

307. 0 & END

MICROFILM

INDEX OF SHEETS

Sheet No. 1	Title
Sheet No. 2 & 2.1	Typical Sections and Details
Sheet No. 3	Estimate of Quantities
Sheet No. 2	Miscellaneous Quantities
Sheet No. —	Right of Way Plat
Sheet No. 5	Plan and Profile
Sheet No. 6-6.2	Standard Detail Drawings
Sheet No. —	Sign Plates
Sheet No. —	Structure Plans
Sheet No. —	Computer Earthwork Data
Sheet No. —	Cross Sections

TOTAL SHEETS = 8



STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT
MAUSTON - NECEDAH

ASPHALTIC RESURFACE
MAUSTON - S.T.H. 80

S.T.H. 58
JUNEAU COUNTY

STATE PROJECT NUMBER
6639-10-63

R-3-E R-4-E

FILE NO _____
SUPERVISOR LARRY BUTSON
RESIDENT LES. HEINDL
CONTRACTOR D.L. GASSER
DATE STARTED 9-18-95
DATE COMPLETED 10-10-95

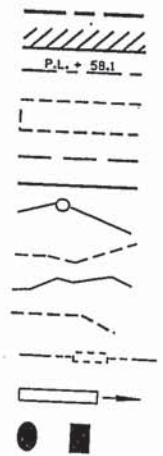
AS BUILT PLAN

DESIGN DESIGNATION

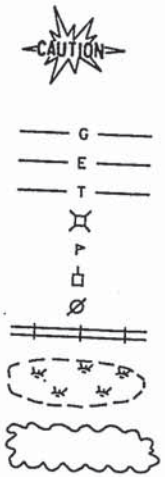
A.D.T. = 2650
A.D.T. =
D.H.V. =
D. =
T. =
DESIGN SPEED =
ESALS =

CONVENTIONAL SIGNS

COUNTY LINE
CORPORATE LIMITS
PROPERTY LINE
LOT LINE
LIMITED EASEMENT
EXISTING RIGHT OF WAY
PROPOSED OR NEW R/W LINE
SURVEY LINE
SLOPE INTERCEPT
ORIGINAL GROUND
MARSH OR ROCK PROFILE
EXISTING CULVERT
PROPOSED CULVERT (Box or Pipe)
CULVERT (Profile View)



COMBUSTIBLE FLUIDS
UNDERGROUND UTILITIES
GAS
ELECTRIC
TELEPHONE OR TELEGRAPH
SERVICE PEDESTAL
CABLE MARKER
POWER POLE
TELEPHONE POLE
RAILROAD
MARSH AREA
WOODED OR SHRUB AREA



T-16-N

END PROJECT 6639-10-63
LOG MI. 11.904

T-16-N

BEGIN PROJECT 6639-10-63
B-29-38 NORTH END
LOG MI. 1.000



R-3-E R-4-E

LAYOUT
SCALE 0 MI.

TOTAL NET LENGTH OF CENTERLINE = 10.904 MI.

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY
Surveyor GARRY W. SCHAEFFER
Designer GARRY W. SCHAEFFER
District Examiner Leslie Heindl & Les Gasser
District Supervisor WILLIAM J. ANDERSON
Proj. Dev. Engineer _____
C.O. Examiner N.R. AFFELDT

APPROVED FOR DISTRICT OFFICE
DATE: 3/31/96 Donald T. [Signature]
(Signature)

AUTHORIZED FOR CENTRAL OFFICE MAINTENANCE
DATE: 5/31/95 Thomas [Signature]
(Signature)

GENERAL NOTES

WHEREVER A FEATHERED ASPHALTIC JOINT IS CONSTRUCTED THE EXISTING PAVEMENT SHALL RECEIVE A TACK COAT APPLIED AT A RATE OF 0.05 GAL/SQ.YD., FULL WIDTH OF THE EXISTING PAVEMENT AND FOR A MINIMUM LENGTH AS DIRECTED BY THE ENGINEER.

EXCESS ASPHALTIC PAVEMENT RESULTING FROM THE VARIOUS OPERATIONS UNDER THIS CONTRACT SHALL BE ENTIRELY PICKED UP AND PROPERLY DISPOSED OF AT THE TIME OF OCCURENCE AS DIRECTED BY THE ENGINEER.

STANDARD DETAIL DRAWINGS

15C8-6a	Pavement Marking (Mainline)
15C8-6b	Pavement Marking (Intersections)
15C12-2	Traffic Control for Lane Closure (Suitable for Moving Operations)

LIST OF STANDARD ABBREVIATIONS

ASPH.	ASPHALTIC	NOM.	NOMINAL
AVE.	AVENUE	NOM., NOR.	NORMAL
A.D.T.	AVERAGE DAILY TRAFFIC	O.D.	OUTSIDE DIAMETER
BEG.	BEGIN	PAV'T	PAVEMENT
BIT.	BITUMINOUS	PT.	POINT
CL, C/L	CENTER LINE	P.E.	PRIVATE ENTRANCE
CO.	COUNTY	PROJ.	PROJECT
C.T.H.	COUNTY TRUNK HIGHWAY	QUAN./QTY.	QUANTITY (IES)
C.A.B.C.	CRUSHED AGGREGATE BASE COURSE	R	RADIUS OR RANGE
C.Y., CU.YD.	CUBIC YARD	RT.	RIGHT
DIST.	DISTRICT/DISTANCE	REQ'D	REQUIRED
EA.	EACH	R/W	RIGHT OF WAY
E.	EAST	SALV.	SALVAGED
E.O.P.	EDGE OF PAVEMENT	SHLDR., SHLD.	SHOULDER (S)
ENG.	ENGINEER	S.	SOUTH
EXIST.	EXISTING	S.F., SQ.FT.	SQUARE FEET (FOOT)
FT.	FOOT, FEET	S.Y., SQ.YD.	SQUARE YARD (S)
'', FT./FT.	FOOT PER FOOT	STD.	STANDARD
GAL.	GALLON	S.D.D., SDD	STANDARD DETAIL DRAWING (S)
IN.	INCH (ES)	S.T.H.	STATE TRUNK HIGHWAY
LIN. FT., L.F.	LINEAR FOOT (FEET)	STA.	STATION
LOC.	LOCATION	T	TANGENT
L.S.	LUMP SUM	TEL.	TELEPHONE (LINE)
M/L, ML	MATCH LINE, MAIN LINE	T.	(TRUCKS) PERCENT OF
MAX.	MAXIMUM	TYP.	TYPICAL
MI.	MILE	U.S.H.	U.S. HIGHWAY
M.P.H.	MILES PER HOUR	VAR.	VARIABLE
MIN.	MINIMUM	W.	WEST
MIS., MISC.	MISCELLANEOUS	YD.	YARD

