

RHI
PROJECT ID:
WITH: N/A

6653-00-71

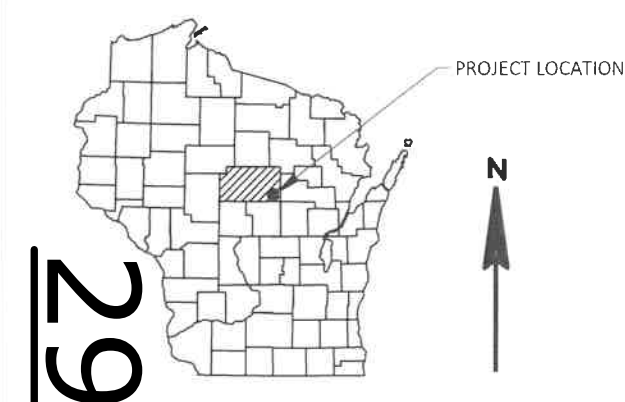
COUNTY:
MARATHON

NOVEMBER 2023

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 = 52



DESIGN DESIGNATION

A.A.D.T.	2024	=	785
A.A.D.T.	2044	=	795
D.H.V.		=	N/A
D.D.		=	N/A
T.		=	N/A
DESIGN SPEED		=	60 MPH
ESALS		=	140,000

CONVENTIONAL SYMBOLS

PLAN	PROFILE
CORPORATE LIMITS	GRADE LINE
PROPERTY LINE	ORIGINAL GROUND
LOT LINE	MARSH OR ROCK PROFILE (To be noted as such)
LIMITED HIGHWAY EASEMENT	SPECIAL DITCH
EXISTING RIGHT OF WAY	GRADE ELEVATION
PROPOSED OR NEW R/W LINE	CULVERT (Profile View)
SLOPE INTERCEPT	UTILITIES
REFERENCE LINE	ELECTRIC
EXISTING CULVERT	FIBER OPTIC
PROPOSED CULVERT (Box or Pipe)	GAS
COMBUSTIBLE FLUIDS	SANITARY SEWER
MARSH AREA	STORM SEWER
WOODED OR SHRUB AREA	TELEPHONE
	WATER
	UTILITY PEDESTAL
	POWER POLE
	TELEPHONE POLE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

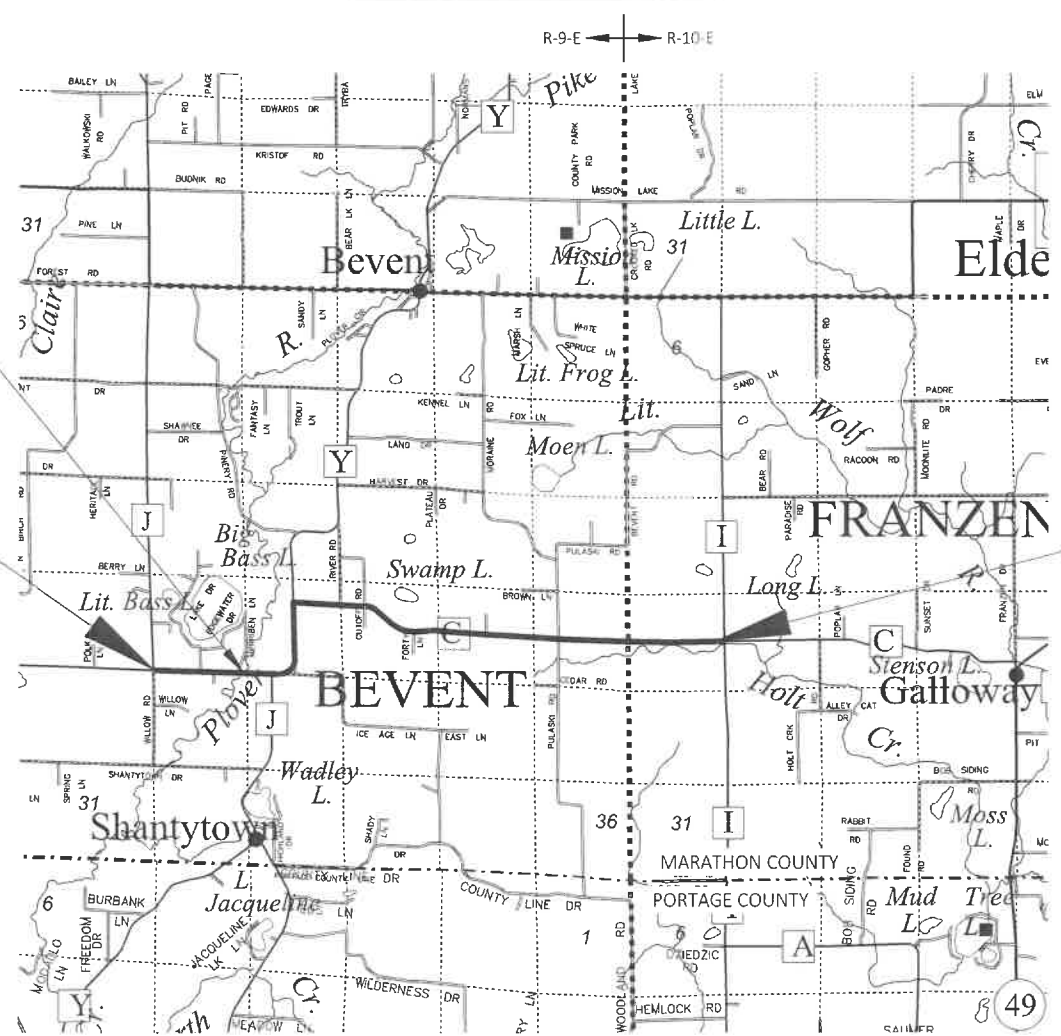
CTH J - STH 49

CTH J to CTH I

CTH C

MARATHON COUNTY

STATE PROJECT NUMBER
6653-00-71



EXCEPTION TO NET C/L LENGTH
STA 62+31 TO STA 63+04
STRUCTURE B-37-0016

BEGIN PROJECT
STA 11+70
Y = 112474.60
X = 328941.68

END PROJECT
STA 370+79

LAYOUT
SCALE 0 2 MI
TOTAL NET LENGTH OF CENTERLINE = 6.787 MI

HORIZONTAL POSITIONS SHOWN ON THIS PLAN ARE WISCONSIN
COORDINATE REFERENCE SYSTEM (WISCRS), MARATHON COUNTY,
NAD83 (2011), IN U.S. SURVEY FEET. POSITIONS SHOWN ARE GRID
COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES
ARE THE SAME AS GROUND DISTANCES.
ELEVATIONS ARE REFERENCED TO NAVD 88 (2012). GPS DERIVED
ELEVATIONS ARE BASED ON GEOID 18

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
6653-00-71	WISC 2024018	1

ACCEPTED FOR
MARATHON COUNTY

Date 6/29/23 *James M. Griesbach*
(Signature and Title of Official)

ORIGINAL PLANS PREPARED BY
CORRE
ENGINEERING

WISCONSIN
PROFESSIONAL ENGINEER
KEVIN L. MEYER
E-39309-006
ELK MOUND WI
6/28/23

DATE: (Professional Engineer Signature)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY

Surveyor	CORRE, INC
Designer	CORRE, INC
Project Manager	Michael Grage, PE
Regional Examiner	N/A
Regional Supervisor	Dan Erva, PE

APPROVED FOR THE DEPARTMENT
DATE: 6/29/2023 *[Signature]*
(Signature)

E

GENERAL NOTES:

WHEN THE QUANTITY OF BASE AGGREGATE OR ASPHALTIC SURFACE IS MEASURED FOR PAYMENT BY THE TON OR CUBIC YARD, THE DEPTH OR THICKNESS OF THE LAYER SHOWN ON THE PLANS IS APPROXIMATE AND THE ACTUAL THICKNESS WILL DEPEND ON THE DISTRIBUTION OF THE MATERIAL AS DIRECTED BY THE ENGINEER.

THE LOCATIONS OF EXISTING UTILITIES AS SHOWN ON THE PLANS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT AREA THAT ARE NOT SHOWN. THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES BY CALLING DIGGER'S HOTLINE AND CONTACTING UTILITIES DIRECTLY AS NEEDED.

THE LOCATIONS OF EXISTING RIGHT-OF-WAY LIMITS AS SHOWN ON THE PLANS ARE ONLY APPROXIMATE, BASED ON COUNTY GIS DATA.

CENTERLINE PAVEMENT MARKINGS TO BE ADJUSTED AS NEEDED UTILIZING LOCATING NO PASSING ZONE ITEM.

CONTRACTOR SHALL MAINTAIN ACCESS TO ALL DRIVEWAYS AND BUSINESSES AT ALL TIMES.

NO TREES OR SHRUBS ARE TO BE REMOVED WITHOUT THE APPROVAL OF THE ENGINEER.

THE EXACT LOCATION OF THE EROSION CONTROL DEVICES SHALL BE DETERMINED IN THE FIELD.

HMA PAVEMENT WEIGHT CALCULATIONS ARE BASED ON 112 LB/SY/IN.

APPLY TACK COAT AT A RATE OF 0.06 GAL/SY TO COLD-IN-PLACE RECYCLING COURSE BEFORE HMA PAVEMENT.

IN ORDER TO AVOID IMPACTS TO HABITATS ADJACENT TO THE ROADWAY THERE SHALL BE NO PARKING, STAGING, OR STORAGE OF EQUIPMENT IN UNDISTURBED, NATIVE AREAS. EXISTING SHOULDERS, LOTS, OR DRIVEWAYS SHALL BE UTILIZED FOR SUCH ACTIVITIES, PROVIDED THAT ANY ADJACENT HABITATS ARE SUFFICIENTLY PROTECTED.

CONTRACTOR SHALL NOT TRAP WATER ON THE ROADWAY OR SHOULDERS.

TRAFFIC CONTROL SHALL BE COMPLETED IN ACCORDANCE WITH THE FOLLOWING STANDARD DETAIL DRAWINGS AND ALL OTHERS THAT APPLY:

- "BARRICADES AND SIGNS FOR MAINLINE & VARIOUS CLOSURES"
- "BARRICADES AND SIGNS FOR SIDEROAD CLOSURES"
- "TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 MPH OR GREATER TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC"
- "TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION"
- "TRAFFIC CONTROL, SIGNING ON ROADWAYS WITH MILLED SURFACES"
- "TRAFFIC CONTROL, MOBILE OPERATIONS ON AN UNDIVIDED HIGHWAY"

STANDARD ABBREVIATIONS

ABUT	ABUTMENT	FTG	FOOTING
AEW	APRON END WALL	HT	HEIGHT
AGG	AGGREGATE	HES	HIGH EARLY STRENGTH
ASPH	ASPHALTIC	CWT	HUNDREDWEIGHT
AVG	AVERAGE	IP	IRON PIPE OR PIN
AADT	ANNUAL AVERAGE DAILY TRAFFIC	LT	LEFT
BK	BACK	LIN FT or LF	LINEAR FOOT
BAD	BASE AGGREGATE DENSE	LS	LUMP SUM
BL or B/L	BASE LINE	MH	MANHOLE
BM	BENCH MARK	ML or M/L	MATCH LINE
BR	BRIDGE	MB	MESSAGE BOARD
CL or C/L	CENTER LINE	N	NORTH
CC	CENTER TO CENTER	NB	NORTHBOUND
CE	COMMERCIAL ENTRANCE	PC	POINT OF CURVATURE
CONC	CONCRETE	PI	POINT OF INTERSECTION
CO	COUNTY	PT	POINT OF TANGENCY
CTH	COUNTY TRUNK HIGHWAY	PCC	PORTLAND CEMENT CONCRETE
CPCS	CULVERT PIPE CORRUGATED STEEL	PE	PRIVATE ENTRANCE
CABC	CRUSHED AGGREGATE BASE COURSE	R	RADIUS
CY or CUYD	CUBIC YARD	RL or R/L	REFERENCE LINE
CP	CULVERT PIPE	RT	RIGHT
CPRC	CULVERT PIPE REINFORCED CONCRETE	R/W	RIGHT-OF-WAY
C&G	CURB AND GUTTER	RD	ROAD
DHV	DESIGN HOUR VOLUME	SHLDR	SHOULDER
DIA	DIAMETER	SW	SIDEWALK
DWY	DRIVEWAY	S	SOUTH
E	EAST	SB	SOUTHBOUND
EB	EASTBOUND	SF or SQ FT	SQUARE FEET
ELEC	ELECTRIC	SY of SQ YD	SQUARE YARD
EL or ELEV	ELEVATION	SDD	STANDARD DETAIL DRAWINGS
ESALS	EQUIVALENT SINGLE AXLE LOADS	STH	STATE TRUNK HIGHWAYS
EXC	EXCAVATION	STA	STATION
EBS	EXCAVATION BELOW SUBGRADE	SE	SUPERELEVATION
EXP	EXPANSION	TEL	TELEPHONE
FF	FACE TO FACE OR FRONT FACE	UG	UNDERGROUND
FE	FIELD ENTRANCE	VC	VERTICAL CURVE
FAB	FLASHING ARROW BOARD	VPI	VERTICAL POINT OF INTERSECTION
FL or F/L Flow	FLOW LINE	W	WEST
FT	FOOT	WB	WESTBOUND

UTILITY CONTACTS

COMMUNICATION

AMHERST TELEPHONE COMPANY
P.O. BOX 279
120 MILL STREET
AMHERST, WI 54406-279

TOM IVERSON
PHONE: (715) 824-5529
TIVERSON@TVALLEYCOM.COM

COMMUNICATION

FRONTIER COMMUNICATIONS
118 DIVISION STREET
PLYMOUTH, WI 53073

RUSSELL RYAN
PHONE: (920) 583-3275
RUSSELL.W.RYAN@FTR.COM

COMMUNICATION

CIRRINITY
104 W. WALKER STREET
WITTENBERG, WI 54499

MARCUS DAVIDSON
PHONE: (715) 881-1360
MARCUS@CIRRINITY.NET

ELECTRICITY

CENTRAL WI ELECTRIC COOPERATIVE
P.O. BOX 100
10401 LYSTUL ROAD
ROSHOLT, WI 54473

DENNIS MAGEE
PHONE: (715) 677-2243
CWEC@CWECOOP.COM

COMMUNICATION

AT&T
304 S. DEWEY STREET
EAU CLAIRE, WI 54701

RICK PODOLAK
PHONE: (715) 410-0656
RPODOLAK@PRODIGY.NET

GAS / PETROLEUM

WI PUBLIC SERVICE CORPORATION
P.O. BOX 1166
WAUSAU, WI 54402

JESSE PATTEN
PHONE: (715) 848-7405
JESSE.PATTEN@WISCONSINPUBLICSERVICE.COM



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

WISDOT CONTACT

NORTH CENTRAL REGION - RHINELANDER OFFICE
510 HANSON LAKE ROAD
RHINELANDER, WI 54501

MICHAEL GRAGE, P.E.
PHONE: (715) 365-5705
MICHAEL.GRAGE@DOT.WI.GOV

DESIGN CONTACT

CORRE, INC.
1802 WARDEN STREET
EAU CLAIRE, WI 54703

KEVIN MEYER, P.E.
PHONE: (715) 299-1894
E-MAIL: KMEYER@CORREINC.COM

DNR CONTACT

DNR OSHKOSH SERVICE CENTER
625 E. COUNTY ROAD Y, SUITE 700
OSHKOSH, WI 54901

CASEY JONES
PHONE: (715) 213-6571
CASEY.JONES@WISCONSIN.GOV

COUNTY CONTACT

HIGHWAY COMMISSIONER
1430 WEST STREET
WAUSAU, WI 54401

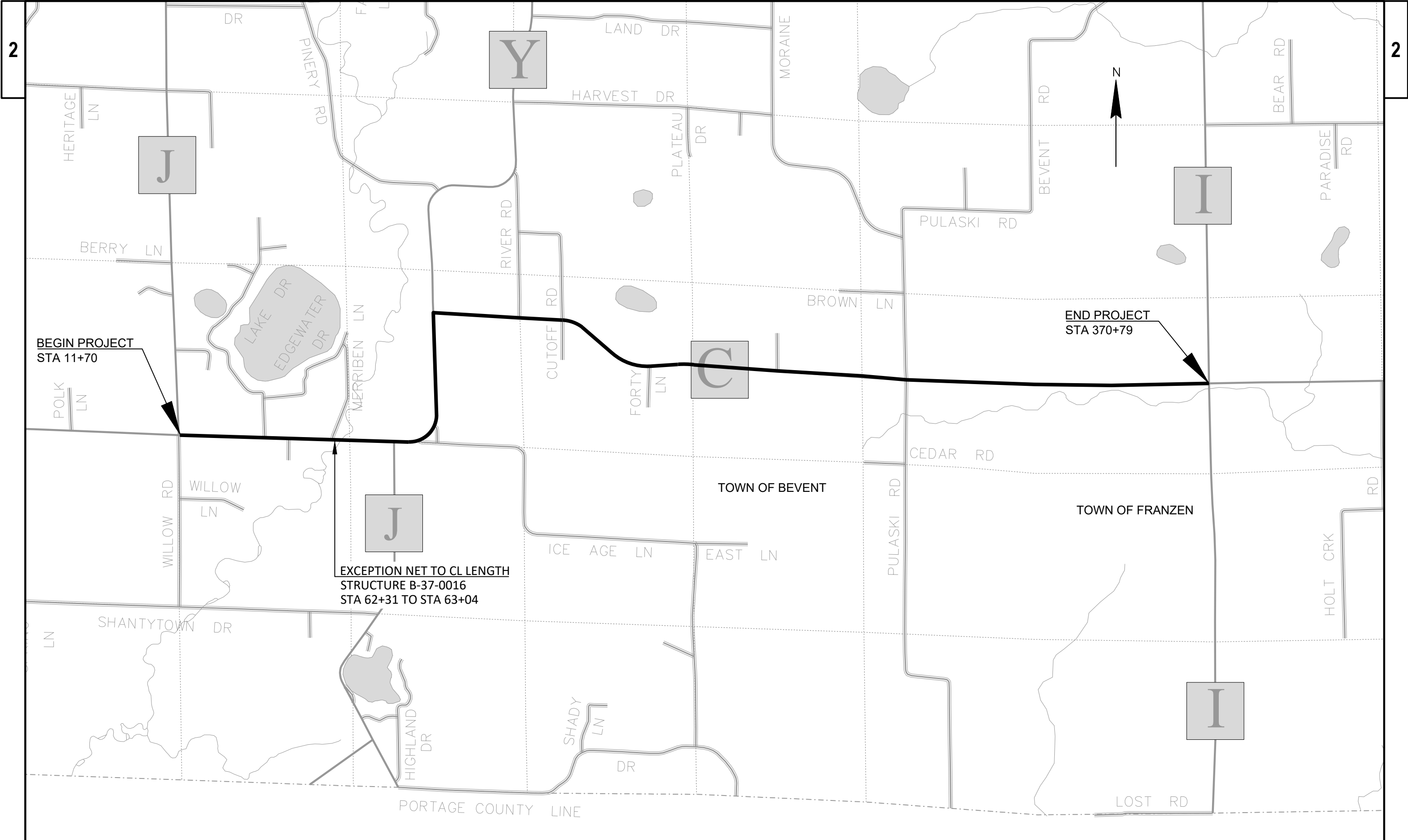
JAMES GRIESBACH
PHONE: (715) 261-1800
E-MAIL: JAMES.GRIESBACH@CO.MARATHON.WI.US

CTH C BORING LOG					
BORING NO.	STATION	OFFSET	ASPHALT THICKNESS (IN)	BASE THICKNESS (IN)	RECYCLED THICKNESS (IN)
C-01	26+01.4	1.6' RT	3.5	4	4
C-02	52+11.7	7.3' LT	4	4	2
C-03	79+63.9	4.4' RT	3.5	3	3
C-04	105+43.6	12.2' LT	4	17	3
C-05	131+98.2	4.8' RT	3	5	3
C-06	156+79.5	5.1' LT	4	5	3
C-07	183+15.1	8.8' RT	4	5	4
C-08	209+14.6	6.3' LT	4	5	2
C-09	235+57.2	1.9' RT	0.5 (CHIPSEAL)	5.5	7
C-10	260+90.8	11.5' LT	5	5	3
C-11	287+01.5	4.7' RT	3	5	3
C-12	312+56.0	6.7' LT	3	3	4
C-13	338+80.8	2.4' RT	3.5	11	2.5
C-14	364+04.5	8.5' LT	3	5.5	-

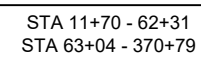
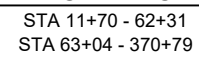
RUNOFF COEFFICIENT TABLE

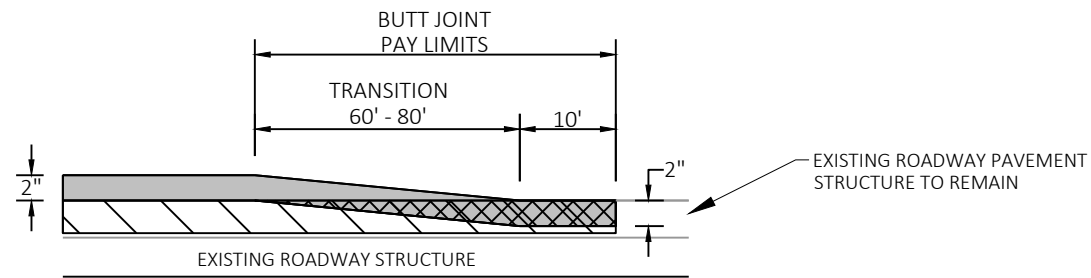
	HYDROLOGIC SOIL GROUP											
	A			B			C			D		
	SLOPE RANGE (PERCENT)			SLOPE RANGE (PERCENT)			SLOPE RANGE (PERCENT)			SLOPE RANGE (PERCENT)		
LAND USE:	0-2	2-6	6 & OVER	0-2	2-6	6 & OVER	0-2	2-6	6 & OVER	0-2	2-6	6 & OVER
ROW CROPS	.08 .22	.16 .30	.22 .38	.12 .26	.20 .34	.27 .44	.15 .30	.24 .37	.33 .50	.19 .34	.28 .41	.38 .56
MEDIAN STRIP-TURF	.19 .24	.20 .26	.24 .30	.19 .25	.22 .28	.26 .33	.20 .26	.23 .30	.30 .37	.20 .27	.25 .32	.30 .40
SIDE SLOPE-TURF			.25 .32			.27 .34			.28 .36			.30 .38
PAVEMENT:												
ASPHALT						.70 - .95						
CONCRETE						.80 - .95						
BRICK						.70 - .80						
DRIVES, WALKS						.75 - .85						
ROOFS						.75 - .95						
GRAVEL ROADS, SHOULDERS						.40 - .60						




TOTAL PROJECT AREA = 54.29 ACRES
TOTAL AREA EXPECTED TO BE DISTURBED BY CONSTRUCTION ACTIVITIES = 0.00 ACRES



PROJECT NO: 6653-00-71	HWY: CTH C	COUNTY: MARATHON	PROJECT OVERVIEW	SHEET	E
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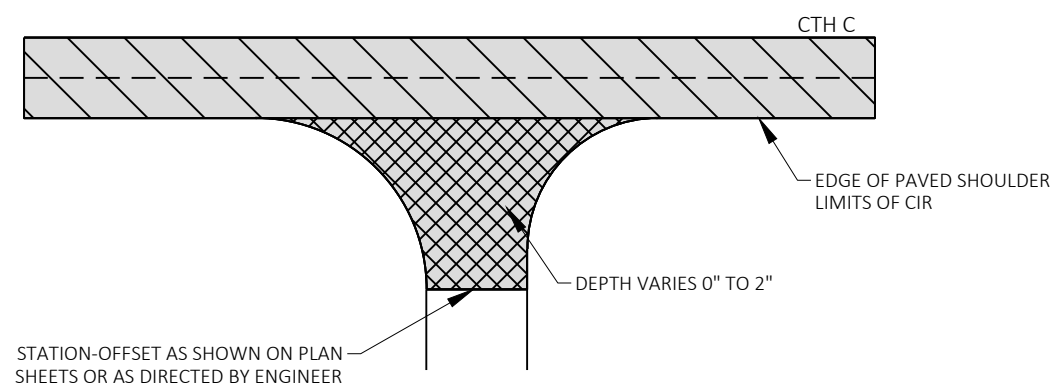





-  2" HMA PAVEMENT
-  3" COLD-IN-PLACE RECYCLING
-  REMOVING ASPHALTIC SURFACE BUTT JOINTS

BUTT JOINTS MAINLINE

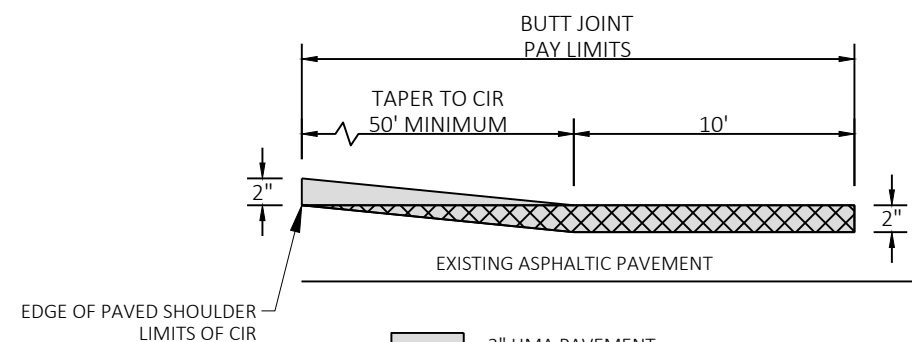
LOCATIONS:




CTH C, STA. 11+70 TO 12+41
CTH C, STA. 61+50 TO 62+31 (WEST SIDE OF B 37-0016)
CTH C, STA. 63+04 TO 64+00 (EAST SIDE OF B 37-0016)
CTH Y
CTH C, STA. 370+09 TO 370+79



-  2" HMA PAVEMENT
-  3" COLD-IN-PLACE RECYCLING (CIR)
-  REMOVING ASPHALTIC SURFACE BUTT JOINTS

SIDEROADS WITHOUT CURB AND GUTTER



-  2" HMA PAVEMENT
-  3" COLD-IN-PLACE RECYCLING (CIR)
-  REMOVING ASPHALTIC SURFACE BUTT JOINTS

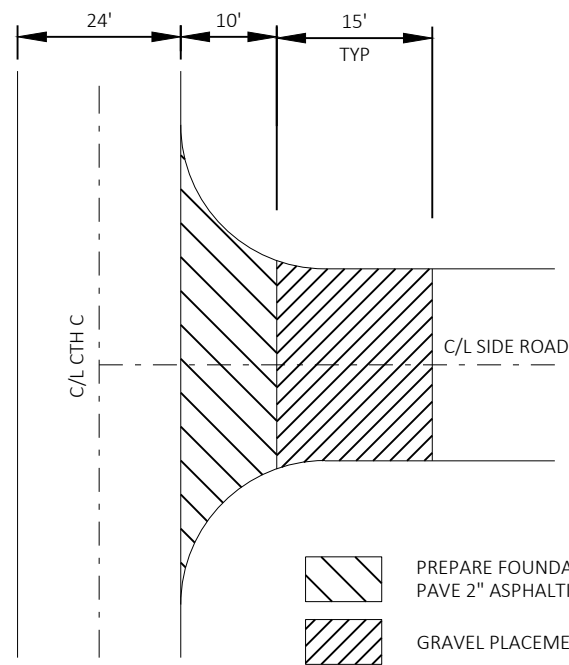
SAW CUT IS CONSIDERED INCIDENTAL TO REMOVING ASPHALTIC SURFACE BUTT JOINTS.

