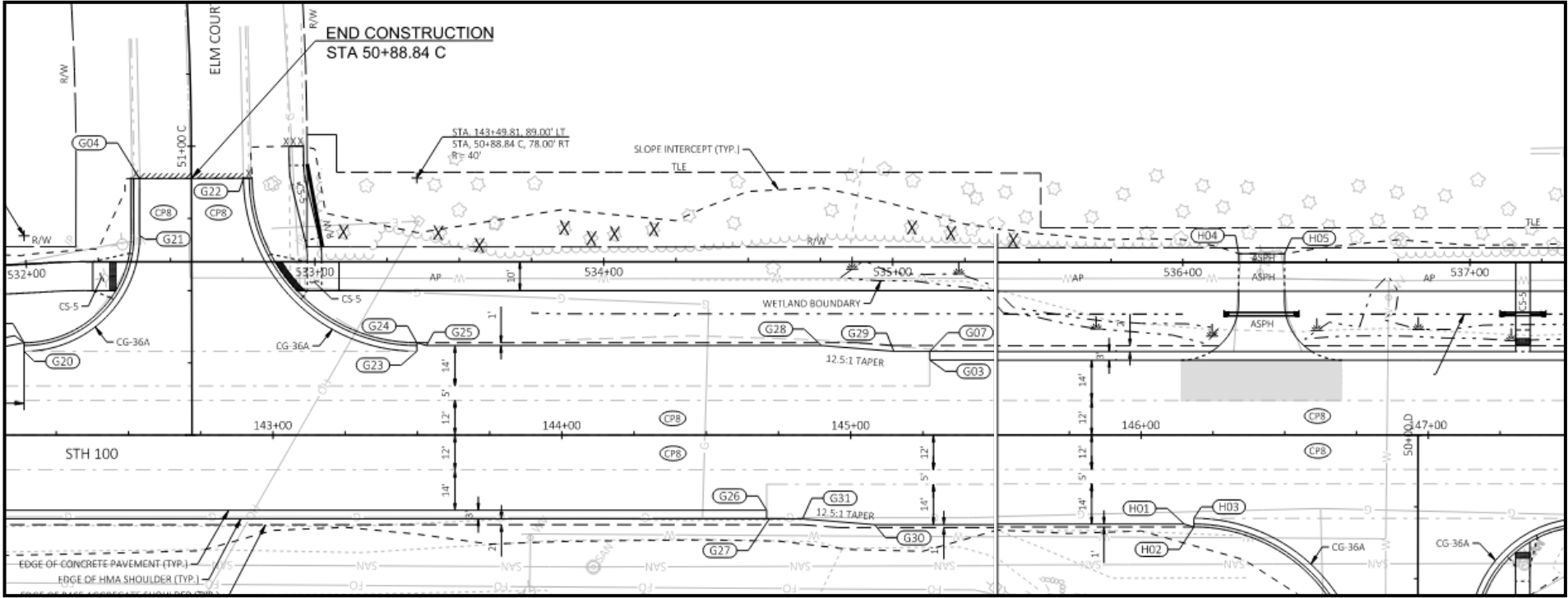




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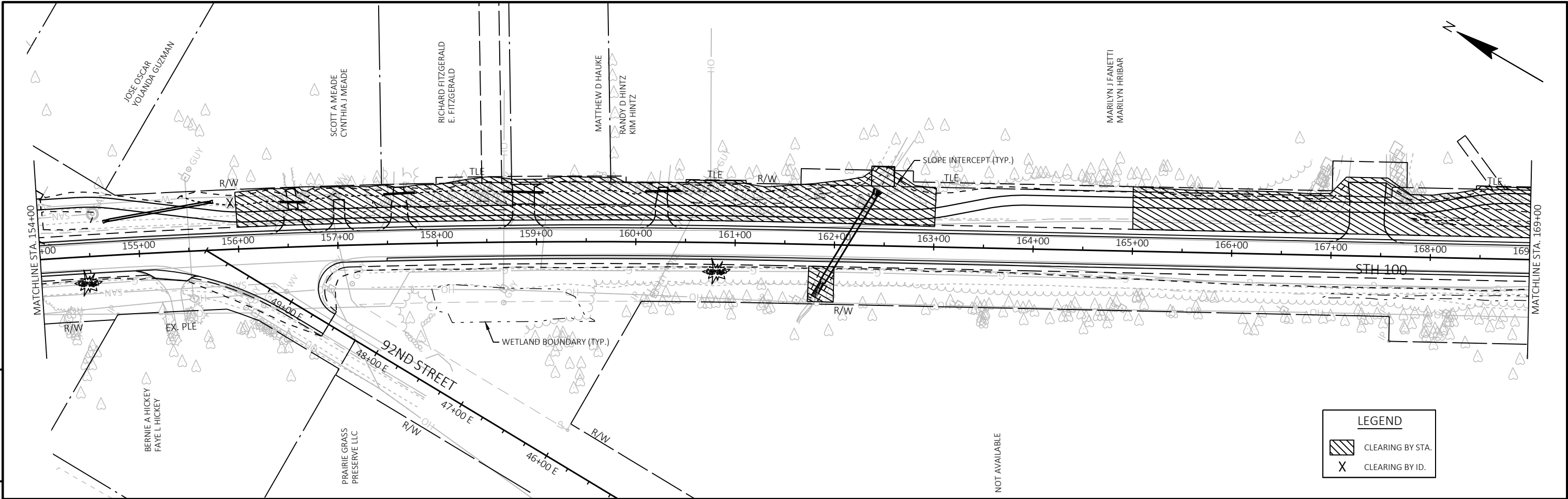
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DETAIL A

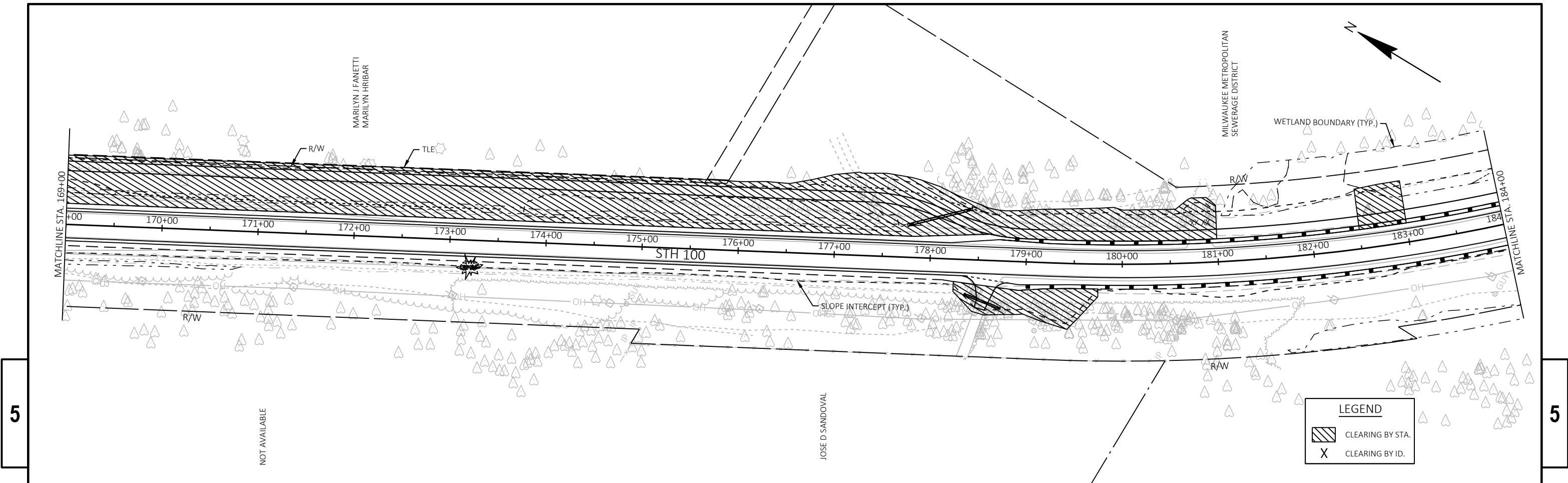


- STA. 143+24, 70' LT
- STA. 143+57, 70' LT
- STA. 143+71, 66' LT
- STA. 144+00, 72' LT
- STA. 144+10, 68' LT
- STA. 144+18, 70' LT
- STA. 144+32, 71' LT
- STA. 145+21, 72' LT
- STA. 145+35, 70' LT
- STA. 145+55, 68' LT

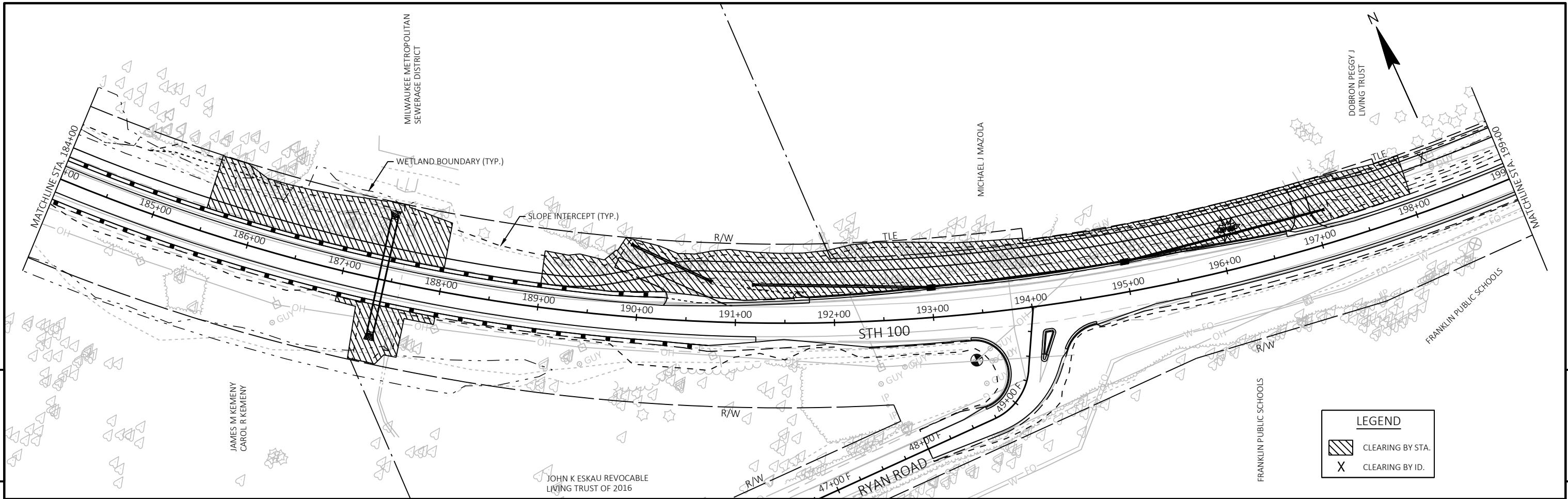








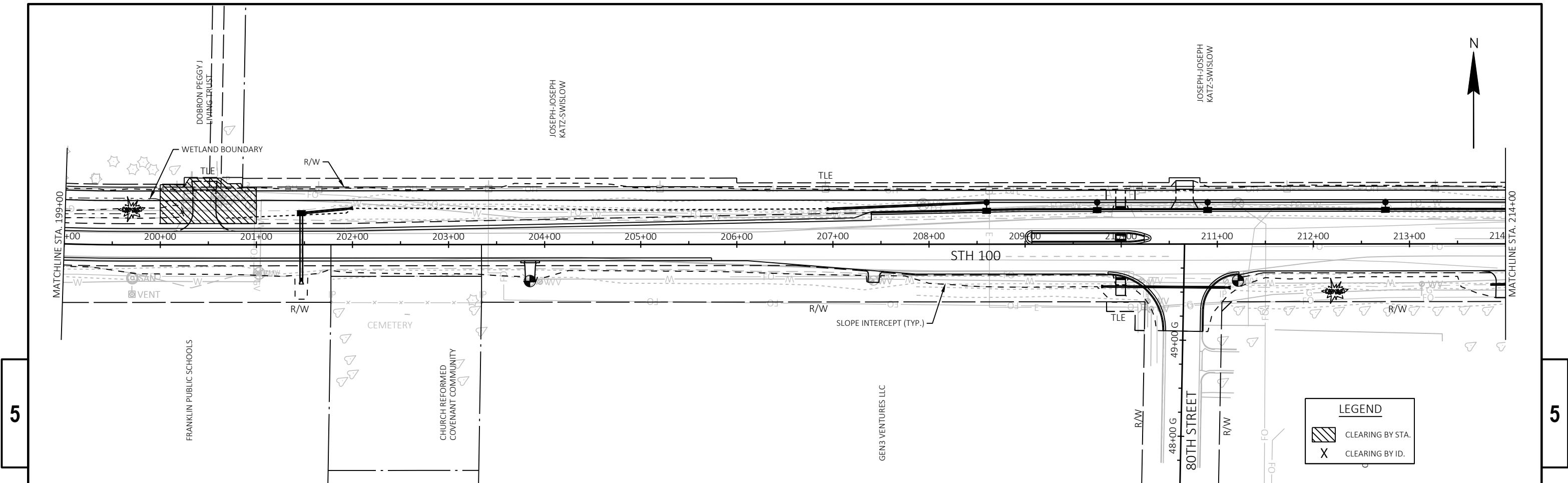




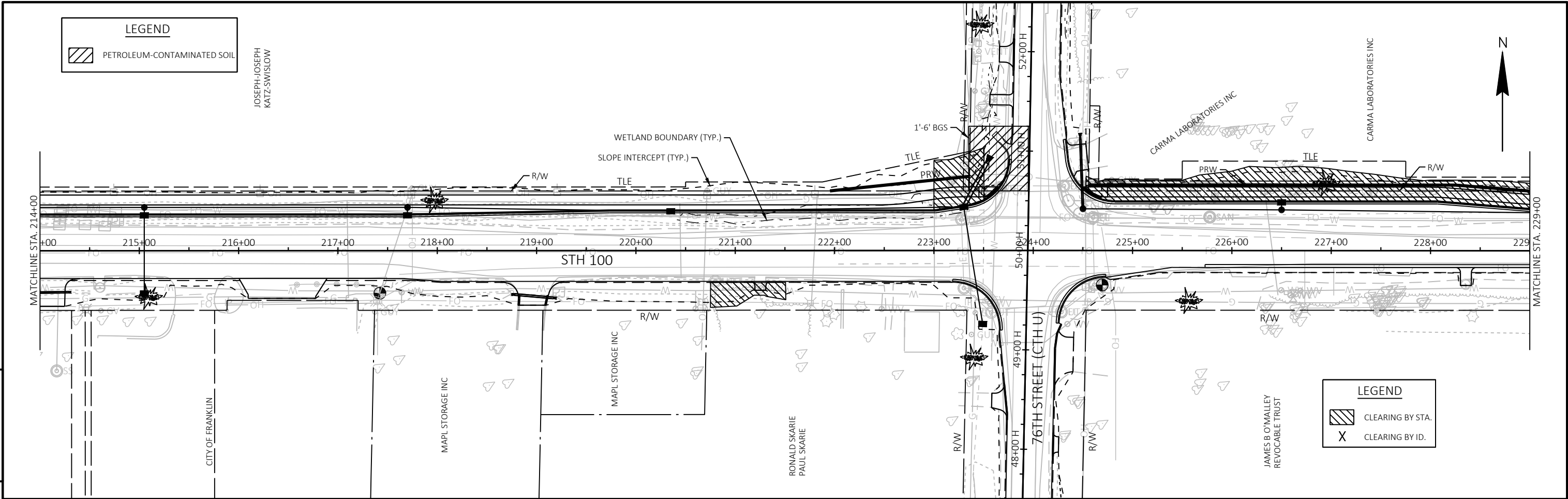
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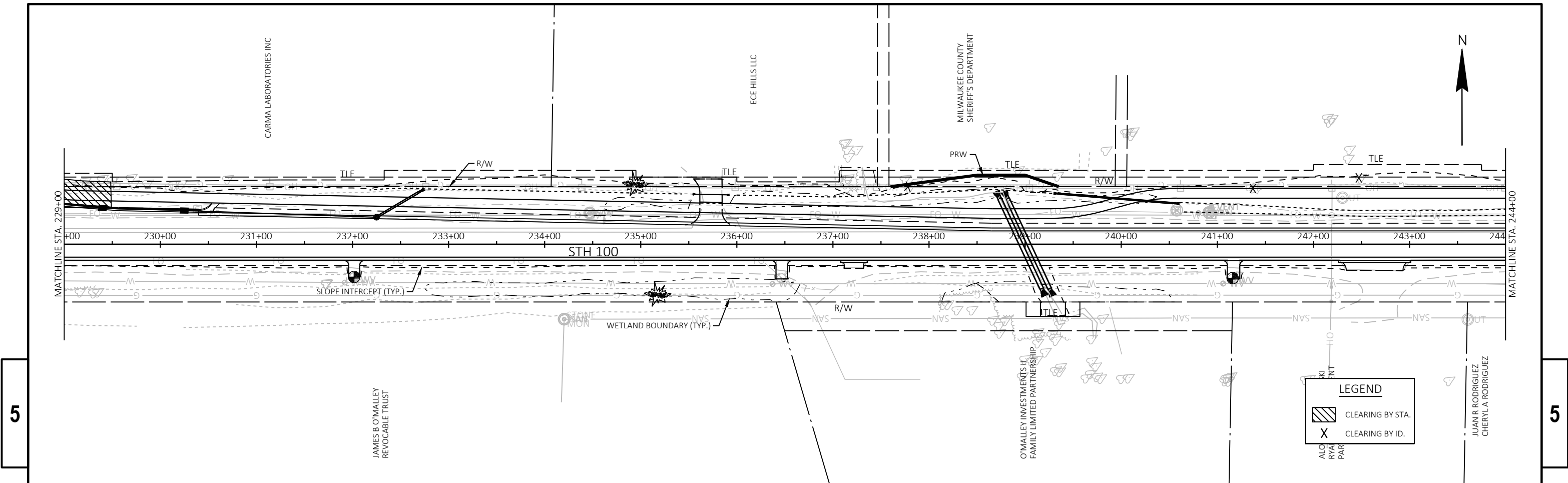




