

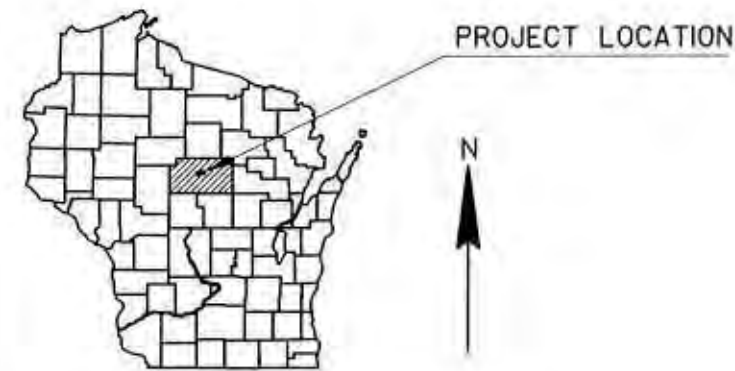
PROJECT ID: 6663-02-70
WITH: N/A

COUNTY: MARATHON

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 (Includes Erosion Control)
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	Gross Sections

TOTAL SHEETS =

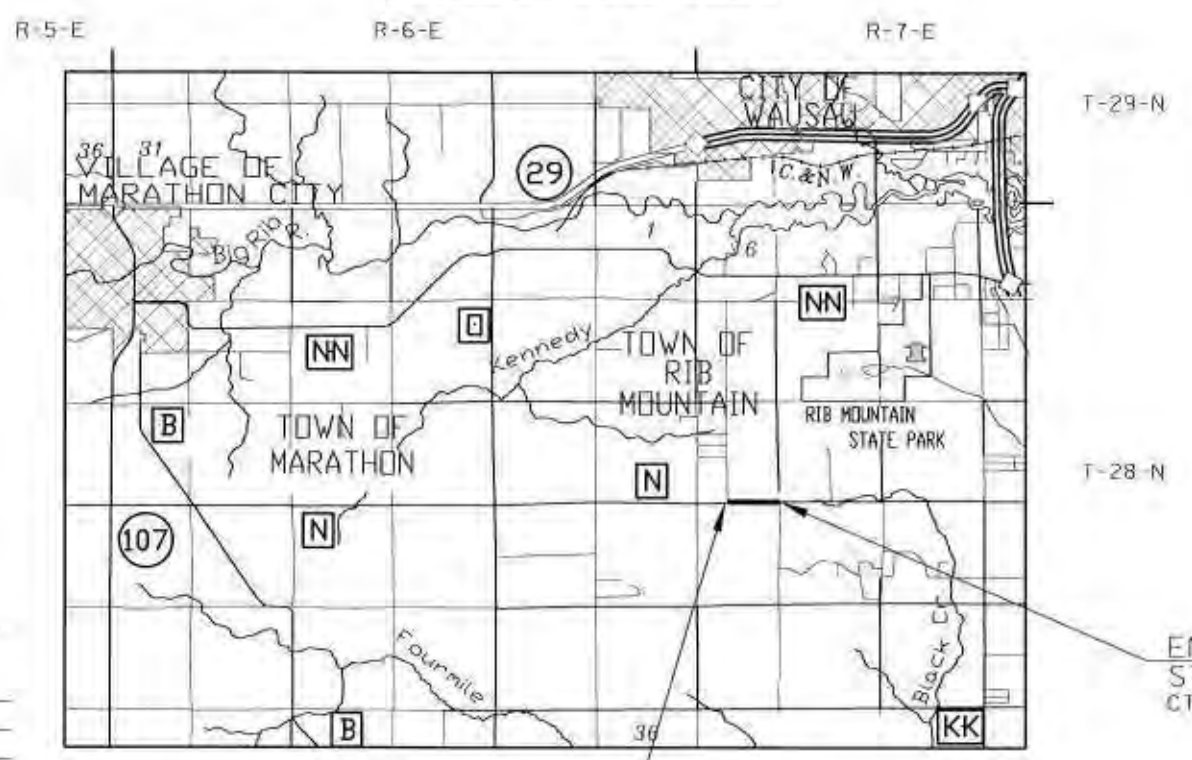


STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

CTH N PAVED SHOULDERS
TOWN OF RIB MOUNTAIN
CTH N
MARATHON COUNTY

STATE PROJECT NUMBER
6663-02-70



CONVENTIONAL SYMBOLS

COUNTY LINE	COMBUSTIBLE FLUIDS
CORPORATE LIMITS	UNDERGROUND UTILITIES
PROPERTY LINE	GAS
LOT LINE	ELECTRIC
LIMITED EASEMENT	TELEPHONE OR TELEGRAPH
EARTHWORK BALANCE POINT	TV/CABLE
EXISTING RIGHT OF WAY	SERVICE PEDESTAL
PROPOSED OR NEW R/W LINE	POWER POLE
