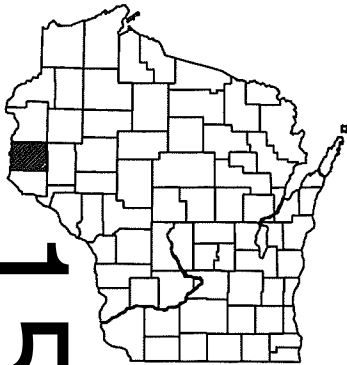


ORDER OF SHEETS

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

TOTAL SHEETS = 136



DESIGN DESIGNATION

|               |   |            |
|---------------|---|------------|
| A.A.D.T.      | = | 39300      |
| A.A.D.T. 2015 | = | 44000      |
| D.H.V. 2025   | = | 9.4        |
| D.D.          | = |            |
| T.            | = | 58/42      |
| DESIGN SPEED  | = | 70 MPH     |
| ESALS         | = | 30,000,000 |

CONVENTIONAL SYMBOLS

PLAN

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

PROFILE

|                                             |  |
|---------------------------------------------|--|
| GRADE LINE                                  |  |
| ORIGINAL GROUND                             |  |
| MARSH OR ROCK PROFILE (To be noted as such) |  |
| SPECIAL DITCH                               |  |
| GRADE ELEVATION                             |  |

LIST OF STANDARD ABBREVIATIONS

|            |                              |
|------------|------------------------------|
| AH.        | AHEAD                        |
| APPROX.    | APPROXIMATE                  |
| ASPH.      | ASPHALTIC                    |
| A.D.T.     | AVERAGE DAILY TRAFFIC        |
| BK.        | BACK                         |
| C/L OR ' ' | CENTER LINE                  |
| CONC.      | CONCRETE                     |
| CONST.     | CONSTRUCTION                 |
| C.T.H.     | COUNTY TRUNK HIGHWAY         |
| D.O.T.     | DEPARTMENT OF TRANSPORTATION |
| D.H.V.     | DESIGN HOUR VOLUME           |
| E.         | EAST                         |
| EB         | EASTBOUND                    |
| ELECT.     | ELECTRIC                     |
| ELEV.      | ELEVATION                    |
| ESALS      | EQUIVALENT SINGLE AXLE LOADS |
| EXIST.     | EXISTING                     |
| INL.       | INLET                        |
| LT.        | LEFT                         |
| L.H.F.     | LEFT-HAND FORWARD            |
| MAX.       | MAXIMUM                      |
| MISC.      | MISCELLANEOUS                |
| N.         | NORTH                        |
| NOR.       | NORMALLY                     |
| P.C.       | POINT OF CURVATURE           |
| P.I.       | POINT OF INTERSECTION        |
| P.T.       | POINT OF TANGENCY            |
| REQ'D      | REQUIRED                     |
| R/L OR ~   | REFERENCE LINE               |
| RT.        | RIGHT                        |
| R.H.F.     | RIGHT-HAND FORWARD           |
| R/W        | RIGHT OF WAY                 |
| S.         | SOUTH                        |
| S.D.D.     | STANDARD DETAIL DRAWINGS     |
| SHLDR.     | SHOULDER                     |
| S.T.H.     | STATE TRUNK HIGHWAY          |
| STA.       | STATION                      |
| TEL.       | TELEPHONE                    |
| TEMP.      | TEMPORARY                    |
| T.         | TRUCKS (PERCENT OF)          |
| W.         | WEST                         |
| WB         | WESTBOUND                    |
| WZ         | WORK ZONE                    |

WISDOT CONTACT

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EAU CLAIRE, WI 54701  
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DESIGN CONTACT

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MIKE.BERTHOLD@DOT.WI.GOV

TYPICAL SECTION & DETAIL INDEX

GENERAL NOTES  
TYPICAL SECTIONS  
CONSTRCUCTION DETAILS  
TRAFFIC CONTROL

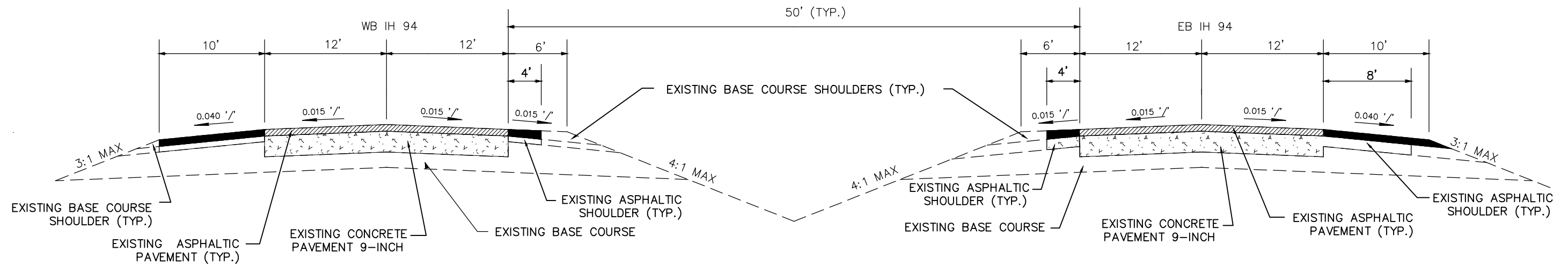
24-HOUR SPILLS HOTLINE  
(800)943-0003

DNR LIASON

DNR WEST CENTRAL REGION HEADQUARTERS  
ATTN: CHRIS WILLGER  
1300 WEST CLAIREMONT AVENUE  
EAU CLAIRE, WI 54702-4001  
715-839-1609  
christopher.j.willger@wisconsin.gov