STATE PROJECT NUMBER 6639-10-63	SHEET NO. 2.0
GENERAL NOTES, S.D. DRAWINGS, ABBREV., & UTILITIES	
S.T.H. 58	JUNEAU COUNTY

MISCELLANEOUS QUANTITIES

CRUSHED AGGREGATE BASE COURSE

LM - LM	LOCATION	TONS	REMARKS
1.00 - 11.904	RT & LT	12,000	SHOULDERS

ASPHALTIC CONCRETE PAVEMENT, TYPE MV

LM - LM	LOCATION	(SURFACE MIX) TONS	ASPHALT MATERIAL FOR PLANT MIX 6% TONS	REMARKS
4.446 - 6.446	22'	2598	156	
	SCRATCH COAT	500	30	UNDISTRIBUTED

ASPHALTIC MATERIAL FOR TACK COAT

LM - LM	LOCATION	GALLONS
4.446 - 6.446	FULL WIDTH	645.30

PAVEMENT MARKING

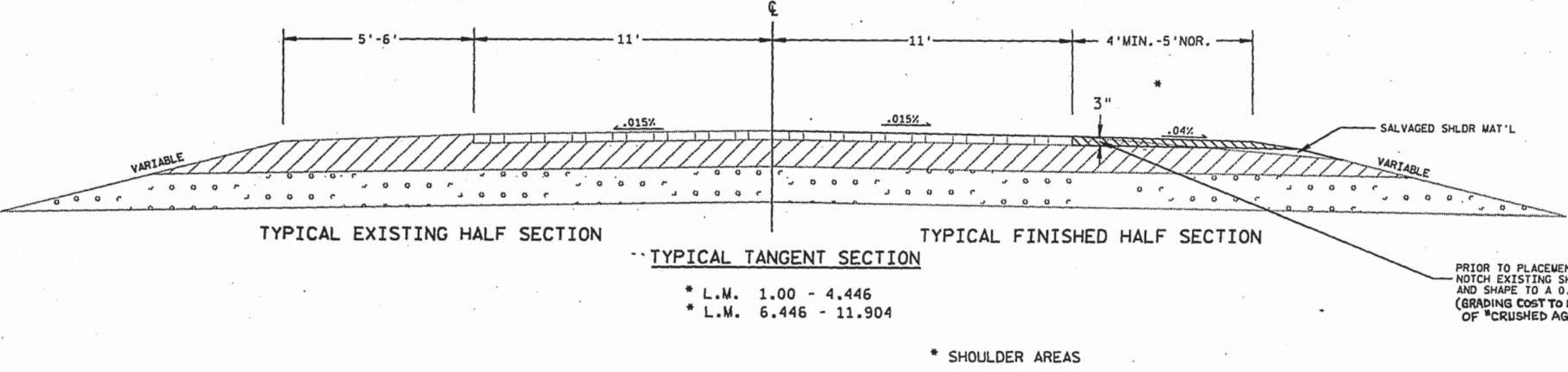
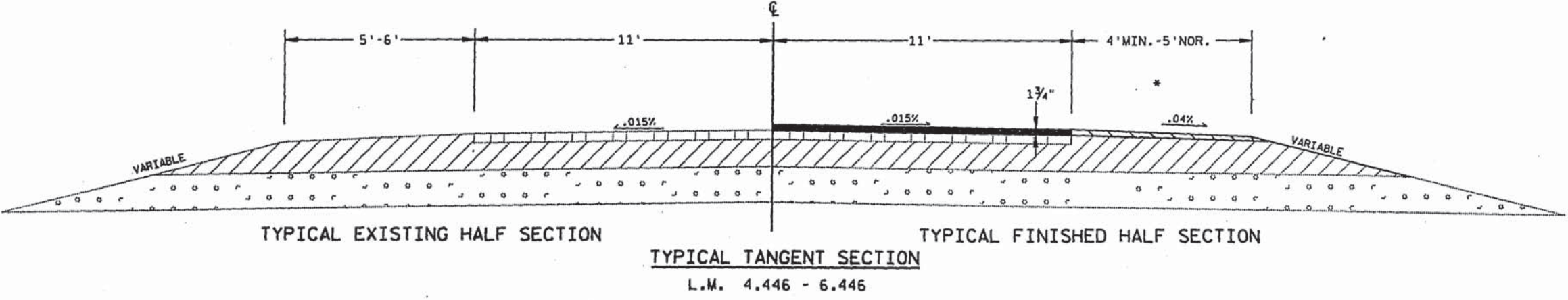
LM - LM	HOT PAINT L.F.	SAME DAY HOT PAINT L.F.	LOCATING NO PASSING ZONES MILES	TEMPORARY PAVEMENT MARKING
1.00 - 11.904	146,426.0			
4.446 - 6.446		2,700	2.0	425.0