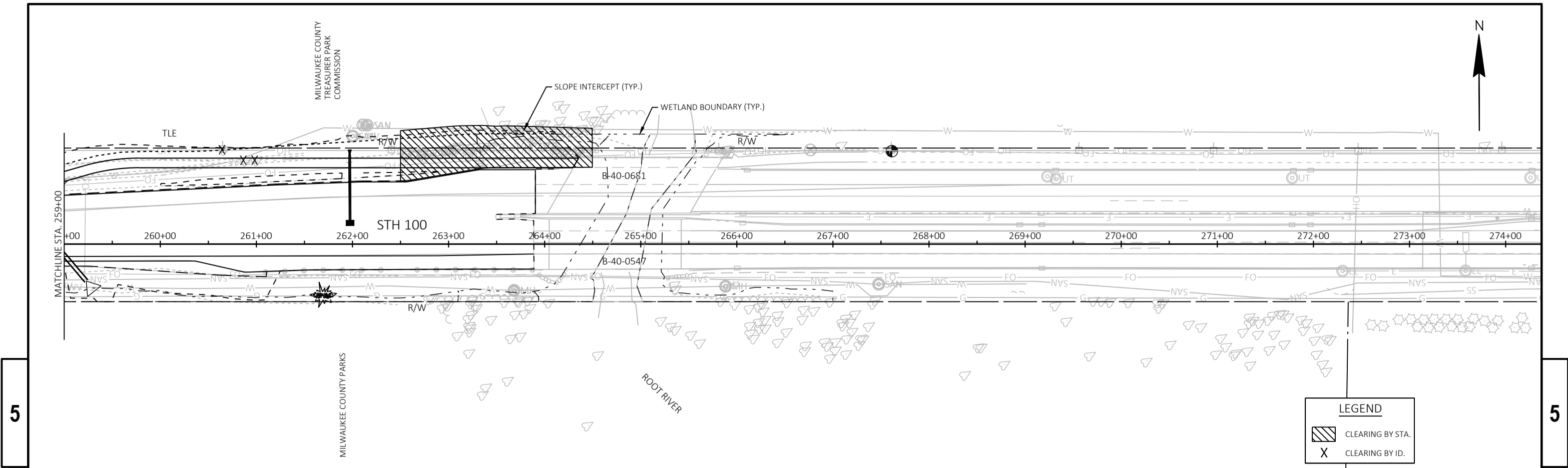






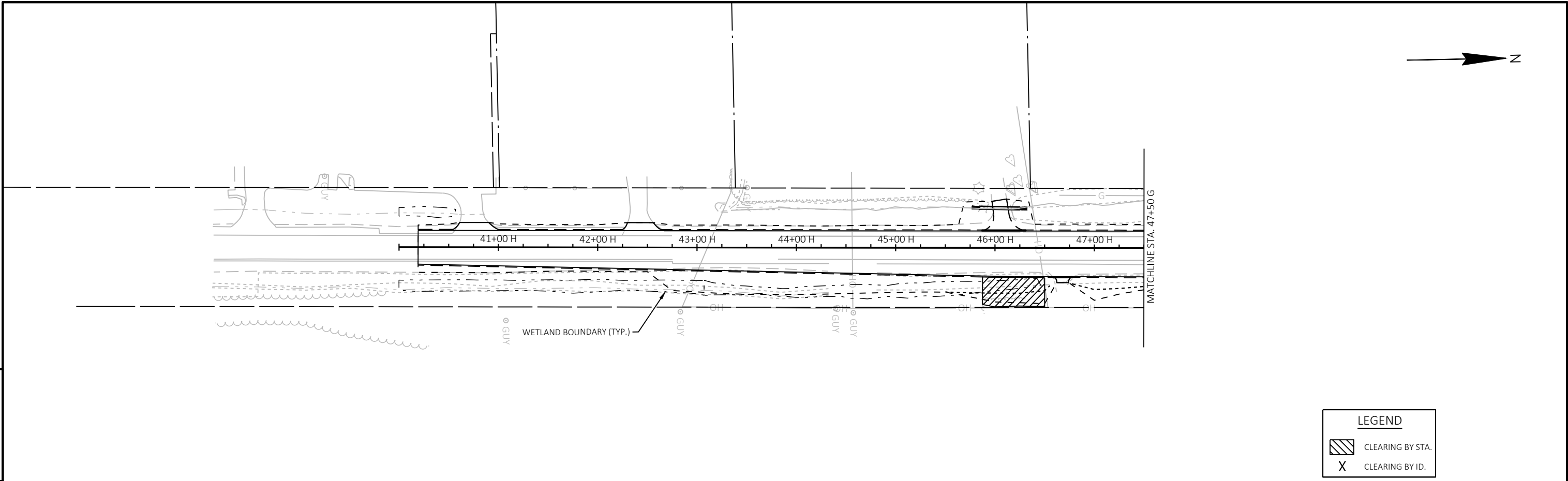






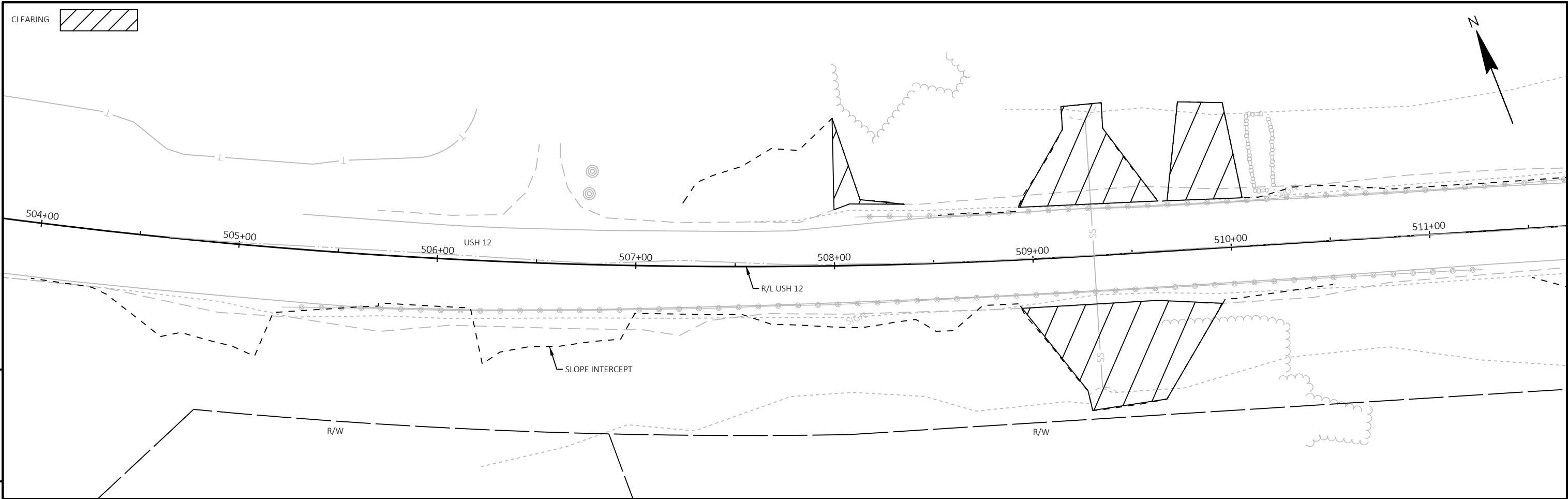


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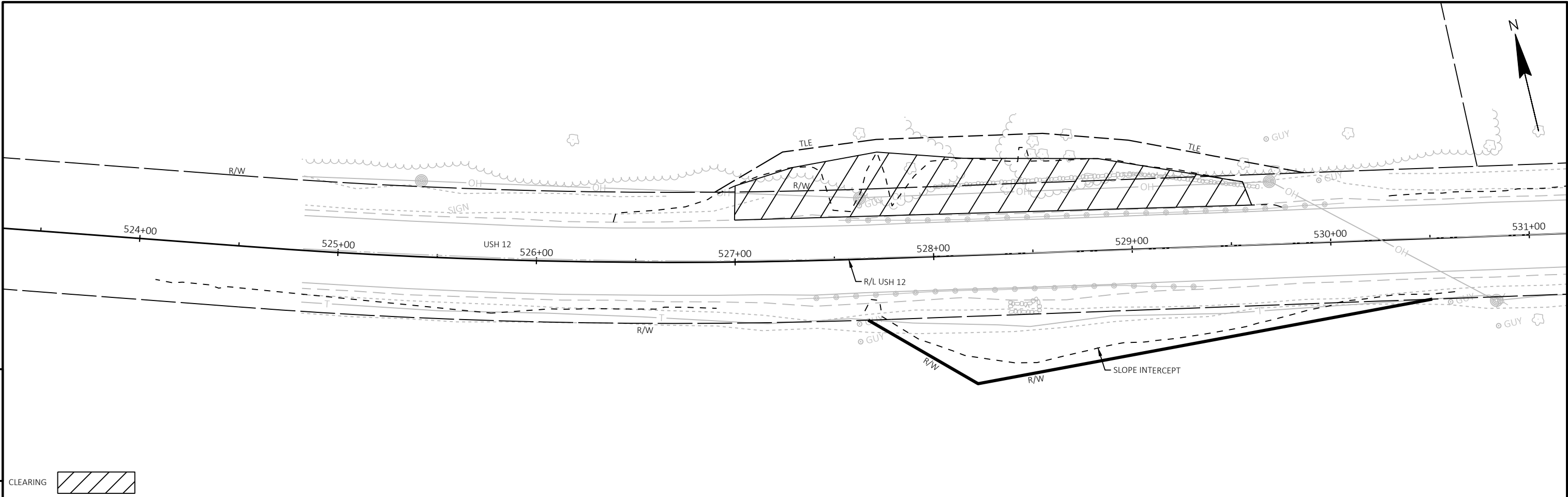


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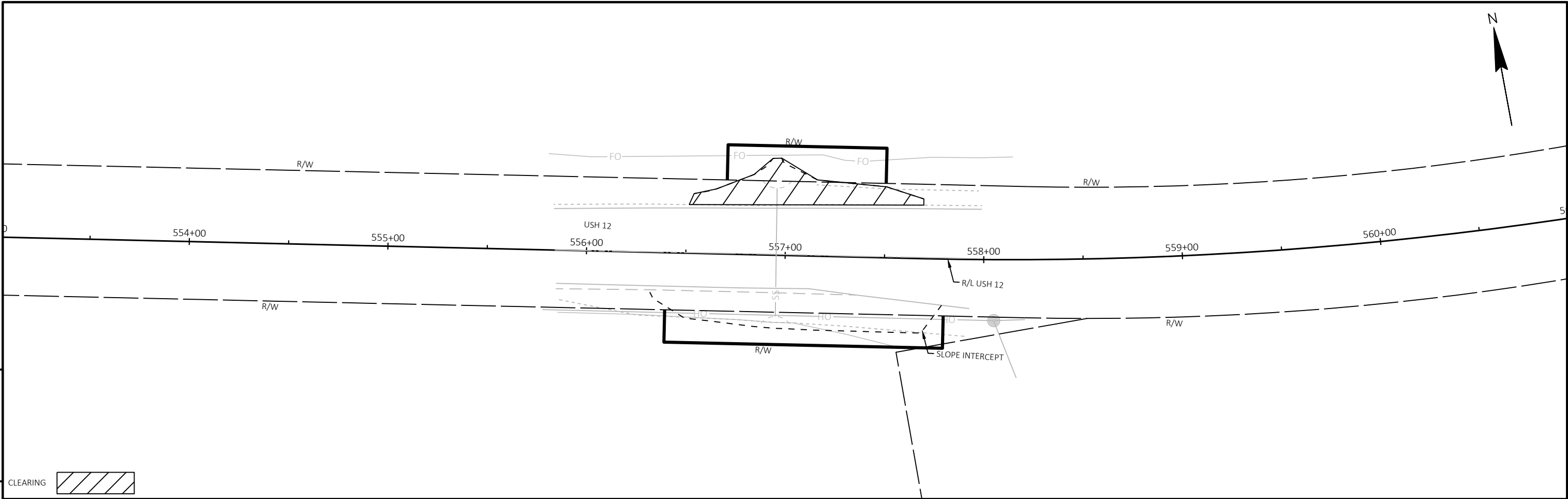




