

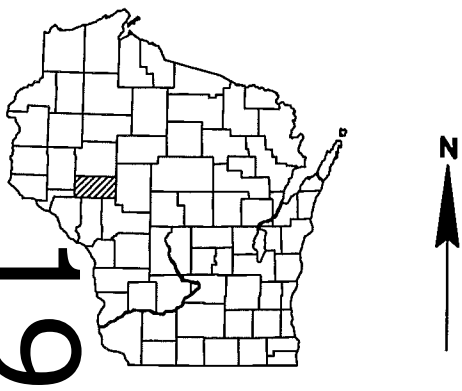
EAU  
PROJECT ID: 7995-02-44  
WITH:  
COUNTY: EAU CLAIRE COUNTY

DEC 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 = 26



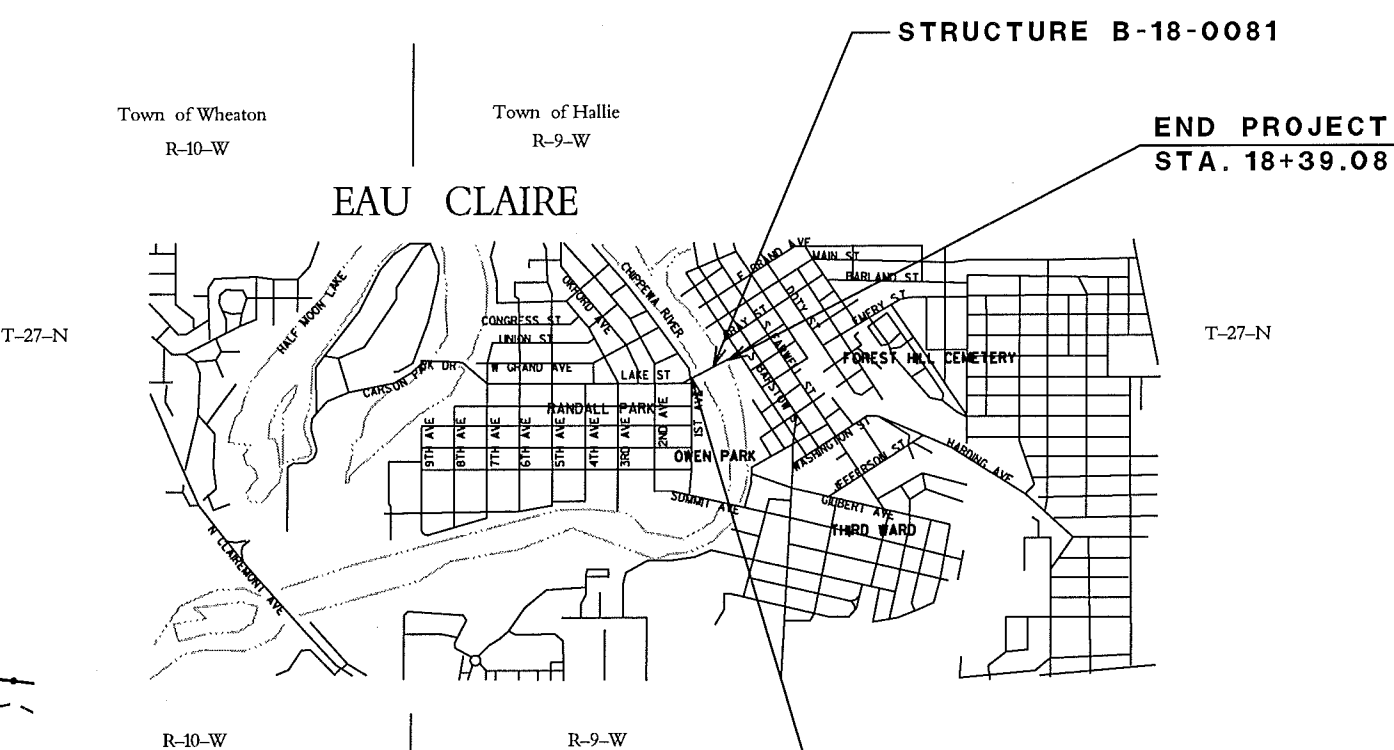
DESIGN DESIGNATION

A.A.D.T. 2015	=	10,000
A.A.D.T. 2035	=	11,200
D.H.V.	=	1,390
D.D.	=	59/41
T.	=	56%
DESIGN SPEED	=	35
ESALS	=	N/A

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  
C EAU CLAIRE, LAKE STREET  
CHIPPEWA RIVER BRIDGE B-18-0081  
LOCAL STREET  
EAU CLAIRE COUNTY

STATE PROJECT NUMBER  
7995-02-44



BEGIN PROJECT  
STA. 12+08.50  
E = 1,610,500 (+/- 100')  
N = 359,000 (+/- 100')

LAYOUT  
SCALE 0 1 MI.  
TOTAL NET LENGTH OF CENTERLINE = 0.12 MI.

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
7995-02-44		

STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

PREPARED BY

Surveyor	
Designer	AARON CHRIST
Project Manager	DAVE KOEPP
Regional Examiner	DANIEL OJIBWAY
Regional Supervisor	TIMOTHY MASON
C.O. Examiner	

APPROVED FOR THE DEPARTMENT

DATE: 9/17/14

(Signature)

E

GENERAL NOTES

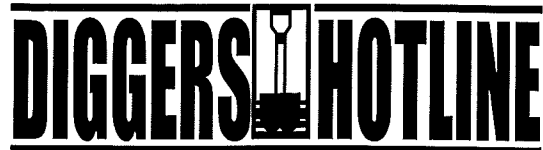
DETAILS OF INSTALLATION, MATERIALS, AND WORKMANSHIP NOT SHOWN SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS, SPECIAL PROVISIONS, STANDARD DETAILS AND THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.

THE CONTRACTOR SHALL NOTIFY DIGGERS HOTLINE AND AFFECTED UTILITIES PRIOR TO THE START OF WORK. ANY UTILITY WHICH IS NOT A MEMBER OF OF THE DIGGERS HOTLINE MUST BE CONTACTED SEPARATELY.

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 DIGGERS HOTLINE AND/OR A DIRECT CALL TO THE UTILITIES THAT HAVE FACILITIES IN THE AREA. NOT ALL UTILITIES MEMBERS OF DIGGERS HOTLINE.

THE EROSION CONTROL ITEMS SHOWN ON THE PLANS ARE AT SUGGESTED LOCATIONS. THE ENGINEER MAY MODIFY LOCATIONS AS NEEDED. ALL EROSION CONTROL MEASURES SHALL BE MAINTAINED UNTIL SUCH TIME AS THE ENGINEER DETERMINES THE MEASURE IS NO LONGER NECESSARY.

PAVEMENT MARKING SHALL BE EPOXY.



Dial 811 or (800)242-8511  
www.DiggersHotline.com

LOCAL - UTILITY

CNC (COMMUNICATION LINE)  
DAREN BAUER  
105 GARFIELD AVE  
EAU CLAIRE, WI 54701  
(715) 836-5286  
bauerdp@uwec.edu

QWEST COMMUNICATIONS (COMMUNICATION LINE)  
BOB SAMPSON  
1310 E MARY STREET  
OTTUMWA, IA 52501  
(636) 887-4751  
Robert.sampson@centurylink.com

XCEL ENERGY (ELECTRICITY)  
DAN KLEIN  
PO BOX 8  
EAU CLAIRE, WI 54702-0008  
(715) 737-4203 (Office)  
(715) 577-7729 (Cell)  
Daniel.j.klein@xcelenergy.com

FEDERAL - ARMY COE

MARIE KOPKA  
C.O.E., ST PAUL  
ST PAUL, MN 55805  
(651) 290-5268

STATE - DOT/REC

AMY ADRIHAN  
1701 N. 4TH ST.  
SUPERIOR, WI 54880  
(715) 392-7972

STATE - DOT/STORM WATER

DAVID LARSON  
718 WEST CLAIREMONT  
EAU CLAIRE, WI 54701  
(715) 836-2067

STATE - DNR

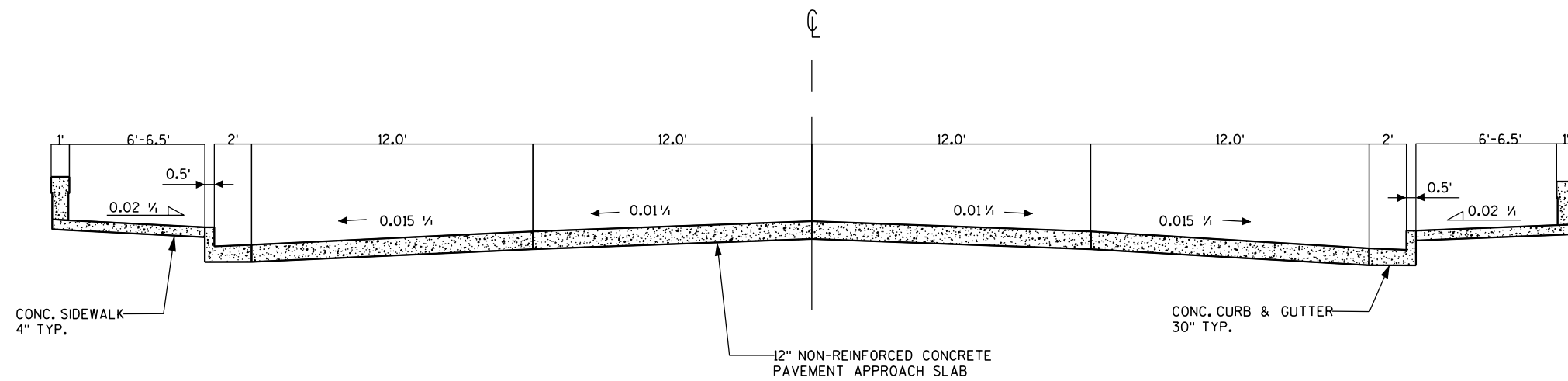
KAREN KALVELAGE  
WISCONSIN DNR  
3550 MORMON COULEE ROAD  
LA CROSSE, WI 54601  
(608) 785-9983

CITY - EAU CLAIRE ENGINEER

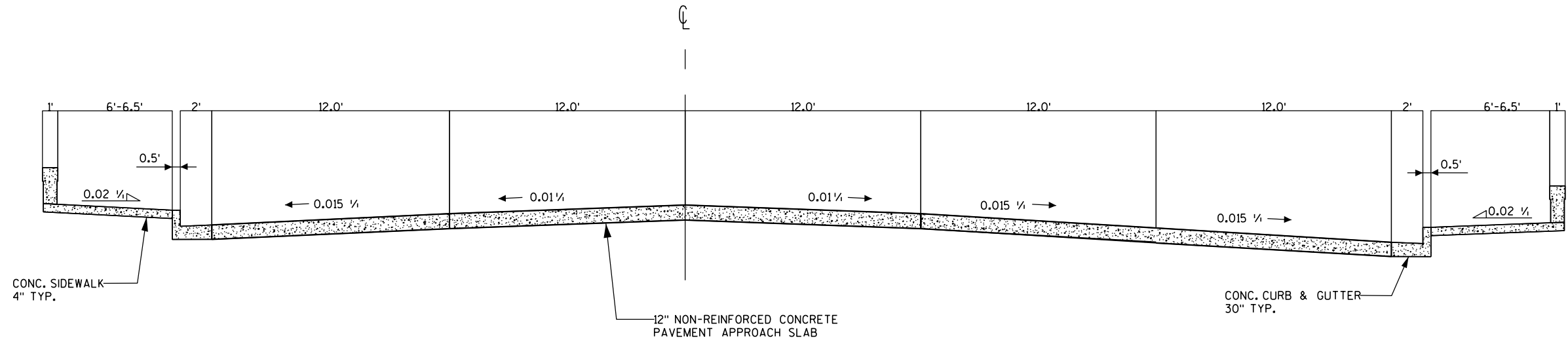
DAVID SOLBERG  
203 S. FARWELL  
EAU CLAIRE, WI 54701  
(715) 839-4934