CONSTRUCTION STAFF (NAME/RESPONSIBILITIES)

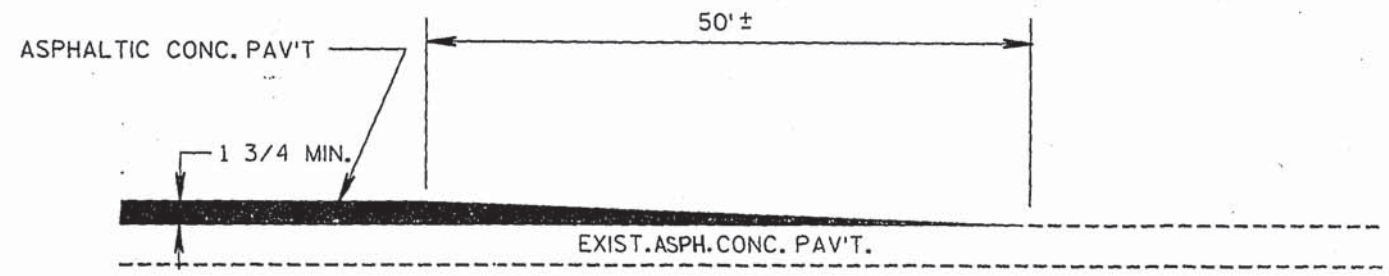
L. HEINDL / PROJECT MANAGER
J. LANCOUR / INSPECTOR

LEGEND

- ASPHALTIC CONCRETE PAVEMENT, TYPE MV
- CRUSHED AGGREGATE BASE COURSE (SHOULDER)
- EXISTING CRUSHED AGGREGATE BASE COURSE
- EXISTING GRANULAR SUBBASE
- EXISTING ASPHALTIC PAVEMENT



MAINLINE FEATHER JOINT DETAIL



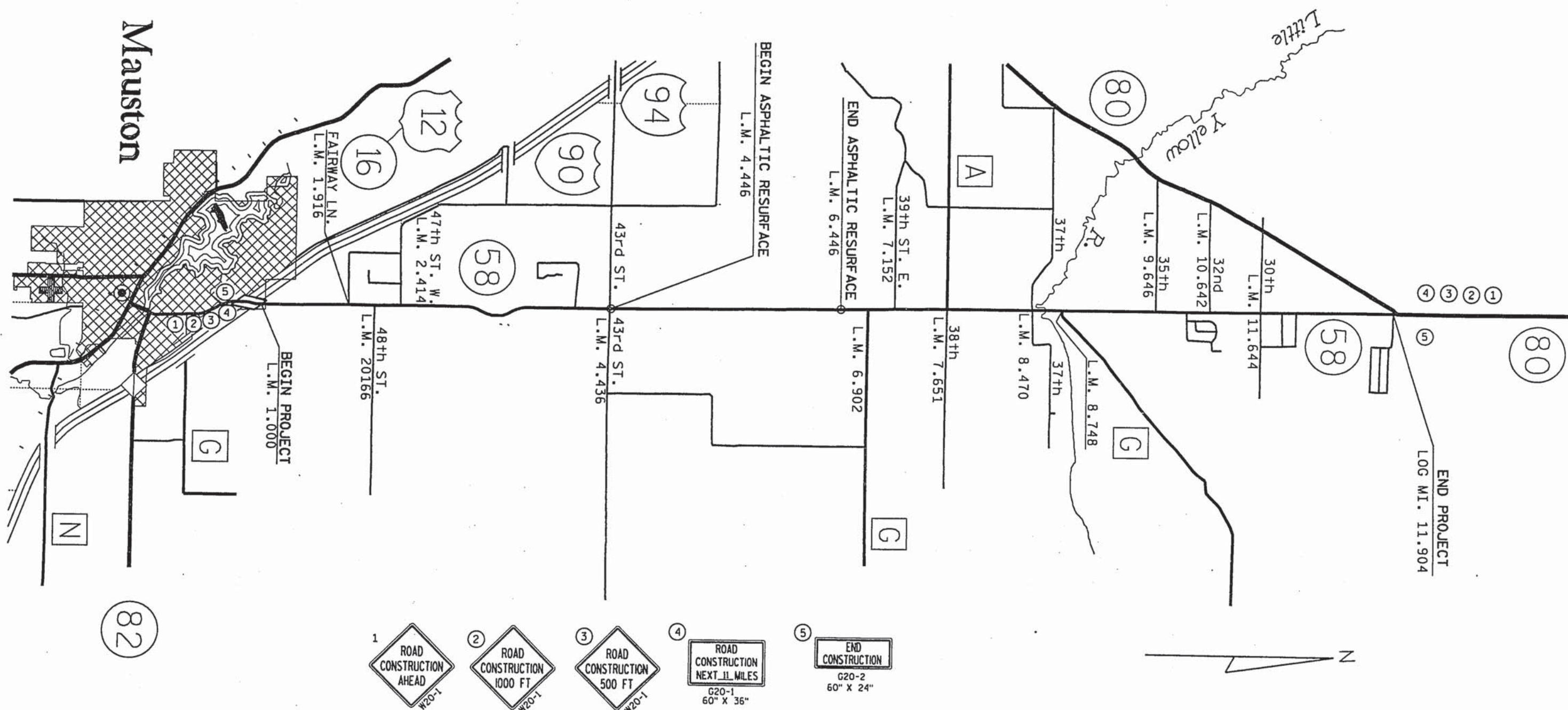
LEVELS ON - 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63

