

PROJECT ID: 313-2205  
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 = 16

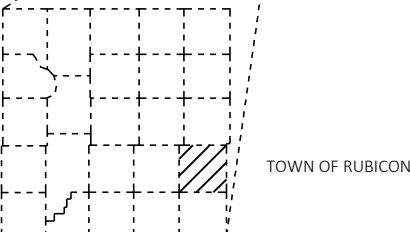
# HIGHWAY COMMISSION

## PLAN OF PROPOSED IMPROVEMENT

### CTH N PULVERIZE AND RELAY CTH P - COUNTY LINE TOWN OF RUBICON

PROJECT NUMBER  
**313-2205**

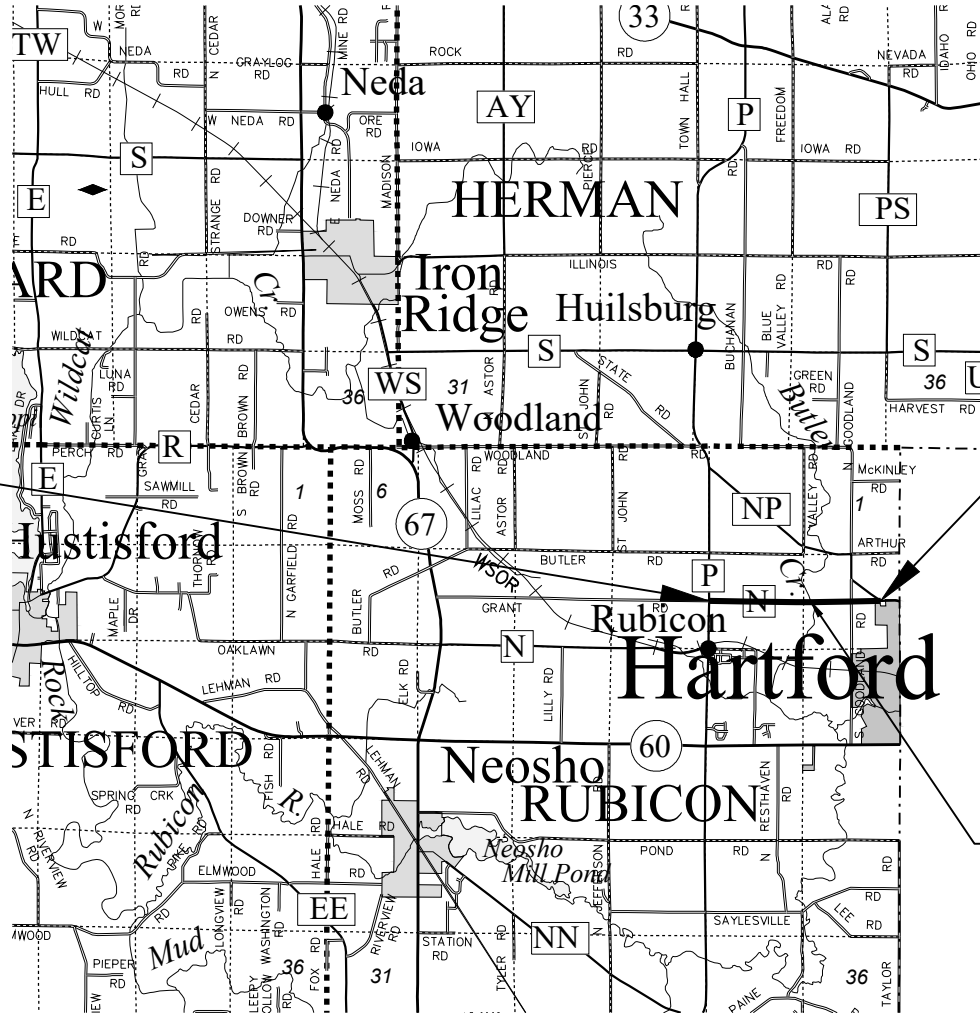
**BIDDING DOCUMENTS  
NOT FOR CONSTRUCTION**



TOWN OF RUBICON

**BEGIN PROJECT**  
STA 1+58.39  
Y = 683510.128  
X = 948449.464

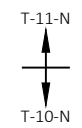
**END PROJECT**  
STA 95+37.77  
Y = 683516.592  
X = 957827.569



Town of Addison

Town of Hartford

WASHINGTON CO.

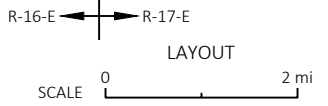


EXCEPTION TO NET C/L LENGTH  
STA 56+01-96 TO STA 56+95.91  
STRUCTURE B-14-231

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

ROCK	— E —
LABEL	— FO —
95.36	— G —
95.36	— OH —
95.36	— SAN —
95.36	— SS —
95.36	— T —
95.36	— W —
95.36	— [Symbol] —
95.36	— [Symbol] —



TOTAL NET LENGTH OF CENTERLINE = 1.784 MI

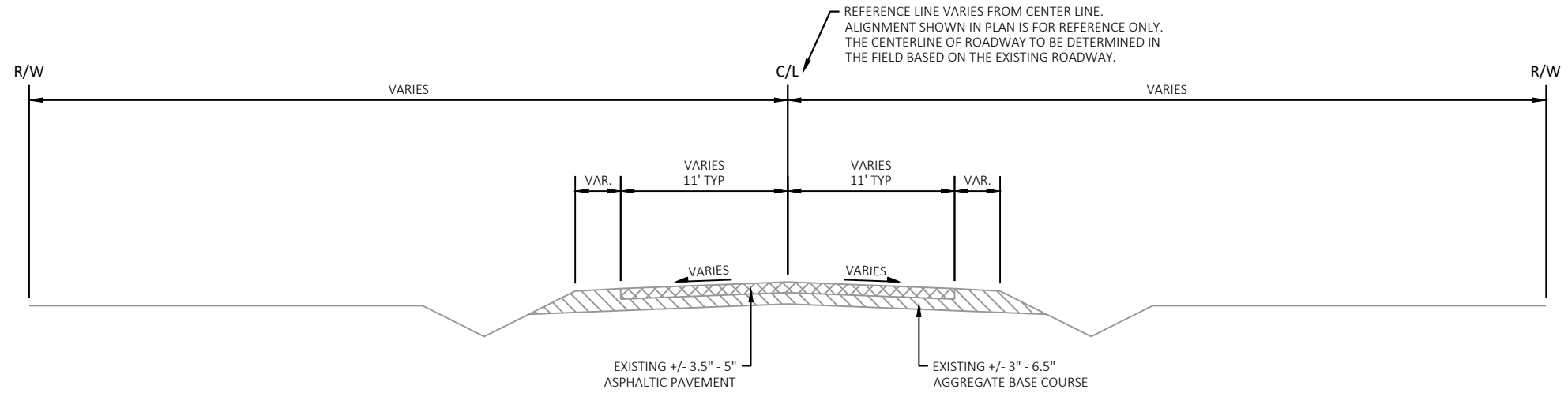
HORIZONTAL POSITIONS SHOWN ON THIS PLAN ARE WISCONSIN COORDINATE REFERENCE SYSTEM (WISCRS), DODGE COUNTY, NAD83 ( 1991 ), IN U.S. SURVEY FEET. POSITIONS SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES ARE THE SAME AS GROUND DISTANCES. ELEVATIONS SHOWN ON THE PLAN ARE REFERENCED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

ACCEPTED FOR  
DODGE COUNTY

Date \_\_\_\_\_  
NATE MINNING  
INTERIM HIGHWAY COMMISSIONER

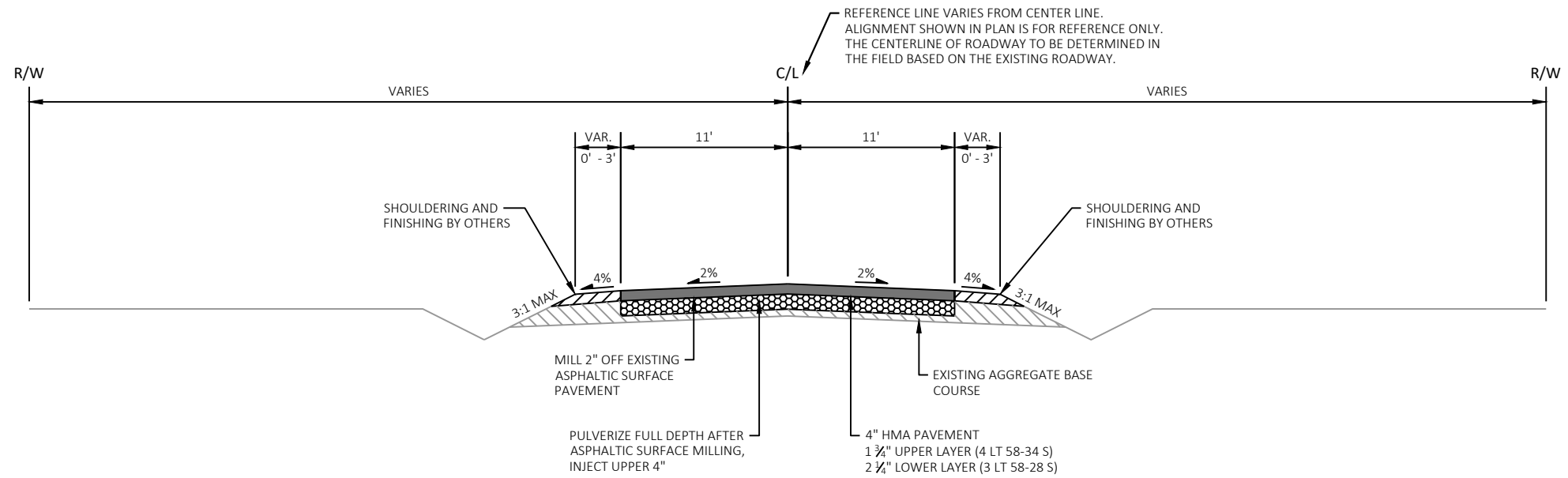
ORIGINAL PLANS PREPARED BY  
**GREMMER & ASSOCIATES, INC.**  
CONSULTING ENGINEERS