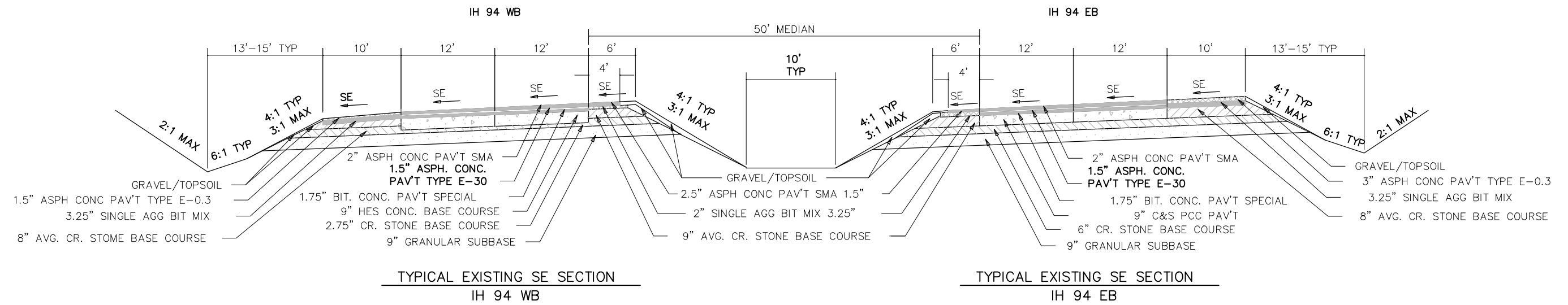


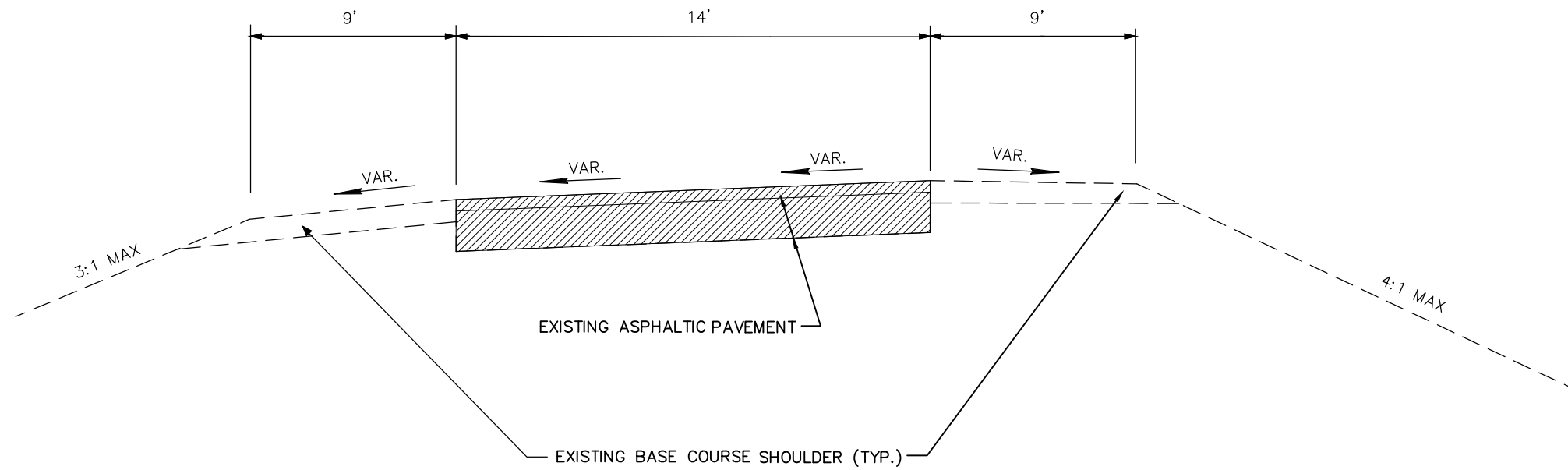
Dial 811 or (800)



