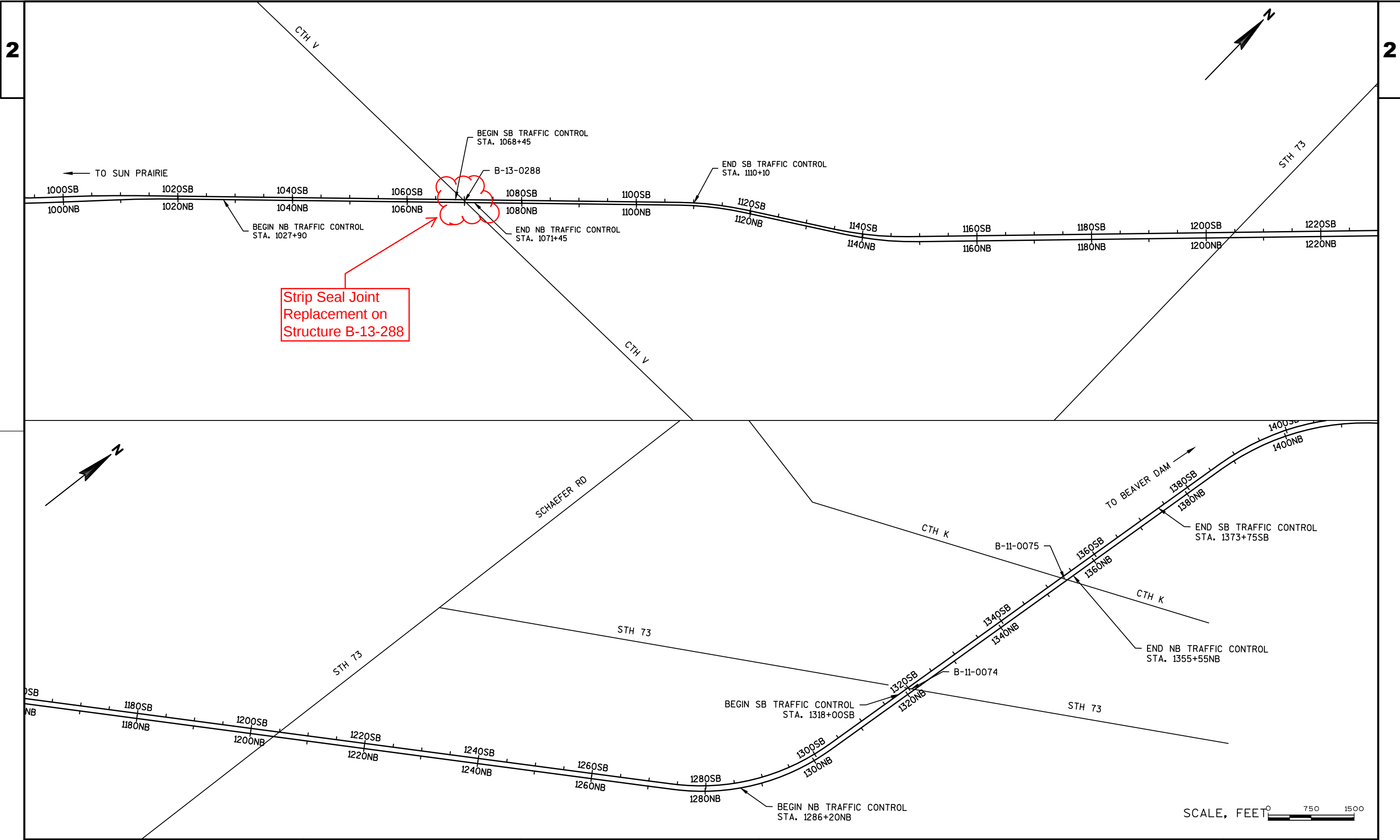
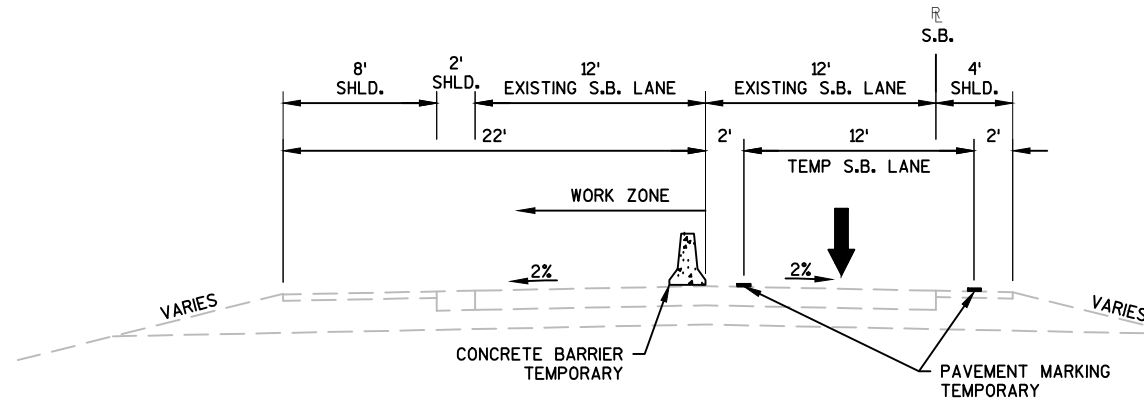
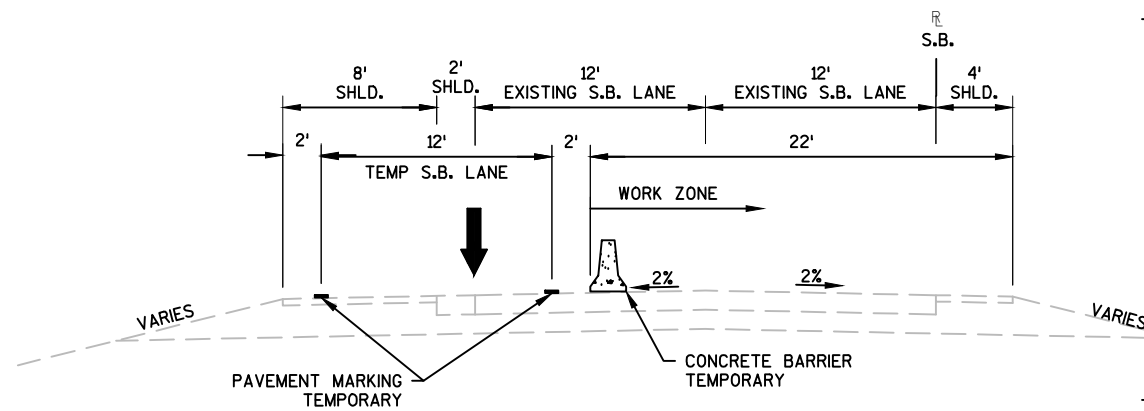
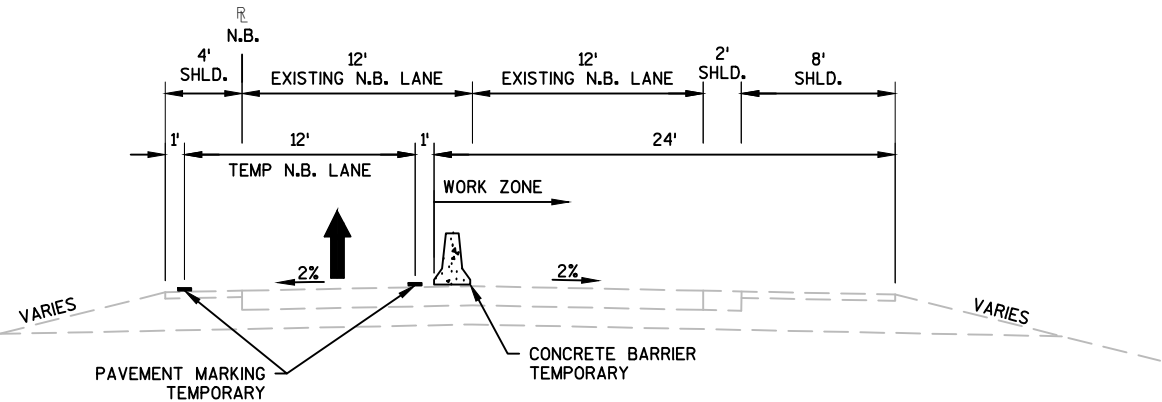