DATE: \_\_\_\_\_  
BENJAMIN L. OITZINGER, PE



**TYPICAL EXISTING SECTION**

CTH N  
STA 1+58.39 - STA 56+01.96  
STA 56+95.91 - STA 95+37.77



**TYPICAL FINISHED SECTION**

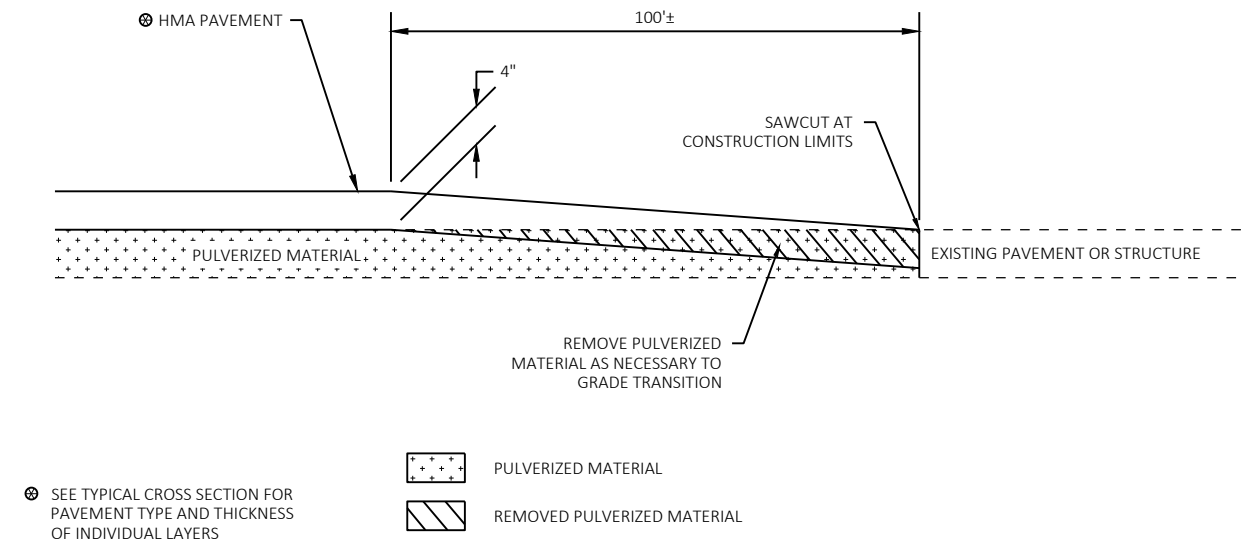
CTH N  
STA 1+58.39 - STA 56+01.96  
STA 56+95.91 - STA 95+37.77

CTH N										
SEGMENT NUMBER	START STATION	START NORTHING	START EASTING	END STATION	END NORTHING	END EASTING	LENGTH	RADIUS	LINE/CHORD BEARING	DELTA ANGLE
L1	0+09.18	683513.339	948300.280	6+24.84	683500.091	948915.798	615.66		S88° 46' 01"E	
L2	6+24.84	683500.091	948915.798	11+00.00	683494.600	949390.930	475.16		S89° 20' 17"E	
L3	11+00.00	683494.600	949390.930	18+00.00	683481.813	950090.812	700.00		S88° 57' 12"E	
L4	18+00.00	683481.813	950090.812	28+34.20	683466.611	951124.899	1034.20		S89° 09' 28"E	
L5	28+34.20	683466.611	951124.899	52+29.36	683443.594	953519.947	2395.16		S89° 26' 58"E	
L6	52+29.36	683443.594	953519.947	54+76.97	683441.975	953767.557	247.61		S89° 37' 32"E	
L7	54+76.97	683441.975	953767.557	58+20.29	683444.988	954110.864	343.32		N89° 29' 50"E	
L8	58+20.29	683444.988	954110.864	62+49.00	683450.538	954539.537	428.71		N89° 15' 30"E	
L9	62+49.00	683450.538	954539.537	65+11.51	683453.757	954802.024	262.51		N89° 17' 51"E	
L10	65+11.51	683453.757	954802.024	73+99.98	683466.304	955690.412	888.48		N89° 11' 27"E	
L11	73+99.98	683466.304	955690.412	75+49.98	683469.859	955840.370	150.00		N88° 38' 32"E	
L12	75+49.98	683469.859	955840.370	78+31.68	683473.842	956122.039	281.70		N89° 11' 23"E	
L13	78+31.68	683473.842	956122.039	79+49.98	683475.161	956240.334	118.30		N89° 21' 41"E	
L14	79+49.98	683475.161	956240.334	86+99.98	683492.521	956990.133	750.00		N88° 40' 25"E	
L15	86+99.98	683492.521	956990.133	99+99.98	683529.873	958289.594	1300.00		N88° 21' 13"E	

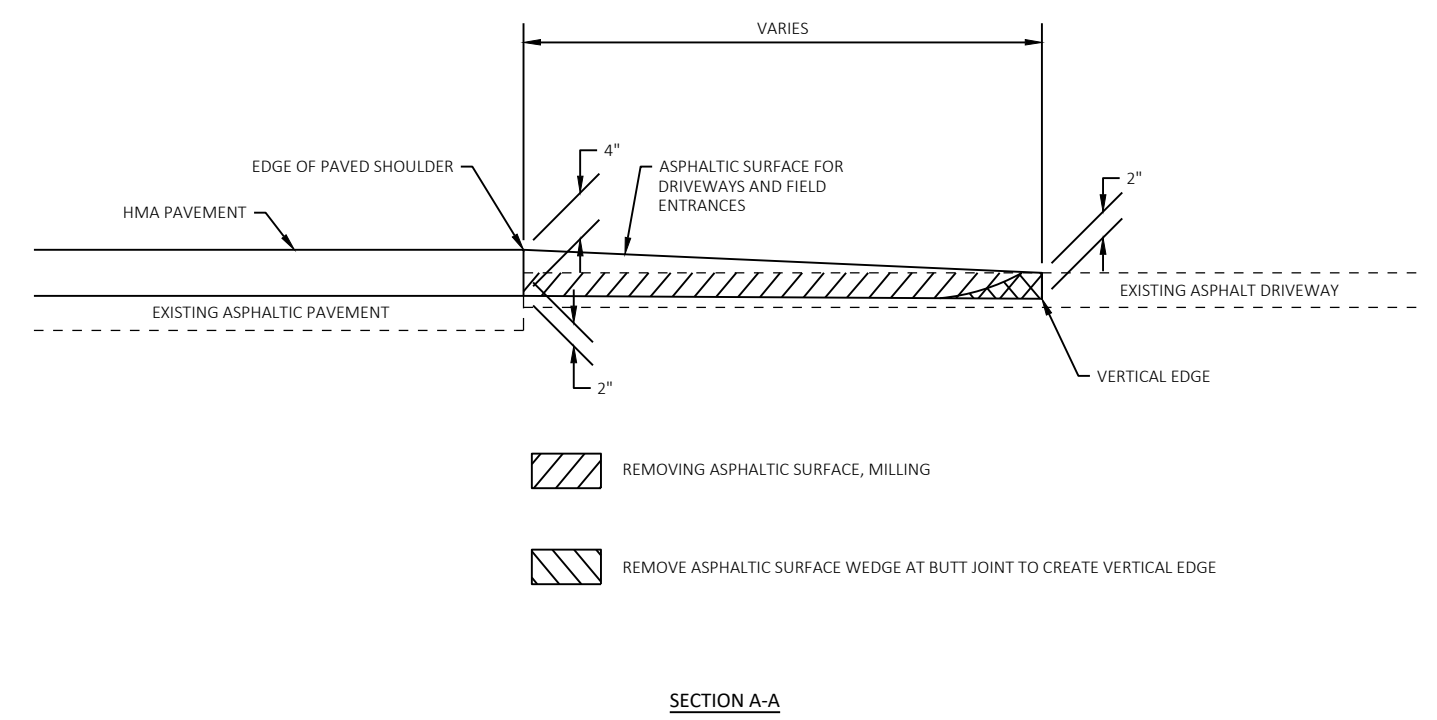
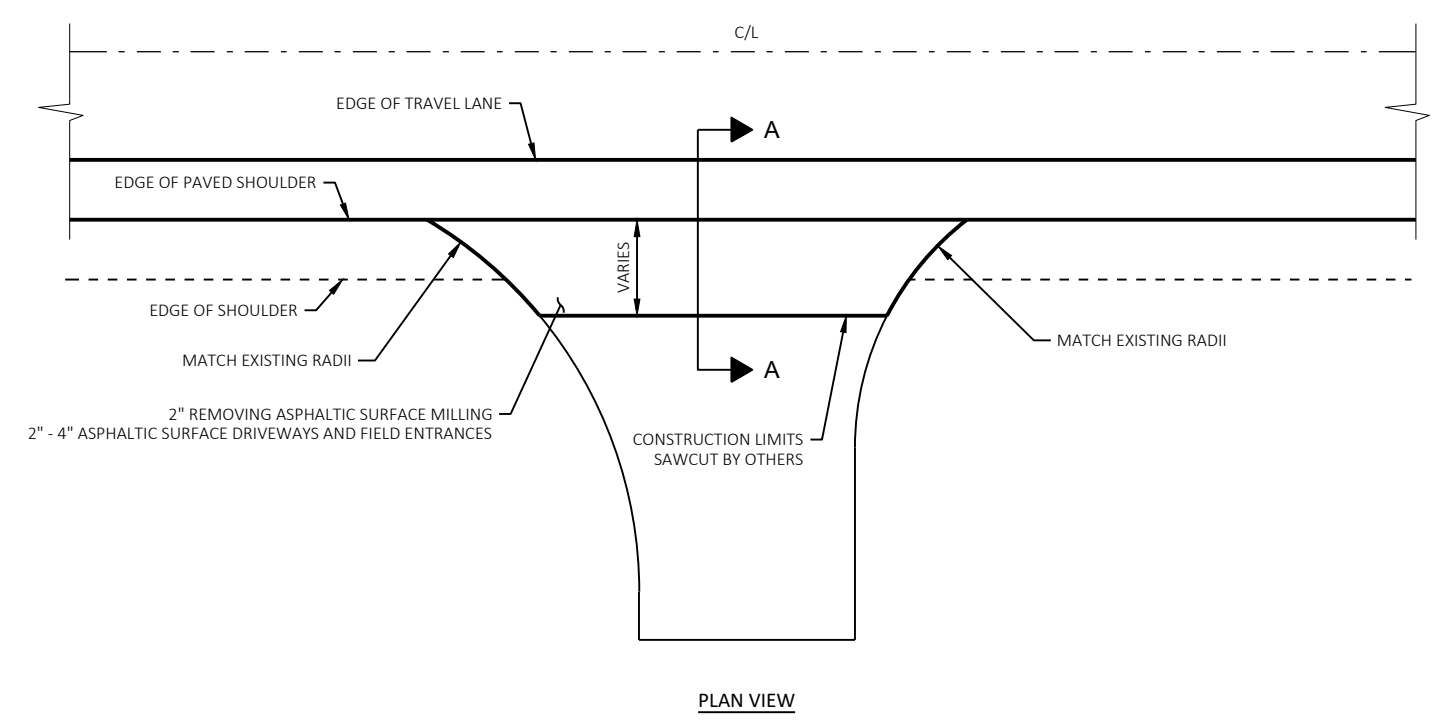
GOODLAND RD - SOUTH										
SEGMENT NUMBER	START STATION	START NORTHING	START EASTING	END STATION	END NORTHING	END EASTING	LENGTH	RADIUS	LINE/CHORD BEARING	DELTA ANGLE
L18	117+00.00	683173.820	956121.642	120+00.00	683473.817	956120.305	300.00		N0° 15' 19"W	

