

PROJECT ID: 313-2311
WITH: N/A

COUNTY: DODGE

ORDER OF SHEETS

| | | |
|-------------|---|---------------------------------|
| Section No. | 1 | Title |
| Section No. | 2 | Typical Sections and Details |
| Section No. | 3 | Miscellaneous Quantities |
| Section No. | 4 | Right of Way Plat |
| Section No. | 5 | Plan and Profile |
| Section No. | 6 | WisDOT Standard Detail Drawings |
| Section No. | 7 | WisDOT Sign Plates |
| Section No. | 8 | Structure Plans |
| Section No. | 9 | Computer Earthwork Data |
| Section No. | 9 | Cross Sections |

TOTAL SHEETS = 24

DODGE COUNTY HIGHWAY COMMISSION

PLAN OF PROPOSED IMPROVEMENT

CTH G

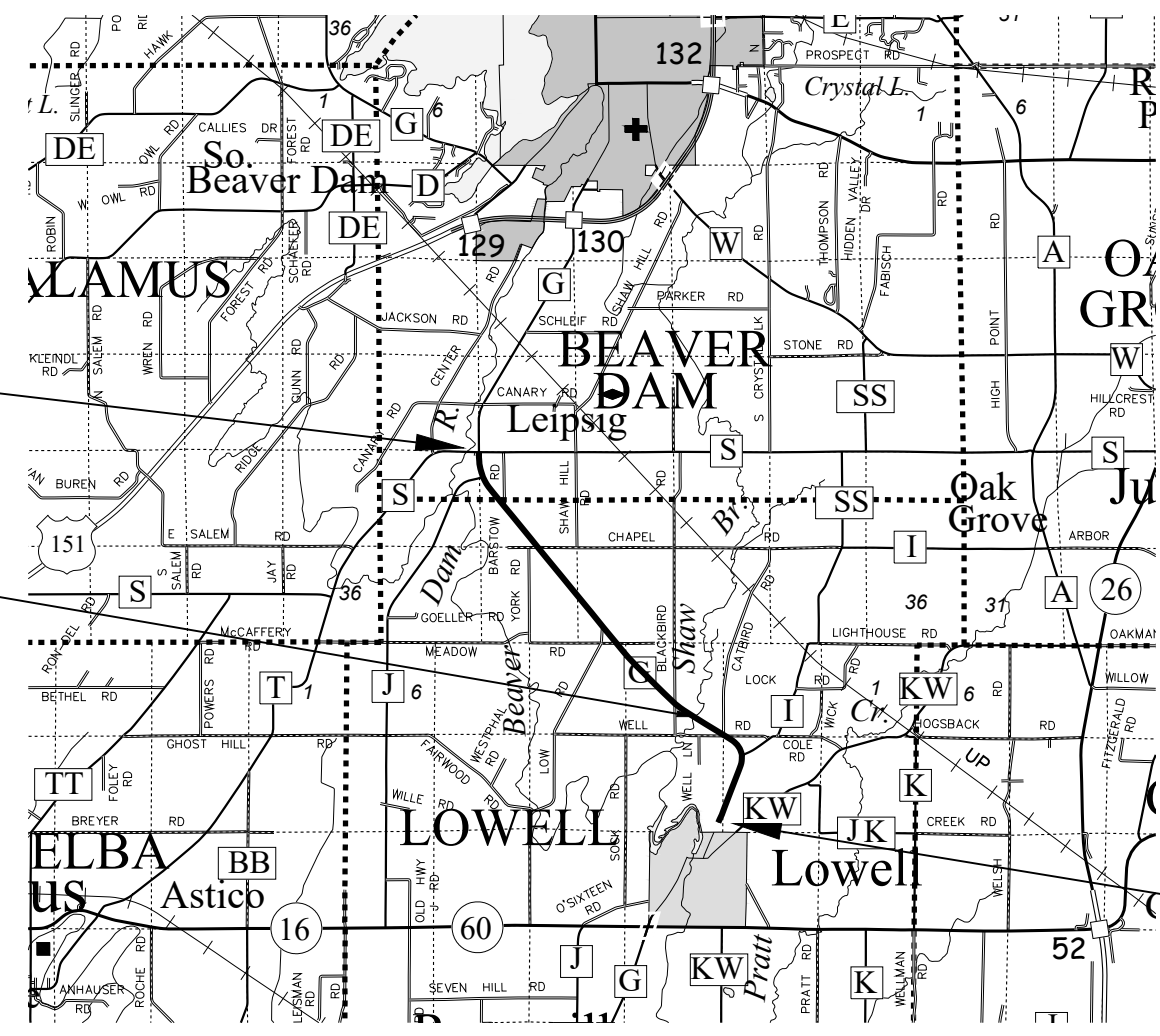
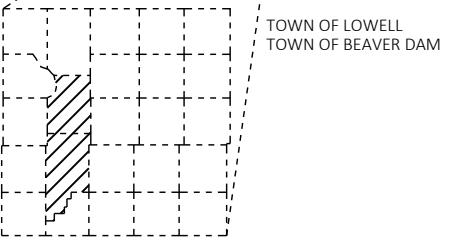
RESURFACE

LOWELL - CTH S

TOWN OF LOWELL & TOWN OF BEAVER DAM

BIDDING DOCUMENT
NOT FOR CONSTRUCTION

PROJECT NUMBER
313-2311



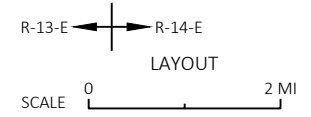
END PROJECT
STA 267+00.00
Y = 702502.223
X = 840442.721

EXCEPTION TO NET C/L LENGTH
STA 79+00.07 TO STA 80+62.27

BEGIN PROJECT
STA 5+70.00
Y = 682452.982
X = 853601.102

CONVENTIONAL SYMBOLS

| | |
|-----------------------------------|--|
| PLAN | PROFILE |
| CORPORATE LIMITS | GRADE LINE |
| PROPERTY LINE | ORIGINAL GROUND |
| LOT LINE | MARSH OR ROCK PROFILE (To be noted as such) |
| LIMITED HIGHWAY EASEMENT | SPECIAL DITCH |
| EXISTING RIGHT OF WAY | GRADE ELEVATION |
| PROPOSED OR NEW R/W LINE | CULVERT (Profile View) |
| SLOPE INTERCEPT | UTILITIES |
| REFERENCE LINE | ELECTRIC (UNDERGROUND) |
| EXISTING CULVERT | FIBER OPTIC (UNDERGROUND) |
| PROPOSED CULVERT (Box or Pipe) | GAS (UNDERGROUND) |
| COMBUSTIBLE FLUIDS | OVERHEAD UTILITY |
| MARSH AREA | SANITARY SEWER (UNDERGROUND) |
| WOODED OR SHRUB AREA | STORM SEWER (UNDERGROUND) |
| | TELEPHONE (UNDERGROUND) |
| | WATER (UNDERGROUND) |
| | UTILITY PEDESTAL |
| | POWER POLE |
| | TELEPHONE POLE |



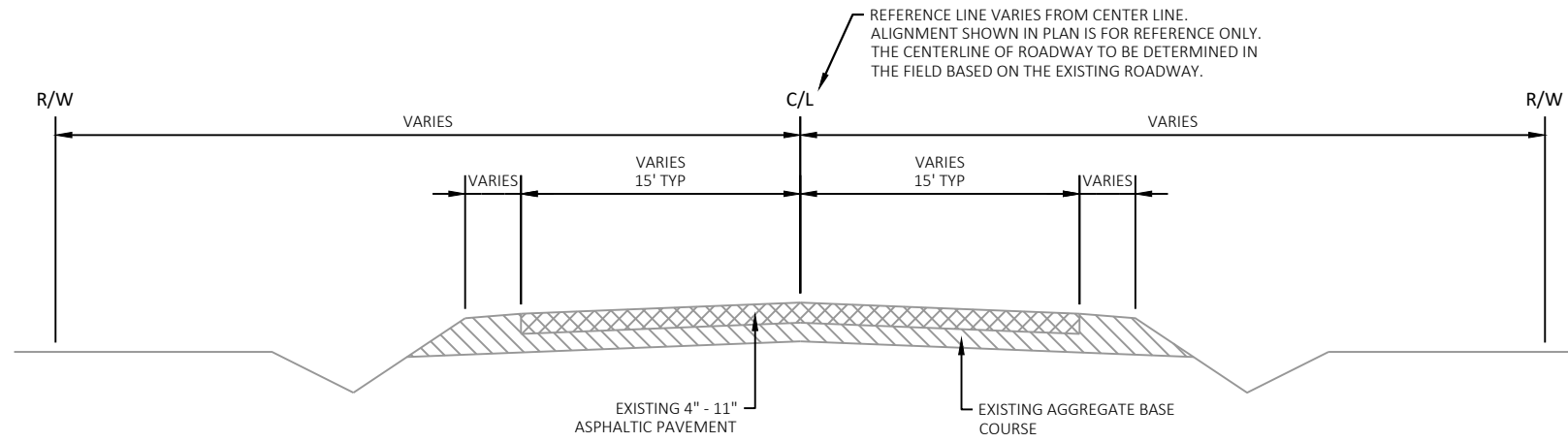
TOTAL NET LENGTH OF CENTERLINE = 4.918 MI

HORIZONTAL POSITIONS SHOWN ON THIS PLAN ARE WISCONSIN COORDINATE REFERENCE SYSTEM (WISCRS), DODGE COUNTY, NAD83 (1991), IN U.S. SURVEY FEET. POSITIONS SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES ARE THE SAME AS GROUND DISTANCES. ELEVATIONS SHOWN ON THE PLAN ARE REFERENCED TO THE NORTH AMERICAN VERTICAL DATUM OF 1988 (2012) (NAVD 88-2012).

ACCEPTED FOR
DODGE COUNTY
Date _____
NATE MINNIG
INTERIM HIGHWAY COMMISSIONER

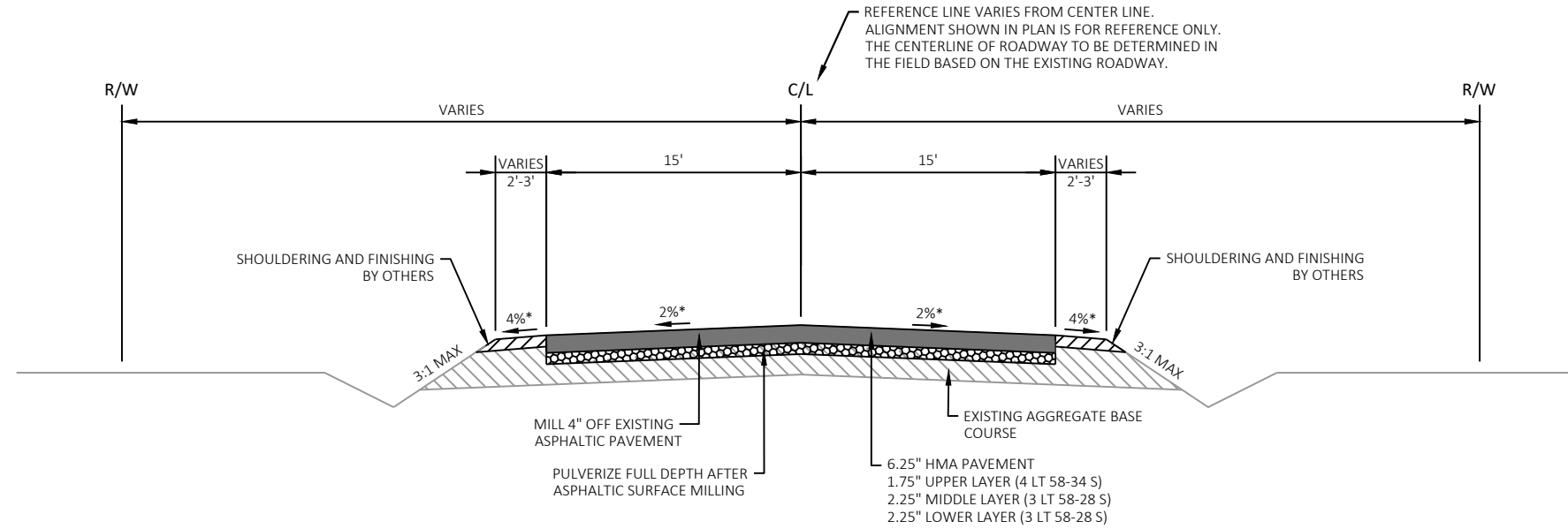
ORIGINAL PLANS PREPARED BY
GREMMER & ASSOCIATES, INC.
CONSULTING ENGINEERS

DATE: _____
BENJAMIN L. OITZINGER, PE



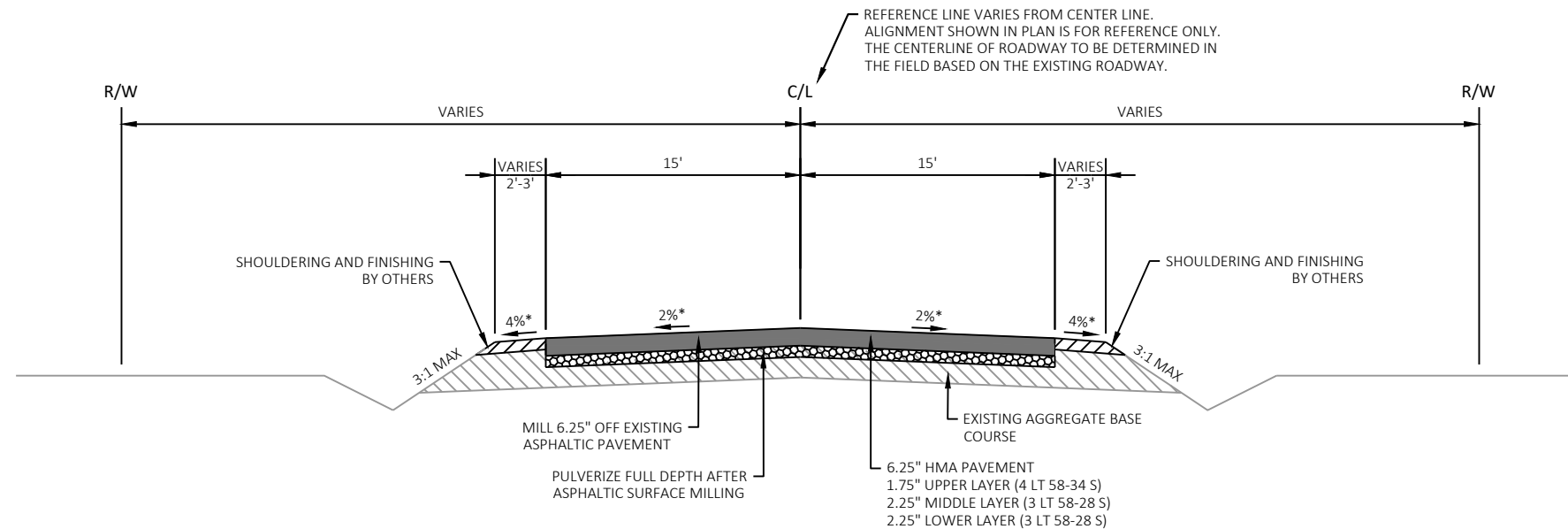
TYPICAL EXISTING SECTION

CTH G
STA 5+70.00 - STA 79+00.07
STA 80+62.27 - STA 267+00.00



TYPICAL FINISHED SECTION

CTH G
 STA 5+70.00 - STA 70+00.00
 STA 90+87.14 - STA 254+93.38
 STA 257+37.86 - STA 267+00.00



TYPICAL FINISHED SECTION

CTH G
 STA 70+00.00 - STA 79+00.07
 STA 80+62.27 - STA 90+87.14
 STA 254+93.38 - STA 257+37.86

NOTES:

