

PROJECT ID: 6655-00-70
WITH: N/A

COUNTY: MARATHON

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 (Includes Erosion Control Plan)
- 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 =

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

MARATHON CO LINE - STH 153

CTH C TO STH 153

CTH I

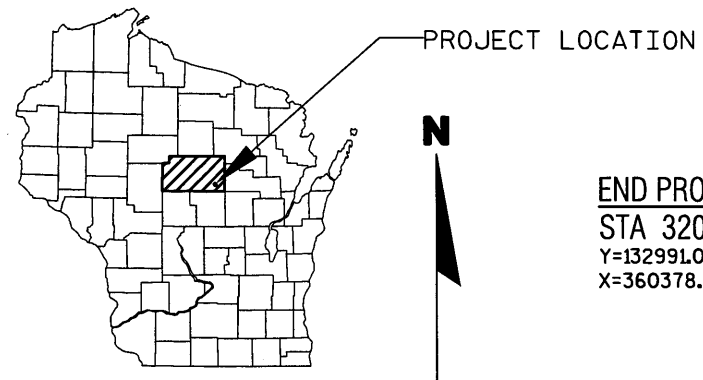
MARATHON COUNTY

STATE PROJECT NUMBER
6655-00-70

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
6655-00-70		

AS-BUILT PLAN
 SUPERVISOR: Anna Wisner
 PROJECT LEADER: Sean Spromberg
 CONTRACTOR: Marathon County Highway Department
 WORK STARTED: 7/22/13
 WORK COMPLETED: 8/22/13

Subcontractor List
 Guide Lines Pavement Marking, LLC



END PROJECT 6655-00-70
 STA 320+99.12
 Y=132991.051
 X=360378.701

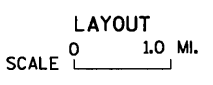
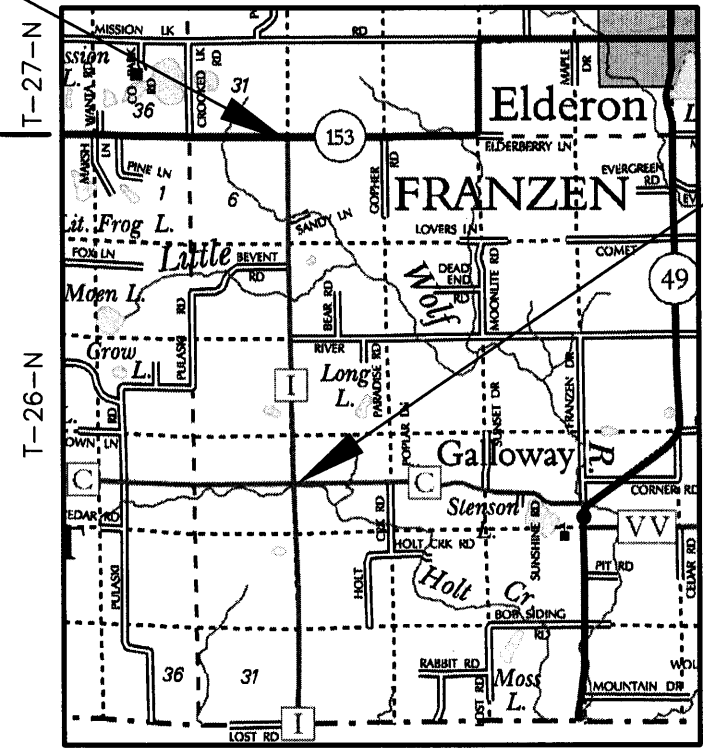
BEGIN PROJECT 6655-00-70
 STA 131+87.08
 Y=114080.768
 X=360574.455

DESIGN DESIGNATION

A.A.D.T. (2013)	= 480
A.A.D.T. (2033)	= 570
D.H.V. (2031)	= 47
D.	= 60/40
T. (DHV)	= 4.0%
DESIGN SPEED	= 55 MPH
ESALS	= 43,800

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
EXISTING CULVERT	OVERHEAD ELECTRIC
PROPOSED CULVERT (Box or Pipe)	FIBER OPTIC
COMBUSTIBLE FLUIDS	GAS
MARSH AREA	SANITARY SEWER
WOODED OR SHRUB AREA	STORM SEWER
	TELEPHONE
	WATER
	UTILITY PEDESTAL
	POWER POLE
	TELEPHONE POLE

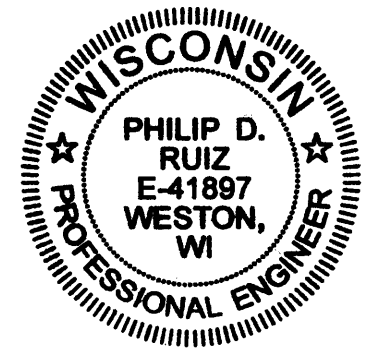


TOTAL NET LENGTH OF CENTERLINE = 3.582 MILES (RURAL)

COORDINATES ON THIS PLAN ARE REFERENCED TO THE WISCONSIN COUNTY COORDINATE SYSTEM (WCCS), MARATHON COUNTY NAD 83 (1991) ADJUSTMENT

ACCEPTED FOR MARATHON COUNTY
 DATE: 11-30-12
 Highway Commissioner

ORIGINAL PLANS PREPARED BY
CWE, Inc.
 5707 SCHOFIELD AVE.
 WESTON, WISCONSIN 54476
 PHONE: (715) 359-9400
 FAX: (715) 355-4199
 general@cwengineers.com
 www.cwengineers.com



DATE: 11/30/12
 PHILIP RUIZ, P.E.

STATE OF WISCONSIN
 DEPARTMENT OF TRANSPORTATION

PREPARED BY
 Surveyor: CWE, Inc
 Designer: CWE, Inc
 Management Consultant: Cedar Corporation
 C.O. Examiner: _____

APPROVED FOR THE DEPARTMENT
 DATE: 12-20-12
 Management Consultant Signature

E

GENERAL NOTES

DISTURBED AREAS WITHIN THE RIGHT-OF-WAY, EXCEPT THE AREAS WITHIN THE FINISHED SHOULDER POINTS SHALL BE FERTILIZED & SEED, AS DIRECTED BY THE ENGINEER.

NO TREES OR SHRUBS ARE TO BE REMOVED WITHOUT APPROVAL OF THE ENGINEER.

SILT FENCE TO BE PLACED AS DIRECTED BY THE ENGINEER AND IN PLACE PRIOR TO PULVERIZING AND RELAY OPERATIONS.

THE HMA PAVEMENT SHALL CONSIST OF A 1-3/4" UPPER LAYER (12.5mm NOMINAL SIZE AGGREGATE), AND 2-1/4" LOWER LAYER (19mm NOMINAL SIZE AGGREGATE). USE ASPHALTIC MATERIAL PG 58-28 IN THE LOWER AND UPPER LAYERS.

WHEN THE QUANTITY OF THE ITEM OF BASE OR SURFACE LAYER IS MEASURED FOR THE PAYMENT BY THE TON, THE DEPTH OR THICKNESS OF THE LAYER SHOWN ON THE PLANS IS APPROXIMATE AND THE ACTUAL THICKNESS WILL DEPEND ON THE DISTRIBUTION OF THE MATERIAL AS DIRECTED BY THE ENGINEER.

THE EXACT LOCATION OF PRIVATE AND FIELD ENTRANCES ARE TO BE DETERMINED IN THE FIELD BY THE ENGINEER.

PRIVATE ENTRANCES, COMMERCIAL ENTRANCES, FIELD ENTRANCES, AND SIDE ROADS SHALL BE RESTORED IN KIND TO EXISTING CONDITIONS OR AS DIRECTED BY THE ENGINEER.

CONSTRUCTION LIMITS ON PRIVATE ENTRANCES, COMMERCIAL ENTRANCES, AND SIDE ROADS SHALL BE DETERMINED BY THE ENGINEER.

THERE ARE UTILITIES IN THIS PROJECT AREA THAT ARE NOT SHOWN ON THE PLAN.

THE LOCATIONS OF EXISTING AND PROPOSED UTILITY INSTALLATIONS AS SHOWN ON THE PLANS ARE APPROXIMATE.

BORING NO.	LOCATION STATION	HMA INCHES	AGG BASE INCHES
B1	139+99.41	3.5	11
B2	156+00.13	3	11.5
B3	171+00.76	4	12
B4	186+99.61	3	12
B5	210+00.13	2.5	11
B6	225+99.90	3.5	11
B7	242+99.68	3.5	12
B8	258+00.10	4	11
B9	276+99.36	3	10
B10	310+99.51	3	10
AVERAGE THICKNESS		3	11
TOTAL AVERAGE THICKNESS			14

RUNOFF COEFFICIENT TABLE

	HYDROLOGIC SOIL GROUP											
	A			B			C			D		
	SLOPE RANGE (PERCENT)			SLOPE RANGE (PERCENT)			SLOPE RANGE (PERCENT)			SLOPE RANGE (PERCENT)		
LAND USE :	0-2	2-6	6 & OVER	0-2	2-6	6 & OVER	0-2	2-6	6 & OVER	0-2	2-6	6 & OVER
ROW CROPS	.08 .22	.16 .30	.22 .38	.12 .26	.20 .34	.27 .44	.15 .30	.24 .37	.33 .50	.19 .34	.28 .41	.38 .56
MEDIAN STRIP-TURF	.19 .24	.20 .26	.24 .30	.19 .25	.22 .28	.26 .33	.20 .26	.25 .30	.30 .37	.20 .27	.25 .32	.30 .38
SIDE SLOPE-TURF			.25 .32			.27 .34			.28 .36			.30 .38
PAVEMENT :												
ASPHALT	.70 - .95											
CONCRETE	.80 - .95											
BRICK	.70 - .80											
DRIVES, WALKS	.75 - .85											
ROOFS	.75 - .95											
GRAVEL ROADS, SHOULDERS	.70 - .60											

TOTAL PROJECT AREA = 13 ACRES

TOTAL AREA EXPECTED TO BE DISTURBED BY CONSTRUCTION ACTIVITIES = 13 ACRES

UTILITIES

WITTENBERG TELEPHONE COMPANY
104 W. WALKER STREET
PO BOX 160
WITTENBERG, WI 54499-0160
DAVE SCHMIDT
PHONE: (715) 881-0308

CENTRAL WISCONSIN ELECTRIC
COOPERATIVE
PO BOX 100
10401 LYSTUL ROAD
ROSHOLT, WI 54473
KEVIN KURTZWEIL
PHONE: (800) 377-2932
kevin.kurtzweil@cwecoop.com

DNR CONTACT

WISCONSIN DEPARTMENT OF NATURAL RESOURCES
MARC HERSHFELD
473 GRIFFITH AVENUE
WISCONSIN RAPIDS, WI 54494
PHONE: (715) 421-7867
marc.hershfield@wisconsin.gov

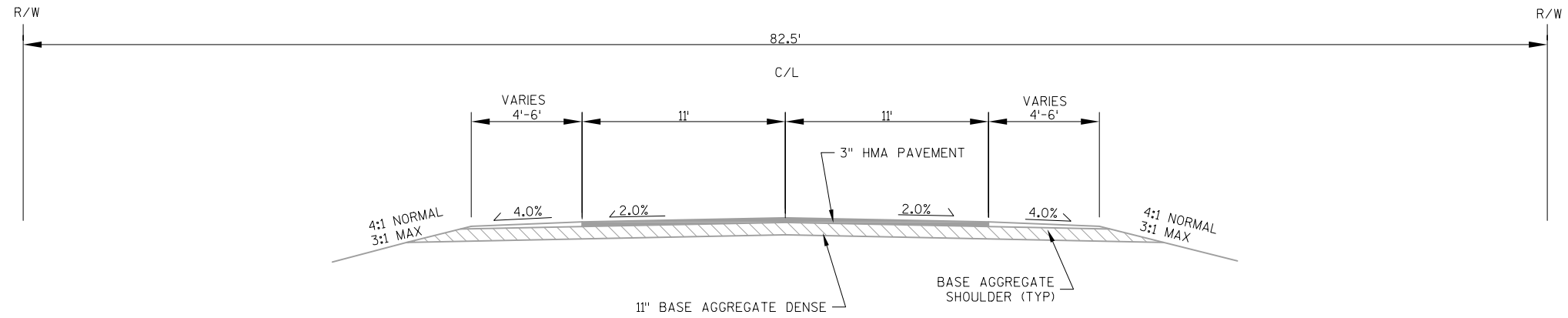
MARATHON COUNTY CONTACT

JAMES GRIESBACH, MARATHON COUNTY HIGHWAY COMMISSIONER
1430 WEST STREET
WAUSAU, WI 54401
PHONE: (715) 261-1800
jmgriesbach@co.marathon.wi.us

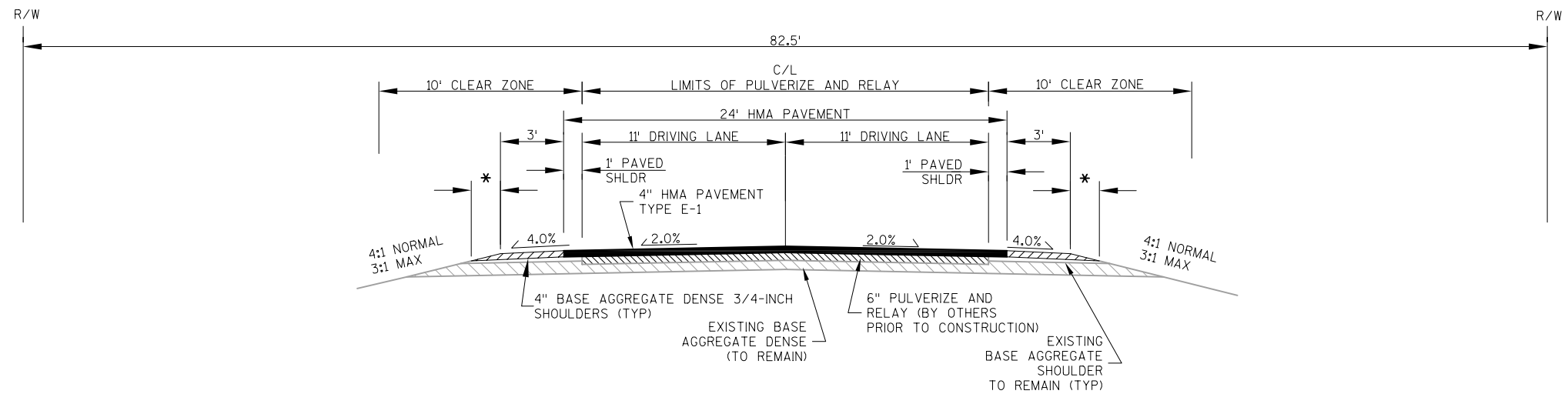
DESIGN CONTACT

CWE, Inc.
PHILIP RUIZ, P.E.
P.O. BOX 107
5707 SCHOFIELD AVENUE
WESTON, WI 54476
PHONE: (715) 359-9400
prulz@cwengineers.com