GOODLAND RD - NORTH										
SEGMENT NUMBER	START STATION	START NORTHING	START EASTING	END STATION	END NORTHING	END EASTING	LENGTH	RADIUS	LINE/CHORD BEARING	DELTA ANGLE
L19	120+00.00	683473.833	956121.391	123+00.00	683773.833	956121.655	300.00		N0° 03' 02"E	

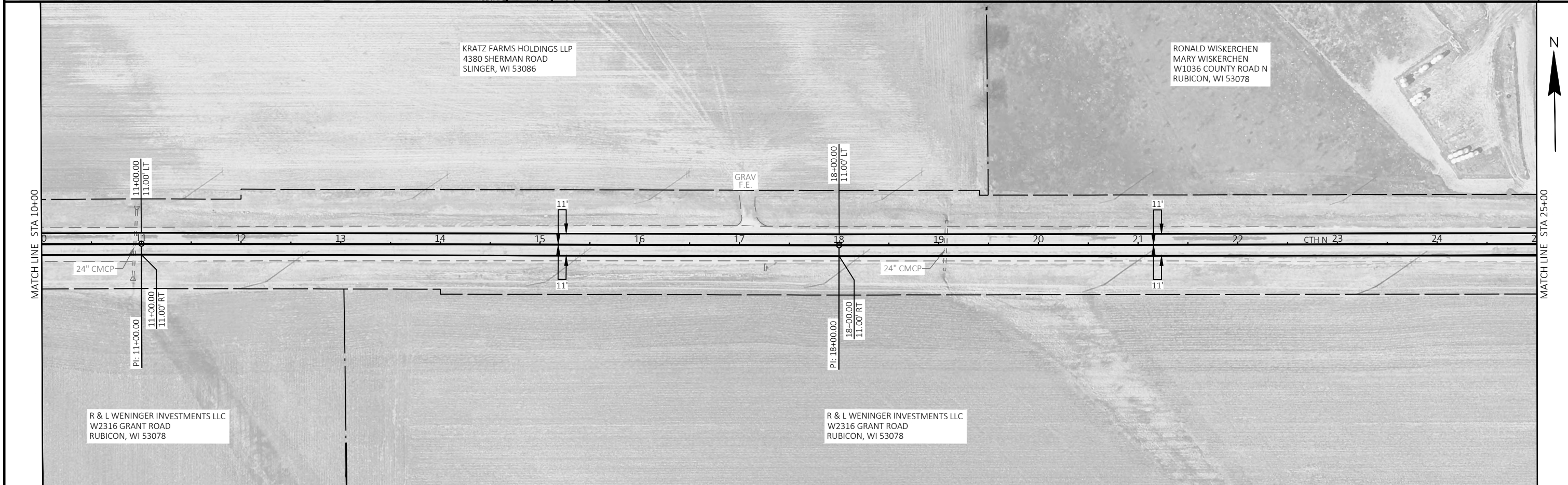
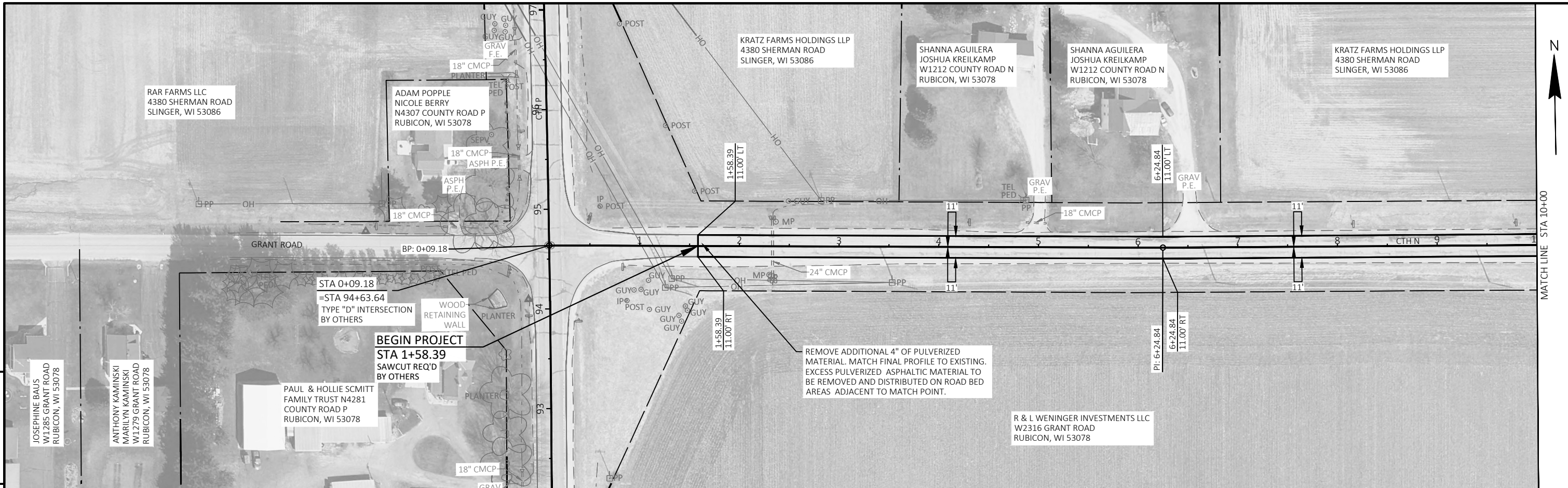
CTH NP										
SEGMENT NUMBER	START STATION	START NORTHING	START EASTING	END STATION	END NORTHING	END EASTING	LENGTH	RADIUS	LINE/CHORD BEARING	DELTA ANGLE
L20	224+00.00	683697.882	957480.187	227+24.11	683514.285	957747.285	324.11		S55° 29' 46"E	



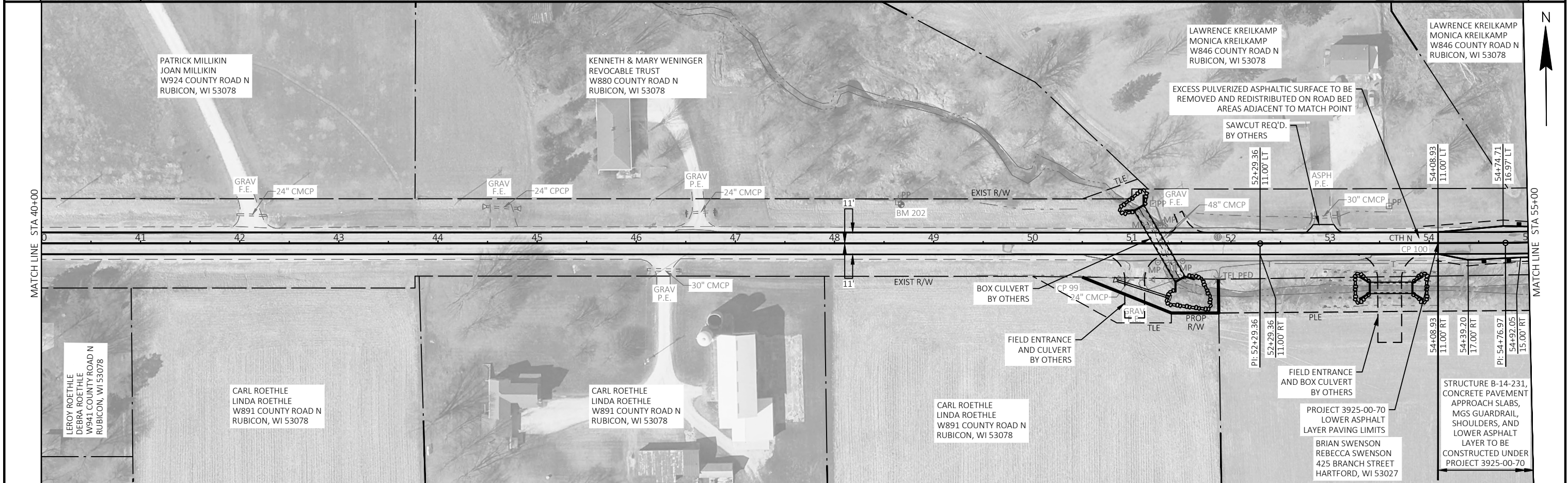
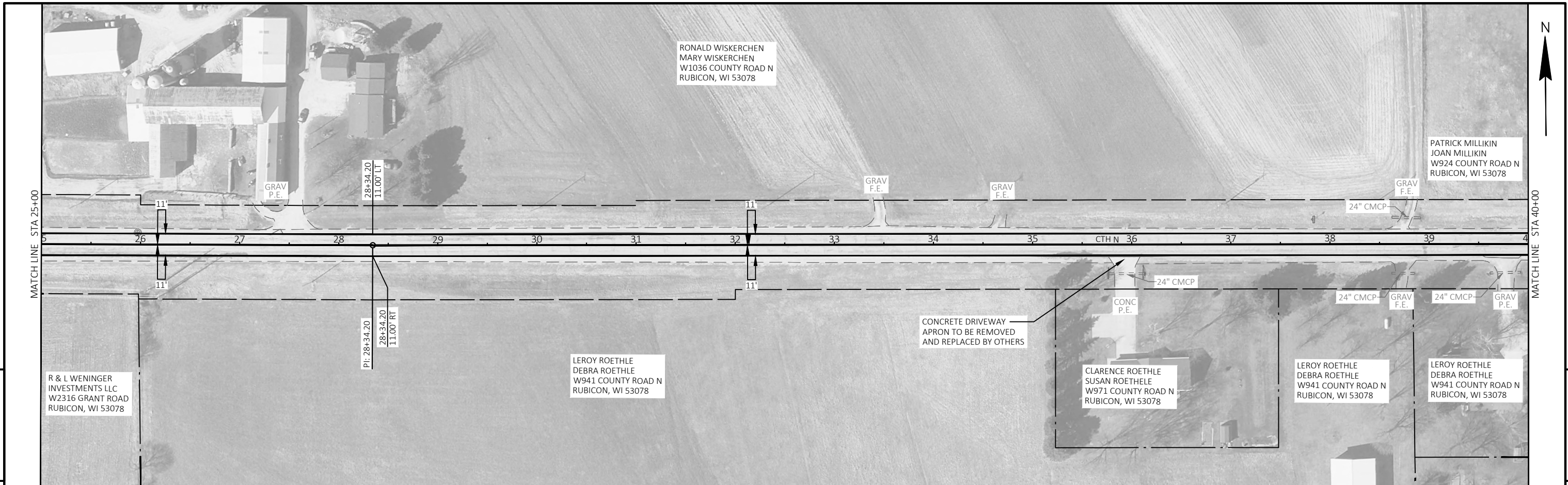
TRANSITION DETAIL AT CONSTRUCTION LIMITS