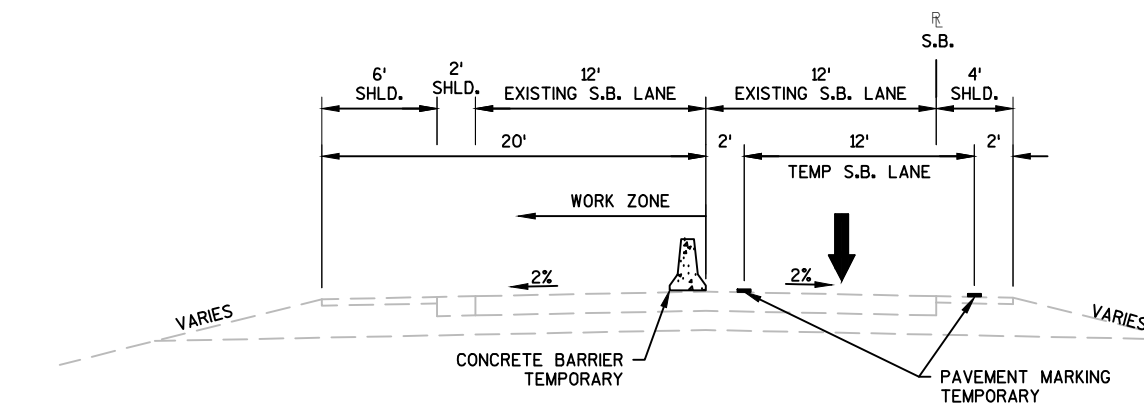
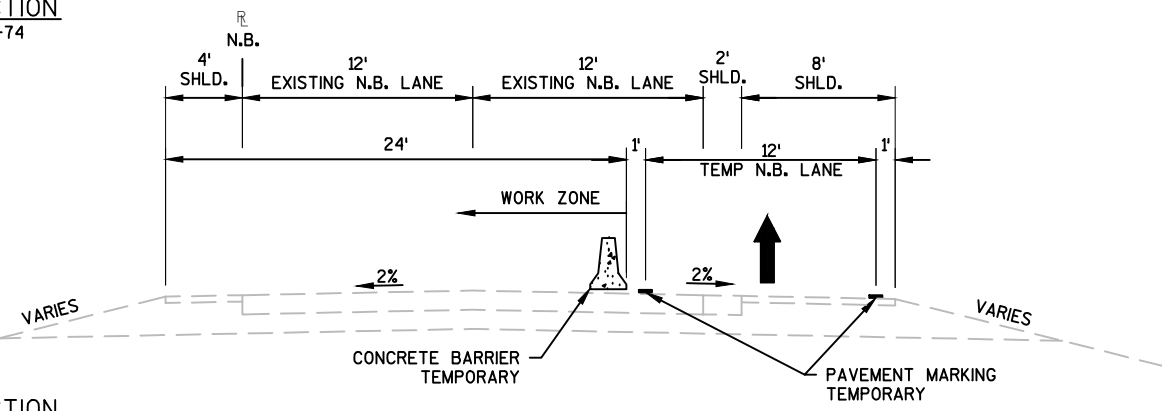