AGGREGATE SIDE ROADS DO NOT REQUIRE BUTT JOINTS.

BUTT JOINTS SIDE ROADS WITHOUT CURB AND GUTTER

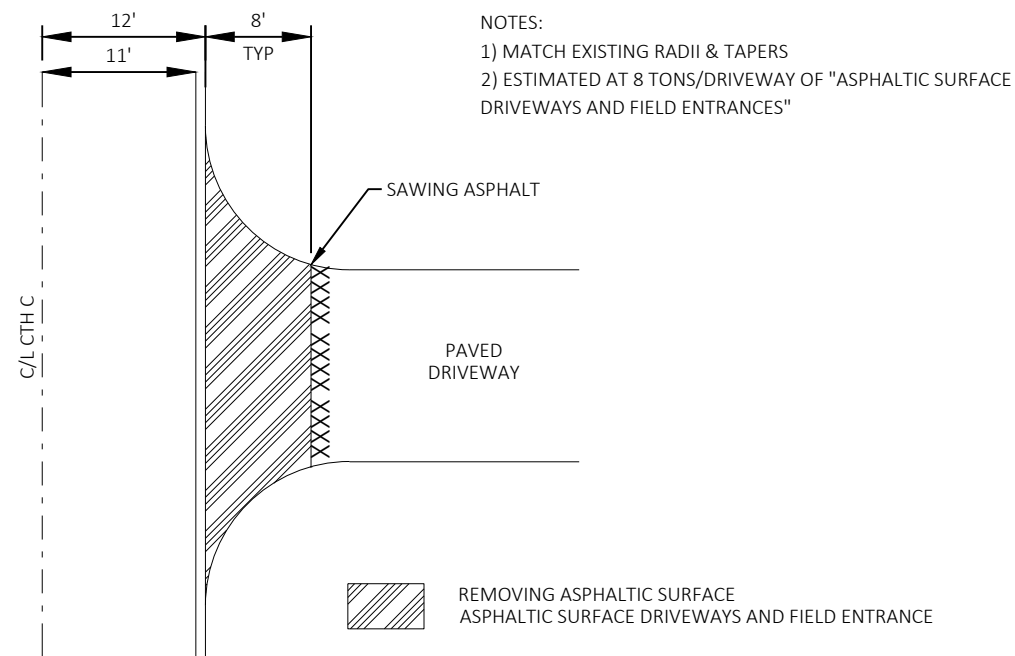
LOCATIONS:

CTH J
SHRINE RD
LAKE DR
CTH J
ICE AGE LN
TRIANGLE LN
HARRISON SCHOOL RD
PULASKI RD
CTH I

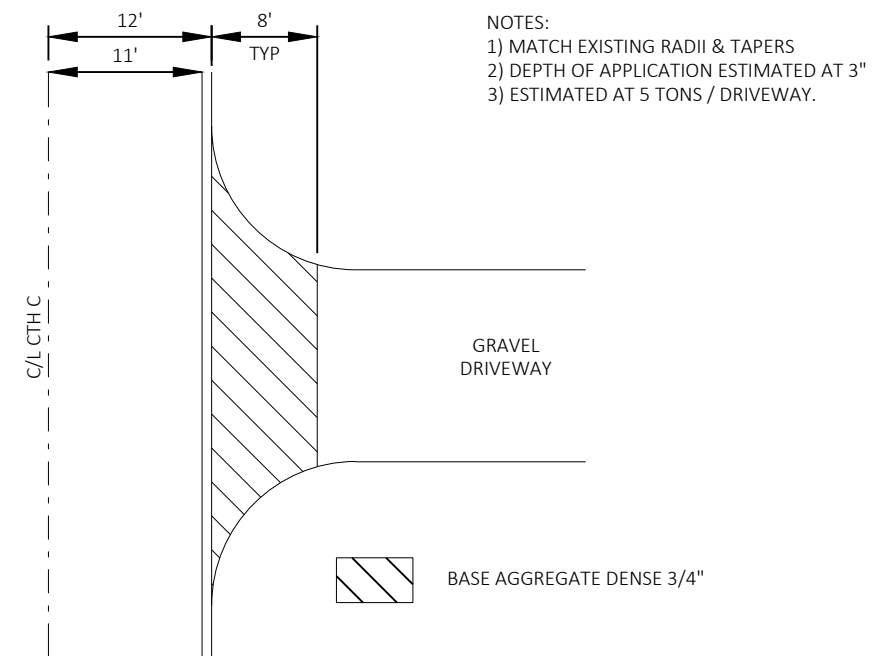


LOCATIONS:
DOMBROWSKI RD
MERRIBEN DR
CUTOFF RD
FORTY LN
CENTENNIAL RD

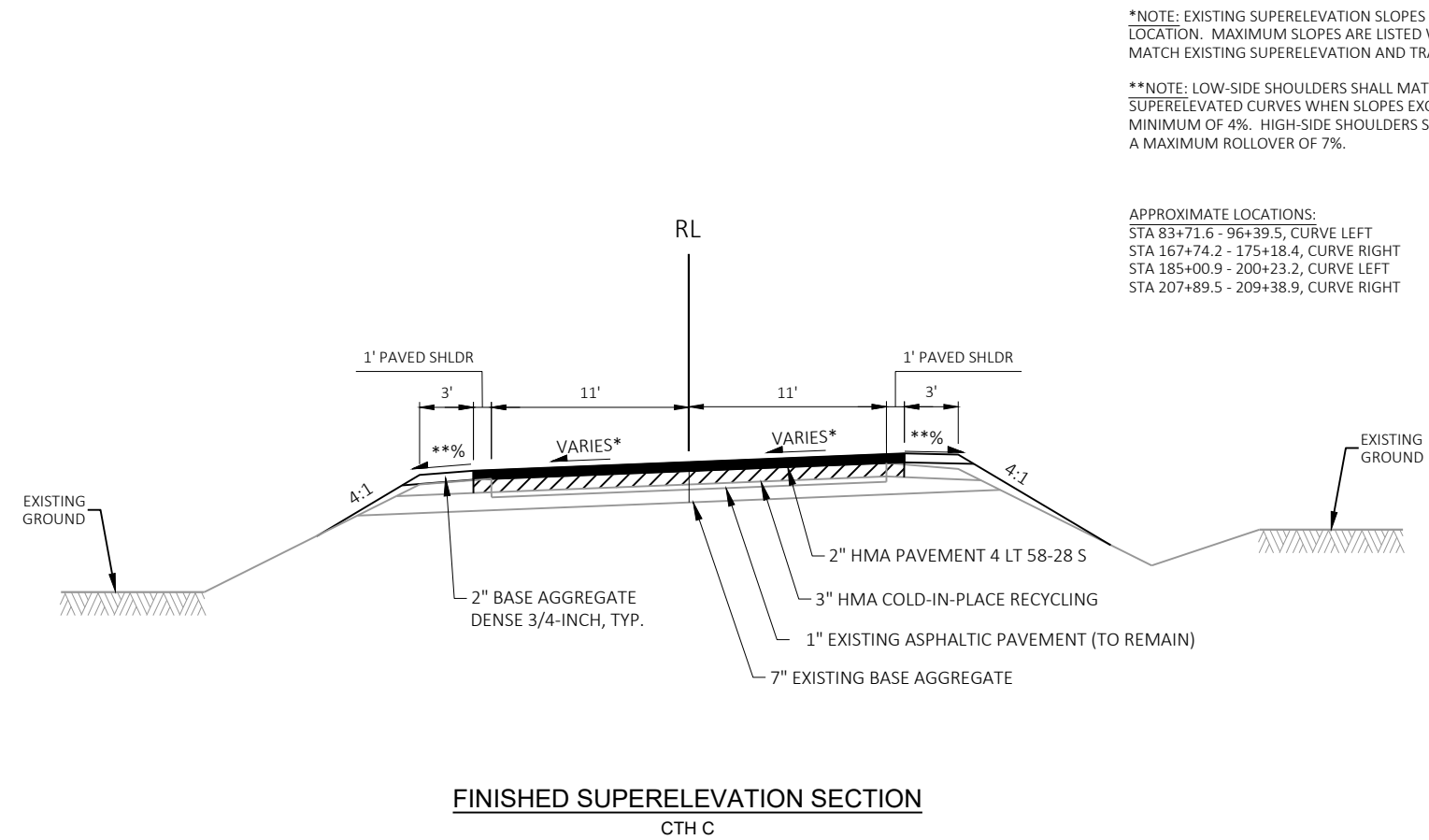
DETAIL OF UNPAVED SIDE ROAD
WITH PAVED / UNPAVED APPROACH

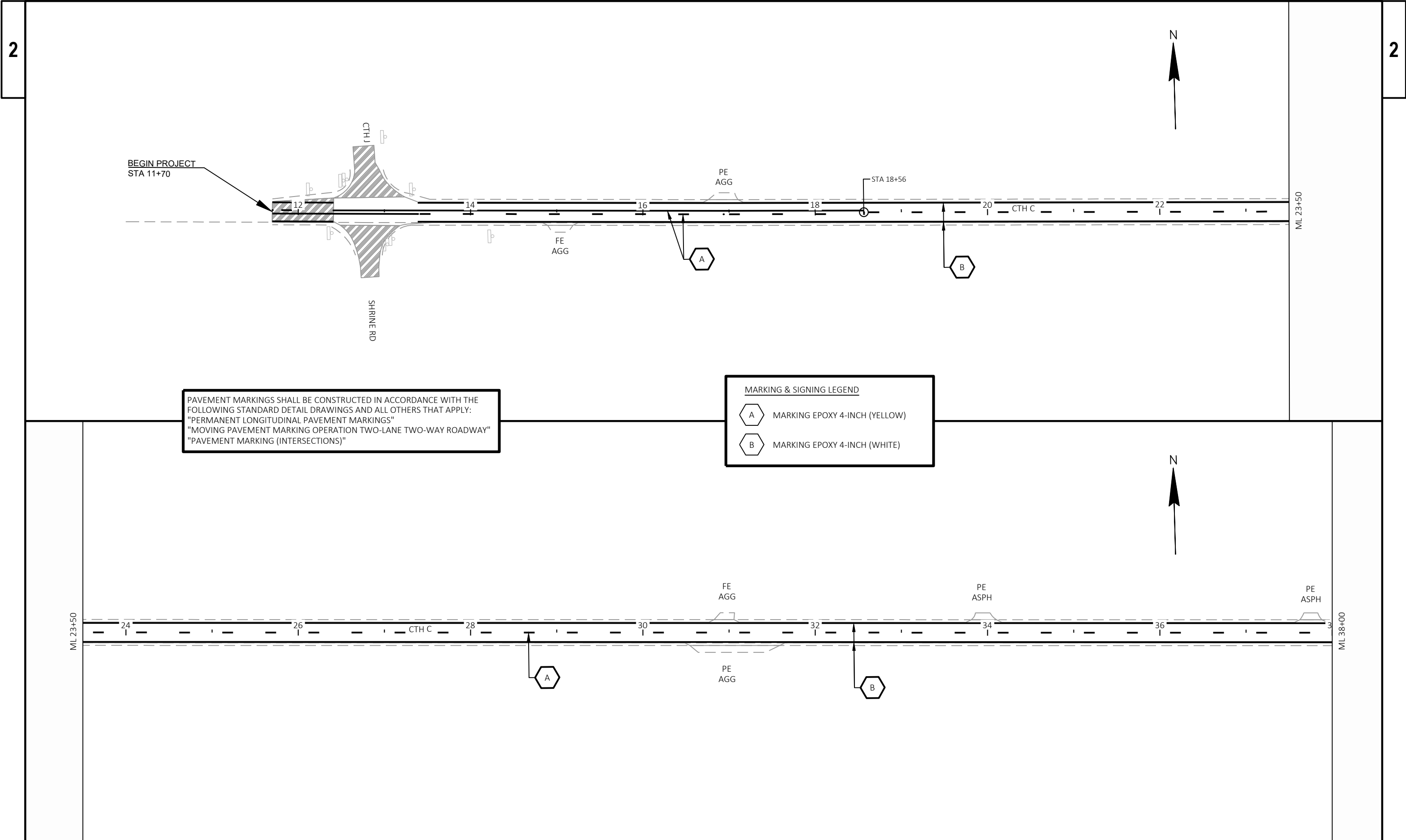


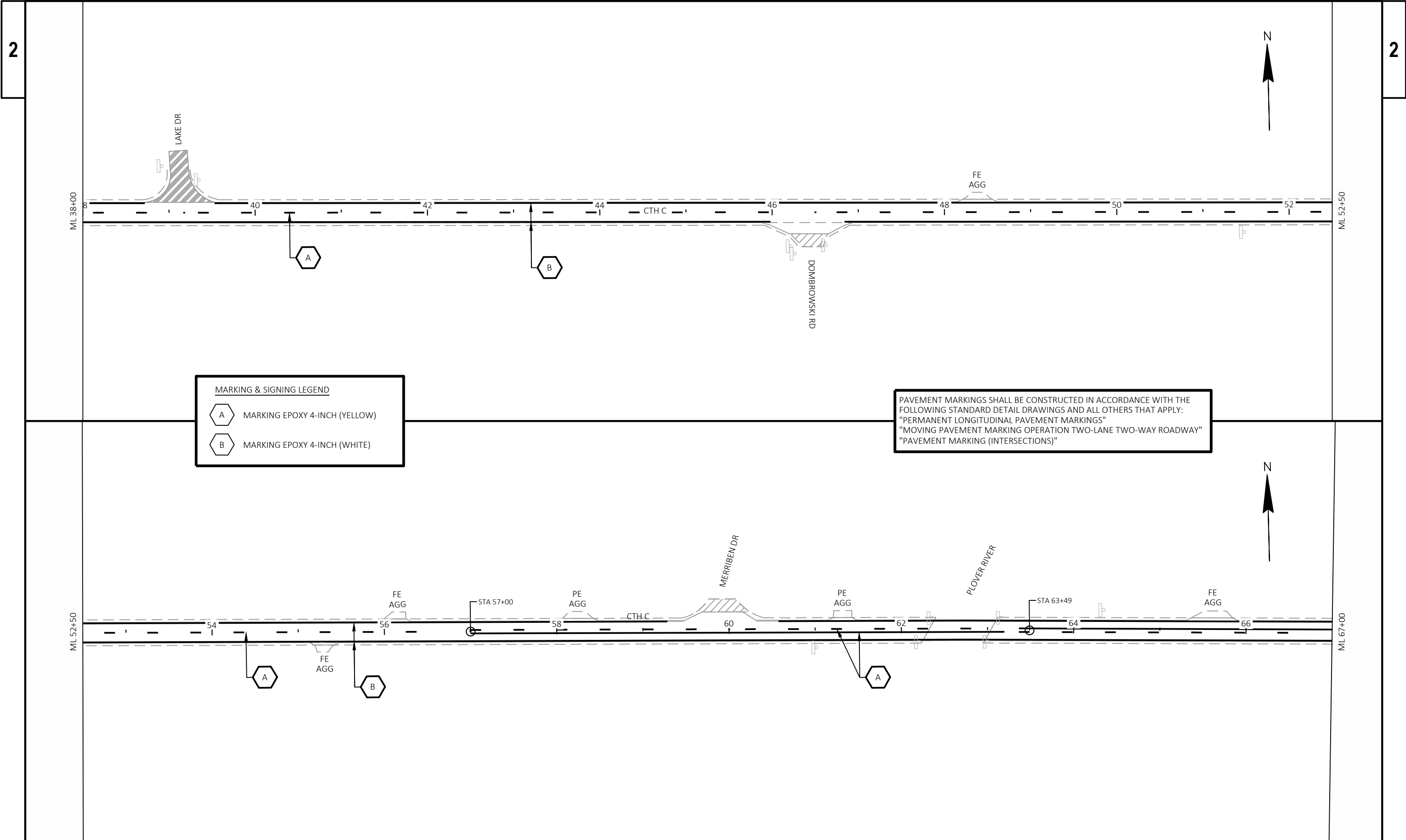
DETAIL OF PAVED DRIVEWAY

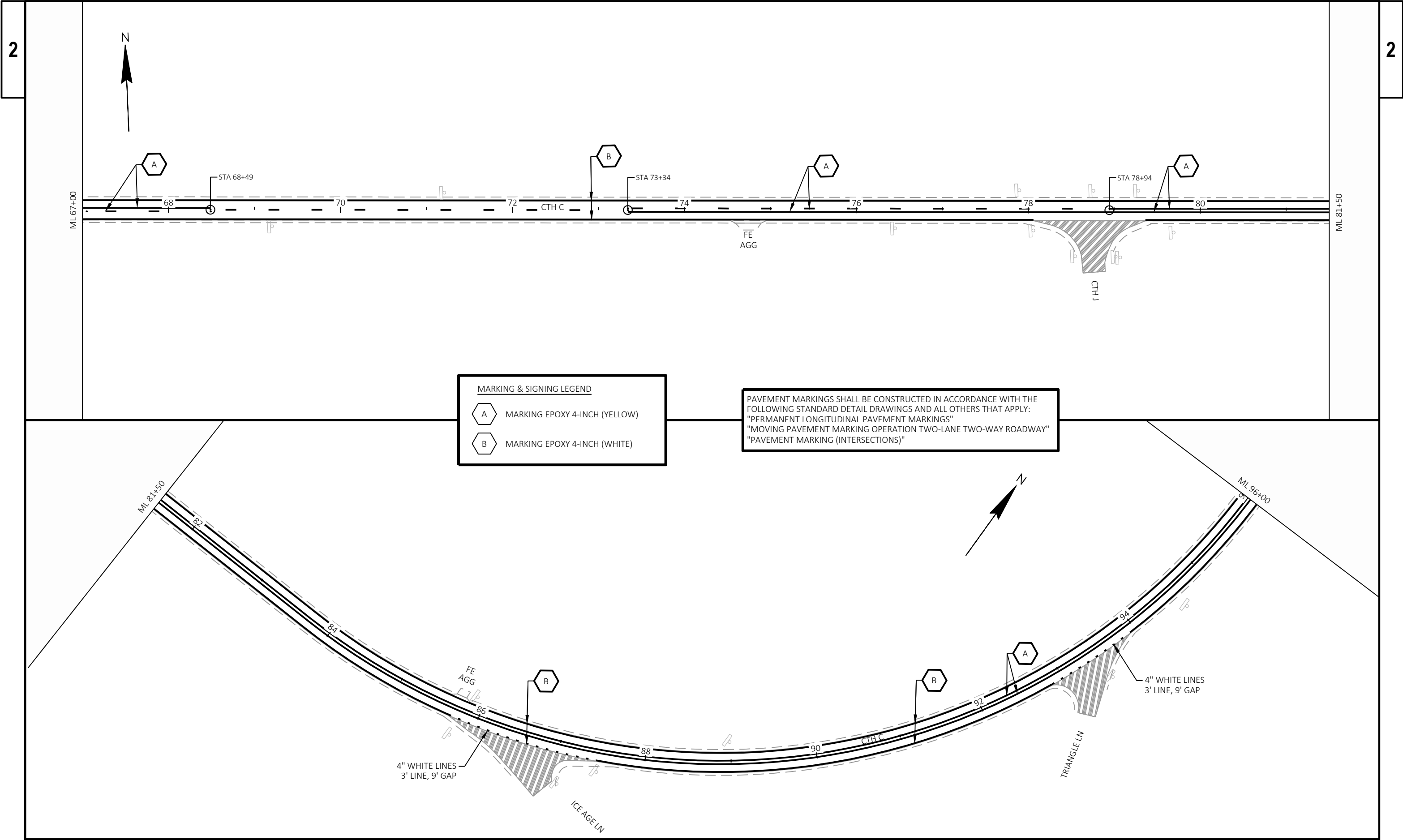


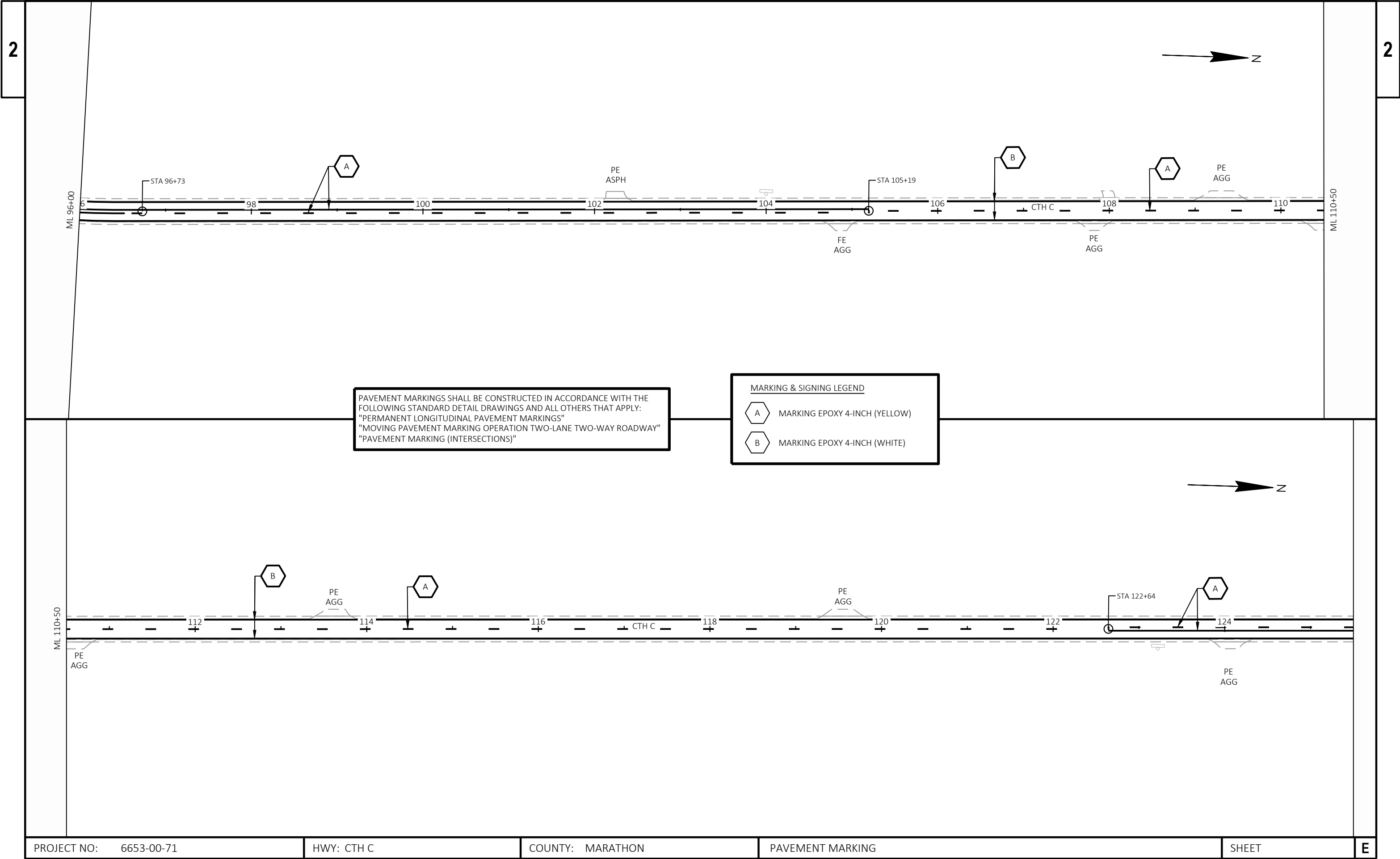
DETAIL OF GRAVEL DRIVEWAY











PAVEMENT MARKINGS SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE FOLLOWING STANDARD DETAIL DRAWINGS AND ALL OTHERS THAT APPLY:
"PERMANENT LONGITUDINAL PAVEMENT MARKINGS"
"MOVING PAVEMENT MARKING OPERATION TWO-LANE TWO-WAY ROADWAY"
"PAVEMENT MARKING (INTERSECTIONS)"