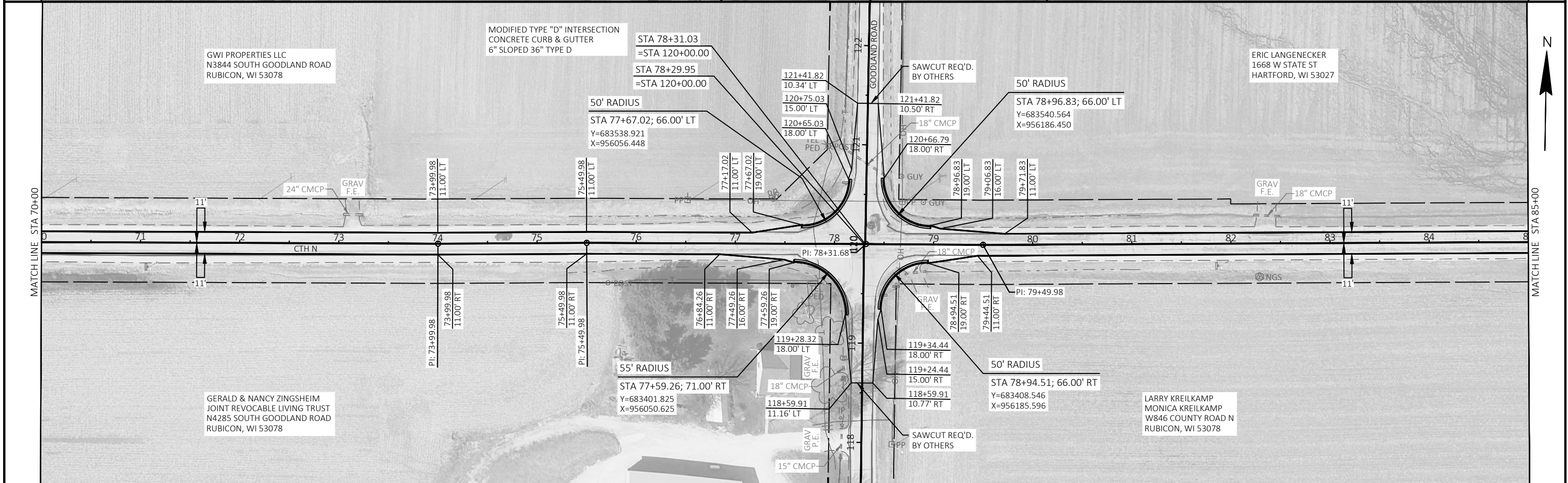
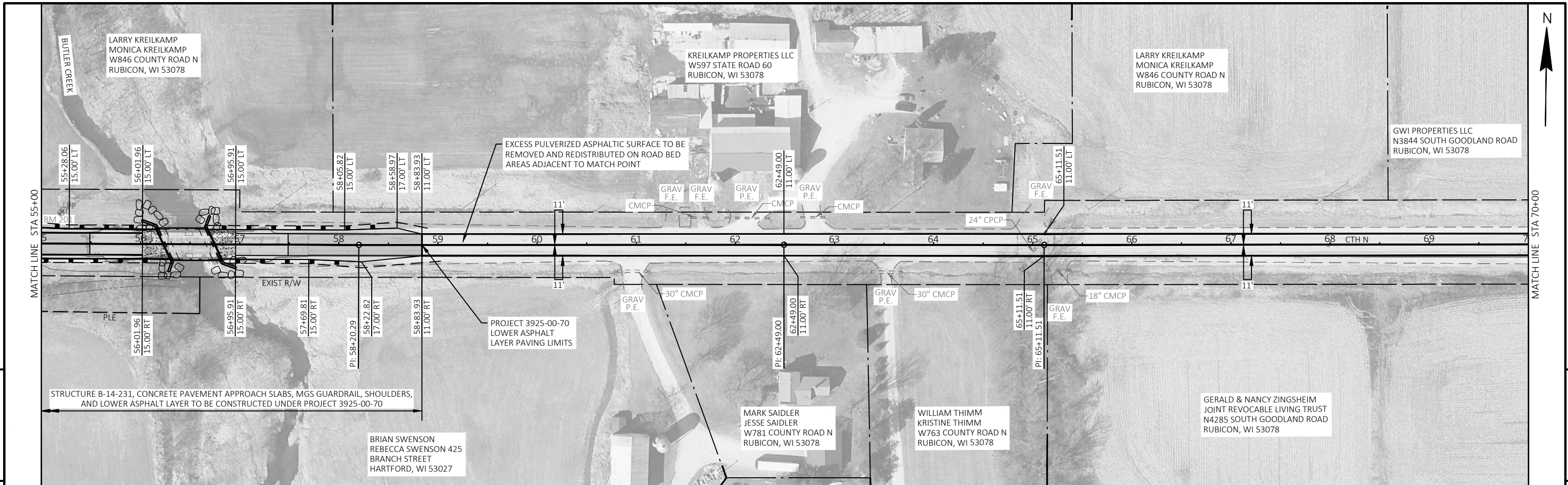
TYPICAL ASPHALT DRIVEWAY DETAIL