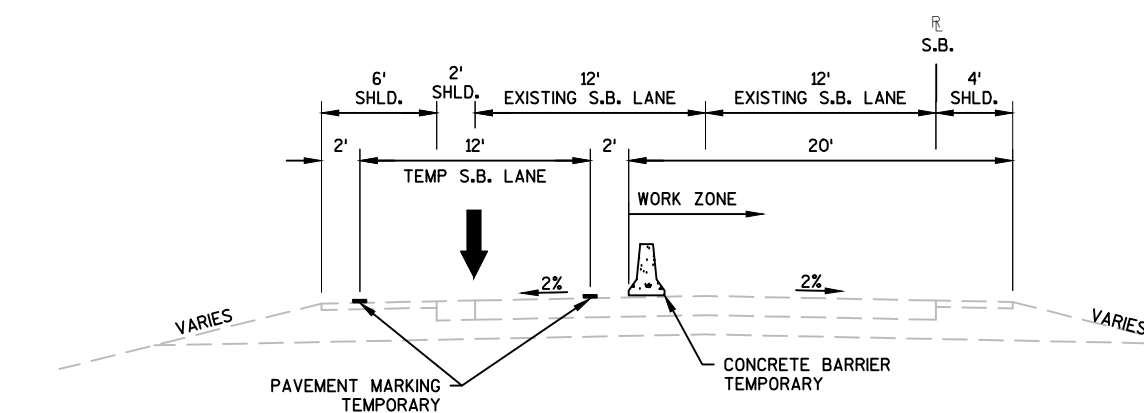
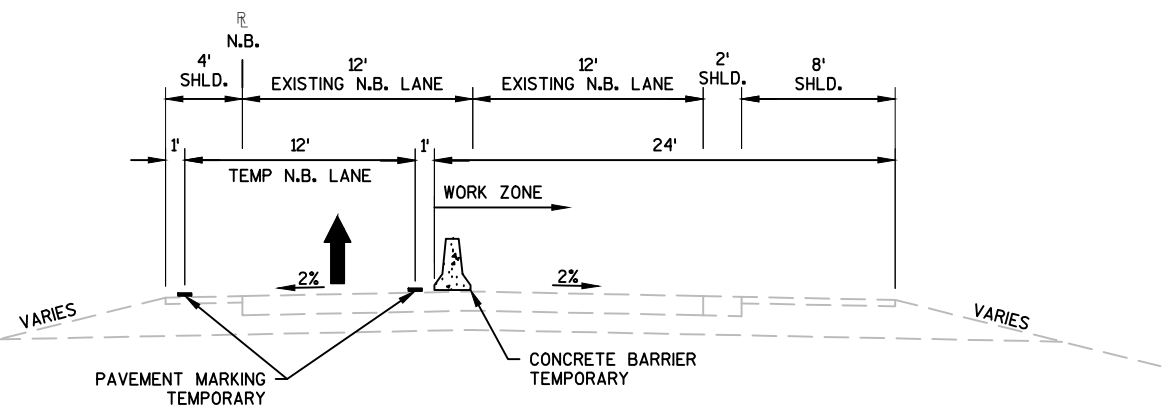
TYPICAL EXISTING SECTION
USH 151 AT B-13-288 & B-11-74
STAGE 1



