

LAX AUGUST 2013

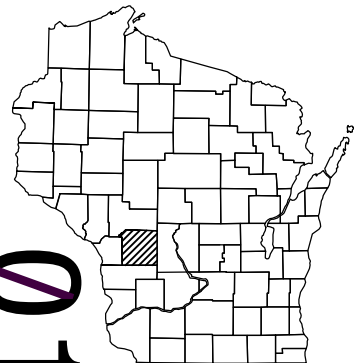
PROJECT ID: 1023-06-63

COUNTY: MONROE COUNTY

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 Plat
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 = 30



DESIGN DESIGNATION

A.A.D.T. 2015	=	24,400
A.A.D.T. 2035	=	30,900
D.H.V.	=	31.1 %
D.D.	=	58/42
T.	=	41.4 %
DESIGN SPEED	=	70 MPH
ESALS	=	48,910,000

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	
CULVERT (Profile View)	
UTILITIES	
ELECTRIC	
FIBER OPTIC	
GAS	
SANITARY SEWER	
STORM SEWER	
TELEPHONE	
WATER	
UTILITY PEDESTAL	
POWER POLE	
TELEPHONE POLE	

STATE OF WISCONSIN

DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

BLACK RIVER FALLS - TOMAH

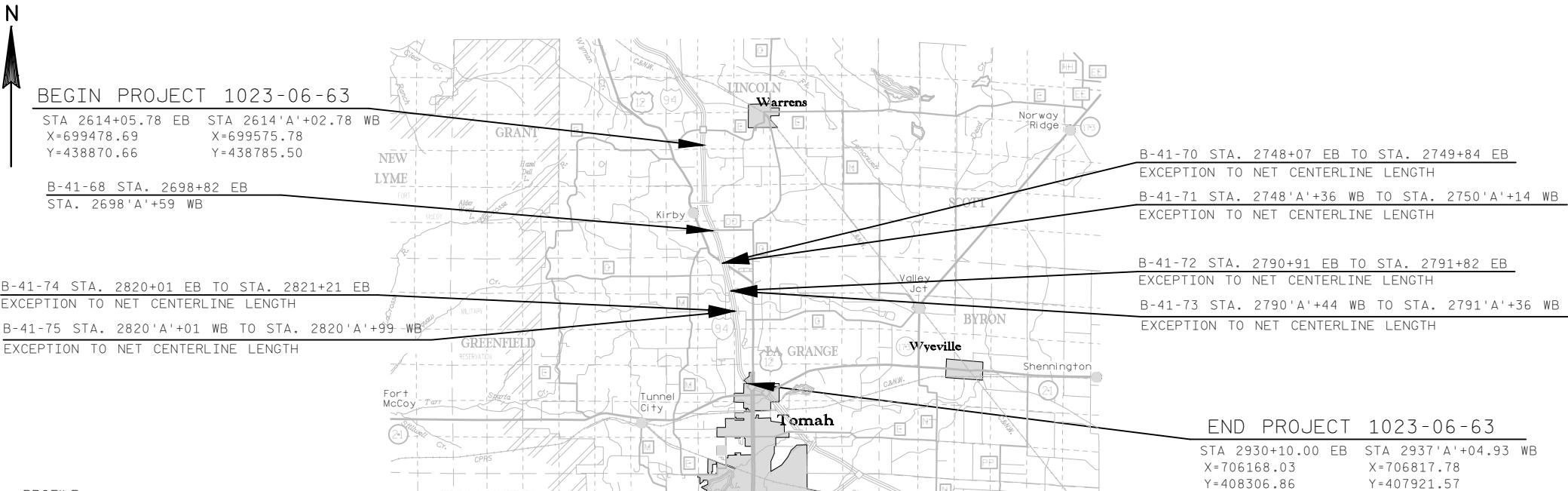
CTH EW to STH 21

IH 94

MONROE COUNTY

STATE PROJECT NUMBER
1023-06-63

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
1023-06-63		



LAYOUT

SCALE 0 2 MI.

TOTAL NET LENGTH OF CENTERLINE = 6.11 MI.

COORDINATES ON THIS PLAN ARE REFERENCED TO THE WISCONSIN COUNTY COORDINATE SYSTEM (WCCS), MONROE COUNTY.

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY

Surveyor	WisDOT
Designer	MIKE GREINER
Project Manager	JIM SAVOLDELLI
Regional Examiner	
Regional Supervisor	JOE GREGAS
C.O. Examiner	XXX

APPROVED FOR THE DEPARTMENT

DATE: 5-30-2013

(Signature)

E

UTILITY COMPANIES & PERSONNEL

STANDARD ABBREVIATIONS

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DESIGN CONTACT

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AGG.	AGGREGATE	MAT'L.	MATERIAL
AH	AHEAD	MAX.	MAXIMUM
A.C.	ASPHALT CEMENT	MIN.	MINIMUM
ASPH.	ASPHALTIC	MISC.	MISCELLANEOUS
AVG.	AVERAGE	NOM.	NOMINAL
A.D.T.	AVERAGE DAILY TRAFFIC	N	NORTH
B	BRIDGE	PAV'T	PAVEMENT
C/L	CENTER LINE	P.C.	POINT OF CURVATURE
CONC.	CONCRETE	P.I.	POINT OF INTERSECTION
COR.	CORNER	P.T.	POINT OF TANGENCY
CO.	COUNTY	PROJ.	PROJECT
CTH	COUNTY TRUNK HIGHWAY	R	RADIUS OR RANGE
D	DEGREE OF CURVE	RT	RIGHT
D.H.V.	DESIGN HOUR VOLUME	REQ'D	REQUIRED
E	EAST	R/W	RIGHT OF WAY
EB	EASTBOUND	R.O.	RUN OUT
EQU.	EQUATION	S.E.	SUPERELEVATION
EXIST.	EXISTING	STD.	STANDARD
FERT.	FERTILIZER	SDD	STANDARD DETAIL DRAWING(S)
CWT.	HUNDRED WEIGHT	STH	STATE TRUNK HIGHWAY
INL	INLET	T	TANGENT
LT	LEFT	T.	(TRUCKS) PERCENT OF
L.	LENGTH OF CURVE	TYP.	TYPICAL
LF	LINEAR FOOT(FEET)	VAR.	VARIABLE
LS	LUMP SUM	WB	WESTBOUND

GENERAL NOTES

BASE PATCHES SHALL BE POURED FLUSH WITH THE EXISTING ASPHALT IF PLACED PRIOR TO MILLING.

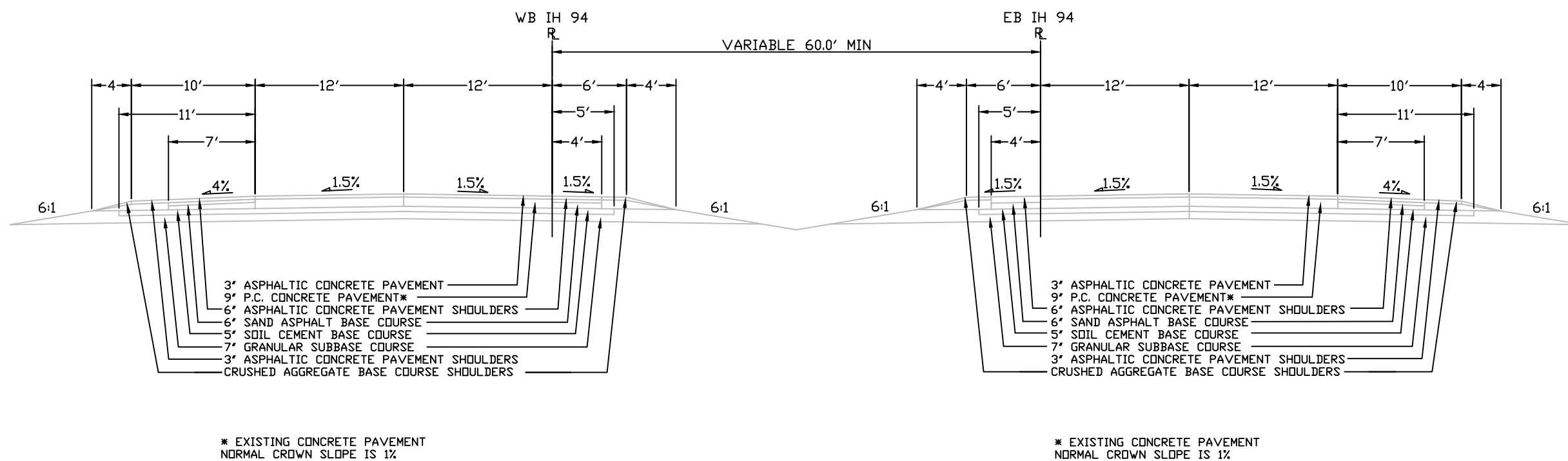
ALL CLOSED LANES MUST BE SWEEPED CLEAN PRIOR TO OPENING TO TRAFFIC.

DETAILS OF CONSTRUCTION NOT SHOWN IN THE PLAN SHALL BE DETERMINED IN THE FIELD BY THE ENGINEER.

ALL ROADWAY SPILLS SHALL BE CLEANED UP IMMEDIATELY.

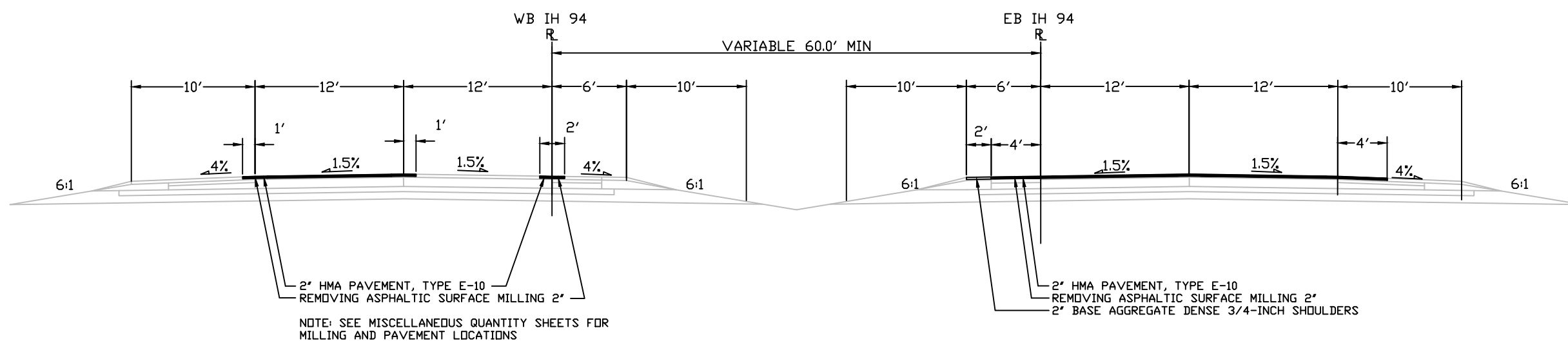
THE LOCATIONS OF UNDISTRIBUTED QUANTITIES WILL BE DETERMINED IN THE FIELD BY THE ENGINEER.

THERE ARE UTILITY FACILITIES WITHIN THE PROJECT AREA THAT ARE NOT SHOWN ON THE PLANS. THE CONTRACTOR SHALL COORDINATE HIS CONSTRUCTION ACTIVITIES WITH A CALL TO DIGGERS HOTLINE AND/OR A DIRECT CALL TO THE UTILITIES THAT HAVE FACILITIES IN THE AREA. NOT ALL UTILITIES ARE MEMBERS OF DIGGERS HOTLINE.



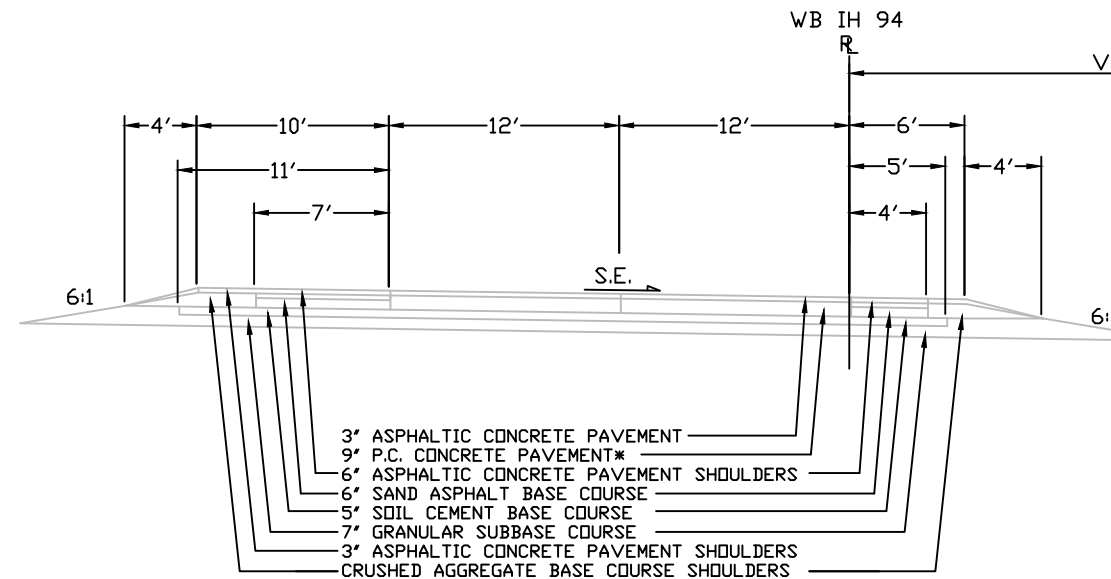
TYPICAL EXISTING TANGENT SECTION
WB IH 94

TYPICAL EXISTING TANGENT SECTION
EB IH 94



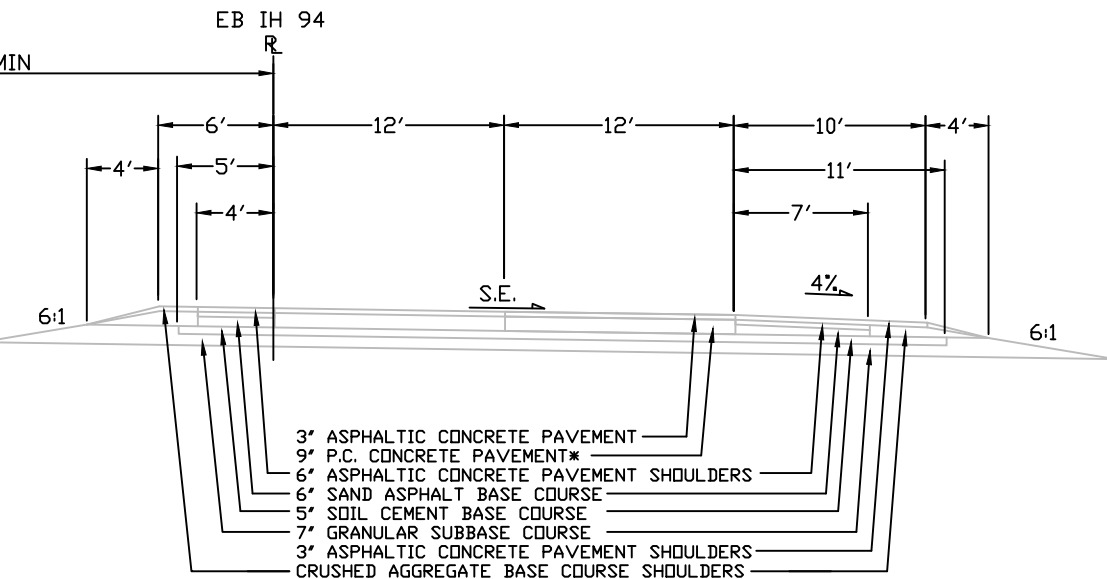
TYPICAL FINISHED TANGENT SECTION
WB IH 94

