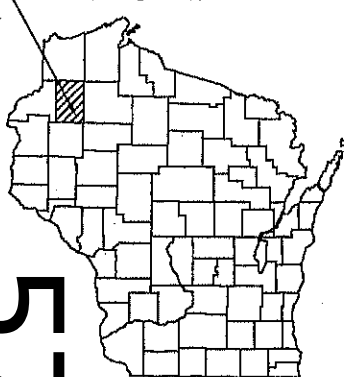


ORDER OF SHEETS

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 = 42

PROJECT LOCATION



57

DESIGN DESIGNATION

A.A.D.T. 2023	=	775
A.A.D.T. 2043	=	856
D.H.V.	=	107
D.D.	=	50/50
T.	=	10%
DESIGN SPEED	=	40 MPH
ESALS	=	190,000

CONVENTIONAL SYMBOLS

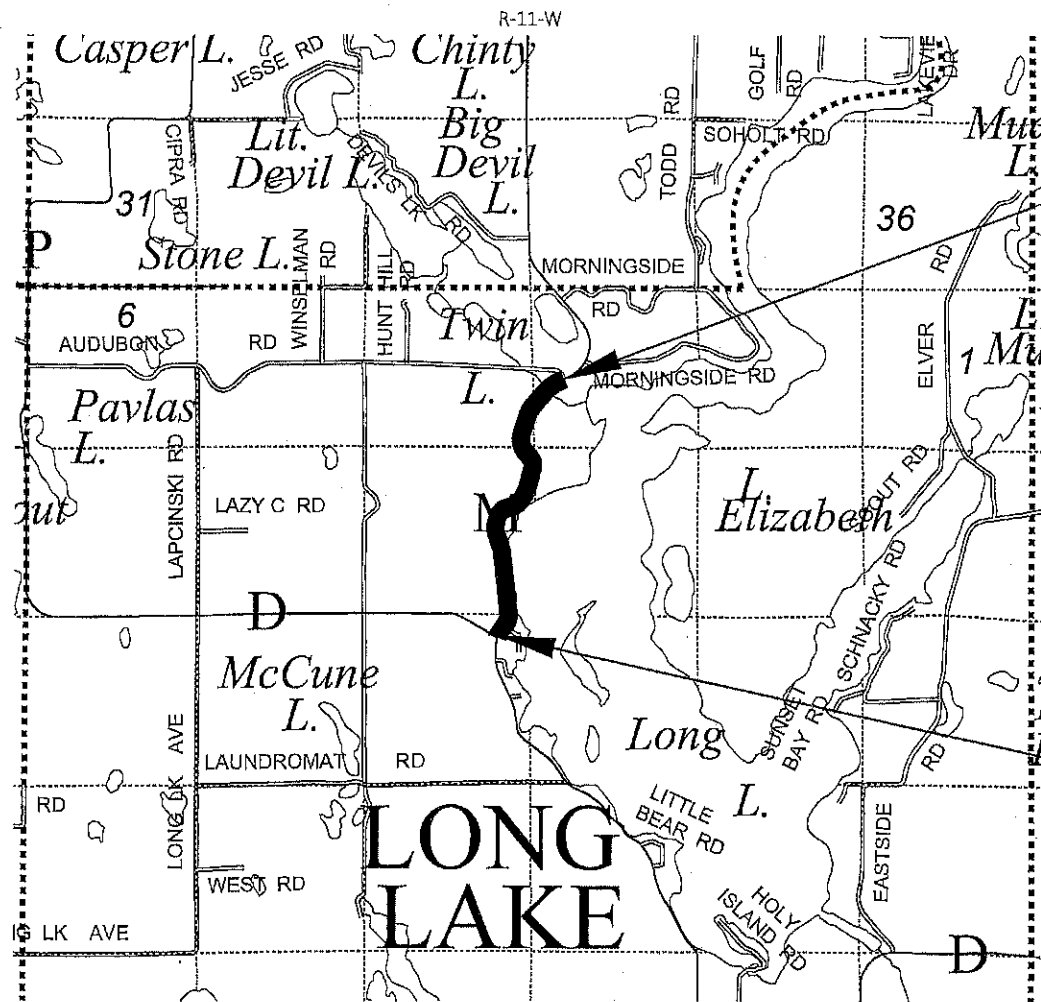
PLAN	
CORPORATE LIMITS	
PROPERTY LINE	
LOT LINE	
LIMITED HIGHWAY EASEMENT	
EXISTING RIGHT OF WAY	
PROPOSED OR NEW R/W LINE	
SLOPE INTERCEPT	
REFERENCE LINE	
EXISTING CULVERT	
PROPOSED CULVERT (Box or Pipe)	
COMBUSTIBLE FLUIDS	
MARSH AREA	
WOODED OR SHRUB AREA	



PROFILE	
GRADE LINE	
ORIGINAL GROUND	
MARSH OR ROCK PROFILE (To be noted as such)	
SPECIAL DITCH	
GRADE ELEVATION	
CULVERT (Profile View)	
UTILITIES	
ELECTRIC	
FIBER OPTIC	
GAS	
SANITARY SEWER	
STORM SEWER	
TELEPHONE	
WATER	
UTILITY PEDESTAL	
POWER POLE	
TELEPHONE POLE	

STATE OF WISCONSIN
 DEPARTMENT OF TRANSPORTATION
 PLAN OF PROPOSED IMPROVEMENT
BARRON COUNTY LINE - SPRINGBROOK
 CTH D TO AUDUBON RD
 CTH M
 WASHBURN COUNTY

STATE PROJECT NUMBER
8809-00-70



LAYOUT
 SCALE 0 1.0 MI
 TOTAL NET LENGTH OF CENTERLINE = 1.806 MI

END PROJECT
 STA 107+16.63
 Y = 528763.1214
 X = 784352.4190

BEGIN PROJECT
 STA 11+80.91
 Y = 520587.1539
 X = 782154.6715

HORIZONTAL POSITIONS SHOWN ON THIS PLAN ARE WISCONSIN COORDINATE REFERENCE SYSTEM (WISCRS), WASHBURN COUNTY, NAD83 (2011), IN U.S. SURVEY FEET. POSITIONS SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES ARE THE SAME AS GROUND DISTANCES. ELEVATIONS ARE REFERENCED TO NAVD 88 (1991). GPS DERIVED ELEVATIONS ARE BASED ON GEOID 12A.

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
8809-00-70	WISC 2023081	1

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

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

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

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

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

GENERAL NOTES

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

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

BEARINGS REFERENCED TO THE WISCONSIN COUNTY COORDINATE SYSTEM (WCCS), WASHBURN COUNTY.

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

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

ORDER OF SECTION 2 SHEETS

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

STANDARD ABBREVIATIONS

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

DNR CONTACT

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

DESIGN CONSULTANT CONTACT

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

MUNICIPALITY

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

UTILITY CONTACTS

COMMUNICATION
 LUMFN (CENTURYLINK)
 20 SOUTH WILSON AVENUE
 RICE LAKE, WI 54868
 ATTN: KYLE SCHLAMPP, CONSTRUCTION DETAILER
 PH: (715) 234-5573
 EMAIL: kyle.schlammpp@lumen.com

COMMUNICATION
 SPECTRUM/CHARTER COMMUNICATIONS
 1810 LAKESHORE DRIVE EAST
 ASHLAND, WI 54806
 ATTN: RYAN NELSON
 PH: (715) 831-8940, ext: 51113
 EMAIL: ryan.nelson@charter.com

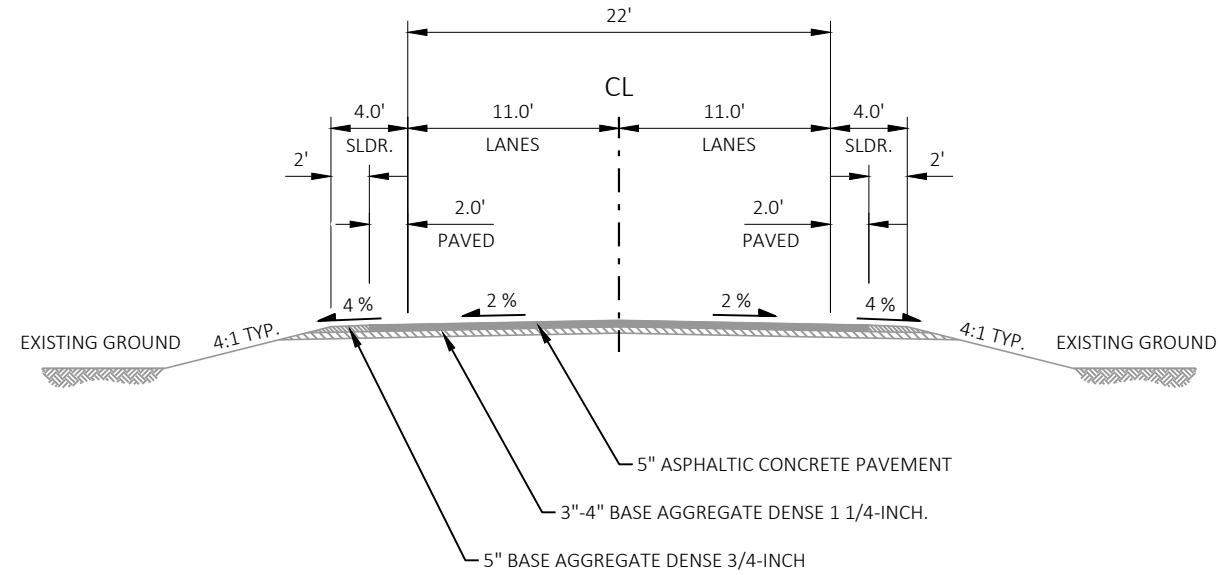
ELECTRIC
 XCEL ENERGY COOPERATIVE
 370 HELLER ROAD
 MENOMONIE, WI 54751
 ATTN: MIKE JOHNSON
 PH: (715) 839-5565
 EMAIL: michael.a.johnson@xcelenergy.com



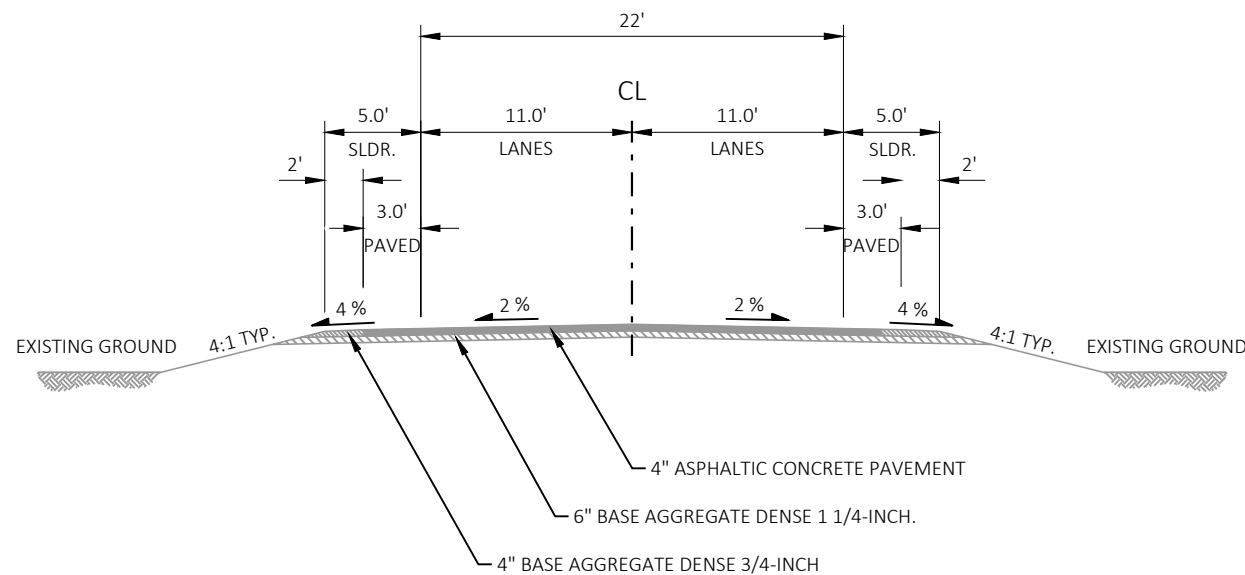
RUNOFF COEFFICIENT TABLE

	HYDROLOGIC SOIL GROUP											
	A			B			C			D		
	SLOPE RANGE (PERCENT)			SLOPE RANGE (PERCENT)			SLOPE RANGE (PERCENT)			SLOPE RANGE (PERCENT)		
LAND USE:	0 - 2	2 - 6	6 & OVER	0 - 2	2 - 6	6 & OVER	0 - 2	2 - 6	6 & OVER	0 - 2	2 - 6	6 & OVER
ROW CROPS	.08	.16	.22	.12	.20	.27	.15	.24	.33	.19	.28	.38
	.22	.30	.38	.26	.34	.44	.30	.37	.50	.34	.41	.56
MEDIAN STRIP-TURF	.19	.20	.24	.19	.22	.26	.20	.23	.30	.20	.25	.30
	.24	.26	.30	.25	.28	.33	.26	.30	.37	.27	.32	.40
SIDE SLOPE TURF			.25			.27			.28			.30
			.32			.34			.36			.38
PAYMENT:												
ASPHALT:	.70 - .95											
CONCRETE:	.80 - .95											
BRICK:	.70 - .80											
DRIVES, WALKS:	.75 - .85											
ROOFS:	.75 - .95											
GRAVEL ROADS, SHOULDERS:	.40 - .60											

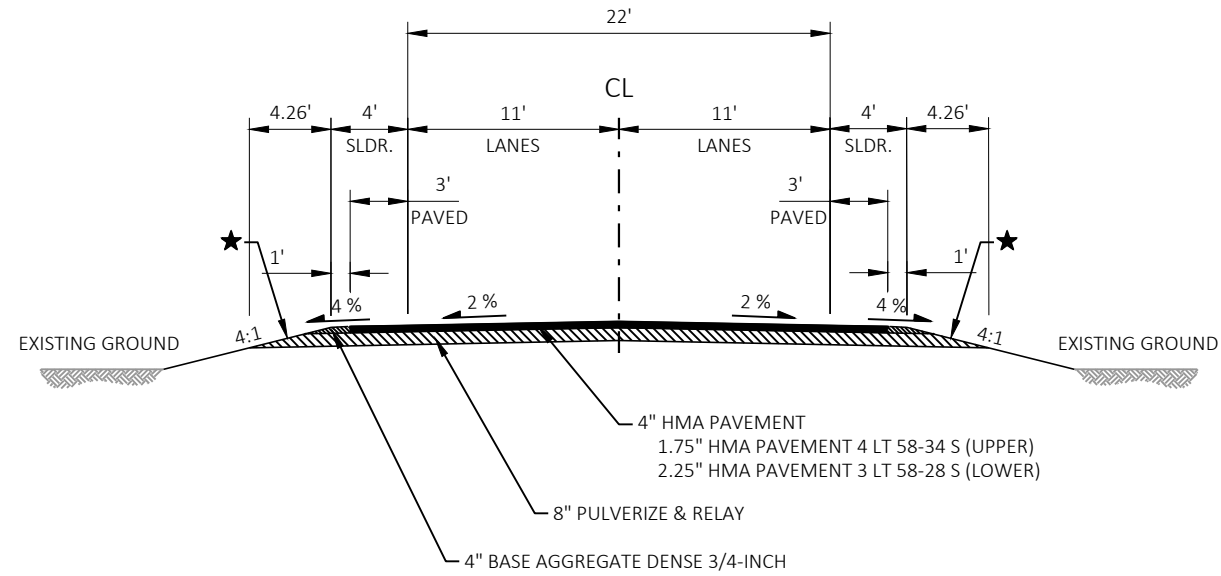
TOTAL PROJECT AREA = 7.35 ACRES
 TOTAL AREA EXPECTED TO BE DISTURBED BY CONSTRUCTION ACTIVITIES = 7.35 ACRES



EXISTING TYPICAL SECTION - CTH M
 BEGIN PROJECT TO STA 91+65



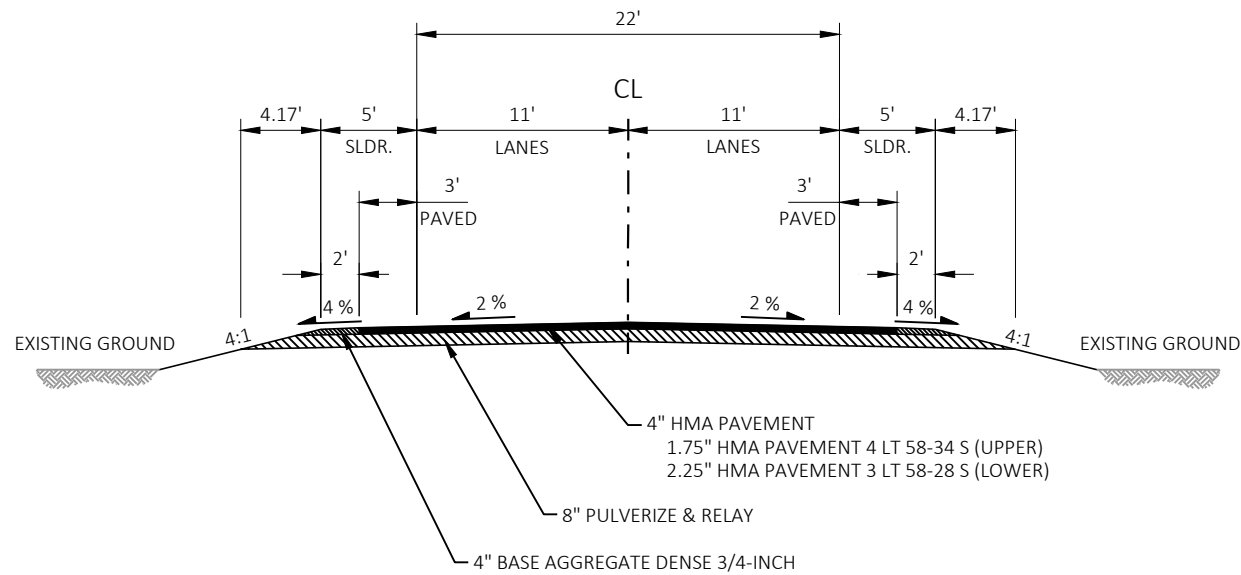
EXISTING TYPICAL SECTION - CTH M
 STA 91+65 TO END PROJECT



PROPOSED TYPICAL SECTION - CTH M

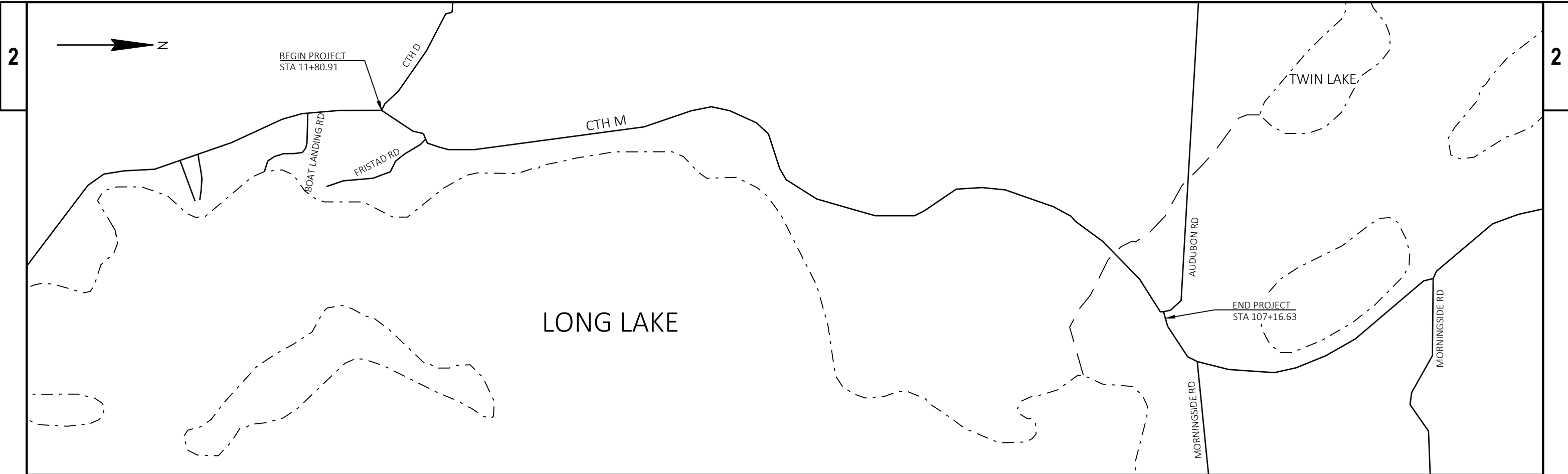
BEGIN PROJECT TO STA 91+65

★ ADD AGGREGATE DENSE 3/4-INCH DOWN FORESLOPE IF NEEDED



PROPOSED TYPICAL SECTION - CTH M

STA 91+65 TO END PROJECT

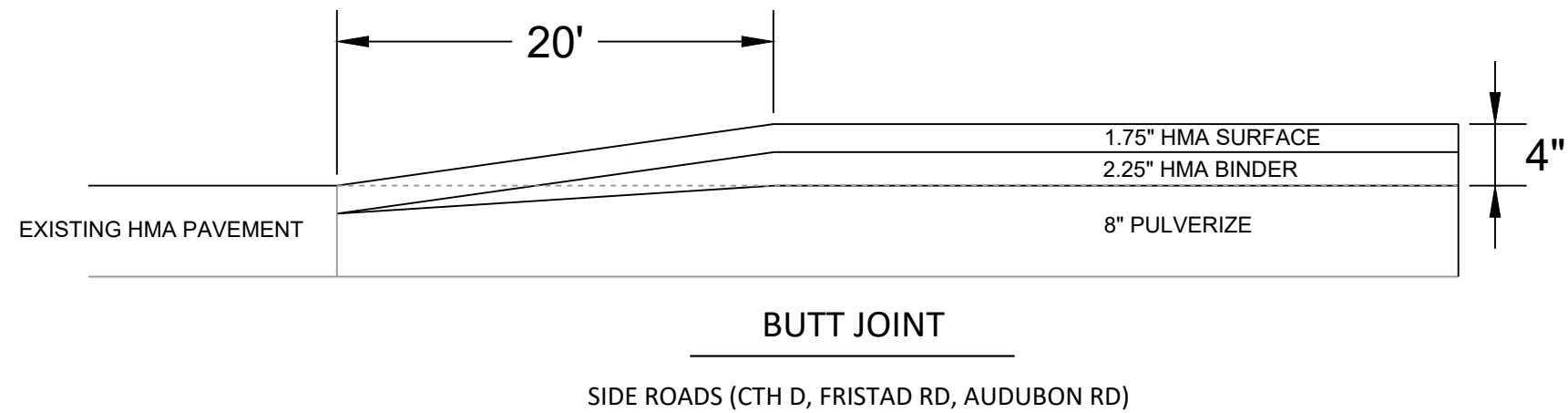
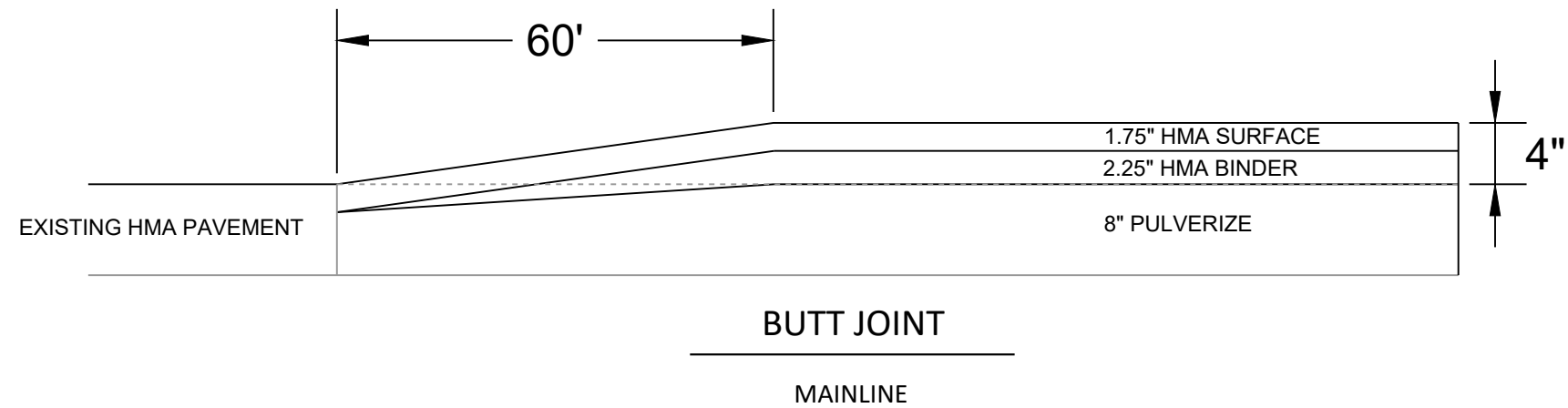


