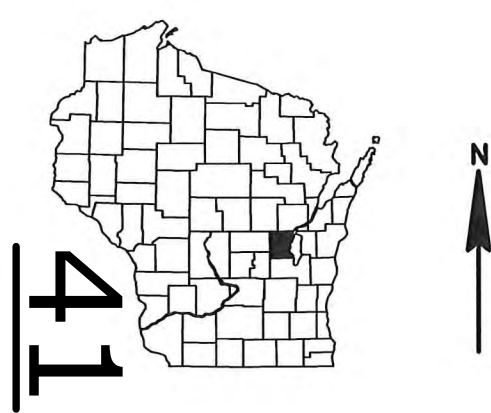


GRE MAY 2015  
PROJECT ID: 6190-25-60  
COUNTY: WINNEBAGO

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
<del>Section No. 4</del>	<del>Right of Way Plat</del>
<del>Section No. 5</del>	<del>Plan and Profile</del>
Section No. 6	Standard Detail Drawings
<del>Section No. 7</del>	<del>Sign Plates</del>
<del>Section No. 8</del>	<del>Structure Plans</del>
<del>Section No. 9</del>	<del>Computer Earthwork Data</del>
<del>Section No. 9</del>	<del>Cross Sections</del>

TOTAL SHEETS = 12



DESIGN DESIGNATION

A.A.D.T.	=
A.A.D.T.	=
D.H.V.	=
D.D.	=
T.	=
DESIGN SPEED	=
ESALS	=

CONVENTIONAL SYMBOLS

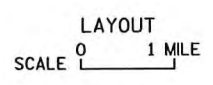
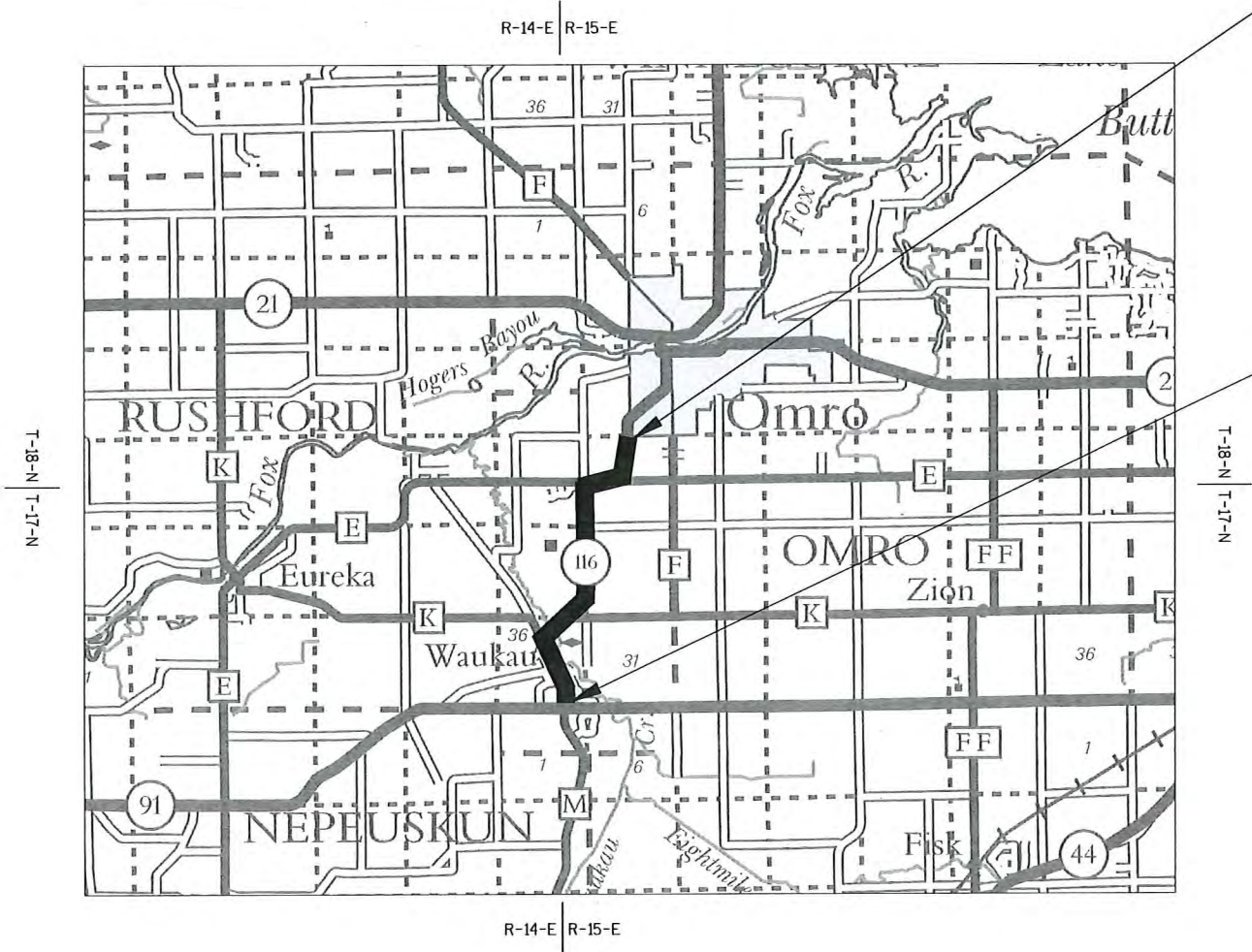
PLAN	
CORPORATE LIMITS	////
PROPERTY LINE	---
LOT LINE	---
LIMITED HIGHWAY EASEMENT	-.-.-
EXISTING RIGHT OF WAY	---
PROPOSED OR NEW R/W LINE	---
SLOPE INTERCEPT	-.-.-
REFERENCE LINE	---
EXISTING CULVERT	-.-.-
PROPOSED CULVERT (Box or Pipe)	---
COMBUSTIBLE FLUIDS	CAUTION
MARSH AREA	~*~
WOODED OR SHRUB AREA	~*~