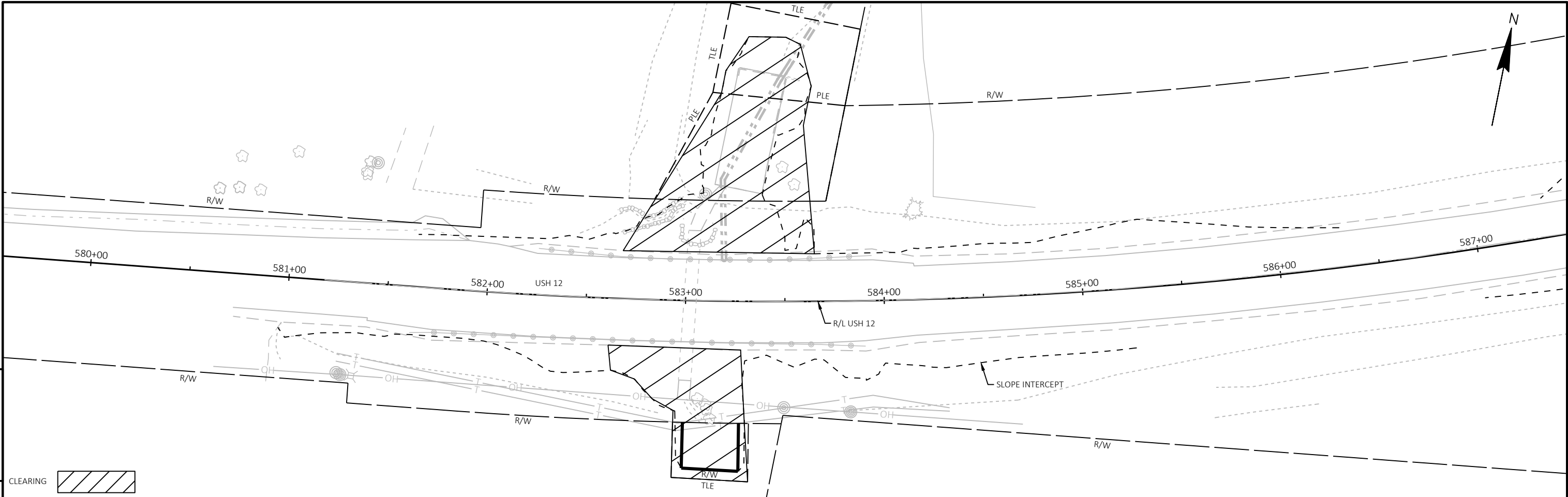




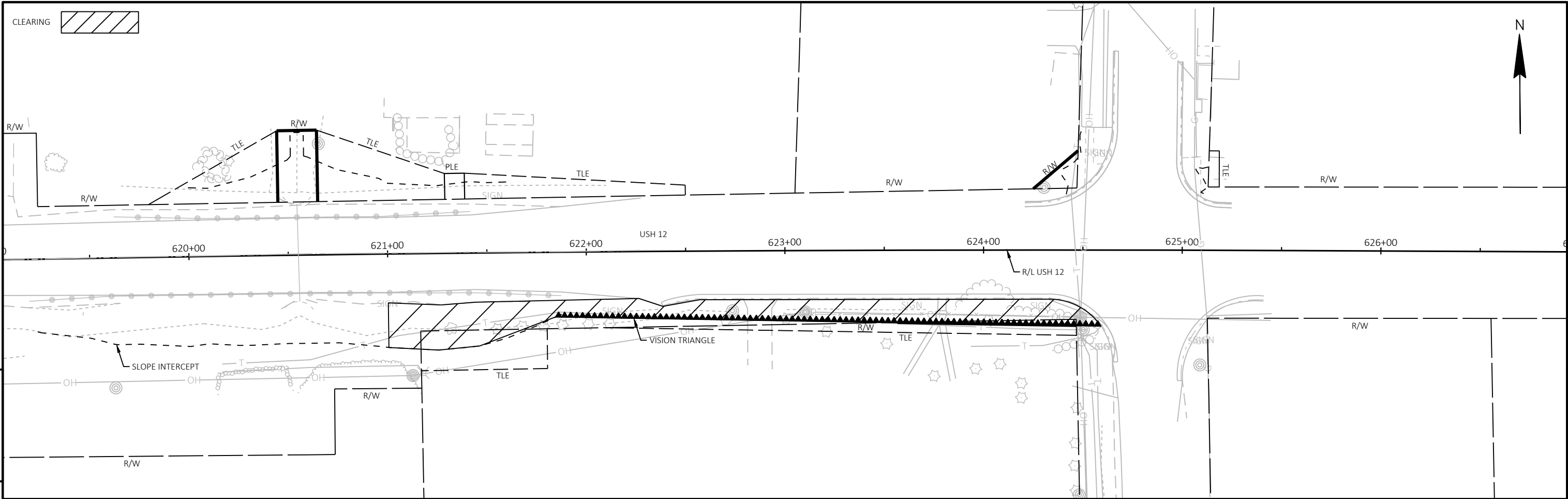










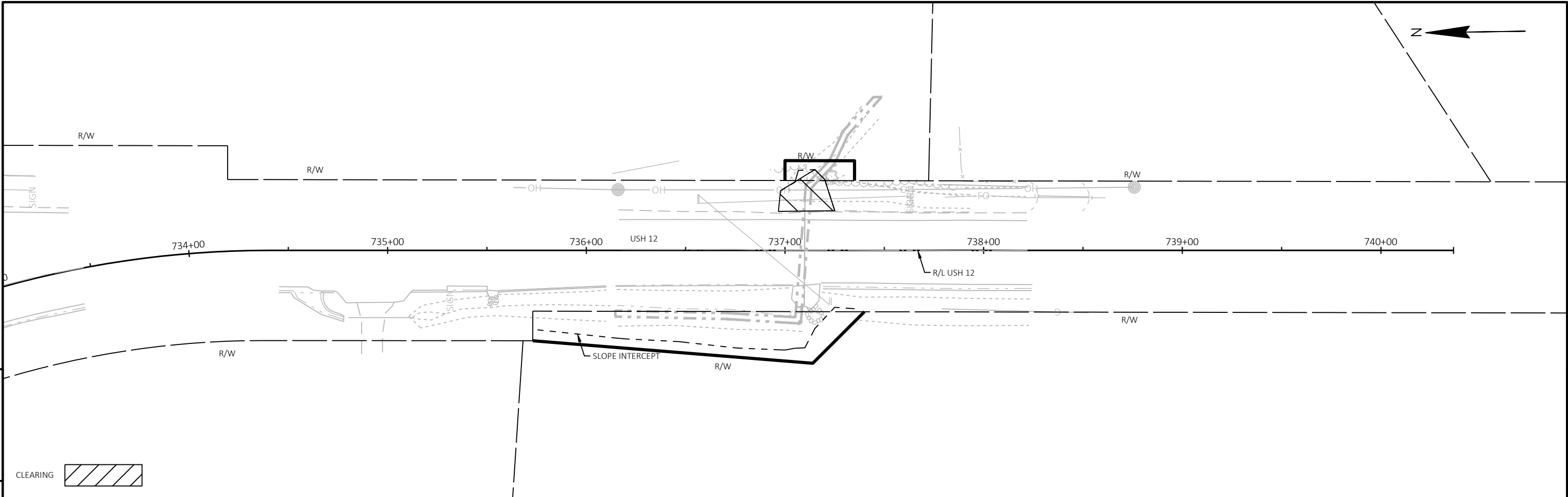


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|                        |             |                  |                         |       |   |
|------------------------|-------------|------------------|-------------------------|-------|---|
| PROJECT NO: 3742-02-71 | HWY: USH 12 | COUNTY: WALWORTH | REMOVAL PLANS - SITE 30 | SHEET | E |
|------------------------|-------------|------------------|-------------------------|-------|---|



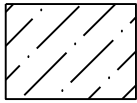


|                        |             |                  |                         |       |   |
|------------------------|-------------|------------------|-------------------------|-------|---|
| PROJECT NO: 3742-02-71 | HWY: USH 12 | COUNTY: WALWORTH | REMOVAL PLANS - SITE 30 | SHEET | E |
|------------------------|-------------|------------------|-------------------------|-------|---|

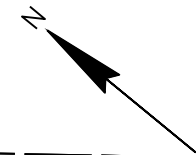
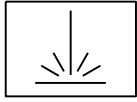


## LEGEND

CLEARING, STA



## WETLANDS



5

5

Plan view of the proposed drainage system. The drawing shows two culverts, each with a field inlet to remain. The culverts are labeled with their dimensions: the first culvert is 46' x 49' and the second is 11' x 38'. The field inlets are labeled with their dimensions: the first is 72' x 73' and the second is 21' x 52'. The drawing also shows the existing right-of-way (R/W) and the existing field inlets to remain. The culverts are labeled 'CULVERT PIPE' and the field inlets are labeled 'EXISTING FIELD INLET TO REMAIN'. The drawing includes stationing markers from 180 to 187 and a vertical curve label 'PV: 181+98.57'. The drawing also shows the existing R/W and the existing field inlets to remain.

PROJECT NO: 3742-02-01

HWY: STH 50

COUNTY: WALWORTH

REMOVAL PLANS - SITE 31

SHEET

E

FILE NAME : N:\PDS\C3D\31701100\DESIGN\CLEARING CONTRACT\CADD FILES\021101-RM\_TREECLEARING.DWG  
LAYOUT NAME - 021101

PLOT DATE : 4/10/2024 3:52 PM

PLOT BY : RAJAK, GEORGE

PLOT NAME :

PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 44







Standard Detail Drawing List

|           |  |
|-----------|--|
| 08E09-06  | SILT FENCE   |
| 08E10-02  | INLET PROTECTION TYPE A, B, C AND D  |
| 15C02-09G | TRAFFIC CONTROL FOR ENTRANCE RAMP CLOSURE  |
| 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   |
| 15C11-10B | CHANNELIZING DEVICES DRUMS, CONES, BARRICADES AND VERTICAL PANELS                                  |
| 15C12-09A | TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION   |
| 15D12-12A | TRAFFIC CONTROL, LANE CLOSURE, WITH TEMPORARY RUMBLE STRIPS  |
| 15D16-06  | TRAFFIC CONTROL, EXIT RAMP CLOSURE   |
| 15D20-07A | TRAFFIC CONTROL, SINGLE LANE CLOSURE, DIVIDED NON-FREEWAY/EXPRESSWAY                               |
| 15D20-07B | TRAFFIC CONTROL, SINGLE RIGHT LANE CLOSURE, UNDIVIDED 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                               |
| 15D30-09A | TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION  |
| 15D30-09B | TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION  |
| 15D30-09C | TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION  |
| 15D30-09F | TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION  |
| 15D30-09K | TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION  |



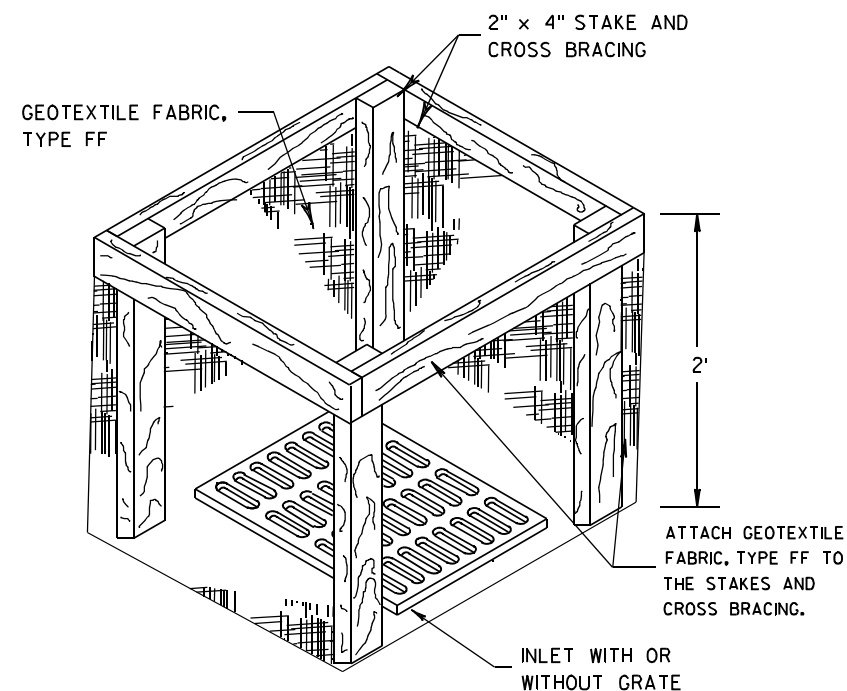
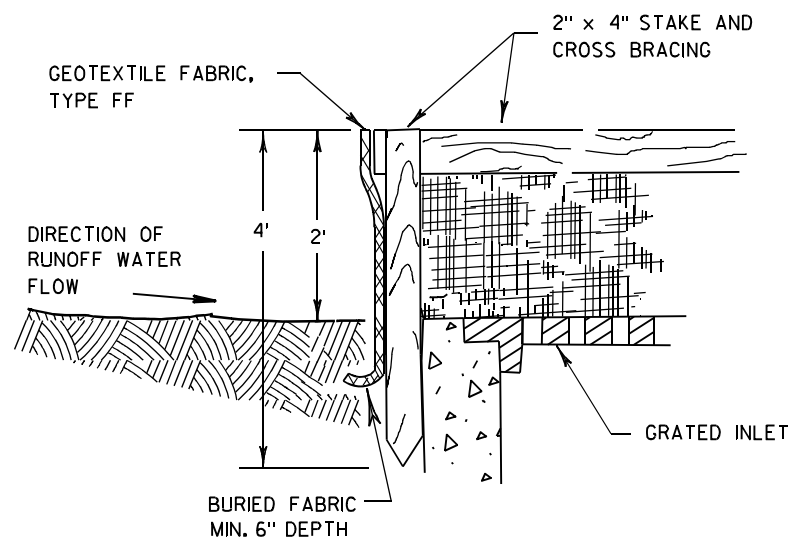


- ① HORIZONTAL BRACE REQUIRED WITH 2" X 4" WOODEN FRAME OR EQUIVALENT AT TOP OF POSTS.
- ② FOR MANUAL INSTALLATIONS THE TRENCH SHALL BE A MINIMUM OF 4" WIDE & 6" DEEP TO BURY AND ANCHOR THE GEOTEXTILE FABRIC. FOLD MATERIAL TO FIT TRENCH AND BACKFILL & COMPACT TRENCH WITH EXCAVATED SOIL.
- ③ WOOD POSTS SHALL BE A MINIMUM SIZE OF 1½" X 1½" 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.



|  |  |
|--|--|
| <b>SILT FENCE</b>  |  |
| <b>STATE OF WISCONSIN<br/>DEPARTMENT OF TRANSPORTATION</b> |  |
| <b>APPROVED</b><br>4-29-05<br>DATE                         | /S/ Beth Cannestra<br>CHIEF ROADWAY DEVELOPMENT ENGINEER |





**INLET PROTECTION, TYPE A**

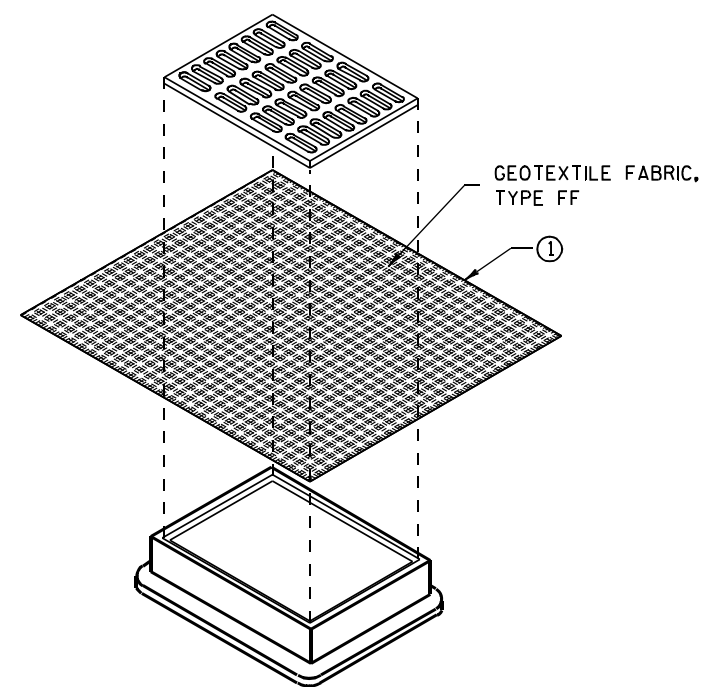
**GENERAL NOTES**

INLET PROTECTION DEVICES SHALL BE MAINTAINED OR REPLACED AT THE DIRECTION OF THE ENGINEER.

MANUFACTURED ALTERNATIVES APPROVED AND LISTED ON THE DEPARTMENT'S EROSION CONTROL PRODUCT ACCEPTABILITY LIST MAY BE SUBSTITUTED.

