

PROJECT ID: 313-2312

DODGE COUNTY HIGHWAY COMMISSION

PLAN OF PROPOSED IMPROVEMENT

C.T.H. "Z" TO C.T.H. "YY" ROAD C.T.H. "H" TOWN OF LEROY DODGE COUNTY, WISCONSIN

ORDER OF SHEETS

Sheet No.	1	Title
Sheet No.	2.0-2.1	Typical Sections and Details (includes erosion control)
Sheet No.		Estimate of Quantities
Sheet No.		Miscellaneous Quantities
Sheet No.		Right of Way Plat
Sheet No.	5.0-5.3	Plan and Profile
Sheet No.		Standard Detail Drawings
Sheet No.		Sign Plates
Sheet No.		Structure Plans
Sheet No.		Computer Earthwork Data
Sheet No.		Cross Sections

TOTAL SHEETS =



COUNTY PROJECT NUMBER
313-2312

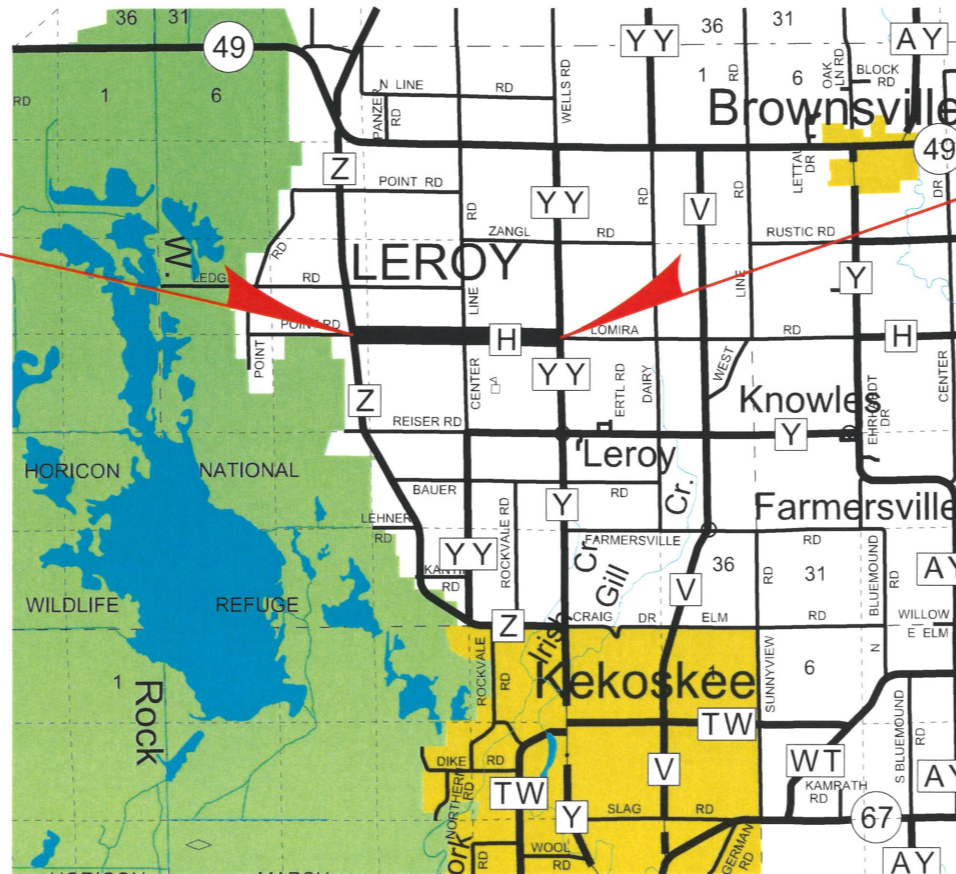
DESIGN DESIGNATION

A.A.D.T.	=	
A.D.T.	WISLR	= 70
D.H.V.	=	
D.	=	
T.	=	
DESIGN SPEED	=	60 MPH
ESALS	=	

CONVENTIONAL SYMBOLS

COUNTY LINE	
CORPORATE LIMITS	
PROPERTY LINE	
LOT LINE	
LIMITED EASEMENT	
EXISTING RIGHT OF WAY	
NEW RIGHT OF WAY	
REFERENCE LINE	
SLOPE INTERCEPT	
ORIGINAL GROUND	
MARSH or ROCK PROFILE	
CULVERT IN PLACE	
CULVERT REQUIRED	
CULVERTS REQUIRED (PROFILE)	
COMBUSTIBLE FLUIDS	
UNDERGROUND ELECTRIC LINE	

UNDERGROUND UTILITIES	
GAS	(SIZE) G
ELECTRIC	E
TELEPHONE	T
CABLE TV	TV
WATER	(SIZE) W
FIBER OPTIC	FO
SANITARY SEWER	(SIZE) SAN
OVERHEAD UTILITY	OH
STORM SEWER	(SIZE) SS
PIPELINE	PIPL
POWER POLE	
TELEPHONE POLE	
POWER/TELEPHONE POLE	
SERVICE PEDESTAL	
WELL	
SEPTIC TANK VENT	
WOODED AREA	
EXISTING SIGN	
SATELLITE DISH	
MAIL BOX	



LAYOUT
SCALE 0 1 MI.

TOTAL NET LENGTH OF CENTERLINE = 2.135 MI.

END PROJECT 313-2312
STA. 112+84.63
N 771231.92
E 920525.15

BEGIN PROJECT 313-2312
STA. 0+13.63
N 771578.14
E 909259.88

ORIGINAL PLANS PREPARED BY

**DODGE COUNTY
HIGHWAY COMMISSION**

211 E. CENTER ST. JUNEAU, WI 53039
(920)386-3650 FAX (920)386-3525
www.co.dodge.wi.gov

NATHAN R. KEMPKE
38337-8
MAYVILLE
WIS.
PROFESSIONAL ENGINEER

3/5/25

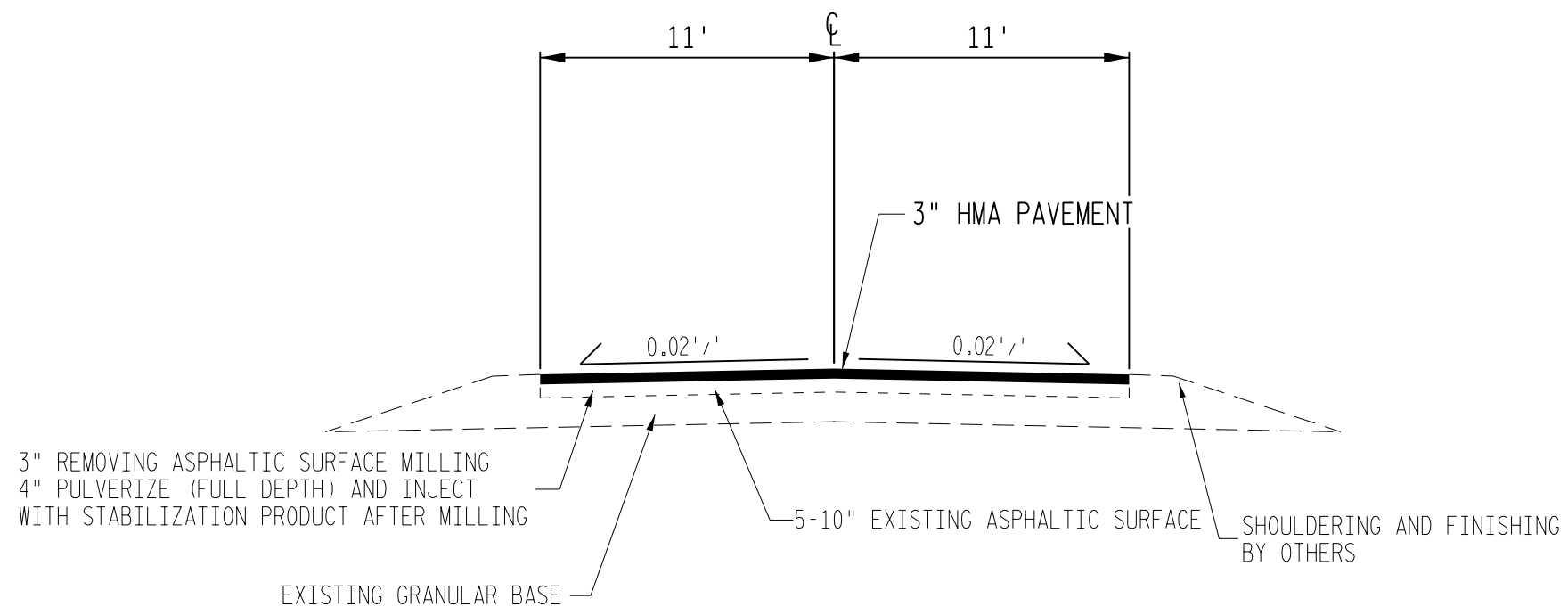
RECOMMENDED FOR APPROVAL:

DATE: 3-5-2025

BRIAN R. FIELD, COMMISSIONER

COORDINATES AND BEARINGS ARE ORIENTED TO THE WISCONSIN COORDINATE REFERENCE SYSTEMS (WISCRS), DODGE COUNTY, NAD 83 (1991) ADJUSTMENT. THE COORDINATES ARE GROUND COORDINATES.