- * SEE SUPERELEVATION TABLES FOR CROSS SLOPES AT CURVES.
- MILL 3" AT EXISTING ASPHALT DRIVEWAYS AND REPLACE WITH 3" ASPHALTIC SURFACE FOR DRIVEWAYS AND FIELD ENTRANCES.
- PAVEMENT WIDENING ON LOW SIDE OF CURVES AS SHOWN ON PLANS.

| SUPERELEVATION REPORT FOR 'CTHG' | | | | | |
|----------------------------------|----------|-------------------|-----------|--------------------|------------|
| TRANSITION EVENT POINTS | | RATE (%) | | | |
| LOCATION | STATION | LEFT OF CROWNLINE | | RIGHT OF CROWNLINE | |
| | | LEFT SHLD | LEFT LANE | RIGHT LANE | RIGHT SHLD |
| CURVE 1 | | | | | |
| EndNormalShoulder | 7+79.61 | -4.0% | -2.0% | -2.0% | -4.0% |
| EndNormalCrown | 7+79.61 | -4.0% | -2.0% | -2.0% | -4.0% |
| LevelCrown | 8+30.44 | -4.0% | -2.0% | 0.0% | -4.0% |
| ReverseCrown | 8+81.28 | -4.0% | -2.0% | 2.0% | -4.0% |
| BeginFullSuper | 8+91.44 | -4.0% | -2.4% | 2.4% | -4.0% |
| EndFullSuper | 11+27.59 | -4.0% | -2.4% | 2.4% | -4.0% |
| ReverseCrown | 11+37.75 | -4.0% | -2.0% | 2.0% | -4.0% |
| LevelCrown | 11+88.59 | -4.0% | -2.0% | 0.0% | -4.0% |
| BeginNormalCrown | 12+39.42 | -4.0% | -2.0% | -2.0% | -4.0% |
| BeginNormalShoulder | 12+39.42 | -4.0% | -2.0% | -2.0% | -4.0% |
| INCREMENTAL STATIONS | | | | | |
| | 7+75.00 | -4.0% | -2.0% | -2.0% | -4.0% |
| | 8+00.00 | -4.0% | -2.0% | -1.2% | -4.0% |
| | 8+25.00 | -4.0% | -2.0% | -0.2% | -4.0% |
| | 8+50.00 | -4.0% | -2.0% | 0.8% | -4.0% |
| | 8+75.00 | -4.0% | -2.0% | 1.8% | -4.0% |
| | 9+00.00 | -4.0% | -2.4% | 2.4% | -4.0% |
| | 9+25.00 | -4.0% | -2.4% | 2.4% | -4.0% |
| | 11+25.00 | -4.0% | -2.4% | 2.4% | -4.0% |
| | 11+50.00 | -4.0% | -2.0% | 1.5% | -4.0% |
| | 11+75.00 | -4.0% | -2.0% | 0.5% | -4.0% |
| | 12+00.00 | -4.0% | -2.0% | -0.4% | -4.0% |
| | 12+25.00 | -4.0% | -2.0% | -1.4% | -4.0% |
| | 12+50.00 | -4.0% | -2.0% | -2.0% | -4.0% |

| SUPERELEVATION REPORT FOR 'CTHG' | | | | | |
|----------------------------------|----------|-------------------|-----------|--------------------|------------|
| TRANSITION EVENT POINTS | | RATE (%) | | | |
| LOCATION | STATION | LEFT OF CROWNLINE | | RIGHT OF CROWNLINE | |
| | | LEFT SHLD | LEFT LANE | RIGHT LANE | RIGHT SHLD |
| CURVE 2 | | | | | |
| EndNormalShoulder | 37+83.17 | -4.0% | -2.0% | -2.0% | -4.0% |
| EndNormalCrown | 37+83.17 | -4.0% | -2.0% | -2.0% | -4.0% |
| LevelCrown | 38+34.17 | -4.0% | -2.0% | 0.0% | -4.0% |
| ReverseCrown | 38+85.17 | -4.0% | -2.0% | 2.0% | -4.0% |
| LowShoulderMatch | 39+36.17 | -4.0% | -4.0% | 4.0% | -4.0% |
| BeginFullSuper | 39+87.17 | -6.0% | -6.0% | 6.0% | -2.0% |
| EndFullSuper | 54+72.98 | -6.0% | -6.0% | 6.0% | -2.0% |
| LowShoulderMatch | 55+23.98 | -4.0% | -4.0% | 4.0% | -4.0% |
| ReverseCrown | 55+74.98 | -4.0% | -2.0% | 2.0% | -4.0% |
| LevelCrown | 56+25.98 | -4.0% | -2.0% | 0.0% | -4.0% |
| BeginNormalCrown | 56+76.98 | -4.0% | -2.0% | -2.0% | -4.0% |
| BeginNormalShoulder | 56+76.98 | -4.0% | -2.0% | -2.0% | -4.0% |
| INCREMENTAL STATIONS | | | | | |
| | 37+75.00 | -4.0% | -2.0% | -2.0% | -4.0% |
| | 38+00.00 | -4.0% | -2.0% | -1.3% | -4.0% |
| | 38+25.00 | -4.0% | -2.0% | -0.4% | -4.0% |
| | 38+50.00 | -4.0% | -2.0% | 0.6% | -4.0% |
| | 38+75.00 | -4.0% | -2.0% | 1.6% | -4.0% |
| | 39+00.00 | -4.0% | -2.6% | 2.6% | -4.0% |
| | 39+25.00 | -4.0% | -3.6% | 3.6% | -4.0% |
| | 39+50.00 | -4.5% | -4.5% | 4.5% | -3.5% |
| | 39+75.00 | -5.5% | -5.5% | 5.5% | -2.5% |
| | 40+00.00 | -6.0% | -6.0% | 6.0% | -2.0% |
| | 54+50.00 | -6.0% | -6.0% | 6.0% | -2.0% |
| | 54+75.00 | -5.9% | -5.9% | 5.9% | -2.1% |
| | 55+00.00 | -4.9% | -4.9% | 4.9% | -3.1% |
| | 55+25.00 | -4.0% | -4.0% | 4.0% | -4.0% |
| | 55+50.00 | -4.0% | -3.0% | 3.0% | -4.0% |
| | 55+75.00 | -4.0% | -2.0% | 2.0% | -4.0% |
| | 56+00.00 | -4.0% | -2.0% | 1.0% | -4.0% |
| | 56+25.00 | -4.0% | -2.0% | 0.0% | -4.0% |
| | 56+50.00 | -4.0% | -2.0% | -0.9% | -4.0% |
| | 56+75.00 | -4.0% | -2.0% | -1.9% | -4.0% |
| | 57+00.00 | -4.0% | -2.0% | -2.0% | -4.0% |

| SUPERELEVATION REPORT FOR 'CTHG' | | | | | |
|----------------------------------|----------------|-------------------|------------------|--------------------|-------------------|
| TRANSITION EVENT POINTS | | RATE (%) | | | |
| LOCATION | STATION | LEFT OF CROWNLINE | | RIGHT OF CROWNLINE | |
| | | LEFT SHLD | LEFT LANE | RIGHT LANE | RIGHT SHLD |
| CURVE 3 | | | | | |
| EndNormalShoulder | 83+02.80 | -4.0% | -2.0% | -2.0% | -4.0% |
| EndNormalCrown | 83+02.80 | -4.0% | -2.0% | -2.0% | -4.0% |
| LevelCrown | 83+53.64 | -4.0% | 0.0% | -2.0% | -4.0% |
| ReverseCrown | 84+04.47 | -4.0% | 2.0% | -2.0% | -4.0% |
| BeginFullSuper | 84+14.64 | -4.0% | 2.4% | -2.4% | -4.0% |
| EndFullSuper | 96+42.75 | -4.0% | 2.4% | -2.4% | -4.0% |
| ReverseCrown | 96+52.92 | -4.0% | 2.0% | -2.0% | -4.0% |
| LevelCrown | 97+03.75 | -4.0% | 0.0% | -2.0% | -4.0% |
| BeginNormalCrown | 97+54.59 | -4.0% | -2.0% | -2.0% | -4.0% |
| BeginNormalShoulder | 97+54.59 | -4.0% | -2.0% | -2.0% | -4.0% |
| | | | | | |
| INCREMENTAL STATIONS | STATION | LEFT SHLD | LEFT LANE | RIGHT LANE | RIGHT SHLD |
| | 83+00.00 | -4.0% | -2.0% | -2.0% | -4.0% |
| | 83+25.00 | -4.0% | -1.1% | -2.0% | -4.0% |
| | 83+50.00 | -4.0% | -0.1% | -2.0% | -4.0% |
| | 83+75.00 | -4.0% | 0.8% | -2.0% | -4.0% |
| | 84+00.00 | -4.0% | 1.8% | -2.0% | -4.0% |
| | 84+25.00 | -4.0% | 2.4% | -2.4% | -4.0% |
| | | | | | |
| | 96+25.00 | -4.0% | 2.4% | -2.4% | -4.0% |
| | 96+50.00 | -4.0% | 2.1% | -2.1% | -4.0% |
| | 96+75.00 | -4.0% | 1.1% | -2.0% | -4.0% |
| | 97+00.00 | -4.0% | 0.1% | -2.0% | -4.0% |
| | 97+25.00 | -4.0% | -0.8% | -2.0% | -4.0% |
| | 97+50.00 | -4.0% | -1.8% | -2.0% | -4.0% |
| | 97+75.00 | -4.0% | -2.0% | -2.0% | -4.0% |

| SUPERELEVATION REPORT FOR 'CTHG' | | | | | |
|----------------------------------|----------------|-------------------|------------------|--------------------|-------------------|
| TRANSITION EVENT POINTS | | RATE (%) | | | |
| LOCATION | STATION | LEFT OF CROWNLINE | | RIGHT OF CROWNLINE | |
| | | LEFT SHLD | LEFT LANE | RIGHT LANE | RIGHT SHLD |
| CURVE 4 | | | | | |
| EndNormalShoulder | 120+89.74 | -4.0% | -2.0% | -2.0% | -4.0% |
| EndNormalCrown | 120+89.74 | -4.0% | -2.0% | -2.0% | -4.0% |
| LevelCrown | 121+49.74 | -4.0% | 0.0% | -2.0% | -4.0% |
| BeginFullSuper | 122+09.74 | -4.0% | 2.0% | -2.0% | -4.0% |
| ReverseCrown | 122+09.74 | -4.0% | 2.0% | -2.0% | -4.0% |
| EndFullSuper | 133+92.32 | -4.0% | 2.0% | -2.0% | -4.0% |
| ReverseCrown | 133+92.32 | -4.0% | 2.0% | -2.0% | -4.0% |
| LevelCrown | 134+52.32 | -4.0% | 0.0% | -2.0% | -4.0% |
| BeginNormalCrown | 135+12.32 | -4.0% | -2.0% | -2.0% | -4.0% |
| BeginNormalShoulder | 135+12.32 | -4.0% | -2.0% | -2.0% | -4.0% |
| | | | | | |
| INCREMENTAL STATIONS | STATION | LEFT SHLD | LEFT LANE | RIGHT LANE | RIGHT SHLD |
| | 120+75.00 | -4.0% | -2.0% | -2.0% | -4.0% |
| | 121+00.00 | -4.0% | -1.7% | -2.0% | -4.0% |
| | 121+25.00 | -4.0% | -0.8% | -2.0% | -4.0% |
| | 121+50.00 | -4.0% | 0.0% | -2.0% | -4.0% |
| | 121+75.00 | -4.0% | 0.8% | -2.0% | -4.0% |
| | 122+00.00 | -4.0% | 1.7% | -2.0% | -4.0% |
| | 122+25.00 | -4.0% | 2.0% | -2.0% | -4.0% |
| | | | | | |
| | 133+75.00 | -4.0% | 2.0% | -2.0% | -4.0% |
| | 134+00.00 | -4.0% | 1.7% | -2.0% | -4.0% |
| | 134+25.00 | -4.0% | 0.9% | -2.0% | -4.0% |
| | 134+50.00 | -4.0% | 0.1% | -2.0% | -4.0% |
| | 134+75.00 | -4.0% | -0.8% | -2.0% | -4.0% |
| | 135+00.00 | -4.0% | -1.6% | -2.0% | -4.0% |
| | 135+25.00 | -4.0% | -2.0% | -2.0% | -4.0% |

| SUPERELEVATION REPORT FOR 'CTHG' | | | | | |
|----------------------------------|----------------|------------------|------------------|-------------------|-------------------|
| TRANSITION EVENT POINTS | | RATE (%) | | | |
| LOCATION | STATION | LEFT OF CROWNLIN | | RIGHT OF CROWNLIN | |
| | | LEFT SHLD | LEFT LANE | RIGHT LANE | RIGHT SHLD |
| CURVE 5 | | | | | |
| EndNormalShoulder | 246+75.19 | -4.0% | -2.0% | -2.0% | -4.0% |
| EndNormalCrown | 246+75.19 | -4.0% | -2.0% | -2.0% | -4.0% |
| LevelCrown | 247+26.19 | -4.0% | 0.0% | -2.0% | -4.0% |
| ReverseCrown | 247+77.19 | -4.0% | 2.0% | -2.0% | -4.0% |
| BeginFullSuper | 248+28.19 | -4.0% | 4.0% | -4.0% | -4.0% |
| EndFullSuper | 267+03.53 | -4.0% | 4.0% | -4.0% | -4.0% |
| ReverseCrown | 267+54.53 | -4.0% | 2.0% | -2.0% | -4.0% |
| LevelCrown | 268+05.53 | -4.0% | 0.0% | -2.0% | -4.0% |
| BeginNormalCrown | 268+56.53 | -4.0% | -2.0% | -2.0% | -4.0% |
| BeginNormalShoulder | 268+56.53 | -4.0% | -2.0% | -2.0% | -4.0% |
| | | | | | |
| INCREMENTAL STATIONS | STATION | LEFT SHLD | LEFT LANE | RIGHT LANE | RIGHT SHLD |
| | 246+75.00 | -4.0% | -2.0% | -2.0% | -4.0% |
| | 247+00.00 | -4.0% | -1.0% | -2.0% | -4.0% |
| | 247+25.00 | -4.0% | 0.0% | -2.0% | -4.0% |
| | 247+50.00 | -4.0% | 0.9% | -2.0% | -4.0% |
| | 247+75.00 | -4.0% | 1.9% | -2.0% | -4.0% |
| | 248+00.00 | -4.0% | 2.9% | -2.9% | -4.0% |
| | 248+25.00 | -4.0% | 3.9% | -3.9% | -4.0% |
| | 248+50.00 | -4.0% | 4.0% | -4.0% | -4.0% |
| | | | | | |
| | 267+00.00 | -4.0% | 4.0% | -4.0% | -4.0% |
| | 267+25.00 | -4.0% | 3.2% | -3.2% | -4.0% |
| | 267+50.00 | -4.0% | 2.2% | -2.2% | -4.0% |
| | 267+75.00 | -4.0% | 1.2% | -2.0% | -4.0% |
| | 268+00.00 | -4.0% | 0.2% | -2.0% | -4.0% |
| | 268+25.00 | -4.0% | -0.8% | -2.0% | -4.0% |
| | 268+50.00 | -4.0% | -1.7% | -2.0% | -4.0% |
| | 268+75.00 | -4.0% | -2.0% | -2.0% | -4.0% |