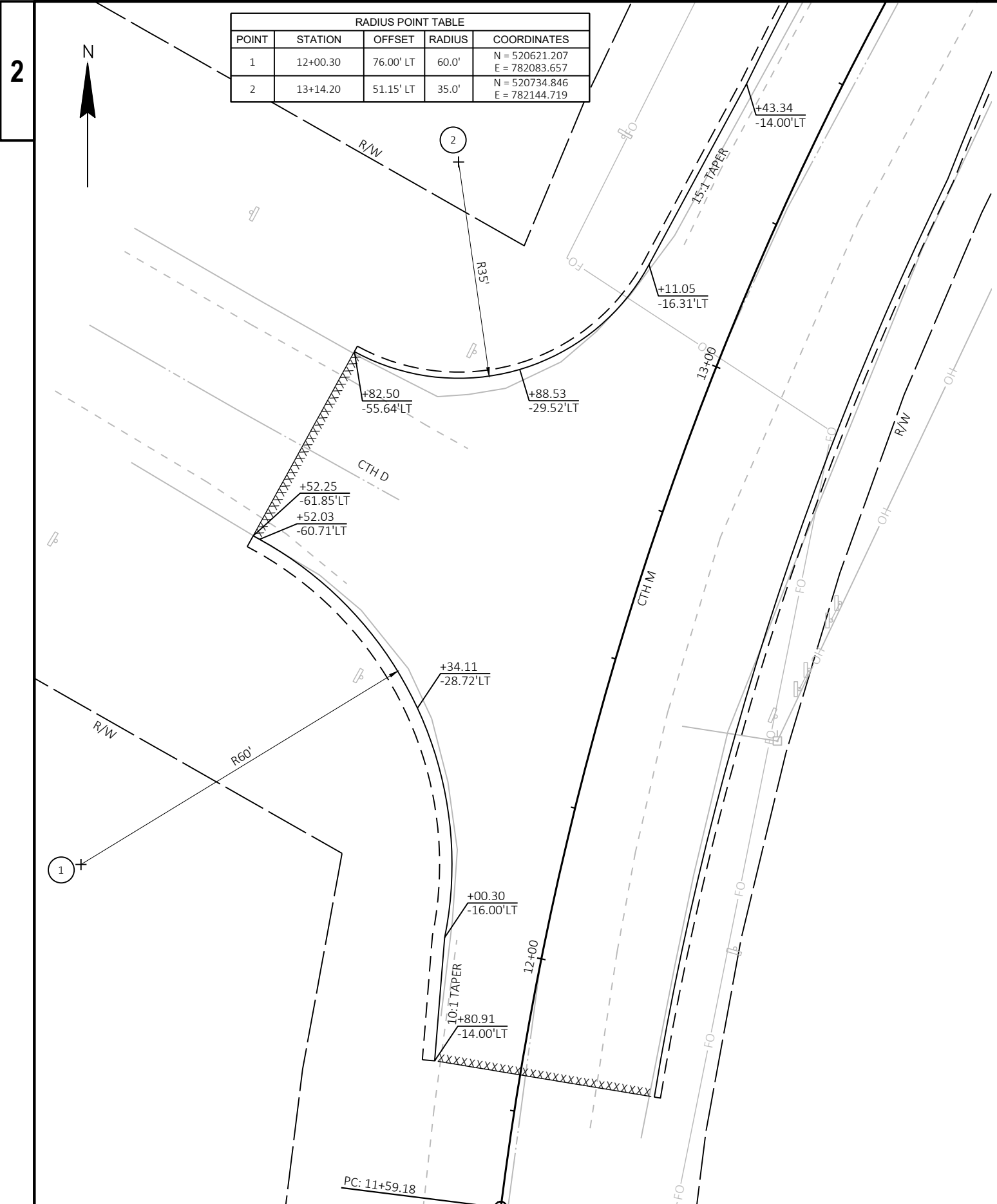
BENCH MARKS				
NO.	STA.	DESCRIPTION	OFFSET	ELEV
112	14+00.3	COTTON SPINDLE IN POWER POLE	32.8' RT.	1277.40
111	20+35.4	COTTON SPINDLE IN POWER POLE	21.2' RT.	1256.76
110	29+84.4	COTTON SPINDLE IN POWER POLE	20.5' RT.	1252.37
109	37+77.0	COTTON SPINDLE IN POWER POLE	20.4' RT.	1260.99
108	44+25.3	COTTON SPINDLE IN POWER POLE	22.5' LT.	1273.01
107	50+88.7	COTTON SPINDLE IN POWER POLE	23.7' LT.	1271.88
106	57+78.7	COTTON SPINDLE IN POWER POLE	30.8' LT.	1264.56
105	65+07.4	COTTON SPINDLE IN POWER POLE	24.7' RT.	1265.23
104	72+73.8	COTTON SPINDLE IN SIGN	22.6' RT.	1291.19
103	79+75.1	COTTON SPINDLE IN SIGN	23.8' LT.	1289.83
102	86+73.8	COTTON SPINDLE IN SIGN	22.5' LT.	1266.98
101	94+94.4	COTTON SPINDLE IN POWER POLE	55.1' LT.	1250.36
100	107+14.4	COTTON SPINDLE IN SIGN	74.1' LT.	1244.74

CONTROL POINTS				
NO.	NORTHING	EASTING	ELEV.	DESCRIPTION
13	520765.740	782259.930	1277.09	SURVEY SPIKE
12	521343.752	782548.011	1255.72	SURVEY SPIKE
11	522287.082	782443.725	1251.54	SURVEY SPIKE
10	523076.637	782359.247	1259.89	SURVEY SPIKE
9	523688.208	782159.889	1272.27	SURVEY SPIKE
8	524357.099	782131.369	1269.92	SURVEY SPIKE
7	524774.595	782648.263	1262.30	SURVEY SPIKE
6	525293.864	783125.810	1264.15	SURVEY SPIKE
5	526056.790	783298.898	1289.59	SURVEY SPIKE
4	526636.070	782895.400	1287.84	SURVEY SPIKE
3	527331.931	782988.461	1265.74	SURVEY SPIKE
2	528068.771	783362.973	1249.24	SURVEY SPIKE
1	528819.412	784321.219	1244.05	SURVEY SPIKE

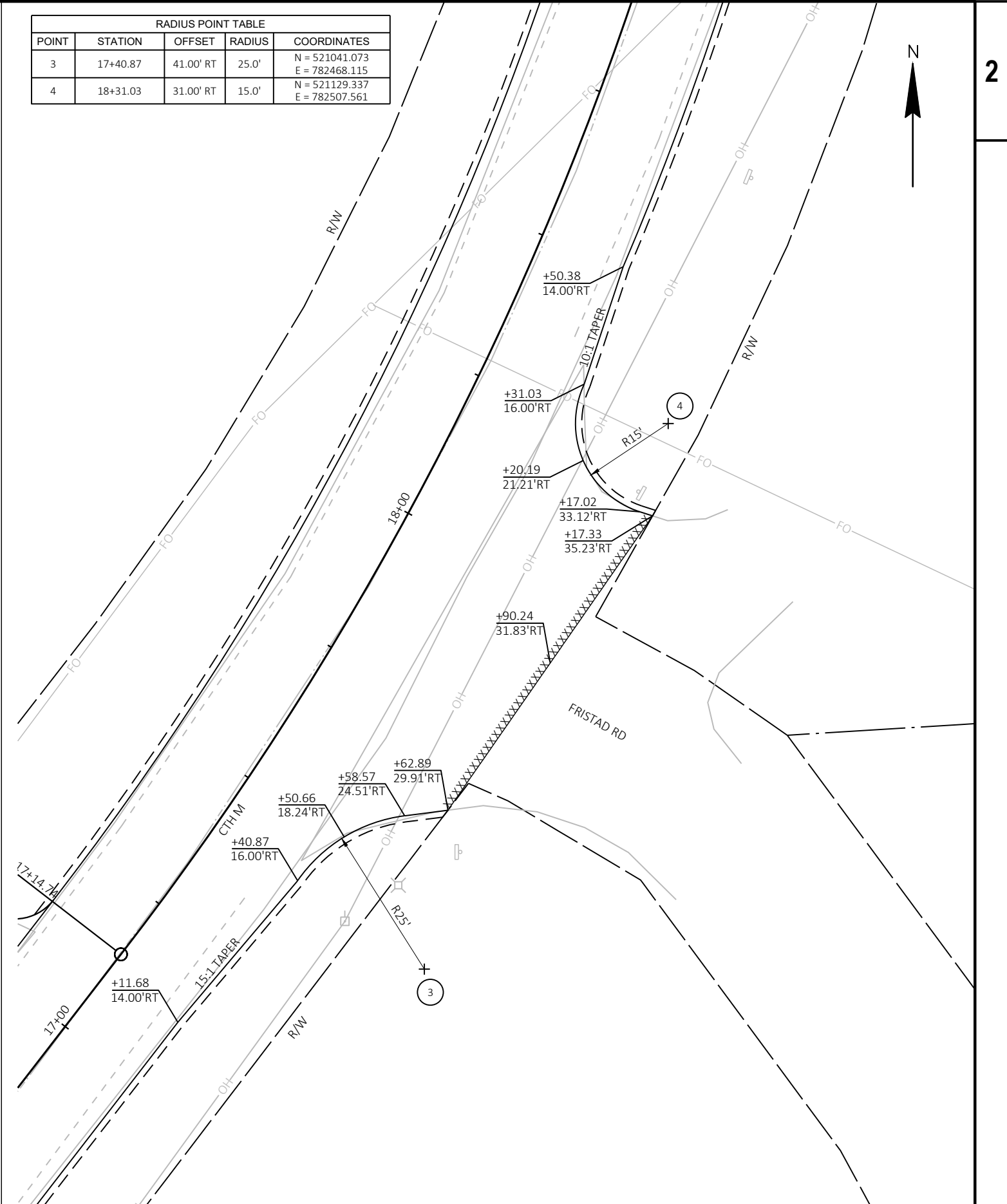
STATION	DESCRIPTION	LEFT OUTSIDE SHOULDER	LEFT OUTSIDE LANE	RIGHT OUTSIDE SHOULDER	RIGHT OUTSIDE LANE
10+00.00	Begin Alignment	-4.00%	-2.00%	-4.00%	-2.00%
10+35.18	End Normal Crown	-2.00%	-2.00%	-4.00%	-2.00%
10+76.51	Level Crown	0.00%	0.00%	-4.00%	-2.00%
11+17.85	Reverse Crown	2.00%	2.00%	-4.00%	-2.00%
11+59.18	Low Shoulder Match	4.00%	4.00%	-4.00%	-4.00%
12+00.51	Begin Full Super	6.00%	6.00%	-6.00%	-6.00%
14+08.50	End Full Super	6.00%	6.00%	-6.00%	-6.00%
14+49.83	Low Shoulder Match	4.00%	4.00%	-4.00%	-4.00%
14+91.16	Reverse Crown	2.00%	2.00%	-4.00%	-2.00%
15+32.50	Level Crown	0.00%	0.00%	-4.00%	-2.00%
15+73.83	Begin Normal Crown	-2.00%	-2.00%	-4.00%	-2.00%
15+90.74	End Normal Crown	-4.00%	-2.00%	-2.00%	-2.00%
16+32.07	Level Crown	-4.00%	-2.00%	0.00%	0.00%
16+73.41	Reverse Crown	-4.00%	-2.00%	2.00%	2.00%
17+14.74	Low Shoulder Match	-4.00%	-4.00%	4.00%	4.00%
17+56.07	Begin Full Super	-6.00%	-6.00%	6.00%	6.00%
20+79.02	End Full Super	-6.00%	-6.00%	6.00%	6.00%
21+20.35	Low Shoulder Match	-4.00%	-4.00%	4.00%	4.00%
21+61.69	Reverse Crown	-4.00%	-2.00%	2.00%	2.00%
22+03.02	Level Crown	-4.00%	-2.00%	0.00%	0.00%
22+44.35	Begin Normal Crown	-4.00%	-2.00%	-2.00%	-2.00%
38+56.48	End Normal Crown	-4.00%	-2.00%	-2.00%	-2.00%
38+97.88	Level Crown	-4.00%	-2.00%	0.00%	0.00%
39+39.27	Reverse Crown	-4.00%	-2.00%	2.00%	2.00%
39+80.67	Low Shoulder Match	-4.00%	-4.00%	4.00%	4.00%
39+86.88	Begin Full Super	-4.30%	-4.30%	4.30%	4.30%
42+14.79	End Full Super	-4.30%	-4.30%	4.30%	4.30%
42+21.00	Low Shoulder Match	-4.00%	-4.00%	4.00%	4.00%
42+62.40	Reverse Crown	-4.00%	-2.00%	2.00%	2.00%
43+03.79	Level Crown	-4.00%	-2.00%	0.00%	0.00%
43+45.19	Begin Normal Crown	-4.00%	-2.00%	-2.00%	-2.00%
45+04.06	End Normal Crown	-2.00%	-2.00%	-4.00%	-2.00%
45+45.40	Level Crown	0.00%	0.00%	-4.00%	-2.00%
45+86.73	Reverse Crown	2.00%	2.00%	-4.00%	-2.00%
46+28.06	Low Shoulder Match	4.00%	4.00%	-4.00%	-4.00%
46+69.40	Begin Full Super	6.00%	6.00%	-6.00%	-6.00%
49+27.90	End Full Super	6.00%	6.00%	-6.00%	-6.00%
51+86.23	Begin Full Super	5.80%	5.80%	-5.80%	-5.80%

STATION	DESCRIPTION	LEFT OUTSIDE SHOULDER	LEFT OUTSIDE LANE	RIGHT OUTSIDE SHOULDER	RIGHT OUTSIDE LANE
55+62.52	End Full Super	5.80%	5.80%	-5.80%	-5.80%
57+60.33	Begin Full Super	-6.00%	-6.00%	6.00%	6.00%
60+65.60	End Full Super	-6.00%	-6.00%	6.00%	6.00%
62+13.14	Begin Full Super	-4.30%	-4.30%	4.30%	4.30%
65+62.80	End Full Super	-4.30%	-4.30%	4.30%	4.30%
65+69.01	Low Shoulder Match	-4.00%	-4.00%	4.00%	4.00%
66+10.41	Reverse Crown	-4.00%	-2.00%	2.00%	2.00%
66+51.80	Level Crown	-4.00%	-2.00%	0.00%	0.00%
66+93.20	Begin Normal Crown	-4.00%	-2.00%	-2.00%	-2.00%
70+63.17	End Normal Crown	-4.00%	-2.00%	-2.00%	-2.00%
71+01.83	Level Crown	-4.00%	-2.00%	0.00%	0.00%
71+40.50	Reverse Crown	-4.00%	-2.00%	2.00%	2.00%
71+79.17	Low Shoulder Match	-4.00%	-4.00%	4.00%	4.00%
72+17.83	Begin Full Super	-6.00%	-6.00%	6.00%	6.00%
74+80.84	End Full Super	-6.00%	-6.00%	6.00%	6.00%
77+70.73	Begin Full Super	5.80%	5.80%	-5.80%	-5.80%
79+11.21	End Full Super	5.80%	5.80%	-5.80%	-5.80%
80+29.11	Begin Full Super	6.00%	6.00%	-6.00%	-6.00%
82+49.39	End Full Super	6.00%	6.00%	-6.00%	-6.00%
83+65.24	Begin Full Super	2.00%	2.00%	-4.00%	-2.00%
85+50.64	End Full Super	2.00%	2.00%	-4.00%	-2.00%
85+50.64	Reverse Crown	2.00%	2.00%	-4.00%	-2.00%
85+91.64	Level Crown	0.00%	0.00%	-4.00%	-2.00%
86+32.64	Begin Normal Crown	-2.00%	-2.00%	-4.00%	-2.00%
88+65.63	End Normal Crown	-2.00%	-2.00%	-4.00%	-2.00%
89+07.11	Level Crown	0.00%	0.00%	-4.00%	-2.00%
89+48.59	Reverse Crown	2.00%	2.00%	-4.00%	-2.00%
89+90.07	Low Shoulder Match	4.00%	4.00%	-4.00%	-4.00%
90+19.11	Begin Full Super	5.40%	5.40%	-5.40%	-5.40%
91+87.12	End Full Super	5.40%	5.40%	-5.40%	-5.40%
92+16.16	Low Shoulder Match	4.00%	4.00%	-4.00%	-4.00%
92+57.64	Reverse Crown	2.00%	2.00%	-4.00%	-2.00%
92+99.12	Level Crown	0.00%	0.00%	-4.00%	-2.00%
93+40.60	Begin Normal Crown	-2.00%	-2.00%	-4.00%	-2.00%
97+83.94	End Normal Crown	-2.00%	-2.00%	-4.00%	-2.00%
98+25.27	Level Crown	0.00%	0.00%	-4.00%	-2.00%
98+66.61	Reverse Crown	2.00%	2.00%	-4.00%	-2.00%
99+07.94	Low Shoulder Match	4.00%	4.00%	-4.00%	-4.00%
99+18.27	Begin Full Super	4.50%	4.50%	-4.50%	-4.50%
103+40.59	End Full Super	4.50%	4.50%	-4.50%	-4.50%
103+50.93	Low Shoulder Match	4.00%	4.00%	-4.00%	-4.00%
103+92.26	Reverse Crown	2.00%	2.00%	-4.00%	-2.00%
104+33.59	Level Crown	0.00%	0.00%	-4.00%	-2.00%
104+74.93	Begin Normal Crown	-2.00%	-2.00%	-4.00%	-2.00%
107+87.19	End Alignment	-10.00%	-2.00%	-4.00%	-2.00%





RADIUS POINT TABLE				
POINT	STATION	OFFSET	RADIUS	COORDINATES
1	12+00.30	76.00' LT	60.0'	N = 520621.207 E = 782083.657
2	13+14.20	51.15' LT	35.0'	N = 520734.846 E = 782144.719



RADIUS POINT TABLE				
POINT	STATION	OFFSET	RADIUS	COORDINATES
3	17+40.87	41.00' RT	25.0'	N = 521041.073 E = 782468.115
4	18+31.03	31.00' RT	15.0'	N = 521129.337 E = 782507.561