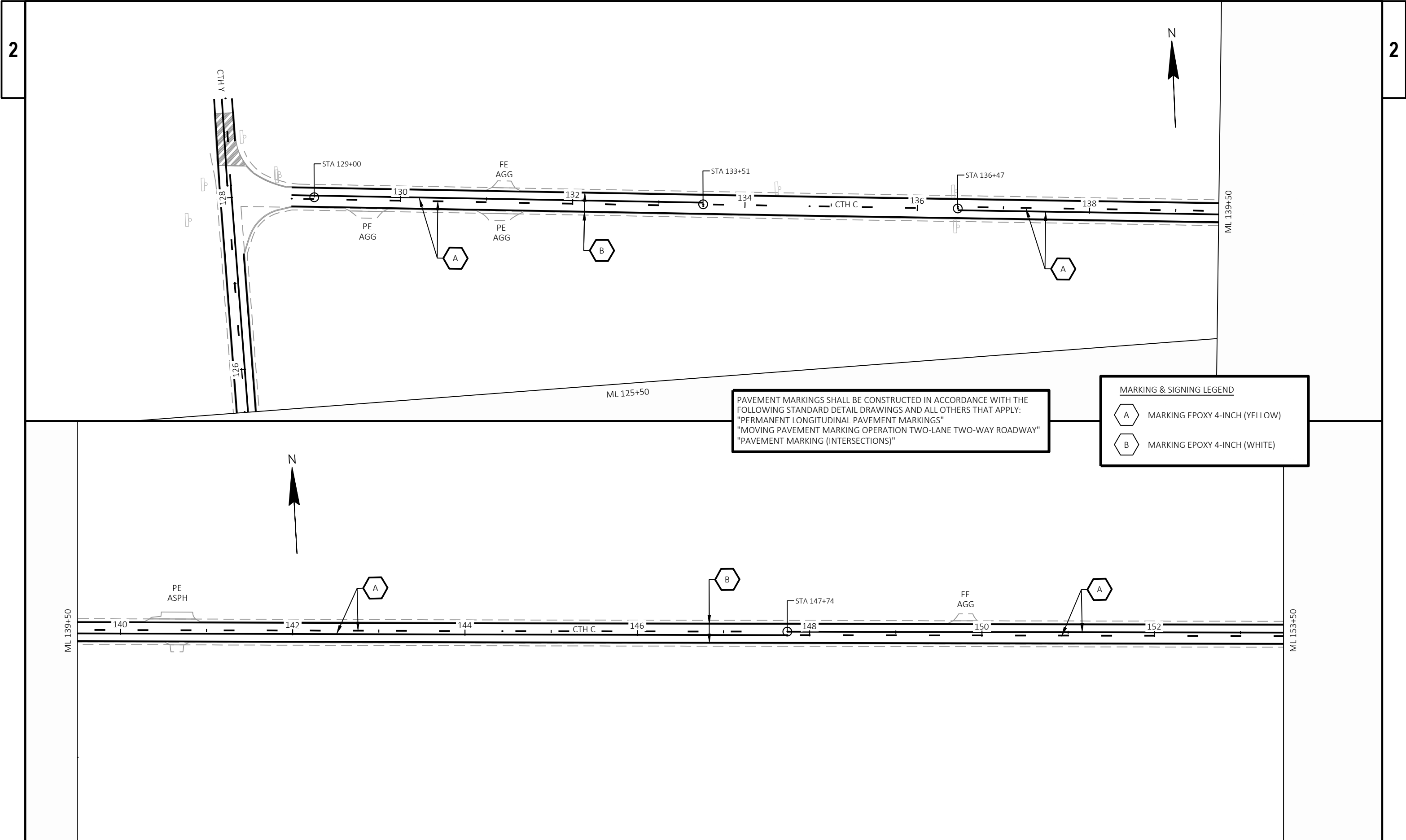
MARKING & SIGNING LEGEND

A

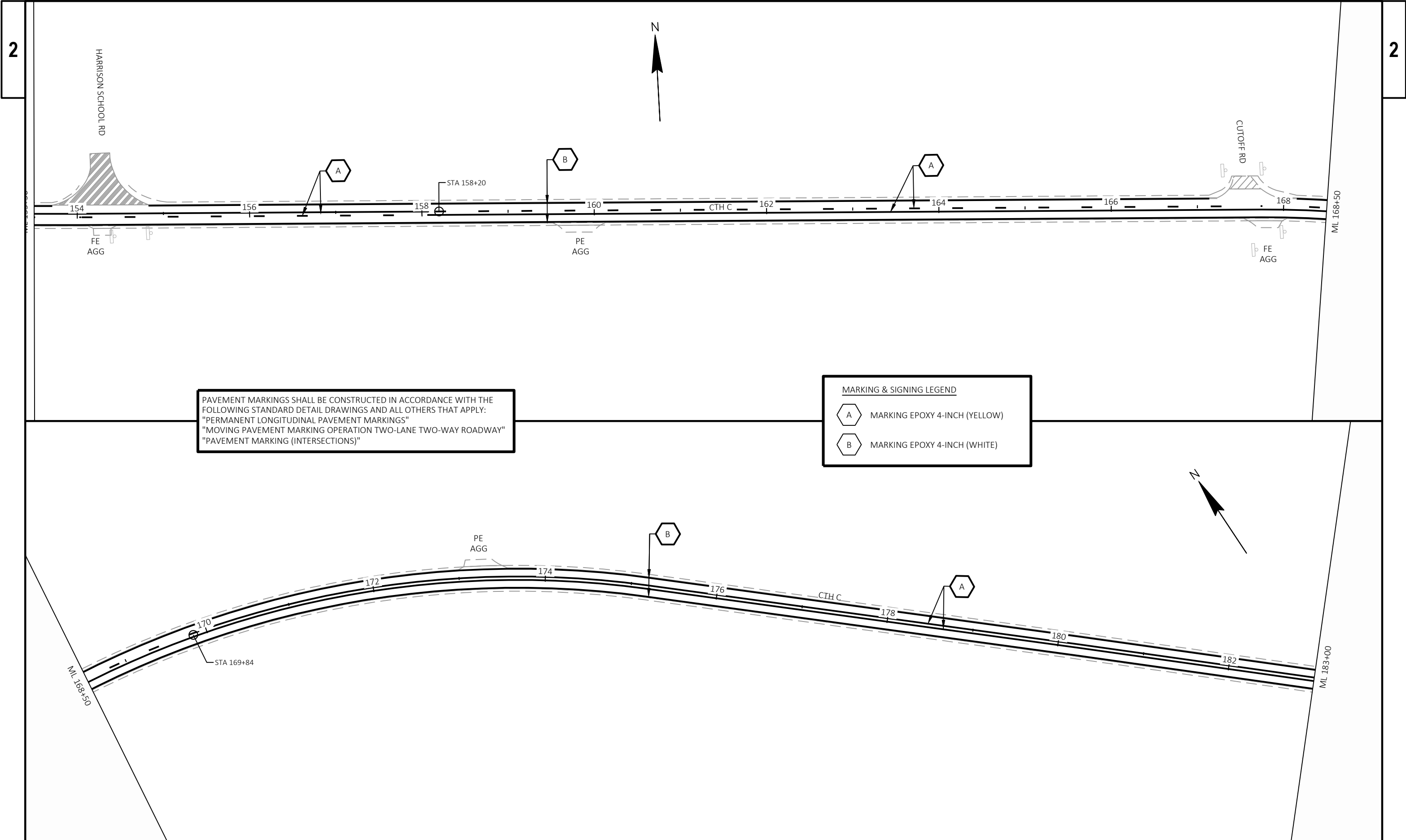
 MARKING EPOXY 4-INCH (YELLOW)

B

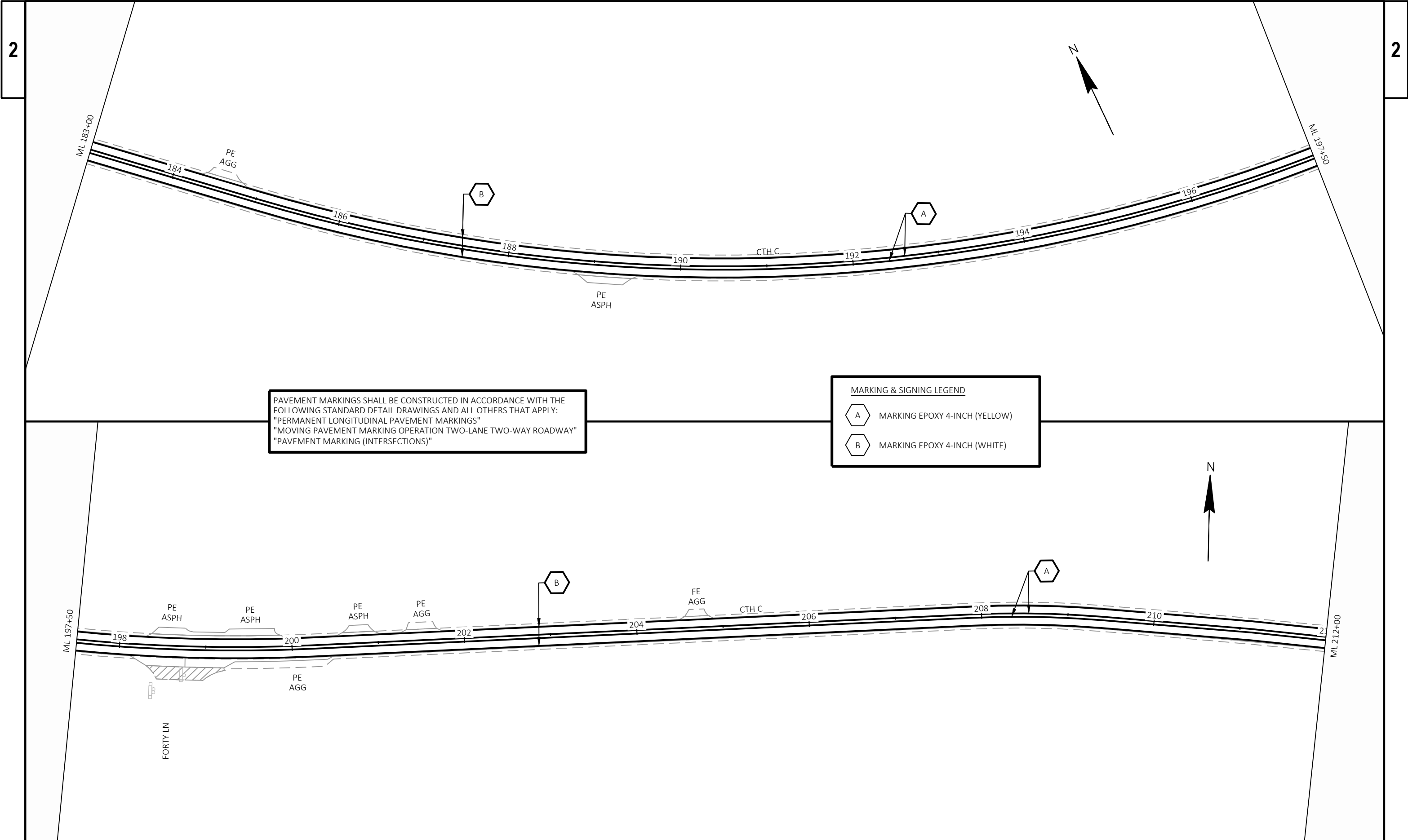
 MARKING EPOXY 4-INCH (WHITE)

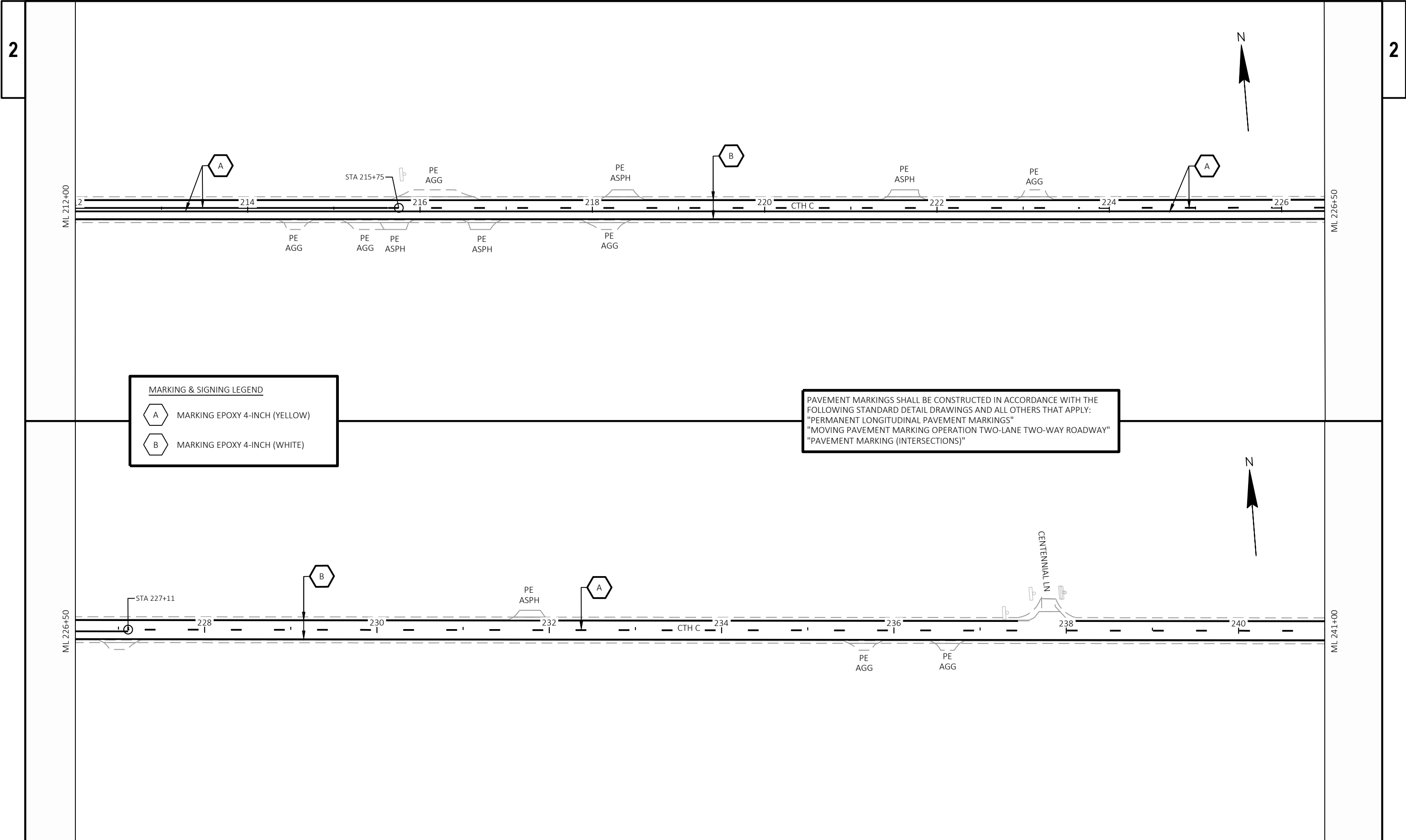


PROJECT NO: 6653-00-71	HWY: CTH C	COUNTY: MARATHON	PAVEMENT MARKING	SHEET	E
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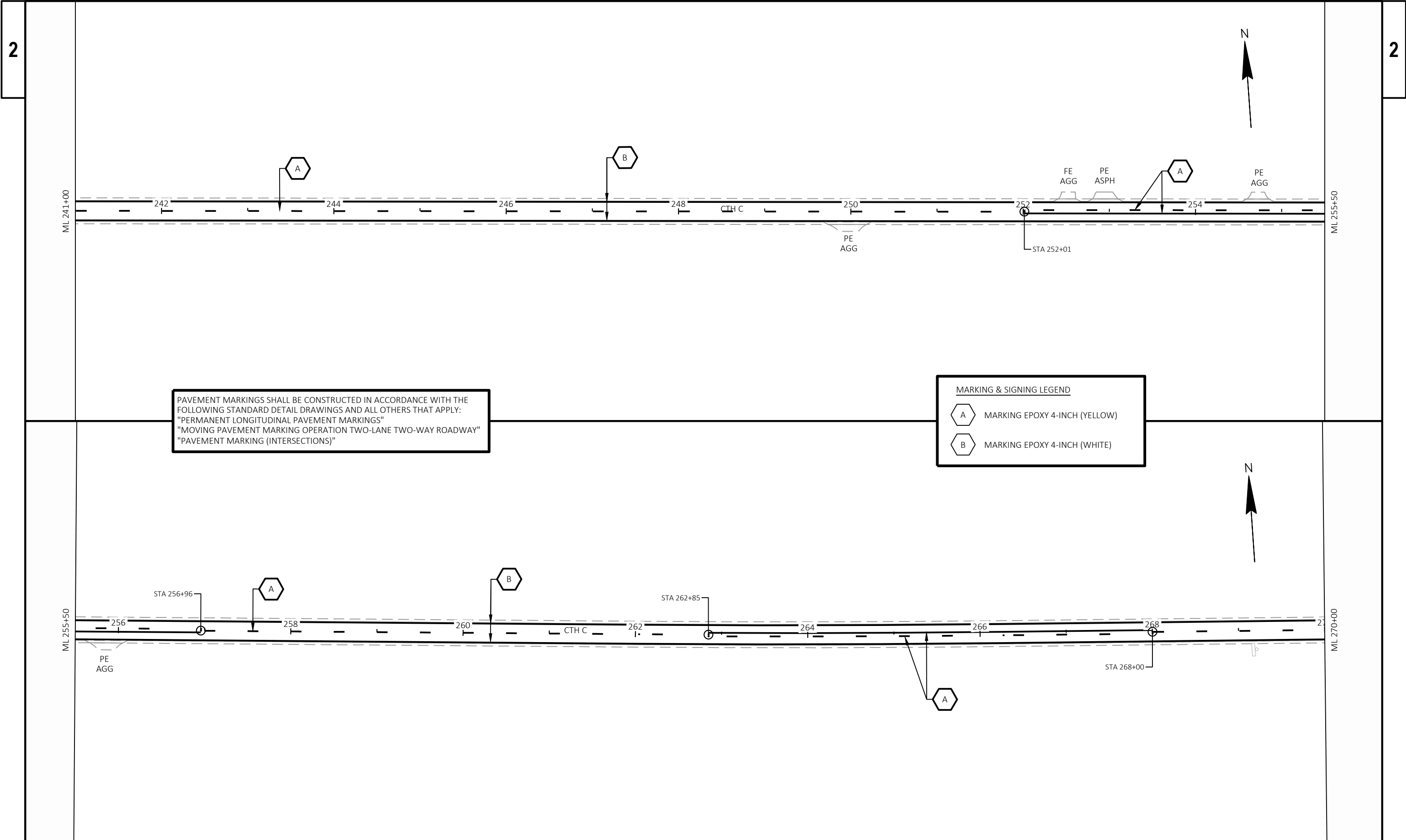


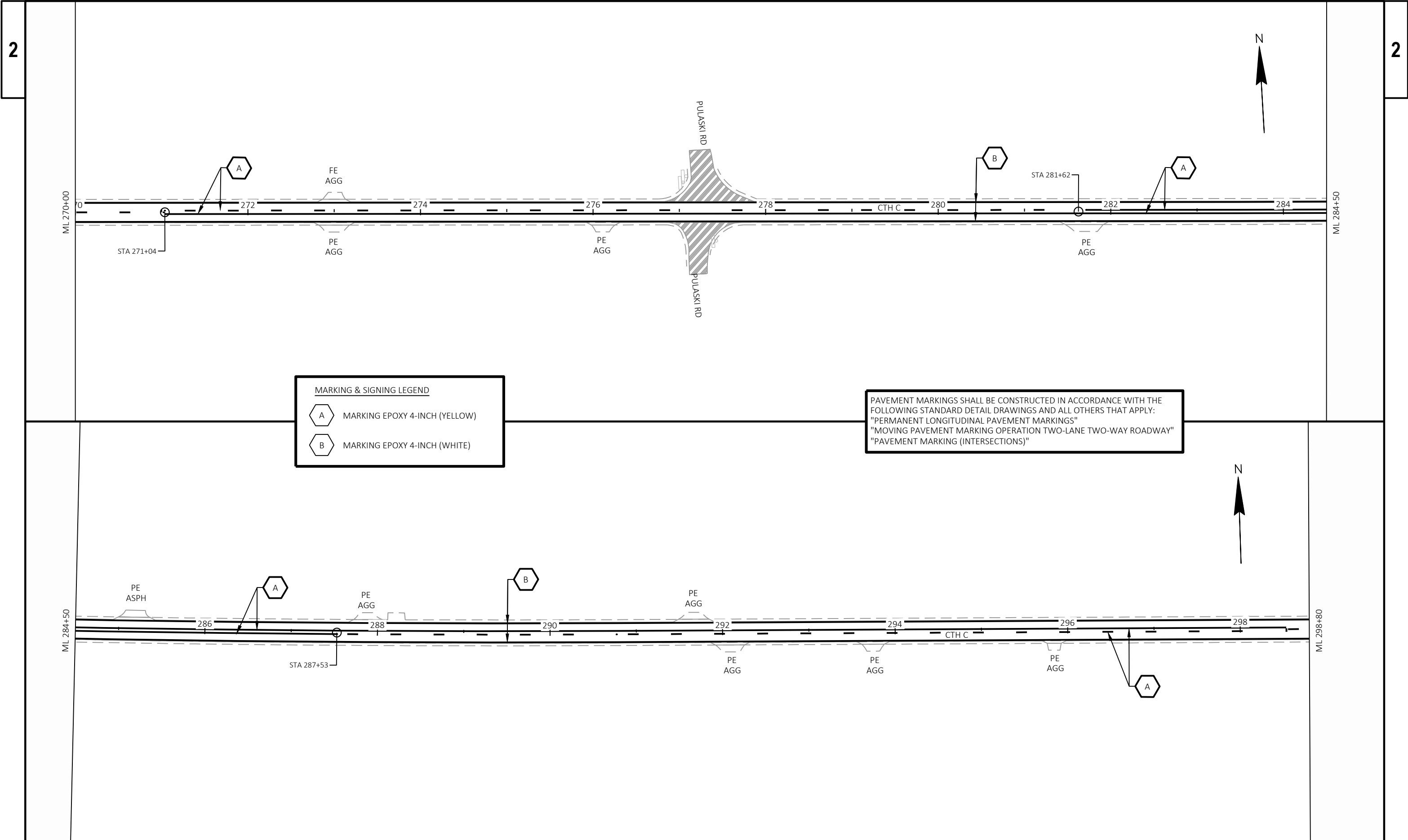
PROJECT NO: 6653-00-71	HWY: CTH C	COUNTY: MARATHON	PAVEMENT MARKING	SHEET	E
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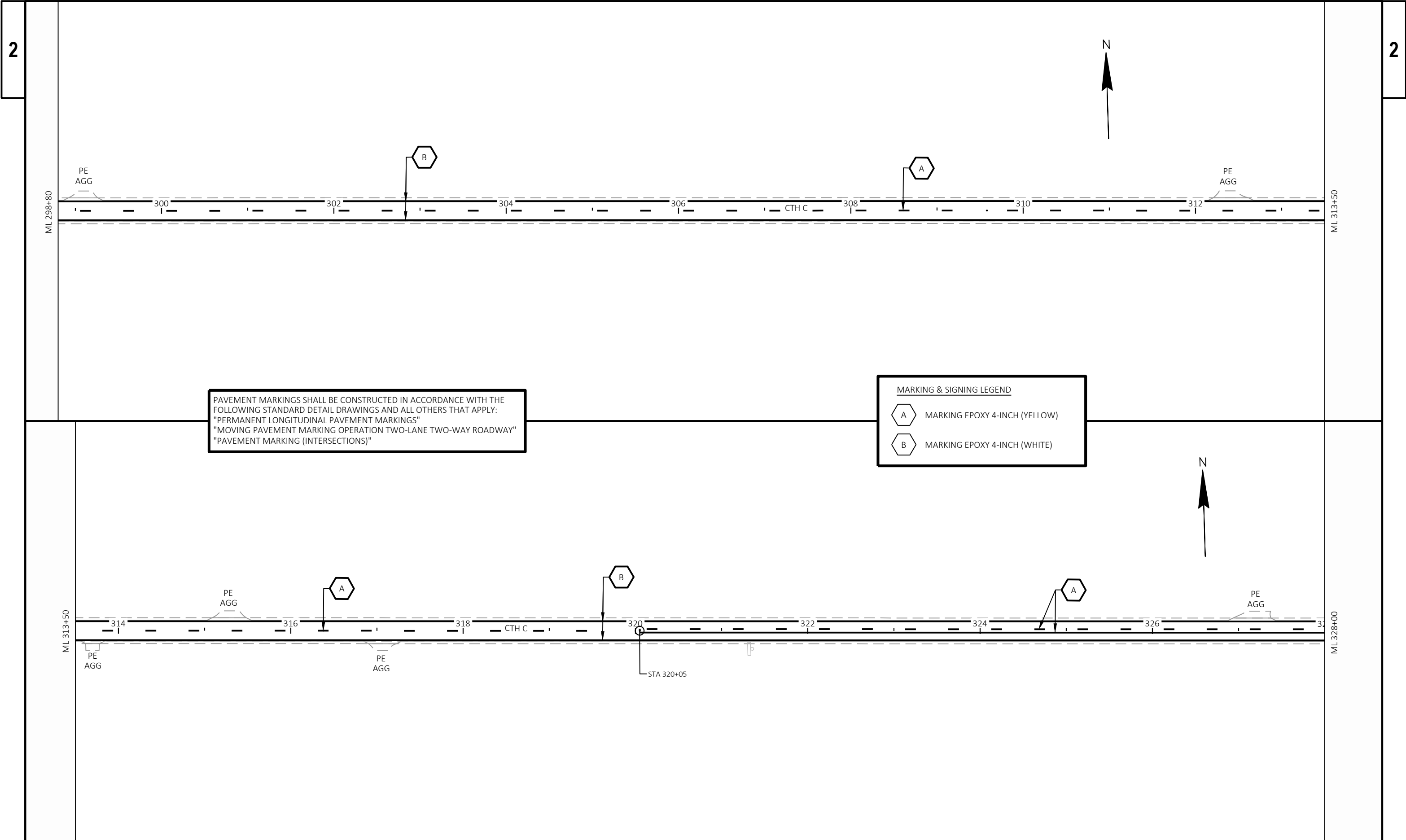


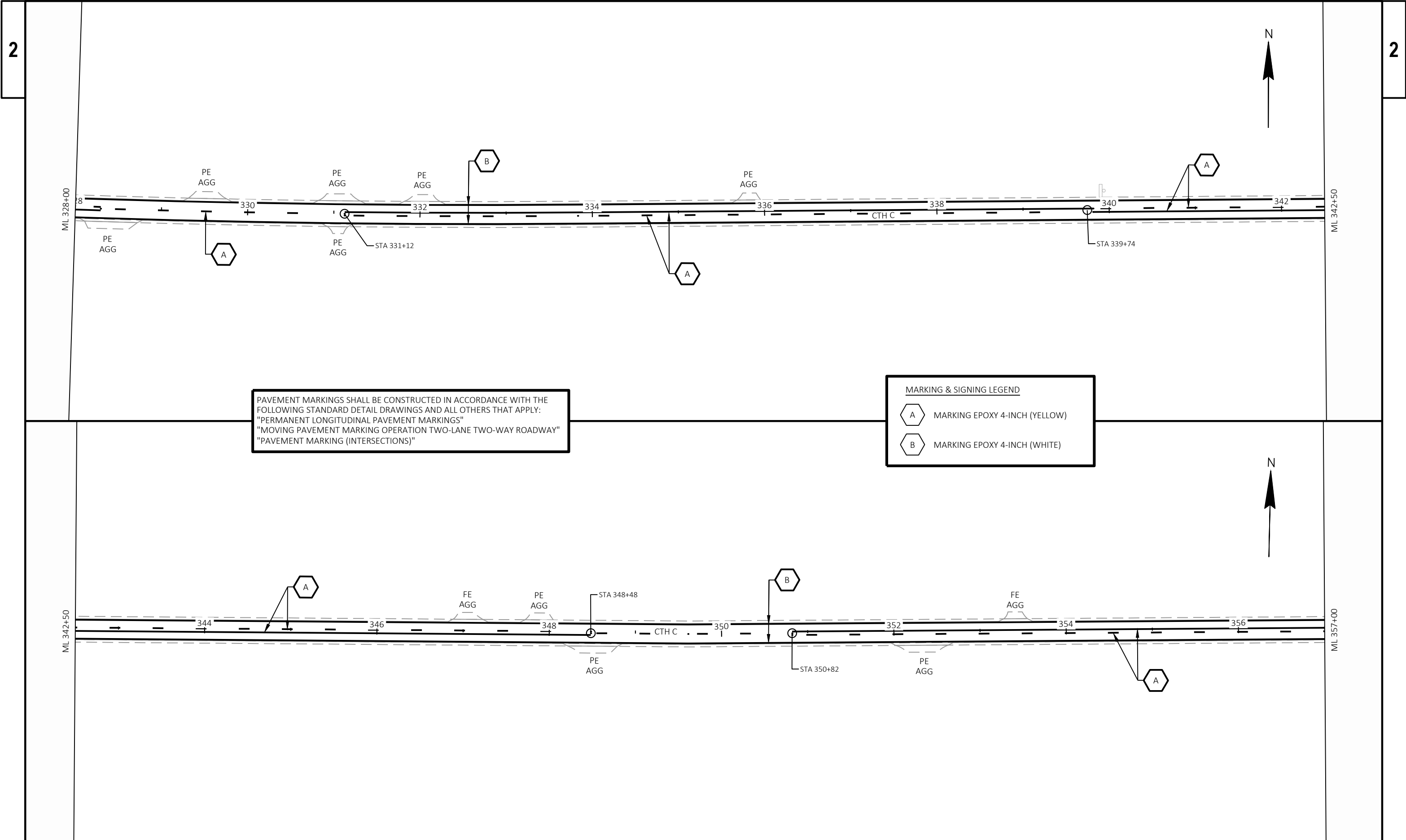


PROJECT NO: 6653-00-71	HWY: CTH C	COUNTY: MARATHON	PAVEMENT MARKING	SHEET	E
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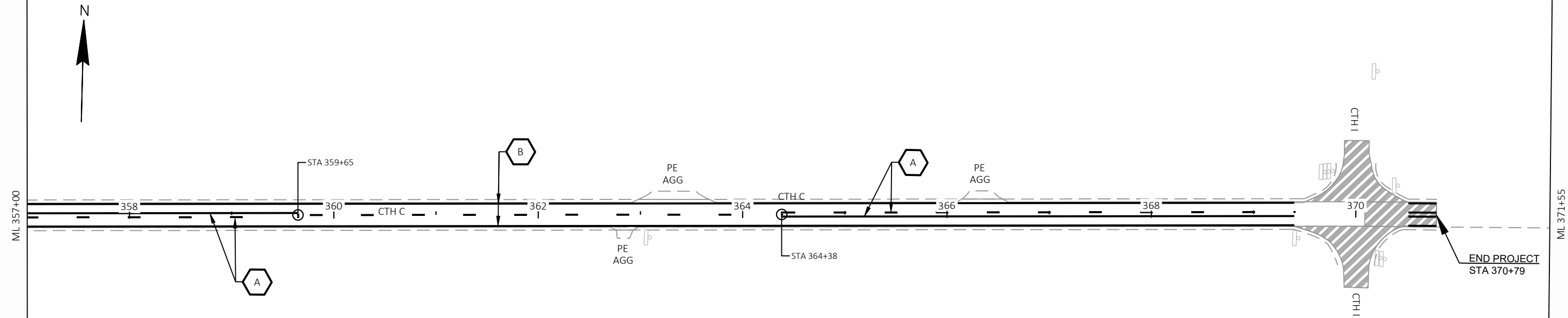