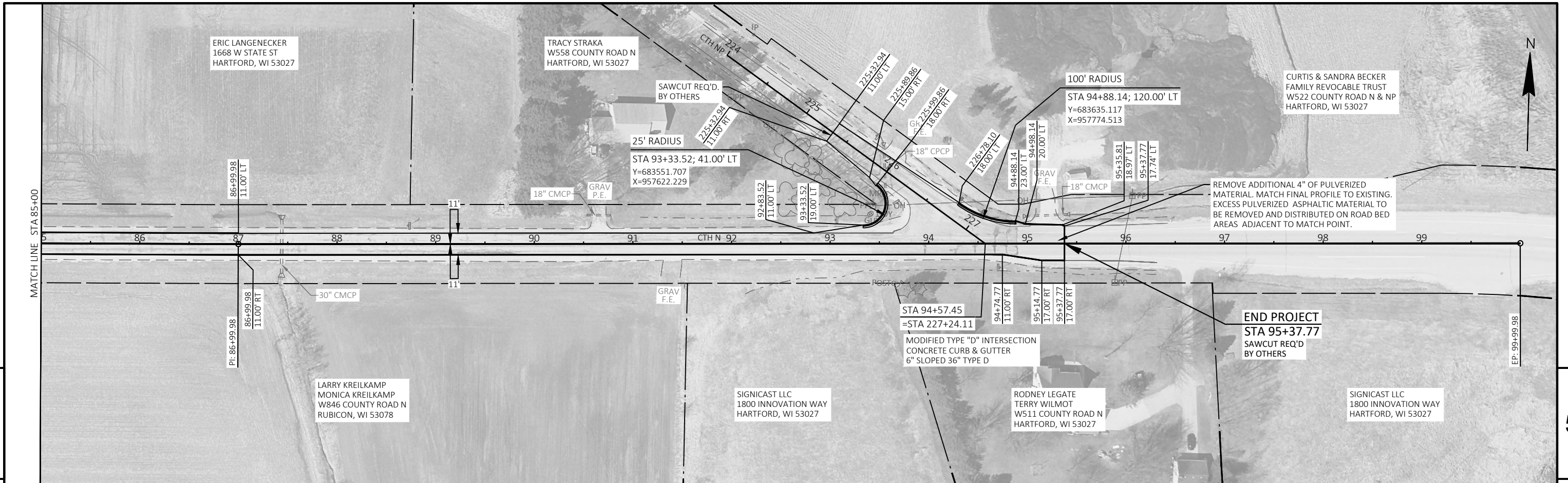
PROJECT NO: 313-2205	HWY: CTH N	COUNTY: DODGE	PLAN: CTH N	SHEET 5
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PROJECT NO: 313-2205	HWY: CTH N	COUNTY: DODGE	PLAN: CTH N	SHEET 6
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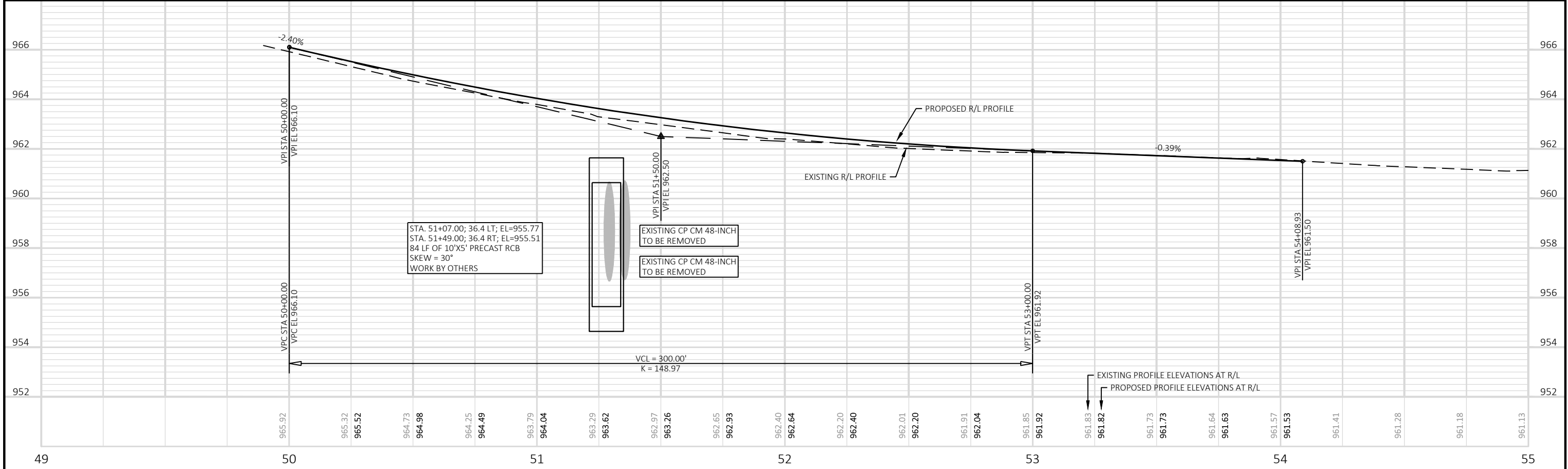
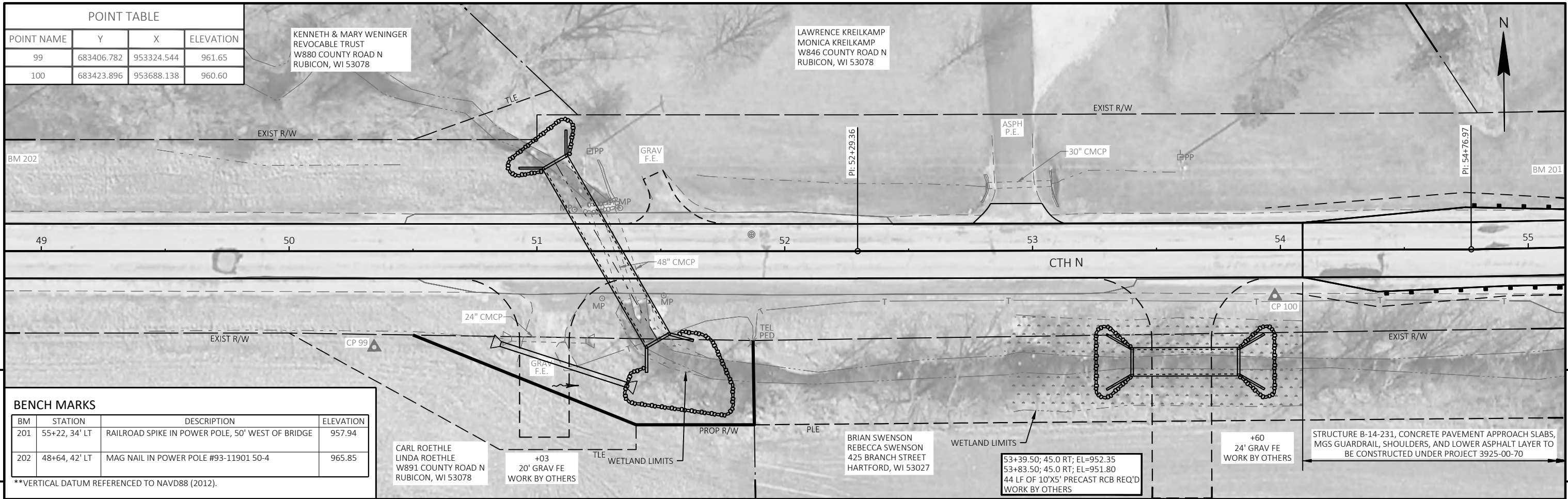
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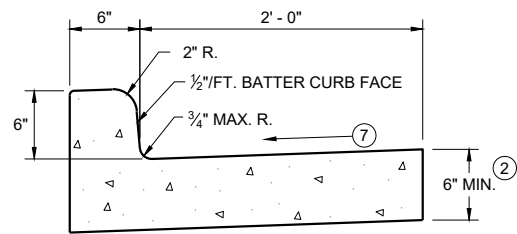
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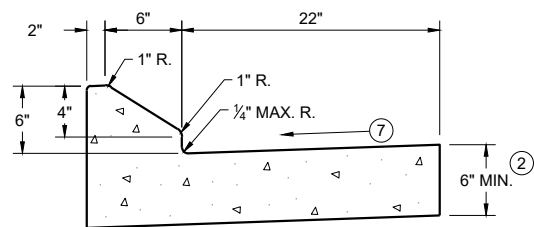
PROJECT NO: 313-2205	HWY: CTH N	COUNTY: DODGE	PLAN: CTH N	SHEET 8	E
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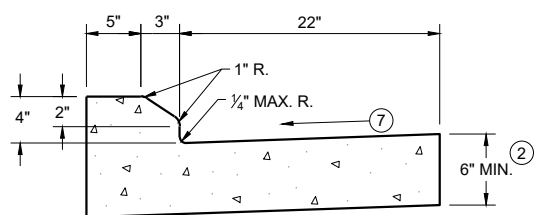
PROJECT NO: 313-2205      HWY: CTH N      COUNTY: DODGE      PLAN AND PROFILE: CTH N      SHEET 9



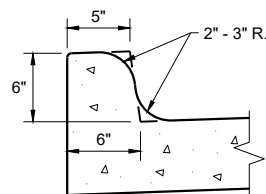
**TYPES A<sup>1</sup> & D**



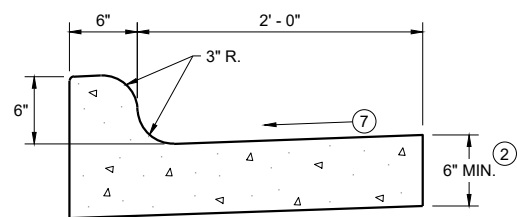
**6" SLOPED CURB TYPES G<sup>1</sup> & J**



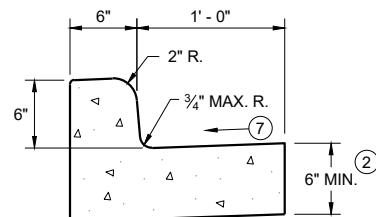
**4" SLOPED CURB TYPES G<sup>1</sup> & J**



**TYPES K<sup>1</sup> & L**  
(OPTIONAL CURB SHAPE)

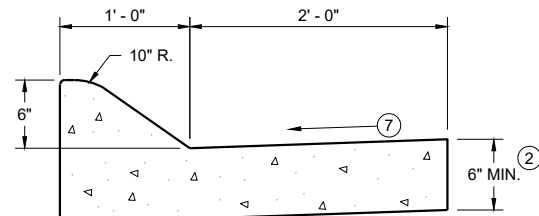


**TYPES K<sup>1</sup> & L**  
**CONCRETE CURB AND GUTTER 30"**

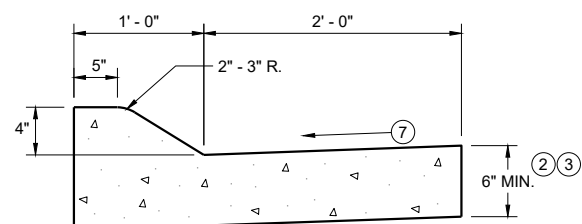


**TYPES A<sup>1</sup> & D**

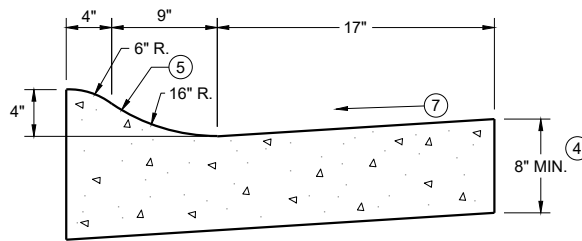
**CONCRETE CURB AND GUTTER 18"**



**6" SLOPED CURB TYPES A<sup>1</sup> & D**

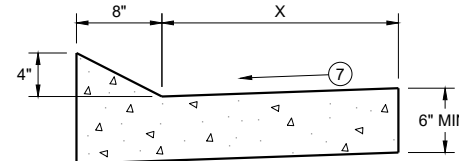


**4" SLOPED CURB TYPES A<sup>1</sup> & D**  
**CONCRETE CURB AND GUTTER 36"**



**4" SLOPED CURB TYPES R<sup>1</sup> & T**  
**CONCRETE CURB AND GUTTER 30"**

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

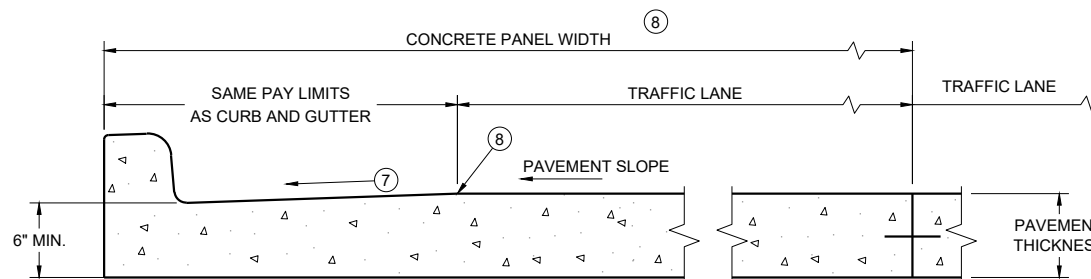


**TYPES TBT & TBTT<sup>1</sup>**

**CONCRETE CURB AND GUTTER**

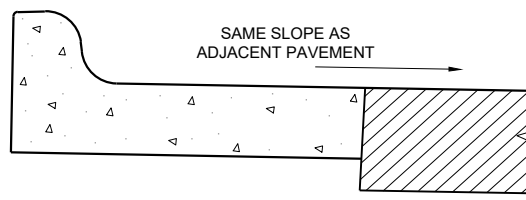
**PAVEMENT THICKNESS AND MAXIMUM CONCRETE PANEL WIDTH TABLE**

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<sup>6</sup>**  
(TYPICAL FOR ALL CURB & GUTTER TYPES)

**GENERAL NOTES**

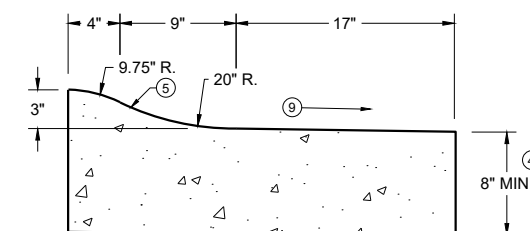
DETAILS OF CONSTRUCTION AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

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.