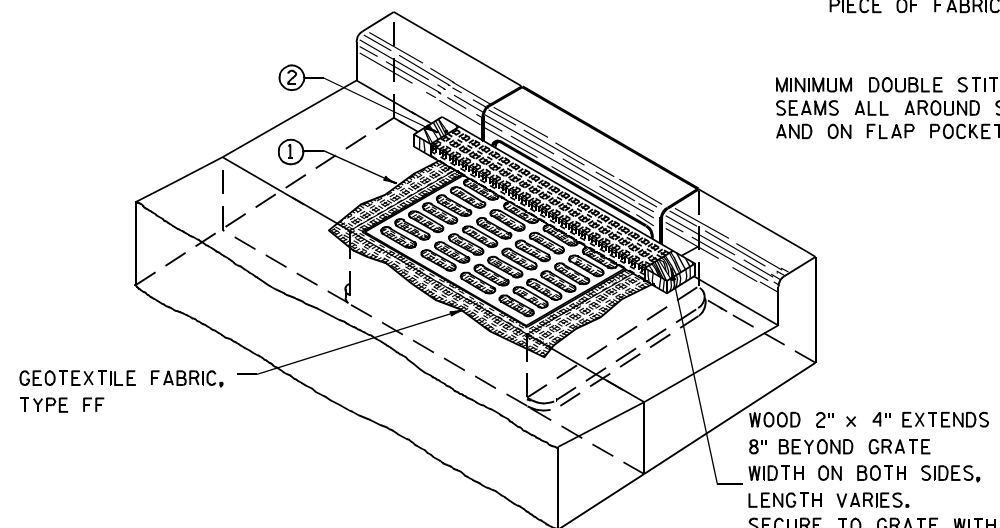
WHEN REMOVING OR MAINTAINING INLET PROTECTION, CARE SHALL BE TAKEN SO THAT THE SEDIMENT TRAPPED ON THE GEOTEXTILE FABRIC DOES NOT FALL INTO THE INLET. ANY MATERIAL FALLING INTO THE INLET SHALL BE REMOVED IMMEDIATELY.

- ① FINISHED SIZE, INCLUDING FLAP POCKETS WHERE REQUIRED, SHALL EXTEND A MINIMUM OF 10" AROUND THE PERIMETER TO FACILITATE MAINTENANCE OR REMOVAL.
- ② FOR INLET PROTECTION, TYPE C (WITH CURB BOX), AN ADDITIONAL 18" OF FABRIC IS WRAPPED AROUND THE WOOD AND SECURED WITH STAPLES. THE WOOD SHALL NOT BLOCK THE ENTIRE HEIGHT OF THE CURB BOX OPENING.
- ③ FLAP POCKETS SHALL BE LARGE ENOUGH TO ACCEPT WOOD 2X4.



**INLET PROTECTION, TYPE B  
(WITHOUT CURB BOX)**

(CAN BE INSTALLED IN ANY INLET WITHOUT A CURB BOX)



**INLET PROTECTION, TYPE C (WITH CURB BOX)**

**INSTALLATION NOTES**

**TYPE B & C**

TRIM EXCESS FABRIC IN THE FLOW LINE TO WITHIN 3" OF THE GRATE.

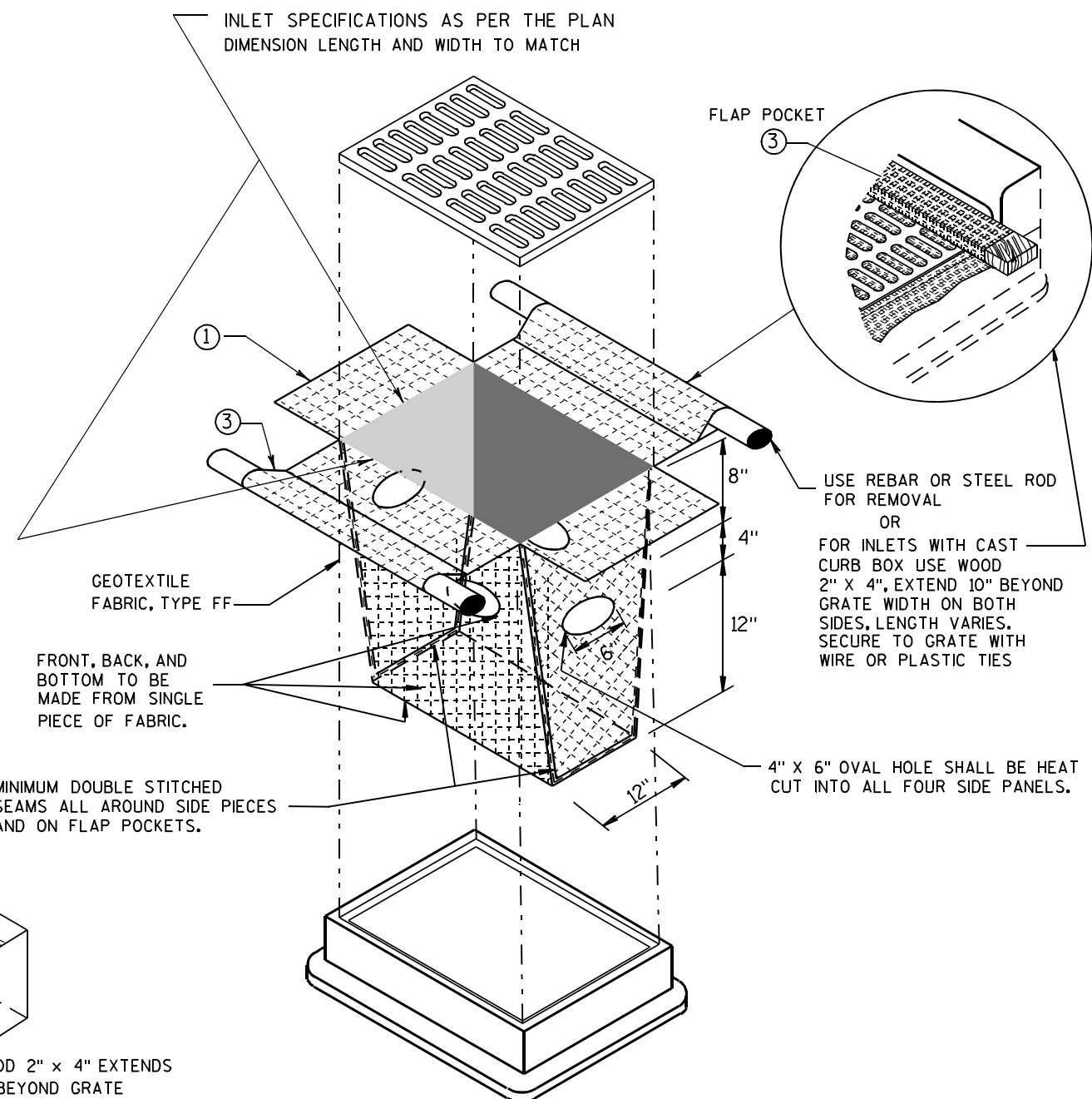
THE CONTRACTOR SHALL DEMONSTRATE A METHOD OF MAINTENANCE, USING A SEWN FLAP, HAND HOLDS OR OTHER METHOD TO PREVENT ACCUMULATED SEDIMENT FROM ENTERING THE INLET.

**TYPE D**

DO NOT INSTALL INLET PROTECTION TYPE D IN INLETS SHALLOWER THAN 30", MEASURED FROM THE BOTTOM OF THE INLET TO THE TOP OF THE GRATE.

TRIM EXCESS FABRIC IN THE FLOW LINE TO WITHIN 3" OF THE GRATE.

THE INSTALLED BAG SHALL HAVE A MINIMUM SIDE CLEARANCE, BETWEEN THE INLET WALLS AND THE BAG, MEASURED AT THE BOTTOM OF THE OVERFLOW HOLES, OF 3". WHERE NECESSARY THE CONTRACTOR SHALL CINCH THE BAG, USING PLASTIC ZIP TIES, TO ACHIEVE THE 3" CLEARANCE. THE TIES SHALL BE PLACED AT A MAXIMUM OF 4" FROM THE BOTTOM OF THE BAG.



**INLET PROTECTION, TYPE D**

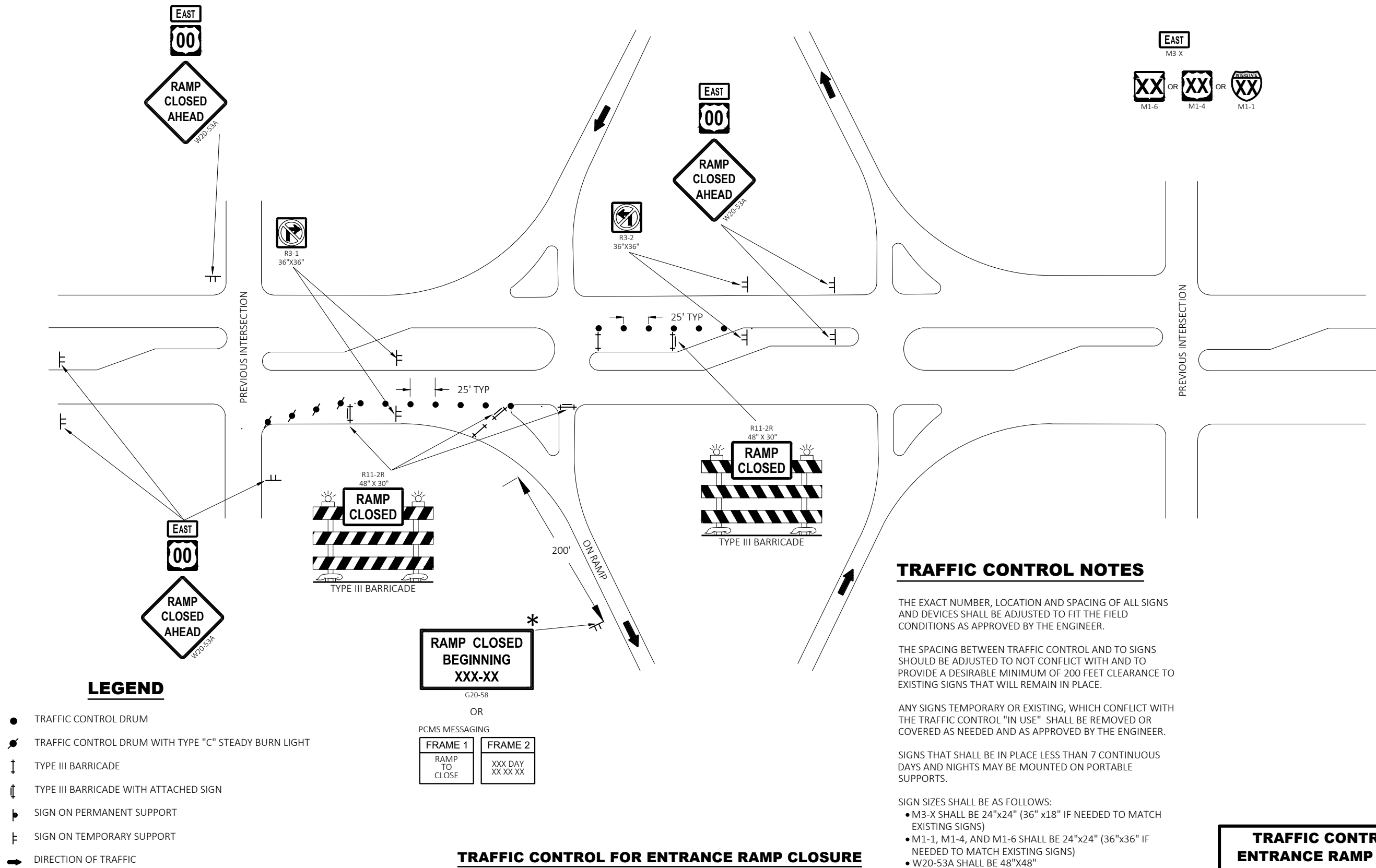
(CAN BE INSTALLED IN ANY INLET TYPE WITH OR WITHOUT A CURB BOX AS PER NOTE ②)

**INLET PROTECTION  
TYPE A, B, C, AND D**

STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

APPROVED  
10/16/02 /S/ Beth Cannestra  
DATE  
FHWA CHIEF ROADWAY DEVELOPMENT ENGINEER



**TRAFFIC CONTROL FOR  
ENTRANCE RAMP CLOSURE**STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

APPROVED

May 2023  
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.

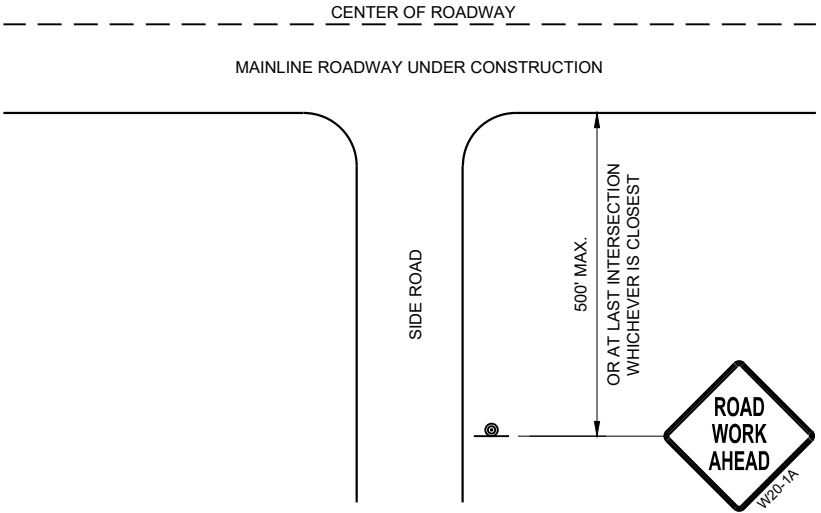
SIGNS THAT WILL BE IN PLACE LESS THAN SEVEN CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

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.

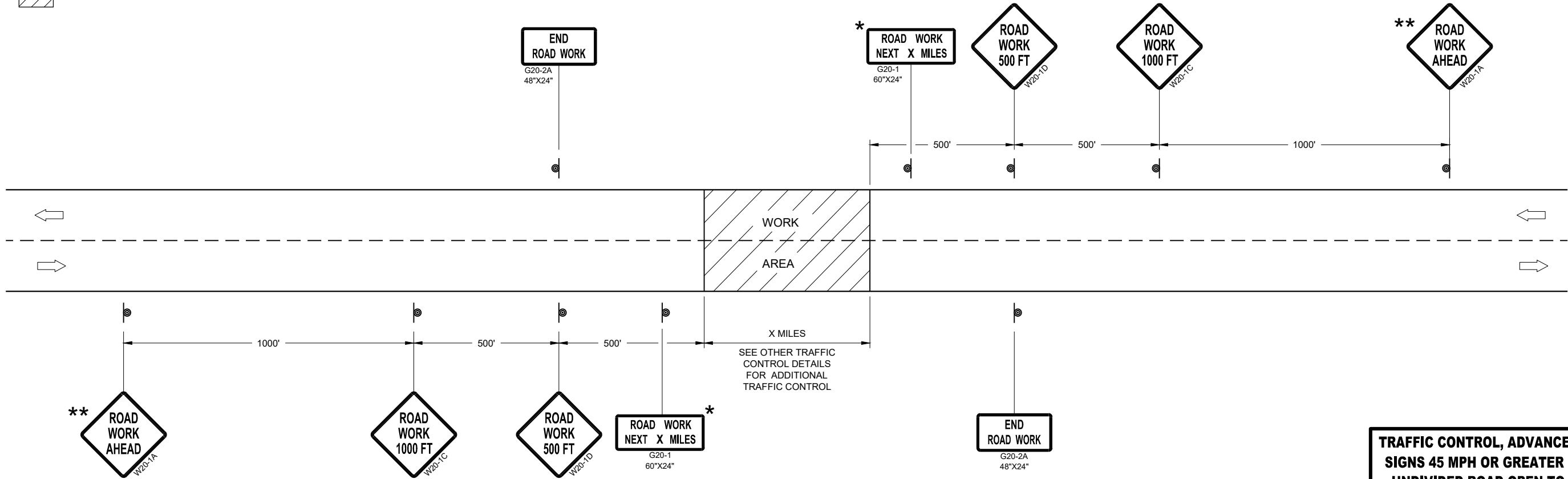
- \* OMIT G20-1 SIGNS IF LENGTH OF WORK AREA IS 2 MILES OR LESS
- \*\* PLACE AN ADDITIONAL W20-1A "ROAD WORK AHEAD" SIGN IF WORK AREA WITHIN THE PROJECT IS SEPARATED BY MORE THAN 2 MILES FROM PREVIOUS WORK AREA.