PROJECT NO: 8809-00-70

HWY: CTH M

COUNTY: WASHBURN

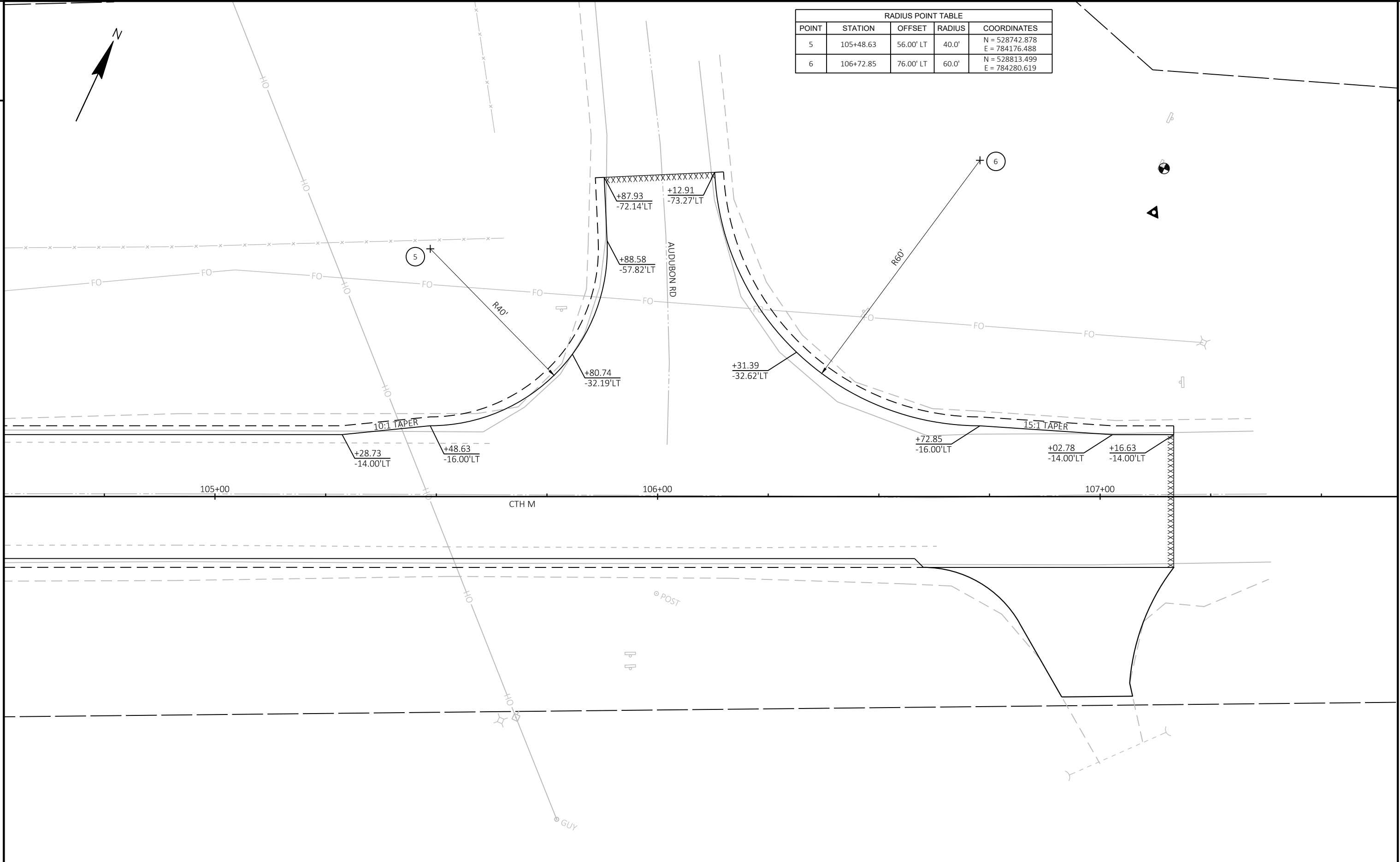
INTERSECTION DETAILS

SHEET

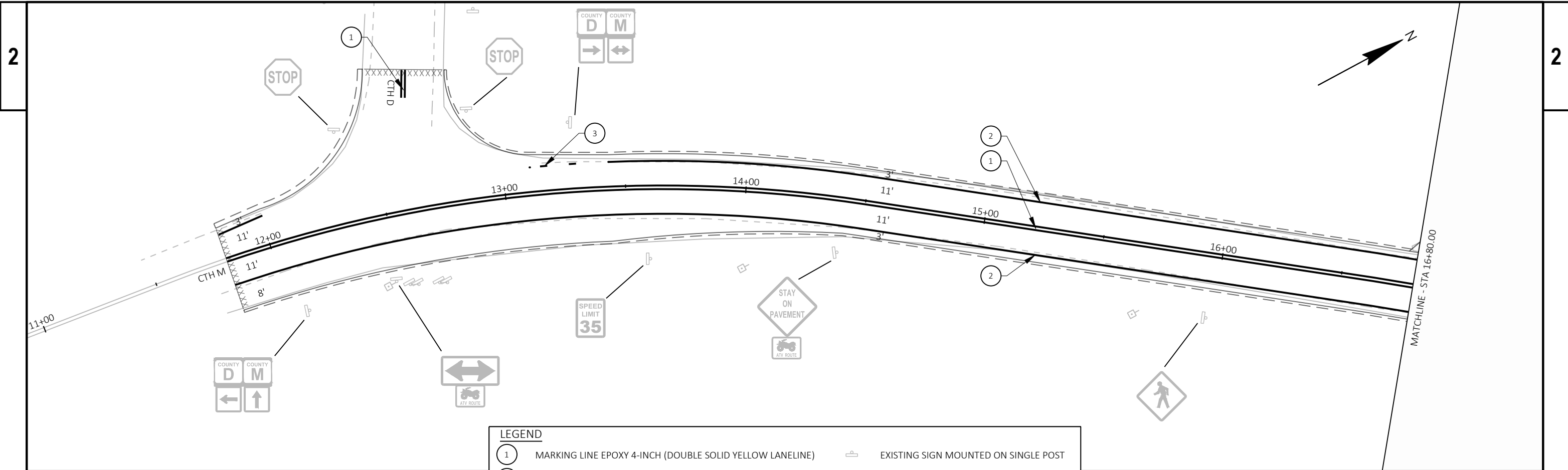
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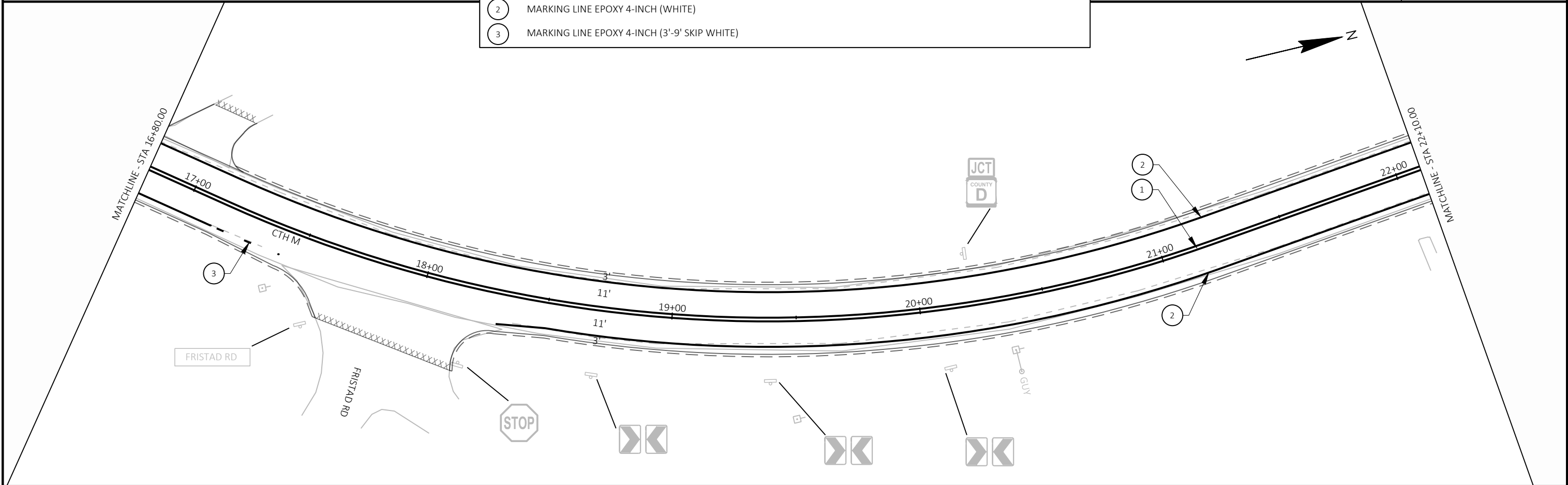
RADIUS POINT TABLE				
POINT	STATION	OFFSET	RADIUS	COORDINATES
5	105+48.63	56.00' LT	40.0'	N = 528742.878 E = 784176.488
6	106+72.85	76.00' LT	60.0'	N = 528813.499 E = 784280.619



PROJECT NO: 8809-00-70	HWY: CTH M	COUNTY: WASHBURN	INTERSECTION DETAILS	SHEET	E
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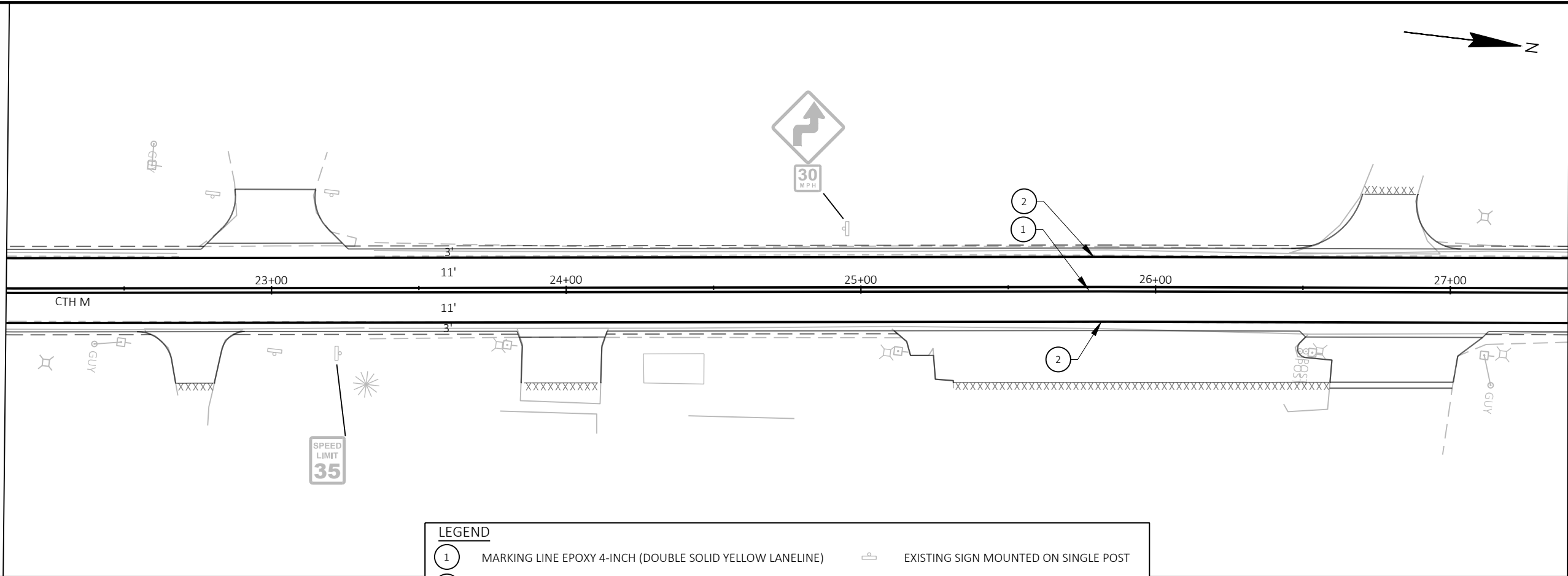


LEGEND	
1	MARKING LINE EPOXY 4-INCH (DOUBLE SOLID YELLOW LANELINE)
2	MARKING LINE EPOXY 4-INCH (WHITE)
3	MARKING LINE EPOXY 4-INCH (3'-9" SKIP WHITE)
	EXISTING SIGN MOUNTED ON SINGLE POST



MATCHLINE - STA 22+10.00

MATCHLINE - STA 27+40.00

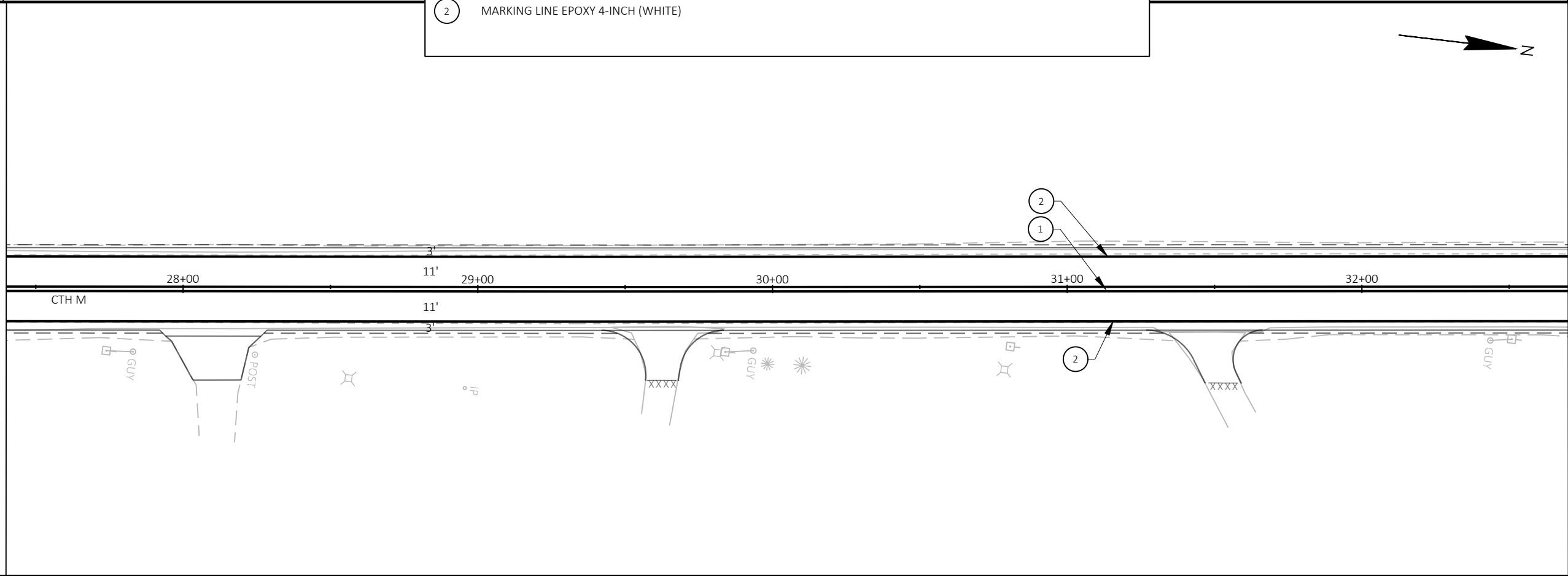


LEGEND

①	MARKING LINE EPOXY 4-INCH (DOUBLE SOLID YELLOW LANELINE)	⊞	EXISTING SIGN MOUNTED ON SINGLE POST
②	MARKING LINE EPOXY 4-INCH (WHITE)		

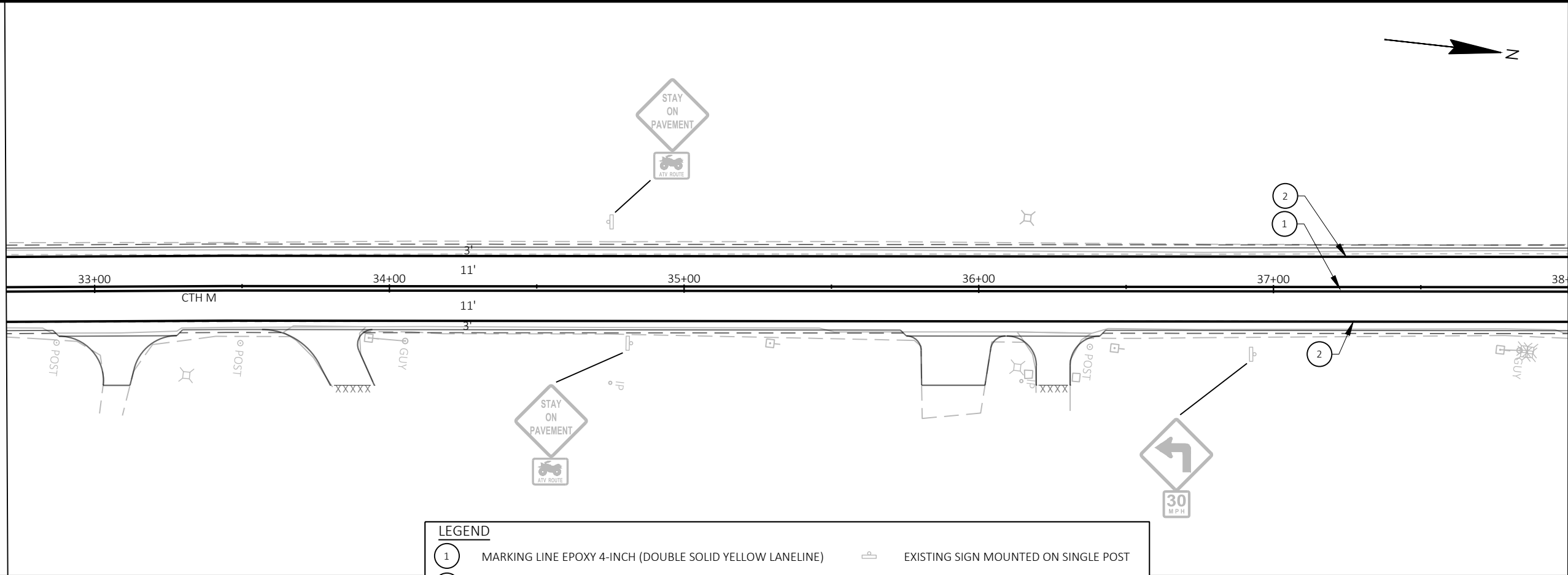
MATCHLINE - STA 27+40.00

MATCHLINE - STA 32+70.00



MATCHLINE - STA 32+70.00

MATCHLINE - STA 38+00.00

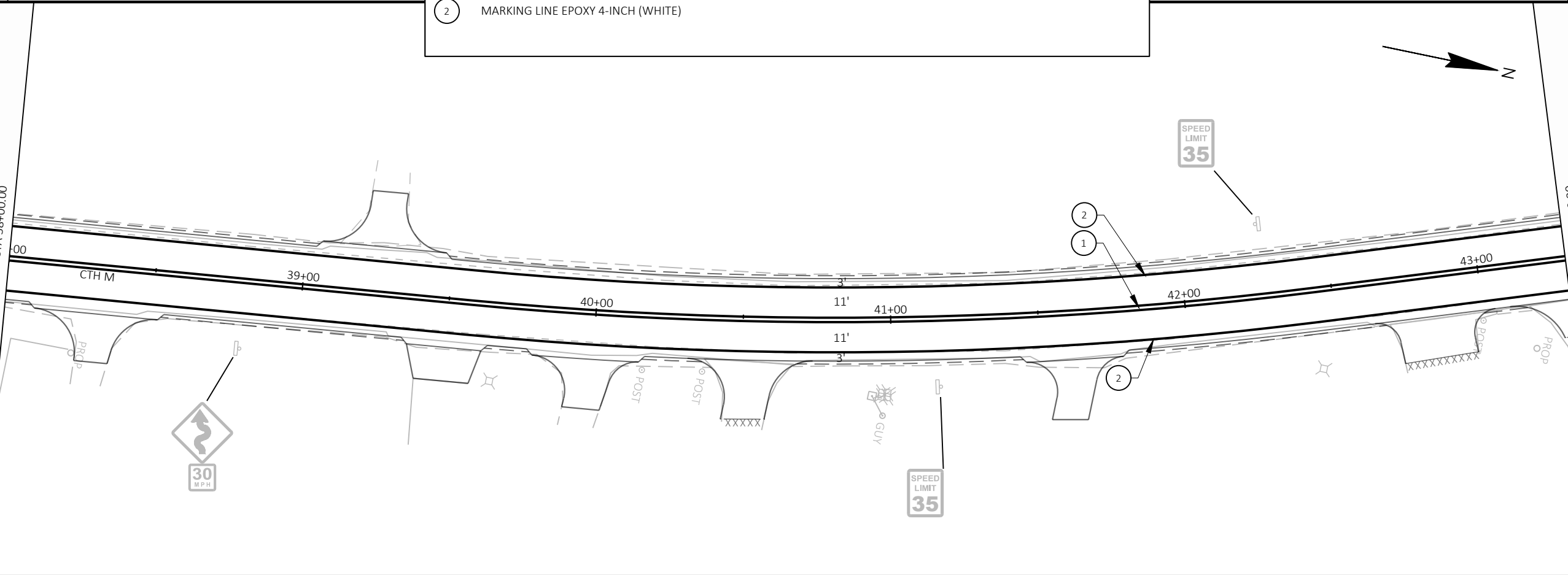


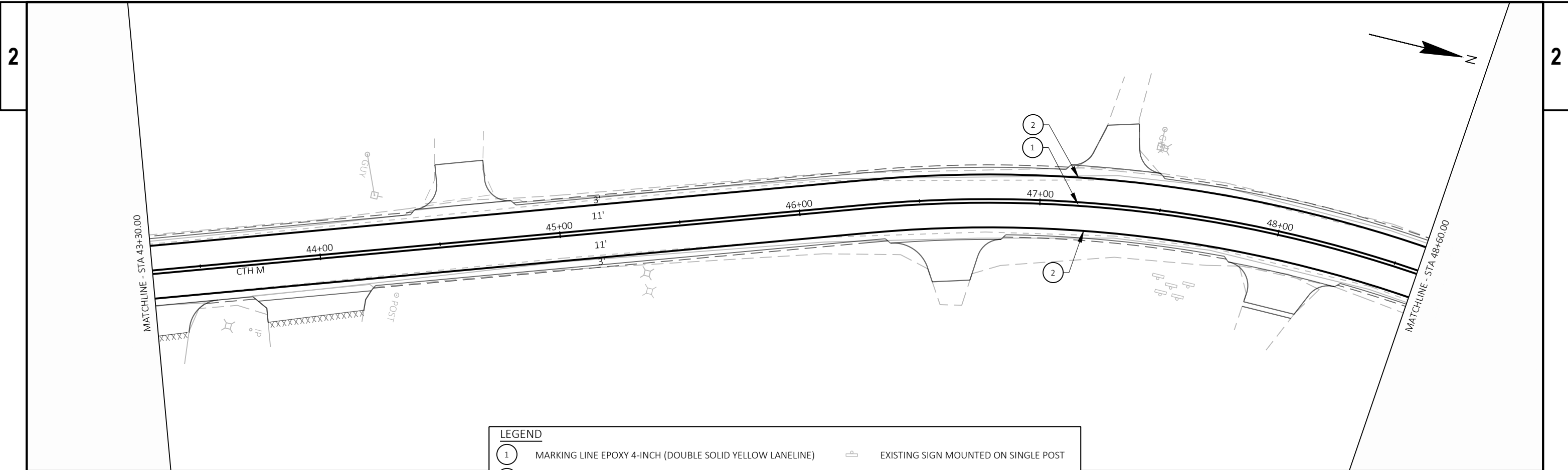
LEGEND

①	MARKING LINE EPOXY 4-INCH (DOUBLE SOLID YELLOW LANELINE)	⌵	EXISTING SIGN MOUNTED ON SINGLE POST
②	MARKING LINE EPOXY 4-INCH (WHITE)		