2

2 |



MARKING & SIGNING LEGEND

-  MARKING EPOXY 4-INCH (YELLOW)
-  MARKING EPOXY 4-INCH (WHITE)

PAVEMENT MARKINGS SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE FOLLOWING STANDARD DETAIL DRAWINGS AND ALL OTHERS THAT APPLY:
 "PERMANENT LONGITUDINAL PAVEMENT MARKINGS"
 "MOVING PAVEMENT MARKING OPERATION TWO-LANE TWO-WAY ROADWAY"
 "PAVEMENT MARKING (INTERSECTIONS)"

PROJECT NO:	6653-00-71
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HWY: CTH C

COUNTY: MARATHON

PAVEMENT MARKING

SHEET

11

Estimate Of Quantities

6653-00-71					
Line	Item	Item Description	Unit	Total	Qty
0002	204.0110	Removing Asphaltic Surface	SY	553.000	553.000
0004	204.0115	Removing Asphaltic Surface Butt Joints	SY	3,940.000	3,940.000
0006	211.0101	Prepare Foundation for Asphaltic Paving (project) 01. 6653-00-71	EACH	1.000	1.000
0008	211.0700.S	Prepare Foundation for CIR Base Layer (project) 01. 6653-00-71	EACH	1.000	1.000
0010	211.0800.S	Base Repair for CIR Layer	CY	1,000.000	1,000.000
0012	213.0100	Finishing Roadway (project) 01. 6653-00-71	EACH	1.000	1.000
0014	305.0110	Base Aggregate Dense 3/4-Inch	TON	3,352.000	3,352.000
0016	305.0500	Shaping Shoulders	STA	360.000	360.000
0018	327.1000.S	CIR Asphaltic Base Layer	SY	95,758.000	95,758.000
0020	455.0605	Tack Coat	GAL	5,947.000	5,947.000
0022	455.0770.S	Asphalt Stabilizing Agent	TON	322.000	322.000
0024	460.0105.S	HMA Percent Within Limits (PWL) Test Strip Volumetrics	EACH	1.000	1.000
0026	460.0110.S	HMA Percent Within Limits (PWL) Test Strip Density	EACH	1.000	1.000
0028	460.2005	Incentive Density PWL HMA Pavement	DOL	10,770.000	10,770.000
0030	460.2007	Incentive Density HMA Pavement Longitudinal Joints	DOL	17,920.000	17,920.000
0032	460.2010	Incentive Air Voids HMA Pavement	DOL	11,420.000	11,420.000
0034	460.5224	HMA Pavement 4 LT 58-28 S	TON	11,412.000	11,412.000
0036	465.0120	Asphaltic Surface Driveways and Field Entrances	TON	112.000	112.000
0038	619.1000	Mobilization	EACH	1.000	1.000
0040	624.0100	Water	MGAL	67.000	67.000
0042	629.0205	Fertilizer Type A	CWT	5.000	5.000
0044	630.0120	Seeding Mixture No. 20	LB	215.000	215.000
0046	630.0500	Seed Water	MGAL	180.000	180.000
0048	642.5001	Field Office Type B	EACH	1.000	1.000
0050	643.0420	Traffic Control Barricades Type III	DAY	650.000	650.000
0052	643.0705	Traffic Control Warning Lights Type A	DAY	1,700.000	1,700.000
0054	643.0900	Traffic Control Signs	DAY	1,375.000	1,375.000
0056	643.5000	Traffic Control	EACH	1.000	1.000
0058	646.1020	Marking Line Epoxy 4-Inch	LF	106,050.000	106,050.000
0060	648.0100	Locating No-Passing Zones	MI	6.790	6.790
0062	650.8000	Construction Staking Resurfacing Reference	LF	35,909.000	35,909.000
0064	650.9911	Construction Staking Supplemental Control (project) 01. 6653-00-71	EACH	1.000	1.000
0066	690.0150	Sawing Asphalt	LF	410.000	410.000
0068	740.0440	Incentive IRI Ride	DOL	27,149.000	27,149.000
0070	ASP.1T0A	On-the-Job Training Apprentice at \$5.00/HR	HRS	2,000.000	2,000.000
0072	ASP.1T0G	On-the-Job Training Graduate at \$5.00/HR	HRS	1,260.000	1,260.000

			204.0110	204.0115	REMARKS
			REMOVING	REMOVING	
			ASPHALTIC	ASPHALTIC	
STATION	TO	STATION	SURFACE	SURFACE BUTT JOINTS	
11+70	-	12+20	CTH C	133	70' MAINLINE
12+64	-	12+94	CTH J	243	60' SIDEROAD
12+71	-	12+94	SHRINE ROAD	220	60' SIDEROAD
33+77	-	34+18	DRIVEWAY, LT	-	8' DRIVEWAY
37+60	-	37+91	DRIVEWAY, LT	-	8' DRIVEWAY
39+00	-	39+24	LAKE DR	198	60' SIDEROAD
61+74	-	63+61	BRIDGE B-37-0016	476	BOTH SIDES
78+60	-	78+93	CTH J	322	60' SIDEROAD
86+90	-	87+04	ICE AGE LN	398	60' SIDEROAD
92+89	-	93+14	TRIANGLE LN	286	60' SIDEROAD
102+07	-	102+43	DRIVEWAY, LT	26	8' DRIVEWAY
128+02	-	128+02	CTH Y	170	60' MAINLINE
140+28	-	140+93	DRIVEWAY, LT	45	8' DRIVEWAY
154+15	-	154+42	HARRISON SCHOOL RD	296	60' SIDEROAD
188+78	-	189+51	DRIVEWAY, RT	54	8' DRIVEWAY
198+33	-	198+87	DRIVEWAY, LT	67	8' DRIVEWAY
199+16	-	199+92	DRIVEWAY, LT	67	8' DRIVEWAY
200+52	-	201+00	DRIVEWAY, LT	31	8' DRIVEWAY
215+50	-	215+92	DRIVEWAY, RT	29	8' DRIVEWAY
216+49	-	216+94	DRIVEWAY, RT	30	8' DRIVEWAY
218+09	-	218+58	DRIVEWAY, LT	34	8' DRIVEWAY
221+39	-	221+83	DRIVEWAY, LT	34	8' DRIVEWAY
231+54	-	232+00	DRIVEWAY, LT	32	8' DRIVEWAY
252+79	-	253+14	DRIVEWAY, LT	25	8' DRIVEWAY
277+12	-	277+41	N. PULASKI RD	269	60' SIDEROAD
277+11	-	277+33	S. PULASKI RD	204	60' SIDEROAD
284+94	-	285+42	DRIVEWAY, LT	31	8' DRIVEWAY
369+87	-	370+15	N. CTH I	270	60' SIDEROAD
369+86	-	370+14	S. CTH I	268	60' SIDEROAD
370+29	-	370+79	CTH C	187	70' MAINLINE
TOTAL 0010			553	3,940	

			211.0800.S	327.1000.S	455.0770.S	REMARKS
			BASE REPAIR FOR	CIR ASPHALTIC	ASPHALT	
			CIR LAYER	BASE LAYER	STABILIZING AGENT	
STATION	TO	STATION	CY	SY	TON	
11+70	-	370+79	CTH C	1,000	95,758	322
TOTAL 0010			1,000	95,758	322	

			305.0110	624.0100	REMARKS
			BASE AGGREGATE	WATER	
			DENSE 3/4-INCH	MGAL	
STATION	TO	STATION	LOCATION	TON	
11+70	-	370+79	CTH C	2,880	3' AGG SHOULDERS
12+64	-	12+94	CTH J	5	SHOULDERS
12+71	-	12+94	SHRINE ROAD	5	SHOULDERS
39+00	-	39+24	LAKE DR	5	SHOULDERS
45+97	-	46+84	DOMBROWSKI RD	14	BLENDING
59+45	-	60+48	MERRIBEN DR	15	BLENDING
78+60	-	78+93	CTH J	5	SHOULDERS
86+90	-	87+04	ICE AGE LN	5	SHOULDERS
92+89	-	93+14	TRIANGLE LN	5	SHOULDERS
128+02	-	128+02	CTH Y	9	SHOULDERS
154+15	-	154+42	HARRISON SCHOOL RD	5	SHOULDERS
167+13	-	168+15	CUTOFF RD	14	BLENDING
198+17	-	198+92	FORTY LN	10	BLENDING
237+42	-	238+12	CENTENNIAL LN	10	BLENDING
277+12	-	277+41	N. PULASKI RD	5	SHOULDERS
277+11	-	277+33	S. PULASKI RD	5	SHOULDERS
369+87	-	370+15	N. CTH I	5	SHOULDERS
369+86	-	370+14	S. CTH I	5	SHOULDERS
11+70	-	370+79	CTH C	345	AGG ENTRANCES
TOTAL 0010			3,352	67	

			305.0500	REMARKS
			SHAPING	
			SHOULDERS	
STATION	TO	STATION	STA	
11+70	-	370+79	CTH C	360
TOTAL 0010			360	

			465.0120	REMARKS
			ASPHALTIC	
			SURFACE	
STATION	TO	STATION	TON	
11+70	-	370+79	CTH C	112
TOTAL 0010			112	DRIVEWAYS

		455.0605		460.5224	
		TACK COAT		HMA PAVEMENT	
		GAL		4 LT 58-28 S	
STATION	TO STATION	LOCATION		TON	REMARKS
11+70	- 370+79	CTH C	5,746	10,763	
12+64	- 12+94	CTH J	16	51	
12+71	- 12+94	SHRINE ROAD	14	45	
39+00	- 39+24	LAKE DR	11	37	
45+97	- 46+84	DOMBROWSKI RD	-	5	
59+45	- 60+48	MERRIBEN DR	-	9	
78+60	- 78+93	CTH J	18	61	
86+90	- 87+04	ICE AGE LN	28	85	
92+89	- 93+14	TRIANGLE LN	19	58	
128+02	- 128+02	CTH Y	21	53	
154+15	- 154+42	HARRISON SCHOOL RD	18	57	
167+13	- 168+15	CUTOFF RD	-	7	
198+17	- 198+92	FORTY LN	-	7	
237+42	- 238+12	CENTENNIAL LN	-	5	
277+12	- 277+41	N. PULASKI RD	15	50	
277+11	- 277+33	S. PULASKI RD	11	38	
369+87	- 370+15	N. CTH I	15	50	
369+86	- 370+14	S. CTH I	15	31	
TOTAL 0010			5,947	11,412	

FOR INFORMATIONAL PURPOSES ONLY								
LOCATION	STATION	MIXTURE USE:	UNDERLYING SURFACE	BID ITEM	TONS	THICKNESS	QUALITY MANAGEMENT PROGRAM TO BE USED FOR:	
							MIXTURE ACCEPTANCE	DENSITY ACCEPTANCE
WB DRIVING LANE	11+70 TO 370+79	UPPER LAYER	CIR SURFACE	4 LT 58-28 S	5,382	2"	INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	INCENTIVE DENSITY PWL HMA PAVEMENT 460.2005
EB DRIVING LANE	11+70 TO 370+79	UPPER LAYER	CIR SURFACE	4 LT 58-28 S	5,382	2"		
SIDE ROAD INTERSECTIONS	11+70 TO 370+79	UPPER LAYER	MILLED SURFACE	4 LT 58-28 S	649	2"		ACCEPTANCE TESTING BY THE DEPARTMENT; NOT ELIGIBLE FOR INCENTIVE OR DISINCENTIVE

		629.0205		630.0120		630.0500	
		FERTILIZER TYPE		SEEDING		SEED WATER	
		A		MIXTURE NO. 20		MGAL	
STATION	TO STATION	LOCATION	CWT	LB			REMARKS
11+70	- 370+79	CTH C	5	215	179		LT & RT
TOTAL 0010			5	215	180		

		643.0420		643.0705		643.0900		643.5000	
		TRAFFIC		TRAFFIC		TRAFFIC		TRAFFIC	
		CONTROL		CONTROL		CONTROL		CONTROL	
		BARRICADES		WARNING		SIGNS		EACH	
LOCATION	NO. OF DAYS	TYPE III DAY	TYPE A DAY	TYPE A DAY	TYPE A DAY	TYPE A DAY	TYPE A DAY	TYPE A DAY	REMARKS
PROJECT	25	650	1,700	1,375	1				
TOTAL 0010		650	1,700	1,375	1				

3

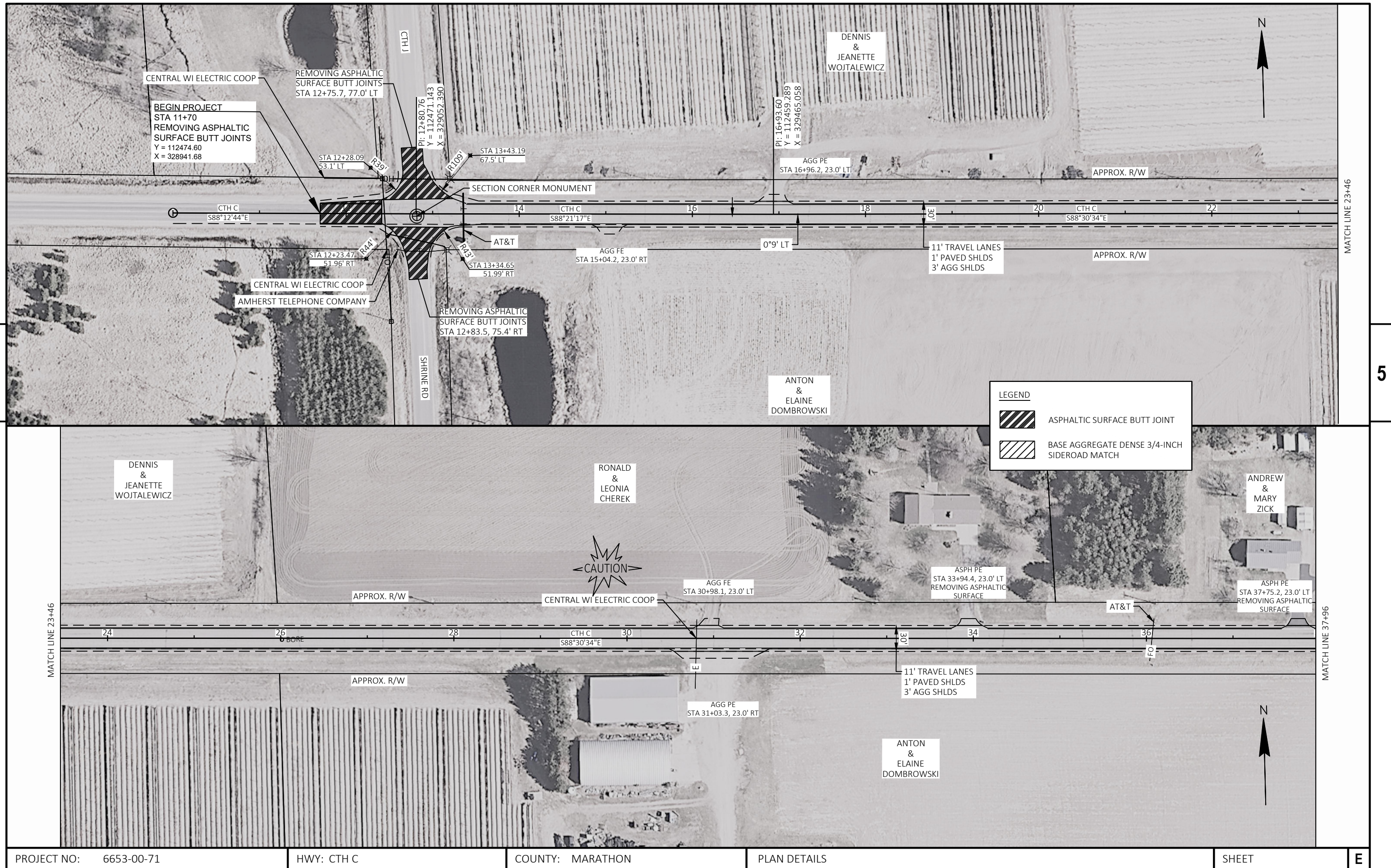
646.1020 MARKING LINE EPOXY 4-INCH					
STATION	TO	STATION	LOCATION	LF	REMARKS
11+70	-	40+00	LT & RT	3766	BOP TO LAKE DR - WHITE EDGELINE
11+70	-	40+00	CL	1447	BOP TO LAKE DR - YELLOW CENTERLINE
40+00	-	46+50	LT & RT	1379	LAKE DR TO DOMBROWSKI RD - WHITE EDGELINE
40+00	-	46+50	CL	183	LAKE DR TO DOMBROWSKI RD - YELLOW CENTERLINE
46+50	-	60+00	LT & RT	2595	DOMBROWSKI RD TO MERRIBEN DR - WHITE EDGELINE
46+50	-	60+00	CL	638	DOMBROWSKI RD TO MERRIBEN DR - YELLOW CENTERLINE
60+00	-	78+94	LT & RT	3645	MERRIBEN RD TO CTH J - WHITE EDGELINE
60+00	-	78+94	CL	1870	MERRIBEN RD TO CTH J - YELLOW CENTERLINE
78+94	-	128+00	LT & RT	9603	CTH J TO CTH Y - WHITE EDGELINE
78+94	-	128+00	CL	5853	CTH J TO CTH Y - YELLOW CENTERLINE
128+00	-	154+00	LT & RT	5030	CTH Y TO HARRISON SCHOOL RD - WHITE EDGELINE
128+00	-	154+00	CL	2869	CTH Y TO HARRISON SCHOOL RD - YELLOW CENTERLINE
154+00	-	167+75	LT & RT	2604	HARRISON SCHOOL RD TO CUTOFF RD - WHITE EDGELINE
154+00	-	167+75	CL	1715	HARRISON SCHOOL RD TO CUTOFF RD - YELLOW CENTERLINE
167+75	-	238+00	LT & RT	13955	CUTOFF RD TO CENTENNIAL LN - WHITE EDGELINE
167+75	-	238+00	CL	11109	CUTOFF RD TO CENTENNIAL LN - YELLOW CENTERLINE
238+00	-	277+50	LT & RT	7889	CENTENNIAL LN TO PULASKI RD - WHITE EDGELINE
238+00	-	277+50	CL	2646	CENTENNIAL LN TO PULASKI RD - YELLOW CENTERLINE
277+50	-	370+79	LT & RT	18434	PULASKI RD TO CTH I - WHITE EDGELINE
277+50	-	370+79	CL	8821	PULASKI RD TO CTH I - YELLOW CENTERLINE
TOTAL 0010				106,050	

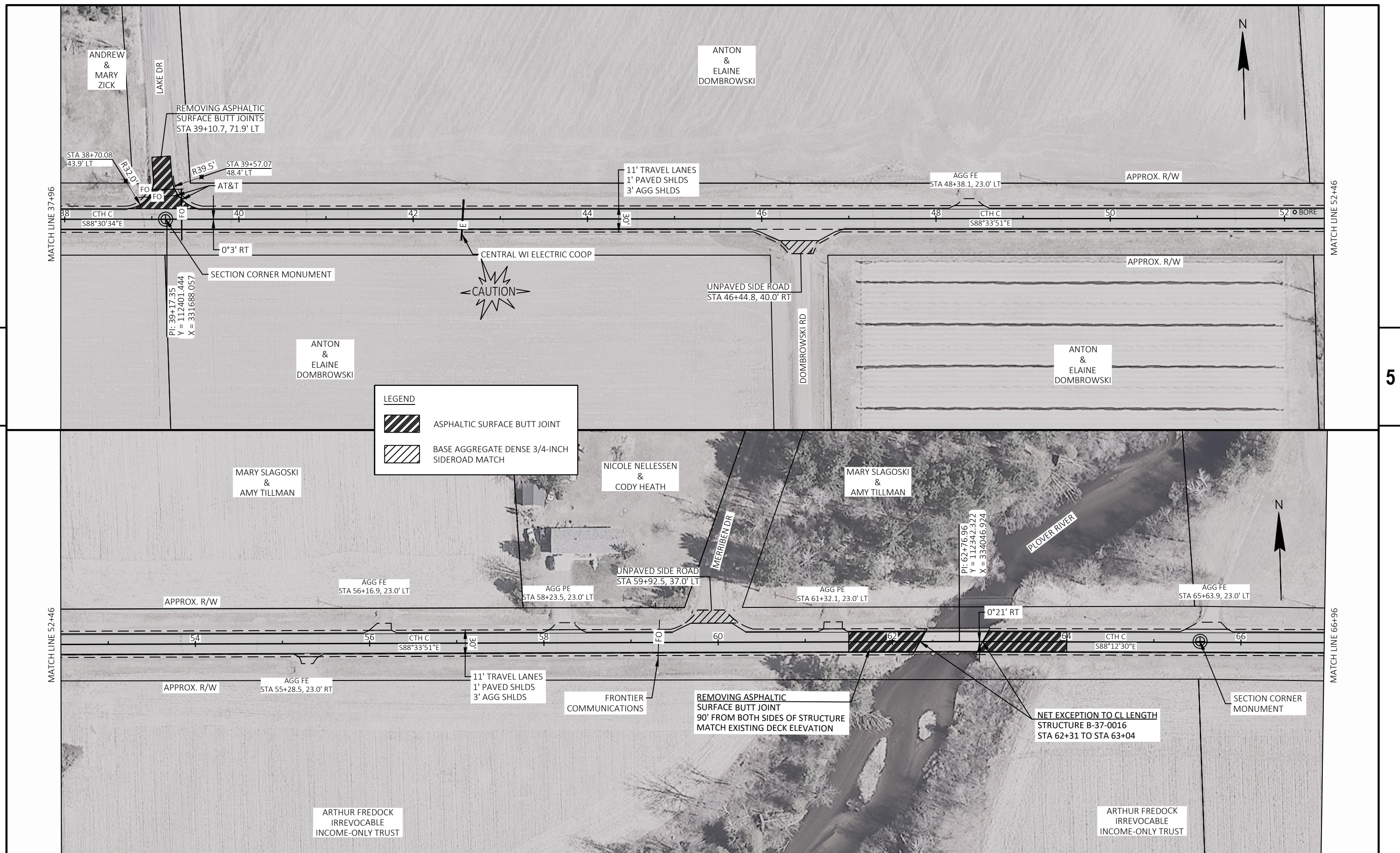
690.0150 SAWING ASPHALT					
STATION	TO	STATION	LOCATION	LF	REMARKS
33+77	-	34+18	DRIVEWAY, LT	18	ASPHALT DRIVEWAY
37+60	-	37+91	DRIVEWAY, LT	18	ASPHALT DRIVEWAY
102+07	-	102+43	DRIVEWAY, LT	20	ASPHALT DRIVEWAY
140+28	-	140+93	DRIVEWAY, LT	37	ASPHALT DRIVEWAY
188+78	-	189+51	DRIVEWAY, RT	41	ASPHALT DRIVEWAY
198+33	-	198+87	DRIVEWAY, LT	31	ASPHALT DRIVEWAY
199+16	-	199+92	DRIVEWAY, LT	53	ASPHALT DRIVEWAY
200+52	-	201+00	DRIVEWAY, LT	22	ASPHALT DRIVEWAY
215+50	-	215+92	DRIVEWAY, RT	26	ASPHALT DRIVEWAY
216+49	-	216+94	DRIVEWAY, RT	23	ASPHALT DRIVEWAY
218+09	-	218+58	DRIVEWAY, LT	24	ASPHALT DRIVEWAY
221+39	-	221+83	DRIVEWAY, LT	31	ASPHALT DRIVEWAY
231+54	-	232+00	DRIVEWAY, LT	24	ASPHALT DRIVEWAY
252+79	-	253+14	DRIVEWAY, LT	19	ASPHALT DRIVEWAY
284+94	-	285+42	DRIVEWAY, LT	23	ASPHALT DRIVEWAY
TOTAL 0010				410	

