GRE

PROJECT ID: 1130-65-81

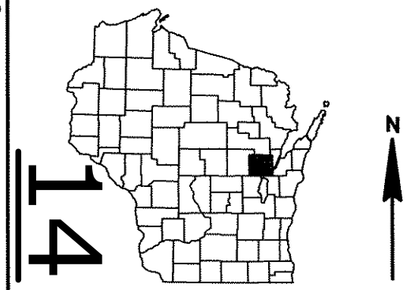
COUNTY: OUTAGAMIE

NOVEMBER 2025

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 = 516



DESIGN DESIGNATION

A.A.D.T.	2026	=	5,800
A.A.D.T.	2046	=	7,700
D.H.V.		=	
D.D.		=	
T.		=	
DESIGN SPEED		=	40 MPH
ESALS		=	

CONVENTIONAL SYMBOLS

PLAN
- CORPORATE LIMITS
- PROPERTY LINE
- LOT LINE
- LIMITED HIGHWAY EASEMENT
- EXISTING RIGHT OF WAY
- PROPOSED OR NEW R/W LINE
- SLOPE INTERCEPT
- REFERENCE LINE
- EXISTING CULVERT
- PROPOSED CULVERT (Box or Pipe)
- COMBUSTIBLE FLUIDS (CAUTION)
- MARSH AREA
- WOODED OR SHRUB AREA

PROFILE
- GRADE LINE
- ORIGINAL GROUND
- MARSH OR ROCK PROFILE (To be noted as such) (ROCK)
- SPECIAL DITCH (LABEL)
- GRADE ELEVATION (95.36)
- CULVERT (Profile View)

UTILITIES
- ELECTRIC (E)
- FIBER OPTIC (FO)
- GAS (G)
- SANITARY SEWER (SAN)
- STORM SEWER (SS)
- TELEPHONE (T)
- WATER (W)
- UTILITY PEDESTAL
- POWER POLE
- TELEPHONE POLE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

APPLETON - DE PERE

FRENCH RD OVERPASS

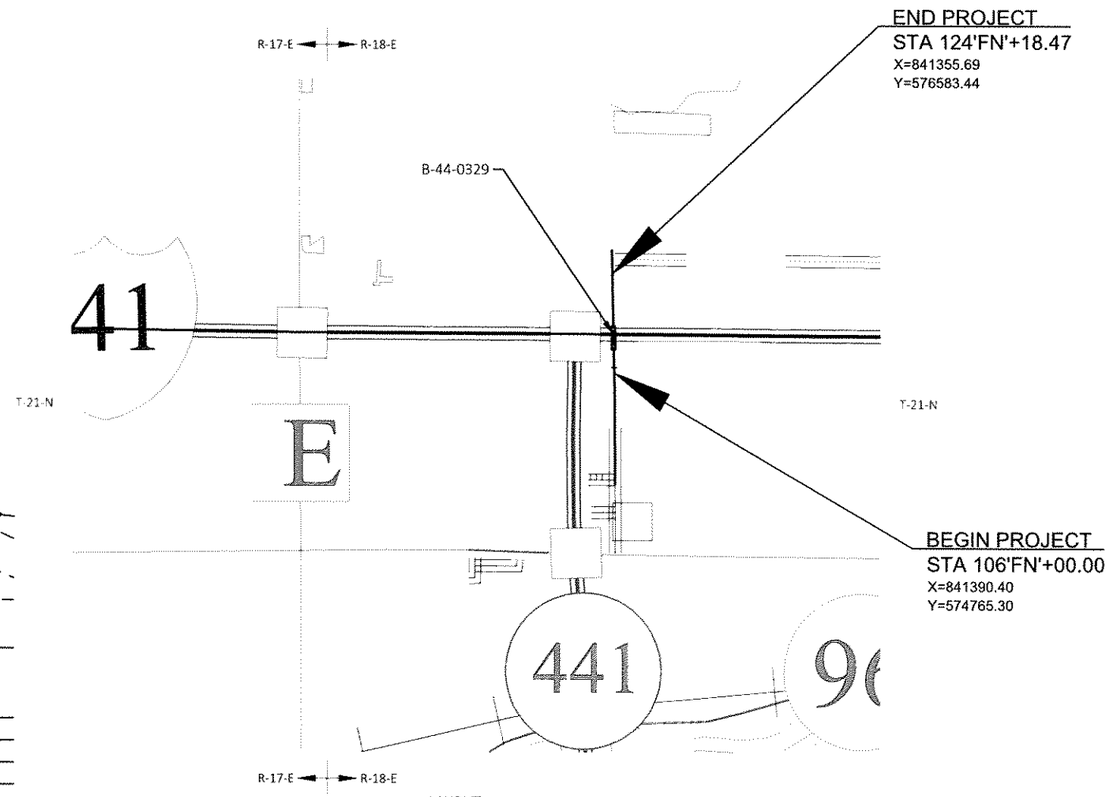
IH 41

OUTAGAMIE COUNTY

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
1130-65-81	WISC 2026036	1

STATE PROJECT NUMBER

1130-65-81



LAYOUT

SCALE 0 0.5 MI

TOTAL NET LENGTH OF CENTERLINE = 0.344 MI

HORIZONTAL POSITIONS SHOWN ON THIS PLAN ARE WISCONSIN COORDINATE REFERENCE SYSTEM (WISCRS), 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).

ORIGINAL PLANS PREPARED BY

Jacobs
1610 N. 2ND STREET #201
MILWAUKEE, WI 53212

WISCONSIN
SARA BROZOVICH
E-45570
OCONOMOWOC
WIS.
PROFESSIONAL ENGINEER

7/24/2025 (Date) Sara Brozovich (Signature)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY

Surveyor	WISDOT
Designer	JACOBS
Project Manager	TIMOTHY VERHAGEN
Regional Examiner	---
Regional Supervisor	KURT PETERS

APPROVED FOR THE DEPARTMENT

DATE: 7/21/2025 (Signature)

E

FILE NAME : C:\USERS\SZONGOLO\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306581\SHEETS\11306581-010101-TI.DWG PLOT DATE : 7/22/2025 9:37 AM PLOT BY : BROZOVICH, SARA PLOT NAME :

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

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GENERAL NOTES

WHEN THE QUANTITY OF HMA PAVEMENT OR BASE AGGREGATE IS MEASURED FOR PAYMENT BY THE TON, THE DEPTH OR THICKNESS OF THE LAYER SHOWN ON THE PLAN IS APPROXIMATE AND THE ACTUAL THICKNESS WILL DEPEND ON THE DISTRIBUTION OF THE MATERIAL AS DIRECTED BY THE ENGINEER.

THE QUANTITY OF TOPSOIL IS COMPUTED FROM MEASUREMENTS BETWEEN THE SUBGRADE SHOULDER POINTS AND THE SLOPE INTERCEPTS AS SHOWN ON THE CROSS SECTIONS PLUS 5 FEET FOR ROUNDING.

CURB AND GUTTER GRADES ARE GIVEN TO THE FLANGE OF CURB AND GUTTER. CURB AND GUTTER RADII ARE MEASURED TO THE FLANGE OF CURB AND GUTTER.

BROKEN CONCRETE CONTAINING RE-BAR SHALL NOT BE USED AS RIPRAP MEDIUM.

FERTILIZER SHALL NOT BE USED WITHIN 100' OF NAVIGABLE WATERWAYS OR WETLANDS.

WHEN DEFINING THE PAVEMENT STRUCTURE, THE BOTTOM OF THE BASE AGGREGATE DENSE IS CONSIDERED THE SUBGRADE LINE. THE SELECT CRUSHED MATERIAL LAYER IS A SUBGRADE IMPROVEMENT.

THE EXACT LOCATION OF EXCAVATION BELOW SUBGRADE (EBS) WILL BE DETERMINED BY THE ENGINEER.

THE LOCATIONS 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. NOTIFY DIGGERS HOTLINE AND AFFECTED UTILITIES PRIOR TO THE START OF WORK. ANY LOCAL MUNICIPAL UTILITY WHICH IS NOT A MEMBER OF THE DIGGERS HOTLINE MUST BE CONTACTED SEPARATELY.

TRAFFIC CONTROL DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS DIRECTED BY THE ENGINEER.

PROVIDE TEMPORARY POSITIVE DRAINAGE ON THE NEWLY INSTALLED STORM SEWER SYSTEM UNTIL IT IS ABLE TO EFFECTIVELY DRAIN TO ITS INTENDED OR PLANNED OUTFALL.

TACK COAT HAS BEEN ESTIMATED AT AN APPLICATION RATE OF 0.05 GAL/SY FOR FULL DEPTH HMA PAVEMENT SECTIONS (SHALL BE APPLIED BETWEEN ALL LAYERS OF ASPHALTIC PAVEMENT). 0.07 GAL/SY USED TO ESTIMATE HMA LAYERS OVER EXISTING PAVEMENTS.

BENCHMARK LOCATIONS SHOWN ON PLAN ARE APPROXIMATE AND SHOULD BE VERIFIED.

RIGHT OF WAY LINES SHOWN ON THE CROSS SECTIONS ARE APPROXIMATE.

IN AREAS WHERE PROPOSED SIDEWALK IS AT A LOCATION OF EXISTING WETLANDS, AFTER VEGETATION IS REMOVED AND THE SUBSURFACE IS TESTED WITH PROOF ROLLING, ENGINEER IS TO DETERMINE AREAS FOR REMOVAL OF ADDITIONAL POOR SOILS. THESE AREAS ARE TO BE REPLACED WITH GRANULAR FILL AS A BASE FOR THE SIDEWALK CONSTRUCTION.

5 FOOT WIDE SIDEWALK REQUIRES TRANSVERSE JOINTS SPACED AT 5 FEET, 10 FOOT WIDE SIDEWALK REQUIRES TRANSVERSE JOINTS SPACED AT 10 FEET

CONTRACTOR SHALL REFER TO ROADWAY PLANS AND SECTIONS FOR APPROXIMATE LOCATIONS OF FLY ASH CELL. BENCHING MAY BE REQUIRED IN AREAS OF FLY ASH. IF BENCH EXTENDS INTO CLAY COVER, CEASE OPERATIONS AND NOTIFY ENGINEER. IMPACTS TO THE FLY ASH CELL SHALL BE MITIGATED IN ACCORDANCE WITH THE PROJECT SPECIFICATIONS AND CONSTRUCTION DETAILS.

A SAWED JOINT IS REQUIRED WHERE HMA PAVEMENT MEETS EXISTING ASPHALTIC CONCRETE SURFACE. SAWING ASPHALTIC AND CONCRETE DRIVEWAYS AND/OR PARKING LOTS AT THE MATCHLINE AS SHOWN ON THE PLAN DETAILS OR AS DIRECTED BY THE ENGINEER.

EROSION CONTROL DEVICES ARE AT SUGGESTED LOCATIONS. THE ACTUAL LOCATIONS WILL BE DETERMINED BY THE CONTRACTOR'S ECIP AND BY THE ENGINEER. EROSION CONTROL DEVICES SHALL BE MAINTAINED UNTIL PERMANENT VEGETATION IS ESTABLISHED OR UNTIL THE ENGINEER DETERMINES THAT THE DEVICE IS NO LONGER REQUIRED.

PIPE UNDERDRAINS SHALL ALWAYS MAINTAIN POSITIVE FLOW AND SHALL BE PLACED AT MINIMUM 0.5% LONGITUDINAL SLOPE. AT LOW POINTS AND WHERE REQUIRED BY ENGINEER, CONNECT PIPE UNDERDRAIN INTO NEAREST DRAINAGE STRUCTURE. IF UNABLE TO CONNECT INTO DRAINAGE STRUCTURE, DAYLIGHT PIPE UNDERDRAIN INTO NEAREST DITCH.

CROSS SECTIONS SHOWN INCLUDE THE THICKNESS OF SALVAGED TOPSOIL WHERE REQUIRED. SALVAGED TOPSOIL SHALL BE REPLACED WITH SPECIFIED THICKNESS AS OUTLINED IN THE CONSTRUCTION DETAILS, STANDARD SPECIFICATIONS AND SPECIAL PROVISIONS.

INLET PROTECTION IS REQUIRED AT ALL INLETS AS SHOWN ON THE EROSION CONTROL PLANS OR AS DIRECTED BY THE ENGINEER.

MAINTAIN DRAINAGE OF THE EXISTING STORM SEWER SYSTEM OR CULVERT PIPE UNTIL THE PROPOSED STORM SEWER STRUCTURE/SYSTEM IS COMPLETELY FUNCTIONAL.

CONCRETE MEDIAN SLOPED NOSE SHALL BE CONSTRUCTED FOR ALL MEDIAN OPENINGS AT INTERSECTIONS WITH CURB & GUTTER. REFER TO PLAN DETAILS FOR SPECIFIC LOCATIONS AND TYPE.

THE PRESENCE OR REMOVAL OF ANY REINFORCEMENT, REBAR OR WIRE MESH FOUND IN ANY EXISTING CONCRETE PAVEMENT SHALL BE CONSIDERED INCIDENTAL TO THE REMOVING CONCRETE PAVEMENT ITEM.

PIPE UNDERDRAIN REMOVALS INCIDENTAL TO COMMON EXCAVATION..

PAVEMENT DEPTH OF THE BARRIER WALL PAD SHALL BE THE GREATER OF THE ADJACENT CONCRETE PAVED SHOULDER AND 6".

CONSTRUCT HMA PAVEMENT WITH THE FOLLOWING LAYERS AND GRADATIONS:

LOCATION	BID ITEM	HMA PAVEMENT TYPE	TOTAL LAYER PAVEMENT THICKNESS	LAYERS
FRENCH RD	HMA PAVMENT	4 MT 58-28 S 3 MT 58-28 S	4.5"	2" UPPER 2.5" LOWER
RAMP SE SHOULDER	HMA PAVMENT	4 LT 58-28 S	3.5"	3.5" LAYER
TEMPORARY RAMPS, DRIVEWAYS AND FIELD ENTRANCES	ASPHALTIC SURFACE	4 MT 58-28 S 3 MT 58-28 S	5"	1.75" UPPER 3.25" LOWER
MAINLINE SHOULDER OVERLAY	HMA PAVMENT	4 LT 58-28 S	2.5"	2.5" LAYER

REFERENCE LINE CALLOUTS

NB - IH41 NORTHBOUND
SB - IH41 SOUTHBOUND
SET - NB IH41 ON RAMP FROM NB WIS 441 (INCLUDES INTERIM AND PROPOSED FOR -81)
FN - N FRENCH RD

ORDER OF SECTION 2 DETAIL SHEETS

GENERAL NOTES
PROJECT OVERVIEW
EXISTING TYPICAL SECTIONS
FINISHED TYPICAL SECTIONS
CONSTRUCTION DETAILS
REMOVAL PLAN
PLAN DETAILS
PAVEMENT GRADES
FTMS PLANS
EROSION CONTROL PLAN
STORM SEWER PLAN
LIGHTING PLAN
PAVEMENT MARKING PLAN
TRAFFIC CONTROL
DETOUR PLAN
FENCING PLAN
ALIGNMENT PLAN
BENCHMARKS

STANDARD ABBREVIATIONS

AEW	APRON END WALL
AGG	AGGREGATE
AH	AHEAD
ASPH	ASPHALTIC
BK	BACK
BAD	BASE AGGREGATE DENSE
BM	BENCH MARK
C&G	CURB AND GUTTER
C/L OR ℄	CENTER LINE
CONC	CONCRETE
CP	CULVERT PIPE
CPCM	CULVERT PIPE CORRUGATED METAL
CPRC	CULVERT PIPE REINFORCED CONCRETE
CPRCHE	CULVERT PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL
CSD	CONCRETE SURFACE DRAIN
CY	CUBIC YARD
D	DEGREE OF CURVE
DISCH	DISCHARGE
Δ	DELTA
é	INTERSECTION ANGLE
EB	EASTBOUND
ENB	EXISTING NOISE BARRIER
EOP	EDGE OF PAVEMENT
FE	FIELD ENTRANCE
FL	FLOW LINE
FS	FULL SUPERELEVATION
HMA	HOT MIX ASPHALT
IE	INVERT ELEVATION
INV	INVERT
L	LENGTH OF CURVE
LHF	LEFT HAND FORWARD
LP	LOW POINT
LT	LEFT
MAX	MAXIMUM
MIN	MINIMUM
M/L	MATCHLINE
NB	NORTHBOUND
NC	NORMAL CROWN
PAVT	PAVEMENT
PC	POINT OF CURVE
PCC	POINT OF COMPOUND CURVE
PE	PRIVATE ENTRANCE
PGL	PROFILE GRADE LINE
PI	POINT OF INTERSECTION
PLE	PERMANENT LIMITED EASEMENT
PNB	PROPOSED NOISE BARRIER
PRC	POINT OF REVERSE CURVE
PT	POINT OF TANGENT
R	RADIUS OF CURVE
R/L OR ~	REFERENCE LINE
R/W	RIGHT OF WAY
RC	REVERSE CROWN
RCAEW	APRON ENDWALL FOR CULVERT PIPE REINFORCED CONCRETE
REQ'D	REQUIRED
RD	ROAD
RHF	RIGHT HAND FORWARD
RO	RUN OFF LENGTH
RT	RIGHT
SALV	SALVAGED
SB	SOUTHBOUND
SDD	STANDARD DETAIL DRAWING
SE	SUPERELEVATION
SF	SQUARE FOOT
SSPRC	STORM SEWER PIPE REINFORCED CONCRETE
STA	STATION
SY	SQUARE YARD
T	TANGENT LENGTH
TLE	TEMPORARY LIMITED EASEMENT
TYP	TYPICAL
VCL	VERTICAL CURVE LENGTH
VPC	POINT OF VERTICAL CURVE
VPI	POINT OF VERTICAL INTERSECTION
VPT	POINT OF VERTICAL TANGENT
WB	WESTBOUND

2

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 = ___16.7___ ACRES
TOTAL AREA EXPECTED TO BE DISTURBED BY CONSTRUCTION ACTIVITIES = __12.0__ACRES

2

MATCHLINE 117'FN'+00

FLY ASH LIMITS

R/L FN

115'FN'

NAVIGABLE WATERWAY

N

R/L SB

900'SB' 905'SB' 910'SB' IH 41 SB 915'SB' 920'SB' 925'SB' 930'SB'

900'NB' 905'NB' 910'NB' 915'NB' 920'NB' 925'NB' 930'NB'

IH 41 NB

R/L NB

230'SET' 235'SET' 240'SET'

225'SET'

RAMP SET

END CONSTRUCTION
STA 240'SET'+10.72

FLY ASH LIMITS

STH 441 SB

STH 441 NB

B-44-329

END CONSTRUCTION
STA 242'SET'+58.29
GRADE DITCH TO CULVERT

R/L SET

220'SET'

RAMP SE

EVERGREEN DR

END CONSTRUCTION
STA 125'FN'+19.14
CONCRETE SIDEWALK

125'FN'

215'SET'

RAMP SET

BEGIN PROJECT
STA 106'FN'+00.00
X=841390.40
Y=574765.30

105'FN'

END PROJECT
STA 124'FN'+18.47
X=841355.69
Y=576583.44

120'FN'

R/L FN

210'SET'

100'FN'

FRENCH RD

BEGIN CONSTRUCTION
STA 209'SET'+21.30

MATCHLINE 117'FN'+00

2

PROJECT NO: 1130-65-81	HWY: IH 41	COUNTY: OUTAGAMIE	PROJECT OVERVIEW	SHEET 5	E

FILE NAME : C:\USERS\DSCHARLA\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306581\SHEETS\11306581-020201-PO.DWG
LAYOUT NAME - 01
PLOT DATE : 7/17/2025 8:31 PM
PLOT BY : SCHARLAU, DAVE
PLOT NAME :
PLOT SCALE : 1 IN:200 FT
WISDOT/CADDS SHEET 42

2

MATCHLINE 117'FN'+00

N

115'FN'

900'SB' 905'SB' 910'SB' IH 41 SB 915'SB' 920'SB' 925'SB' 930'SB'

900'NB' 905'NB' 910'NB' IH 41 NB 915'NB' 920'NB' 925'NB' 930'NB'

230'SET' 235'SET' 240'SET'

225'SET'

RAMP SET

END CONSTRUCTION
STA 240'SET'+10.72

END CONSTRUCTION
STA 242'SET'+58.29
GRADE DITCH TO CULVERT

STH 441 SB

STH 441 NB

110'FN'

220'SET'

RAMP SE

215'SET'

105'FN'

BEGIN PROJECT
STA 106'FN'+00.00
X=841390.40
Y=574765.30

RAMP SET

210'SET'

100'FN'

FRENCH RD

BEGIN CONSTRUCTION
STA 209'SET'+21.30

APPROXIMATE PHRAGMITES LIMITS

EVERGREEN DR

END CONSTRUCTION
STA 125'FN'+19.14
CONCRETE SIDEWALK

125'FN'

END PROJECT
STA 124'FN'+18.47
X=841355.69
Y=576583.44

120'FN'

MATCHLINE 117'FN'+00

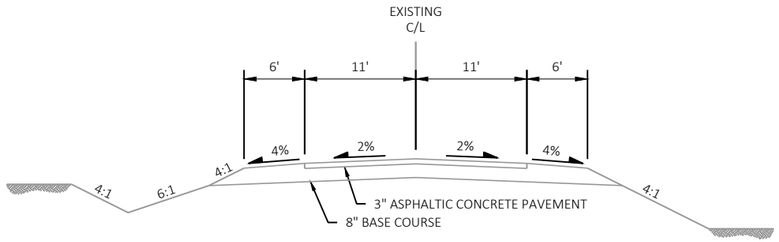
2

PROJECT NO: 1130-65-81	HWY: IH 41	COUNTY: OUTAGAMIE	PROJECT OVERVIEW - PHRAGMITES LIMITS	SHEET 6	E

FILE NAME : C:\USERS\DSCHARLA\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306581\SHEETS\11306581-020202-PO.DWG
LAYOUT NAME - 01

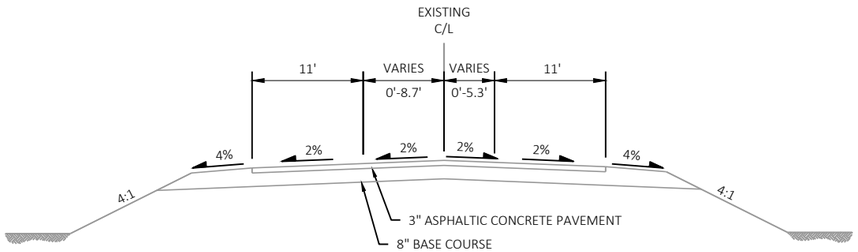
PLOT DATE : 7/17/2025 8:34 PM PLOT BY : SCHARLAU, DAVE PLOT NAME : PLOT SCALE : 1 IN:200 FT

WISDOT/CADDS SHEET 42



TYPICAL EXISTING SECTION
FRENCH ROAD

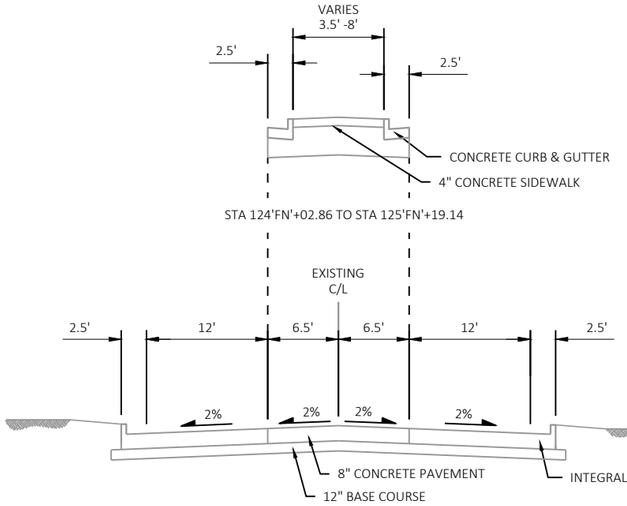
STA 106'FN'+00.00 TO STA 110'FN'+91.74
STA 114'FN'+01.65 TO STA 119'FN'+89.14



TYPICAL EXISTING SECTION
FRENCH ROAD

STA 119'FN'+89.14 TO STA 123'FN'+80.50

EXISTING BRIDGE B-44-329 STA 110'FN'+91.74 TO STA 114'FN'+01.65



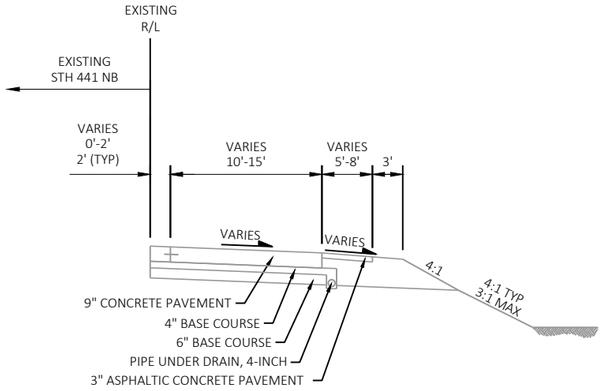
TYPICAL EXISTING SECTION
FRENCH ROAD

STA 123'FN'+80.50 TO STA 125'FN'+19.14

STA 124'FN'+02.86 TO STA 125'FN'+19.14

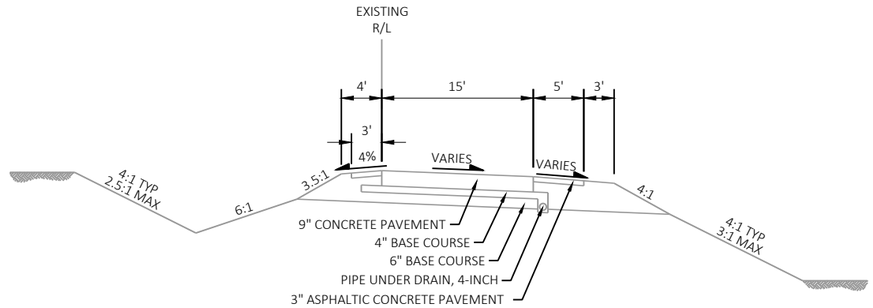
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PROJECT NO: 1130-65-81	HWY: IH 41	COUNTY: OUTAGAMIE	TYPICAL SECTIONS	SHEET 7	E



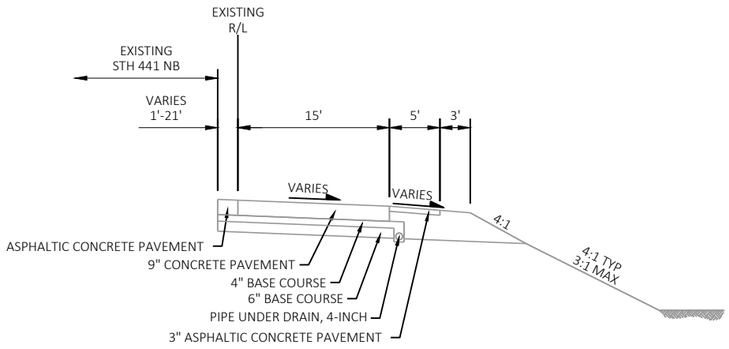
TYPICAL EXISTING SECTION
STH 441 SE RAMP

STA 209'SET'+21.30 TO STA 210'SET'+34.58



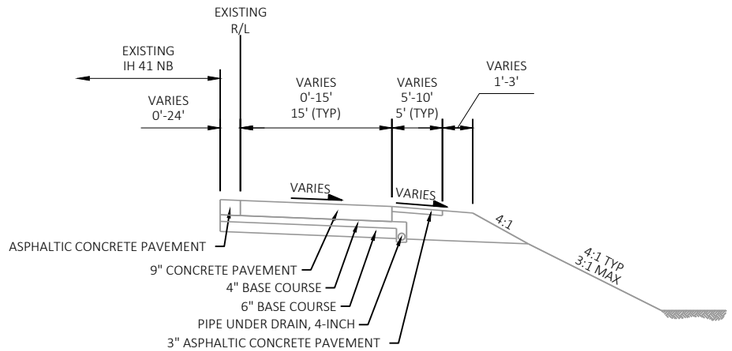
TYPICAL EXISTING SECTION
STH 441 SE RAMP

STA 212'SET'+87.37 TO STA 225'SET'+62.26



TYPICAL EXISTING SECTION
STH 441 SE RAMP

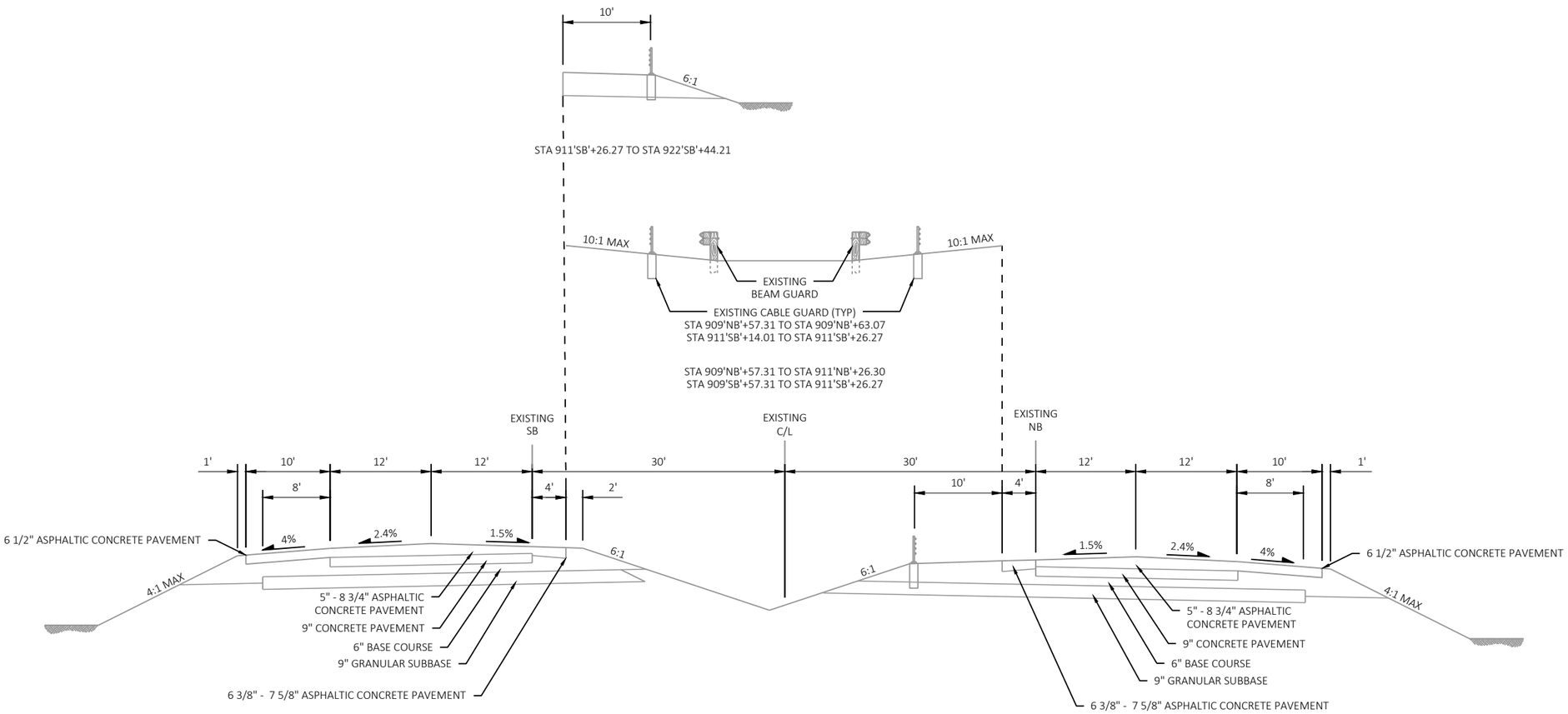
STA 210'SET'+34.58 TO STA 212'SET'+87.37



TYPICAL EXISTING SECTION
STH 441 SE RAMP

STA 225'SET'+62.26 TO STA 236'SET'+77.21

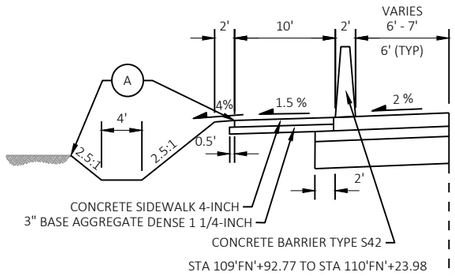
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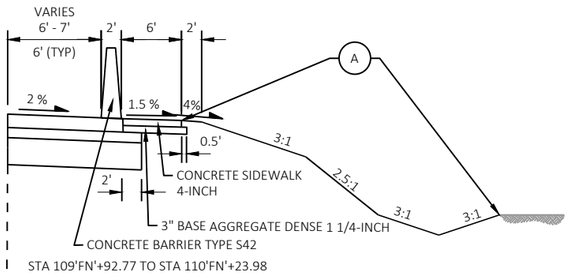
TYPICAL EXISTING SECTION
IH 41

STA 903'NB'+83.39 TO STA 929'NB'+17.00
STA 909'SB'+57.31 TO STA 922'SB'+44.21

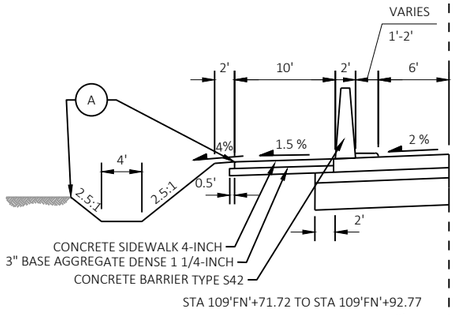
PROJECT NO: 1130-65-81	HWY: IH 41	COUNTY: OUTAGAMIE	TYPICAL SECTIONS	SHEET 9	E



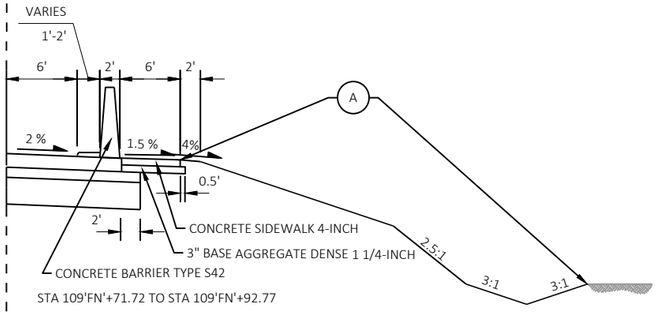
STA 109'FN'+92.77 TO STA 110'FN'+23.98



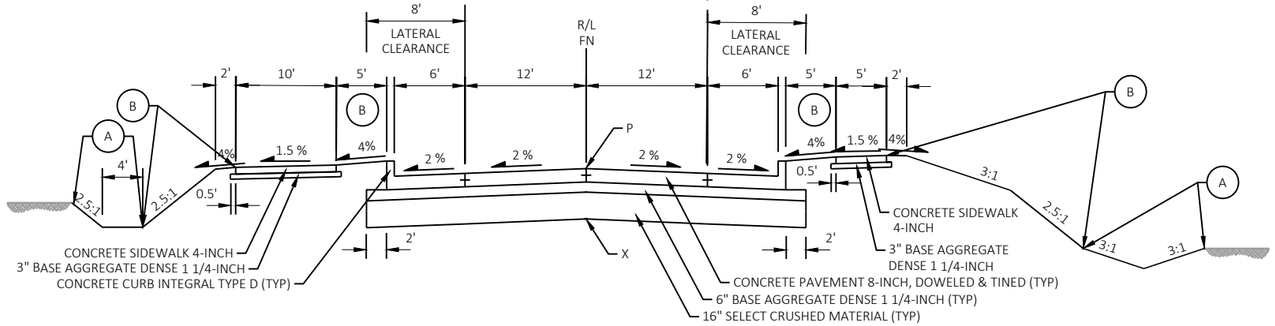
STA 109'FN'+92.77 TO STA 110'FN'+23.98



STA 109'FN'+71.72 TO STA 109'FN'+92.77

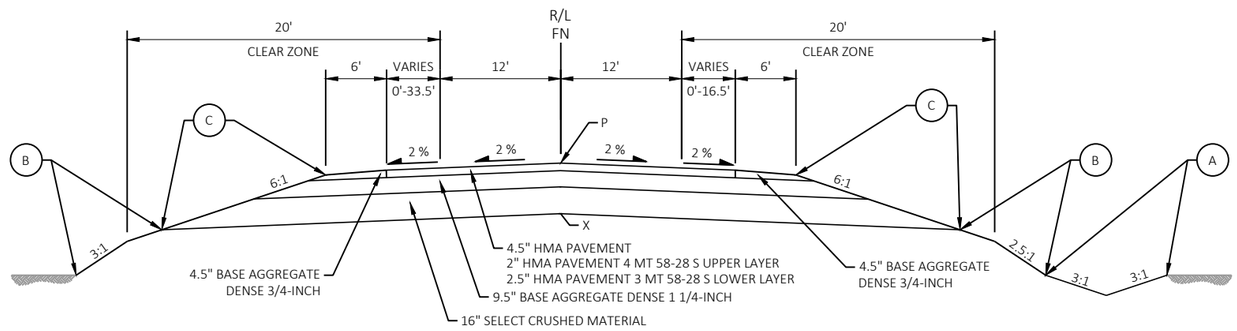


STA 109'FN'+71.72 TO STA 109'FN'+92.77



TYPICAL FINISHED SECTION
FRENCH ROAD

STA 107'FN'+00.00 TO STA 110'FN'+23.98



TYPICAL FINISHED SECTION
FRENCH ROAD

STA 106'FN'+00.00 TO STA 107'FN'+00.00

LEGEND

"P" - POINT REFERRED TO ON PROFILE

"X" - SUBGRADE POINT REFERRED TO ON CROSS SECTIONS

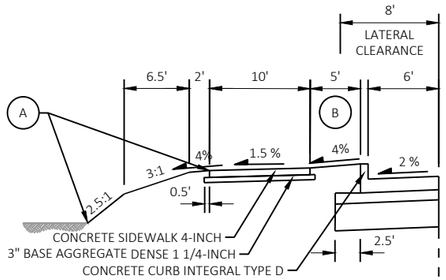
B-44-329 STA 110'FN'+23.98 TO STA 114'FN'+33.82

- (A) SALVAGED TOPSOIL, EROSION MAT CLASS I TYPE B, FERTILIZER TYPE B, AND SEEDING MIX #30
- (B) SALVAGED TOPSOIL, EROSION MAT URBAN CLASS I TYPE B, FERTILIZER TYPE B, AND SEEDING MIX #30
- (C) FERTILIZER TYPE B AND SEEDING MIX #30

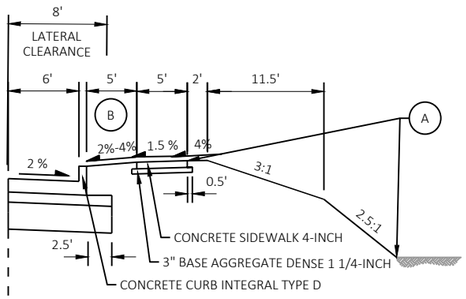
PROJECT NO: 1130-65-81	HWY: IH 41	COUNTY: OUTAGAMIE	TYPICAL SECTIONS	SHEET 10	E

FILE NAME : C:\USERS\DSCHARLA\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306581\SHEETS\11306581-020414-TS.DWG
LAYOUT NAME - 01
PLOT DATE : 9/16/2025 11:41 AM
PLOT BY : SCHARLAU, DAVE
PLOT NAME :
PLOT SCALE : ####
WISDOT/CADDS SHEET 42

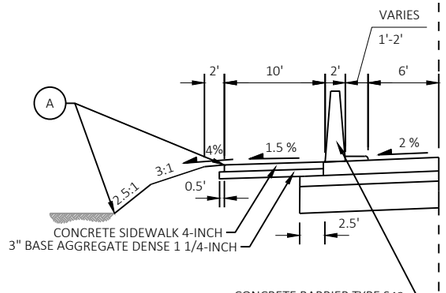
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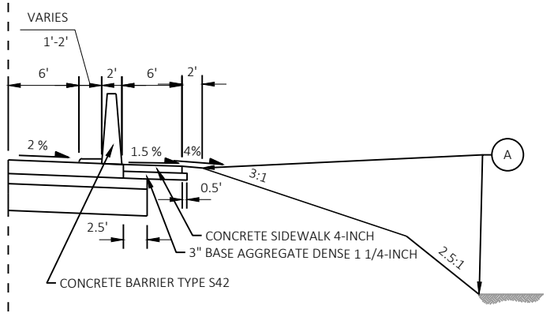
STA 114'FN'+86.09 TO STA 119'FN'+89.03



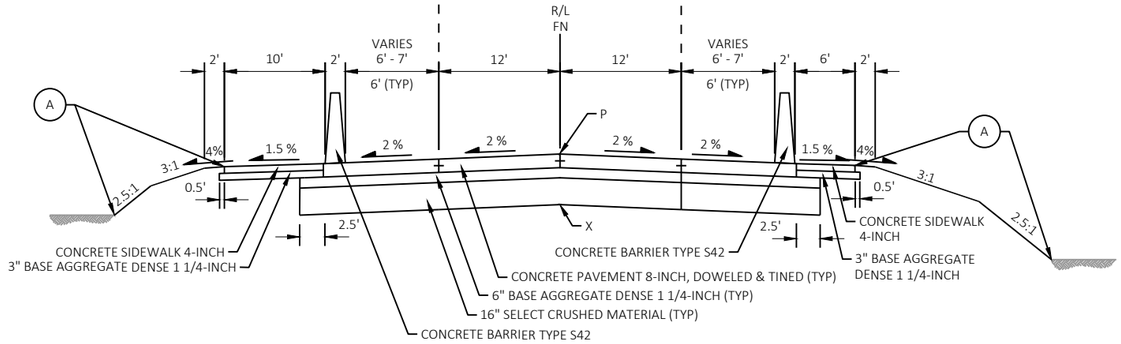
STA 114'FN'+86.09 TO STA 119'FN'+89.03



STA 114'FN'+65.04 TO STA 114'FN'+86.09



STA 114'FN'+65.04 TO STA 114'FN'+86.09



TYPICAL FINISHED SECTION
FRENCH ROAD

STA 114'FN'+33.82 TO STA 119'FN'+89.03

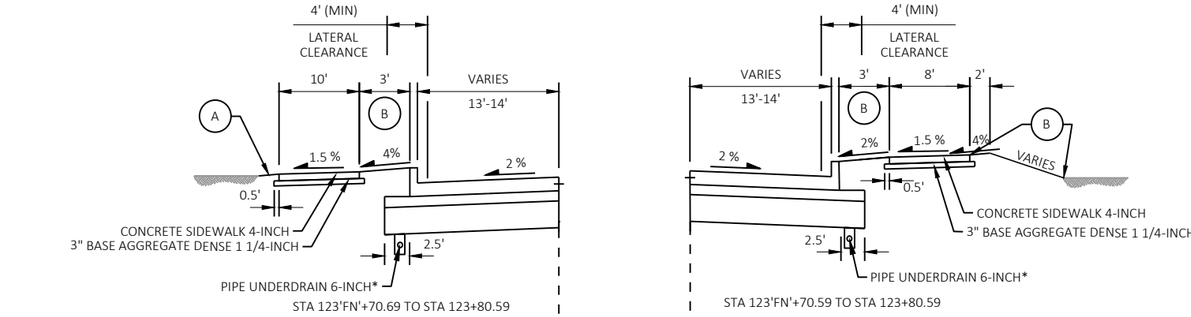
LEGEND

"P" - POINT REFERRED TO ON PROFILE

"X" - SUBGRADE POINT REFERRED TO ON CROSS SECTIONS

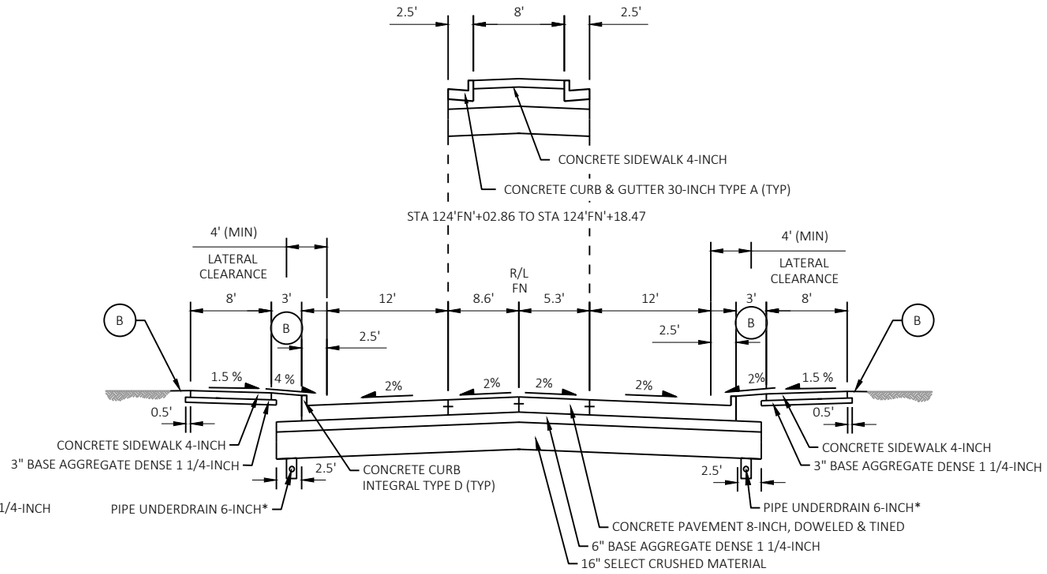
B-44-329 STA 110'FN'+23.98 TO STA 114'FN'+33.82

A	SALVAGED TOPSOIL, EROSION MAT CLASS I TYPE B, FERTILIZER TYPE B, AND SEEDING MIX #30
B	SALVAGED TOPSOIL, EROSION MAT URBAN CLASS I TYPE B, FERTILIZER TYPE B, AND SEEDING MIX #30
C	FERTILIZER TYPE B AND SEEDING MIX #30



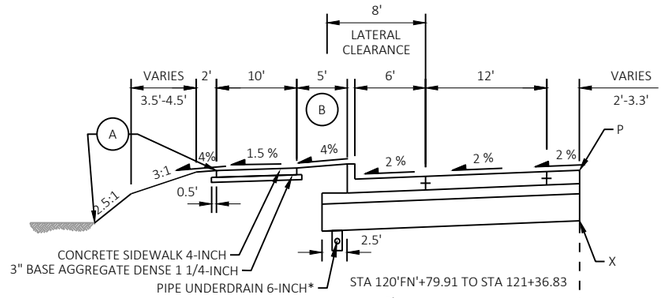
TYPICAL FINISHED SECTION
FRENCH ROAD

STA 121'FN'+36.83 TO STA 123+80.59



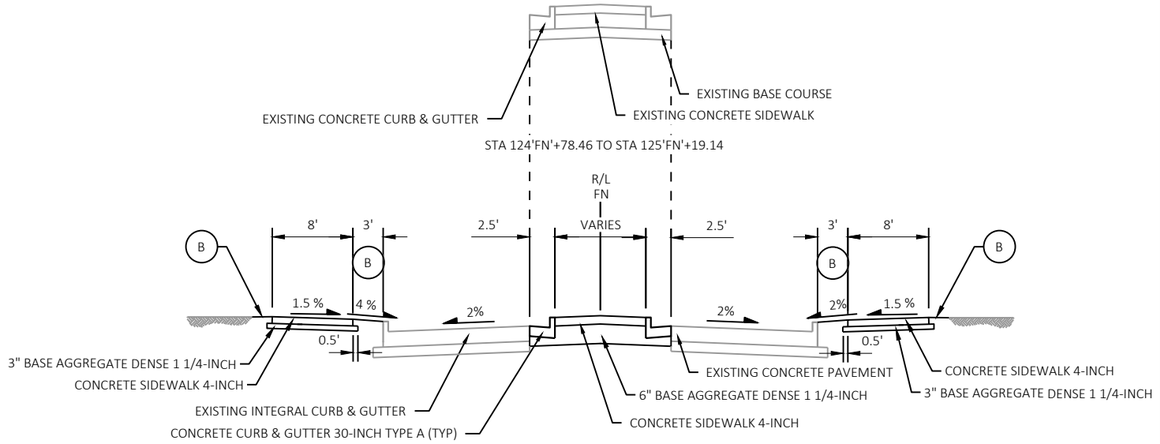
TYPICAL FINISHED SECTION
FRENCH ROAD

STA 123'FN'+80.59 TO STA 124'FN'+18.47



TYPICAL FINISHED SECTION
FRENCH ROAD

STA 119'FN'+89.03 TO STA 121+36.83



TYPICAL FINISHED SECTION
FRENCH ROAD

STA 124'FN'+18.47 TO STA 125'FN'+19.14

LEGEND

P - POINT REFERRED TO ON PROFILE

X - SUBGRADE POINT REFERRED TO ON CROSS SECTIONS

*SEE CONSTRUCTION DETAIL AND MISCELLANEOUS QUANTITITES TABLE FOR LOCATIONS.

(A) SALVAGED TOPSOIL, EROSION MAT CLASS I TYPE B, FERTILIZER TYPE B, AND SEEDING MIX #30

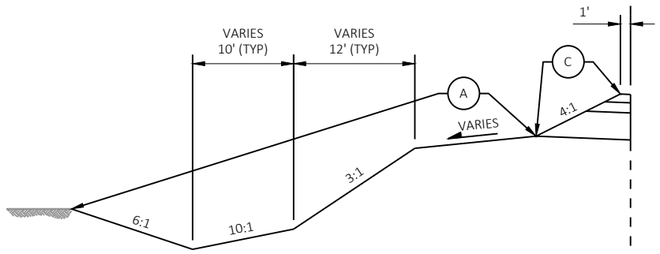
(B) SALVAGED TOPSOIL, EROSION MAT URBAN CLASS I TYPE B, FERTILIZER TYPE B, AND SEEDING MIX #30

(C) FERTILIZER TYPE B AND SEEDING MIX #30

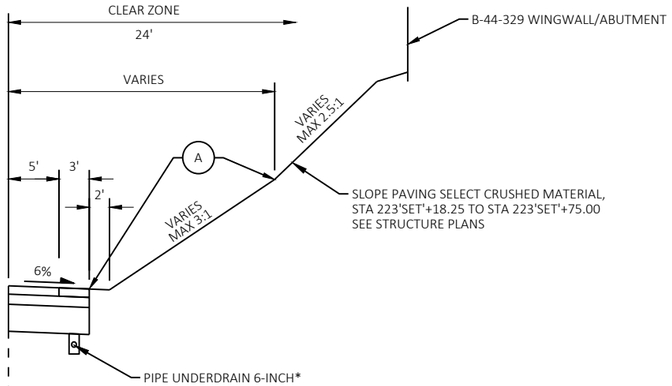
PROJECT NO: 1130-65-81	HWY: IH 41	COUNTY: OUTAGAMIE	TYPICAL SECTIONS	SHEET 12	E



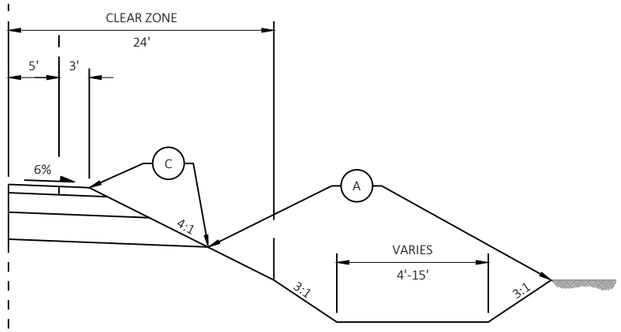
STA 223'SET'+48.00 TO STA 223'SET'+75.00



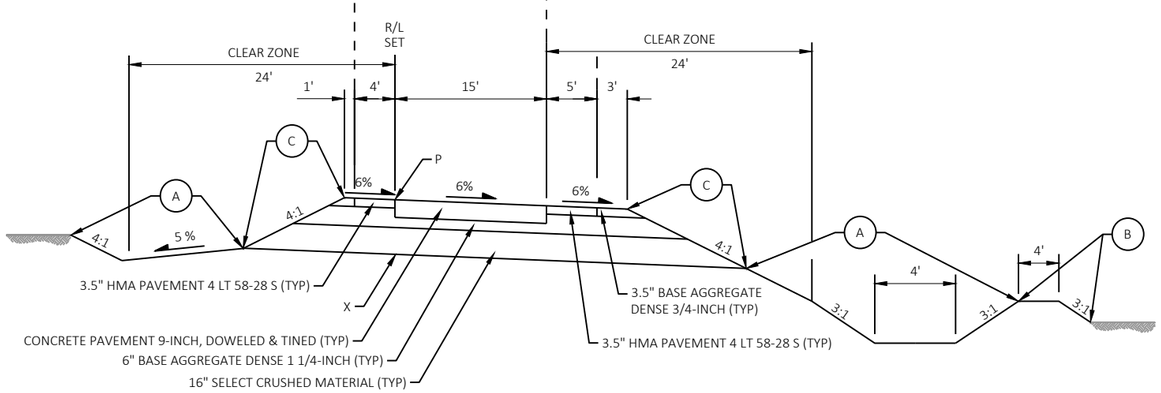
STA 217'SET'+96.53 TO STA 223'SET'+48.00



STA 222'SET'+38.52 TO STA 223'SET'+75.00



STA 221'SET'+25.00 TO STA 222'SET'+38.52



TYPICAL FINISHED SECTION
RAMP SE

STA 216'SET'+75.00 TO STA 223'SET'+75.00

LEGEND

P - POINT REFERRED TO ON PROFILE

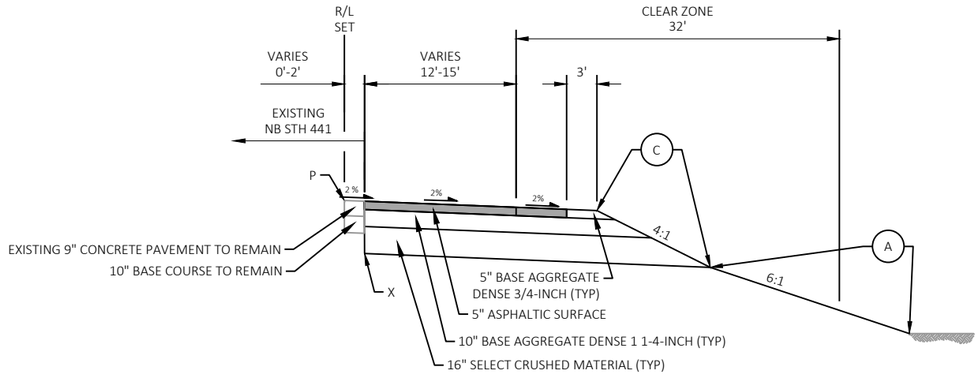
X - SUBGRADE POINT REFERRED TO ON CROSS SECTIONS

*SEE MISCELLANEOUS QUANTITIES TABLE FOR LOCATIONS.

A	SALVAGED TOPSOIL, EROSION MAT CLASS I TYPE B, FERTILIZER TYPE B, AND SEEDING MIX #30
B	SALVAGED TOPSOIL, EROSION MAT URBAN CLASS I TYPE B, FERTILIZER TYPE B, AND SEEDING MIX #30
C	FERTILIZER TYPE B AND SEEDING MIX #30

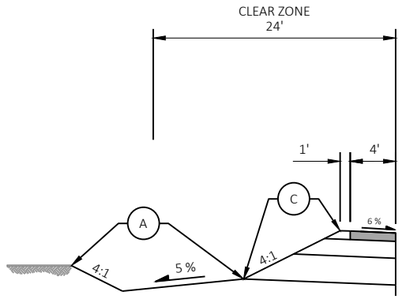
PROJECT NO: 1130-65-81	HWY: IH 41	COUNTY: OUTAGAMIE	TYPICAL SECTIONS	SHEET 13	E

FILE NAME : C:\USERS\DSCHARLA\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306581\SHEETS\11306581-020414-TS.DWG
LAYOUT NAME - 04
PLOT DATE : 9/16/2025 11:41 AM PLOT BY : SCHARLAU, DAVE PLOT NAME : PLOT SCALE : ####
WISDOT/CADDS SHEET 42

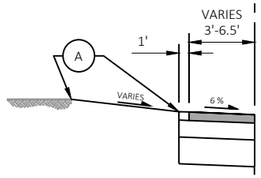


TYPICAL INTERIM SECTION
RAMP SET

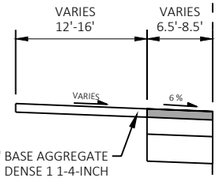
STA 209'SET'+21.30 TO STA 209'SET'+63.98



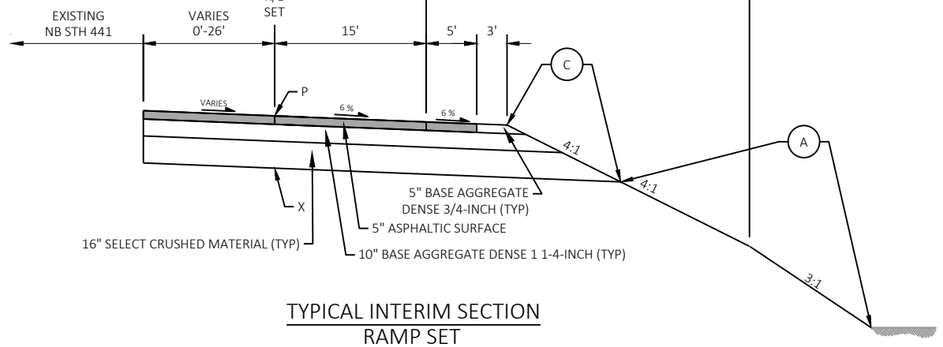
STA 213'SET'+75.00 TO STA 216'SET'+75



STA 213'SET'+07.46 TO STA 213'SET'+75.00

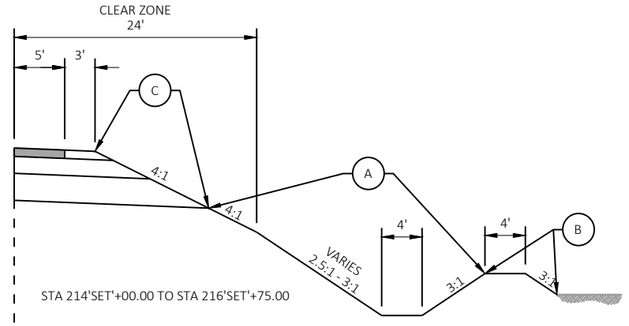


STA 212'SET'+87.37 TO STA 213'SET'+07.46

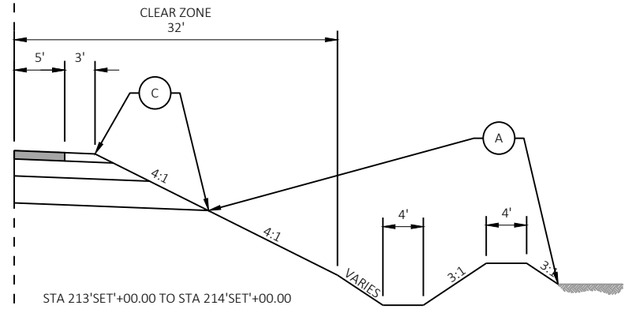


TYPICAL INTERIM SECTION
RAMP SET

STA 209'SET'+63.98 TO STA 216'SET'+75.00



STA 214'SET'+00.00 TO STA 216'SET'+75.00



STA 213'SET'+00.00 TO STA 214'SET'+00.00

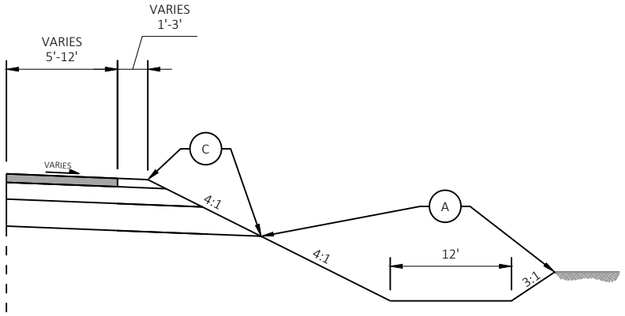
LEGEND

"P" - POINT REFERRED TO ON PROFILE

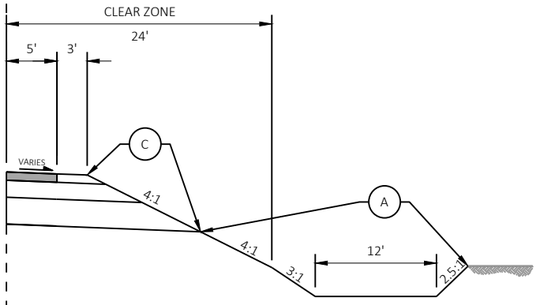
"X" - SUBGRADE POINT REFERRED TO ON CROSS SECTIONS

- (A) SALVAGED TOPSOIL, EROSION MAT CLASS I TYPE B, FERTILIZER TYPE B, AND SEEDING MIX #30
- (B) SALVAGED TOPSOIL, EROSION MAT URBAN CLASS I TYPE B, FERTILIZER TYPE B, AND SEEDING MIX #30
- (C) FERTILIZER TYPE B AND SEEDING MIX #30

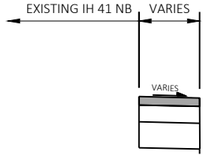
PROJECT NO: 1130-65-81	HWY: IH 41	COUNTY: OUTAGAMIE	TYPICAL SECTIONS	SHEET 14	E



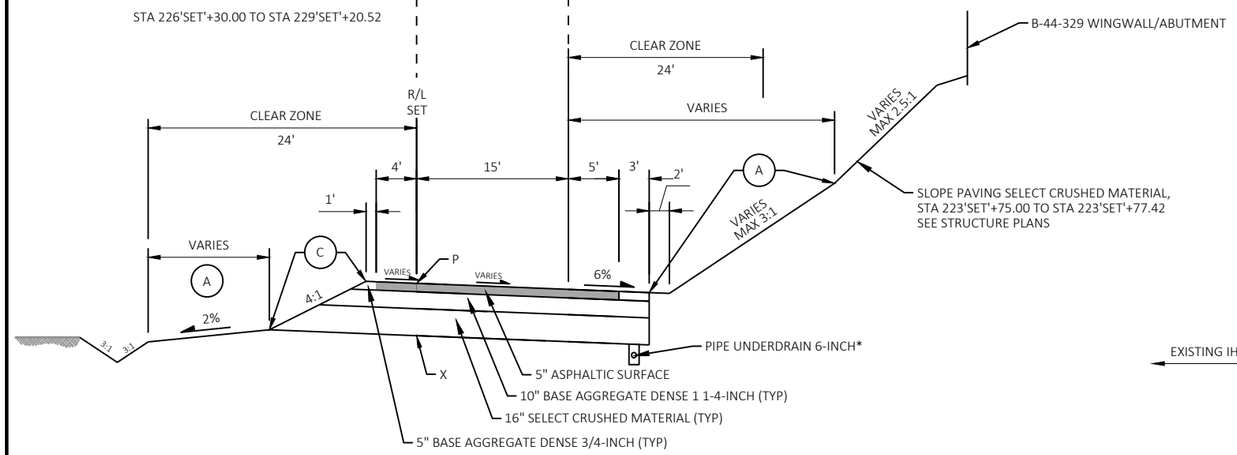
STA 226'SET'+00.00 TO STA 229'SET'+20.52



STA 224'SET'+13.79 TO STA 226'SET'+00.00

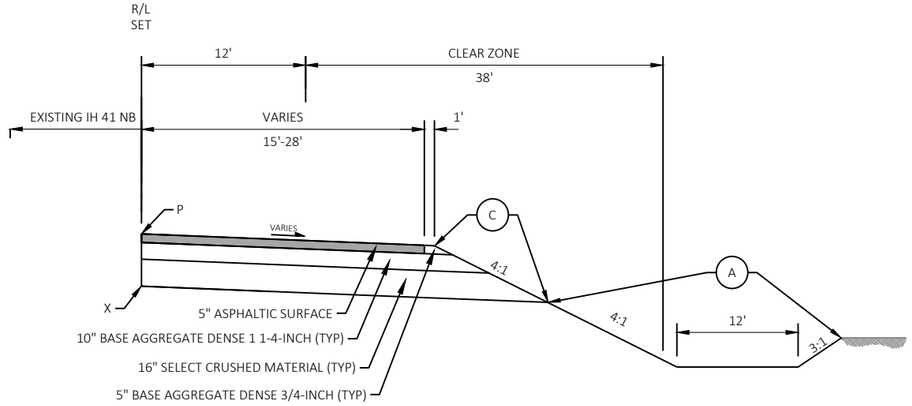


STA 226'SET'+30.00 TO STA 229'SET'+20.52



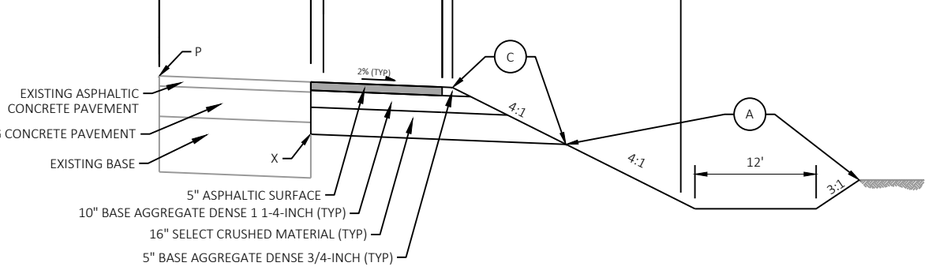
TYPICAL INTERIM SECTION
RAMP SET

STA 223'SET'+75.00 TO STA 229'SET'+20.52



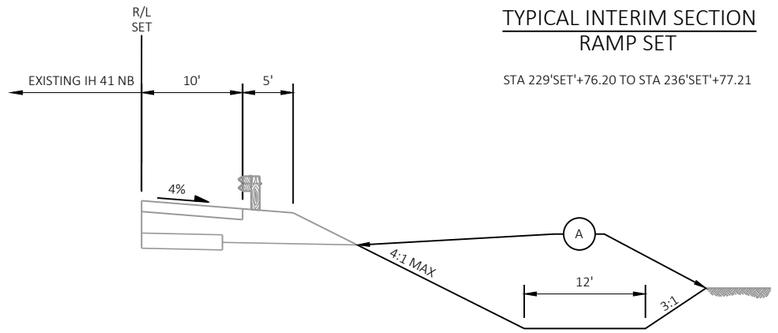
TYPICAL INTERIM SECTION
RAMP SET

STA 229'SET'+20.52 TO STA 229'SET'+76.20
STA 236'SET'+77.21 TO STA 240'SET'+10.72



TYPICAL INTERIM SECTION
RAMP SET

STA 229'SET'+76.20 TO STA 236'SET'+77.21



TYPICAL INTERIM SECTION
RAMP SET

STA 240'SET'+10.72 TO STA 242'SET'+58.29

LEGEND

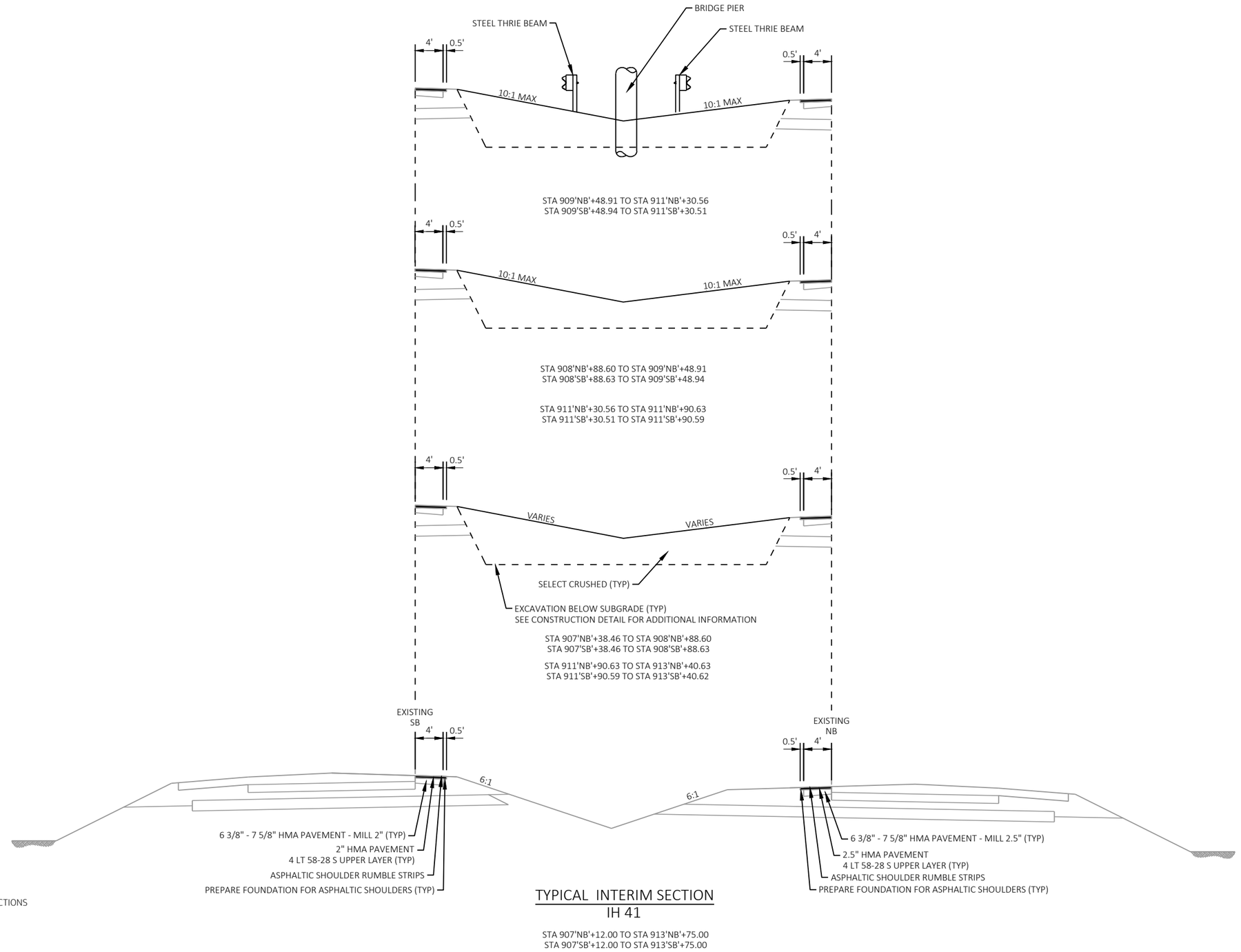
"P" - POINT REFERRED TO ON PROFILE

"X" - SUBGRADE POINT REFERRED TO ON CROSS SECTIONS

* SEE MISCELLANEOUS QUANTITIES TABLE FOR LOCATIONS

- (A) SALVAGED TOPSOIL, EROSION MAT CLASS I TYPE B, FERTILIZER TYPE B, AND SEEDING MIX #30
- (B) SALVAGED TOPSOIL, EROSION MAT URBAN CLASS I TYPE B, FERTILIZER TYPE B, AND SEEDING MIX #30
- (C) FERTILIZER TYPE B AND SEEDING MIX #30

2



LEGEND

"P" - POINT REFERRED TO ON PROFILE

"X" - SUBGRADE POINT REFERRED TO ON CROSS SECTIONS

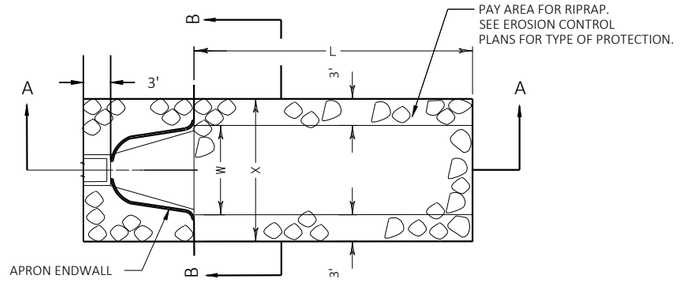
TYPICAL INTERIM SECTION
IH 41

STA 907'NB'+12.00 TO STA 913'NB'+75.00
STA 907'SB'+12.00 TO STA 913'SB'+75.00

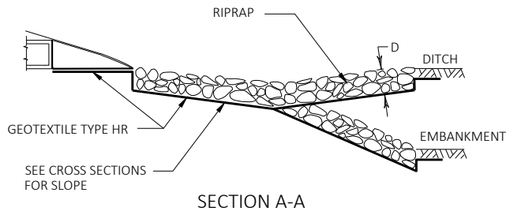
PROJECT NO: 1130-65-81	HWY: IH 41	COUNTY: OUTAGAMIE	TYPICAL SECTIONS	SHEET 16	E

FILE NAME : C:\USERS\DSCHARLA\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306581\SHEETS\11306581-020514-TS.DWG
LAYOUT NAME - 03
PLOT DATE : 9/16/2025 12:43 PM PLOT BY : SCHARLAU, DAVE PLOT NAME : PLOT SCALE : ####
WISDOT/CADDS SHEET 42

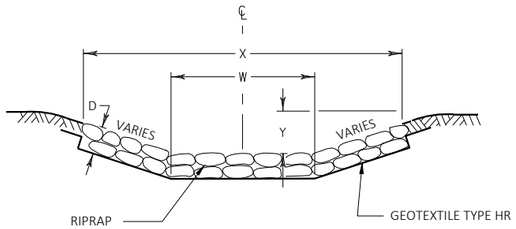
2



PLAN VIEW



SECTION A-A



SECTION B-B

L = 3 x W (NOR) OR 10' MIN
OR AS INDICATED IN THE PLANS
OR AS DIRECTED BY THE ENGINEER

D = 18" FOR RIPRAP MEDIUM

X = W+6'

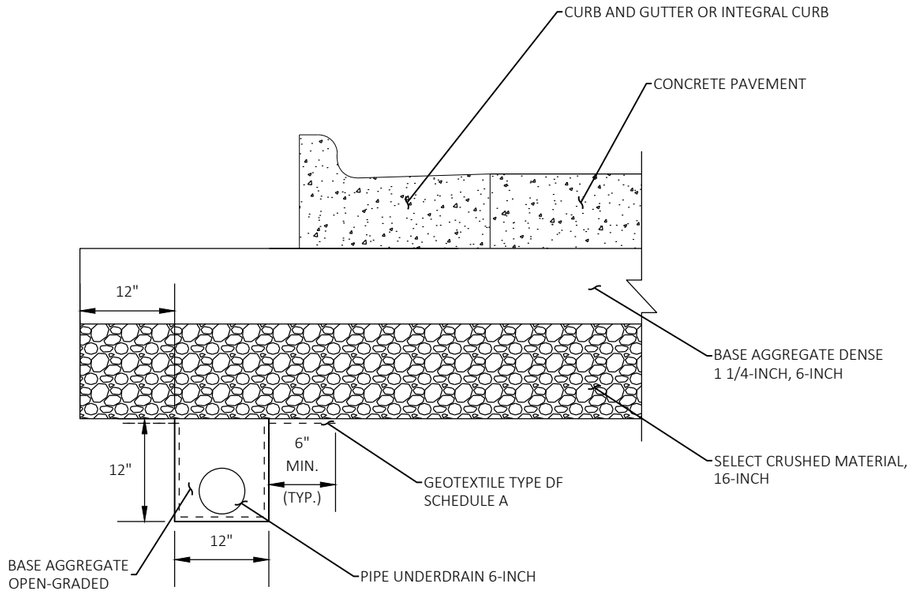
Y = 0' FOR TYPICAL CULVERT
DISCHARGE INTO DITCH
6" FOR CULVERT DISCHARGE
DOWN EMBANKMENT SLOPE

CONSTRUCTION NOTES:

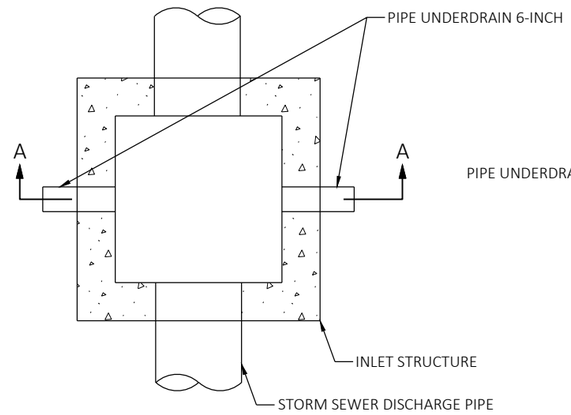
1. GEOTEXTILE FABRIC SHALL EXTEND BENEATH THE ENTIRE LENGTH OF THE APRON ENDWALL SECTION. INSTALL ON PREPAVED FOUNDATION. GRADE PRIOR TO END WALL INSTALLATION.
2. COMPLETE GEOTEXTILE FABRIC AND RIPRAP SECTION INSTALLATION PRIOR TO STORM WATER FLOW.

RIPRAP AND GEOTEXTILE FABRIC DETAIL AT APRON ENDWALLS

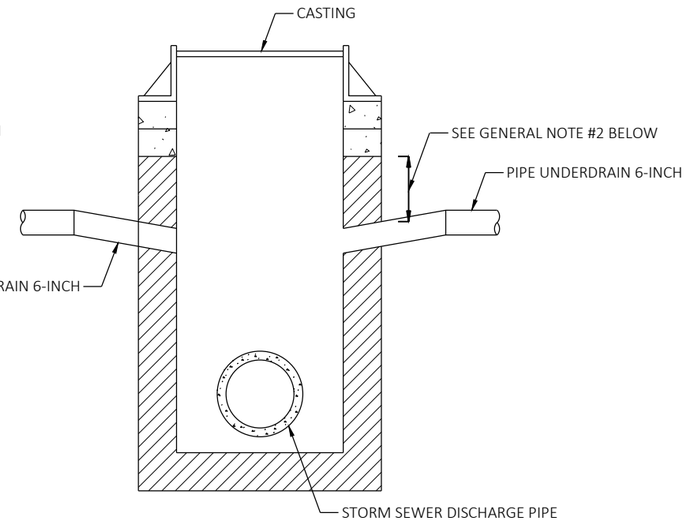
SEE EROSION CONTROL PLAN FOR LOCATIONS



UNDERDRAIN BEHIND CURB AND GUTTER



PLAN VIEW

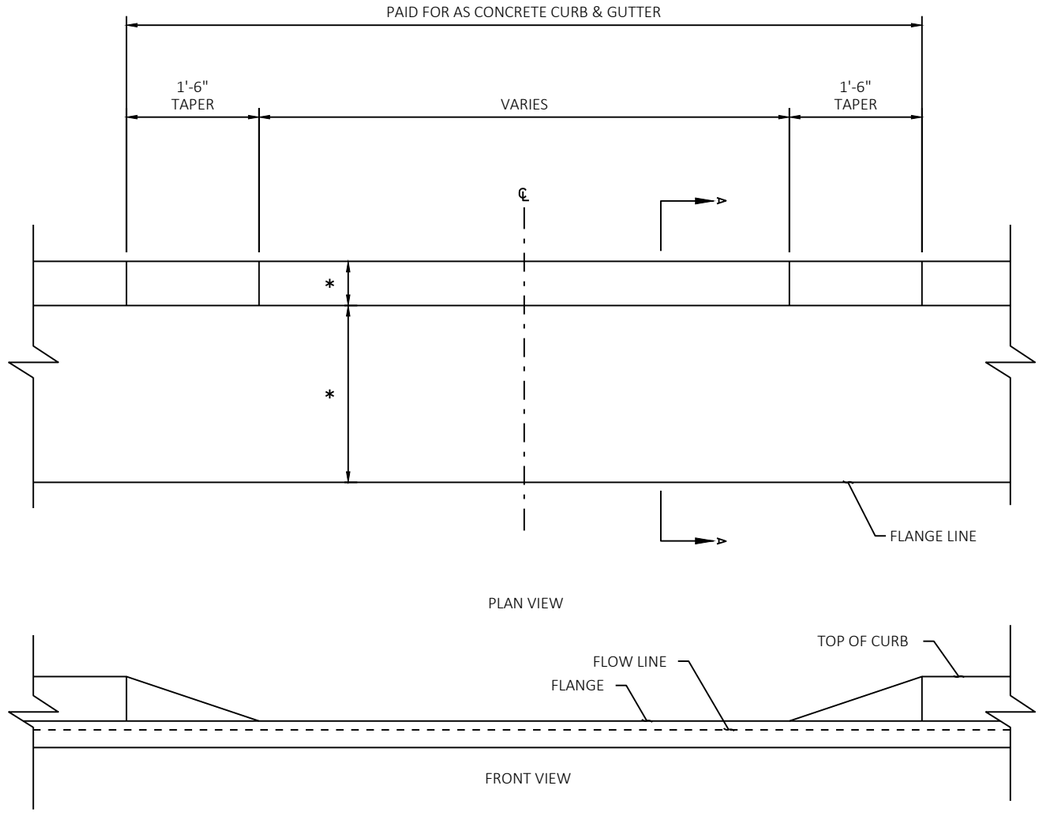


SECTION A-A

UNDERDRAIN OUTFALL AT STORM SEWER STRUCTURE

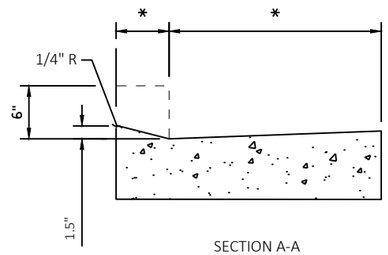
NOTES:

1. PROVIDE UNDERDRAIN OPENINGS TO ACCOMMODATE 6" UNDERDRAIN PIPE. SEE TYPICAL SECTIONS FOR PIPE UNDERDRAIN DEPTH AND LOCATIONS.
2. DRAIN TILES SHALL NOT BE ALLOWED IN THE ADJUSTMENT RING OF THE STRUCTURE OF INLETS OR SEWER ACCESS STRUCTURES
3. CORE HOLES SHALL PROVIDE FOR A MINIMUM OF 2" OF CONCRETE BETWEEN THE CUTOUT FOR A CONCRETE PIPE AND THE EDGE OF THE CORE HOLE.
4. CORE HOLES MAY HAVE 1" CLEARANCE FROM THE INSIDE WALLS OF A STRUCTURE.
5. UNDERDRAIN OUTFALL AT STORM STRUCTURE CONNECTIONS ARE INCIDENTAL TO THE STORM STRUCTURE.



PLAN VIEW

FRONT VIEW

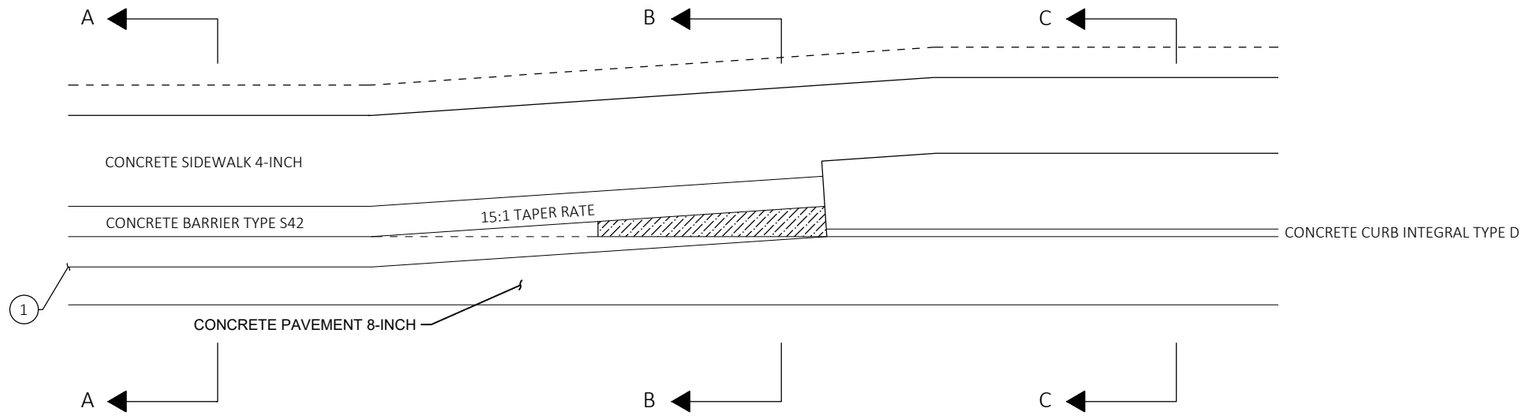


SECTION A-A

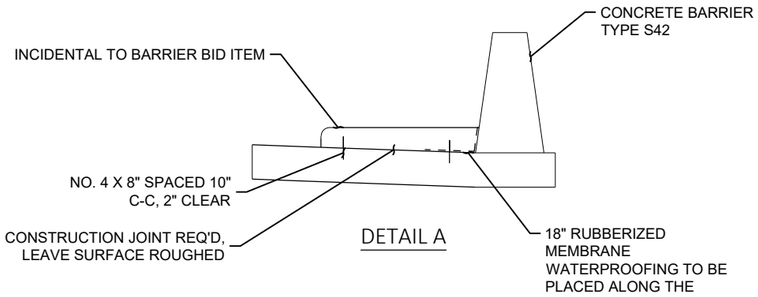
* TYPE AND DIMENSIONS TO MATCH ADJACENT CURB AND GUTTER.

MAINTENANCE OPENING

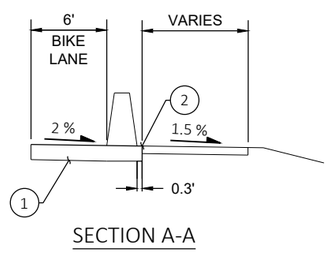
LOCATIONS SHOWN ON CONSTRUCTION DETAIL FOR MAINTENANCE VEHICLE PAD



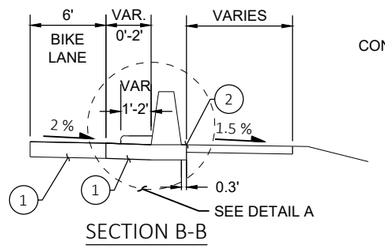
1. IF THE 2' CONCRETE BARRIER PAD FALLS WITHIN THE BIKE LANE, REMOVE THE CONSTRUCTION JOINT SHOWN IN DETAIL "A" OF SDD 14B32-A.
2. 1/2" EXPANSION JOINT FILLER



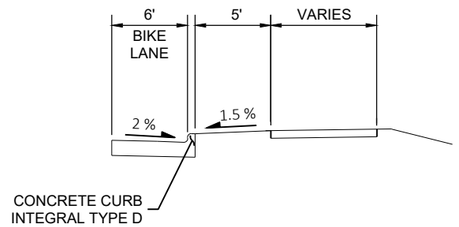
DETAIL A



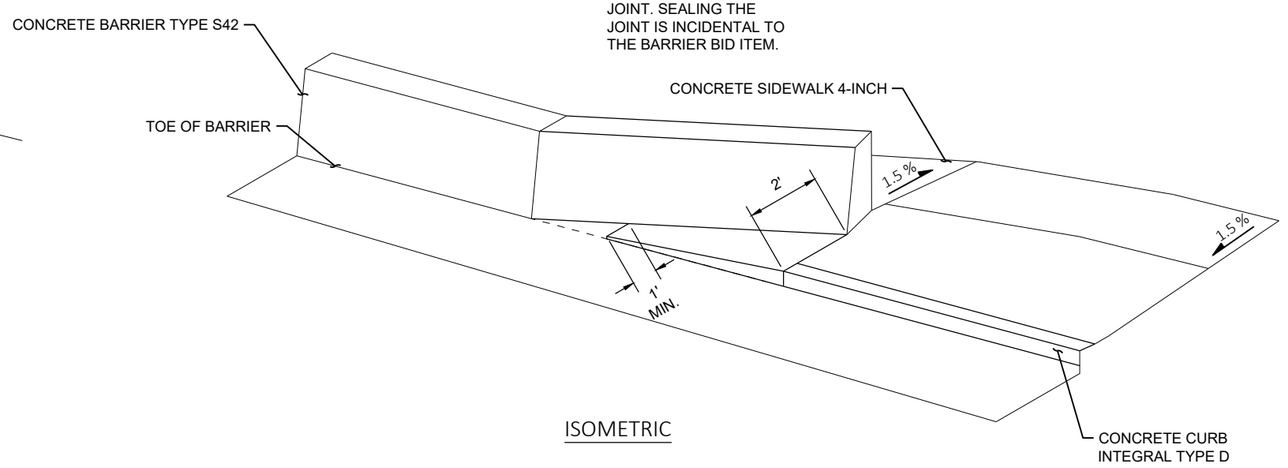
SECTION A-A



SECTION B-B



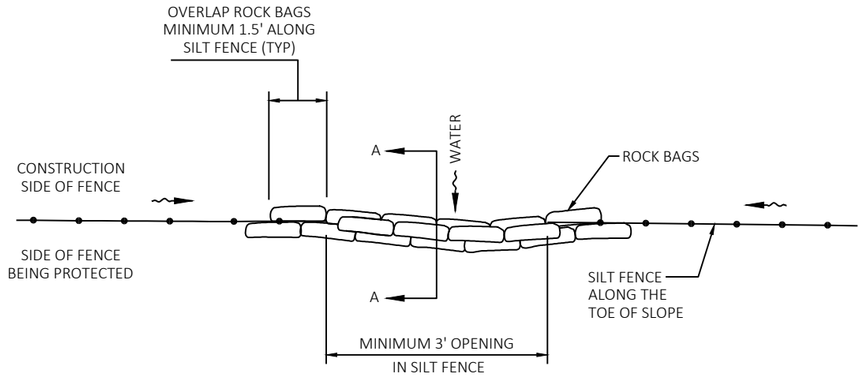
SECTION C-C



ISOMETRIC

BARRIER OFFSET CURB FACE

2



PLAN VIEW

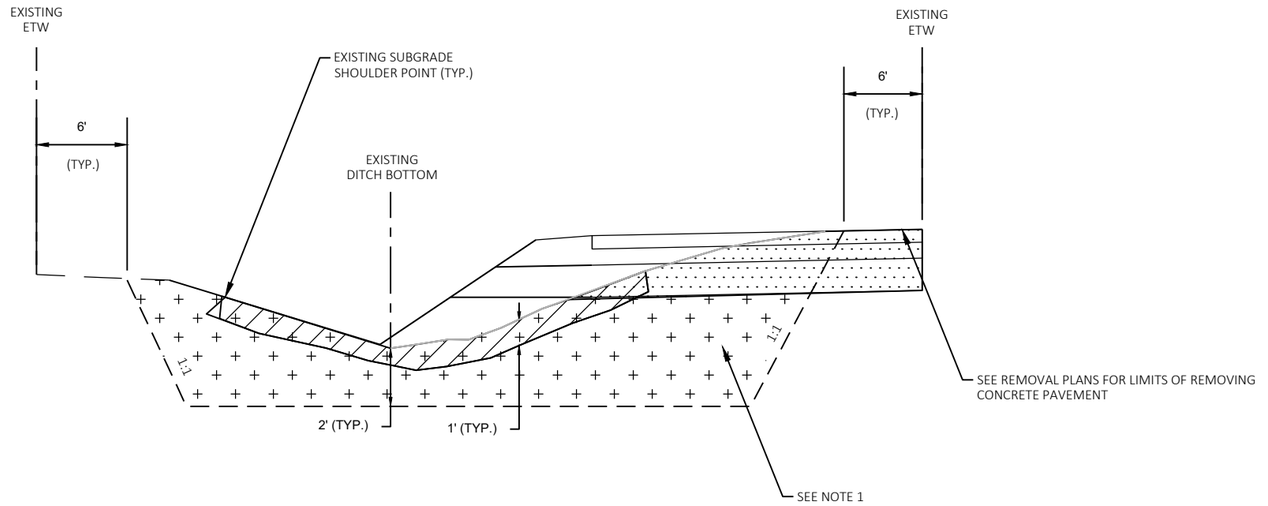


SECTION A-A

SILT FENCE DRAINAGE OUTLET, ROCK BAGS

PROJECT NO: 1130-65-81	HWY: IH 41	COUNTY: OUTAGAMIE	CONSTRUCTION DETAILS	SHEET 21	E

2



EXCAVATION MEASUREMENT DETAIL - MEDIAN

NOT TO SCALE

LEGEND

SALVAGED TOPSOIL

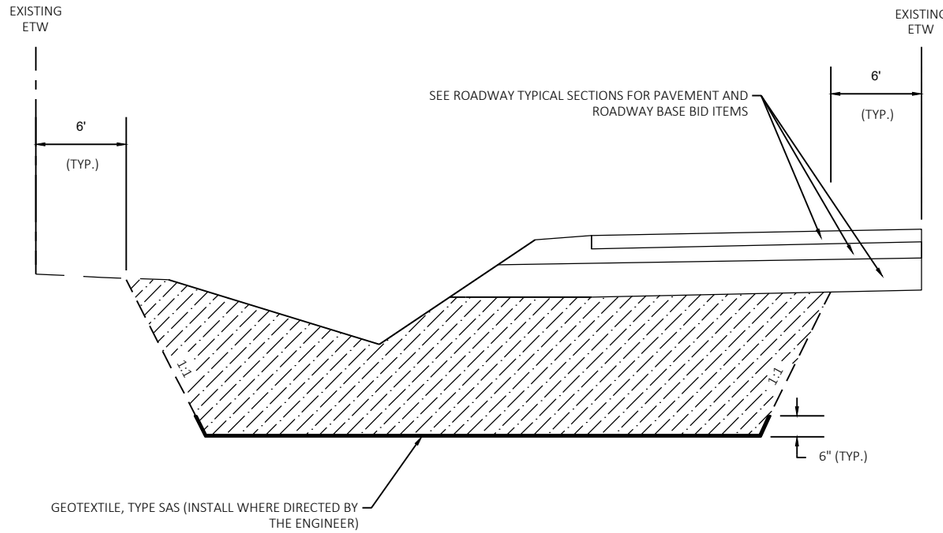
EXCAVATION BELOW SUBGRADE
(PAID FOR AS EXCAVATION COMMON)

CUT (PAID FOR AS EXCAVATION COMMON)

NOTES

1. EXCAVATION BELOW SUBGRADE LIMITS SHOWN IN DETAIL AND IN CROSS SECTIONS ARE ASSUMED, FINAL EXCAVATION BELOW SUBGRADE LIMITS AND QUANTITY SHALL BE FIELD VERIFIED AS DETERMINED BY THE ENGINEER.

2



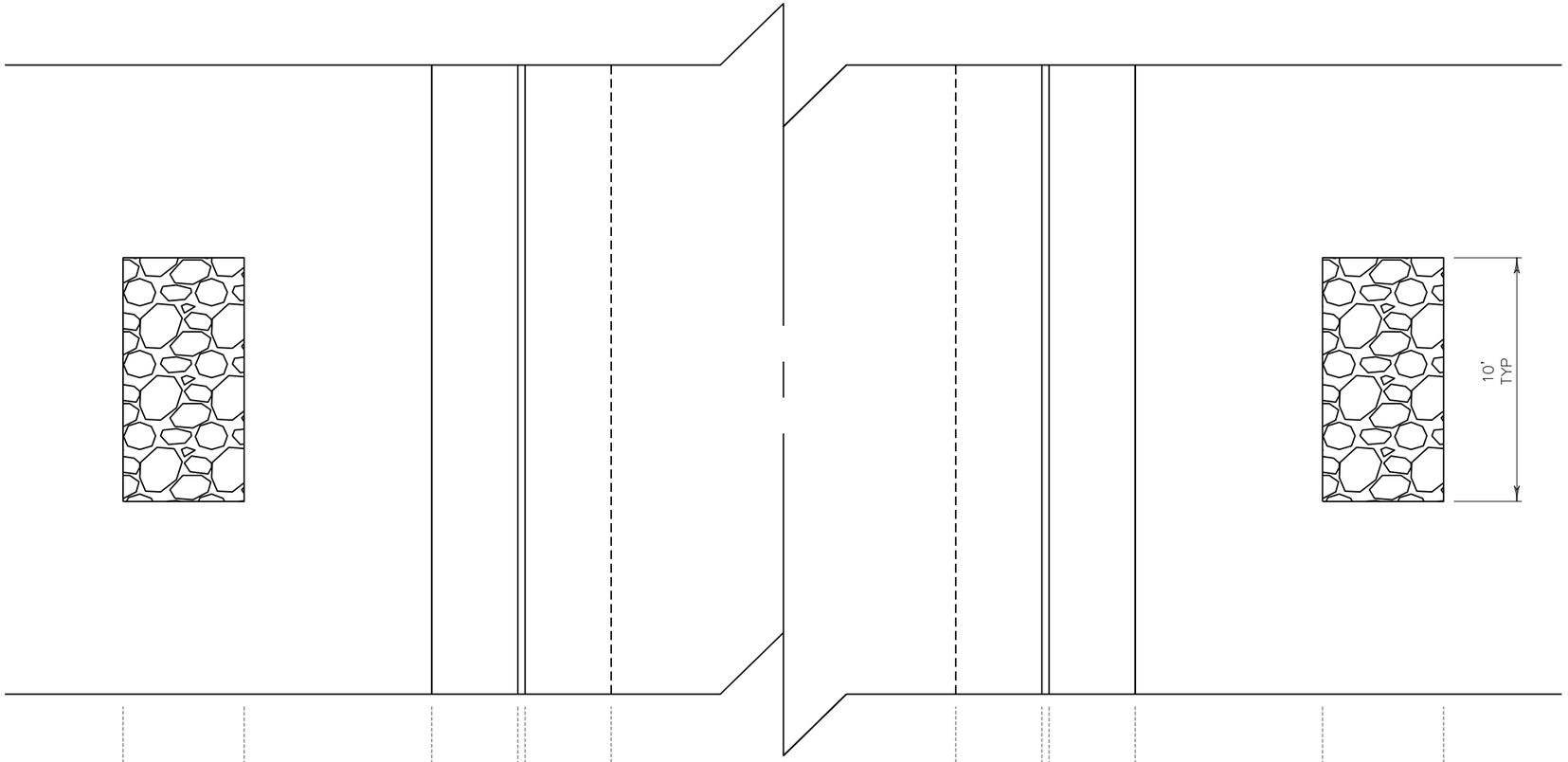
ROADWAY EMBANKMENT DETAIL - MEDIAN

NOT TO SCALE

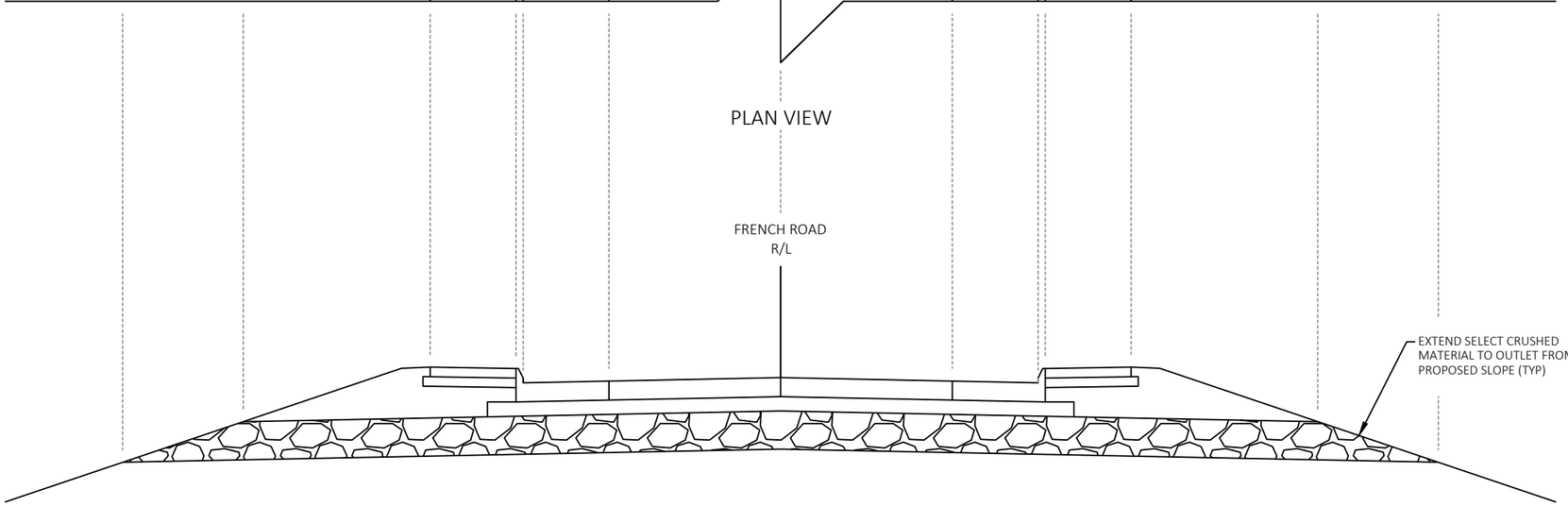
LEGEND

SELECT CRUSHED

2



PLAN VIEW



PROFILE VIEW

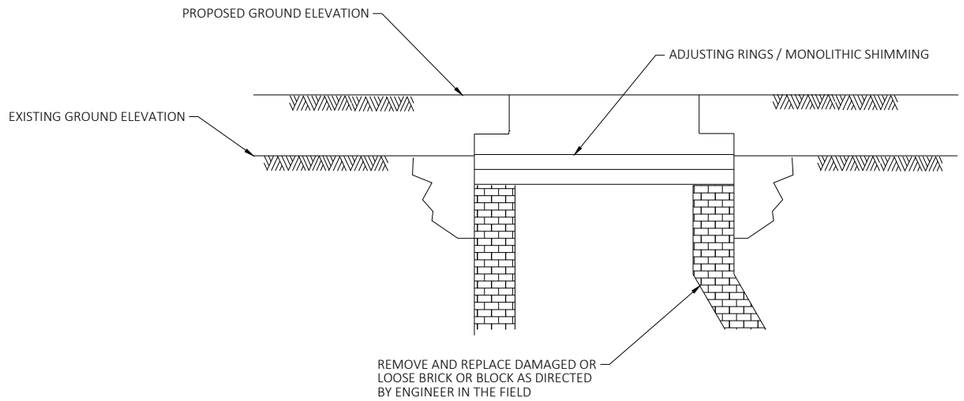
NOTES

DETAILS OE OTHER MATERIALS, DIMENSIONS AND FINISHING REQUIREMENTS SHOWN ELSEWHERE IN PLAN.

LOCATE DRAIN OUTS NEAR STA 107'FN'+10 AND STA 120'FN'+35 OR AS DIRECTED BY THE ENGINEER.

SELECT CRUSHED DRAIN OUT DETAIL

2

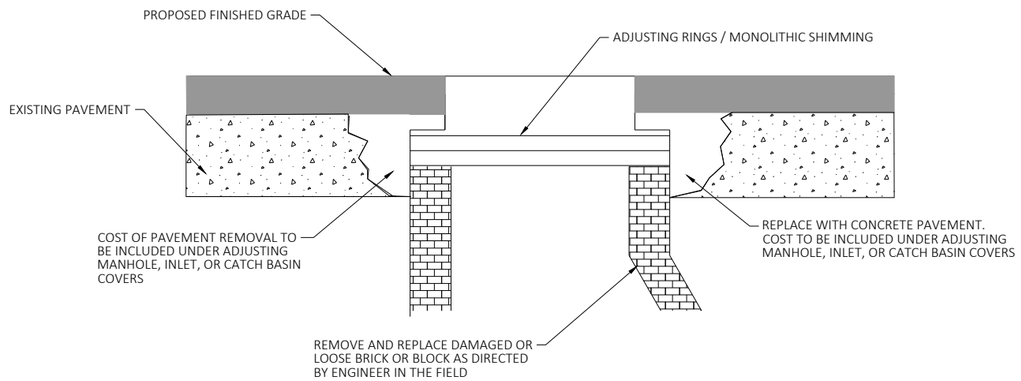


NON-PAVED LOCATION

NOTES

1. IF EXISTING PAVEMENT REMOVAL IS NOT SHOWN IN THE REMOVAL PLANS AND A SAWCUT IS REQUIRED THE SAWCUT IS CONSIDERED INCIDENTAL TO ADJUSTING MANHOLE OR INLET COVERS.

2. ADJUST CHIMNEY WITH PROPER SIZE CONCRETE ADJUSTING RINGS (SIZE OF OPENING OF CONCRETE ADJUSTING RING TO BE DETERMINED BY SIZE OF OPENING IN FRAME) OR MONOLITHIC CONCRETE SHIMMING AND REINSTALL EXISTING FRAME AND LID TO FINISHED GRADE. BACKFILL AND OTHER WORK TO BE DONE IN ACCORDANCE WITH ITEM ADJUSTING INLET COVERS.



PAVED LOCATION

ADJUSTING MANHOLE OR INLET COVERS

2

SLOPE INTERCEPT (TYP.)

908'SB'

IH 41 SB

R/L SB

909'SB'

POST 5
STA 909'SB'+64.65
27.01' RT

END BULLNOSE TERMINAL
BEGIN STEEL THRIE BEAM
STA 910'SB'+02.09
24.16 RT

910'SB'

62.8'

BEGIN GRADING
STA 907'NB'+38.46

ADDITIONAL GRADING FOR BULLNOSE
INCLUDES EBS OF 41 MEDIAN. SEE
CONSTRUCTION DETAILS, TYPICAL SECTIONS,
AND CROSS SECTIONS.

SIGN

POST 1

B-44-0329

MATCHLINE 910'NB'+40

STEEL THRIE BEAM
BULLNOSE TERMINAL
909'NB'+48.91
28.59 LT

15.8'

POST 5
STA 909'NB'+64.90
23.29' LT

STEEL THRIE BEAM

908'NB'

909'NB'

910'NB'

IH 41 NB

R/L NB

END BULLNOSE TERMINAL
BEGIN STEEL THRIE BEAM
STA 910'NB'+02.42
22.22 LT

N

2

SIGN

END BULLNOSE TERMINAL
BEGIN STEEL THRIE BEAM
STA 910'SB'+77.04
21.29 RT

STEEL THRIE BEAM

911'SB'

POST 5
STA 911'SB'+14.49
21.52' RT

R/L SB

912'SB'

SLOPE INTERCEPT (TYP.)

IH 41 SB

913'SB'

N

62.8'

POST 1

MATCHLINE 910'NB'+40

B-44-0329

END GRADING
STA 913'NB'+40.63

POST 5
STA 911'NB'+14.80
25.09' LT

15.8'

STEEL THRIE BEAM
BULLNOSE TERMINAL
911'SB'+30.51
26.50 RT

ADDITIONAL GRADING FOR BULLNOSE
INCLUDES EBS OF 41 MEDIAN. SEE
CONSTRUCTION DETAILS, TYPICAL SECTIONS,
AND CROSS SECTIONS.

911'NB'

912'NB'

913'NB'

END BULLNOSE TERMINAL
BEGIN STEEL THRIE BEAM
STA 910'NB'+77.42
23.02 LT

R/L NB

IH 41 NB

BULLNOSE DETAIL

PROJECT NO: 1130-65-81	HWY: IH 41	COUNTY: OUTAGAMIE	CONSTRUCTION DETAILS	SHEET 26	E

FILE NAME : C:\USERS\DSCHARLA\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306581\SHEETS\11306581-021002-CD.DWG
LAYOUT NAME - 01-NB-01

PLOT DATE : 7/22/2025 3:22 PM PLOT BY : SCHARLAU, DAVE PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 42

2

REMOVALS LEGEND

	CLEARING AND GRUBBING
X	CLEARING AND GRUBBING
	REMOVING ASPHALTIC PAVEMENT
	REMOVING CONCRETE PAVEMENT
	REMOVING CONCRETE SIDEWALK
	REMOVING ASPHALTIC SURFACE MILLING
	SALVAGE FENCE CHAIN LINK 6-FT
XXXXXX	SAWING ASPHALT
	SAWING CONCRETE
	REMOVING FENCE
	REMOVE AND SALVAGE CABLE GUARD
	REMOVING GUARDRAIL/EAT
	REMOVING CURB AND GUTTER
RM 1	REMOVING STORM SEWER
	REMOVING DELINEATORS AND MARKERS
	REMOVING INLET
	REMOVING MANHOLE

NOTE:

ALL REMOVING ASPHALTIC PAVEMENT WILL BE PAID FOR AS EXCAVATION COMMON.

2

N

BEGIN PROJECT
STA 106'FN'+00.00

'FN'+00.00
12.28'LT

'FN'+00.00
12.59'RT

'FN'+60.58
78.29'RT

'FN'+24.52
97.15'RT

'SET'+80.28
17.61'LT

'NB'+31.48
2.42'RT

'SB'+19.59
2.19'LT

'NB'+68.48
1.78'LT

'SB'+56.61
1.32'RT

100'FN'
102'FN'
104'FN'
106'FN'
108'FN'
110'FN'
112'FN'
114

N FRENCH RD

WETLANDS
SLOPE INTERCEPT (TYP)
EXISTING R/W
TLE
PROPOSED R/W
CUT AND REMOVE 25 LF OF EXISTING SMALL PIPE CULVERT
R/L 'SET'
R/L 'FN'
R/L SB
R/L NB
B-44-132 TO BE REMOVED
SALVAGE EXISTING FENCE
NAVIGABLE WATERWAY
MATCHLINE 915'NB'+00
MATCHLINE 114'FN'+00

IH 41 NB
IH 41 SB

915'NB'
914'NB'
910'SB'
914'SB'

8'SET'
220'SET'
225'SET'
235'SET'

PROJECT NO: 1130-65-81	HWY: IH 41	COUNTY: OUTAGAMIE	REMOVAL PLAN	SHEET 28	E

FILE NAME : C:\USERS\DSCHARLA\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306581\SHEETS\11306581-021101-RM.DWG
LAYOUT NAME - 01-FN-01
PLOT DATE : 7/22/2025 2:55 PM
PLOT BY : SCHARLAU, DAVE
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 42

2

2

MATCHLINE 114'FN'+00

PLE

'FN'+67.42
116.02'LT

WETLANDS

EXISTING R/W

EXISTING DISCHARGE PIPE
TO REMAIN IN SERVICE

'FN'+87.61
76.95'LT

'FN'+62.37
43.37'LT

'FN'+17.94
22.31'LT

END PROJECT
STA 124'FN'+18.47

R/L 'FN'

116'FN'

118'FN'

120'FN'

122'FN'

126'FN'

128'FN'

N FRENCH RD

'FN'+90.64
41.88'RT

'FN'+96.39
36.31'RT

'FN'+67.28
41.56'RT

'FN'+67.16
35.91'RT

'FN'+19.07
18.40'RT

END CONSTRUCTION
STA 125'FN'+19
CONCRETE SIDEWALK

SLOPE INTERCEPT (TYP)

EXISTING R/W

PROPOSED R/W

WETLANDS

NAVIGABLE WATERWAY

EVERGREEN DR

N

PROJECT NO: 1130-65-81	HWY: IH 41	COUNTY: OUTAGAMIE	REMOVAL PLAN	SHEET 29	E

2

2

STH 441 SB

STH 441 NB

RAMP SET

208'SET'

210'SET'

'SET'+21.30
2.00'RT

'SET'+21.30
22.58'RT

'SET'+85.46
26.14'LT

'SET'+77.18
124.04'RT

SLOPE INTERCEPT (TYP)

EXISTING R/W

WETLANDS

R/L 'SET'

MATCHLINE 219'CC'+00

900'NB'

N

PROJECT NO: 1130-65-81	HWY: IH 41	COUNTY: OUTAGAMIE	REMOVAL PLAN	SHEET 30	E

FILE NAME : C:\USERS\DSCHARLA\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306581\SHEETS\11306581-021101-RM.DWG
LAYOUT NAME - 02-SET-01

PLOT DATE : 7/22/2025 2:56 PM PLOT BY : SCHARLAU, DAVE PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

2

N

EXISTING R/W

904'NB'

906'SB'

906'NB'

'SB'+56.61
1.32'RT

908'SB'

908'NB'

'NB'+68.48
1.78'LT

R/L SB

R/L NB

910'SB'

910'NB'

912'SB'

912'NB'

IH 41 SB

IH 41 NB

N FRENCH RD

L12'EN'

'SET'+64.20
31.01'LT

'SET'+80.28
17.61'LT

'SB'+19.59
2.19'LT

'NB'+31.48
2.42'RT

914'SB'

914'NB'

916'SB'

916'NB'

918'SB'

918'NB'

232'SET'

'SET'+76.20
0.00'

'SET'+76.67
19.13'RT

230'SET'

228'SET'

226'SET'

224'SET'

222'SET'

220'SET'

RAMP SE

RAMP SET

R/L 'SET'

R/L 'FN'

PROPOSED R/W

EXISTING R/W

TLE

WETLAND

NAVIGABLE WATERWAY

WETLANDS

SALVAGE EXISTING FENCE

SLOPE INTERCEPT (TYP)

MATCHLINE 219'SET'+00

MATCHLINE 233'CC'+00

INL

INL DOCK

SIGN

POST

WELL

FO

OHL

TLE

PROJECT NO: 1130-65-81	HWY: IH 41	COUNTY: OUTAGAMIE	REMOVAL PLAN	SHEET 31	E

FILE NAME : C:\USERS\DSCHARLA\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306581\SHEETS\11306581-021101-RM.DWG
LAYOUT NAME - 02-SET-02

PLOT DATE : 7/22/2025 2:57 PM PLOT BY : SCHARLAU, DAVE PLOT NAME : PLOT SCALE : 1 IN:100 FT

2

2

N

MATCHLINE 233'SET'+00

TLE

RIPRAP

SIGN

POST

E

TLE

PROPOSED R/W

NAVIGABLE WATERWAY

WETLAND

'SB'+37.49
78.98'LT

EXISTING R/W

FO

OH

R/L SB

920'SB' IH 41 SB 922'SB' 924'SB' 926'SB' 928'SB' 930'SB' 932'SB' 934'SB'

MP

R/L SET

920'NB' 922'NB' 924'NB' 926'NB' 928'NB' 930'NB' 932'NB' 934'NB'

234'SET' IH 41 NB 236'SET' 238'SET' 240'SET' 242'SET' 244'SET'

'SET'+10.71
0.00'

RAMP SET

R/L NB

IP

'SET'+50.91
62.06'RT

EXISTING R/W

PROPOSED R/W

WETLAND

SLOPE INTERCEPT (TYP)

WELL

PROJECT NO: 1130-65-81	HWY: IH 41	COUNTY: OUTAGAMIE	REMOVAL PLAN	SHEET 32	E

FILE NAME : C:\USERS\DSCHARLA\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306581\SHEETS\11306581-021101-RM.DWG
LAYOUT NAME - 02-SET-03

PLOT DATE : 7/22/2025 2:57 PM PLOT BY : SCHARLAU, DAVE PLOT NAME : PLOT SCALE : 1 IN:100 FT

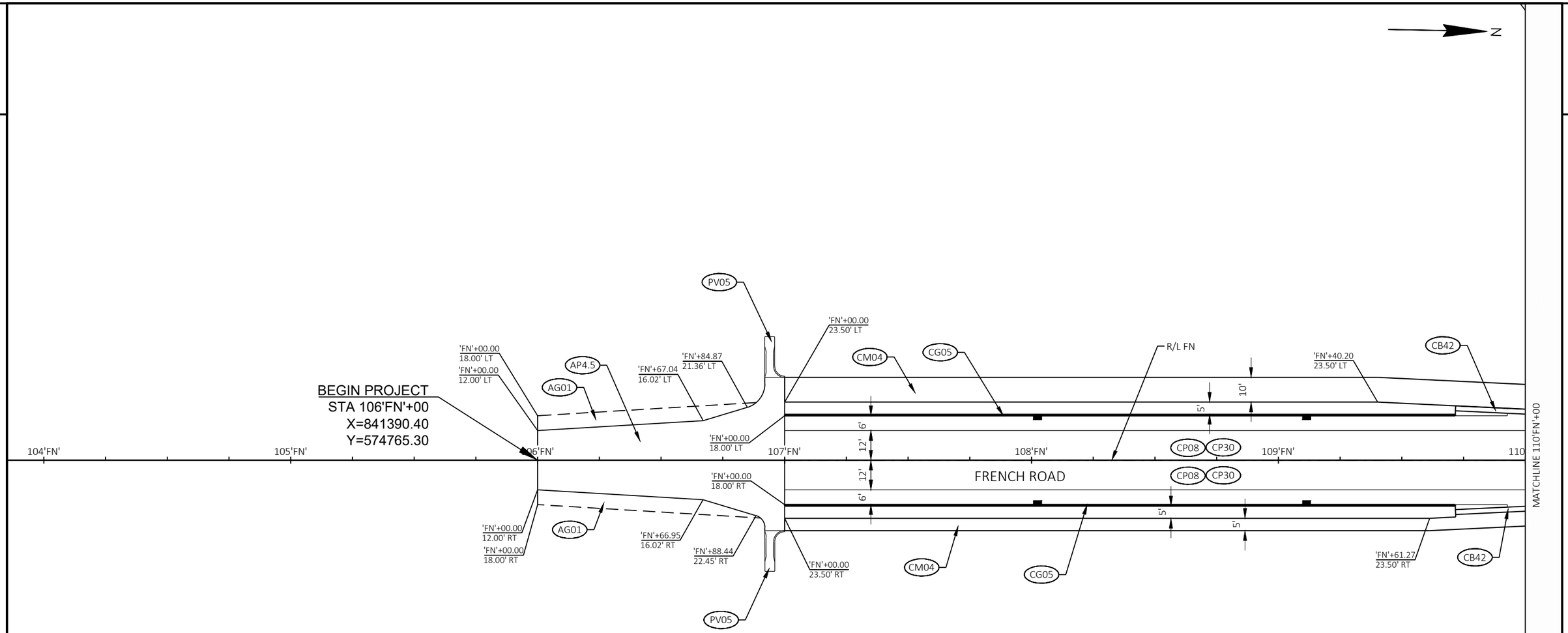
WISDOT/CADDS SHEET 42

LEGEND

- AG01 BASE AGGREGATE DENSE 3/4-INCH
- AP3.5 HMA PAVEMENT 3 1/2-INCH
- AP4.5 HMA PAVEMENT 4 1/2-INCH
- AP84 5-INCH ASPHALTIC SURFACE
- BG09 STEEL THRIE BEAM BULLNOSE TERMINAL
- BG10 STEEL THRIE BEAM
- CB42 CONCRETE BARRIER TYPE S42
- CG05 CONCRETE CURB INTEGRAL TYPE D
- CG14 CONCRETE CURB & GUTTER 30-INCH TYPE A
- CM04 CONCRETE SIDEWALK 4-INCH
- CM06 CONCRETE SIDEWALK 6-INCH
- CM12 CONCRETE MEDIAN SLOPED NOSE TYPE 1
- CP01 COLORING CONCRETE WISDOT RED
- CP02 STAMPING COLORED CONCRETE
- CP08 CONCRETE PAVEMENT 8-INCH
- CP09 CONCRETE PAVEMENT 9-INCH
- CP30 CONCRETE PAVEMENT JOINT FILLING
- DR06 CONCRETE DRIVEWAY 6-INCH
- DR20 ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
- PV01 CONCRETE PAVEMENT APPROACH SLAB
- PV05 ASPHALTIC FLUME

NOTES: * DENOTES LOCATION OF DEPRESSED CURB HEAD

2



PROJECT NO: 1130-65-81	HWY: IH 41	COUNTY: OUTAGAMIE	PLAN DETAILS	SHEET 34	E

FILE NAME : C:\USERS\DSCHARLA\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306581\SHEETS\11306581-021201-PD.DWG
LAYOUT NAME - 01-FN-01
PLOT DATE : 7/17/2025 8:38 PM PLOT BY : SCHARLAU, DAVE PLOT NAME : PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

MATCHLINE 221'SET'+50

222'SET'

223'SET'

RAMP SE

R/L NB

R/L SB

CONSTRUCTED UNDER PROJ ID 1130-65-72

N

IH 41 NB

IH 41 SB

909'NB'

909'SB'

910'NB'

910'SB'

BG09

BG10

BG10

CP08 CP30

CM04

CB42

'FN'+13.86
19.45' LT

'FN'+23.98
18.00' LT

'FN'+33.82
18.00' LT

'FN'+43.95
18.00' LT

CB42

CM04

CG05

'FN'+17.61
23.50' LT

'FN'+54.52
12.00' LT

10'

5'

6'

FRENCH ROAD

12'

CP08 CP30

15'

MATCHLINE 110'FN'+00

110'FN'

111'FN'

112'FN'

113'FN'

114'FN'

115'FN'

116

MATCHLINE 116'FN'+00

PV01

PV01

'FN'+54.52
12.00' RT

'FN'+23.98
18.00' RT

'FN'+13.86
19.45' RT

'FN'+43.98
18.00' RT

'FN'+33.95
18.00' RT

'FN'+96.54
23.50' RT

CB42

CM04

CP08 CP30

CB42

CM04

CG05

224'SET'

RAMP SET

225'SET'

R/L FN

B-44-0329

911'NB'

911'SB'

912'NB'

912'SB'

BG09

PROJECT NO: 1130-65-81	HWY: IH 41	COUNTY: OUTAGAMIE	PLAN DETAILS	SHEET 35	E

FILE NAME : C:\USERS\DSCHARLA\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306581\SHEETS\11306581-021201-PD.DWG
LAYOUT NAME - 01-FN-02

PLOT DATE : 7/17/2025 8:38 PM PLOT BY : SCHARLAU, DAVE PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

N

MATCHLINE 116'FN'+00

MATCHLINE 122'FN'+00

116'FN'

117'FN'

118'FN'

119'FN'

120'FN'

121'FN'

122

FRENCH ROAD

R/L FN

CM04

CG05

CP08

CP30

DR06

DR20

CM06

CG05*

10'

5'

6'

12'

12'

6'

5'

5'

26'

30'

'FN'+88.98
23.50' LT

'FN'+88.87
18.00' LT

'FN'+89.01
12.00' LT

'FN'+45.36
1.24' LT

'FN'+45.34
0.76' RT

'FN'+89.06
12.00' RT

'FN'+89.02
18.00' RT

'FN'+88.97
23.50' RT

'FN'+62.42
19.49'RT

'FN'+65.57
24.54'RT

'FN'+65.37
41.54' RT

'FN'+94.92
19.93' RT

'FN'+91.57
24.89' RT

'FN'+91.37
41.89' RT

'FN'+65.02
20.91' RT

'FN'+68.10
25.93' RT

'FN'+67.96
35.93' RT

'FN'+98.10
26.33' RT

'FN'+97.96
36.33' RT

PROJECT NO: 1130-65-81	HWY: IH 41	COUNTY: OUTAGAMIE	PLAN DETAILS	SHEET 36	E

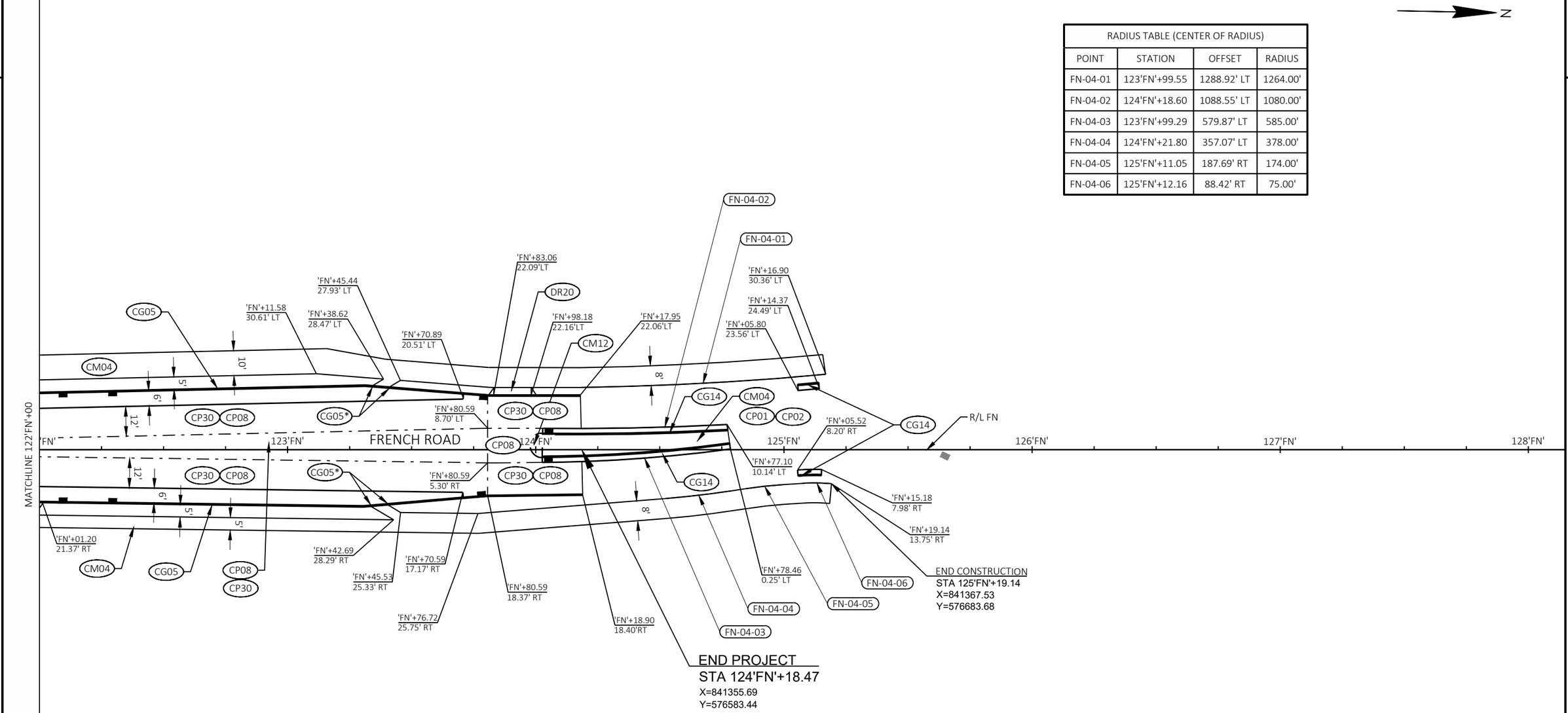
FILE NAME : C:\USERS\DSCHARLA\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306581\SHEETS\11306581-021201-PD.DWG
LAYOUT NAME - 01-FN-03

PLOT DATE : 7/17/2025 8:38 PM PLOT BY : SCHARLAU, DAVE PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

RADIUS TABLE (CENTER OF RADIUS)			
POINT	STATION	OFFSET	RADIUS
FN-04-01	123'FN'+99.55	1288.92' LT	1264.00'
FN-04-02	124'FN'+18.60	1088.55' LT	1080.00'
FN-04-03	123'FN'+99.29	579.87' LT	585.00'
FN-04-04	124'FN'+21.80	357.07' LT	378.00'
FN-04-05	125'FN'+11.05	187.69' RT	174.00'
FN-04-06	125'FN'+12.16	88.42' RT	75.00'



PROJECT NO: 1130-65-81	HWY: IH 41	COUNTY: OUTAGAMIE	PLAN DETAILS	SHEET 37	E

2

N

207'SET'

208'SET'

209'SET'

'SET'+21.30
2.00' RT

210'SET'

'SET'+34.58
5.49' LT

211'SET'

R/L SET

212'SET'

'SET'+85.10
26.10' LT

213'

MATCHLINE 213'SET'+00

AP84

RAMP SET

15'

5'

3'

'SET'+21.30
13.73' RT

'SET'+21.30
22.58' RT

'SET'+68.36
20.00' RT

AP84

AP84

AG01

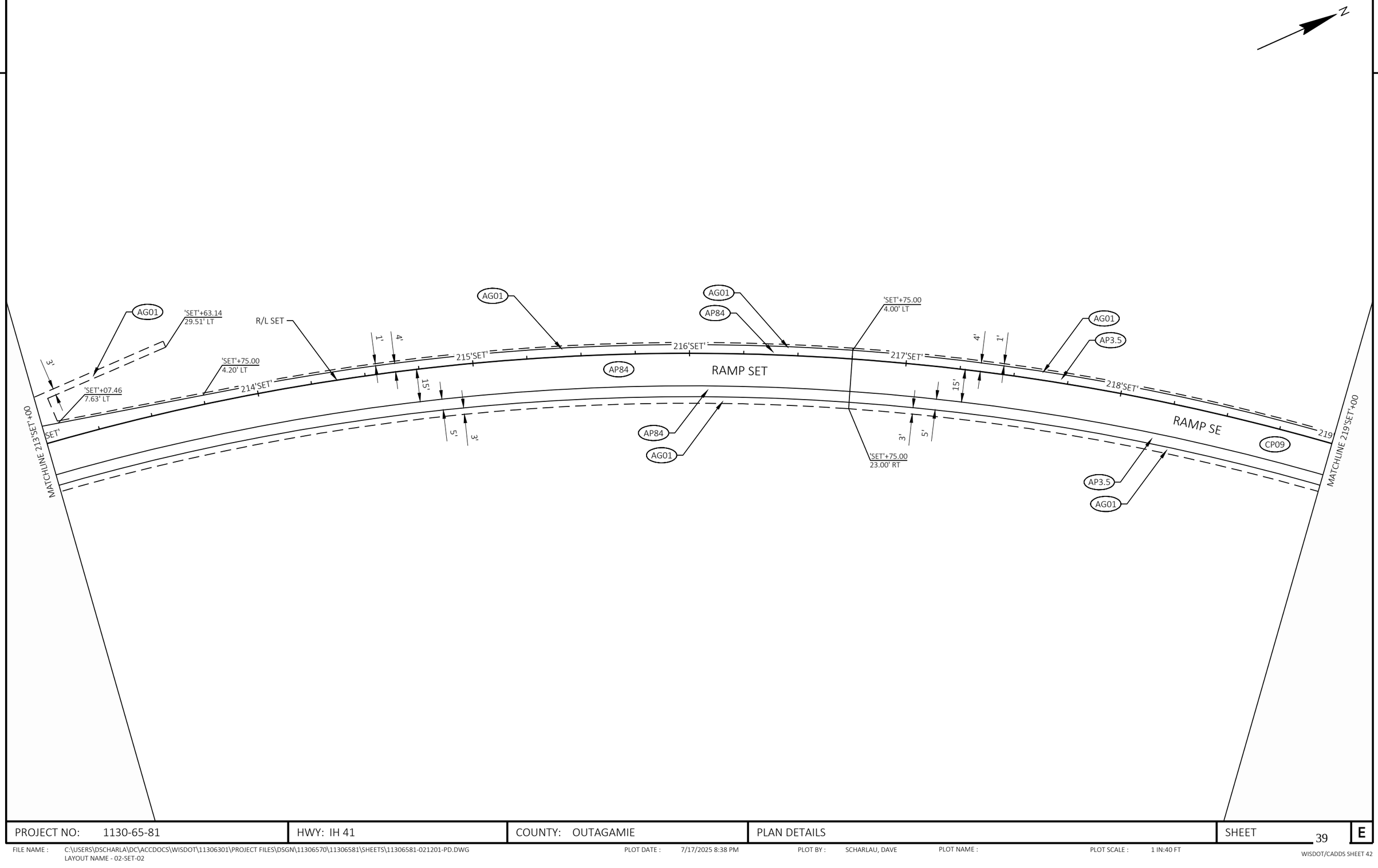
PROJECT NO: 1130-65-81	HWY: IH 41	COUNTY: OUTAGAMIE	PLAN DETAILS	SHEET 38	E

FILE NAME : C:\USERS\DSCHARLA\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306581\SHEETS\11306581-021201-PD.DWG
LAYOUT NAME - 02-SET-01

PLOT DATE : 7/17/2025 8:38 PM PLOT BY : SCHARLAU, DAVE PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2



PROJECT NO: 1130-65-81	HWY: IH 41	COUNTY: OUTAGAMIE	PLAN DETAILS	SHEET 39	E

2

N

R/L NB

910'NB'

911'NB'

R/L SB

113'FN'

112'FN'

111'FN'

110'FN'

109'FN'

FRENCH ROAD

R/L FN

R/L SET

AG01

AP3.5

220'SET'

221'SET'

222'SET'

223'SET'

224'SET'

225

4'

1'

15'

3'

5'

CP09

RAMP SE

RAMP SET

AP84

'SET'+75.00
4.00' LT

'SET'+75.00
23.00' RT

MATCHLINE 219'SET'+00

MATCHLINE 225'SET'+00

PROJECT NO: 1130-65-81	HWY: IH 41	COUNTY: OUTAGAMIE	PLAN DETAILS	SHEET 40	E

2

2

N

CONSTRUCTED UNDER PROJ ID 1130-65-72

IH 41 SB

912'SB'

913'SB'

914'SB'

915'SB'

R/L SB

916'SB'

917'SB'

912'NB'

913'NB'

914'NB'

CONSTRUCTED UNDER PROJ ID 1130-65-72

R/L NB

915'NB'

916'NB'

917'NB'

IH 41 NB

'SET'+30.00
16.21' LT

'SET'+63.80
30.98' LT

'SET'+78.86
8.07' LT

'SET'+80.31
17.61' LT

'SET'+30.00
3.00' LT

AG01

R/L SET

AP84

226'SET'

227'SET'

228'SET'

229'SET'

'SET'+76.20
0.00'

230'SET'

231

RAMP SET

AP84

1'

4'

15'

5'

3'

MATCHLINE 225'SET'+00

'SET'+82.72
20.00' RT

'SET'+19.80
15.00' RT

'SET'+13.22
24.81' RT

'SET'+76.51
14.90' RT

'SET'+76.59
19.21' RT

1'

MATCHLINE 231'SET'+00

AP84

AG01

PROJECT NO: 1130-65-81	HWY: IH 41	COUNTY: OUTAGAMIE	PLAN DETAILS	SHEET 41	E

2

N

CONSTRUCTED UNDER PROJ ID 1130-65-72/73

IH 41 SB

R/L SB

918'SB' 919'SB' 920'SB' 921'SB' 922'SB' 923'SB'

CONSTRUCTED UNDER PROJ ID 1130-65-72/73

IH 41 NB

R/L NB

918'NB' 919'NB' 920'NB' 921'NB' 922'NB' 923'NB'

MATCHLINE 231'SET'+00

R/L SET

'SET'+77.21
0.09' RT

SET' 232'SET' 233'SET' 234'SET' 235'SET' 236'SET' 237'

MATCHLINE 237'SET'+00

RAMP SET

AP84

1'

'SET'+41.41
27.62' RT

AG01

PROJECT NO: 1130-65-81	HWY: IH 41	COUNTY: OUTAGAMIE	PLAN DETAILS	SHEET 42	E

FILE NAME : C:\USERS\DSCHARLA\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306581\SHEETS\11306581-021201-PD.DWG
LAYOUT NAME - 02-SET-05
PLOT DATE : 7/17/2025 8:38 PM PLOT BY : SCHARLAU, DAVE PLOT NAME : PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

2

N

CONSTRUCTED UNDER PROJ ID 1130-65-73

IH 41 SB

R/L SB

924'SB' 925'SB' 926'SB' 927'SB' 928'SB' 929'SB'

CONSTRUCTED UNDER PROJ ID 1130-65-73

IH 41 NB

R/L NB

924'NB' 925'NB' 926'NB' 927'NB' 928'NB' 929'NB'

MATCHLINE 237'SET'+00

'SET'+10.72
0.00'

R/L SET

SET' 238'SET' 239'SET' 240'SET' 241'SET' 242'SET' 243'SET'

RAMP SET

AP84

15'

1'

'SET'+32.57
15.43' RT

AG01

PROJECT NO: 1130-65-81	HWY: IH 41	COUNTY: OUTAGAMIE	PLAN DETAILS	SHEET 43	E

FILE NAME : C:\USERS\DSCHARLA\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306581\SHEETS\11306581-021201-PD.DWG
LAYOUT NAME - 02-SET-06

PLOT DATE : 7/17/2025 8:38 PM PLOT BY : SCHARLAU, DAVE PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

N

BEGIN PROJECT
STA 106'FN'+00
X=841390.40
Y=574765.30

FRENCH ROAD

R/L FN

MATCHLINE 110'FN'+15

	104'FN'	105'FN'	106'FN'	107'FN'	108'FN'	109'FN'
			744.34	746.00	747.16	747.88	748.67	749.51	750.42	751.38	752.38	753.38	754.42	755.49	756.34
			744.81	746.15	747.31	748.03	748.82	749.66	750.57	751.53	752.54	753.53	754.57	755.64	756.49
			745.28	746.47	747.13	747.85	748.64	749.48	750.39	751.35	752.35	753.35	754.35	755.35	756.35
			745.75												
			744.58	745.08	745.59	746.12	746.71	747.37	748.09	748.88	749.72	750.63	751.60	752.60	753.60	754.60	755.60	756.59
			744.34	744.81	745.28	745.75	746.47	747.13	747.85	748.64	749.48	750.39	751.36	752.36	753.36	754.36	755.36	756.35
							746.56	747.71	748.43	749.22	750.06	750.97	751.94	752.94	753.94	754.88	755.77	756.55
							746.63	747.79	748.51	749.29	750.13	751.04	752.01	753.01	754.01	754.96	755.84	756.46

NOTES

1. ELEVATIONS ADJACENT TO CONCRETE BARRIER ARE SHOWN AT THE JOINT 2-FT IN FRONT OF BARRIER FACE WHERE JOINT IS REQUIRED. IN LOCATIONS WHERE JOINT IS OMITTED, ELEVATIONS ARE SHOWN AT THE FRONT FACE OF THE SINGLE SLOPE BARRIER.
2. PAVING GRADES ARE SHOWN AT 25' INTERVALS ON CONCRETE PAVEMENT AND ASPHALT PAVEMENT UNLESS NOTED OTHERWISE.
3. EXISTING ELEVATIONS SHOWN AT MATCH POINTS OR SAWCUT LINES ARE BASED ON FIELD SURVEY AND SHALL BE VERIFIED PRIOR TO CONSTRUCTION. NOTIFY ENGINEER IF DISCREPANCIES ARE IDENTIFIES.

2

N

CONSTRUCTED UNDER PROJ ID 1130-65-72

R/L SET

222'SET'

223'SET'

RAMP SE

IH 41 NB

IH 41 SB

909'NB'

909'SB'

910'NB'

910'SB'

FRENCH ROAD

MATCHLINE 110'FN'+15

MATCHLINE 116'FN'+15

110'FN'

111'FN'

112'FN'

113'FN'

114'FN'

115'FN'

757.00
757.15
757.28
757.52
757.28
757.15
757.06
758.07
757.59
758.31
757.83
758.07
757.59

757.72
757.87
758.01
758.25
758.25
758.49
758.01
758.25
757.87
757.78
757.44
757.59
757.99
758.23
757.99
757.66
757.56
757.26
757.41
757.59
757.83
757.59
757.78
757.85
756.82
756.97
757.19
757.43
757.19
757.38
757.45
756.42
756.57
756.79
757.03
756.79
756.98
757.05
756.02
756.17
755.99
756.23
755.99
756.58
756.65

224'SET'

225'SET'

RAMP SET

R/L FN

R/L NB

R/L SB

B-44-0329

911'NB'

911'SB'

912'NB'

912'SB'

NOTES

1. ELEVATIONS ADJACENT TO CONCRETE BARRIER ARE SHOWN AT THE JOINT 2-FT IN FRONT OF BARRIER FACE WHERE JOINT IS REQUIRED. IN LOCATIONS WHERE JOINT IS OMITTED, ELEVATIONS ARE SHOWN AT THE FRONT FACE OF THE SINGLE SLOPE BARRIER.
2. PAVING GRADES ARE SHOWN AT 25' INTERVALS ON CONCRETE PAVEMENT AND ASPHALT PAVEMENT UNLESS NOTED OTHERWISE.
3. EXISTING ELEVATIONS SHOWN AT MATCH POINTS OR SAWCUT LINES ARE BASED ON FIELD SURVEY AND SHALL BE VERIFIED PRIOR TO CONSTRUCTION. NOTIFY ENGINEER IF DISCREPANCIES ARE IDENTIFIES.

PROJECT NO: 1130-65-81	HWY: IH-41	COUNTY: OUTAGAMIE	PAVING GRADES	SHEET 45	E

FILE NAME : C:\USERS\DSCHARLA\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306581\SHEETS\11306581-021202-PG.DWG
LAYOUT NAME - 01-FN-02
PLOT DATE : 7/17/2025 8:38 PM
PLOT BY : SCHARLAU, DAVE
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

N

MATCHLINE 116'FN'+15

MATCHLINE 122'FN'+15

FRENCH ROAD

R/L FN

116'FN'	117'FN'	118'FN'	119'FN'	120'FN'	121'FN'
755.62	753.62	751.74	749.80	747.43	745.74
755.77	753.77	751.89	749.95	747.58	745.89
755.59	753.59	751.71	749.77	747.40	745.71
755.83	753.83	751.95	750.01	747.64	745.97
755.59	753.59	751.71	749.77	747.40	745.72
756.18	754.18	752.19	750.25	747.88	746.20
756.25	754.25	752.26	750.33	747.96	746.27

744.90	744.10	743.32	742.59	741.88	741.21
745.05	744.31	743.47	742.74	742.03	741.36
744.88	744.07	743.30	742.56	741.86	741.19
745.14	744.19	743.58	742.86	742.11	741.45
744.88	744.08	743.31	742.58	741.88	741.21
745.36	744.37	743.60	743.06	742.36	741.39
745.44	744.45	743.68	743.13	742.43	741.47

744.34 744.15 743.53 742.16 742.09 741.42

742.80 741.50

742.48

743.73 743.80

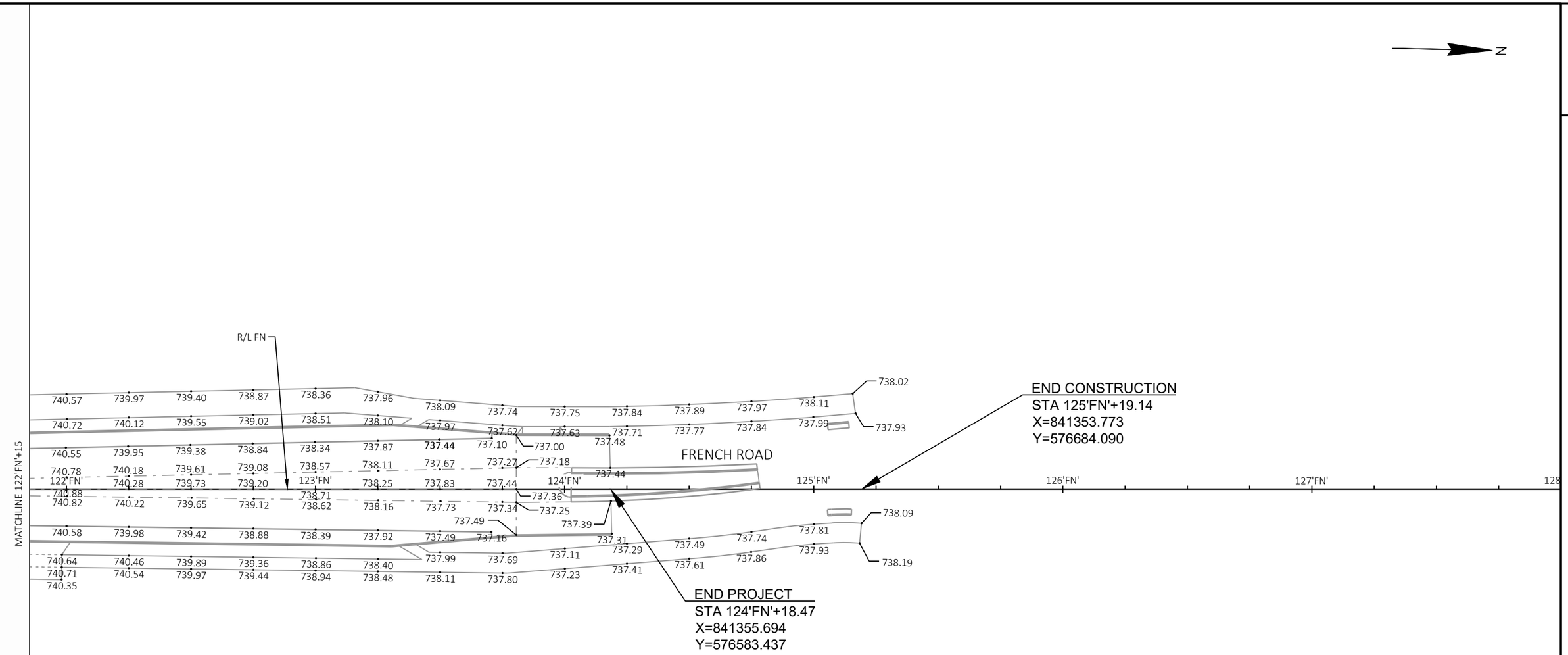
740.94

743.48 743.74

NOTES

1. ELEVATIONS ADJACENT TO CONCRETE BARRIER ARE SHOWN AT THE JOINT 2-FT IN FRONT OF BARRIER FACE WHERE JOINT IS REQUIRED.
   IN LOCATIONS WHERE JOINT IS OMITTED, ELEVATIONS ARE SHOWN AT THE FRONT FACE OF THE SINGLE SLOPE BARRIER.
2. PAVING GRADES ARE SHOWN AT 25' INTERVALS ON CONCRETE PAVEMENT AND ASPHALT PAVEMENT UNLESS NOTED OTHERWISE.
3. EXISTING ELEVATIONS SHOWN AT MATCH POINTS OR SAWCUT LINES ARE BASED ON FIELD SURVEY AND SHALL BE VERIFIED PRIOR TO CONSTRUCTION. NOTIFY ENGINEER IF DISCREPANCIES ARE IDENTIFIES.

2



NOTES

1. ELEVATIONS ADJACENT TO CONCRETE BARRIER ARE SHOWN AT THE JOINT 2-FT IN FRONT OF BARRIER FACE WHERE JOINT IS REQUIRED.
   IN LOCATIONS WHERE JOINT IS OMITTED, ELEVATIONS ARE SHOWN AT THE FRONT FACE OF THE SINGLE SLOPE BARRIER.
2. PAVING GRADES ARE SHOWN AT 25' INTERVALS ON CONCRETE PAVEMENT AND ASPHALT PAVEMENT UNLESS NOTED OTHERWISE.
3. EXISTING ELEVATIONS SHOWN AT MATCH POINTS OR SAWCUT LINES ARE BASED ON FIELD SURVEY AND SHALL BE VERIFIED PRIOR TO CONSTRUCTION. NOTIFY ENGINEER IF DISCREPANCIES ARE IDENTIFIES.

2

N

2

SET'

208'SET'

209'SET'

750.68

750.74

751.07

751.47

751.46

751.89

210'SET'

751.87

752.27

752.35

752.68

752.75

753.06

753.16

753.41

753.58

211'SET'

753.72

753.96

753.99

754.23

754.35

754.42

754.58

754.70

754.71

754.79

755.09

755.41

755.46

755.75

756.22

756.39

756.49

213'SET'

754.84

R/L SET

RAMP SET

750.45

750.51

750.80

751.16

751.57

751.97

752.38

752.76

753.11

753.42

753.69

753.93

754.07

754.09

754.06

754.00

753.94

MATCHLINE 213'SET'+15

PROJECT NO: 1130-65-81	HWY: IH-41	COUNTY: OUTAGAMIE	PAVING GRADES	SHEET 48	E

FILE NAME : C:\USERS\DSCHARLA\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306581\SHEETS\11306581-021202-PG.DWG
LAYOUT NAME - 02-SET-01

PLOT DATE : 7/17/2025 8:38 PM PLOT BY : SCHARLAU, DAVE PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

2

N

R/L SET

MATCHLINE 213'SET'+15

214'SET'
754.85
754.82
754.74
754.62
754.44
754.21
753.92
753.58
753.19
752.75
752.25
751.70
751.10
750.44
749.74

215'SET'
753.95
753.92
753.84
753.72
753.54
753.31
753.02
752.68
752.29
751.85
751.35
750.80
750.20
749.54
748.84

RAMP SET

216'SET'

217'SET'
748.97
748.19
747.40
746.61
745.82
745.04
744.25
743.49
742.78

218'SET'
748.07
747.29
746.50
745.71
744.92
744.14
743.35
742.59
741.88

RAMP SE

219'SET'

MATCHLINE 219'SET'+15

PROJECT NO: 1130-65-81	HWY: IH-41	COUNTY: OUTAGAMIE	PAVING GRADES	SHEET 49	E

FILE NAME : C:\USERS\DSCHARLA\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306581\SHEETS\11306581-021202-PG.DWG
LAYOUT NAME - 02-SET-02
PLOT DATE : 7/17/2025 8:38 PM
PLOT BY : SCHARLAU, DAVE
PLOT NAME :
PLOT SCALE : 1 IN:40 FT

2

N

R/L NB

910'NB'

911'NB'

911'SB'

910'SB'

113'FN'

112'FN'

111'FN'

110'FN'

109'FN'

FRENCH ROAD

R/L FN

R/L SET

RAMP SE

220'SET' 740.48 740.97 741.52 742.13

221'SET' 739.01 739.30 739.64 740.03

222'SET' 738.29 738.45 738.60 738.78

223'SET' 737.68 737.83 737.98 738.14

224'SET' 737.08 737.22 737.37 737.52

225'SET' 736.73 736.82 736.89 736.97

RAMP SET

740.07 740.62 741.23

739.13 739.58

738.40 738.74

737.88 738.11

737.55 737.70

737.24 737.39

736.93 737.08

736.62 736.78

736.32 736.47

736.07 736.18

735.92 735.99

735.85

MATCHLINE 219'SET+15

MATCHLINE 225'SET+13

PROJECT NO: 1130-65-81	HWY: IH-41	COUNTY: OUTAGAMIE	PAVING GRADES	SHEET 50	E

2

2

N

CONSTRUCTED UNDER PROJ ID 1130-65-72

IH 41 SB

912'SB' 913'SB' 914'SB' 915'SB' 916'SB' 917'SB'

R/L SB

912'NB' 913'NB' 914'NB' 915'NB' 916'NB' 917'NB'

CONSTRUCTED UNDER PROJ ID 1130-65-72

R/L NB

IH 41 NB

MATCHLINE 225'SET'+13

226'SET' 227'SET' 228'SET' 229'SET' 230'SET' 231'SET'

RAMP SET

R/L SET

MATCHLINE 231'SET'+15

734.56 735.94 735.98 736.15 736.21 736.28 736.27 736.31 736.38 736.39 736.43 736.50 736.53

736.48 736.41 736.34 736.27 736.21 736.14 736.07 736.16 736.24 736.31 736.38 736.45 736.52 736.55 736.57 736.59

736.68 736.62 736.55

735.72 735.65 735.58 735.51 735.44 735.37 735.31 735.24 735.17 735.26 735.34 735.40 735.42 735.53 735.75 735.93 736.11 736.29 736.14

735.78 734.88 734.78 734.78 734.90 735.20 735.47 735.74 736.01 736.02 736.05 736.06 736.12 736.21 736.31

735.86 735.86 735.91 735.99 736.08

PROJECT NO: 1130-65-81	HWY: IH-41	COUNTY: OUTAGAMIE	PAVING GRADES	SHEET 51	E

2

N

CONSTRUCTED UNDER PROJ ID 1130-65-72/73

IH 41 SB

R/L SB

918'SB'	919'SB'	920'SB'	921'SB'	922'SB'	923'SB'

CONSTRUCTED UNDER PROJ ID 1130-65-72/73

IH 41 NB

R/L NB

918'NB'	919'NB'	920'NB'	921'NB'	922'NB'	923'NB'

R/L SET

232'SET'	233'SET'	234'SET'	235'SET'	236'SET'	237'SET'

RAMP SET

736.41	736.51	736.52	736.56	736.58	736.66	736.73	736.80	736.83	736.81	736.88	736.93	736.99	736.98	737.03	737.04	737.09	737.11	737.16	737.24	737.30	737.35	737.35	737.34
736.16	736.25	736.26	736.28	736.29	736.35	736.41	736.47	736.49	736.45	736.51	736.55	736.59	736.57	736.60	736.60	736.63	736.65	736.70	736.79	736.85	736.91	736.91	736.92

MATCHLINE 231'SET'+15

MATCHLINE 237'SET'+15

2

PROJECT NO: 1130-65-81	HWY: IH-41	COUNTY: OUTAGAMIE	PAVING GRADES	SHEET 52	E

2

2

N

CONSTRUCTED UNDER PROJ ID 1130-65-73

IH 41 SB

R/L SB

924'SB' 925'SB' 926'SB' 927'SB' 928'SB' 929'SB'

CONSTRUCTED UNDER PROJ ID 1130-65-73

R/L NB

924'NB' 925'NB' 926'NB' 927'NB' 928'NB' 929'NB'

R/L SET

IH 41 NB

737.03

238'SET' 239'SET' 240'SET' 241'SET' 242'SET' 243'SET'

737.37 737.39 737.37 737.34 737.33 737.31 737.28 737.25 737.20 737.15 737.11 737.07

RAMP SET

736.97 737.02 737.01 737.01 737.01 737.00 736.97 736.94 736.89 736.85 736.81 736.77

736.72

MATCHLINE 237'SET'+15

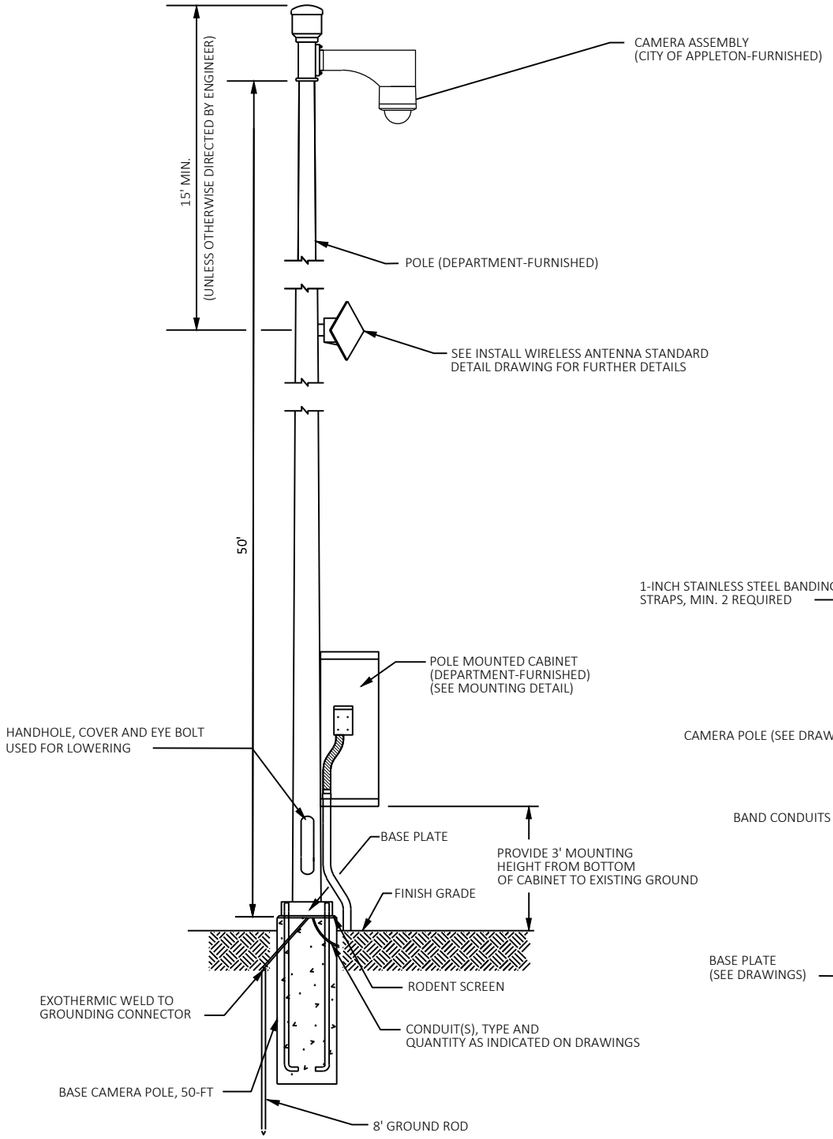
PROJECT NO: 1130-65-81	HWY: IH-41	COUNTY: OUTAGAMIE	PAVING GRADES	SHEET 53	E

FILE NAME : C:\USERS\DSCHARLA\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306581\SHEETS\11306581-021202-PG.DWG
LAYOUT NAME - 02-SET-06

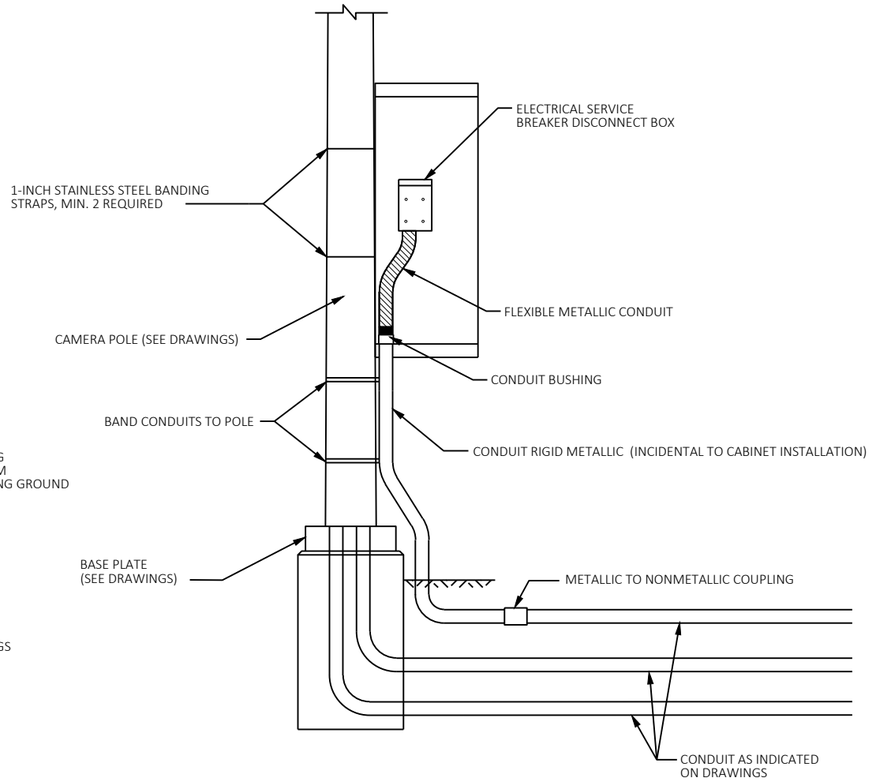
PLOT DATE : 7/17/2025 8:38 PM PLOT BY : SCHARLAU, DAVE PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

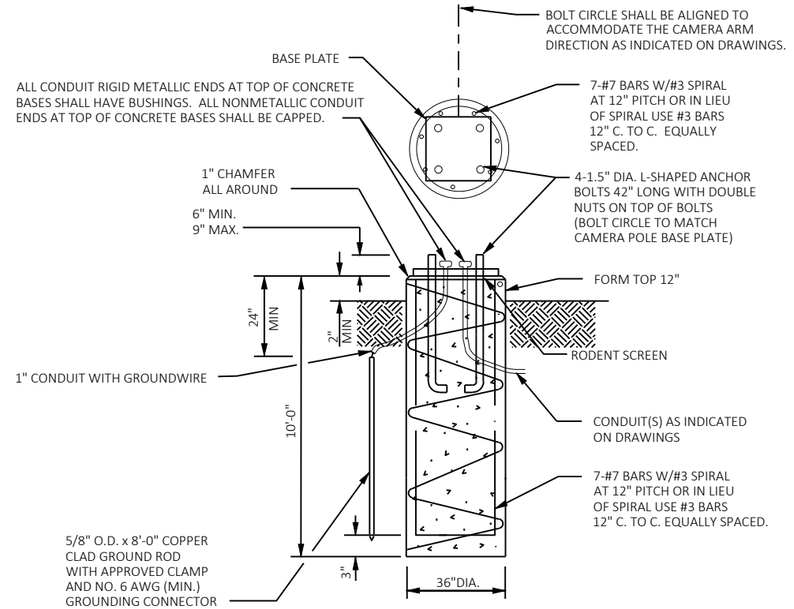
NOT TO SCALE



CAMERA POLE, WITH CAMERA LOWERING HARDWARE



INSTALL MOUNTED CABINET ON CAMERA POLE (POLE MOUNTED CABINET)

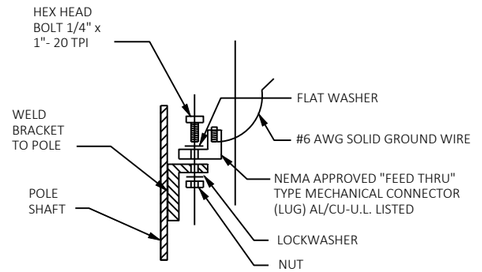


MATERIALS DATA

CONCRETE	f'c=3,500 psi
HIGH STRENGTH BAR STEEL REINFORCEMENT	fy = 60,000 psi

BASE CAMERA POLE, 50-FT

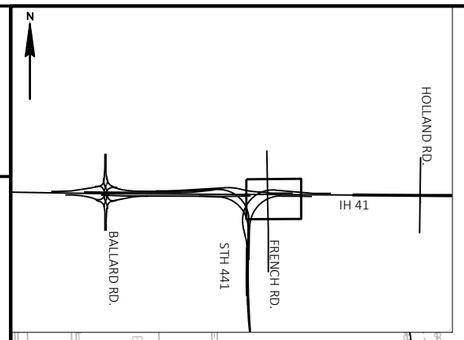
NOT TO SCALE



FIELD INSTALLED GROUNDING LUG

NOTES

1. ALL HARDWARE AND FASTENERS SHALL BE STAINLESS STEEL
2. POLE DRAWINGS SHOWN FOR BIDDING INFORMATION PURPOSES ONLY. POLES WILL BE DEPARTMENT FURNISHED. BASE CAMERA POLE, 30 AND 50-FEET TO BE CONSTRUCTED PER SECTION 672 OF THE STANDARD SPECIFICATIONS.
3. CONFIRM BOLT PATTERN OF CAMERA POLE PRIOR TO CONSTRUCTION OF CONCRETE BASE.
4. INSTALL GROUNDING LUG AS SHOWN



STANDARD ABBREVIATIONS

CB	CONTROL CABINET
MB	METER BREAKER

LEGEND

- POLE MOUNTED ITS CABINET (AND POLE)
- CAMERA ASSEMBLY
- ITS CONDUIT
- 5.8 GHZ WIRELESS COMMUNICATIONS
- ELECTRICAL SERVICE METER BREAKER PEDESTAL

SLOPE INTERCEPT (TYP.)

FRENCH ROAD

116'FN'

114'FN'

112'FN'

110'FN'

108'FN'

PRW

IH 41 SB

IH 41 NB

ERW

B-44-0329

CAMERA ARM ALIGNMENT

CAMERA SHOULD BE ON NW ORIENT OF THE POLE, SO THE POLE DOES NOT OBSTRUCT VIEW OF 1-41 OR ANY OF THE STH 441 INTERCHANGE. RADIO SHOULD ORIENT SOUTH TOWARDS THE FRENCH/NORTHLAND INTERSECTION. REVIEW ORIENTATION AND AIM OF BOTH CAMERA AND RADIO ON THE POLE WITH THE CITY OF APPLETON PRIOR TO INSTALLATION. THE CAMERA ASSEMBLY WILL BE FURNISHED BY THE CITY OF APPLETON.

CITY OF APPLETON CAMERA

(1) FOUNDATION CAMERA POLE 50-FT
(1) INSTALL CAMERA POLE 50-FT (DEPARTMENT FURNISHED)
(1) INSTALL CAMERA ASSEMBLY (CITY OF APPLETON FURNISHED)
(1) INSTALL POLE MOUNTED CABINET (DEPARTMENT FURNISHED)
(1) ELECTRICAL SERVICE BREAKER DISCONNECT BOX
(1) INSTALL WIRELESS ANTENNAS (DEPARTMENT FURNISHED)

LIGHTING PULL BOX

CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH

CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH
1-2" WITH (3) ELECTRICAL WIRE LIGHTING 6 AWG

CB5-2
MB5-2

STH 441 SB

STH 441 NB

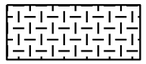
RAMP SE (NB ON-RAMP)

NOTES:

1. THE CONTRACTOR MAY CHOOSE TO USE DIRECTIONAL BORING METHODS FOR NON-ROADWAY CROSSING SEGMENTS, BUT WILL BE PAID FOR UNDER STANDARD TRENCH BID ITEMS.
2. NOTIFY THE REGIONAL TRAFFIC UNIT (920-492-4174) A MINIMUM OF TWO (2) WEEKS PRIOR TO THE NEED TO STAKE THE FOLLOWING ITEMS: CONCRETE BASES, CONDUIT, PULL BOXES, AND COMMUNICATIONS VAULTS.
3. CONTACT MICHAEL HARDY AT 920-832-5580 WITHIN TWO WEEKS OF NOTICE TO PROCEED AND TWO WEEKS PRIOR TO INSTALLATION OF CAMERA ASSEMBLY TO COORDINATE DELIVERY OF CITY OF APPLETON FURNISHED ITEMS.

