

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
1620-03-70	WISC 2016104	1
1620-03-71	WISC 2016015	1

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

C MARSHFIELD, VETERANS PARKWAY

MCMILLAN STREET TO MANN STREET

STH 13

MARATHON COUNTY

MARSHFIELD - ABBOTSFORD

MANN STREET TO 26TH ROAD

STH 13

MARATHON COUNTY

ORDER OF SHEETS

Section No. 1	Title
Section No. 2	Typical Sections and Details
Section No. 3	Estimate of Quantities
Section No. 3	Miscellaneous Quantities
Section No. 4	Right of Way Plat
Section No. 5	Plan and Profile
Section No. 6	Standard Detail Drawings
Section No. 7	Sign Plates
Section No. 8	Structure Plans
Section No. 9	Computer Earthwork Data
Section No. 9	Cross Sections

TOTAL SHEETS = 80



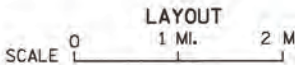
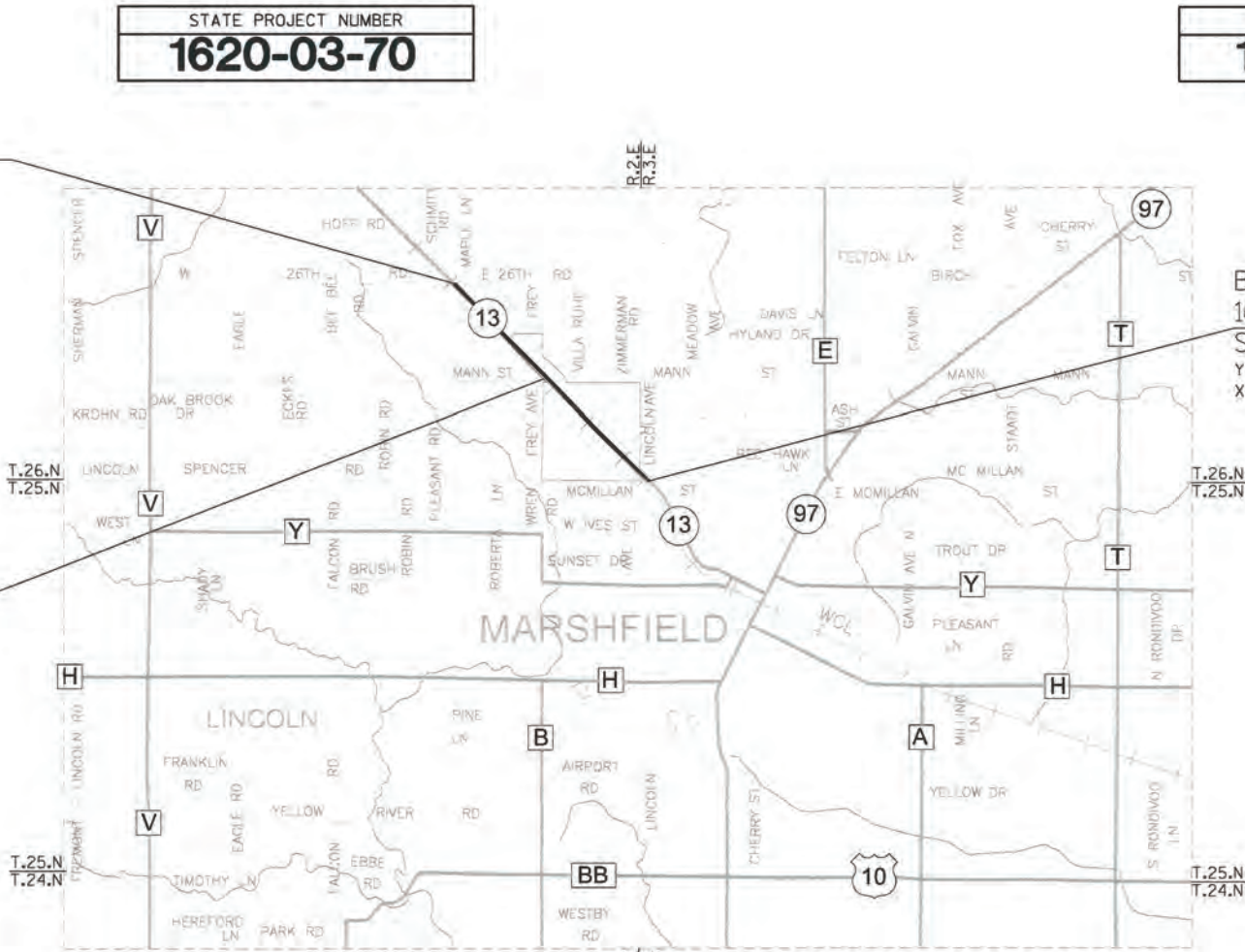
DESIGN DESIGNATION

A.A.D.T. 2016	=	11,700
A.A.D.T. 2036	=	13,800
D.H.V. 2036	=	10.7%
D.D.	=	58/42
T. %	=	16.7%
DESIGN SPEED	=	50 MPH
ESALS	=	4,200,000

CONVENTIONAL SYMBOLS

PLAN	
CORPORATE LIMITS	////
PROPERTY LINE	----
LOT LINE	-----
LIMITED HIGHWAY EASEMENT	----
EXISTING RIGHT OF WAY	----
PROPOSED OR NEW R/W LINE	----
MILLING / PAVING LIMITS	----
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	----
FIBER OPTIC	----
GAS	----
SANITARY SEWER	----
STORM SEWER	----
TELEPHONE	----
WATER	----
UTILITY PEDESTAL	----
POWER POLE	----
TELEPHONE POLE	----



TOTAL NET LENGTH OF CENTERLINE = 1.281 MI. (70)
= 1.143 MI. (71)
= 2.424 MI. (TOTAL)

-Coordinates on this plan are referenced to the Wisconsin County Coordinate System (WCCS), Marathon County.

APPROVED FOR
CITY OF MARSHFIELD
PROJECT ID: 1620-03-70
10/21/15 *Daniel J. Kneek*
DATE

ORIGINAL PLANS PREPARED BY

GREMMER & ASSOCIATES, INC.
CONSULTING ENGINEERS
Stevens Point • Fond du Lac
120 Wilestro Boulevard North • Stevens Point, WI 54481
(715) 341-4363 • fax (715) 341-1856



10/15/2015 *David L. Glodowski*
(Date) DAVID L. GLODOWSKI, PE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY

Surveyor	GREMMER/WISDOT
Designer	GREMMER & ASSOCIATES, INC.
Project Manager	WENDY ARNESON
Regional Examiner	CHERYL SIMON
Regional Supervisor	SHANNON RILEY
C.O. Examiner	

APPROVED FOR THE DEPARTMENT
DATE: 10/23/15 *Wendy Arneson*
(Signature)

E

GENERAL NOTES

ALL DISTANCES AND STATIONING SHOWN ON THIS PLAN ARE GROUND VALUES.

THE LOCATION 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.

ASPHALTIC MATERIAL FOR TACK COAT HAS BEEN ESTIMATED AT AN APPLICATION RATE OF 0.05 GALLONS PER SQUARE YARDS ON THE NEW PAVEMENT SURFACE AND 0.07 GALLONS PER SQUARE YARDS ON THE MILLED SURFACE AND SHALL BE PLACED BETWEEN LAYERS OF ASPHALTIC SURFACE AND BETWEEN THE EXISTING PAVEMENT AND NEW ASPHALTIC PAVEMENT.

THE CONTRACTOR'S PAVING OPERATIONS SHALL BE CONSISTENT WITH THE PLAN TYPICAL SECTIONS AND CONSTRUCTED TO PREVENT HMA LONGITUDINAL JOINTS FROM BEING LOCATED WITHIN A DRIVING, TURNING, AND PASSING LANE.

ORDER OF SECTION 2 SHEETS

- GENERAL NOTES
- PROJECT OVERVIEW
- TYPICAL SECTIONS
- CONSTRUCTION DETAILS
- PAVEMENT MARKING
- TRAFFIC CONTROL

EROSION CONTROL

INLET PROTECTION TYPE B OR C SHALL BE INSTALLED AT ALL INLETS LOCATED WITHIN THE PROJECT LIMITS.

AGENCIES
WISCONSIN DEPARTMENT OF NATURAL RESOURCES
473 GRIFFITH DRIVE
WISCONSIN RAPIDS, WI 54494
CONTACT: MARC HERSHFELD
(715) 421-7867
EMAIL MARC.HERSHFELD@WISCONSIN.GOVE

UTILITIES
ATC MANAGEMENT, INC.
801 O'KEEFE ROAD
P.O. BOX 6113
DE PERE, WI 54115-6113
CONTACT: MIKE OLSEN
(920) 338-6582
EMAIL MOLSEN@ATCLLC.COM

CHARTER COMMUNICATIONS
508 NORTH CENTRAL AVENUE
SUITE 103
MARSHFIELD, WI 54449
CONTACT: JESSE GRUNY
(715) 370-4171 OFFICE
(715) 651-5605 CELL
EMAIL JESSE.GRUNY@CHARTER.COM

CITY OF MARSHFIELD - WATER
2000 SOUTH CENTRAL
MARSHFIELD, WI 54449
CONTACT: JOHN RICHMOND
(715) 387-1195 EXT 360 OFFICE
(715) 937-8302 CELL
EMAIL JOHN.RICHMOND@MARSHFIELDUTILITIES.ORG

CITY OF MARSHFIELD - ELECTRICITY
2000 SOUTH CENTRAL
P.O BOX 670
MARSHFIELD, WI 54449
CONTACT: NICK KUMM
(715) 387-1195 OFFICE
(715) 305-3810 CELL
EMAIL NICOLAS.KUMM@MARSHFIELDUTILITIES.ORG

CITY OF MARSHFIELD - SEWER
630 SOUTH CENTRAL AVENUE
SUITE 622
MARSHFIELD, WI 54449
CONTACT: TIM CASSIDY
(715) 486-2034 OFFICE
(715) 305-1851 CELL
EMAIL TIM.CASSIDY@CI.MARSHFIELD.WI.US

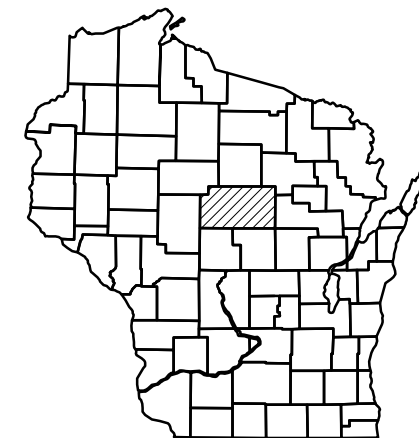
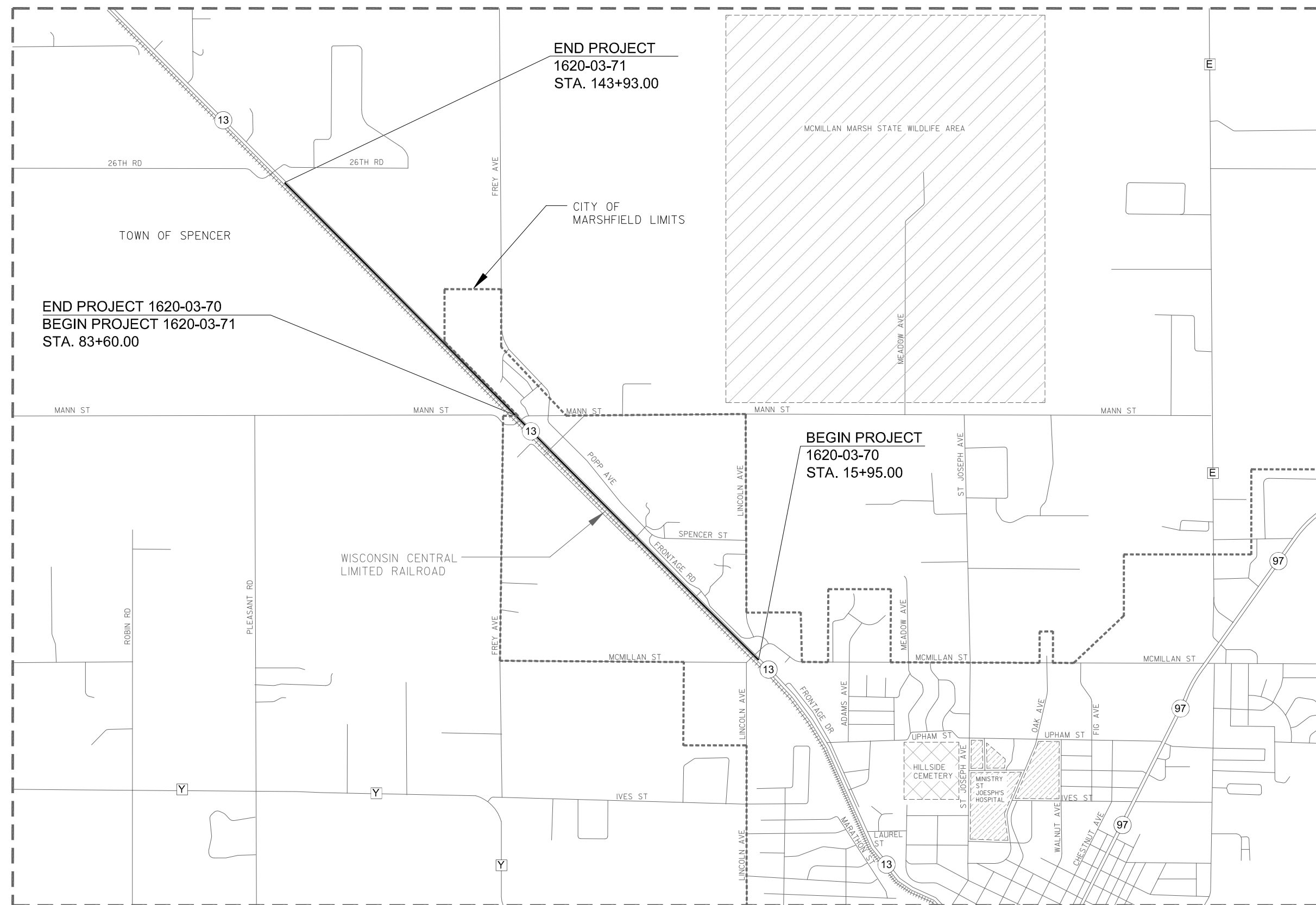
WE ENERGIES - GAS/PETROLEUM (SEND WE ENERGIES CORRESPONDENCE TO)
333 WEST EVERETT STREET, ROOM A299
MILWAUKEE, WI 53203
CONTACT: LATROY BRUMFIELD
(414) 221-5617
EMAIL LATROY.BRUMFIELD@WE-ENERGIES.COM

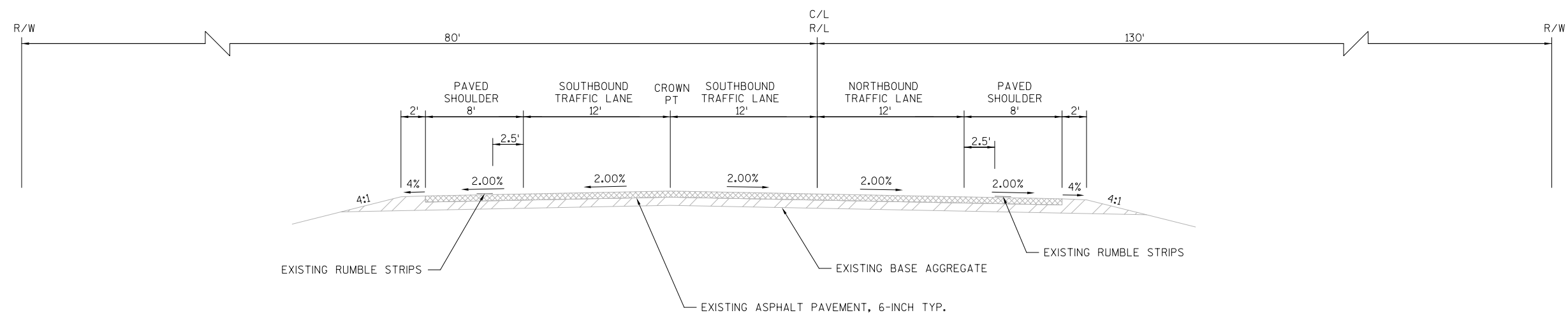
WE ENERGIES - GAS/PETROLEUM (CONSTRUCTION FIELD CONTACT)
1921 8TH STREET SOUTH
WISCONSIN RAPIDS, WI 54494
CONTACT: RYAN MIENTKE
(715) 421-7249 OFFICE
(715) 421-9293 CELL
EMAIL RYAN.MIENTKE@WE-ENERGIES.COM

DIGGERSHOTLINE

Dial 811 or (800)242-8511

www.DiggersHotline.com

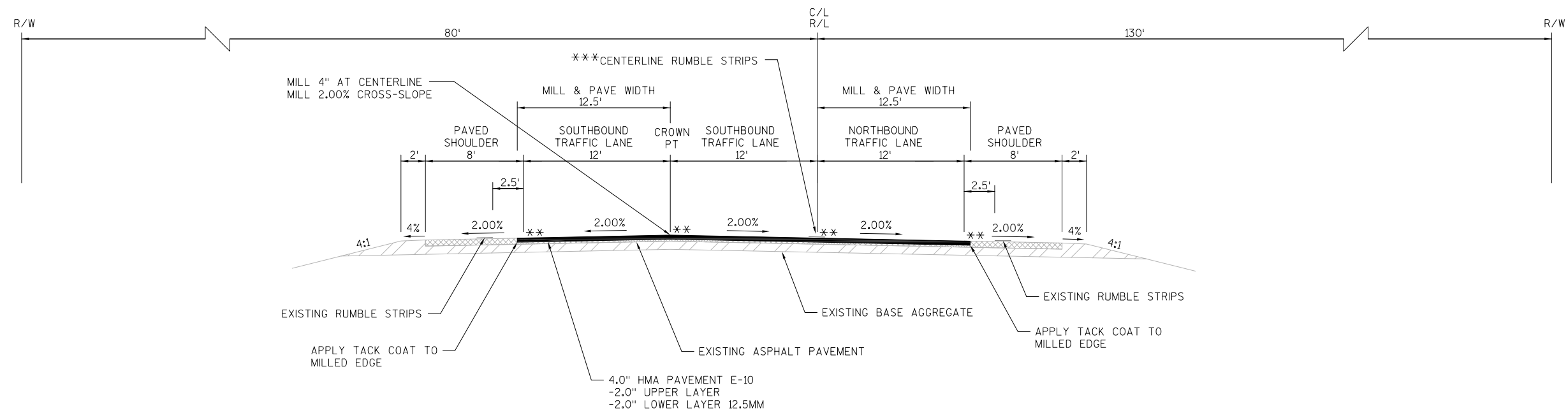


TYPICAL SECTION NOTES:

- EXISTING CENTER MEDIAN FROM 89+00 TO 93+25

TYPICAL EXISTING SECTION

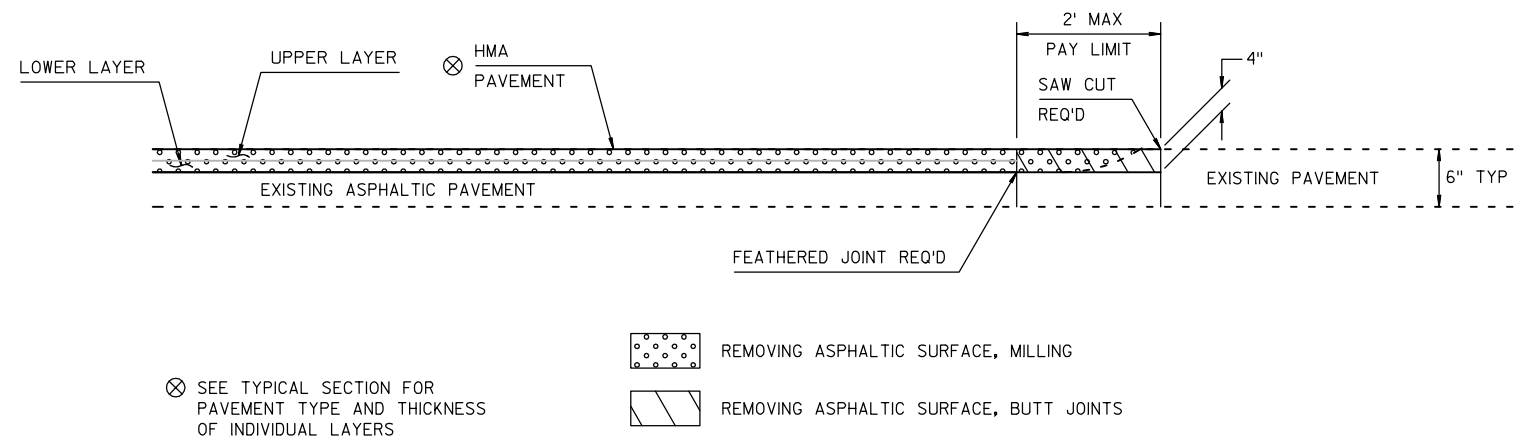
STH 13
89+00 TO 143+93 LT
90+00 TO 143+93 RT

TYPICAL SECTION NOTES:

- EXISTING CENTER MEDIAN FROM 89+00 TO 93+25
- ** REHEATING HMA PAVEMENT LONGITUDINAL JOINTS
- *** STATION 95+07 TO 138+50

TYPICAL FINISHED SECTION

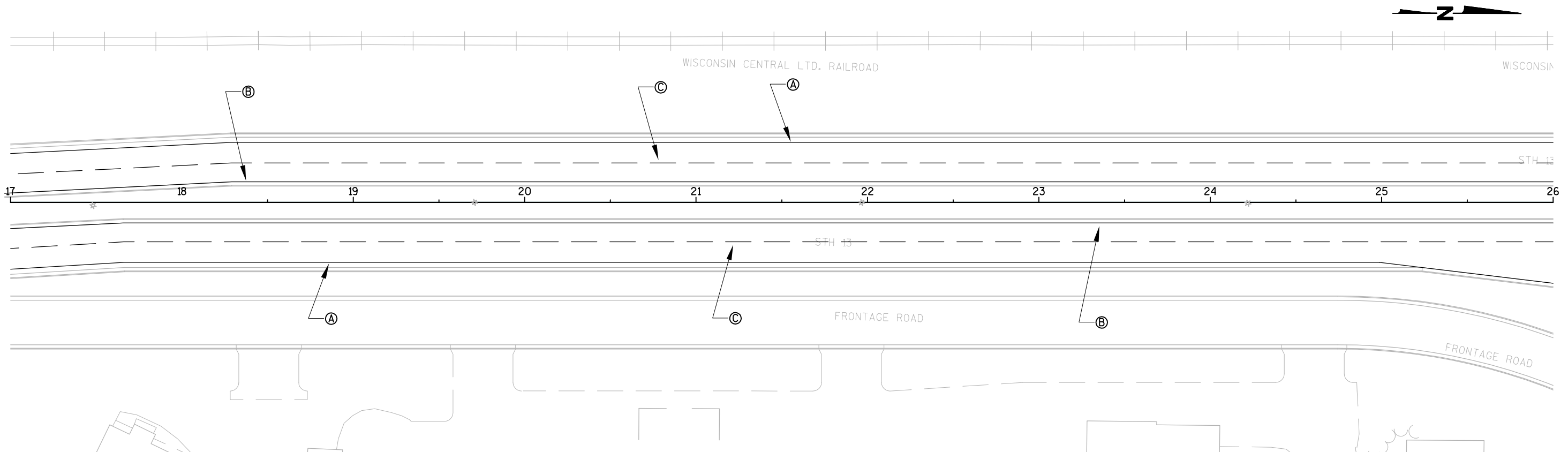
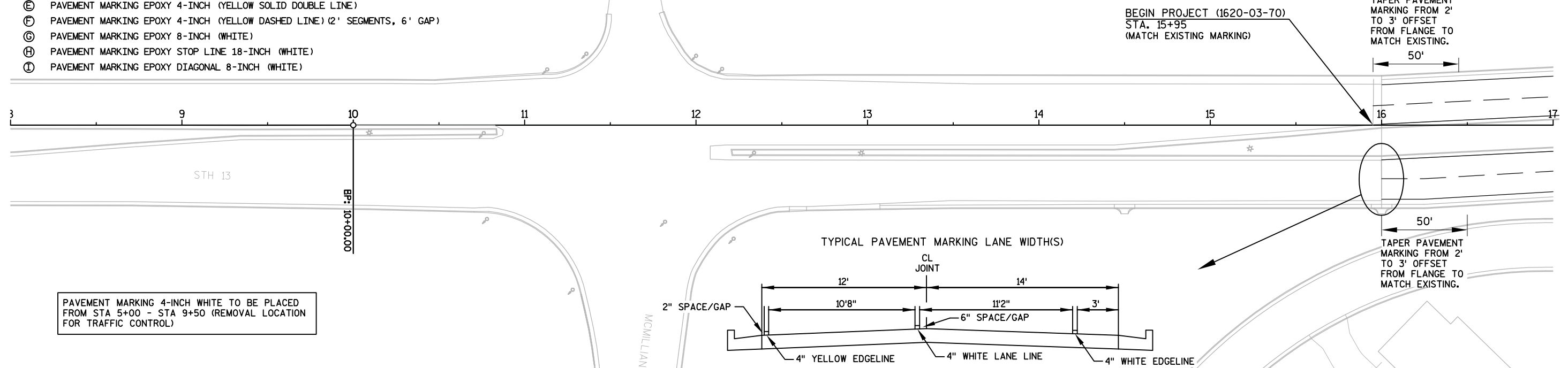
STH 13
89+00 TO 143+93 LT
90+00 TO 143+93 RT

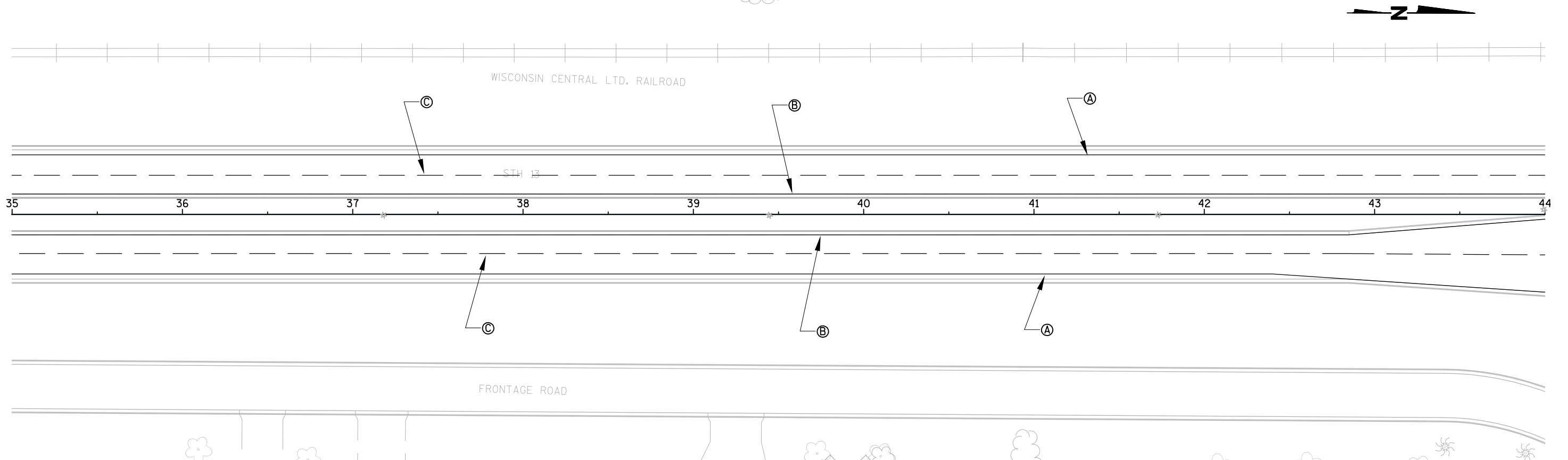
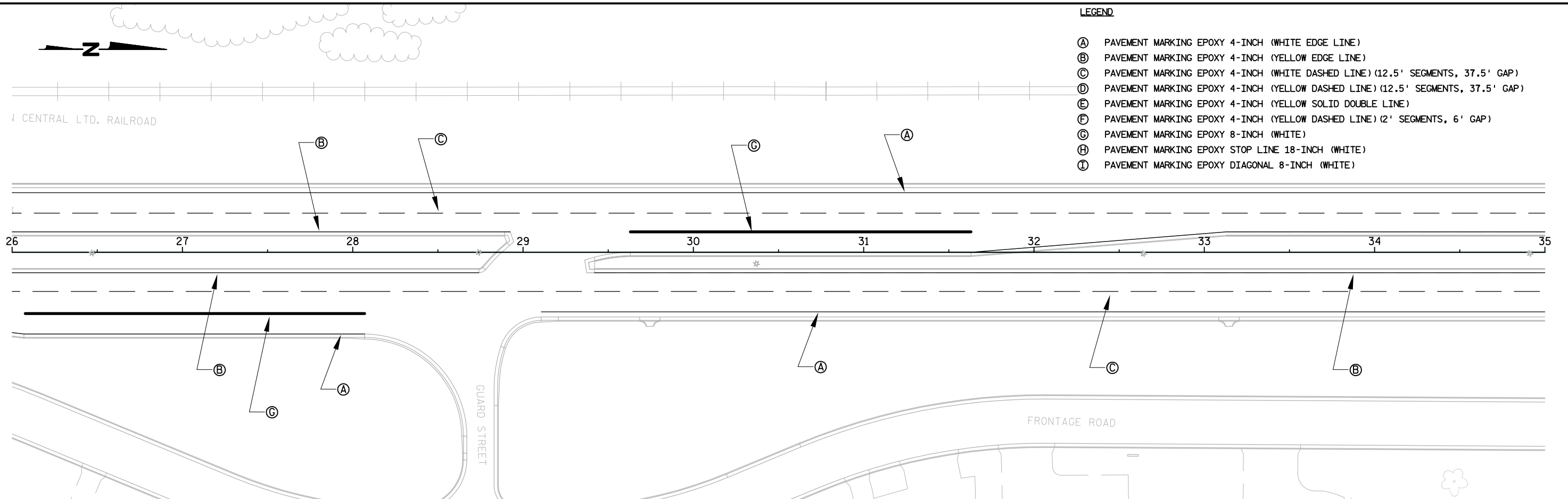


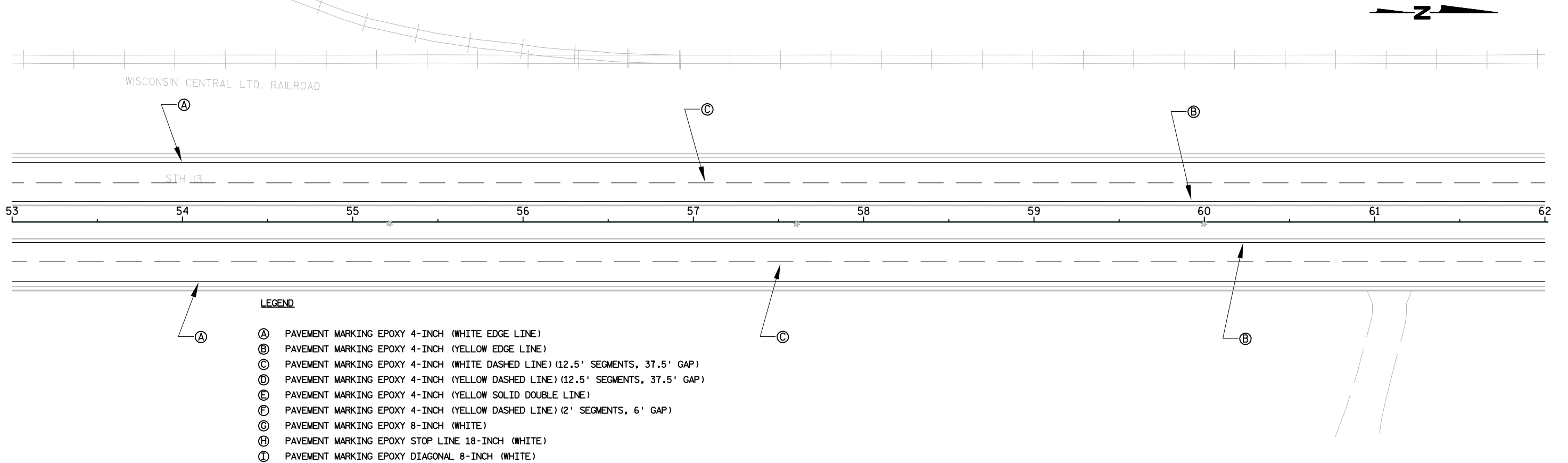
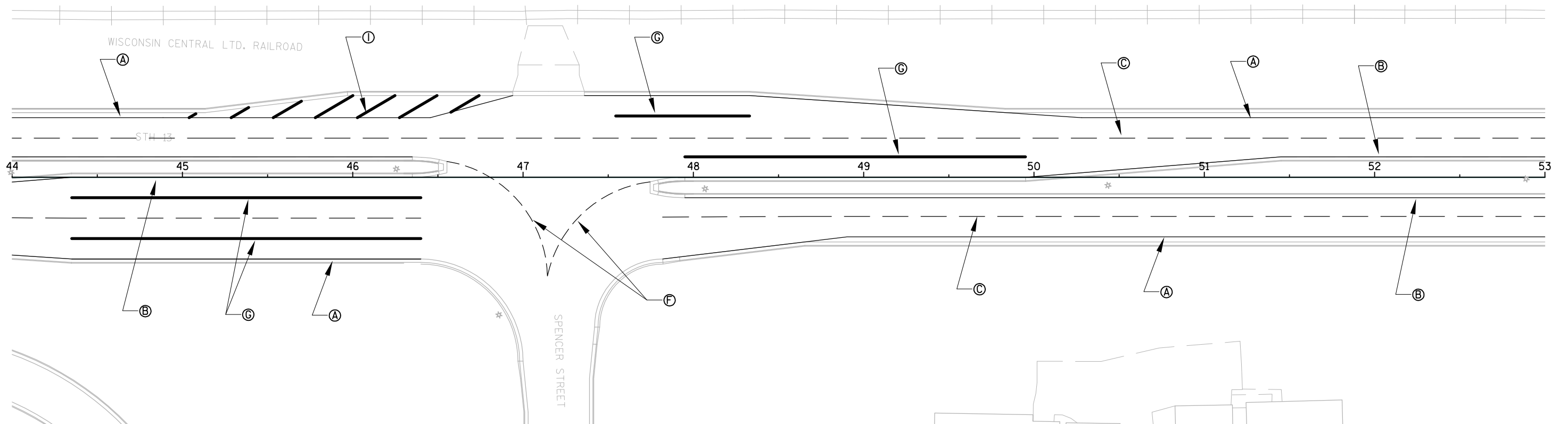
BUTT JOINT DETAIL FOR MILLED ASPHALTIC PAVEMENTS

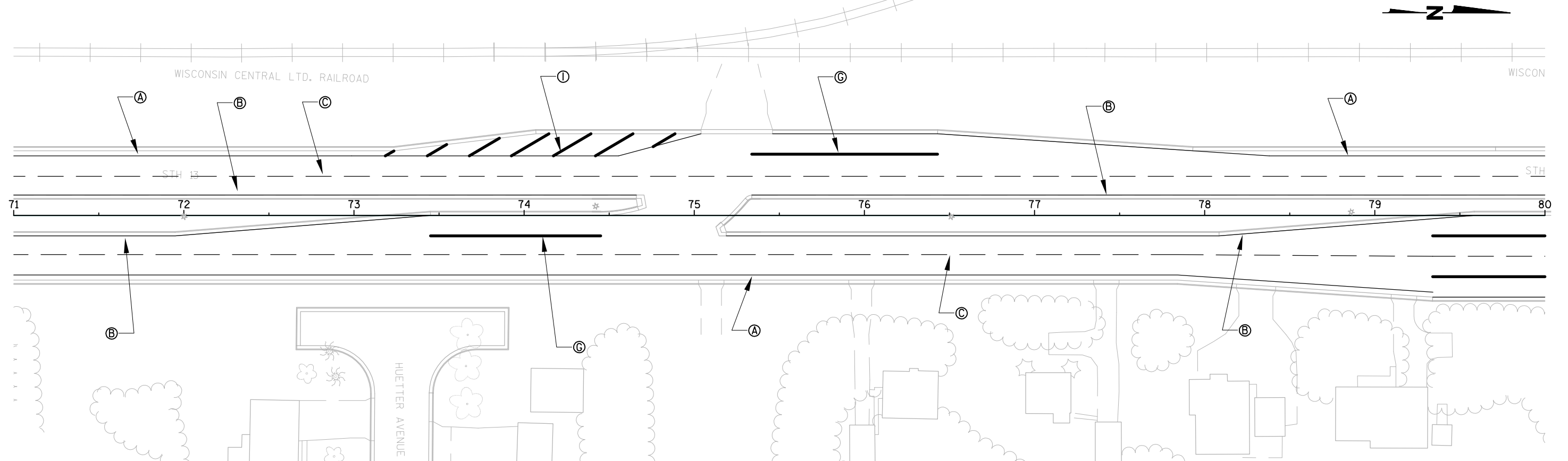
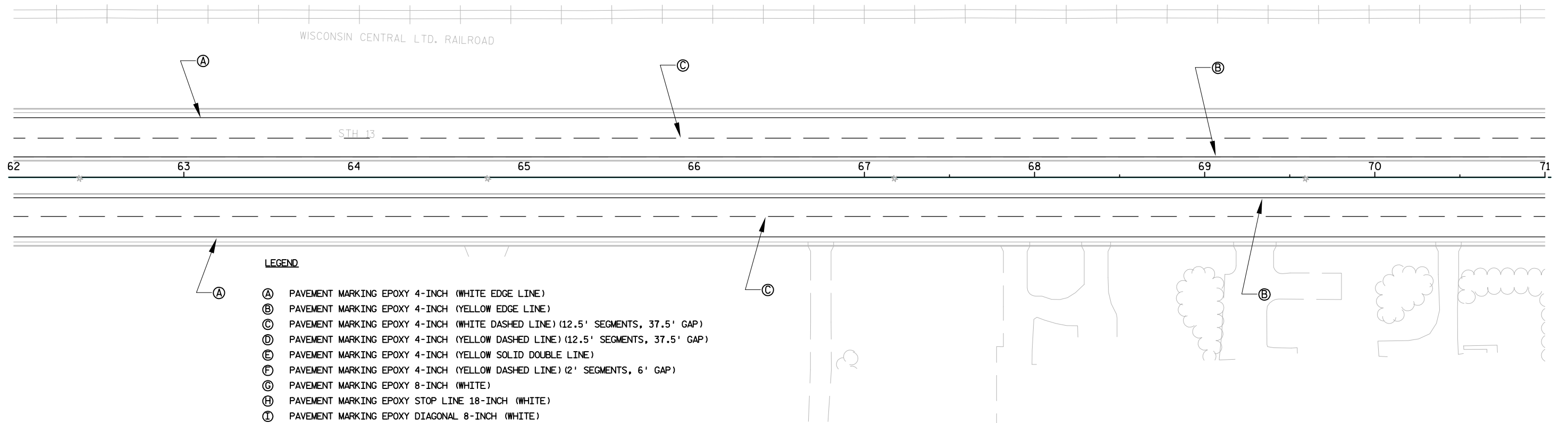
LEGEND

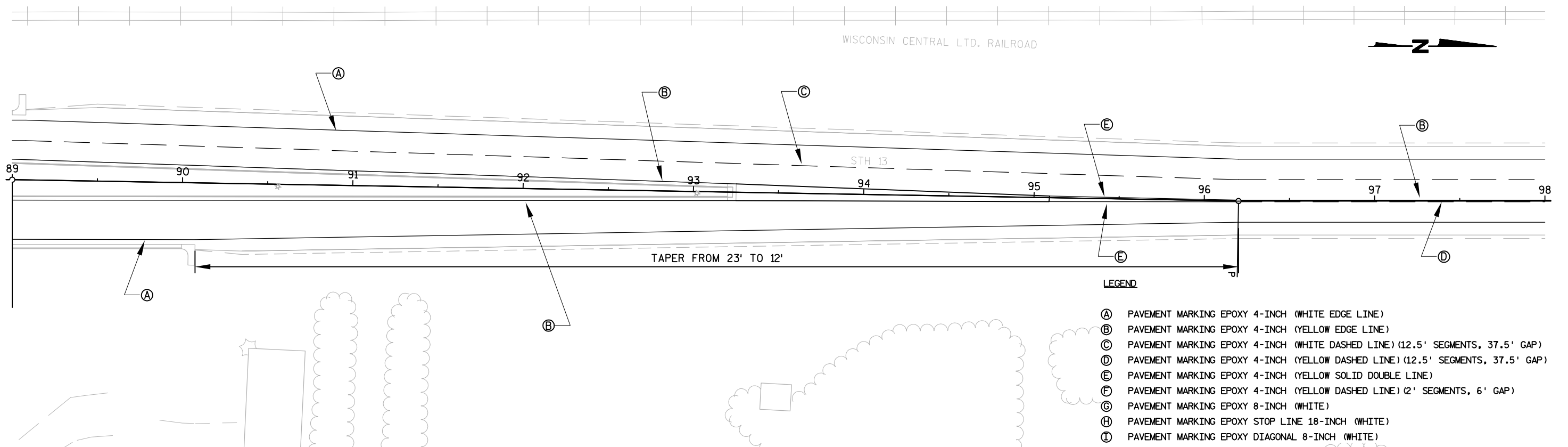
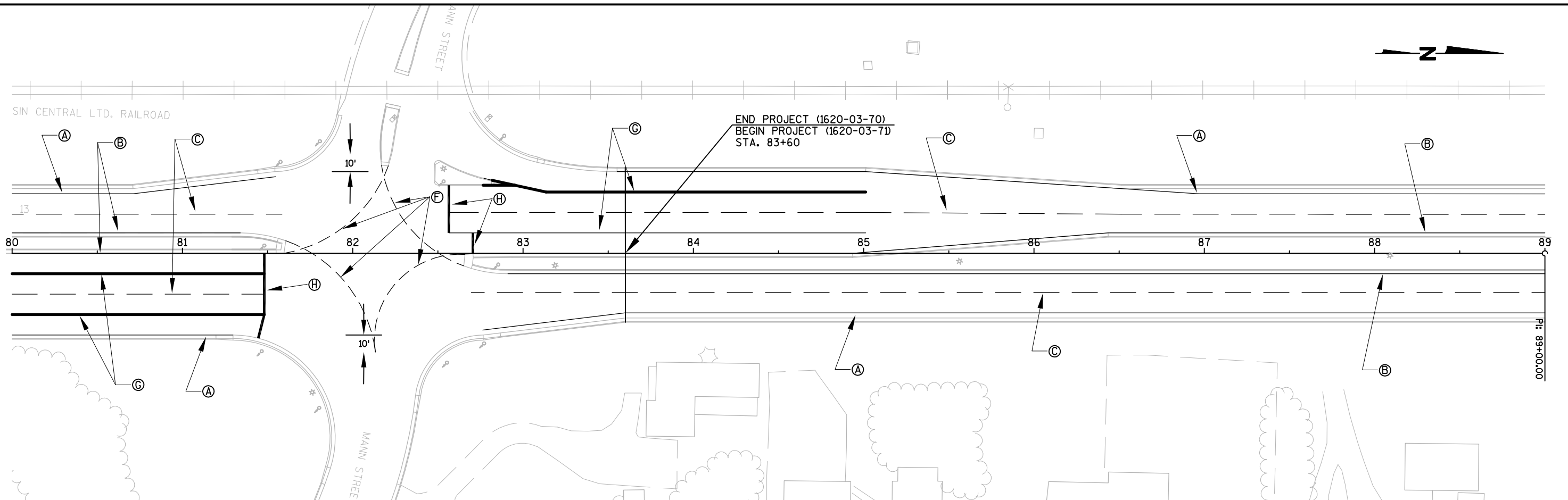
- Ⓐ PAVEMENT MARKING EPOXY 4-INCH (WHITE EDGE LINE)
- Ⓑ PAVEMENT MARKING EPOXY 4-INCH (YELLOW EDGE LINE)
- Ⓒ PAVEMENT MARKING EPOXY 4-INCH (WHITE DASHED LINE) (12.5' SEGMENTS, 37.5' GAP)
- Ⓓ PAVEMENT MARKING EPOXY 4-INCH (YELLOW DASHED LINE) (12.5' SEGMENTS, 37.5' GAP)
- Ⓔ PAVEMENT MARKING EPOXY 4-INCH (YELLOW SOLID DOUBLE LINE)
- Ⓕ PAVEMENT MARKING EPOXY 4-INCH (YELLOW DASHED LINE) (2' SEGMENTS, 6' GAP)
- Ⓖ PAVEMENT MARKING EPOXY 8-INCH (WHITE)
- Ⓗ PAVEMENT MARKING EPOXY STOP LINE 18-INCH (WHITE)
- Ⓘ PAVEMENT MARKING EPOXY DIAGONAL 8-INCH (WHITE)











LEGEND

- (A) PAVEMENT MARKING EPOXY 4-INCH (WHITE EDGE LINE)
- (B) PAVEMENT MARKING EPOXY 4-INCH (YELLOW EDGE LINE)
- (C) PAVEMENT MARKING EPOXY 4-INCH (WHITE DASHED LINE) (12.5' SEGMENTS, 37.5' GAP)
- (D) PAVEMENT MARKING EPOXY 4-INCH (YELLOW DASHED LINE) (12.5' SEGMENTS, 37.5' GAP)
- (E) PAVEMENT MARKING EPOXY 4-INCH (YELLOW SOLID DOUBLE LINE)
- (F) PAVEMENT MARKING EPOXY 4-INCH (YELLOW DASHED LINE) (2' SEGMENTS, 6' GAP)
- (G) PAVEMENT MARKING EPOXY 8-INCH (WHITE)
- (H) PAVEMENT MARKING EPOXY STOP LINE 18-INCH (WHITE)
- (I) PAVEMENT MARKING EPOXY DIAGONAL 8-INCH (WHITE)

LEGEND

- (A) PAVEMENT MARKING EPOXY 4-INCH (WHITE EDGE LINE)
- (B) PAVEMENT MARKING EPOXY 4-INCH (YELLOW EDGE LINE)
- (C) PAVEMENT MARKING EPOXY 4-INCH (WHITE DASHED LINE) (12.5' SEGMENTS, 37.5' GAP)
- (D) PAVEMENT MARKING EPOXY 4-INCH (YELLOW DASHED LINE) (12.5' SEGMENTS, 37.5' GAP)
- (E) PAVEMENT MARKING EPOXY 4-INCH (YELLOW SOLID DOUBLE LINE)
- (F) PAVEMENT MARKING EPOXY 4-INCH (YELLOW DASHED LINE) (2' SEGMENTS, 6' GAP)
- (G) PAVEMENT MARKING EPOXY 8-INCH (WHITE)
- (H) PAVEMENT MARKING EPOXY STOP LINE 18-INCH (WHITE)
- (I) PAVEMENT MARKING EPOXY DIAGONAL 8-INCH (WHITE)

WISCONSIN CENTRAL LTD. RAILROAD

N

98 99 100 101 102 103 104 105 106 107

STH 13

(A)

(C)

(B)

(D)