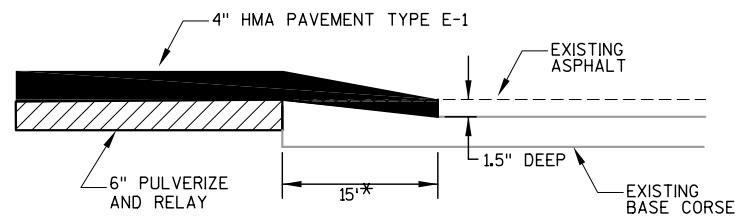
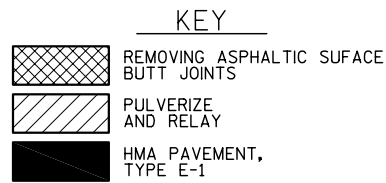
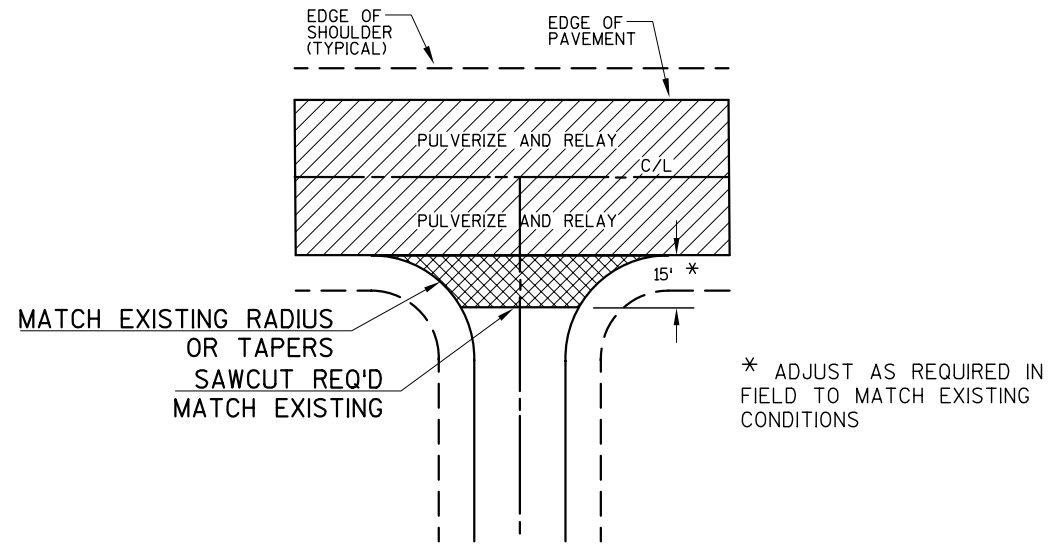


TYPICAL EXISTING SECTION
 CTH I
 STA 131+87.08 TO STA 320+99.12



TYPICAL FINISHED SECTION
 CTH I
 STA 131+87.08 TO STA 320+99.12

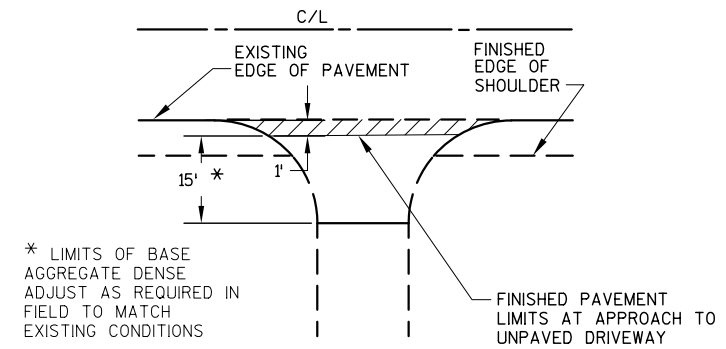
* - LIMITS OF FERTILIZER TYPE B,
 SEEDING MIXTURE NO 20 AND SEEDING TEMPORARY
 DISTANCE WILL VARY TO MATCH EXISTING SHOULDER
 BREAK POINT



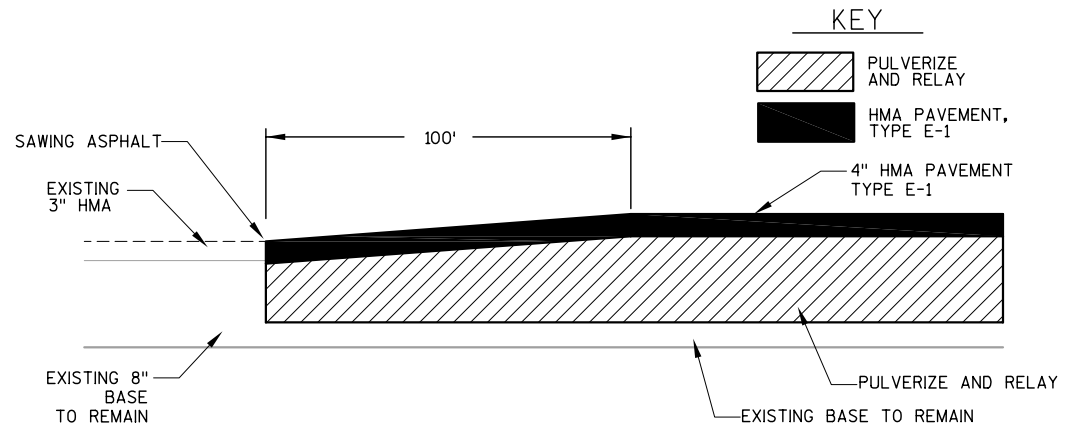
BUTT JOINT DETAIL, SIDE ROADS/PAVED DRIVEWAYS

STA 176+30 LT PE
 STA 185+66 LT PE
 STA 210+77 RT RIVER ROAD

NOTE: REMOVAL OF PAVEMENT TO BE PAID FOR AS REMOVING ASPHALTIC SURFACE BUTT JOINTS



PLAN VIEW
 GRAVEL/UNPAVED DRIVEWAY DETAIL



TRANSITION DETAIL, MAINLINE

3

REMOVING ASPHALTIC SURFACE

204.0115		
BUTT JOINTS		
STATION	LOCATION	SY
176+30	PE LT	30
185+66	PE LT	50
RIVER ROAD	RT	100
TOTAL		180

WATER

624.0100	
WATER	
LOCATION	MGAL
131+87 - 320+99	154
RIVER ROAD & ENTRANCES	1
TOTAL 155	

NOTE: APPLICATION RATE = 10 GAL/TON PULVERIZED MATERIAL

NO-PASSING ZONES

648.0100	
LOCATING NO-PASSING ZONES	
STATION TO STATION	MI
131+87 - 320+99	3.6
TOTAL 3.6	

3

BASE AGGREGATE DENSE

305.0110	
3/4-INCH	
LOCATION	TON
131+87 - 320+99	4,483
ENTRANCES & SIDEROADS	417
TOTAL 4,900	

EROSION CONTROL

628.1504	628.1520	628.1905	628.1910
SILT FENCE	SILT FENCE MAINTENANCE	MOBILIZATIONS EROSION CONTROL	MOBILIZATIONS EMERGENCY EROSION CONTROL
LOCATION	LF	LF	EACH
233+31 LT, RT	100	100	
276+51 LT, RT	100	100	
UNDISTRIBUTED	300	300	3
TOTAL 500		500	3

CONSTRUCTION STAKING

650.8000	
RESURFACING REFERENCE	
LOCATION	LF
131+87 - 320+99	19,000
TOTAL 19,000	

ASPHALTIC PAVEMENT

455.0105	455.0605	460.1101	
ASPHALTIC MATERIAL PG58-28	TACK COAT	HMA PAVEMENT TYPE E-1	
LOCATION	TON	GAL	TON
131+87 - 320+99	623	1,260	11,300
RIVER ROAD & ENTRANCES	2	5	40
TOTAL 625		1,265	11,340

NOTE: HMA PAVEMENT ESTIMATED AT 112 LB/SY/INCH, ASPHALT MATERIAL IS 5.5% OF HMA, TACK COAT APPLICATION RATE IS 0.025 GAL/SY AND PLACED BETWEEN THE UPPER AND LOWER LAYERS OF HMA PAVEMENT.

FINISHING ITEMS

629.0210	630.0120	630.0200	
FERTILIZER TYPE B	SEEDING MIXTURE NO. 20	SEEDING TEMPORARY	
LOCATION	CWT	LB	LB
PROJECT	14	570	570
TOTAL 14		570	570

NOTE: APPLICATION RATES: FERTILIZER = 7LB/1000 SF SEEDING MIXTURE & SEEDING TEMPORARY = 3LB/1000SF

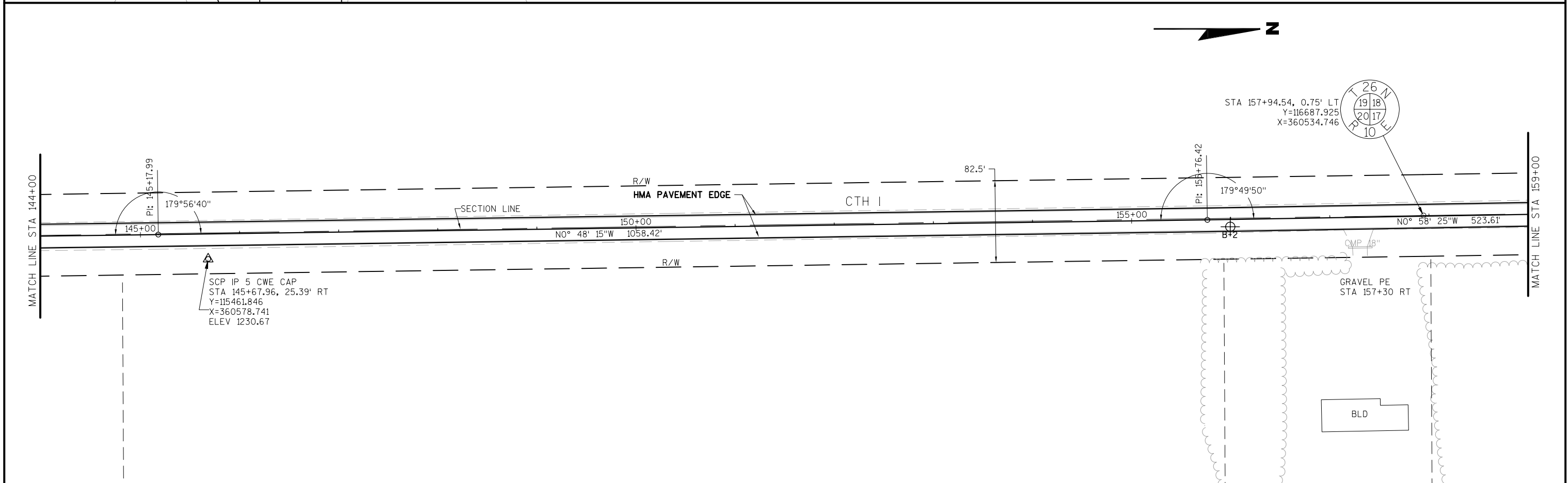
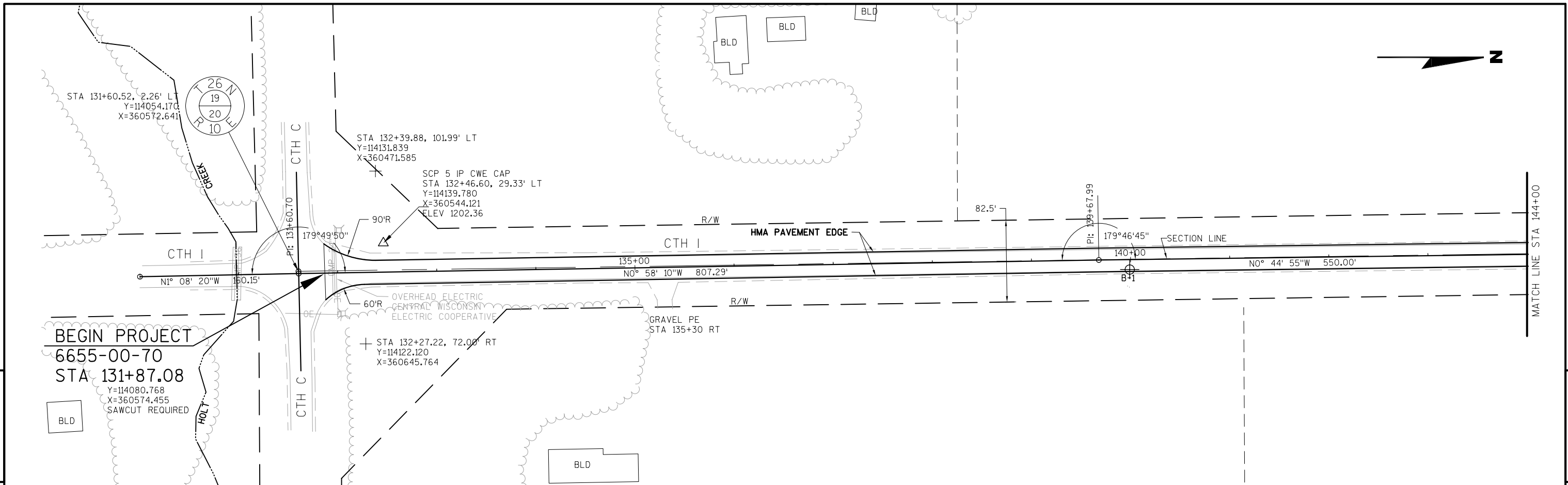
SAWING ASPHALT

690.0150		
SAWING ASPHALT		
STATION	LOCATION	LF
131+87	LT, RT	56
176+30	PE LT	14
185+66	PE LT	24
320+99	LT, RT	48
RIVER ROAD	RT	38
TOTAL		180