### EXISTING TYPICAL SECTIONS

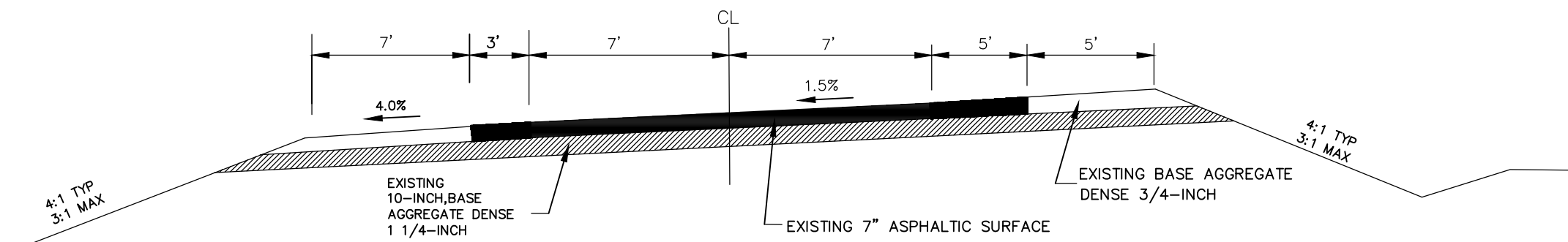
STA 1123+00 – STA 256+00





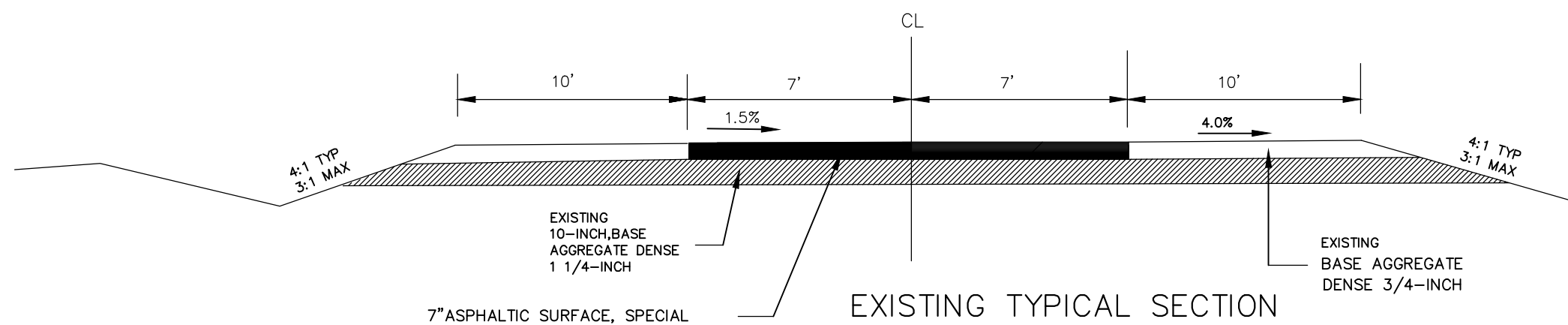
### EXISTING TYPICAL RAMP SECTIONS

CTH B  
STH 128



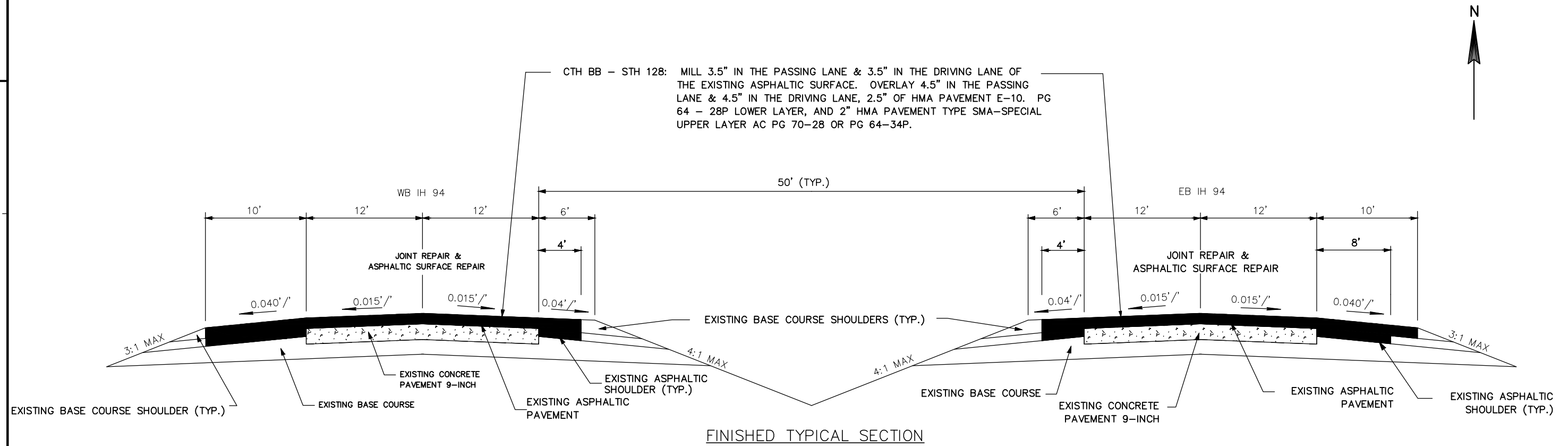
### EXISTING TYPICAL SECTION

ENTRANCE RAMPS  
STA. 51+13 TO STA. 52+94.83  
STA. 52+40.41 TO STA. 54+09



### EXISTING TYPICAL SECTION

EXIT RAMPS  
STA. 52+94.83 TO STA. 54+37  
STA. 50+84 TO STA. 52+99.99



NOTE: EXISTING ASPHALTIC PAVEMENT THICKNESS IS GREATER THAN 3 INCHES UNLESS OTHERWISE NOTED  
EXISTING CONCRETE PAVEMENT MAY CONTAIN WIRE MESH