E



TYPICAL FINISHED SECTION

C.T.H. "H"
 STA. 0+13.63 - STA. 112+84.63

NOTES:

3" HMA PAVEMENT
 1 3/4" LOWER 3 LT 58-28 S
 1 1/4" UPPER 5 LT 58-34 S

CENTERLINE ALIGNMENT

Project Name: CTH H DESIGN
 Description: CTH Z - CTH YY
 Horizontal Alignment Name: CTH H Paving
 Description: paving alignment
 Style: Proposed Centerline

	STATION	NORTHING	EASTING
Element: Linear			
P.I. (330)	0+00.00	771578.5272	909246.2587
P.I. (331)	13+99.49	771539.0032	910645.1930
Tangent Direction:	S 88°22'54" E		
Tangent Length:	1399.49		
Element: Linear			
P.I. (331)	13+99.49	771539.0032	910645.1930
P.I. (332)	27+97.63	771510.8261	912043.0504
Tangent Direction:	S 88°50'43" E		
Tangent Length:	1398.14		
Element: Linear			
P.I. (332)	27+97.63	771510.8261	912043.0504
P.I. (333)	63+30.88	771413.6902	915574.9596
Tangent Direction:	S 88°25'29" E		
Tangent Length:	3533.24		
Element: Linear			
P.I. (333)	63+30.88	771413.6902	915574.9596
P.I. (334)	79+88.64	771374.2409	917232.2495
Tangent Direction:	S 88°38'11" E		
Tangent Length:	1657.76		
Element: Linear			
P.I. (334)	79+88.64	771374.2409	917232.2495
P.I. (335)	84+94.70	771356.5740	917737.9992
Tangent Direction:	S 87°59'58" E		
Tangent Length:	506.06		
Element: Linear			
P.I. (335)	84+94.70	771356.5740	917737.9992
P.I. (336)	113+67.70	771228.2094	920608.1364
Tangent Direction:	S 87°26'21" E		
Tangent Length:	2873.01		

Project Name: CTH H DESIGN
 Description: CTH Z - CTH YY
 Horizontal Alignment Name: CTH Z Design2
 Description: Centerline from 2020 project
 Style: Proposed Centerline

	STATION	NORTHING	EASTING
Element: Linear			
P.I. (3095)	226+31.58	770971.7520	909308.1881
P.C. (321)	227+48.10	771087.7502	909297.1649
Tangent Direction:	N 5°25'42" W		
Tangent Length:	116.52		
Element: Circular			
P.C. (321)	227+48.10	771087.7502	909297.1649
P.I. ()	232+40.94	771578.3844	909250.5405
CC (322)		768377.5828	880777.7578
P.T. (323)	237+33.69	772067.1245	909187.0674
Radius:	28647.89		
Delta:	1°58'16" Left		
Degree of Curvature(Arc):	0°12'00"		
Length:	985.59		
Tangent:	492.84		
Chord:	985.54		
Middle Ordinate:	4.24		
External:	4.24		
Tangent Direction:	N 5°25'42" W		
Radial Direction:	N 84°34'18" E		
Chord Direction:	N 6°24'51" W		
Radial Direction:	N 82°36'01" E		
Tangent Direction:	N 7°23'59" W		
Element: Linear			
P.T. (323)	237+33.69	772067.1245	909187.0674
P.I. (3097)	245+85.33	772911.6726	909077.3852
Tangent Direction:	N 7°23'59" W		
Tangent Length:	851.64		

Project Name: CTH H DESIGN
 Description: CTH Z - CTH YY
 Horizontal Alignment Name: Centerline Rd Design CL
 Description: Design centerline
 Style: Proposed Centerline

	STATION	NORTHING	EASTING
Element: Linear			
P.I. (56213)	26+40.00	768773.9200	915386.2800
P.I. (56162)	52+83.48	771417.0700	915344.5000
Tangent Direction:	N 0°54'20" W		
Tangent Length:	2643.48		
Element: Linear			
P.I. (56162)	52+83.48	771417.0700	915344.5000
P.I. (56163)	79+25.94	774059.4000	915318.0600
Tangent Direction:	N 0°34'24" W		
Tangent Length:	2642.46		

Project Name: CTH H DESIGN
 Description: CTH Z - CTH YY
 Horizontal Alignment Name: CTH YY Paving CL
 Description: Paving CL for CTH YY
 Style: Proposed Centerline

	STATION	NORTHING	EASTING
Element: Linear			
P.I. (56222)	0+00.00	765960.0600	920677.8200
P.I. (56223)	26+38.44	768598.0900	920631.2300
Tangent Direction:	N 1°00'42" W		
Tangent Length:	2638.44		
Element: Linear			
P.I. (56223)	26+38.44	768598.0900	920631.2300
P.I. (686)	52+69.50	771229.0470	920608.1290
Tangent Direction:	N 0°30'11" W		
Tangent Length:	2631.06		
Element: Linear			
P.I. (686)	52+69.50	771229.0470	920608.1290
P.I. (797)	78+69.92	773829.4410	920597.4880
Tangent Direction:	N 0°14'04" W		
Tangent Length:	2600.42		
Element: Linear			
P.I. (797)	78+69.92	773829.4410	920597.4880
P.I. (24)	105+28.16	776487.4350	920560.8910
Tangent Direction:	N 0°47'20" W		
Tangent Length:	2658.25		
Element: Linear			
P.I. (24)	105+28.16	776487.4350	920560.8910
P.I. (10131)	158+14.46	781773.6678	920534.2421
Tangent Direction:	N 0°17'20" W		
Tangent Length:	5286.30		



PROJECT NO: 313-2312	HWY: CTH "H"	COUNTY: DODGE	C.T.H. "Z" - C.T.H. "YY" ROAD	SHEET 5.0	E
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PROJECT NO: 313-2312

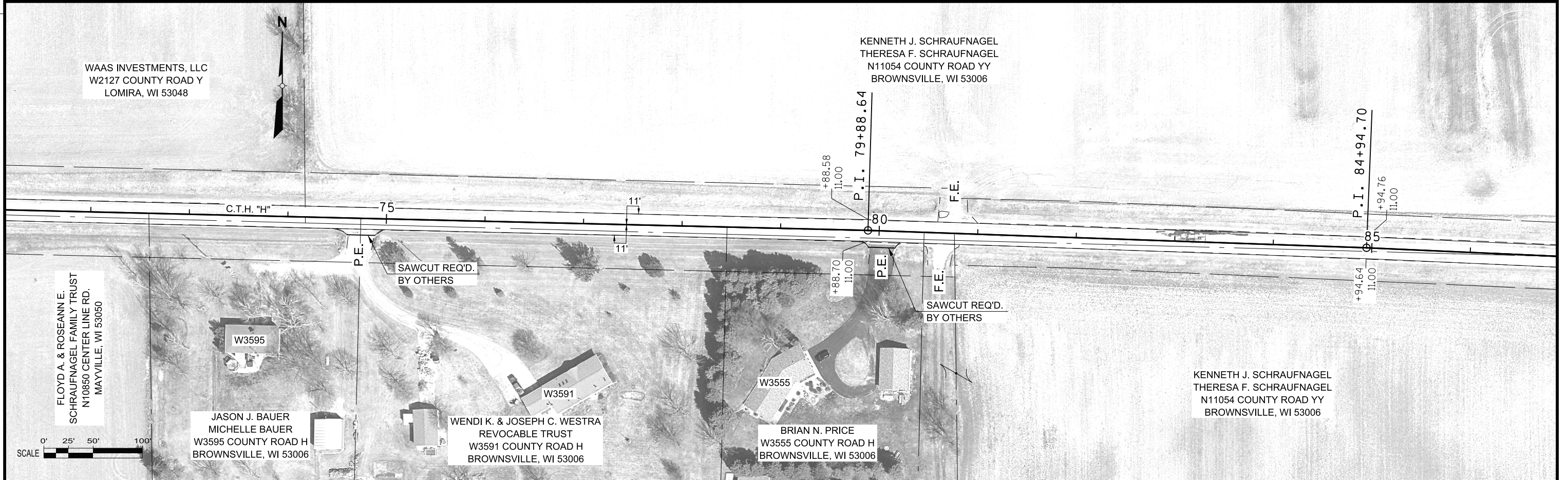
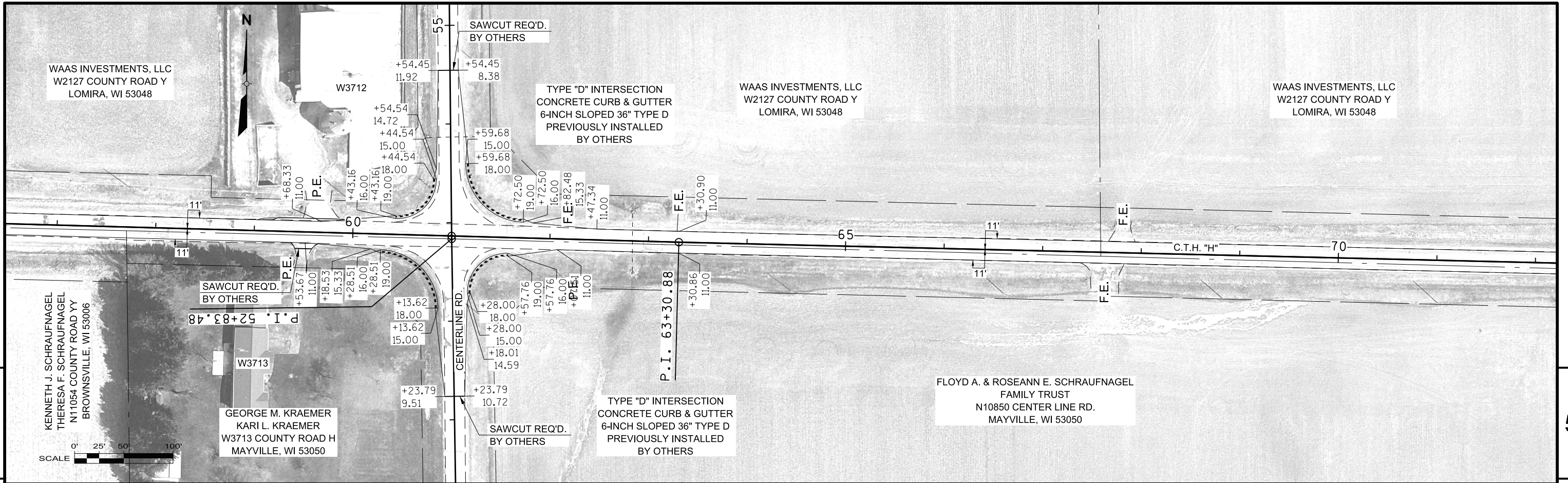
HWY: CTH "H"