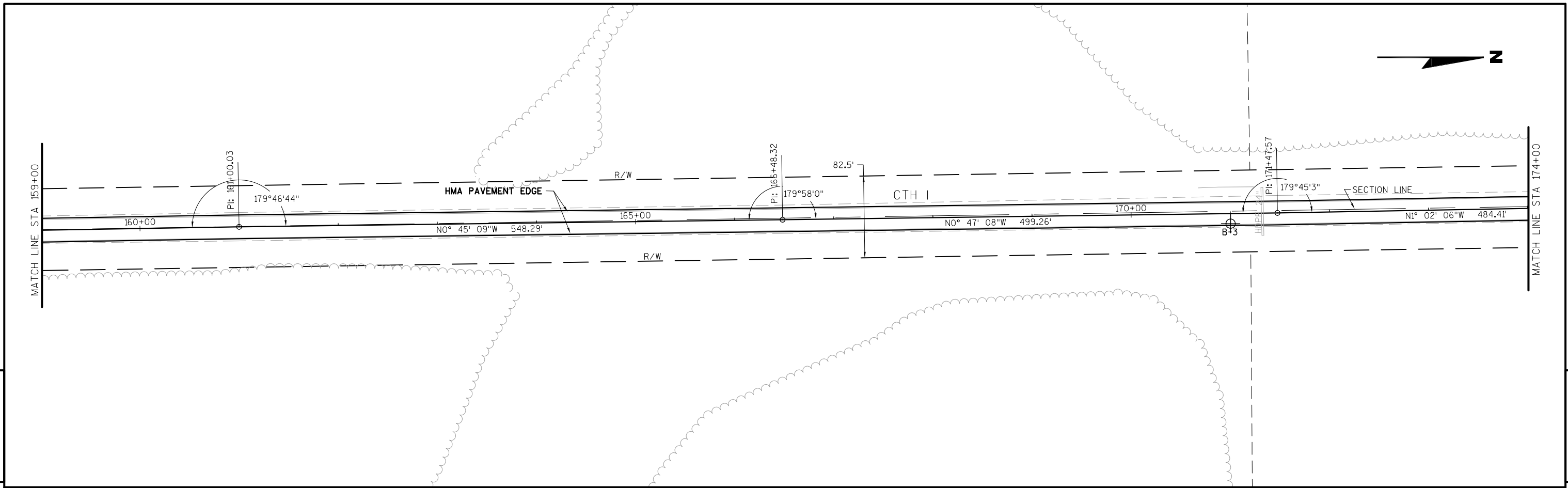
NOTE: ALL ITEMS AND QUANTITIES ON THIS SHEET ARE CATEGORY 0010 UNLESS OTHERWISE NOTED

PAVEMENT MARKING

646.0106	646.0106		
EPOXY 4-INCH (YELLOW)	EPOXY 4-INCH (WHITE)		
STATION TO STATION	LF	LF	COMMENTS
131+87 - 320+99	37,000	-	CENTERLINE
131+87 - 320+99	-	38,000	EDGE LINE
SUBTOTAL 37,000		38,000	
TOTAL 75,000			

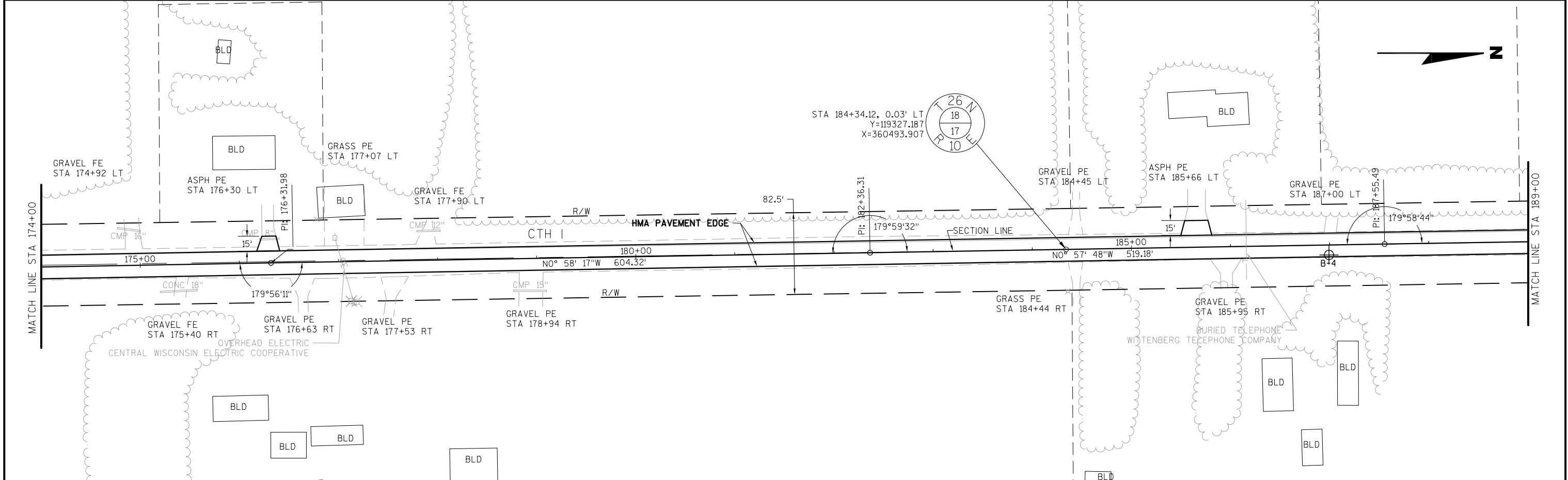


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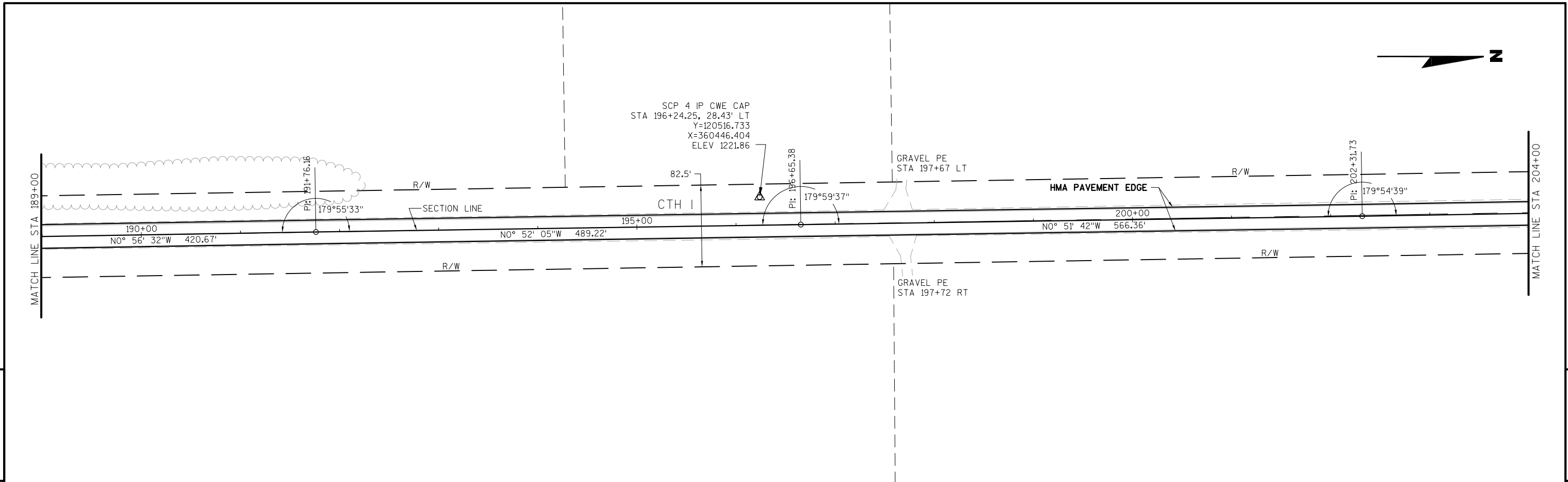


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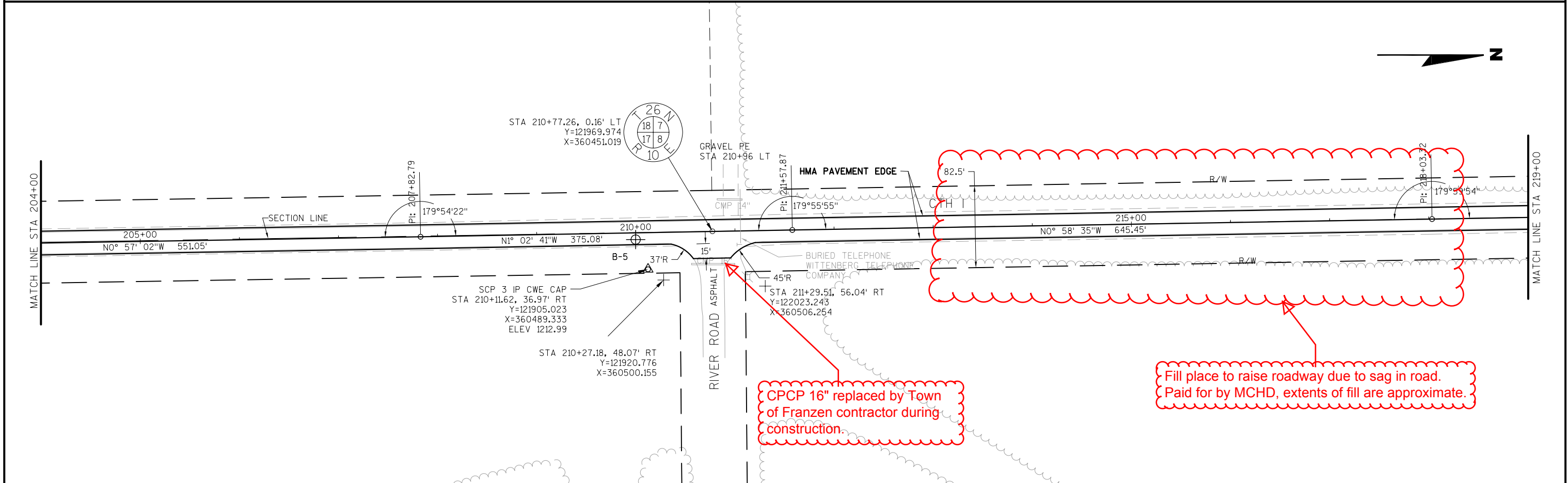


PROJECT NO: 6655-00-70	HWY: CTH I	COUNTY: MARATHON	PLAN	SHEET	E
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PROJECT NO: 6655-00-70