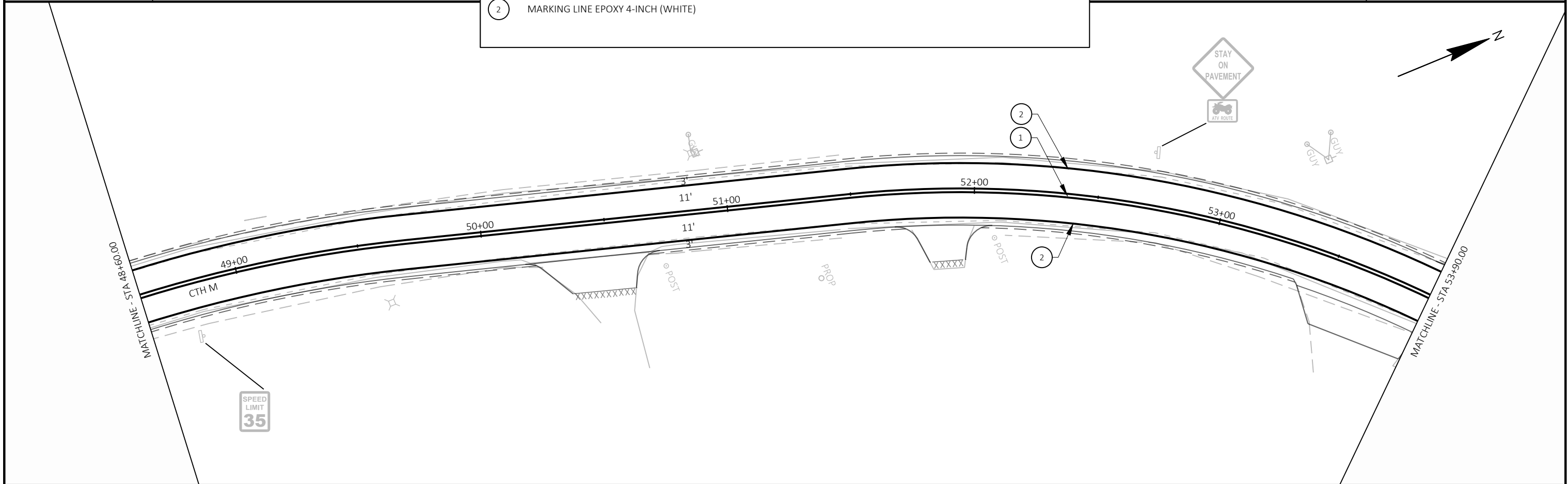
MATCHLINE - STA 38+00.00

MATCHLINE - STA 43+30.00

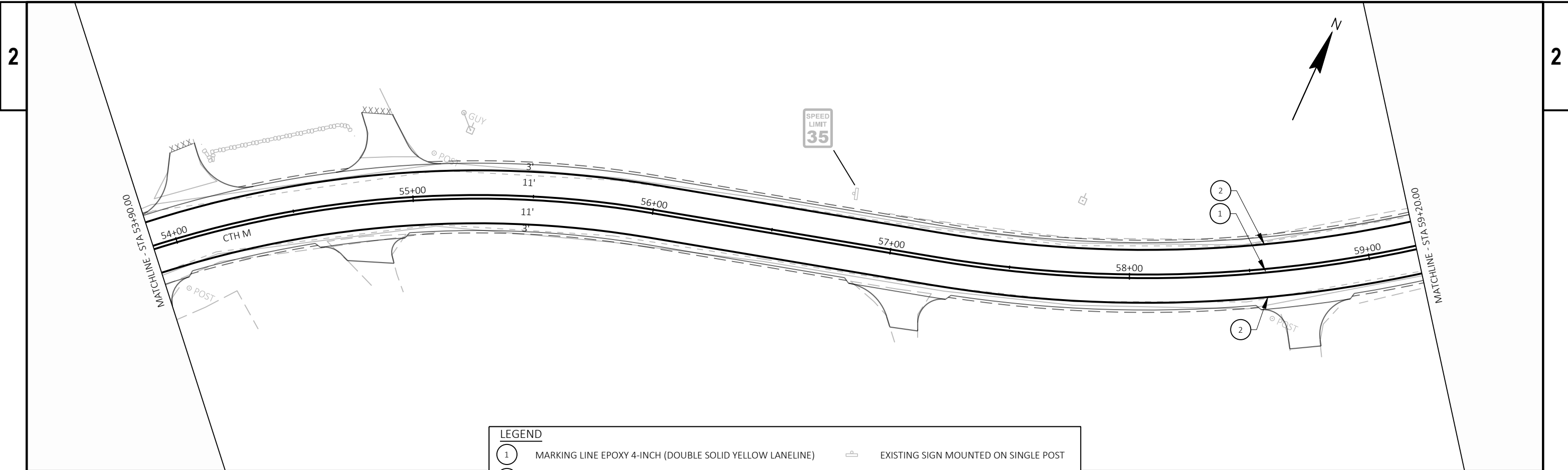




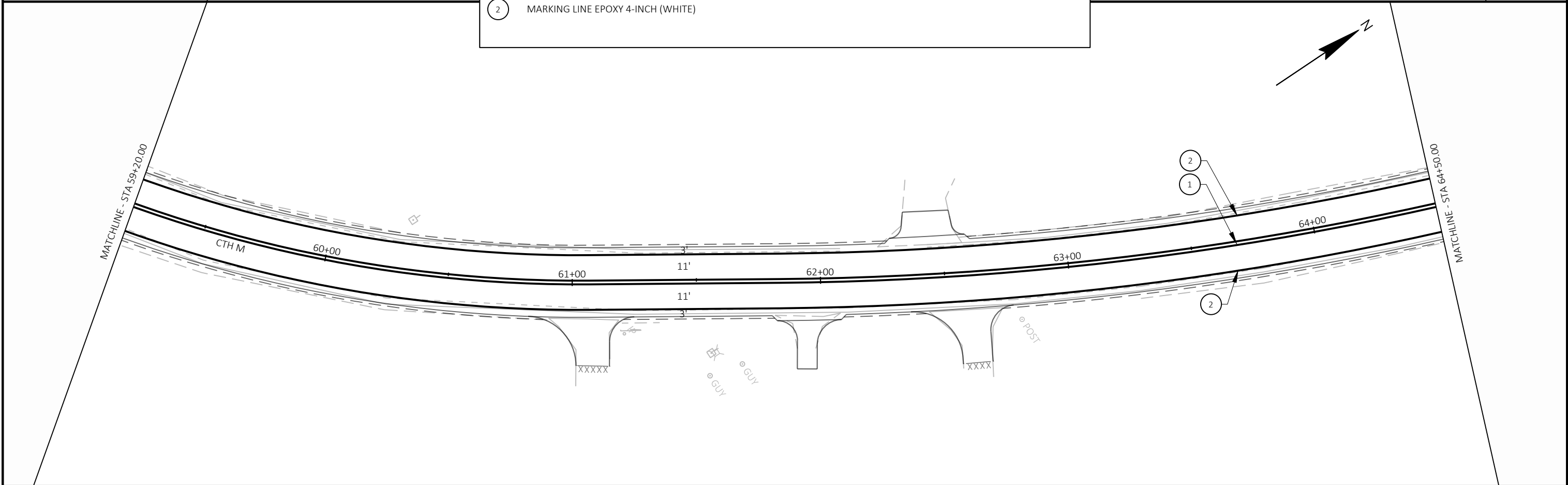
LEGEND	
①	MARKING LINE EPOXY 4-INCH (DOUBLE SOLID YELLOW LANELINE)
②	MARKING LINE EPOXY 4-INCH (WHITE)
⊥	EXISTING SIGN MOUNTED ON SINGLE POST



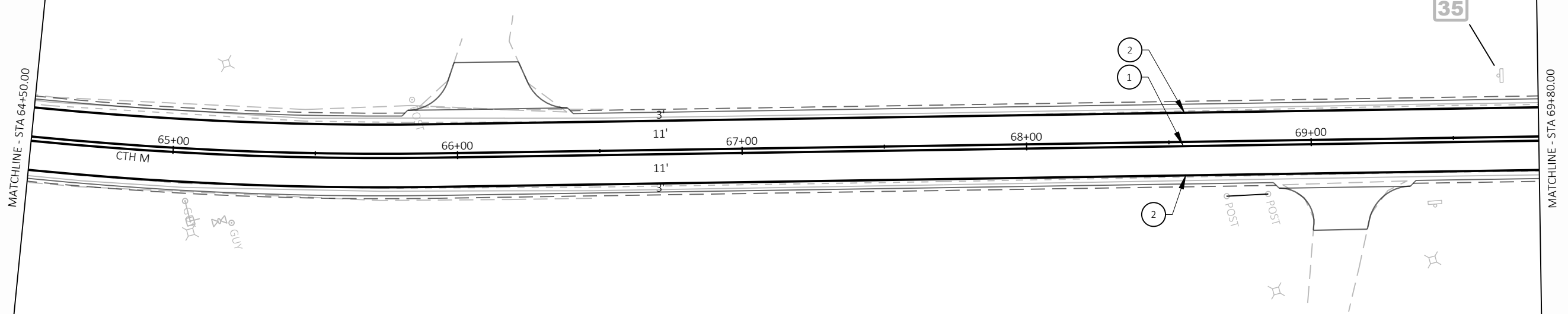
PROJECT NO: 8809-00-70	HWY: CTH M	COUNTY: WASHBURN	PAVEMENT MARKING & EXISTING SIGNING	SHEET	E
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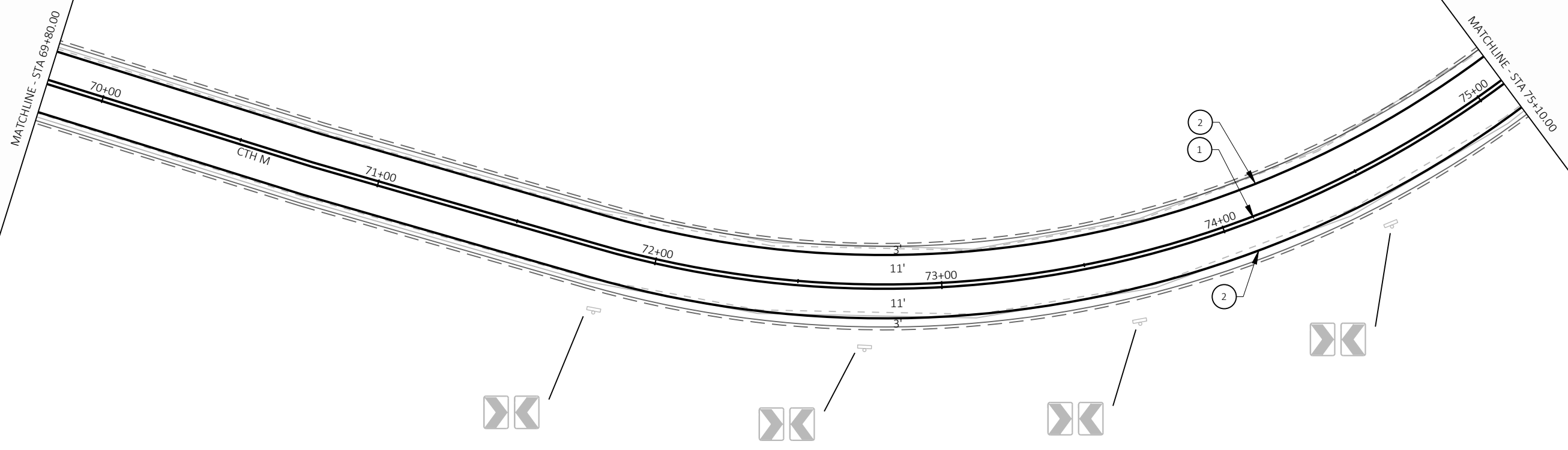
LEGEND	
①	MARKING LINE EPOXY 4-INCH (DOUBLE SOLID YELLOW LANELINE)
②	MARKING LINE EPOXY 4-INCH (WHITE)
⊞	EXISTING SIGN MOUNTED ON SINGLE POST

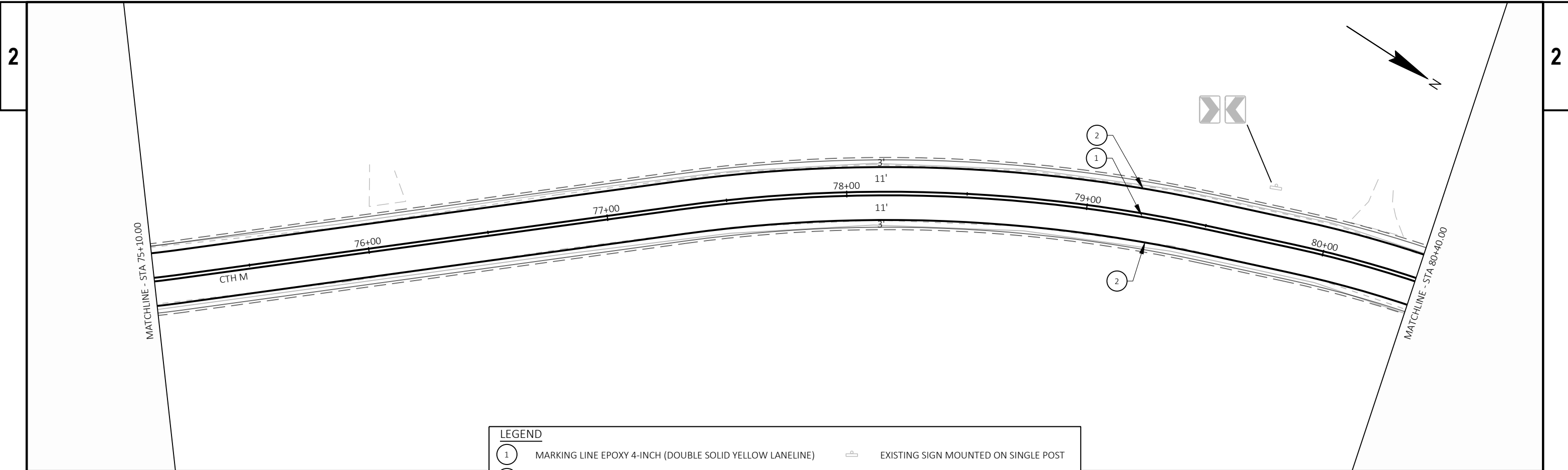


PROJECT NO: 8809-00-70	HWY: CTH M	COUNTY: WASHBURN	PAVEMENT MARKING & EXISTING SIGNING	SHEET	E
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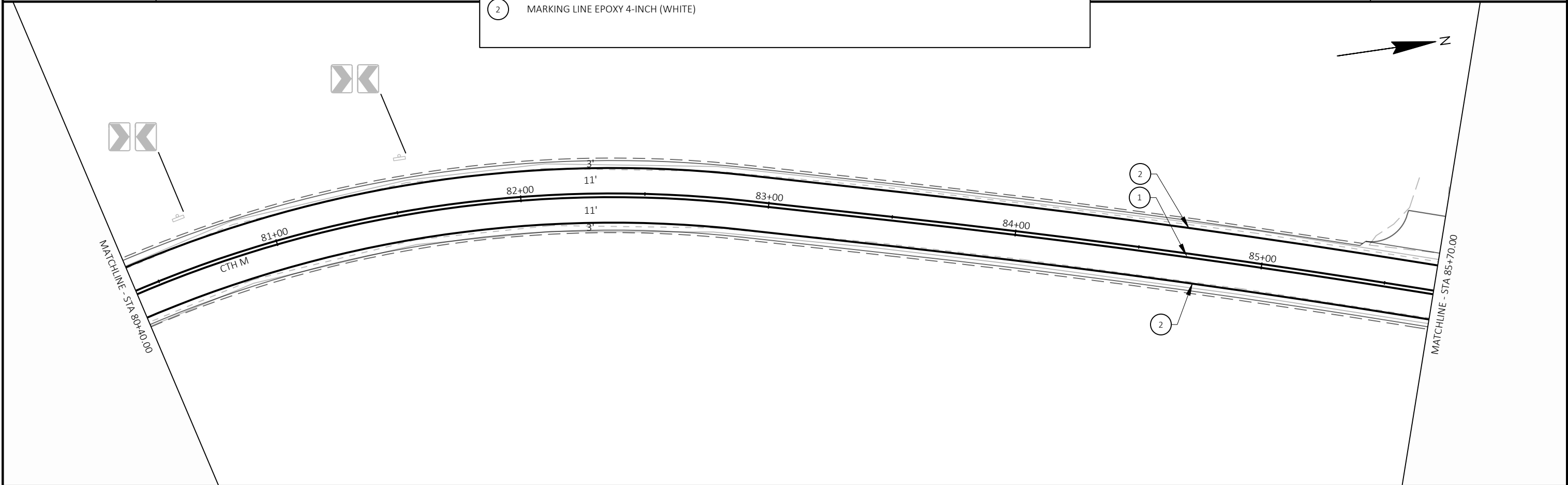


LEGEND	
①	MARKING LINE EPOXY 4-INCH (DOUBLE SOLID YELLOW LANELINE)
②	MARKING LINE EPOXY 4-INCH (WHITE)
	EXISTING SIGN MOUNTED ON SINGLE POST

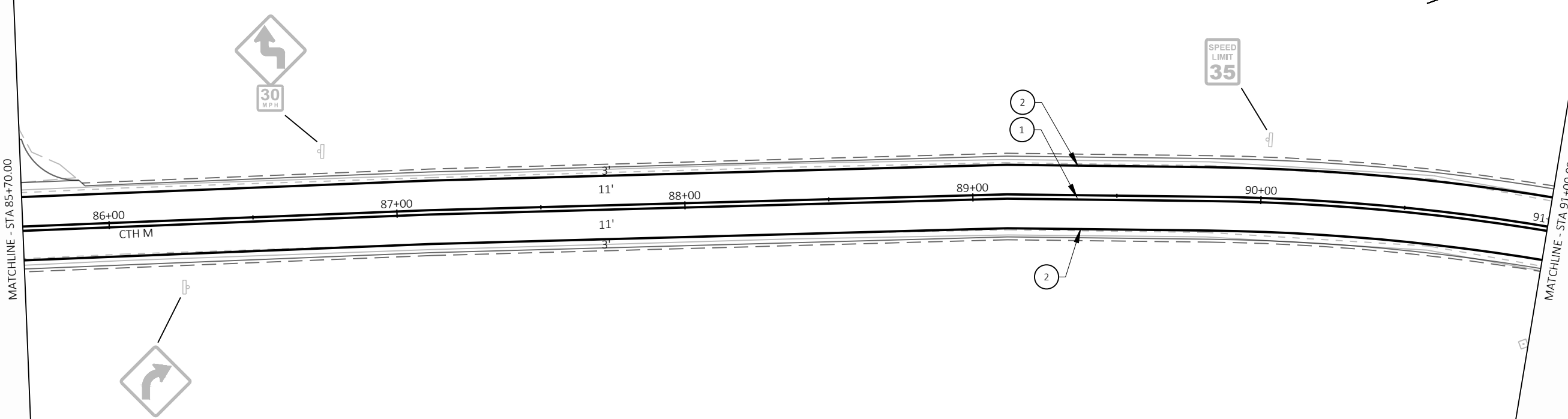




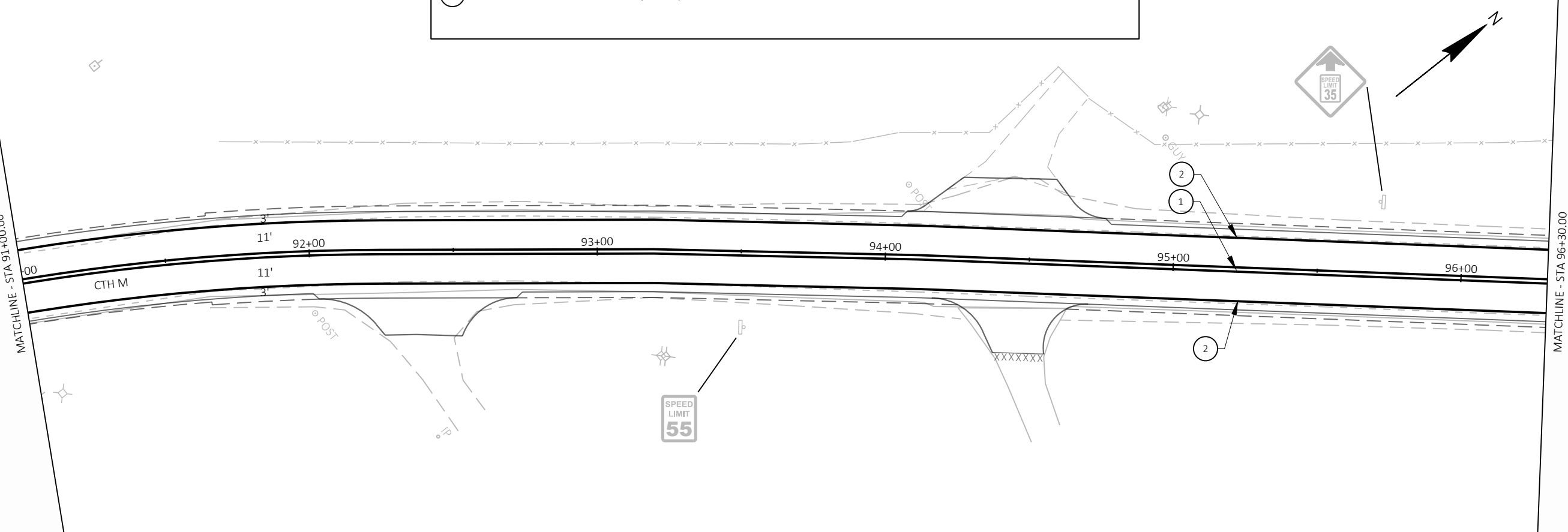
LEGEND	
①	MARKING LINE EPOXY 4-INCH (DOUBLE SOLID YELLOW LANELINE)
②	MARKING LINE EPOXY 4-INCH (WHITE)
	EXISTING SIGN MOUNTED ON SINGLE POST