TYPICAL FINISHED TANGENT SECTION
EB IH 94



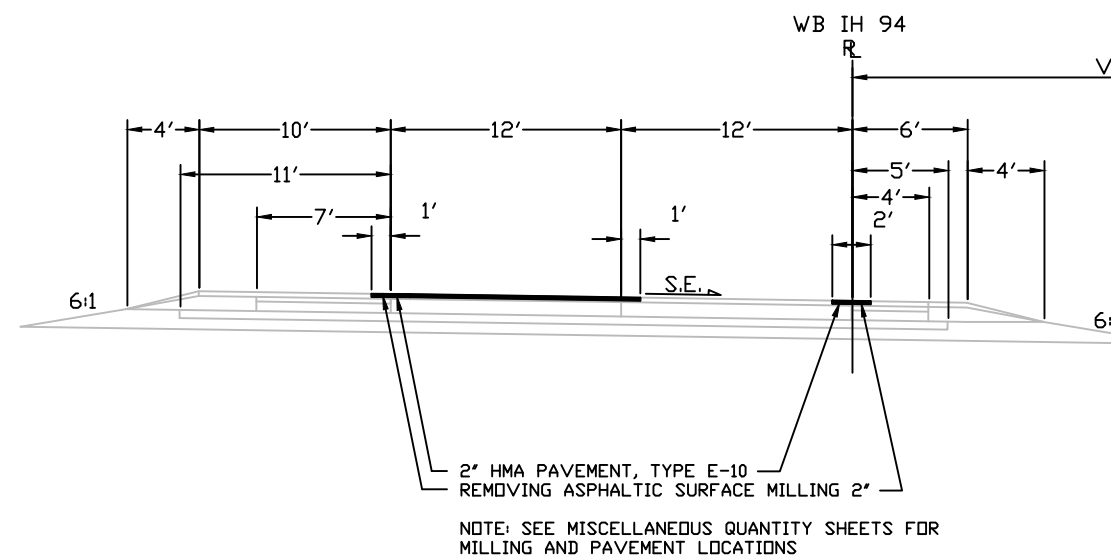
* EXISTING CONCRETE PAVEMENT
NORMAL CROWN SLOPE IS 1%

TYPICAL EXISTING SUPERELEVATED SECTION
WB IH 94



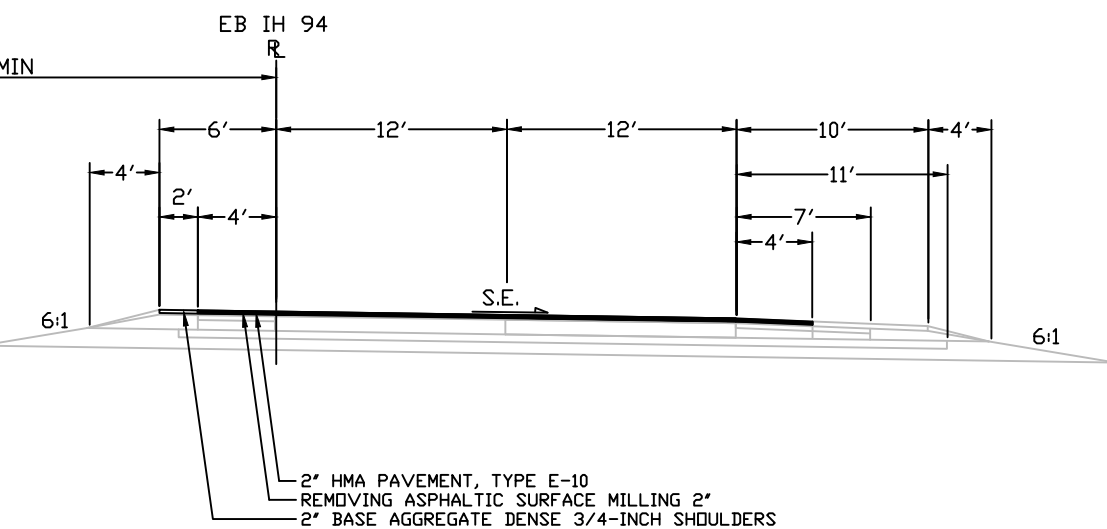
* EXISTING CONCRETE PAVEMENT
NORMAL CROWN SLOPE IS 1%

TYPICAL EXISTING SUPERELEVATED SECTION
EB IH 94

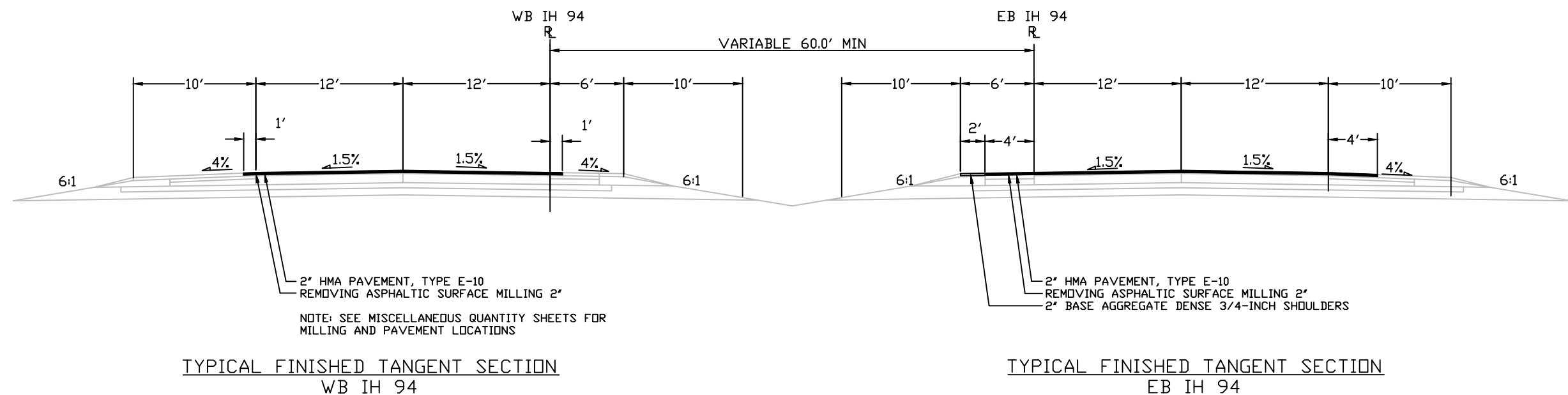
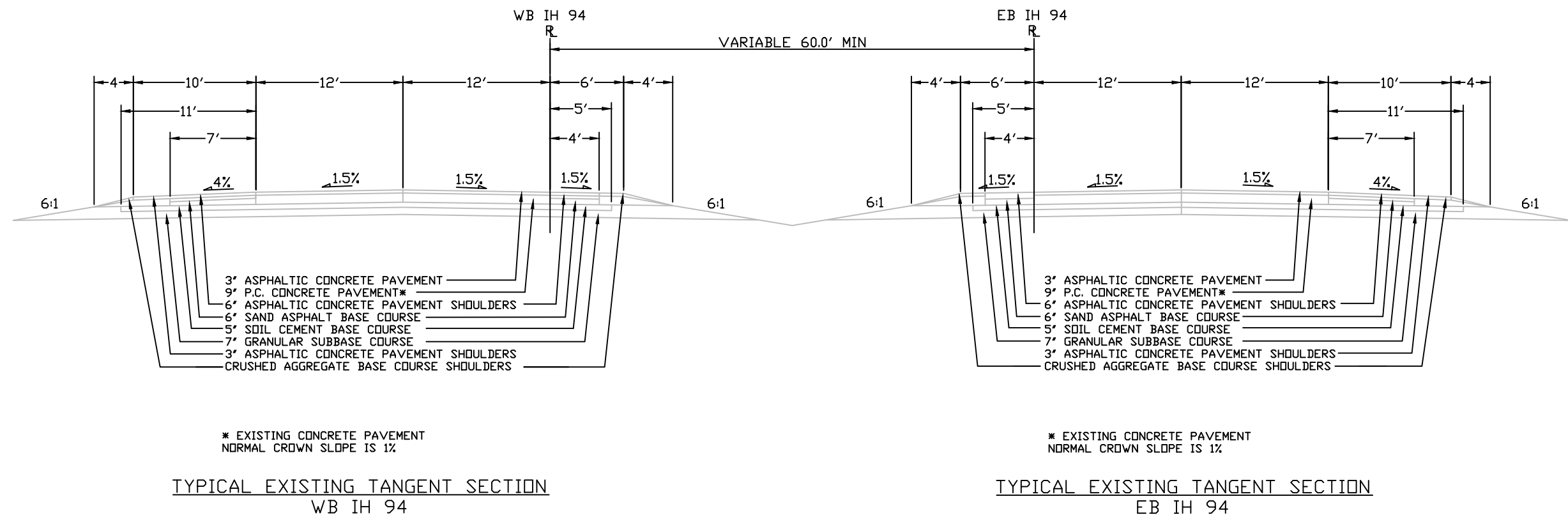


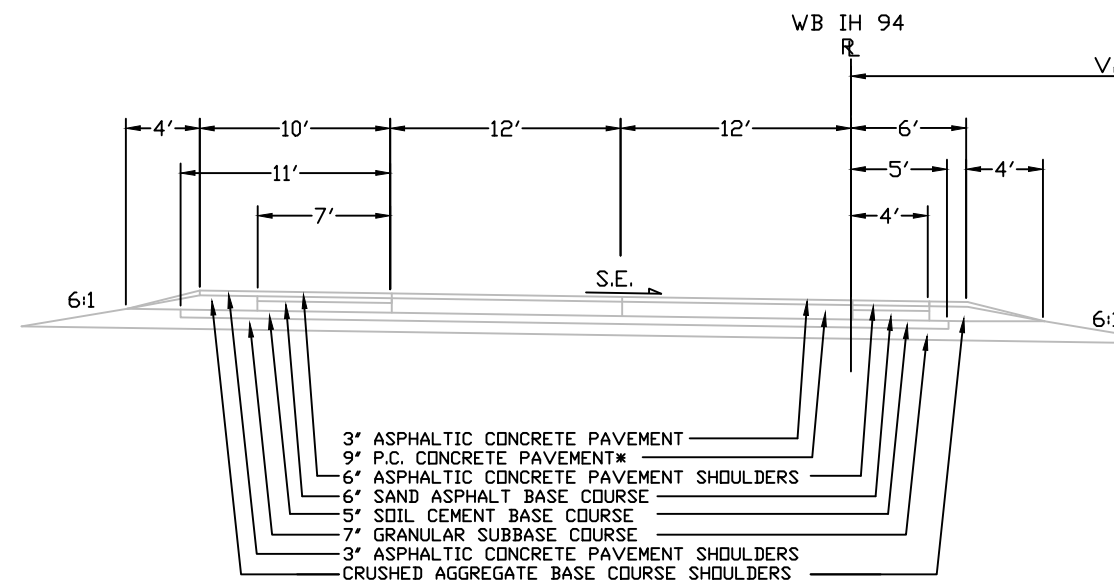
NOTE: SEE MISCELLANEOUS QUANTITY SHEETS FOR
MILLING AND PAVEMENT LOCATIONS

TYPICAL PROPOSED SUPERELEVATED SECTION
WB IH 94



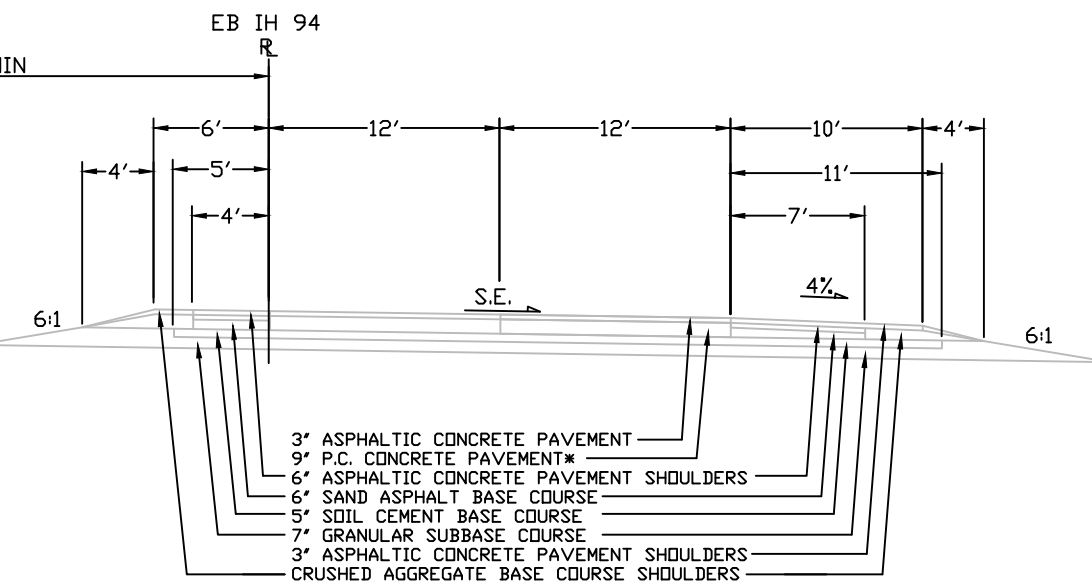
TYPICAL PROPOSED SUPERELEVATED SECTION
EB IH 94





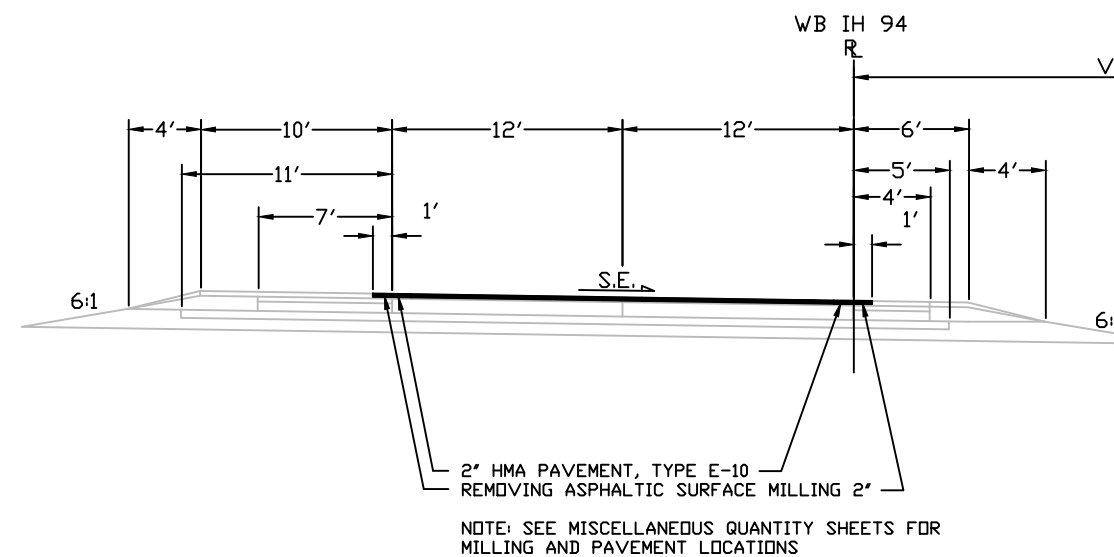
* EXISTING CONCRETE PAVEMENT
NORMAL CROWN SLOPE IS 1%

TYPICAL EXISTING SUPERELEVATED SECTION
WB IH 94

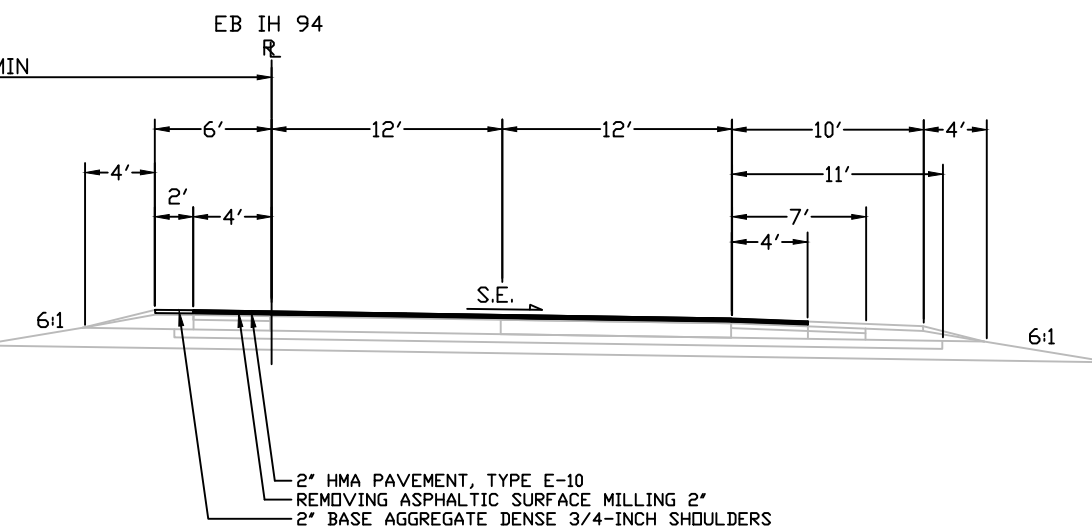


* EXISTING CONCRETE PAVEMENT
NORMAL CROWN SLOPE IS 1%

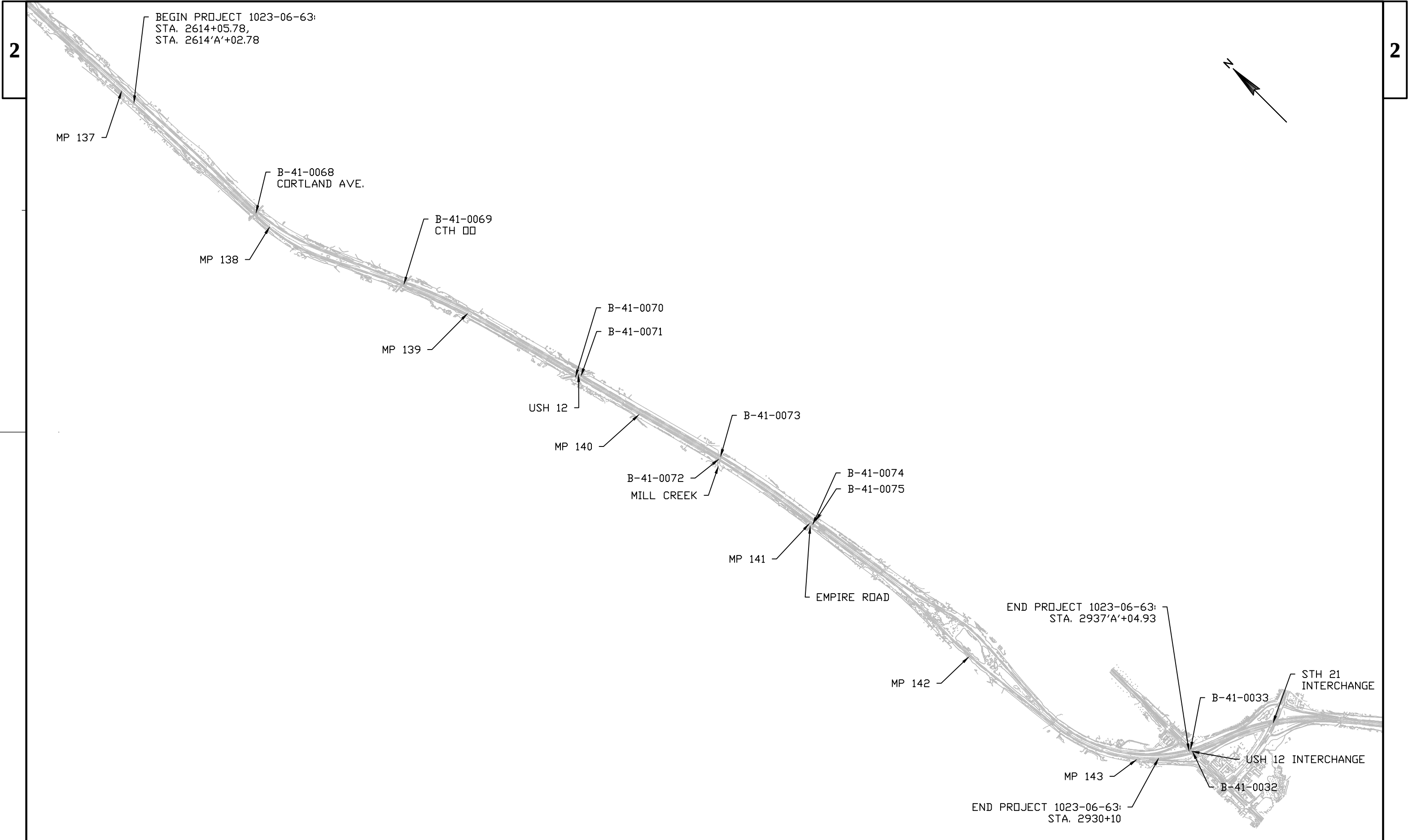
TYPICAL EXISTING SUPERELEVATED SECTION
EB IH 94