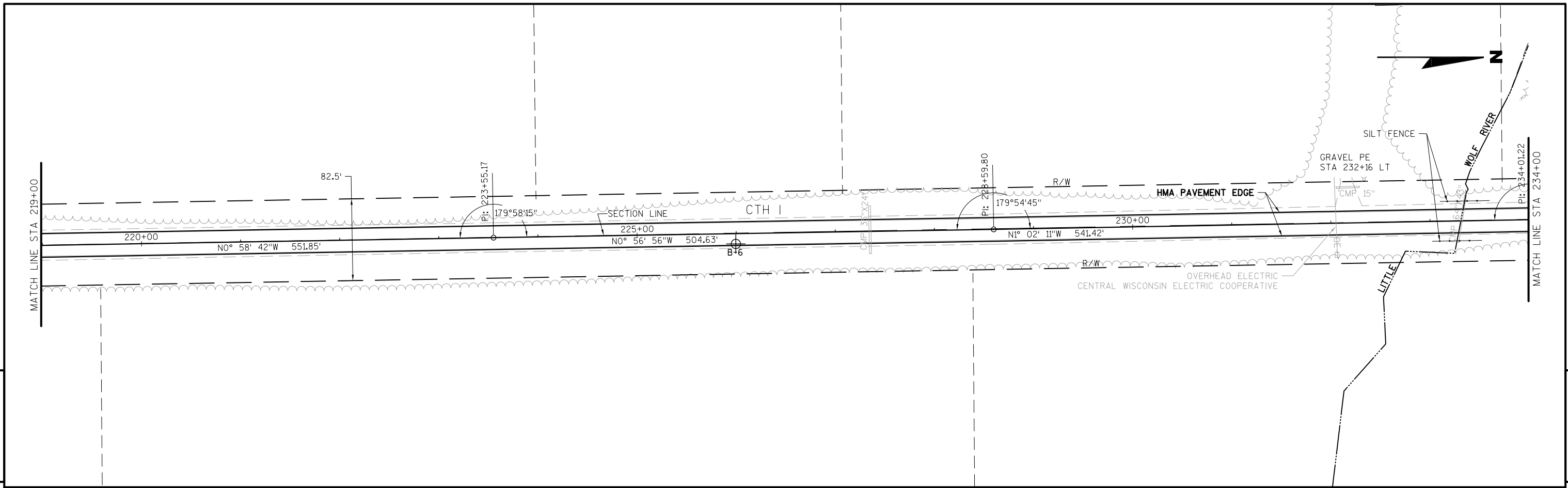
HWY: CTH I

COUNTY: MARATHON

PLAN

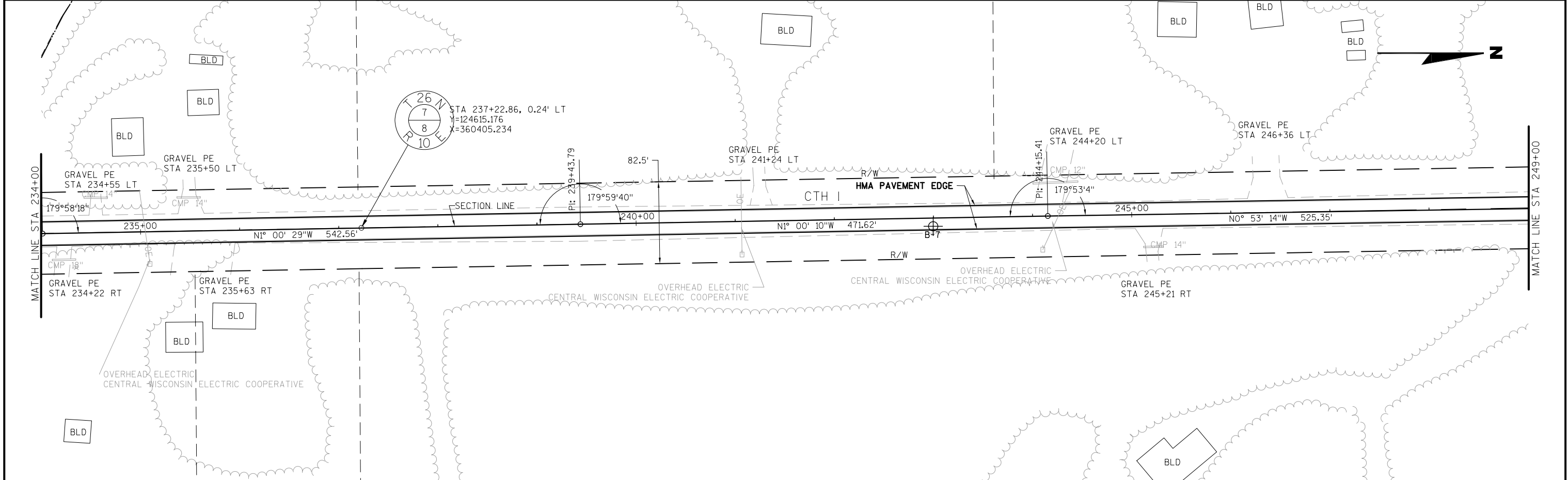
SHEET

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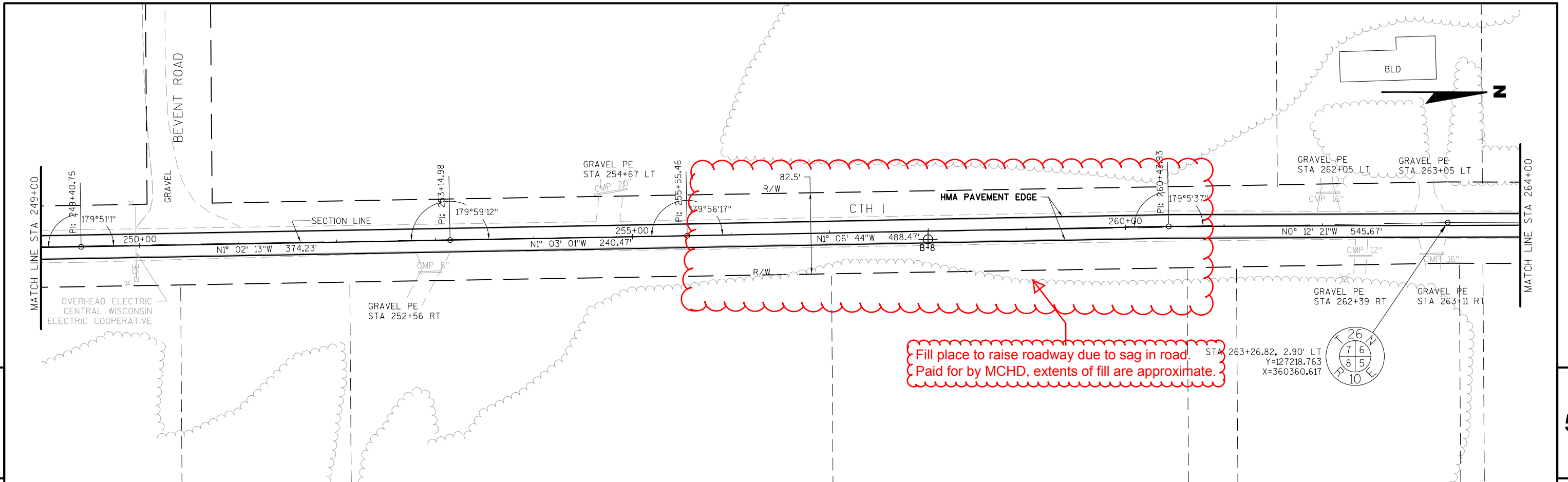


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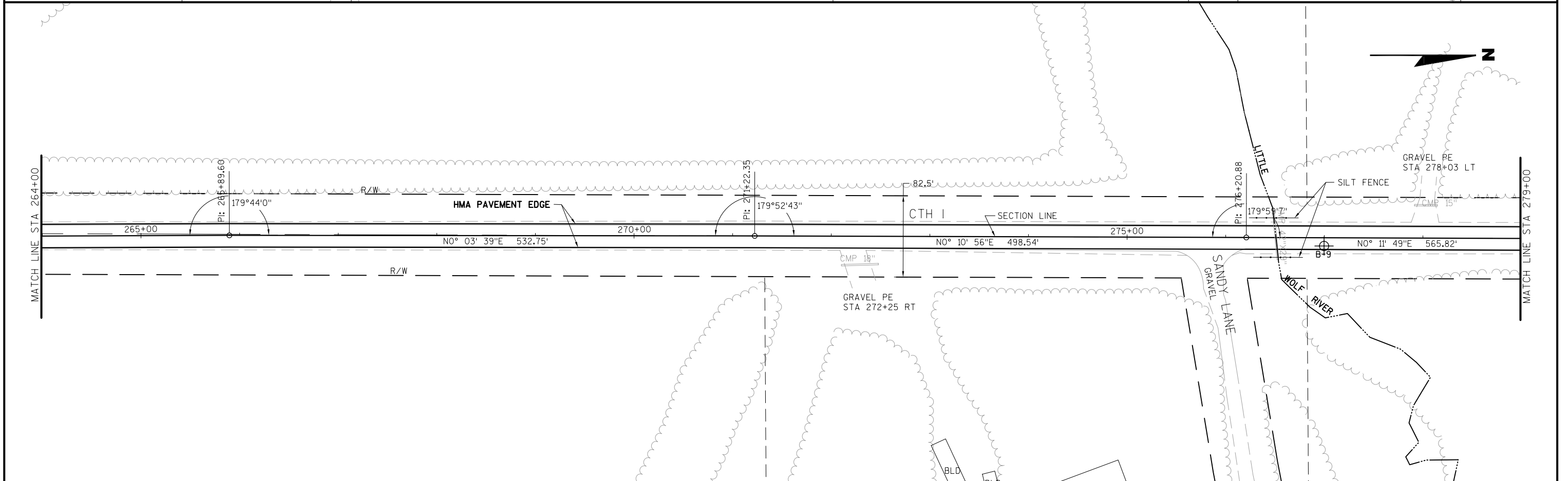


PROJECT NO: 6655-00-70	HWY: CTH I	COUNTY: MARATHON	PLAN	SHEET E
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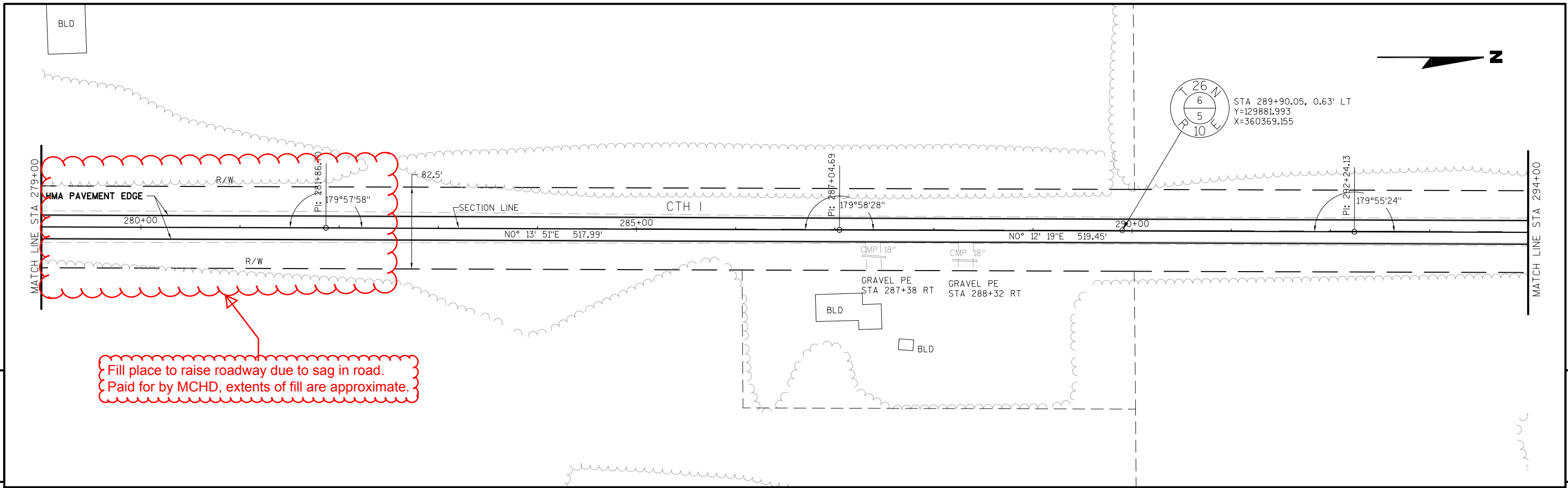


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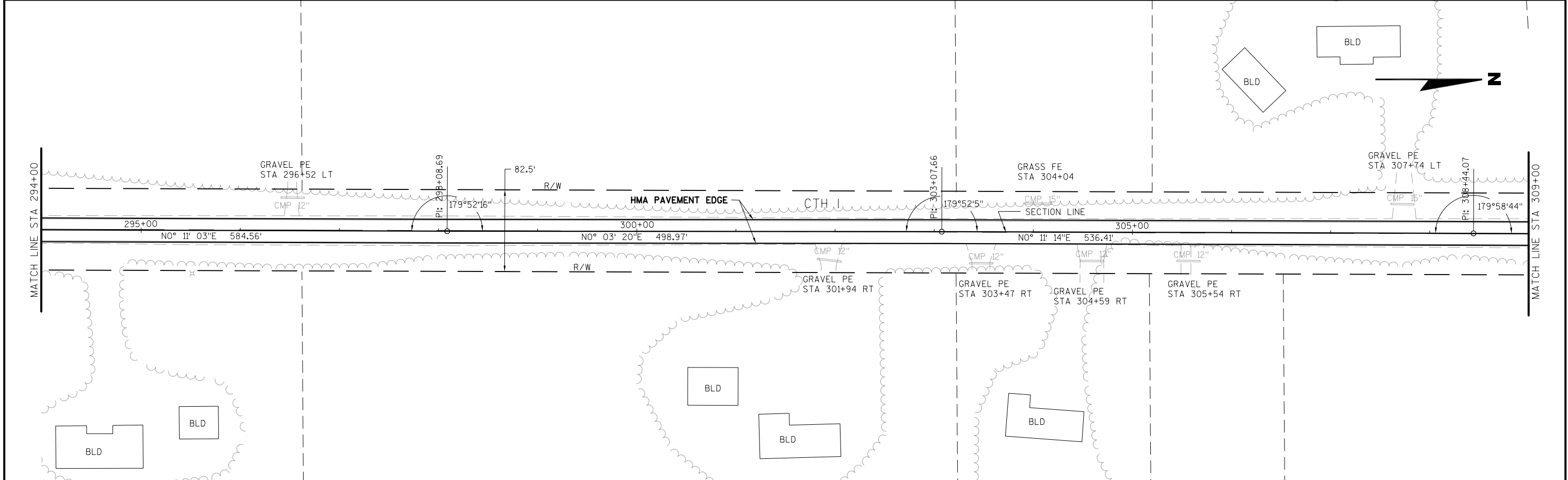


PROJECT NO: 6655-00-70	HWY: CTH I	COUNTY: MARATHON	PLAN	SHEET	E
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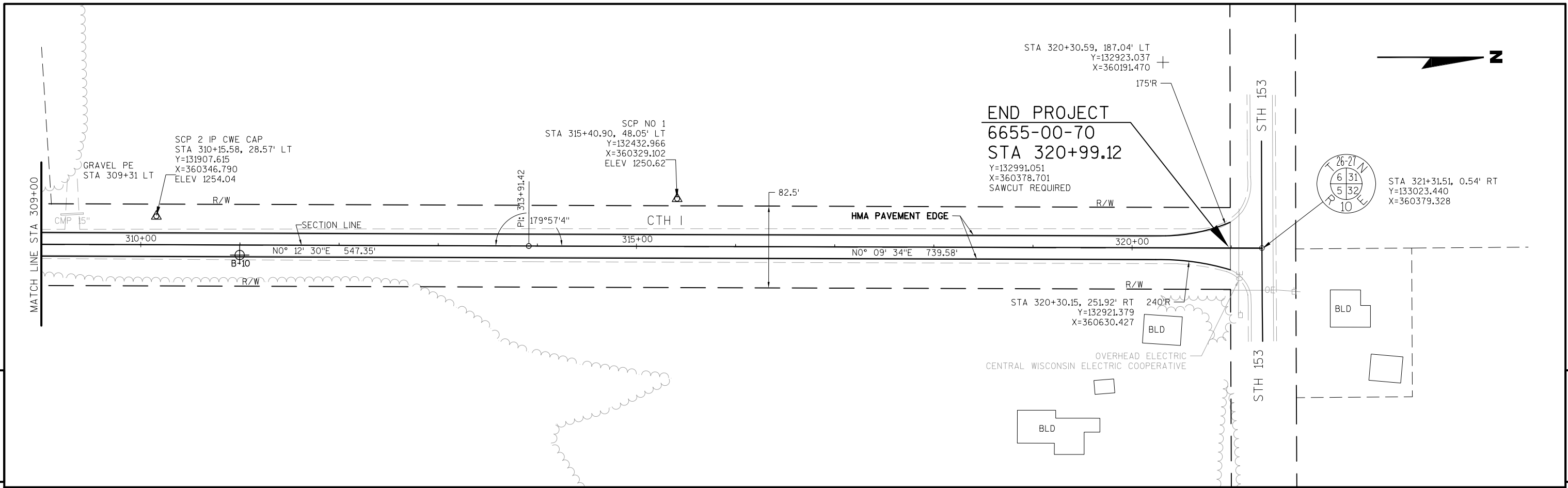


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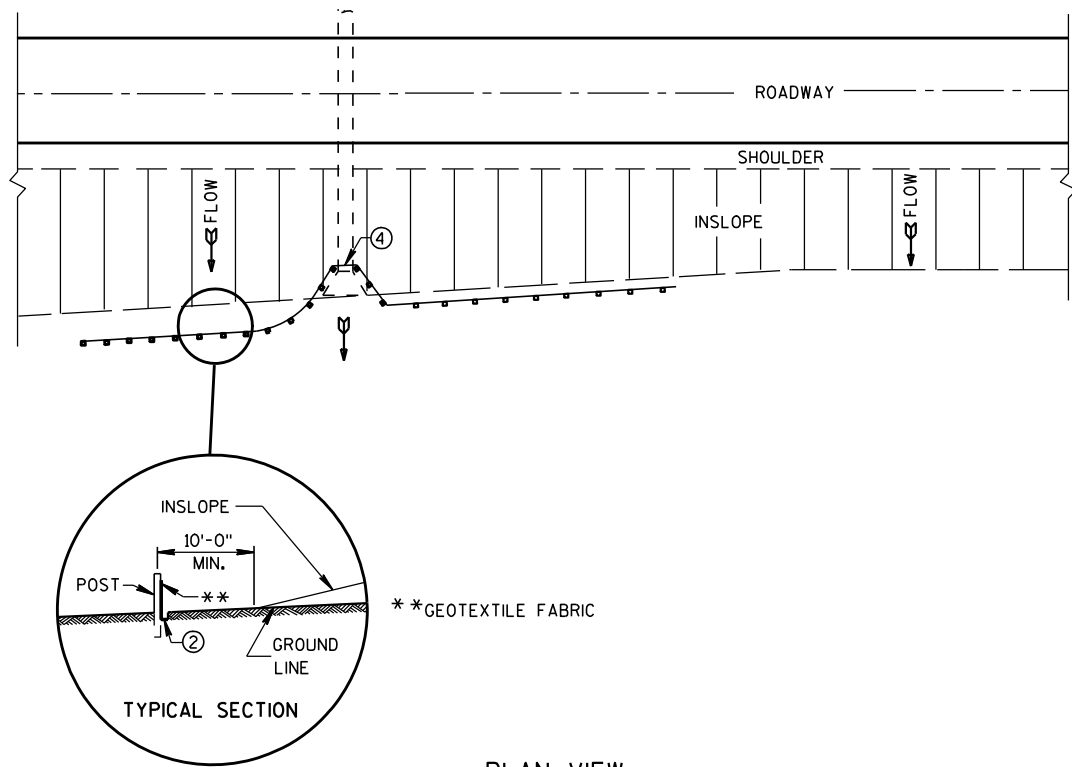