LIST OF STANDARD ABBREVIATIONS

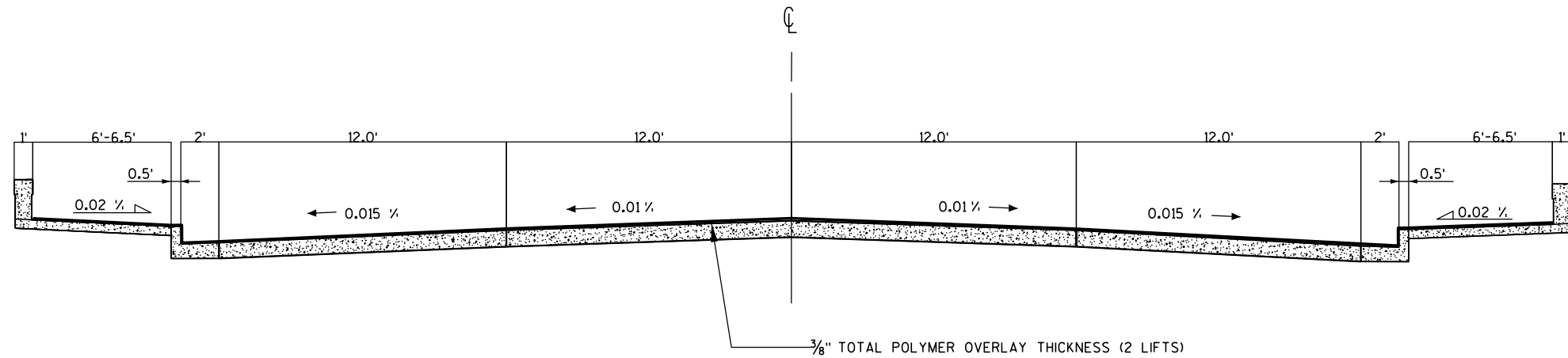
ABUT.	ABUTMENT
AGG.	AGGREGATE
AH.	AHEAD
ASPH.	ASPHALTIC
AVG	AVERAGE
A.D.T.	AVERAGE DAILY TRAFFIC
BK.	BACK
BL OR B/L	BASE LINE
B.M.	BENCH MARK
BR	BRIDGE
C/L	CENTER LINE
CC	CENTER TO CENTER
CONC.	CONCRETE
CR.	CRUSHED
C.Y. OR CU. YD.	CUBIC YARD
C&G	CURB & GUTTER
D	DEGREE OF CURVE
D.H.V.	DESIGN HOUR VOLUME
DIA.	DIAMETER
D.	DIRECTIONAL DISTRIBUTION
DIST.	DISTRICT
E	EAST
X	EAST GRID COORDINATE
EB	EASTBOUND
ELECT.	ELECTRIC
EL. OR ELEV.	ELEVATION
EMB.	EMBANKMENT
EW	ENDWALL
ESALS	EQUIVALENT SINGLE AXLE LOADS
EXC	EXCAVATION
EXIST.	EXISTING
EXP	EXPANSION
FF	FACE TO FACE
FERT.	FERTILIZE
FG	FINISHED GRADE
FT.	FOOT
GN	GRID NORTH
HT	HEIGHT
HES	HIGH EARLY STRENGTH
CWT.	HUNDREDWEIGHT
IN DIA	INCH DIAMETER
ID	INSIDE DIAMETER
L.H.F.	LEFT-HAND FORWARD
LIN. FT. OR LF	LINEAR FOOT
L.S.	LUMP SUM
MAINT	MAINTENANCE
ML OR M/L	MATCH LINE
MATL	MATERIAL
N	NORTH
Y	NORTH GRID COORDINATE
NB	NORTHBOUND
OBLIT	OBLITERATE
OD	OUTSIDE DIAMETER
LB.	POUND
PROJ.	PROJECT
R.	RANGE, RADIUS
RR	RAILROAD
RL OR R/L	REFERENCE LINE
REBAR	REINFORCEMENT BAR
REQ'D	REQUIRED
RW	RETAINING WALL
R/W	RIGHT OF WAY
RD.	ROAD
RDWY	ROADWAY
SALV	SALVAGED
SEC	SECTION
SHLDR	SHOULDER
SHR.	SHRINKAGE
S	SOUTH
SB	SOUTHBOUND
SPECS	SPECIFICATIONS
SF OR SQ FT	SQUARE FEET
SY OR SQ YD	SQUARE YARD
STD	STANDARD
STH	STATE TRUNK HIGHWAY
STA.	STATION
SURF.	SURFACE
TEMP	TEMPORARY
TYP	TYPICAL
UNCL.	UNCLASSIFIED
VOL	VOLUME
WB	WESTBOUND
YD	YARD

**TYPICAL EXISTING SECTION**

LAKE STREET  
STA. 12+08.50 - 16+22.10

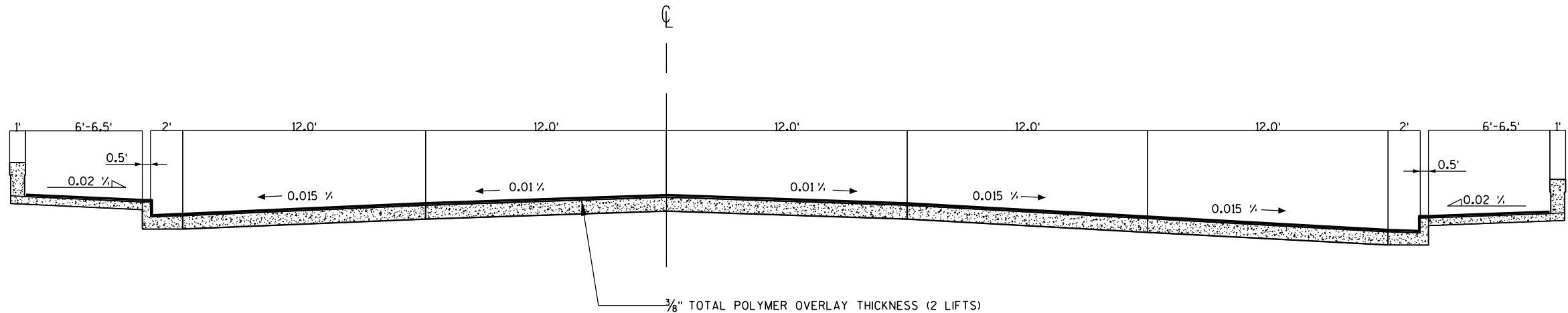
**TYPICAL EXISTING SECTION**

LAKE STREET  
STA. 16+22.10 - 18+39.08



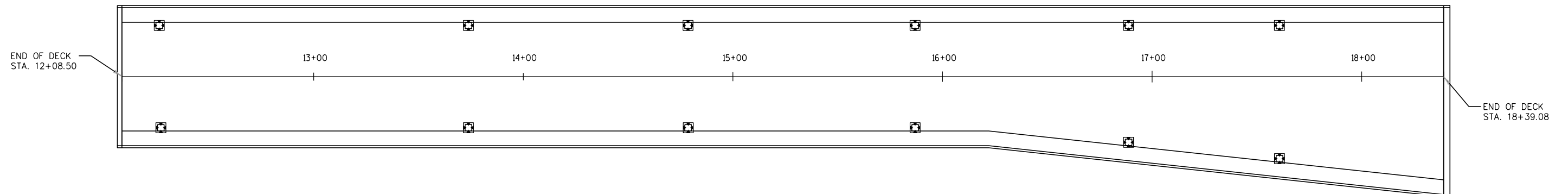
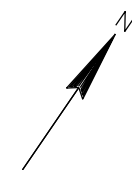
**TYPICAL FINISHED SECTION**

LAKE STREET  
STA. 12+08.50 - 16+22.10



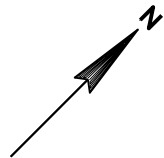
**TYPICAL FINISHED SECTION**

LAKE STREET  
STA. 16+22.10 - 18+39.08



LEGEND


☒ INLET PROTECTION

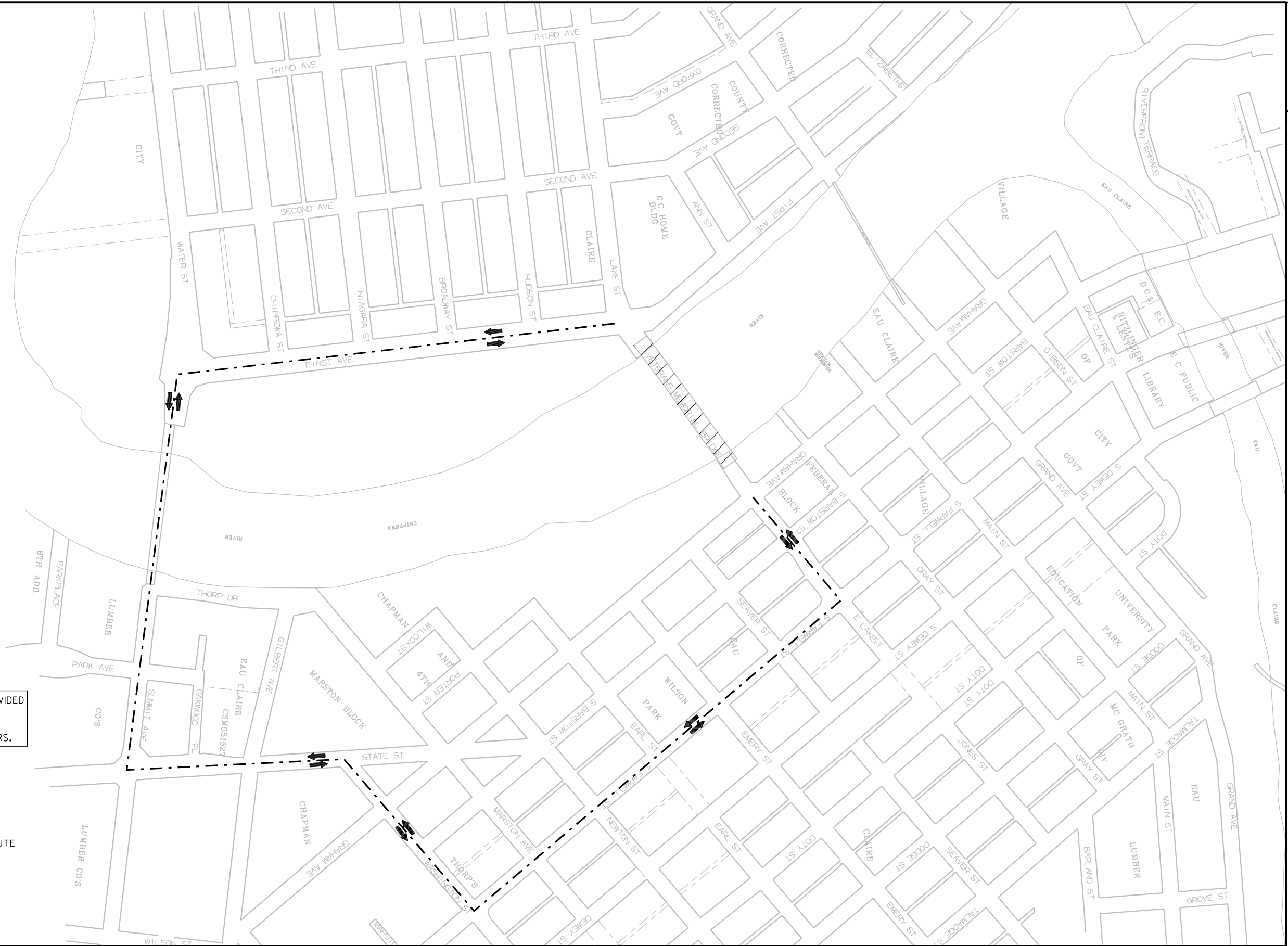


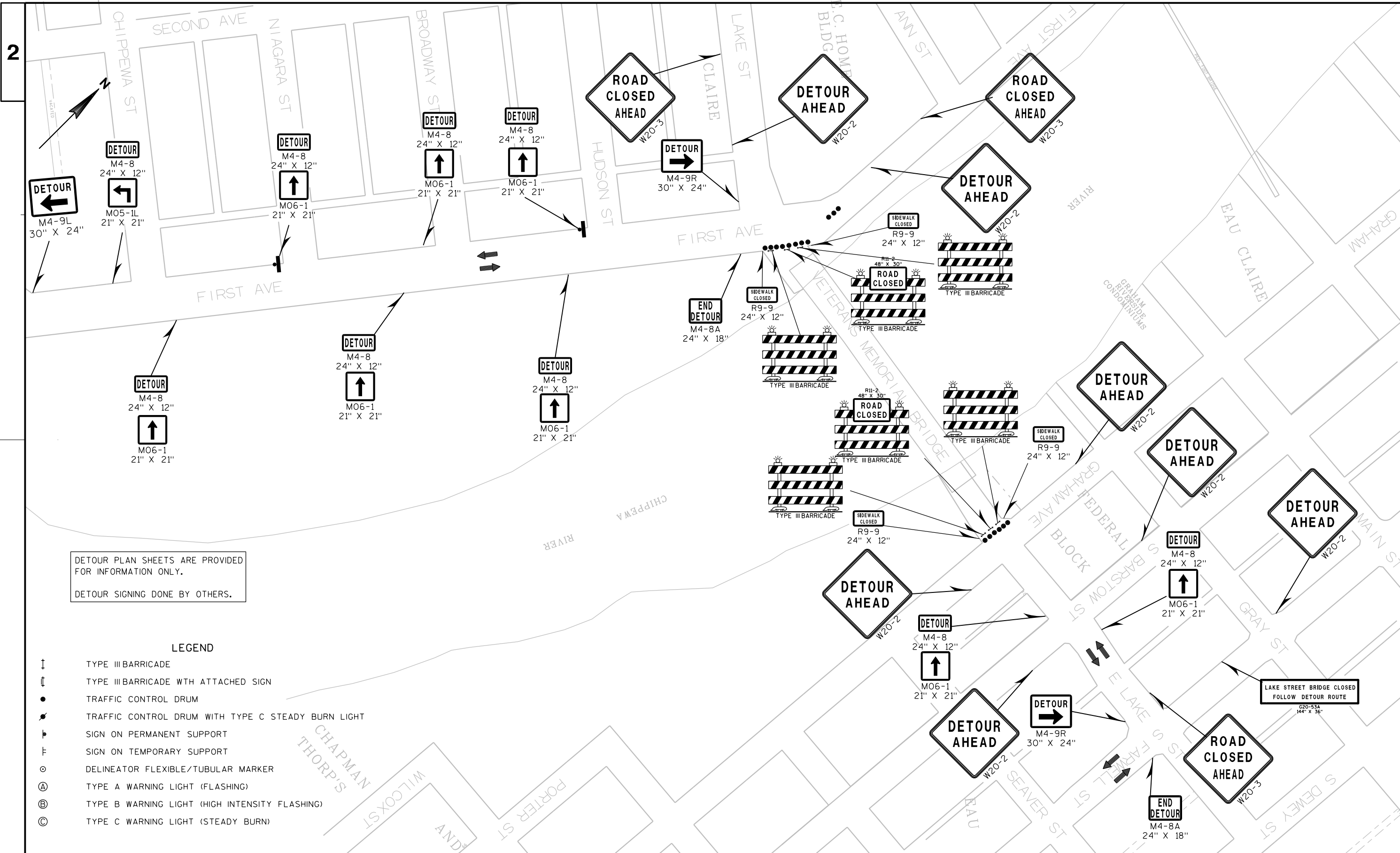
DETOUR PLAN SHEETS ARE PROVIDED FOR INFORMATION ONLY.  
DETOUR SIGNING DONE BY OTHERS.