PROFILE

GRADE LINE	---
ORIGINAL GROUND	---
MARSH OR ROCK PROFILE (To be noted as such)	---
SPECIAL DITCH	---
GRADE ELEVATION	95.36
CULVERT (Profile View)	---
UTILITIES	---
ELECTRIC	E
FIBER OPTIC	FO
GAS	G
SANITARY SEWER	SAN
STORM SEWER	SS
TELEPHONE	T
WATER	W
UTILITY PEDESTAL	---
POWER POLE	---
TELEPHONE POLE	---

STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION  
PLAN OF PROPOSED IMPROVEMENT  
**WAUKAU - OMRO**  
STH 91 - CITY OF OMRO  
**STH 116**  
**WINNEBAGO COUNTY**

STATE PROJECT NUMBER
6190-25-60



TOTAL NET LENGTH OF CENTERLINE = 4.02 MI

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
6190-25-60		

END PROJECT  
LOG MILE 4.02

BEGIN PROJECT  
LOG MILE 0.00

STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

PREPARED BY

Surveyor	
Designer	GREG SOUFAL
Project Manager	TIM VERHAGEN
Regional Examiner	
Regional Supervisor	CHARLES KAROW

APPROVED FOR THE DEPARTMENT

DATE: 3/16/2015

(Signature)

ORDER OF SHEETS

GENERAL NOTES  
PROJECT OVERVIEW  
CONSTRUCTION DETAILS  
MISCELLANEOUS QUANTITIES

GENERAL NOTES

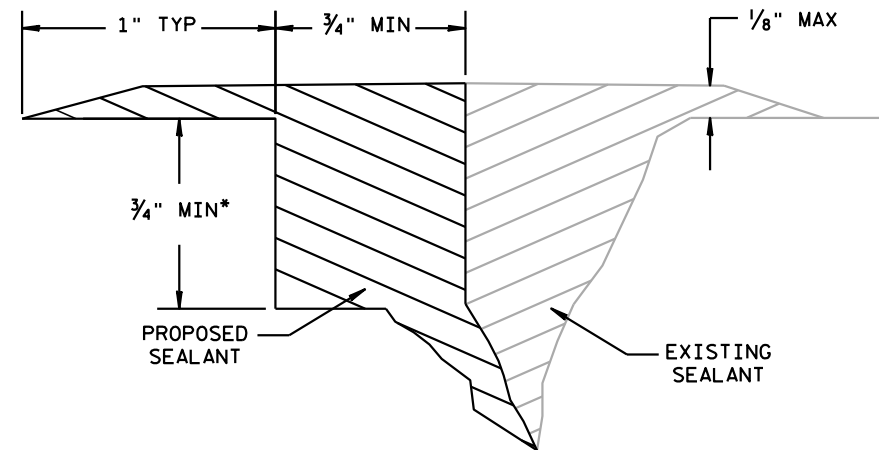
THERE ARE NO UTILITY ADJUSTMENTS NECESSARY TO ACCOMODATE THE WORK UNDER THIS PROJECT.