WISCONSIN CENTRAL LTD. RAILROAD

N

107 108 109 110 111 112 113 114 115 116

STH 13

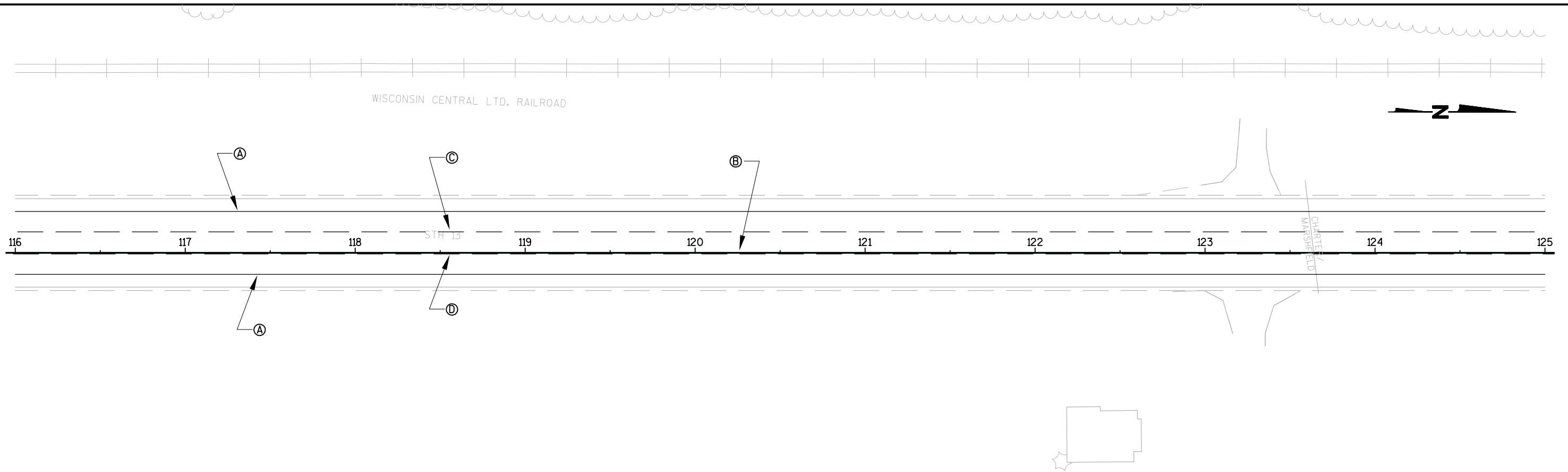
(A)

(C)

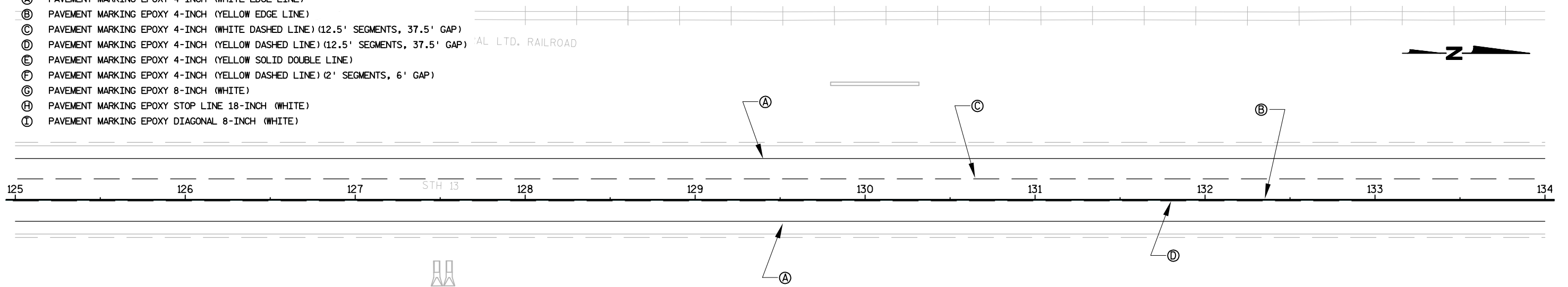
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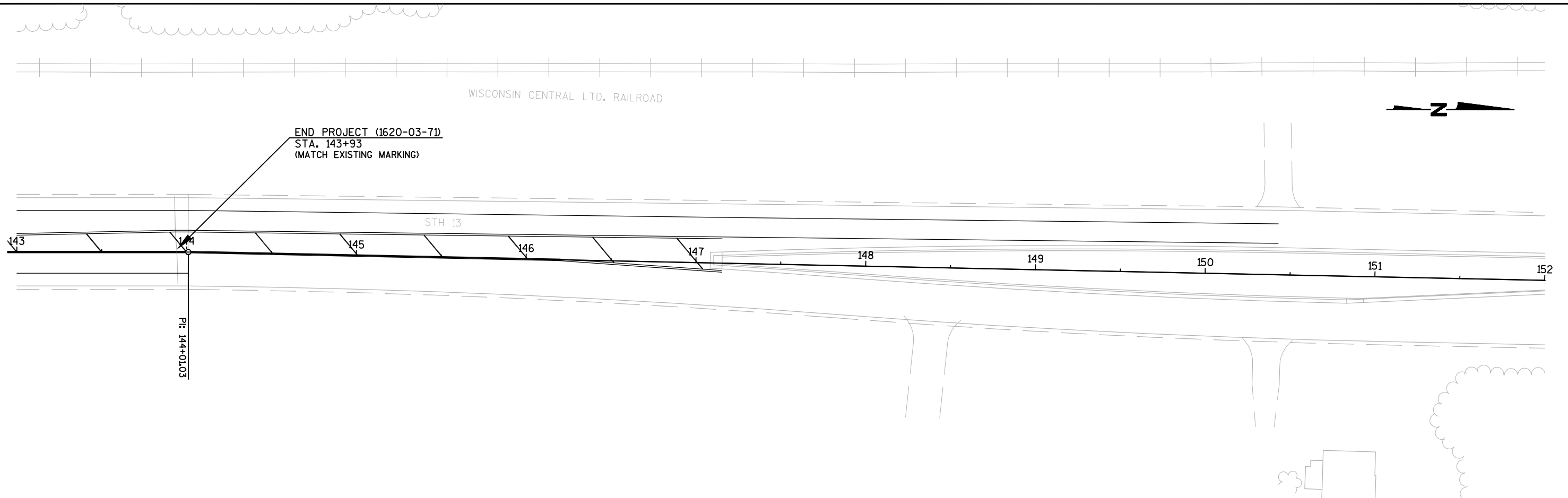
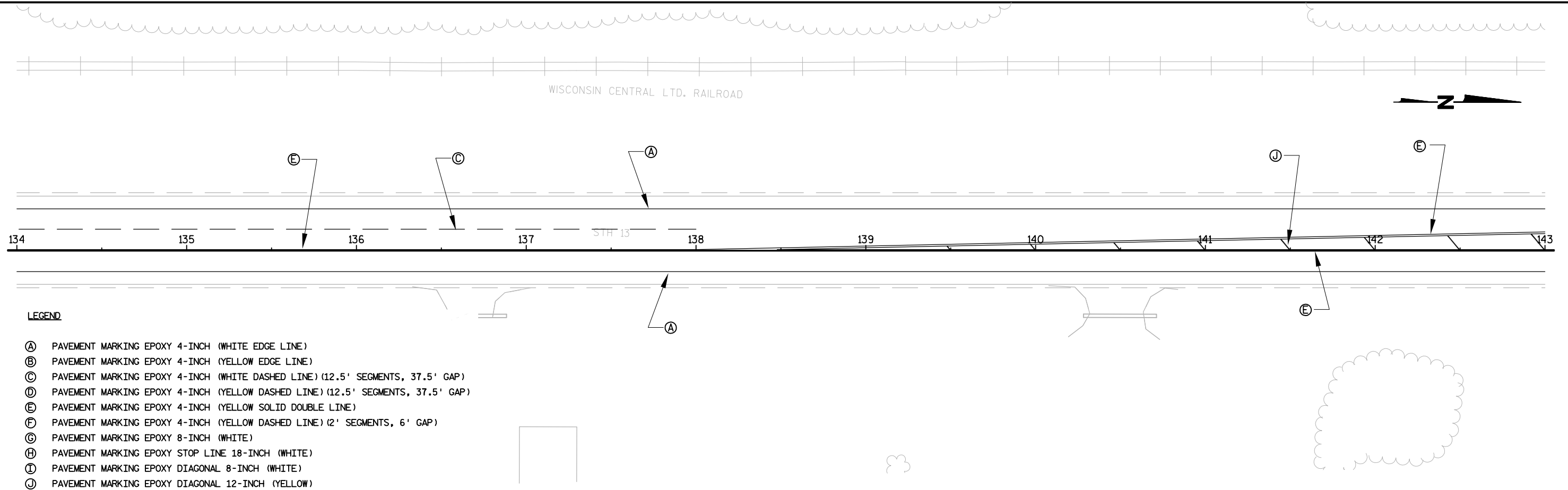
(A)

(D)

**LEGEND**

- (A) PAVEMENT MARKING EPOXY 4-INCH (WHITE EDGE LINE)
- (B) PAVEMENT MARKING EPOXY 4-INCH (YELLOW EDGE LINE)
- (C) PAVEMENT MARKING EPOXY 4-INCH (WHITE DASHED LINE) (12.5' SEGMENTS, 37.5' GAP)
- (D) PAVEMENT MARKING EPOXY 4-INCH (YELLOW DASHED LINE) (12.5' SEGMENTS, 37.5' GAP)
- (E) PAVEMENT MARKING EPOXY 4-INCH (YELLOW SOLID DOUBLE LINE)
- (F) PAVEMENT MARKING EPOXY 4-INCH (YELLOW DASHED LINE) (2' SEGMENTS, 6' GAP)
- (G) PAVEMENT MARKING EPOXY 8-INCH (WHITE)
- (H) PAVEMENT MARKING EPOXY STOP LINE 18-INCH (WHITE)
- (I) PAVEMENT MARKING EPOXY DIAGONAL 8-INCH (WHITE)





GENERAL TRAFFIC CONTROL NOTES:

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

DURING 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.

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

ALL SIGNS AND DEVICES SHALL BE IN CONFORMANCE WITH THE "WISCONSIN MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES" (WMUTCD), A SUPPLEMENT TO THE FEDERAL HIGHWAY ADMINISTRATION'S "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES".








PROJECT SHALL HAVE A REGULATORY SPEED OF 35 M.P.H. FOR THE 1620-03-70 ID AND 45 M.P.H FOR THE 1620-03-71 ID.

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

SPACE DRUMS AT 50' UNLESS OTHERWISE NOTED OR IN TAPER.

PCMS SHALL BE EQUIPPED WITH "MAX 10 FT / WIDTH / WIS 13" "STARTING / XX/XX/XX" 2 WEEKS BEFORE THE WIDTH RESTRICTION.

LEGEND (ALL TRAFFIC CONTROL SHEETS)

-  TRAFFIC CONTROL SIGN
-  TRAFFIC CONTROL SIGNS PCMS
-  TRAFFIC CONTROL DRUM (STANDARD & STANDARD W/TYPE C)
-  TRAFFIC CONTROL DRUM (SLIMLINE)
-  TYPE III BARRICADE
-  WORK ZONE
-  TRAFFIC FLOW DIRECTION

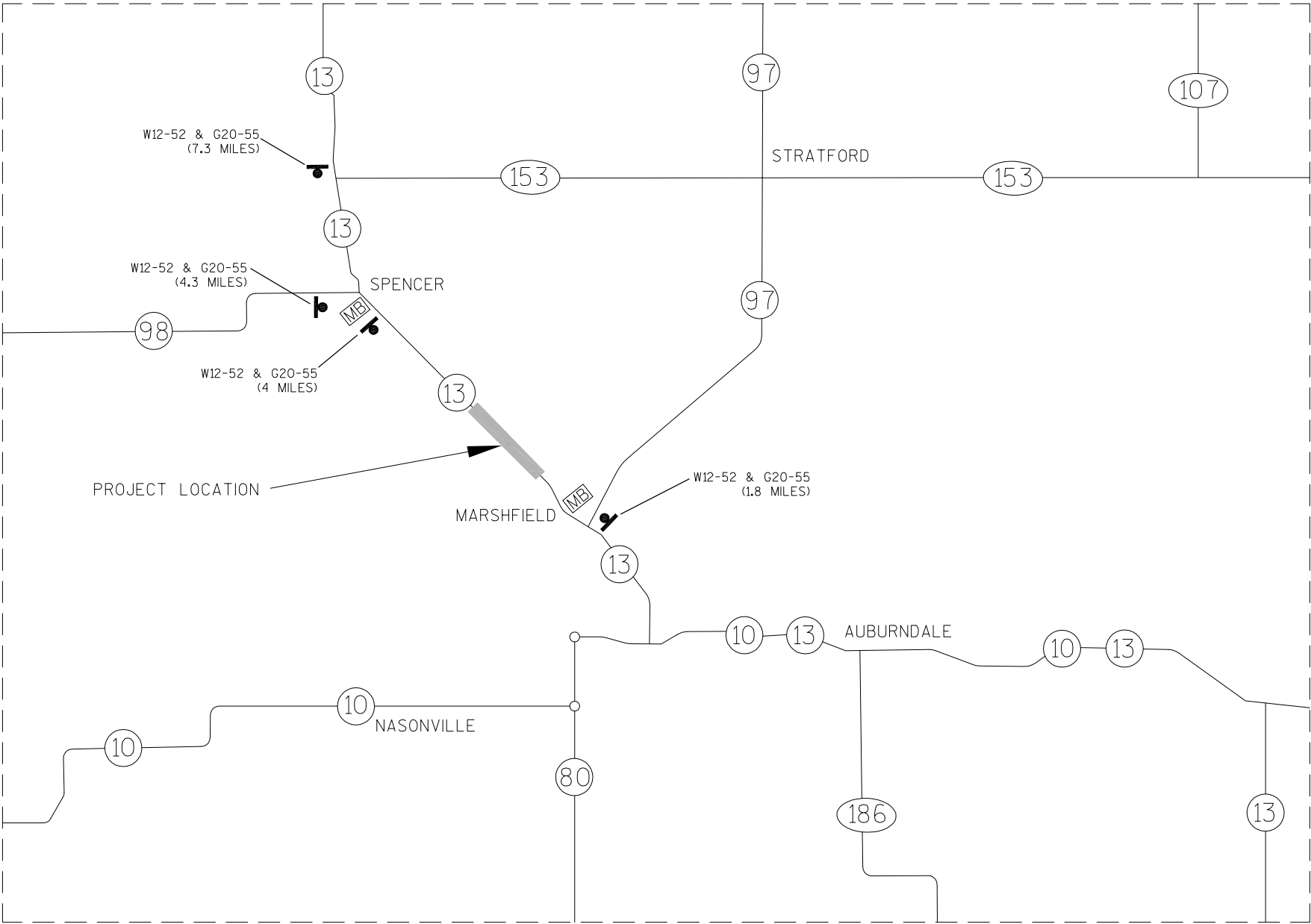


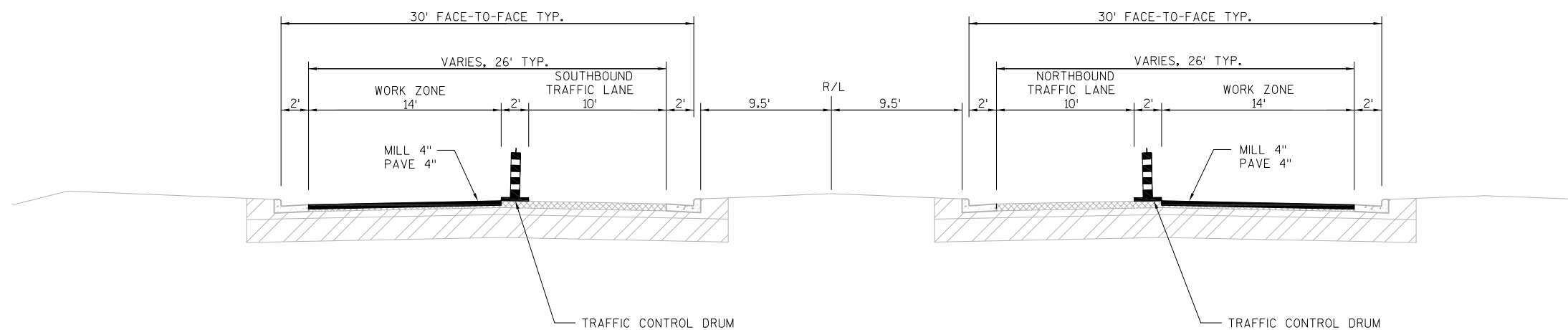
W12-52



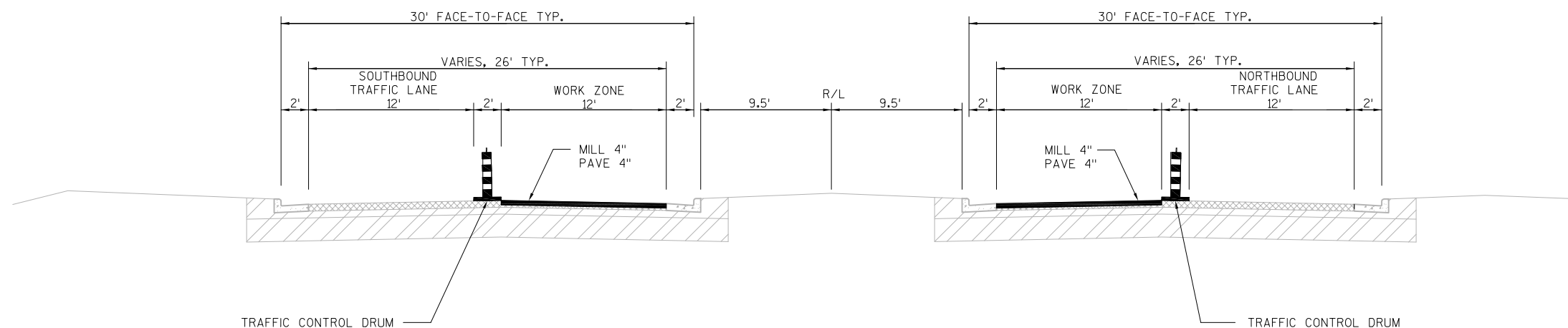
G20-55
84"X24"

LOCATIONS FOR PCMS AND W12-52 SIGNS

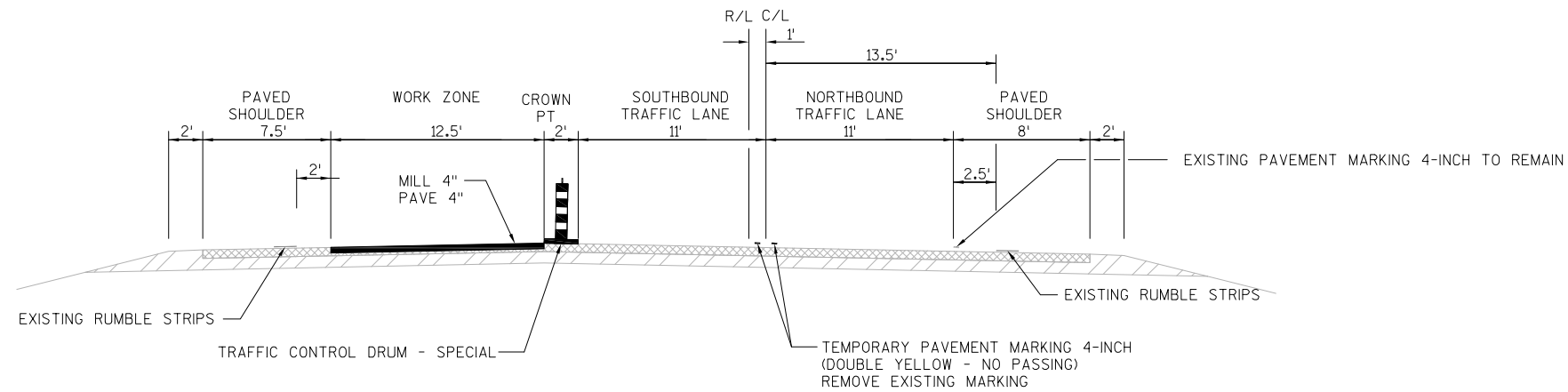




TYPICAL SECTION
TRAFFIC CONTROL STAGE 1
STH 13
14+40 TO 83+60 (1620-03-70)
83+60 TO 89+00 LT (1620-03-71)
83+60 TO 90+00 RT (1620-03-71)



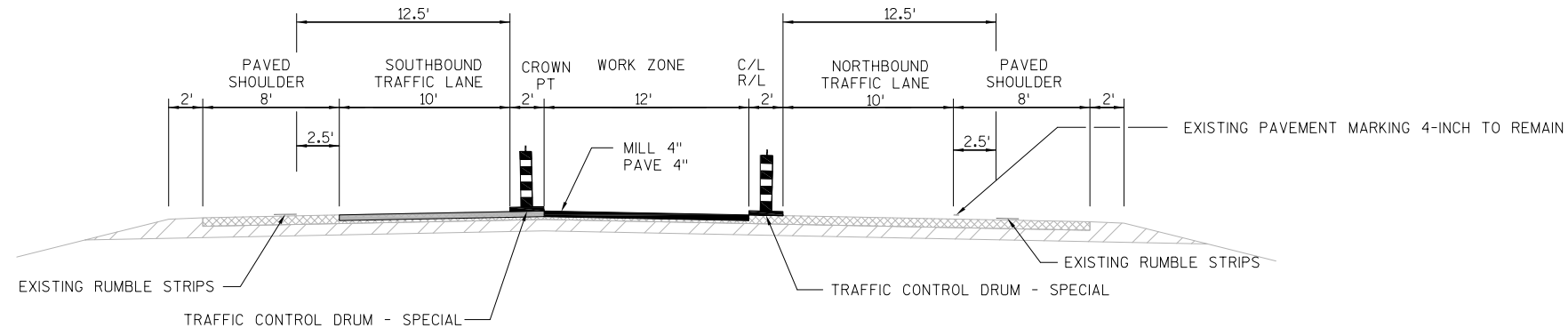
TYPICAL SECTION
TRAFFIC CONTROL STAGE 2
STH 13
14+40 TO 83+60 (1620-03-70)
83+60 TO 89+00 LT (1620-03-71)
83+60 TO 90+00 RT (1620-03-71)



TYPICAL SECTION
TRAFFIC CONTROL STAGE 1
STH 13
89+00 TO 143+93 LT
90+00 TO 143+93 RT

TYPICAL SECTION NOTES:

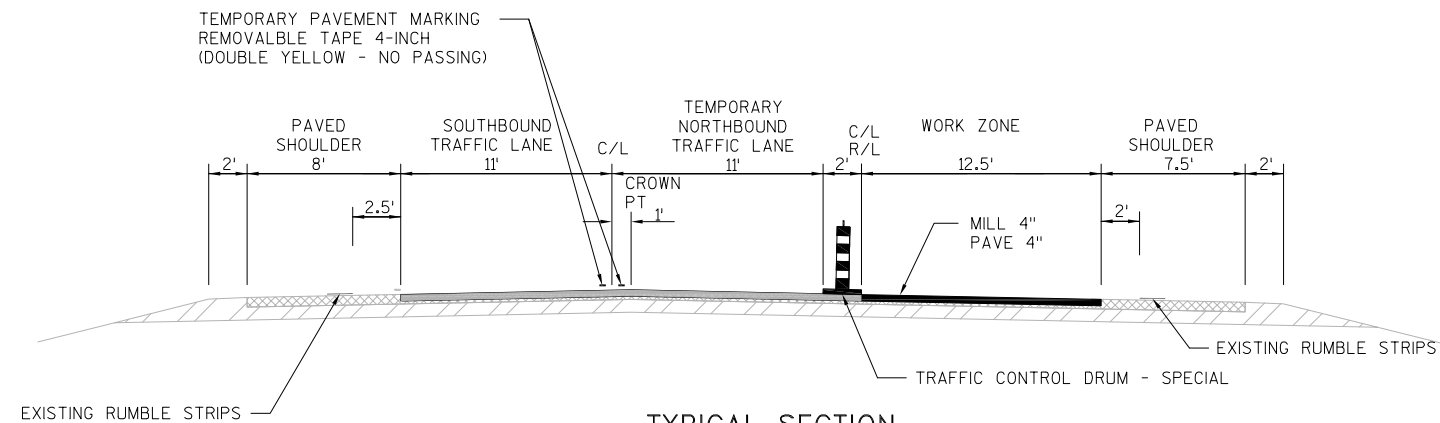
- EXISTING CENTER MEDIAN FROM 89+00 TO 95+10
- STAGE 1A WORK CONSISTS OF 4" MILL & RESURFACE OF NORTHBOUND TRAFFIC LANE FROM 92+00 TO 100+00.



TYPICAL SECTION
TRAFFIC CONTROL STAGE 2
STH 13
89+00 TO 143+93 LT
90+00 TO 143+93 RT

TYPICAL SECTION NOTES:

- EXISTING CENTER MEDIAN FROM 89+00 TO 95+10



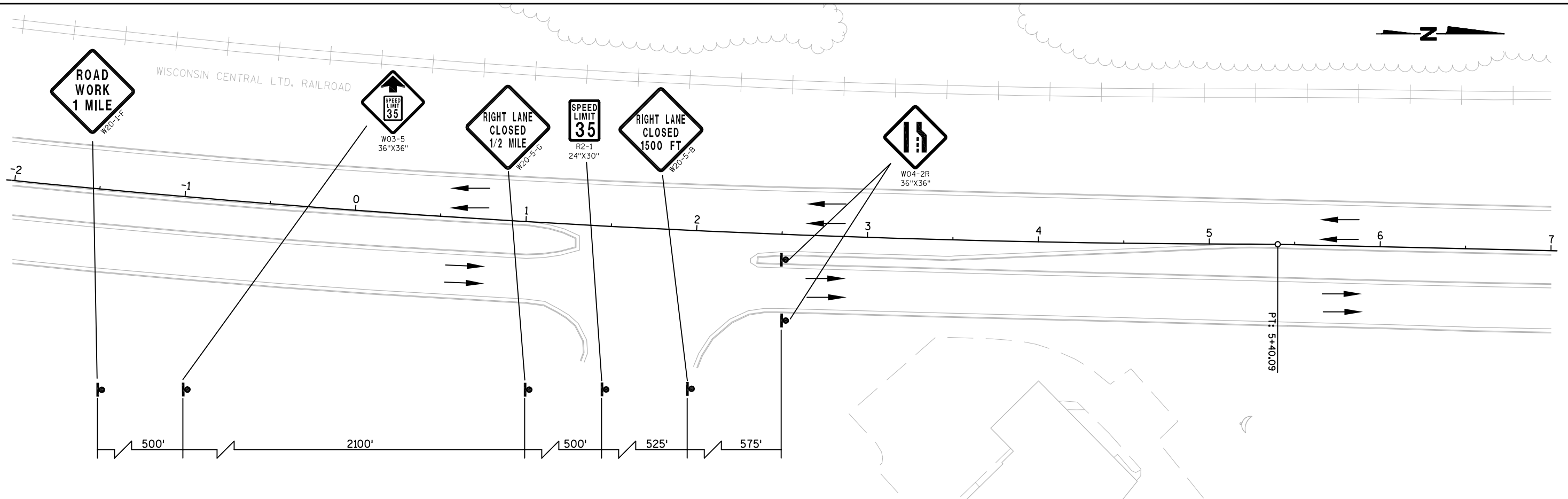
TYPICAL SECTION
TRAFFIC CONTROL STAGE 3
STH 13
89+00 TO 143+93 LT
90+00 TO 143+93 RT

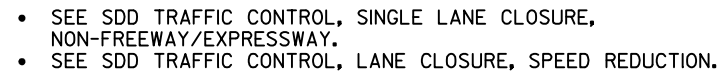
TYPICAL SECTION NOTES:

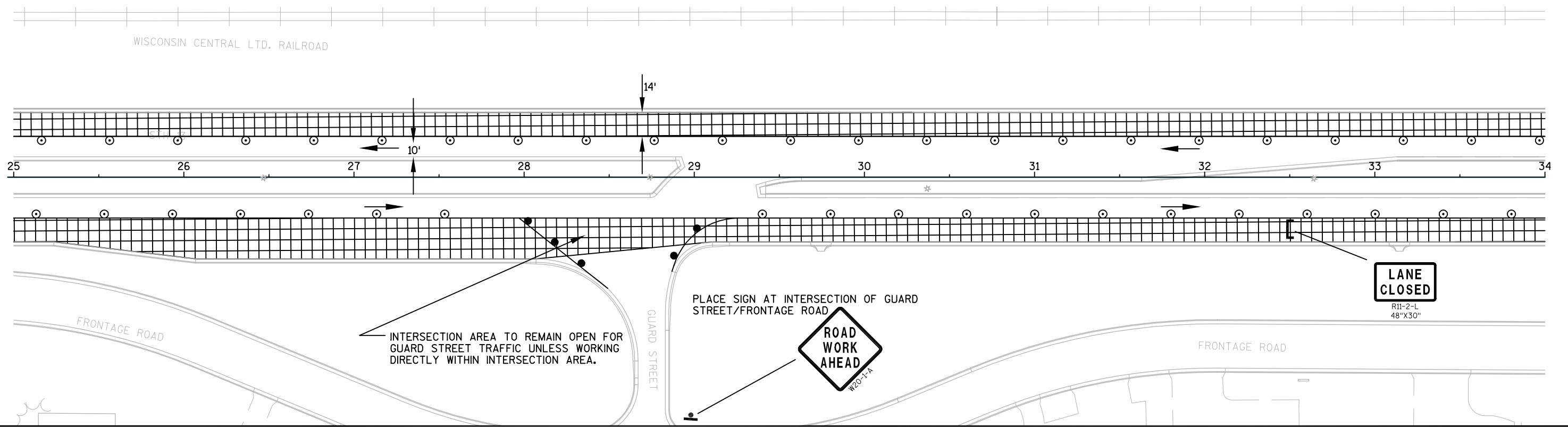
- EXISTING CENTER MEDIAN FROM 89+00 TO 95+10
- STAGE 3 WORK STARTS AT 100+00 RT (END OF STAGE 1A WORK).

- SEE SDD TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY.
- SEE SDD TRAFFIC CONTROL, LANE CLOSURE, SPEED REDUCTION.

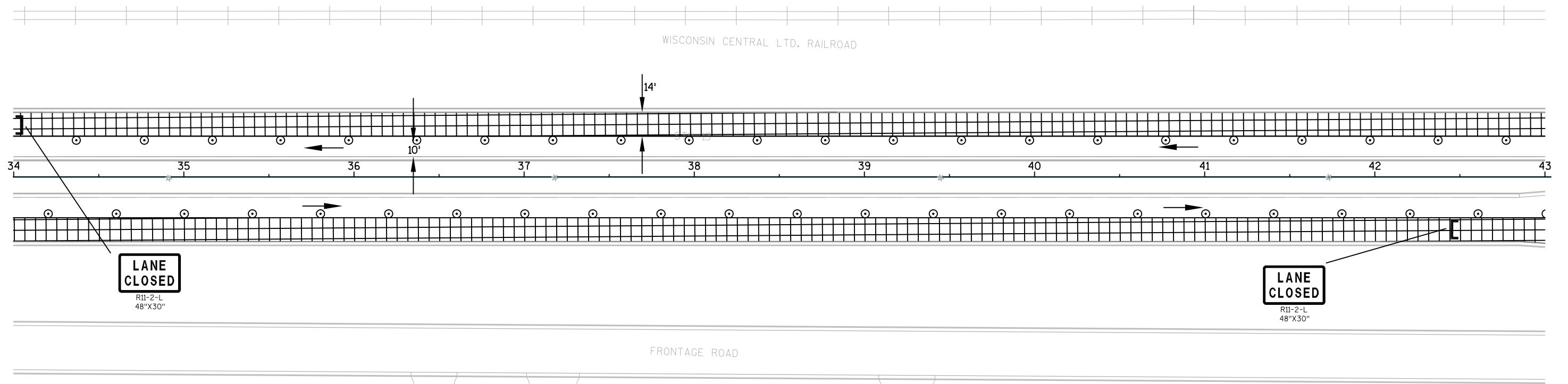
PLACE ADVANCE TRAFFIC CONTROL WARNING SIGNS PER STANDARD DETAIL DRAWINGS WITH A SPEED REDUCTION OF 10 MPH THROUGHOUT THE WORK ZONE.
COVER ALL EXISTING SPEED LIMIT SIGNS THROUGHOUT PROJECT LIMITS.

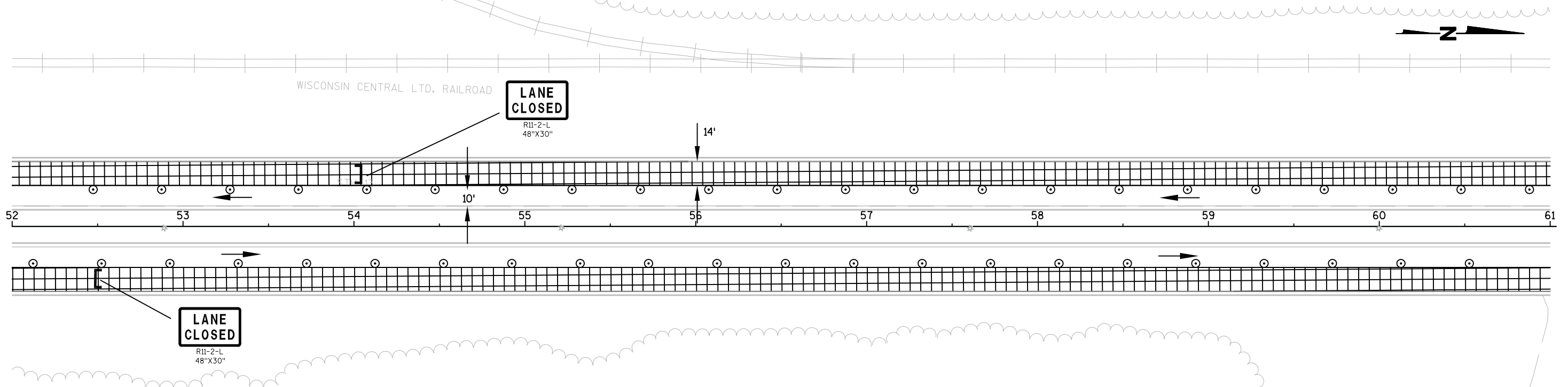
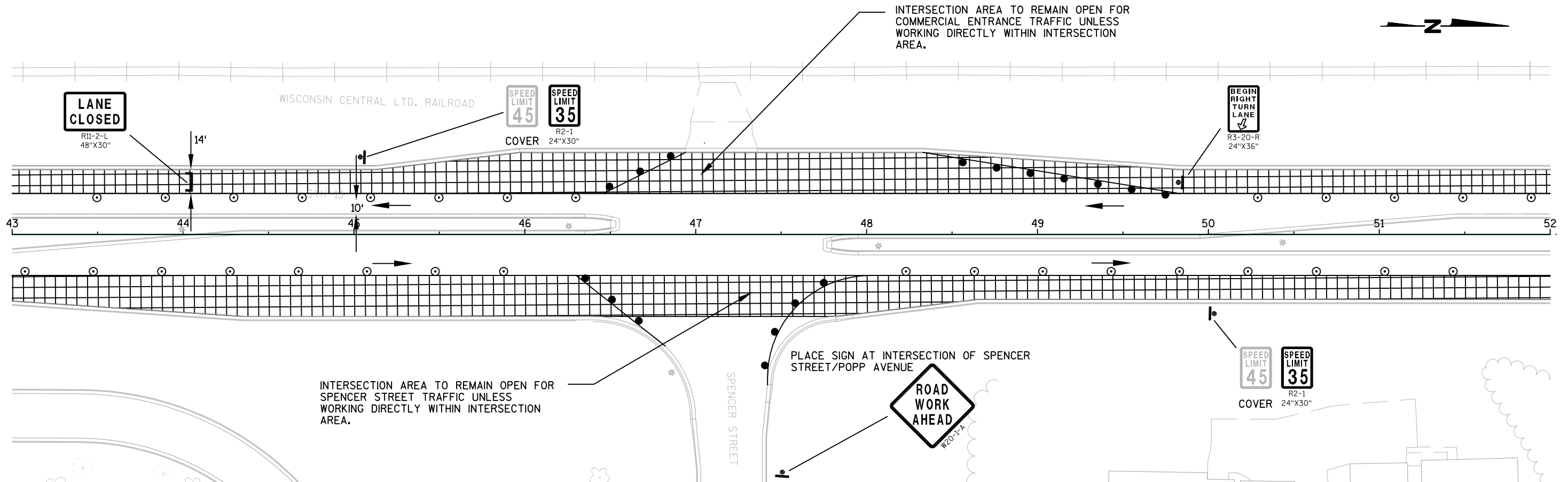




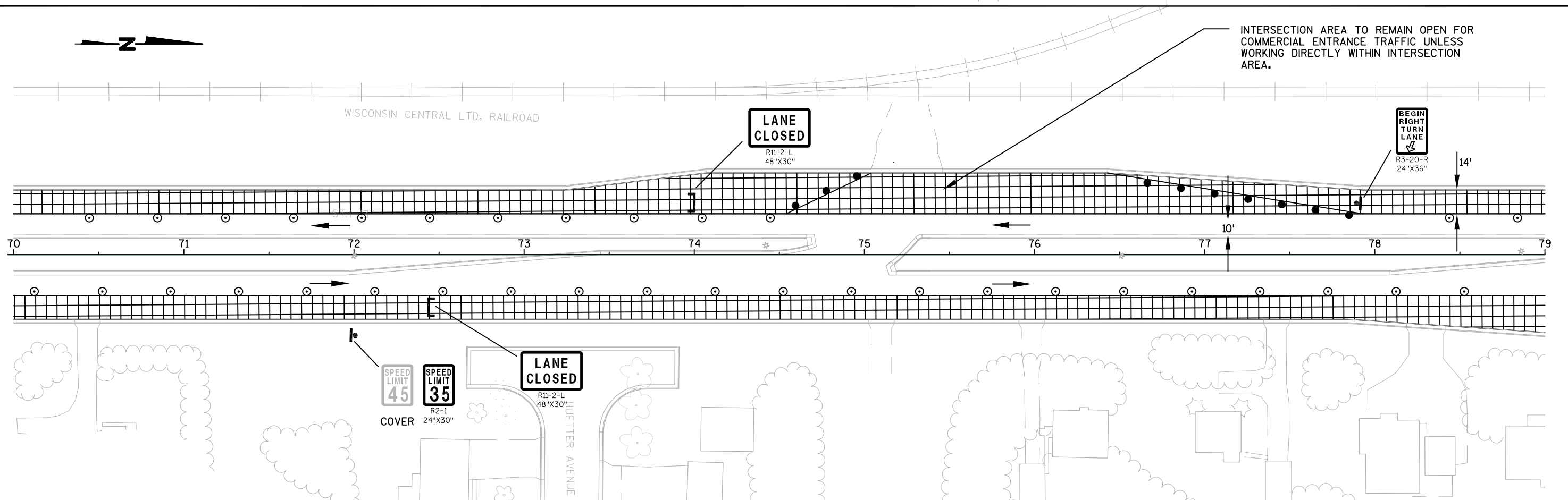
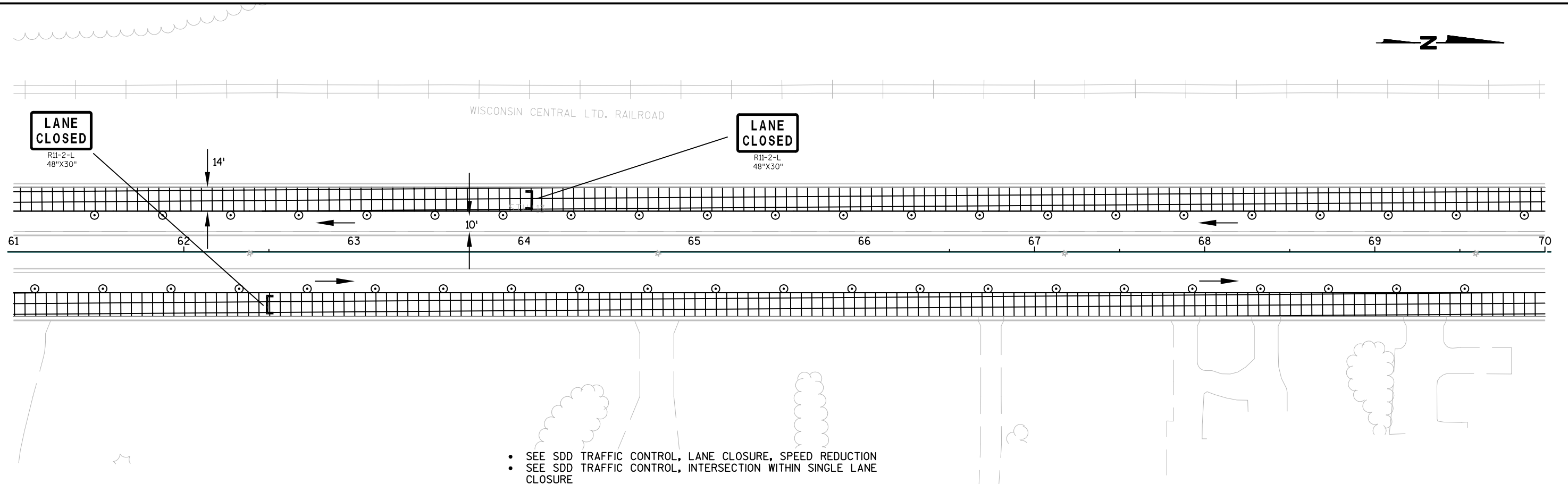


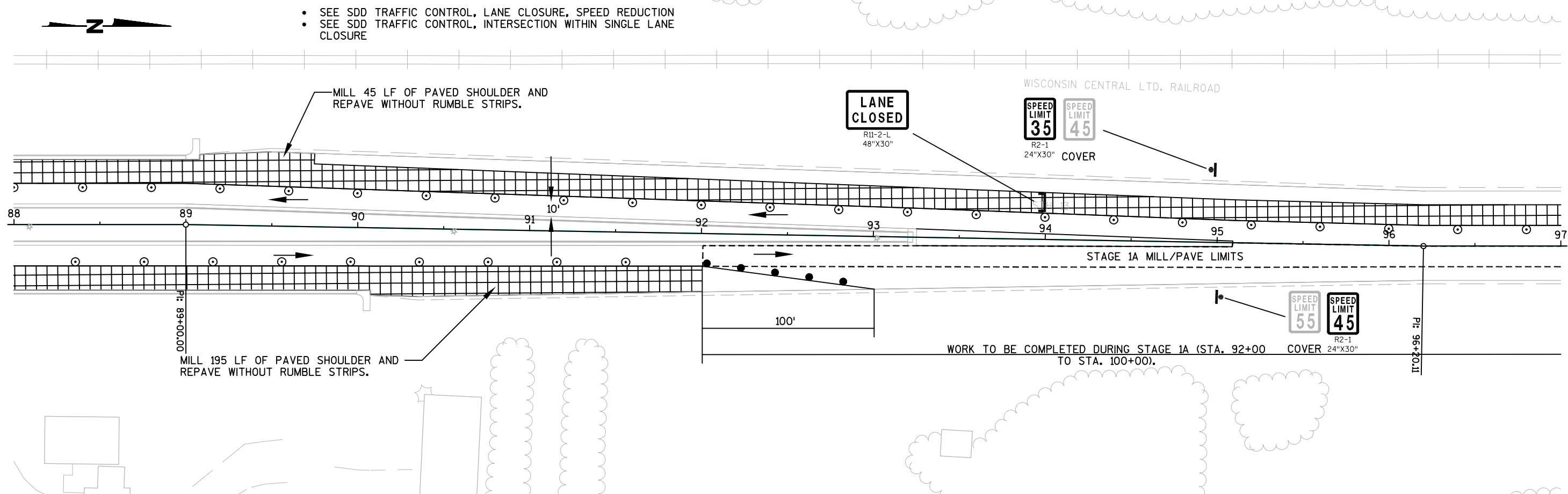
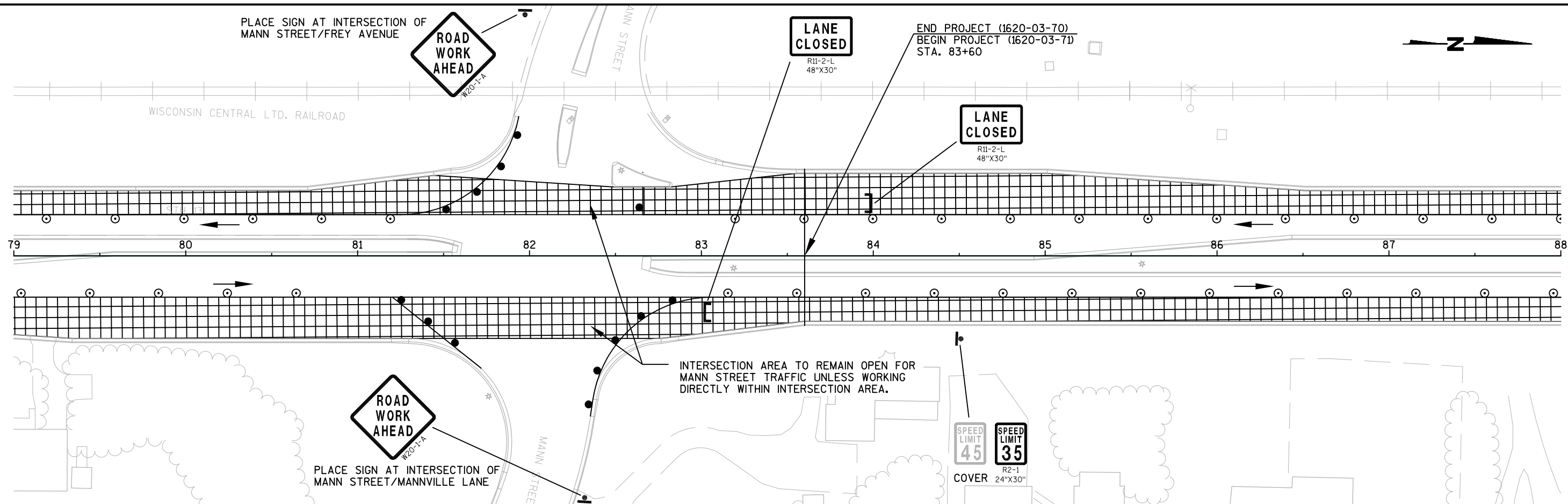
- SEE SDD TRAFFIC CONTROL, LANE CLOSURE, SPEED REDUCTION
- SEE SDD TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE

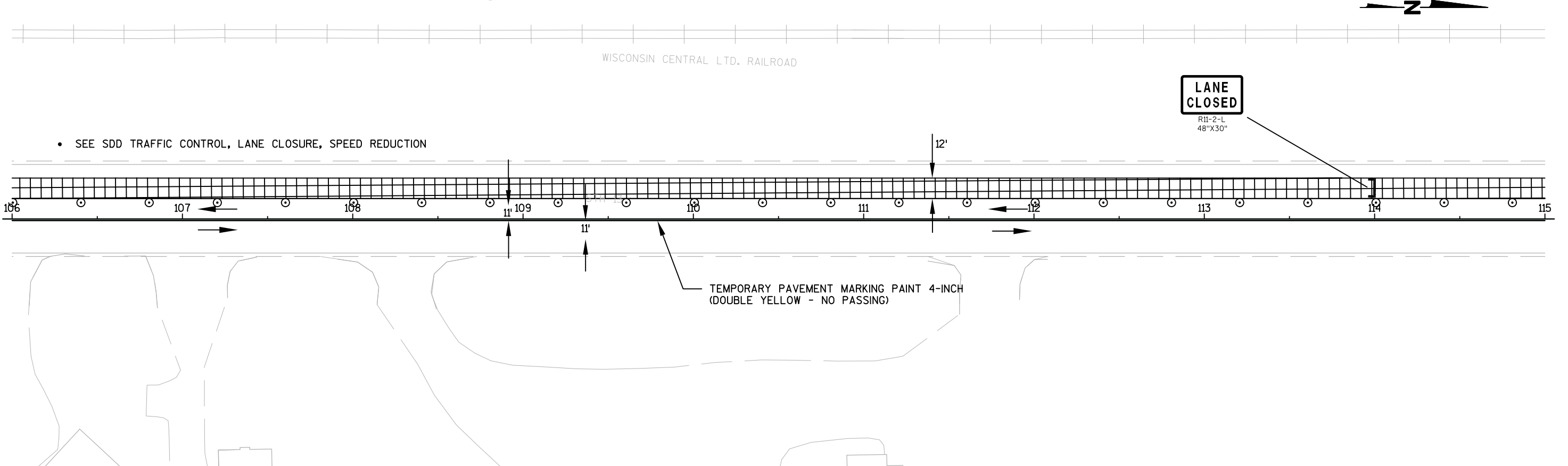
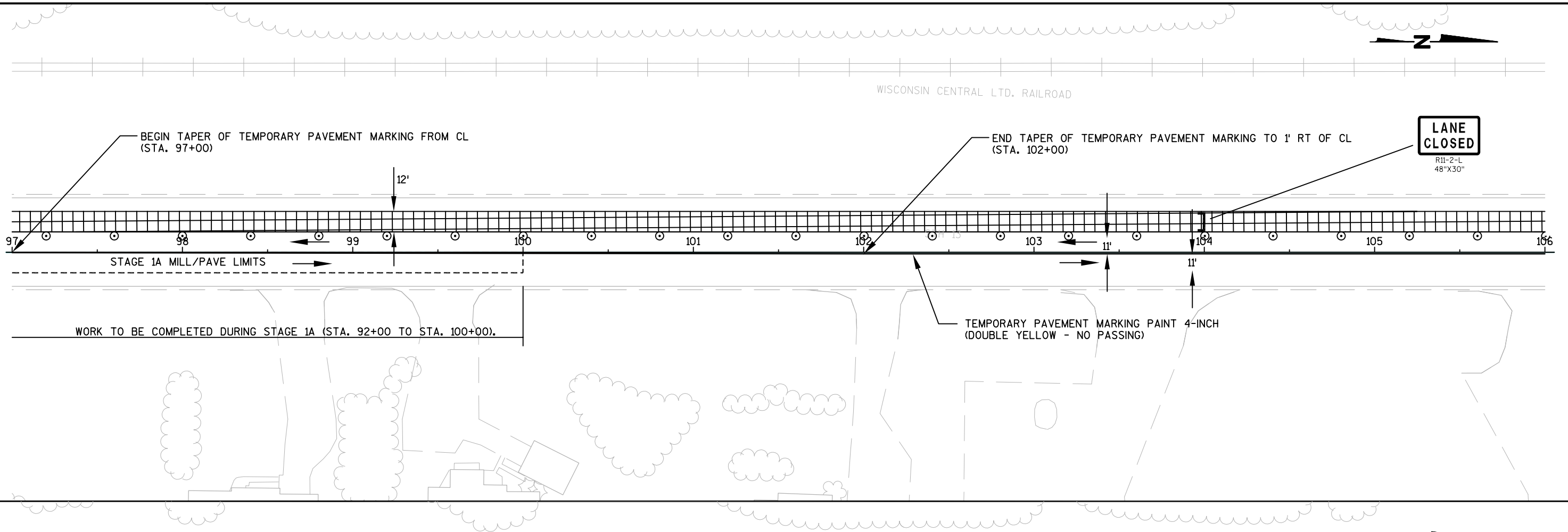


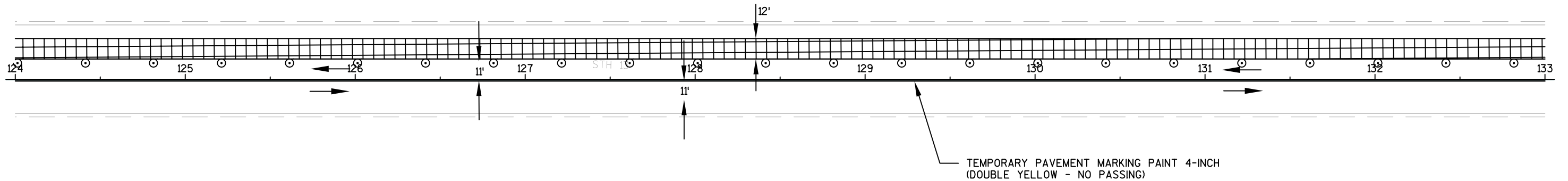
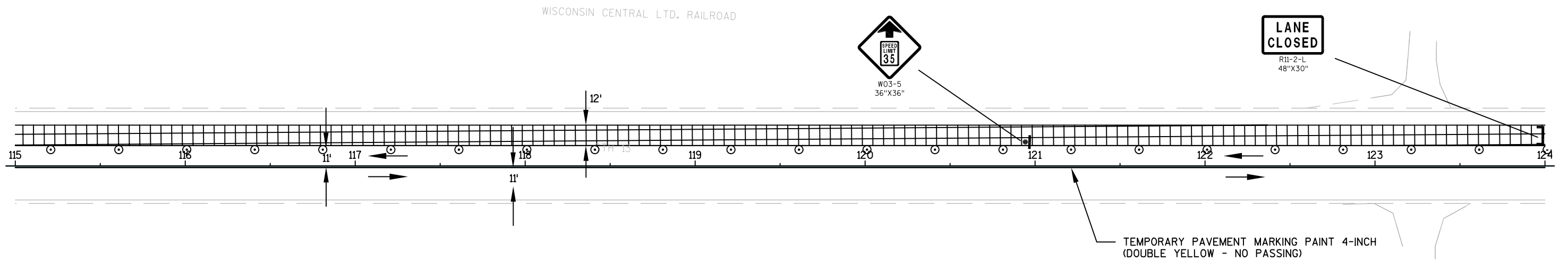


- SEE SDD TRAFFIC CONTROL, LANE CLOSURE, SPEED REDUCTION
- SEE SDD TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE









- SEE SDD TRAFFIC CONTROL, LANE CLOSURE, SPEED REDUCTION

PROJECT NO: 1620-03-71

HWY: STH 13

COUNTY: MARATHON

TRAFFIC CONTROL - RURAL STAGE 1

SHEET

E

FILE NAME : 025011_TC

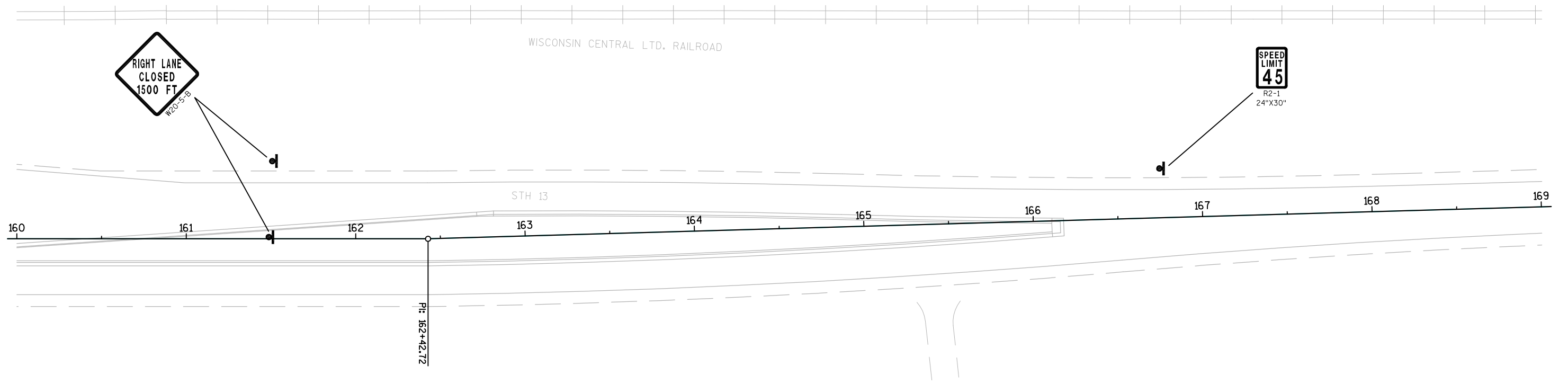
PLOT DATE : 24 AUG 2015 15:18:46

PLOT BY : GADDK

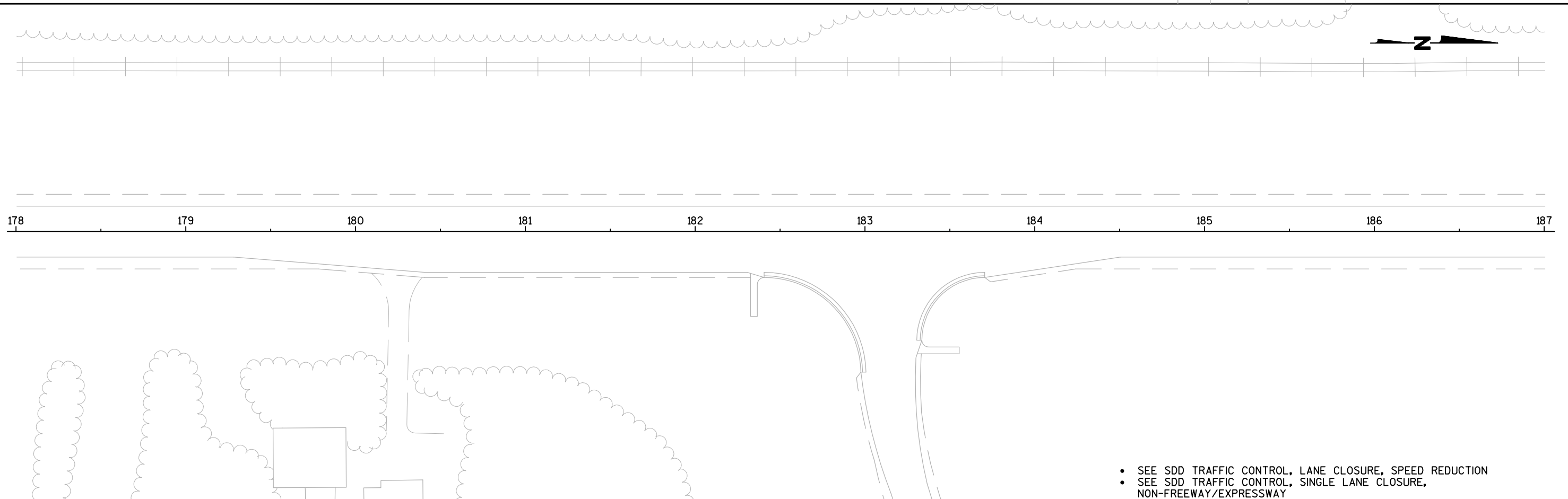
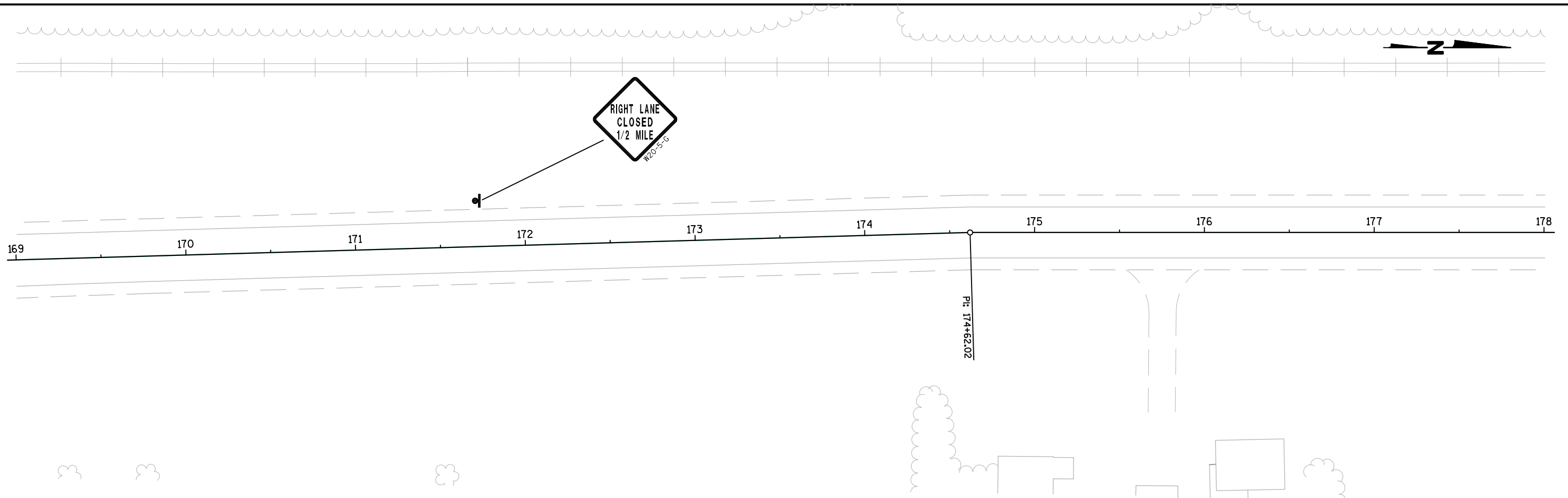
PLOT NAME :

PLOT SCALE : 1:1





- 11



- SEE SDD TRAFFIC CONTROL, LANE CLOSURE, SPEED REDUCTION
- SEE SDD TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY

PROJECT NO: 1620-03-71

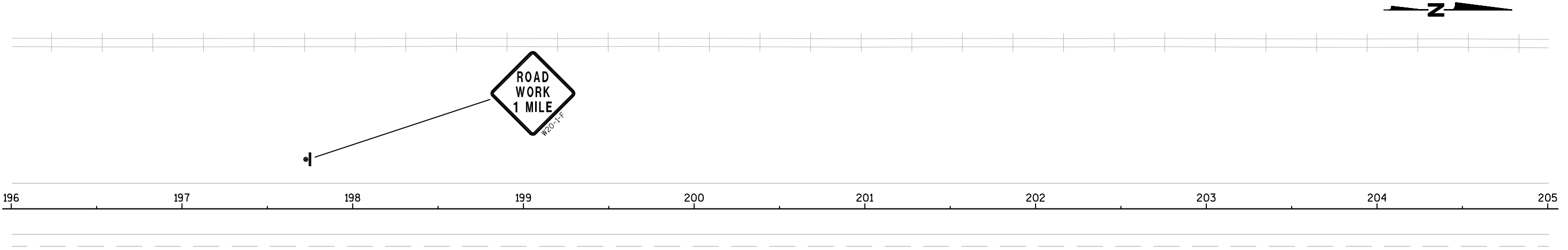
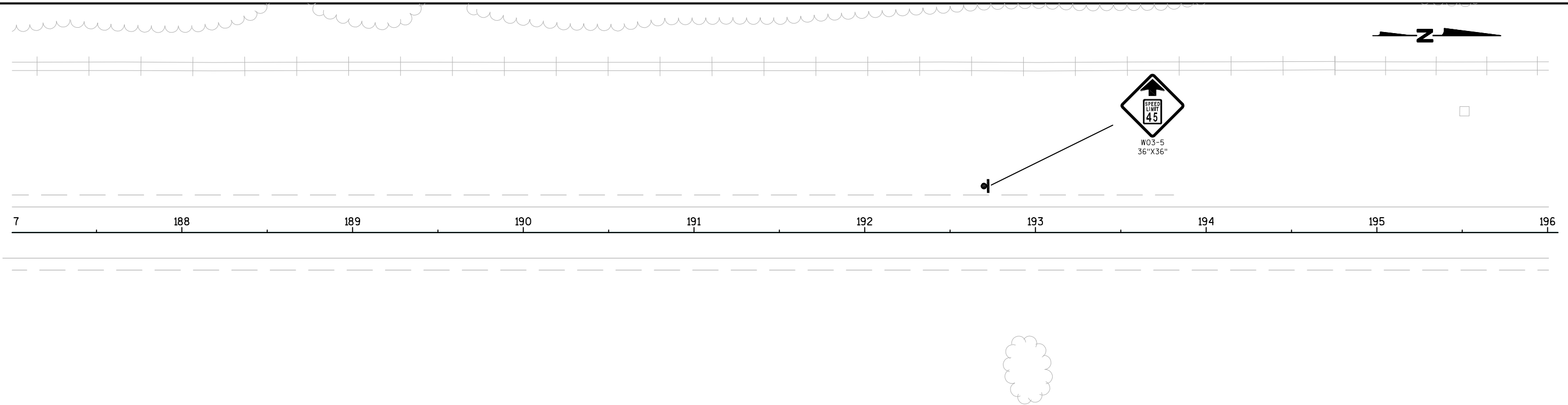
HWY: STH 13

COUNTY: MARATHON

TRAFFIC CONTROL - RURAL STAGE 1

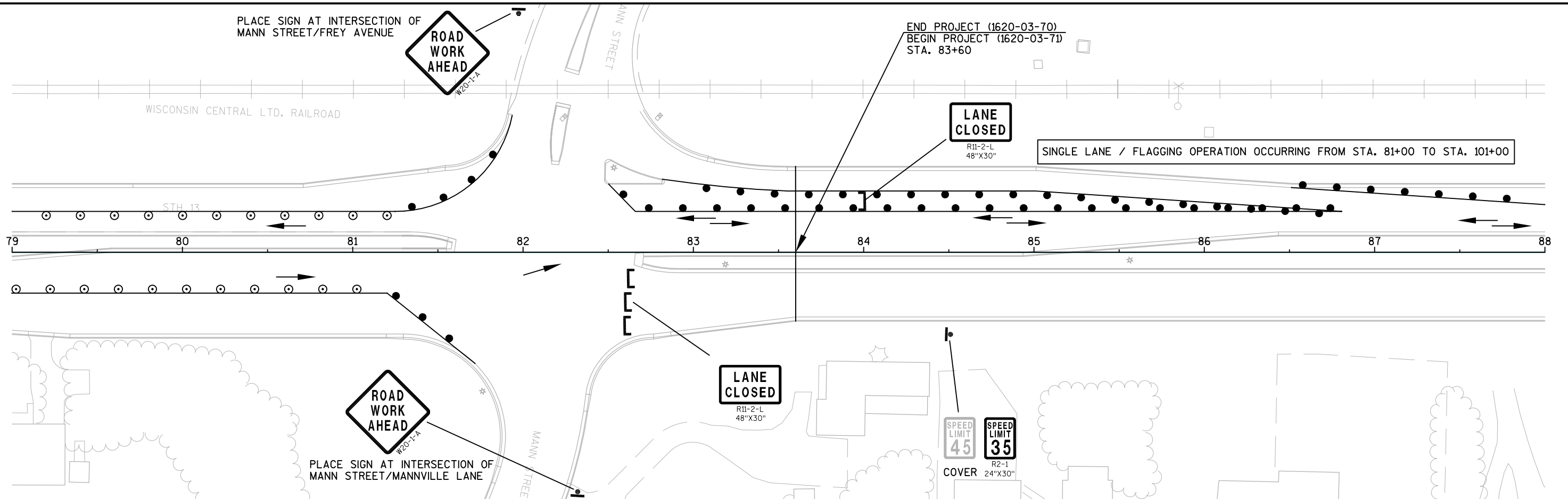
SHEET

E

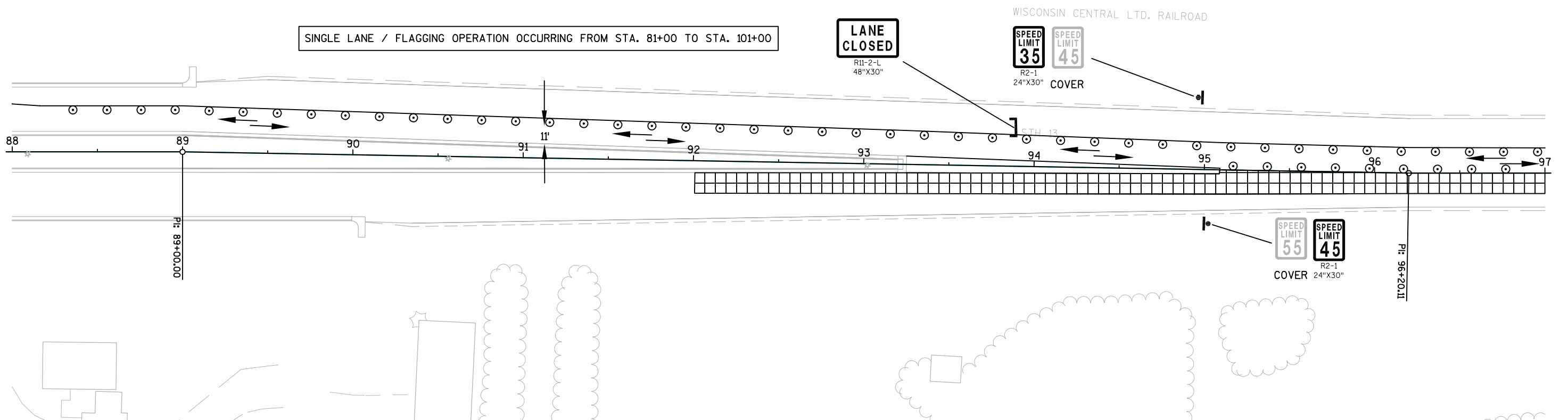


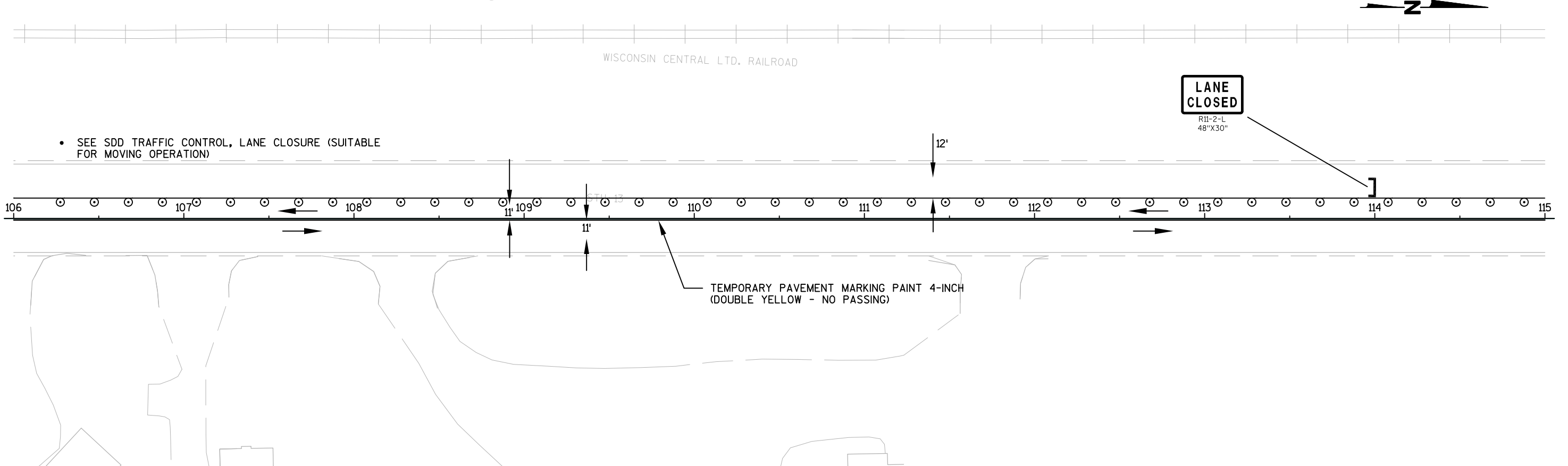
PLACE ADVANCE TRAFFIC CONTROL WARNING SIGNS PER STANDARD DETAIL DRAWINGS WITH A SPEED REDUCTION OF 10 MPH THROUGHOUT THE WORK ZONE. COVER ALL EXISTING SPEED LIMIT SIGNS THROUGHOUT PROJECT LIMITS.

- SEE SDD TRAFFIC CONTROL, LANE CLOSURE, SPEED REDUCTION
- SEE SDD TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY



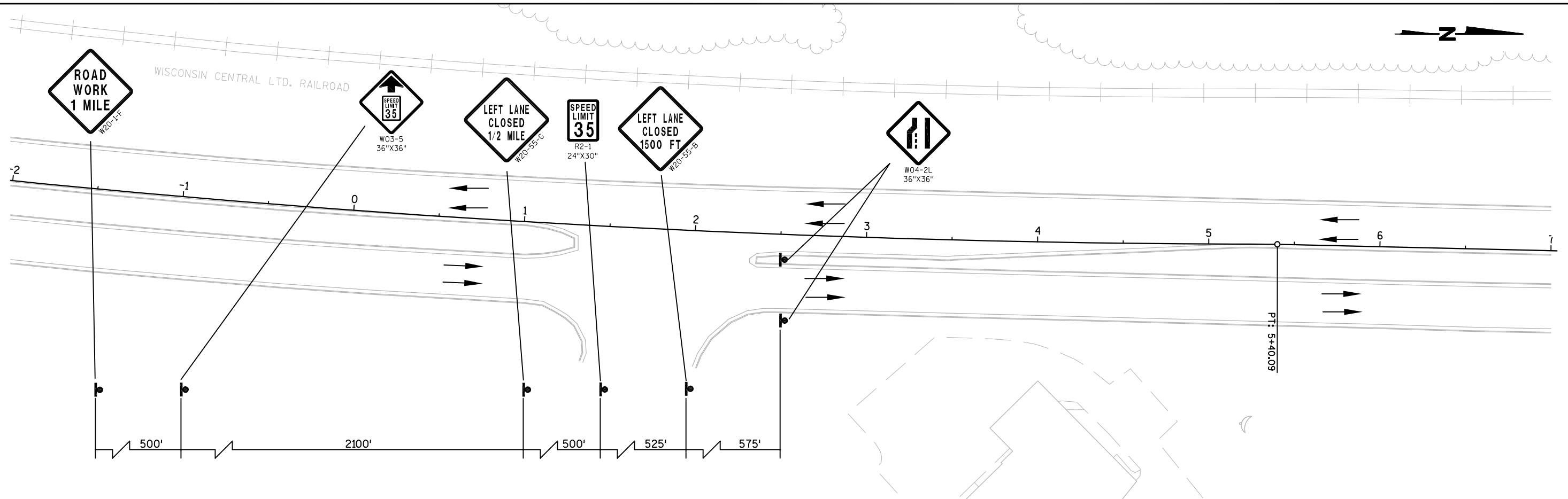
- SEE SDD TRAFFIC CONTROL, LANE CLOSURE (SUITABLE FOR MOVING OPERATION)
- SEE SDD TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE

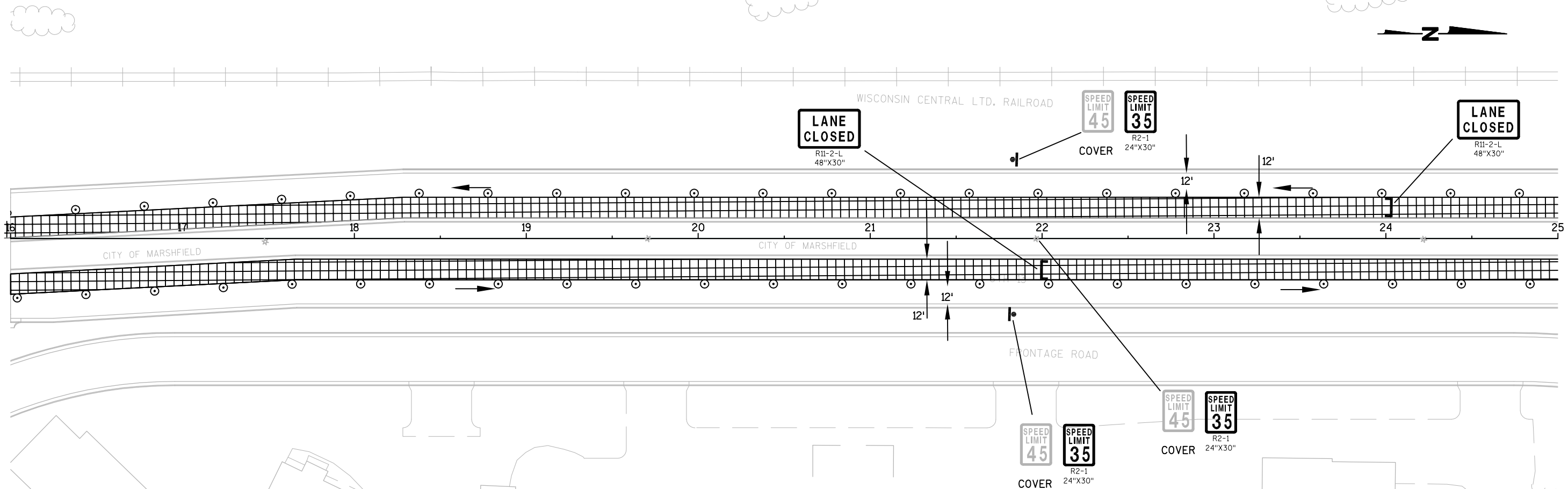
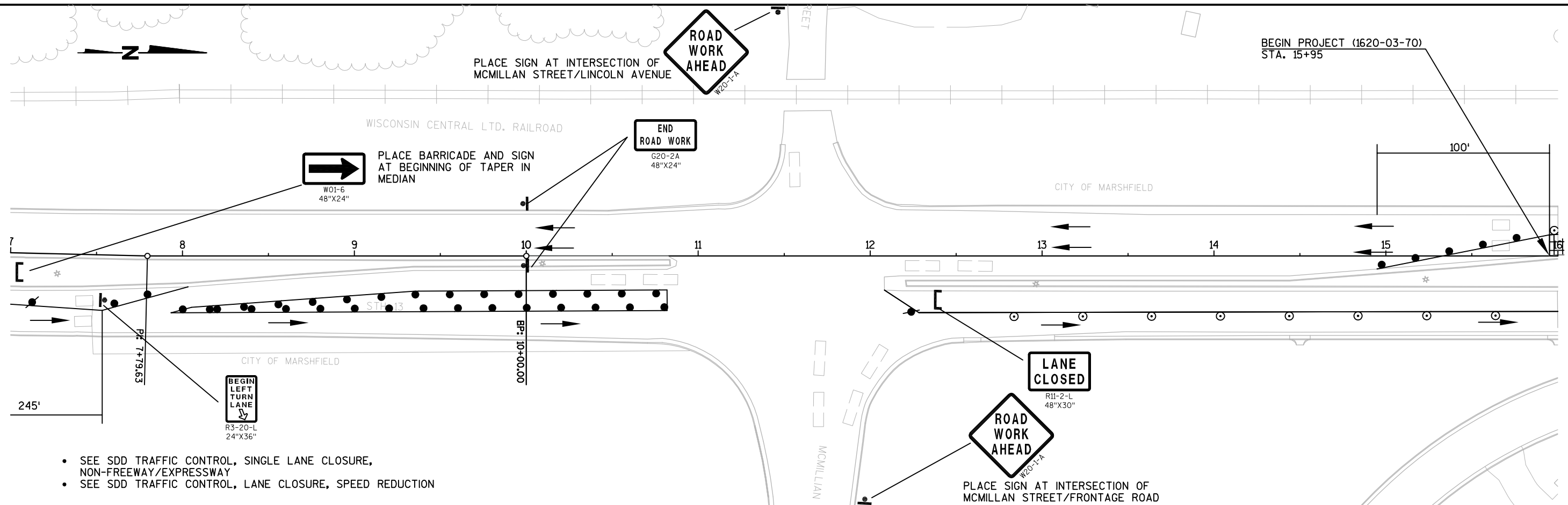


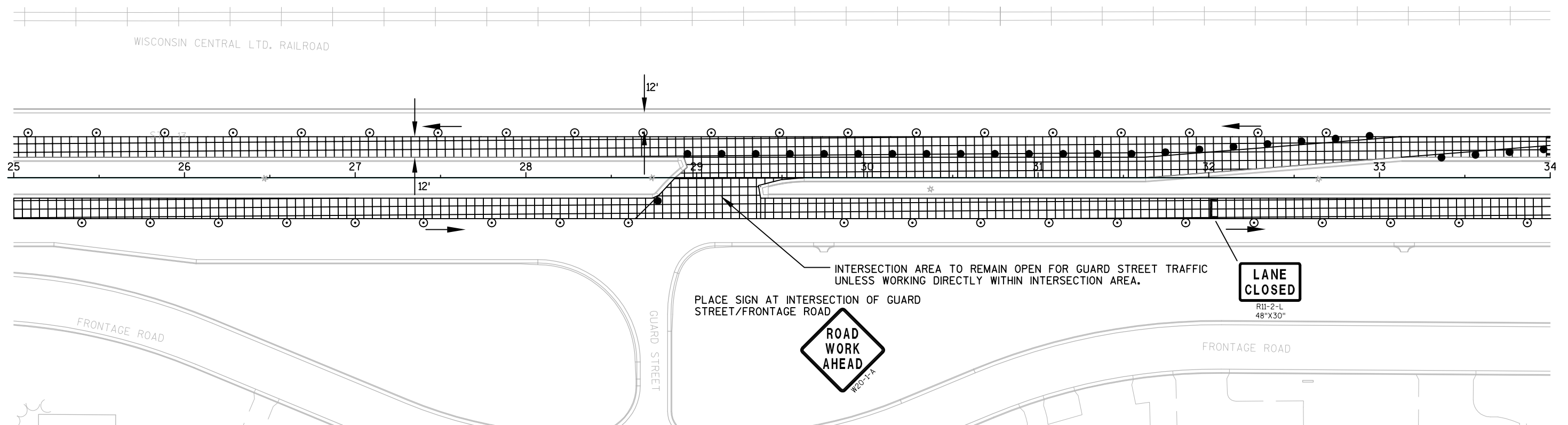


- SEE SDD TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY.
- SEE SDD TRAFFIC CONTROL, LANE CLOSURE, SPEED REDUCTION.

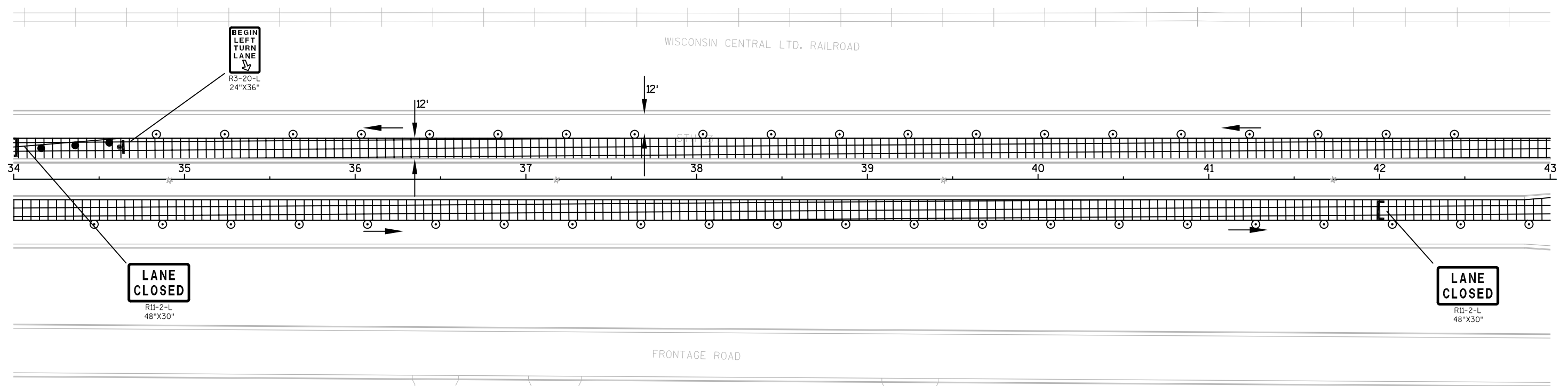
PLACE ADVANCE TRAFFIC CONTROL WARNING SIGNS PER STANDARD DETAIL DRAWINGS WITH A SPEED REDUCTION OF 10 MPH THROUGHOUT THE WORK ZONE.
COVER ALL EXISTING SPEED LIMIT SIGNS THROUGHOUT PROJECT LIMITS.

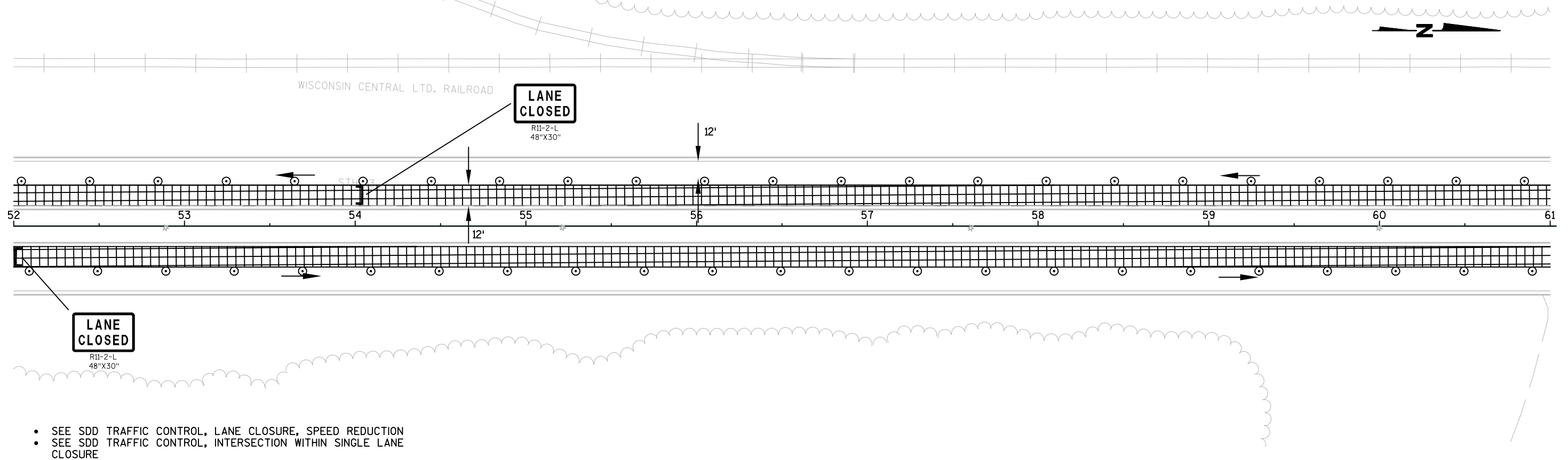
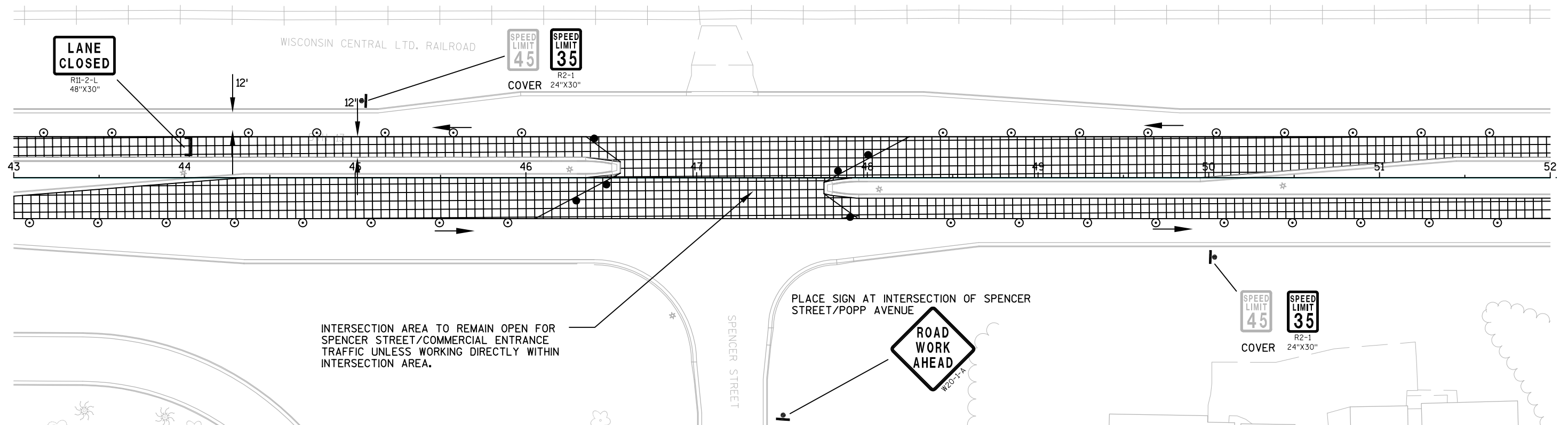


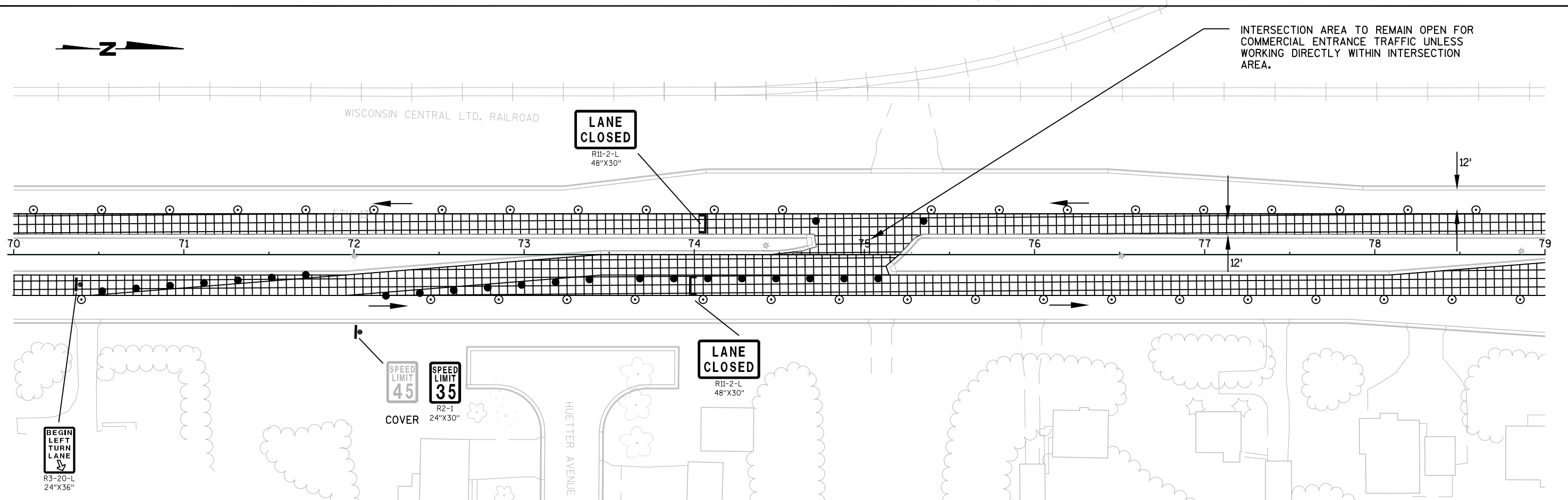
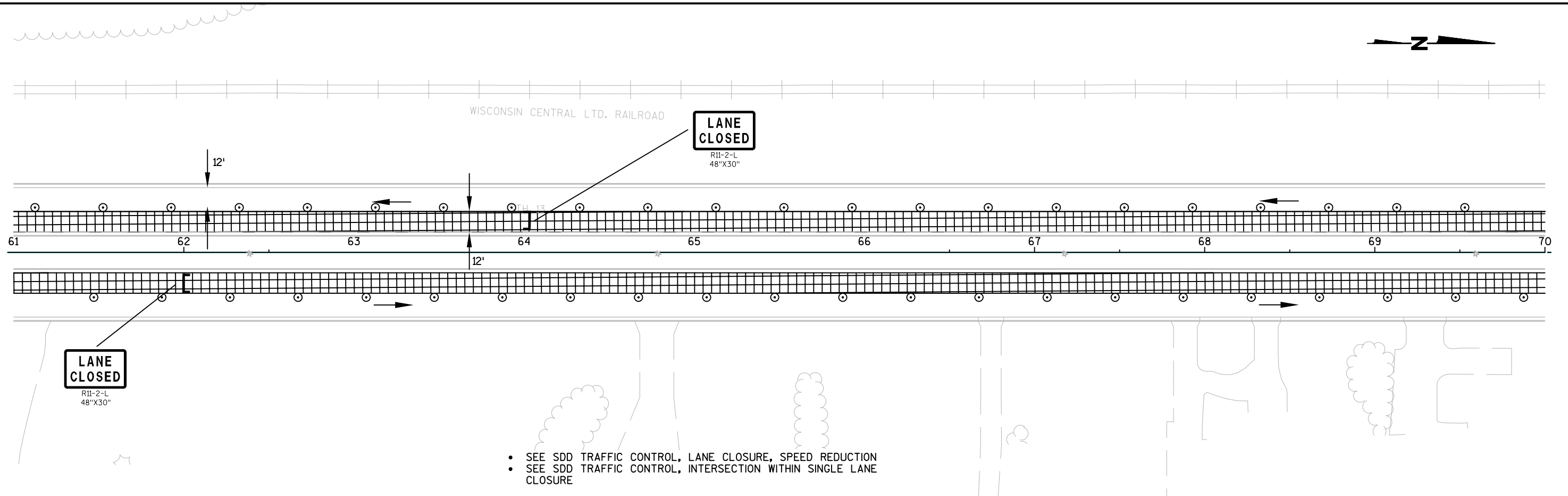


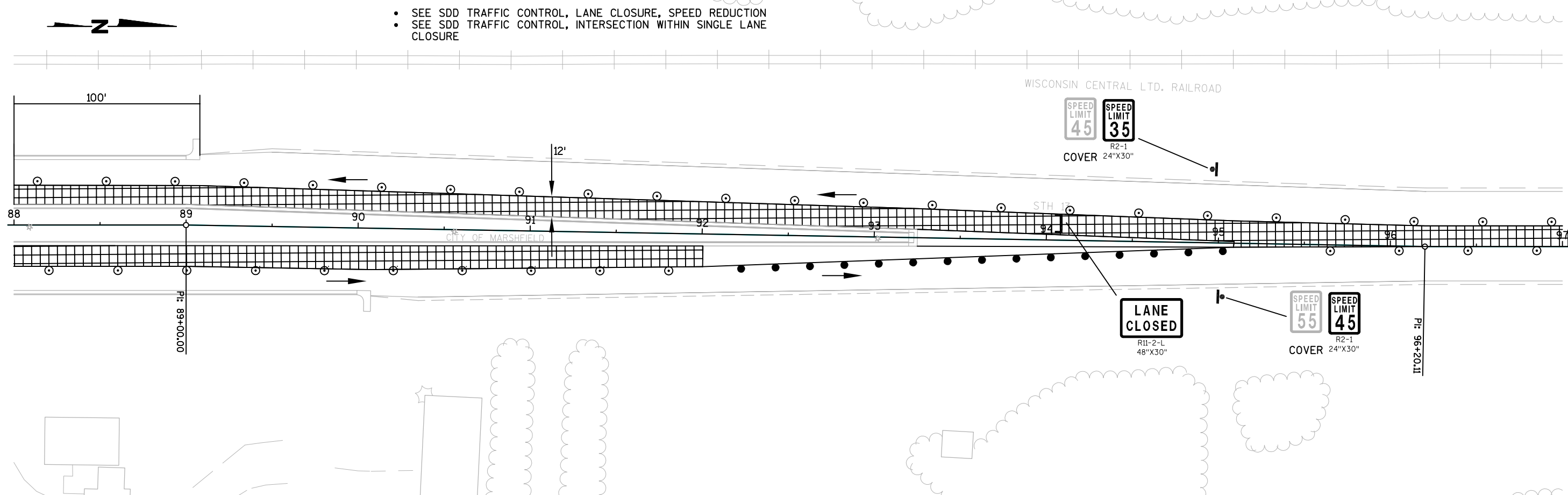
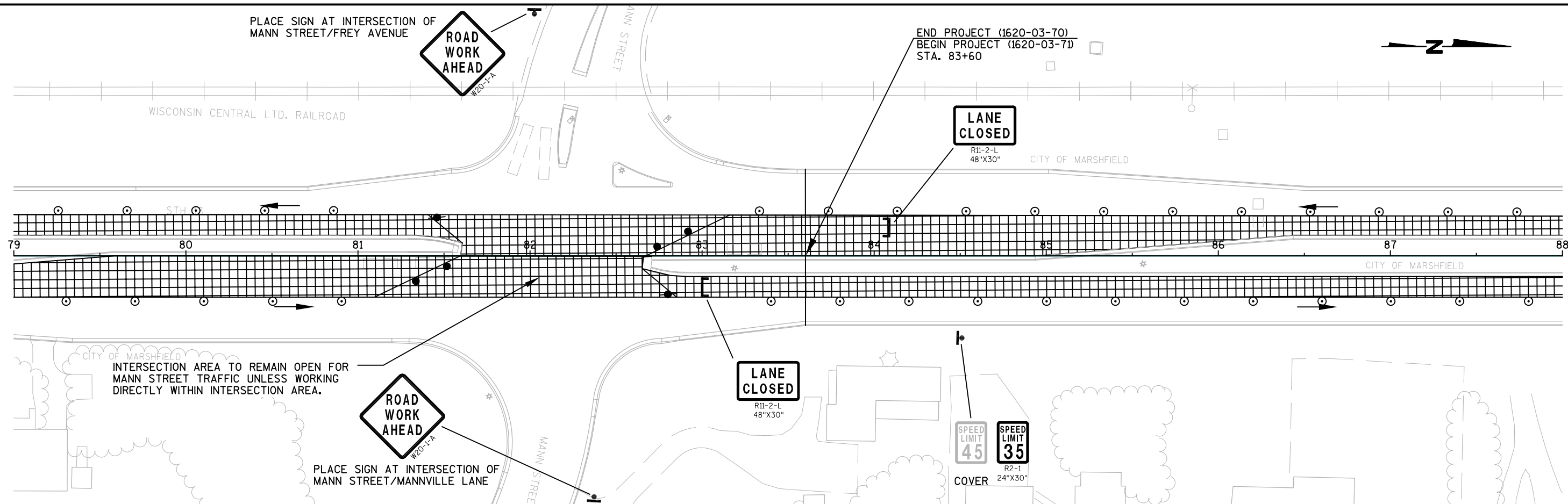