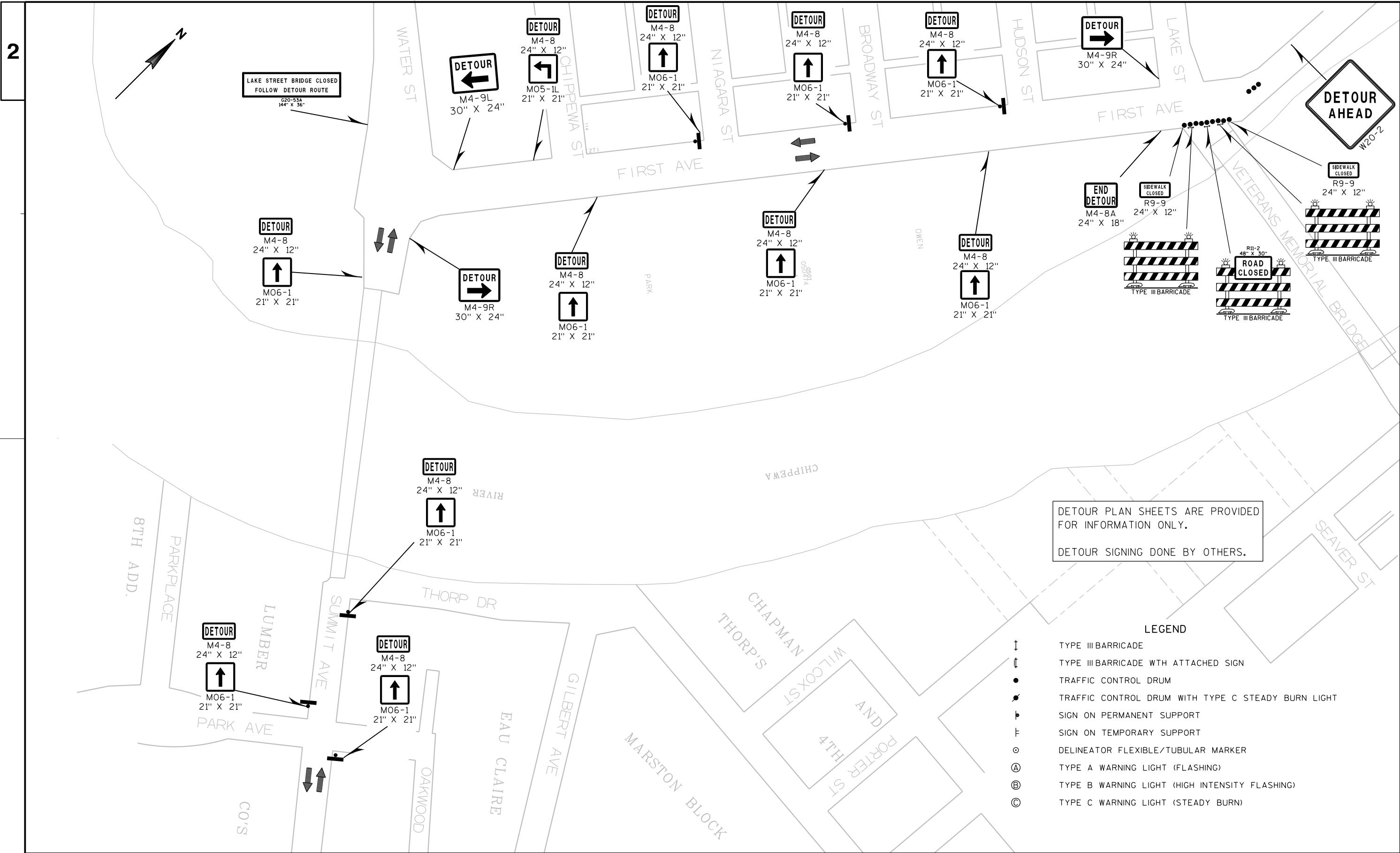
**LEGEND**

--- DETOUR ROUTE

 WORK AREA









DATE 24SEP14			E S T I M A T E O F Q U A N T I T I E S		
LINE					7995-02-44
NUMBER	ITEM	ITEM DESCRIPTION	UNIT	TOTAL	QUANTITY
0010	213.0100	FINISHING ROADWAY (PROJECT) 01. 7995-02-44	EACH	1.000	1.000
0020	509.0301	PREPARATION DECKS TYPE 1	SY	3.000	3.000
0030	509.0302	PREPARATION DECKS TYPE 2	SY	2.000	2.000
0040	509.2000	FULL-DEPTH DECK REPAIR	SY	1.000	1.000
0050	509.5100.S	POLYMER OVERLAY	SY	4,850.000	4,850.000
0060	619.1000	MOBILIZATION	EACH	1.000	1.000
0070	628.7010	INLET PROTECTION TYPE B	EACH	12.000	12.000
0080	646.0106	PAVEMENT MARKING EPOXY 4-INCH	LF	1,820.000	1,820.000
0090	648.0100	LOCATING NO-PASSING ZONES	MI	0.120	0.120
0100	650.8000	CONSTRUCTION STAKING RESURFACING REFERENCE	LF	631.000	631.000
0110	650.9910	CONSTRUCTION STAKING SUPPLEMENTAL CONTROL (PROJECT) 01. 7995-02-44	LS	1.000	1.000
0120	SPV.0090	SPECIAL 01. SAWING PAVEMENT DECK PREPARATION AREAS	LF	60.000	60.000
0130	SPV.0165	SPECIAL 01.SHES CONCRETE MASONRY DECK PATCHING	SF	6.000	6.000

FINISHING ROADWAY (7995-02-44)

CATEGORY	STATION	TO	STATION	LOCATION	213. 0100 EACH
0010	12+08. 50	-	18+39. 08		1
TOTAL 0010					1

INLET PROTECTION TYPE B

CATEGORY	STATION	TO	STATION	LOCATION	628. 7010 EACH
0010	12+08. 50	-	18+39. 08		12
TOTAL 0010					12

LOCATING NO-PASSING ZONES

CATEGORY	STATION	TO	STATION	LOCATION	648. 0100 MI
0010	12+08. 50	-	18+39. 08		0. 12
TOTAL 0010					0. 12

PAVEMENT MARKING EPOXY 4-INCH

CATEGORY	STATION	TO	STATION	LOCATION	646. 0106 LF	REMARKS
0010	12+08. 50	-	18+39. 08	RT	218	DASHES-LANE MARKINGS (WHI TE)
0010	12+08. 50	-	18+39. 08	LT	225	DASHES-LANE MARKINGS (WHI TE)
0010	12+08. 50	-	18+39. 08		1256	CENTERLINE (YELLOW)
0010	WEST APPROACH			RT	17	DASHES-LANE MARKINGS (WHI TE)
0010	WEST APPROACH			LT	17	DASHES-LANE MARKINGS (WHI TE)
0010	WEST APPROACH				56	CENTERLINE (YELLOW)
0010	EAST APPROACH			RT	6	DASHES-LANE MARKINGS (WHI TE)
0010	EAST APPROACH				25	CENTERLINE (YELLOW)
TOTAL 0010					1820	

MOBILIZATION

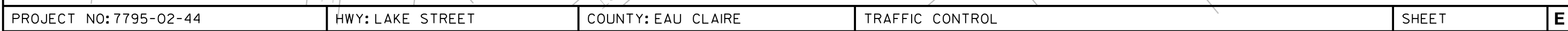
CATEGORY	STATION	TO	STATION	LOCATION	619. 1000 EACH
0010	12+08. 50	-	18+39. 08		0. 25
0020	12+08. 50	-	18+39. 08		0. 75
TOTAL 0010					1

CONSTRUCTION STAKING RESURFACING REFERENCE

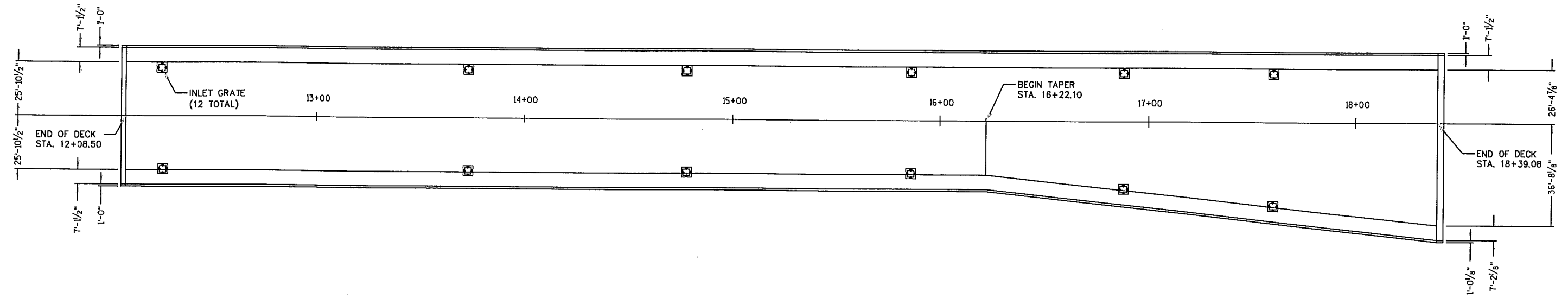
CATEGORY	STATION	TO	STATION	LOCATION	650. 8000 LF
0010	12+08. 50	-	18+39. 08		631
TOTAL 0010					631

CONSTRUCTION STAKING SUPPLEMENTAL CONTROL (7995-02-44)

CATEGORY	STATION	TO	STATION	LOCATION	650. 9910 LS
0010	12+08. 50	-	18+39. 08		1
TOTAL 0010					1



5

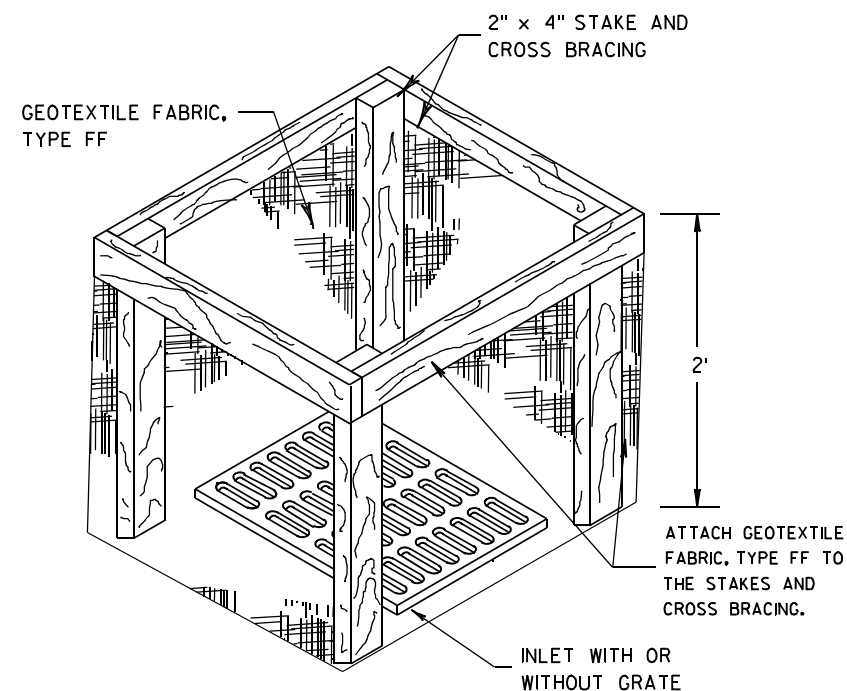
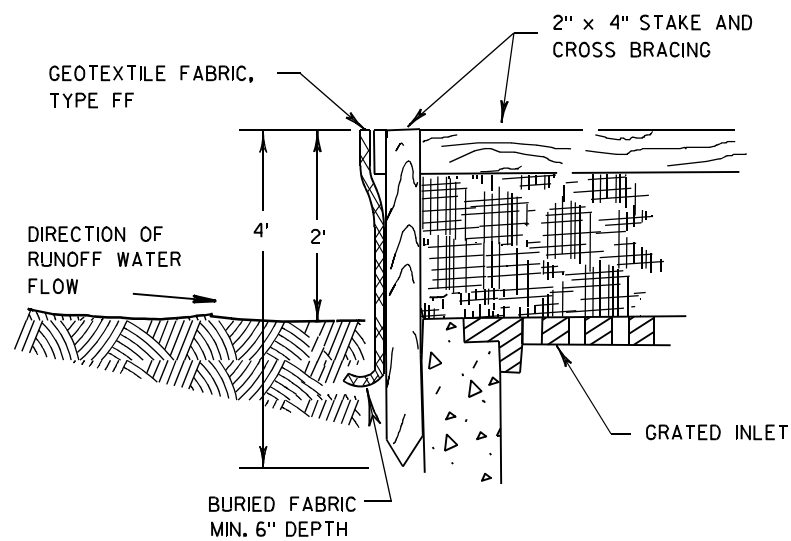


PLAN-VIEW  
LAKE STREET

5

Standard Detail Drawing List

08E10-02	INLET PROTECTION TYPE A, B, C AND D
15C02-05A	BARRICADES AND SIGNS FOR MAINLINE CLOSURES
15C02-05B	BARRICADES AND SIGNS FOR MAINLINE CLOSURES
15C02-05C	DETOUR SIGNING FOR MAINLINE CLOSURES
15C03-02	BARRICADES AND SIGNS FOR SIDEROAD CLOSURES
15C05-02	TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 M. P. H. OR LESS
15C06-07	SIGNING & MARKING FOR TWO LANE BRIDGES
15C08-16A	PAVEMENT MARKING (MAINLINE)
15C08-16B	PAVEMENT MARKING (INTERSECTIONS)
15D30-01	TRAFFIC CONTROL, SIDEWALK CLOSURE



**INLET PROTECTION, TYPE A**

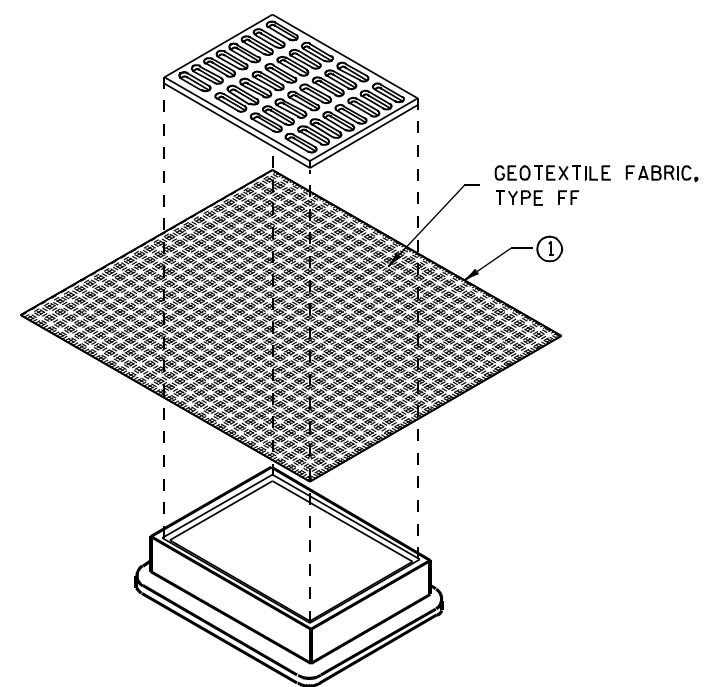
**GENERAL NOTES**

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

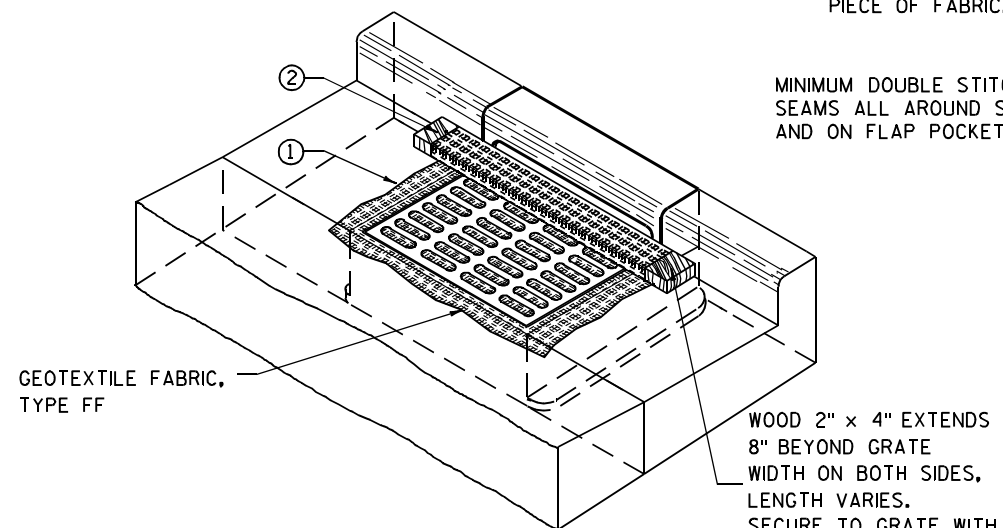
MANUFACTURED ALTERNATIVES APPROVED AND LISTED ON THE DEPARTMENT'S EROSION CONTROL PRODUCT ACCEPTABILITY LIST MAY BE SUBSTITUTED.