CONTACTS

WDNR CONTACT

JAY SCHIEFELBEIN  
DNR NORTHEAST REGIONAL HEADQUARTERS  
2984 SHAWANO AVENUE  
GREEN BAY, WI 54313  
PHONE: 920-662-5472  
EMAIL: JEREMIAH.SCHIEFELBEIN@WISCONSIN.GOV

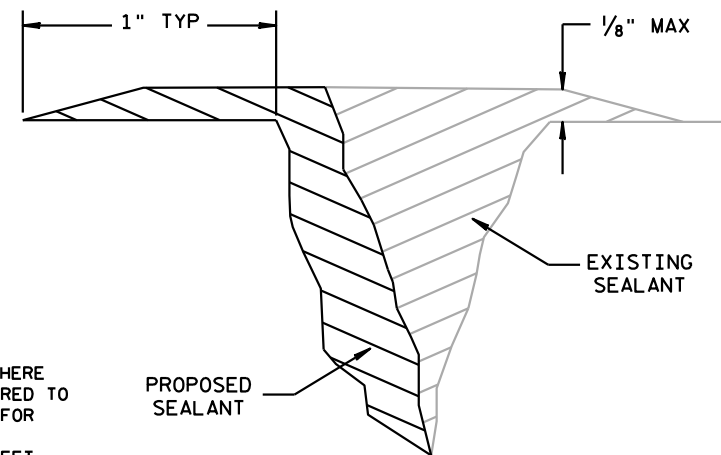




NOTE: FOR ADHESION LOSS WHERE SEALANT IS NOT ADHERED TO SAME SIDE OF CRACK FOR LENGTHS GREATER THAN 5 CONTINUOUS LINEAR FEET

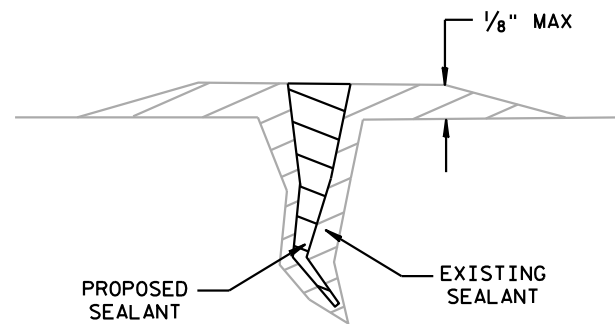
\* ROUTED CRACK DEPTH TO WIDTH 1.0:1.0 RATIO

ROUT AND RE-SEAL DETAIL



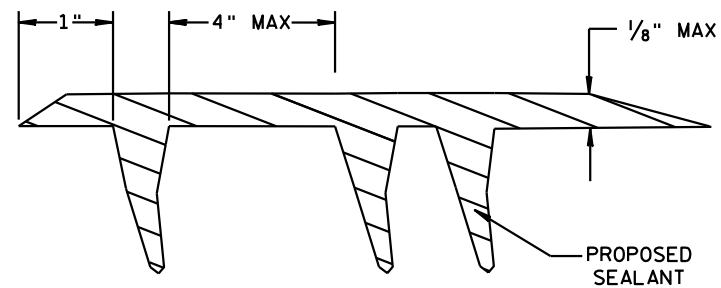
NOTE: FOR ADHESION LOSS WHERE SEALANT IS NOT ADHERED TO SAME SIDE OF CRACK FOR LENGTHS LESS THAN 5 CONTINUOUS LINEAR FEET