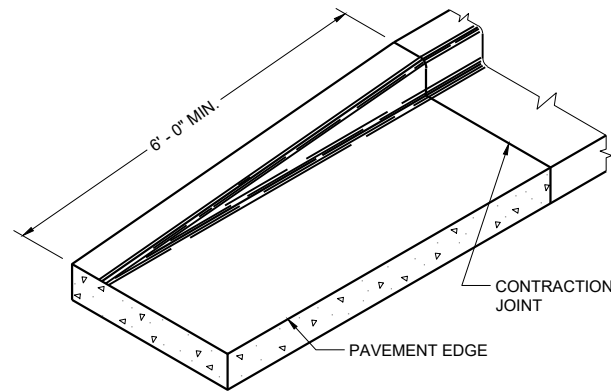
- ① TIE BARS ARE REQUIRED FOR CURB AND GUTTERS TYPES A, G, K, R, AND TBTT.
- ② THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 6" MINIMUM GUTTER THICKNESS IS MAINTAINED.
- ③ USE 8" MINIMUM GUTTER THICKNESS WHEN USED WITH 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 SLOPE TO BE REVERSE SLOPE MATCHING THE SLOPE OF THE PAVEMENT AND THE CIRCULATORY ROADWAY



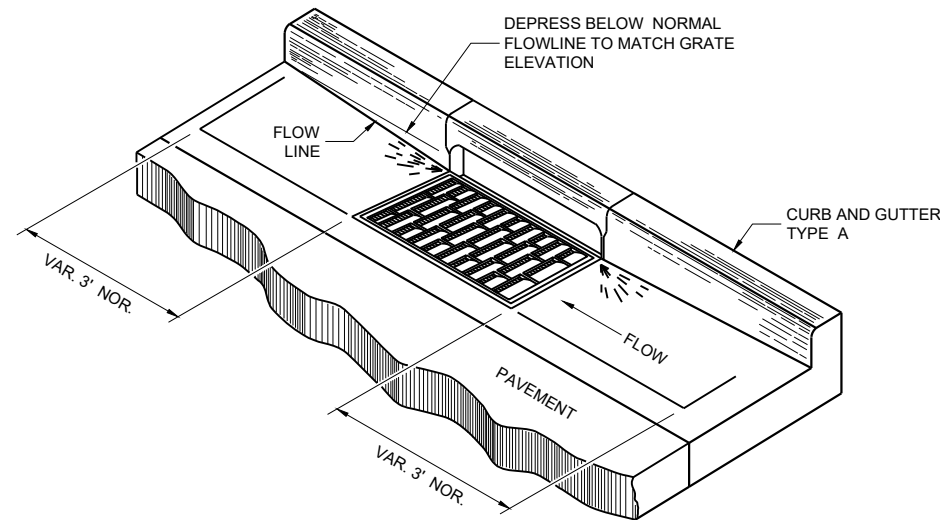
**3" SLOPED CURB TYPES R<sup>1</sup> & T**

**CONCRETE CURB AND GUTTER**

STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION<sub>10</sub>

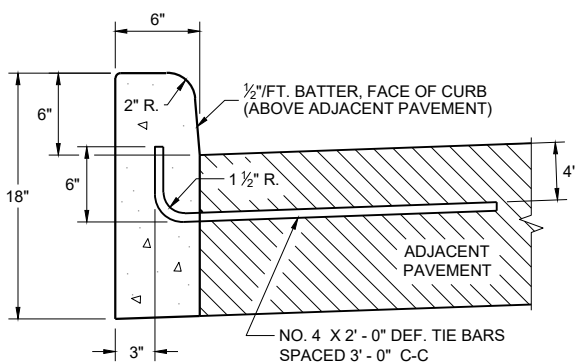


**END SECTION CURB AND GUTTER**

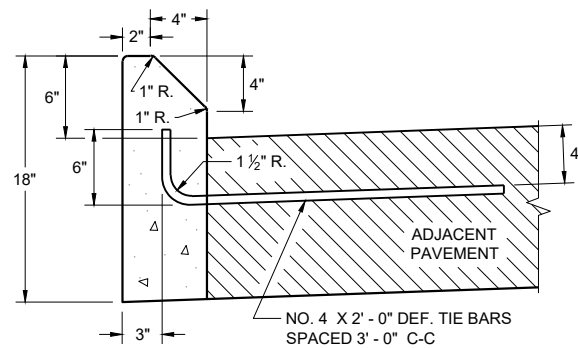


**DETAIL OF CURB AND GUTTER AT INLETS**

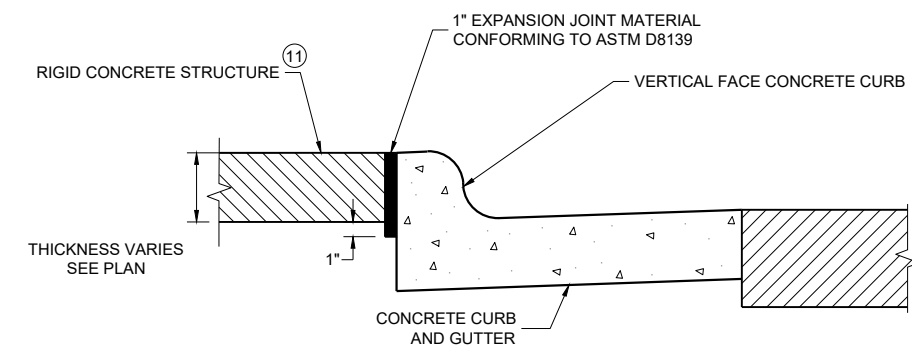
(TYPICAL H INLET COVER SHOWN)



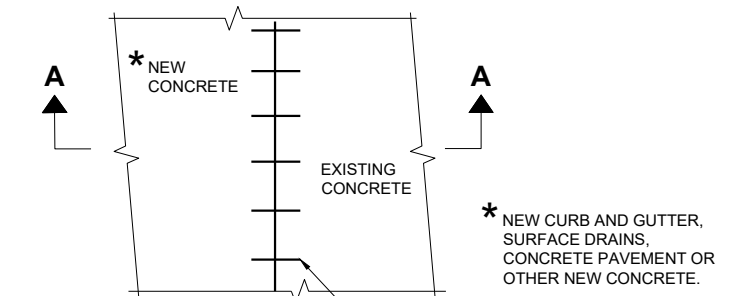
**TYPES A<sup>①</sup> & D**



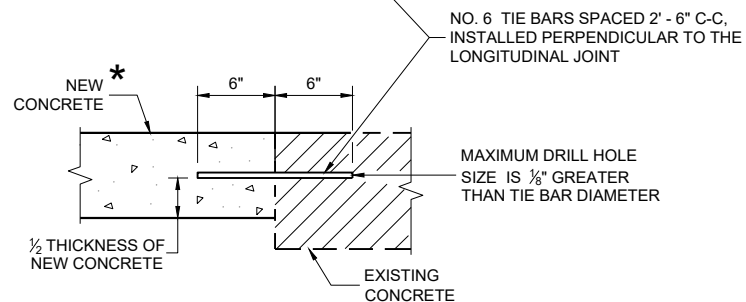
**TYPES G<sup>①</sup> & J  
CONCRETE CURB**



**EXPANSION JOINT DETAIL FOR VERTICAL CURB ABUTTING A RIGID STRUCTURE<sup>⑪</sup>**



**PLAN VIEW**



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

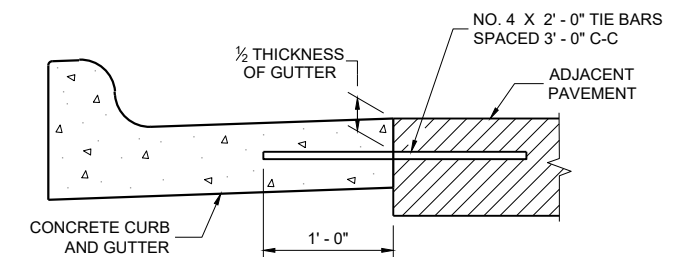
**GENERAL NOTES**

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

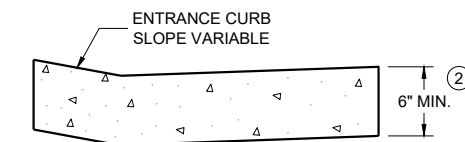
PAVEMENT TIES AND TIE BARS SHALL BE EPOXY COATED IN CONFORMANCE WITH SUBSECTION 505.2.6.2 OF THE STANDARD SPECIFICATIONS.

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<sup>①</sup>**



**DRIVEWAY ENTRANCE CURB<sup>⑩</sup>  
(WHEN DIRECTED BY THE ENGINEER)**

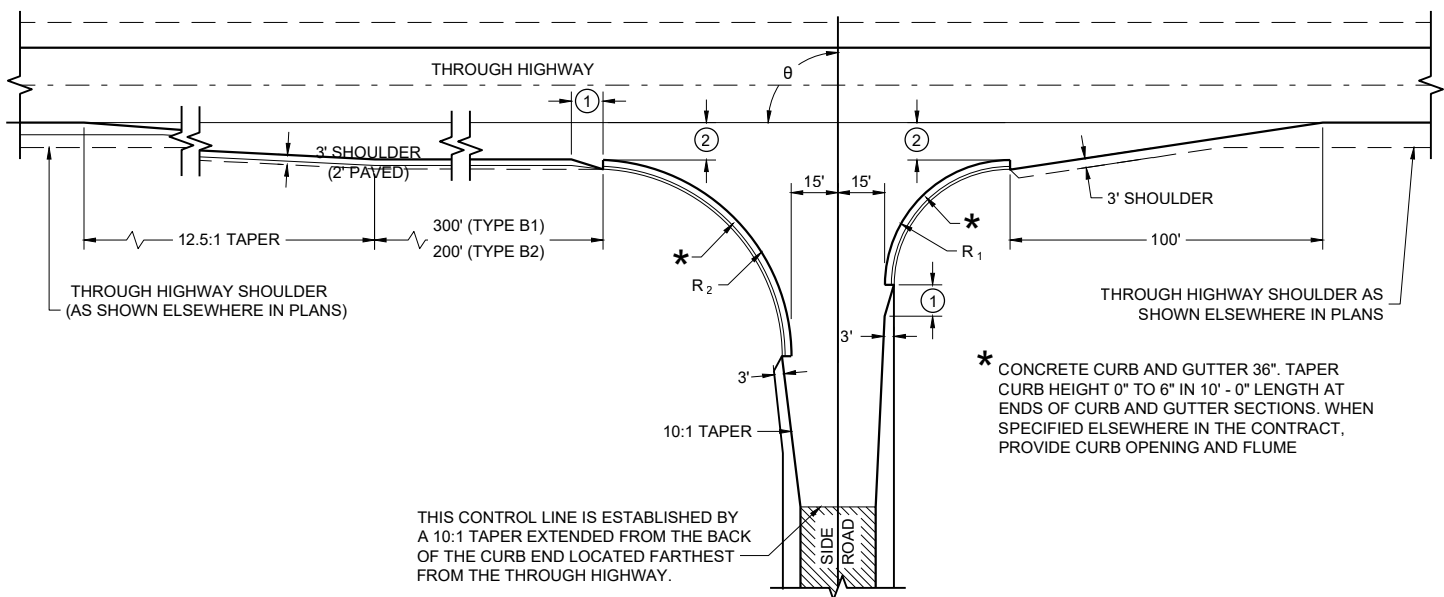
6

6

SDD 08D01-24b

SDD 08D01-24b

<b>CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS</b>	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED February 2025 DATE	/s/ Rodney Taylor ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR
11	



**TYPE "B1" AND "B2"**

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

$\theta$	R <sub>1</sub>	R <sub>2</sub>
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.