SURVEY LINE	TELEPHONE POLE
SLOPE INTERCEPT	RAILROAD
ORIGINAL GROUND	SANITARY SEWER
MARSH OR ROCK PROFILE (To be noted as such)	STORM SEWER
MARSH AREA	WATER
WOODED OR SHRUB AREA	EXISTING CULVERT
	PROPOSED CULVERT (Box or Pipe)
	CULVERT (Profile View)



TOTAL NET LENGTH OF CENTERLINE = 0.507 MI (RURAL)

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

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
6663-02-70		

AS-BUILT

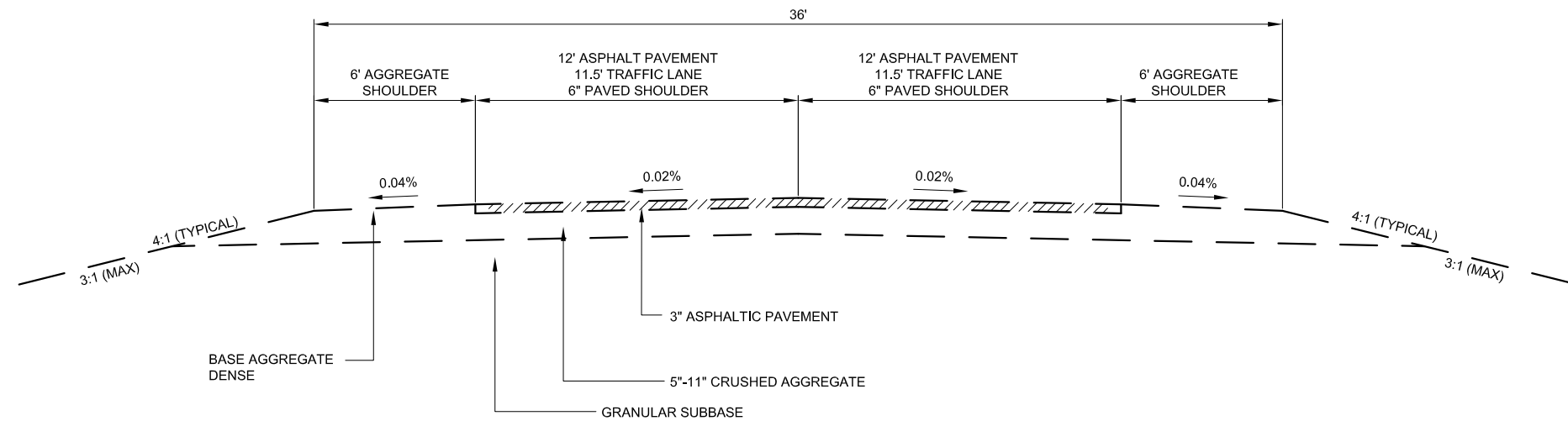
WORK TYPE - MILLING, GRADING, HMA, BASE AGG DENSE,
PAVEMENT MARKING
WORK START - WORK COMPLETE - 09/20/2011 - 09/30/2011
CONTRACTOR - MARATHON COUNTY HIGHWAY DEPARTMENT
PROJECT MANAGER - TROY GAGNER (CORRE, INC.)
PROJECT LEADER - ZACHARY WALCZAK (EMCS, INC.)