DATE 06/01/95

ESTIMATE OF QUANTITIES

ITEM	ITEM DESCRIPTION	UNIT	TOTAL	6639-10-63 QUANTITY
21301	FINISHING ROADWAY	L.S.	1.00	1.00
30404	CRUSHED AGGREGATE BASE COURSE	TON	12,000.00	12,000.00 11,536.44
40204	ASPHALTIC MATERIAL FOR TACK COAT	GAL.	645.30	645.30 1291
40501	ASPHALTIC MATERIAL FOR PLANT MIXES	TON	186.00	186.00 178.18
40713	ASPHALTIC CONCRETE PAVEMENT, TYPE MV	TON	3,098.00	3,098.00 3,163.21
<hr/>				
61801	MAINTENANCE AND REPAIR OF HAUL ROADS	L.S.	1.00	1.00
61910	MOBILIZATION	L.S.	1.00	1.00
62401	WATER	MGAL	180.00	180.00 25.5
64301	TRAFFIC CONTROL	L.S.	1.00	1.00
64401	PAVEMENT MARKING, HOT PAINT	L.F.	146,426.00	146,426.00 121,373
<hr/>				
64430	PAVEMENT MARKING, SAME DAY, HOT PAINT, 4-INCH	L.F.	2,700.00	2,700.00 2,825
64484	TEMPORARY PAVEMENT MARKING	L.F.	425.00	425.00 424
64497	LOCATING NO-PASSING ZONES	MI.	2.00	2.00
90365	QUALITY MANAGEMENT PROGRAM, BASE COURSES	TON	12,000.00	12,000.00 11,536.44
90402	QUALITY MANAGEMENT PROGRAM, ASPHALTIC MIXTURE	TON	3,098.00	3,098.00 3,163.21

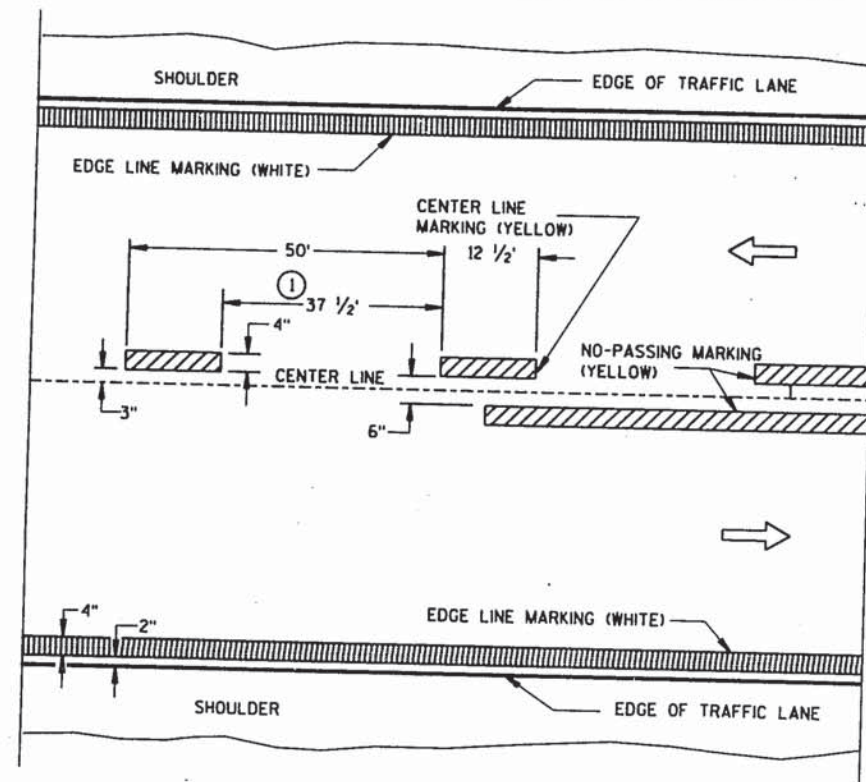
W



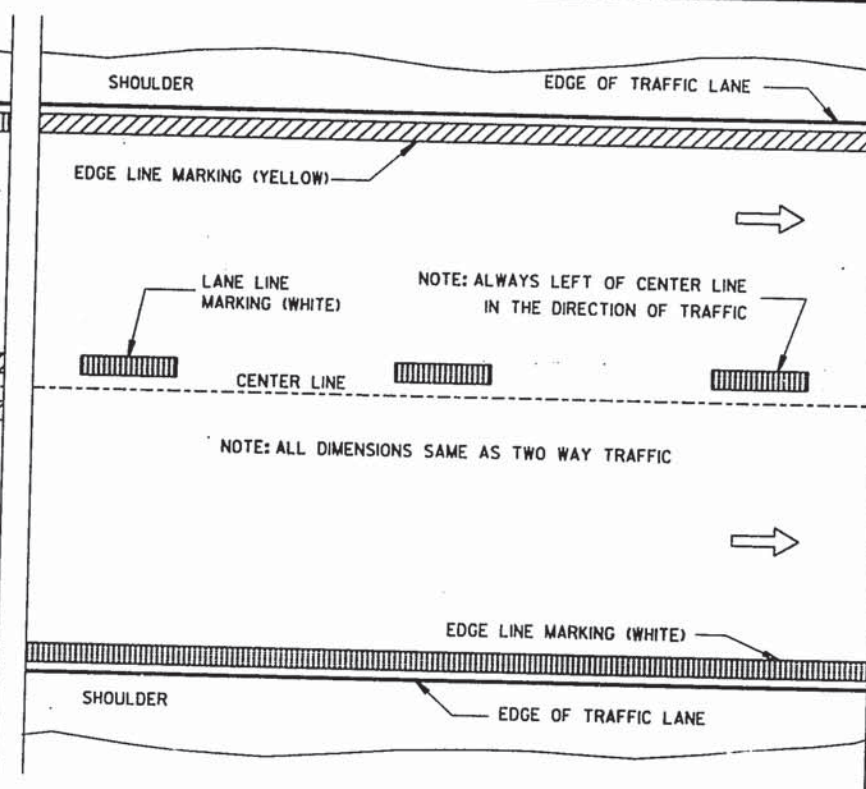
- 1
ROAD
CONSTRUCTION
AHEAD
W20-1
- 2
ROAD
CONSTRUCTION
1000 FT
W20-1
- 3
ROAD
CONSTRUCTION
500 FT
W20-1
- 4
ROAD
CONSTRUCTION
NEXT 1/2 MILES
G20-1
60" X 36"
- 5
END
CONSTRUCTION
G20-2
60" X 24"