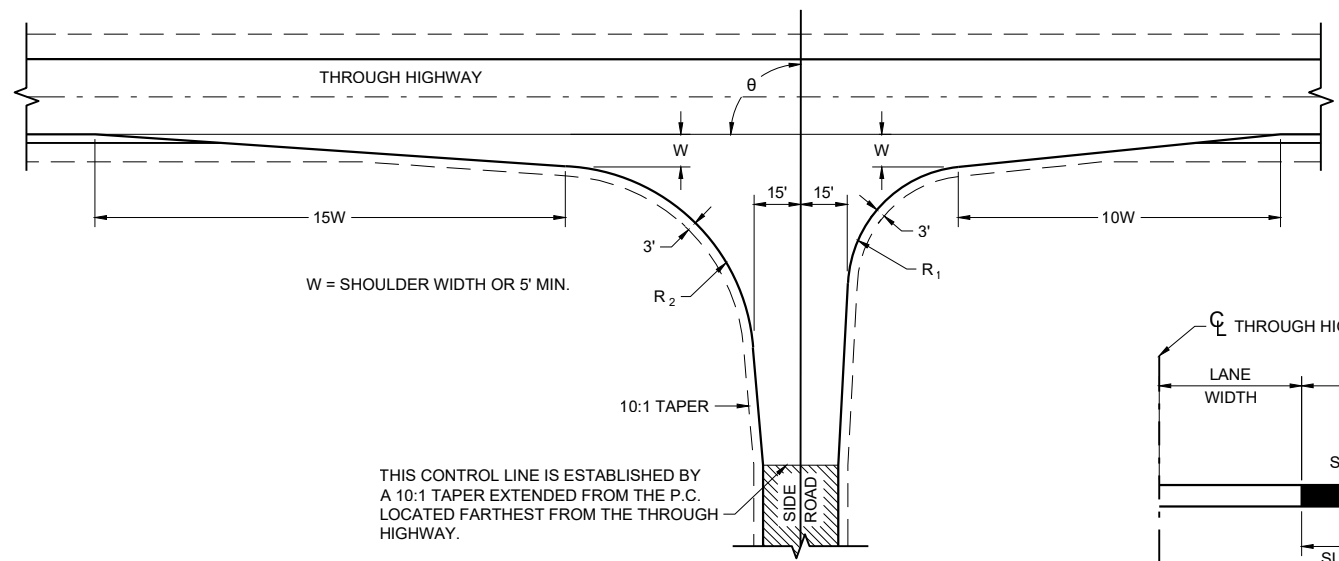
**SIDE ROAD SURFACING NOTE**

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.

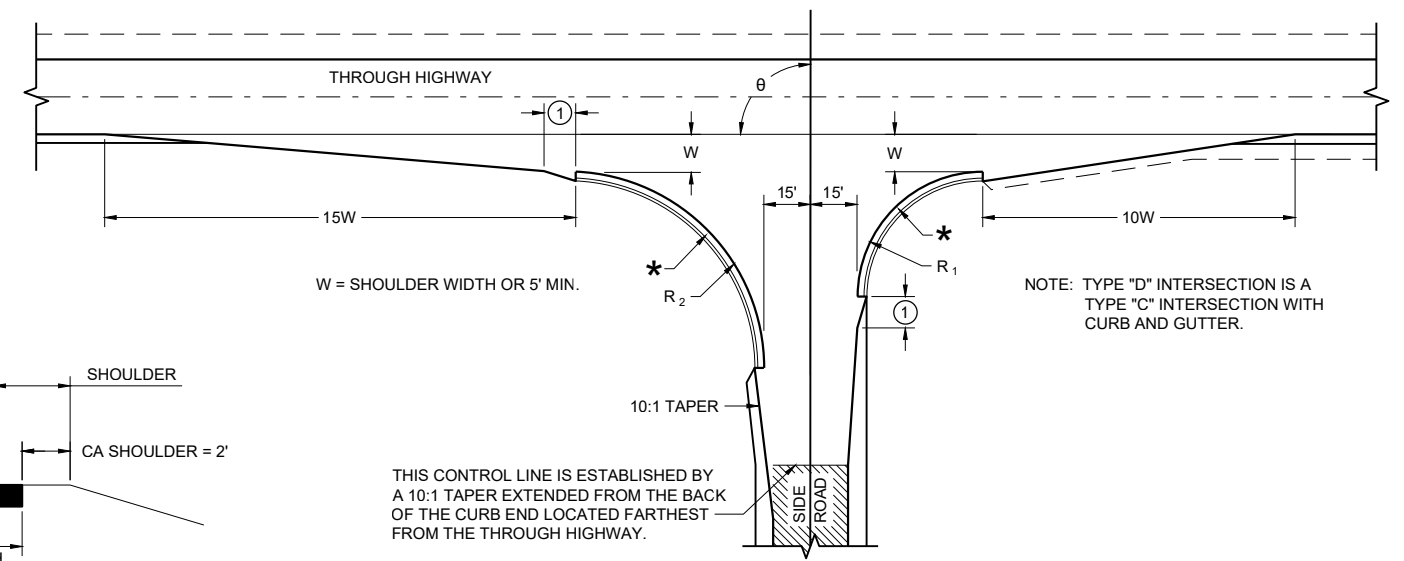
WHEN THE SIDE ROAD IS PRESENTLY PAVED, NEW PAVEMENT SHALL BE PLACED TO THE LIMITS OF DESIGN AS SHOWN AND BEYOND, IF NECESSARY, TO MEET EXISTING PAVEMENT.

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

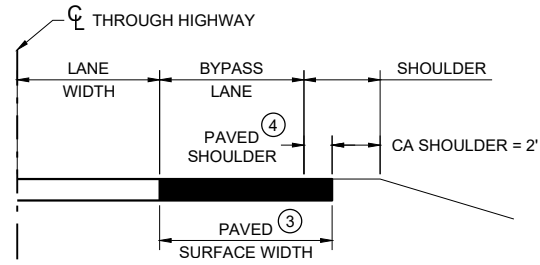
- ① 10-FT TYPICAL.
- ② 12-FT\*\* PLUS ADDITIONAL WIDTH FOR BIKE LANE IF SHOWN ELSEWHERE IN THE PLAN.  
\*\*10-FT MAY BE USED ON TYPE B2 ON RESURFACING PROJECTS IF SPECIFIED IN THE CONTRACT.
- ③ BYPASS LANE PAVED SURFACE WIDTH OUTSIDE OF TRAVEL LANE  
- ASPHALT = 12-FT PLUS PAVED SHOULDER WIDTH  
- PC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



