

EAU MAY 2014

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 = 18

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

EAU CLAIRE - CHIPPEWA FALLS

NB EAU CLAIRE RIVER BRIDGE B-18-0167

USH 53
EAU CLAIRE

STATE PROJECT NUMBER

1190-05-76

STATE PROJECT

1190-05-76

FEDERAL PROJECT

PROJECT

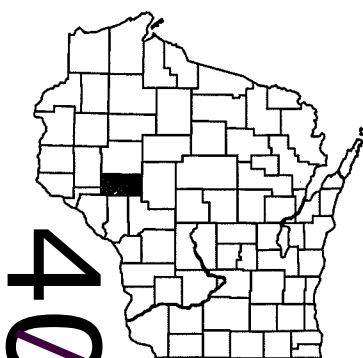
WISC 2014204

CONTRACT

1

PROJECT ID: 1190-05-76

COUNTY: EAU CLAIRE



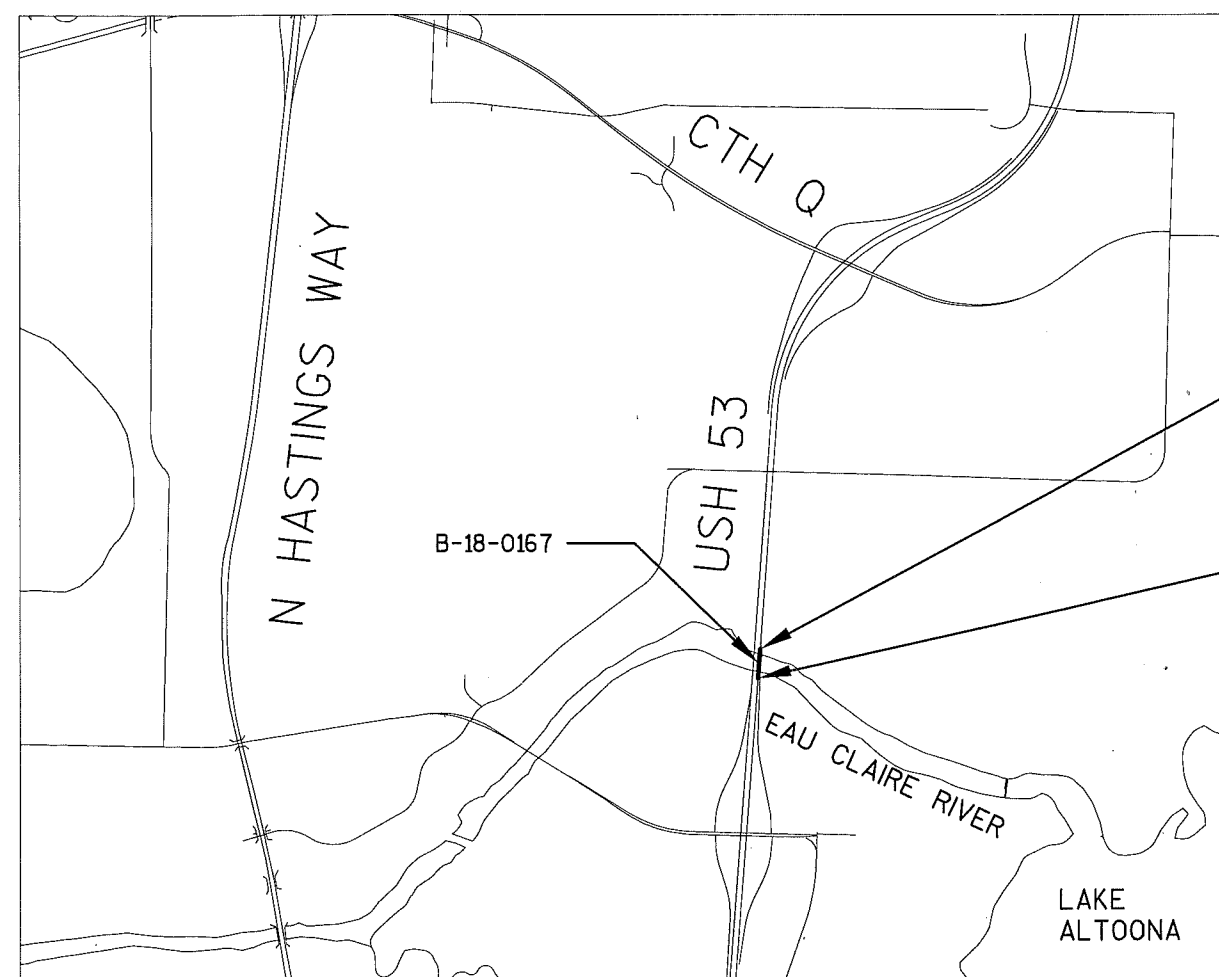
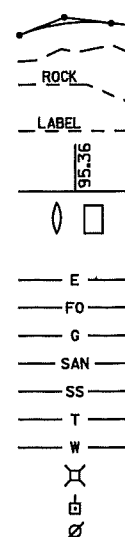
DESIGN DESIGNATION

A.A.D.T. 2014	=	39,600
A.A.D.T. 2034	=	48,400
D.H.V.	=	4,700
D.D.	=	59.41
T.	=	18.4%
DESIGN SPEED	=	70 MPH
ESALS	=	29,309,000

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	CAUTION
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	---



LAYOUT
SCALE 0

TOTAL NET LENGTH OF CENTERLINE = 0.189 MILES

"Coordinates on this plan are referred to the Wisconsin State Plans Coordinate System (WSPCS). 'Central' Zone."

END PROJECT 1190-05-76
STA. 376+67.61

BEGIN PROJECT 1190-05-76
STA. 366+68.97
X = 1591247.34
Y = 363756.92

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY

Surveyor	NW REGION - EAU CLAIRE
Designer	K. SPENCER-DOBSON
Project Manager	S. RUSCH
Regional Examiner	D. OJBWAY
Regional Supervisor	R. SHERMO
C.O. Examiner	

APPROVED FOR THE DEPARTMENT

DATE: 1/24/14 *Rick Sh...*
(Signature)

E

LIST OF STANDARD ABBREVIATIONS

ABUT.	ABUTMENT
AGG.	AGGREGATE
AH.	AHEAD
APPROX.	APPROXIMATE
A.E.W.	APRON ENDWALL
ASPH.	ASPHALTIC
A.D.T.	AVERAGE DAILY TRAFFIC
AZ.	AZIMUTH
BK.	BACK
BEG.	BEGIN
B.M.	BENCH MARK
C/L	CENTER LINE
CONC.	CONCRETE
CONST.	CONSTRUCTION
CO.	COUNTY
C.T.H.	COUNTY TRUNK HIGHWAY
X-SEC.	CROSS SECTION
CR.	CRUSHED
CFS	CUBIC FEET/SECOND
C.Y., CU. YD.	CUBIC YARD
CULV.	CULVERT
C.P.	CULVERT PIPE
D.O.T.	DEPARTMENT OF TRANSPORTATION
D.H.V.	DESIGN HOUR VOLUME
DIA.	DIAMETER
D.	DIRECTIONAL DISTRIBUTION
DISCH. OR DIS.	DISCHARGE
EA.	EACH
ELECT.	ELECTRIC
EL. OR ELEV.	ELEVATION
EMB.	EMBANKMENT
E.B.S.	EXCAVATION BELOW SUBGRADE
EXIST.	EXISTING
FERT.	FERTILIZE
F.E.	FIELD ENTRANCE
FIN.	FINISHED
FT.	FOOT
F.L.	FLOW LINE
GA.	GAUGE
HORIZ.	HORIZONTAL
CWT.	HUNDREDWEIGHT
INL.	INLET
LT.	LEFT
L.H.F.	LEFT-HAND FORWARD
LIN.	LINEAR
LIN. FT.	LINEAR FOOT
L.S.	LUMP SUM
MAX.	MAXIMUM
MI.	MILE
MISC.	MISCELLANEOUS
N.E.	NORTH EAST
N.W.	NORTH WEST
PAV'T	PAVEMENT
P.C.	POINT OF CURVATURE
P.I.	POINT OF INTERSECTION
P.T.	POINT OF TANGENCY
P.O.T.	POINT ON TANGENT
LB.	POUND
P.E.	PRIVATE ENTRANCE
PROJ.	PROJECT
R.	RANGE
REQ'D	REQUIRED
RT.	RIGHT
R.H.F.	RIGHT-HAND FORWARD
R/W	RIGHT OF WAY
RD.	ROAD
SHR.	SHRINKAGE
SL.	SLOPE
STD.	STANDARD
S.D.D.	STANDARD DETAIL DRAWINGS
S.T.H.	STATE TRUNK HIGHWAY
STA.	STATION
S.P.P.A.	STRUCTURAL PLATE PIPE ARCH
STRUCT.	STRUCTURE
SURF.	SURFACE
TEL.	TELEPHONE
TN.	TOWN
T.	TRUCKS (PERCENT OF)
UNCL.	UNCLASSIFIED
U.G.	UNDERGROUND
V.	VELOCITY OR DESIGN SPEED
V.C.	VERTICAL CURVE

WISCONSIN DNR – LIASON

WISCONSIN DEPARTMENT OF NATURAL RESOURCES
DNR NORTHERN REGION HQ
810 WEST MAPLE STREET
SPOONER, WI 54801
PHONE: (715) 635-4229
ATTN: AMY CRONK