2

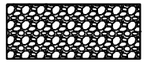
LEGEND



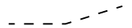
EROSION MAT URBAN CLASS 1 TYPE B



EROSION MAT CLASS 1 TYPE B



RIPRAP MEDIAN



SLOPE INTERCEPT



INLET PROTECTION



INLET PROTECTION TYPE



TEMPORARY DITCH CHECK



CULVERT PIPE CHECK

SURFACE WATER FLOW

SILT FENCE



ROCK BAGS FOR SILT FENCE RELIEF

PROJECT NO: 1130-65-81	HWY: IH 41	COUNTY: OUTAGAMIE	EROSION CONTROL	SHEET 56	E

2

2

POST
POST
POST
POST
POST
POST
POST
WETLAND BOUNDARY
SLOPE INTERCEPT (TYP)
TLE
EXISTING R/W
R/L FN
BEGIN PROJECT
STA 106'FN'+00
X=841390.40
Y=574765.30
FRENCH ROAD
104'FN'
105'FN'
106'FN'
107'FN'
108'FN'
109'FN'
110'FN'
MATCHLINE 110'FN'+00
AC
AC
AC
AC
OH
GUY
EXISTING R/W
WETLAND BOUNDARY
POST
WETLAND
POST
TLE
PROPOSED R/W
N

PROJECT NO: 1130-65-81	HWY: IH 41	COUNTY: OUTAGAMIE	EROSION CONTROL - TEMPORARY	SHEET 57	E

FILE NAME : C:\USERS\SZONGOLO\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306581\SHEETS\11306581-022001-EC.DWG
LAYOUT NAME - 01-FN-01
PLOT DATE : 9/16/2025 12:30 PM PLOT BY : BROZOVICH, SARA PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

MATCHLINE 110'FN'+00

MATCHLINE 116'FN'+00

110'FN'

111'FN'

112'FN'

113'FN'

114'FN'

115'FN'

116

N

WETLAND BOUNDARY

MATCHLINE 222'SET'+25

R/L SET

222'SET'

RAMP SE

SIGN

FO

IH 41 NB

IH 41 SB

909'NB'

909'SB'

910'NB'

910'SB'

CONSTRUCTED UNDER
PROJ ID 1130-65-72

RIPRAP

EXISTING R/W

SLOPE INTERCEPT (TYP)

WETLAND BOUNDARY

FRENCH ROAD

AC

R/L FN

R/L NB

R/L SB

911'NB'

911'SB'

912'NB'

912'SB'

B-44-0329

RAMP SET

224'SET'

225'SET'

EXISTING R/W

PROPOSED R/W

TLE

WETLAND BOUNDARY

MATCHLINE 225'SET'+50

NAVIGABLE WATERWAY

EXISTING R/W

PROPOSED R/W

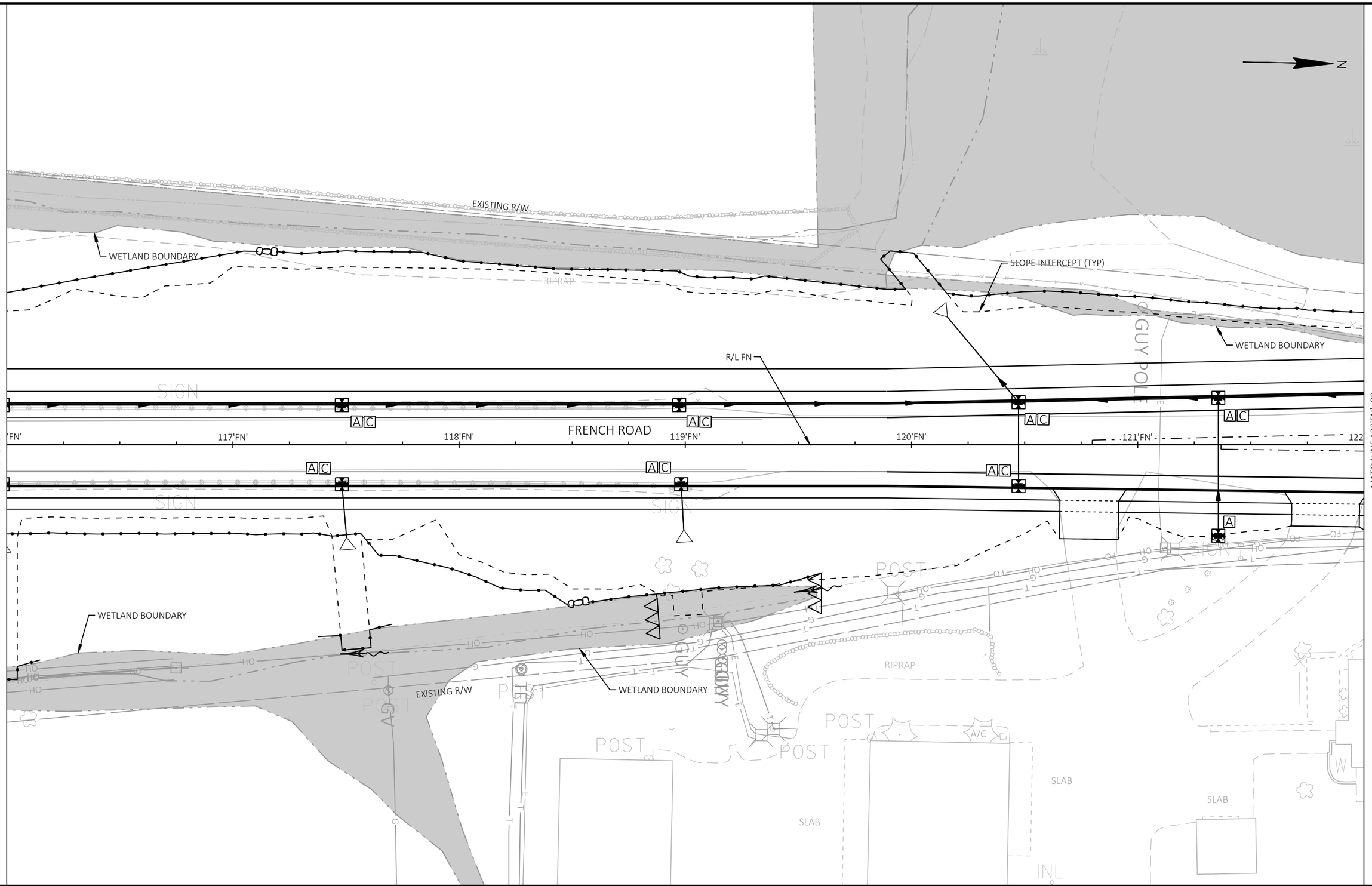
PROJECT NO: 1130-65-81	HWY: IH 41	COUNTY: OUTAGAMIE	EROSION CONTROL - TEMPORARY	SHEET 58	E

FILE NAME : C:\USERS\DSCHARLA\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306581\SHEETS\11306581-022001-EC.DWG
LAYOUT NAME - 01-FN-02

PLOT DATE : 7/17/2025 8:40 PM PLOT BY : SCHARLAU, DAVE PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2



2

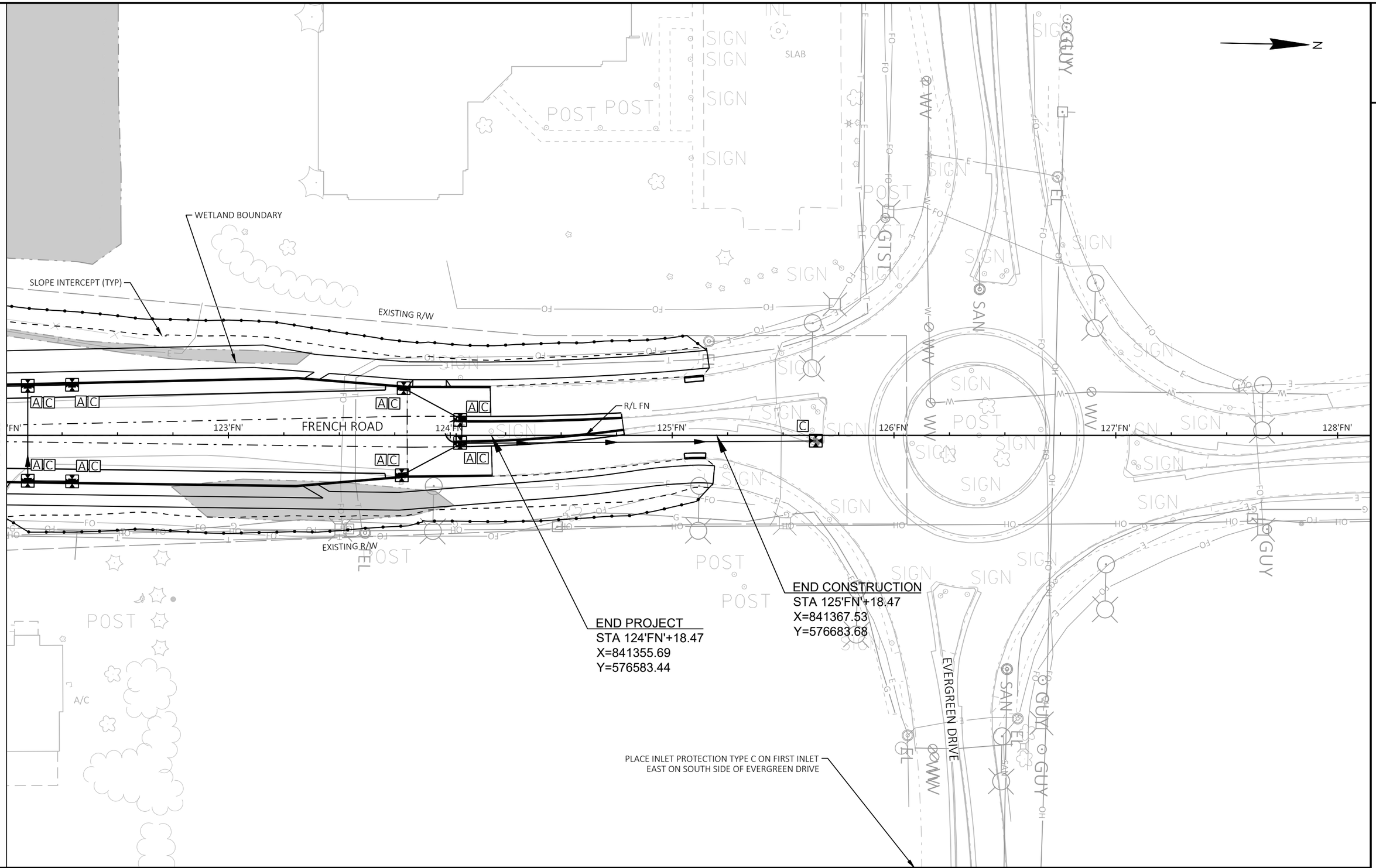
PROJECT NO: 1130-65-81	HWY: IH 41	COUNTY: OUTAGAMIE	EROSION CONTROL - TEMPORARY	SHEET 59	E

FILE NAME : C:\USERS\DSCHARLA\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306581\SHEETS\11306581-022001-EC.DWG
LAYOUT NAME - 01-FN-03

PLOT DATE : 7/17/2025 8:40 PM PLOT BY : SCHARLAU, DAVE PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2



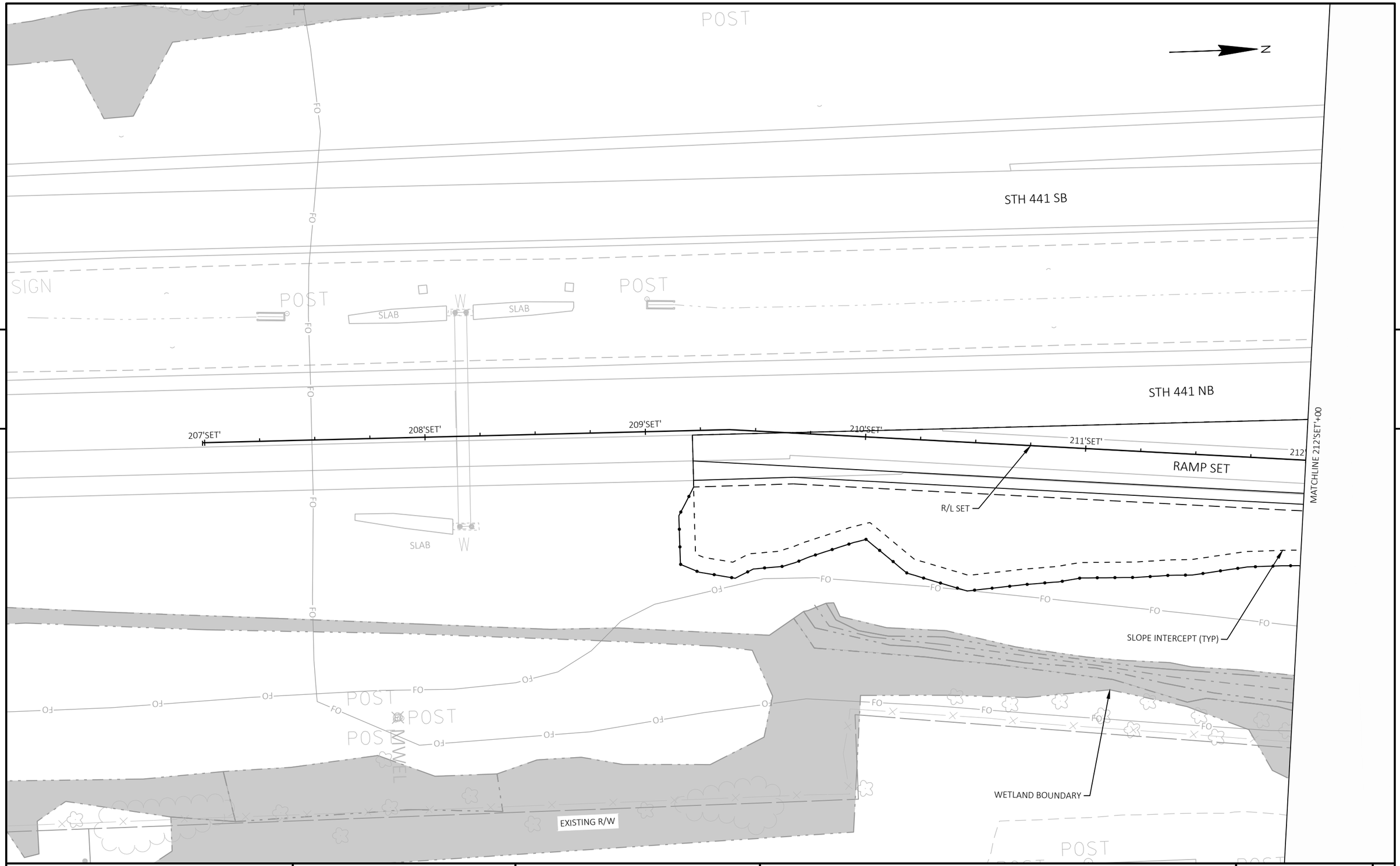
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PROJECT NO: 1130-65-81	HWY: IH 41	COUNTY: OUTAGAMIE	EROSION CONTROL - TEMPORARY	SHEET 60	E

FILE NAME : C:\USERS\DSCHARLA\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306581\SHEETS\11306581-022001-EC.DWG
LAYOUT NAME - 01-FN-04

PLOT DATE : 7/17/2025 8:41 PM PLOT BY : SCHARLAU, DAVE PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42



PROJECT NO: 1130-65-81	HWY: IH 41	COUNTY: OUTAGAMIE	EROSION CONTROL - TEMPORARY	SHEET 61	E

FILE NAME : C:\USERS\DSCHARLA\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306581\SHEETS\11306581-022001-EC.DWG
LAYOUT NAME - 02-SET-01

PLOT DATE : 7/17/2025 8:41 PM PLOT BY : SCHARLAU, DAVE PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 44

5

STH 441 SB

STH 441 NB

N

SLOPE INTERCEPT (TYP)

R/L SET

213'SET'

214'SET'

215'SET'

216'SET'

217'SET'

RAMP SET

MATCHLINE 212'SET'+00

MATCHLINE 217'SET'+00

SLOPE INTERCEPT (TYP)

TLE

EXISTING R/W

WETLAND BOUNDARY

TLE

SLAB

POST

SIGN

MWEL

FO

RIPAP

PROJECT NO: 1130-65-81	HWY: IH 41	COUNTY: OUTAGAMIE	EROSION CONTROL - TEMPORARY	SHEET 62	E

FILE NAME : C:\USERS\DSCHARLA\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306581\SHEETS\11306581-022001-EC.DWG
LAYOUT NAME - 02-SET-02

PLOT DATE : 7/17/2025 8:41 PM PLOT BY : SCHARLAU, DAVE PLOT NAME : PLOT SCALE : 1 IN:40 FT

5

WETLAND BOUNDARY

SLOPE INTERCEPT (TYP)

R/L SET

218'SET'

219'SET'

220'SET'

221'SET'

222'SET'

RAMP SE

MATCHLINE 217'SET'+00

MATCHLINE 222'SET'+25

PROPOSED R/W

EXISTING R/W

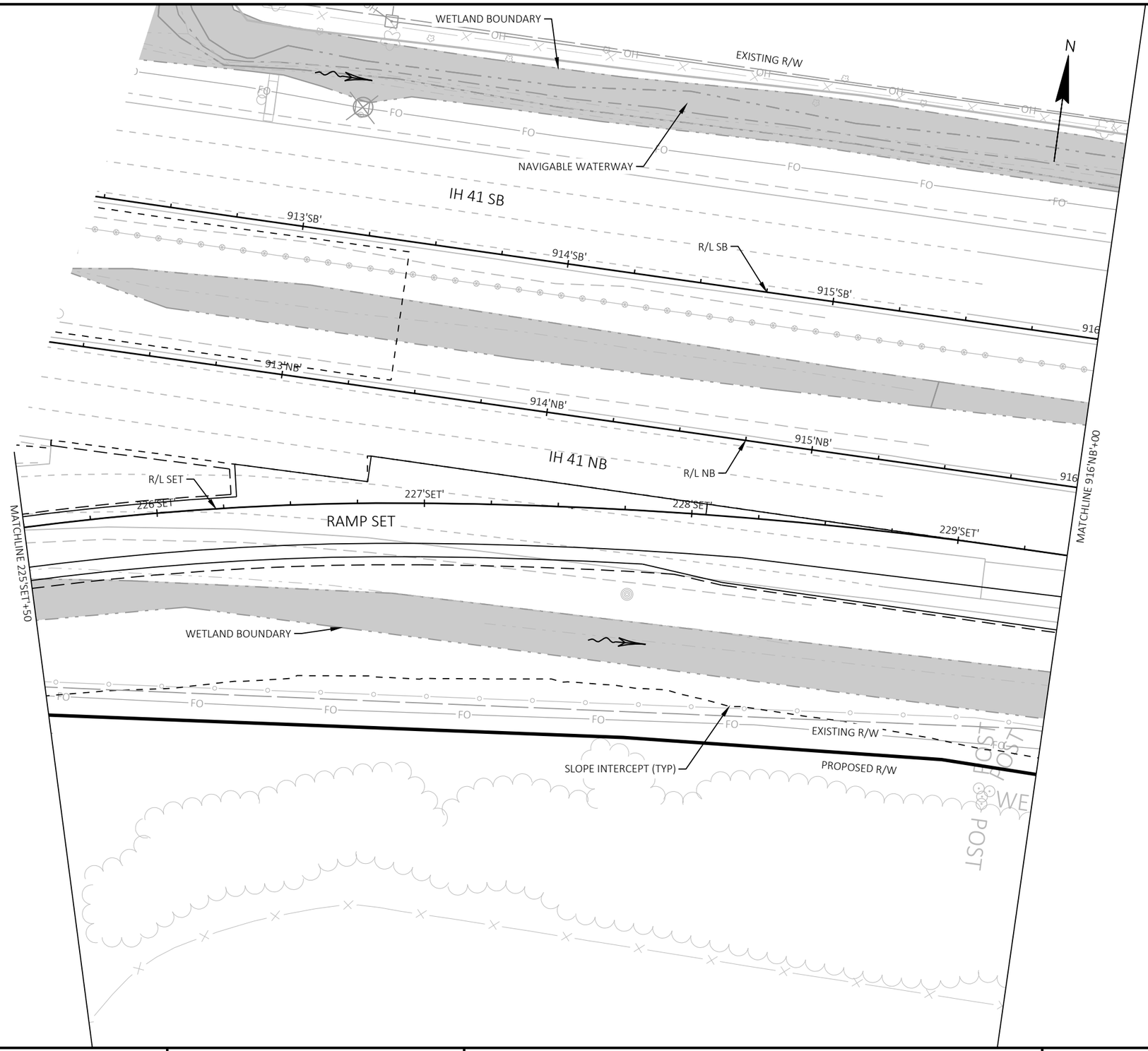
WETLAND BOUNDARY

PROJECT NO: 1130-65-81	HWY: IH 41	COUNTY: OUTAGAMIE	EROSION CONTROL - TEMPORARY	SHEET 63	E

FILE NAME : C:\USERS\DSCHARLA\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306581\SHEETS\11306581-022001-EC.DWG
LAYOUT NAME - 02-SET-03

PLOT DATE : 7/17/2025 8:41 PM PLOT BY : SCHARLAU, DAVE PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 44



2

PROJECT NO: 1130-65-81	HWY: IH 41	COUNTY: OUTAGAMIE	EROSION CONTROL - TEMPORARY	SHEET 64	E

FILE NAME : C:\USERS\DSCHARLA\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306581\SHEETS\11306581-022001-EC.DWG
LAYOUT NAME - 02-SET-04
PLOT DATE : 7/17/2025 8:42 PM
PLOT BY : SCHARLAU, DAVE
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

N

WETLAND BOUNDARY

RIPRAP

NAVIGABLE WATERWAY

EXISTING R/W

WETLAND BOUNDARY

RIPRAP

OH

FO

IH 41 SB

R/L SB

'SB' 917'SB' 918'SB' 919'SB' 920'SB' 921'SB' 922

MATCHLINE 916'NB+00

'NB' 917'NB' 918'NB' 919'NB' 920'NB' 921'NB' 922

MP

IH 41 NB

R/L NB

R/L SET

230'SET' 231'SET' 232'SET' 233'SET' 234'SET' 235'SET'

RAMP SET

SIGN

MATCHLINE 922'NB+00

EXISTING R/W

PROPOSED R/W

WETLAND BOUNDARY

SLOPE INTERCEPT (TYP)

POST

WELL

2

PROJECT NO: 1130-65-81	HWY: IH 41	COUNTY: OUTAGAMIE	EROSION CONTROL - TEMPORARY	SHEET 65	E

FILE NAME : C:\USERS\DSCHARLA\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306581\SHEETS\11306581-022001-EC.DWG
LAYOUT NAME - 03-NB-01

PLOT DATE : 7/17/2025 8:42 PM PLOT BY : SCHARLAU, DAVE PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

2

N

TLE

PROPOSED R/W

WETLAND BOUNDARY

NAVIGABLE WATERWAY

EXISTING R/W

SIGN

POST

SIGN

IH 41 SB

R/L SB

'SB' 923'SB' 924'SB' 925'SB' 926'SB' 927'SB' 928

MP

SIGN

MATCHLINE 922'NB'+00

'NB' 923'NB' 924'NB' 925'NB' 926'NB' 927'NB' 928

MATCHLINE 928'NB'+00

R/L NB

IH 41 NB

R/L SET

236'SET' 237'SET' 238'SET' 239'SET' 240'SET' 241'SET'

RAMP SET

SIGN

WETLAND BOUNDARY

EXISTING R/W

SLOPE INTERCEPT (TYP)

PROPOSED R/W

POST

POST

POST

POST

WELL

WELL

POST

POST

PROJECT NO: 1130-65-81	HWY: IH 41	COUNTY: OUTAGAMIE	EROSION CONTROL - TEMPORARY	SHEET 66	E

FILE NAME : C:\USERS\DSCHARLA\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306581\SHEETS\11306581-022001-EC.DWG
LAYOUT NAME - 03-NB-02

PLOT DATE : 7/17/2025 8:42 PM PLOT BY : SCHARLAU, DAVE PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

2

PROPOSED R/W

WETLAND BOUNDARY

NAVIGABLE WATERWAY

N

R/L SB

IH 41 SB

'SB' 929'SB' 930'SB' 931'SB' 932'SB' 933'SB' 934'SB'

MATCHLINE 928'NB'+00

'NB' 929'NB' 930'NB' 931'NB' 932'NB' 933'NB' 934'NB'

R/L NB

IH 41 NB

R/L SET

242'SET' 243'SET' 244'SET'

PROPOSED R/W

EXISTING R/W

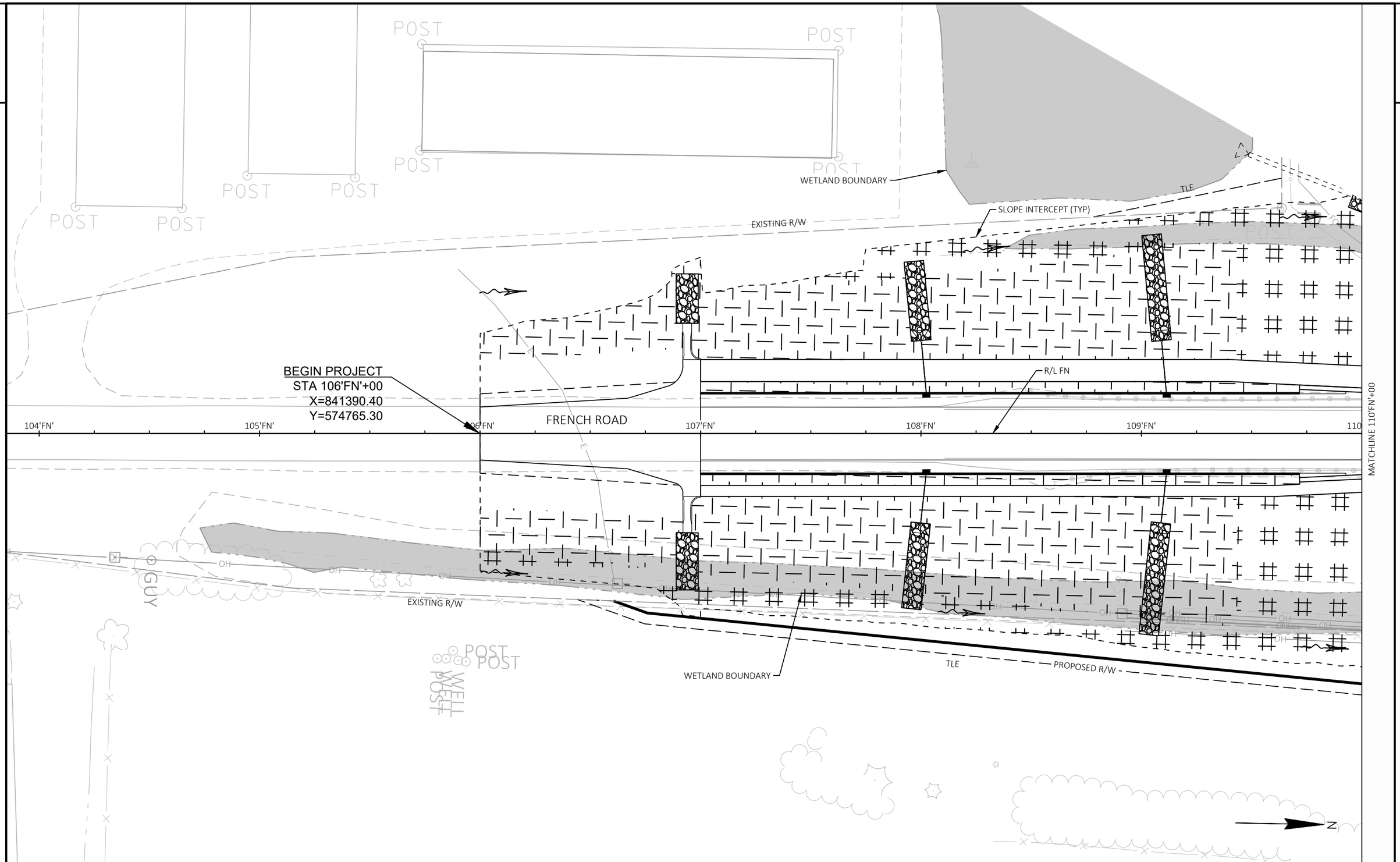
WETLAND BOUNDARY

SLOPE INTERCEPT (TYP)

PROJECT NO: 1130-65-81	HWY: IH 41	COUNTY: OUTAGAMIE	EROSION CONTROL - TEMPORARY	SHEET 67	E

FILE NAME : C:\USERS\DSCHARLA\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306581\SHEETS\11306581-022001-EC.DWG
LAYOUT NAME - 03-NB-03
PLOT DATE : 7/17/2025 8:43 PM PLOT BY : SCHARLAU, DAVE PLOT NAME : PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2



2

PROJECT NO: 1130-65-81	HWY: IH 41	COUNTY: OUTAGAMIE	EROSION CONTROL - PERMANENT	SHEET 68	E

FILE NAME : C:\USERS\SZONGOLO\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306581\SHEETS\11306581-022002-EC.DWG
LAYOUT NAME - 01-FN-01

PLOT DATE : 9/16/2025 3:22 PM PLOT BY : BROZOVICH, SARA PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

2

MATCHLINE 110'FN'+00

MATCHLINE 116'FN'+00

WETLAND BOUNDARY

MATCHLINE 222'SET'+25

R/L SET

223'SET'

RAMP SE

CONSTRUCTED UNDER
PROJ ID 1130-65-72

RIPRAP

EXISTING R/W

RIPRAP

SLOPE INTERCEPT (TYP)

WETLAND BOUNDARY

IH 41 NB

IH 41 SB

909'NB'

909'SB'

910'NB'

910'SB'

111'FN'

112'FN'

113'FN'

114'FN'

FRENCH ROAD

115'FN'

116

R/L FN

B-44-0329

911'NB'

911'SB'

R/L NB

R/L SB

RAMP SET

225'SET'

EXISTING R/W

PROPOSED R/W

TLE

WETLAND BOUNDARY

912'NB'

912'SB'

MATCHLINE 225'SET'+50

WETLAND BOUNDARY

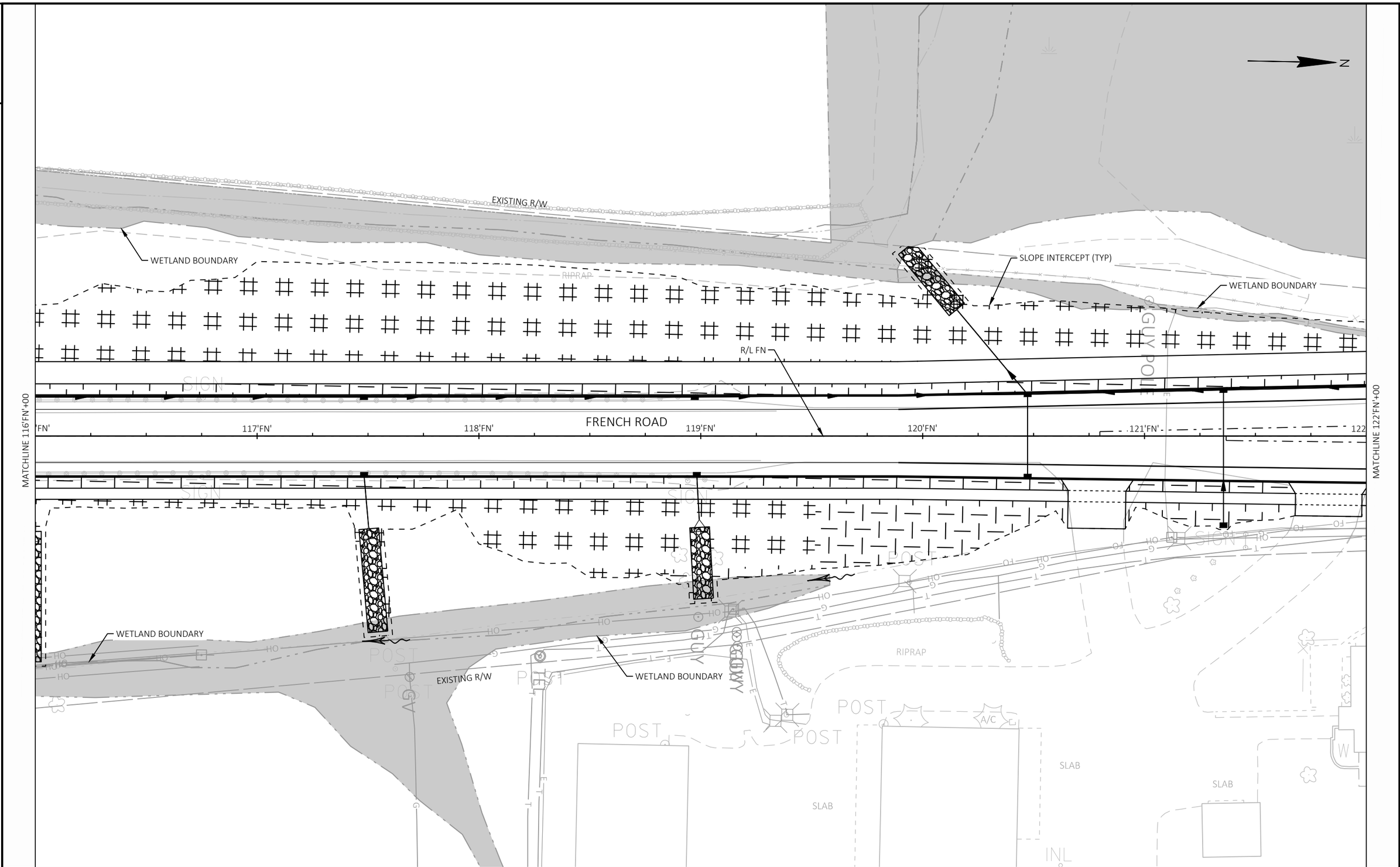
NAVIGABLE WATERWAY

EXISTING R/W

PROPOSED R/W

PROJECT NO: 1130-65-81	HWY: IH 41	COUNTY: OUTAGAMIE	EROSION CONTROL - PERMANENT	SHEET 69	E

2



PROJECT NO: 1130-65-81	HWY: IH 41	COUNTY: OUTAGAMIE	EROSION CONTROL - PERMANENT	SHEET 70	E

FILE NAME : C:\USERS\DSCHARLA\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306581\SHEETS\11306581-022002-EC.DWG
LAYOUT NAME - 01-FN-03

PLOT DATE : 7/17/2025 8:46 PM PLOT BY : SCHARLAU, DAVE PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

N

WETLAND BOUNDARY

SLOPE INTERCEPT (TYP)

EXISTING R/W

MATCHLINE 122'FN'+00

'FN'

123'FN'

FRENCH ROAD

124'FN'

125'FN'

126'FN'

127'FN'

128'FN'

R/L FN

EXISTING R/W

END PROJECT
STA 124'FN'+18.47
X=841355.69
Y=576583.44

END CONSTRUCTION
STA 125'FN'+18.47
X=841367.53
Y=576683.68

EVERGREEN DRIVE

PROJECT NO: 1130-65-81	HWY: IH 41	COUNTY: OUTAGAMIE	EROSION CONTROL - PERMANENT	SHEET 71	E

FILE NAME : C:\USERS\DSCHARLA\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306581\SHEETS\11306581-022002-EC.DWG
LAYOUT NAME - 01-FN-04

PLOT DATE : 7/17/2025 8:46 PM PLOT BY : SCHARLAU, DAVE PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

2

N

POST

STH 441 SB

SIGN

POST

SLAB

W

SLAB

POST

STH 441 NB

R/L SET

207'SET'

208'SET'

209'SET'

210'SET'

211'SET'

RAMP SET

MATCHLINE 212'SET'+00

SLAB

W

FO

SLOPE INTERCEPT (TYP)

POST

POST

POST

WETLAND BOUNDARY

EXISTING R/W

POST

PROJECT NO: 1130-65-81	HWY: IH 41	COUNTY: OUTAGAMIE	EROSION CONTROL - PERMANENT	SHEET 72	E

FILE NAME : C:\USERS\SZONGOLO\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306581\SHEETS\11306581-022002-EC.DWG
LAYOUT NAME - 02-SET-01

PLOT DATE : 9/16/2025 3:28 PM PLOT BY : BROZOVICH, SARA PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

2

STH 441 SB

STH 441 NB

N

SLOPE INTERCEPT (TYP)

213'SET'

214'SET'

215'SET'

216'SET'

217'

R/L SET

RAMP SET

MATCHLINE 212'SET'+00

MATCHLINE 217'SET'+00

SLOPE INTERCEPT (TYP)

TLE

EXISTING R/W

WETLAND BOUNDARY

SLAB

RIPRAP

POST

SIGN

MWEL

FO

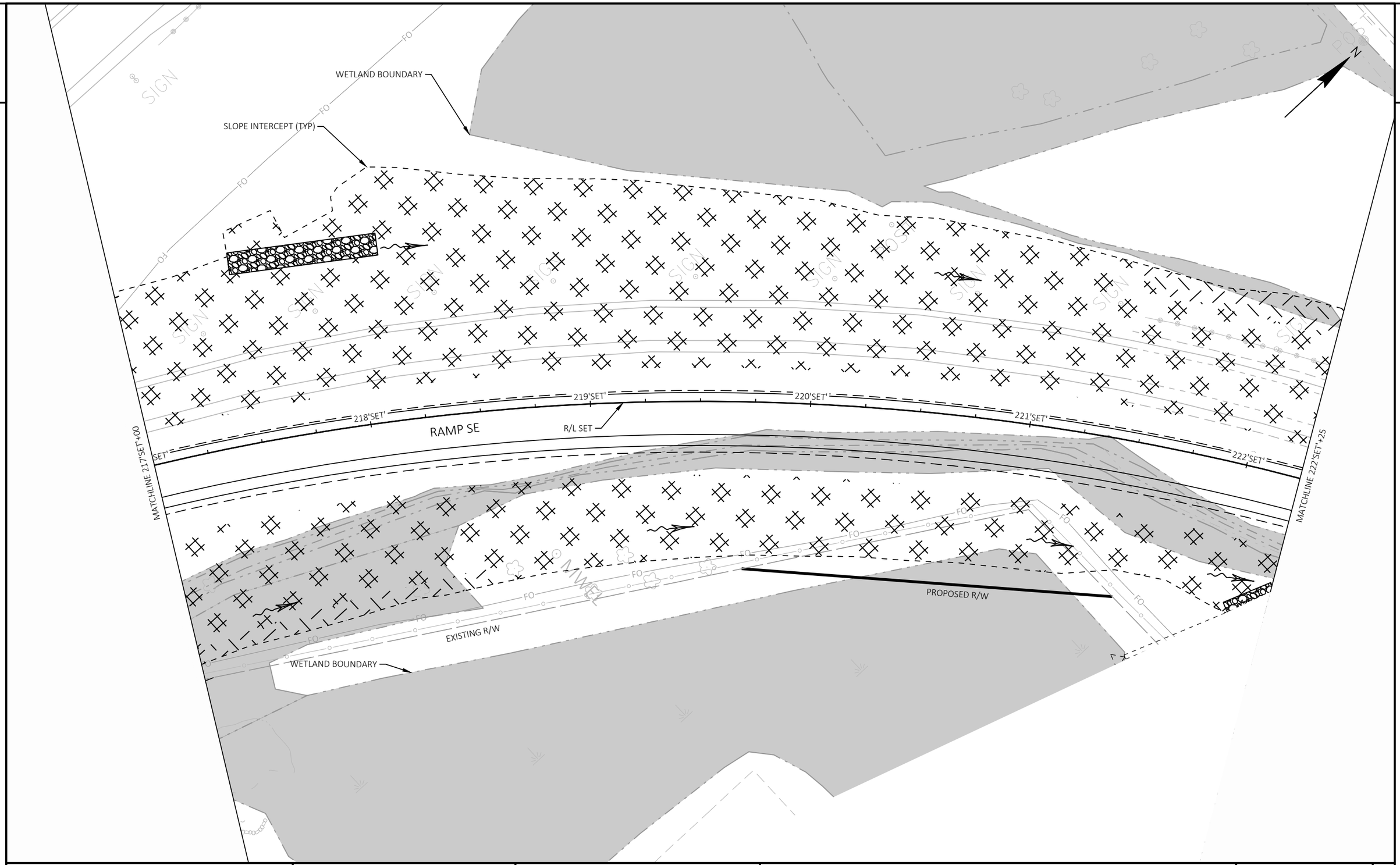
PROJECT NO: 1130-65-81	HWY: IH 41	COUNTY: OUTAGAMIE	EROSION CONTROL - PERMANENT	SHEET 73	E

FILE NAME : C:\USERS\SZONGOLO\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306581\SHEETS\11306581-022002-EC.DWG
LAYOUT NAME - 02-SET-02

PLOT DATE : 9/16/2025 3:32 PM PLOT BY : BROZOVICH, SARA PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2



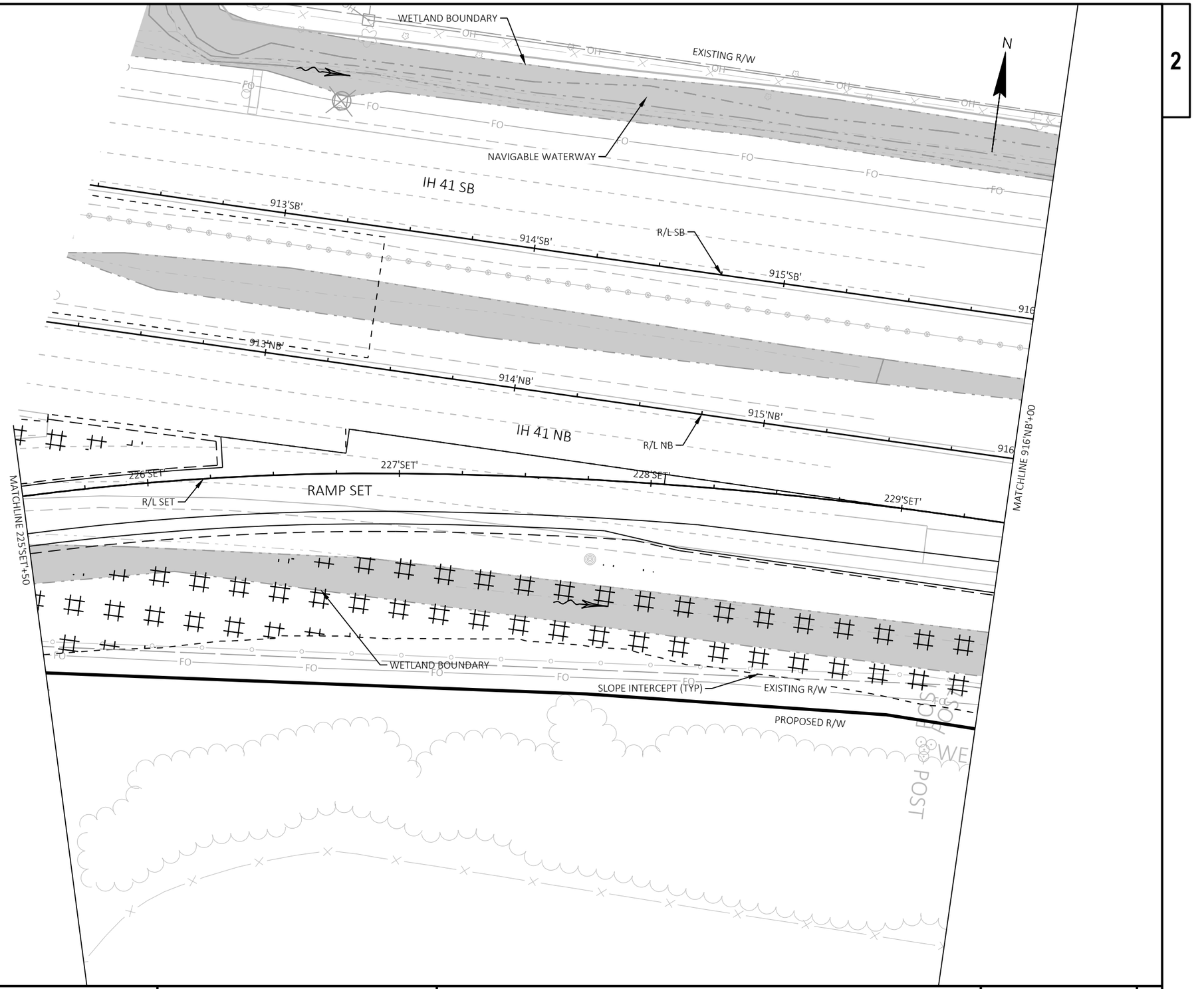
PROJECT NO: 1130-65-81	HWY: IH 41	COUNTY: OUTAGAMIE	EROSION CONTROL - PERMANENT	SHEET 74	E

FILE NAME : C:\USERS\SZONGOLO\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306581\SHEETS\11306581-022002-EC.DWG
LAYOUT NAME - 02-SET-03

PLOT DATE : 9/16/2025 3:35 PM PLOT BY : BROZOVICH, SARA PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2



PROJECT NO: 1130-65-81	HWY: IH 41	COUNTY: OUTAGAMIE	EROSION CONTROL - PERMANENT	SHEET 75	E

FILE NAME : C:\USERS\SZONGOLO\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306581\SHEETS\11306581-022002-EC.DWG
LAYOUT NAME - 02-SET-04

PLOT DATE : 9/16/2025 3:38 PM PLOT BY : BROZOVICH, SARA PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

2

TLE

PROPOSED R/W

N

WETLAND BOUNDARY

RIPRAP

RIPRAP

NAVIGABLE WATERWAY

WETLAND BOUNDARY

EXISTING R/W

OH

FO

IH 41 SB

R/L SB

'SB' 917'SB' 918'SB' 919'SB' 920'SB' 921'SB' 922

MATCHLINE 916'NB'+00

'NB' 917'NB' 918'NB' 919'NB' 920'NB' 921'NB' 922

MP

MATCHLINE 922'NB'+00

R/L SET

IH 41 NB

R/L NB

230'SET' 231'SET' 232'SET' 233'SET' 234'SET' 235'SET'

RAMP SET

SIGN

EXISTING R/W

PROPOSED R/W

WETLAND BOUNDARY

SLOPE INTERCEPT (TYP)

POST

WELL

PROJECT NO: 1130-65-81	HWY: IH 41	COUNTY: OUTAGAMIE	EROSION CONTROL - PERMANENT	SHEET 76	E

FILE NAME : C:\USERS\SZONGOLO\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306581\SHEETS\11306581-022002-EC.DWG
LAYOUT NAME - 03-NB-01

PLOT DATE : 9/16/2025 3:41 PM PLOT BY : BROZOVICH, SARA PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

2

N

TLE

PROPOSED R/W

WETLAND BOUNDARY

NAVIGABLE WATERWAY

EXISTING R/W

SIGN

POST

SIGN

R/L SB

IH 41 SB

'SB' 923'SB' 924'SB' 925'SB' 926'SB' 927'SB' 928

MP

SIGN

MATCHLINE 922'NB'+00

'NB' 923'NB' 924'NB' 925'NB' 926'NB' 927'NB' 928

MATCHLINE 928'NB'+00

R/L NB

IH 41 NB

R/L SET

236'SET' 237'SET' 238'SET' 239'SET' 240'SET' 241'SET'

WETLAND BOUNDARY

RAMP SET

SIGN

EXISTING R/W

SLOPE INTERCEPT (TYP)

PROPOSED R/W

POST

WELL

PROJECT NO: 1130-65-81	HWY: IH 41	COUNTY: OUTAGAMIE	EROSION CONTROL - PERMANENT	SHEET 77	E

FILE NAME : C:\USERS\SZONGOLO\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306581\SHEETS\11306581-022002-EC.DWG
LAYOUT NAME - 03-NB-02

PLOT DATE : 9/16/2025 3:44 PM PLOT BY : BROZOVICH, SARA PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

2

PROPOSED R/W

WETLAND BOUNDARY

NAVIGABLE WATERWAY

N

R/L SB

IH 41 SB

'SB' 929'SB' 930'SB' 931'SB' 932'SB' 933'SB' 934'SB'

MATCHLINE 928'NB'+00

'NB' 929'NB' 930'NB' 931'NB' 932'NB' 933'NB' 934'NB'

R/L SET

R/L NB

IH 41 NB

242'SET' 243'SET' 244'SET'

PROPOSED R/W

EXISTING R/W

WETLAND BOUNDARY

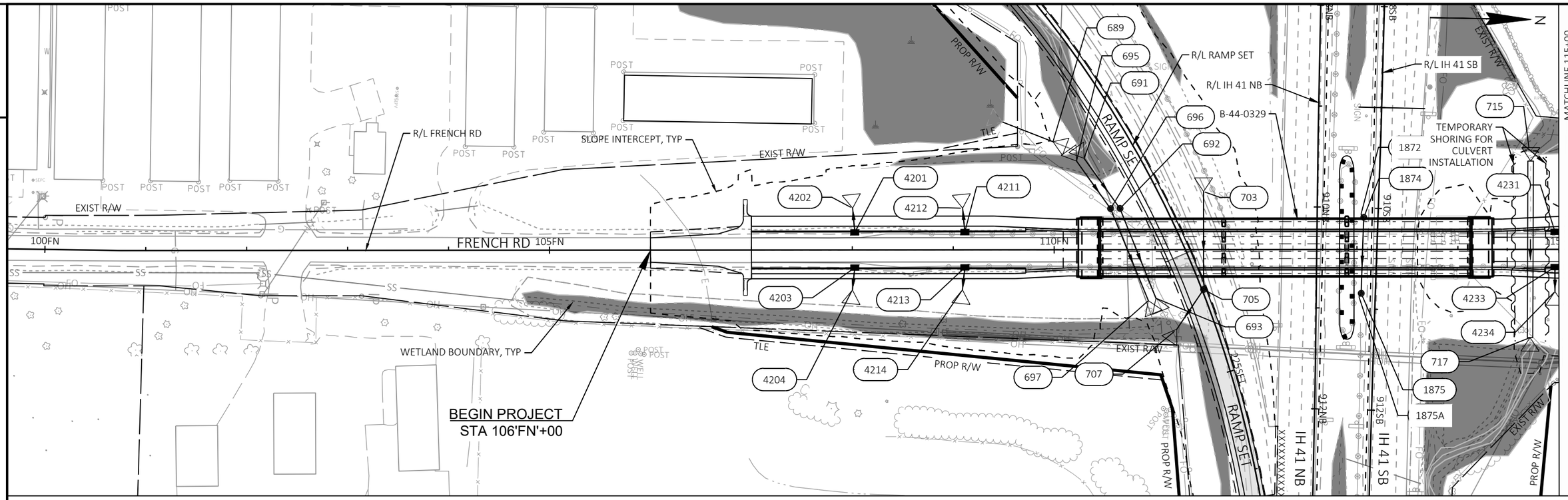
SLOPE INTERCEPT (TYP)

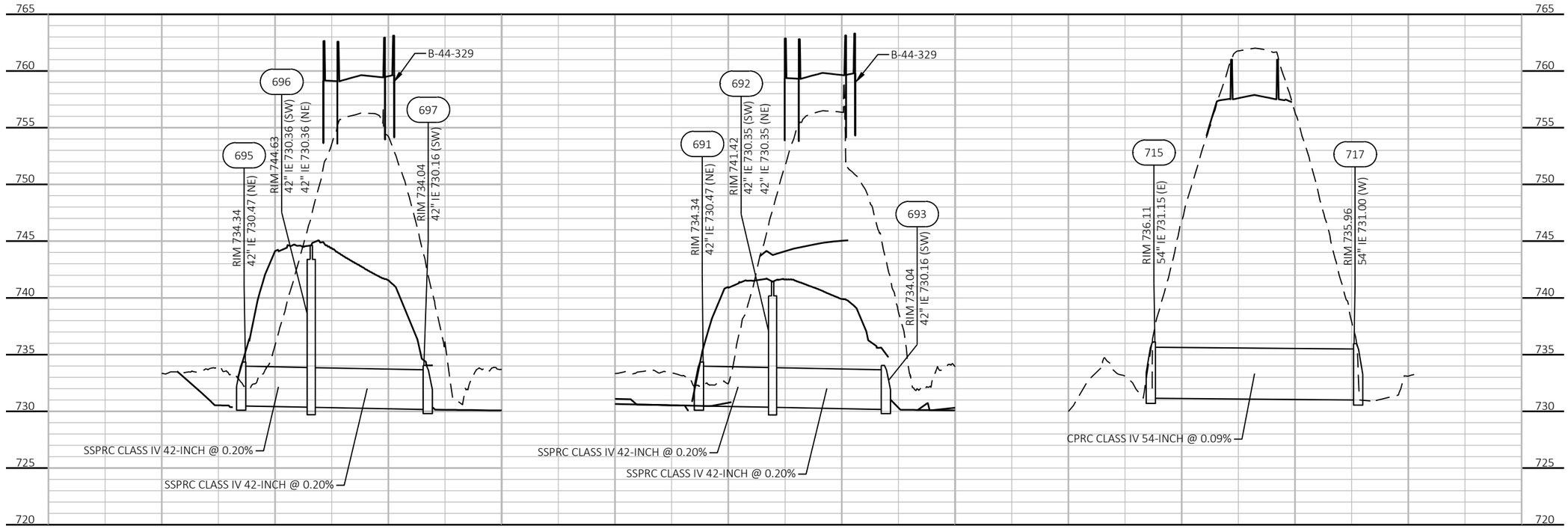
PROJECT NO: 1130-65-81	HWY: IH 41	COUNTY: OUTAGAMIE	EROSION CONTROL - PERMANENT	SHEET 78	E

FILE NAME : C:\USERS\DSCHARLA\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306581\SHEETS\11306581-022002-EC.DWG
LAYOUT NAME - 03-NB-03

PLOT DATE : 7/17/2025 8:48 PM PLOT BY : SCHARLAU, DAVE PLOT NAME : PLOT SCALE : 1 IN:40 FT

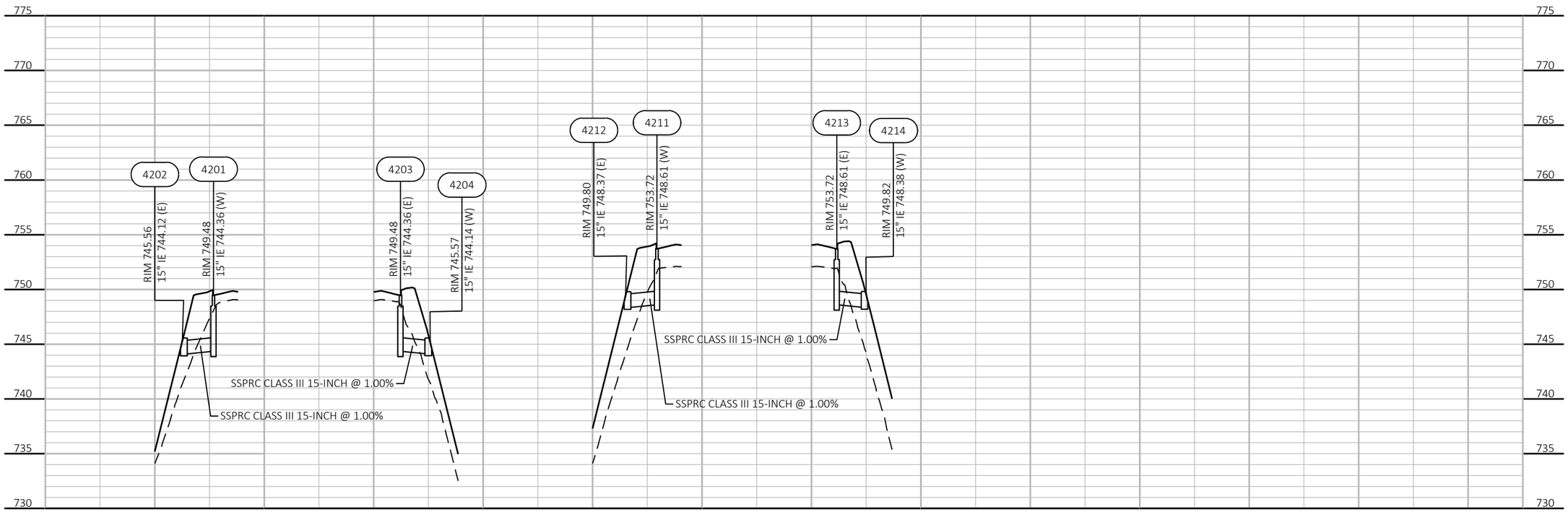
WISDOT/CADDS SHEET 42

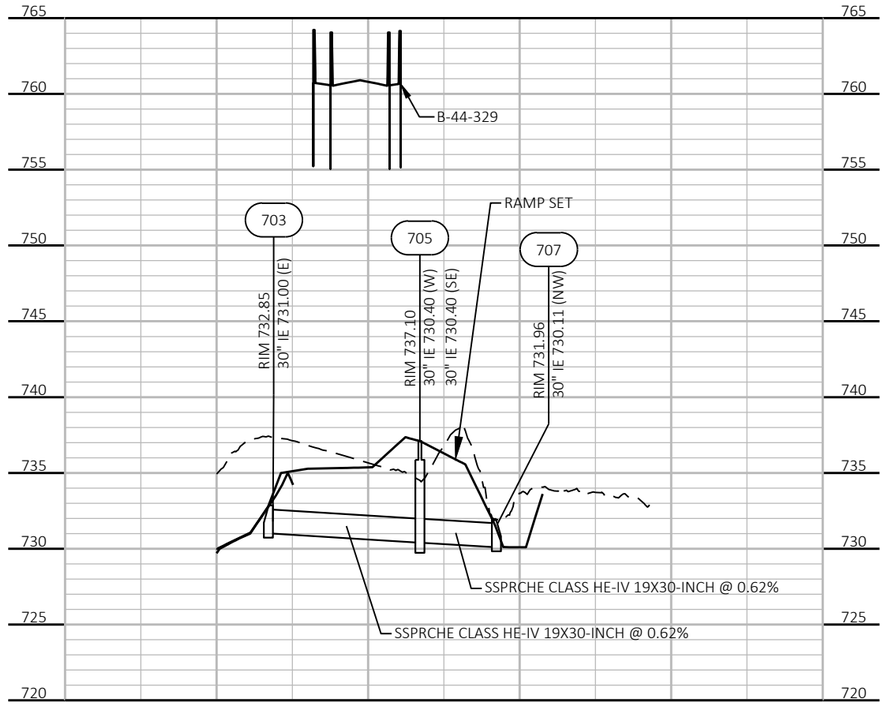


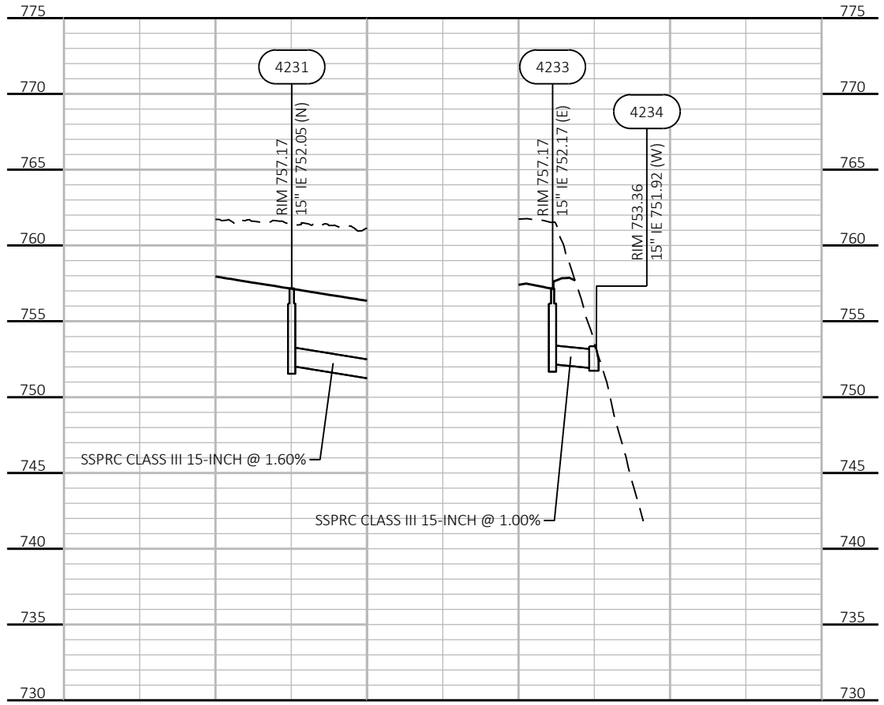


PROJECT NO: 1130-65-81	HWY: IH 41	COUNTY: OUTAGAMIE	STORM SEWER PLAN AND PROFILE - FRENCH RD OVERPASS	SHEET 79	E

FILE NAME : C:\USERS\BADAMS\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306581\SHEETS\11306581-022501-SS.DWG
LAYOUT NAME - 17
PLOT DATE : 9/16/2025 7:20 AM
PLOT BY : BRIAN C. ADAMS
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 41

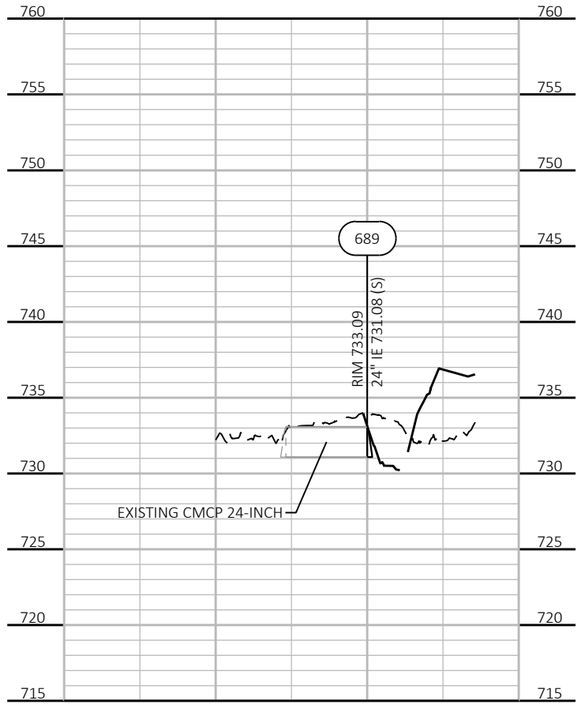


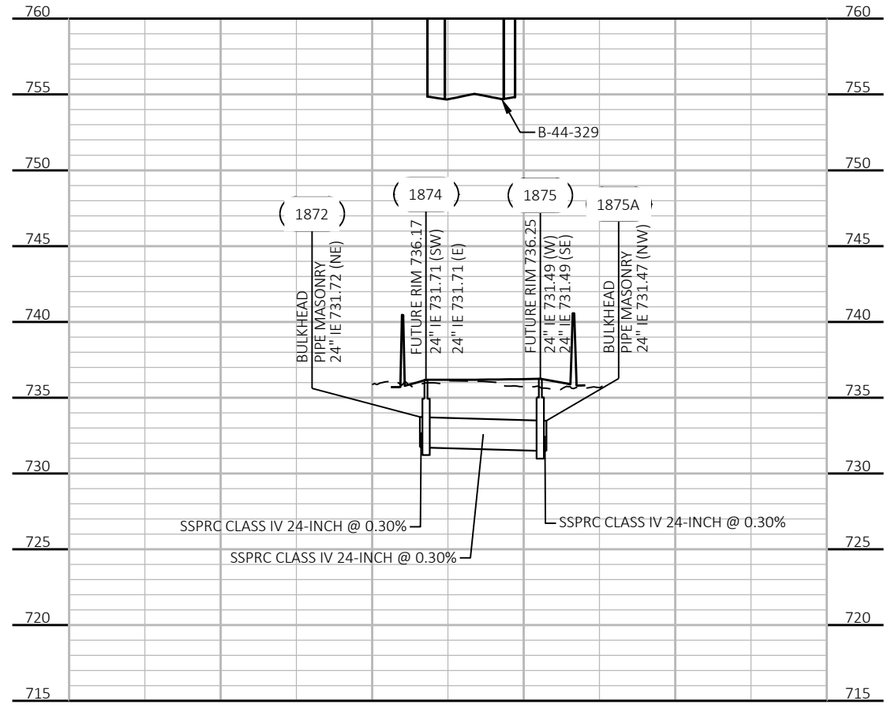




PROJECT NO: 1130-65-81	HWY: IH 41	COUNTY: OUTAGAMIE	STORM SEWER PLAN AND PROFILE - FRENCH RD OVERPASS	SHEET 80	E

FILE NAME : C:\USERS\BADAMS\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306581\SHEETS\11306581-022501-SS.DWG
LAYOUT NAME - 17A
PLOT DATE : 7/29/2025 9:55 AM PLOT BY : BRIAN C. ADAMS, PE PLOT NAME : PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 41

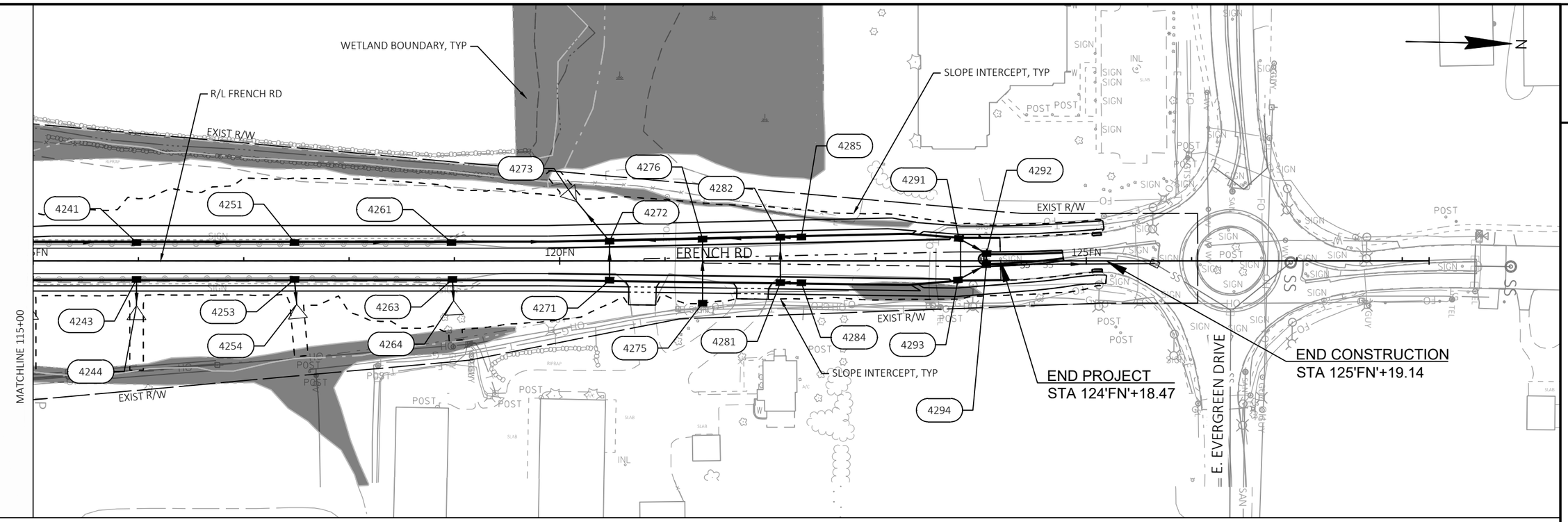


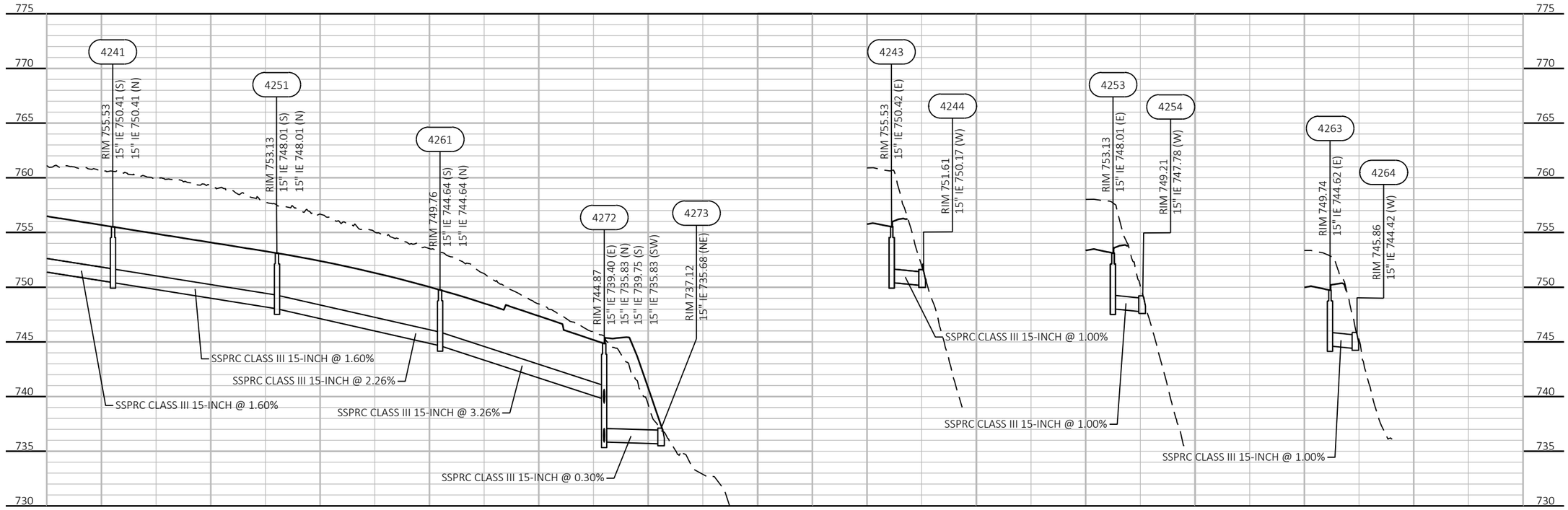


2

PROJECT NO: 1130-65-81	HWY: IH 41	COUNTY: OUTAGAMIE	STORM SEWER PLAN AND PROFILE - FRENCH RD OVERPASS	SHEET 81	E

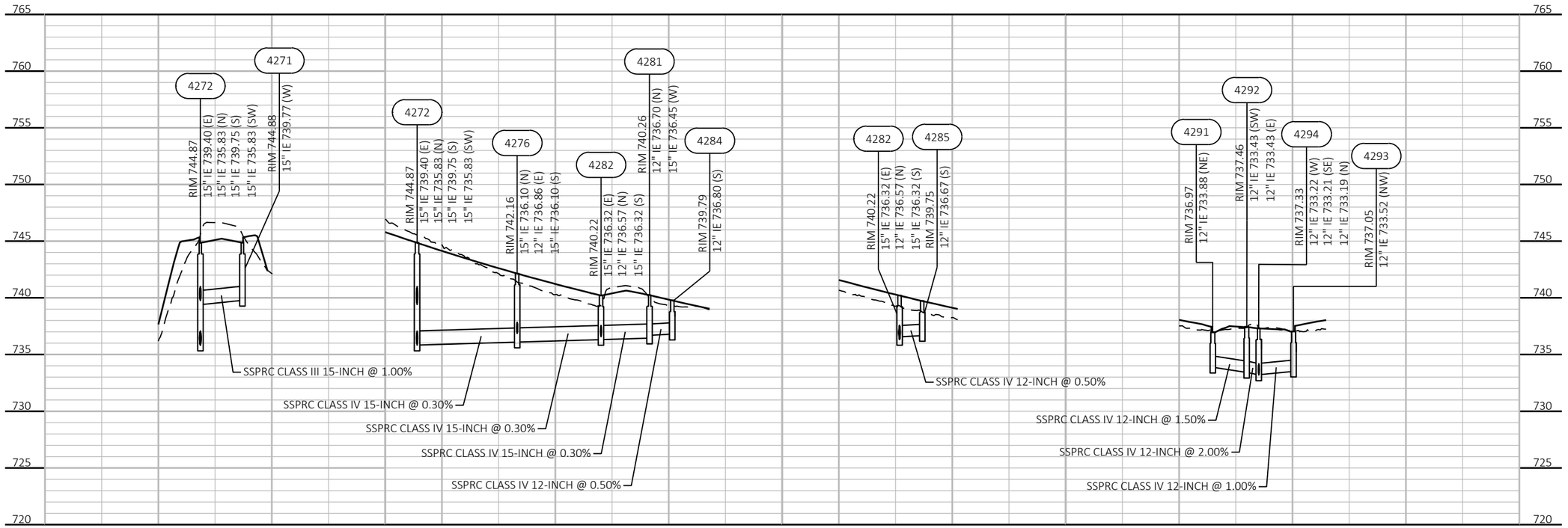
FILE NAME : C:\USERS\BADAMS\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306581\SHEETS\11306581-022501-SS.DWG
LAYOUT NAME - 17B
PLOT DATE : 7/29/2025 10:09 AM
PLOT BY : BRIAN C. ADAMS, PE
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 41

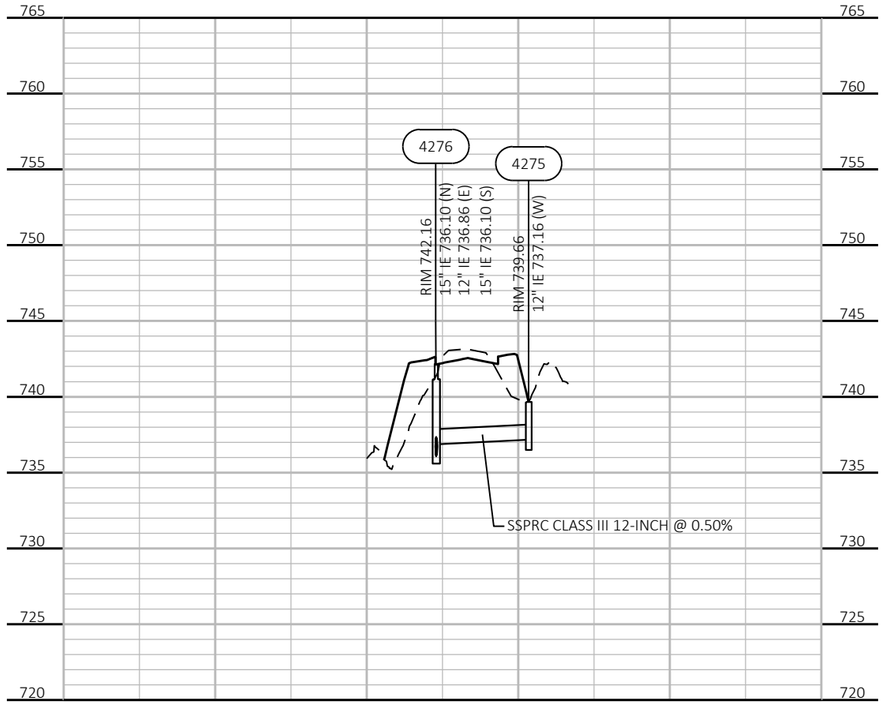




PROJECT NO: 1130-65-81	HWY: IH 41	COUNTY: OUTAGAMIE	STORM SEWER PLAN AND PROFILE - FRENCH RD OVERPASS	SHEET 82	E

FILE NAME : C:\USERS\BADAMS\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306581\SHEETS\11306581-022501-SS.DWG
LAYOUT NAME - 18
PLOT DATE : 7/29/2025 9:58 AM
PLOT BY : BRIAN C. ADAMS, PE
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 41





PROJECT NO: 1130-65-81	HWY: IH 41	COUNTY: OUTAGAMIE	STORM SEWER PLAN AND PROFILE - FRENCH RD OVERPASS	SHEET 83	E

FILE NAME : C:\USERS\BADAMS\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306581\SHEETS\11306581-022501-SS.DWG
LAYOUT NAME - 18A
PLOT DATE : 7/29/2025 9:59 AM
PLOT BY : BRIAN C. ADAMS, PE
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 41

2

HWY 441

PI: 100+74.69

EP: 128+25.44

11
EXIT
11B
E5-1B
MOVE

12
W1-8
MOVE ALL W1-8 SIGNS
TO NEW RAMP ALIGNMENT

French Rd
M1-94
MOVE
7

SPEED LIMIT 45
R2-1
24"X30"
2

SPEED LIMIT 35
R2-1
24"X30"
1

BIKE LANE
R3-17
30"X24"
17

AHEAD
R3-17AP
30"X12"
18

W. EVERGREEN DR

N FRENCH RD

13
BIKE LANE
R3-17
30"X24"
14
AHEAD
R3-17AP
30"X12"

15
BIKE LANE
R3-17
30"X24"
16
ENDS
R3-17BP
30"X12"

10
SPEED LIMIT 35
W3-5
36"X36"

8
French Rd
M1-94
MOVE

100
EXIT145
441 SOUTH
MOVE FROM EXISTING BRIDGE
MOUNT ON NEW TYPE I POSTS

6
SPEED LIMIT 35
R2-1
24"X30"

W2-6
30"X30"
3
Evergreen Dr
D1-1
30"X12"
4
15 MPH
W13-1
18"X18"
5

19
BIKE LANE
R3-17
30"X24"
20
ENDS
R3-17BP
30"X12"

NORTH 41 NORTH 41
J4-2
MOVE
9

TYPE I SIGN ON STRUCTURAL STEEL SUPPORT

TYPE II SIGN ON WOOD POST

TYPE II SIGN ON TUBULAR STEEL SUPPORT

3 SIGN - REMOVE EXISTING/REPLACE WITH NEW

100 SIGN-MOVE EXISTING TO NEW LOCATION

21 SIGN-NEW INSTALL

PROJECT NO: 1130-65-81	HWY: IH 41	COUNTY: OUTAGAMIE	PERMANENT SIGNING	SHEET 84	E

FILE NAME : C:\USERS\DOTETS\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306301\SHEETS\SIGNING PLANS\11306581_023201-PS.DWG
LAYOUT NAME - 023201-ps

PLOT DATE : 3/11/2025 2:53 PM PLOT BY : SIKORSKI, ERIC T PLOT NAME : PLOT SCALE : 1 IN:200 FT

2

STREET LIGHTING PLANS PREPARED BY

KL Engineering
[A] Better Experience

WISCONSIN
JACOB A.
JOYAL
46965-6
OREGON,
WI
PROFESSIONAL ENGINEER

07/09/2025
(DATE)

(SIGNATURE)

GENERAL STREET LIGHTING NOTES:

1) WISCONSIN DOT NORTHEAST REGION ELECTRICAL UNIT SHALL APPROVE THE FINAL LOCATION FOR ALL CONCRETE BASES IN THE FIELD PRIOR TO INSTALLATION. CONTACT THEM 3 DAYS IN ADVANCE AT (920) 492-5654 OR (920) 492-5628.

2) PITCH ALL CONDUIT TOWARDS PULLBOXES. A 2" DRAIN DUCT TO DITCH OR STORM SEWER REQUIRED FOR ALL PULLBOXES IN LOW POINTS. REFER TO THE MISCELLANEOUS QUANTITIES FOR LOCATIONS OF DRAIN DUCT.

3) THE LOCATION OF EXISTING AND PROPOSED UTILITIES AS SHOWN ON THE PLANS ARE APPROXIMATE. IN ADDITION, THERE MAY BE OTHER UTILITIES WITHIN THE PROJECT AREA WHICH ARE NOT SHOWN. THE CONTRACTOR SHALL VERIFY THE LOCATIONS OF ALL UTILITIES PRIOR TO CONSTRUCTION.

4) REFER TO STANDARD DETAIL DRAWING, CABINET SERVICE INSTALLATION (METER BREAKER PEDESTAL), WITH EXCEPTION TO CONDUIT ENTRY THROUGH THE CABINET SIDE. DO NOT DRILL OR OTHERWISE PIERCE THE CABINET ENCLOSURE FOR ELECTRICAL SERVICE WIRING ACCESS. SEE CONSTRUCTION DETAILS FOR CABINET BASES SHOWING UNDERGROUND CONDUIT ENTRY TO METER PEDESTAL.

5) REFER TO STAKING DATA FOR EXACT LOCATIONS, WITH ALL LOCATIONS APPROVED BY THE ENGINEER PRIOR TO INSTALL. GENERAL GUIDLINES FOR OFFSETS ARE AS FOLLOWS:
-BEHIND BIKE PATH: 3.83' FROM BACK OF BIKE PATH TO CENTER OF BASE

6) CONDUIT RIGID METALLIC MAY BE REQUIRED ACROSS STRUCTURE JOINTS AT CERTAIN LOCATIONS. THREE FEET (MINIMUM) OF RMC ON EITHER SIDE OF THE JOINT REQUIRED. EXPANSION FITTINGS FOR STEEL CONDUIT ARE REQUIRED AT THE JOINTS AS SPECIFIED IN THE PLANS AND DETAILS. EXPANSION FITTINGS ARE INCIDENTAL TO THE CONDUIT.

7) CABINET BASES AND THE PULLBOXES AND CONDUIT WITHIN THE AREA OF CABINET BASES SHALL BE INSTALLED PER FIELD CONDITIONS (WITH ENGINEER APPROVAL). VERIFY THE LOCATION OF ALL ELECTRICAL FACILITIES WITH THE ENGINEER PRIOR TO INSTALLING.

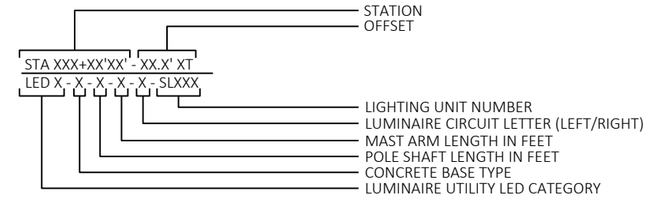
LIGHTING PLAN LEGEND

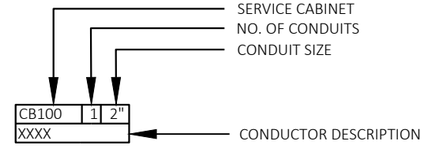
- PROPOSED CONCRETE CONTROL CABINET BASE/ELEC. SERVICE
- PROPOSED PULL BOX NON-CONDUCTIVE (24"X42")
- PROPOSED LIGHTING CONDUIT (2" SCHEDULE 40 PVC)
- PROPOSED LIGHTING CONDUIT (3" SCHEDULE 80 PVC)

UNLESS SPECIFIED OTHERWISE

- PROPOSED SINGLE ARM LUMINAIRE
- B-XX-XXXX — SEE STRUCTURE PLANS FOR ELECTRICAL DETAILS

*STRUCTURE NUMBERS WITHOUT A BOX INDICATE NO ELECTRICAL INFRASTRUCTURE INCLUDED





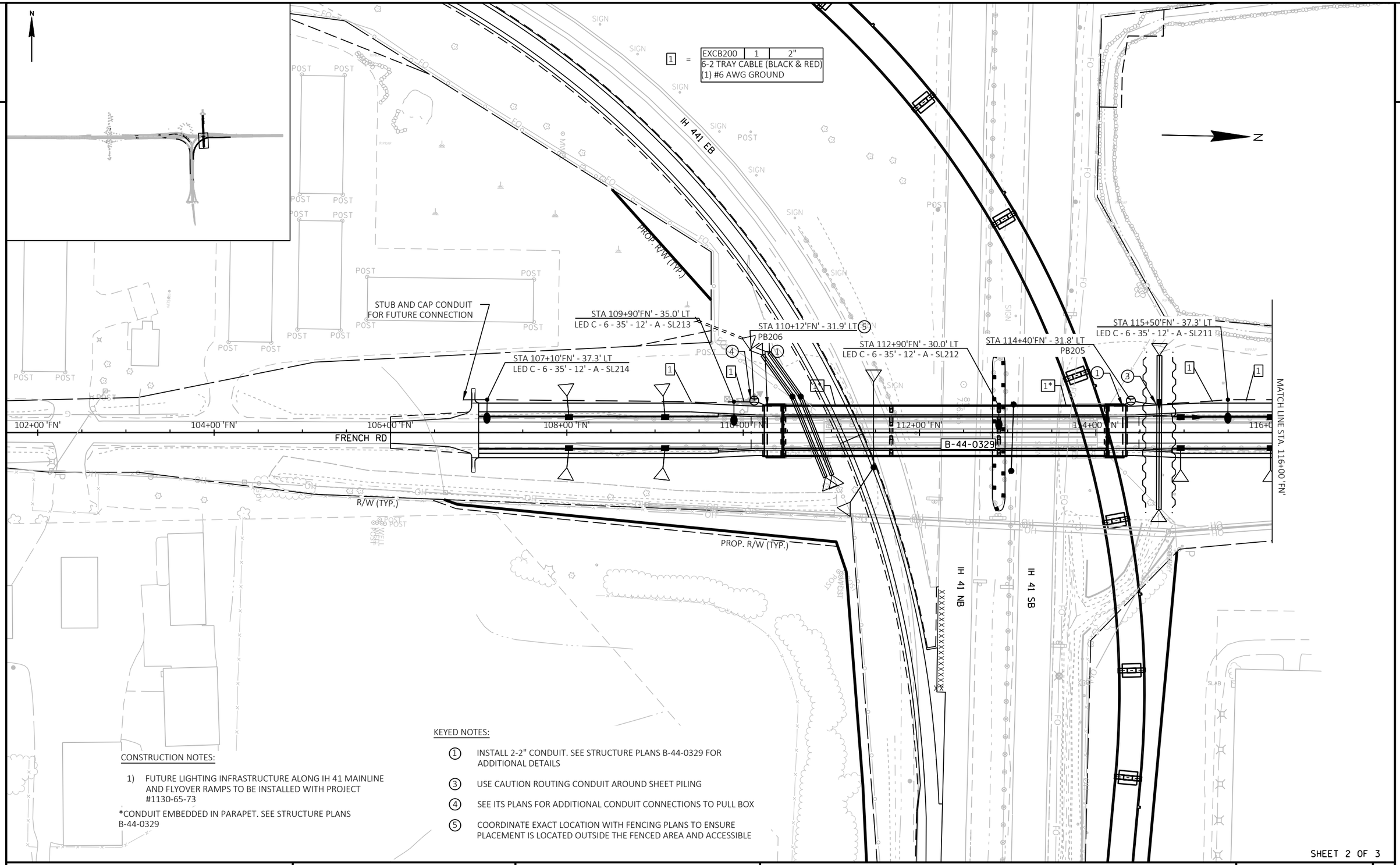
ABBREVIATIONS

STR - STRUCTURE MOUNT (REFER TO STRUCTURE PLANS)
PWO - PULLWIRE/TRACER WIRE ONLY REQ'D

SHEET 1 OF 3

PROJECT NO: 1130-65-81	HWY: IH 41	COUNTY: OUTAGAMIE	LIGHTING PLANS - TITLE SHEET	SHEET 85	E

FILE NAME : C:\USERS\TANNER.BRAATZ\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306301\DSGN\LIGHTING\SHEETS\SHEETSPLAN\1130-65-81_FRENCH RD OVERPASS\023601-LP (1130-65-81).DWG 7/24/2025 9:03 AM PLOT BY : TANNER BRAATZ PLOT NAME : PLOT SCALE : ########### WISDOT/CADDS SHEET 42
LAYOUT NAME - TITLE



CONSTRUCTION NOTES:

1) FUTURE LIGHTING INFRASTRUCTURE ALONG IH 41 MAINLINE AND FLYOVER RAMPS TO BE INSTALLED WITH PROJECT #1130-65-73

*CONDUIT EMBEDDED IN PARAPET. SEE STRUCTURE PLANS B-44-0329

KEYED NOTES:

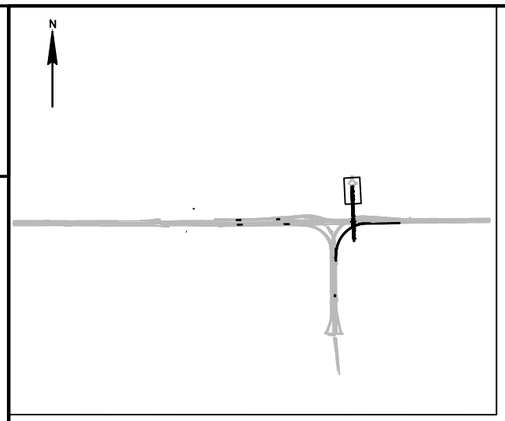
1. INSTALL 2-2" CONDUIT. SEE STRUCTURE PLANS B-44-0329 FOR ADDITIONAL DETAILS
3. USE CAUTION ROUTING CONDUIT AROUND SHEET PILING
4. SEE ITS PLANS FOR ADDITIONAL CONDUIT CONNECTIONS TO PULL BOX
5. COORDINATE EXACT LOCATION WITH FENCING PLANS TO ENSURE PLACEMENT IS LOCATED OUTSIDE THE FENCED AREA AND ACCESSIBLE

SHEET 2 OF 3

PROJECT NO: 1130-65-81	HWY: IH 41	COUNTY: OUTAGAMIE	LIGHTING PLANS	SHEET 86	E

FILE NAME : C:\USERS\TANNER.BRAATZ\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306301\DSGN\LIGHTING\SHEETS\SHEETSPLAN\1130-65-81_FRENCH RD OVERPASS\023601-LP (1130-65-81).DWG 7/24/2025 9:05 AM PLOT BY : TANNER BRAATZ PLOT NAME : PLOT SCALE : 1 IN:100 FT
LAYOUT NAME - 01

WISDOT/CADDS SHEET 42



1 =	EXCB200	1	2"
	6-2 TRAY CABLE (BLACK & RED)		
	(1) #6 AWG GROUND		

2 =	EXCB200	EXIST
	6-2 TRAY CABLE (BLACK & RED)	
	(1) #6 AWG GROUND	

STA 118+30'FN' - 37.3' LT
LED C - 6 - 35' - 12' - A - SL210

STA 121+20'FN' - 40.2' LT
LED C - 6 - 35' - 12' - A - SL209

MATCH LINE STA. 116+00 'FN'

118+00 'FN'

120+00 'FN'

122+00 'FN'

124+00 'FN'

126+00 'FN'

128+00 'FN'

FRENCH RD

R/W (TYP.)

EVERGREEN DR

EXPB200

EXSL200

EXSL201

EXSL202

EXSL203

EXPB201

EXSL204

EXSL205

EXCB200

SEE CONSTRUCTION NOTE 2

EXPB202

EXSL206

EXSL208

EXPB203

EXSL207

EXPB204

SEPTIC

CONSTRUCTION NOTES:

1) FUTURE LIGHTING INFRASTRUCTURE ALONG IH 41 MAINLINE AND FLYOVER RAMPS TO BE INSTALLED WITH PROJECT #1130-65-73

2) CONNECT PROPOSED CONDUCTORS TO EXISTING ROUNDABOUT LIGHTING CONTACTOR IN EXCB200

KEYED NOTES:

(2) INSTALL CONDUIT INTO EXISTING PULLBOX

SHEET 3 OF 3

PROJECT NO: 1130-65-81	HWY: IH 41	COUNTY: OUTAGAMIE	LIGHTING PLANS	SHEET 87	E

FILE NAME : C:\USERS\TANNER.BRAATZ\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306301\DSGN\LIGHTING\SHEETS\SHEETSPLAN\1130-65-81_FRENCH RD OVERPASS\023601-LP (1130-65-81).DWG 7/24/2025 9:07 AM PLOT BY : TANNER BRAATZ PLOT NAME : PLOT SCALE : 1 IN:100 FT

LAYOUT NAME - 02

WISDOT/CADDS SHEET 42

2

N

104'FN' 105'FN' 106'FN' 107'FN' 108'FN' 109'FN' 110'FN'+00

MATCHLINE 110'FN'+00

'FN'+00.00
-12.00'LT

12

FRENCH RD

12'

12'

R/L FN

(BIKE LANE)

18 21

BEGIN PROJECT
STA 106'FN'+00.00

'FN'+00.00
12.00'RT

11

(DOUBLE)

21 18

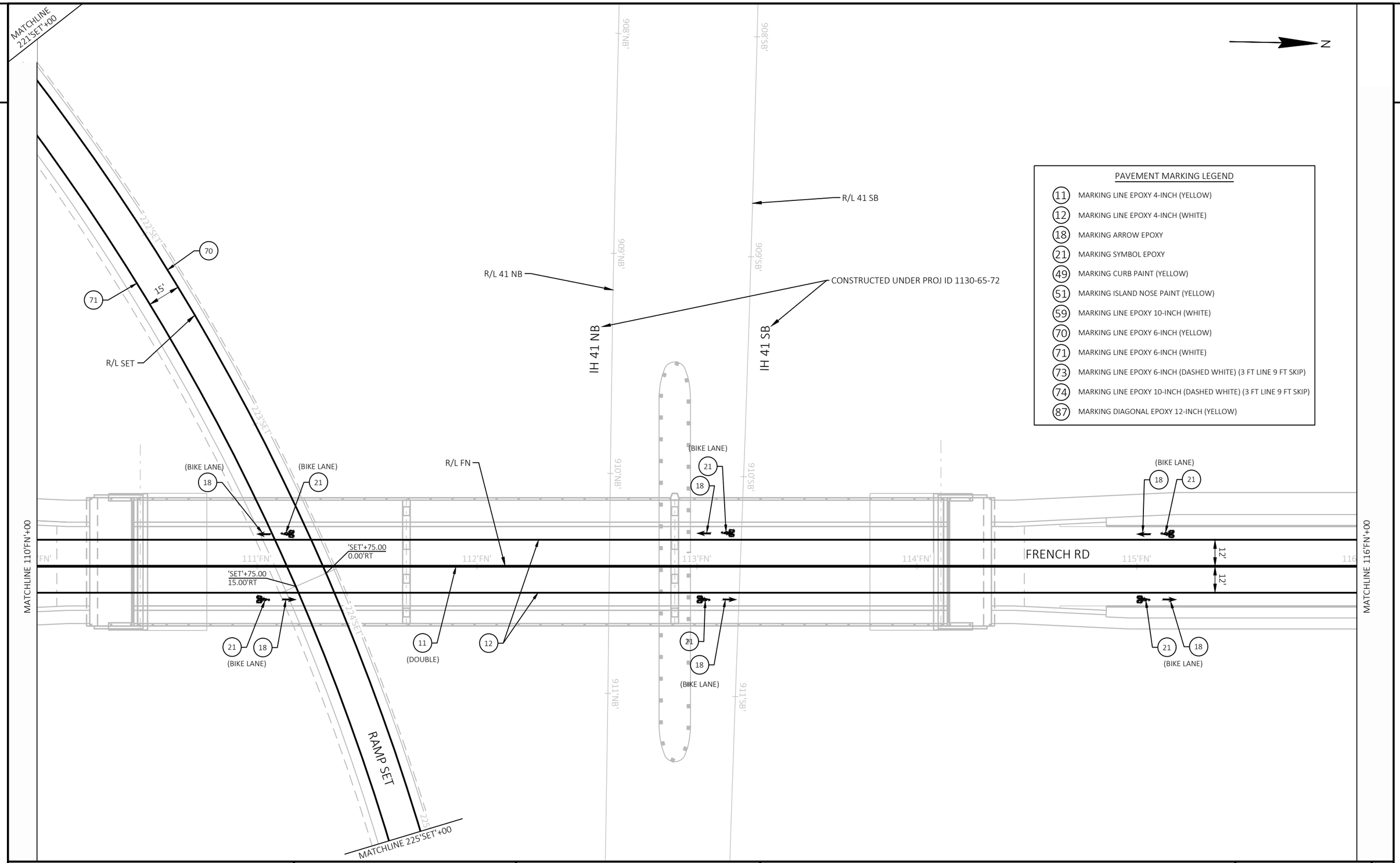
(BIKE LANE)

21 18

(BIKE LANE)

PAVEMENT MARKING LEGEND

11	MARKING LINE EPOXY 4-INCH (YELLOW)
12	MARKING LINE EPOXY 4-INCH (WHITE)
18	MARKING ARROW EPOXY
21	MARKING SYMBOL EPOXY
49	MARKING CURB PAINT (YELLOW)
51	MARKING ISLAND NOSE PAINT (YELLOW)
59	MARKING LINE EPOXY 10-INCH (WHITE)
70	MARKING LINE EPOXY 6-INCH (YELLOW)
71	MARKING LINE EPOXY 6-INCH (WHITE)
73	MARKING LINE EPOXY 6-INCH (DASHED WHITE) (3 FT LINE 9 FT SKIP)
74	MARKING LINE EPOXY 10-INCH (DASHED WHITE) (3 FT LINE 9 FT SKIP)
87	MARKING DIAGONAL EPOXY 12-INCH (YELLOW)



PAVEMENT MARKING LEGEND

11	MARKING LINE EPOXY 4-INCH (YELLOW)
12	MARKING LINE EPOXY 4-INCH (WHITE)
18	MARKING ARROW EPOXY
21	MARKING SYMBOL EPOXY
49	MARKING CURB PAINT (YELLOW)
51	MARKING ISLAND NOSE PAINT (YELLOW)
59	MARKING LINE EPOXY 10-INCH (WHITE)
70	MARKING LINE EPOXY 6-INCH (YELLOW)
71	MARKING LINE EPOXY 6-INCH (WHITE)
73	MARKING LINE EPOXY 6-INCH (DASHED WHITE) (3 FT LINE 9 FT SKIP)
74	MARKING LINE EPOXY 10-INCH (DASHED WHITE) (3 FT LINE 9 FT SKIP)
87	MARKING DIAGONAL EPOXY 12-INCH (YELLOW)

PROJECT NO: 1130-65-81	HWY: IH 41	COUNTY: OUTAGAMIE	PAVEMENT MARKING	SHEET 89	E

2

2

N

MATCHLINE 116'FN'+00

MATCHLINE 122'FN'+00

(BIKE LANE) 18 21

R/L FN

(BIKE LANE) 18 21

'FN'+89.01
-12.00'LT

(BIKE LANE) 18 21

FRENCH RD

116'FN' 117'FN' 118'FN' 119'FN' 120'FN' 121'FN' 122'FN'

12'

12'

21 18 (BIKE LANE)

12

11 (DOUBLE)

21 18 (BIKE LANE)

'FN'+89.14
0.00'LT

'FN'+89.06
12.00'RT

87

21 18 (BIKE LANE)

11 (DOUBLE)

PAVEMENT MARKING LEGEND

11	MARKING LINE EPOXY 4-INCH (YELLOW)
12	MARKING LINE EPOXY 4-INCH (WHITE)
18	MARKING ARROW EPOXY
21	MARKING SYMBOL EPOXY
49	MARKING CURB PAINT (YELLOW)
51	MARKING ISLAND NOSE PAINT (YELLOW)
59	MARKING LINE EPOXY 10-INCH (WHITE)
70	MARKING LINE EPOXY 6-INCH (YELLOW)
71	MARKING LINE EPOXY 6-INCH (WHITE)
73	MARKING LINE EPOXY 6-INCH (DASHED WHITE) (3 FT LINE 9 FT SKIP)
74	MARKING LINE EPOXY 10-INCH (DASHED WHITE) (3 FT LINE 9 FT SKIP)
87	MARKING DIAGONAL EPOXY 12-INCH (YELLOW)

PROJECT NO: 1130-65-81	HWY: IH 41	COUNTY: OUTAGAMIE	PAVEMENT MARKING	SHEET 90	E

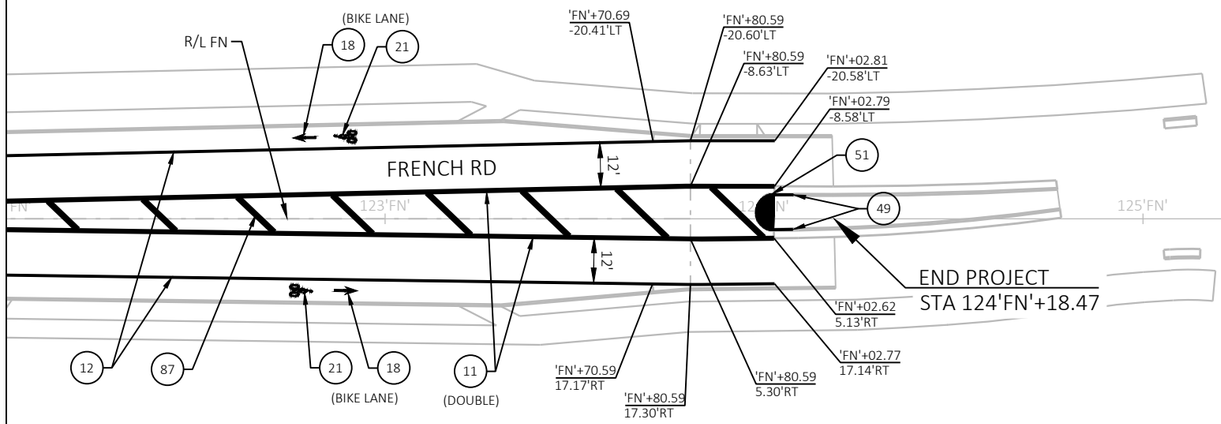
FILE NAME : C:\USERS\CORKYL\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306581\SHEETS\11306581-024501-PM.DWG
LAYOUT NAME - FN03

PLOT DATE : 5/9/2025 11:11 AM PLOT BY : KYLE CORNELIUS PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

N



PAVEMENT MARKING LEGEND

11	MARKING LINE EPOXY 4-INCH (YELLOW)
12	MARKING LINE EPOXY 4-INCH (WHITE)
18	MARKING ARROW EPOXY
21	MARKING SYMBOL EPOXY
49	MARKING CURB PAINT (YELLOW)
51	MARKING ISLAND NOSE PAINT (YELLOW)
59	MARKING LINE EPOXY 10-INCH (WHITE)
70	MARKING LINE EPOXY 6-INCH (YELLOW)
71	MARKING LINE EPOXY 6-INCH (WHITE)
73	MARKING LINE EPOXY 6-INCH (DASHED WHITE) (3 FT LINE 9 FT SKIP)
74	MARKING LINE EPOXY 10-INCH (DASHED WHITE) (3 FT LINE 9 FT SKIP)
87	MARKING DIAGONAL EPOXY 12-INCH (YELLOW)

2

2

POST

N

SIGN

SB STH 441

SIGN

SIGN

SLAB

W

SLAB

NB STH 441

24'

12'

74

NB STH 441 ENTRANCE RAMP

MATCHLINE A

SLAB

W

MATCH INTO EXISTING
PAVEMENT MARKING

71

POST

PAVEMENT MARKING LEGEND

11	MARKING LINE EPOXY 4-INCH (YELLOW)
12	MARKING LINE EPOXY 4-INCH (WHITE)
18	MARKING ARROW EPOXY
21	MARKING SYMBOL EPOXY
49	MARKING CURB PAINT (YELLOW)
51	MARKING ISLAND NOSE PAINT (YELLOW)
59	MARKING LINE EPOXY 10-INCH (WHITE)
70	MARKING LINE EPOXY 6-INCH (YELLOW)
71	MARKING LINE EPOXY 6-INCH (WHITE)
73	MARKING LINE EPOXY 6-INCH (DASHED WHITE) (3 FT LINE 9 FT SKIP)
74	MARKING LINE EPOXY 10-INCH (DASHED WHITE) (3 FT LINE 9 FT SKIP)
87	MARKING DIAGONAL EPOXY 12-INCH (YELLOW)

PROJECT NO: 1130-65-81	HWY: IH 41	COUNTY: OUTAGAMIE	PAVEMENT MARKING	SHEET 92	E

FILE NAME : C:\USERS\CORKYL\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306581\SHEETS\11306581-024501-PM.DWG
LAYOUT NAME - SET1

PLOT DATE : 5/9/2025 11:15 AM PLOT BY : KYLE CORNELIUS PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

N

SB STH 441

NB STH 441

24'

12'

74

71

59

R/L SET

'SET'+88.07
0.00'RT

'SET'+98.63
11.97'RT

207'SET'

208'SET'

209'SET'+00

MATCHLINE A

MATCHLINE 209'SET'+00

SIGN

POST

SLAB

W

PAVEMENT MARKING LEGEND

11	MARKING LINE EPOXY 4-INCH (YELLOW)
12	MARKING LINE EPOXY 4-INCH (WHITE)
18	MARKING ARROW EPOXY
21	MARKING SYMBOL EPOXY
49	MARKING CURB PAINT (YELLOW)
51	MARKING ISLAND NOSE PAINT (YELLOW)
59	MARKING LINE EPOXY 10-INCH (WHITE)
70	MARKING LINE EPOXY 6-INCH (YELLOW)
71	MARKING LINE EPOXY 6-INCH (WHITE)
73	MARKING LINE EPOXY 6-INCH (DASHED WHITE) (3 FT LINE 9 FT SKIP)
74	MARKING LINE EPOXY 10-INCH (DASHED WHITE) (3 FT LINE 9 FT SKIP)
87	MARKING DIAGONAL EPOXY 12-INCH (YELLOW)

PROJECT NO: 1130-65-81	HWY: IH 41	COUNTY: OUTAGAMIE	PAVEMENT MARKING	SHEET 93	E

FILE NAME : C:\USERS\CORKYL\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306581\SHEETS\11306581-024501-PM.DWG
LAYOUT NAME - SET2

PLOT DATE : 5/9/2025 11:17 AM PLOT BY : KYLE CORNELIUS PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

2

N

NB IH 41 EXIT RAMP

SB STH 441

NB STH 441

MATCH INTO EXISTING PAVEMENT MARKING

59

24'

70

R/L SET

'SET'+42.69
0.00'

RAMP SET

15'

'SET'+36.35
-0.14'LT

'SET'+66.82
0.00'

'SET'+42.69
15.00'RT

71

'SET'+67.40
15.00'RT

MATCHLINE 209'SET'+00

MATCHLINE 215'SET'+00

211'SET'

212'SET'

213'SET'

214'SET'

POST

SIGN

MWEL

SLAB

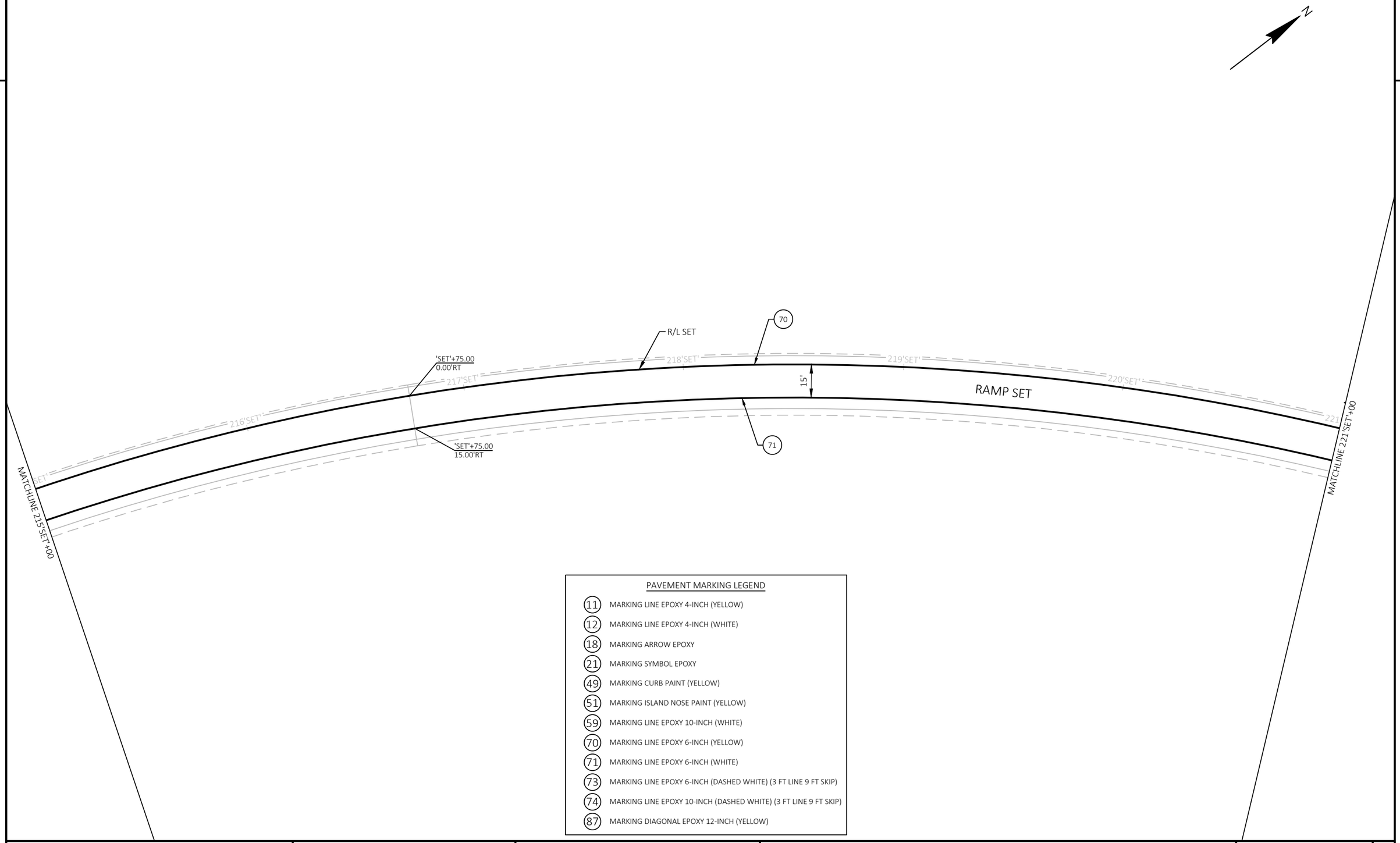
PAVEMENT MARKING LEGEND

11	MARKING LINE EPOXY 4-INCH (YELLOW)
12	MARKING LINE EPOXY 4-INCH (WHITE)
18	MARKING ARROW EPOXY
21	MARKING SYMBOL EPOXY
49	MARKING CURB PAINT (YELLOW)
51	MARKING ISLAND NOSE PAINT (YELLOW)
59	MARKING LINE EPOXY 10-INCH (WHITE)
70	MARKING LINE EPOXY 6-INCH (YELLOW)
71	MARKING LINE EPOXY 6-INCH (WHITE)
73	MARKING LINE EPOXY 6-INCH (DASHED WHITE) (3 FT LINE 9 FT SKIP)
74	MARKING LINE EPOXY 10-INCH (DASHED WHITE) (3 FT LINE 9 FT SKIP)
87	MARKING DIAGONAL EPOXY 12-INCH (YELLOW)

PROJECT NO: 1130-65-81	HWY: IH 41	COUNTY: OUTAGAMIE	PAVEMENT MARKING	SHEET 94	E

2

2



PAVEMENT MARKING LEGEND

11	MARKING LINE EPOXY 4-INCH (YELLOW)
12	MARKING LINE EPOXY 4-INCH (WHITE)
18	MARKING ARROW EPOXY
21	MARKING SYMBOL EPOXY
49	MARKING CURB PAINT (YELLOW)
51	MARKING ISLAND NOSE PAINT (YELLOW)
59	MARKING LINE EPOXY 10-INCH (WHITE)
70	MARKING LINE EPOXY 6-INCH (YELLOW)
71	MARKING LINE EPOXY 6-INCH (WHITE)
73	MARKING LINE EPOXY 6-INCH (DASHED WHITE) (3 FT LINE 9 FT SKIP)
74	MARKING LINE EPOXY 10-INCH (DASHED WHITE) (3 FT LINE 9 FT SKIP)
87	MARKING DIAGONAL EPOXY 12-INCH (YELLOW)

PROJECT NO: 1130-65-81	HWY: IH 41	COUNTY: OUTAGAMIE	PAVEMENT MARKING	SHEET 95	E

2

N

912'SB'
913'SB'
914'SB'
915'SB'
916'SB'
917'SB'
912'NB'
913'NB'
914'NB'
915'NB'
916'NB'
917'NB'
226'SET'
227'SET'
228'SET'
229'SET'
230'SET'

CONSTRUCTED UNDER PROJ ID 1130-65-72

IH 41 SB

IH 41 NB

R/L SB

R/L NB

R/L SET

RAMP SET 15'

70

71

71

'SET'+30.00
0.00'RT

'SET'+05.32
0.00'

'SET'+20.52
0.00'

'SET'+76.20
0.00'

'SET'+19.80
15.00'RT

'SET'+76.51
14.90'RT

MATCHLINE 225'SET'+00

MATCHLINE 230'SET'+50

PAVEMENT MARKING LEGEND

11	MARKING LINE EPOXY 4-INCH (YELLOW)
12	MARKING LINE EPOXY 4-INCH (WHITE)
18	MARKING ARROW EPOXY
21	MARKING SYMBOL EPOXY
49	MARKING CURB PAINT (YELLOW)
51	MARKING ISLAND NOSE PAINT (YELLOW)
59	MARKING LINE EPOXY 10-INCH (WHITE)
70	MARKING LINE EPOXY 6-INCH (YELLOW)
71	MARKING LINE EPOXY 6-INCH (WHITE)
73	MARKING LINE EPOXY 6-INCH (DASHED WHITE) (3 FT LINE 9 FT SKIP)
74	MARKING LINE EPOXY 10-INCH (DASHED WHITE) (3 FT LINE 9 FT SKIP)
87	MARKING DIAGONAL EPOXY 12-INCH (YELLOW)

PROJECT NO: 1130-65-81	HWY: IH 41	COUNTY: OUTAGAMIE	PAVEMENT MARKING	SHEET 96	E

FILE NAME : C:\USERS\CORKYL\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306581\SHEETS\11306581-024501-PM.DWG
LAYOUT NAME - SET5

PLOT DATE : 5/9/2025 11:22 AM PLOT BY : KYLE CORNELIUS PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

2

N

CONSTRUCTED UNDER PROJ ID 1130-65-72

IH 41 SB

R/L SB

918'SB' 919'SB' 920'SB' 921'SB' 922'SB' 923'SB'

R/L NB

IH 41 NB

918'NB' 919'NB' 920'NB' 921'NB' 922'NB' 923'NB'

MATCHLINE 230'SET'+50

'SET'+20.80
0.00'

R/L SET

231'SET' 232'SET' 233'SET' 234'SET' 235'SET' 236'SET'

'SET'+99.78
0.00'

MATCHLINE 236'SET'+50

12'

RAMP SET

71

'SET'+20.80
12.00'RT

71

73

'SET'+99.78
12.00'RT

PAVEMENT MARKING LEGEND

11	MARKING LINE EPOXY 4-INCH (YELLOW)
12	MARKING LINE EPOXY 4-INCH (WHITE)
18	MARKING ARROW EPOXY
21	MARKING SYMBOL EPOXY
49	MARKING CURB PAINT (YELLOW)
51	MARKING ISLAND NOSE PAINT (YELLOW)
59	MARKING LINE EPOXY 10-INCH (WHITE)
70	MARKING LINE EPOXY 6-INCH (YELLOW)
71	MARKING LINE EPOXY 6-INCH (WHITE)
73	MARKING LINE EPOXY 6-INCH (DASHED WHITE) (3 FT LINE 9 FT SKIP)
74	MARKING LINE EPOXY 10-INCH (DASHED WHITE) (3 FT LINE 9 FT SKIP)
87	MARKING DIAGONAL EPOXY 12-INCH (YELLOW)

PROJECT NO: 1130-65-81	HWY: IH 41	COUNTY: OUTAGAMIE	PAVEMENT MARKING	SHEET 97	E

2

2

N

MATCHLINE 236'SET'+50

R/L SB

CONSTRUCTED UNDER PROJ ID 1130-65-72

IH 41 SB

924'SB' 925'SB' 926'SB' 927'SB' 928'SB' 929'SB'

R/L NB

924'NB' 925'NB' 926'NB' 927'NB' 928'NB' 929'NB'

IH 41 NB

R/L SET

MATCH INTO EXISTING PAVEMENT MARKING

237'SET' 238'SET' 239'SET' 240'SET' 241'SET' 242'SET'

RAMP SET

'SET'+60.77
0.00'

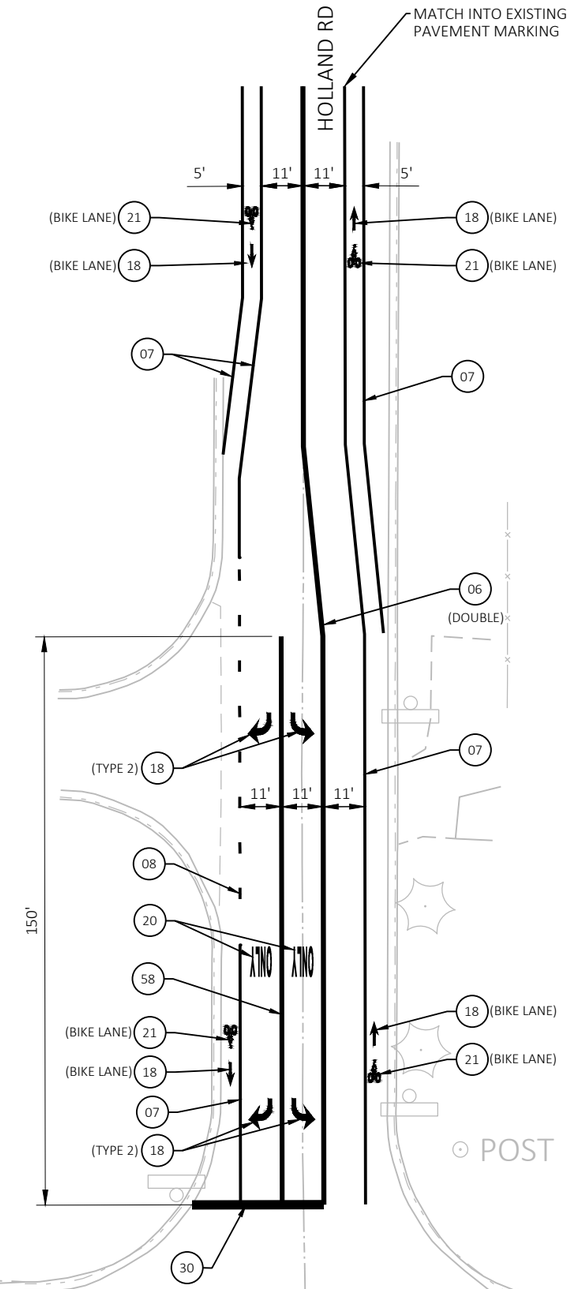
'SET'+10.72
0.00'

71

PAVEMENT MARKING LEGEND

11	MARKING LINE EPOXY 4-INCH (YELLOW)
12	MARKING LINE EPOXY 4-INCH (WHITE)
18	MARKING ARROW EPOXY
21	MARKING SYMBOL EPOXY
49	MARKING CURB PAINT (YELLOW)
51	MARKING ISLAND NOSE PAINT (YELLOW)
59	MARKING LINE EPOXY 10-INCH (WHITE)
70	MARKING LINE EPOXY 6-INCH (YELLOW)
71	MARKING LINE EPOXY 6-INCH (WHITE)
73	MARKING LINE EPOXY 6-INCH (DASHED WHITE) (3 FT LINE 9 FT SKIP)
74	MARKING LINE EPOXY 10-INCH (DASHED WHITE) (3 FT LINE 9 FT SKIP)
87	MARKING DIAGONAL EPOXY 12-INCH (YELLOW)

2



N

PAVEMENT MARKING LEGEND

06	COLD WEATHER MARKING LINE EPOXY 4-INCH (YELLOW)
07	COLD WEATHER MARKING LINE EPOXY 4-INCH (WHITE)
08	COLD WEATHER MARKING LINE EPOXY 4-INCH (DASHED WHITE)(3 FT LINE 9 FT SKIP)
18	MARKING ARROW EPOXY
20	MARKING WORD EPOXY
21	MARKING SYMBOL EPOXY
30	MARKING STOP LINE EPOXY 18-INCH
58	COLD WEATHER MARKING LINE EPOXY 8-INCH (WHITE)

POST

POST POST

CTH OO

PROJECT NO: 1130-65-81	HWY: IH 41	COUNTY: OUTAGAMIE	PAVEMENT MARKING	SHEET 99	E

GENERAL NOTES FOR TRAFFIC CONTROL

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

2) A FLAGGER MAY BE REQUIRED WHERE CONSTRUCTION VEHICLES ENTER OR LEAVE WORK AREAS IF WARRANTED BY CONDITIONS OR AS DIRECTED BY THE ENGINEER. FLAGGING IS NOT PERMITTED ON FREEWAY LANES. FOR FREEWAYS REFERENCE SDD-TRAFFIC CONTROL, INGRESS/EGRESS.

3) ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED.

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

5) ALL TYPE III BARRICADES SHALL BE 8' WIDE, UNLESS OTHERWISE NOTED, AND EQUIPPED WITH TWO TYPE "A" (LOW INTENSITY FLASHING) LIGHTS.

6) DIMENSIONS TO CONCRETE BARRIER TEMPORARY PRECAST ARE TO THE FACE OF THE BARRIER ADJACENT TO TRAFFIC. STATION CALL-OUTS TO CONCRETE BARRIER TEMPORARY PRECAST ARE TO THE FACE OF THE BARRIER.

7) WORK AREAS SHOWN MAY NOT ILLUSTRATE ALL REMOVALS, SEE REMOVAL SHEETS FOR ADDITIONAL INFORMATION.

8) WHEN A SEGMENT OF THE PROJECT IS NOT SHOWN ON THE STAGING PLANS, USE THE SAME TRAFFIC CONTROL AS THE PREVIOUS STAGE FOR THE SEGMENT.

9) TRAFFIC CONTROL DRUM SPACING SHALL BE 50' UNLESS OTHERWISE NOTED.

10) 16"x16" ORANGE FLAGS SHALL BE INCIDENTAL TO TRAFFIC CONTROL SIGN BID ITEM.

11) INSTALL PROPOSED TRAFFIC CONTROL SIGNS ON BOTH OUTSIDE SHOULDER AND MEDIAN SIDE OF ALL DIVIDED ROADWAYS.

12) CONCRETE BARRIER TEMPORARY PRECAST SHALL BE ANCHORED AS SHOWN IN TYPICAL SECTIONS.

13) GRADING TO ACCOMMODATE CRASH CUSHIONS TEMPORARY IS INCIDENTAL TO THE CRASH CUSHION BID ITEMS.

14) TRAFFIC CONTROL DRUMS IN TAPERS SHALL BE EQUIPPED WITH TRAFFIC CONTROL WARNING LIGHTS TYPE "C", ONE WAY LIGHTS IN TAPERS ONLY. UNLESS OTHERWISE SHOWN, DRUMS SHALL BE SPACED AT 25-FT OC IN TAPERS AND 50-FT OC ON TANGENTS OR AS OTHERWISE SHOWN.

15) ALL SIGNS TEMPORARY OR EXISTING WHICH CONFLICT WITH THE TRAFFIC CONTROL "IN USE" SHALL BE COVERED OR REMOVED AS NEEDED AND/OR AS DIRECTED BY THE ENGINEER.

16) ALL EXISTING CONFLICTING PAVEMENT MARKING SHALL BE REMOVED.

17) WHEN USING A SINGLE LANE CLOSURE ON IH 41, COORDINATE WITH THE TRAFFIC MANAGEMENT ENGINEER FOR THE RELOCATION OF THE CORRIDOR QUEUE WARNING SYSTEM.

18) MAINTAIN A MINIMUM LANE WIDTH OF 12-FT UNLESS OTHERWISE NOTED IN THE TRAFFIC CONTROL PLAN SHEETS.

LEGEND

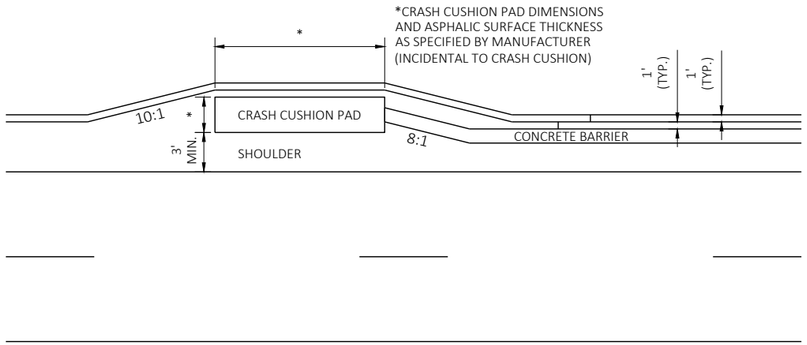
- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- SIGN ON PERMANENT SUPPORT(S)
- SIGN ON TEMPORARY SUPPORT(S)
- CONNECTED ARROW BOARD
- WORK ZONE START LOCATION MARKER
- WORK ZONE END LOCATION MARKER
- ASPHALTIC SURFACE
- WORK ZONE
- DIRECTION OF TRAFFIC
- MB — PORTABLE CHANGEABLE MESSAGE SIGN (PCMS)
- CC — CRASH CUSHION TEMPORARY
- CONCRETE BARRIER TEMPORARY PRECAST (CBTP)

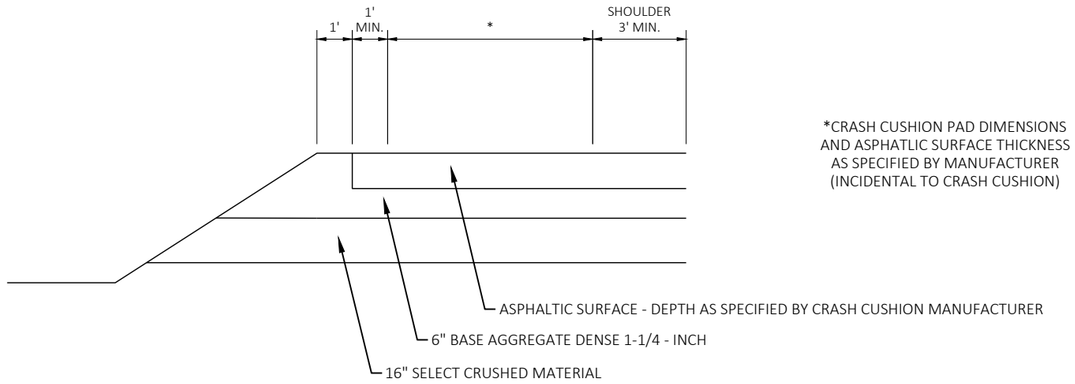
TEMPORARY PAVEMENT MARKING LEGEND

63) TEMPORARY MARKING REMOVABLE TAPE 6-INCH

64) TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH (YELLOW)

2





TEMPORARY CONCRETE BARRIER CRASH CUSHION

NOT TO SCALE

2

N

CTH JJ

CTH E/ BALLARD RD

N FRENCH RD

EVERGREEN DR

IH 41

W CAPITOL DR

CTH OO/ E NORTHLAND AVE

STH 96

W KIMBERLY AVE

STH 441

FRENCH RD

HOLLAND RD

VANDERBROEK RD

CTH N

MB

(1)

FRAME 1	FRAME 2
ROAD TO CLOSE LONGTERM	XXXDAY XX XX XX

(2)

FRAME 1	FRAME 2
FRENCH RD CLOSED	FOLLOW DETOUR

*USE (1) SEVEN DAYS BEFORE FRENCH RD CLOSURE THEN (2) THE FIRST SEVEN DAYS OF FRENCH RD DETOUR

(1)

FRAME 1	FRAME 2
IH 41 TO CLOSE	XXXDAY 11PM-430AM

(2)

FRAME 1	FRAME 2
IH 41 CLOSED	FOLLOW DETOUR

*USE (1) SEVEN DAYS BEFORE IH 41 CLOSURE THEN (2) WITH DETOUR

FRAME 1	FRAME 2
ROAD WORK BEGINS	XXXDAY XX XX XX

*USE SEVEN DAYS BEFORE START OF THE PROJECT

FRAME 1	FRAME 2
RAMP TO CLOSE	XXXDAY 11PM-430AM

*USE THREE DAYS BEFORE RAMP CLOSURE IN STAGE 1A AND STAGE 3 IN ADVANCE OF FULL FREEWAY CLOSURE

FRAME 1	FRAME 2
RAMP TO CLOSE	XXXDAY XX XX XX

*USE SEVEN DAYS BEFORE RAMP CLOSURE

FRAME 1	FRAME 2
ROAD WORK BEGINS	XXXDAY XX XX XX

*USE SEVEN DAYS BEFORE START OF THE PROJECT

FRAME 1	FRAME 2
RAMP TO CLOSE	XXXDAY 11PM-430AM

*USE SEVEN DAYS BEFORE RAMP CLOSURE IN STAGE 1A AND STAGE 3 IN ADVANCE OF FULL FREEWAY CLOSURE

(1)

FRAME 1	FRAME 2
ROAD TO CLOSE LONGTERM	XXXDAY XX XX XX

(2)

FRAME 1	FRAME 2
FRENCH RD CLOSED	FOLLOW DETOUR

*USE (1) SEVEN DAYS BEFORE FRENCH RD CLOSURE THEN (2) THE FIRST SEVEN DAYS OF FRENCH RD DETOUR

(1)

FRAME 1	FRAME 2
IH 41 TO CLOSE	XXXDAY 11PM-430AM

(2)

FRAME 1	FRAME 2
IH 41 CLOSED	FOLLOW DETOUR

*USE (1) SEVEN DAYS BEFORE IH 41 CLOSURE THEN (2) WITH DETOUR

FRAME 1	FRAME 2
RAMP TO NB IH 41 CLOSED	FOLLOW DETOUR

* USE DURING DETOUR IN STAGE 2

PROJECT NO: 1130-65-81	HWY: IH 41	COUNTY: OUTAGAMIE	TRAFFIC CONTROL - PCMS	SHEET 102	E

NOTES:

SHEET SHOWS TEMPORARY CONCRETE BARRIER PLACEMENT DETAILS.
SEE STAGING TRAFFIC CONTROL SHEETS FOR ADDITIONAL TRAFFIC CONTROL DEVICES.

N

IH 41 SB

IH 41 NB

SB STH 441

NB STH 441

EXISTING NB IH 41 ENTRANCE RAMP

FRENCH RD

115'FN'

110'FN'

220'SET'

230'SET'

B-44-0329

R/L FN

R/L SB

R/L NB

R/L SET

905'SB'

910'SB'

915'SB'

905'NB'

910'NB'

915'NB'

STA 903'NB'+87.96
-4.61' LT

STA 904'NB'+13.01
3.61' LT

STA 905'SB'+74.20
3.27' RT

STA 906'NB'+88.32
25.56' RT

STA 907'NB'+13.26
24.42' RT

STA 909'SB'+55.76
-30.75' LT

STA 911'NB'+20.39
27.12' RT

STA 913'SB'+70.74
-28.38' LT

STA 913'SB'+95.73
-29.41' LT

STA 915'NB'+31.62
0.64' RT

STA 916'SB'+64.91
-0.40' LT

STA 916'SB'+89.93
0.60' RT

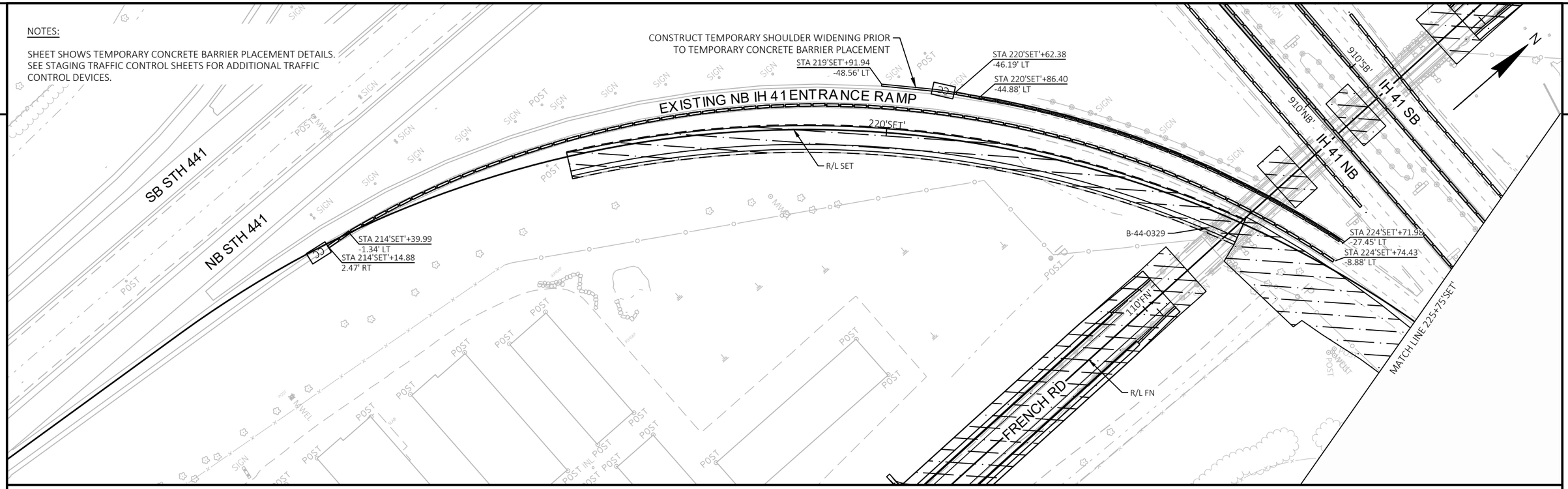
CC

PROJECT NO: 1130-65-81 | HWY: IH 41 | COUNTY: OUTAGAMIE | TRAFFIC CONTROL - STAGE 1A - IH 41 TEMPORARY BARRIER | SHEET 103 | E

FILE NAME : C:\USERS\BGENSKOW\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306581\SHEETS\11306581-026002-S1A_IH-41-TEMP BARRIER.DWG
LAYOUT NAME - 01
PLOT DATE : 7/18/2025 4:38 PM
PLOT BY : BRIAN GENSKOW
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 42

NOTES:

SHEET SHOWS TEMPORARY CONCRETE BARRIER PLACEMENT DETAILS.
SEE STAGING TRAFFIC CONTROL SHEETS FOR ADDITIONAL TRAFFIC CONTROL DEVICES.



THIS FRAME INTENTIONALLY LEFT BLANK

PROJECT NO: 1130-65-81	HWY: IH 41	COUNTY: OUTAGAMIE	TRAFFIC CONTROL - STAGE 1A - RAMP SE TEMPORARY BARRIER	SHEET 104	E

FILE NAME : C:\USERS\BGENSKOW\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306581\SHEETS\11306581-026003-S1A_RAMP SE-TEMP BARRIER.DWG
LAYOUT NAME - 01
PLOT DATE : 7/18/2025 4:41 PM
PLOT BY : BRIAN GENSKOW
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 44

NOTES:

SHEET SHOWS TEMPORARY CONCRETE BARRIER PLACEMENT DETAILS.
SEE STAGING TRAFFIC CONTROL SHEETS FOR ADDITIONAL TRAFFIC CONTROL DEVICES.

N

IH 41 SB

IH 41 NB

SB STH 441

NB STH 441

RAMP SE

FRENCH RD

905'SB'

910'SB'

915'SB'

905'NB'

910'NB'

915'NB'

230'SET'

225'SET'

220'SET'

115'FN'

110'FN'

R/L FN

R/L SB

R/L NB

R/L SET

CC

IP

INL

INL DOCK

SLAB

SIGN

POST

MWEL

WELL

STA 224'SET'+59.96
-2.00' LT

STA 224'SET'+59.96
17.00' RT

STA 220'SET'+72
-2.00' LT

STA 220'SET'+46.99
-3.00' LT

STA 220'SET'+11.97
17.00' RT

STA 219'SET'+86.51
18.00' RT

PROJECT NO: 1130-65-81	HWY: IH 41	COUNTY: OUTAGAMIE	TRAFFIC CONTROL - STAGE 3 - RAMP SE TEMPORARY BARRIER	SHEET 105	E

FILE NAME : C:\USERS\BGENSKOW\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306581\SHEETS\11306581-026004-S3_RAMP SE-TEMP BARRIER.DWG
LAYOUT NAME - 01

PLOT DATE : 7/18/2025 4:44 PM PLOT BY : BRIAN GENSKOW PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

STAGE 1A

CONSTRUCTION:

INSTALL ADVANCED SIGNAGE WORK ZONE TRAFFIC CONTROL AS SHOWN IN THE PLANS

PLACE TEMPORARY BARRIER AS INDICATED IN PLANS AND TYPICAL SECTIONS

CONSTRUCT SHOULDER WIDENING ON RAMP SE

REMOVE EXISTING STRUCTURE B-44-0132

TRAFFIC:

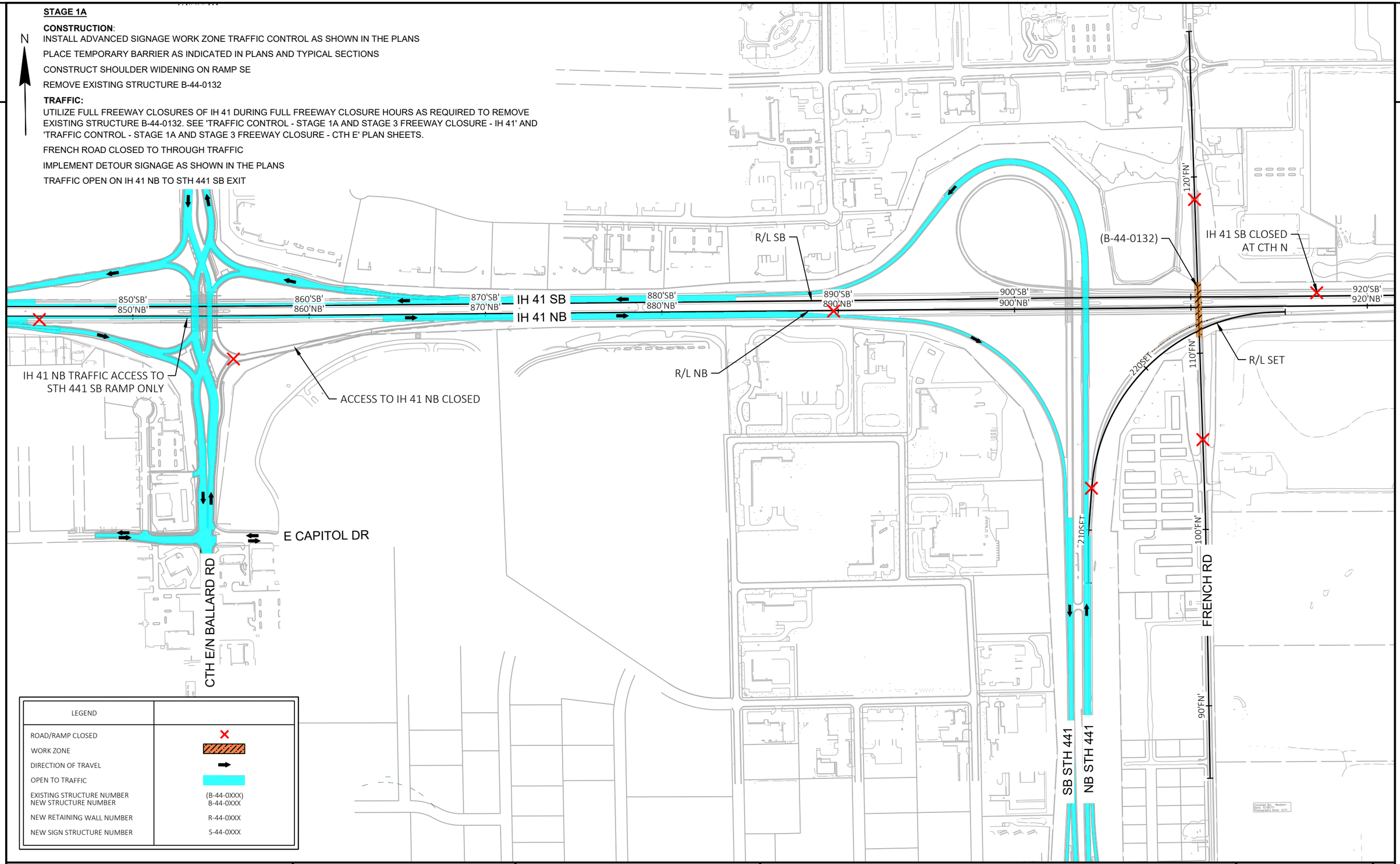
UTILIZE FULL FREEWAY CLOSURES OF IH 41 DURING FULL FREEWAY CLOSURE HOURS AS REQUIRED TO REMOVE EXISTING STRUCTURE B-44-0132. SEE 'TRAFFIC CONTROL - STAGE 1A AND STAGE 3 FREEWAY CLOSURE - IH 41' AND 'TRAFFIC CONTROL - STAGE 1A AND STAGE 3 FREEWAY CLOSURE - CTH E' PLAN SHEETS.

FRENCH ROAD CLOSED TO THROUGH TRAFFIC

IMPLEMENT DETOUR SIGNAGE AS SHOWN IN THE PLANS

TRAFFIC OPEN ON IH 41 NB TO STH 441 SB EXIT

N



LEGEND	
ROAD/RAMP CLOSED	✕
WORK ZONE	
DIRECTION OF TRAVEL	→
OPEN TO TRAFFIC	
EXISTING STRUCTURE NUMBER NEW STRUCTURE NUMBER	(B-44-0XXX) B-44-0XXX
NEW RETAINING WALL NUMBER	R-44-0XXX
NEW SIGN STRUCTURE NUMBER	S-44-0XXX

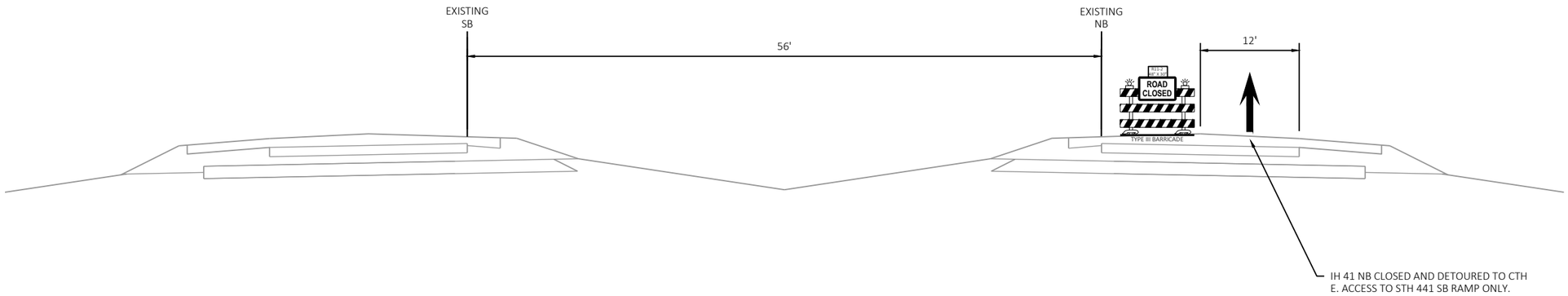
PROJECT NO: 1130-65-81	HWY: IH 41	COUNTY: OUTAGAMIE	TRAFFIC CONTROL - OVERVIEW STAGE 1A	SHEET 106	E

FILE NAME : C:\USERS\BGENSKOW\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306581\SHEETS\11306581-025102-TC-OVERVIEW-S1A.DWG
LAYOUT NAME - STAGE1

PLOT DATE : 7/18/2025 4:27 PM PLOT BY : BRIAN GENSKOW PLOT NAME : PLOT SCALE : 1 IN:500 FT

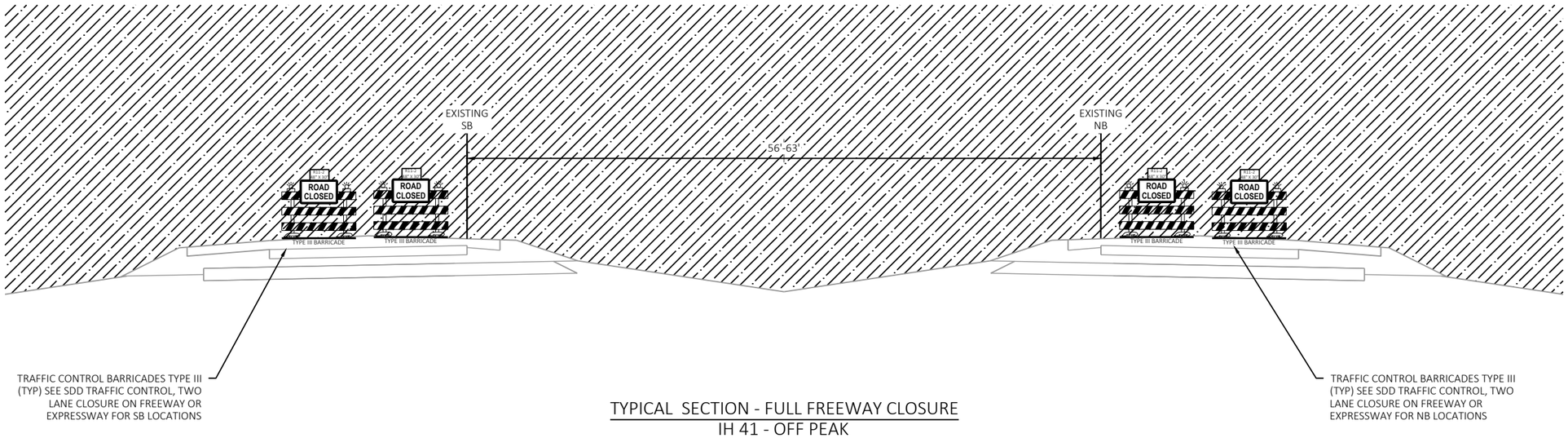
WISDOT/CADDS SHEET 42

2



TYPICAL SECTION - FULL FREEWAY CLOSURE
IH 41 NB AT CTH E - OFF PEAK

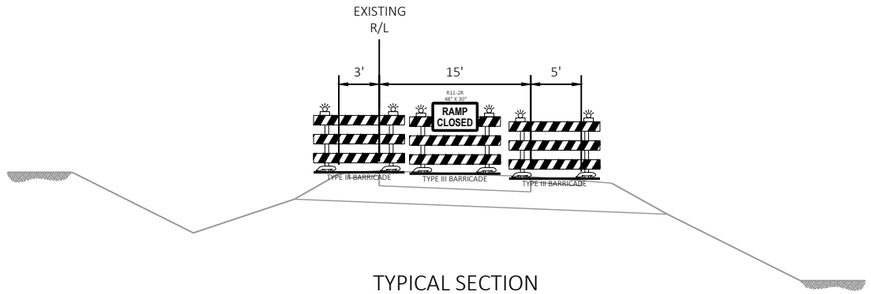
STAGE 1A DURING BRIDGE REMOVAL
STAGE 3 DURING GIRDER PLACEMENT



TYPICAL SECTION - FULL FREEWAY CLOSURE
IH 41 - OFF PEAK

IH 41 NB AT STH 441 EXIT
IH 41 SB AT CTH N
STAGE 1A DURING BRIDGE REMOVAL
STAGE 3 DURING GIRDER PLACEMENT

2



TYPICAL SECTION
RAMP SE - STAGE 1A

STA 209'SET'+67 TO STA 228'SET'+07

PROJECT NO: 1130-65-81	HWY: IH 41	COUNTY: OUTAGAMIE	TRAFFIC CONTROL - TYPICAL SECTIONS - STAGE 1A	SHEET 108	E

FILE NAME : C:\USERS\BGENSKOW\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306581\SHEETS\11306581-025101-TC-TYPICALS.DWG
LAYOUT NAME - xxx03

PLOT DATE : 7/18/2025 4:23 PM PLOT BY : BRIAN GENSKOW PLOT NAME : PLOT SCALE : 1 IN:15 FT

NOTES:
IH 41 CLOSED TO TRAFFIC FOR BRIDGE REMOVAL IN STAGE 1A AND FOR GIRDER INSTALLATION AT STRUCTURE B-44-0329 IN STAGE 3.

SEE DETOUR PLAN SHEETS FOR DETOUR DETAILS

N

IH 41 NB TO STH 441 SB RAMP
ACCESS TO STH 441 SB RAMP ONLY.
ADDITIONAL FULL CLOSURE BARRICADES ON IH 41 BEFORE STH 441 BRIDGES.

SEE THE FOLLOWING STANDARD DETAIL DRAWING:
-TRAFFIC CONTROL, TWO LANE FULL FREEWAY CLOSURE

IH 41 SB
IH 41 SB CLOSED TO TRAFFIC BETWEEN CTH E AND CTH N

SEE THE FOLLOWING STANDARD DETAIL DRAWING:
- TRAFFIC CONTROL, TWO LANE FULL FREEWAY CLOSURE

IH 41 SB
STAGE 1A
INSTALL TEMPORARY CONCRETE BARRIER
REMOVE BRIDGE (B-44-0132)

STAGE 3
SET BRIDGE B-44-0329 GIRDERS

SEE THE FOLLOWING STANDARD DETAIL DRAWINGS:
- TRAFFIC CONTROL, TWO LANE FULL FREEWAY CLOSURE

CTH N TO IH 41 SB RAMP
CLOSE RAMP

SEE THE FOLLOWING STANDARD DETAIL DRAWINGS:
- TRAFFIC CONTROL FOR EXIT RAMP CLOSURE

STH 441 NB TO IH 41 NB RAMP
CLOSE RAMP

SEE THE FOLLOWING STANDARD DETAIL DRAWINGS:
- TRAFFIC CONTROL FOR EXIT RAMP CLOSURE

CTH E/N BALLARD RD NB TO IH 41 NB RAMP
CLOSE RAMP

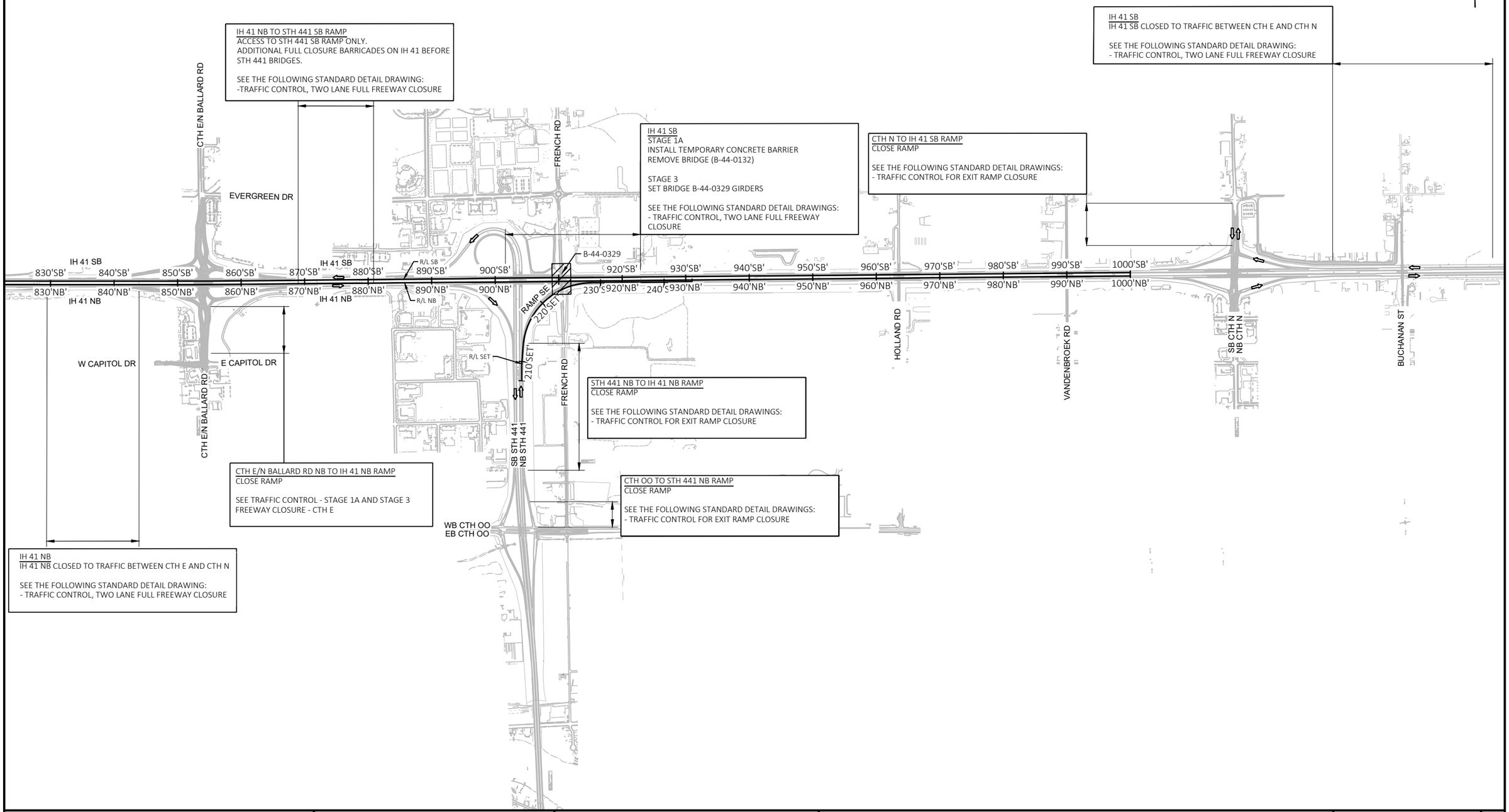
SEE TRAFFIC CONTROL - STAGE 1A AND STAGE 3 FREEWAY CLOSURE - CTH E

CTH OO TO STH 441 NB RAMP
CLOSE RAMP

SEE THE FOLLOWING STANDARD DETAIL DRAWINGS:
- TRAFFIC CONTROL FOR EXIT RAMP CLOSURE

IH 41 NB
IH 41 NB CLOSED TO TRAFFIC BETWEEN CTH E AND CTH N

SEE THE FOLLOWING STANDARD DETAIL DRAWING:
- TRAFFIC CONTROL, TWO LANE FULL FREEWAY CLOSURE



PROJECT NO: 1130-65-81	HWY: IH 41	COUNTY: OUTAGAMIE	TRAFFIC CONTROL - STAGE 1A AND STAGE 3 FREEWAY CLOSURE - IH 41	SHEET 109	E

FILE NAME : C:\USERS\BGENSKOW\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306581\SHEETS\11306581-026005-S1A_FREEWAY CLOSURE.DWG
LAYOUT NAME - 1A
PLOT DATE : 7/18/2025 5:03 PM
PLOT BY : BRIAN GENSKOW
PLOT NAME :
PLOT SCALE : 1 IN:1500 FT

2

N

EXISTING IH 41 NB EXIT RAMP

EXISTING IH 41 SB ENTRANCE RAMP

845'NB'

845'SB'

850'NB'

850'SB'

R/L NB

R/L SB

CTH E/N BALLARD RD NB

CTH E/N BALLARD RD SB

855'NB'

855'SB'

25' (TYP.)

50' (TYP.)

1500'

1500'

1000'

1000'

1500'

1500'

R11-2R
48" X 30"
RAMP CLOSED

TYPE III BARRICADE

R11-2L
48" X 30"
LANE CLOSED

TYPE III BARRICADE

ROAD WORK AHEAD
W20-1A

RAMP CLOSED AHEAD
W20-53A

RAMP CLOSED 1000 FT
W20-53C

EXISTING NB IH 41 ENTRANCE RAMP

EXISTING SB IH 41 EXIT RAMP

IH 41 NB

IH 41 SB

860'NB'

860'SB'

PROJECT NO: 1130-65-81	HWY: IH 41	COUNTY: OUTAGAMIE	TRAFFIC CONTROL - STAGE 1A AND STAGE 3 FREEWAY CLOSURE - CTH E	SHEET 110	E

FILE NAME : C:\USERS\BGENSKOW\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306581\SHEETS\11306581-026017-S1A_CTH E-BALLARD RAMP CLOSURE.DWG
LAYOUT NAME - 01
PLOT DATE : 7/18/2025 5:07 PM
PLOT BY : BRIAN GENSKOW
PLOT NAME :
PLOT SCALE : 1 IN:200 FT
WISDOT/CADDS SHEET 42

2

STAGE 1B

CONSTRUCTION:

BEGIN CONSTRUCTION ON PIERS AND ABUTMENTS OF STRUCTURE B-44-0329

BEGIN CONSTRUCTION ON STORM SEWER IN MEDIAN

BEGIN CONSTRUCTION OF RAMP SE/SET

CONSTRUCT STORM SEWER UNDER RAMP SET AND AT THE SOUTHERN ABUTMENT

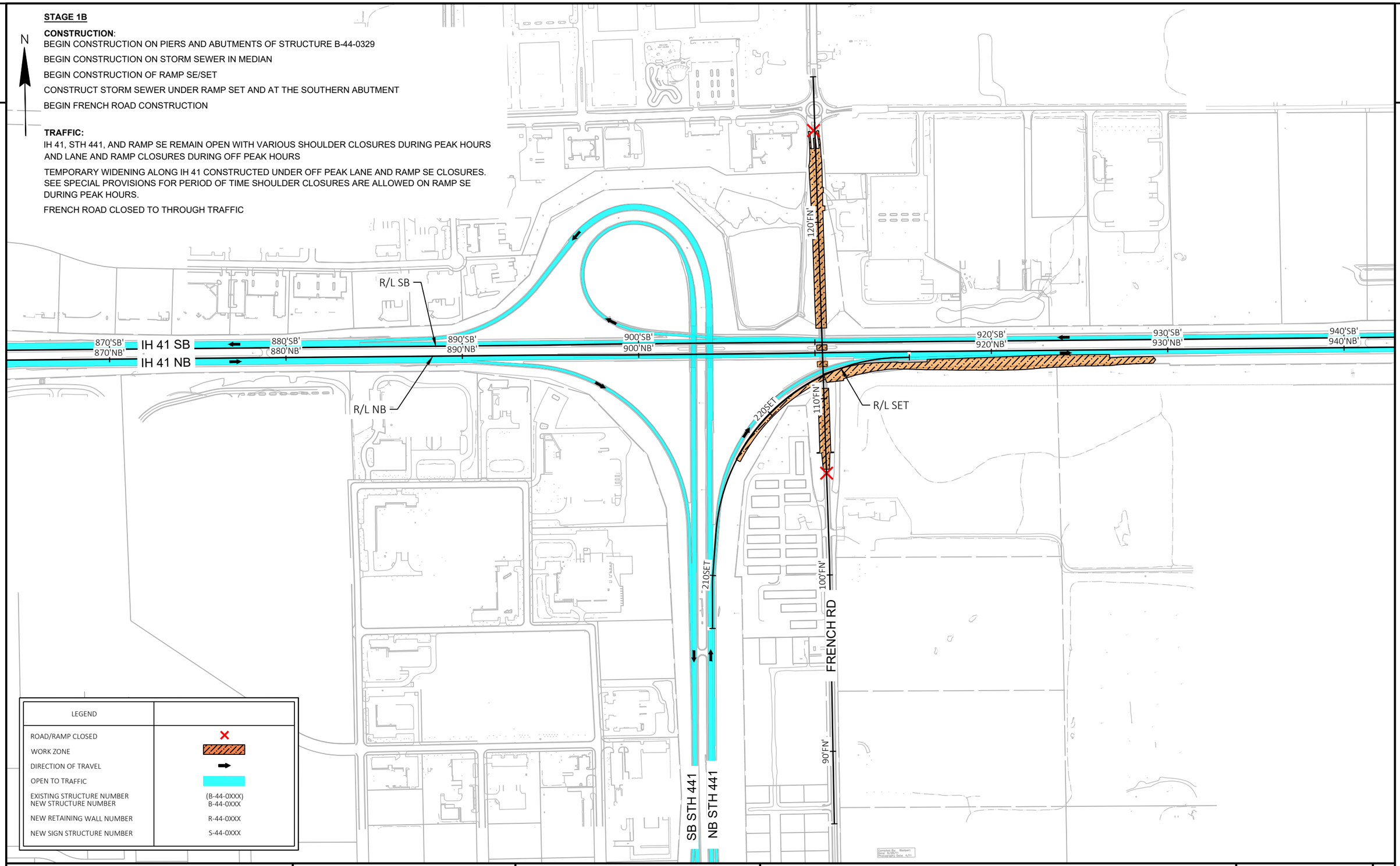
BEGIN FRENCH ROAD CONSTRUCTION

TRAFFIC:

IH 41, STH 441, AND RAMP SE REMAIN OPEN WITH VARIOUS SHOULDER CLOSURES DURING PEAK HOURS AND LANE AND RAMP CLOSURES DURING OFF PEAK HOURS

TEMPORARY WIDENING ALONG IH 41 CONSTRUCTED UNDER OFF PEAK LANE AND RAMP SE CLOSURES. SEE SPECIAL PROVISIONS FOR PERIOD OF TIME SHOULDER CLOSURES ARE ALLOWED ON RAMP SE DURING PEAK HOURS.