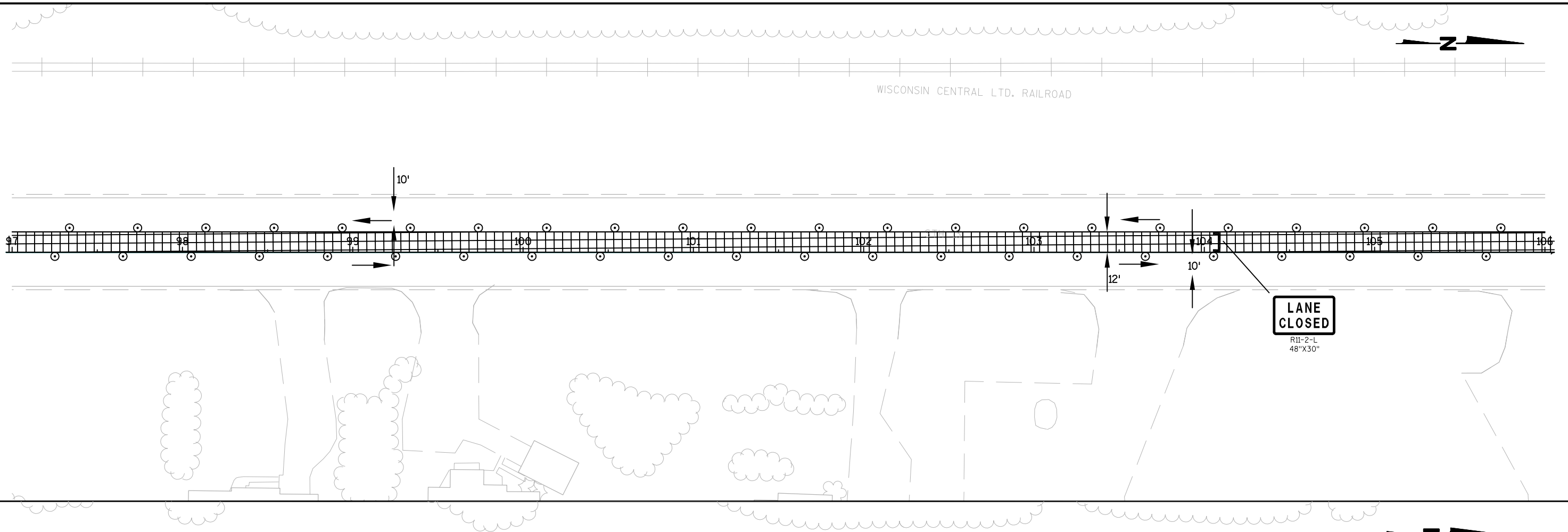
- SEE SDD TRAFFIC CONTROL, LANE CLOSURE, SPEED REDUCTION
- SEE SDD TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE



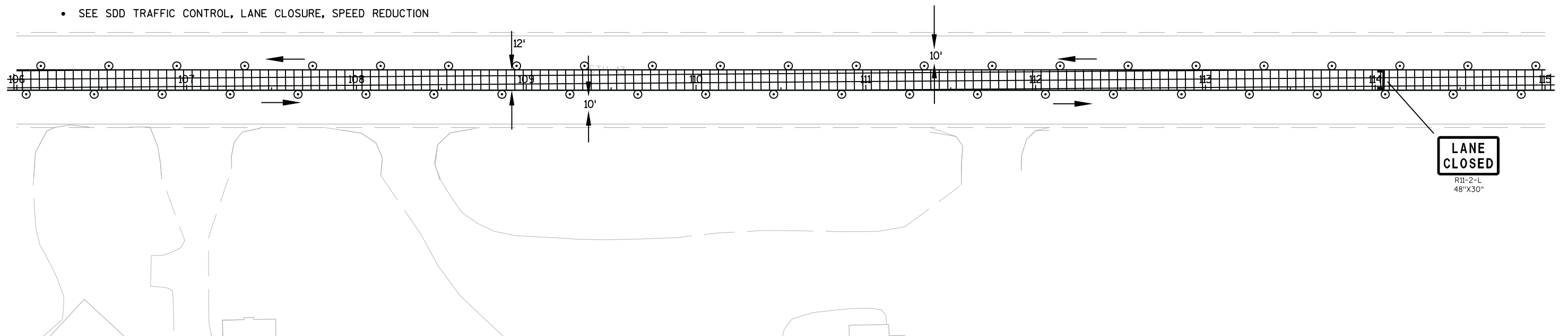


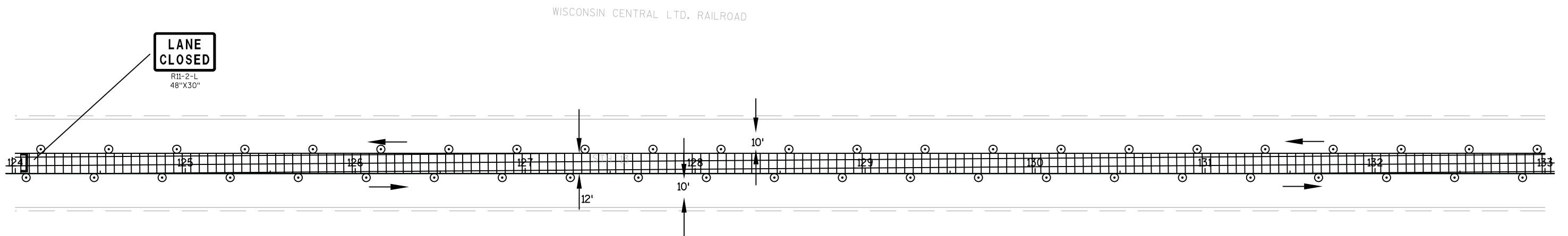
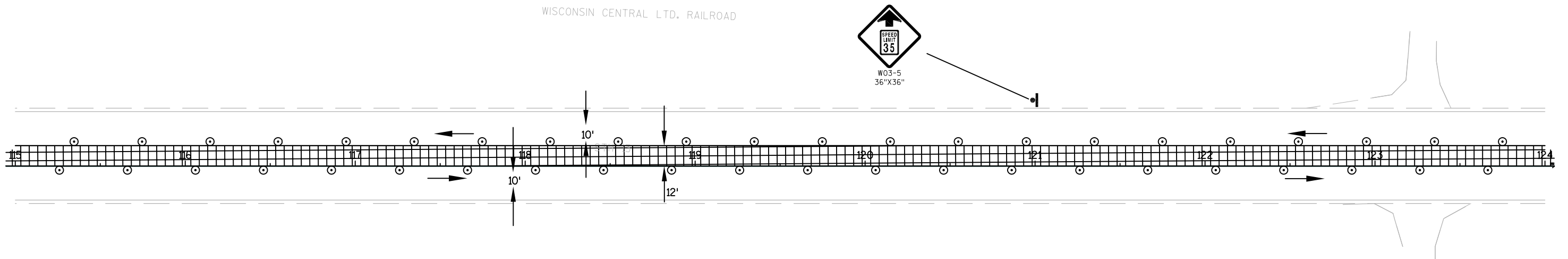






- SEE SDD TRAFFIC CONTROL, LANE CLOSURE, SPEED REDUCTION





- SEE SDD TRAFFIC CONTROL, LANE CLOSURE, SPEED REDUCTION

PROJECT NO: 1620-03-71

HWY: STH 13

COUNTY: MARATHON

TRAFFIC CONTROL - RURAL STAGE 2

SHEET

E

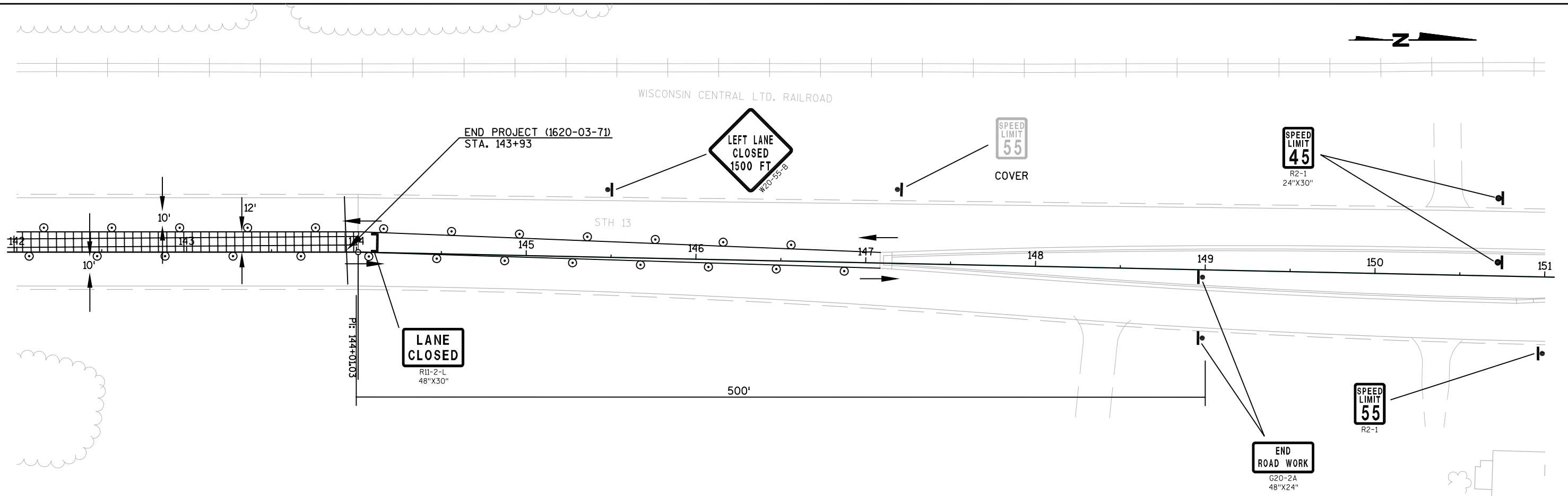
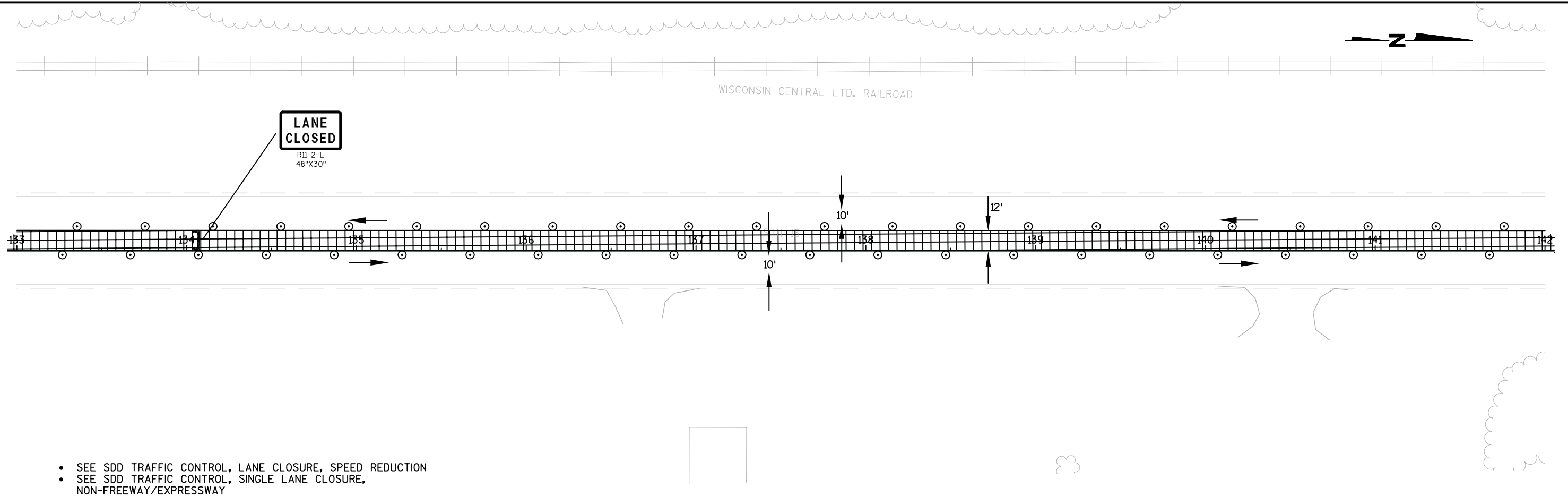
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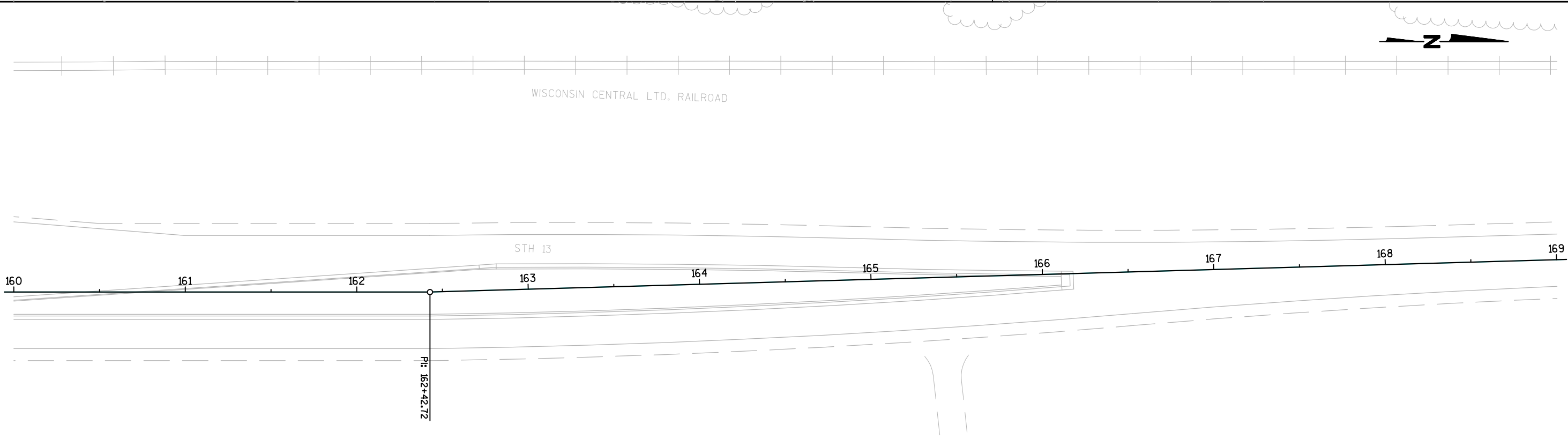
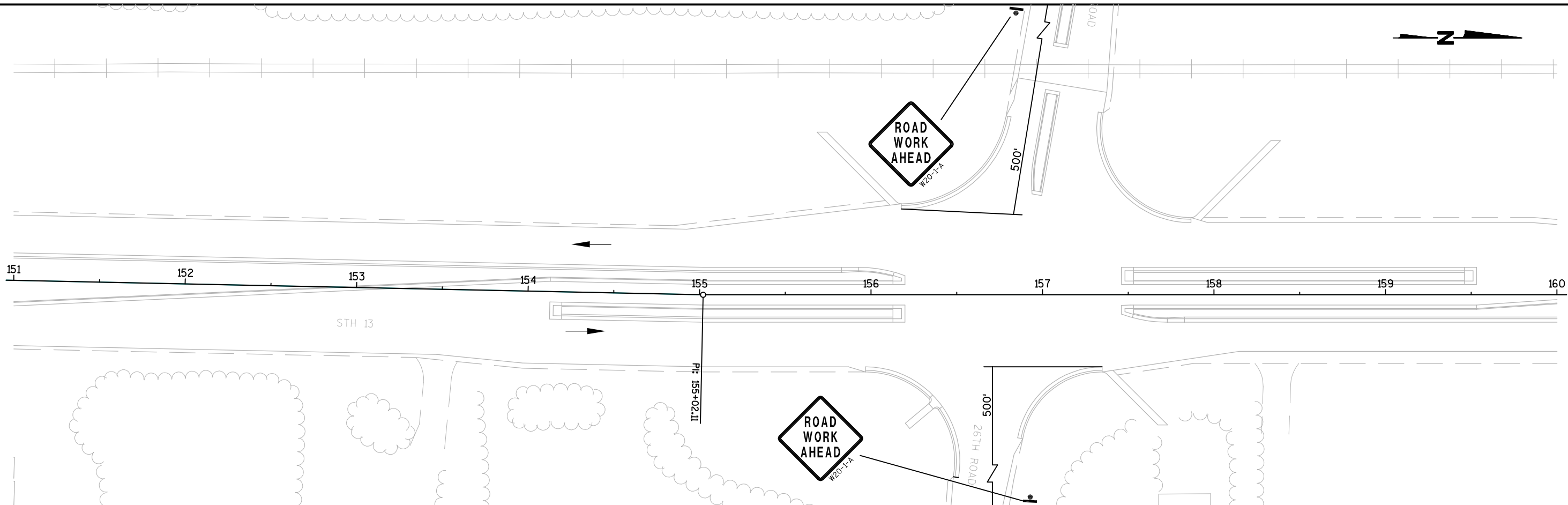
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PLOT BY : GADDK

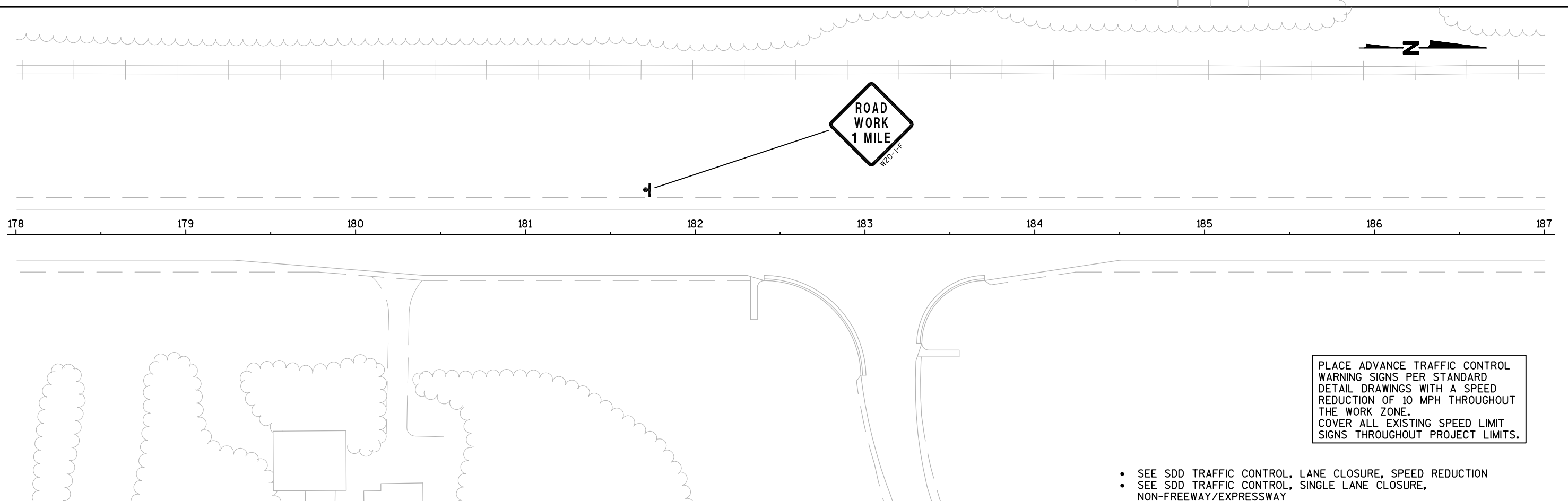
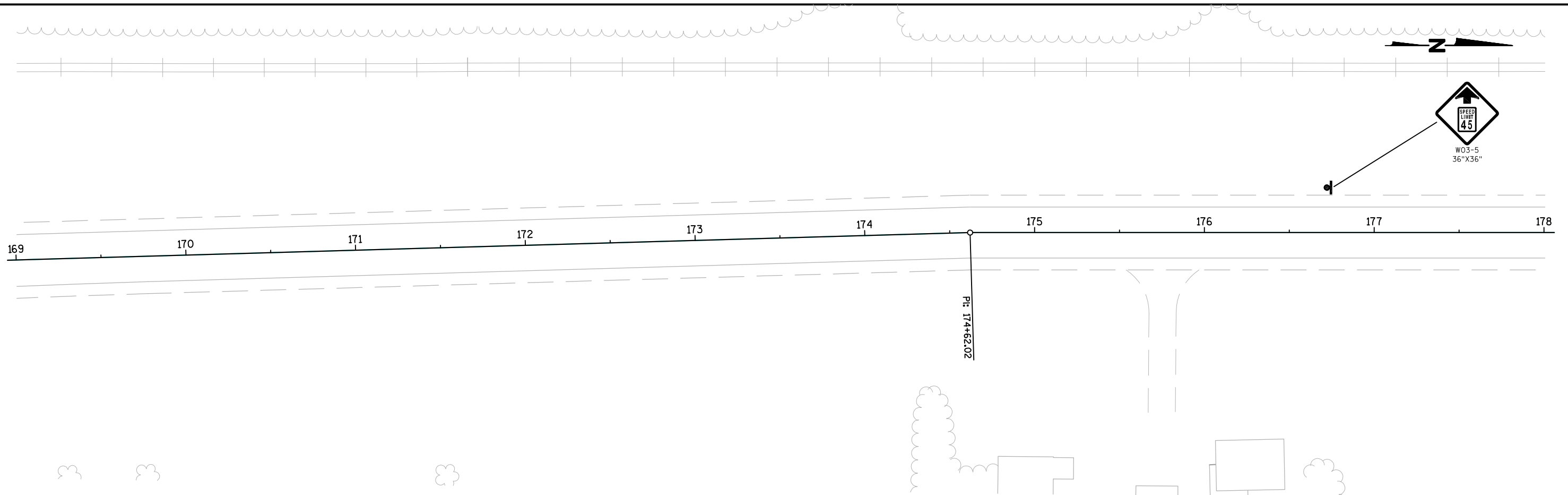
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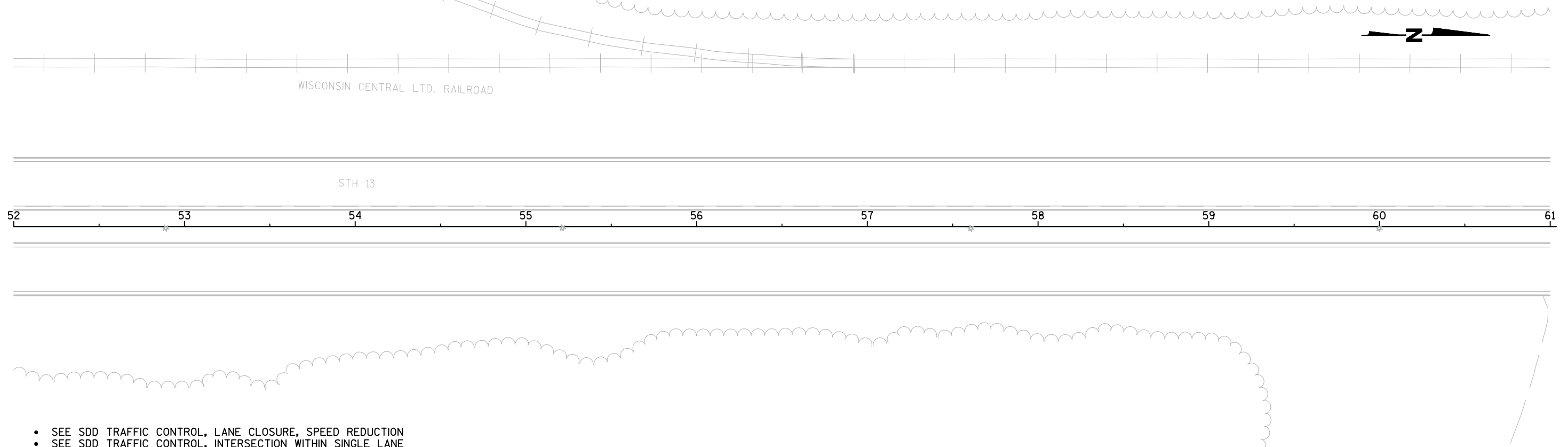
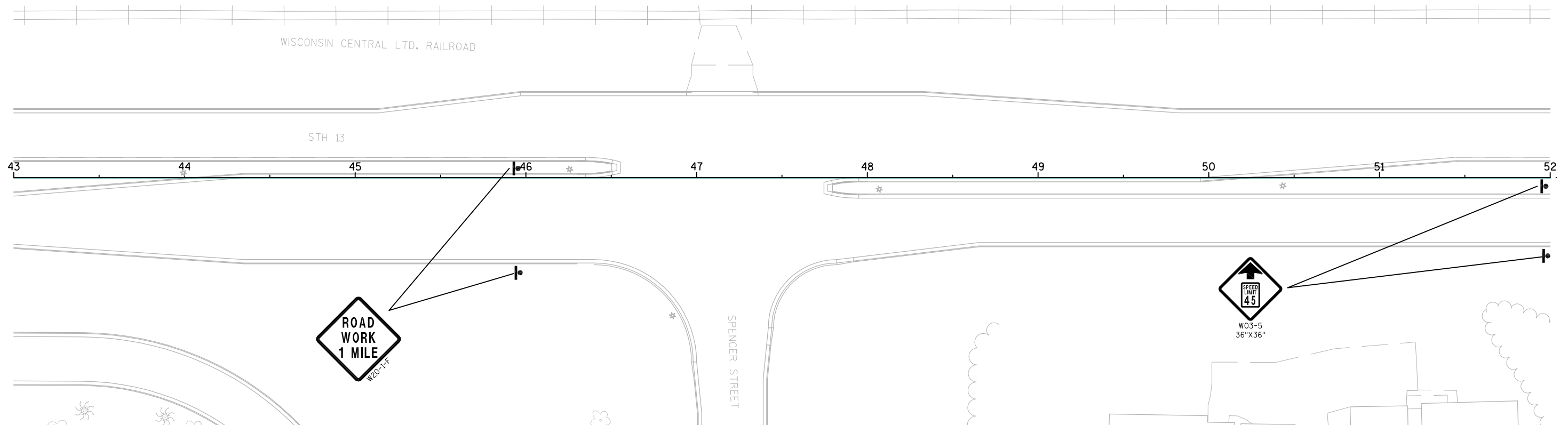
PLOT SCALE : 1:1



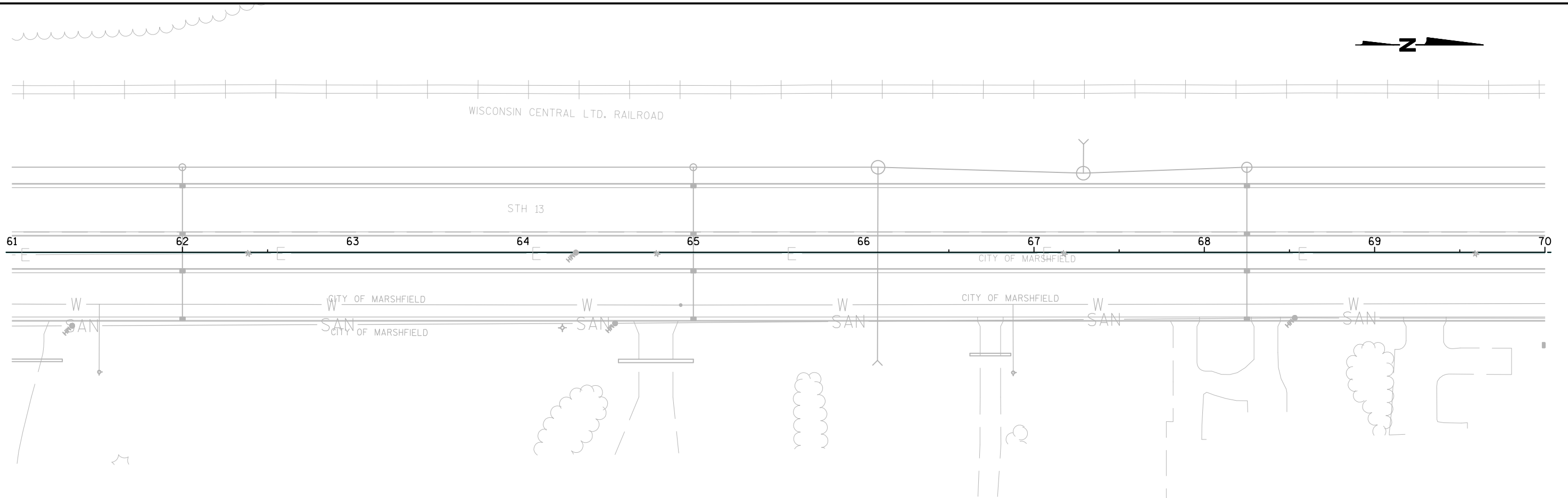


- SEE SDD TRAFFIC CONTROL, LANE CLOSURE, SPEED REDUCTION
- SEE SDD TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY

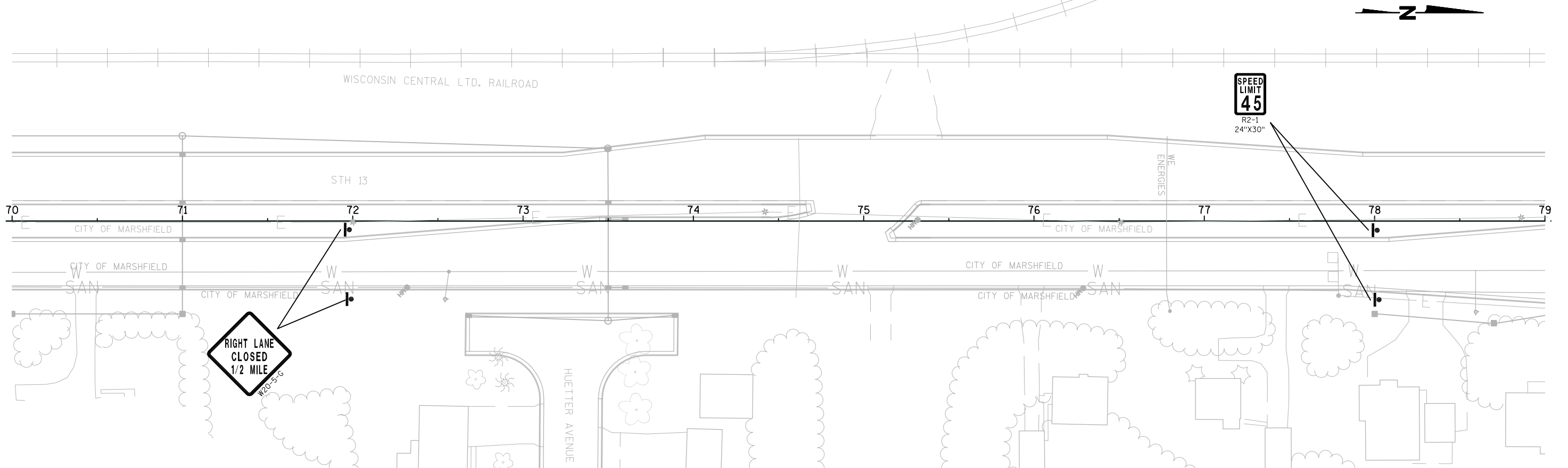


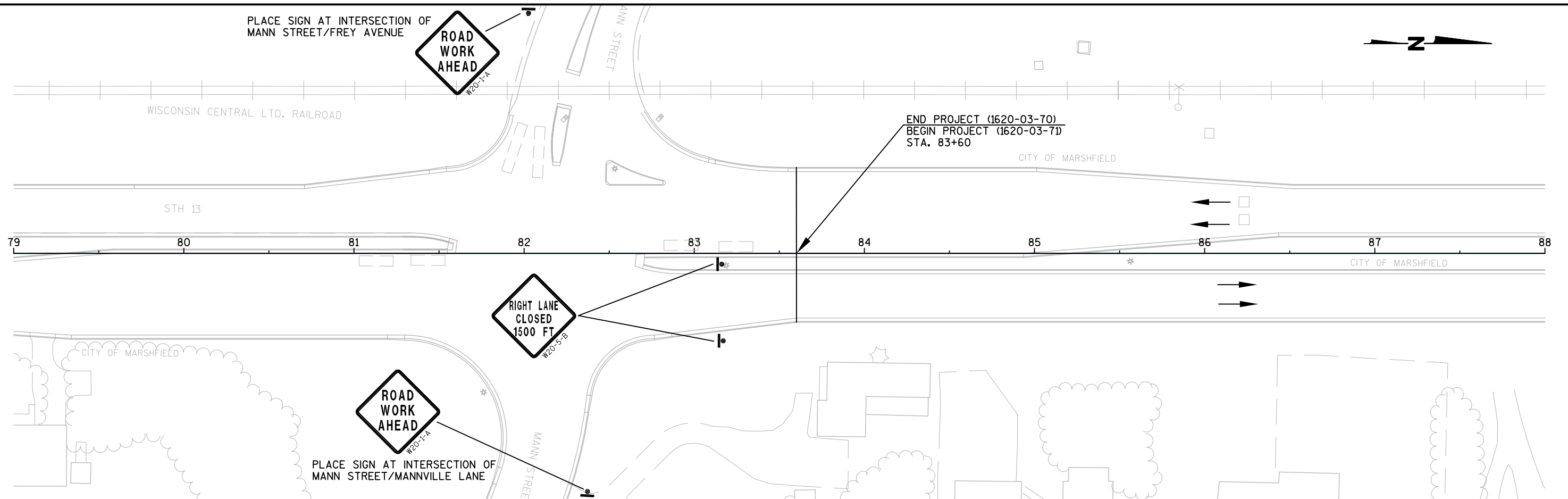


- SEE SDD TRAFFIC CONTROL, LANE CLOSURE, SPEED REDUCTION
- SEE SDD TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE

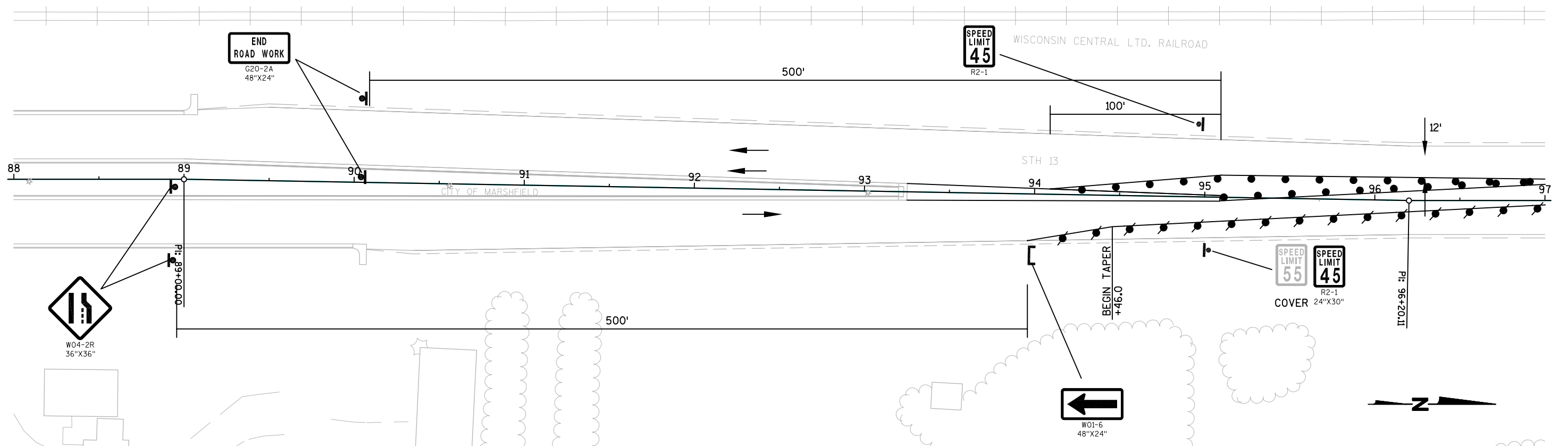


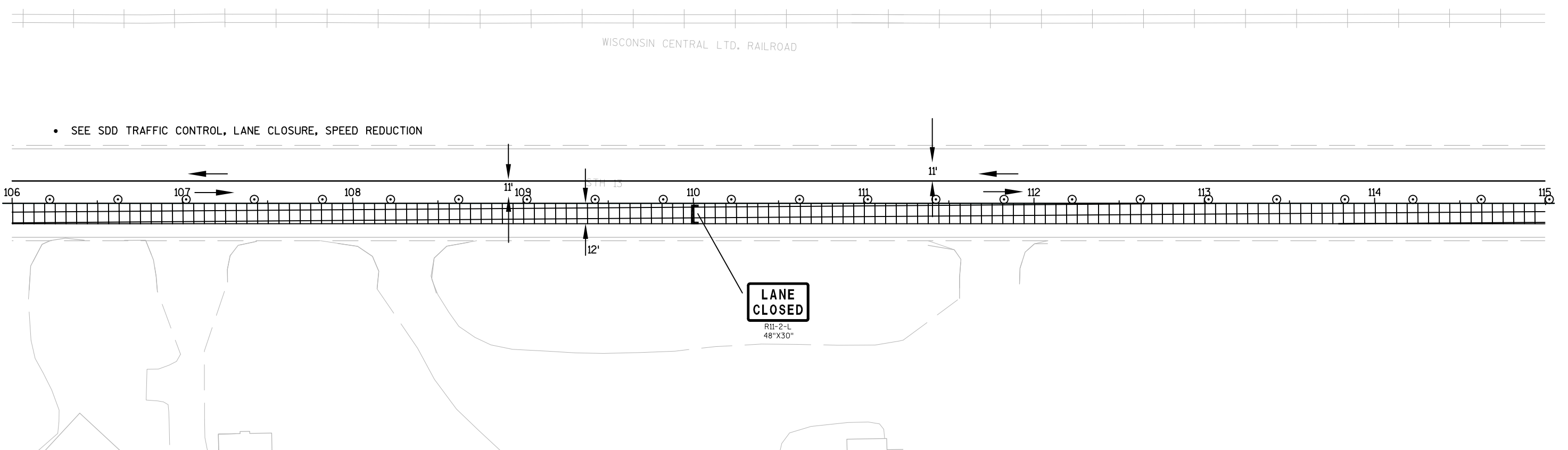
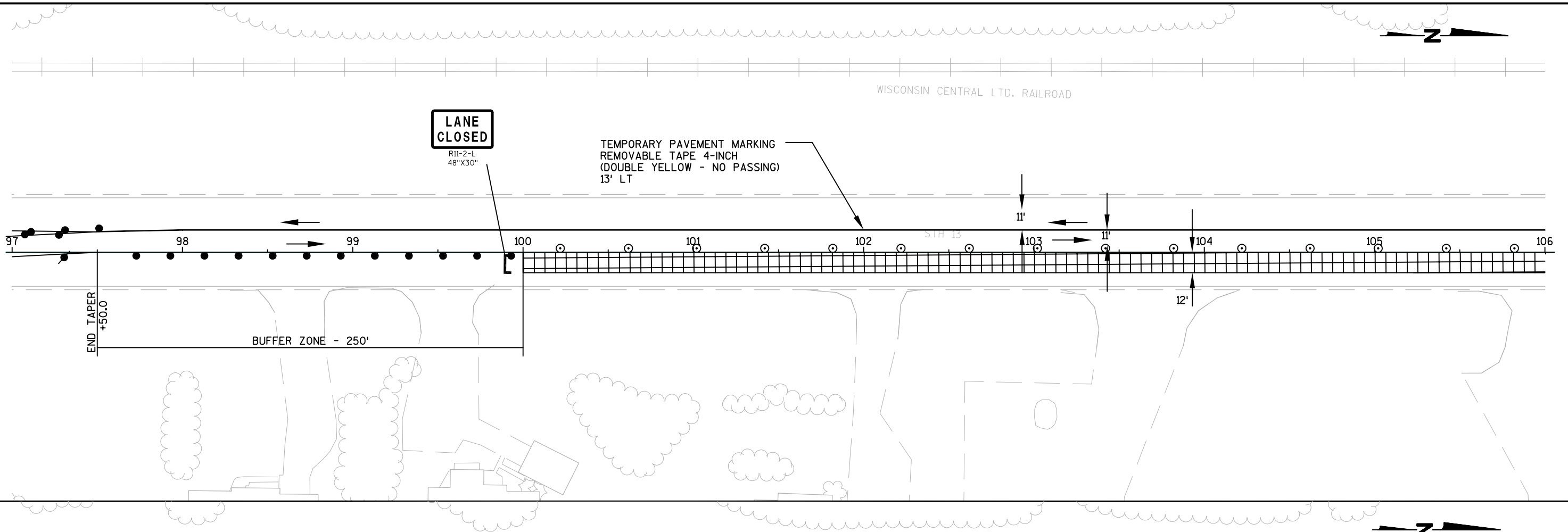
- SEE SDD TRAFFIC CONTROL, LANE CLOSURE, SPEED REDUCTION

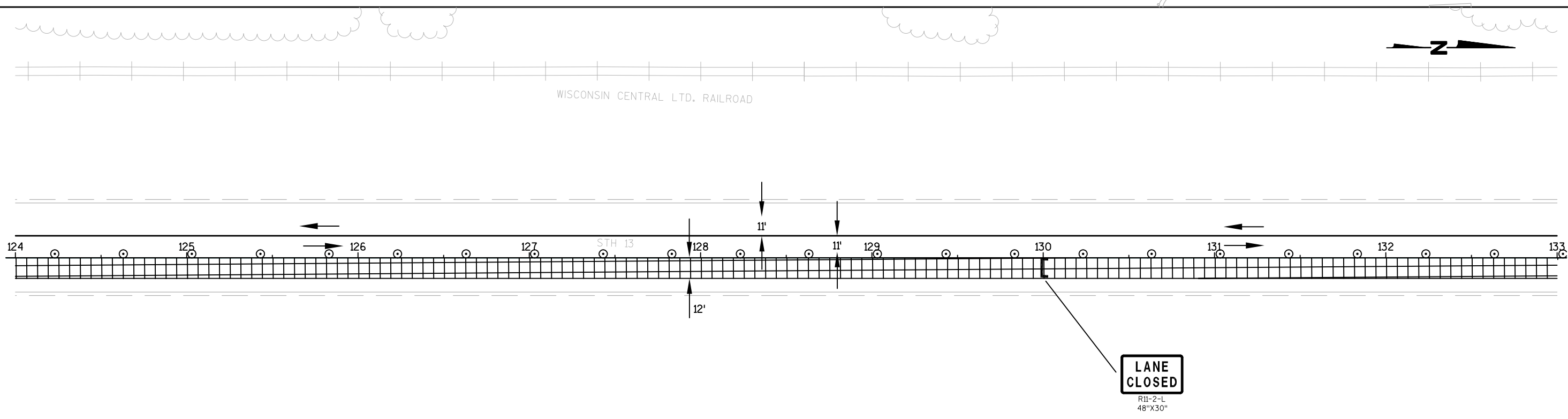
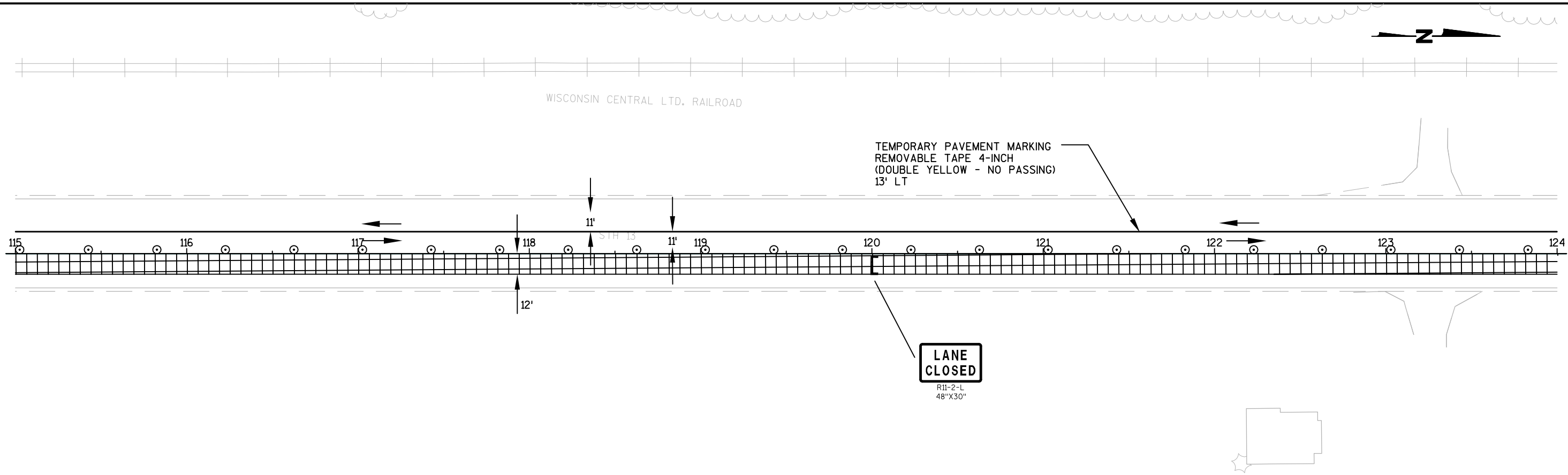