PROJECT NO: 6655-00-70	HWY: CTH I	COUNTY: MARATHON	PLAN	SHEET	E
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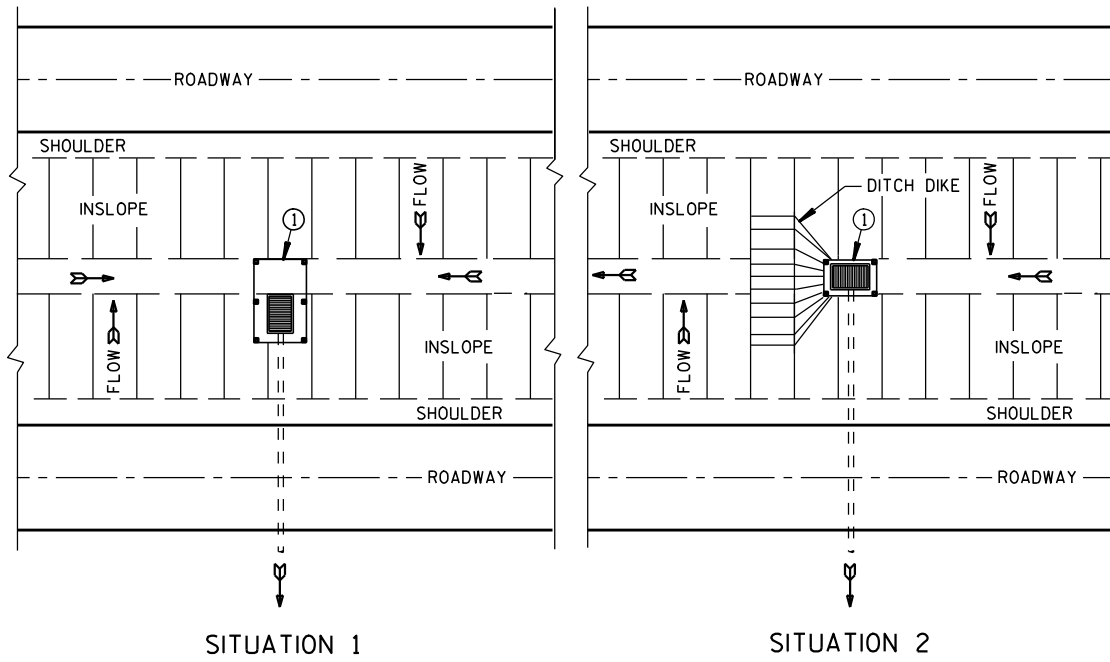


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TYPICAL APPLICATION OF SILT FENCE

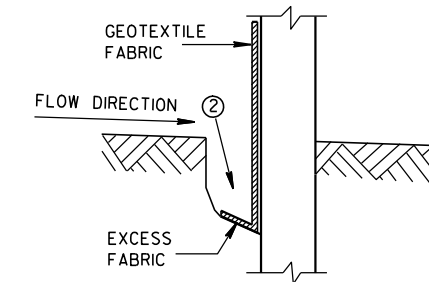


SILT FENCE AT MEDIAN SURFACE DRAINS

GENERAL NOTES

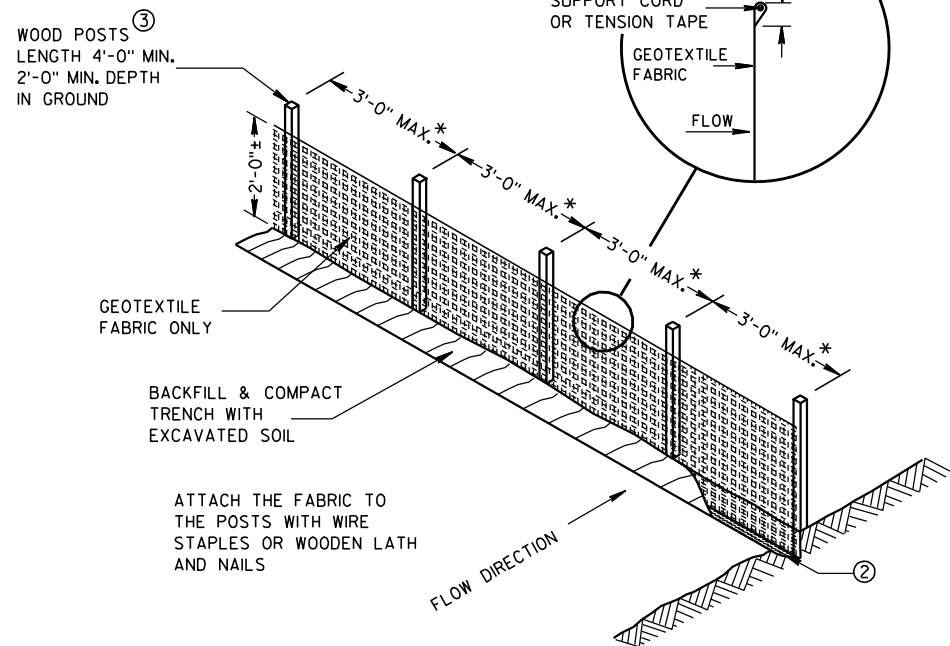
DETAILS OF CONSTRUCTION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

- ① HORIZONTAL BRACE REQUIRED WITH 2" X 4" WOODEN FRAME OR EQUIVALENT AT TOP OF POSTS.
- ② FOR MANUAL INSTALLATIONS THE TRENCH SHALL BE A MINIMUM OF 4" WIDE & 6" DEEP TO BURY AND ANCHOR THE GEOTEXTILE FABRIC. FOLD MATERIAL TO FIT TRENCH AND BACKFILL & COMPACT TRENCH WITH EXCAVATED SOIL.
- ③ WOOD POSTS SHALL BE A MINIMUM SIZE OF 1 1/8" X 1 1/8" OF OAK OR HICKORY.
- ④ SILT FENCE TO EXTEND ACROSS THE TOP OF THE PIPE.
- ⑤ CONSTRUCT SILT FENCE FROM A CONTINUOUS ROLL IF POSSIBLE BY CUTTING LENGTHS TO AVOID JOINTS. IF A JOINT IS NECESSARY USE ONE OF THE FOLLOWING TWO METHODS; A) OVERLAP THE END POSTS AND TWIST, OR ROTATE, AT LEAST 180 DEGREES, B) HOOK THE END OF EACH SILT FENCE LENGTH.



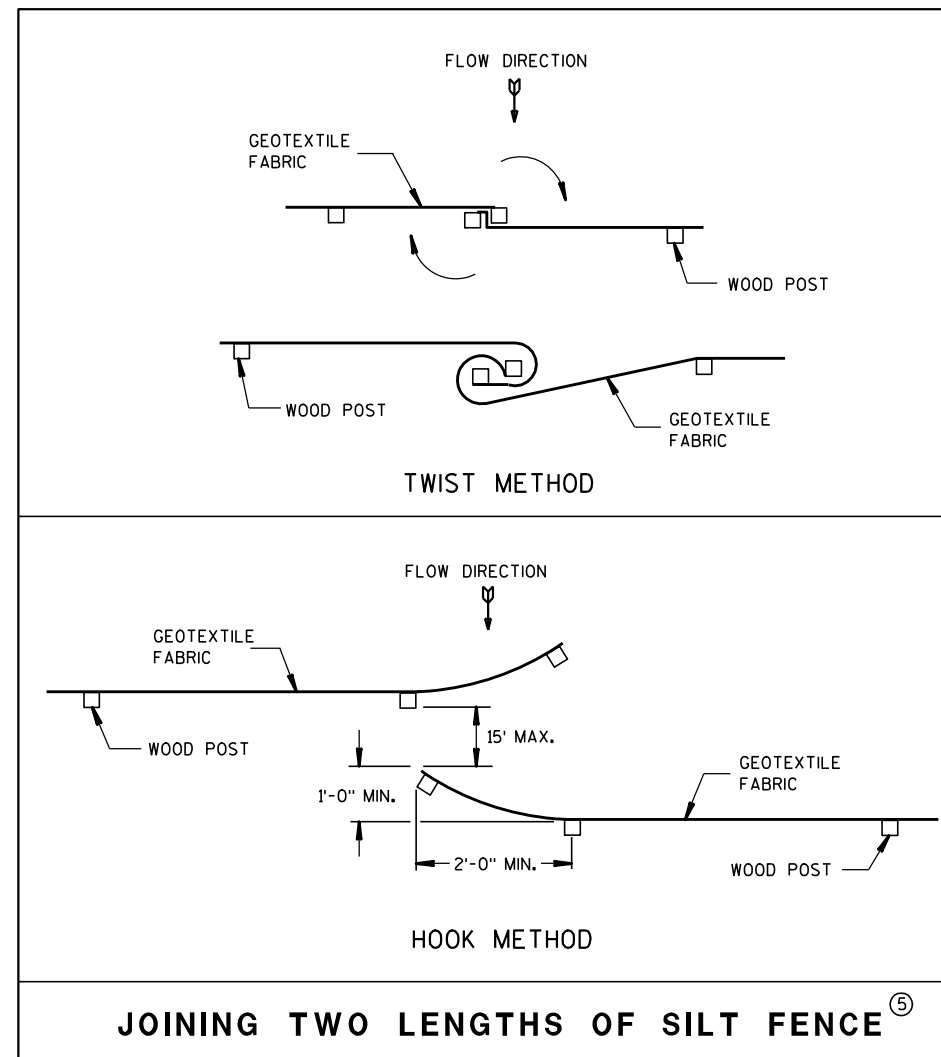
TRENCH DETAIL

NOTE: ADDITIONAL POST DEPTH OR TIE BACKS MAY BE REQUIRED IN UNSTABLE SOILS

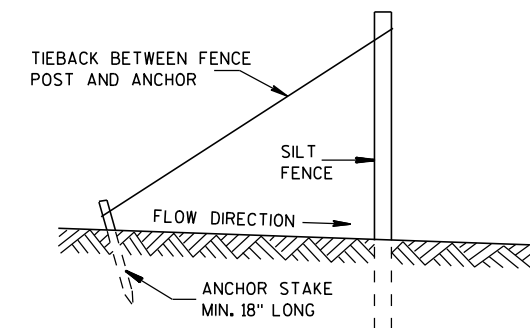


SILT FENCE

* NOTE: 8'-0" POST SPACING ALLOWED IF A WOVEN GEOTEXTILE FABRIC IS USED.



JOINING TWO LENGTHS OF SILT FENCE ⑤

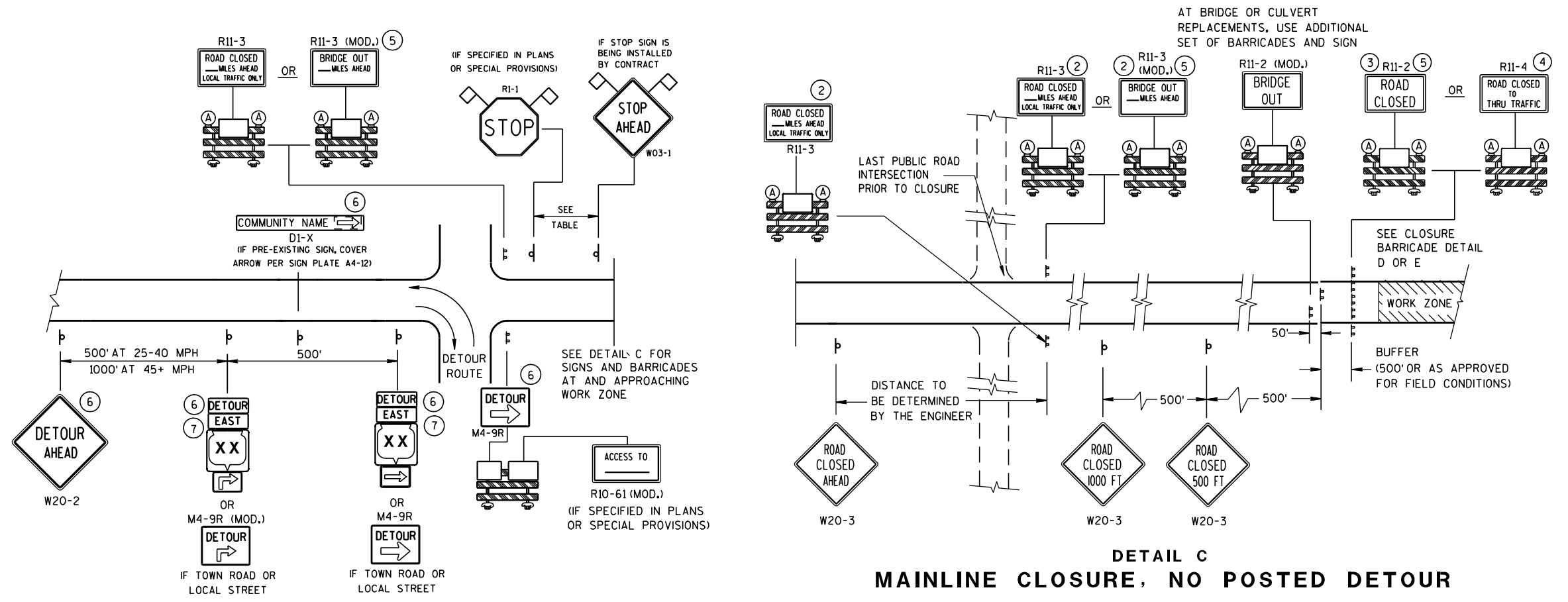


SILT FENCE TIE BACK (WHEN REQUIRED BY THE ENGINEER)