CLEAN AND RE-FILL DETAIL



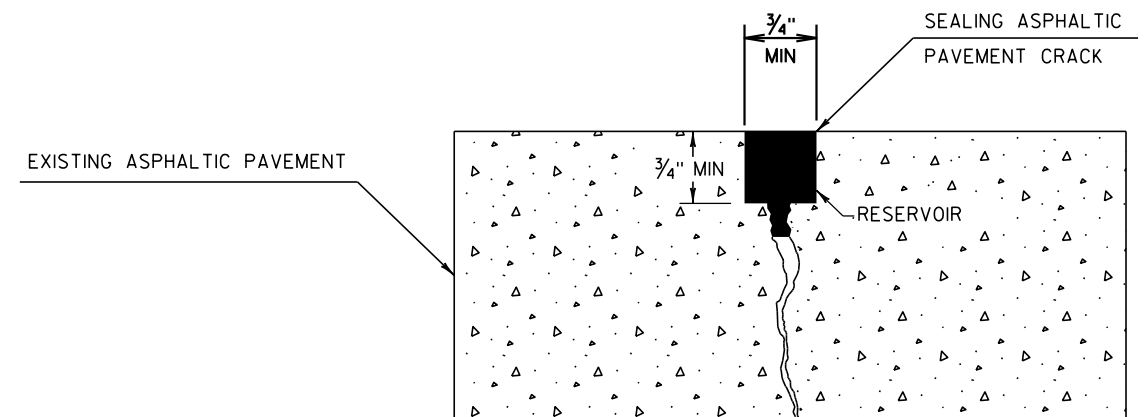
NOTE: FOR COHESION LOSS

CLEAN AND RE-FILL DETAIL

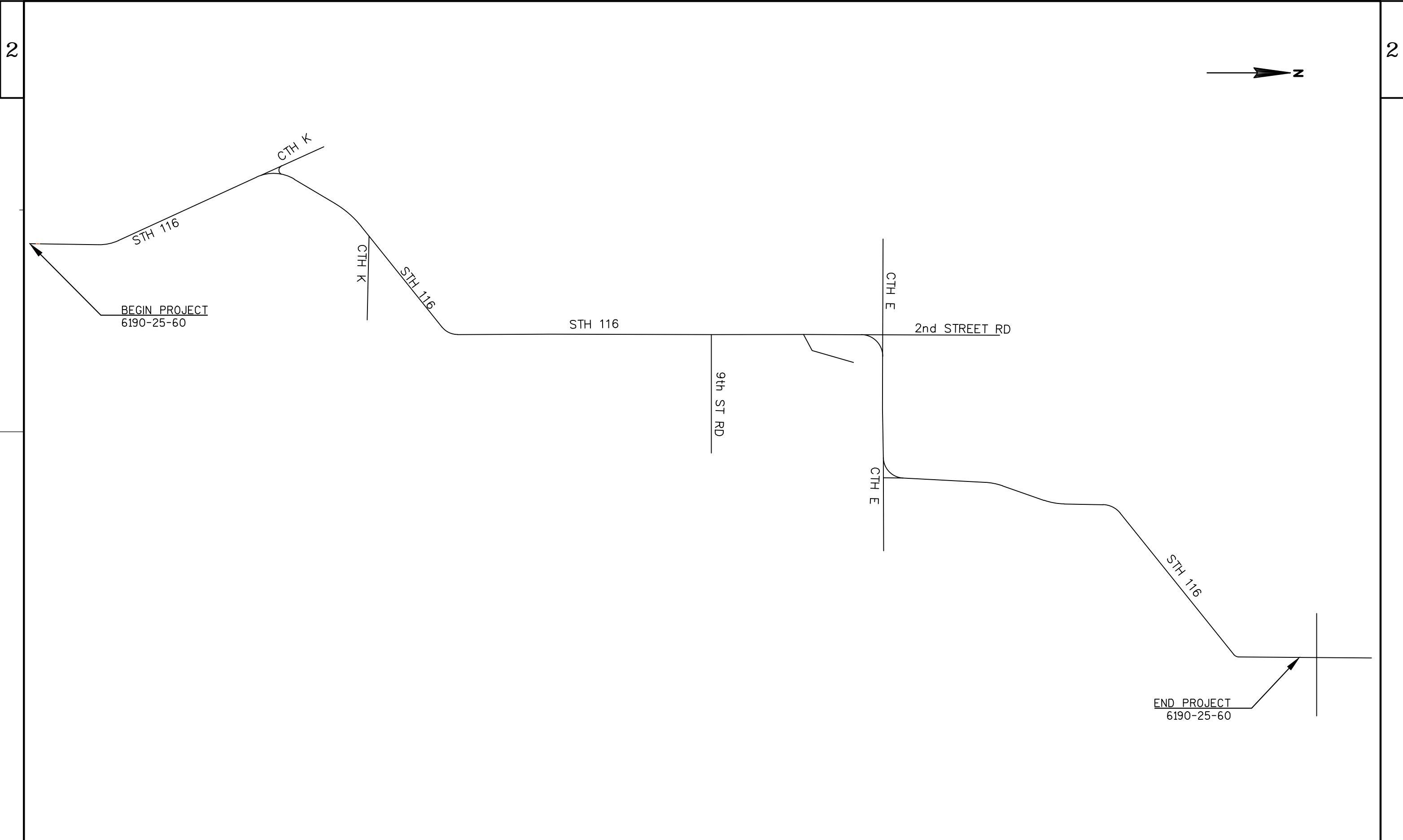


NOTE: FOR EDGE AND FATIGUE CRACKING

CLEAN AND FILL DETAIL



ROUT AND SEAL DETAIL



DATE 18MAR15			E S T I M A T E O F Q U A N T I T I E S		
LINE			6190-25-60		
NUMBER	ITEM	ITEM DESCRIPTION	UNI T	TOTAL	QUANTITY
0010	619.1000	Mobilization	EACH	1.000	1.000
0020	643.0100	Traffic Control (project) 01. 6190-25-60	EACH	1.000	1.000
0030	643.0900	Traffic Control Signs	DAY	840.000	840.000
0040	643.1050	Traffic Control Signs PCMS	DAY	14.000	14.000
0050	SPV.0125	Special 01. Sealing Asphaltic Pavement Cracks	MI	4.020	4.020

TRAFFIC CONTROL SUMMARY				
LOCATION	<u>643.0900</u>		<u>643.1050</u>	
	TRAFFIC CONTROL SIGNS		TRAFFIC CONTROL SIGNS PCMS	
	NO. IN SERVICE	DAYS	NO. IN SERVICE	DAYS
CHT M (BEGIN PROJECT)	4	80	1	7
OLD MILL RD	2	40	-	-
SOUTH ST	2	40	-	-
MECHANIC ST	2	40	-	-
COMMERCIAL ST	4	80	-	-