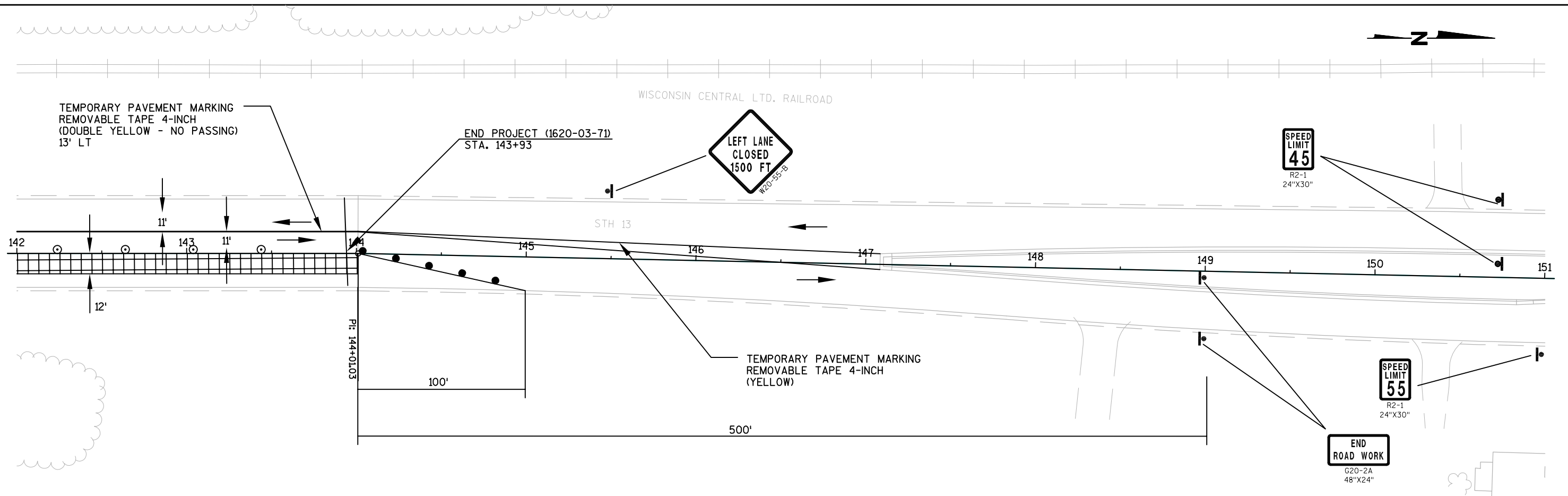
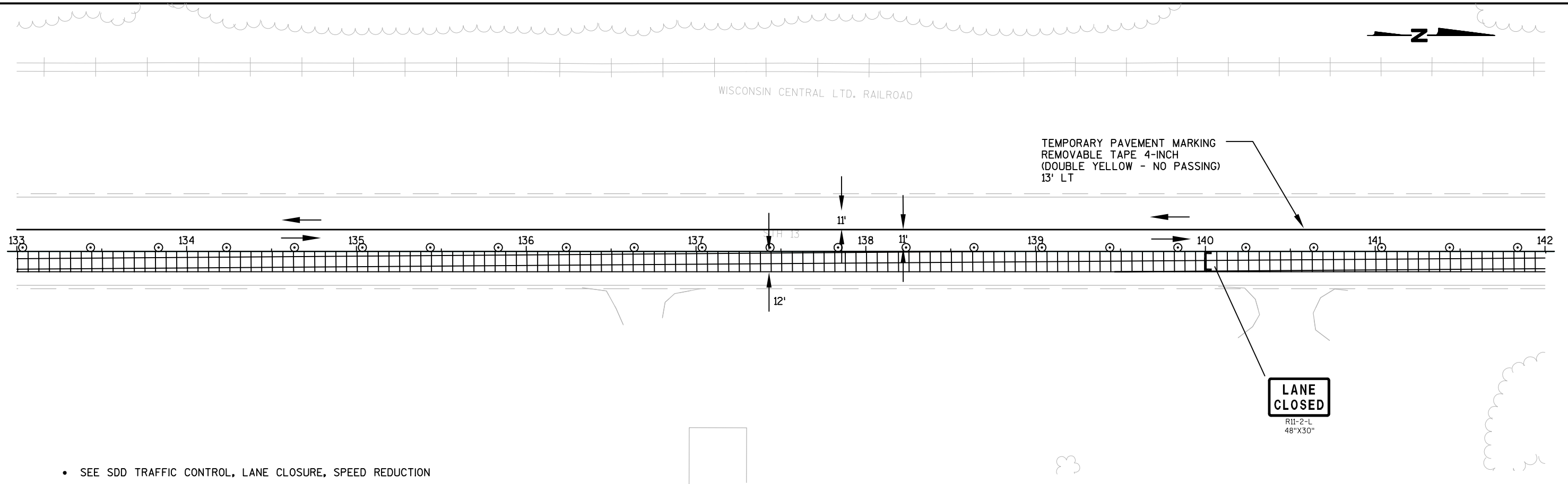
- SEE SDD TRAFFIC CONTROL, LANE CLOSURE, SPEED REDUCTION

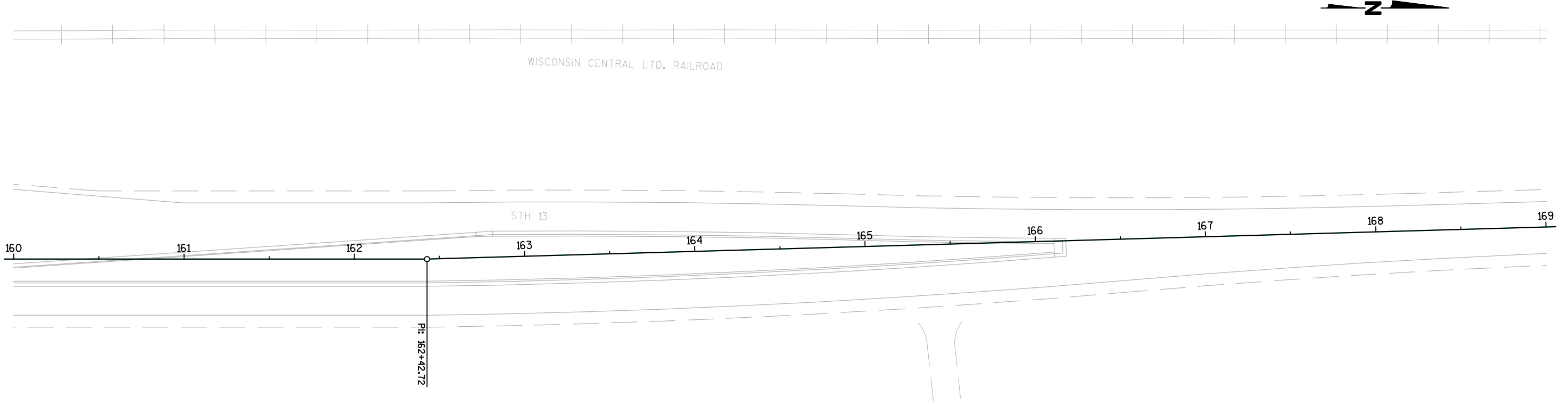
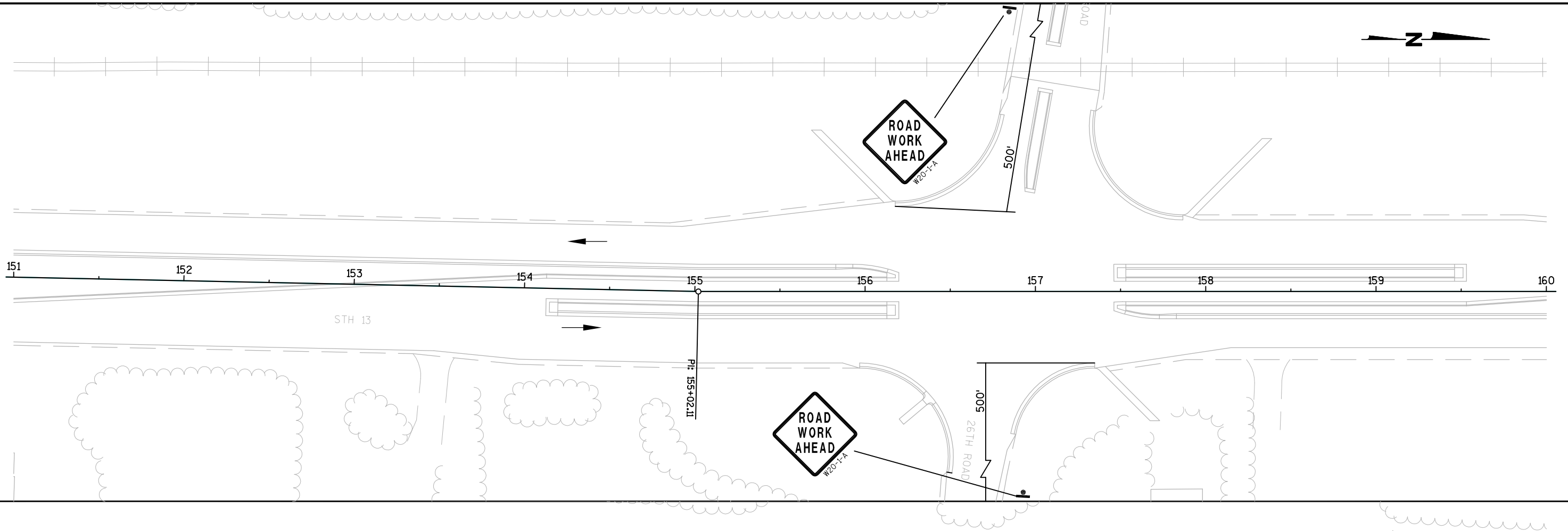




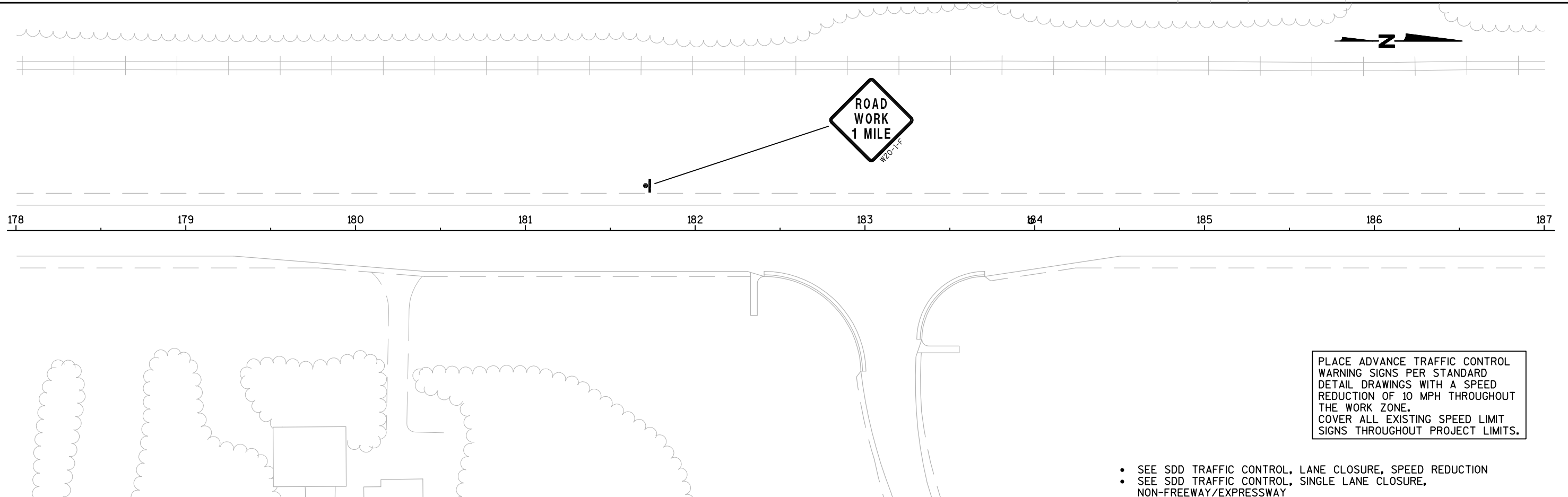
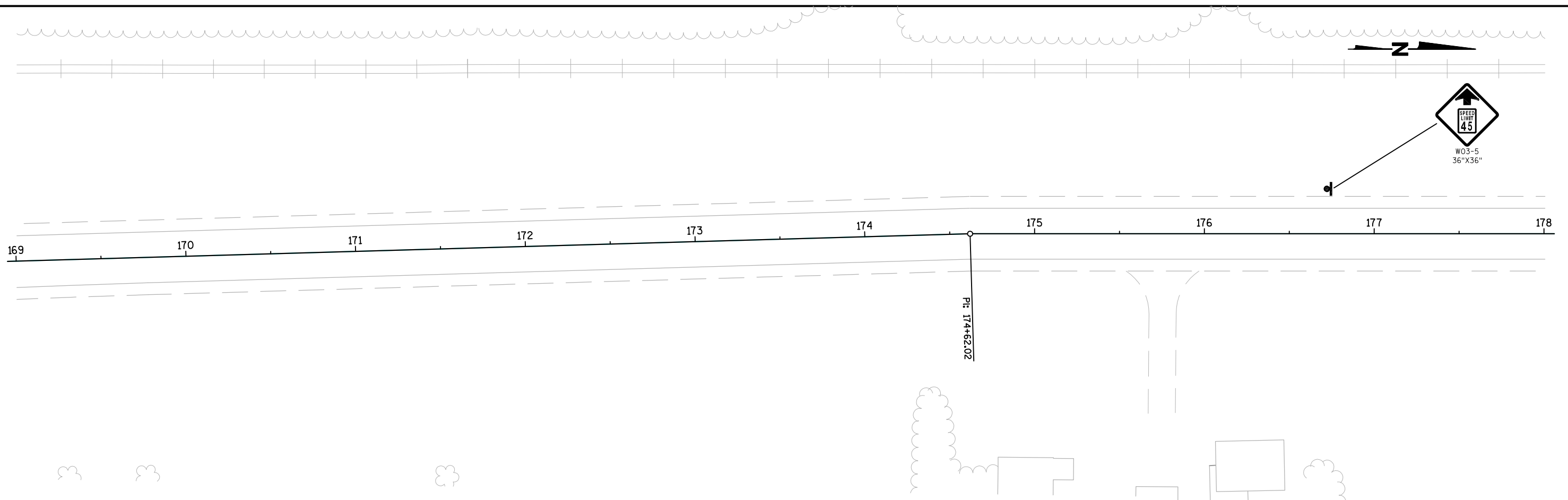


• SEE SDD TRAFFIC CONTROL, LANE CLOSURE, SPEED REDUCTION





- SEE SDD TRAFFIC CONTROL, LANE CLOSURE, SPEED REDUCTION
- SEE SDD TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY



PLACE ADVANCE TRAFFIC CONTROL
WARNING SIGNS PER STANDARD
DETAIL DRAWINGS WITH A SPEED
REDUCTION OF 10 MPH THROUGHOUT
THE WORK ZONE.
COVER ALL EXISTING SPEED LIMIT
SIGNS THROUGHOUT PROJECT LIMITS.

- SEE SDD TRAFFIC CONTROL, LANE CLOSURE, SPEED REDUCTION
- SEE SDD TRAFFIC CONTROL, SINGLE LANE CLOSURE,
NON-FREEWAY/EXPRESSWAY

DATE 27JAN16		E S T I M A T E O F Q U A N T I T I E S				
LINE					1620-03-70	1620-03-71
NUMBER	ITEM	ITEM DESCRIPTION	UNIT	TOTAL	QUANTI TY	QUANTI TY
0010	204.0115	Removing Asphalt ic Surface Butt Joints	SY	20.000	12.000	8.000
0020	204.0120	Removing Asphalt ic Surface Milling	SY	71,100.000	44,300.000	26,800.000
0030	211.0100	Prepare Foundation for Asphalt ic Paving (project) 01. 1620-03-70	LS	1.000	1.000	
0040	211.0100	Prepare Foundation for Asphalt ic Paving (project) 02. 1620-03-71	LS	1.000		1.000
0050	213.0100	Finishing Roadway (project) 01. 1620-03-70	EACH	1.000	1.000	
0060	213.0100	Finishing Roadway (project) 02. 1620-03-71	EACH	1.000		1.000
0070	440.4410	Incentive IRI Ride	DOL	17,346.000	10,248.000	7,098.000
0080	455.0145	Asphalt ic Material PG64-34P	TON	920.000	575.000	345.000
0090	455.0605	Tack Coat	GAL	8,950.000	5,575.000	3,375.000
0100	460.1110	HMA Pavement Type E-10	TON	16,700.000	10,405.000	6,295.000
0110	460.2000	Incentive Density HMA Pavement	DOL	10,690.000	6,660.000	4,030.000
0120	460.4110.S	Reheating HMA Pavement Longi tudinal Joints	LF	75,350.000	27,070.000	48,280.000
0130	465.0110	Asphalt ic Surface Patching	TON	15.000	10.000	5.000
0140	465.0475	Asphalt Center Line Rumble Strips 2-Lane Rural	LF	4,350.000		4,350.000
0150	619.1000	Mobilization	EACH	1.000	0.650	0.350
0160	628.1905	Mobilizations Erosion Control	EACH	2.000	1.000	1.000
0170	628.1910	Mobilizations Emergency Erosion Control	EACH	2.000	1.000	1.000
0180	628.7010	Inlet Protection Type B	EACH	1.000	1.000	
0190	628.7015	Inlet Protection Type C	EACH	100.000	93.000	7.000
0200	642.5201	Field Office Type C	EACH	1.000	0.500	0.500
0210	643.0200	Traffic Control Surveillance and Maintenance (project) 01. 1620-03-70	DAY	35.000	35.000	
0220	643.0200	Traffic Control Surveillance and Maintenance (project) 02. 1620-03-71	DAY	46.000		46.000
0230	643.0300	Traffic Control Drums	DAY	19,991.000	11,328.000	8,663.000
0240	643.0420	Traffic Control Barricades Type III	DAY	944.000	649.000	295.000
0250	643.0705	Traffic Control Warning Lights Type A	DAY	1,888.000	1,298.000	590.000
0260	643.0715	Traffic Control Warning Lights Type C	DAY	1,013.000	385.000	628.000
0270	643.0900	Traffic Control Signs	DAY	2,895.000	1,645.000	1,250.000
0280	643.1050	Traffic Control Signs PCMS	DAY	56.000	28.000	28.000
0290	646.0106	Pavement Marking Epoxy 4-Inch	LF	55,200.000	29,568.000	25,632.000
0300	646.0126	Pavement Marking Epoxy 8-Inch	LF	2,220.000	1,938.000	282.000
0310	646.0600	Removing Pavement Markings	LF	6,830.000	115.000	6,715.000
0320	647.0566	Pavement Marking Stop Line Epoxy 18-Inch	LF	90.000	90.000	
0330	647.0716	Pavement Marking Diagonal Epoxy 8-Inch	LF	235.000	235.000	
0340	647.0726	Pavement Marking Diagonal Epoxy 12-Inch	LF	480.000		480.000
0350	649.0400	Temporary Pavement Marking Removable Tape 4-Inch	LF	9,910.000		9,910.000
0360	649.0402	Temporary Pavement Marking Paint 4-Inch	LF	10,400.000		10,400.000
0370	649.0403	Temporary Pavement Marking Epoxy 4-Inch	LF	8,700.000		8,700.000
0380	650.8000	Construction Staking Resurfacing Reference	LF	12,798.000	6,765.000	6,033.000
0390	650.9910	Construction Staking Supplemental Control (project) 01. 1620-03-70	LS	1.000	1.000	
0400	650.9910	Construction Staking Supplemental Control (project) 02. 1620-03-71	LS	1.000		1.000
0410	690.0150	Sawing Asphalt	LF	112.000	53.000	59.000
0420	ASP.1TOA	On-the-Job Training Apprentice at \$5.00/HR	HRS	1,200.000	600.000	600.000
0430	ASP.1TOG	On-the-Job Training Graduate at \$5.00/HR	HRS	300.000	150.000	150.000

3

<u>REMOVING ASPHALTIC SURFACE ITEMS</u>			
		204.0115 REMOVING ASPHALTIC SURFACE BUTT JOINTS	204.0120 REMOVING ASPHALTIC SURFACE MILLING
STATION - STATION	LOCATION	SY	SY
<hr/> PROJECT 1620-03-70 <hr/>			
15+95	LT	6	--
16+00	RT	6	--
15+95 - 83+60	LT & RT	--	44,300
<hr/> PROJECT 1620-03-70 SUBTOTALS		12	44,300
<hr/> PROJECT 1620-03-71 <hr/>			
83+60 - 143+93	LT & RT	--	26,800
143+93	LT & RT	8	--
<hr/> PROJECT 1620-03-71 SUBTOTALS		8	26,800
<hr/>			
TOTALS		20	71,100

<u>REHEATING HMA PAVEMENT</u>		
<u>LONGITUDINAL JOINTS</u>		
460.4110.S		
STATION - STATION	LOCATION	STA
<hr/> PROJECT 1620-03-70 <hr/>		
15+95 - 83+60	SB C/L	13,535
15+95 - 83+60	NB C/L	13,535
<hr/>		
PROJECT 1620-03-70	SUBTOTAL	27,070
<hr/>		
PROJECT 1620-03-71 <hr/>		
83+60 - 143+93	C/L	12,070
83+60 - 143+93	LANE LINE	12,070
83+60 - 143+93	SB EDGELINE	12,070
83+60 - 143+93	NB EDGELINE	12,070
<hr/>		
PROJECT 1620-03-71	SUBTOTAL	48,280
<hr/>		
TOTALS 75,350		

EROSION CONTROL MOBILIZATIONS ITEMS		
LOCATION	628.1905	628.1910
	EROSION CONTROL EACH	EMERGENCY EROSION CONTROL EACH
1620-03-70	1	1
1620-03-71	1	1
TOTALS	2	2

ALL CATEGORIES ARE 0010 UNLESS NOTED OTHERWISE

ASPHALTIC ITEMS					
		455.0145 ASPHALTIC MATERIAL PG64-34P TON	455.0605 TACK COAT GAL	460.1110 HMA PAVEMENT TYPE E-10 TON	465.0110 ASPHALTIC SURFACE PATCHING TON
STATION - STATION	LOCATION				
PROJECT 1620-03-70					
14+95 - 83+60	LT & RT	575	5,575	10,405	--
UNDISTRIBUTED	--	--	--	--	10
PROJECT 1620-03-70 SUBTOTALS		575	5,575	10,405	10
PROJECT 1620-03-71					
83+60 - 143+93	LT & RT	345	3,375	6,295	--
UNDISTRIBUTED	--	--	--	--	5
PROJECT 1620-03-71 SUBTOTALS		345	3,375	6,295	5
TOTALS		920	8,950	16,700	15

<u>SAWING PAVEMENT ITEMS</u>		
		690.0150
		ASPHALT
STATION - STATION	LOCATION	LF
<hr/>		
PROJECT 1620-03-70		
<hr/>		
15+95	LT & RT	53
<hr/>		
PROJECT 1620-03-70	SUBTOTALS	53
<hr/>		
PROJECT 1620-03-71		
<hr/>		
89+49	LT	8
92+01	RT	15
143+93	LT & RT	36
<hr/>		
PROJECT 1620-03-71	SUBTOTALS	59
<hr/>		
TOTALS		112

INLET PROTECTION ITEMS		
LOCATION	628.7010	628.7015
	TYPE B EACH	TYPE C EACH
PROJECT 1620-03-70		
EXISTING STRUCTURES	1	86
UNDISTRIBUTED	--	7
PROJECT 1620-03-70 SUBTOTALS		93
PROJECT 1620-03-71		
EXISTING STRUCTURES	--	6
UNDISTRIBUTED	--	1
PROJECT 1620-03-71 SUBTOTALS		7
TOTALS		100

<u>RUMBLE STRIP ITEMS</u>			
			465.0475.S ASPHALTIC CENTER LINE RUMBLE STRIP 2-LANE RURAL
PROJECT ID	STATION - STATION	LOCATION	LF
CATEGORY CODE 0010			
1620-03-71	95+09 - 138+50	C/L	4,350
TOTAL			4,350

<u>CONSTRUCTION STAKING ITEMS</u>			
		650.8000	650.9910
		RESURFACING	SUPPLEMENTAL
		REFERENCE	CONTROL
STATION - STATION	LOCATION	LF	LS
<hr/>			
PROJECT 1620-03-70			
<hr/>			
15+95 - 83+60	LT & RT	6,765	1
<hr/>			
PROJECT 1620-03-70	SUBTOTALS	6,765	1
<hr/>			
PROJECT 1620-03-71			
<hr/>			
83+60 - 143+93	LT & RT	6,033	1
<hr/>			
PROJECT 1620-03-71	SUBTOTALS	6,033	1
<hr/>			
TOTALS		12,798	2

3

ALL CATEGORIES ARE 0010 UNLESS NOTED OTHERWISE

TRAFFIC CONTROL ITEMS

	NUMBER OF DAYS IN SERVICE	643.0200 SURVEILLANCE AND MAINTENANCE		643.0300 DRUMS		643.0420 BARRICADES TYPE III		643.0705 WARNING LIGHTS TYPE A		643.0715 WARNING LIGHTS TYPE C		643.0900 SIGNS	
		NO. REQ'D	TOTAL DAY	NO. REQ'D	TOTAL DAY	NO. REQ'D	TOTAL DAY	NO. REQ'D	TOTAL DAY	NO. REQ'D	TOTAL DAY	NO. REQ'D	TOTAL DAY
PROJECT 1620-03-70													
SOUTH OF WORK AREA PRIOR TO LANE CLOSURE (STAGE 1)	19	1	19	--	--	--	--	--	--	--	--	14	266
7+00 - 83+60 (NORTHBOUND LANES) (STAGE 1)	19	--	--	177	3,363	11	209	22	418	11	209	19	361
10+00 - 83+60 (SOUTHBOUND LANES) (STAGE 1)	19	--	--	143	2,717	8	152	16	304	--	--	14	266
SOUTH OF WORK AREA PRIOR TO LANE CLOSURE (STAGE 2)	16	1	16	--	--	--	--	--	--	--	--	14	224
5+00 - 83+60 (NORTHBOUND LANES) (STAGE 2)	16	--	--	186	2,976	10	160	20	320	11	176	19	304
10+00 - 83+60 (SOUTHBOUND LANES) (STAGE 2)	16	--	--	142	2,272	8	128	16	256	--	--	14	224
PROJECT 1620-03-70 SUBTOTALS		2	35	648	11,328	37	649	74	1,298	22	385	94	1,645
PROJECT 1620-03-71													
83+60 - 149+00 (NORTHBOUND LANES) (STAGE 1)	19	1	19	20	380	--	--	--	--	--	--	4	76
83+60 - 151+50 (SOUTHBOUND LANES) (STAGE 1)	19	--	--	143	2,717	7	133	14	266	18	342	10	190
NORTH OF WORK AREA PRIOR TO LANE CLOSURE (STAGE 1)	19	--	--	--	--	--	--	--	--	--	--	13	247
83+60 - 149+00 (NORTHBOUND LANES) (STAGE 2)	16	1	16	126	2,016	--	--	--	--	--	--	4	64
83+60 - 147+00 (SOUTHBOUND LANES) (STAGE 2)	16	--	--	127	2,032	6	96	12	192	--	--	8	128
NORTH OF WORK AREA PRIOR TO LANE CLOSURE (STAGE 2)	16	--	--	--	--	--	--	--	--	--	--	10	160
SOUTH OF WORK AREA PRIOR TO LANE CLOSURE (STAGE 3)	11	1	11	--	--	--	--	--	--	--	--	15	165
94+00 - 149+00 (NORTHBOUND LANES) (STAGE 3)	11	--	--	124	1,364	6	66	12	132	26	286	8	88
90+00 - 97+50 (SOUTHBOUND LANES) (STAGE 3)	11	--	--	14	154	--	--	--	--	--	--	2	22
NORTH OF WORK AREA PRIOR TO LANE CLOSURE (STAGE 3)	11	--	--	--	--	--	--	--	--	--	--	10	110
PROJECT 1620-03-71 SUBTOTALS		3	46	554	8,663	19	295	38	590	44	628	84	1,250
TOTALS		5	81	1,202	19,991	56	944	112	1,888	66	1,013	178	2,895

TRAFFIC CONTROL ITEMS

	NUMBER OF DAYS IN SERVICE	643.1050 SIGNS PCMS	
		NO.	TOTAL
		REQ'D	DAY
PROJECT 1620-03-70			
14+40 - 89+00 (STAGE 1)	14	2	28
PROJECT 1620-03-70 SUBTOTALS		2	28
PROJECT 1620-03-71			
89+00 - 143+93 (STAGE 2)	14	2	28
PROJECT 1620-03-71 SUBTOTALS		2	28
TOTALS		4	56

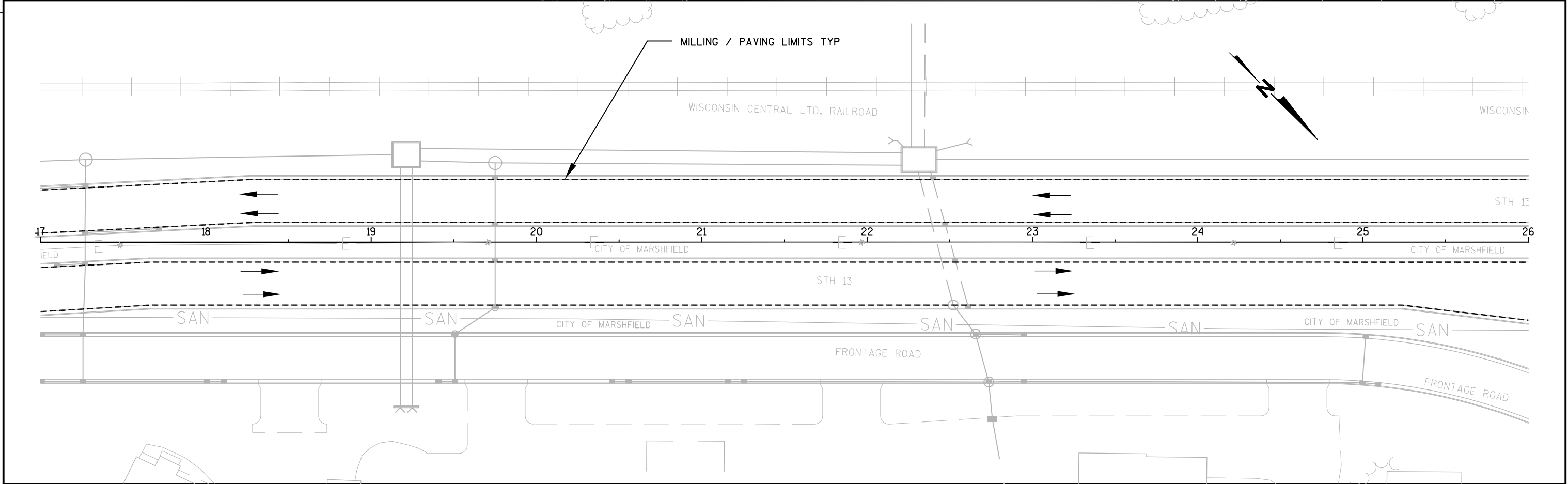
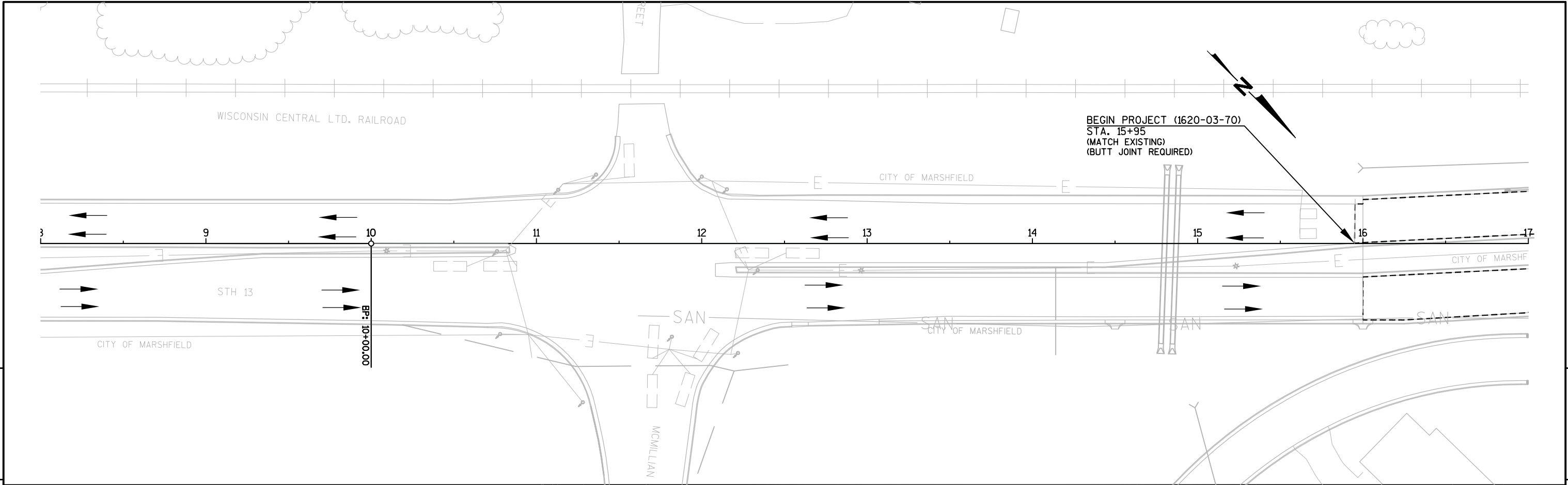
PAVEMENT MARKING ITEMS

		646.0106 EPOXY 4-INCH		646.0126 EPOXY 8-INCH	647.0566 STOP LINE EPOXY 18-INCH	647.0716 DIAGONAL EPOXY 8-INCH	647.0726 DIAGONAL EPOXY 12-INCH
STATION - STATION	LOCATION	WHITE LF	YELLOW LF	WHITE LF	WHITE LF	WHITE LF	YELLOW LF
PROJECT 1620-03-70							
5+00 - 9+50	RT	114	--	--	--	--	--
15+95 - 83+60	LT	8,667	6,405	798	40	235	--
16+00 - 83+60	RT	8,013	6,369	1,140	50	--	--
--	--	--	--	--	--	--	--
--	--	--	--	--	--	--	--
PROJECT 1620-03-70	SUBTOTALS	16,794	12,774	1,938	90	235	--
PROJECT 1620-03-71							
83+60 - 150+45	LT	7,413	7,692	282	--	--	480
83+60 - 146+20	RT	6,183	4,344	--	--	--	--
--	--	--	--	--	--	--	--
--	--	--	--	--	--	--	--
--	--	--	--	--	--	--	--
PROJECT 1620-03-71	SUBTOTALS	13,596	12,036	282	--	--	480
		30,390	24,810				
TOTALS		55,200		2,220	90	235	480

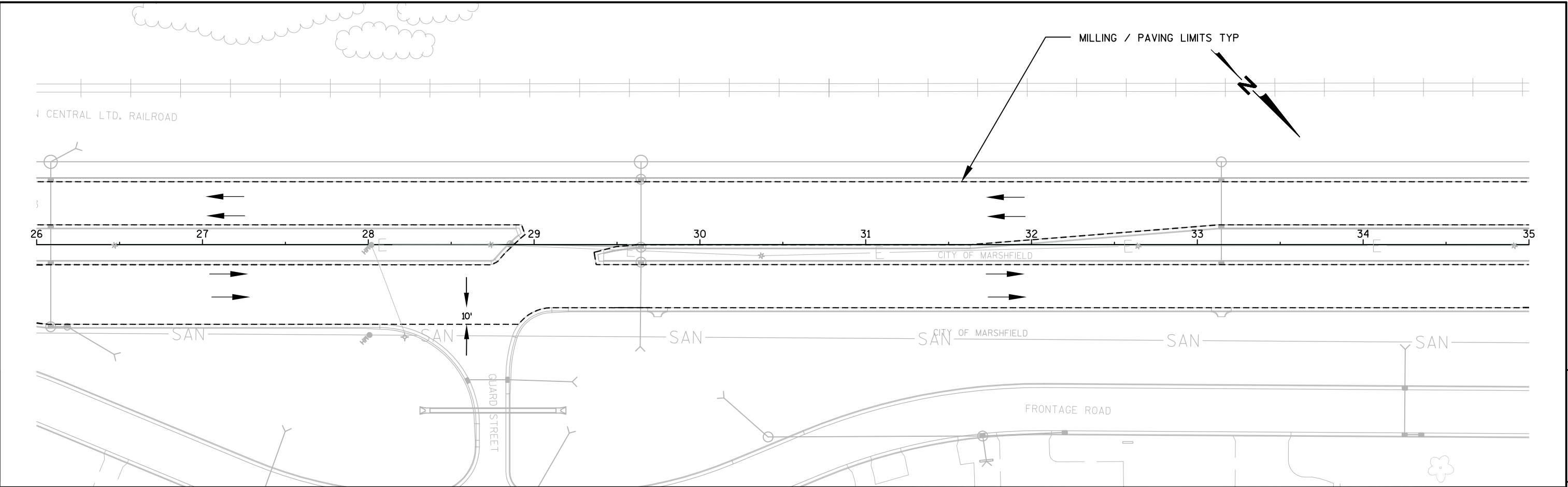
REMOVING PAVEMENT MARKING ITEMS			
646.0600			
STATION - STATION	LOCATION	LF	COMMENTS
PROJECT 1620-03-70			
7+00 - 9+50	RT	65	LANE CLOSURE
5+00 - 7+00	RT	50	LANE CLOSURE
PROJECT 1620-03-70 SUBTOTALS		115	
PROJECT 1620-03-71			
95+00 - 146+25	RT	5,115	SHIFTED C/L
138+25 - 150+50	LT	1,225	SHIFTED LANE
140+50 - 147+75	LT	375	SHIFTED LANE
PROJECT 1620-03-71 SUBTOTALS		6,715	
TOTALS		6,830	

TEMPORARY PAVEMENT MARKING ITEMS					
		649.0400	649.0402	649.0403	
		REMOVABLE	PAINT	EPOXY	
		TAPE	4-INCH	4-INCH	
		4-INCH			
		YELLOW	YELLOW	YELLOW	
STATION - STATION	LOCATION	LF	LF	LF	COMMENTS
PROJECT 1620-03-71					
95+00 - 147+75	LT & RT	--	10,400	--	STAGE 1
97+50 - 147+75	LT & RT	9,910	--	--	STAGE 3
95+07 - 138+50	CL	--	--	8,700	SAME-DAY TEMP CL PRIOR TO RUMBLE STRIP INSTALLATION
TOTALS		9,910	10,400	8,700	

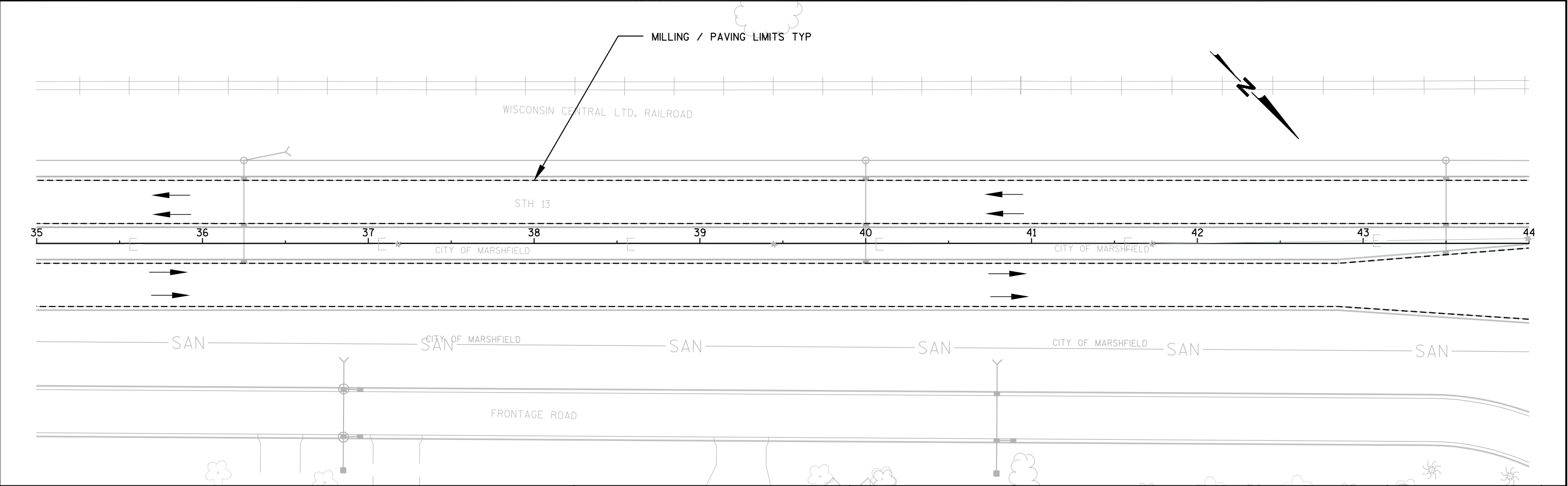
ALL CATEGORIES ARE 0010 UNLESS NOTED OTHERWISE

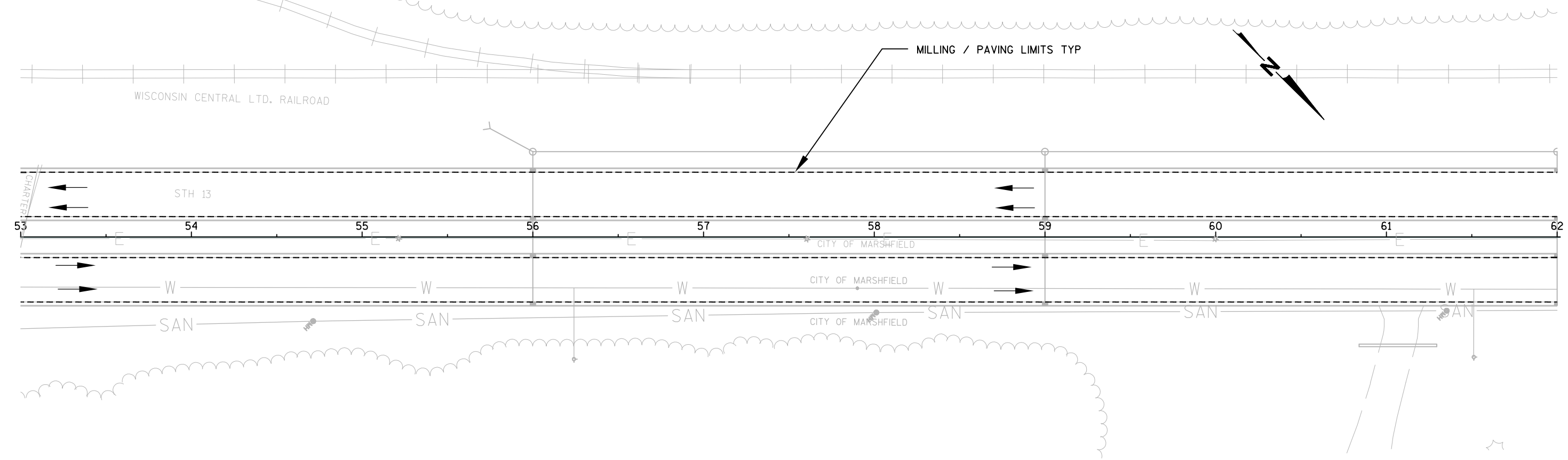
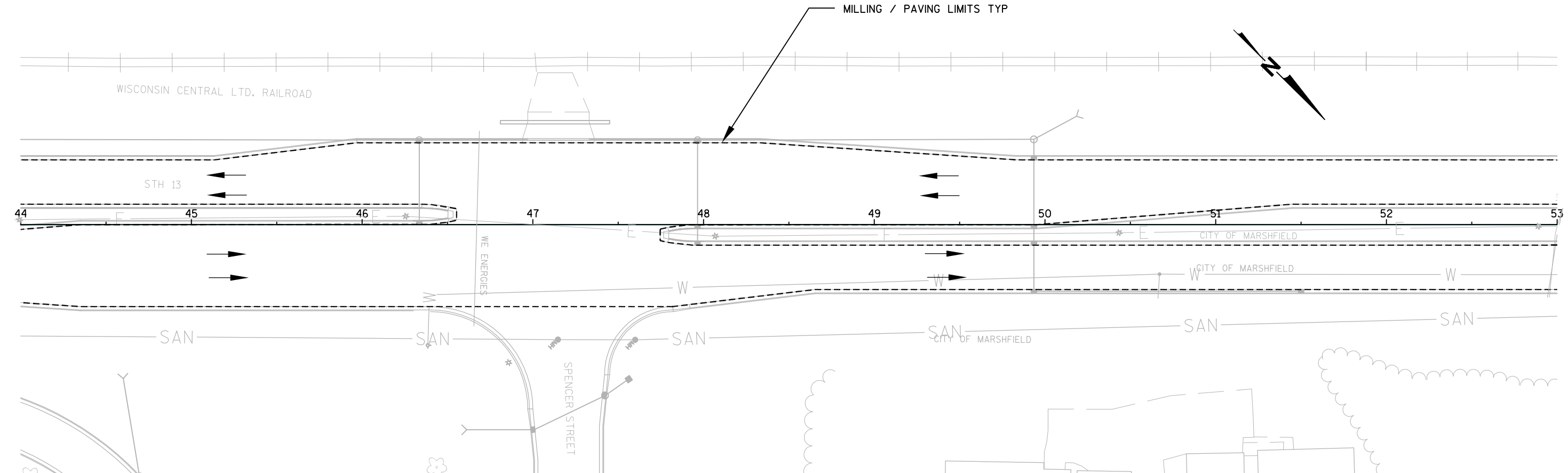