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.

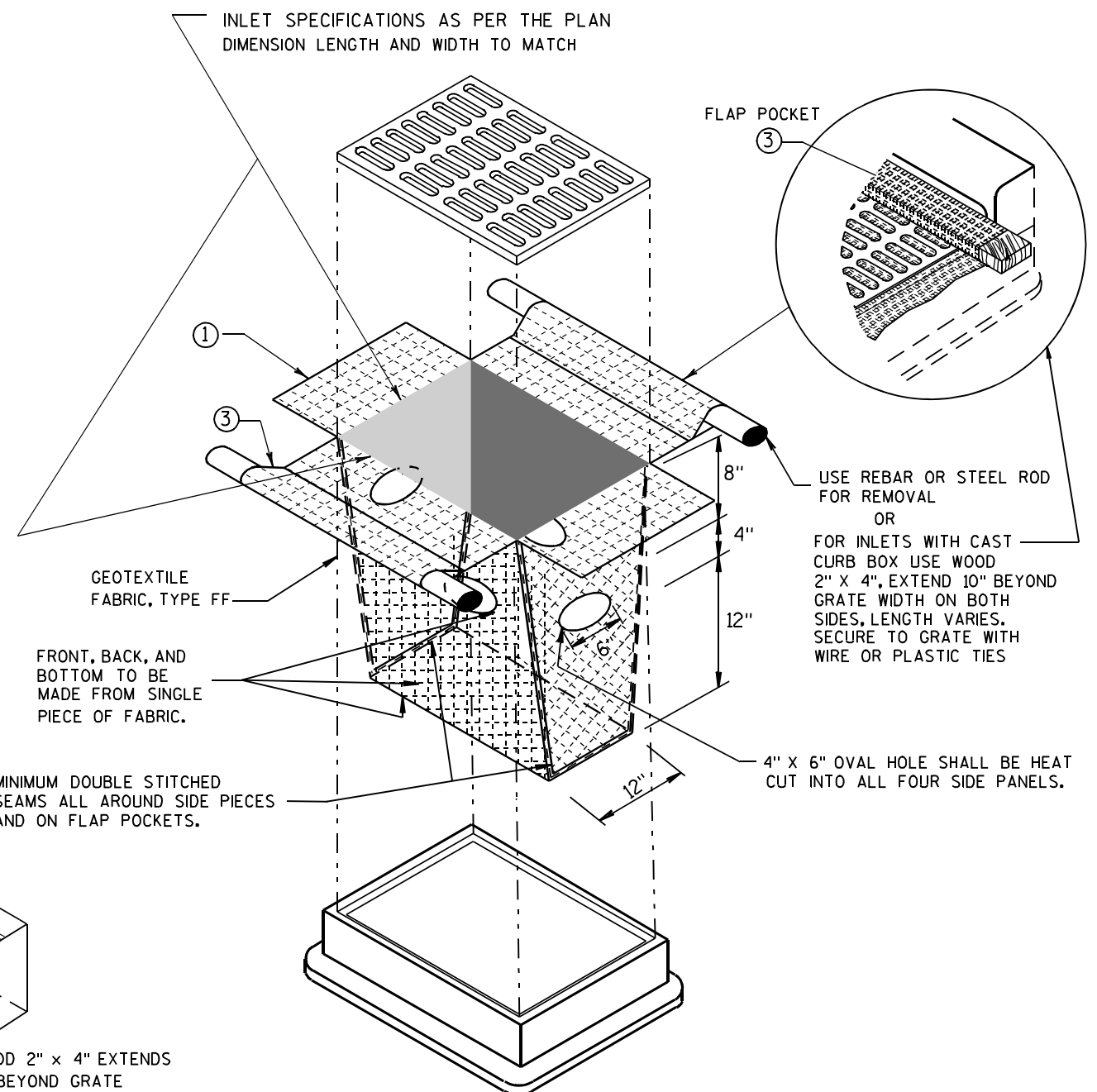
THE CONTRACTOR SHALL DEMONSTRATE A METHOD OF MAINTENANCE, USING A SEWN FLAP, HAND HOLDS OR OTHER METHOD TO PREVENT ACCUMULATED SEDIMENT FROM ENTERING THE INLET.

**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.



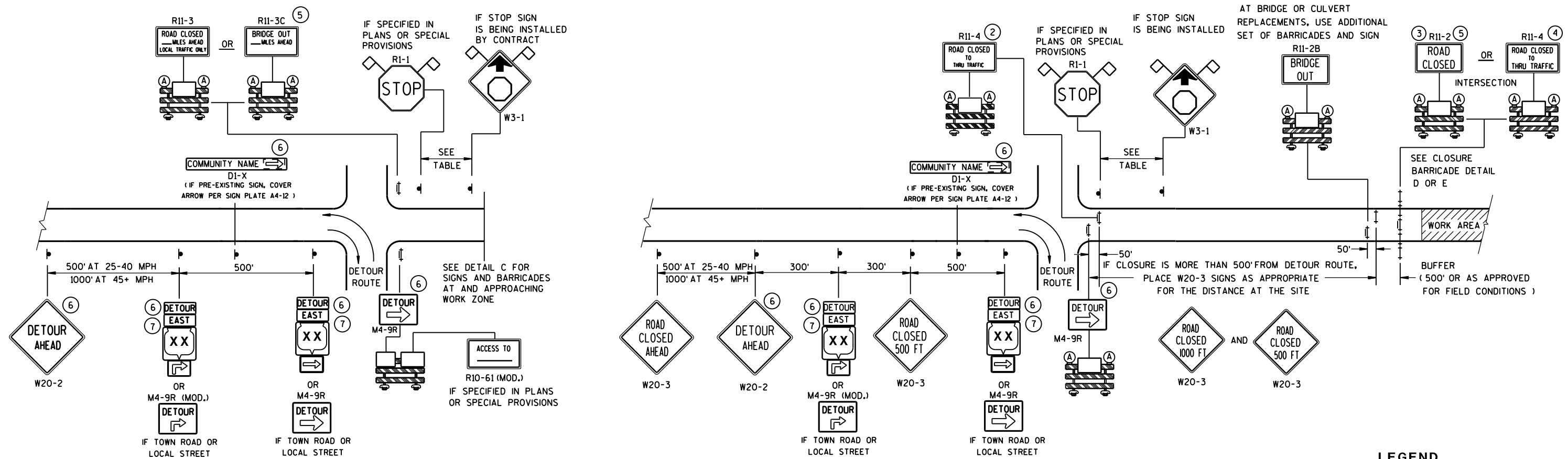
**INLET PROTECTION, TYPE D**

(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

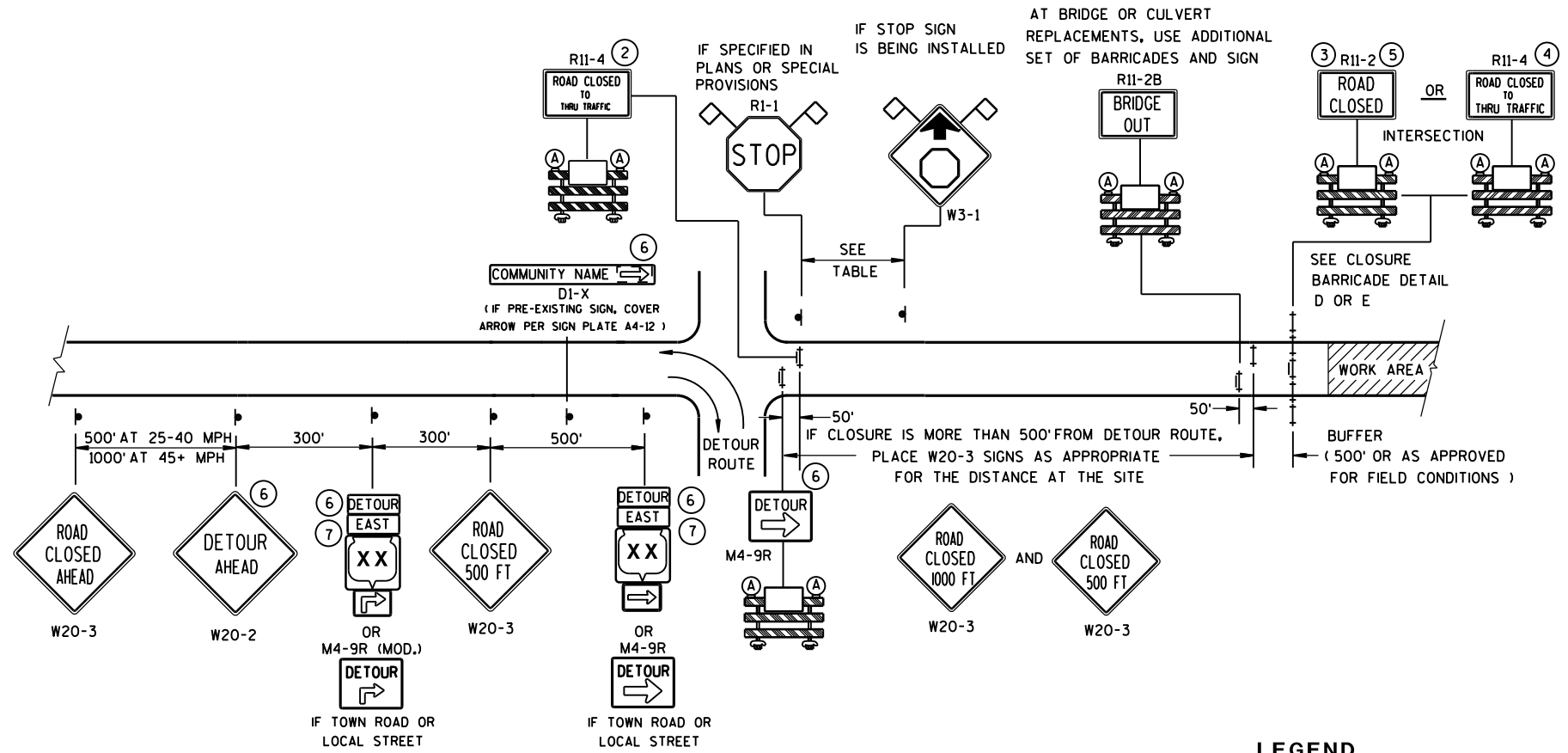
APPROVED  
10/16/02 /S/ Beth Cannestra  
DATE  
FHWA CHIEF ROADWAY DEVELOPMENT ENGINEER



DETAIL A

**MAINLINE CLOSURE WITH POSTED DETOUR**

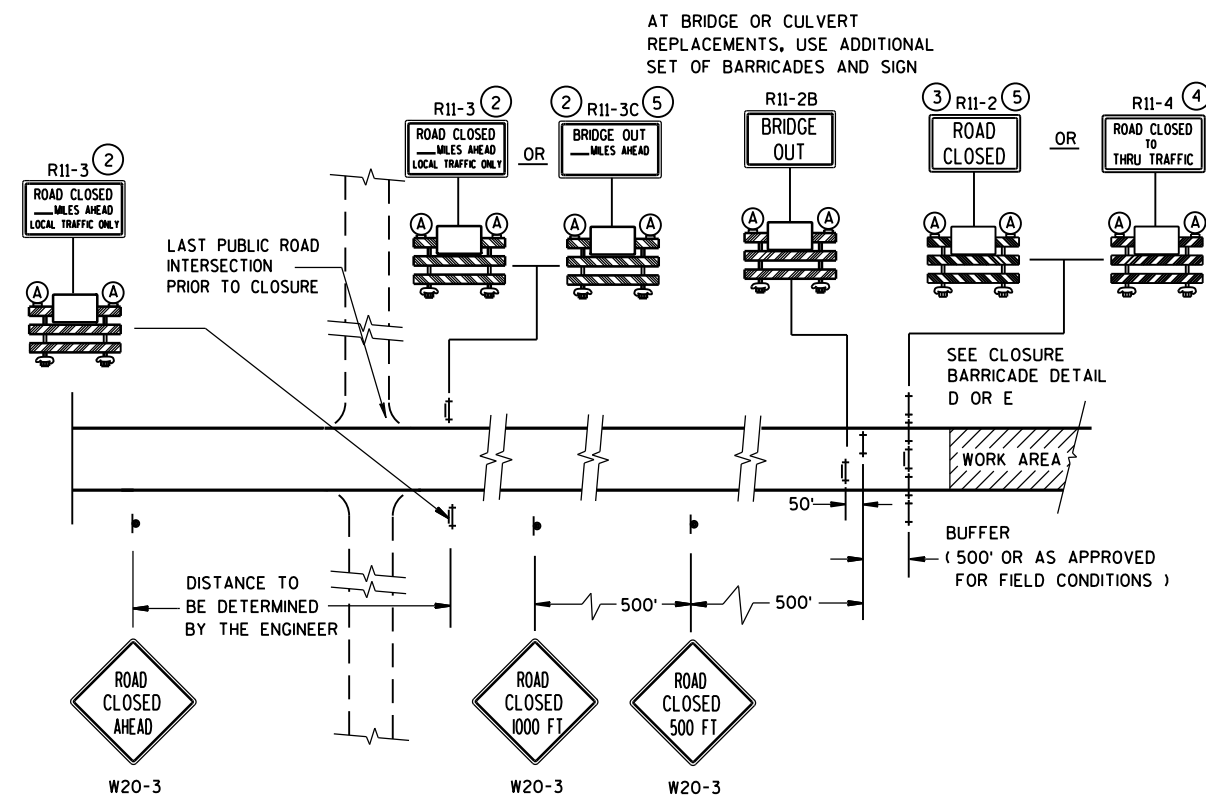
WORK ZONE GREATER THAN 1/2 MILE FROM DETOUR ROUTE ( 1000 FEET IF URBAN )