MILL 1" ON DRIVING LANE SHOULDER, OVERLAY 2" E-0.3 AC PG 58-28  
MILL 3.5" ON PASSING LANE SHOULDER, OVERLAY 2.5" E-10 AND 2" SMA

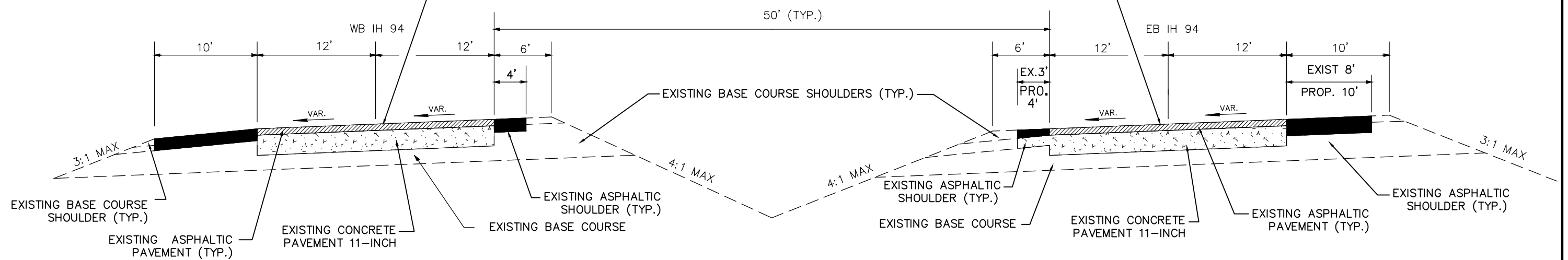
MILLING WIDTH IS ASSUMED TO BE 12.5', LOWER LAYER WILL BE PLACED 12.5' AND UPPER LAYER WILL BE 12' WIDE.

SHOULDER SLOPE MAY BE INCREASED TO 6% TO MATCH INTO EXISTING SHOULDER POINTS.



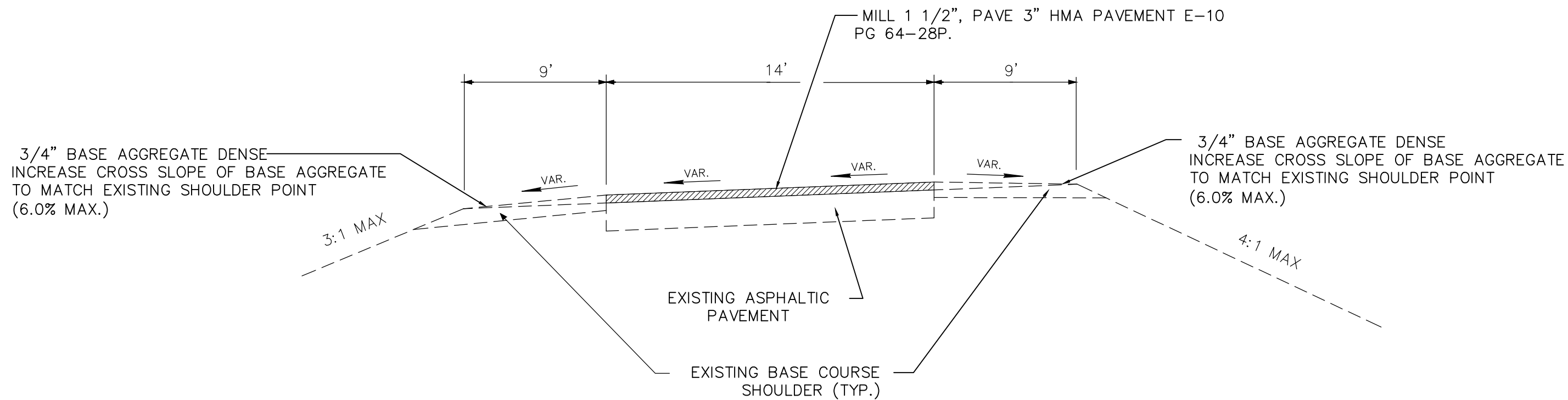
\* USE THE EXISTING SUPERELEVATION RUNOUTS AND TRANSITION UNLESS DIRECTED BY THE PROJECT ENGINEER  
ADJUSTMENTS MAY BE NEEDED TO INCREASE SUPERS

\* SUPERELEVATION CHANGES: THE CURVE AT STA. 87+51.55 EXIST 2.0% PROPOSED 2.7%  
THE CURVE AT STA. 119+84.81 EXIST 3.0% PROPOSED 3.4%