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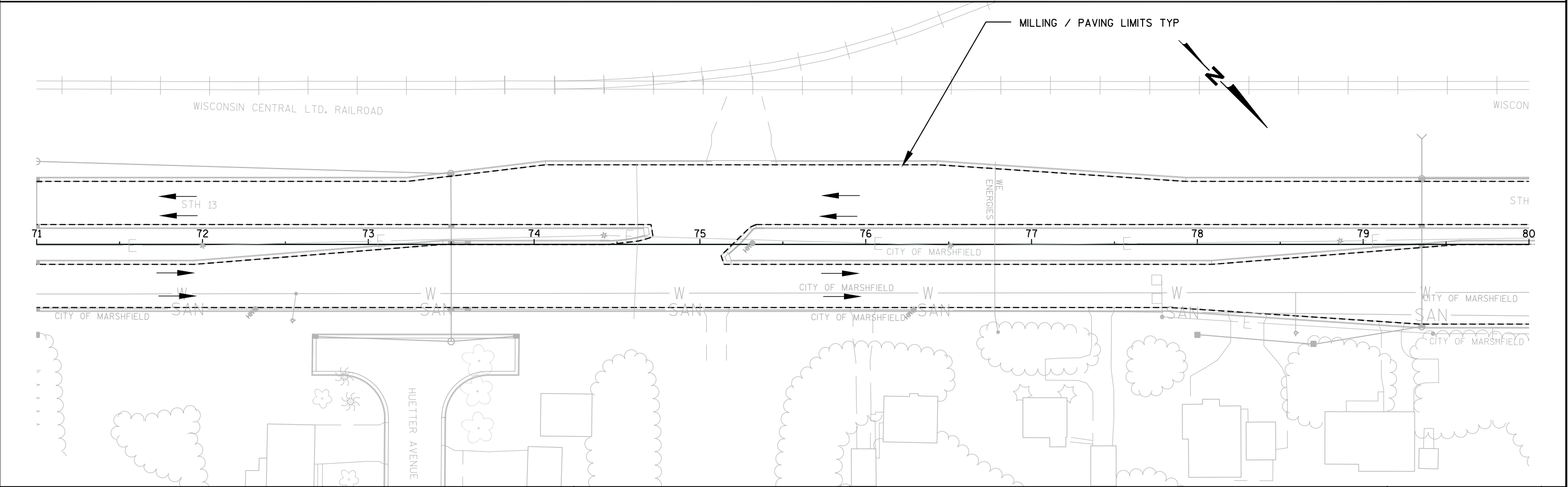
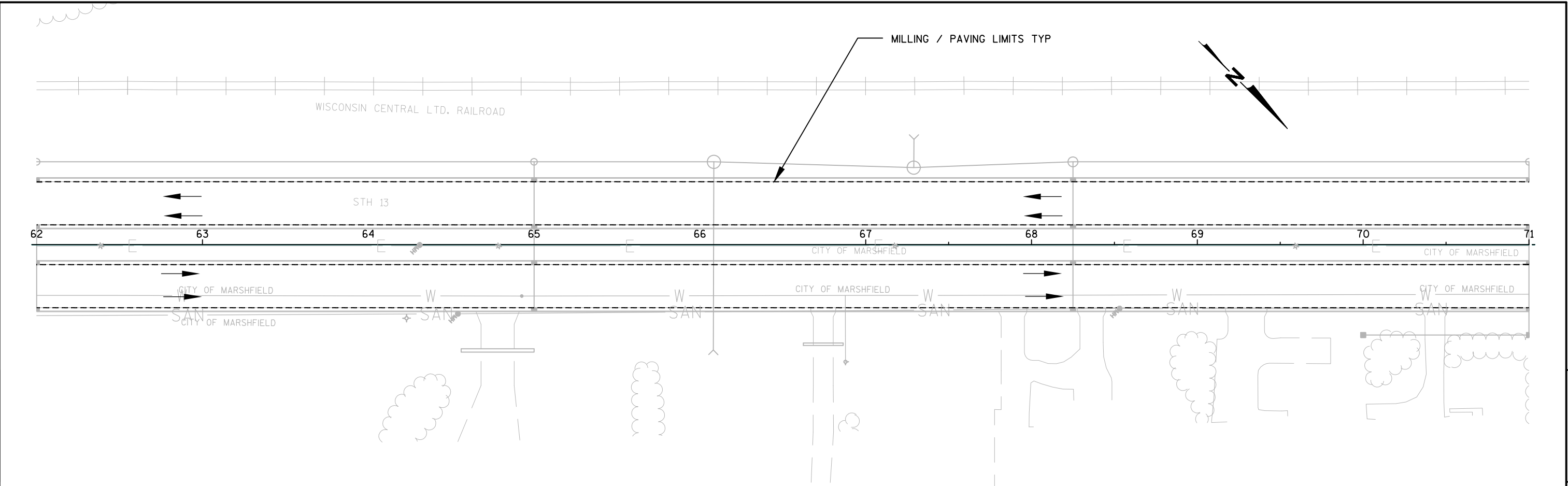
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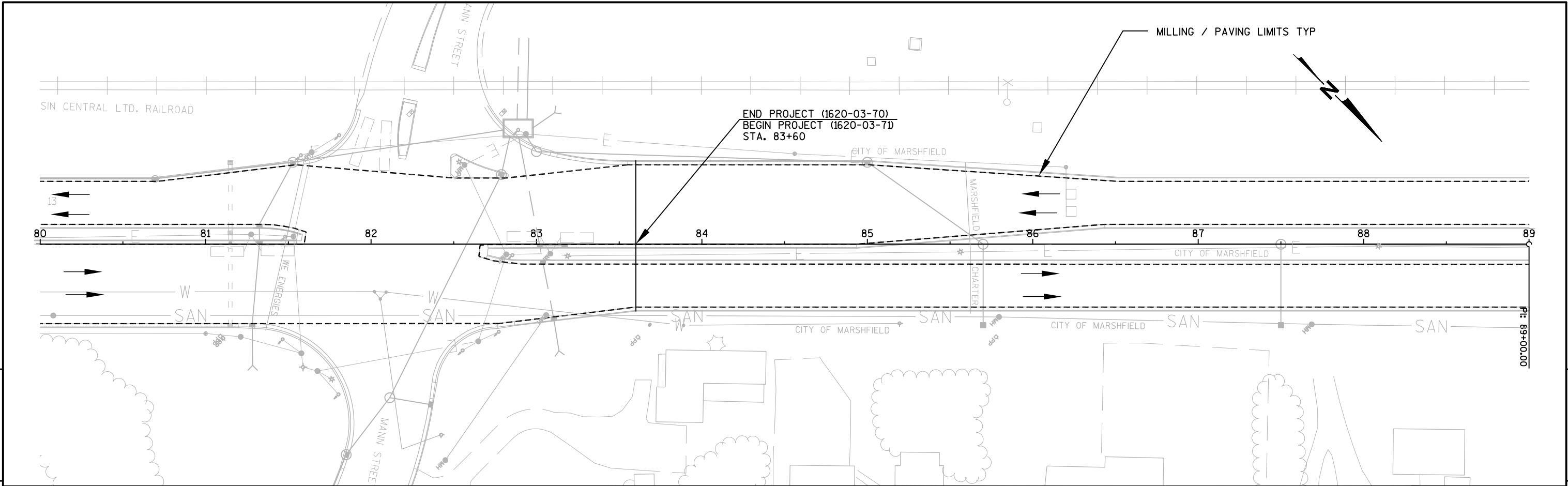


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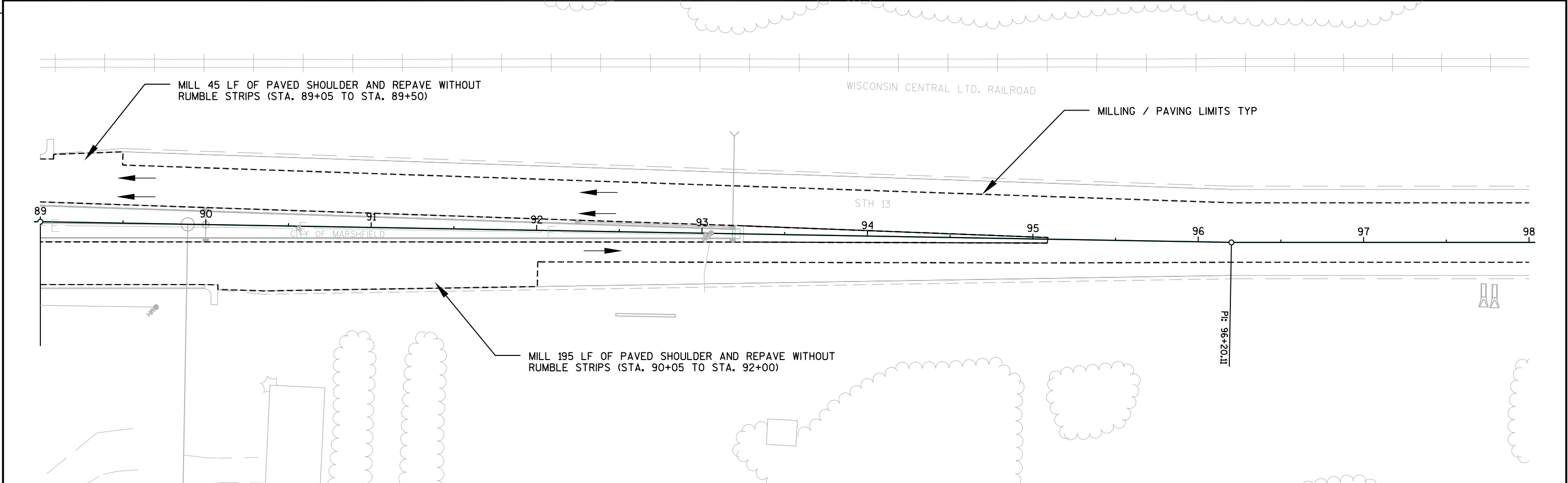
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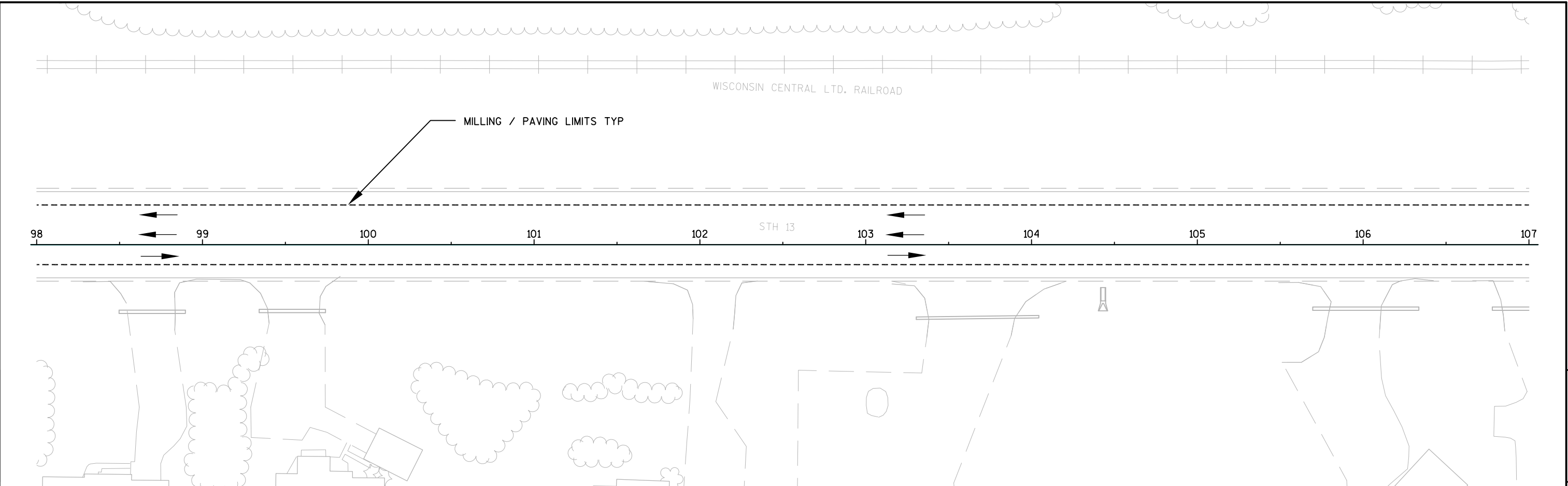
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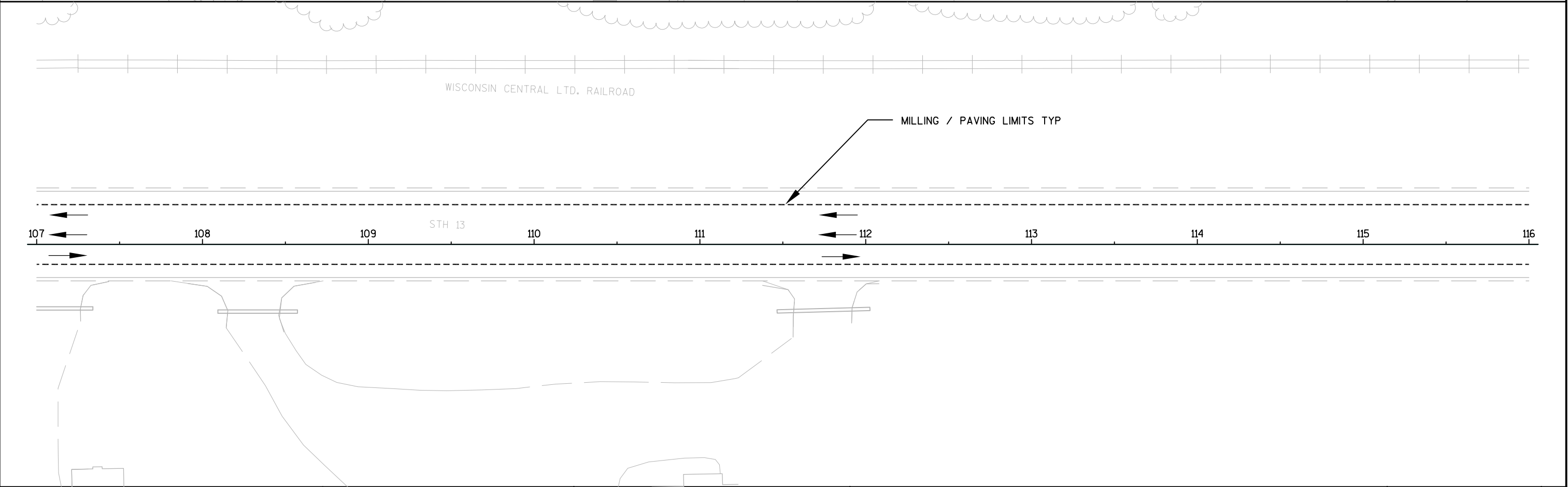
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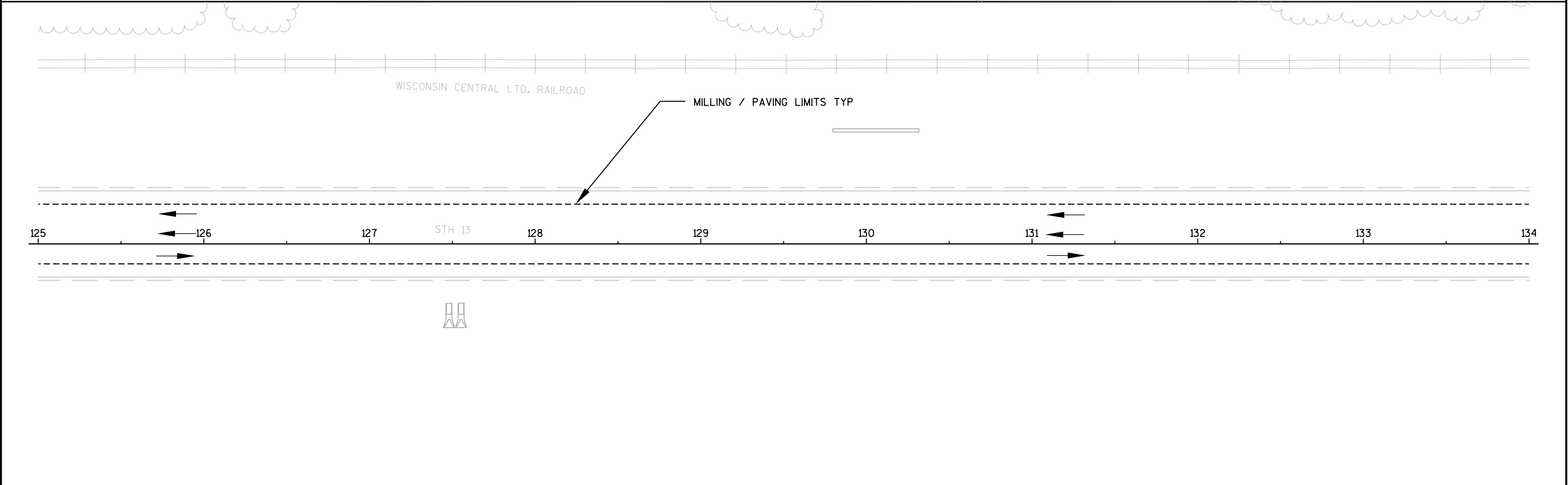
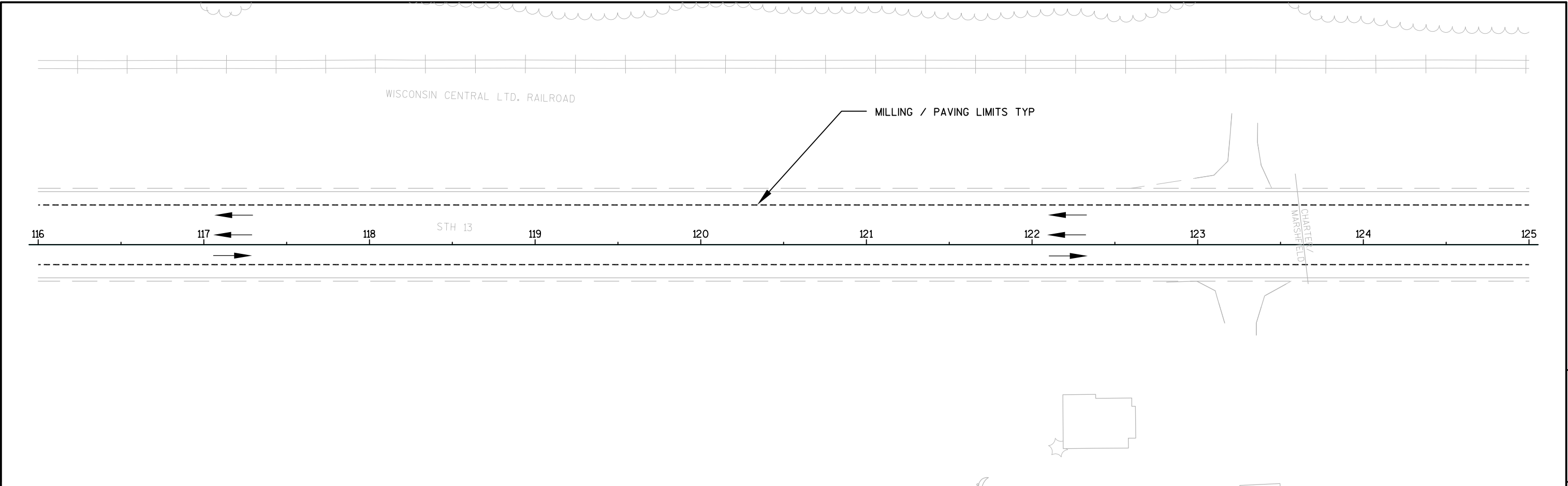


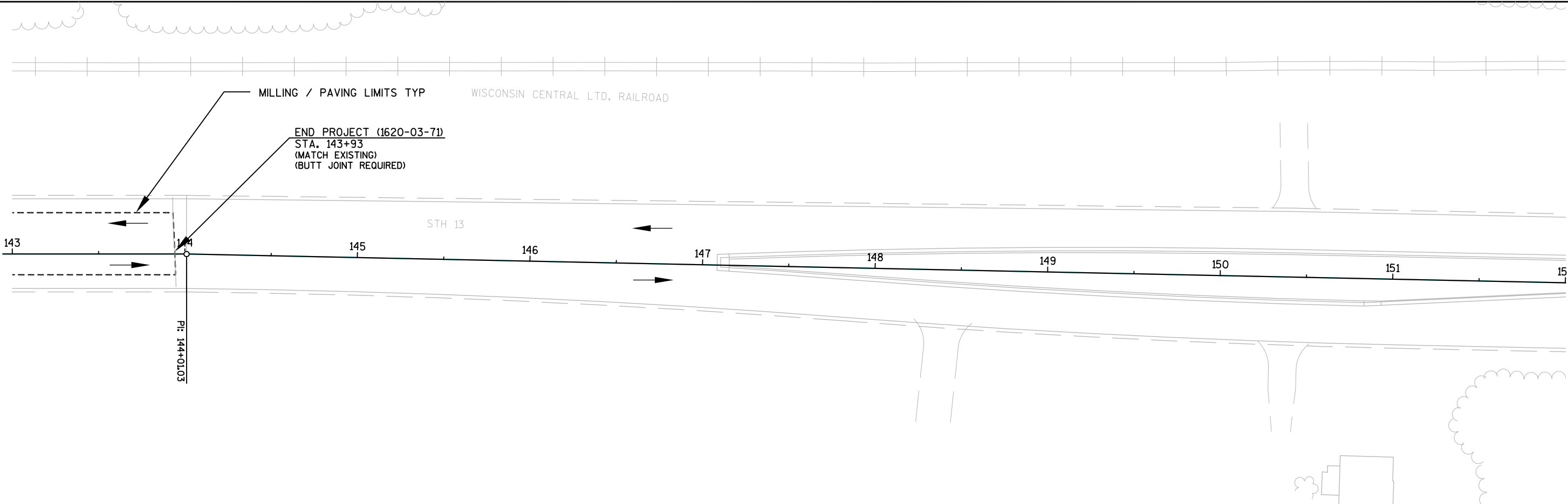
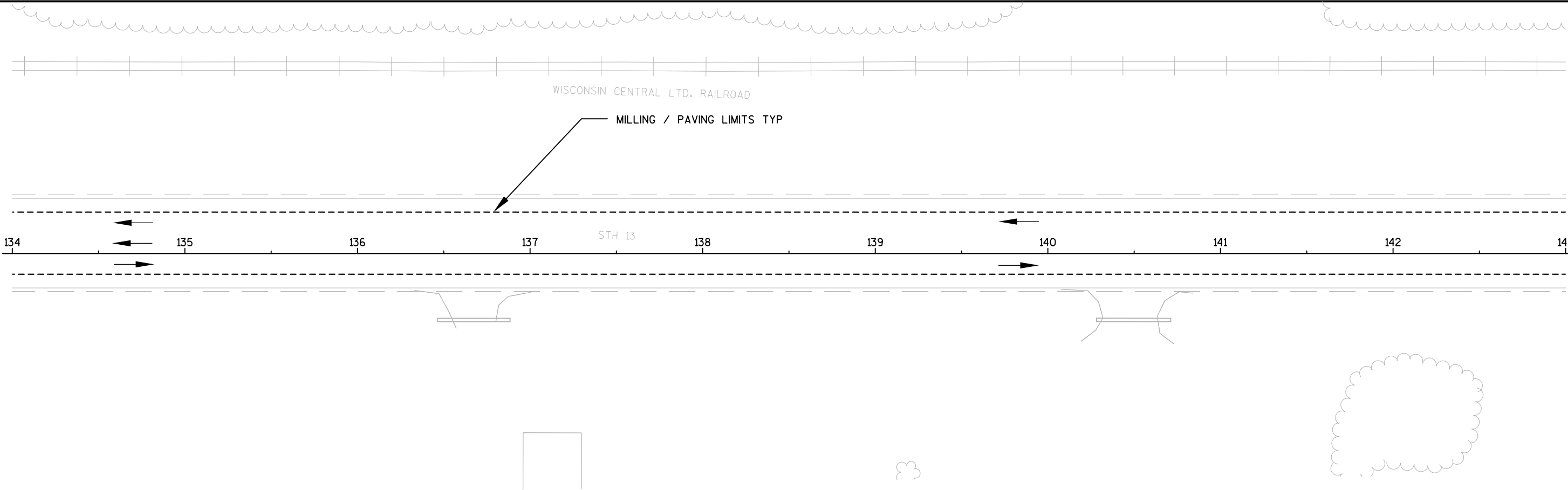
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5







Standard Detail Drawing List

08E10-02	INLET PROTECTION TYPE A, B, C AND D
13A11-02A	2-LANE RURAL CENTER LINE RUMBLE STRIP, MILLING
13A11-02B	2-LANE RURAL CENTER LINE RUMBLE STRIP, MILLING
15C03-02	BARRICADES AND SIGNS FOR SIDEROAD CLOSURES
15C08-16A	PAVEMENT MARKING (MAINLINE)
15C08-16B	PAVEMENT MARKING (INTERSECTIONS)
15C08-16C	PAVEMENT MARKING (CLIMBING LANE & PASSING LANE)
15C08-16D	PAVEMENT MARKING (CLIMBING LANE & PASSING LANE)
15C08-16E	PAVEMENT MARKING (LEFT TURN LANE)
15C08-16F	PAVEMENT MARKING (ISLANDS)
15C12-04	TRAFFIC CONTROL FOR LANE CLOSURE (SUITABLE FOR MOVING OPERATIONS)
15C18-03	MEDIAN ISLAND MARKING
15C33-01	STOP LINE AND CROSSWALK PAVEMENT MARKING
15D12-05B	TRAFFIC CONTROL, LANE CLOSURE, SPEED REDUCTION
15D20-03	TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY
15D21-03	TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE

GENERAL NOTES

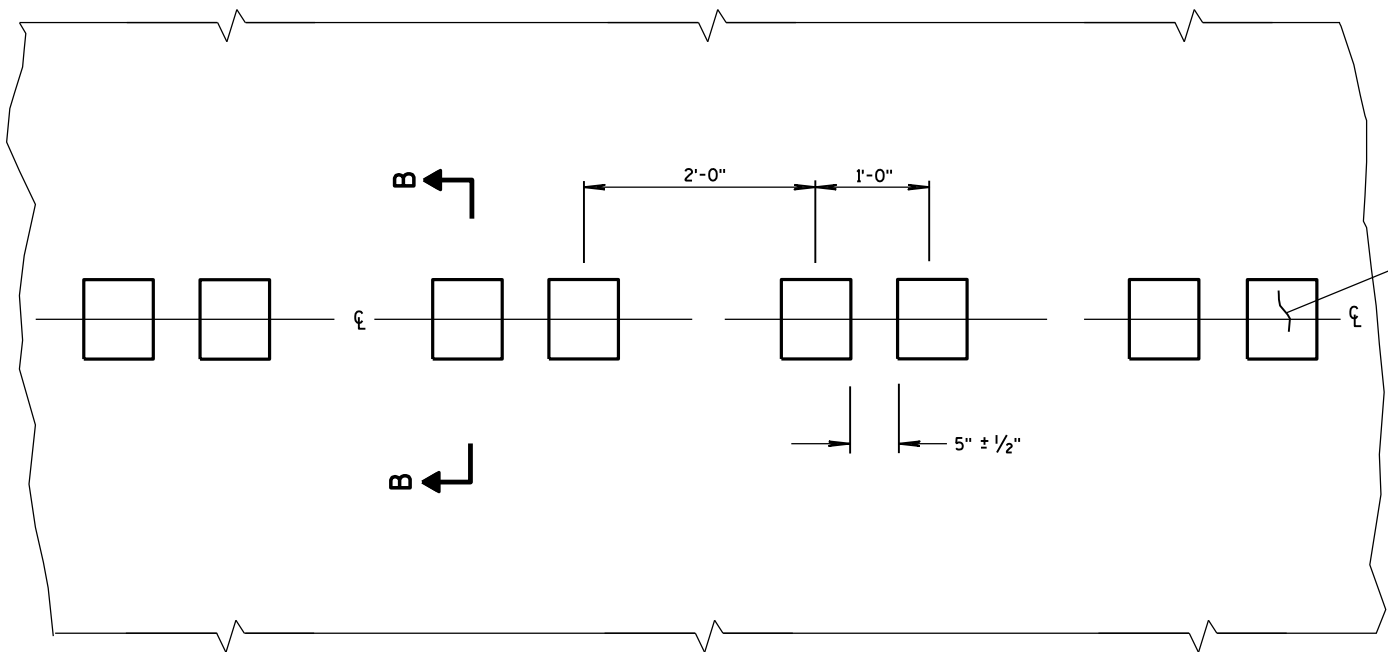
DETAILS OF CONSTRUCTION SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

DO NOT MILL CENTER LINE GROOVES THROUGH ANY INTERSECTION, MARKED CROSSWALK, NON-MOTORIZED PATH CROSSING, OR SNOWMOBILE CROSSING.

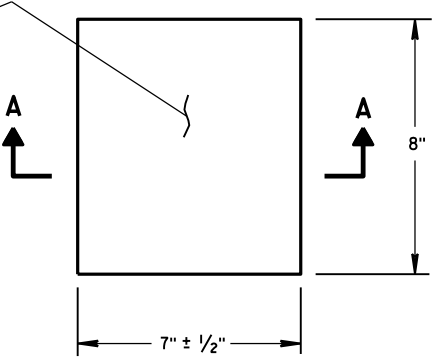
INSTALL PAVEMENT MARKING AFTER THE GROOVES ARE INSTALLED.

SEE SIGNING PLAN FOR SIGN REQUIREMENTS THAT MAY BE NEEDED.

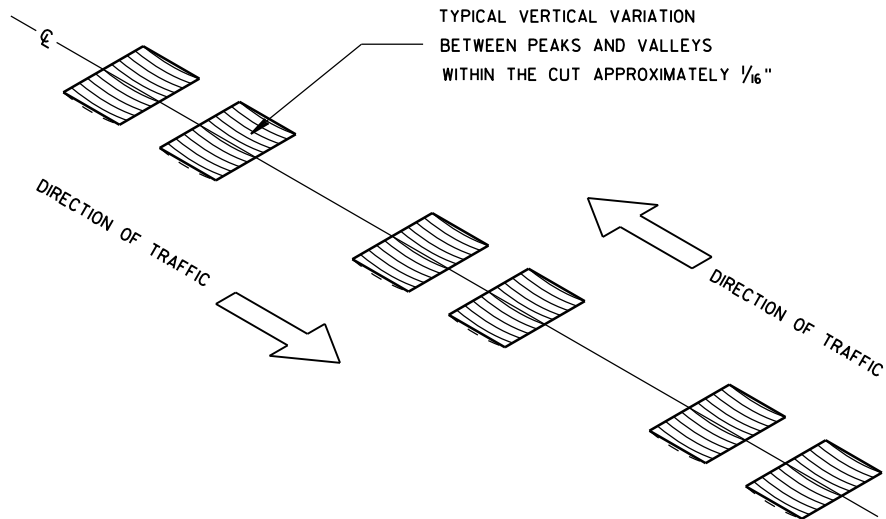
- ① CENTERLINE GROOVES MAY BE OMITTED IN AREAS WITH HIGH CONCENTRATIONS OF DRIVEWAYS, WHEN DIRECTED BY THE ENGINEER.



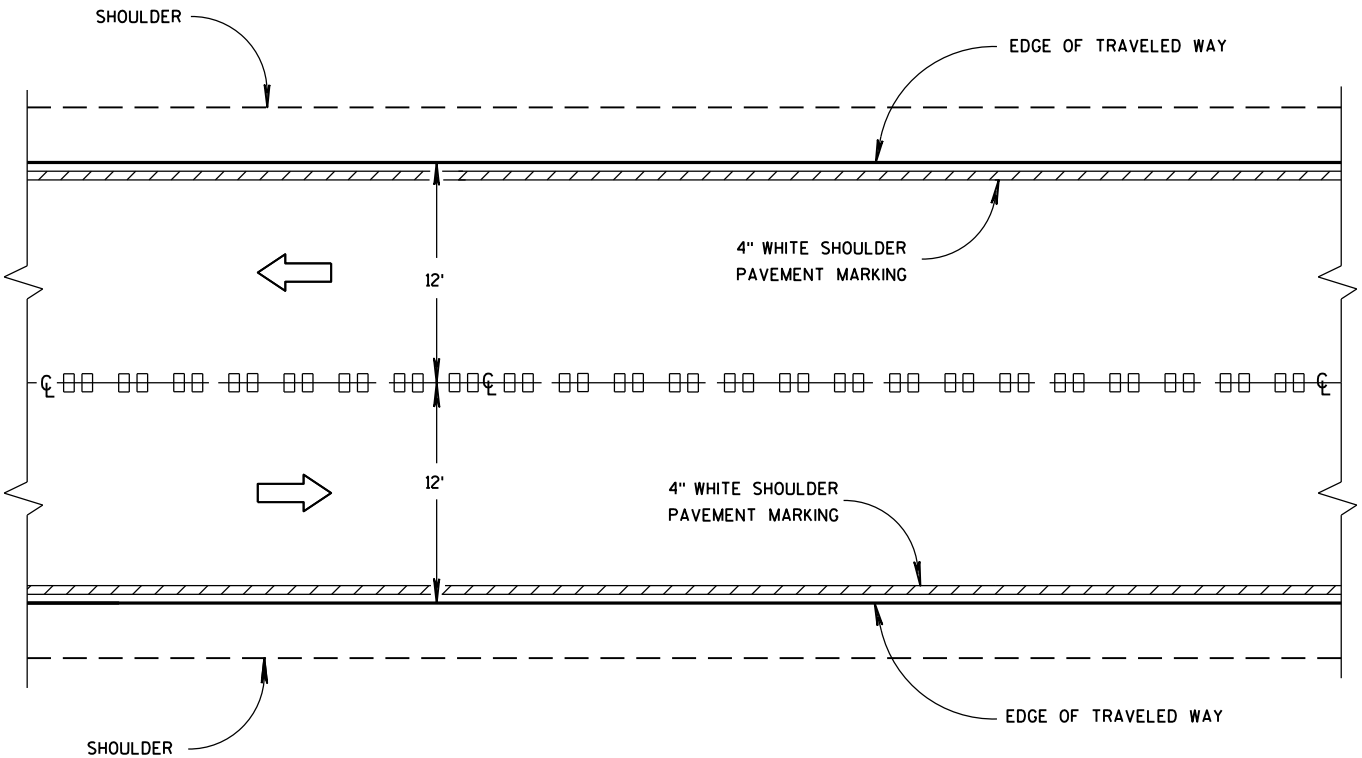
PLAN VIEW
CENTER LINE WITH GROOVES



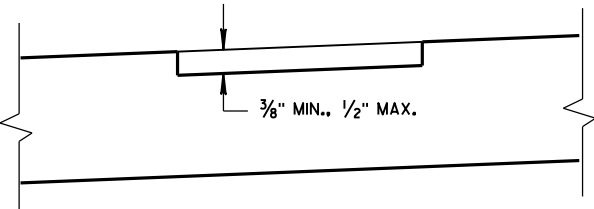
PLAN VIEW
(SINGLE GROOVE)



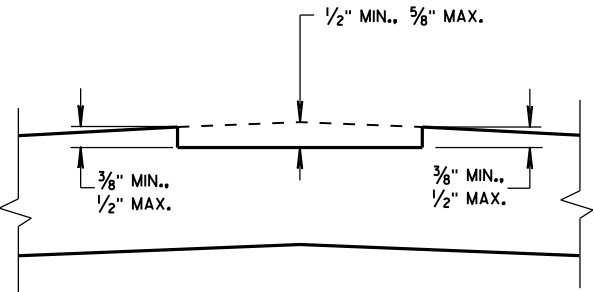
ISOMETRIC



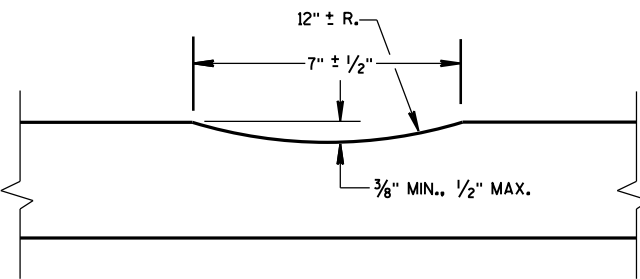
CENTER LINE GROOVES ON TWO-WAY ROADWAYS



SECTION B-B
SUPERELEVATED ROADWAY



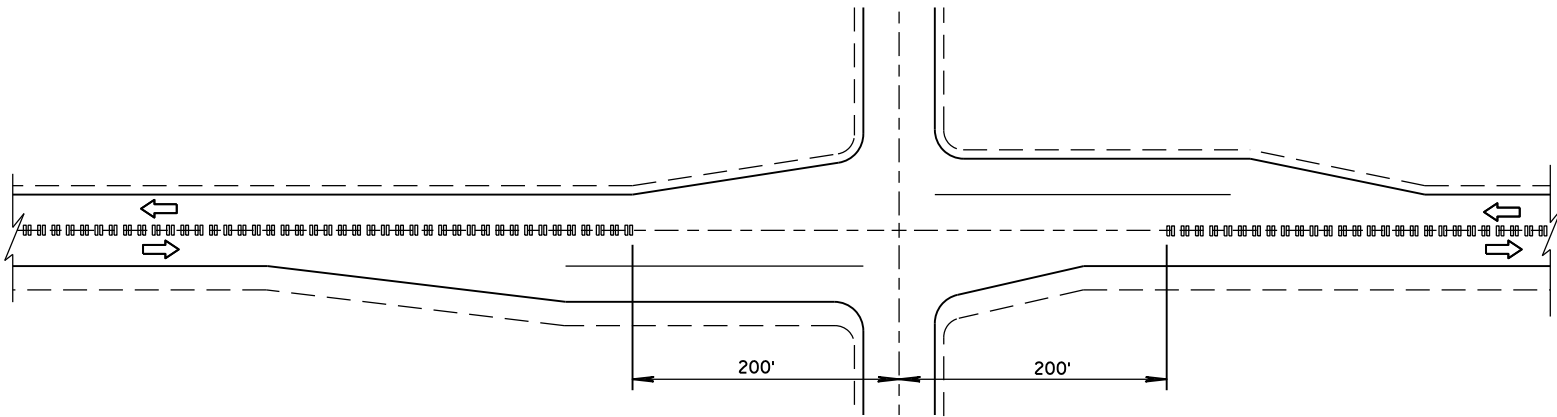
SECTION B-B
CROWNED ROADWAY



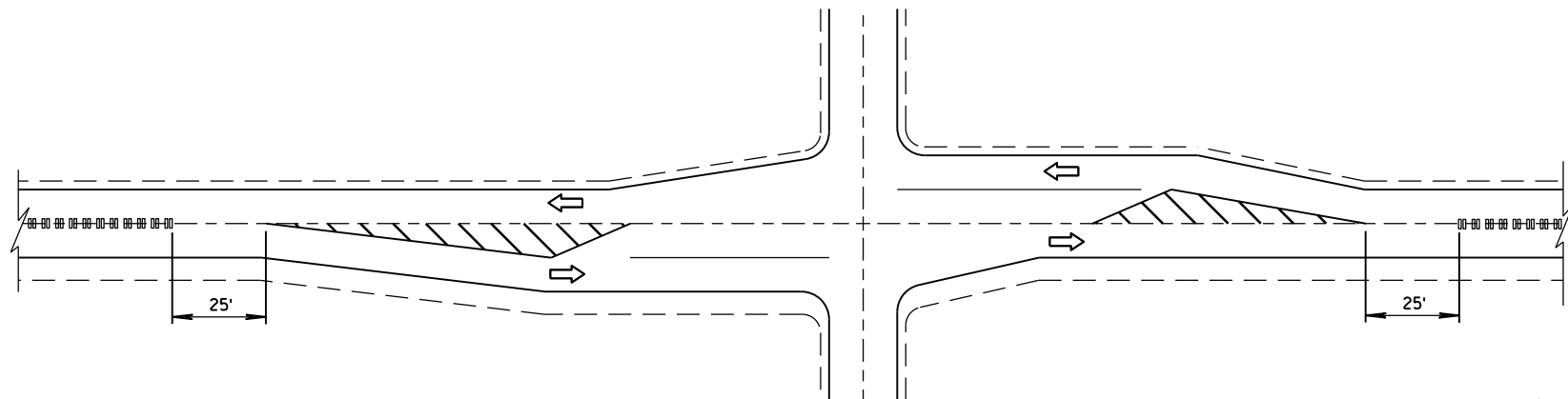
SECTION A-A

2-LANE RURAL
CENTER LINE RUMBLE STRIP,
MILLING

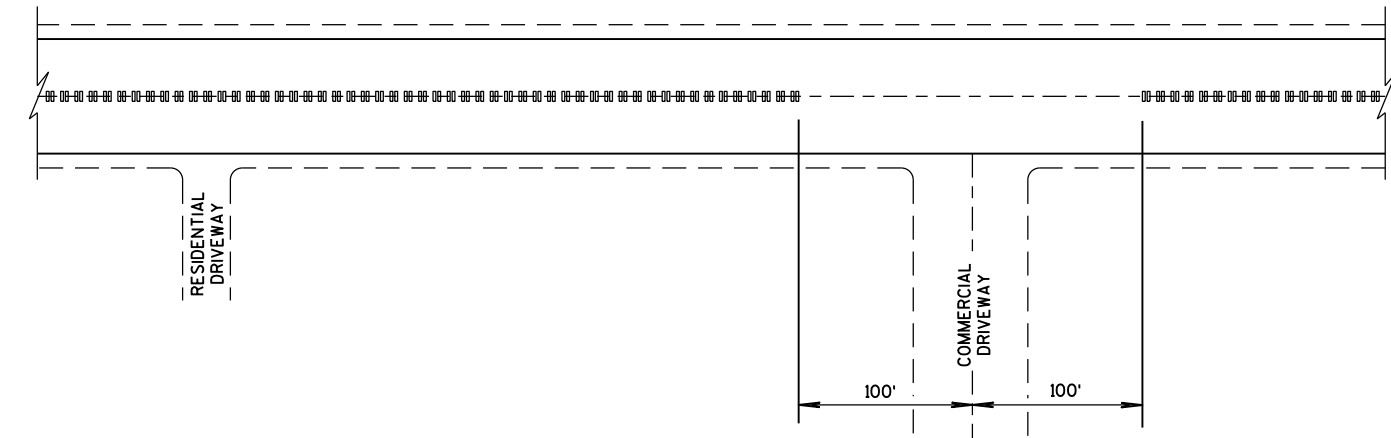
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



CENTER LINE GROOVES AT INTERSECTIONS

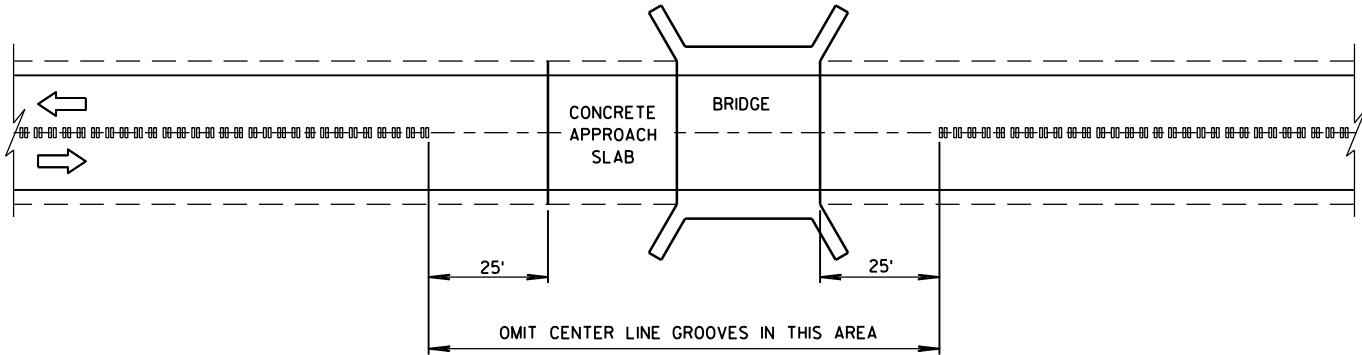


CENTER LINE GROOVES AT INTERSECTIONS
(WITH LEFT TURN LANES)

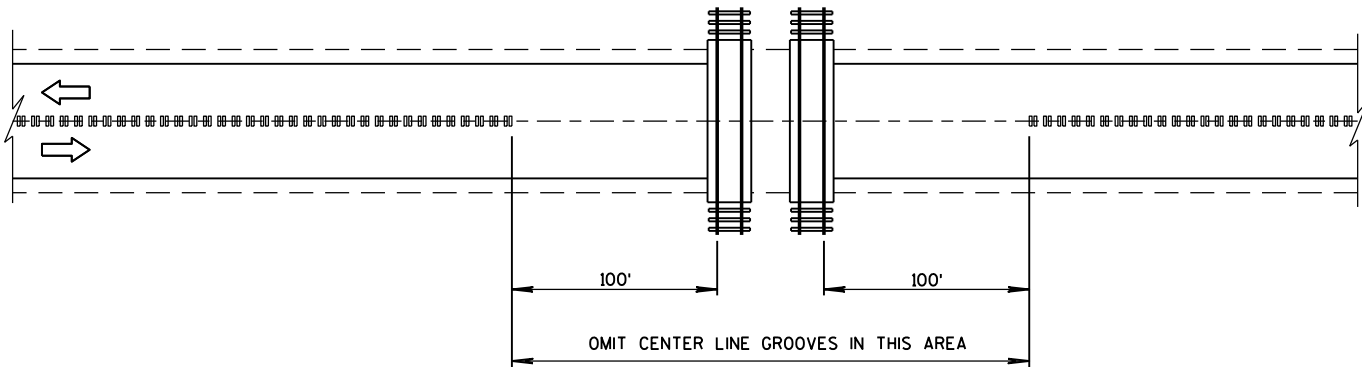


CENTER LINE GROOVES AT DRIVEWAYS^①

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

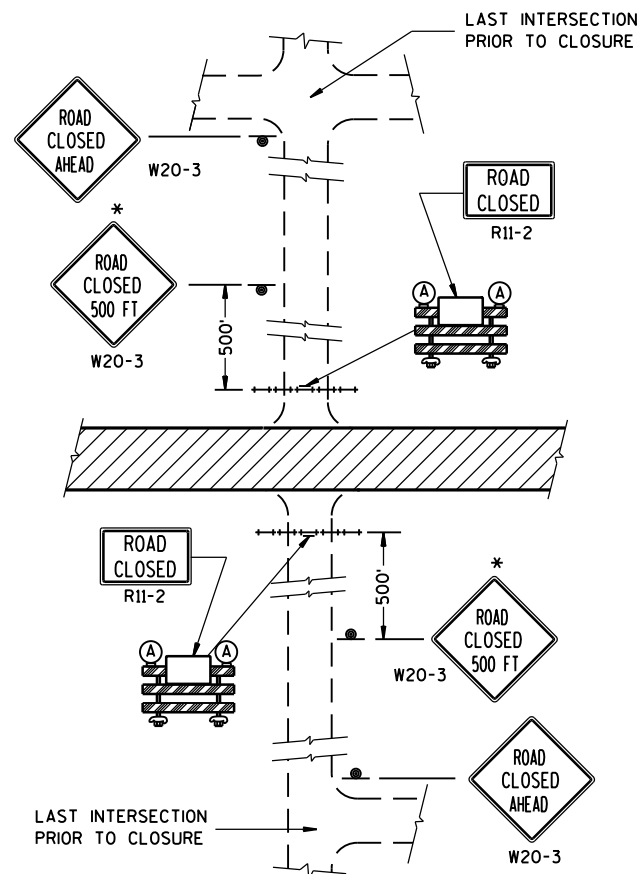


CENTER LINE GROOVES AT BRIDGES

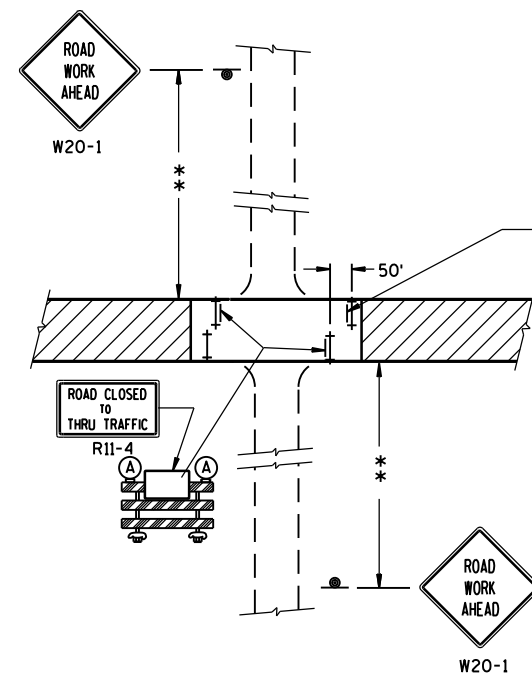


CENTER LINE GROOVES AT RAILROADS

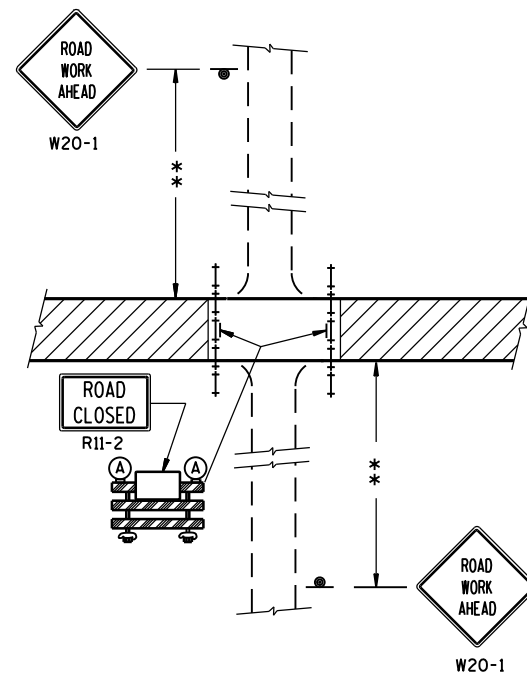
2-LANE RURAL CENTER LINE RUMBLE STRIP, MILLING	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED 5/15/2013 DATE	/S/ Jerry H. Zogg ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA	