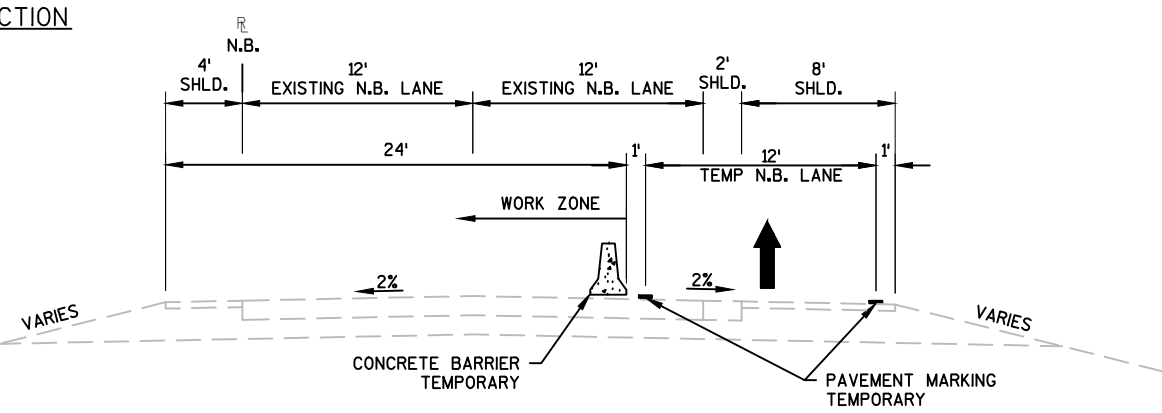
TYPICAL EXISTING SECTION
USH 151 AT B-13-288 & B-11-74
STAGE 2