LEVELS ON - 1 - 2 - 3 - 4 - 5 - 6 - 7 - 8 - 9 - 10 - 11 - 12 - 13 - 14 - 15 - 16 - 17 - 18 - 19 - 20 - 21 - 22 - 23 - 24 - 25 - 26 - 27 - 28 - 29 - 30 - 31 - 32 - 33 - 34 - 35 - 36 - 37 - 38 - 39 - 40 - 41 - 42 - 43 - 44 - 45 - 46 - 47 - 48 - 49 - 50 - 51 - 52 - 53 - 54 - 55 - 56 - 57 - 58 - 59 - 60 - 61 - 62 - 63



TWO WAY TRAFFIC



ONE WAY TRAFFIC

PERMANENT PAVEMENT MARKING

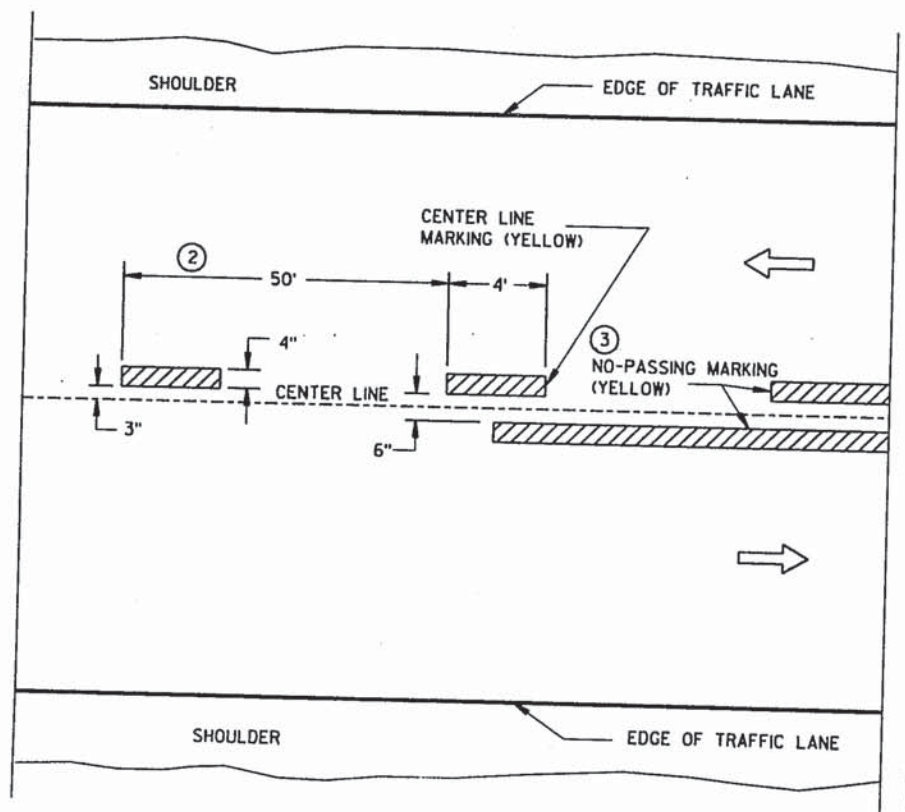
GENERAL NOTES

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

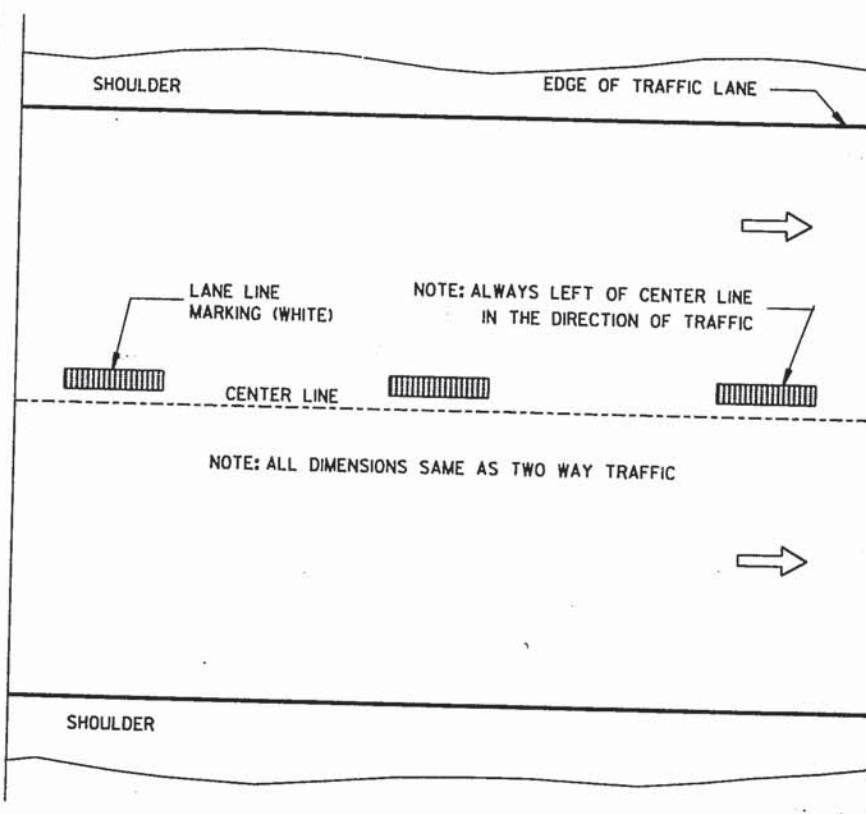
- ① CENTER LINE/LANE LINE MARKINGS SHALL BE 37 1/2 FEET BETWEEN DASHES THROUGHOUT THE PROJECT, INCLUDING THE STARTING OR ENDING GAP FROM THE EXISTING CENTER LINE/LANE LINE MARKING.
- ② HALF CYCLE LENGTHS (25'±) WITH 2' MINIMUM STRIPE LENGTHS SHALL BE PROVIDED ON ROADWAYS (INCLUDING TEMPORARY TRAVELED WAYS) WITH REVERSE CURVATURE, CURVATURE OF OVER 5 DEGREES OR WHEN DIRECTED BY THE ENGINEER TO MARK UNUSUAL ALIGNMENT OF THE TRAVELED WAY.
- ③ 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.