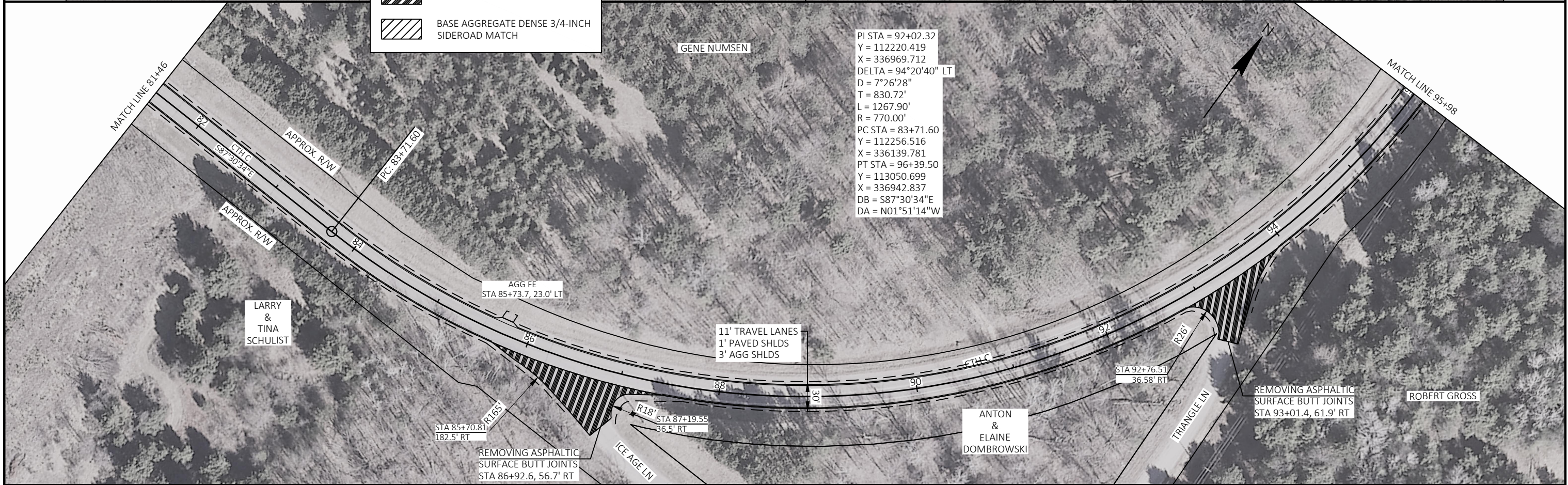
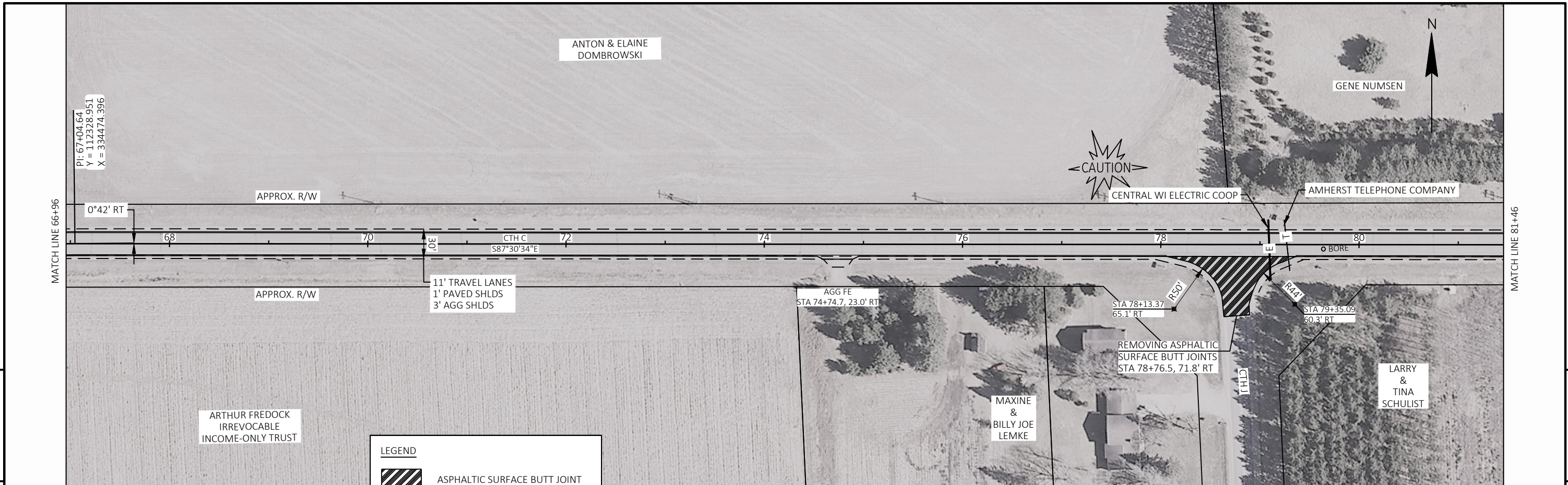
3

648.0100 LOCATING NO- PASSING ZONES					
STATION	TO	STATION	LOCATION	MI	REMARKS
11+70	-	370+79	CTH C	6.79	
TOTAL 0010				6.79	

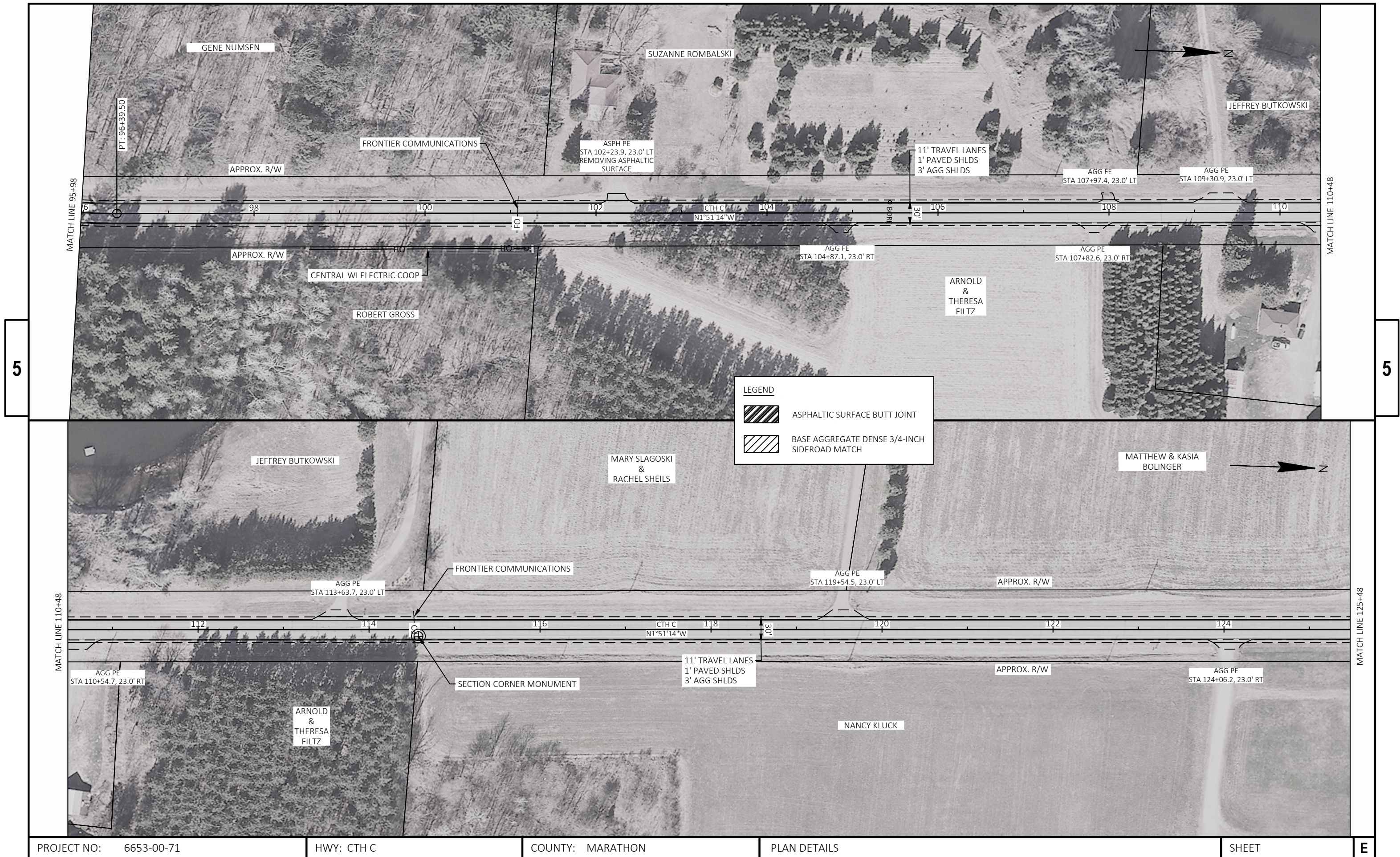
				650.8000	650.9911	
				CONSTRUCTION	CONSTRUCTION	
				STAKING	STAKING	
				RESURFACING	SUPPLEMENTAL	
				REFERENCE	CONTROL	
					(66530071)	
STATION	TO	STATION	LOCATION	LF	EACH	REMARKS
11+70	-	370+79	CTH C	35,909	1	
TOTAL 0010				35,909	1	







PROJECT NO: 6653-00-71	HWY: CTH C	COUNTY: MARATHON	PLAN DETAILS	SHEET	E
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PROJECT NO:	6653-00-71
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HWY: CTH C

COUNTY: MARATHON

PLAN DETAILS

SHEET

1

FILE NAME : C:\OD\CORRE, INC\PROJECTS - WI-NC REGION\6653-00-01_CTH C_MARATHON CO\500_CADD\501_C3D_2020\66530001\SHEETSP\PLAN\050201-PN.DWG
LAYOUT NAME - 050206-pn

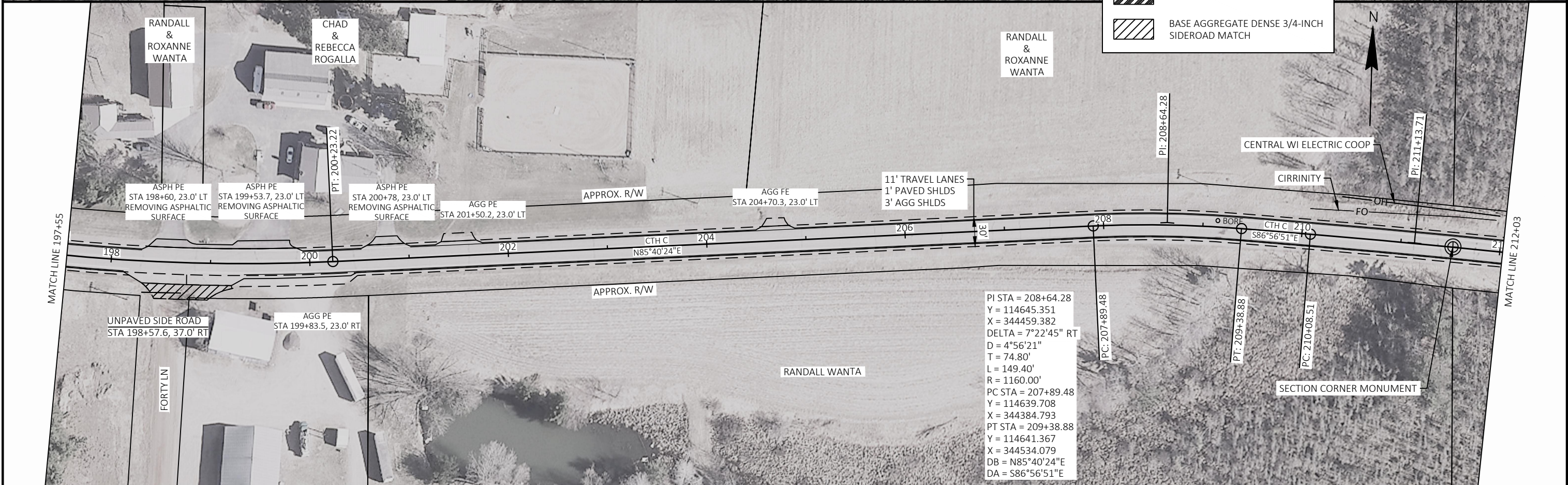
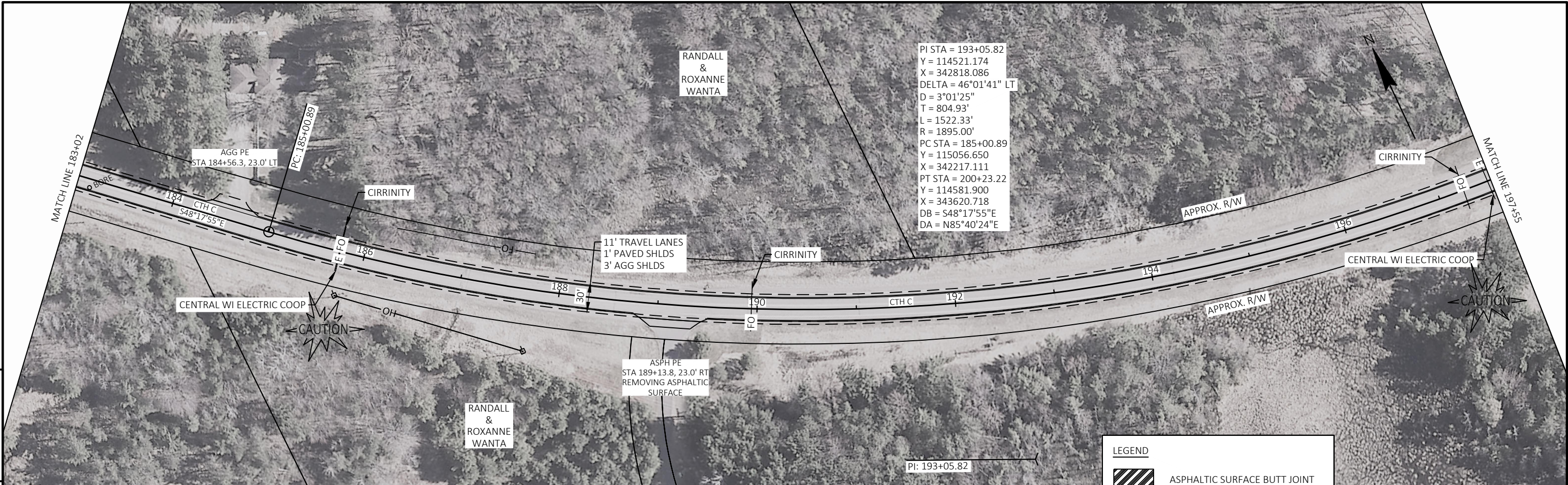
PLOT DATE : 8/25/2023 8:08 AM

PLOT BY : MATT KOSKI

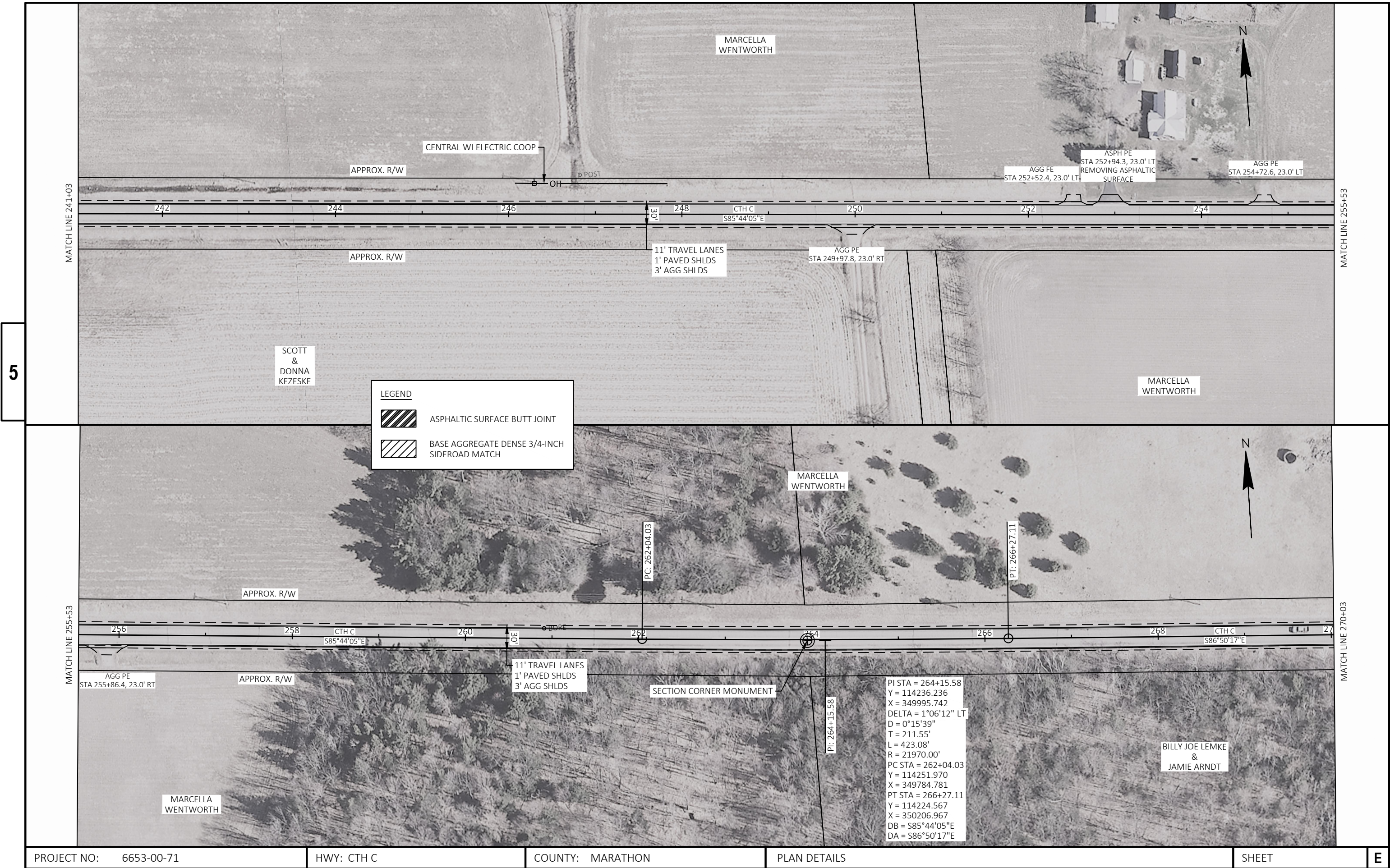
PLOT NAME :

PLOT SCALE : 1 IN:100 FT

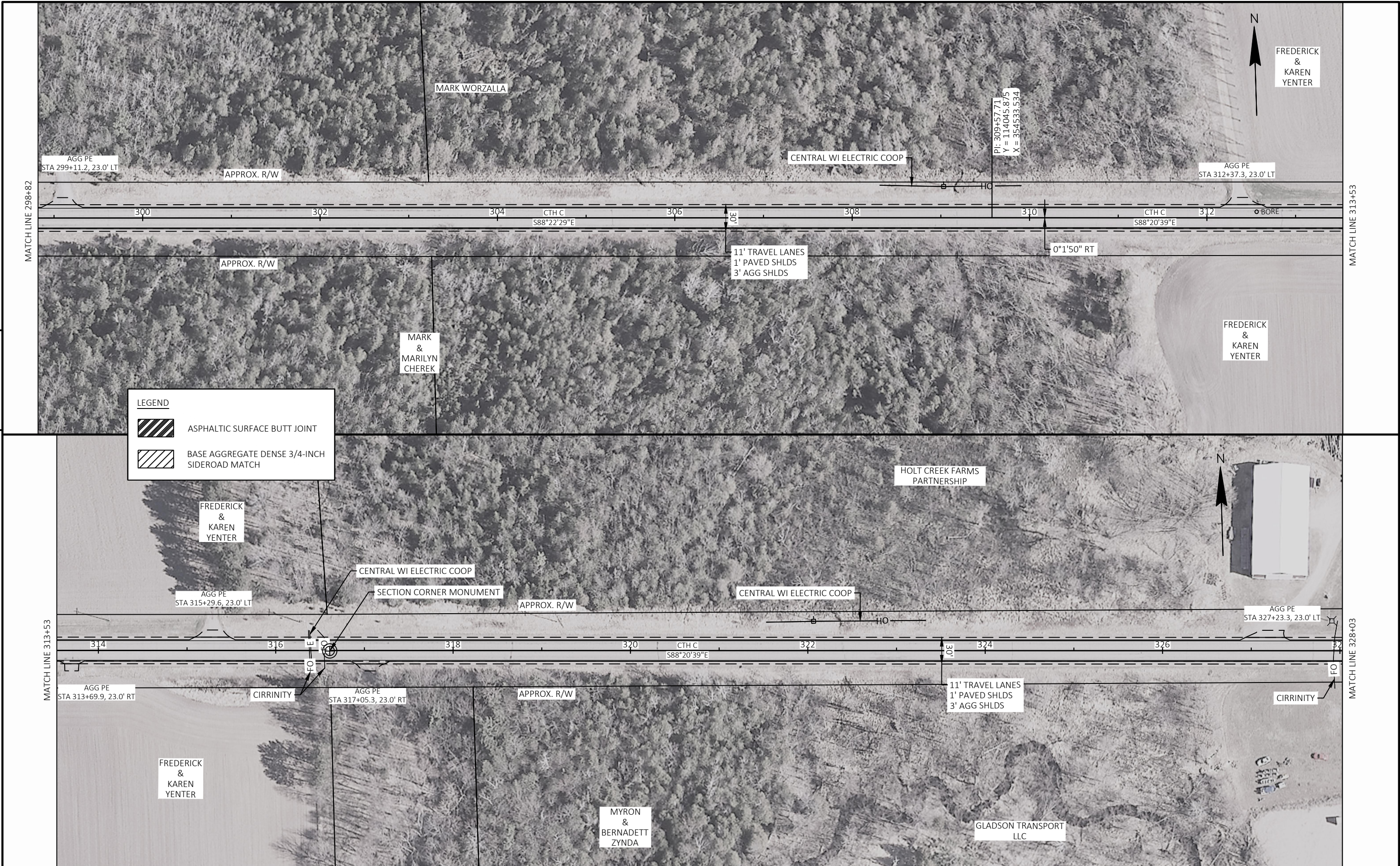
WISDOT/CADDS SHEET 44



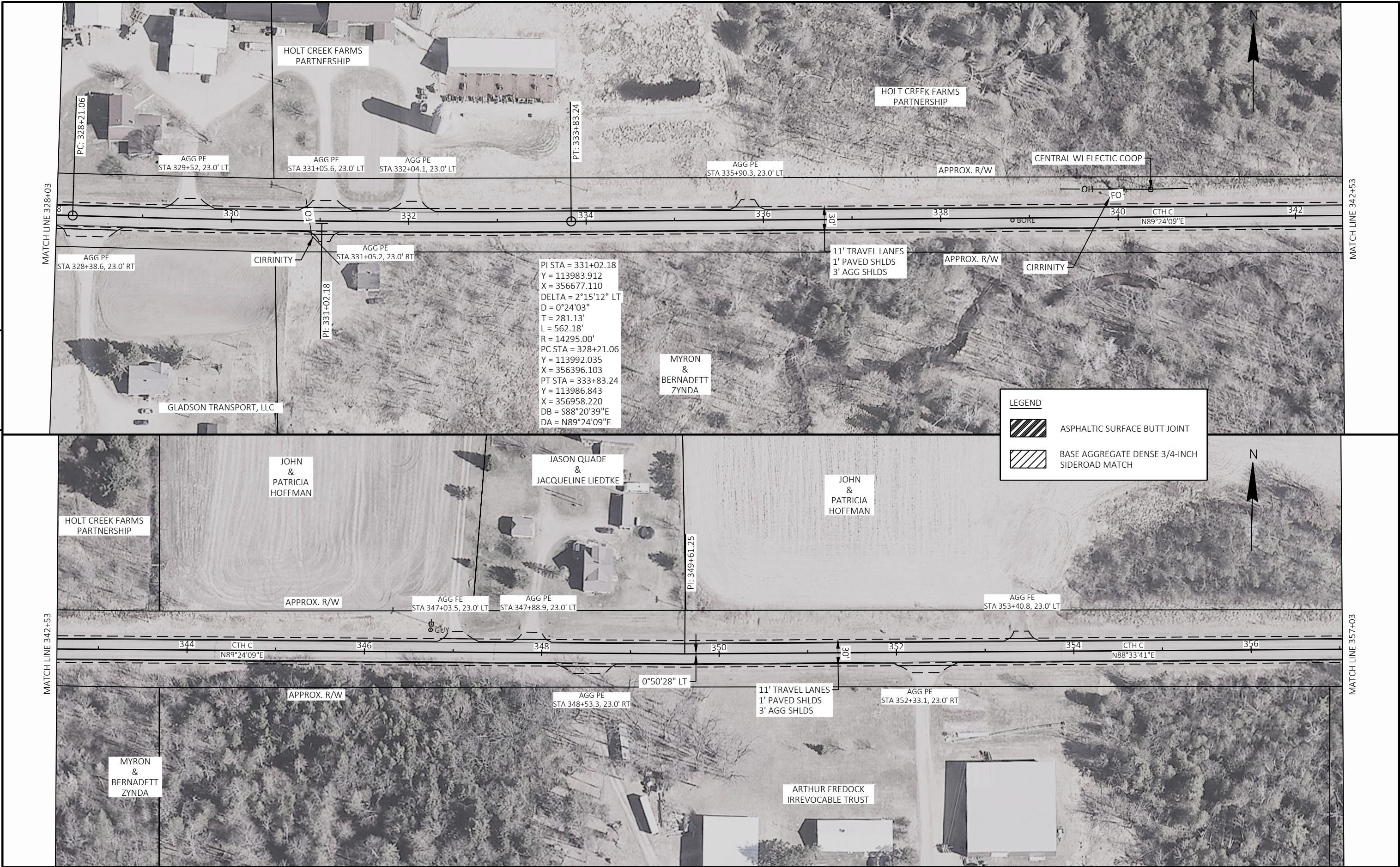
PROJECT NO: 6653-00-71	HWY: CTH C	COUNTY: MARATHON	PLAN DETAILS	SHEET	E
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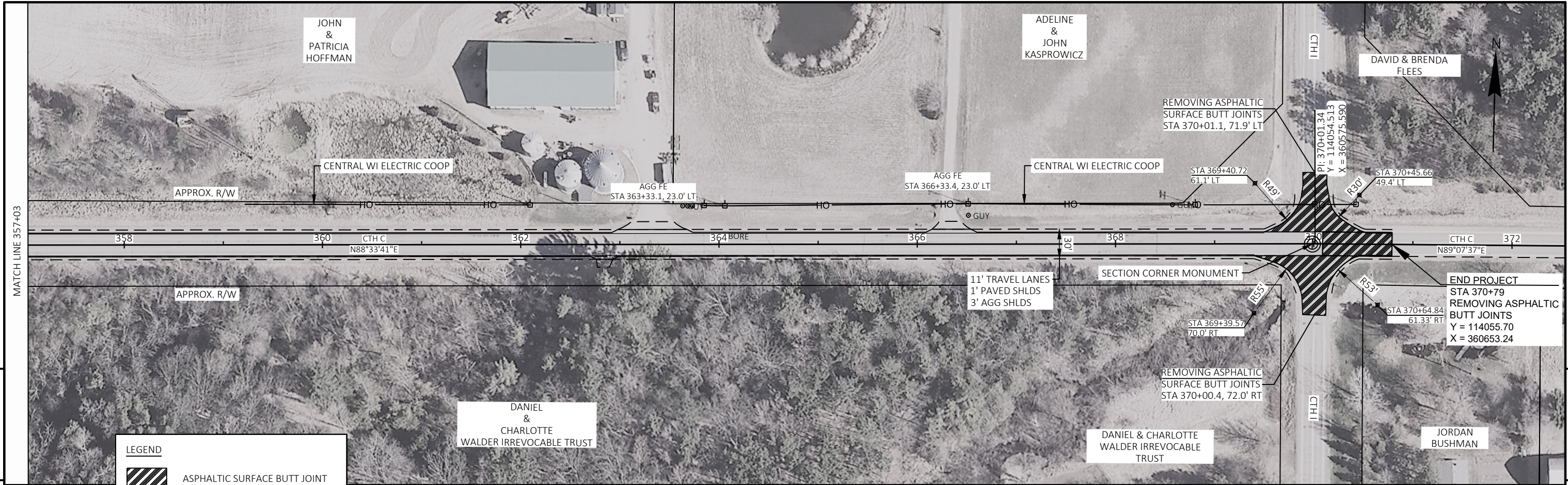