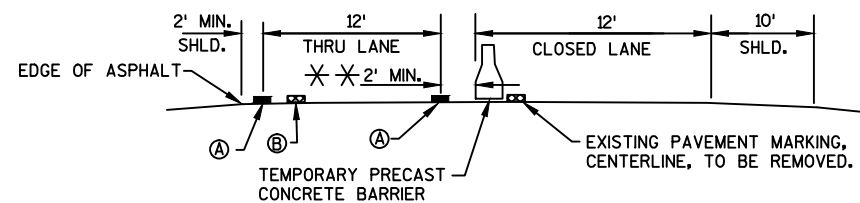
TYPICAL EXISTING SECTION
USH 151 AT B-11-75
STAGE 1



TYPICAL EXISTING SECTION
USH 151 AT B-11-75
STAGE 2

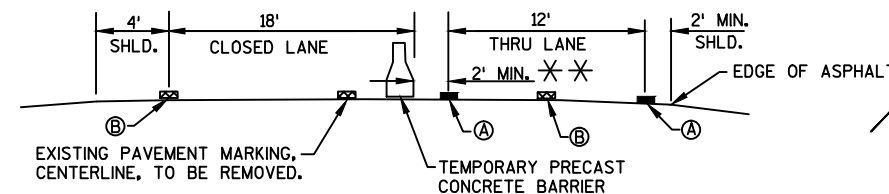


NOTE: TYPICALS REFLECT PROPOSED IMPROVEMENTS FROM DESIGN ID# 1111-03-02.