NOTE

ARROW SYMBOL (→) SHOWS DIRECTION OF TRAVEL



TWO WAY TRAFFIC



ONE WAY TRAFFIC

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

PAVEMENT MARKING
(MAINLINE)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
8/18/94
DATE

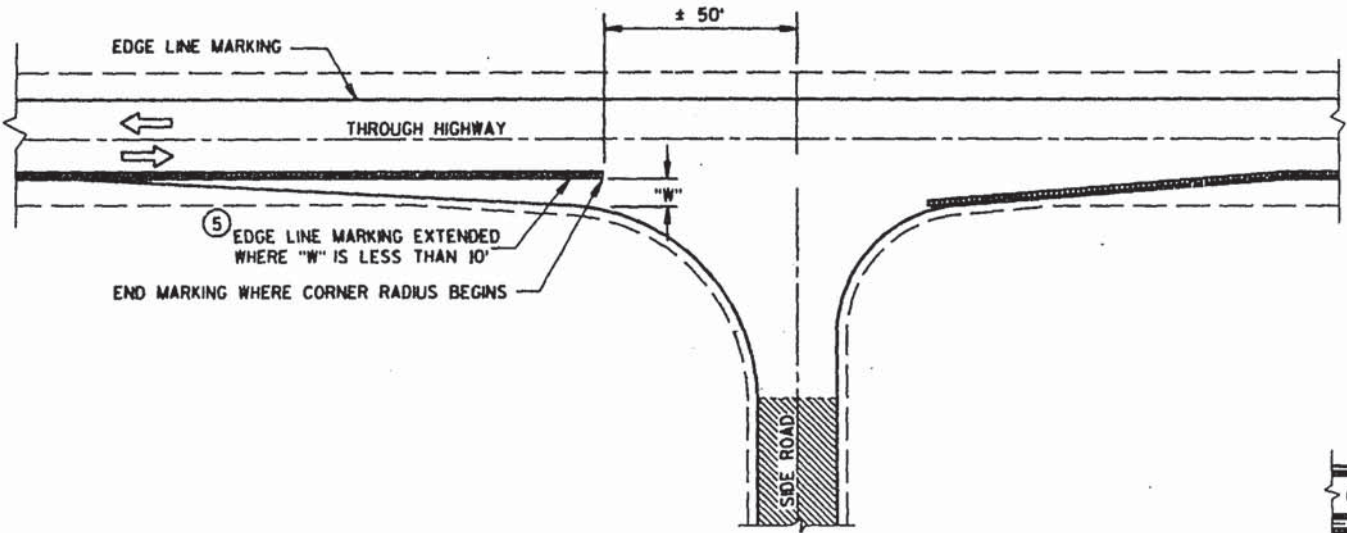
John F. Busch
DIRECTOR, OFFICE OF TRAFFIC

FHWA

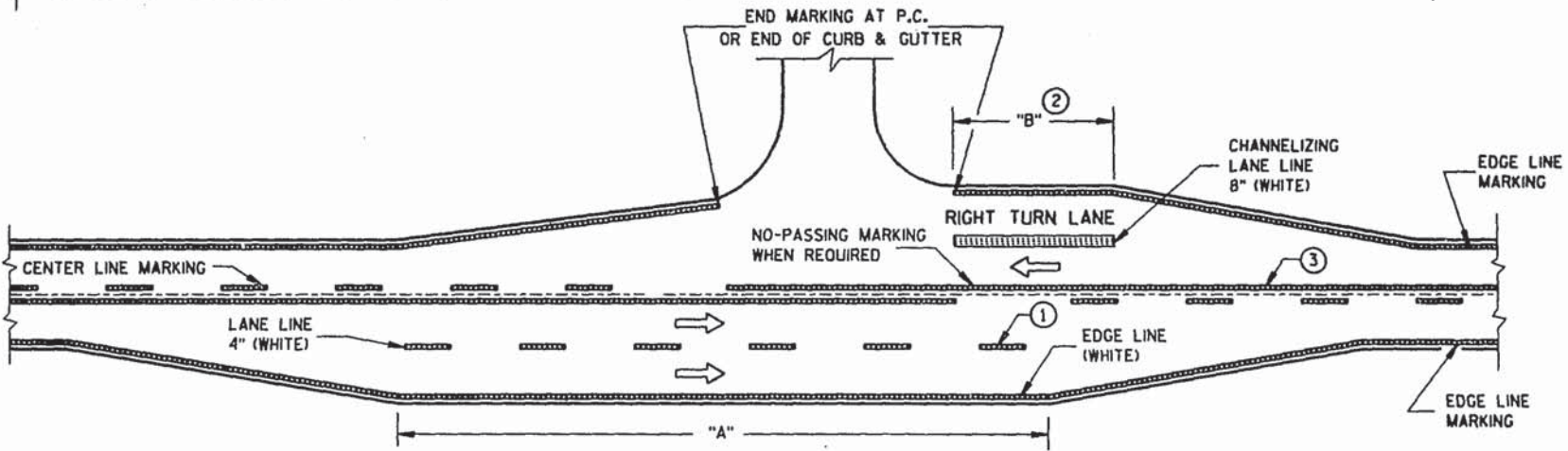
NOTES

EDGE LINES SHALL BE OMITTED THROUGH INTERSECTIONS. EDGE LINES SHALL BE CONTINUED THROUGH DRIVEWAYS.