| CTHG | | | | | | | | | | |
|----------------|---------------|----------------|---------------|-------------|--------------|-------------|----------|----------|--------------------|-------------|
| SEGMENT NUMBER | START STATION | START NORTHING | START EASTING | END STATION | END NORTHING | END EASTING | LENGTH | RADIUS | LINE/CHORD BEARING | DELTA ANGLE |
| L1 | -2+27.63 | 681723.278 | 853279.008 | 8+71.11 | 682728.451 | 853722.695 | 1098.74 | | N23° 49' 01"E | |
| CURVE-1 | PI 10+09.54 | PI 682855.092 | PI 853778.595 | | | | 276.81 | 5729.58 | N22° 25' 58"E | 2° 46' 05" |
| L2 | 11+47.92 | 682984.285 | 853828.314 | 39+36.18 | 685586.499 | 854829.754 | 2788.26 | | N21° 02' 56"E | |
| CURVE-2 | PI 48+87.36 | PI 686474.217 | PI 855171.384 | | | | 1587.80 | 1145.92 | N18° 38' 46"W | 79° 23' 23" |
| L3 | 55+23.97 | 686973.458 | 854361.748 | 80+62.27 | 688305.714 | 852201.184 | 2538.29 | | N58° 20' 28"W | |
| L4 | 80+62.27 | 688305.714 | 852201.184 | 83+94.30 | 688481.111 | 851919.256 | 332.04 | | N58° 06' 46"W | |
| CURVE-3 | PI 90+31.30 | PI 688817.603 | PI 851378.389 | | | | 1268.78 | 5729.58 | N51° 46' 08"W | 12° 41' 16" |
| L5 | 96+63.09 | 689264.672 | 850924.636 | 121+89.74 | 691037.981 | 849124.818 | 2526.65 | | N45° 25' 30"W | |
| CURVE-4 | PI 128+01.61 | PI 691467.418 | PI 848688.963 | | | | 1222.58 | 11459.16 | N42° 22' 07"W | 6° 06' 46" |
| L6 | 134+12.32 | 691940.825 | 848301.315 | 247+94.19 | 700747.047 | 841090.383 | 11381.88 | | N39° 18' 44"W | |
| CURVE-5 | PI 258+04.92 | PI 701529.051 | PI 840450.042 | | | | 1943.33 | 2864.79 | N19° 52' 44"W | 38° 52' 00" |
| L7 | 267+37.53 | 702539.745 | 840442.184 | 286+97.58 | 704499.737 | 840426.943 | 1960.05 | | N0° 26' 44"W | |

| CTHI | | | | | | | | | | |
|----------------|---------------|----------------|---------------|-------------|--------------|-------------|--------|--------|--------------------|-------------|
| SEGMENT NUMBER | START STATION | START NORTHING | START EASTING | END STATION | END NORTHING | END EASTING | LENGTH | RADIUS | LINE/CHORD BEARING | DELTA ANGLE |
| L13 | 0+00.00 | 686144.540 | 854896.816 | 3+00.00 | 686261.778 | 855172.959 | 300.00 | | N66° 59' 46"E | |

| WELLRD-WEST | | | | | | | | | | |
|----------------|---------------|----------------|---------------|-------------|--------------|-------------|--------|--------|--------------------|-------------|
| SEGMENT NUMBER | START STATION | START NORTHING | START EASTING | END STATION | END NORTHING | END EASTING | LENGTH | RADIUS | LINE/CHORD BEARING | DELTA ANGLE |
| L14 | 0+00.00 | 687210.136 | 853584.885 | 4+00.00 | 687205.855 | 853984.862 | 400.00 | | S89° 23' 13"E | |

| WELLRD-EAST | | | | | | | | | | |
|----------------|---------------|----------------|---------------|-------------|--------------|-------------|--------|--------|--------------------|-------------|
| SEGMENT NUMBER | START STATION | START NORTHING | START EASTING | END STATION | END NORTHING | END EASTING | LENGTH | RADIUS | LINE/CHORD BEARING | DELTA ANGLE |
| L15 | 4+00.00 | 687210.652 | 853977.082 | 8+00.00 | 687207.612 | 854377.071 | 400.00 | | S89° 33' 52"E | |

| CATBIRDRD | | | | | | | | | | |
|----------------|---------------|----------------|---------------|-------------|--------------|-------------|--------|--------|--------------------|-------------|
| SEGMENT NUMBER | START STATION | START NORTHING | START EASTING | END STATION | END NORTHING | END EASTING | LENGTH | RADIUS | LINE/CHORD BEARING | DELTA ANGLE |
| L16 | 0+00.00 | 687267.202 | 853885.373 | 4+00.00 | 687667.195 | 853887.761 | 400.00 | | N0° 20' 31"E | |

| BLACKBIRDRD | | | | | | | | | | |
|----------------|---------------|----------------|---------------|-------------|--------------|-------------|--------|--------|--------------------|-------------|
| SEGMENT NUMBER | START STATION | START NORTHING | START EASTING | END STATION | END NORTHING | END EASTING | LENGTH | RADIUS | LINE/CHORD BEARING | DELTA ANGLE |
| L17 | 0+00.00 | 688696.704 | 851216.623 | 3+00.00 | 688996.703 | 851216.103 | 300.00 | | N0° 05' 58"W | |
| L18 | 3+00.00 | 688996.703 | 851216.103 | 6+00.00 | 689296.668 | 851211.512 | 300.00 | | N0° 52' 37"W | |

| POODLERD | | | | | | | | | | |
|----------------|---------------|----------------|---------------|-------------|--------------|-------------|--------|--------|--------------------|-------------|
| SEGMENT NUMBER | START STATION | START NORTHING | START EASTING | END STATION | END NORTHING | END EASTING | LENGTH | RADIUS | LINE/CHORD BEARING | DELTA ANGLE |
| L19 | 0+00.00 | 691166.673 | 848996.260 | 3+00.00 | 691166.131 | 849296.260 | 300.00 | | S89° 53' 48"E | |

| MEADOWRD-WEST | | | | | | | | | | |
|----------------|---------------|----------------|---------------|-------------|--------------|-------------|--------|--------|--------------------|-------------|
| SEGMENT NUMBER | START STATION | START NORTHING | START EASTING | END STATION | END NORTHING | END EASTING | LENGTH | RADIUS | LINE/CHORD BEARING | DELTA ANGLE |
| L20 | 0+00.00 | 692308.761 | 847697.818 | 3+00.00 | 692311.480 | 847997.806 | 300.00 | | N89° 28' 50"E | |

| MEADOWRD-EAST | | | | | | | | | | |
|----------------|---------------|----------------|---------------|-------------|--------------|-------------|--------|--------|--------------------|-------------|
| SEGMENT NUMBER | START STATION | START NORTHING | START EASTING | END STATION | END NORTHING | END EASTING | LENGTH | RADIUS | LINE/CHORD BEARING | DELTA ANGLE |
| L21 | 3+00.00 | 692298.194 | 848008.685 | 6+00.00 | 692298.698 | 848308.685 | 300.00 | | N89° 54' 14"E | |

| LOWRD | | | | | | | | | | |
|----------------|---------------|----------------|---------------|-------------|--------------|-------------|--------|--------|--------------------|-------------|
| SEGMENT NUMBER | START STATION | START NORTHING | START EASTING | END STATION | END NORTHING | END EASTING | LENGTH | RADIUS | LINE/CHORD BEARING | DELTA ANGLE |
| L22 | 0+00.00 | 692961.321 | 847205.921 | 0+70.31 | 693031.555 | 847209.295 | 70.31 | | N2° 45' 01"E | |
| CURVE-9 | PI 1+33.43 | PI 693094.598 | PI 847212.323 | | | | 121.92 | 190.99 | N21° 02' 15"E | 36° 34' 27" |
| L23 | 1+92.23 | 693143.423 | 847252.321 | 2+42.94 | 693182.648 | 847284.454 | 50.71 | | N39° 19' 28"E | |

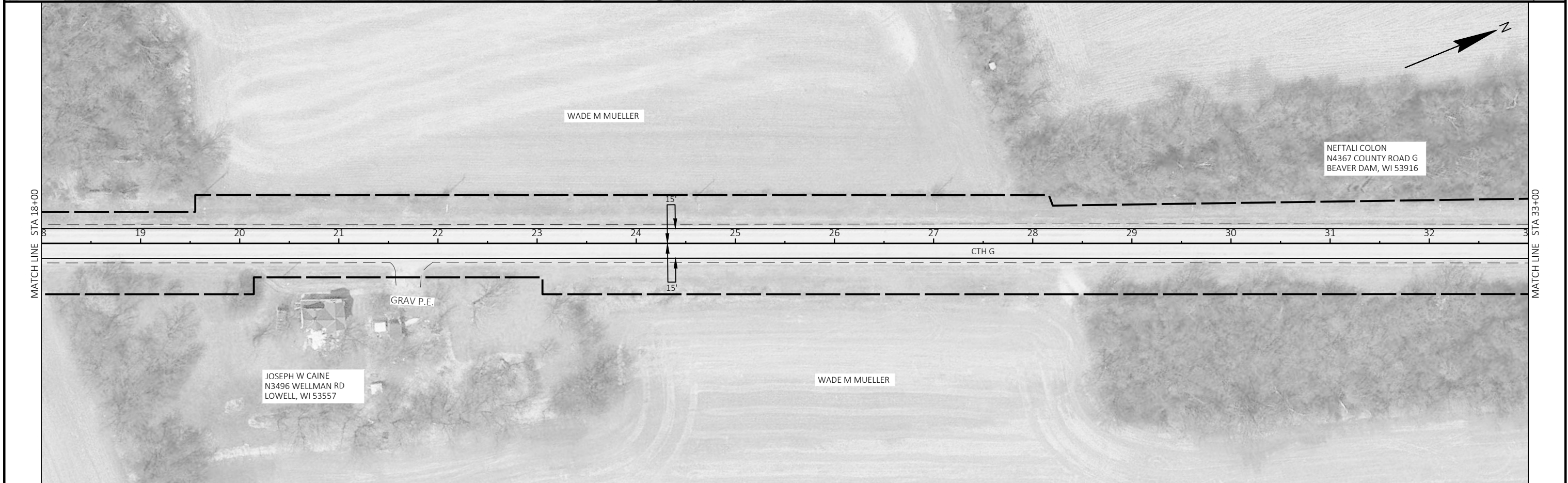
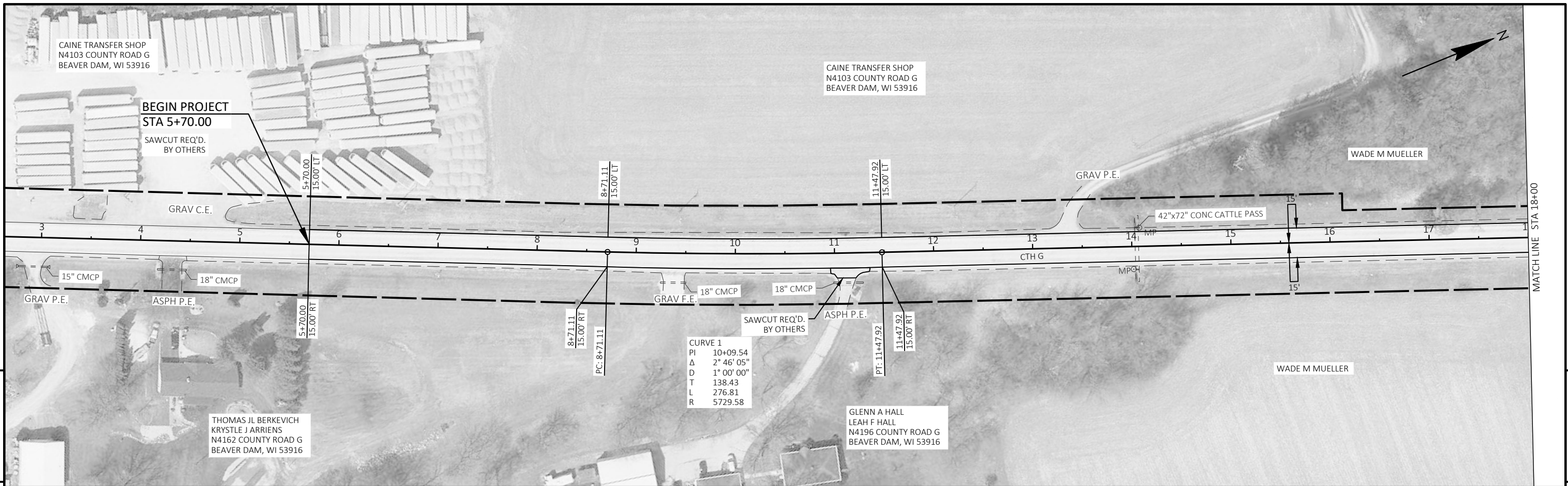
| CHAPELRD-WEST | | | | | | | | | | |
|----------------|---------------|----------------|---------------|-------------|--------------|-------------|--------|--------|--------------------|-------------|
| SEGMENT NUMBER | START STATION | START NORTHING | START EASTING | END STATION | END NORTHING | END EASTING | LENGTH | RADIUS | LINE/CHORD BEARING | DELTA ANGLE |
| L24 | 0+00.00 | 697580.488 | 843382.842 | 3+00.00 | 697581.053 | 843682.841 | 300.00 | | N89° 53' 31"E | |

| CHAPELRD-EAST | | | | | | | | | | |
|----------------|---------------|----------------|---------------|-------------|--------------|-------------|--------|--------|--------------------|-------------|
| SEGMENT NUMBER | START STATION | START NORTHING | START EASTING | END STATION | END NORTHING | END EASTING | LENGTH | RADIUS | LINE/CHORD BEARING | DELTA ANGLE |
| L25 | 3+00.00 | 697584.704 | 843679.852 | 6+00.00 | 697583.155 | 843979.848 | 300.00 | | S89° 42' 15"E | |