TYPICAL PROPOSED SUPERELEVATED SECTION
WB IH 94



TYPICAL PROPOSED SUPERELEVATED SECTION
EB IH 94



DATE 12JUN13			E S T I M A T E O F Q U A N T I T I E S		
LINE					1023-06-63
NUMBER	ITEM	ITEM DESCRIPTION	UNIT	TOTAL	QUANTITY
0010	204.0120	REMOVING ASPHALTIC SURFACE MILLING	SY	160,596.000	160,596.000
0020	213.0100	FINISHING ROADWAY (PROJECT) 01.	EACH	1.000	1.000
		1023-06-63			
0030	305.0110	BASE AGGREGATE DENSE 3/4-INCH	TON	780.000	780.000
0040	305.0500	SHAPING SHOULDERS	STA	316.000	316.000
0050	390.0403	BASE PATCHING CONCRETE SHES	SY	152.000	152.000
0060	416.0620	DRILLED DOWEL BARS	EACH	304.000	304.000
0070	440.4410.S	INCENTIVE IRI RIDE	DOL	36,178.000	36,178.000
0080	455.0120	ASPHALTIC MATERIAL PG64-28	TON	993.000	993.000
0090	455.0605	TACK COAT	GAL	6,457.000	6,457.000
0100	460.1110	HMA PAVEMENT TYPE E-10	TON	17,987.000	17,987.000
0110	460.2000	INCENTIVE DENSITY HMA PAVEMENT	DOL	11,776.000	11,776.000
0120	465.0400	ASPHALTIC SHOULDER RUMBLE STRIP	LF	63,300.000	63,300.000
0130	618.0100	MAINTENANCE AND REPAIR OF HAUL ROADS (PROJECT) 01. 1023-06-63	EACH	1.000	1.000
0140	619.1000	MOBILIZATION	EACH	1.000	1.000
0150	642.5001	FIELD OFFICE TYPE B	EACH	1.000	1.000
0160	643.0200	TRAFFIC CONTROL SURVEILLANCE AND MAINTENANCE (PROJECT) 01. 1023-06-63	DAY	21.000	21.000
0170	643.0300	TRAFFIC CONTROL DRUMS	DAY	10,580.000	10,580.000
0180	643.0420	TRAFFIC CONTROL BARRICADES TYPE III	DAY	738.000	738.000
0190	643.0705	TRAFFIC CONTROL WARNING LIGHTS TYPE A	DAY	1,476.000	1,476.000
0200	643.0715	TRAFFIC CONTROL WARNING LIGHTS TYPE C	DAY	560.000	560.000
0210	643.0800	TRAFFIC CONTROL ARROW BOARDS	DAY	58.000	58.000
0220	643.0900	TRAFFIC CONTROL SIGNS	DAY	970.000	970.000
0230	643.1050	TRAFFIC CONTROL SIGNS PCMS	DAY	29.000	29.000
0240	646.0126	PAVEMENT MARKING EPOXY 8-INCH	LF	830.000	830.000
0250	646.0406	PAVEMENT MARKING SAME DAY EPOXY 4-INCH	LF	117,955.000	117,955.000
0260	646.0600	REMOVING PAVEMENT MARKINGS	LF	1,660.000	1,660.000
0270	646.0790.S	REMOVING RAISED PAVEMENT MARKERS	EACH	220.000	220.000
0280	646.0871.S	PAVEMENT MARKING WET REFLECTIVE TAPE 4-INCH	LF	1,278.000	1,278.000
0290	649.0400	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH	LF	3,120.000	3,120.000
0300	690.0250	SAWING CONCRETE	LF	570.000	570.000

3

REMOVING ASPHALTIC SURFACE MILLING

						204.0120	
CATEGORY	STATION	TO	STATION	LOCATION	SY	REMARKS	
0010	2614+06	--	2747+25	IH 94 EB	23679	OUTSIDE LANE FULL WIDTH (12-FEET, PLUS 4-FEET)	
0010	2750+10	--	2790+31	IH 94 EB	7148	OUTSIDE LANE FULL WIDTH (12-FEET, PLUS 4-FEET)	
0010	2792+40	--	2819+60	IH 94 EB	4836	OUTSIDE LANE FULL WIDTH (12-FEET, PLUS 4-FEET)	
0010	2822+00	--	2930+10	IH 94 EB	19218	OUTSIDE LANE FULL WIDTH (12-FEET, PLUS 4-FEET)	
0010	2614+06	--	2747+25	IH 94 EB	23679	INSIDE LANE FULL WIDTH (12-FEET, PLUS 4-FEET)	
0010	2750+10	--	2790+31	IH 94 EB	7148	INSIDE LANE FULL WIDTH (12-FEET, PLUS 4-FEET)	
0010	2792+40	--	2819+60	IH 94 EB	4836	INSIDE LANE FULL WIDTH (12-FEET, PLUS 4-FEET)	
0010	2822+00	--	2930+10	IH 94 EB	19218	INSIDE LANE FULL WIDTH (12-FEET, PLUS 4-FEET)	
0010	2614'A'+03	--	2748'A'+00	IH 94 WB	20840	OUTSIDE LANE FULL WIDTH (14-FEET)	
0010	2750'A'+80	--	2790'A'+00	IH 94 WB	6098	OUTSIDE LANE FULL WIDTH (14-FEET)	
0010	2791'A'+86	--	2819'A'+70	IH 94 WB	4331	OUTSIDE LANE FULL WIDTH (14-FEET)	
0010	2822'A'+00	--	2937'A'+05	IH 94 WB	17897	OUTSIDE LANE FULL WIDTH (14-FEET)	
0010	2831'A'+35	--	2850'A'+36	IH 94 WB	422	INSIDE LANE SHOULDER JOINT (2-FEET)	
0010	2850'A'+36	--	2852'A'+26	IH 94 WB	275	INSIDE LANE FULL WIDTH (13-FEET)	
0010	2776'A'+34	--	2783'A'+68	IH 94 WB	163	INSIDE LANE SHOULDER JOINT (2-FEET)	
0010	2723'A'+22	--	2746'A'+98	IH 94 WB	528	INSIDE LANE SHOULDER JOINT (2-FEET)	
0010	2688'A'+90	--	2693'A'+97	IH 94 WB	113	INSIDE LANE SHOULDER JOINT (2-FEET)	
0010	2701'A'+47	--	2709'A'+07	IH 94 WB	169	INSIDE LANE SHOULDER JOINT (2-FEET)	
TOTAL 0010					160596		

3

BASE AGGREGATE DENSE

						305.0110	305.0500
						BASE	SHAPING
						AGGREGATE	SHOULDERS
						DENSE	
						3/4-INCH	
CATEGORY	STATION	TO	STATION	LOCATION	TON	STA	REMARKS
0010	2614+06	--	2930+10	IH 94 EB	780	316	MAINLINE INSIDE SHOULDER
TOTALS 0010					780	316	

REMOVE RAISED PAVEMENT MARKERS

						646.0790.S	
						REMOVING RAISED	
						PAVEMENT MARKERS	
CATEGORY	STATION	TO	STATION	LOCATION	EACH	REMARKS	
0010	2614+06	--	2930+10	IH 94 EB	180	-	
0010	2614'A'+03	--	2937'A'+05	IH 94 WB	40	-	
TOTAL 0010					220		

BASE PATCHING CONCRETE SUMMARY

390.0403 416.0620 690.0250
BASE DRILLED SAWING
PATCHING DOWEL CONCRETE
CONCRETE BARS
SHES

CATEGORY	Mile Post			MILE PLUS/ MINUS	STATION	LOCATION	SY	EACH	LF	REMARKS
0010	138	-	0.342	1806	2644'A'+44	IH 94 WB	8	16	30	6X12 INSIDE LANE
0010	138	-	0.016	84	2661'A'+66	IH 94 WB	8	16	30	6X12 OUTSIDE LANE
0010	141	-	0.450	2376	2795'A'+74	IH 94 WB	8	16	30	6X12 OUTSIDE LANE
0010	141	-	0.273	1441	2805'A'+09	IH 94 WB	8	16	30	6X12 OUTSIDE LANE
0010	141	-	0.215	1135	2808'A'+15	IH 94 WB	8	16	30	6X12 OUTSIDE LANE
0010	142	-	0.504	2661	2847'A'+19	IH 94 WB	8	16	30	6X12 OUTSIDE LANE
0010	142	-	0.223	1177	2862'A'+03	IH 94 WB	8	16	30	6X12 OUTSIDE LANE
0010	142	-	0.137	723	2866'A'+57	IH 94 WB	8	16	30	6X12 OUTSIDE LANE
0010	143	-	0.592	3126	2892'A'+84	IH 94 WB	8	16	30	6X12 OUTSIDE LANE
0010	143	-	0.546	2883	2895'A'+27	IH 94 WB	8	16	30	6X12 OUTSIDE LANE
0010	143	-	0.478	2524	2898'A'+86	IH 94 WB	8	16	30	6X12 OUTSIDE LANE
0010	144	-	0.957	5053	2926'A'+37	IH 94 WB	8	16	30	6X12 OUTSIDE LANE
SUBTOTAL							96	192	360	
0010	138	+	0.700	3696	2698+21	IH 94 EB	8	16	30	6X12 OUTSIDE LANE
0010	139	+	0.640	3379	2748+99	IH 94 EB	8	16	30	6X12 OUTSIDE LANE
0010	140	+	0.267	1410	2782+10	IH 94 EB	8	16	30	6X12 OUTSIDE LANE
0010	140	+	0.575	3036	2798+36	IH 94 EB	8	16	30	6X12 OUTSIDE LANE
0010	140	+	0.806	4256	2810+56	IH 94 EB	8	16	30	6X12 OUTSIDE LANE
0010	140	+	0.875	4620	2814+20	IH 94 EB	8	16	30	6X12 OUTSIDE LANE
0010	142	+	0.921	4863	2922+23	IH 94 EB	8	16	30	6X12 OUTSIDE LANE
SUBTOTAL							56	112	210	
TOTALS 0010							152	304	570	

0.04	GAL/SY	5.5%	112	DENSITY (#/SY-IN)
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ASPHALT SUMMARY

CATEGORY	STATION	TO	STATION	LOCATION	460.1110 TACK GAL	455.0120 PG 64-28 TON	460.1110 HMAE-10 TON	REMARKS
0010	2614+06	--	2747+25	IH 94 EB	947	146	2652	OUTSIDE LANE FULL WIDTH (12-FEET, PLUS 4-FEET)
0010	2750+10	--	2790+31	IH 94 EB	286	44	801	OUTSIDE LANE FULL WIDTH (12-FEET, PLUS 4-FEET)
0010	2792+40	--	2819+60	IH 94 EB	193	30	542	OUTSIDE LANE FULL WIDTH (12-FEET, PLUS 4-FEET)
0010	2822+00	--	2930+10	IH 94 EB	769	118	2152	OUTSIDE LANE FULL WIDTH (12-FEET, PLUS 4-FEET)
0010	2614+06	--	2747+25	IH 94 EB	947	146	2652	INSIDE LANE FULL WIDTH (12-FEET, PLUS 4-FEET)
0010	2750+10	--	2790+31	IH 94 EB	286	44	801	INSIDE LANE FULL WIDTH (12-FEET, PLUS 4-FEET)
0010	2792+40	--	2819+60	IH 94 EB	193	30	542	INSIDE LANE FULL WIDTH (12-FEET, PLUS 4-FEET)
0010	2822+00	--	2930+10	IH 94 EB	769	118	2152	INSIDE LANE FULL WIDTH (12-FEET, PLUS 4-FEET)
0010	2614'A'+03	--	2748'A'+00	IH 94 WB	834	128	2334	OUTSIDE LANE FULL WIDTH (14-FEET)
0010	2750'A'+80	--	2790'A'+00	IH 94 WB	244	38	683	OUTSIDE LANE FULL WIDTH (14-FEET)
0010	2791'A'+86	--	2819'A'+70	IH 94 WB	173	27	485	OUTSIDE LANE FULL WIDTH (14-FEET)
0010	2822'A'+00	--	2937'A'+05	IH 94 WB	716	110	2004	OUTSIDE LANE FULL WIDTH (14-FEET)
0010	2831'A'+35	--	2850'A'+36	IH 94 WB	20	3	47	INSIDE LANE SHOULDER JOINT (2-FEET)
0010	2850'A'+36	--	2852'A'+26	IH 94 WB	20	2	31	INSIDE LANE FULL WIDTH (13-FEET)
0010	2776'A'+34	--	2783'A'+68	IH 94 WB	10	2	18	INSIDE LANE SHOULDER JOINT (2-FEET)
0010	2723'A'+22	--	2746'A'+98	IH 94 WB	30	4	59	INSIDE LANE SHOULDER JOINT (2-FEET)
0010	2688'A'+90	--	2693'A'+97	IH 94 WB	10	1	13	INSIDE LANE SHOULDER JOINT (2-FEET)
0010	2701'A'+47	--	2709'A'+07	IH 94 WB	10	2	19	INSIDE LANE SHOULDER JOINT (2-FEET)
TOTAL 0010					6,457	993	17,987	

ASPHALTIC SHOULDER RUMBLE STRIP

CATEGORY	STATION	TO	STATION	LOCATION	465.0400 ASPHALTIC SHOULDER RUMBLE STRIP LF	REMARKS
0010	2614+06	--	2930+10	IH 94 EB LT	31,604	MEDIAN SHOULDER
0010	2614+06	--	2930+10	IH 94 EB RT	31,604	OUTSIDE SHOULDER
TOTAL 0010					63,300	

TRAFFIC CONTROL SUMMARY		ESTIMATED	DRUMS	BARRICADES	LIGHTS	LIGHTS	ARROW	SIGNS	SIGNS
		DAYS	643.0300	TYPE 3	TYPE A	TYPE C	BOARDS	SIGNS	PCMS
				643.0420	643.0705	643.0715	643.0800	643.0900	643.1050
CATEGORY	LOCATION	DAYS	DAYS	DAYS	DAYS	DAYS	DAYS	DAYS	DAYS
0010	IH 94 EB RT (OUTSIDE) LANE - BASE PATCHING	0	0	0	0	0	0	0	0
0010	IH 94 EB LT (MEDIAN) LANE - BASE PATCHING	2	740	52	104	40	4	68	2
0010	IH 94 EB RT (OUTSIDE) LANE - MILL AND PAVE	5	1850	130	260	100	10	170	5
0010	IH 94 EB LT (MEDIAN) LANE - MILL AND PAVE	5	1850	130	260	100	10	170	5
0010	IH 94 EB LT (MEDIAN) LANE- SHOULDER	1	370	26	52	20	2	34	1
0010	IH 94 WB RT (OUTSIDE) LANE - BASE PATCHING	1	355	25	50	20	2	33	1
0010	IH 94 WB LT (MEDIAN) LANE -BASE PATCHING	2	710	50	100	40	4	66	2
0010	IH 94 WB RT (OUTSIDE) LANE - MILL AND PAVE	5	1775	125	250	100	10	165	5
0010	IH 94 WB LT (REFERENCE LINE 2') - MILL AND PAVE	2	710	50	100	20	4	66	2
0010	UNDISTRIBUTED WEATHER DELAYS	6	2220	150	300	120	12	198	6
TOTAL 0010			10,580	738	1,476	560	58	970	29

NOTE: QUANTITIES WERE BASE ON A SINGLE 6.4 MILE LANE CLOSURE E.B. AND 6.1 MILES W.B.