DETAIL B








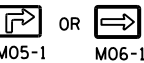

**MAINLINE CLOSURE WITH POSTED DETOUR**

WORK ZONE LESS THAN 1/2 MILE FROM DETOUR ROUTE ( 1000 FEET IF URBAN )



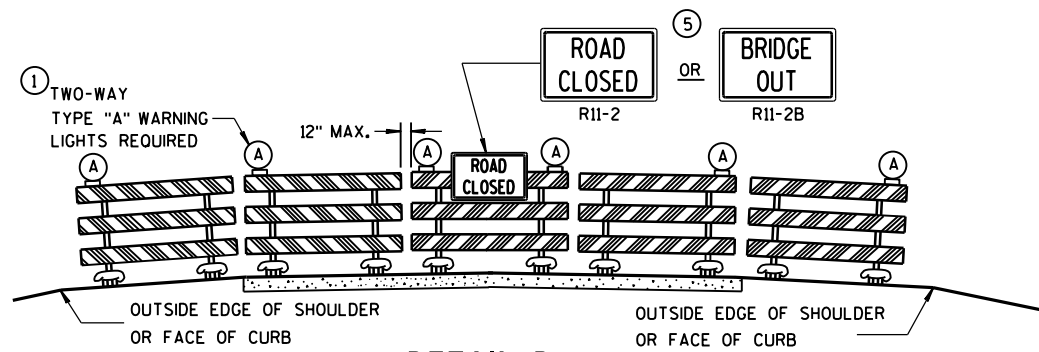
**DETAIL C**  
**MAINLINE CLOSURE, NO POSTED DETOUR**

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

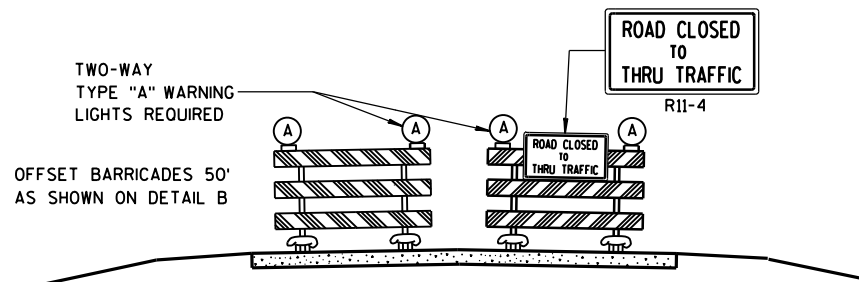
- ## LEGEND
- |   |                                       |
|---|---------------------------------------|
|   | SIGN ON PERMANENT SUPPORT             |
|  | TYPE III BARRICADE                    |
|  | TYPE III BARRICADE WITH ATTACHED SIGN |
|  | TYPE "A" WARNING LIGHT (FLASHING)     |
|  | WORK AREA                             |
|  | M4-8<br>M3-X                          |
|  | MI-4 OR COUNTY XX OR MI-6             |
|  | M05-1 OR M06-1                        |
|  | FLAGS, 16" X 16" MIN., (ORANGE)       |

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

<p><b>BARRICADES AND SIGNS FOR MAINLINE CLOSURES</b></p>	
<p><b>STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION</b></p>	
<p><u>8/2013</u> DATE</p>	<p><u>/S/ Travis Feltes</u> STATE TRAFFIC ENGINEER OF DESIGN</p>
<p>FHWA</p>	



**DETAIL D**  
**ROAD CLOSURE BARRICADE DETAIL**  
APPROACH VIEW



**DETAIL E**  
**LANE CLOSURE BARRICADE DETAIL**  
APPROACH VIEW

SEE SDD 15C2-SHEET "a" 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.

"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 SHALL BE 24" X 12". (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS.)

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.

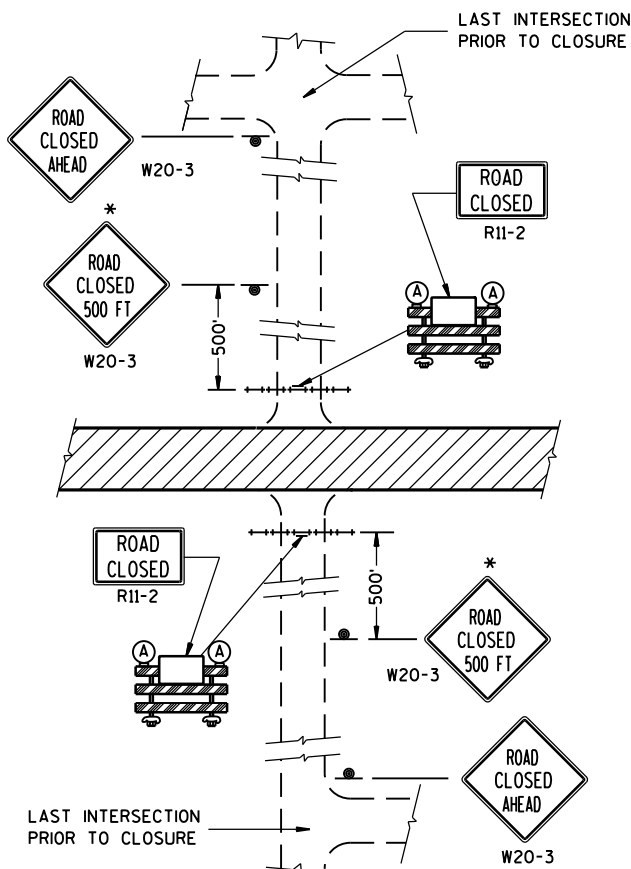
**BARRICADES AND SIGNS  
FOR  
MAINLINE CLOSURES**

**STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION**

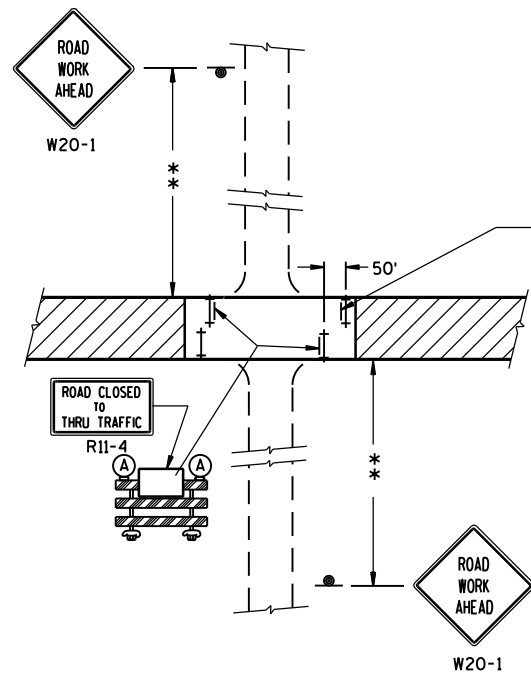
8/2013 /S/ Travis Feltes  
DATE STATE TRAFFIC ENGINEER OF DESIGN  
FHWA



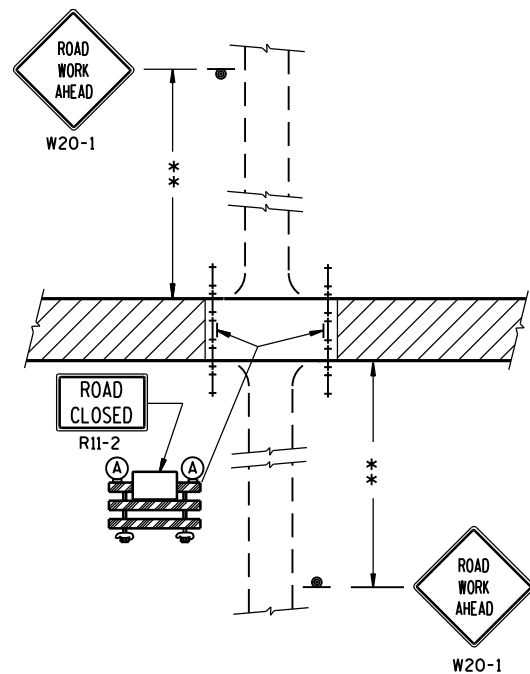




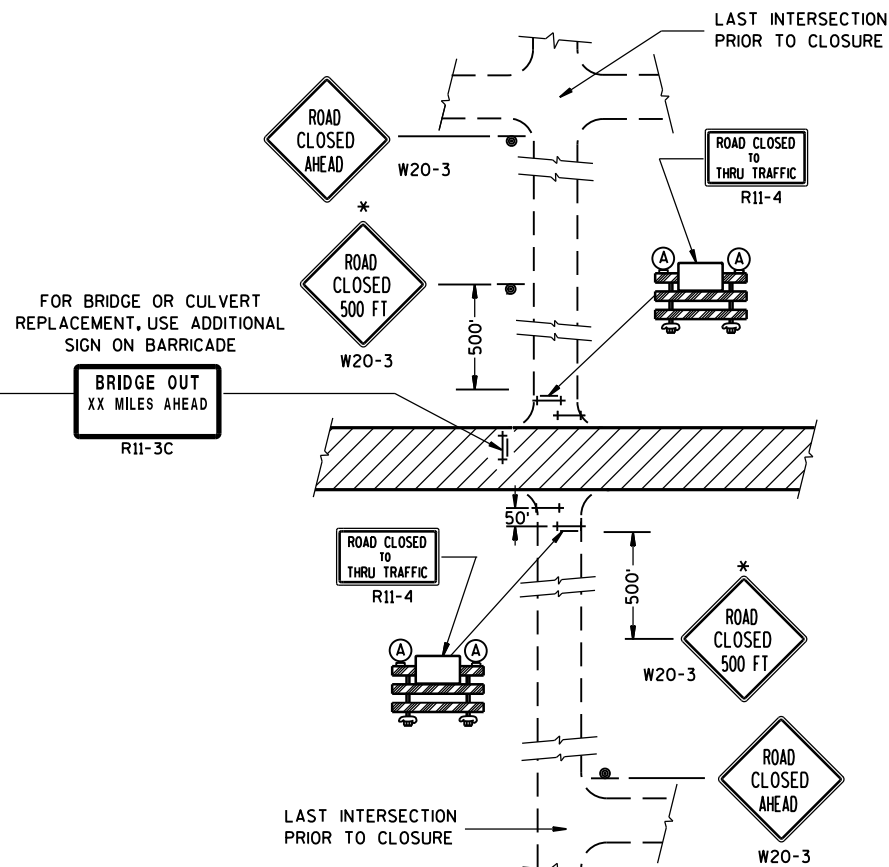
**DETAIL 1**  
(NO ACCESS TO PROJECT)



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



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



**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.

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 AND R11-4 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.

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.

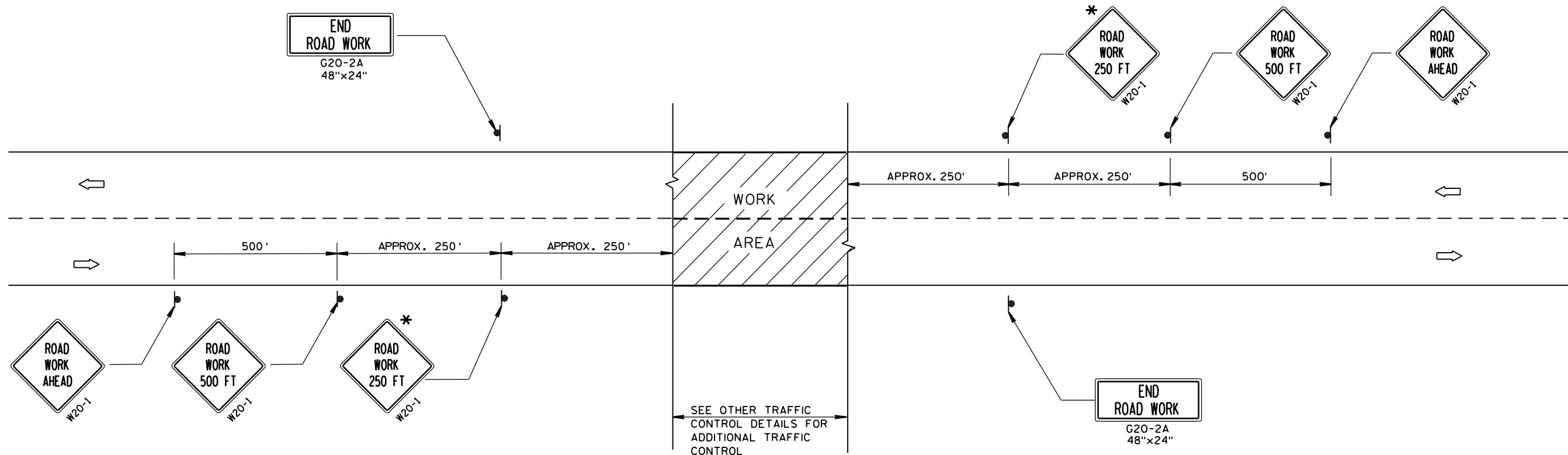
## LEGEND

- ⊙ SIGN ON PERMANENT SUPPORT
- ⊢ TYPE III BARRICADE
- ⊢ TYPE III BARRICADE WITH ATTACHED SIGN
- Ⓐ TYPE "A" WARNING LIGHT (FLASHING)
- ▨ WORK AREA