PROJECT NO: 6653-00-71	HWY: CTH C	COUNTY: MARATHON	PLAN DETAILS	SHEET	E
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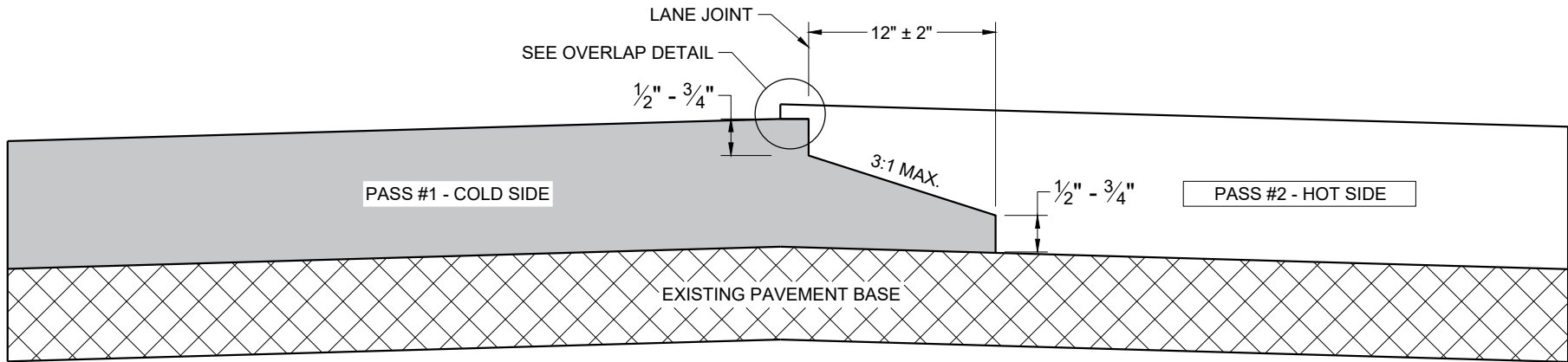


PROJECT NO:	6653-00-71	HWY:	CTH C	COUNTY:	MARATHON	PLAN DETAILS	SHEET	E
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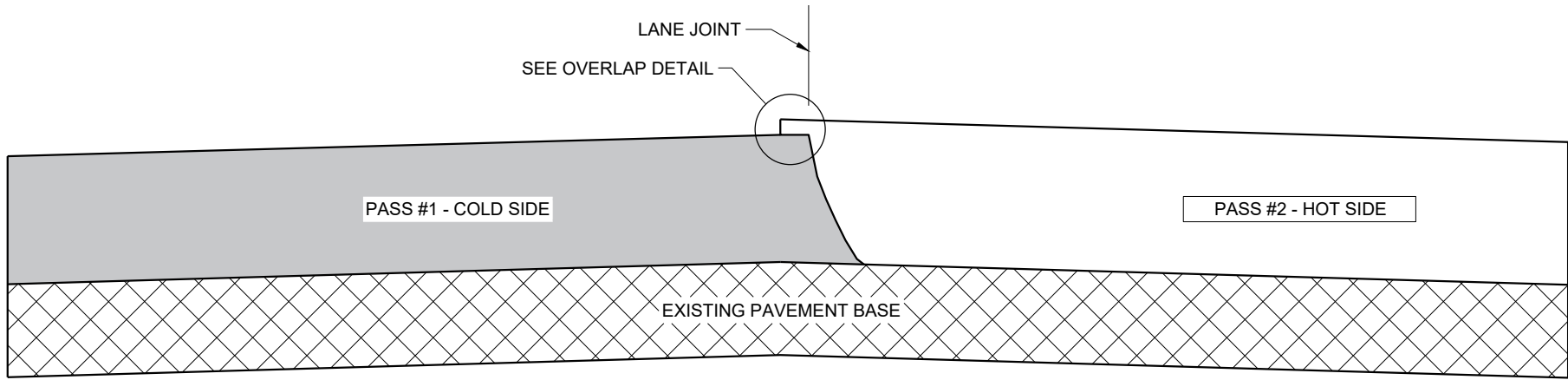


Standard Detail Drawing List

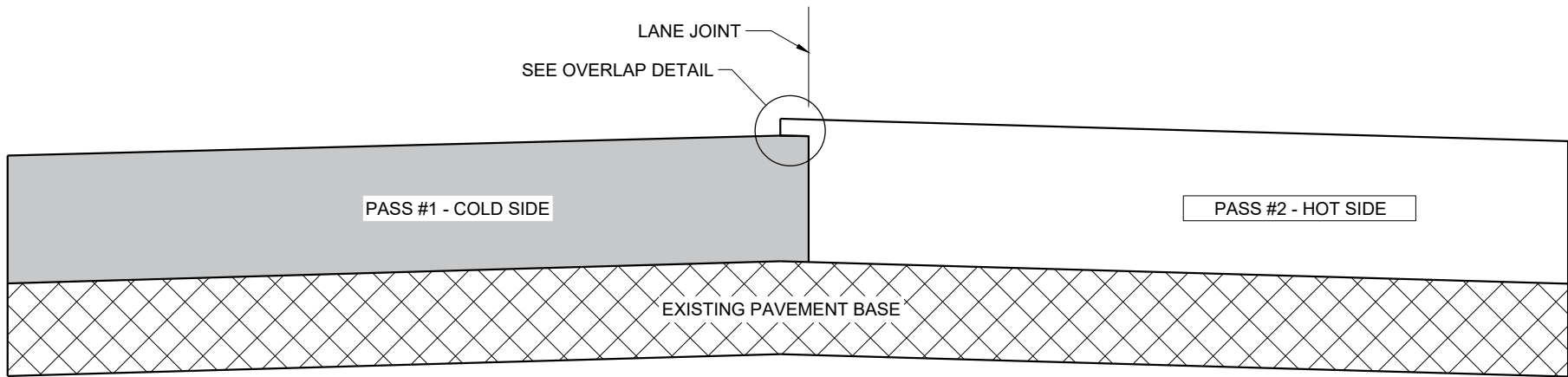
13C19-03	HMA LONGITUDINAL JOINTS
15C02-09A	BARRICADES AND SIGNS FOR MAINLINE CLOSURES
15C02-09B	BARRICADES AND SIGNS FOR VARIOUS CLOSURES
15C03-05	BARRICADES AND SIGNS FOR SIDEROAD CLOSURES
15C04-05	TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 M.P.H. OR GREATER TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC
15C08-23A	PERMANENT LONGITUDINAL PAVEMENT MARKINGS
15C11-10B	CHANNELIZING DEVICES DRUMS, CONES, BARRICADES AND VERTICAL PANELS
15C12-09A	TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION
15C19-08A	MOVING PAVEMENT MARKING OPERATION TWO-LANE TWO-WAY ROADWAY
15C35-06A	PAVEMENT MARKING (INTERSECTIONS)
15D44-02	TRAFFIC CONTROL, SIGNING ON ROADWAYS WITH MILLED SURFACES
15D51-01	TRAFFIC CONTROL, MOBILE OPERATIONS ON AN UNDIVIDED ROADWAY



TYPICAL PAVEMENT CROSS SECTION
NOTCHED WEDGE JOINT



TYPICAL PAVEMENT CROSS SECTION
VERTICAL JOINT



TYPICAL PAVEMENT CROSS SECTION
VERTICAL JOINT (MILLED)

GENERAL NOTES

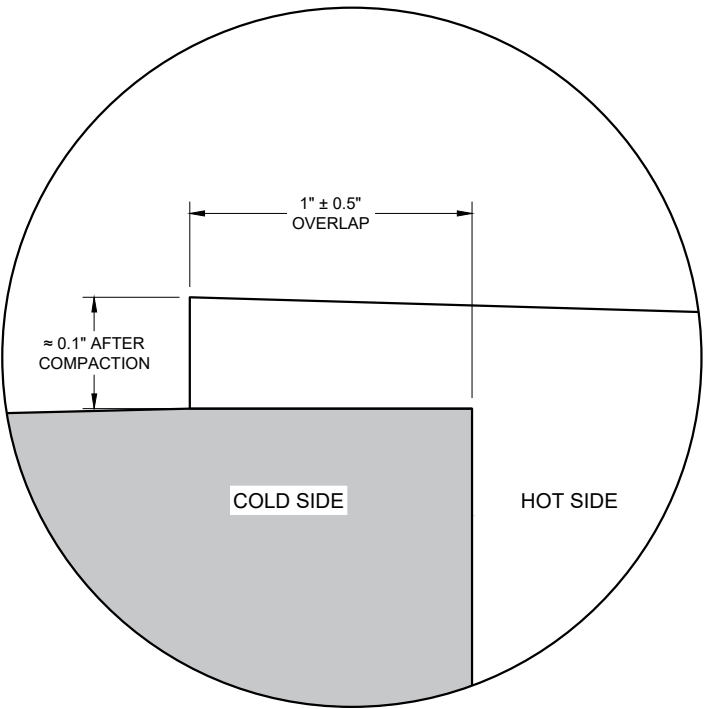
IN ADDITION TO THE DETAILS PROVIDED IN THIS DRAWING, CONFORM TO STANDARD SPECIFICATION 450.3.2.8 FOR WHEN A NOTCHED WEDGE JOINT IS REQUIRED AND FOR GENERAL JOINT CONSTRUCTION REQUIREMENTS.

FOR ALL LONGITUDINAL JOINTS, ENSURE THE PAVER SCREED OVERLAPS THE PREVIOUSLY PLACED PAVEMENT BY $1" \pm 0.5"$ AND THE HOT SIDE OF THE JOINT REMAINS HIGHER THAN THE COLD SIDE BY APPROXIMATELY 0.1" AFTER FINAL COMPACTION. (IT WILL BE FLUSH WHEN PAVING IN ECHELON.)

ONLY REMOVE THE LONGITUDINAL NOTCHED WEDGE JOINT FOR SMA PAVEMENT OR AS DIRECTED BY THE ENGINEER TO ADDRESS SPECIFIC LENGTHS OF JOINT DAMAGED BY TRAFFIC.

WHEN MILLING BACK OR REMOVING ANY LONGITUDINAL JOINT, LIMIT THE MATERIAL REMOVED TO 2" FROM THE TOP NOTCH OR FROM THE VERTICAL JOINT EDGE ON THE COLD SIDE OF THE JOINT.

USE LONGITUDINAL MILLED JOINT AS PLANS SHOW OR THE AS THE ENGINEER DIRECTS.

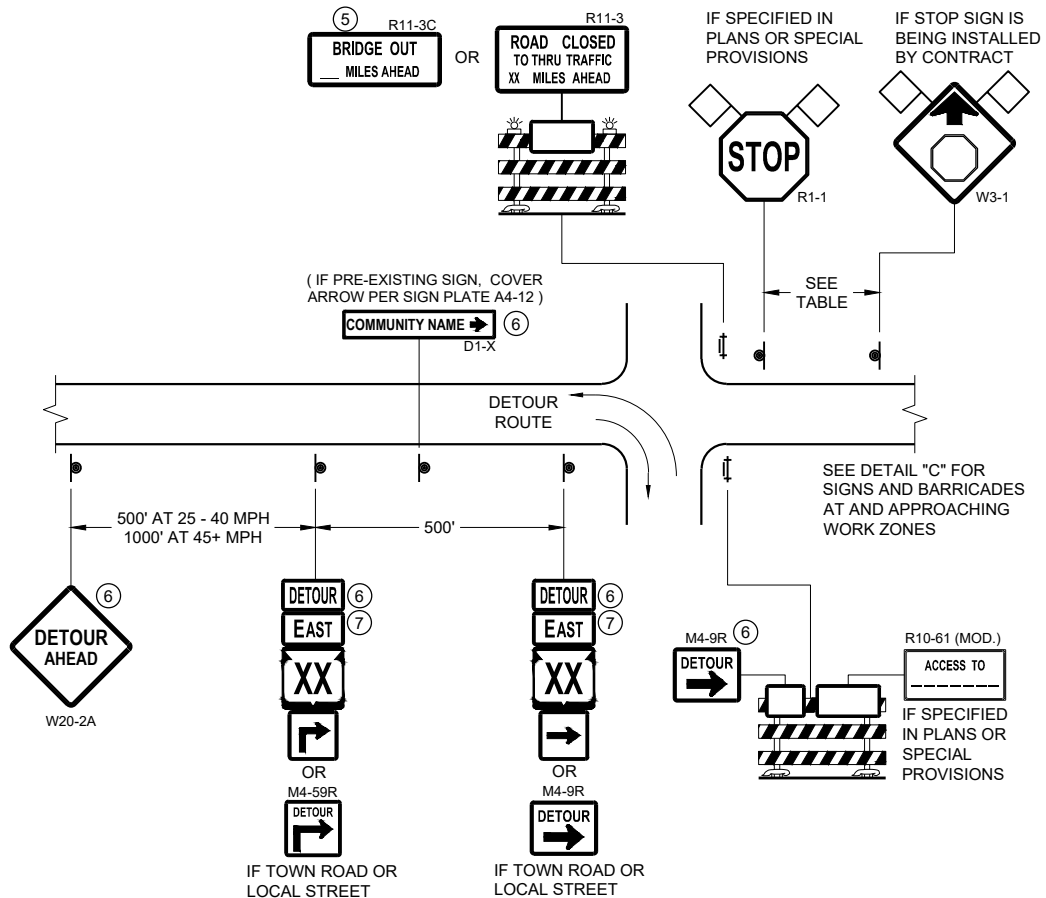


OVERLAP DETAIL (TYPICAL)

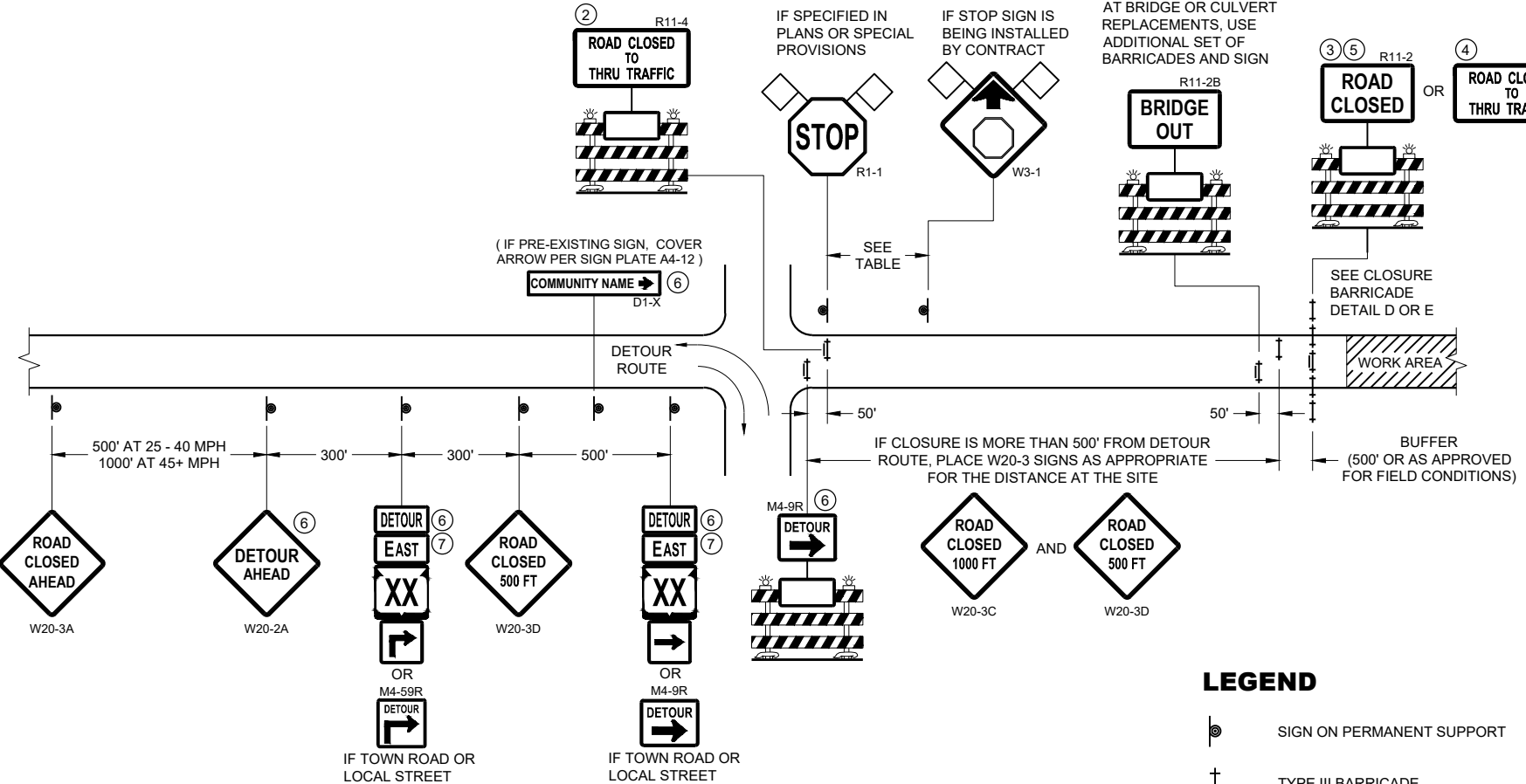
HMA LONGITUDINAL JOINTS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2020 /S/ Steven Hefel
DATE HMA PAVEMENT ENGINEER
FHWA



DETAIL A
MAINLINE CLOSURE WITH POSTED DETOUR
WORK ZONE GREATER THAN OR EQUAL TO ½ MILE FROM
DETOUR ROUTE (1000 FEET IF URBAN)



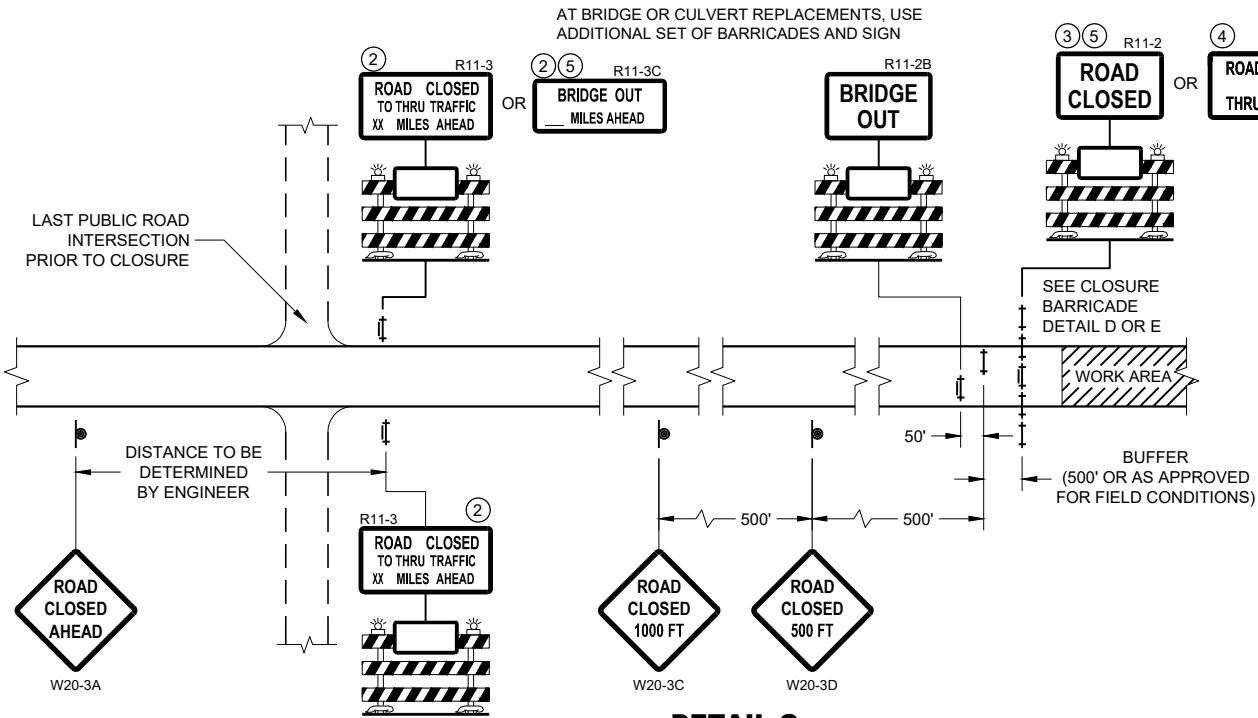
DETAIL B
MAINLINE CLOSURE WITH POSTED DETOUR
WORK ZONE LESS THAN ½ MILE FROM
DETOUR ROUTE (1000 FEET IF URBAN)

- LEGEND**
- SIGN ON PERMANENT SUPPORT
 - TYPE III BARRICADE
 - TYPE III BARRICADE WITH ATTACHED SIGN
 - TYPE "A" WARNING LIGHT (FLASHING)
 - WORK AREA
 - FLAGS, 16" X 16" MIN. (ORANGE)

- DETOUR M4 - 8
- EAST M3 - X
- XX M1 - 4 OR XX M1 - 6 OR COUNTY M1 - 5A
- OR M05 - 1 OR M06 - 1

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

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

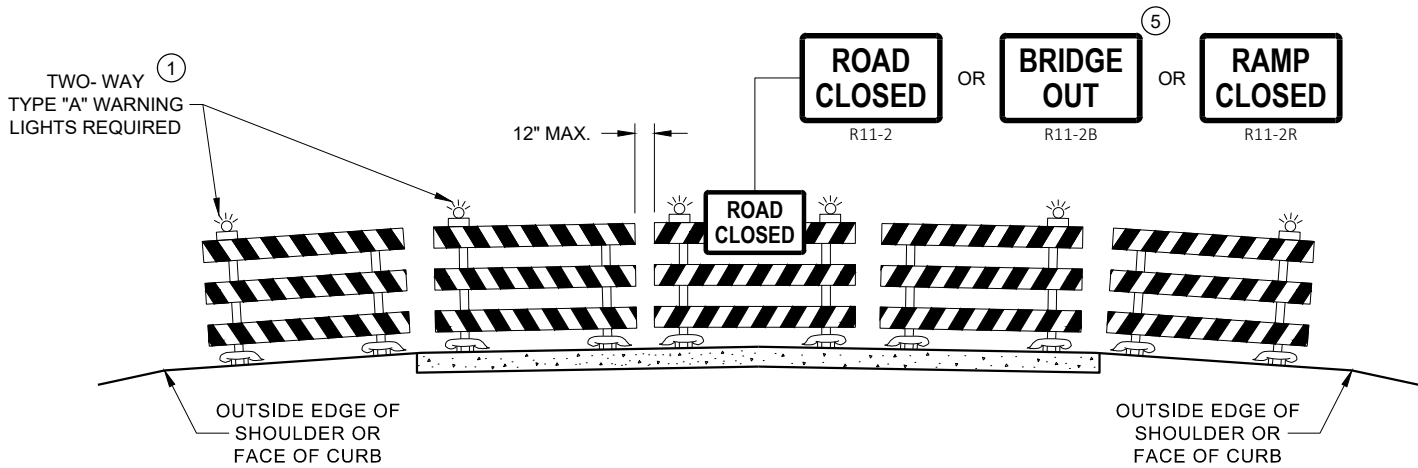


DETAIL C
MAINLINE CLOSURE, NO POSTED DETOUR

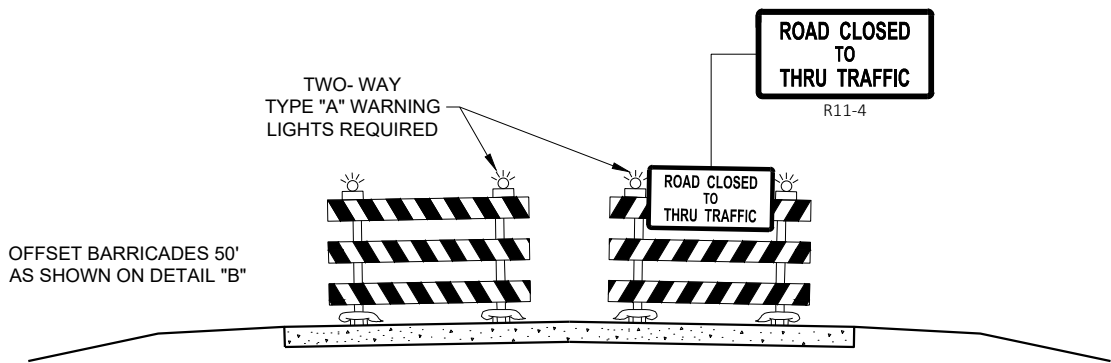
**BARRICADES AND SIGNS
FOR MAINLINE CLOSURES**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023 /S/ Andrew Heidtke
DATE WORK ZONE ENGINEER
FHWA



DETAIL D
ROAD CLOSURE BARRICADE DETAIL
APPROACH VIEW



DETAIL E
LANE CLOSURE BARRICADE DETAIL
APPROACH VIEW

SEE SDD 15C2 - SHEET "a" FOR LEGEND

GENERAL NOTES

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

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE", SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

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

BARRICADES THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY RE-ESTABLISHED UPON COMPLETION OF THE OPERATION, OR FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.

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

ALL TYPE III BARRICADES SHALL HAVE RAILS REFLECTORIZED ON BOTH FACES. STRIPES SHALL BE PROPERLY SLOPED DOWN TOWARD THE TRAFFIC SIDE OR AS SHOWN IN THE ROAD CLOSURE BARRICADE DETAIL "D" FOR FULL ROAD CLOSURES.

TYPE "A" LOW - INTENSITY FLASHING WARNING LIGHTS SHALL BE VISIBLE ON BOTH SIDES OF THE BARRICADE.

THE R11 - 2, R11 - 3, M4 - 9, R11 - 4, AND R10 - 61 SIGNS PLACED ON THE BARRICADES SHALL COVER NO MORE THAN THE TOP RAIL. THE SIGNS SHALL NOT COVER ANY PORTION OF THE MIDDLE RAIL OR BOTTOM RAILS.