COUNTY: DODGE

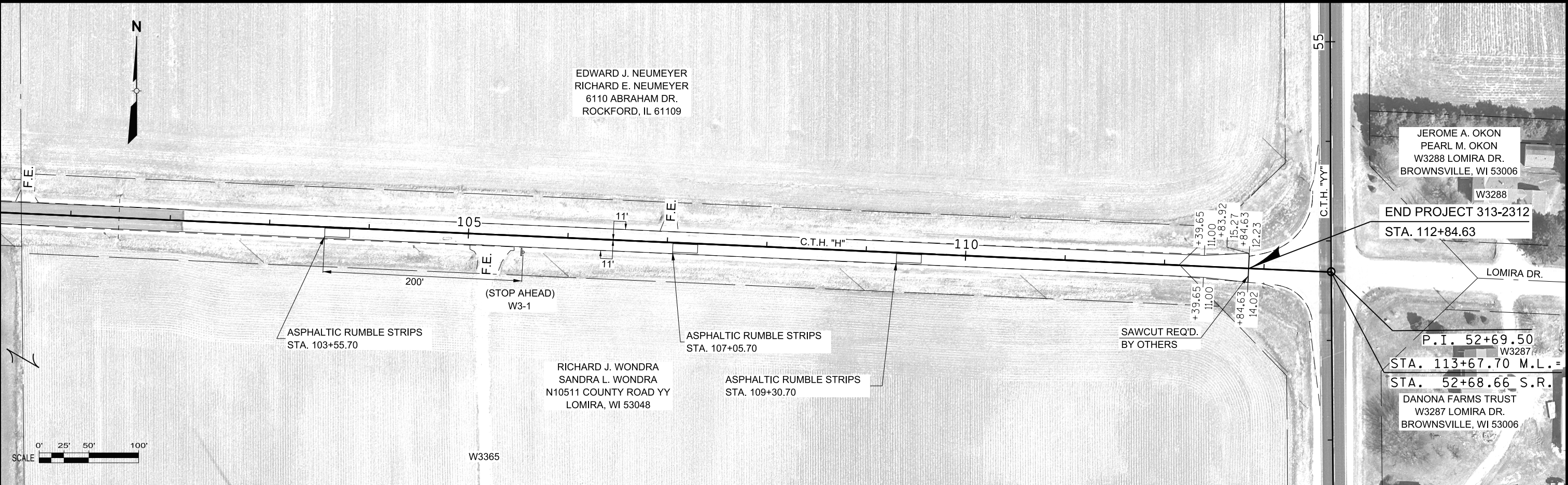
C.T.H. "Z" - C.T.H. "YY" ROAD

SHEET 5.1

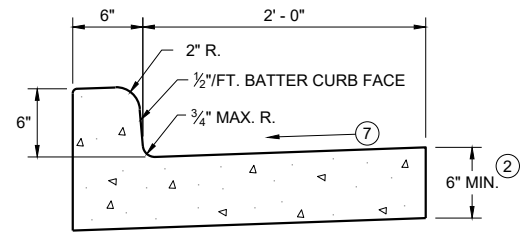
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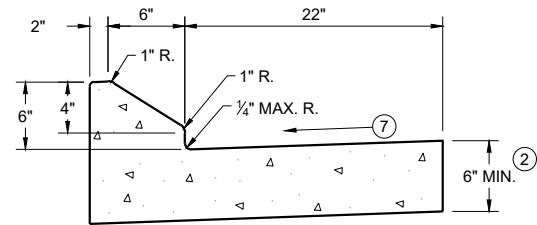
PROJECT NO: 313-2312	HWY: CTH "H"	COUNTY: DODGE	C.T.H. "Z" - C.T.H. "YY" ROAD	SHEET 5.2	E
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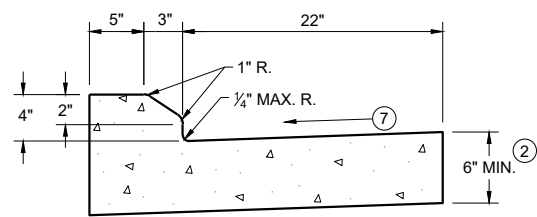
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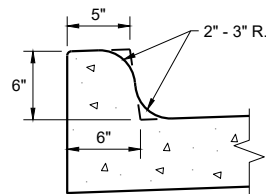
TYPES A^① & D



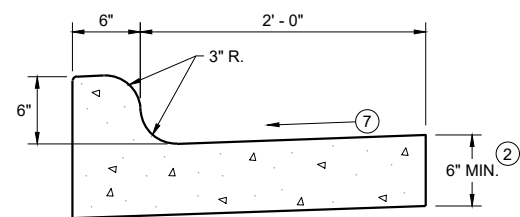
6" SLOPED CURB TYPES G^① & J



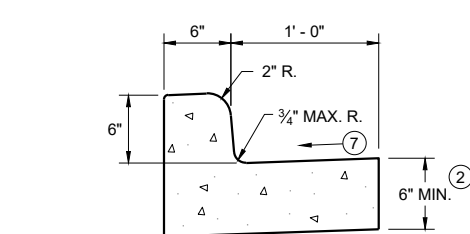
4" SLOPED CURB TYPES G^① & J



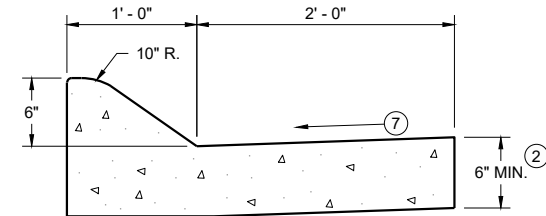
TYPES K^① & L
(OPTIONAL CURB SHAPE)



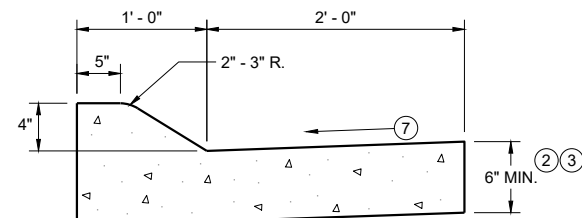
TYPES K^① & L
CONCRETE CURB AND GUTTER 30"



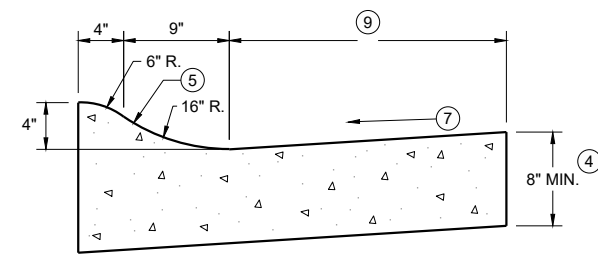
TYPES A^① & D
CONCRETE CURB AND GUTTER 18"



6" SLOPED CURB TYPES A^① & D

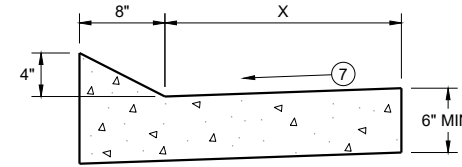


4" SLOPED CURB TYPES A^① & D
CONCRETE CURB AND GUTTER 36"



4" SLOPED CURB TYPES R^① & T

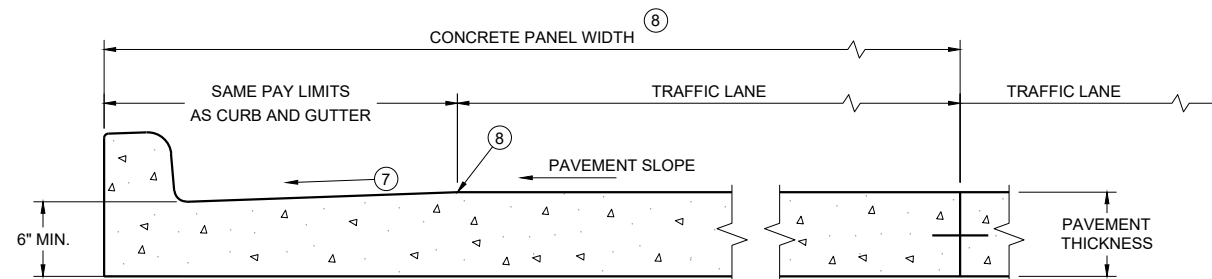
TBT & TBTT	X
30"	22"
36"	28"