ORDER OF SECTION 2 SHEETS

PROJECT OVERVIEW
CONSTRUCTION DETAILS
TRAFFIC CONTROL

DIGGERSHOTLINE

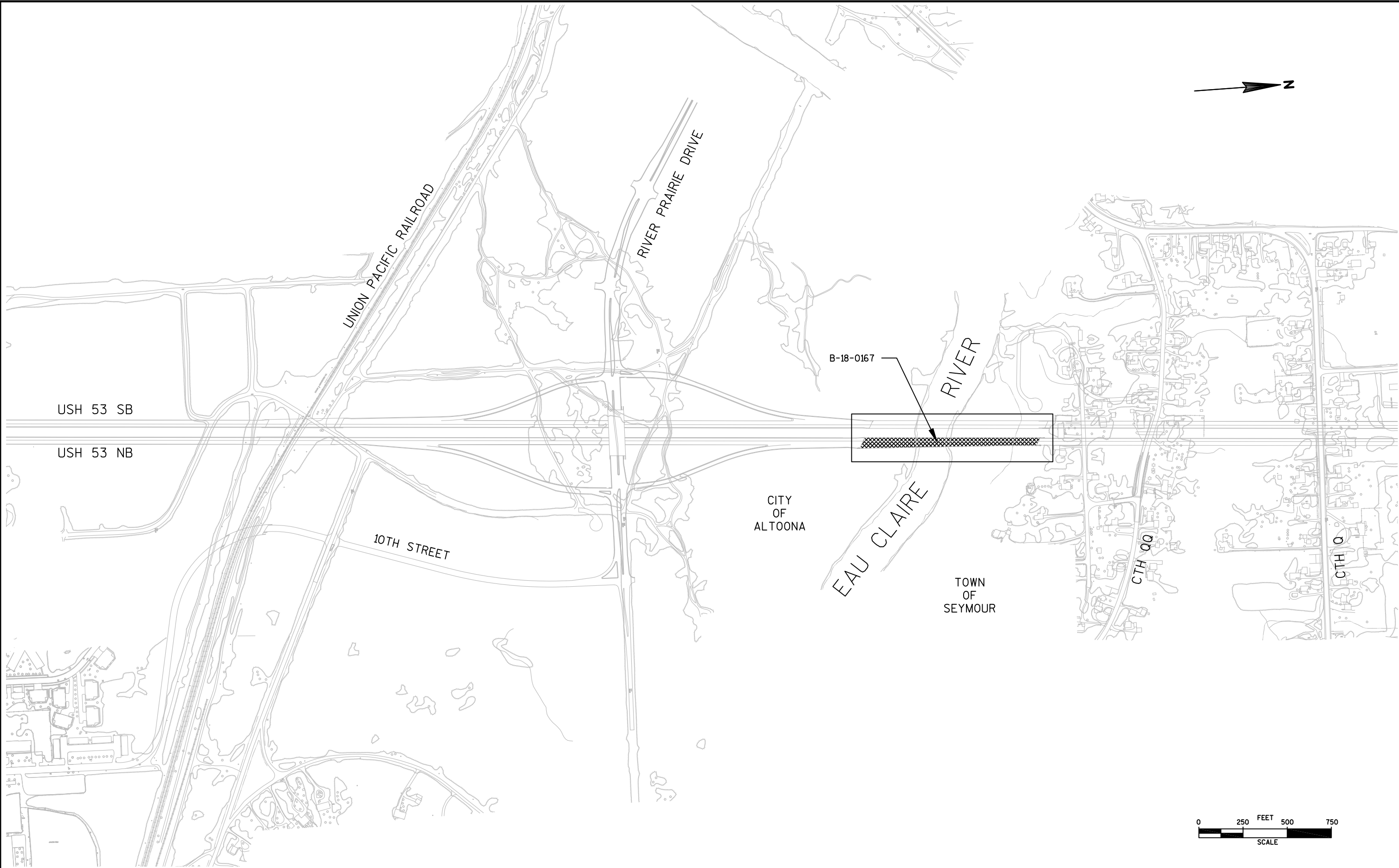
Dial 811 or (800) 242-8511

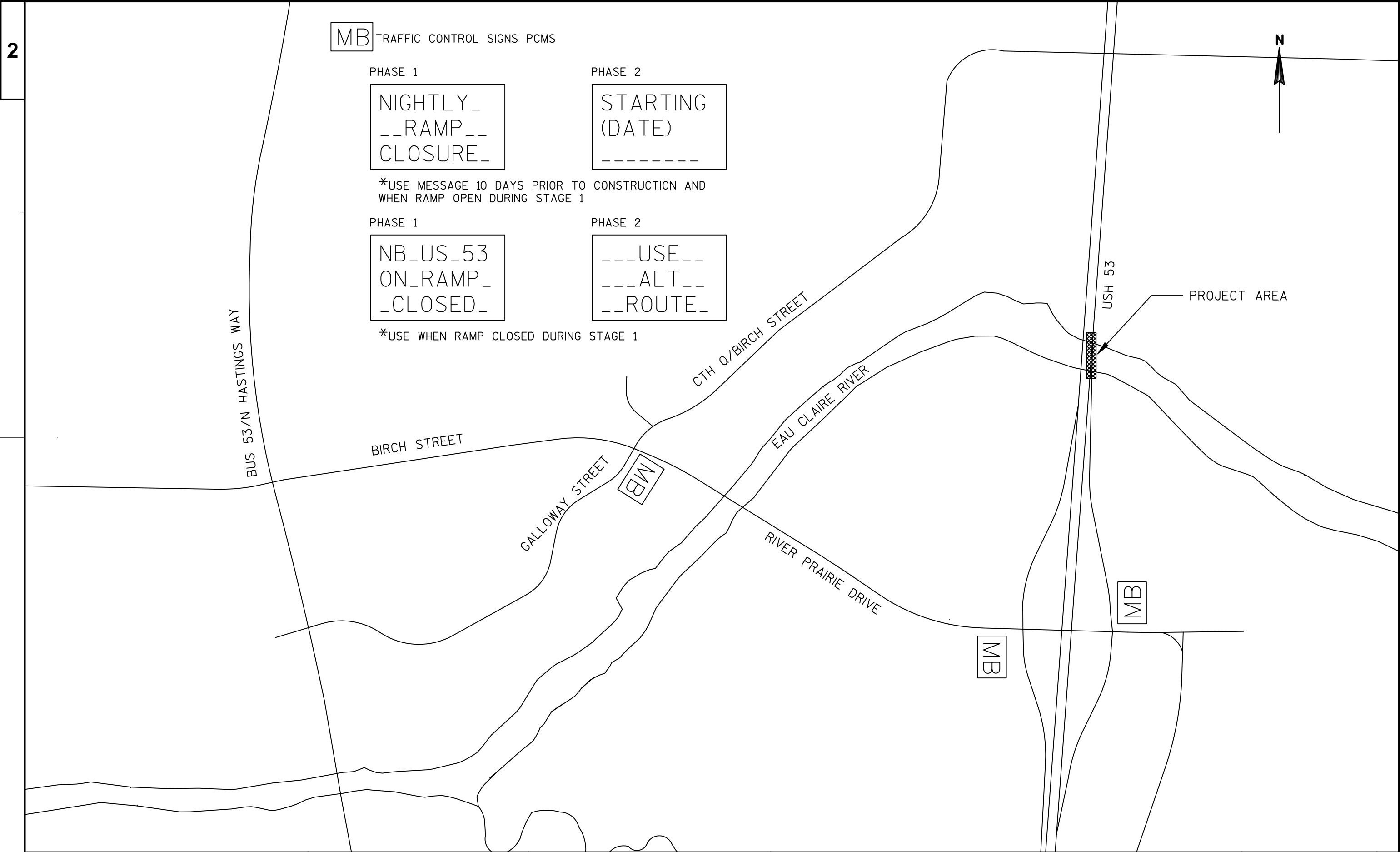
www.DiggersHotline.com

GENERAL NOTES

THE LOCATIONS OF EXISTING AND PROPOSED UTILITY INSTALLATIONS AS SHOWN ON THE PLANS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT AREA THAT ARE NOT SHOWN.

IT IS THE CONTRACTOR'S RESPONSIBILITY TO CALL DIGGERS HOTLINE PRIOR TO BEGINNING WORK OPERATIONS AND TO CONFIRM ALL UTILITY LOCATIONS.





MB TRAFFIC CONTROL SIGNS PCMS

PHASE 1

NIGHTLY_
__RAMP__
CLOSURE

PHASE 2

STARTING
(DATE)

*USE MESSAGE 10 DAYS PRIOR TO CONSTRUCTION AND
WHEN RAMP OPEN DURING STAGE 1

PHASE 1

NB_US_53
ON_RAMP_
CLOSED

PHASE 2

---USE---
---ALT---
ROUTE

*USE WHEN RAMP CLOSED DURING STAGE 1

STAGE 1
DRIVING (RIGHT) LANE AND
ON-RAMP FROM RIVER
PRAIRIE DRIVE CLOSURE

ALLOWED 9PM TO 6AM DAILY

GENERAL TRAFFIC CONTROL NOTES
COORDINATE LOCATIONS OF LANE CLOSURE/SPEED REDUCTION ADVANCED WARNING
SIGNING WITH DETAILS SHOWN ELSEWHERE IN THE PLAN.

RETURN SPEED LIMIT TO 65 MPH AND COVER SIGNS DURING NON-WORKING HOURS.

THE EXACT NUMBER, LOCATION AND SPACING OF ALL SIGNS ARE APPROXIMATE AND
SHALL BE ADJUSTED TO FIT FIELD CONDITIONS.