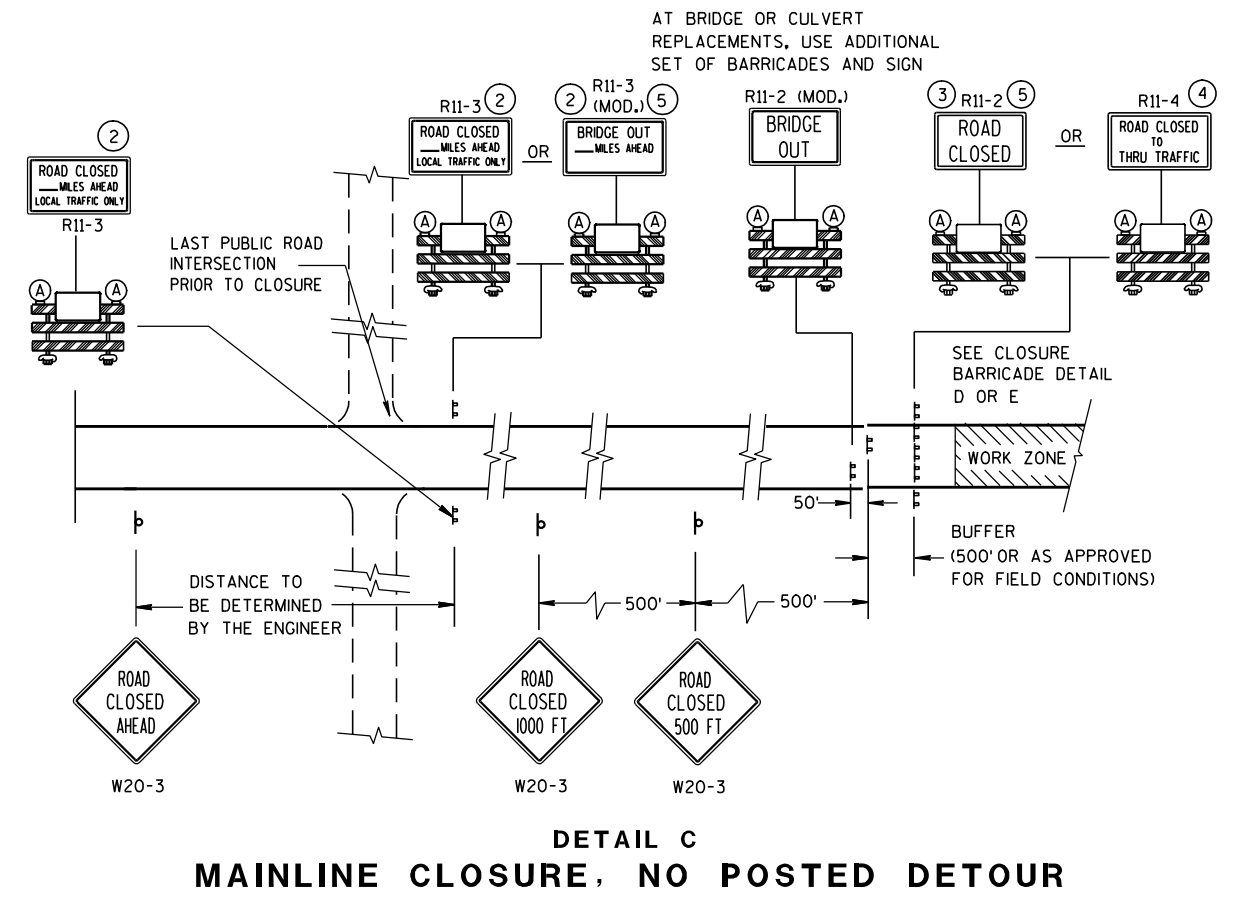
SILT FENCE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
4-29-05 /S/ Beth Canestra
DATE CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA



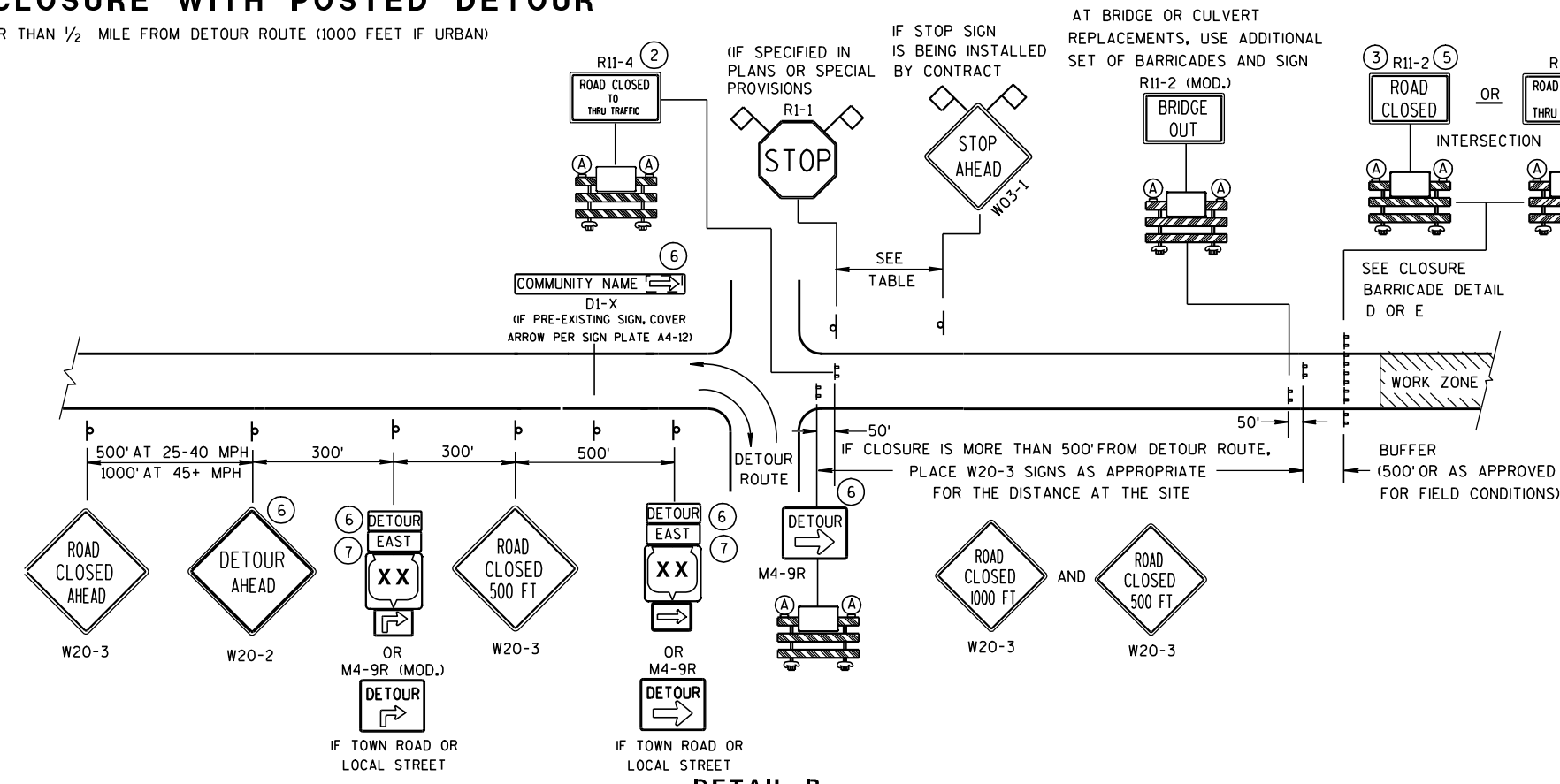
DETAIL A
MAINLINE CLOSURE WITH POSTED DETOUR
 WORK ZONE GREATER THAN 1/2 MILE FROM DETOUR ROUTE (1000 FEET IF URBAN)



DETAIL C
MAINLINE CLOSURE, NO POSTED DETOUR

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

SEE SDD 15C2-4b FOR GENERAL NOTES AND FOOTNOTES ① THROUGH ⑦



DETAIL B
MAINLINE CLOSURE WITH POSTED DETOUR
 WORK ZONE LESS THAN 1/2 MILE FROM DETOUR ROUTE (1000 FEET IF URBAN)

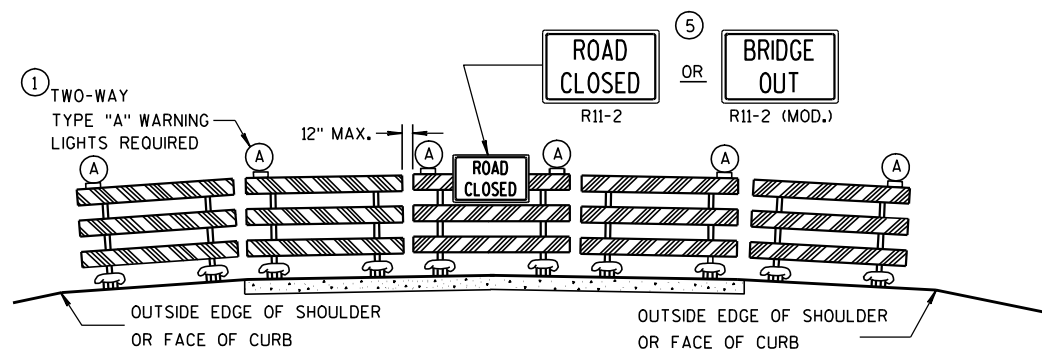
LEGEND

- ⌋ POST MOUNTED SIGN
- ⌋ TYPE III BARRICADES
- Ⓐ TYPE "A" LOW INTENSITY FLASHING WARNING LIGHT (FOR NIGHT USE)
- ▨ WORK ZONE
- DETOUR EAST M4-8 M3-X
- XX OR COUNTY XX OR MI-4 MI-5A MI-6
- ↪ OR ↪ M05-1 M06-1
- ◇ FLAGS, 16" X 16" MIN., (ORANGE)

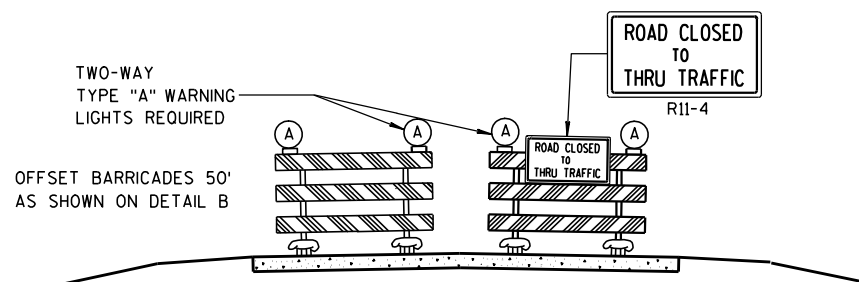
BARRICADES AND SIGNS FOR MAINLINE CLOSURES
 STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION

6

6



DETAIL D
ROAD CLOSURE BARRICADE DETAIL
APPROACH VIEW



DETAIL E
LANE CLOSURE BARRICADE DETAIL
APPROACH VIEW

SEE SDD 15C2-4a 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 BARRICADES SHALL COVER NO MORE THAN THE TOP RAIL. THE SIGNS SHALL NOT COVER ANY PORTION OF THE MIDDLE OR BOTTOM RAILS.

THE REFLECTIVE SHEETING USED ON R11-2, R11-3, R11-4, R10-61 AND R1-1 SIGNS SHALL COMPLY WITH SUBSECTION 637.2.2.2 OF THE STANDARD SPECIFICATIONS.

"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, R11-4 AND R10-61 SHALL BE 60" X 30".
- M4-9 SHALL BE 30" X 24".
- M3-X AND M4-8 SHALL BE 24" X 12". (30" X 15" 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.)
- M05-1 AND M06-1 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 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 LANE 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

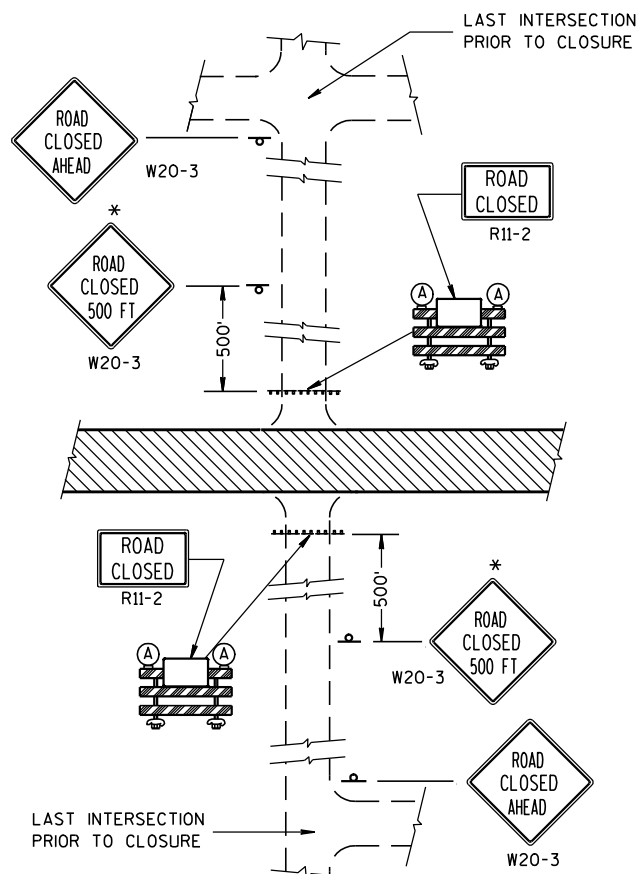
S.D.D. 15 C 2-4b

S.D.D. 15 C 2-4b

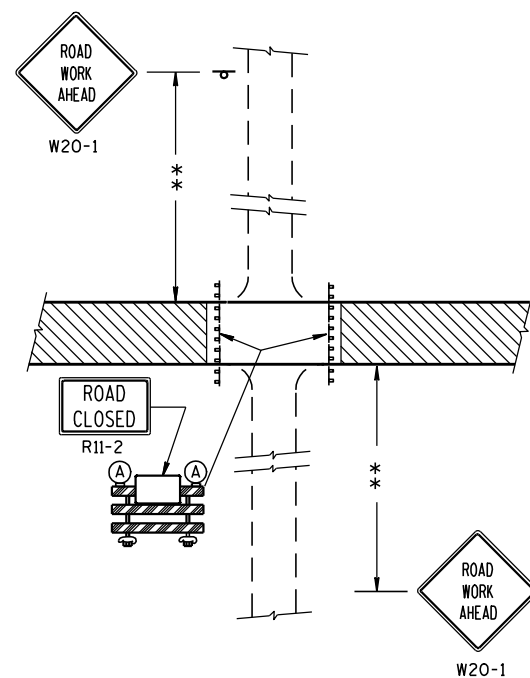
BARRICADES AND SIGNS FOR MAINLINE CLOSURES	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED	
9/16/03 DATE	/S/ Thomas N. Notbohm CHIEF SIGNS AND MARKING ENGINEER
FHWA	