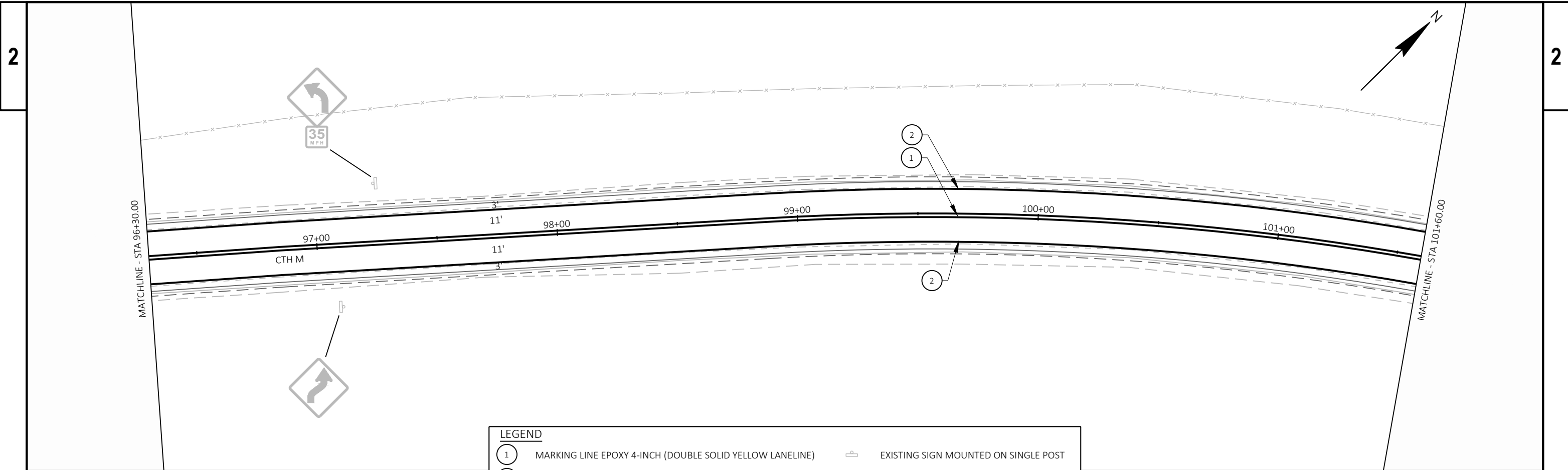


PROJECT NO: 8809-00-70	HWY: CTH M	COUNTY: WASHBURN	PAVEMENT MARKING & EXISTING SIGNING	SHEET	E
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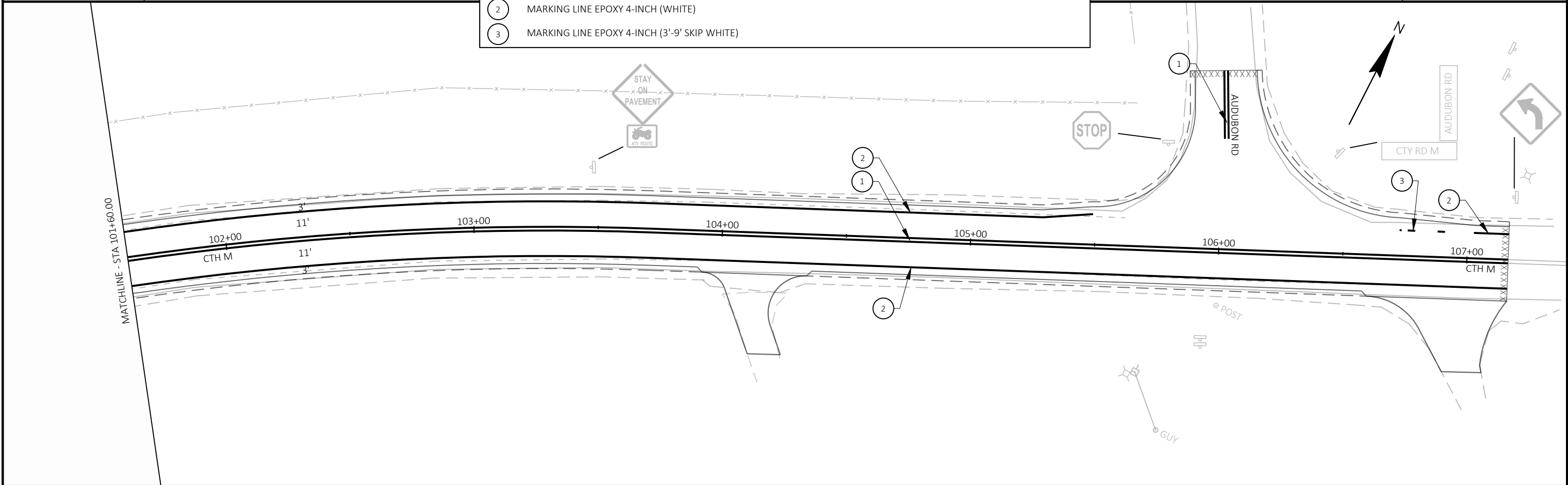


LEGEND	
①	MARKING LINE EPOXY 4-INCH (DOUBLE SOLID YELLOW LANELINE)
②	MARKING LINE EPOXY 4-INCH (WHITE)
	EXISTING SIGN MOUNTED ON SINGLE POST





LEGEND	
①	MARKING LINE EPOXY 4-INCH (DOUBLE SOLID YELLOW LANELINE)
②	MARKING LINE EPOXY 4-INCH (WHITE)
③	MARKING LINE EPOXY 4-INCH (3'-9' SKIP WHITE)
⌵	EXISTING SIGN MOUNTED ON SINGLE POST



PROJECT NO: 8809-00-70	HWY: CTH M	COUNTY: WASHBURN	PAVEMENT MARKING & EXISTING SIGNING	SHEET	E
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GENERAL NOTES

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

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

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.

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

SEE SDD "TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 MPH OR GREATER UNDIVIDED ROAD OPEN TO TRAFFIC" FROM STA 11+80.91 TO PROJECT LIMITS.

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



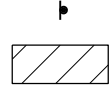
G20-57
72"x36"

1



W20-1A

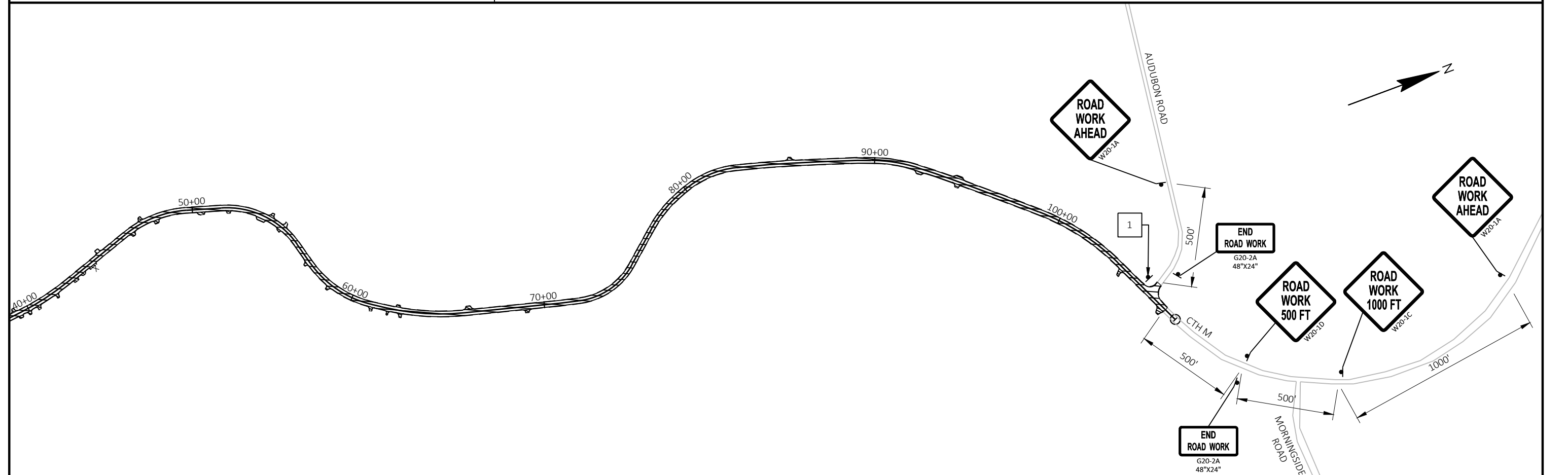
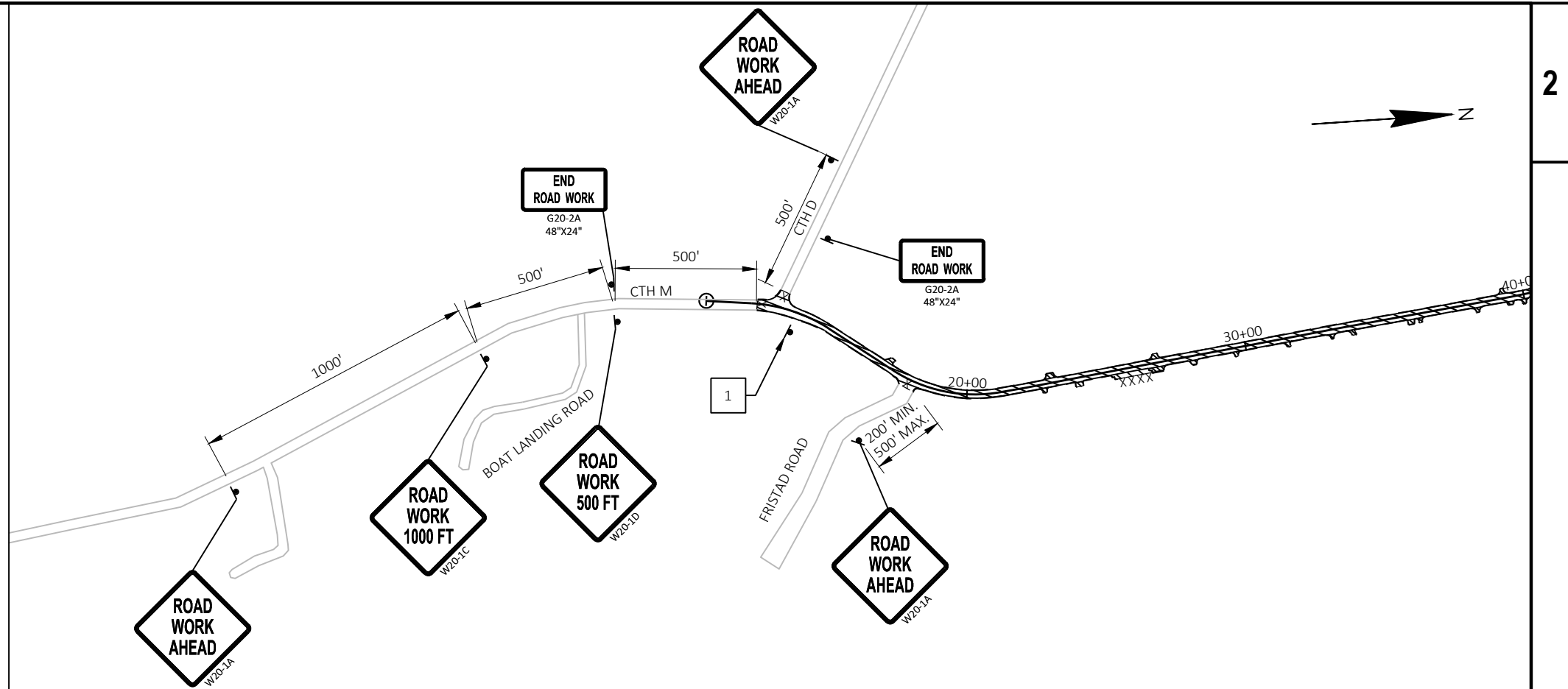
2



LEGEND

SIGN ON PERMANENT SUPPORT

WORK AREA



Estimate Of Quantities

8809-00-70

Line	Item	Item Description	Unit	Total	Qty
0002	204.0100	Removing Concrete Pavement	SY	87.000	87.000
0004	204.0110	Removing Asphaltic Surface	SY	979.000	979.000
0006	213.0100	Finishing Roadway (project) 01. 8809-00-70	EACH	1.000	1.000
0008	305.0110	Base Aggregate Dense 3/4-Inch	TON	780.000	780.000
0010	325.0100	Pulverize and Relay	SY	29,235.000	29,235.000
0012	374.1020.S	QMP Pulverize and Relay Compaction	SY	29,235.000	29,235.000
0014	416.0160	Concrete Driveway 6-Inch	SY	87.000	87.000
0016	450.4000	HMA Cold Weather Paving	TON	1,785.000	1,785.000
0018	455.0605	Tack Coat	GAL	2,161.000	2,161.000
0020	460.2000	Incentive Density HMA Pavement	DOL	4,430.000	4,430.000
0022	460.5223	HMA Pavement 3 LT 58-28 S	TON	3,891.000	3,891.000
0024	460.5244	HMA Pavement 4 LT 58-34 S	TON	3,030.000	3,030.000
0026	465.0120	Asphaltic Surface Driveways and Field Entrances	TON	215.000	215.000
0028	618.0100	Maintenance And Repair of Haul Roads (project) 01. 8809-00-70	EACH	1.000	1.000
0030	619.1000	Mobilization	EACH	1.000	1.000
0032	624.0100	Water	MGAL	158.000	158.000
0034	642.5001	Field Office Type B	EACH	1.000	1.000
0036	643.0900	Traffic Control Signs	DAY	455.000	455.000
0038	643.1000	Traffic Control Signs Fixed Message	SF	36.000	36.000
0040	643.5000	Traffic Control	EACH	1.000	1.000
0042	646.1020	Marking Line Epoxy 4-Inch	LF	37,826.000	37,826.000
0044	650.8000	Construction Staking Resurfacing Reference	LF	9,536.000	9,536.000
0046	650.9911	Construction Staking Supplemental Control (project) 01. 8809-00-70	EACH	1.000	1.000
0048	690.0150	Sawing Asphalt	LF	569.000	569.000
0050	690.0250	Sawing Concrete	LF	67.000	67.000
0052	740.0440	Incentive IRI Ride	DOL	7,230.000	7,230.000
0054	ASP.1T0A	On-the-Job Training Apprentice at \$5.00/HR	HRS	300.000	300.000
0056	ASP.1T0G	On-the-Job Training Graduate at \$5.00/HR	HRS	300.000	300.000

3

3

BASE AGGREGATES

CATEGORY	STATION	TO STATION	LOCATION	305.0110	624.0100	REMARKS
				BASE AGGREGATE DENSE 3/4-INCH TON	WATER MGAL	
0010	11+81	- 107+17	CTH M	492	7.4	UNPAVED SHOULDER
0010	16+97		L	6	0.1	ASPHALT DRIVEWAY
0010	22+74		R	4	0.1	ASPHALT DRIVEWAY
0010	23+02		L	9	0.1	AGGREGATE DRIVEWAY
0010	23+98		R	5	0.1	CONCRETE DRIVEWAY
0010	25+95		R	29	0.4	ASPHALT DRIVEWAY
0010	26+80		L	6	0.1	ASPHALT DRIVEWAY
0010	26+80		R	12	0.2	AGGREGATE DRIVEWAY
0010	28+12		R	5	0.1	AGGREGATE DRIVEWAY
0010	29+62		R	4	0.1	ASPHALT DRIVEWAY
0010	31+53		R	4	0.1	ASPHALT DRIVEWAY
0010	33+07		R	4	0.1	AGGREGATE DRIVEWAY
0010	33+87		R	4	0.1	ASPHALT DRIVEWAY
0010	35+91		R	6	0.1	AGGREGATE DRIVEWAY
0010	36+25		R	3	0.0	ASPHALT DRIVEWAY
0010	38+30		R	5	0.1	AGGREGATE DRIVEWAY
0010	39+27		L	5	0.1	AGGREGATE DRIVEWAY
0010	39+50		R	4	0.1	AGGREGATE DRIVEWAY
0010	39+96		R	4	0.1	AGGREGATE DRIVEWAY
0010	40+50		R	5	0.1	ASPHALT DRIVEWAY
0010	41+58		R	5	0.1	AGGREGATE DRIVEWAY
0010	42+84		R	5	0.1	ASPHALT DRIVEWAY
0010	43+35		R	4	0.1	ASPHALT DRIVEWAY
0010	43+96		R	4	0.1	CONCRETE DRIVEWAY
0010	44+61		L	6	0.1	AGGREGATE DRIVEWAY
0010	46+62		R	6	0.1	AGGREGATE DRIVEWAY
0010	47+32		L	5	0.1	AGGREGATE DRIVEWAY
0010	48+03		R	6	0.1	AGGREGATE DRIVEWAY
0010	50+47		R	6	0.1	ASPHALT DRIVEWAY
0010	51+89		R	4	0.1	ASPHALT DRIVEWAY
0010	53+69		R	9	0.1	AGGREGATE DRIVEWAY
0010	54+12		L	6	0.1	ASPHALT DRIVEWAY
0010	54+81		R	3	0.0	AGGREGATE DRIVEWAY
0010	54+88		L	5	0.1	ASPHALT DRIVEWAY
0010	57+12		R	4	0.1	AGGREGATE DRIVEWAY
0010	58+69		R	5	0.1	AGGREGATE DRIVEWAY
0010	61+08		R	5	0.1	ASPHALT DRIVEWAY
0010	61+94		R	3	0.0	AGGREGATE DRIVEWAY
0010	62+44		L	3	0.0	AGGREGATE DRIVEWAY
0010	62+61		R	5	0.1	ASPHALT DRIVEWAY
0010	66+11		L	8	0.1	AGGREGATE DRIVEWAY
0010	69+09		R	6	0.1	AGGREGATE DRIVEWAY
0010	85+63		L	6	0.1	AGGREGATE DRIVEWAY
0010	92+38		R	8	0.1	AGGREGATE DRIVEWAY
0010	94+43		L	9	0.1	AGGREGATE DRIVEWAY
0010	94+47		R	6	0.1	ASPHALT DRIVEWAY
0010	104+14		R	9	0.1	AGGREGATE DRIVEWAY
0010	106+92		R	13	0.2	AGGREGATE DRIVEWAY
0010	PULVERIZE & RELAY			-	146	COMPACTION
TOTAL 0010				780	158	

CATEGORY 20

CATEGORY	LOCATION	EACH
0020	PROJECT	1
	TOTAL 0020	1

618.0100.01
MAINTENANCE
AND REPAIR OF
HAUL ROADS
(PROJECT) (01.
8808-00-70)

CONSTRUCTION STAKING

CATEGORY	STATION	TO	STATION	LOCATION	LF	EACH
0010	11+81	-	107+17	CTH M	9,536	1
				TOTAL 0010	9,536	1

650.8000
CONSTRUCTION
STAKING
RESURFACING
REFERENCE

650.9911.01
CONSTRUCTION
STAKING
SUPPLEMENTAL
CONTROL
(PROJECT) (01.
8809-00-70)

DRIVEWAYS

CATEGORY	STATION	LT/RT	LOCATION	204.0100 REMOVING CONCRETE PAVEMENT SY	204.0110 REMOVING ASPHALTIC SURFACE SY	416.0160 CONCRETE DRIVEWAY 6- INCH SY	465.0120 ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES TON	REMARKS
0010	16+97	LT	CTH M	-	55	-	12	DRIVEWAY MATCHES
0010	22+74	RT	CTH M	-	36	-	8	
0010	23+98	RT	CTH M	47	-	47	-	DRIVEWAY RECONSTRUCT
0010	25+95	RT	CTH M	-	261	-	58	DRIVEWAY MATCHES
0010	26+80	LT	CTH M	-	57	-	13	
0010	29+62	RT	CTH M	-	33	-	7	
0010	31+54	RT	CTH M	-	34	-	7	
0010	33+88	RT	CTH M	-	38	-	8	
0010	36+25	RT	CTH M	-	26	-	6	
0010	40+50	RT	CTH M	-	43	-	9	
0010	42+85	RT	CTH M	-	43	-	10	
0010	43+35	RT	CTH M	-	34	-	7	
0010	43+96	RT	CTH M	40	-	40	-	DRIVEWAY RECONSTRUCT
0010	50+48	RT	CTH M	-	54	-	12	DRIVEWAY MATCHES
0010	51+89	RT	CTH M	-	34	-	7	
0010	54+13	LT	CTH M	-	50	-	11	
0010	54+88	LT	CTH M	-	46	-	10	
0010	61+08	RT	CTH M	-	41	-	9	
0010	62+61	RT	CTH M	-	41	-	9	
0010	94+48	RT	CTH M	-	53	-	12	
			TOTAL 0010	87	979	87	215	

MISCELLANEOUS

CATEGORY	LOCATION	619.1000 MOBILIZATION EACH	642.5001 FIELD OFFICE TYPE B EACH	ASP.1TOA ON-THE-JOB TRAINING APPRENTICE AT \$5.00/HR HRS	ASP.1TOG ON-THE-JOB TRAINING GRADUATE AT \$5.00/HR HRS	213.0100.01 FINISHING ROADWAY (PROJECT) (01. 8809-00-70) EACH
0010	PROJECT	1	1	300	300	1
	TOTAL 0010	1	1	300	300	1

NEW HMA

CATEGORY	STATION	TO	STATION	LOCATION	450.4000 HMA COLD WEATHER PAVING TON	455.0605 TACK COAT GAL	460.5223 HMA PAVEMENT 3 LT 58-28 S TON	460.5244 HMA PAVEMENT 4 LT 58-34 S TON
0010	11+81	-	107+17	CTH M	1,688	2,110	3,799	2,954
0010	11+81	-	13+43	CTH D	16	19	35	27
0010	17+12	-	18+50	FRISTAD RD	8	10	18	14
0010	105+29	-	107+03	AUDUBON RD	19	22	39	35
0010	11+81	-	107+17	DRIVEWAYS	54	-	-	-
			TOTAL 0010		1,785	2,161	3,891	3,030

PAVEMENT MARKING

CATEGORY	STATION	TO	STATION	LOCATION	646.1020 MARKING LINE EPOXY 4-INCH LF		REMARKS
					YELLOW	WHITE	
0010	11+81	-	107+17	CTH M	19,072	-	SOLID DOUBLE YELLOW CENTERLINE
0010	11+81	-	12+00	CTH M	-	20	LEFT LANE LINE
0010	11+81	-	17+15	CTH M	-	525	RIGHT LANE LINE
0010	12+65	-	12+67	CTH D	24	-	SOLID DOUBLE YELLOW CENTERLINE
0010	13+11	-	13+43	CTH M	-	8	LEFT 3'-9' SKIP
0010	13+43	-	105+49	CTH M	-	9,214	LEFT LANE LINE
0010	17+15	-	17+41	CTH M	-	8	RIGHT 3'-9' SKIP
0010	18+31	-	107+17	CTH M	-	8,878	RIGHT LANE LINE
0010	106+00	-	106+01	CTH M	55	-	SOLID DOUBLE YELLOW CENTERLINE
0010	106+73	-	107+03	CTH M	-	8	LEFT 3'-9' SKIP
0010	107+03	-	107+17	CTH M	-	14	LEFT LANE LINE
			SUBTOTAL		19,151	18,675	
			TOTAL 0010		37,826		

PULVERIZE AND RELAY

CATEGORY	STATION	TO	STATION	LOCATION	325.0100 PULVERIZE AND RELAY SY	374.1020.S QMP PULVERIZE AND RELAY COMPACTION SY
0010	11+81	-	107+17	CTH M	28,537	28,537
0010	12+03	-	13+17	CTH D	272	272
0010	17+34	-	18+36	FRISTAD RD	149	149
0010	105+61	-	106+61	AUDUBON RD	277	277
TOTAL 0010					29,235	29,235