TYPES TBT & TBTT^①
CONCRETE CURB AND GUTTER

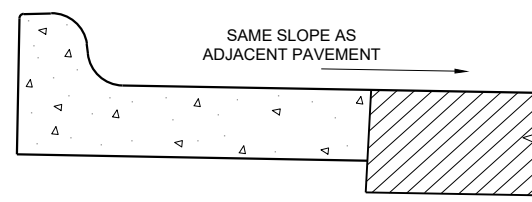
PAVEMENT THICKNESS AND MAXIMUM CONCRETE PANEL WIDTH TABLE

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

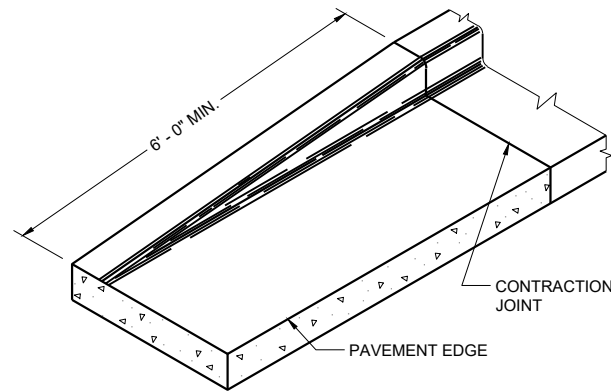
DETAILS OF CONSTRUCTION AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

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

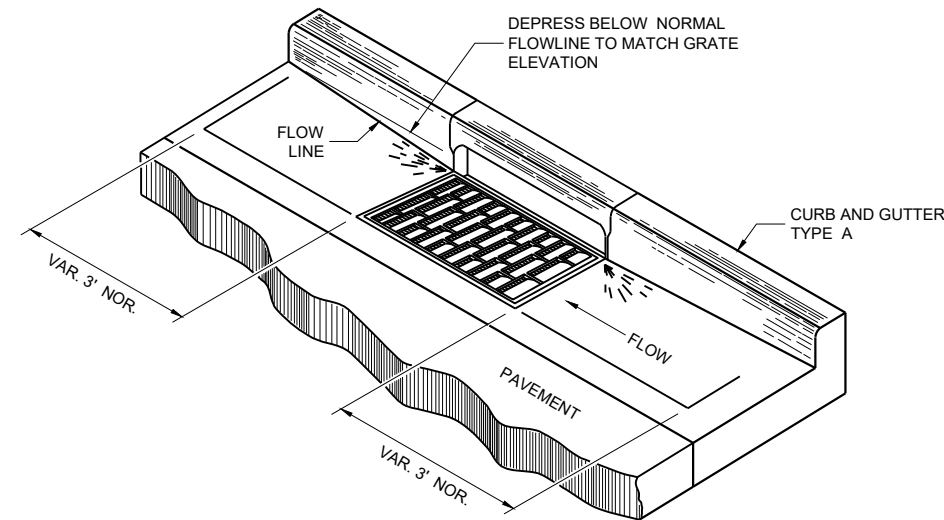
INTEGRAL CURB AND GUTTER SHALL CONFORM TO THE DETAILS SHOWN FOR CONCRETE CURB AND GUTTER INCLUDING THE TRANSVERSE GUTTER SLOPE.

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

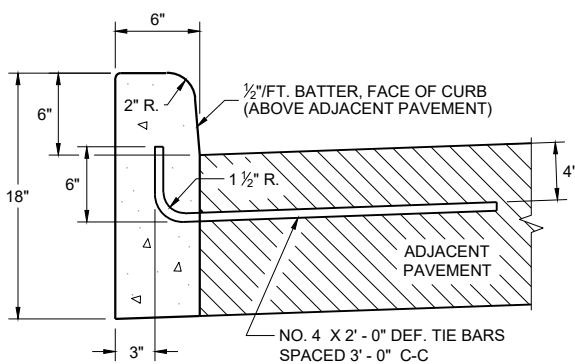


END SECTION CURB AND GUTTER

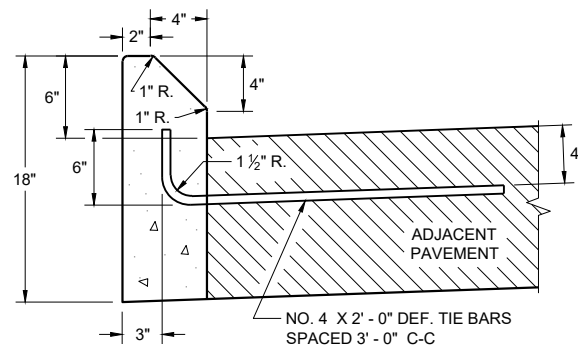


DETAIL OF CURB AND GUTTER AT INLETS

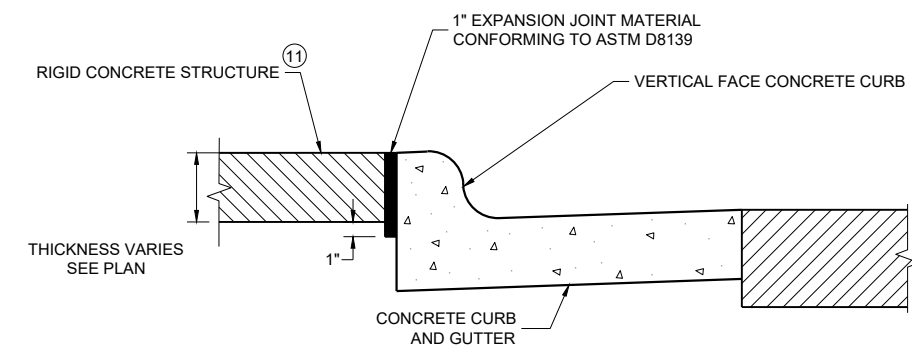
(TYPICAL H INLET COVER SHOWN)



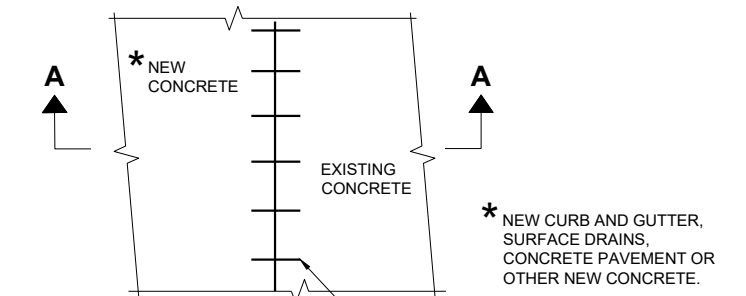
TYPES A^① & D



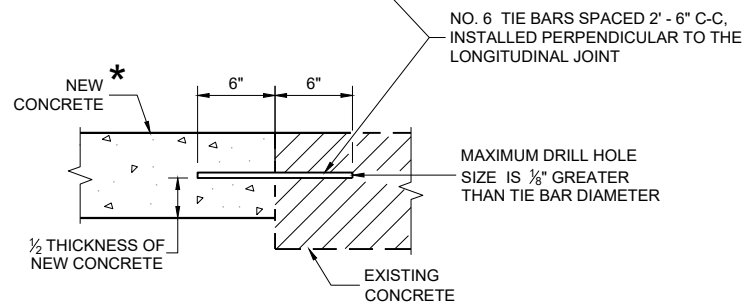
**TYPES G^① & J
CONCRETE CURB**



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



PLAN VIEW



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

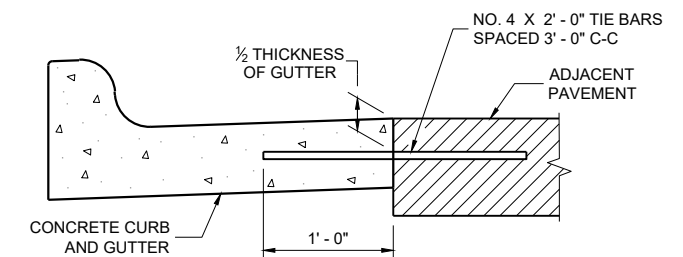
GENERAL NOTES

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

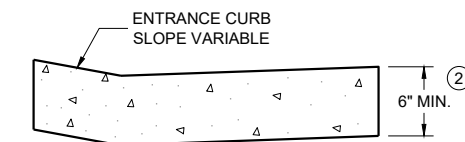
PAVEMENT TIES AND TIE BARS SHALL BE EPOXY COATED IN CONFORMANCE WITH SUBSECTION 505.2.6.2 OF THE STANDARD SPECIFICATIONS.

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.