## BARRICADES AND SIGNS FOR SIDEROAD CLOSURES

STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

APPROVED  
8/2013 /S/ Travis Feltes  
DATE STATE TRAFFIC ENGINEER OF DESIGN  
FHWA



TYPICAL SIDEROAD APPROACH WARNING SIGN DETAIL

## GENERAL NOTES

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

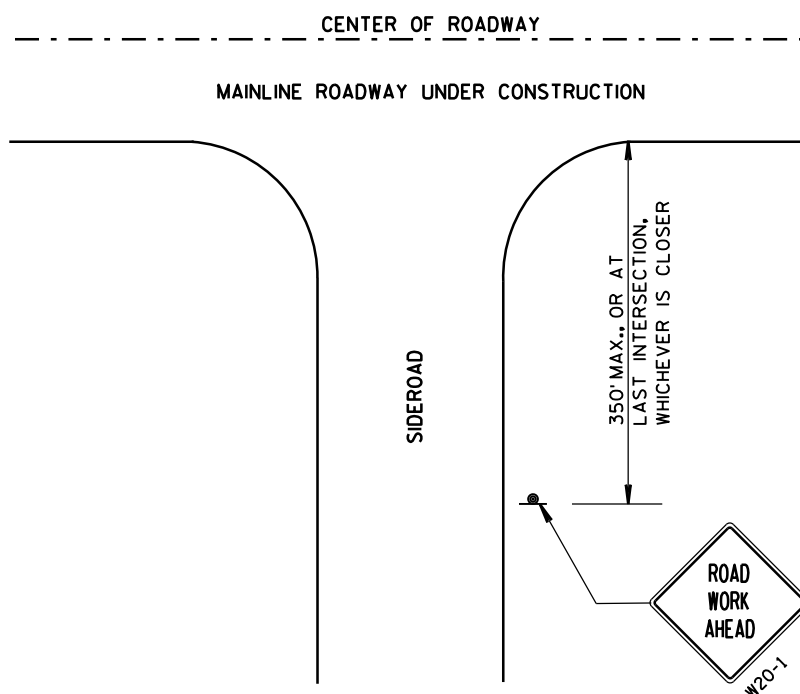
THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A DESIRABLE MINIMUM OF 200 FEET CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS, 36"x36" SIGNS MAY BE USED INSTEAD OF 48"x48" SIGNS.

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

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.

\* THE THIRD W20-1 SIGN IS REQUIRED ONLY IF THERE IS AN INTERSECTION BETWEEN THE "ROAD WORK 500 FT" SIGN AND THE WORK ZONE. ADJUST THE PLACEMENT OF THIS SIGN BASED ON INTERSECTION LOCATION AND OTHER FIELD CONDITIONS.



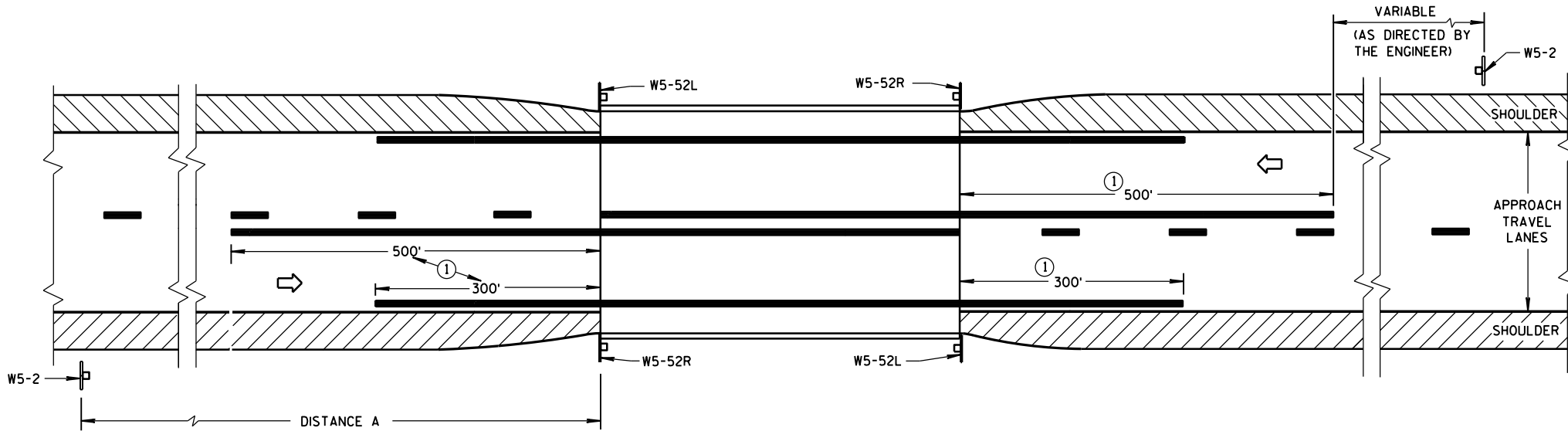
## LEGEND

- SIGN ON PERMANENT SUPPORT
- DIRECTION OF TRAFFIC
- WORK AREA

TRAFFIC CONTROL, ADVANCE  
WARNING SIGNS 40 M.P.H.  
OR LESS TWO-WAY UNDIVIDED  
ROAD OPEN TO TRAFFIC

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8/2013 /S/ Travis Feltes  
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FHWA



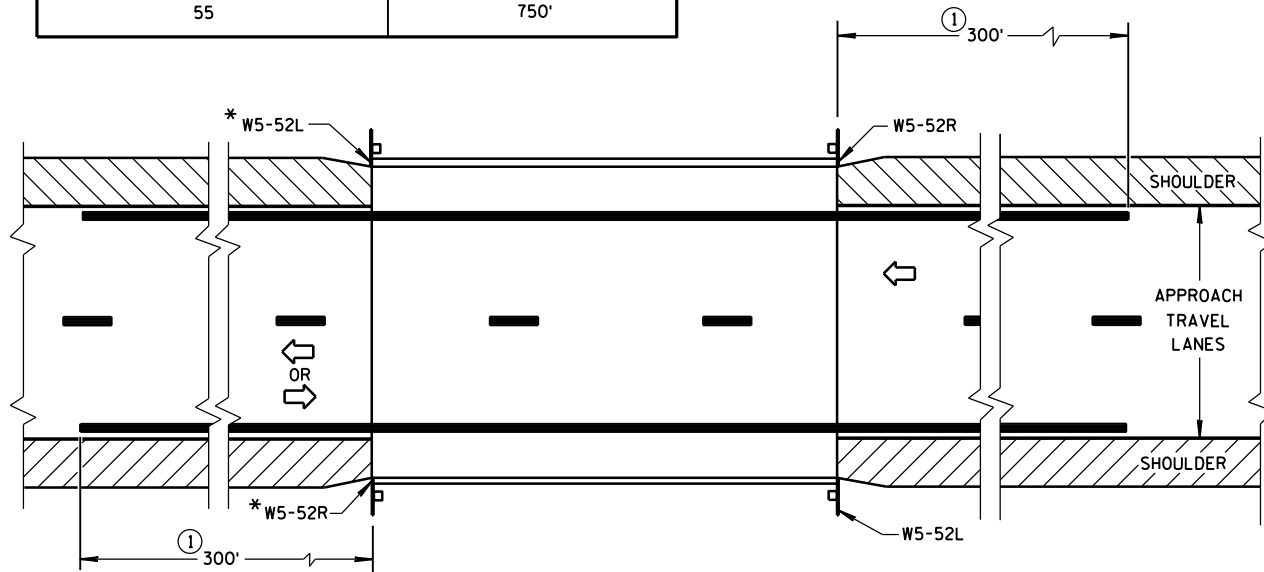
### SITUATION 1

WARRANTING CRITERIA:

BRIDGE WIDTH IS AT LEAST 16 FEET BUT LESS THAN 24 FEET

#### DISTANCE TABLE

POSTED OR 85th PERCENTILE SPEED	DISTANCE "A"
25	150'
30	200'
35	250'
40	300'
45	400'
50	550'
55	750'

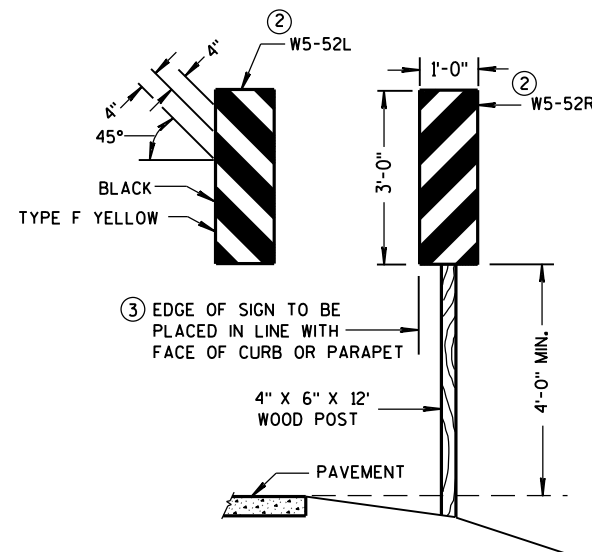


\*OMIT ON ONE-WAY TRAVELLED WAYS

### SITUATION 2

WARRANTING CRITERIA:

1. BRIDGE WIDTH IS AT LEAST 24 FEET AND
2. BRIDGE IS LESS THAN 6 FEET WIDER (ON EACH SIDE) THAN APPROACH TRAVEL LANES.



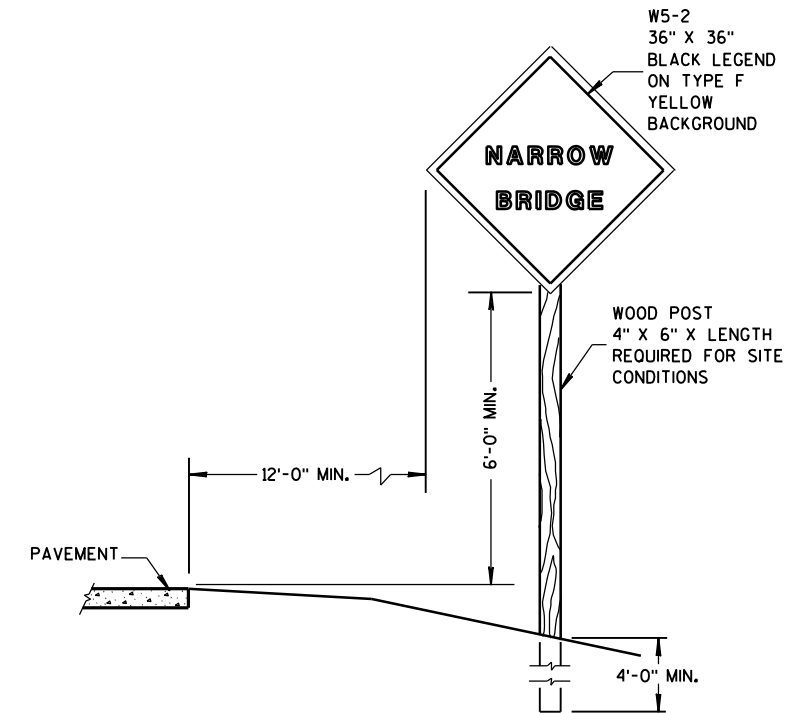
### OBJECT MARKER PLACEMENT

### GENERAL NOTES

DETAILS OF TRAFFIC CONTROL DEVICES AND INSTALLATION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS, THE SPECIAL PROVISIONS, AND THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.

PAVEMENT MARKING SHOWN ON THIS DRAWING IS NOT REQUIRED UNLESS OTHERWISE SPECIFIED IN THE CONTRACT. WHEN SPECIFIED, PAVEMENT MARKING SHALL CONFORM TO THIS DRAWING AND OTHER CONTRACT REQUIREMENTS.

- ① MINIMUM DISTANCE UNLESS OTHERWISE SHOWN ON THE PLAN.
- ② FACE OF OBJECT MARKERS W5-52R, AND W5-52L SHALL BE COVERED WITH TYPE F REFLECTIVE SHEETING.
- ③ LOCATE OBJECT MARKER POST(S) BEHIND GUARDRAIL WHEN PRESENT.