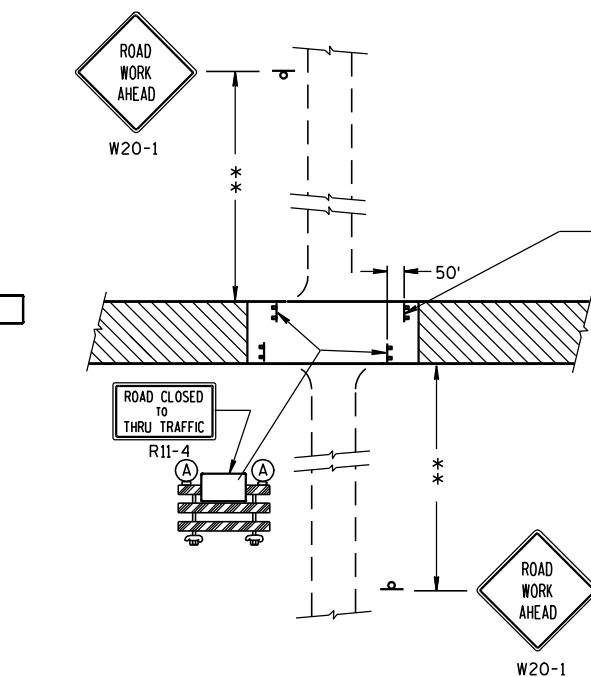
15C3: Barricades and Signs for Sideroad Closures



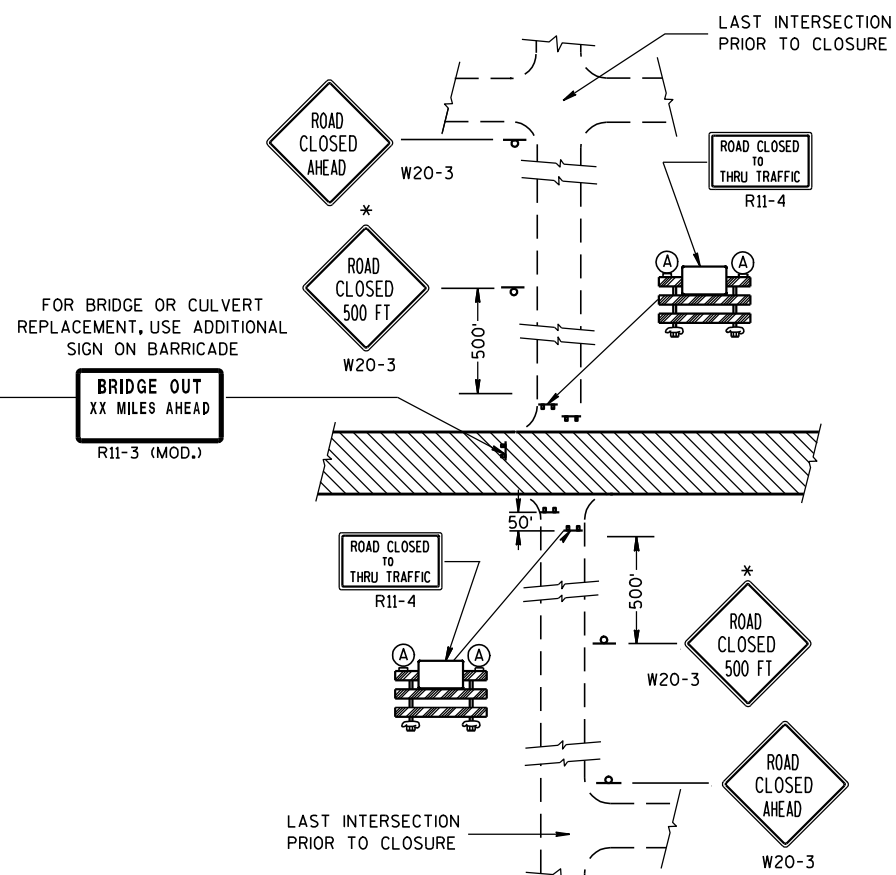
DETAIL 1
(NO ACCESS TO PROJECT)



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



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



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 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 RE-ESTABLISHED.

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.

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

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THE REFLECTIVE SHEETING USED ON R11-2, R11-3 AND R11-4 SIGNS SHALL COMPLY WITH SUBSECTION 637.2.2.2 OF THE STANDARD SPECIFICATIONS.

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 FT. OR LESS FROM THE WORK ZONE.

**500' MAX. OR AT LAST INTERSECTION WHICHEVER IS CLOSER.

LEGEND

⊥ POST MOUNTED WARNING SIGN

⊥ TYPE III BARRICADES

(A) TYPE "A" LOW INTENSITY FLASHING WARNING LIGHT (FOR NIGHT USE)

▨ WORK AREA

BARRICADES AND SIGNS FOR SIDEROAD CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

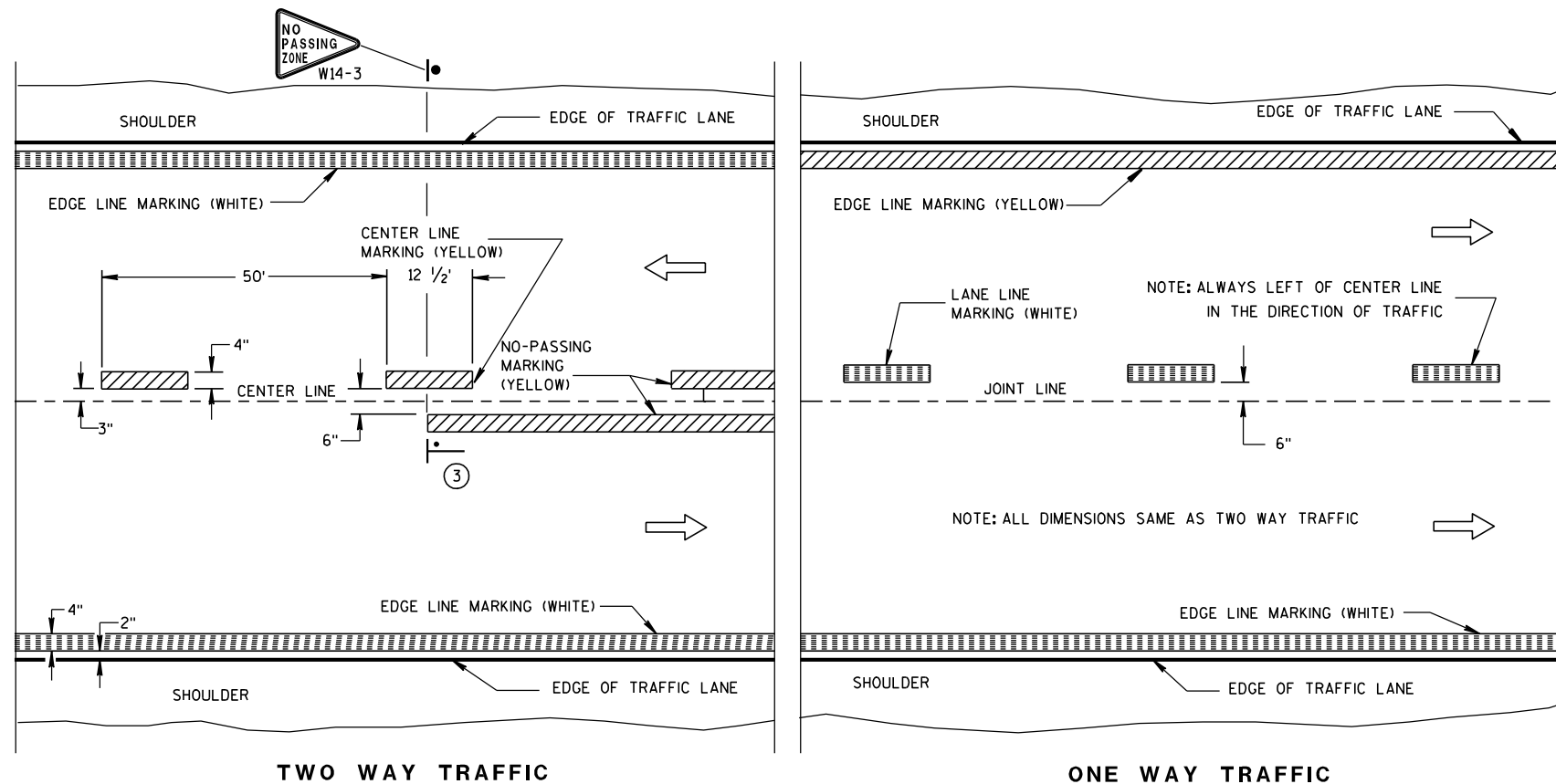
9-16-03

DATE

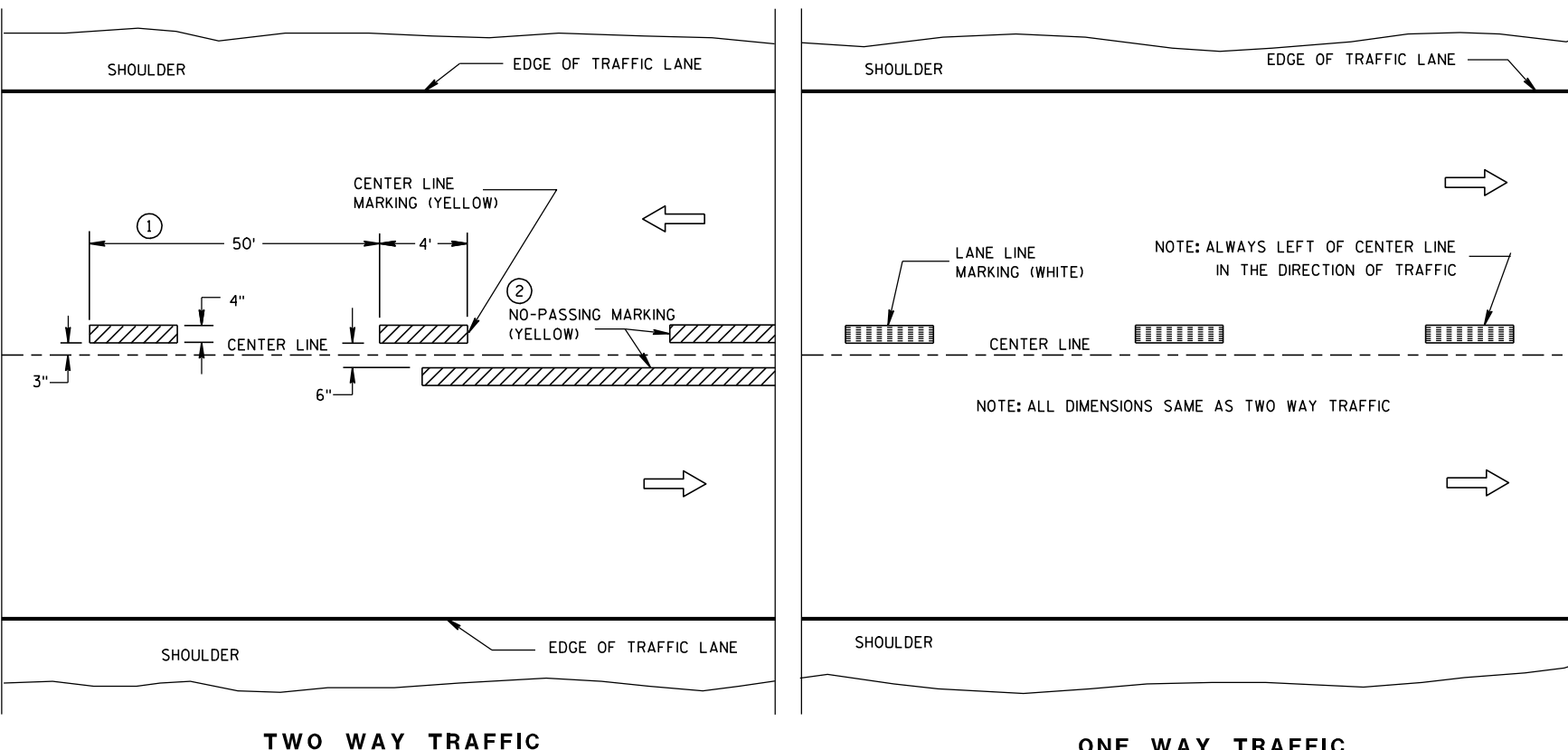
/s/ Thomas N. Notbohm

CHIEF SIGNS AND MARKING ENGINEER

FHWA



PERMANENT PAVEMENT MARKING



TWO WAY TRAFFIC

ONE WAY TRAFFIC

TEMPORARY (INTERMEDIATE) PAVEMENT MARKING

(SHOWS CYCLE FOR TEMPORARY CENTER LINE OR TEMPORARY LANE LINE MARKING)

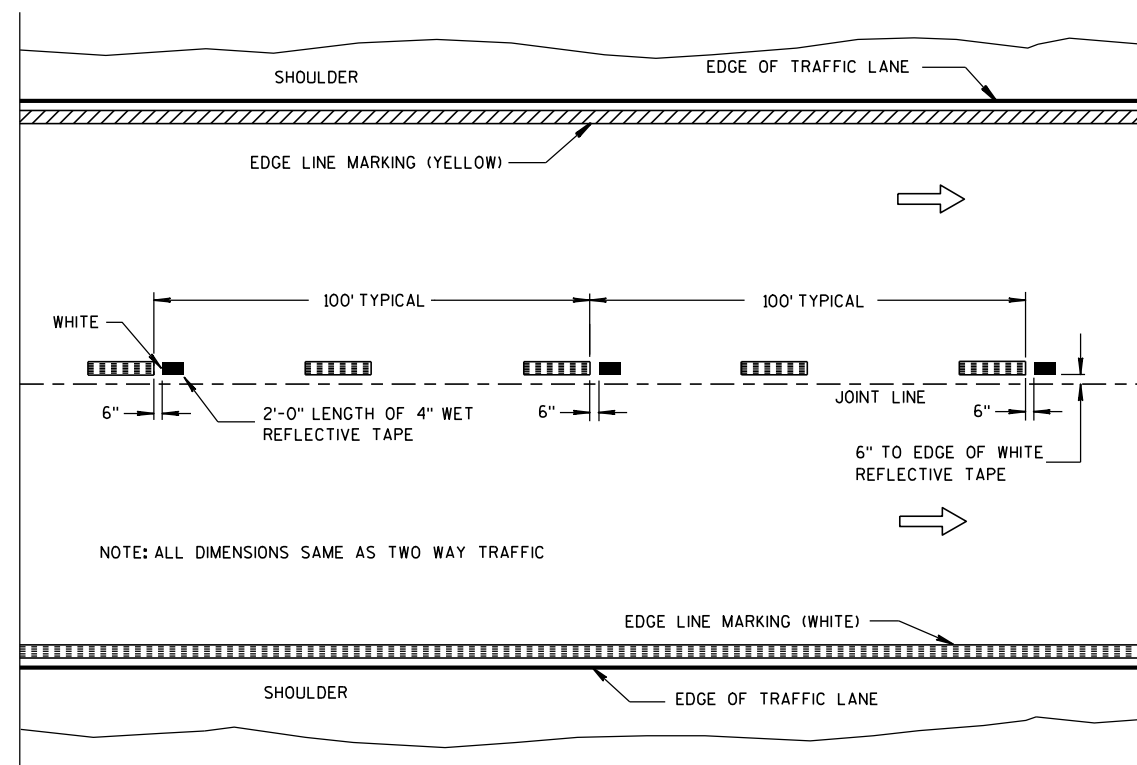
GENERAL NOTES

DETAILS OF CONSTRUCTION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO STANDARD SPECIFICATIONS AND SPECIAL PROVISIONS.