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 /S/ Andrew Heidtke  
DATE 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.

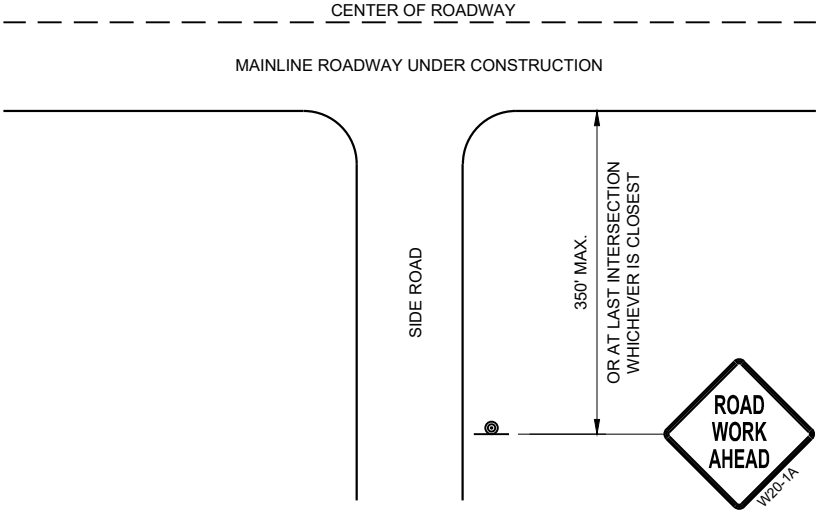
SIGNS THAT WILL BE IN PLACE LESS THAN SEVEN CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

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.

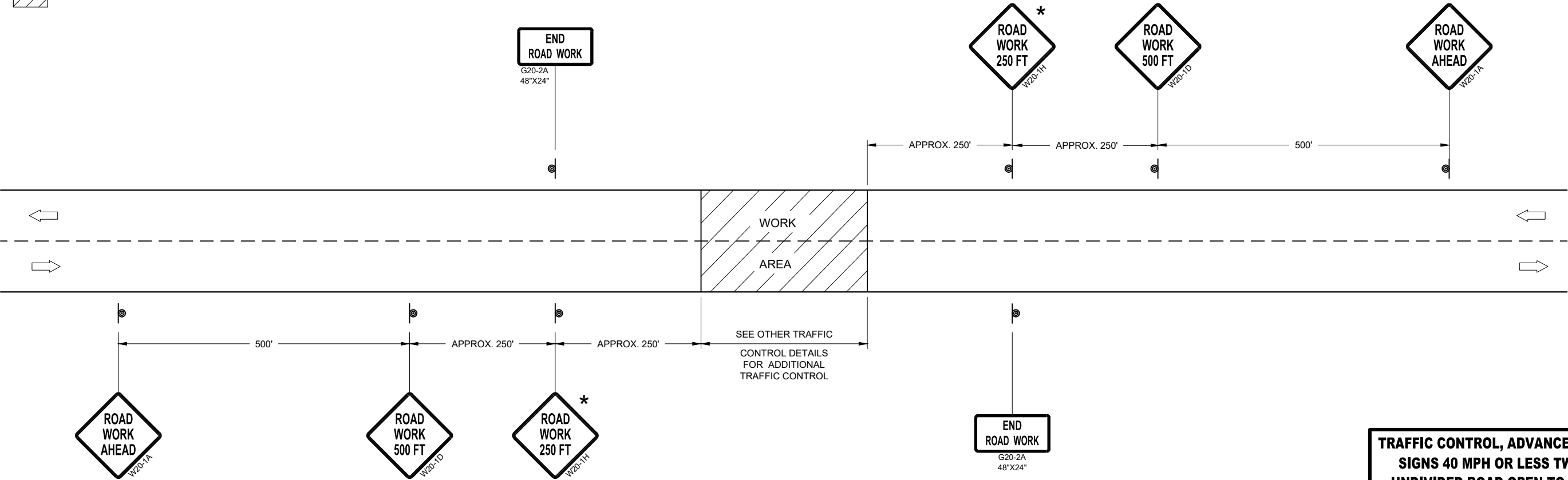
\* THE THIRD W20-1 SIGN IS REQUIRED ONLY IF THERE IS AN INTERSECTION BETWEEN THE "ROAD WORK 500 FEET" SIGN AND THE WORK ZONE. ADJUST THE PLACEMENT OF THIS SIGN BASED ON INTERSECTION LOCATION AND OTHER FIELD CONDITIONS.

LEGEND

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



TYPICAL SIDE ROAD APPROACH  
WARNING SIGN DETAIL



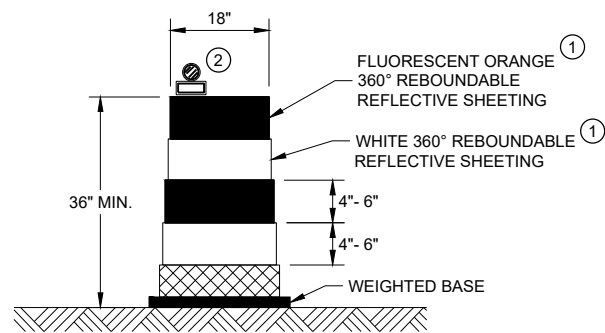
TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40MPH OR LESS

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

STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

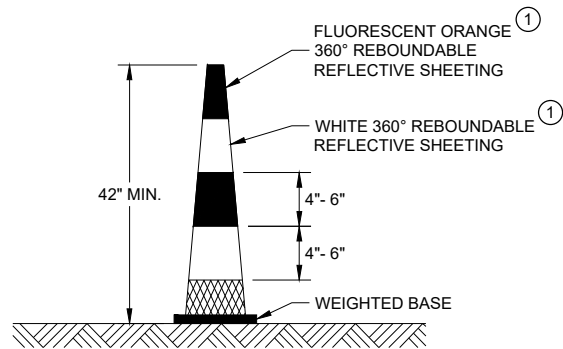
APPROVED  
July 2018 /S/ Andrew Heidtke  
DATE WORK ZONE ENGINEER  
FHWA





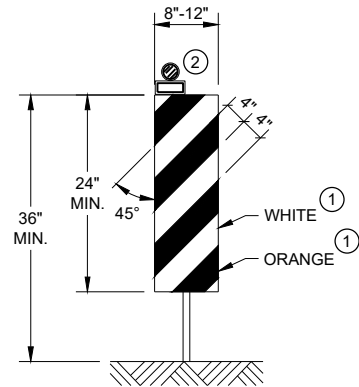
**DRUM**

BALLAST WIDTHS  
RANGE FROM 24"-36"



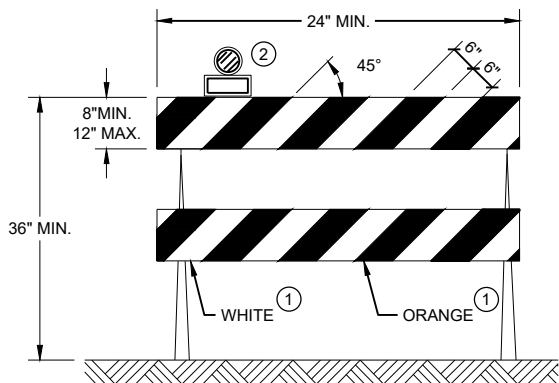
**42" CONE**

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



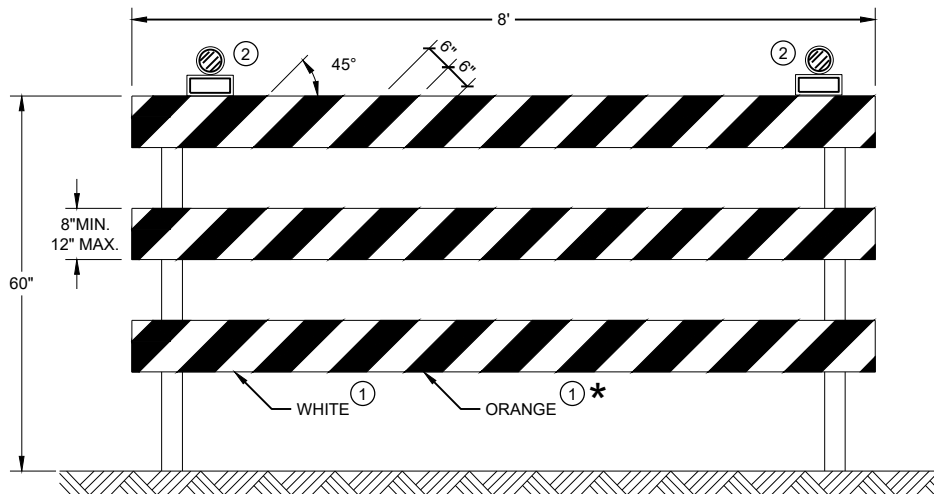
**VERTICAL PANEL**

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

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

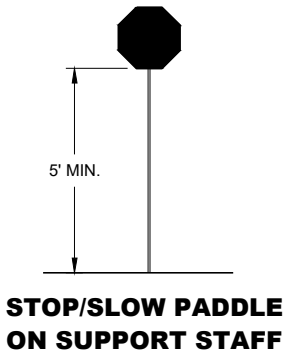
FLAGGERS SHALL BE IN SIGHT OF EACH OTHER OR IN DIRECT COMMUNICATION AT ALL TIMES. THEY SHALL BE EQUIPPED WITH STOP/SLOW PADDLES FASTENED ON SUPPORT STAFFS. WHEN THE FLAGGING OPERATION IS NOT IN EFFECT REMOVE TEMPORARY PORTABLE RUMBLE STRIPS PRIOR TO COVERING OR REMOVING ALL ADVANCE SIGNING.

- 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.

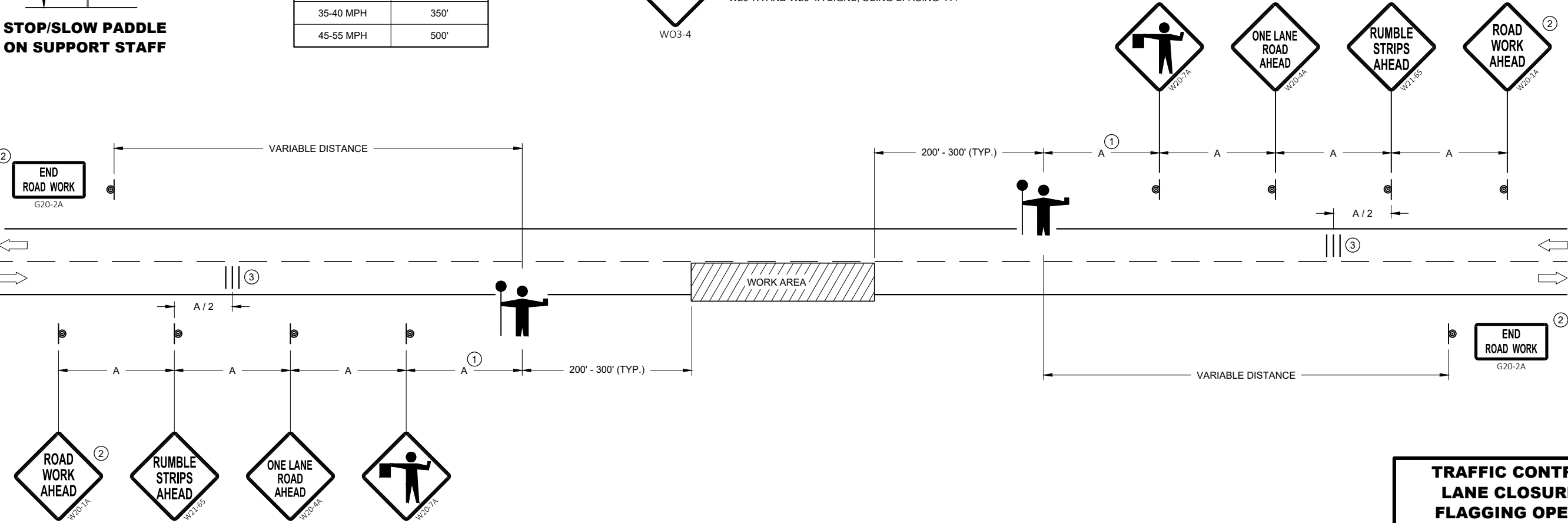


SIGN AND TEMPORARY RUMBLE STRIP ARRAY SPACING TABLE

| 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".



|   |  |
|---|--|
| <b>TRAFFIC CONTROL FOR<br/>LANE CLOSURE WITH<br/>FLAGGING OPERATION</b> |  |
| STATE OF WISCONSIN<br>DEPARTMENT OF TRANSPORTATION                      |  |
| APPROVED<br>May 2022<br>DATE  | /S/ Andrew Heidtke<br>WORK ZONE ENGINEER |
| FHWA  |  |



GENERAL NOTES

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

THE SPACING BETWEEN SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A MINIMUM OF 200 FEET (500 FEET DESIRABLE) CLEARANCE TO EXISTING SIGNS.

THIS LANE CLOSURE IS TYPICAL FOR CLOSING RIGHT LANE - REVERSE FOR CLOSING LEFT LANE.

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

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

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

FOR A LANE CLOSURE THAT IS IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS, THE ADVANCED WARNING SIGNS MAY BE MOUNTED ON PORTABLE SUPPORTS.

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

IF THE HORIZONTAL ALIGNMENT IS SUCH THAT A CURVE MAY REQUIRE ADDITIONAL DELINEATION, THE DEVICE SPACING MAY BE DECREASED TO 50 FEET.

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

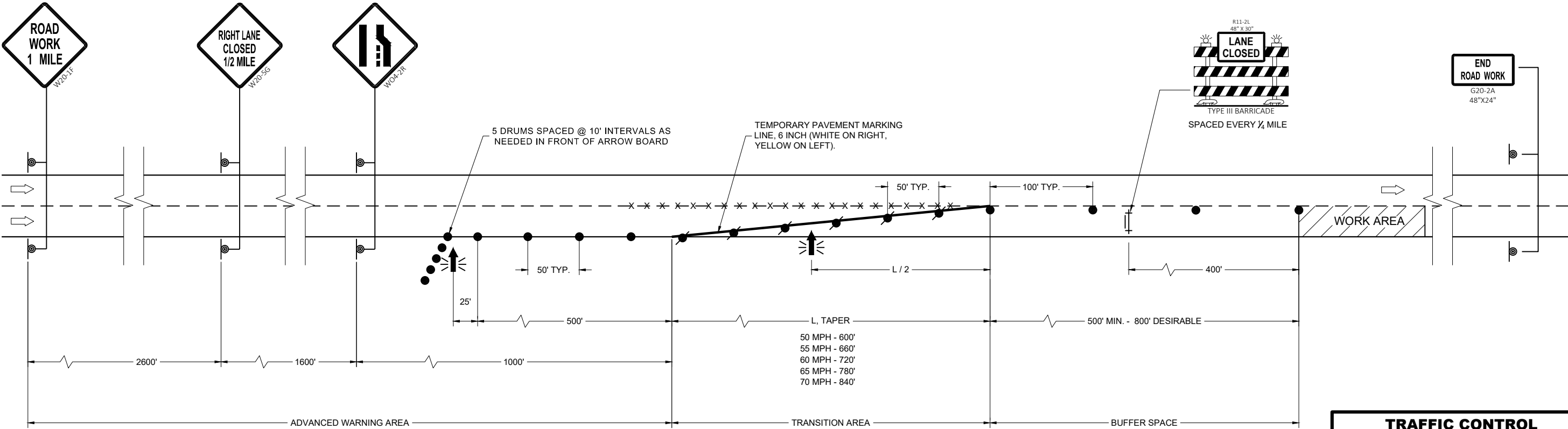
ADJUSTMENTS IN BUFFER SPACE NEED TO BE INCORPORATED WHEN THE LANE CLOSURE OCCURS NEAR AN INTERCHANGE EXIT OR ENTRANCE RAMP OR INTERSECTION. THE LANE CLOSURE MUST TAKE PLACE FAR ENOUGH IN ADVANCE OF AN EXIT OR ENTRANCE RAMP TO STILL ALLOW FOR ADEQUATE BUFFER SPACE. THE MINIMUM LENGTH OF THE BUFFER SPACE BEFORE AN EXIT RAMP SHOULD BE ONE HALF THE LENGTH OF THE TRANSITION AREA. THE ENTRANCE RAMP SHOULD BE FOLLOWED BY THE ORIGINAL BUFFER SPACE LENGTH OF 800 FEET DESIRABLE PRIOR TO ANOTHER TRAFFIC CONTROL CHANGE SUCH AS A CROSSOVER MANEUVER.

CONSIDER ROADWAY GEOMETRICS WHEN LOCATING SIGNS AND ARROW BOARD SO THE DRIVER HAS A CLEAR VIEW OF THE ARROW BOARD AND LANE CLOSURE DRUMS.

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)
- REMOVING PAVEMENT MARKINGS
- DIRECTION OF TRAFFIC
- WORK AREA
- FLASHING ARROW BOARD

6



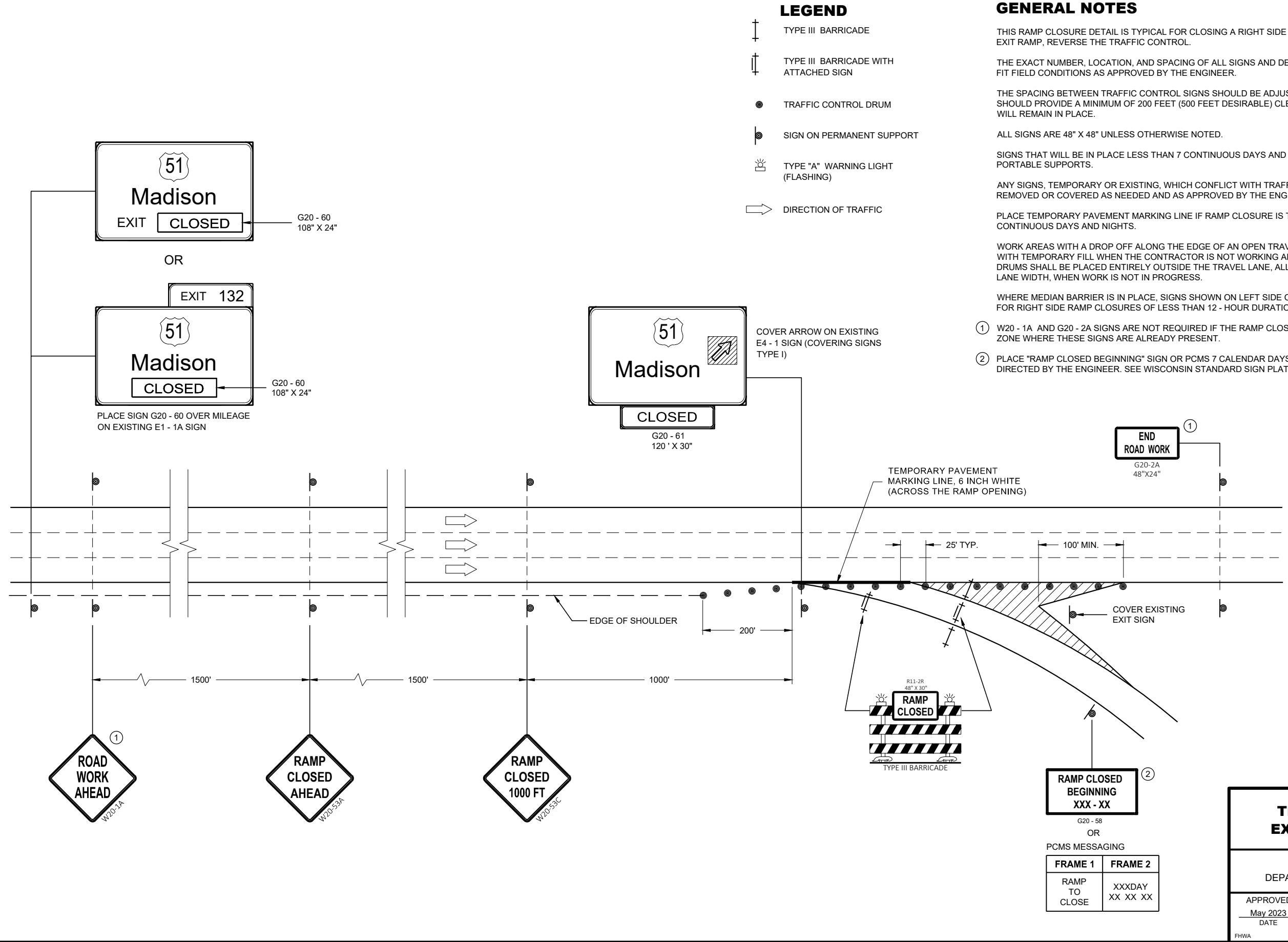
6

SDD 15D12-12a

SDD 15D12-12a

| TRAFFIC CONTROL<br>LANE CLOSURE                    |  |
|--|--|
| STATE OF WISCONSIN<br>DEPARTMENT OF TRANSPORTATION |  |
| APPROVED<br>September 2023<br>DATE                 | /S/ Andrew Heidtke<br>ROADWAY STANDARDS DEVELOPMENT<br>UNIT SUPERVISOR |
| FHWA   |  |





**LEGEND**

- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- SIGN ON PERMANENT SUPPORT
- TYPE "A" WARNING LIGHT (FLASHING)
- DIRECTION OF TRAFFIC

**GENERAL NOTES**

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

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 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 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.

PLACE TEMPORARY PAVEMENT MARKING LINE IF RAMP CLOSURE IS TO BE IN PLACE 4 OR MORE CONTINUOUS DAYS AND NIGHTS.

WORK AREAS WITH A DROP OFF ALONG THE EDGE OF AN OPEN TRAVEL LANE SHALL BE LEVELED WITH TEMPORARY FILL WHEN THE CONTRACTOR IS NOT WORKING ADJACENT TO THE TRAVEL LANE. DRUMS SHALL BE PLACED ENTIRELY OUTSIDE THE TRAVEL LANE, ALLOWING THE FULL UNOBSTRUCTED LANE WIDTH, WHEN WORK IS NOT IN PROGRESS.

WHERE MEDIAN BARRIER IS IN PLACE, SIGNS SHOWN ON LEFT SIDE OF ROADWAY MAY BE OMITTED FOR RIGHT SIDE RAMP CLOSURES OF LESS THAN 12 - HOUR DURATION.

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

② PLACE "RAMP CLOSED BEGINNING" SIGN OR PCMS 7 CALENDAR DAYS PRIOR TO CLOSURE OR AS DIRECTED BY THE ENGINEER. SEE WISCONSIN STANDARD SIGN PLATES FOR SIGN LAYOUT.

**TRAFFIC CONTROL,  
EXIT RAMP CLOSURE**

STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION










APPROVED  
May 2023  
DATE

/S/ Andrew Heidtke  
ROADWAY STANDARDS DEVELOPMENT  
ENGINEER

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.

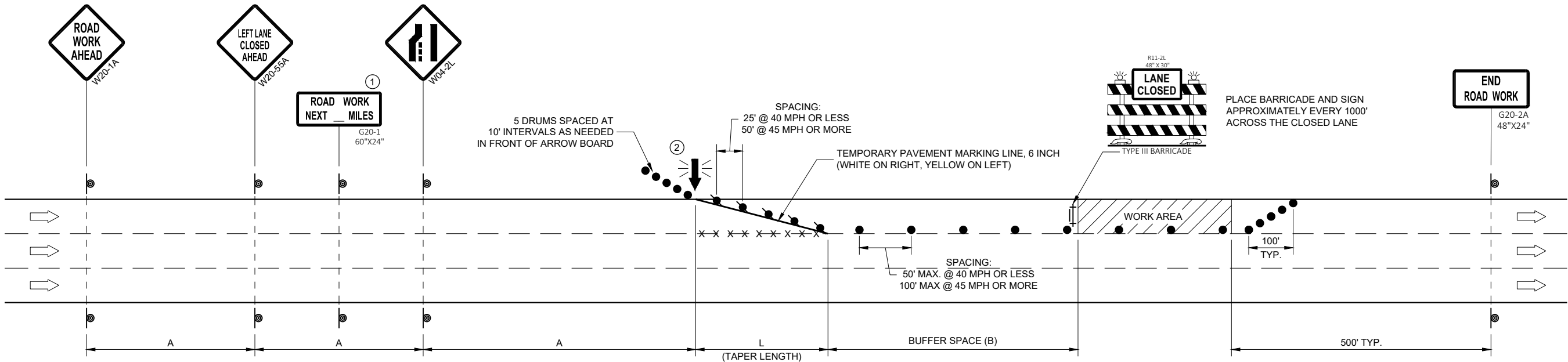
CONSIDER GEOMETRICS WHEN LOCATING SIGNS AND ARROW BOARDS SO THE APPROACHING DRIVER HAS A CLEAR VIEW OF THE ARROW BOARDS AND LANE CLOSURE DRUMS FOR A MINIMUM 1500 FEET IN FRONT OF DRUMS.

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<br>PRIOR TO WORK<br>STARTING (MPH) | ADVANCE<br>WARNING SIGN<br>SPACING (A) FEET | TAPER LENGTH<br>(12 FT. LANE)<br>(L) FEET | BUFFER<br>SPACE<br>(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

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

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.

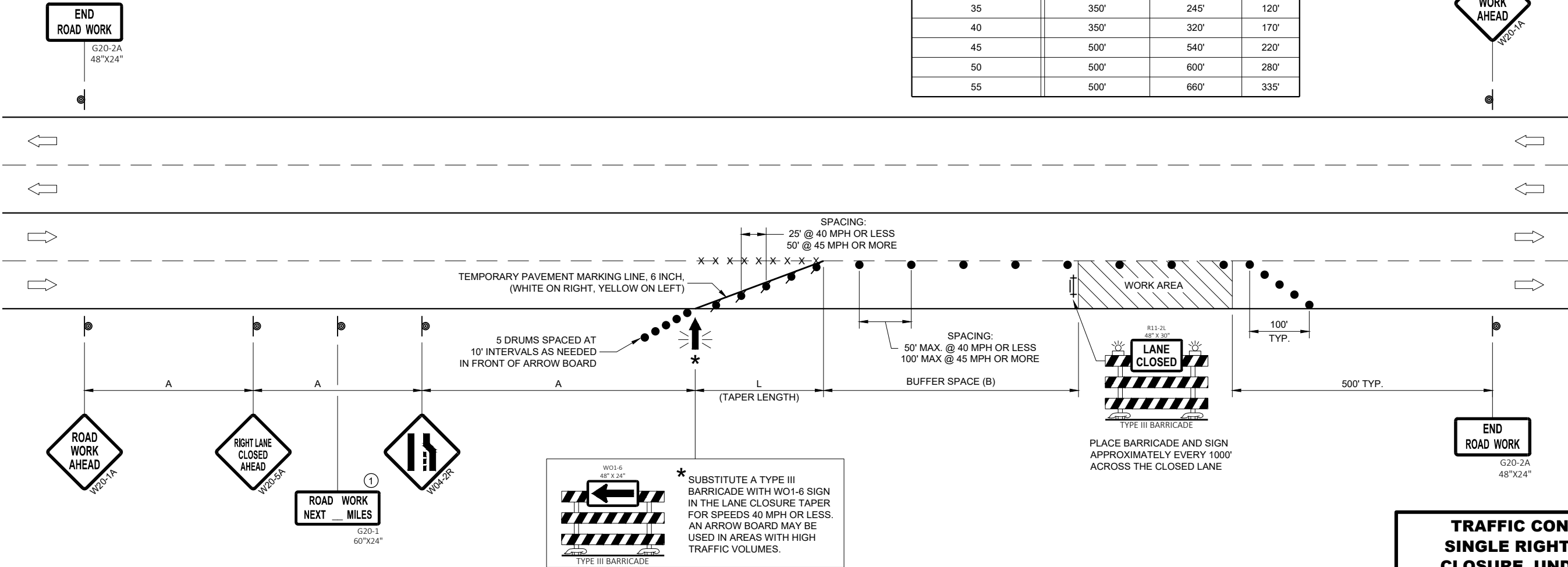
BARRICADES IN A CLOSED LANE THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY REESTABLISHED UPON COMPLETION OF THE OPERATION, OR FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.

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.

| 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'                  |
| 50  | 500'                                  | 600'                                | 280'                  |
| 55  | 500'                                  | 660'                                | 335'                  |

① OMIT G20-1 SIGNS IF LENGTH OF WORK AREA IS 2 MILES OR LESS.



TRAFFIC CONTROL,  
SINGLE RIGHT LANE  
CLOSURE, UNDIVIDED  
NON-FREEWAY/EXPRESSWAY

STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

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

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.

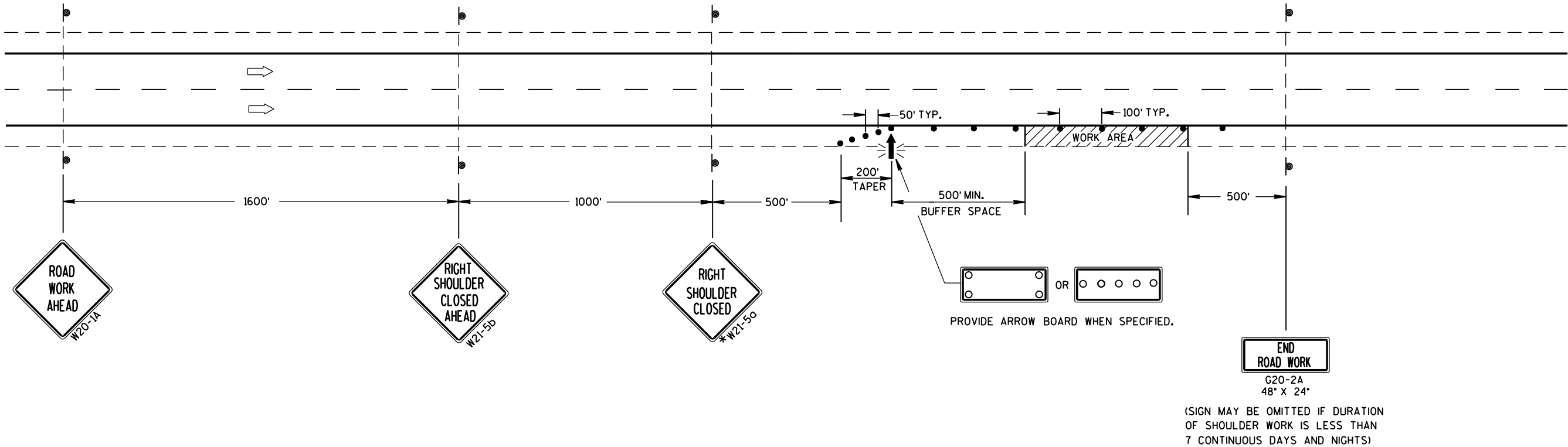
SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

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 ZONE TRAFFIC  
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.

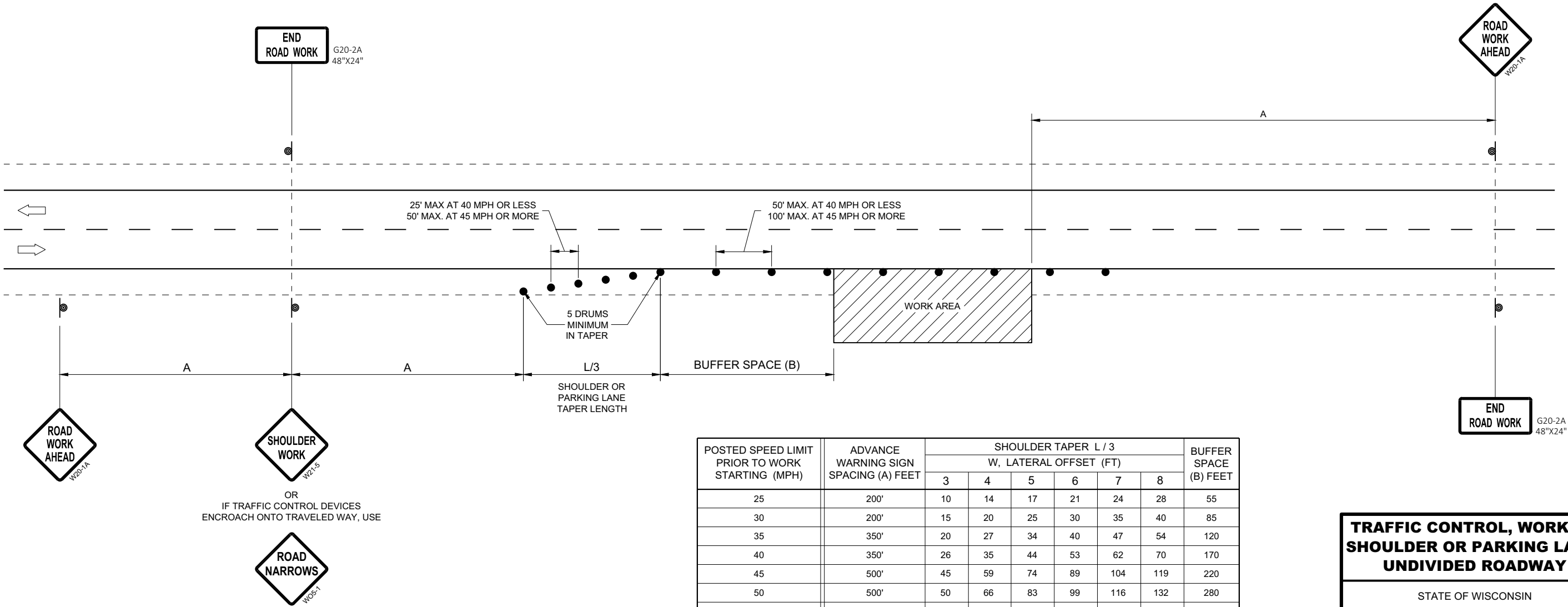
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THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

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.

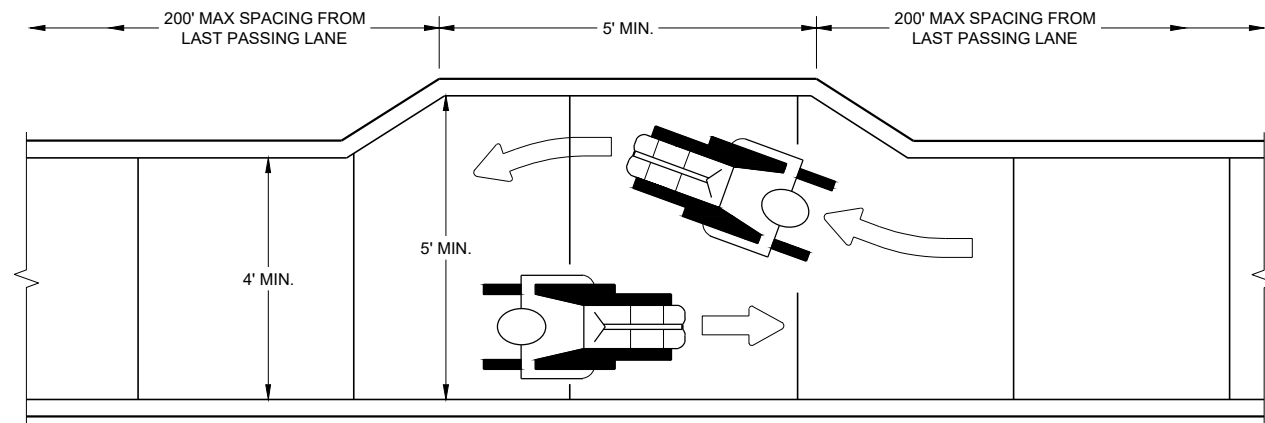


TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY

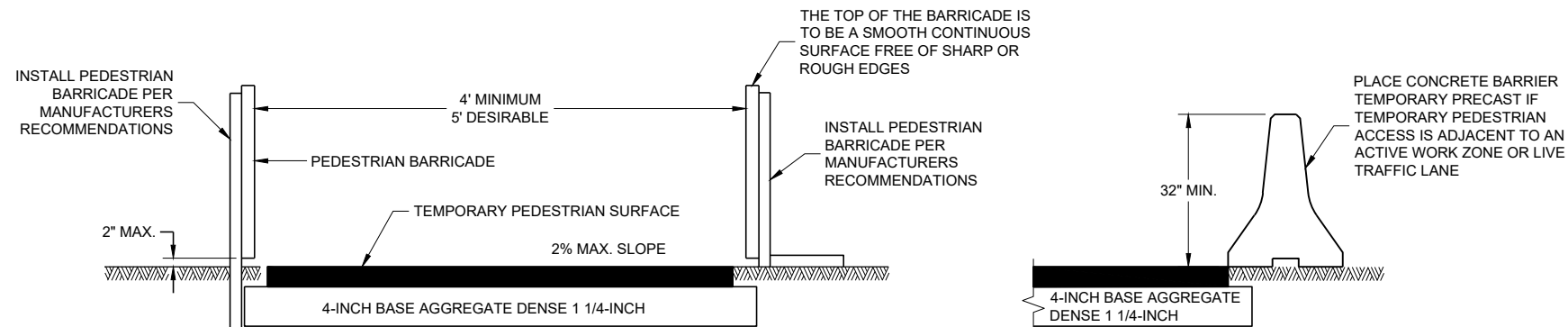
STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

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





**NARROW SIDEWALK PASSING DETAIL**



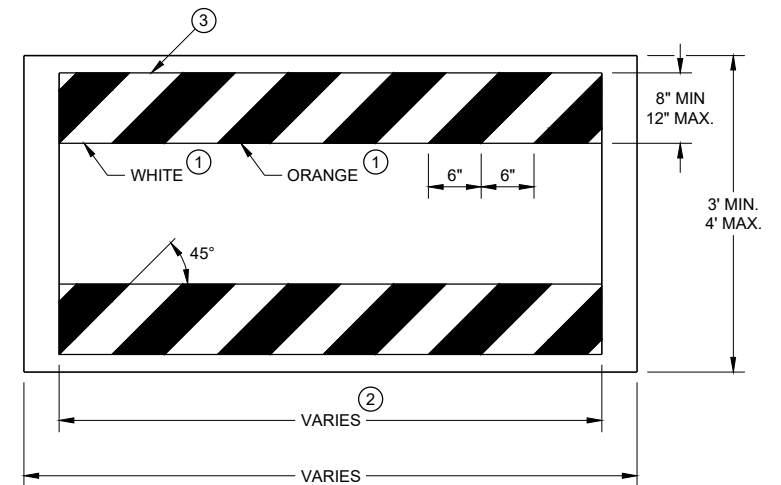
**TEMPORARY PEDESTRIAN ACCESS**

**GENERAL NOTES**

BARRICADE DEVICE SELECTED FROM APPROVED PRODUCT LIST

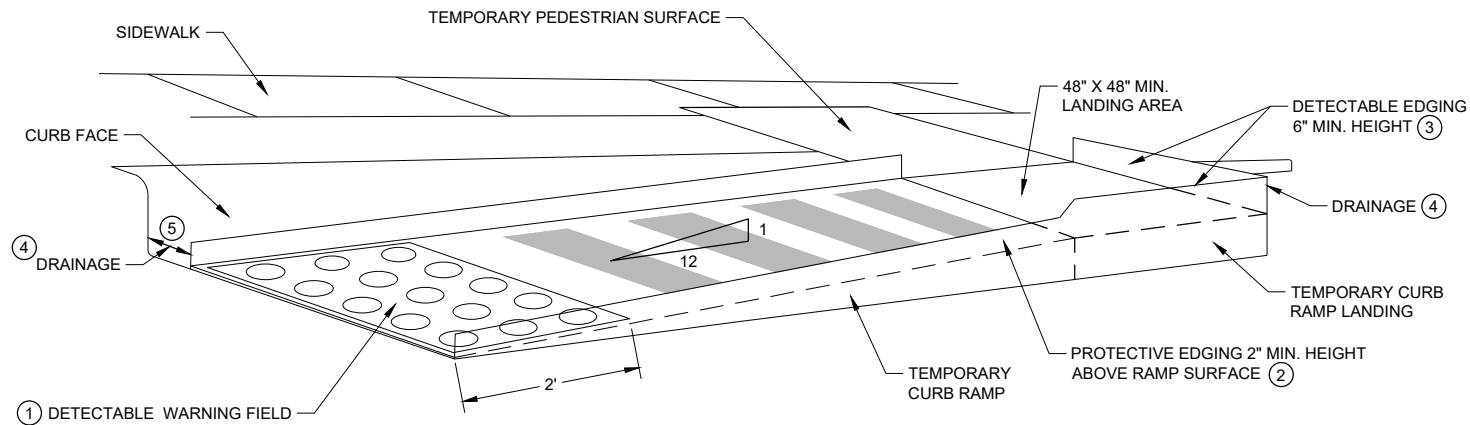
- ① REFLECTIVE SHEETING SHALL FOLLOW THE REQUIREMENTS IN THE APPROVED PRODUCTS LISTING FOR SIGN SHEETING.
- ② SHEETING REQUIRED ON MORE THAN 50% OF BARRICADE WIDTH.
- ③ PLACE SHEETING ON BOTH SIDES OF THE BARRICADE.

★ USE THIS DETAIL FOR SHEETING PLACEMENT REFERENCE.

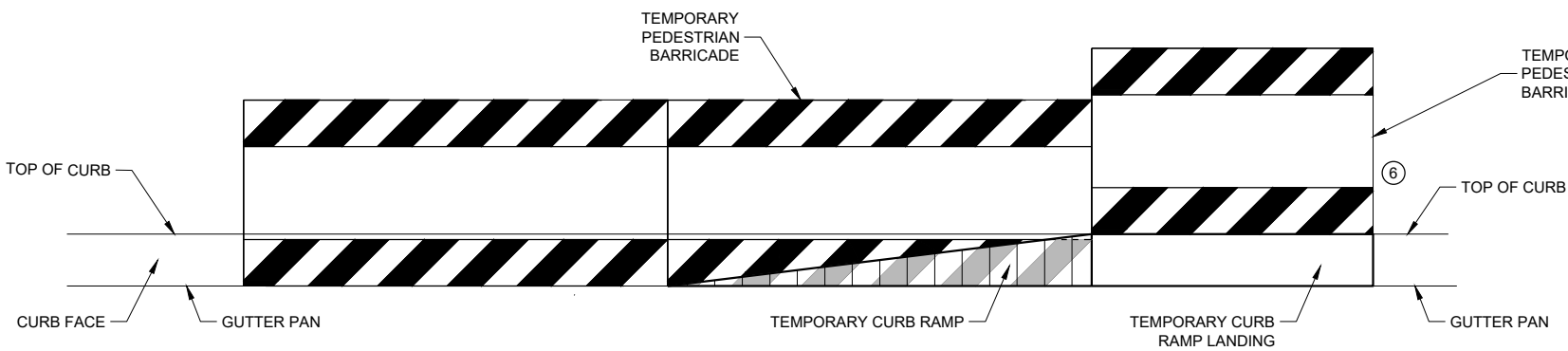


**TEMPORARY PEDESTRIAN BARRICADE\***

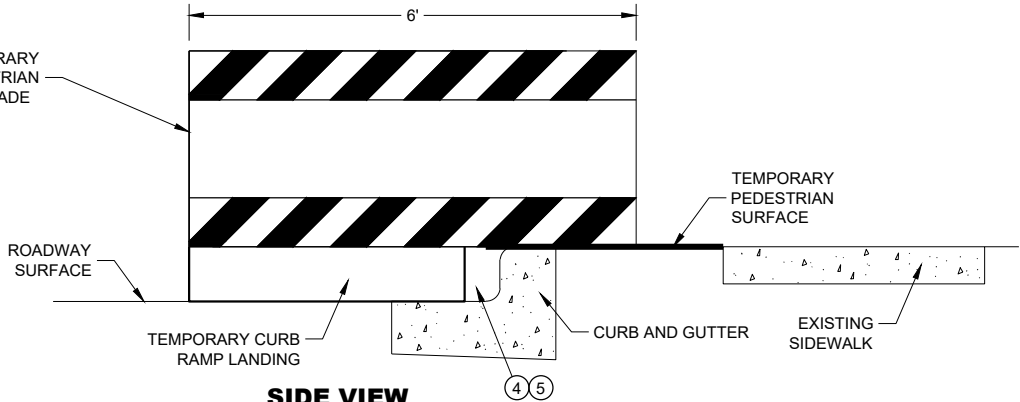




PERSPECTIVE VIEW



FRONT VIEW



SIDE VIEW

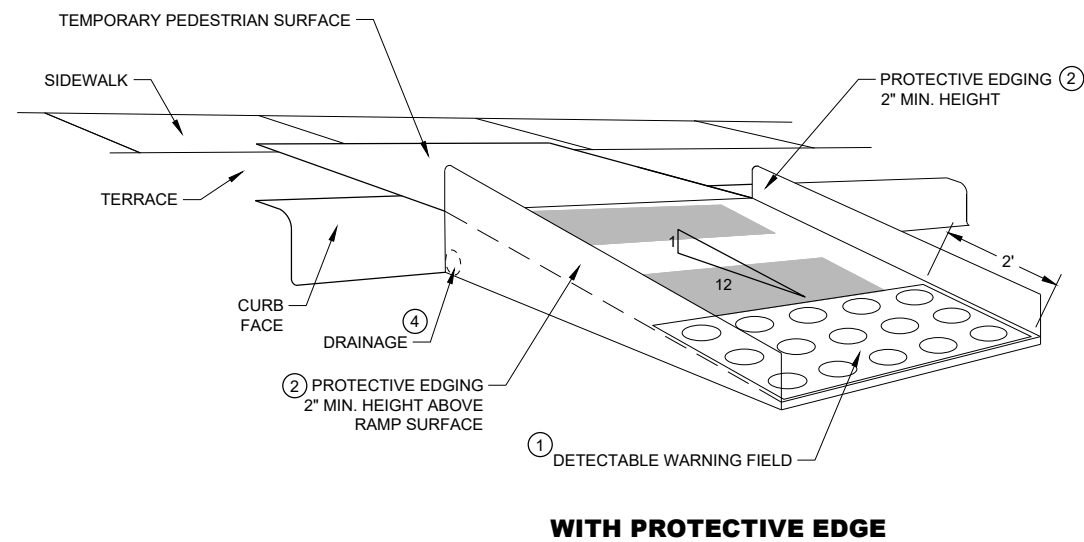
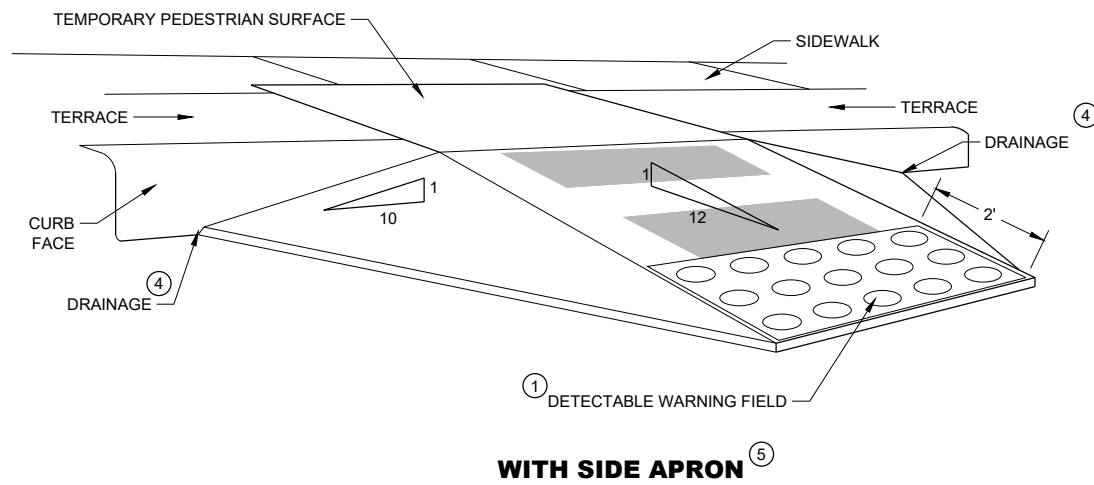
TEMPORARY CURB RAMP PARALLEL TO CURB

GENERAL NOTES

- CURB RAMPS SHALL BE 48" MIN. WIDTH WITH A FIRM, STABLE AND SLIP RESISTANT SURFACE.
- CURB RAMPS AND LANDINGS SHALL HAVE A 1:50 (2%) MAX. CROSS-SLOPE.
- CLEAR SPACE OF 48" X 48" SHALL BE PROVIDED ABOVE AND BELOW THE CURB RAMP. LATERAL JOINTS OR GAPS BETWEEN SURFACES SHALL BE LESS THAN 1/2" WIDTH.
- CHANGES BETWEEN SURFACE HEIGHTS SHALL NOT EXCEED 1/2". LATERAL EDGES MAY BE VERTICAL UP TO 1/4" HIGH AND SHALL BE BEVELED AT 1:2 BETWEEN 1/4" AND 1/2".

- ① INSTALL CONTRASTING TEMPORARY DETECTABLE WARNING FIELD AT PEDESTRIAN STREET CROSSINGS, AS SHOWN IN THE PLANS.
- ② PROTECTIVE EDGING WITH A 2" MIN. HEIGHT SHALL BE INSTALLED WHEN A CURB RAMP OR LANDING PLATFORM HAS A VERTICAL DROP OF 6" OR GREATER OR HAS A SIDE APRON SLOPE STEEPER THAN 1:3 (33%). PROTECTIVE EDGING SHOULD BE CONSIDERED WHEN CURB RAMPS OR LANDING PLATFORMS HAVE A VERTICAL DROP OF 3" OR MORE.
- ③ DETECTABLE EDGING WITH 6" MIN. HEIGHT AND CONTRASTING COLOR SHALL BE INSTALLED ON ALL CURB RAMP LANDINGS WHERE THE WALKWAY CHANGES DIRECTION (TURNS).
- ④ DO NOT RESTRICT WATER FLOW IN THE GUTTER SYSTEM.
- ⑤ ENSURE CURB RAMP IS OUT OF THE GUTTER PAN.
- ⑥ IF ONLY PART OF THE END PANEL OF TEMPORARY PEDESTRIAN BARRICADE PANEL IS NEEDED, EXTEND EXCESS PORTION OF TEMPORARY PEDESTRIAN BARRICADE PANEL HERE.





**TEMPORARY CURB RAMP PERPENDICULAR TO CURB**

## GENERAL NOTES

CURB RAMPS SHALL BE 48" MINIMUM WIDTH WITH A FIRM, STABLE AND SLIP RESISTANT SURFACE.

ALTERNATE SIDEWALK WORK BETWEEN LEFT AND RIGHT SIDE OF ROADWAY TO MAINTAIN PEDESTRIAN ACCESS.

CURB RAMPS AND LANDINGS SHALL HAVE A 1:50 (2%) MAX. CROSS-SLOPE.

CLEAR SPACE OF 48" X 48" SHALL BE PROVIDED ABOVE AND BELOW THE CURB RAMP.

LATERAL JOINTS OR GAPS BETWEEN SURFACES SHALL BE LESS THAN ½" WIDTH.

CHANGES BETWEEN SURFACE HEIGHTS SHALL NOT EXCEED ½". LATERAL EDGES MAY BE VERTICAL UP TO ¼" HIGH AND SHALL BE BEVELED AT 1:2 BETWEEN ¼" AND ½".

- ① INSTALL CONTRASTING TEMPORARY DETECTABLE WARNING FIELD AT PEDESTRIAN STREET CROSSINGS, AS SHOWN IN THE PLANS
- ② PROTECTIVE EDGING WITH A 2" MIN. HEIGHT SHALL BE INSTALLED WHEN A CURB RAMP OR LANDING PLATFORM HAS A VERTICAL DROP OF 6" OR GREATER OR HAS A SIDE APRON SLOPE STEEPER THAN 1:3 (33%). PROTECTIVE EDGING SHOULD BE CONSIDERED WHEN CURB RAMPS OR LANDING PLATFORMS HAVE A VERTICAL DROP OF 3" OR MORE.
- ③ DETECTABLE EDGING WITH 6" MIN. HEIGHT AND CONTRASTING COLOR SHALL BE INSTALLED ON ALL CURB RAMP LANDINGS WHERE THE WALKWAY CHANGES DIRECTION (TURNS).
- ④ DO NOT RESTRICT WATER FLOW IN THE GUTTER SYSTEM.
- ⑤ CAN ONLY BE USED FOR RAMPS WITH 6" OR LESS OF VERTICAL CHANGE.

**TRAFFIC CONTROL,  
PEDESTRIAN ACCOMMODATION**

STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION



LEGEND

- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- UNDER PEDESTRIAN TRAFFIC
- WORK AREA
- TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC

GENERAL NOTES

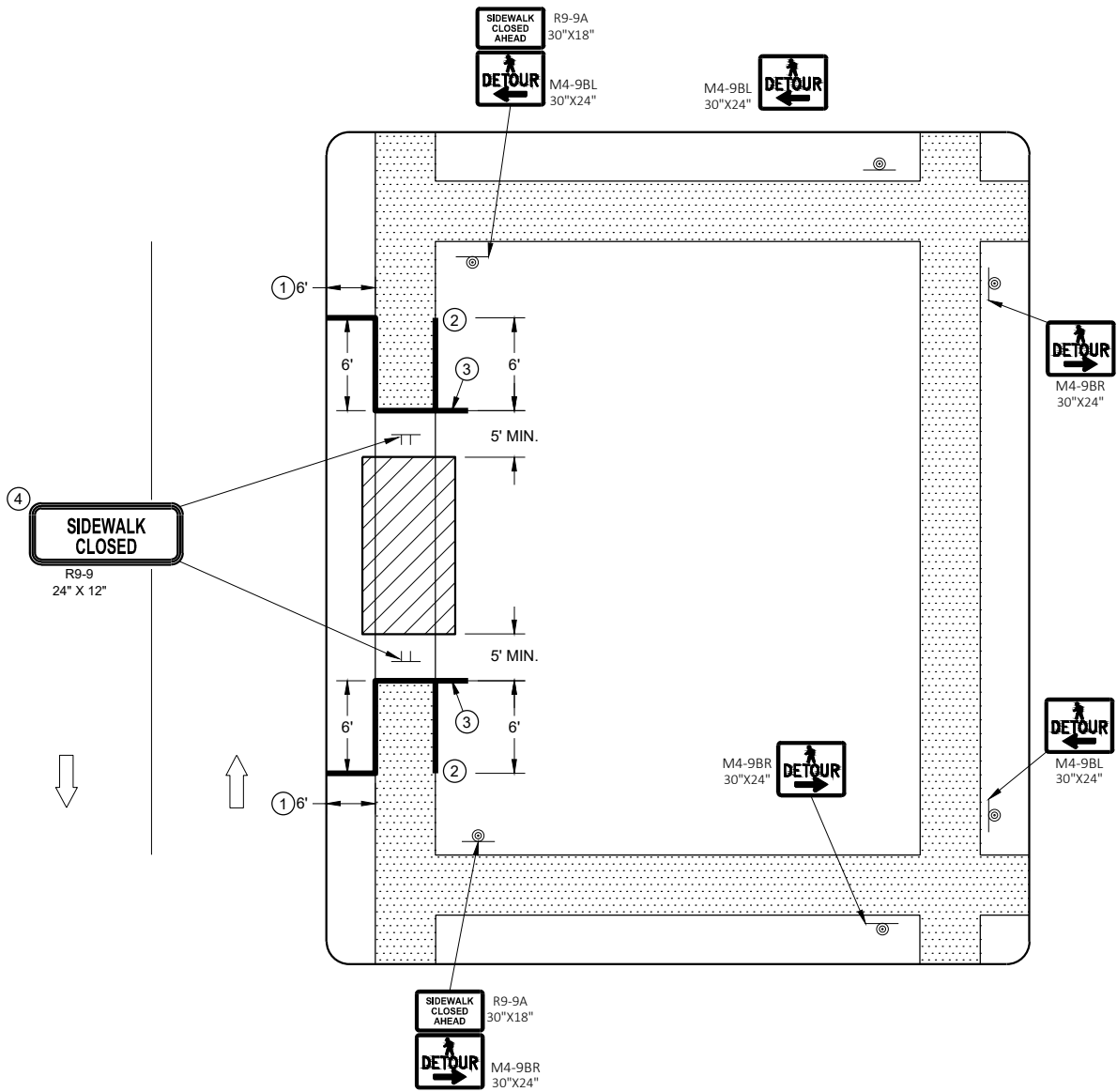
SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE WISCONSIN STANDARD SIGN PLATES.

WHERE TEMPORARY BARRICADE RUNS PARALLEL ALONG SIDEWALK, PLACE THE FACE OF THE BARRICADE AT THE EDGE OF THE SIDEWALK.

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

PLACE TEMPORARY PEDESTRIAN BARRICADE TO FIT FIELD CONDITIONS, AVOIDING CONFLICTS WITH DRIVEWAYS AND OTHER EXISTING FEATURES.





- IF TERRACE IS LESS THAN 6 FEET WIDE, OMIT TEMPORARY PEDESTRIAN BARRICADE FROM THE SIDEWALK TO THE CURB.
- PLACE BARRICADE CLOSURE SO THAT THE TEMPORARY PEDESTRIAN BARRICADE END IS AT THE LAST OPEN SIDEWALK ACCESS TO RESIDENCES OR BUSINESSES BEFORE THE SIDEWALK CLOSURE.
- IF TEMPORARY PEDESTRIAN BARRICADE PANEL IS WIDER THAN THE SIDEWALK WIDTH, THE PORTION OF EXCESS PANEL SHOULD EXTEND INTO THE TERRACE.
- MOUNTING HEIGHT OF 5 FEET FROM THE SURFACE TO THE BOTTOM OF SIGN.

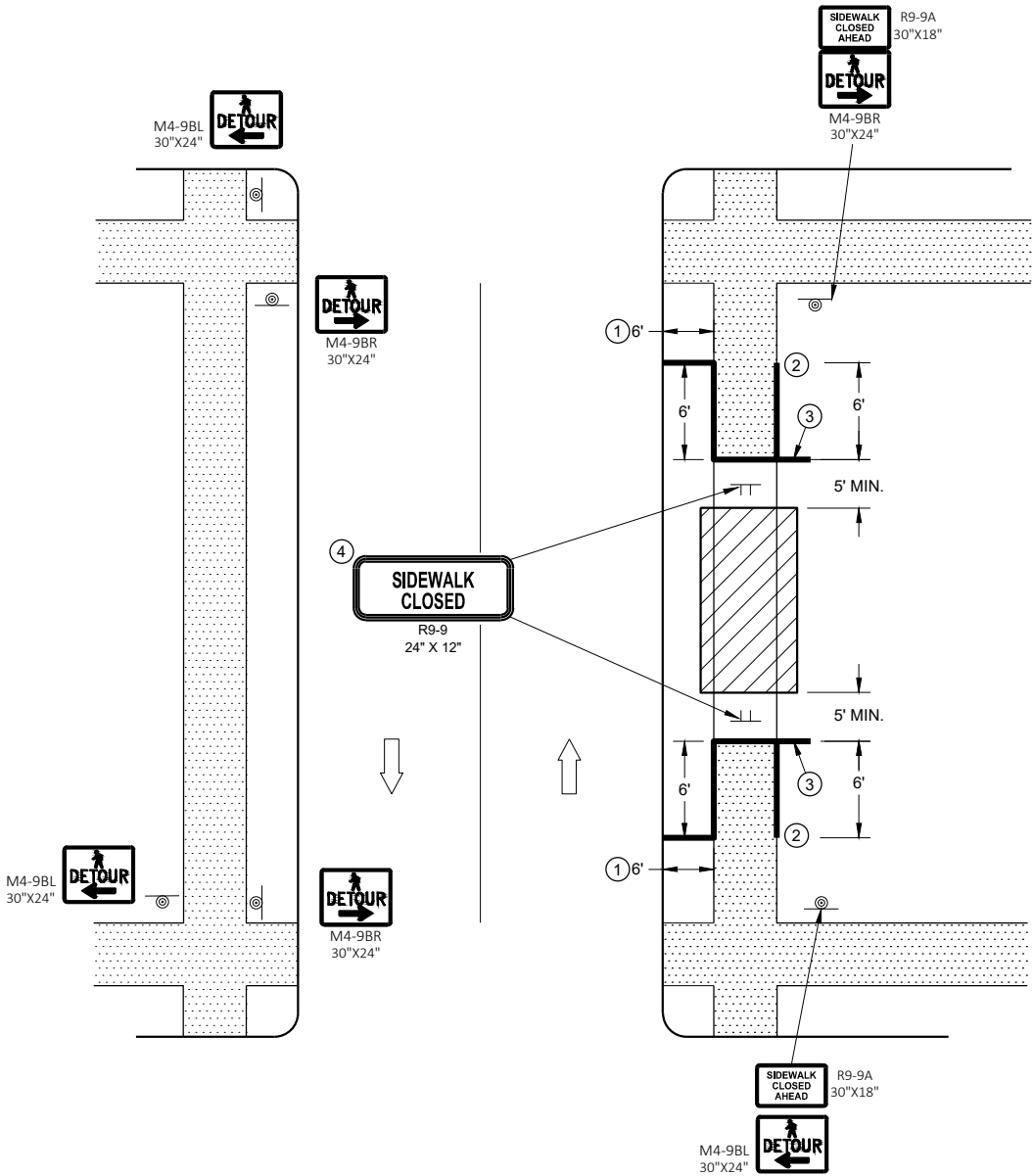


SIDEWALK DETOUR, SIDEWALK ONLY ON ONE SIDE



LEGEND

-  SIGN ON PERMANENT SUPPORT
-  SIGN ON TEMPORARY SUPPORT
-  UNDER PEDESTRIAN TRAFFIC
-  WORK AREA
-  TEMPORARY PEDESTRIAN BARRICADE
-  DIRECTION OF TRAFFIC



SIDEWALK DETOUR, SIDEWALK ON BOTH SIDES

GENERAL NOTES

SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE WISCONSIN STANDARD SIGN PLATES.

WHERE TEMPORARY BARRICADE RUNS PARALLEL ALONG SIDEWALK, PLACE THE FACE OF THE BARRICADE AT THE EDGE OF THE SIDEWALK.

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- ④ MOUNTING HEIGHT OF 5 FEET FROM THE SURFACE TO THE BOTTOM OF SIGN.





## ***Wisconsin Department of Transportation***

Dedicated people creating transportation solutions  
through innovation and exceptional service.

<http://www.dot.wisconsin.gov>