TRAFFIC CONTROL SURVEILLANCE AND MAINTENANCE PROJECT 1023-06-63 643.0200		
CATEGORY	LOCATION	DAYS
0010	ENTIRE PROJECT	21
TOTAL		21

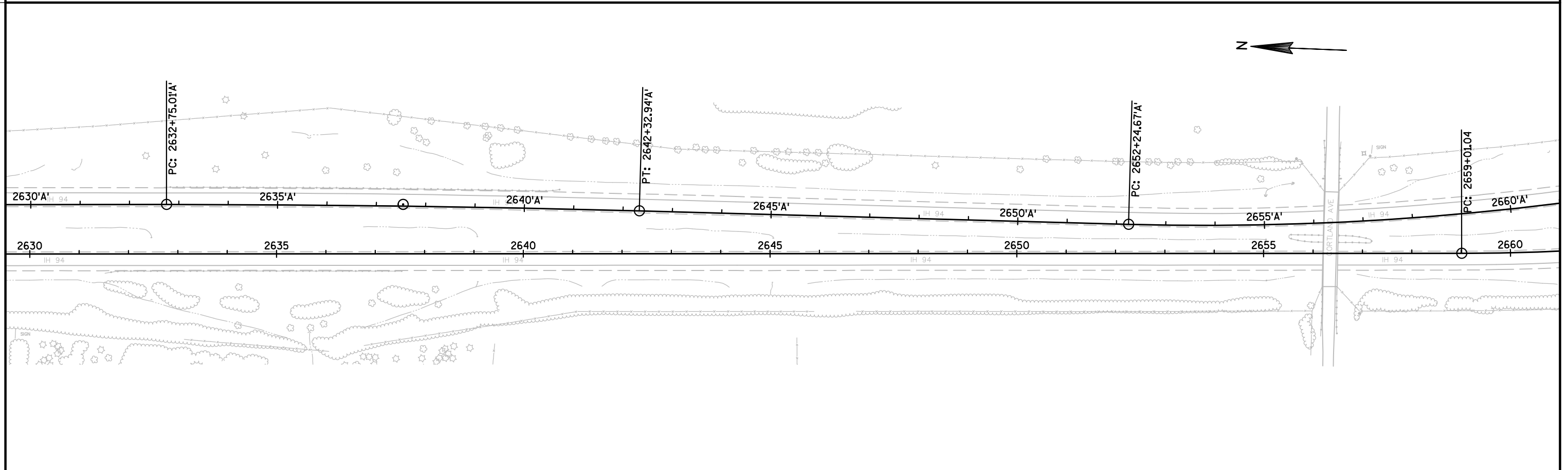
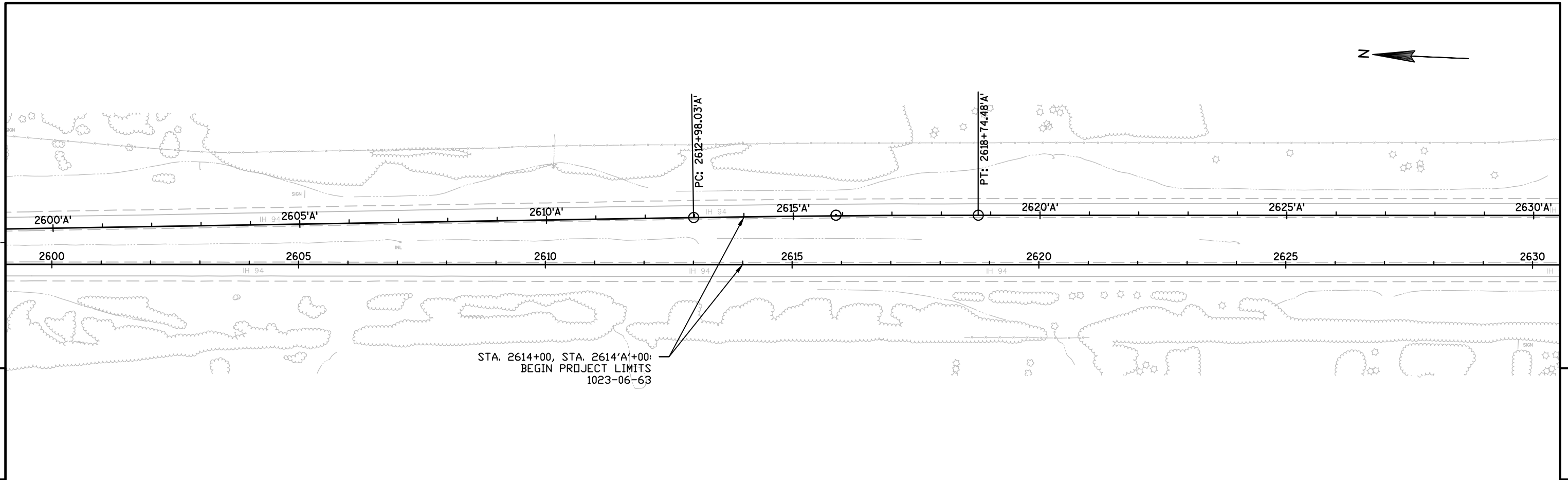
NOTE: BASED ON 15 WORKING DAYS AND 6 DAYS OF WEATHER DELAYS.

PERMANENT PAVEMENT MARKINGS

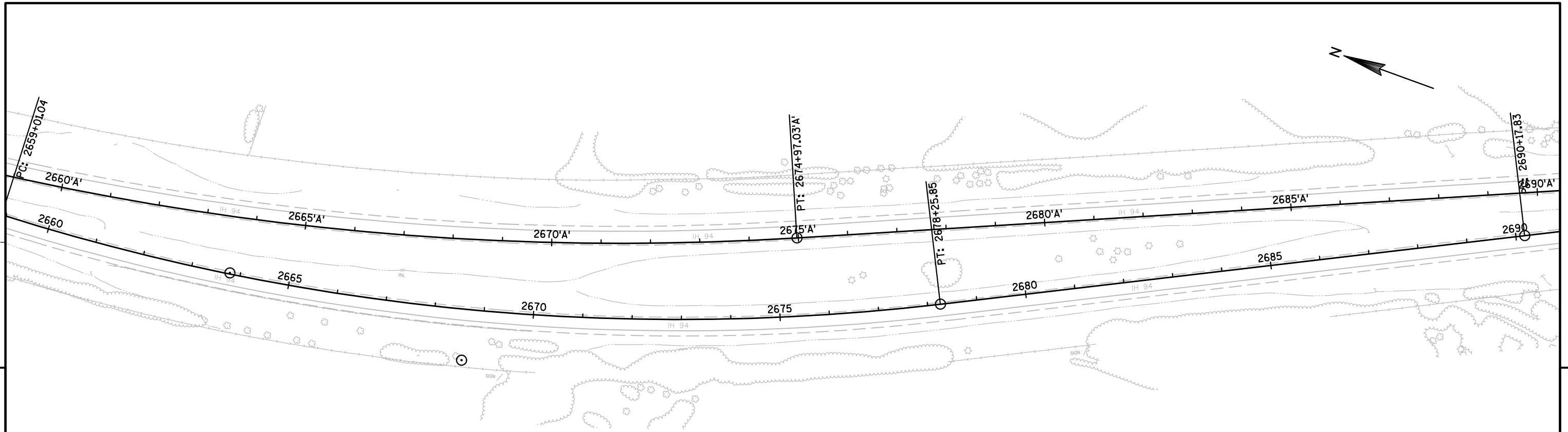
						646.0126 PAVEMENT MARKINGS EPOXY 8-INCH	646.0406 PAVEMENT MARKING SAME DAY EPOXY 4-INCH	646.0871.S PAVEMENT MARKING WET REFLECTIVE TAPE 4-INCH		
CATEGORY	STATION	TO	STATION	LOCATION	LF	LF	LF	LF	REMARKS	
0010	2614+06	-	2930+10	IH 94 EB	-	31604	-		EDGE LINE MARKING	
0010	2614+06	-	2930+10	IH 94 EB	-	31604	-		EDGE LINE MARKING	
0010	2614+06	-	2930+10	IH 94 EB	-	7901	-		CENTERLINE	
0010	2614+06	-	2930+10	IH 94 EB	-	-	632		CENTERLINE - 2' SUPPLEMENT	
0010	2614'A+03	-	2937'A+05	IH 94 WB	-	32302	-		EDGE LINE MARKING	
0010	2614'A+03	-	2937'A+05	IH 94 WB	-	8076	-		CENTERLINE	
0010	2614'A+03	-	2937'A+05	IH 94 WB	-	-	646		CENTERLINE - 2' SUPPLEMENT	
0010	2831'A+35	--	2850'A+36	IH 94 WB	-	1901	-		EDGE LINE MARKING	
0010	2850'A+36	--	2852'A+26	IH 94 WB	-	190	-		EDGE LINE MARKING	
0010	2776'A+34	--	2783'A+68	IH 94 WB	-	734	-		EDGE LINE MARKING	
0010	2723'A+22	--	2746'A+98	IH 94 WB	-	2376	-		EDGE LINE MARKING	
0010	2688'A+90	--	2693'A+97	IH 94 WB	-	507	-		EDGE LINE MARKING	
0010	2701'A+47	--	2709'A+07	IH 94 WB	-	760	-		EDGE LINE MARKING	
0010	2945'A+05	-	2953'A+35	IH 94 WB	830	-	-		GORE	
TOTALS 0010					830	117,955	1,278			

TEMPORARY PAVEMENT MARKINGS

						646.0600 REMOVING PAVEMENT MARKINGS	649.0400 TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH		
CATEGORY	STATION	TO	STATION	LOCATION	LF	LF	LF	REMARKS	
0010	2597+76	-	2606+06	IH 94 EB	830	-		CENTERLINE	
0010	2598+26	-	2606+06	IH 94 EB	-	780		OUTSIDE LANE CLOSURE	
0010	2598+26	-	2606+06	IH 94 EB	-	780		INSIDE LANE CLOSURE	
0010	2945'A+05	-	2953'A+35	IH 94 WB	830	-		CENTERLINE	
0010	2945'A+05	-	2952'A+85	IH 94 WB	-	780		OUTSIDE LANE CLOSURE	
0010	2945'A+05	-	2952'A+85	IH 94 WB	-	780		INSIDE LANE CLOSURE	
TOTALS 0010					1,660	3,120			

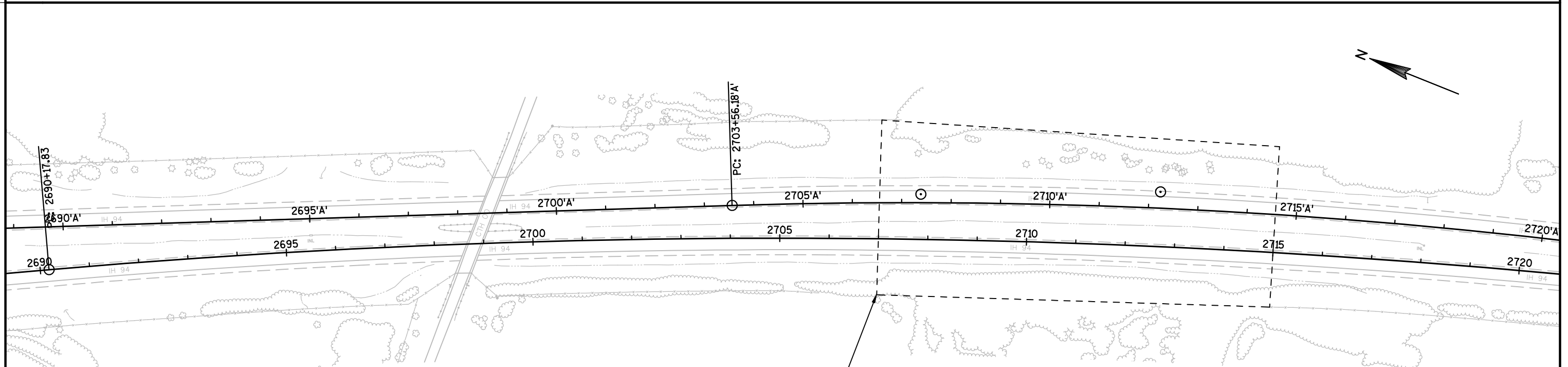


PROJECT NO: 1023-06-63	HWY: IH 94	COUNTY: MONROE	PLAN NOTES:	SHEET	E
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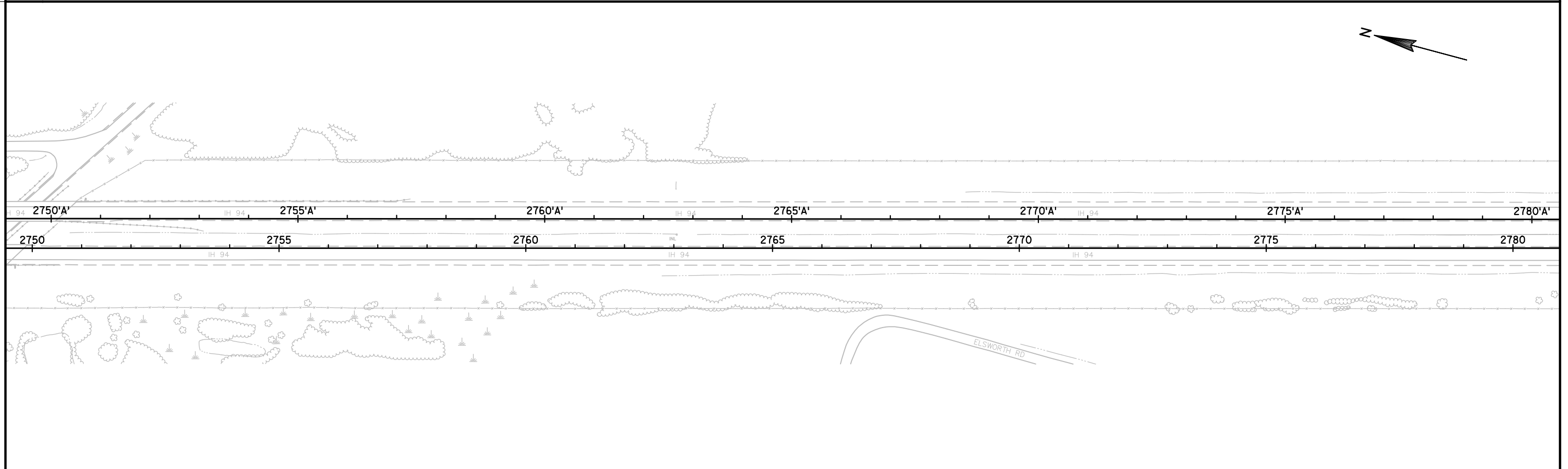
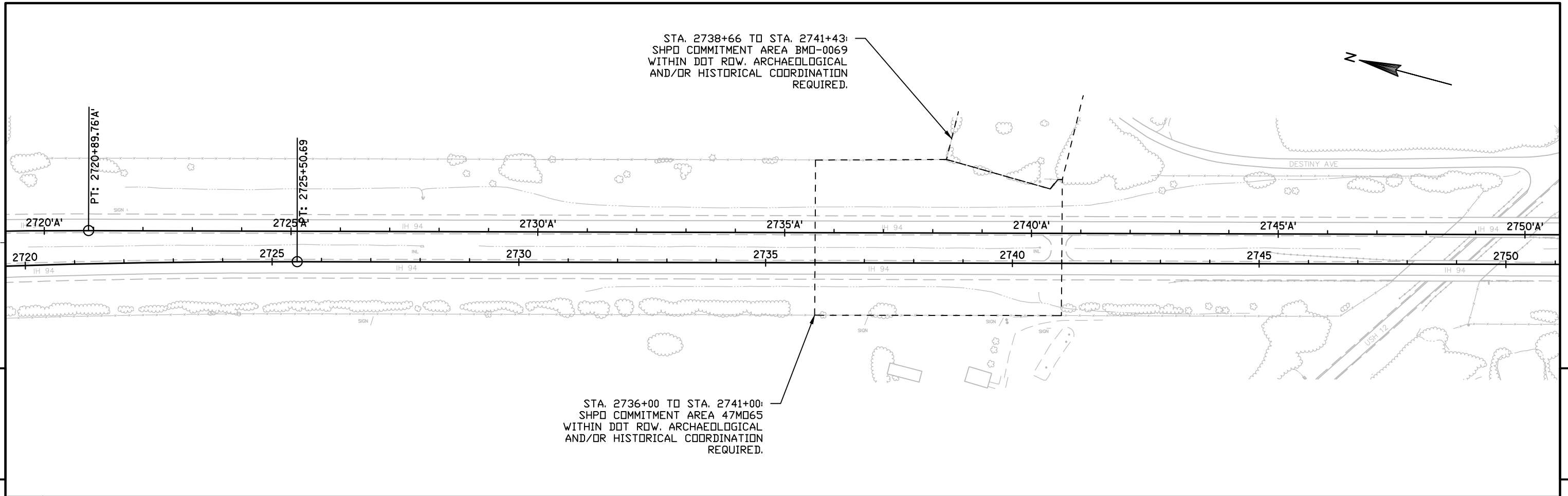
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5