MONROE ST	2	40	-	-
QUINCY ST	2	40	-	-
20TH ST RD	2	40	-	-
CTH K (EAST)	4	80	-	-
9TH ST RD	2	40	-	-
CLIFF WEST RD	2	40	-	-
CTH E	4	80	-	-
2ND ST RD	2	40	-	-
CTH E	4	80	-	-
STH 116 (END PROJECT)	4	80	1	7
TOTAL		840		14






SEALING ASPHALTIC PAVEMENT CRACKS		
LOCATION TO LOCATION	<u>SPV.0125.01</u>	REMARKS
	<u>MILE</u>	
BEGIN PROJECT - CTH K (EAST)	1.11	APPROX. 8700 LF OF CRACKS
CTH K (EAST) - 9TH ST	1.13	APPROX. 7700 LF OF CRACKS
9TH ST - CTH E (EAST)	0.91	APPROX. 5800 LF OF CRACKS
CTH E (EAST)- END PROJECT	0.87	APPROX. 7150 LF OF CRACKS
TOTAL	4.02	
***FOR INFORMATION ONLY***		

Standard Detail Drawing List

15C03-02	BARRICADES AND SIGNS FOR SIDEROAD CLOSURES
15C04-02	TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 M. P. H. OR GREATER TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC
15C05-02	TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 M. P. H. OR LESS
15C12-04	TRAFFIC CONTROL FOR LANE CLOSURE (SUITABLE FOR MOVING OPERATIONS)