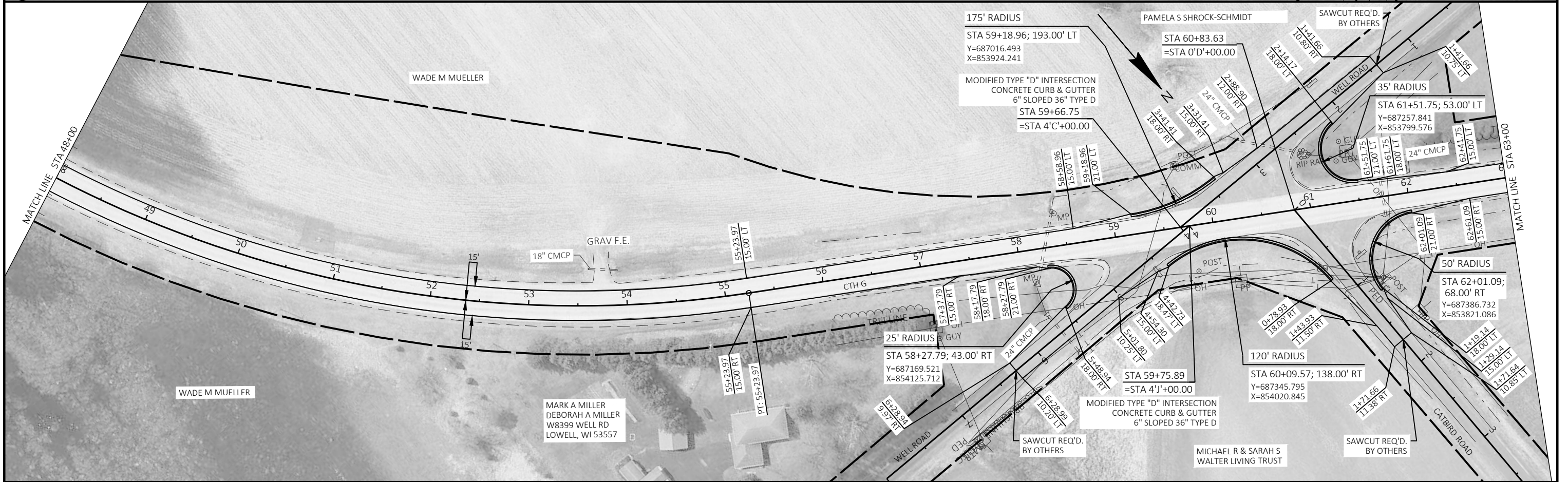
| BARSTOWRD | | | | | | | | | | |
|----------------|---------------|----------------|---------------|-------------|--------------|-------------|--------|--------|--------------------|-------------|
| SEGMENT NUMBER | START STATION | START NORTHING | START EASTING | END STATION | END NORTHING | END EASTING | LENGTH | RADIUS | LINE/CHORD BEARING | DELTA ANGLE |
| L26 | 0+00.00 | 699826.319 | 841844.316 | 3+00.00 | 700126.272 | 841839.006 | 300.00 | | N1° 00' 51"W | |

| CTHJ | | | | | | | | | | |
|----------------|---------------|----------------|---------------|-------------|--------------|-------------|--------|--------|--------------------|-------------|
| SEGMENT NUMBER | START STATION | START NORTHING | START EASTING | END STATION | END NORTHING | END EASTING | LENGTH | RADIUS | LINE/CHORD BEARING | DELTA ANGLE |
| L27 | 0+00.00 | 701365.638 | 840380.813 | 3+00.00 | 701437.224 | 840672.147 | 300.00 | | N76° 11' 42"E | |

| CTHS | | | | | | | | | | |
|----------------|---------------|----------------|---------------|-------------|--------------|-------------|--------|--------|--------------------|-------------|
| SEGMENT NUMBER | START STATION | START NORTHING | START EASTING | END STATION | END NORTHING | END EASTING | LENGTH | RADIUS | LINE/CHORD BEARING | DELTA ANGLE |
| L28 | 0+00.00 | 702818.715 | 840140.213 | 3+35.54 | 702808.846 | 840475.609 | 335.54 | | S88° 18' 52"E | |
| L29 | 3+35.54 | 702808.846 | 840475.609 | 6+00.02 | 702809.563 | 840740.083 | 264.47 | | N89° 50' 41"E | |



| | | | | | |
|----------------------|------------|---------------|-------------|---------|----------|
| PROJECT NO: 313-2311 | HWY: CTH G | COUNTY: DODGE | PLAN: CTH G | SHEET 8 | E |
|----------------------|------------|---------------|-------------|---------|----------|

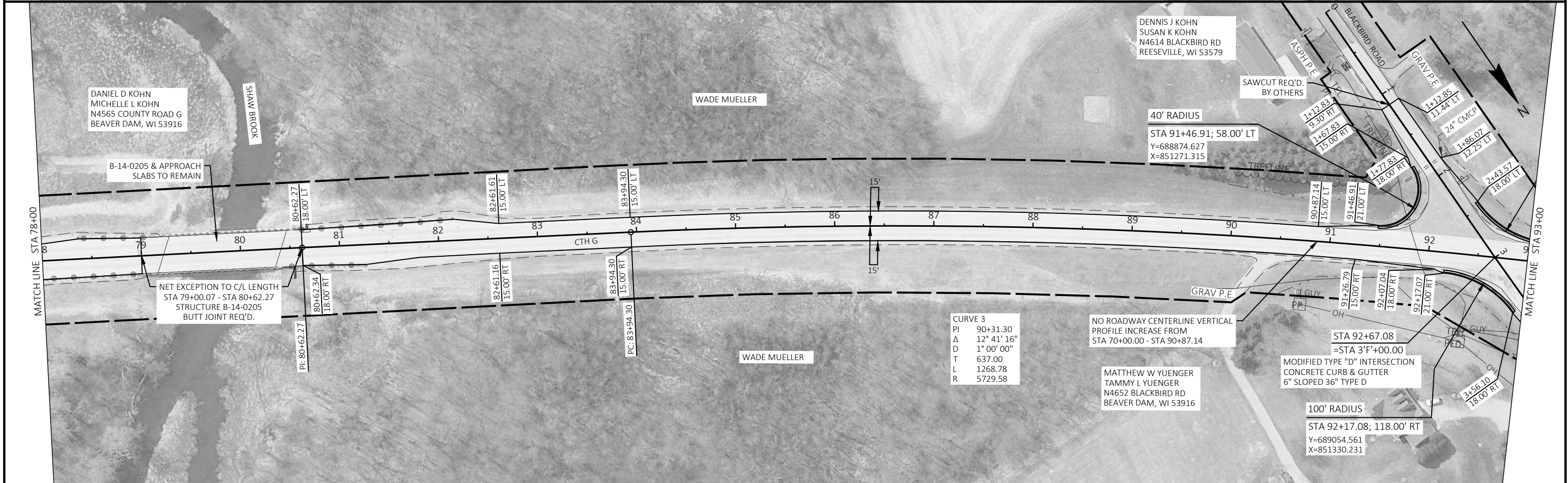


| | | | | |
|----------------------|------------|---------------|-------------|---------|
| PROJECT NO: 313-2311 | HWY: CTH G | COUNTY: DODGE | PLAN: CTH G | SHEET 9 |
|----------------------|------------|---------------|-------------|---------|

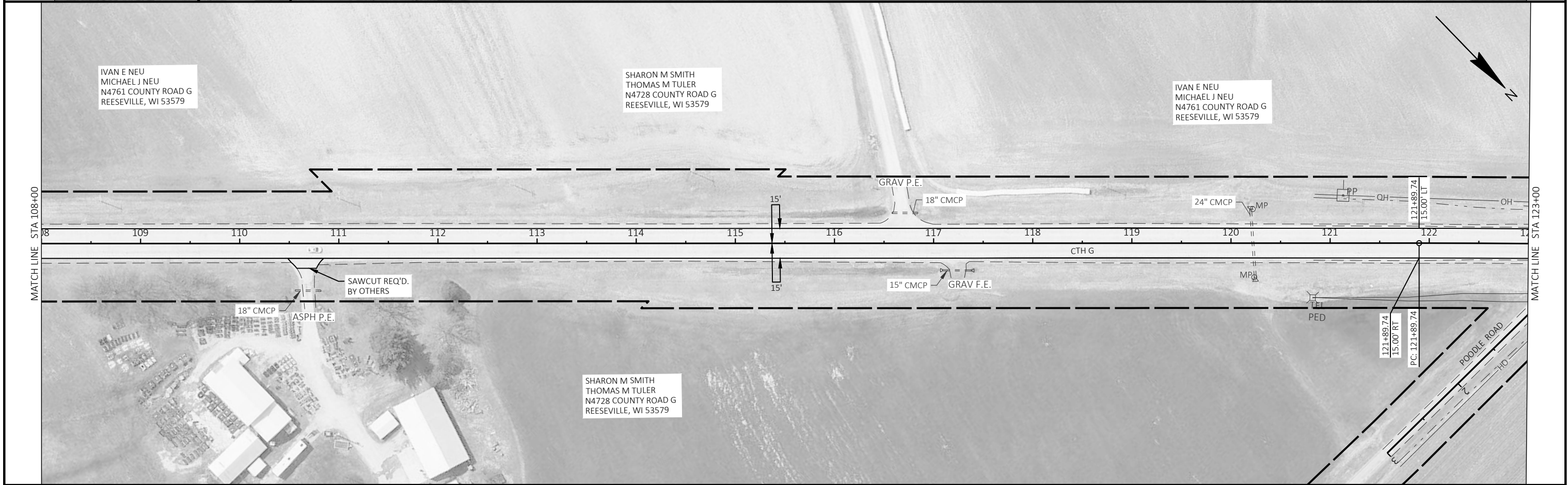


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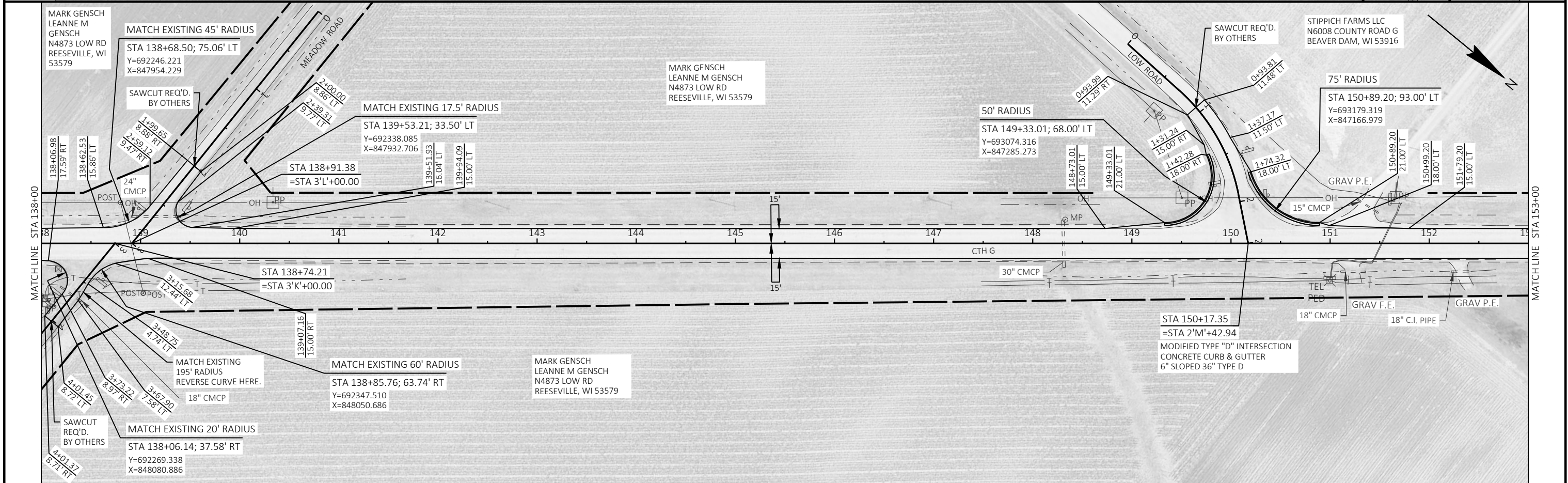
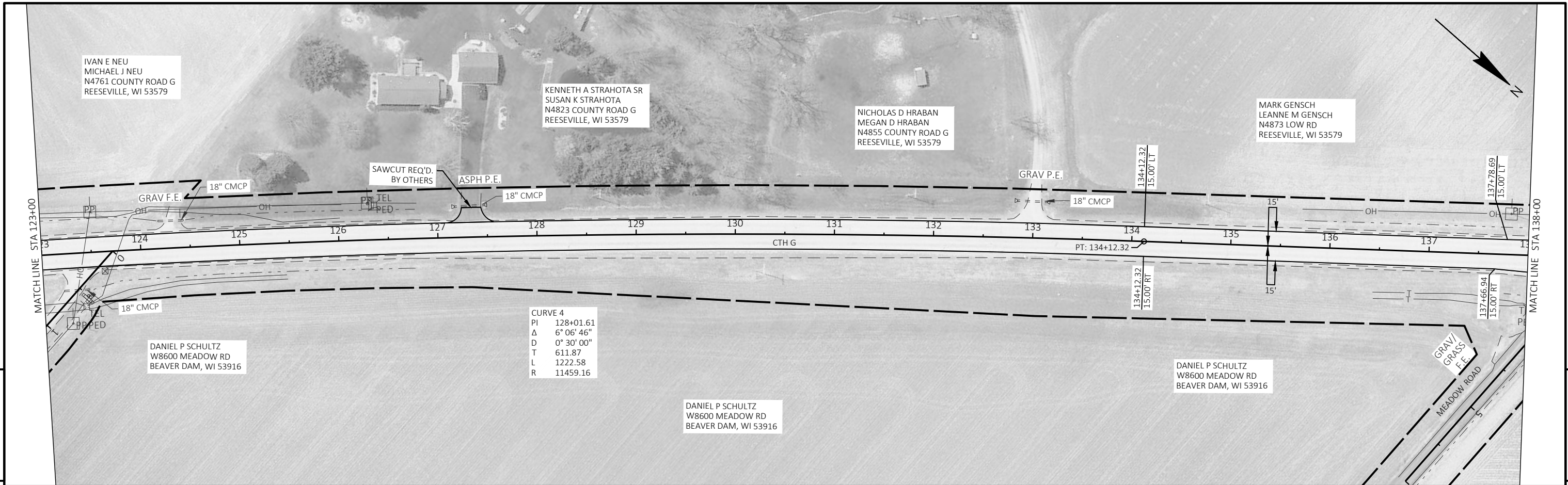
5



| | | | | |
|----------------------|------------|---------------|-------------|----------|
| PROJECT NO: 313-2311 | HWY: CTH G | COUNTY: DODGE | PLAN: CTH G | SHEET 10 |
|----------------------|------------|---------------|-------------|----------|



| | | | | |
|----------------------|------------|---------------|-------------|----------|
| PROJECT NO: 313-2311 | HWY: CTH G | COUNTY: DODGE | PLAN: CTH G | SHEET 11 |
|----------------------|------------|---------------|-------------|----------|