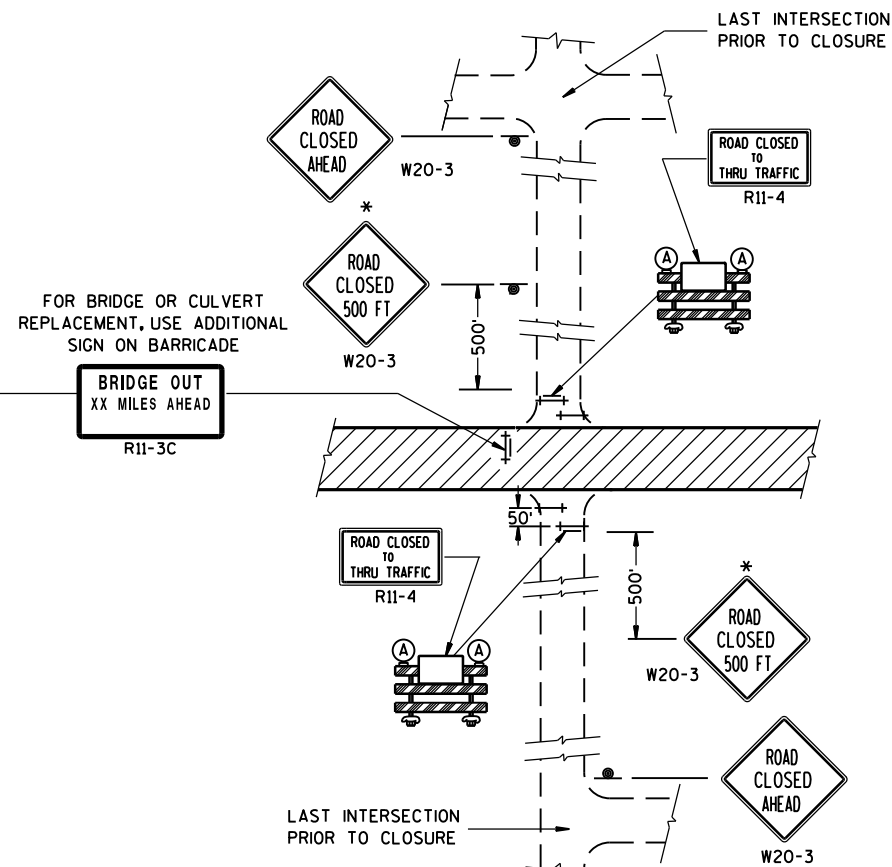
DETAIL 1
(NO ACCESS TO PROJECT)



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

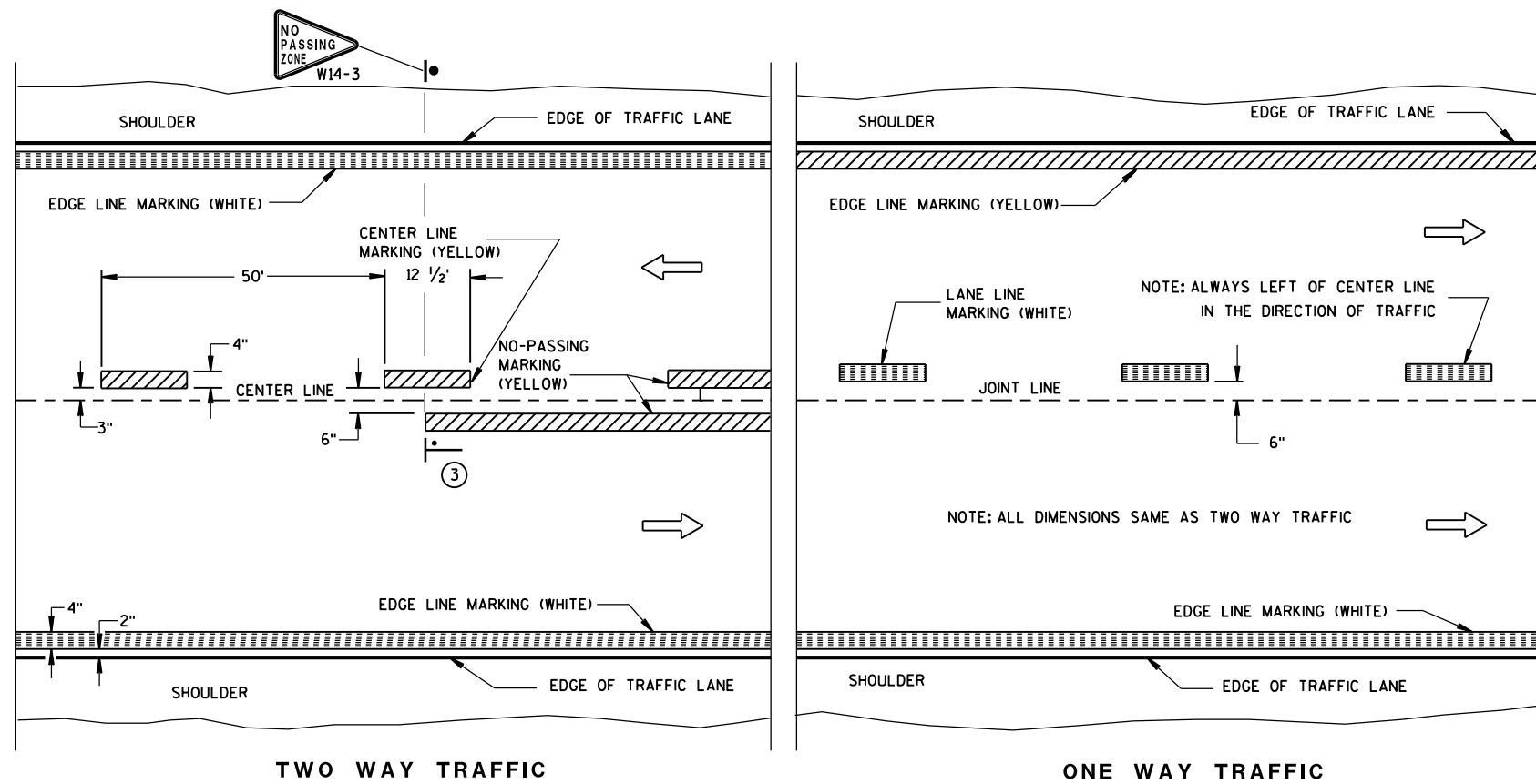
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

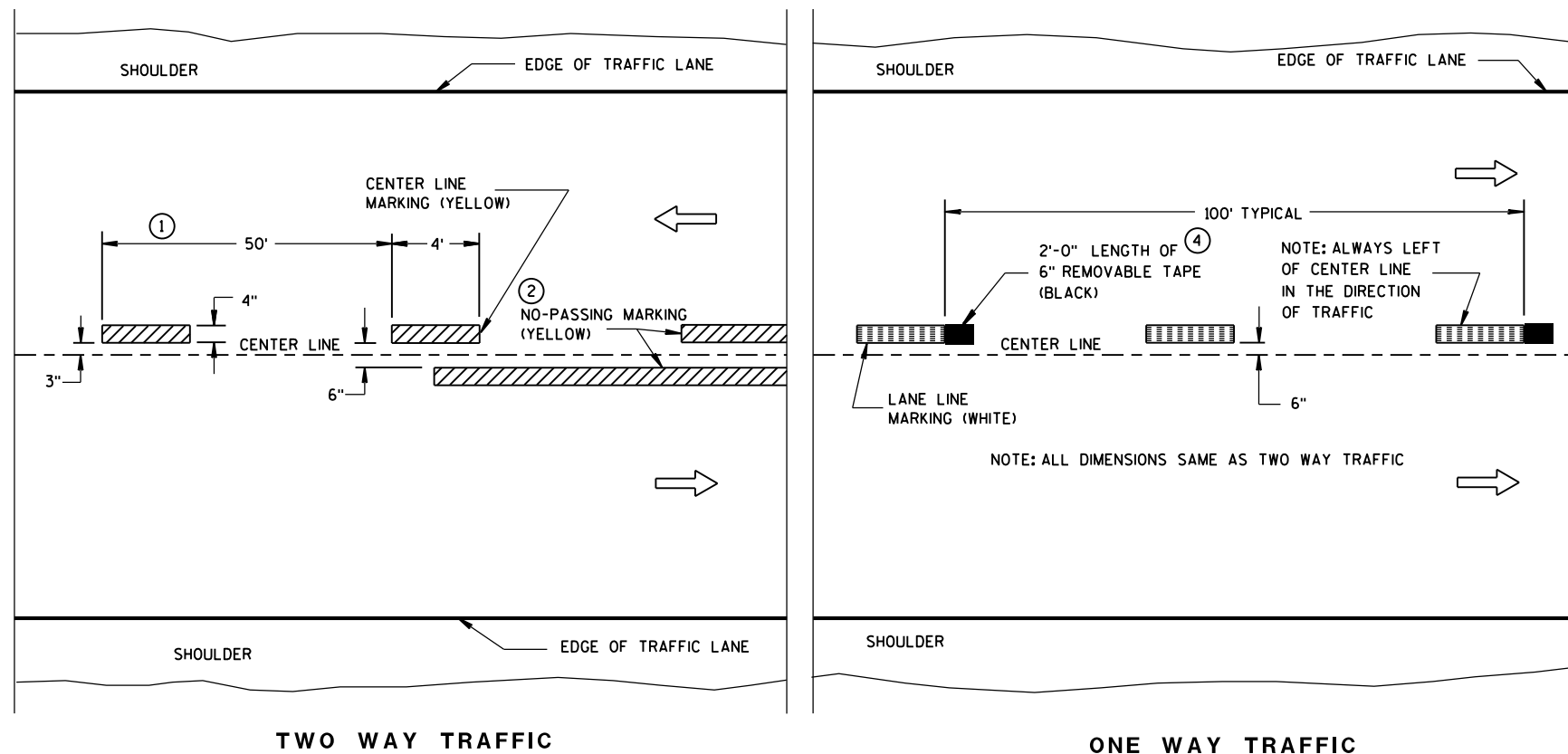
8/2013 /S/ Travis Feltes

DATE STATE TRAFFIC ENGINEER OF DESIGN

FHWA



PERMANENT PAVEMENT MARKING



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

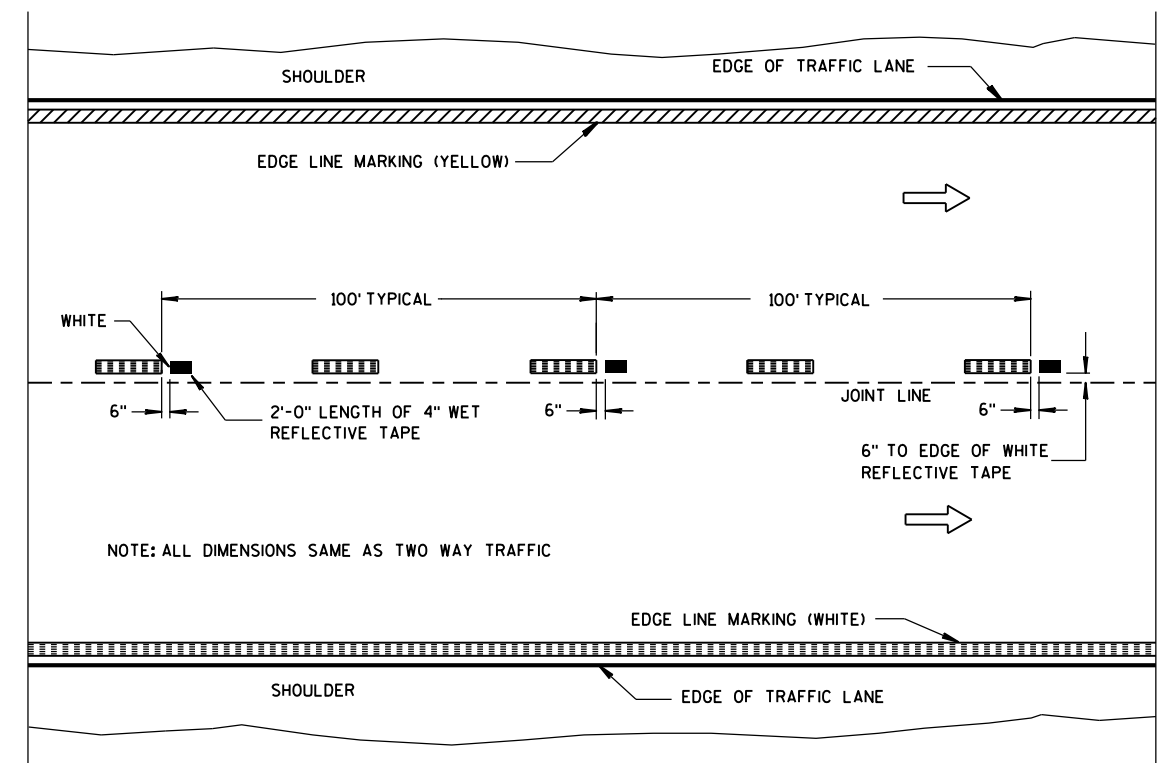
GENERAL NOTES

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)

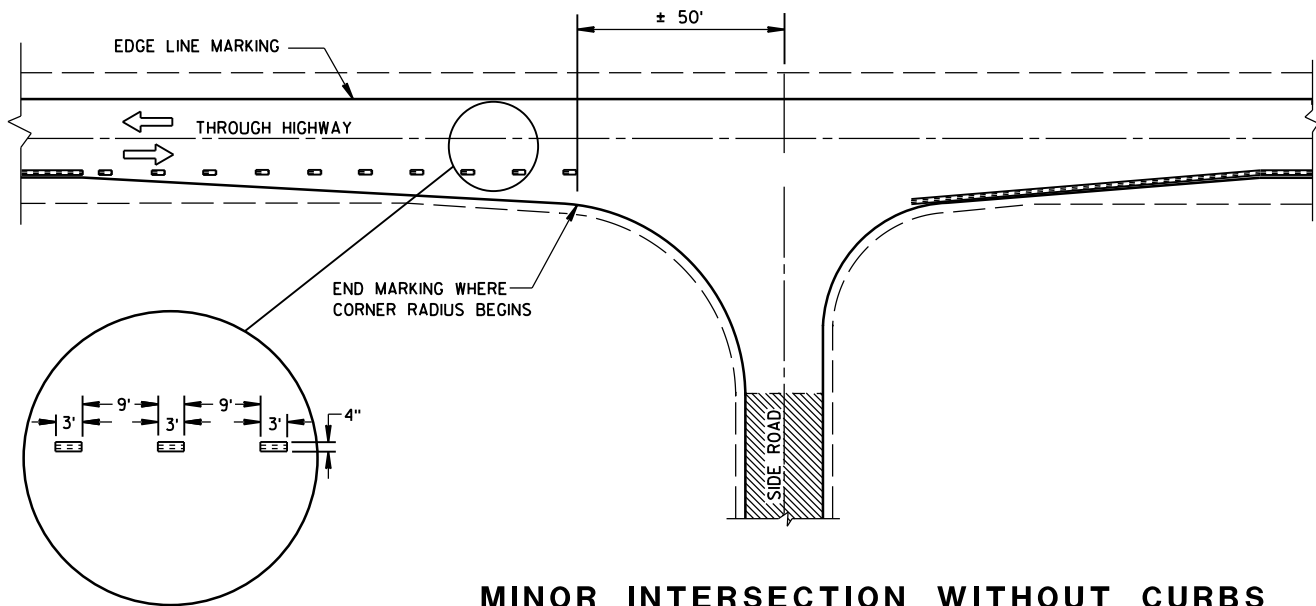
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

5-13-2013
DATE

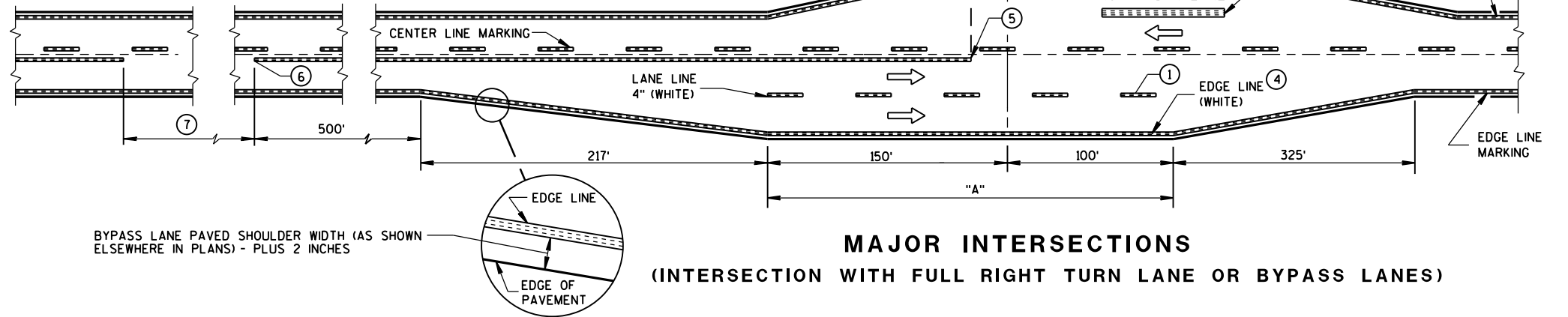
FHWA

/S/ Travis Feltes
STATE TRAFFIC ENGINEER



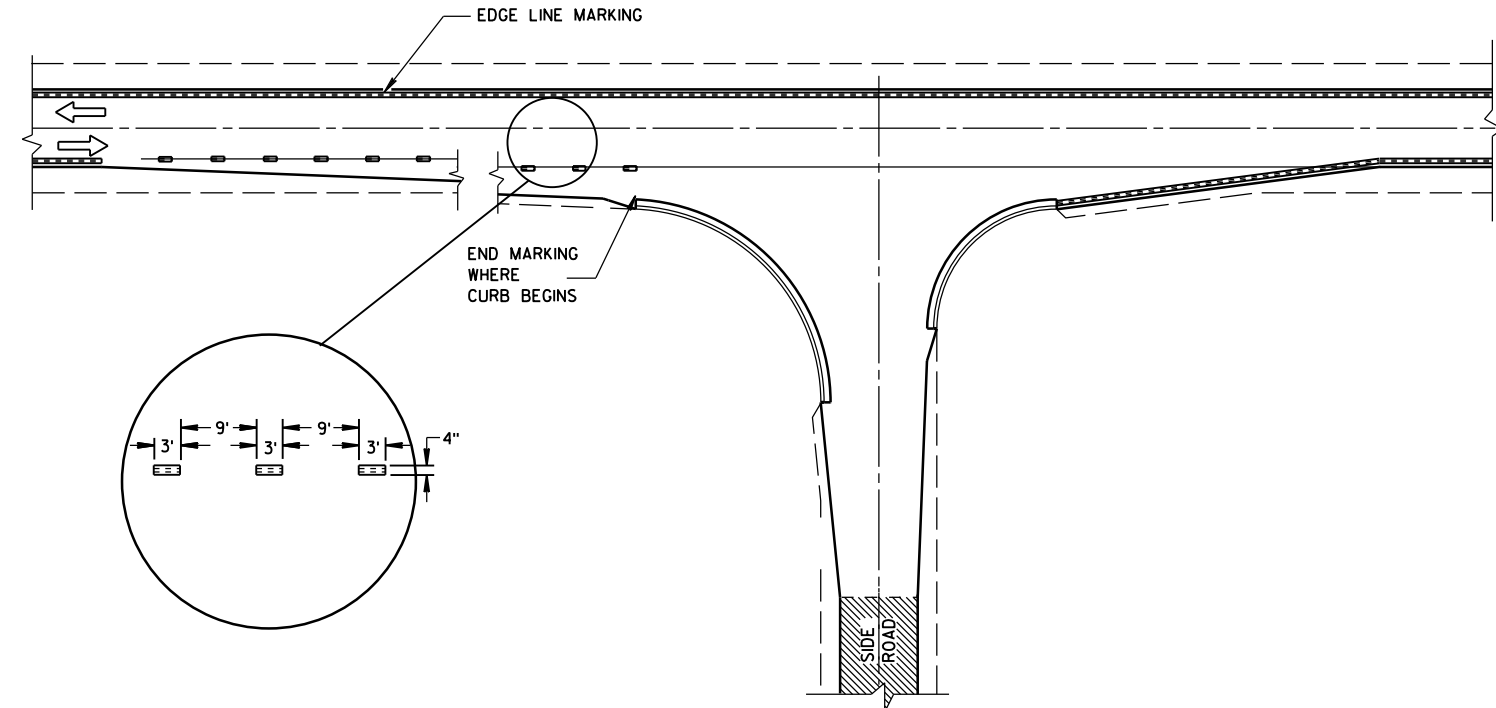
MINOR INTERSECTION WITHOUT CURBS

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

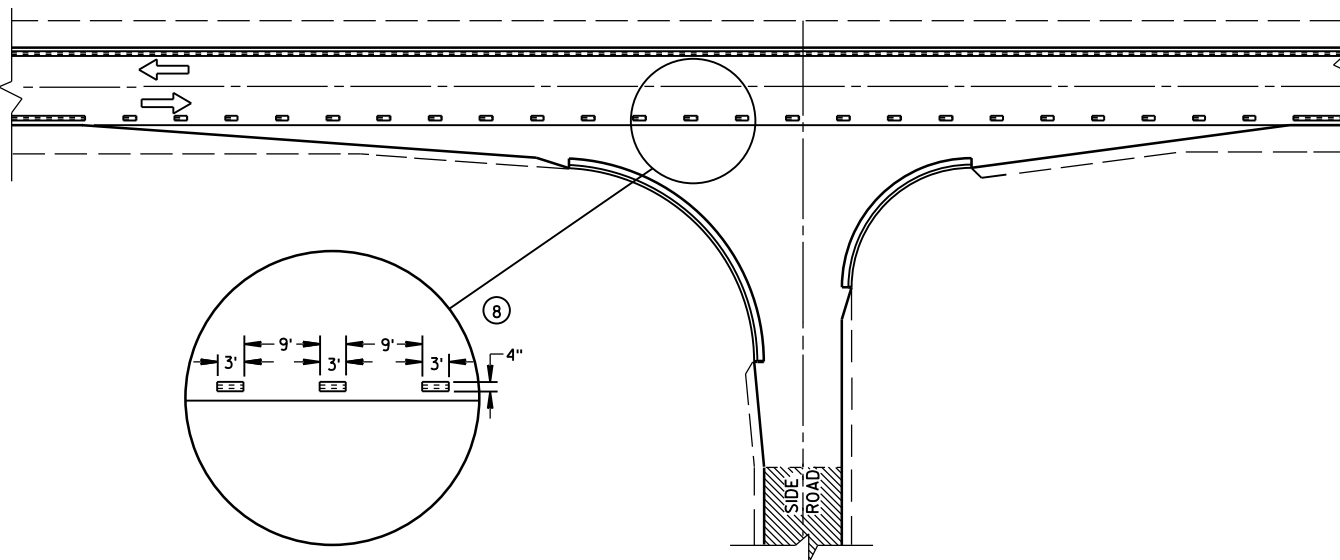


MAJOR INTERSECTIONS

(INTERSECTION WITH FULL RIGHT TURN LANE OR BYPASS LANES)



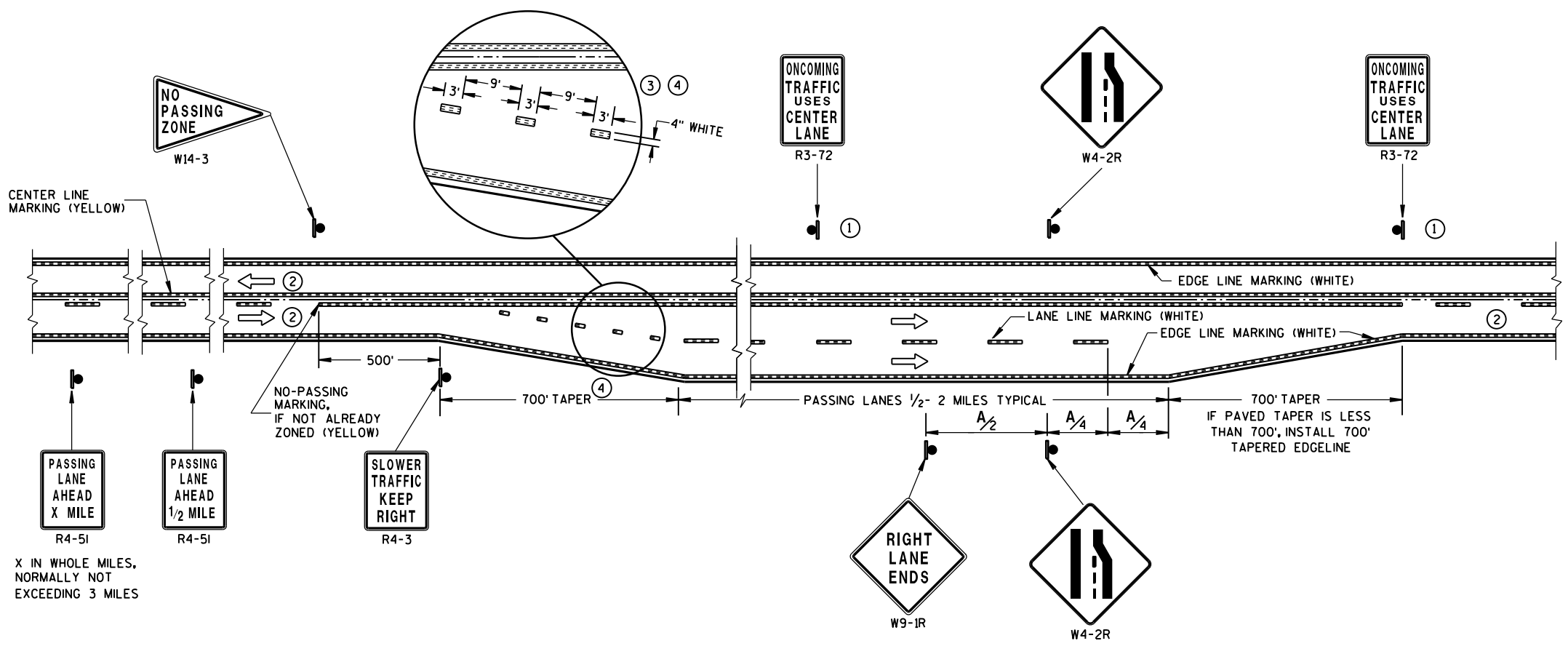
MINOR INTERSECTION WITH CURBS
(TYPICAL MARKING)



MINOR INTERSECTION WITH CURBS
(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



**SOLID DOUBLE-YELLOW LINE
(THROUGHOUT ENTIRE PASSING/CLIMBING LANE)**

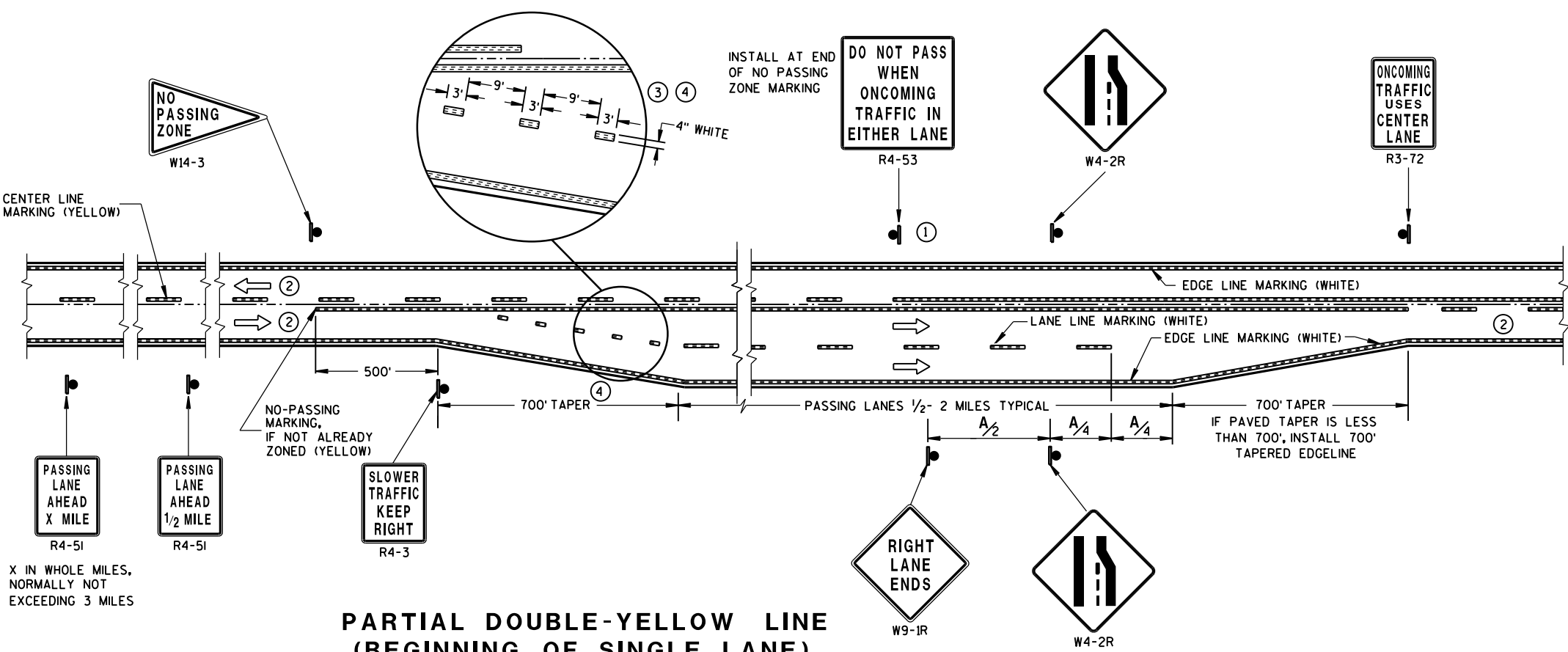
GENERAL NOTES

- ① SIGN SHALL BE REPEATED AT 1 MILE INCREMENTS OR AT THE DISCRETION OF THE REGIONAL TRAFFIC ENGINEER.
- ② THERE MAY BE SOLID YELLOW ON THE CENTERLINE DUE TO SIGHT CONDITIONS.
- ③ THE TAPER LENGTH OF THE DOTTED LINE PAVEMENT MARKING SHALL BE 700 FEET, 3' LINE 9' GAP, EXCEPT RETRACE THE EXISTING LINE-GAP PATTERN WHERE EXISTING MARKINGS ARE IN PLACE.
- ④ WHEN THE ENTRANCE TAPER IS LESS THAN 700 FEET OR THE SHOULDER WIDTH IN THE PASSING/CLIMBING LANE IS LESS THAN THE ADJACENT HIGHWAY, DO NOT INSTALL DOTTED LINE PAVEMENT MARKING.

ARROW SYMBOL (➡) SHOWS DIRECTION OF TRAVEL

DISTANCE TABLE

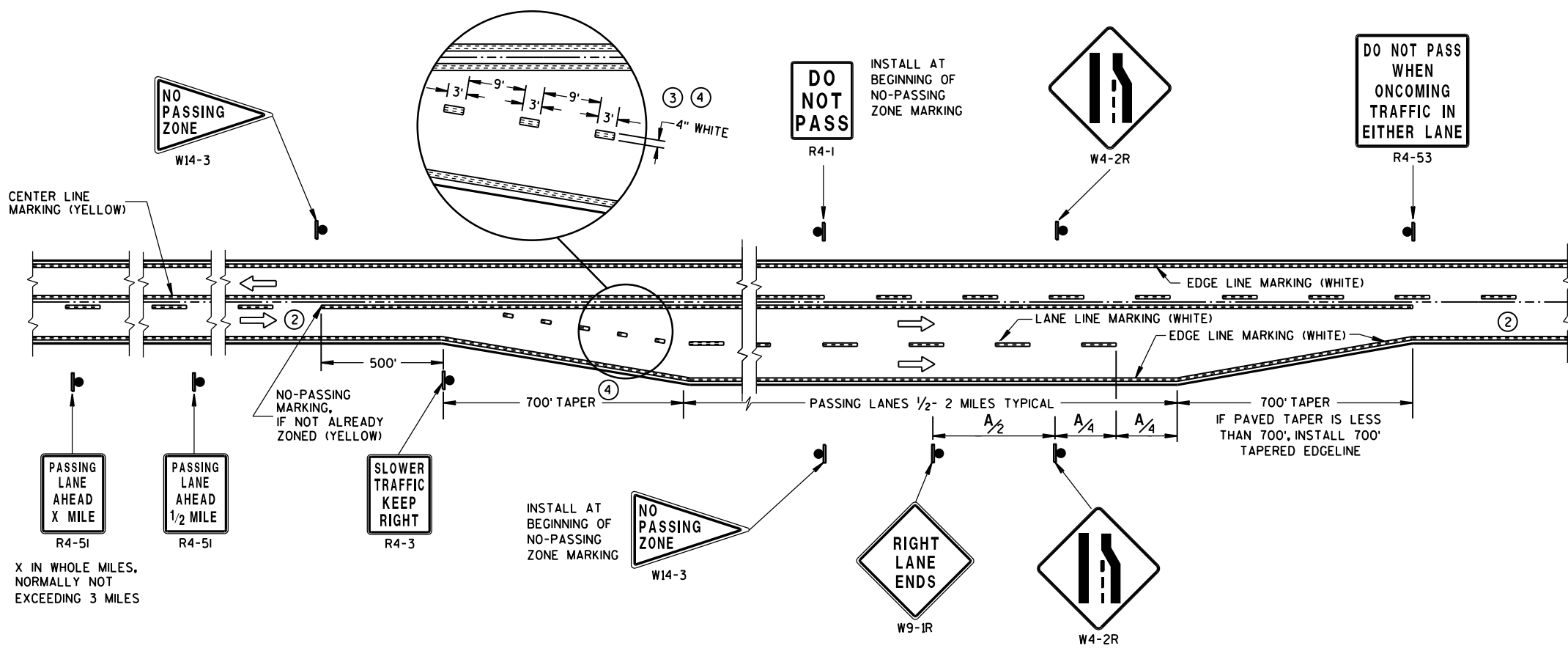
POSTED OR 85th PERCENTILE SPEED	DISTANCE "A"
45	750
50	850
55	950



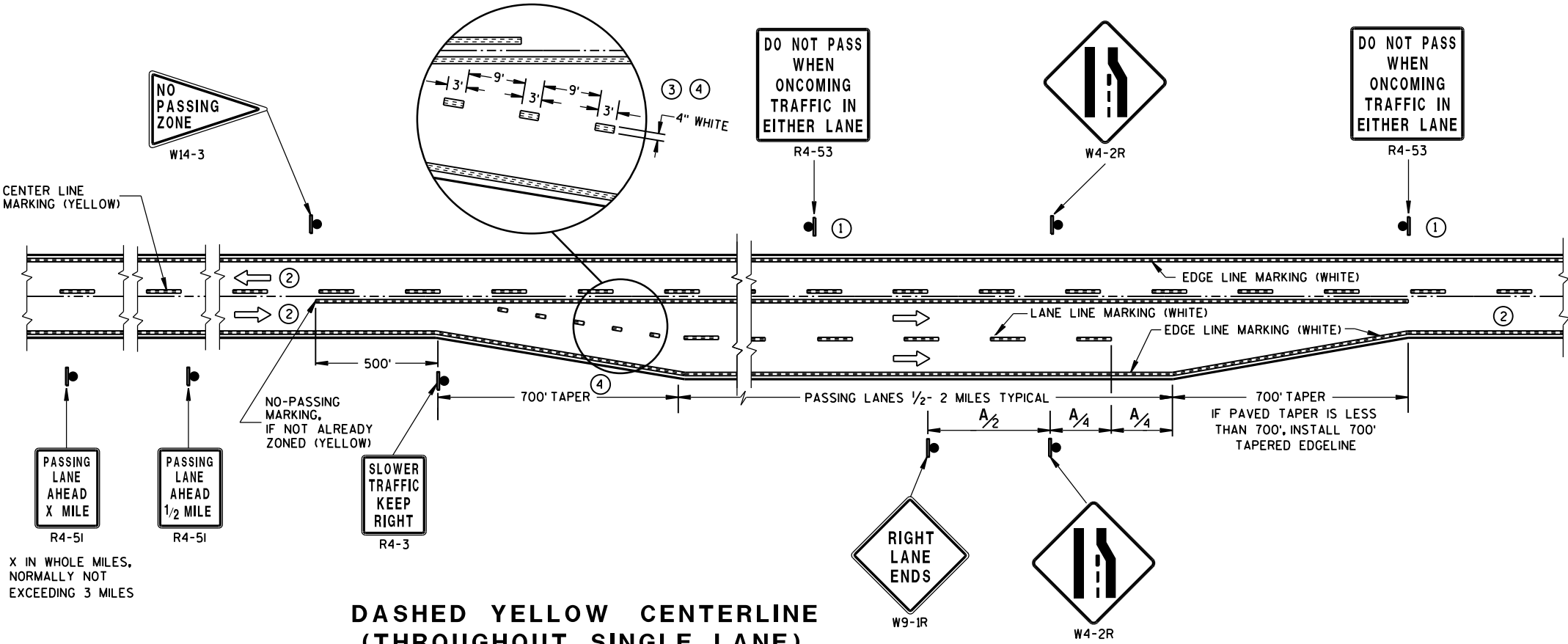
**PARTIAL DOUBLE-YELLOW LINE
(BEGINNING OF SINGLE LANE)**

**PAVEMENT MARKING & SIGNING
(CLIMBING LANE & PASSING LANE)**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



**SOLID DOUBLE-YELLOW LINE
(END OF SINGLE LANE)**



**DASHED YELLOW CENTERLINE
(THROUGHOUT SINGLE LANE)**

GENERAL NOTES

- ① SIGN SHALL BE REPEATED AT 1/2 MILE INCREMENTS OR AT THE DISCRETION OF THE REGIONAL TRAFFIC ENGINEER.
- ② THERE MAY BE SOLID YELLOW ON THE CENTERLINE DUE TO SIGHT CONDITIONS.
- ③ THE TAPER LENGTH OF THE DOTTED LINE PAVEMENT MARKING SHALL BE 700 FEET, 3" LINE 9" GAP, EXCEPT RETRACE THE EXISTING LINE-GAP PATTERN WHERE EXISTING MARKINGS ARE IN PLACE.
- ④ WHEN THE ENTRANCE TAPER IS LESS THAN 700 FEET OR THE SHOULDER WIDTH IN THE PASSING/CLIMBING LANE IS LESS THAN THE ADJACENT HIGHWAY, DO NOT INSTALL DOTTED LINE PAVEMENT MARKING.

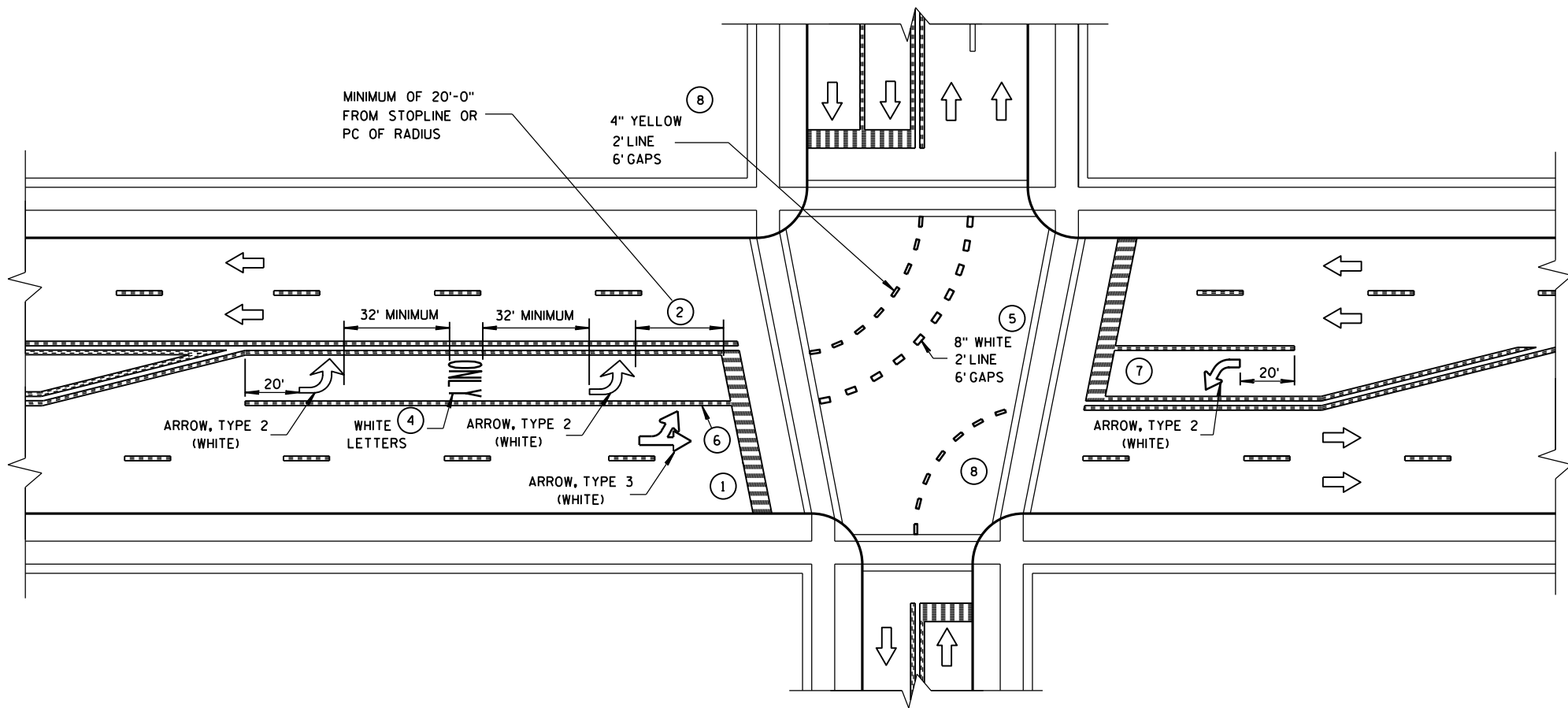
ARROW SYMBOL (→) SHOWS DIRECTION OF TRAVEL

DISTANCE TABLE

POSTED OR 85th PERCENTILE SPEED	DISTANCE "A"
45	750
50	850
55	950

**PAVEMENT MARKING & SIGNING
(CLIMBING LANE & PASSING LANE)**

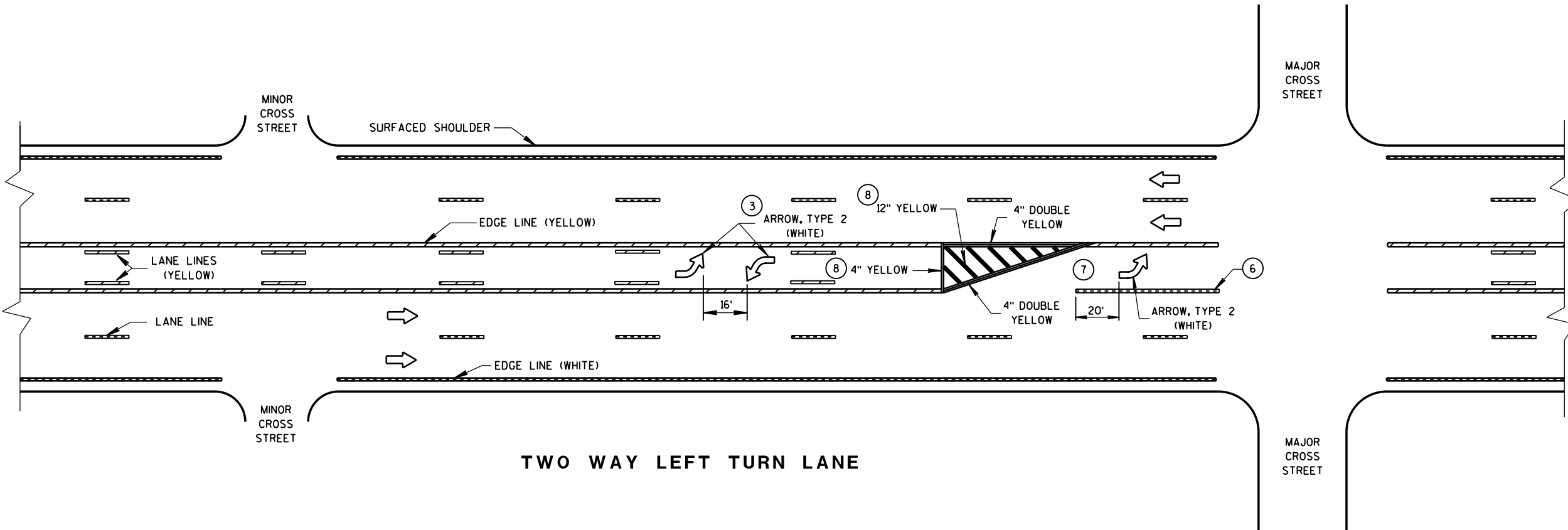
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



GENERAL NOTES

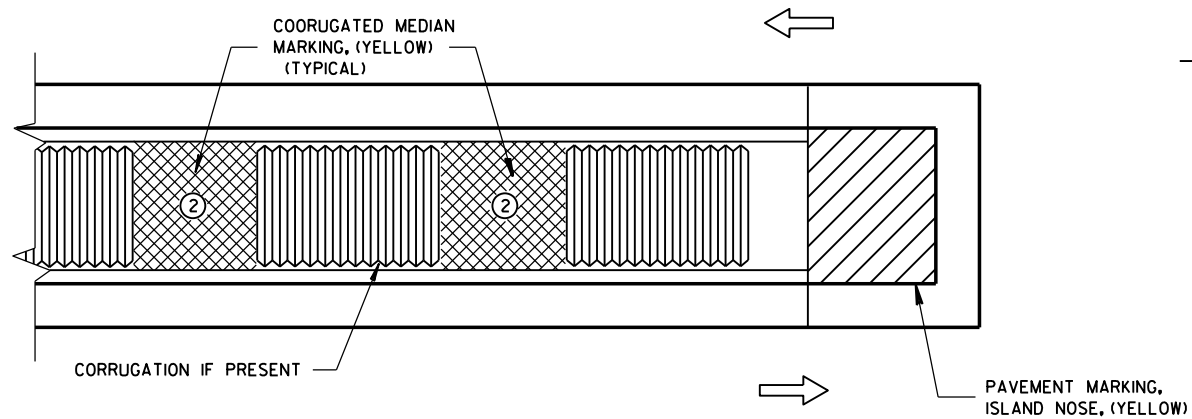
- 1 STOP BAR IS REQUIRED ONLY WHEN SPECIFIED IN THE CONTRACT.
- 2 DISTANCE MAY BE ADJUSTED TO ACCOMODATE SHORT LEFT TURN LANES. AS APPROVED BY THE ENGINEER.
- 3 A SET OF ARROWS IS REQUIRED EVERY 400 FEET OR NEAR INTERSECTIONS OR DRIVEWAYS WITH TURNING TRAFFIC.
- 4 ADD EXTRA SETS OF ONE ARROW AND ONE ONLY PER 160 FEET OR WHEN ON A CURVE.
- 5 8" WHITE WITH 2' LINE 6' GAPS FOR DUAL TURN LANE.
- 6 8" WHITE
- 7 ADD SECOND ARROW WHEN TURN BAY IS GREATER THAN OR EQUAL TO 108 FEET.
- 8 REQUIRED ONLY WHEN SPECIFIED IN THE CONTRACT.