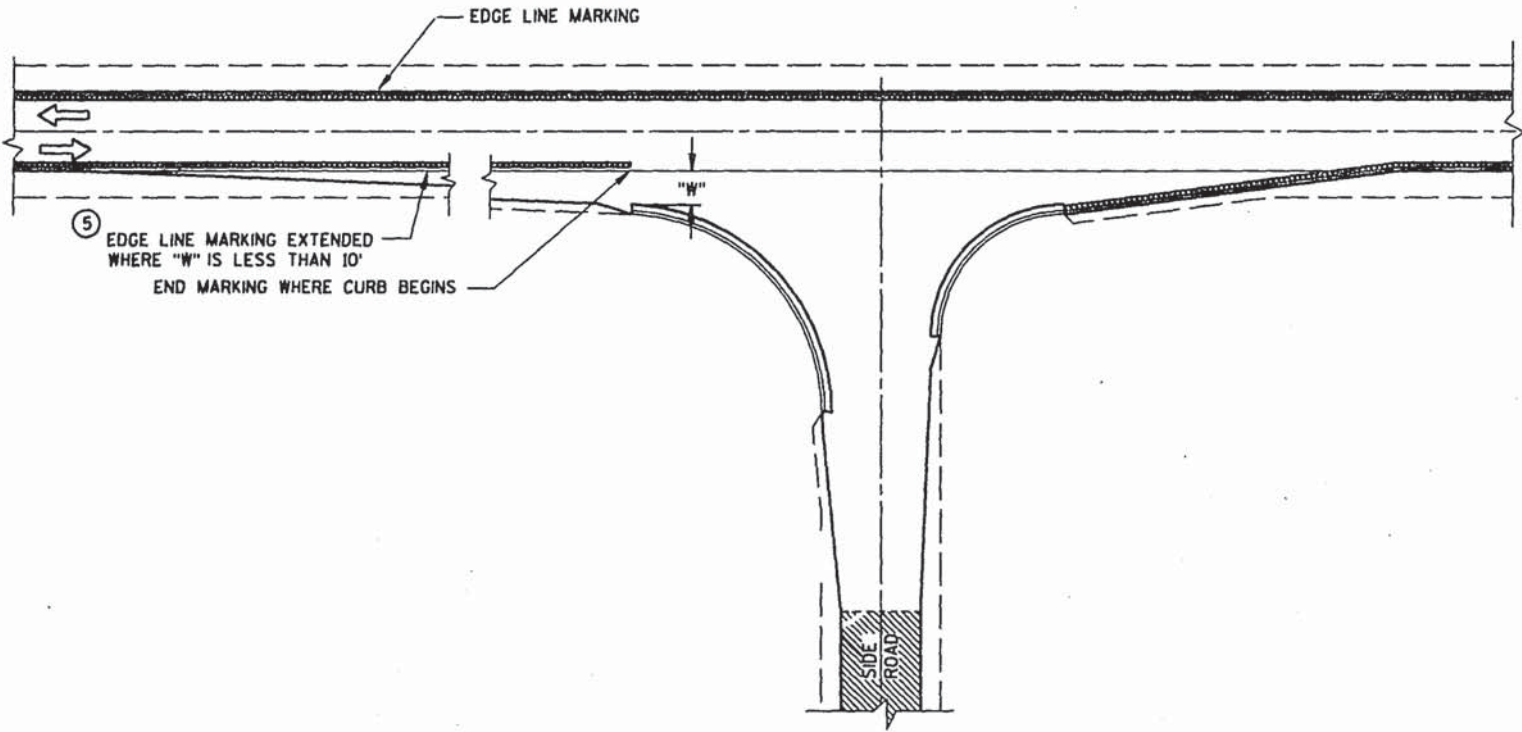
- ① WHEN DISTANCE "A" IS LESS THAN 250 FEET, OMIT LANE LINE.
- ② WHEN DISTANCE "B" IS LESS THAN 100 FEET, OMIT CHANNELIZING LANE LINE.
- ③ NO-PASSING MARKING SHALL BE PROVIDED WHERE SIGHT DISTANCE IS DEFICIENT. THE LENGTH OF NO-PASSING MARKING SHALL BE 500 FEET MINIMUM.
- ④ ALTERNATIVE MARKING SHALL 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.
- ⑤ LOCATE THE EDGE LINE ALONG THE TAPER WHERE "W" IS 10' OR MORE.