### SIGN PLACEMENT

#### SIGNING & MARKING FOR TWO LANE BRIDGES

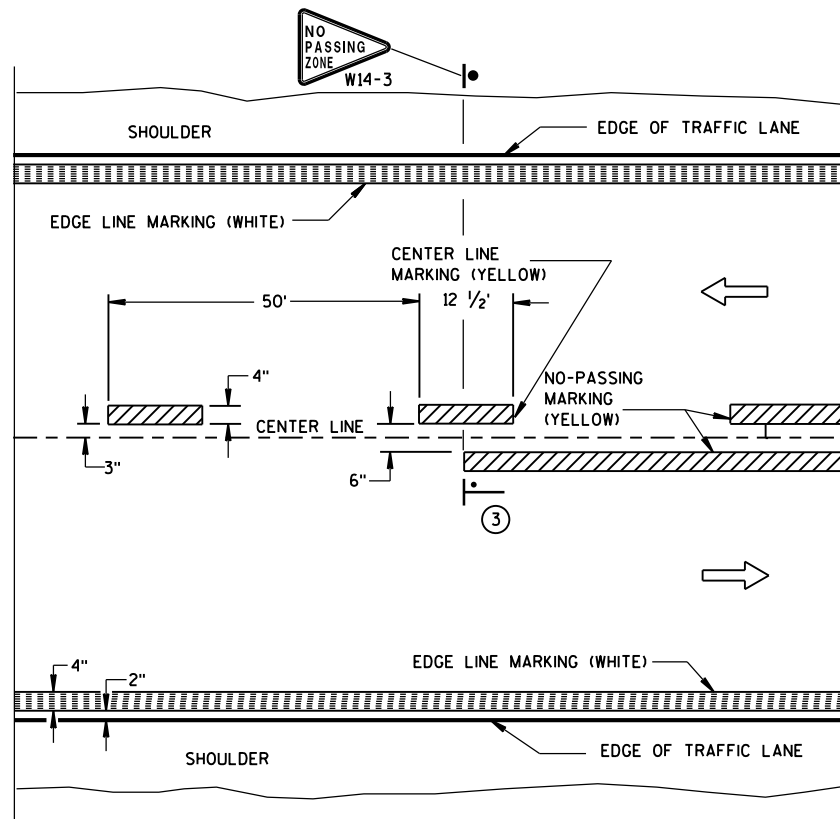
STATE OF WISCONSIN  
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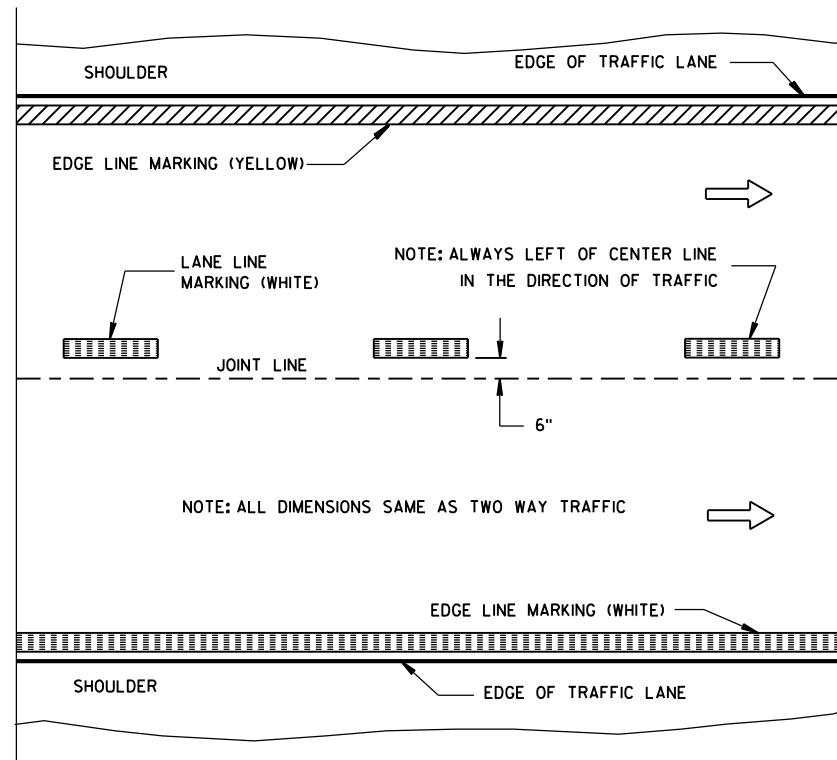
3-2014  
DATE

FHWA

/S/ Travis Fettes  
STATE TRAFFIC ENGINEER OF DESIGN

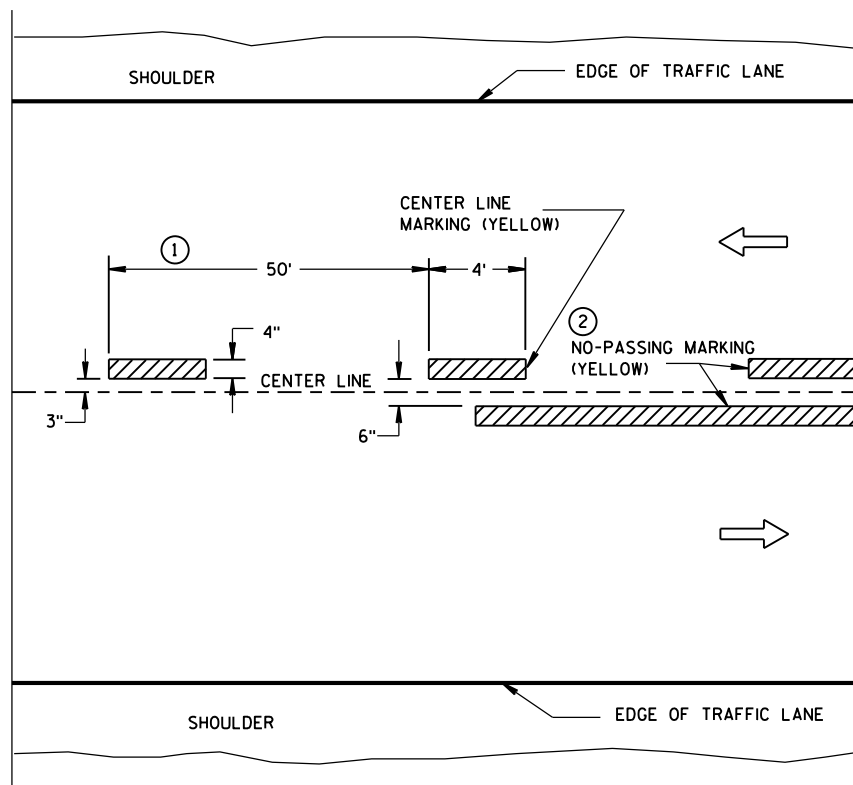


TWO WAY TRAFFIC

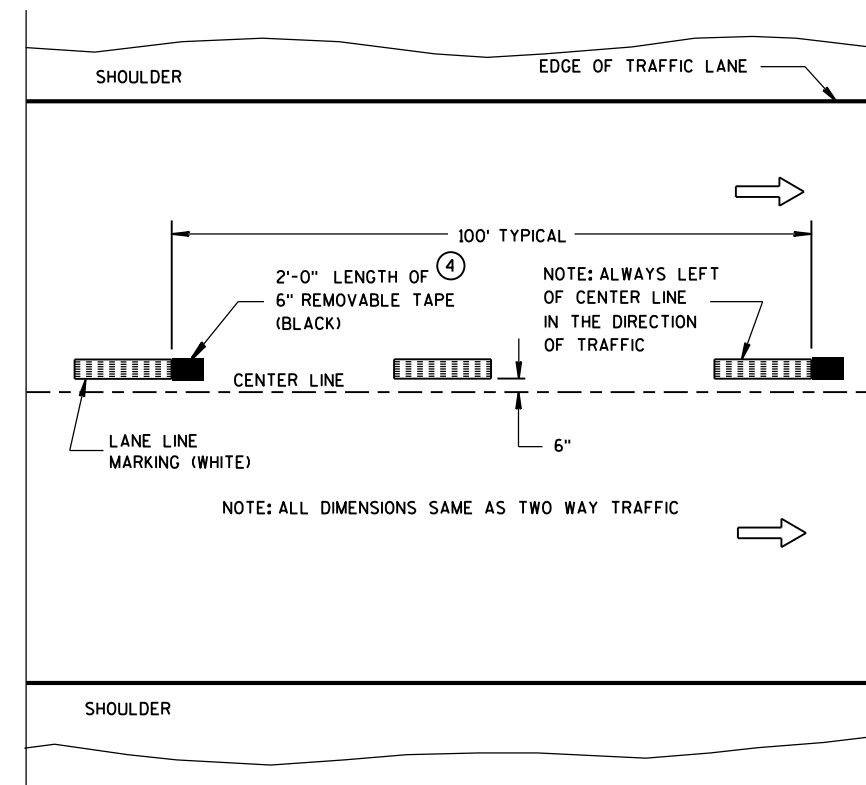


ONE WAY TRAFFIC

## PERMANENT PAVEMENT MARKING



TWO WAY TRAFFIC



ONE WAY TRAFFIC

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

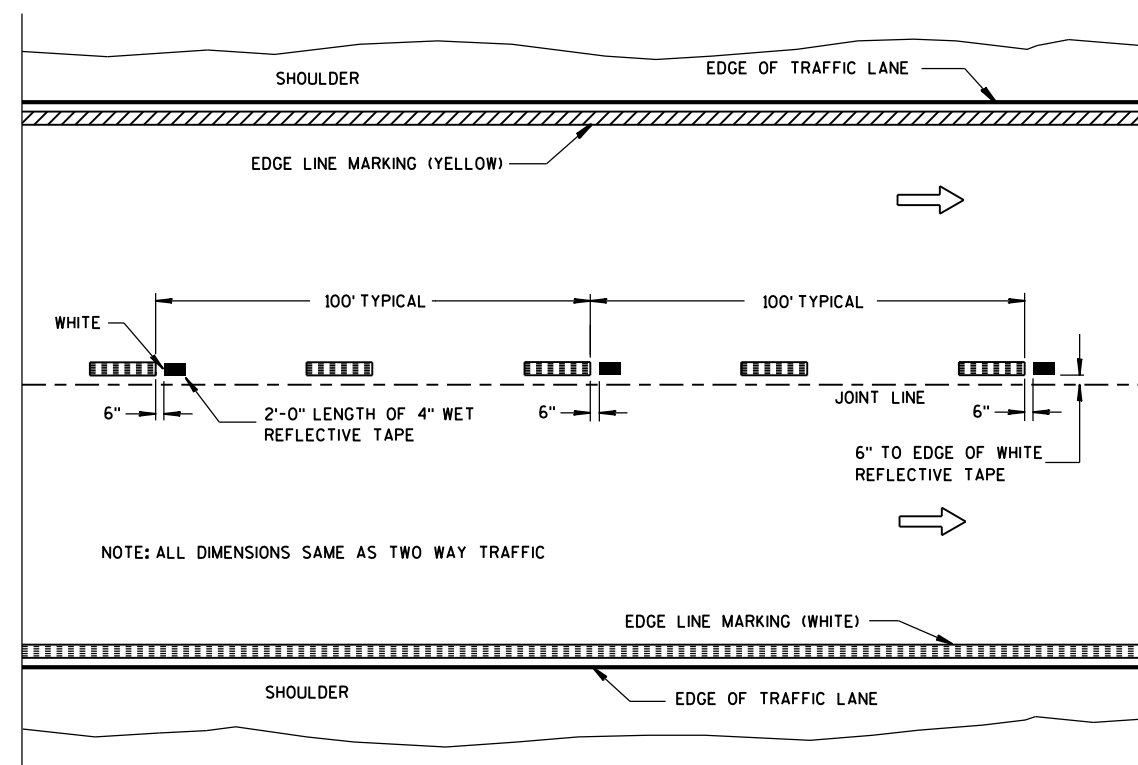
## GENERAL NOTES

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

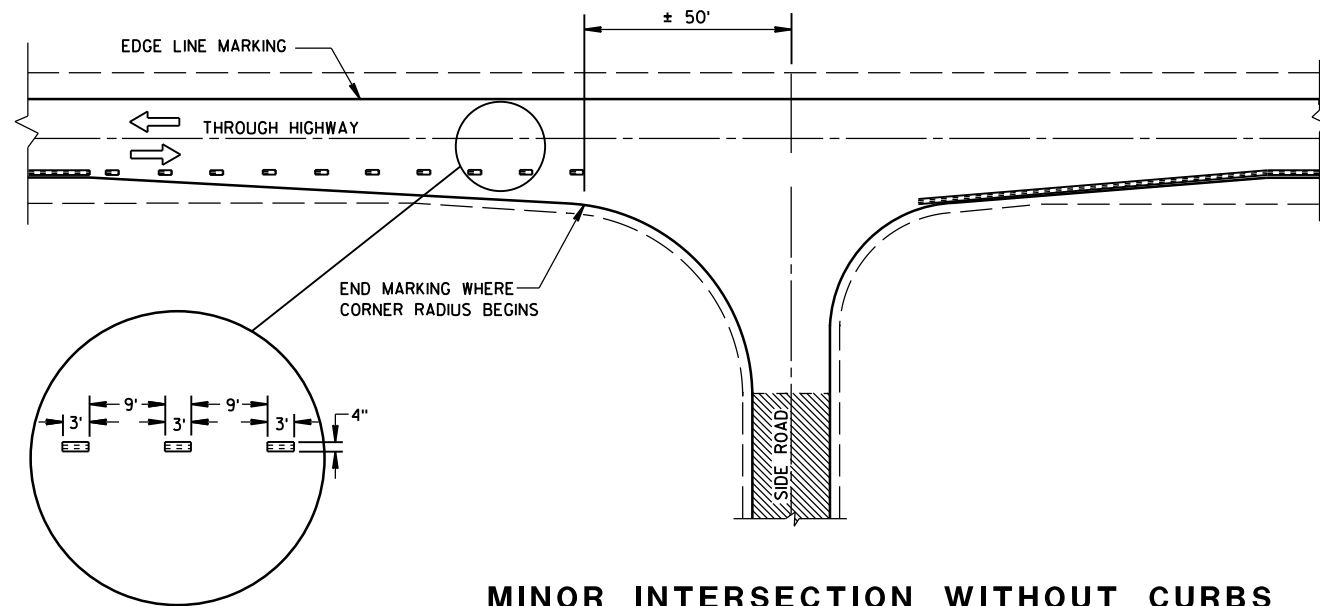
- "T" MARKING
- POST MOUNTED SIGN

PAVEMENT MARKING  
(MAINLINE)

STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

APPROVED  
5-13-2013  
DATE  
FHWA

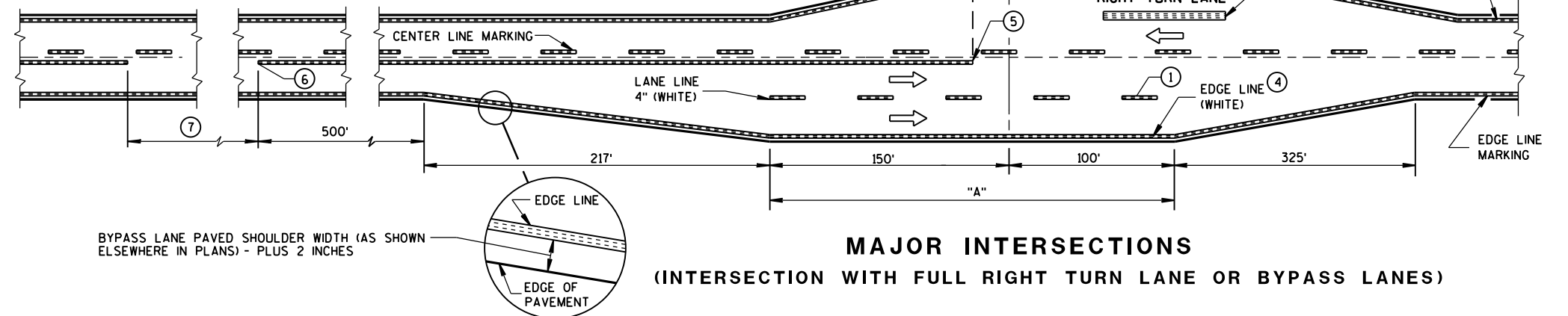
/S/ Travis Feltes  
STATE TRAFFIC ENGINEER