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

ALL SIGNS SHALL BE 48" X 48" UNLESS OTHERWISE NOTED BELOW:

- R11 - 2 SHALL BE 48" X 30"
- R11 - 3 SHALL, R11 - 4 AND R10 - 61 SHALL BE 60 " X 30"
- M4 - 9 SHALL BE 30" X 24"
- M3 - X SHALL BE 24" X 12" (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS)
- M4 - 8 SHALL BE 24" X 12" (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS)
- M1 - 4, M1 - 5A AND M1 - 6 SHALL BE 24" X 24" (36" X 36" IF NEEDED TO MATCH EXISTING SIGNS)
- MO5 - 1 AND MO6 - 1 SHALL BE 21" X 21" (30" X 30" IF NEEDED TO MATCH EXISTING SIGNS)
- D1 - X SHALL BE AS SHOWN ON SPECIFIC PROJECT SIGNING DETAIL SHEETS.
- R1 - 1 SHALL BE 36" X 36"

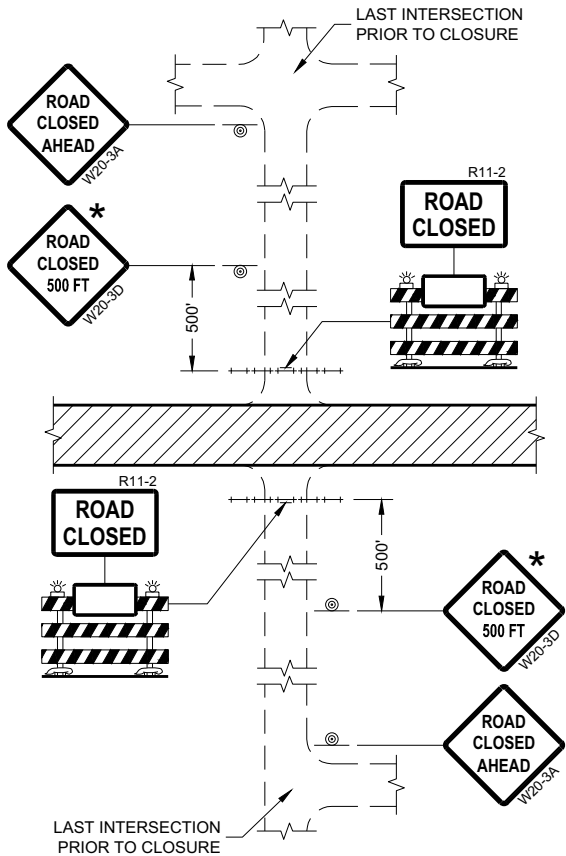
- 1 TWO WARNING LIGHTS SHALL BE PROVIDED ON THE CENTER BARRICADE AND A MINIMUM OF ONE WARNING LIGHT SHALL BE PROVIDED ON EACH OF THE OTHER BARRICADES WITHIN THE ROADWAY LIMITS. SPACING OF THE WARNING LIGHTS SHALL BE UNIFORM TO THE EDGE OF ROADWAY AS SHOWN (APPROX. 8 FOOT LIGHT SPACING).
- 2 THESE SIGNS AND BARRICADES ARE NOT REQUIRED IF ROAD CLOSURE BEGINS AT AN INTERSECTION.
- 3 FOR ROAD CLOSURE WITHOUT LOCAL ACCESS TO PROJECT, SEE ROAD CLOSURE BARRICADE DETAIL "D".
- 4 FOR ROAD CLOSURE WITH LOCAL ACCESS TO PROJECT, SEE ROAD CLOSURE BARRICADE DETAIL "E".
- 5 FOR BRIDGE OR CULVERT REPLACEMENTS, SUBSTITUTE "BRIDGE OUT" INSTEAD OF "ROAD CLOSED" ON R11 - 2 AND R11 - 3 SIGNS.
- 6 INSTALL DETOUR AND COMMUNITY GUIDE SIGNS AND ARROWS ONLY IF SPECIFIED IN THE CONTRACT. IF THERE ARE EXISTING ROUTE MARKER ASSEMBLIES THAT WILL REMAIN IN PLACE, ADJUST THE LOCATION OF THE DETOUR ROUTE SIGNS TO CORRESPOND WITH THE EXISTING ASSEMBLIES. MODIFY EXISTING SIGNS WHERE POSSIBLE. SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS. IF DETOUR SIGNS ARE BEING INSTALLED BY OTHERS, PLACE THE CONTRACTED TRAFFIC CONTROL SIGNS TO ALLOW FOR PLACEMENT OF ALL WARNING, DETOUR AND GUIDE SIGNS AS SHOWN.
- 7 "EAST" CARDINAL DIRECTION MARKERS AND RIGHT TURN ARROWS ARE SHOWN. USE OTHER CARDINAL DIRECTIONS AND ARROWS AS APPROPRIATE.

BARRICADES AND SIGNS
FOR
VARIOUS CLOSURES

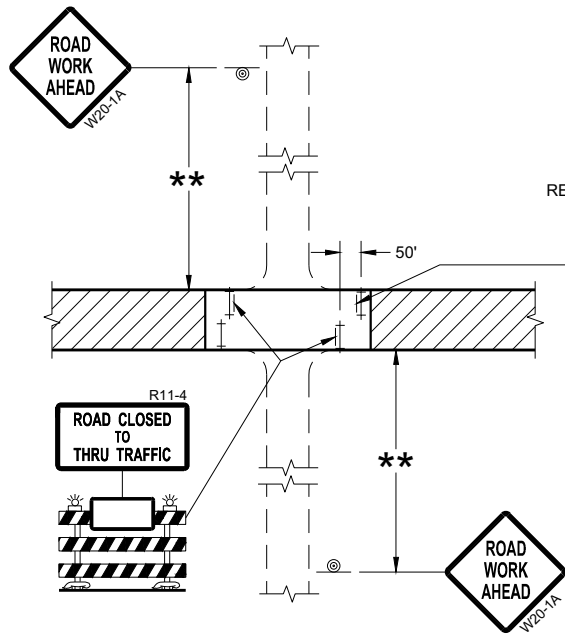
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023 /S/ Andrew Heidtke
DATE WORK ZONE ENGINEER

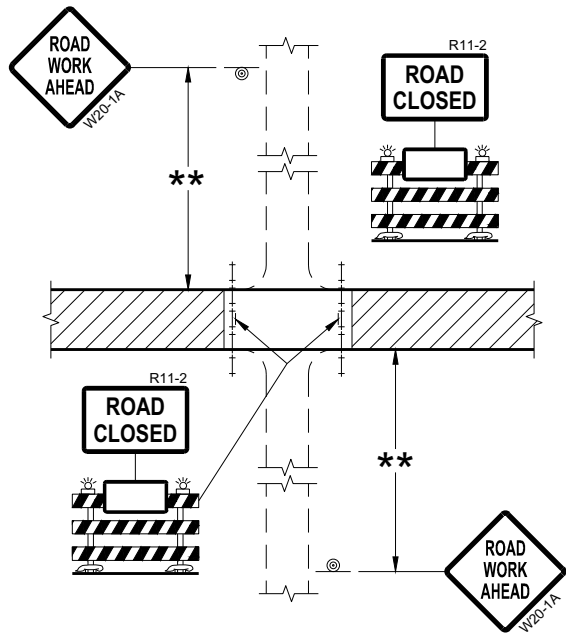
FHWA



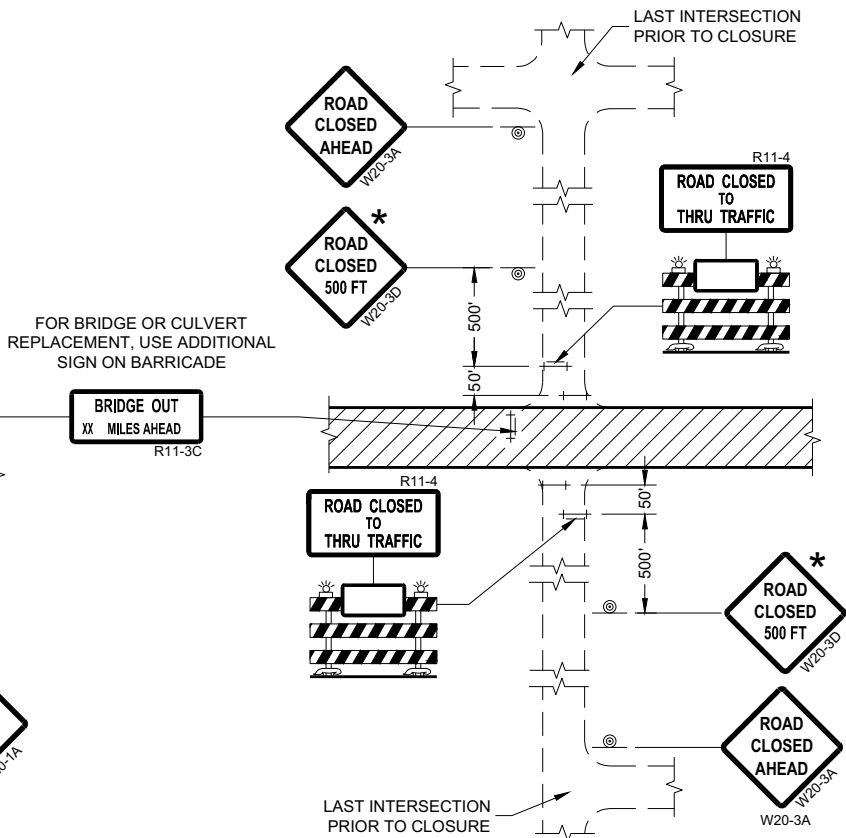
DETAIL 1
(NO ACCESS TO PROJECT)



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



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 (500 FEET DESIRABLE) 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 REESTABLISHED.

BARRICADES THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY REESTABLISHED UPON COMPLETION OF THE OPERATION OR FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.

SIGNS THAT WILL BE IN PLACE LESS THAN SEVEN 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 FEET OR LESS FROM THE WORK ZONE.
- ** 500' MAX. OR AT LAST INTERSECTION, WHICHEVER IS CLOSEST.

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
July 2018 /S/ Andrew Heidtke
DATE WORK ZONE ENGINEER

FHWA

GENERAL NOTES

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

THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A MINIMUM OF 200 FEET (500 FEET DESIRABLE) CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.




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

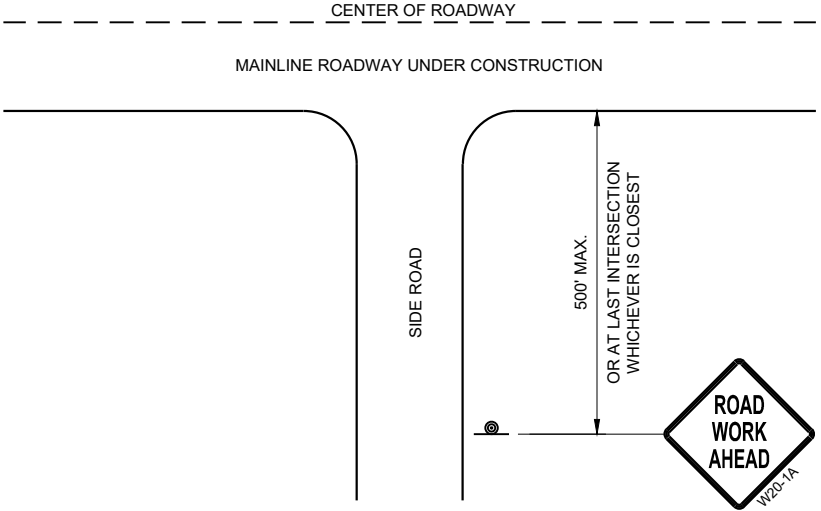
SIGNS THAT WILL BE IN PLACE LESS THAN SEVEN CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

IF A "STOP" SIGN MUST BE REMOVED FOR A WORK OPERATION, A TEMPORARY "STOP" SIGN SHALL BE PLACED PRIOR TO THE SIGN REMOVAL, OR A FLAGGER SHALL BE PROVIDED UNTIL THE SIGN IS REESTABLISHED.

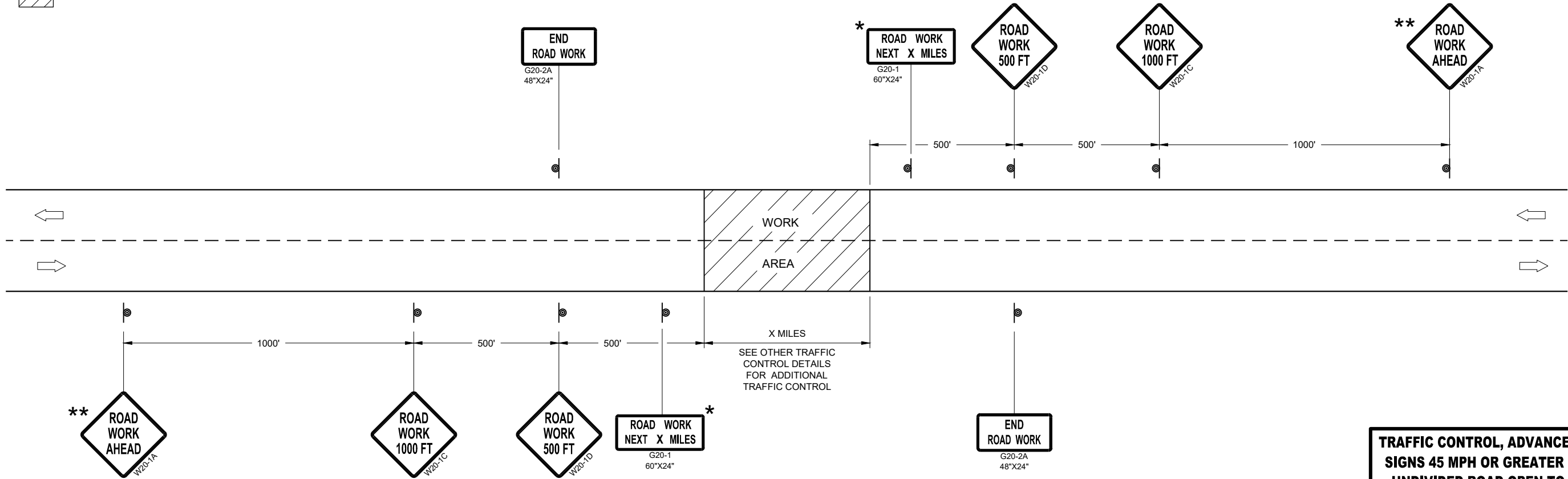
- * OMIT G20-1 SIGNS IF LENGTH OF WORK AREA IS 2 MILES OR LESS
- ** PLACE AN ADDITIONAL W20-1A "ROAD WORK AHEAD" SIGN IF WORK AREA WITHIN THE PROJECT IS SEPARATED BY MORE THAN 2 MILES FROM PREVIOUS WORK AREA.

LEGEND

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



TYPICAL SIDE ROAD APPROACH
WARNING SIGN DETAIL



TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45MPH OR GREATER

TRAFFIC CONTROL, ADVANCE WARNING
SIGNS 45 MPH OR GREATER TWO-WAY
UNDIVIDED ROAD OPEN TO TRAFFIC

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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July 2018 /S/ Andrew Heidtke
DATE WORK ZONE ENGINEER
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PERMANENT PAVEMENT MARKING

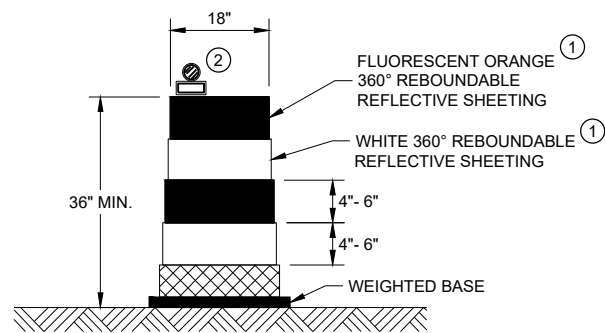
GENERAL NOTES

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

- ① LOCATE THE NO PASSING ZONE W14-3 SIGN WITHIN 50 FEET OF THE "T" MARKING
- ② MEASURE FROM EDGE OF MARKING TO JOINT LINE. THIS DOES NOT INCLUDE SPACE NEEDED FOR GROOVING OPERATIONS.

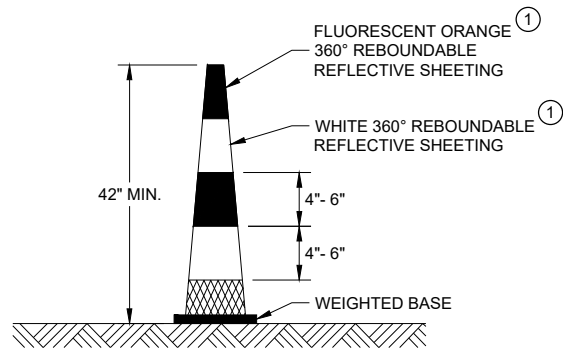
LEGEND

- SDD 15C08-23a**



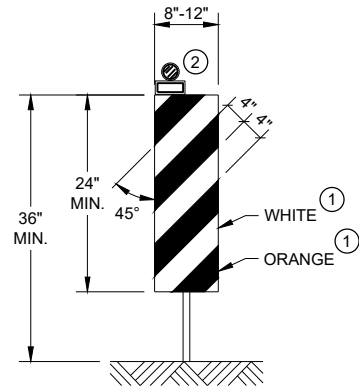
DRUM

BALLAST WIDTHS
RANGE FROM 24"-36"



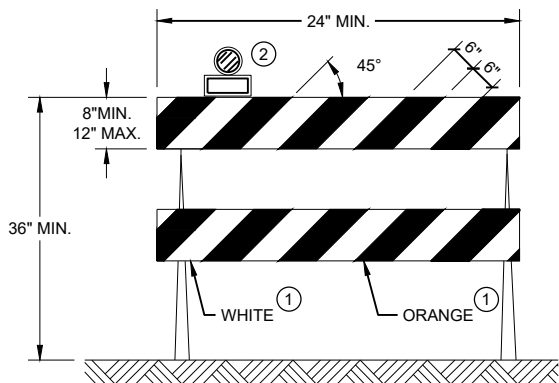
42" CONE

DO NOT USE IN TAPERS
½ SPACING OF DRUMS
BALLAST WIDTHS
RANGE FROM 14"-20"



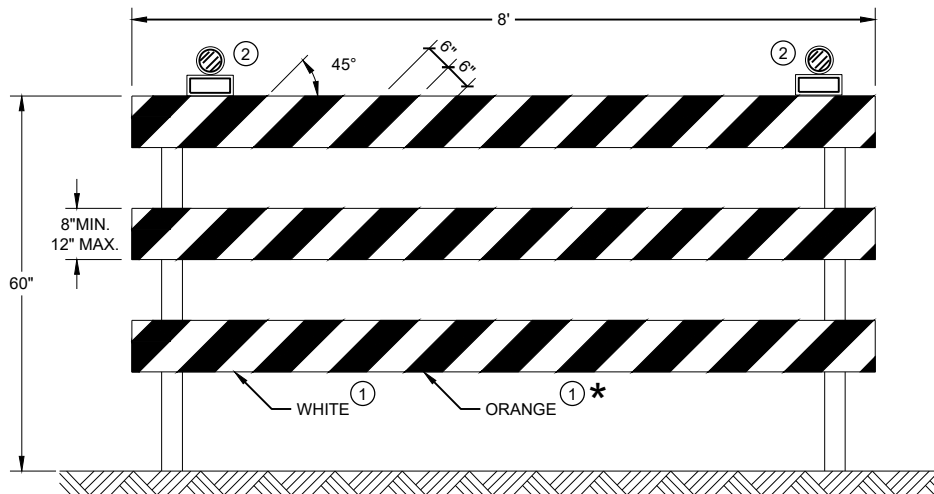
VERTICAL PANEL

THE STRIPES SHALL SLOPE DOWNWARD TO
THE TRAFFIC SIDE FOR CHANNELIZATION.



TYPE II BARRICADE

FOR RAILS LESS THAN 36" LONG, 4" WIDE STRIPES
MAY BE USED. ALL STRIPES SHALL SLOPE DOWNWARD
TO THE TRAFFIC SIDE FOR CHANNELIZATION.



TYPE III BARRICADE

IF SIGN MOUNTED, DO NOT COVER MORE THAN 50% OF THE TOP
TWO RAILS OR 33% OF THE TOTAL AREA OF THE THREE RAILS.

* IF USED FOR A PERMANENT APPLICATION USE RED SHEETING.

GENERAL NOTES

- ① REFLECTIVE SHEETING SHALL FOLLOW THE REQUIREMENTS IN THE APPROVED PRODUCTS LISTING FOR SIGN SHEETING.
- ② LOCATION OF WARNING LIGHTS WHEN SHOWN ON THE PLAN.






**CHANNELIZING DEVICES
DRUMS, CONES, BARRICADES
AND VERTICAL PANELS**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2022 /S/ Andrew Heidtke
DATE WORK ZONE ENGINEER

FHWA

LEGEND

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

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.

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

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

THE EXACT NUMBER, LOCATION AND SPACING OF ALL SIGNS, DEVICES, AND 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.

FLAGGING

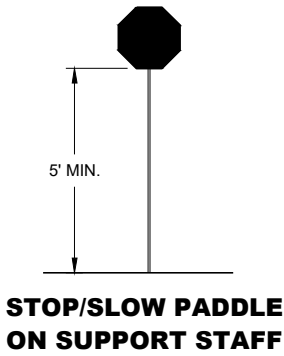
FLAGGERS SHALL BE IN SIGHT OF EACH OTHER OR IN DIRECT COMMUNICATION AT ALL TIMES. THEY SHALL BE EQUIPPED WITH STOP/SLOW PADDLES FASTENED ON SUPPORT STAFFS. WHEN THE FLAGGING OPERATION IS NOT IN EFFECT REMOVE TEMPORARY PORTABLE RUMBLE STRIPS PRIOR TO COVERING OR REMOVING ALL ADVANCE SIGNING.

- ① FOR MOVING WORK OPERATIONS, POST ADDITIONAL W20-7A FLAGGER SIGNS AT APPROXIMATELY 3,500' 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.

WHEN THE DISTANCE BETWEEN FLAGGERS EXCEEDS 2 MILES, A PILOT CAR IS REQUIRED. WHEN CURVES REDUCE SIGHT DISTANCE BELOW 400', A PILOT CAR IS REQUIRED.

TEMPORARY PORTABLE RUMBLE STRIPS

- UTILIZE TEMPORARY PORTABLE RUMBLE STRIPS ON ALL FLAGGING OPERATIONS.
- ③ EACH TEMPORARY PORTABLE RUMBLE STRIP ARRAY CONSISTS OF THREE RUMBLE STRIPS PLACED TRANSVERSE ACROSS THE LANE AT THE LOCATIONS SHOWN. WITHIN EACH ARRAY, SPACING BETWEEN RUMBLE STRIPS SHALL BE 15 FEET ON CENTER
- ONLY USE TEMPORARY PORTABLE RUMBLE STRIPS FROM THE APPROVED PRODUCTS LIST.
- INSTALL TEMPORARY RUMBLE STRIPS PER MANUFACTURER'S RECOMMENDATIONS.
- PLACE ADVANCE SIGNING PRIOR TO INSTALLING TEMPORARY RUMBLE STRIPS.
- DO NOT INSTALL TEMPORARY PORTABLE RUMBLE STRIPS ON GRAVEL, MILLED SURFACES, OR ASPHALT THAT HAS BEEN PAVED LESS THAN 12 HOURS.

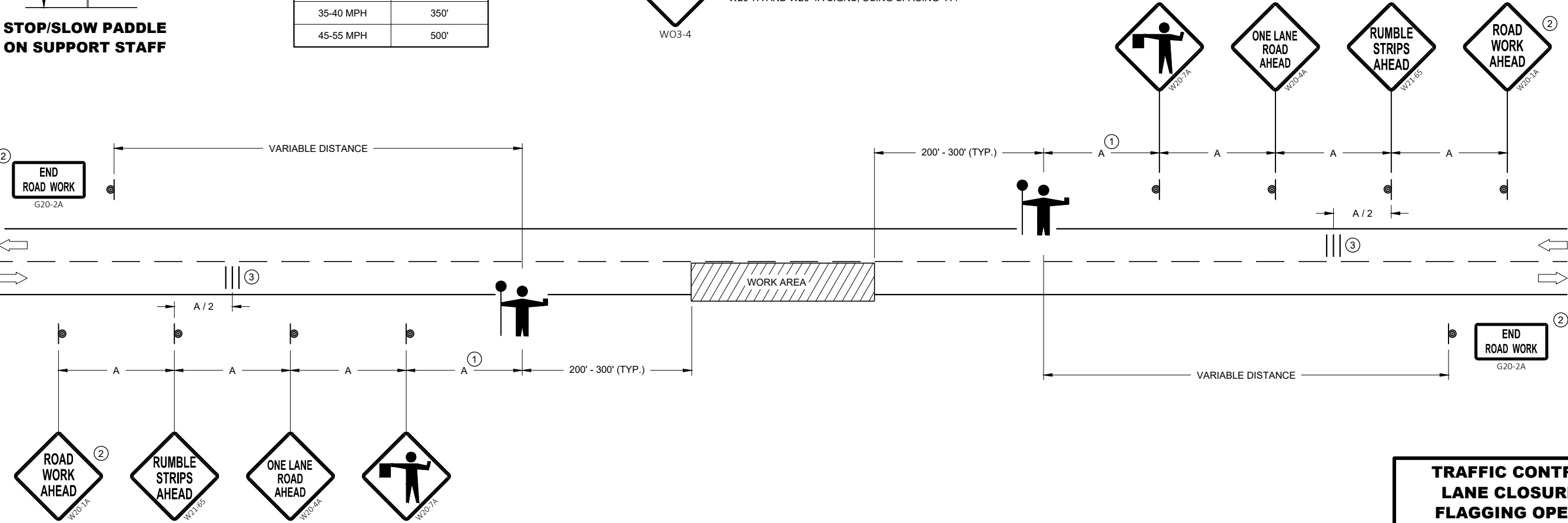


SIGN AND TEMPORARY RUMBLE STRIP ARRAY SPACING TABLE

SPEED LIMIT	SPACING "A"
25-30 MPH	200'
35-40 MPH	350'
45-55 MPH	500'



USE OF W03-4 SIGN IS OPTIONAL. WHEN USED, THIS SIGN SHALL BE LOCATED BETWEEN THE W20-7A AND W20-4A SIGNS, USING SPACING "A".