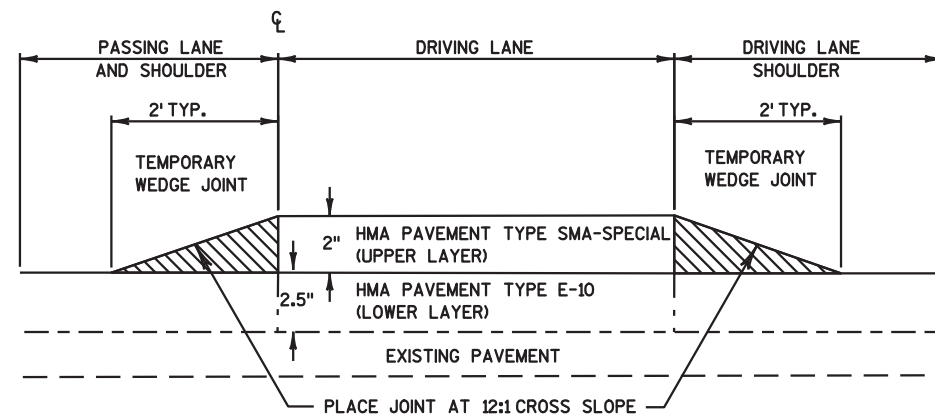
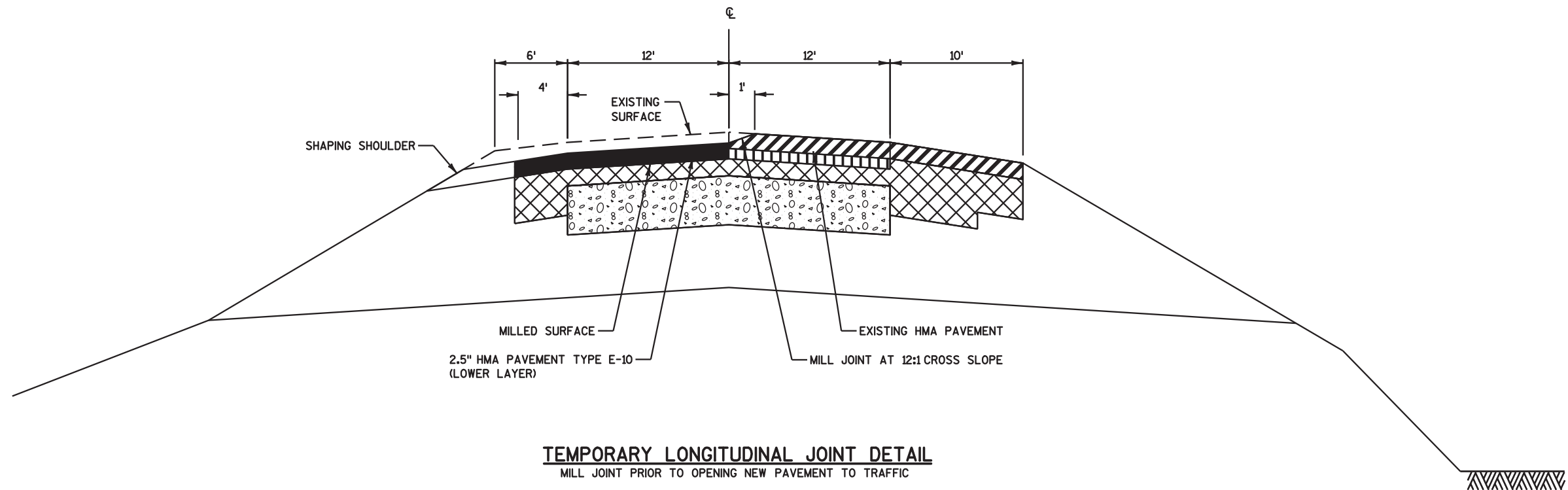
FINISHED TYPICAL SUPERELEVATED SECTIONS

OVERLAY ON THE SHOULDERS SHOULD BE PAVED AT A 0.06'/' CROSS SLOPE MATCHING THICKNESS AT THE LANE EDGE AND TAPERING TO NOTHING APPROXIMATELY 7.5' FROM EDGELINE.