FRENCH ROAD CLOSED TO THROUGH TRAFFIC



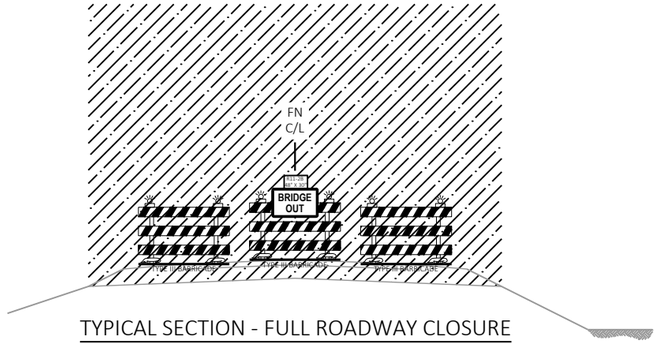
LEGEND	
ROAD/RAMP CLOSED	✕
WORK ZONE	
DIRECTION OF TRAVEL	➡
OPEN TO TRAFFIC	
EXISTING STRUCTURE NUMBER NEW STRUCTURE NUMBER	(B-44-0XXX) B-44-0XXX
NEW RETAINING WALL NUMBER	R-44-0XXX
NEW SIGN STRUCTURE NUMBER	S-44-0XXX

PROJECT NO: 1130-65-81	HWY: IH 41	COUNTY: OUTAGAMIE	TRAFFIC CONTROL - OVERVIEW STAGE 1B	SHEET 111	E

FILE NAME : C:\USERS\BGENSKOW\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306581\SHEETS\11306581-025102-TC-OVERVIEW-S1B.DWG
LAYOUT NAME - STAGE1B

PLOT DATE : 7/18/2025 4:30 PM PLOT BY : BRIAN GENSKOW PLOT NAME : PLOT SCALE : 1 IN:500 FT

2



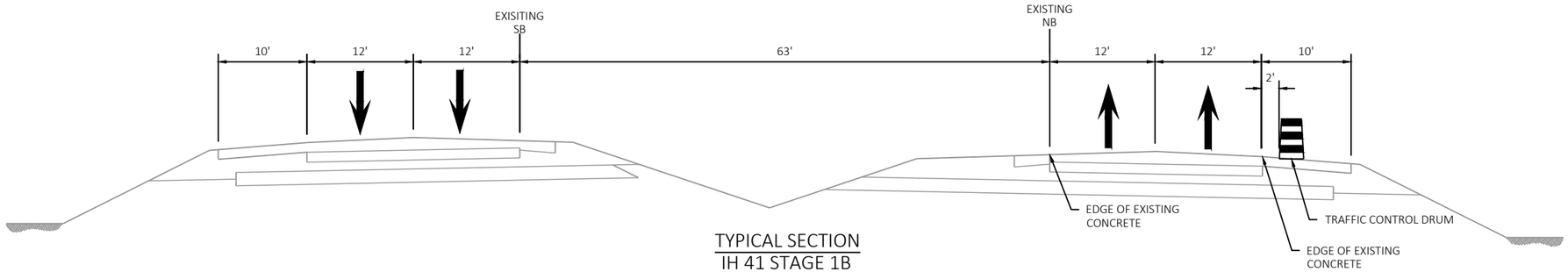
TYPICAL SECTION - FULL ROADWAY CLOSURE
FRENCH ROAD - STAGE 1, 2, & 3

STA 106'FN'+00 TO STA 110'FN'+22

REMOVE EXISTING STRUCTURE B-44-0132
BRIDGE CONSTRUCTION STA 110'FN'+22 TO STA 114'FN'+34

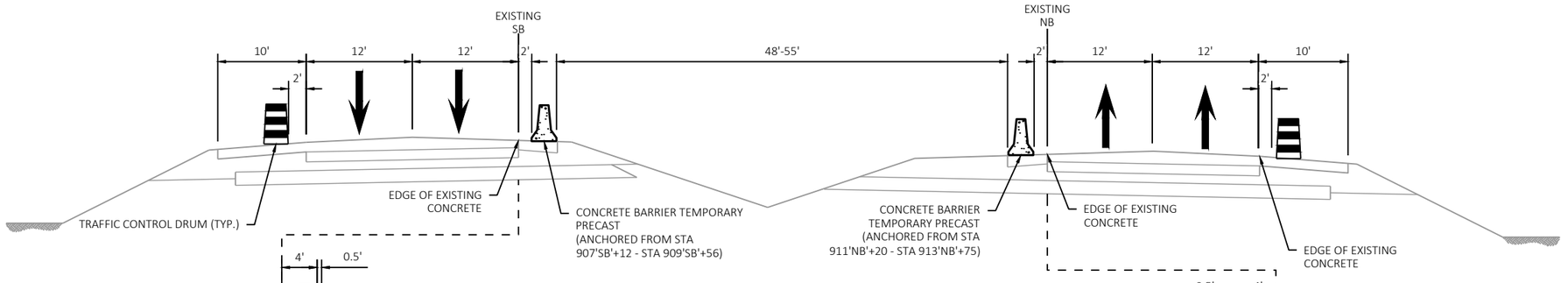
PROJECT NO: 1130-65-81	HWY: IH 41	COUNTY: OUTAGAMIE	TRAFFIC CONTROL - TYPICAL SECTIONS - FRENCH RD	SHEET 112	E

FILE NAME : C:\USERS\BGENSKOW\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306581\SHEETS\11306581-025101-TC-TYPICALS.DWG
LAYOUT NAME - xxx01
PLOT DATE : 7/18/2025 4:23 PM PLOT BY : BRIAN GENSKOW PLOT NAME : PLOT SCALE : 1 IN:15 FT
WISDOT/CADDS SHEET 42



TYPICAL SECTION
IH 41 STAGE 1B

STA 899'NB'+88 TO STA 903'NB'+88



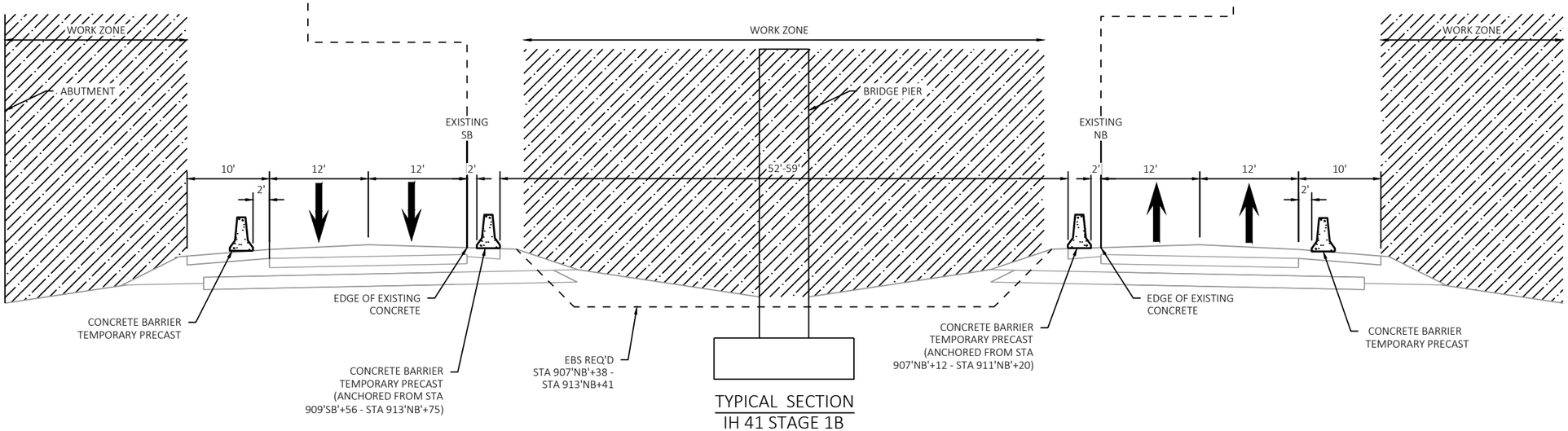
TYPICAL SECTION
IH 41 STAGE 1B

STA 907'SB'+12 TO STA 913'SB'+75
STA 907'NB'+12 TO STA 913'NB'+75

STA 905'SB'+74 TO STA 909'SB'+56
STA 913'SB'+95 TO STA 916'SB'+90

STA 903'NB'+88 TO STA 906'NB'+88
STA 911'NB'+20 TO STA 915'NB'+31

STA 907'SB'+12 TO STA 913'SB'+75
STA 907'NB'+12 TO STA 913'NB'+75



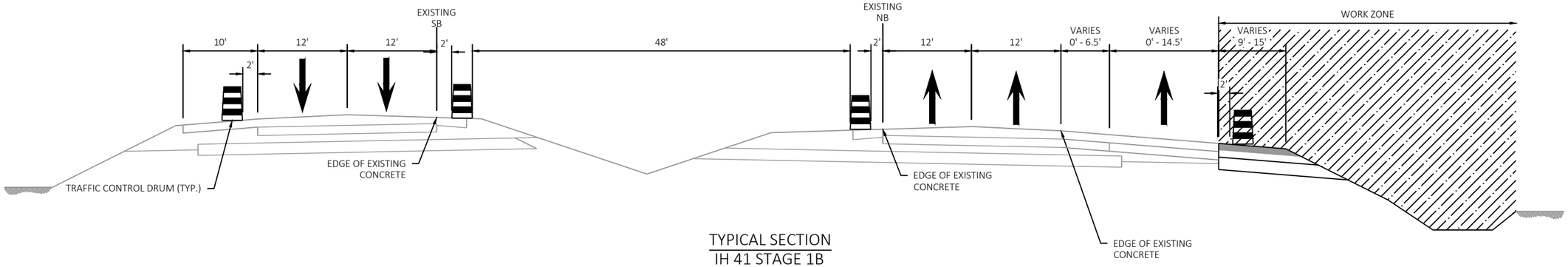
TYPICAL SECTION
IH 41 STAGE 1B

STA 909'SB'+56 TO STA 913'SB'+95

STA 906'NB'+88 TO STA 911'NB'+20

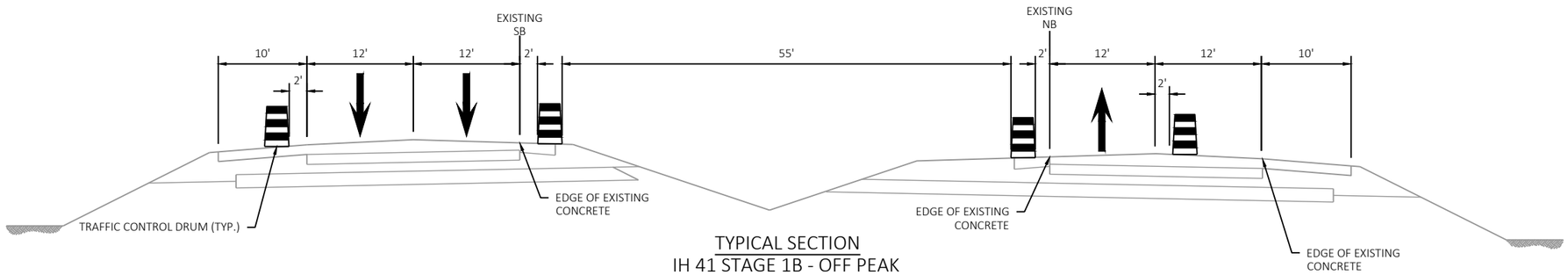
PROJECT NO: 1130-65-81	HWY: IH 41	COUNTY: OUTAGAMIE	TRAFFIC CONTROL - TYPICAL SECTIONS - STAGE 1B	SHEET 113	E

FILE NAME : C:\USERS\BGENSKOW\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306581\SHEETS\11306581-025101-TC-TYPICALS.DWG
LAYOUT NAME - xxx04
PLOT DATE : 7/18/2025 4:24 PM
PLOT BY : BRIAN GENSKOW
PLOT NAME :
PLOT SCALE : 1 IN:15 FT
WISDOT/CADDS SHEET 42



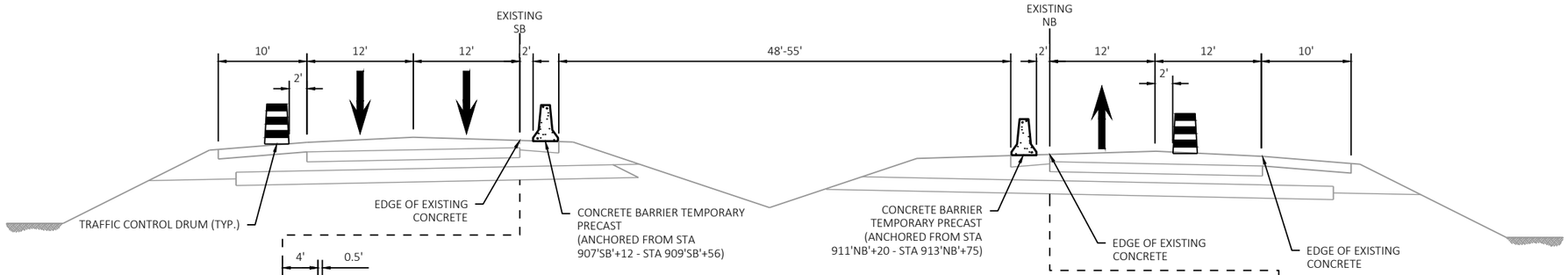
TYPICAL SECTION
IH 41 STAGE 1B

STA 916'SB'+90 TO STA 920'SB'+21 STA 915'NB'+31 TO STA 919'NB'+84



TYPICAL SECTION
IH 41 STAGE 1B - OFF PEAK

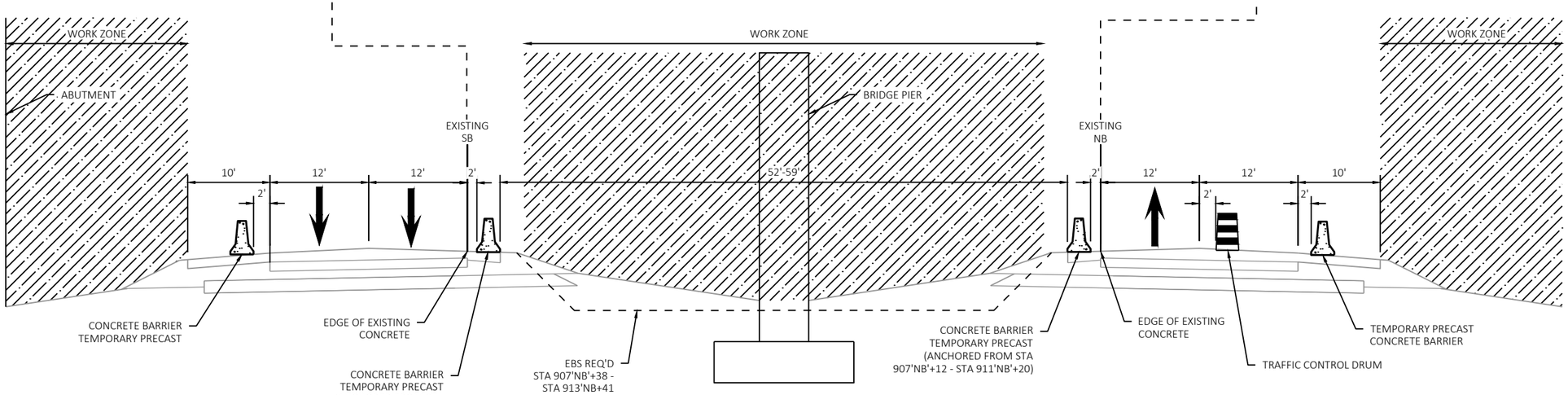
STA 900'SB'+20 TO STA 905'SB'+74 STA 899'NB'+88 TO STA 903'NB'+88



TYPICAL SECTION
IH 41 STAGE 1B - OFF PEAK

STA 905'SB'+74 TO STA 909'SB'+56
STA 913'SB'+96 TO STA 916'SB'+90

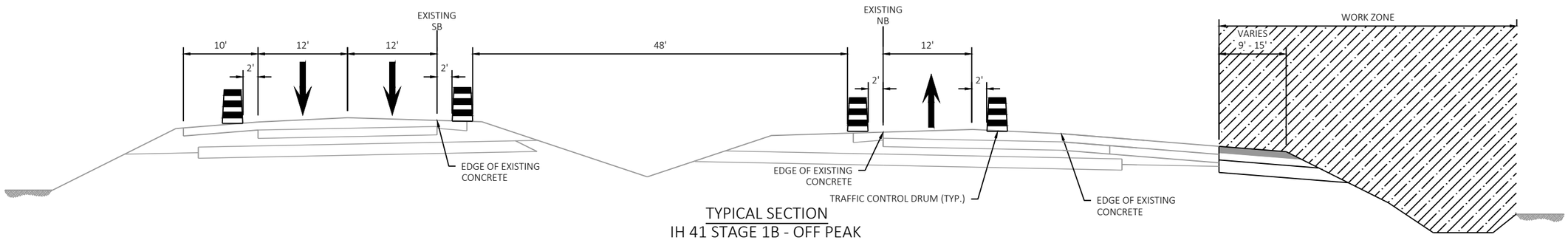
STA 903'NB'+88 TO STA 906'NB'+88
STA 911'NB'+20 TO STA 915'NB'+31



TYPICAL SECTION
IH 41 STAGE 1B - OFF PEAK

STA 909'SB'+56 TO STA 913'SB'+96

STA 906'NB'+88 TO STA 911'NB'+20



TYPICAL SECTION
IH 41 STAGE 1B - OFF PEAK

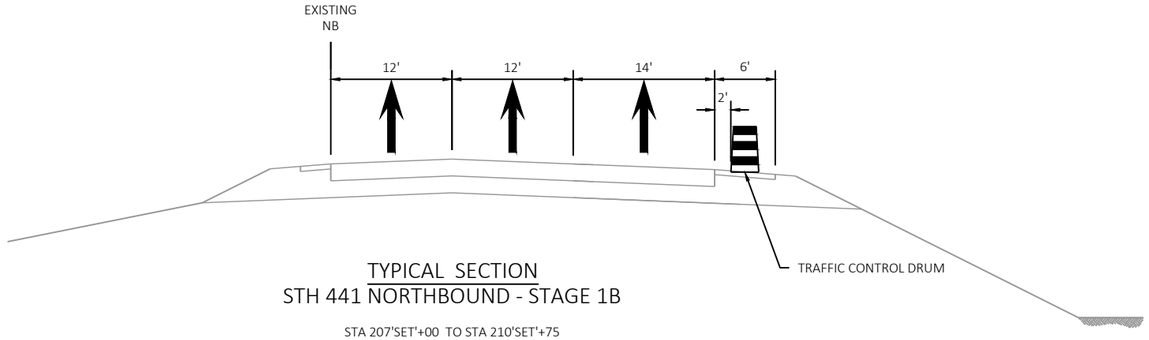
STA 916'SB'+90 TO STA 920'SB'+95

STA 915'NB'+31 TO STA 920'NB'+34

PROJECT NO: 1130-65-81	HWY: IH 41	COUNTY: OUTAGAMIE	TRAFFIC CONTROL - TYPICAL SECTIONS - STAGE 1B	SHEET 115	E

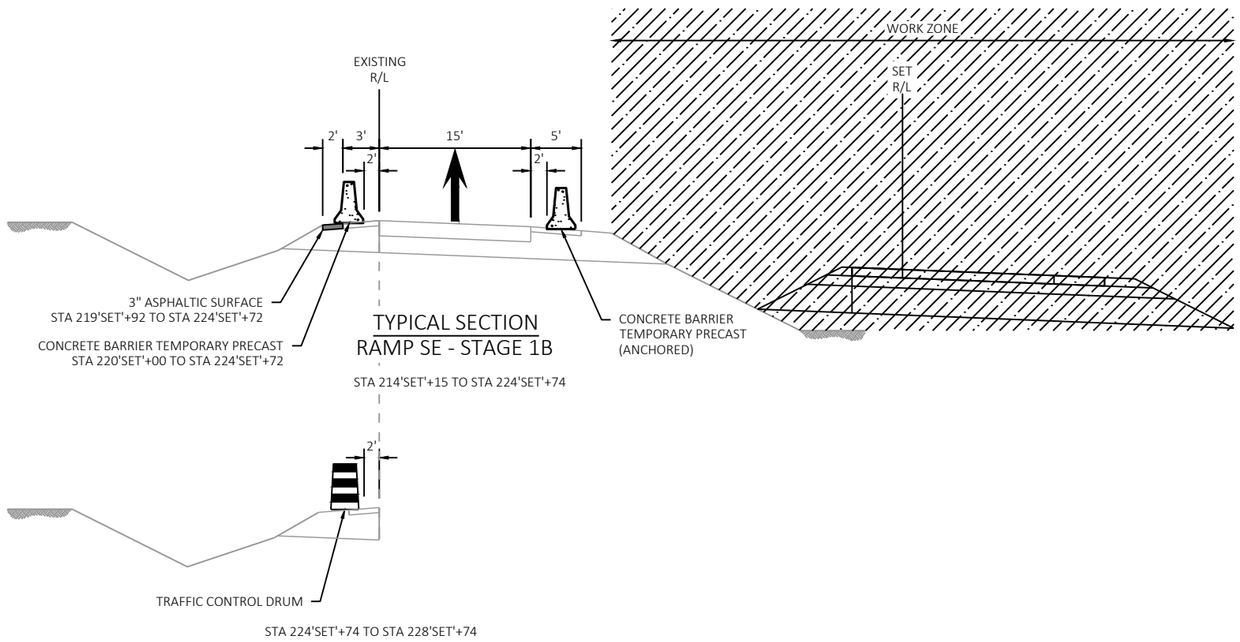
FILE NAME : C:\USERS\BGENSKOW\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306581\SHEETS\11306581-025101-TC-TYPICALS.DWG
LAYOUT NAME - xxx06
PLOT DATE : 7/18/2025 4:24 PM
PLOT BY : BRIAN GENSKOW
PLOT NAME :
PLOT SCALE : 1 IN:15 FT
WISDOT/CADDS SHEET 42

2



TYPICAL SECTION
STH 441 NORTHBOUND - STAGE 1B

STA 207'SET'+00 TO STA 210'SET'+75



TYPICAL SECTION
RAMP SE - STAGE 1B

STA 214'SET'+15 TO STA 224'SET'+74

STA 224'SET'+74 TO STA 228'SET'+74

PROJECT NO: 1130-65-81	HWY: IH 41	COUNTY: OUTAGAMIE	TRAFFIC CONTROL - TYPICAL SECTIONS - STAGE 1B	SHEET 116	E

2

WB CTH OO/ E NORTHLAND AVE

E FIRST AVE

FRENCH RD

MATCH LINE 88+55 'FN'

R/L FN

ROAD WORK AHEAD
W20-1A

R11-3C
60" X 30"
BRIDGE OUT
1/2 MILE AHEAD
TYPE III BARRICADE

PROJECT NO: 1130-65-81	HWY: IH 41	COUNTY: OUTAGAMIE	TRAFFIC CONTROL - FRENCH ROAD	SHEET 117	E

FILE NAME : C:\USERS\BGENSKOW\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306581\SHEETS\11306581-026001-S1-3_FRENCH RD_TC.DWG
LAYOUT NAME - 01
PLOT DATE : 7/18/2025 4:47 PM
PLOT BY : BRIAN GENSKOW
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 42

2

2

MATCH LINE 88+55 'FN'

MATCH LINE 103+55 'FN'

90'FN'

95'FN'

100'FN'

FRENCH RD

R/L FN

500'

500'

ROAD CLOSED 1000 FT

W20-3C

ROAD CLOSED 500 FT

W20-3D

SIGN

POST

INL

SLAB

RIPRAP

W

SEPC

SEPV

PROJECT NO: 1130-65-81	HWY: IH 41	COUNTY: OUTAGAMIE	TRAFFIC CONTROL - FRENCH ROAD	SHEET 118	E

FILE NAME : C:\USERS\BGENSKOW\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306581\SHEETS\11306581-026001-S1-3_FRENCH RD_TC.DWG
LAYOUT NAME - 02

PLOT DATE : 7/18/2025 4:49 PM PLOT BY : BRIAN GENSKOW PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

NOTES:

SEE OTHER TRAFFIC CONTROL PLAN SHEETS FOR RAMP SE AND IH 41 WORK

EXISTING NB IH 41 ENTRANCE RAMP

220'SET'

R/L SET

R/L NB

R/L SB

910'NB'

910'SB'

FRENCH RD

110'FN'

115'FN'

105'FN'

R/L FN

MATCH LINE 103+55 'FN'

MATCH LINE 118+42 'FN'

50'

R11-2B
48" X 30"
BRIDGE OUT
TYPE III BARRICADE

IH 41 NB

IH 41 SB

225'SET'

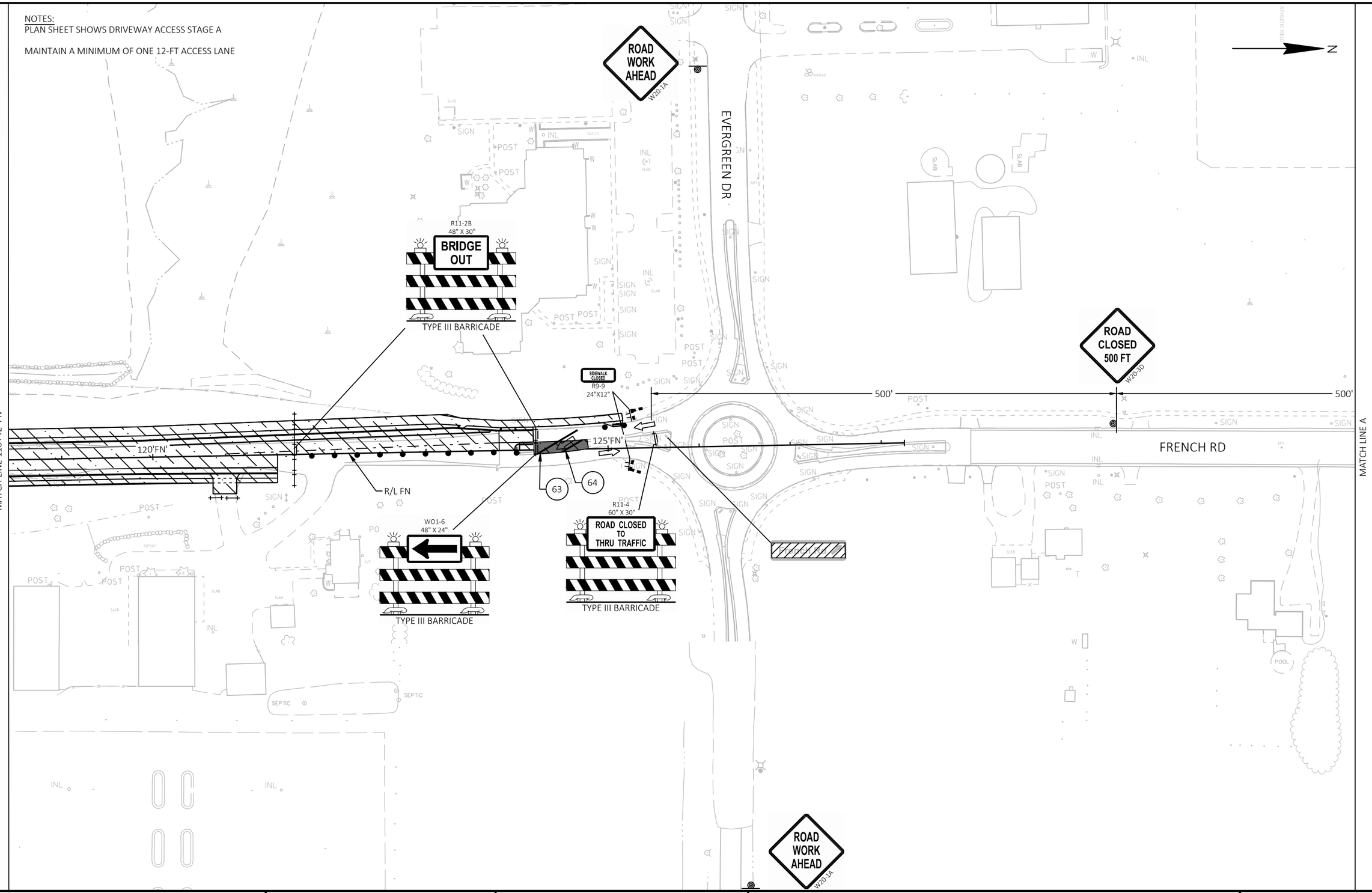
915'NB'

915'SB'

PROJECT NO: 1130-65-81	HWY: IH 41	COUNTY: OUTAGAMIE	TRAFFIC CONTROL - FRENCH ROAD	SHEET 119	E

NOTES:
PLAN SHEET SHOWS DRIVEWAY ACCESS STAGE A

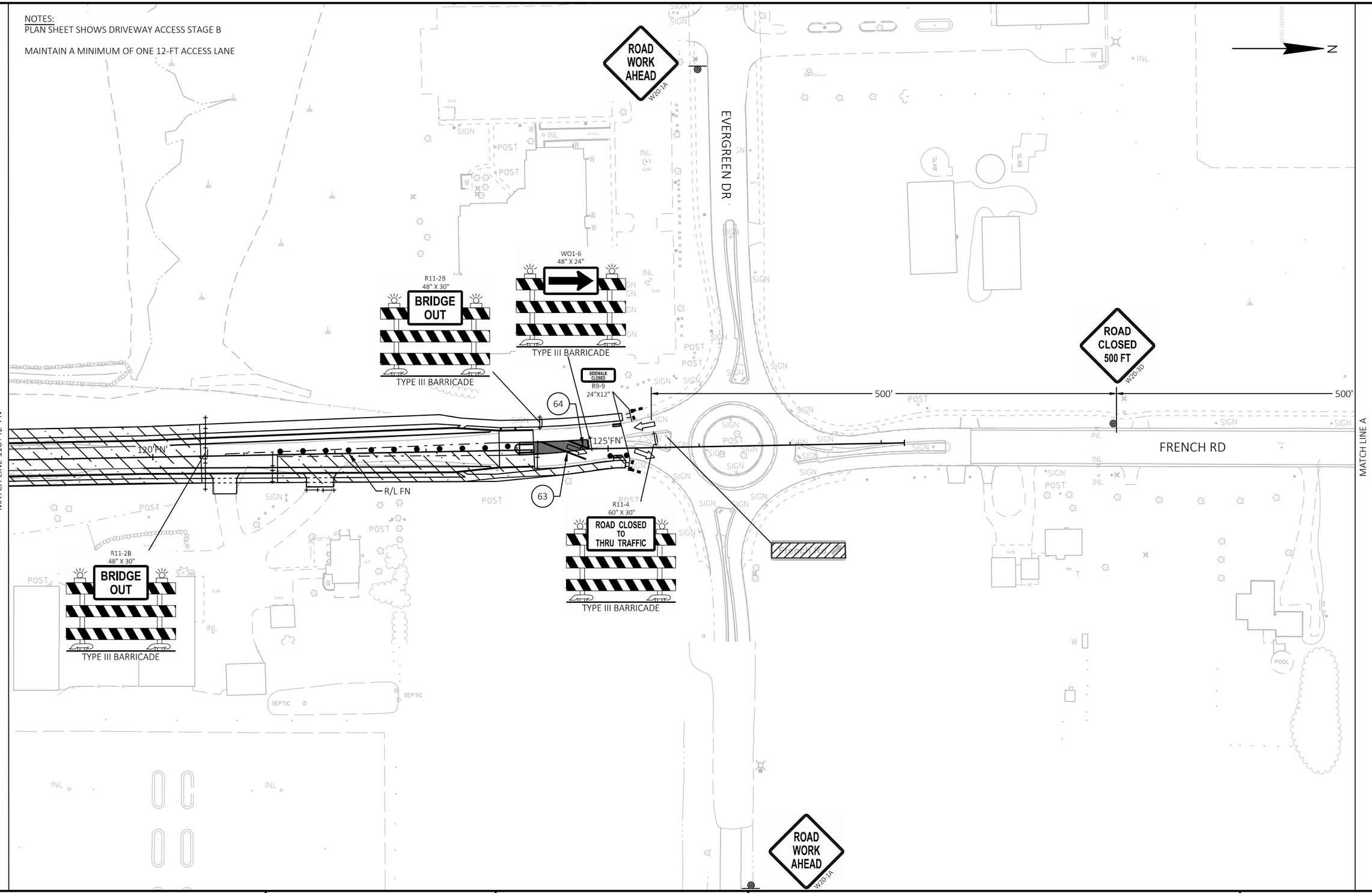
MAINTAIN A MINIMUM OF ONE 12-FT ACCESS LANE



PROJECT NO: 1130-65-81	HWY: IH 41	COUNTY: OUTAGAMIE	TRAFFIC CONTROL - FRENCH ROAD - DRIVEWAY ACCESS STAGE A	SHEET 120	E

NOTES:
PLAN SHEET SHOWS DRIVEWAY ACCESS STAGE B

MAINTAIN A MINIMUM OF ONE 12-FT ACCESS LANE



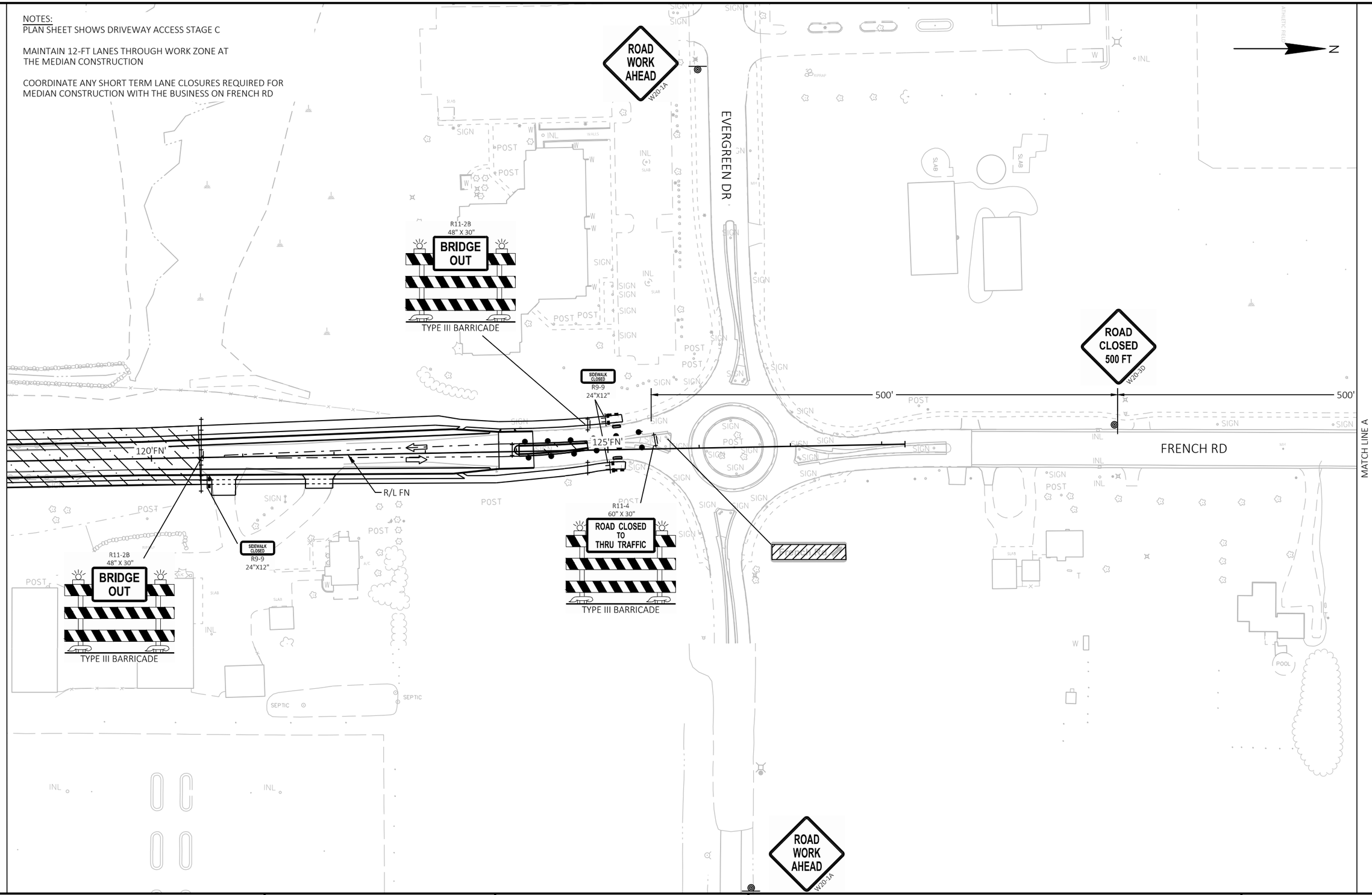
PROJECT NO: 1130-65-81	HWY: IH 41	COUNTY: OUTAGAMIE	TRAFFIC CONTROL - FRENCH ROAD - DRIVEWAY ACCESS STAGE B	SHEET 121	E

FILE NAME : C:\USERS\BGENSKOW\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306581\SHEETS\11306581-026015-S1-3_DW ACCESS 2_TC.DWG
LAYOUT NAME - 04
PLOT DATE : 7/30/2025 2:56 PM
PLOT BY : BRIAN GENSKOW
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 42

NOTES:
PLAN SHEET SHOWS DRIVEWAY ACCESS STAGE C

MAINTAIN 12-FT LANES THROUGH WORK ZONE AT
THE MEDIAN CONSTRUCTION

COORDINATE ANY SHORT TERM LANE CLOSURES REQUIRED FOR
MEDIAN CONSTRUCTION WITH THE BUSINESS ON FRENCH RD



PROJECT NO: 1130-65-81	HWY: IH 41	COUNTY: OUTAGAMIE	TRAFFIC CONTROL - FRENCH ROAD - DRIVEWAY ACCESS STAGE C	SHEET 122	E

FILE NAME : C:\USERS\BGENSKOW\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306581\SHEETS\11306581-026016-S1-3_DW ACCESS 3_TC.DWG
LAYOUT NAME - 04
PLOT DATE : 7/30/2025 2:53 PM PLOT BY : BRIAN GENSKOW PLOT NAME : PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 42

2

2

N

MATCH LINE A

ROAD CLOSED 1000 FT
W20-3C

R11-3C
60" X 30"
BRIDGE OUT
1/2 MILE AHEAD

TYPE III BARRICADE

N FRENCH RD

GARDENIA DRIVE

TULIP TRAIL

INL
SIGN
POST
BLEACHERS
ATHLETIC FIELD
SLAB
RIPRAP
MH
FEEDER

PROJECT NO: 1130-65-81	HWY: IH 41	COUNTY: OUTAGAMIE	TRAFFIC CONTROL - FRENCH ROAD	SHEET 123	E

FILE NAME : C:\USERS\BGENSKOW\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306581\SHEETS\11306581-026001-S1-3_FRENCH RD_TC.DWG
LAYOUT NAME - 05

PLOT DATE : 7/18/2025 5:01 PM PLOT BY : BRIAN GENSKOW PLOT NAME : PLOT SCALE : 1 IN:100 FT

2

2

N

EXISTING SB IH 41 EXIT RAMP

EXISTING NB IH 41 ENTRANCE RAMP

CTH E/N BALLARD RD NB

CTH E/N BALLARD RD SB

IH 41 SB

IH 41 NB

855'SB'

860'SB'

865'SB'

855'NB'

860'NB'

865'NB'

R/L NB

R/L SB

MATCH LINE 868+00 'NB'

5280'

3580'

ROAD WORK 2 MILES W20-1E

ROAD WORK 1 MILE W20-1F

SIGN

POST

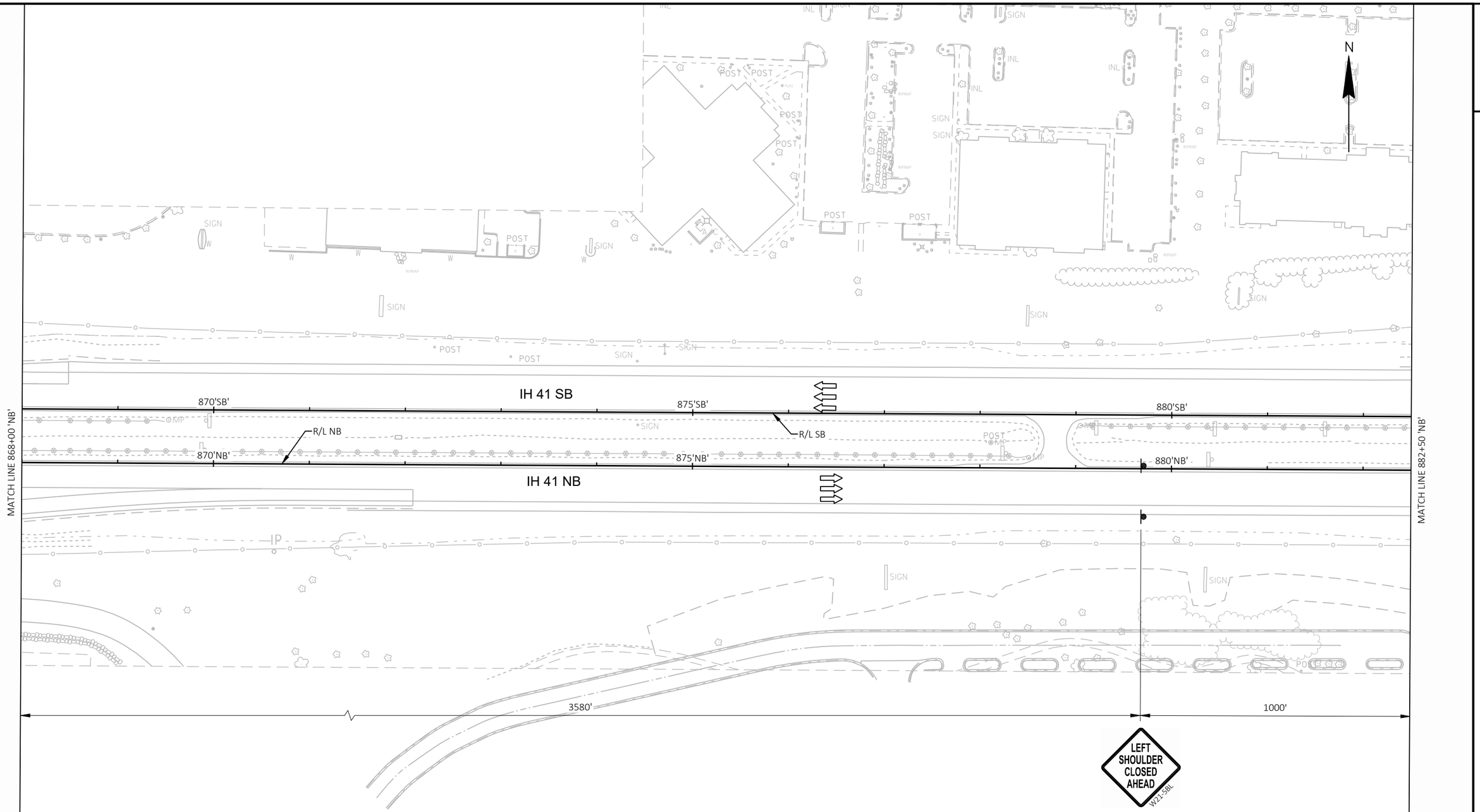
PROJECT NO: 1130-65-81	HWY: IH 41	COUNTY: OUTAGAMIE	TRAFFIC CONTROL - STAGE 1B - IH 41	SHEET 124	E

FILE NAME : C:\USERS\BGENSKOW\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306581\SHEETS\11306581-026006-S1B_IH-41_SC.DWG
LAYOUT NAME - 81-41-01

PLOT DATE : 7/18/2025 5:10 PM PLOT BY : BRIAN GENSKOW PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2



PROJECT NO: 1130-65-81	HWY: IH 41	COUNTY: OUTAGAMIE	TRAFFIC CONTROL - STAGE 1B - IH 41	SHEET 125	E

FILE NAME : C:\USERS\BGENSKOW\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306581\SHEETS\11306581-026006-S1B_IH-41_SC.DWG
LAYOUT NAME - 81-41-02
PLOT DATE : 7/18/2025 5:12 PM
PLOT BY : BRIAN GENSKOW
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 42

2

2

N

EXISTING SB IH 41 ENTRANCE RAMP

END ROAD WORK
G20-2A

500'

IH 41 SB

885'SB'

890'SB'

895'SB'

R/L NB

R/L SB

885'NB'

890'NB'

895'NB'

IH 41 NB

MATCH LINE 882+50 'NB'

MATCH LINE 897+00 'NB'

1000'

500'

RIGHT SHOULDER CLOSED AHEAD
W21-5B

RIGHT SHOULDER CLOSED
W21-5A

1000'

700'

LEFT SHOULDER CLOSED
W21-5AL

SIGN
POST
IP
RIPRAP
INL
DOCK
FLAG
SLAB
MH
W
ABVL

PROJECT NO: 1130-65-81	HWY: IH 41	COUNTY: OUTAGAMIE	TRAFFIC CONTROL - STAGE 1B - IH 41	SHEET 126	E

2

2

N

MATCH LINE 897+00 'NB'

MATCH LINE 911+40 'NB'

EXISTING SB IH 41 EXIT RAMP

500'

900'SB'

905'SB'

IH 41 SB

910'SB'

R/L NB

R/L SB

900'NB'

905'NB'

IH 41 NB

910'NB'

CC

115'FN

500'

SB STH 441

NB STH 441

W04-1R

CONSTRUCT TEMPORARY SHOULDER WIDENING PRIOR TO TEMPORARY CONCRETE BARRIER PLACEMENT

CONSTRUCT STORM SEWER

110'FN

R/L FN

R/L SET

220'SET

EXISTING NB IH 41 ENTRANCE RAMP

RAMP SE

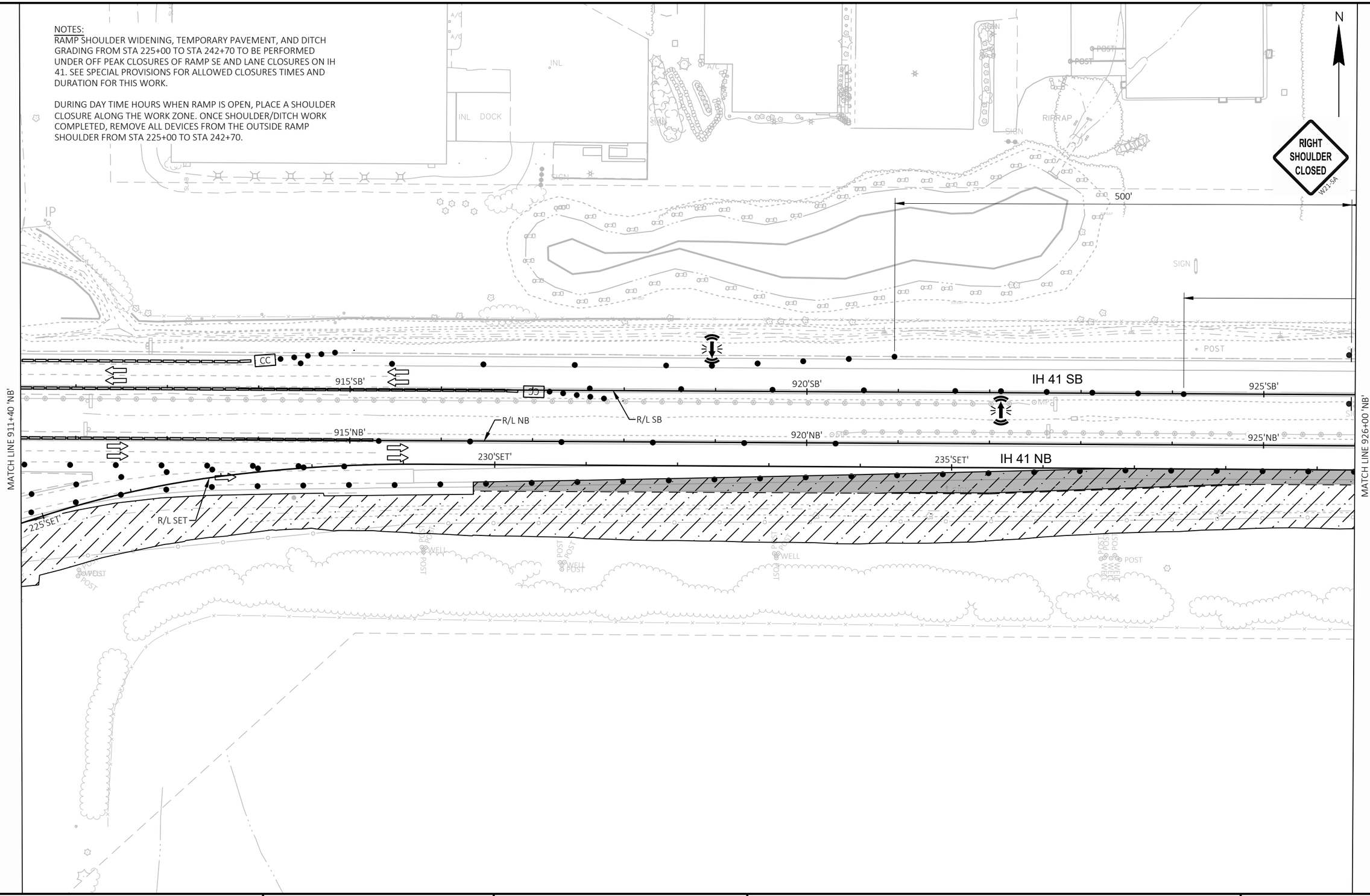
FRENCH RD

EXISTING NB IH 41 EXIT RAMP

PROJECT NO: 1130-65-81	HWY: IH 41	COUNTY: OUTAGAMIE	TRAFFIC CONTROL - STAGE 1B - IH 41	SHEET 127	E

NOTES:
RAMP SHOULDER WIDENING, TEMPORARY PAVEMENT, AND DITCH GRADING FROM STA 225+00 TO STA 242+70 TO BE PERFORMED UNDER OFF PEAK CLOSURES OF RAMP SE AND LANE CLOSURES ON IH 41. SEE SPECIAL PROVISIONS FOR ALLOWED CLOSURES TIMES AND DURATION FOR THIS WORK.

DURING DAY TIME HOURS WHEN RAMP IS OPEN, PLACE A SHOULDER CLOSURE ALONG THE WORK ZONE. ONCE SHOULDER/DITCH WORK COMPLETED, REMOVE ALL DEVICES FROM THE OUTSIDE RAMP SHOULDER FROM STA 225+00 TO STA 242+70.



PROJECT NO: 1130-65-81	HWY: IH 41	COUNTY: OUTAGAMIE	TRAFFIC CONTROL - STAGE 1B - IH 41	SHEET 128	E

FILE NAME : C:\USERS\BGENSKOW\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306581\SHEETS\11306581-026006-S1B_IH-41_SC.DWG
LAYOUT NAME - 81-41-05
PLOT DATE : 7/18/2025 5:17 PM PLOT BY : BRIAN GENSKOW PLOT NAME : PLOT SCALE : 1 IN:100 FT

2

2

N

1000'

RIGHT SHOULDER CLOSED AHEAD
W21-5B

LEFT SHOULDER CLOSED
W21-5AL

LEFT SHOULDER CLOSED AHEAD
W21-5BL

500'

1000'

3580'

POST

930'SB'

IH 41 SB

935'SB'

940'SB'

R/L NB

R/L SB

930'NB'

935'NB'

940'NB'

240'SET'

IH 41 NB

MATCH LINE 926+00 'NB'

MATCH LINE 940+70 'NB'

SIGN

IP

END ROAD WORK
G20-2A

WELL

PROJECT NO: 1130-65-81	HWY: IH 41	COUNTY: OUTAGAMIE	TRAFFIC CONTROL - STAGE 1B - IH 41	SHEET 129	E

FILE NAME : C:\USERS\BGENSKOW\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306581\SHEETS\11306581-026006-S1B_IH-41_SC.DWG
LAYOUT NAME - 81-41-06

PLOT DATE : 7/18/2025 5:19 PM PLOT BY : BRIAN GENSKOW PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

2

N

ROAD WORK 1 MILE W20-1F

ROAD WORK 2 MILES W20-1E

3580'

5280'

RUINS

POST

SIGN

945'SB'

IH 41 SB

950'SB'

955'SB'

R/L NB

R/L SB

MP

945'NB'

950'NB'

955'NB'

IH 41 NB

MATCH LINE 940+70 'NB'

WELL

PROJECT NO: 1130-65-81	HWY: IH 41	COUNTY: OUTAGAMIE	TRAFFIC CONTROL - STAGE 1B - IH 41	SHEET 130	E

2

2

N

EXISTING SB IH 41 EXIT RAMP

EXISTING NB IH 41 ENTRANCE RAMP

CTH E/N BALLARD RD NB

CTH E/N BALLARD RD SB

IH 41 SB

IH 41 NB

855'SB'

860'SB'

865'SB'

855'NB'

860'NB'

865'NB'

R/L NB

R/L SB

5280'

2600'

400'

ROAD WORK 2 MILES W20-1E

ROAD WORK 1 MILE W20-1F

RIGHT LANE CLOSED 1/2 MILE W20-5G

MATCH LINE 868+00 'NB'

SIGN

POST

RIPRAP

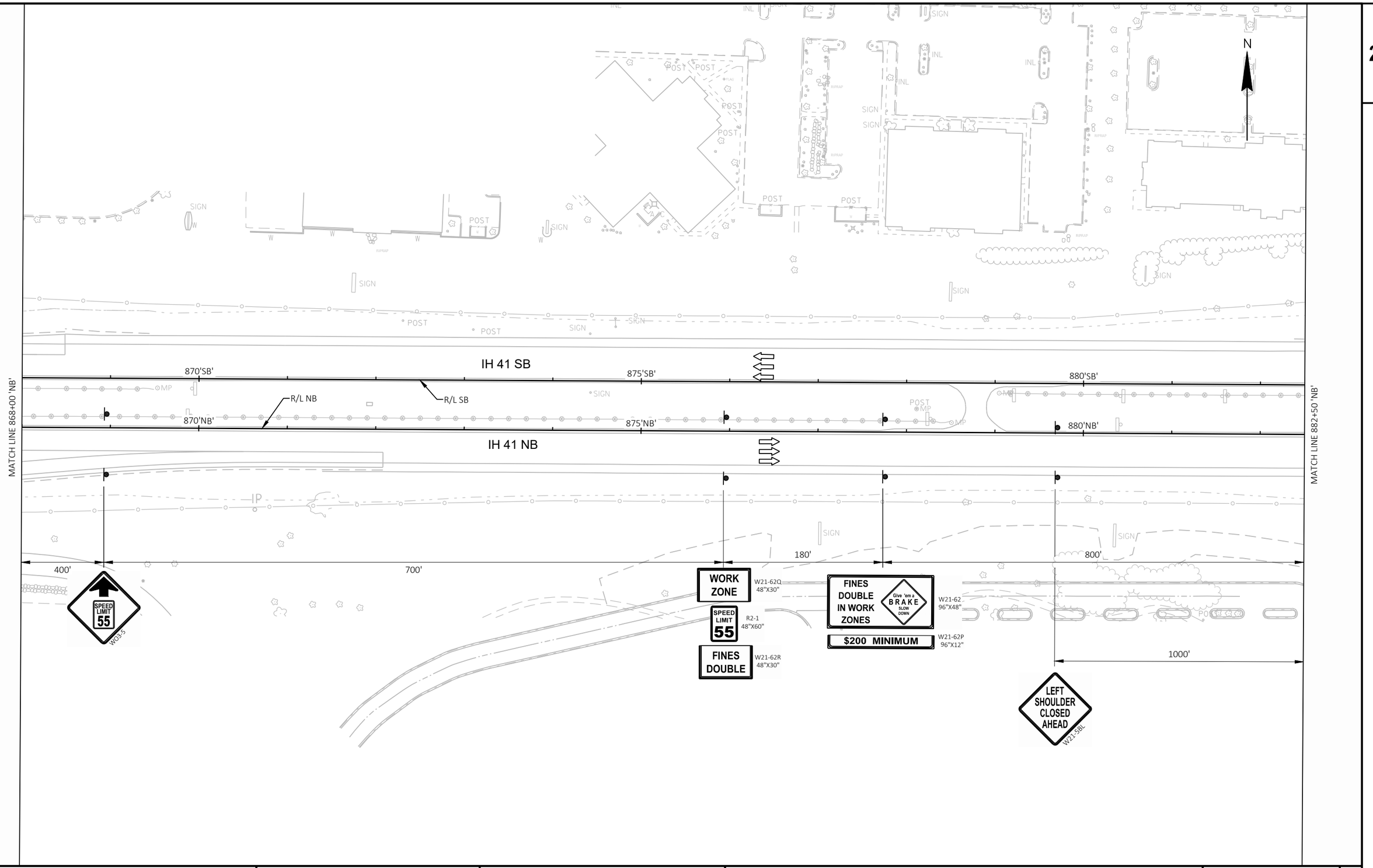
PROJECT NO: 1130-65-81	HWY: IH 41	COUNTY: OUTAGAMIE	TRAFFIC CONTROL - STAGE 1B - IH 41 OFF PEAK LANE CLOSURE	SHEET 131	E

FILE NAME : C:\USERS\BGENSKOW\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306581\SHEETS\11306581-026007-S1B_IH-41_LC.DWG
LAYOUT NAME - 81-41-01

PLOT DATE : 7/30/2025 3:15 PM PLOT BY : BRIAN GENSKOW PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2



PROJECT NO: 1130-65-81	HWY: IH 41	COUNTY: OUTAGAMIE	TRAFFIC CONTROL - STAGE 1B - IH 41 OFF PEAK LANE CLOSURE	SHEET 132	E

FILE NAME : C:\USERS\BGENSKOW\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306581\SHEETS\11306581-026007-S1B_IH-41_LC.DWG
LAYOUT NAME - 81-41-02
PLOT DATE : 7/30/2025 3:43 PM PLOT BY : BRIAN GENSKOW PLOT NAME : PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 42

2

2

N

EXISTING SB IH 41 ENTRANCE RAMP

END ROAD WORK
G20-2A

500'

IH 41 SB

885'SB'

890'SB'

895'SB'

R/L NB

R/L SB

885'NB'

890'NB'

895'NB'

IH 41 NB

MATCH LINE 882+50 'NB'

MATCH LINE 897+00 'NB'

800'

1000'

1000'

700'

W04-2R

LEFT SHOULDER CLOSED
W21-5AL

SIGN
POST
IP
W
RIPRAP
INL
DOCK
FLAG

PROJECT NO: 1130-65-81	HWY: IH 41	COUNTY: OUTAGAMIE	TRAFFIC CONTROL - STAGE 1B - IH 41 OFF PEAK LANE CLOSURE	SHEET 133	E

FILE NAME : C:\USERS\BGENSKOW\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306581\SHEETS\11306581-026007-S1B_IH-41_LC.DWG
LAYOUT NAME - 81-41-03
PLOT DATE : 7/18/2025 5:27 PM
PLOT BY : BRIAN GENSKOW
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 42

2

2

N

EXISTING SB IH 41 EXIT RAMP

500'

900'SB'

IH 41 SB

905'SB'

910'SB'

R/L SB

R/L NB

900'NB'

CC

905'NB'

910'NB'

IH 41 NB

MATCH LINE 897+00 'NB'

MATCH LINE 911+40 'NB'

R11-2L
48" X 30"

LANE CLOSED

TYPE III BARRICADE

SB STH 441

NB STH 441

EXISTING NB IH 41 EXIT RAMP

EXISTING NB IH 41 ENTRANCE RAMP

RAMP SE

220'SET'

R/L SET

R/L FN

110'FN'

FRENCH RD

NOTES:
CLOSE RAMP SE

SEE THE FOLLOWING STANDARD DETAIL DRAWINGS:
- TRAFFIC CONTROL FOR EXIT RAMP CLOSURE

PROJECT NO: 1130-65-81	HWY: IH 41	COUNTY: OUTAGAMIE	TRAFFIC CONTROL - STAGE 1B - IH 41 OFF PEAK LANE CLOSURE	SHEET 134	E

FILE NAME : C:\USERS\BGENSKOW\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306581\SHEETS\11306581-026007-S1B_IH-41_LC.DWG
LAYOUT NAME - 81-41-04

PLOT DATE : 7/30/2025 3:18 PM PLOT BY : BRIAN GENSKOW PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

2

N

RIGHT SHOULDER CLOSED
W21-5A

500'

INL
INL DOCK
A/C
SIGN
POST
RIPRAP
SLAB
IP
CC
915'SB'
IH 41 SB
920'SB'
925'SB'
R/L NB
R/L SB
915'NB'
920'NB'
925'NB'
230'SET'
IH 41 NB
235'SET'
225'SET'
R/L SET
R11-2L
48" X 30"
LANE CLOSED
TYPE III BARRICADE
WELL
MP

MATCH LINE 911+40 'NB'

MATCH LINE 926+00 'NB'

NOTES:
CLOSE RAMP SE

SEE THE FOLLOWING STANDARD DETAIL DRAWINGS:
- TRAFFIC CONTROL FOR EXIT RAMP CLOSURE

PROJECT NO: 1130-65-81	HWY: IH 41	COUNTY: OUTAGAMIE	TRAFFIC CONTROL - STAGE 1B - IH 41 OFF PEAK LANE CLOSURE	SHEET 135	E

FILE NAME : C:\USERS\BGENSKOW\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306581\SHEETS\11306581-026007-S1B_IH-41_LC.DWG
LAYOUT NAME - 81-41-05

PLOT DATE : 7/30/2025 3:20 PM PLOT BY : BRIAN GENSKOW PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

2

N

RIGHT SHOULDER CLOSED AHEAD
W21-5B

1000'

LEFT SHOULDER CLOSED
W21-5AL

LEFT SHOULDER CLOSED AHEAD
W21-5BL

500'

1000'

3580'

POST

IH 41 SB

930'SB'

935'SB'

940'SB'

R/L SB

R/L NB

930'NB'

935'NB'

940'NB'

MATCH LINE 926+00 'NB'

MATCH LINE 940+70 'NB'

240'SET'

IH 41 NB

500'

500'

SIGN

IP

END ROAD WORK
G20-2A

WELL

PROJECT NO: 1130-65-81	HWY: IH 41	COUNTY: OUTAGAMIE	TRAFFIC CONTROL - STAGE 1B - IH 41 OFF PEAK LANE CLOSURE	SHEET 136	E

FILE NAME : C:\USERS\BGENSKOW\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306581\SHEETS\11306581-026007-S1B_IH-41_LC.DWG
LAYOUT NAME - 81-41-06

PLOT DATE : 7/18/2025 5:33 PM PLOT BY : BRIAN GENSKOW PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

2

N

RUINS

ROAD WORK 1 MILE W20-1F

ROAD WORK 2 MILES W20-1E

3580'

5280'

POST

SIGN

945'SB'

IH 41 SB

950'SB'

955'SB'

MP

R/L NB

R/L SB

945'NB'

950'NB'

955'NB'

IH 41 NB

MATCH LINE 940+70 'NB'

500'

SPEED LIMIT 70

R2-1

48"X60"

WELL

PROJECT NO: 1130-65-81	HWY: IH 41	COUNTY: OUTAGAMIE	TRAFFIC CONTROL - STAGE 1B - IH 41 OFF PEAK LANE CLOSURE	SHEET 137	E

FILE NAME : C:\USERS\BGENSKOW\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306581\SHEETS\11306581-026007-S1B_IH-41_LC.DWG
LAYOUT NAME - 81-41-07

PLOT DATE : 7/18/2025 5:34 PM PLOT BY : BRIAN GENSKOW PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

2

N

E WISCONSIN AVENUE

W MAIN STREET

FRENCH ROAD

CANADIAN NATIONAL

FOX R

SB STH 441

NB STH 441

5280'

3700'

ROAD WORK 2 MILES W20-1E

ROAD WORK 1 MILE W20-1F

MATCH LINE A

SIGN

POST

INL

MH

W

SLAB

A/C

RIPRAP

PROJECT NO: 1130-65-81	HWY: IH 41	COUNTY: OUTAGAMIE	TRAFFIC CONTROL - STAGE 1B - STH 441	SHEET 138	E

FILE NAME : C:\USERS\BGENSKOW\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306581\SHEETS\11306581-026008-S1B_STH-441_SC.DWG
LAYOUT NAME - 81-441-01

PLOT DATE : 7/18/2025 5:37 PM PLOT BY : BRIAN GENSKOW PLOT NAME : PLOT SCALE : 1 IN:100 FT

2

2

N

A/C

INL

DOCK

INL

INL

INL

DOCK

MH

RIPRAP

POST

SIGN

SIGN

SIGN

SIGN

SB STH 441

NB STH 441

MATCH LINE A

MATCH LINE B

INL

INL

SIGN

SIGN

SIGN

POST

POST

RIPRAP

RIPRAP

3700'

PROJECT NO: 1130-65-81	HWY: IH 41	COUNTY: OUTAGAMIE	TRAFFIC CONTROL - STAGE 1B - STH 441	SHEET 139	E

FILE NAME : C:\USERS\BGENSKOW\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306581\SHEETS\11306581-026008-S1B_STH-441_SC.DWG
LAYOUT NAME - 81-441-02
PLOT DATE : 7/18/2025 5:39 PM PLOT BY : BRIAN GENSKOW PLOT NAME : PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 42

2

2

N

EB CTH OO (NORTHLAND AVE)

WB CTH OO (NORTHLAND AVE)

EXISTING SB STH 441 EXIT RAMP

EXISTING SB STH 441 ENTRANCE RAMP

SB STH 441

NB STH 441

EXISTING NB STH 441 EXIT RAMP

EXISTING NB STH 441 ENTRANCE RAMP

3700'

ROAD WORK AHEAD W20-1A

RIGHT SHOULDER CLOSED AHEAD W21-5B

MATCH LINE B

MATCH LINE C

SIGN

POST

INL

TEL

W

RIPRAP

PROJECT NO: 1130-65-81	HWY: IH 41	COUNTY: OUTAGAMIE	TRAFFIC CONTROL - STAGE 1B - STH 441	SHEET 140	E

2

2

EXISTING SB STH 441 EXIT RAMP

SB STH 441

NB STH 441

EXISTING NB STH 441 ENTRANCE RAMP

MATCH LINE C

MATCH LINE D

1000'

500'

RIGHT SHOULDER CLOSED

W21-5A

N

PROJECT NO: 1130-65-81	HWY: IH 41	COUNTY: OUTAGAMIE	TRAFFIC CONTROL - STAGE 1B - STH 441	SHEET 141	E

FILE NAME : C:\USERS\BGENSKOW\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306581\SHEETS\11306581-026008-S1B_STH-441_SC.DWG
LAYOUT NAME - 81-441-04

PLOT DATE : 7/18/2025 5:43 PM PLOT BY : BRIAN GENSKOW PLOT NAME : PLOT SCALE : 1 IN:100 FT

2

2

N

EXISTING NB IH 41 EXIT RAMP

SB STH 441

NB STH 441

MATCH LINE D

210'SET'

R/L SET

215'SET'

LEFT SHOULDER CLOSED

W21-5aL

MATCH LINE 216+00 'SET'

200'

500'

POST

SIGN

INL

W

SLAB

RIPRAP

MWEL

PROJECT NO: 1130-65-81	HWY: IH 41	COUNTY: OUTAGAMIE	TRAFFIC CONTROL - STAGE 1B - STH 441	SHEET 142	E

FILE NAME : C:\USERS\BGENSKOW\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306581\SHEETS\11306581-026008-S1B_STH-441_SC.DWG
LAYOUT NAME - 81-441-05

PLOT DATE : 7/18/2025 5:44 PM PLOT BY : BRIAN GENSKOW PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

N

SB STH 441

NB STH 441

CONSTRUCT TEMPORARY SHOULDER WIDENING PRIOR TO TEMPORARY CONCRETE BARRIER PLACEMENT

SEE TRAFFIC CONTROL - STAGE 1B - IH 41 SHEETS

END ROAD WORK
G20-2A

EXISTING NB IH 41 ENTRANCE RAMP

RAMP SE

220'SET'

R/L SET

110'FN'

R/L FN

FRENCH RD

MATCH LINE 216+00 'SET'

105'FN'

SIGN

POST

MWEL

WELL

PROJECT NO: 1130-65-81	HWY: IH 41	COUNTY: OUTAGAMIE	TRAFFIC CONTROL - STAGE 1B - STH 441	SHEET 143	E

FILE NAME : C:\USERS\BGENSKOW\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306581\SHEETS\11306581-026008-S1B_STH-441_SC.DWG
LAYOUT NAME - 81-441-06

PLOT DATE : 7/18/2025 5:46 PM PLOT BY : BRIAN GENSKOW PLOT NAME : PLOT SCALE : 1 IN:100 FT

2

STAGE 2

CONSTRUCTION:
CONTINUE CONSTRUCTION ON STRUCTURE B-44-0329

COMPLETE RAMP SE/SET CONSTRUCTION. BUILD RAMP SE/SET CONNECTIONS AT IH 41 AND STH 441

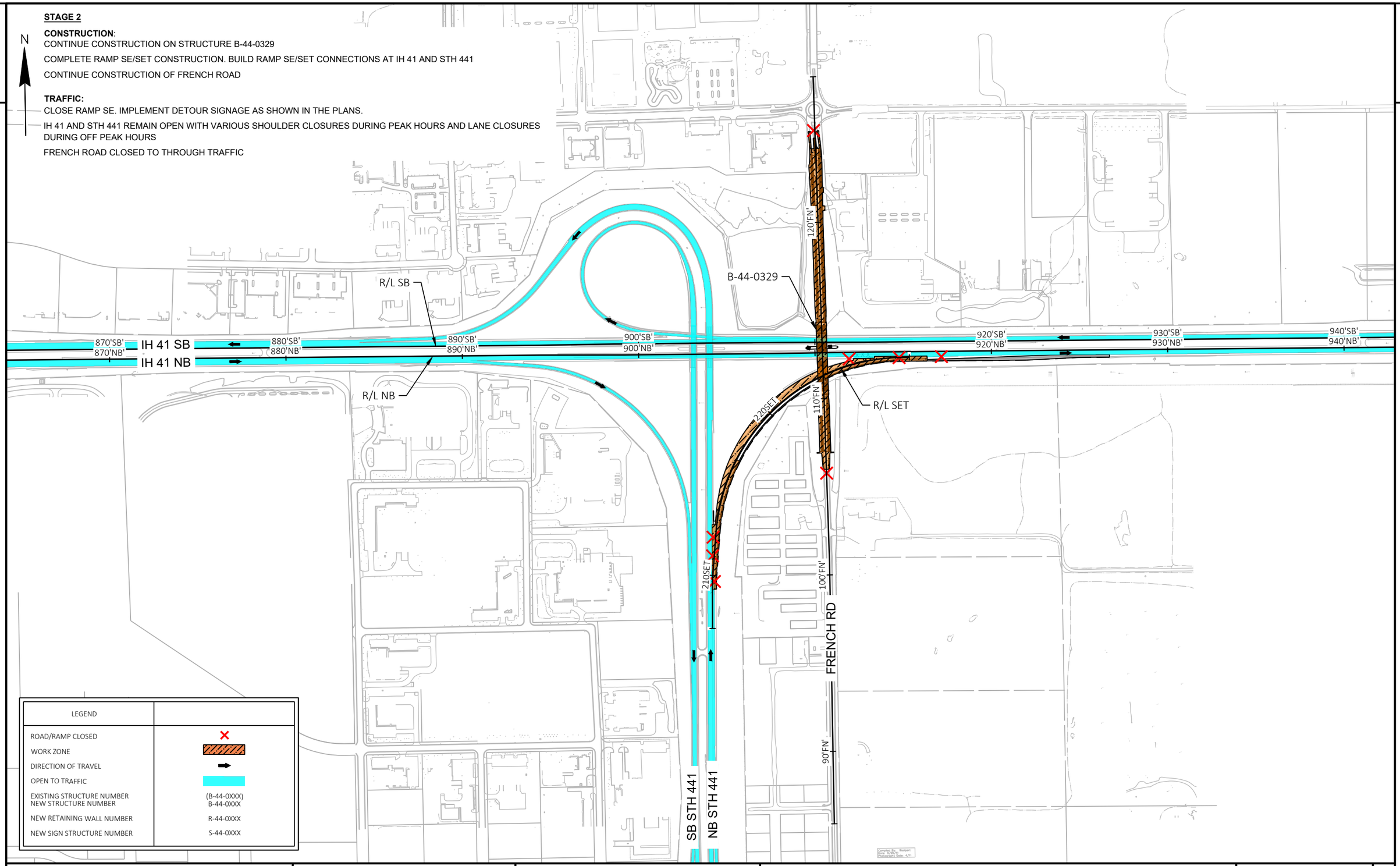
CONTINUE CONSTRUCTION OF FRENCH ROAD

TRAFFIC:
CLOSE RAMP SE. IMPLEMENT DETOUR SIGNAGE AS SHOWN IN THE PLANS.

IH 41 AND STH 441 REMAIN OPEN WITH VARIOUS SHOULDER CLOSURES DURING PEAK HOURS AND LANE CLOSURES DURING OFF PEAK HOURS

FRENCH ROAD CLOSED TO THROUGH TRAFFIC

N

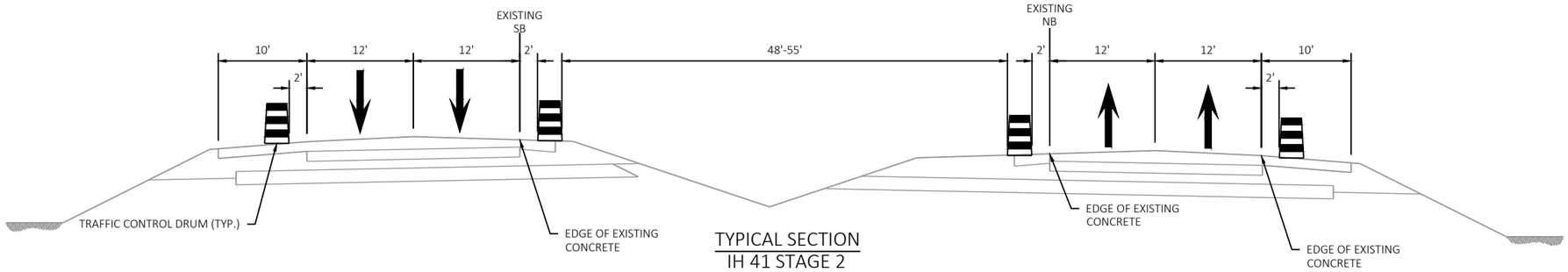


LEGEND	
ROAD/RAMP CLOSED	✕
WORK ZONE	
DIRECTION OF TRAVEL	➡
OPEN TO TRAFFIC	
EXISTING STRUCTURE NUMBER NEW STRUCTURE NUMBER	(B-44-0XXX) B-44-0XXX
NEW RETAINING WALL NUMBER	R-44-0XXX
NEW SIGN STRUCTURE NUMBER	S-44-0XXX

PROJECT NO: 1130-65-81	HWY: IH 41	COUNTY: OUTAGAMIE	TRAFFIC CONTROL - OVERVIEW STAGE 2	SHEET 144	E

FILE NAME : C:\USERS\BGENSKOW\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306581\SHEETS\11306581-025103-TC-OVERVIEW-S2.DWG
LAYOUT NAME - STAGE2

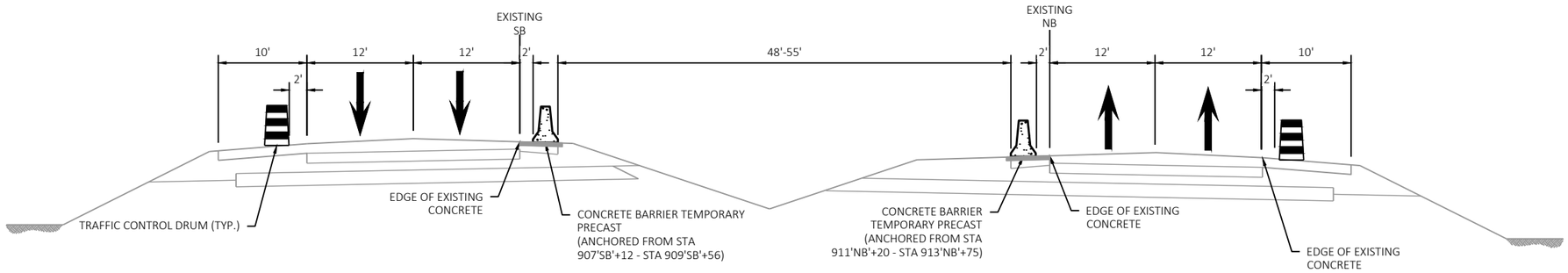
PLOT DATE : 7/18/2025 4:32 PM PLOT BY : BRIAN GENSKOW PLOT NAME : PLOT SCALE : 1 IN:500 FT



TYPICAL SECTION
IH 41 STAGE 2

STA 900'SB'+10 TO STA 905'SB'+74
STA 916'SB'+90 TO STA 921'SB'+00

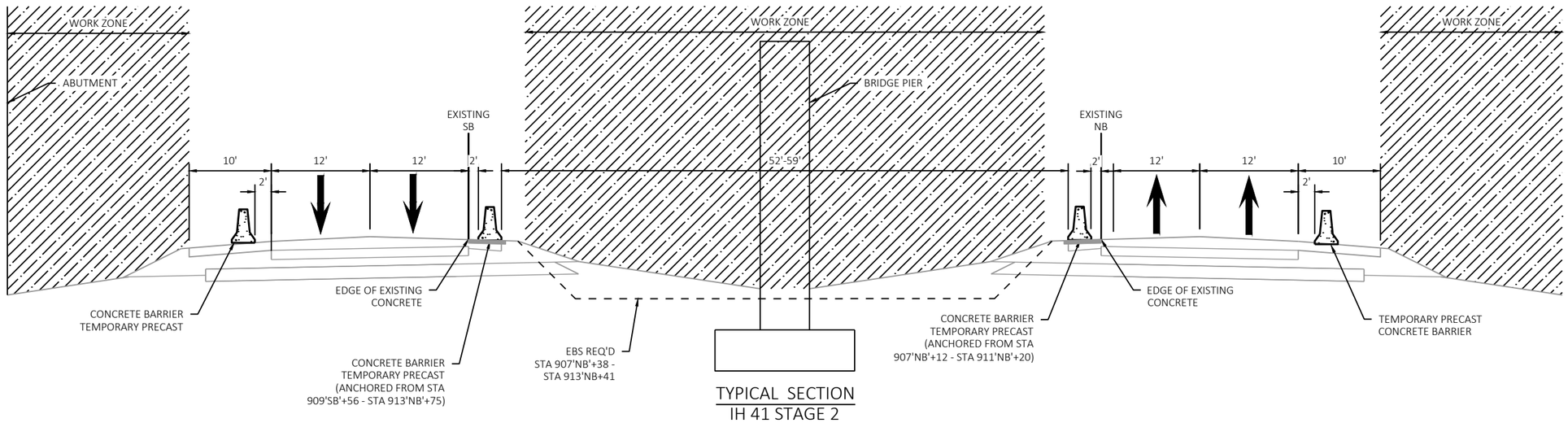
STA 899'NB'+88 TO STA 903'NB'+88
STA 915'NB'+31 TO STA 920'NB'+34



TYPICAL SECTION
IH 41 STAGE 2

STA 905'SB'+74 TO STA 909'SB'+56
STA 913'SB'+96 TO STA 916'SB'+90

STA 903'NB'+88 TO STA 906'NB'+88
STA 911'NB'+20 TO STA 915'NB'+31

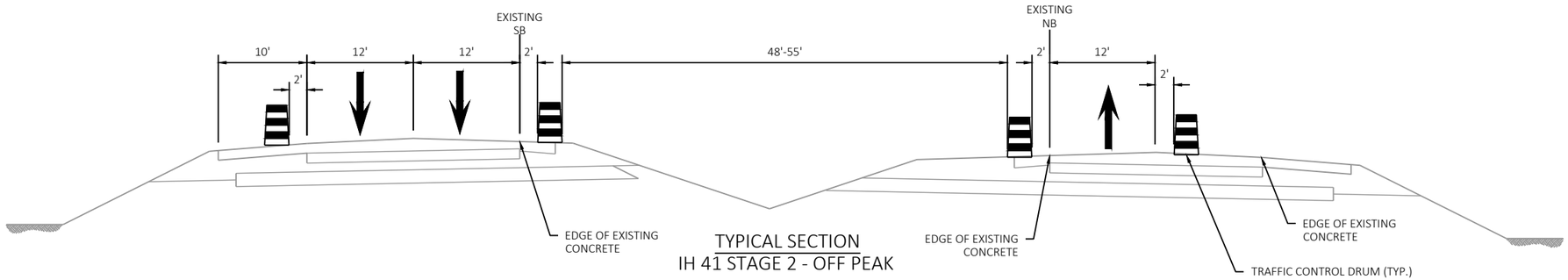


TYPICAL SECTION
IH 41 STAGE 2

STA 909'SB'+56 TO STA 913'SB'+96

STA 906'NB'+88 TO STA 911'NB'+20

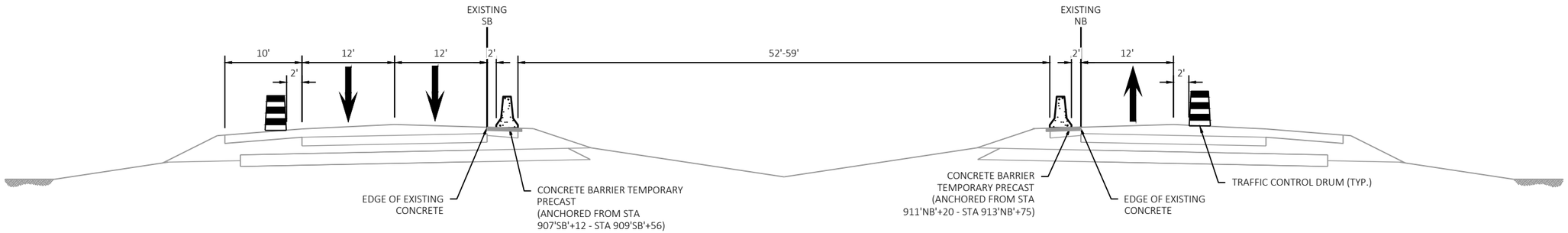
* PLACE DRUMS A MINIMUM OF 2 FEET FROM THE EDGE OF LANE TO PROVIDE 16 FEET OF AVAILABLE WIDTH DURING OFF PEAK CLOSURES



TYPICAL SECTION
IH 41 STAGE 2 - OFF PEAK

STA 900'SB'+10 TO STA 905'SB'+74
STA 916'SB'+90 TO STA 921'SB'+00

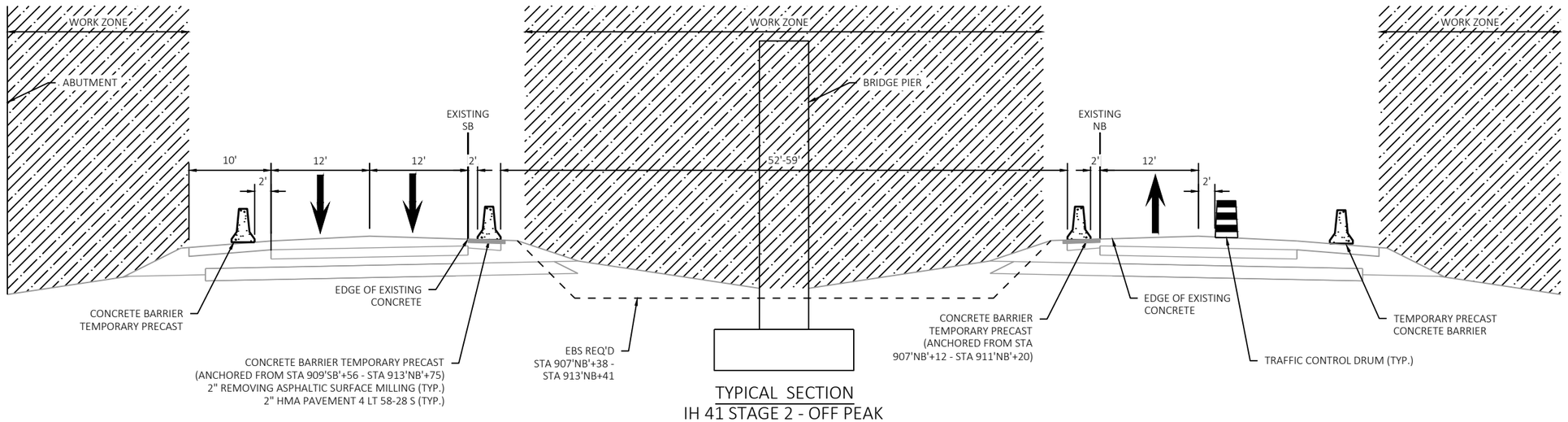
STA 899'NB'+88 TO STA 903'NB'+88
STA 915'NB'+31 TO STA 920'NB'+34



TYPICAL SECTION
IH 41 STAGE 2 - OFF PEAK

STA 905'SB'+74 TO STA 909'SB'+56
STA 913'SB'+96 TO STA 916'SB'+90

STA 903'NB'+88 TO STA 906'NB'+88
STA 911'NB'+20 TO STA 915'NB'+31



TYPICAL SECTION
IH 41 STAGE 2 - OFF PEAK

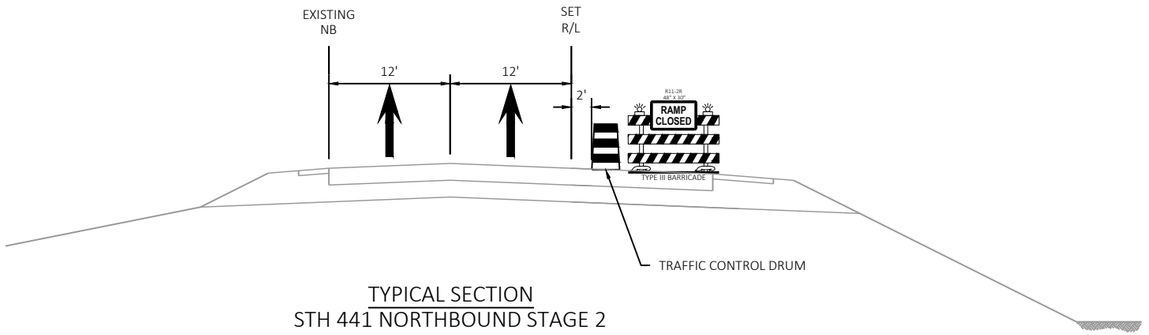
STA 909'SB'+56 TO STA 913'SB'+96

STA 906'NB'+88 TO STA 911'NB'+20

* PLACE DRUMS A MINIMUM OF 2 FEET FROM THE EDGE OF LANE TO PROVIDE 16 FEET OF AVAILABLE WIDTH DURING OFF PEAK CLOSURES

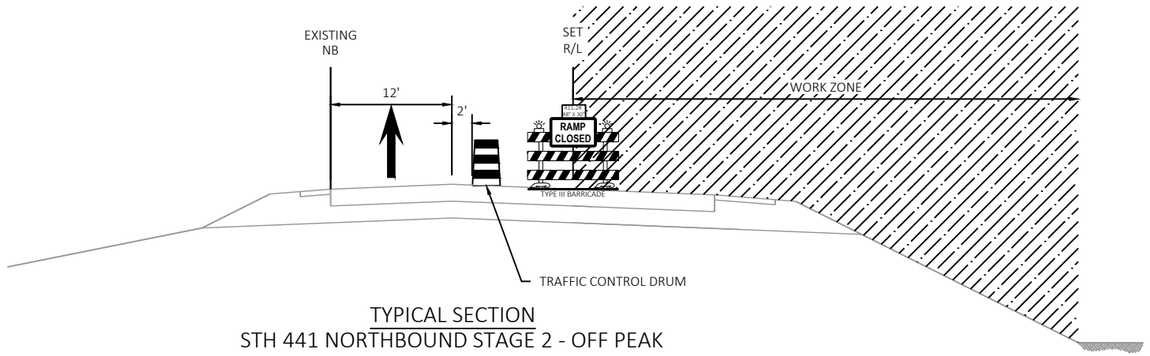
PROJECT NO: 1130-65-81	HWY: IH 41	COUNTY: OUTAGAMIE	TRAFFIC CONTROL - TYPICAL SECTIONS - STAGE 2	SHEET 146	E

2



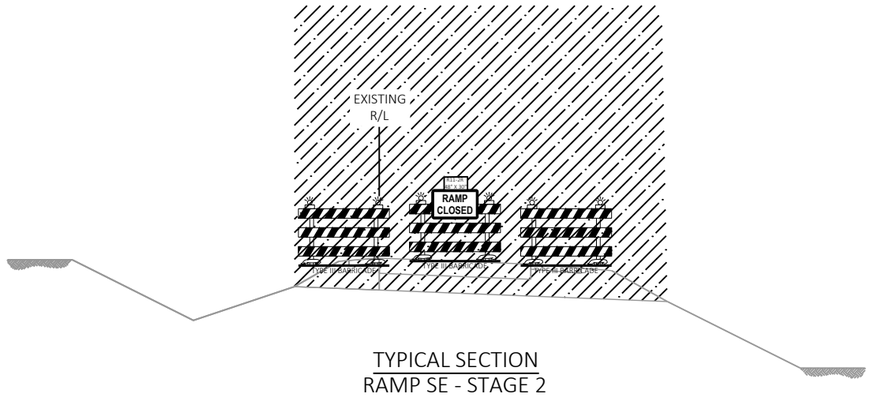
TYPICAL SECTION
STH 441 NORTHBOUND STAGE 2

STA 207'SET'+00 TO STA 212'SET'+87



TYPICAL SECTION
STH 441 NORTHBOUND STAGE 2 - OFF PEAK

STA 209'SET'+67 TO STA 212'SET'+87



TYPICAL SECTION
RAMP SE - STAGE 2

STA 212'SET'+87 TO STA 228'SET'+74

PROJECT NO: 1130-65-81	HWY: IH 41	COUNTY: OUTAGAMIE	TRAFFIC CONTROL - TYPICAL SECTIONS - STAGE 2	SHEET 147	E

2

2

N

EXISTING SB IH 41 EXIT RAMP

EXISTING NB IH 41 ENTRANCE RAMP

CTH E/N BALLARD RD NB

CTH E/N BALLARD RD SB

IH 41 SB

IH 41 NB

855'SB'

860'SB'

865'SB'

855'NB'

860'NB'

865'NB'

R/L SB

R/L NB

5280'

3580'

ROAD WORK 2 MILES W20-1E

ROAD WORK 1 MILE W20-1F

MATCH LINE 868+00 'NB'

SIGN

POST

RIPRAP

PROJECT NO: 1130-65-81	HWY: IH 41	COUNTY: OUTAGAMIE	TRAFFIC CONTROL - STAGE 2 - IH 41	SHEET 148	E

FILE NAME : C:\USERS\BGENSKOW\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306581\SHEETS\11306581-026009-S2_IH-41_SC.DWG
LAYOUT NAME - 81-41-01

PLOT DATE : 7/18/2025 5:49 PM PLOT BY : BRIAN GENSKOW PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

2

N

IH 41 SB

IH 41 NB

870'SB'

875'SB'

880'SB'

870'NB'

875'NB'

880'NB'

R/L NB

R/L SB

MATCH LINE 868+00 'NB'

MATCH LINE 882+50 'NB'

3580'

1000'

LEFT SHOULDER CLOSED AHEAD

W21-5BL

PROJECT NO: 1130-65-81	HWY: IH 41	COUNTY: OUTAGAMIE	TRAFFIC CONTROL - STAGE 2 - IH 41	SHEET 149	E

FILE NAME : C:\USERS\BGENSKOW\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306581\SHEETS\11306581-026009-S2_IH-41_SC.DWG
LAYOUT NAME - 81-41-02

PLOT DATE : 7/18/2025 5:51 PM PLOT BY : BRIAN GENSKOW PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

2

EXISTING SB IH 41 ENTRANCE RAMP

N

END ROAD WORK
G20-2A

500'

IH 41 SB

885'SB'

890'SB'

895'SB'

R/L NB

R/L SB

885'NB'

890'NB'

895'NB'

IH 41 NB

MATCH LINE 882+50 'NB'

MATCH LINE 897+00 'NB'

1000'

500'

RIGHT SHOULDER CLOSED AHEAD
W21-5B

RIGHT SHOULDER CLOSED
W21-5A

1000'

700'

LEFT SHOULDER CLOSED
W21-5AL

PROJECT NO: 1130-65-81	HWY: IH 41	COUNTY: OUTAGAMIE	TRAFFIC CONTROL - STAGE 2 - IH 41	SHEET 150	E

FILE NAME : C:\USERS\BGENSKOW\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306581\SHEETS\11306581-026009-S2_IH-41_SC.DWG
LAYOUT NAME - 81-41-03
PLOT DATE : 7/18/2025 5:53 PM
PLOT BY : BRIAN GENSKOW
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 42

2

2

N

EXISTING SB IH 41 EXIT RAMP

EXISTING NB IH 41 EXIT RAMP

500'

500'

MATCH LINE 897+00 'NB'

MATCH LINE 911+40 'NB'

900'SB'

905'SB'

910'SB'

900'NB'

905'NB'

910'NB'

IH 41 SB

IH 41 NB

R/L NB

R/L SB

CC

CC

SB STH 441

NB STH 441

TEMPORARY SHORING
FOR PIER CONSTRUCTION

R/L SET

R/L FN

220'SET

110'FN

RAMP SE

FRENCH RD

SIGN

POST

MWEL

IP

PROJECT NO: 1130-65-81	HWY: IH 41	COUNTY: OUTAGAMIE	TRAFFIC CONTROL - STAGE 2 - IH 41	SHEET 151	E

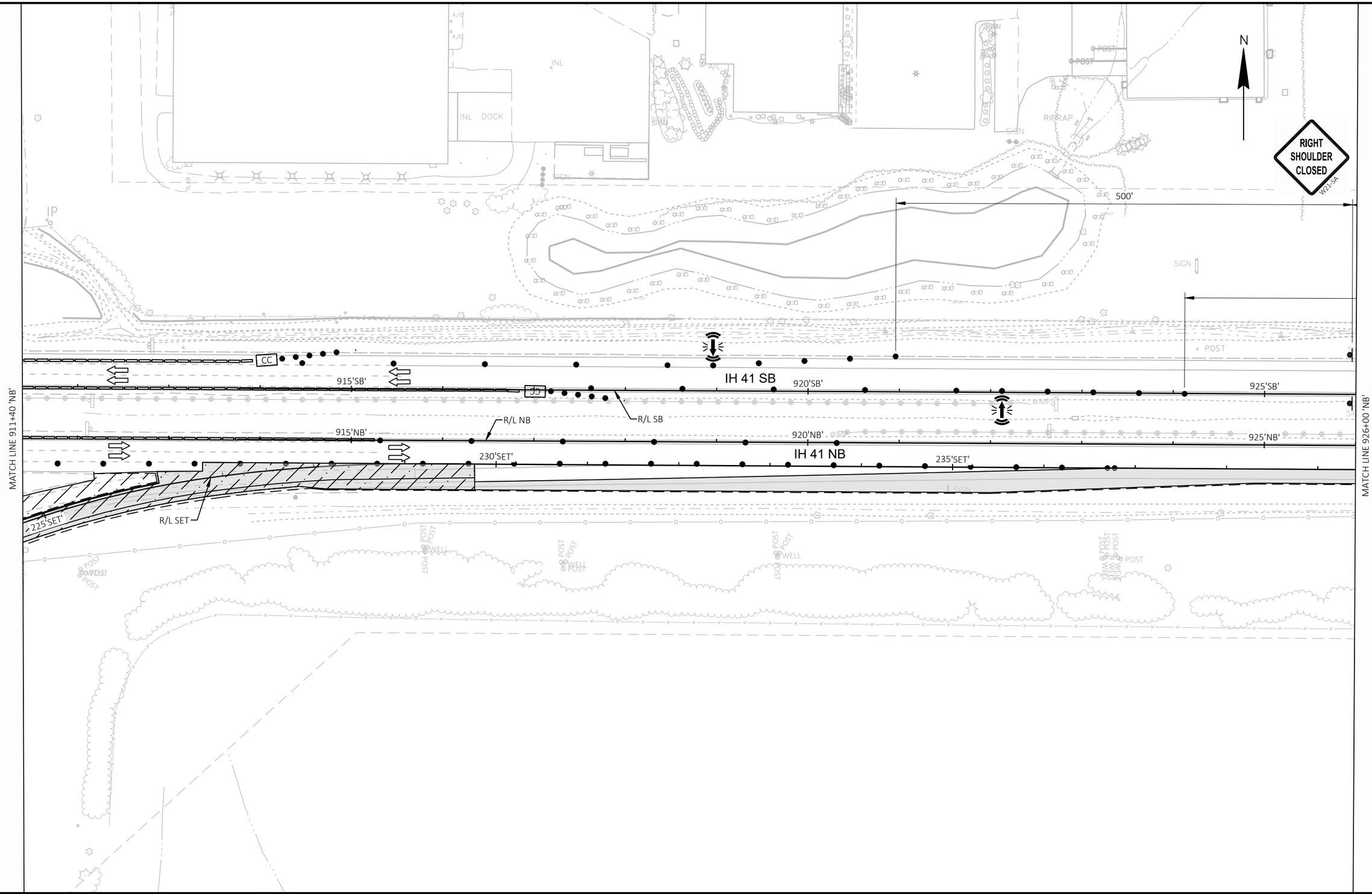
FILE NAME : C:\USERS\BGENSKOW\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306581\SHEETS\11306581-026009-S2_IH-41_SC.DWG
LAYOUT NAME - 81-41-04

PLOT DATE : 7/18/2025 5:55 PM PLOT BY : BRIAN GENSKOW PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

2



PROJECT NO: 1130-65-81	HWY: IH 41	COUNTY: OUTAGAMIE	TRAFFIC CONTROL - STAGE 2 - IH 41	SHEET 152	E

FILE NAME : C:\USERS\BGENSKOW\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306581\SHEETS\11306581-026009-S2_IH-41_SC.DWG
LAYOUT NAME - 81-41-05
PLOT DATE : 7/30/2025 3:25 PM PLOT BY : BRIAN GENSKOW PLOT NAME : PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 42

2

N

RIGHT SHOULDER CLOSED AHEAD
W21-5B

1000'

LEFT SHOULDER CLOSED
W21-5AL

LEFT SHOULDER CLOSED AHEAD
W21-5BL

500'

1000'

3580'

POST

IH 41 SB

930'SB'

935'SB'

940'SB'

R/L NB

R/L SB

930'NB'

935'NB'

940'NB'

IH 41 NB

240'SET'

SIGN

W11

IP

POST

WELL

END ROAD WORK
G20-2A

MATCH LINE 926+00 'NB'

MATCH LINE 940+70 'NB'

PROJECT NO: 1130-65-81	HWY: IH 41	COUNTY: OUTAGAMIE	TRAFFIC CONTROL - STAGE 2 - IH 41	SHEET 153	E

FILE NAME : C:\USERS\BGENSKOW\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306581\SHEETS\11306581-026009-S2_IH-41_SC.DWG
LAYOUT NAME - 81-41-06

PLOT DATE : 7/18/2025 5:58 PM PLOT BY : BRIAN GENSKOW PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

2

N

ROAD WORK 1 MILE W20-1F

ROAD WORK 2 MILES W20-1E

3580'

5280'

RUINS

POST

SIGN

945'SB'

IH 41 SB

950'SB'

955'SB'

R/L NB

R/L SB

MP

945'NB'

950'NB'

955'NB'

IH 41 NB

MATCH LINE 940+70 'NB'

WELL

2

N

EXISTING SB IH 41 EXIT RAMP

CTH E/N BALLARD RD NB

CTH E/N BALLARD RD SB

855'SB'

860'SB'

IH 41 SB

865'SB'

R/L SB

R/L NB

855'NB'

860'NB'

865'NB'

IH 41 NB

MATCH LINE 868+00 'NB'

5280'

2600'

400'

EXISTING NB IH 41 ENTRANCE RAMP

ROAD WORK 2 MILES W20-1E

ROAD WORK 1 MILE W20-1F

RIGHT LANE CLOSED 1/2 MILE W20-5G

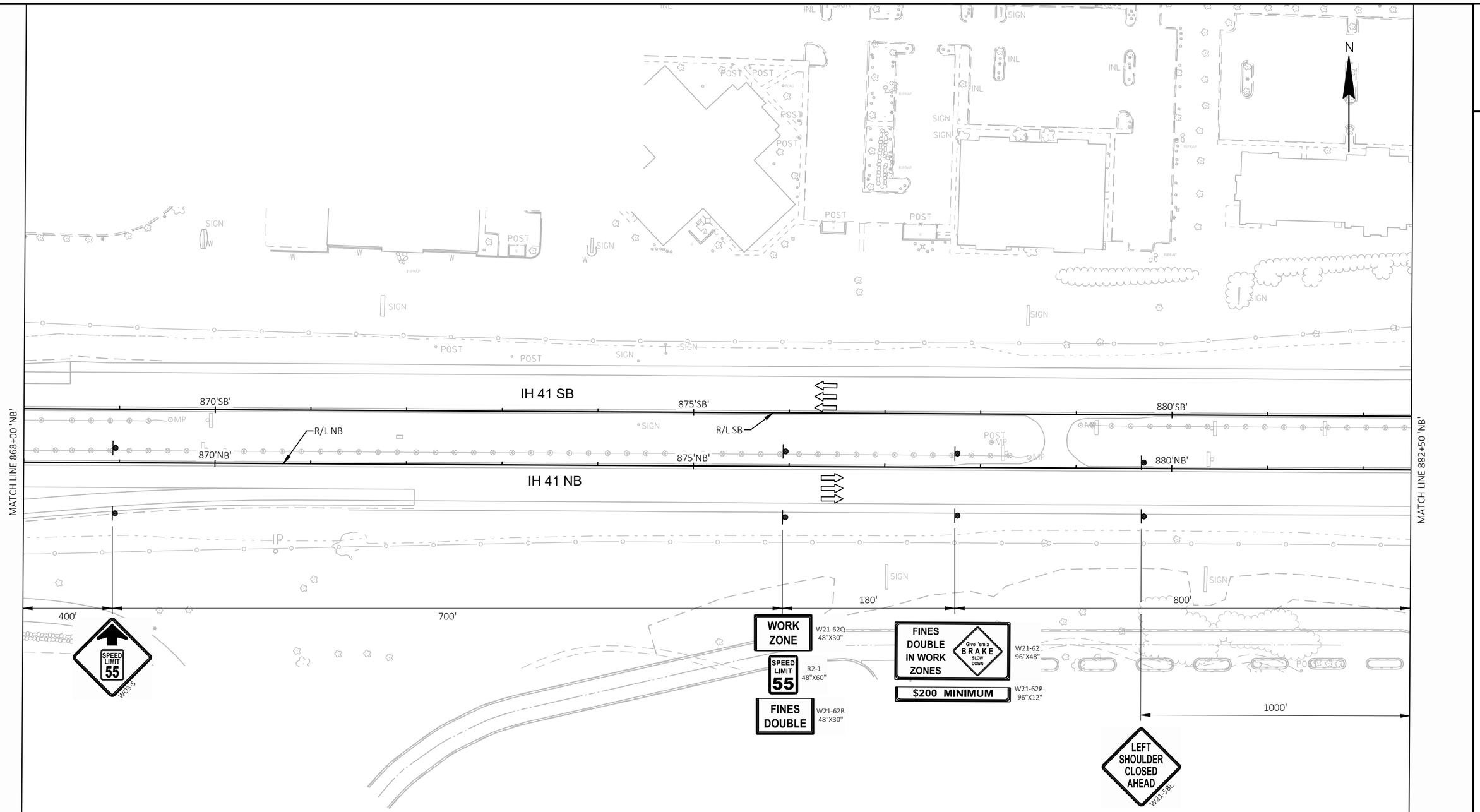
PROJECT NO: 1130-65-81	HWY: IH 41	COUNTY: OUTAGAMIE	TRAFFIC CONTROL - STAGE 2 - IH 41 OFF PEAK LANE CLOSURE	SHEET 155	E

FILE NAME : C:\USERS\BGENSKOW\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306581\SHEETS\11306581-026010-S2_IH-41_LC.DWG
LAYOUT NAME - 81-41-01

PLOT DATE : 7/30/2025 3:11 PM PLOT BY : BRIAN GENSKOW PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2



PROJECT NO: 1130-65-81	HWY: IH 41	COUNTY: OUTAGAMIE	TRAFFIC CONTROL - STAGE 2 - IH 41 OFF PEAK LANE CLOSURE	SHEET 156	E

FILE NAME : C:\USERS\BGENSKOW\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306581\SHEETS\11306581-026010-S2_IH-41_LC.DWG
LAYOUT NAME - 81-41-02
PLOT DATE : 7/30/2025 3:36 PM
PLOT BY : BRIAN GENSKOW
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 42

2

2

EXISTING SB IH 41 ENTRANCE RAMP

END ROAD WORK
G20-2A

500'

IH 41 SB

885'SB'

890'SB'

895'SB'

R/L NB

R/L SB

885'NB'

890'NB'

895'NB'

IH 41 NB

MATCH LINE 882+50 'NB'

MATCH LINE 897+00 'NB'

800'

1000'

1000'

700'

W04-2R

LEFT SHOULDER CLOSED
W21-5AL

SIGN
POST
IP
W
RIPRAP
INL
DOCK
FLAG
SLAB
MH
ABVL

N

PROJECT NO: 1130-65-81	HWY: IH 41	COUNTY: OUTAGAMIE	TRAFFIC CONTROL - STAGE 2 - IH 41 OFF PEAK LANE CLOSURE	SHEET 157	E

FILE NAME : C:\USERS\BGENSKOW\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306581\SHEETS\11306581-026010-S2_IH-41_LC.DWG
LAYOUT NAME - 81-41-03
PLOT DATE : 7/18/2025 6:07 PM
PLOT BY : BRIAN GENSKOW
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 42

2

2

N

EXISTING SB IH 41 EXIT RAMP

500'

900'SB'

905'SB'

910'SB'

IH 41 SB

R/L NB

R/L SB

900'NB'

905'NB'

910'NB'

IH 41 NB

CC

CC

MATCH LINE 897+00 'NB'

MATCH LINE 911+40 'NB'

R11-2L
48" X 30"

LANE CLOSED

TYPE III BARRICADE

SB STH 441

NB STH 441

TEMPORARY SHORING
FOR PIER CONSTRUCTION

EXISTING NB IH 41 EXIT RAMP

R/L SET

R/L FN

220'SET

RAMP SE

110'FN

FRENCH RD

PROJECT NO: 1130-65-81	HWY: IH 41	COUNTY: OUTAGAMIE	TRAFFIC CONTROL - STAGE 2 - IH 41 OFF PEAK LANE CLOSURE	SHEET 158	E

FILE NAME : C:\USERS\BGENSKOW\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306581\SHEETS\11306581-026010-S2_IH-41_LC.DWG
LAYOUT NAME - 81-41-04

PLOT DATE : 7/30/2025 3:31 PM PLOT BY : BRIAN GENSKOW PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

2

N

RIGHT SHOULDER CLOSED
W21-5A

500'

IP

CC

915'SB'

55

920'SB'

IH 41 SB

925'SB'

R/L NB

R/L SB

915'NB'

920'NB'

925'NB'

230'SET'

IH 41 NB

235'SET'

225'SET'

R/L SET

MATCH LINE 911+40 'NB'

MATCH LINE 926+00 'NB'

R11-2L
48" X 30"
LANE CLOSED

TYPE III BARRICADE

R11-2L
48" X 30"
LANE CLOSED

TYPE III BARRICADE

PROJECT NO: 1130-65-81	HWY: IH 41	COUNTY: OUTAGAMIE	TRAFFIC CONTROL - STAGE 2 - IH 41 OFF PEAK LANE CLOSURE	SHEET 159	E

FILE NAME : C:\USERS\BGENSKOW\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306581\SHEETS\11306581-026010-S2_IH-41_LC.DWG
LAYOUT NAME - 81-41-05

PLOT DATE : 7/30/2025 3:34 PM PLOT BY : BRIAN GENSKOW PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

2

N

1000'

LEFT SHOULDER CLOSED
W21-5AL

RIGHT SHOULDER CLOSED AHEAD
W21-5B

LEFT SHOULDER CLOSED AHEAD
W21-5BL

500'

1000'

3580'

POST

930'SB'

IH 41 SB

935'SB'

940'SB'

R/L NB

R/L SB

930'NB'

935'NB'

940'NB'

240'SET'

IH 41 NB

500'

500'

SIGN

END ROAD WORK
G20-2A

WELL

MATCH LINE 926+00 'NB'

MATCH LINE 940+70 'NB'

PROJECT NO: 1130-65-81	HWY: IH 41	COUNTY: OUTAGAMIE	TRAFFIC CONTROL - STAGE 2 - IH 41 OFF PEAK LANE CLOSURE	SHEET 160	E

FILE NAME : C:\USERS\BGENSKOW\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306581\SHEETS\11306581-026010-S2_IH-41_LC.DWG
LAYOUT NAME - 81-41-06

PLOT DATE : 7/18/2025 6:12 PM PLOT BY : BRIAN GENSKOW PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

N

RUINS

ROAD WORK 1 MILE W20-1F

ROAD WORK 2 MILES W20-1E

3580'

5280'

POST

POST

SIGN

945'SB'

IH 41 SB

950'SB'

955'SB'

R/L NB

R/L SB

945'NB'

950'NB'

955'NB'

IH 41 NB

MP

MP

MP

POST

MATCH LINE 940+70 'NB'

500'

POST

SIGN

SPEED LIMIT 70

R2-1

48"X60"

WELL

WELL

WELL

WELL

WELL

POST

WELL

WELL

WELL

WELL

WELL

WELL

PROJECT NO: 1130-65-81	HWY: IH 41	COUNTY: OUTAGAMIE	TRAFFIC CONTROL - STAGE 2 - IH 41 OFF PEAK LANE CLOSURE	SHEET 161	E

FILE NAME : C:\USERS\BGENSKOW\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306581\SHEETS\11306581-026010-S2_IH-41_LC.DWG
LAYOUT NAME - 81-41-07

PLOT DATE : 7/18/2025 6:13 PM PLOT BY : BRIAN GENSKOW PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

2

N

E WISCONSIN AVENUE

W MAIN STREET

FRENCH ROAD

CANADIAN NATIONAL

FOX R

SB STH 441

NB STH 441

MATCH LINE A

5280'

3700'

ROAD WORK 2 MILES W20-1E

ROAD WORK 1 MILE W20-1F

PROJECT NO: 1130-65-81	HWY: IH 41	COUNTY: OUTAGAMIE	TRAFFIC CONTROL - STAGE 2 - STH 441	SHEET 162	E

FILE NAME : C:\USERS\BGENSKOW\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306581\SHEETS\11306581-026011-S2_STH-441_SC.DWG
LAYOUT NAME - 81-441-01

PLOT DATE : 7/30/2025 3:46 PM PLOT BY : BRIAN GENSKOW PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

2

N

A/C

INL

DOCK

INL

INL

INL

DOCK

MH

RIPRAP

POST

SIGN

SIGN

SIGN

SB STH 441

EXISTING SB STH 441 ENTRANCE RAMP

MATCH LINE B

MATCH LINE A

INL

INL

NB STH 441

EXISTING NB STH 441 EXIT RAMP

SIGN

SIGN

SIGN

RIPRAP

RIPRAP

POST

POST

TIMBER

3700'

PROJECT NO: 1130-65-81	HWY: IH 41	COUNTY: OUTAGAMIE	TRAFFIC CONTROL - STAGE 2 - STH 441	SHEET 163	E

2

N

NORTH 441 INTERSTATE 41 SOUTH

SOUTH

FMS 54"X 18"

441 SOUTH Menasha

EXIT 11A

INTERSTATE 41 SOUTH

SOUTH

FMS 54"X 18"

Milwaukee 1/2 MILE

441 SOUTH Menasha

NORTH 441 INTERSTATE 41 SOUTH Green Bay

SOUTH

FMS 54"X 18"

EB CTH OO (NORTHLAND AVE)

WB CTH OO (NORTHLAND AVE)

EXISTING SB STH 441 EXIT RAMP

EXISTING SB STH 441 ENTRANCE RAMP

SB STH 441

NB STH 441

441 NORTH

EXISTING NB STH 441 EXIT RAMP

EXISTING NB STH 441 ENTRANCE RAMP

ROAD WORK AHEAD W20-1A

RIGHT SHOULDER CLOSED AHEAD W21-5B

3700'

MATCH LINE B

MATCH LINE C

SIGN POST RIPRAP INL TEL

PROJECT NO: 1130-65-81	HWY: IH 41	COUNTY: OUTAGAMIE	TRAFFIC CONTROL - STAGE 2 - STH 441	SHEET 164	E

FILE NAME : C:\USERS\BGENSKOW\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306581\SHEETS\11306581-026011-S2_STH-441_SC.DWG
LAYOUT NAME - 81-441-03
PLOT DATE : 7/18/2025 6:20 PM PLOT BY : BRIAN GENSKOW PLOT NAME : PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 42

2

2

EXIT 11A
INTERSTATE 41 SOUTH
Milwaukee

EXIT 11B
INTERSTATE 41 NORTH
Green Bay

CLOSED
G20-60
108"X24"

CLOSED

EXISTING SB STH 441 EXIT RAMP

W04-1R

SB STH 441

NB STH 441

EXISTING NB STH 441 ENTRANCE RAMP

W04-5R
48"X48"

25'

63

1000'

400'

300'

RIGHT SHOULDER CLOSED
W21-5A

MATCH LINE C

MATCH LINE D

N

PROJECT NO: 1130-65-81	HWY: IH 41	COUNTY: OUTAGAMIE	TRAFFIC CONTROL - STAGE 2 - STH 441	SHEET 165	E

FILE NAME : C:\USERS\BGENSKOW\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306581\SHEETS\11306581-026011-S2_STH-441_SC.DWG
LAYOUT NAME - 81-441-04

PLOT DATE : 7/18/2025 6:22 PM PLOT BY : BRIAN GENSKOW PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

2

N

EXIT 11A
SOUTH
41
Milwaukee
30 MPH

EXIT 11B
NORTH
41
Green Bay
CLOSED

CLOSED
G20-60
108"X24"

EXISTING NB IH 41 EXIT RAMP

SB STH 441

NB STH 441

MATCH LINE D

63

63

R11-2L
48" X 30"
LANE CLOSED
TYPE III BARRICADE

R11-2R
48" X 30"
RAMP CLOSED
TYPE III BARRICADE

R11-2R
48" X 30"
RAMP CLOSED
TYPE III BARRICADE

210'SET'

25'

215'SET'

R/L SET

MATCH LINE 216+00 'SET'

300'

500'

PROJECT NO: 1130-65-81	HWY: IH 41	COUNTY: OUTAGAMIE	TRAFFIC CONTROL - STAGE 2 - STH 441	SHEET 166	E

FILE NAME : C:\USERS\BGENSKOW\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306581\SHEETS\11306581-026011-S2_STH-441_SC.DWG
LAYOUT NAME - 81-441-05

PLOT DATE : 7/18/2025 6:23 PM PLOT BY : BRIAN GENSKOW PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

N

SB STH 441

NB STH 441

END
ROAD WORK
G20-2A

SEE TRAFFIC CONTROL -
STAGE 2 - IH 41 SHEETS

RAMP SE

220'SET'

R/L SET

110'FN'

R/L FN

FRENCH RD

105'FN'

MATCH LINE 216+00 'SET'

SIGN

POST

MWEL

WELL

PROJECT NO: 1130-65-81	HWY: IH 41	COUNTY: OUTAGAMIE	TRAFFIC CONTROL - STAGE 2 - STH 441	SHEET 167	E

FILE NAME : C:\USERS\BGENSKOW\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306581\SHEETS\11306581-026011-S2_STH-441_SC.DWG
LAYOUT NAME - 81-441-06

PLOT DATE : 7/30/2025 3:48 PM PLOT BY : BRIAN GENSKOW PLOT NAME : PLOT SCALE : 1 IN:100 FT

2

2

N

E WISCONSIN AVENUE

W MAIN STREET

FRENCH ROAD

CANADIAN NATIONAL

FOX R

MATCH LINE A

SB STH 441

NB STH 441

2600'

400'

700'

180'

5280'

ROAD WORK 2 MILES
W20-1E

ROAD WORK 1 MILE
W20-1F

RIGHT LANE CLOSED 1/2 MILE
W20-5G

SPEED LIMIT 55
W03-3

W21-62Q
48"X30"
WORK ZONE

SPEED LIMIT 55
R2-1
24"X30"

FINES DOUBLE
W21-62R
48"X30"

FINES DOUBLE IN WORK ZONES
Give 'em a BRAKE SLOW DOWN
$200 MINIMUM
W21-62
96"X48"
W21-62P
96"X12"

PROJECT NO: 1130-65-81	HWY: IH 41	COUNTY: OUTAGAMIE	TRAFFIC CONTROL - STAGE 2 - STH 441 OFF PEAK LANE CLOSURE	SHEET 168	E

FILE NAME : C:\USERS\BGENSKOW\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306581\SHEETS\11306581-026012-S2_STH-441_LC.DWG
LAYOUT NAME - 81-441-01

PLOT DATE : 7/30/2025 3:51 PM PLOT BY : BRIAN GENSKOW PLOT NAME : PLOT SCALE : 1 IN:100 FT

2

2

N

A/C

INL

DOCK

INL

INL

INL

A/C

INL

DOCK

MH

RIPRAP

POST

SIGN

SIGN

SIGN

SIGN

SB STH 441

NB STH 441

INL

INL

SIGN

SIGN

SIGN

MATCH LINE A

MATCH LINE B

RIPRAP

RIPRAP

POST

POST

500'

1000'

W1-2R

PROJECT NO: 1130-65-81	HWY: IH 41	COUNTY: OUTAGAMIE	TRAFFIC CONTROL - STAGE 2 - STH 441 OFF PEAK LANE CLOSURE	SHEET 169	E

FILE NAME : C:\USERS\BGENSKOW\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306581\SHEETS\11306581-026012-S2_STH-441_LC.DWG
LAYOUT NAME - 81-441-02
PLOT DATE : 7/18/2025 6:30 PM
PLOT BY : BRIAN GENSKOW
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 42

2

2

N

NORTH 441 SOUTH INTERSTATE 41
SOUTH 441 Menasha

SOUTH
FMS
54"X 18"

EXIT 11A
INTERSTATE 41 SOUTH
Milwaukee
1/2 MILE

SOUTH
FMS
54"X 18"

SOUTH 441 Menasha
NORTH 441 INTERSTATE 41 SOUTH Green Bay

SOUTH
FMS
54"X 18"

EB CTH OO (NORTHLAND AVE)

WB CTH OO (NORTHLAND AVE)

EXISTING SB STH 441 EXIT RAMP

EXISTING SB STH 441 ENTRANCE RAMP

SB STH 441

NB STH 441

R11-2L
48" X 30"
LANE CLOSED
TYPE III BARRICADE

NORTH 441

EXISTING NB STH 441 EXIT RAMP

EXISTING NB STH 441 ENTRANCE RAMP

ROAD WORK AHEAD
W20-1A

1500'

RAMP CLOSED AHEAD
W20-53A

MATCH LINE B

MATCH LINE C

PROJECT NO: 1130-65-81	HWY: IH 41	COUNTY: OUTAGAMIE	TRAFFIC CONTROL - STAGE 2 - STH 441 OFF PEAK LANE CLOSURE	SHEET 170	E

FILE NAME : C:\USERS\BGENSKOW\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306581\SHEETS\11306581-026012-S2_STH-441_LC.DWG
LAYOUT NAME - 81-441-03

PLOT DATE : 7/18/2025 6:32 PM PLOT BY : BRIAN GENSKOW PLOT NAME : PLOT SCALE : 1 IN:100 FT

2

2

N

EXIT 11A
INTERSTATE 41 SOUTH
Milwaukee

EXIT 11B
INTERSTATE 41 NORTH
Green Bay
CLOSED

CLOSED
G20-60
108"X24"

EXISTING SB STH 441 EXIT RAMP

W04-1R

SB STH 441

NB STH 441

EXISTING NB STH 441 ENTRANCE RAMP

W04-5R
48"X48"

R11-2L
48" X 30"
LANE CLOSED
TYPE III BARRICADE

R11-2L
48" X 30"
LANE CLOSED
TYPE III BARRICADE

25'

300'

1500'

1000'

RAMP CLOSED 1000 FT
W20-5aC

MATCH LINE C

MATCH LINE D

PROJECT NO: 1130-65-81	HWY: IH 41	COUNTY: OUTAGAMIE	TRAFFIC CONTROL - STAGE 2 - STH 441 OFF PEAK LANE CLOSURE	SHEET 171	E

FILE NAME : C:\USERS\BGENSKOW\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306581\SHEETS\11306581-026012-S2_STH-441_LC.DWG
LAYOUT NAME - 81-441-04

PLOT DATE : 7/18/2025 6:34 PM PLOT BY : BRIAN GENSKOW PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

2

N

EXIT 11A
INTERSTATE 41
SOUTH
Milwaukee
30 MPH

EXIT 11B
INTERSTATE 41
NORTH
Green Bay
CLOSED

CLOSED
G20-60
108"X24"

EXISTING NB IH 41 EXIT RAMP

SB STH 441

NB STH 441

210'SET'

215'SET'

R/L SET

MATCH LINE 216+00 'SET'

MATCH LINE D

R11-2L
48" X 30"
LANE CLOSED
TYPE III BARRICADE

300'

R11-2R
48" X 30"
RAMP CLOSED
TYPE III BARRICADE

R11-2R
48" X 30"
RAMP CLOSED
TYPE III BARRICADE

1000'

SIGN
POST
INL
W
RIPRAP
SLAB
PAVEMENT

PROJECT NO: 1130-65-81	HWY: IH 41	COUNTY: OUTAGAMIE	TRAFFIC CONTROL - STAGE 2 - STH 441 OFF PEAK LANE CLOSURE	SHEET 172	E

FILE NAME : C:\USERS\BGENSKOW\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306581\SHEETS\11306581-026012-S2_STH-441_LC.DWG
LAYOUT NAME - 81-441-05

PLOT DATE : 7/18/2025 6:35 PM PLOT BY : BRIAN GENSKOW PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

N

SB STH 441

NB STH 441

SIGN

MWEL

(E) END ROAD WORK
G20-2A

SEE TRAFFIC CONTROL - STAGE 2 - IH 41 SHEETS

220'SET'

RAMP SE

R/L SET

110'FN'

R/L FN

FRENCH RD

105'FN'

MATCH LINE 216+00 'SET'

POST

WELL

PROJECT NO: 1130-65-81	HWY: IH 41	COUNTY: OUTAGAMIE	TRAFFIC CONTROL - STAGE 2 - STH 441 OFF PEAK LANE CLOSURE	SHEET 173	E

FILE NAME : C:\USERS\BGENSKOW\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306581\SHEETS\11306581-026012-S2_STH-441_LC.DWG
LAYOUT NAME - 81-441-06
PLOT DATE : 7/18/2025 6:37 PM PLOT BY : BRIAN GENSKOW PLOT NAME : PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 42

STAGE 3

CONSTRUCTION:
COMPLETE PIERS AND ABUTMENTS, SET GIRDERS, AND FINISH CONSTRUCTION OF STRUCTURE B-44-0329

COMPLETE FRENCH ROAD CONSTRUCTION

TRAFFIC:
IH 41, STH 441, AND RAMP SE REMAIN OPEN WITH VARIOUS SHOULDER CLOSURES DURING PEAK HOURS AND LANE AND RAMP CLOSURES DURING OFF PEAK HOURS

IMPLEMENT SHORT TERM FULL FREEWAY CLOSURES OF IH 41 AND RAMP SE CLOSURES TO SET GIRDERS SEE 'TRAFFIC CONTROL - STAGE 1A AND STAGE 3 FREEWAY CLOSURE - IH 41' AND 'TRAFFIC CONTROL - STAGE 1A AND STAGE 3 FREEWAY CLOSURE - CTH E' FOR CLOSURE INFORMATION

IMPLEMENT DETOUR SIGNAGE AS SHOWN IN THE PLANS

FRENCH ROAD CLOSED TO THROUGH TRAFFIC

N

2

2

R/L SB

B-44-0329

120'FN'

870'SB'
870'NB'
IH 41 SB
IH 41 NB
880'SB'
880'NB'
890'SB'
890'NB'
900'SB'
900'NB'
920'SB'
920'NB'
930'SB'
930'NB'
940'SB'
940'NB'

R/L NB

220'SET

110'FN'

R/L SET

210'SET

100'FN'

FRENCH RD

90'FN'

SB STH 441

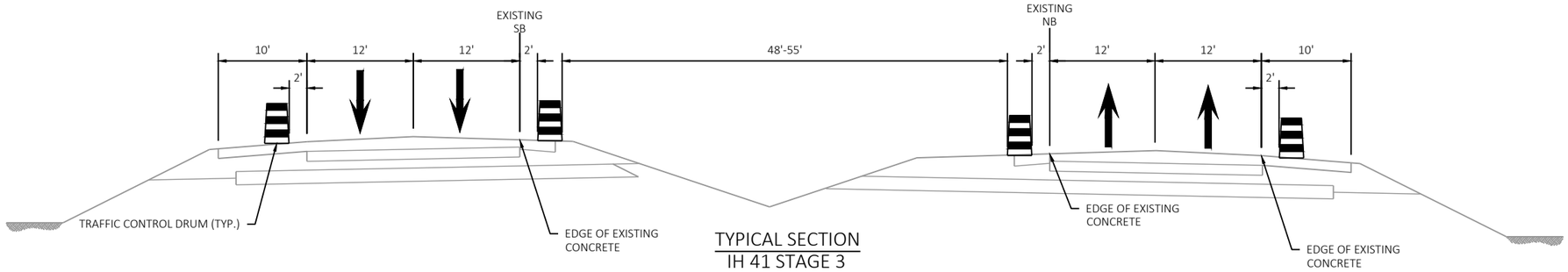
NB STH 441

LEGEND	
ROAD/RAMP CLOSED	✕
WORK ZONE	
DIRECTION OF TRAVEL	→
OPEN TO TRAFFIC	
EXISTING STRUCTURE NUMBER NEW STRUCTURE NUMBER	(B-44-0XXX) B-44-0XXX
NEW RETAINING WALL NUMBER	R-44-0XXX
NEW SIGN STRUCTURE NUMBER	S-44-0XXX

PROJECT NO: 1130-65-81	HWY: IH 41	COUNTY: OUTAGAMIE	TRAFFIC CONTROL - OVERVIEW STAGE 3	SHEET 174	E

FILE NAME : C:\USERS\BGENSKOW\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306581\SHEETS\11306581-025104-TC-OVERVIEW-S3.DWG
LAYOUT NAME - STAGE3

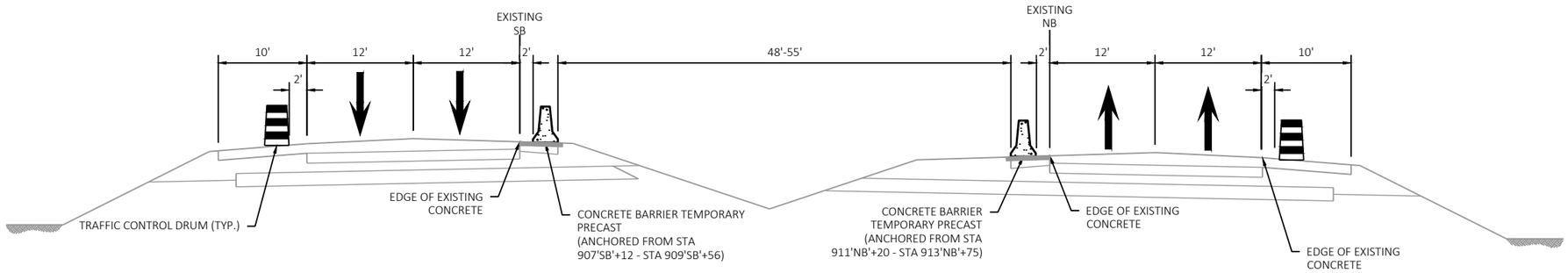
PLOT DATE : 7/18/2025 4:34 PM PLOT BY : BRIAN GENSKOW PLOT NAME : PLOT SCALE : 1 IN:500 FT



TYPICAL SECTION
IH 41 STAGE 3

STA 900'SB'+10 TO STA 905'SB'+74
STA 916'SB'+90 TO STA 921'SB'+00

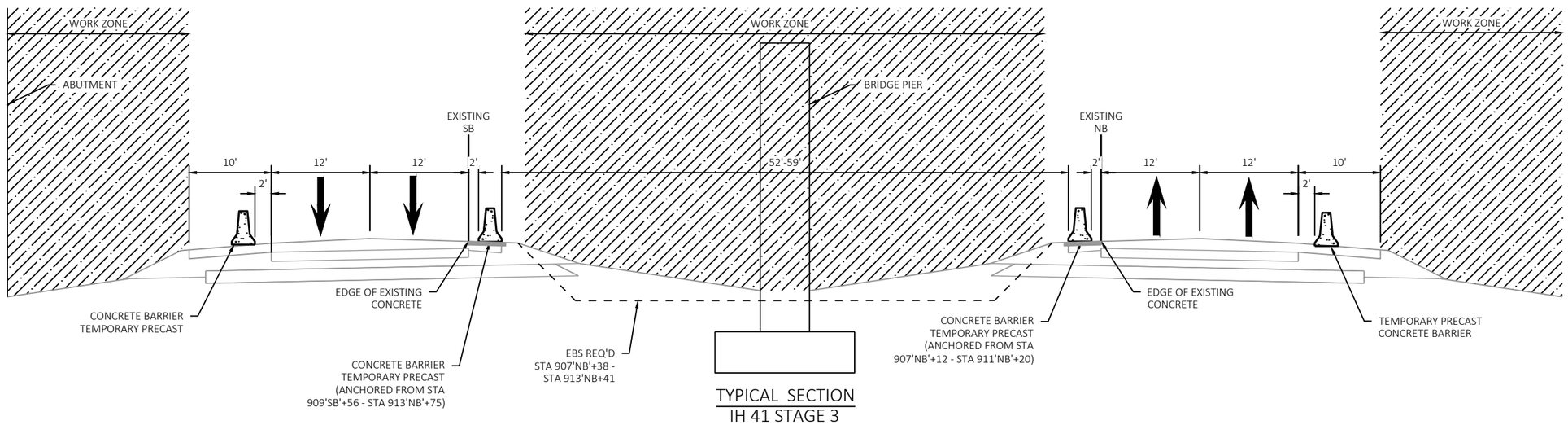
STA 899'NB'+88 TO STA 903'NB'+88
STA 915'NB'+31 TO STA 920'NB'+34



TYPICAL SECTION
IH 41 STAGE 3

STA 905'SB'+74 TO STA 909'SB'+56
STA 913'SB'+96 TO STA 916'SB'+90

STA 903'NB'+88 TO STA 906'NB'+88
STA 911'NB'+20 TO STA 915'NB'+31



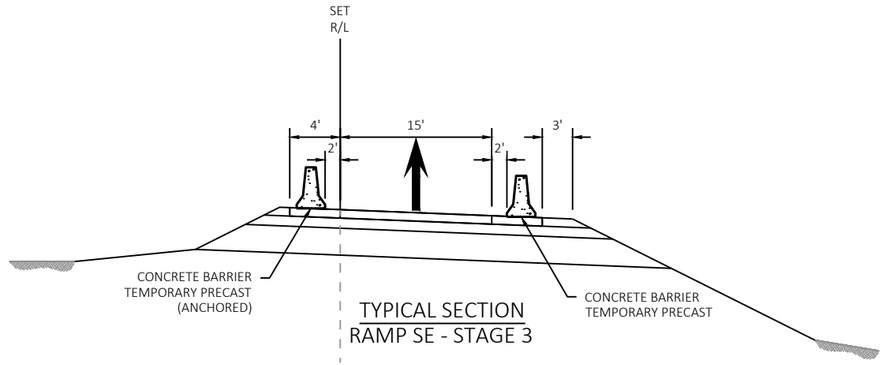
TYPICAL SECTION
IH 41 STAGE 3

STA 909'SB'+56 TO STA 913'SB'+96

STA 906'NB'+88 TO STA 911'NB'+20

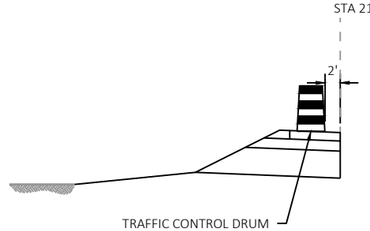
* PLACE DRUMS A MINIMUM OF 2 FEET FROM THE EDGE OF LANE TO PROVIDE 16 FEET OF AVAILABLE WIDTH DURING OFF PEAK CLOSURES

2



TYPICAL SECTION
RAMP SE - STAGE 3

STA 219'SET'+87 TO STA 224'SET'+66



STA 224'SET'+60 TO STA 228'SET'+74

PROJECT NO: 1130-65-81	HWY: IH 41	COUNTY: OUTAGAMIE	TRAFFIC CONTROL - TYPICAL SECTIONS - STAGE 3	SHEET 176	E

FILE NAME : C:\USERS\BGENSKOW\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306581\SHEETS\11306581-025101-TC-TYPICALS.DWG
LAYOUT NAME - xxx12
PLOT DATE : 7/18/2025 4:24 PM PLOT BY : BRIAN GENSKOW PLOT NAME : PLOT SCALE : 1 IN:15 FT
WISDOT/CADDS SHEET 42

2

2

N

EXISTING SB IH 41 EXIT RAMP

EXISTING NB IH 41 ENTRANCE RAMP

CTH E/N BALLARD RD NB

CTH E/N BALLARD RD SB

855'SB'

860'SB'

865'SB'

IH 41 SB

R/L NB

R/L SB

855'NB'

860'NB'

865'NB'

IH 41 NB

5280'

3580'

ROAD WORK 2 MILES W20-1E

ROAD WORK 1 MILE W20-1F

MATCH LINE 868+00 'NB'

SIGN

POST

RIPRAP

PROJECT NO: 1130-65-81	HWY: IH 41	COUNTY: OUTAGAMIE	TRAFFIC CONTROL - STAGE 3 - IH 41	SHEET 177	E

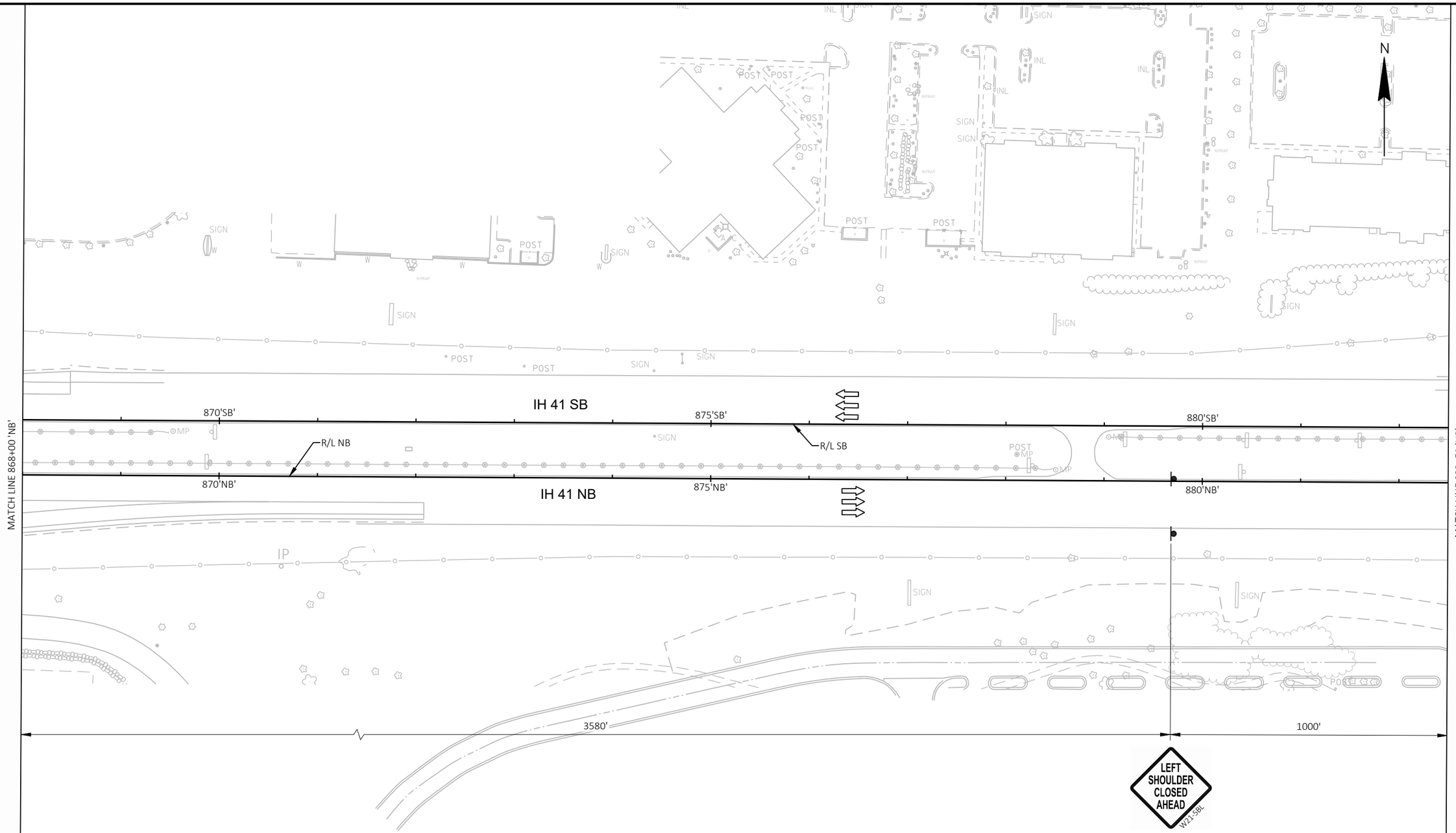
FILE NAME : C:\USERS\BGENSKOW\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306581\SHEETS\11306581-026013-S3_IH-41.DWG
LAYOUT NAME - 81-41-01

PLOT DATE : 7/18/2025 6:40 PM PLOT BY : BRIAN GENSKOW PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

2



PROJECT NO: 1130-65-81	HWY: IH 41	COUNTY: OUTAGAMIE	TRAFFIC CONTROL - STAGE 3 - IH 41	SHEET 178	E

FILE NAME : C:\USERS\BGENSKOW\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306581\SHEETS\11306581-026013-S3_IH-41.DWG
LAYOUT NAME - 81-41-02
PLOT DATE : 7/18/2025 6:42 PM PLOT BY : BRIAN GENSKOW PLOT NAME : PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 42

2

2

N

EXISTING SB IH 41 ENTRANCE RAMP

END ROAD WORK
G20-2A

500'

IH 41 SB

885'SB'

890'SB'

895'SB'

R/L NB

R/L SB

IH 41 NB

885'NB'

890'NB'

895'NB'

MATCH LINE 882+50 'NB'

MATCH LINE 897+00 'NB'

1000'

500'

RIGHT SHOULDER CLOSED AHEAD
W21-5B

RIGHT SHOULDER CLOSED
W21-5A

1000'

700'

LEFT SHOULDER CLOSED
W21-5AL

SIGN
POST
IP
RIPRAP
INL
DOCK
FLAG
SLAB
MH
W
ASPH

PROJECT NO: 1130-65-81	HWY: IH 41	COUNTY: OUTAGAMIE	TRAFFIC CONTROL - STAGE 3 - IH 41	SHEET 179	E

FILE NAME : C:\USERS\BGENSKOW\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306581\SHEETS\11306581-026013-S3_IH-41.DWG
LAYOUT NAME - 81-41-03

PLOT DATE : 7/18/2025 6:44 PM PLOT BY : BRIAN GENSKOW PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

2

N

EXISTING SB IH 41 EXIT RAMP

EXISTING NB IH 41 EXIT RAMP

500'

500'

MATCH LINE 897+00 'NB'

MATCH LINE 911+40 'NB'

900'SB'

905'SB'

910'SB'

IH 41 SB

R/L SB

R/L NB

900'NB'

905'NB'

910'NB'

IH 41 NB

CC

SB STH 441

NB STH 441

WO4-1R

TEMPORARY SHORING

115'FN

110'FN

R/L FN

R/L SET

220'SET

RAMP SE

FRENCH RD

SIGN

POST

MWEL

IP

PROJECT NO: 1130-65-81	HWY: IH 41	COUNTY: OUTAGAMIE	TRAFFIC CONTROL - STAGE 3 - IH 41	SHEET 180	E

FILE NAME : C:\USERS\BGENSKOW\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306581\SHEETS\11306581-026013-S3_IH-41.DWG
LAYOUT NAME - 81-41-04

PLOT DATE : 7/18/2025 6:45 PM PLOT BY : BRIAN GENSKOW PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

2

N

RIGHT SHOULDER CLOSED
W21.5A

500'

IP

CC

915'SB'

35

920'SB'

IH 41 SB

925'SB'

R/L SB

R/L NB

915'NB'

920'NB'

925'NB'

230'SET'

235'SET'

IH 41 NB

225'SET'

R/L SET

MATCH LINE 911+40 'NB'

MATCH LINE 926+00 'NB'

INL

INL DOCK

SIGN

POST

WELL

RIPRAP

SLAB

A/C

PROJECT NO: 1130-65-81	HWY: IH 41	COUNTY: OUTAGAMIE	TRAFFIC CONTROL - STAGE 3 - IH 41	SHEET 181	E

FILE NAME : C:\USERS\BGENSKOW\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306581\SHEETS\11306581-026013-S3_IH-41.DWG
LAYOUT NAME - 81-41-05

PLOT DATE : 7/18/2025 6:47 PM PLOT BY : BRIAN GENSKOW PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

2

N

1000'

RIGHT SHOULDER CLOSED AHEAD
W21-5B

LEFT SHOULDER CLOSED
W21-5AL

LEFT SHOULDER CLOSED AHEAD
W21-5BL

500'

1000'

3580'

POST

930'SB'

IH 41 SB

935'SB'

940'SB'

R/L NB

R/L SB

930'NB'

IH 41 NB

935'NB'

940'NB'

240'SET'

SIGN

IP

WELL

END ROAD WORK
G20-2A

MATCH LINE 926+00 'NB'

MATCH LINE 940+70 'NB'

PROJECT NO: 1130-65-81	HWY: IH 41	COUNTY: OUTAGAMIE	TRAFFIC CONTROL - STAGE 3 - IH 41	SHEET 182	E

FILE NAME : C:\USERS\BGENSKOW\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306581\SHEETS\11306581-026013-S3_IH-41.DWG
LAYOUT NAME - 81-41-06

PLOT DATE : 7/18/2025 6:48 PM PLOT BY : BRIAN GENSKOW PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

2

N

ROAD WORK 1 MILE W20-1F

ROAD WORK 2 MILES W20-1E

3580'

5280'

RUINS

POST

SIGN

945'SB'

IH 41 SB

950'SB'

955'SB'

R/L NB

R/L SB

MP

945'NB'

IH 41 NB

950'NB'

955'NB'

MATCH LINE 940+70 'NB'

WELL

PROJECT NO: 1130-65-81	HWY: IH 41	COUNTY: OUTAGAMIE	TRAFFIC CONTROL - STAGE 3 - IH 41	SHEET 183	E

FILE NAME : C:\USERS\BGENSKOW\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306581\SHEETS\11306581-026013-S3_IH-41.DWG
LAYOUT NAME - 81-41-07

PLOT DATE : 7/18/2025 6:50 PM PLOT BY : BRIAN GENSKOW PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

N

EXISTING NB IH 41 EXIT RAMP

SB STH 441

NB STH 441

210'SET'

215'SET'

R/L SET

MATCH LINE 216+00 'SET'

ROAD WORK AHEAD W20-1A

LEFT SHOULDER CLOSED W21-5AL

PROJECT NO: 1130-65-81	HWY: IH 41	COUNTY: OUTAGAMIE	TRAFFIC CONTROL - STAGE 3 - STH 441	SHEET 184	E

FILE NAME : C:\USERS\BGENSKOW\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306581\SHEETS\11306581-026014-S3_STH-441.DWG
LAYOUT NAME - 81-441-05

PLOT DATE : 7/18/2025 6:53 PM PLOT BY : BRIAN GENSKOW PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

N

SB STH 441

NB STH 441

SIGN

MWEL

SEE TRAFFIC CONTROL - STAGE 3 - IH 41 SHEETS

RAMP SE

220'SET'

POST

110'FN'

R/L FN

FRENCH RD

MATCH LINE 216+00 'SET'

105'FN'

WELL

PROJECT NO: 1130-65-81	HWY: IH 41	COUNTY: OUTAGAMIE	TRAFFIC CONTROL - STAGE 3 - STH 441	SHEET 185	E

FILE NAME : C:\USERS\BGENSKOW\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306581\SHEETS\11306581-026014-S3_STH-441.DWG
LAYOUT NAME - 81-441-06

PLOT DATE : 7/18/2025 6:55 PM PLOT BY : BRIAN GENSKOW PLOT NAME : PLOT SCALE : 1 IN:100 FT

2

N LIGHTNING DR

FRENCH RD

HOLLAND RD

VANDENBROEK RD

CTH N

N

E EVERGREEN DR

IH 41

W CAPITOL DR

CTH OO

W ELM DR

W FLORIDA AVE

STH 441

FOR TRAFFIC CONTROL SIGNAGE AND DEVICES, SEE STAGING PLANS

FRENCH RD
CLOSED AT I-41
FOLLOW DETOUR
SPECIAL
132" X 54"

LEGEND

- DETOUR ROUTE
- X — SIGN NUMBER
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- WORK AREA

1	2	3	4	5	6	7	8	9	10
FRENCH RD FMS	FRENCH RD FMS	FRENCH RD FMS	FRENCH RD FMS	FRENCH RD FMS	NORTH M3-1 24"X12" / FRENCH RD FMS	SOUTH M3-3 24"X12" / FRENCH RD FMS	FRENCH RD FMS	FRENCH RD FMS	FRENCH RD FMS
DETOUR M4-8 24"X12"	DETOUR M4-8 24"X12"	DETOUR M4-8 24"X12"	DETOUR M4-8 24"X12"	DETOUR M4-8 24"X12"	DETOUR M4-8 24"X12"	DETOUR M4-8 24"X12"	DETOUR M4-8 24"X12"	DETOUR AHEAD W20-2A	END DETOUR M4-8A 24"X18"
M05-1L 21"X21"	M05-1R 21"X21"	M06-1 21"X21"	M06-1 21"X21"	M06-1 21"X21"	M06-1 21"X21"	M06-1 21"X21"	M06-2 21"X21"		

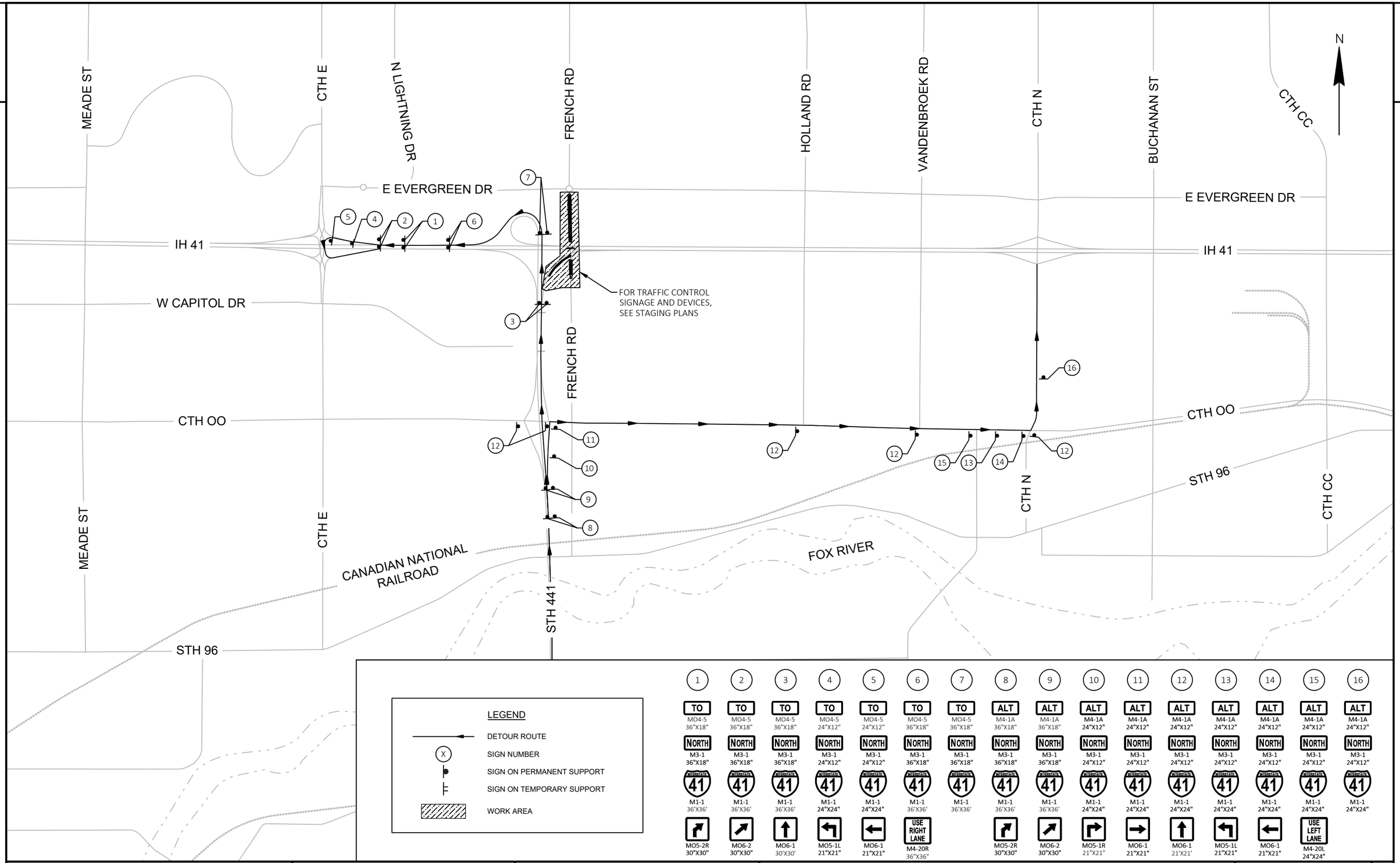
PROJECT NO: 1130-65-81	HWY: IH 41	COUNTY: OUTAGAMIE	DETOUR - FRENCH RD - ALL STAGES	SHEET 186 E

FILE NAME : C:\USERS\SZONGOLO\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306581\SHEETS\11306581-027001-DT.DWG
LAYOUT NAME - 01

PLOT DATE : 9/16/2025 11:30 AM PLOT BY : BROZOVICH, SARA PLOT NAME : PLOT SCALE : 1 IN:1000 FT

WISDOT/CADDS SHEET 42

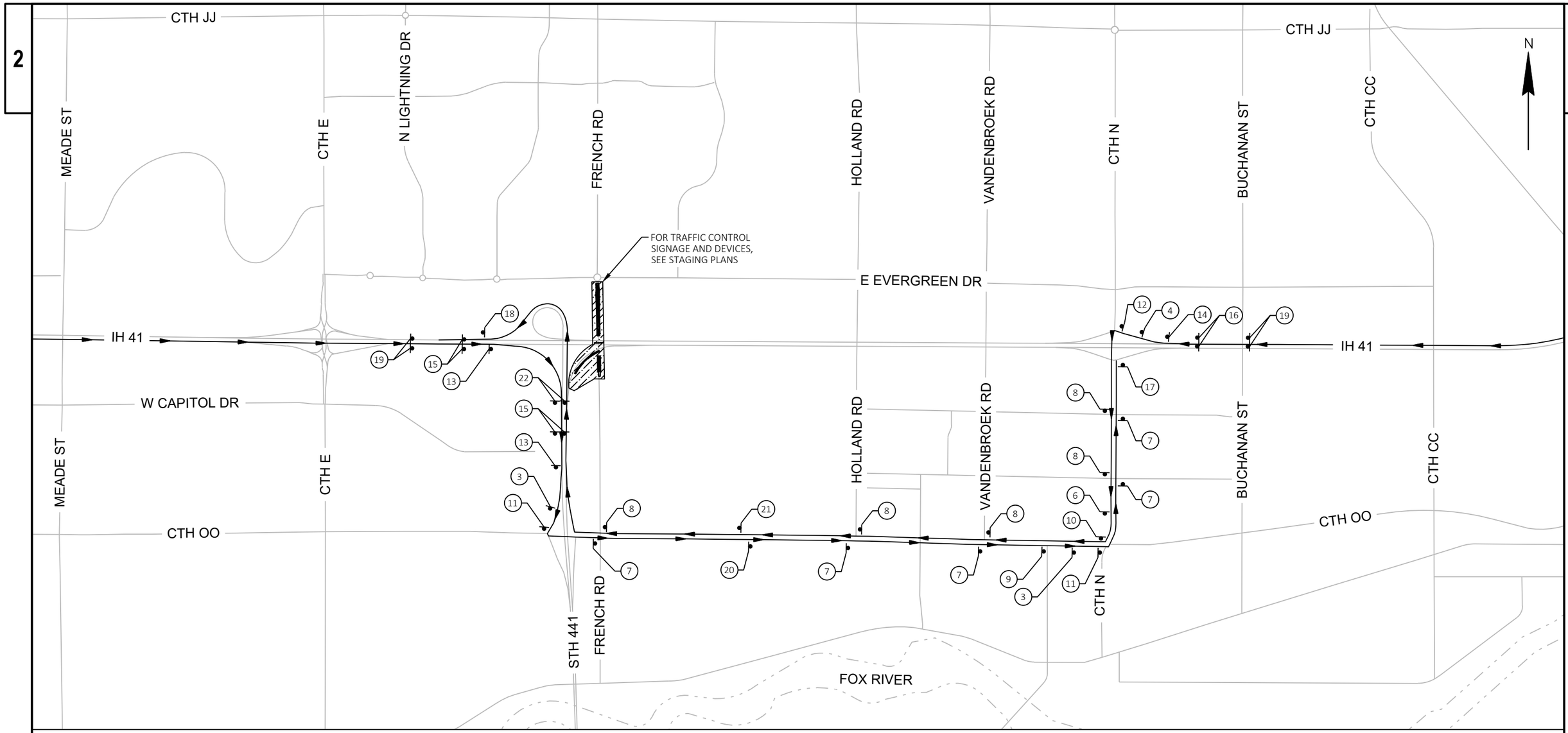
2



1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
TO	TO	TO	TO	TO	TO	TO	ALT	ALT	ALT	ALT	ALT	ALT	ALT	ALT	ALT
M04-5 36"X18"	M04-5 36"X18"	M04-5 36"X18"	M04-5 24"X12"	M04-5 24"X12"	M04-5 36"X18"	M04-5 36"X18"	M4-1A 36"X18"	M4-1A 36"X18"	M4-1A 24"X12"	M4-1A 24"X12"	M4-1A 24"X12"	M4-1A 24"X12"	M4-1A 24"X12"	M4-1A 24"X12"	M4-1A 24"X12"
NORTH M3-1 36"X18"	NORTH M3-1 36"X18"	NORTH M3-1 36"X18"	NORTH M3-1 24"X12"	NORTH M3-1 24"X12"	NORTH M3-1 36"X18"	NORTH M3-1 36"X18"	NORTH M3-1 36"X18"	NORTH M3-1 36"X18"	NORTH M3-1 24"X12"	NORTH M3-1 24"X12"	NORTH M3-1 24"X12"	NORTH M3-1 24"X12"	NORTH M3-1 24"X12"	NORTH M3-1 24"X12"	NORTH M3-1 24"X12"
INTERSTATE 41 M1-1 36'X36'	INTERSTATE 41 M1-1 36'X36'	INTERSTATE 41 M1-1 36'X36'	INTERSTATE 41 M1-1 24"X24"	INTERSTATE 41 M1-1 24"X24"	INTERSTATE 41 M1-1 36'X36'	INTERSTATE 41 M1-1 36'X36'	INTERSTATE 41 M1-1 36'X36'	INTERSTATE 41 M1-1 36'X36'	INTERSTATE 41 M1-1 24"X24"	INTERSTATE 41 M1-1 24"X24"	INTERSTATE 41 M1-1 24"X24"	INTERSTATE 41 M1-1 24"X24"	INTERSTATE 41 M1-1 24"X24"	INTERSTATE 41 M1-1 24"X24"	INTERSTATE 41 M1-1 24"X24"
MO5-2R 30"X30"	MO6-2 30"X30"	MO6-1 30'X30'	MO5-1L 21"X21"	MO6-1 21"X21"	USE RIGHT LANE M4-20R 36"X36"		MO5-2R 30"X30"	MO6-2 30"X30"	MO5-1R 21"X21"	MO6-1 21"X21"	MO6-1 21'X21'	MO5-1L 21"X21"	MO6-1 21"X21"	USE LEFT LANE M4-20L 24"X24"	

PROJECT NO: 1130-65-81	HWY: IH 41	COUNTY: OUTAGAMIE	DETOUR - NB STH 441 TO NB IH-41 RAMP CLOSED - STAGES 1A, 1B - OFF PEAK, 2 AND 3 - FREEWAY CLOSURE	SHEET 187	E

FILE NAME : C:\USERS\SLAVICR\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306581\SHEETS\11306581-027002-DT.DWG
LAYOUT NAME - 01
PLOT DATE : 7/21/2025 2:56 PM
PLOT BY : SLAVIC, RACHEL
PLOT NAME :
PLOT SCALE : 1 IN:2000 FT
WISDOT/CADDS SHEET 42



LEGEND

- DETOUR ROUTE
- (X) SIGN NUMBER
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- WORK AREA

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22
DETOUR M4-8 24"X12"	DETOUR M4-8 24"X12"	DETOUR M4-8 24"X12"	DETOUR M4-8 24"X12"	DETOUR M4-8 24"X12"	DETOUR M4-8 24"X12"	DETOUR M4-8 24"X12"	DETOUR M4-8 24"X12"	DETOUR M4-8 24"X12"	DETOUR M4-8 24"X12"	DETOUR M4-8 24"X12"	DETOUR M4-8 24"X12"	DETOUR M4-8 36"X18"	DETOUR M4-8 36"X18"	DETOUR M4-8 36"X18"	DETOUR M4-8 36"X18"	END DETOUR M4-8A 24"X18"	END DETOUR M4-8A 24"X18"	DETOUR AHEAD W20-3A	DETOUR M4-8 24"X12"	DETOUR M4-8 24"X12"	DETOUR M4-8 36"X18"
NORTH M3-1 24"X12"	SOUTH M3-3 24"X12"	NORTH M3-1 24"X12"	SOUTH M3-3 24"X12"	NORTH M3-1 24"X12"	SOUTH M3-3 24"X12"	NORTH M3-1 24"X12"	SOUTH M3-3 24"X12"	NORTH M3-1 24"X12"	SOUTH M3-3 24"X12"	NORTH M3-1 24"X12"	SOUTH M3-3 24"X12"	NORTH M3-1 36"X18"	SOUTH M3-3 36"X18"	NORTH M3-1 36"X18"	SOUTH M3-3 36"X18"	NORTH M3-1 24"X12"	SOUTH M3-3 24"X12"		NORTH M3-1 24"X12"	SOUTH M3-3 24"X12"	NORTH M3-1 36"X18"
INTERSTATE 41 M1-1 24"X24"	INTERSTATE 41 M1-1 24"X24"	INTERSTATE 41 M1-1 24"X24"	INTERSTATE 41 M1-1 24"X24"	INTERSTATE 41 M1-1 24"X24"	INTERSTATE 41 M1-1 24"X24"	INTERSTATE 41 M1-1 24"X24"	INTERSTATE 41 M1-1 24"X24"	INTERSTATE 41 M1-1 24"X24"	INTERSTATE 41 M1-1 24"X24"	INTERSTATE 41 M1-1 24"X24"	INTERSTATE 41 M1-1 24"X24"	INTERSTATE 41 M1-1 36"X36"	INTERSTATE 41 M1-1 36"X36"	INTERSTATE 41 M1-1 36"X36"	INTERSTATE 41 M1-1 36"X36"	INTERSTATE 41 M1-1 24"X24"	INTERSTATE 41 M1-1 24"X24"		INTERSTATE 41 M1-1 24"X24"	INTERSTATE 41 M1-1 24"X24"	INTERSTATE 41 M1-1 36"X36"
M06-2 21"X21"	M06-2 21"X21"	M05-1L 21"X21"	M05-1L 21"X21"	M05-1R 21"X21"	M05-1R 21"X21"	M06-1 21"X21"	M06-1 21"X21"	USE LEFT LANE M4-20L 24"X24"	M06-1 21"X21"	M06-1 21"X21"	M06-1 21"X21"	M06-2 30"X30"	M06-2 30"X30"	M05-2R 30"X30"	M05-2R 30"X30"						

PROJECT NO: 1130-65-81	HWY: IH 41	COUNTY: OUTAGAMIE	DETOUR - IH-41 CLOSURE - STAGES 1A AND 3 - OFF PEAK	SHEET 188	E

FILE NAME : C:\USERS\SZONGOLO\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306581\SHEETS\11306581-027003-DT.DWG
LAYOUT NAME - 01
PLOT DATE : 7/30/2025 4:32 PM
PLOT BY : BROZOVICH, SARA
PLOT NAME :
PLOT SCALE : 1 IN:2000 FT
WISDOT/CADDS SHEET 42

2

CTH JJ

MEADE ST

CTH E

N LIGHTNING DR

FRENCH RD

HOLLAND RD

VANDENBROEK RD

CTH N

BUCHANAN ST

CTH CC

N

2

FOR TRAFFIC CONTROL SIGNAGE AND DEVICES, SEE STAGING PLANS

E EVERGREEN DR

IH 41

W CAPITOL DR

CTH OO

MEADE ST

CTH E

N ROEMER RD

N CONKEY ST

STH 441

FRENCH RD

WASHINGTON ST

CTH N

STH 96

CANADIAN NATIONAL RAILROAD

FOX RIVER

STH 96

LEGEND

DETOUR ROUTE

X SIGN NUMBER

SIGN ON PERMANENT SUPPORT

SIGN ON TEMPORARY SUPPORT

WORK AREA

1	2	3	4	5	6	7
TO M04-5 24"X12"	TO M04-5 24"X12"	TO M04-5 24"X12"	TO M04-5 24"X12"	TO M04-5 24"X12"	TO M04-5 36"X18"	TO M04-5 36"X18"
SOUTH M3-3 24"X12'	SOUTH M3-3 24"X12'	SOUTH M3-3 24"X12'	SOUTH M3-3 24"X12"	SOUTH M3-3 24"X12"	SOUTH M3-3 36"X18"	SOUTH M3-3 36"X18"
441 M1-6 24"X24"	441 M1-6 24"X24"	441 M1-6 24"X24"	441 M1-6 24"X24"	441 M1-6 24"X24"	441 M1-6 36"X36"	441 M1-6 36"X36"
MO5-1L 21"X21"	MO5-1R 21"X21'	MO6-1 21"X21'	MO6-1 21"X21"	MO6-1 21"X21"	MO6-2 30"X30"	MO5-2R 30"X30"

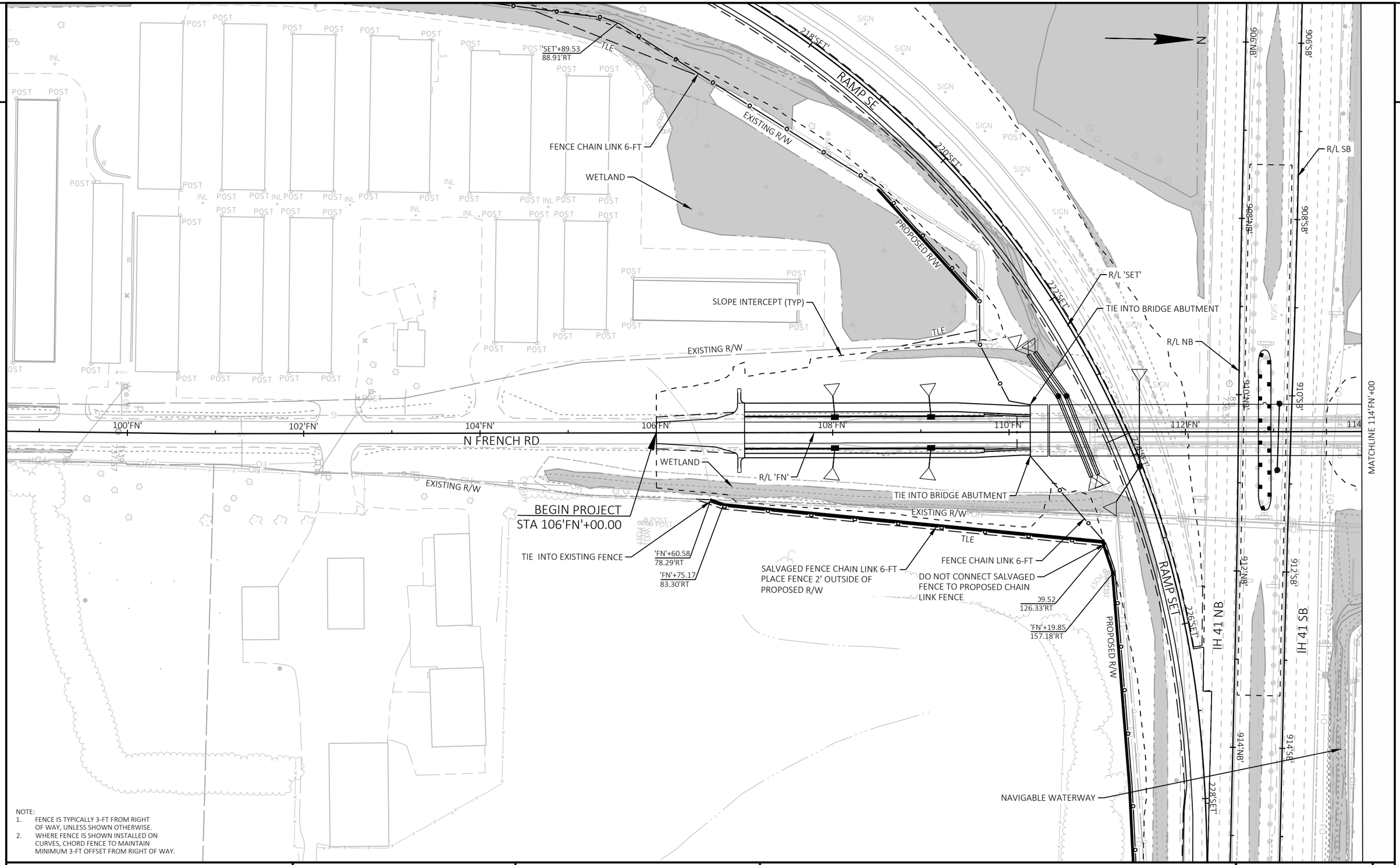
PROJECT NO: 1130-65-81	HWY: IH 41	COUNTY: OUTAGAMIE	DETOUR - IH-41 CLOSURE - STAGES 1A AND 3 - OFF PEAK	SHEET 189	E

FILE NAME : C:\USERS\SZONGOLO\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306581\SHEETS\11306581-027004-DT.DWG
LAYOUT NAME - 01

PLOT DATE : 7/30/2025 4:35 PM PLOT BY : BROZOVICH, SARA PLOT NAME : PLOT SCALE : 1 IN:2000 FT

WISDOT/CADDS SHEET 42

2



NOTE:
1. FENCE IS TYPICALLY 3-FT FROM RIGHT OF WAY, UNLESS SHOWN OTHERWISE.
2. WHERE FENCE IS SHOWN INSTALLED ON CURVES, CHORD FENCE TO MAINTAIN MINIMUM 3-FT OFFSET FROM RIGHT OF WAY.

PROJECT NO: 1130-65-81	HWY: IH 41	COUNTY: OUTAGAMIE	FENCING	SHEET 190	E

2

PILE

WETLAND

'FN'+67.42
116.02'LT

TIE INTO EXISTING FENCE

FENCE CHAIN LINK 6-FT

EXISTING R/W

SLOPE INTERCEPT (TYP)

TIE INTO EXISTING FENCE

'FN'+87.61
76.95'LT

'FN'+73.88
71.19'LT

FENCE WOVEN WIRE 4-FT

'FN'+62.37
43.37'LT

END CONSTRUCTION
STA 125'FN'+18.47

TIE INTO BRIDGE ABUTMENT

'FN'+33.95
31.08'LT

R/L 'FN'

MATCHLINE 114'FN'+00

'FN'

116'FN'

118'FN'

120'FN'

122'FN'

124'FN'

126'FN'

128'FN'

N FRENCH RD

N FRENCH RD

'FN'+33.95
27.08'RT

TIE INTO BRIDGE ABUTMENT

'FN'+57.68
34.95'RT

EXISTING R/W

END PROJECT
STA 124'FN'+18.47

FENCE CHAIN LINK 6-FT

'FN'+89.49
101.77'RT

'FN'+91.68
130.07'RT

TIE INTO EXISTING FENCE

WETLAND

PROPOSED R/W

EVERGREEN DRR

NAVIGABLE WATERWAY

NOTE:
1. FENCE IS TYPICALLY 3-FT FROM RIGHT OF WAY, UNLESS SHOWN OTHERWISE.
2. WHERE FENCE IS SHOWN INSTALLED ON CURVES, CHORD FENCE TO MAINTAIN MINIMUM 3-FT OFFSET FROM RIGHT OF WAY.

PROJECT NO: 1130-65-81	HWY: IH 41	COUNTY: OUTAGAMIE	FENCING	SHEET 191	E

FILE NAME : C:\USERS\DSCHARLA\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306581\SHEETS\11306581-027101-FN.DWG
LAYOUT NAME - 01-FN-02

PLOT DATE : 7/17/2025 8:40 PM PLOT BY : SCHARLAU, DAVE PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

2

STH 441 SB

STH 441 NB

208'SET'

210'SET'

212'SET'

214'SET'

216'SET'

218'SET'

RAMP SET

RAMP SE

SLOPE INTERCEPT (TYP)

'SET'+70.81
89.85'RT

R/L 'SET'

'SET'+76.36
123.95'RT

'SET'+89.53
88.91'RT

TIE INTO EXISTING FENCE

FENCE CHAIN LINK 6-FT

TLE

EXISTING R/W

MATCHLINE 219'SEB'+00

900'NB'

N

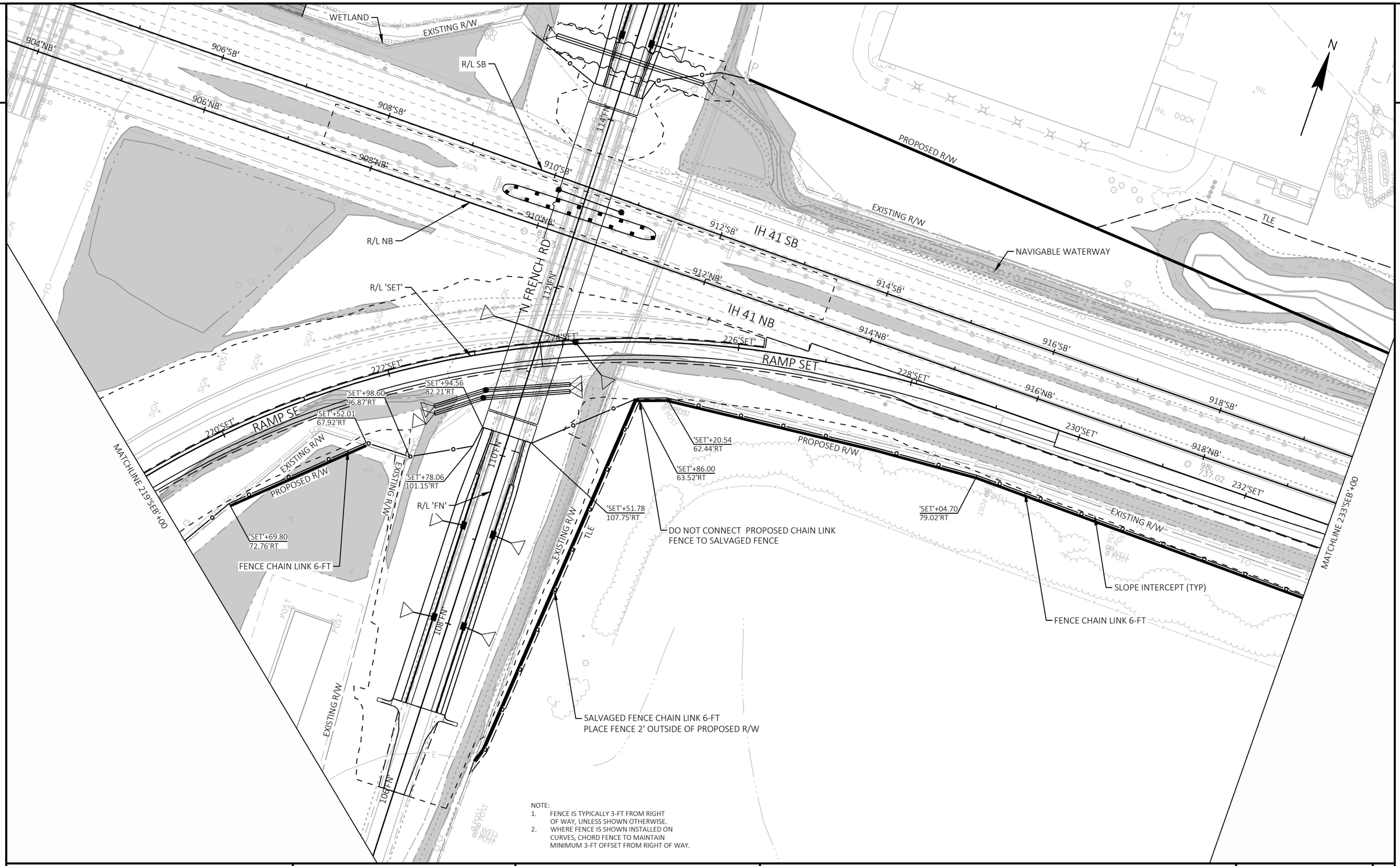
NOTE:
1. FENCE IS TYPICALLY 3-FT FROM RIGHT OF WAY, UNLESS SHOWN OTHERWISE.
2. WHERE FENCE IS SHOWN INSTALLED ON CURVES, CHORD FENCE TO MAINTAIN MINIMUM 3-FT OFFSET FROM RIGHT OF WAY.

PROJECT NO: 1130-65-81	HWY: IH 41	COUNTY: OUTAGAMIE	FENCING	SHEET 192	E

FILE NAME : C:\USERS\DSCHARLA\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306581\SHEETS\11306581-027101-FN.DWG
LAYOUT NAME - 02-SET-01

PLOT DATE : 7/17/2025 8:40 PM PLOT BY : SCHARLAU, DAVE PLOT NAME : PLOT SCALE : 1 IN:100 FT

2



NOTE:
1. FENCE IS TYPICALLY 3-FT FROM RIGHT OF WAY, UNLESS SHOWN OTHERWISE.
2. WHERE FENCE IS SHOWN INSTALLED ON CURVES, CHORD FENCE TO MAINTAIN MINIMUM 3-FT OFFSET FROM RIGHT OF WAY.

PROJECT NO: 1130-65-81	HWY: IH 41	COUNTY: OUTAGAMIE	FENCING	SHEET 193	E

2

2

N

MATCHLINE 233'SEB+00

TLE

TLE

WETLAND

NAVIGABLE WATERWAY

PROPOSED R/W

EXISTING R/W

PROPOSED R/W

EXISTING R/W

R/L SB

920'SB' IH 41 SB 922'SB' 924'SB' 926'SB' 928'SB' 930'SB' 932'SB' 934'SB'

R/L SET

920'NB' 922'NB' 924'NB' 926'NB' 928'NB' 930'NB' 932'NB' 934'NB'

234'SET' IH 41 NB 236'SET' 238'SET' 240'SET' 242'SET' 244'SET'

RAMP SET

EXISTING R/W

PROPOSED R/W

EXISTING R/W

R/L NB

WETLAND

'SET'+26.97
85.17'RT

'SET'+91.52
91.06'RT

'SET'+81.17
78.81'RT

'SET'+07.21
87.25'RT

FENCE CHAIN LINK 6-FT

SLOPE INTERCEPT (TYP)

TIE INTO EXISTING FENCE

'SET'+50.91
62.06'RT

NOTE:
1. FENCE IS TYPICALLY 3-FT FROM RIGHT OF WAY, UNLESS SHOWN OTHERWISE.
2. WHERE FENCE IS SHOWN INSTALLED ON CURVES, CHORD FENCE TO MAINTAIN MINIMUM 3-FT OFFSET FROM RIGHT OF WAY.