**TRAFFIC CONTROL FOR
LANE CLOSURE WITH
FLAGGING OPERATION**





STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2022
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA

LEGEND

- V1 LEAD VEHICLE
- V2 MARKING VEHICLE
- V3 SHADOW VEHICLE
-  TRUCK MOUNTED ATTENUATOR (TMA)
-  SIGN ON TEMPORARY SUPPORT
-  DIRECTION OF TRAFFIC
-  FLASHING ARROW PANEL (CAUTION)

GENERAL NOTES

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

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

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

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

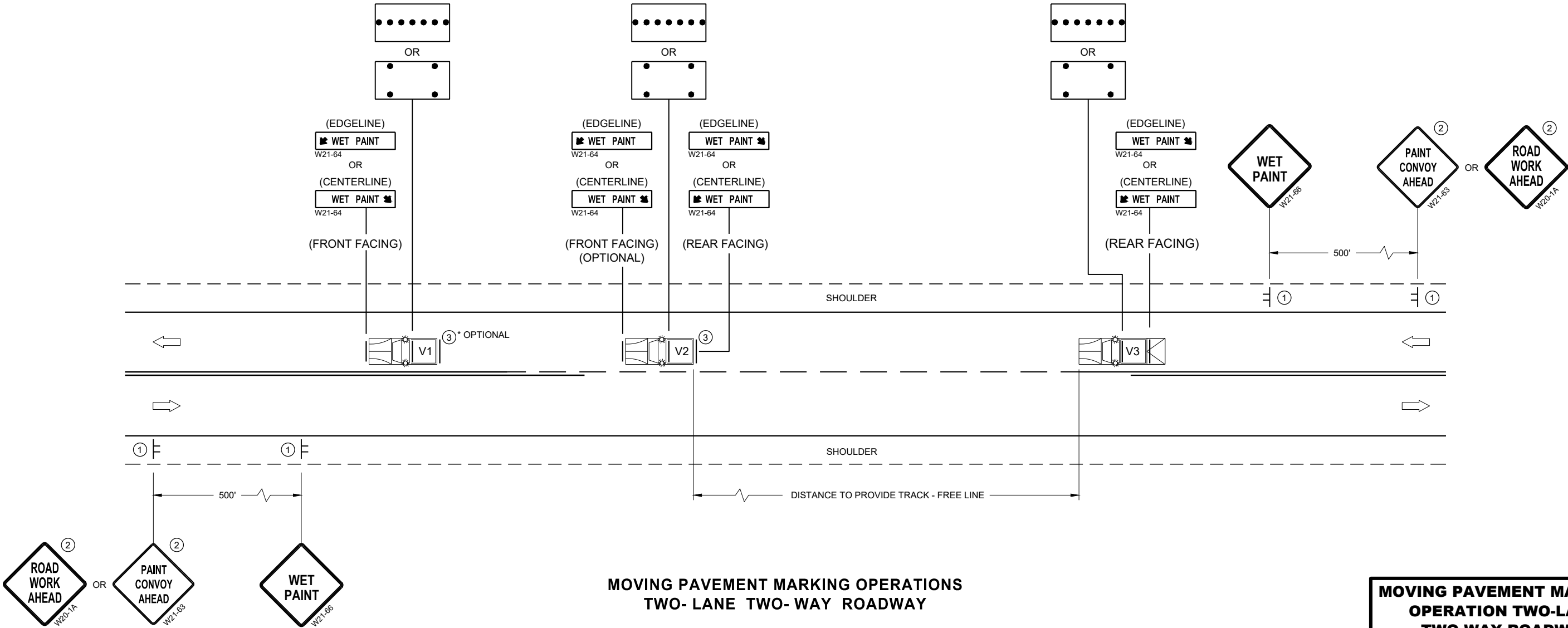
THE WORK AND SHADOW VEHICLES SHOULD PULL OVER PERIODICALLY TO ALLOW TRAFFIC TO PASS.

WHEN NO WORK ACTIVITY IS TAKING PLACE, REMOVE OR LAY STATIONARY SIGNS AND SUPPORTS FLAT ON THE GRADE WITH UPRIGHTS ORIENTED PARALLEL TO AND DOWNSTREAM FROM TRAFFIC.

CONES SHOULD BE USED BETWEEN THE MARKING AND SHADOW VEHICLE AT 100 FOOT SPACING. CONES MAY BE OMITTED ON PAINTED LINE IF APPROVED BY THE ENGINEER. CONSIDER PAVEMENT MARKING DRY OR CURE TIMES AND TRAFFIC VOLUME.

CONES SHALL BE A MINIMUM OF 28" FOR WET PAVEMENT MARKING .

- ① SIGNS SHALL BE REPEATED APPROXIMATELY EVERY THREE MILES.
- ② IF CONSTRUCTION WORK ZONE SIGNS ARE IN PLACE, W20-1A OR W21-63 ARE NOT REQUIRED.
- ③ V1 AND V2 CAN BE SWITCHED SO THAT THE MARKER IS THE LEAD VEHICLE.

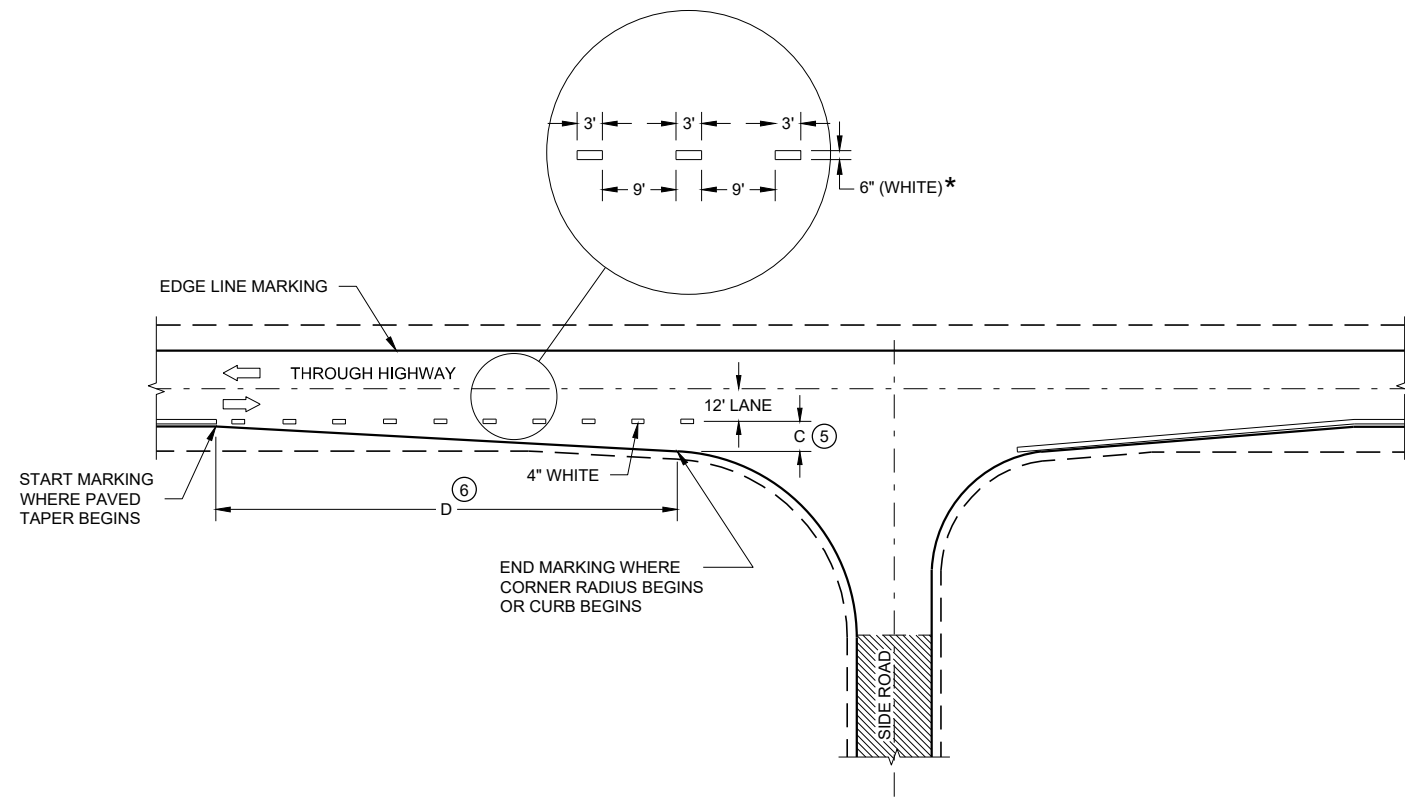


MOVING PAVEMENT MARKING OPERATIONS
TWO-LANE TWO-WAY ROADWAY

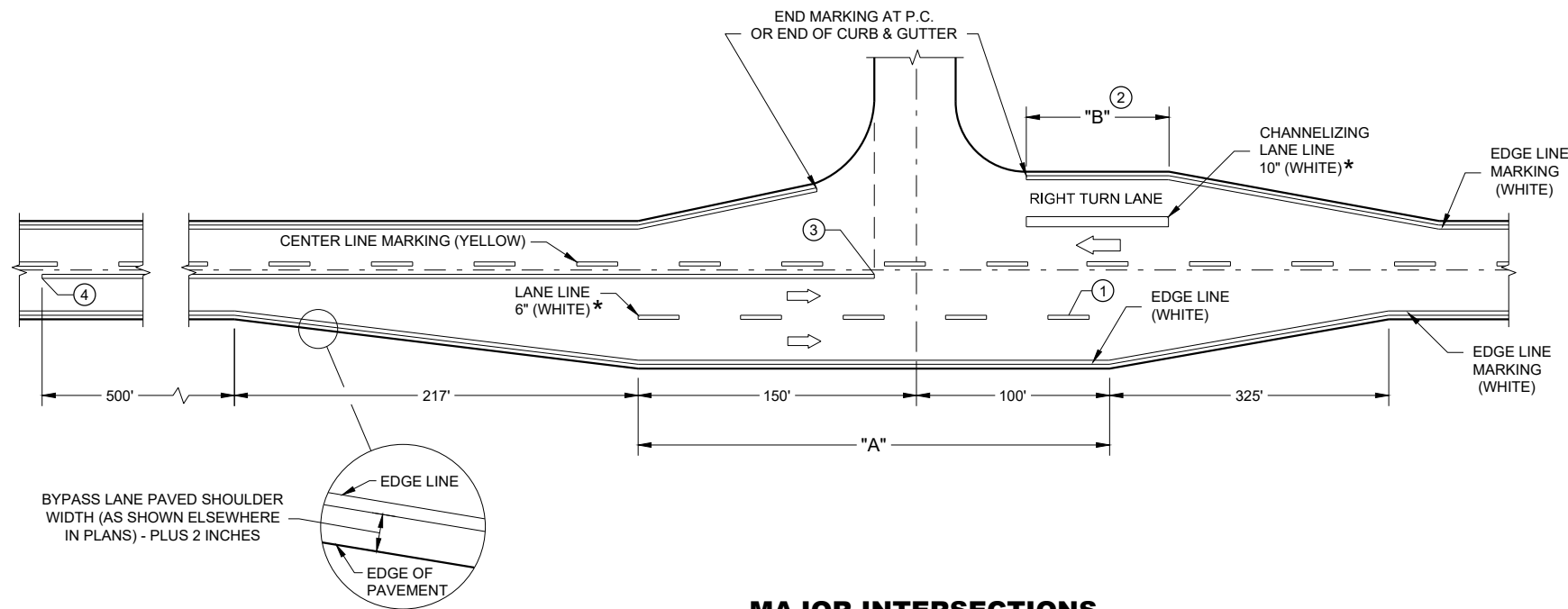
MOVING PAVEMENT MARKING
OPERATION TWO-LANE
TWO-WAY ROADWAY

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DEPARTMENT OF TRANSPORTATION

APPROVED
February 2023 /S/ Andrew Heidtke
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MINOR INTERSECTION



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

* CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES

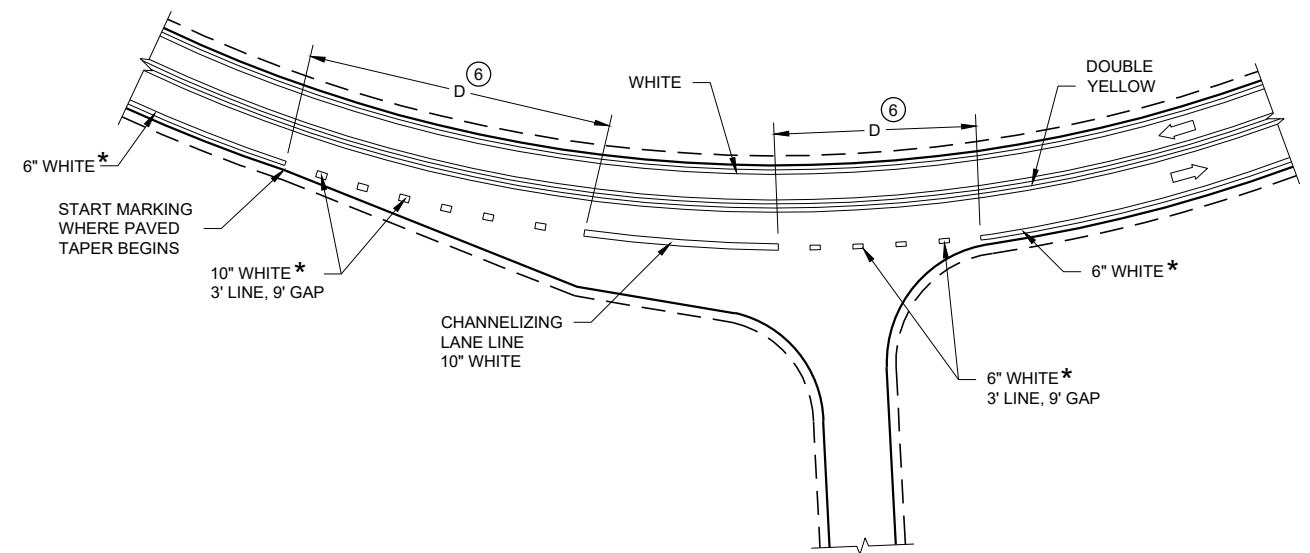
GENERAL NOTES

OMIT EDGE LINES THROUGH INTERSECTIONS. CONTINUE EDGE LINES THROUGH DRIVEWAYS.

- ① WHEN DISTANCE "A" IS LESS THAN 250 FEET, OMIT LANE LINE.
- ② WHEN DISTANCE "B" IS LESS THAN 100 FEET, OMIT CHANNELIZING LANE LINE.
- ③ BARRIER LINE ENDS AT SIDE ROAD PAVEMENT / SURFACE EDGE EXTENSION.
- ④ BARRIER LINE STARTS 500 FEET PRIOR TO THE BYPASS TAPER.
- ⑤ WHEN DISTANCE "C" IS LESS THAN 4 FEET, OMIT DOTTED EXTENSION.
- ⑥ WHEN DISTANCE "D" IS LESS THAN 50 FEET, OMIT DOTTED EXTENSION.

LEGEND

➡ DIRECTION OF TRAVEL



INTERSECTION ON OUTSIDE OF CURVE

PAVEMENT MARKING
(INTERSECTIONS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

GENERAL NOTES

DRAWING NOT TO SCALE. ALL SIGNS AND POSTS ON THIS SHEET SHALL BE PAID FOR WITH 'TRAFFIC CONTROL SIGNS' BID ITEM. ALL SIDE ROADS WHICH ARE UNDER CONSTRUCTION OF CURB AND GUTTER AND/OR GRADING SHALL BE ADEQUATELY SIGNED.

ALL SIGNS AND DEVICES SHALL BE IN CONFORMANCE WITH THE WISCONSIN MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (WMUTCD). SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE WISDOT STANDARD SIGN PLATES.

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

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



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

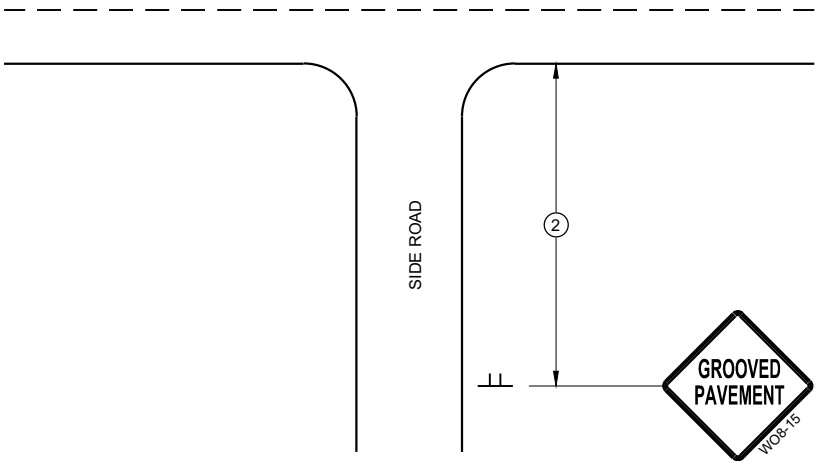
ALL SIGNS INAPPROPRIATE TO THE STATUS OF THE CONTROL ZONE, INCLUDING PRE-EXISTING SIGNS IN THE VICINITY, SHALL BE COVERED OR REMOVED AS DIRECTED BY THE ENGINEER.

SEE 15C34 FOR ADDITIONAL TRAFFIC CONTROL SIGNING WHEN CENTERLINE PAVEMENT MAKINGS ARE MISSING. 'DO NOT PASS' SIGNS MUST BE INSTALLED ON THE SAME DAY AS MILLING OPERATIONS.

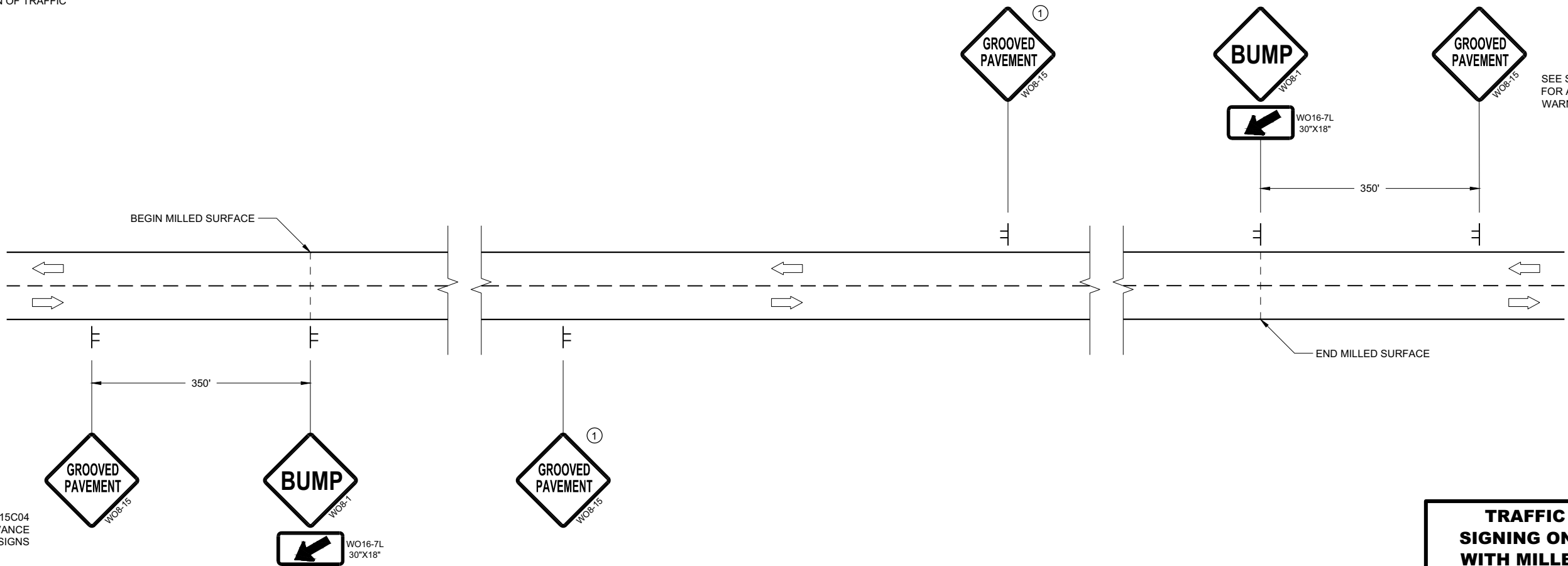
- ① PLACE SIGNS 350' IN ADVANCE OF MILLED SURFACES AND AT 1 MILE INTERVALS, OR AS DIRECTED BY THE ENGINEER.
- ② PLACE SIGN 200' MIN. FROM INTERSECTION AND 200' MIN. AFTER ADVANCE WARNING SIGN SHOWN IN SDD 15C04.

LEGEND

-  SIGN ON TEMPORARY SUPPORT
-  DIRECTION OF TRAFFIC



TYPICAL SIDE ROAD APPROACH
SIGN DETAIL



SEE SDD15C04
FOR ADVANCE
WARNING SIGNS

SEE SDD15C04
FOR ADVANCE
WARNING SIGNS

DETAIL FOR SIGNING ON MILLED SURFACES

TRAFFIC CONTROL,
SIGNING ON ROADWAYS
WITH MILLED SURFACES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION


APPROVED
February 2020 /S/ Andrew Heidtke
DATE WORK ZONE ENGINEER


FHWA


LEGEND


- V1

WORK VEHICLE
- V2

SHADOW VEHICLE
- 

TRUCK MOUNTED ATTENUATOR (TMA)
- 

FLASHING ARROW PANEL (CAUTION)
- 

WORK AREA
- 

DIRECTION OF TRAFFIC

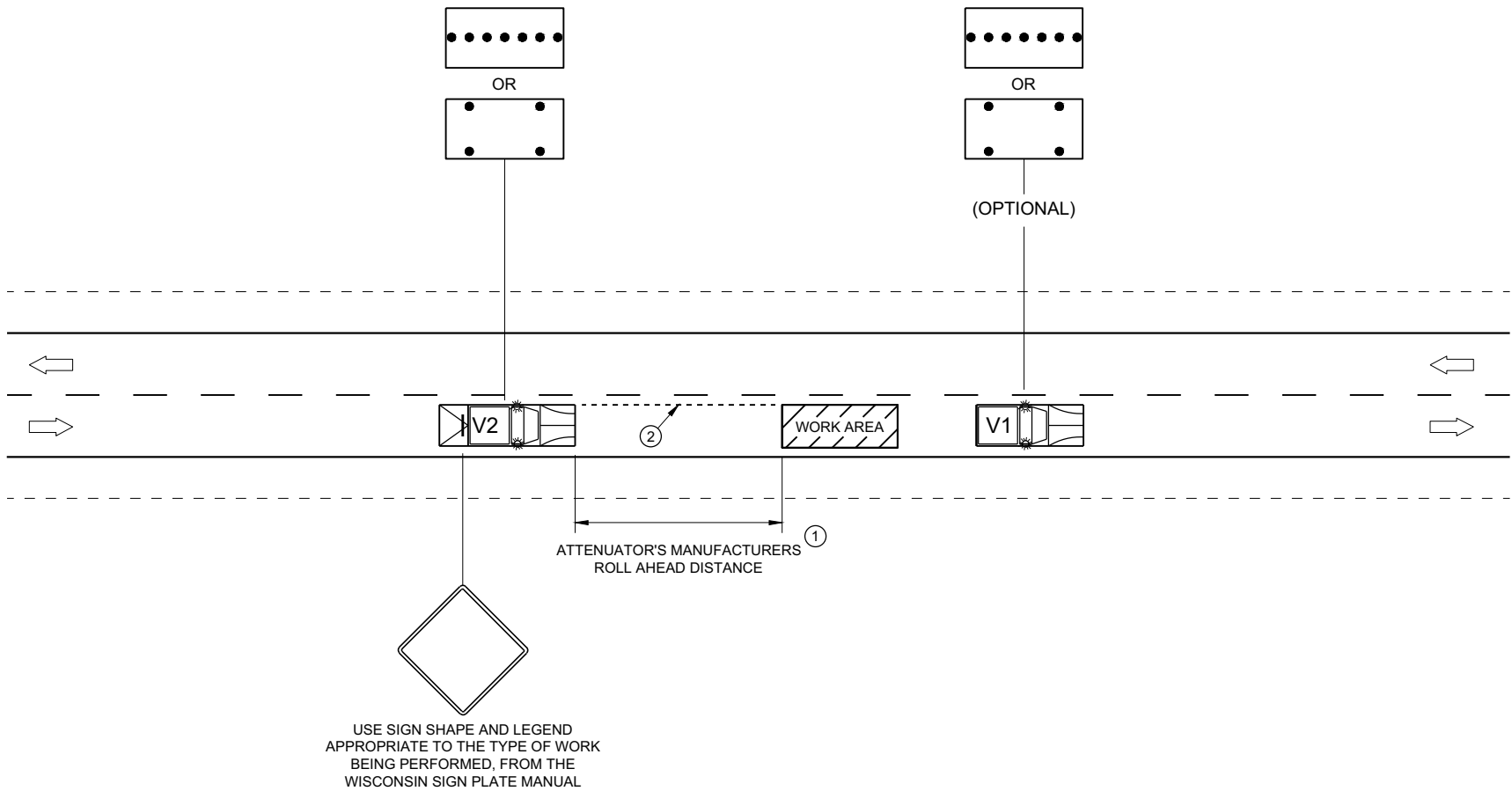
POSTED SPEED PRIOR TO WORK STARTING (MPH)	DECISION SIGHT DISTANCE (D)
0 - 25	550'
30	550'
35	700'
40	700'
45	900'
50	900'
55	1200'

GENERAL NOTES

- ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.
- MOBILE IS WORK THAT MOVES CONTINUOUSLY OR MOVES AT LEAST THE DECISION SIGHT DISTANCE EVERY 15 MINUTES.
- ALL VEHICLES SHALL BE EQUIPPED WITH TWO 360 DEGREE HIGH INTENSITY YELLOW FLASHING LIGHTS OR STROBE LIGHTS AND OPERATED WITH HEADLIGHTS TURNED ON.
- ALL ARROW PANELS SHALL BE REAR FACING, TYPE "B" OR "C", AND DISPLAYING THE FLASHING CAUTION MODE. SIGNS PLACED ON VEHICLES MUST NOT OBSCURE THE ARROW PANEL.
- USE AN ATTENUATOR ON THE REARMOST VEHICLE THAT BLOCKS ALL OR PART OF THE TRAFFIC LANE.
- ①

DISTANCE BETWEEN VEHICLES MAY INCREASE FROM THE ATTENUATOR'S ROLL AHEAD BASED ON TERRAIN, SIGHT DISTANCE, AND OTHER FACTORS. WHENEVER ADEQUATE STOPPING SIGHT DISTANCE EXISTS TO THE REAR, SHADOW VEHICLES SHOULD MAINTAIN THE MINIMUM DISTANCE FROM THE WORK VEHICLE AND PROCEED AT THE SAME SPEED AS THE WORK VEHICLE. SHADOW VEHICLES SHOULD SLOW DOWN IN ADVANCE OF VERTICAL OR HORIZONTAL CURVES THAT RESTRICT SIGHT DISTANCE.
- ②

ALIGN LEFT SIDE OF SHADOW VEHICLE WITH EDGE OF WORK AREA.



TRAFFIC CONTROL,
MOBILE OPERATIONS ON
AN UNDIVIDED ROADWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2021
DATE /S/ Andrew Heidtke
STATEWIDE WORK ZONE TRAFFIC
SAFETY ENGINEER
FHWA



Wisconsin Department of Transportation

Dedicated people creating transportation solutions
through innovation and exceptional service.

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