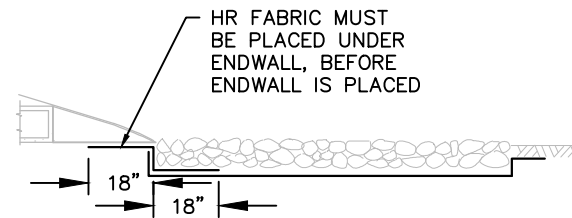
### FINISHED TYPICAL RAMP SECTIONS

CTH B  
STH 128

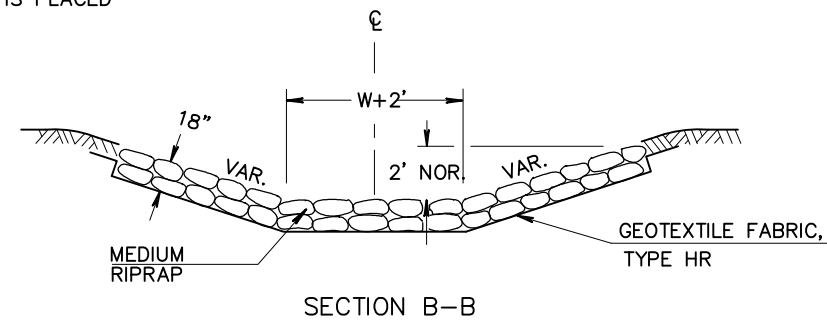
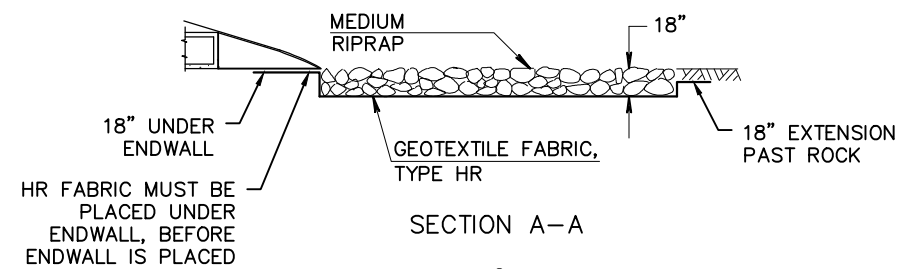
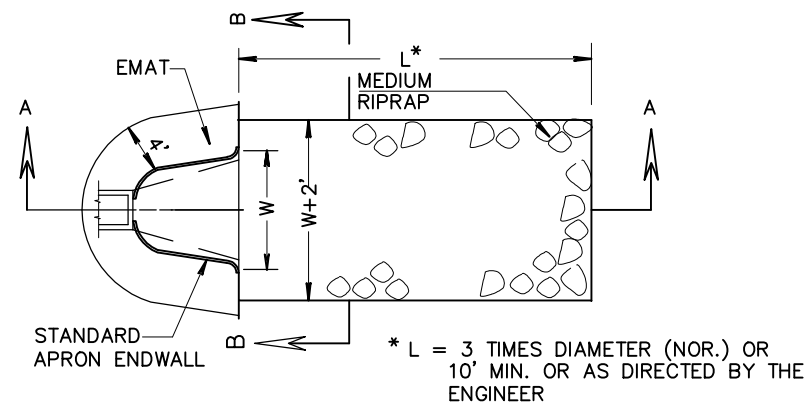




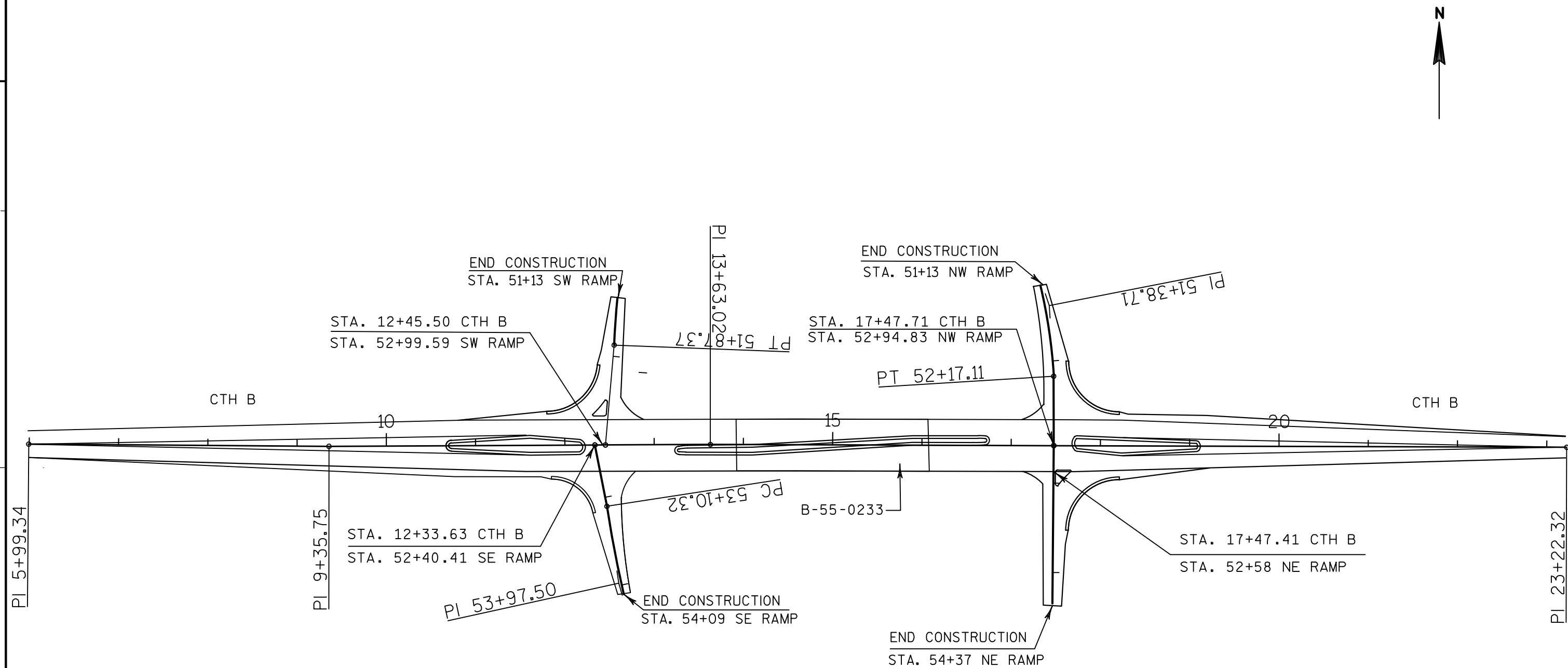
HR FABRIC MAY BE INSTALLED AS TWO SEPARATE PIECES, OVERLAPPING AS SHOWN OR AS APPROVED BY THE ENGINEER IN THE FIELD. EXTRA QUANTITY FOR OVERLAP IS INCIDENTAL TO THE CONTRACT.



ALTERNATE HR FABRIC INSTALLATION



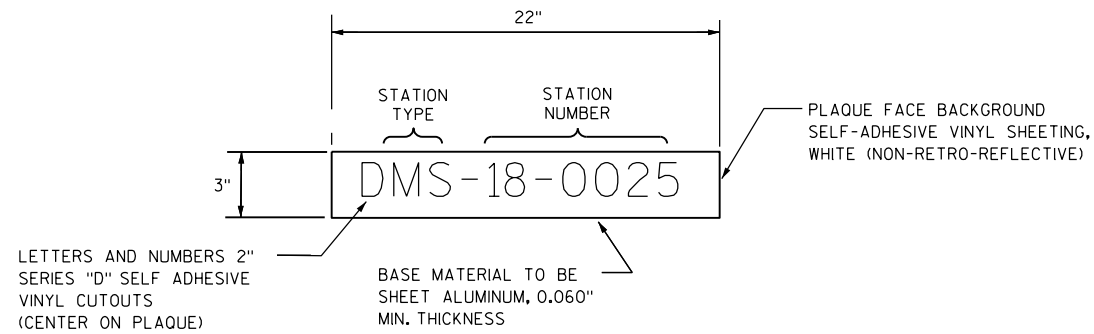
MEDIUM RIPRAP AND GEOTEXTILE FABRIC  
DETAIL AT APRON ENDWALLS



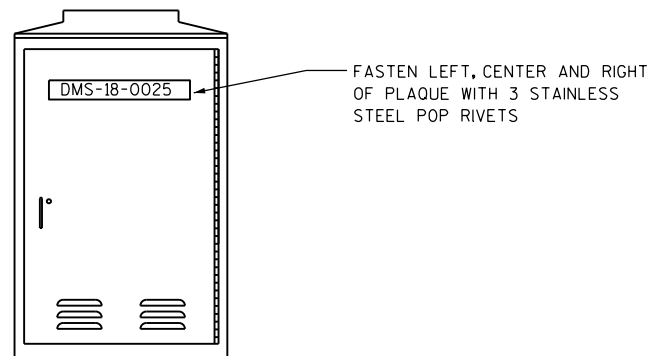




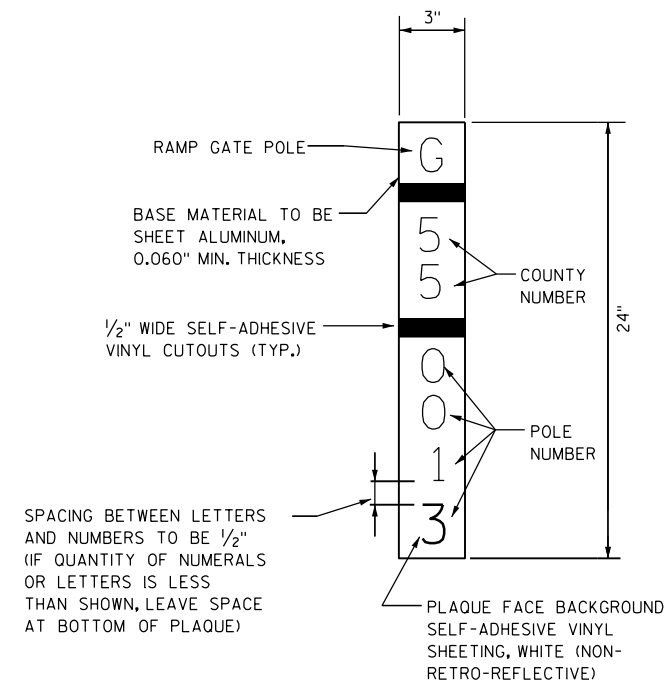




ITS FIELD CABINET IDENTIFICATION PLAQUE DETAIL



ITS FIELD CABINET IDENTIFICATION PLAQUE REQUIREMENTS AND PLACEMENTS  
(TYPICAL ALL CONTROL CABINETS)