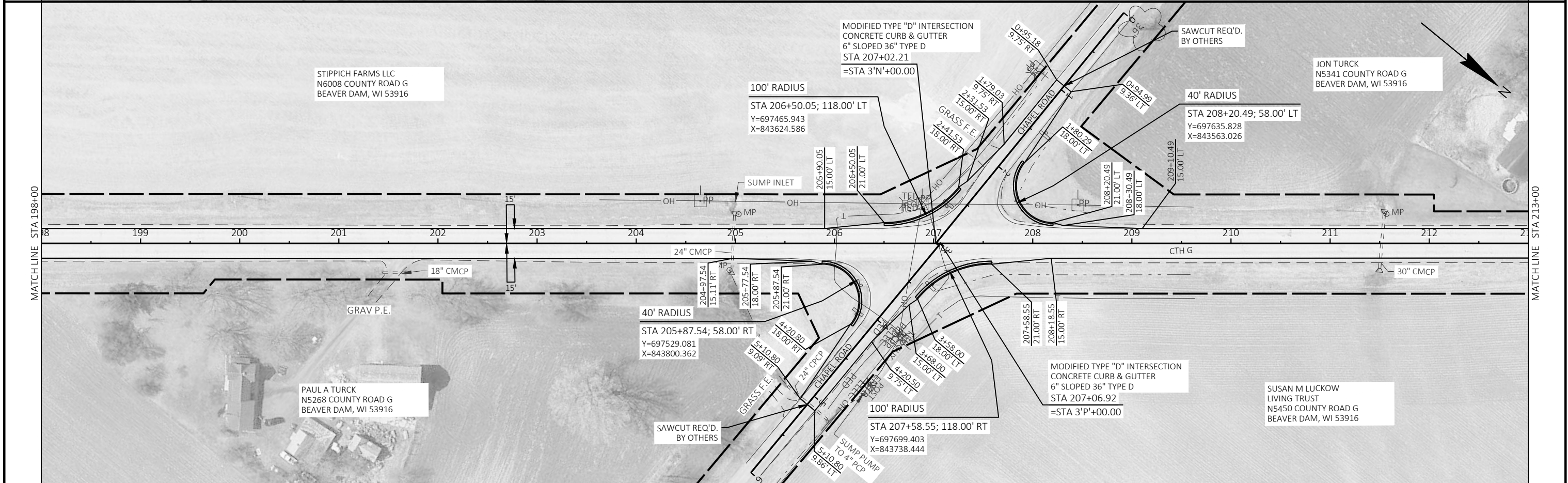
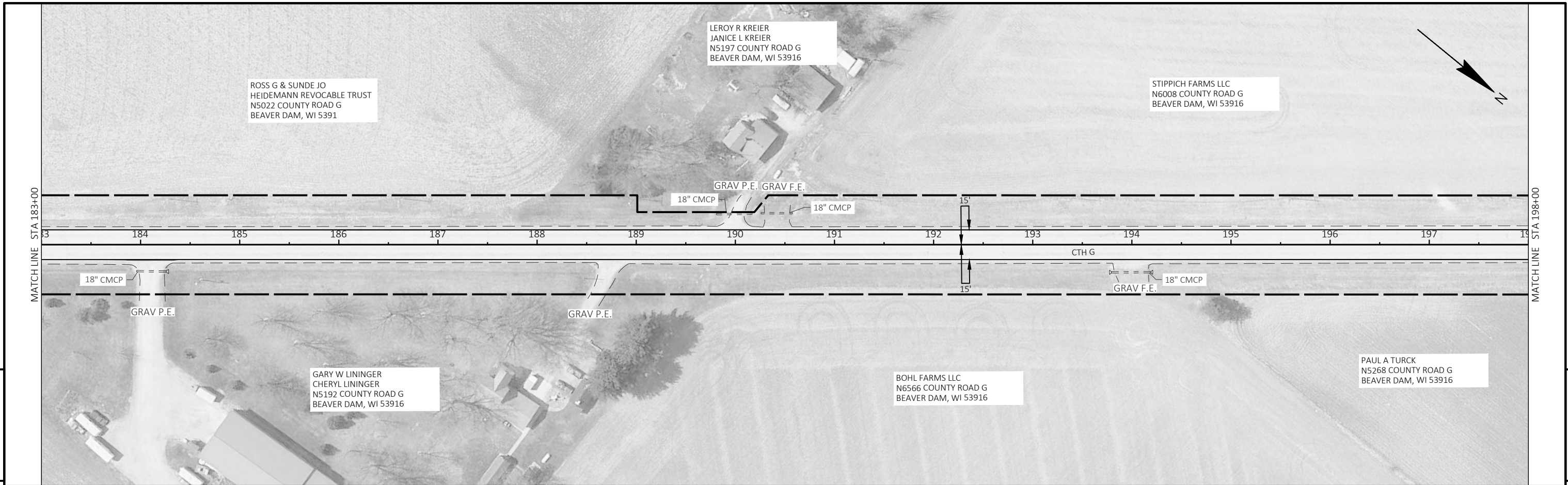
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|----------------------|------------|---------------|-------------|----------|----------|
| PROJECT NO: 313-2311 | HWY: CTH G | COUNTY: DODGE | PLAN: CTH G | SHEET 12 | E |
|----------------------|------------|---------------|-------------|----------|----------|



5

5

| | | | | | |
|----------------------|------------|---------------|-------------|----------|----------|
| PROJECT NO: 313-2311 | HWY: CTH G | COUNTY: DODGE | PLAN: CTH G | SHEET 13 | E |
|----------------------|------------|---------------|-------------|----------|----------|



| | | | | | |
|----------------------|------------|---------------|-------------|----------|----------|
| PROJECT NO: 313-2311 | HWY: CTH G | COUNTY: DODGE | PLAN: CTH G | SHEET 14 | E |
|----------------------|------------|---------------|-------------|----------|----------|

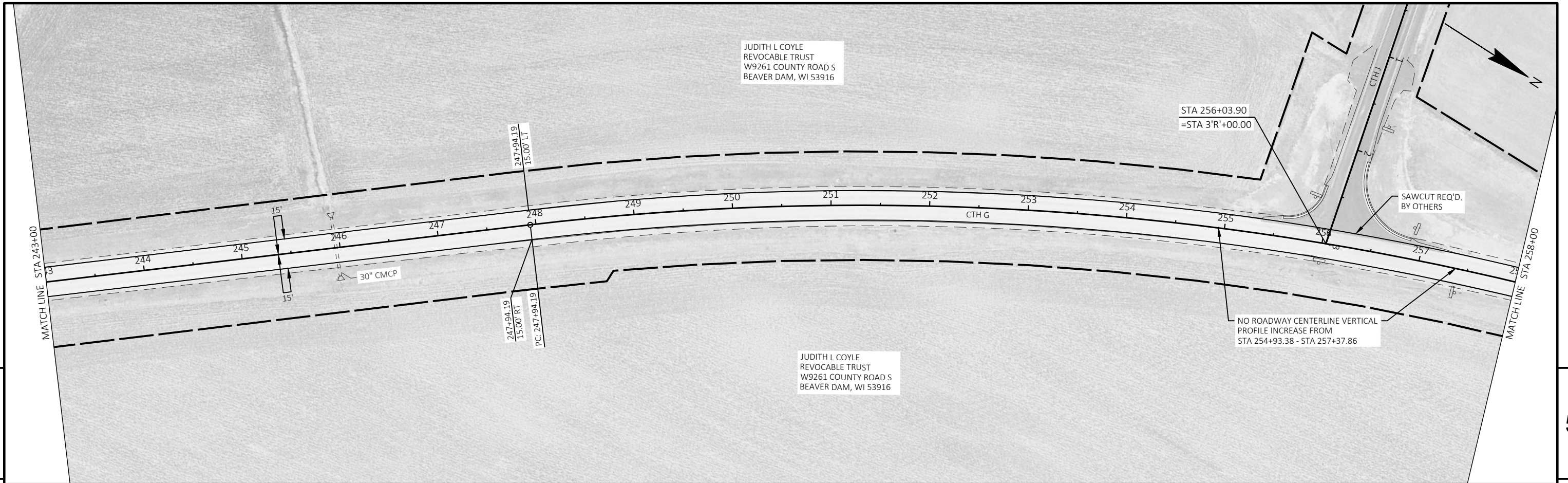


5

5

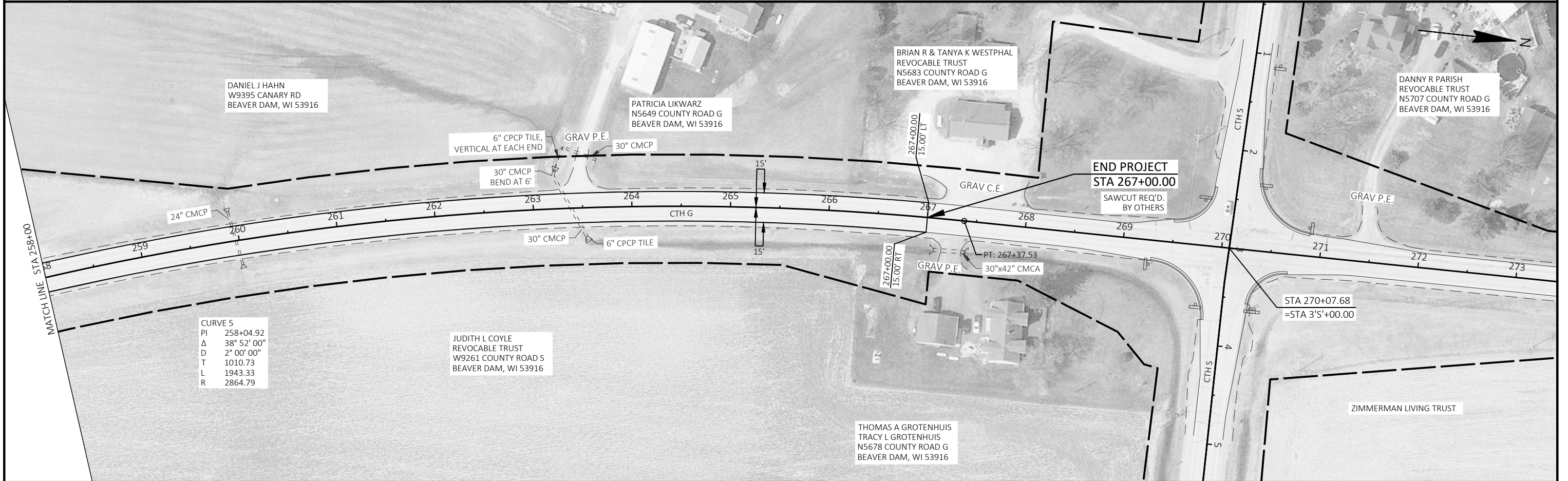
PROJECT NO: 313-2311 HWY: CTH G COUNTY: DODGE PLAN: CTH G SHEET 15 E

FILE NAME: S:\CURRPROJ\DODGECO\CTH G (LOWELL - USH 151)\CIVIL3D\CTHG\Sheets\CTHG-050201-PN.DWG PLOT DATE: 3/13/2026 12:01 PM PLOT BY: ETHAN WEDEMAYER PLOT NAME: PLOT SCALE: 1 IN:100 FT WISDOT/CADD SHEET 44

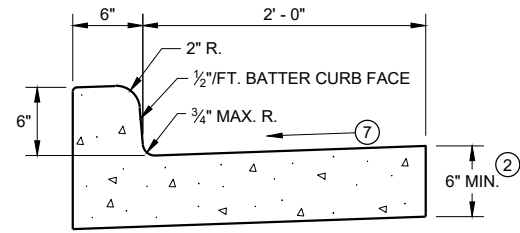


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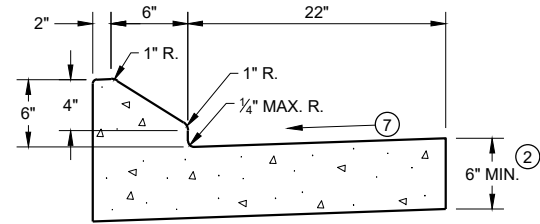
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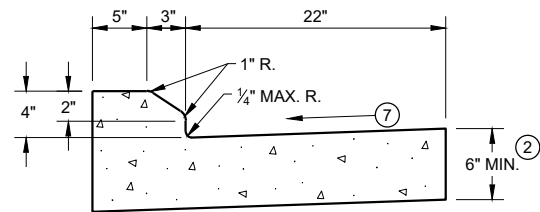
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|----------------------|------------|---------------|-------------|----------|---|
| PROJECT NO: 313-2311 | HWY: CTH G | COUNTY: DODGE | PLAN: CTH G | SHEET 16 | E |
|----------------------|------------|---------------|-------------|----------|---|



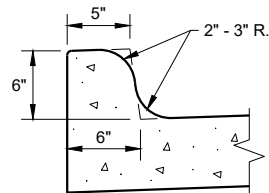
TYPES A^① & D



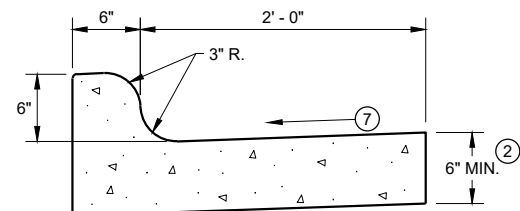
6" SLOPED CURB TYPES G^① & J



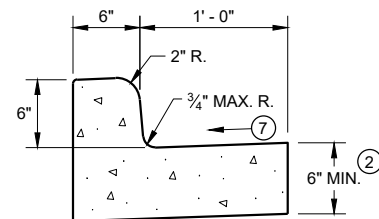
4" SLOPED CURB TYPES G^① & J



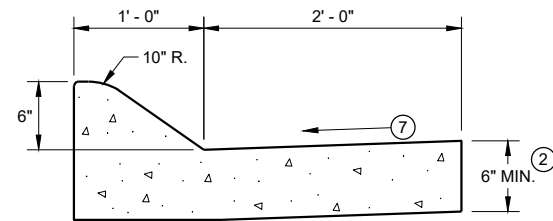
TYPES K^① & L
(OPTIONAL CURB SHAPE)



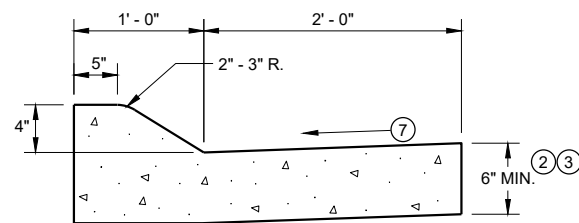
TYPES K^① & L
CONCRETE CURB AND GUTTER 30"