PROJECT NO: 1130-65-81	HWY: IH 41	COUNTY: OUTAGAMIE	FENCING	SHEET 194	E

2

2

MATCHLINE 117'FN'+00

N

IH 41 SB

IH 41 NB

R/L SB

R/L NB

900'SB' 905'SB' 910'SB' 915'SB' 920'SB' 925'SB' 930'SB'

900'NB' 905'NB' 910'NB' 915'NB' 920'NB' 925'NB' 930'NB'

115'FN'

110'FN'

105'FN'

100'FN'

225'SET' 230'SET' 235'SET' 240'SET'

220'SET'

215'SET'

210'SET'

SET

CURVE SET-1
PI STA = 221'SET'+07.16
Y = 575275.401
X = 840836.171
DELTA = 77°36'35"
D = 5°19'47"
T = 864.47'
L = 1456.13'
R = 1075.00'
PC STA = 212'SET'+42.69
Y = 574414.350
X = 840759.357
PT STA = 226'SET'+98.82
Y = 575385.133
X = 841693.650
BK = N05°05'52.3"E
AH = N82°42'26.9"E

CURVE SET-2
PI STA = 228'SET'+09.84
Y = 575399.225
X = 841803.769
DELTA = 7°39'08"
D = 3°27'06"
T = 111.02'
L = 221.71'
R = 1660.00'
PC STA = 226'SET'+98.82
Y = 575385.133
X = 841693.650
PT STA = 229'SET'+20.52
Y = 575398.528
X = 841914.784
BK = N82°42'26.9"E
AH = S89°38'24.9"E

RAMP SET

RAMP SE

CURVE SET-1

CURVE SET-2

R/L SET

R/L FN

PC: 212'SET'+42.69

PI: 209'SET'+38.20

BP: 206'SET'+99.03

PCC: 226'SET'+98.82

PT: 229'SET'+20.52

EP: 244'SET'+41.18

PI: 100'FN'+74.69

BP: 85'FN'+89.18

EP: 128'FN'+25.44

FRENCH ROAD

SECTION LINE S1°05'37"E 2639'

SECTION LINE S1°05'37"E 2638'

1/4 LINE 2647' N89°46'31"E

1/4 LINE 2632' N89°23'42"W

SECTION LINE N88°45'34"E 2654'

SECTION LINE S89°29'37"E 2677'

120'FN'

125'FN'

MATCHLINE 117'FN'+00

PROJECT NO: 1130-65-81	HWY: IH 41	COUNTY: OUTAGAMIE	ALIGNMENT LAYOUT	SHEET 195	E

FILE NAME : C:\USERS\DSCHARLA\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306581\SHEETS\11306581-027201-AD.DWG
LAYOUT NAME - 01

PLOT DATE : 7/17/2025 8:42 PM PLOT BY : SCHARLAU, DAVE PLOT NAME : PLOT SCALE : 1 IN:200 FT

WISDOT/CADDS SHEET 42

SET SUPERELEVATION DATA				
STATION	LEFT SHOULDER	LANE	RIGHT SHOULDER	DESCRIPTION
210+89.68	-4.0%	-2.0%	-4.0%	BEGIN LEFT SHOULDER TRANSITION
211+91.68	2.0%	-2.0%	-4.0%	BEGIN LANE AND RIGHT SHOULDER TRANSITION
212+93.68	6.0%	-6.0%	-6.0%	BEGIN FULL SUPER
228+64.86	6.0%	-6.0%	-6.0%	END FULL SUPER
229+76.20	X	-2.0%	-2.0%	END SUPER

2

N

FRENCH RD

142
761.608
BM/ DISK

148
764.924
BM/ CHIS SQ

PI: 920+92.67

IH 41

900 905 910 915 920 925 930

IH 41

IH 41

IH 41

141
764.309
BM/ DISK

149
759.035
BM/ DISK

150
733.267
BM/ CHIS SQ

FRENCH RD

BENCHMARK STATION OFFSET TABLE		
POINT	STATION	OFFSET
141	904+21.35	117.81 RT
142	902+88.74	139.68 LT
148	910+22.02	123.30 LT
149	910+63.99	205.37 RT
150	929+30.12	76.83 RT

PROJECT NO: 1130-65-81	HWY: IH 41	COUNTY: OUTAGAMIE	BENCHMARKS	SHEET 197	E

Estimate Of Quantities

1130-65-81

Line	Item	Item Description	Unit	Total	Qty
0002	201.0105	Clearing	STA	31.000	31.000
0004	201.0205	Grubbing	STA	31.000	31.000
0006	203.0100	Removing Small Pipe Culverts	EACH	4.000	4.000
0008	203.0220	Removing Structure (structure) 0001. B-44-132	EACH	1.000	1.000
0010	204.0100	Removing Concrete Pavement	SY	3,459.000	3,459.000
0012	204.0120	Removing Asphaltic Surface Milling	SY	597.000	597.000
0014	204.0150	Removing Curb & Gutter	LF	143.000	143.000
0016	204.0155	Removing Concrete Sidewalk	SY	73.000	73.000
0018	204.0165	Removing Guardrail	LF	2,033.000	2,033.000
0020	204.0170	Removing Fence	LF	4,683.000	4,683.000
0022	204.0180	Removing Delineators and Markers	EACH	18.000	18.000
0024	204.0220	Removing Inlets	EACH	4.000	4.000
0026	204.0245	Removing Storm Sewer (size) 0002. 15-Inch	LF	92.000	92.000
0028	204.0245	Removing Storm Sewer (size) 0005. 36-Inch	LF	134.000	134.000
0030	204.0280	Sealing Pipes	EACH	2.000	2.000
0032	205.0100	Excavation Common	CY	43,673.000	43,673.000
0034	206.1001	Excavation for Structures Bridges (structure) 0001. B-44-329	EACH	1.000	1.000
0036	208.1100	Select Borrow	CY	12,490.000	12,490.000
0038	210.1500	Backfill Structure Type A	TON	1,320.000	1,320.000
0040	211.0400	Prepare Foundation for Asphaltic Shoulders	STA	14.000	14.000
0042	305.0110	Base Aggregate Dense 3/4-Inch	TON	370.000	370.000
0044	305.0120	Base Aggregate Dense 1 1/4-Inch	TON	9,286.000	9,286.000
0046	310.0115	Base Aggregate Open-Graded	CY	20.000	20.000
0048	312.0110	Select Crushed Material	TON	22,551.000	22,551.000
0050	405.0100	Coloring Concrete WisDOT Red	CY	7.000	7.000
0052	405.1000	Stamping Colored Concrete	CY	7.000	7.000
0054	415.0080	Concrete Pavement 8-Inch	SY	5,428.000	5,428.000
0056	415.0090	Concrete Pavement 9-Inch	SY	1,158.000	1,158.000
0058	415.0210	Concrete Pavement Gaps	EACH	1.000	1.000
0060	415.0410	Concrete Pavement Approach Slab	SY	133.000	133.000
0062	415.4100	Concrete Pavement Joint Filling	SY	5,613.000	5,613.000
0064	416.0610	Drilled Tie Bars	EACH	55.000	55.000
0066	416.0620	Drilled Dowel Bars	EACH	20.000	20.000
0068	450.4000	HMA Cold Weather Paving	TON	431.000	431.000
0070	455.0605	Tack Coat	GAL	910.000	910.000
0072	460.2000	Incentive Density HMA Pavement	DOL	1,390.000	1,390.000
0074	460.5224	HMA Pavement 4 LT 58-28 S	TON	228.000	228.000
0076	460.6223	HMA Pavement 3 MT 58-28 S	TON	52.000	52.000
0078	460.6224	HMA Pavement 4 MT 58-28 S	TON	42.000	42.000
0080	465.0105	Asphaltic Surface	TON	1,813.000	1,813.000
0082	465.0120	Asphaltic Surface Driveways and Field Entrances	TON	20.000	20.000
0084	465.0315	Asphaltic Flumes	SY	16.000	16.000
0086	465.0510	Asphaltic Rumble Strips, Shoulder Divided Roadway	LF	1,326.000	1,326.000
0088	501.1000.S	Ice Hot Weather Concreting	LB	12,038.000	12,038.000
0090	502.0100	Concrete Masonry Bridges	CY	535.000	535.000
0092	502.3101	Expansion Device	LF	117.000	117.000
0094	502.3200	Protective Surface Treatment	SY	2,380.000	2,380.000
0096	502.3210	Pigmented Surface Sealer	SY	1,070.000	1,070.000
0098	503.0155	Prestressed Girder Type I 54W-Inch	LF	2,922.000	2,922.000

Estimate Of Quantities

1130-65-81

Line	Item	Item Description	Unit	Total	Qty
0100	505.0400	Bar Steel Reinforcement HS Structures	LB	14,230.000	14,230.000
0102	505.0600	Bar Steel Reinforcement HS Coated Structures	LB	305,980.000	305,980.000
0104	505.0800.S	Bar Steel Reinforcement HS Stainless Structures	LB	2,000.000	2,000.000
0106	506.2605	Bearing Pads Elastomeric Non-Laminated	EACH	32.000	32.000
0108	506.2610	Bearing Pads Elastomeric Laminated	EACH	16.000	16.000
0110	506.4000	Steel Diaphragms (structure) 0001. B-44-329	EACH	42.000	42.000
0112	511.1200	Temporary Shoring (structure) 0001. B-44-329	SF	250.000	250.000
0114	513.4091	Railing Tubular Screening	LF	821.000	821.000
0116	516.0500	Rubberized Membrane Waterproofing	SY	32.000	32.000
0118	517.1010.S	Concrete Staining (structure) 1000. B-44-329	SF	15,600.000	15,600.000
0120	520.8000	Concrete Collars for Pipe	EACH	1.000	1.000
0122	521.1024	Apron Endwalls for Culvert Pipe Steel 24-Inch	EACH	1.000	1.000
0124	522.0454	Culvert Pipe Reinforced Concrete Class IV 54-Inch	LF	175.000	175.000
0126	522.1015	Apron Endwalls for Culvert Pipe Reinforced Concrete 15-Inch	EACH	9.000	9.000
0128	522.1042	Apron Endwalls for Culvert Pipe Reinforced Concrete 42-Inch	EACH	4.000	4.000
0130	522.1054	Apron Endwalls for Culvert Pipe Reinforced Concrete 54-Inch	EACH	2.000	2.000
0132	522.2619	Apron Endwalls for Culvert Pipe Reinforced Concrete Horizontal Elliptical 19x30-Inch	EACH	2.000	2.000
0134	531.1100	Concrete Masonry Ancillary Structures Type NS	CY	2.000	2.000
0136	531.1140	Steel Reinforcement HS Ancillary Structures Type NS	LB	302.000	302.000
0138	531.2024	Drilling Shaft 24-Inch	LF	17.000	17.000
0140	531.2036	Drilling Shaft 36-Inch	LF	10.000	10.000
0142	531.4050	Foundation Camera Pole 50-FT	EACH	1.000	1.000
0144	531.8990	Anchor Assemblies Poles on Structures	EACH	1.000	1.000
0146	550.0500	Pile Points	EACH	22.000	22.000
0148	550.1120	Piling Steel HP 12-Inch X 53 Lb	LF	9,720.000	9,720.000
0150	601.0150	Concrete Curb Integral Type D	LF	2,409.000	2,409.000
0152	601.0409	Concrete Curb & Gutter 30-Inch Type A	LF	184.000	184.000
0154	602.0405	Concrete Sidewalk 4-Inch	SF	21,730.000	21,730.000
0156	602.0415	Concrete Sidewalk 6-Inch	SF	280.000	280.000
0158	602.0810	Concrete Driveway 6-Inch	SY	37.000	37.000
0160	603.1142	Concrete Barrier Type S42	LF	210.000	210.000
0162	603.8000	Concrete Barrier Temporary Precast Delivered	LF	5,514.000	5,514.000
0164	603.8125	Concrete Barrier Temporary Precast Installed	LF	5,514.000	5,514.000
0166	603.8500	Anchoring Concrete Barrier Temporary Precast	LF	2,818.000	2,818.000
0168	604.0600	Slope Paving Select Crushed Material	SY	480.000	480.000
0170	606.0200	Riprap Medium	CY	366.000	366.000
0172	608.0312	Storm Sewer Pipe Reinforced Concrete Class III 12-Inch	LF	61.000	61.000
0174	608.0315	Storm Sewer Pipe Reinforced Concrete Class III 15-Inch	LF	822.000	822.000
0176	608.0412	Storm Sewer Pipe Reinforced Concrete Class IV 12-Inch	LF	112.000	112.000
0178	608.0415	Storm Sewer Pipe Reinforced Concrete Class IV 15-Inch	LF	205.000	205.000
0180	608.0424	Storm Sewer Pipe Reinforced Concrete Class IV 24-Inch	LF	83.000	83.000
0182	608.0442	Storm Sewer Pipe Reinforced Concrete Class IV 42-Inch	LF	314.000	314.000
0184	608.2419	Storm Sewer Pipe Reinforced Concrete Horizontal Elliptical Class HE-IV 19x30-Inch	LF	145.000	145.000
0186	611.0530	Manhole Covers Type J	EACH	2.000	2.000
0188	611.0535	Manhole Covers Type J-Special	EACH	3.000	3.000
0190	611.0624	Inlet Covers Type H	EACH	23.000	23.000
0192	611.0642	Inlet Covers Type MS	EACH	1.000	1.000
0194	611.2004	Manholes 4-FT Diameter	EACH	2.000	2.000
0196	611.2005	Manholes 5-FT Diameter	EACH	1.000	1.000

Estimate Of Quantities

1130-65-81

Line	Item	Item Description	Unit	Total	Qty
0198	611.2006	Manholes 6-FT Diameter	EACH	2.000	2.000
0200	611.3004	Inlets 4-FT Diameter	EACH	23.000	23.000
0202	611.3901	Inlets Median 1 Grate	EACH	1.000	1.000
0204	612.0106	Pipe Underdrain 6-Inch	LF	680.000	680.000
0206	612.0406	Pipe Underdrain Wrapped 6-Inch	LF	260.000	260.000
0208	614.0220	Steel Thrie Beam Bullnose Terminal	EACH	2.000	2.000
0210	614.0230	Steel Thrie Beam	LF	150.000	150.000
0212	614.0905	Crash Cushions Temporary	EACH	8.000	8.000
0214	616.0100	Fence Woven Wire (height) 0001. 4-FT	LF	277.000	277.000
0216	616.0206	Fence Chain Link 6-FT	LF	3,058.000	3,058.000
0218	616.0406	Fence Chain Link Salvaged 6-FT	LF	464.000	464.000
0220	616.0700.S	Fence Safety	LF	1,000.000	1,000.000
0222	618.0100	Maintenance and Repair of Haul Roads (project) 0001. 1130-65-81	EACH	1.000	1.000
0224	619.1000	Mobilization	EACH	1.000	1.000
0226	620.0300	Concrete Median Sloped Nose	SF	39.000	39.000
0228	623.0200	Dust Control Surface Treatment	SY	23,318.000	23,318.000
0230	624.0100	Water	MGAL	131.000	131.000
0232	625.0500	Salvaged Topsoil	SY	53,831.000	53,831.000
0234	628.1504	Silt Fence	LF	4,581.000	4,581.000
0236	628.1520	Silt Fence Maintenance	LF	13,923.000	13,923.000
0238	628.1905	Mobilizations Erosion Control	EACH	9.000	9.000
0240	628.1910	Mobilizations Emergency Erosion Control	EACH	6.000	6.000
0242	628.2004	Erosion Mat Class I Type B	SY	34,341.000	34,341.000
0244	628.2008	Erosion Mat Urban Class I Type B	SY	6,701.000	6,701.000
0246	628.7005	Inlet Protection Type A	EACH	30.000	30.000
0248	628.7015	Inlet Protection Type C	EACH	31.000	31.000
0250	628.7504	Temporary Ditch Checks	LF	325.000	325.000
0252	628.7555	Culvert Pipe Checks	EACH	4.000	4.000
0254	628.7560	Tracking Pads	EACH	3.000	3.000
0256	628.7570	Rock Bags	EACH	87.000	87.000
0258	629.0210	Fertilizer Type B	CWT	17.000	17.000
0260	630.0130	Seeding Mixture No. 30	LB	2,424.000	2,424.000
0262	630.0500	Seed Water	MGAL	1,211.000	1,211.000
0264	634.0616	Posts Wood 4x6-Inch X 16-FT	EACH	21.000	21.000
0266	634.0618	Posts Wood 4x6-Inch X 18-FT	EACH	2.000	2.000
0268	634.0814	Posts Tubular Steel 2x2-Inch X 14-FT	EACH	8.000	8.000
0270	635.0200	Sign Supports Structural Steel HS	LB	1,050.000	1,050.000
0272	637.2210	Signs Type II Reflective H	SF	45.000	45.000
0274	637.2230	Signs Type II Reflective F	SF	20.000	20.000
0276	638.2101	Moving Signs Type I	EACH	1.000	1.000
0278	638.2102	Moving Signs Type II	EACH	19.000	19.000
0280	638.2602	Removing Signs Type II	EACH	5.000	5.000
0282	638.3000	Removing Small Sign Supports	EACH	28.000	28.000
0284	643.0300	Traffic Control Drums	DAY	52,999.000	52,999.000
0286	643.0420	Traffic Control Barricades Type III	DAY	6,923.000	6,923.000
0288	643.0705	Traffic Control Warning Lights Type A	DAY	13,846.000	13,846.000
0290	643.0715	Traffic Control Warning Lights Type C	DAY	5,962.000	5,962.000
0292	643.0810	Traffic Control Connected Arrow Boards	DAY	1,227.000	1,227.000
0294	643.0900	Traffic Control Signs	DAY	37,611.000	37,611.000

1130-65-81

Line	Item	Item Description	Unit	Total	Qty
0296	643.0910	Traffic Control Covering Signs Type I	EACH	9.000	9.000
0298	643.1000	Traffic Control Signs Fixed Message	SF	207.500	207.500
0300	643.1050	Traffic Control Signs PCMS	DAY	282.000	282.000
0302	643.1220	Traffic Control Connected Work Zone Start and End Location Markers	DAY	535.000	535.000
0304	643.3180	Temporary Marking Line Removable Tape 6-Inch	LF	479.000	479.000
0306	643.5000	Traffic Control	EACH	1.000	1.000
0308	644.1810	Temporary Pedestrian Barricade	LF	60.000	60.000
0310	645.0111	Geotextile Type DF Schedule A	SY	101.000	101.000
0312	645.0120	Geotextile Type HR	SY	732.000	732.000
0314	645.0140	Geotextile Type SAS	SY	2,700.000	2,700.000
0316	646.1020	Marking Line Epoxy 4-Inch	LF	8,011.000	8,011.000
0318	646.2020	Marking Line Epoxy 6-Inch	LF	6,237.000	6,237.000
0320	646.4020	Marking Line Epoxy 10-Inch	LF	844.000	844.000
0322	646.5020	Marking Arrow Epoxy	EACH	25.000	25.000
0324	646.5120	Marking Word Epoxy	EACH	2.000	2.000
0326	646.5220	Marking Symbol Epoxy	EACH	21.000	21.000
0328	646.6120	Marking Stop Line Epoxy 18-Inch	LF	35.000	35.000
0330	646.6464	Cold Weather Marking Epoxy 4-Inch	LF	1,321.000	1,321.000
0332	646.6466	Cold Weather Marking Epoxy 6-Inch	LF	3,026.000	3,026.000
0334	646.6468	Cold Weather Marking Epoxy 8-Inch	LF	150.000	150.000
0336	646.7120	Marking Diagonal Epoxy 12-Inch	LF	157.000	157.000
0338	646.8105	Marking Curb Paint	LF	10.000	10.000
0340	646.8205	Marking Island Nose Paint	EACH	1.000	1.000
0342	646.9002	Marking Removal Line 6-Inch	LF	222.000	222.000
0344	652.0125	Conduit Rigid Metallic 2-Inch	LF	56.000	56.000
0346	652.0225	Conduit Rigid Nonmetallic Schedule 40 2-Inch	LF	2,409.000	2,409.000
0348	652.0700.S	Install Conduit into Existing Item	EACH	1.000	1.000
0350	653.0164	Pull Boxes Non-Conductive 24x42-Inch	EACH	2.000	2.000
0352	653.0222	Junction Boxes 18x12x6-Inch	EACH	4.000	4.000
0354	653.0900	Adjusting Pull Boxes	EACH	1.000	1.000
0356	654.0106	Concrete Bases Type 6	EACH	5.000	5.000
0358	655.0610	Electrical Wire Lighting 12 AWG	LF	1,417.000	1,417.000
0360	655.0625	Electrical Wire Lighting 6 AWG	LF	54.000	54.000
0362	656.0201	Electrical Service Meter Breaker Pedestal (location) 0001. MB5-2	EACH	1.000	1.000
0364	656.0501	Electrical Service Breaker Disconnect Box (location) 0001. CB5-2	EACH	1.000	1.000
0366	657.0255	Transformer Bases Breakaway 11 1/2-Inch Bolt Circle	EACH	6.000	6.000
0368	657.0327	Poles Type 6-Aluminum	EACH	6.000	6.000
0370	657.0710	Luminaire Arms Truss Type 4 1/2-Inch Clamp 12-FT	EACH	6.000	6.000
0372	659.1125	Luminaires Utility LED C	EACH	6.000	6.000
0374	670.0101	Field System Integrator	EACH	1.000	1.000
0376	670.0201	ITS Documentation	EACH	1.000	1.000
0378	673.1225.S	Install Pole Mounted Cabinet	EACH	1.000	1.000
0380	677.0150	Install Camera Pole 50-FT	EACH	1.000	1.000
0382	677.0200	Install Camera Assembly	EACH	1.000	1.000
0384	678.0501	Communication System Testing	EACH	1.000	1.000
0386	678.0700	Install Wireless Antennas	EACH	1.000	1.000
0388	690.0150	Sawing Asphalt	LF	257.000	257.000
0390	690.0250	Sawing Concrete	LF	3,145.000	3,145.000
0392	715.0502	Incentive Strength Concrete Structures	DOL	3,210.000	3,210.000

1130-65-81

Line	Item	Item Description	Unit	Total	Qty
0394	715.0603	Incentive Strength Concrete Barrier	DOL	105.000	105.000
0396	715.0720	Incentive Compressive Strength Concrete Pavement	DOL	2,016.000	2,016.000
0398	ASP.1T0A	On-the-Job Training Apprentice at $5.00/HR	HRS	2,400.000	2,400.000
0400	ASP.1T0G	On-the-Job Training Graduate at $5.00/HR	HRS	3,040.000	3,040.000
0402	SPV.0035	Special 0800. HPC Masonry Structures	CY	1,068.000	1,068.000
0404	SPV.0060	Special 0100. Construction Staking Survey Project 1130-65-81	EACH	1.000	1.000
0406	SPV.0060	Special 0165. Emergency Response to Traffic Involving Concrete Barrier Temporary	EACH	12.000	12.000
0408	SPV.0060	Special 0170. Emergency Response to Traffic Involving Crash Cushion Temporary	EACH	12.000	12.000
0410	SPV.0060	Special 0200. Temporary Water Diversion	EACH	1.000	1.000
0412	SPV.0060	Special 0205. Cover Plates Left-In-Place	EACH	2.000	2.000
0414	SPV.0060	Special 1030. Modify Existing Lighting Controls	EACH	1.000	1.000
0416	SPV.0060	Special 3000. Decorative Silhoutte	EACH	2.000	2.000
0418	SPV.0075	Special 0100. Street Sweeping	HRS	61.000	61.000
0420	SPV.0090	Special 0100. Removal and Salvage of High-Tension Cable Guard and Posts	LF	1,710.000	1,710.000
0422	SPV.0090	Special 1020. Tray Cable for Street Lighting 6 AWG	LF	1,920.000	1,920.000
0424	SPV.0165	Special 0800. Longitudinal Grooving Bridge Deck	SF	14,760.000	14,760.000

CLEARING AND GRUBBING ITEMS

CATEGORY	ROADWAY	STATION	TO	STATION	LOCATION	201.0105 CLEARING STA	201.0205 GRUBBING STA
1000							
STAGE 1							
	NB	900+00	-	902+00	RT	2	2
	NB	907+00	-	908+00	RT	1	1
	SB	911+00	-	921+00	LT	10	10
	SB	923+00	-	924+00	LT	1	1
	FN	108+00	-	109+00	RT	1	1
	FN	113+00	-	115+00	RT	2	2
	FN	118+00	-	120+00	RT	2	2
	SET	213+00	-	216+00	RT	3	3
	SET	216+00	-	220+00	RT	4	4
	SET	223+00	-	225+00	RT	2	2
	SET	233+00	-	235+00	RT	2	2
	SET	237+00	-	238+00	RT	1	1
STAGE 1 SUBTOTAL						31	31
	PROJECT 1130-65-81 TOTAL					**31**	**31**

SALVAGE HIGH TENSION CABLE

CATEGORY	ROADWAY	STATION	TO	STATION	OFFSET	LOCATION	SPV.0090.0100 REMOVAL AND SALVAGE OF HIGH-TENSION CABLE GUARD AND POSTS LF
1000							
STAGE 1							
	NB	903+83	-	909+63	16	LT	580
	SB	911+14	-	922+44	13	RT	1,131
STAGE 1 SUBTOTAL							1,710
	PROJECT 1130-65-81 TOTAL						**1,710**

REMOVING GUARDRAIL

CATEGORY	ROADWAY	STATION	TO	STATION	OFFSET	LOCATION	204.0165 REMOVING GUARDRAIL LF
1000							
STAGE 1							
	NB	909+57	-	911+26	VARIES	LT	349
	FN	108+48	-	110+80	17	LT	233
	FN	108+60	-	110+80	18	RT	220
	FN	114+13	-	119+08	18	RT	495
	FN	114+14	-	119+08	17	LT	494
STAGE 1 SUBTOTAL							1,791
STAGE 2							
	SET	221+42	-	223+73	VARIES	LT	242
STAGE 2 SUBTOTAL							242
	PROJECT 1130-65-81 TOTAL						**2,033**

REMOVING FENCE

CATEGORY	ROADWAY	STATION	TO	STATION	OFFSET	LOCATION	204.0170 REMOVING FENCE LF
1000							
STAGE 1							
	NB	915+34	-	930+10	VARIES	RT	1,486
	SB	911+65	-	923+93	VARIES	LT	1,264
	FN	114+06	-	114+89	VARIES	RT	146
	FN	114+13	-	114+67	VARIES	LT	104
	FN	119+88	-	122+62	VARIES	LT	277
	SET	216+73	-	223+33	VARIES	RT	656
	SET	223+73	-	228+73	VARIES	RT	479
STAGE 1 SUBTOTAL							4,411
STAGE 2							
	SET	213+76	-	216+73	VARIES	RT	272
STAGE 2 SUBTOTAL							272
	PROJECT 1130-65-81 TOTAL						**4,683**

3

ROADWAY REMOVAL ITEMS

CATEGORY	ROADWAY	STATION	TO	STATION	OFFSET	LOCATION	204.0100 REMOVING CONCRETE PAVEMENT SY	204.0120 REMOVING ASPHALTIC SURFACE MILLING SY	204.0150 REMOVING CURB AND GUTTER LF	204.0155 REMOVING CONCRETE SIDEWALK SY
1000										
STAGE 1										
	NB	907+12	-	913+75	VAIRES	LT	--	302	--	--
	SB	907+12	-	913+75	VARIES	RT	--	295	--	--
	FN	123+81	-	124+18	VARIES	LT/RT	160	--	--	--
	FN	124+03	-	124+78	VARIES	LT/RT	--	--	119	57
	FN	125+06	-	125+19	VARIES	RT	--	--	12	8
	FN	125+05	-	125+17	VARIES	LT/RT	--	--	12	7
STAGE 1 SUBTOTAL							160	597	143	73
STAGE 2										
	SET	209+21	-	229+76	VARIES	LT/RT	3,299	--	--	--
STAGE 2 SUBTOTAL							3,299	--	--	--
	PROJECT 1130-65-81 TOTAL						**3,459**	**597**	**143**	**73**

REMOVING DELINEATORS AND MARKERS

CATEGORY	ROADWAY	STATION	OFFSET	LOCATION	204.0180 REMOVING DELINEATORS AND MARKERS EACH
1000					
STAGE 1					
	SET	217+08	6	LT	1
	SET	217+87	9	LT	1
	SET	218+67	14	LT	1
	SET	220+31	83	LT	1
	SET	221+31	60	LT	1
	SET	221+33	3	RT	1
	SET	221+93	13	LT	1
	SET	222+68	14	LT	1
	SET	223+73	7	LT	1
	SET	229+81	29	RT	1
	SET	232+83	24	RT	1
	SET	233+68	21	RT	1
STAGE 1 SUBTOTAL					12
STAGE 2					
	SET	209+80	36	RT	1
	SET	210+61	31	RT	1
	SET	211+69	28	RT	1
	SET	213+41	26	RT	1
	SET	214+28	17	RT	1
	SET	216+52	3	RT	1
STAGE 2 SUBTOTAL					6
	PROJECT 1130-65-81 TOTAL				**18**

REMOVING STORM SEWER

CATEGORY	ROADWAY	STATION	TO	STATION	OFFSET	LOCATION	203.0100 REMOVING SMALL PIPE CULVERTS EACH	204.0245.0002 REMOVING STORM SEWER 15-INCH LF	204.0245.0005 REMOVING STORM SEWER 36-INCH LF	204.0220 REMOVING STORM SEWER INLET EACH
1000										
STAGE 1										
	FN	110+48	-	110+98	VARIES	LT/RT	1	--	--	--
	FN	110+68	-	110+76	16	LT	--	--	--	1
	FN	110+68	-	110+77	16	RT	--	--	--	1
	FN	110+72	-	110+74	VARIES	LT/RT	--	92	--	--
	FN	114+71	-	114+72	VARIES	LT/RT	1	--	--	--
	FN	121+65	-	122+77	29	RT	1	--	--	--
	FN	124+01	-	124+08	0	RT	--	--	--	1
	FN	124+01	-	124+08	7	LT	--	--	--	1
	SET	222+10	-	222+65	51	RT	1	--	--	--
STAGE 1 SUBTOTAL							4	92	--	4
STAGE 2										
	SET	220+32	-	221+29	VARIES	LT	--	--	134	--
STAGE 2 SUBTOTAL							--	--	134	--
	PROJECT 1130-65-81 TOTAL						**4**	**92**	**134**	**4**

DIVISION	FROM/TO STATION	LOCATION	205.0100 COMMON EXCAVATION* (1) CUT* (1)	205.0100 COMMON EXCAVATION* (1) EBS EXCAVATION (2)	SELECT BORROW* (CY) (3) 208.1100	MASS ORDINATE* +/- (4)
CATEGORY 1000						
STAGE 1						
FN	106+00.00/111+08.48	FRENCH RD	970	0	2,707	-1,737
FN	113+59.34/125+19.14	FRENCH RD	4,043	0	632	3,411
SET	216+75.00/242+58.29	RAMP SET	9,354	0	3,239	6,115
BULLNOSE NB	907+38.44/913+40.41	IH 41	97	1,376	0	-22
BULLNOSE SB	216+75.00/242+58.29	IH 41	89	1,467	0	-1
STAGE 1 SUBTOTAL			14,553	2,843	6,577	7,766
STAGE 2						
FN	106+00.00/111+08.48	FRENCH RD	243	0	677	-434
FN	113+59.34/125+19.14	FRENCH RD	1,011	0	158	853
SET	209+21.39/229+76.20	RAMP SET	18,758	0	905	17,853
STAGE 2 SUBTOTAL			20,011	0	1,740	18,272
STAGE 3						
FN	106+00.00/111+08.48	FRENCH RD	1,213	0	3,384	-2,171
FN	113+59.34/125+19.14	FRENCH RD	5,054	0	790	4,264
STAGE 3 SUBTOTAL			6,266	0	4,173	2,093
GRAND TOTAL			40,830	2,843	12,490	28,131
CATEGORY 1000 TOTAL COMMON EXC			43,673			

NOTES:

(1) SALVAGED/UNSUABLE PAVEMENT MATERIAL IS INCLUDED IN CUT.
(2) EBS TO BE BACKFILLED WITH SELECT CRUSHED MATERIAL, SEE BASE AGGREGATE MQ TABLE
(3) SELECT BORROW = FILL, FILL IN IH 41 MEDIAN COMPOSED OF SELECT CRUSHED, SEE BASE AGGREGATE MQ TABLE
(4) MASS ORDINATE = EXCAVATION COMMON - FILL. THE MASS ORDINATE IS FOR INFORMATION PURPOSES ONLY

BASE AGGREGATE

CATEGORY	ROADWAY	STATION	TO	STATION	OFFSET	LOCATION	305.0110 BASE AGGREGATE DENSE 3/4-INCH TON	305.0120 BASE AGGREGATE DENSE 1 1/4-INCH* TON	312.0110 SELECT CRUSHED MATERIAL TON	623.0200 DUST CONTROL SURFACE TREATMENT SY
1000										
STAGE 1										
	NB	907+39	-	913+40	VARIES	LT	--	--	5,799	--
	SET	214+15	-	224+74	VARIES	LT	--	246	--	368
	SET	229+77	-	240+11	VARIES	RT	78	1,266	2,631	2,916
	SET	229+77	-	240+11	VARIES	RT	62	1,362	2,530	2,452
	FN	124+18	-	124+78	VARIES	LT/RT	--	53	--	79
STAGE 1 SUBTOTAL							140	2,926	10,960	5,814
STAGE 2										
	SET	209+21	-	216+75	VARIES	LT/RT	131	1,715	3,082	3,534
	SET	216+75	-	218+16	4	LT	2	42	117	74
	SET	223+75	-	229+77	VARIES	LT/RT	97	1,294	2,309	2,659
STAGE 2 SUBTOTAL							230	3,051	5,508	6,267
STAGE 3										
	FN	106+00	-	107+00	VARIES	LT/RT	--	335	600	550
	FN	107+00	-	110+24	VARIES	LT/RT	--	501	1,269	2,123
	FN	107+00	-	107+10	VAIRES	LT/RT	--	--	38	--
	FN	114+34	-	125+19	VAIRES	LT/RT	--	1,660	4,138	8,565
	FN	120+30	-	120+40	VAIRES	LT/RT	--	--	38	--
STAGE 3 SUBTOTAL							--	2,496	6,083	11,237
	PROJECT 1130-65-81 TOTAL						**370**	**8,473**	**22,551**	**23,318**

CONCRETE PAVEMENT

CATEGORY	ROADWAY	STATION	TO	STATION	OFFSET	LOCATION	415.0080 CONCRETE PAVEMENT 8-INCH SY	415.0090 CONCRETE PAVEMENT 9-INCH SY	415.0210 CONCRETE PAVEMENT GAPS EACH	415.0410 CONCRETE PAVEMENT APPROACH SLAB SY	415.4100 CONCRETE PAVEMENT JOINT FILLING SY	416.0610 DRILLED TIE BARS EACH	416.0620 DRILLED DOWEL BARS EACH	602.0810 CONCRETE DRIVEWAY 6-INCH SY
1000														
STAGE 1														
	SET	216+75	-	223+75	0	RT	--	1,158	--	--	--	--	--	--
STAGE 1 SUBTOTAL							--	1,158	--	--	--	--	--	--
STAGE 3														
	FN	106+92	-	107+00	VARIES	LT/RT	--	--	--	--	--	--	--	--
	FN	107+00	-	110+09	VARIES	LT/RT	1,261	--	--	--	1,291	--	--	--
	FN	110+09	-	110+24	VARIES	LT/RT	--	--	--	67	--	--	--	--
	FN	114+34	-	114+49	VARIES	LT/RT	--	--	--	67	--	--	--	--
	FN	114+49	-	124+18	VARIES	LT/RT	4,167	--	--	--	4,322	--	--	--
	FN	120+61	-	120+97	20	RT	--	--	1	--	--	--	--	17
	FN	121+63	-	122+03	21	RT	--	--	--	--	--	--	--	19
	FN	124+18	-	124+18	VARIES	LT/RT	--	--	--	--	--	--	20	--
	FN	124+18	-	124+78	VARIES	RT	--	--	--	--	--	24	--	--
	FN	124+18	-	124+78	VARIES	LT	--	--	--	--	--	24	--	--
	FN	125+06	-	125+15	8	RT	--	--	--	--	--	4	--	--
	FN	125+06	-	125+14	24	LT	--	--	--	--	--	3	--	--
STAGE 3 SUBTOTAL							5,428	--	1	133	5,613	55	20	37
	PROJECT 1130-65-81 TOTAL						**5,428**	**1,158**	**1**	**133**	**5,613**	**55**	**20**	**37**

*ADDITIONAL QUANTITIES SHOWN ELSEWHERE

ASPHALT PAVEMENT ITEMS

CATEGORY	ROADWAY	STATION	TO	STATION	OFFSET	LOCATION	211.0400 PREPARE FOUNDATION FOR ASPHALTIC SHOULDERS STA	450.4000 HMA COLD WEATHER PAVING TON	455.0605 TACK COAT GAL	460.5224 HMA PAVEMENT 4 LT 58-28 S TON	460.6223 HMA PAVEMENT 3 MT 58-28 S TON	460.6224 HMA PAVEMENT 4 MT 58-28 S TON	465.0105 ASPHALTIC SURFACE TON	465.0120 ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES TON	465.0315 ASPHALTIC FLUME SY	465.0510 ASPHALTIC RUMBLE STRIPS, SHOULDER DIVIDED ROADWAY LF
1000																
STAGE 1																
	NB	907+12	-	913+75	VARIES	LT	7	9	209	46	--	--	--	--	--	663
	SB	907+12	-	913+75	VARIES	RT	7	9	209	46	--	--	--	--	--	663
	SET	214+15	-	224+74	VARIES	LT	--	21	18	--	--	--	103	--	--	--
	SET	216+75	-	223+75	VARIES	LT/RT	--	27	--	136	--	--	--	--	--	--
	SET	229+77	-	240+11	VARIES	RT	--	109	98	--	--	--	547	--	--	--
	FN	124+18	-	124+78	VARIES	LT/RT	--	4	4	--	--	--	22	--	--	--
STAGE 1 SUBTOTAL							14	180	538	228	--	--	672	--	--	1,326
STAGE 2																
	SET	209+21	-	216+75	VARIES	LT/RT	--	127	114	--	--	--	636	--	--	--
	SET	223+75	-	229+77	VARIES	LT/RT	--	101	90	--	--	--	505	--	--	--
STAGE 2 SUBTOTAL							--	228	204	--	--	--	1,142	--	--	--
STAGE 3																
	FN	106+00	-	107+00	VARIES	LT/RT	--	19	169	--	52	42	--	--	16	--
	FN	120+66	-	120+92	29.5	RT	--	2	--	--	--	--	--	12	--	--
	FN	121+68	-	121+98	31	RT	--	1	--	--	--	--	--	6	--	--
	FN	123+81	-	124+00	22	LT/RT	--	1	--	--	--	--	--	2	--	--
STAGE 3 SUBTOTAL							--	23	169	--	52	42	--	20	16	--
	PROJECT 1130-65-81 TOTAL						**14**	**431**	**910**	**228**	**52**	**42**	**1,813**	**20**	**16**	**1,326**

CURB AND GUTTER ITEMS

CATEGORY	ROADWAY	STATION	TO	STATION	OFFSET	LOCATION	601.0409 CONCRETE CURB & GUTTER 30-INCH TYPE A LF	601.0150 CONCRETE CURB & GUTTER INTEGRAL TYPE D LF
1000								
STAGE 3								
	FN	107+00	-	110+03	18	RT	--	272
	FN	107+01	-	110+03	18	LT	--	272
	FN	114+55	-	124+18	VARIES	RT	--	933
	FN	114+55	-	124+18	VARIES	LT	--	932
	FN	123+98	-	124+78	VARIES	RT	82	--
	FN	123+98	-	124+78	VARIES	LT	84	--
	FN	125+06	-	125+15	10	RT	9	--
	FN	125+06	-	125+14	26	LT	9	--
STAGE 3 SUBTOTAL							184	2,409
	PROJECT 1130-65-81 TOTAL						**184**	**2,409**

*ADDITIONAL QUANTITIES SHOWN ELSEWHERE

MEDIAN

CATEGORY	ROADWAY	STATION	TO	STATION	OFFSET	LOCATION	405.0100 COLORING CONCRETE WISDOT RED CY	405.1000 STAMPING COLORED CONCRETE CY	602.0405* CONCRETE SIDEWALK 4-INCH SF	620.0300 CONCRETE MEDIAN SLOPED NOSE SF
1000										
STAGE 3										
	FN	123+98	-	124+03	VARIES	LT/RT	--	--	--	39
	FN	124+03	-	124+18	VARIES	LT/RT	7	7	547	--
STAGE 3 SUBTOTAL							7	7	547	39
PROJECT 1130-65-81 TOTAL							**7**	**7**	**547**	**39**

SIDEWALK

CATEGORY	ROADWAY	STATION	TO	STATION	OFFSET	LOCATION	602.0405* CONCRETE SIDEWALK 4-INCH SF	602.0415 CONCRETE SIDEWALK 6-INCH SF
1610								
STAGE 3								
	FN	107+00	-	110+24	VARIES	RT	1,644	--
	FN	107+01	-	110+25	VARIES	LT	3,212	--
	FN	109+72	-	110+03	18.5	RT	24	--
	FN	109+72	-	110+03	18.5	LT	24	--
	FN	114+34	-	120+66	VARIES	RT	3,211	--
	FN	114+34	-	125+17	VARIES	LT	10,476	--
	FN	114+55	-	114+86	18.5	RT	24	--
	FN	114+55	-	114+86	18.5	LT	24	--
	FN	120+66	-	120+92	24.5	RT	--	130
	FN	120+92	-	121+68	25	RT	383	--
	FN	121+68	-	121+98	26	RT	--	150
	FN	121+98	-	125+19	VARIES	RT	2,163	--
STAGE 3 SUBTOTAL							21,183	280
PROJECT 1130-65-81 TOTAL							**21,183**	**280**

SIDEWALK BASE AGGREGATE

CATEGORY	ROADWAY	STATION	TO	STATION	OFFSET	LOCATION	305.0120* BASE AGGREGATE DENSE 1 1/4-INCH TON
1610							
STAGE 3							
	FN	107+00	-	110+24	VARIES	LT/RT	104
	FN	114+34	-	125+19	VAIRES	LT/RT	348
STAGE 3 SUBTOTAL							452
PROJECT 1130-65-81 TOTAL							**452**

BASE AGGREGATE

CATEGORY	ROADWAY	LOCATION	305.0120* BASE AGGREGATE DENSE 1 1/4-INCH TON
1620	**FN**	UNDISTRIBUTED	1
PROJECT 1130-65-81 TOTAL			**1**

*ADDITIONAL QUANTITIES SHOWN ELSEWHERE

CONCRETE BARRIER

CATEGORY	ROADWAY	STATION	TO	STATION	OFFSET	LOCATION	603.1142 CONCRETE BARRIER TYPE S42 LF
1000							
STAGE 3							
	FN	109+72		110+24	VARIES	LT/RT	105
	FN	114+34		114+86	VARIES	LT/RT	105
STAGE 3 SUBTOTAL							210
	PROJECT 1130-65-81 TOTAL						**210**

PIPE UNDERDRAIN ITEMS

CATEGORY	ROADWAY	STATION	TO	STATION	OFFSET	LOCATION	310.0115 BASE AGGREGATE OPEN-GRADED CY	612.0106 PIPE UNDERDRAIN 6-INCH LF	645.0111 GEOTEXTILE TYPE DF SCHEDULE A SY
1000									
STAGE 1									
	SET	222+39	-	223+75	21.5	RT	4	136	20
STAGE 1 SUBTOTAL							4	136	20
STAGE 2									
	SET	223+75	-	224+14	21.5	RT	1	39	6
STAGE 2 SUBTOTAL							1	39	6
STAGE 3									
	FN	120+49	-	122+81	VARIES	LT	7	232	34
	FN	120+49	-	120+99	VARIES	RT	1	50	7
	FN	121+58	-	122+81	VARIES	RT	4	123	18
	FN	123+28	-	123+78	VARIES	LT	1	50	7
	FN	123+28	-	123+78	VARIES	RT	1	50	7
STAGE 3 SUBTOTAL							15	505	75
	PROJECT 1130-65-81 TOTAL						**20**	**680**	**101**

BEAM GUARD

CATEGORY	ROADWAY	STATION	TO	STATION	OFFSET	LOCATION	614.0220 STEEL THRIE BEAM BULLNOSE TERMINAL EACH	614.0230 STEEL THRIE BEAM LF
1000								
STAGE 2								
	NB	909+49	-	910+02	VARIES	LT	1	--
	NB	910+02	-	910+77	23	LT	--	75
	SB	910+02	-	910+77	VARIES	RT	--	75
	SB	910+77	-	911+31	VARIES	RT	1	--
STAGE 2 SUBTOTAL							2	150
	PROJECT 1130-65-81 TOTAL						**2**	**150**

FENCING

CATEGORY	ROADWAY	STATION	TO	STATION	OFFSET	LOCATION	616.0100.0001 FENCE WOVEN WIRE 4-FT LF	616.0206 FENCH CHAIN LINK 6 -FT LF	616.0406 FENCE CHAIN LINK SALVAGED 6-FT LF	616.0700.S FENCE SAFETY LF
1000										
STAGE 1										
	SET	216+73	-	221+99	VARIES	RT	--	495	--	--
	SET	224+79	-	229+05	VARIES	RT	--	396	--	--
	NB	915+64	-	930+10	VARIES	RT	--	1,448	--	--
STAGE 1 SUBTOTAL							--	2,339	--	--
STAGE 2										
	SET	213+76	-	216+73	VARIES	RT	--	273	--	--
STAGE 2 SUBTOTAL							--	273	--	--
STAGE 3										
	FN	106+61	-	111+10	VARIES	RT	--	--	464	--
	FN	109+67	-	110+24	VARIES	LT	--	97	--	--
	FN	110+24	-	111+10	VARIES	RT	--	131	--	--
	FN	114+34	-	114+67	VARIES	LT	--	91	--	--
	FN	114+34	-	114+92	VARIES	RT	--	127	--	--
	FN	119+88	-	122+62	VARIES	LT	277	--	--	--
STAGE 3 SUBTOTAL							277	447	464	--
CATEGORY 1000 SUBTOTAL							**277**	**3,058**	**464**	**--**
UNDISTRIBUTED							--	--	--	**1,000**
	PROJECT 1130-65-81 TOTAL						**277**	**3,058**	**464**	**1,000**

MAINTENANCE AND REPAIR OF HAUL ROAD

CATEGORY	ROADWAY	LOCATION	618.0100.0001 MAINTENANCE AND REPAIR OF HAUL ROAD EACH
1800	**FRENCH RD**		1
	PROJECT 1130-65-81 TOTAL		**1**

MOBILIZATION

LOCATION	619.1000 MOBILIZATION EACH
CAT 1000	
PROJECT NO: 1130-65-81	1
PROJECT 1130-65-81 TOTAL	**1**

3

SAWING ASPHALT

CATEGORY	ROADWAY	STATION	TO	STATION	OFFSET	LOCATION	690.0150 SAWING ASPHALT LF
1000							
STAGE 1							
	NB	907+12	-	907+12	2	LT	4
	NB	913+75	-	913+75	0	LT/RT	4
	SB	907+12	-	907+12	1	RT	4
	SB	907+12	-	907+12	0	LT/RT	4
	SET	240+11	-	240+11	VARIES	RT	15
STAGE 1 SUBTOTAL							32
STAGE 2							
	SET	209+21	-	209+21	VARIES	RT	9
	SET	212+86	-	212+86	VARIES	LT	6
	SET	225+64	-	226+80	VARIES	LT	129
	SET	229+76	-	229+76	VARIES	RT	5
	FN	106+00	-	106+00	VARIES	LT/RT	24
	FN	120+67	-	120+91	42	RT	23
	FN	121+67	-	121+97	36	RT	29
STAGE 2 SUBTOTAL							225
	PROJECT 1130-65-81 TOTAL						**257**

SAWING CONCRETE

CATEGORY	ROADWAY	STATION	TO	STATION	OFFSET	LOCATION	690.0250 SAWING CONCRETE LF
1000							
STAGE 1							
	NB	907+12	-	913+75	VARIES	LT/RT	663
	SB	907+12	-	913+75	VARIES	LT/RT	663
STAGE 1 SUBTOTAL							1,326
STAGE 2							
	SET	209+21	-	212+87	VARIES	LT/RT	378
	SET	229+76	-	229+77	VARIES	RT	15
	SET	226+30	-	229+76	VARIES	LT	298
	SET	229+77	-	240+11	VARIES	RT	1,034
	FN	124+18	-	124+18	VARIES	LT	16
	FN	124+18	-	124+18	VARIES	RT	16
	FN	125+05	-	125+14	VARIES	LT	21
	FN	125+06	-	125+15	VARIES	RT	25
	FN	125+16	-	125+17	VARIES	LT	8
	FN	125+18	-	125+19	VARIES	RT	8
STAGE 2 SUBTOTAL							1,819
	PROJECT 1130-65-81 TOTAL						**3,145**

WATER

ROADWAY	STATION	-	STATION	OFFSET	LOCATION	624.0100 WATER MGAL
CAT 1000						
PROJECT NO: 1130-65-81						
STAGE 1						
SET	214+15	-	224+74	VARIES	LT	3
SET	229+77	-	240+11	VARIES	RT	19
SET	229+77	-	240+11	VARIES	RT	20
FN	124+18	-	124+78	VARIES	LT/RT	1
STAGE 1 SUBTOTAL						**43**
STAGE 2						
SET	209+21	-	216+75	VARIES	LT/RT	26
SET	216+75	-	218+16	4	LT	1
SET	223+75	-	229+77	VARIES	LT/RT	19
STAGE 2 SUBTOTAL						**46**
STAGE 3						
FN	106+00	-	107+00	VARIES	LT/RT	5
FN	107+00	-	110+24	VARIES	LT/RT	8
FN	107+00	-	107+10	VAIRES	LT/RT	--
FN	114+34	-	125+19	VAIRES	LT/RT	28
FN	120+30	-	120+40	VAIRES	LT/RT	--
STAGE 3 SUBTOTAL						**41**
UNDISTRIBUTED						--
PROJECT 1130-65-81 TOTAL						**131**

HOT WEATHER CONCRETING

CATEGORY	ROADWAY	STATION	TO	STATION	OFFSET	LOCATION	501.1000.S ICE HOT WEATHER CONCRETING LBS
2000							
STAGE 2							
	FN	110+24	-	114+34	VARIES	LT/RT	12,038
STAGE 2 SUBTOTAL							12,038
	PROJECT 1130-65-81 TOTAL						**12,038**

COLD WEATHER MARKING

CATEGORY	LOCATION	646.6466 COLD WEATHER MARKING EPOXY 6-INCH LF
1000	FRENCH RD	3026
PROJECT 1130-65-81 TOTALS		3026

CONSTRUCTION STAKING SURVERY

CATEGORY	ROADWAY	SPV.0060.0100 CONSTRUCTION STAKING SURVEY PROJECT 1130-65-81 EACH
1000	**PROJECT 1130-65-81**	1
PROJECT 1130-65-81 TOTAL		**1**

3

SUBGRADE IMPROVEMENT

CATEGORY	ROADWAY	STATION	TO	STATION	LOCATION	645.0140 GEOTEXTILE TYPE SAS SY
1000						
STAGE 3						
	IH41	907+38	-	913+41	LT/RT	2700
STAGE 3 SUBTOTAL						2700
	PROJECT 1130-65-81 TOTAL					**2700**

STREET SWEEPING

CATEGORY	ROADWAY	SPV.0075.0100 STREET SWEEPING HRS
	PROJECT 1130-65-81	61
	PROJECT 1130-65-81 TOTAL	**61**

3

3

ITS CONDUIT SUMMARY

CATEGORY	FROM	TO	652.0225 CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH LF	655.0610 ELECTRICAL WIRE LIGHTING 12 AWG LF
1600	CB5-2	MB5-2	15	21
	CB5-2	LIGHTING PULL BOX	9	15
		TOTALS	24	36

ELECTRICAL SERVICE BREAKER DISCONNECT BOX

CATEGORY	LOCATION	656.0501.0001 EACH
1600	CB5-2	1

ITS ELECTRICAL WIRE

CATEGORY	LOCATION FROM	LOCATION TO	655.0625 ELECTRICAL WIRE LIGHTING 6 AWG LF
1600	MB5-2	CB5-2	54

ITS POLES AND EQUIPMENT

CATEGORY	LOCATION	677.0150 INSTALL CAMERA POLE 50-FT EACH	677.0200 INSTALL CAMERA ASSEMBLY EACH	678.0700 INSTALL WIRELESS ANTENNAS EACH
1600	CB5-2	1	1	1

ITS BASE SUMMARY

CATEGORY	LOCATION	STATION	OFFSET	531.2036 DRILLING SHAFT 36-INCH LF	531.4050 FOUNDATION CAMERA POLE 50-FT EACH
1600	CB5-2	110FN+04.2	34.0' LT	10	1

ITS CABINET SUMMARY

CATEGORY	LOCATION	673.1225.S INSTALL POLE MOUNTED CABINET EACH
1600	CB5-2	1

ELECTRICAL SERVICE METER BREAKER PEDESTAL

CATEGORY	LOCATION	656.0201.0001 EACH
1600	MB5-2	1

FREEWAY TRAFFIC MANAGEMENT SYSTEM

CATEGORY	PROJECT	670.0101 FIELD SYSTEM INTEGRATOR EACH	670.0201 ITS DOCUMENTATION EACH	678.0501 COMMUNICATION SYSTEM TESTING EACH
1600	1130-65-81	1	1	1

RIPRAP & GEOTEXTILE

CATEGORY	ROADWAY	STATION	TO	STATION	OFFSET	LOCATION	606.0200 RIP RAP MEDIUM CY	645.0120 GEOTEXTILE TYPE HR SY
1000								
STAGE 1								
	SE	222+04	-	222+31	61	RT	15	30
	SE	224+05	-	224+36	49	RT	35	70
STAGE 2 SUBTOTAL							50	101
STAGE 2								
	SE	217+50	-	218+13	81	LT	38	75
	SE	224+36	-	224+62	48	RT	23	46
STAGE 2 SUBTOTAL							61	121
STAGE 3								
	FN	106+89	-	106+99	50	LT	12	25
	FN	106+89	-	106+99	50	RT	14	29
	FN	107+92	-	108+05	60	LT	18	36
	FN	107+91	-	108+04	60	RT	19	39
	FN	109+00	-	109+14	66	LT	24	48
	FN	108+99	-	109+13	66	RT	25	50
	FN	114+64	-	114+79	104	RT	27	54
	FN	114+92	-	115+01	103	RT	30	60
	FN	115+94	-	116+03	72	RT	29	58
	FN	117+46	-	117+59	65	RT	23	46
	FN	118+95	-	119+06	57	RT	16	32
	FN	119+89	-	120+19	70	LT	17	35
STAGE 3 SUBTOTAL							255	510
PROJECT 1130-65-81 TOTAL							**366**	**732**

EROSION CONTROL

CATEGORY	ROADWAY	STATION	TO	STATION	LOCATION	628.7005 INLET PROTECTION TYPE A EACH	628.7015 INLET PROTECTION TYPE C EACH	628.7555 CULVERT PIPE CHECKS EACH
1000								
STAGE 1								
	FN	121+36	-	121+36	RT	1	--	--
	SE	222+28	-	222+28	RT	--	--	1
	SE	222+31	-	222+31	RT	--	--	1
STAGE 1 SUBTOTAL						**1**	**--**	**2**
STAGE 2								
	SE	223+19	-	223+19	LT	--	--	1
STAGE 2 SUBTOTAL						**--**	**--**	**1**
STAGE 3								
	FN	108+03	-	108+03	LT	1	1	--
	FN	108+02	-	108+02	RT	1	1	--
	FN	109+11	-	109+11	LT	1	1	--
	FN	109+11	-	109+11	RT	1	1	--
	FN	114+96	-	114+96	LT	1	1	--
	FN	114+96	-	114+96	RT	1	1	--
	FN	115+98	-	115+98	LT	1	1	--
	FN	115+98	-	115+98	RT	1	1	--
	FN	117+48	-	117+48	LT	1	1	--
	FN	117+48	-	117+48	RT	1	1	--
	FN	118+97	-	118+97	LT	1	1	--
	FN	118+98	-	118+98	RT	1	1	--
	FN	120+47	-	120+47	LT	1	1	--
	FN	120+47	-	120+47	RT	1	1	--
	FN	121+36	-	121+36	LT	1	1	--
	FN	122+09	-	122+09	LT	1	1	--
	FN	122+09	-	122+09	RT	1	1	--
	FN	122+29	-	122+29	LT	1	1	--
	FN	122+29	-	122+29	RT	1	1	--
	FN	123+79	-	123+79	LT	1	1	--
	FN	123+79	-	123+79	RT	1	1	--
	FN	124+04	-	124+04	LT	1	1	--
	FN	124+04	-	124+04	RT	1	1	--
	FN	125+65	-	125+65	RT	--	1	--
	FN	126+07	-	126+07	RT	--	1	--
STAGE 3 SUBTOTAL						**23**	**25**	**--**
CATEGORY 1000 SUBTOTAL						**24**	**25**	**3**
UNDISTRIBUTED						**6**	**6**	**1**
PROJECT 1130-65-81 TOTAL						**30**	**31**	**4**

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RESTORATION ITEMS

CATEGORY	ROADWAY	STATION	TO	STATION	LOCATION	625.0500 SALVAGED TOPSOIL SY	629.0210 FERTILIZER TYPE B CWT	630.0130 SEEDING MIXTURE NO. 30 LB	630.0500 SEED WATER MGAL
1000									
STAGE 1									
	SE	216+75	-	223+26	RT	3,652	1	164	82
	SE	223+26	-	242+63	RT	10,662	3	480	239
STAGE 1 SUBTOTAL						14,313	4	644	321
STAGE 2									
	SE	209+21	-	216+75	RT	4,719	1	212	106
	SE	213+06		226+28	LT	10,373	3	467	233
STAGE 2 SUBTOTAL						15,092	4	679	339
STAGE 3									
	FN	106+00	-	110+41	LT	2,596	1	117	58
	FN	106+00	-	110+91	RT	3,462	1	156	78
	FN	113+60	-	125+22	LT	4,292	1	193	96
	FN	113+57	-	125+24	RT	3,307	1	149	74
STAGE 3 SUBTOTAL						13,658	4	615	307
CATEGORY 1000 SUBTOTAL						**43,063**	**12**	**1,938**	**967**
UNDISTRIBUTED						**10,768**	**5**	**486**	**244**
PROJECT 1130-65-81 TOTAL						**53,831**	**17**	**2,424**	**1,211**

EROSION CONTROL

CATEGORY	ROADWAY	STATION	TO	STATION	LOCATION	628.7570 ROCK BAGS EACH
1000						
STAGE 1						
	FN	113+67	-	113+67	LT	17
	FN	113+67	-	113+67	RT	17
	FN	117+15	-	117+15	LT	17
	FN	118+53	-	118+53	RT	17
STAGE 1 SUBTOTAL						**68**
CATEGORY 1000 SUBTOTAL						**68**
UNDISTRIBUTED						**19**
PROJECT 1130-65-81 TOTAL						**87**

MOBILIZATIONS

CATEGORY	ROADWAY	628.1905 MOBILIZATIONS EROSION CONTROL EACH	628.1910 MOBILIZATIONS EMERGENCY EROSION CONTROL EACH
1000			
	PROJECT 1130-65-81 TOTAL	9	6
PROJECT 1130-65-81 TOTAL		**9**	**6**

EROSION CONTROL

CATEGORY	ROADWAY	STATION	TO	STATION	LOCATION	628.7560 TRACKING PADS EACH
1000						
UNDISTRIBUTED						**3**
PROJECT 1130-65-81 TOTAL						**3**

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EROSION CONTROL

CATEGORY	ROADWAY	STATION	TO	STATION	LOCATION	628.1504 SILT FENCE LF	628.1520 SILT FENCE MAINTENANCE LF	628.2004 EROSION MAT CLASS I TYPE B SY	628.2008 EROSION MAT URBAN CLASS I TYPE B SY	628.7504 TEMPORARY DITCH CHECKS LF
1000										
STAGE 1										
	FN	113+62	-	114+89	LT	227	235	--	--	--
	FN	113+59	-	113+89	RT	239	249	--	--	--
	FN	114+89	-	123+24	LT	897	915	--	--	--
	FN	113+89	-	119+52	RT	597	582	--	--	26
	FN	119+52	-	125+19	RT	336	336	--	--	20
	FN	123+24	-	125+19	LT	195	195	--	--	--
	SE	216+75	-	218+49	RT	161	161	854	128	--
	SE	218+49	-	223+26	RT	282	282	1,663	--	--
	SE	223+26	-	242+58	RT	22	22	7,573	--	27
STAGE 1 SUBTOTAL						**2,957**	**2,978**	**10,089**	**128**	**73**
STAGE 2										
	FN	113+62	-	114+89	LT	--	227	--	--	--
	FN	113+59	-	113+89	RT	--	239	--	--	--
	FN	114+89	-	123+24	LT	--	897	--	--	--
	FN	113+89	-	119+52	RT	--	582	--	--	--
	FN	119+52	-	125+19	RT	--	336	--	--	--
	FN	123+24	-	125+19	LT	--	195	--	--	--
	SE	209+21	-	212+89	RT	422	422	679	--	--
	SE	212+89	-	216+75	RT	284	284	2,499	239	--
	SE	213+06	-	221+32	LT	--	--	5,447	--	140
	SE	221+32	-	222+54	LT	--	--	735	161	--
	SE	222+54	-	226+28	LT	--	--	1,698	--	--
	SE	223+75	-	242+58	RT	--	22	--	--	--
STAGE 2 SUBTOTAL						**705**	**3,205**	**11,059**	**400**	**140**
STAGE 3										
	FN	106+00	-	107+62	LT	--	--	--	490	--
	FN	106+00	-	109+43	RT	--	--	475	1,552	--
	FN	107+62	-	109+43	LT	--	--	274	912	--
	FN	109+43	-	110+41	LT	--	--	560	13	--
	FN	109+43	-	110+91	RT	--	--	938	16	--
	FN	113+62	-	114+89	LT	--	455	394	126	--
	FN	113+59	-	113+89	RT	--	479	444	153	--
	FN	114+89	-	123+24	LT	--	1,794	2,449	458	--
	FN	113+89	-	119+52	RT	--	1,165	788	291	26
	FN	119+52	-	125+19	RT	--	673	--	731	20
	FN	123+24	-	125+19	LT	--	389	--	91	--
STAGE 3 SUBTOTAL						**--**	**4,955**	**6,322**	**4,831**	**46**
CATEGORY 1000 SUBTOTAL						**3,663**	**11,137**	**27,471**	**5,359**	**258**
UNDISTRIBUTED						**918**	**2,786**	**6,870**	**1,342**	**67**
PROJECT 1130-65-81 TOTAL						**4,581**	**13,923**	**34,341**	**6,701**	**325**

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CONCRETE COLLARS FOR PIPE

CATEGORY	ROADWAY	STATION	OFFSET	SIZE (IN)	520.8000 CONCRETE COLLARS FOR PIPE EACH
1000					
	FRENCH ROAD	124+05	4' RT	12	1
	PROJECT 1130-65-81 TOTAL				1

TEMPORARY WATER DIVERSION

CATEGORY	ROADWAY	STATION	SPV.0060.0200 TEMPORARY WATER DIVERSION EACH
1000			
	FRENCH ROAD	114+72	1
	PROJECT 1130-65-81 TOTAL		1

SEALING PIPES

CATEGORY	ROADWAY	STATION	OFFSET	SIZE (IN)	204.0280 SEALING PIPES EACH
1000					
	I-41 SB				
		910+07	17' RT	24	1
		910+88	16' RT	24	1
	PROJECT 1130-65-81 TOTAL				2

COVER PLATES LEFT-IN-PLACE

CATEGORY	ROADWAY	STRUCTURE ID	STATION	OFFSET	FUTURE CASTING	FUTURE CASTING & 0.50' THICKNESS	TOP OF SLAB ELEVATION	SPV.0060.0205 COVER PLATES LEFT-IN-PLACE EACH
1000								
	I-41 SB							
		1874	910+09	14' RT	J-SPECIAL	1.25	734.93	1
		1875	910+85	14' RT	J-SPECIAL	1.25	735.00	1
	PROJECT 1130-65-81 TOTAL							2

STORM SEWER STRUCTURES

CATEGORY	STRUCTURE	LOCATION	STATION	OFFSET*	RIM** ELEVATION	INVERT*** ELEVATION	DEPTH**** FT	521.1024 AEW FOR CPS 24-INCH EACH	522.1015 AEW FOR CPRC 15-INCH EACH	522.1042 AEW FOR CPRC 42-INCH EACH	522.1054 AEW FOR CPRC 54-INCH EACH	522.2619 AEW FOR CPRCHE 19X30-INCH EACH	611.0530 MANHOLE COVERS TYPE J EACH	611.0535 MANHOLE COVERS TYPE J-SPECIAL EACH	611.0624 INLET COVERS TYPE H EACH	611.0642 INLET COVERS TYPE MS EACH	611.2004 MANHOLES 4-FT DIAMETER EACH	611.2005 MANHOLES 5-FT DIAMETER EACH	611.2006 MANHOLES 6-FT DIAMETER EACH	611.3004 INLETS 4-FT DIAMETER EACH	611.3901 INLETS MEDIAN 1 GRATE EACH
1000	689	RAMP SET	222+10.49	65.92' RT		731.08		1	--	--	--	--	--	--	--	--	--	--	--	--	--
	691	RAMP SET	222+42.35	48.14' RT		730.47		--	--	1	--	--	--	--	--	--	--	--	--	--	--
	692	RAMP SET	223+05.53	41.07' RT	741.42	730.35	10.20	--	--	--	--	--	1	--	--	--	--	--	1	--	--
	693	RAMP SET	224+05.39	45.62' RT		730.16		--	--	1	--	--	--	--	--	--	--	--	--	--	--
	695	RAMP SET	222+40.74	56.05' RT		730.47		--	--	1	--	--	--	--	--	--	--	--	--	--	--
	696	RAMP SET	223+01.18	49.41' RT	744.63	730.36	13.40	--	--	--	--	--	1	--	--	--	--	--	1	--	--
	697	RAMP SET	224+04.75	53.45' RT		730.16		--	--	1	--	--	--	--	--	--	--	--	--	--	--
	703	RAMP SET	223+27.64	40.46' LT		731.00		--	--	--	--	1	--	--	--	--	--	--	--	--	--
	705	RAMP SET	224+14.82	1.49' LT	737.10	730.40	5.73	--	--	--	--	--	--	1	--	--	--	1	--	--	--
	707	RAMP SET	224+42.90	37.19' RT		730.11		--	--	--	--	1	--	--	--	--	--	--	--	--	--
	715	FRENCH ROAD	114+72.09	87.45' LT		731.15		--	--	--	1	--	--	--	--	--	--	--	--	--	--
	717	FRENCH ROAD	114+71.37	87.37' RT		731.00		--	--	--	1	--	--	--	--	--	--	--	--	--	--
	1872	I-41 SB	910+06.51	16.98' RT		731.72		--	--	--	--	--	--	--	--	--	--	--	--	--	--
	1874	I-41 SB	910+09.39	14.20' RT	736.17	731.71	3.47	--	--	--	--	--	--	1	--	--	1	--	--	--	--
	1875	I-41 SB	910+84.73	14.01' RT	736.25	731.49	3.77	--	--	--	--	--	--	1	--	--	1	--	--	--	--
	1875A	I-41 SB	910+88.19	16.01' RT		731.47		--	--	--	--	--	--	--	--	--	--	--	--	--	--
	4201	FRENCH ROAD	108+02.48	17.50' LT	749.48	744.36	4.30	--	--	--	--	--	--	--	1	--	--	--	--	1	--
	4202	FRENCH ROAD	108+00.22	41.35' LT		744.12		--	1	--	--	--	--	--	--	--	--	--	--	--	--
	4203	FRENCH ROAD	108+02.45	17.50' RT	749.48	744.36	4.30	--	--	--	--	--	--	--	1	--	--	--	--	1	--
	4204	FRENCH ROAD	108+00.00	39.77' RT		744.14		--	1	--	--	--	--	--	--	--	--	--	--	--	--
	4211	FRENCH ROAD	109+11.46	17.50' LT	753.72	748.61	4.30	--	--	--	--	--	--	--	1	--	--	--	--	1	--
	4212	FRENCH ROAD	109+09.21	41.32' LT		748.37		--	1	--	--	--	--	--	--	--	--	--	--	--	--
	4213	FRENCH ROAD	109+11.45	17.50' RT	753.72	748.61	4.30	--	--	--	--	--	--	--	1	--	--	--	--	1	--
	4214	FRENCH ROAD	109+09.00	39.74' RT		748.38		--	1	--	--	--	--	--	--	--	--	--	--	--	--
	4231	FRENCH ROAD	114+96.09	17.50' LT	757.17	752.05	4.31	--	--	--	--	--	--	--	1	--	--	--	--	1	--
	4233	FRENCH ROAD	114+96.09	17.50' RT	757.17	752.17	4.19	--	--	--	--	--	--	--	1	--	--	--	--	1	--
	4234	FRENCH ROAD	114+96.09	41.82' RT		751.92		--	1	--	--	--	--	--	--	--	--	--	--	--	--
	4241	FRENCH ROAD	115+98.16	17.50' LT	755.53	750.41	4.31	--	--	--	--	--	--	--	1	--	--	--	--	1	--
	4243	FRENCH ROAD	115+98.15	17.50' RT	755.53	750.42	4.31	--	--	--	--	--	--	--	1	--	--	--	--	1	--
	4244	FRENCH ROAD	115+98.16	42.19' RT		750.17		--	1	--	--	--	--	--	--	--	--	--	--	--	--
	4251	FRENCH ROAD	117+48.13	17.50' LT	753.13	748.01	4.31	--	--	--	--	--	--	--	1	--	--	--	--	1	--
	4253	FRENCH ROAD	117+48.19	17.50' RT	753.13	748.01	4.31	--	--	--	--	--	--	--	1	--	--	--	--	1	--
	4254	FRENCH ROAD	117+50.27	40.99' RT		747.78		--	1	--	--	--	--	--	--	--	--	--	--	--	--
	4261	FRENCH ROAD	118+97.27	17.50' LT	749.76	744.64	4.31	--	--	--	--	--	--	--	1	--	--	--	--	1	--
	4263	FRENCH ROAD	118+98.18	17.50' RT	749.74	744.62	4.30	--	--	--	--	--	--	--	1	--	--	--	--	1	--
	4264	FRENCH ROAD	118+99.29	37.63' RT		744.42		--	1	--	--	--	--	--	--	--	--	--	--	--	--
	4271	FRENCH ROAD	120+47.32	18.29' RT	744.88	739.77	4.29	--	--	--	--	--	--	--	1	--	--	--	--	1	--
	4272	FRENCH ROAD	120+47.32	18.79' LT	744.87	735.83	8.23	--	--	--	--	--	--	--	1	--	--	--	--	1	--
	4273	FRENCH ROAD	120+15.93	56.42' LT		735.68		--	1	--	--	--	--	--	--	--	--	--	--	--	--
	4275	FRENCH ROAD	121+35.62	40.21' RT	739.66	737.16	2.67	--	--	--	--	--	--	--	--	1	--	--	--	--	1
	4276	FRENCH ROAD	121+35.62	20.73' LT	742.16	736.10	5.25	--	--	--	--	--	--	--	1	--	--	--	--	1	--
	4281	FRENCH ROAD	122+09.50	20.49' RT	740.26	736.45	3.00	--	--	--	--	--	--	--	1	--	--	--	--	1	--
	4282	FRENCH ROAD	122+09.50	22.36' LT	740.22	736.32	3.09	--	--	--	--	--	--	--	1	--	--	--	--	1	--
	4284	FRENCH ROAD	122+29.49	20.76' RT	739.79	736.80	2.16	--	--	--	--	--	--	--	1	--	--	--	--	1	--
	4285	FRENCH ROAD	122+29.49	22.80' LT	739.75	736.67	2.24	--	--	--	--	--	--	--	1	--	--	--	--	1	--
	4291	FRENCH ROAD	123+78.99	21.26' LT	736.97	733.88	2.26	--	--	--	--	--	--	--	1	--	--	--	--	1	--
	4292	FRENCH ROAD	124+05.29	7.07' LT	737.46	733.43	3.20	--	--	--	--	--	--	--	1	--	--	--	--	1	--
	4293	FRENCH ROAD	123+78.12	18.01' RT	737.05	733.52	2.70	--	--	--	--	--	--	--	1	--	--	--	--	1	--
	4294	FRENCH ROAD	124+05.10	3.60' RT	737.33	733.19	3.28	--	--	--	--	--	--	--	1	--	--	--	--	1	--
	PROJECT 1130-65-81 TOTALS							1	9	4	2	2	2	3	23	1	2	1	2	23	1

REMARKS:

*STATIONS AND OFFSETS ARE TO CENTER OF STRUCTURE

**RIM ELEV IS AT THE INLET COVER FLANGE LOCATION

***FOR STRUCTURES WITH SUMPS, THE INVERT ELEVATION IS THE ELEVATION OF THE SUMP. FOR STRUCTURES WITHOUT SUMPS, THE INVERT ELEVATION IS THE ELEVATION OF THE LOWEST PIPE FLOW LINE

****DEPTH = RIM ELEV - TOP OF STRUCTURE BASE ELEV - COVER HEIGHT - 6-INCH ADJUSTMENT RING HEIGHT

3

STORM SEWER & CULVERT PIPES

CATEGORY	LOCATION	FROM	TO	INLET ELEVATION	DISCHARGE ELEVATION	SLOPE FT/FT	522.0454 CPRC CLASS IV 54-INCH LF	608.0312 SSPRC CLASS III 12-INCH LF	608.0315 SSPRC CLASS III 15-INCH LF	608.0412 SSPRC CLASS IV 12-INCH LF	608.0415 SSPRC CLASS IV 15-INCH LF	608.0424 SSPRC CLASS IV 24-INCH LF	608.0442 SSPRC CLASS IV 42-INCH LF	608.2419 SSPRCHE CLASS HE-IV 19X30-INCH LF
1000	RAMP SET	691	692	730.47	730.35	0.20%	--	--	--	--	--	--	61	--
	RAMP SET	692	693	730.35	730.16	0.20%	--	--	--	--	--	--	96	--
	RAMP SET	695	696	730.47	730.36	0.20%	--	--	--	--	--	--	58	--
	RAMP SET	696	697	730.36	730.16	0.20%	--	--	--	--	--	--	99	--
	RAMP SET	703	705	731.00	730.40	0.62%	--	--	--	--	--	--	--	97
	RAMP SET	705	707	730.40	730.11	0.62%	--	--	--	--	--	--	--	48
	RAMP SET	715	717	731.15	731.00	0.09%	175	--	--	--	--	--	--	--
	I-41 SB	1872	1874	731.72	731.71	0.30%	--	--	--	--	--	4	--	--
	I-41 SB	1874	1875	731.71	731.49	0.30%	--	--	--	--	--	75	--	--
	I-41 SB	1875	1875A	731.49	731.47	0.30%	--	--	--	--	--	4	--	--
	FRENCH ROAD	4201	4202	744.36	744.12	1.00%	--	--	24	--	--	--	--	--
	FRENCH ROAD	4203	4204	744.36	744.14	1.00%	--	--	22	--	--	--	--	--
	FRENCH ROAD	4211	4212	748.61	748.37	1.00%	--	--	24	--	--	--	--	--
	FRENCH ROAD	4213	4214	748.61	748.38	1.00%	--	--	22	--	--	--	--	--
	FRENCH ROAD	4231	4241	752.05	750.41	1.60%	--	--	102	--	--	--	--	--
	FRENCH ROAD	4233	4234	752.17	751.92	1.00%	--	--	24	--	--	--	--	--
	FRENCH ROAD	4241	4251	750.41	748.01	1.60%	--	--	150	--	--	--	--	--
	FRENCH ROAD	4243	4244	750.42	750.17	1.00%	--	--	25	--	--	--	--	--
	FRENCH ROAD	4251	4261	748.01	744.64	2.26%	--	--	149	--	--	--	--	--
	FRENCH ROAD	4253	4254	748.01	747.78	1.00%	--	--	24	--	--	--	--	--
	FRENCH ROAD	4261	4272	744.64	739.75	3.26%	--	--	150	--	--	--	--	--
	FRENCH ROAD	4263	4264	744.62	744.42	1.00%	--	--	20	--	--	--	--	--
	FRENCH ROAD	4271	4272	739.77	739.40	1.00%	--	--	37	--	--	--	--	--
	FRENCH ROAD	4272	4273	735.83	735.68	0.30%	--	--	49	--	--	--	--	--
	FRENCH ROAD	4275	4276	737.16	736.86	0.50%	--	61	--	--	--	--	--	--
	FRENCH ROAD	4276	4272	736.10	735.83	0.30%	--	--	--	--	88	--	--	--
	FRENCH ROAD	4281	4282	736.45	736.32	0.30%	--	--	--	--	43	--	--	--
	FRENCH ROAD	4282	4276	736.32	736.10	0.30%	--	--	--	--	74	--	--	--
	FRENCH ROAD	4284	4281	736.80	736.70	0.50%	--	--	--	20	--	--	--	--
	FRENCH ROAD	4285	4282	736.67	736.57	0.50%	--	--	--	20	--	--	--	--
	FRENCH ROAD	4291	4292	733.88	733.43	1.50%	--	--	--	30	--	--	--	--
	FRENCH ROAD	4292	4294	733.43	733.22	2.00%	--	--	--	11	--	--	--	--
	FRENCH ROAD	4293	4294	733.52	733.21	1.00%	--	--	--	31	--	--	--	--
	PROJECT 1130-65-81 TOTALS						175	61	822	112	205	83	314	145

3

3

ERECTION & REMOVAL OF PERMANENT SIGNING, TYPE I

SIGN NO.	LOCATION	SIGN CODE	638.2101 MOVING SIGNS TYPE I EACH	TYPE/SIZE OF STEEL AND BASES*	531.1100 CONCRETE MASONRY ANC. STR TYPE NS CY*	531.1140 STEEL REINF. HS ANC. STRUCTURES TYPE NS LB*	531.2024 DRILLING SHAFT 24-INCH LF*	635.0200 SIGN SUPPORTS STRUCT. STEEL HIGH-STRENGTH LB*	INFO ONLY - POST LENGTH TO BE VERIFIED BY CONTRACTOR POST NO. 1 LENGTH FT	POST NO. 2 LENGTH FT	POST NO. 3 LENGTH FT	NOTES
100	IH 41 SB, N. FRENCH RD	E4-1A	1	W10X22	2.0	302	17	1,050	17.0	18.5	---	
	PROJECT TOTALS		**1**		**2.0**	**302**	**17**	**1050**				

*THESE QUANTITIES ARE ESTIMATES.
ACTUAL SIZE/NUMBER/LENGTH/WEIGHT OF STEEL SUPPORTS/REINFORCEMENT/CONCRETE BASES
ARE TO BE DETERMINED BY CONTRACTOR, BASED ON SURVEY OF FIELD CONDITIONS, FINAL GRADE AND SIGN LOCATION.
SURVEY REQUIRED FOR DETERMINATION IS THE RESPONSIBILITY OF THE CONTRACTOR, INCIDENTAL TO THE CONTRACT.
FOLLOW SIGN DETAIL A-PLATES - A3-1, A3-2, A3-3, A4-1

FILE NAME : C:\USERS\DSCHARLA\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306581\SHEETS\11306581-033201-MQ-PS.DWG
LAYOUT NAME - 01
PLOT DATE : 7/17/2025 8:44 PM PLOT BY : SCHARLAU, DAVE PLOT NAME : PLOT SCALE : 1" = 1'
WISDOT/CADDS SHEET 42

ERECTION & REMOVAL OF PERMANENT SIGNING, TYPE II

SIGN NO.	LOCATION	SIGN CODE	W X H	637.2210 SIGNS TYPE II REFLECTIVE TYPE H S.F.	637.2230 SIGNS TYPE II REFLECTIVE TYPE F S.F.	634.0814 POSTS TUBULAR STEEL 2X2X14 EACH	634.0616 POSTS WOOD 4x6x16 EACH	634.0618 POSTS WOOD 4x6x18 EACH	638.2102 MOVING SIGNS TYPE II EACH	638.2602 REMOVING SIGNS TYPE II EACH	638.3000 REMOVING SMALL SIGN SUPPORTS EACH	REMARKS
1	FRENCH RD, N. OF IH 41	R2-1	24" X 30"	5.00	---	1	---	---	---	1	1	
2	"	R2-1	24" X 30"	5.00	---	1	---	---	---	1	1	
3	"	W2-6	30" X 30"	---	6.25	1	---	---	---	1	1	
4	"	D1-1	30" X 12"	---	2.50	---	---	---	---	---	---	MOUNT BELOW SIGN 3
5	"	W13-1	18" X 18"	---	2.25	---	---	---	---	---	---	MOUNT BELOW SIGN 4
6	"	R2-1	24" X 30"	5.00	---	1	---	---	---	1	1	
7	IH 41, W. OF FRENCH RD	M1-94	---	---	---	---	2	---	1	---	2	
8	IH 41, E. OF FRENCH RD	M1-94	---	---	---	---	2	---	1	---	2	
9	"	J4-2	---	---	---	---	---	2	1	---	2	
10	FRENCH RD, S. OF IH 41	W3-5	36" X 36"	---	9.00	1	---	---	---	1	1	
11	STH 441 OFF RAMP TO IH 41 N	E5-1B	---	---	---	---	2	---	1	---	2	
12	"	W1-8	---	---	---	---	15	---	15	---	15	
13	FRENCH RD, S. OF IH 41	R3-17	30" X 24"	5.00	---	1	---	---	---	---	---	
14	"	R3-1AP	30" X 12"	2.50	---	---	---	---	---	---	---	MOUNT BELOW SIGN 13
15	"	R3-17	30" X 24"	5.00	---	1	---	---	---	---	---	
16	"	R3-1BP	30" X 12"	2.50	---	---	---	---	---	---	---	MOUNT BELOW SIGN 15
17	FRENCH RD, N. OF IH 41	R3-17	30" X 24"	5.00	---	---	---	---	---	---	---	MOUNT TO BACK OF SIGN 1
18	"	R3-1AP	30" X 12"	2.50	---	---	---	---	---	---	---	MOUNT BELOW SIGN 17
19	"	R3-17	30" X 24"	5.00	---	1	---	---	---	---	---	
20	"	R3-1BP	30" X 12"	2.50	---	---	---	---	---	---	---	MOUNT BELOW SIGN 19
PROJECT TOTALS				**45.00**	**20.00**	**8**	**21**	**2**	**19**	**5**	**28**	

STREET LIGHTS

LIGHT NUMBER		STATION	OFFSET	R/L	654.0106 CONCRETE BASES TYPE 6 EACH	657.0255 TRANSFORMER BASES BREAKAWAY 11 1/2-INCH BOLT CIRCLE EACH	657.0327 POLES TYPE 6 ALUMINUM EACH	657.0710 LUMINAIRE ARMS TRUSS TYPE 4 1/2-INCH CLAMP 12-FT EACH	659.1125 LUMINAIRES UTILITY LED C EACH	655.0610 * ELECTRICAL WIRE LIGHTING 12 AWG LF
ALL ITEMS ARE CATEGORY 1100										
SL	214	107+10 'FN'	37.3'	LT	1	1	1	1	1	150
SL	213	109+90 'FN'	35.0'	LT	1	1	1	1	1	150
SL	212	112+90 'FN'	30.0'	LT	--	1	1	1	1	150
SL	211	115+50 'FN'	37.3'	LT	1	1	1	1	1	150
SL	210	118+30 'FN'	37.3'	LT	1	1	1	1	1	150
SL	209	121+20 'FN'	40.2'	LT	1	1	1	1	1	150
PROJECT TOTAL					**5**	**6**	**6**	**6**	**6**	**900**

*ADDITIONAL QUANTITIES FOUND ELSEWHERE

LIGHTING PULLBOXES

PULLBOX NUMBER	STATION	OFFSET	R/L	652.0700.S INSTALL CONDUIT INTO EXISTING ITEM EACH	653.0164 PULL BOXES NON-CONDUCTIVE 24X42-INCH EACH	653.0900 ADJUSTING PULL BOXES EACH
ALL ITEMS ARE CATEGORY 1100						
PB 206	110+12'FN'	31.9'	LT	--	1	--
PB 205	114+40'FN'	31.8'	LT	--	1	--
EXPB 200	FIELD LOCATE			1	--	1
PROJECT TOTAL				**1**	**2**	**1**

LIGHTING CONDUIT AND WIRE

FROM	-	TO	652.0225 * CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH LF	SPV.0090.1020 TRAY CABLE FOR STREET LIGHTING 6 AWG LF	655.0610 * ELECTRICAL WIRE LIGHTING 12 AWG LF	REMARKS
ALL ITEMS ARE CATEGORY 1100						
EXPB 200		SL 209	400	413	--	--
SL 209	-	SL 210	290	300	--	--
SL 210	-	SL 211	280	290	--	--
SL 211		PB 205	115	128	--	--
PB 205	-	SL 212	15	168	--	CONDUIT IN STRUCTURE
PB 205	-	SL 212	15	--	168	CONDUIT IN STRUCTURE/TRACER WIRE ONLY
SL 212		PB 206	20	293	--	CONDUIT IN STRUCTURE
SL 212		PB 206	20	--	293	CONDUIT IN STRUCTURE/TRACER WIRE ONLY
PB 206	-	SL 213	25	38	--	--
SL 213	-	SL 214	280	290	--	--
SL 214		STUB	15	--	20	TRACER WIRE ONLY
SUBTOTAL			**1475**	**1920**	**481**	
PROJECT TOTAL			**1475**	**1920**	**481**	

* ADDITIONAL QUANTITIES FOUND ELSEWHERE

LIGHTING CONTROL

CABINET NUMBER	STATION	OFFSET	R/L	SPV.0060.1030 MODIFY EXISTING LIGHTING CONTROLS EACH
ALL ITEMS ARE CATEGORY 1100				
EXCB200	FIELD LOCATE			1
PROJECT TOTALS				1

PAVEMENT MARKING

CATEGORY	ROADWAY	STATION	TO	STATION	LOCATION	646.1020 MARKING LINE EPOXY 4-INCH WHITE LF	646.1020 MARKING LINE EPOXY 4-INCH YELLOW LF	646.2020 MARKING LINE EPOXY 6-INCH 3 FT LINE 9 FT SKIP WHITE LF	646.2020 MARKING LINE EPOXY 6-INCH 3 FT LINE 9 FT SKIP WHITE LF	646.2020 MARKING LINE EPOXY 6-INCH 3 FT LINE 9 FT SKIP YELLOW LF	646.4020 MARKING LINE EPOXY 10-INCH 3 FT LINE 9 FT SKIP WHITE LF	646.4020 MARKING LINE EPOXY 10-INCH 3 FT LINE 9 FT SKIP WHITE LF	646.5020 MARKING ARROW EPOXY TYPE 1 WHITE EACH	646.5020 MARKING ARROW EPOXY TYPE 2 WHITE EACH	646.5120 MARKING WORD EPOXY "ONLY" WHITE EACH	646.5220 MARKING SYMBOL EPOXY WHITE EACH	646.6120 MARKING STOP LINE EPOXY 18-INCH WHITE LF	646.6464 COLD WEATHER MARKING EPOXY 4-INCH WHITE LF	646.6464 COLD WEATHER MARKING EPOXY 4-INCH 3 FT LINE 9 FT SKIP WHITE LF	646.6464 COLD WEATHER MARKING EPOXY 4-INCH 3 FT LINE 9 FT SKIP YELLOW LF	646.6468 COLD WEATHER MARKING EPOXY 8-INCH WHITE LF	646.7120 MARKING DIAGONAL EPOXY 12-INCH YELLOW LF	646.8105 MARKING CURB PAINT YELLOW LF	646.8205 MARKING ISLAND NOSE PAINT YELLOW EACH
1000																								
STAGE 1B																								
	SET	216+75	-	223+75	RT	--	--	690	--	700	--	--	--	--	--	--	--	--	--	--	--	--	--	--
	HOLLAND RD				LT/RT	--	--	--	--	--	--	--	4	4	2	4	35	731	26	590	150	--	--	--
STAGE 1B SUBTOTAL						**--**	**--**	**690**	**--**	**700**	**--**	**--**	**4**	**4**	**2**	**4**	**35**	**731**	**26**	**590**	**150**	**--**	**--**	**--**
STAGE 2																								
	SET	209+00	-	216+75	RT	--	--	769	--	739	--	--	--	--	--	--	--	--	--	--	--	--	--	--
	SET	223+75	-	240+11	RT	--	--	2,120	120	255	--	--	--	--	--	--	--	--	--	--	--	--	--	--
STAGE 2 SUBTOTAL						**--**	**--**	**2,889**	**120**	**994**	**--**	**--**	**--**	**--**	**--**	**--**	**--**	**--**	**--**	**--**	**--**	**--**	**--**	**--**
STAGE 3																								
	FN	106+00	-	124+03	LT/RT	3,606	4,405	--	--	--	--	--	17	--	--	17	--	--	--	--	--	157	10	1
	STH 441				RT	--	--	844	--	--	499	345	--	--	--	--	--	--	--	--	--	--	--	--
STAGE 3 SUBTOTAL						**3,606**	**4,405**	**844**	**--**	**--**	**499**	**345**	**17**	**--**	**--**	**17**	**--**	**--**	**--**	**--**	**--**	**157**	**10**	**1**
PROJECT 1130-65-81 TOTAL						**8,011**		**6,237**			**844**		**21**	**4**	**2**	**21**	**35**	**1,321**			**150**	**157**	**10**	**1**

3

CONCRETE BARRIER TEMPORARY PRECAST ITEMS

CATEGORY	ROADWAY	STATION	TO	STATION	OFFSET	LOCATION	603.8000 CONCRETE BARRIER TEMPORARY PRECAST DELIVERED LF	603.8125 CONCRETE BARRIER TEMPORARY PRECAST INSTALLED LF	603.8500 ANCHORING CONCRETE BARRIER TEMPORARY PRECAST* LF
1000									
STAGE 1A	**IH 41**	903'NB'+88	-	915'NB'+32	LT	IH 41 NB	1,144	1,144	663
		906'NB'+88	-	911'NB'+20	RT		432	432	--
		905'SB'+74	-	916'SB'+90	RT	IH 41 SB	1,116	1,116	663
		909'SB'+55	-	913'SB'+95	LT		440	440	--
	RAMP SE	214'SET'+15	-	224'SET'+72	RT	RAMP SE	1,078	1,078	1,078
		220'SET'+62	-	224'SET'+72	LT		425	425	--
STAGE 1 SUBTOTAL							4,635	4,635	2,404
STAGE 3	**RAMP SE**	219'SET'+87	-	224'SET'+60	RT	RAMP SE	465	465	--
		220'SET'+47	-	224'SET'+60	LT		414	414	414
STAGE 3 SUBTOTAL							879	879	414
PROJECT 1130-65-81 TOTAL							**5,514**	**5,514**	**2,818**

ENERGENCY RESPONSE TO TRAFFIC ITEMS

CATEGORY		SPV.0060.0165 EMERGENCY RESPONSE TO TRAFFIC INVOLVING CONCRETE BARRIER TEMPORARY EA	SPV.0060.0170 EMERGENCY RESPONSE TO TRAFFIC INVOLVING CRASH CUSHION TEMPORARY EA
1000			
STAGE 1	**1130-65-81**	4	4
STAGE 2	**1130-65-81**	2	2
STAGE 3	**1130-65-81**	6	6
PROJECT 1130-65-81 TOTAL		**12**	**12**

3

CRASH CUSHIONS TEMPORARY

					614.0905						
					CRASH CUSHIONS TEMPORARY	BACK WIDTH	OBJECT MARKING PATTERN	CRASH TEST LEVEL	TRAFFIC DIRECTION	TRAFFIC LOCATION	CRASH CUSHION SHIELDS
CATEGORY	ROADWAY	STATION	OFFSET	LOCATION	EA	FT					
1000											
STAGE 1A	**IH 41**	903'NB'+88	4.6' LT	IH 41 NB	1	2	OM-3L (WO5-58L)	TL-3	UNIDIRECTIONAL	LT	TEMPORARY CONCRETE BARRIER ON SHOULDER
		906'NB'+88	25.2' RT		1	2	OM-3R (WO5-58R)	TL-3	UNDIRECTIIONAL	RT	TEMPORARY CONCRETE BARRIER ON SHOULDER
		913'SB'+95	29.0' LT	IH 41 SB	1	2	OM-3L (WO5-58L)	TL-3	UNIDIRECTIONAL	LT	TEMPORARY CONCRETE BARRIER ON SHOULDER
		916'SB'+90	0.6' RT		1	2	OM-3R (WO5-58R)	TL-3	UNIDIRECTIONAL	RT	TEMPORARY CONCRETE BARRIER ON SHOULDER
	RAMP SE	214'SET'+15	2.47' RT		1	2	OM-3R (WO5-58R)	TL-3	UNIDIRECTIONAL	RT	TEMPORARY CONCRETE BARRIER ON SHOULDER
		220'SET'+62	46.2' LT		1	2	OM-3L (WO5-58L)	TL-3	UNDIRECTIIONAL	LT	TEMPORARY CONCRETE BARRIER ON SHOULDER
STAGE 1 SUBTOTAL					6						
STAGE 3	**RAMP SE**	219'SET'+87	19.0' RT		1	2	OM-3R (WO5-58R)	TL-3	UNIDIRECTIONAL	RT	TEMPORARY CONCRETE BARRIER ON SHOULDER
		220'SET'+47	4.0' LT		1	2	OM-3L (WO5-58L)	TL-3	UNDIRECTIIONAL	LT	TEMPORARY CONCRETE BARRIER ON SHOULDER
STAGE 3 SUBTOTAL					2						
PROJECT 1130-65-81 TOTAL					**8**						

TRAFFIC CONTROL ITEMS

CATEGORY	ROADWAY	LOCATION	APPROX. SERVICE PERIOD	643.0300 TRAFFIC CONTROL DRUMS		643.0420 TRAFFIC CONTROL BARRICADES TYPE III		643.0705 TRAFFIC CONTROL WARNING LIGHTS TYPE A		643.0715 TRAFFIC CONTROL WARNING LIGHTS TYPE C		643.0810 TRAFFIC CONTROL CONNECTED ARROW BOARDS		643.0900 * TRAFFIC CONTROL SIGNS		643.1050 TRAFFIC CONTROL SIGNS PCMS	643.1220 TRAFFIC CONTROL CONNECTED WORK ZONE START AND END LOCATION MARKERS		NOTES
			DAYS	NO.	DAY	NO.	DAY	NO.	DAY	NO.	DAY	NO.	DAY	NO.	DAY	DAY	NO.	DAY	
1000																			
STAGE 1A	**IH 41**	NB FULL FREEWAY CLOSURE	9	196	1,764	21	189	42	378	42	378	1	9	24	216	23	1	9	CLOSURE OF IH 41 NB
		SB FULL FREEWAY CLOSURE	9	91	819	8	72	16	144	42	378	1	9	12	108	23	1	9	CLOSURE OF IH 41 SB
	STH 441	NB	9	48	432	6	54	12	108	--	--	--	--	12	108	14	--	--	CLOSURE OF RAMP SE
	RAMP SE		9	--	--	--	--	--	--	--	--	--	--	--	--	7	--	--	
	FRENCH RD	NB/SB	9	12	110	20	180	40	360	--	--	--	--	19	171	28	--	--	DRIVEWAY ACCESS STAGE A
	CTH OO	WB	9	25	225	13	117	26	234	--	--	--	--	23	207	7	--	--	CLOSURE OF THE STH 441 NB ON RAMP
	CTH N	SB	9	33	297	12	108	24	216	--	--	--	--	22	198	7	--	--	CLOSURE OF THE IH 41 SB ON RAMP
	CTH E	IH 41 NB ON-RAMP	9	42	378	12	108	24	216	--	--	--	--	13	117	7	--	--	CLOSURE OF IH 41 NB ON RAMP
STAGE 1B	**IH 41**	NB	65	40	2,600	--	--	--	--	--	--	2	130	15	975	--	1	65	
		SB	65	44	2,860	--	--	--	--	--	--	2	130	14	910	--	1	65	
		NB OFF-PEAK**	10	71	710	3	30	6	60	19	190	2	20	34	340	--	1	--	
		SB OFF-PEAK**	10	34	340	--	--	--	--	--	--	2	20	14	140	--	1	--	
	STH 441	NB	65	26	1,690	--	--	--	--	--	--	1	65	12	780	--	1	--	
		NB OFF-PEAK***	13	97	1,261	8	104	16	208	31	403	1	13	36	468	--	1	--	CLOSURE OF RAMP SE
	RAMP SE		65	33	2,145	--	--	--	--	--	--	--	--	--	--	7	--	--	
	FRENCH RD	NB/SB	65	12	796	20	1,300	40	2,600	--	--	--	--	19	1,235	--	--	--	DRIVEWAY ACCESS STAGE A
	STAGE 1 SUBTOTAL				16,427		2,262		4,524		1,349		396		5,973	123		148	
STAGE 2	**IH 41**	NB	47	64	3,008	--	--	--	--	--	--	2	94	14	658	--	1	47	
		SB	47	43	2,021	--	--	--	--	--	--	2	94	14	658	--	1	47	
		NB OFF-PEAK	47	81	3,807	3	141	6	282	19	893	2	94	34	1,598	--	1	47	
		SB OFF-PEAK	47	43	2,021	--	--	--	--	--	--	2	94	14	658	--	1	47	
	STH 441	NB	47	84	3,948	5	235	10	470	18	846	--	--	17	799	47	--	--	
		NB OFF-PEAK	47	97	4,559	8	376	16	752	31	1,457	1	47	36	1,692	47	1	47	
	RAMP SE		47	--	--	--	--	--	--	--	--	--	--	--	--	7	--	--	
	FRENCH RD	NB/SB	47	12	575	20	940	40	1,880	--	--	--	--	19	893	--	--	--	DRIVEWAY ACCESS STAGE A
	STAGE 2 SUBTOTAL				19,939		1,692		3,384		3,196		423		6,956	101		235	
STAGE 3	**IH 41**	NB	63	46	2,898	--	--	--	--	--	--	2	126	15	945	--	1	63	
		SB	63	39	2,457	--	--	--	--	--	--	2	126	14	882	--	1	63	
		NB OFF-PEAK**	5	63	315	3	15	6	30	19	95	2	10	32	160	--	1	5	
		SB OFF-PEAK**	5	68	340	3	15	6	30	20	100	2	10	31	155	--	1	5	
		NB FULL FREEWAY CLOSURE	8	196	1,568	21	168	42	336	42	336	1	8	24	192	15	1	8	CLOSURE OF IH 41 NB
		SB FULL FREEWAY CLOSURE	8	91	728	8	64	16	128	42	336	1	8	12	96	15	1	8	CLOSURE OF IH 41 SB
	STH 441	NB	13	53	689	6	78	12	156	--	--	--	--	10	130	--	--	--	CLOSURE OF RAMP SE
	RAMP SE		63	18	1,154	--	--	--	--	--	--	--	--	20	1,260	7	--	--	
	FRENCH RD	NB/SB	63	14	869	24	1,512	48	3,024	--	--	--	--	19	1,197	--	--	--	DRIVEWAY ACCESS STAGE B
			14	12	168	19	266	38	532	--	--	--	--	19	266	--	--	--	DRIVEWAY ACCESS STAGE C
	CTH OO	WB	5	25	125	13	65	26	130	--	--	--	--	23	115	7	--	--	CLOSURE OF THE STH 441 NB ON RAMP
	CTH N	SB	5	33	165	12	60	24	120	--	--	--	--	22	110	7	--	--	CLOSURE OF THE IH 41 SB ON RAMP
	CTH E	IH 41 NB ON-RAMP	8	42	336	12	96	24	192	--	--	--	--	13	104	7	--	--	CLOSURE OF THE IH 41 NB ON RAMP
	STAGE 3 SUBTOTAL				11,813		2,339		4,678		867		288		5,612	58		152	
UNDISTRIBUTED					4,820		630		1,260		550		120		1,860	--		--	
	PROJECT 1130-65-81 TOTAL				**52,999**		**6,923**		**13,846**		**5,962**		**1,227**		**20,401**	**282**		**535**	

*ADDITIONAL QUANTITIES SHOWN ELSEWHERE
**NIGHTTIME LANE CLOSURE ON NB & SB FOR DELIVERIES
***NIGHTTIME LANE CLOSURE ON RAMP SE FOR DELIVERIES

3

COVERING SIGNS ITEMS

CATEGORY	ROADWAY	LOCATION	643.0910 TRAFFIC CONTROL COVERING SIGNS TYPE I EA	NO. OF CYCLES	NO. OF SIGNS
1000					
STAGE 1	**IH 41**	NB	1	1	1
	FRENCH RD	SB	1	1	1
STAGE 1 SUBTOTAL			2		
STAGE 2	**STH 441**	NB	7	1	7
STAGE 2 SUBTOTAL			7		
PROJECT 1130-65-81 TOTAL			**9**		

FIXED MESSAGE SIGNS

CATEGORY	ROADWAY	LOCATION	643.1000 TRAFFIC CONTROL SIGNS FIXED MESSAGE SF	NOTES
1000				
STAGE 1	**CTH OO**	EB	49.5	FRENCH RD CLOSED, FOLLOW DETOUR
	CTH OO	WB	49.5	FRENCH RD CLOSED, FOLLOW DETOUR
	FRENCH RD DETOUR	-	87.5	"FRENCH RD"
STAGE 1 SUBTOTAL			186.5	
STAGE 2	**STH 441**	NB	7	"SOUTH"
	CTH OO	EB	7	"SOUTH"
		WB	7	"SOUTH"
STAGE 2 SUBTOTAL			21	
PROJECT 1130-65-81 TOTAL			**207.5**	

TEMPORARY PEDESTRIAN ITEMS

CATEGORY	ROADWAY	APPROX. SERVICE PERIOD DAYS	644.1810 TEMPORARY PEDESTRIAN BARRICADE LF
1000			
STAGE 1 - 3	**FRENCH RD**	VARIES	60
STAGE 1-3 SUBTOTAL			60
PROJECT 1130-65-81 TOTAL			**60**

TEMPORARY PAVEMENT MARKING ITEMS

CATEGORY	ROADWAY	LOCATION	643.3180 TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH WHITE LF	643.3180 TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH YELLOW LF	646.9002 MARKING REMOVAL LINE 6-INCH LF	NOTES
1000						
STAGE 1-3	**FRENCH RD**	DRIVEWAY ACCESS STAGE A	52	26	--	
STAGE 1-3	**FRENCH RD**	DRIVEWAY ACCESS STAGE B	53	23	--	
STAGE 1 SUBTOTAL			105	49	--	
STAGE 2	**STH 441**	NB	325	--	222	REMOVING PAVEMENT MARKING 3' LINE, 9' GAP
STAGE 2 SUBTOTAL			325	--	222	
PROJECT 1130-65-81 TOTAL			**479**		**222**	

3

TRAFFIC CONTROL SUMMARY

CATEGORY	DETOUR	LOCATION	STAGE DURATION DAYS	* 643.0900 TRAFFIC CONTROL SIGNS EACH	* 643.0900 TRAFFIC CONTROL SIGNS DAY
1000					
STAGE 1A	**IH 41**	IH 41	8	47	376
		STH 441	8	30	240
		CTH OO	8	42	336
		CTH N	8	27	216
	IH 41 SB TO STH 441 SB	IH 41	8	24	192
		CTH OO	8	12	96
		CTH N	8	20	160
	STH 441 NB TO IH 41 NB	IH 41	8	32	256
		STH 441	8	38	304
		CTH OO	8	28	224
		CTH N	8	7	56
	FRENCH RD	FRENCH RD	8	10	80
		CTH OO	8	16	128
		HOLLAND RD	8	17	136
		E EVERGREEN DR	8	18	144
STAGE 1B	**FRENCH RD**	FRENCH RD	30	10	300
		CTH OO	30	16	480
		HOLLAND RD	30	17	510
		E EVERGREEN DR	30	18	540
STAGE 1 SUBTOTAL					**4,774**
STAGE 2	**STH 441 NB TO IH 41 NB**	IH 41	15	32	480
		STH 441	15	38	570
		CTH OO	15	28	420
		CTH N	15	7	105
	FRENCH RD	FRENCH RD	47	10	470
		CTH OO	47	16	752
		HOLLAND RD	47	17	799
		E EVERGREEN DR	47	18	846
STAGE 2 SUBTOTAL					**4,442**
STAGE 3	**IH 41**	IH 41	13	47	611
		STH 441	13	30	390
		CTH OO	13	42	546
		CTH N	13	27	351
	IH 41 SB TO STH 441 SB	IH 41	13	24	312
		CTH OO	13	12	156
		CTH N	13	20	260
	FRENCH RD	FRENCH RD	88	10	880
		CTH OO	88	16	1,408
		HOLLAND RD	88	17	1,496
		E EVERGREEN DR	88	18	1,584
STAGE 3 SUBTOTAL					**7,994**
		PROJECT 1130-65-81 TOTAL			**17,210**

*ADDITIONAL QUANTITIES SHOWN ELSEWHERE

FILE NAME : C:\USERS\SZONGOLO\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306581\SHEETS\11306581-037001-MQ-DT.DWG
LAYOUT NAME - 01
PLOT DATE : 9/16/2025 3:03 PM PLOT BY : BROZOVICH, SARA PLOT NAME : PLOT SCALE : 1" = 1'
WISDOT/CADDS SHEET 42

TRANSPORTATION PROJECT PLAT NO: 1130-63-21 - 4.22 AMENDMENT NO. 1

AMENDS PARCEL NUMBER 217 OF TRANSPORTATION PROJECT PLAT NO. 1130-63-21 - 4.22, RECORDED AS DOCUMENT 2317972.

THAT PART OF LOT 1 OF CERTIFIED SURVEY MAP 3398, BEING IN AND INCLUDING PART OF THE SOUTHEAST 1/4 OF THE NORTHEAST 1/4 AND THAT PART OF OUTLOT 1, NORTHEAST BUSINESS PARK PARK NO. 1, BEING IN PART OF THE NORTHEAST 1/4 OF THE NORTHEAST 1/4, ALL IN SECTION 18, TOWNSHIP 21 NORTH, RANGE 18 EAST, CITY OF APPLETON, OUTAGAMIE COUNTY, WISCONSIN.

RELOCATION ORDER IH-41 APPLETON-DE PERE STH 96 - CTH F OUTAGAMIE & BROWN COUNTIES

TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION DEEMS IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN LANDS FOR THE ABOVE PROJECT.

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 84.02 (3), 84.09, AND 84.30, WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION HEREBY ORDERS THAT:

1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE STATE OF WISCONSIN, PURSUANT TO THE PROVISIONS OF SECTION 84.09 (1) OR (2), WISCONSIN STATUTES.

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Y=576803.710
X=841351.490

GN

SCALE, FEET
0 100 200

Document #: 2321737
Date: 09-09-2024 Time: 9:13 AM
Pages: 1 Fee: $25.00
County: OUTAGAMIE COUNTY State: WI
SARAH R. VAN CAMP, REGISTER OF DEEDS
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WisDOT - NE Region - Green Bay - PO#39500-000003

229

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER: 1130-63-21 - 4.22
AMENDMENT NO: 1

FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, RECORDED IN THE OFFICE OF THE REGISTER OF DEEDS IN OUTAGAMIE COUNTY AS SHEET 2 OF 2 OF DOCUMENT #2288266.

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COORDINATE REFERENCE SYSTEM COORDINATES (WISCRS), OUTAGAMIE COUNTY, NAD83 (2011) IN US SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

ALL NEW RIGHT-OF-WAY MONUMENTS WILL BE TYPE 2 (TYPICALLY 1" X 24" IRON PIPES), UNLESS OTHERWISE NOTED, AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

FOUND IRON PINS ARE 1" PIPE W/CAP, UNLESS OTHERWISE NOTED.

EXISTING ACCESS CONTROL FOR IH-41 ESTABLISHED FROM PREVIOUS PROJECTS 4685-02-00, T O3-2(28), CSM 3398, AND NORTHEAST BUSINESS PARK NO. 1.

EXISTING ACCESS CONTROL FOR STH 441 ESTABLISHED FROM PREVIOUS PROJECTS 4685-02-00 AND 4685-02-40.

EXISTING ACCESS CONTROL FOR N FRENCH RD ESTABLISHED FROM NORTHEAST BUSINESS PARK NO. 1.

EXISTING RIGHT-OF-WAY FOR IH-41 ESTABLISHED FROM PREVIOUS PROJECTS 1517-07-00, 4685-02-40, 4685-02-00, T O3-2(28), AND NORTHEAST BUSINESS PARK NO. 1.

EXISTING RIGHT-OF-WAY FOR STH-441 ESTABLISHED FROM PREVIOUS PROJECTS 1517-07-00, 4685-02-40, 4685-02-00, CSM 3398, AND NORTHEAST BUSINESS PARK NO. 1.

EXISTING RIGHT-OF-WAY FOR N FRENCH RD ESTABLISHED FROM PREVIOUS PROJECTS 4685-02-00, T O3-2(28), AND NORTHEAST BUSINESS PARK NO. 1.

FOR THE CURRENT ACCESS/DRIVEWAY INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN GREEN BAY.

IH-41 IN OUTAGAMIE & BROWN COUNTIES WAS DESIGNATED AS A FREEWAY UNDER SECTION 84.295 OF WISCONSIN STATUTES BY THE HIGHWAY COMMISSION ON 6/8/1972.

R/W STATION & OFFSET TABLE		
POINT	STATION	OFFSET
2030	897+19.32	288.85' RT
2100	618+04.46'NB'	0.00' RT
2200	910+32.57	196.15' LT
2218	910+68.98	1289.52' RT
2219	910+35.98	1289.82' RT
2220	910+33.98	1289.84' RT
2221	910+31.21	1176.72' RT
2222	910+21.31	976.89' RT
2223	909+76.42	777.93' RT
2224	909+42.94	328.62' RT
2225	908+95.10	329.80' RT
2226	907+72.26	445.25' RT
2227	905+88.59	752.81' RT
2228	618+06.74'NB'	154.94' RT

R/W STATION & OFFSET TABLE		
POINT	STATION	OFFSET
2229	618+01.30'NB'	215.35' LT
2230	901+43.00	900.52' RT
2231	900+39.25	600.11' RT
2232	897+86.86	332.96' RT
2233	897+11.79	0.00' RT
2234	896+89.80	844.55' LT
2235	898+10.85	905.86' LT
2236	901+97.85	915.10' LT
2237	904+85.13	646.31' LT
2239	905+63.42	105.00' LT
2241	907+67.02	105.00' LT
2248	909+00.68	184.29' LT
2249	910+37.38	0.00' RT

TLE STATION & OFFSET TABLE		
POINT	STATION	OFFSET
T2260	909+29.62	328.95' RT
T2261	909+49.29	413.86' RT
T2262	906+46.86	655.23' RT
T2263	905+79.52	837.69' RT

PLE STATION & OFFSET TABLE		
POINT	STATION	OFFSET
P2238	905+53.22	175.49' LT
P2240	906+65.32	105.00' LT
P2244	905+83.22	175.44' LT
P2245	905+84.00	135.44' LT
P2246	906+25.32	130.00' LT
P2247	906+65.32	130.00' LT

TAX PARCEL ID: 311651000
OUTLOT 1
NORTHEAST BUSINESS PARK NO 1
DOC 1224229

TAX PARCEL ID: 311672305

LOT 1
CSM 3398
V18 CSM P3398
DOC 1310395
TAX PARCEL ID: 311672300

LOT 2
CSM 3398
V18 CSM P3398
DOC 1310395
TAX PARCEL ID: 311672304

FOUND ALUMINUM MONUMENT
Y=574155.024
X=838755.193

FOUND RAILROAD SPIKE
Y=574165.411
X=841401.848

STA 903+82.64 R/L IH-41 =
STA 631+00.49'NB' R/L STH 441
Y=575,458.627
X=840,722.500

SEC. COR. PNT 2218 TO SEC. COR. S89°46'31"W, 2646.68'
PNT 2229 TO SEC. COR. S89°46'31"W, 1737.99'
PNT 2220 TO PNT 2228 S89°46'31"W, 503.35'
SEC. COR. TO SEC. COR. PNT 2218 S1°05'37"E, 2638.78'
SEC. COR. TO PNT 2200 S1°05'37"E, 1152.67'

DETAIL A

COURSE TABLE		
COURSE	BEARING	DISTANCE
2200-2249	S01° 05' 37"E	196.21'
2249-2218(SEC)	S01° 05' 37"E	1289.90'
2218(SEC)-2219	S89° 46' 31"W	33.00'
2219-2220	S89° 46' 31"W	2.00'
2220-2221	N01° 05' 37"W	113.15'
2221-2222	N02° 31' 32"W	200.08'
2222-2223	N12° 24' 12"W	203.96'
2223-2224	N03° 57' 02"W	450.55'
2224-2225	S88° 54' 18"W	47.86'
2225-2226	S47° 05' 04"W	168.58'
2226-2227	S31° 09' 23"W	358.22'
2227-2228	S06° 24' 50"W	544.83'
2228-2100	S89° 46' 31"W	154.96'
2100-2229	S89° 46' 31"W	215.38'
2229-2230	N02° 11' 14"W	397.87'
2230-2231	N18° 44' 32"W	317.82'
2231-2232	N43° 03' 48"W	367.52'
2232-2030	N56° 32' 28"W	80.67'
2030-2233	N01° 10' 53"W	288.95'
2233-2234	N01° 10' 53"W	844.84'
2234-2235	N63° 27' 06"E	135.69'
2235-2236	N88° 56' 30"E	387.11'
2236-2237	S46° 35' 37"E	393.42'
2237-2239	S07° 55' 07"E	546.94'
2239-2241	S89° 41' 22"E	203.60'
2241-2248	N59° 37' 58"E	155.41'
2248-2200	N85° 10' 26"E	132.42'

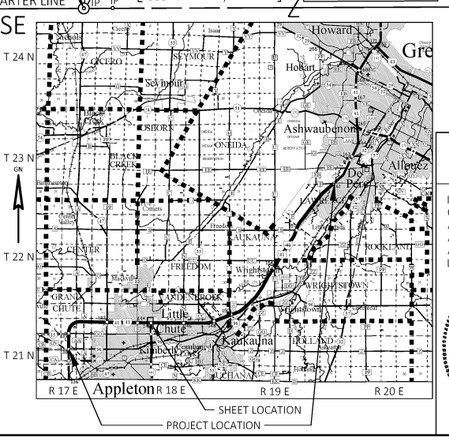
PLE COURSE TABLE		
COURSE	BEARING	DISTANCE
2237-P2238	S07° 55' 07"E	475.71'
P2238-P2244	S89° 35' 16"E	30.00'
P2244-P2245	S00° 48' 56"E	40.01'
P2245-P2246	S82° 11' 17"E	41.67'
P2246-P2247	S89° 41' 22"E	40.00'
P2247-P2240	S00° 18' 38"W	25.00'
P2240-2239	N89° 41' 22"W	101.90'
2239-P2238	N07° 55' 07"W	71.23'
P2240-2241	S89° 41' 22"E	101.70'

SCHEDULE OF LANDS & INTERESTS REQUIRED

PARCEL NUMBER	OWNER (S)	INTEREST(S) REQUIRED	FEE R/W S.F., REQUIRED			PLE S.F.	TLE S.F.
			NEW	EXISTING	TOTAL		
206	ATI LADISH LLC	FEE	935	0	935	0	0
216	APPLETON NORTHEAST STORAGE II LLC	FEE, TLE	3075	0	3075	0	2599
217	CITY OF APPLETON	PLE	0	0	0	3939	0

OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE WISCONSIN DEPARTMENT OF TRANSPORTATION.

ALL AREAS SHOWN IN SQUARE FEET UNLESS OTHERWISE NOTED. THE PURPOSE FOR ALL TLE'S IS GRADING UNLESS OTHERWISE NOTED.



JE ENGINEERING, INC
Consultant Services

I, JAMES R. CAPPEART, PROFESSIONAL LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF DEPARTMENT OF TRANSPORTATION, I HAVE SURVEYED AND MAPPED THIS TRANSPORTATION PROJECT PLAT 1130-63-21 - 4.22 AMENDMENT NO. 1 AND SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

WISCONSIN
James R. Cappeart S-3044 Green Bay Wis.
LAND SURVEYOR

SIGNATURE: James Cappeart DATE: 9/9/2024
PRINT NAME: JAMES CAPPEART
REGISTRATION NUMBER: S-3044

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION

SIGNATURE: Mark Krause DATE: 9/9/2024
PRINT NAME: MARK KRAUSE

1130-63-21 - 4.22 AMEND NO. 1
1130-65-70
PLOT SCALE : 1IN:100 FT
PLOT NAME :
PLOT BY : RYAN MALUEG
PLOT DATE : 9/9/2024 5:41 AM
FILE NAME : C:\USERS\RYANMA\DCVACCDOCS\WISDOT\113006301\PROJECT FILES\DSGN\BASESHARED\RW\DWG\PLAT SHEETS\040122-RPA1.DWG
APPRAISAL PLAT DATE : 9/9/2024

TRANSPORTATION PROJECT PLAT NO: 1130-63-21 - 4.23 AMENDMENT NO. 2

AMENDS PARCEL 220 OF TRANSPORTATION PROJECT PLAT NO. 1130-63-21 - 4.23 AMENDMENT NO. 1, RECORDED AS DOCUMENT NUMBER 2298384 AND AMENDS PARCELS 221, 222, 223, 224, AND REMOVES UTILITY NUMBER 506 OF TRANSPORTATION PROJECT PLAT NO. 1130-63-21 - 4.23, RECORDED AS DOCUMENT 2293698.

THAT PART OF LOT 1 OF CERTIFIED SURVEY MAP 6442, AND THAT PART OF LOT 1 OF CERTIFIED SURVEY MAP 5440, AND THAT PART OF LOT 1 OF CERTIFIED SURVEY MAP 7682, AND THAT PART OF LOT 1 OF CERTIFIED SURVEY MAP 8335, BEING IN PART OF THE NORTHEAST 1/4 OF THE NORTHWEST 1/4 AND THAT PART OF LOT 1 OF CERTIFIED SURVEY MAP 8335 AND THAT PART OF LOT 1 CERTIFIED SURVEY MAP 8269, BEING IN PART OF THE NORTHWEST 1/4 OF THE NORTHEAST 1/4 AND INCLUDING THAT PART OF THE SOUTHWEST 1/4 OF THE NORTHEAST 1/4 AND THAT PART OF THE SOUTHEAST 1/4 OF THE NORTHWEST 1/4, ALL IN SECTION 17, TOWNSHIP 21 NORTH, RANGE 18 EAST, VILLAGE OF LITTLE CHUTE, OUTAGAMIE COUNTY, WISCONSIN.

RELOCATION ORDER IH-41 APPLETON-DE PERE STH 96 - CTH F OUTAGAMIE & BROWN COUNTIES

TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION DEEMS IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN LANDS FOR THE ABOVE PROJECT.

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 84.02 (3), 84.09, AND 84.30, WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION HEREBY ORDERS THAT:
1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE STATE OF WISCONSIN, PURSUANT TO THE PROVISIONS OF SECTION 84.09 (1) OR (2), WISCONSIN STATUTES.

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COORDINATE REFERENCE SYSTEM COORDINATES (WISCRS), OUTAGAMIE COUNTY, NAD83 (2011) IN US SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

ALL NEW RIGHT-OF-WAY MONUMENTS WILL BE TYPE 2 (TYPICALLY 1" X 24" IRON PIPES), UNLESS OTHERWISE NOTED, AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

FOUND IRON PINS ARE 3/4" IRON RODS, UNLESS OTHERWISE NOTED.

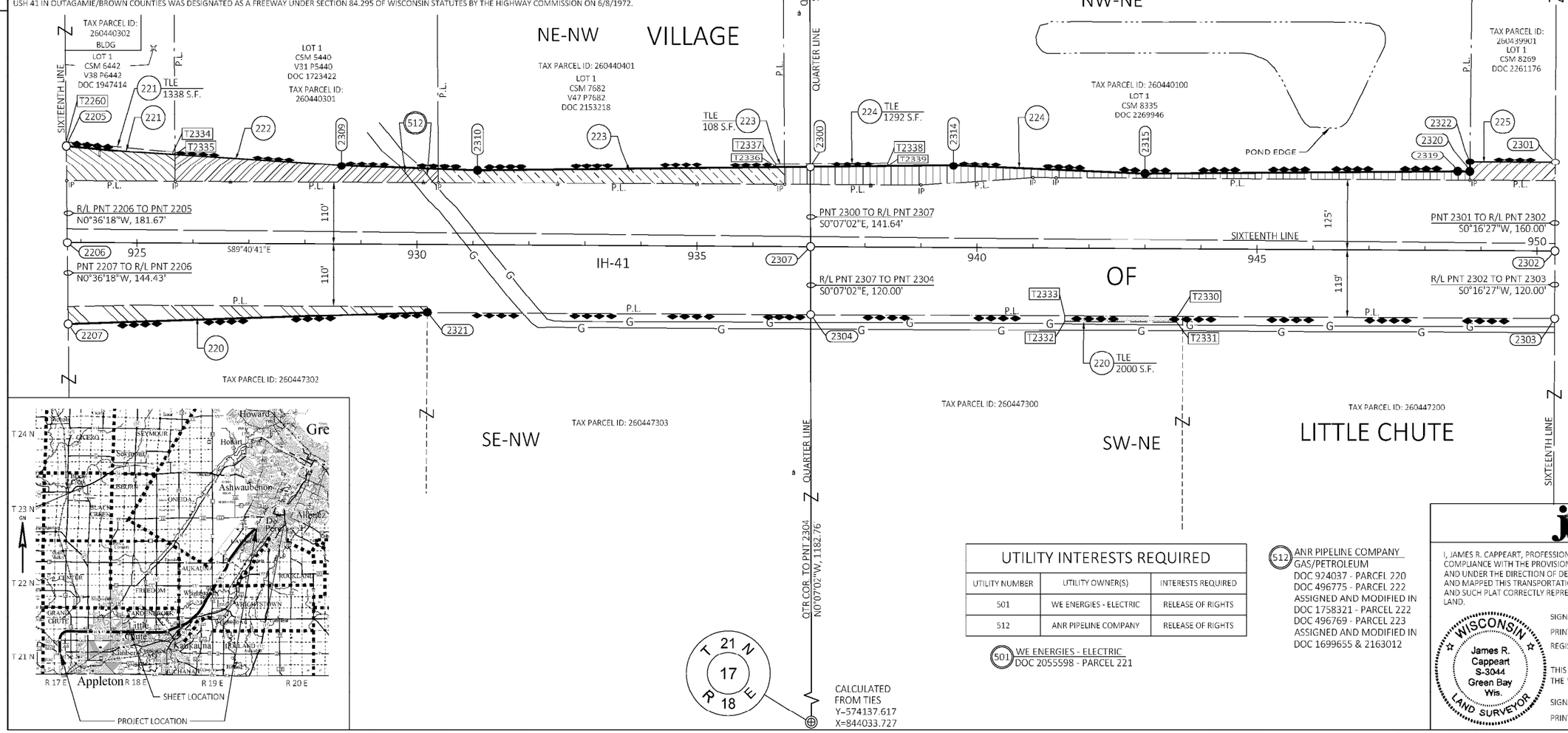
EXISTING ACCESS CONTROL FOR IH-41 ESTABLISHED FROM PREVIOUS PROJECTS T03-2(28), 1123-01-21, CSM 5440, AND CSM 6442.

EXISTING RIGHT-OF-WAY FOR IH-41 ESTABLISHED FROM PREVIOUS PROJECTS T03-2(28), 1130-42-00, 1123-01-21, CSM 5440, CSM 6442, CSM 7682, CSM 8335, AND CSM 8269.

FOR THE CURRENT ACCESS/DRIVEWAY INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN GREEN BAY.

USH 41 IN OUTAGAMIE/BROWN COUNTIES WAS DESIGNATED AS A FREEWAY UNDER SECTION 84.295 OF WISCONSIN STATUTES BY THE HIGHWAY COMMISSION ON 6/8/1972.

4



R/W STATION & OFFSET TABLE		
POINT	STATION	OFFSET
2205	923+72.71	181.64' LT
2206	923+75.65	0.00' RT
2207	923+77.98	144.41' RT
2300	937+01.54	141.64' LT
2301	950+31.74	160.00' LT
2302	950+31.88	0.00' RT
2303	950+31.98	120.00' RT
2304	937+03.55	120.00' RT
2307	937+02.63	0.00' RT
2309	928+64.41	139.59' LT
2310	931+07.32	132.12' LT
2314	939+57.28	145.74' LT
2315	942+99.33	132.87' LT
2319	948+57.33	140.05' LT
2320	948+79.08	139.95' LT
2321	930+19.00	120.00' RT
2322	948+79.20	159.98' LT

SCHEDULE OF LANDS & INTERESTS REQUIRED

PARCEL NUMBER	OWNER (S)	INTERFST(S) REQUIRED	FEE R/W S.F., REQUIRED			TLE S.F.
			NEW	EXISTING	TOTAL	
220	OUTAGAMIE COUNTY	FEE,TLE	14056	0	14056	2000
221	FEEDING AMERICAN EASTERN WI	FEE, TLE	12281	0	12281	1338
222	PW PARTNERS II LLC STEPHEN A WINTER TERESA E WINTER	FEE	17226	0	17226	0
223	BETTER WAY INVESTMENTS WEST EVERGREEN LLC	FEE, TLE	16156	0	16156	108
224	EVERGREEN FAITH LLC	FEE, TLE	22289	0	22289	1292
225	MOSAIC DEV LLC	FEE	5338	0	5338	0

OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE WISCONSIN DEPARTMENT OF TRANSPORTATION.

ALL AREAS SHOWN IN SQUARE FEET UNLESS OTHERWISE NOTED. THE PURPOSE FOR ALL TLE'S IS GRADING UNLESS OTHERWISE NOTED.

GN

SCALE, FEET
0 100 200

Document #: **2319316**
Date: **08-01-2024** Time: **1:16 PM**
Pages: **1** Fee: **$25.00**
County: **OUTAGAMIE COUNTY** State: **WI**

SARAH R VAN CAMP, REGISTER OF DEEDS
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RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER: 1130-63-21 - 4.23
AMENDMENT NO: 2

FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, RECORDED IN THE OFFICE OF THE REGISTER OF DEEDS IN OUTAGAMIE COUNTY AS SHEET 2 OF 2 OF DOCUMENT #2288266.

TLE STATION & OFFSET TABLE		
POINT	STATION	OFFSET
T2260	923+72.59	188.68' LT
T2330	943+57.33	120.00' RT
T2331	943+57.38	130.00' RT
T2332	941+57.33	130.00' RT
T2333	941+57.33	120.00' RT
T2334	925+63.39	172.36' LT
T2335	925+62.80	165.39' LT
T2336	936+40.06	140.65' LT
T2337	936+39.95	147.65' LT
T2338	938+39.92	150.86' LT
T2339	938+40.04	143.86' LT

COURSE TABLE		
COURSE	BEARING	DISTANCE
2300-2314	N89° 24' 14"E	255.77'
2314-2315	S87° 31' 22"E	342.29'
2315-2319	N89° 35' 05"E	558.04'
2319-2320	S89° 25' 59"E	21.75'
2320-2322	N00° 40' 00"E	20.03'
2322-2301	S89° 41' 05"E	152.54'
2303-2304	N89° 40' 41"W	1328.43'
2304-2321	N89° 40' 41"W	684.55'
2321-2207	S88° 08' 28"W	641.48'
2205-2309	S84° 47' 23"E	493.50'
2309-2310	S87° 54' 56"E	243.02'
2310-2300	N89° 24' 14"E	594.31'

UTILITY INTERESTS REQUIRED

UTILITY NUMBER	UTILITY OWNER(S)	INTERESTS REQUIRED
501	WE ENERGIES - ELECTRIC	RELEASE OF RIGHTS
512	ANR PIPELINE COMPANY	RELEASE OF RIGHTS

(501) WE ENERGIES - ELECTRIC
DOC 2055598 - PARCEL 221

(512) ANR PIPELINE COMPANY
GAS/PETROLEUM
DOC 924037 - PARCEL 220
DOC 496775 - PARCEL 222
ASSIGNED AND MODIFIED IN
DOC 1758321 - PARCEL 222
DOC 496769 - PARCEL 223
ASSIGNED AND MODIFIED IN
DOC 1699655 & 2163012

J ENGINEERING, INC
Consultant Services

I, JAMES R. CAPPEART, PROFESSIONAL LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF DEPARTMENT OF TRANSPORTATION, I HAVE SURVEYED AND MAPPED THIS TRANSPORTATION PROJECT PLAT 1130-63-21 - 4.23 AMENDMENT NO. 2 AND SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

SIGNATURE: _____ DATE: 7/22/2024
PRINT NAME: JAMES R. CAPPEART
REGISTRATION NUMBER: S-3044

WISCONSIN
James R. Cappeart
S-3044
Green Bay
Wis.
LAND SURVEYOR

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION

SIGNATURE: _____ DATE: 7/22/2024
PRINT NAME: MARK KRAUSE 230

FILE NAME : C:\USERS\RYANMA\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\BASESHARED\RW\DWG\PLAT SHEETS\040123-RPA2.DWG
APPRAISAL PLAT DATE : 7/22/2024
PLOT DATE : 7/22/2024 2:32 PM PLOT BY : RYAN MALUEG PLOT NAME : PLOT SCALE : 1IN:100 FT

TRANSPORTATION PROJECT PLAT NO: 1130-63-21 - 4.51 AMENDMENT NO. 1

AMENDS PARCEL 220 AND UTILITY NUMBER 501 OF TRANSPORTATION PROJECT PLAT NO. 1130-63-21 - 4.51, RECORDED AS DOCUMENT NUMBER 2317973.

THAT PART OF LOT 1 AND LOT 2 OF CERTIFIED SURVEY MAP 5888, AND THAT PART OF LOT 1 OF CERTIFIED SURVEY MAP 6442, BEING IN PART OF THE NORTHWEST 1/4 OF THE NORTHWEST 1/4, AND THAT PART OF THE SOUTHWEST 1/4 OF THE NORTHWEST 1/4, ALL IN SECTION 17, TOWNSHIP 21 NORTH, RANGE 18 EAST, VILLAGE OF LITTLE CHUTE, OUTAGAMIE COUNTY, WISCONSIN.

RELOCATION ORDER IH-41 APPLETON-DE PERE STH 96 - CTH F OUTAGAMIE & BROWN COUNTIES

TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION DEEMS IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN LANDS FOR THE ABOVE PROJECT.

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 84.02 (3), 84.09, AND 84.30, WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION HEREBY ORDERS THAT:

1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE STATE OF WISCONSIN, PURSUANT TO THE PROVISIONS OF SECTION 84.09 (1) OR (2), WISCONSIN STATUTES.

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COORDINATE REFERENCE SYSTEM COORDINATES (WISCRS), OUTAGAMIE COUNTY, NAD83 (2011) IN US SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

ALL NEW RIGHT-OF-WAY MONUMENTS WILL BE TYPE 2 (TYPICALLY 1" X 24" IRON PIPES), UNLESS OTHERWISE NOTED, AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

FOUND IRON PINS ARE 1" PIPE W/CAP, UNLESS OTHERWISE NOTED.

EXISTING ACCESS CONTROL FOR IH-41 ESTABLISHED FROM PREVIOUS PROJECTS 4685-02-00, T 03-2(28), CSM 5888, AND CSM 6442.

EXISTING RIGHT-OF-WAY FOR IH-41 ESTABLISHED FROM PREVIOUS PROJECTS 1517-07-00, 4685-02-40, 4685-02-00, T 03-2(28), CSM 5888, AND CSM 6442.

EXISTING RIGHT-OF-WAY FOR N FRENCH RD ESTABLISHED FROM PREVIOUS PROJECTS 4685-02-00, T 03-2(28)CSM 5888, AND CSM 6096.

FOR THE CURRENT ACCESS/DRIVEWAY INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN GREEN BAY.

IH-41 IN OUTAGAMIE & BROWN COUNTIES WAS DESIGNATED AS A FREEWAY UNDER SECTION 84.295 OF WISCONSIN STATUTES BY THE HIGHWAY COMMISSION ON 6/8/1972.

GN

SCALE, FEET
0 100 200

Document #: **2334455**
Date: **03-26-2025** Time: **10:01 AM**
Pages: **1** Fee: **$25.00**
County: **OUTAGAMIE COUNTY** State: **WI**

SARAH R VAN CAMP, REGISTER OF DEEDS
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231

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER: 1130-63-21 - 4.51
AMENDMENT NO: 1

FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, RECORDED IN THE OFFICE OF THE REGISTER OF DEEDS IN OUTAGAMIE COUNTY AS SHEET 2 OF 2 OF DOCUMENT #2288266.

SCHEDULE OF LANDS & INTERESTS REQUIRED

PARCEL NUMBER	OWNER (S)	INTEREST(S) REQUIRED	FEE R/W S.F., REQUIRED			TLE S.F.
			NEW	EXISTING	TOTAL	
219	SILVERLEAF III LLC	FEE, TLE	65248	0	65248	60622
220	OUTAGAMIE COUNTY	FEE, TLE	30023	0	30023	2288
221	FEEDING AMERICAN EASTERN WI	FEE, TLE	2640	0	2640	62

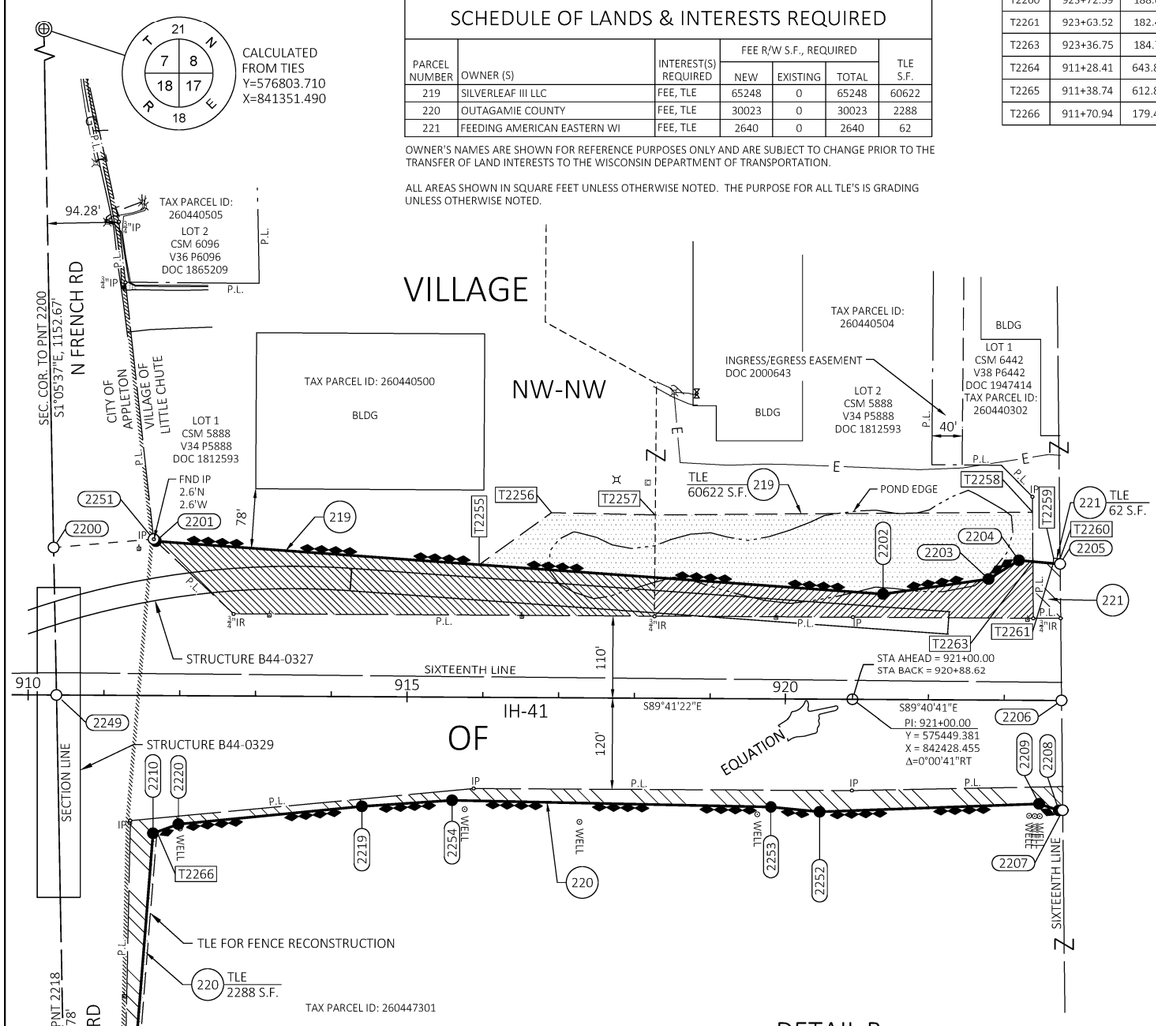
OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE WISCONSIN DEPARTMENT OF TRANSPORTATION.

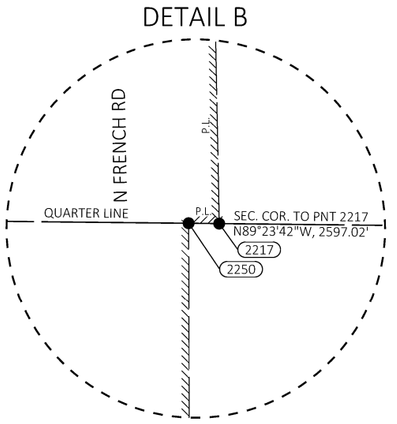
ALL AREAS SHOWN IN SQUARE FEET UNLESS OTHERWISE NOTED. THE PURPOSE FOR ALL TLE'S IS GRADING UNLESS OTHERWISE NOTED.

TLE STATION & OFFSET TABLE		
POINT	STATION	OFFSET
T2255	915+94.30	176.57' LT
T2256	916+89.33	245.67' LT
T2257	918+25.95	243.50' LT
T2258	923+35.98	249.78' LT
T2259	923+64.12	189.40' LT
T2260	923+72.59	188.68' LT
T2261	923+G3.52	182.43' LT
T2263	923+36.75	184.72' LT
T2264	911+28.41	643.81' RT
T2265	911+38.74	612.88' RT
T2266	911+70.94	179.40' RT

R/W STATION & OFFSET TABLE		
POINT	STATION	OFFSET
2200	910+32.57	196.15' LT
2201	911+67.50	205.25' LT
2202	921+39.54	140.70' LT
2203	922+78.51	161.29' LT
2204	923+18.40	186.29' LT
2205	923+72.71	181.64' LT
2206	923+75.65	0.00' RT
2207	923+77.98	144.41' RT
2208	923+72.99	144.60' RT
2209	923+46.82	136.10' RT
2210	911+65.79	181.27' RT
2211	911+33.80	611.89' RT
2212	911+28.67	627.26' RT
2213	911+26.37	774.25' RT
2214	911+06.28	974.81' RT
2215	911+08.73	1074.78' RT
2216	911+01.19	1174.99' RT
2217	911+04.00	1289.70' RT
2218	910+68.98	1289.52' RT
2219	914+41.31	144.29' RT
2220	911+99.35	169.10' RT
2249	910+37.38	0.00' RT
2250	911+01.98	1289.68' RT
2251	911+64.51	208.01' LT
2252	920+46.09	148.13' RT
2253	919+81.45	142.18' RT
2254	915+60.19	135.74' RT

COURSE TABLE		
COURSE	BEARING	DISTANCE
2200-2251	N85° 10' 26"E	132.48'
2251-2201	S46° 59' 59"E	4.06'
2201-2202	S85° 50' 41"E	962.85'
2202-2203	N81° 53' 42"E	140.49'
2203-2204	N58° 14' 43"E	47.07'
2204-2205	S84° 47' 23"E	54.50'
2205-2206	S00° 36' 18"E	181.67'
2206-2207	S00° 36' 18"E	144.43'
2207-2208	S88° 08' 28"W	5.00'
2208-2209	N71° 40' 30"W	27.51'
2209-2252	S87° 56' 18"W	289.57'
2252-2253	N84° 25' 47"W	64.91'
2253-2254	N88° 48' 50"W	421.31'
2254-2219	S86° 11' 55"W	119.19'
2219-2220	S84° 27' 22"W	243.23'
2220-2210	S70° 23' 18"W	35.70'
2210-2211	S04° 33' 28"W	431.81'
2211-2212	S18° 47' 24"W	16.21'
2212-2213	S01° 12' 16"W	147.01'
2213-2214	S06° 01' 53"W	201.56'
2214-2215	S01° 05' 37"E	100.00'
2215-2216	S04° 37' 02"W	100.50'
2216-2217	S01° 05' 37"E	114.74'
2217-2250	N89° 23' 42"W	2.01'
2250-2218(SEC)	N89° 23' 42"W	33.00'
2218(SEC)-2249	N01° 05' 37"W	1289.90'
2249-2200	N01° 05' 37"W	196.21'





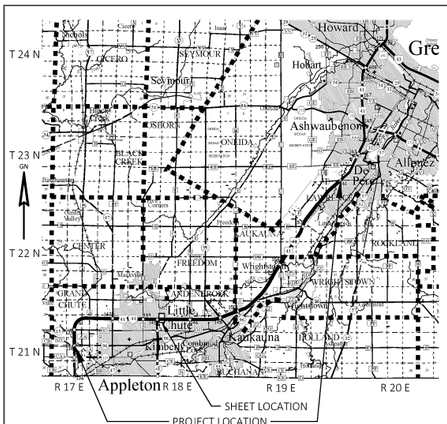
UTILITY INTERESTS REQUIRED

UTILITY NUMBER	UTILITY OWNER(S)	INTERESTS REQUIRED
501	WE ENERGIES - ELECTRIC	RELEASE OF RIGHTS
502	AT&T WISCONSIN	RELEASE OF RIGHTS
503	SPECTRUM	RELEASE OF RIGHTS

501 WE ENERGIES - ELECTRIC
DOC 2055598 - PARCEL 221
DOC 279434 - PARCELS 219 & 221

502 AT&T WISCONSIN
DOC 2055598 - PARCEL 221

503 SPECTRUM
DOC 2055598 - PARCEL 221



JJ ENGINEERING, INC
Consultant Services

I, JAMES R. CAPPEART, PROFESSIONAL LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF DEPARTMENT OF TRANSPORTATION, I HAVE SURVEYED AND MAPPED THIS TRANSPORTATION PROJECT PLAT 1130-63-21 - 4.51 AMENDMENT NO. 1 AND SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

WISCONSIN James R. Cappeart S-3044 Green Bay Wis. LAND SURVEYOR

SIGNATURE: James Cappeart DATE: 3/26/2025
PRINT NAME: JAMES CAPPEART
REGISTRATION NUMBER: S-3044

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION

SIGNATURE: DATE: 3/26/2025
PRINT NAME: TREVIN PETERS

1130-63-21 - 4.51 AMENDMENT NO. 1
1130-65-70
PLOT SCALE : 1 IN:100 FT
PLOT NAME :
PLOT BY : RYAN MALUEG
PLOT DATE : 3/25/2025 4:38 AM
FILE NAME : C:\USERS\RYANMALUEG\DC\ACCDOCS\WISDOT\113063901\PROJECT FILES\DSGN\BASESHARED\RW\DWG\PLAT SHEETS\040151-RPA1.DWG
APPRAISAL PLAT DATE : 3/26/2025

UTILITY LEGEND

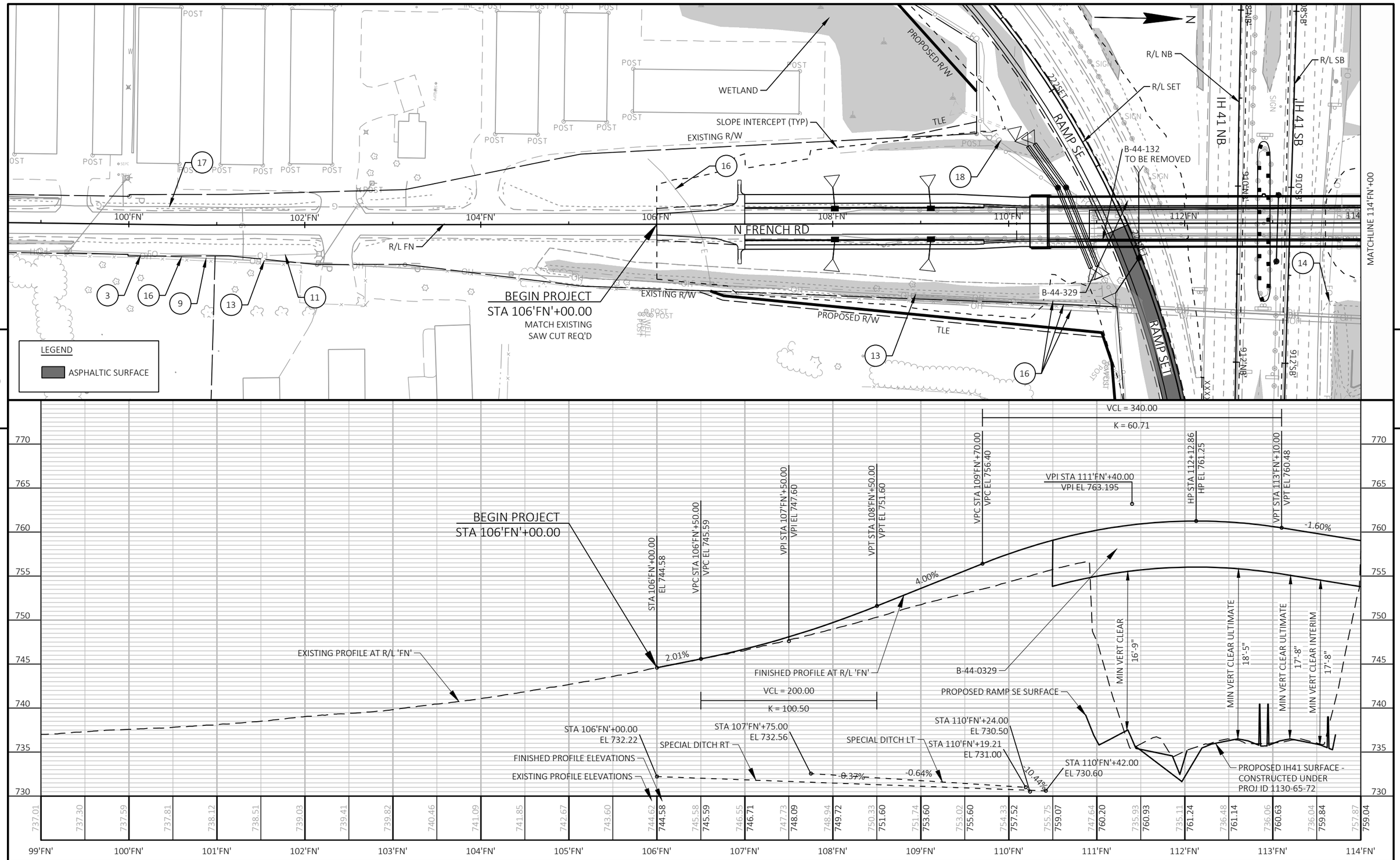
3	AT&T WISCONSIN - COMMUNICATION LINE
11	SPECTRUM - COMMUNICATION LINE
13	US SIGNAL COMPANY LLC - COMMUNICATION LINE
14	WISCONSIN DEPARTMENT OF TRANSPORTATION - COMMUNICATION LINE
16	WE ENERGIES - ELECTRICITY
17	WE ENERGIES - GAS/PETROLEUM
18	TDS METROCOM LLC

PROJECT NO: 1130-65-81	HWY: IH 41	COUNTY: OUTAGAMIE	PLAN AND PROFILE: UTILITY LEGEND	SHEET 232 E

FILE NAME : C:\USERS\DSCHARLA\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306581\SHEETS\11306581-050101-PP.DWG
LAYOUT NAME - 00

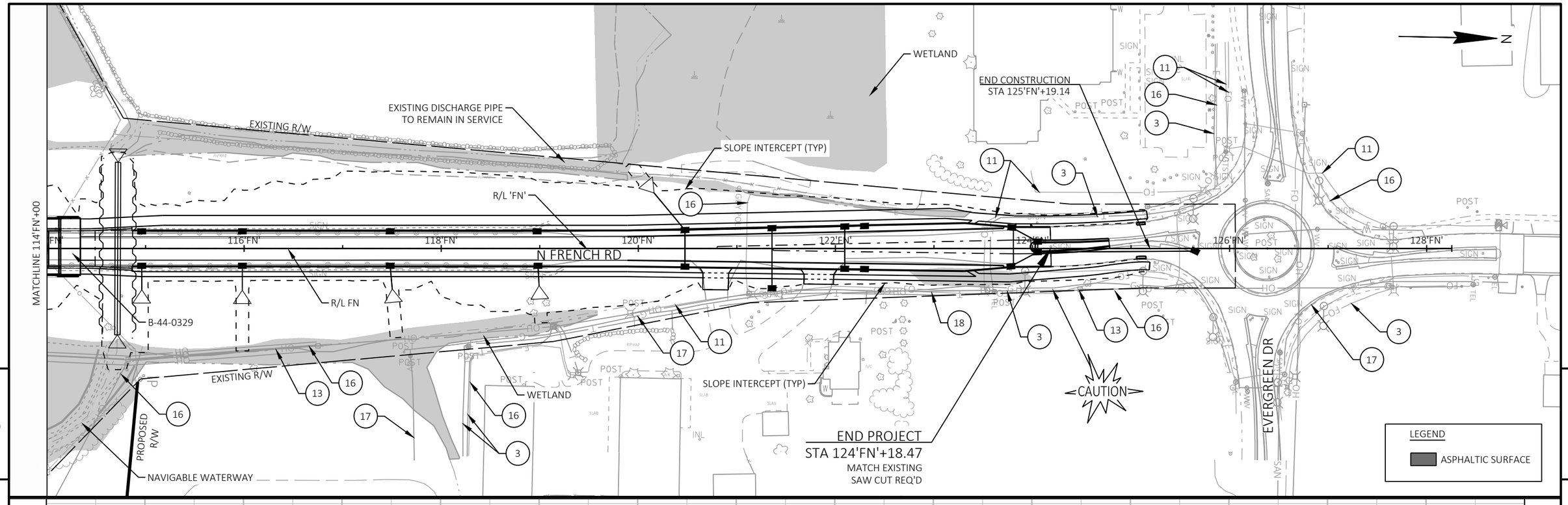
PLOT DATE : 7/17/2025 8:46 PM PLOT BY : SCHARLAU, DAVE PLOT NAME : PLOT SCALE : ###########

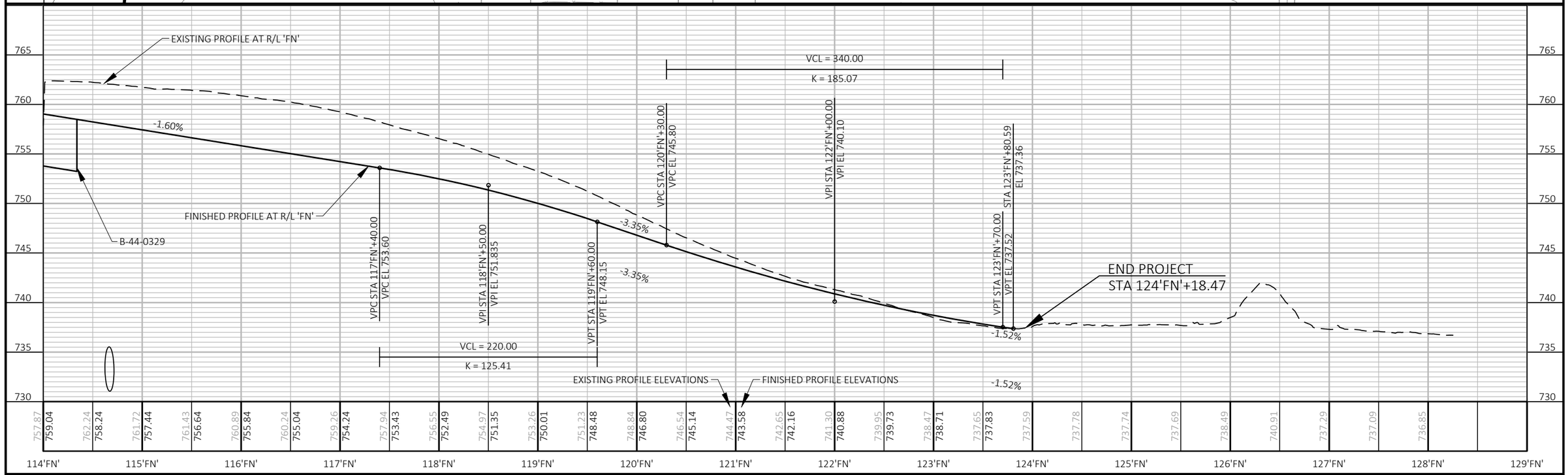
WISDOT/CADDS SHEET 44



PROJECT NO: 1130-65-81	HWY: IH 41	COUNTY: OUTAGAMIE	PLAN AND PROFILE: N FRENCH RD	SHEET 233	E

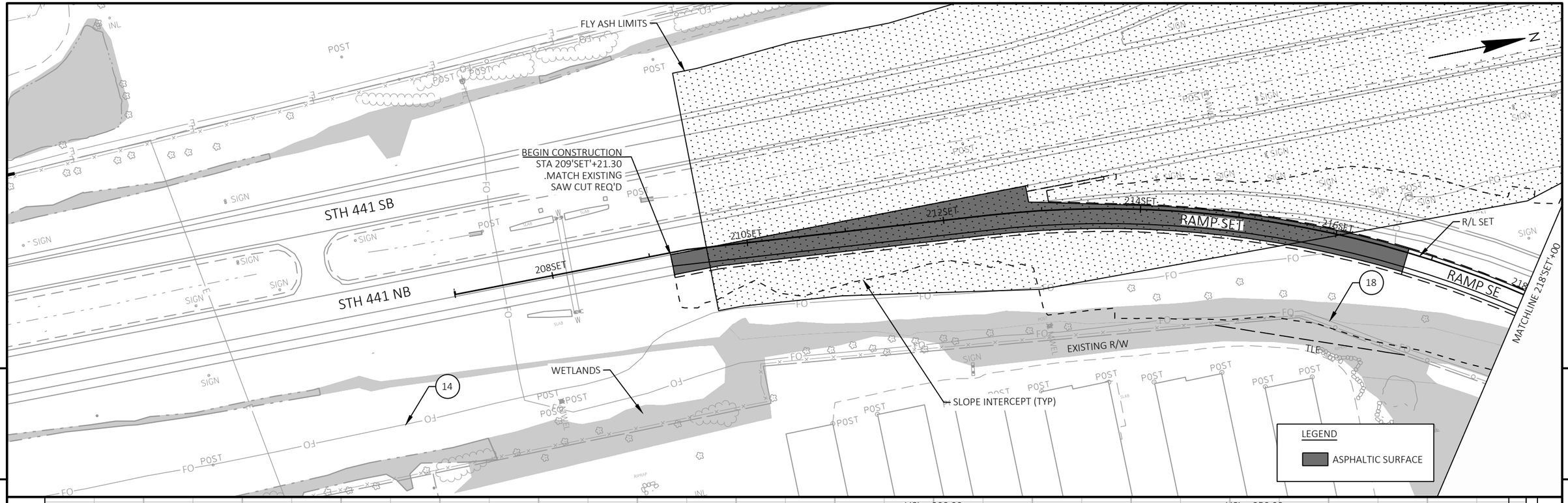
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LAYOUT NAME - 01-FN-01
PLOT DATE : 9/17/2025 9:35 AM PLOT BY : BROZOVICH, SARA PLOT NAME : PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 44





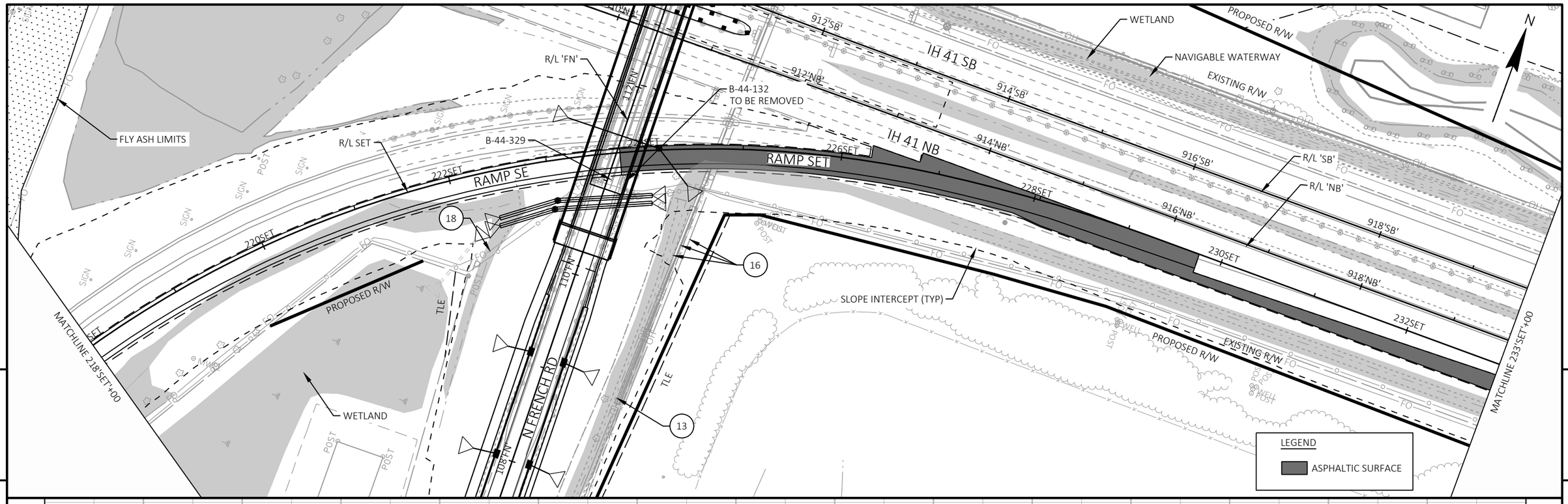
PROJECT NO: 1130-65-81	HWY: IH 41	COUNTY: OUTAGAMIE	PLAN AND PROFILE: N FRENCH RD	SHEET 234	E

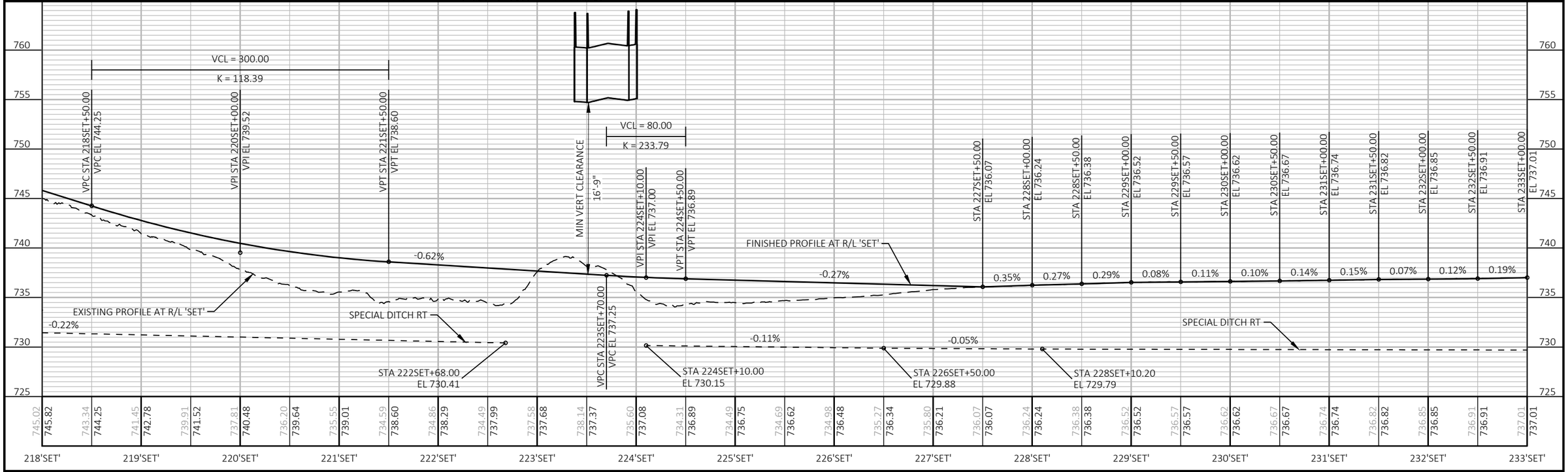
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LAYOUT NAME - 01-FN-02
PLOT DATE : 9/17/2025 9:43 AM
PLOT BY : BROZOVICH, SARA
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 44



PROJECT NO: 1130-65-81	HWY: IH 41	COUNTY: OUTAGAMIE	PLAN AND PROFILE: RAMP SET	SHEET 235	E

FILE NAME : C:\USERS\DSCHARLA\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306581\SHEETS\11306581-050201-PP.DWG
LAYOUT NAME - 01-SET-01
PLOT DATE : 7/17/2025 8:49 PM
PLOT BY : SCHARLAU, DAVE
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 44





PROJECT NO: 1130-65-81	HWY: IH 41	COUNTY: OUTAGAMIE	PLAN AND PROFILE: RAMP SET	SHEET 236	E

FILE NAME : C:\USERS\SZONGOLO\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306581\SHEETS\11306581-050201-PP.DWG
LAYOUT NAME - 01-SET-02
PLOT DATE : 9/17/2025 9:59 AM
PLOT BY : BROZOVICH, SARA
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 44

MATCHLINE 233'SET'+00

TLE

PROPOSED R/W

NAVIGABLE WATERWAY

N

WETLAND

R/L 'SB'

IH 41 SB

920'SB' 922'SB' 924'SB' 926'SB' 928'SB' 930'SB' 932'SB' 934'SB'

R/L 'NB'

920'NB' 922'NB' 924'NB' 926'NB' 928'NB' 930'NB' 932'NB' 934'NB'

IH 41 NB

234SET 236SET 238SET 240SET 242SET 244SET

RAMP SET

EXISTING R/W

PROPOSED R/W

R/L SET

END CONSTRUCTION
STA 240'SET'+10.72
MATCH EXISTING
SAW CUT REQ'D

END CONSTRUCTION
STA 242'SET'+58.29
GRADE DITCH TO
CULVERT

18

SLOPE INTERCEPT (TYP)

LEGEND

ASPHALTIC SURFACE

5

5

760 755 750 745 740 735 730 725

STA 233SET+50.00 EL 737.06
STA 234SET+00.00 EL 737.12
STA 234SET+50.00 EL 737.13
STA 235SET+00.00 EL 737.17
STA 235SET+50.00 EL 737.18
STA 236SET+00.00 EL 737.29
STA 236SET+50.00 EL 737.37
STA 237SET+00.00 EL 737.34
STA 237SET+50.00 EL 737.39
STA 238SET+00.00 EL 737.34
STA 238SET+50.00 EL 737.31
STA 239SET+00.00 EL 737.25
STA 239SET+50.00 EL 737.15
STA 240SET+00.00 EL 737.07

0.11% 0.12% 0.01% 0.08% 0.02% 0.21% 0.18% -0.07% 0.11% -0.10% -0.07% -0.12% -0.19% -0.17%-0.38%

STA 240SET+10.72
EL 737.03

FINISHED PROFILE AT R/L 'SET'

EXISTING PROFILE AT R/L 'SET'

END CONSTRUCTION
STA 240'SET'+10.72
MATCH EXISTING
SAW CUT REQ'D

STA 233SET+00.00
EL 737.01

-0.02%

EXISTING PROFILE ELEVATIONS

FINISHED PROFILE ELEVATIONS

SPECIAL DITCH RT

STA 242SET+63.11
EL 729.50

737.01 737.01 737.06 737.06 737.12 737.12 737.13 737.13 737.17 737.17 737.18 737.18 737.29 737.29 737.37 737.37 737.34 737.34 737.39 737.39 737.34 737.34 737.31 737.31 737.25 737.25 737.15 737.15 737.07 737.07 737.02 736.97 736.89 736.82 736.74 736.68 736.61 736.54

233'SET' 234'SET' 235'SET' 236'SET' 237'SET' 238'SET' 239'SET' 240'SET' 241'SET' 242'SET' 243'SET' 244'SET' 245'SET' 246'SET' 247'SET' 248'SET'

PROJECT NO: 1130-65-81	HWY: IH 41	COUNTY: OUTAGAMIE	PLAN AND PROFILE: RAMP SET	SHEET 237	E

FILE NAME : C:\USERS\DSCHARLA\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306581\SHEETS\11306581-050201-PP.DWG
LAYOUT NAME - 01-SET-03
PLOT DATE : 7/17/2025 8:50 PM PLOT BY : SCHARLAU, DAVE PLOT NAME : PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 44

Standard Detail Drawing List

08A05-21A	INLET COVERS TYPE A, H, A-S, H-S & Z
08A05-21B	INLET COVERS TYPE B, B-A, C, MS, MS-A, & WM
08A05-21D	INLET COVERS TYPE V, V-B, & VV-B
08A05-21E	INLET COVER TYPE BW, MANHOLE COVERS, TYPE K, J, J-S, L & M
08B09-04	MANHOLES 3-FT, 4-FT, 5-FT, 6-FT, 7-FT, 8-FT, 9-FT, 10-FT DIAMETER
08C06-03	INLETS 3-FT AND 4-FT DIAMETER
08C08-03	INLETS MEDIAN 1 AND 2 GRATE
08D01-23A	CONCRETE CURB & GUTTER
08D01-23B	CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS
08D04-07	CONCRETE SURFACE DRAINS & ASPHALTIC FLUMES
08D19-04	DRIVEWAY AND SIDEWALK RAMPS TYPE Z
08E08-03	TYPICAL INSTALLATIONS OF EROSION BALES / TEMPORARY DITCH CHECKS
08E09-06	SILT FENCE
08E10-02	INLET PROTECTION TYPE A, B, C AND D
08E14-01	TRACKING PAD
08E15-01	CULVERT PIPE CHECK
08F01-11	APRON ENDWALLS FOR CULVERT PIPE
08F02-01	APRON ENDWALLS FOR PIPE ARCH AND ELLIPTICAL PIPE
08F04-08	JOINT TIES FOR CONCRETE PIPE AND CONCRETE COLLAR DETAIL
09B02-10	CONDUIT
09B16-03	PULL BOX NON-CONDUCTIVE
09C02-09	CONCRETE BASES, TYPES 1, 2, 5, & 6
09C03-04	TRANSFORMER/PEDESTAL BASES
09E01-15D	POLE MOUNTINGS FOR LIGHTING UNITS, TYPE 5 (30 FEET)
09E01-15G	HARDWARE DETAILS FOR POLE MOUNTINGS
09E03-06	NON-FREEWAY LIGHTING UNIT POLE WIRING
09H03-01	2 CIRCUIT METER BREAKER PEDESTAL
09H04-01	2 CIRCUIT ELECTRICAL SERVICE METER BREAKER PEDESTAL AND BREAKER DISCONNECT BOX
09H05-01	CABINET BREAKER DISCONNECT BOX INSTALLATION
09H16-01	INSTALL WIRELESS ANTENNA
11B02-02	CONCRETE MEDIAN NOSE
12A03-10	NAME PLATE (STRUCTURES)
12A04-03	STRUCTURE IDENTIFICATION PLAQUES, RAMP GATES, SIGN BRIDGES & OVERHEAD SIGN SUPPORTS & TRAFFIC SIGNALS
13B02-09A	CONCRETE PAVEMENT APPROACH SLAB
13B02-09B	STRUCTURAL APPROACH SLAB AND CONCRETE PAVEMENT APPROACH SLAB
13C01-19	CONCRETE PAVEMENT LONGITUDINAL JOINTS AND TIES
13C11-14A	RURAL DOWELED CONCRETE PAVEMENT
13C11-14B	RURAL DOWELED CONCRETE PAVEMENT
13C13-11	URBAN DOWELED CONCRETE PAVEMENT
13C18-08A	CONCRETE PAVEMENT JOINTING
13C18-08C	CONCRETE PAVEMENT JOINT TYPES
13C18-08D	CONCRETE PAVEMENT JOINTING AT UTILITY FIXTURES
13C19-03	HMA LONGITUDINAL JOINTS
14B07-16A	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-16B	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-16C	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-16D	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-16E	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-16F	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-16G	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-16H	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-16I	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-16J	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-16K	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-16L	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-16M	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-16N	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B08-02A	CRASH CUSHION/SAND BARREL ARRAY AND OTHER TEMPORARY BARRIER LAYOUT DETAILS
14B08-02B	CRASH CUSHION/SAND BARREL ARRAY AND OTHER TEMPORARY BARRIER LAYOUT DETAILS
14B08-02C	CRASH CUSHION/SAND BARREL ARRAY AND OTHER TEMPORARY BARRIER LAYOUT DETAILS
14B08-02D	CRASH CUSHION/SAND BARREL ARRAY AND OTHER TEMPORARY BARRIER LAYOUT DETAILS
14B08-02E	CRASH CUSHION/SAND BARREL ARRAY AND OTHER TEMPORARY BARRIER LAYOUT DETAILS
14B26-05A	STEEL THRIE BEAM BULLNOSE TERMINAL
14B26-05B	STEEL THRIE BEAM BULLNOSE TERMINAL
14B26-05C	STEEL THRIE BEAM BULLNOSE TERMINAL
14B26-05D	STEEL THRIE BEAM BULLNOSE TERMINAL
14B26-05E	STEEL THRIE BEAM BULLNOSE TERMINAL

6

Standard Detail Drawing List

14B26-05F	STEEL THRIE BEAM BULLNOSE TERMINAL
14B26-05G	STEEL THRIE BEAM BULLNOSE TERMINAL
14B26-05H	STEEL THRIE BEAM BULLNOSE TERMINAL
14B32-11A	CONCRETE BARRIER SINGLE SLOPE (CBSS)
14B32-11B	CONCRETE BARRIER SINGLE SLOPE (CBSS)
14B32-11D	CONCRETE BARRIER SINGLE SLOPE (CBSS)
15B01-08A	FENCE WOVEN WIRE
15B01-08B	FENCE WOVEN WIRE
15B03-15A	FENCE CHAIN LINK
15B03-15B	FENCE CHAIN LINK
15C02-09A	BARRICADES AND SIGNS FOR MAINLINE CLOSURES
15C02-09B	BARRICADES AND SIGNS FOR VARIOUS CLOSURES
15C02-09C	DETOUR SIGNING FOR MAINLINE CLOSURES
15C02-09D	ON RAMP LANE CLOSURE
15C02-09E	OFF RAMP LANE CLOSURE
15C02-09F	ADVANCED WIDTH RESTRICTION SIGNING
15C02-09G	TRAFFIC CONTROL FOR ENTRANCE RAMP CLOSURE
15C02-09H	MODIFIED ROUTE ASSEMBLY FOR DETOUR SIGNING
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
15C07-16E	PAVEMENT MARKING FOR BIKE LANES
15C08-23A	PERMANENT LONGITUDINAL PAVEMENT MARKINGS
15C08-23B	TEMPORARY LONGITUDINAL PAVEMENT MARKING
15C11-10B	CHANNELIZING DEVICES DRUMS, CONES, BARRICADES AND VERTICAL PANELS
15C12-09A	TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION
15C18-09B	PAVEMENT MARKINGS, MEDIAN ISLAND NOSE
15C29-08A	BICYCLE LANE MARKING
15C31-08A	PAVEMENT MARKING EXIT RAMP AND PARALLEL EXIT RAMP
15C31-08C	PAVEMENT MARKING ENTRANCE RAMP AND PARALLEL ENTRANCE RAMP
Error 2023	
15D12-14B	TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE
15D15-07A	TRAFFIC CONTROL, PARALLEL ENTRANCE RAMP WITHIN LANE CLOSURE
15D15-07B	TRAFFIC CONTROL, ENTRANCE RAMP WITHIN LANE CLOSURE
15D15-07C	TRAFFIC CONTROL, TAPERED ENTRANCE RAMP WITHIN LANE CLOSURE
15D15-07D	TRAFFIC CONTROL, TAPERED ENTRANCE RAMP WITHIN LANE CLOSURE
15D15-07E	TRAFFIC CONTROL, PARALLEL EXIT RAMP WITHIN LANE CLOSURE
15D16-06	TRAFFIC CONTROL, EXIT RAMP CLOSURE
15D27-03	TRAFFIC CONTROL, SHOULDER CLOSURE ON DIVIDED ROADWAY, SPEEDS GREATER THAN 40 MPH
15D28-04	TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY
15D30-10A	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-10B	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-10C	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-10D	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-10E	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-10F	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-10G	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-10H	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-10I	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-10J	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-10K	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-10L	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-11A	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-11B	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-11C	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-11D	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-11E	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-11F	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-11G	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-11H	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-11I	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-11J	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-11K	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-11L	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D39-02	TRAFFIC CONTROL, DROP-OFF SIGNING
15D40-05B	TRAFFIC CONTROL, FULL LANE SHIFT MULTILANE DIVIDED 50 MPH AND OVER
15D42-04	TRAFFIC CONTROL, TWO LANE FULL FREEWAY CLOSURE
15D47-03A	TRAFFIC CONTROL, INGRESS/EGRESS WITH BARRIER

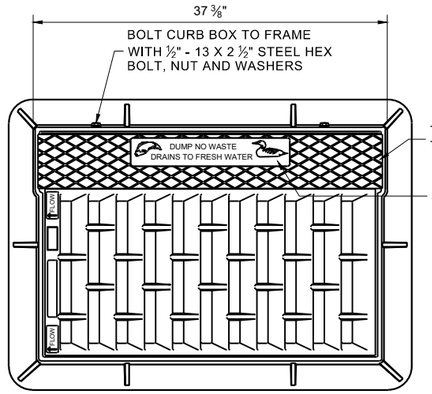
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Standard Detail Drawing List

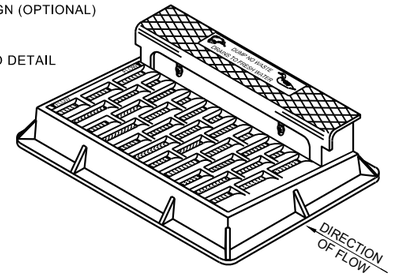
15D47-03B TRAFFIC CONTROL, INGRESS/EGRESS WITHOUT BARRIER

6

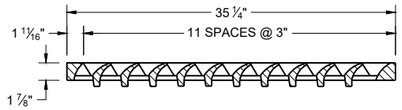
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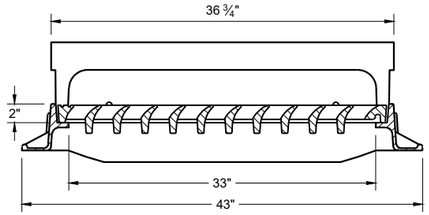


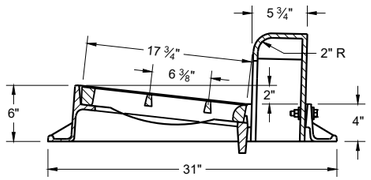
NOTE: EITHER CASTING IS ACCEPTABLE

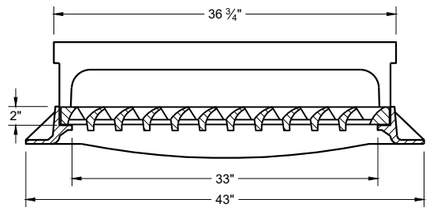


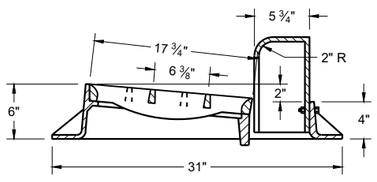
NOTE: CURB BOX HEIGHT ADJUSTABLE 6" - 9"







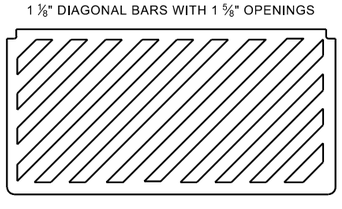




TYPE "H"

NOTE: EITHER CASTING IS ACCEPTABLE

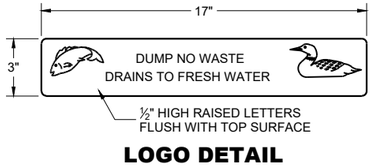
1 1/8" DIAGONAL BARS WITH 1 5/8" OPENINGS



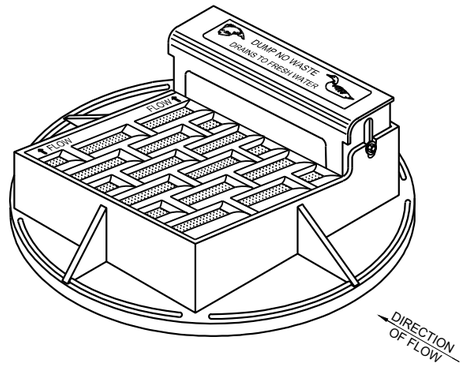
SPECIAL GRATE FOR TYPE "H" COVER

(MEASURES 35" X 17 3/4" X 2")

(NOTED AS TYPE H-S ON DRAINAGE TABLE)

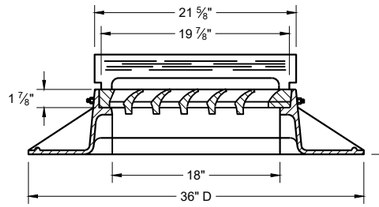


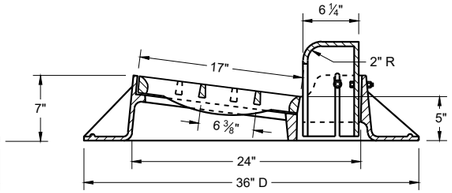
LOGO DETAIL



NOTE: CURB BOX HEIGHT ADJUSTABLE 6" - 9"

NOTE: EITHER CASTING IS ACCEPTABLE





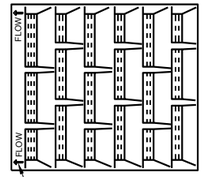
TYPE "A"

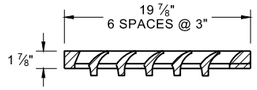
GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

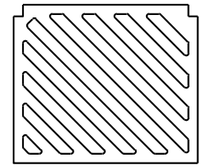
DETAIL DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR CATCH BASIN, MANHOLE AND INLET COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

ROUND FRAMES AND COVERS SHALL HAVE CONTINUOUSLY MACHINED BEARING SURFACES TO PREVENT ROCKING AND RATTLING.





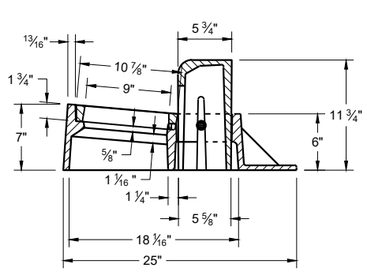
1" DIAGONAL BARS WITH 1 1/2" OPENINGS



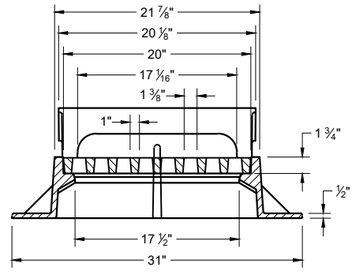
SPECIAL GRATE FOR TYPE "A" COVER

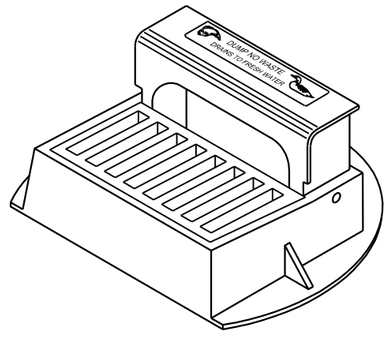
(MEASURES 19 3/4" X 17" X 1 7/8")

(NOTED AS TYPE A-S ON DRAINAGE TABLE)



TYPE "Z"





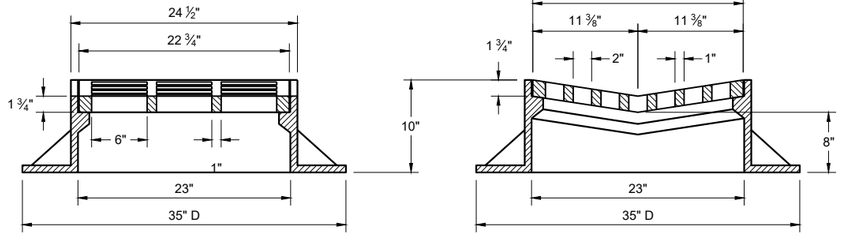
INLET COVERS
TYPES A, H, A-S, H-S AND Z

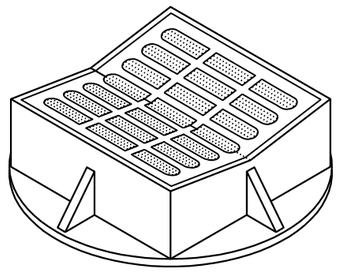
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
December 2023
DATE

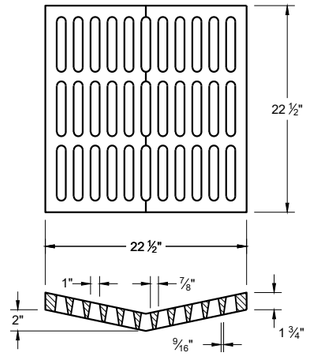
/S/ Rodney Taylor
ROADWAY STANDARDS DEVELOPMENT
UNIT SUPERVISOR

FHWA





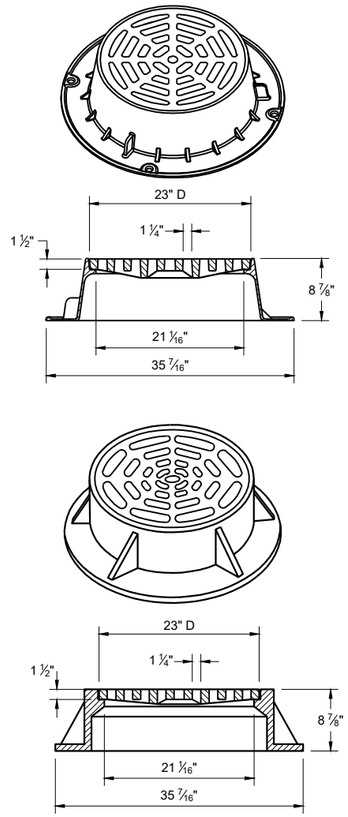
TYPE "B"



ALTERNATIVE GRATE FOR TYPE "B" COVER

USE WHERE PEDESTRIAN OF BICYCLE TRAFFIC IS POSSIBLE

NOTED AS TYPE B - A ON THE DRAINAGE TABLE



TYPE "C"

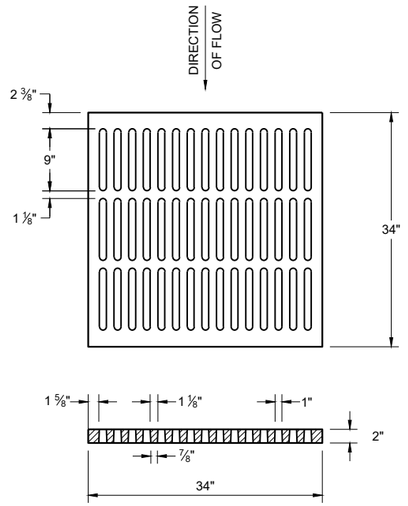
NOTE: EITHER CASTING IS ACCEPTABLE

GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

DETAIL DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR CATCH BASIN, MANHOLE AND INLET COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

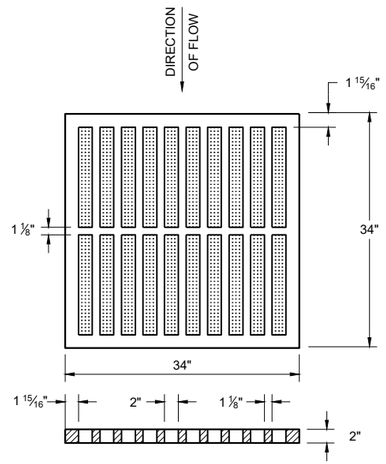
ROUND FRAMES AND COVERS SHALL HAVE CONTINUOUSLY MACHINED BEARING SURFACES TO PREVENT ROCKING AND RATTLING.



ALTERNATIVE TYPE "MS"

USE WHERE PEDESTRIAN OF BICYCLE TRAFFIC IS PERMITTED

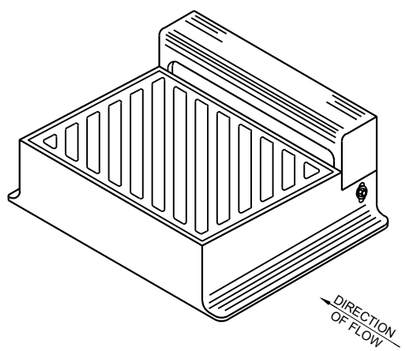
NOTED AS TYPE MS-A ON THE DRAINAGE TABLE



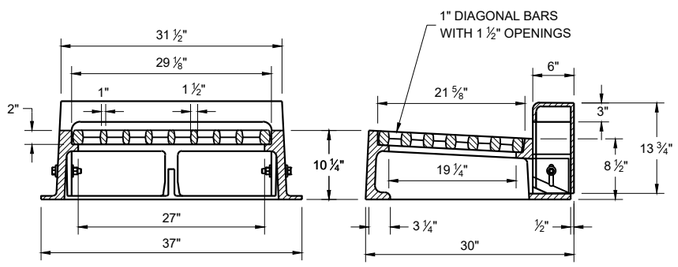
TYPE "MS"

USE ON FREEWAYS AND EXPRESSWAYS

NOTED AS TYPE MS ON THE DRAINAGE TABLE



DIAGONAL SLOTS SHALL BE ORIENTEDTO THE DIRECTION OF FLOW AS ILLUSTRATED.
GRATES ARE MANUFACTURED TO BE REVERSIBLE.