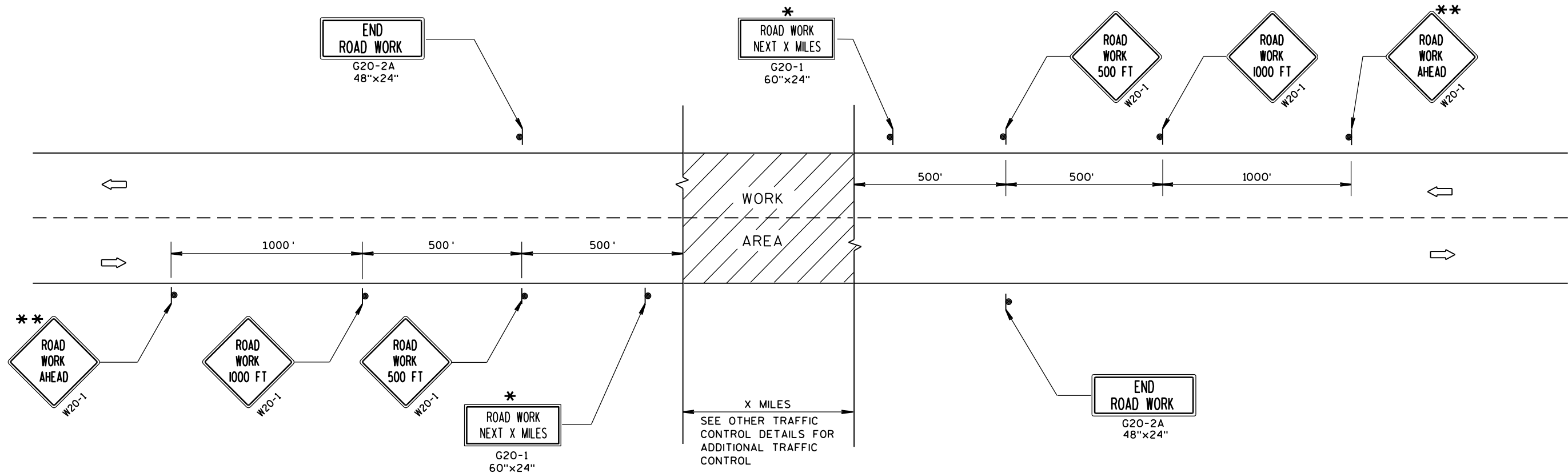


R11-4 AND R11-3 SHALL BE 60" X 30".

- |   |  |
|---|--|
|  | SIGN ON PERMANENT SUPPORT                |
|  | TYPE III BARRICADE                       |
|  | TYPE III BARRICADE WITH<br>ATTACHED SIGN |
|  | TYPE "A" WARNING LIGHT (FLASHING)        |
|  | WORK AREA                                |

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





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 MINIMUM OF 200 FEET (500 FEET DESIRABLE) CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

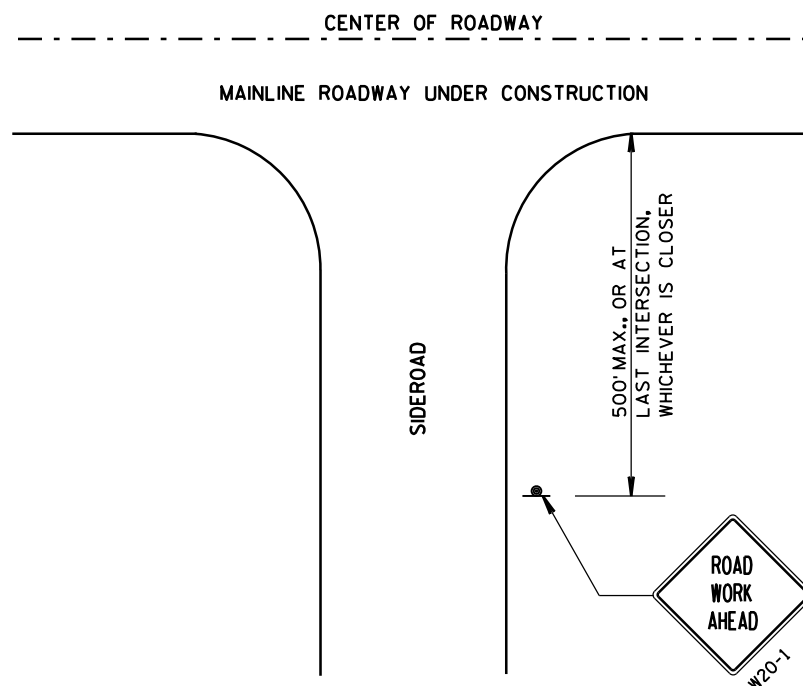
ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED.

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.

\* OMIT G20-1 SIGNS IF LENGTH OF WORK AREA IS 2 MILES OR LESS.

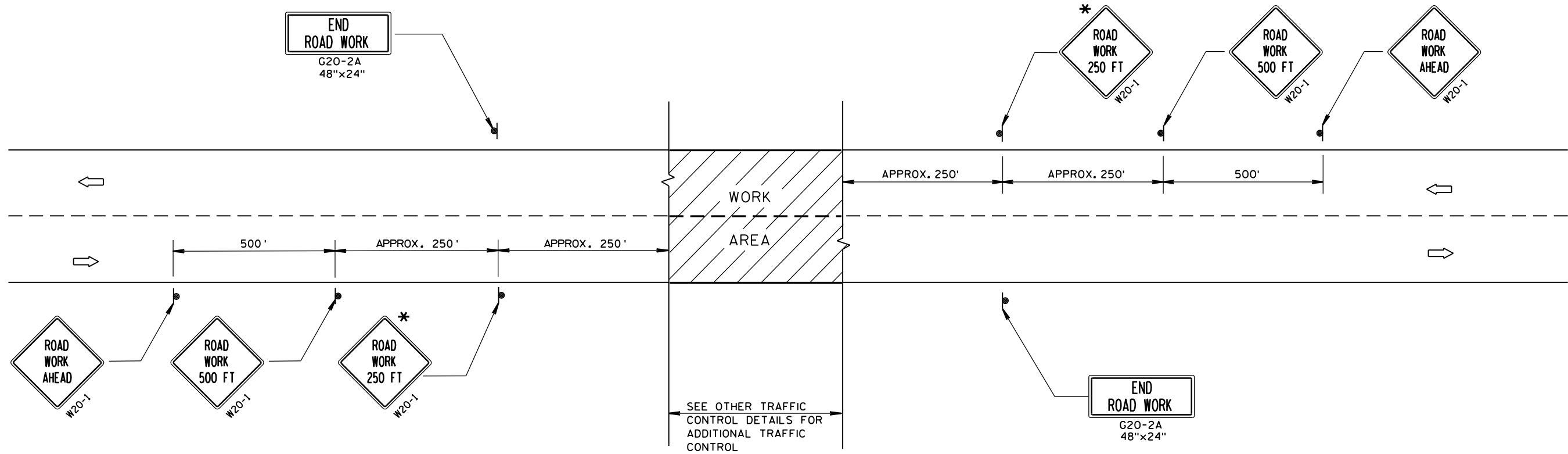
\*\* PLACE ADDITIONAL W20-1 "ROAD WORK AHEAD" SIGN IF WORK AREA WITHIN THE PROJECT IS SEPARATED BY MORE THAN 2 MILES FROM PREVIOUS WORK AREA.



## LEGEND

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

TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 M.P.H. OR GREATER TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED 8/2013 DATE	/S/ Travis Feltes 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.

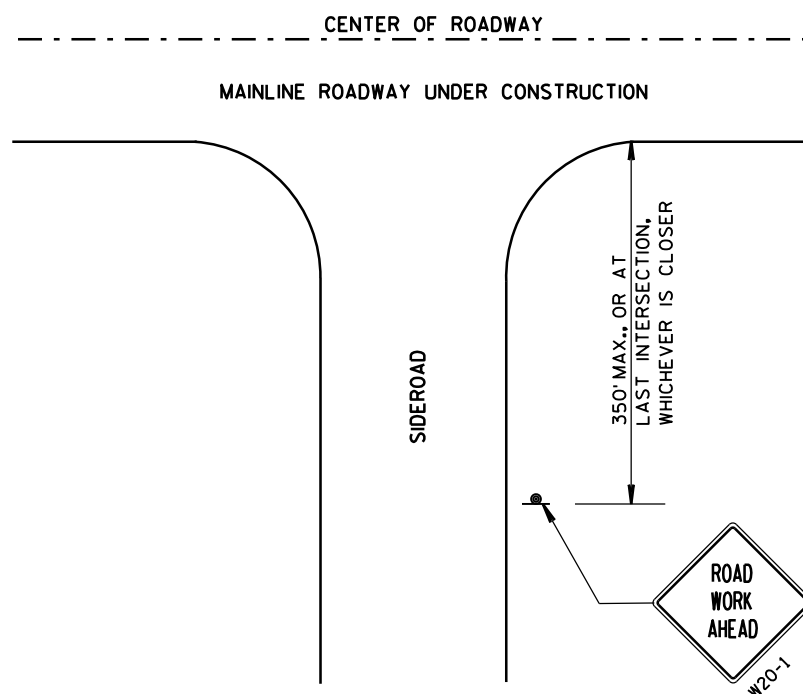
THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A DESIRABLE MINIMUM OF 200 FEET CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