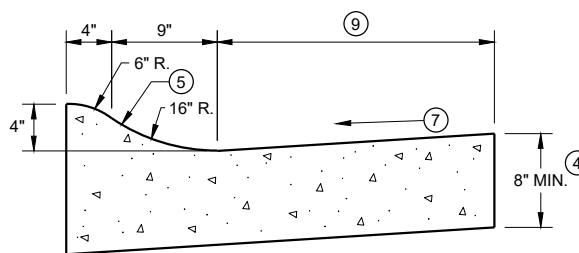
TYPES A^① & D
CONCRETE CURB AND GUTTER 18"



6" SLOPED CURB TYPES A^① & D

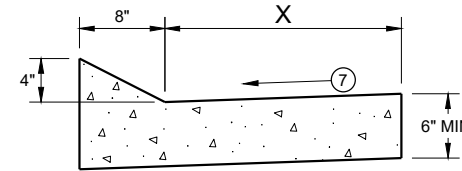


4" SLOPED CURB TYPES A^① & D
CONCRETE CURB AND GUTTER 36"



4" SLOPED CURB TYPES R^① & T

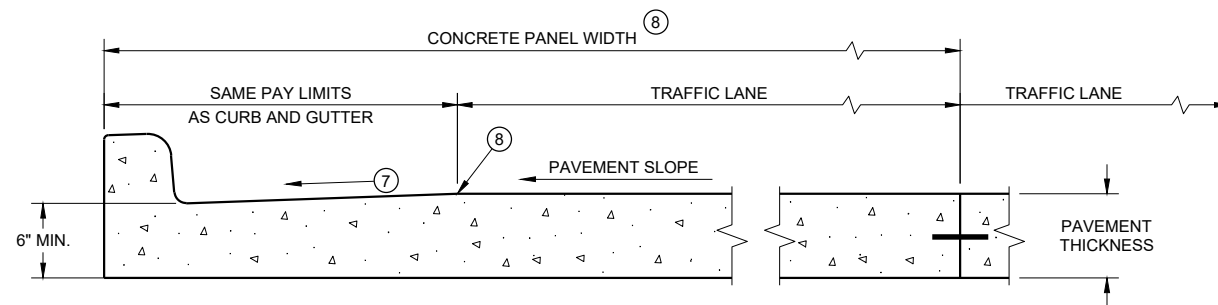
| | |
|------------|-----|
| TBT & TBTT | X |
| 30" | 22" |
| 36" | 28" |



TYPES TBT & TBTT^①
CONCRETE CURB AND GUTTER

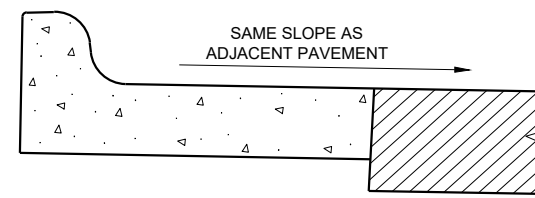
PAVEMENT THICKNESS AND MAXIMUM CONCRETE PANEL WIDTH TABLE

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



PARTIAL SECTION OF PAVEMENT* WITH INTEGRAL CURB AND GUTTER

* BIKE LANE IS NOT SHOWN



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

GENERAL NOTES

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

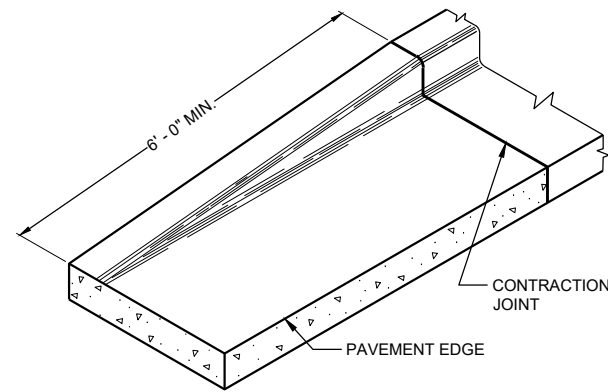
PAVEMENT TIES AND TIE BARS SHALL BE EPOXY COATED IN CONFORMANCE WITH SUBSECTION 505.2.6.2 OF THE STANDARD SPECIFICATIONS.

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

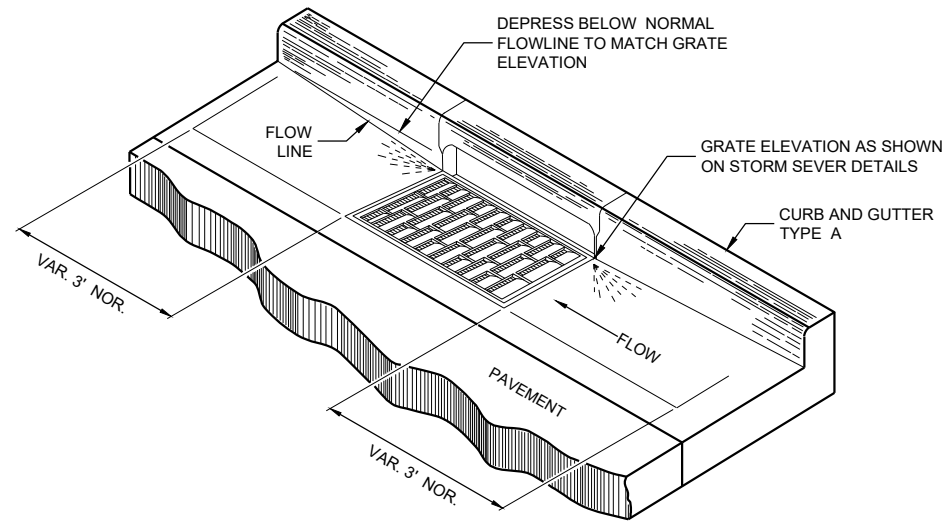
UNLESS OTHERWISE SHOWN ON THE TYPICAL CROSS SECTIONS, THE BASE AGGREGATE AND COMMON EXCAVATION LIMITS ARE 2' - 0" BEHIND THE BACK OF CURBS.

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

CONCRETE CURB AND GUTTER



END SECTION CURB AND GUTTER



DETAIL OF CURB AND GUTTER AT INLETS

(TYPICAL H INLET COVER SHOWN)

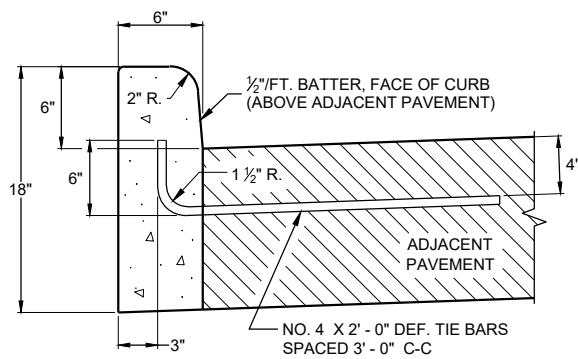
GENERAL NOTES

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

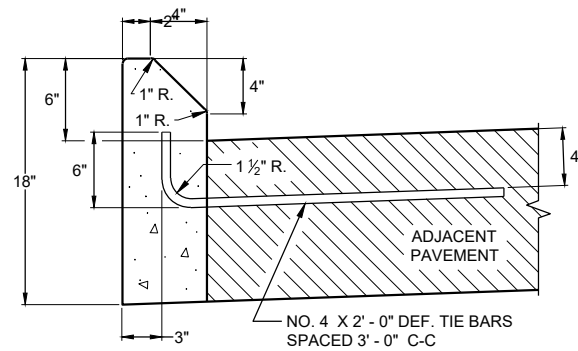
PAVEMENT TIES AND TIE BARS SHALL BE EPOXY COATED IN CONFORMANCE WITH SUBSECTION 505.2.6.2 OF THE STANDARD SPECIFICATIONS.

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

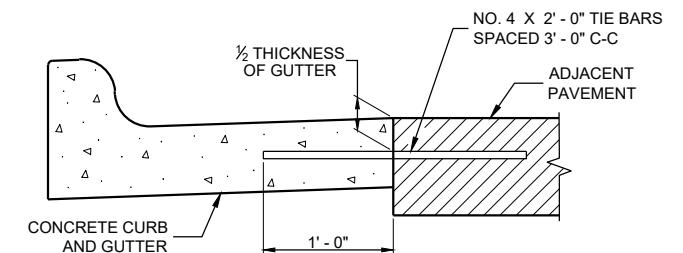
- ① TIE BARS ARE REQUIRED FOR CURB AND GUTTERS TYPES A, G, K, R, AND TBTT.
- ② THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 6" MINIMUM GUTTER THICKNESS IS MAINTAINED.
- ⑩ REFER TO SDD 08D18 AND 08D19 FOR ADDITIONAL DRIVEWAY ENTRANCE CURB DETAILS.
- ⑪ PLACE 1" THICK EXPANSION JOINT MATERIAL BETWEEN VERTICAL FACE CURB TYPES EXTENDING FROM THE TOP OF CURB TO 1 INCH BELOW THE ADJOINING CONCRETE SURFACE. RIGID CONCRETE STRUCTURES INCLUDE RAISED CONCRETE MEDIANS, CONCRETE SAFETY ISLANDS, SPLITTER ISLANDS, OR LOCATIONS IDENTIFIED ON THE PLANS.



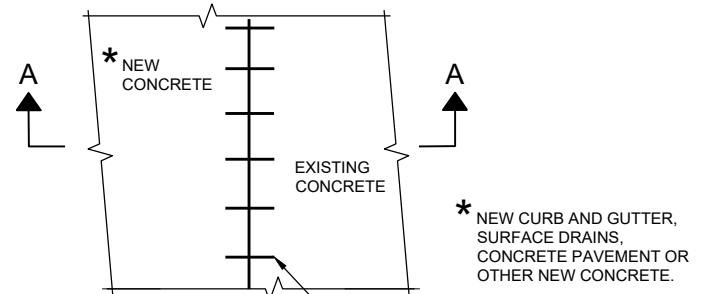
TYPES A^① & D



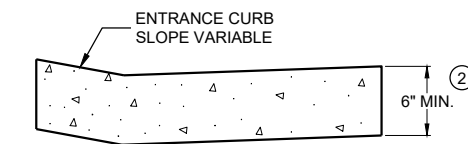
**TYPES G^① & J
CONCRETE CURB**



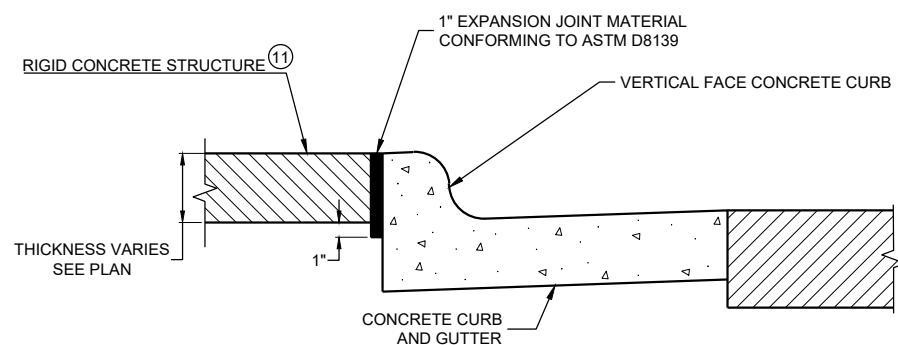
TYPICAL TIE BAR LOCATION^①



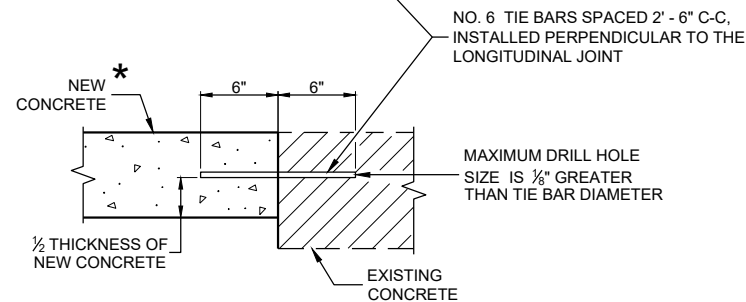
PLAN VIEW



**DRIVEWAY ENTRANCE CURB^⑩
(WHEN DIRECTED BY THE ENGINEER)**



EXPANSION JOINT DETAIL FOR VERTICAL CURB ABUTTING A RIGID STRUCTURE^⑪



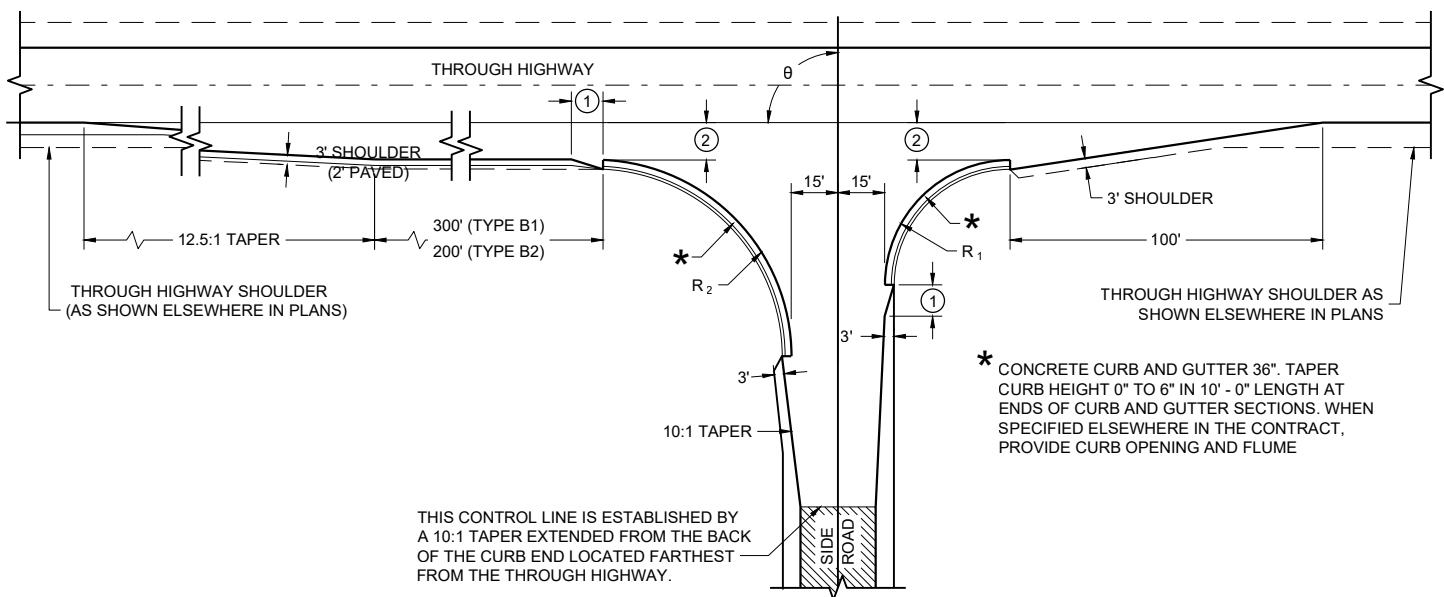
**SECTION A - A
TIE BARS DRILLED INTO EXISTING PAVEMENT**

CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023 /S/ Rodney Taylor
DATE ROADWAY STANDARDS DEVELOPMENT ENGINEER

FHWA



TYPE "B1" AND "B2"

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

| θ | R ₁ | R ₂ |
|-----------|----------------|----------------|
| 65 - 70 | 35 | 70 |
| 71 - 80 | 40 | 70 |
| 81 - 90 | 40 | 60 |
| 91 - 100 | 50 | 55 |
| 101 - 110 | 60 | 45 |

GENERAL NOTES

DESIGNS MAY BE USED INTERCHANGEABLY IN COMBINATION OR SEPARATELY FOR ANY ONE COMPLETE INTERSECTION DEPENDING UPON INTERSECTION ANGLE AND SURFACING OF EACH APPROACH ROADWAY.