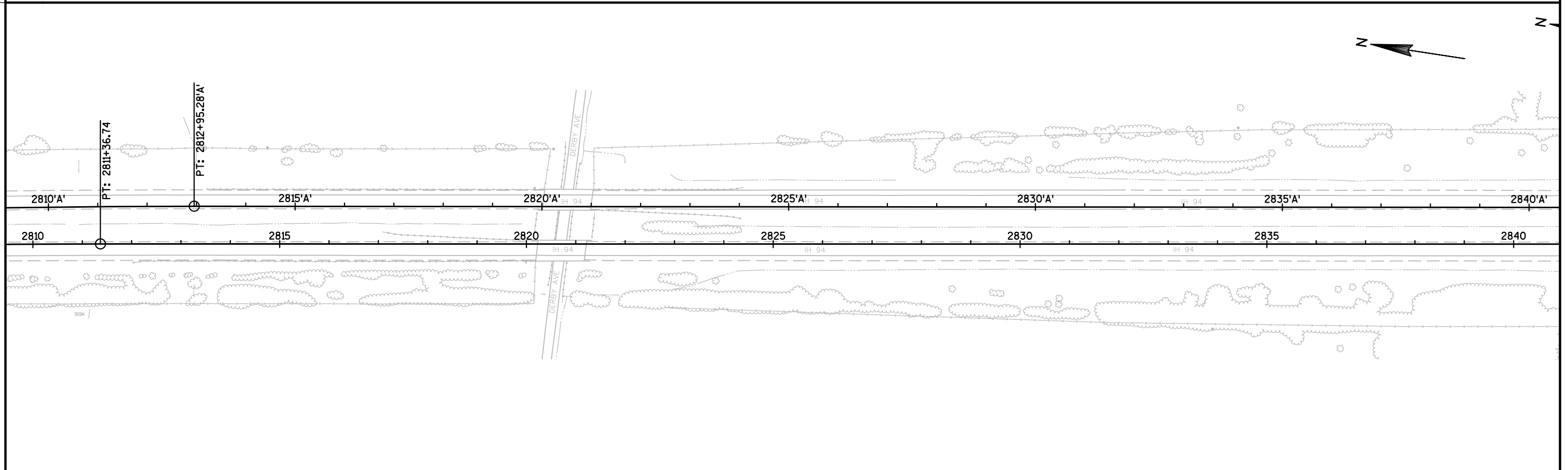
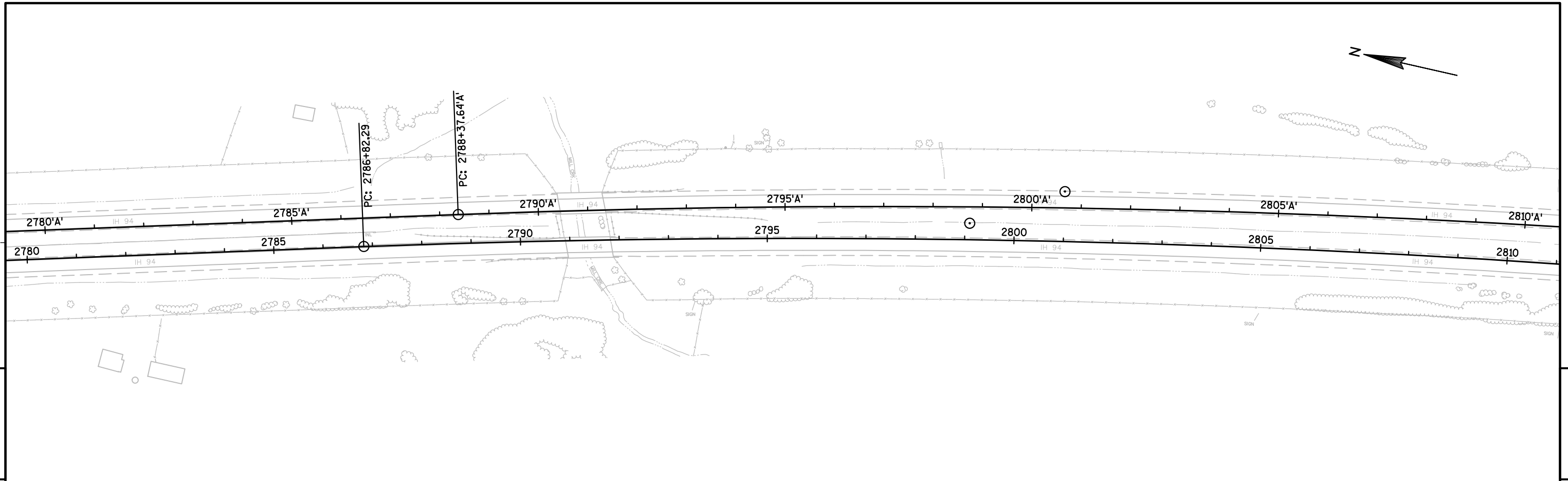


STA. 2707+00 TO STA. 2715+00:
 SHPD COMMITMENT AREA 47MD64
 WITHIN DOT ROW. ARCHAEOLOGICAL
 AND/OR HISTORICAL COORDINATION
 REQUIRED.

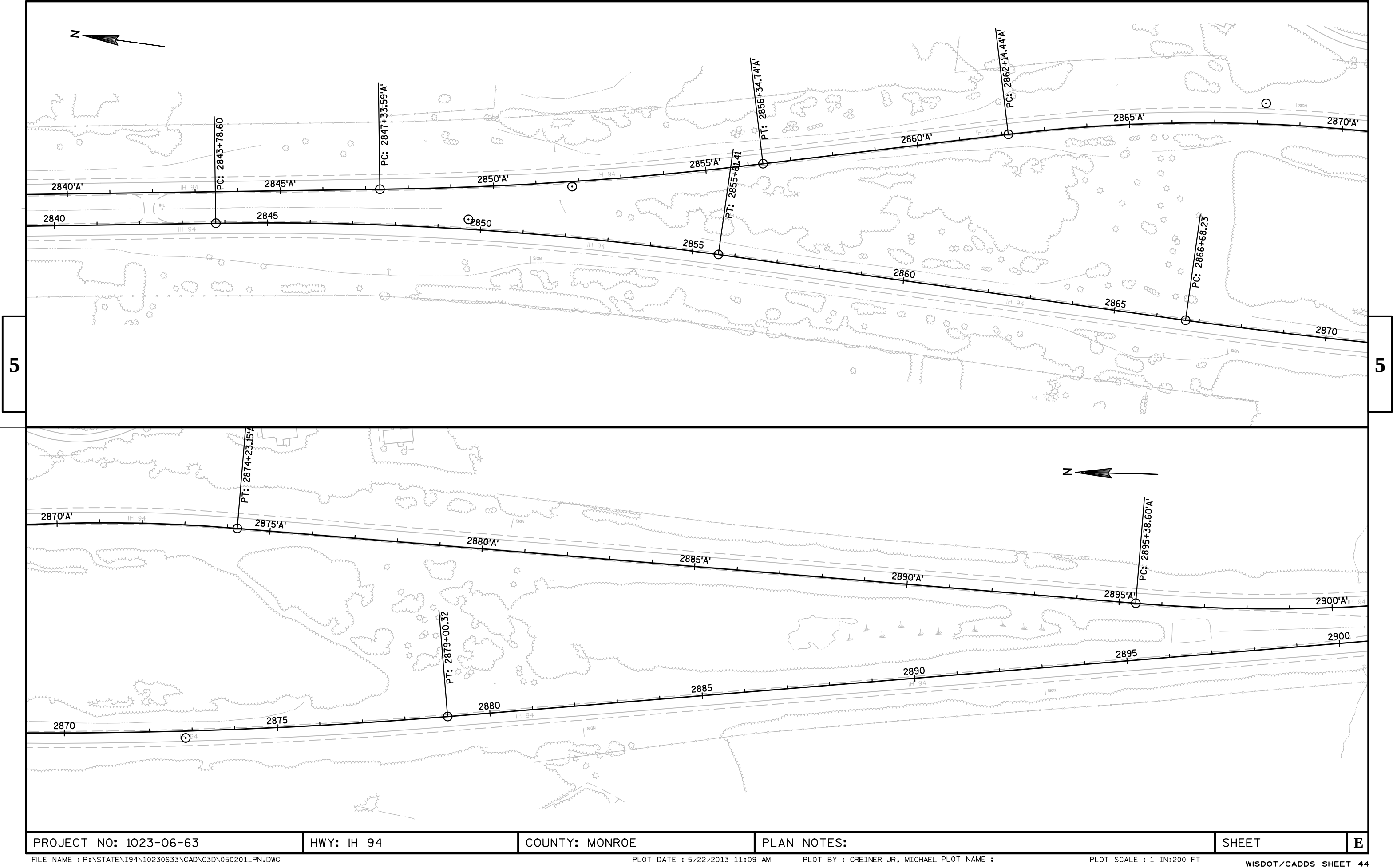
PROJECT NO: 1023-06-63	HWY: IH 94	COUNTY: MONROE	PLAN NOTES:	SHEET	E
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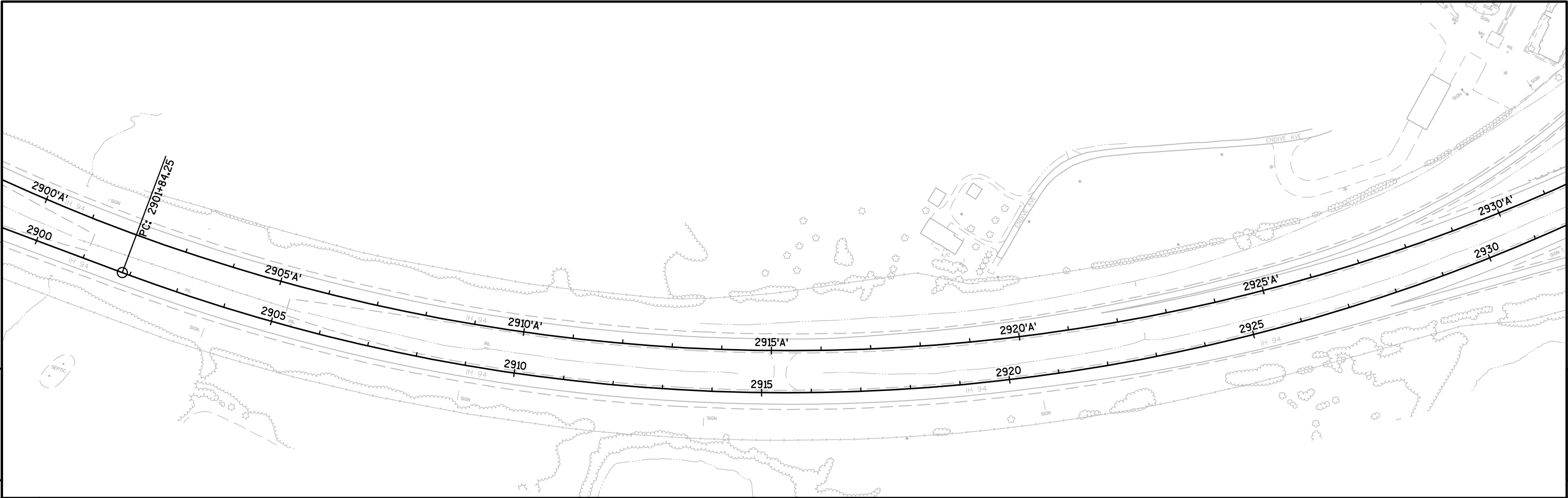
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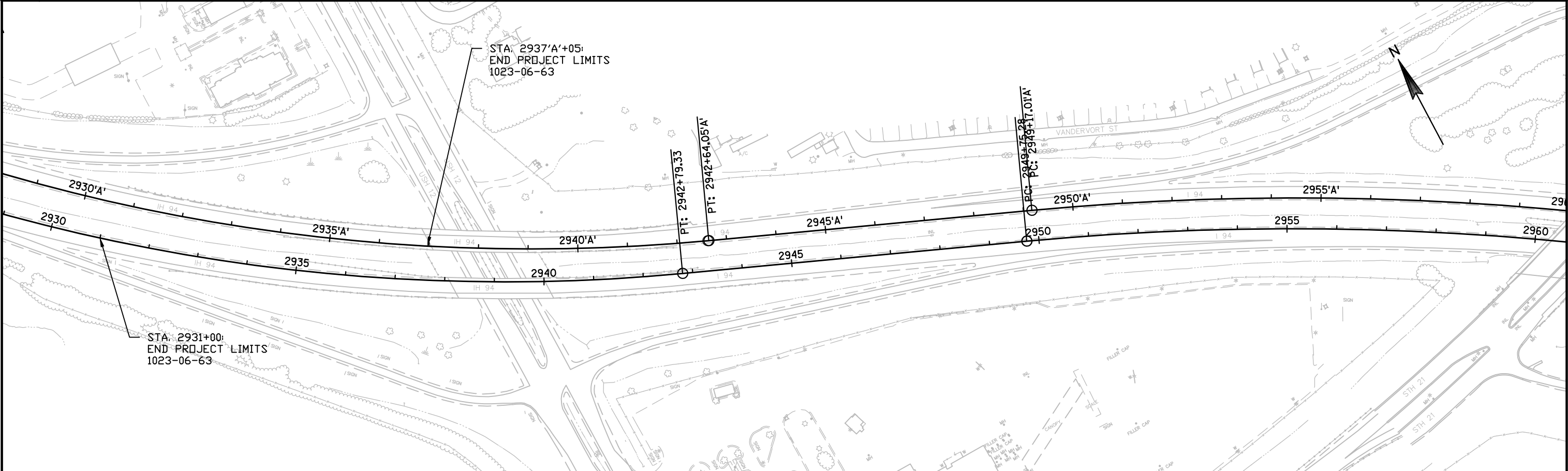
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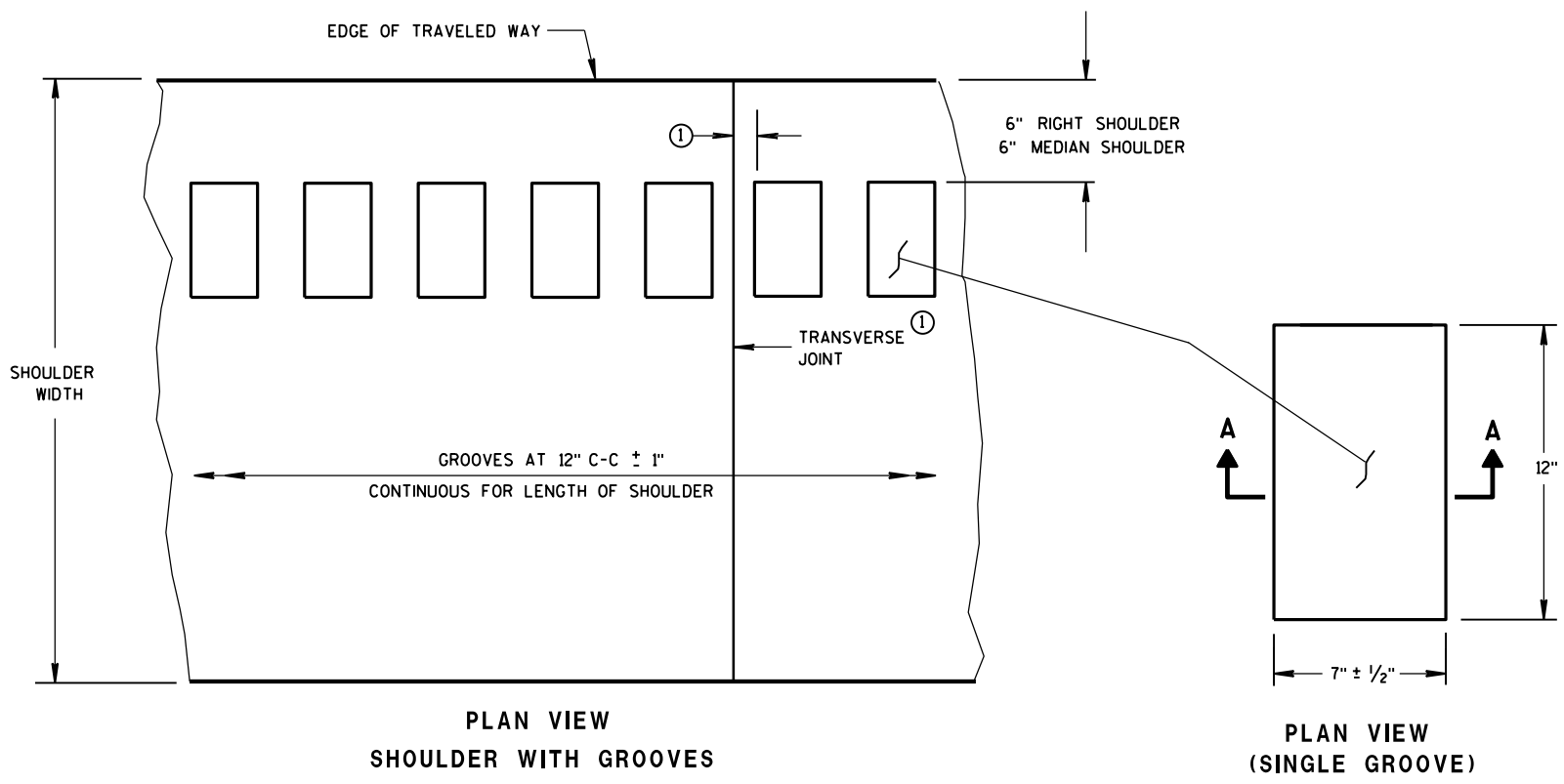
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PROJECT NO: 1023-06-63	HWY: IH 94	COUNTY: MONROE	PLAN NOTES:	SHEET	E
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Standard Detail Drawing List

13A05-05A	SHOULDER RUMBLE STRIP, MILLING
13A05-05B	SHOULDER RUMBLE STRIP, MILLING
13C14-04A	BASE PATCHING CONCRETE
13C14-04B	BASE PATCHING CONCRETE
13C14-04C	BASE PATCHING CONCRETE
15C08-15A	PAVEMENT MARKING (MAINLINE)
15C31-01A	PAVEMENT MARKING (RAMPS AND GORES)
15D12-02	TRAFFIC CONTROL, LANE CLOSURE, SPEEDS GREATER THAN 40 M.P.H.