TYPICAL TIE BAR LOCATION^①



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

6

6

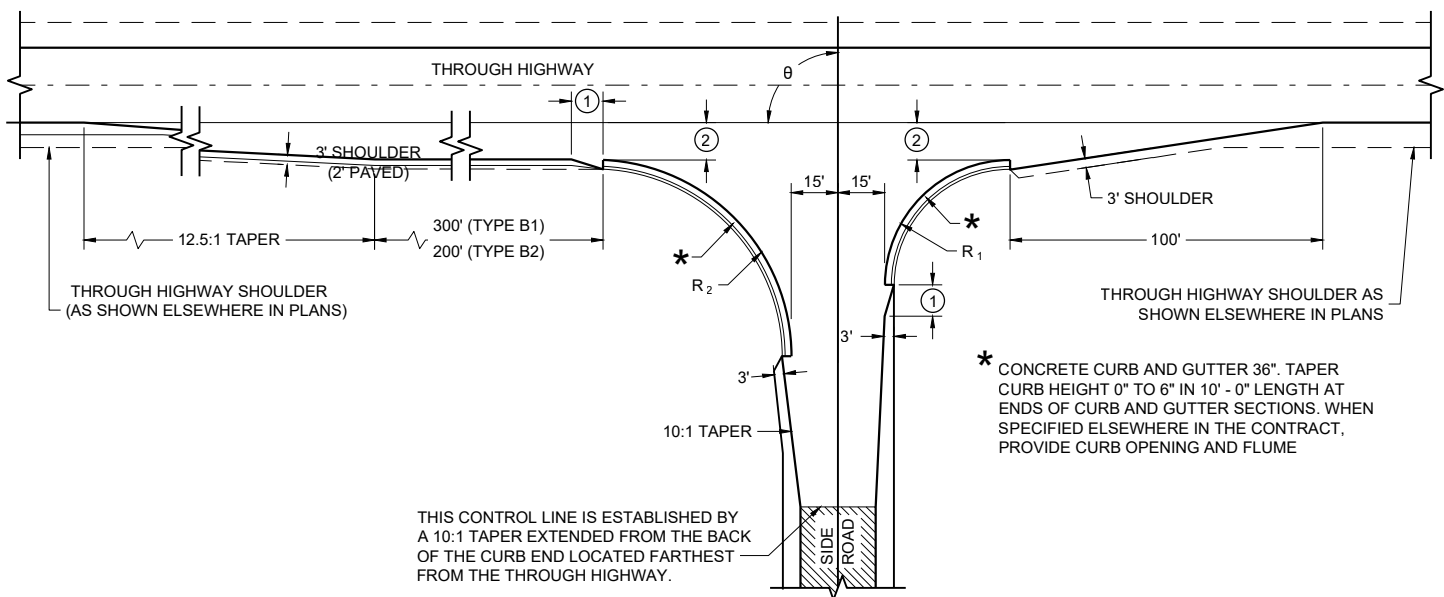
SDD 08D01-23b

SDD 08D01-23b

CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023 /S/ Rodney Taylor
DATE ROADWAY STANDARDS DEVELOPMENT
FHWA UNIT SUPERVISOR



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.

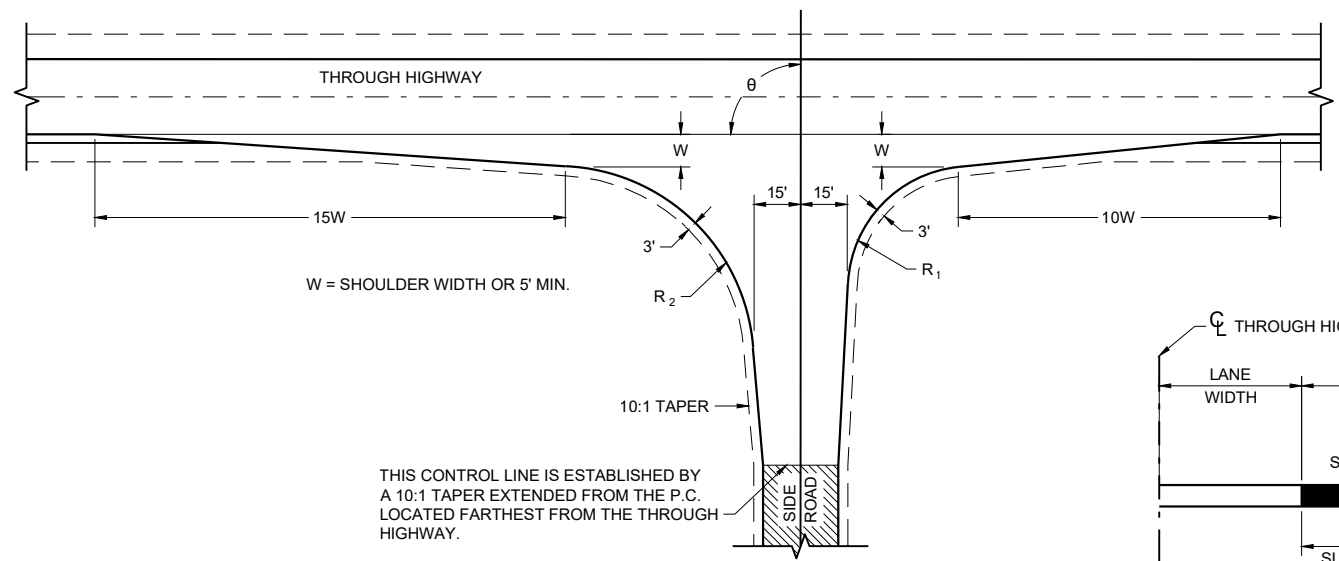
SIDE ROAD SURFACING NOTE

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.

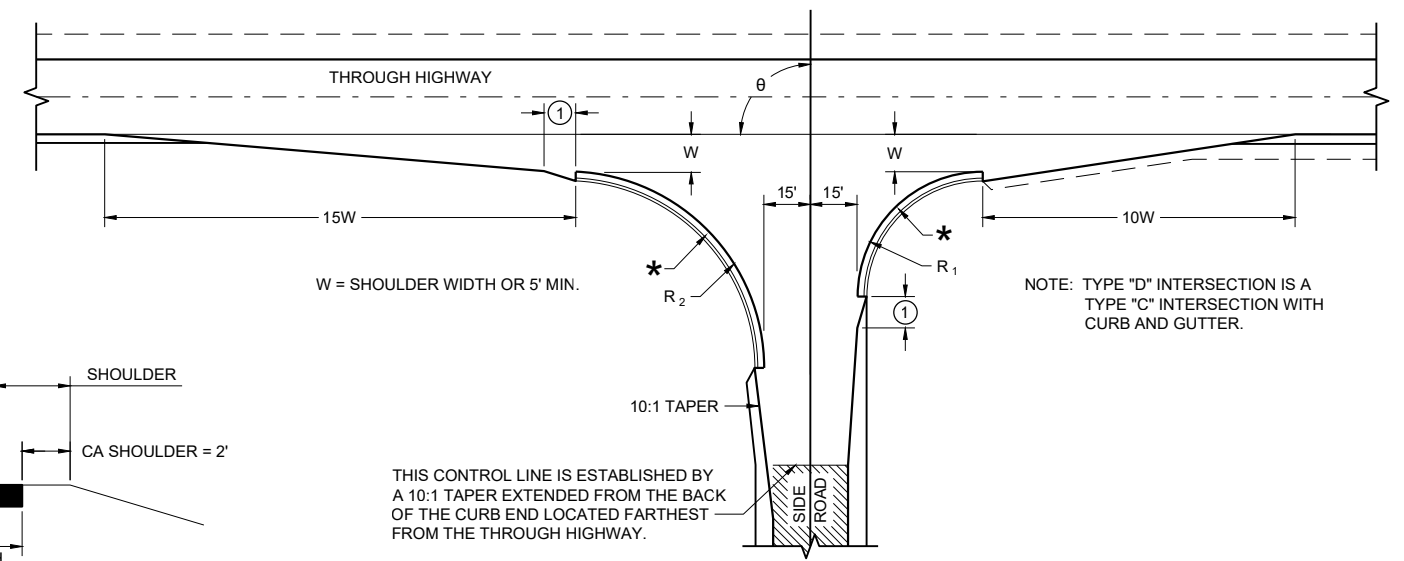
WHEN THE SIDE ROAD IS PRESENTLY PAVED, NEW PAVEMENT SHALL BE PLACED TO THE LIMITS OF DESIGN AS SHOWN AND BEYOND, IF NECESSARY, TO MEET EXISTING PAVEMENT.