ACCEPTED FOR:
MARATHON COUNTY HIGHWAY DEPARTMENT
DATE: 4-11-2011
HIGHWAY COMMISSIONER
ORIGINAL PLANS PREPARED BY:
MARATHON COUNTY HIGHWAY DEPARTMENT

WISCONSIN
PROFESSIONAL ENGINEER
KEVIN S. LANG
E-38342
WAUSAU WI
4-11-2011

E

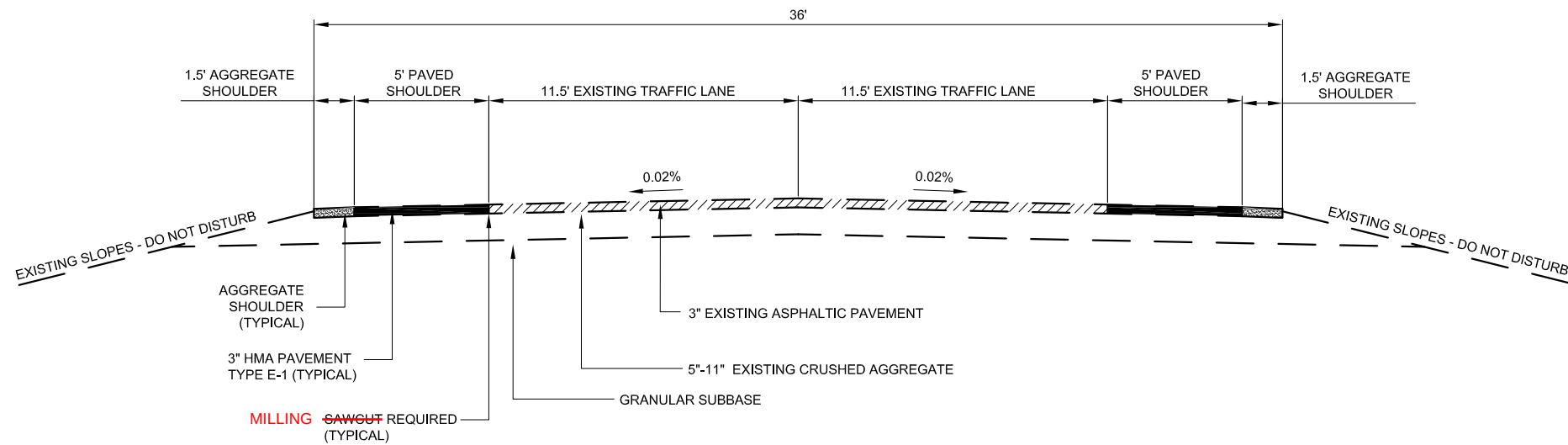
PLOT BY : PLOT NAME :