- ① HALF CYCLE LENGTHS (25'±) WITH 2' MINIMUM STRIPE LENGTHS SHALL BE PROVIDED ON ROADWAYS (INCLUDING TEMPORARY TRAVELED WAYS) WITH REVERSE CURVATURE, CURVATURE OF OVER 5 DEGREES OR WHEN DIRECTED BY THE ENGINEER TO MARK UNUSUAL ALIGNMENT OF THE TRAVELED WAY.
- ② NO PASSING ZONE TEMPORARY PAVEMENT MARKING IS REQUIRED TO BE PLACED, WHERE APPROPRIATE, ALONG WITH CENTERLINE TEMPORARY PAVEMENT MARKING WHEN A SAME DAY PERMANENT PAVEMENT MARKING ITEM IS INCLUDED IN THE CONTRACT.
- ③ NO PASSING ZONE MARKINGS ARE PLACED ACCORDING TO "T" MARKINGS. IF EXISTING NO PASSING ZONE W14-3 SIGNS ARE BEYOND 50 FEET IN EITHER DIRECTION, THE SIGNS SHALL BE MOVED TO THE "T" MARKINGS.

NOTE

ARROW SYMBOL (→) SHOWS DIRECTION OF TRAVEL



WET REFLECTIVE TAPE SUPPLEMENT TO SPRAYED OR NON WET REFLECTIVE TAPE LANE LINE

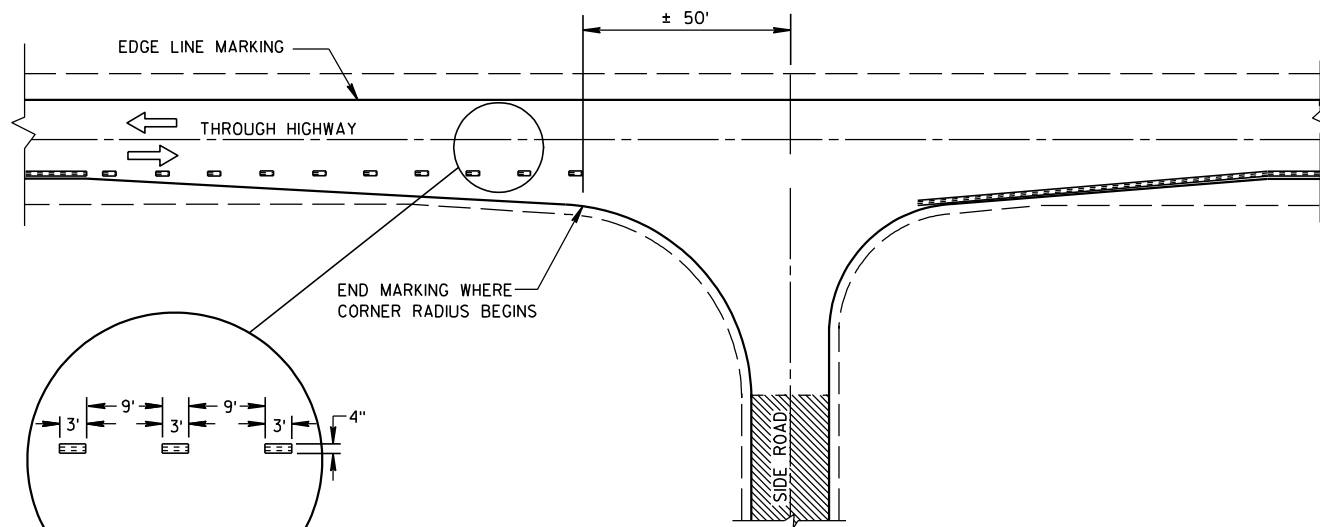
LEGEND

- "T" MARKING
- POST MOUNTED SIGN

PAVEMENT MARKING (MAINLINE)

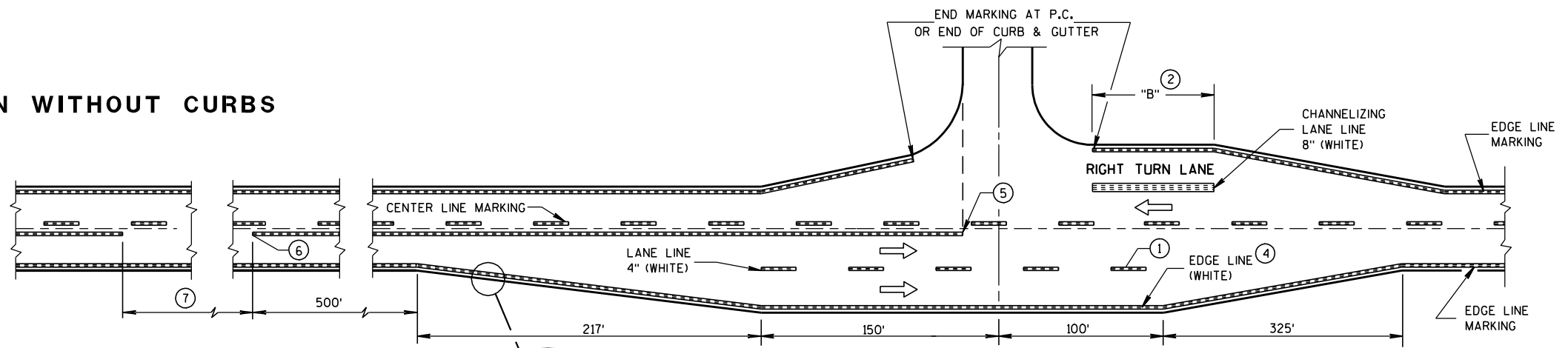
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
6-23-11 /S/ Thomas N. Notbohm
DATE STATE TRAFFIC ENGINEER OF DESIGN
FHWA

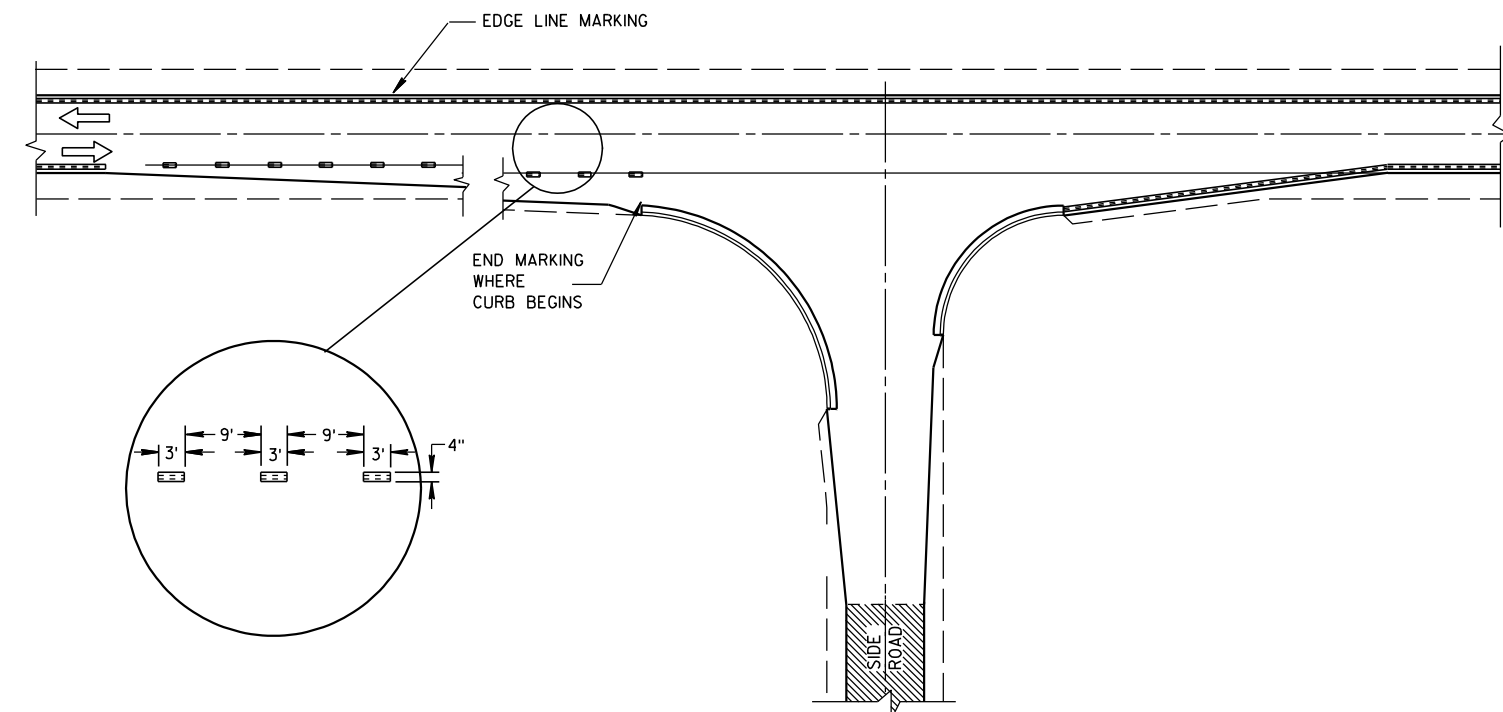


MINOR INTERSECTION WITHOUT CURBS

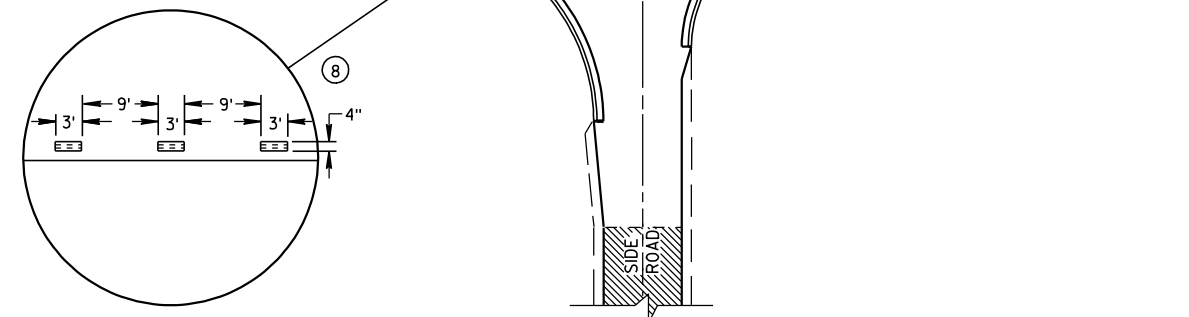
POSTED SPEED (MPH)	MINIMUM DISTANCE BETWEEN ZONES (FEET)
25 - 30	528
35 - 40	528
45 - 50	686
55	792



MAJOR INTERSECTIONS (INTERSECTION WITH FULL RIGHT TURN LANE OR BYPASS LANES)



MINOR INTERSECTION WITH CURBS (TYPICAL MARKING)



MINOR INTERSECTION WITH CURBS (FOR SPECIAL CONDITIONS AS SPECIFIED)

GENERAL NOTES

- EDGE LINES SHALL BE OMITTED THROUGH INTERSECTIONS. EDGE LINES SHALL BE CONTINUED THROUGH DRIVEWAYS.
- WHEN DISTANCE "A" IS LESS THAN 250 FEET, OMIT LANE LINE.
 - WHEN DISTANCE "B" IS LESS THAN 100 FEET, OMIT CHANNELIZING LANE LINE.
 - ALTERNATIVE MARKING SHALL BE PROVIDED WHEN SPECIFIED IN THE CONTRACT. TYPICAL SITUATIONS WHERE THIS MARKING MAY BE REQUIRED ARE WHERE THE INTERSECTION IS ON A SHARP HORIZONTAL CURVE OR CREST VERTICAL CURVE IN AN UNLIGHTED AREA SUCH THAT THE EDGE LINE MAY BE MISLEADING TO THE MOTORIST OR DISAPPEAR FROM SIGHT.
 - THE EDGE LINE IN THE TAPER AREAS OF THE BYPASS LANE AND THE BYPASS LANE SHALL BE LOCATED 1-FOOT FROM EDGE OF PAVEMENT TO THE OUTSIDE EDGE OF EDGE LINE.
 - BARRIER LINE ENDS AT SIDE ROAD PAVEMENT/SURFACE EDGE EXTENSION.
 - BARRIER LINE STARTS 500 FEET PRIOR TO THE BYPASS TAPER.
 - IF THE DISTANCE BETWEEN 2 SUCCESSIVE NO-PASSING ZONES IS LESS THAN THE MINIMUM DISTANCE BETWEEN ZONES, CONNECT THE 2 ZONES.
 - 3' LINE 9' GAP, EXCEPT RETRACE THE EXISTING LINE - GAP PATTERN WHERE EXISTING MARKINGS ARE IN PLACE.
- ARROW SYMBOL () SHOWS DIRECTION OF TRAVEL

6

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PAVEMENT MARKING
(INTERSECTIONS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION