

WIS

APRIL 2019

PROJECT ID:
WITH: N/A

6540-00-73

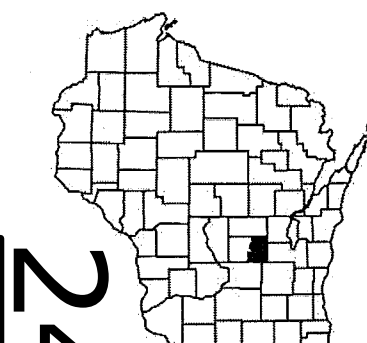
COUNTY:

GREEN LAKE

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 Plan
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.	2017	= 5,300
A.A.D.T.		"
D.H.V.		"
D.D.		"
T.		"
DESIGN SPEED		50/60 MPH
ESALS		1,408,900

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	---

STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

BERLIN - OSHKOSH

BERLIN CITY LIMITS TO WINNEBAGO COUNTY LINE

STH 91

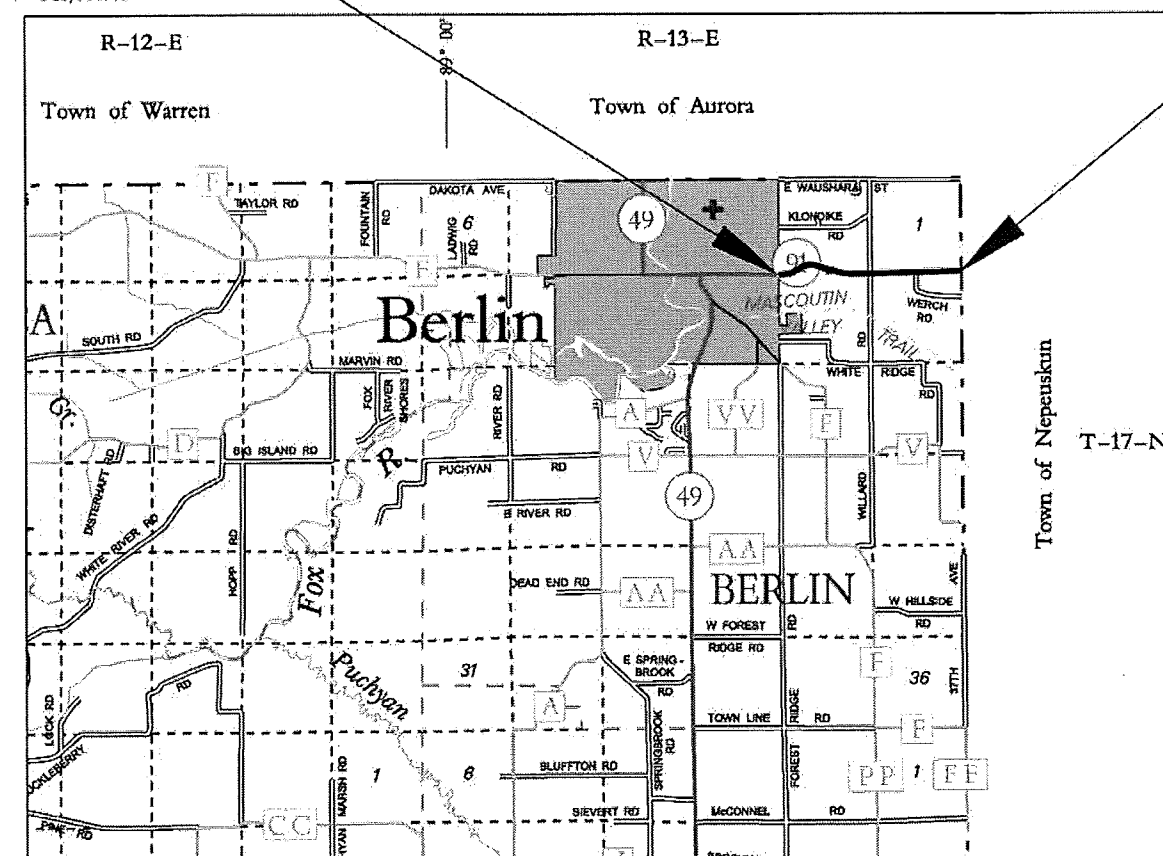
GREEN LAKE COUNTY

STATE PROJECT NUMBER

6540-00-73

BEGIN PROJECT
STA 88+00
X = 577,950.69
Y = 318,668.48

END PROJECT
STA 197+50



LAYOUT
SCALE 0 2 MI
TOTAL NET LENGTH OF CENTERLINE = 2.074 MI

HORIZONTAL POSITIONS SHOWN ON THIS PLAN ARE WISCONSIN COORDINATE REFERENCE SYSTEM (WISCRS), GREEN LAKE COUNTY, NAD83 (2011), IN U.S. SURVEY FEET. POSITIONS SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES ARE THE SAME AS GROUND DISTANCES. ELEVATIONS ARE REFERENCED TO NAVD 88 (ORTHO). GPS DERIVED ELEVATIONS ARE BASED ON GEOID 12A.

STATE PROJECT

6540-00-73

FEDERAL PROJECT

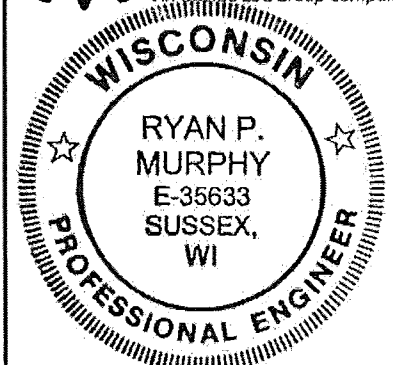
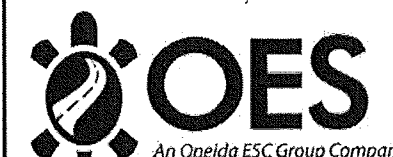
PROJECT

WISC 2019228

CONTRACT

1

ORIGINAL PLANS PREPARED BY:



DATE: 10/30/18 [Signature]
(Signature)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY
Surveyor: OES
Designer: OES
Project Manager: DAN HOLLOWAY
Regional Examiner: CHERYL SIMON
Regional Supervisor: NICHOLE LYSIE

APPROVED FOR THE DEPARTMENT
DATE: 10/30/18 [Signature]
(Signature)

GENERAL NOTES:

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.

IF THERE ARE UTILITY CONFLICTS WITH SIGNS OR OTHER WORK UNDER PROJECT, THE CONTRACTOR WILL WORK AROUND THE UTILITY FACILITIES.

DNR CONTACT:

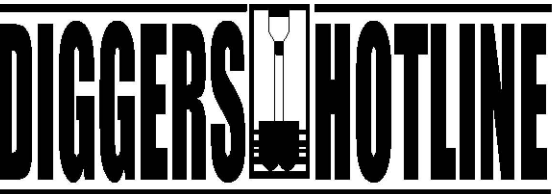
JAY SCHIEFELBEIN
NORTHEAST REGION HQ
2984 SHAWANO AVENUE
GREEN BAY, WI 54313
(920)662-5130
JEREMIAH.SCHIEFELBEIN@WISCONSIN.GOV

UTILITY CONTACTS:

TONY MARCINIAK
ATC MANAGEMENT, INC. - ELECTRICITY-TRANSMISSION
W234 N2000 RIDGEVIEW PARKWAY COURT
PO BOX 47
WAUKESHA, WI 53187
(262)506-6814
TMARCINIAK@ATCLLC.COM

MICHAEL BROLIN
ALLIANT ENERGY - ELECTRICITY/GAS/PETROLEUM
4902 N BILTMORE LANE, SUITE 1000
MADISON, WI 53718
(608) 458-4871
MICHAELBROLIN@ALLIANTENERGY.COM

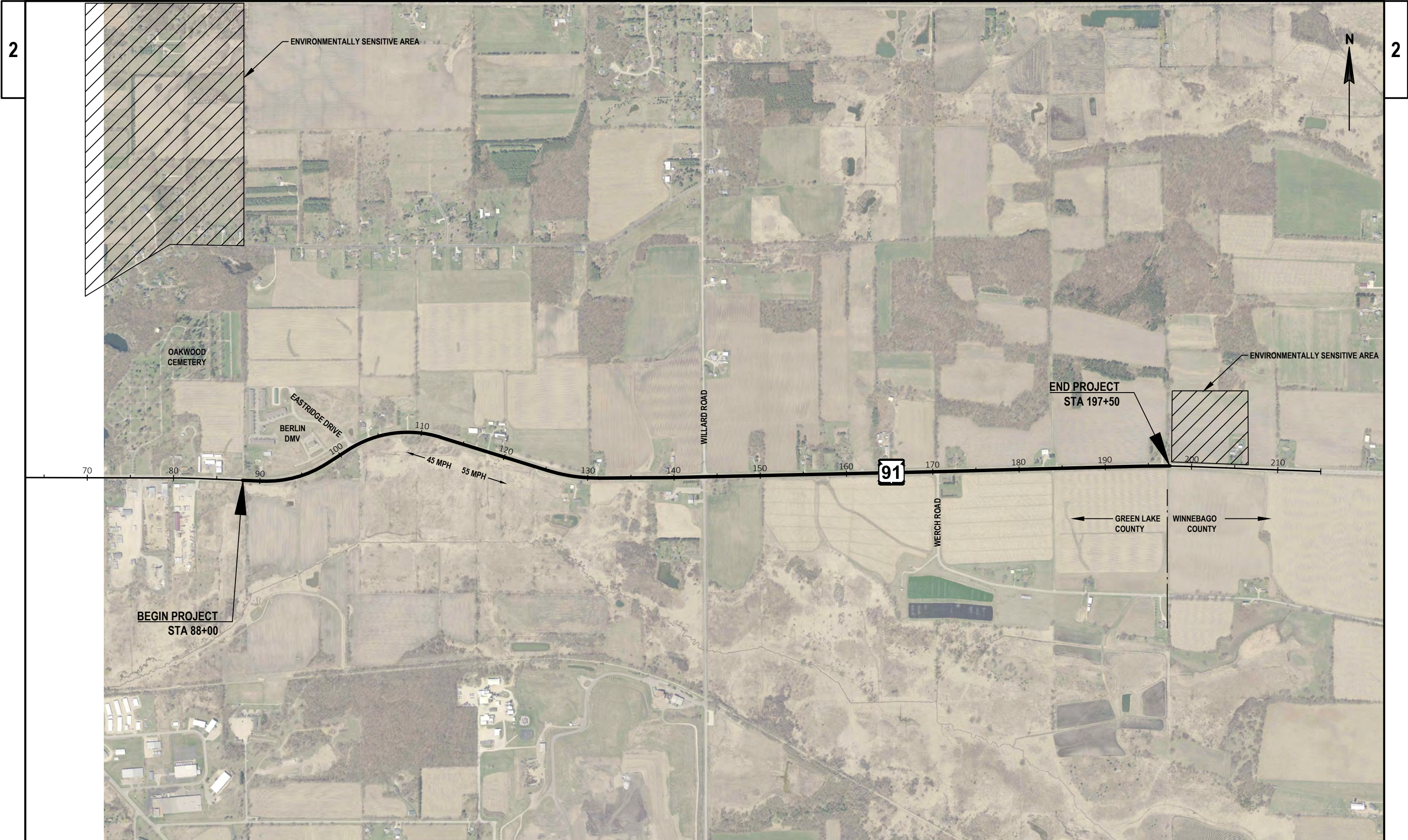
KEVIN ZICKERT
CENTURYLINK - COMMUNICATION LINE
224 INDUSTRIAL DRIVE
NORTH PRAIRIE, WI 53153
(262)392-5200
KEVIN.ZICKERT@CENTURYLINK.COM



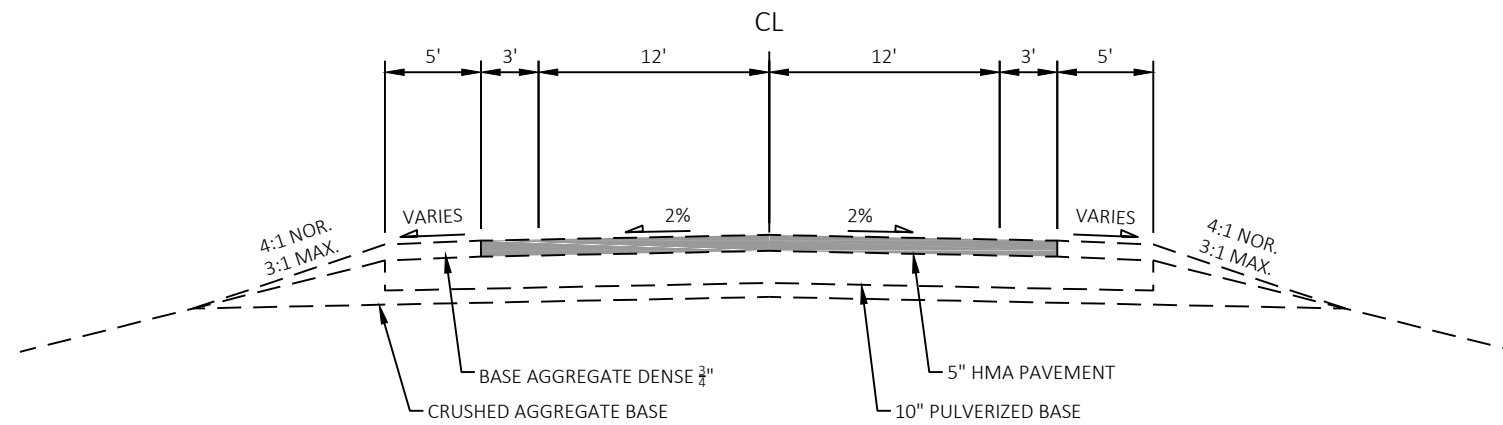
Dial  or (800)242-8511
www.DiggersHotline.com

RUNOFF COEFFICIENT TABLE

	HYDROLOGIC SOIL GROUP											
	A			B			C			D		
	SLOPE RANGE (PERCENT)			SLOPE RANGE (PERCENT)			SLOPE RANGE (PERCENT)			SLOPE RANGE (PERCENT)		
LAND USE:	0 - 2	2 - 6	6 & OVER	0 - 2	2 - 6	6 & OVER	0 - 2	2 - 6	6 & OVER	0 - 2	2 - 6	6 & OVER
ROW CROPS:	.08	.16	.22	.12	.20	.27	.15	.24	.33	.19	.28	.38
	.22	.30	.38	.26	.34	.44	.30	.37	.50	.34	.41	.56
MEDIAN STRIP TURF:	.19	.20	.24	.19	.22	.26	.20	.23	.30	.20	.25	.30
	.24	.26	.30	.25	.28	.33	.26	.30	.37	.27	.32	.40
SIDE SLOPE TURF:			.25			.27			.28			.30
			.32			.34			.36			.38
PAVEMENT												
ASPHALT												
CONCRETE												
BRICK												
DRIVES, WALKS												
ROOFS												
GRAVEL ROADS, SHOULDERS												

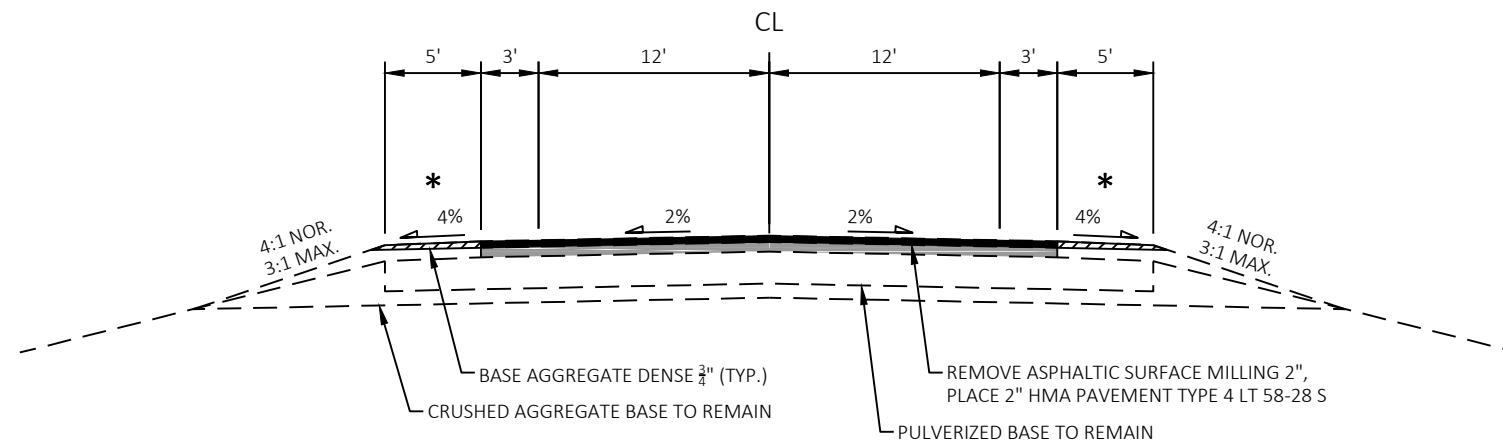


PROJECT NO: 6540-00-73	HWY: STH 91	COUNTY: GREEN LAKE	PROJECT OVERVIEW	SHEET	E
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EXISTING TYPICAL SECTION

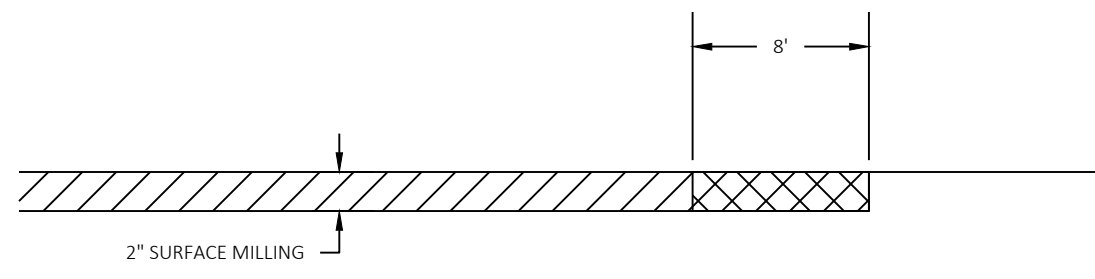
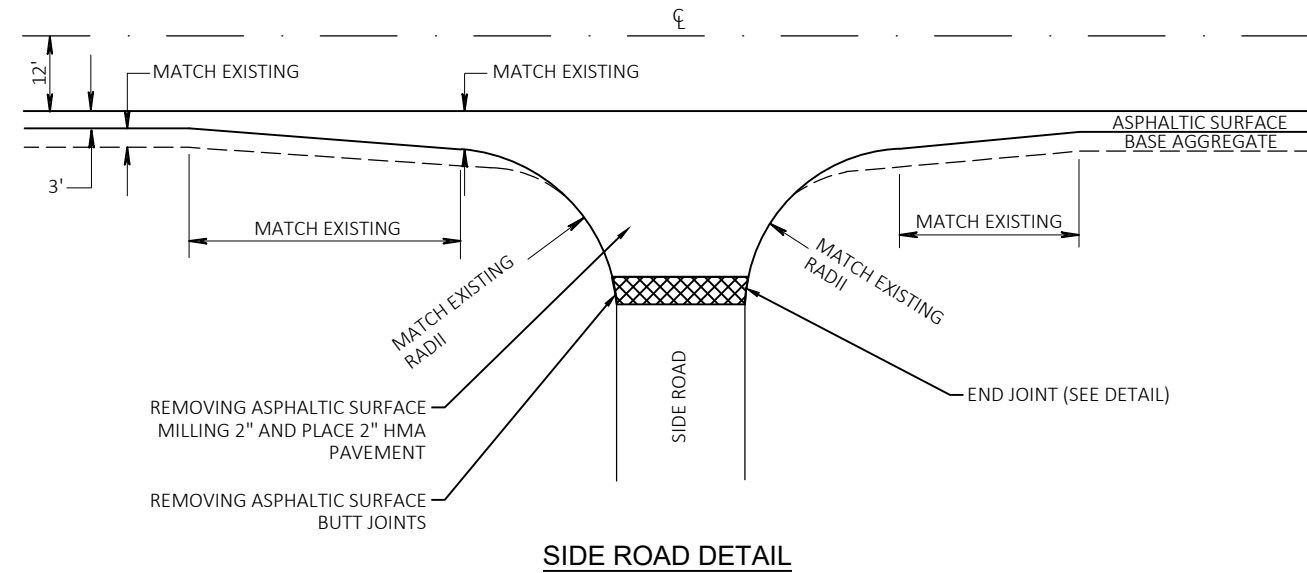
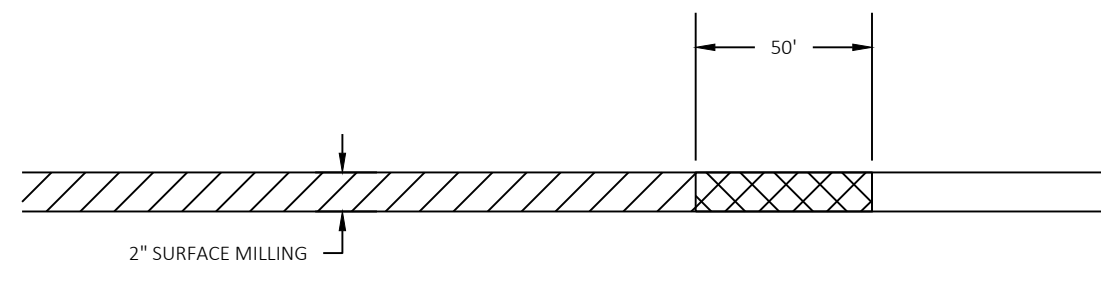
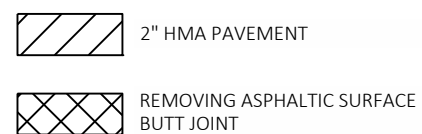
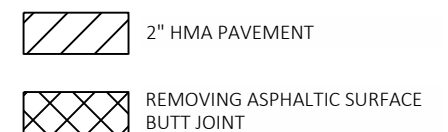
STA. 88+00 TO 197+50

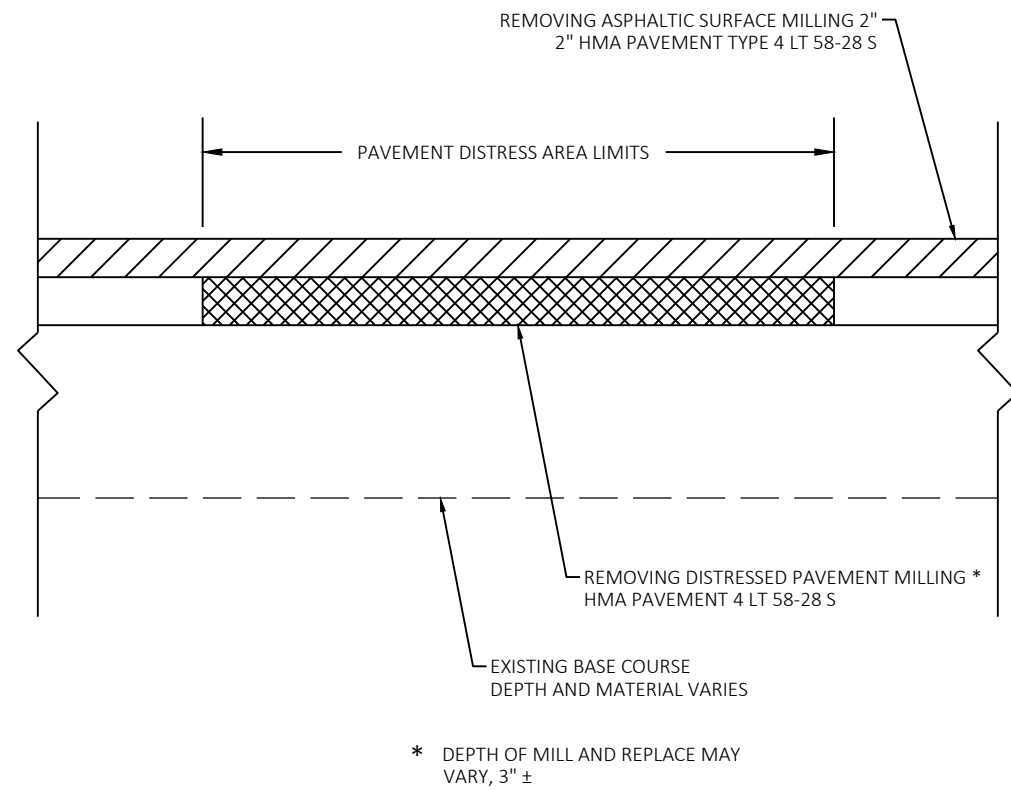


PROPOSED TYPICAL SECTION

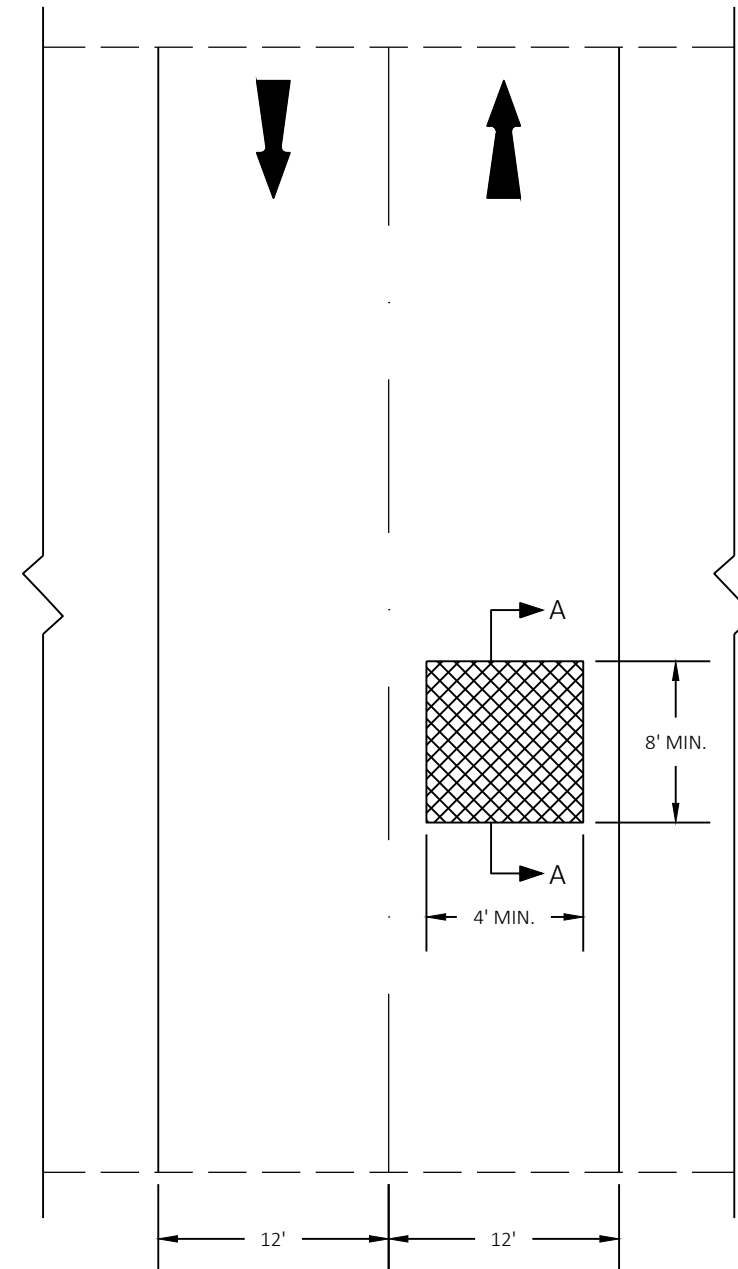
STA. 88+00 TO 197+50

* RESTORE SHOULDERS TO INDICATED SLOPE AND DIMENSION. SHOULDER RESTORATION WILL BE PAID UNDER BASE AGGREGATE DENSE $\frac{3}{4}$ -INCH AND FINISHING ROADWAY

**END JOINT DETAIL****END JOINT DETAIL MAINLINE**
(BEGIN, END, STRUCTURE APPROACHES)



SECTION A-A



PLAN VIEW

REMOVING DISTRESSED PAVEMENT MILLING
LOCATIONS TO BE DETERMINED BY ENGINEER IN FIELD

Estimate Of Quantities

6540-00-73					
Line	Item	Item Description	Unit	Total	Qty
0002	204.0115	Removing Asphaltic Surface Butt Joints	SY	442.000	442.000
0004	204.0120	Removing Asphaltic Surface Milling	SY	40,707.000	40,707.000
0006	211.0100	Prepare Foundation for Asphaltic Paving (project) 01. 6540-00-73	LS	1.000	1.000
0008	213.0100	Finishing Roadway (project) 01. 6540-00-73	EACH	1.000	1.000
0010	305.0110	Base Aggregate Dense 3/4-Inch	TON	1,352.000	1,352.000
0012	455.0605	Tack Coat	GAL	2,789.000	2,789.000
0014	460.2000	Incentive Density HMA Pavement	DOL	2,840.000	2,840.000
0016	460.4110.S	Reheating HMA Pavement Longitudinal Joints	LF	10,950.000	10,950.000
0018	460.5224	HMA Pavement 4 LT 58-28 S	TON	4,426.000	4,426.000
0020	465.0475	Asphalt Centerline Rumble Strips 2-Lane Rural	LF	8,250.000	8,250.000
0022	618.0100	Maintenance And Repair of Haul Roads (project) 01. 6540-00-73	EACH	1.000	1.000
0024	619.1000	Mobilization	EACH	1.000	1.000
0026	624.0100	Water	MGAL	20.000	20.000
0028	643.0900	Traffic Control Signs	DAY	62.000	62.000
0030	643.5000	Traffic Control	EACH	1.000	1.000
0032	646.1020	Marking Line Epoxy 4-Inch	LF	10,000.000	10,000.000
0034	646.1040	Marking Line Grooved Wet Ref Epoxy 4-Inch	LF	21,543.000	21,543.000
0036	646.3020	Marking Line Epoxy 8-Inch	LF	534.000	534.000
0038	646.4520	Marking Line Same Day Epoxy 4-Inch	LF	10,000.000	10,000.000
0040	648.0100	Locating No-Passing Zones	MI	2.100	2.100
0042	649.0105	Temporary Marking Line Paint 4-Inch	LF	9,200.000	9,200.000
0044	650.8000	Construction Staking Resurfacing Reference	LF	10,950.000	10,950.000
0046	650.9910	Construction Staking Supplemental Control (project) 01. 6540-00-73	LS	1.000	1.000
0048	740.0440	Incentive IRI Ride	DOL	8,295.000	8,295.000
0050	ASP.1T0A	On-the-Job Training Apprentice at \$5.00/HR	HRS	300.000	300.000
0052	ASP.1T0G	On-the-Job Training Graduate at \$5.00/HR	HRS	600.000	600.000
0054	SPV.0180	Special 01. Removing Distressed Pavement Milling	SY	2,920.000	2,920.000

<div>204.0115</div> <div>REMOVING ASPHALTIC SURFACE BUTT JOINTS</div> <table><tr><td>STATION</td><td>LOCATION</td><td>SY</td></tr><tr><td>88+00</td><td>STH 91, BEGIN PROJECT</td><td>167</td></tr><tr><td>101+39</td><td>EASTRIDGE DRIVE, LT</td><td>25</td></tr><tr><td>143+50</td><td>WILLARD ROAD, LT/RT</td><td>62</td></tr><tr><td>170+55</td><td>WERCH ROAD, RT</td><td>21</td></tr><tr><td>197+50</td><td>STH 91, END PROJECT</td><td>167</td></tr><tr><td colspan="2">TOTAL:</td><td>442</td></tr></table>			STATION	LOCATION	SY	88+00	STH 91, BEGIN PROJECT	167	101+39	EASTRIDGE DRIVE, LT	25	143+50	WILLARD ROAD, LT/RT	62	170+55	WERCH ROAD, RT	21	197+50	STH 91, END PROJECT	167	TOTAL:		442	<div>204.0120</div> <div>REMOVING ASPHALTIC SURFACE MILLING</div> <table><tr><td>LOCATION</td><td>STATION</td><td>TO</td><td>STATION</td><td>SY</td></tr><tr><td>EASTBOUND</td><td>88+00</td><td>-</td><td>197+50</td><td>18,083</td></tr><tr><td>EASTBOUND/WILLARD RD</td><td>140+00</td><td>-</td><td>144+55</td><td>804</td></tr><tr><td>EASTBOUND/WERCH RD</td><td>169+61</td><td>-</td><td>171+60</td><td>280</td></tr><tr><td>WESTBOUND</td><td>88+00</td><td>-</td><td>197+50</td><td>18,083</td></tr><tr><td>WESTBOUND/EASTRIDGE DR</td><td>99+77</td><td>-</td><td>104+88</td><td>803</td></tr><tr><td>WESTBOUND/WILLARD RD</td><td>140+35</td><td>-</td><td>146+54</td><td>829</td></tr><tr><td>3" SAFETY EDGE RT/LYT</td><td>88+00</td><td>-</td><td>197+50</td><td>608</td></tr><tr><td>CENTERLINE JOINT</td><td>88+00</td><td>-</td><td>197+50</td><td>1,217</td></tr><tr><td colspan="3">TOTAL:</td><td></td><td>40,707</td></tr></table>					LOCATION	STATION	TO	STATION	SY	EASTBOUND	88+00	-	197+50	18,083	EASTBOUND/WILLARD RD	140+00	-	144+55	804	EASTBOUND/WERCH RD	169+61	-	171+60	280	WESTBOUND	88+00	-	197+50	18,083	WESTBOUND/EASTRIDGE DR	99+77	-	104+88	803	WESTBOUND/WILLARD RD	140+35	-	146+54	829	3" SAFETY EDGE RT/LYT	88+00	-	197+50	608	CENTERLINE JOINT	88+00	-	197+50	1,217	TOTAL:				40,707	<div>211.0100</div> <div>PREPARATION OF FOUNDATION FOR ASPHALTIC SURFACE</div> <table><tr><td>LOCATION</td><td>LS</td></tr><tr><td>STH 91 / PROJECT 01. 6540-00-73</td><td>1</td></tr><tr><td>TOTAL:</td><td>1</td></tr></table>			LOCATION	LS	STH 91 / PROJECT 01. 6540-00-73	1	TOTAL:	1																																													
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<div>305.0110</div> <div>BASE AGGREGATE DENSE 3/4-INCH</div> <table><tr><td>LOCATION</td><td>STATION</td><td>TO</td><td>STATION</td><td>TON</td></tr><tr><td>EASTBOUND</td><td>88+00</td><td>-</td><td>197+50</td><td>676</td></tr><tr><td>WESTBOUND</td><td>88+00</td><td>-</td><td>197+50</td><td>676</td></tr><tr><td colspan="4">TOTAL:</td><td>1,352</td></tr></table>				LOCATION	STATION	TO	STATION	TON	EASTBOUND	88+00	-	197+50	676	WESTBOUND	88+00	-	197+50	676	TOTAL:				1,352	<div>624.0100</div> <div>WATER</div> <div>MGAL</div> <table><tr><td>10</td></tr><tr><td>10</td></tr><tr><td>20</td></tr></table>			10	10	20	<div>HMA PAVEMENT ITEMS</div> <table><tr><td colspan="4"></td><td>455.0605</td><td>460.2000</td><td>460.5224</td></tr><tr><td colspan="4"></td><td colspan="3">INCENTIVE</td></tr><tr><td colspan="4"></td><td colspan="3">DENSITY HMA</td></tr><tr><td colspan="4"></td><td>TACK COAT</td><td>PAVEMENT</td><td>4 LT 58-28 S</td></tr><tr><td>LOCATION</td><td>STATION</td><td>TO</td><td>STATION</td><td>GAL</td><td>DOL</td><td>TON</td></tr><tr><td>EASTBOUND</td><td>88+00</td><td>-</td><td>197+50</td><td>1,278</td><td>1,310</td><td>2,044</td></tr><tr><td>EASTBOUND/WILLARD RD</td><td>140+00</td><td>-</td><td>144+55</td><td>56</td><td>60</td><td>90</td></tr><tr><td>EASTBOUND/WERCH RD</td><td>169+61</td><td>-</td><td>171+60</td><td>20</td><td>20</td><td>31</td></tr><tr><td>WESTBOUND</td><td>88+00</td><td>-</td><td>197+50</td><td>1,278</td><td>1,310</td><td>2,044</td></tr><tr><td>WESTBOUND/EASTRIDGE DR</td><td>99+77</td><td>-</td><td>104+88</td><td>56</td><td>60</td><td>90</td></tr><tr><td>WESTBOUND/WILLARD RD</td><td>140+35</td><td>-</td><td>146+54</td><td>58</td><td>60</td><td>93</td></tr><tr><td>SAFETY EDGE</td><td>88+00</td><td>-</td><td>197+50</td><td>43</td><td>20</td><td>34</td></tr><tr><td>CENTERLINE JOINT</td><td>88+00</td><td></td><td>197+50</td><td>85</td><td>40</td><td>68</td></tr><tr><td colspan="4">TOTAL:</td><td>2,789</td><td>2,840</td><td>4,426</td></tr></table>									455.0605	460.2000	460.5224					INCENTIVE							DENSITY HMA							TACK COAT	PAVEMENT	4 LT 58-28 S	LOCATION	STATION	TO	STATION	GAL	DOL	TON	EASTBOUND	88+00	-	197+50	1,278	1,310	2,044	EASTBOUND/WILLARD RD	140+00	-	144+55	56	60	90	EASTBOUND/WERCH RD	169+61	-	171+60	20	20	31	WESTBOUND	88+00	-	197+50	1,278	1,310	2,044	WESTBOUND/EASTRIDGE DR	99+77	-	104+88	56	60	90	WESTBOUND/WILLARD RD	140+35	-	146+54	58	60	93	SAFETY EDGE	88+00	-	197+50	43	20	34	CENTERLINE JOINT	88+00		197+50	85	40	68	TOTAL:				2,789	2,840	4,426
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<div>460.4110.S</div> <div>REHEATING HMA PAVEMENT LONGITUDINAL JOINTS</div> <table><tr><td>STATION</td><td>TO</td><td>STATION</td><td>LOCATION</td><td>LF</td></tr><tr><td>88+00</td><td>-</td><td>197+50</td><td>STH 91 CENTERLINE</td><td>10,950</td></tr><tr><td colspan="4">TOTAL:</td><td>10,950</td></tr></table>				STATION	TO	STATION	LOCATION	LF	88+00	-	197+50	STH 91 CENTERLINE	10,950	TOTAL:				10,950	<div>465.0110</div> <div>ASPHALTIC SURFACE CENTERLINE RUMBLE STRIP 2-LANE RURAL</div> <table><tr><td>STATION</td><td>TO</td><td>STATION</td><td>LOCATION</td><td>LF</td></tr><tr><td>115+00</td><td>-</td><td>197+50</td><td>STH 91 CENTERLINE</td><td>8,250</td></tr><tr><td colspan="4">TOTAL:</td><td>8,250</td></tr></table>					STATION	TO	STATION	LOCATION	LF	115+00	-	197+50	STH 91 CENTERLINE	8,250	TOTAL:				8,250																																																																																														
STATION	TO	STATION	LOCATION	LF																																																																																																																																
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TOTAL:				8,250																																																																																																																																
PROJECT NO: 6540-00-73		HWY: STH 91		COUNTY: GREEN LAKE		MISCELLANEOUS QUANTITIES		SHEET		E																																																																																																																										

TRAFFIC CONTROL ITEMS					
STATION	TO	STATION	LOCATION	643.0900 SIGNS DAYS	643.5000 TRAFFIC CONTROL EACH
88+00	-	197+50	STH 91	62	1
TOTAL:				62	1

PAVEMENT MARKING ITEMS								
STATION	TO	STATION	LOCATION	646.1020 EPOXY 4-INCH (YELLOW) LF	646.1040 GROOVED WET REF EPOXY 4-INCH (WHITE) LF	646.3020 EPOXY 8-INCH (WHITE) LF	646.4520 SAME DAY EPOXY 4-INCH (YELLOW) LF	649.0105 TEMPORARY PAINT 4-INCH (YELLOW) LF
88+00	-	197+50	EASTBOUND	0	10,820	188	0	0
88+00	-	197+50	WESTBOUND	0	10,723	346	0	0
88+00	-	197+50	CENTERLINE	10,000	0	0	10,000	9,200
TOTAL:				10,000	21,543	534	10,000	9,200

648.0100 LOCATING NO-PASSING ZONES				
STATION	TO	STATION	LOCATION	MI
88+00	-	197+50	STH 91	2.1
TOTAL:				2.1

650.8000 CONSTRUCTION STAKING RESURFACING REFERENCE				
STATION	TO	STATION	LOCATION	LF
88+00	-	197+50	STH 91	10,950
TOTAL:				10,950

SPV.0180.01 REMOVING DISTRESSED PAVEMENT MILLING				
STATION	TO	STATION	LOCATION	SY
88+00	-	197+50	UNDISTRIBUTED / AS-NEEDED	2,920
TOTAL:				2,920

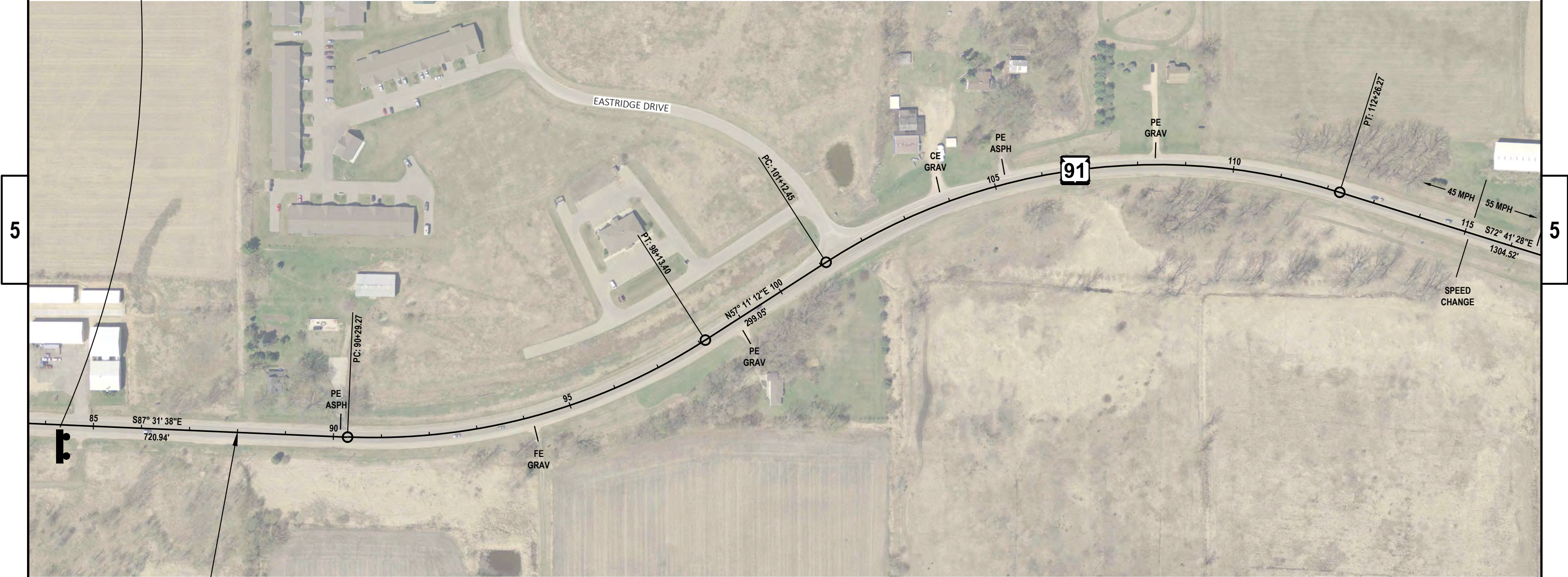
HWY 91
ROAD WORK
BEGINS XXX-XX

G20-57
SIZE

SUPERELEVATION TABLE

STATION	LT SLOPE	RT SLOPE	REMARKS
99+66.31	-2.0%	-2.0%	NORMAL CROWN
100+14.31	0.0%	-2.0%	ZERO SUPER
100+62.31	+2.0%	-2.0%	REVERSE CROWN
101+46.31	+5.5%	-5.5%	FULL SUPER
111+72.15	+5.5%	-5.5%	FULL SUPER
112+56.15	+2.0%	-2.0%	REVERSE CROWN
113+04.15	0.0%	-2.0%	ZERO SUPER
113+52.15	-2.0%	-2.0%	NORMAL CROWN

PI STA = 107+07.82
Y = 319345.246
X = 579676.359
 Δ = 50°07'20"
D = 4°30'00"
T = 595.38'
L = 1113.83'
R = 1273.24'
PC STA = 101+12.45
PT STA = 112+26.27



BEGIN PROJECT
STA. 88+00

SUPERELEVATION TABLE

STATION	LT SLOPE	RT SLOPE	REMARKS
88+93.26	-2.0%	-2.0%	NORMAL CROWN
89+41.26	-2.0%	0.0%	ZERO SUPER
89+89.26	-2.0%	+2.0%	REVERSE CROWN
90+73.26	-5.5%	+5.5%	FULL SUPER
97+69.40	-5.5%	+5.5%	FULL SUPER
98+43.27	-2.0%	+2.0%	REVERSE CROWN
98+91.27	-2.0%	0.0%	ZERO SUPER
99+39.27	-2.0%	-2.0%	NORMAL CROWN

PI STA = 94+34.21
Y = 318641.114
X = 578584.315
 Δ = 35°17'10"
D = 4°30'00"
T = 404.95'
L = 784.13'
R = 1273.24'
PC STA = 90+29.27
PT STA = 98+13.40

NOTE:
SEE SDD 15C8-19A (PAVEMENT MARKING, MAINLINE AND
TURN LANES, LONGITUDINAL MARKING MAINLINE) AND
SDD 15C35-03A (PAVEMENT MARKING INTERSECTIONS)
FOR PAVEMENT MARKING DETAIL



PI STA = 128+29.51
Y = 318691.106
X = 581775.409
 $\Delta = 17^{\circ}46'46''$
D = $3^{\circ}00'00''$
T = 298.73'
L = 592.65'
R = 1909.86'
PC STA = 125+30.79
PT STA = 131+23.44



SUPERELEVATION TABLE

STATION	LT SLOPE	RT SLOPE	REMARKS
123+69.20	-2.0%	-2.0%	NORMAL CROWN
124+22.65	-2.0%	0.0%	ZERO SUPER
124+76.11	-2.0%	+2.0%	REVERSE CROWN
125+69.65	-5.5%	+5.5%	FULL SUPER
130+64.31	-5.5%	+5.5%	FULL SUPER
131+57.86	-2.0%	+2.0%	REVERSE CROWN
132+11.31	-2.0%	0.0%	ZERO SUPER
132+64.77	-2.0%	-2.0%	NORMAL CROWN

NOTE:
SEE SDD 15C8-19A (PAVEMENT MARKING, MAINLINE AND
TURN LANES, LONGITUDINAL MARKING MAINLINE) AND
SDD 15C35-03A (PAVEMENT MARKING INTERSECTIONS)
FOR PAVEMENT MARKING DETAIL



5



5

NOTE:
SEE SDD 15C8-19A (PAVEMENT MARKING, MAINLINE AND
TURN LANES, LONGITUDINAL MARKING MAINLINE) AND
SDD 15C35-03A (PAVEMENT MARKING INTERSECTIONS)
FOR PAVEMENT MARKING DETAIL

PROJECT NO: 6540-00-73	HWY: STH 91	COUNTY: GREEN LAKE	PLAN SHEETS	SHEET	E
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SUPERELEVATION TABLE

STATION	LT SLOPE	RT SLOPE	REMARKS
193+42.71	-2.0%	-2.0%	NORMAL CROWN
193+95.71	0.0%	-2.0%	ZERO SUPER
194+48.71	+2.0%	-2.0%	FULL SUPER
199+40.15	+2.0%	-2.0%	FULL SUPER
199+93.15	0.0%	-2.0%	ZERO SUPER
200+46.15	-2.0%	-2.0%	NORMAL CROWN

HWY 91
ROAD WORK
BEGINS XXX-XX

G20-57
SIZE



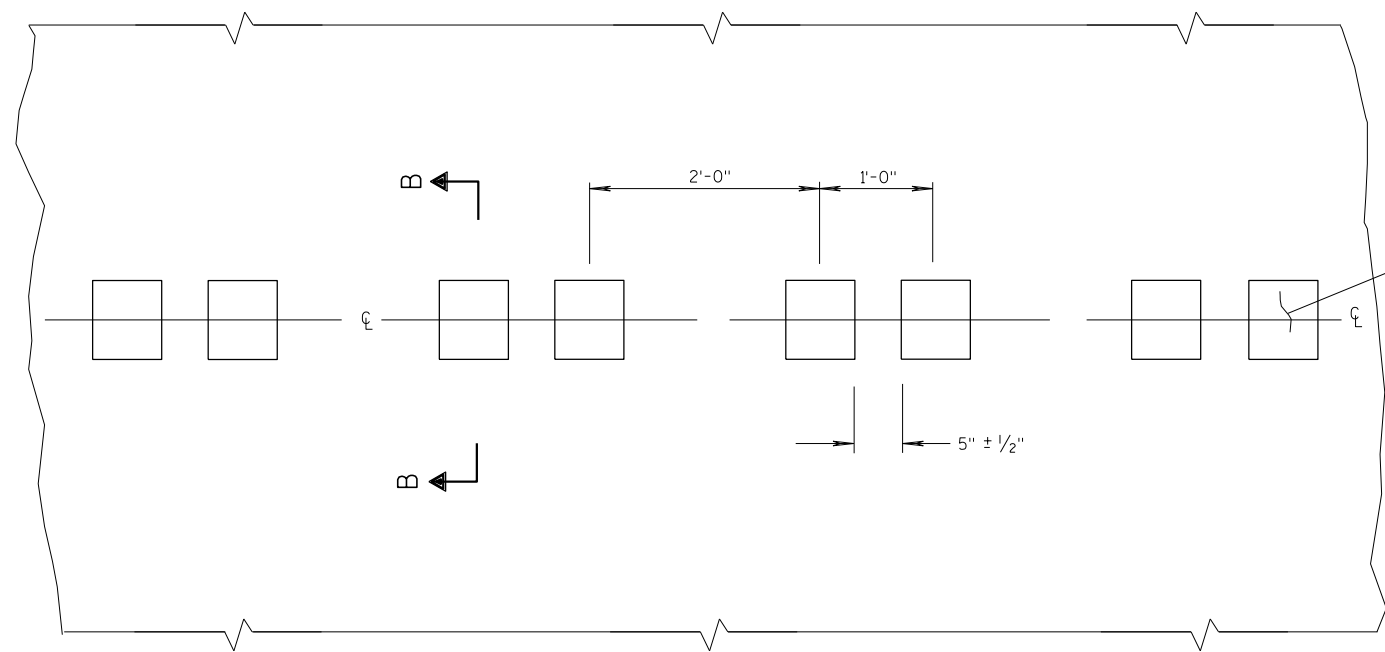
PI STA = 196+93.61
Y = 318839.847
X = 588642.554
 $\Delta = 3^{\circ}44'41''$
 $D = 0^{\circ}42'39''$
T = 263.48'
L = 526.78'
R = 8060.00'
PC STA = 194+30.13
PT STA = 199+56.91

ENVIRONMENTALLY SENSITIVE AREA 

NOTE:
SEE SDD 15C8-19A (PAVEMENT MARKING, MAINLINE AND
TURN LANES, LONGITUDINAL MARKING MAINLINE) AND
SDD 15C35-03A (PAVEMENT MARKING INTERSECTIONS)
FOR PAVEMENT MARKING DETAIL

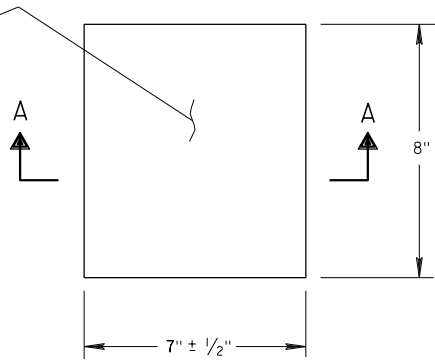
Standard Detail Drawing List

13A11-03A	2-LANE RURAL CENTER LINE RUMBLE STRIP, MILLING
13A11-03B	2-LANE RURAL CENTER LINE RUMBLE STRIP, MILLING
14B29-01	SAFETY EDGE
15C08-19A	LONGITUDINAL MARKING (MAINLINE)
15C12-06	TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION
15C19-05A	MOVING PAVEMENT MARKING OPERATION TWO-LANE TWO-WAY ROADWAY
15C33-03	STOP LINE AND CROSSWALK PAVEMENT MARKING
15C35-03A	PAVEMENT MARKING (INTERSECTIONS)
15D38-02A	TEMPORARY TRAFFIC CONTROL SIGN MOUNTING
15D38-02B	ATTACHMENT OF SIGNS TO POSTS



PLAN VIEW
CENTER LINE WITH GROOVES

PLACEMENT DETAIL FOR MILLED RUMBLE STRIP

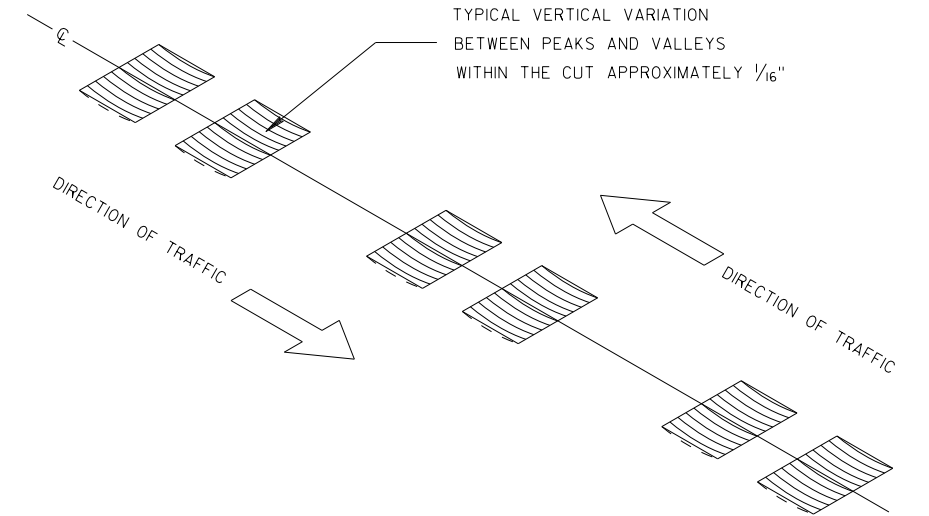


PLAN VIEW
(SINGLE GROOVE)

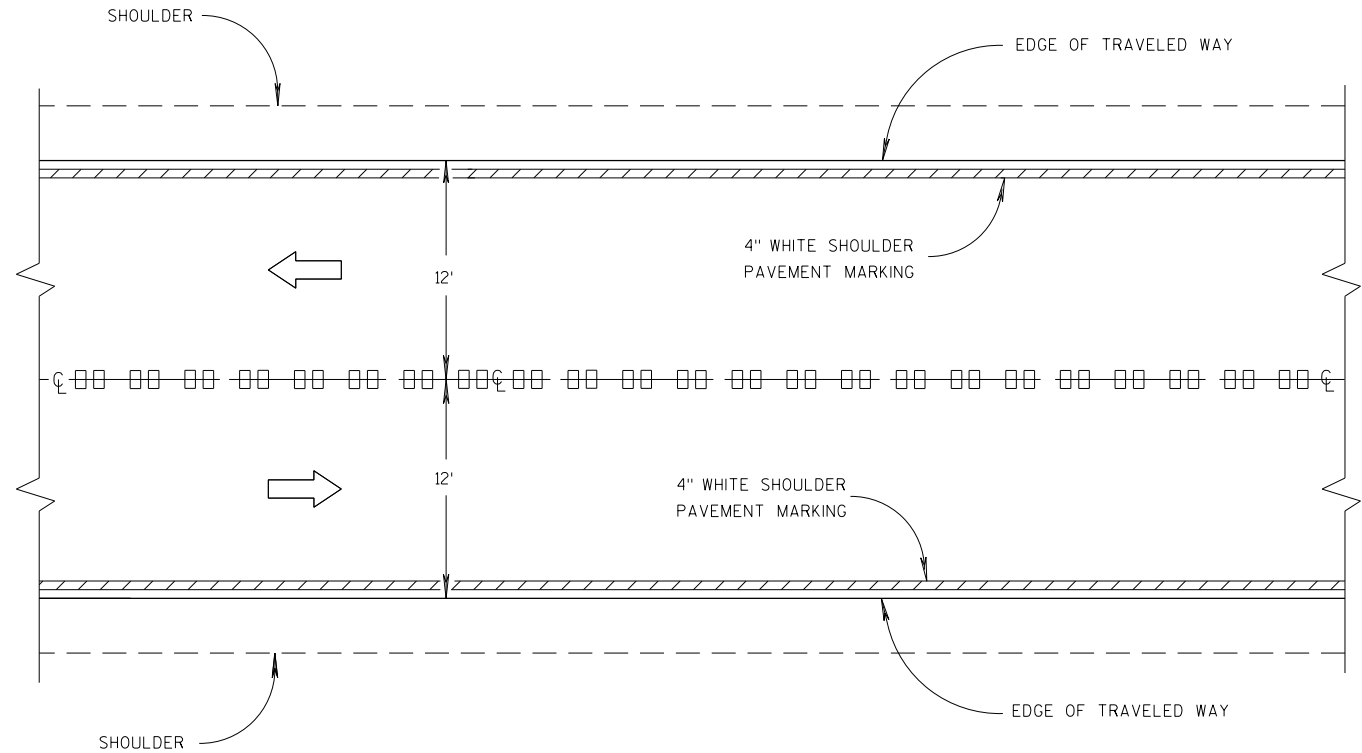
GENERAL NOTES

DETAILS OF CONSTRUCTION SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.
DO NOT MILL CENTER LINE GROOVES THROUGH ANY INTERSECTION, MARKED CROSSWALK, NON-MOTORIZED PATH CROSSING, OR SNOWMOBILE CROSSING.
INSTALL PERMANENT MARKING EPOXY 4-INCH AFTER THE GROOVES ARE INSTALLED.
SEE SIGNING PLAN FOR SIGN REQUIREMENTS THAT MAY BE NEEDED.

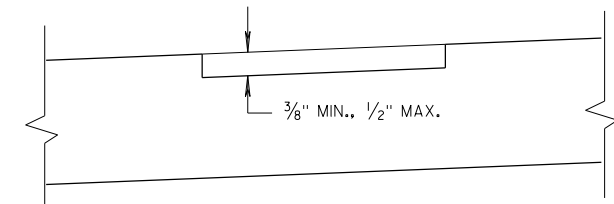
① CENTERLINE GROOVES MAY BE OMITTED IN AREAS WITH HIGH CONCENTRATIONS OF DRIVEWAYS, WHEN DIRECTED BY THE ENGINEER.



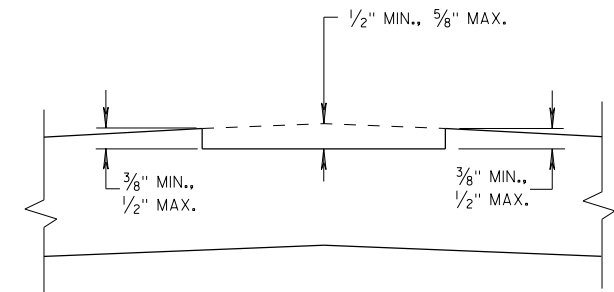
ISOMETRIC



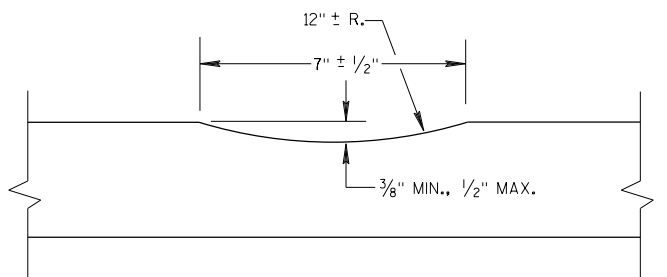
CENTER LINE GROOVES ON TWO-WAY ROADWAYS



SECTION B-B
SUPERELEVATED ROADWAY



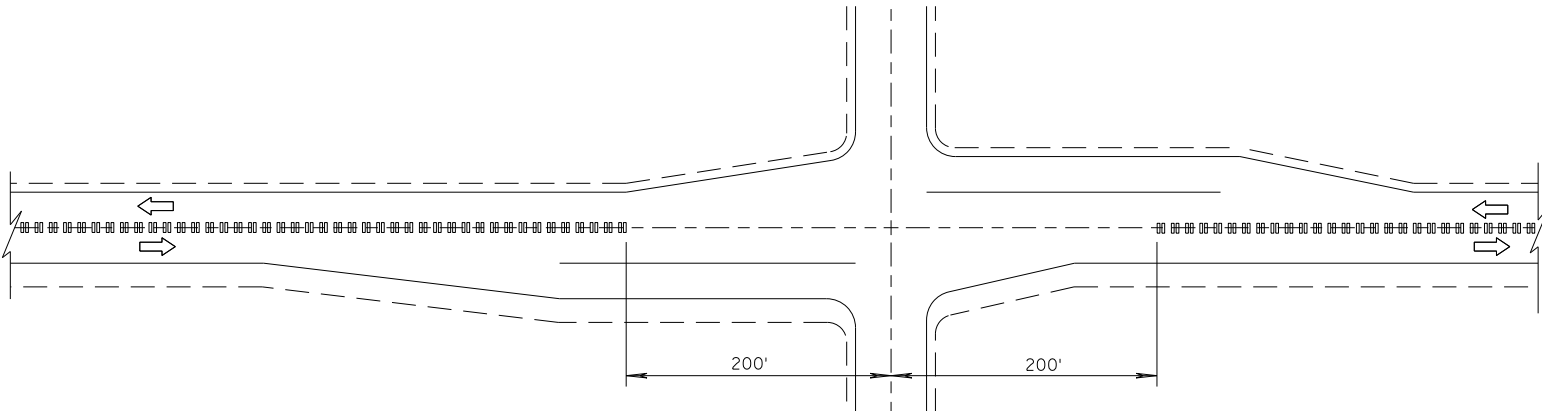
SECTION B-B
CROWNED ROADWAY



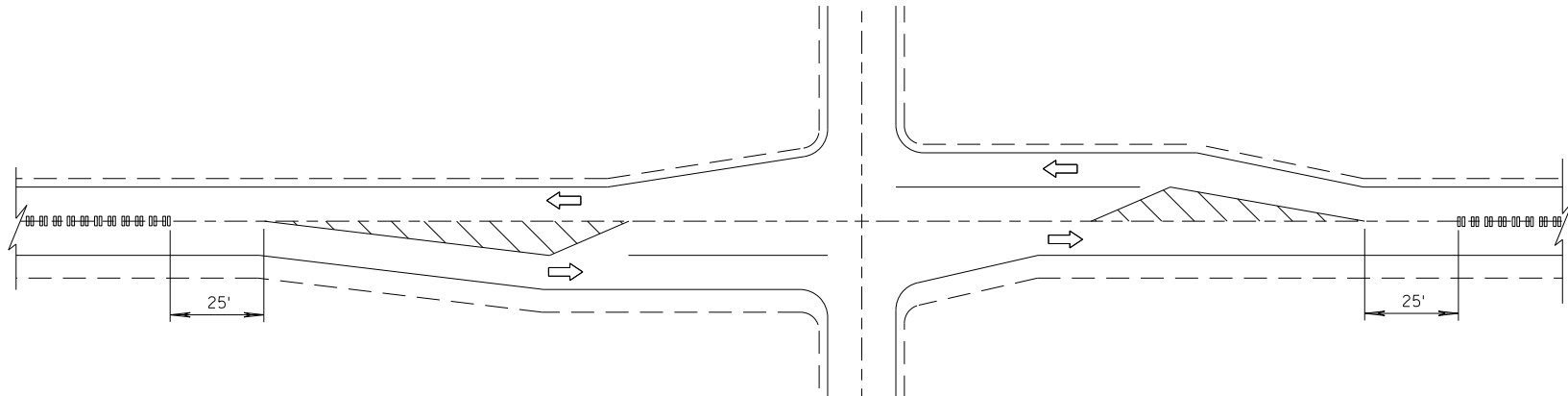
SECTION A-A

2-LANE RURAL
CENTER LINE RUMBLE STRIP,
MILLING

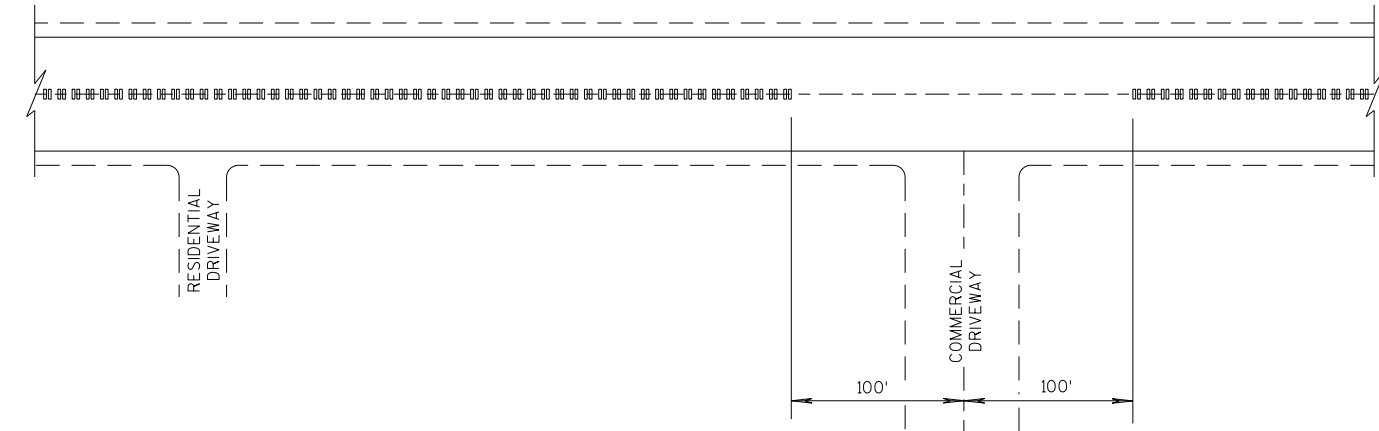
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



CENTER LINE GROOVES AT INTERSECTIONS



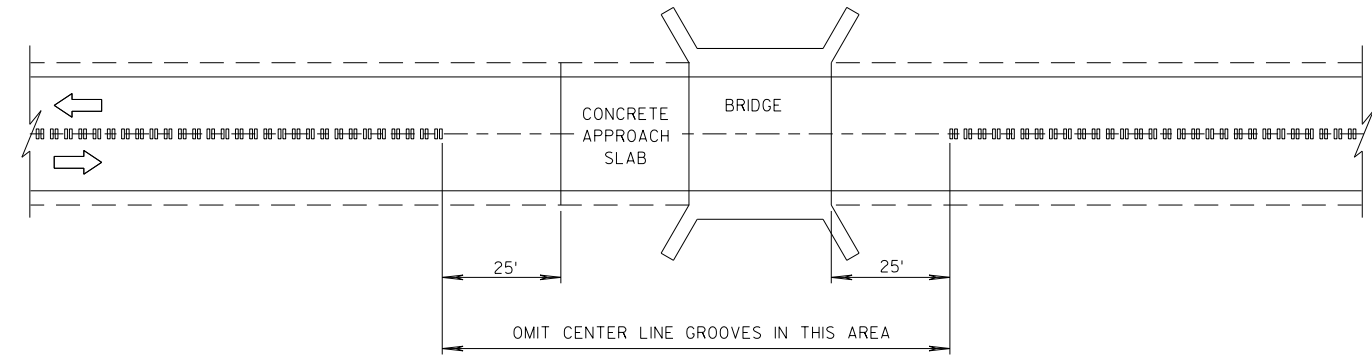
CENTER LINE GROOVES AT INTERSECTIONS
(WITH LEFT TURN LANES)



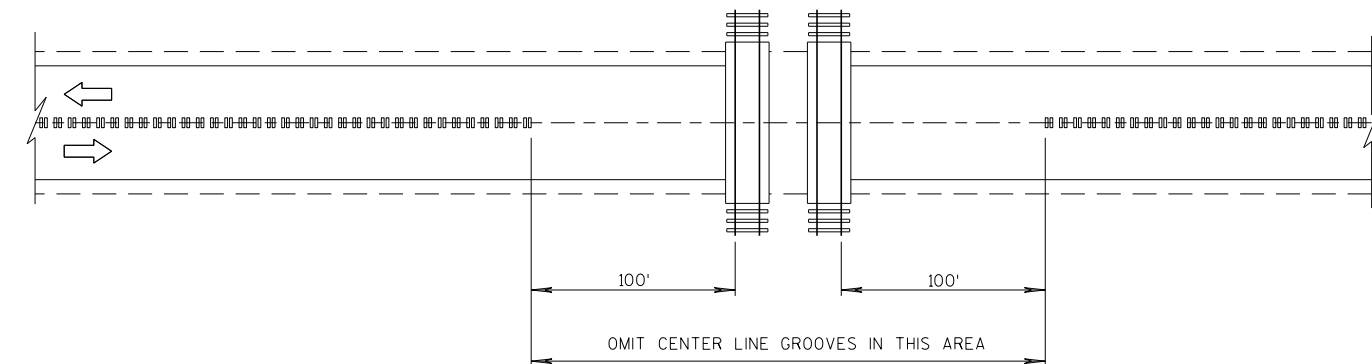
CENTER LINE GROOVES AT DRIVEWAYS

1

1 CENTERLINE GROOVES MAY BE OMITTED IN AREAS WITH HIGH CONCENTRATIONS OF DRIVEWAYS, WHEN DIRECTED BY THE ENGINEER.

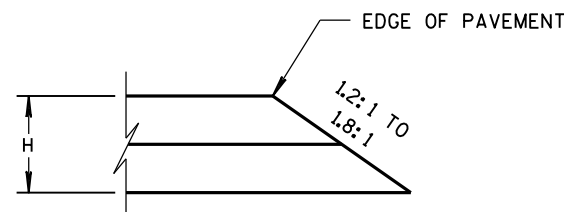


CENTER LINE GROOVES AT BRIDGES

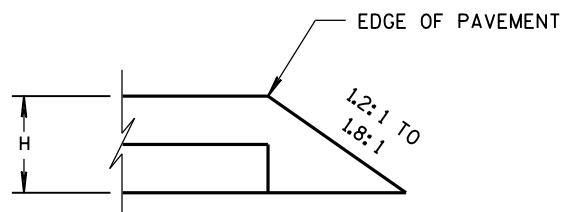


CENTER LINE GROOVES AT RAILROADS

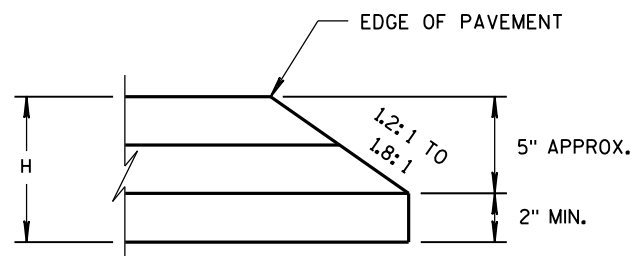
2-LANE RURAL CENTER LINE RUMBLE STRIP, MILLING	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED 7/2018 DATE	/S/ Rodney Taylor ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR
FHWA	



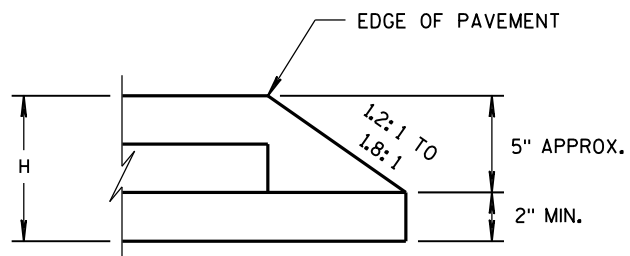
CONSTRUCTED WITH FINAL TWO LAYERS
FOR H 5" OR LESS



CONSTRUCTED WITH FINAL LAYER
FOR H 5" OR LESS

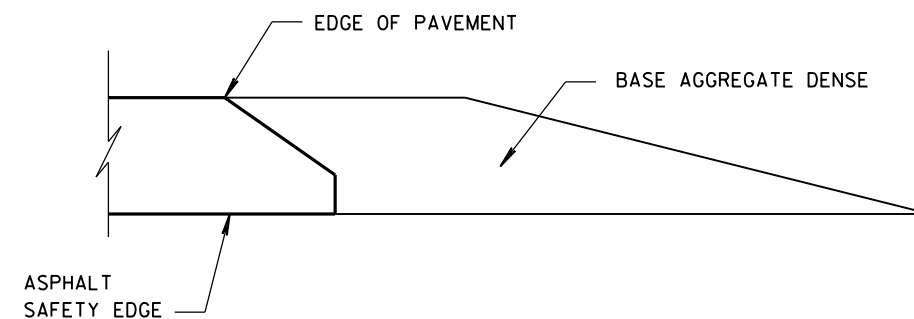


CONSTRUCTED WITH FINAL TWO LAYERS
FOR H GREATER THAN 5"



CONSTRUCTED WITH FINAL LAYER
FOR H GREATER THAN 5"

HMA PAVEMENT AND HMA OVERLAYS



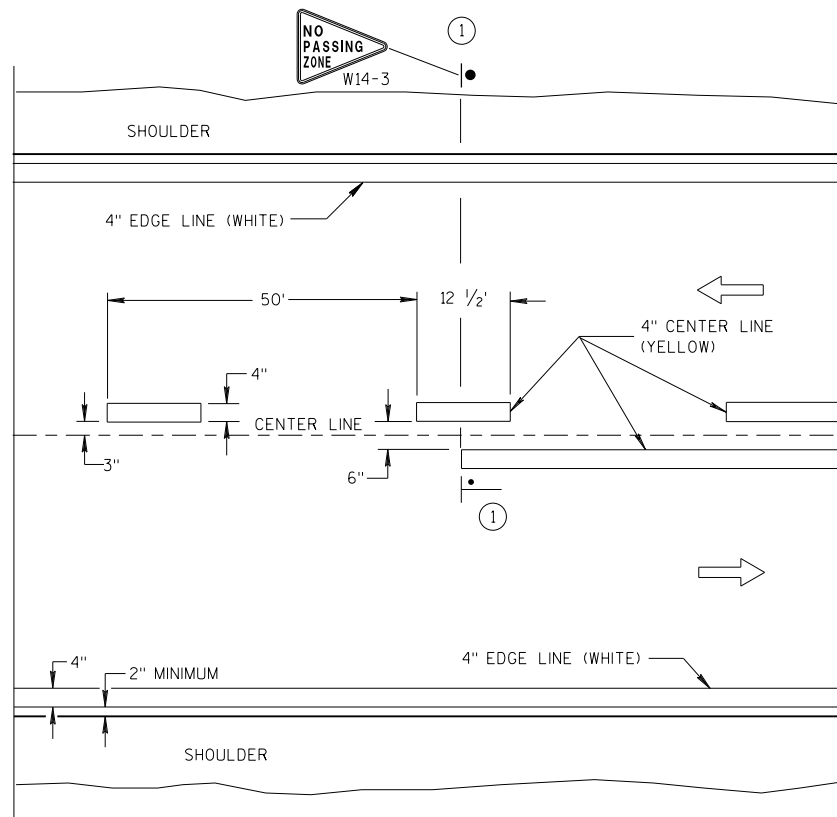
FINISHED SHOULDER AGGREGATE PLACEMENT

SAFETY EDGE_{SM}

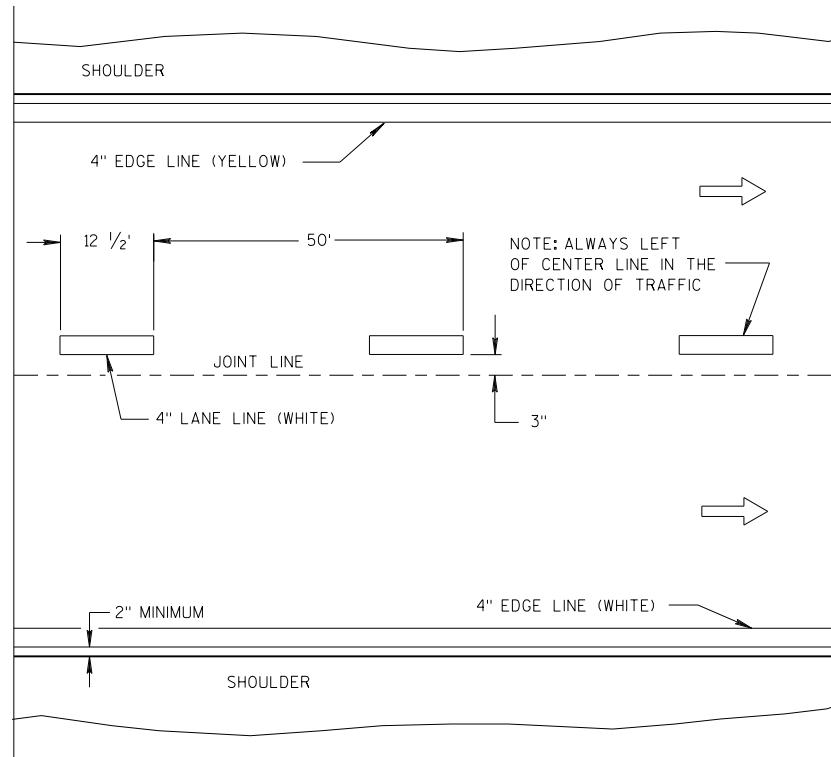
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
11/30/2012
DATE
FHWA

/s/ Jerry H. Zogg
ROADWAY STANDARDS DEVELOPMENT
ENGINEER

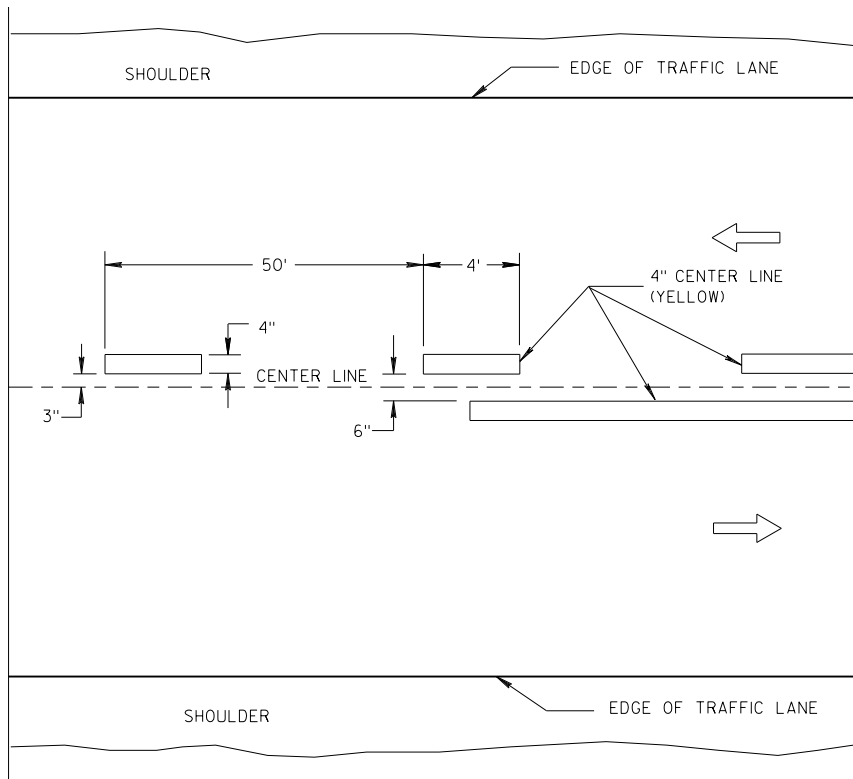


TWO WAY TRAFFIC

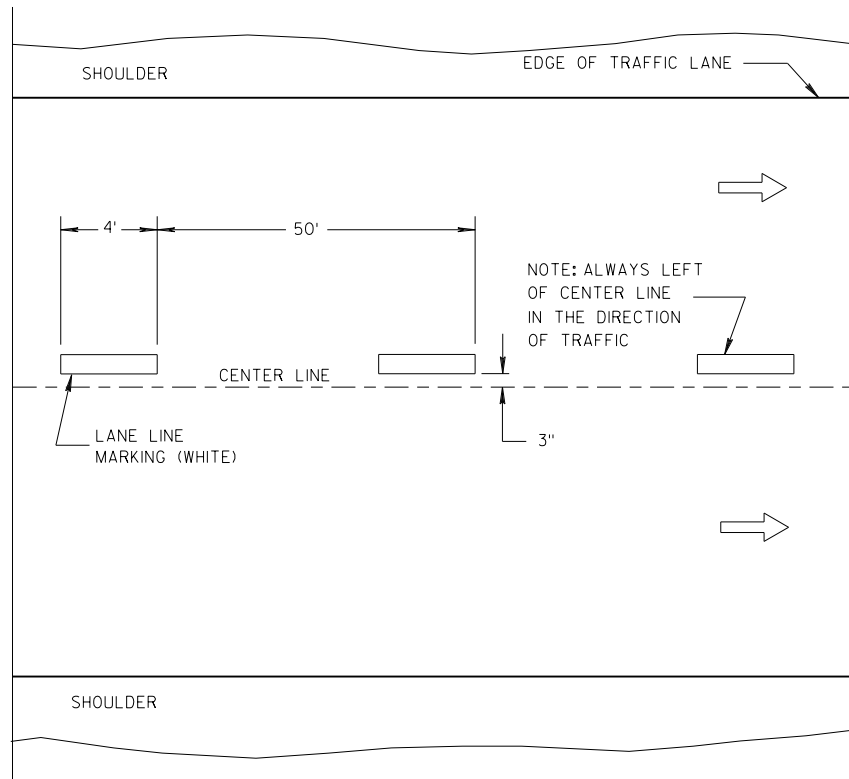


ONE WAY TRAFFIC

PERMANENT PAVEMENT MARKING



TWO WAY TRAFFIC



ONE WAY TRAFFIC

TEMPORARY PAVEMENT MARKING

GENERAL NOTES

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

- ① LOCATE THE NO PASSING ZONE W14-3 SIGN WITHIN 50 FEET OF THE "T" MARKING.

NOTE

ARROW SYMBOL (→) SHOWS DIRECTION OF TRAVEL

LEGEND

- "T" MARKING
- POST MOUNTED SIGN

LONGITUDINAL MARKING
(MAINLINE)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
7/2018 /S/ Matthew R. Rauch
DATE STATE SIGNING AND MARKING ENGINEER
FHWA

LEGEND

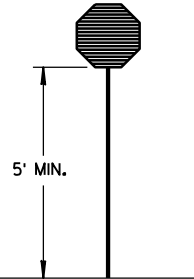
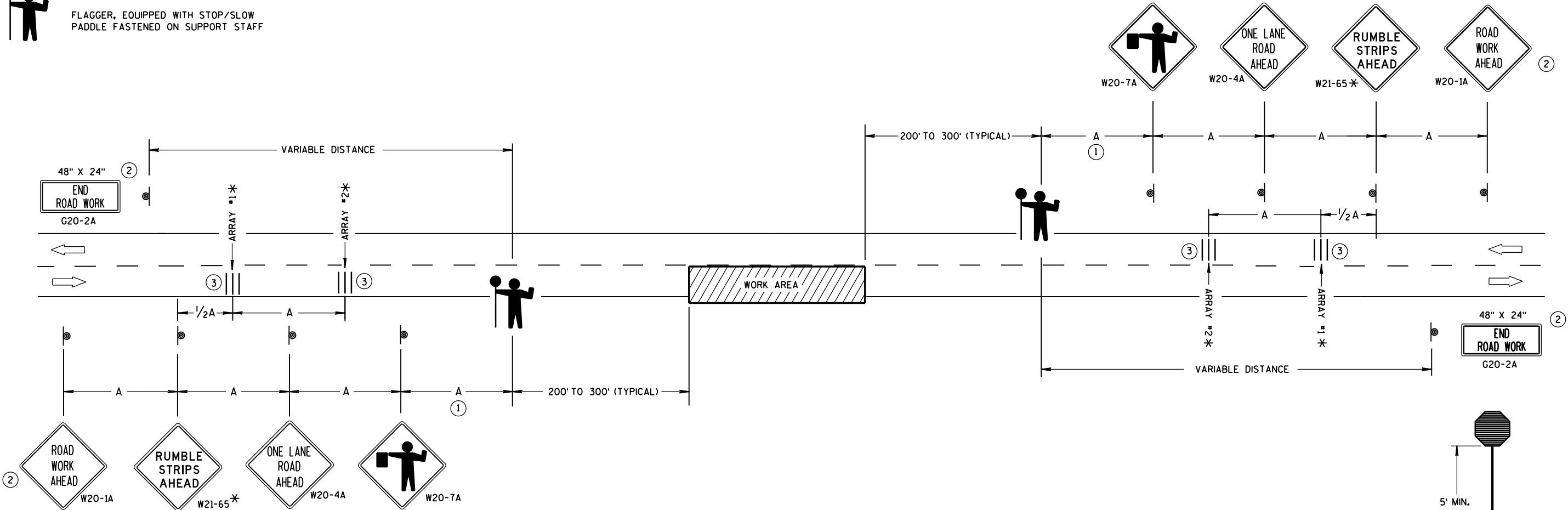
- SIGN ON PORTABLE OR PERMANENT SUPPORT
- DIRECTION OF TRAFFIC
- WORK AREA
- FLAGGER, EQUIPPED WITH STOP/SLOW PADDLE FASTENED ON SUPPORT STAFF

SIGN AND TEMPORARY RUMBLE STRIP ARRAY SPACING TABLE

SPEED LIMIT	SPACING A
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 W20-4A SIGNS, USING SPACING A.



STOP/SLOW PADDLE ON SUPPORT STAFF

TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION

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.

"W0" SIGNS ARE THE SAME AS "W" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

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.

INSTALL TEMPORARY RUMBLE STRIPS PER MANUFACTURER'S RECOMMENDATIONS. PLACE ADVANCE SIGNING PRIOR TO INSTALLING TEMPORARY RUMBLE STRIPS.

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

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, REMOVE TEMPORARY RUMBLE STRIPS PRIOR TO COVERING OR REMOVING ALL ADVANCE SIGNING.

* UTILIZE TEMPORARY RUMBLE STRIPS WHEN FLAGGING OPERATION IS ANTICIPATED TO BE STATIONARY IN EXCESS OF TWO HOURS.

- FOR A MOVING WORK OPERATION, SIGNING AND TEMPORARY RUMBLE STRIPS (IF USED) SHALL BE REESTABLISHED (AS SIMULTANEOUSLY AS PRACTICAL) AT APPROXIMATELY 3,500 FOOT INTERVALS IN THE MOVING WORK OPERATION OR AS APPROVED BY THE ENGINEER.
- SIGN NOT REQUIRED IF FLAGGING OPERATION OCCURS WITHIN A SIGNED ROAD WORK ZONE AREA.
- EACH TEMPORARY RUMBLE STRIP ARRAY CONSISTS OF THREE RUMBLE STRIPS SPACED ACCORDING TO MANUFACTURER'S RECOMMENDATION, PLACED TRANSVERSE ACROSS THE LANE AT LOCATIONS SHOWN.

TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2017 /S/ Andrew Heldtke
DATE WORK ZONE ENGINEER
FHWA

ALL VEHICLES SHALL BE EQUIPPED WITH TWO 360 DEGREE HIGH INTENSITY YELLOW FLASHING LIGHTS OR STROBE LIGHTS AND OPERATED WITH HEADLIGHTS TURNED ON.

VEHICLES SHALL BE EQUIPPED WITH REAR FACING TYPE B OR C FLASHING ARROW PANEL OPERATING IN CAUTION MODE. SIGNS PLACED ON VEHICLES MUST NOT OBSCURE THE ARROW PANEL.

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

IF SPEED LIMIT IS 40 MPH OR LESS STATIONARY SIGNS MAY BE OMITTED IF CONES ARE USED.

ALTERNATE SIGN MESSAGES, SUCH AS "PAINT CREW AHEAD" OR "ROAD PAINTING AHEAD" MAY BE USED.


DISTANCE BETWEEN VEHICLES MAY VARY ACCORDING TO TERRAIN, SIGHT DISTANCE, PAINT DRYING TIME, AND OTHER FACTORS. WHENEVER ADEQUATE STOPPING SIGHT DISTANCE EXISTS TO THE REAR, SHADOW VEHICLES SHOULD MAINTAIN THE MINIMUM DISTANCE FROM THE WORK VEHICLE AND PROCEED AT THE SAME SPEED AS THE WORK VEHICLE. SHADOW VEHICLES SHOULD SLOW DOWN IN ADVANCE OF VERTICAL OR HORIZONTAL CURVES THAT RESTRICT SIGHT DISTANCE.

THE WORK AND SHADOW VEHICLES SHOULD PULL OVER PERIODICALLY TO ALLOW TRAFFIC TO PASS.


THIS DRAWING SHALL BE USED FOR CENTERLINE OR EDGELINE MARKING.

WHEN NO WORK ACTIVITY IS TAKING PLACE, REMOVE OR TURN THE STATIONARY WARNING SIGNS AWAY FROM TRAFFIC.

- ① CONES MAY BE OMITTED ON PAINTED LINE IF APPROVED BY THE ENGINEER. CONSIDER PAVEMENT MARKING DRY OR CURE TIMES AND TRAFFIC VOLUME.
- ② USE STANDARD SIGN W21-64 WITH APPROPRIATE ARROW.


W21-64


OR


W21-64
- ③ OPTIONAL TRUCK-MOUNTED ATTENUATOR.
- ④ SIGNS SHALL BE REPEATED APPROXIMATELY EVERY THREE MILES.
- ⑤ IF CONSTRUCTION WORK ZONE SIGNS ARE IN PLACE, W20-1 OR W21-63 ARE NOT REQUIRED.

V1 LEAD VEHICLE

V2 SHADOW VEHICLE

V3 TRAIL VEHICLE WITH TMA

 **TMA** TRUCK-MOUNTED ATTENUATOR

 SIGN ON TEMPORARY SUPPORT

 DIRECTION OF TRAFFIC

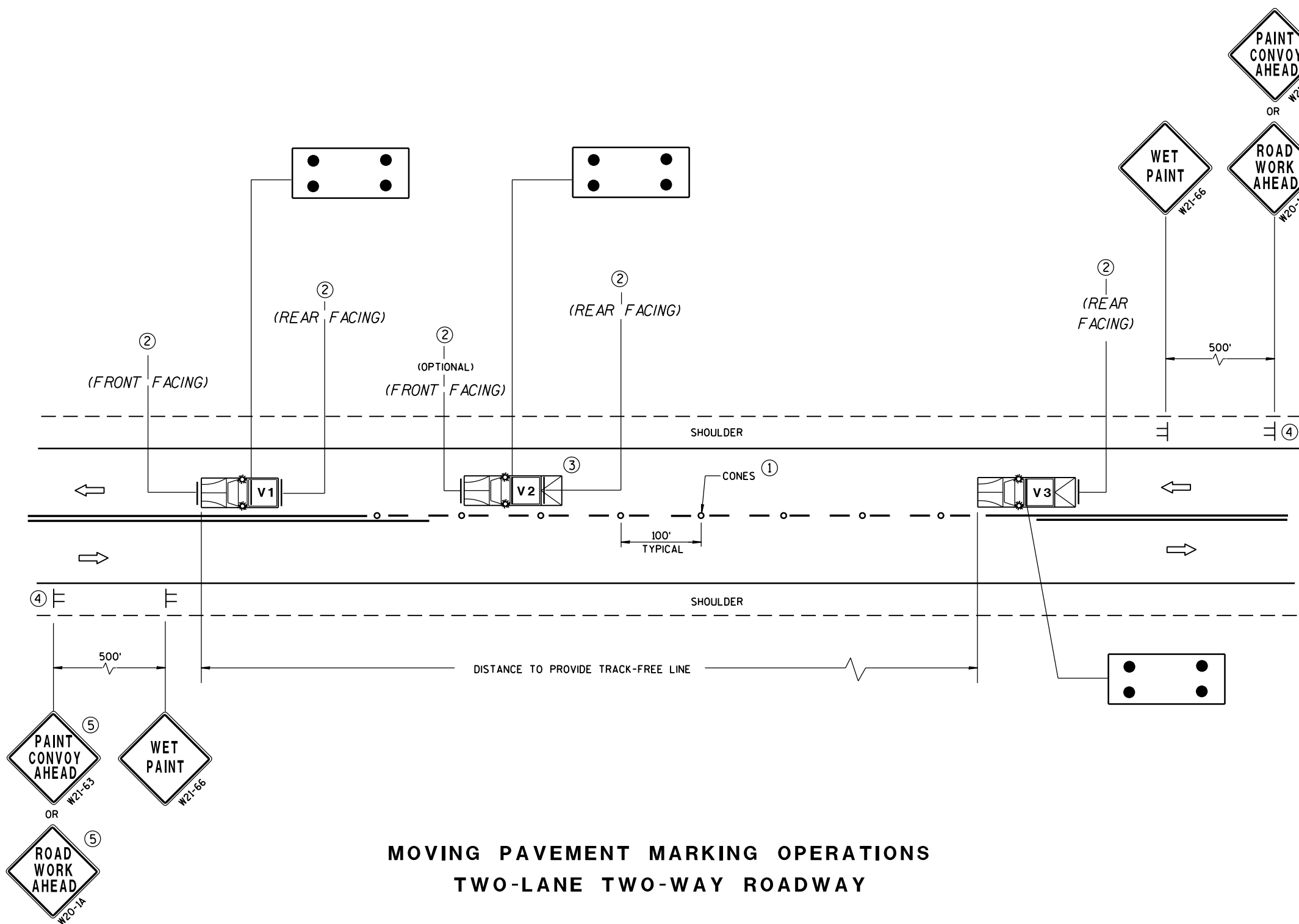
○ CONES

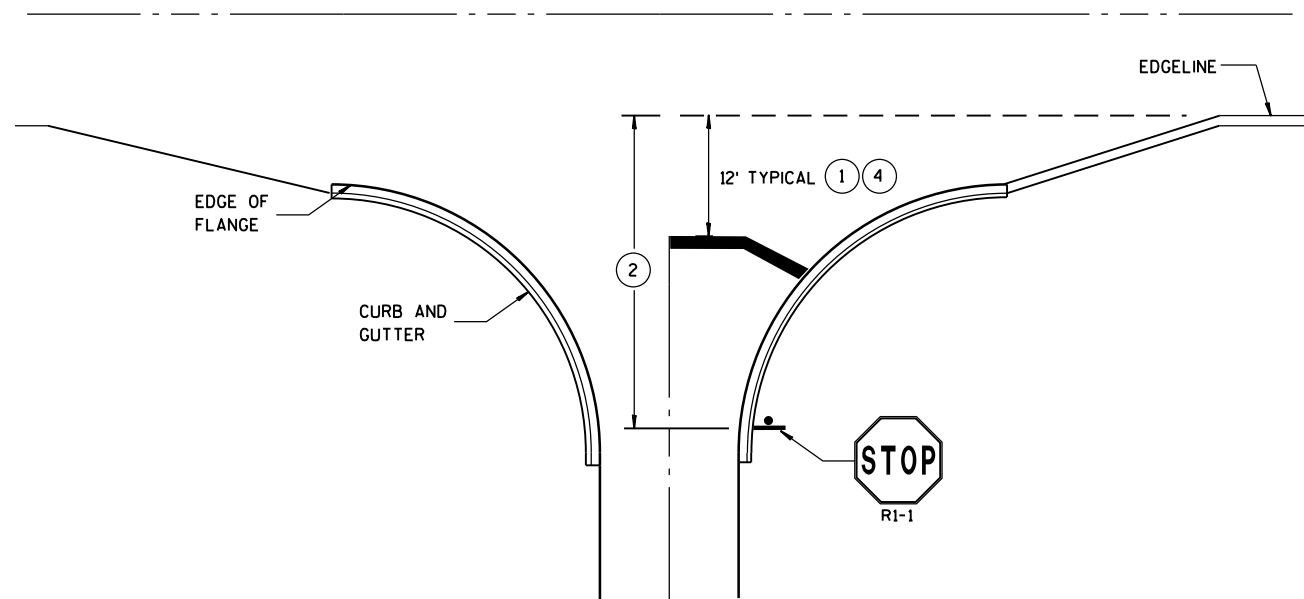
 FLASHING ARROW PANEL (CAUTION)

MOVING PAVEMENT MARKING OPERATION TWO-LANE TWO-WAY ROADWAY

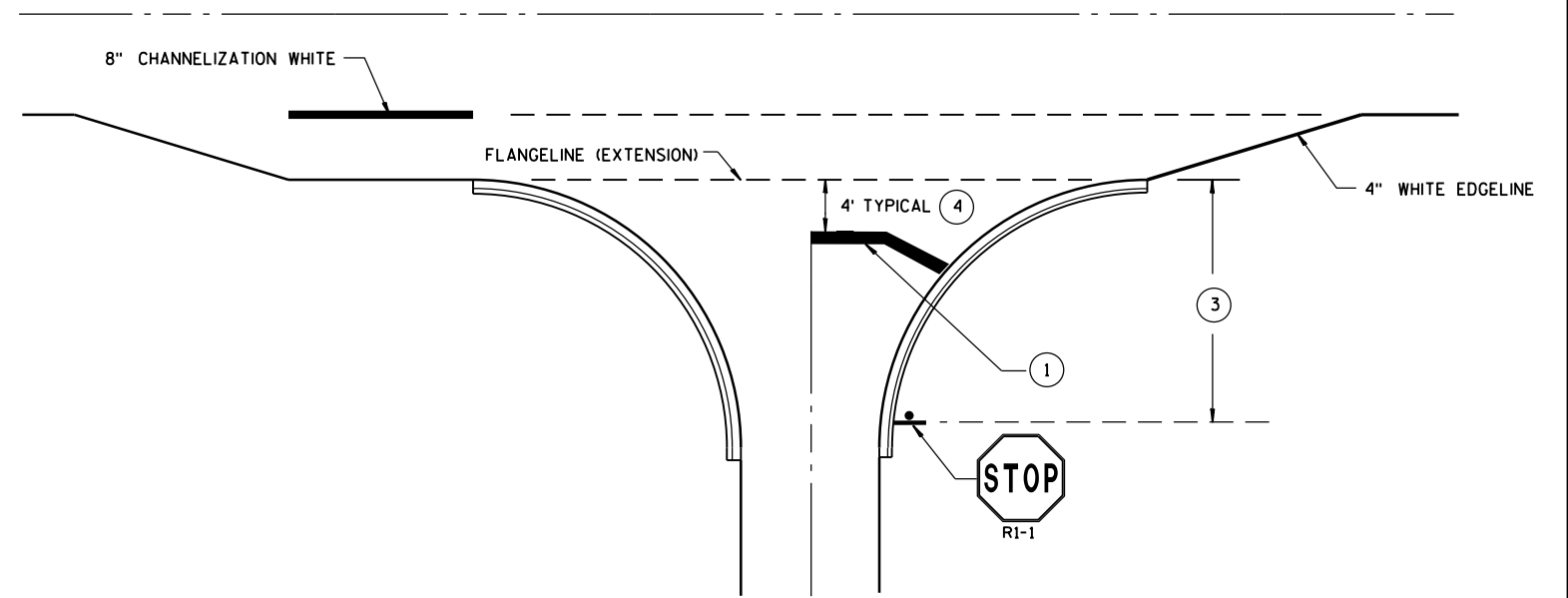
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED	
Sept.. 2017	/S/ Andrew Heidtke
DATE	WORK ZONE ENGINEER
FHWA	

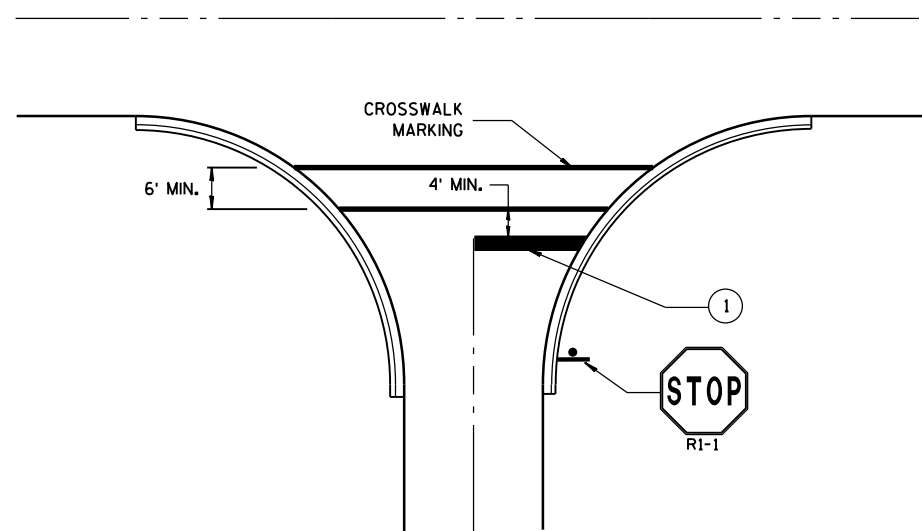




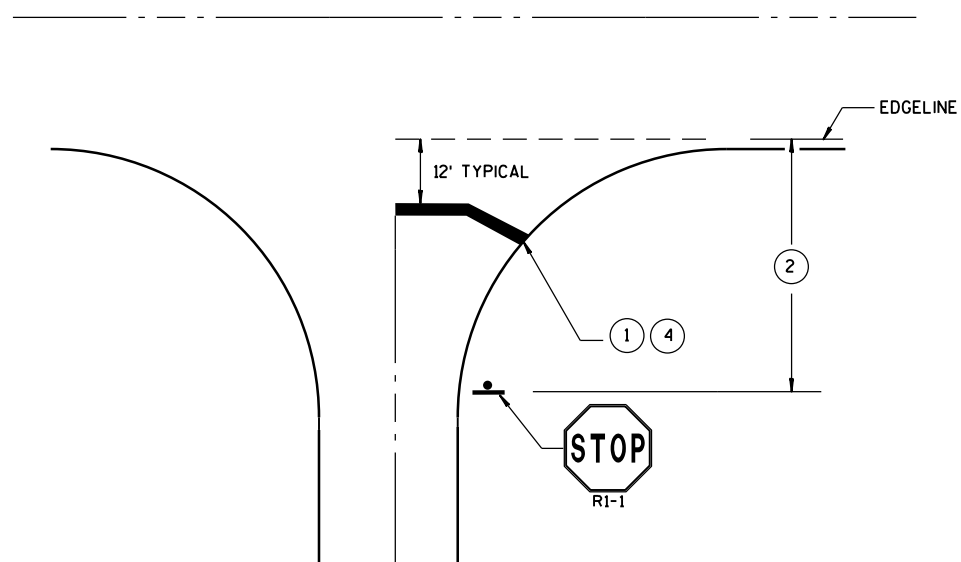
**TYPICAL STOP LINE PAVEMENT MARKING
WITH CURB AND GUTTER**



**TYPICAL STOP LINE PAVEMENT MARKING
FOR SIDEROADS WITH RIGHT TURN LANE**



**TYPICAL STOP LINE PAVEMENT MARKING
FOR SIDEROADS WITH CROSSWALK MARKING**



**TYPICAL STOP LINE PAVEMENT MARKING
WITHOUT CURB AND GUTTER**

GENERAL NOTES

STOP SIGN SHALL BE PLACED A MINIMUM OF 6 FEET TO A MAXIMUM OF 50 FEET FROM THE EDGE LINE LOCATION.

- ① 18-INCH STOP LINES MAY BE DELETED OR ADDED BY THE PROJECT ENGINEER BASED ON VISIBILITY AND SIGHT LINES.
- ② IF STOP SIGN IS LESS THAN OR EQUAL TO 40 FEET FROM THE EDGE LINE THAN NO STOP LINE IS REQUIRED.
- ③ IF STOP SIGN IS LESS THAN OR EQUAL TO 30 FEET FROM THE FLANGELINE EXTENSION THAN NO STOP LINE IS REQUIRED.
- ④ MOVE CLOSER TO EDGE OF TRAVEL LANE AS NEEDED FOR VISIBILITY AND SIGHT LINES. (NO CLOSER THAN 4 FEET).

**STOP LINE AND CROSSWALK
PAVEMENT MARKING**

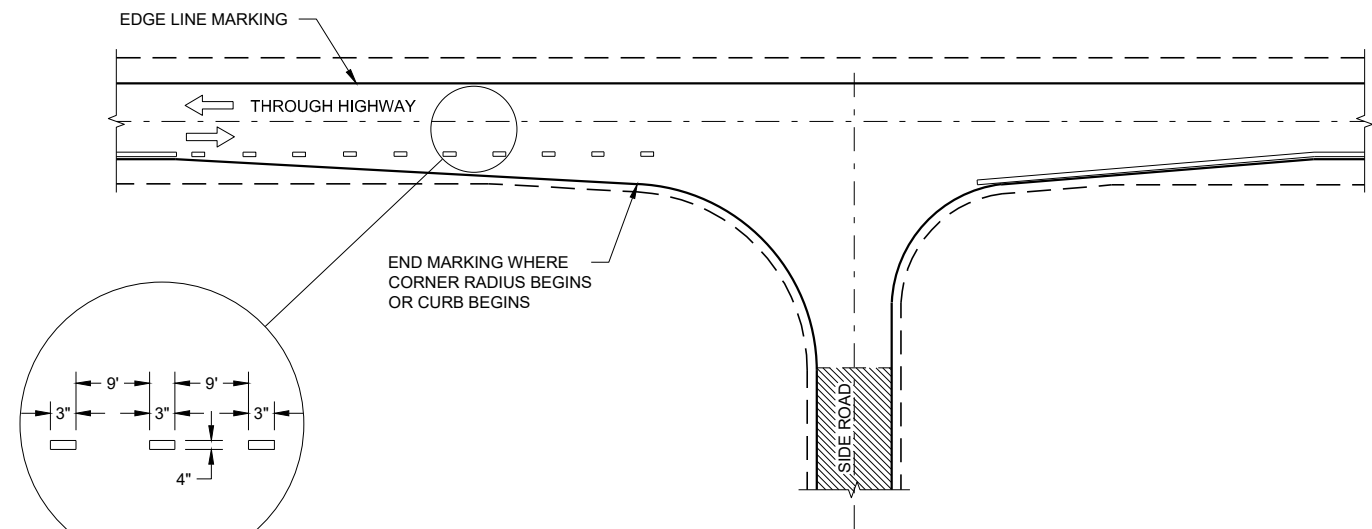
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

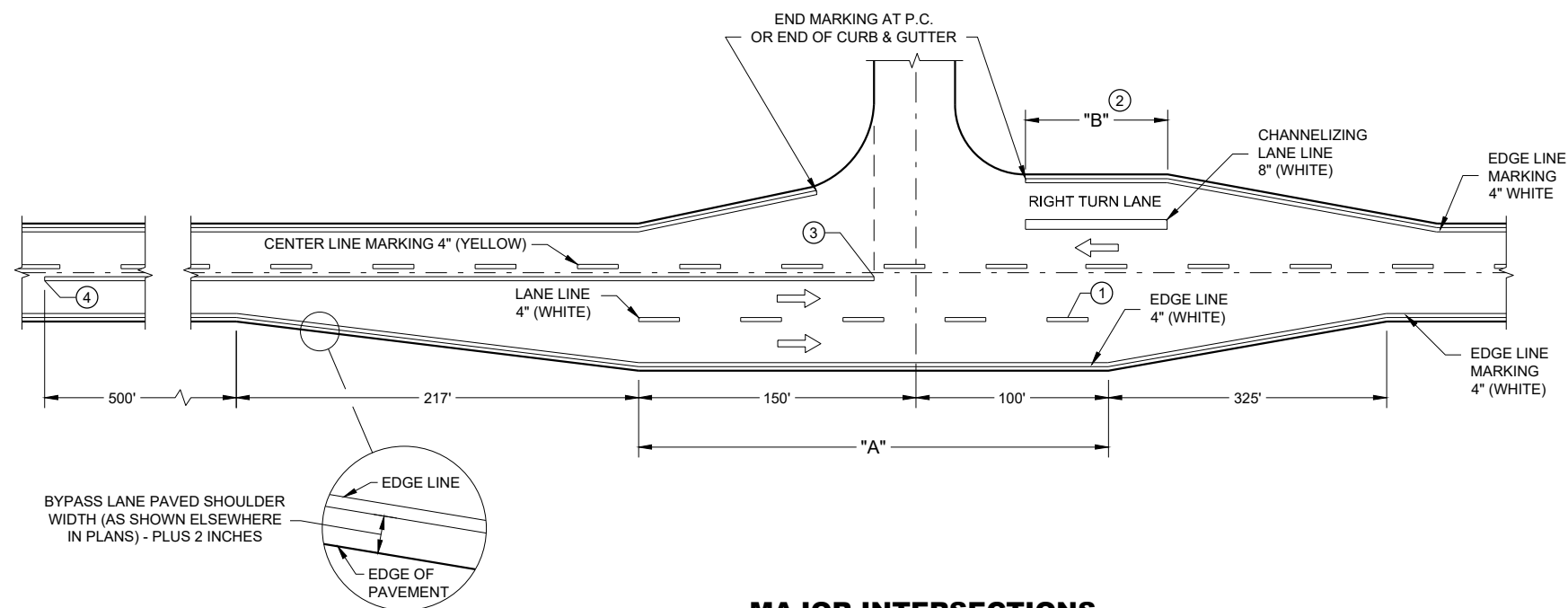
Sept., 2017
DATE

/S/ Matthew R. Rauch
STATE SIGNING AND MARKING ENGINEER

FHWA



MINOR INTERSECTION



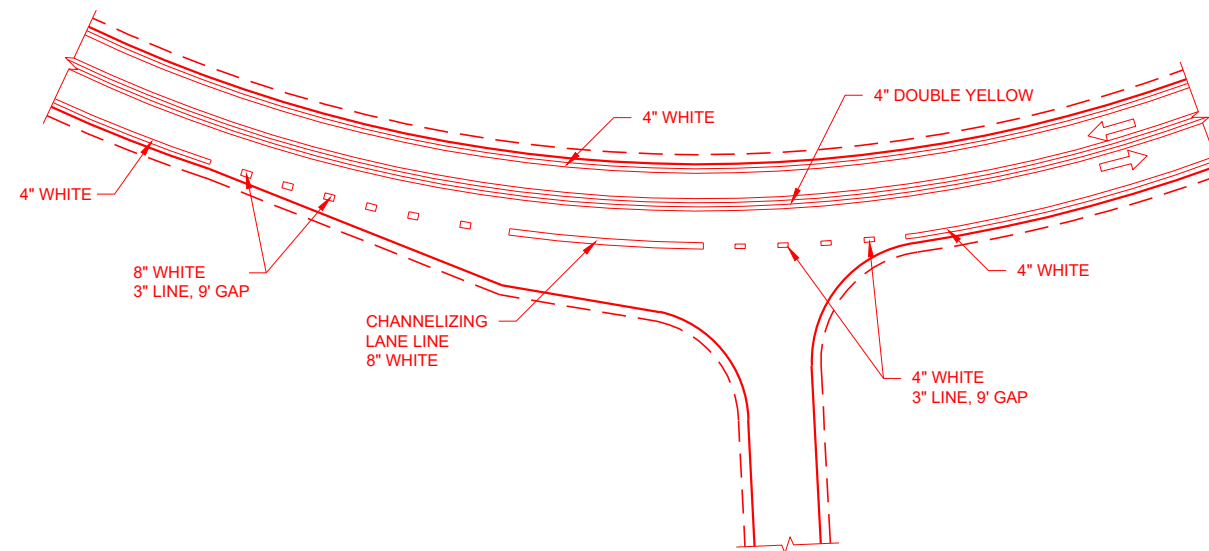
MAJOR INTERSECTIONS
(INTERSECTION WITH FULL RIGHT TURN LANE OR BYPASS LANE)

GENERAL NOTES

OMIT EDGE LINES THROUGH INTERSECTIONS. CONTINUE EDGE LINES 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 BARRIER LINE ENDS AT SIDE ROAD PAVEMENT / SURFACE EDGE EXTENSION.
- ④ BARRIER LINE STARTS 500 FEET PRIOR TO THE BYPASS TAPER

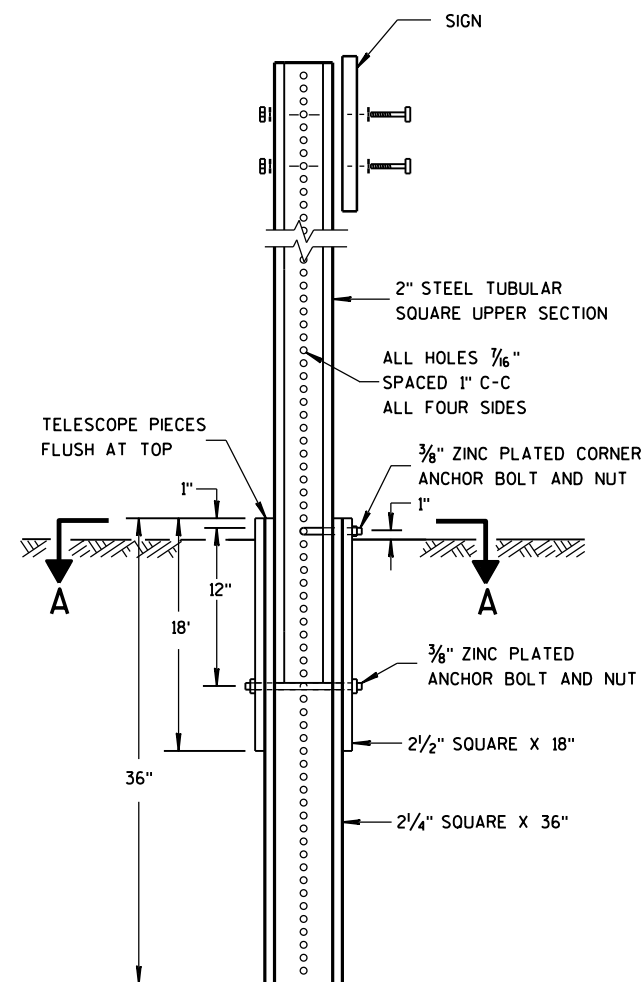
ARROW SYMBOL (➡) SHOWS DIRECTION OF TRAVEL



INTERSECTION ON OUTSIDE OF CURVE

PAVEMENT MARKING
(INTERSECTIONS)

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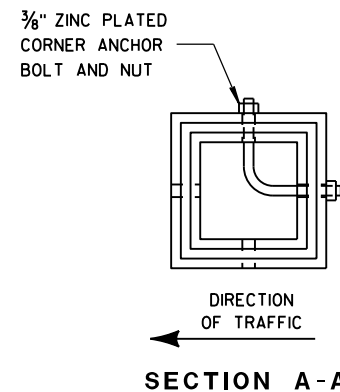
DETAIL OF TUBULAR
STEEL SIGN POST

TUBULAR STEEL POSTS

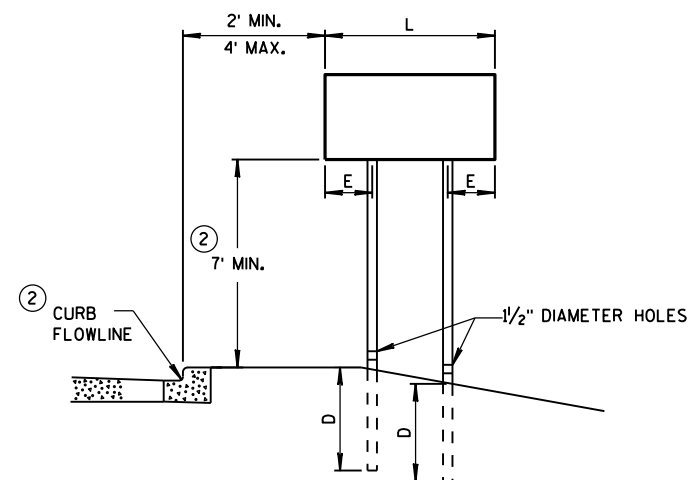
AREA OF SIGN INSTALLATION (SQ. FT.)	NUMBER OF REQUIRED TUBULAR STEEL POSTS
9 OR LESS	1
GREATER THAN 9 LESS THAN OR EQUAL TO 18	2
GREATER THAN 18 LESS THAN OR EQUAL TO 27	3

SIGNS WIDER THAN 3 FEET OR LARGER THAN 9 SQ. FT. SHALL
BE MOUNTED ON MULTIPLE POSTS (SEE ABOVE TABLE).

SIGNS LARGER THAN 27 SQ. FT. SHALL NOT BE MOUNTED
ON TUBULAR STEEL POSTS.



SECTION A-A

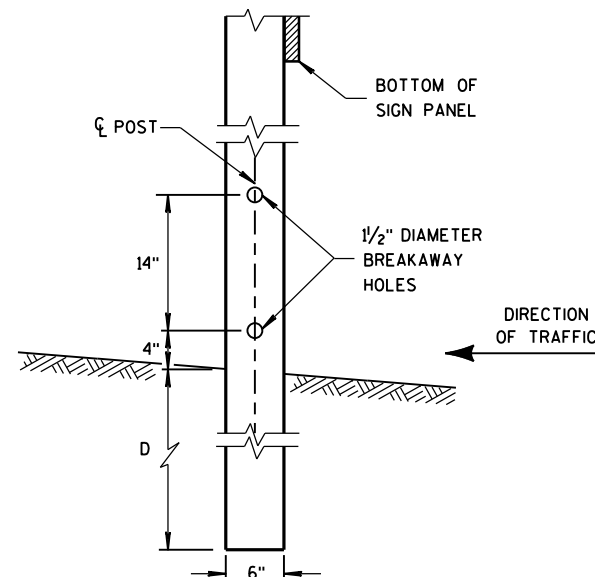


URBAN AREA

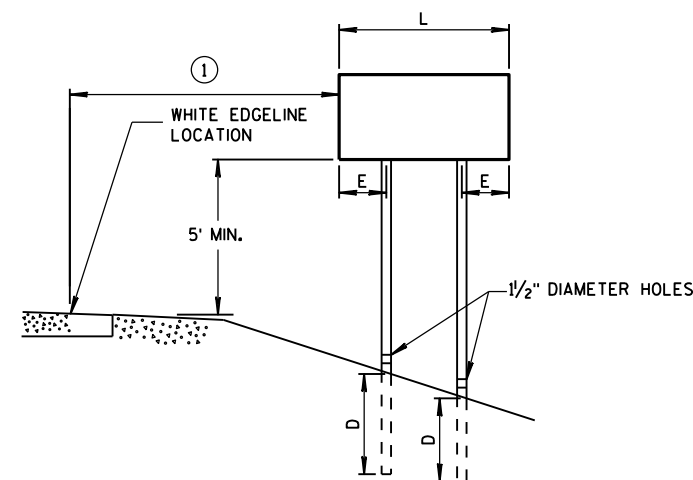
POST MOUNTING DETAIL FOR TEMPORARY TRAFFIC CONTROL FIXED MESSAGE SIGNS

WOOD POST
EMBEDMENT DEPTH

AREA OF SIGN INSTALLATION (SQ. FT.)	D (MIN)
20 OR LESS	4'
GREATER THAN 20	5'



4"X6" WOOD POST
MODIFICATION



RURAL AREA

4" X 6" WOOD POST

POST SPACING REQUIREMENTS		NUMBER OF WOOD POSTS REQUIRED
L	E	
48" OR LESS AND LESS THAN 20 SQ. FT.	-	1
LESS THAN 60"	12"	2
60" TO 120"	L/5	2
GREATER THAN 120" LESS THAN 168"	12"	3
168" AND GREATER	12"	4

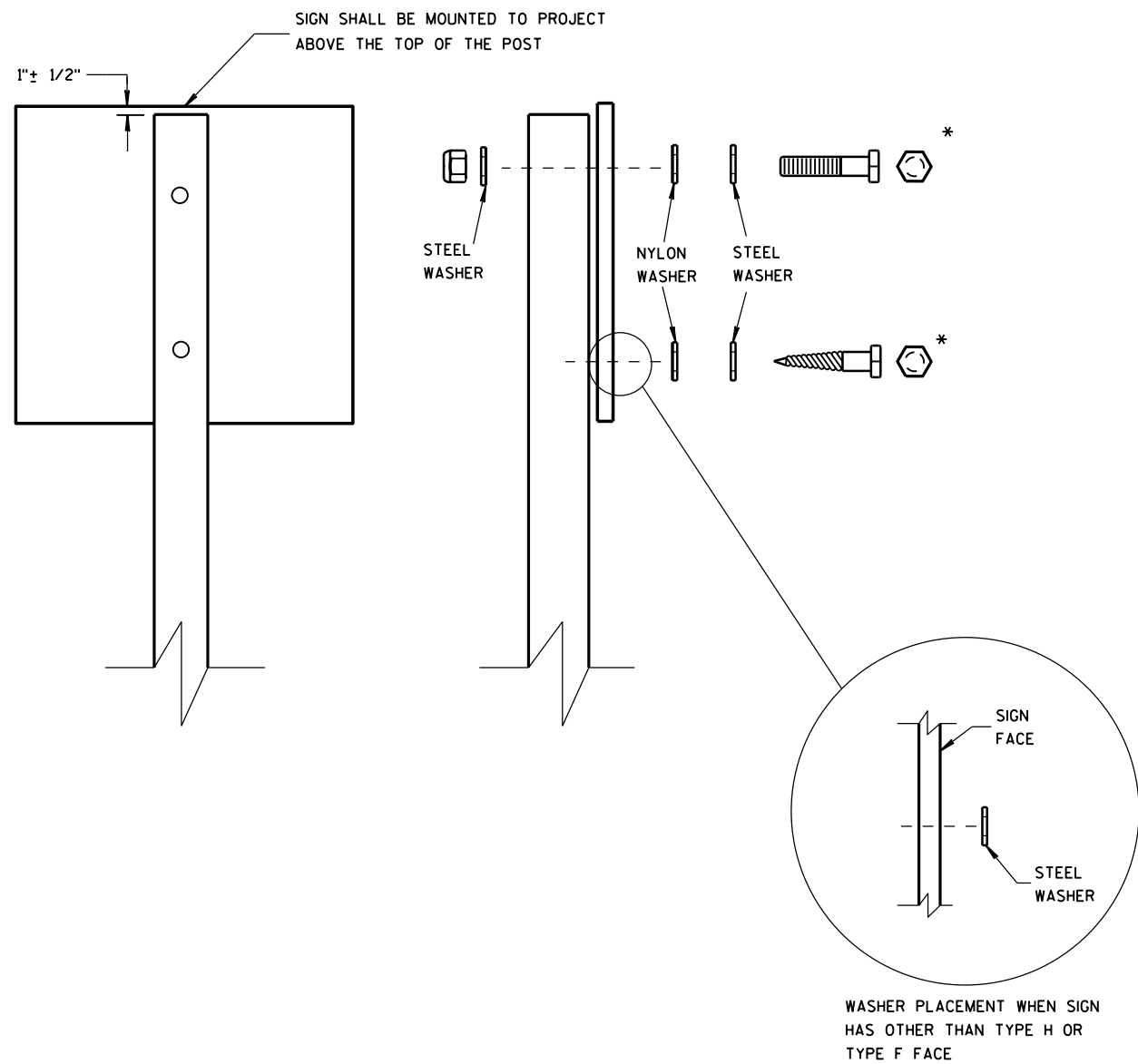
SEE NOTE ③

GENERAL NOTES

- ① 6 FEET FROM THE EDGE OF PAVEMENT (EDGE LINE LOCATION) UNLESS OTHERWISE DIRECTED BY THE PROJECT ENGINEER. LATERAL OFFSET SHOULD BE ADJUSTED TO AVOID THE DITCH FLOWLINE.
- ② THE EXISTENCE OF CURB AND GUTTER DOES NOT IN ITSELF MANDATE THE VERTICAL CLEARANCE ILLUSTRATED. THAT HEIGHT IS TYPICALLY MEASURED WHERE THERE IS SIDEWALK ADJACENT TO THE ROADWAY OR PARKING IS PERMITTED. IN THE ABSENCE OF SIDEWALK, VERTICAL CLEARANCE IS MEASURED FROM THE TOP OF THE CURB. IF NO SIDEWALK AND NO PARKING, VERTICAL CLEARANCE MAY BE REDUCED TO 5 FOOT MINIMUM. OFFSET OF SIGNS IS MEASURED FROM THE CURB FLOWLINE.
- ③ FOR SIGNS REQUIRING 4 POSTS, SPACE INTERMEDIATE POSTS EVENLY.

TEMPORARY TRAFFIC CONTROL
SIGN MOUNTING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



NUTS, BOLTS AND LAGS USED FOR MOUNTING SIGNS SHALL HAVE HEXAGONAL HEADS AND SHALL BE EITHER:

- A. HOT DIP GALVANIZED IN ACCORDANCE WITH ASTM DESIGNATION: A 153, CLASS D, OR SC 3
- B. ELECTRO-GALVANIZED IN ACCORDANCE WITH ASTM DESIGNATION: B 633, TYPE III, SC 3

THREADS ON BOLTS AND NUTS SHALL BE MANUFACTURED WITH SUFFICIENT ALLOWANCE FOR THE CADMIUM PLATE OR GALVANIZED COATING TO PERMIT THE NUTS TO RUN FREELY ON THE BOLTS.

- WOOD POSTS (4" x 4" or 4" x 6")
- LAG SCREWS - 3/8" x 3"
 - MACHINE BOLTS - 5/16" x 6-1/2" OR 7" LENGTH W/ NUTS

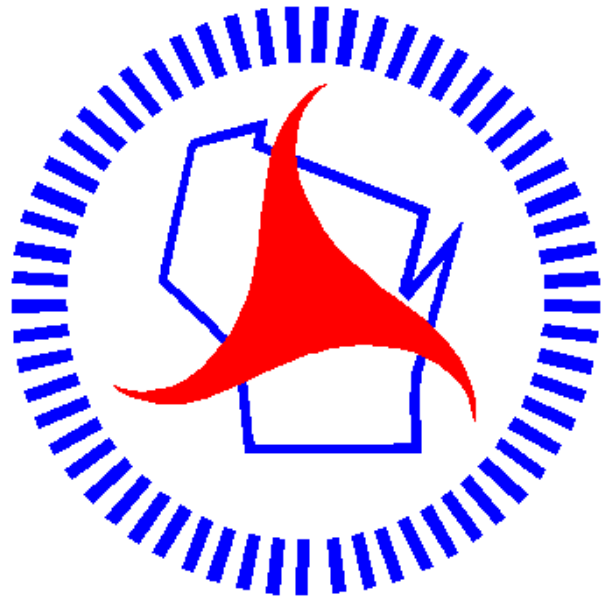
- SQUARE STEEL POSTS (2" x 2")
- MACHINE BOLTS - 3/8" x 3-1/4" LENGTH W/ NUTS
 - RIVETS - 9/32" (6605-9-6) BULB-TITE, TRI-FOLD, ALUMINUM BODY/MANDREL O.D. FLANGE .720-.765 INCH, GRIP RANGE .042-.375 INCH

- WASHERS (ALL POSTS) -
- 1-1/4" O.D. x 3/8" I.D. x 1/16" STEEL
 - 1-1/4" O.D. x 3/8" I.D. x .080 NYLON FOR ALL TYPE H SIGNS

* TWO DIFFERENT FASTENING SYSTEMS ARE SHOWN FOR ILLUSTRATION PURPOSES. ON ANY INDIVIDUAL SIGN, EITHER ONE OR THE OTHER SYSTEM SHALL BE USED. ACTUAL NUMBER OF FASTENERS PER SIGN VARIES WITH THE SIGN AREA. FOR A SINGLE POST INSTALLATION, ALL SIGNS GREATER THAN 9 SQ. FT. REQUIRE THE USE OF 3 FASTENERS.

ATTACHMENT OF SIGNS TO POSTS	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED June 2017 DATE	/S/ Andrew Heidtke WORK ZONE ENGINEER
FHWA	

Notes



Wisconsin Department of Transportation

Dedicated people creating transportation solutions
through innovation and exceptional service.

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