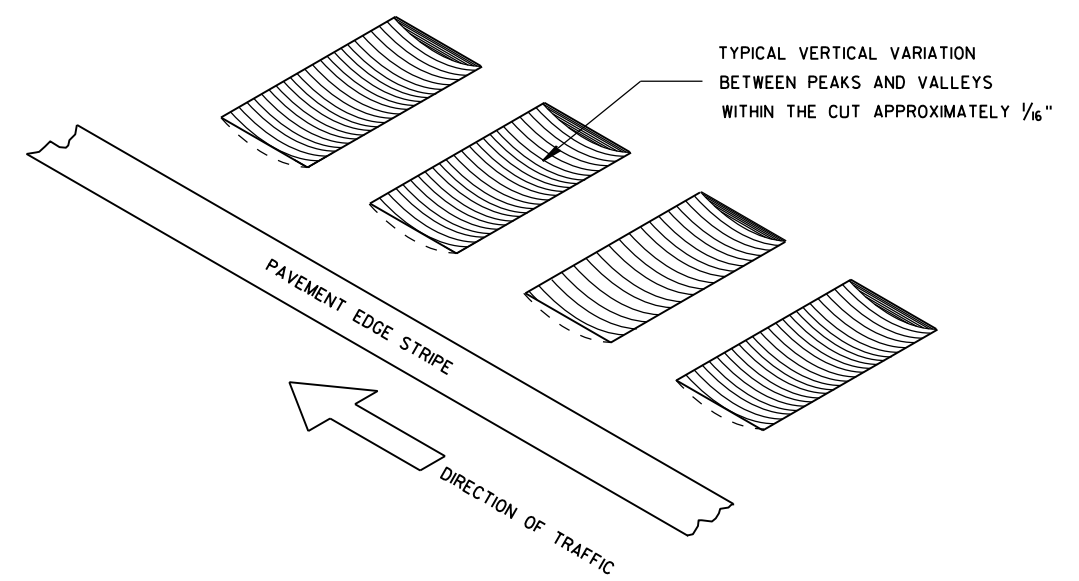


PLAN VIEW
 SHOULDER WITH GROOVES
 PLAN VIEW
 (SINGLE GROOVE)
 PLACEMENT DETAIL FOR MILLED RUMBLE STRIP

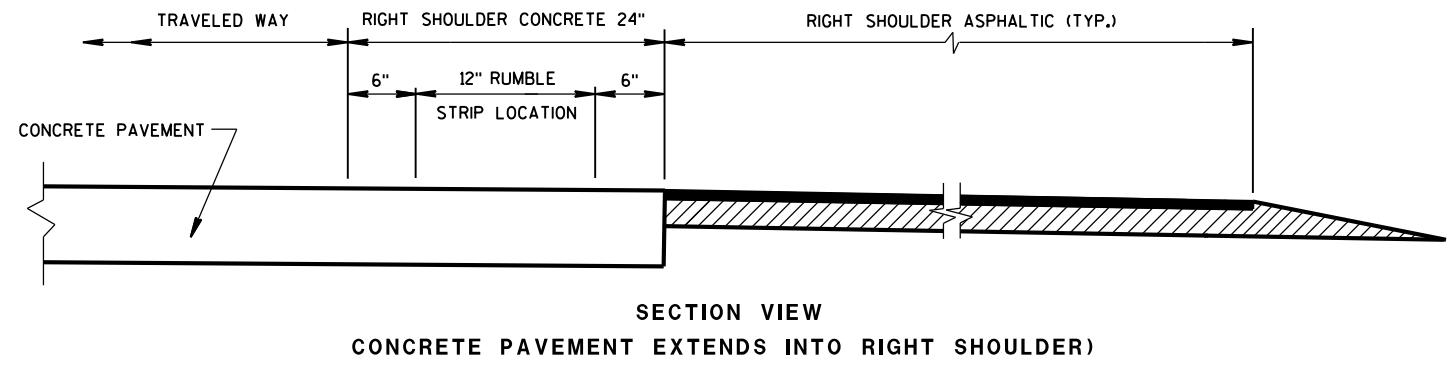
GENERAL NOTES

DETAILS OF CONSTRUCTION SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.
 RUMBLE STRIPS ON EXPRESSWAYS
 DO NOT INSTALL RUMBLE STRIPS ACROSS SIDE ROAD INTERSECTIONS, COMMERCIAL DRIVEWAYS, PRIVATE DRIVEWAYS OR ADJACENT TO RIGHT TURN LANES, LEFT TURN LANES, TURN LANE TAPERS, BRIDGE DECKS, BRIDGE APPROACHES, OR 100 FEET IN ADVANCE OF RAILROAD CROSSING. THE ATTACHED STANDARD DETAIL DRAWING SHOWS THE LOCATION OF THE RUMBLE STRIPS AT INTERCHANGE AREAS.

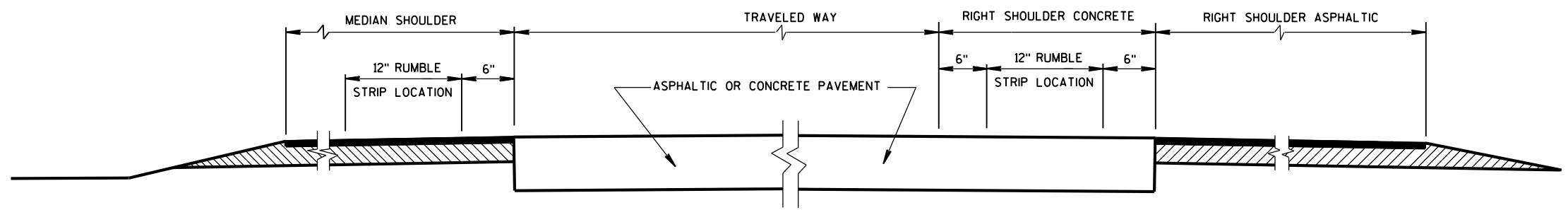
① CONCRETE PAVEMENT - RUMBLE STRIPS SHALL BE A MINIMUM OF 6" AWAY FROM TRANSVERSE JOINTS.



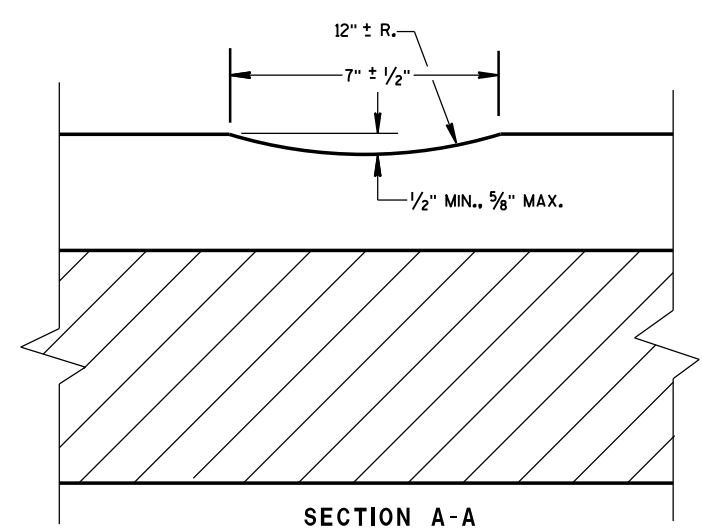
ISOMETRIC



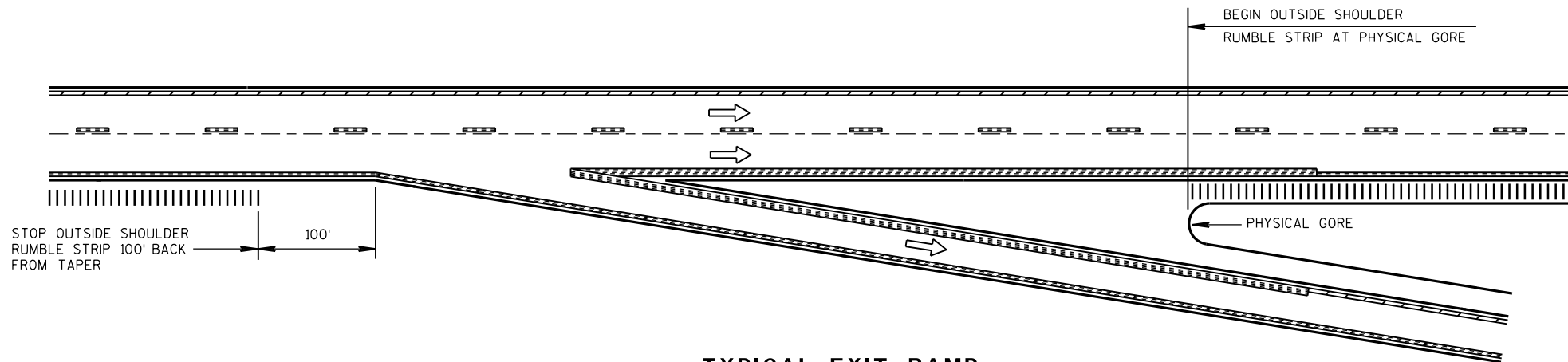
SECTION VIEW
 (CONCRETE PAVEMENT EXTENDS INTO RIGHT SHOULDER)



SECTION VIEW
 TYPICAL LOCATIONS OF SHOULDER RUMBLE STRIPS
 IN RURAL DIVIDED HIGHWAYS
 (ONE ROADWAY IS SHOWN)



SHOULDER RUMBLE STRIP, MILLING
 STATE OF WISCONSIN
 DEPARTMENT OF TRANSPORTATION



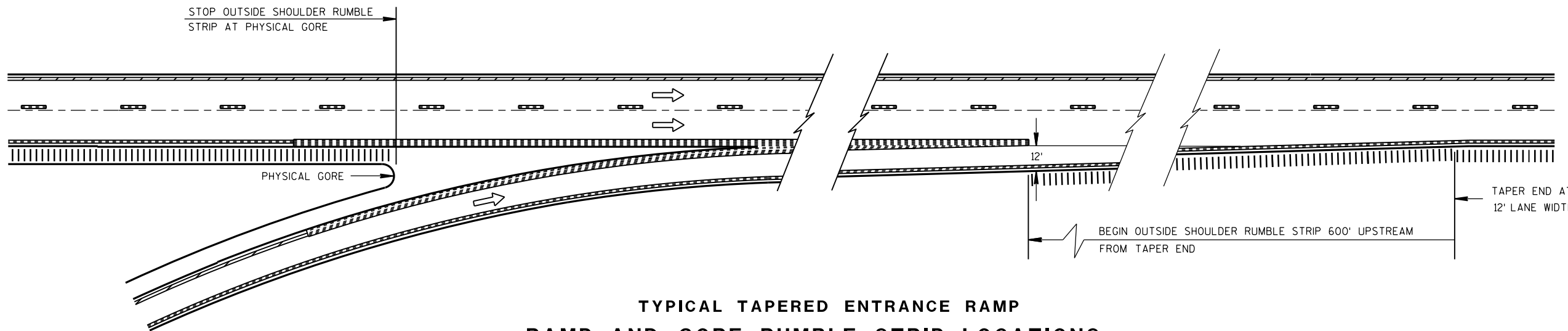
TYPICAL EXIT RAMP

NOTES:

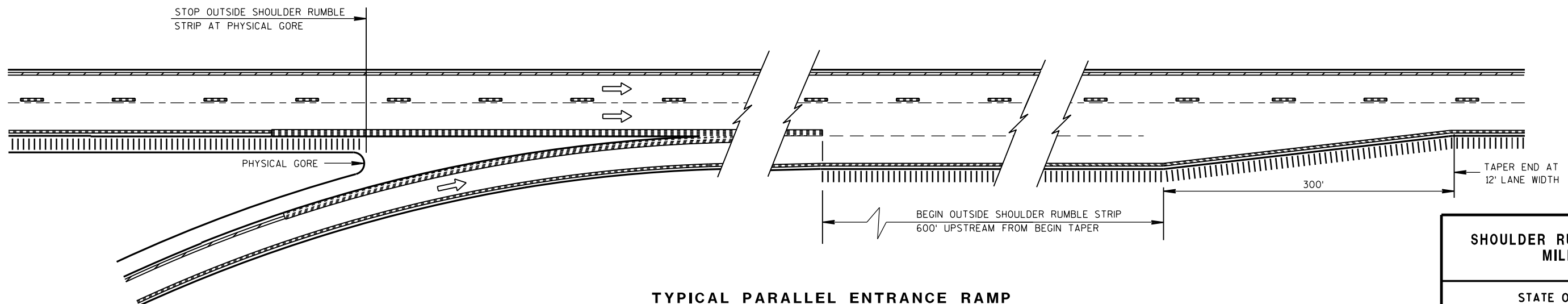
NO RUMBLE STRIP ON EXIT, DIRECTIONAL, OR ENTRANCE RAMPS, EXCEPT NEAR THE ENTRANCE TAPER END AND ALONG THE PARALLEL RAMP AREA AS SHOWN.

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

NOTE:
ARROW SYMBOL (→)
SHOWS DIRECTION OF TRAVEL



**TYPICAL TAPERED ENTRANCE RAMP
RAMP AND GORE RUMBLE STRIP LOCATIONS**



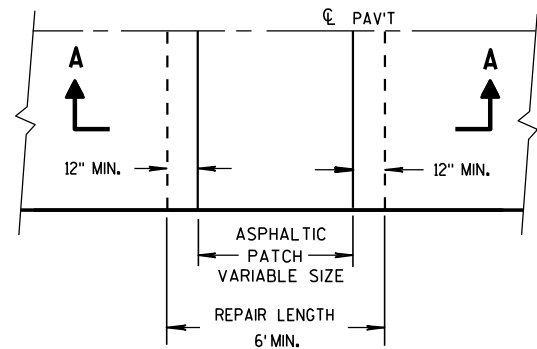
**TYPICAL PARALLEL ENTRANCE RAMP
RAMP AND GORE RUMBLE STRIP LOCATIONS**

**SHOULDER RUMBLE STRIP,
MILLING**

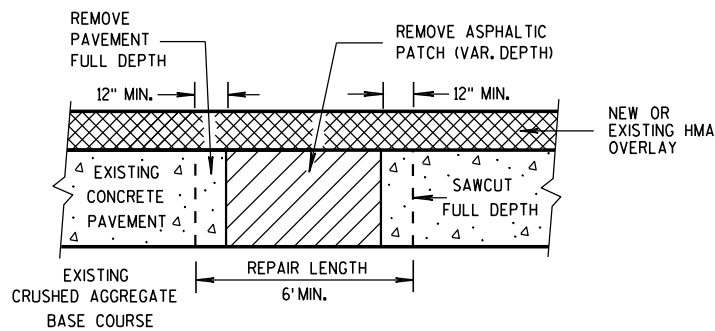
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
12/17/2012
DATE
FHWA

/S/ Jerry H. Zogg
ROADWAY STANDARDS DEVELOPMENT
ENGINEER

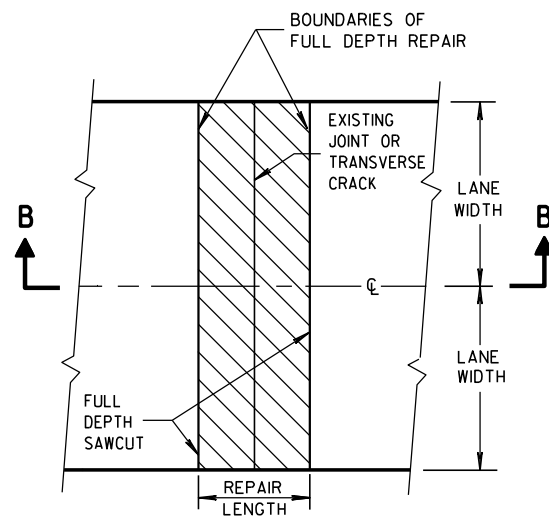


PLAN VIEW

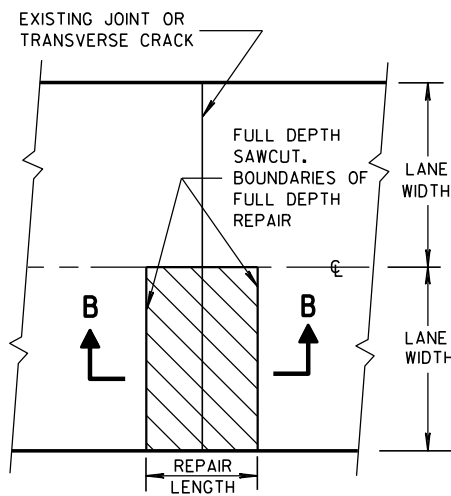


SECTION A-A

HMA PATCH REMOVAL



PLAN VIEW
(DOUBLE LANE REPAIR)



PLAN VIEW
(SINGLE LANE REPAIR)

FULL DEPTH CONCRETE PAVEMENT REMOVAL

(SEE NOTE)

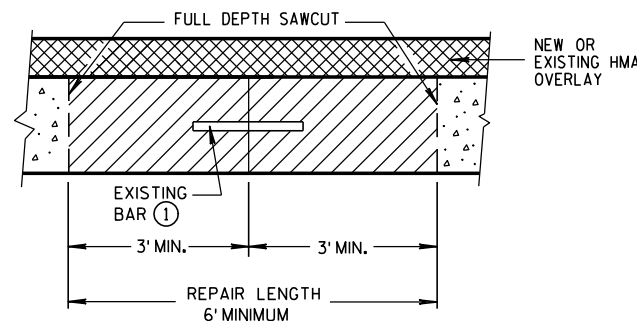
GENERAL NOTES

SAW CUT, DRILL, AND LIFT OUT EXISTING CONCRETE PAVEMENT WITHIN THE BOUNDARIES OF CONCRETE REPAIR AREAS. THE CONTRACTOR MAY MAKE ADDITIONAL SAW CUTS INSIDE THE REPAIR LIMITS TO REDUCE WEIGHT AND SIZE OF CONCRETE PIECES. ADDITIONAL SAW CUTS ARE NOT PAID FOR BY THE DEPARTMENT.

PROVIDE 6-FOOT MINIMUM DISTANCE FROM BOUNDARIES OF CONCRETE REPAIR AREAS TO ADJACENT TRANSVERSE JOINT OR CRACK.

THE LENGTH OF THE REPAIRS MAY VARY FROM THE DIMENSIONS SHOWN IF THE EXISTING CONCRETE PAVEMENT IS NONDOWELED AND THE PAVEMENT IS TO BE OVERLAID AFTER REPAIRING.