SAWING

CATEGORY	STATION	TO	STATION	LOCATION	690.0150 SAWING ASPHALT LF	690.0250 SAWING CONCRETE LF	REMARKS
0010	11+81			CTH M	36	-	
0010	12+52	-	12+83	CTH D	34	-	
0010	17+04			LT	19	-	DRIVEWAY
0010	17+63	-	18+17	FRISTAD RD	58	-	
0010	22+74			RT	13	-	DRIVEWAY
0010	23+98			RT	-	27	DRIVEWAY
0010	25+31	-	26+59	RT	128	-	DRIVEWAY
0010	26+80			LT	19	-	DRIVEWAY
0010	29+62			RT	11	-	DRIVEWAY
0010	31+54			RT	12	-	DRIVEWAY
0010	33+88			RT	15	-	DRIVEWAY
0010	36+25			RT	12	-	DRIVEWAY
0010	40+50			RT	15	-	DRIVEWAY
0010	42+85			RT	25	-	DRIVEWAY
0010	43+35			RT	15	-	DRIVEWAY
0010	43+96			RT	-	40	DRIVEWAY
0010	50+48			RT	23	-	DRIVEWAY
0010	51+89			RT	13	-	DRIVEWAY
0010	54+13			LT	10	-	DRIVEWAY
0010	54+88			LT	13	-	DRIVEWAY
0010	61+08			RT	14	-	DRIVEWAY
0010	62+61			RT	12	-	DRIVEWAY
0010	94+48			RT	17	-	DRIVEWAY
0010	105+88	-	106+13	AUDUBON RD	25	-	
0010	107+17			CTH M	30	-	
TOTAL 0010					569	67	

TRAFFIC CONTROL

CATEGORY	LOCATION	NUMBER OF SIGNS PER DAY	DAYS	643.0900 TRAFFIC CONTROL SIGNS DAY	643.1000 TRAFFIC CONTROL SIGNS FIXED MESSAGE SF	643.5000 TRAFFIC CONTROL EACH	REMARKS
0010	7-DAY ADVANCED WARNING	2	7	-	36	-	G20-57
0010	PROJECT	13	35	455	-	1	
TOTAL 0010				455	36	1	

PROJECT NO: 8809-00-70

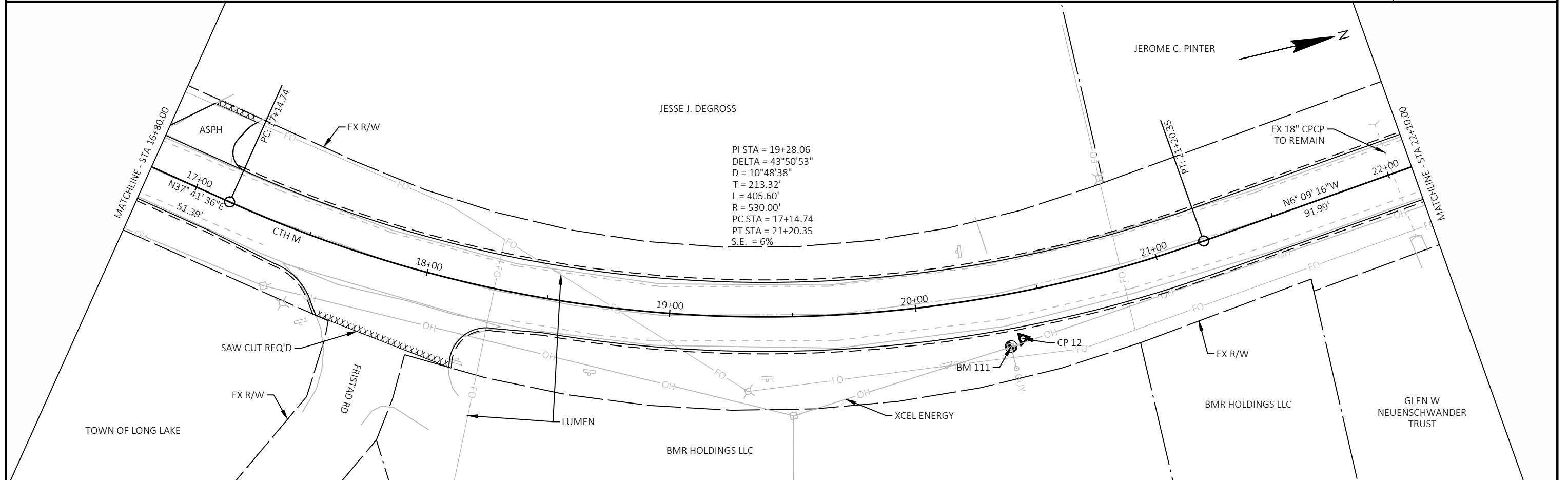
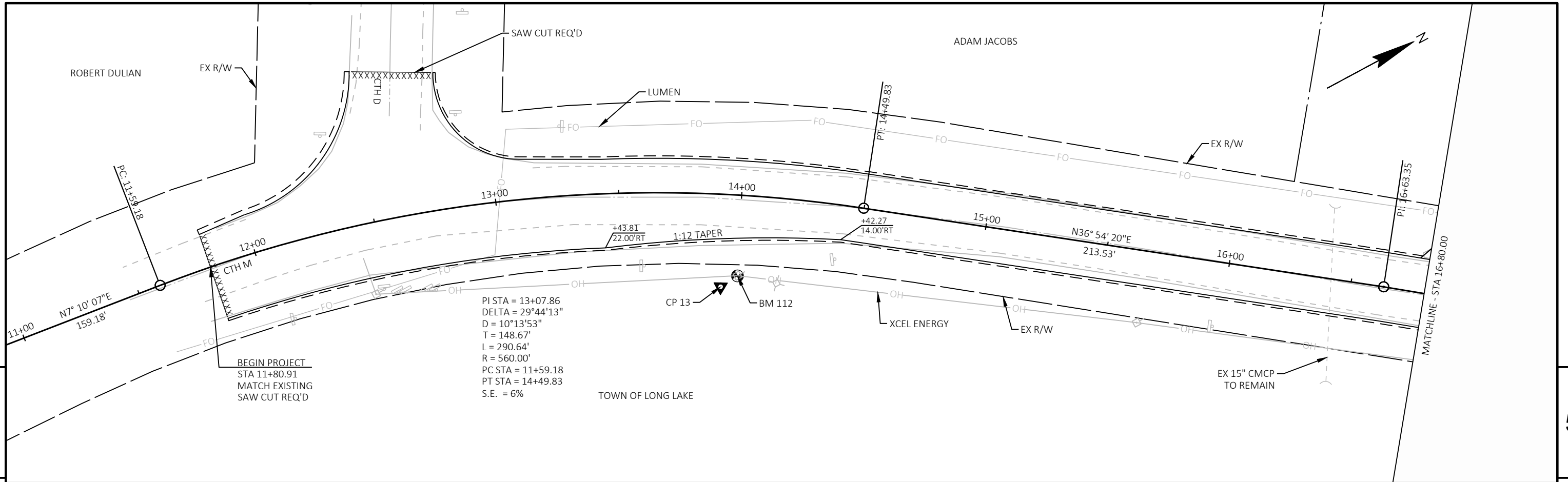
HWY: CTH M

COUNTY: WASHBURN

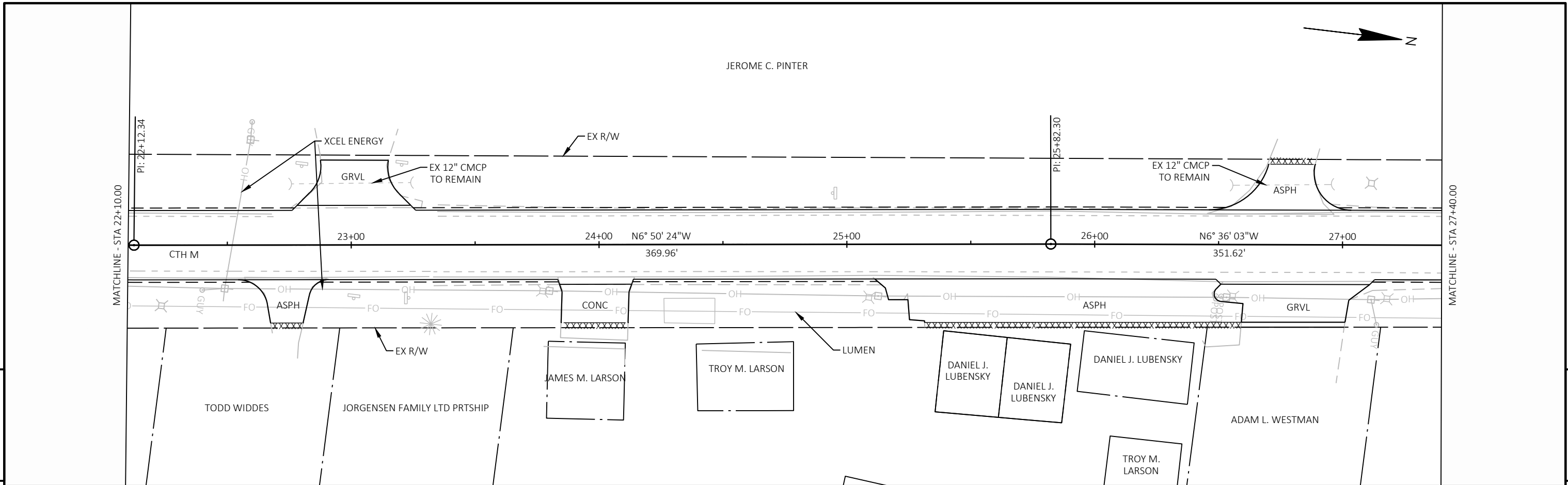
MISCELLANEOUS QUANTITIES

SHEET

E

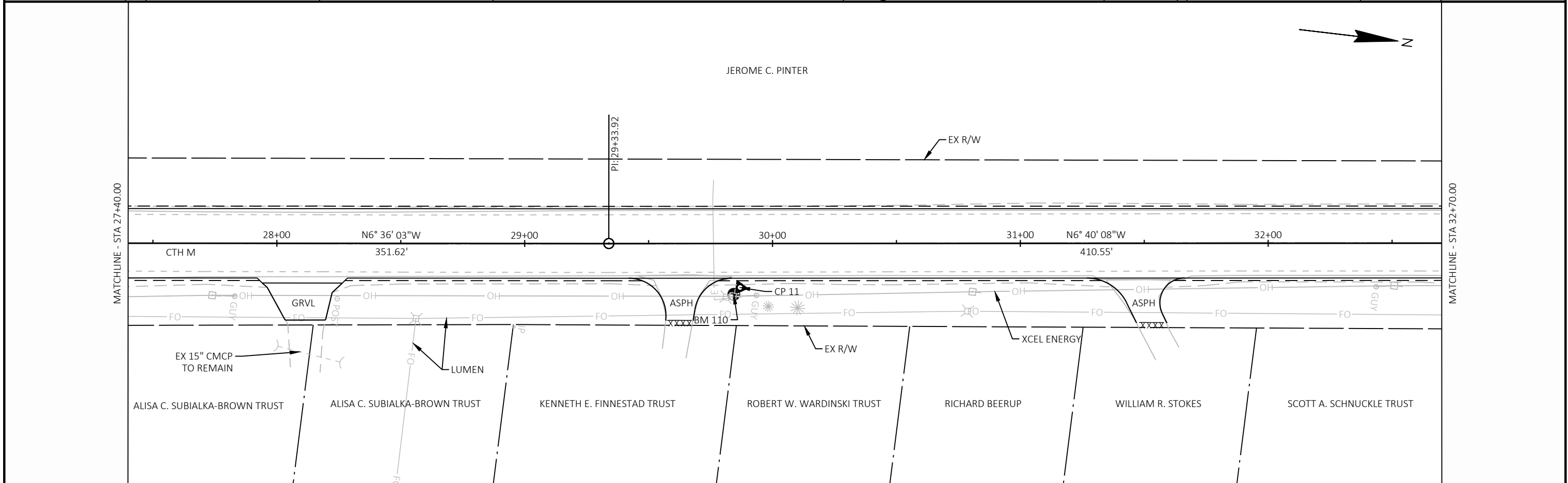


PROJECT NO: 8809-00-70	HWY: CTH M	COUNTY: WASHBURN	PLAN	SHEET	E
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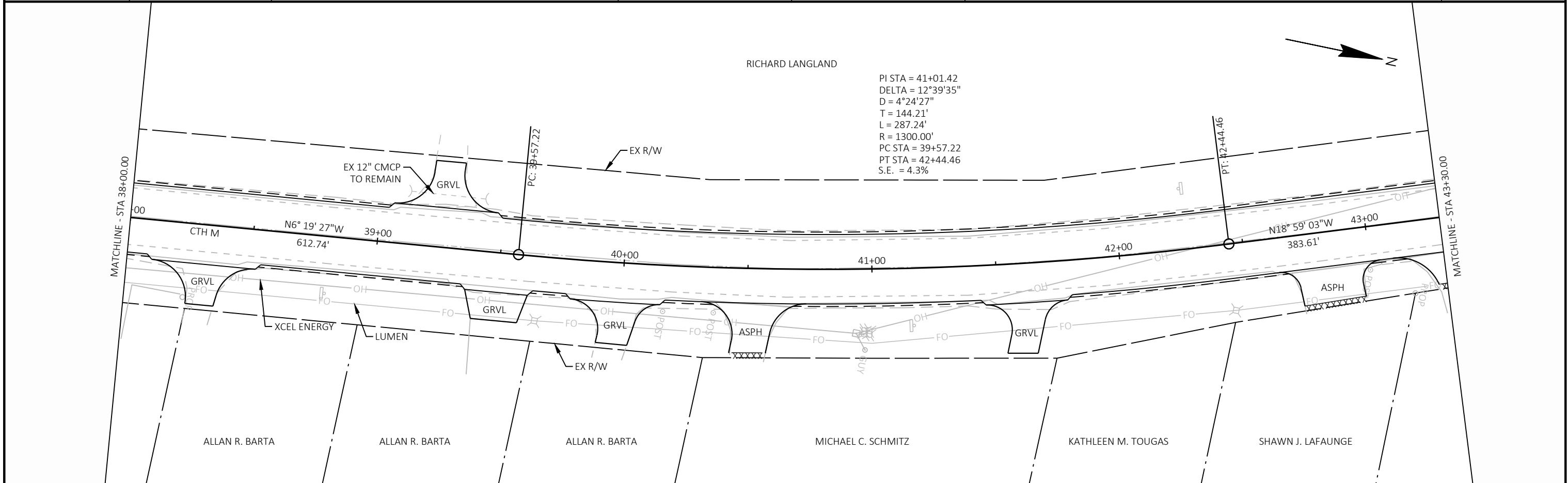
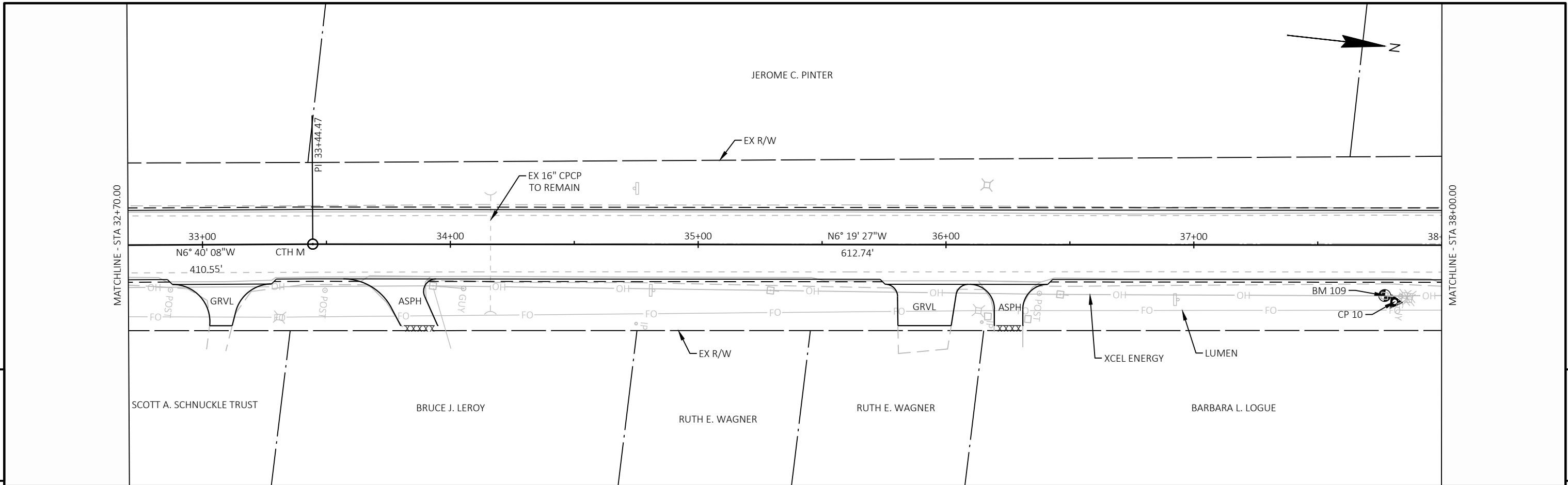