POLE IDENTIFICATION PLAQUE DETAIL

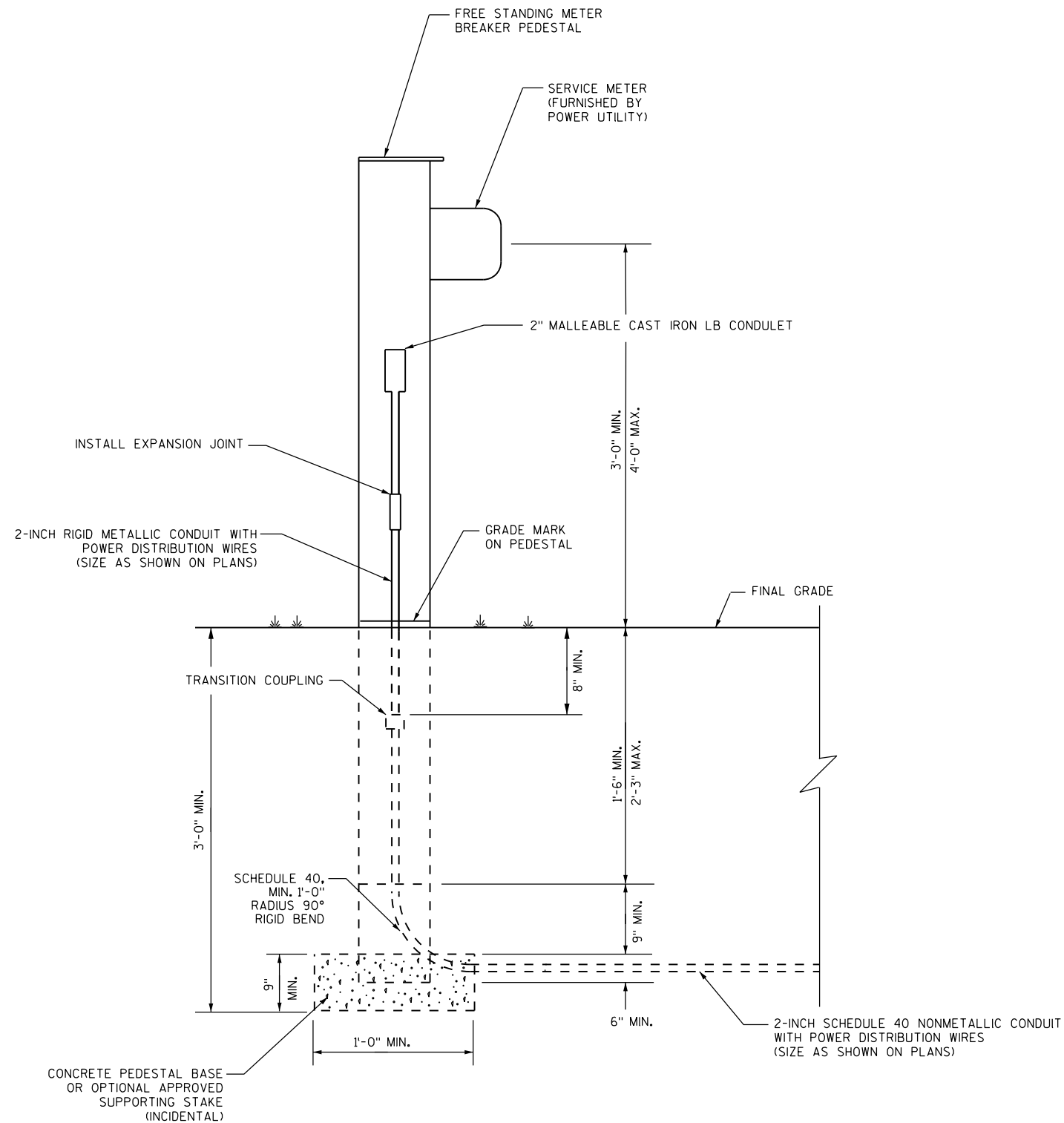
LEGEND STATION TYPE

DMS - DYNAMIC MESSAGE SIGN

NOTES

- 1) TWO PLAQUES PER CABINET REQUIRED ON CONTROL CABINET.
- 2) FASTEN ONE PLAQUE ON FRONT DOOR, UPPER HALF.
- 3) FASTEN ONE PLAQUE ON SIDE FACING LOCAL STREET. IF NO LOCAL STREET NEARBY, OR IF SUCH LOCATION COINCIDES WITH LOCATION OF PLAQUE IN NOTE 2, FASTEN PLAQUE ON REAR OF CABINET, UPPER HALF.
- 4) COUNTY NUMBER NOT REQUIRED ON RAMP METER CABINETS.





### ELECTRICAL SERVICE METER BREAKER PEDESTAL

#### NOTES

- 1) MINIMUM REQUIREMENT SHOWN. ADDITIONAL BREAKERS MAY BE REQUIRED.









































































































































































































