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

STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

APPROVED





8/2013

DATE

FHWA

/S/ Travis Feltes  
STATE TRAFFIC ENGINEER OF DESIGN

LEGEND

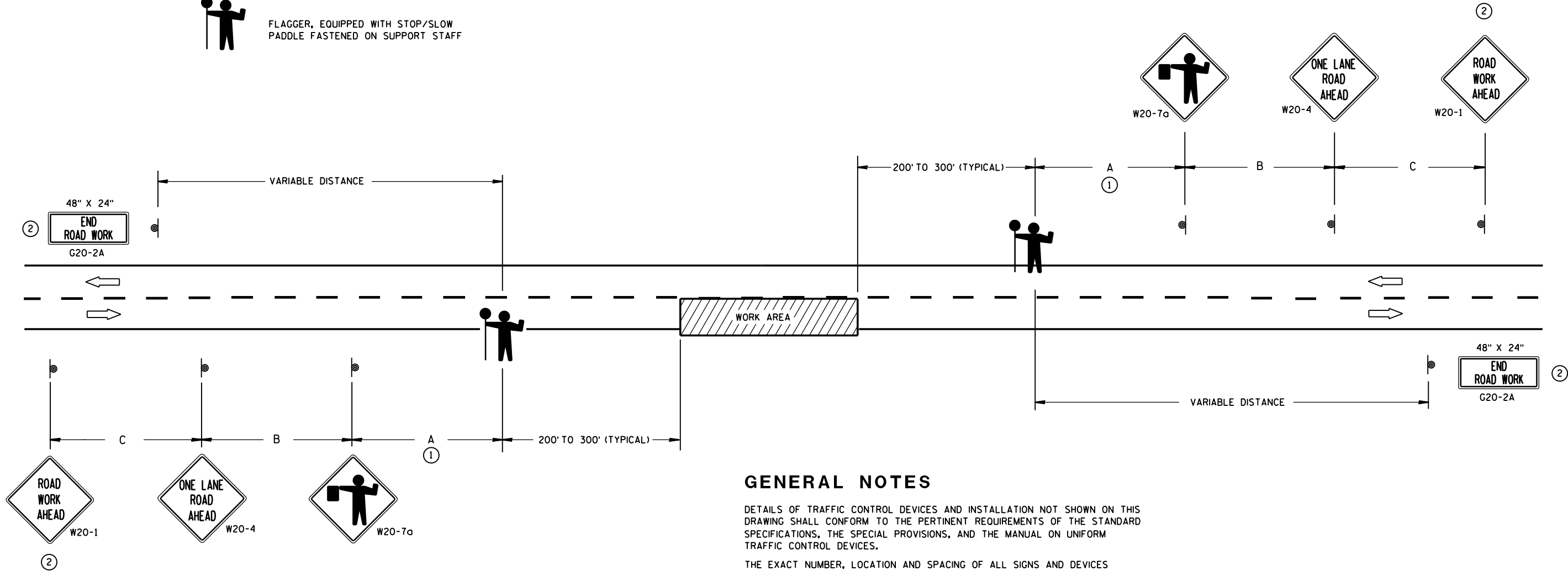
-  SIGN ON PORTABLE OR PERMANENT SUPPORT
-  DIRECTION OF TRAFFIC
-  WORK AREA
-  FLAGGER, EQUIPPED WITH STOP/SLOW PADDLE FASTENED ON SUPPORT STAFF

SIGN SPACING TABLE

SPEED LIMIT	SIGN SPACING A,B,C
25-35 MPH	200'
35-40 MPH	350'
45-55 MPH	500'



USE OF THE "BE PREPARED TO STOP" SIGN IS OPTIONAL. WHEN USED, THIS SIGN SHALL BE LOCATED BETWEEN THE W20-7a AND W20-4 SIGNS. A 500' TYPICAL SPACING SHALL BE PROVIDED BETWEEN THE SIGNS.



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.

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

THE FIRST ADVANCE WARNING SIGN SHOULD TYPICALLY BE LOCATED IN ADVANCE OF THE ANTICIPATED TRAFFIC BACKUP OR QUEUE.

WHEN A SIDE ROAD OR RAMP INTERSECTS THE FACILITY ON WHICH THE WORK IS BEING PERFORMED, ADDITIONAL TRAFFIC CONTROLS SHALL BE PROVIDED AS SPECIFIED IN THE PLANS AND/OR THE SPECIAL PROVISIONS OR AS APPROVED BY THE ENGINEER.

FLAGGERS SHALL BE IN SIGHT OF EACH OTHER OR IN DIRECT COMMUNICATION AT ALL TIMES. THEY SHALL BE EQUIPPED WITH STOP/SLOW PADDLES FASTENED ON SUPPORT STAFFS. WHEN THE FLAGGING OPERATION IS NOT IN EFFECT, COVER OR REMOVE ALL TEMPORARY TRAFFIC CONTROL SIGNS.

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

- ① FOR A MOVING WORK OPERATION, SIGNING FOR BOTH DIRECTIONS SHALL BE REESTABLISHED (AS SIMULTANEOUSLY AS PRACTICAL) AT APPROXIMATELY 3500 FOOT INTERVALS IN THE MOVING WORK OPERATION OR AS APPROVED BY THE ENGINEER.
- ② SIGN NOT REQUIRED IF FLAGGING OPERATION OCCURS WITHIN A SIGNED ROAD WORK ZONE AREA.

TRAFFIC CONTROL FOR LANE CLOSURE (SUITABLE FOR MOVING OPERATIONS)	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED 8/2013 DATE	/S/ Travis Feltes STATE TRAFFIC ENGINEER OF DESIGN
FHWA	



## *Wisconsin Department of Transportation*

Dedicated people creating transportation solutions  
through innovation and exceptional service.

<http://www.dot.wisconsin.gov>