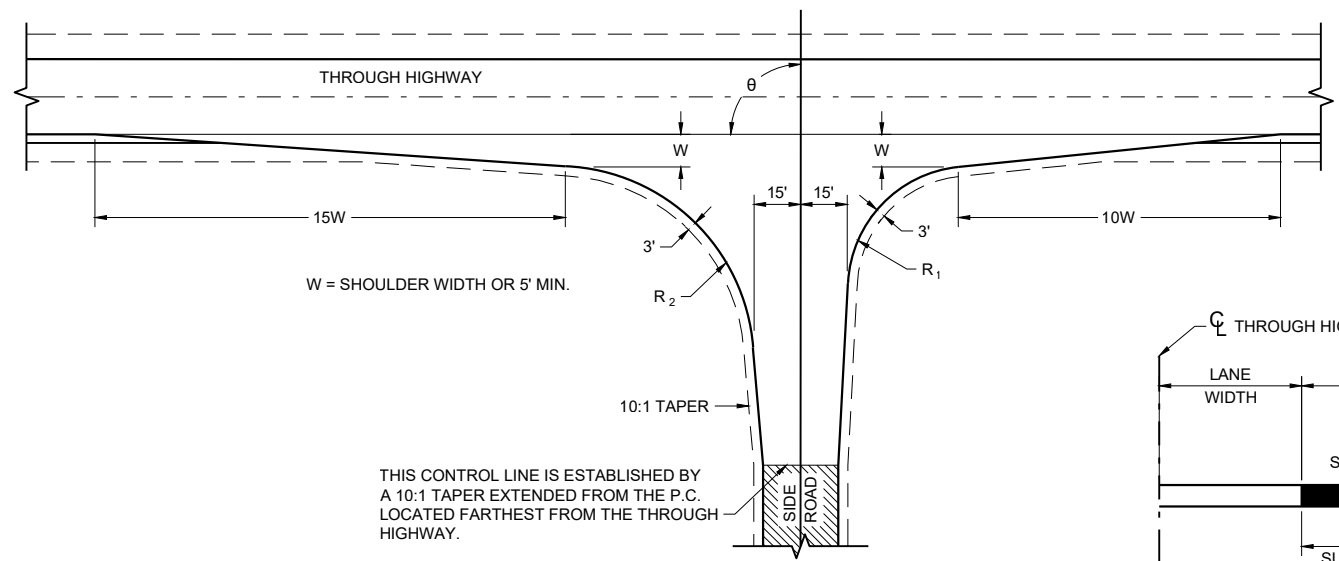
SIDE ROAD SURFACING NOTE

WHEN THE SIDE ROAD IS NOT PRESENTLY PAVED, PAVEMENT SHALL BE PLACED TO THE LIMITS SHOWN UNLESS OTHERWISE PROVIDED IN THE CONTRACT. WHERE THE CONSTRUCTION LIMITS ARE BEYOND THE PAVING LIMITS, CRUSHED AGGREGATE SURFACING SHALL BE PLACED BETWEEN THE PAVING LIMITS AND CONSTRUCTION LIMITS.

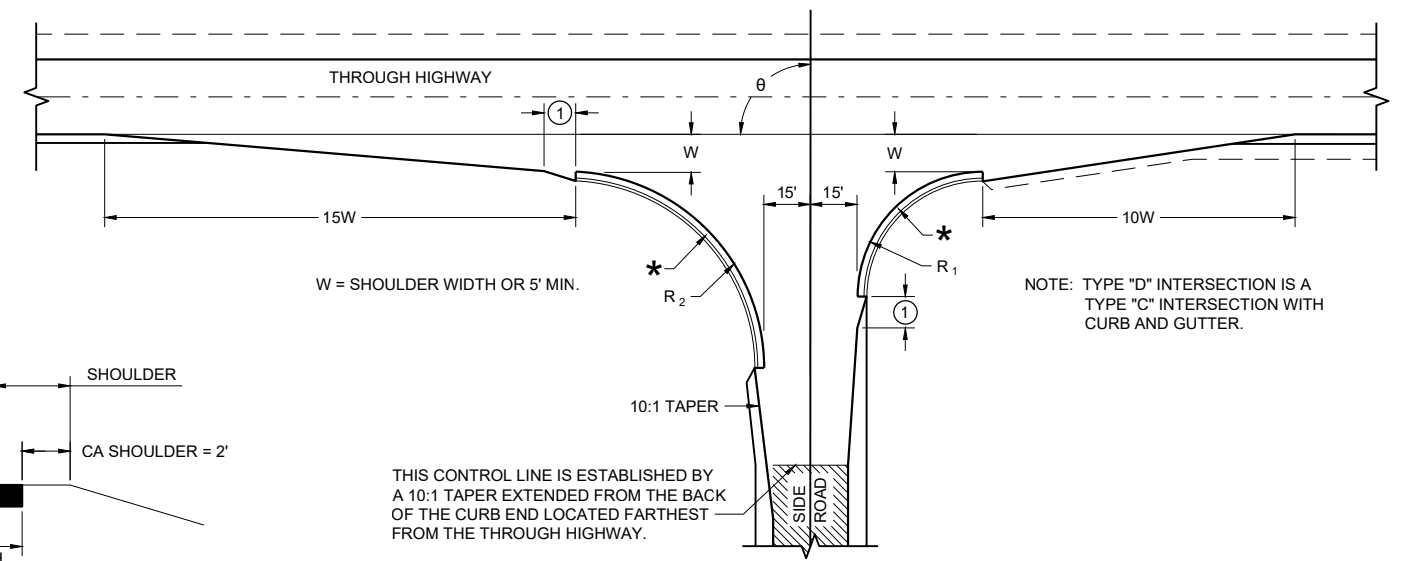
WHEN THE SIDE ROAD IS PRESENTLY PAVED, NEW PAVEMENT SHALL BE PLACED TO THE LIMITS OF DESIGN AS SHOWN AND BEYOND, IF NECESSARY, TO MEET EXISTING PAVEMENT.

WHEN THE SIDE ROAD IS THE CONSTRUCTION PROJECT, THE INTERSECTION SURFACING SHALL BE THE SAME AS FOR THE PROJECT.

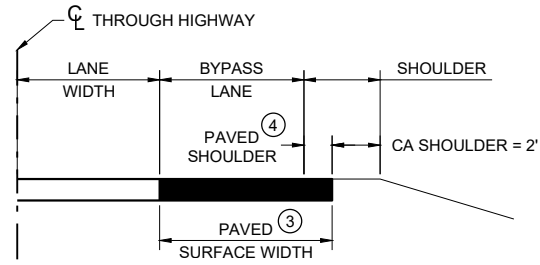
- ① 10-FT TYPICAL.
- ② 12-FT** PLUS ADDITIONAL WIDTH FOR BIKE LANE IF SHOWN ELSEWHERE IN THE PLAN.
**10-FT MAY BE USED ON TYPE B2 ON RESURFACING PROJECTS IF SPECIFIED IN THE CONTRACT.
- ③ BYPASS LANE PAVED SURFACE WIDTH OUTSIDE OF TRAVEL LANE
- ASPHALT = 12-FT PLUS PAVED SHOULDER WIDTH
- PC CONCRETE = 13-FT PLUS PAVED SHOULDER WIDTH
- ④ BYPASS LANE PAVED SHOULDER WIDTH = THE GREATER OF 1-FT OR THE PAVED SHOULDER WIDTH OF THE THROUGH HIGHWAY.



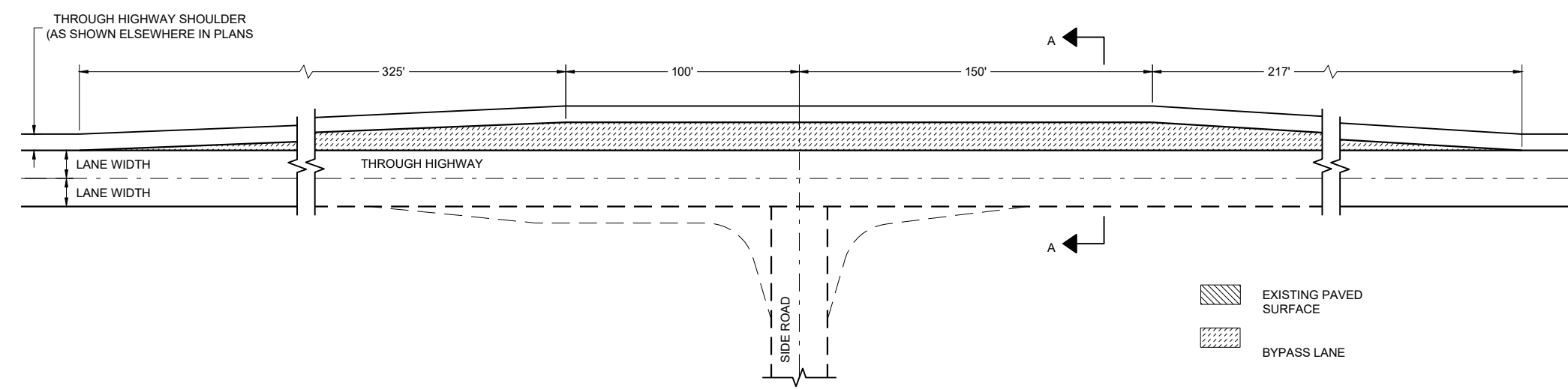
TYPE "C"



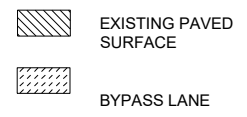
TYPE "D"



SECTION A - A
(SHOWING BYPASS LANE AND SHOULDER)

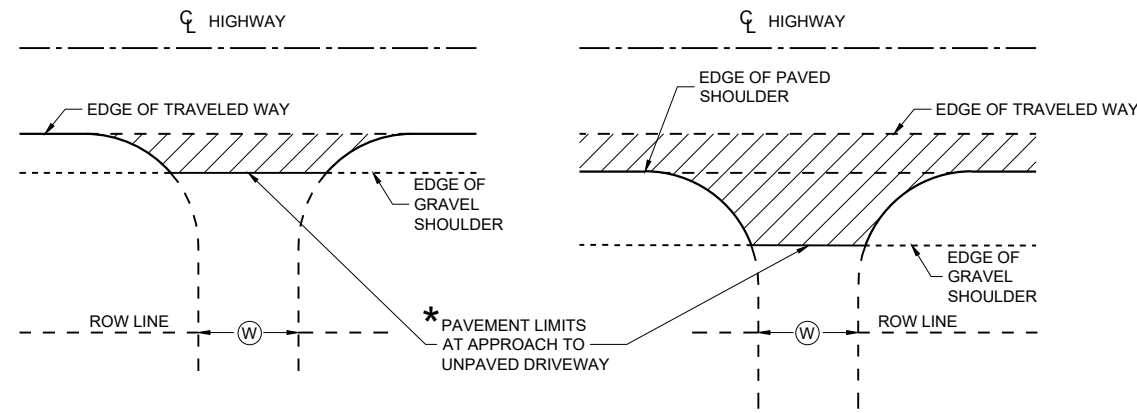


TEE INTERSECTION BYPASS LANE DETAIL



AT GRADE SIDE ROAD INTERSECTION TYPES "B1", "B2", "C", "D" AND TEE INTERSECTION BYPASS LANE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION 19



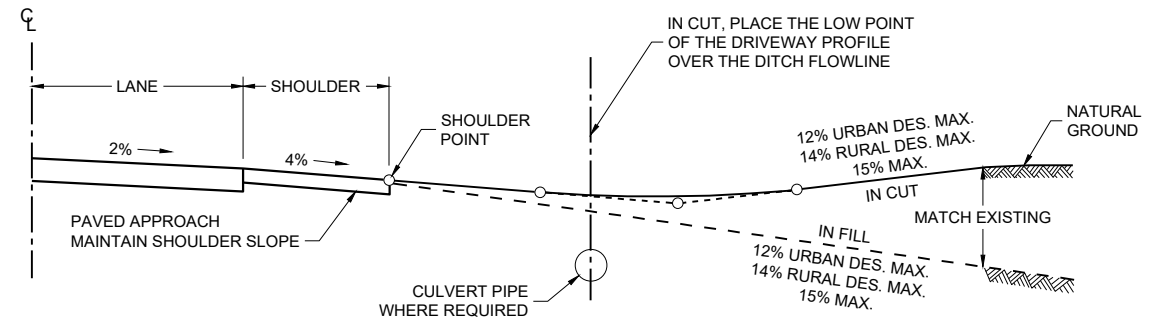
* WHERE DRIVEWAY IS PAVED, APPROACH PAVEMENT SHOULD BE EXTENDED TO MATCH DRIVEWAY PAVEMENT.