SECTION A-A, STAGE 1, SOUTHBOUND
FOR RIGHT LANE CLOSURE

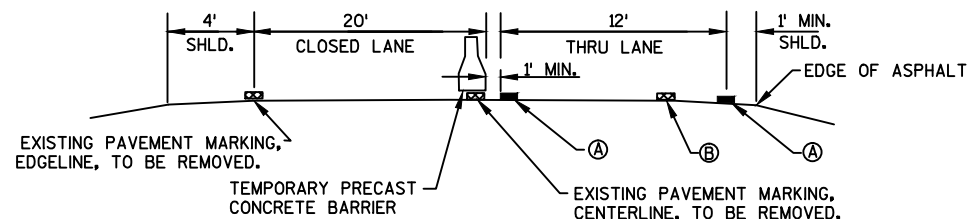
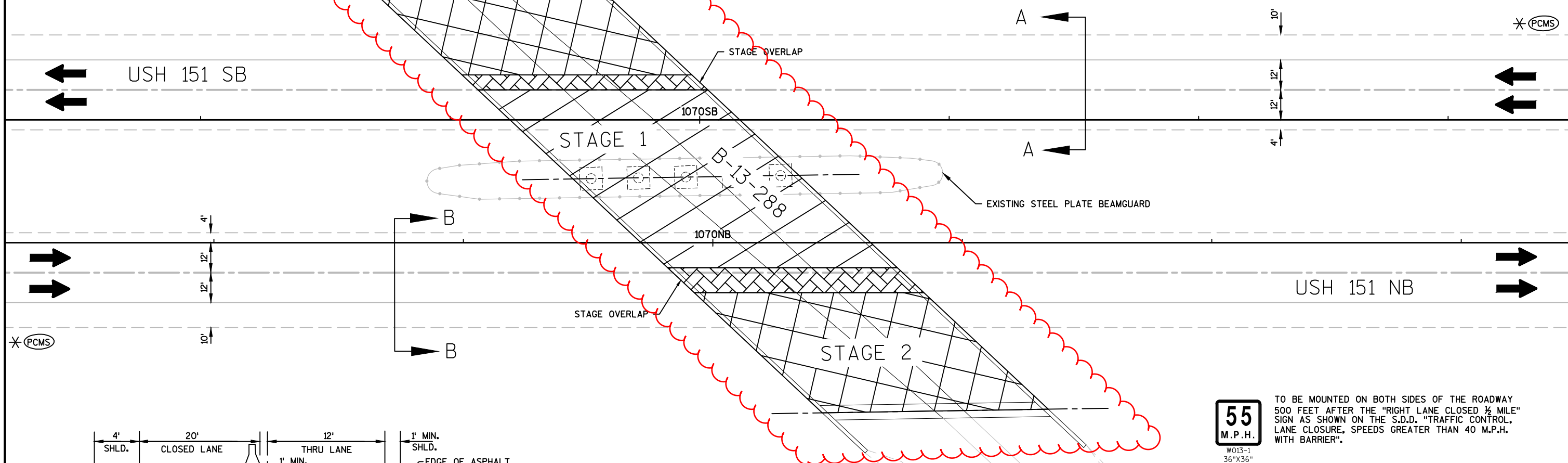
- Ⓐ TEMPORARY PAVEMENT MARKING
REMOVABLE TAPE 4-INCH, EDGELINE.
- Ⓑ EXISTING PAVEMENT MARKING,
EDGELINE, TO BE REMOVED.



SECTION A-A, STAGE 2, SOUTHBOUND
FOR LEFT LANE CLOSURE

- * CHANGEABLE MESSAGE SIGN LOCATION TO BE
DETERMINED BY WISDOT. CONTACT JEFF GUSTAFSON AT
(608) 884-1166, 7 DAYS PRIOR TO START OF PROJECT.
- * THIS DIMENSION IS CONTRADICTORY TO THE DIMENSION
IN THE S.D.D. "TRAFFIC CONTROL, LANE CLOSURE,
SPEEDS GREATER THAN 40 M.P.H. WITH BARRIER",
AND SHOULD OVERRIDE THE S.D.D. TO MAINTAIN A
MINIMUM 16 FOOT AVAILABLE WIDTH FOR OVERSIZED
WIND TURBINES. SOUTHBOUND LANES ONLY.

Strip Seal Joint
Replacement



SECTION B-B, NORTHBOUND

THIS LANE CLOSURE IS TYPICAL FOR CLOSING THE LEFT LANE.
REVERSE FOR CLOSING THE RIGHT LANE.

- Ⓐ TEMPORARY PAVEMENT MARKING
REMOVABLE TAPE 4-INCH, EDGELINE.
- Ⓑ EXISTING PAVEMENT MARKING,
EDGELINE, TO BE REMOVED.

NOTES:
SEE S.D.D. "TRAFFIC CONTROL, LANE CLOSURES, SPEEDS
GREATER THAN 40 M.P.H. WITH BARRIER" FOR A PLAN VIEW
OF TRAFFIC CONTROL.

LEGEND

- WORK AREA
- PORTABLE CHANGEABLE MESSAGE SIGN
- DIRECTION OF TRAFFIC FLOW