TYPICAL EXISTING SECTION

CTH N

STA 1+00 TO STA 27+75

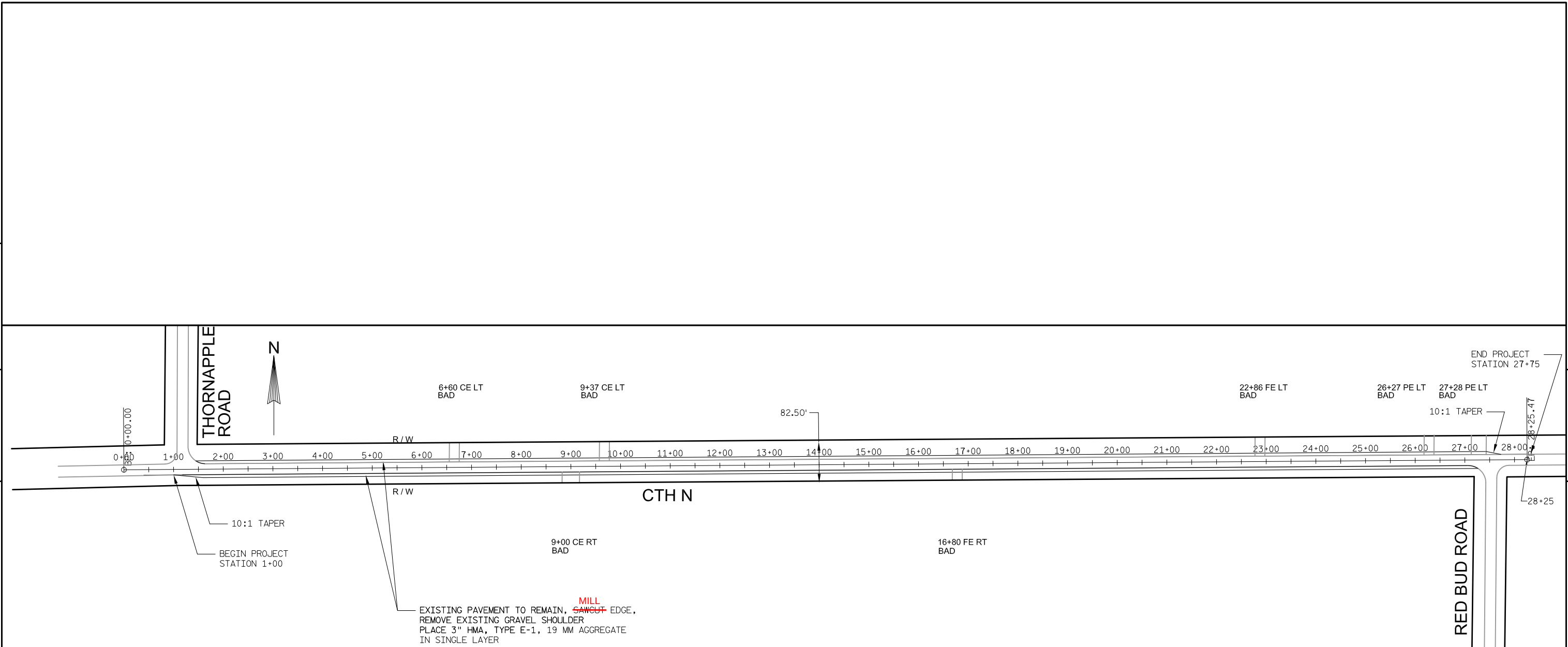


TYPICAL FINISHED SECTION

CTH N

STA 1+00 TO STA 27+75

5

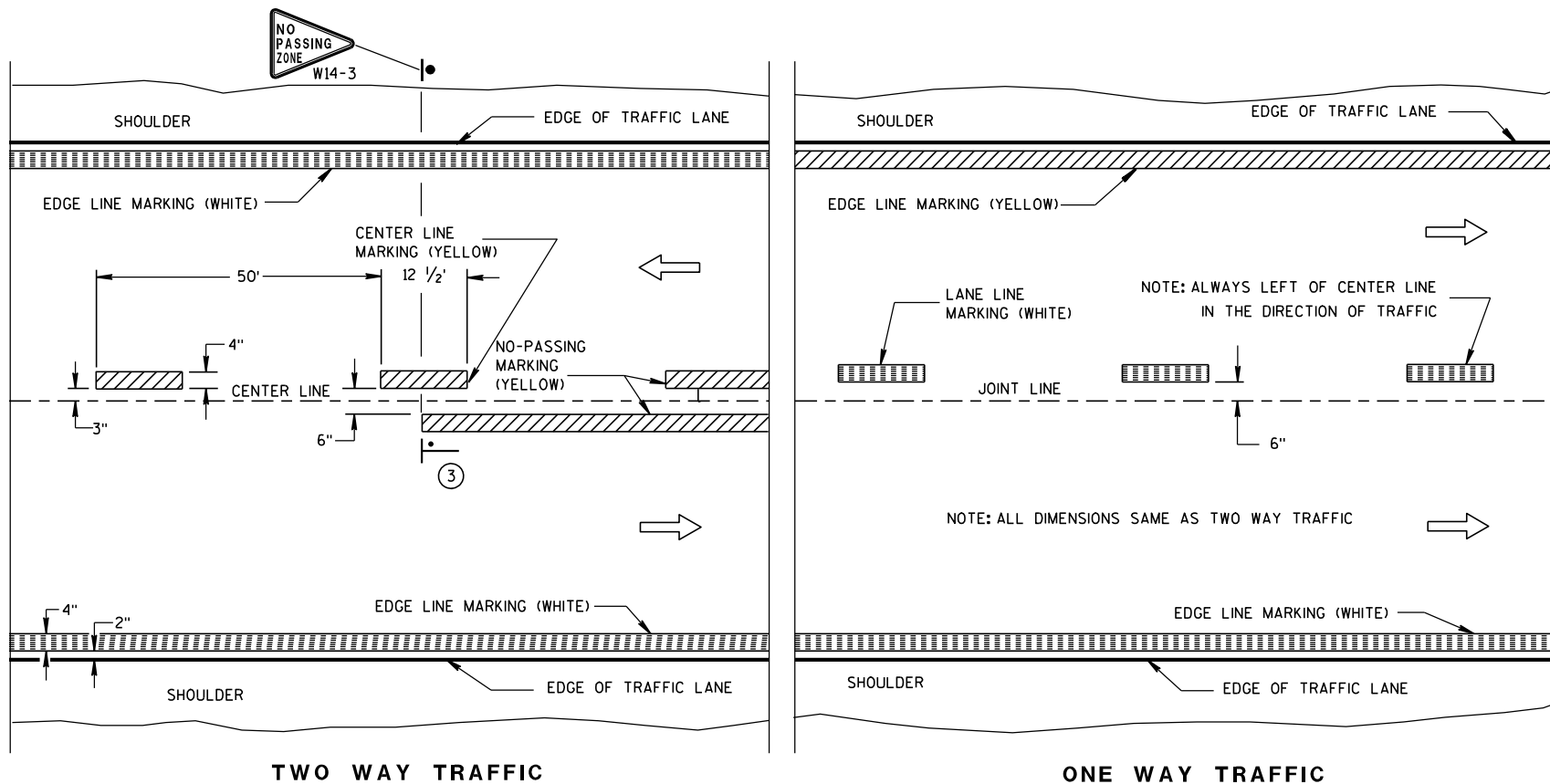


5

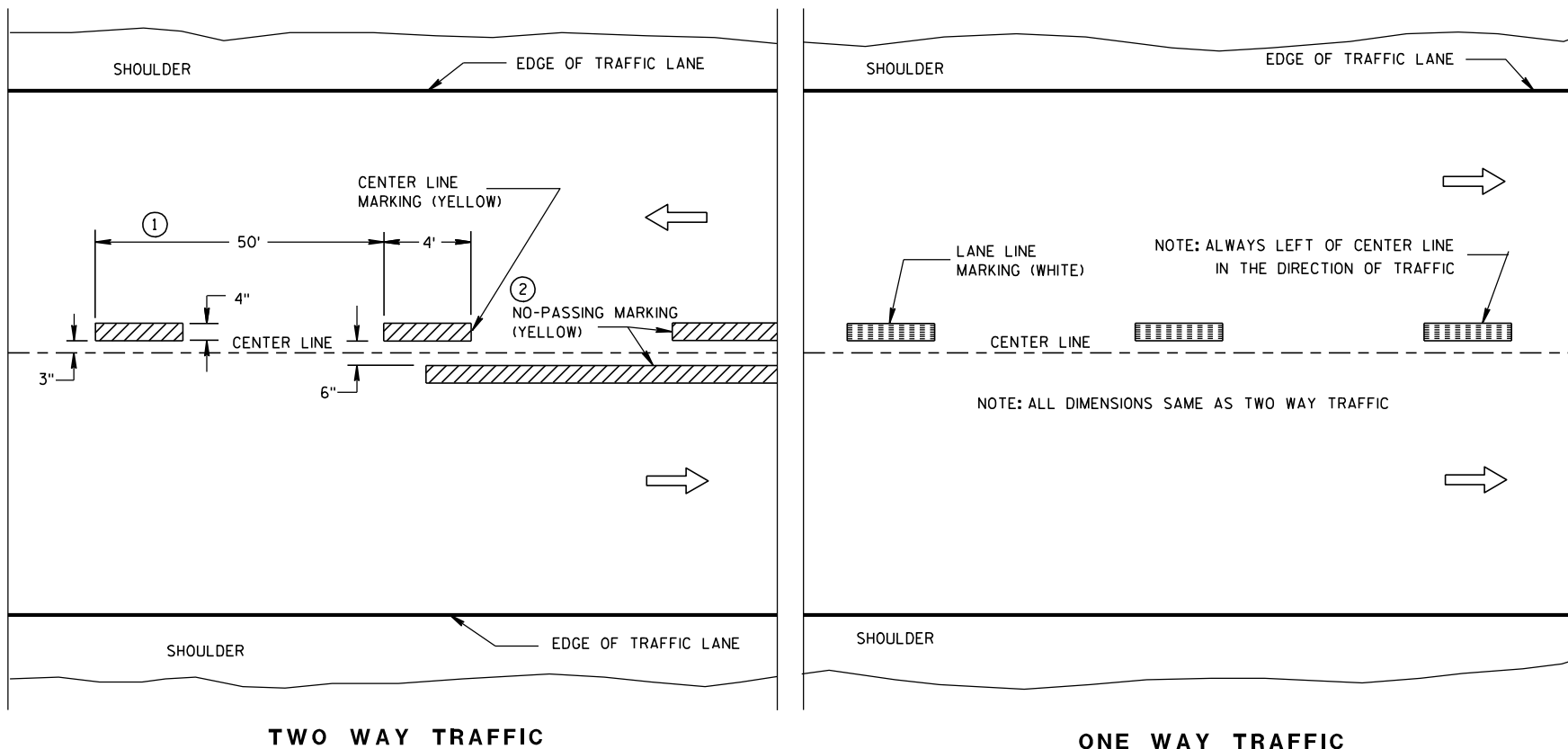
CONTRACT MODIFICATION ITEMS					
LINE	ITEM	DESCRIPTION	UNIT	TOTAL	6663-02-70 QUANTITY
0040	460.1100	HMA PAVEMENT TYPE E-0.3	TON	-600	-600
0080	646.0106	PAVEMENT MARKING EPOXY 4-INCH	LF	-8000	-8000
0090	690.0150	SAWING ASPHALT	LF	-5350	-5350
0095	460.1101	HMA PAVEMENT TYPE E-1	TON	600	600
0100	646.0103	PAVEMENT MAKRING PAINT 4-INCH	LF	8000	8000



15C8 sheet a: Pavement Marking (Mainline)



PERMANENT PAVEMENT MARKING



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

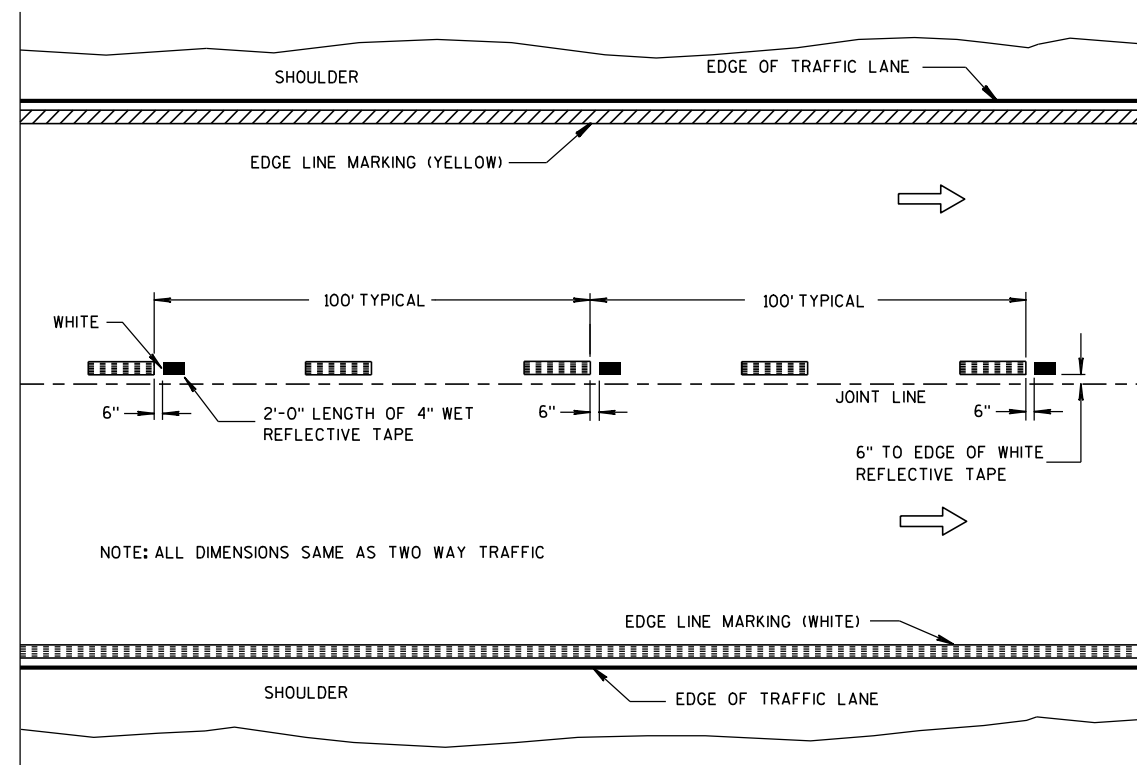
GENERAL NOTES

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.

NOTE

ARROW SYMBOL (→) SHOWS DIRECTION OF TRAVEL



LEGEND

—●— "T" MARKING

● POST MOUNTED SIGN

PAVEMENT MARKING (MAINLINE)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
6-23-11 /S/ Thomas N. Notbohm
DATE STATE TRAFFIC ENGINEER OF DESIGN
FHWA

TWO-LANE ROADWAY

SYMBOLS

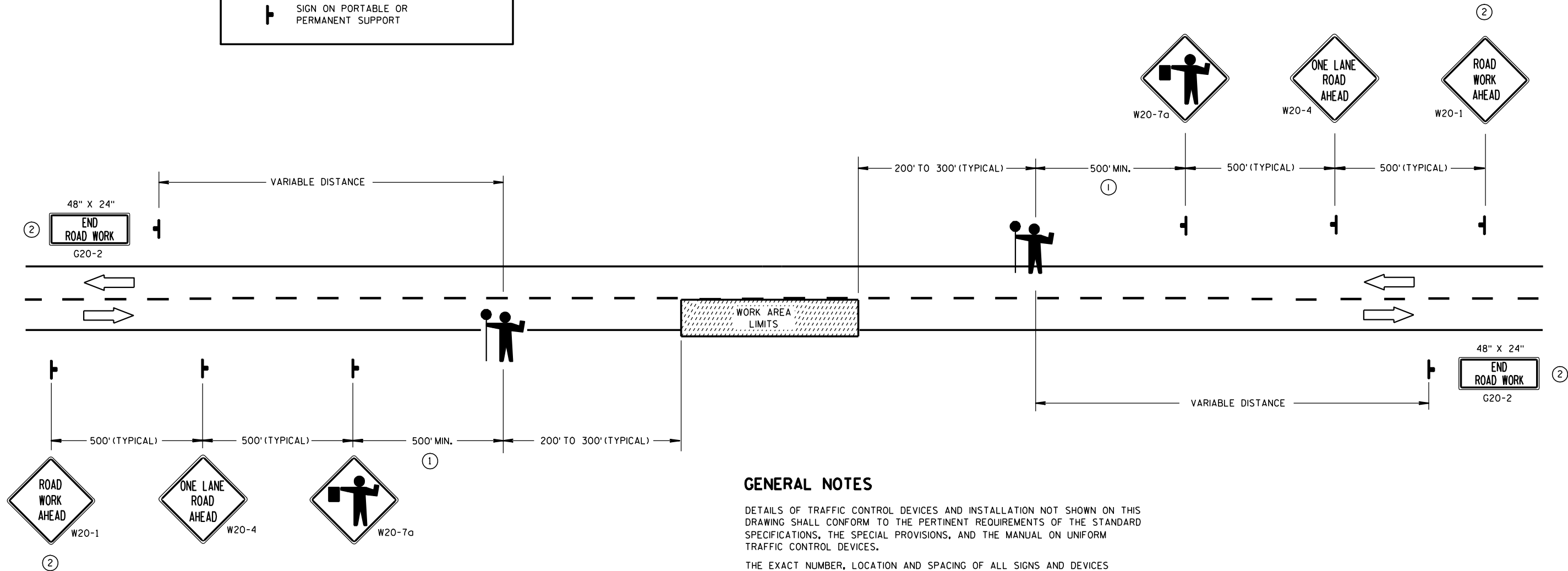
 WORK AREA

 FLAGGER, EQUIPPED WITH STOP/SLOW PADDLE FASTENED ON SUPPORT STAFF

 SIGN ON PORTABLE OR PERMANENT SUPPORT



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, 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 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
9/5/06 /S/ Thomas N. Notbohm
DATE STATE TRAFFIC ENGINEER OF DESIGN
FHWA



15D28: Traffic Control, Work on Shoulder or Parking Lane, Undivided Roadway

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.

ALL SIGNS ARE 48" X 48" 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 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.

W20-1 AND G20-2A SIGNS ARE NOT REQUIRED IF THE WORK AREA IS WITHIN A LARGER WORK ZONE WHERE THESE SIGNS ARE ALREADY PRESENT. G20-2A SIGNS MAY ALSO BE OMITTED IF DURATION OF WORK IS LESS THAN 7 CONTINUOUS DAYS AND NIGHTS.

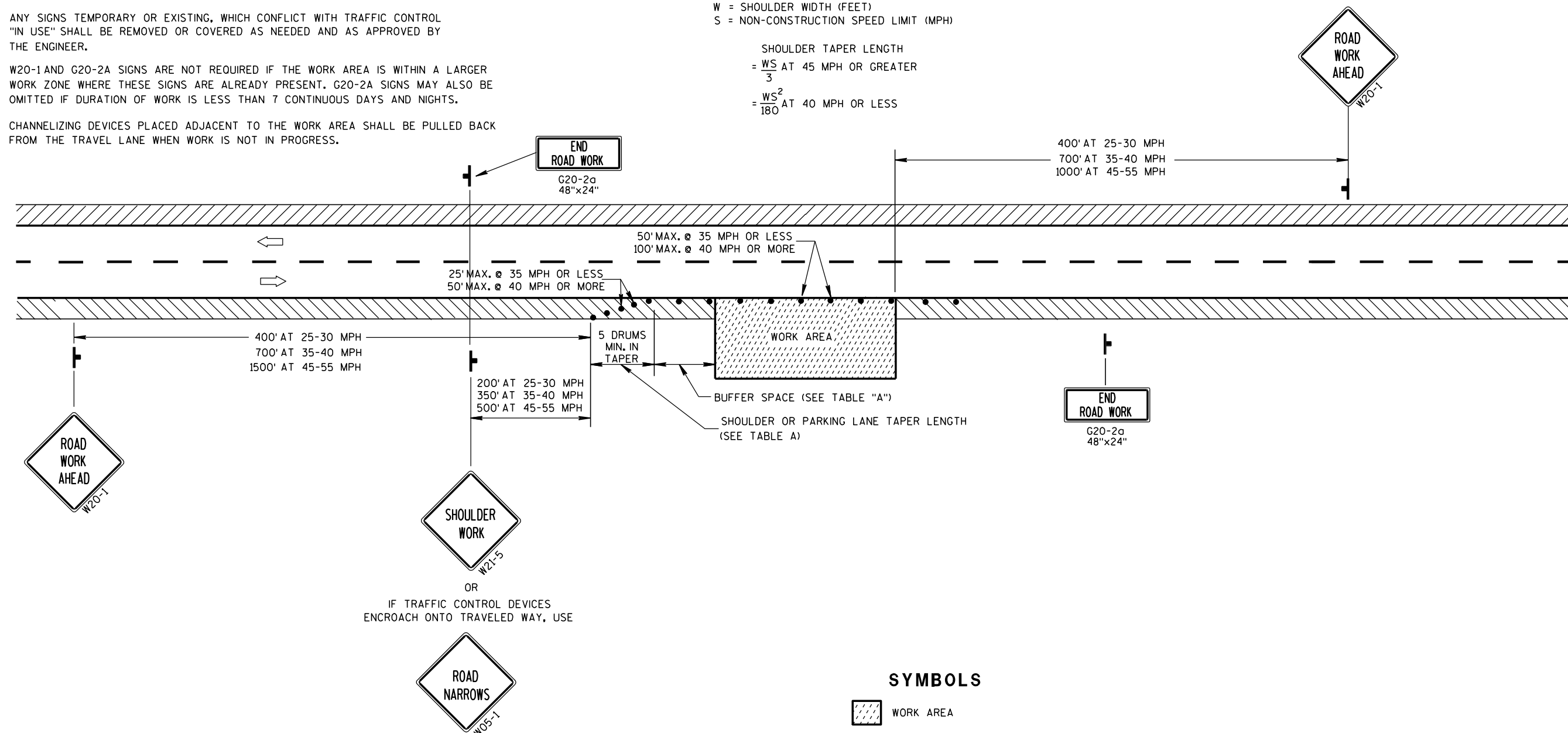
CHANNELIZING DEVICES PLACED ADJACENT TO THE WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

TABLE A

S	SHOULDER TAPER LENGTH (FEET)				BUFFER SPACE (FEET)
	W	4	6	8	
30	20	30	40	50	85
35	30	45	55	70	120
40	40	55	75	90	170
45	60	90	120	150	220
50	70	100	135	170	280
55	75	110	150	185	335

W = SHOULDER WIDTH (FEET)
S = NON-CONSTRUCTION SPEED LIMIT (MPH)

$$\text{SHOULDER TAPER LENGTH} = \frac{WS}{3} \text{ AT 45 MPH OR GREATER}$$
$$= \frac{WS^2}{180} \text{ AT 40 MPH OR LESS}$$



SYMBOLS

- WORK AREA
- DRUM
- POST MOUNTED SIGN
- DIRECTION OF TRAFFIC FLOW

TRAFFIC CONTROL,
WORK ON SHOULDER OR
PARKING LANE,
UNDIVIDED ROADWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
5/23/00 /S/ Chester J. Spang
DATE CHIEF SIGNS AND MARKING ENGINEER
FHWA