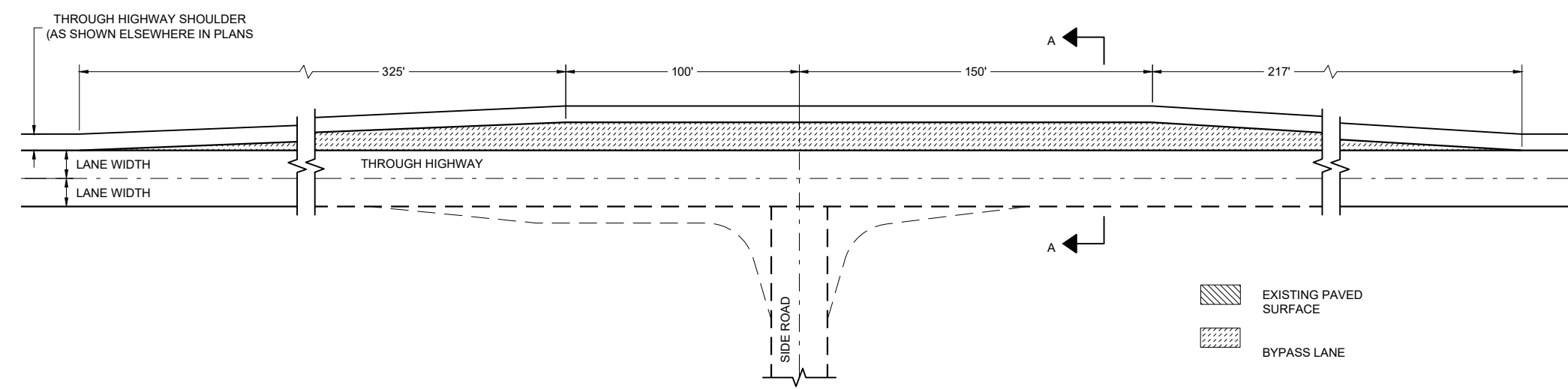
**TYPE "C"**



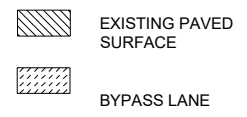
**TYPE "D"**



**SECTION A - A**  
(SHOWING BYPASS LANE AND SHOULDER)



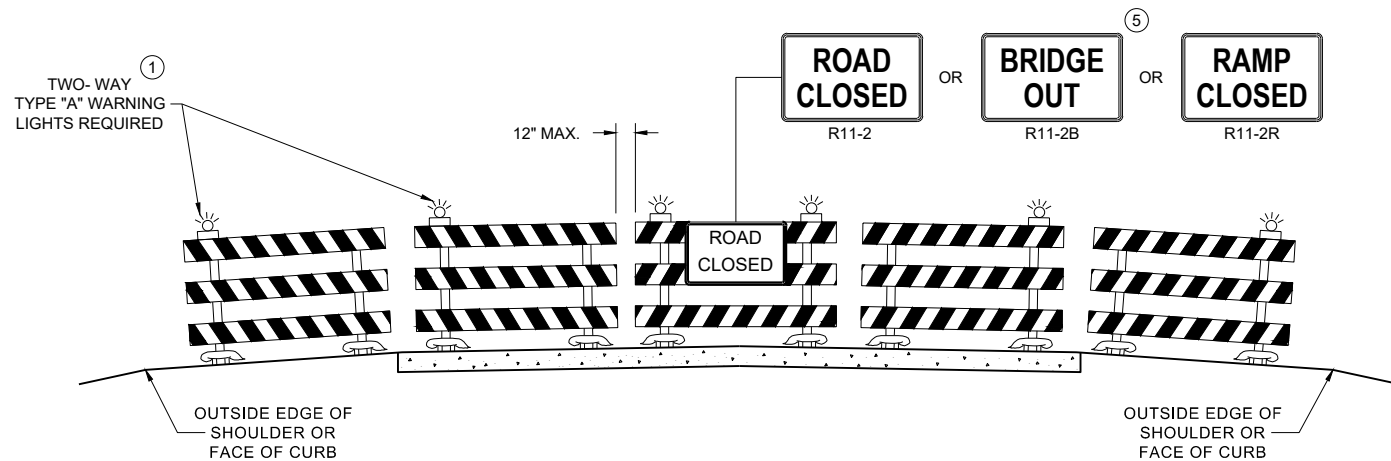
**TEE INTERSECTION BYPASS LANE DETAIL**



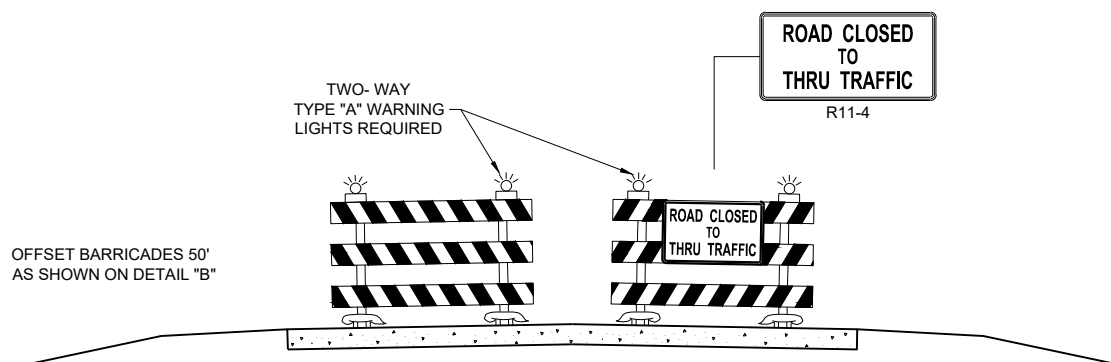
**AT GRADE SIDE ROAD INTERSECTION TYPES "B1", "B2", "C", "D" AND TEE INTERSECTION BYPASS LANE**

STATE OF WISCONSIN  
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**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.

PARTIAL NUMBERS ON SIGNS SHALL BE DISPLAYED AS A WHOLE NUMBER (AS NEEDED) FOLLOWED BY A FRACTION. SIGNS SHALL NOT DISPLAY NUMBERS IN DECIMAL FORM.

"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"

SIGNS PLACED ON TYPE III BARRICADES THAT ARE SIZES OTHER THAN 48"X30" SHALL HAVE A CORRUGATED POLYPROPYLENE OR POLYETHYLENE PLASTIC SIGN BASE.

- 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.

6

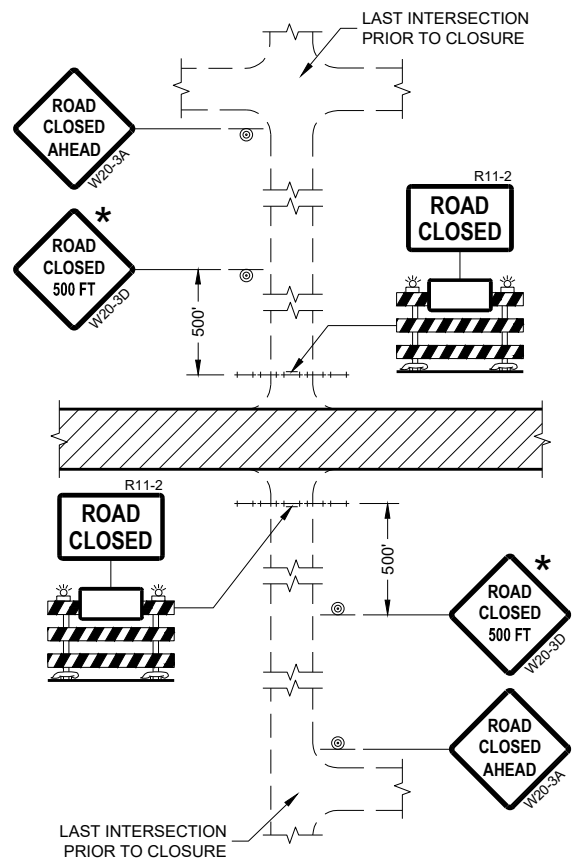
6

SDD 15C02-10b

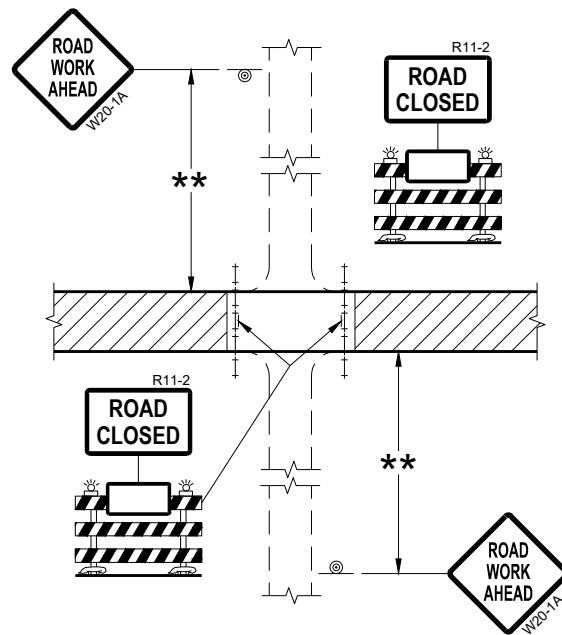
SDD 15C02-10b

<b>BARRICADES AND SIGNS FOR VARIOUS CLOSURES</b>	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED November 2025 DATE	/S/ Andrew Heidtke WORK ZONE ENGINEER
FHWA 14	

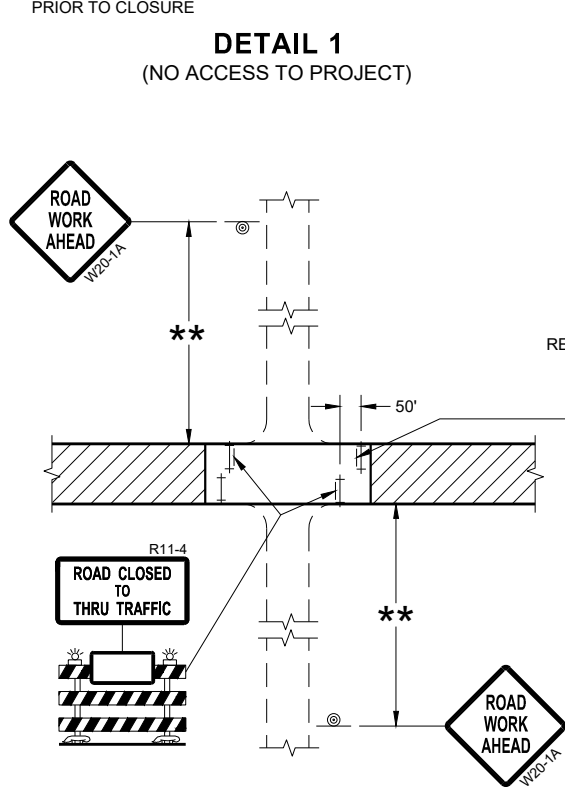




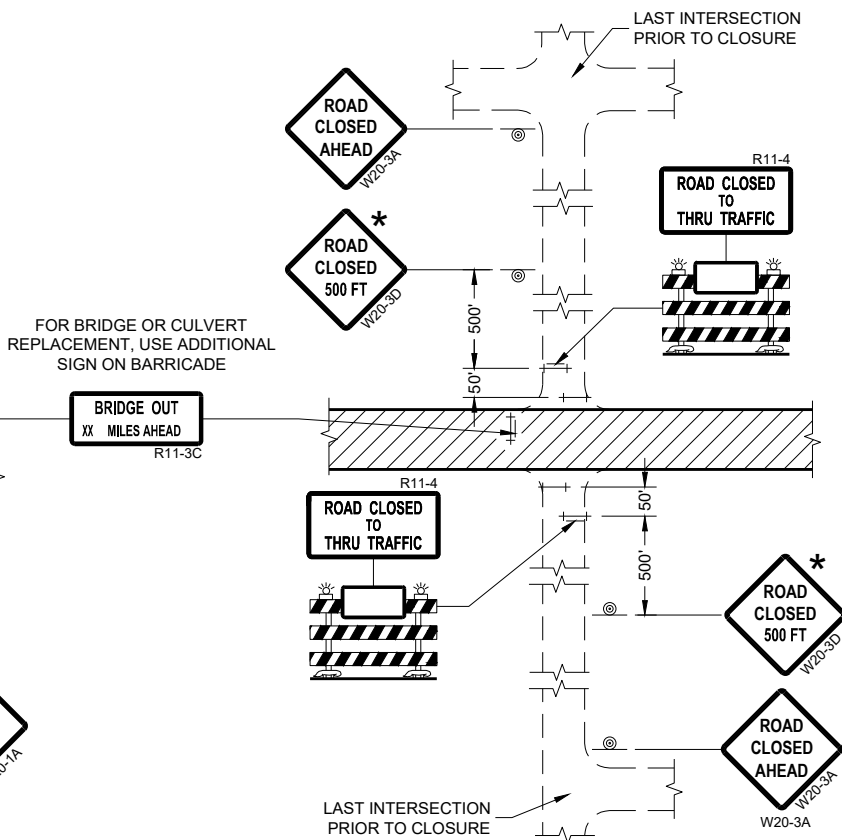
**DETAIL 1**  
(NO ACCESS TO PROJECT)



**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 16  
DATE WORK ZONE ENGINEER