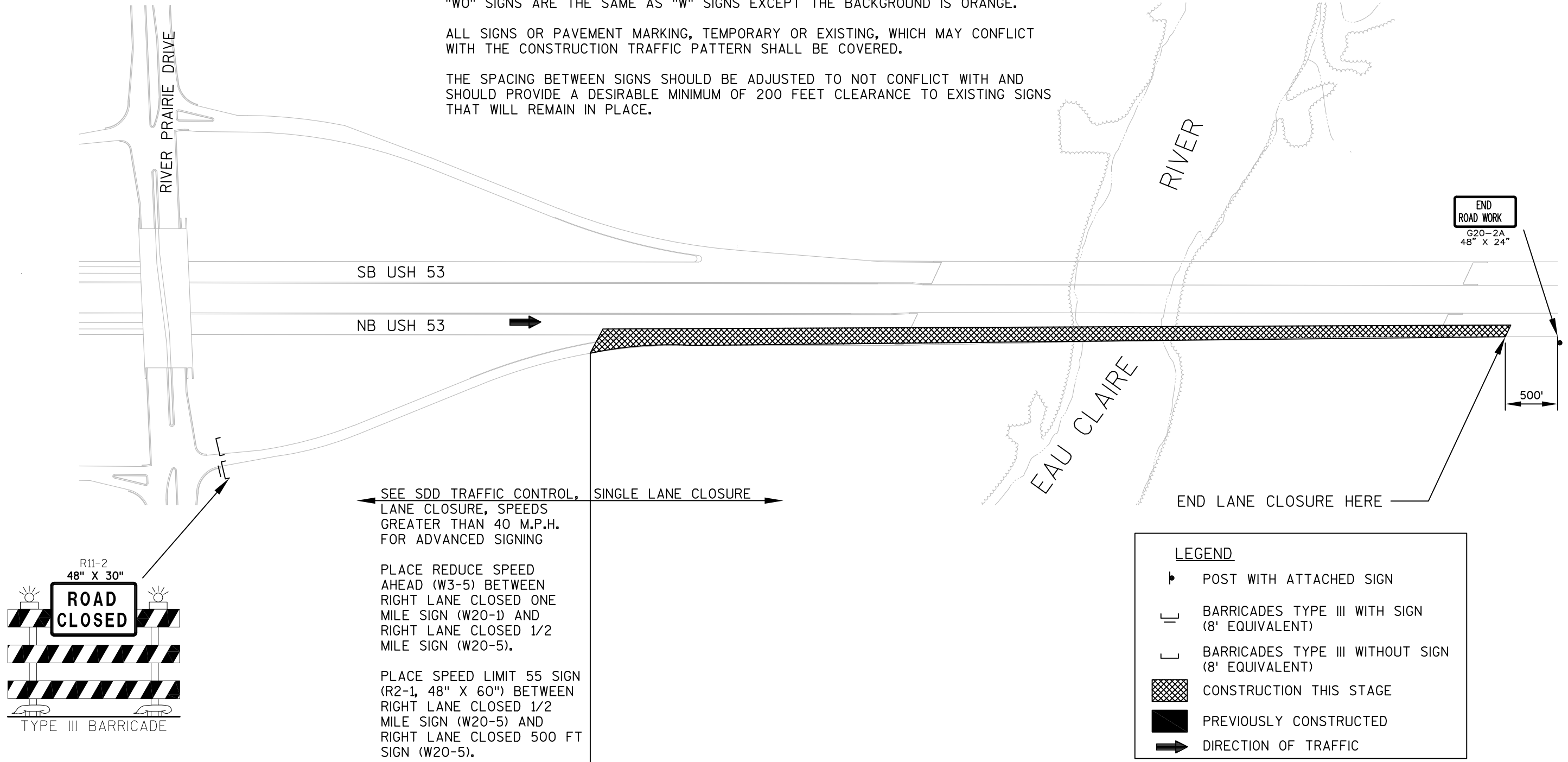
DURING THE HOURS OF DARKNESS ALL BARRICADES USED TO SHIELD A HAZARD SHALL
BE EQUIPPED WITH WARNING LIGHTS, TYPE A.

ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED.

"WO" SIGNS ARE THE SAME AS "W" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

ALL SIGNS OR PAVEMENT MARKING, TEMPORARY OR EXISTING, WHICH MAY CONFLICT
WITH THE CONSTRUCTION TRAFFIC PATTERN SHALL BE COVERED.

THE SPACING BETWEEN 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.



STAGE 2
PASSING (LEFT) LANE CLOSURE
ALLOWED 9PM TO 6AM DAILY

GENERAL TRAFFIC CONTROL NOTES
COORDINATE LOCATIONS OF LANE CLOSURE/SPEED REDUCTION ADVANCED WARNING
SIGNING WITH DETAILS SHOWN ELSEWHERE IN THE PLAN.

RETURN SPEED LIMIT TO 65 MPH AND COVER SIGNS DURING NON-WORKING HOURS.

THE EXACT NUMBER, LOCATION AND SPACING OF ALL SIGNS ARE APPROXIMATE AND
SHALL BE ADJUSTED TO FIT FIELD CONDITIONS.

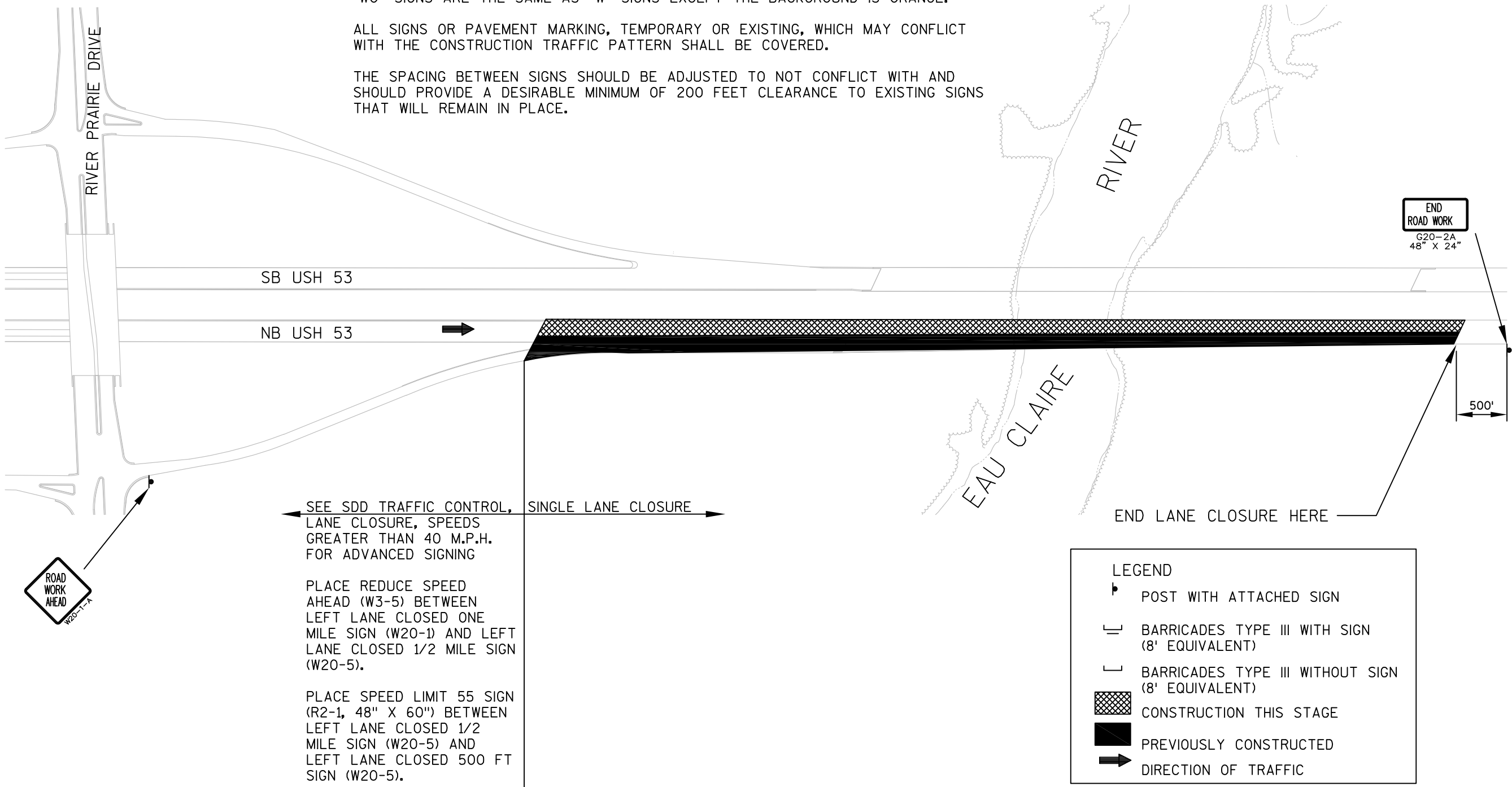
DURING THE HOURS OF DARKNESS ALL BARRICADES USED TO SHIELD A HAZARD SHALL
BE EQUIPPED WITH WARNING LIGHTS, TYPE A.

ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED.

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THAT WILL REMAIN IN PLACE.



DATE 04MAR14			E S T I M A T E O F Q U A N T I T I E S		
LINE					1190-05-76
NUMBER	ITEM	ITEM DESCRIPTION	UNIT	TOTAL	QUANTITY
0010	213.0100	FINISHING ROADWAY (PROJECT) 01.	EACH	1.000	1.000
		1190-05-76			
0020	509.5100.S	POLYMER OVERLAY	SY	5,405.000	5,405.000
0030	618.0100	MAINTENANCE AND REPAIR OF HAUL ROADS	EACH	1.000	1.000
		(PROJECT) 01. 1190-05-76			
0040	619.1000	MOBILIZATION	EACH	1.000	1.000
0050	628.7010	INLET PROTECTION TYPE B	EACH	6.000	6.000
0060	643.0100	TRAFFIC CONTROL (PROJECT) 01. 1190-05-76	EACH	1.000	1.000
0070	643.0300	TRAFFIC CONTROL DRUMS	DAY	988.000	988.000
0080	643.0420	TRAFFIC CONTROL BARRICADES TYPE III	DAY	43.000	43.000
0090	643.0705	TRAFFIC CONTROL WARNING LIGHTS TYPE A	DAY	86.000	86.000
0100	643.0715	TRAFFIC CONTROL WARNING LIGHTS TYPE C	DAY	304.000	304.000
0110	643.0800	TRAFFIC CONTROL ARROW BOARDS	DAY	38.000	38.000
0120	643.0900	TRAFFIC CONTROL SIGNS	DAY	152.000	152.000
0130	643.1050	TRAFFIC CONTROL SIGNS PCMS	DAY	90.000	90.000
0140	646.0106	PAVEMENT MARKING EPOXY 4-INCH	LF	2,250.000	2,250.000
0150	646.0126	PAVEMENT MARKING EPOXY 8-INCH	LF	275.000	275.000
0160	647.0803	PAVEMENT MARKING AERIAL ENFORCEMENT BARS EPOXY 24-INCH	LF	24.000	24.000
0170	649.0400	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH	LF	2,250.000	2,250.000