TYPE "WM"

NOTE: CURB BOX HEIGHT ADJUSTABLE 6" - 9"

INLET COVERS TYPES B, B-A, C, MS, MS-A AND WM

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
December 2023 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR

FHWA

6

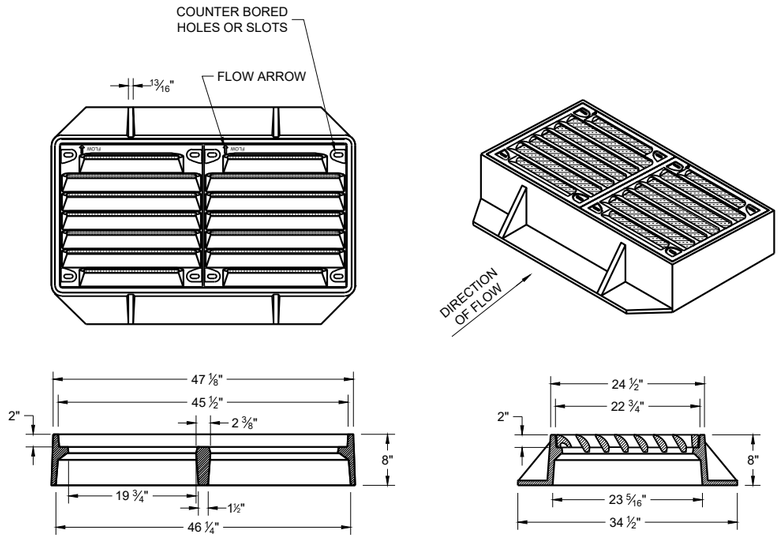
SDD 08A05-21b

SDD 08A05-21b

GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

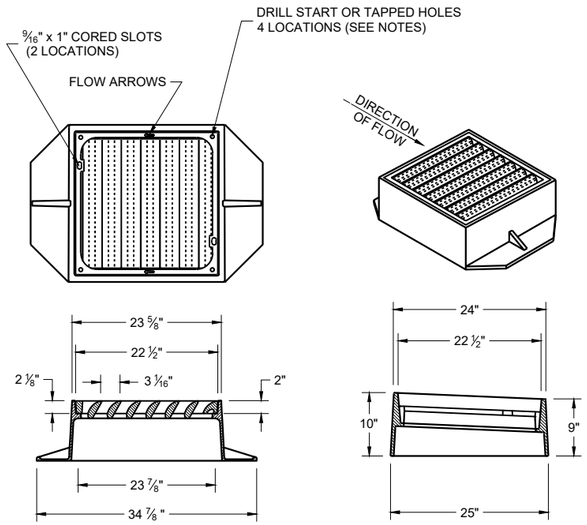
DETAIL DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR INLET COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.



TYPE "VV-B"

NOTES: ALL HARDWARE TO BE SUPPLIED BY CASTING MANUFACTURER
ALL DRILLING AND TAPPING GRATES AND FRAMES BY CASTING MANUFACTURER

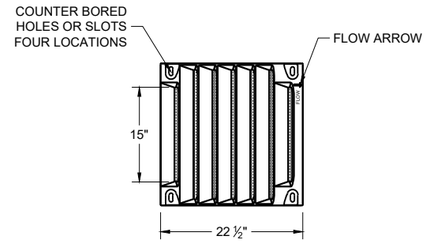
TYPE V
FRAME - CAST GRAY IRON ASTM A48 CLASS 35B
3/8" DIA. X 1/16" DRILL START IN 8 LOCATIONS
GRATE - CAST GRAY IRON ASTM A-48, CLASS 35B



TYPE "V"

NOTES: ALL HARDWARE TO BE SUPPLIED BY CASTING MANUFACTURER ALL DRILLING AND TAPPING GRATES AND FRAMES BY CASTING MANUFACTURER

TYPE V
FRAME - CAST GRAY IRON ASTM A48 CLASS 40A
3/8" DIA. X 1/16" DRILL START IN 4 LOCATIONS
GRATE - CAST GRAY IRON ASTM A-48, CLASS 35B



BOLT DOWN GRATE FOR TYPE "V" AND "VV-B" COVER

NOTES: ALL HARDWARE TO BE SUPPLIED BY CASTING MANUFACTURER NOTED AS TYPE "V-B" OR "VV-B" (FOR DOUBLE GRATE) ON DRAINAGE TABLE

TAP 1/2" -13 HOLES IN FOUR LOCATIONS PER GRATE IN FRAME TO BOLT GRATE(S).
FRAME - CAST GRAY IRON ASTM A48 CLASS 40A

GRATE - CAST DUCTILE IRON ASTM A536, 55+KSI YIELD
BOLTS - 1/2" -13 STAINLESS STEEL BOLTS WITH WASHERS
TORQUE BOLTS TO MANUFACTURER SPECIFICATION DO NOT OVERTIGHTEN.

INLET COVERS
TYPES V, V-B, AND VV-B

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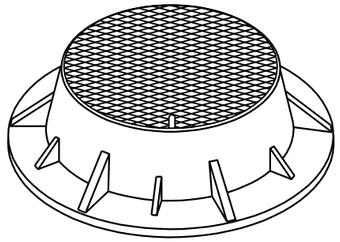
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SDD 08A05-21d

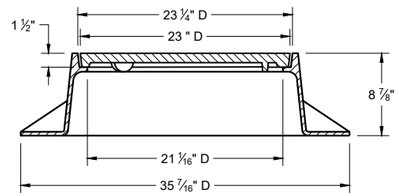
GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

DETAIL DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR MANHOLE COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

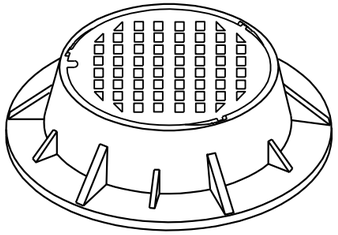
ROUND FRAMES AND COVERS SHALL HAVE CONTINUOUSLY MACHINED BEARING SURFACES TO PREVENT ROCKING AND RATTLING.

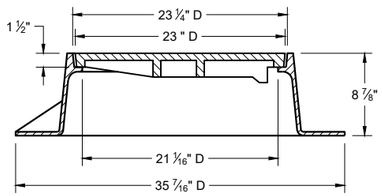




TYPE "J"

NOTE: EITHER CASTING IS ACCEPTABLE

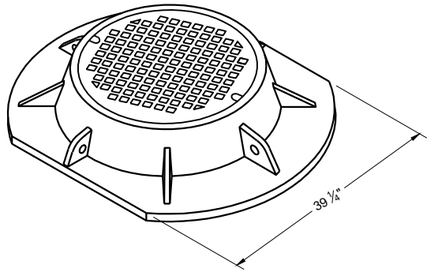


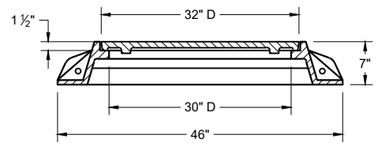


TYPE "J" SPECIAL

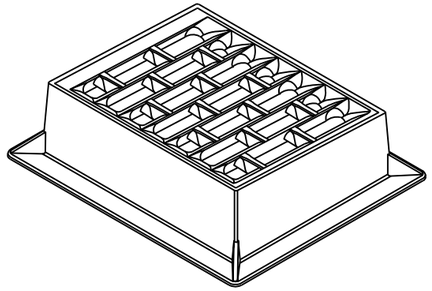
TYPE "B" NON-ROCKING SELF-SEAL LID
(NOTED AS TYPE J-S ON THE DRAINAGE TABLE)

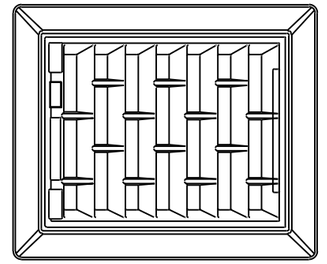
NOTE: EITHER CASTING IS ACCEPTABLE

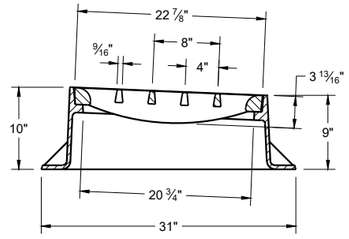


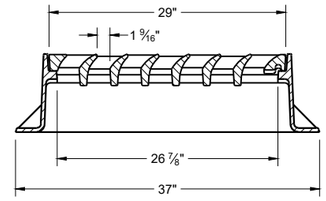


TYPE "K"

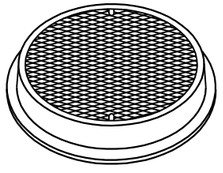


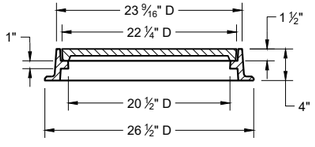




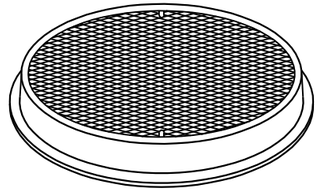


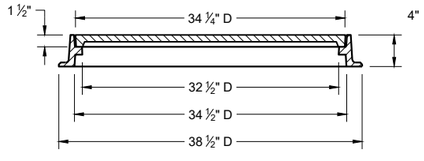
INLET COVER TYPE "BW"





TYPE "L"





TYPE "M"

INLET COVERS TYPES BW
MANHOLE COVERS TYPES K, J, J-S, L, AND M

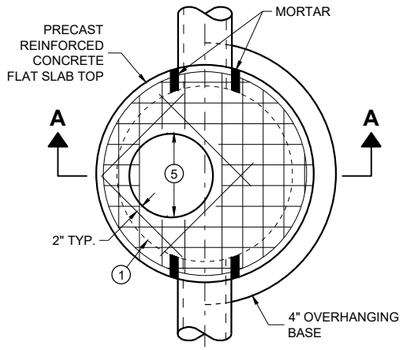
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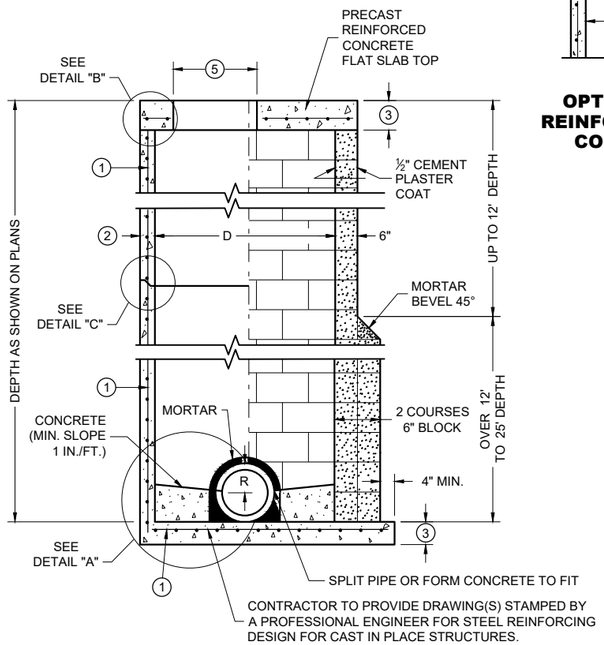
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PLAN VIEW

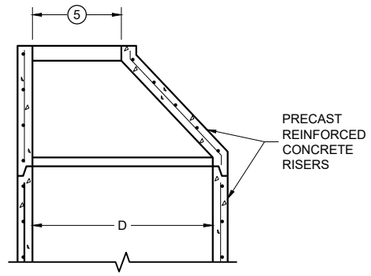
CIRCULAR OPENING



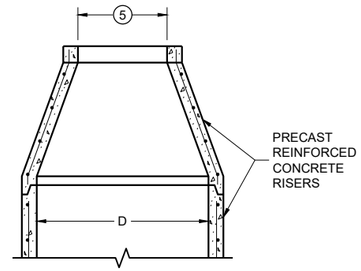
SECTION A - A

PRECAST REINFORCED CONCRETE WITH MONOLITHIC BASE

CONCRETE BLOCK WITH CAST IN PLACE OR PRECAST REINFORCED CONCRETE BASE (1)



OPTIONAL PRECAST REINFORCED CONCRETE ECCENTRIC TOP



OPTIONAL PRECAST REINFORCED CONCRETE CONCENTRIC TOP

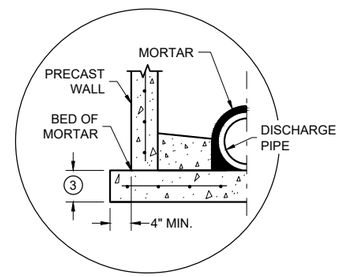
MANHOLE COVER OPENING MATRIX

OPENING SIZE (FT.) (5) \ MANHOLE COVER TYPE	C	ALL J'S	K	L	M
2 DIA.	X	X		X	
3 DIA.			X		X

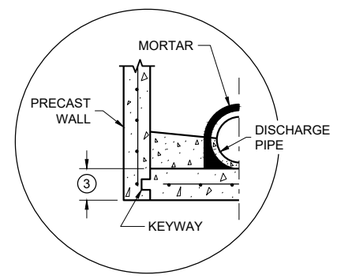
PIPE MATRIX

MANHOLE SIZE (DIA.)	MAXIMUM INSIDE PIPE DIAMETER FOR TWO PIPES		MINIMUM WALL THICKNESS (IN)	MINIMUM PRECAST FLAT SLAB TOP AND BASE THICKNESS
	180° SEPARATION (IN)	90° SEPARATION (IN)		
3-FT	15	12	4	6
4-FT	24	18	4	6
5-FT	36	24	5	8
6-FT	42	36	6	8
7-FT	48	36/42 *	7	8
8-FT	60	42	8	8
9-FT	66	54	9	10
10-FT	72	60	10	10

*A 36" PIPE AND A 42" PIPE CAN BE PLACED WITHIN 90 DEGREES. SEE MINIMUM HORIZONTAL PIPE SEPARATION DETAIL.

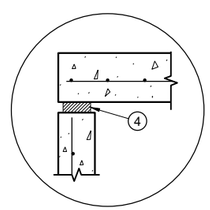


SEPARATE PRECAST REINFORCED CONCRETE BASE OPTION

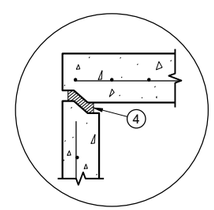


PRECAST REINFORCED CONCRETE WITH INTEGRAL BASE OPTION

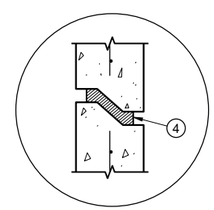
DETAIL "A"



TOP WITH PLAIN END JOINT



TOP WITH TONGUE AND GROOVE JOINT



RISER WITH TONGUE AND GROOVE JOINT

DETAIL "B"

DETAIL "C"

GENERAL NOTES

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DETAILED DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR UNDERGROUND DRAINAGE STRUCTURES SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

ALL DRAINAGE STRUCTURES ARE DESIGNATED ON THE PLANS AS "MANHOLES 3X3-L", "CATCH BASINS 4-B", "INLETS 2X3-H", ETC. THE FIRST NUMBERS DESIGNATE THE SIZE OF THE STRUCTURE, AND THE FOLLOWING LETTER DESIGNATES THE TYPE OF COVER TO BE USED TO COMPRISE THE COMPLETE UNIT.

BASES SHALL BE PLACED ON A BED OF MATERIAL AT LEAST 6 INCHES IN DEPTH, WHICH MEETS THE REQUIREMENTS OF FOUNDATION BACKFILL. THIS BEDDING SHALL BE COMPACTED AND PROVIDE UNIFORM SUPPORT FOR THE ENTIRE AREA OF THE BASE.

PRECAST REINFORCED CONCRETE CONE TOPS (ECCENTRIC OR CONCENTRIC) OR PRECAST REINFORCED CONCRETE FLAT SLAB TOPS MAY BE USED ON CONCRETE BLOCK STRUCTURES.

ECCENTRIC CONE TOPS MAY BE USED ON ALL STRUCTURES. CONCENTRIC CONE TOPS SHALL BE USED ONLY ON STRUCTURES 5 FEET OR LESS IN DEPTH UNLESS OTHERWISE DIRECTED BY THE ENGINEER.

STEPS MEETING AASHTO M199 AND THE FOLLOWING REQUIREMENTS SHALL BE INSTALLED IN ALL STRUCTURES OVER 5 FEET IN DEPTH: 16 INCH C-C MAXIMUM SPACING; PROJECT A MINIMUM CLEAR DISTANCE OF 4 INCHES FROM THE WALL AT THE POINT OF EMBEDMENT; MINIMUM LENGTH OF 10 INCHES; MINIMUM WALL EMBEDMENT OF 3 INCHES. FERROUS METAL STEPS NOT PAINTED OR TREATED TO RESIST CORROSION SHALL HAVE A MINIMUM CROSS SECTIONAL IMENSION OF 1 INCH.

STEPS OF APPROVED POLYPROPYLENE PLASTIC COATED REINFORCEMENT BAR ARE ACCEPTABLE. REINFORCING BAR MUST BE A MINIMUM OF ½ INCH AND MEET THE REQUIREMENTS OF ASTM A615.

CERTIFICATION SHALL BE PROVIDED THAT INSTALLED STEPS WHEN TESTED IN ACCORDANCE WITH SECTION 10 OF AASHTO T280 CAN WITHSTAND A VERTICAL LOAD OF 800 LBS. AND A HORIZONTAL LOAD OF 400 LBS.

ALL BAR STEEL REINFORCEMENT SHALL BE EMBEDDED 2 INCHES CLEAR UNLESS OTHERWISE SHOWN OR NOTED.

ALL PRECAST MANHOLE UNITS SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF AASHTO DESIGNATION M199.

PRECAST REINFORCED RISERS SHALL HAVE A TONGUE AND GROOVE JOINT WITH TONGUE UP OR DOWN.

CONCRETE BLOCK WILL NOT BE PERMITTED FOR STRUCTURES GREATER THAN 4 FEET IN DIAMETER.

4" OVERHANGING BASES ARE REQUIRED FOR ALL CONCRETE BLOCK INSTALLATIONS. 4" OVERHANG IS REQUIRED WHEN SEPARATE PRECAST BASE IS PROVIDED. OVERHANG IS NOT REQUIRED ON PRECAST STRUCTURES WITH AN INTEGRAL OR MONOLITHIC BASE.

FOR ADDITIONAL CONFIGURATIONS, MAINTAIN A MINIMUM OF 12 INCHES AS MEASURED FROM THE INSIDE OF THE STRUCTURE WALL BETWEEN THE OUTSIDE PIPE WALLS OF ADJACENT PIPES. SEE DETAIL "D".

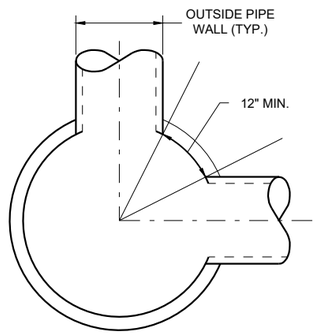
(1) FOR PRECAST MANHOLES AND REINFORCED CONCRETE BASES PROVIDE REINFORCING STEEL IN ACCORDANCE TO AASHTO M199.

(2) SEE PIPE MATRIX TABLE FOR MINIMUM WALL THICKNESS FOR PRECAST MANHOLES

(3) SEE PIPE MATRIX TABLE FOR MINIMUM THICKNESS OF PRECAST FLAT SLAB TOPS AND BASES.

(4) JOINTS TO BE SEALED WITH A BUTYL RUBBER SEAL PER SEALANT MANUFACTURERS RECOMMENDATIONS CONFORMING TO ASTM C 990 OR RUBBER GASKETS CONFORMING TO ASTM C443.

(5) SEE MANHOLE COVER OPENING MATRIX.



MINIMUM HORIZONTAL PIPE SEPARATION

DETAIL "D"

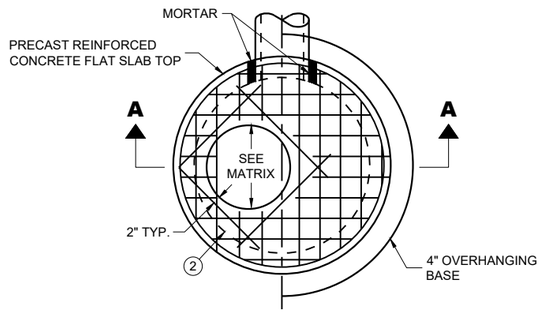
MANHOLES 3-FT, 4-FT, 5-FT, 6-FT, 7-FT, 8-FT, 9-FT AND 10-FT DIAMETER

MANHOLES, 3-FT, 4-FT 5-FT, 6-FT, 7-FT, 8-FT, 9-FT AND 10-FT DIAMETER

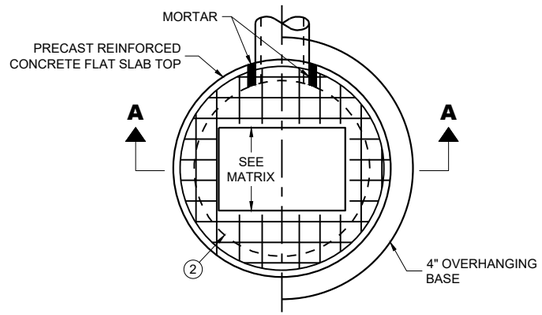
STATE OF WISCONSIN
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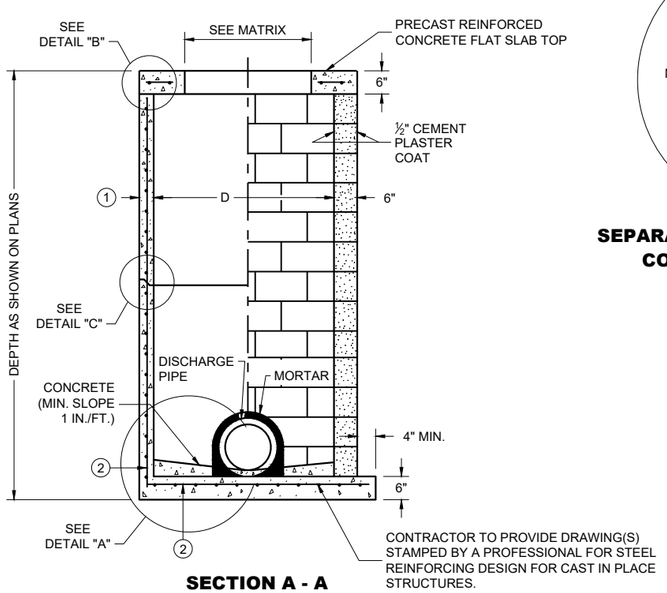
FHWA



PLAN VIEW CIRCULAR OPENING



PLAN VIEW RECTANGULAR OPENING



SECTION A - A

PRECAST REINFORCED CONCRETE WITH MONOLITHIC BASE

CONCRETE BLOCK WITH CAST IN PLACE OR PRECAST REINFORCED CONCRETE BASE (2)

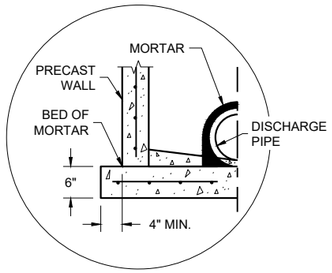
CIRCULAR INLETS WITH FLAT TOP

CATCH BASIN COVER OPENING MATRIX

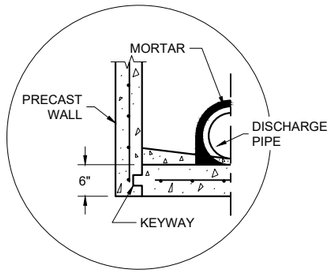
INLET SIZE	INLET COVER TYPE	ALL A'S	ALL B'S	BW	C	F	ALL H'S	S	T	V	WM	Z
	OPENING SIZE (FT.)											
3-FT	2 DIA.				X							X
	2 X 2	X	X					X		X		
4-FT	2 DIA.				X							X
	2 X 2	X	X					X		X		
	2 X 2.5			X				X	X	X	X	
	2 X 3						X					
	2.5 X 3					X						

PIPE MATRIX

INLET SIZE	MAXIMUM INSIDE PIPE DIAMETER FOR TWO PIPES	
	180° SEPARATION (IN)	90° SEPARATION (IN)
3-FT	15	12
4-FT	24	18

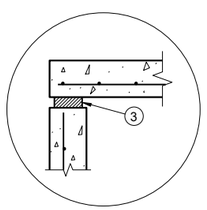


SEPARATE PRECAST REINFORCED CONCRETE BASE OPTION

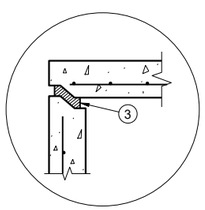


PRECAST REINFORCED CONCRETE WITH INTEGRAL BASE OPTION

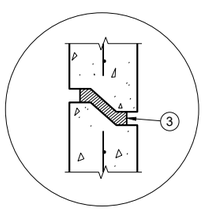
DETAIL "A"



TOP WITH PLAIN END JOINT



TOP WITH TONGUE AND GROOVE JOINT



RISER WITH TONGUE AND GROOVE JOINT

DETAIL "B" **DETAIL "C"**

INLETS 3-FT AND 4-FT DIAMETER

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ALL DRAINAGE STRUCTURES ARE DESIGNATED ON THE PLANS AS "MANHOLES 3X3-L", "CATCH BASINS 4-B", "INLETS 2X3-H", ETC. THE FIRST NUMBERS DESIGNATE THE SIZE OF THE STRUCTURE, AND THE FOLLOWING LETTER DESIGNATES THE TYPE OF COVER TO BE USED TO COMPRISE THE COMPLETE UNIT.

BASES SHALL BE PLACED ON A BED OF MATERIAL AT LEAST 6 INCHES IN DEPTH, WHICH MEETS THE REQUIREMENTS OF FOUNDATION BACKFILL. THIS BEDDING SHALL BE COMPACTED AND PROVIDE UNIFORM SUPPORT FOR THE ENTIRE AREA OF THE BASE.

ALL BAR STEEL REINFORCEMENT SHALL BE EMBEDDED 2 INCHES CLEAR UNLESS OTHERWISE SHOWN OR NOTED.

ALL PRECAST INLET UNITS SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF AASHTO DESIGNATION M199.

PRECAST REINFORCED RISERS SHALL HAVE A TONGUE AND GROOVE JOINT WITH TONGUE UP OR DOWN.

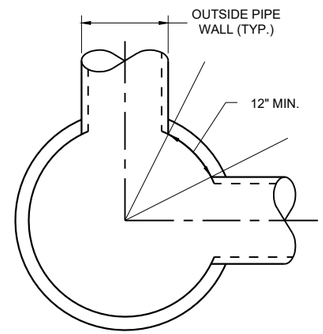
4" OVERHANGING BASES ARE REQUIRED FOR ALL CONCRETE BLOCK INSTALLATIONS. 4" OVERHANG IS REQUIRED WHEN SEPARATE PRECAST BASE IS PROVIDED. OVERHANG IS NOT REQUIRED ON PRECAST STRUCTURES WITH AN INTEGRAL OR MONOLITHIC BASE.

FOR ADDITIONAL CONFIGURATIONS, MAINTAIN A MINIMUM OF 12 INCHES AS MEASURED FROM THE INSIDE OF THE STRUCTURE WALL BETWEEN THE OUTSIDE PIPE WALLS OF ADJACENT PIPES. SEE DETAIL "D".

(1) MINIMUM WALL THICKNESS SHALL BE 4 INCHES FOR 3-FT DIAMETER AND 5 INCHES FOR 4-FT DIAMTER PRECAST INLETS.

(2) FOR PRECAST INLETS AND REINFORCED CONCRETE BASES PROVIDE REINFORCING STEEL IN ACCORDANCE TO AASHTO M199.

(3) JOINTS TO BE SEALED WITH A BUTYL RUBBER SEAL PER SEALANT MANUFACTURERS RECOMMENDATIONS CONFORMING TO ASTM C 990 OR RUBBER GASKETS CONFORMING TO ASTM C443.



MINIMUM HORIZONTAL PIPE SEPARATION

DETAIL "D"

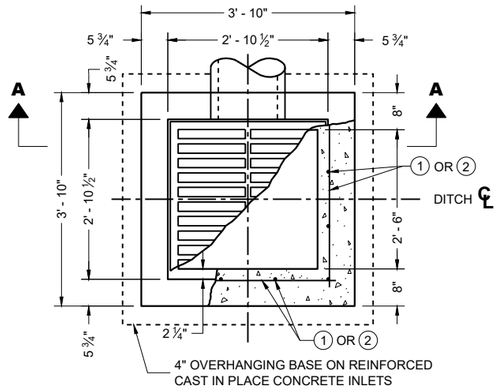
INLETS 3-FT AND 4-FT DIAMETER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

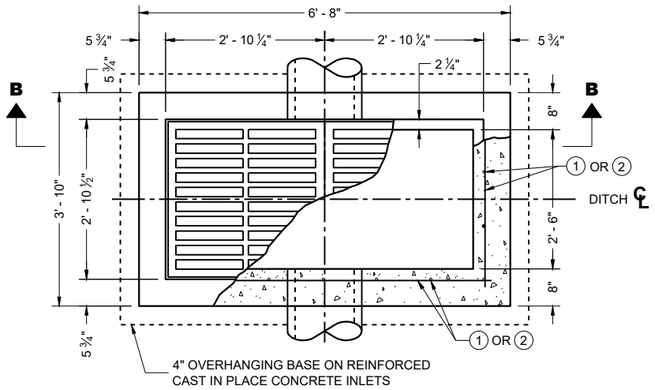
APPROVED
December 2023 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR

FHWA

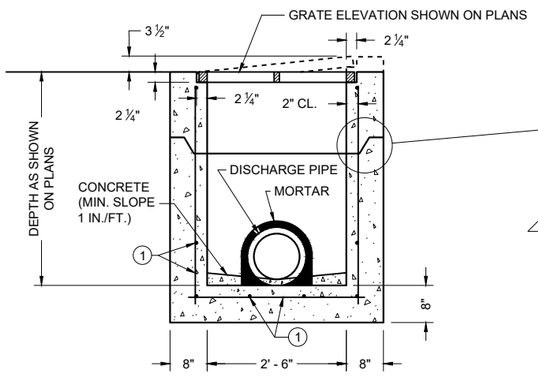
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SDD 08C06-03



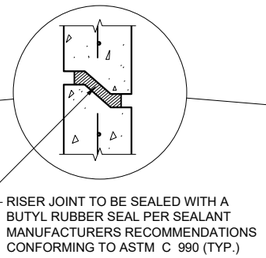
PLAN VIEW

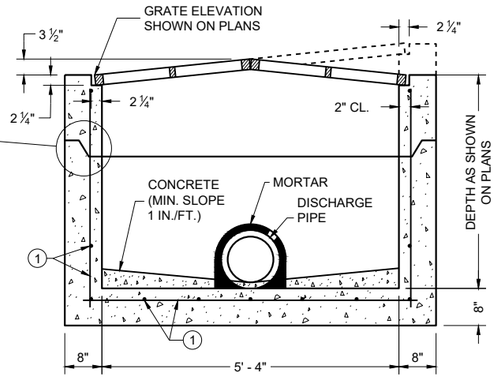


PLAN VIEW

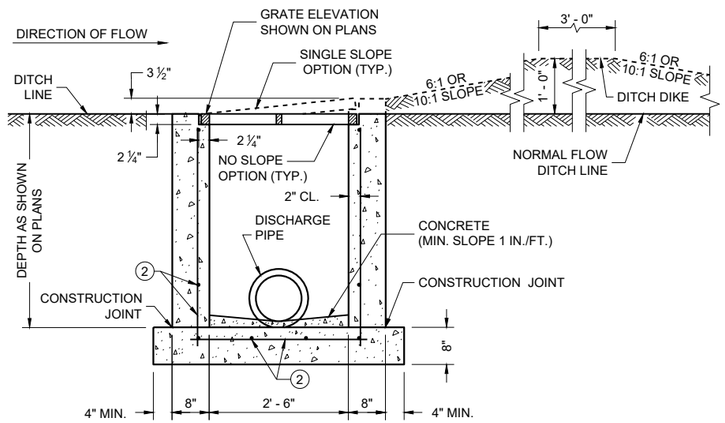


PRECAST REINFORCED CONCRETE SECTION A - A



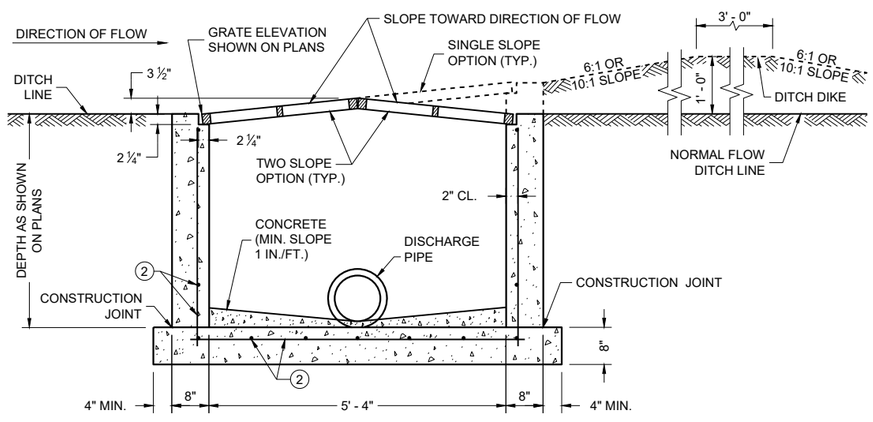


PRECAST REINFORCED CONCRETE SECTION B - B



REINFORCED CAST IN PLACE CONCRETE SECTION A - A

INLETS MEDIAN 1 GRATE



REINFORCED CAST IN PLACE CONCRETE SECTION B - B

INLETS MEDIAN 2 GRATE

GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP N0T SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

UNLESS OTHERWISE AUTHORIZED IN WRITING BY THE ENGINEER, THE CONTRACTOR SHALL NOT ORDER AND DELIVER PRECAST INLET UNITS REQUIRED FOR THE PROJECT UNTIL A LIST OF SIZES IS FURNISHED BY THE ENGINEER.

DETAILED DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR INLETS WHICH MAY INCLUDE PRECAST REINFORCED CONCRETE INLETS, SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

ALL MEDIAN INLETS ARE DESIGNATED ON THE PLANS AS "INLETS, 1G-MS", ETC. THE FIRST NUMBER AND LETTER DESIGNATE THE TYPE OF STRUCTURE, AND THE FOLLOWING LETTERS DESIGNATE THE TYPE OF COVER TO BE USED TO COMPRISE THE COMPLETE UNIT.

BASES SHALL BE PLACED ON A BED OF MATERIAL AT LEAST 6 INCHES IN DEPTH, WHICH MEETS THE REQUIREMENTS OF FOUNDATION BACKFILL. THIS BEDDING SHALL BE COMPACTED AND PROVIDE UNIFORM SUPPORT FOR THE ENTIRE AREA OF THE BASE.

ALL PRECAST INLET UNITS SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF ASTM C 913.

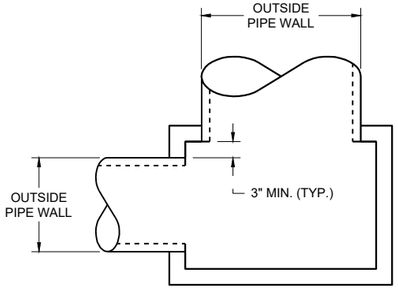
ALL BAR STEEL REINFORCEMENT SHALL BE EMBEDDED 2 INCHES CLEAR UNLESS OTHERWISE SHOWN OR NOTED.

PRECAST REINFORCED RISERS SHALL HAVE A TONGUE AND GROOVE JOINT WITH TONGUE UP OR DOWN.

MAXIMUM INSIDE PIPE DIAMETER DETERMINED BY 3" CLEARANCE ON EACH SIDE OF THE OUTSIDE WALL OF THE PIPE. SEE DETAIL "A". ASSUMES PIPE ENTERS PERPENDICULAR TO THE STRUCTURE.

(1) FOR PRECAST INLETS AND REINFORCED CONCRETE BASES PROVIDE REINFORCING STEEL IN ACCORDANCE TO ASTM C 913.

(2) CONTRACTOR TO PROVIDE DRAWING(S) STAMPED BY A PROFESSIONAL ENGINEER FOR STEEL REINFORCING DESIGN FOR CAST-IN-PLACE STRUCTURES.



DETAIL "A"

PIPE MATRIX

INLET SIZE	MAXIMUM INSIDE PIPE DIAMETER	
	WIDTH (IN)	LENGTH (IN)
1 GRATE	18	18
2 GRATE	18	42

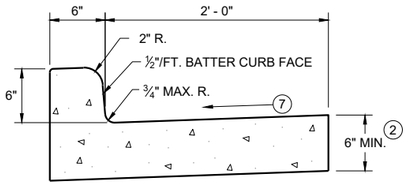
INLETS
MEDIAN 1 AND 2 GRATE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

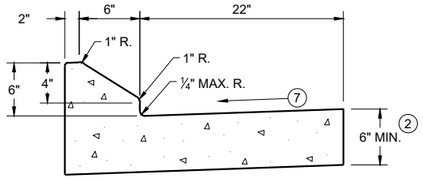
APPROVED
December 2023 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR

FHWA

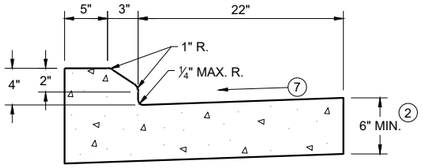
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SDD 08C08-03



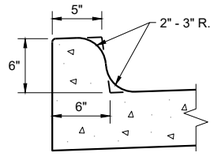
TYPES A (1) & D



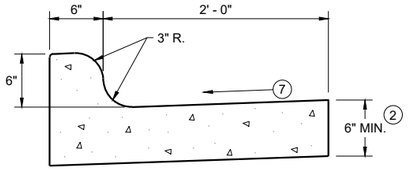
6" SLOPED CURB TYPES G (1) & J



4" SLOPED CURB TYPES G (1) & J

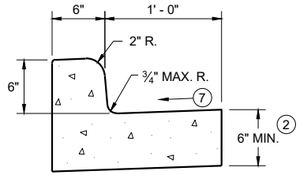


TYPES K (1) & L
(OPTIONAL CURB SHAPE)



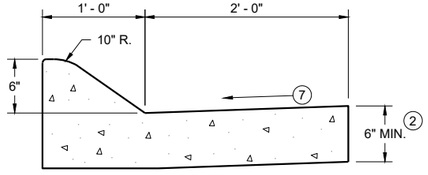
TYPES K (1) & L

CONCRETE CURB AND GUTTER 30"

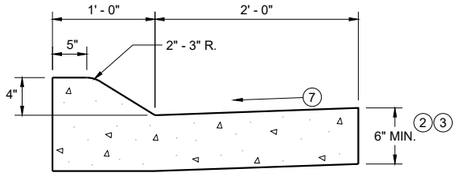


TYPES A (1) & D

CONCRETE CURB AND GUTTER 18"

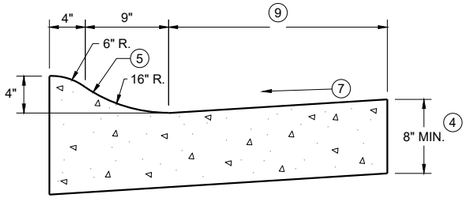


6" SLOPED CURB TYPES A (1) & D



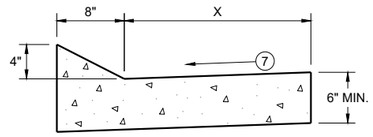
4" SLOPED CURB TYPES A (1) & D

CONCRETE CURB AND GUTTER 36"



4" SLOPED CURB TYPES R (1) & T

TBT & TBTT	X
30"	22"
36"	28"

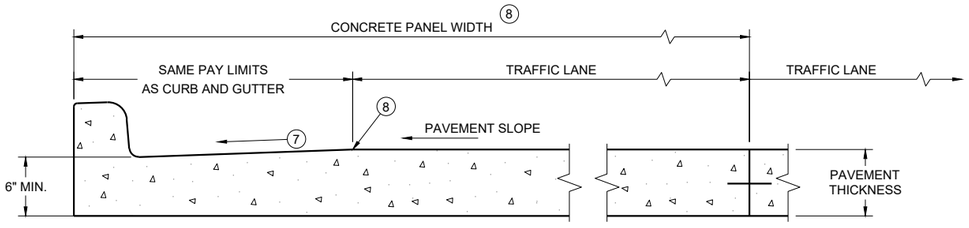


TYPES TBT & TBTT (1)

CONCRETE CURB AND GUTTER

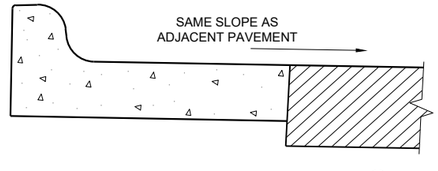
PAVEMENT THICKNESS AND MAXIMUM CONCRETE PANEL WIDTH TABLE

PAVEMENT THICKNESS	MAXIMUM PANEL WIDTH
LESS THAN 10"	12'
10" & ABOVE	15'



PARTIAL SECTION OF PAVEMENT * WITH INTEGRAL CURB AND GUTTER

* BIKE LANE IS NOT SHOWN



REVERSE SLOPE GUTTER (6)
(TYPICAL FOR ALL CURB & GUTTER TYPES)

GENERAL NOTES

DETAILS OF CONSTRUCTION AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

PAVEMENT TIES AND TIE BARS SHALL BE EPOXY COATED IN CONFORMANCE WITH SUBSECTION 505.2.6.2 OF THE STANDARD SPECIFICATIONS.

INTEGRAL CURB AND GUTTER SHALL CONFORM TO THE DETAILS SHOWN FOR CONCRETE CURB AND GUTTER INCLUDING THE TRANSVERSE GUTTER SLOPE.

UNLESS OTHERWISE SHOWN ON THE TYPICAL CROSS SECTIONS, THE BASE AGGREGATE AND COMMON EXCAVATION LIMITS ARE 2' - 0" BEHIND THE BACK OF CURBS.

(1) TIE BARS ARE REQUIRED FOR CURB AND GUTTERS TYPES A, G, K, R, AND TBTT.

(2) THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 6" MINIMUM GUTTER THICKNESS IS MAINTAINED.

(3) USE 8" MINIMUM GUTTER THICKNESS WHEN USED WITH AN ADJACENT CONCRETE TRUCK APRON PLACED BEHIND BACK OF CURB.

(4) THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 8" MINIMUM GUTTER THICKNESS IS MAINTAINED.

(5) UNLESS OTHERWISE NOTED, FOR STAKING PURPOSES THE FACE OF CURB IS 6" FROM THE BACK OF CURB.

(6) WHEN REVERSE SLOPE GUTTER IS REQUIRED, THE LOCATION(S) WILL BE SHOWN ELSEWHERE IN THE PLAN.

(7) USE 4% GUTTER CROSS SLOPE UNLESS OTHERWISE NOTED IN THE PLANS.

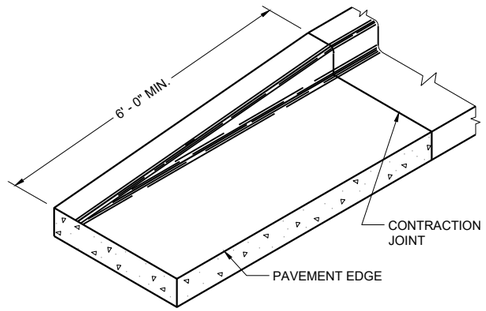
(8) INCLUDE LONGITUDINAL JOINT AND TIE BARS ALONG LANE EDGE WHEN CONCRETE PANEL WIDTH EXCEEDS THE MAXIMUM WIDTH PER TABLE BELOW. LONGITUDINAL JOINT(S) ARE NOT ALLOWED WITHIN TRAFFIC LANES AND BIKE LANES. LONGITUDINAL JOINT MAY BE SAWED.

(9) CONCRETE CURB AND GUTTER 4-INCH SLOPED 30-INCH TYPE "R" AND "T" = 17 INCHES
CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE "R" AND "T" = 23 INCHES

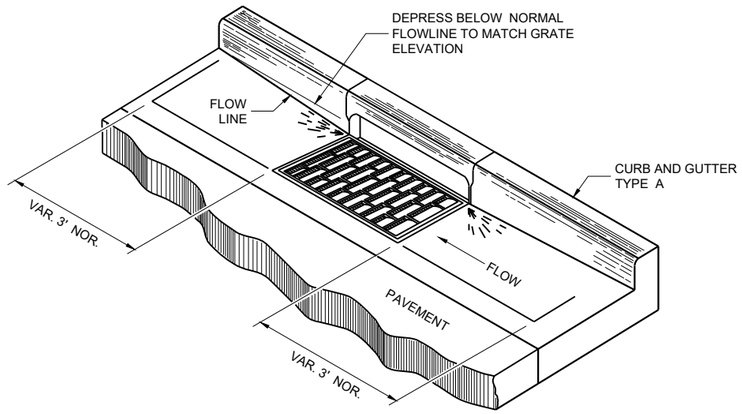
CONCRETE CURB AND GUTTER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

SDD 08D01-23a



END SECTION CURB AND GUTTER



DETAIL OF CURB AND GUTTER AT INLETS

(TYPICAL H INLET COVER SHOWN)

GENERAL NOTES

DETAILS OF CONSTRUCTION AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

PAVEMENT TIES AND TIE BARS SHALL BE EPOXY COATED IN CONFORMANCE WITH SUBSECTION 505.2.6.2 OF THE STANDARD SPECIFICATIONS.

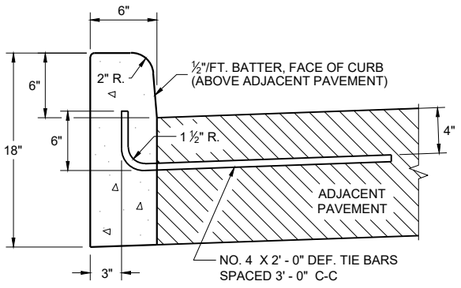
UNLESS OTHERWISE SHOWN ON THE TYPICAL CROSS SECTIONS, THE BASE AGGREGATE AND COMMON EXCAVATION LIMITS ARE 2' - 0" BEHIND THE BACK OF CURBS.

(1) TIE BARS ARE REQUIRED FOR CURB AND GUTTERS TYPES A, G, K, R, AND TBTT.

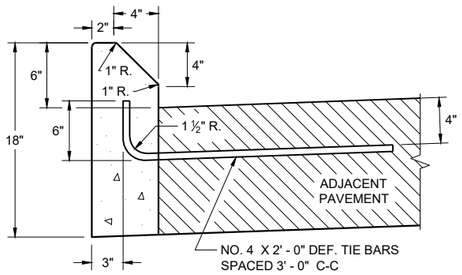
(2) THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 6" MINIMUM GUTTER THICKNESS IS MAINTAINED.

(10) REFER TO SDD 08D18 AND 08D19 FOR ADDITIONAL DRIVEWAY ENTRANCE CURB DETAILS.

(11) PLACE 1" THICK EXPANSION JOINT MATERIAL BETWEEN VERTICAL FACE CURB TYPES EXTENDING FROM THE TOP OF CURB TO 1 INCH BELOW THE ADJOINING CONCRETE SURFACE. RIGID CONCRETE STRUCTURES INCLUDE RAISED CONCRETE MEDIANS, CONCRETE SAFETY ISLANDS, SPLITTER ISLANDS, OR LOCATIONS IDENTIFIED ON THE PLANS.

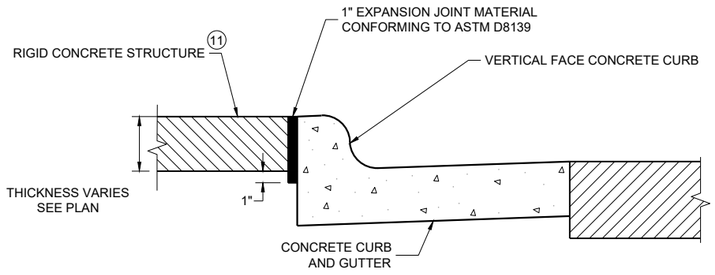


TYPES A (1) & D

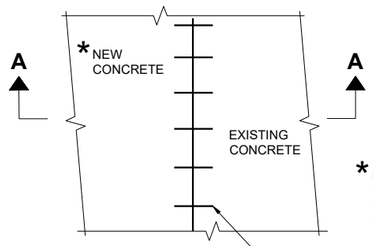


TYPES G (1) & J

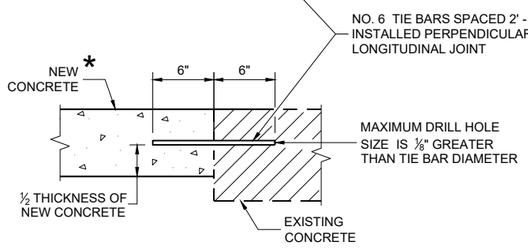
CONCRETE CURB



EXPANSION JOINT DETAIL FOR VERTICAL CURB ABUTTING A RIGID STRUCTURE (11)

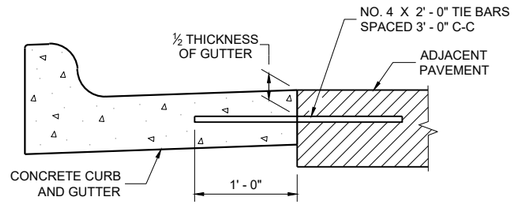


PLAN VIEW

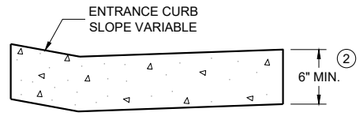


SECTION A - A

TIE BARS DRILLED INTO EXISTING PAVEMENT



TYPICAL TIE BAR LOCATION (1)



DRIVEWAY ENTRANCE CURB (10)

(WHEN DIRECTED BY THE ENGINEER)

CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

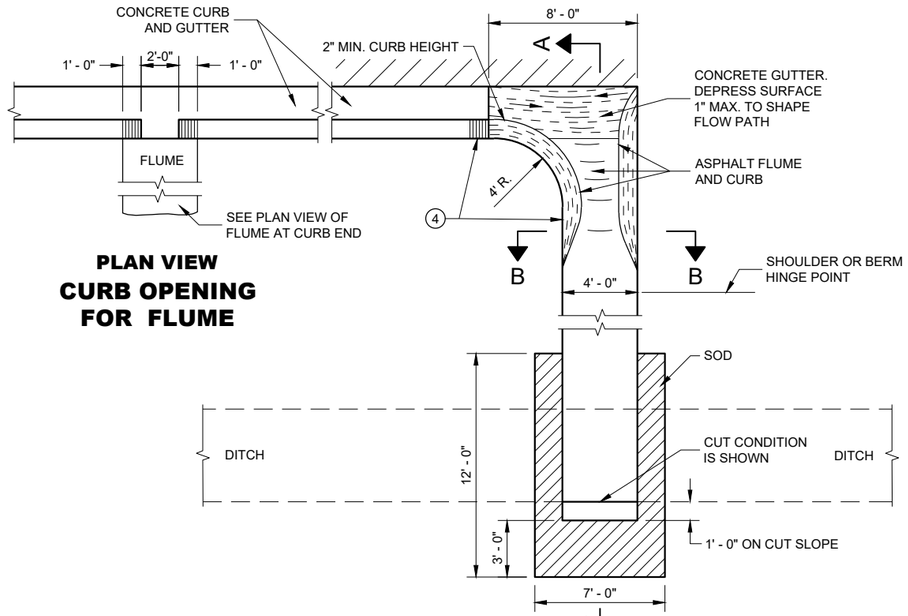
APPROVED
May 2023 — DATE
/S/ Rodnery Taylor — ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR

FHWA

6
SDD 08D01-23b

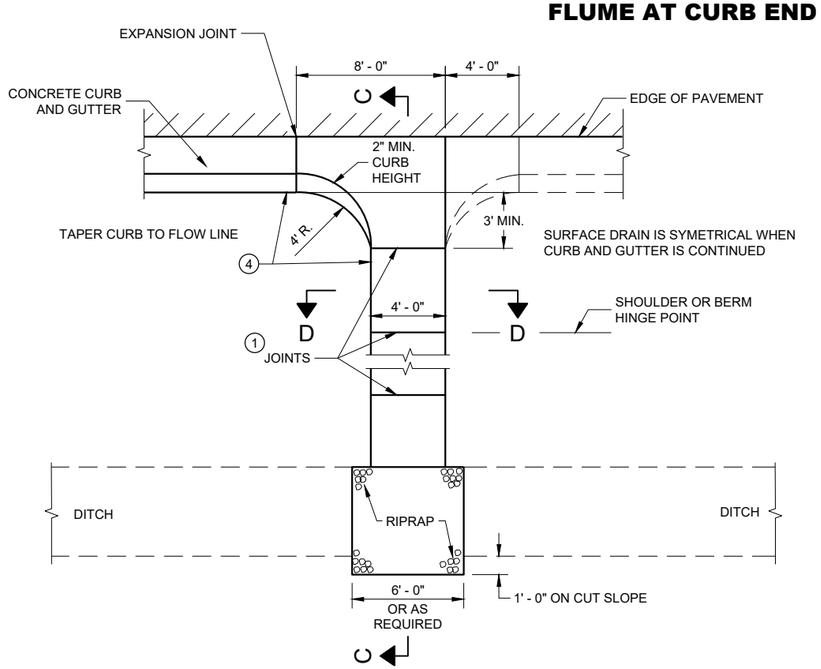
NOTE: TAPER CURB ENDS TO GUTTER IN 1' - 0"

ASPHALTIC FLUME



PLAN VIEW
CURB OPENING FOR FLUME

PLAN VIEW
FLUME AT CURB END



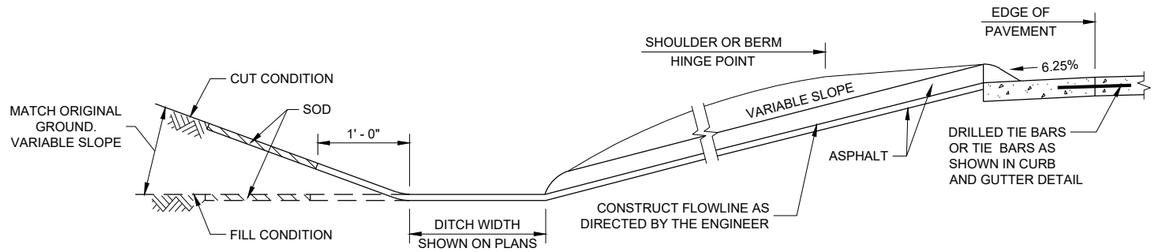
PLAN VIEW
CONCRETE SURFACE DRAIN

GENERAL NOTES

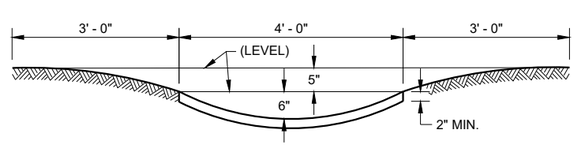
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

4" X 4" - W3.0 X W3.0 CONCRETE REINFORCEMENT SHALL BE IN ACCORDANCE WITH AASHTO SPECIFICATION M55.

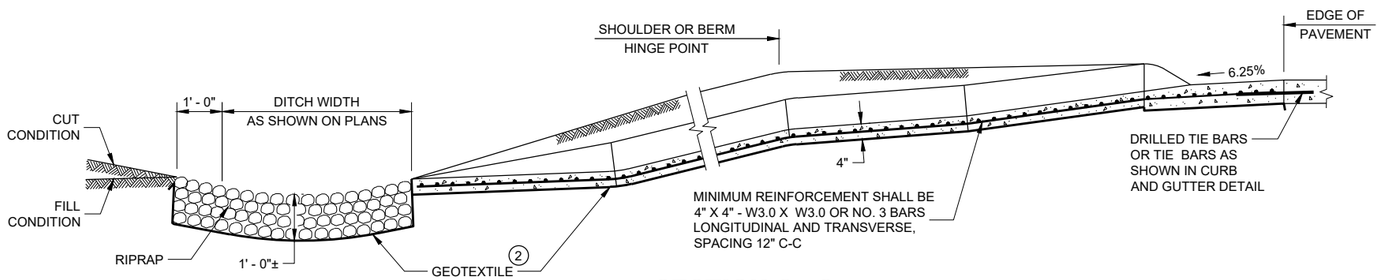
1. JOINTS SHALL BE ⅛" TO ¼" WIDE BY 1½" DEEP AND SPACED AT UNIFORM INTERVALS OF APPROXIMATELY 4 FEET.
2. GEOTEXTILE TYPE "R" SHALL UNDERLAY THE FULL LENGTH AND WIDTH OF THE CONCRETE SURFACE DRAIN AND RIPRAP.
3. CONCRETE SURFACE DRAIN WITHOUT CURB AND GUTTER MAY BE USED ON BACKSLOPES WHEN SPECIFIED.
4. ANGLE OF FLUME IN RELATION TO BACK OF CURB TO BE CONSTRUCTED PER THE PLAN DETAILS OR AS DIRECTED BY THE ENGINEER. ANGLE OF FLUME MAY BE OTHER THAN 90 DEGREES AS SHOWN.



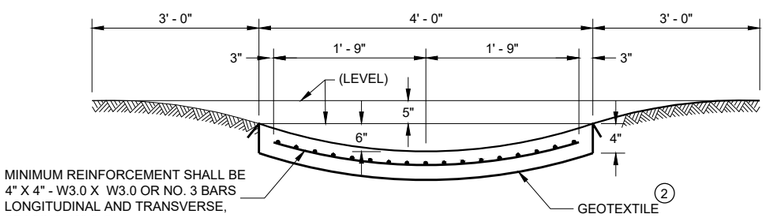
SECTION A - A



SECTION B - B



SECTION C - C



SECTION D - D

CONCRETE SURFACE DRAINS AND ASPHALTIC FLUMES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

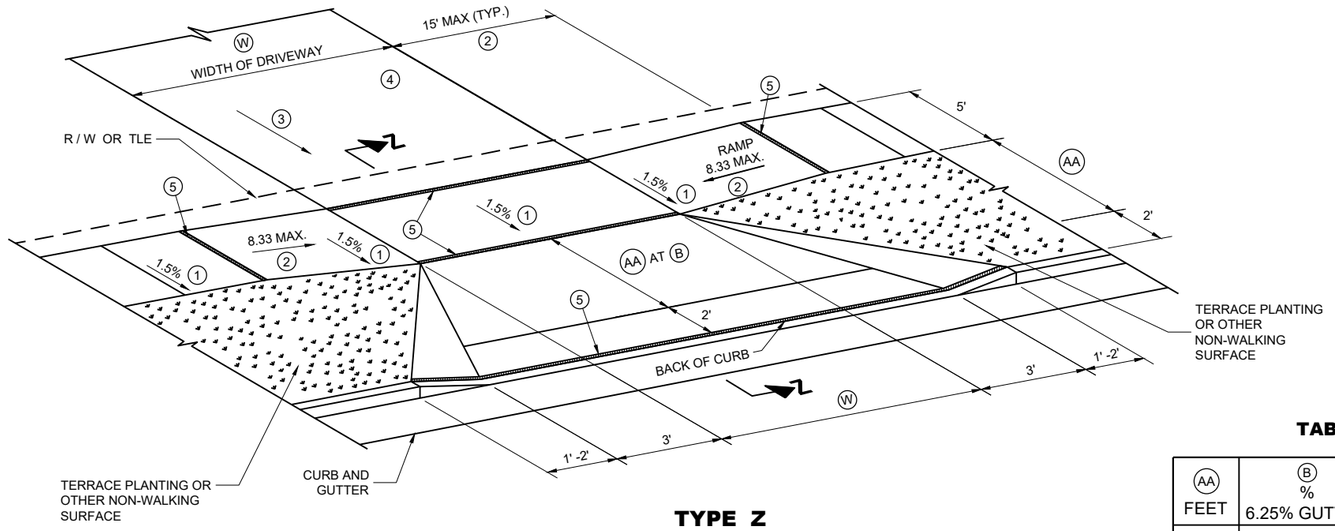
APPROVED
May 2023
DATE

/S/ Rodney Taylor
ROADWAY STANDARDS DEVE ENGINEER

FHWA

6

SDD 08D04 - 07



TYPE Z

SIDEWALK WITH WIDER TERRACE
TERRACE VARIES 7 TO 12 FEET

GENERAL NOTES

PROVIDE CONSTRUCTION JOINTS ALONG THE CENTER OF THE CONCRETE FOR DRIVEWAYS UNDER 20 FEET IN WIDTH AND AT THE THIRD POINTS OVER 20 FEET IN WIDTH.

(W) IS SHOWN ON PLAN AND PROFILE SHEETS.

OFFSETS, ELEVATIONS, AND PERCENT GRADE ARE SHOWN ON THE CROSS SECTIONS.

(1) CONSTRUCTION TOLERANCE OF 0.5%± FOR SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2%.

(2) THE SIDEWALK RAMP MAXIMUM RUNNING SLOPE SHALL NOT REQUIRE THE RAMP LENGTH TO EXCEED 15 FEET TO AVOID CHASING THE SLOPE INDEFINITELY WHEN CONNECTING TO STEEP GRADES. WHEN APPLYING THE 15 FOOT MAXIMUM LENGTH, THE RUNNING SLOPE OF THE SIDEWALK SHALL BE AS FLAT AS FEASIBLE AND NOT EXCEED THE LONGITUDINAL GRADE OF THE ROADWAY.

(3) DRIVEWAY SLOPES: DESIRABLE MAXIMUM
- 10.5% UP AWAY FROM SIDEWALK (SAG)
- 8.5% DOWN AWAY FROM SIDEWALK (CREST)
- ABSOLUTE MAXIMUM 15% FOR BOTH CREST AND SAG

(4) DRIVEWAY TYPES
- 6-INCH CONCRETE DRIVEWAY PAVEMENT OVER 6-INCH BASE AGGREGATE
- 2-INCH TO 3-INCH ASPHALTIC SURFACE OVER 6-INCH BASE AGGREGATE
- 6-INCH BASE AGGREGATE (MAY BE INCREASED FOR CLAY SUBGRADES.)

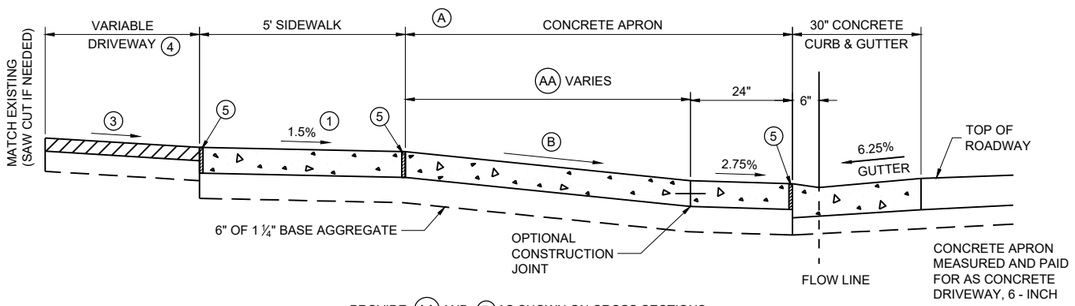
(5) ½" EXPANSION JOINT FILLER.

TABLE Z

(AA) FEET	(B) % 6.25% GUTTER	(B) % 4% GUTTER
4.5'	11.5%	9% TO 11.5%
5.5'	9% TO 11.5%	8% TO 11.5%
6.5'	8% TO 11.5%	6% TO 11.5%
7.5'	7% TO 11.5%	6% TO 11.5%
8.5'	6% TO 11.5%	5% TO 11.5%
9.5'	5% TO 11.5%	4% TO 11.5%

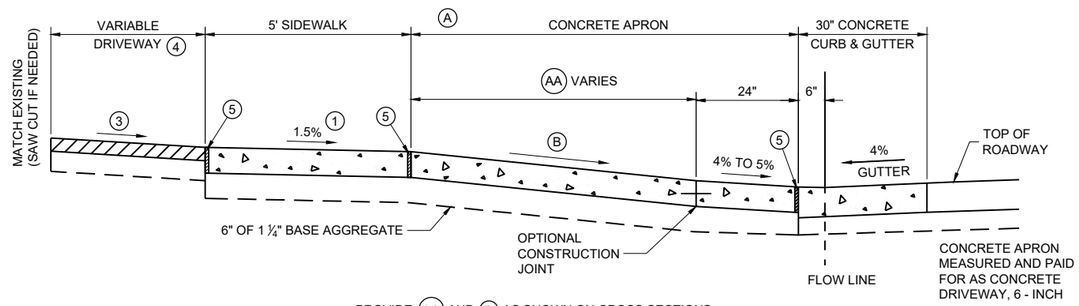
(W): 12' MIN. - 24' MAX. RESIDENTIAL AND NON-COMMERCIAL (PE & FE)

16' MIN. - 35' MAX. COMMERCIAL (CE)



PROVIDE (AA) AND (B) AS SHOWN ON CROSS SECTIONS.

6.25% GUTTER SLOPE



PROVIDE (AA) AND (B) AS SHOWN ON CROSS SECTIONS.

4% GUTTER SLOPE

NOTE: SIDEWALK MY BE DEPRESSED IN DRIVEWAY AREAS FOR (B) VALUES NOT SHOWN IN TABLE Z.

SIDEWALK WITHIN THE LIMITS OF THE DRIVEWAY PAID FOR AS CONCRETE DRIVEWAY 6-INCH.

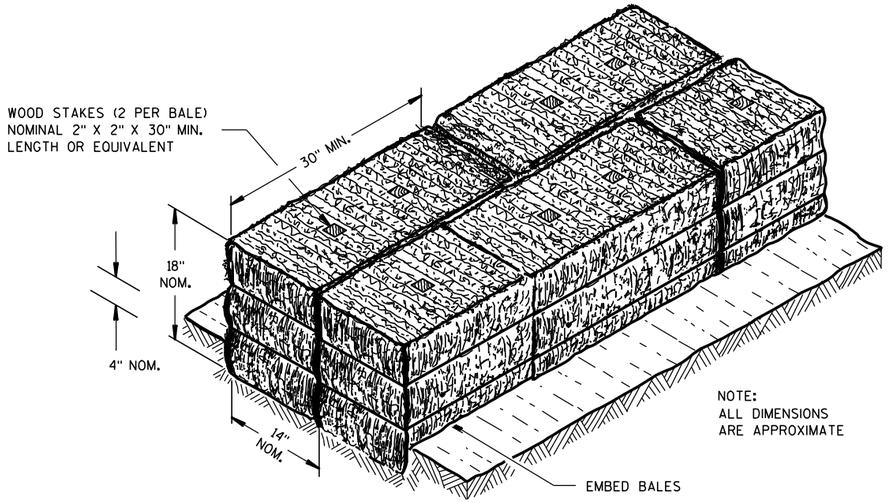
SECTION Z - Z
DRIVEWAY DETAIL WITH CONCRETE CURB AND GUTTER
(URBAN AND SUBURBAN)

DRIVEWAY AND SIDEWALK RAMPS TYPE Z

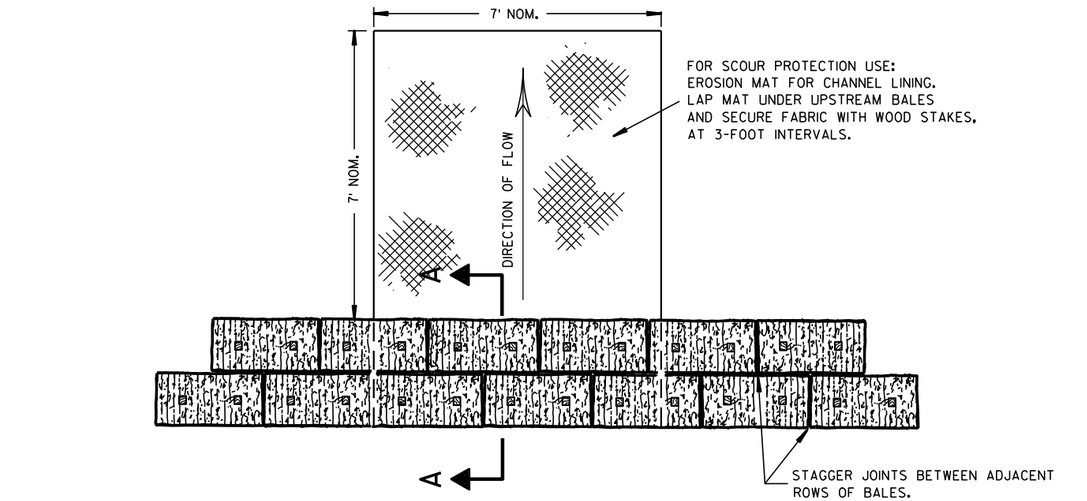
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
July 2023 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR

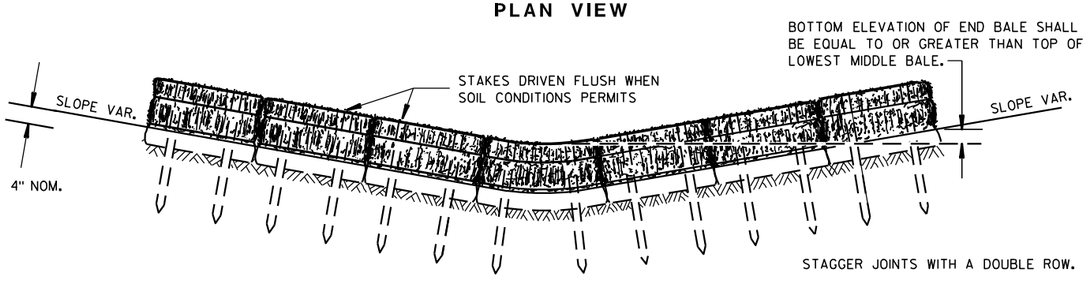
FHWA



SECTION A-A



PLAN VIEW



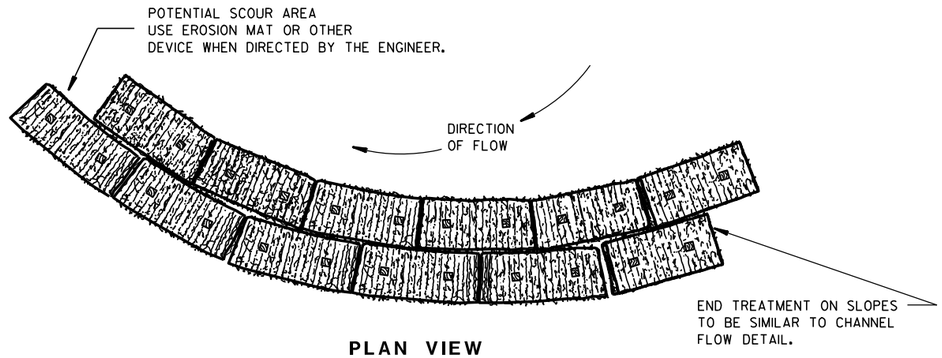
FRONT ELEVATION

TEMPORARY DITCH CHECK USING EROSION BALES ①

GENERAL NOTES

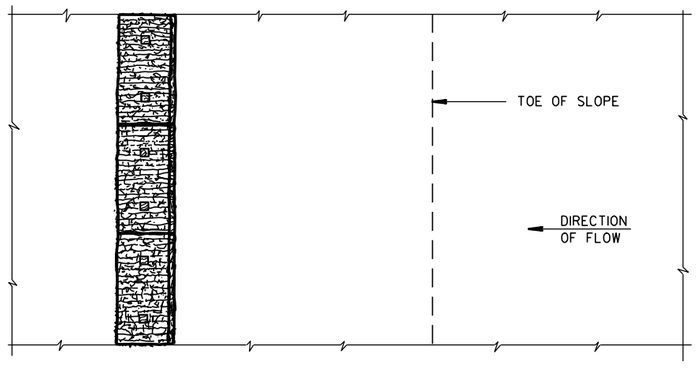
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

① TEMPORARY DITCH CHECKS EITHER EROSION BALES OR MANUFACTURED SHALL BE PAID FOR UNDER THE BID ITEM OF TEMPORARY DITCH CHECK. THE DEPARTMENT WILL NOT PAY FOR TEMPORARY DITCH CHECKS CONSTRUCTED OF A SINGLE ROW OF EROSION BALES.

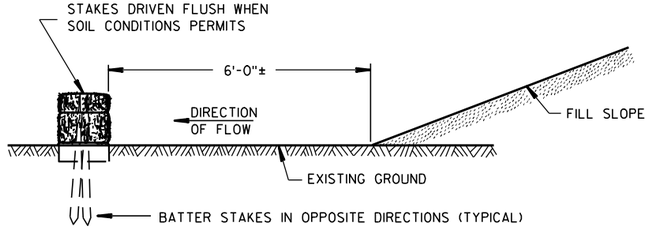


PLAN VIEW

WHEN ALTERING THE DIRECTION OF FLOW



PLAN VIEW



FRONT ELEVATION

WHEN EXISTING GROUND SLOPES AWAY FROM FILL SLOPE

EROSION BALES FOR SHEET FLOW

TYPICAL INSTALLATIONS OF EROSION BALES / TEMPORARY DITCH CHECKS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

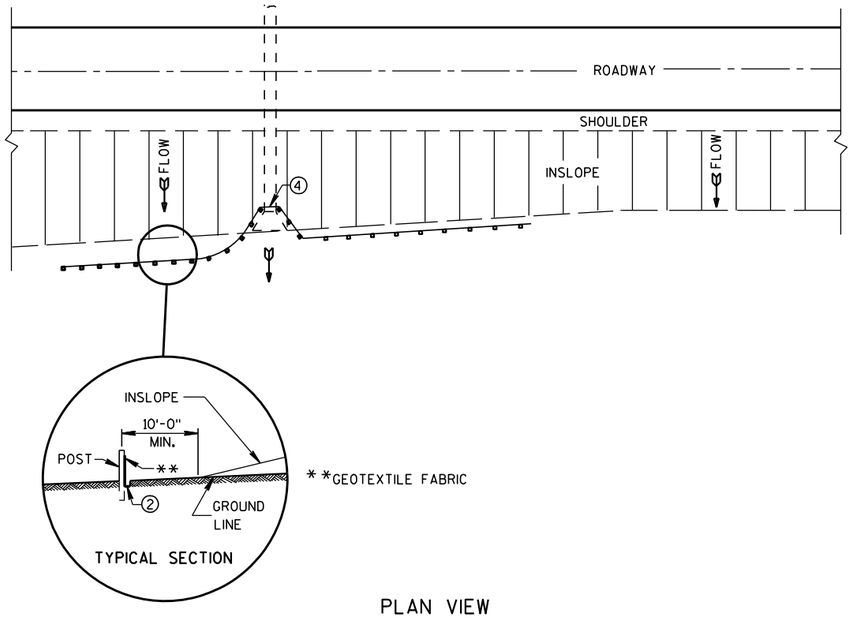
APPROVED

6/04/02 DATE — /S/ Beth Cannestra CHIEF ROADWAY DEVELOPMENT ENGINEER

FHWA

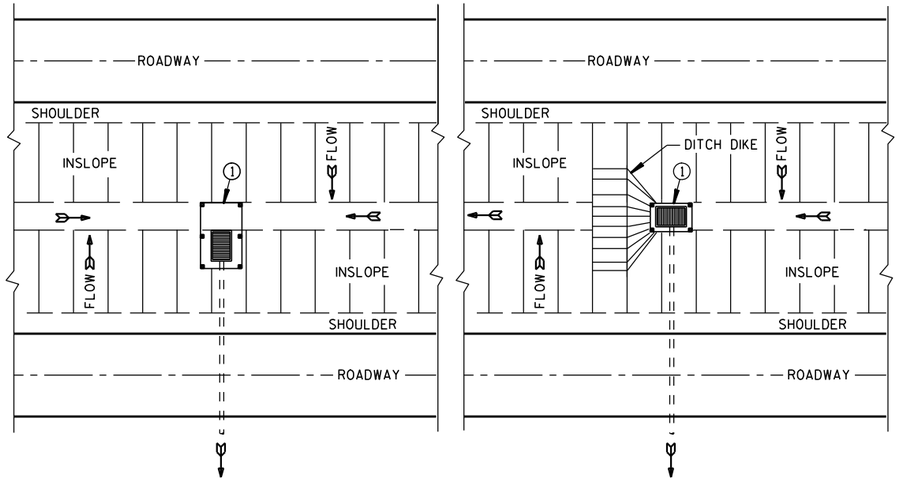
6

S.D.D. 8 E 8-3



PLAN VIEW

TYPICAL APPLICATION OF SILT FENCE



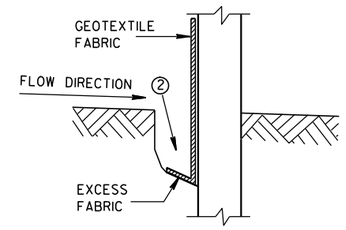
PLAN VIEW

SILT FENCE AT MEDIAN SURFACE DRAINS

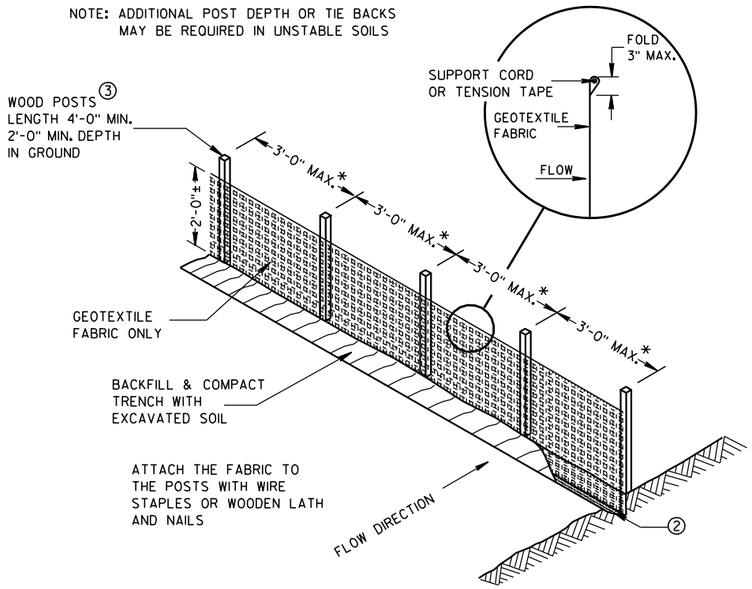
GENERAL NOTES

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

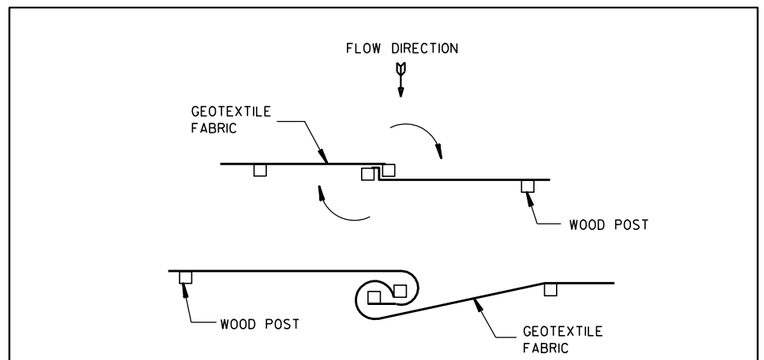
1. HORIZONTAL BRACE REQUIRED WITH 2" X 4" WOODEN FRAME OR EQUIVALENT AT TOP OF POSTS.
2. FOR MANUAL INSTALLATIONS THE TRENCH SHALL BE A MINIMUM OF 4" WIDE & 6" DEEP TO BURY AND ANCHOR THE GEOTEXTILE FABRIC. FOLD MATERIAL TO FIT TRENCH AND BACKFILL & COMPACT TRENCH WITH EXCAVATED SOIL.
3. WOOD POSTS SHALL BE A MINIMUM SIZE OF 1⅛" X 1⅛" OF OAK OR HICKORY.
4. SILT FENCE TO EXTEND ACROSS THE TOP OF THE PIPE.
5. CONSTRUCT SILT FENCE FROM A CONTINUOUS ROLL IF POSSIBLE BY CUTTING LENGTHS TO AVOID JOINTS. IF A JOINT IS NECESSARY USE ONE OF THE FOLLOWING TWO METHODS; A) OVERLAP THE END POSTS AND TWIST, OR ROTATE, AT LEAST 180 DEGREES, B) HOOK THE END OF EACH SILT FENCE LENGTH.



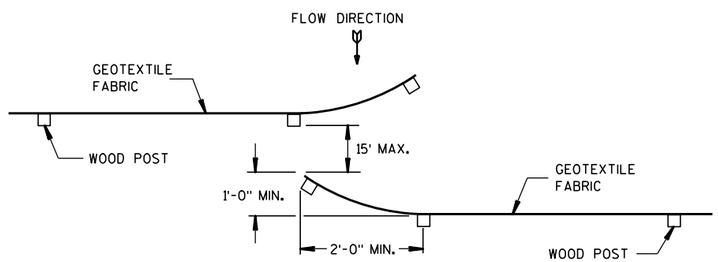
TRENCH DETAIL



SILT FENCE

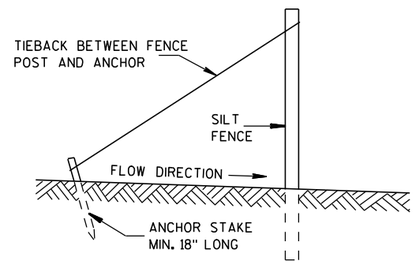


TWIST METHOD



HOOK METHOD

JOINING TWO LENGTHS OF SILT FENCE 5



SILT FENCE TIE BACK

(WHEN REQUIRED BY THE ENGINEER)

SILT FENCE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

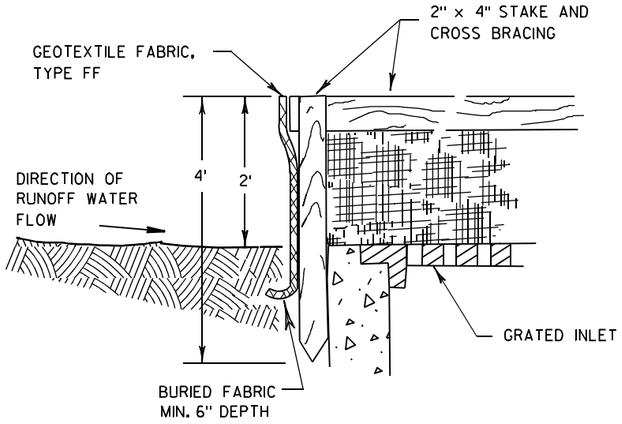
APPROVED
4-29-05 DATE
/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

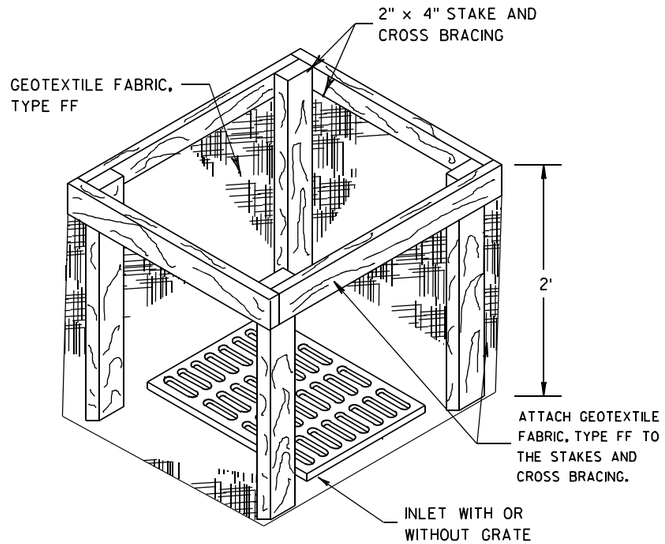
6

S.D.D. 8 E 9-6

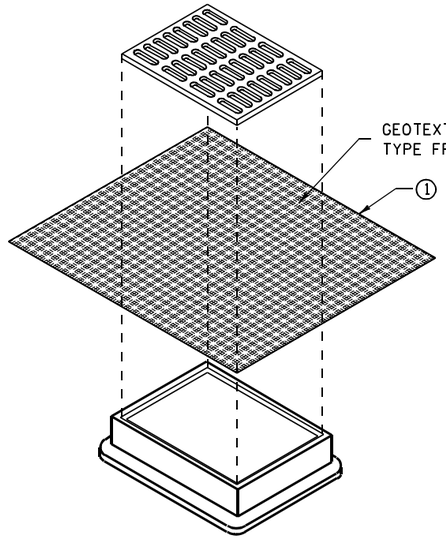
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S.D.D. 8 E 9-6



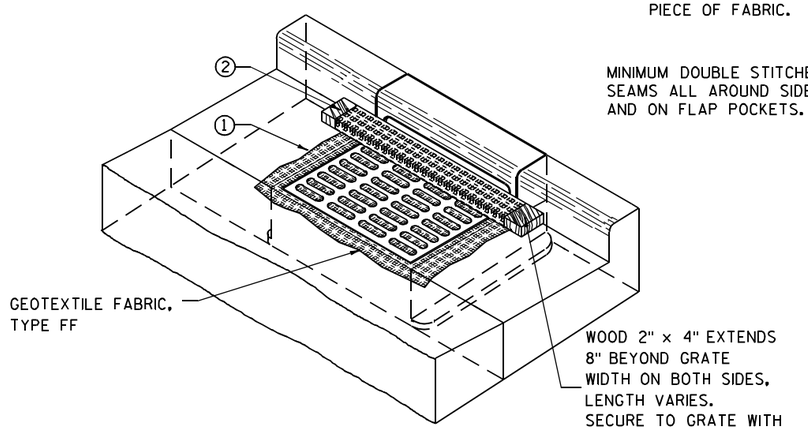


INLET PROTECTION, TYPE A

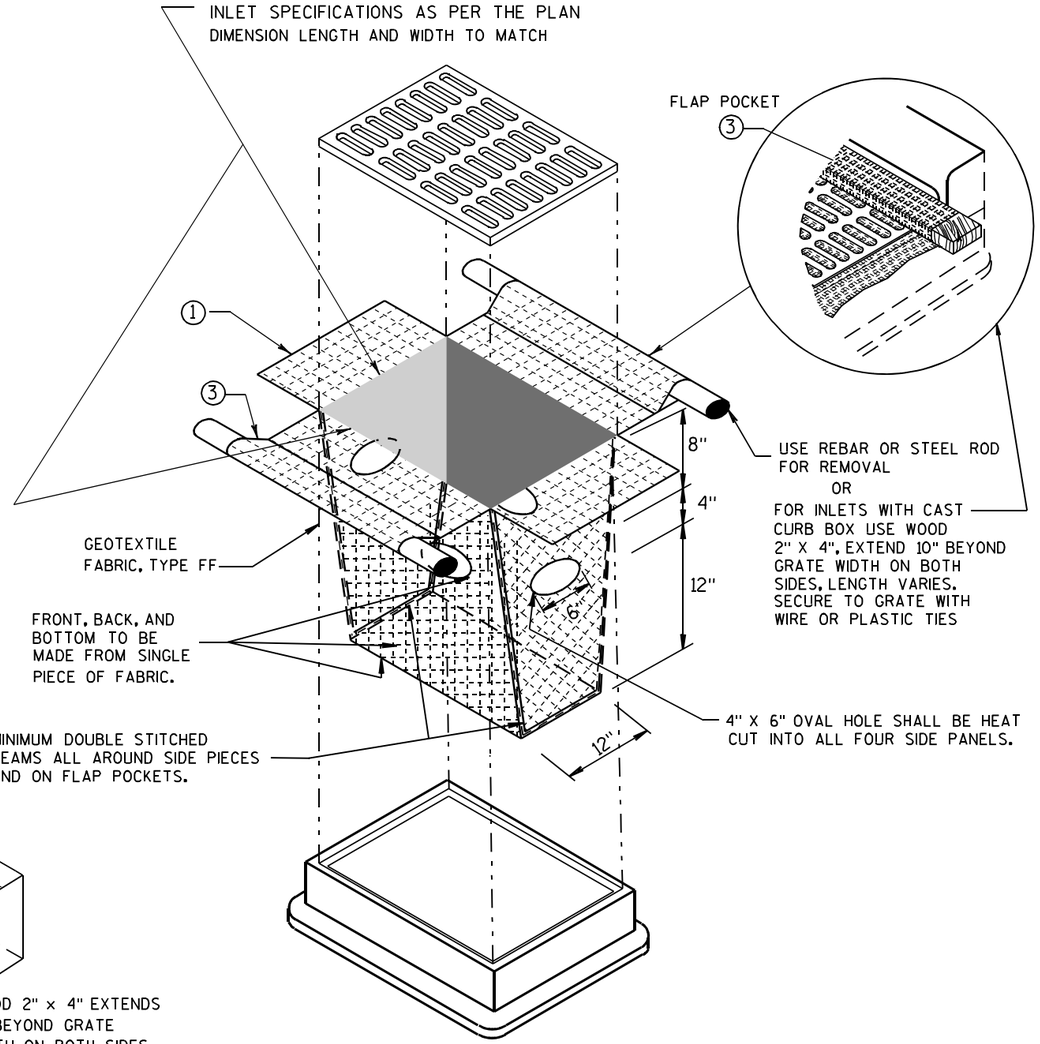


INLET PROTECTION, TYPE B
(WITHOUT CURB BOX)

(CAN BE INSTALLED IN ANY INLET WITHOUT A CURB BOX)



INLET PROTECTION, TYPE C (WITH CURB BOX)



INLET PROTECTION, TYPE D

(CAN BE INSTALLED IN ANY INLET TYPE WITH
OR WITHOUT A CURB BOX AS PER NOTE ②)

GENERAL NOTES

INLET PROTECTION DEVICES SHALL BE MAINTAINED OR REPLACED AT THE DIRECTION OF THE ENGINEER.

MANUFACTURED ALTERNATIVES APPROVED AND LISTED ON THE DEPARTMENT'S EROSION CONTROL PRODUCT ACCEPTABILITY LIST MAY BE SUBSTITUTED.

WHEN REMOVING OR MAINTAINING INLET PROTECTION, CARE SHALL BE TAKEN SO THAT THE SEDIMENT TRAPPED ON THE GEOTEXTILE FABRIC DOES NOT FALL INTO THE INLET. ANY MATERIAL FALLING INTO THE INLET SHALL BE REMOVED IMMEDIATELY.

① FINISHED SIZE, INCLUDING FLAP POCKETS WHERE REQUIRED, SHALL EXTEND A MINIMUM OF 10" AROUND THE PERIMETER TO FACILITATE MAINTENANCE OR REMOVAL.

② FOR INLET PROTECTION, TYPE C (WITH CURB BOX), AN ADDITIONAL 18" OF FABRIC IS WRAPPED AROUND THE WOOD AND SECURED WITH STAPLES. THE WOOD SHALL NOT BLOCK THE ENTIRE HEIGHT OF THE CURB BOX OPENING.

③ FLAP POCKETS SHALL BE LARGE ENOUGH TO ACCEPT WOOD 2X4.

INSTALLATION NOTES

TYPE B & C

TRIM EXCESS FABRIC IN THE FLOW LINE TO WITHIN 3" OF THE GRATE.

THE CONTRACTOR SHALL DEMONSTRATE A METHOD OF MAINTENANCE, USING A SEWN FLAP, HAND HOLDS OR OTHER METHOD TO PREVENT ACCUMULATED SEDIMENT FROM ENTERING THE INLET.

TYPE D

DO NOT INSTALL INLET PROTECTION TYPE D IN INLETS SHALLOWER THAN 30", MEASURED FROM THE BOTTOM OF THE INLET TO THE TOP OF THE GRATE.

TRIM EXCESS FABRIC IN THE FLOW LINE TO WITHIN 3" OF THE GRATE.

THE INSTALLED BAG SHALL HAVE A MINIMUM SIDE CLEARANCE, BETWEEN THE INLET WALLS AND THE BAG, MEASURED AT THE BOTTOM OF THE OVERFLOW HOLES, OF 3". WHERE NECESSARY THE CONTRACTOR SHALL CINCH THE BAG, USING PLASTIC ZIP TIES, TO ACHIEVE THE 3" CLEARANCE. THE TIES SHALL BE PLACED AT A MAXIMUM OF 4" FROM THE BOTTOM OF THE BAG.

INLET PROTECTION
TYPE A, B, C, AND D

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

10/16/02
DATE

/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER

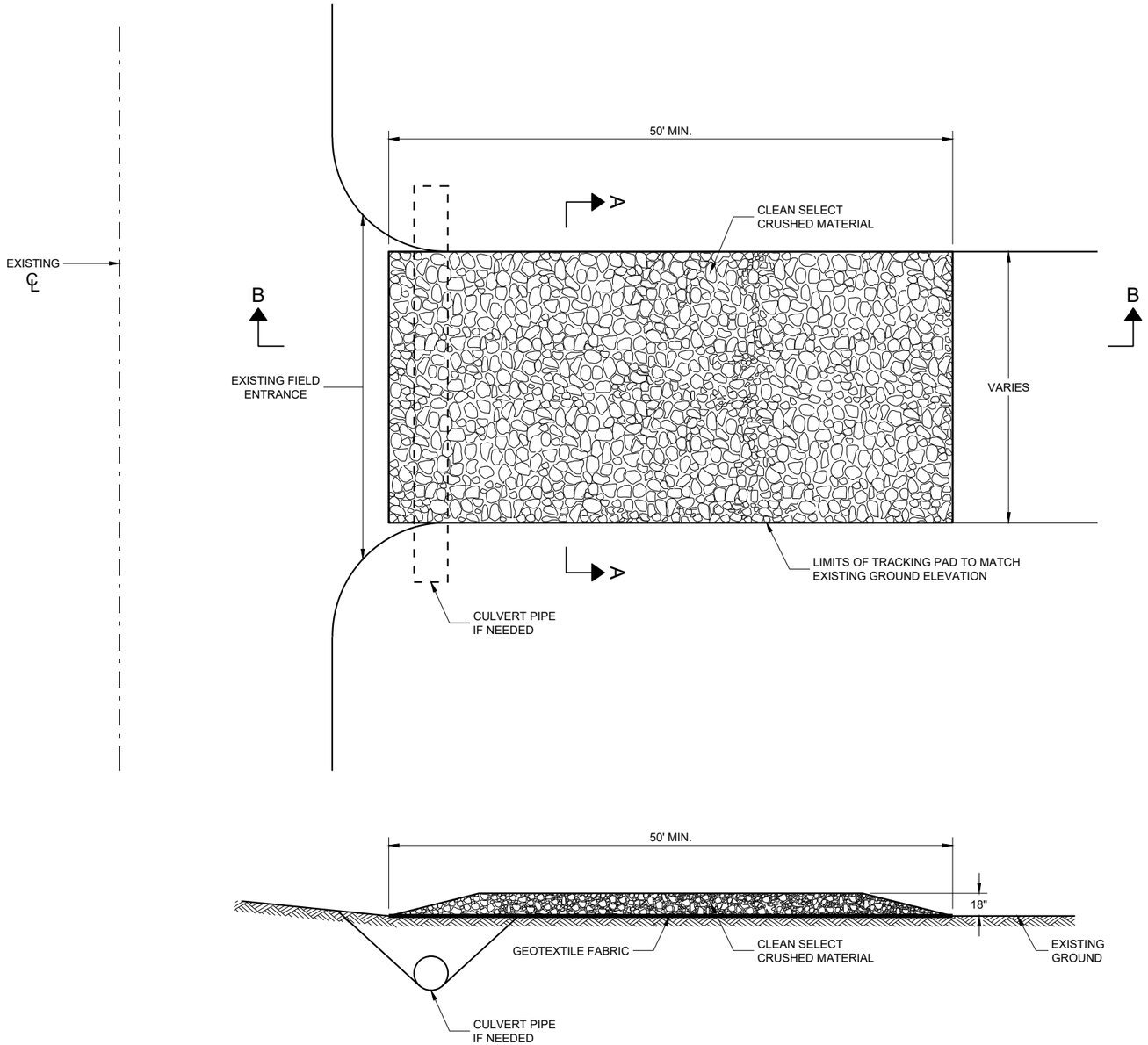
FHWA

6

S.D.D. 8 E 10-2

6

S.D.D. 8 E 10-2



SECTION B - B

GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

TRACKING PAD SHALL BE INSPECTED DAILY. DEFICIENT AREAS SHALL BE REPAIRED OR REPLACED IMMEDIATELY.

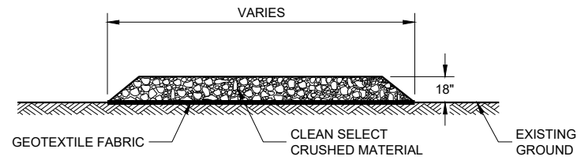
TRACKING PAD TO BE REMOVED AFTER CONSTRUCTION IS COMPLETED.

TRACKING PAD SHALL BE THE FULL WIDTH OF THE EGRESS POINT.

SURFACE WATER MUST BE PREVENTED FROM PASSING THROUGH THE TRACKING PAD. FLOWS SHALL BE DIVERTED AWAY, AROUND OR CONVEYED UNDER THE TRACKING PAD.

CULVERT PIPE OR OTHER BMP USED TO DIVERT WATER AWAY, AROUND OR UNDER THE TRACKING PAD SHALL BE DESIGNED TO CONVEY THE 2 YEAR - 24 HOUR EVENT.

THE COST OF ADDITIONAL BMP TO DIVERT WATER ARE INCIDENTAL TO THE TRACKING PAD BID ITEM.



SECTION A - A

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SDD 08E14 - 01

TRACKING PAD

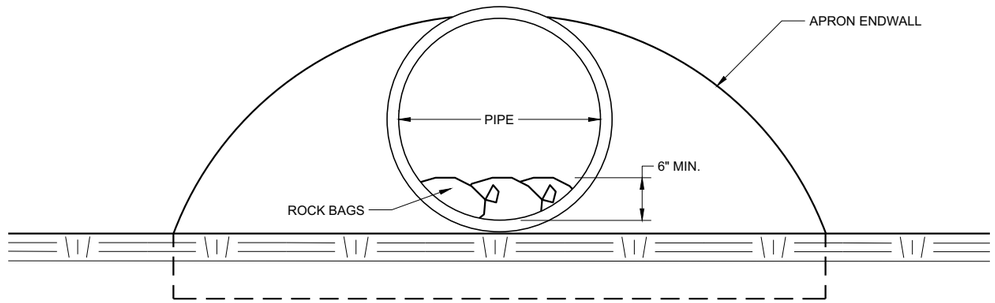
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
3/24/2011
DATE
/S/ Jerry H. Zogg
ROADWAY STANDARDS DEVE ENGINEER

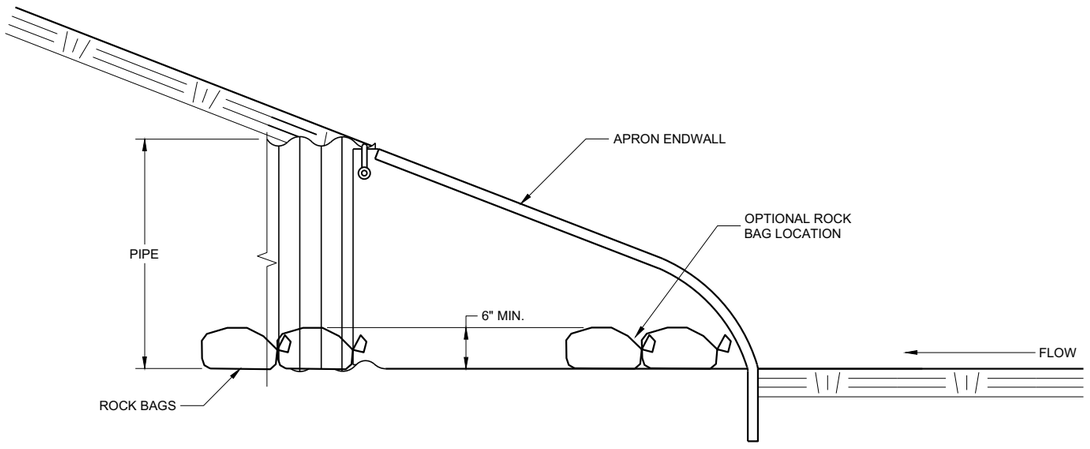
FHWA

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SDD 08E14 - 01



END VIEW



SIDE VIEW

CULVERT PIPE CHECK

(INSTALL ON INLET END ONLY)

CULVERT PIPE CHECK	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED May 2019 DATE	/S/ Daniel Schave EROSION CONTROL ENGI
FHWA	

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SDD 08E15 - 01

METAL APRON ENDWALLS

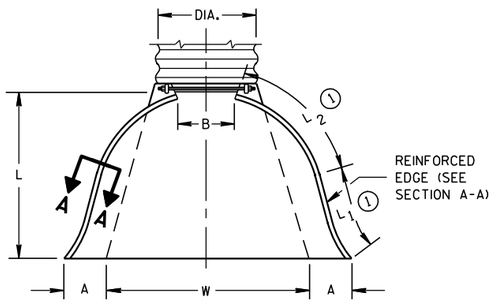
PIPE DIA. (IN.)	MIN. THICK. (Inches) STEEL	MIN. THICK. (Inches) ALUM.	DIMENSIONS (Inches) A (±1")	B (MAX.)	H (±1")	L (±1 1/2")	L1 ①	L2 ①	W (±2")	APPROX. SLOPE	BODY
12	.064	.060	6	6	6	21	12	17 1/2	24	2 1/2 to 1	1 Pc.
15	.064	.060	7	8	6	26	14	21 3/4	30	2 1/2 to 1	1 Pc.
18	.064	.060	8	10	6	31	15	28 1/4	36	2 1/2 to 1	1 Pc.
21	.064	.060	9	12	6	36	18	29 5/8	42	2 1/2 to 1	1 Pc.
24	.064	.075	10	13	6	41	18	37 1/4	48	2 1/2 to 1	1 Pc.
30	.079	.075	12	16	8	51	18	52 1/4	60	2 1/2 to 1	1 Pc.
36	.079	.105	14	19	9	60	24	59 3/4	72	2 1/2 to 1	2 Pc.
42	.109	.105	16	22	11	69	24	75 5/8	84	2 1/2 to 1	2 Pc.
48	.109	.105	18	27	12	78	24	81	90	2 1/4 to 1	3 Pc.
54	.109	.105	18	30	12	84	30	85 1/2	102	2 1/4 to 1	3 Pc.
60	.109×	.105×	18	33	12	87	—	—	114	2 to 1	3 Pc.
66	.109×	.105×	18	36	12	87	—	—	120	2 to 1	3 Pc.
72	.109×	.105×	18	39	12	87	—	—	126	2 to 1	3 Pc.
78	.109×	.105×	18	42	12	87	—	—	132	1 1/2 to 1	3 Pc.
84	.109×	.105×	18	45	12	87	—	—	138	1 1/2 to 1	3 Pc.
90	.109×	.105×	18	37	12	87	—	—	144	1 1/2 to 1	3 Pc.
96	.109×	.105×	18	35	12	87	—	—	150	1 1/2 to 1	3 Pc.

× EXCEPT CENTER PANEL SEE GENERAL NOTES

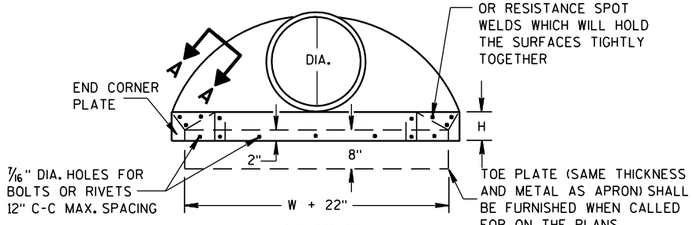
REINFORCED CONCRETE APRON ENDWALLS

PIPE DIA. (IN.)	DIMENSIONS (Inches) T	A	B	C	D	E	G	APPROX. SLOPE
12	2	4	24	48 7/8	72 1/8	24	2	3 to 1
15	2 1/4	6	27	46	73	30	2 1/4	3 to 1
18	2 1/2	9	27	46	73	36	2 1/2	3 to 1
21	2 3/4	9	36	37 1/2	73 1/2	42	2 3/4	3 to 1
24	3	9 1/2	43 1/2	30	73 1/2	48	3	3 to 1
27	3 1/4	10 1/2	49 1/2	24	73 1/2	54	3 1/4	3 to 1
30	3 1/2	12	54	19 3/4	73 1/2	60	3 1/2	3 to 1
36	4	15	63	34 3/4	97 3/4	72	4	3 to 1
42	4 1/2	21	63	35	98	78	4 1/2	3 to 1
48	5	24	72	26	98	84	5	3 to 1
54	5 1/2	27	65	* 33 1/4 - ** 35	* 98 1/4 - ** 100	90	5 1/2	2 2/5 to 1
60	6	* 30 - ** 35	60	39	99	96	5	2 to 1
66	6 1/2	* 24 - ** 30	* 72 - ** 78	* 21 - ** 27	99	102	5 1/2	2 to 1
72	7	* 24 - ** 36	78	21	99	108	6	2 to 1
78	7 1/2	* 24 - ** 36	78	21	99	114	6 1/2	2 to 1
84	8	36	90 1/2	21	111 1/2	120	6 1/2	1 1/2 to 1
90	8 1/2	41	87 1/2	24	111 1/2	132	6 1/2	1 1/2 to 1

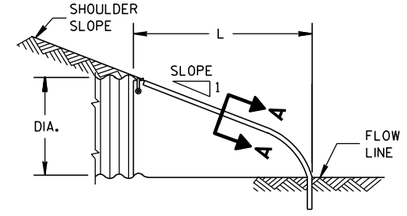
*MINIMUM
**MAXIMUM



PLAN VIEW

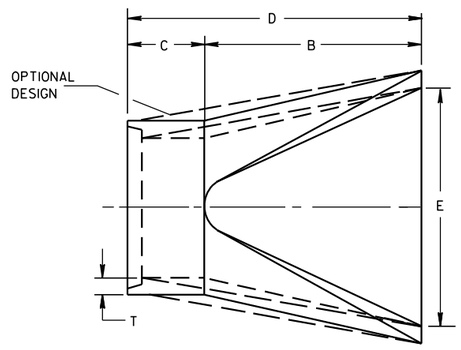


END VIEW

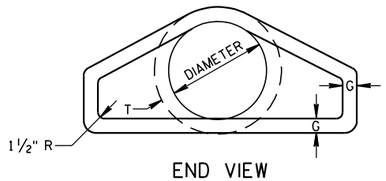


SIDE ELEVATION

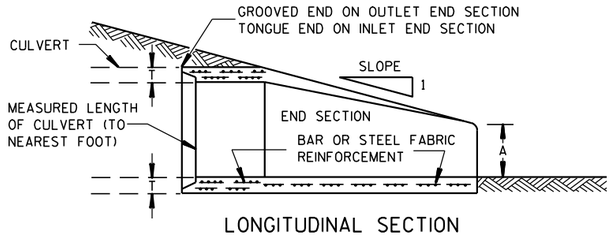
METAL ENDWALLS



PLAN

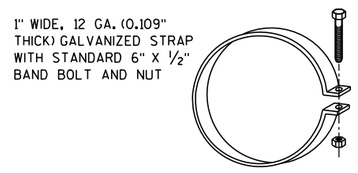


END VIEW



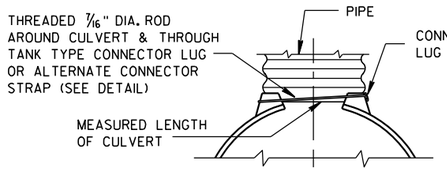
LONGITUDINAL SECTION

CONCRETE ENDWALLS

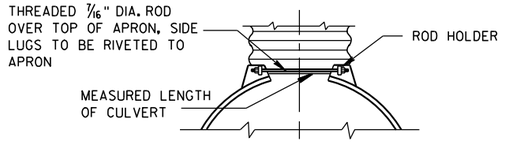


ALTERNATE FOR TYPE 1 CONNECTION

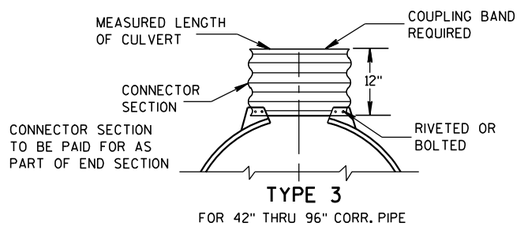
END SECTION CONNECTOR STRAP



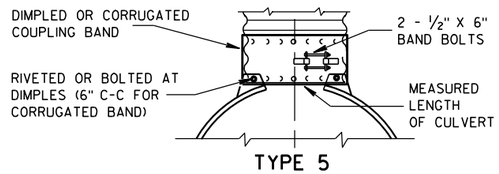
TYPE 1
FOR 12" THRU 24" CORR. PIPE



TYPE 2
FOR 30" THRU 96" CORR. PIPE



TYPE 3
FOR 42" THRU 96" CORR. PIPE



TYPE 5
ALTERNATE FOR:
ALL SIZES CORRUGATED CIRCULAR PIPE

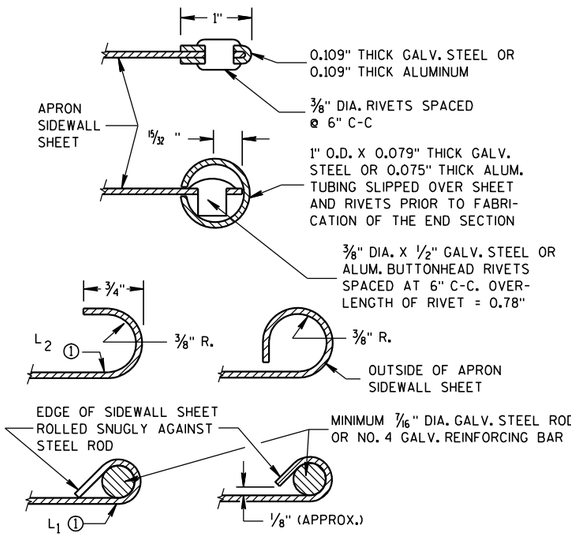
NOTE: DIMPLED BAND FITS OVER OUTSIDE OF ENDWALL. AND CORRUGATED BAND FITS INSIDE ENDWALL. DIMPLED BAND MAY BE USED WITH HELICALLY CORRUGATED PIPE.

FOR CIRCUMFERENTIALLY CORRUGATED PIPE USE ENDWALL CONNECTION DETAILS 1, 2, 3 OR 5 AS APPLICABLE.

FOR HELICALLY CORRUGATED PIPE USE ENDWALL CONNECTION DETAILS 1, 2 OR 5.

FOR HELICALLY CORRUGATED PIPES WITH TWO CIRCUMFERENTIAL CORRUGATIONS AT EACH END USE ENDWALL CONNECTION DETAILS 1, 2 OR 3.

CONNECTION DETAILS



SECTION A-A

GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

CONCRETE CULVERT ENDWALLS MAY NOT BE USED WITH GALVANIZED STEEL OR ALUMINUM CULVERT PIPE OR VISE VERSA. GALVANIZED STEEL OR ALUMINUM ENDWALLS SHALL NORMALLY BE INSTALLED ON CULVERT PIPE OF THE SAME METAL.

ALL THREE PIECE STEEL APRON ENDWALLS FOR 60" DIAMETER PIPE AND LARGER SHALL HAVE 0.109" SIDES AND 0.138" CENTER PANELS. ALL THREE PIECE ALUMINUM APRON ENDWALLS FOR 60" DIAMETER PIPE AND LARGER SHALL HAVE 0.105" SIDES AND 0.134" CENTER PANELS. THE WIDTH OF CENTER PANELS SHALL BE GREATER THAN 20 PERCENT OF THE PIPE PERIMETER.

LAP SEAMS SHALL BE TIGHTLY JOINED BY GALVANIZED RIVETS OR BOLTS FOR STEEL UNITS AND ALUMINUM RIVETS AND BOLTS FOR ALUMINUM UNITS. FOR THE 60" THROUGH 96" DIAMETER APRON ENDWALL SIZES, THE REINFORCED EDGES AND CENTER PANEL SEAMS SHALL BE FURTHER REINFORCED WITH GALVANIZED STEEL OR ALUMINUM STIFFENER ANGLES. THE ANGLES SHALL BE ATTACHED BY GALVANIZED NUTS AND BOLTS FOR STEEL UNITS AND ALUMINUM NUTS AND BOLTS FOR ALUMINUM UNITS.

WHERE TWO OR MORE PIPES WITH APRON ENDWALLS ARE LAID ADJACENT TO EACH OTHER, THEY SHALL BE SEPARATED BY A DISTANCE SUFFICIENT TO PROVIDE A MINIMUM CLEARANCE OF 6 INCHES BETWEEN APRON ENDWALLS.

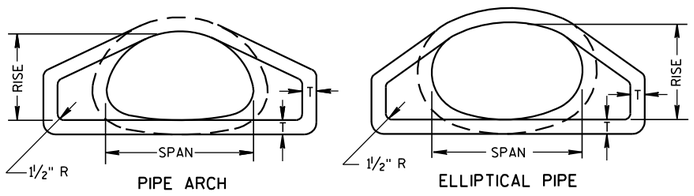
① FOR PIPE SIZES UP TO 60" DIAMETER, A 180° ROLLED EDGE MAY BE USED INSTEAD OF STEEL ROD REINFORCEMENT. SEE SECTION A-A.

APRON ENDWALLS FOR CULVERT PIPE

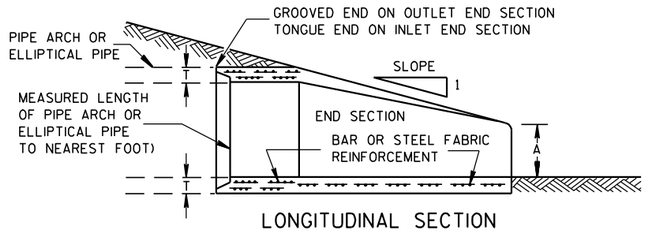
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
11/30/94 DATE
/S/ Rory L. Rhinesmith
CHIEF ROADWAY DEVELOP 257 NEER
FHWA

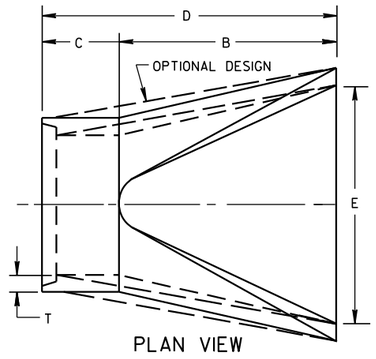
6
S.D.D. 8 F 1-11



END VIEW

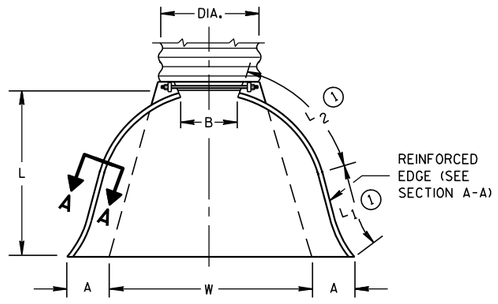


LONGITUDINAL SECTION

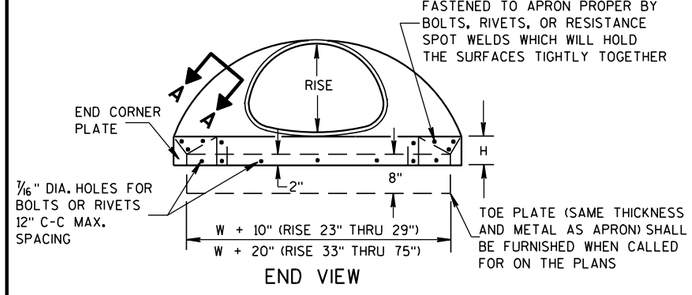


PLAN VIEW

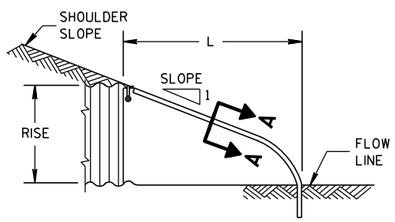
CONCRETE ENDWALLS



PLAN VIEW

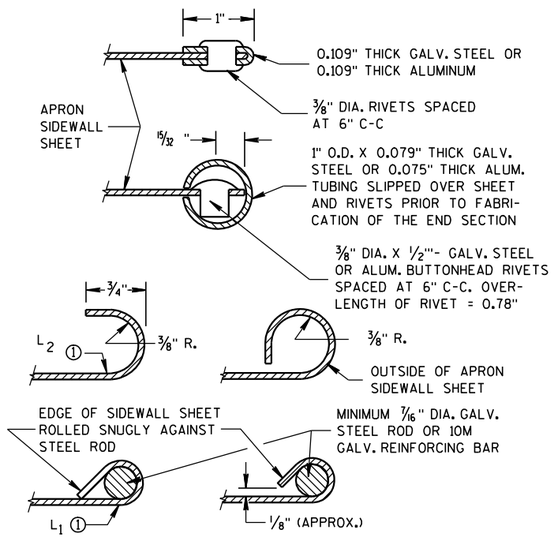


END VIEW



SIDE ELEVATION

METAL ENDWALLS



SECTION A-A

2- 2/3" X 1/2" CORRUGATIONS

EQUIV. DIA. (Inches)	(Inches) SPAN	(Inches) RISE	MIN. THICK. (Inches) STEEL	MIN. THICK. (Inches) ALUM.	DIMENSIONS (Inches) A (±1")	B (MAX.)	H (±1")	L (±1 1/2")	L1 ①	L2 ①	W (±2")	APPROX. SLOPE	BODY
15	17	13	.064	.060	7	9	6	19	14	16	30	2½ to 1	1 Pc.
18	21	15	.064	.060	7	10	6	23	14	19⅜	36	2½ to 1	1 Pc.
21	24	18	.064	.060	8	12	6	28	18	21¾	42	2½ to 1	1 Pc.
24	28	20	.064	.060	9	14	6	32	18	27½	48	2½ to 1	1 Pc.
30	35	24	.079	.075	10	16	6	39	18	37⅝	60	2½ to 1	1 Pc.
36	42	29	.079	.075	12	18	8	46	24	45⅜	75	2½ to 1	1 Pc.
42	49	33	.109	.105	13	21	9	53	24	54¾	85	2½ to 1	2 Pc.
48	57	38	.109	.105	18	26	12	63	24	68	90	2½ to 1	3 Pc.
54	64	43	.109	.105	18	30	12	70	24	72¾	102	2¼ to 1	3 Pc.
60	71	47	.109*	.105*	18	33	12	77	30	82¼	114	2¼ to 1	3 Pc.
66	77	52	.109*	.105*	18	36	12	77	—	—	126	2 to 1	3 Pc.
72	83	57	.109*	.105*	18	39	12	77	—	—	138	2 to 1	3 Pc.

3" X 1" CORRUGATIONS

EQUIV. DIA. (Inches)	(Inches) SPAN	(Inches) RISE	MIN. THICK. (Inches) STEEL	MIN. THICK. (Inches) ALUM.	DIMENSIONS (Inches) A (±1")	B (MAX.)	H (±1")	L (±1 1/2")	L1 ①	L2 ①	W (±2")	APPROX. SLOPE	BODY
48	53	41	.109	.105	18	26	12	63	24	72¾	90	2½ to 1	2 Pc.
54	60	46	.109	.105	18	30	12	70	30	82¼	102	2 to 1	2 Pc.
60	66	51	.109*	.105*	18	33	12	77	—	—	114	1½ to 1	3 Pc.
66	73	55	.109*	.105*	18	36	12	77	—	—	126	1½ to 1	3 Pc.
72	81	59	.109*	.105*	18	39	12	77	—	—	138	2 to 1	3 Pc.
78	87	63	.109*	.105*	22	38	12	77	—	—	148	1½ to 1	3 Pc.
84	95	67	.109*	.105*	22	34	12	77	—	—	162	1½ to 1	3 Pc.
90	103	71	.109*	.105*	22	38	12	77	—	—	174	1½ to 1	3 Pc.
96	112	75	.109*	.105*	24	40	12	77	—	—	174	1½ to 1	3 Pc.

NOTE: ALL SPLICES TO BE LAP RIVETED OR BOLTED.

* EXCEPT CENTER PANEL SEE GENERAL NOTES

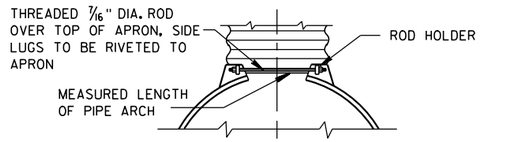
REINFORCED CONCRETE PIPE ARCH

EQUIV. DIA. (Inches)	DIMENSIONS (Inches) ** SPAN	** RISE	T	A	B	C	D	E	APPROX. SLOPE
24	29	18	3	8½	39	33	72	48	3 to 1
30	36	22	3½	9½	50	46	96	60	3 to 1
36	44	27	4	11⅛	60	36	96	72	3 to 1
42	51	31	4½	15 13/16	60	36	96	78	3 to 1
48	58	36	5	21	60	36	96	84	3 to 1
54	65	40	5½	25½	60	36	96	90	3 to 1
60	73	45	6	31	60	36	96	96	3 to 1
72	88	54	7	31	60	39	99	120	2 to 1
84	102	62	8	28½	83	19	102	144	2 to 1

REINFORCED CONCRETE ELLIPTICAL PIPE

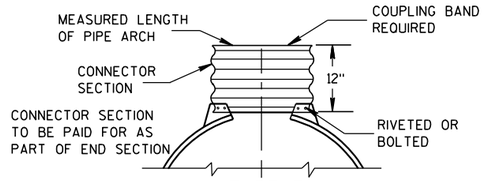
EQUIV. DIA. (Inches)	DIMENSIONS (Inches) ** SPAN	** RISE	T	A	B	C	D	E	APPROX. SLOPE
24	30	19	3¼	8½	39	33	72	48	3 to 1
30	38	24	3¾	9½	54	18	72	60	3 to 1
36	45	29	4½	11⅛	60	24	84	72	2½ to 1
42	53	34	5	15¾	60	36	96	78	2½ to 1
48	60	38	5½	21	60	36	96	84	2½ to 1
54	68	43	6	25½	60	36	96	90	2½ to 1
60	76	48	6½	30	60	36	96	96	2½ to 1

**NOMINAL SIZE



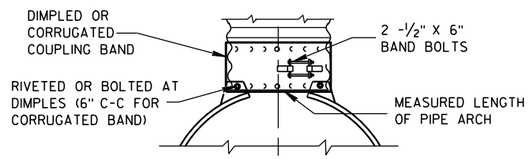
TYPE 2

FOR 17" X 13" THRU 112" X 75" PIPE ARCH



TYPE 3

FOR 64" X 43" THRU 112" X 75" PIPE ARCH



TYPE 5

ALTERNATE FOR:

ALL SIZES CORRUGATED PIPE ARCHES

NOTE: DIMPLED BAND FITS OVER OUTSIDE OF ENDWALL, AND CORRUGATED BAND FITS INSIDE ENDWALL.

CONNECTION DETAILS

GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

CONCRETE APRON ENDWALLS MAY NOT BE USED WITH GALVANIZED STEEL OR ALUMINUM CULVERT PIPE OR VISE VERSA. GALVANIZED STEEL OR ALUMINUM APRON ENDWALLS SHALL NORMALLY BE INSTALLED ON CULVERT PIPE OF THE SAME METAL.

ALL THREE PIECE STEEL APRON ENDWALLS FOR 66" X 51" PIPE ARCH AND LARGER SHALL HAVE 0.109" SIDES AND 0.138" CENTER PANELS. ALL THREE PIECE ALUMINUM APRON ENDWALLS FOR 66" X 51" PIPE ARCH AND LARGER SHALL HAVE 0.105" SIDES AND 0.134" CENTER PANELS. THE WIDTH OF CENTER PANELS SHALL BE GREATER THAN 20 PERCENT OF THE PIPE ARCH PERIMETER.

LAP SEAMS SHALL BE TIGHTLY JOINED BY GALVANIZED RIVETS OR BOLTS FOR STEEL UNITS AND ALUMINUM RIVETS AND BOLTS FOR ALUMINUM UNITS. FOR THE 77" X 52" THROUGH 112" X 75" APRON ENDWALL SIZES, THE REINFORCED EDGES AND CENTER PANEL SEAMS SHALL BE FURTHER REINFORCED WITH GALVANIZED STEEL OR ALUMINUM STIFFENER ANGLES. THE ANGLES SHALL BE ATTACHED BY GALVANIZED NUTS AND BOLTS FOR STEEL UNITS AND ALUMINUM NUTS AND BOLTS FOR ALUMINUM UNITS.

WHERE TWO OR MORE PIPES WITH APRON ENDWALLS ARE LAID ADJACENT TO EACH OTHER, THEY SHALL BE SEPARATED BY A DISTANCE SUFFICIENT TO PROVIDE A MINIMUM CLEARANCE OF 6 INCHES BETWEEN APRON ENDWALLS.

① FOR PIPE ARCH SIZES UP TO 73" X 55" A 180° ROLLED EDGE MAY BE USED INSTEAD OF STEEL ROD REINFORCEMENT. SEE SECTION A-A.

APRON ENDWALLS FOR PIPE ARCH AND ELLIPTICAL PIPE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

11/30/94 — DATE

/S/ Rory L. Rhinesmith — CHIEF ROADWAY DEVELOPMENT ENGINEER

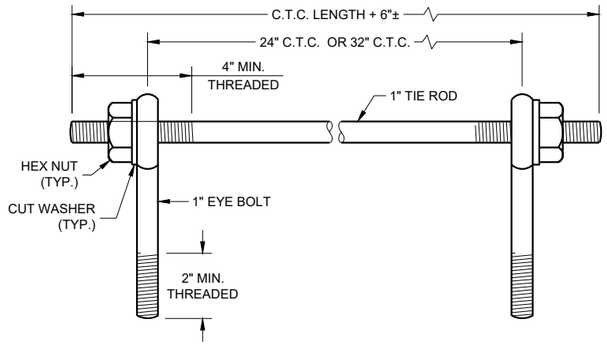
FHWA

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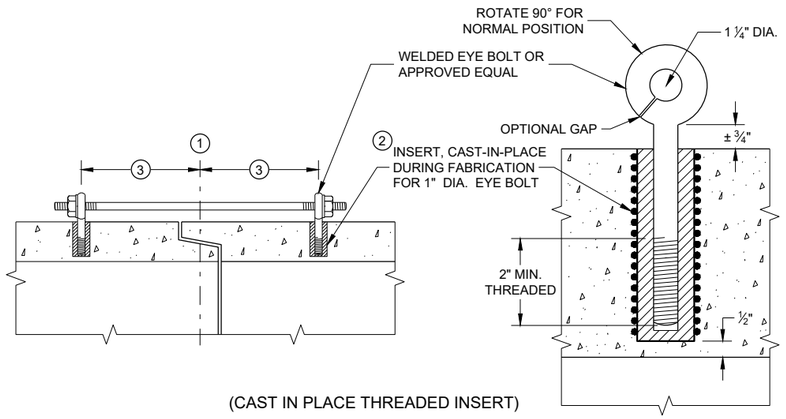
S.D.D. 8 F 2-1

6

S.D.D. 8 F 2-1



EYE BOLTS AND TIE ROD



(CAST IN PLACE THREADED INSERT)

LONGITUDINAL SECTIONS

EYE BOLT AND TIE ROD ASSEMBLY (ALTERNATE NO. 1)

GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS, AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

CONCRETE CULVERT AND STORM SEWER PIPE SHALL BE TIED TOGETHER IN THE MANNER ILLUSTRATED BY THIS DETAIL AT LOCATIONS DESIGNATED IN THE STANDARD SPECIFICATIONS AND THE PLAN. THE CONTRACTOR MAY USE EITHER ALTERNATE 1, 2 OR 3 FOR DRAINAGE STRUCTURES. ONLY ALTERNATE 1 AND 3 MAY BE USED FOR CATTLE PASSES, UNLESS OTHERWISE STATED IN THE CONTRACT. THE MATERIALS, FABRICATION AND WORK NECESSARY TO TIE THE PIPE BY THIS DETAIL WILL BE CONSIDERED INCIDENTAL TO THE PIPE AND APRON ENDWALLS IF REQUIRED.

DETAILED DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR JOINT TIES SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL.

JOINT TIES TO BE HOT-DIP GALVANIZED PER ASTM A 153.

(1) CENTER LINE OF TONGUE AND GROOVE OR BELL AND SPIGOT JOINTS.

(2) THE INSIDE OF THE THREADED INSERTS SHALL BE CLEAN TO ALLOW THE INSERTION OF THREADED EYE BOLTS.

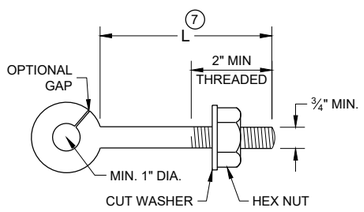
(3) HOLES SHALL BE CAST-IN-PLACE OR DRILLED PER THE APPLICABLE DETAIL, AND EQUAL DISTANCE FROM THE CENTERLINE OF THE JOINT.

(4) BOLT PROJECTION INSIDE OF PIPE SHALL NOT EXCEED 2 INCHES.

(5) OPENING TO BE ROD DIAMETER PLUS 1 INCH.

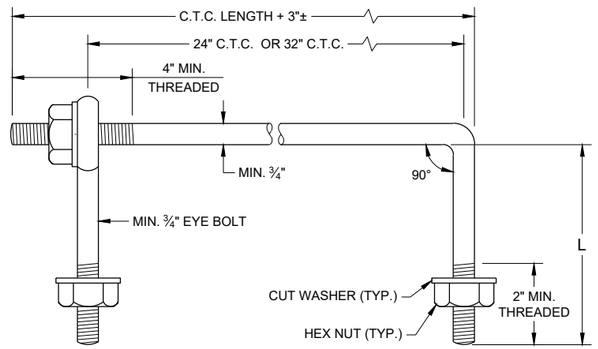
(6) LENGTH ADEQUATE TO EXTEND TO WITHIN ½ INCH OF THE INNER SURFACE OF THE PIPE.

(7) EYE BOLT LENGTH DETERMINED BY WALL THICKNESS, BELL THICKNESS AND BOLT PROJECTION INSIDE PIPE.

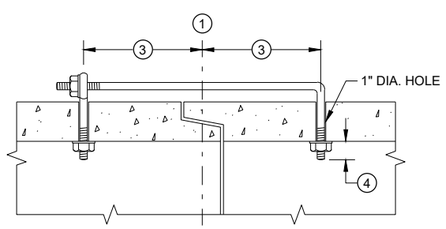


EYE BOLT (7)

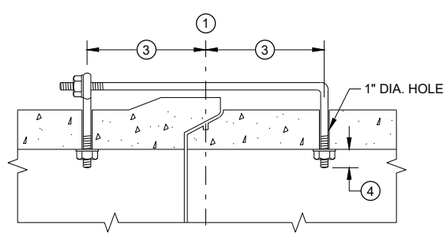
NOTE: TWO EYE BOLTS MAY BE USED WITH A 30" OR 38" LONG THREADED ROD IN LIEU OF THE 90° BENT TIE ROD.



EYE BOLT AND TIE ROD



(TONGUE AND GROOVE PIPE)



(MODIFIED BELL PIPE)

LONGITUDINAL SECTION

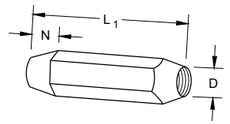
(JOINT TIES FOR 18" TO 66" DIA. CONCRETE PIPE)

EYE BOLT AND TIE ROD ASSEMBLY (ALTERNATE NO. 2)

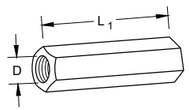
ADJUSTABLE TIE ROD TABLE

PIPE DIAMETER	TIE ROD DIAMETER	D	L_1	N
12 - 60	⅝	⅝	5	½
66 - 84	¾	¾	5	½
90 - 144	1	1	7	1 7/16

DIMENSIONS SHOWN ARE IN INCHES



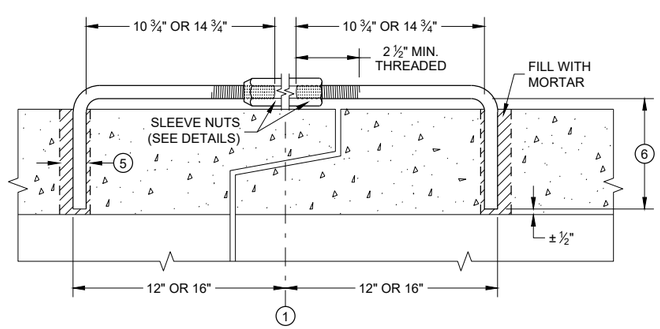
TAPERED



PLAIN

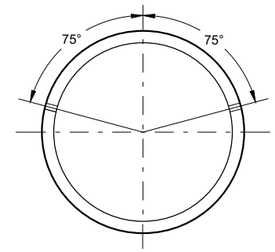
RIGHT AND LEFT THREADS

SLEEVE NUTS



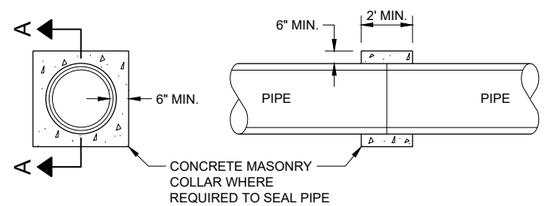
LONGITUDINAL SECTION

ADJUSTABLE TIE ROD (ALTERNATE NO. 3)



PLACEMENT OF (2) CAST-IN-PLACE INSERTS OR HOLES DURING FABRICATION FOR PIPE SECTIONS REQUIRING TIE RODS

TRANSVERSE SECTION



SECTION A - A

CONCRETE COLLAR DETAIL

JOINT TIES FOR CONCRETE PIPE AND CONCRETE COLLAR DETAIL

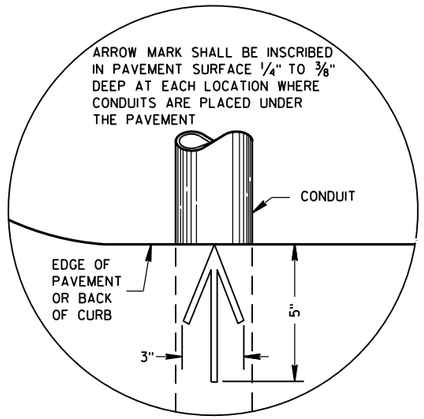
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2021 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS DEVE ENGINEER

FHWA

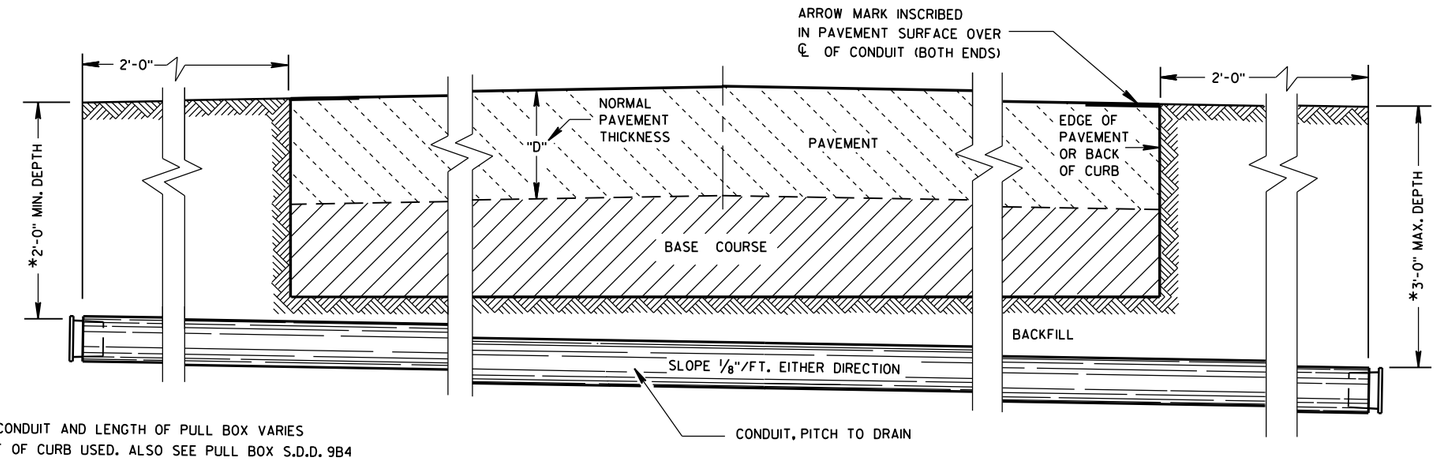
SDD 08F04 - 08

SDD 08F04 - 08



PLAN VIEW

ARROW MARK



*DEPTH OF CONDUIT AND LENGTH OF PULL BOX VARIES WITH HEIGHT OF CURB USED. ALSO SEE PULL BOX S.D.D. 9B4

SIDE ELEVATION

DETAIL FOR CONDUIT UNDER PAVED HIGHWAYS

GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

METALLIC (STANDARD SPECIFICATION 652.2.2) OR NONMETALLIC (STANDARD SPECIFICATION 652.2.3) CONDUIT SHALL BE FURNISHED AND PLACED AS SHOWN.

DEPTH OF CONDUIT INSTALLED BELOW THE TRAVELED WAY SHALL BE 24 INCHES MINIMUM AND 36 INCHES MAXIMUM.

DEPTH OF CONDUIT INSTALLED THAT IS NOT BELOW THE TRAVELED WAY SHALL BE 18 INCHES MINIMUM AND 36 INCHES MAXIMUM.

ANY EXCEPTION TO THE MAXIMUM DEPTH SHALL BE ONLY WITH THE WRITTEN APPROVAL OF THE ENGINEER.

THE TRENCH SHALL NOT BE BACKFILLED PRIOR TO INSPECTION OF THE CONDUIT.

ALL METALLIC CONDUIT RACEWAY ENDS SHALL BE REAMED AND THREADED.

ALL METALLIC CONDUIT IN WHICH WIRE OR CABLE IS TO BE INSTALLED SHALL BE BUSHED WITH APPROVED THREADED BUSHINGS BEFORE INSTALLATION OF THE WIRE OR CABLE.

ALL METALLIC CONDUITS IN WHICH WIRE OR CABLE IS NOT TO BE INSTALLED SHALL BE CAPPED WITH THREADED PROTECTIVE CAPS, AS APPROVED BY THE ENGINEER.

ALL NONMETALLIC CONDUIT SHALL BE CAPPED OR PLUGGED IMMEDIATELY AFTER INSTALLATION AND SHALL REMAIN CAPPED OR PLUGGED UNTIL WIRE/CABLES ARE INSTALLED.

NONMETALLIC CONDUITS IN WHICH WIRE OR CABLE IS NOT BEING INSTALLED SHALL REMAIN CAPPED OR PLUGGED.

BENDING OF PVC ELECTRICAL CONDUIT SHALL BE ACCOMPLISHED BY USING A BLANKET OR EMERSION TYPE TANK DESIGNED FOR THE PURPOSE OF BENDING PVC ELECTRICAL CONDUIT.

ALL CUT ENDS SHALL BE TRIMMED INSIDE AND OUTSIDE TO REMOVE ALL ROUGH EDGES ON NONMETALLIC CONDUIT. (SEE NEC 347.5)

WHEN REQUIRED TO CONNECT NONMETALLIC CONDUIT TO METALLIC CONDUIT, ONLY U.L. LISTED ADAPTER FITTINGS SHALL BE USED.

PRIOR TO CONDUIT ACCEPTANCE, CONDUIT CAPS OR PLUGS SHALL BE REMOVED, AND THE CAPS, PLUGS AND CONDUIT ENDS SHALL BE THOROUGHLY CLEANED AND THEN THE CAPS OR PLUGS REINSTALLED TO ENSURE THAT THE CAPS OR PLUGS CAN BE EASILY REMOVED IN THE FUTURE.

ALL CONDUIT BEING FURNISHED AND INSTALLED SHALL HAVE THE U.L. LABEL FIRMLY ATTACHED.

CONDUIT RUNS SHALL BE THE SAME SIZE OF CONDUIT FROM ONE END TO THE OTHER (FROM PULL BOX TO PULL BOX-OR-JUNCTION BOX TO JUNCTION BOX-OR-BASE TO BASE, ETC.).

TRACER WIRE SHALL BE INSTALLED AS STATED IN THE STANDARD SPECIFICATION, ITEM 652.3.1.1.

ALL CONDUIT RUNS SHALL BE STRAIGHT (WITHOUT BENDS) FROM PULL BOX TO PULL BOX, PULL BOX TO BASE AND BASE TO BASE AS SHOWN ON THE PLANS.

CONDUIT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
March, 2017 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
FHWA

6

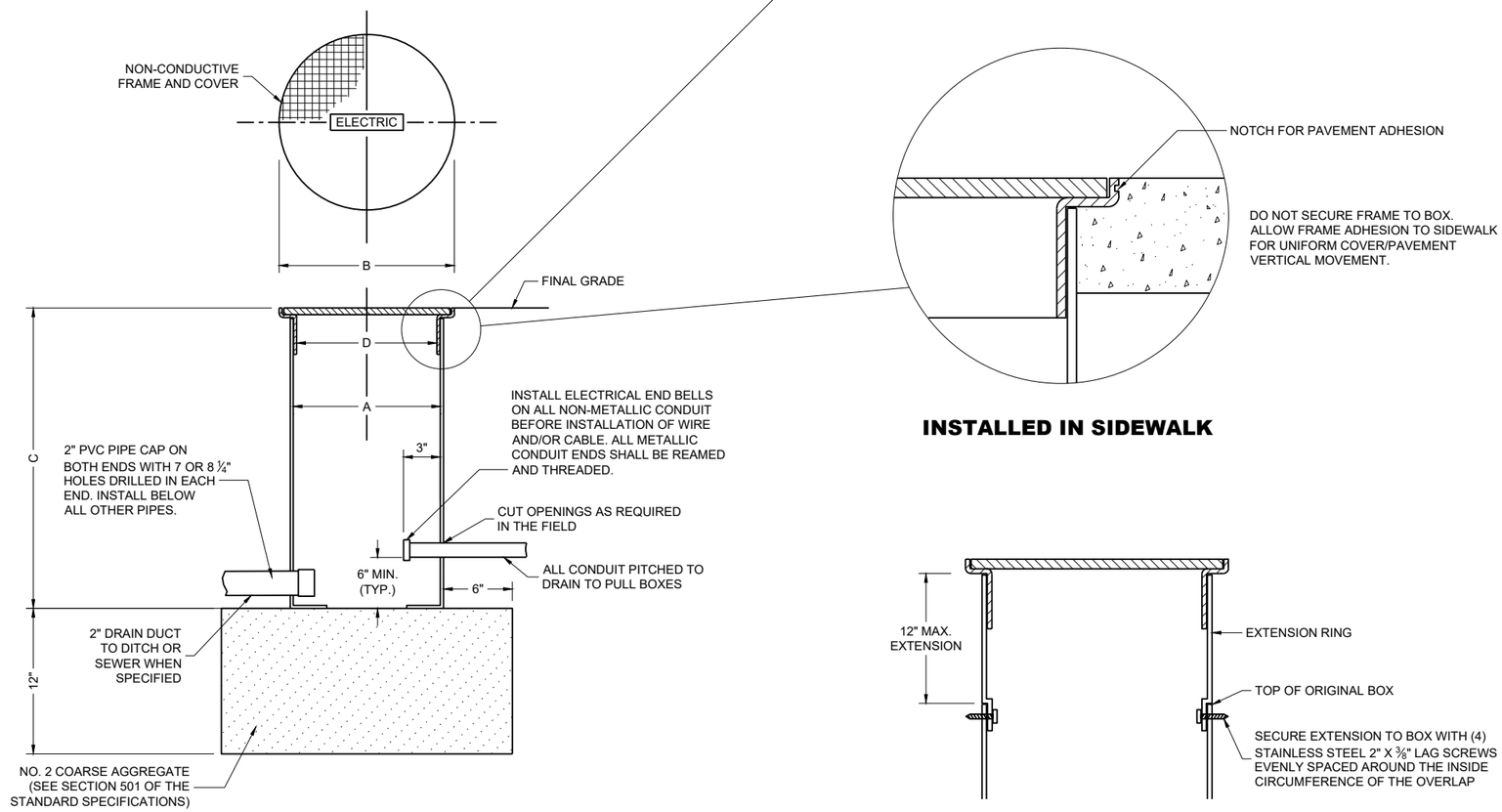
S.D.D. 9 B 2-10

TABLE OF NOMINAL DIMENSIONS
AND WEIGHTS

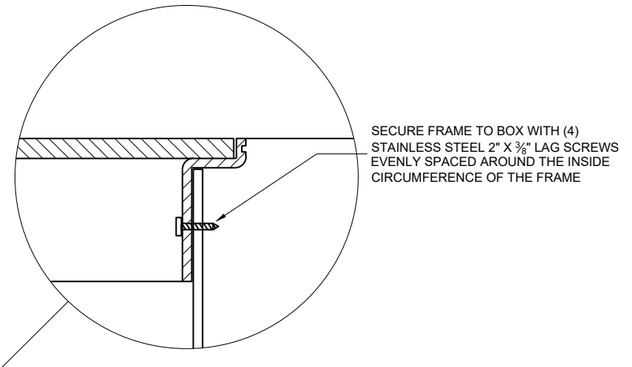
DIMENSION IN INCHES		NON- CONDUCTIVE PULL BOX	
BOX DIAMETER ** (INSIDE)	A	24	24
BOX OVERALL OUTSIDE DIAMETER	B	27	27
BOX LENGTH	C	36	42
FRAME OPENING	D	22 ½	22 ½
WEIGHT IN POUNDS *			
COVER		50	50
BOX ONLY		75	85

*THE ACTUAL WEIGHT OF THE COVER OR BOX ONLY MAY VARY NOT TO EXCEED 100 LBS INDIVIDUALLY.

** DIAMETER VARIES FROM TOP TO BOTTOM WITH THE DIAMETER LARGER AT THE BOTTOM TO PREVENT FROST HEAVE.



NON-CONDUCTIVE PULL BOX



INSTALLED IN SOD OR CRUSHED AGGREGATE

INSTALLED IN SIDEWALK

BOX EXTENSION

GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

ALL BOXES, FRAMES AND COVERS SHALL BE SUITABLE FOR TIER 15 LOADING AS SPECIFIED IN ANSI/SCTE 77.

PROVIDE AN OPENING FOR TOOL ASSISTED COVER REMOVAL NOT LARGE ENOUGH TO PERMIT PASSAGE OF A SPHERE MORE THAN ½" DIAMETER

ENSURE COVER SURFACE IS SKID RESISTANT WITH A COEFFICIENT OF FRICTION OF AT LEAST 0.5 AND VERTICAL SURFACE DICONTINUITIES LESS THAN ¼".

COVER SHALL BE MAGNETICALLY LOCATABLE.

BOXES AND EXTENSIONS ARE TRIMMABLE FOR CUSTOM LENGTHS. TRIMMED PIECES SHALL MAINTAIN A UNIFORM LENGTH.

ENTRANCE HOLES INTO PULL BOXES SHALL BE CUT WITH A CIRCULAR HOLE SAW OR HYDRAULIC CONDUIT PUNCH. HOLE SIZE SHALL BE THE OUTSIDE DIAMETER OF THE CONDUIT THAT IS TO FIT IN THE OPENING PLUS NO MORE THAN ¼".

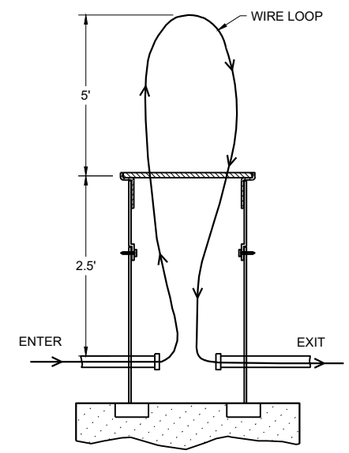
THE CONTRACTOR SHALL NOT INSTALL WIRE IN ANY PULL BOX UNTIL ITS INSTALLATION HAS BEEN INSPECTED AND ACCEPTED BY THE ENGINEER.

ALL METALLIC CONDUIT IN WHICH WIRE AND/OR CABLE IS TO BE INSTALLED, SHALL BE BUSHED BEFORE INSTALLATION OF THE WIRE AND/OR CABLE.

ENTIRE BOX MUST BE CONSTRUCTED OF NON-CONDUCTIVE MATERIALS WITH THE EXCEPTION OF STAINLESS STEEL FASTENERS AND MAGNETIC LOCATABLE DEVICE.

WHEN A PULL BOX IS INSTALLED IN CRUSHED AGGREGATE SHOULDERS, PLACE IT 2-3 INCHES BELOW GRADE AND COVER IT WITH 2-3 INCHES OF CRUSHED AGGREGATE.

LABEL ON COVER SHALL READ "ELECTRIC" FOR SIGNAL AND LIGHTING SYSTEMS, "WISDOT ITS" FOR COMMUNICATIONS AND ITS EQUIPMENT SYSTEMS.



MEASUREMENT DETAIL FOR WIRE/CABLE IN THE PULL BOX

PULL BOXES NON-CONDUCTIVE

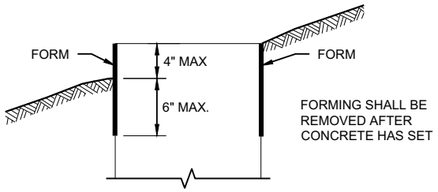
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2024 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL ENGINEER

FHWA

6
SDD 09B16-03

FORM DEPTH SHALL BE NO MORE THAN 6" BELOW GRADE ON THE LOWER SIDE OF BASE



FORMING DETAIL

QUANTITY REQUIREMENTS	CONCRETE BASE TYPE		
	1	2	5 & 6
APPROX. CUBIC YARDS OF CONCRETE	0.40	0.57	0.40
LBS. OF HOOP BAR STEEL	NONE	23	16
LBS. OF VERTICAL BAR STEEL	NONE	60	18

GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWINGSHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

BASES SHALL BE EXCAVATED BY USE OF A CIRCULAR AUGER.

TOP SURFACES OF CONCRETE BASES SHALL BE TROWEL FINISHED SMOOTH AND LEVEL.

CONDUIT SIZES AND LOCATIONS SHALL BE SHOWN ON THE PLANS

THE FINAL OR TERMINATING CONCRETE BASE IN A CONDUIT RUN SHALL HAVE A 6" EXIT STUB INSTALLED FOR FUTURE CABLING USE. THE EXIT STUB SHALL BE SIZED AS USED THROUGHOUT THE CONDUIT RUN AS SHOWN A THE ENTRANCE OF THE BASE.

ENDS OF CONDUIT INSTALLED BELOW GRADE FRO FUTURE USE SHALL BE CAPPED IF METALLIC OR PLUGGED IF NON-METALLIC.

MINIMUM BENDING RADIUS OF CONDUIT IS EQUAL TO 6X THE DIAMETER.

CONDUIT HEIGHT ABOVE CONCRETE BASES SHALL BE 1 INCH. ALL METALLIC CONDUIT ENDS SHALL BE REAMED AND THREADED.

ALL CONDUIT ENDS AT THE TOP OF CONCRETE BASES SHALL BE CAPPED IF METALLIC OR PLUGGED IF NON-METALLIC IMMEDIATELY AFTER PLACEMENT AND BEFORE CONCRETE IS POURED. CONDUITS IN WHICH WIRE OR CABLE IS NOT INSTALLED SHALL REMAIN CAPPED OR PLUGGED.

BELL ENDS SHALL BE INSTALLED ON ALL PVC CONDUIT EXPOSED AT THE TOP OF CONCRETE BASES BEFORE INSTALLATION.

WHEN REQUIRED TO CONNECT NON-METALLIC CONDUIT TO METALLIC CONDUIT, ONLY ADAPTER FITTINGS, U.L. LISTED FOR ELECTRICAL USE, SHALL BE USED.

IF A BASE REQUIRES A DEEP FORM BECAUSE OF LOOSE DIRT OR FILL, THE FORM SHALL BE REMOVED BEFORE BACKFILLING AROUND THE BASE. BACKFILL SHALL BE TAMPED TIGHT AGAINST THE BARE CONCRETE BASE IN LAYERS OF 1 FOOT OR LESS.

A NO. 4 AWG STRANDED COPPER EQUIPMENT GROUNDING CONDUCTOR SHALL BE EXOTHERMICALLY WELDED TO THE EQUIPMENT GROUNDING ELECTRODE (GROUND ROD) FOR TYPE 2, TYPE 5 AND TYPE 6 BASES.

THE EQUIPMENT GROUNDING CONDUCTOR SHALL BE FURNISHED AND INSTALLED TO ENTER ALL BASE TYPES THROUGH A 1 INCH CONDUIT INSTALLED FOR GROUNDING PURPOSES, LEAVING A 4 FOOT COIL OF WIRE ABOVE THE CONCRETE BASE. THE EQUIPMENT GROUNDING CONDUCTOR SHALL BE NEATLY COILED AND THE COILS TIED TOGETHER.

ANCHOR RODS SHALL BE THREADED 12" IN LENGTH ON EACH END OF THE ROD. ANCHOR RODS SHALL BE MANUFACTURED IN ACCORDANCE WITH SECTION 654.2.1 OF THE STANDARD SPECIFICATIONS.

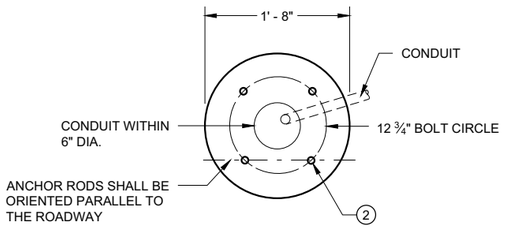
WASHERS AND LOCK WASHERS ARE REQUIRED ON ALL ANCHOR RODS.

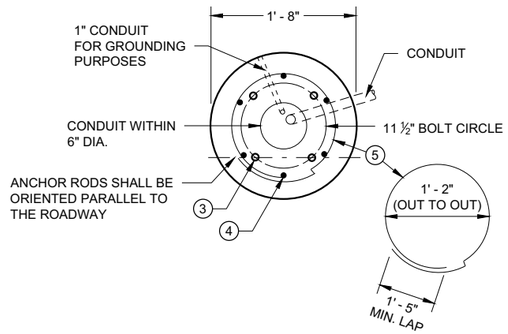
WHEN ANCHOR RODS USING THE ALTERNATE "L" BEND ARE FURNISHED, THE 4 INCH"L" BEND SHALL BE IN ADDITION TO THE SPECIFIED ANCHOR ROD BAR LENGTH. THE "L" BEND SHALL NOT BE THREADED.

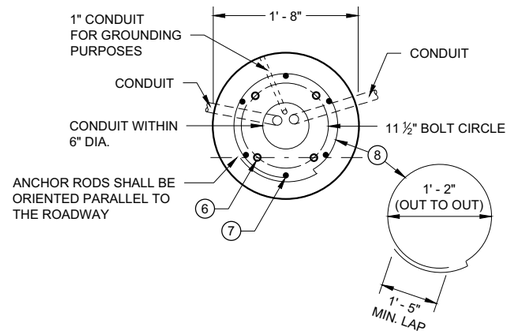
ANCHOR RODS SHALL BE INSTALLED WITH MISALIGNMENTS OF LESS THAN 1:40 FROM VERTICAL.

WELDING OF THE ANCHOR RODS TO THE CAGE IS UNACCEPTABLE. TIE WIRES SHALL BE USED.

BAR STEEL REINFORCEMENT SHALL BE COATED WITH POWDERED EPOXY RESIN IN ACCORDANCE WITH SECTION 505 OF THE STANDARD SPECIFICATIONS (LATEST EDITION).







1 THE MINIMUM DEPTH OF CONDUIT EXITING THE CONCRETE BASE AND INSTALLED BELOW THE TRAVELED WAY SHALL BE 24 INCHES. THE MINIMUM DEPTH OF CONDUIT EXITING THE CONCRETE BASE THAT IS NOT INSTALLED BELOW THE TRAVELED WAY SHALL BE 18 INCHES. THE MAXIMUM DEPTH OF ALL CONDUIT SHALL BE 36 INCHES EXCEPT WITH WRITTEN APPROVAL OF THE ENGINEER.

2 (4) 1" DIA. X 3' - 6" ANCHOR RODS.

3 (4) 1" DIA. X 5' - 0" ANCHOR RODS.

4 (6) NO. 6 X 6' - 8" BAR STEEL REINFORCEMENT.

5 (7) NO. 4 X 5' - 1" BAR STEEL REINFORCEMENT @ 1' - 0" C - C.

6 (4) 1" DIA. X 3' - 6" ANCHOR RODS.

7 (6) NO. 4 X 4' - 8" BAR STEEL REINFORCEMENT.

8 (5) NO. 4 X 5' - 1" BAR STELL REINFORCEMENT @ 1' - 0" C -C.

9 EXOTHERMIC CONNECTION TO EUIPMENT GROUNDING CONDUCTOR

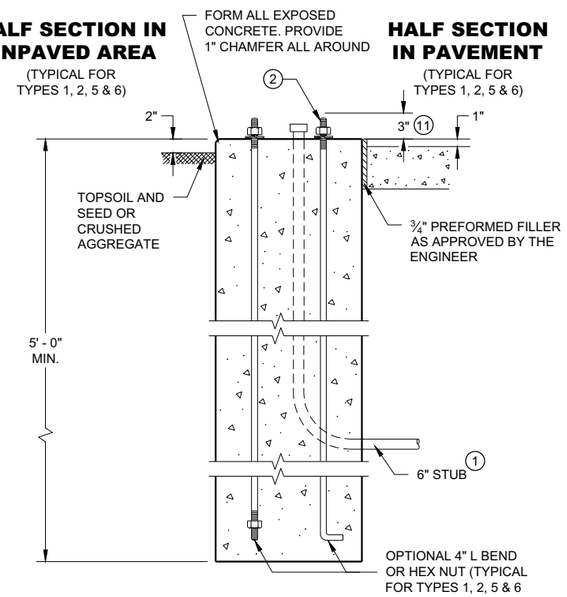
10 ⅝" DIA. X 8' -0" COPPERCLAD EQUIPMENT GROUNDING ELECTRODE REQUIRED

11 ANY ANCHOR ROD PROJECTION SHORTER THAN 2 ¾" OR LONGER THAN 3 ¼" SHALL REQUIRE THE BASE TO BE REMOVED AND REPLACED AT THE CONTRACTORS EXPENSE.

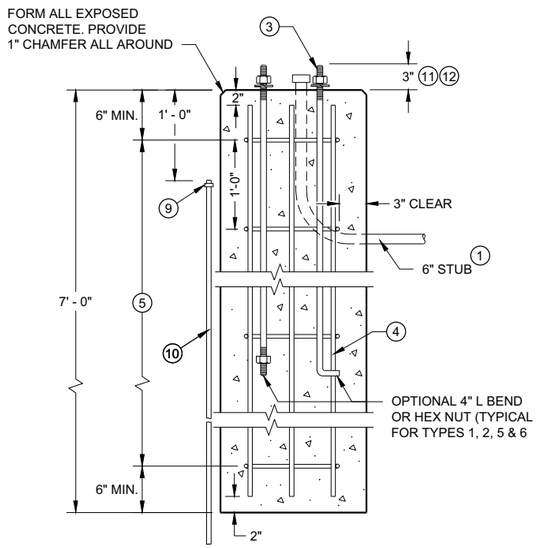
12 FOR NON - BREAKAWAY INSTALLATIONS, 4 ½" ± ANCHOR ROD PROJECTION WITH THE USE OF LEVELING NUTS. RODENT SCREEN REQUIRED.

HALF SECTION IN UNPAVED AREA
(TYPICAL FOR TYPES 1, 2, 5 & 6)

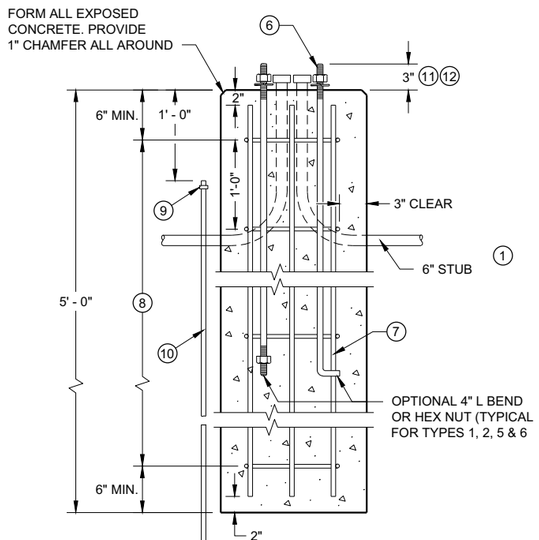
HALF SECTION IN PAVEMENT
(TYPICAL FOR TYPES 1, 2, 5 & 6)



TYPE 1



TYPE 2



TYPE 5 & 6

CONCRETE BASES

CONCRETE BASES
TYPES 1, 2, 5, & 6

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2019 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL ENGI
262
FHWA

GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

FOUR (4) BOLTS SHALL BE FURNISHED WITH EACH TRANSFORMER BASE. BOLTS SHALL BE 1" DIAMETER, 4" IN LENGTH, WITH WASHERS, LOCK WASHERS AND NUTS. BOLTS, NUTS AND WASHERS SHALL BE MANUFACTURED IN ACCORDANCE WITH SECTION 531.2.2 OF THE STANDARD SPECIFICATIONS.

LEVELING SHIMS, IF NEEDED, SHALL BE DESIGNED FOR THE PURPOSE AND USED UNDER CAST BASES WHEN PLUMBING POLES OR STANDARDS DURING INSTALLATION. THE USE OF WASHERS IN LIEU OF PROPER LEVELING SHIMS IS NOT ACCEPTABLE.

SHIM LENGTH SHALL BE LONG ENOUGH TO COMPLETELY COVER THE AREA UNDER THE LENGTH AND WIDTH OF THE BASE MOUNTING FLANGE.

DOUBLE NUTTING IS NOT ACCEPTABLE FOR LEVELING OR MOUNTING PURPOSES.

A NEMA APPROVED, U.L. LISTED, COPPER WITH BRASS OR STAINLESS STEEL SET SCREW, DIRECT BURY RATED, MECHANICAL CONNECTOR (LUG), SIZED TO ACCEPT AWG. #10 TO #4 COPPER STRANDED WIRE SHALL BE FURNISHED AND INSTALLED IN THE PEDESTAL AND TRANSFORMER BASES.

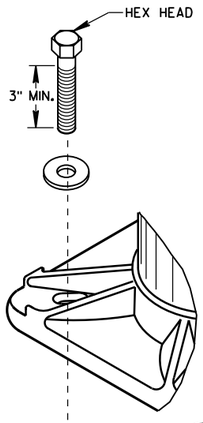
THE MECHANICAL CONNECTOR SHALL BE INSTALLED USING A 1/4" - 20 (TPI) STAINLESS STEEL HEX HEAD BOLT OF SUFFICIENT LENGTH TO FIRMLY ATTACH THE LUG TO THE BASE.

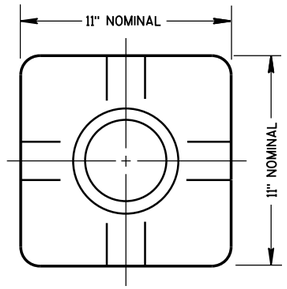
SHOULD THE MANNER OF ATTACHMENT OF THE LUG REQUIRE WASHERS, HEX NUTS, LOCK WASHER - THEY SHALL BE STAINLESS STEEL AS IS THE BOLT. THE MANNER OF ATTACHMENT SHALL NOT BLOCK ACCESSIBILITY TO WIRE PLACEMENT IN THE CONNECTOR.

PEDESTAL BASE COLLAR THREADING SHALL BE TAPERED AND IN ACCORDANCE WITH NATIONAL PIPE THREADING DIMENSIONS.

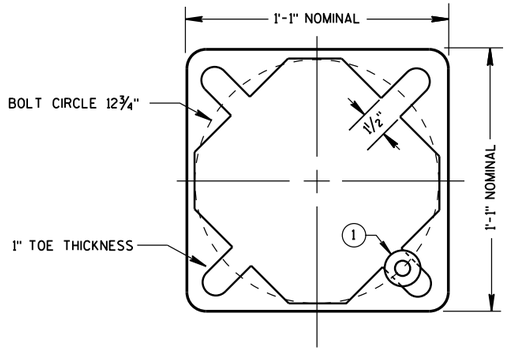
BASE COLLAR THREADING SHALL EXTEND INTO THE BASE COLLAR WITH SUFFICIENT DEPTH TO ACCEPT THE INSTALLATION OF TRAFFIC SIGNAL STANDARDS TO A DEPTH OF 1 1/2", THEN TIGHTENING TO A POINT OF BEING IMMOVABLE.

THE ACCESS DOOR SHALL BE OF THE SAME MATERIAL AS THE BASE.

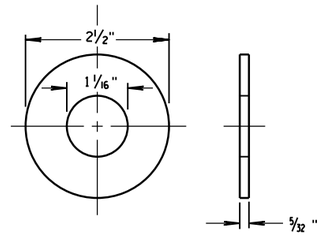




TOP VIEW
(PEDESTAL BASE)

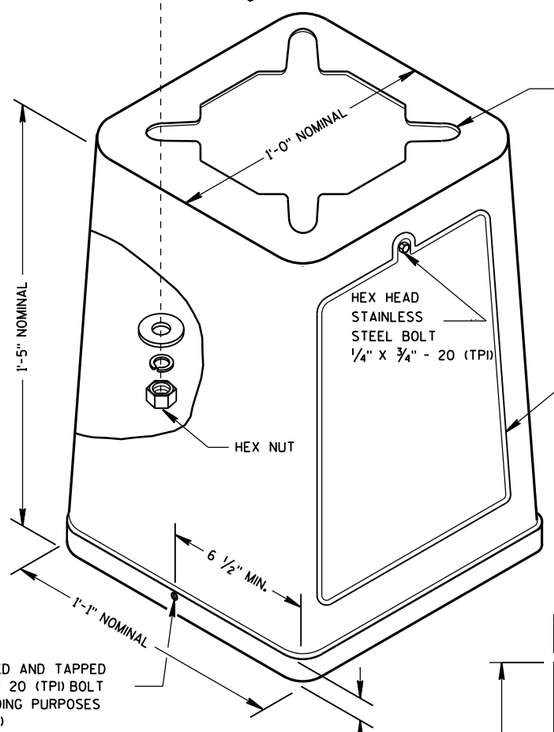


BOTTOM VIEW
(PEDESTAL BASE)

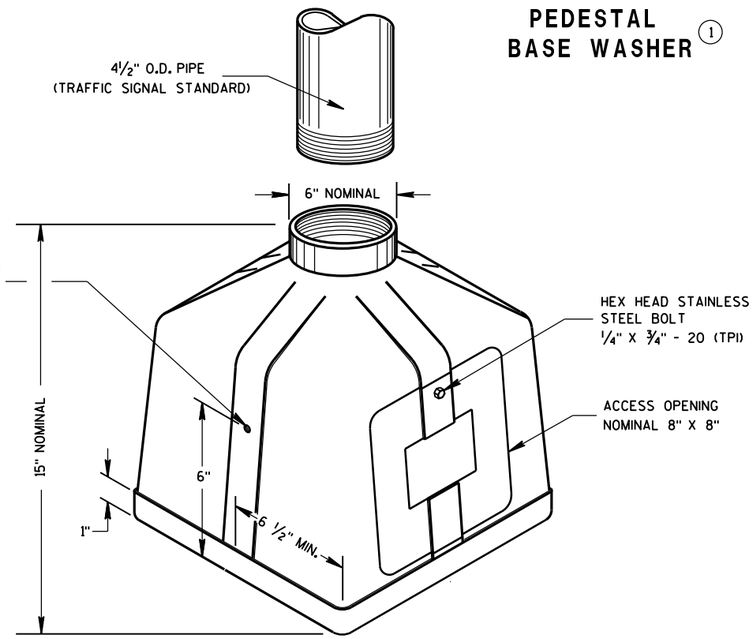


ZINC COATED STEEL WASHER
TO BE PROVIDED BY THE CONTRACTOR

PEDESTAL BASE WASHER (1)

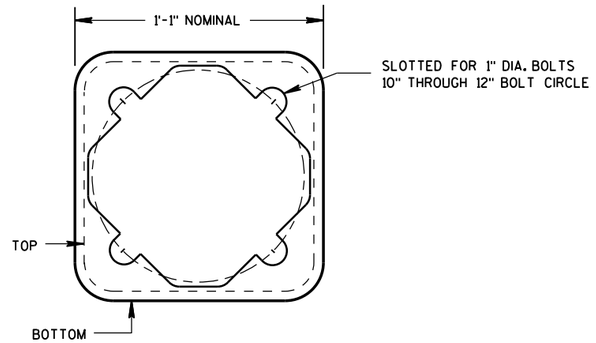


ISOMETRIC VIEW

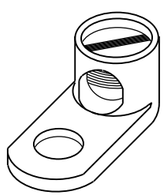


ISOMETRIC VIEW

PEDESTAL BASE



BOTTOM VIEW
(TRANSFORMER BASE)

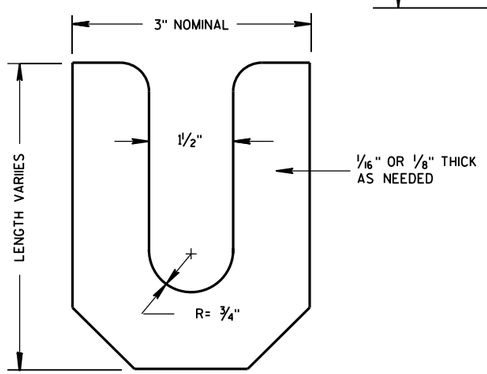


TYPICAL MECHANICAL CONNECTOR LUG

TO BE FURNISHED WITH EACH BASE

TRANSFORMER BASE

INTENDED FOR USE WITH TYPE 2, 3, 4, 5 & 6 POLES



LEVELING SHIM

TRANSFORMER/PEDESTAL BASES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

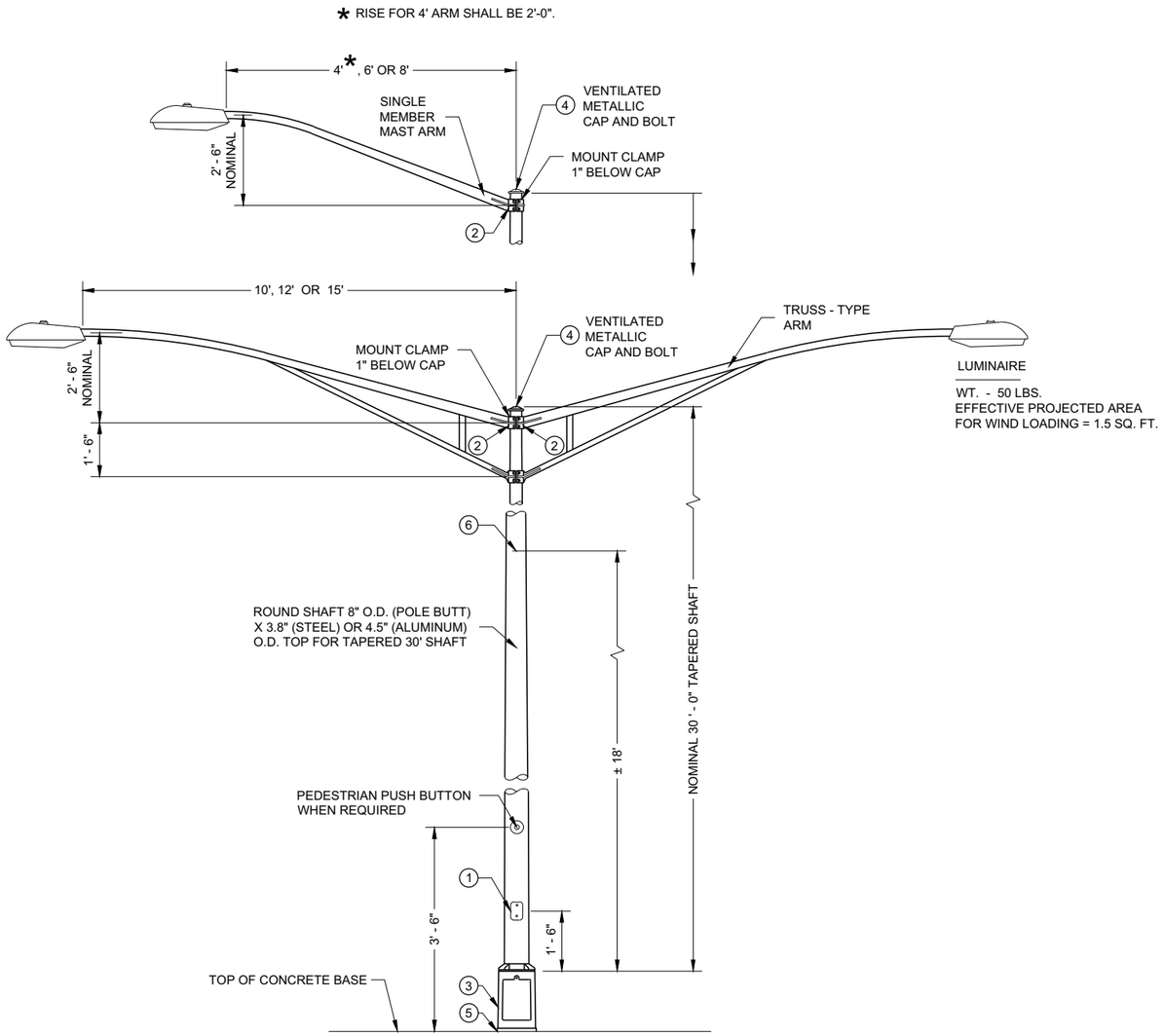
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TYPE 5 POLE MOUNTING CONFIGURATION
(MAXIMUM LOAD)
LIGHTING ONLY

GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

SECTION 657, POLES, OF THE STANDARD SPECIFICATIONS SHALL APPLY TO THIS DRAWING.