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

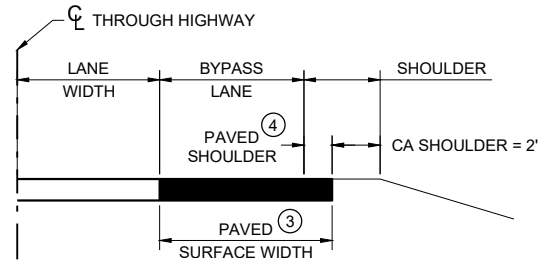
- ① 10-FT TYPICAL.
- ② 12-FT** PLUS ADDITIONAL WIDTH FOR BIKE LANE IF SHOWN ELSEWHERE IN THE PLAN.
**10-FT MAY BE USED ON TYPE B2 ON RESURFACING PROJECTS IF SPECIFIED IN THE CONTRACT.
- ③ BYPASS LANE PAVED SURFACE WIDTH OUTSIDE OF TRAVEL LANE
- ASPHALT = 12-FT PLUS PAVED SHOULDER WIDTH
- PC CONCRETE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



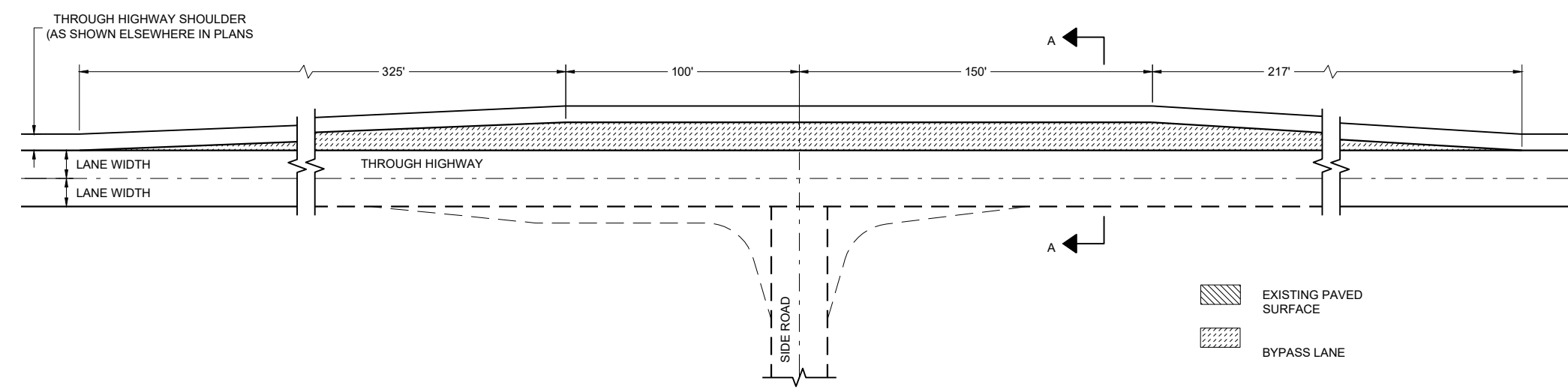
TYPE "C"



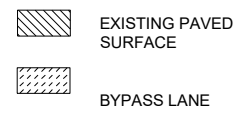
TYPE "D"



SECTION A - A
(SHOWING BYPASS LANE AND SHOULDER)





TEE INTERSECTION BYPASS LANE DETAIL

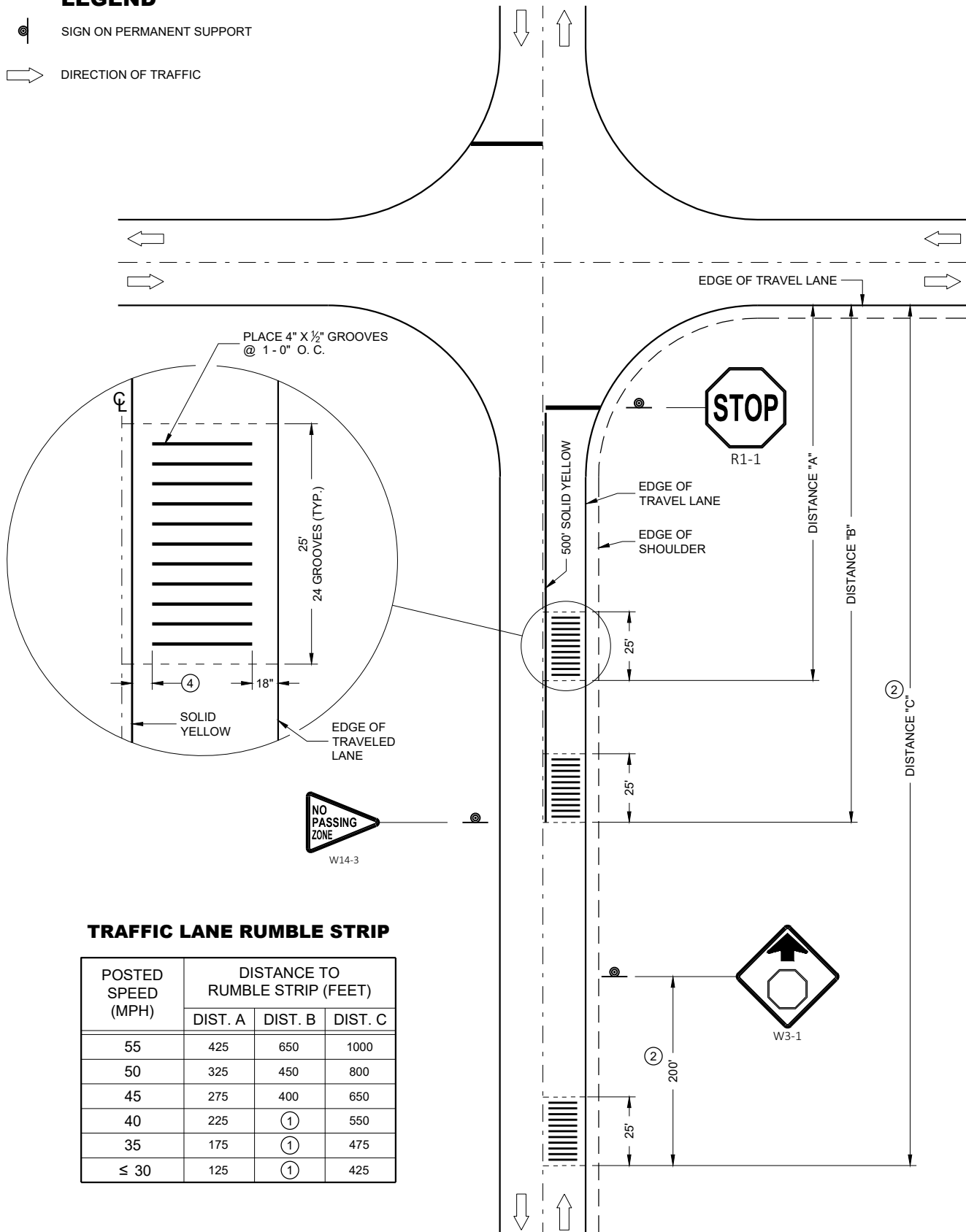


AT GRADE SIDE ROAD INTERSECTION TYPES "B1", "B2", "C", "D" AND TEE INTERSECTION BYPASS LANE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

LEGEND

-  SIGN ON PERMANENT SUPPORT
-  DIRECTION OF TRAFFIC



TRAFFIC LANE RUMBLE STRIP

POSTED SPEED (MPH)	DISTANCE TO RUMBLE STRIP (FEET)		
	DIST. A	DIST. B	DIST. C
55	425	650	1000
50	325	450	800
45	275	400	650
40	225	①	550
35	175	①	475
≤ 30	125	①	425

RUMBLE STRIP LOCATION

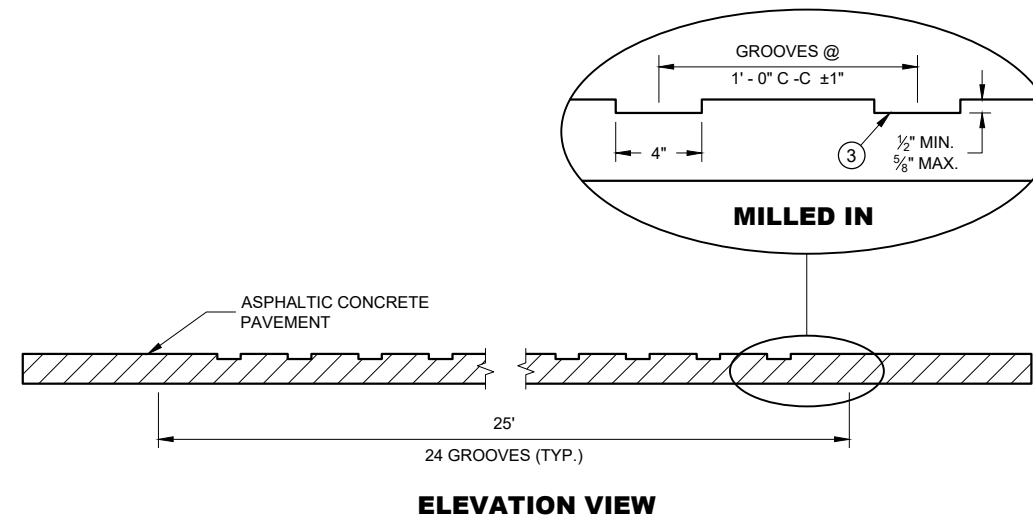
GENERAL NOTES

CONTRACTOR SHALL CONFIRM RUMBLE STRIP LOCATION WITH THE ENGINEER PRIOR TO INSTALLATION. THE ENGINEER MAY MODIFY THE RUMBLE STRIP LOCATION AS FIELD CONDITIONS DICTATE.