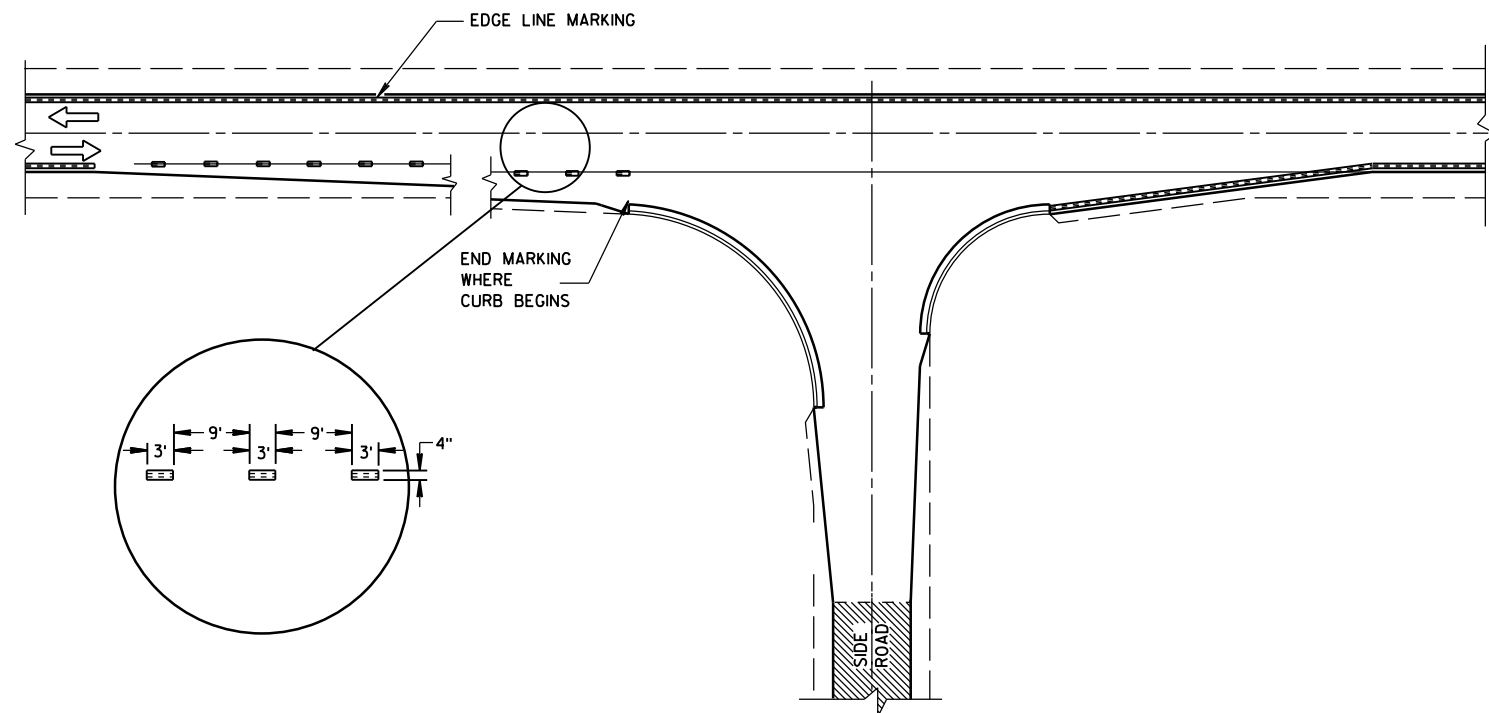
**MINOR INTERSECTION WITHOUT CURBS**

⑦

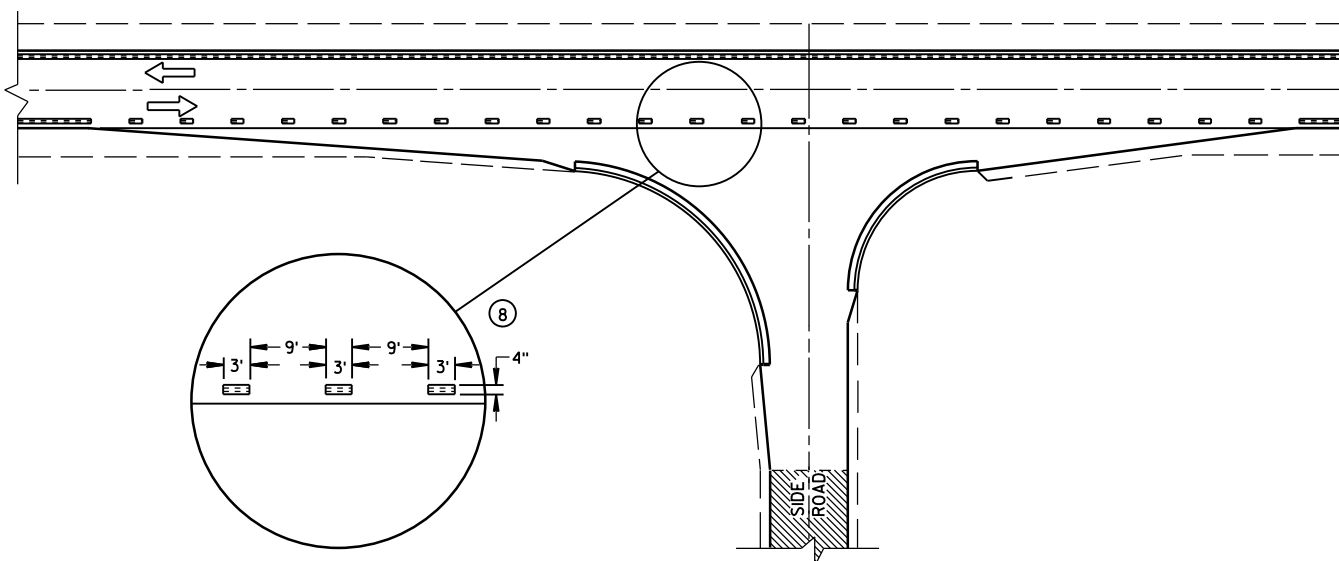
POSTED SPEED (MPH)	MINIMUM DISTANCE BETWEEN ZONES (FEET)
25 - 30	528
35 - 40	528
45 - 50	686
55	792



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



**MINOR INTERSECTION WITH CURBS**  
(TYPICAL MARKING)



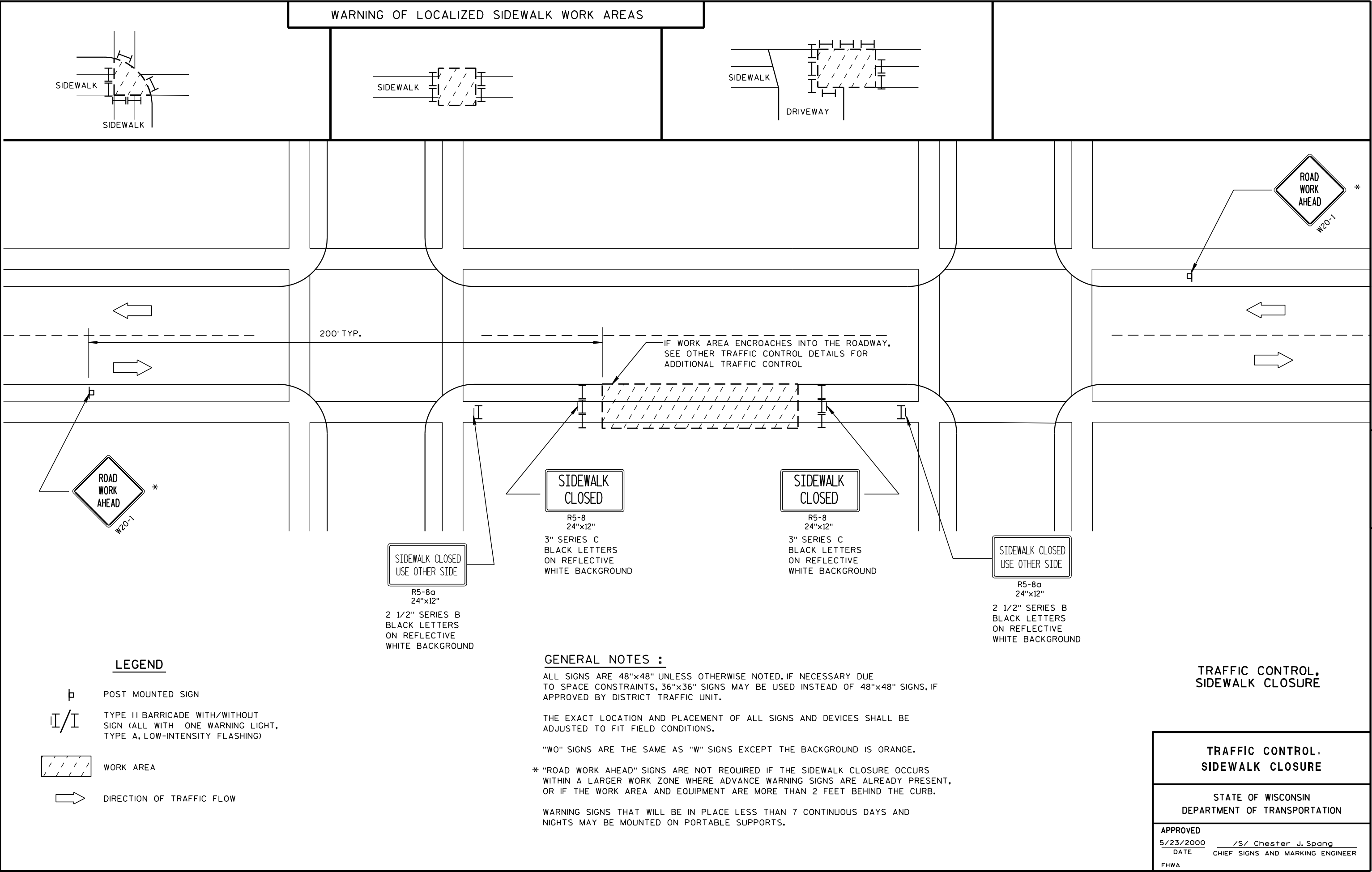
**MINOR INTERSECTION WITH CURBS**  
③ (FOR SPECIAL CONDITIONS AS SPECIFIED)

## GENERAL NOTES

- EDGE LINES SHALL BE OMITTED THROUGH INTERSECTIONS. EDGE LINES SHALL BE CONTINUED THROUGH DRIVEWAYS.
- ① WHEN DISTANCE "A" IS LESS THAN 250 FEET, OMIT LANE LINE.
  - ② WHEN DISTANCE "B" IS LESS THAN 100 FEET, OMIT CHANNELIZING LANE LINE.
  - ③ 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.
  - ④ 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.
  - ⑤ BARRIER LINE ENDS AT SIDE ROAD PAVEMENT/SURFACE EDGE EXTENSION.
  - ⑥ BARRIER LINE STARTS 500 FEET PRIOR TO THE BYPASS TAPER.
  - ⑦ IF THE DISTANCE BETWEEN 2 SUCCESSIVE NO-PASSING ZONES IS LESS THAN THE MINIMUM DISTANCE BETWEEN ZONES, CONNECT THE 2 ZONES.
  - ⑧ 3' LINE 9' GAP, EXCEPT RETRACE THE EXISTING LINE - GAP PATTERN WHERE EXISTING MARKINGS ARE IN PLACE.
- ARROW SYMBOL ( → ) SHOWS DIRECTION OF TRAVEL

PAVEMENT MARKING  
(INTERSECTIONS)

STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION






TOTAL ESTIMATED QUANTITIES

## GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.  
DIMENSIONS SHOWN ARE BASED ON THE ORIGINAL STRUCTURE PLANS.  
DEFINE LIMITS OF "PREPARATION DECKS TYPE 1", "PREPARATION DECKS TYPE 2", & "FULL DEPTH DECK REPAIR" WITH A 1" DEEP SAW CUT BEFORE REMOVING THE DETERIORATED CONCRETE. THE SAW CUT SHALL BE PAID AS "SAWING PAVEMENT DECK PREPARATION AREAS".

- | BID ITEM<br>NUMBER | BID ITEMS                              | UNIT | TOTALS |
|--------------------|--|------|--------|
| 509.0301           | PREPARATION DECKS TYPE 1               | SY   | 3      |
| 509.0302           | PREPARATION DECKS TYPE 2               | SY   | 2      |
| 509.2000           | FULL DEPTH DECK REPAIR                 | SY   | 1      |
| 509.5100.S         | POLYMER OVERLAY                        | SY   | 4850   |
| SPV.0090           | SAWING PAVEMENT DECK PREPARATION AREAS | LF   | 60     |
| SPV.0165           | SHE'S CONCRETE MASONRY DECK PATCHING   | SY   | 6      |

NO.	DATE	REVISION	BY
 <div style="display: inline-block; vertical-align: middle; margin-left: 20px;">             Plans Prepared By <b>WISDOT</b> <b>BUREAU OF STRUCTURES</b> </div> <div style="position: absolute; right: 0; top: 0; font-size: 48px; font-weight: bold;">8</div>			
ACCEPTED	<i>William C. Decker</i> <sup>LLS</sup> CHIEF STRUCTURES DESIGN ENGINEER		<div style="border: 2px solid red; padding: 5px; display: inline-block;">8/4/14</div> DATE
<h2>STRUCTURE B-18-81</h2>			
LAKE STREET OVER CHIPPEWA RIVER			
COUNTY	EAU CLAIRE	TOWN/CITY/VILLAGE	EAU CLAIRE
DESIGN SPEC.	REHABILITATION N/A		
DESIGNED BY	JLR	DESIGN CK'D.	KCY
DRAWN BY	JLR	PLANS CK'D.	<b>TAB</b>
<h1>POLYMER OVERLAY</h1>		SHEET 1 OF 1	



## Notes



## *Wisconsin Department of Transportation*

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