FINISHING ROADWAY (1190-05-76)

CATEGORY	STATION TO	STATION	LOCATION	213. 0100 EACH
0010	366+69	- 376+68	USH 53 NB	1
TOTAL 0010				1

MOBILIZATION

CATEGORY	STATION TO	STATION	LOCATION	619. 1000 EACH
0010	366+69	- 376+68	USH 53 NB	1
TOTAL 0010				1

INLET PROTECTION TYPE B

CATEGORY	STATION TO	STATION	LOCATION	628. 7010 EACH
0010	366+69	- 376+68	USH 53 NB	6
TOTAL 0010				6

TRAFFIC CONTROL (1190-05-76)

CATEGORY	STATION TO	STATION	LOCATION	643. 0100 EACH
0010	366+69	- 376+68	USH 53 NB	1
TOTAL 0010				1

TRAFFIC CONTROL ITEMS

			643. 0300		643. 0420		643. 0705		643. 0715		643. 0800		643. 0900		643. 1050	
			DRUMS		BARRI CADES TYPE III		WARNI NG LI GHTS TYPE A		WARNI NG LI GHTS TYPE C		ARROW BOARDS		SI GNS		SI GNS PCMS	
CATEGORY	LOCATION	DAYS	NO.	DAYS	NO.	DAYS	NO.	DAYS	NO.	DAYS	NO.	DAYS	NO.	DAYS	NO.	DAYS
0010	STAGE 1	12	52	624	3	36	6	72	16	192	2	24	8	96	0	0
0010	STAGE 2	7	52	364	1	7	2	14	16	112	2	14	8	56	0	0
0010	RIVER PRAIRIE DRIVE	30	0	0	0	0	0	0	0	0	0	0	0	0	3	90
TOTAL 0010			988		43		86		304		38		152		90	

PAVEMENT MARKING EPOXY 4-INCH

CATEGORY	STATION TO	STATION	LOCATION	646.0106 LF	WHI TE LF	YELLOW LF	REMARKS
0010	366+69	- 376+68	USH 53 NB	1000	--	1000	EDGE LI NE
0010	366+69	- 376+68	USH 53 NB	1000	1000	--	EDGE LI NE
0010	366+69	- 376+68	USH 53 NB	250	--	250	LANE LI NE
TOTAL 0010				2250			

PAVEMENT MARKING AERIAL ENFORCEMENT BARS EPOXY 24-INCH

CATEGORY	STATION TO	STATION	LOCATION	647.0803 LF	REMARKS
0010	366+69	- 376+68	USH 53 NB	24	STATE PATROL TO FIELD LOCATE
TOTAL 0010				24	

PAVEMENT MARKING EPOXY 8-INCH

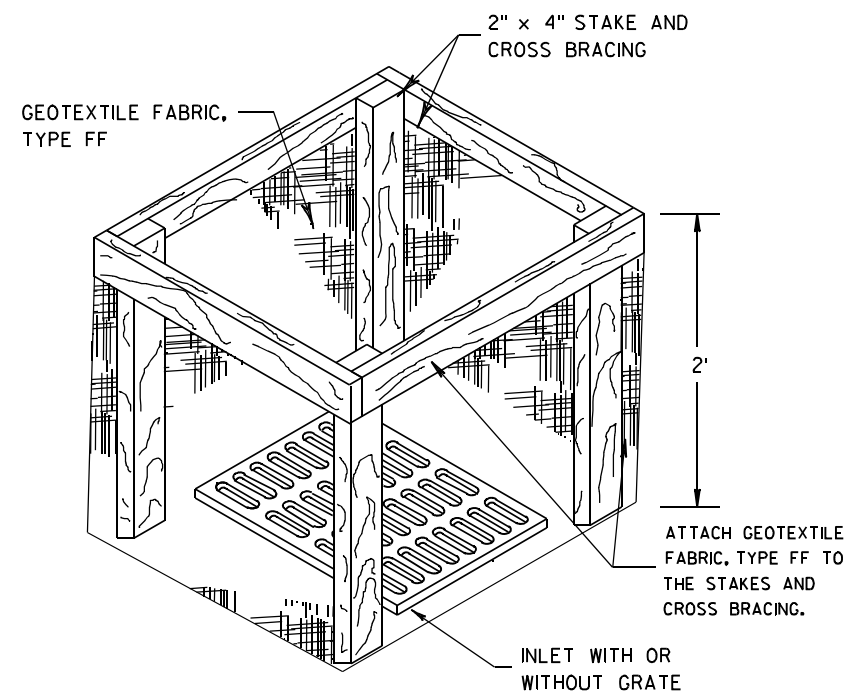
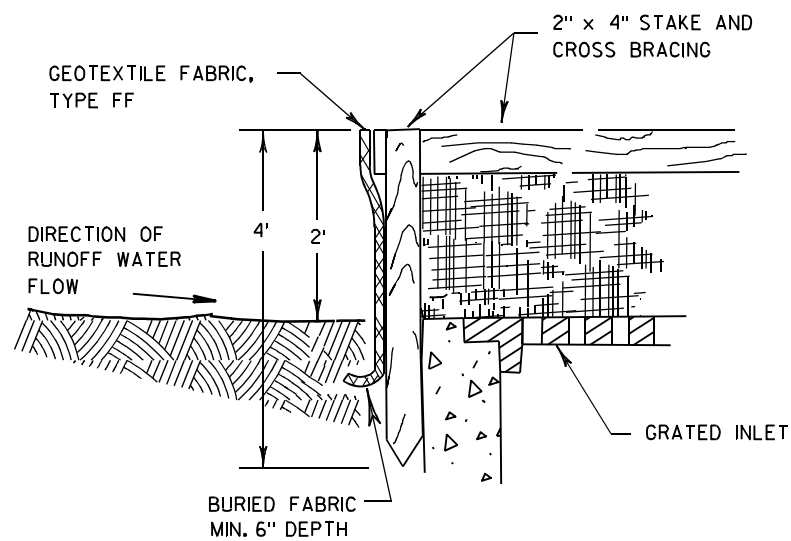
CATEGORY	STATION TO	STATION	LOCATION	646.0126 LF	REMARKS
0010	366+69	- 376+68	USH 53 NB	275	ENTIRE GORE AREA
TOTAL 0010				275	

TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH

CATEGORY	STATION TO	STATION	LOCATION	649.0400 LF	WHI TE LF	YELLOW LF	REMARKS
0010	366+69	- 376+68	USH 53 NB	1000	--	1000	EDGE LI NE
0010	366+69	- 376+68	USH 53 NB	1000	1000	--	EDGE LI NE
0010	366+69	- 376+68	USH 53 NB	250	--	250	LANE LI NE
TOTAL 0010				2250			

Standard Detail Drawing List

08E10-02	INLET PROTECTION TYPE A, B, C AND D
15C08-16A	PAVEMENT MARKING (MAINLINE)
15C14-01	AERIAL ENFORCEMENT BARS PAVEMENT MARKING DETAILS
15C31-01A	PAVEMENT MARKING (RAMPS AND GORES)
15D12-03	TRAFFIC CONTROL, LANE CLOSURE, SPEEDS GREATER THAN 40 M. P. H.



INLET PROTECTION, TYPE A

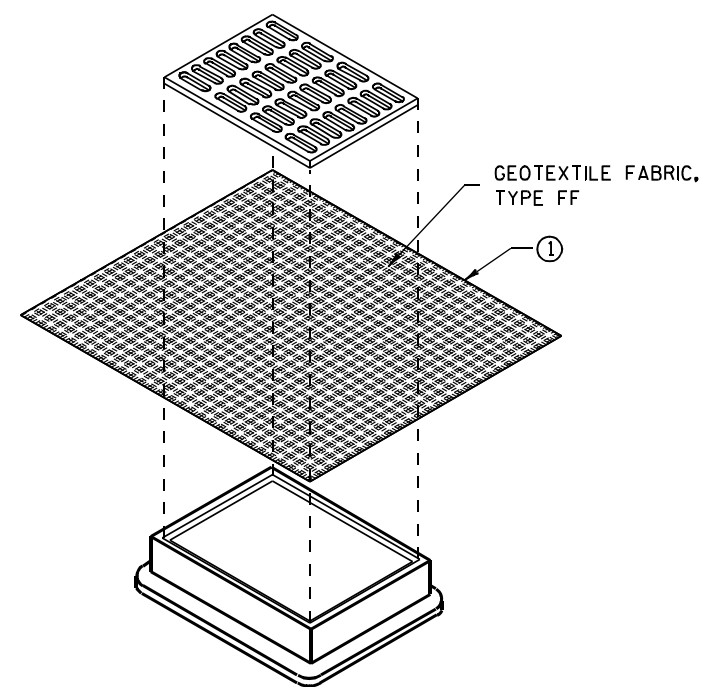
GENERAL NOTES

INLET PROTECTION DEVICES SHALL BE MAINTAINED OR REPLACED AT THE DIRECTION OF THE ENGINEER.

MANUFACTURED ALTERNATIVES APPROVED AND LISTED ON THE DEPARTMENT'S EROSION CONTROL PRODUCT ACCEPTABILITY LIST MAY BE SUBSTITUTED.