PLAN VIEW
(UNPAVED SHOULDER ON HIGHWAY)

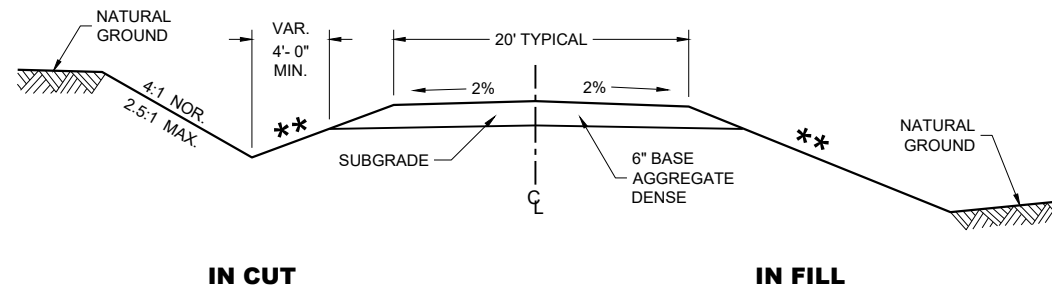
PLAN VIEW
(PAVED SHOULDER ON HIGHWAY)

**RURAL DRIVEWAY INTERSECTION DETAIL
(NO CURB AND GUTTER OR SIDEWALK)**

Ⓜ : DRIVEWAY WIDTHS (MEASURED AT ROW LINE)
 ~ COMMERCIAL & INDUSTRIAL 16' MIN. - 35' MAX.
 ~ RESIDENTIAL & AGRICULTURAL 16' MIN. - 24' MAX.
 (NONCOMMERCIAL)



TYPICAL DRIVEWAY PROFILES

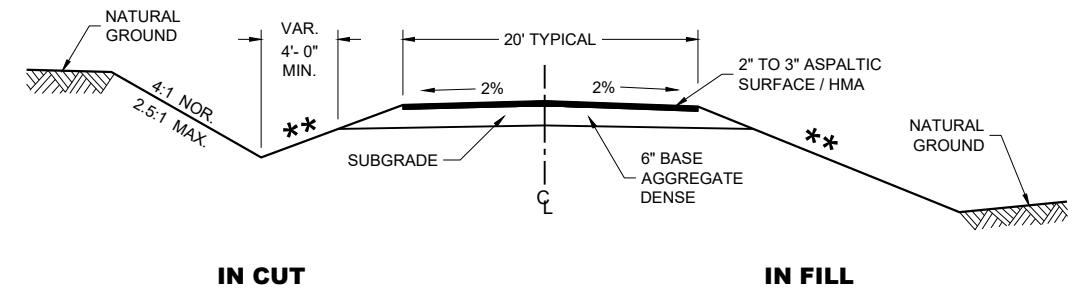


**TYPICAL CROSS SECTION FOR
PRIVATE DRIVE OR FIELD ENTRANCE
AGGREGATE SURFACE**

**

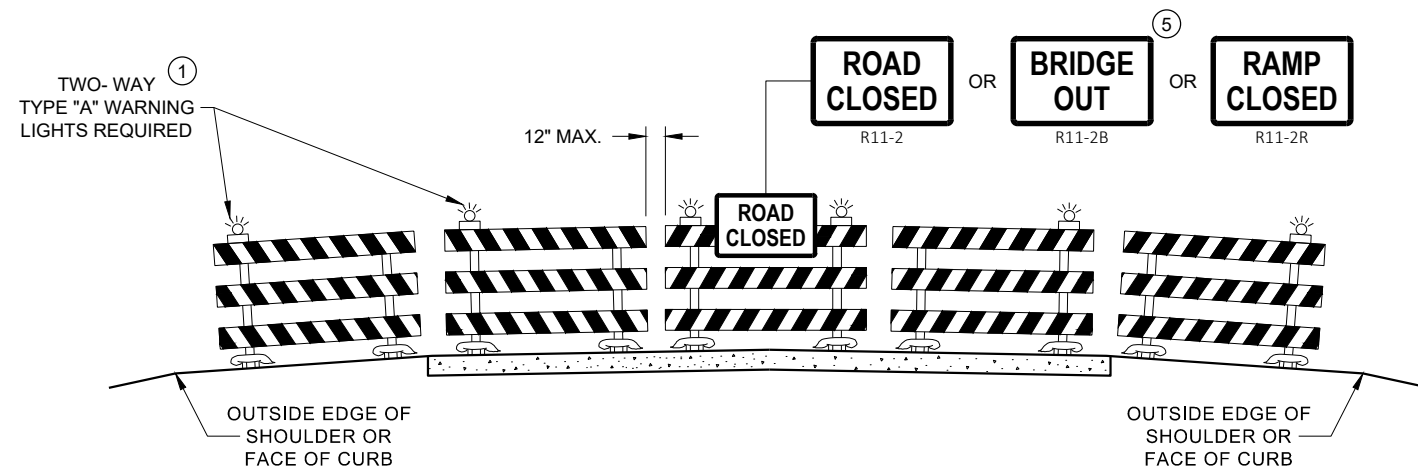
SLOPE CAN VARY WITH SPEED. SEE 11-45-30.6.2

| POSTED SPEED MPH | MAX. SLOPE |
|------------------|------------|
| <35 | 4:1 |
| ≥ 35 TO < 60 | 6:1 |
| ≥60 | 10:1 |

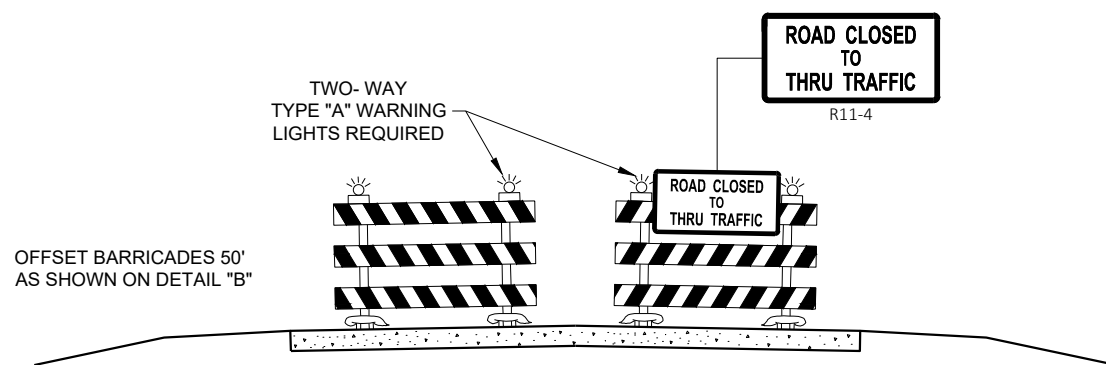


**TYPICAL CROSS SECTION FOR
PRIVATE DRIVE OR FIELD ENTRANCE
ASPHALTIC SURFACE**

| | |
|--|--|
| DRIVEWAYS WITHOUT CURB AND GUTTER | |
| STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION | |
| APPROVED November 2025 DATE | /S/ Rodney Taylor ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR |
| FHWA 20 | |



**DETAIL D
ROAD CLOSURE BARRICADE DETAIL
APPROACH VIEW**



**DETAIL E
LANE CLOSURE BARRICADE DETAIL
APPROACH VIEW**

SEE SDD 15C2 - SHEET "a" FOR LEGEND

GENERAL NOTES

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

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

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

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

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

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

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

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

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

ALL SIGNS SHALL BE 48" X 48" UNLESS OTHERWISE NOTED BELOW:

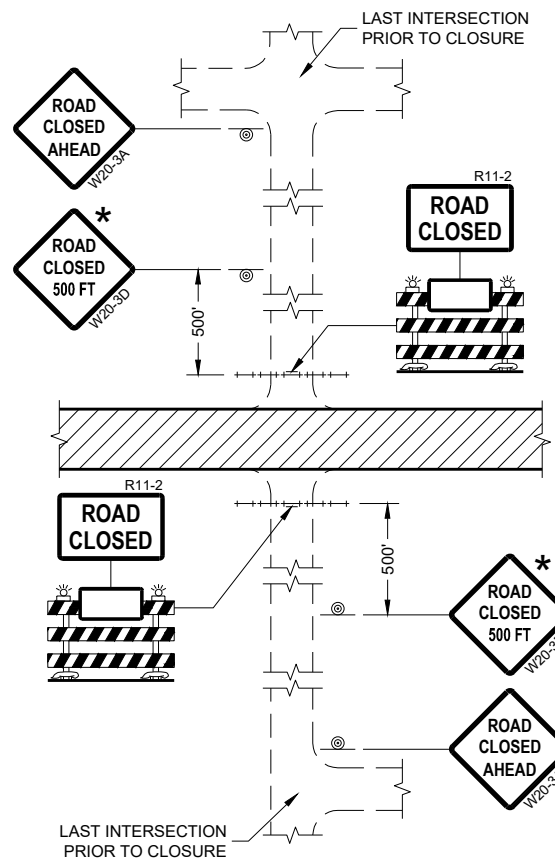
- R11 - 2 SHALL BE 48" X 30"
- R11 - 3 SHALL, R11 - 4 AND R10 - 61 SHALL BE 60" X 30"
- M4 - 9 SHALL BE 30" X 24"
- M3 - X SHALL BE 24" X 12" (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS)
- M4 - 8 SHALL BE 24" X 12" (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS)
- M1 - 4, M1 - 5A AND M1 - 6 SHALL BE 24"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

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

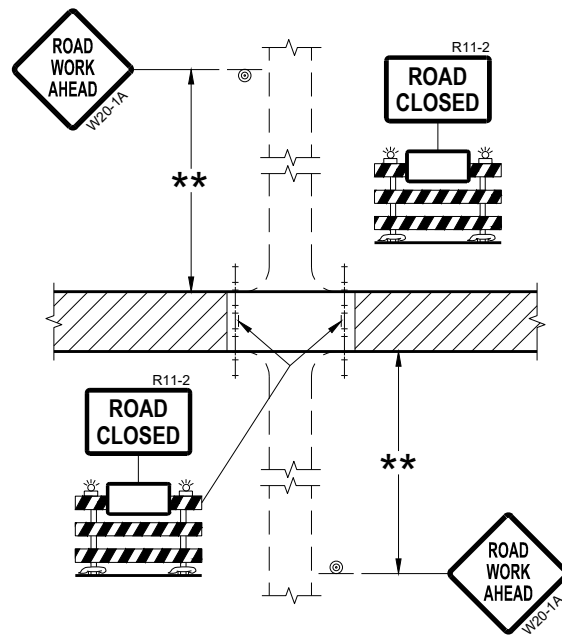
**BARRICADES AND SIGNS
FOR
VARIOUS CLOSURES**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

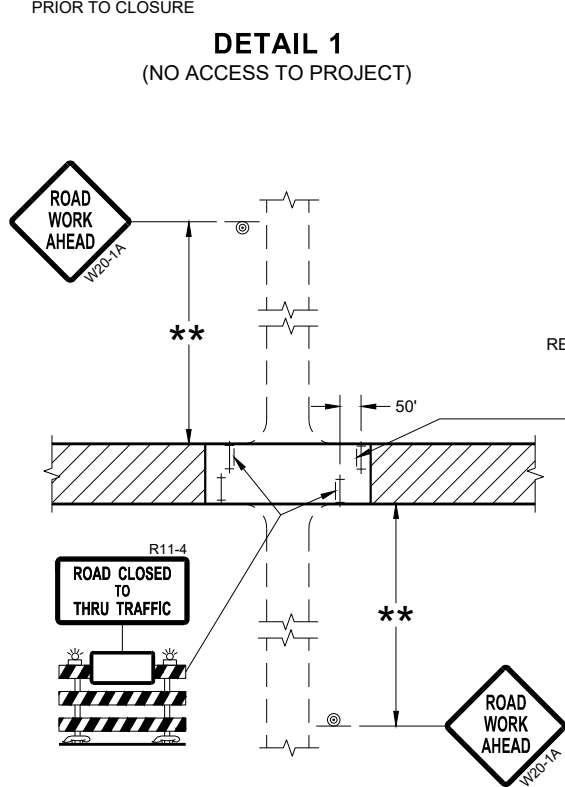
APPROVED
May 2023 /S/ Andrew Heidtke 22
DATE WORK ZONE ENGINEER



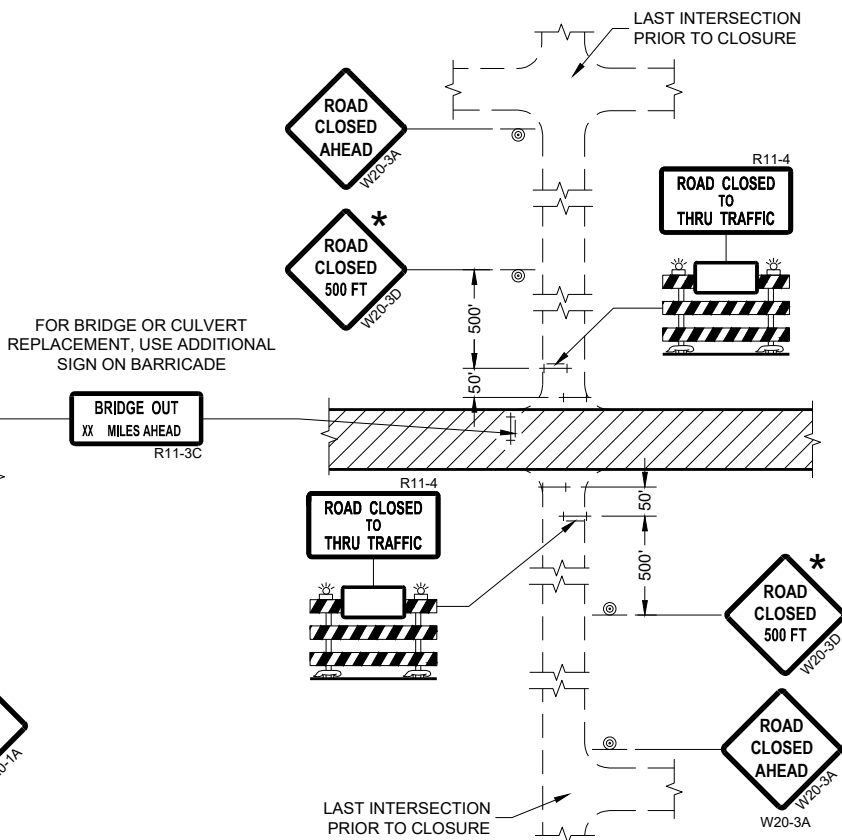
DETAIL 1
(NO ACCESS TO PROJECT)



DETAIL 2
(PUBLIC CROSS-TRAFFIC MAINTAINED.
NO ACCESS TO PROJECT)



DETAIL 3
(PUBLIC CROSS-TRAFFIC MAINTAINED.
CONTRACTOR, LOCAL BUSINESS AND
RESIDENT ACCESS TO PROJECT)



DETAIL 4
(CONTRACTOR, LOCAL BUSINESS AND
RESIDENT ACCESS TO PROJECT)

GENERAL NOTES

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

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

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

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

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

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

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

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

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

ALL SIGNS SHALL BE 48" X 48" UNLESS OTHERWISE NOTED BELOW:
R11-2 SHALL BE 48" X 30".
R11-4 AND R11-3 SHALL BE 60" X 30".

- * OMIT THE "ROAD CLOSED 500 FT." SIGN IF THE LAST INTERSECTION IS 500 FEET OR LESS FROM THE WORK ZONE.
- ** 500' MAX. OR AT LAST INTERSECTION, WHICHEVER IS CLOSEST.

LEGEND

- SIGN ON PERMANENT SUPPORT
- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- TYPE "A" WARNING LIGHT (FLASHING)
- WORK AREA

BARRICADES AND SIGNS FOR SIDEROAD CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
July 2018 /S/ Andrew Heidtke
DATE WORK ZONE ENGINEER 24