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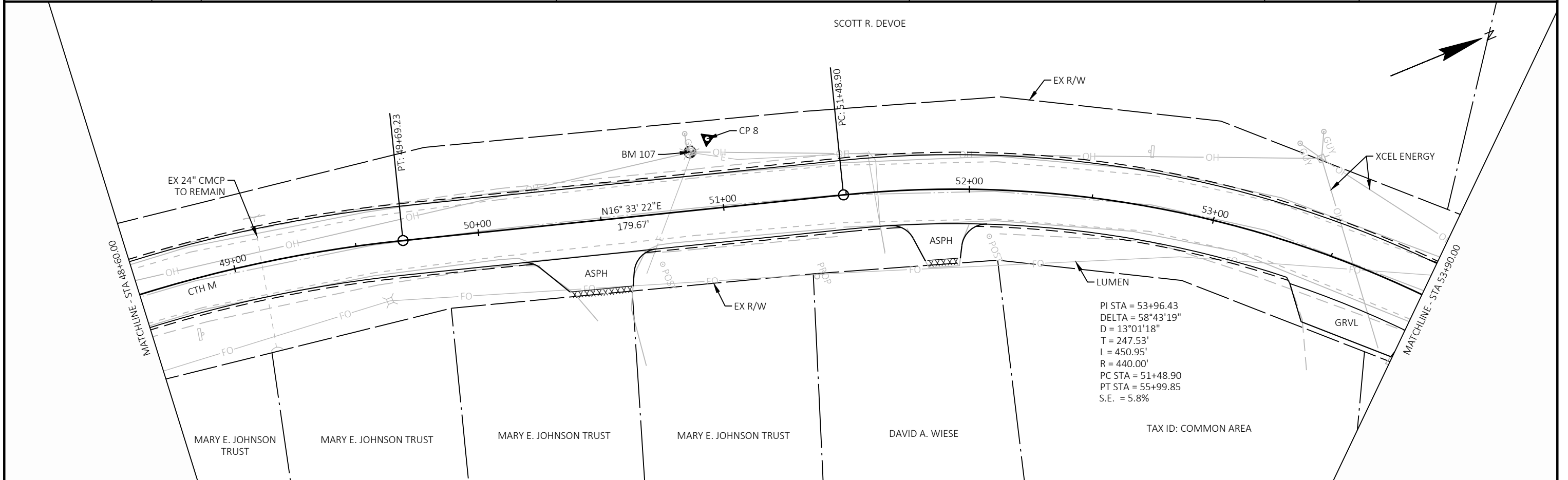
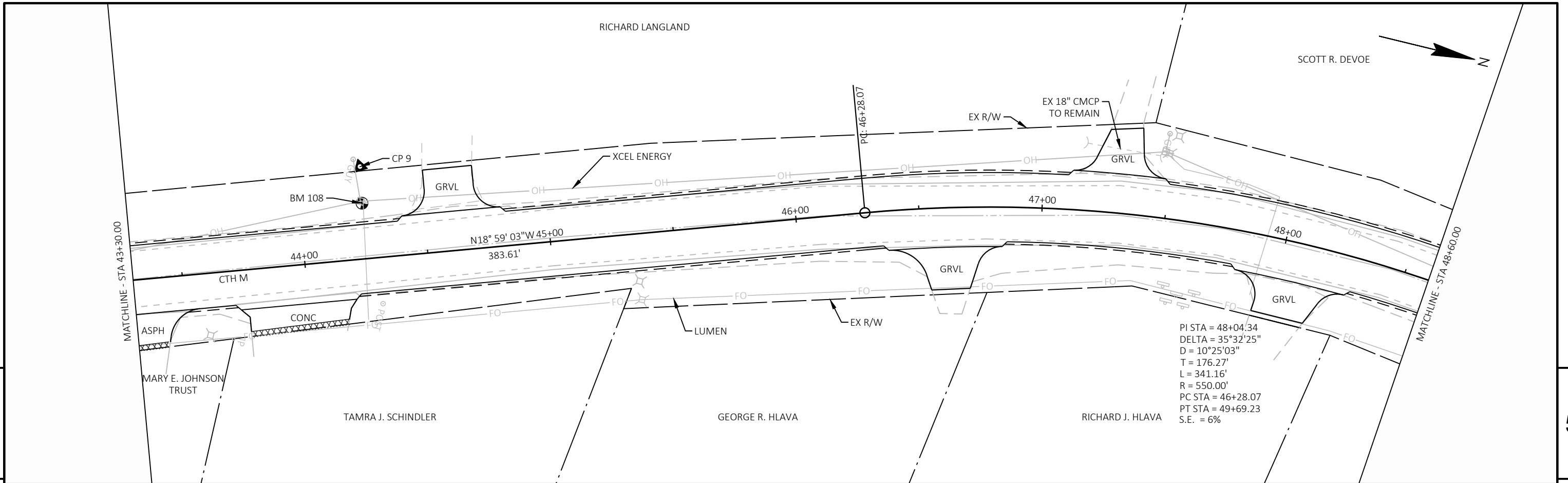
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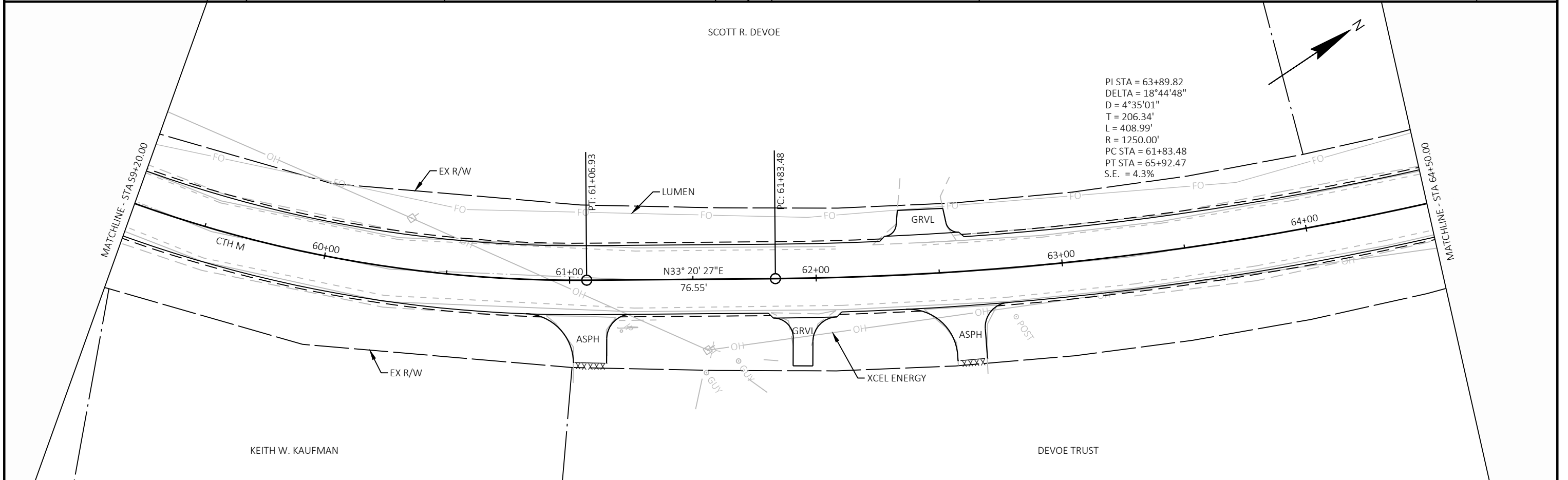
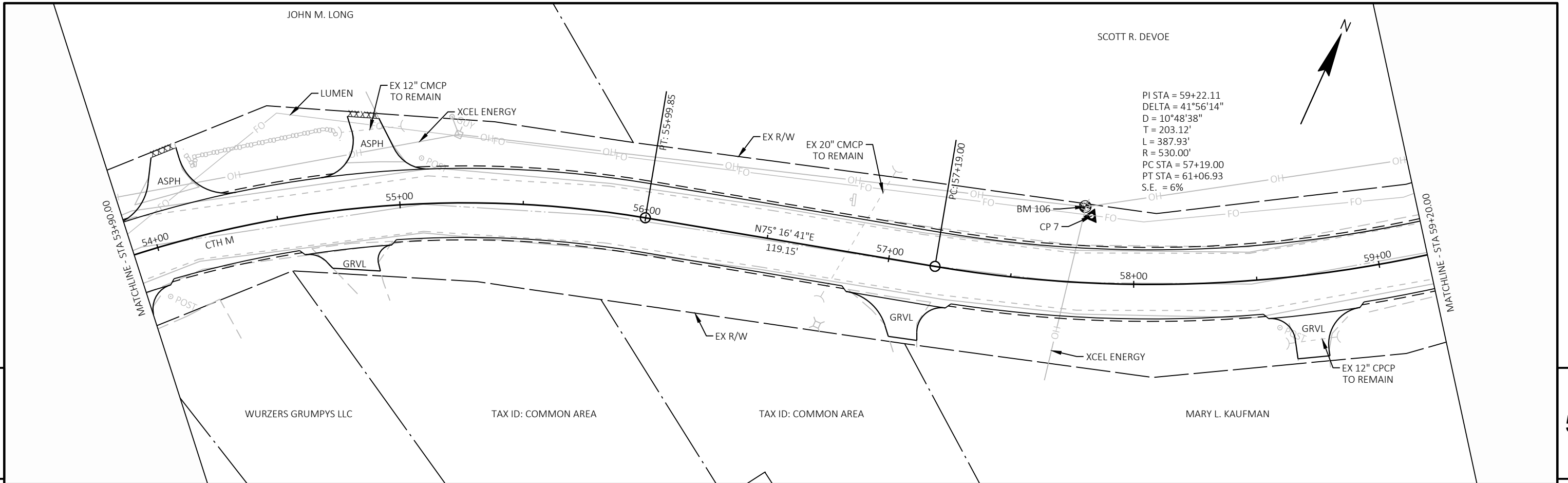
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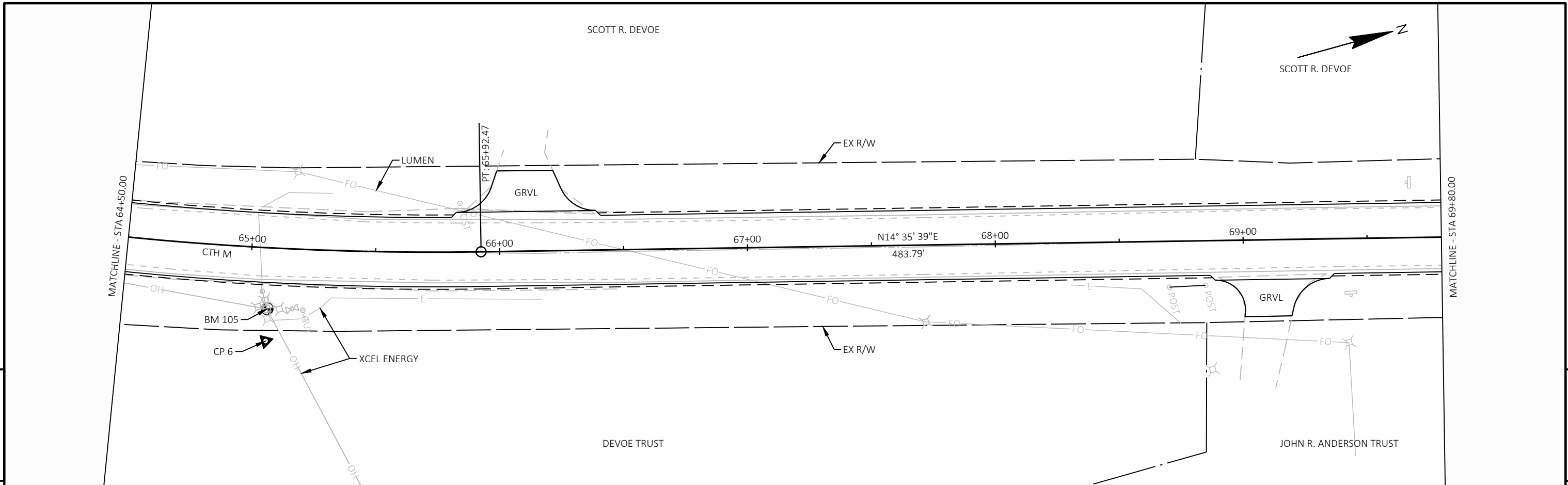
PROJECT NO: 8809-00-70	HWY: CTH M	COUNTY: WASHBURN	PLAN	SHEET	E
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PROJECT NO: 8809-00-70	HWY: CTH M	COUNTY: WASHBURN	PLAN	SHEET	E
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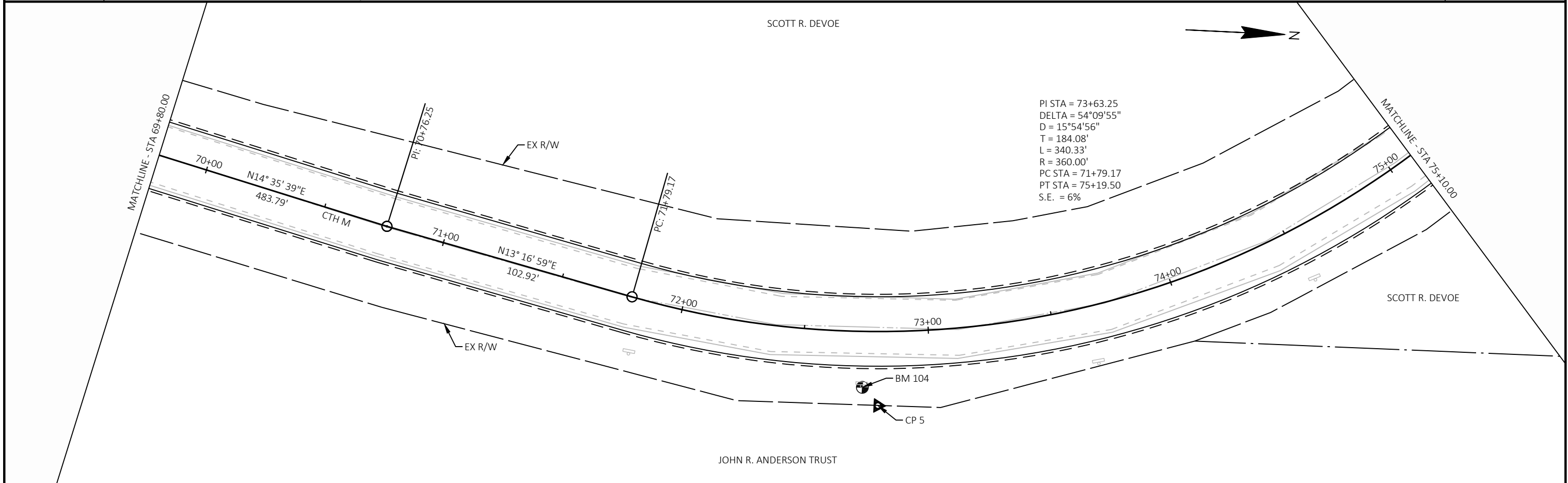


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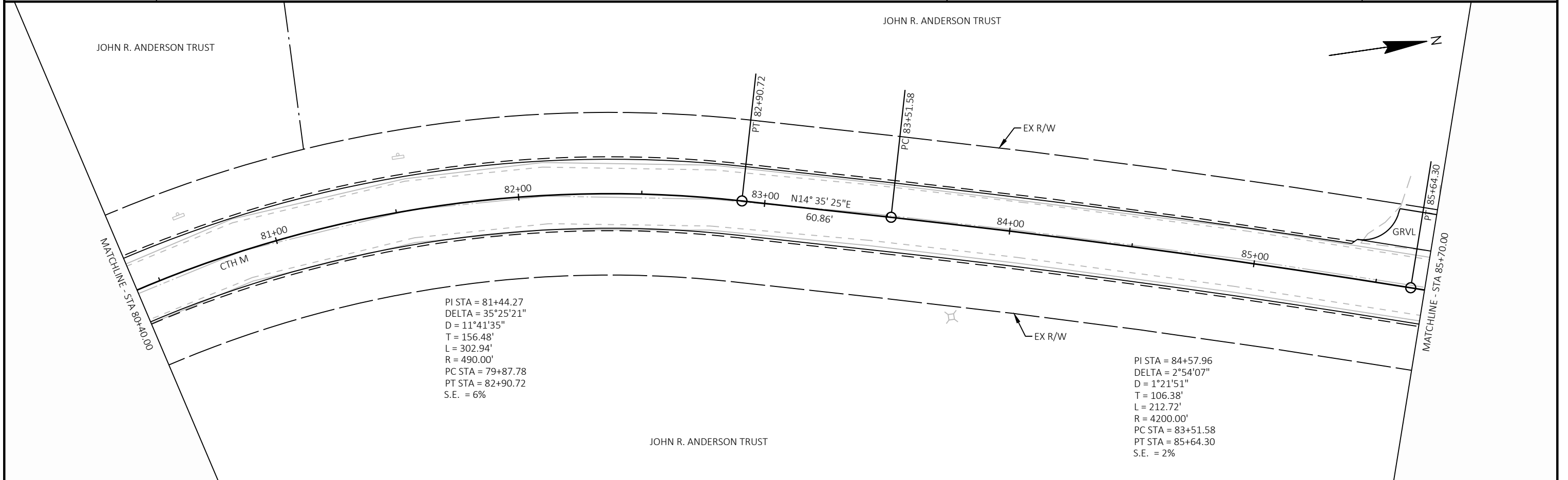
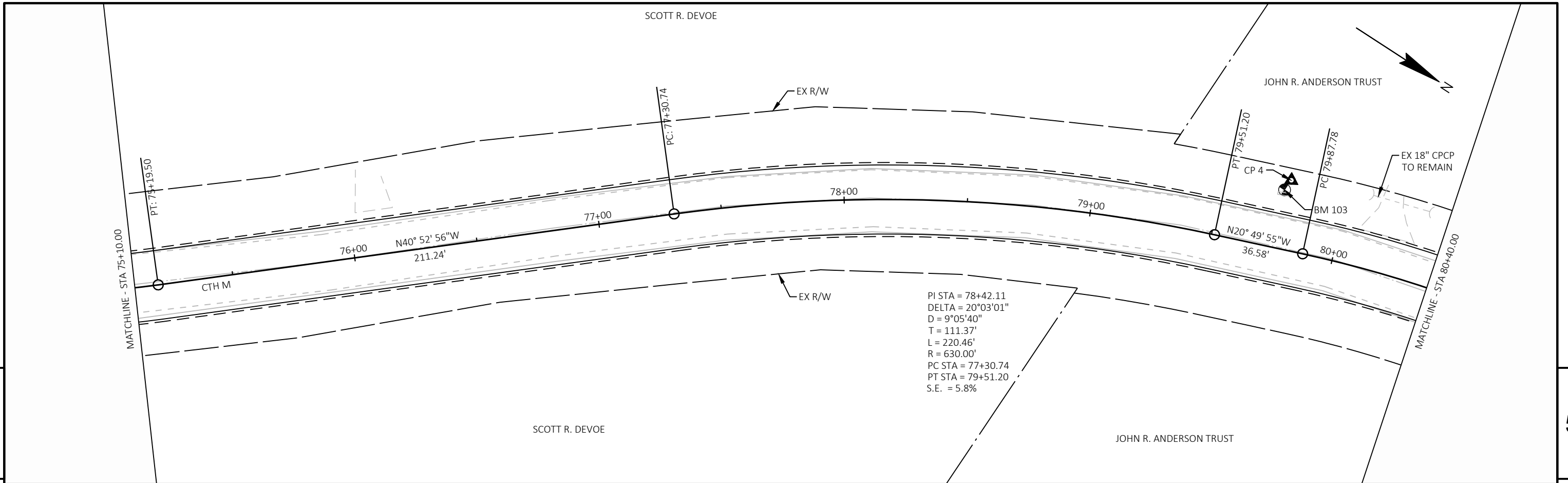


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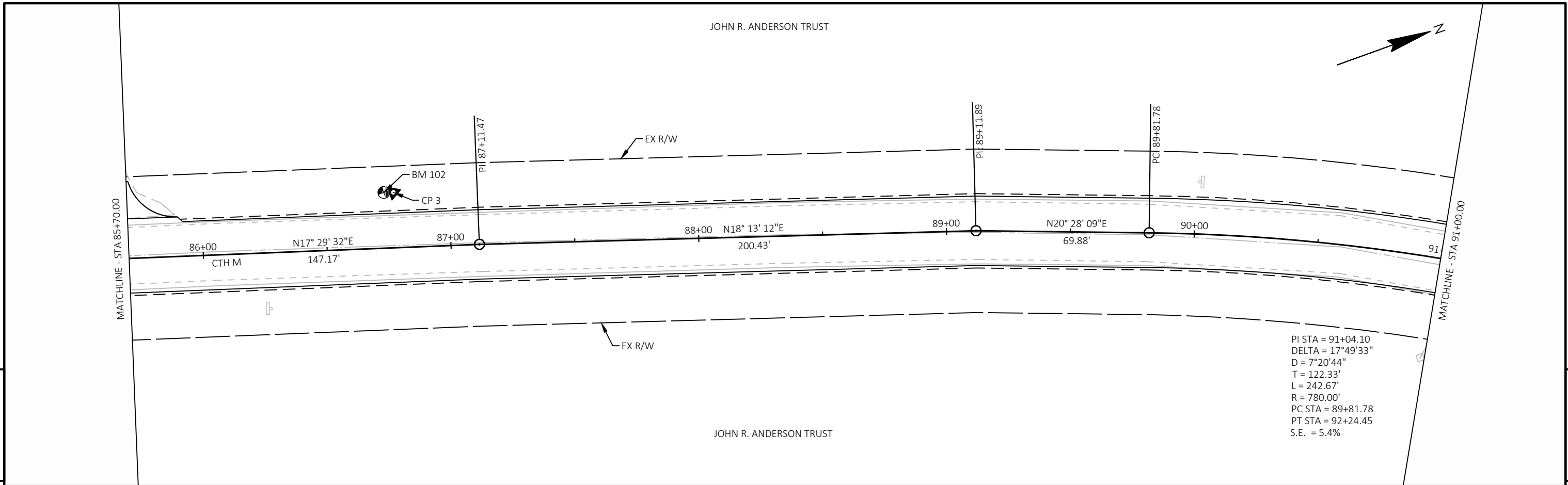
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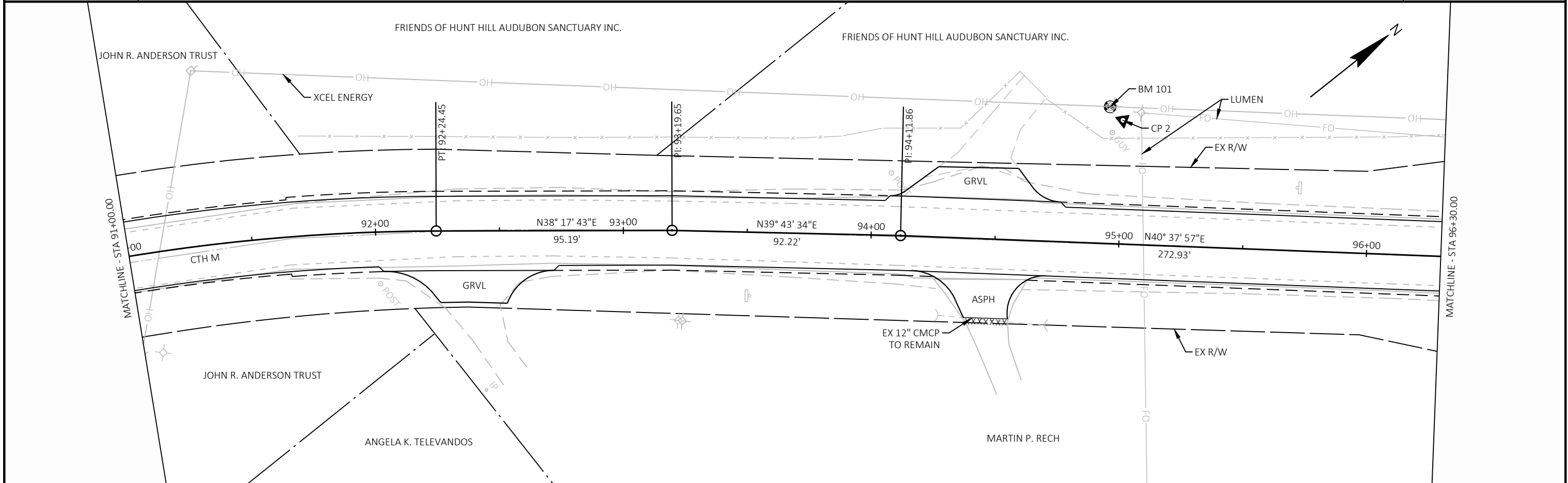


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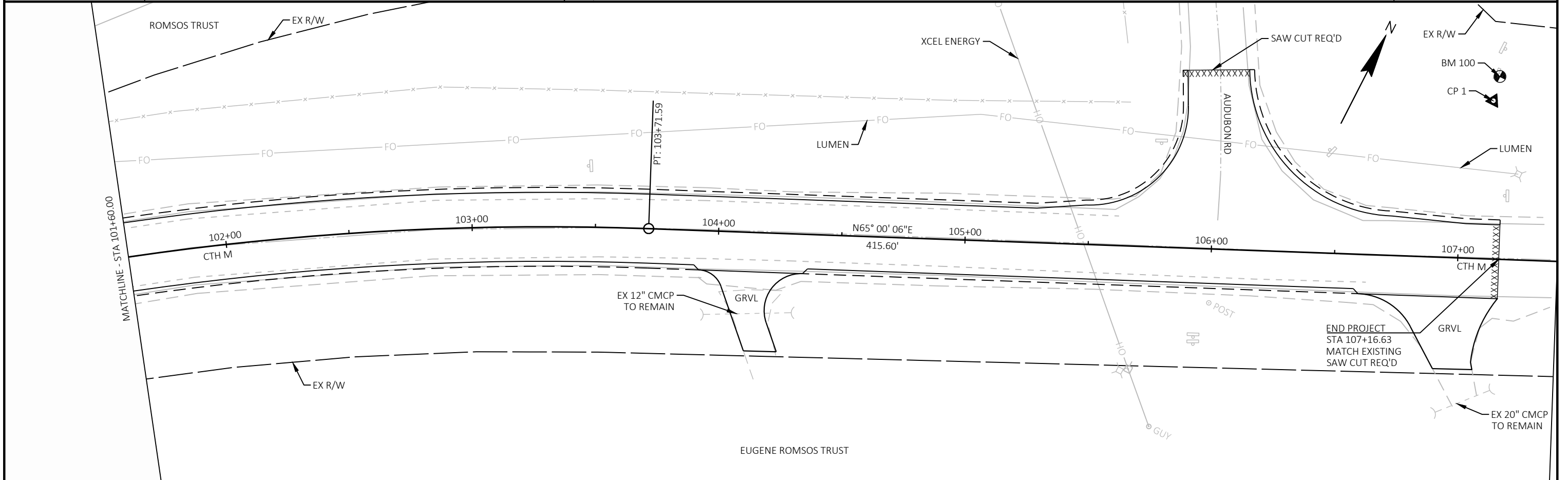
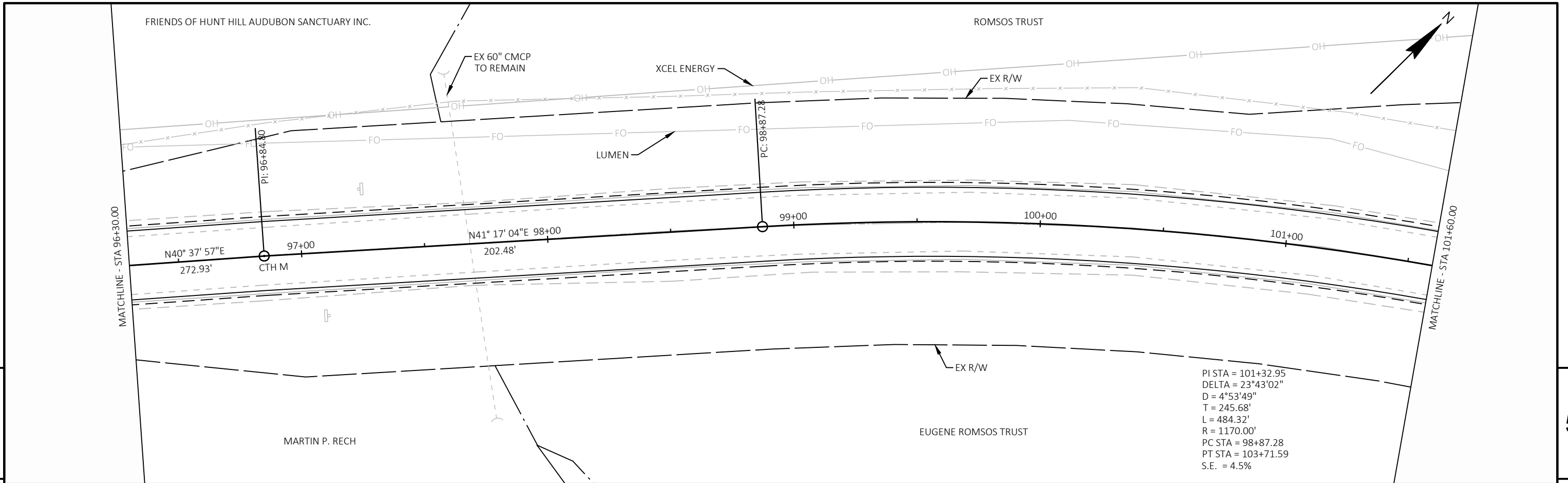


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PROJECT NO: 8809-00-70	HWY: CTH M	COUNTY: WASHBURN	PLAN	SHEET	E
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PROJECT NO: 8809-00-70	HWY: CTH M	COUNTY: WASHBURN	PLAN	SHEET	E
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Standard Detail Drawing List

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

GENERAL NOTES

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

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




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

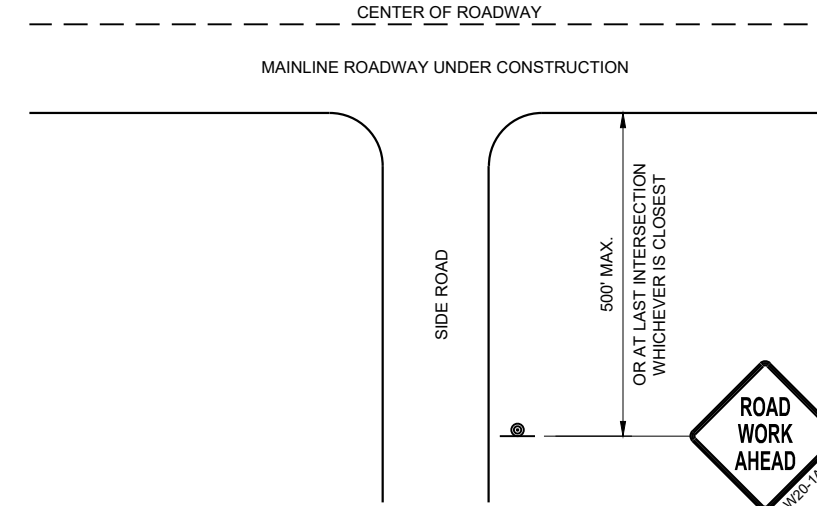
SIGNS THAT WILL BE IN PLACE LESS THAN SEVEN CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

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

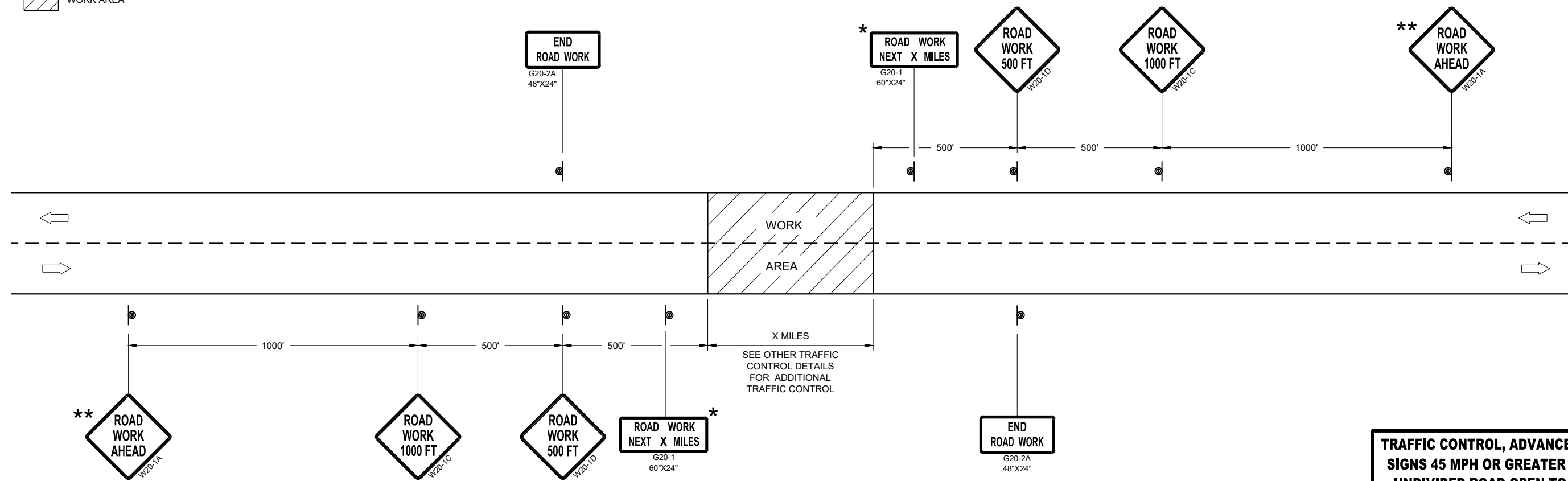
- * OMIT G20-1 SIGNS IF LENGTH OF WORK AREA IS 2 MILES OR LESS
- ** PLACE AN ADDITIONAL W20-1A "ROAD WORK AHEAD" SIGN IF WORK AREA WITHIN THE PROJECT IS SEPARATED BY MORE THAN 2 MILES FROM PREVIOUS WORK AREA.

LEGEND

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



TYPICAL SIDE ROAD APPROACH WARNING SIGN DETAIL



TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45MPH OR GREATER




TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 MPH OR GREATER TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED DATE July 2018	/S/ Andrew Heidtke WORK ZONE ENGINEER
FHWA	

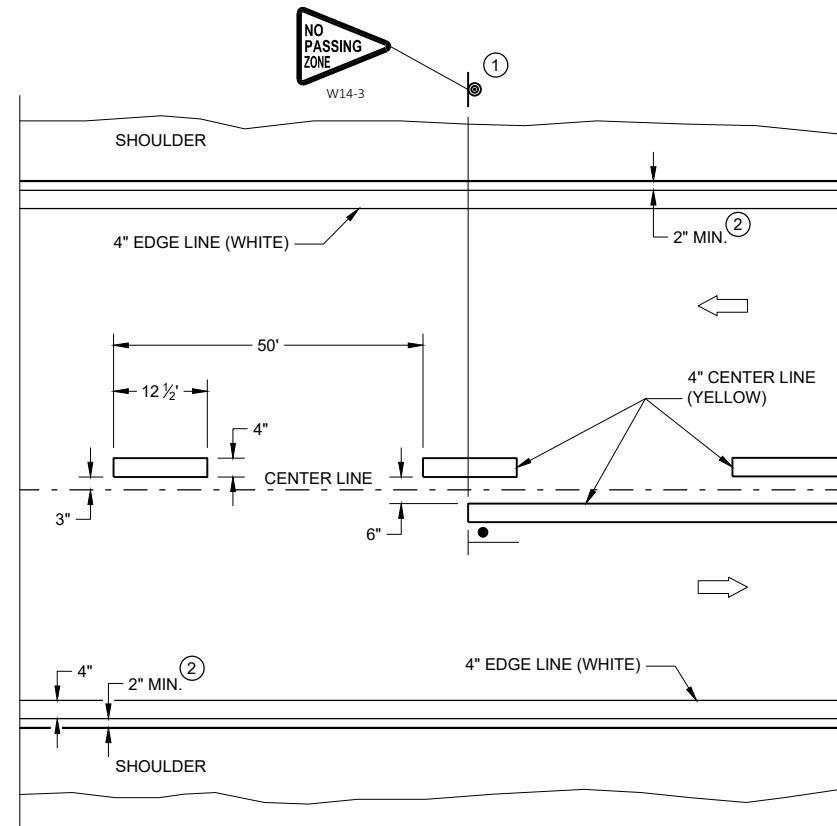
GENERAL NOTES

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

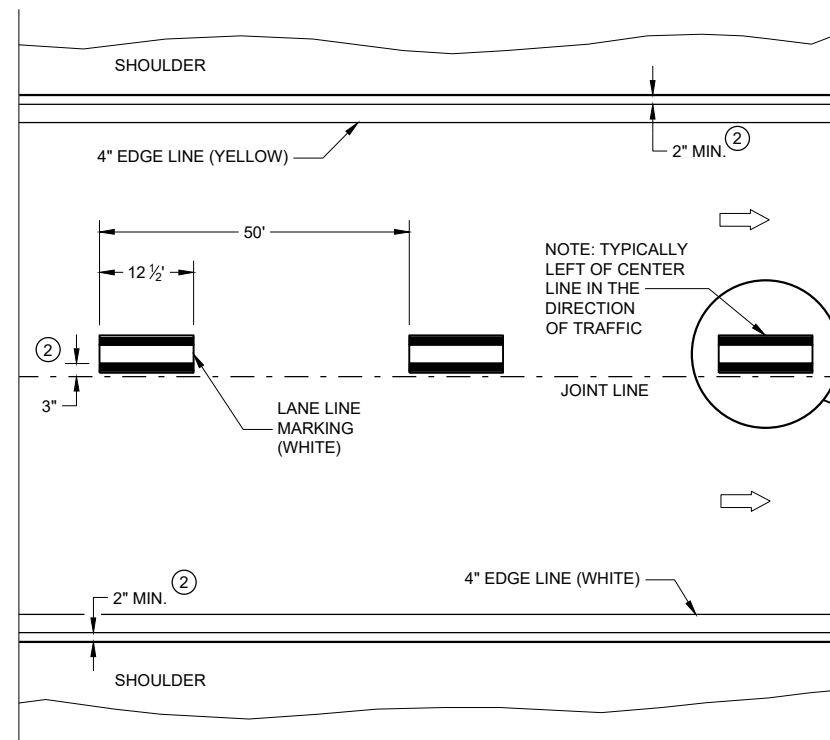
- ① LOCATE THE NO PASSING ZONE W14-3 SIGN WITHIN 50 FEET OF THE "T" MARKING
- ② MEASURE FROM EDGE OF MARKING TO JOINT LINE. THIS DOES NOT INCLUDE SPACE NEEDED FOR GROOVING OPERATIONS.

LEGEND

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

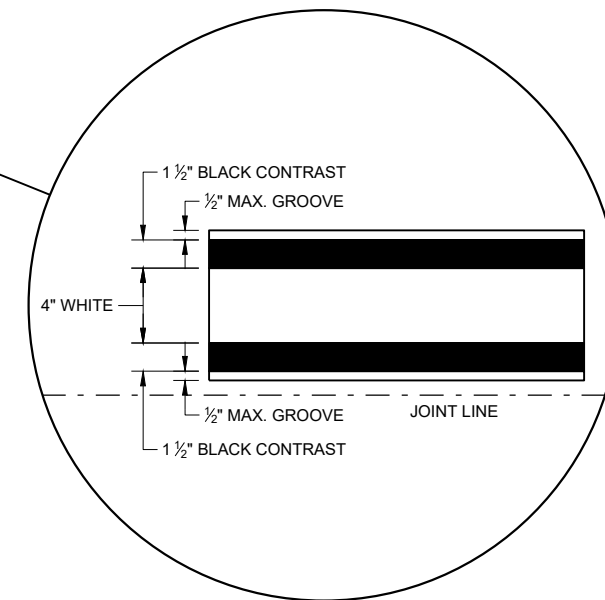


TWO WAY TRAFFIC



ONE WAY TRAFFIC

PERMANENT PAVEMENT MARKING



6

6

SDD 15C08 - 21a

SDD 15C08 - 21a






PERMANENT LONGITUDINAL PAVEMENT MARKINGS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

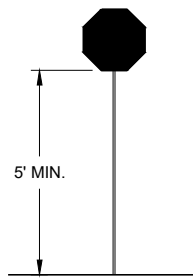
- ③ EACH TEMPORARY PORTABLE RUMBLE STRIP ARRAY CONSISTS OF THREE RUMBLE STRIPS PLACED TRANSVERSE ACROSS THE LANE AT THE LOCATIONS SHOWN. WITHIN EACH ARRAY, SPACING BETWEEN RUMBLE STRIPS SHALL BE 15 FEET ON CENTER

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.



STOP/SLOW PADDLE ON SUPPORT STAFF

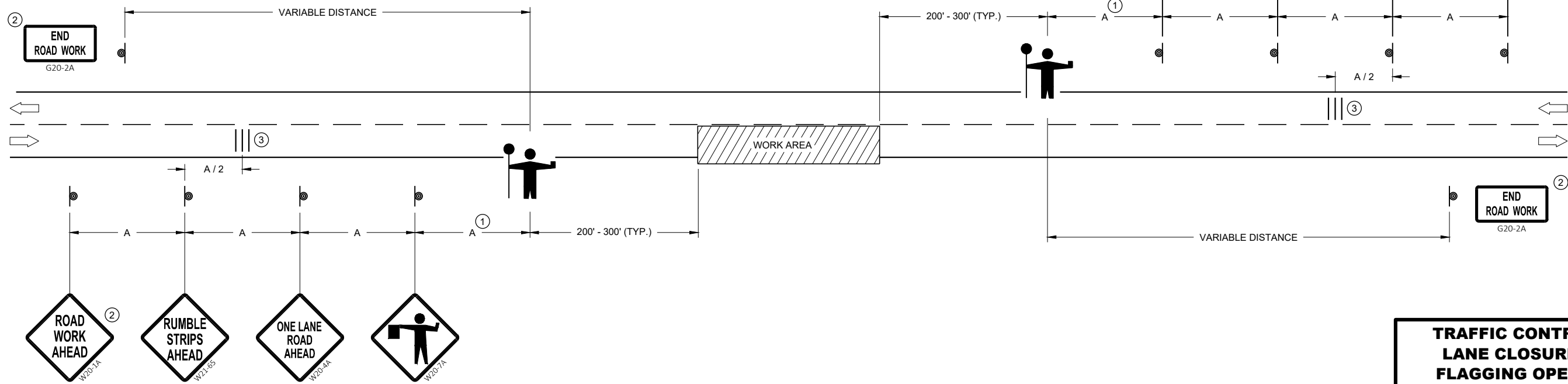
SIGN AND TEMPORARY RUMBLE STRIP ARRAY SPACING TABLE

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



W03-4

USE OF W03-4 SIGN IS OPTIONAL. WHEN USED, THIS SIGN SHALL BE LOCATED BETWEEN THE W20-7A AND W20-4A SIGNS, USING SPACING "A".







TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

FHWA

LEGEND

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

GENERAL NOTES

ALL VEHICLES SHALL BE EQUIPPED WITH TWO 360 DEGREE HIGH INTENSITY YELLOW FLASHING LIGHTS OR STROBE LIGHTS AND OPERATED WITH HEADLIGHTS TURNED ON.

ALL VEHICLES SHALL BE EQUIPPED WITH REAR FACING TYPE B OR C FLASHING ARROW PANEL OPERATING IN CAUTION MODE. SIGNS PLACED ON VEHICLES MUST NOT OBSCURE THE ARROW PANEL.

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

DISTANCE BETWEEN VEHICLES MAY VARY ACCORDING TO TERRAIN, SIGHT DISTANCE, PAINT DRYING TIME, AND OTHER FACTORS. WHENEVER ADEQUATE STOPPING SIGHT DISTANCE EXISTS TO THE REAR, SHADOW VEHICLES SHOULD MAINTAIN THE MINIMUM DISTANCE FROM THE WORK VEHICLE AND PROCEED AT THE SAME SPEED AS THE WORK VEHICLE. SHADOW VEHICLES SHOULD SLOW DOWN IN ADVANCE OF VERTICAL AND HORIZONTAL CURVES THAT RESTRICT SIGHT DISTANCE.

THE WORK AND SHADOW VEHICLES SHOULD PULL OVER PERIODICALLY TO ALLOW TRAFFIC TO PASS.

WHEN NO WORK ACTIVITY IS TAKING PLACE, REMOVE OR LAY STATIONARY SIGNS AND SUPPORTS FLAT ON THE GRADE WITH UPRIGHTS ORIENTED PARALLEL TO AND DOWNSTREAM FROM TRAFFIC.

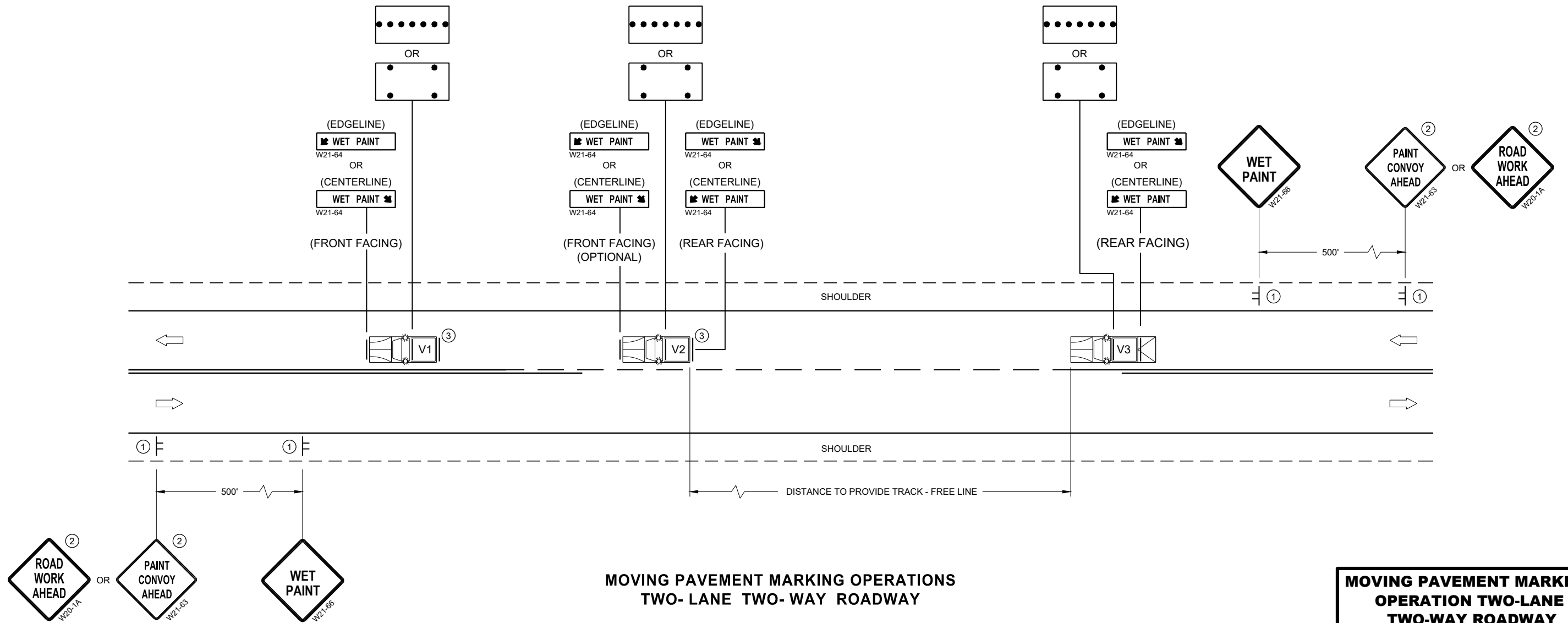
CONES SHOULD BE USED BETWEEN THE MARKING AND SHADOW VEHICLE AT 100 FOOT SPACING. CONES MAY BE OMITTED ON PAINTED LINE IF APPROVED BY THE ENGINEER. CONSIDER PAVEMENT MARKING DRY OR CURE TIMES AND TRAFFIC VOLUME.

CONES SHALL BE A MINIMUM OF 28" FOR WET PAVEMENT MARKING .

- ① SIGNS SHALL BE REPEATED APPROXIMATELY EVERY THREE MILES.
- ② IF CONSTRUCTION WORK ZONE SIGNS ARE IN PLACE, W20-1A OR W21-63 ARE NOT REQUIRED.
- ③ V1 AND V2 CAN BE SWITCHED SO THAT THE MARKER IS THE LEAD VEHICLE.

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

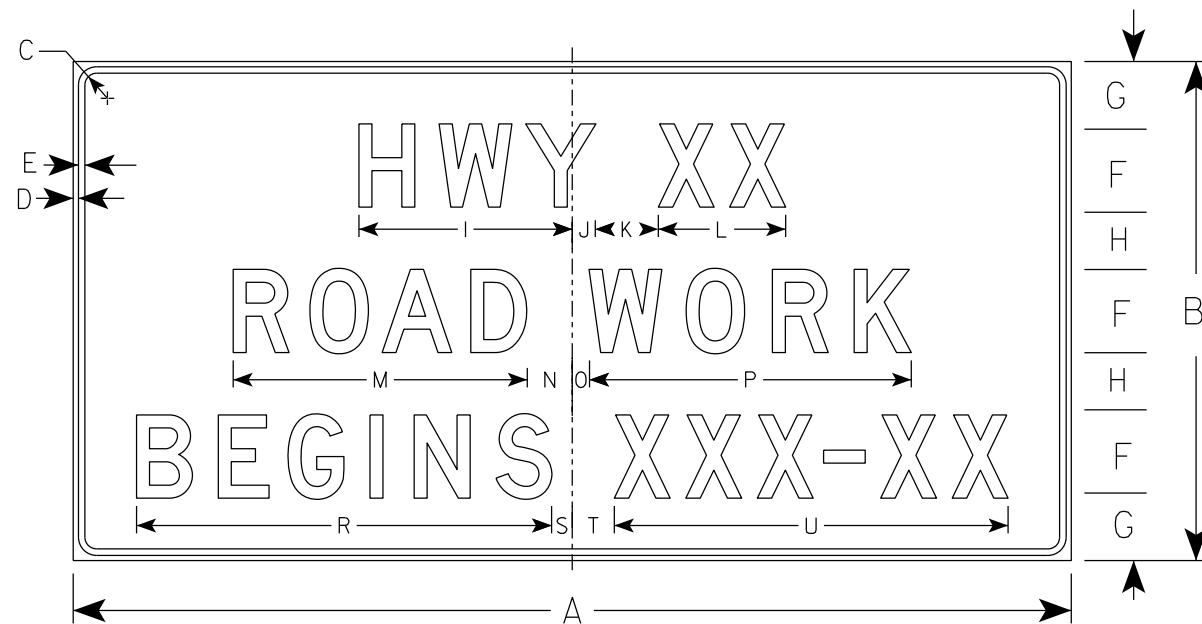
SDD 15C19 - 07a

SDD 15C19 - 07a

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

NOTES

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



G20-57

7

7

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

STANDARD SIGN
G20-57

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R Rauch*
For State Traffic Engineer

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

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

Notes



Wisconsin Department of Transportation

Dedicated people creating transportation solutions through innovation and exceptional service.

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