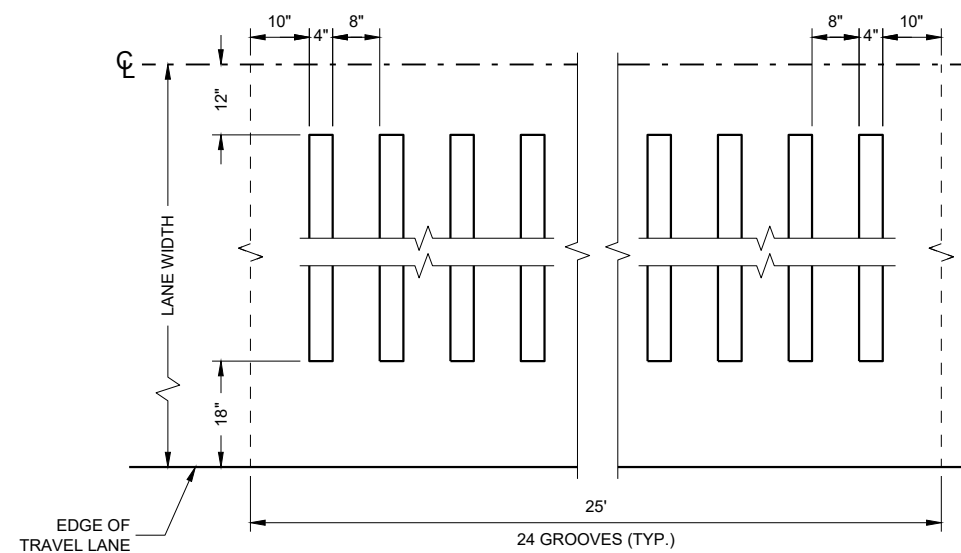
WHEN ASPHALTIC PAVEMENT IS NEW IN THE RUMBLE AREA, THE CONTRACTOR SHALL ALLOW THE PAVEMENT TO CURE A MINIMUM OF 7 DAYS PRIOR TO RUMBLE INSTALLATION.

PAVEMENT MARKING AND SIGNING DETAILS AND SPECIFICATIONS ARE PROVIDED ELSEWHERE IN THE CONTRACT.

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



ELEVATION VIEW



PLAN VIEW

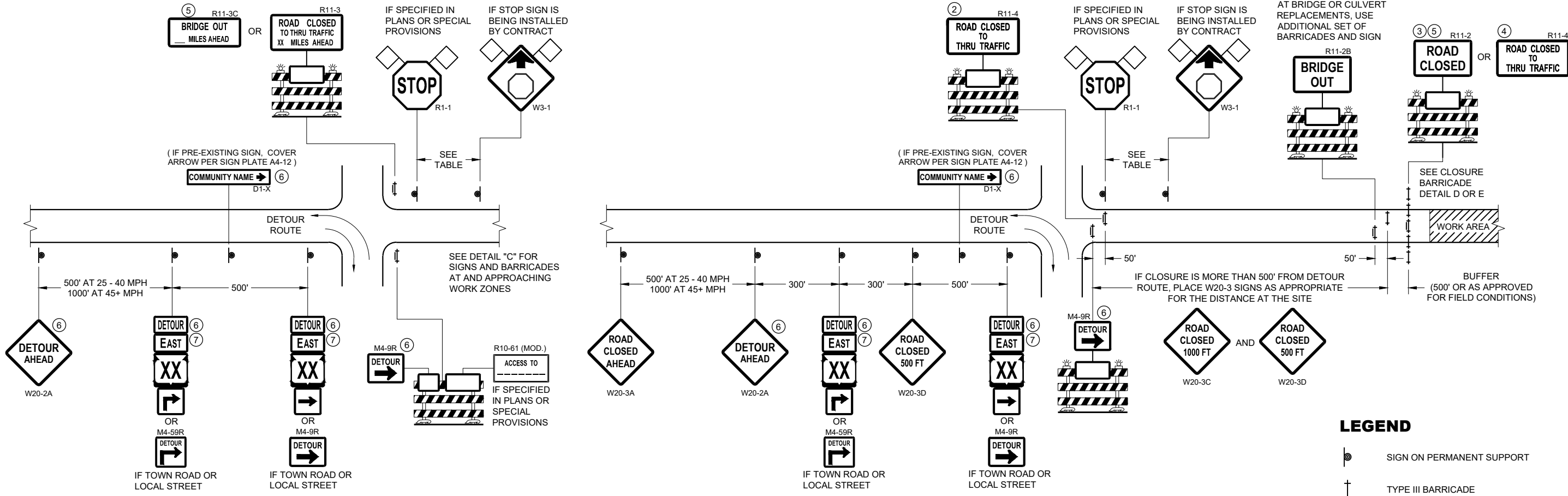
ASPHALTIC PAVEMENT MILLED IN

TRANSVERSE RUMBLE STRIPS, ASPHALTIC

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023 DATE /S/ Rodney Taylor
ROADWAY DESIGN STANDARDS UNIT SUPERVISOR

FHWA



**DETAIL A
MAINLINE CLOSURE WITH POSTED DETOUR**

WORK ZONE GREATER THAN OR EQUAL TO 1/2 MILE FROM
DETOUR ROUTE (1000 FEET IF URBAN)

**DETAIL B
MAINLINE CLOSURE WITH POSTED DETOUR**

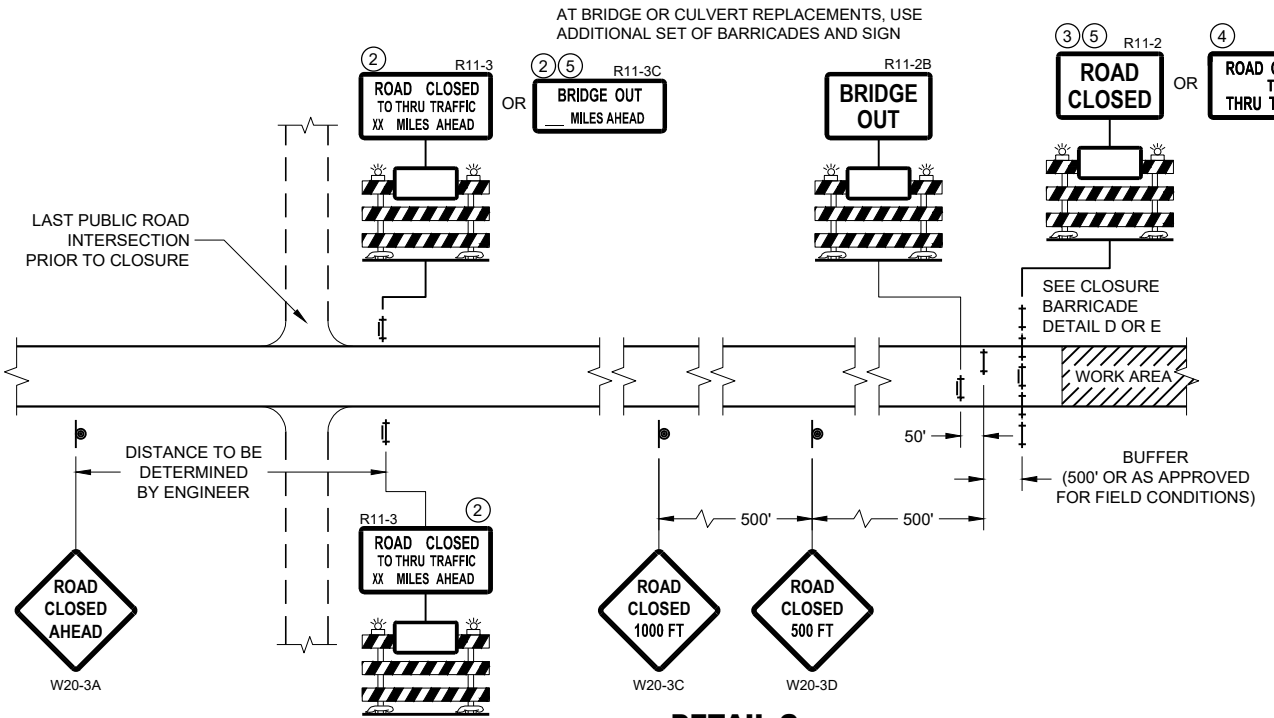
WORK ZONE LESS THAN 1/2 MILE FROM
DETOUR ROUTE (1000 FEET IF URBAN)

LEGEND

- SIGN ON PERMANENT SUPPORT
- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- TYPE "A" WARNING LIGHT (FLASHING)
- WORK AREA
- FLAGS, 16" X 16" MIN. (ORANGE)

SPEED LIMIT (MPH)	"STOP AHEAD" ADVANCE WARNING DISTANCE (FT)
25	200
30	200
35	350
40	350
45	500
50	550
55	750

- M4 - 8
- M3 - X
- OR OR M1 - 4 M1 - 6 M1 - 5A
- OR M05 - 1 M06 - 1



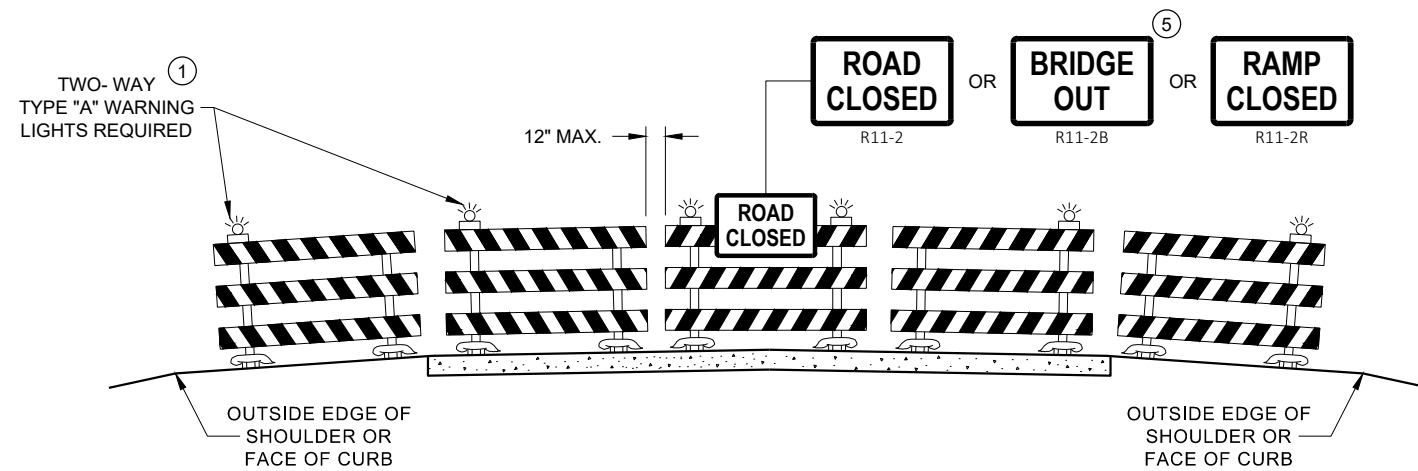
**DETAIL C
MAINLINE CLOSURE, NO POSTED DETOUR**

SEE SDD 15C2-SHEET "b"
FOR GENERAL NOTES
AND FOOTNOTES ① THROUGH ⑦

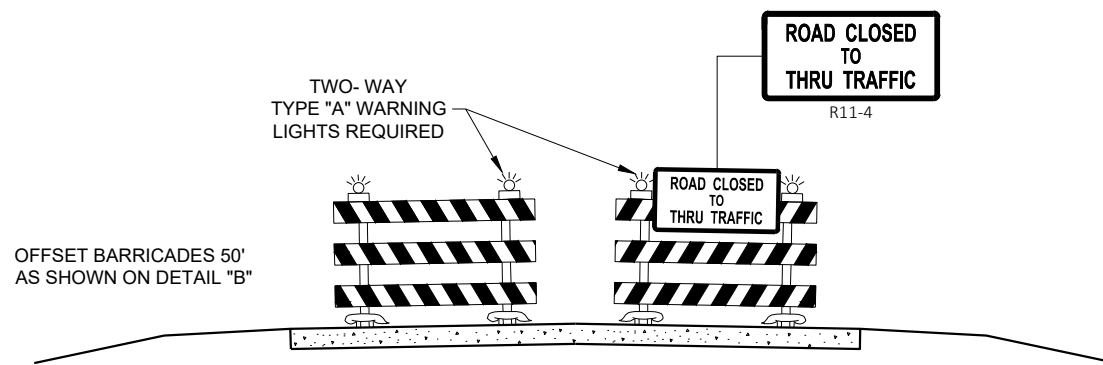
**BARRICADES AND SIGNS
FOR MAINLINE CLOSURES**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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



**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**

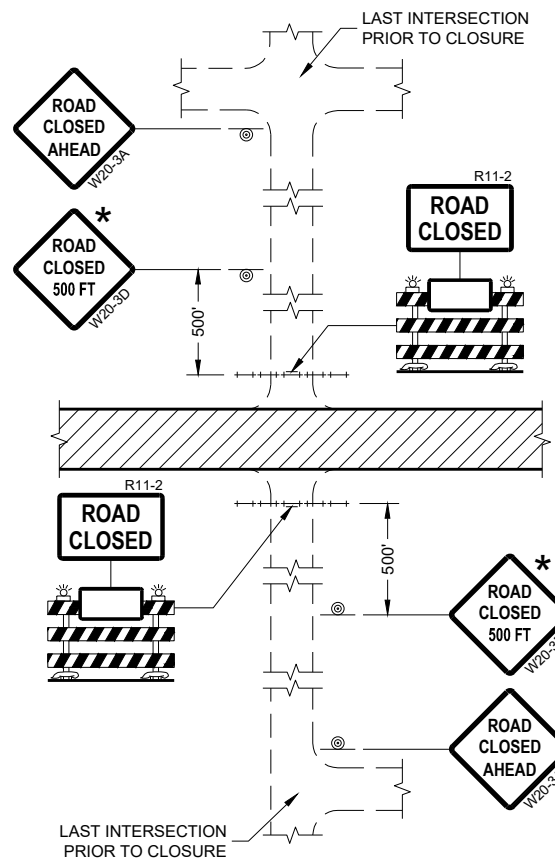
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

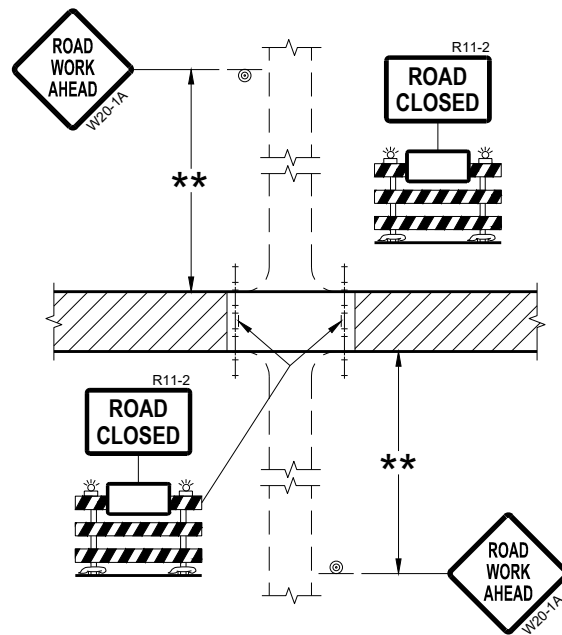
FHWA



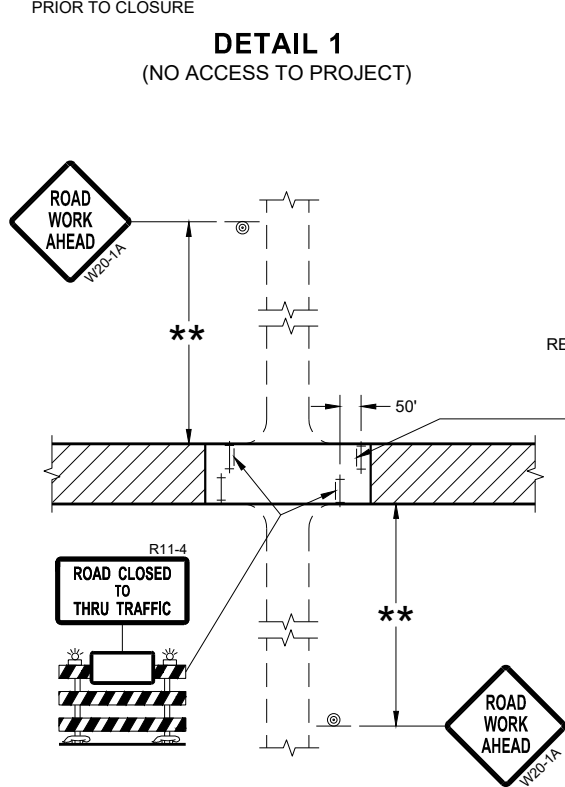
SDD 15C03 Barricades and Signs for Sideroad Closures



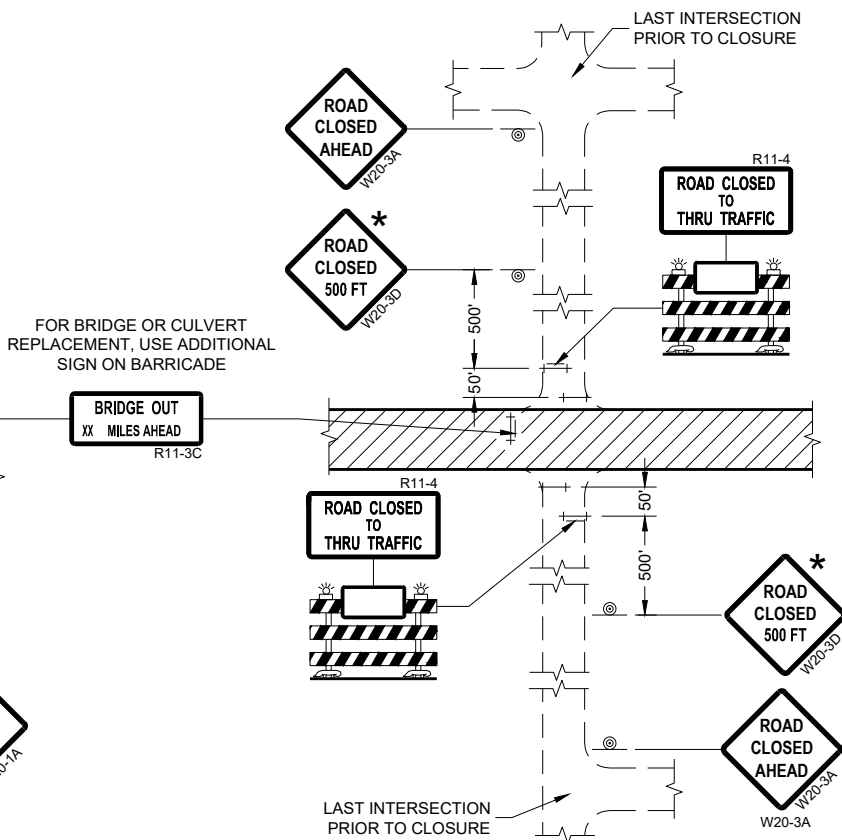
DETAIL 1
(NO ACCESS TO PROJECT)



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

FHWA