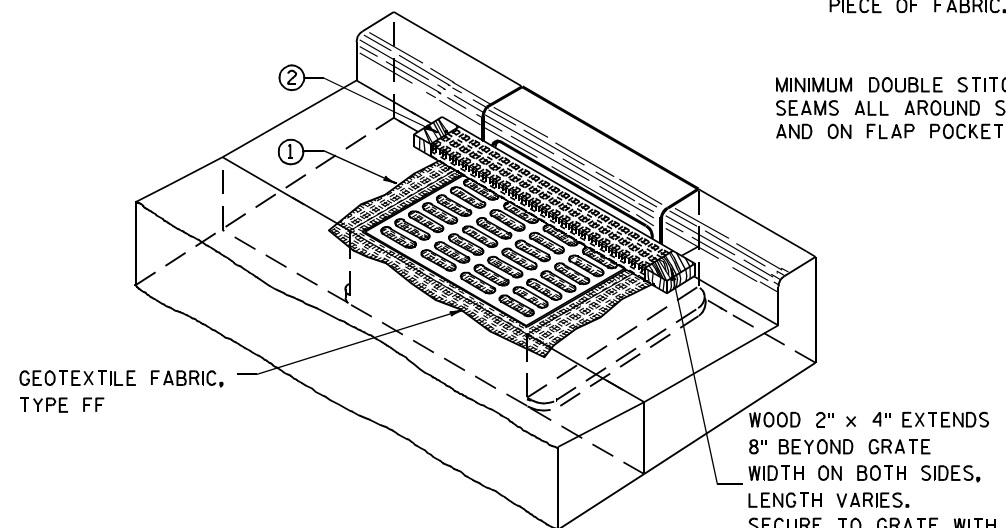
WHEN REMOVING OR MAINTAINING INLET PROTECTION, CARE SHALL BE TAKEN SO THAT THE SEDIMENT TRAPPED ON THE GEOTEXTILE FABRIC DOES NOT FALL INTO THE INLET. ANY MATERIAL FALLING INTO THE INLET SHALL BE REMOVED IMMEDIATELY.

- ① FINISHED SIZE, INCLUDING FLAP POCKETS WHERE REQUIRED, SHALL EXTEND A MINIMUM OF 10" AROUND THE PERIMETER TO FACILITATE MAINTENANCE OR REMOVAL.
- ② FOR INLET PROTECTION, TYPE C (WITH CURB BOX), AN ADDITIONAL 18" OF FABRIC IS WRAPPED AROUND THE WOOD AND SECURED WITH STAPLES. THE WOOD SHALL NOT BLOCK THE ENTIRE HEIGHT OF THE CURB BOX OPENING.
- ③ FLAP POCKETS SHALL BE LARGE ENOUGH TO ACCEPT WOOD 2X4.



**INLET PROTECTION, TYPE B
(WITHOUT CURB BOX)**

(CAN BE INSTALLED IN ANY INLET WITHOUT A CURB BOX)



INLET PROTECTION, TYPE C (WITH CURB BOX)

INSTALLATION NOTES

TYPE B & C

TRIM EXCESS FABRIC IN THE FLOW LINE TO WITHIN 3" OF THE GRATE.

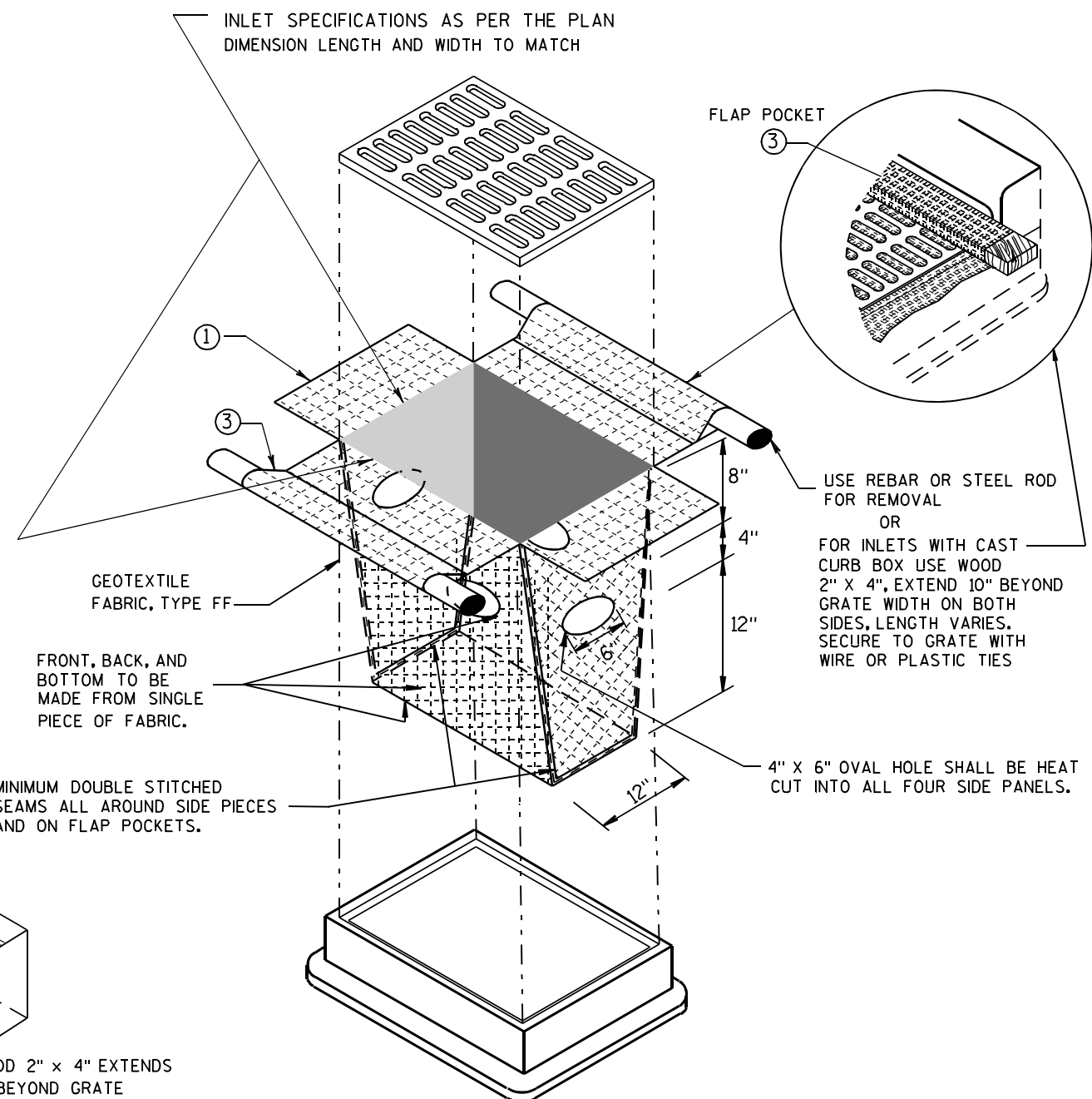
THE CONTRACTOR SHALL DEMONSTRATE A METHOD OF MAINTENANCE, USING A SEWN FLAP, HAND HOLDS OR OTHER METHOD TO PREVENT ACCUMULATED SEDIMENT FROM ENTERING THE INLET.

TYPE D

DO NOT INSTALL INLET PROTECTION TYPE D IN INLETS SHALLower THAN 30", MEASURED FROM THE BOTTOM OF THE INLET TO THE TOP OF THE GRATE.

TRIM EXCESS FABRIC IN THE FLOW LINE TO WITHIN 3" OF THE GRATE.

THE INSTALLED BAG SHALL HAVE A MINIMUM SIDE CLEARANCE, BETWEEN THE INLET WALLS AND THE BAG, MEASURED AT THE BOTTOM OF THE OVERFLOW HOLES, OF 3". WHERE NECESSARY THE CONTRACTOR SHALL CINCH THE BAG, USING PLASTIC ZIP TIES, TO ACHIEVE THE 3" CLEARANCE. THE TIES SHALL BE PLACED AT A MAXIMUM OF 4" FROM THE BOTTOM OF THE BAG.



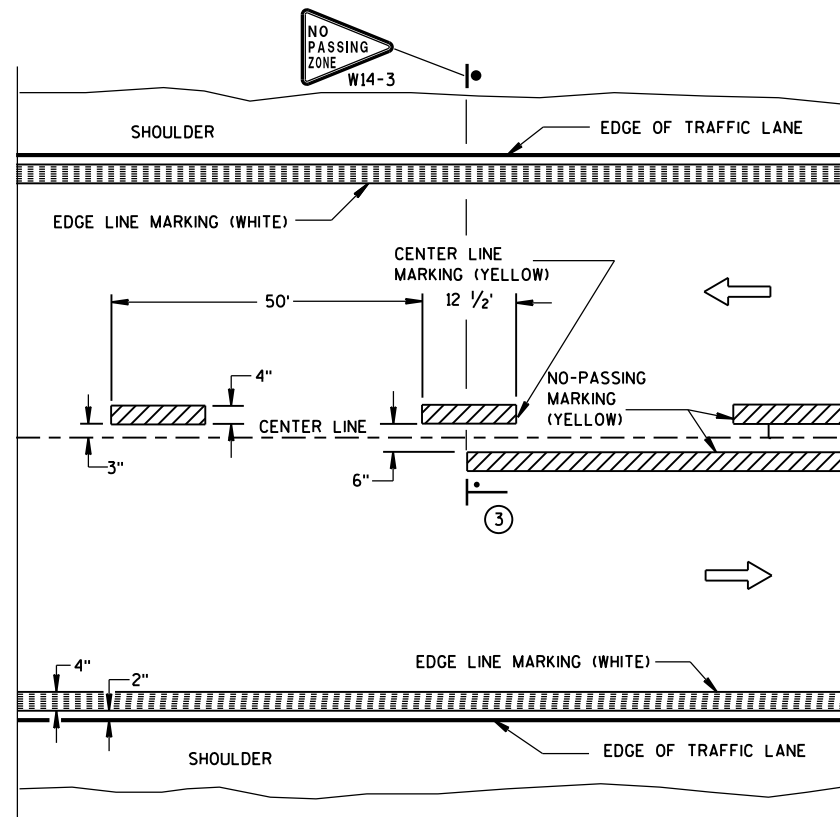
INLET PROTECTION, TYPE D

(CAN BE INSTALLED IN ANY INLET TYPE WITH OR WITHOUT A CURB BOX AS PER NOTE ②)