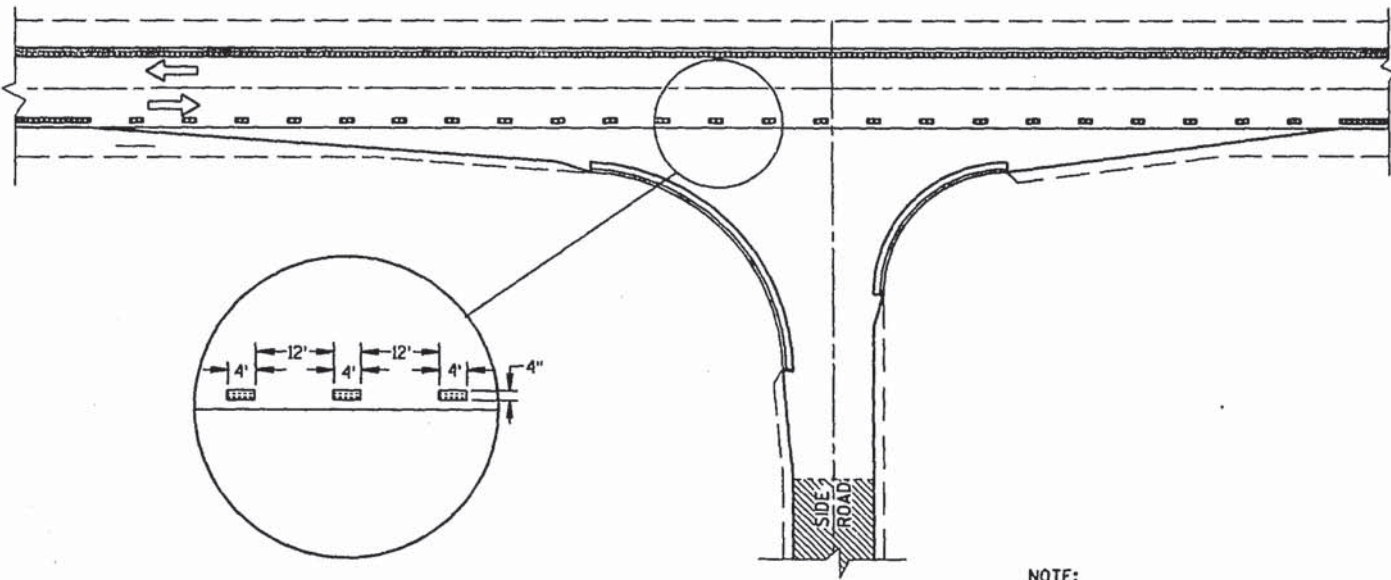
MINOR INTERSECTION WITHOUT CURBS



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



MINOR INTERSECTION WITH CURBS
(TYPICAL MARKING)



MINOR INTERSECTION WITH CURBS
④ (FOR SPECIAL CONDITIONS AS SPECIFIED)

NOTE:
SDD 15 C 8-60 IS REQUIRED WHEN THIS DRAWING IS CALLED FOR IN THE PLANS.

PAVEMENT MARKING
(INTERSECTIONS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

SYMBOLS

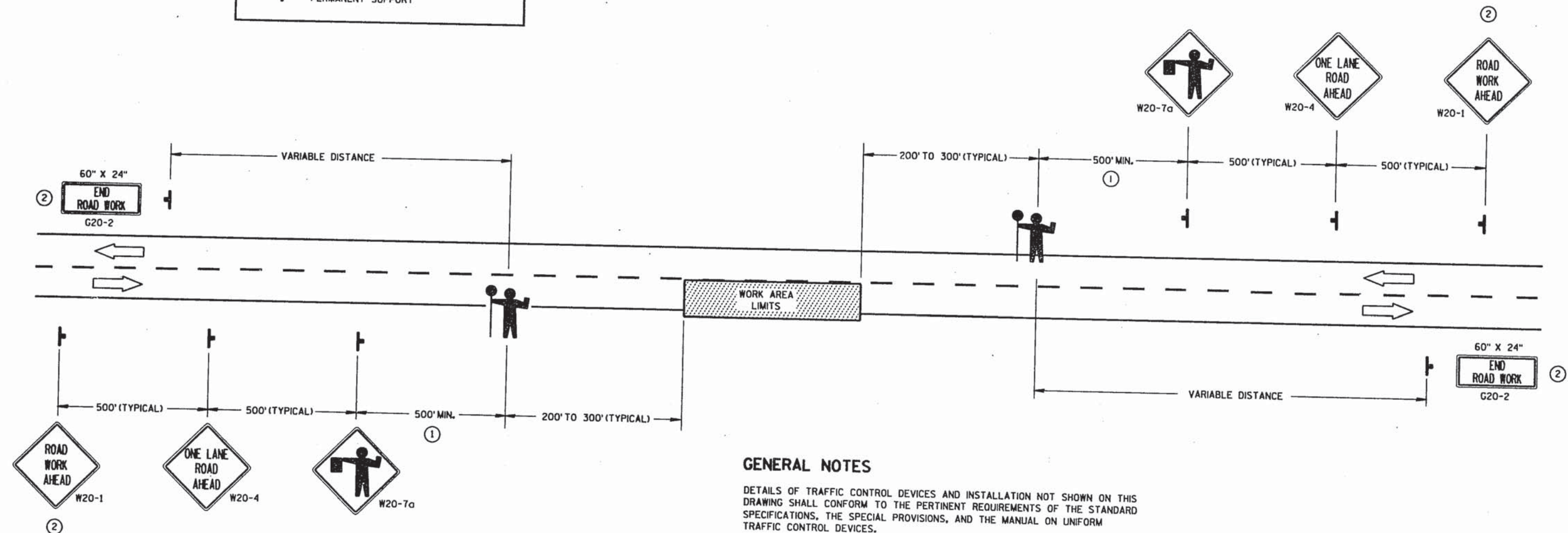


WORK AREA

FLAGGER, EQUIPPED WITH STOP/SLOW
PADDLE FASTENED ON SUPPORT STAFFSIGN ON PORTABLE OR
PERMANENT SUPPORT

W20-7b

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 DIRECTED 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 DIRECTED 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, THE "FLAGGER AHEAD", THE "ROAD WORK AHEAD" AND THE ONE LANE ROAD AHEAD" SIGNS SHALL BE COVERED OR REMOVED AND THE HIGHWAY RESTORED TO NORMAL OPERATION.

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 DIRECTED 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

2/17/94

DATE

FHWA

John F. Rusch
STATE TRAFFIC ENGINEER FOR HWYS