ALL TYPE 5 POLE MOUNTINGS SHALL BE DESIGNED TO INCLUDE TWIN 15' ARMS WITH LUMINAIRES.

POLES SHALL BE GALVANIZED STEEL OR ALUMINUM, AS CALLED FOR IN THE CONTRACT.

TYPE 5 ALUMINUM POLES SHALL BE CONSTRUCTED OF 6063 - T6 ALUMINUM ALLOY. SLEEVING INSIDE THE POLE IS NOT ACCEPTABLE.

TYPE 5 ALUMINUM POLES SHALL HAVE A MINIMUM WALL THICKNESS OF 0.1888".

TYPE 5 STEEL POLES SHALL HAVE A MINIMUM WALL THICKNESS OF U.S. STANDARD 11 GAGE (0.1196").

THE SLIPFITTER END OF THE LUMINAIRE MAST ARM SHALL BE A NOMINAL 2 ⅜ INCHES IN OUTSIDE DIAMETER. THE STRAIGHT PORTION OF THE SLIPFITTER END OF THE LUMINAIRE MAST ARM SHALL BE A NOMINAL 12 INCHES IN LENGTH.

WHEN TRANSFORMER BASES ARE USED, WIRE CONNECTIONS SHALL BE MADE IN THE TRANSFORMER BASE.

(1) 4" X 6" REINFORCED HANDHOLE AND COVER ASSEMBLY WITH TWO (2) ¼" X ¾" - 20 TPI , STAINLESS STEEL, HEX HEAD BOLTS.

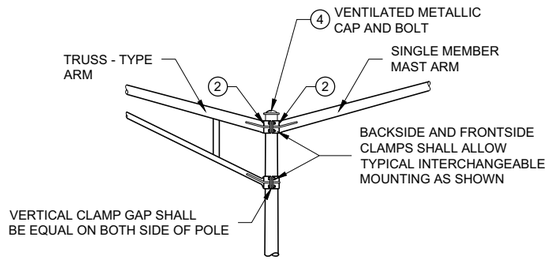
(2) GROMMETS. 1" CHASE NIPPLES OR 1" CLOSE CONDUIT NIPPLES WITH BUSHINGS SHALL BE PROVIDED FOR 1 ⅜" HOLE IN POLE SHAFT FOR WIRING.

(3) CAST ALUMINUM TRANSFORMER BASE, WHEN REQUIRED.

(4) FURNISH AND INSTALL VENTILATED, CAST METALLIC (ALUMINUM ALLOY) CAPS. FASTEN CAPS WITH ONE (1) ¼" X ¾" - 20 TPI STAINLESS STEEL, HEX HEAD BOLT.

(5) SHIMMING, IF NEEDED, SHALL BE LOCATED BETWEEN THE CONCRETE FOUNDATION AND POLE.

(6) INTERNAL DUMBBELL - TYPE VIBRATION DAMPER.

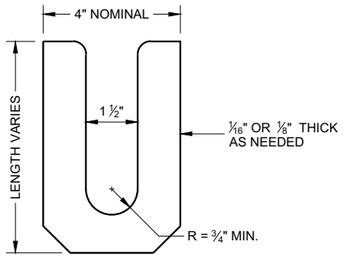


INTERCHANGEABLE MOUNTING DETAIL

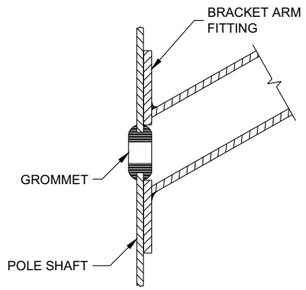
POLE MOUNTINGS FOR LIGHTING UNITS, TYPE 5 (30 FEET)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

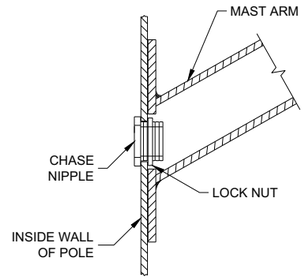
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SDD 09E01 - 15d



LEVELING SHIM (1)
SHALL BE ALUMINUM



TYPICAL APPLICATION OF GROMMET IN POLE SHAFT



TYPICAL APPLICATION OF CHASE NIPPLE IN POLE SHAFT

GENERAL NOTES

CLAMP BOLT-NUT TIGHTENING TORQUE SHALL BE INDICATED BY INDENT STAMPING (1/2 INCH NUMERALS AND LETTERS) OR WEATHERPROOF PRINTING ON THE INSIDE OF THE CLAMP THAT IS WELDED TO THE ARM MEMBER.

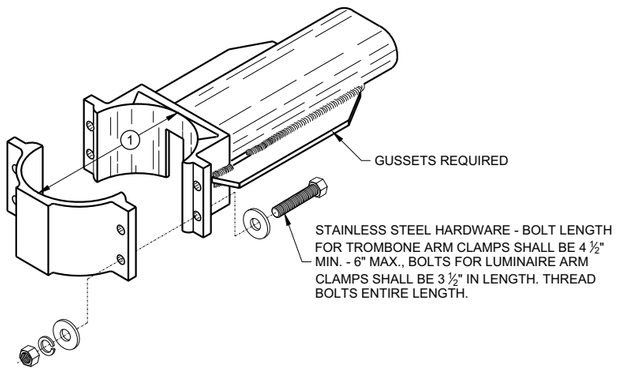
(1) 4.5" I.D. FOR LUMINAIRE MAST ARM CLAMP. 6.625" I.D. FOR TROMBONE MAST ARM CLAMP.

(2) INDIVIDUAL BASE PLATE ANCHOR ROD COVERS. (4 REQUIRED)

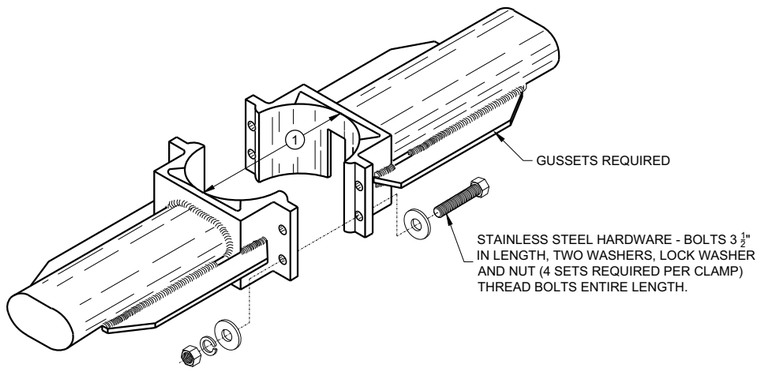
(3) BASE PLATE SLOTTED TO ACCEPT 11" THROUGH 12" BOLT CIRCLE USING 1" DIAMETER ANCHOR RODS.

(4) LEVELING SHIMS, DESIGNED FOR THE PURPOSE, SHALL BE USED WHEN PLUMBING POLES. THE USE OF WASHERS IN LIEU OF PROPER LEVELING SHIMS IS NOT ACCEPTABLE. LEVELING SHIMS SHALL BE USED ONLY BETWEEN THE TOP OF THE CONCRETE BASE AND A METALLIC BASE PLATE.

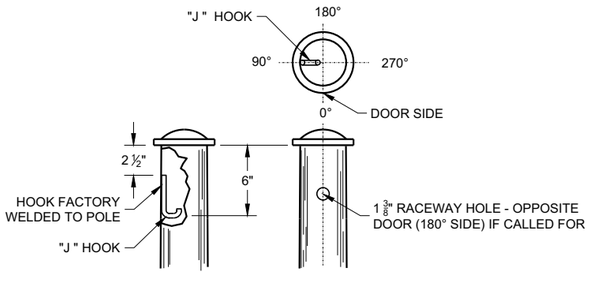
SHIMS SHALL BE LONG ENOUGH AND WIDE ENOUGH TO COMPLETELY COVER THE AREA UNDER THE LENGTH AND WIDTH OF THE BASE MOUNTING FLANGE.



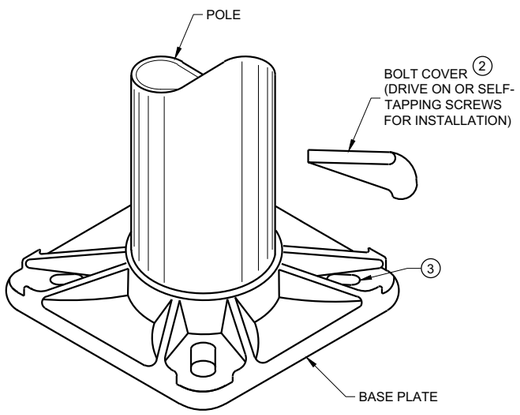
TYPICAL TROMBONE MAST ARM AND SINGLE LUMINAIRE MAST ARM MOUNTING CLAMP



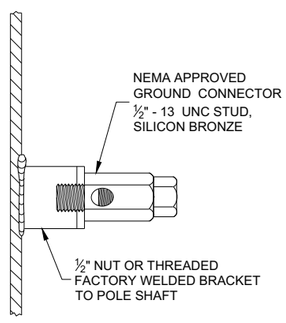
TYPICAL LUMINAIRE MAST ARM (DOUBLE) MOUNTING BRACKETS

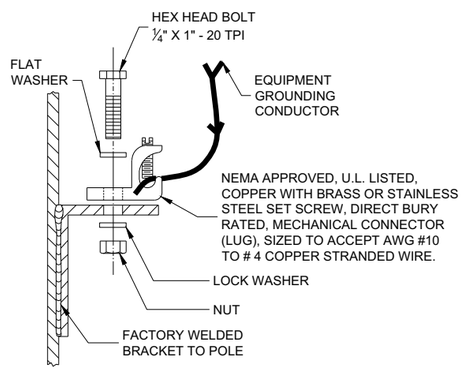


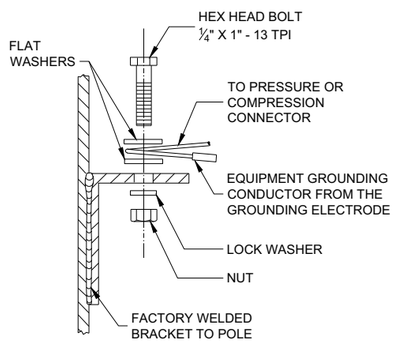
TYPICAL "J" HOOK LOCATION



BASE PLATE







TYPICAL GROUNDING CONNECTIONS
NUT, BOLT AND WASHERS SHALL BE STAINLESS STEEL

HARDWARE DETAILS FOR POLE MOUNTING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2018
DATE
/S/ Ahmet Demirbilek
STATE ELECTRICAL ENGI 265

FHWA

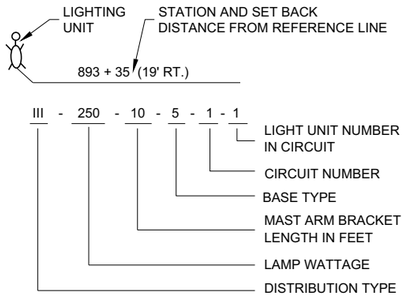
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GENERAL NOTES

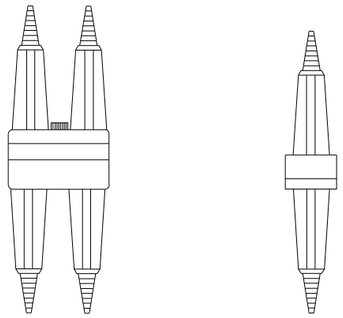
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

THE EQUIPMENT GROUND CONNECTOR SHALL BE TAPED WITH 3 WRAPS (MINIMUM) OF APPROVED RUBBER TAPE AND 3 WRAPS (MINIMUM) OF APPROVED VINYL TAPE TO COVER SHARP WIRE ENDS AFTER THE CONNECTION IS COMPLETED.

WHEN TRANSFORMER BASES ARE USED, ALL WIRING CONNECTIONS SHALL OCCUR WITHIN THE TRANSFORMER BASES.

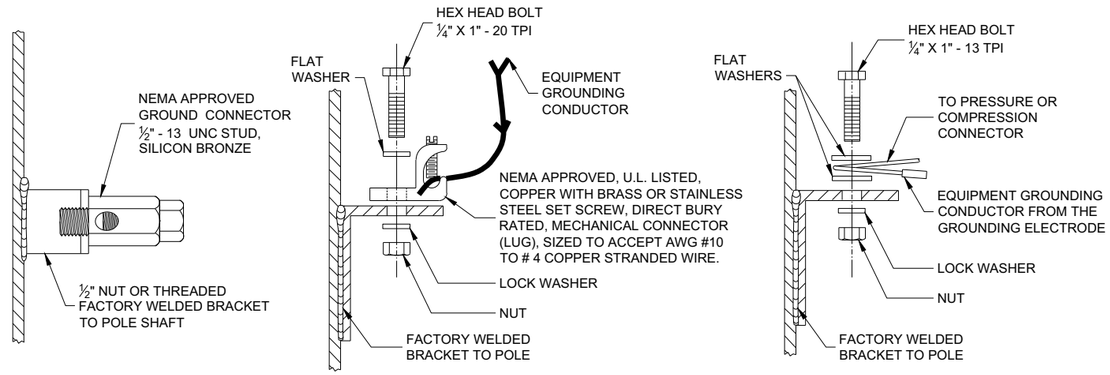


LIGHTING UNIT CODE
(TYPICAL)

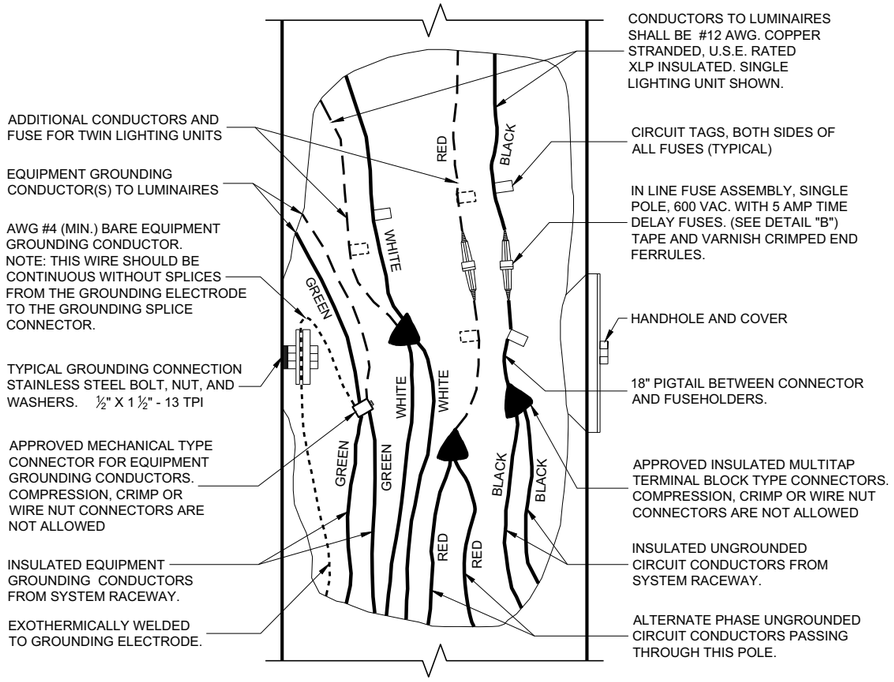


DETAIL "A"
BREAKAWAY DOUBLE POLE WITH WATERPROOF INSULATING BOOT

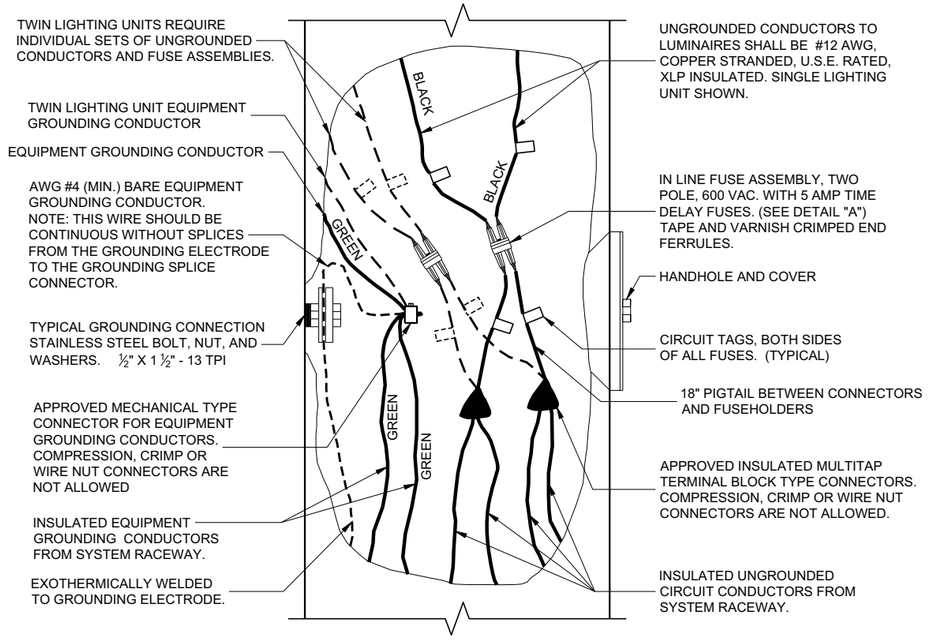
DETAIL "B"
BREAKAWAY SINGLE POLE WITH WATERPROOF INSULATING BOOT



TYPICAL GROUNDING CONNECTIONS
NUT, BOLT AND WASHERS SHALL BE STAINLESS STEEL



3 WIRE - 120, 240 OR 480 VAC (UNGROUNDED CONDUCTORS) WITH GROUNDING CONDUCTOR AND EQUIPMENT GROUNDING CONDUCTOR



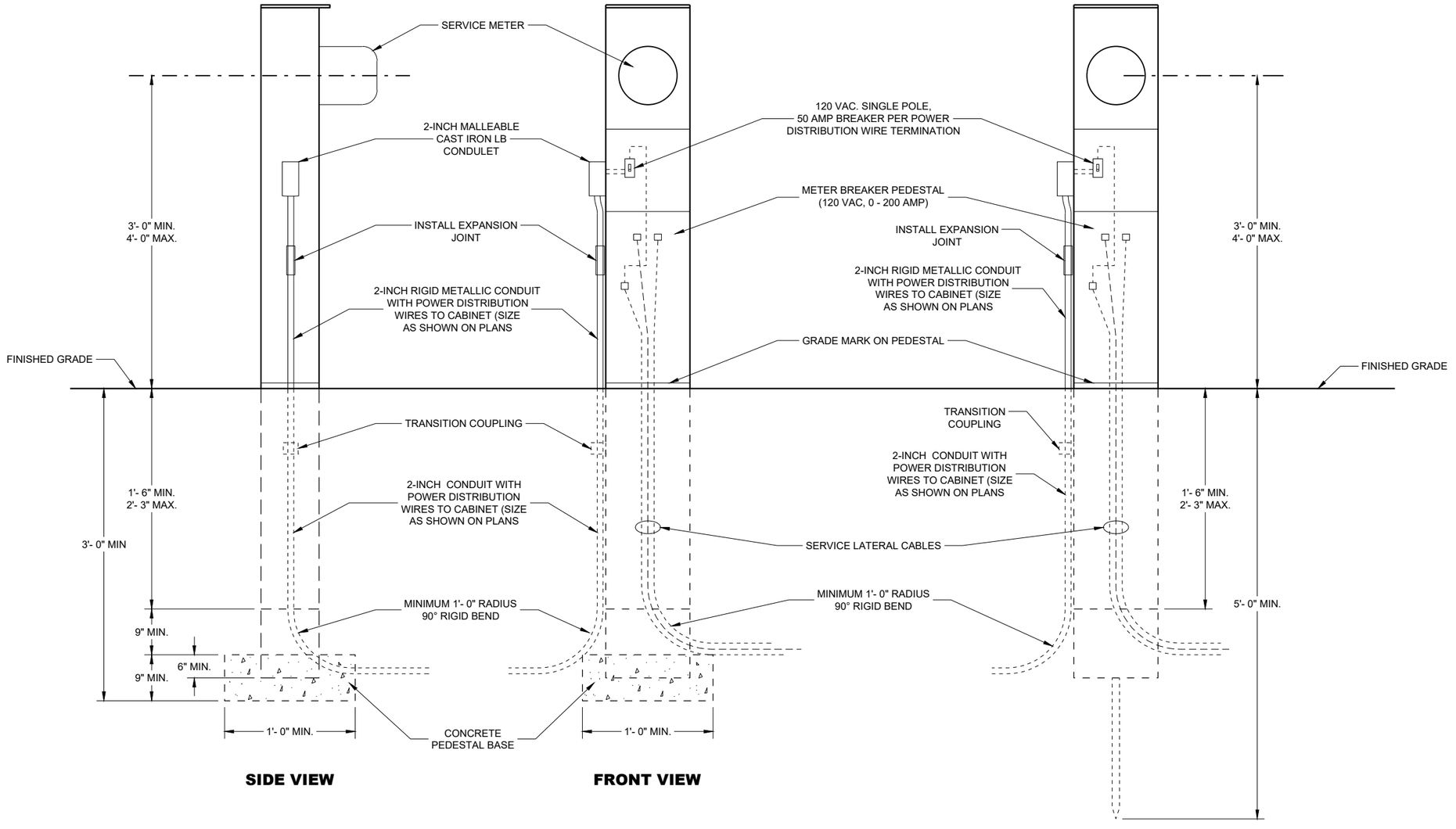
2 WIRE - 240 OR 480 VAC (UNGROUNDED CONDUCTORS) WITH EQUIPMENT GROUNDING CONDUCTOR

NON - FREEWAY LIGHTING UNIT POLE WIRING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2018
DATE
/S/ Ahmet Demirbilek
STATE ELECTRICAL ENGI 266

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2 CIRCUIT METER BREAKER PEDESTAL

ALTERNATE SUPPORTING STAKE
(IF APPROVED BY UTILITY)

2 CIRCUIT METER BREAKER PEDESTAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
September 2014
DATE
/S/ Ahmet Demirbilek
STATE ELECTRICAL ENGI 267

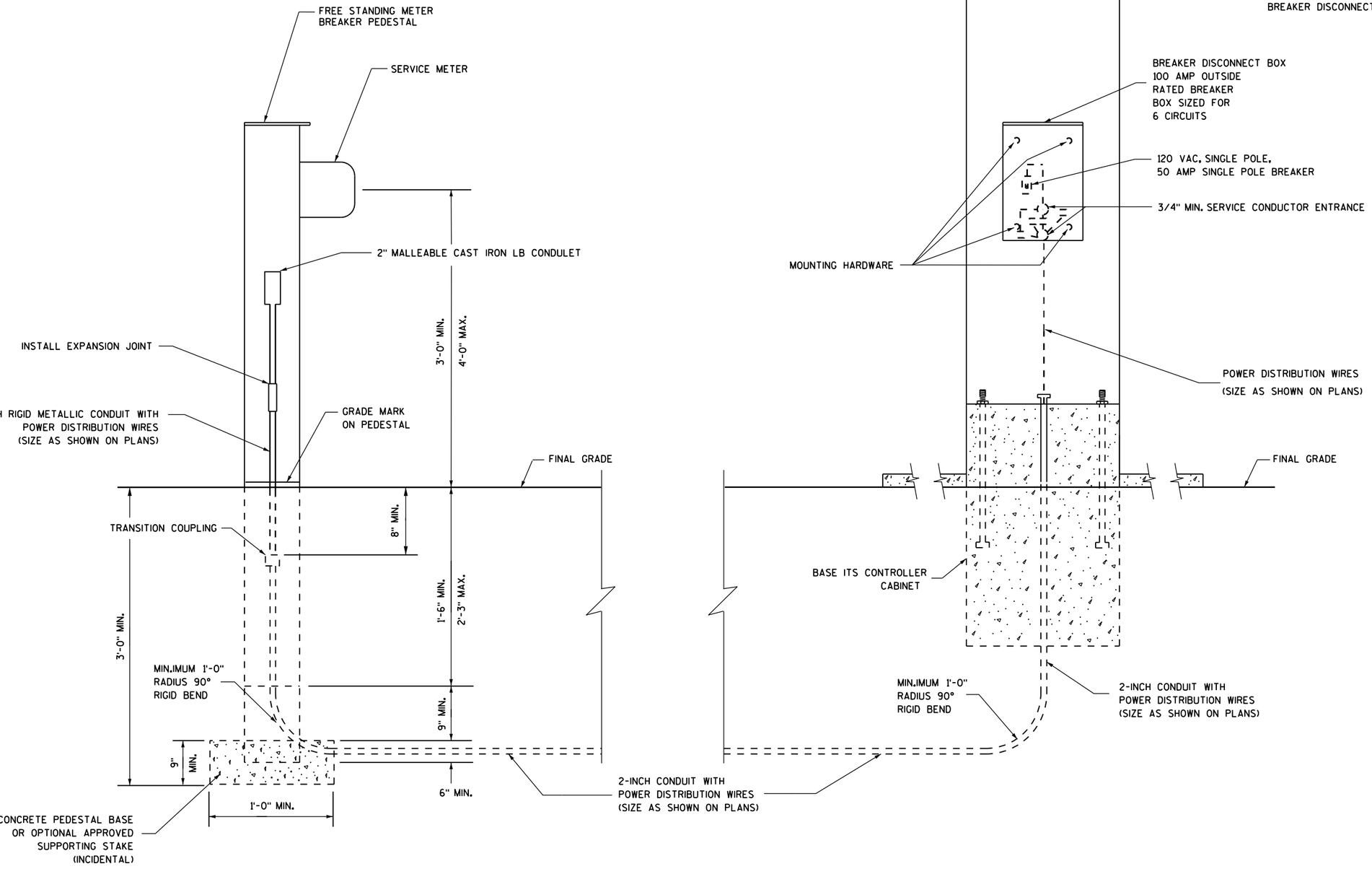
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SDD 09H03 - 01

GENERAL NOTES

MINIMUM REQUIREMENT SHOWN. ADDITIONAL BREAKERS MAY BE REQUIRED.

UP TO THREE BREAKERS WILL BE CONSIDERED INCIDENTAL TO THE ITEM BREAKER DISCONNECT BOX.



2 CIRCUIT ELECTRICAL SERVICE METER BREAKER PEDESTAL AND BREAKER DISCONNECT BOX

2 CIRCUIT ELECTRICAL SERVICE METER BREAKER PEDESTAL AND BREAKER DISCONNECT BOX

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

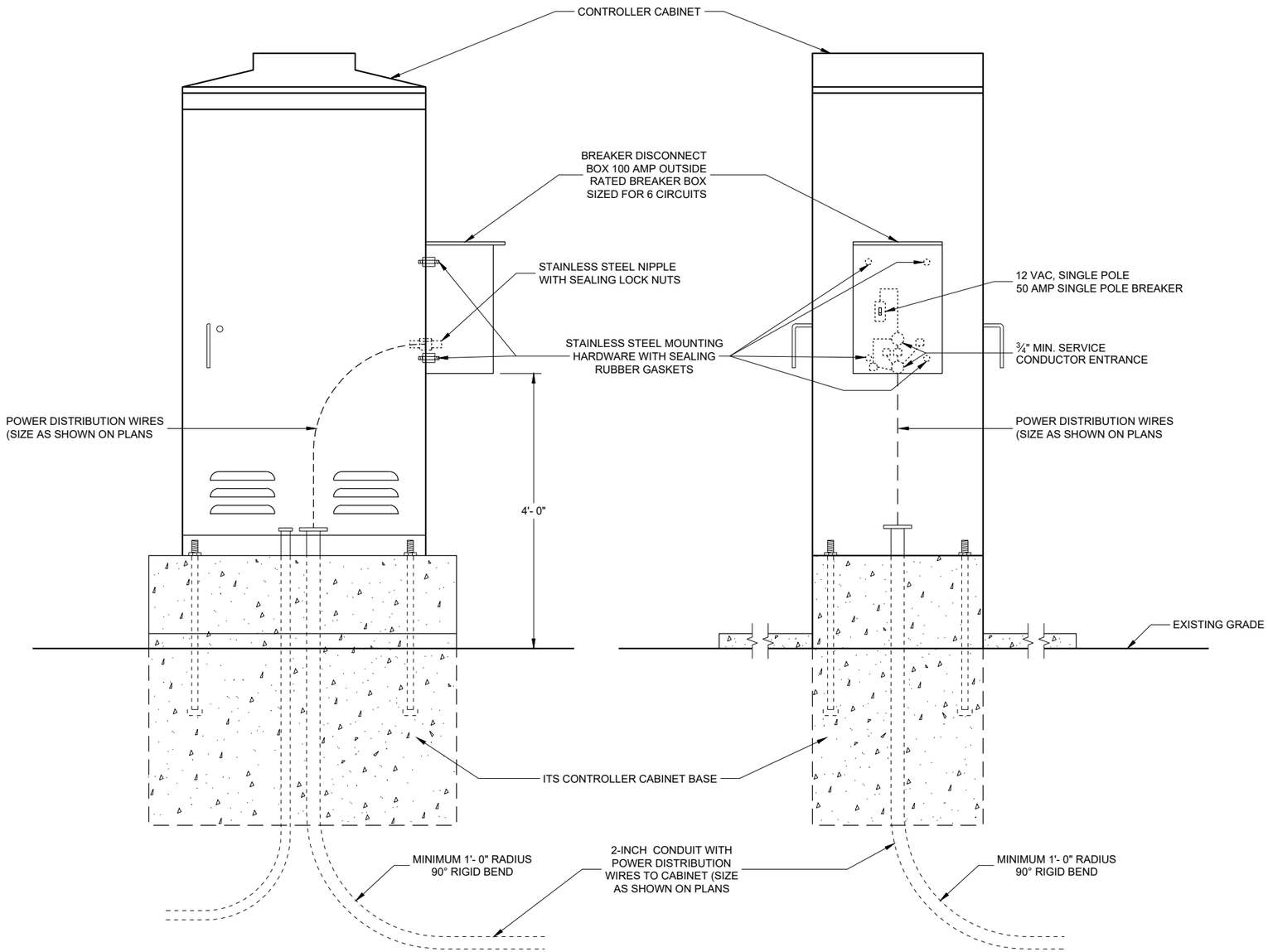
APPROVED
Sept. 2014 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
FHWA

S.D.D. 9 H 4-1
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GENERAL NOTES

MINIMUM REQUIREMENT SHOWN. ADDITIONAL BREAKERS MAY BE REQUIRED.

UP TO THREE BREAKERS WILL BE CONSIDERED INCIDENTAL TO THE ITEM BREAKER DISCONNECT BOX.



FRONT VIEW **SIDE VIEW**

CIRCUIT BREAKER DISCONNECT BOX INSTALLATION

CABLE BREAKER DISCONNECT BOX INSTALLATION

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DEPARTMENT OF TRANSPORTATION

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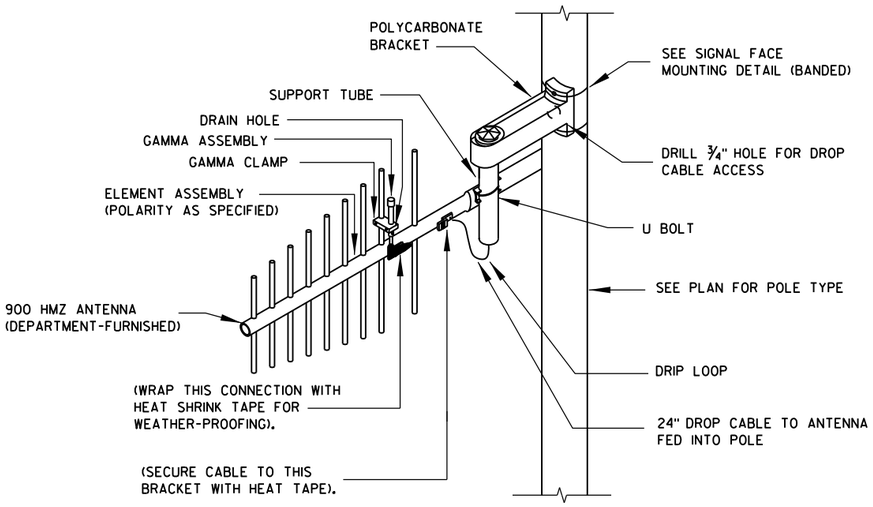
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SDD 09H05 - 01

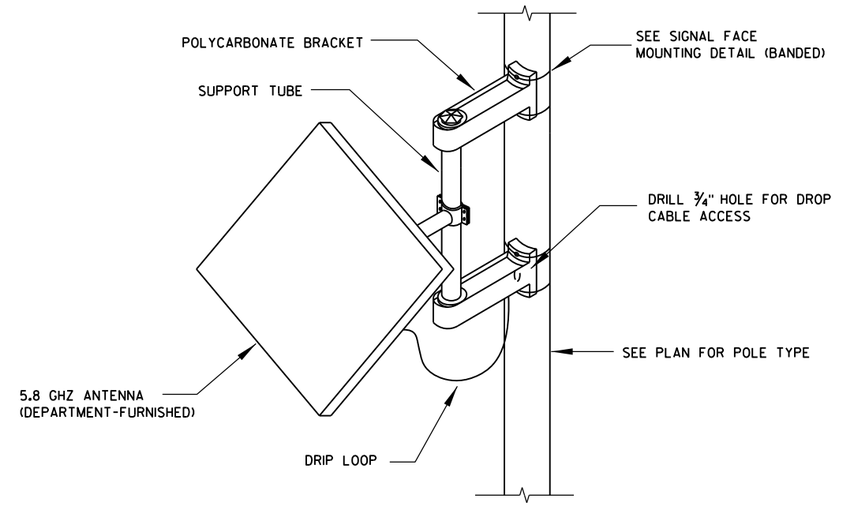
GENERAL NOTES

INSTALL DRIP LOOPS ON LOOSE CABLES TO PREVENT WATER FROM FLOWING ON CABLE AND ENTERING POLES/ENCLOSURES.

ALL MOUNTING EQUIPMENT REQUIRED IS INCIDENTIAL TO BID ITEM "INSTALL WIRELESS ANTENNA".



900 MHZ ANTENNA



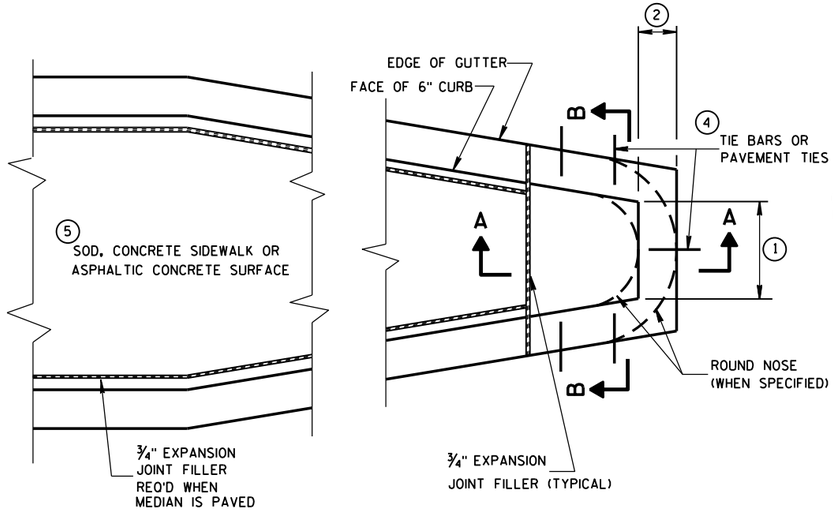
5.8 GHZ ANTENNA

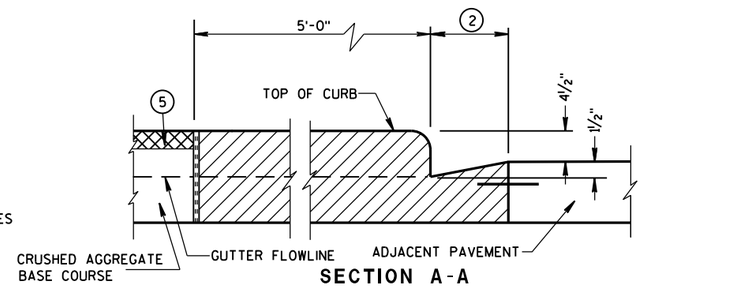
INSTALL WIRELESS ANTENNA

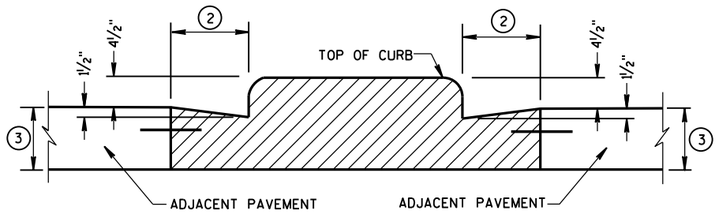
INSTALL WIRELESS ANTENNA	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED	
May 2017 DATE	/S/ Ahmet Demirbilek STATE ELECTRICAL
FHWA	

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S.D.D. 9 H 16-1







CONCRETE MEDIAN BLUNT NOSE DETAIL

GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

(1) SEE PLAN FOR MEDIAN NOSE WIDTH AND RADIUS (FOR ROUND NOSE ALTERNATE).

(2) WIDTH OF GUTTER TO MATCH EXISTING ADJACENT GUTTER OR AS SPECIFIED ELSEWHERE IN THE PLAN.

(3) DEPTH EQUAL TO ADJACENT PAVEMENT. ADJACENT PAVEMENT STRUCTURE DETAILS ARE SHOWN ON THE PLAN. TYPICAL OPTIONS ARE:

(1) NEW OR EXISTING CONCRETE PAVEMENT.

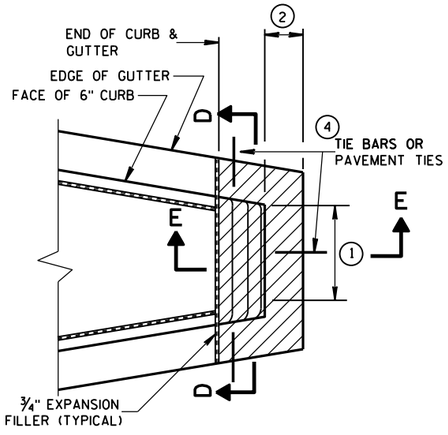
(2) ASPHALTIC CONCRETE PAVEMENT OVER NEW OR EXISTING CONCRETE BASE COURSE.

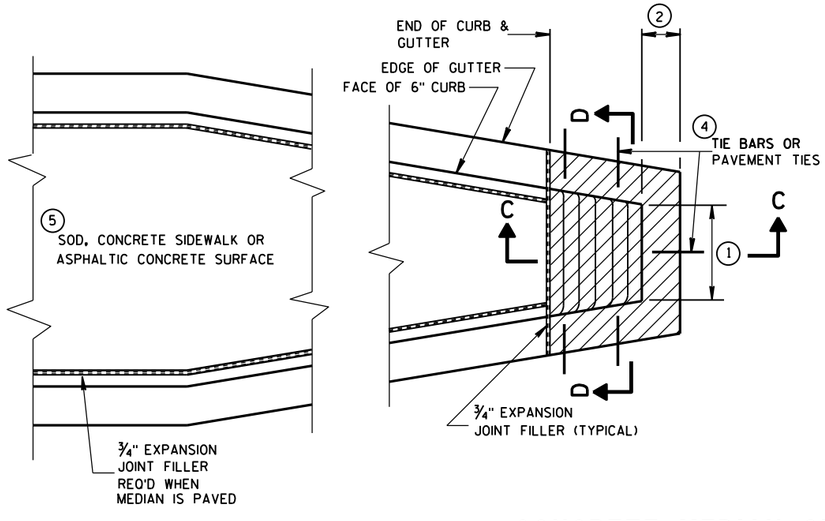
(3) ASPHALTIC CONCRETE PAVEMENT OVER CRUSHED AGGREGATE BASE COURSE.

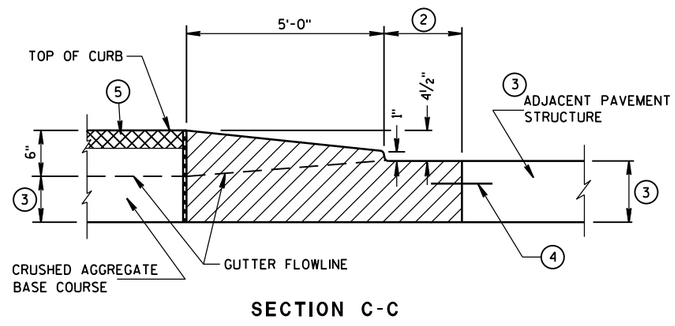
(4) TIE BARS OR PAVEMENT TIES REQUIRED IN NEW CONCRETE PAVEMENT OR CONCRETE BASE COURSE. TIE BARS SHALL BE NO. 4 X 2'-0" SPACED AT 2'-0" C-C.

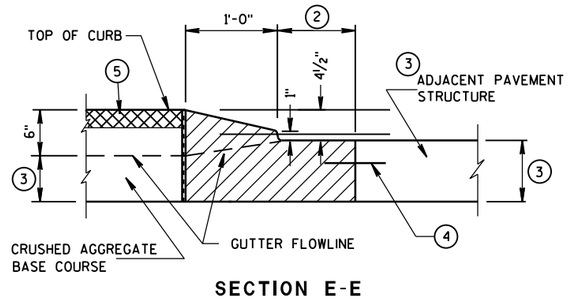
PAVEMENT TIES REQUIRED IN EXISTING CONCRETE BASE COURSE. PAVEMENT TIES SHALL BE NO. 6 X 1'-0" SPACED AT 3'-0" C-C INSTALLED ON A HORIZONTAL SKEW OF 6:1. THE DIRECTION OF SKEW SHALL ALTERNATE AFTER EVERY ONE OR TWO BARS.

(5) SURFACE TYPE AND DETAILS ARE SHOWN ELSEWHERE IN THE PLAN.



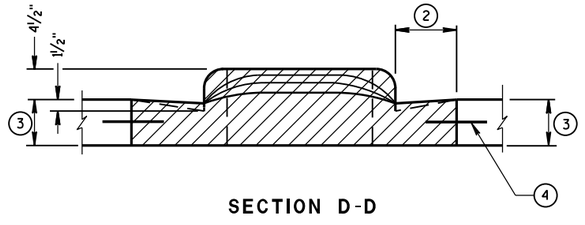






CONCRETE MEDIAN SLOPED NOSE TYPE 2

CONCRETE MEDIAN SLOPED NOSE TYPE 1



CONCRETE MEDIAN NOSE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

6/8/2006
DATE

/S/ Jerry H. Zogg
ROADWAY STANDARDS D ENGINEER

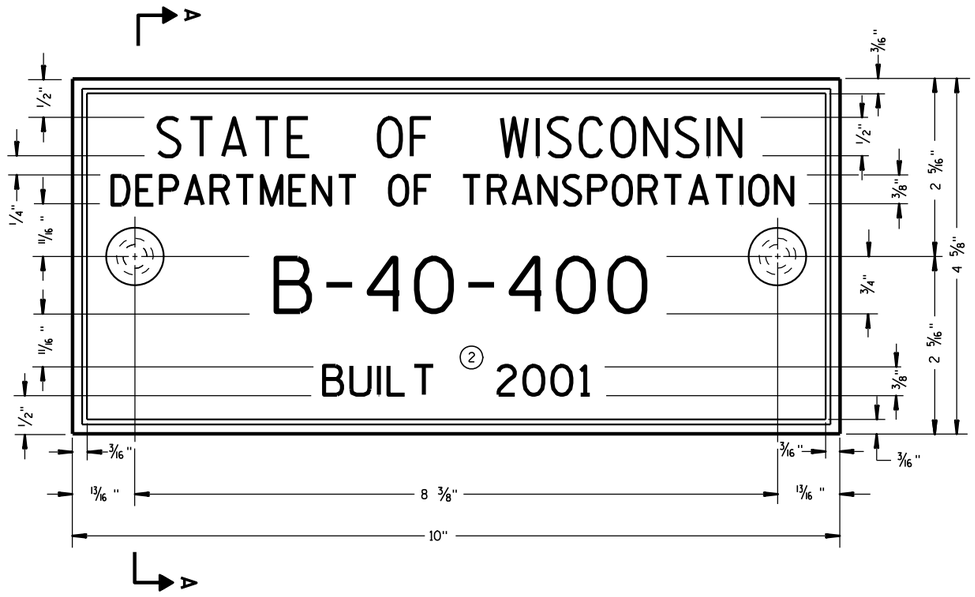
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S.D.D. 11 B 2-2

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TYPICAL NAME PLATE
(BRIDGES, CULVERTS, AND RETAINING WALLS)

NUMBERING DESIGNATION
MULTI-UNIT STRUCTURES

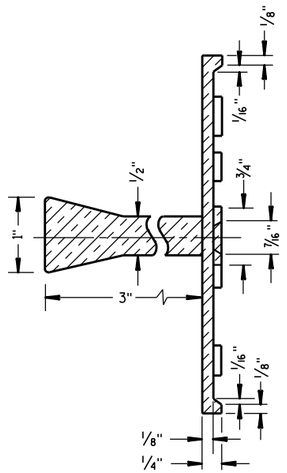
GENERAL NOTES

NAME PLATES TO BE INSTALLED ON BRIDGES, CULVERTS, AND RETAINING WALLS SHALL CONFORM TO THE REQUIREMENTS OF SECTION 502.3.11 OF THE STANDARD SPECIFICATIONS.

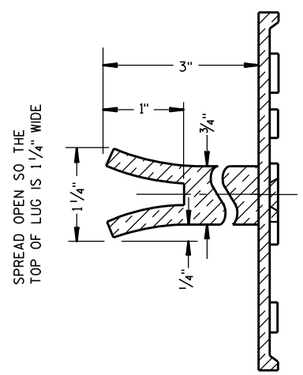
THE BRIDGE NUMBER AND YEAR BUILT SHOWN ON THIS DRAWING ARE EXAMPLES ONLY. SEE CONSTRUCTION PLANS FOR INDIVIDUAL NUMBERING AND YEAR BUILT.

(1) EPOXY RESIN SHALL BE FROM AN APPROVED MANUFACTURER AND USED IN ACCORDANCE WITH MANUFACTURER'S RECOMMENDATIONS.

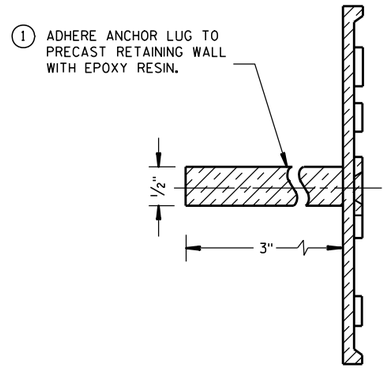
(2) REHABILITATION OF AN EXISTING STRUCTURE SHOULD USE THE DATE OF ORIGINAL STRUCTURE CONSTRUCTION.



SECTION A-A



ALTERNATE LUG



ALTERNATE LUG
(FOR ATTACHMENT TO PRECAST STRUCTURES)

NAME PLATE (STRUCTURES)

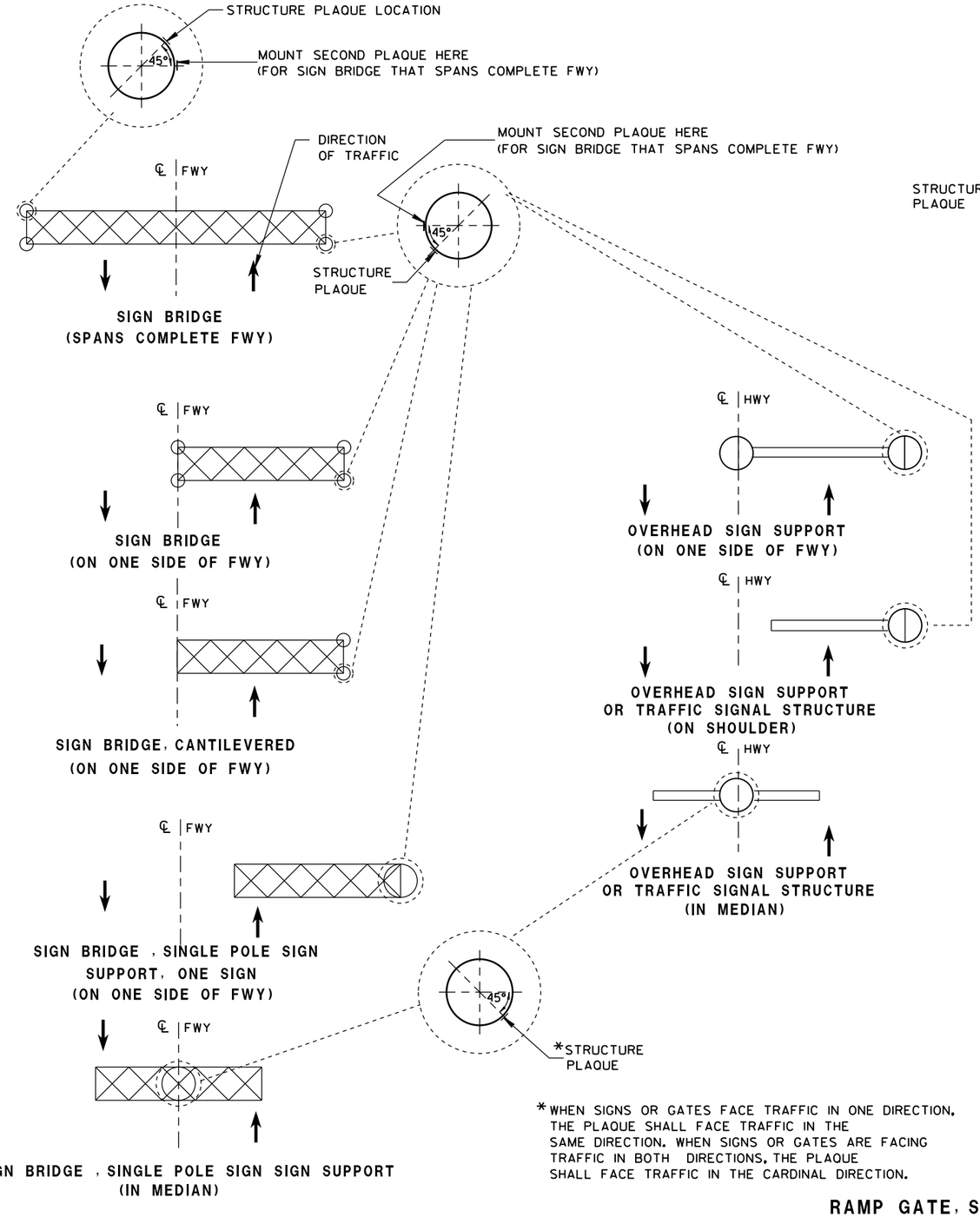
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

3/26/10 DATE — /S/ Scot Beck -- CHIEF STRUCTURAL DEVELOP ENGINEER — FHWA

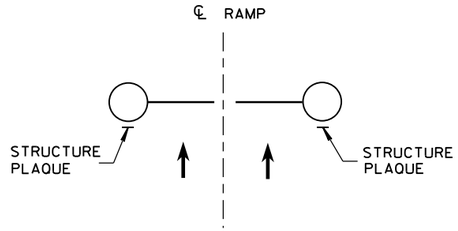
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S.D.D. 12 A 3-10

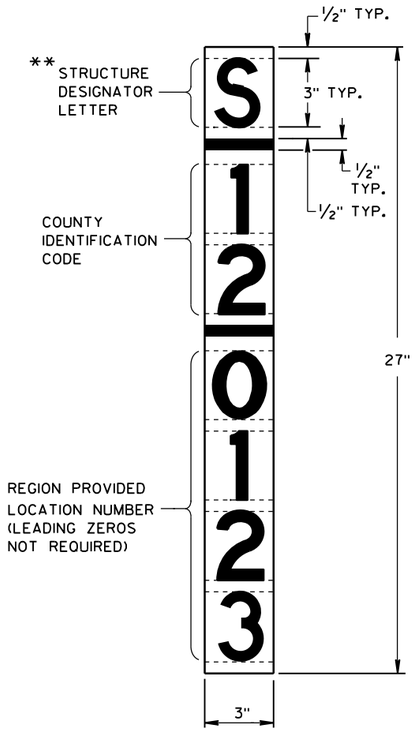


*WHEN SIGNS OR GATES FACE TRAFFIC IN ONE DIRECTION, THE PLAQUE SHALL FACE TRAFFIC IN THE SAME DIRECTION. WHEN SIGNS OR GATES ARE FACING TRAFFIC IN BOTH DIRECTIONS, THE PLAQUE SHALL FACE TRAFFIC IN THE CARDINAL DIRECTION.

LOCATION OF RAMP GATE, SIGN BRIDGE, OVERHEAD SIGN SUPPORT & TRAFFIC SIGNAL STRUCTURE PLAQUES



RAMP GATE
(ACROSS FWY ON-RAMP)



** LETTER "G" UTILIZED FOR RAMP GATES. LETTER "S" UTILIZED FOR SIGN BRIDGES, OVERHEAD SIGN SUPPORTS, AND TRAFFIC SIGNALS.

RAMP GATE, SIGN BRIDGE, OVERHEAD SIGN SUPPORT AND TRAFFIC SIGNAL STRUCTURE PLAQUE FOR SIGN BRIDGES AND OVERHEAD SIGN SUPPORT WHICH ARE NOT STRUCTURE MOUNTED

GENERAL NOTES

DETAILS OF CONSTRUCTION AND WORKMANSHIP NOT SHOWN IN THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

PLAQUES SHALL BE INCIDENTAL TO ALL NEW INSTALLATIONS.

IF THE PROPOSED SIGN BRIDGE OR OVERHEAD SIGN SUPPORT IS REPLACING AN EXISTING SIGN BRIDGE OR OVERHEAD SIGN SUPPORT, A NEW IDENTIFICATION PLAQUE WILL BE REQUIRED.

FASTEN TOP, CENTER AND BOTTOM OF PLAQUE TO POLE OR OTHER LOCATION AS FOLLOWS:

GALVANIZED STEEL SHAFT - 3 STAINLESS STEEL POP RIVETS

A588 STEEL SHAFT - SHIM FOR DRAINAGE WITH STAINLESS WASHERS; FASTEN WITH STAINLESS SELF-TAPPING SCREWS

ALUMINUM SHAFTS - 3 ALUMINUM POP RIVETS

MOUNTING HEIGHT SHALL BE APPROXIMATELY 5.0' ABOVE CURB OR SHOULDER. ADJUST IF IT IS KNOWN THAT REQUIRED TRAFFIC SIGNS WILL OBSTRUCT.

PLAQUE MATERIALS:

BASE - SHEET ALUMINUM, 0.060" THICK.

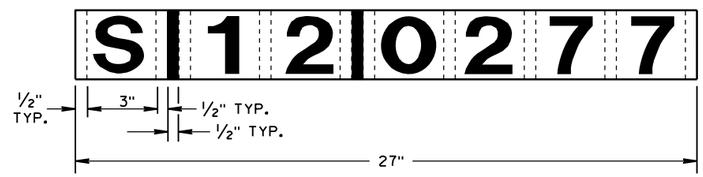
FACE - WHITE, SELF-ADHESIVE VINYL SHEETING, NON-RETROREFLECTIVE

LINES - BLACK, ½" WIDE, SELF-ADHESIVE

CHARACTERS:- BLACK, SELF ADHESIVE, SERIES "D", SIZE AS SHOWN.

FOR SIGN BRIDGES, STRUCTURE MOUNTED, THE STRUCTURE PLAQUE SHALL BE MOUNTED HORIZONTALLY AS SHOWN ON THE DRAWING. THE STRUCTURE PLAQUE SHALL BE MOUNTED HORIZONTALLY TO THE BACK OF THE SIGN, BETWEEN THE ALUMINUM EXTRUSIONS, NEAR THE TOP LEFT HAND CORNER OF THE SIGN. THE BASE MATERIAL SHALL BE OMITTED AND THE FACE ADHERED DIRECTLY TO THE ALUMINUM SURFACE. PRIOR TO ADHERING THE MATERIAL, THE ALUMINUM SURFACE SHALL BE SMOOTH, CLEAN AND DRY.

WHERE SIGN BRIDGE ILLUMINATION IS PROVIDED, THE STRUCTURE MUST ALSO HAVE A SIGN BRIDGE CIRCUIT PLAQUE AS SHOWN IN THE ELECTRICAL DETAILS.



IDENTIFICATION PLAQUE FOR SIGN BRIDGE, STRUCTURE MOUNTED

STRUCTURE IDENTIFICATION PLAQUES, RAMP GATES, SIGN BRIDGES, OVERHEAD SIGN SUPPORTS, & TRAFFIC SIGNALS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

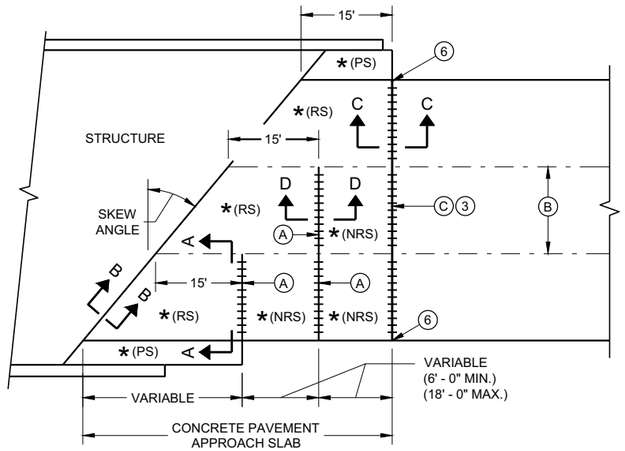
APPROVED
12/4/2012 — DATE
/S/ Travis Feltes — STATE TRAFFIC ENGINEER
FHWA

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S.D.D. 12 A 4-3

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S.D.D. 12 A 4-3



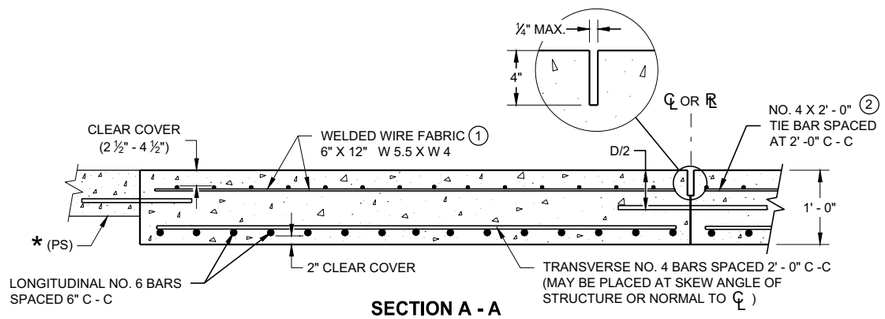
SKEWED APPROACH
(PAVEMENT MORE THAN TWO LANES)

* (RS) = REINFORCED CONCRETE SLAB

* (PS) = PAVED CONCRETE SHOULDER OR CONCRETE DRAINAGE SLAB

* (NRS) - NON - REINFORCED CONCRETE SLAB

*** STANDARD DOWEL BAR DIAMETER (SEE SDD 13C11 AND SDD 13C13)



SECTION A - A
REINFORCEMENT POSITIONING DETAIL

GENERAL NOTES

THE CONTRACTOR MAY SPLICE NO. 6 BARS IN THE APPROACH SLAB FOR SKEWED STRUCTURES ONLY. STAGGER SPLICES WITH A MAXIMUM OF ONE SPLICE PER BAR. THE LENGTH OF LAP IS 20 INCHES.

TACK WELD DOWEL BARS TO THE BASKETS ON ALTERNATE ENDS.

(1) THE CONTRACTOR MAY USE NO. 4 BARS SPACED AT 2' - 0 " C - C IN BOTH THE LONGITUDINAL AND TRANSVERSE DIRECTIONS FOR TOP REINFORCEMENT AS AN ALTERNATIVE TO THE WELDED WIRE FABRIC.

(2) THE CONTRACTOR MAY OMIT THE BARS BETWEEN REINFORCED SLABS WHERE SLAB REINFORCEMENT BARS EXTEND ACROSS THE CENTERLINE OR REFERENCE LINE.

(3) DO NOT CONSTRUCT AN EXPANSION JOINT OR INSTALL DOWEL BARS WHEN ABUTTING AN HMA PAVEMENT.

(4) USE A JOINT SEALANT CONFORMING TO STANDARD SPECIFICATION 415.2.6.

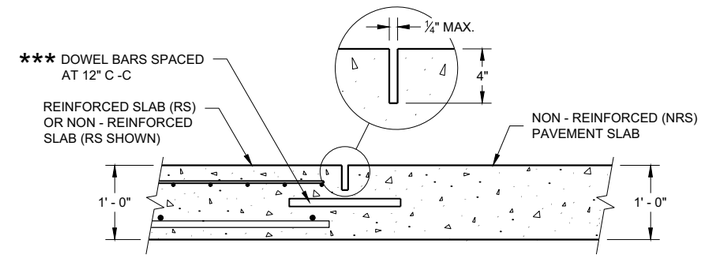
(5) PLACE EXPANSION CAP ON THE END OF THE DOWEL THAT IS NOT TACK WELDED TO THE BASKET. DO NOT FORCE DOWEL BAR PAST THE DOWEL STOP.

(6) EXTEND EXPANSION JOINT THROUGH ANY ADJACENT TIED CONCRETE.

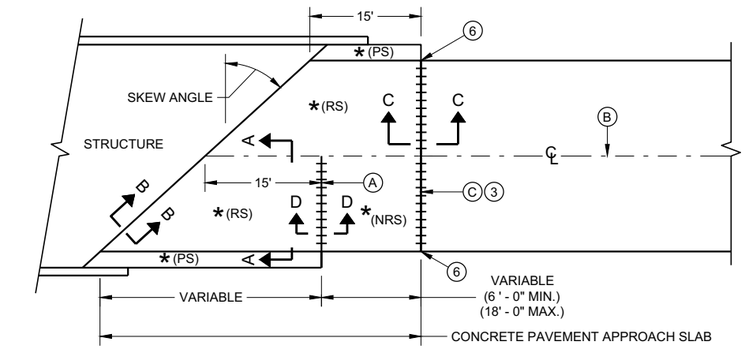
(A) STANDARD CONTRACTION JOINT NORMAL TO ℄ OR ℞.

(B) STANDARD LONGITUDINAL JOINT WITH TIE BARS.

(C) 1 ½" EXPANSION JOINT WITH DOWEL BARS NORMAL TO ℄ OR ℞ .

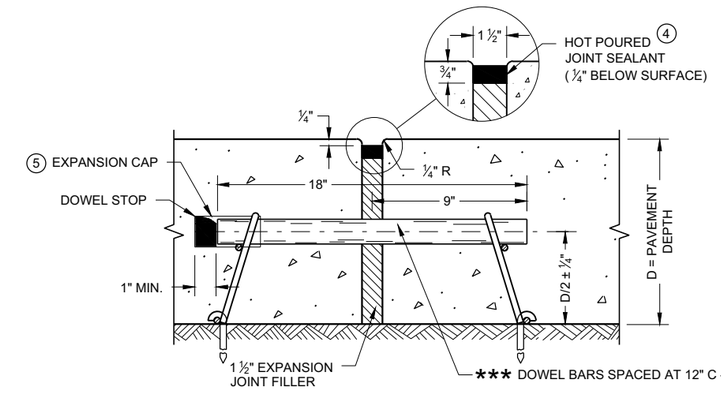


SECTION D - D
CONTRACTION JOINT

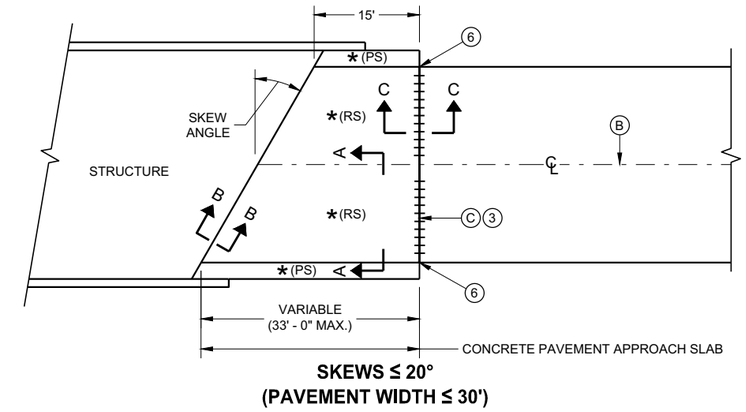


SKEWS > 20°
(PAVEMENT WIDTH ≤ 30')

SECTION B - B
BEND DETAIL
BOTTOM REINFORCEMENT

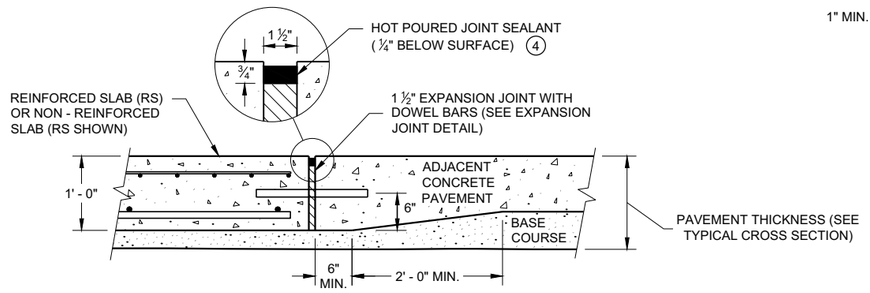


EXPANSION JOINT DETAIL



SKEWS ≤ 20°
(PAVEMENT WIDTH ≤ 30')

APPROACH SLAB AND ADJACENT PAVEMENT



SECTION C - C
TRANSITION DETAIL
APPROACH SLAB TO ADJACENT PAVEMENT

CONCRETE PAVEMENT APPROACH SLAB

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

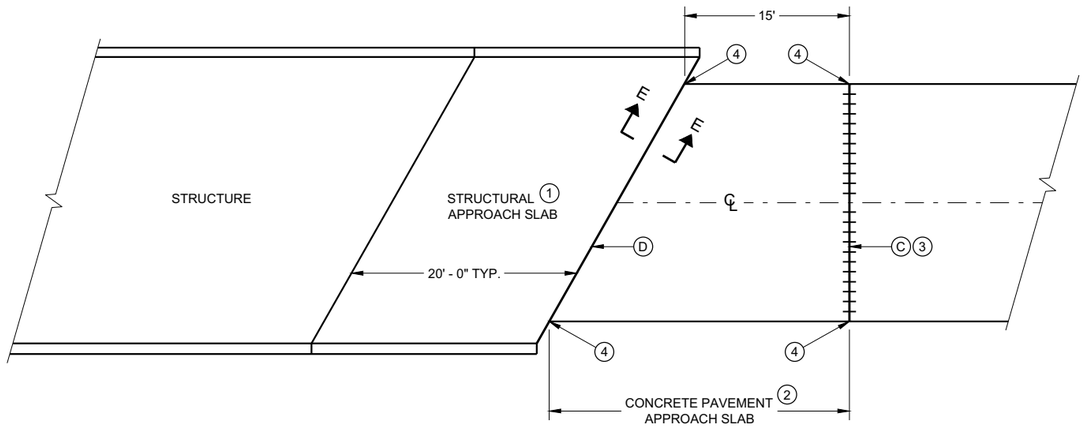
APPROVED
November 2018
DATE

/S/ Peter Kemp, P.E.
PAVEMENT SUPERVISO

FHWA

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SDD 13B02 - 09a



BRIDGE APPROACHES

GENERAL NOTES

ALL PROJECTS THAT INVOLVE A STRUCTURAL APPROACH SLAB WILL ALSO HAVE A CONCRETE PAVEMENT APPROACH SLAB.

(1) SEE BRIDGE PLAN.

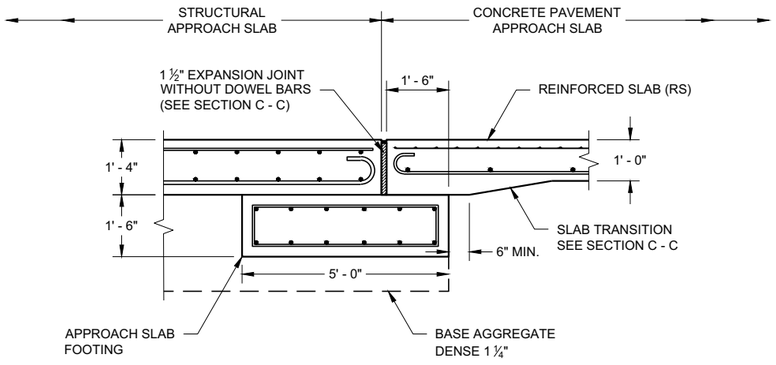
(2) CONFORM TO SDD 13B02 SHEET A FOR CONCRETE PAVEMENT APPROACH SLAB DETAILS

(3) DO NOT CONSTRUCT AN EXPANSION JOINT OR INSTALL DOWEL BARS WHEN ABUTTING AN HMA PAVEMENT.

(4) EXTEND EXPANSION JOINT THROUGH ANY ADJACENT TIED CONCRETE.

(C) 1 ½" EXPANSION JOINT WITH DOWEL BARS NORMAL TO ℄ OR ℞.

(D) 1 ½" EXPANSION JOINT (NO DOWELS)



SECTION E - E
FOOTING DETAIL
STRUCTURAL APPROACH SLAB TO CONCRETE BRIDGE APPROACH

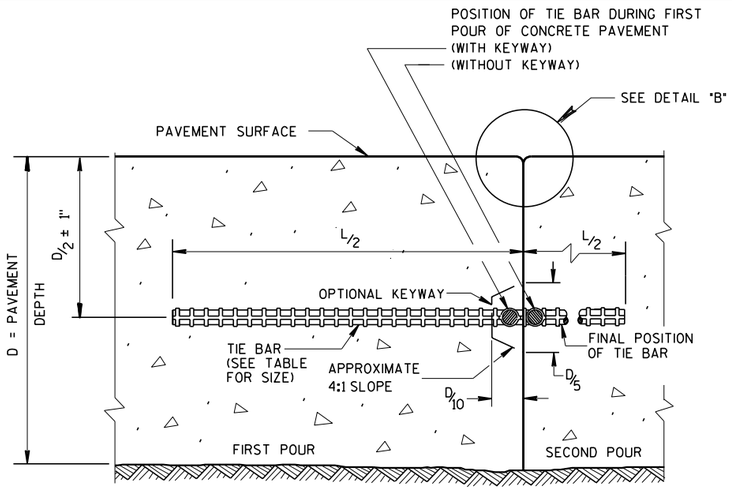
STRUCTURAL APPROACH SLAB AND CONCRETE PAVEMENT APPROACH SLAB

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

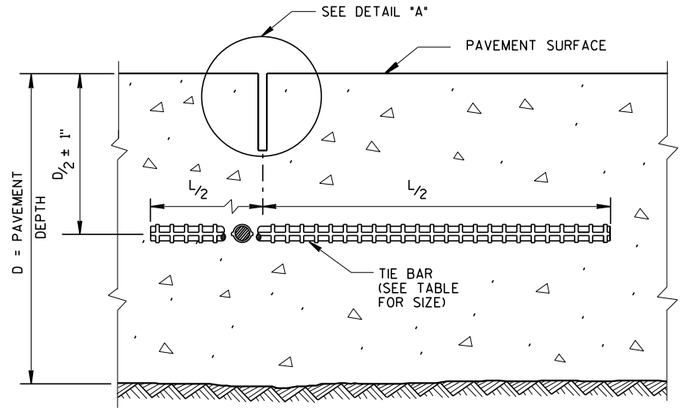
APPROVED
November 2018
DATE
/S/ Peter Kemp P.E.
PAVEMENT SUPERVIS
FHWA

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SDD 13B02 - 09b



CONSTRUCTION JOINT



SAWED JOINT

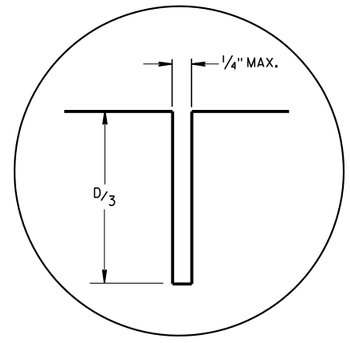
GENERAL NOTES

CREATE A LONGITUDINAL JOINT FOR PAVEMENT WIDTHS GREATER THAN 15 FEET.

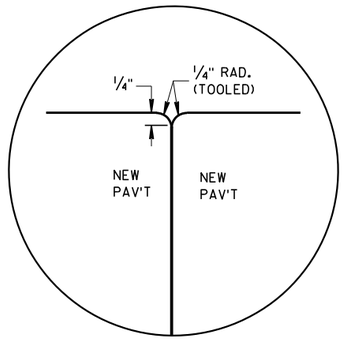
CORRELATE LONGITUDINAL JOINTS WITH LANE LINES WHEN POSSIBLE.

(1) ANCHOR TIE BARS INTO DRILLED HOLES WITH AN EPOXY.

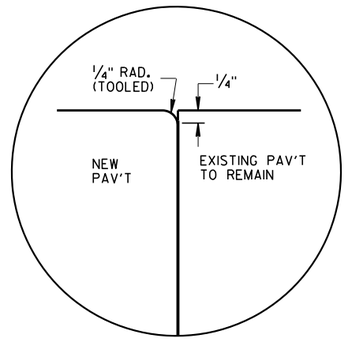
(2) PAVEMENT THAT WAS IN PLACE PRIOR TO THE CONTRACT.



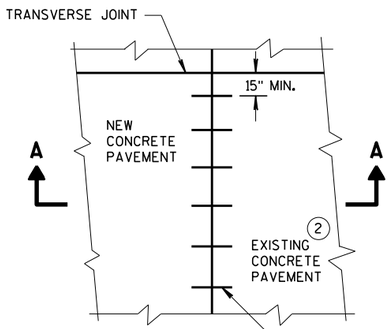
DETAIL "A"



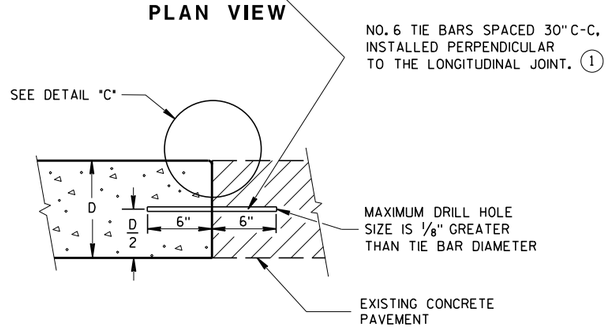
DETAIL "B"



DETAIL "C"



PLAN VIEW



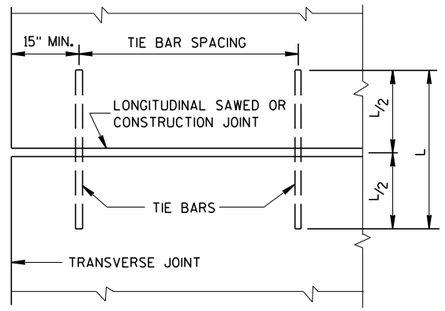
SECTION A-A
LONGITUDINAL CONSTRUCTION JOINT TIE BARS ANCHORED INTO EXISTING PAVEMENT

TIE BAR TABLE

PAVEMENT DEPTH (D)	TIE BAR SIZE	TIE BAR LENGTH (L)	MAX. TIE BAR SPACING
< 10 1/2"	NO. 4	30"	36"
≥ 10 1/2"	NO. 5	36"	36"
	NO. 4 *	30"	24" **

* SUBSTITUTE BENT BARS AT LONGITUDINAL JOINTS WHEN EQUIPMENT LIMITATIONS DURING CONSTRUCTION WARRANT (e.g. AUXILIARY LANES OR TURN LANES)

** CONFORM TO 15" MINUMUM SPACING FROM TRANSVERSE JOINTS; SPACING BETWEEN TIE BARS WILL BE 30" AT TRANSVERSE JOINTS.



PLAN VIEW
SHOWING LOCATION OF TIE BARS

CONCRETE PAVEMENT LONGITUDINAL JOINTS AND TIES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

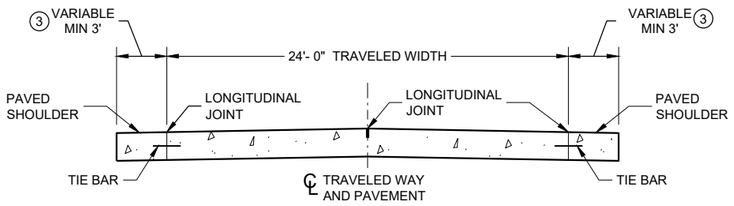
APPROVED
March 2018
DATE
/S/ Peter Kemp PE
PAVEMENT SUPE
FHWA

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S.D.D. 13 C 1-19

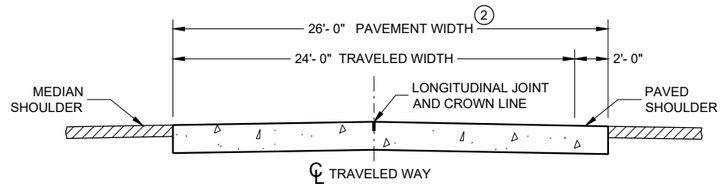
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S.D.D. 13 C 1-19

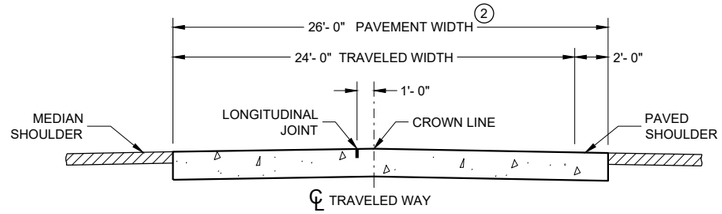


SECTION A - A

TWO-LANE TWO-WAY HIGHWAY (1)



SECTION B - B



ALTERNATIVE SECTION B - B

DIVIDED HIGHWAY (1)

GENERAL NOTES

CONTRACTION JOINTS

CONSTRUCT TRANSVERSE CONTRACTION JOINTS NORMAL TO THE CENTERLINE. SHOW THE LOCATION OF CONTRACTION JOINTS THROUGH INTERSECTIONS ON THE PLANS OR AS DIRECTED BY THE ENGINEER.

INSTALL DOWEL BARS PARALLEL TO THE PAVEMENT CENTERLINE AND PAVEMENT SURFACE.

FOR PAVEMENT SLABS OF VARYING WIDTHS, LOCATE THE OUTER MOST DOWEL BAR SO THAT THE CENTER OF THE BAR IS A MINIMUM OF 6 INCHES FROM AND A MAXIMUM OF 18 INCHES FROM THE FREE EDGE OF PAVEMENT.

CONSTRUCTION JOINTS

LOCATE CONSTRUCTION JOINTS A MINIMUM OF 6 FEET FROM THE NEAREST CONTRACTION JOINT AND ALIGN PARALLEL TO THE CONTRACTION JOINTS.

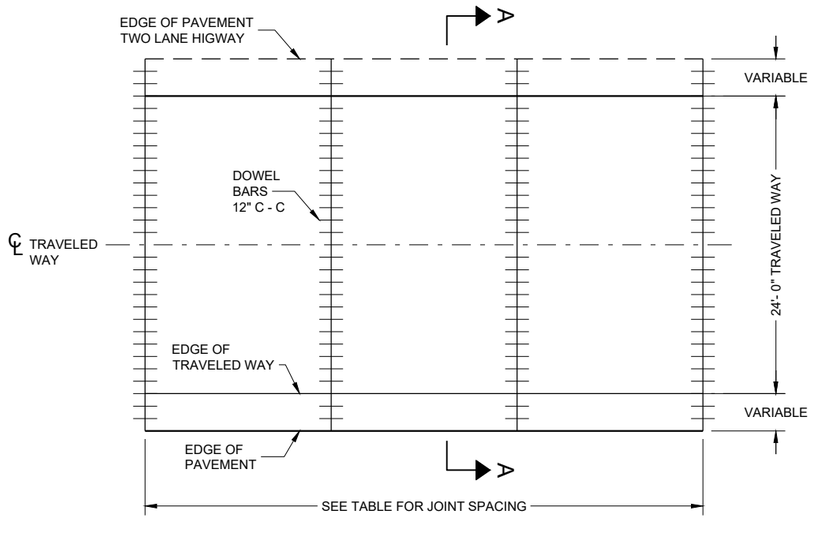
(1) REFER TO TYPICAL CROSS SECTIONS FOR ADDITIONAL DETAILS.

(2) MEASURE THE ENTIRE PAVED WIDTH INCLUDING THE PORTION(S) LABELED "PAVED SHOULDER" AS CONCRETE PAVEMENT.

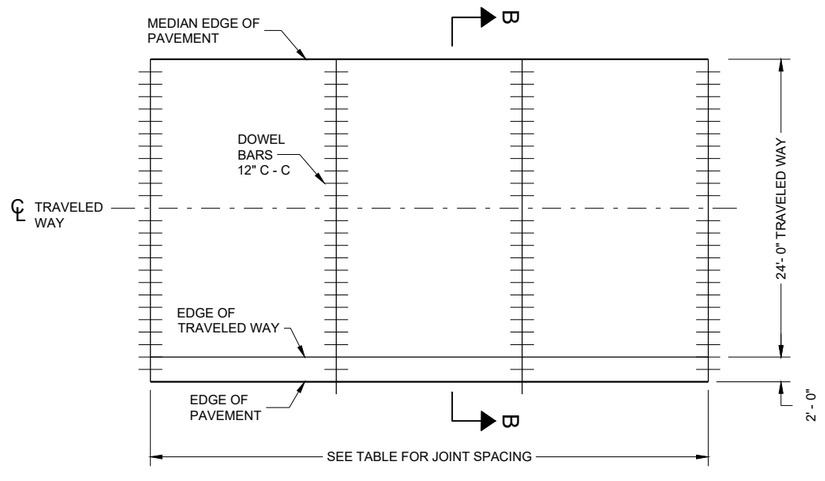
(3) SHOULDER WIDTHS LESS THAN 3 FEET SHALL BE PAVED INTEGRAL TO THE MAINLINE CONCRETE PAVEMENT, SEE SECTION B-B.

PAVEMENT DEPTH, DOWEL BAR SIZE AND JOINT SPACING TABLE

PAVEMENT DEPTH (D)	DOWEL BAR DIAMETER	CONTRACTION JOINT SPACING
6", 6 ½"	NONE	12'
7", 7 ½"	1"	14'
8" & ABOVE	1 ¼"	15'



CONTRACTION JOINT LAYOUT FOR TWO-LANE TWO-WAY HIGHWAY



CONTRACTION JOINT LAYOUT FOR DIVIDED HIGHWAY

RURAL DOWELED CONCRETE PAVEMENT

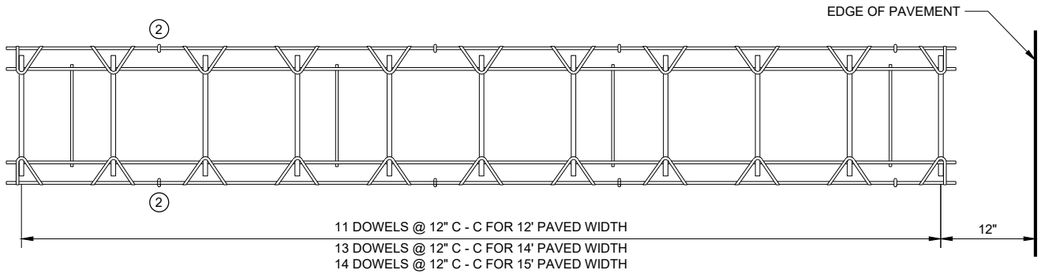
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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SDD 13C11 - 14a

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SDD13C11 - 14a



PLAN VIEW



SIDE VIEW

(NORMAL TO CENTERLINE)

CONTRACTION JOINT DOWEL ASSEMBLY (1)

GENERAL NOTES

(1) OBTAIN THE ENGINEER'S APPROVAL FOR THE USE OF ALTERNATIVE DESIGNS OF THE DOWEL ASSEMBLY. USE MECHANICAL DOWEL BAR INSERTERS OR DOWEL ASSEMBLIES WHEN CONSTRUCTION CONTRACTION JOINTS.

(2) SECURE BASKETS WITH ANCHORS TO HOLD DOWEL BARS IN THE CORRECT POSITION AND ALIGNMENT. TYPE, LOCATION, NUMBER AND LENGTH OF ANCHORS ARE DEPENDENT UPON FIELD CONDITIONS.

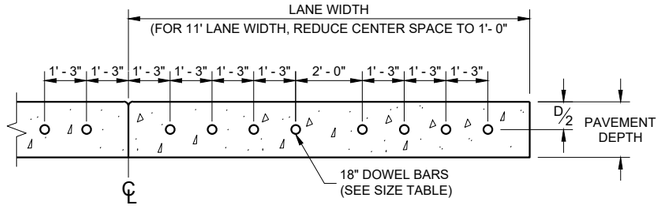
(3) FORM OR SAW CONSTRUCTION JOINTS. PROVIDE A ¼" RADIUS AT FORMED JOINTS.

(4) PROVIDE A SMOOTH VERTICAL FACE FOR THE ENTIRE DEPTH OF THE PAVEMENT WHEN FORMING CONSTRUCTION JOINTS.

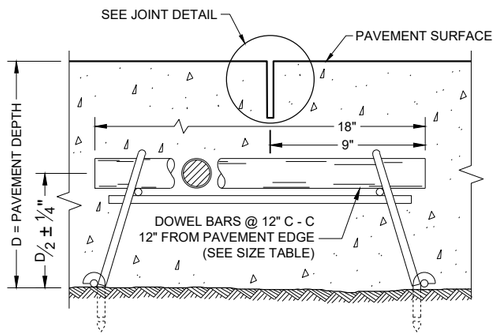
(5) INSTALL DOWEL BARS AT CONSTRUCTION JOINTS BY FORMING OR DRILLING. INSTALL FORMED DOWEL BARS 12 INCHES C - C AND 12 INCHES FROM PAVEMENT EDGE. REMOVE EXCESS CONCRETE FROM THE FREE END OF THE DOWEL BAR IF DOWEL BARS ARE FORMED THROUGH A HEADER BOARD. INSTALL DRILLED DOWEL BARS ACCORDING TO THE "DRILLED DOWEL BAR CONSTRUCTION JOINT" DETAIL.

(6) APPLY A THIN UNIFORM COATING OF SURFACE TREATMENT TO THE FREE END OF DOWEL BARS TO PREVENT BONDING.

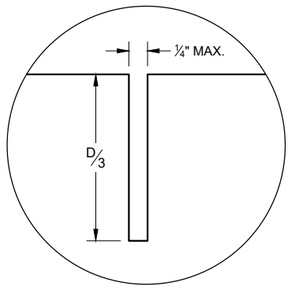
(7) ANCHOR DOWEL BARS AND TIE BARS INTO DRILLED HOLES WITH AN EPOXY. MAXIMUM DRILLED HOLE SIZE IS ⅛" GREATER THAN DOWEL BAR DIAMETER, 9 INCHES IN LENGTH.



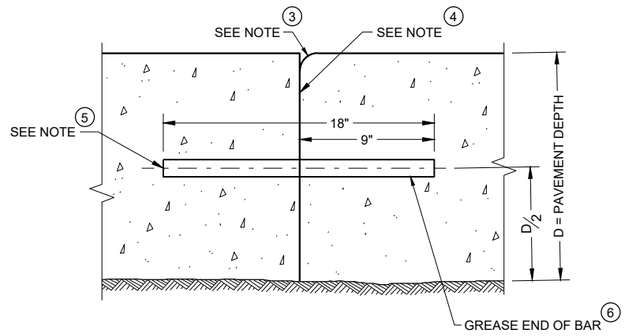
DRILLED DOWEL BAR CONSTRUCTION JOINT (7)



DOWELED CONTRACTION JOINT



JOINT DETAIL



TRANSVERSE CONSTRUCTION JOINT

RURAL DOWELED CONCRETE PAVEMENT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

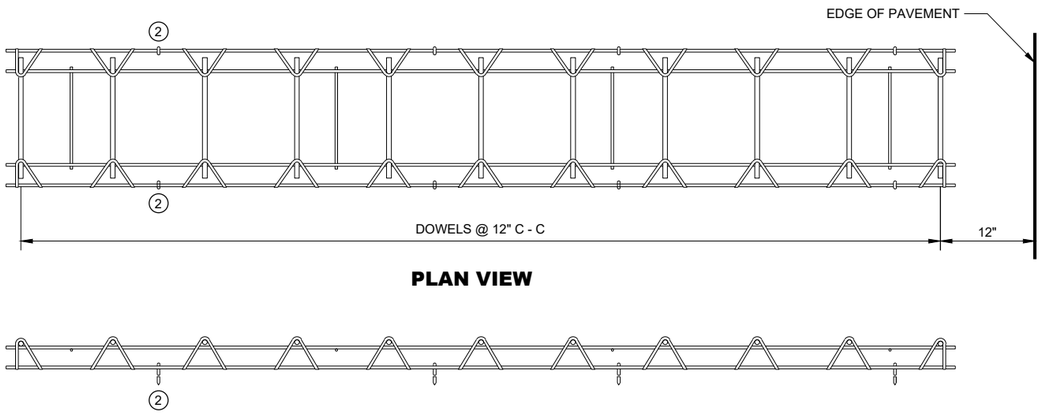
APPROVED
November 2022
DATE

/S/ Peter Kemp P.E.
PAVEMENT SUPERVISOR

FHWA

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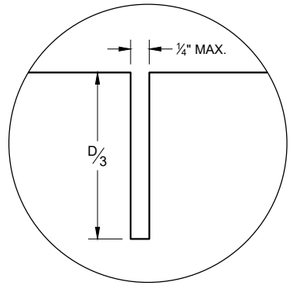
SDD 13C11 - 14b



PLAN VIEW

SIDE VIEW

CONTRACTION JOINT DOWEL ASSEMBLY (1)



JOINT DETAIL

GENERAL NOTES

CONTRACTION JOINTS

CONSTRUCT TRANSVERSE CONTRACTION JOINTS NORMAL TO THE CENTERLINE. SHOW THE LOCATION OF CONTRACTION JOINTS THROUGH INTERSECTIONS ON THE PLANS OR AS DIRECTED BY THE ENGINEER.

INSTALL DOWEL BARS PARALLEL TO THE PAVEMENT CENTERLINE AND PAVEMENT SURFACE.

FOR PAVEMENT SLABS OF VARYING WIDTHS, LOCATE THE OUTER MOST DOWEL BAR SO THAT THE CENTER OF THE BAR IS A MINIMUM OF 6 INCHES FROM AND A MAXIMUM OF 18 INCHES FROM THE FREE EDGE OF PAVEMENT.

CONSTRUCTION JOINTS

LOCATE CONSTRUCTION JOINTS A MINIMUM OF 6 FEET FROM THE NEAREST CONTRACTION JOINT AND ALIGN PARALLEL TO THE CONTRACTION JOINTS.

(1) OBTAIN THE ENGINEER'S APPROVAL FOR THE USE OF ALTERNATIVE DESIGNS OF THE DOWEL ASSEMBLY. USE MECHANICAL DOWEL BAR INSERTERS OR DOWEL ASSEMBLIES WHEN CONSTRUCTION CONTRACTION JOINTS.

(2) SECURE BASKETS WITH ANCHORS TO HOLD DOWEL BARS IN THE CORRECT POSITION AND ALIGNMENT. TYPE, LOCATION, NUMBER AND LENGTH OF ANCHORS ARE DEPENDENT UPON FIELD CONDITIONS.

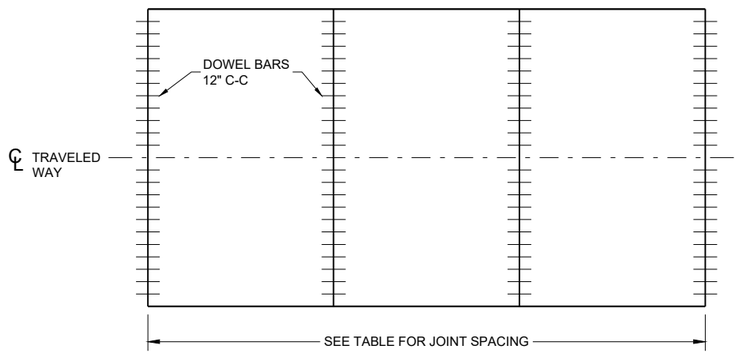
(3) FORM OR SAW CONSTRUCTION JOINTS. PROVIDE A ¼" RADIUS AT FORMED JOINTS.

(4) PROVIDE A SMOOTH VERTICAL FACE FOR THE ENTIRE DEPTH OF THE PAVEMENT WHEN FORMING CONSTRUCTION JOINTS.

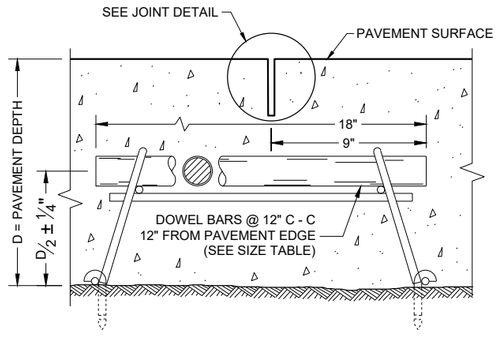
(5) INSTALL DOWEL BARS AT CONSTRUCTION JOINTS BY FORMING OR DRILLING. INSTALL FORMED DOWEL BARS 12 INCHES C - C AND 12 INCHES FROM PAVEMENT EDGE. REMOVE EXCESS CONCRETE FROM THE FREE END OF THE DOWEL BAR IF DOWEL BARS ARE FORMED THROUGH A HEADER BOARD. INSTALL DRILLED DOWEL BARS ACCORDING TO THE "DRILLED DOWEL BAR CONSTRUCTION JOINT" DETAIL.

(6) APPLY A THIN UNIFORM COATING OF SURFACE TREATMENT TO THE FREE END OF DOWEL BARS TO PREVENT BONDING.

(7) ANCHOR DOWEL BARS AND TIE BARS INTO DRILLED HOLES WITH AN EPOXY. MAXIMUM DRILLED HOLE SIZE IS ⅛" GREATER THAN DOWEL BAR DIAMETER, 9 INCHES IN LENGTH.



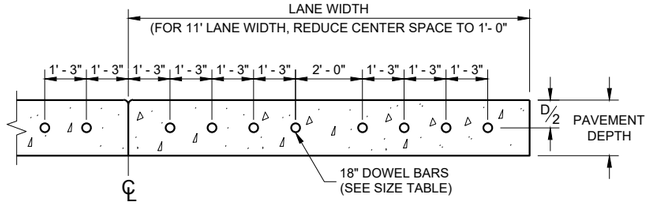
CONTRACTION JOINT LOCATIONS



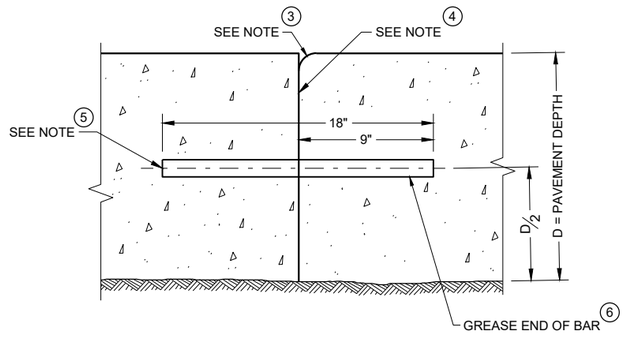
DOWELED CONTRACTION JOINT

PAVEMENT DEPTH, DOWEL BAR SIZE AND JOINT SPACING TABLE

PAVEMENT DEPTH (D)	DOWEL BAR DIAMETER	CONTRACTION JOINT SPACING
6", 6 ½"	NONE	12'
7", 7 ½"	1"	14'
8" & ABOVE	1 ¼"	15'



DRILLED DOWEL BAR CONSTRUCTION JOINT (7)



TRANSVERSE CONSTRUCTION JOINT

URBAN DOWELED CONCRETE PAVEMENT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

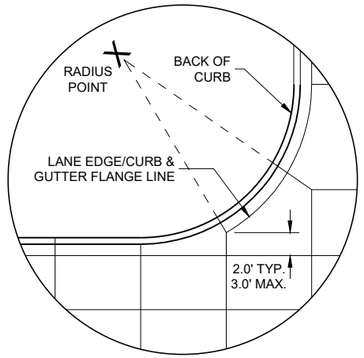
APPROVED
November 2022
DATE

/S/ Peter Kemp P.E.
PAVEMENT SUPERVIS

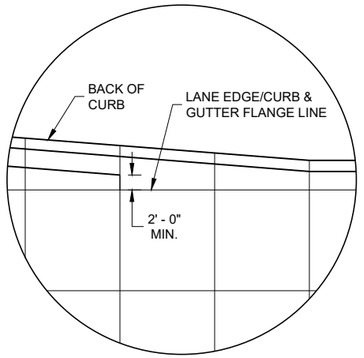
FHWA

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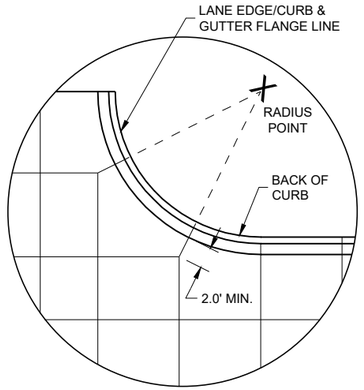
SDD 13C13 - 11



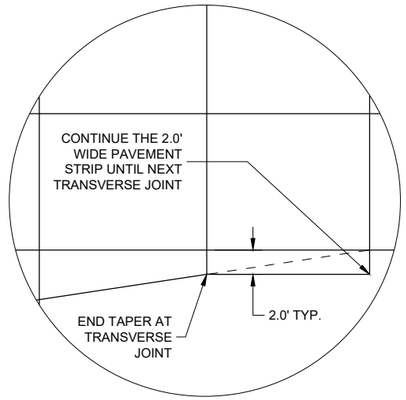
DETAIL "A"



DETAIL "B"



DETAIL "C"



DETAIL "D"

GENERAL NOTES

THE PRIMARY ROADWAY CONTROLS THE TRANSVERSE JOINT PATTERN.

ALIGN NEW JOINTS WITH EXISTING JOINTS OR CRACKS.

CONSTRUCT TRANSVERSE JOINTS PERPENDICULAR TO THE ROADWAY.

ADJUST TRANSVERSE JOINTS TO ALIGN WITH UTILITY FIXTURES (E.G MANHOLES AND INLETS) IN THE PAVEMENT STRUCTURE WHEN POSSIBLE. WATER VALVES DO NOT REQUIRE JOINT ADJUSTMENT.

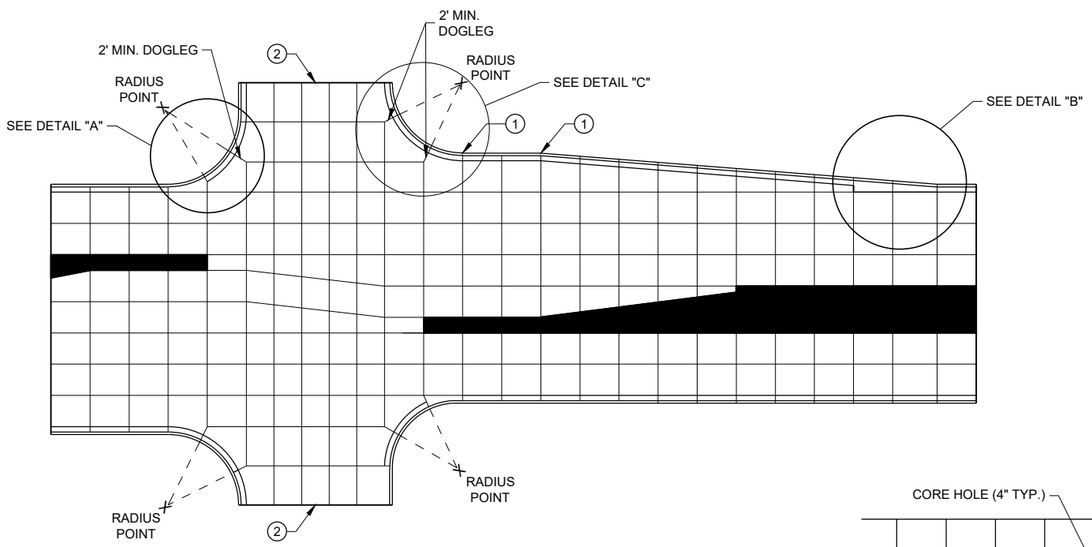
AVOID SLABS LESS THAN 2 FEET WIDE OR GREATER THAN 15 FEET WIDE.

SEE TABLE FOR TRANSVERSE JOINT SPACING. JOINT SPACING SPECIFIED IS MAXIMUM AND ACTUAL SPACING CAN BE ADJUSTED TO ACCOMMODATE INTERSECTIONS.

AVOID ANGLES LESS THAN 60° BY DOGLEGGING JOINTS THROUGH CURVE RADIUS POINTS. USE 90° ANGLES WHEN POSSIBLE.

CORRELATE LONGITUDINAL JOINTS WITH LANE LINES WHEN POSSIBLE.

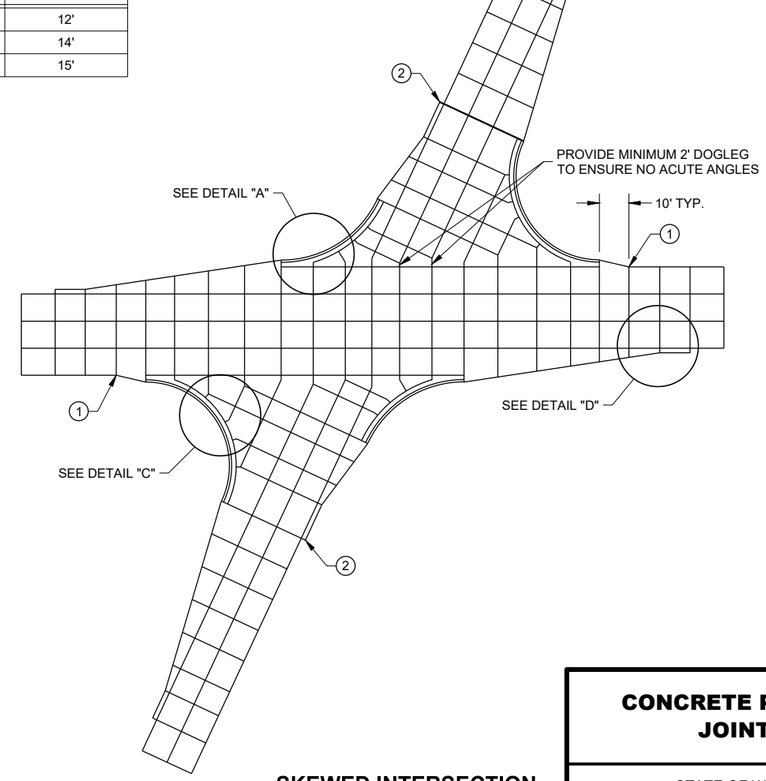
1. PROVIDE TRANSVERSE JOINTS AT ALL PAVEMENT WIDTH CHANGES.
2. CONSTRUCT DOWELED EXPANSION JOINT ON THE SIDE ROAD OF AN INTERSECTION IF THE SIDE ROAD IS CONCRETE PAVEMENT AND GREATER THAN 300 FEET IN LENGTH. ALIGN EXPANSION JOINT WITH EDGE OF RADIUS.
3. THE ENGINEER MAY APPROVE SLIGHT VARIATIONS FROM THESE JOINTING DETAILS.



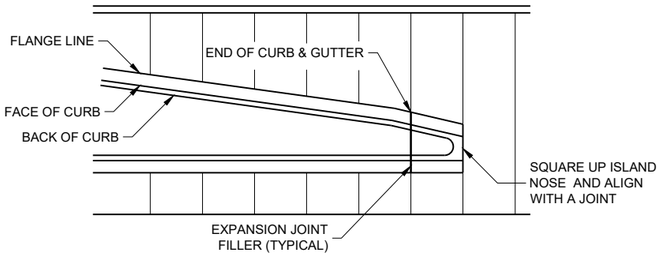
STANDARD INTERSECTION

PAVEMENT DEPTH AND JOINT SPACING TABLE

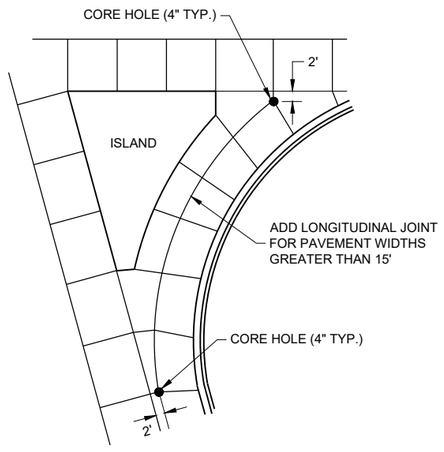
PAVEMENT DEPTH (D)	CONTRACTION JOINT SPACING
6", 6 ½"	12'
7", 7 ½"	14'
8" & ABOVE	15'



SKEWED INTERSECTION



APPROACH TO MEDIAN



LARGE RIGHT TURN

CONCRETE PAVEMENT JOINTING

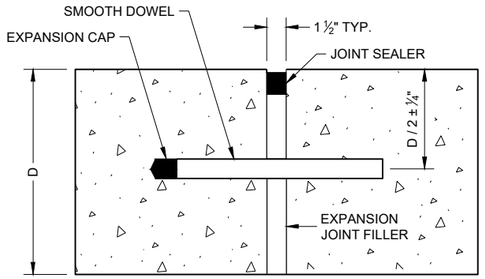
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

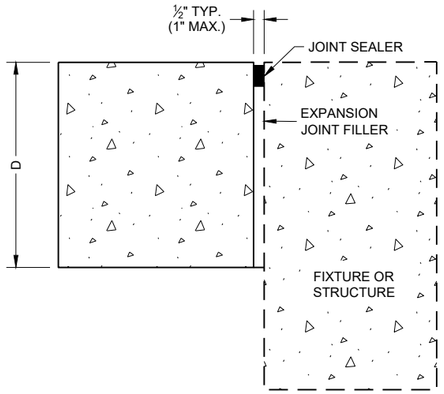
SDD 13C18 - 08a

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SDD 13C18 - 08a



DOWELED TRANSVERSE (1)



UNTIED - LONGITUDINAL

EXPANSION JOINTS

TIE BAR TABLE

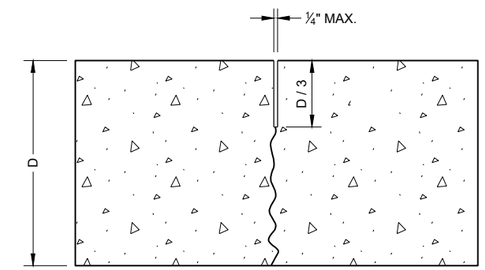
PAVEMENT DEPTH (D)	TIE BAR SIZE	TIE BAR LENGTH (L)	MAX. TIE BAR SPACING
< 10 ½"	NO. 4	30"	36"
≥ 10 ½"	NO. 5	36"	36"
	NO. 4 *	30"	24" **

* SUBSTITUTE BENT BARS AT LONGITUDINAL JOINTS WHEN EQUIPMENT LIMITATIONS DURING CONSTRUCTION WARRANT (e.g. AUXILIARY LANES OR TURN LANES)

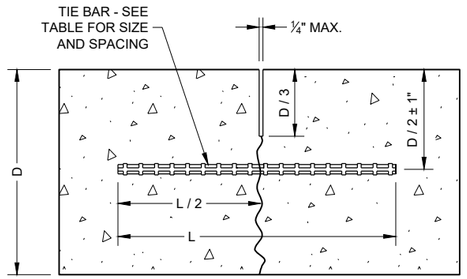
** CONFORM TO 15" MINIMUM SPACING FROM TRANSVERSE JOINTS; SPACING BETWEEN TIE BARS WILL BE 30" AT TRANSVERSE JOINTS.

GENERAL NOTES

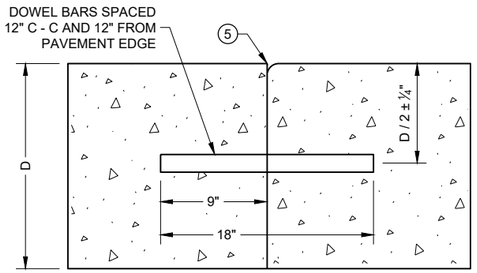
1. USE DOWELED EXPANSION JOINTS ON SIDE ROADS AT INTERSECTIONS (TO ISOLATETHE SIDE ROAD FROM THE THROUGH STREET) IF THE SIDE ROAD IS CONCRETE PAVEMENT AND GREATER THAN 300 FEET IN LENGTH.
2. SPACE CONTRACTION JOINTS IN ACCORDANCE WITH SDD 13C4, 13C11 OR 13C13.
3. LOCATE CONSTRUCTION JOINTS A MINIMUM OF 6 FEET FROM THE NEAREST CONTRACTION JOINT AND ALIGN PARALLEL TO CONTRACTION JOINTS.
4. CONSTRUCTION JOINTS CAN BE FORMED OR SAWED.
5. IF JOINT IS FORMED, PROVIDE A ¼" RADIUS.
6. ANCHOR TIE BARS INTO DRILLED HOLES WITH AN EPOXY.



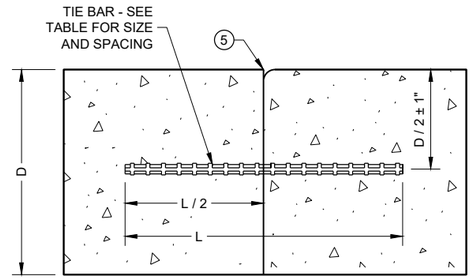
UNDOWELED TRANSVERSE



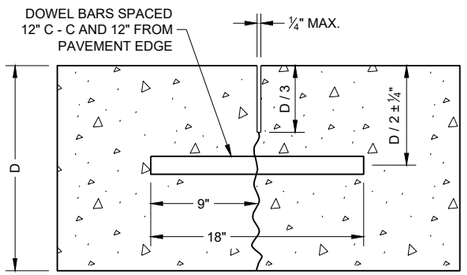
TIED LONGITUDINAL



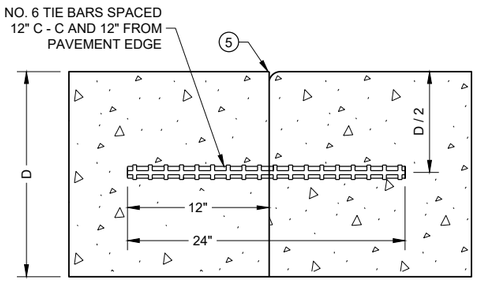
DOWELED TRANSVERSE (3)



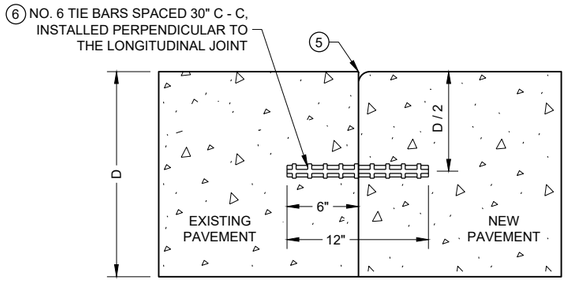
TIED LONGITUDINAL



DOWELED TRANSVERSE



TIED TRANSVERSE (3)
(FOR USE ON NON-DOWELED PAVEMENTS ONLY)

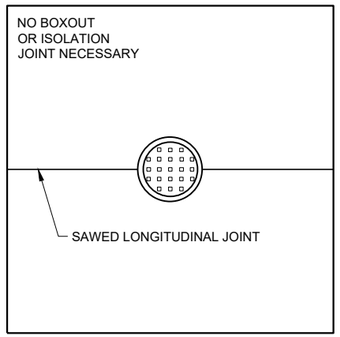


TIED LONGITUDINAL TO EXISTING

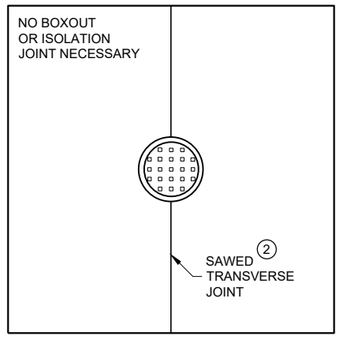
CONTRACTION JOINTS (2)

CONSTRUCTION JOINTS (4)

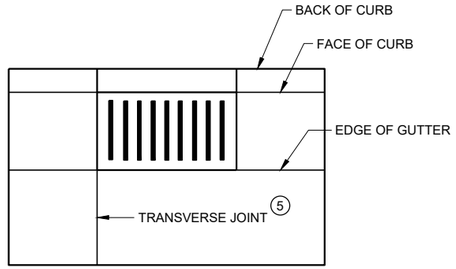
CONCRETE PAVEMENT JOINT TYPES



MANHOLE WITH LONGITUDINAL JOINT



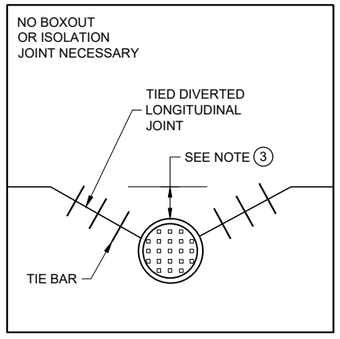
MANHOLE WITH TRANSVERSE JOINT



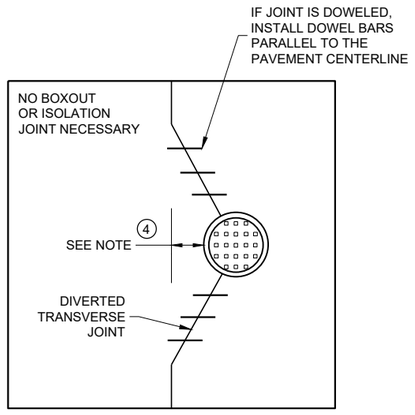
INLET WITH TRANSVERSE JOINT

GENERAL NOTES

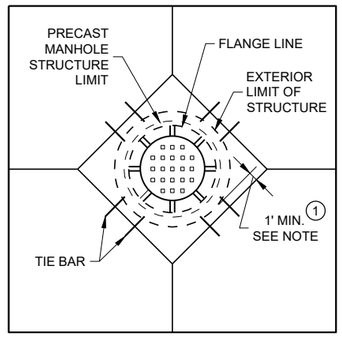
1. USE BOXOUTS WHEN UTILITY STRUCTURE IS IN THE PATH OF CONSTRUCTION JOINTS. PROVIDE A 1 FOOT MINIMUM CLEARANCE BETWEEN THE EXTERIOR LIMIT OF THE STRUCTURE TO THE DIAMOND BOXOUT.
2. ADJUST TRANSVERSE JOINT TO INTERSECT MANHOLE IF POSSIBLE.
3. IF DISTANCE BETWEEN THE LONGITUDINAL JOINT AND THE EDGE OF MANHOLE IS 2 FEET OR LESS, DIVERT THE LONGITUDINAL JOINT AT A 2:1 TAPER RATE TO THE CENTER OF THE MANHOLE. IF THE DISTANCE IS GREATER THAN 2 FEET, DO NOT DIVERT THE JOINT AND SAW AS NORMAL. PLACE REINFORCEMENT REBAR AROUND THE MANHOLE.
4. IF THE DISTANCE FROM THE EDGE OF THE MANHOLE TO THE NEAREST TRANSVERSE JOINT IS LESS 4 FEET OR LESS, REDIRECT JOINT TO INTERSECT THE CENTER OF THE MANHOLE. IF DISTANCE IS GREATER THAN 4 FEET, DO NOT DIVERT THE JOINT AND SAW AS NORMAL. PLACE REINFORCEMENT REBAR AROUND THE MANHOLE.
5. ALIGN TRANSVERSE JOINT WITH ONE EDGE OF INLET WHEN PRACTICAL.



MANHOLE WITH DIVERTED LONGITUDINAL CONTRACTION JOINT



MANHOLE WITH DIVERTED TRANSVERSE CONTRACTION JOINT



DIAGONAL MANHOLE BOXOUT FOR CONSTRUCTION JOINTS

CONCRETE PAVEMENT JOINTING AT UTILITY FIXTURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

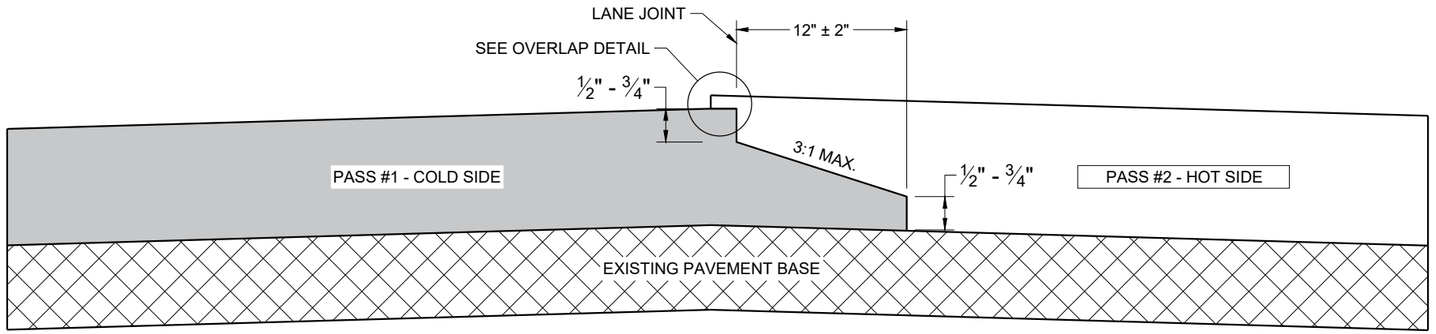
APPROVED
May 2023
DATE

/S/ Peter Kemp P.E.
PAVEMENT SUPERVISO

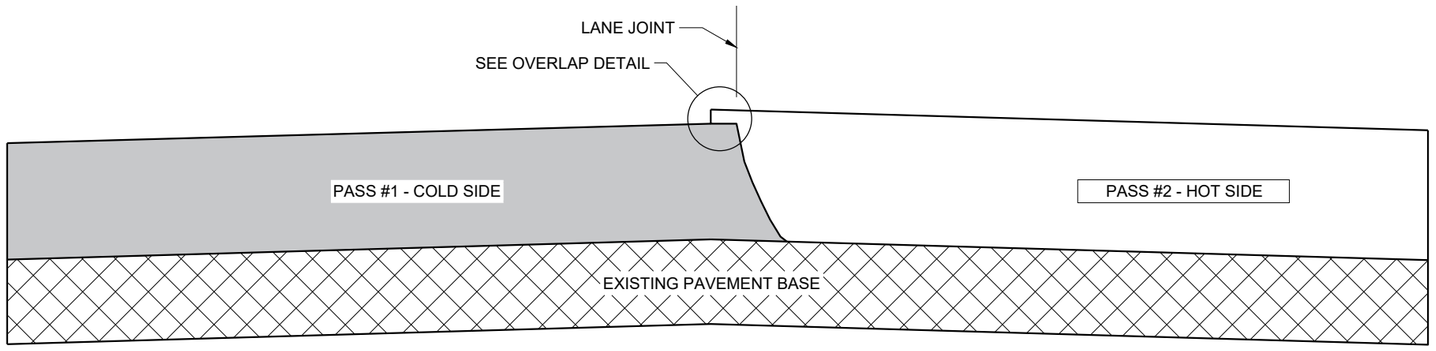
FHWA

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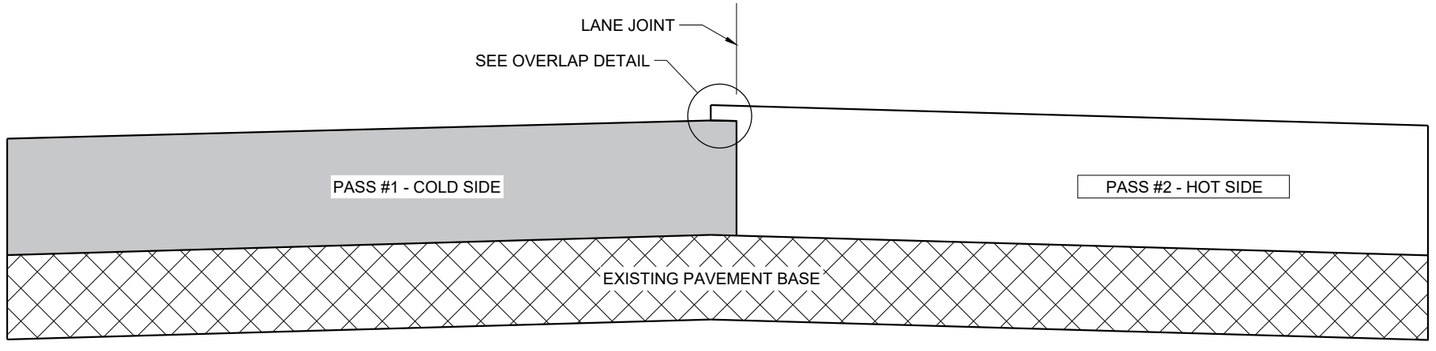
SDD13C18 - 08d



TYPICAL PAVEMENT CROSS SECTION
NOTCHED WEDGE JOINT



TYPICAL PAVEMENT CROSS SECTION
VERTICAL JOINT



TYPICAL PAVEMENT CROSS SECTION
VERTICAL JOINT (MILLED)

GENERAL NOTES

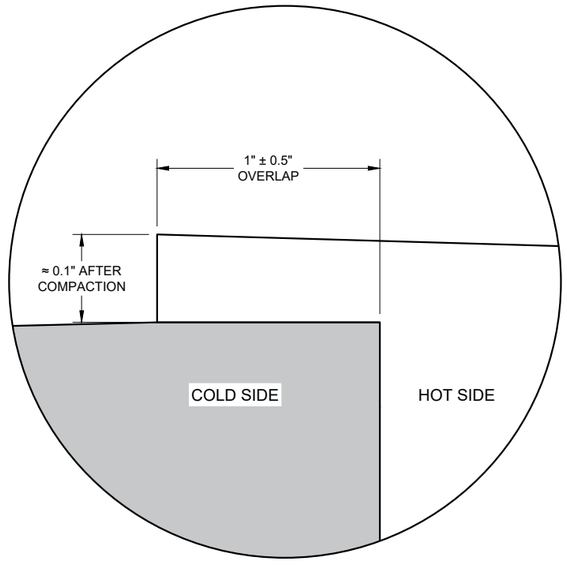
IN ADDITION TO THE DETAILS PROVIDED IN THIS DRAWING, CONFORM TO STANDARD SPECIFICATION 450.3.2.8 FOR WHEN A NOTCHED WEDGE JOINT IS REQUIRED AND FOR GENERAL JOINT CONSTRUCTION REQUIREMENTS.

FOR ALL LONGITUDINAL JOINTS, ENSURE THE PAVER SCREED OVERLAPS THE PREVIOUSLY PLACED PAVEMENT BY 1" ± 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)

6

6

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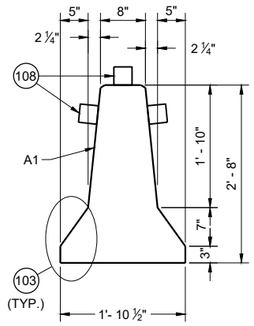
HMA LONGITUDINAL JOINTS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

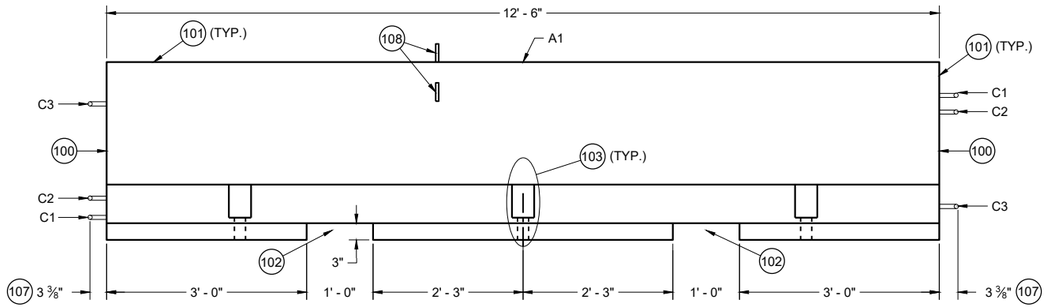
APPROVED
November 2020
DATE

/S/ Steven Hefel
HMA PAVEMENT ENGIN

FHWA



CROSS SECTION



PROFILE VIEW

GENERAL NOTES

PLACE BARRIER ON PAVED SURFACE. BEFORE PLACEMENT OF TEMPORARY BARRIER, REMOVE ALL LOOSE MATERIAL FROM PAVED SURFACE.

LOOP BARS C1, C2 AND C3 ARE NOT FOR PLACEMENT OR MOVEMENT OF BARRIER.

(100) PERMANENTLY FORM INTO ONE END OF BARRIER THE FOLLOWING INFORMATION:
- A. TYPE OF BARRIER: WI-CBTP
- B. MANUFACTURER
- C. DATE OF MANUFACTURE (MONTH AND YEAR)

(101) 1" OPTIONAL CHAMFER

(102) SEE LIFTING SLOT DETAIL

(103) SEE ANCHOR BLOCK DETAIL

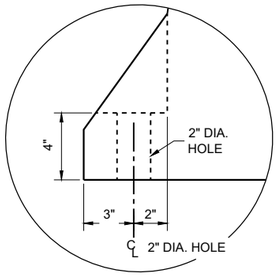
(104) 1 ¾" MIN. CLEAR COVER

(105) 2" MIN. CLEAR COVER

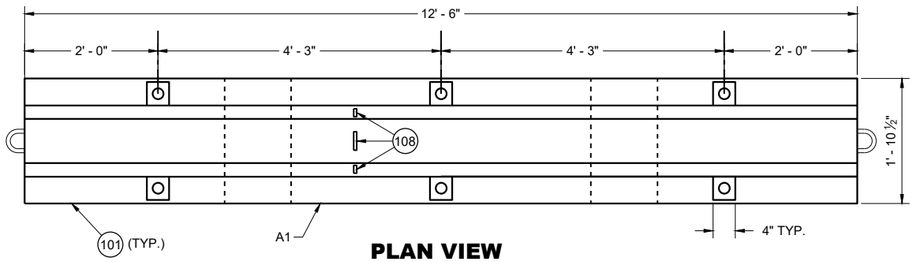
(106) 1" MIN. CLEAR COVER

(107) ± ⅛" MEASURED FROM FACE OF CONCRETE BARRIER TO OUTSIDE OF LOOP BAR (TYP.)

(108) USE DELINEATORS CONFORMING TO SECTION 633 OF THE STANDARD SPECIFICATIONS. CONTRACTOR MY USE ALTERNATE SHAPES AND HOUSING. INSTALL DELINEATORS ACCORDING TO MANUFACTURERS INSTRUCTION. INSTALL YELLOW REFLECTORS WHEN BARRIER IS LOCATED LEFT OF TRAFFIC AND WHITE WHEN BARRIER IS LOCATED RIGHT OF TRAFFIC. SPACE DELINEATORS A MAXIMUM OF 25 FEET APART, PROVIDE TOP MOUNTED DELINEATORS IN ADDITION TO SIDE MOUNTED DELINEATORS ON BARRIER INSTALLATIONS LOCATED ON A CURVED ALIGNMENT LONGER THAT 200 FEET AND ON BARRIERS USED TO SEPARATE OPPOSING TRAFFIC.

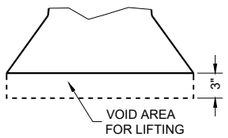


ANCHOR BLOCK DETAIL

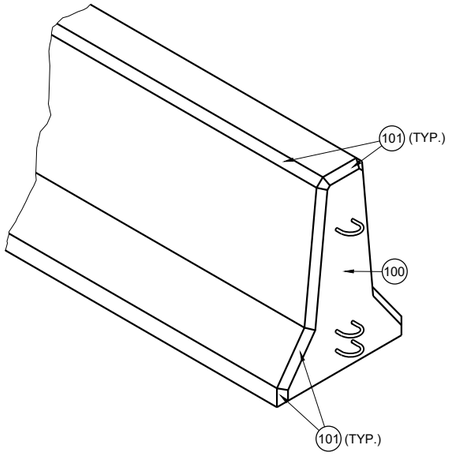


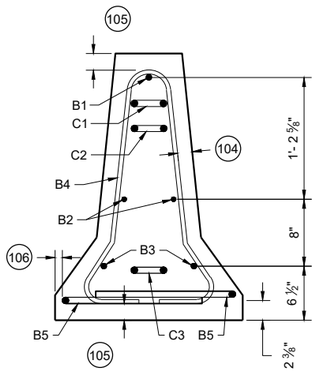
PLAN VIEW

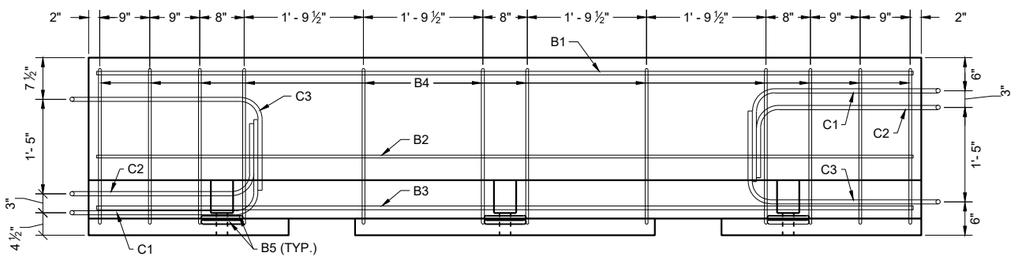
TEMPORARY BARRIER



LIFTING SLOT DETAIL (TYP.)







PROFILE VIEW

TEMPORARY BARRIER REINFORCEMENT

CONCRETE BARRIER TEMPORARY PRECAST, 12' - 6"

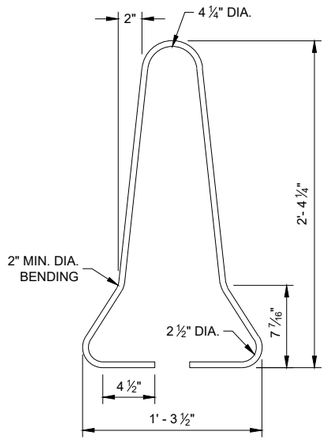
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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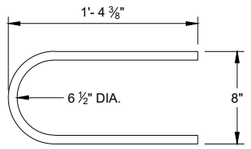
SDD 14B07-16a

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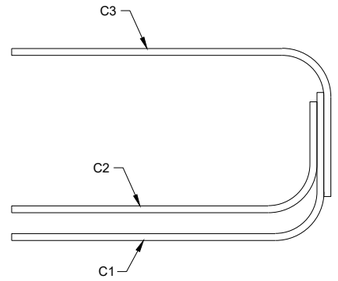
SDD 14B07-16a



B4 BAR DETAIL

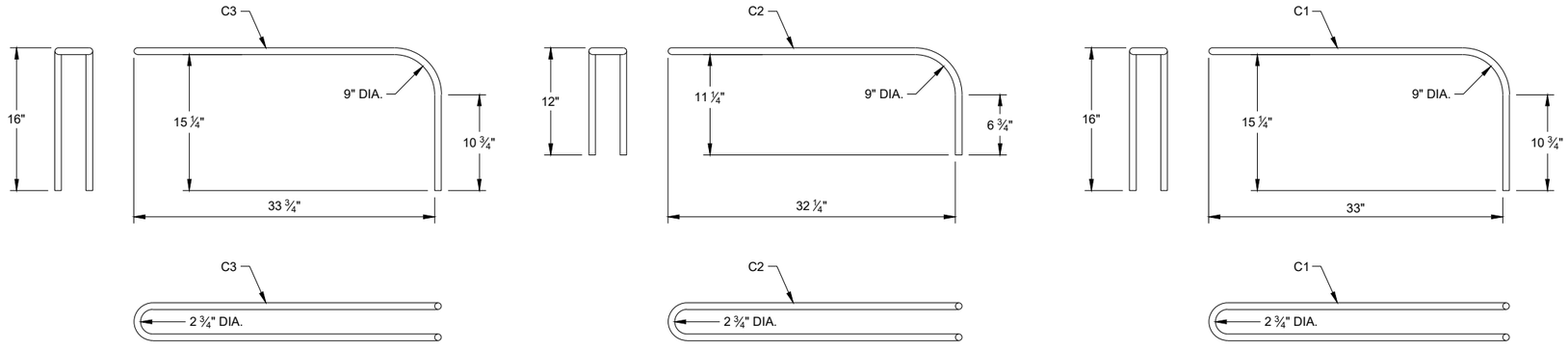


B5 BAR DETAIL



PROFILE VIEW

LOOP BAR ASSEMBLY

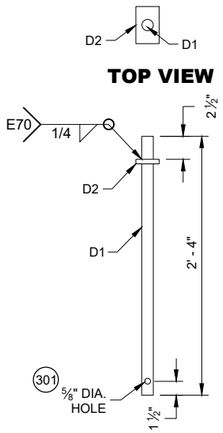


C BAR DETAILS

CONCRETE BARRIER TEMPORARY PRECAST, 12' - 6"

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

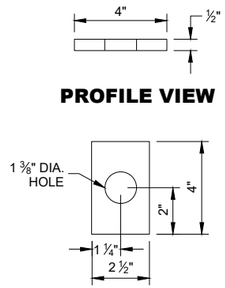
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SDD 14B07-16b



TOP VIEW

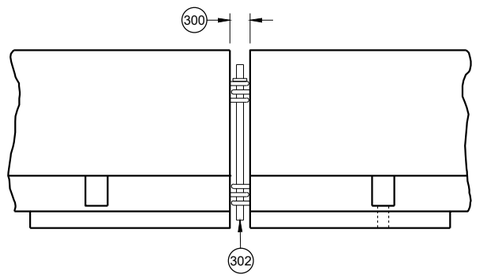
PROFILE VIEW

CONNECTOR PIN ASSEMBLY



PROFILE VIEW

TOP VIEW D2



CONNECTING TEMPORARY BARRIER SECTIONS

GENERAL NOTES

300 SET WITH 3 ⅝" WOOD BLOCK.

301 HOLE IS OPTIONAL.

302 CONNECTOR PIN ASSEMBLY.

303 CONCRETE PAVEMENT, APPROACH SLAB, OR DECK.

304 CONCRETE DECK.

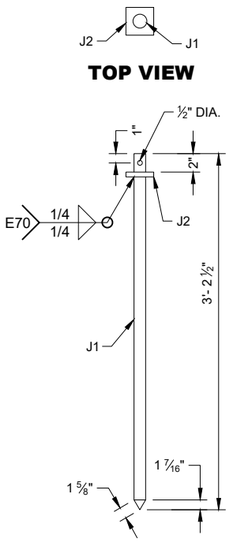
305 DO NOT USE ON CONCRETE BRIDGE DECK WITH ASPHALT OVERLAY OR CONCRETE PAVEMENT WITH ASPHALT OVERLAY.

306 MINIMUM OF 2" OF ASPHALT.

307 ASPHALT ANCHOR PIN ASSEMBLY

308 IF DRILLING A PILOT HOLE, THE MAX, DIA. OF THE HOLE IS 3/4"

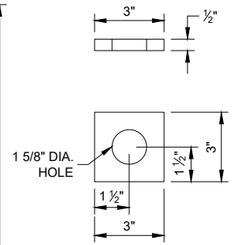
309 WHEN THERE IS ASPHALT OVERLAYING CONCRETE PAVEMENT, A 1 5/8" DIA. PILOT HOLE CAN BE DRILLED INTO THE OVERLAY AND CONCRETE. IF NEEDED DRILL A 3/4" PILOT HOLE IN BASE COURSE.



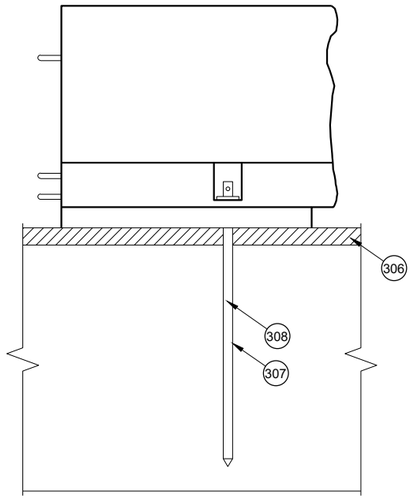
TOP VIEW

PROFILE VIEW

ASPHALT ANCHOR PIN ASSEMBLY

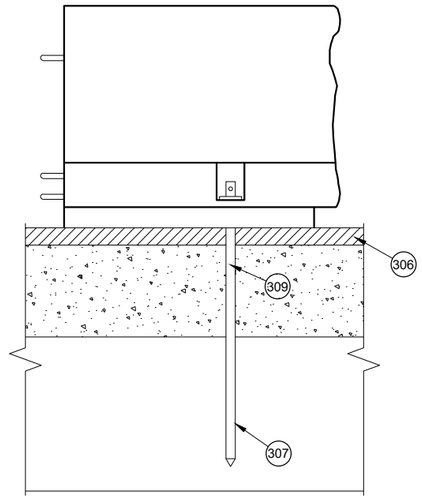


TOP VIEW J2



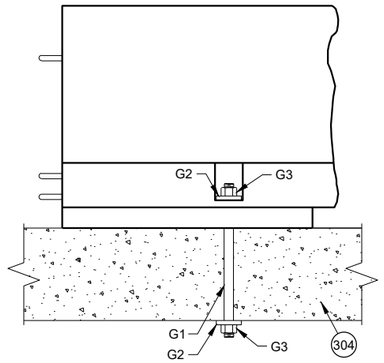
SIDE VIEW

ASPHALT ANCHOR INSTALLATION THROUGH ASPHALT PAVEMENT



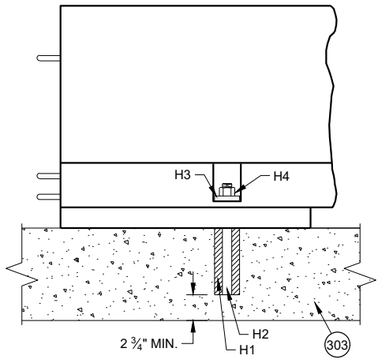
SIDE VIEW

ASPHALT ANCHOR INSTALLATION THROUGH ASPHALT OVERLAY ON TOP OF CONCRETE PAVEMENT



SIDE VIEW

THROUGH BOLT ANCHOR INSTALLATION 305



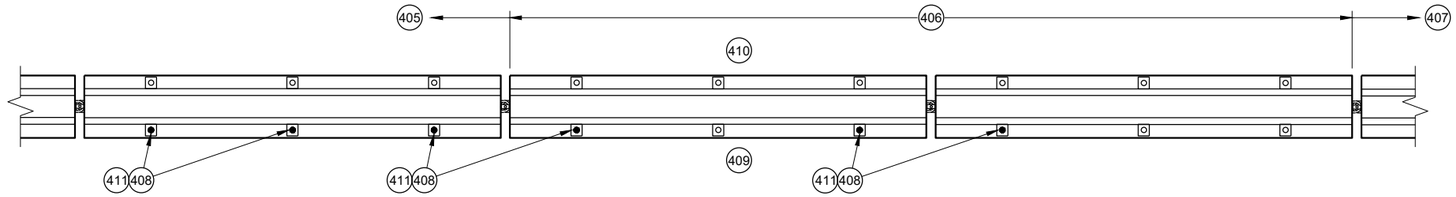
SIDE VIEW

ADHESIVE ANCHOR INSTALLATION 305

CONCRETE BARRIER TEMPORARY PRECAST, 12' - 6"

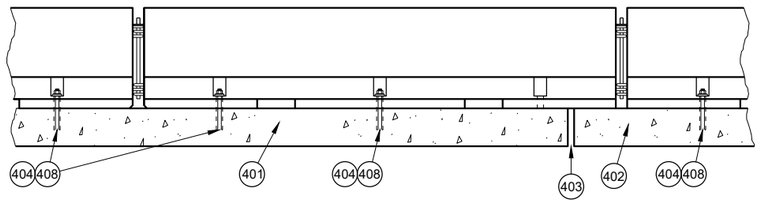
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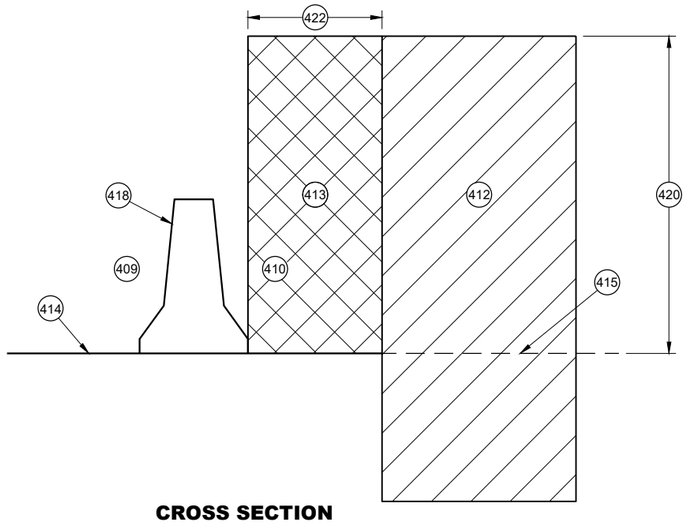
PLAN VIEW

TRANSITION FROM FREE STANDING TO ANCHORED BARRIER



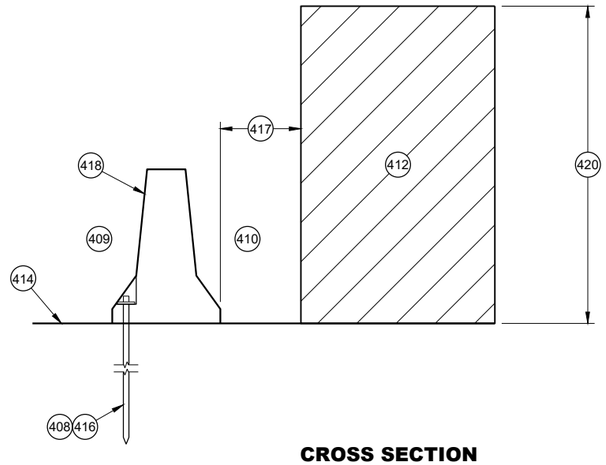
PROFILE VIEW

ANCHORED BARRIER NEAR EXPANSION JOINT (400)



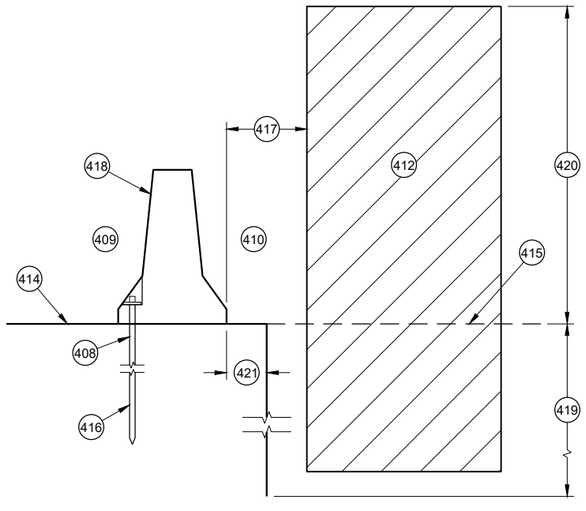
CROSS SECTION

FREE STANDING BARRIER



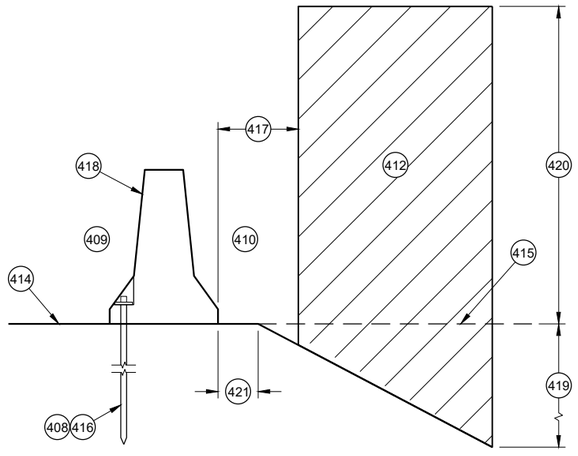
CROSS SECTION

ANCHORED BARRIER FOR OBJECTS ABOVE THE GRADE LINE AND NEAR THE BARRIER



CROSS SECTION

ANCHORED BARRIER NEAR VERTICAL DROP OFF



CROSS SECTION

ANCHORED BARRIER NEAR A SLOPE

GENERAL NOTES

(400) NO SINGLE CONCRETE BARRIER SECTION SHALL BE ANCHORED TO BOTH THE BRIDGE DECK AND THE APPROACH SLAB. ALL ANCHOR BOLT LOCATIONS SHALL BE ANCHORED TO THE DECK IN ACCORDANCE WITH THE DETAIL. NO MORE THAN ONE ANCHOR BOLT SHALL BE ELIMINATED FROM A BARRIER SECTION WHEN SPANNING AN EXPANSION JOINT.

(401) CONCRETE DECK

(402) CONCRETE DECK OR APPROACH SLAB.

(403) EXPANSION JOINT

(404) ADHESIVE ANCHOR SHOWN. SEE ANCHOR DETAILS.

(405) ANCHORED TEMPORARY BARRIER

(406) TRANSITION FROM ANCHORED TEMPORARY BARRIER TO FREE STANDING

(407) FREE STANDING BARRIER

(408) REMOVE ALL ANCHORS WHEN NO LONGER NEEDED. FILL CONCRETE PAVEMENTS, DECKS AND APPROACH SLABS WITH NON-SHRINK COMMERCIAL GROUT FROM THE APPROVED PRODUCT LIST. FILL ASPHALT PAVEMENTS WITH ASTM D6690 TYPE II RUBBERIZED CRACK FILLER.

(409) TRAFFIC SIDE

(410) NON-TRAFFIC SIDE

(411) ANCHOR LOCATION. SEE ANCHORING DETAILS.

(412) WORK AREA

(413) AREA FREE OF OBJECTS AND WORKERS

(414) GRADE LINE

(415) EXTENDED GRADE LINE

(416) ANCHORED TEMPORARY BARRIER. SEE BOLT THROUGH DECK, REMOVABLE ADHESIVE ANCHOR, OR AN ASPHALT ANCHOR ROD DETAILS FOR MORE INFORMATION. ASPHALT ANCHOR ROD SHOWN.

(417) WHEN OBJECTS EXTEND ABOVE THE GRADE. A MINIMUM OF 1 FOOT IS REQUIRED FROM BACK OF BARRIER TO OBJECT.

(418) OBJECTS ARE NOT TO BE PLACED ON, MOUNTED TO, OR ALLOWED TO LEAN AGAINST THE BARRIER WITHOUT WRITTEN PERMISSION OF THE PROJECT ENGINEER.

(419) DEPTHS OF 3 FEET OR MORE.

(420) Y = 6.5'

(421) OFFSET FROM BACK OF BARRIER EDGE:

CONCRETE PAVEMENT	0.5'
ASPHALT	0.5'

(422) POSTED SPEED (MPH):

45 OR GREATER	4.0'
40 OR LOWER	2.0'

CONCRETE BARRIER TEMPORARY PRECAST, 12' - 6"

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6
SDD 14B07-16d

GENERAL NOTES

(500) EXISTING RIGID BARRIERS (VARIES)

(501) TEMPORARY BARRIER

(502) SEE OTHER DETAIL ON HOW TO ANCHOR TEMPORARY BARRIER (BARRIER ASPHALT ANCHOR SHOWN).

(503) ANCHORS ARE REQUIRED ON BOTH SIDE OF THE TEMPORARY BARRIER.

(504) NESTED RAILS ARE REQUIRED ON BOTH SIDES OF THE TEMPORARY BARRIER FOR ALL INSTALLATIONS.

(505) TRAFFIC TRAVELS FROM PERMANENT BARRIER TO TEMPORARY BARRIER.

(506) TRAFFIC TRAVELS FROM TEMPORARY BARRIER TO PERMANENT BARRIER.

(507) VERTICAL BARRIER

(508) SAFETY SHAPE BARRIER

(509) SINGLE SLOPE BARRIER

(510) CAP END PLATE PLACED FLUSH WITH UPSTREAM END OF RIGID BARRIER.

(511) BENT THRIE BEAM TO FIT.

(512) THRIE BEAM PIECES ARE OFFSET 15 ¼" TO PREVENT INTERFERENCE FROM THE ANCHORS ON OPPOSING SIDES.

(513) TWO (2) P1, P2 AND P3 ARE REQUIRED

(514) FIVE (5) N1, N2 AND N3 ARE REQUIRED

(515) TWO (2) R1, R2 AND R3 ARE REQUIRED

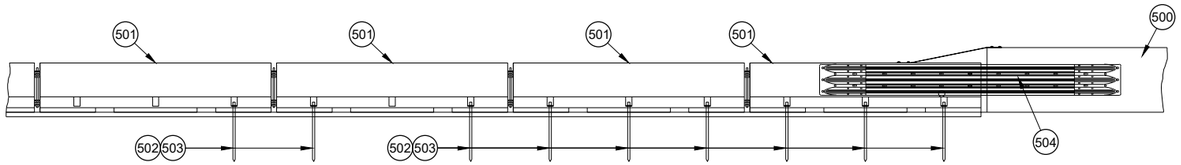
(516) CUT WOOD BLOCK TO FIT.

(517) SEE THRIE BEAM RAIL TERMINAL CONNECTOR DETAIL ASSEMBLY.

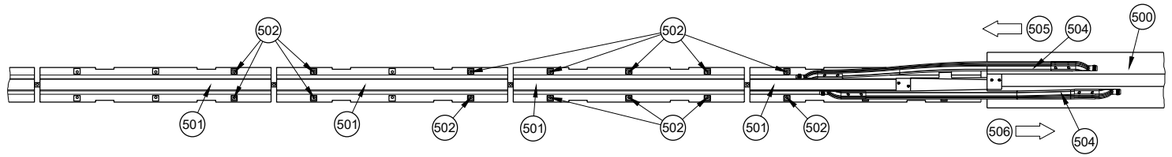
(518) CAP ASSEMBLY

(519) 4" MAX. GAP BETWEEN TEMPORARY BARRIER AND RIGID BARRIER.

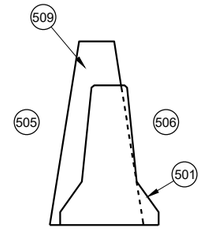
(520) ALL TWELVE SPLICE HOLES REQUIRE M1 AND M2



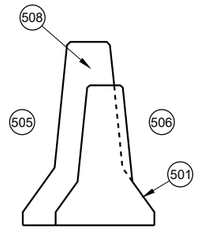
PROFILE VIEW



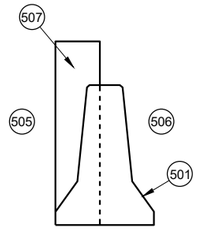
PLAN VIEW
TRANSITION TO RIGID BARRIER



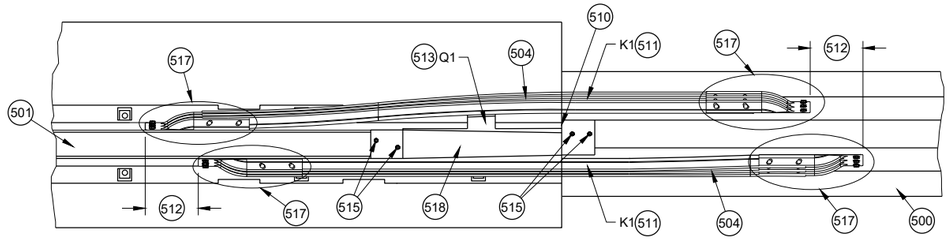
CROSS SECTION TEMPORARY BARRIER PLACEMENT SINGLE SLOPE



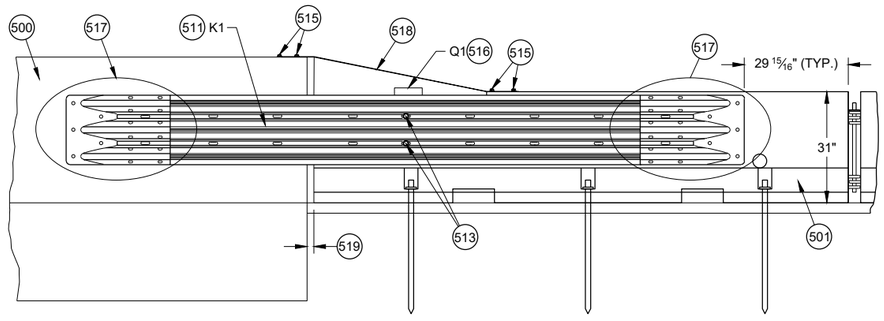
CROSS SECTION TEMPORARY BARRIER PLACEMENT SAFETY SHAPE



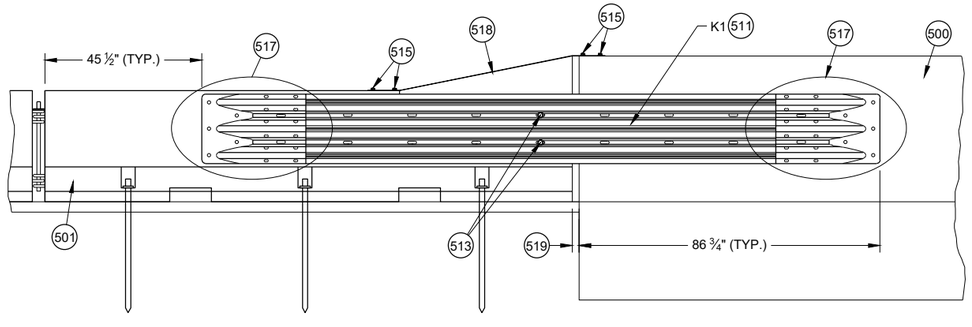
CROSS SECTION TEMPORARY BARRIER PLACEMENT VERTICAL



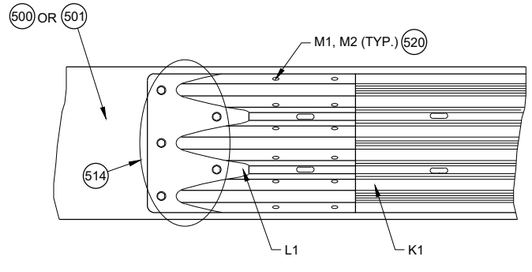
PLAN DETAIL VIEW
TRANSITION TO RIGID BARRIER



BACK DETAIL VIEW
TRANSITION TO RIGID BARRIER



FRONT DETAIL VIEW
TRANSITION TO RIGID BARRIER



517 DETAIL PLAN VIEW
THRIE BEAM RAIL TERMINAL CONNECTOR ASSEMBLY

CONCRETE BARRIER TEMPORARY PRECAST, 12' - 6"

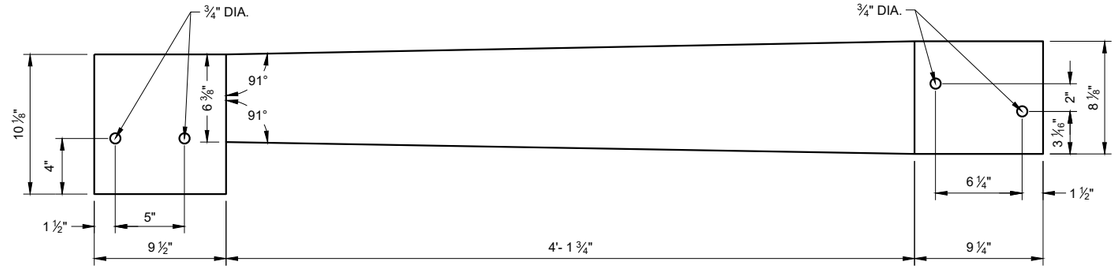
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

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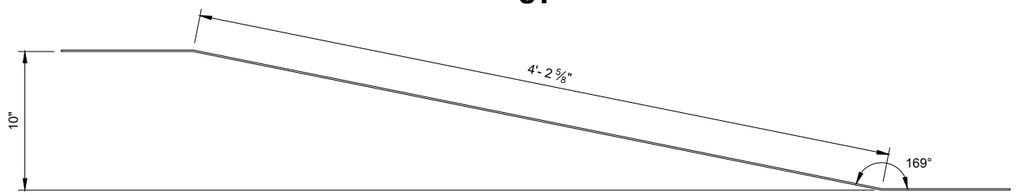
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SDD 14B07-16e



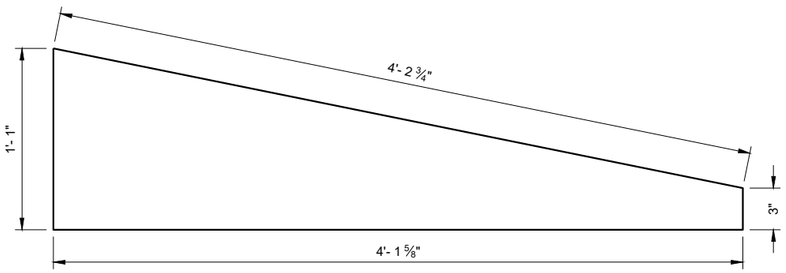
TOP VIEW

S1



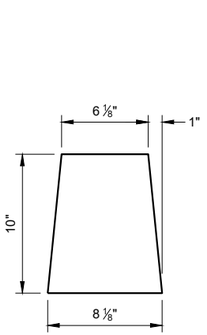
ELEVATION VIEW

S1

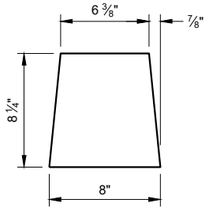


SIDE VIEW

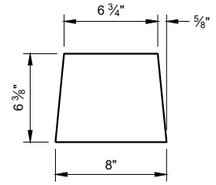
S3



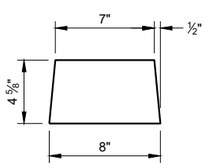
S2



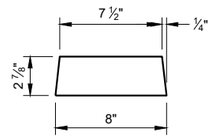
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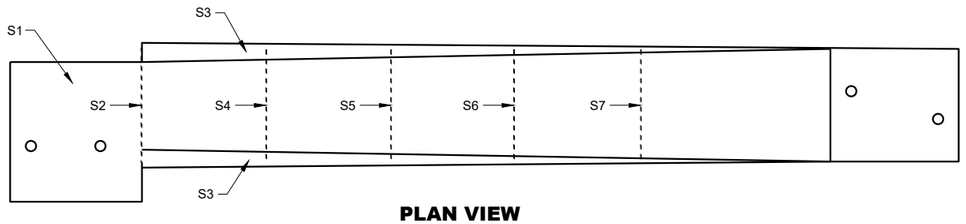
S5



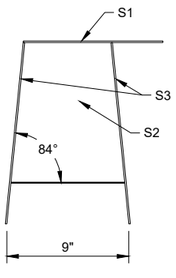
S6



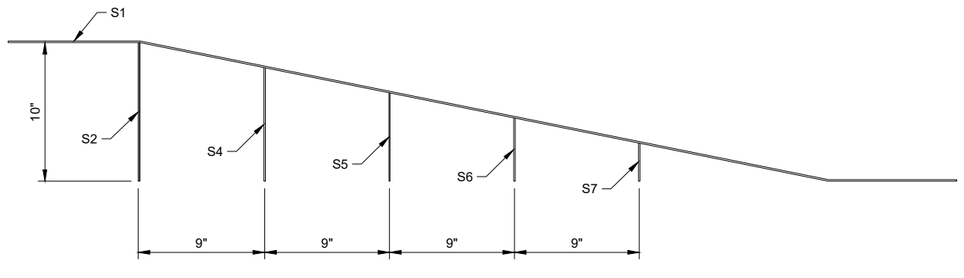
S7



PLAN VIEW



BACK VIEW



SIDE VIEW (600)

42" TOP CAP ASSEMBLY

GENERAL NOTES

STITCH WELD GUSSET PLATES AND END PLATES ON THREE SIDES

STITCH WELD TWO SIDE PLATES TO TOP PLATE, END PLATE AND GUSSETS.

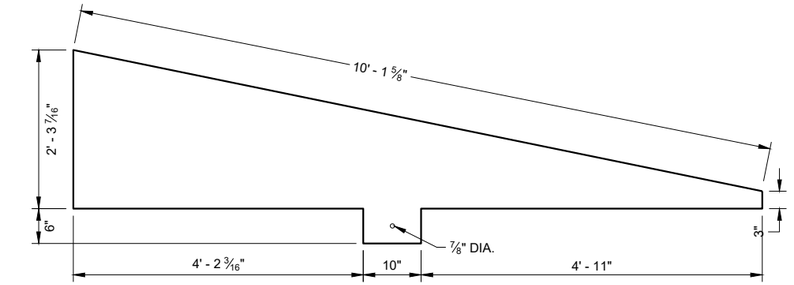
(600) SIDE PLATES (S3) NOT SHOWN FOR CLARITY.

CONCRETE BARRIER TEMPORARY PRECAST, 12' - 6"

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTA

6

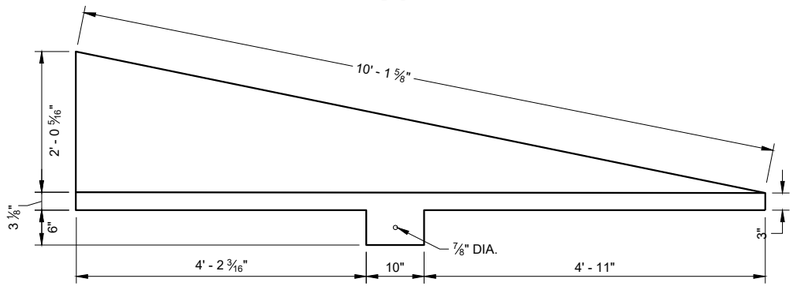
SDD 14B07-16f



SIDE VIEW
T4



END VIEW



SIDE VIEW
T3

END VIEW

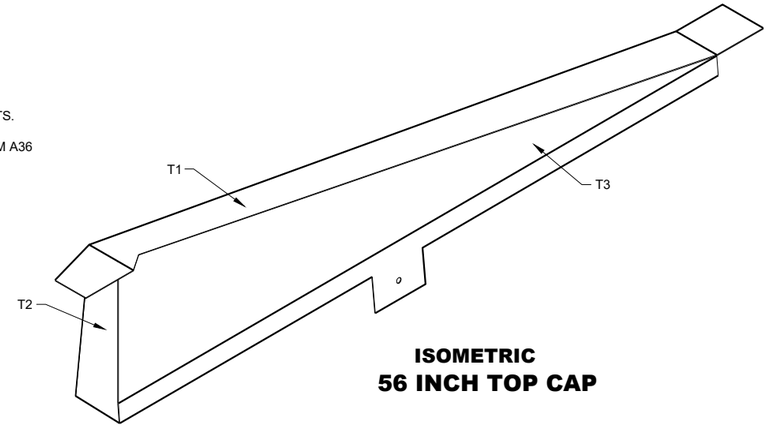
GENERAL NOTES

STITCH WELD GUSSET PLATES AND END PLATES ON THRIE SIDES

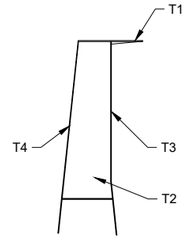
STITCH WELD TWO SIDE PLATES TO TOP PLATE, END PLATE AND GUSSETS.

SIDE PLATES, TOP PLATE, END PLATE AND GUSSETS ARE 12 GAUGE ASTM A36 GALVANIZED STEEL.

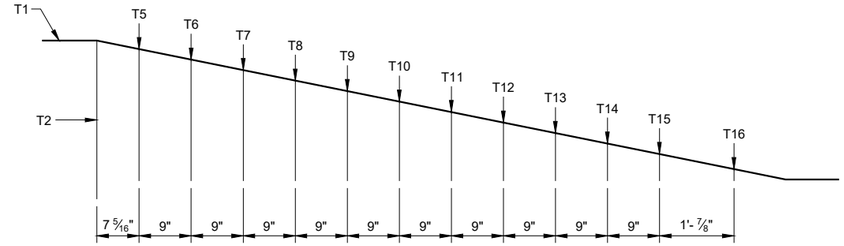
(700) SIDE PLATES (T3 AND T4) NOT SHOWN FOR CLARITY.



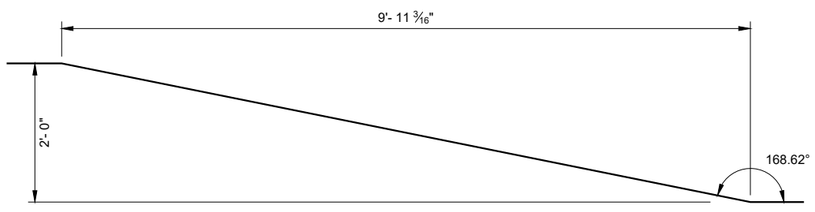
ISOMETRIC
56 INCH TOP CAP



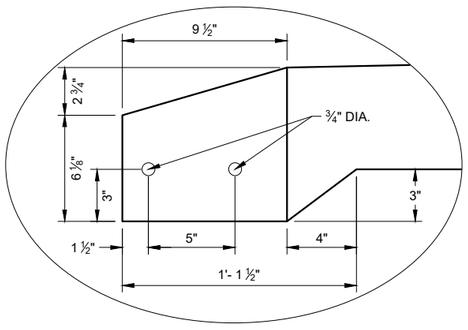
END VIEW
56 INCH TOP CAP



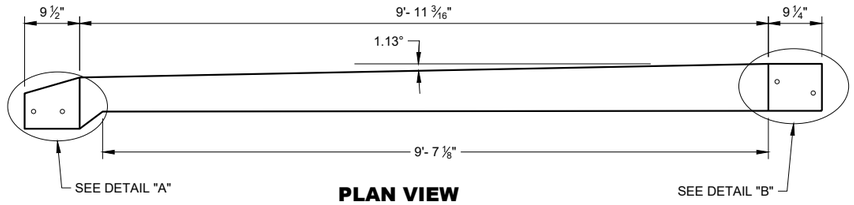
SIDE VIEW (700)
56 INCH TOP CAP



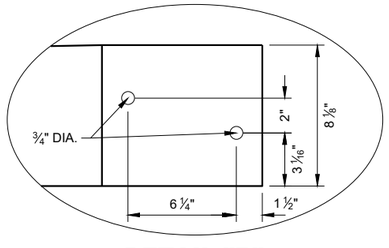
SIDE VIEW
TOP PLATE T1



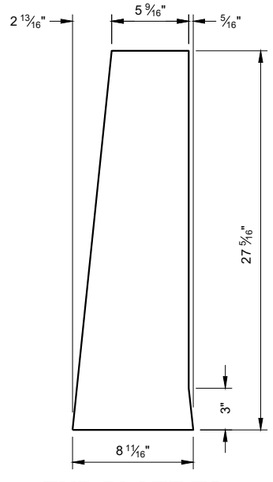
DETAIL "A"



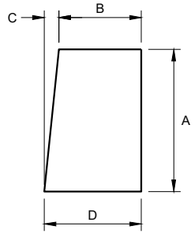
PLAN VIEW
TOP PLATE T1



DETAIL "B"



END PLATE T2



GUSSET PLATES
T5 - T16

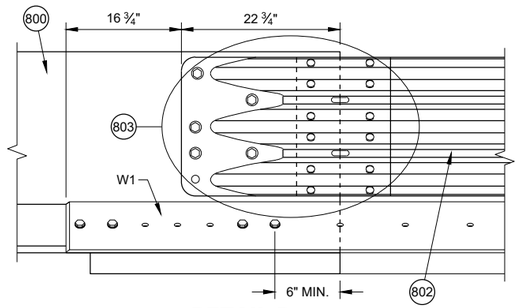
GUSSET DIMENSIONS				
GUSSET NO.	A	B	C	D
T5	22 13/16"	5 1/16"	2 5/16"	8 1/16"
T6	21"	5 7/8"	2 3/16"	8 1/16"
T7	19 3/16"	6 1/16"	1 15/16"	8 1/16"
T8	17 3/8"	6 1/4"	1 13/16"	8 1/16"
T9	15 5/16"	6 7/16"	1 9/16"	8 1/16"
T10	13 3/4"	6 5/8"	1 7/16"	8 1/16"
T11	11 15/16"	6 13/16"	1 1/4"	8 1/16"
T12	10 1/8"	7"	1 1/16"	8 1/16"
T13	8 5/16"	7 3/16"	7/8"	8 1/16"
T14	6 1/2"	7 3/8"	1 1/16"	8 1/16"
T15	4 11/16"	7 9/16"	1/2"	8"
T16	2 7/8"	7 3/4"	1/4"	8"

CONCRETE BARRIER TEMPORARY PRECAST, 12' - 6"

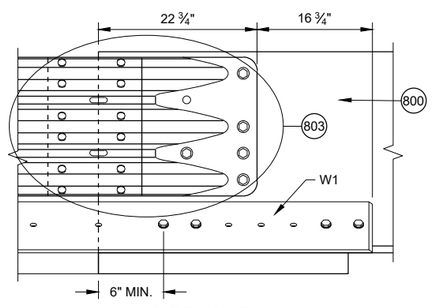
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

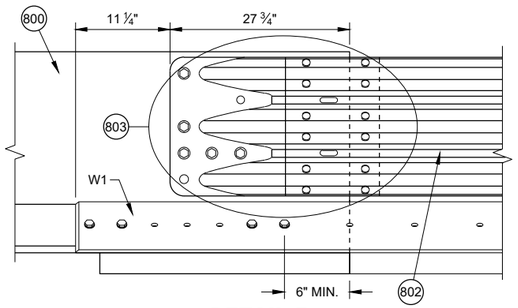
SDD 14B07-16g



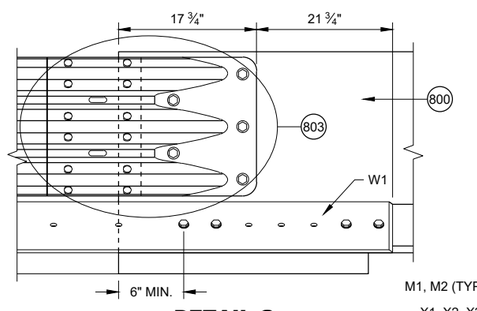
DETAIL D



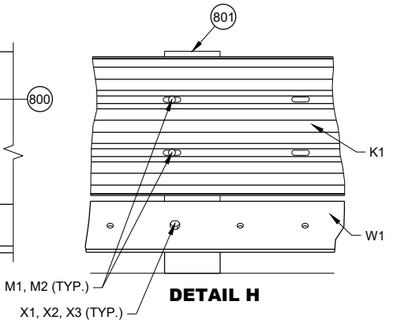
DETAIL E



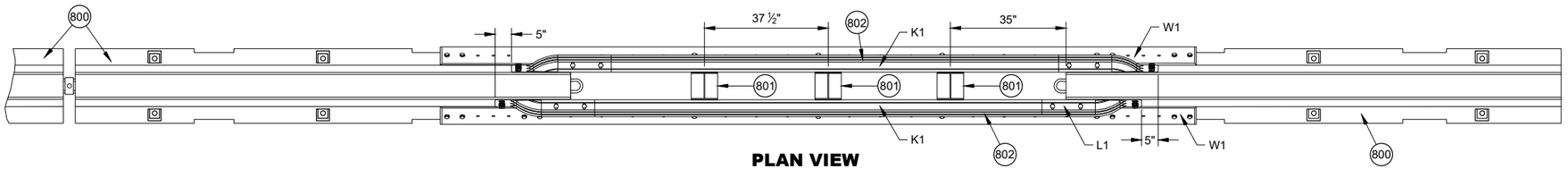
DETAIL F



DETAIL G



DETAIL H



PLAN VIEW

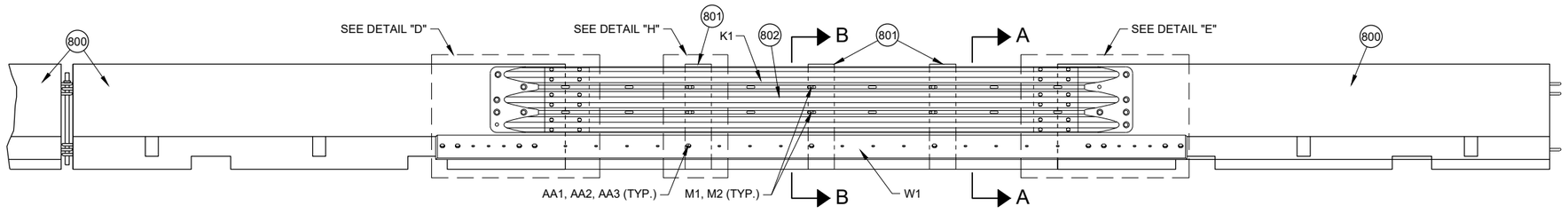
GENERAL NOTES

(800) FREE STANDING TEMPORARY BARRIER

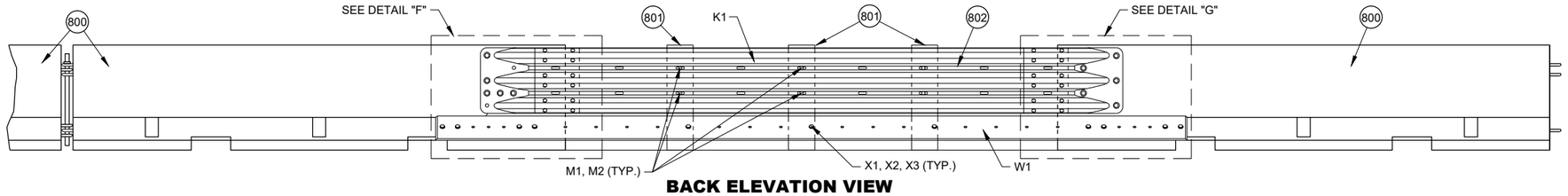
(801) GAP STIFFENER ASSEMBLY

(802) THRIE BEAMS ARE NESTED ON BOTH SIDES OF THE TEMPORARY BARRIER.

(803) SEE THRIE BEAM RAIL TERMINAL CONNECTOR DETAIL



FRONT ELEVATION VIEW



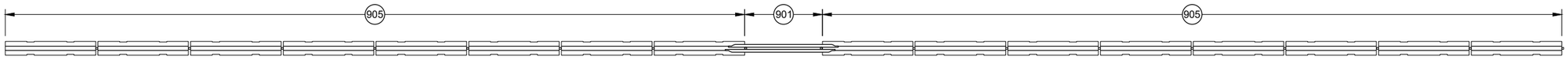
BACK ELEVATION VIEW

PORTABLE CONCRETE BARRIER GAP THRIE BEAM COVER

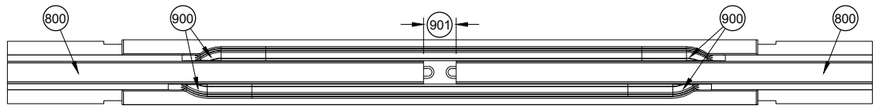
CONCRETE BARRIER TEMPORARY PRECAST, 12' - 6"

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6
SDD 14B07-16h



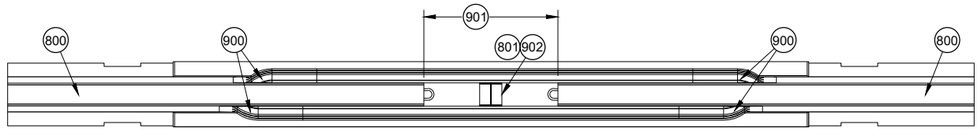
PLAN VIEW
GAP WITHIN SPACING



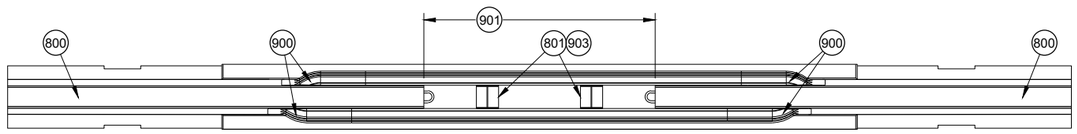
PLAN VIEW
TEMPORARY BARRIER GAP OVER 4" TO 1' MAX. (904)

GENERAL NOTES

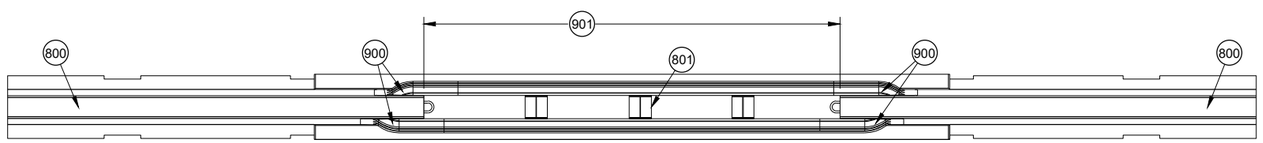
(900) SEE OTHER DETAILS FOR TEMPORARY GAP HARDWARE (TYP.)
(901) TEMPORARY BARRIER GAP
(902) GAP STIFFENER ASSEMBLY CENTERED IN THE GAP.
(903) GAP STIFFENER ASSEMBLY IS OFFSET 18 ¾" FROM CENTER
(904) MINIMUM NUMBER OF GAP STIFFENERS SHOWN FOR THE GAP RANGE SHOWN.
(905) MINIMUM OF 8 CONTINUOUS FREE STANDING TEMPORARY BARRIERS



PLAN VIEW
TEMPORARY BARRIER GAP OVER 1' TO 4' MAX. (904)



PLAN VIEW
TEMPORARY BARRIER GAP OVER 4' TO 7' MAX. (904)



PLAN VIEW
TEMPORARY BARRIER GAP OVER 7' TO 12.5' MAX. (904)

6

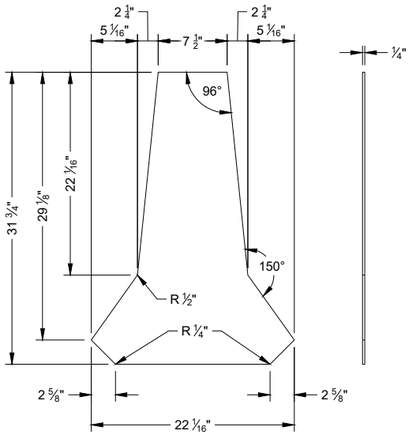
SDD 14B07-16i

6

SDD 14B07-16i

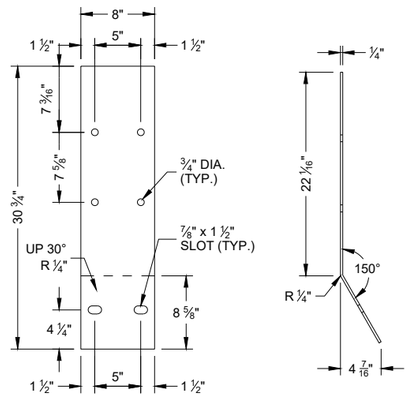
CONCRETE BARRIER TEMPORARY PRECAST, 12' - 6"

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



PROFILE VIEW SIDE VIEW

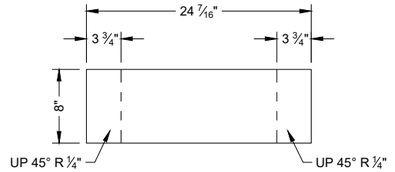
STIFFENER ASSEMBLY CENTER PANEL U1



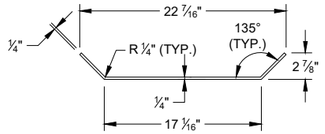
FLAT PATTERN

SIDE VIEW

STIFFENER ASSEMBLY SIDE PANEL U2

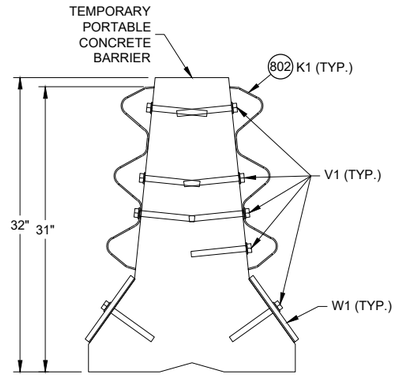


FLAT PATTERN

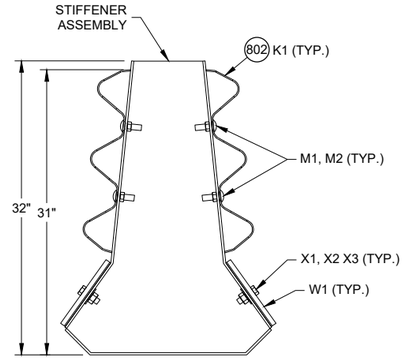


PROFILE VIEW

STIFFENER ASSEMBLY BOTTOM PANEL U3

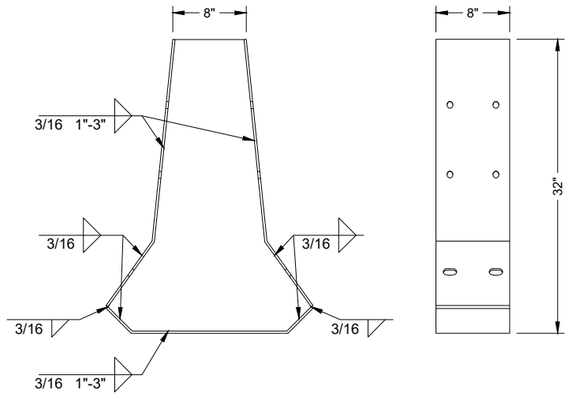


SECTION A - A



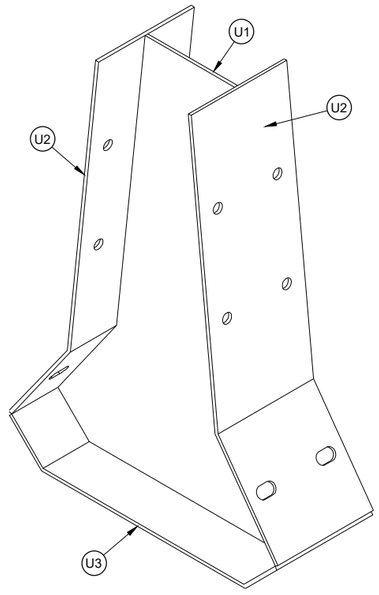
SECTION B - B

PLAN VIEW



PROFILE VIEW

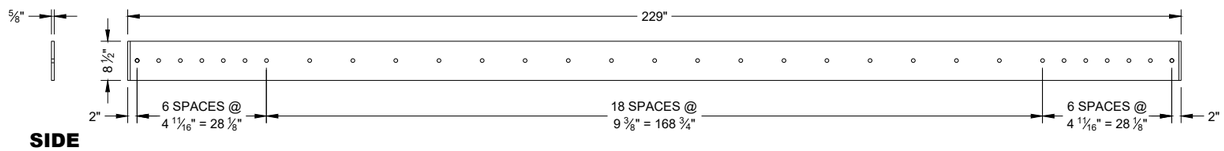
SIDE VIEW



ISOMETRIC

GAP STIFFENER ASSEMBLY

PLAN VIEW



SIDE VIEW

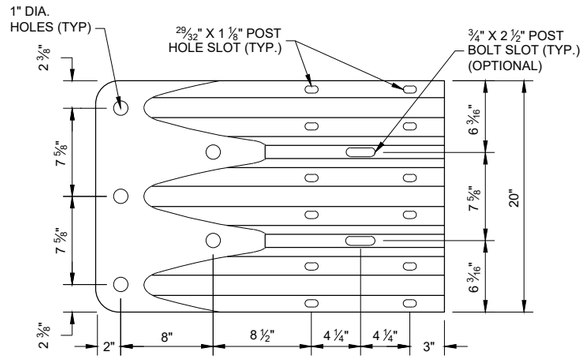
ELEVATION VIEW

W1 TOE PLATE

CONCRETE BARRIER TEMPORARY PRECAST, 12' - 6"

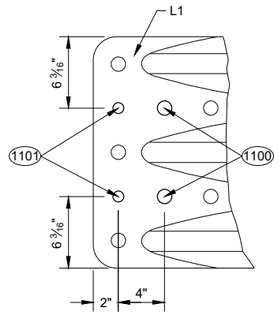
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6
SDD 14B07-16j



ELEVATION VIEW

THRIE BEAM TERMINAL CONNECTOR



ELEVATION VIEW

ADDITIONAL THRIE BEAM (1102) TERMINAL CONNECTOR HOLE DETAIL

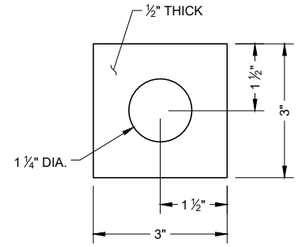


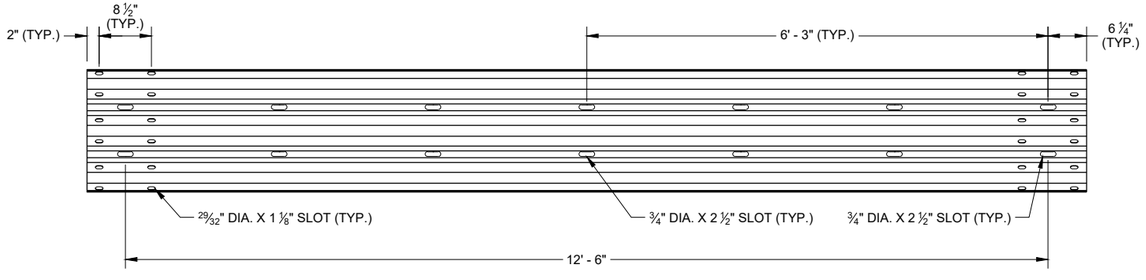
PLATE WASHER DETAIL G2, H3

GENERAL NOTES

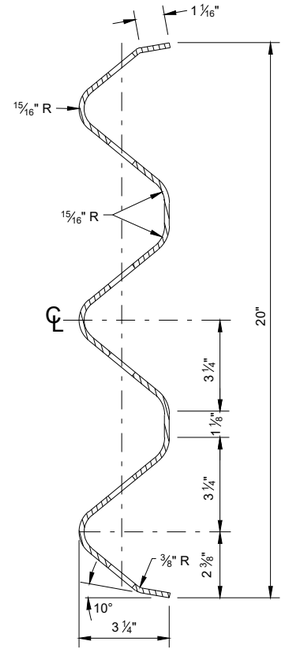
(1100) 1" DIA. HOLE

(1101) 3/4" DIA. HOLE

(1102) PROVIDE HOLES IN THRIE BEAM TERMINAL CONNECTOR TO LIMIT STEEL REINFORCEMENT OR LOOP BAR CONFLICT. CONTRACTOR MAY FIELD DRILL ADDITIONAL HOLE OR PROVIDE THRIE BEAM TERMINAL CONNECTOR WITH ADDITIONAL HOLES FROM SUPPLIER.



SLOTTED THRIE BEAM RAIL K1



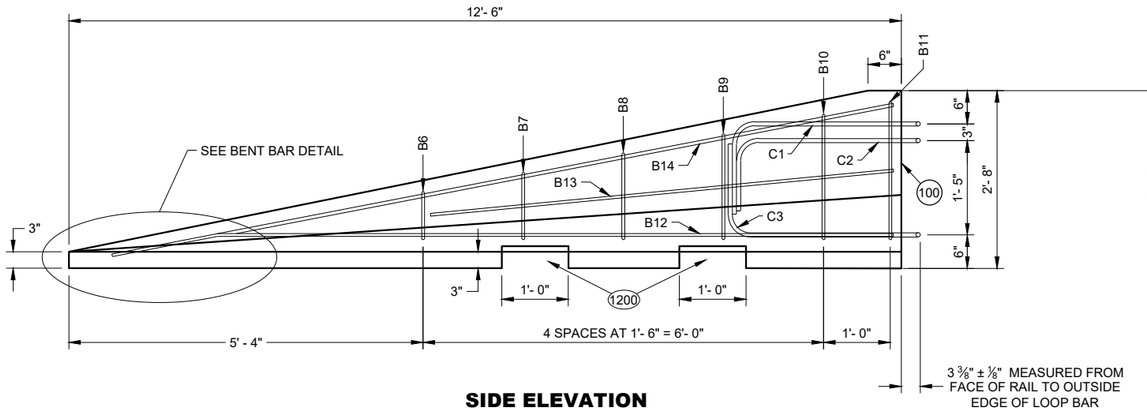
SECTION THROUGH BEAM K1

CONCRETE BARRIER TEMPORARY PRECAST, 12' - 6"

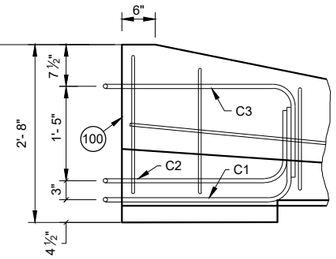
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 14B07-16k



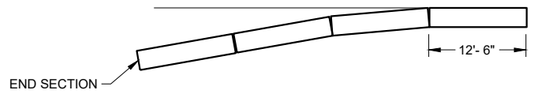
SIDE ELEVATION
(FOR CONNECTION TO LEFT END OF BARRIER)



SIDE ELEVATION
LOOP BAR ASSEMBLY INVERTED FOR OPPOSITE END
(FOR CONNECTION TO RIGHT END OF BARRIER)

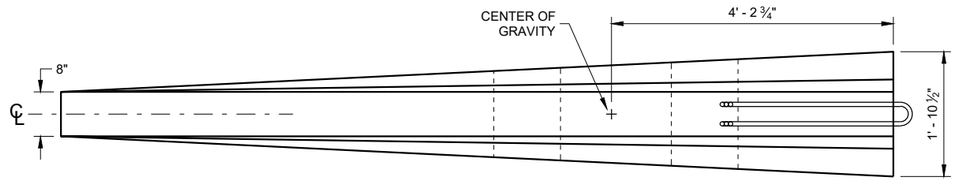
GENERAL NOTES

(1200) SEE LIFTING SLOT DETAIL. LOCATION OF LIFTING SLOTS DETERMINED BY CONTRACTOR.

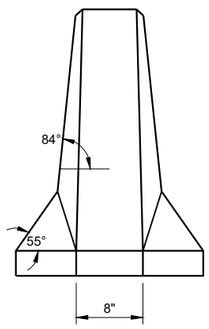


FLARE AT BARRIER END

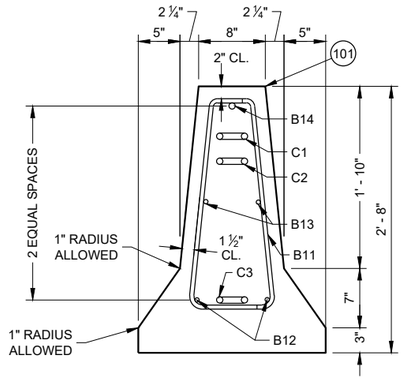
POSTED SPEED, (MPH)	FLARE RATE
40 OR LESS	6:1
45 OR GREATER	8:1



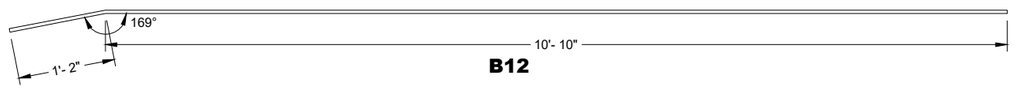
PLAN VIEW



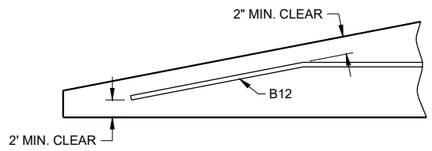
FRONT ELEVATION



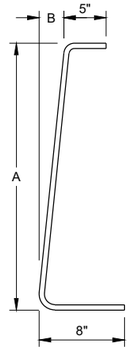
END SECTION



B12



BENT BAR DETAIL



BAR	A	B
B6	10"	1"
B7	1'- 1"	1 ¼"
B8	1'- 5"	1 ⅝"
B9	1'- 8"	1 ⅞"
B10	2'- 0 ½"	2 ⅜"
B11	2'- 3"	2 ¾"

B BARS
2 OF EACH SIZE REQUIRED FOR STIRRUP ASSEMBLY

DETAILS OF BARRIER TAPER SECTION

CONCRETE BARRIER TEMPORARY PRECAST, 12' - 6"

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6
SDD 14B07-16I

BILL OF MATERIALS - CONCRETE BARRIER PRECAST

PART	DESCRIPTION	MATERIALS SPECIFICATIONS	NOTES
A1	PRECAST TEMPORARY BARRIER - CONCRETE	MIN. = f'c 5000 PSI	
B1	REBAR	STANDARD SPEC. 505.2 GRADE 60 UNCOATED REBAR	#5 REBAR, LENGTH 12'-2"
B2	REBAR	STANDARD SPEC. 505.2 GRADE 60 UNCOATED REBAR	#4 REBAR, LENGTH 12'-2"
B3	REBAR	STANDARD SPEC. 505.2 GRADE 60 UNCOATED REBAR	#5 REBAR, LENGTH 12'-2"
B4	REBAR	STANDARD SPEC. 505.2 GRADE 60 UNCOATED REBAR	#4 REBAR, LENGTH 6'-0"
B5	REBAR	STANDARD SPEC. 505.2 GRADE 60 UNCOATED REBAR	#6 REBAR, LENGTH 2'-11"
B6	REBAR	STANDARD SPEC. 505.2 GRADE 60 UNCOATED REBAR	#4 REBAR, LENGTH 1'-11"
B7	REBAR	STANDARD SPEC. 505.2 GRADE 60 UNCOATED REBAR	#4 REBAR, LENGTH 2'-2"
B8	REBAR	STANDARD SPEC. 505.2 GRADE 60 UNCOATED REBAR	#4 REBAR, LENGTH 2'-6"
B9	REBAR	STANDARD SPEC. 505.2 GRADE 60 UNCOATED REBAR	#4 REBAR, LENGTH 2'-9"
B10	REBAR	STANDARD SPEC. 505.2 GRADE 60 UNCOATED REBAR	#4 REBAR, LENGTH 3'-2"
B11	REBAR	STANDARD SPEC. 505.2 GRADE 60 UNCOATED REBAR	#4 REBAR, LENGTH 3'-4"
B12	REBAR	STANDARD SPEC. 505.2 GRADE 60 UNCOATED REBAR	#4 REBAR, LENGTH 12'-0"
B13	REBAR	STANDARD SPEC. 505.2 GRADE 60 UNCOATED REBAR	#4 REBAR, LENGTH 7'-9"
B14	REBAR	STANDARD SPEC. 505.2 GRADE 60 UNCOATED REBAR	#5 REBAR, LENGTH 11'-9"
C1	LOOP BAR	ASTM A709 GRADE 70 SMOOTH BAR OR ASTM A706 GRADE 60 REBAR UNCOATED	¾" DIA.
C2	LOOP BAR	ASTM A709 GRADE 70 SMOOTH BAR OR ASTM A706 GRADE 60 REBAR UNCOATED	¾" DIA.
C3	LOOP BAR	ASTM A709 GRADE 70 SMOOTH BAR OR ASTM A706 GRADE 60 REBAR UNCOATED	¾" DIA.
D1	CONNECTION PIN - ROD	ASTM A36 MIN. STRENGTH 36 KSI / ASTM A529 MAX. STRENGTH 50 KSI / ASTM A572 MAX STRENGTH 50 KSI / ASTM A709 MAX STRENGTH 50 KSI / ASTM A992 MAX STRENGTH 50 KSI	1 ¼" DIA.
D2	CONNECTION PIN - TOP PLATE	ASTM A36 MIN. STRENGTH 36 KSI / ASTM A529 MAX. STRENGTH 50 KSI / ASTM A572 MAX STRENGTH 50 KSI / ASTM A709 MAX STRENGTH 50 KSI / ASTM A992 MAX STRENGTH 50 KSI	
G1	BOLT THROUGH ANCHOR - THREADED ROD	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GALVANIZE TO AASHTO M298 CLASS 55 TYPE 2 / ASTM B695 CLASS 55 TYPE 2 A307 GRADE A OR SAE J429 GRADE 2 UNC	1 ⅛" DIA.
G2	BOLT THROUGH ANCHOR - WASHER, SQUARE	ASTM A36 MIN. STRENGTH 36 KSI / ASTM A529 MAX. STRENGTH 50 KSI / ASTM A572 MAX STRENGTH 50 KSI / ASTM A709 MAX STRENGTH 50 KSI / ASTM A992 MAX STRENGTH 50 KSI	
G3	BOLT THROUGH ANCHOR - NUT	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GALVANIZE TO AASHTO M298 CLASS 55 TYPE 2 / ASTM B695 CLASS 55 UNC OVER TAP NUTS AS SPECIFIED IN AASHTO 291 / ASTM A 563 HEAVY HEX HEAD ASTM A563DH OR SAE J995 GRADE 5	
H1	ADHESIVE ANCHOR - ADHESIVE	ICC-ES-AC308 5 ¼" EMBEDMENT WITH A MIN. BOND STRENGTH OF 1,650 PSI. SEE 603.2 AND 603.3.1.2 OF THE WISCONSIN STANDARD SPECIFICATIONS FOR MORE INFORMATION ON ADHESIVE ANCHORS.	
H2	ADHESIVE ANCHOR - THREADED ROD	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GALVANIZE TO AASHTO M298 CLASS 55 TYPE 2 / ASTM B695 CLASS 55 TYPE 2 A307 GRADE A / SAE J429 GRADE 2 UNC	1 ⅛" DIA.
H3	ADHESIVE ANCHOR - WASHER, SQUARE	ASTM A36 MIN. STRENGTH 36 KSI / ASTM A529 MAX. STRENGTH 50 KSI / ASTM A572 MAX STRENGTH 50 KSI / ASTM A709 MAX STRENGTH 50 KSI / ASTM A992 MAX STRENGTH 50 KSI	
H4	ADHESIVE ANCHOR - NUT	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GALVANIZE TO AASHTO M298 CLASS 55 TYPE 2 / ASTM B695 CLASS 55 UNC OVER TAP NUTS AS SPECIFIED IN AASHTO 291 / ASTM A 563 HEAVY HEX HEAD ASTM A563DH OR SAE J995 GRADE 5	
J1	ASPHALT ANCHOR PIN - ROD	ASTM A36 MIN. STRENGTH 36 KSI / ASTM A529 MAX. STRENGTH 50 KSI / ASTM A572 MAX STRENGTH 50 KSI / ASTM A709 MAX STRENGTH 50 KSI / ASTM A992 MAX STRENGTH 50 KSI	1 ½" DIA.
J2	ASPHALT ANCHOR PIN - STOP PLATE	ASTM A36 MIN. STRENGTH 36 KSI / ASTM A529 MAX. STRENGTH 50 KSI / ASTM A572 MAX STRENGTH 50 KSI / ASTM A709 MAX STRENGTH 50 KSI / ASTM A992 MAX STRENGTH 50 KSI	
K1	THRIE BEAM RAIL	AASHTO M180 CLASS A TYPE 2 APPROVED PRODUCER	12 GAUGE
L1	THRIE BEAM RAIL - TERMINAL	AASHTO M180 CLASS A TYPE 2 APPROVED PRODUCER	12 GAUGE

PART	DESCRIPTION	MATERIALS SPECIFICATIONS	NOTES
M1	SPLICE BOLT	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 55 TYPE 2 / ASTM B695 CLASS 55 TYPE 2 UNC AASHTO M180 HEAD ASTM A307 GRADE B OR SAE J429 GRADE 2 OR ASTM F1554 GRADE 36	⅝" DIA.
M2	SPLICE BOLT - NUT	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GALVANIZE TO AASHTO M298 CLASS 55 TYPE 2 / ASTM B695 CLASS 55 UNC OVER TAP NUTS AS SPECIFIED IN AASHTO 291 / ASTM A 563 AASHTO M180 RECESSED HEAVY HEX HEAD ASTM A563DH OR SAE J995 GRADE 5	
N1	THRIE BEAM RAIL TERMINAL - MECHANICAL ANCHOR	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GALVANIZE TO AASHTO M298 CLASS 55 TYPE 2 / ASTM B695 CLASS 55 UNC OVER TAP NUTS AS SPECIFIED IN AASHTO 291 / ASTM A 563 AASHTO M180 RECESSED HEAVY HEX HEAD ASTM A563DH OR SAE J995 GRADE 5	¾" DIA. LENGTH 6"
N2	THRIE BEAM RAIL TERMINAL - WASHER	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GALVANIZE TO AASHTO M298 CLASS 55 TYPE 2 / ASTM B695 CLASS 55 TYPE 2 F436 TYPE 1	
N3	THRIE BEAM RAIL TERMINAL MECHANICAL OR ADHESIVE ANCHOR	MINIMUM MECHANICAL OR ADHESIVE ANCHOR STRENGTH REQUIREMENTS: ULTIMATE TENSILE LOAD 17.9 KIPS AND ULTIMATE SHEAR LOAD 21.96 KIPS. SEE 603.2 AND 603.3.1.2 OF THE WISCONSIN STANDARD SPECIFICATIONS FOR MORE INFORMATION ON ADHESIVE ANCHORS.	
P1	THRIE BEAM RAIL CONNECTION 1-BOLT	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GALVANIZE TO AASHTO M298 CLASS 55 TYPE 2 / ASTM B695 CLASS 55 UNC OVER TAP NUTS AS SPECIFIED IN AASHTO 291 / ASTM A 563 AASHTO M180 RECESSED HEAVY HEX HEAD ASTM A563DH OR SAE J995 GRADE 5	¾" DIA.
P2	THRIE BEAM RAIL CONNECTION 1-WASHER	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 55 TYPE 2 / ASTM B695 CLASS 55 TYPE 2 F436 TYPE 1	
P3	THRIE BEAM RAIL CONNETION 1- MECHANICAL OR ADHESIVE ANCHOR	MINIMUM MECHANICAL OR ADHESIVE ANCHOR STRENGTH REQUIREMENTS: ULTIMATE TENSILE LOAD 9.48 KIPS AND ULTIMATE SHEAR LOAD 10.48 KIPS. SEE 603.2 AND 603.3.1.2 OF THE WISCONSIN STANDARD SPECIFICATIONS FOR MORE INFORMATION ON ADHESIVE ANCHORS.	
Q1	BLOCK WOOD	SEE STANDARD SPEC. 614	
R1	CAP - BOLT	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GALVANIZE TO AASHTO M298 CLASS 55 TYPE 2 / ASTM B695 CLASS 55 UNC OVER TAP NUTS AS SPECIFIED IN AASHTO 291 / ASTM A 563 AASHTO M180 RECESSED HEAVY HEX HEAD ASTM A563DH OR SAE J995 GRADE 5	⅝" DIA.
R2	CAP- BOLT - WASHER	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 55 TYPE 2 / ASTM B695 CLASS 55 TYPE 2 F436 TYPE 1	
R3	CAP - BOLT - MECHANICAL ANCHOR	MINIMUM MECHANICAL OR ADHESIVE ANCHOR STRENGTH REQUIREMENTS ULTIMATE TENSILE LOAD 12.14 KIPS AND ULTIMATE SHEAR LOAD 17.5 KIPS.SEE 603.2 AND 603.3.1.2 OF THE WISCONSIN STANDARD SPECIFICATIONS FOR MORE INFORMATION ON ADHESIVE ANCHORS.	12 GAUGE
S1	CAP 42-INCH TOP PLATE	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI	12 GAUGE
S2	CAP 42-INCH END PLATE	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI	12 GAUGE
S3	CAP 42-INCH SIDE PLATE	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI	12 GAUGE
S4	CAP 42-INCH GUSSET 1	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI	12 GAUGE
S5	CAP 42-INCH GUSSET 2	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI	12 GAUGE
S6	CAP 42-INCH GUSSET 3	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI	12 GAUGE
S7	CAP 42-INCH GUSSET 4	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI	12 GAUGE

6

SDD 14B07-16m

CONCRETE BARRIER TEMPORARY PRECAST, 12' - 6"

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 14B07-16m

BILL OF MATERIALS - CONCRETE BARRIER PRECAST

PART	DESCRIPTION	MATERIALS SPECIFICATIONS	NOTES
T1	CAP 56-INCH TOP PLATE	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI	12 GAUGE
T2	CAP 56-INCH END PLATE	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI	12 GAUGE
T3	CAP 56-INCH SIDE PLATE 1	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI	12 GAUGE
T4	CAP 56-INCH SIDE PLATE 2	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI	12 GAUGE
T5	CAP 56-INCH GUSSET 1	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI	12 GAUGE
T6	CAP 56-INCH GUSSET 2	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI	12 GAUGE
T7	CAP 56-INCH GUSSET 3	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI	12 GAUGE
T8	CAP 42-INCH GUSSET 4	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI	12 GAUGE
T9	CAP 42-INCH GUSSET 5	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI	12 GAUGE
T10	CAP 42-INCH GUSSET 6	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI	12 GAUGE
T11	CAP 42-INCH GUSSET 7	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI	12 GAUGE
T12	CAP 42-INCH GUSSET 8	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI	12 GAUGE
T13	CAP 42-INCH GUSSET 9	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI	12 GAUGE
T14	CAP 42-INCH GUSSET 10	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI	12 GAUGE
T15	CAP 42-INCH GUSSET 11	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI	12 GAUGE
T16	CAP 42-INCH GUSSET 12	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI	12 GAUGE
U1	GAP STIFFENER	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI	
U2	GAP STIFFENER - CONNECTOR PLATE 1	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI	
U3	GAP STIFFENER - CONNECTOR PLATE 2	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI	

PART	DESCRIPTION	MATERIALS SPECIFICATIONS	NOTES
V1	THRIE BEAM RAIL TERMINAL MECHANICAL OR ADHESIVE ANCHOR	MINIMUM MECHANICAL OR ADHESIVE ANCHOR STRENGTH REQUIREMENTS ULTIMATE TENSILE LOAD 24.0 KIPS AND ULTIMATE SHEAR LOAD 21.5 KIPS. SEE 603.2 AND 603.3.1.2 OF THE WISCONSIN STANDARD SPECIFICATIONS FOR MORE INFORMATION ON ADHESIVE ANCHORS.	¾" DIA.
V2	GAP STIFFENER - BOLT - NUT	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C O R MECHANICAL GALVANIZE TO AASHTO M298 CLASS 50 TYPE 1 / ASTM B695 CLASS 50 TYPE 1 UNC OVER TAP NUTS AS SPECIFIED IN AASHTO 291/ASTM A 563 HEAVY HEX HEAD ASTM A563DH OR SAE J995 GRADE 5	
W1	TOE PLATE	AASHTO M111/ASTM A123 ASTM A36 MIN STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI	
X1	TOE PLATE - CONNECTION BOLT	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GALVANIZE TO AASHTO M298 CLASS 55 TYPE 2 / ASTM B695 CLASS 55 TYPE 2 UNC HEAVY HEX HEAD OR AASTHO M180 HEAD, ASTM F3125 GRADE A325 TYPE 1 HEAVY HEX HEAD OR SAE J429 GRADE 5 HEAVY HEX HEAD / ASTM A449 TYPE 1 HEAVY HEX HEAD. BOLTS MAY BE FULLY THREADED. PROVIDE ENOUGH THREADING FOR PROPER TIGHTENING OF BOLT.	¾" DIA.
X2	TOE PLATE - CONNECTION BOLT - WASHER	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GALVANIZE TO AASHTO M298 CLASS 55 TYPE 2 / ASTM B695 CLASS 55 TYPE 2 F436 TYPE 1 (HARDEN WASHER ONLY)	
X3	TOE PLATE - CONNECTION BOLT - NUT	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GALVANIZE TO AASHTO M298 CLASS 55 TYPE 2 / ASTM B695 CLASS 55 UNC OVER TAP NUTS AS SPECIFIED IN AASHTO 291 / ASTM A 563 HEAVY HEX HEAD ASTM A563DH OR SAE J995 GRADE 5	

CONCRETE BARRIER TEMPORARY PRECAST, 12' - 6"

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

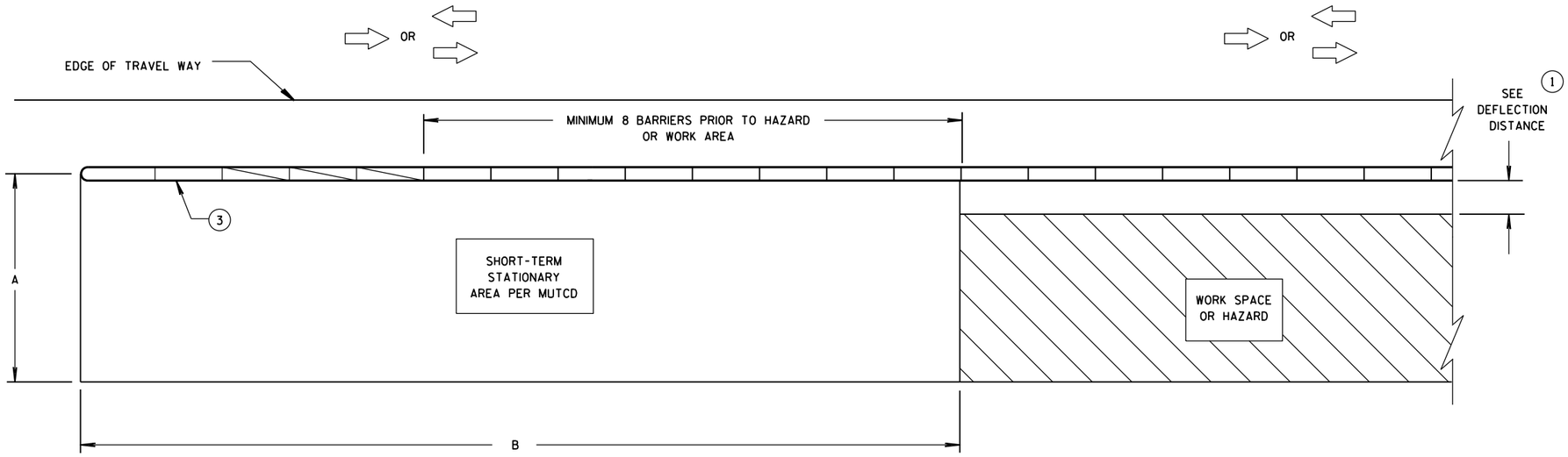
February 2023
DATE

/S/ Rodney Taylor
ROADWAY STANDARDS DEVE ENGINEER

FHWA

6

SDD 14B07-16n



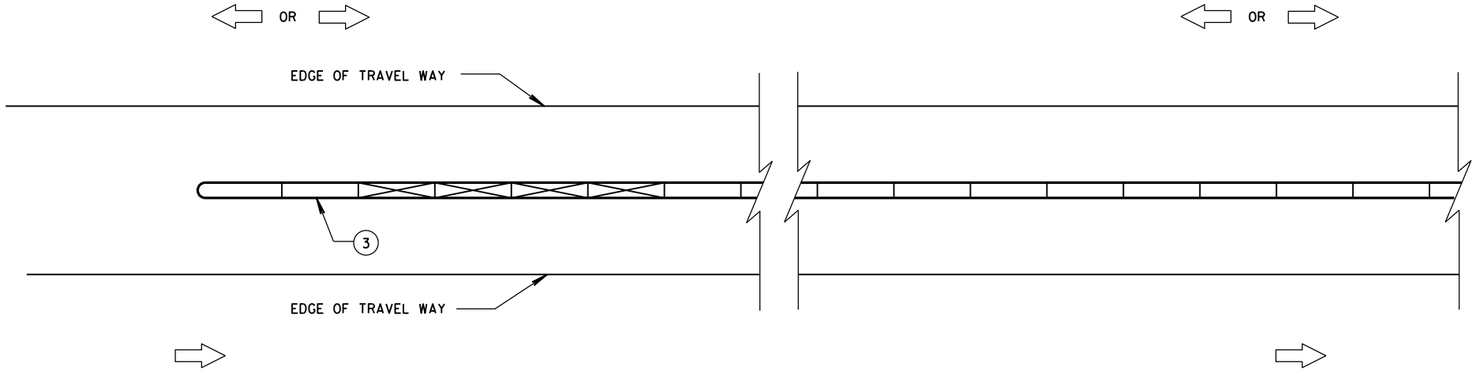
CRASH CUSHION/SAND BARREL ARRAY AND TEMPORARY BARRIER INSTALLATION FOR TRAFFIC ON ONE SIDE OF BARRIER

DIMENSION A TABLE (2)

FACILITY	POSTED SPEED MPH	DIMENSION A	
		MIN. FT	MAX. FT
FREEWAY/EXPRESSWAY	ALL	15	20
NON-FREEWAY/EXPRESSWAY	GREATER THAN OR EQUAL TO 45	10	15
NON-FREEWAY/EXPRESSWAY	LESS THAN 45	8	10
AADT LESS THAN 1,500	ALL	8	10

DIMENSION B TABLE (2)

POSTED SPEEDS MPH	DIMENSION B FT
20	115
25	155
30	200
35	250
40	305
45	360
50	425
55	495
60	570
65	645



CRASH CUSHION/SAND BARREL ARRAY AND TEMPORARY BARRIER INSTALLATION FOR TRAFFIC ON BOTH SIDES OF BARRIER

LEGEND

- DIRECTION OF TRAVEL
- CRASH CUSHION OR SAND BARREL ARRAY
- SEE FREE STANDING TRANSITION TO TIED-DOWN SYSTEM DETAILS
- SEE BI-DIRECTIONAL TRANSITION TO TIED-DOWN SYSTEM DETAILS
- 3 PINS PLACED ON TRAFFIC SIDE OF BARRIER
- PERMANENT CONCRETE BARRIER OR CONCRETE PARAPET
- FREE STANDING TEMPORARY BARRIER

GENERAL NOTES

SEE STANDARD DETAIL DRAWING 14B7 FOR MORE INFORMATION.

DETAILS PROVIDE A GENERAL LAYOUT OF TEMPORARY CONCRETE BARRIER, CRASH CUSHIONS, SAND BARREL ARRAYS AND TIE DOWN TRANSITIONS. DETAILS PROVIDED MAY NOT FIT ALL POSSIBLE SITUATIONS OR SITE CONDITIONS. SEE OTHER SECTIONS OF THE CONTRACT OR PROJECT ENGINEER FOR MORE DETAILS.

ADDITIONAL TEMPORARY BARRIER MAY BE REQUIRED TO PROTECT TRAVELING PUBLIC FROM HAZARDS, CONTRACTOR'S OPERATIONS OR TO CONTROL TRAFFIC.

TEMPORARY BARRIER MAY BE REQUIRED TO BE ANCHORED TO PAVEMENT OR BRIDGE DECK.

FOR DETAILS ON CRASH CUSHION OR SAND BARREL ARRAYS SEE OTHER SECTIONS OF THE PLAN AND MANUFACTURE'S DETAILS.

SLOPES LEADING TO TEMPORARY BARRIER, CRASH CUSHION OR SAND BARREL ARRAY ARE 10:1 OR LESS.

(1) FOR DEFLECTION INFORMATION SEE STANDARD DETAIL DRAWING 14B7.

(2) VALUES PROVIDED MAY NOT FIT ALL POSSIBLE SITUATIONS OR SITE CONDITIONS. SEE OTHER SECTIONS OF THE CONTRACT OR PROJECT ENGINEER FOR MORE DETAILS.

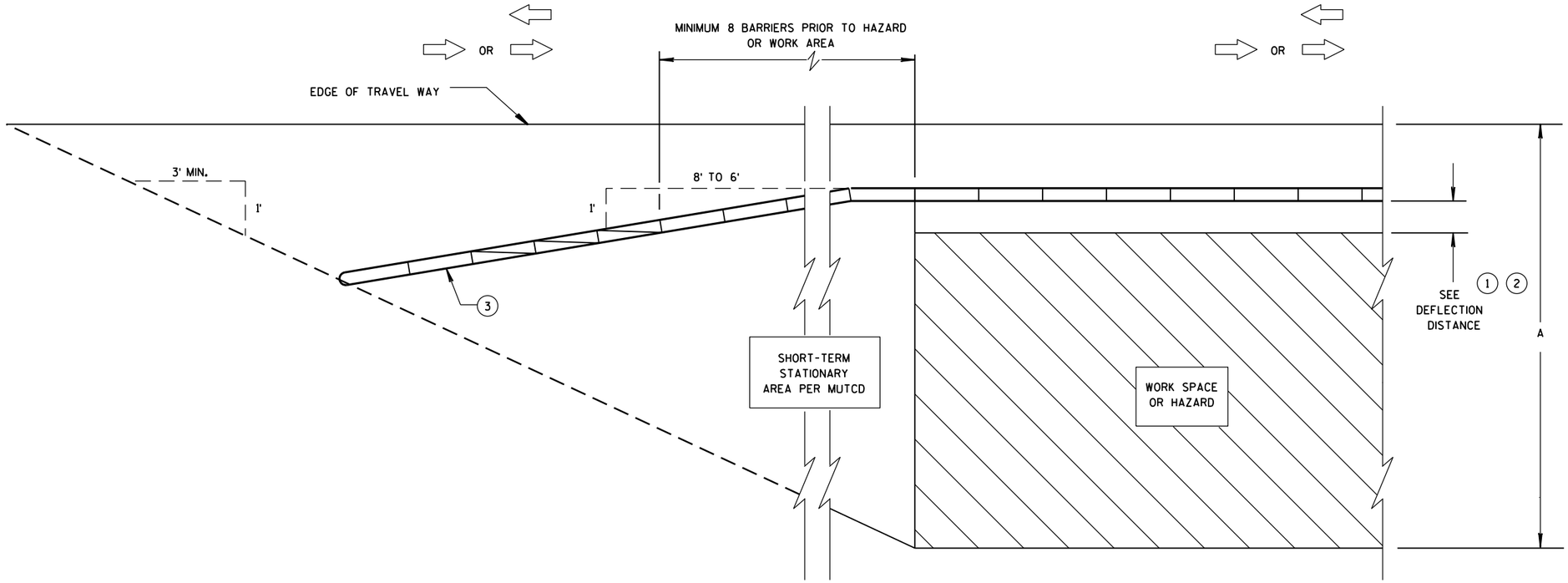
(3) ANCHOR TEMPORARY BARRIER ACCORDING TO CRASH CUSHION OR SAND BARREL MANUFACTURER'S RECOMMENDATIONS. IF MANUFACTURER'S RECOMMENDATIONS ARE NOT PROVIDED, ANCHOR 3 PINS ON TRAFFIC SIDE.

CRASH CUSHION/SAND BARREL ARRAY AND OTHER TEMPORARY BARRIER LAYOUT DETAILS

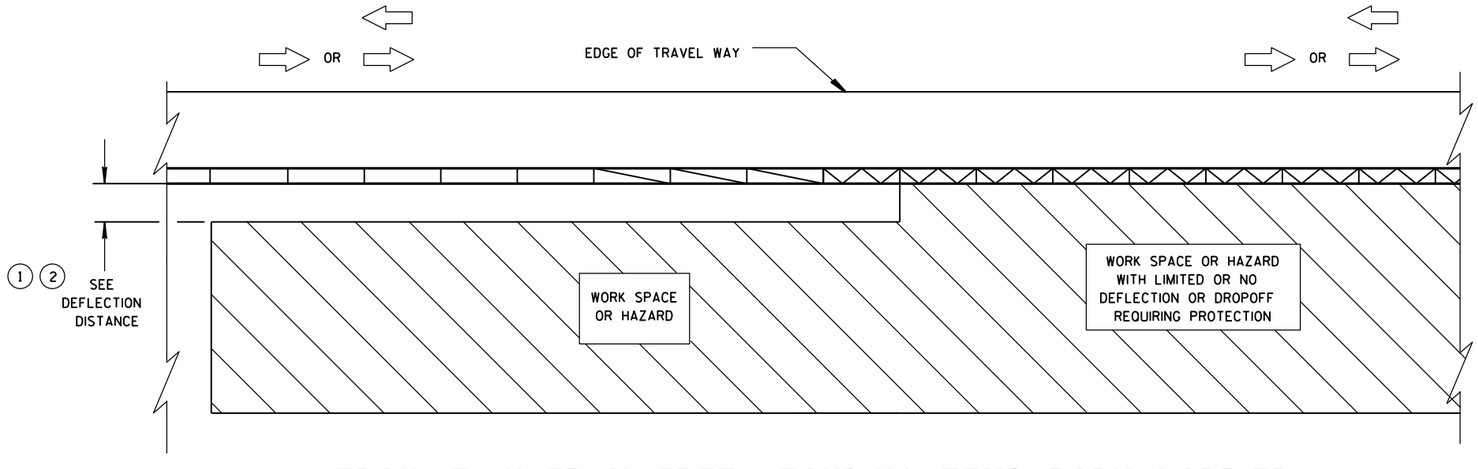
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

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S.D.D. 14 B 8-2a



CRASH CUSHION/SAND BARREL ARRAY AND TEMPORARY BARRIER INSTALLATION FOR TRAFFIC ON ONE SIDE - FLARED INSTALLATION



TRANSITION FROM FREE STANDING TEMPORARY BARRIER TO ANCHORED BARRIER

LEGEND

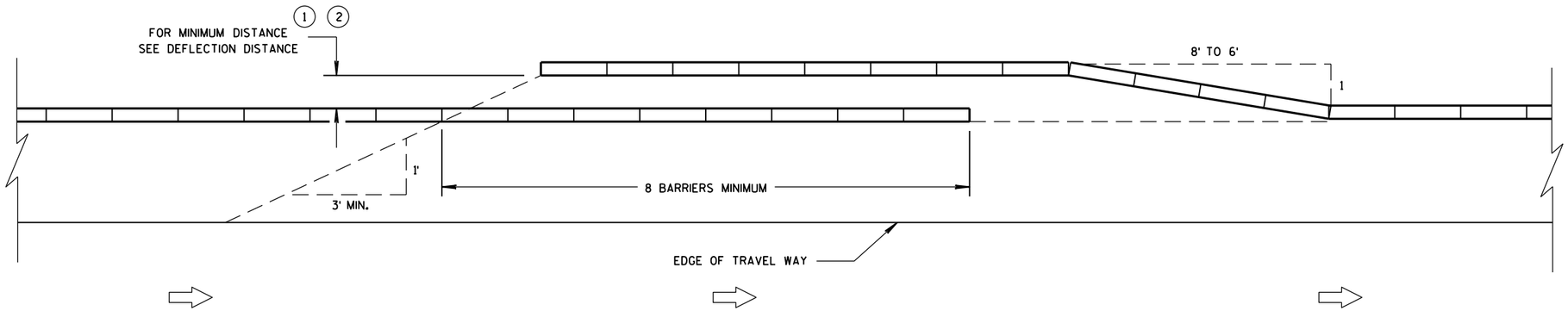
- DIRECTION OF TRAVEL
- CRASH CUSHION OR SAND BARREL ARRAY
- SEE FREE STANDING TRANSITION TO TIED-DOWN SYSTEM DETAILS
- SEE BI-DIRECTIONAL TRANSITION TO TIED-DOWN SYSTEM DETAILS
- 3 PINS PLACED ON TRAFFIC SIDE OF BARRIER
- PERMANENT CONCRETE BARRIER OR CONCRETE PARAPET
- FREE STANDING TEMPORARY BARRIER

CRASH CUSHION/SAND BARREL ARRAY AND OTHER TEMPORARY BARRIER LAYOUT DETAILS

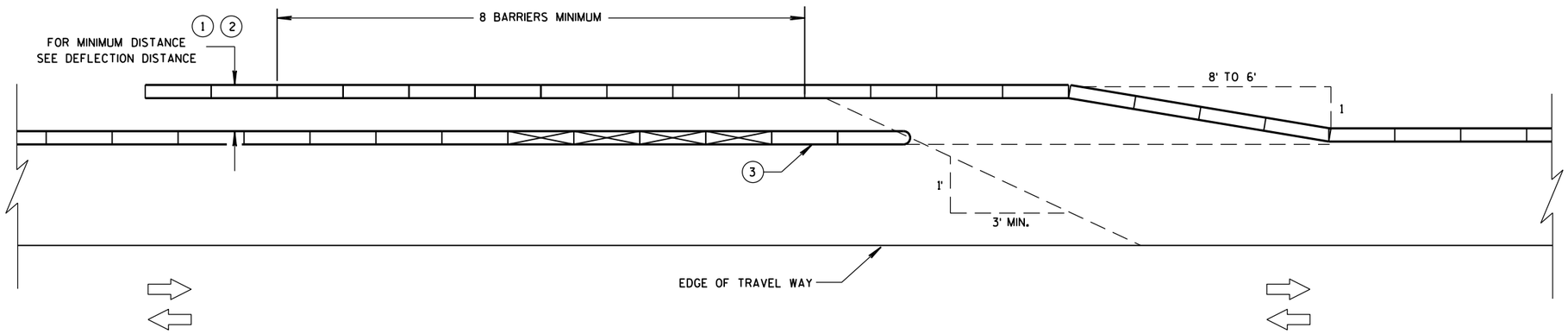
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

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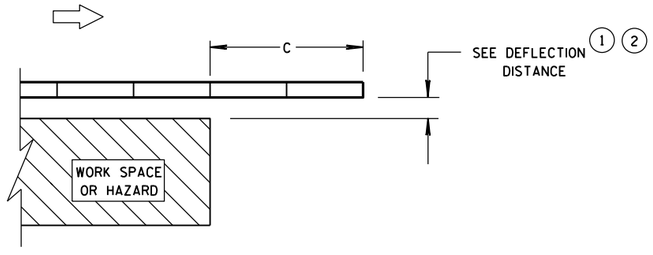
S.D.D. 14 B 8-2b



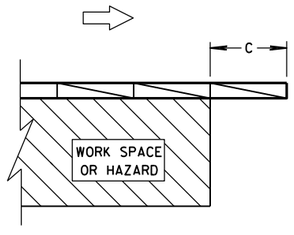
TEMPORARY BARRIER OVERLAP - ONE-WAY TRAFFIC



TEMPORARY BARRIER OVERLAP - TWO-WAY TRAFFIC



ENDING TEMPORARY BARRIER DOWNSTREAM - UNANCHORED



ENDING TEMPORARY BARRIER DOWNSTREAM - ANCHORED

LEGEND

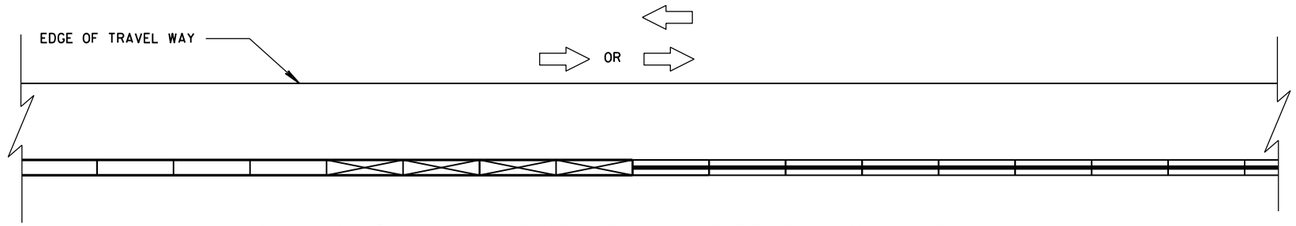
- DIRECTION OF TRAVEL
- CRASH CUSHION OR SAND BARREL ARRAY
- SEE FREE STANDING TRANSITION TO TIED-DOWN SYSTEM DETAILS
- SEE BI-DIRECTIONAL TRANSITION TO TIED-DOWN SYSTEM DETAILS
- 3 PINS PLACED ON TRAFFIC SIDE OF BARRIER
- PERMANENT CONCRETE BARRIER OR CONCRETE PARAPET
- FREE STANDING TEMPORARY BARRIER

CRASH CUSHION/SAND BARREL ARRAY AND OTHER TEMPORARY BARRIER LAYOUT DETAILS

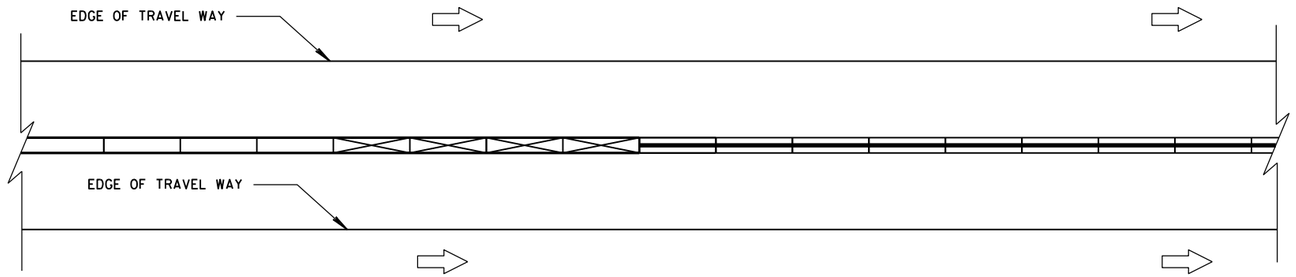
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

6

S.D.D. 14 B 8-2c



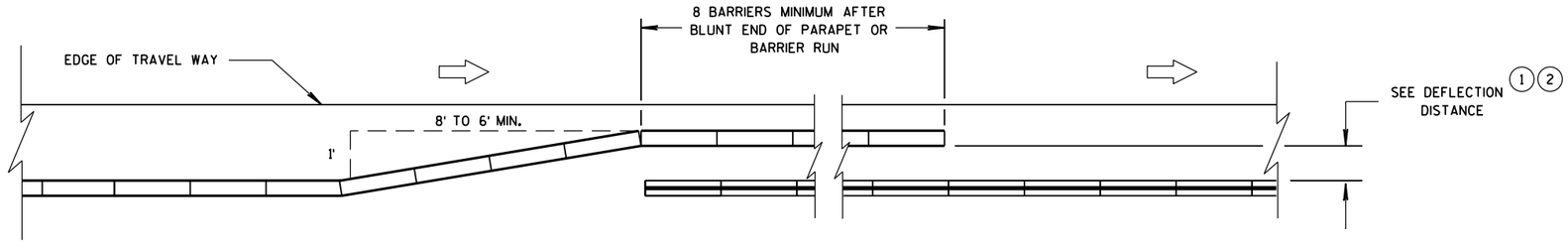
CONNECTING TEMPORARY BARRIER TO PERMANENT
CONCRETE BARRIER-TRAFFIC ON ONE SIDE



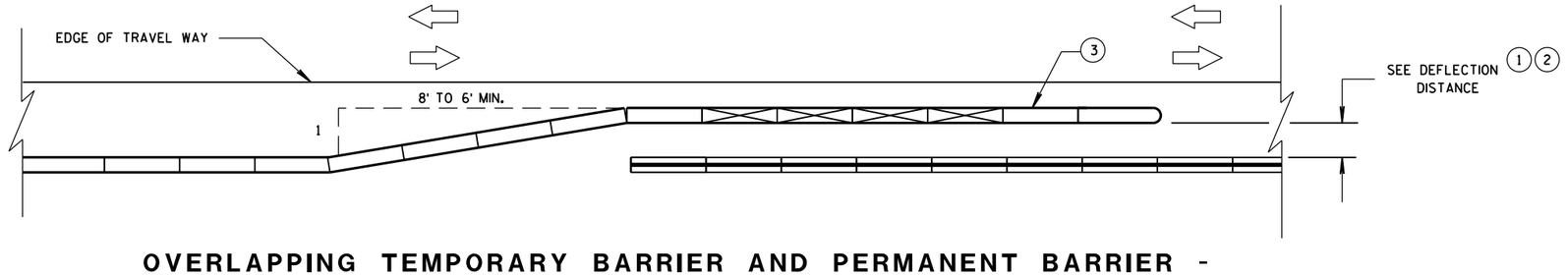
CONNECTING TEMPORARY BARRIER TO PERMANENT
CONCRETE BARRIER-TRAFFIC ON BOTH SIDES

LEGEND

- DIRECTION OF TRAVEL
- CRASH CUSHION OR SAND BARREL ARRAY
- SEE FREE STANDING TRANSITION TO TIED-DOWN SYSTEM DETAILS
- SEE BI-DIRECTIONAL TRANSITION TO TIED-DOWN SYSTEM DETAILS
- 3 PINS PLACED ON TRAFFIC SIDE OF BARRIER
- PERMANENT CONCRETE BARRIER OR CONCRETE PARAPET
- FREE STANDING TEMPORARY BARRIER



OVERLAPPING TEMPORARY BARRIER AND PERMANENT BARRIER -
ONE WAY TRAFFIC



OVERLAPPING TEMPORARY BARRIER AND PERMANENT BARRIER -
TWO WAY TRAFFIC

CRASH CUSHION/SAND BARREL ARRAY AND OTHER TEMPORARY BARRIER LAYOUT DETAILS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

6

S.D.D. 14 B 8-2d

LEGEND

DIRECTION OF TRAVEL

CRASH CUSHION OR SAND BARREL ARRAY

SEE FREE STANDING TRANSITION TO TIED-DOWN SYSTEM DETAILS

SEE BI-DIRECTIONAL TRANSITION TO TIED-DOWN SYSTEM DETAILS

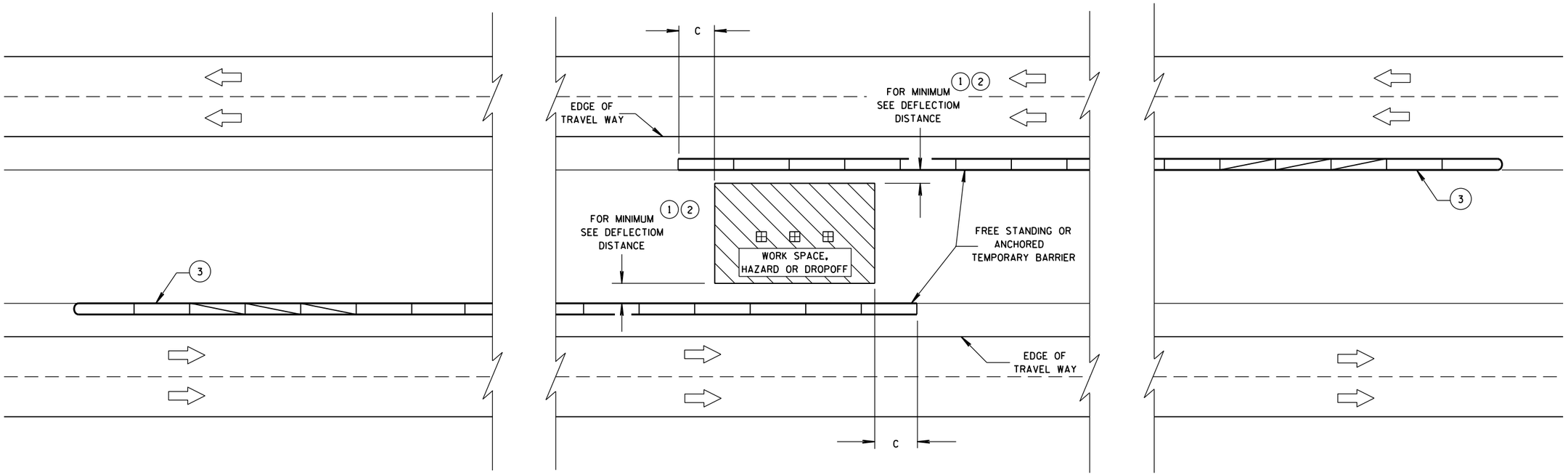
3 PINS PLACED ON TRAFFIC SIDE OF BARRIER

PERMANENT CONCRETE BARRIER OR CONCRETE PARAPET

FREE STANDING TEMPORARY BARRIER

DIMENSION C TABLE (2)

AVAILABLE DEFLECTION DISTANCE	MINIMUM LENGTH OF BARRIER BEYOND HAZARD FT
GREATER THAN 8'	12.5
LESS THAN OR EQUAL TO 8' BUT GREATER THAN 4'	50
LESS THAN OR EQUAL TO 4'	100



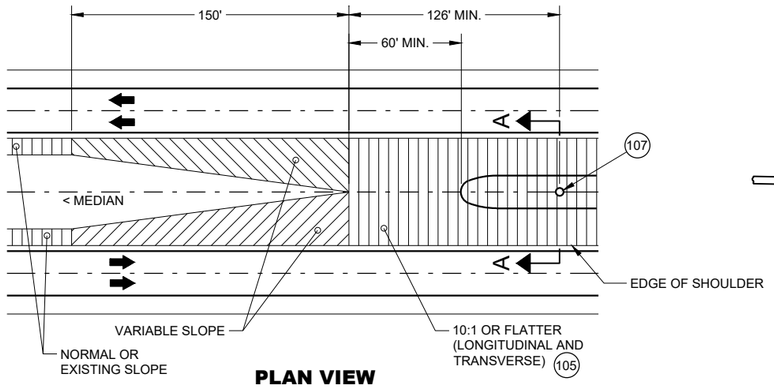
CRASH CUSHION/SAND BARREL ARRAY AND OTHER TEMPORARY BARRIER LAYOUT DETAILS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

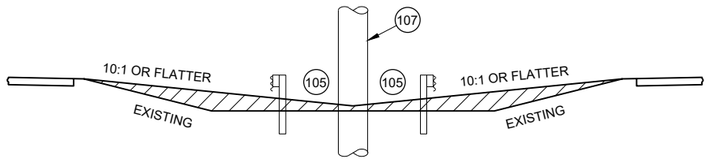
APPROVED
June, 2015
DATE
/S/ Jerry H. Zogg
ROADWAY STANDARDS DEVELOPMENT ENGINNER
FHWA

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S.D.D. 14 B 8-2e



PLAN VIEW
GRADING AT BULLNOSE
(ALL INSTALLATIONS)



SECTION A -A
MEDIAN GRADING
(ALL INSTALLATIONS)

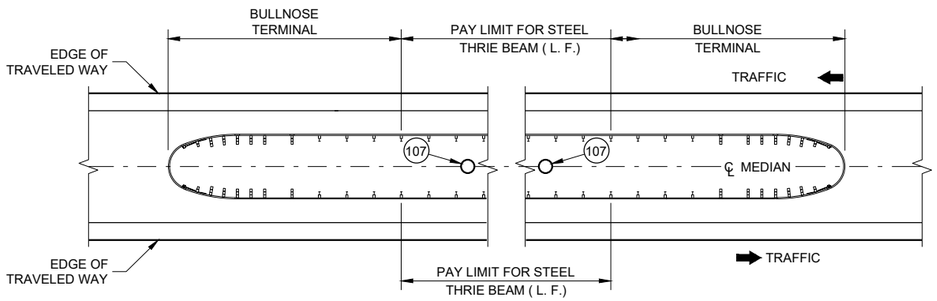
GENERAL NOTES

THRIE BEAM RAILS MAY NEED TO BE FIELD BENT TO FIT THE LOCATION.

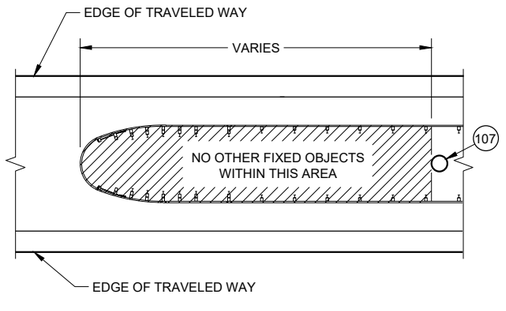
SEE STANDARD DETAIL DRAWINGS 14B26 SHEETS a-h.

IF ROCK IS ENCOUNTERED, REMOVE ROCK TO FULL DEPTH OF POST PLUS 2 ½". MINIMUM DIAMETER OF THE ROCK REMOVAL IS 12" DIAMETER

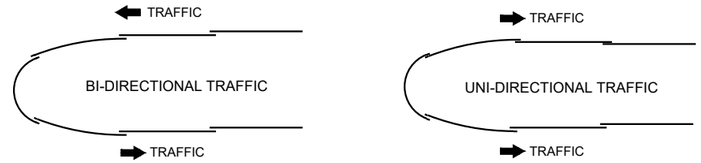
- E1 UNBENT STANDARD THRIE BEAM RAIL B1 (POST 8 TO POST 10 AND POST 10 TO POST 12)
- E2 SLOTTED THRIE BEAM RAIL E1 (POST 1 TO POST 1)
- E3 SLOTTED THRIE BEAM RAIL B3 (POST 5 TO POST 8)
- E4 SLOTTED THRIE BEAM RAIL E4 (POST 1 TO POST 5)
- 5 BEYOND POST 12: CONSTRUCT STEEL THRIE BEAM - USE UNBENT STANDARD THRIE BEAM RAIL NO. 5.
- (100) DIMENSIONS ARE FROM BACK OF RAIL TO BACK OF RAIL WHERE RAIL IS BOLTED TO POST OR BLOCK.
- (101) U-BOLT CABLE CLIPS (3 PER CABLE) SPACED OUT ON NOSE, TO HOLD CABLE TO BACKSIDE OF THE RAIL.
- (102) NOSE CABLE WITH SWAGGED END BUTTONS.
- (103) NOSE CABLE ANCHOR PLATE (BACKSIDE OF SPLICE).
- (104) THE SLACK IN THE NOSE CABLES SHALL BE EVENLY DISTRIBUTED BETWEEN THE CABLE CLIP FASTENERS AND POST NO. 1 ON EITHER SIDE OF THE NOSE.
- (105) MINIMUM WORKING WIDTH 4' - 2".
- (106) MAX. WIDTH OF SYSTEM IS 14' - 2 ½" MEASURED FROM THE BACK OF RAIL TO BACK OF RAIL WHERE RAIL IS BOLTED TO A POST OR BLOCK.
- (107) FIXED OBJECT OR OTHER HAZARD.
- (108) PLAN IS TO PROVIDE STATION OFFSET TO CENTER OF POST 5 IN PLANS.



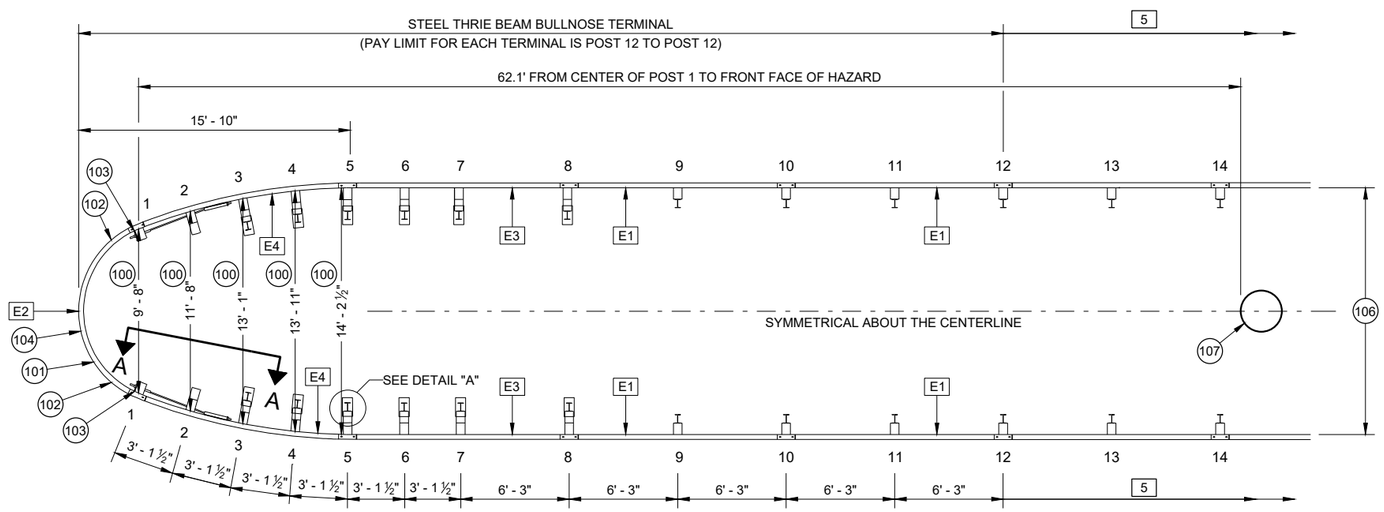
MEDIAN HAZARD PROTECTION PAY LIMITS



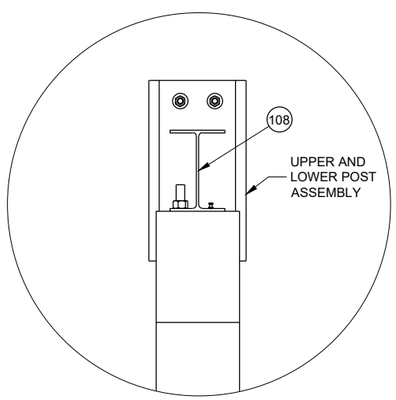
HAZARD FREE AREA
INSIDE BULLNOSE



LAPPING DETAIL



PLAN VIEW
TYPICAL BULLNOSE LAYOUT



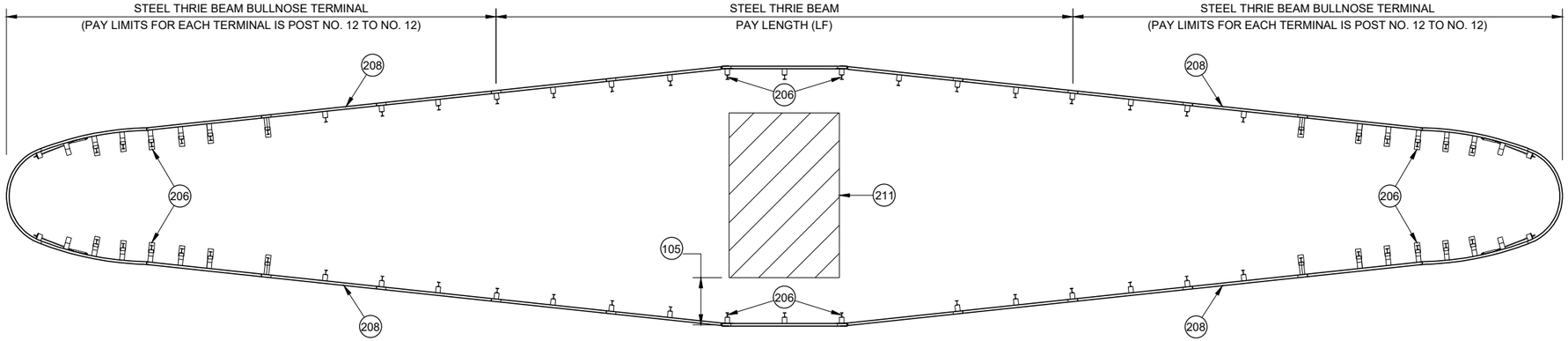
DETAIL "A"

STEEL THRIE BEAM
BULLNOSE TERMINAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

SDD 14B26 - 05a

SDD 14B26 - 05a



VARIABLE WIDTH BULLNOSE

GENERAL NOTES

200 6' - 3" ASYMMETRICAL 10-GAUGE W-BEAM TO THRIE BEAM GUARD TRANSITION. SEE SDD 14B45 FOR MORE INFORMATION.

201 W-BEAM RAIL. SEE SDD 14B42 FOR MORE INFORMATION.

202 SEE POST NO. 9 AND ALL STEEL THRIE BEAM POST BEYOND DETAIL.

203 SEE SDD 14B42 FOR INSTALLATION INFORMATION.

204 SEE SDD 14B45 FOR INSTALLATION DETAILS. REPLACE ASYMMETRICAL W-BEAM TO THRIE BEAM TRANSITION AND W-BEAM RAIL WITH E1. PAY FOR MODIFIED THRIE BEAM TRANSITION.

205 CONCRETE BARRIER OR BRIDGE RAIL.

206 SEE PLAN FOR STATION AND OFFSET TO CENTER OF POST.

207 SEE PLAN FOR STATION AND OFFSET TO CENTER OF SPLICE.

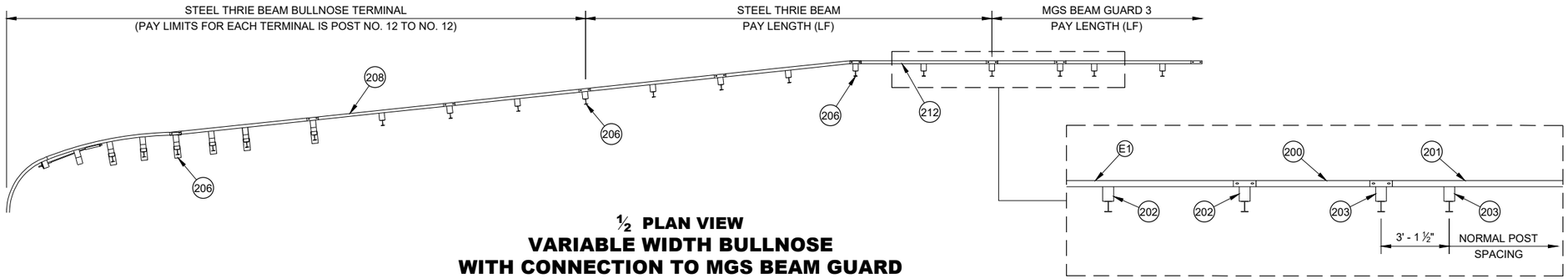
208 SEE PLAN FOR FLARE RATE.

209 A MINIMUM OF 25 FT OF THRIE BEAM TANGENT BEFORE TRANSITIONING TO BEAM GUARD OR THRIE BEAM TRANSITION.

210 NOT ALL BULLNOSE HARDWARE SHOWN. SEE OTHER SHEETS IN 14B26.

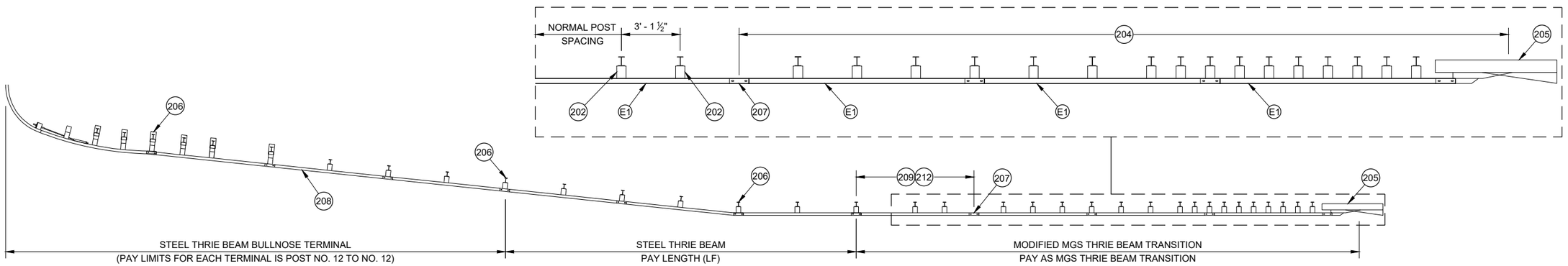
211 WIDER HAZARD TO BE SHIELDED.

212 TRANSITION RAIL HEIGHT TO 31" OVER THE LENGTH OF A 12' - 6" BEAM SECTION.



½ PLAN VIEW

VARIABLE WIDTH BULLNOSE WITH CONNECTION TO MGS BEAM GUARD



½ PLAN VIEW

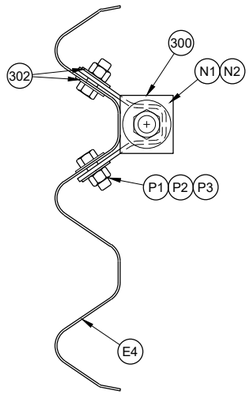
VARIABLE WIDTH BULLNOSE WITH CONNECTION TO RIGID BARRIER

STEEL THRIE BEAM BULLNOSE TERMINAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

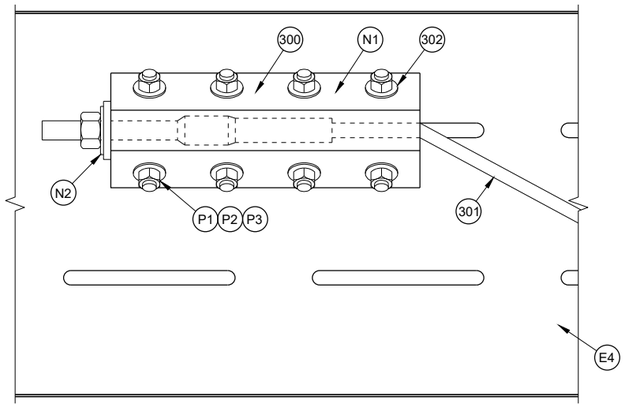
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SDD 14B26 - 05b

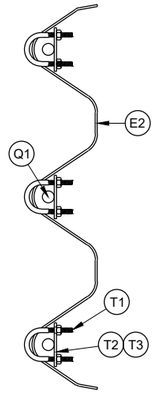


PROFILE VIEW

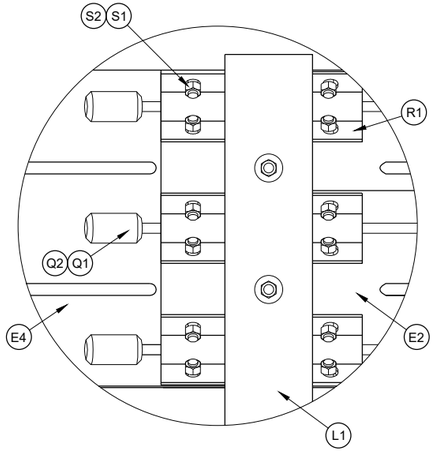
CABLE ANCHOR ASSEMBLY CONNECTION



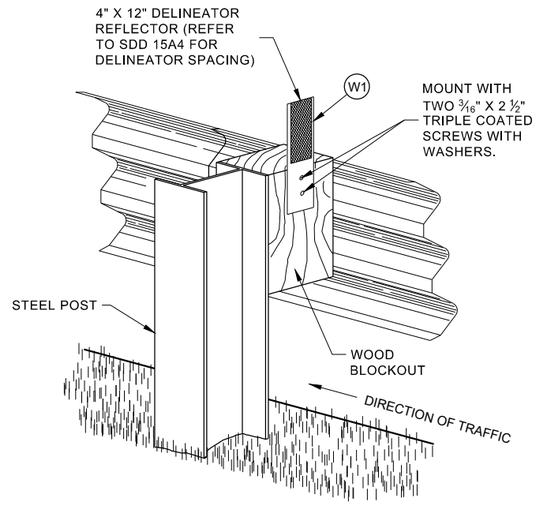
CABLE ANCHOR ASSEMBLY



NOSE CABLE RETAINING CLIP

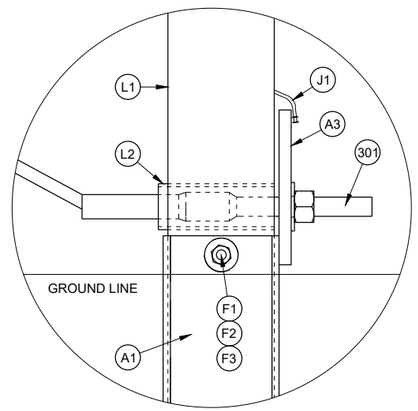


DETAIL "A"

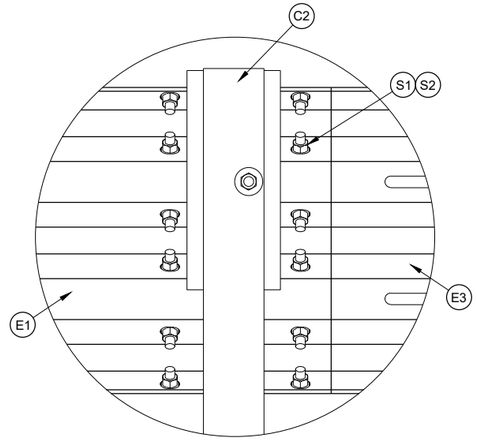


ONE SIDED REFLECTOR DETAIL AND TYPICAL INSTALLATION

CROSS SECTION A - A



DETAIL "B"



DETAIL "C"
THRIE BEAM SPLICE

GENERAL NOTES

(300) SEE ANCHOR BRACKET ASSEMBLY DETAIL.

(301) SEE ANCHOR CABLE ASSEMBLY DETAIL

(302) ONE WASHER BETWEEN BOLT HEAD AND RAIL AND BETWEEN NUT AND ANCHOR BRACKET ASSEMBLY.

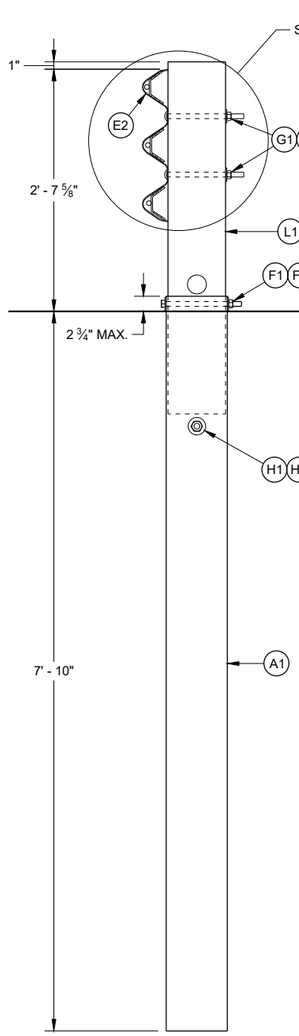
(303) ONE WASHER BETWEEN BOLD HEAD AND FOUNDATION TUBE AND BETWEEN NUT AND FOUNDATION TUBE.

STEEL THRIE BEAM BULLNOSE TERMINAL

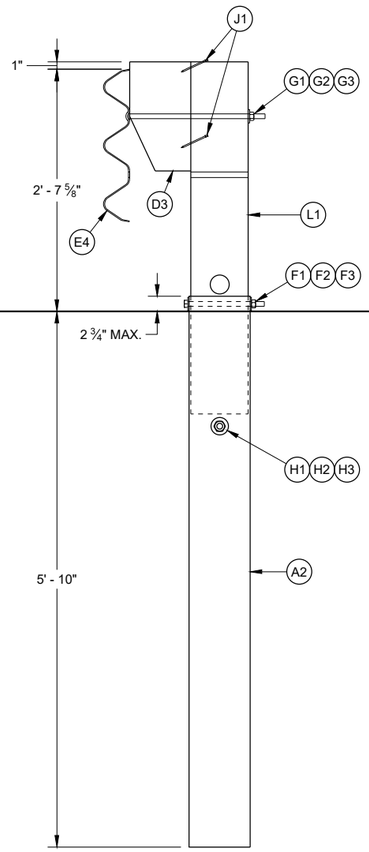
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

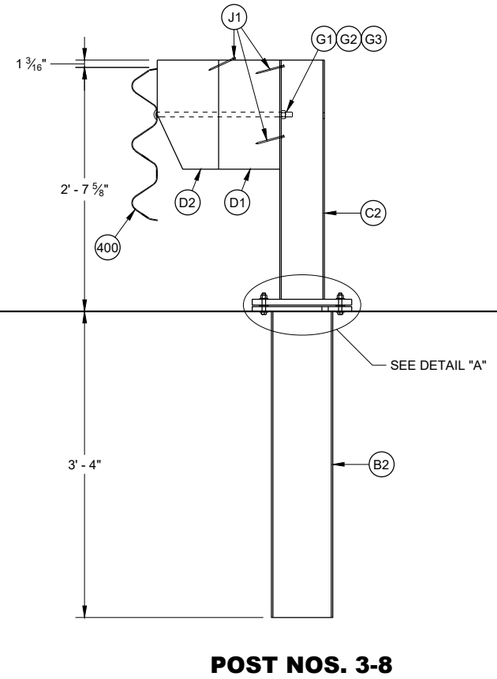
SDD 14B26 - 05c



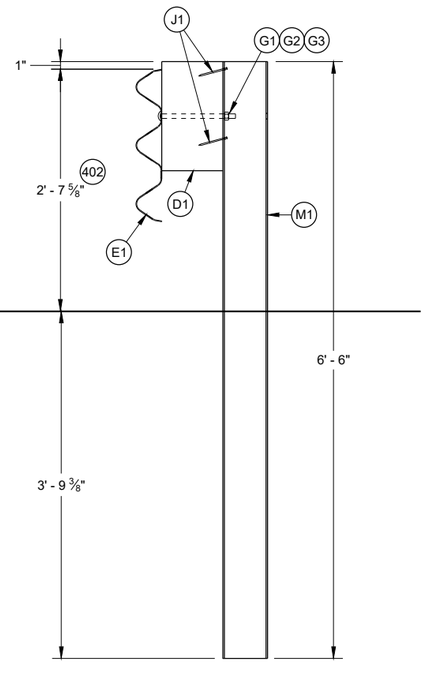
POST NO. 1



POST NO. 2



POST NOS. 3-8



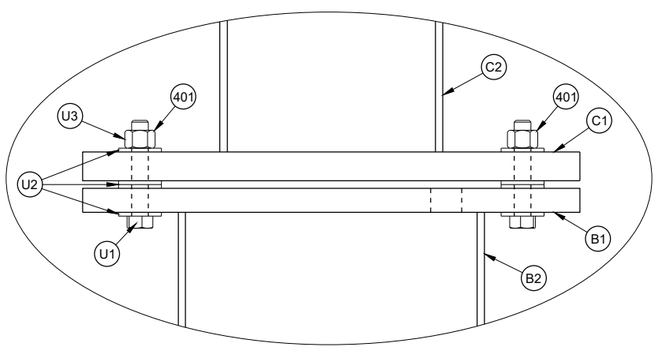
POST NOS. 9 AND ALL STEEL THRIE BEAM POSTS BEYOND

GENERAL NOTES

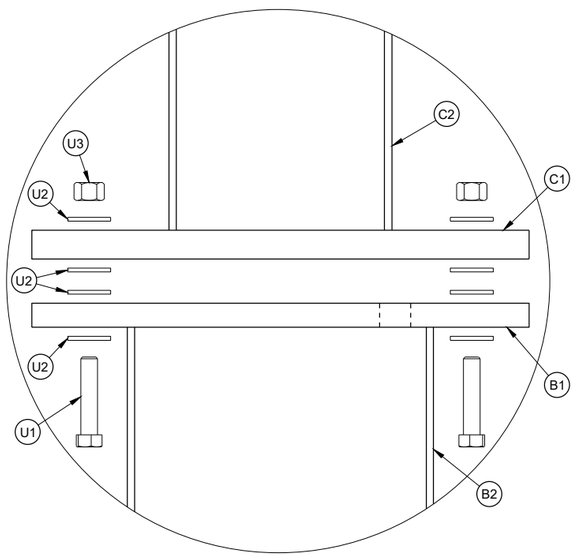
(400) RAIL CAN BE E3 OR E4 DEPENDING ON POST LOCATION.

(401) TORQUE BOLD BETWEEN 60-75 FT-LB

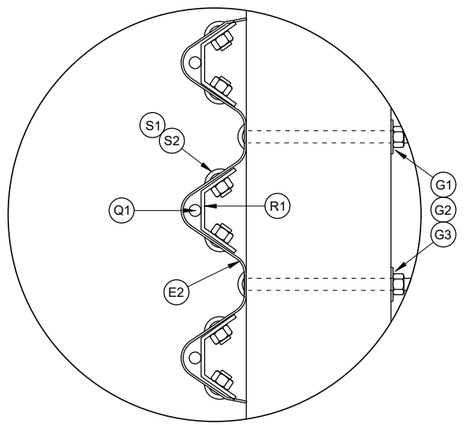
(402) HEIGHT WILL VARY WITHIN HEIGHT TRANSITION TO OTHER HARDWARE. SEE NOTE 213, SHEET "b".



DETAIL "A"



EXPLODED VIEW
DETAIL "A"



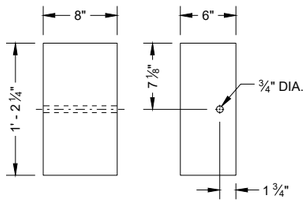
DETAIL "B"

STEEL THRIE BEAM BULLNOSE TERMINAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

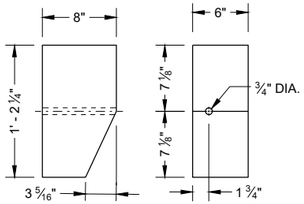
6

SDD 14B26 - 05d



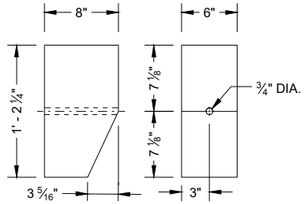
ELEVATION PROFILE

BLOCKOUT (D1)



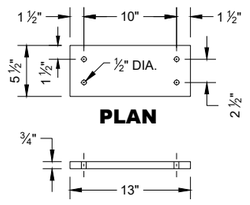
ELEVATION PROFILE

BLOCKOUT (D2)



ELEVATION PROFILE

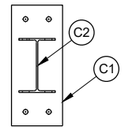
BLOCKOUT (D3)



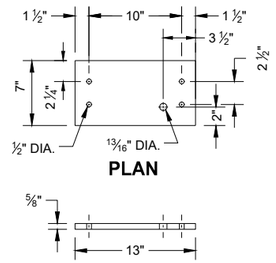
PLAN

PROFILE

UPPER SHEAR PLATE (C1)



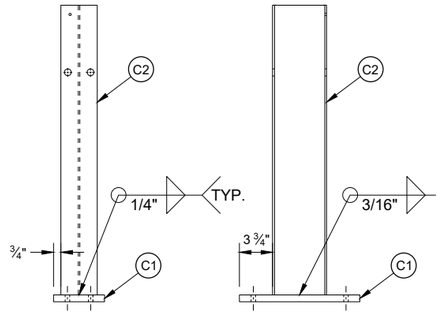
PLAN



PLAN

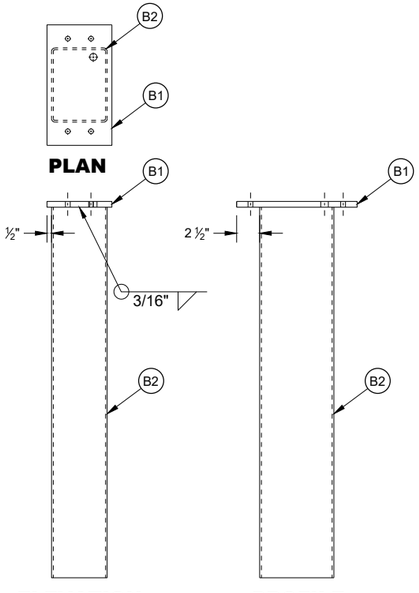
PROFILE

LOWER SHEAR PLATE (B1)



ELEVATION PROFILE

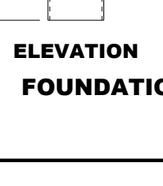
UPPER POST ASSEMBLY



PLAN

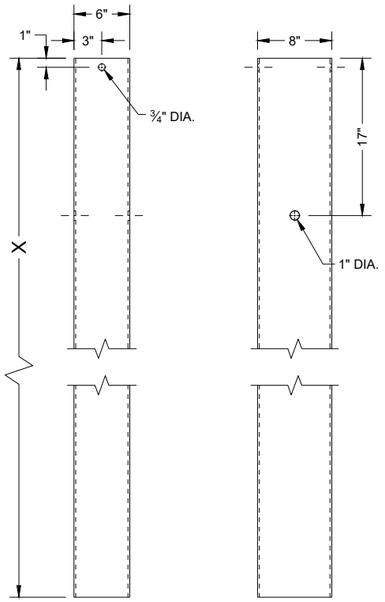
ELEVATION PROFILE

LOWER POST ASSEMBLY



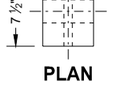
PLAN

PART	LENGTH "X"
A1	8' - 0"
A2	6' - 0"
B2	3' - 4"

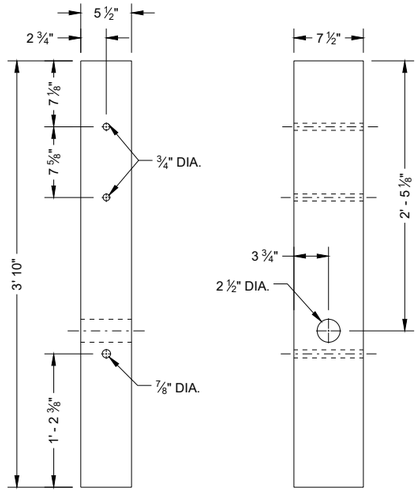


ELEVATION PROFILE

FOUNDATION TUBE

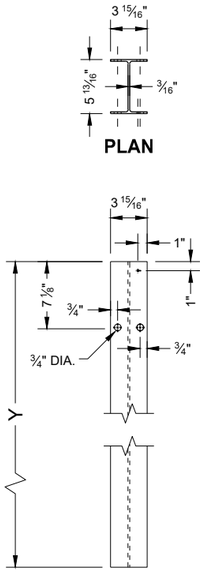


PLAN



ELEVATION PROFILE

BCT POST (L1)



PLAN

ELEVATION

POST

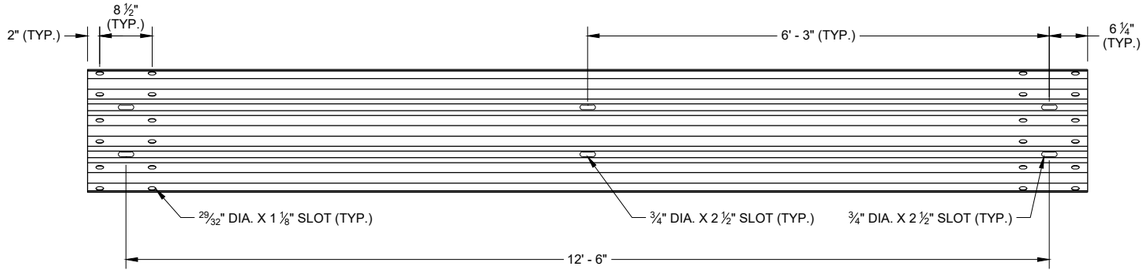
PART	LENGTH "Y"
M1	6' - 6"
M2	5' - 8 5/8"
C2	2' - 7 5/8"

STEEL THRIE BEAM BULLNOSE TERMINAL

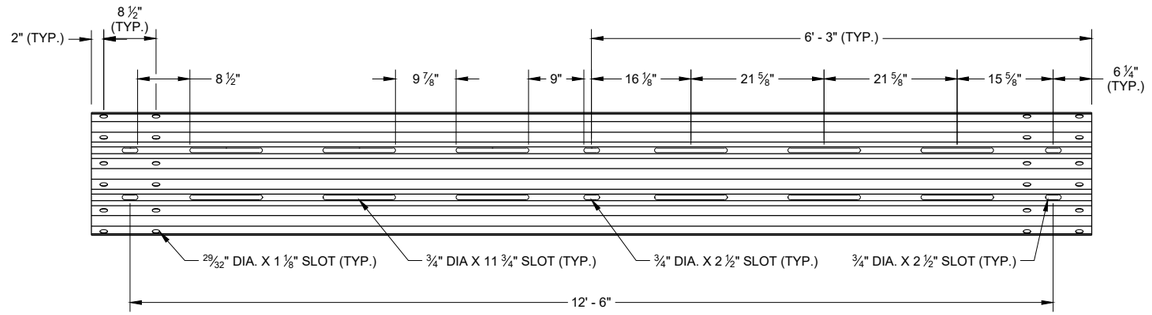
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

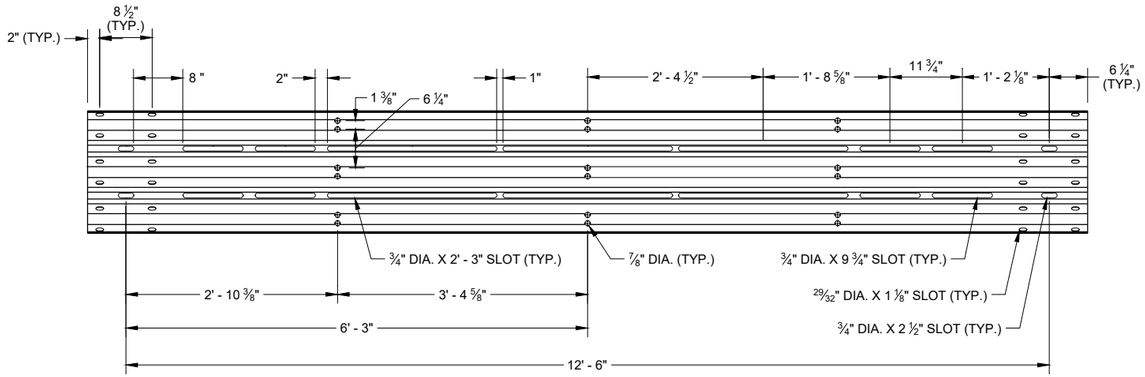
SDD 14B26 - 05e



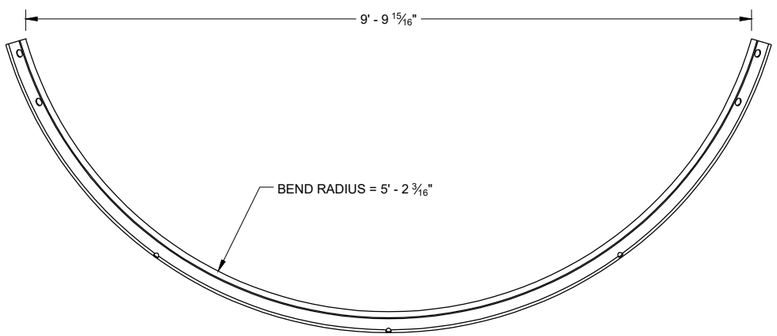
SLOTTED THRIE BEAM RAIL E1



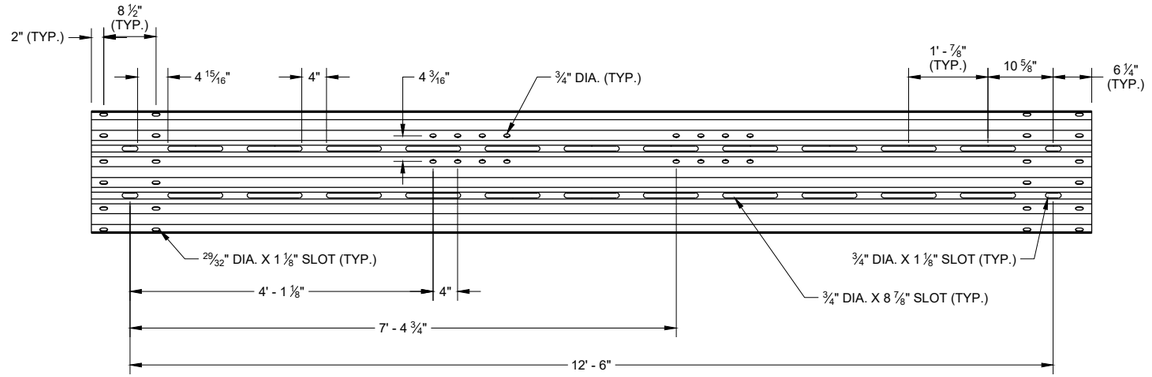
SLOTTED THRIE BEAM RAIL E3



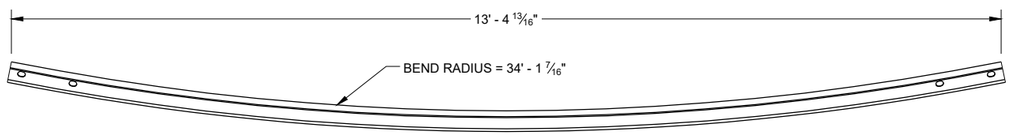
ELEVATION VIEW NON - RADIUSED
SLOTTED THRIE BEAM RAIL E2



PLAN VIEW
SLOTTED THRIE BEAM RAIL E2



ELEVATION VIEW NON - RADIUSED
SLOTTED THRIE BEAM RAIL E4



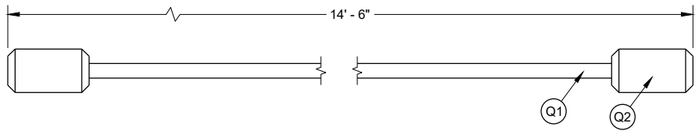
PLAN VIEW
SLOTTED THRIE BEAM RAIL E4

STEEL THRIE BEAM
BULLNOSE TERMINAL

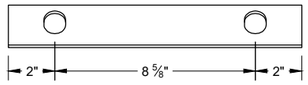
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

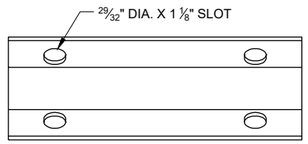
SDD 14B26 - 05f



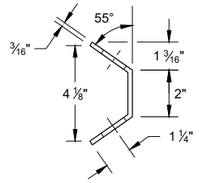
NOSE CABLE AND SWAGE BUTTON



PLAN VIEW

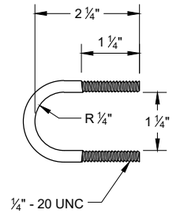


ELEVATION VIEW

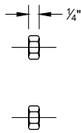


PROFILE VIEW

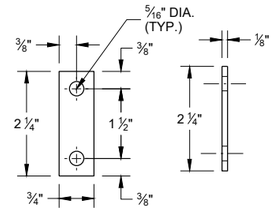
NOSE CABLE ANCHOR (R1)



U - BOLT (T1)

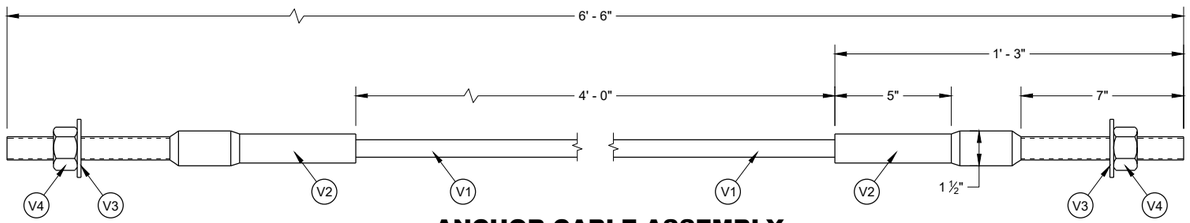


U - BOLT NUT (T3)

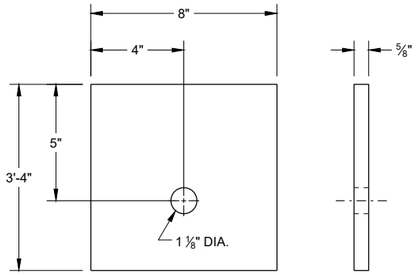


ELEVATION VIEW **PROFILE VIEW**

U - BOLT PLATE WASHER (T2)

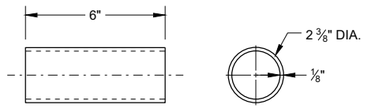


ANCHOR CABLE ASSEMBLY



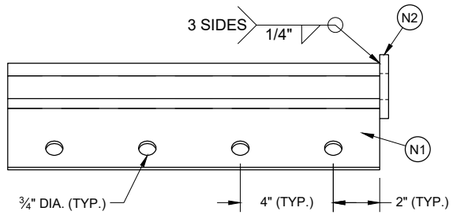
ELEVATION VIEW **PROFILE VIEW**

BCT BEARING PLATE (A3)

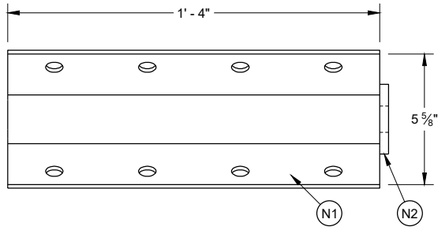


ELEVATION VIEW **PROFILE VIEW**

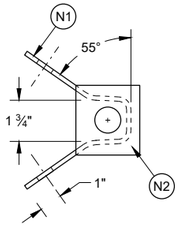
BCT POST SLEEVE (L2)



PLAN VIEW

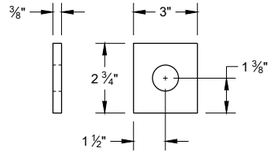


ELEVATION VIEW



PROFILE VIEW

ANCHOR BRACKET ASSEMBLY (N1)



ANCHOR BRACKET END PLATE (N2)

STEEL THRIE BEAM BULLNOSE TERMINAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 14B26 - 05g

BILL OF MATERIALS LIST

PART NUMBER	DESCRIPTION	MATERIAL SPECIFICATION
A1	LONG FOUNDATION TUBE	AASHTO M111/ASTM A123 ASTM A500 GRADE B OR ASTM A-501
A2	FOUNDATION TUBE	AASHTO M111/ASTM A123 ASTM A500 GRADE B OR ASTM A-501
A3	BEARING PLATE AT POST	AASHTO M111/ASTM A123 ASTM A36 MIN STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI
B1	LOWER SLIP POST ASSEMBLY - PLATE	AASHTO M111/ASTM A123 ASTM A36 MIN STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI
B2	LOWER SLIP POST ASSEMBLY - TUBE	AASHTO M111/ASTM A123 ASTM A500 GRADE B OR ASTM A-501
C1	UPPER SLIP POST ASSEMBLY - PLATE	AASHTO M111/ASTM A123 ASTM A36 MIN STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI
C2	UPPER SLIP POST ASSEMBLY - POST	AASHTO M111/ASTM A123 ASTM A6 W6X9 OR W6X8.5 ASTM A36 MIN STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI
D1	BLOCK FOR STEEL POST - WOOD	WISDOT SPEC. 614
D2	TAPERED BLOCK FOR STEEL POST - WOOD	WISDOT SPEC. 614
D3	TAPERED BLOCK FOR BCT POST - WOOD	WISDOT SPEC. 614
E1	THRIE BEAM RAIL	AASHTO M180 CLASS A TYPE 2 APPROVED PRODUCER
E2	THRIE BEAM RAIL - SHOP BENT AND PUNCHED	AASHTO M180 CLASS A TYPE 2 APPROVED PRODUCER. INDICATE RADIUS BEAM GUARD IS BENT TO ON THE BACKSIDE OF RAIL. FOLLOW AASHTO M180. MARK RADIUS.
E3	THRIE BEAM RAIL - PUNCHED	AASHTO M180 CLASS A TYPE 2 APPROVED PRODUCER
E4	THRIE BEAM RAIL - SHOP BENT AND PUNCHED	AASHTO M180 CLASS A TYPE 2 APPROVED PRODUCER. INDICATE RADIUS BEAM GUARD IS BENT TO ON THE BACKSIDE OF RAIL. FOLLOW AASHTO M180. MARK RADIUS.
F1	5/8" DIA. HEX HEAD GROUND STRUT AND YOKE BOLT	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1/ ASTM B695 CLASS 50 TYPE 1 UNC HEAVY HEX HEAD ASTM A307 GRADE B OR SAE J429 GRADE 2 OR ASTM F1554 GRADE 36
F2	5/8" DIA. GROUND STRUT AND YOKE BOLT - WASHER	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1/ ASTM B695 CLASS 50 TYPE 1 F436 TYPE 1 (HARDEN WASHER ONLY)
F3	GROUND STRUT AND YOKE BOLT - NUT	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1/ ASTM B695 CLASS 50 TYPE 1 UNC OVER TAP NUTS AS SPECIFIED IN AASHTO 291/ASTM A 563 HEAVY HEX HEAD ASTM A563DH OR SAE J995 GRADE 5
G1	5/8 " DIA. POST BOLT	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1/ ASTM B695 CLASS 50 TYPE 1 F436 TYPE 1 (HARDEN WASHER TYPICALLY USED WITH STEEL POSTS) OR ASTM F844 (UNHARDENED WASHER TYPICALLY USED WITH WOOD)
G2	POST BOLT - WASHER	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1/ ASTM B695 CLASS 50 TYPE 1 F436 TYPE 1 (HARDEN WASHER TYPICALLY USED WITH STEEL POSTS) OR ASTM F844 (UNHARDENED WASHER TYPICALLY USED WITH WOOD)
G3	POST BOLT - NUT	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1/ ASTM B695 CLASS 50 TYPE 1 UNC OVER TAP NUTS AS SPECIFIED IN AASHTO 291/ASTM A 563 AASHTO M180 RECESSED HEAVY HEX HEAD ASTM A563DH OR SAE J995 GRADE 5
H1	7/8" DIA. SOIL TUBE BOLT	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1/ ASTM B695 CLASS 50 TYPE 1 UNC OVER TAP NUTS AS SPECIFIED IN AASHTO 291/ASTM A 563 HEAVY HEX HEAD 7/8" ASTM A563DH OR SAE J995 GRADE 5
H2	SOIL TUBE BOLT - WASHER	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1/ ASTM B695 CLASS 50 TYPE 1 7/8" ASTM F844 TYPE 1 (HARDEN WASHER ONLY)
H3	SOIL TUBE BOLT - NUT	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1/ ASTM B695 CLASS 50 TYPE 1 UNC OVER TAP NUTS AS SPECIFIED IN AASHTO 291/ASTM A 563 HEAVY HEX HEAD 7/8" ASTM A563DH OR SAE J995 GRADE 5
J1	16D DOUBLE HEAD NAIL	ASTM A153 HOT DIPPED CLASS D DOUBLE HEAD ASTM F1667 TYPE 1 STYLE 12 (16 DOUBLE HEADED)
L1	BCT TIMBER POST	WISDOT SPEC. 614 S4S FINISH ON 4 SIDE
L2	BCT POST SLEEVE	AASHTO M111/ASTM A123 2 3/8" OD ASTM 53 GRADE B
M1	W6X8.5 OR W6X9 STEEL POST	AASHTO M111/ASTM A123 ASTM A6 W6X9 OR W6X8.5 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI
M2	W6X8.5 OR W6X9 STEEL POST	AASHTO M111/ASTM A123 ASTM A6 W6X9 OR W6X8.5 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI
N1	ANCHOR BRACKET	AASHTO M111/ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI
N2	ANCHOR BRACKET - BEARING PLATE	AASHTO M111/ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI

PART NUMBER	DESCRIPTION	MATERIAL SPECIFICATION
P1	5/8" DIA. ANCHOR BRACKET BOLT	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1/ ASTM B695 CLASS 50 TYPE 1 UNC HEAVY HEX HEAD 5/8" ASTM A307 GRADE B OR SAE J429 GRADE 2 OR ASTM F1554 GRADE 36
P2	ANCHOR BRACKET BOLT - WASHER	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1/ ASTM B695 CLASS 50 TYPE 1 F436 TYPE 1 (HARDEN WASHER ONLY)
P3	SOIL TUBE BOLT - NUT	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1/ ASTM B695 CLASS 50 TYPE 1 UNC OVER TAP NUTS AS SPECIFIED IN AASHTO 291/ASTM A 563 HEAVY HEX HEAD ASTM A563DH OR SAE J995 GRADE 5
Q1	5/8" DIA. NOSE CABLE	6X19 AASTHO M30 / ASTM A741 XIPS INDEPENDENT WIRE CORE (IWRC) PR 6X25 XIPS, IWRC NOMINAL BREAKING STRENGTH OF 41.2 KIPS.
Q2	NOSE CABLE-SWAGE BUTTON	COLD TUFF BUTTON, S-409 SIZE NO. 12 STOCK NUMBER 1040395 OR ANY OTHER SIMILAR SIZED WAGED-GRIP-BUTTON FERRULES. ASTM A576 GRADE 1035 SWAGE FITTING ARE TO BE FIELD SWAGED PER MANUFACTURERS RECOMMENDATION. NOMINAL BREAKING STRENGTH OF 41.2 KIPS.
R1	NOSE CABLE ANCHOR BRACKET	AASHTO M111/ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI
S1	5/8" DIA. SPLICE BOLT - BOLT	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1 / ASTM B695 CLASS 50 TYPE 1 UNC AASHTO M180 HEAD ASTM A307 GRADE B OR SAE J429 GRADE 2 OR ASTM F1554 GRADE 36
S2	SPLICE - BOLT NUT	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1 / ASTM B695 CLASS 50 TYPE 1 UNC OVER TAP NUTS AS SPECIFIED IN AASHTO 291/ASTM A 563 AASHTO M180 RECESSED HEAVY HEX HEAD 5/8" ASTM A563DH OR SAE J995 GRADE 5
T1	1/4" DIA. NOSE CABLE - U BOLT	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1 / ASTM B695 CLASS 50 TYPE 1 UNC HEAVY HEX HEAD ASTM A307 GRADE B OR SAE J429 GRADE 2 OR ASTM F1554 GRADE 36
T2	U-BOLT - PLATE WASHER	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1 / ASTM B695 CLASS 50 TYPE 1 F436 TYPE 1 (HARDEN WASHER ONLY)
T3	U-BOLT NUT	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1/ ASTM B695 CLASS 50 TYPE 1 UNC OVER TAP NUTS AS SPECIFIED IN AASHTO 291 / ASTM A 563 HEAVY HEX HEAD ASTM A563DH OR SAE J995 GRADE 5
U1	7/16" DIA. SLIP POST ASSEMBLY - BREAKAWAY BOLT	ASTM A153 OR B695 CLASS 55 OR F2329 UNC FULLY THREADED HEX HEAD TAP BOLT ASTM A449 OR SAE J429 GRADE 5
U2	7/16" DIA. SLIP POST ASSEBLY - BREAKAWAY BOLT - WASHER	ASTM F436 TYPE I (HARDEN TYPICALLY USED WITH STEEL) GALV. AASHTO M111/ASTM A 123 OR GALV. HOT DIP. TO POST BOLT CLASS C / ASTM F2329 OR GALV. MECHANICALLY TO AASHTO M232 CLASS C / ASTM A153 CLASS C / ASTM AASHTO M298 CLASS 50, TYPE 1 / ASTM B695 CLASS 55, F2329
U3	SLIP POST ASSEBLY - BREAKAWAY BOLT - NUT	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1 / STM B695 CLASS 50 TYPE 1 UNC OVER TAP NUTS AS SPECIFIED IN AASHTO 291/ASTM A 563 HEAVY HEX HEAD ASTM A563DH OR SAE J995 GRADE 5
V1	¾" DIA. BCT CABLE	AASHTO M30 / ASTM A741 6X19 INDEPENDENT WIRE CORE (IWRC) IMPROVED PLOW STEEL (IPS), 6X19 INDEPENDENT WIRE CORE (IWRC) IMPROVED PLOW STEEL (IPS) TYPE II OR IIC, CLASS C ZINC COATED MIN BREAKING STRENGTH OF 42.7 KIPS
V2	ANCHOR CABLE-SWAGE FITTING	UNC ASTM A576 GRADE 1035 SWAGE FITTING ARE TO BE FACTORY SWAGED. MIN. BREAKING STRENGTH OF 42.7 KIPS. ASME B30.26 "FORGED, CAST, OR DIE STAMPED WITH THE FOLLOWING IN TO CONNECTION: NAME OF MANUFACTURE OR TRADEMARK OF CONNECTION'S MANUFACTURER, SIZE OR RATED LOAD, GRADE FOR ALLOY EYEBOLTS."
V3	1" DIA. ANCHOR CABLE-WASHER	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1 / ASTM B695 CLASS 50 TYPE 1 F436 TYPE 1 (HARDEN WASHER ONLY)
V4	1" DIA. ANCHOR CABLE-NUT	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1/ ASTM B695 CLASS 50 TYPE 1 UNC OVER TAP NUTS AS SPECIFIED IN AASHTO 291 / ASTM A 563 HEAVY HEX HEAD ASTM A563DH OR SAE J995 GRADE 5
W1	REFLECTOR	SEE SDD 15A4

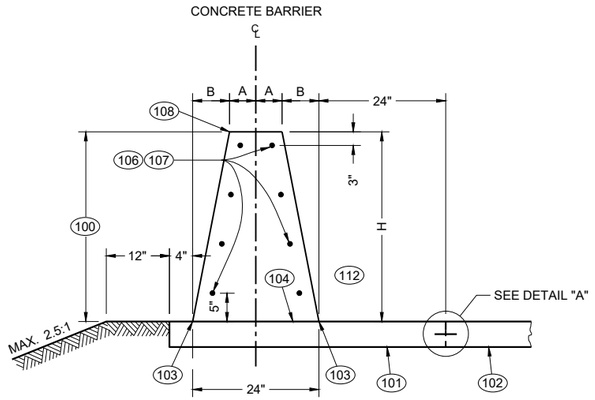
STEEL THRIE BEAM BULLNOSE TERMINAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2022 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS DEVE ENGINEER
FHWA

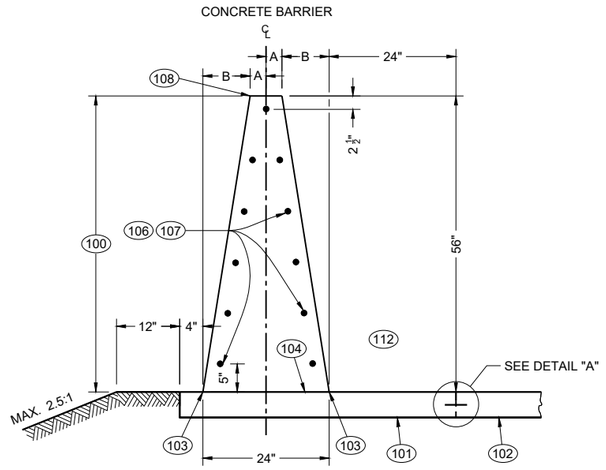
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SDD 14B26 - 05h



32 - INCH, 36 - INCH OR 42 - INCH SINGLE SLOPE CONCRETE BARRIER

(TYPE S32, TYPE S36, TYPE S42)

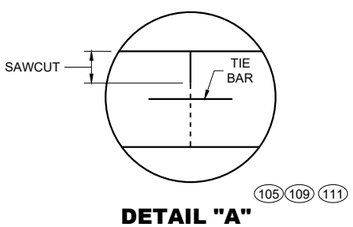


56 - INCH SINGLE SLOPE CONCRETE BARRIER

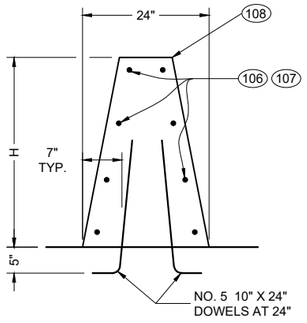
(TYPE S56)

TABLE "A"

BARRIER HEIGHT H INCHES	A INCHES	B INCHES	NUMBER OF NO. 5 BARS EACH
32	7	5	8
36	6 ¼	5 ¾	8
42	5 ¼	6 ¾	10
56	3	9	11

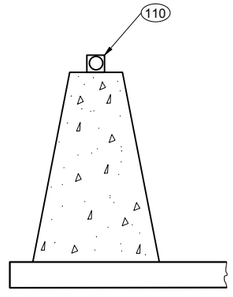


DETAIL "A"



SINGLE SLOPE CONCRETE BARRIER ON BRIDGE

(NON OUTER PARAPET APPLICATION)



DELINEATION

GENERAL NOTES

WHERE THE CONCRETE BARRIER IS ADDED TO THE FACE OF EXISTING CONCRETE STRUCTURE, MATCH EXISTING WEEP HOLES.

LOCATE EXPANSION JOINTS IN CONCRETE BARRIER SHALL AT ALL DECK AND PRINCIPAL WALL JOINTS. FILL EXPANSION JOINT WITH EXPANSION JOINT MATERIAL. SEAL THE EXPANSION JOINT CONFORMING TO STANDARD SPECIFICATION 415.2.6.

PLACE BARRIER PERPENDICULAR TO SHOULDER GRADE, UNLESS INDICATED IN PLAN.

4000 PSI CONCRETE AIR ENTRAINMENT PER STANDARD SPECIFICATION 501.

2" CLEAR COVER TYPICAL

ANCHORS ARE REQUIRED AT CONCRETE BARRIER ENDS AND AT INTERRUPTIONS IN CONCRETE BARRIER. ANCHOR MAY BE AS SHOWN IN THIS SDD OR DETAIL SHOWN ON SDD 14B33. ANCHORS INCIDENTAL TO CBSS.

PROVIDE A 1" DEEP CONTRACTION JOINT IN BARRIER PAD AND BARRIER. JOINT IS TO MATCH ADJACENT CONCRETE JOINTS. NO DOWEL BARS ARE REQUIRED FOR BARRIER PAD. IF ADJACENT TO ASPHALT, CONTRACTION JOINT IS REQUIRED EVERY 15'.

ALL REBAR SHALL BE EPOXY COATED M31 TYPE S. SEE STANDARD SPECIFICATION 505.

CONCRETE BARRIER, UPPER CONCRETE BARRIER, LOWER CONCRETE BARRIER, CONCRETE BARRIER PAD, AND FOOTINGS ARE TERMS USED TO DESCRIBE PARTS OF SINGLE SLOPE CONCRETE BARRIER BID ITEMS. THESE PARTS ARE INCIDENTAL TO THE SINGLE SLOPE CONCRETE BARRIER BID ITEMS.

(100) CONCRETE BARRIER

(101) CONCRETE BARRIER PAD

(102) PAVEMENT

(103) WHERE VERTICAL ROADWAY OFFSET IS GREATER THAN 1 ½", USE TYPE A SINGLE SLOPE BARRIER.

(104) OPTIONAL CONSTRUCTION JOINT.

(105) CONSTRUCTION JOINTS MAY BE ELIMINATED WHEN CONCRETE SHOULDER IS LESS THAT 10'.

(106) STAGGER LAPPING OF LONGITUDINAL STEEL. MINIMUM OVERLAP OF STEEL IS 2' BARS AT LAPS TO BE FIRMLY TIED OR CONNECTED.

(107) NO. 5 CONTINUOUS BARS EVENLY SPACED (SEE TABLE "A").

(108) USE ¾" BEVEL OR 1" RADIUS ON ALL EXPOSED SHARP EDGES UNLESS OTHERWISE NOTED.

(109) CONCRETE BARRIER PAD UNDER CBSS MAY BE PLACED SEPARATELY OR PLACED WITH CONCRETE SHOULDER AND SAWED ⅓ DEPTH. CONCRETE BARRIER PAD AND SAWING OF CONCRETE SHOULDER IS INCIDENTAL TO CONCRETE BARRIER BID ITEM. CONCRETE BARRIER PAD MINIMUM DEPTH IS 6", OR EQUAL TO THE DEPTH OF THE CONCRETE SHOULDER.

(110) SEE SDD 15A04 FOR DELINEATOR DETAILS AND SPACING.

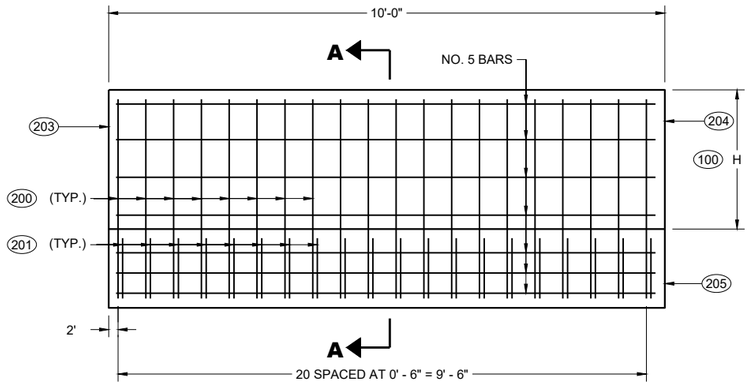
(111) SEE SDD 13C01 FOR DETAILS TYPING CONCRETE BARRIER TO ADJACENT CONCRETE

(112) TRAFFIC SIDE

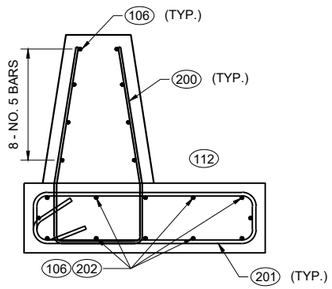
CONCRETE BARRIER SINGLE SLOPE (CBSS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

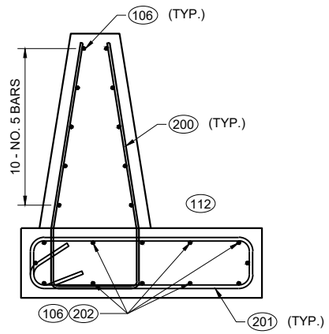
6
SDD 14B32-11a



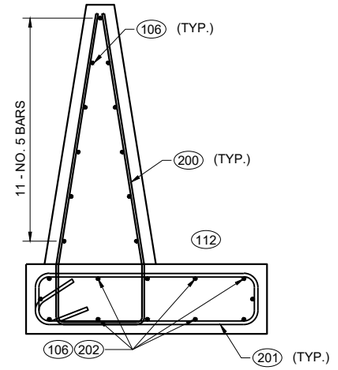
END ANCHOR SINGLE
SLOPE CONCRETE BARRIER



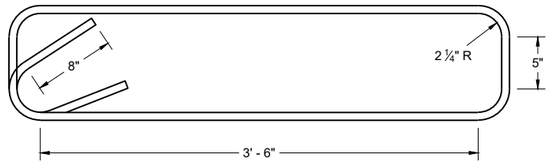
32" AND 36" CBSS



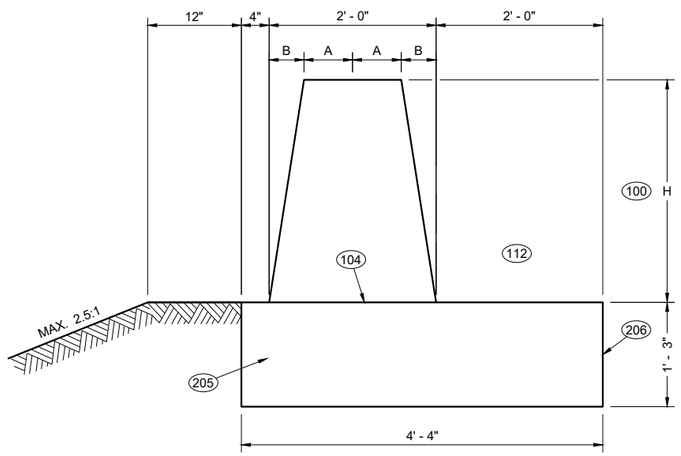
42" CBSS



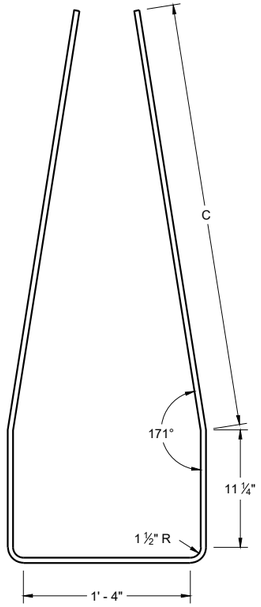
56" CBSS



STIRRUP BAR
BENDING DETAIL



SECTION A - A



V1 BAR
BENDING DETAIL

TABLE "B"

BARRIER HEIGHT H INCHES	C INCHES
32	2' - 6"
36	2' - 11"
42	3' - 4"
56	4' - 6 ½"

GENERAL NOTES

200 V1 BARS ARE NO. 5 BARS. (SEE BAR BENDING DETAIL)

201 STIRRUPS ARE NO. 6 BARS. (SEE BAR BENDING DETAIL)

202 TWELVE (12) NO. 5 BARS EVENLY SPACED

203 END OF INSTALLATION OR EXPANSION JOINT.

204 SEE COLD JOINT DETAIL TO CONNECT END ANCHOR SINGLE SLOPE CONCRETE BARRIER TO SINGLE SLOPE CONCRETE BARRIER.

205 FOOTING

206 DO NOT TIE TO FOOTING TO ADJACENT PAVEMENT.

6

SDD 14B32-11b

CONCRETE BARRIER
SINGLE SLOPE (CBSS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

GENERAL NOTES

(400) END ANCHOR SINGLE SLOPE CONCRETE BARRIER.

(401) PARAPET, SIGN BRIDGE BASE, LIGHT POLE BASE OR OTHER OBJECT SINGLE SLOPE CONCRETE BARRIER CANNOT TIE INTO.

(402) JOINT SEAL CONFORMING TO STANDARD SPECIFICATION 415.2.6

(403) EXPANSION JOINT MATERIAL.

(404) INLET (SEE PLAN)

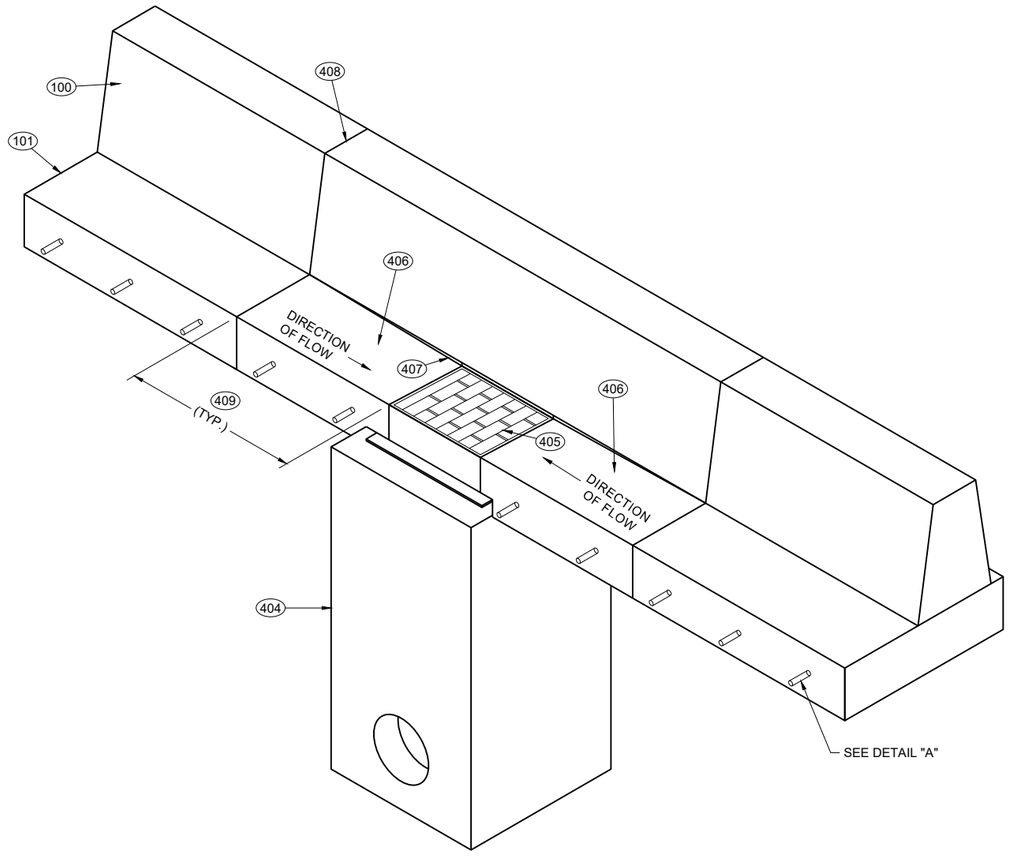
(405) INLET COVER BW (SEE PLAN)

(406) WARP PAN TO MATCH INLET COVER.

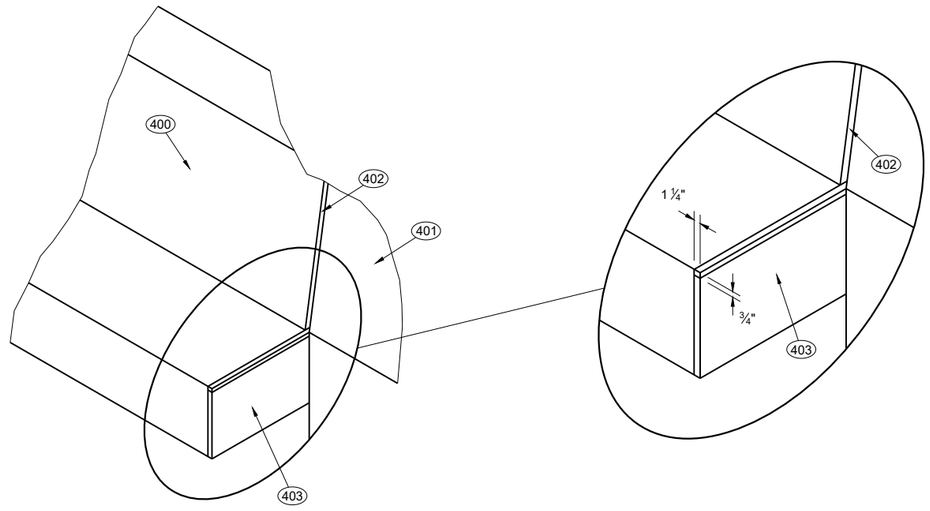
(407) EXTEND BARRIER SLOPE TO INLET. SEE PLAN FOR THE LENGTH OF EXTENSION.

(408) CONTRACTION JOINT.

(409) WHEN ADJACENT TO CONCRETE PAVEMENT OR SHOULDER, JOINT SHOULD MATCH CONCRETE JOINTS. OTHERWISE, 3' (TYP.). SEE SDD 13C18 FOR MORE INFORMATION.



DRAINAGE DETAIL



EXPANSION JOINT DETAIL

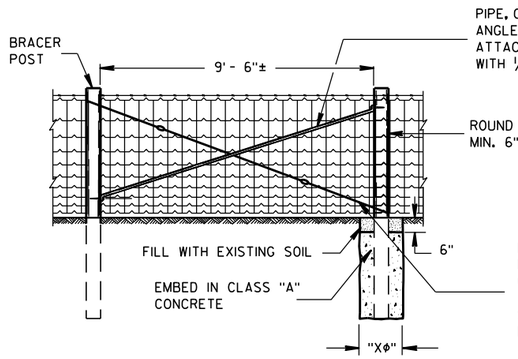
CONCRETE BARRIER SINGLE SLOPE (CBSS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

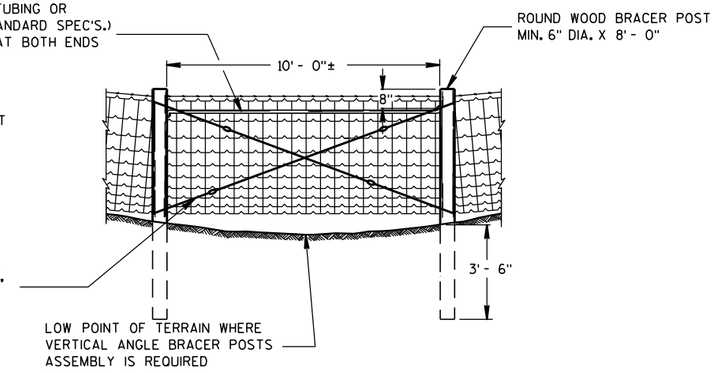
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SDD 14B32-11d

NOTE: PULL OR STRETCHER POST ASSEMBLIES SHALL BE PLACED MIDWAY BETWEEN END POSTS AND CORNER POSTS WHERE A RUN OF FENCE EXCEEDS 660' BUT IS LESS THAN 1,320'. FOR RUNS OF FENCE IN EXCESS OF 1,320' MAXIMUM SPACING OF PULL OR STRETCHER POST ASSEMBLIES SHALL BE 660'± C-C.

ILLUSTRATION SHOWS POSITION OF STANDARD STEEL BRACE, DOUBLE STRAND GALVANIZED WIRE, AND THE POST TO BE EMBEDDED IN CONCRETE WHEN WIRE FENCE IS INSTALLED FROM LEFT TO RIGHT. THE BRACES SHALL BE POSITIONED ON THE OPPOSITE DIAGONALS AND THE OPPOSITE POST SHALL BE EMBEDDED IN CONCRETE WHEN WIRE FENCE IS INSTALLED FROM RIGHT TO LEFT.



PULL OR STRETCHER POSTS ASSEMBLY



VERTICAL ANGLE BRACER POSTS ASSEMBLY

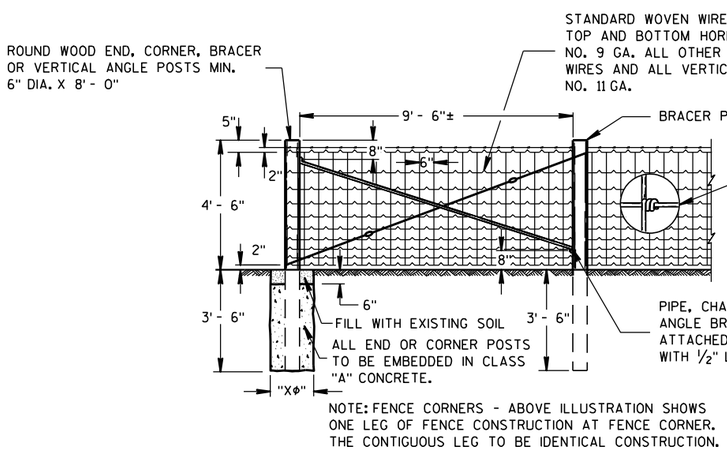
GENERAL NOTES

"XΦ" = DIAMETER OF THE POST PLUS 12".

FENCE STAPLES SHOULD NEVER BE DRIVEN VERTICALLY INTO WOOD POSTS (WITH BOTH LEGS PARALLEL WITH THE WOOD GRAIN). DOING SO CAN SEPARATE THE GRAIN AND SIGNIFICANTLY REDUCE THE HOLDING POWER. ROTATING THE STAPLES SLIGHTLY OFF VERTICAL STRADDLES THE GRAIN AND PROVIDES MORE RESISTANCE TO PULL-OUT.

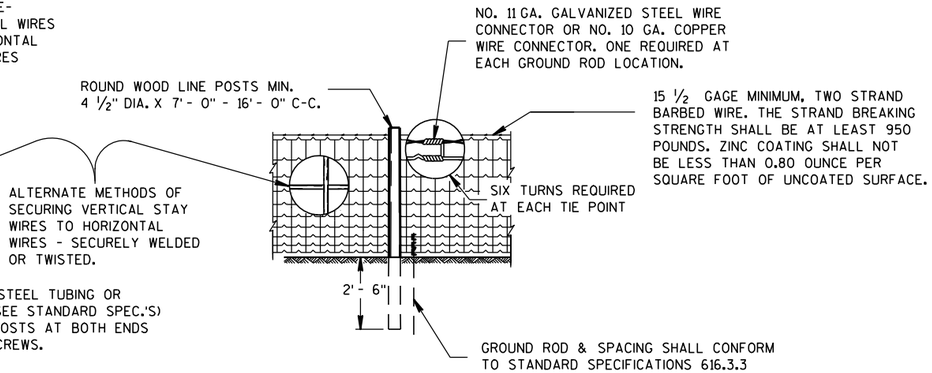
DO NOT STAPLE WIRE TIGHT TO THE LINE POSTS. ALLOW MOVEMENT OF WIRE FOR EXPANSION AND CONTRACTION. STAPLE ARRANGEMENT SHALL BE THE SAME FOR ALL OTHER POSTS EXCEPT THAT THEY SHALL BE DRIVEN TIGHT TO POSTS. ALL STAPLES SHALL BE 2" X 9 GAGE AND SHALL BE MANUFACTURED FROM GALVANIZED WIRE OR HOT DIP GALVANIZED AFTER FORMING. STAPLES SHALL HAVE SLASH-CUT POINTS.

FENCE SHALL BE LOCATED 3'-0" INSIDE THE RIGHT OF WAY LINE UNLESS OTHERWISE INDICATED ON THE PLANS.



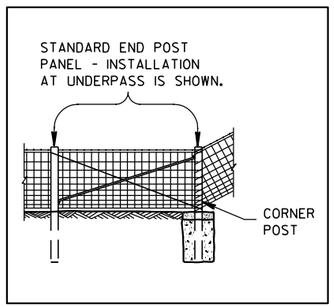
NOTE: FENCE CORNERS - ABOVE ILLUSTRATION SHOWS ONE LEG OF FENCE CONSTRUCTION AT FENCE CORNER. THE CONTIGUOUS LEG TO BE IDENTICAL CONSTRUCTION.

END OR CORNER POSTS ASSEMBLY

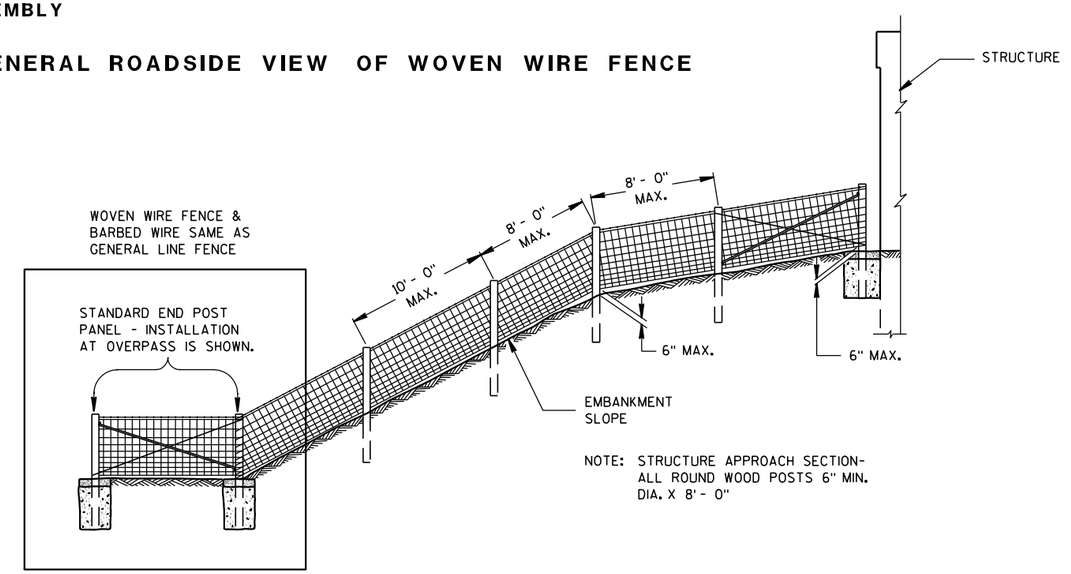


LINE FENCE CONSTRUCTION

GENERAL ROADSIDE VIEW OF WOVEN WIRE FENCE



ALTERNATE FENCE DESIGN AT STRUCTURE



NOTE: STRUCTURE APPROACH SECTION- ALL ROUND WOOD POSTS 6" MIN. DIA. X 8' - 0"

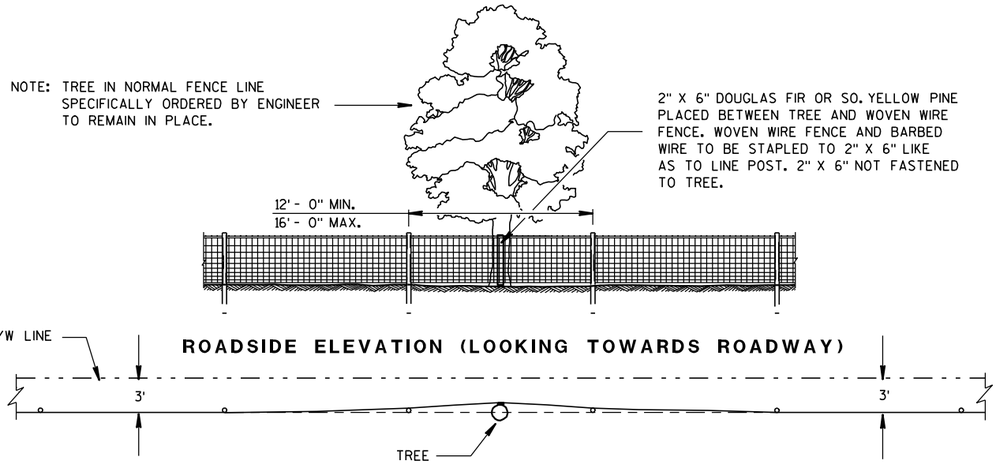
FENCE DESIGN AT STRUCTURE APPROACH

FENCE WOVEN WIRE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

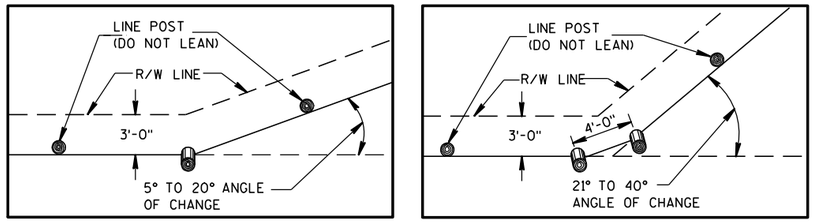
6

S.D.D. 15 B 1-8a



PLAN VIEW

FENCE DESIGN AT TREES REMAINING IN NORMAL FENCE LINE



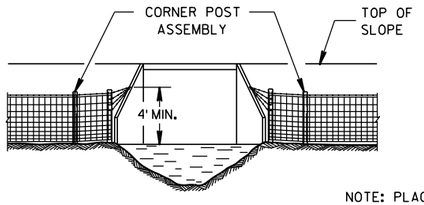
PLAN VIEW
SINGLE POST CORNER

PLAN VIEW
DOUBLE POST CORNER

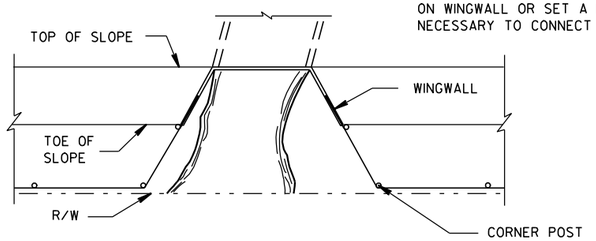
RIGHT OF WAY LINE CHANGE 40° AND LESS

NOTE: SINGLE AND DOUBLE POSTS SHALL BE A MIN. 6" DIA. X 8'-0" WITH A LEAN OF 4" TOWARD THE OUTSIDE OF THE CURVE.

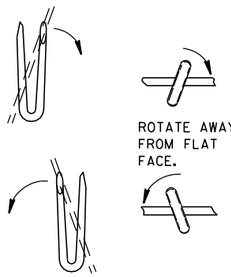
WHEN THE RIGHT OF WAY LINE CHANGE IS MORE THAN 40° USE THE CORNER OR STRETCHER POSTS ASSEMBLY.



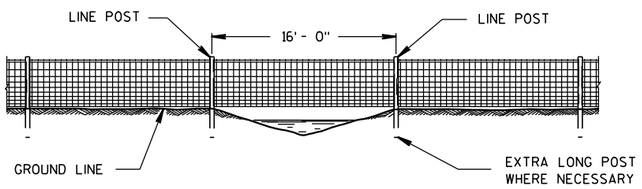
NOTE: PLACE A MINIMUM OF 4 STRANDS OF BARBED WIRE, 6" MAXIMUM CENTERS IN FAN SHAPE CONNECTED TO AN EYE BOLT ON WINGWALL OR SET A LONE POST WHEN NECESSARY TO CONNECT BARBED WIRE.



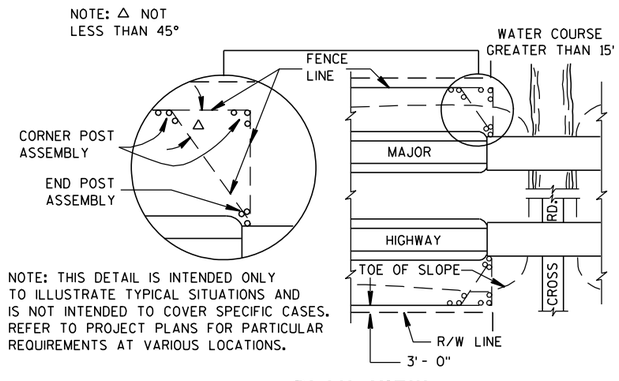
FENCE INSTALLATION TO WINGWALLS



LINE POST

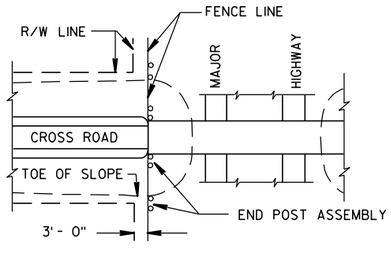


FENCE CONSTRUCTION OVER STREAM COURSES OF 15 FT. OR LESS IN WIDTH



PLAN VIEW

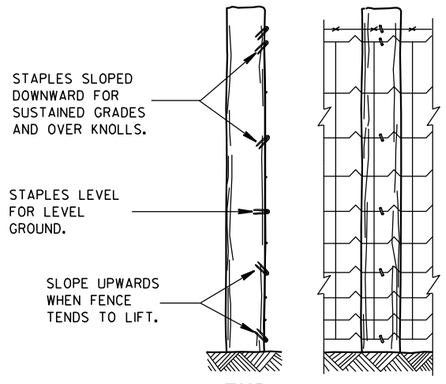
MAJOR HIGHWAY OVERPASS OR STREAM COURSE CROSSING OF GREATER THAN 15 FT. IN WIDTH



PLAN VIEW

MAJOR HIGHWAY UNDERPASS

NOTE: WHEN POSTS ARE DRIVEN THE SMALL END SHALL BE DOWN.



END ELEVATION **FARM SIDE ELEVATION**

FENCE MOUNTING DETAIL

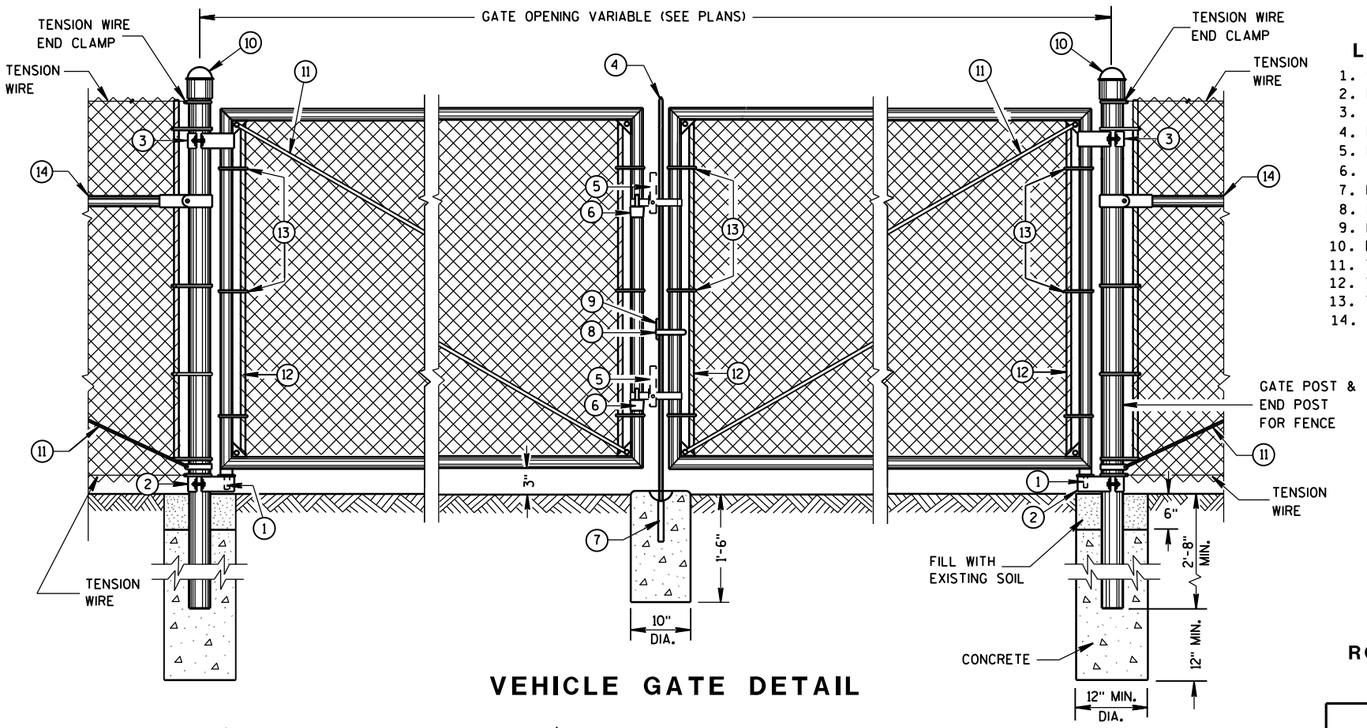
FENCE LOCATION AT STRUCTURES

FENCE WOVEN WIRE

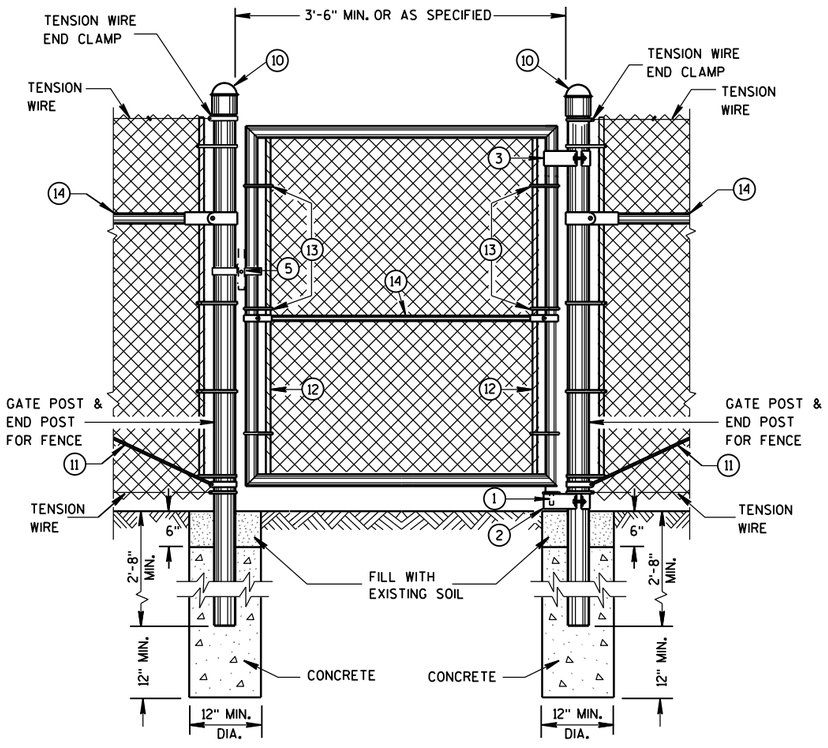
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
4/4/2008 — DATE
/S/ Jerry H. [illegible] — ROADWAY STANDARDS ENGINEER
315
FHWA

6
S.D.D. 15 B 1-8b



VEHICLE GATE DETAIL



PEDESTRIAN GATE DETAIL

LEGEND

1. STRAIGHT PLUG
2. BOTTOM HINGE
3. TOP HINGE
4. PLUNGER ROD
5. FULCRUM LATCH
6. FORK CATCH *
7. PLUNGER ROD CATCH
8. LOCK KEEPER GUIDE
9. LOCK KEEPER
10. DOME TOPS
11. TRUSS RODS
12. TENSION BAR
13. TENSION BANDS
14. BRACE RAIL

*NOT REQUIRED ON SINGLE SWING PEDESTRIAN GATE

GENERAL NOTES

FENCE POSTS INSTALLED ON CONCRETE WALLS SHALL BE ANCHORED INTO EMBEDDED METAL SLEEVES OR CORED HOLE BY FILLING THE ANNULAR SPACE WITH PEA GRAVEL FOLLOWED BY AN EPOXY RESIN ADHESIVE. THE EPOXY RESIN ADHESIVE SHALL CONFORM TO THE REQUIREMENTS OF AASHTO M 235, CLASS A, B OR C.

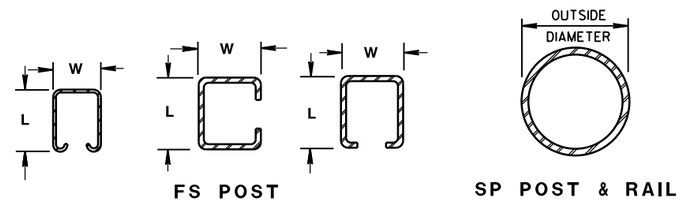
USE FENCE FABRIC KNUCKLED AT BOTH SELVAGES.

FOR LEAF GATES GREATER THAN 8 FEET WIDE, INSTALL INTERIOR VERTICAL BRACE RAIL AT 8 FOOT INTERVALS.

FOR FABRIC HEIGHTS GREATER THAN 8 FEET, INSTALL INTERIOR HORIZONTAL BRACE RAILS TO LEAF GATE.

MAXIMUM SAG FOR OUTER GATE MEMBER SHALL NOT EXCEED THE GREATER OF 1% OF THE LEAF GATE WIDTH OR 2 INCHES.

USE TYPE 2, CLASS 3, MARCELLED/CRIMPED, TENSION WIRE PER ASTM A 817.



CROSS SECTIONS OF POSTS AND RAILS

REQUIRED FENCE POST SIZES

USE	FABRIC HEIGHTS FEET	POST TYPE
TERMINAL POSTS **	LESS THAN OR EQUAL TO 6 FT.	SP3
	GREATER THAN OR EQUAL TO 6 FT.	SP4
LINE POSTS	LESS THAN OR EQUAL TO 6 FT.	SP2
	LESS THAN OR EQUAL TO 8 FT.	SP3
	GREATER THAN OR EQUAL TO 8 FT.	SP4
	LESS THAN OR EQUAL TO 8 FT.	FS2 OR FS2†
	GREATER THAN OR EQUAL TO 8 FT.	FS3

BRACE RAIL TYPES

USE		TYPE
BRACE RAIL		SP1 OR FS1

** INCLUDES END, CORNER, ANGLE, INTERSECTION AND INTERMEDIATE BRACED POSTS

ROLLED-FORMED STEEL FENCE POST (2.0 OZ./SQ. FT. COATING)

POST TYPE	LENGTH (L) INCH	WIDTH (W) INCH	WEIGHT LBS/FT
FS1	1.625	1.25	1.35
FS2†	1.875	1.625	1.850
FS2	1.875	1.625	2.400
FS3	2.250	1.700	2.780

REQUIRED POST SIZE FOR GATES

USE	LEAF WIDTHS FEET	POST TYPE
GATES	LESS THAN OR EQUAL TO 6 FT.	SP4
	LESS THAN OR EQUAL TO 13 FT.	SP5
	LESS THAN OR EQUAL TO 18 FT.	SP6
	LESS THAN OR EQUAL TO 23 FT.	SP7

ROUND STEEL FENCE POST (1.8 OZ./SQ. FT. COATING)

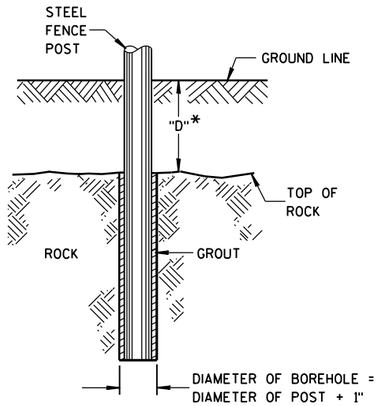
POST TYPE	OUTSIDE DIMENSION INCH	WALL THICKNESS INCH	WEIGHT LBS/FT
SP1	1.660	0.140	2.270
SP2	1.900	0.145	2.720
SP3	2.375	0.154	3.650
SP4	2.875	0.203	5.800
SP5	4.000	0.226	9.120
SP6	6.625	0.280	18.990
SP7	8.625	0.322	28.580

FENCE CHAIN LINK

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

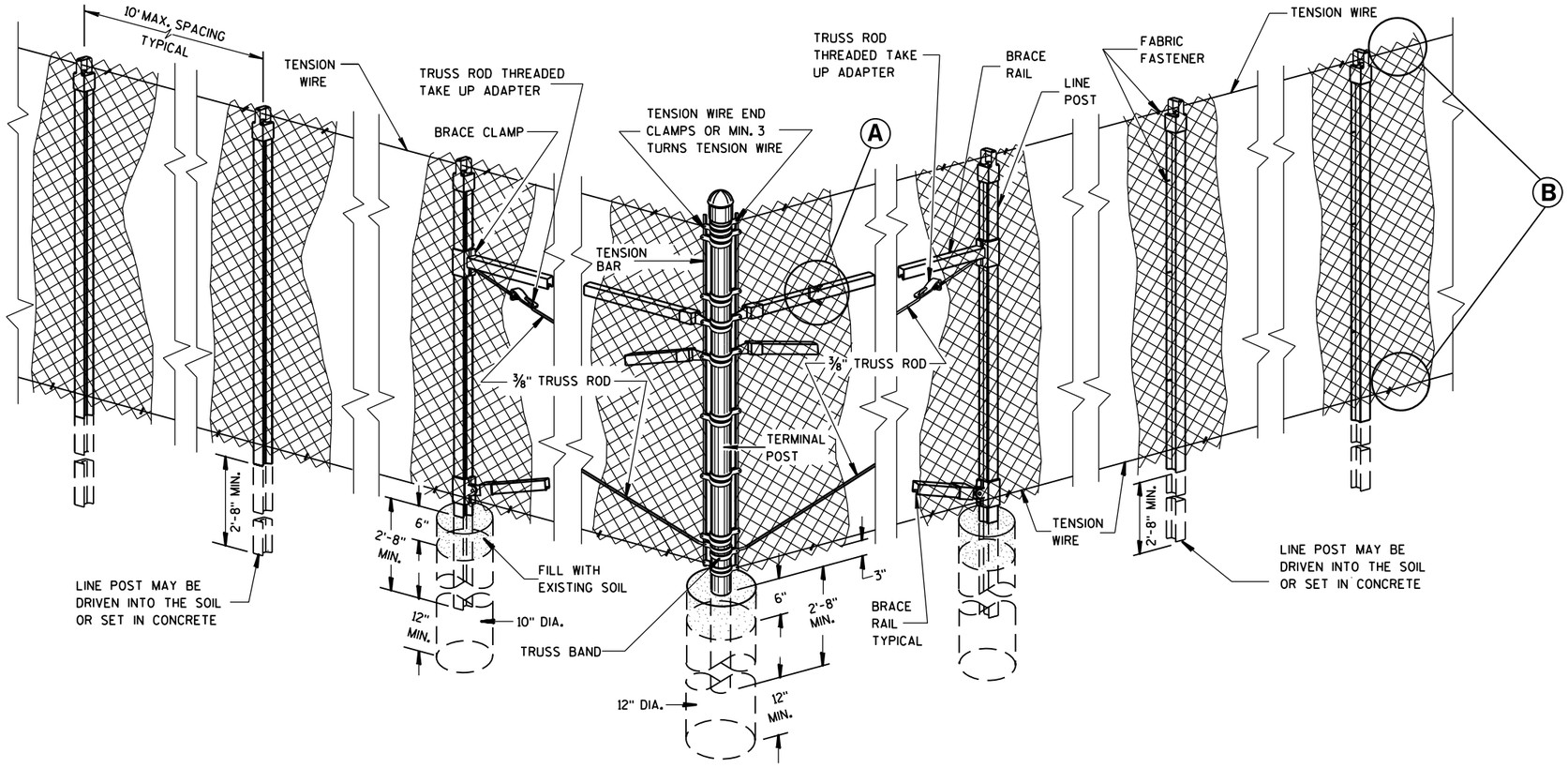
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S.D.D. 15 B 3-15a

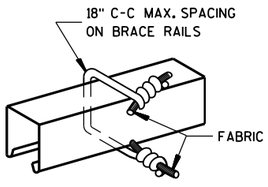


*IF "D" IS LESS THAN 2'-6", DRILL ROCK AND INSTALL GROUT

ROCK INSTALLATION OF LINE POST



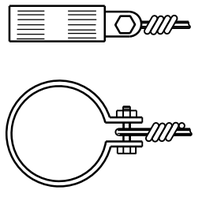
END, CORNER, ANGLE INTERSECTION & INTERMEDIATE BRACED POSTS



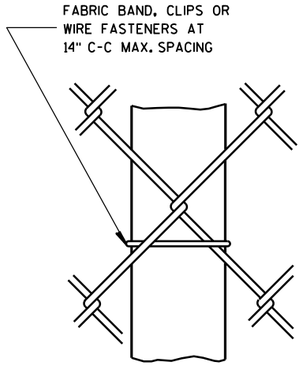
BRACE RAIL

FABRIC FASTENER

Ⓐ



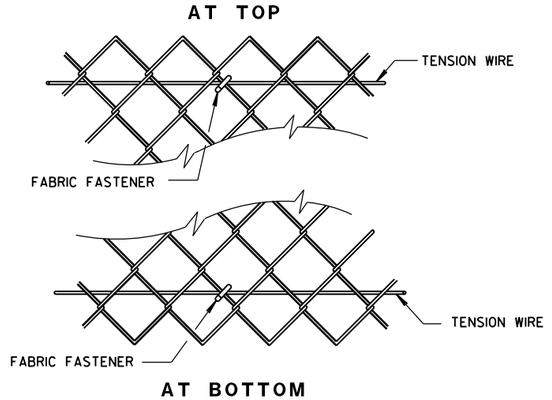
TENSION WIRE END CLAMP



LINE POST

FABRIC FASTENER

AT TOP



AT BOTTOM

SELVAGES

Ⓑ

FENCE CHAIN LINK

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

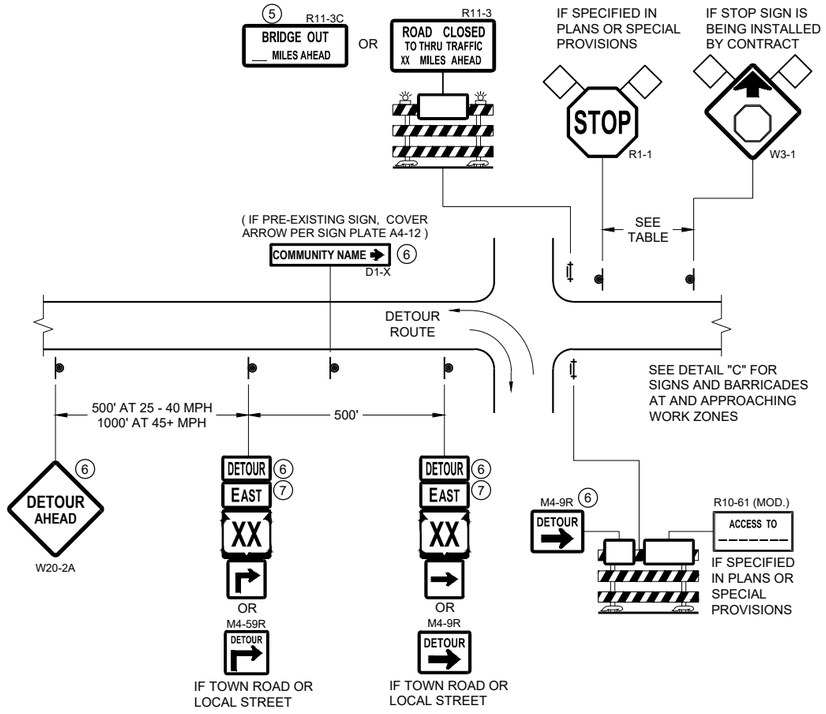
APPROVED
FEB. 2015 DATE
/S/ Jerry H. Zogg
ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA

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S.D.D. 15 B 3-15b

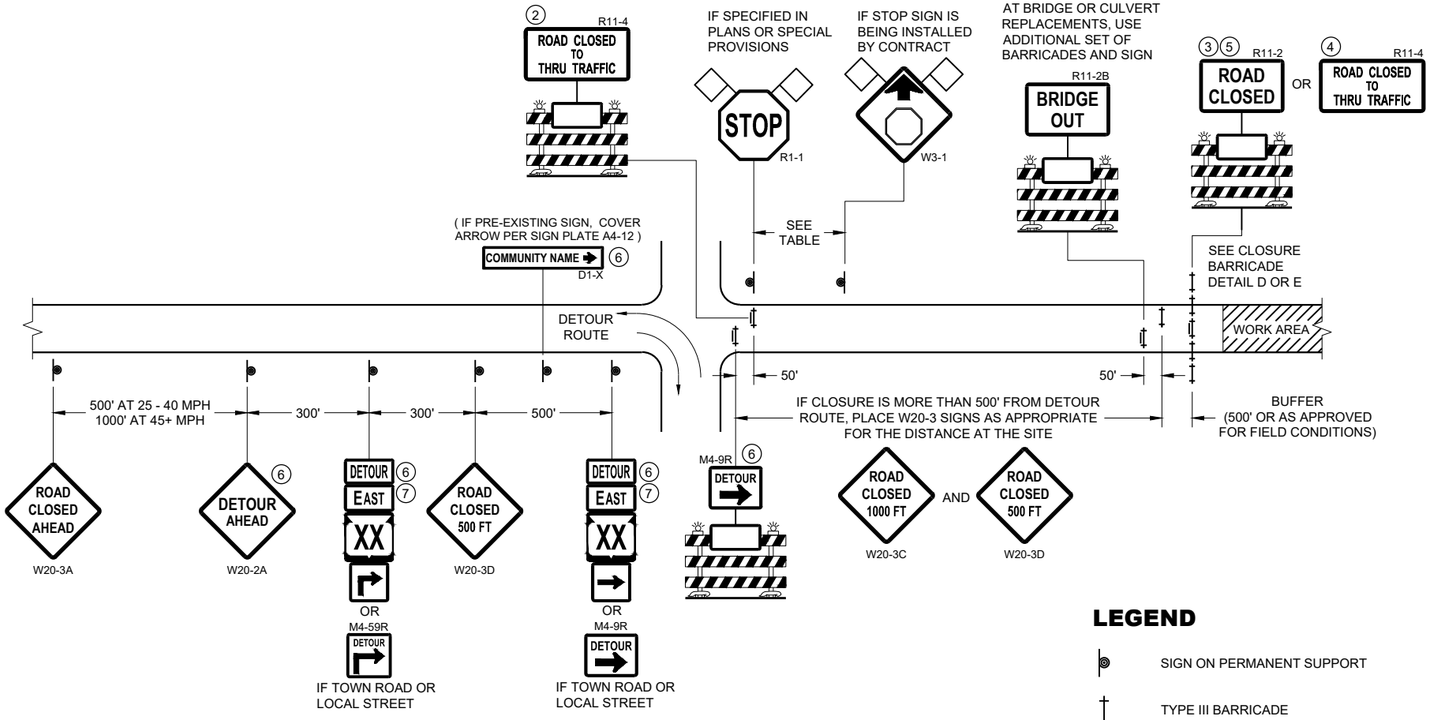
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S.D.D. 15 B 3-15b



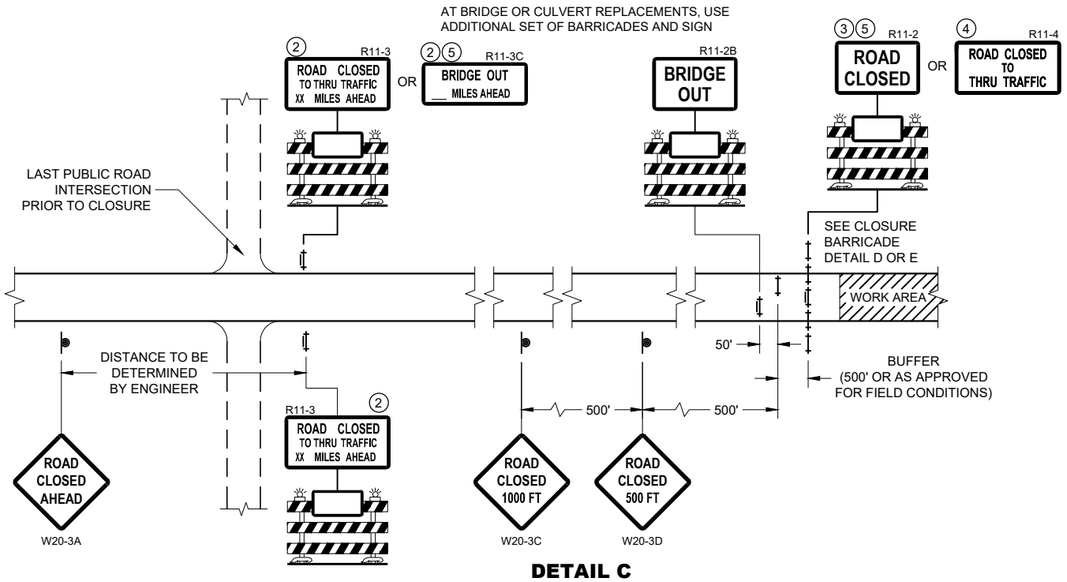
DETAIL A
MAINLINE CLOSURE WITH POSTED DETOUR

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)



DETAIL C
MAINLINE CLOSURE, NO POSTED DETOUR

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

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 X — M1 - 5A
- M05 - 1 OR M06 - 1

BARRICADES AND SIGNS FOR MAINLINE CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

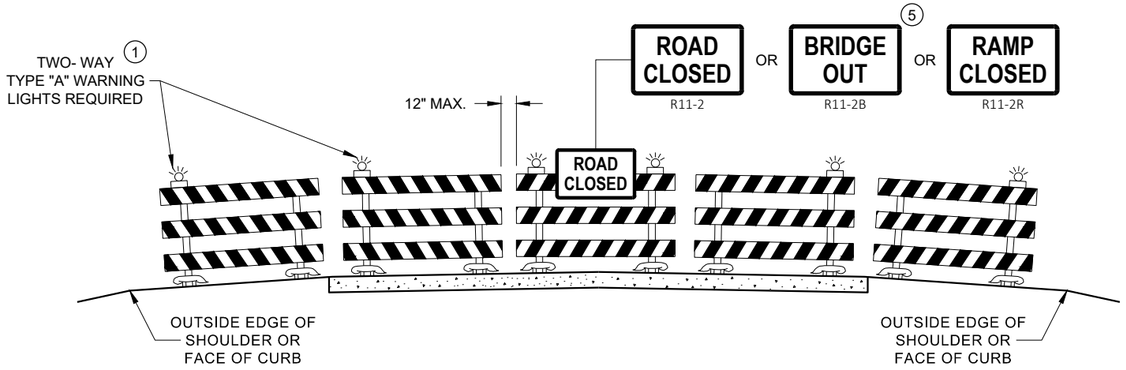
APPROVED
May 2023
DATE
/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA

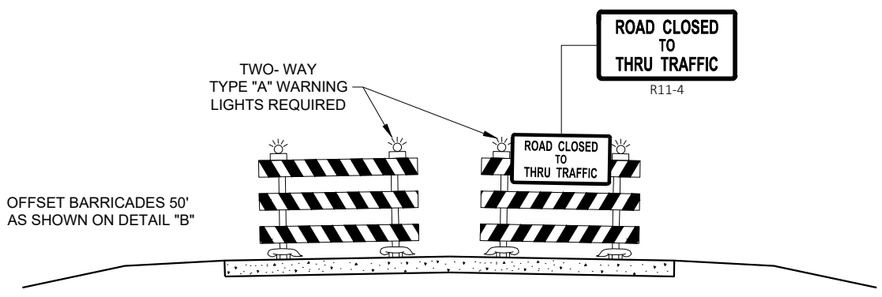
6

SDD 15C02 - 09a

SDD 15C02 - 09a



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
DATE
/S/ Andrew Heidtke
WORK ZONE ENGINEE
FHWA

6

SDD 15C02 - 09b

6

SDD 15C02 - 09b

THIS DRAWING PROVIDES GENERAL GUIDANCE ON TYPICAL DETOUR SIGN LAYOUT AND SPACING. SEE PROJECT DETOUR SIGNING SHEETS FOR SPECIFIC DETAILS FOR EACH PROJECT.