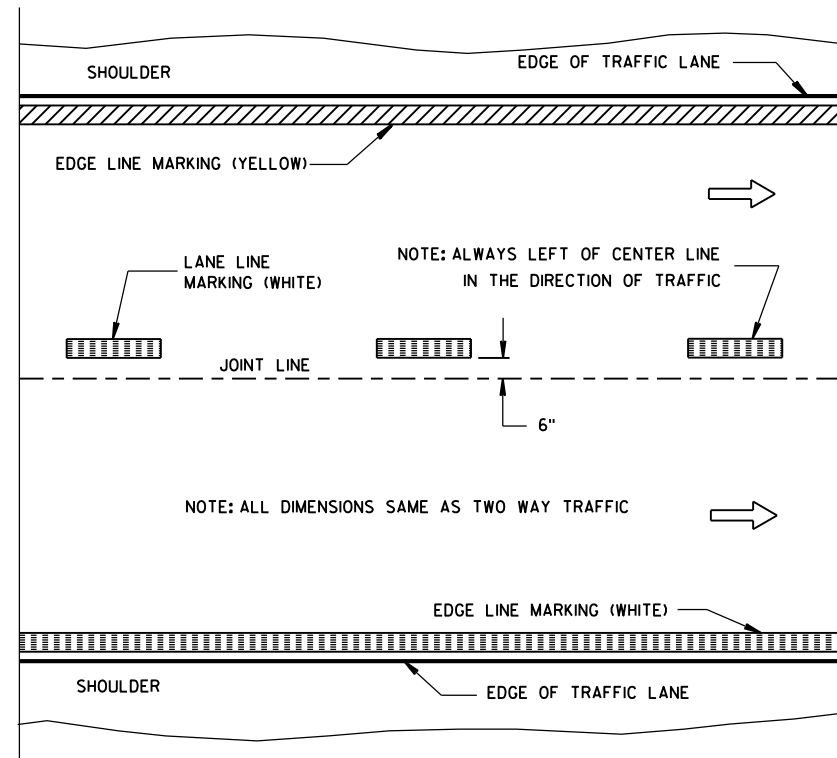
**INLET PROTECTION
TYPE A, B, C, AND D**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
10/16/02 /S/ Beth Cannestra
DATE
FHWA CHIEF ROADWAY DEVELOPMENT ENGINEER

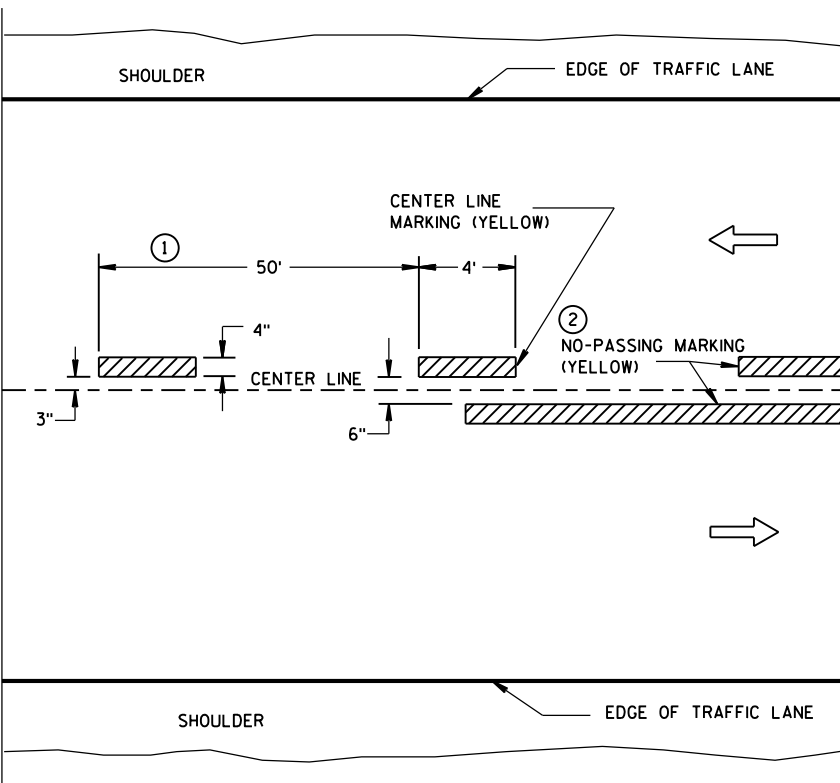


TWO WAY TRAFFIC

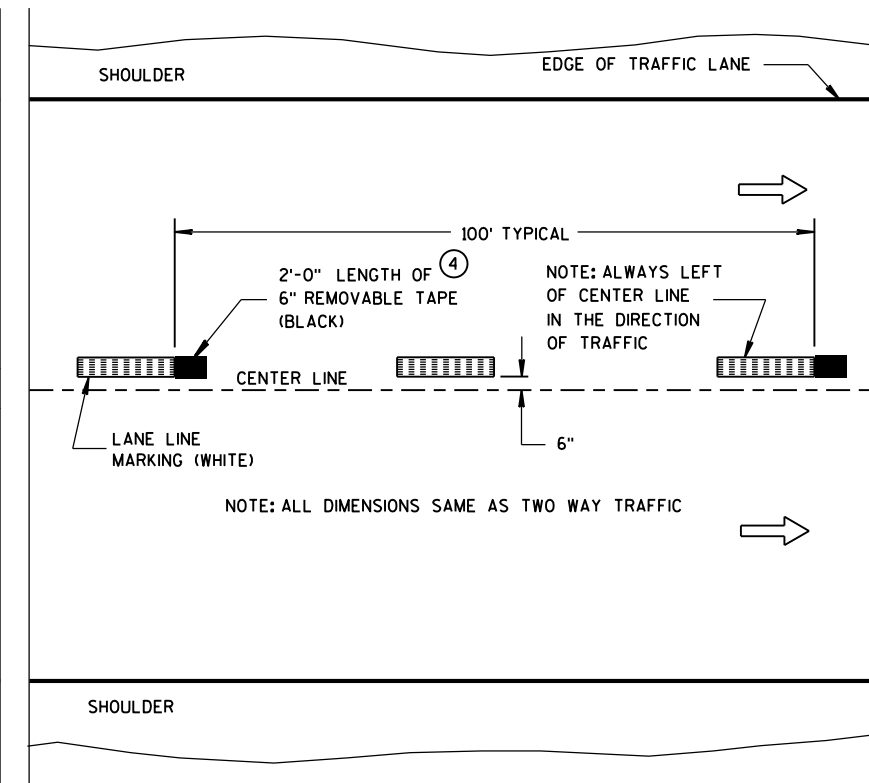


ONE WAY TRAFFIC

PERMANENT PAVEMENT MARKING



TWO WAY TRAFFIC



ONE WAY TRAFFIC

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

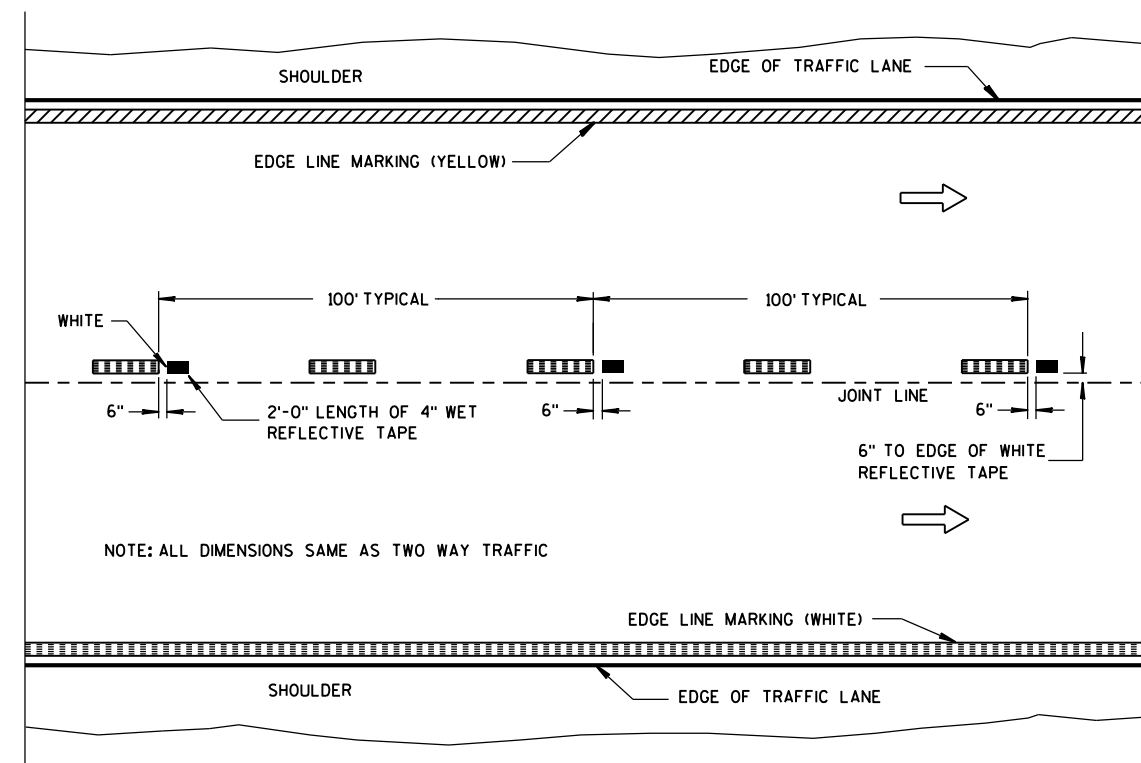
GENERAL NOTES

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

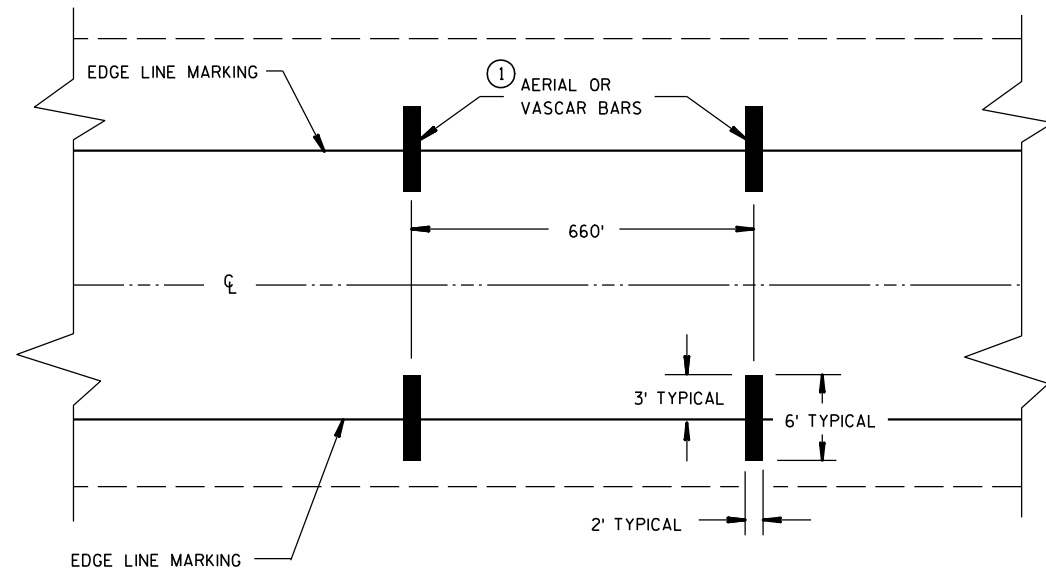
- "T" MARKING
- POST MOUNTED SIGN

PAVEMENT MARKING
(MAINLINE)

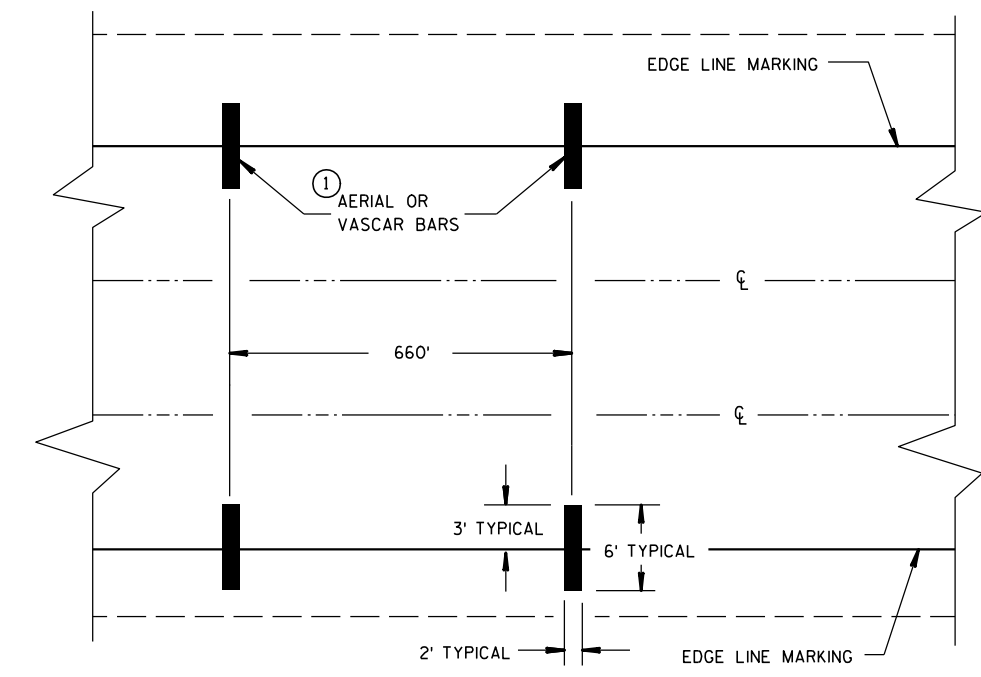
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
5-13-2013
DATE
FHWA

/S/ Travis Feltes
STATE TRAFFIC ENGINEER



TYPICAL FOR TWO WAY OR ONE WAY TRAFFIC



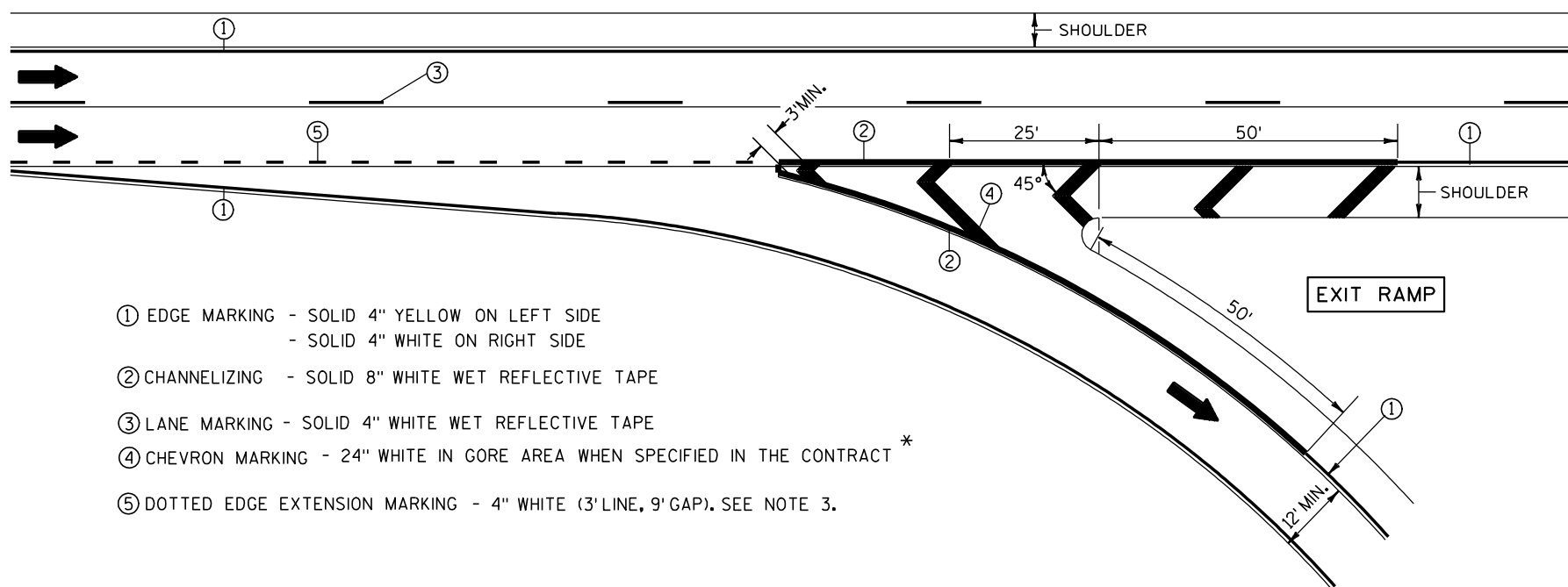
TYPICAL FOR MULTILANE TRAFFIC

SPEED ENFORCEMENT ZONE WITH AERIAL OR VASCAR BARS

GENERAL NOTES

- ① NUMBER OF VASCAR OR AERIAL BARS SHALL BE A MINIMUM OF 2 OR A MAXIMUM OF 5 AT 660' SPACING.
- A CAR CAN BE PROVIDED BY THE WISCONSIN STATE PATROL FOR TRAFFIC CONTROL.

AERIAL ENFORCEMENT BARS PAVEMENT MARKING DETAILS	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED 4/23/01 DATE	/S/ Chester J. Spang CHIEF SIGNS AND MARKING ENGINEER
FHWA	

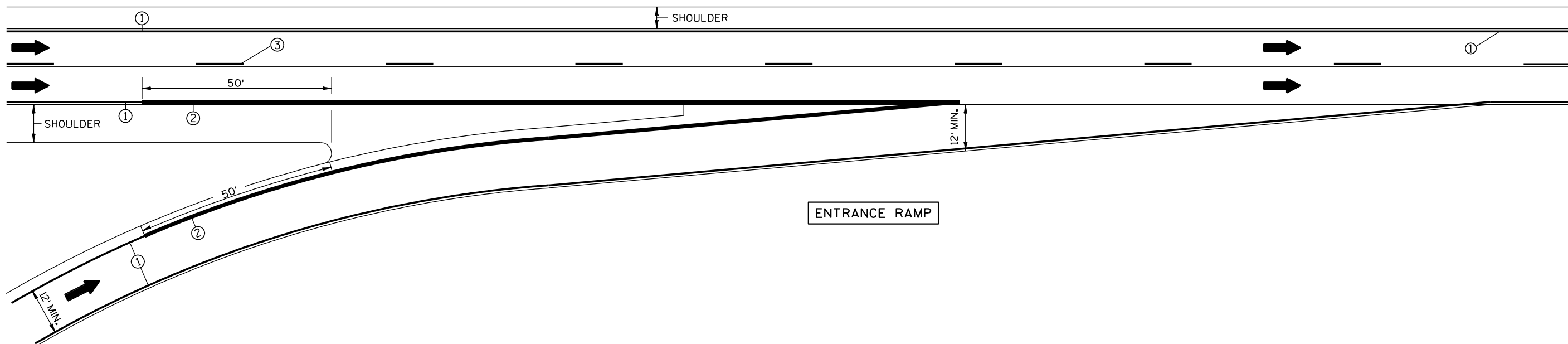


- ① EDGE MARKING - SOLID 4" YELLOW ON LEFT SIDE
- SOLID 4" WHITE ON RIGHT SIDE
- ② CHANNELIZING - SOLID 8" WHITE WET REFLECTIVE TAPE
- ③ LANE MARKING - SOLID 4" WHITE WET REFLECTIVE TAPE
- ④ CHEVRON MARKING - 24" WHITE IN GORE AREA WHEN SPECIFIED IN THE CONTRACT *
- ⑤ DOTTED EDGE EXTENSION MARKING - 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

LEGEND

- TYPE III BARRICADE WITH ATTACHED SIGN
- SIGN ON PERMENENT SUPPORT
- POST WITH ATTACHED SIGN IN DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- TRAFFIC CONTROL DRUM
- FLASHING ARROW BOARD
- TYPE "A" WARNING LIGHT (FLASHING)
- REMOVING PAVEMENT MARKING
- DIRECTION OF TRAFFIC
- WORK AREA

GENERAL NOTES

THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

THE SPACING BETWEEN SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A MINIMUM OF 200 FEET, (500 FEET DESIREABLE) DISTANCE TO EXISTING SIGNS.

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

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED.

"WO" IS THE SAME AS "W" EXCEPT THE BACKGROUND IS ORANGE.

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. NO WARNING LIGHTS SHALL BE WORKING ON "COVERED" OR "DOWNED" SIGNS.

CONSIDER GEOMETRICS WHEN LOCATING SIGNS AND ARROW BOARD SO THE DRIVER HAS A CLEAR VIEW OF THE ARROW BOARD AND LANE CLOSURE DRUMS FOR A MINIMUM 1500 FEET IN FRONT OF DRUMS.

FOR A LANE CLOSURE THAT IS IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS, THE ADVANCED WARNING SIGNS MAY BE MOUNTED ON PORTABLE SUPPORTS.

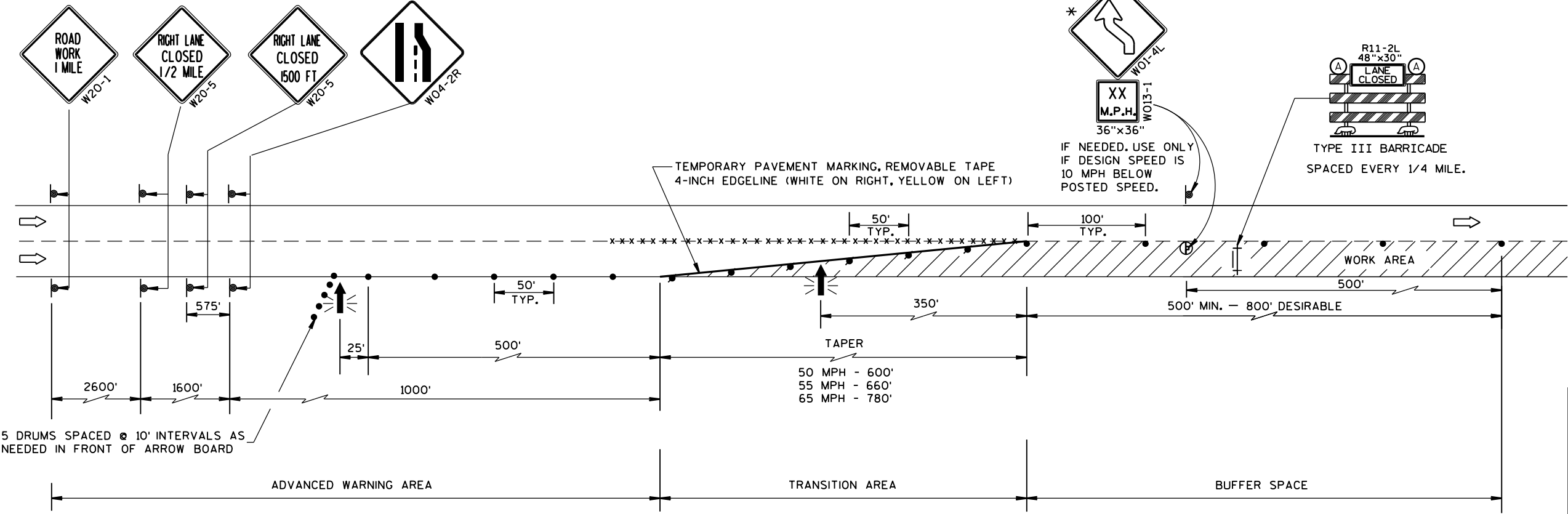
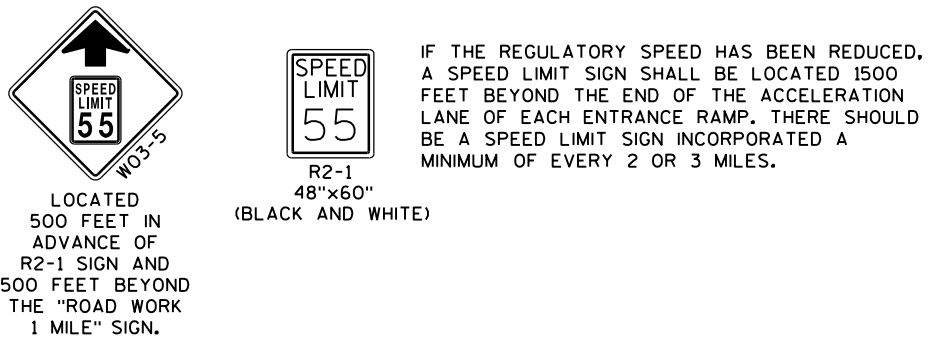
REMOVE PAVEMENT MARKINGS IF LANE CLOSURE IS TO BE IN PLACE FOR LONGER THAN 4 OR MORE DAYS AND NIGHTS.

WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

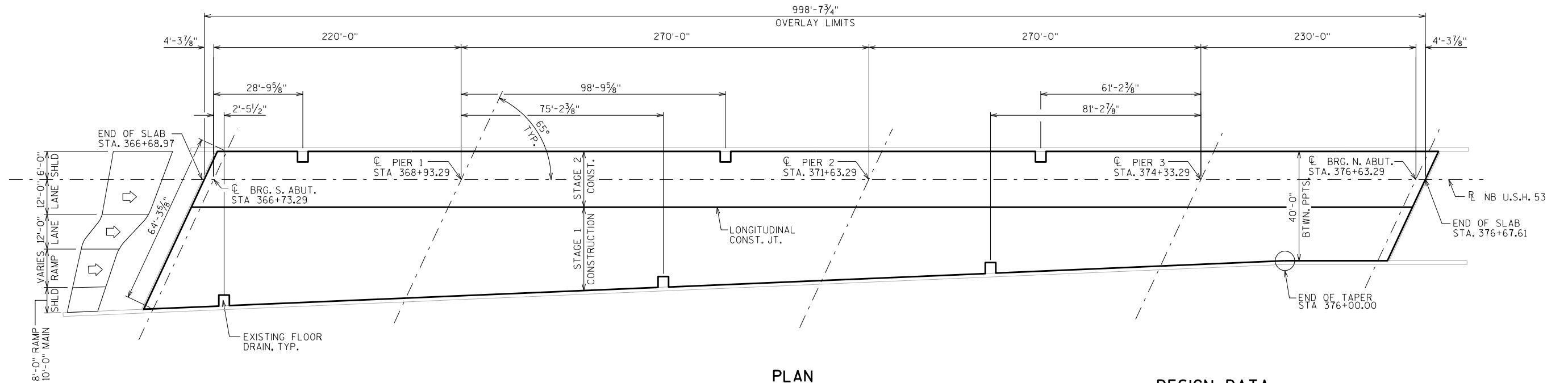
IF THE HORIZONTAL ALIGNMENT IS SUCH THAT A CURVE MAY REQUIRE ADDITIONAL DELINEATION, THE DEVICE SPACING MAY BE DECREASED TO 50 FEET.


ADJUSTMENTS IN BUFFER SPACE NEED TO BE INCORPORATED WHEN THE LANE CLOSURE OCCURS NEAR AN INTERCHANGE EXIT OR ENTRANCE RAMP. THE LANE CLOSURE MUST STILL ALLOW FOR ADEQUATE BUFFER SPACE. THE MINIMUM LENGTH OF THE BUFFER SPACE BEFORE AN EXIT RAMP SHOULD BE 1/2 THE LENGTH OF THE TRANSITION AREA. THE ENTRANCE RAMP SHOULD BE FOLLOWED BY THE ORIGINAL BUFFER SPACE LENGTH OF 800 FEET DESIRABLE PRIOR TO ANOTHER TRAFFIC CONTROL CHANGE SUCH AS A CROSSOVER MANEUVER.

* THE LEFT REVERSE CURVE SIGN (WO1-4L) IS ONLY REQUIRED WHEN THIS DETAIL IS USED IN COMBINATION WITH "SINGLE LANE CROSSOVER" DETAIL.



TRAFFIC CONTROL, LANE CLOSURE, SPEEDS GREATER THAN 40 M.P.H.	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED 8/2013	/S/ Travis Feltes
DATE	STATE TRAFFIC ENGINEER OF DESIGN
FHWA	



NO.	DATE	REVISION	BY
 <div style="display: inline-block; vertical-align: middle;"> <p>Plans Prepared By</p> <p>WISDOT</p> <p>BUREAU OF STRUCTURES</p> </div>			
ACCEPTED	<i>William C. Dehn</i> <small>DAK</small> CHIEF STRUCTURES DESIGN ENGINEER		11/5/13 DATE
<h1>STRUCTURE B-18-167</h1>			
NB USH 53 OVER EAU CLAIRE RIVER			
COUNTY	EAU CLAIRE	TOWN/CITY/VILLAGE	ALTOONA
DESIGN SPEC.		REHABILITATION	N/A
DESIGNED BY	DESIGN CK'D.	DRAWN BY	PLANS CK'D. NAR
THIN BONDED POLYMER OVERLAY			SHEET 1 OF 1

Notes



Wisconsin Department of Transportation

Dedicated people creating transportation solutions
through innovation and exceptional service.

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