NOTE:
ARROW SYMBOL (➡)
SHOWS DIRECTION OF TRAVEL

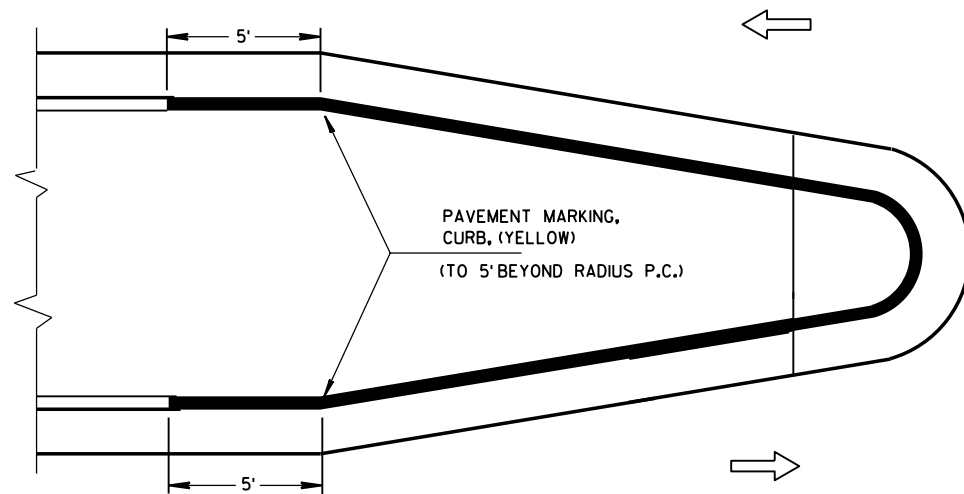


PAVEMENT MARKING
(LEFT TURN LANE)

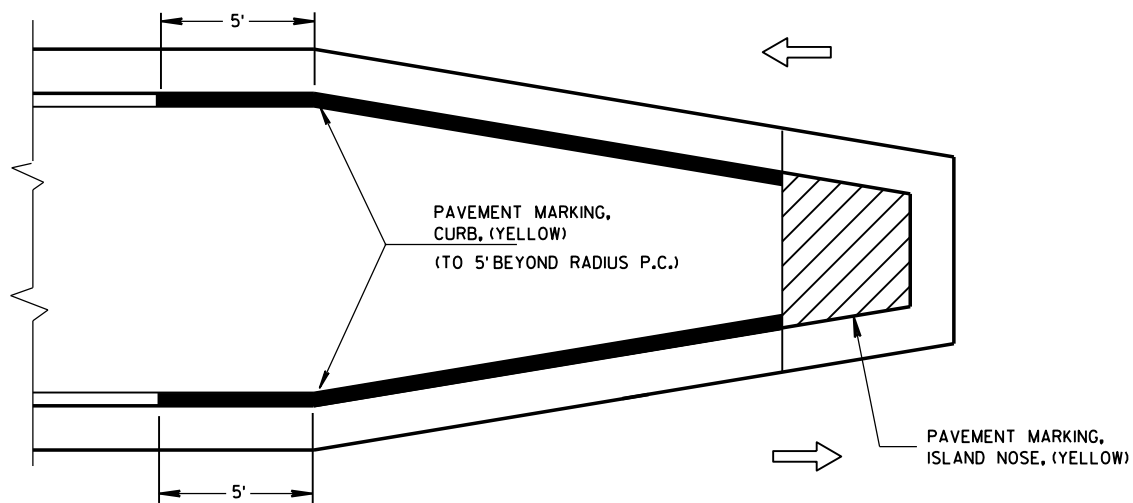
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



MEDIAN ISLAND WITH SQUARE BLUNT NOSE

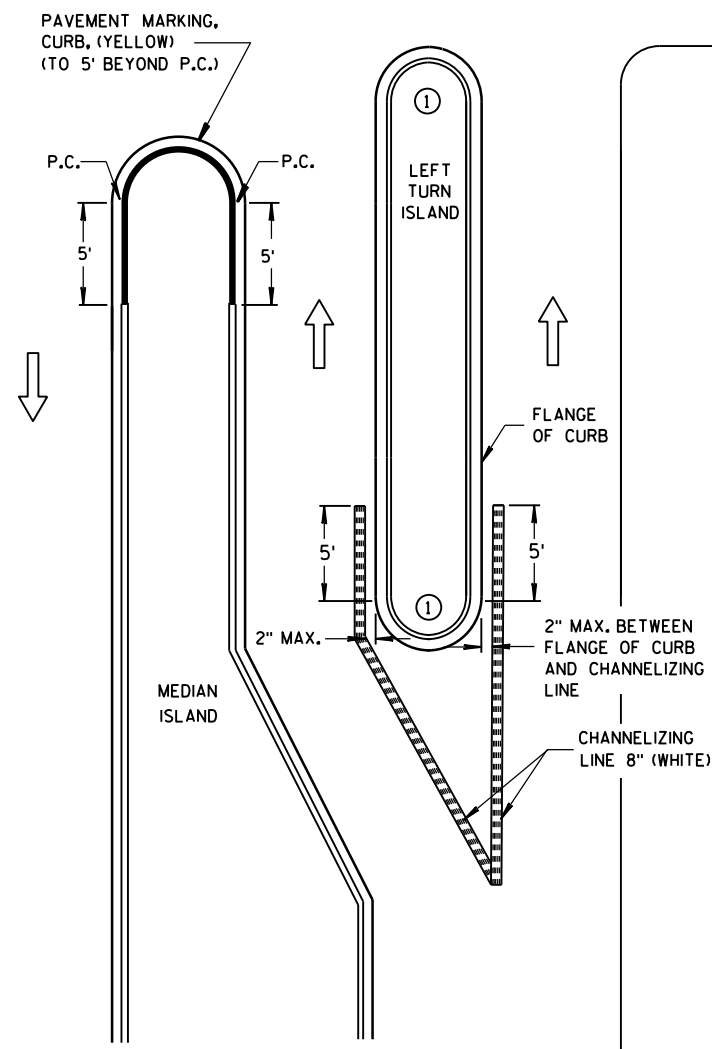


MEDIAN ISLAND WITH ROUND BLUNT NOSE



MEDIAN ISLAND WITH SLOPED NOSE

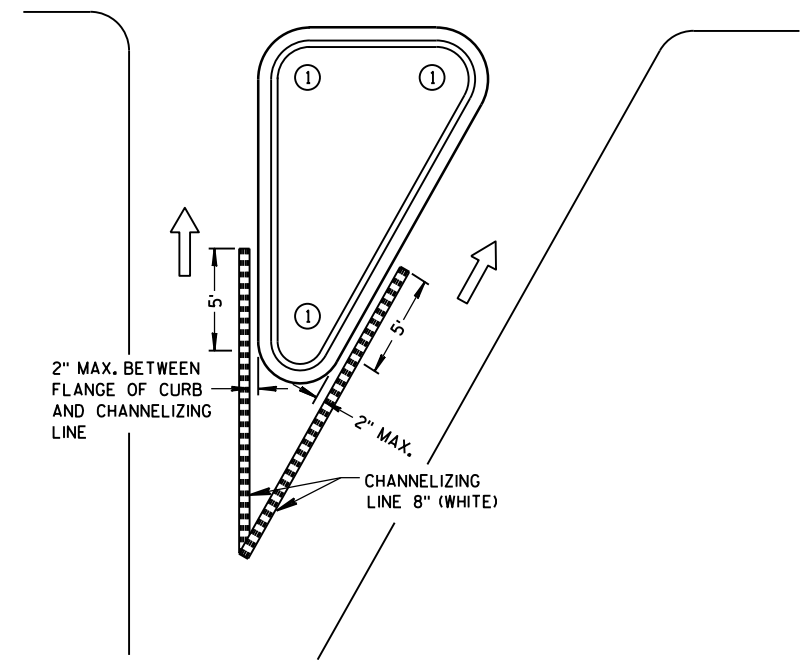
TYPICAL PLACEMENT OF PAVEMENT MARKING ON MEDIAN ISLANDS



LEFT TURN & MEDIAN ISLAND

GENERAL NOTES

- 1 DO NOT MARK CURB NOSES THAT SEPARATE LANES OF TRAFFIC TRAVELING IN THE SAME DIRECTION.
- 2 WHEN CONCRETE CORRUGATED MEDIAN IS CONSTRUCTED TO SEPARATE TRAFFIC OPERATING IN THE OPPOSING DIRECTION YELLOW PAVEMENT MARKING SHALL BE APPLIED TO THE FLAT PORTION OF THE CONCRETE CORRUGATED MEDIAN. THE ITEM OF PAVEMENT MARKING, CONCRETE CORRUGATED MEDIAN, WILL BE MEASURED IN PLACE AND AND ACCEPTED IN ACCORDANCE WITH THE CONTRACT AND PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE FOOT.



RIGHT TURN ISLAND





LEGEND

- ISLAND NOSE MARKING
- CURB MARKING
- CORRUGATED MEDIAN MARKING
- DIRECTION OF TRAVEL

PAVEMENT MARKING (ISLANDS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

LEGEND

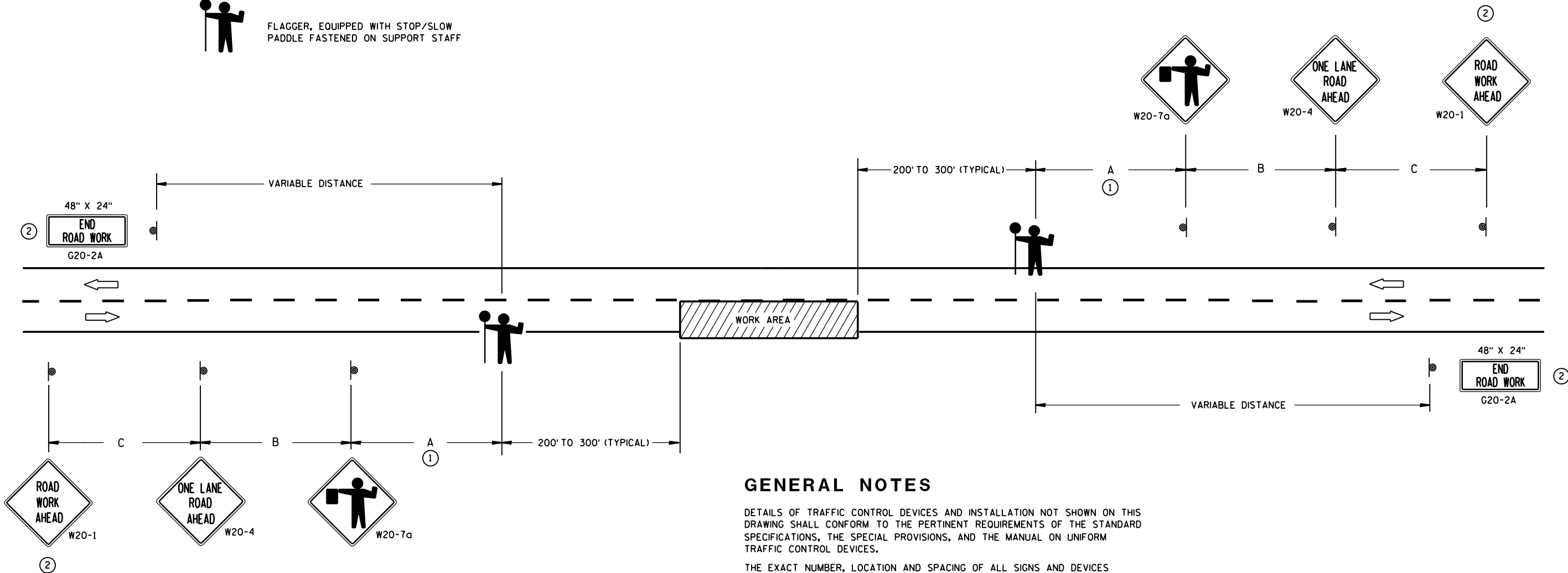
-  SIGN ON PORTABLE OR PERMANENT SUPPORT
-  DIRECTION OF TRAFFIC
-  WORK AREA
-  FLAGGER, EQUIPPED WITH STOP/SLOW PADDLE FASTENED ON SUPPORT STAFF

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.

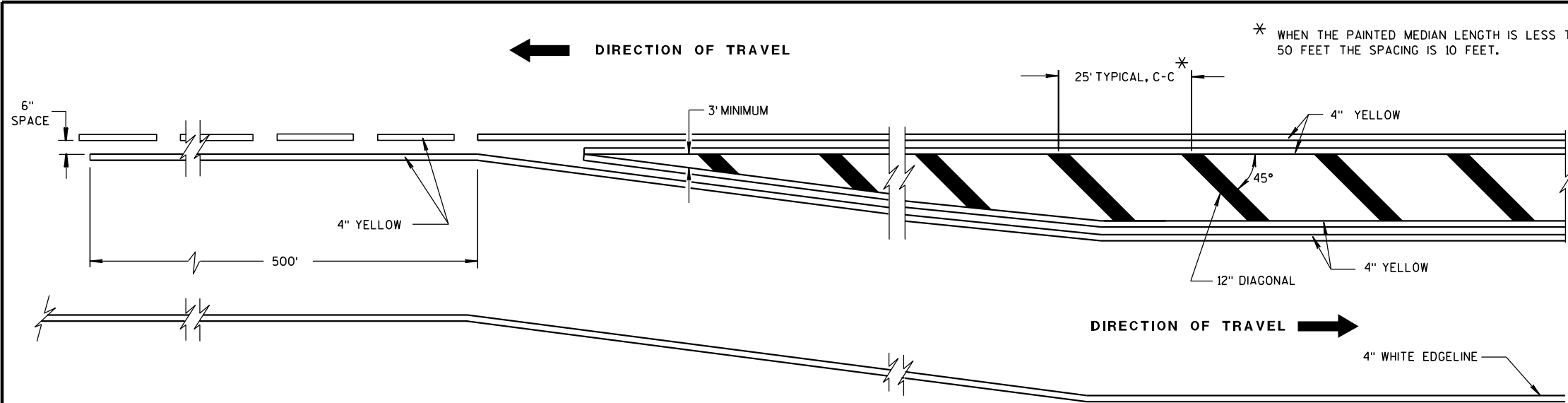
ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED.

- 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

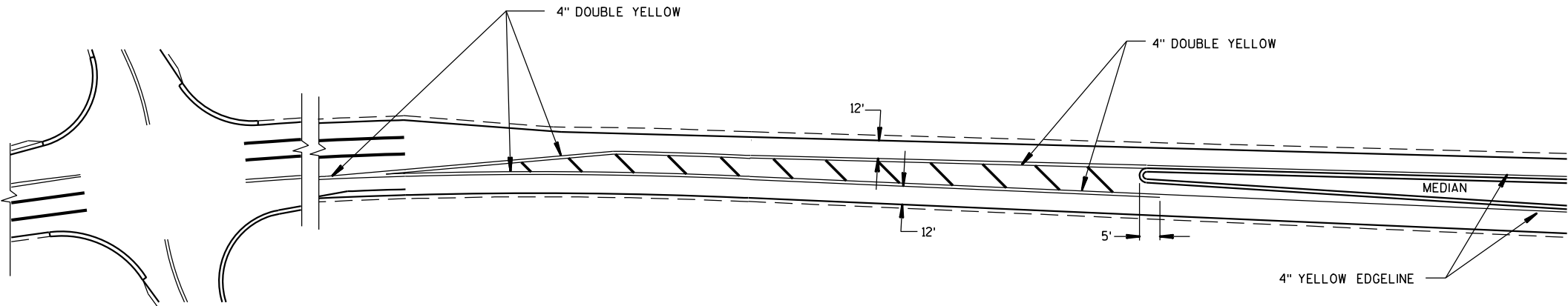
APPROVED
8/2013 /S/ Travis Feltes
DATE STATE TRAFFIC ENGINEER OF DESIGN
FHWA



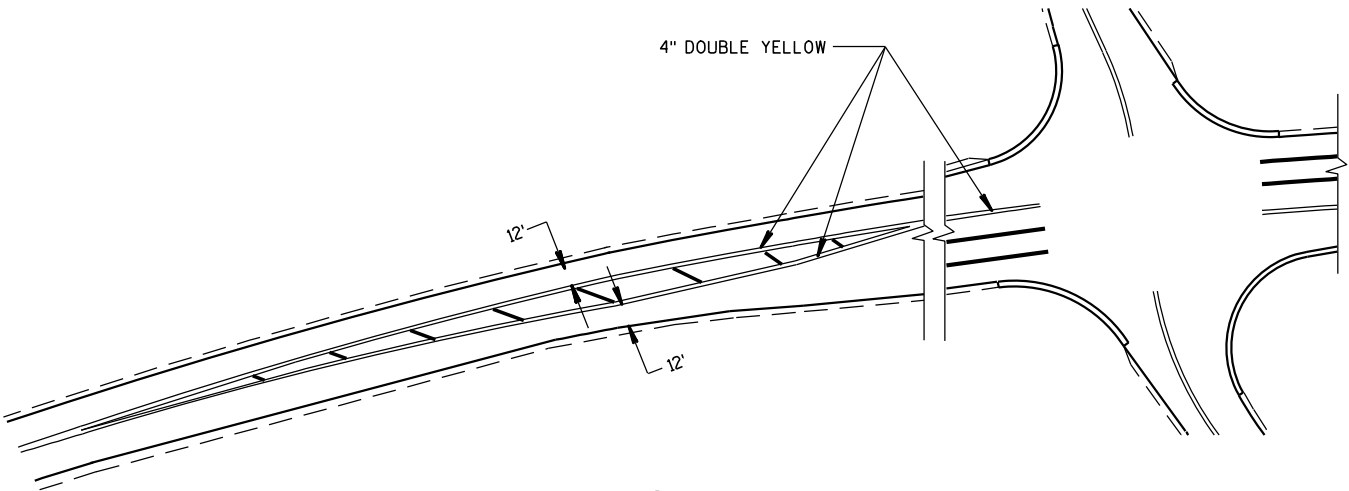
MEDIAN ISLAND DETAIL

GENERAL NOTE

DIAGONALS ARE OPTIONAL WHEN PAINTED ISLAND IS LESS THAN 6 FEET AT WIDEST POINT.

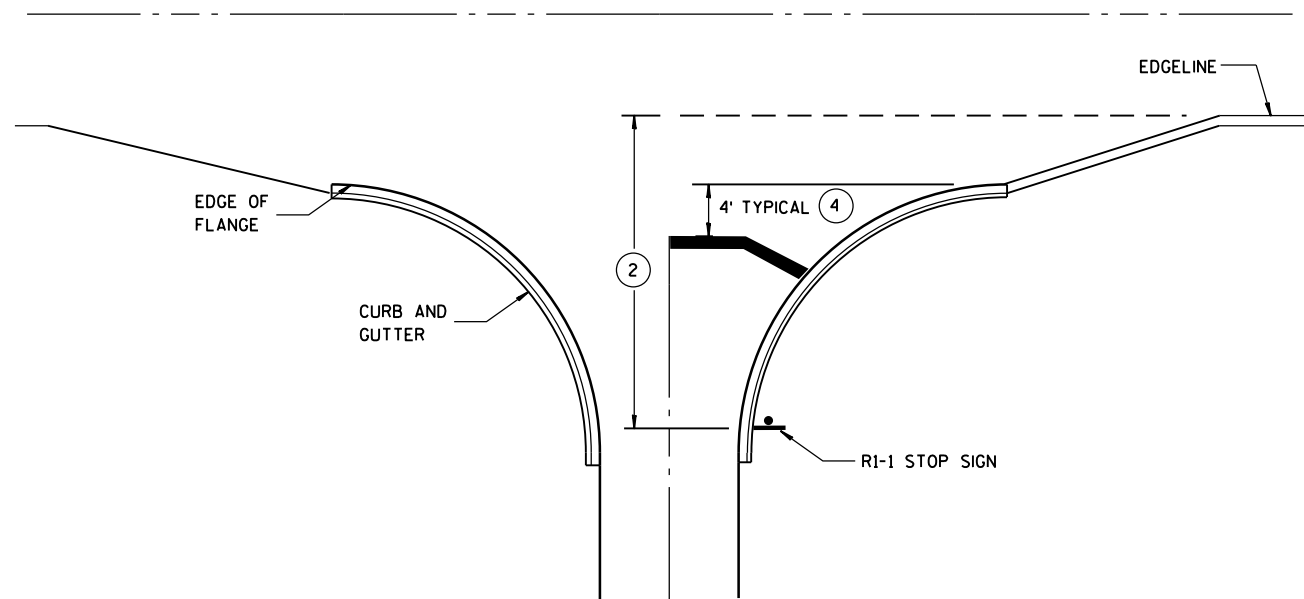


APPROACH MARKINGS FOR OTHER MEDIAN TYPES

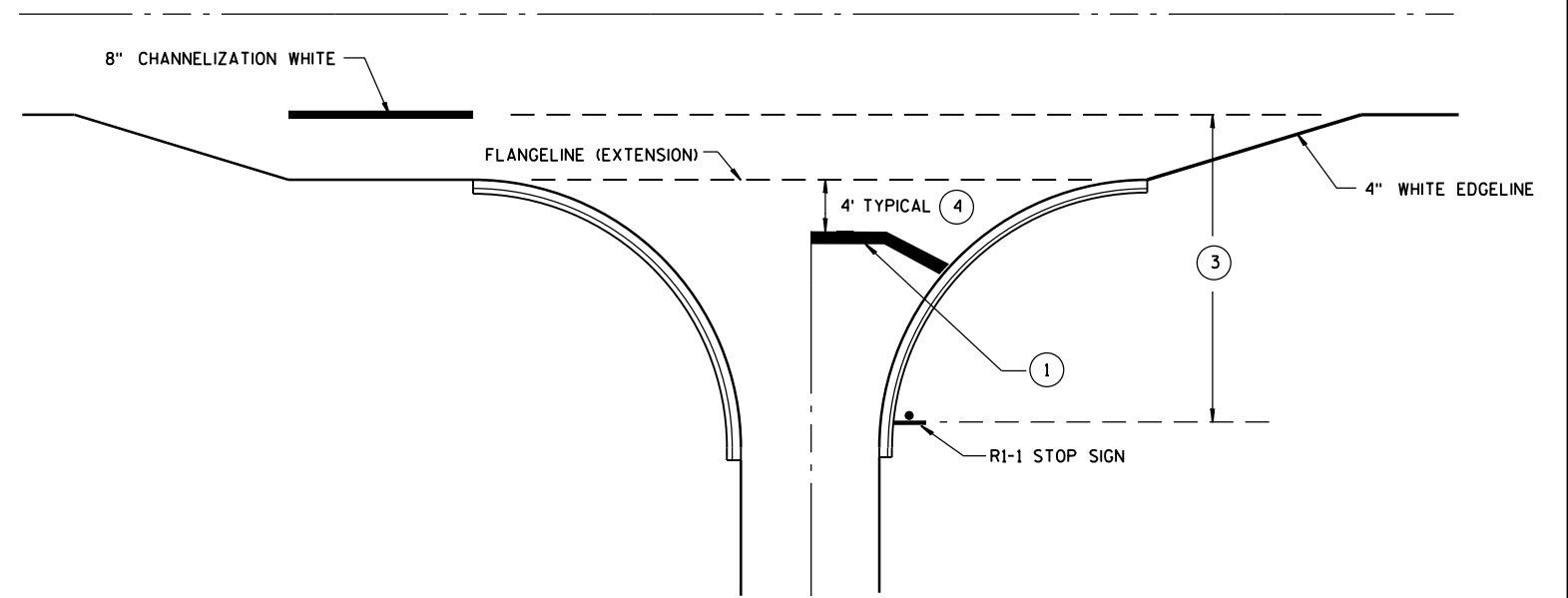


NON APPROACH MARKINGS

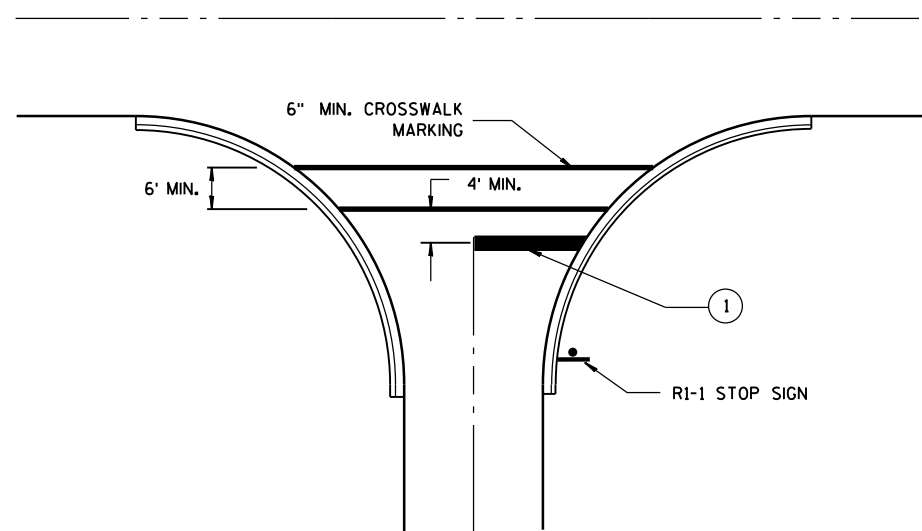
MEDIAN ISLAND MARKING	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED 2-5-09 DATE	/S/ Thomas N. Notbohm STATE TRAFFIC ENGINEER OF DESIGN
FHWA	



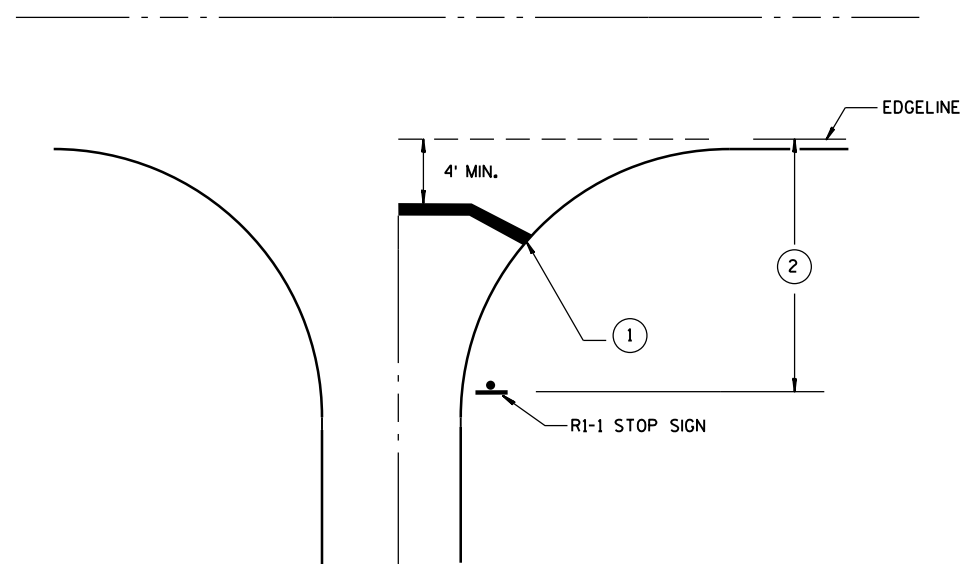
**TYPICAL STOP LINE PAVEMENT MARKING
WITH CURB AND GUTTER**



**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

- 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.

**STOP LINE AND CROSSWALK
PAVEMENT MARKING**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

4/30/2013
DATE

FHWA

/S/ Travis Feltz
STATE TRAFFIC ENGINEER

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

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

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

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.

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

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


* THE LEFT REVERSE CURVE SIGN (W01-4L) IS ONLY REQUIRED WHEN THIS DETAIL IS USED IN COMBINATION WITH "SINGLE LANE CROSSOVER" DETAIL.

TYPE III BARRICADE WITH ATTACHED SIGN

 SIGN ON PERMENENT SUPPORT

TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT

- TRAFFIC CONTROL DRUM

 FLASHING ARROW BOARD

Ⓐ TYPE "A" WARNING LIGHT (FLASHING)

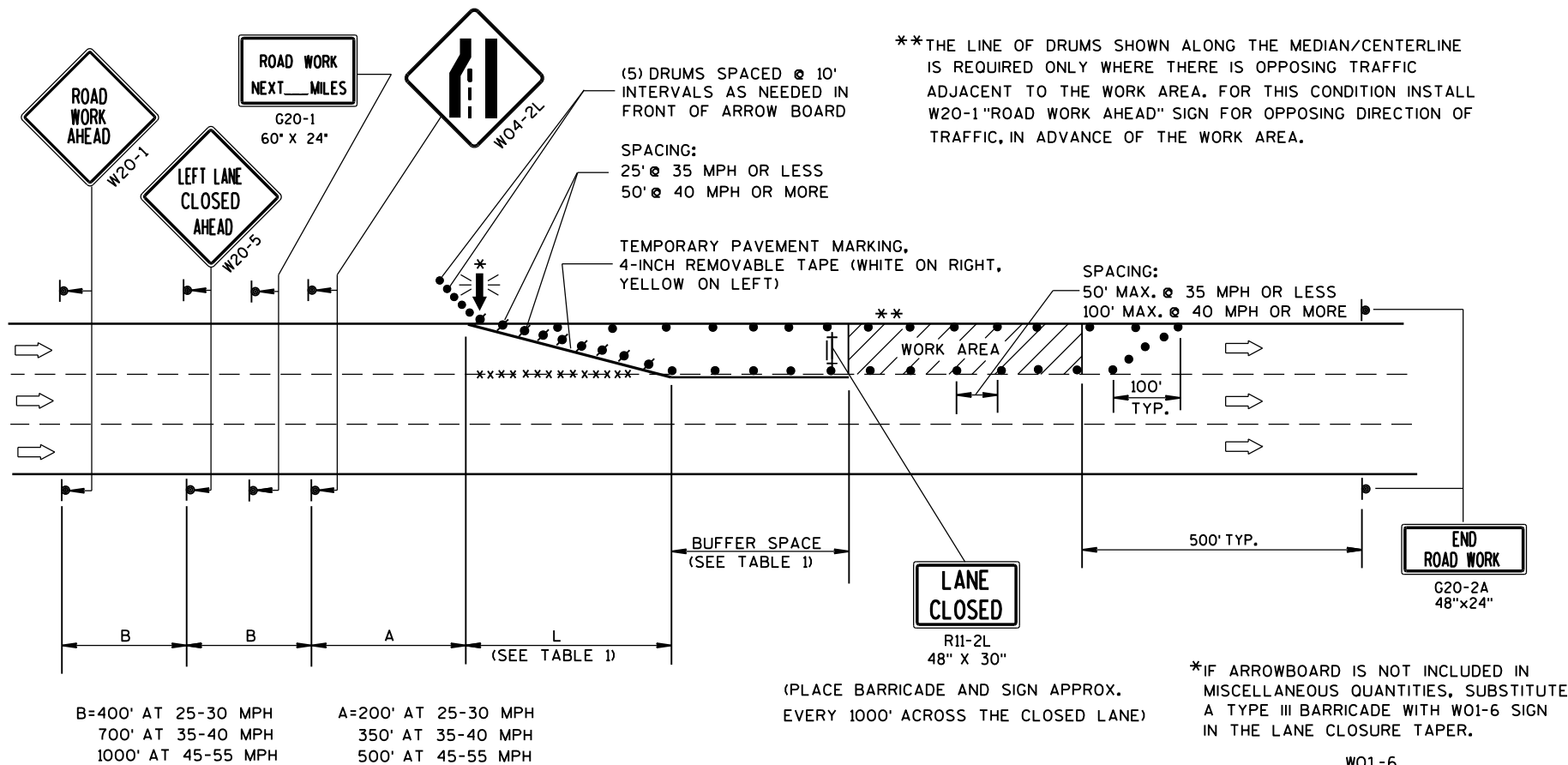
~~X-X-X~~ REMOVING PAVEMENT MARKING

➡ DIRECTION OF TRAFFIC

 WORK AREA

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Feb. 2015 /S/ Travis Feltes
DATE STATE TRAFFIC ENGINEER OF DESIGN
FHWA



GENERAL NOTES

THIS LANE CLOSURE DETAIL IS TYPICAL FOR CLOSING THE LEFT LANE. FOR A RIGHT LANE CLOSURE, REVERSE THE TRAFFIC CONTROL.

THIS DETAIL MAY BE USED FOR ROADWAYS WITH EITHER TWO OR THREE LANES IN EACH DIRECTION.

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 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 IN URBAN AREAS, 36" X 36" SIGNS MAY BE USED IF APPROVED BY DISTRICT TRAFFIC UNIT.

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

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS, OR THAT WILL BE PLACED IN A CLOSED LANE, MAY BE MOUNTED ON PORTABLE SUPPORTS.

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.

REMOVE PAVEMENT MARKINGS AND PLACE TEMPORARY PAVEMENT MARKING, REMOVABLE TAPE IF LANE CLOSURE IS TO BE IN PLACE FOR 4 OR MORE CONTINUOUS DAYS AND NIGHTS.

ON UNDIVIDED ROADWAYS, OMIT THE SIGNS SHOWN ON LEFT SIDE OF ROAD.

W20-1, G20-1 AND G20-2A SIGNS ARE NOT REQUIRED IF THE LANE CLOSURE IS WITHIN A LARGER WORK ZONE WHERE THESE SIGNS ARE ALREADY PRESENT.

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

CONSIDER GEOMETRICS WHEN LOCATING SIGNS AND ARROWBOARDS SO THE APPROACHING DRIVER HAS A CLEAR VIEW OF THE ARROWBOARDS AND LANE CLOSURE DRUMS.

PLACE THE ARROWBOARD AS CLOSE AS POSSIBLE TO THE BEGINNING OF THE LANE CLOSURE TAPER, PREFERABLY ON THE SHOULDER OR TERRACE.

CHANNELIZING DEVICES PLACED ADJACENT TO WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

BARRICADES IN A CLOSED LANE 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.

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

TABLE 1
TAPER AND BUFFER SPACE
FOR 12' LANE WIDTH

S	L	BUFFER SPACE
25	125'	55'
30	180'	85'
35	245'	120'
40	320'	170'
45	540'	220'
50	600'	280'
55	660'	335'

FOR LANE WIDTH OTHER THAN 12':

L = WS AT 45 MPH OR GREATER

$L = \frac{WS^2}{60}$ AT 40 MPH OR LESS

L = TAPER LENGTH IN FEET

S = NON-CONSTRUCTION SPEED LIMIT (MPH)

W = WIDTH OF LANE CLOSURE

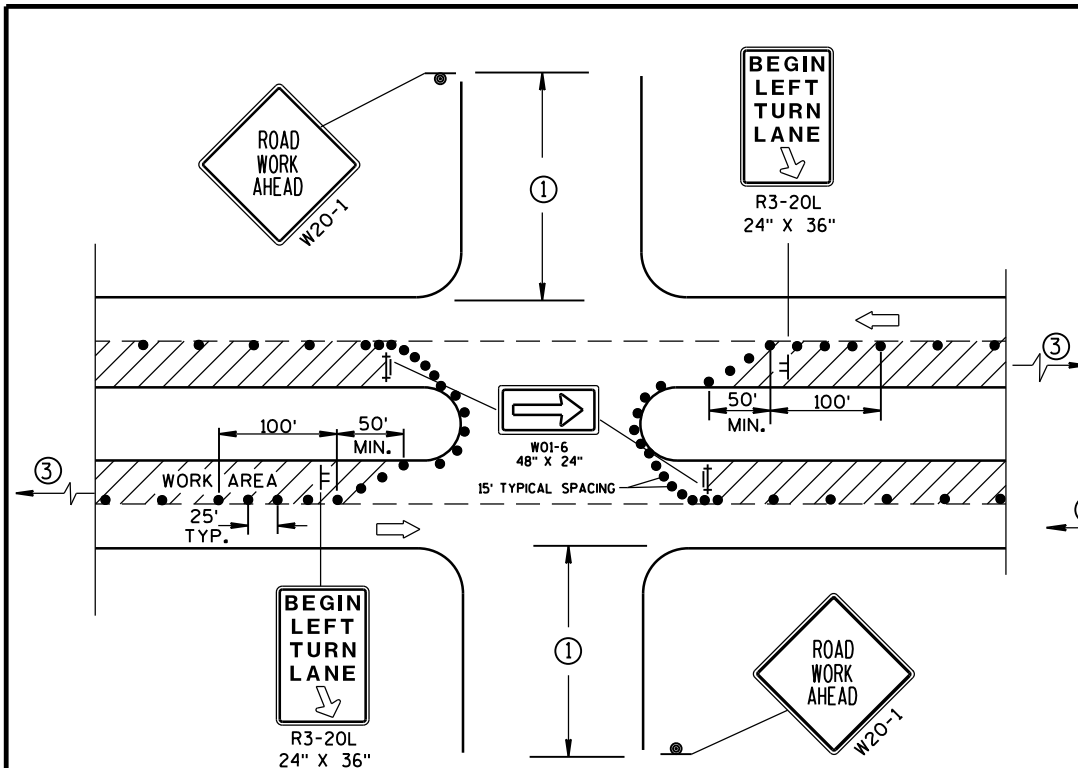
LEGEND

- TYPE III BARRICADE WITH ATTACHED SIGN
- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- TRAFFIC CONTROL DRUM
- FLASHING ARROW BOARD
- DIRECTION OF TRAFFIC
- REMOVING PAVEMENT MARKING (SEE GENERAL NOTES)
- WORK AREA

TRAFFIC CONTROL,
SINGLE LANE CLOSURE,
NON-FREEWAY/EXPRESSWAY

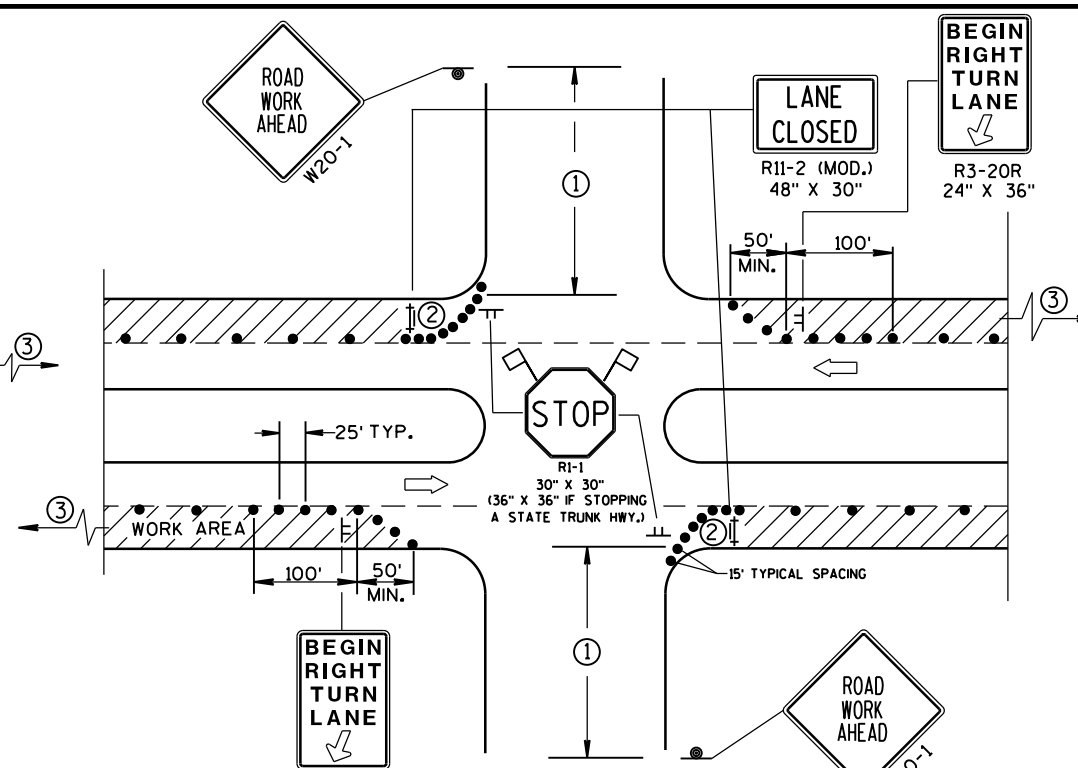
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Feb. 2015 /S/ Travis Feltes
DATE STATE TRAFFIC ENGINEER OF DESIGN
FHWA



DETAIL A
FOR LEFT LANE CLOSURE AT
INTERSECTION OR MEDIAN OPENING

PROVIDE TURN LANES AT
INTERSECTIONS WHENEVER
STAGING OF WORK ALLOWS.
TAPER AND TURN LANE
LENGTHS BASED ON FIELD
CONDITIONS AS APPROVED
BY THE ENGINEER.



DETAIL B
FOR RIGHT LANE CLOSURE
AT INTERSECTION

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 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 IN URBAN AREAS, 36" X 36" SIGNS MAY BE USED IF APPROVED BY DISTRICT TRAFFIC UNIT.

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

SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE FHWA'S MANUAL OF STANDARD HIGHWAY SIGNS OR THE WISCONSIN STANDARD SIGN PLATES.

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS, OR THAT WILL BE PLACED IN A CLOSED LANE, MAY BE MOUNTED ON PORTABLE SUPPORTS.

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.

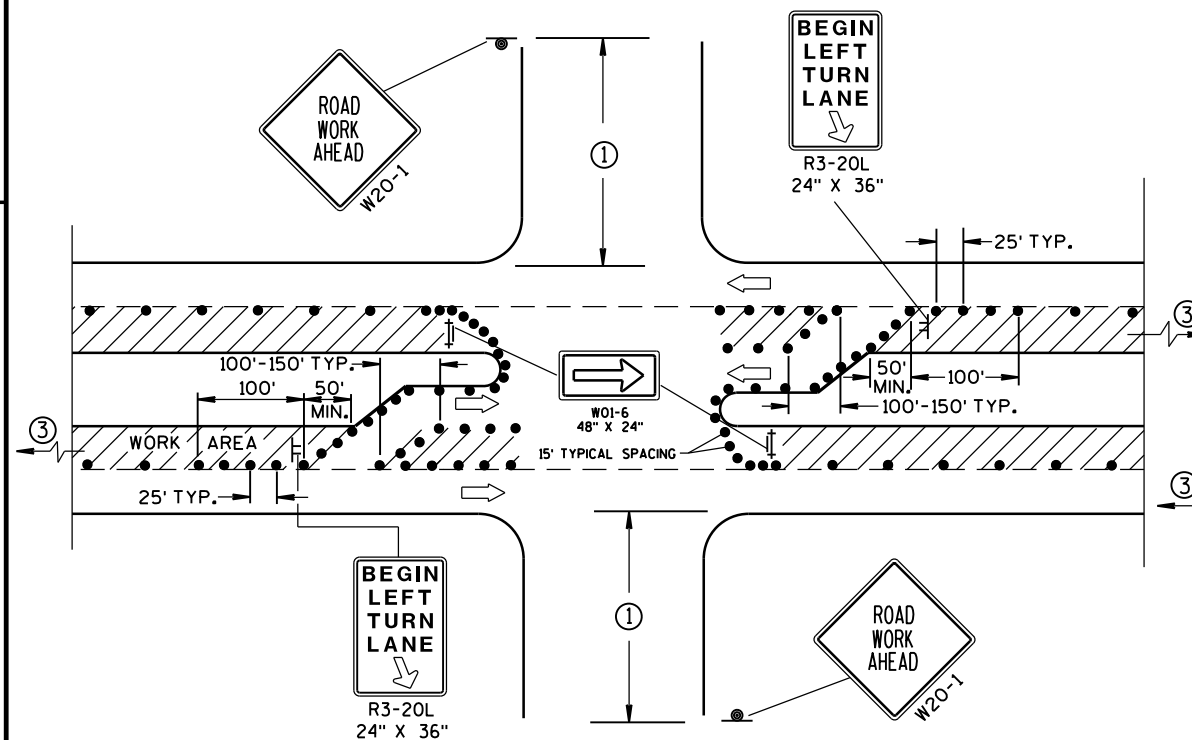
CHANNELIZING DEVICES PLACED ADJACENT TO WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

BARRICADES IN A CLOSED LANE 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.

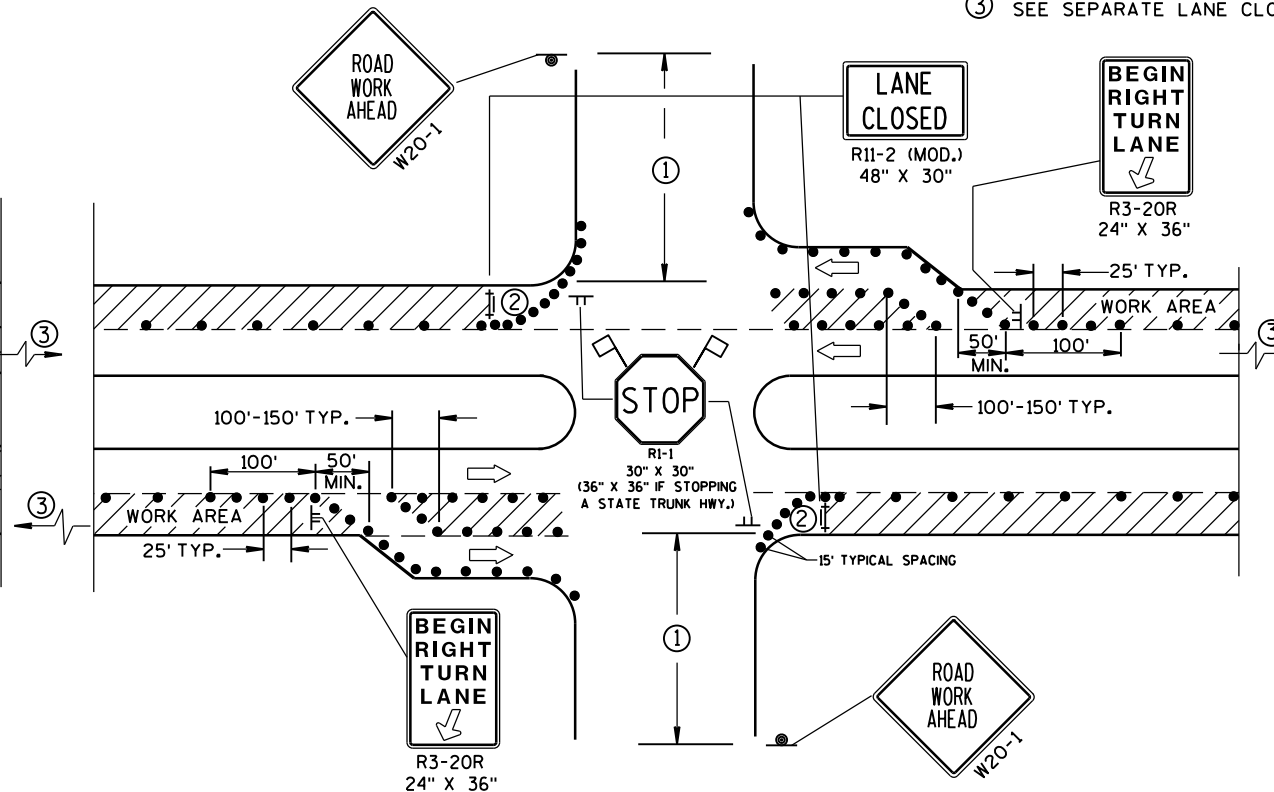
- 500' TYPICAL OR AT LAST INTERSECTION, WHICHEVER IS CLOSER.
350' IF 35-40 MPH.
200' IF 25-30 MPH.
- ALSO USE BARRICADE AND 15-FOOT TYPICAL DRUM SPACING AT COMMERCIAL DRIVEWAYS.
- SEE SEPARATE LANE CLOSURE DETAIL FOR ADDITIONAL TRAFFIC CONTROL.

LEGEND

- TRAFFIC CONTROL DRUM
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT (5' MIN. MOUNTING HEIGHT)
- TYPE III BARRICADE WITH ATTACHED SIGN AND TYPE "A" WARNING LIGHT (FLASHING)
- DIRECTION OF TRAFFIC
- FLAGS, 16" X 16" MIN., (ORANGE)
- WORK AREA



DETAIL C
FOR LEFT LANE CLOSURE AT INTERSECTION OR
MEDIAN OPENING (WITH LEFT TURN BAY OPEN)

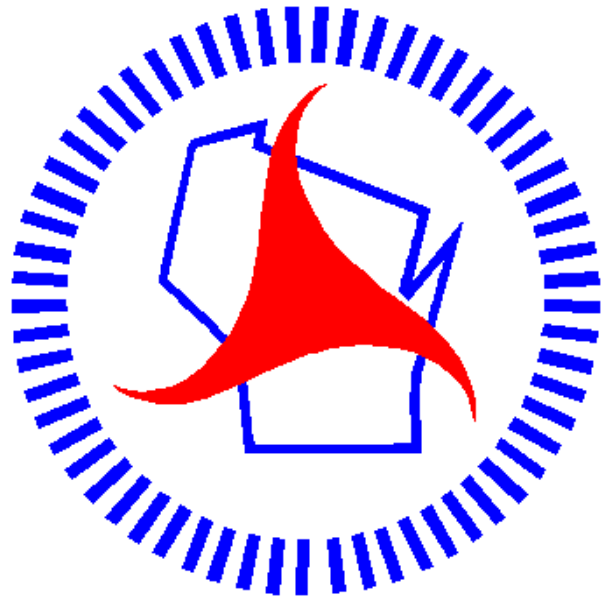


DETAIL D
FOR RIGHT LANE CLOSURE AT INTERSECTION
(WITH RIGHT TURN BAY OPEN)

TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Nov. 2014 /S/ Travis Feltes
DATE 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>