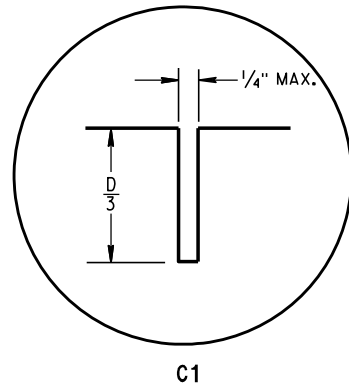
① DOWEL BARS MIGHT NOT EXIST.



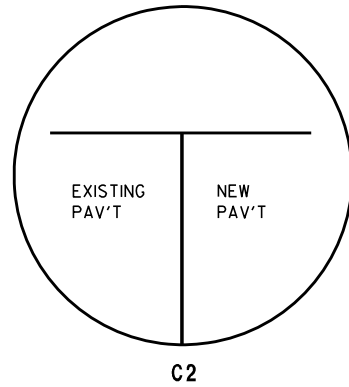
SECTION B-B
CONCRETE REMOVAL

BASE PATCHING CONCRETE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

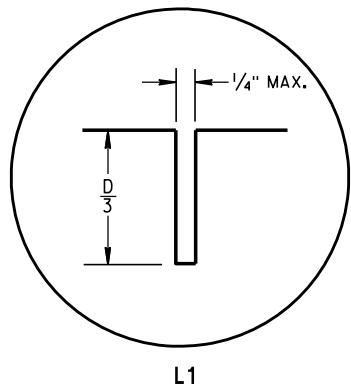


C1

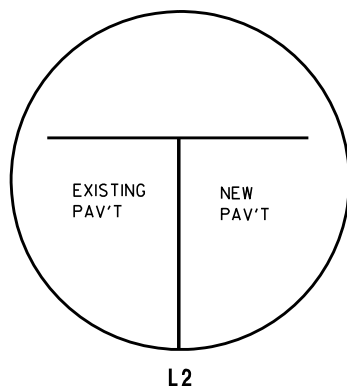


C2

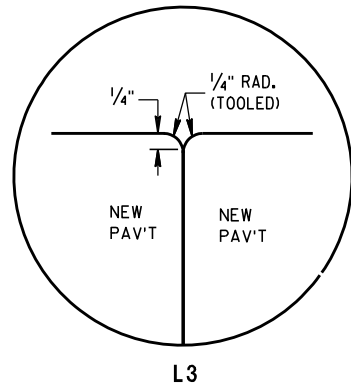
TRANSVERSE JOINTS



L1

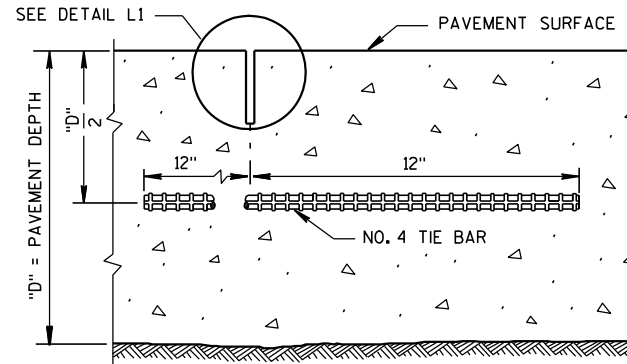


L2

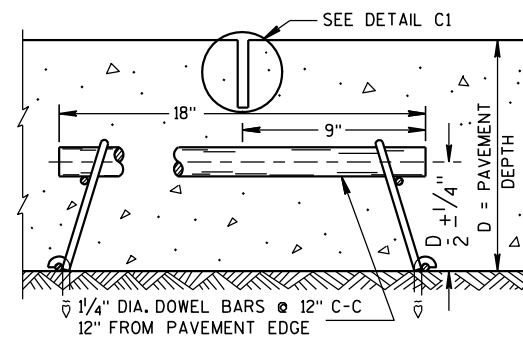


L3

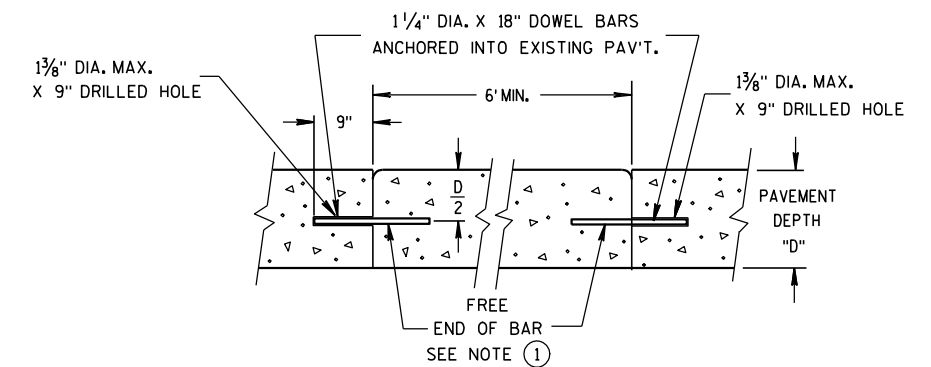
LONGITUDINAL JOINTS



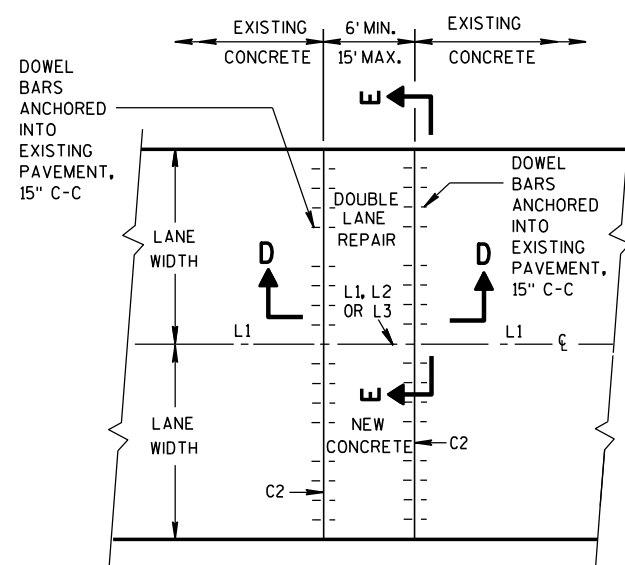
SECTION C-C
SAWED LONGITUDINAL JOINT



SECTION F-F
CONTRACTION JOINT

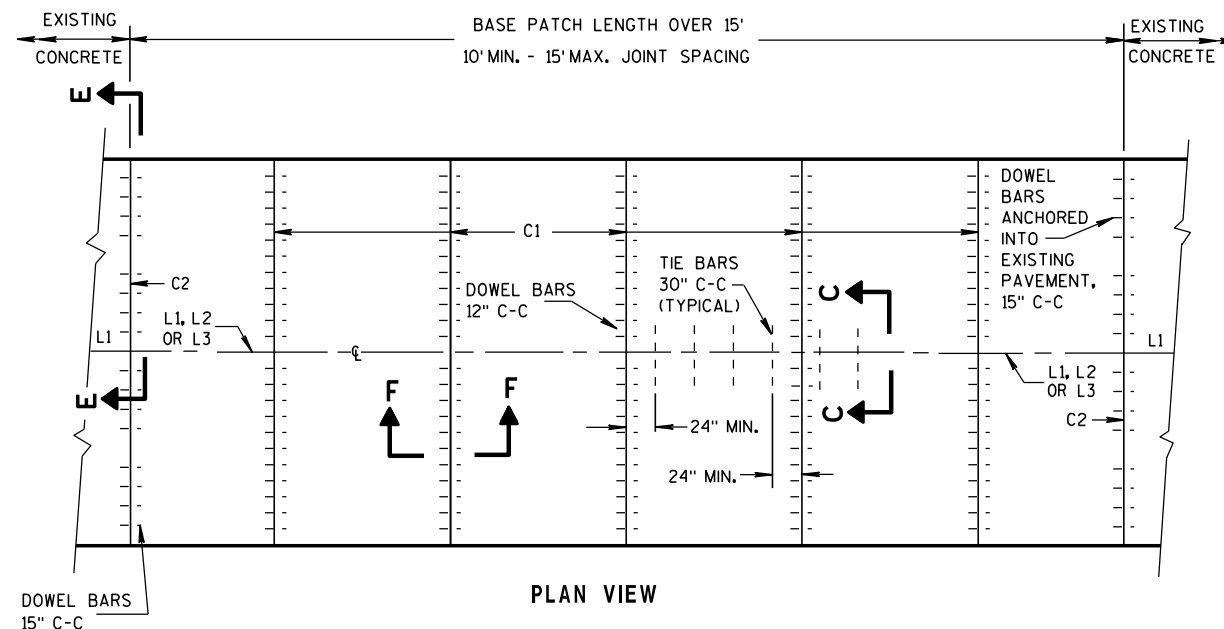


SECTION D-D



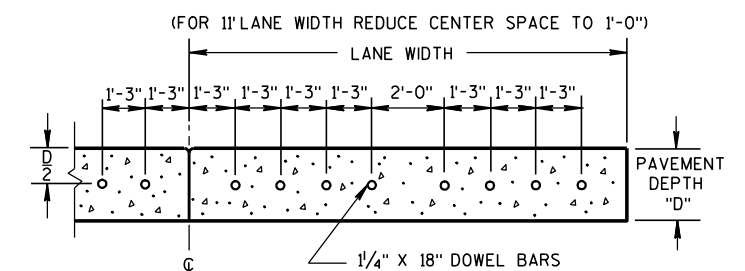
PLAN VIEW

MULTI-LANE CONCRETE BASE PATCH
15' MAXIMUM LENGTH



PLAN VIEW

MULTI-LANE CONCRETE BASE PATCH
GREATER THAN 15' IN LENGTH



SECTION E-E
SPACING OF DOWEL BARS
ANCHORED INTO EXISTING PAVEMENT

GENERAL NOTES

INSTALL DOWEL BARS PARALLEL TO THE PAVEMENT CENTERLINE AND PAVEMENT SURFACE.

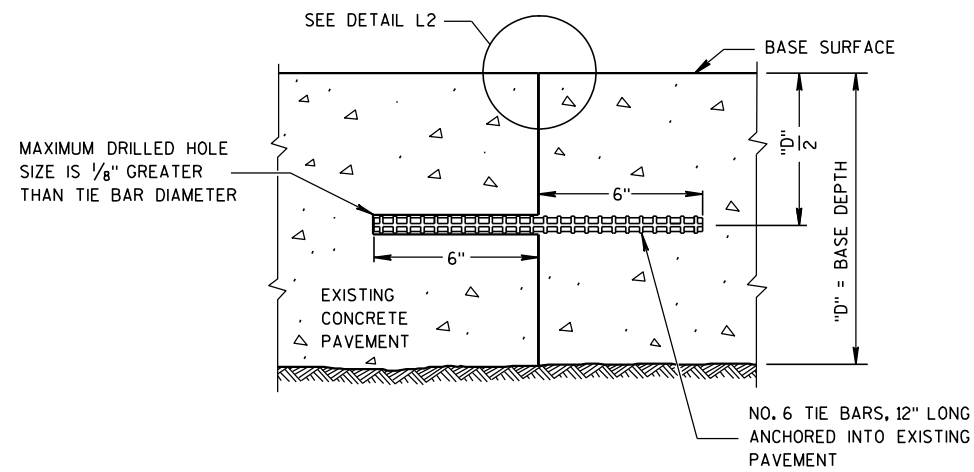
CONCRETE BASE PATCHES OF EXISTING NONDOWELED CONCRETE PAVEMENTS DO NOT NEED TO BE DOWELED.

DO NOT SEAL OR FILL JOINTS.

ANCHOR DOWEL BARS AND TIE BARS INTO DRILLED HOLES WITH AN EPOXY.

PROVIDE A MINIMUM DISTANCE OF 24 INCHES FROM AN EXISTING TRANSVERSE JOINT OR THE EDGE OF REPLACEMENT TO THE CENTER OF THE TIE BAR NEAREST THAT JOINT OR EDGE.

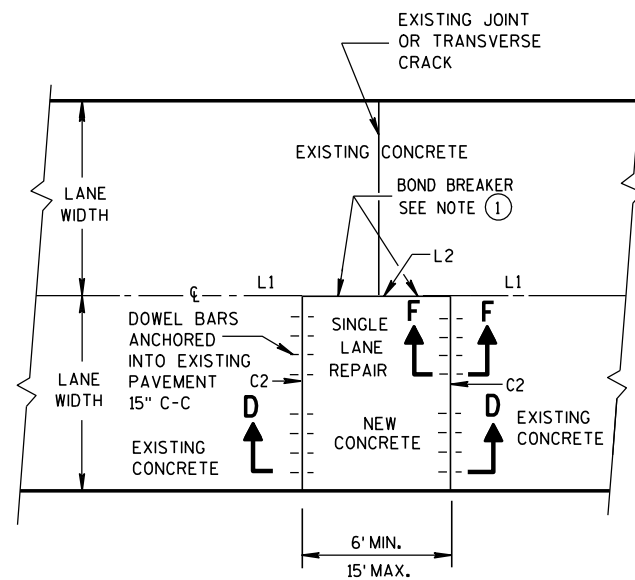
- ① APPLY A THIN UNIFORM COATING OF SURFACE TREATMENT TO THE FREE END OF DOWEL BARS TO PREVENT BONDING.



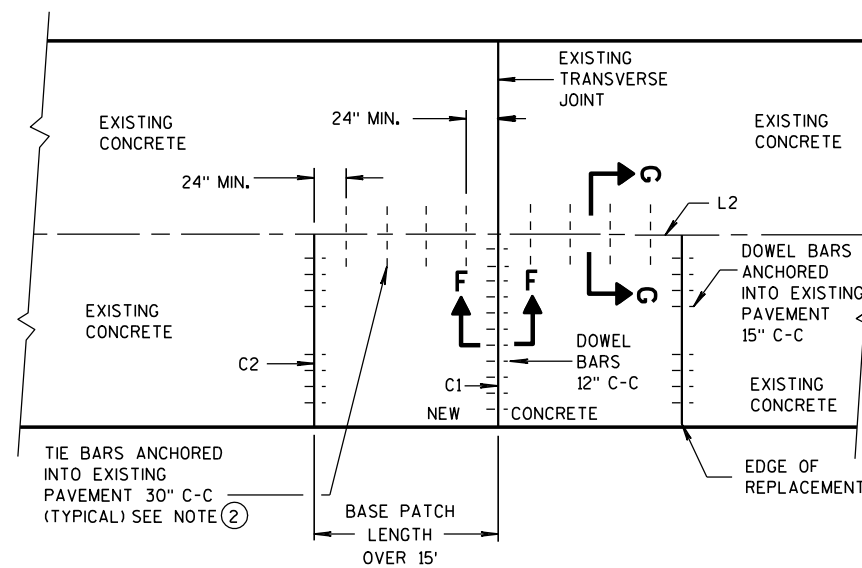
SECTION G-G
TIE BARS ANCHORED
INTO EXISTING PAVEMENT

GENERAL NOTES

- ① USE AN ENGINEER-APPROVED BOND BREAKER FOR SINGLE LANE BASE PATCHES UP TO 15 FEET IN LENGTH.
- ② WITH THE APPROVAL OF THE ENGINEER, FOR SINGLE LANE PAVEMENT REPLACEMENTS LESS THAN 30 FEET IN LENGTH, DRILLED TIE BARS MAY BE INSTALLED ON 6:1 SKEW HORIZONTALLY, DIRECTION OF SKEW ALTERNATING WITH EACH SUCCESSIVE BAR. DRIVE SKEWED TIE BARS TO A DEPTH OF 6 INCHES AND TO SUCH A DIAMETER AS TO PROVIDE A TIGHT DRIVEN FIT.



PLAN VIEW
SINGLE LANE CONCRETE BASE PATCH
15' MAXIMUM LENGTH



PLAN VIEW
SINGLE LANE CONCRETE BASE PATCH
GREATER THAN 15' IN LENGTH

BASE PATCHING CONCRETE

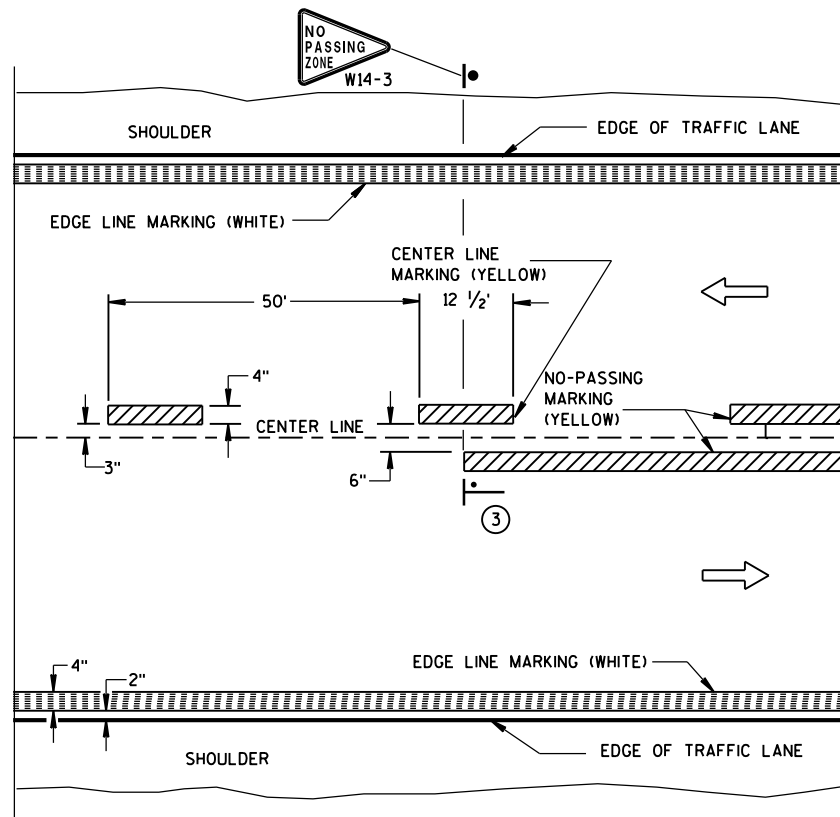
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

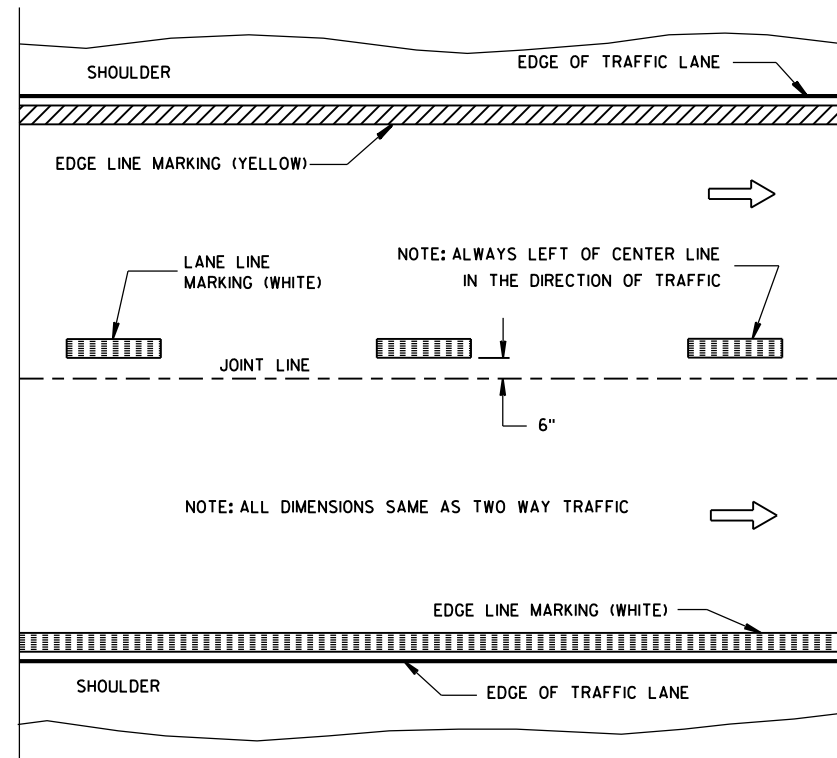
12-11-2009
DATE

FHWA

/S/ Deb Bischoff
PAVEMENT POLICY & DESIGN ENGINEER

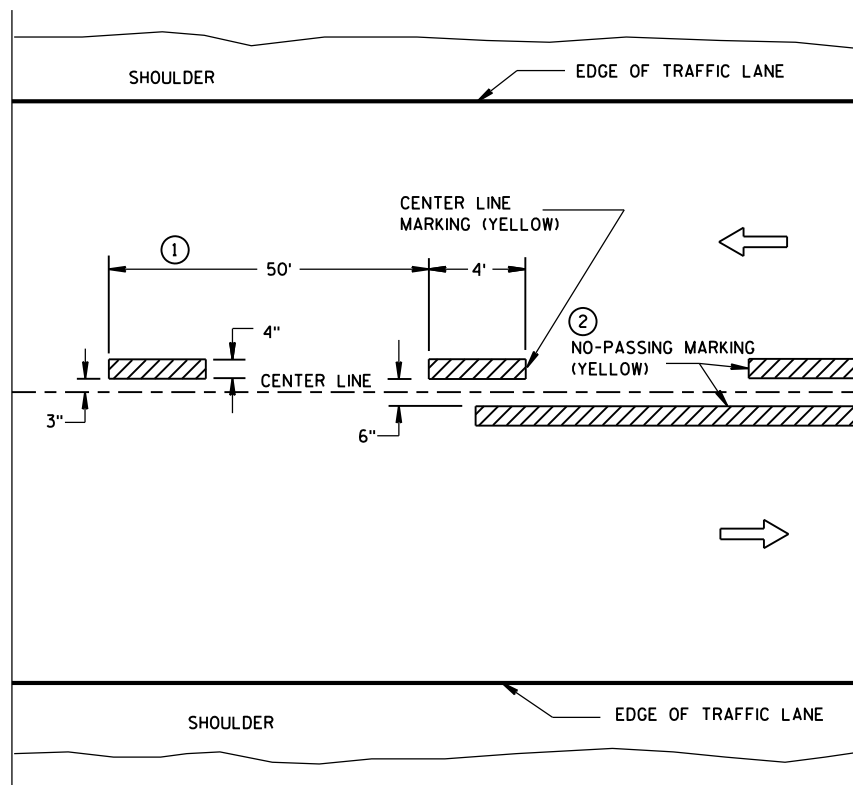


TWO WAY TRAFFIC

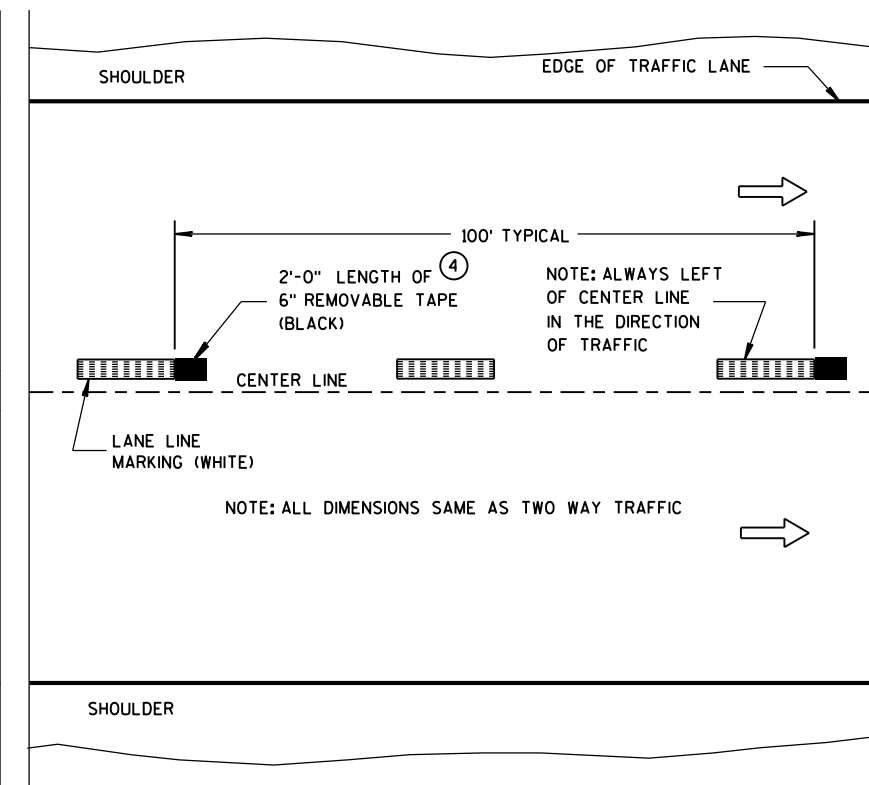


ONE WAY TRAFFIC

PERMANENT PAVEMENT MARKING



TWO WAY TRAFFIC



ONE WAY TRAFFIC

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

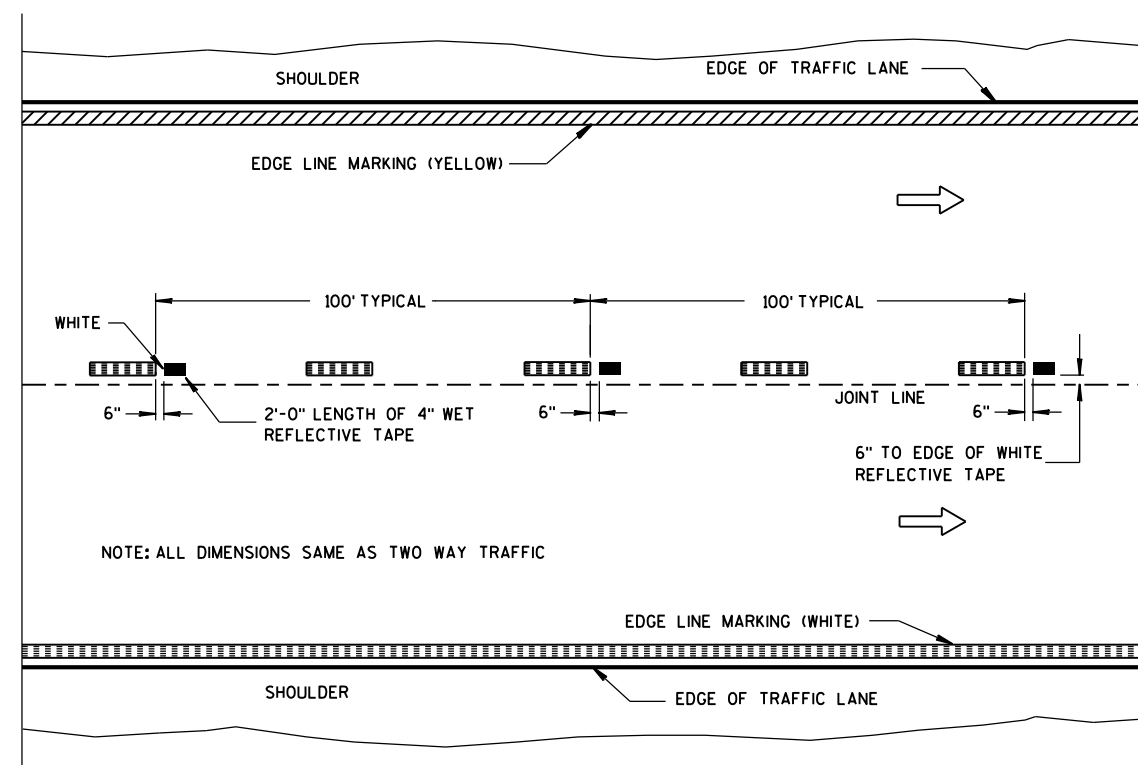
GENERAL NOTES

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.
- ④ CONCRETE ONLY.

NOTE

ARROW SYMBOL (→) SHOWS DIRECTION OF TRAVEL



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

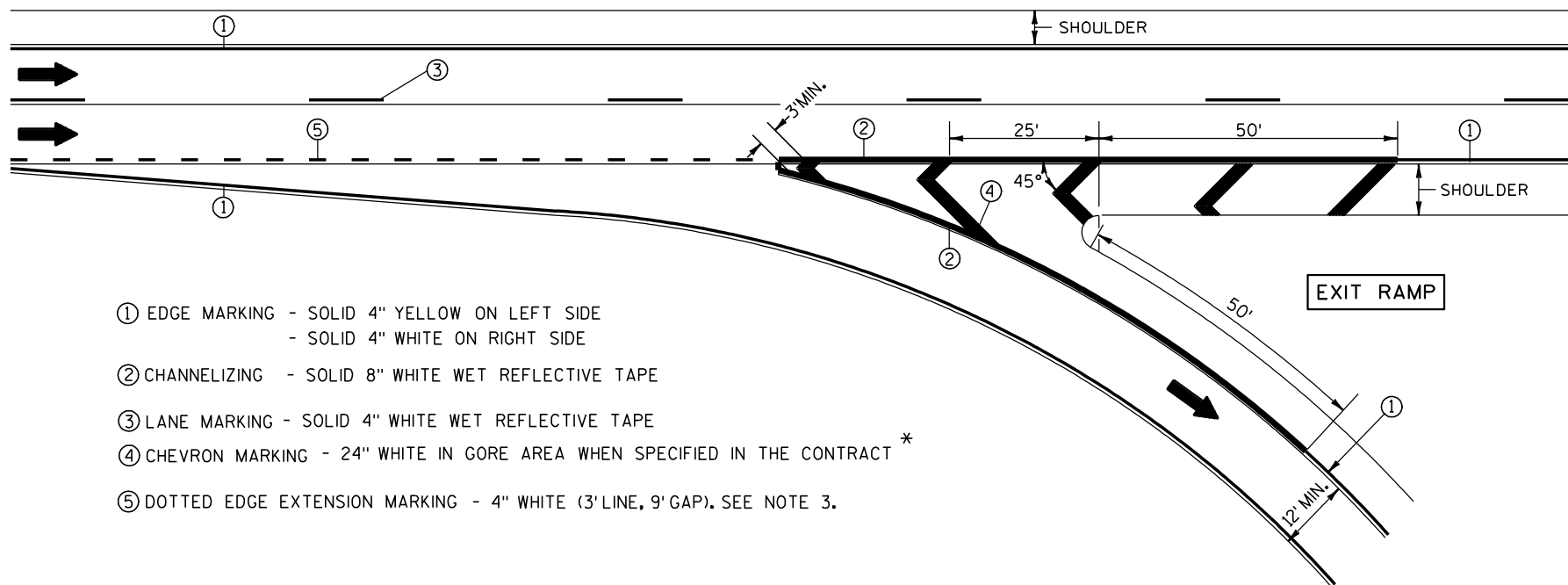
LEGEND

- "T" MARKING
- POST MOUNTED SIGN

PAVEMENT MARKING
(MAINLINE)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
10-1-2012 /S/ Travis Feltes
DATE STATE TRAFFIC ENGINEER OF DESIGN
FHWA

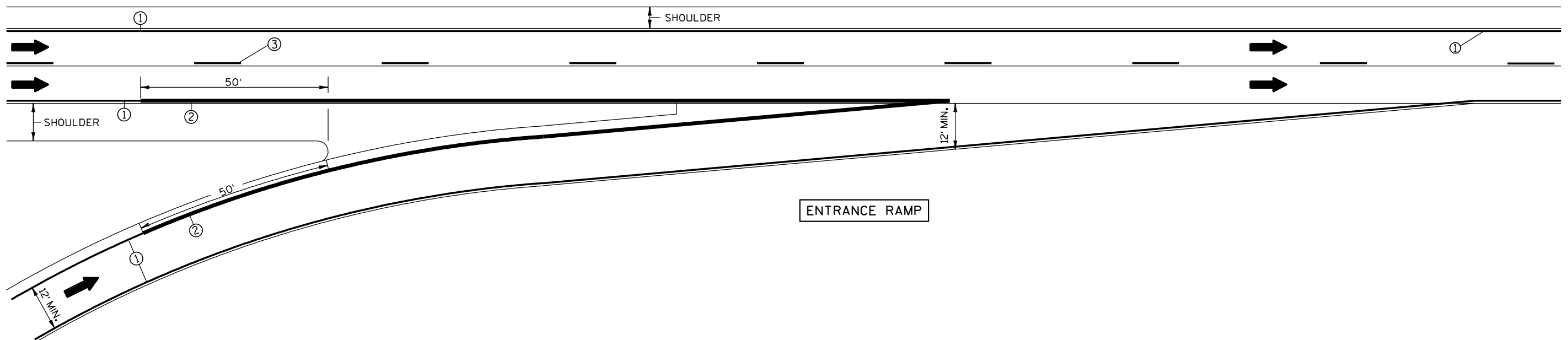


- ① EDGE MARKING - SOLID 4" YELLOW ON LEFT SIDE
- SOLID 4" WHITE ON RIGHT SIDE
- ② CHANNELIZING - SOLID 8" WHITE WET REFLECTIVE TAPE
- ③ LANE MARKING - SOLID 4" WHITE WET REFLECTIVE TAPE
- ④ CHEVRON MARKING - 24" WHITE IN GORE AREA WHEN SPECIFIED IN THE CONTRACT *
- ⑤ DOTTED EDGE EXTENSION MARKING - 4" WHITE (3' LINE, 9' GAP). SEE NOTE 3.

NOTES:

- 1. ARROWS SHOWN ON THIS MARKING PLAN DESIGNATE TRAFFIC FLOW, AND SHALL NOT BE TAKEN AS PROPOSED PAVEMENT MARKINGS.
- 2. PLACE WHITE EDGE OF TAPE 6" LEFT FROM JOINT.
- 3. 3' LINE 9' GAP, EXCEPT RETRACE THE EXISTING LINE-GAP PATTERN WHERE EXISTING MARKINGS ARE IN PLACE.
- 4. RETRACE EXISTING DIAGONAL MARKINGS.

* REFER TO DESIGN NOTES.



PAVEMENT MARKING
(RAMPS AND GORES)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

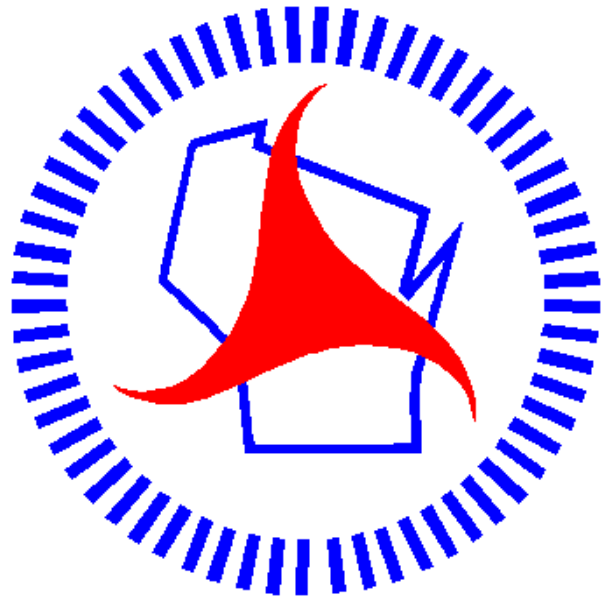
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Notes



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