LEGEND

- SIGN ON PERMANENT SUPPORT
- WORK AREA
- DETOUR / EAST — M4 - 8, M3 - X
- XX — M1 - 4
- XX — M1 - 6
- COUNTY / X — M1 - 5A
- M05 - 1
- M06 - 1
- M06 - 1

GENERAL NOTES

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

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. SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS. MODIFY EXISTING SIGNS WHERE POSSIBLE.

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

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.

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

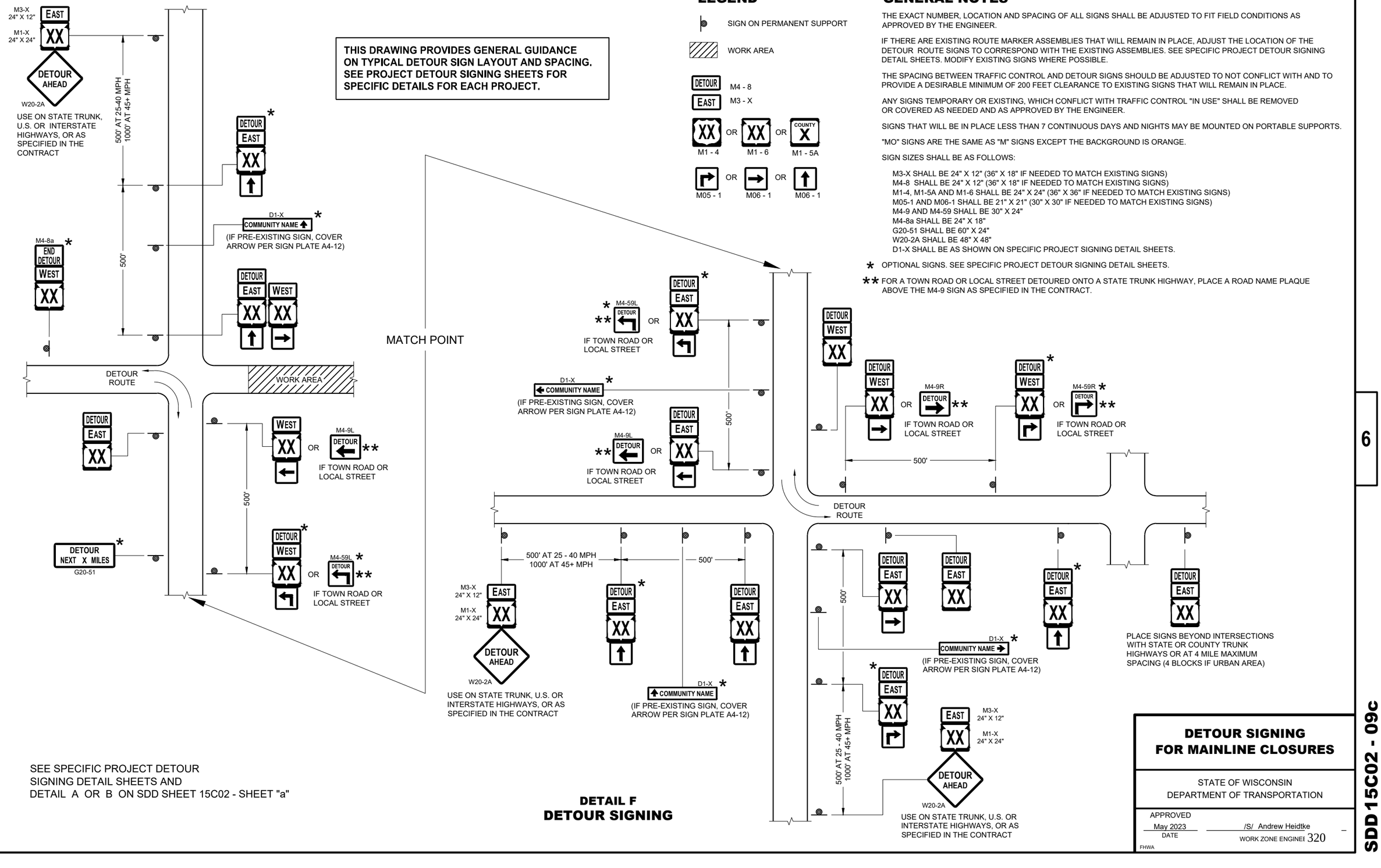
"MO" SIGNS ARE THE SAME AS "M" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

SIGN SIZES SHALL BE AS FOLLOWS:

- 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)
- M05-1 AND M06-1 SHALL BE 21" X 21" (30" X 30" IF NEEDED TO MATCH EXISTING SIGNS)
- M4-9 AND M4-59 SHALL BE 30" X 24"
- M4-8a SHALL BE 24" X 18"
- G20-51 SHALL BE 60" X 24"
- W20-2A SHALL BE 48" X 48"
- D1-X SHALL BE AS SHOWN ON SPECIFIC PROJECT SIGNING DETAIL SHEETS.

* OPTIONAL SIGNS. SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS.

** FOR A TOWN ROAD OR LOCAL STREET DETOURED ONTO A STATE TRUNK HIGHWAY, PLACE A ROAD NAME PLAQUE ABOVE THE M4-9 SIGN AS SPECIFIED IN THE CONTRACT



SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS AND DETAIL A OR B ON SDD SHEET 15C02 - SHEET "a"

DETAIL F
DETOUR SIGNING

DETOUR SIGNING FOR MAINLINE CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023
DATE

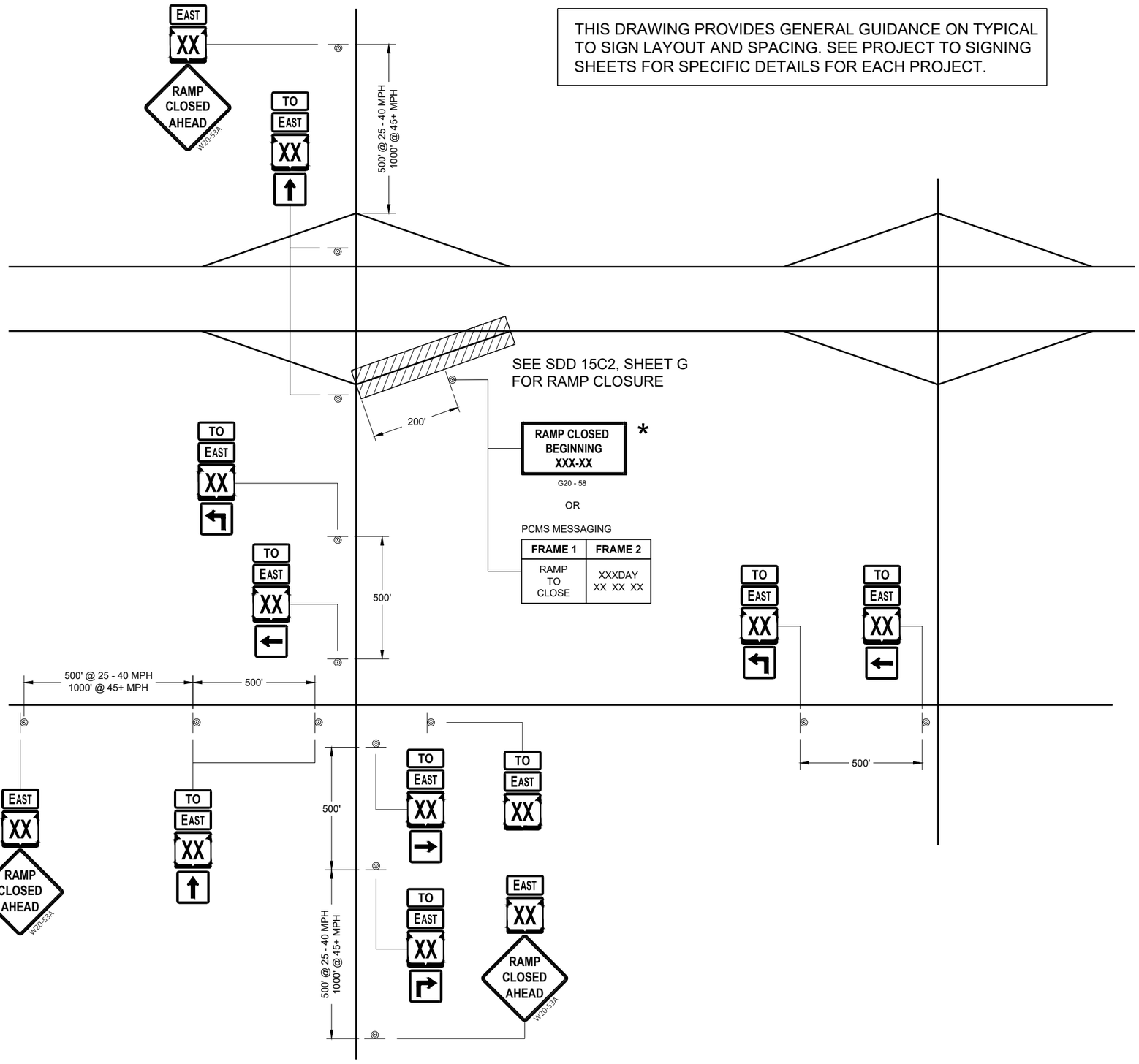
/S/ Andrew Heidtke
WORK ZONE ENGINEER

320

FHWA

6

SDD 15C02 - 09c



THIS DRAWING PROVIDES GENERAL GUIDANCE ON TYPICAL TO SIGN LAYOUT AND SPACING. SEE PROJECT TO SIGNING SHEETS FOR SPECIFIC DETAILS FOR EACH PROJECT.

LEGEND

SIGN ON PERMANENT SUPPORT

TO EAST — MO4 - 5, M3 - X

XX M1 - 6 OR XX M1 - 4 OR INTERSTATE XX M1 - 1

M05 - 1 OR M06 - 1 OR M06 - 1

GENERAL NOTES

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

IF THERE ARE ANY ROUTE MARKER ASSEMBLIES THAT WILL REMAIN IN PLACE, ADJUST THE LOCATION OF THE TO ROUTE SIGNS TO CORRESPOND WITH THE EXISTING ASSEMBLIES. SEE SPECIFIC PROJECT TO SIGNING DETAIL SHEETS. MODIFY EXISTING SIGNS WHERE POSSIBLE.

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

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.

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

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

SIGN SIZES SHALL BE AS FOLLOW:
- M3 - X SHALL BE 24" X 12". (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS).
- MO4 - 5 SHALL BE 24" X 12". (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS).
- M1 - 1, M1 - 4, AND M1 - 6 SHALL BE 24" X 24" (36" X 36" IF NEEDED TO MATCH EXISTING SIGNS).
- MO5 - 1, MO5 - 2, AND MO6 - 1, SHALL BE 21" X 21". (30" X 30" IF NEEDED TO MATCH EXISTING SIGNS).
- W20 - 53A SHALL BE 48" X 48"

* PLACE "RAMP CLOSED BEGINNING" SIGN 7 CALENDAR DAYS PRIOR TO CLOSURE OR AS DIRECTED BY THE ENGINEER. SEE WISCONSIN STANDARD SIGN PLATES FOR LAYOUT.

ON RAMP LANE CLOSURE

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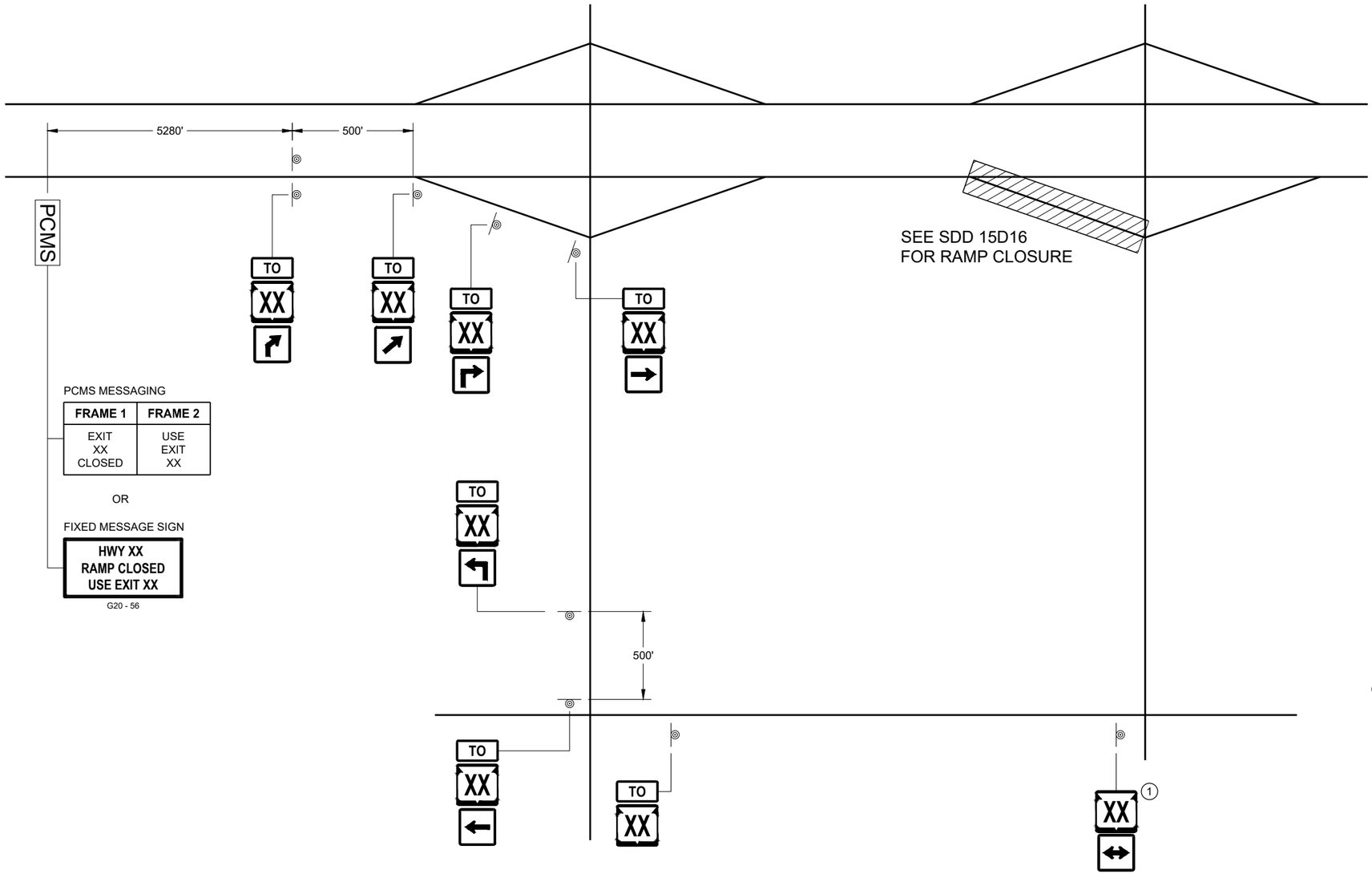
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/S/ Andrew Heidtke WORK ZONE ENGINEER

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THIS DRAWING PROVIDES GENERAL GUIDANCE ON TYPICAL "TO" MO-4 SIGN LAYOUT AND SPACING. SEE PROJECT TO SIGNING SHEETS FOR SPECIFIC DETAILS FOR EACH PROJECT.



PCMS MESSAGING

FRAME 1	FRAME 2
EXIT XX CLOSED	USE EXIT XX

OR

FIXED MESSAGE SIGN

HWY XX
RAMP CLOSED
USE EXIT XX
G20 - 56

LEGEND

SIGN ON PERMANENT SUPPORT

PCMS PORTABLE CHANGEABLE MESSAGE SIGN

TO MO4 - 5

XX M1 - 4 OR XX M1 - 6 OR COUNTY X M1 - 5A

M05 - 1 OR M05 - 2 OR M06 - 1 OR M06 - 2 OR M06 - 4

GENERAL NOTES

SEE SDD 15D16 "TRAFFIC CONTROL, EXIT RAMP CLOSURE" DETAIL FOR TRAFFIC CONTROL AT EXIT RAMP CLOSURE.

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

IF THERE ARE ANY ROUTE MARKER ASSEMBLIES THAT WILL REMAIN IN PLACE, ADJUST THE LOCATION OF THE "TO" MO-4 ROUTE SIGNS TO CORRESPOND WITH THE EXISTING ASSEMBLIES. SEE SPECIFIC PROJECT TO SIGNING DETAIL SHEETS. MODIFY EXISTING SIGNS WHERE POSSIBLE.

THE SPACING BETWEEN TRAFFIC CONTROL AND "TO" MO-4 SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A DESIRABLE MINIMUM OF 200 FEET CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

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.

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

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

SIGN SIZES SHALL BE AS FOLLOW:
- MO4 - 5 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, MO5 - 2, AND MO6 - 1, SHALL BE 21" X 21". (30" X 30" IF NEEDED TO MATCH EXISTING SIGNS).

(1) ONLY ADD IF THERE ARE NO EXISTING ROUTE MARKERS FOR THE INTERSECTING ROADWAY.

OFF RAMP
LANE CLOSURE

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WORK ZONE ENGINEER

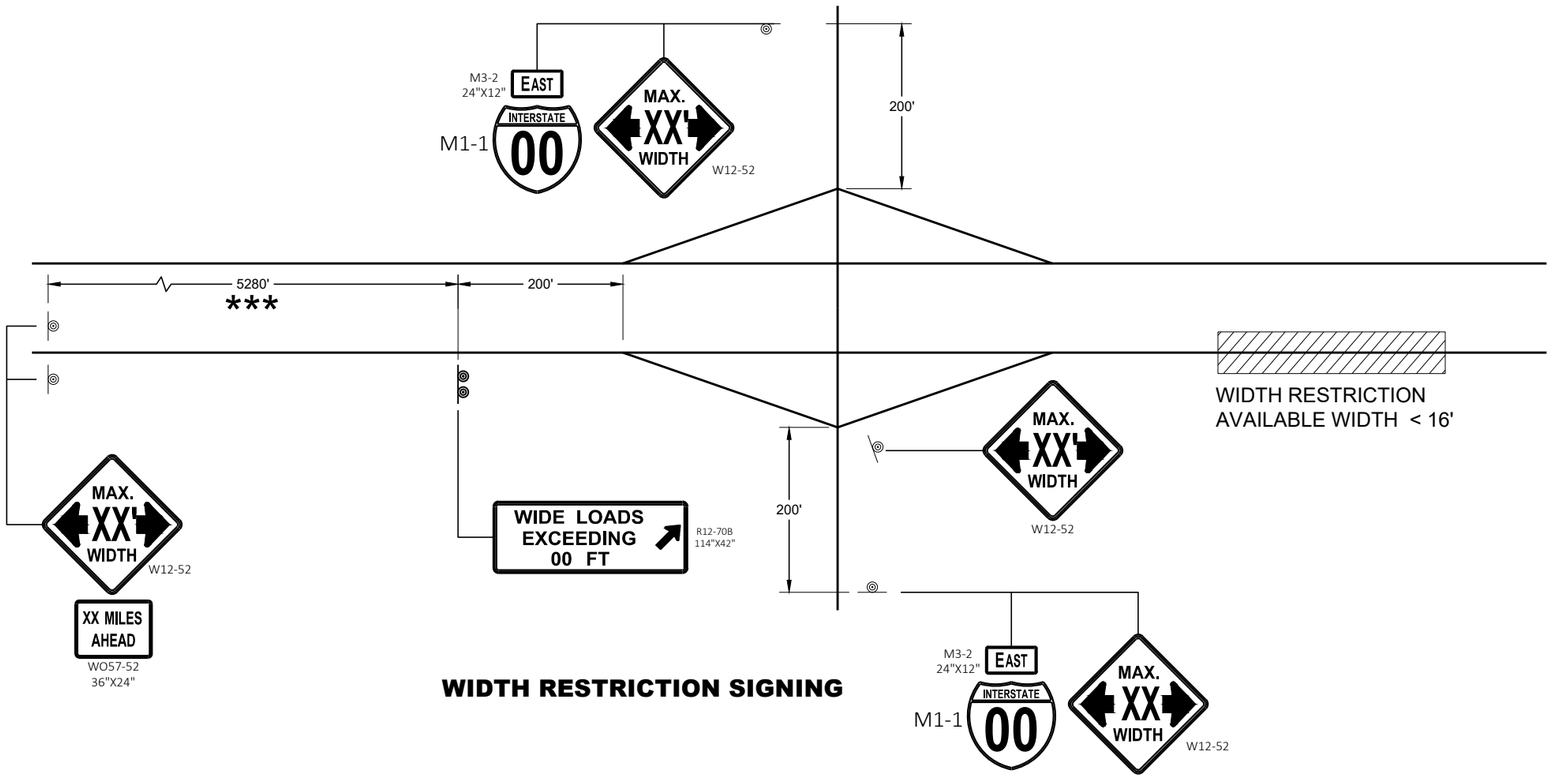
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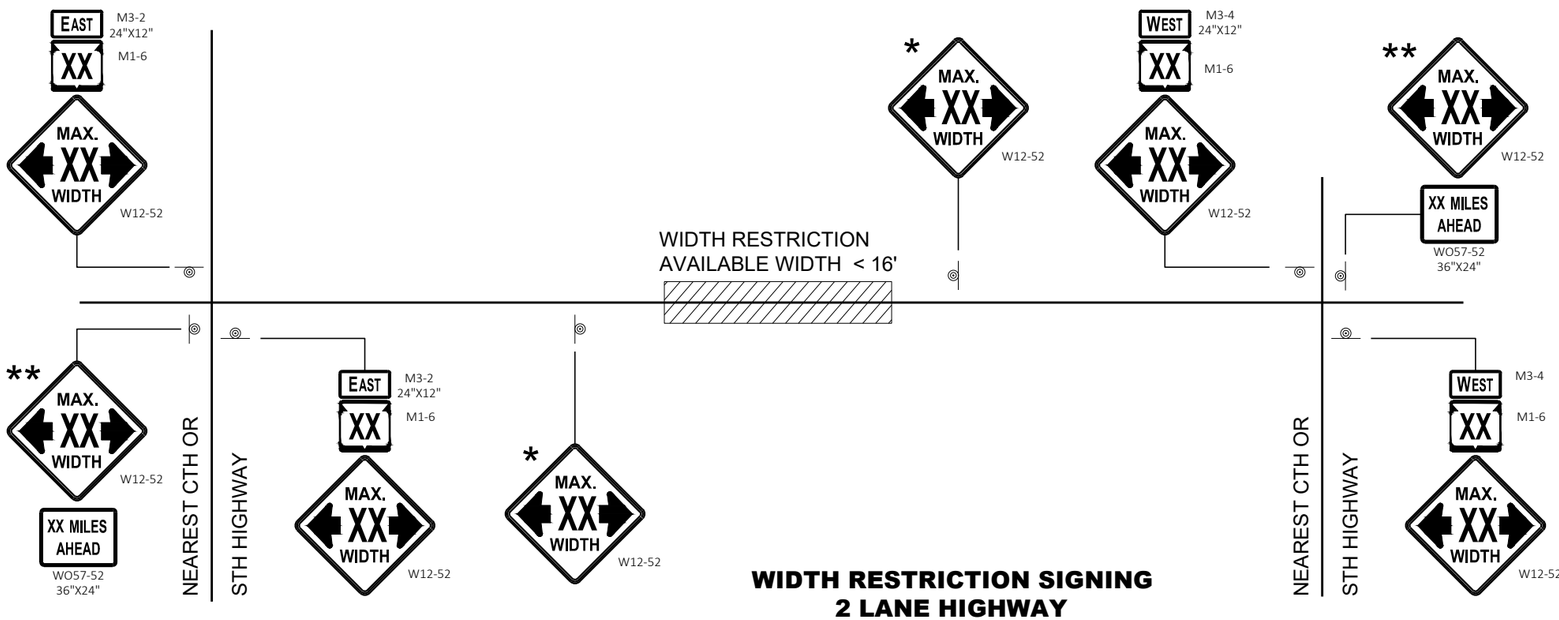
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WIDTH RESTRICTION SIGNING



WIDTH RESTRICTION SIGNING
2 LANE HIGHWAY

LEGEND

SIGN ON PERMANENT SUPPORT

GENERAL NOTES

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

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

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.

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

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

WIDTH ON SIGN TO BE APPROXIMATELY ONE FOOT LESS THAN AVAILABLE WIDTH.

* PLACE 500 FEET AFTER THE W20 - 1A AND 500 FEET BEFORE ADDITIONAL SIGNS FOR ROADWAYS WITH A PRE - CONSTRUCTION SPEED LIMIT OF 45 MPH OR MORE. FOR 35-40 MPH, USE 350 FOOT TYPICAL SPACING. FOR 25-30 MPH, USE 200 FOOT TYPICAL SPACING.

** SIGN SHALL BE VISIBLE FROM ROADWAY.

*** ADDITIONAL SIGNS NEEDED IF THERE IS AN ON RAMP BETWEEN SIGNS.



WIDTH ON SIGN TO BE APPROX. 1 - FOOT LESS THAN AVAILABLE WIDTH

ADVANCED WIDTH RESTRICTION SIGNING

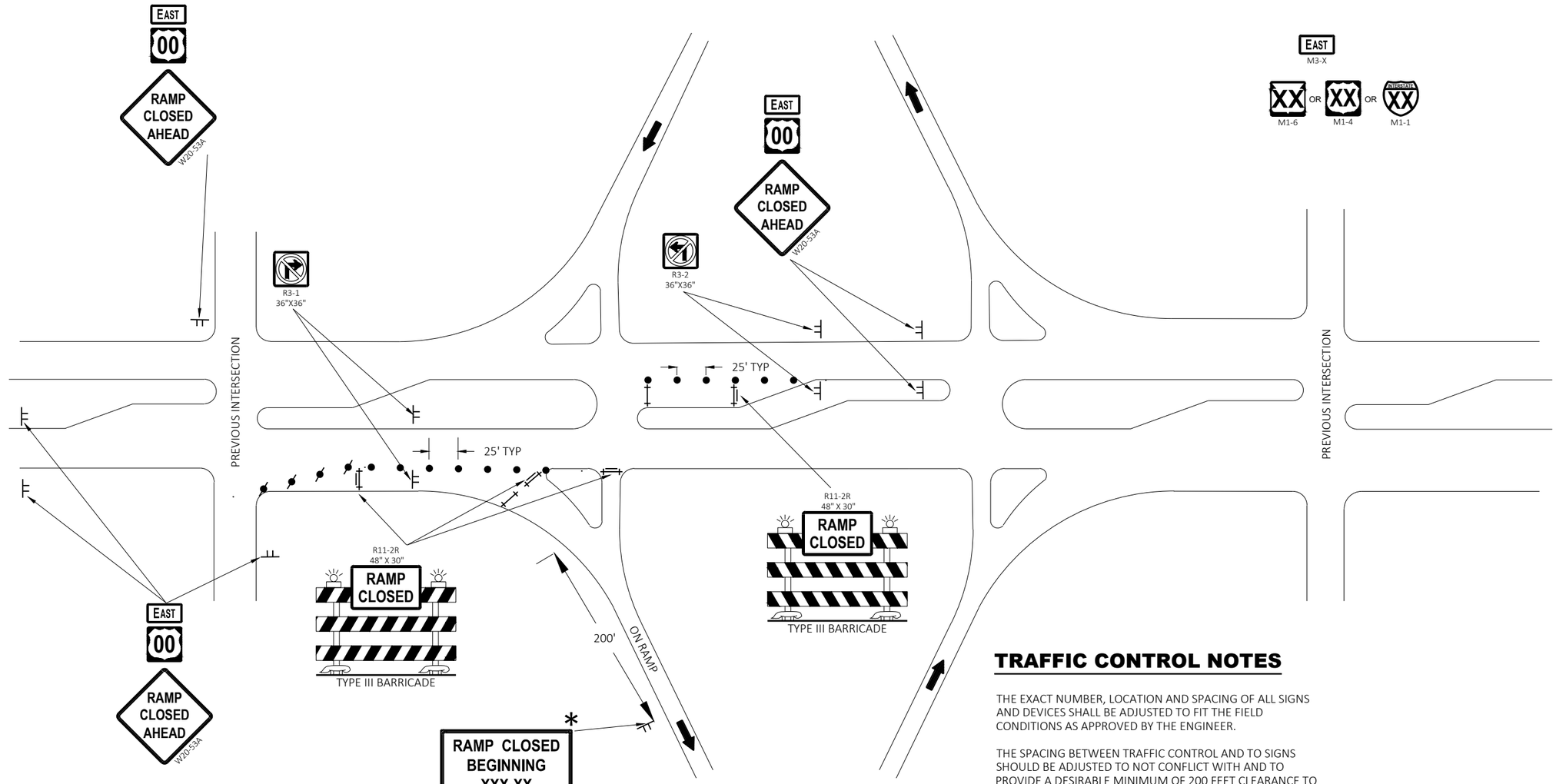
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LEGEND

- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- DIRECTION OF TRAFFIC

TRAFFIC CONTROL NOTES

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

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

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

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

SIGN SIZES SHALL BE AS FOLLOWS:

- M3-X SHALL BE 24"x24" (36" x18" IF NEEDED TO MATCH EXISTING SIGNS)
- M1-1, M1-4, AND M1-6 SHALL BE 24"x24" (36"x36" IF NEEDED TO MATCH EXISTING SIGNS)
- W20-53A SHALL BE 48"X48"

* PLACE "RAMP CLOSED BEGINNING" SIGN 7 CALENDAR DAYS PRIOR TO CLOSURE OR AS DIRECTED BY THE ENGINEER. SEE WISCONSIN STANDARD SIGN PLATES FOR LAYOUT.

TRAFFIC CONTROL FOR ENTRANCE RAMP CLOSURE

TRAFFIC CONTROL FOR ENTRANCE RAMP CLOSURE

STATE OF WISCONSIN
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May 2023 — DATE
/S/ Andrew Heidtke — WORK ZONE ENGINEE

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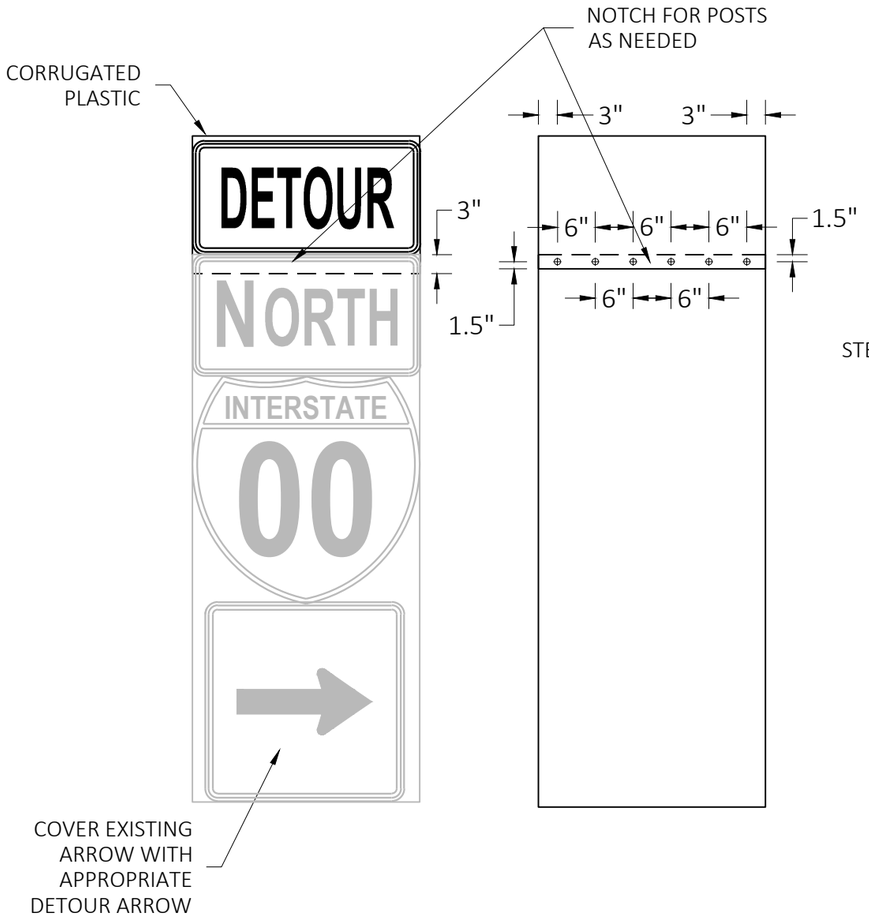
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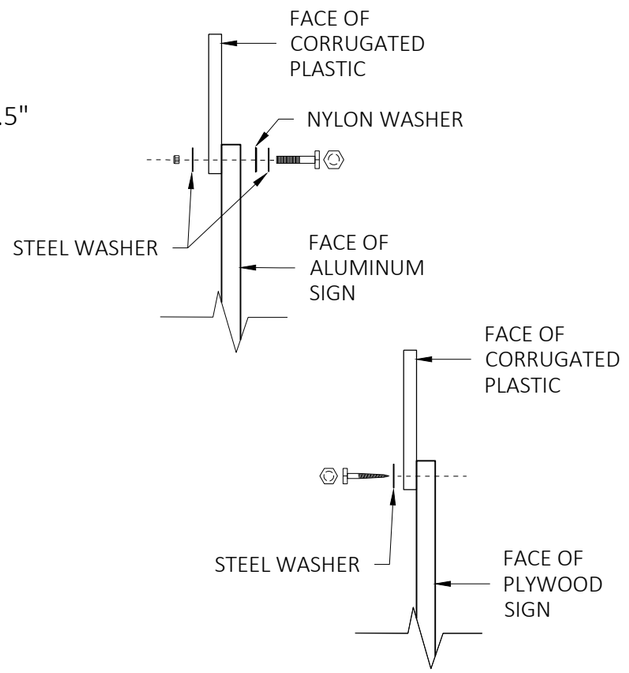
SDD 15C02-09g

FRONT SIDE

BACK SIDE

SIDE VIEW





GENERAL NOTES

CELLS OF CORRUGATED PLASTIC SHALL BE VERTICALLY ORIENTED.

PROVIDE A 0.4-INCH THICK BASE CORRUGATED PLASTIC WITH A 0.035-INCH WALL THICKNESS AND 0.4-INCH CELL SIZE.

FOR 36" WIDE SIGNS: USE 6 FASTENERS AS SHOWN.

FOR 24" WIDE SIGNS: USE 4 FASTENERS WITH EDGE SPACING AS SHOWN AND 6" SPACING BETWEEN FASTENERS.

METAL WASHERS, NUTS, BOLTS AND LAGS SHALL HAVE HEXAGONAL HEADS AND SHALL BE EITHER:

A. HOT DIP GALVANIZED IN ACCORDANCE WITH ASTM DESIGNATION: A 153, CLASS D, OR SC 3.

B. ELECTRO-GALVANIZED IN ACCORDANCE WITH ASTM DESIGNATION: B 633, TYPE III, SC3

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

PLYWOOD SIGNS:
LAG SCREWS - 5/16" x 1"
ALUMINUM SIGNS:
MACHINE BOLTS - 5/16" x 1-1/4" LENGTH W/NUTS
WASHERS:
1-1/4" O.D. x 3/8" I.D. x 1/16" STEEL
1-1/4" O.D. x 3/8" I.D. x .080 NYLON

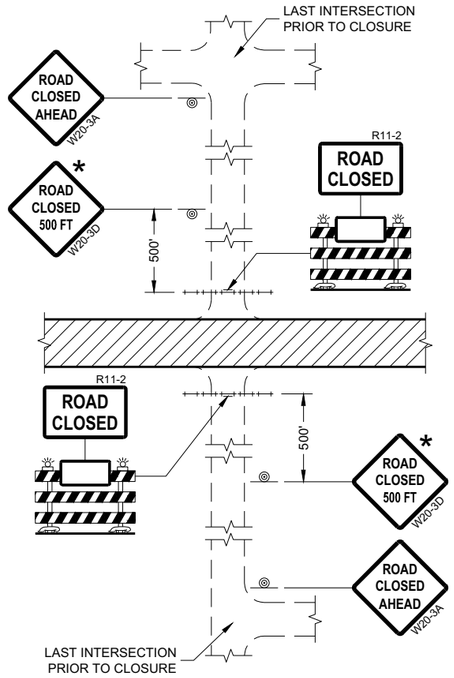
MODIFIED ROUTE ASSEMBLY FOR DETOUR SIGNING

MODIFIED ROUTE ASSEMBLY FOR DETOUR SIGNING

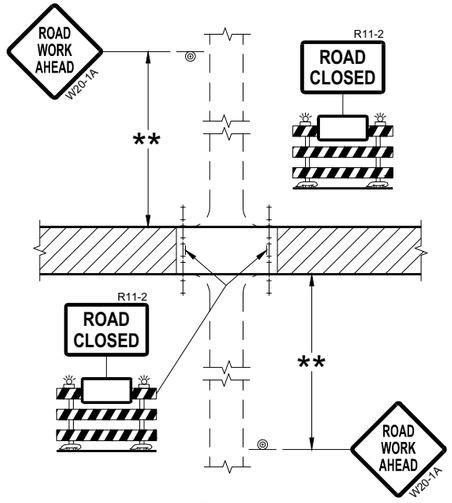
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APPROVED
May 2023 — DATE
/S/ Andrew Heidtke — ROADWAY STANDARDS DEVEL ENGINEER
FHWA

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DETAIL 1
(NO ACCESS TO PROJECT)



DETAIL 2
(PUBLIC CROSS-TRAFFIC MAINTAINED.
NO 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.

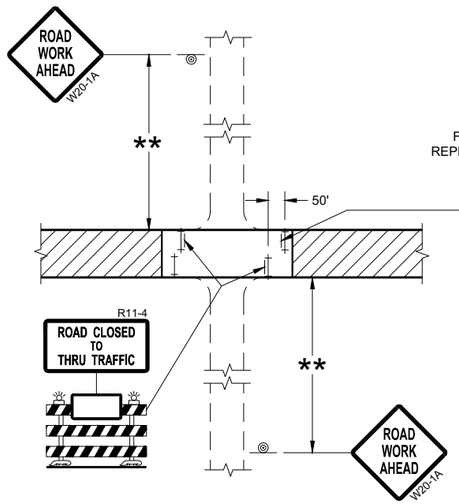
TYPE "A" LOW-INTENSITY FLASHING WARNING LIGHTS SHALL BE VISIBLE ON BOTH SIDES OF THE BARRICADE.

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.

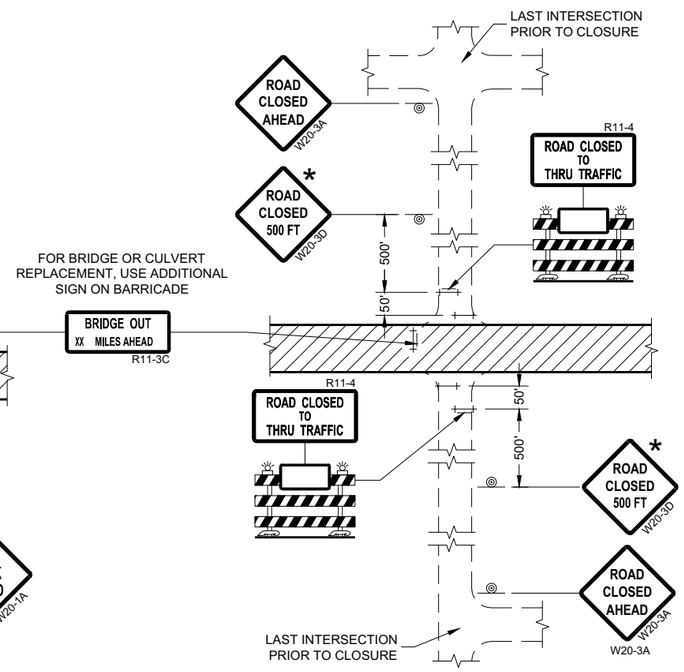
ALL SIGNS SHALL BE 48" X 48" UNLESS OTHERWISE NOTED BELOW:
R11-2 SHALL BE 48" X 30".
R11-4 AND R11-3 SHALL BE 60" X 30".

* 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.



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



DETAIL 4
(CONTRACTOR, LOCAL BUSINESS AND
RESIDENT ACCESS TO PROJECT)

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
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APPROVED
July 2018
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

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SDD 15C03 - 05

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SDD 15C03 - 05

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.

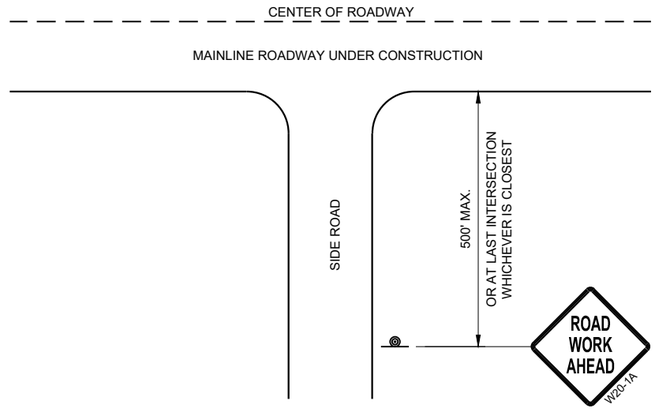
ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED.

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

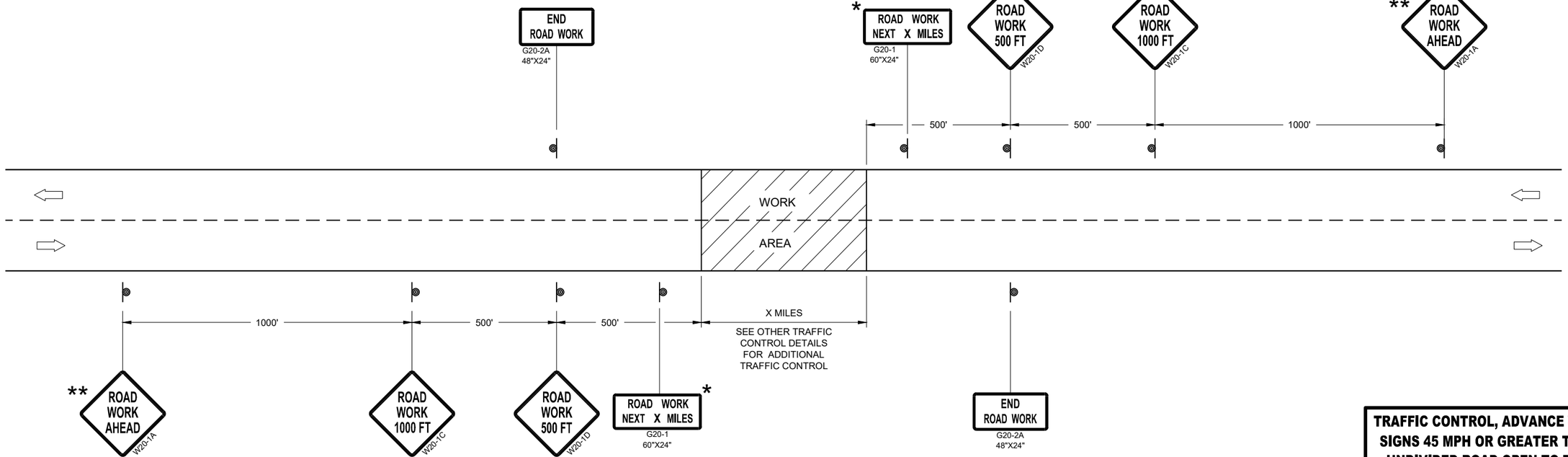
** PLACE AN ADDITIONAL W20-1A "ROAD WORK AHEAD" SIGN IF WORK AREA WITHIN THE PROJECT IS SEPARATED BY MORE THAN 2 MILES FROM PREVIOUS WORK AREA.



TYPICAL SIDE ROAD APPROACH WARNING SIGN DETAIL

LEGEND

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



TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45MPH OR GREATER

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

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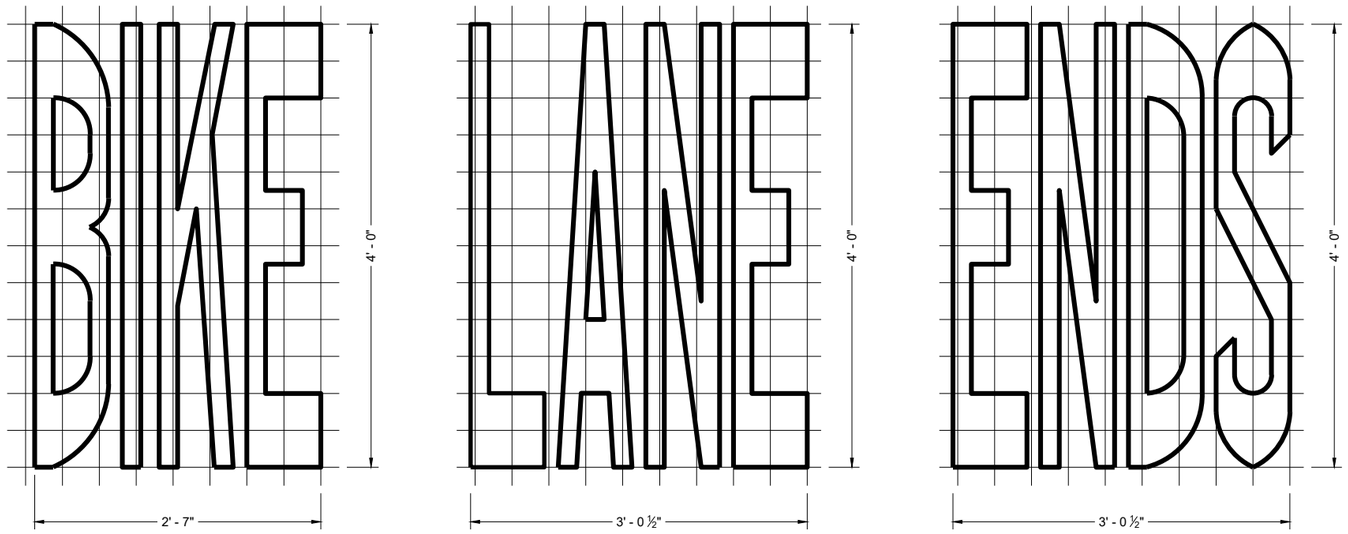
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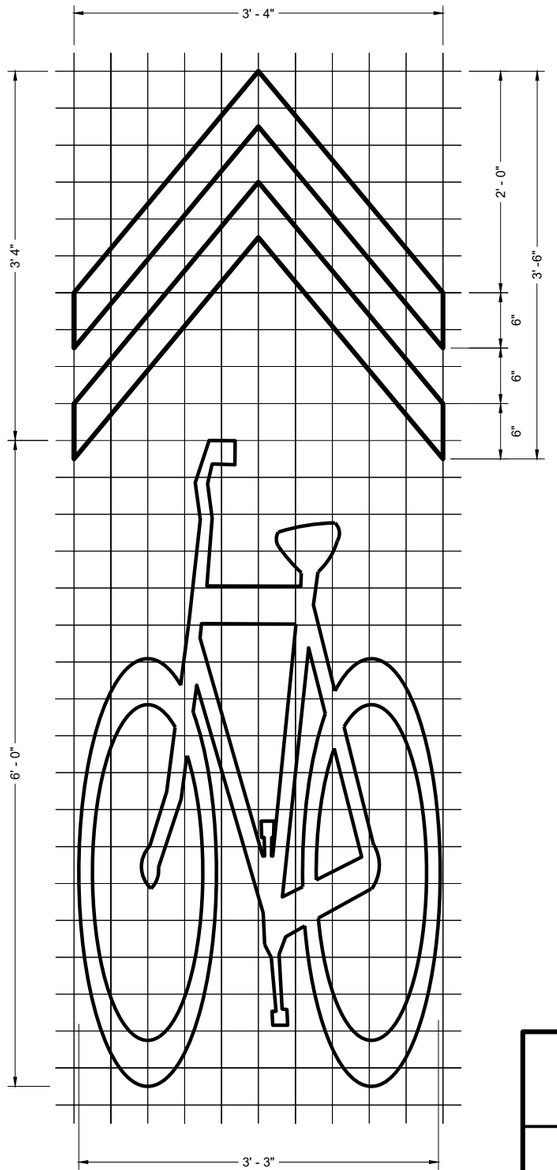
SDD 15C04 - 05



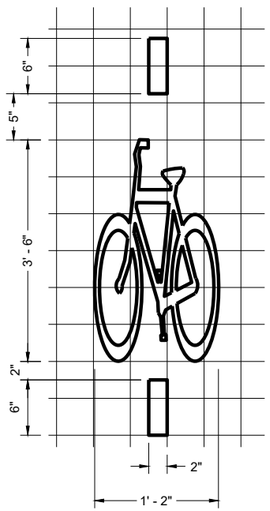
BIKE LANE WORDS

GENERAL NOTES

DETAILS OF INSTALLATION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.



BIKE LANE ARROW



BICYCLE DETECTOR PAVEMENT MARKING

BIKE LANE SYMBOL

BIKE LANE SYMBOL FOR SHARED LANE

PAVEMENT MARKING FOR BIKE LANES

STATE OF WISCONSIN
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APPROVED
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/S/ Matthew Rauch — STATE SIGNING AND MARKING ENGINEER

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SDD 15C07-16e

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.

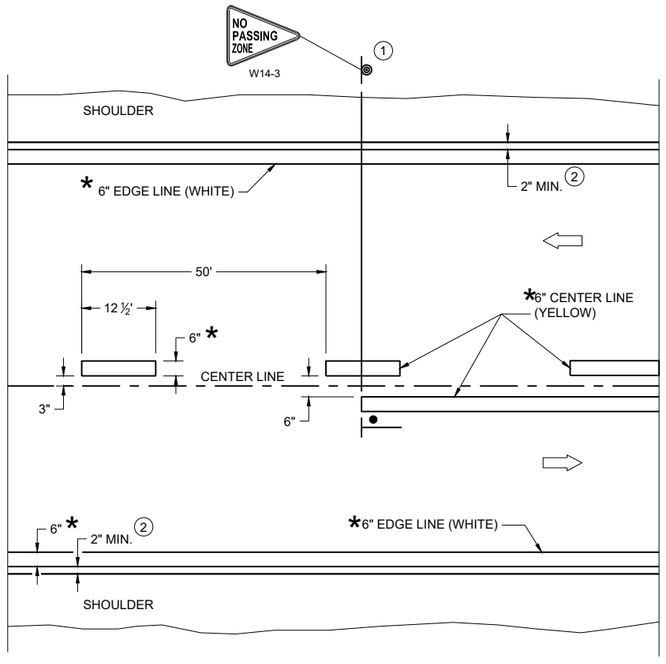
*CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES

LEGEND

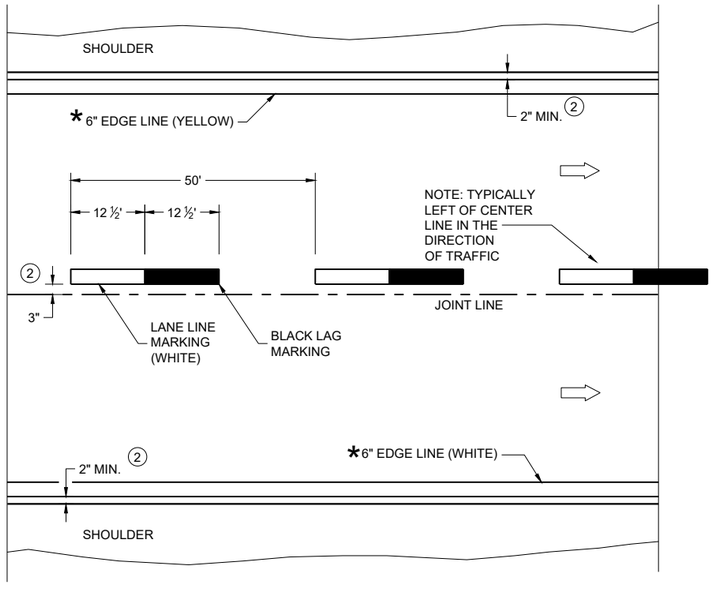
"T" MARKING

SIGN ON PERMANENT SUPPORT

DIRECTION OF TRAFFIC



TWO WAY TRAFFIC



ONE WAY TRAFFIC

PERMANENT PAVEMENT MARKING

PERMANENT LONGITUDINAL PAVEMENT MARKINGS

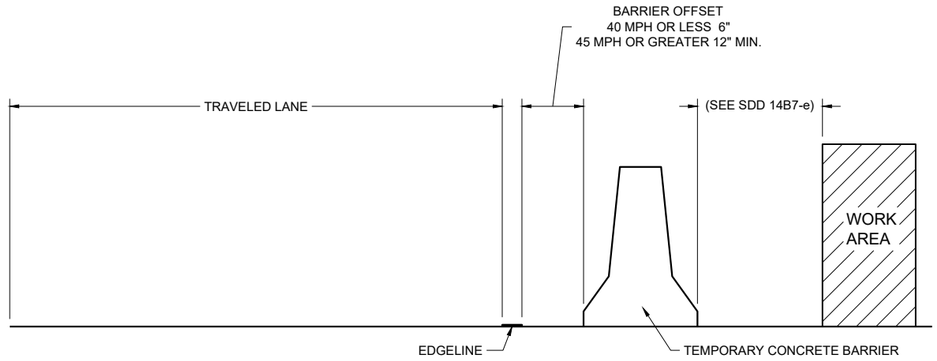
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DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023 — DATE
/S/ Jeannie Silver — Statewide Pavement Marking Engineer
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SDD 15C08-23a

SDD 15C08-23a



TEMPORARY BARRIER OFFSET FROM EDGELINE

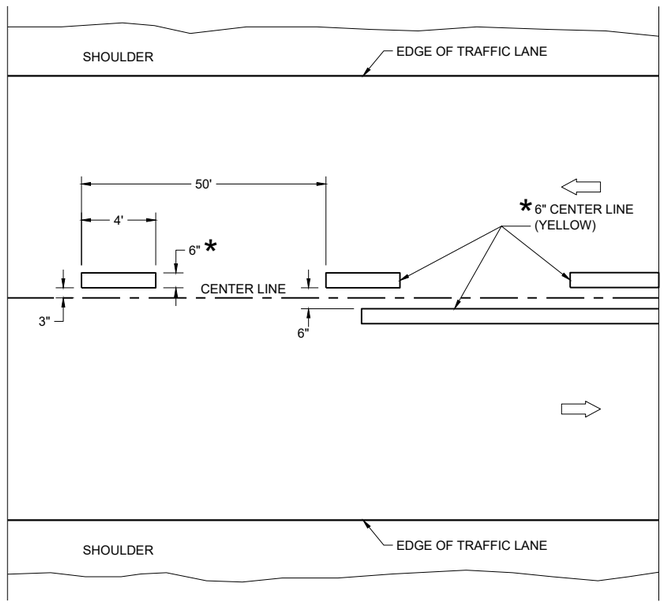
GENERAL NOTES

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

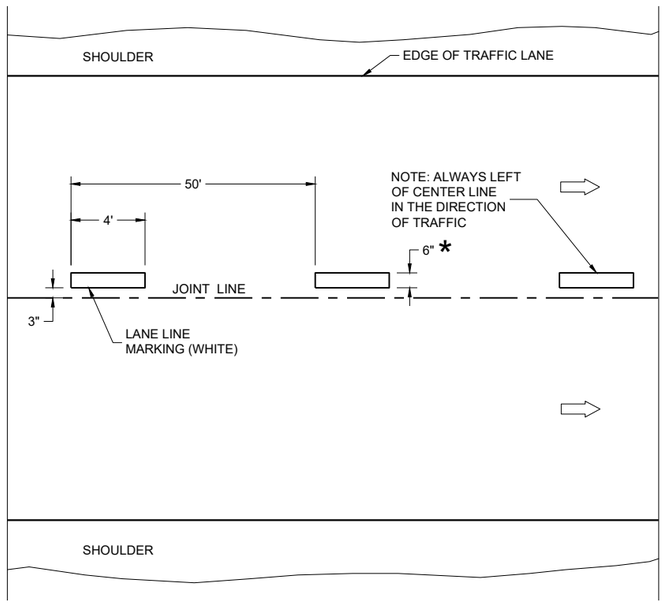
LEGEND

DIRECTION OF TRAFFIC

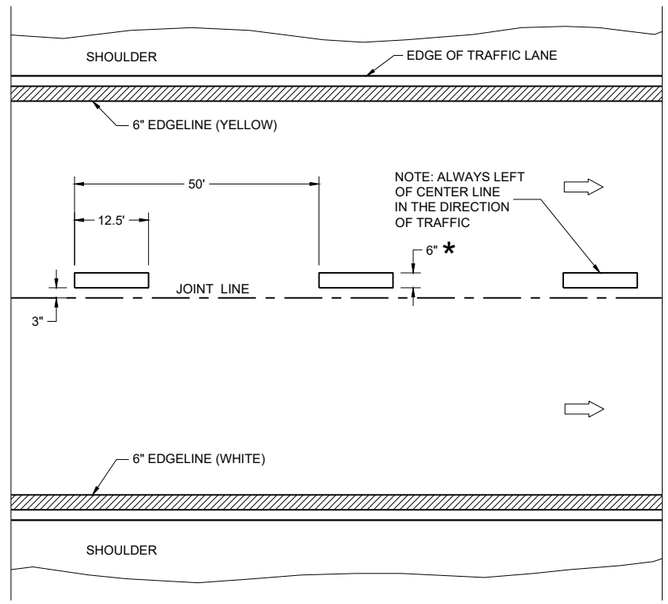
*CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES



TWO WAY TRAFFIC



ONE WAY TRAFFIC



FREEWAYS AND EXPRESSWAYS

TEMPORARY PAVEMENT MARKING

TEMPORARY LONGITUDINAL PAVEMENT MARKING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023
DATE
/S/ Jeannie Silver
Statewide Pavement Marking Engineer

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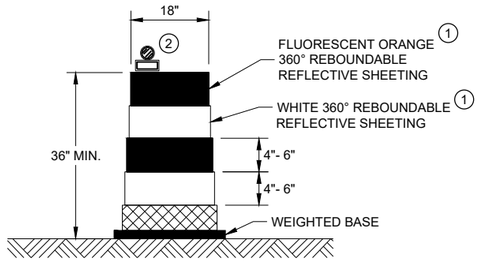
SDD 15C08-23b

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SDD 15C08-23b

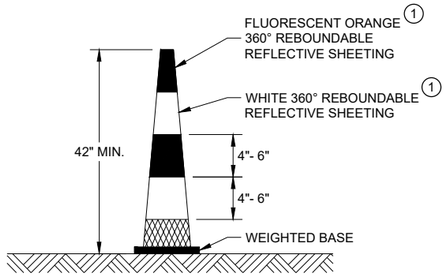
GENERAL NOTES

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.



DRUM

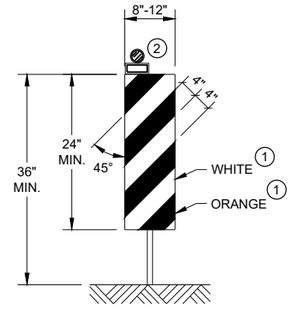
BALLAST WIDTHS
RANGE FROM 24"-36"



42" CONE

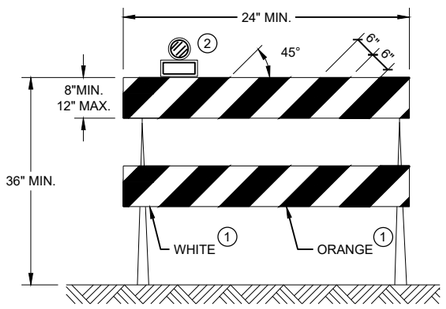
DO NOT USE IN TAPERS
½ SPACING OF DRUMS

BALLAST WIDTHS
RANGE FROM 14"-20"



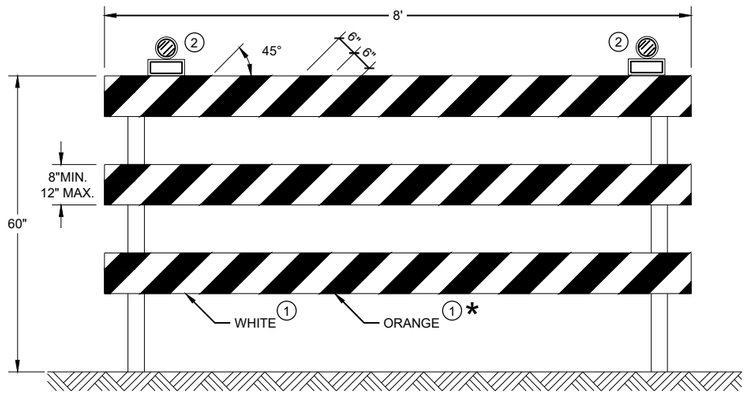
VERTICAL PANEL

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.

CHANNELIZING DEVICES DRUMS, CONES, BARRICADES AND VERTICAL PANELS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2022
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

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SDD 15C11 - 10b

6

SDD 15C11 - 10b

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.

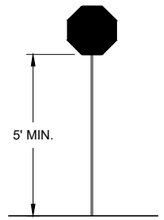
(3) EACH TEMPORARY PORTABLE RUMBLE STRIP ARRAY CONSISTS OF THREE RUMBLE STRIPS PLACED TRANSVERSE ACROSS THE LANE AT THE LOCATIONS SHOWN. WITHIN EACH ARRAY, SPACING BETWEEN RUMBLE STRIPS SHALL BE 15 FEET ON CENTER

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.



STOP/SLOW PADDLE ON SUPPORT STAFF

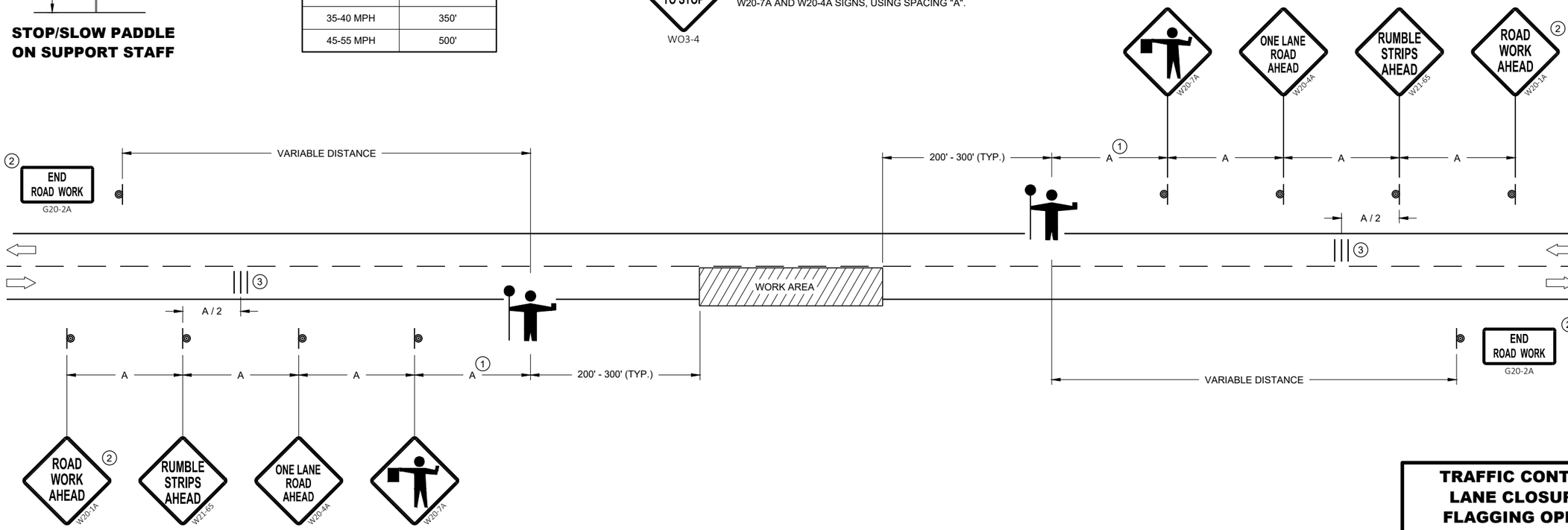
SIGN AND TEMPORARY RUMBLE STRIP ARRAY SPACING TABLE

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



WO3-4

USE OF WO3-4 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

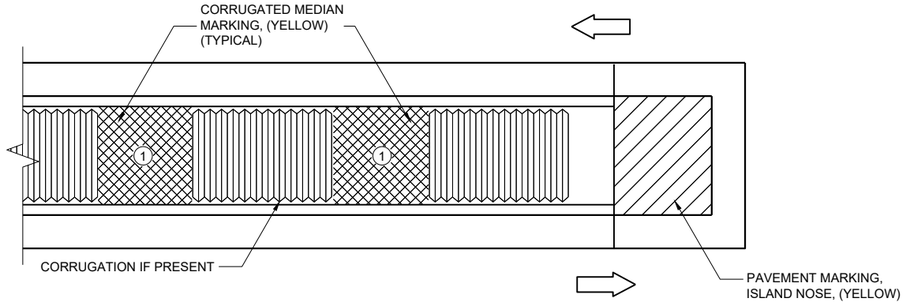
FHWA

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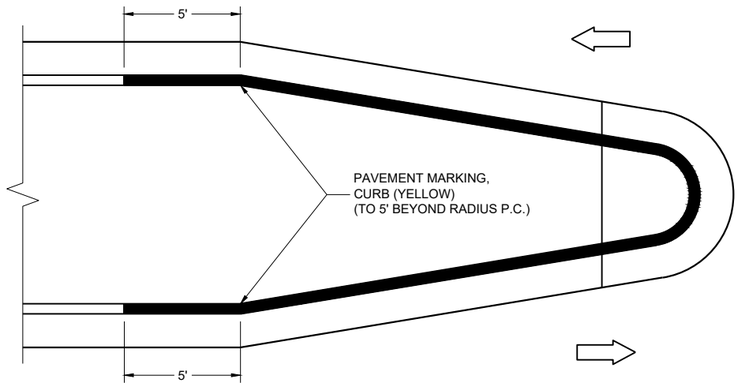
SDD 15C12 - 09a

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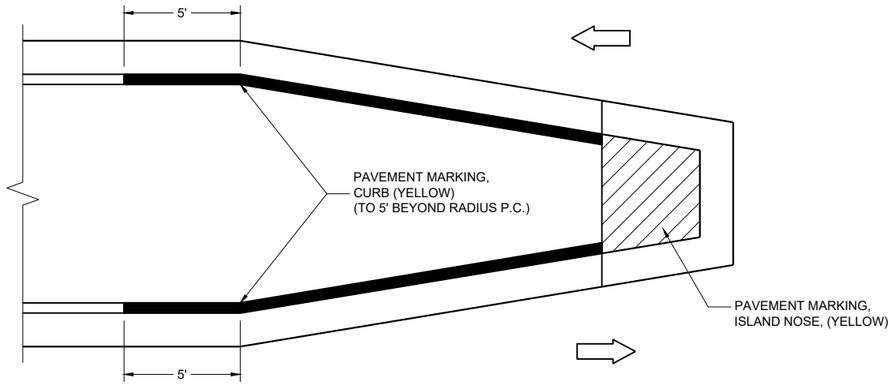
SDD 15C12 - 09a



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**

GENERAL NOTES

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 ACCEPTED IN ACCORDANCE WITH THE CONTRACT AND PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE FOOT.

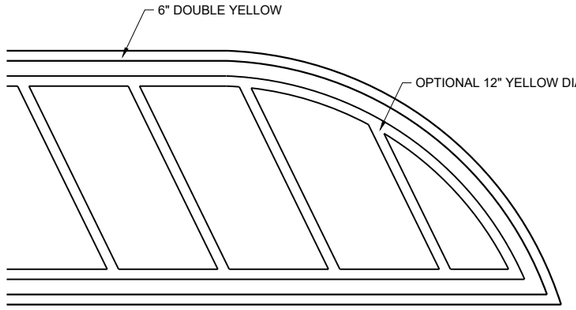
(1) APPLY PAVEMENT MARKING TO THE FLAT PORTION OF CORRUGATED MEDIAN.

ISLAND NOSE MARKING

CURB MARKING

CORRUGATED MEDIAN MARKING

DIRECTION OF TRAVEL



FLUSH MEDIAN ISLAND NOSE

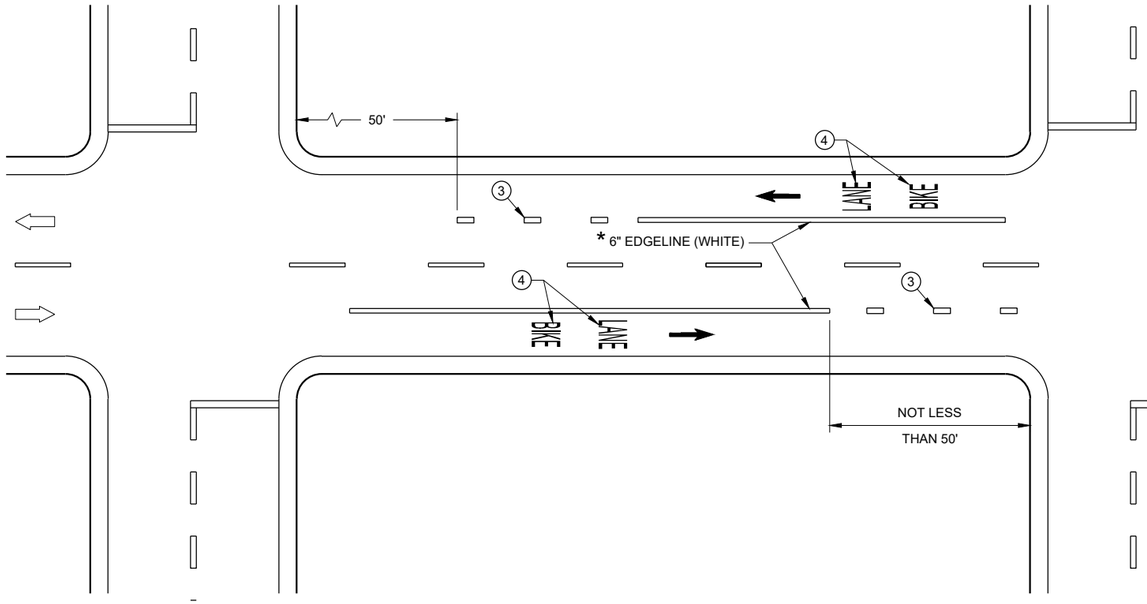
**PAVEMENT MARKINGS,
MEDIAN ISLAND NOSE**

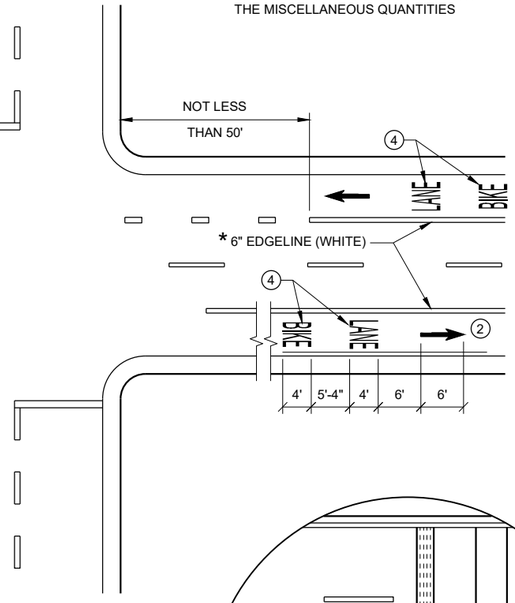
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
August 2024
DATE

/S/ Jeannie Silver
Statewide Pavement Marking Engineer

FHWA



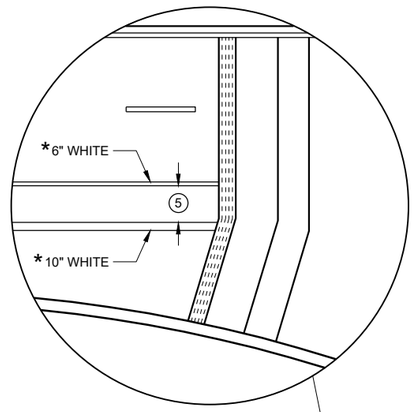


GENERAL NOTES

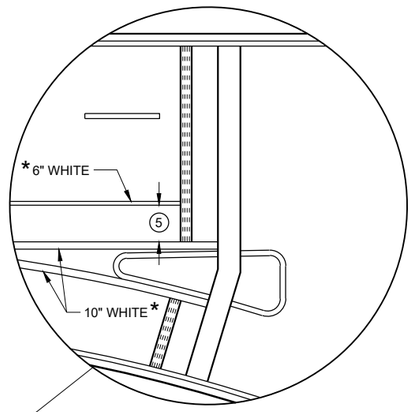
1. DETAILS OF CONSTRUCTION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO STANDARD SPECIFICATIONS AND SPECIAL PROVISIONS.
2. MINIMUM OF ONE PER BLOCK. MAXIMUM OF 250 FEET.
3. DOTTED LINES (3' LINE, 9' GAP) SHOULD BE USED 50 FEET TO 200 FEET IN ADVANCE OF AN INTERSECTION WHERE THERE IS NO RIGHT TURN ONLY LANE AND THERE IS HEAVY RIGHT TURN TRAFFIC OR THERE IS A NEAR-SIDE BUS STOP. AT OTHER INTERSECTIONS WHERE RIGHT TURN TRAFFIC IS LIGHT TO MODERATE, A SOLID LINE CAN BE USED UP TO THE INTERSECTION.
4. BIKE SYMBOLS OR WORDS MAY BE USED.
5. BIKE ACCOMMODATION IS TYPICAL 5 FEET WIDE AND MINIMUM OF 4 FEET FROM A LONGITUDINAL JOINT. USE 5 FEET AT ≥ 45 MPH.
6. OMIT THESE MARKINGS FOR WIDER TURN LANE APPLICATIONS (MINIMUM OF 15 FOOT WIDE TURN LANE).
7. REFER TO CONTRACT PLANS FOR LANE WIDTH.

DIRECTION OF TRAVEL

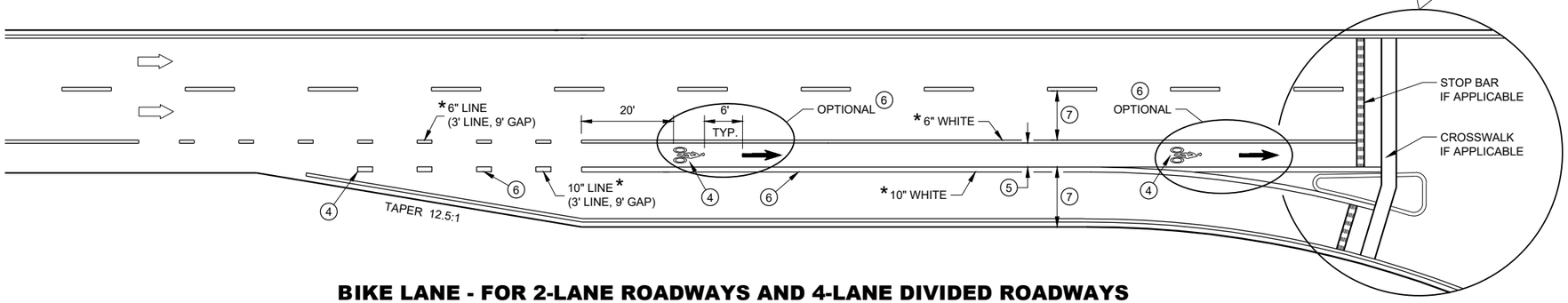
DESIGNATED BIKE LANE - NO PARKING



4 LANE DIVIDED WITHOUT ISLAND



4 LANE DIVIDED WITH ISLAND



BIKE LANE - FOR 2-LANE ROADWAYS AND 4-LANE DIVIDED ROADWAYS
(4-LANE DIVIDED WITH RIGHT TURN LANE SHOWN)

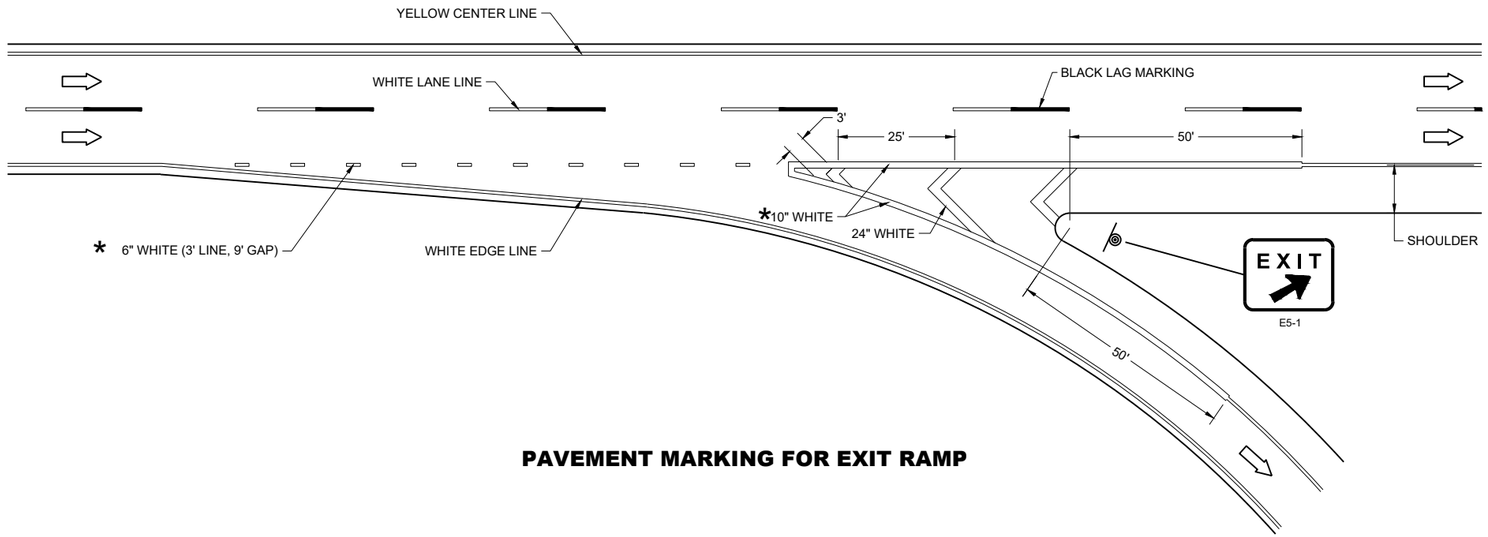
BIKE LANE MARKING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

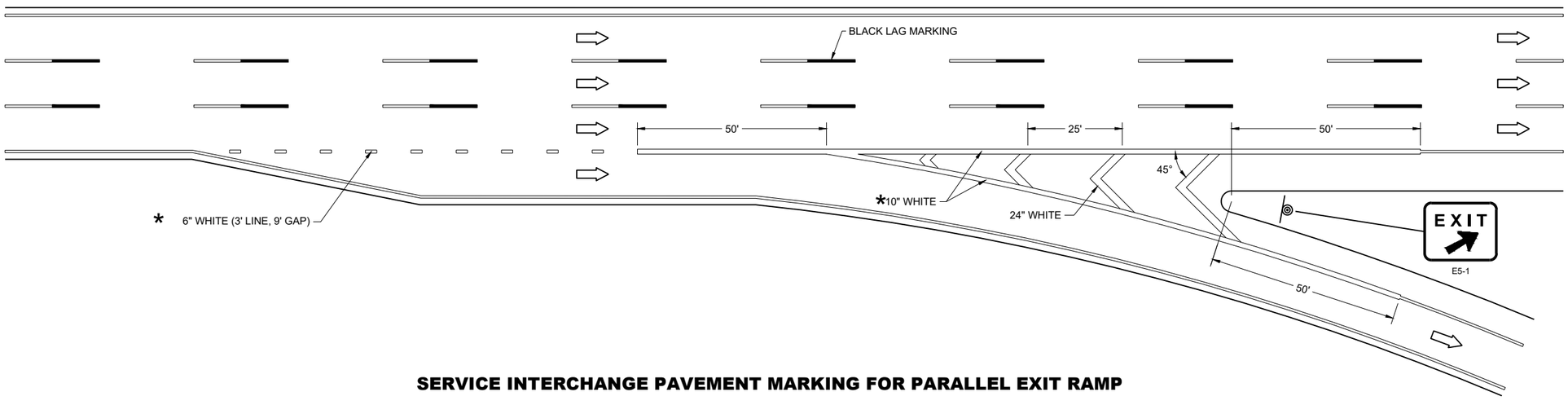
APPROVED
May 2023 — DATE
/S/ Matthew Rauch — STATE SIGNING AND MAF ENGINEER
FHWA

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SDD 15C29-08a



PAVEMENT MARKING FOR EXIT RAMP



SERVICE INTERCHANGE PAVEMENT MARKING FOR PARALLEL EXIT RAMP

GENERAL NOTES

PLACE GROOVE 3 INCHES LEFT OF JOINT.

LEGEND

SIGN ON PERMANENT SUPPORT

DIRECTION OF TRAVEL

*CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES

PAVEMENT MARKING, EXIT RAMP AND PARALLEL EXIT RAMP

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

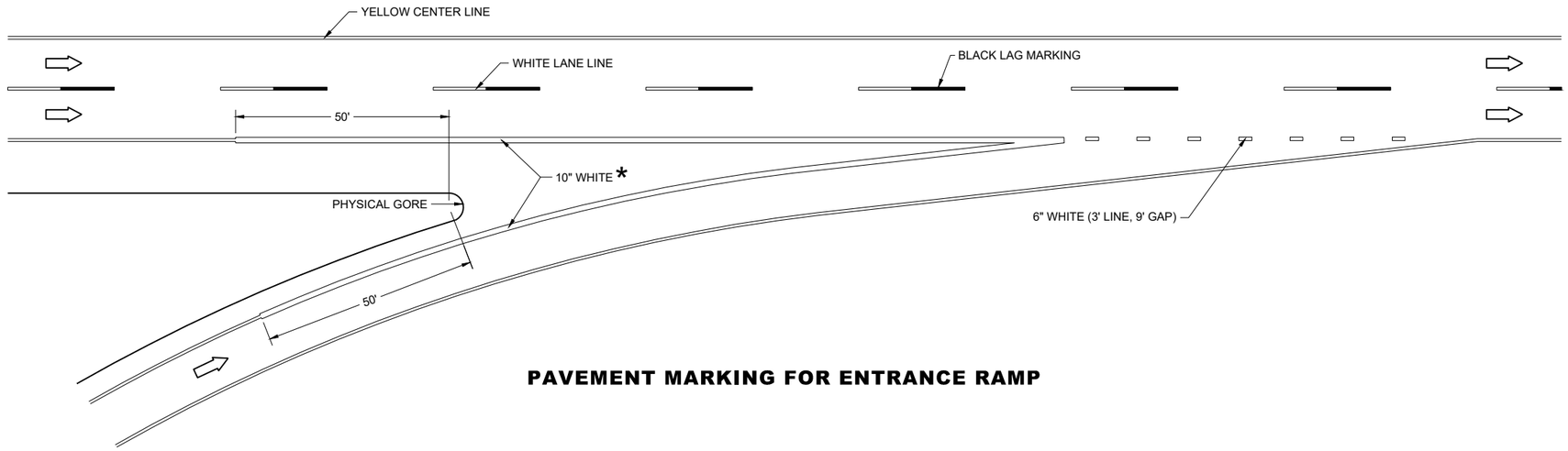
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SDD 15C31-08a

SDD 15C31-08a

GENERAL NOTES

PLACE GROOVE 3 INCHES LEFT OF JOINT.

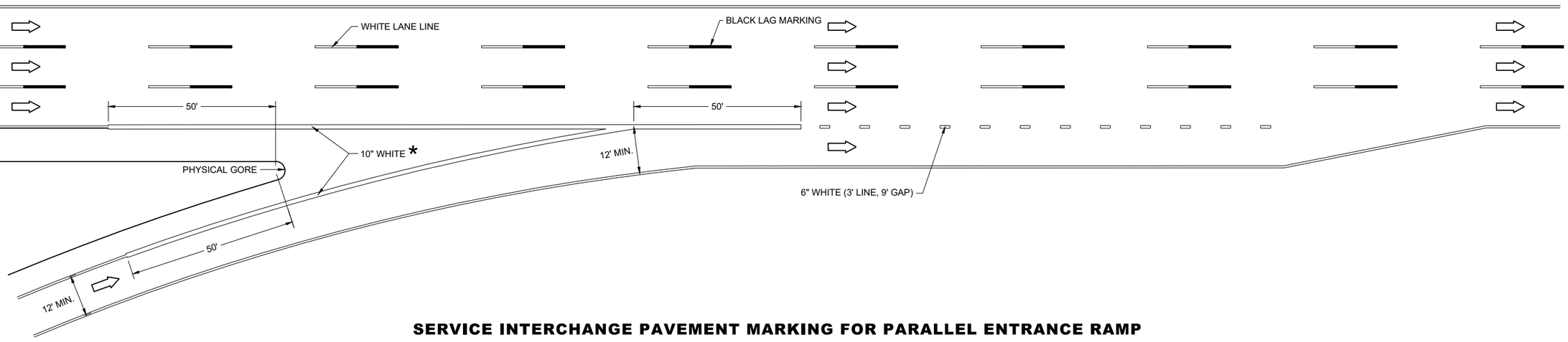


PAVEMENT MARKING FOR ENTRANCE RAMP

LEGEND

DIRECTION OF TRAVEL

*CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES



SERVICE INTERCHANGE PAVEMENT MARKING FOR PARALLEL ENTRANCE RAMP

6

SDD 15C31-08c

PAVEMENT MARKING, ENTRANCE RAMP AND PARALLEL ENTRANCE RAMP

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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 TO PROVIDE A MINIMUM OF 200 FEET (500 FEET DESIRABLE) CLEARANCE TO EXISTING SIGNS.

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

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

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

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

FOR A LANE CLOSURE THAT IS IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS, THE ADVANCED WARNING SIGNS MAY BE MOUNTED ON PORTABLE SUPPORTS.

REMOVE PAVEMENT MARKINGS AND PLACE TEMPORARY PAVEMENT MARKING LINE IF LANE CLOSURE IS TO BE IN PLACE 4 OR MORE CONTINUOUS 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.

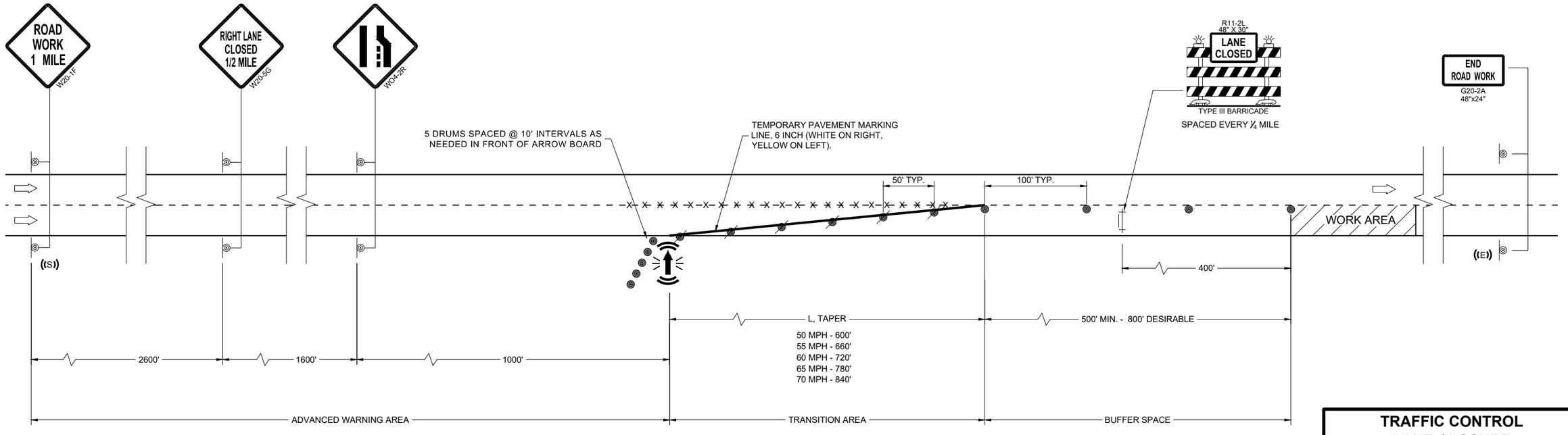
WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

ADJUSTMENTS IN BUFFER SPACE NEED TO BE INCORPORATED WHEN THE LANE CLOSURE OCCURS NEAR AN INTERCHANGE EXIT OR ENTRANCE RAMP OR INTERSECTION. THE LANE CLOSURE MUST TAKE PLACE FAR ENOUGH IN ADVANCE OF AN EXIT OR ENTRANCE RAMP TO STILL ALLOW FOR ADEQUATE BUFFER SPACE. THE MINIMUM LENGTH OF THE BUFFER SPACE BEFORE AN EXIT RAMP SHOULD BE ONE HALF THE LENGTH OF THE TRANSITION AREA. THE ENTRANCE RAMP SHOULD BE FOLLOWED BY THE ORIGINAL BUFFER SPACE LENGTH OF 800 FEET DESIRABLE PRIOR TO ANOTHER TRAFFIC CONTROL CHANGE SUCH AS A CROSSOVER MANEUVER.

CONSIDER ROADWAY GEOMETRICS WHEN LOCATING SIGNS AND ARROW BOARD SO THE DRIVER HAS A CLEAR VIEW OF THE ARROW BOARD AND LANE CLOSURE DRUMS.

LEGEND

- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- TYPE III BARRICADE WITH ATTACHED SIGN
- TYPE "A" WARNING LIGHT (FLASHING)
- REMOVING PAVEMENT MARKINGS
- DIRECTION OF TRAFFIC
- WORK AREA
- CONNECTED ARROW BOARD
- (S) WZ START LOCATION MARKER
- (E) WZ END LOCATION MARKER



TRAFFIC CONTROL LANE CLOSURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2024 — DATE
/S/ Andrew Heidtke — ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR

FHWA

6

SDD 15D12-14a

6

SDD 15D12-14a

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 TO PROVIDE A MINIMUM OF 200 FEET (500 FEET DESIRABLE) CLEARANCE TO EXISTING SIGNS.

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

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

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

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

CONSIDER ROADWAY GEOMETRICS WHEN LOCATING SIGNS AND ARROW BOARD SO THE DRIVER HAS A CLEAR VIEW OF THE ARROW BOARD AND LANE CLOSURE DRUMS.

FOR A LANE CLOSURE THAT IS IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS, THE ADVANCED WARNING SIGNS MAY BE MOUNTED ON PORTABLE SUPPORTS.

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

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

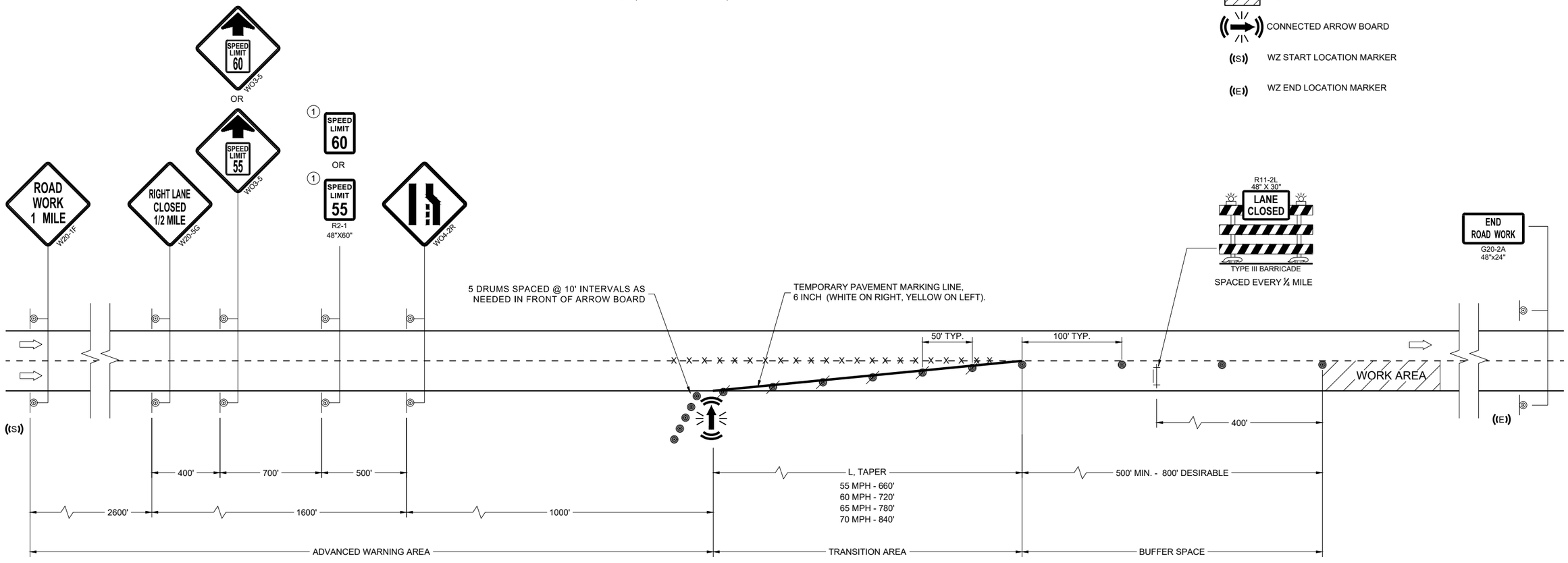
IF THE HORIZONTAL ALIGNMENT IS SUCH THAT A CURVE MAY REQUIRE ADDITIONAL DELINEATION, THE DEVICE SPACING MAY BE DECREASED TO 50 FEET.

ADJUSTMENTS IN BUFFER SPACE NEED TO BE INCORPORATED WHEN THE LANE CLOSURE OCCURS NEAR AN INTERCHANGE EXIT OR ENTRANCE RAMP OR INTERSECTION. THE LANE CLOSURE MUST TAKE PLACE FAR ENOUGH IN ADVANCE OF AN EXIT OR ENTRANCE RAMP TO STILL ALLOW FOR ADEQUATE BUFFER SPACE. THE MINIMUM LENGTH OF THE BUFFER SPACE BEFORE AN EXIT RAMP SHOULD BE ONE HALF THE LENGTH OF THE TRANSITION AREA. THE ENTRANCE RAMP SHOULD BE FOLLOWED BY THE ORIGINAL BUFFER SPACE LENGTH OF 800 FEET DESIRABLE PRIOR TO ANOTHER TRAFFIC CONTROL CHANGE SUCH AS A CROSSOVER MANEUVER.

(1) A SPEED LIMIT SIGN SHALL BE LOCATED 1500 FEET BEYOND THE END OF THE ACCELERATION LANE OF EACH ENTRANCE RAMP. PLACE A SPEED LIMIT SIGN A MINIMUM OF EVERY 3 MILES. INCLUDE A RESUME SPEED LIMIT SIGN 200 FEET MINIMUM (500 FEET DESIRABLE) BEYOND THE "END OF ROADWORK" SIGN.

LEGEND

- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- TYPE III BARRICADE WITH ATTACHED SIGN
- TYPE "A" WARNING LIGHT (FLASHING)
- REMOVING PAVEMENT MARKINGS
- DIRECTION OF TRAFFIC
- WORK AREA
- CONNECTED ARROW BOARD
- (S) WZ START LOCATION MARKER
- (E) WZ END LOCATION MARKER



TRAFFIC CONTROL, LANE CLOSURE, SPEED REDUCTION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2024 — DATE
/S/ Andrew Heidtke — ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR

FHWA

6 SDD 15D12-14b

6 SDD 15D12-14b

LEGEND

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

GENERAL NOTES

THE INSTALLATIONS SHOWN ON THIS SHEET ARE TYPICAL EXAMPLES AND ARE NOT INTENDED TO REPRESENT ANY PARTICULAR RAMP. AT SPECIFIC FIELD LOCATIONS, SIMILAR INSTALLATIONS SHALL BE USED AND ADJUSTED TO THE GEOMETRICS OF THE RAMP AS COORDINATED WITH THE ENGINEER.

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 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.

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

SEE SEPARATE LANE CLOSURE DETAIL FOR TYPICAL SPACING OF TYPE III BARRICADES AND R11-2L "LANE CLOSED" SIGNS.

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONSECUTIVE DAYS AND NIGHTS OR THAT WILL BE PLACED IN A CLOSED LANE, MAY BE MOUNTED ON PORTABLE SUPPORTS. USE SUPPORTS THAT PROVIDE A MINIMUM OF 5 FEET FROM THE BOTTOM OF THE SIGN TO THE PAVEMENT.

IF INDICATED IN MISCELLANEOUS QUANTITIES, SUBSTITUTE FLEXIBLE TUBULAR MARKERS FOR DRUMS IN THE GORE BETWEEN THE ENTRANCE RAMP AND MAINLINE TRAFFIC.

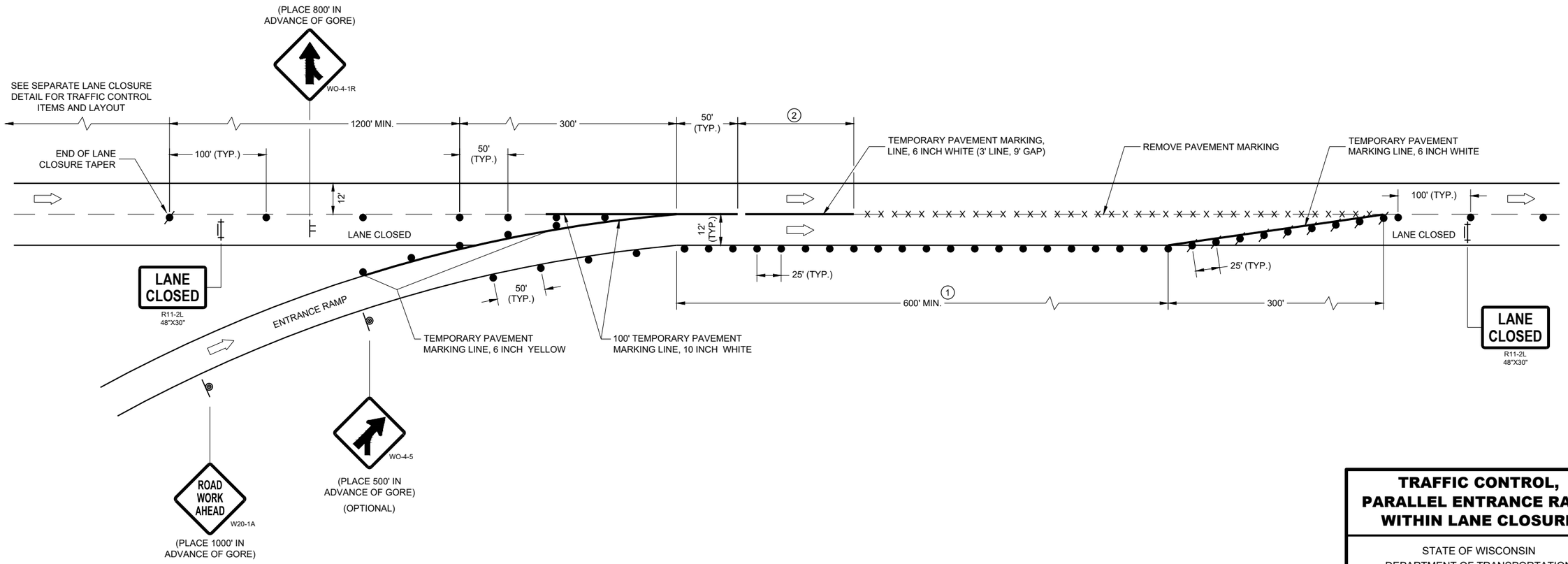
ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

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

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

(1) EXTEND THE LENGTH OF THE MERGE ARE IF THE ENTERING (DESIGN) SPEED IS LESS THAN 50MPH OR IF THE MAINLINE GRADE EXCEEDS ±2.2%.

(2) END TEMPORARY PAVEMENT MARKING LINE AT ½ THE LENGTH OF FULL WIDTH OF THE ACCELERATION LANE.



TRAFFIC CONTROL, PARALLEL ENTRANCE RAMP WITHIN LANE CLOSURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA

6
SDD 15D15-07a

LEGEND

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

GENERAL NOTES

THE INSTALLATIONS SHOWN ON THIS SHEET ARE TYPICAL EXAMPLES AND ARE NOT INTENDED TO REPRESENT ANY PARTICULAR RAMP. AT SPECIFIC FIELD LOCATIONS, SIMILAR INSTALLATIONS SHALL BE USED AND ADJUSTED TO THE GEOMETRICS OF THE RAMP AS COORDINATED WITH THE ENGINEER.

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 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.

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

SEE SEPARATE LANE CLOSURE DETAIL FOR TYPICAL SPACING OF TYPE III BARRICADES AND R11-2L "LANE CLOSED" SIGNS.

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

IF INDICATED IN MISCELLANEOUS QUANTITIES, SUBSTITUTE FLEXIBLE TUBULAR MARKERS /OR DRUMS IN THE GORE BETWEEN THE EXIT RAMP AND MAINLINE TRAFFIC.

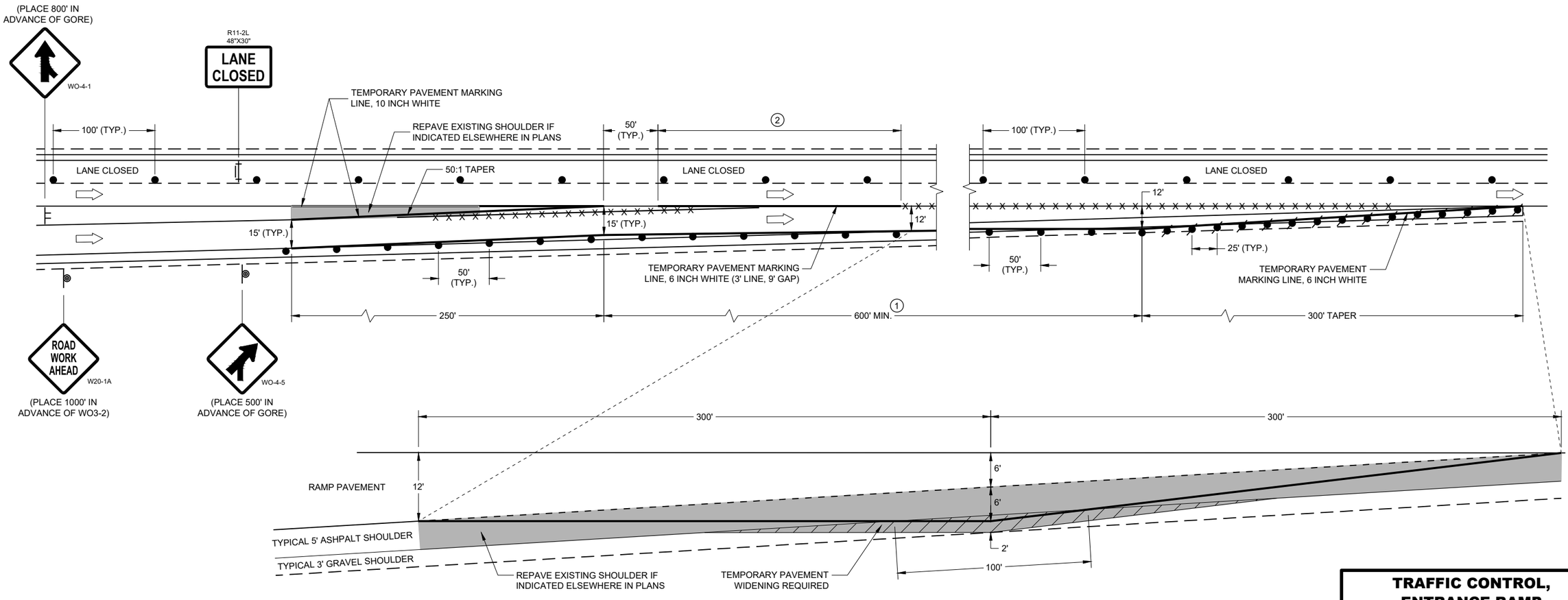
ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

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

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

(1) EXTEND THE LENGTH OF THE MERGE AREA IF THE ENTERING (DESIGN) SPEED OF THE RAMP IS LESS THAN 50 MPH OR IF THE MAINLINE GRADE EXCEEDS ±2.2%.

(2) END TEMPORARY PAVEMENT MARKING LINE AT ½ THE LENGTH OF FULL WIDTH OF THE ACCELERATION LANE.



TEMPORARY PAVEMENT DETAIL

(EXISTING RAMP DIMENSIONS MAY VARY, ADJUST TEMPORARY PAVEMENT ACCORDINGLY)

TRAFFIC CONTROL, ENTRANCE RAMP WITHIN LANE CLOSURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

6

SDD 15D15-07b

6

SDD 15D15-07b

LEGEND

SIGN ON PERMANENT SUPPORT

SIGN ON TEMPORARY SUPPORT

TRAFFIC CONTROL DRUM

TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT

REMOVING PAVEMENT MARKING (SEE GENERAL NOTES)

TYPE III BARRICADE WITH ATTACHED SIGN

FLAGS, 16" X 16" MIN., ORANGE

DIRECTION OF TRAFFIC

GENERAL NOTES

THE INSTALLATIONS SHOWN ON THIS SHEET ARE TYPICAL EXAMPLES AND ARE NOT INTENDED TO REPRESENT ANY PARTICULAR RAMP. AT SPECIFIC FIELD LOCATIONS, SIMILAR INSTALLATIONS SHALL BE USED AND ADJUSTED TO THE GEOMETRICS OF THE RAMP AS COORDINATED WITH THE ENGINEER.

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 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.

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

SEE SEPARATE LANE CLOSURE DETAIL FOR TYPICAL SPACING OF TYPE III BARRICADES AND R11-2L "LANE CLOSED" SIGNS.

YIELD SIGN AND WARNING SIGNS ON ENTRANCE RAMP ARE ALSO APPROPRIATE FOR CLOSURE OF THE MAINLINE LEFT LANE. OMIT THE YIELD SIGN IF MORE THAN ONE LANE REMAINS OPEN ON THE MAINLINE AND THE RAMP TAPER IS AT LEAST AS LONG AS THE NORMAL ENTRANCE RAMP TAPER AT THE SITE.

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONSECUTIVE DAYS AND NIGHTS OR THAT WILL BE PLACED IN A CLOSED LANE, MAY BE MOUNTED ON PORTABLE SUPPORTS. USE SUPPORTS THAT PROVIDE A MINIMUM OF 5 FEET FROM THE BOTTOM OF THE SIGN TO THE PAVEMENT.

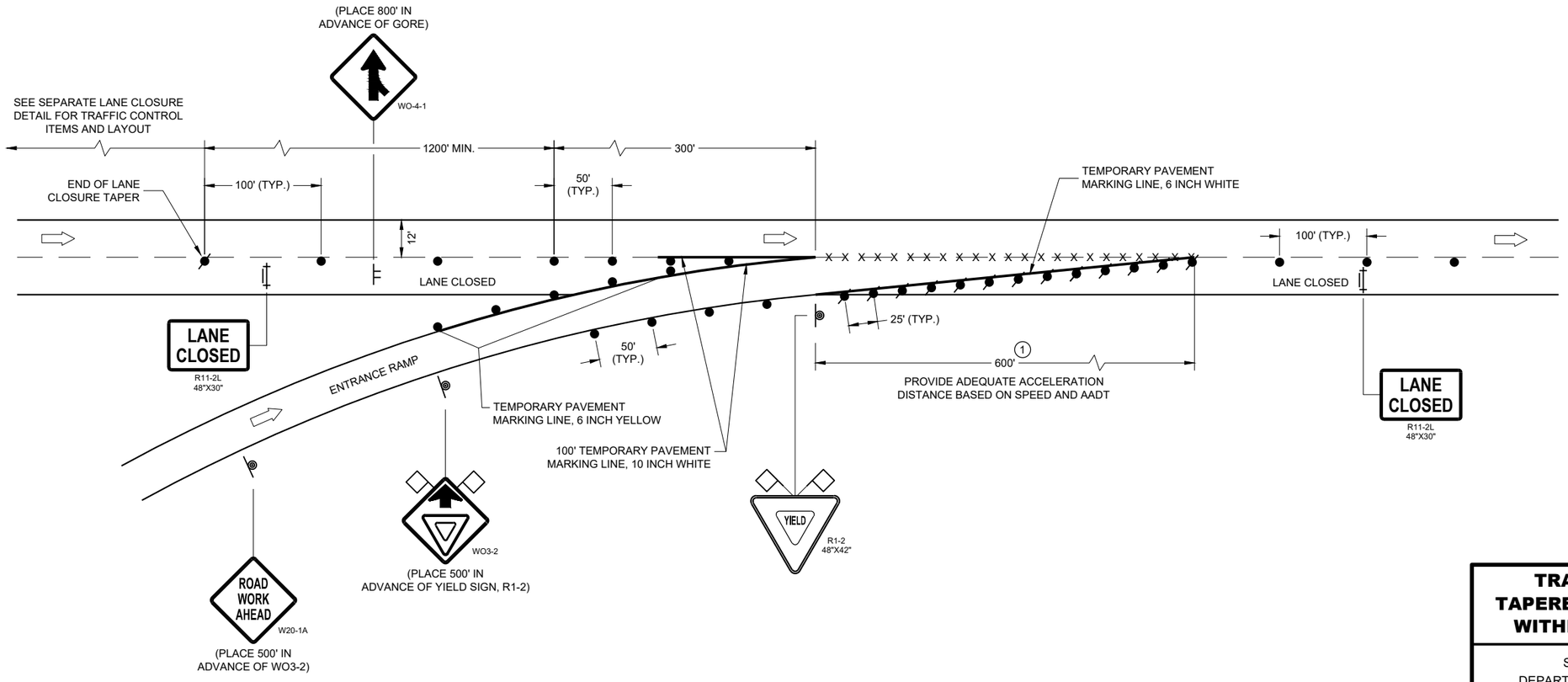
IF INDICATED IN MISCELLANEOUS QUANTITIES, SUBSTITUTE FLEXIBLE TUBULAR MARKERS FOR DRUMS IN THE GORE BETWEEN THE ENTRANCE RAMP AND MAINLINE TRAFFIC.

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 LINES IF LANE CLOSURE IS TO BE IN PLACE FOR 4 OR MORE CONTINUOUS DAYS AND NIGHTS.

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

(1) CONSULT WITH REGIONAL WORK ZONE ENGINEER IF NEED TO REDUCE LENGTH EXISTS.



TRAFFIC CONTROL, TAPERED ENTRANCE RAMP WITHIN LANE CLOSURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

FHWA

6
SDD 15D15-07c

LEGEND

SIGN ON PERMANENT SUPPORT

SIGN ON TEMPORARY SUPPORT

TRAFFIC CONTROL DRUM

TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT

TYPE III BARRICADE WITH ATTACHED SIGN

FLAGS, 16" X 16" MIN., ORANGE

DIRECTION OF TRAFFIC

GENERAL NOTES

THE INSTALLATIONS SHOWN ON THIS SHEET ARE TYPICAL EXAMPLES AND ARE NOT INTENDED TO REPRESENT ANY PARTICULAR RAMP. AT SPECIFIC FIELD LOCATIONS, SIMILAR INSTALLATIONS SHALL BE USED AND ADJUSTED TO THE GEOMETRICS OF THE RAMP AS COORDINATED WITH THE ENGINEER.

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 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.

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

SEE SEPARATE LANE CLOSURE DETAIL FOR TYPICAL SPACING OF TYPE III BARRICADES AND R11-2L "LANE CLOSED" SIGNS.

YIELD SIGN AND WARNING SIGNS ON ENTRANCE RAMP ARE ALSO APPROPRIATE FOR CLOSURE OF THE MAINLINE LEFT LANE. OMIT THE YIELD SIGN IF MORE THAN ONE LANE REMAINS OPEN ON THE MAINLINE AND THE RAMP TAPER IS AT LEAST AS LONG AS THE NORMAL ENTRANCE RAMP TAPER AT THE SITE.

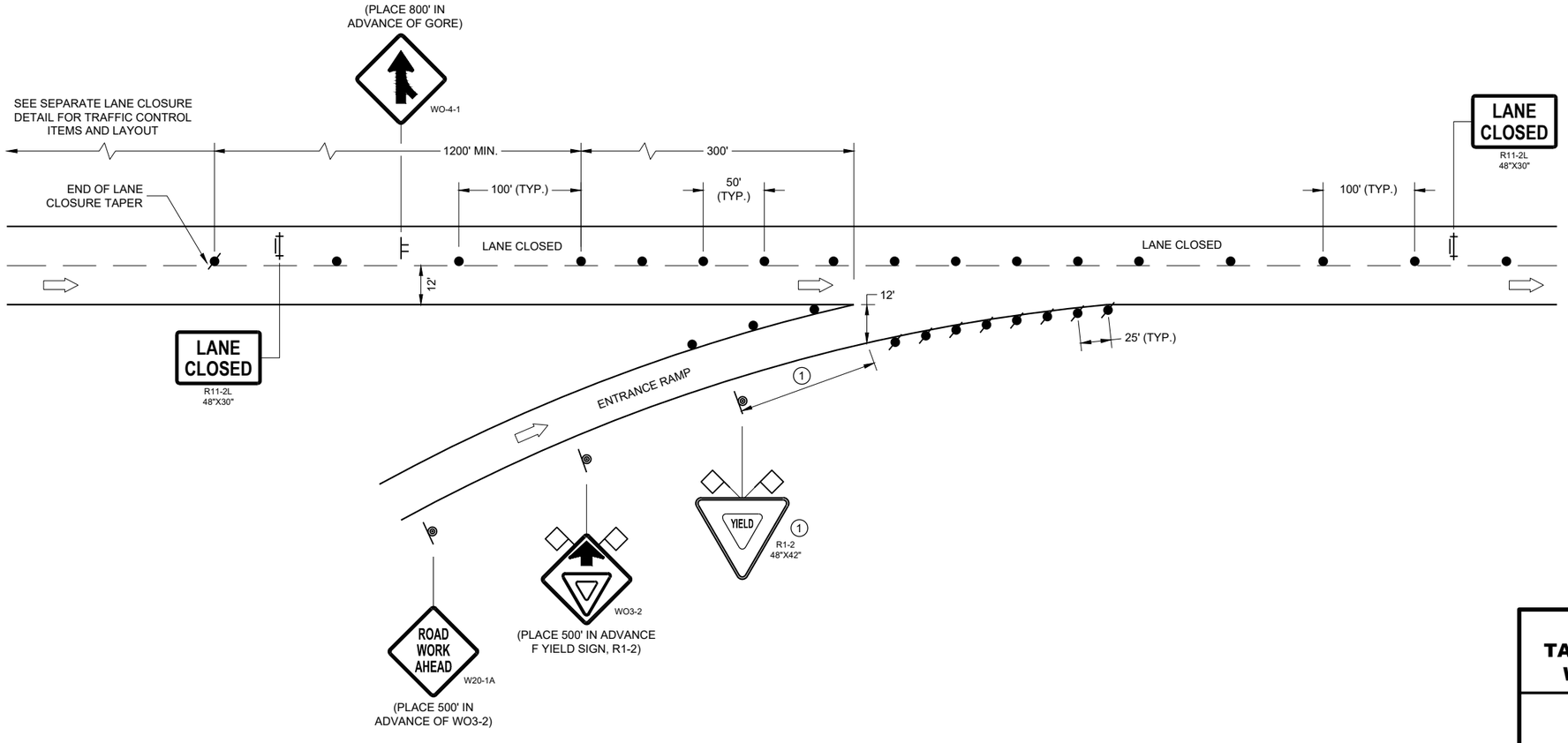
SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONSECUTIVE DAYS AND NIGHTS OR THAT WILL BE PLACED IN A CLOSED LANE, MAY BE MOUNTED ON PORTABLE SUPPORTS. USE SUPPORTS THAT PROVIDE A MINIMUM OF 5 FEET FROM THE BOTTOM OF THE SIGN TO THE PAVEMENT.

IF INDICATED IN MISCELLANEOUS QUANTITIES, SUBSTITUTE FLEXIBLE TUBULAR MARKERS FOR DRUMS IN THE GORE BETWEEN THE ENTRANCE RAMP AND MAINLINE TRAFFIC.

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.

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

(1) PLACE YIELD SIGN TO PROVIDE ADEQUATE SIGHT DISTANCE AND ACCELERATION DISTANCE.



TRAFFIC CONTROL, TAPERED ENTRANCE RAMP WITHIN LANE CLOSURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

6

SDD 15D15-07d

6

SDD 15D15-07d

LEGEND

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

GENERAL NOTES

THE INSTALLATIONS SHOWN ON THIS SHEET ARE TYPICAL EXAMPLES AND ARE NOT INTENDED TO REPRESENT ANY PARTICULAR RAMP. AT SPECIFIC FIELD LOCATIONS, SIMILAR INSTALLATIONS SHALL BE USED AND ADJUSTED TO THE GEOMETRICS OF THE RAMP AS COORDINATED WITH THE ENGINEER.

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 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.

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

SEE SEPARATE LANE CLOSURE DETAIL FOR TYPICAL SPACING OF TYPE III BARRICADES AND R11-2L "LANE CLOSED" SIGNS.

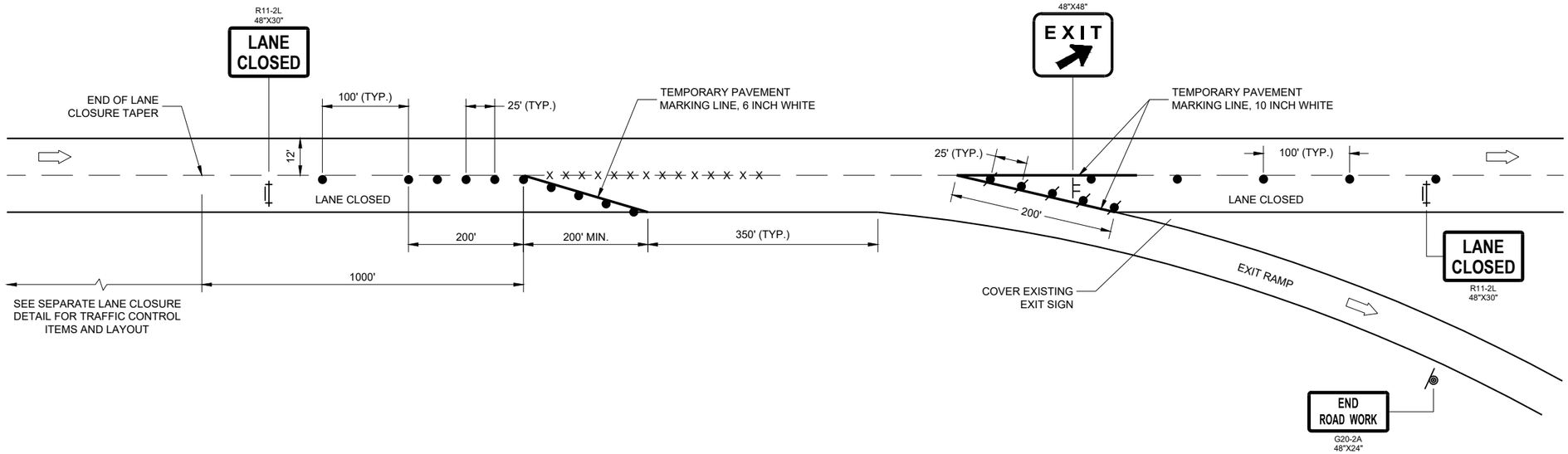
SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONSECUTIVE DAYS AND NIGHTS OR THAT WILL BE PLACED IN A CLOSED LANE, MAY BE MOUNTED ON PORTABLE SUPPORTS.

IF INDICATED IN MISCELLANEOUS QUANTITIES, SUBSTITUTE FLEXIBLE TUBULAR MARKERS FOR DRUMS IN THE GORE BETWEEN THE EXIT RAMP AND MAINLINE TRAFFIC.

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 LINES IF LANE CLOSURE IS TO BE IN PLACE FOR 4 OR MORE CONTINUOUS DAYS AND NIGHTS.

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



TRAFFIC CONTROL, PARALLEL EXIT RAMP WITHIN LANE CLOSURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

6

SDD 15D15-07e

LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- SIGN ON PERMANENT SUPPORT
- TYPE "A" WARNING LIGHT (FLASHING)
- DIRECTION OF TRAFFIC

GENERAL NOTES

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

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 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 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.

PLACE TEMPORARY PAVEMENT MARKING LINE IF RAMP CLOSURE IS TO BE IN PLACE 4 OR MORE CONTINUOUS DAYS AND NIGHTS.

WORK AREAS WITH A DROP OFF ALONG THE EDGE OF AN OPEN TRAVEL LANE SHALL BE LEVELED WITH TEMPORARY FILL WHEN THE CONTRACTOR IS NOT WORKING ADJACENT TO THE TRAVEL LANE. DRUMS SHALL BE PLACED ENTIRELY OUTSIDE THE TRAVEL LANE, ALLOWING THE FULL UNOBSTRUCTED LANE WIDTH, WHEN WORK IS NOT IN PROGRESS.

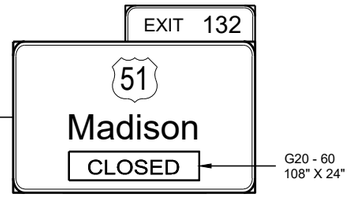
WHERE MEDIAN BARRIER IS IN PLACE, SIGNS SHOWN ON LEFT SIDE OF ROADWAY MAY BE OMITTED FOR RIGHT SIDE RAMP CLOSURES OF LESS THAN 12 - HOUR DURATION.

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

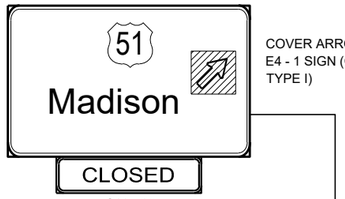
(2) PLACE "RAMP CLOSED BEGINNING" SIGN OR PCMS 7 CALENDAR DAYS PRIOR TO CLOSURE OR AS DIRECTED BY THE ENGINEER. SEE WISCONSIN STANDARD SIGN PLATES FOR SIGN LAYOUT.



OR

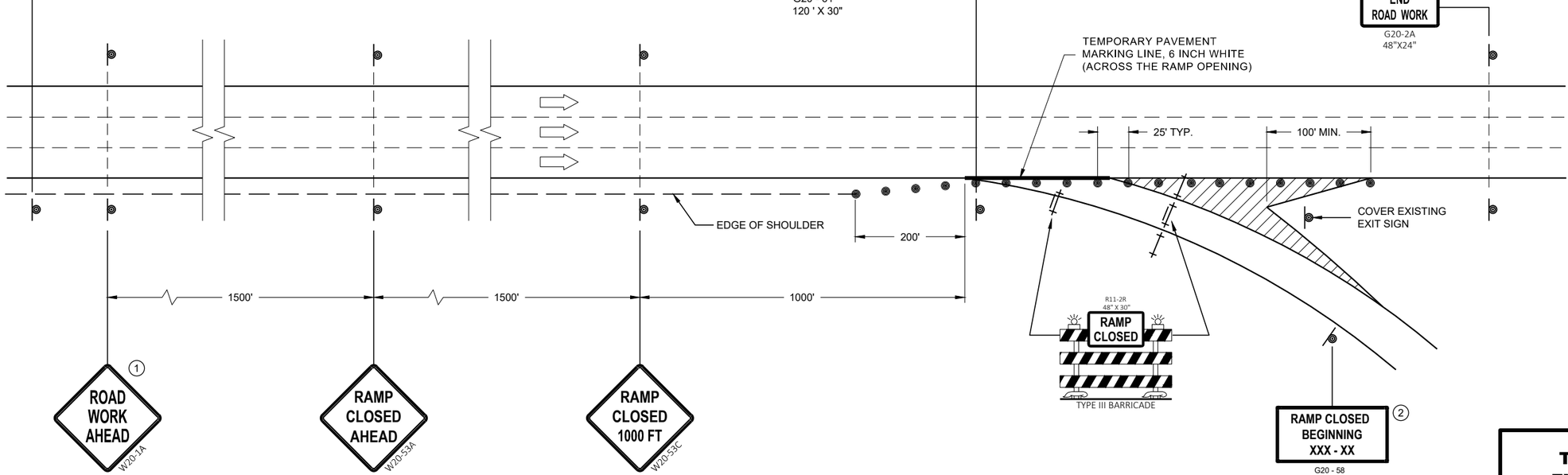


PLACE SIGN G20 - 60 OVER MILEAGE ON EXISTING E1 - 1A SIGN



G20 - 61
120 ' X 30"

COVER ARROW ON EXISTING E4 - 1 SIGN (COVERING SIGNS TYPE I)



OR

PCMS MESSAGING

FRAME 1	FRAME 2
RAMP TO CLOSE	XXXDAY XX XX XX

TRAFFIC CONTROL, EXIT RAMP CLOSURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023
DATE

/S/ Andrew Heidtke
ROADWAY STANDARDS DEVE ENGINEER

FHWA

6

SDD 15D16-06

LEGEND

- TRAFFIC CONTROL DRUM
- SIGN ON PERMANENT SUPPORT
- DIRECTION OF TRAFFIC
- FLASHING ARROW BOARD
- WORK AREA

GENERAL NOTES

THIS DETAIL IS TYPICAL FOR CLOSING THE RIGHT SHOULDER. FOR CLOSING THE LEFT SHOULDER, REVERSE THE TRAFFIC CONTROL.

THIS DETAIL MAY BE USED FOR DIVIDED ROADWAYS WITH ANY NUMBER OF TRAVEL LANES.

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.

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

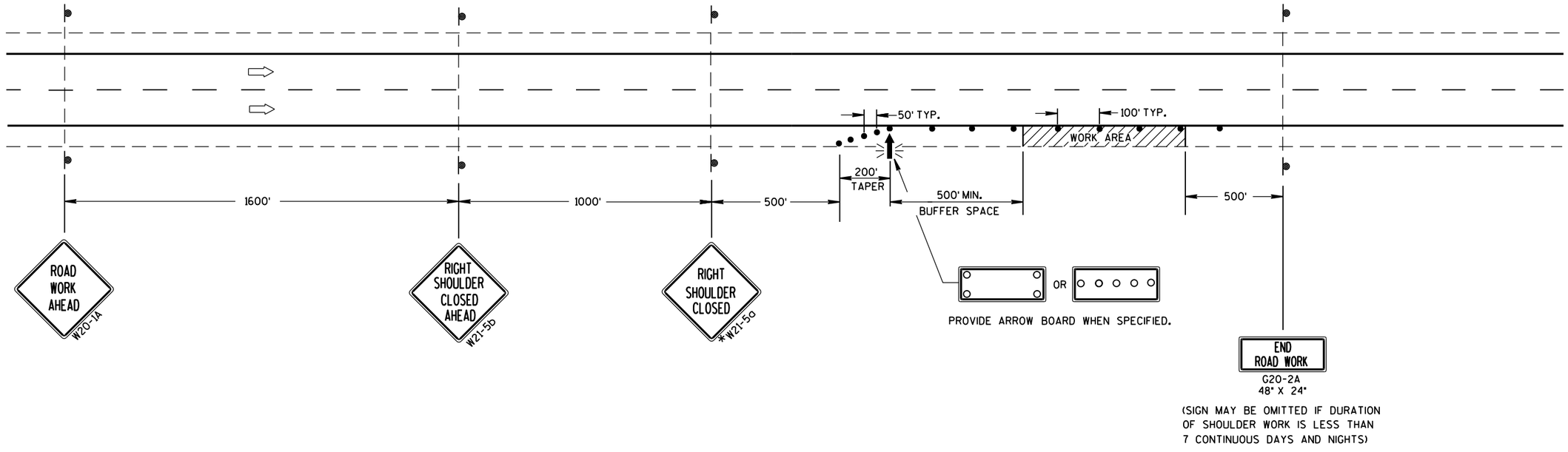
SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

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 THE WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

WHEN A 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.

*FOR SHORT DURATION SHOULDER WORK OF LESS THAN ONE HOUR, THE W21-5a SIGN MAY BE OMITTED.



TRAFFIC CONTROL SHOULDER CLOSURE ON DIVIDED ROADWAY, SPEEDS GREATER THAN 40 MPH

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

June 2016 — DATE

/S/ Peter Amakobe Atepe
STATEWIDE WORK ZO[illegible] SAFETY ENGI[illegible]

FHWA

6

S.D.D. 15 D 27-3

LEGEND

SIGN ON PERMANENT SUPPORT

TRAFFIC CONTROL DRUM

DIRECTION OF TRAFFIC

WORK ZONE

GENERAL NOTES

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 THE REGIONAL TRAFFIC UNIT.

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

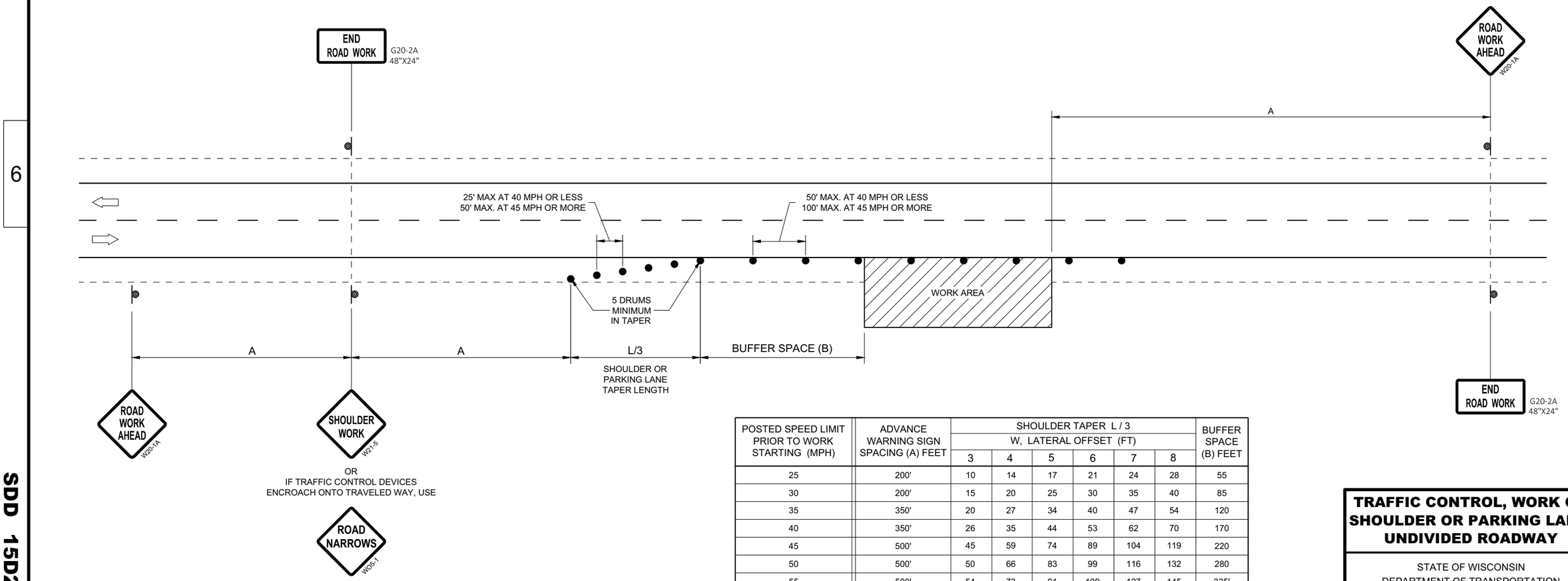
ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH THE TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

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

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

W20-1A 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.



POSTED SPEED LIMIT PRIOR TO WORK STARTING (MPH)	ADVANCE WARNING SIGN SPACING (A) FEET	SHOULDER TAPER L / 3 W, LATERAL OFFSET (FT)						BUFFER SPACE (B) FEET
		3	4	5	6	7	8	
25	200'	10	14	17	21	24	28	55
30	200'	15	20	25	30	35	40	85
35	350'	20	27	34	40	47	54	120
40	350'	26	35	44	53	62	70	170
45	500'	45	59	74	89	104	119	220
50	500'	50	66	83	99	116	132	280
55	500'	54	73	91	109	127	145	335'

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

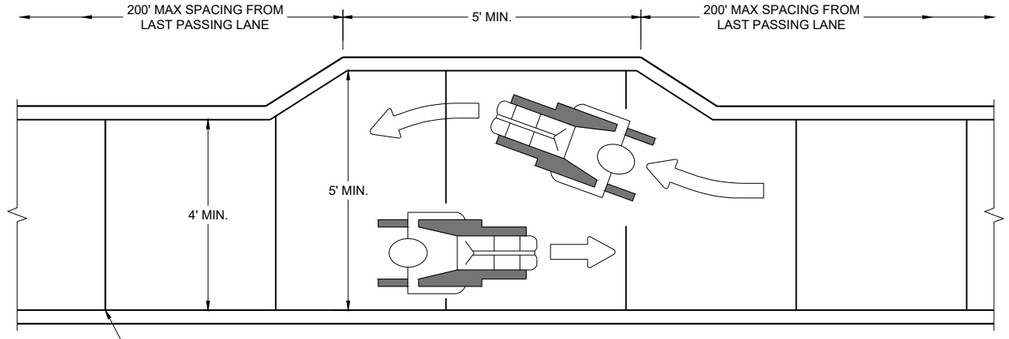
APPROVED
May 2020
DATE

/S/ Andrew Heidtke
STATEWIDE WORK ZONE T SAFETY ENGINEER

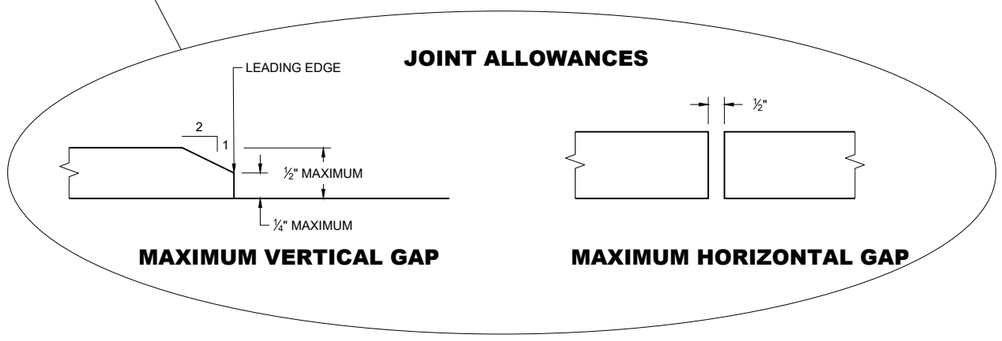
FHWA

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SDD 15D28 - 04



NARROW SIDEWALK PASSING DETAIL



MAXIMUM VERTICAL GAP

MAXIMUM HORIZONTAL GAP

GENERAL NOTES

BARRICADE DEVICE SELECTED FROM APPROVED PRODUCT LIST

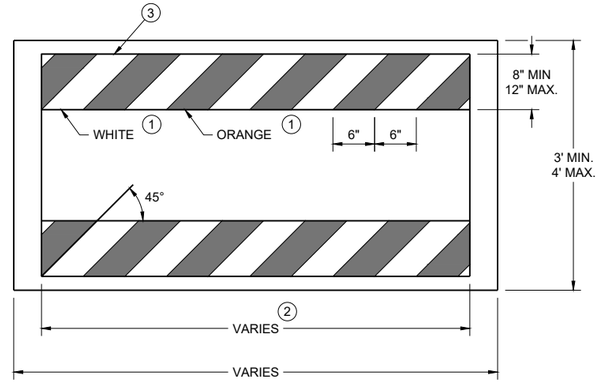
(1) REFLECTIVE SHEETING SHALL FOLLOW THE REQUIREMENTS IN THE APPROVED PRODUCTS LISTING FOR SIGN SHEETING.

(2) SHEETING REQUIRED ON MORE THAN 50% OF BARRICADE WIDTH.

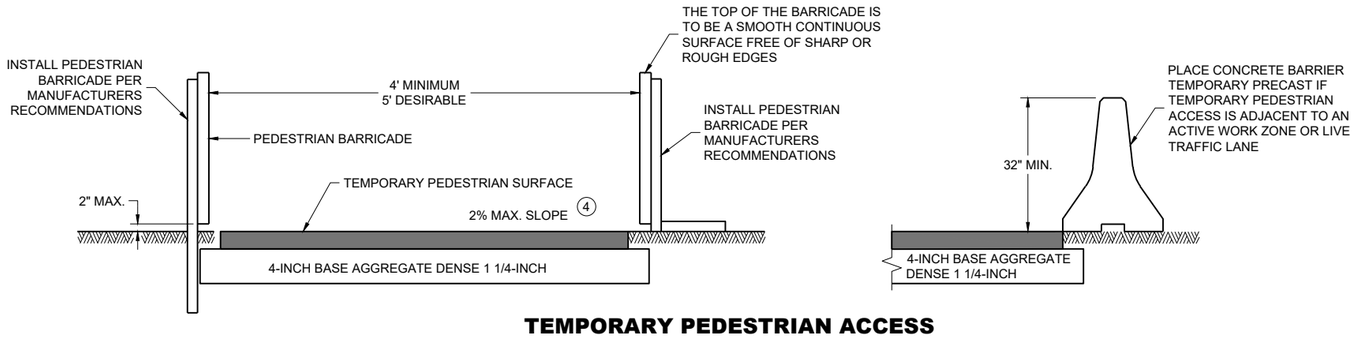
(3) PLACE SHEETING ON BOTH SIDES OF THE BARRICADE.

* USE THIS DETAIL FOR SHEETING PLACEMENT REFERENCE.

(4) WHEN THE TEMPORARY PEDESTRIAN ACCESS ROUTE RUNS PARALLEL ON THE ROADWAY SURFACE, THE MAXIMUM CROSS SLOPE WILL MATCH THE EXISTING ROADWAY CROSS SLOPE.



TEMPORARY PEDESTRIAN BARRICADE *



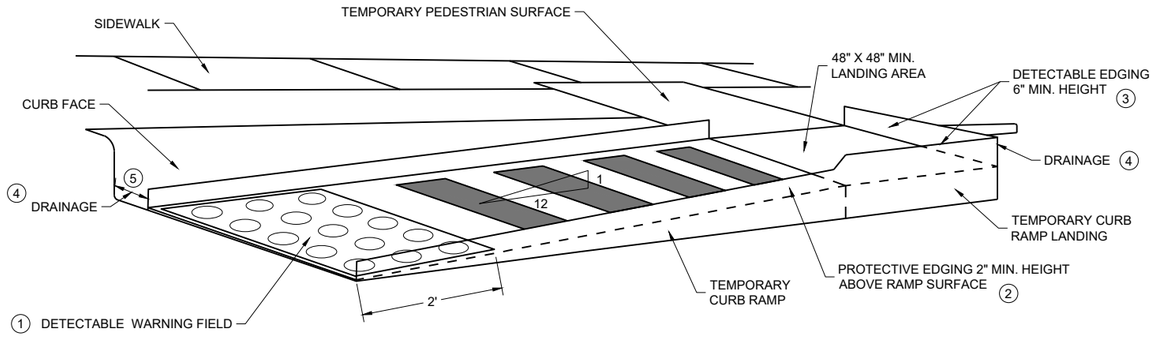
TEMPORARY PEDESTRIAN ACCESS

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 15D30-10a



PERSPECTIVE VIEW

GENERAL NOTES

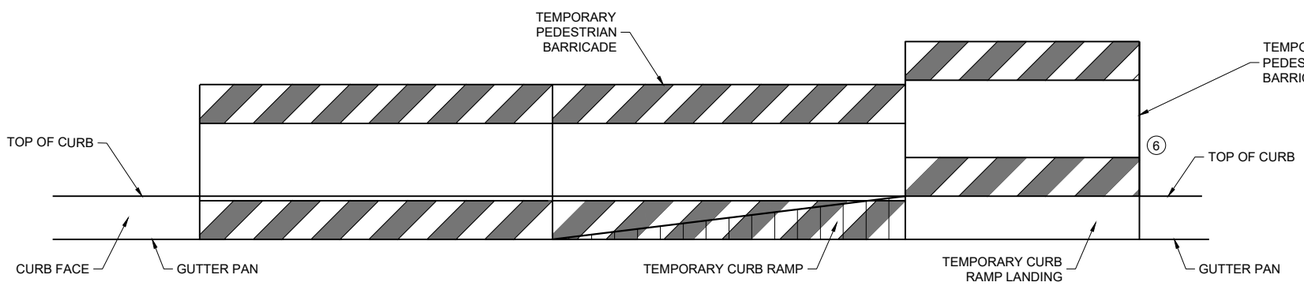
CURB RAMPS SHALL BE 48" MIN. WIDTH WITH A FIRM, STABLE AND SLIP RESISTANT SURFACE.

CURB RAMPS AND LANDINGS SHALL HAVE A 1:50 (2%) MAX. CROSS-SLOPE.

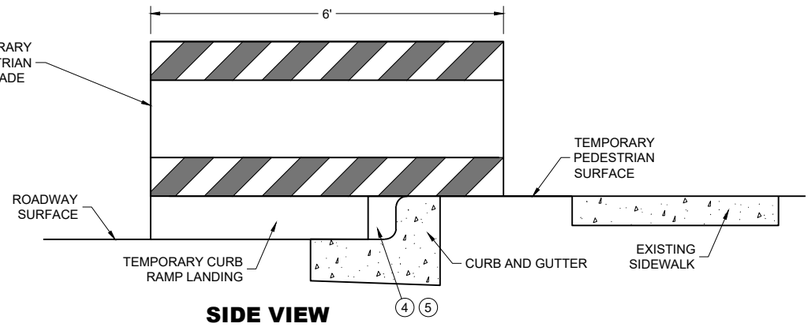
CLEAR SPACE OF 48" X 48" SHALL BE PROVIDED ABOVE AND BELOW THE CURB RAMP. LATERAL JOINTS OR GAPS BETWEEN SURFACES SHALL BE LESS THAN ½" WIDTH.

CHANGES BETWEEN SURFACE HEIGHTS SHALL NOT EXCEED ½". LATERAL EDGES MAY BE VERTICAL UP TO ¼" HIGH AND SHALL BE BEVELED AT 1:2 BETWEEN ¼" AND ½".

1. INSTALL CONTRASTING TEMPORARY DETECTABLE WARNING FIELD AT PEDESTRIAN STREET CROSSINGS, AS SHOWN IN THE PLANS.
2. PROTECTIVE EDGING WITH A 2" MIN. HEIGHT SHALL BE INSTALLED WHEN A CURB RAMP OR LANDING PLATFORM HAS A VERTICAL DROP OF 6" OR GREATER OR HAS A SIDE APRON SLOPE STEEPER THAN 1:3 (33%). PROTECTIVE EDGING SHOULD BE CONSIDERED WHEN CURB RAMPS OR LANDING PLATFORMS HAVE A VERTICAL DROP OF 3" OR MORE.
3. DETECTABLE EDGING WITH 6" MIN. HEIGHT AND CONTRASTING COLOR SHALL BE INSTALLED ON ALL CURB RAMP LANDINGS WHERE THE WALKWAY CHANGES DIRECTION (TURNS).
4. DO NOT RESTRICT WATER FLOW IN THE GUTTER SYSTEM.
5. ENSURE CURB RAMP IS OUT OF THE GUTTER PAN.
6. IF ONLY PART OF THE END PANEL OF TEMPORARY PEDESTRIAN BARRICADE PANEL IS NEEDED, EXTEND EXCESS PORTION OF TEMPORARY PEDESTRIAN BARRICADE PANEL HERE.



FRONT VIEW



SIDE VIEW

TEMPORARY CURB RAMP PARALLEL TO CURB

6

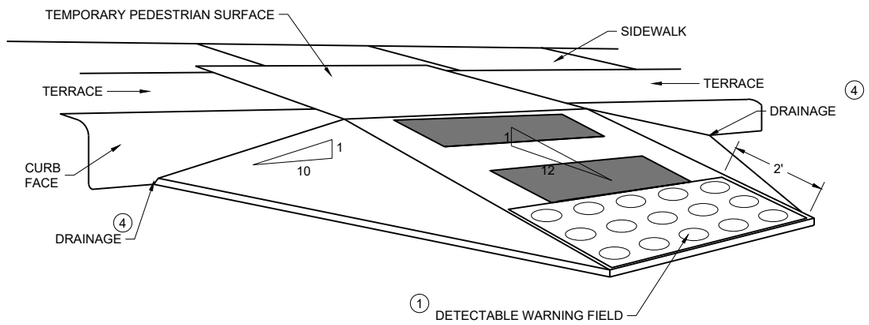
SDD 15D30-10b

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

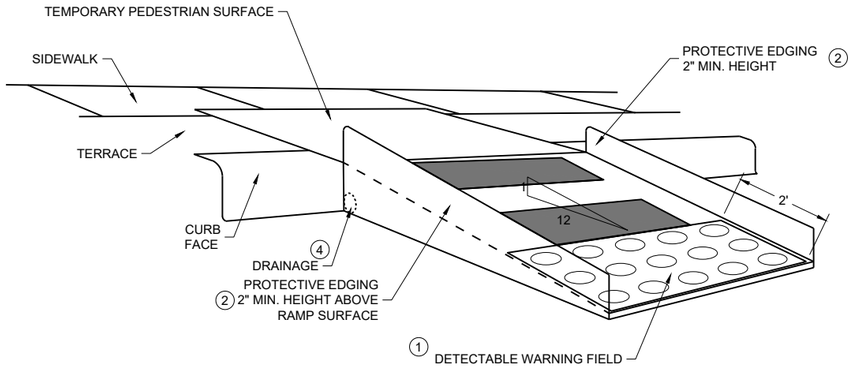
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 15D30-10b



WITH SIDE APRON (5)



WITH PROTECTIVE EDGE

TEMPORARY CURB RAMP PERPENDICULAR TO CURB

GENERAL NOTES

CURB RAMPS SHALL BE 48" MINIMUM WIDTH WITH A FIRM, STABLE AND SLIP RESISTANT SURFACE.

ALTERNATE SIDEWALK WORK BETWEEN LEFT AND RIGHT SIDE OF ROADWAY TO MAINTAIN PEDESTRIAN ACCESS.

CURB RAMPS AND LANDINGS SHALL HAVE A 1:50 (2%) MAX. CROSS-SLOPE.

CLEAR SPACE OF 48" X 48" SHALL BE PROVIDED ABOVE AND BELOW THE CURB RAMP.

LATERAL JOINTS OR GAPS BETWEEN SURFACES SHALL BE LESS THAN ½" WIDTH.

CHANGES BETWEEN SURFACE HEIGHTS SHALL NOT EXCEED ½". LATERAL EDGES MAY BE VERTICAL UP TO ¼" HIGH AND SHALL BE BEVELED AT 1:2 BETWEEN ¼" AND ½".

(1) INSTALL CONTRASTING TEMPORARY DETECTABLE WARNING FIELD AT PEDESTRIAN STREET CROSSINGS, AS SHOWN IN THE PLANS

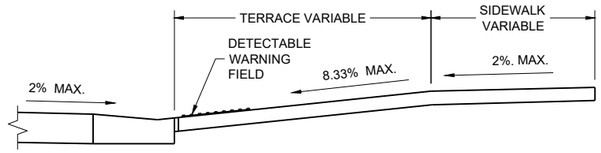
(2) PROTECTIVE EDGING WITH A 2" MIN. HEIGHT SHALL BE INSTALLED WHEN A CURB RAMP OR LANDING PLATFORM HAS A VERTICAL DROP OF 6" OR GREATER OR HAS A SIDE APRON SLOPE STEEPER THAN 1:3 (33%). PROTECTIVE EDGING SHOULD BE CONSIDERED WHEN CURB RAMPS OR LANDING PLATFORMS HAVE A VERTICAL DROP OF 3" OR MORE.

(3) DETECTABLE EDGING WITH 6" MIN. HEIGHT AND CONTRASTING COLOR SHALL BE INSTALLED ON ALL CURB RAMP LANDINGS WHERE THE WALKWAY CHANGES DIRECTION (TURNS).

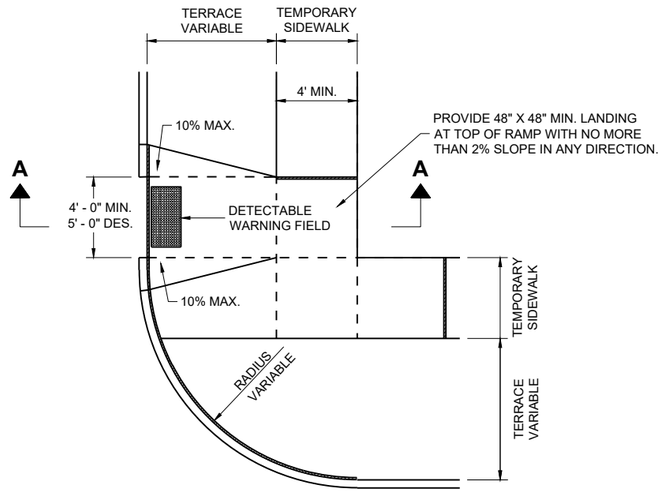
(4) DO NOT RESTRICT WATER FLOW IN THE GUTTER SYSTEM.

(5) CAN ONLY BE USED FOR RAMPS WITH 6" OR LESS OF VERTICAL CHANGE.

GENERAL NOTES



SECTION A - A



PLAN VIEW
TEMPORARY TYPE 3 RAMP
(OUTSIDE OF CROSSWALK AREA)

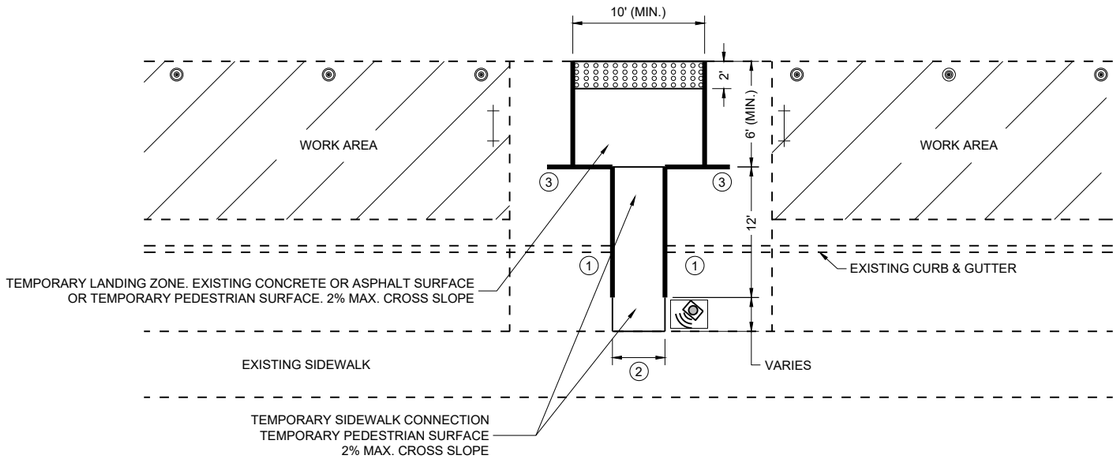
TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

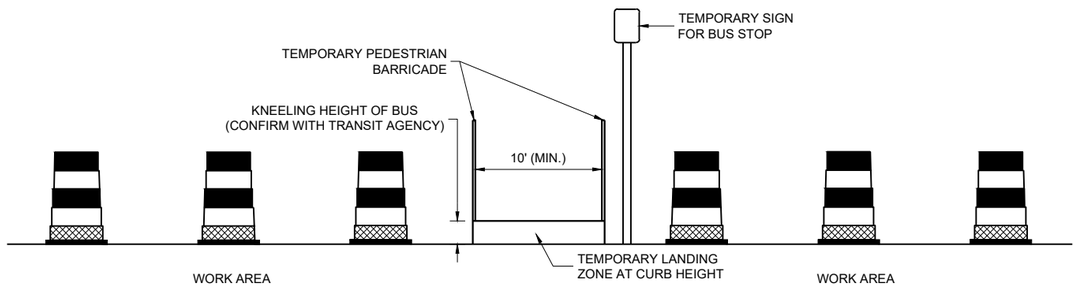
APPROVED
May 2023 — DATE
/S/ Andrew Heidtke — <position>
FHWA

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SDD 15D30-10d



PLAN VIEW



PROFILE VIEW TEMPORARY BUS STOP PAD

GENERAL NOTES

TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG.

NOTIFY THE BUS COMPANY 7 DAYS IN ADVANCE OF THE BUS STOP RELOCATION.

PROTECTIVE EDGING WITH A 2" MIN. HEIGHT SHALL BE INSTALLED WHEN A CURB RAMP OR LANDING PLATFORM HAS A VERTICAL DROP OF 6" OR GREATER OR HAS A SIDE APRON SLOPE STEEPER THAN 1:3 (33%). PROTECTIVE EDGING SHOULD BE CONSIDERED WHEN CURB RAMPS OR LANDING PLATFORMS HAVE A VERTICAL DROP OF 3" OR MORE.

DETECTABLE EDGING WITH 6" MIN. HEIGHT AND CONTRASTING COLOR SHALL BE INSTALLED ON ALL CURB RAMP LANDINGS WHERE THE WALKWAY CHANGES DIRECTION (TURNS).

LATERAL JOINTS OR GAPS BETWEEN SURFACES SHALL BE LESS THAN ½" WIDTH.

CHANGES BETWEEN SURFACE HEIGHTS SHALL NOT EXCEED ½". LATERAL EDGES MAY BE VERTICAL UP TO ¼" HIGH AND SHALL BE BEVELED AT 1:2 BETWEEN ¼" AND ½".

CURB RAMPS AND LANDINGS SHALL HAVE A 1:50 (2%) MAX. CROSS-SLOPE.

(1) DO NOT RESTRICT WATER FLOW IN THE GUTTER SYSTEM.

(2) 5' WIDE MIN. WITH TEMPORARY PEDESTRIAN BARRICADE, 10' WIDE MIN. WITHOUT TEMPORARY PEDESTRIAN BARRICADE.

(3) PLACE EXCESS PORTION OF TEMPORARY PEDESTRIAN BARRICADE INTO THIS SPACE.

LEGEND

- TRAFFIC CONTROL DRUM
- TYPE III BARRICADE
- TEMPORARY PEDESTRIAN BARRICADE
- TEMPORARY DETECTABLE WARNING FIELD
- WORK AREA
- TEMPORARY AUDIBLE MESSAGE DEVICE (EXACT PLACEMENT BASED UPON FIELD CONDITIONS)

6

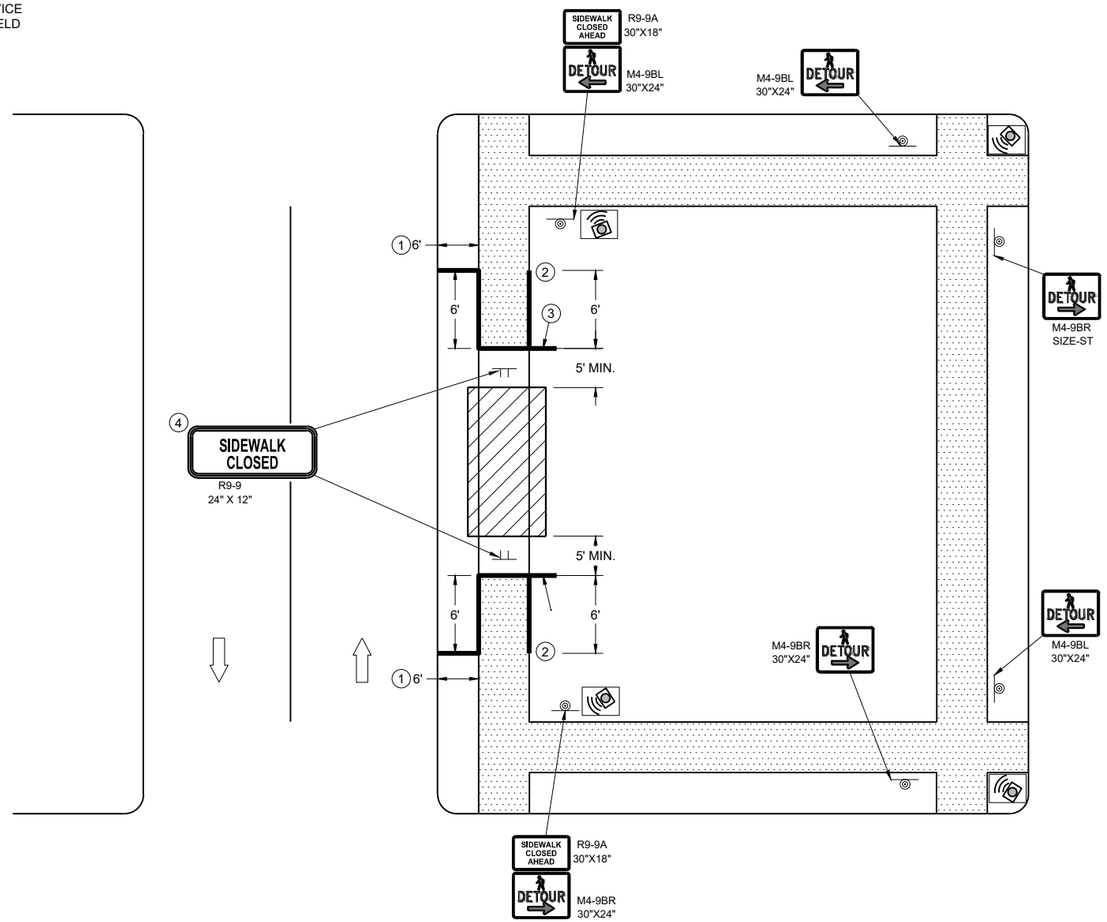
SDD 15D30-10e

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

LEGEND

- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- UNDER PEDESTRIAN TRAFFIC
- WORK AREA
- TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC
- TEMPORARY AUDIBLE MESSAGE DEVICE (EXACT PLACEMENT BASED UPON FIELD CONDITIONS)



GENERAL NOTES

WHERE TEMPORARY BARRICADE RUNS PARALLEL ALONG SIDEWALK, PLACE THE FACE OF THE BARRICADE AT THE EDGE OF THE SIDEWALK.

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

PLACE TEMPORARY PEDESTRIAN BARRICADE TO FIT FIELD CONDITIONS, AVOIDING CONFLICTS WITH DRIVEWAYS AND OTHER EXISTING FEATURES.

1. IF TERRACE IS LESS THAN 6 FEET WIDE, OMIT TEMPORARY PEDESTRIAN BARRICADE FROM THE SIDEWALK TO THE CURB.
2. PLACE BARRICADE CLOSURE SO THAT THE TEMPORARY PEDESTRIAN BARRICADE END IS AT THE LAST OPEN SIDEWALK ACCESS TO RESIDENCES OR BUSINESSES BEFORE THE SIDEWALK CLOSURE.
3. IF TEMPORARY PEDESTRIAN BARRICADE PANEL IS WIDER THAN THE SIDEWALK WIDTH, THE PORTION OF EXCESS PANEL SHOULD EXTEND INTO THE TERRACE.
4. MOUNTING HEIGHT OF 5 FEET FROM THE SURFACE TO THE BOTTOM OF SIGN.

SIDEWALK DETOUR, SIDEWALK ONLY ON ONE SIDE

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 15D30-10f

LEGEND

- SIGN ON TEMPORARY SUPPORT
- WORK AREA
- UNDER PEDESTRIAN TRAFFIC
- TEMPORARY PEDESTRIAN SURFACE
- TEMPORARY PEDESTRIAN BARRICADE
- OPTIONAL TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC

GENERAL NOTES

TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG.

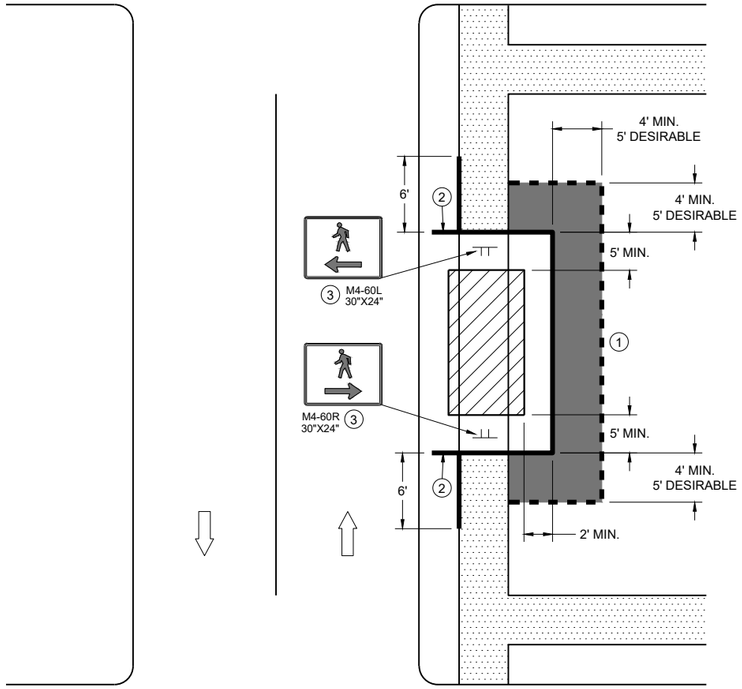
WHERE TEMPORARY BARRICADE RUNS PARALLEL ALONG SIDEWALK, PLACE THE FACE OF THE BARRICADE AT THE EDGE OF THE SIDEWALK.

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

(1) USE TEMPORARY PEDESTRIAN BARRICADE TO SEPARATE PEDESTRIANS FROM DROP OFFS OR FOR ADDITIONAL PEDESTRIAN CHANNELIZATION.

(2) IF TEMPORARY PEDESTRIAN BARRICADE PANEL IS WIDER THAN THE SIDEWALK WIDTH, THE PORTION OF EXCESS PANEL SHOULD EXTEND INTO THE TERRACE.

(3) MOUNTING HEIGHT OF 5 FEET FROM THE SURFACE TO THE BOTTOM OF SIGN.



SIDEWALK BYPASS
SINGLE SIDE

6

SDD 15D30-10g

6

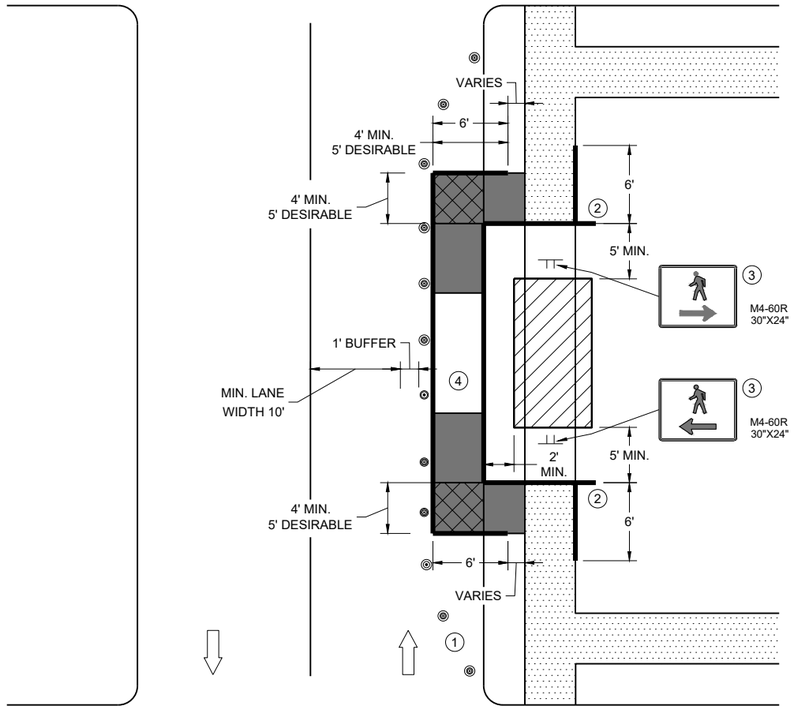
SDD 15D30-10g

TRAFFIC CONTROL,
PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

LEGEND

- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL DRUM
- WORK AREA
- UNDER PEDESTRIAN TRAFFIC
- TEMPORARY CURB RAMP
- TEMPORARY PEDESTRIAN SURFACE "A"
- TEMPORARY PEDESTRIAN SURFACE "B"
- TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC



SIDEWALK BYPASS, SINGLE SIDE

GENERAL NOTES

TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG.

WHERE TEMPORARY BARRICADE RUNS PARALLEL ALONG SIDEWALK, PLACE THE FACE OF THE BARRICADE AT THE EDGE OF THE SIDEWALK.

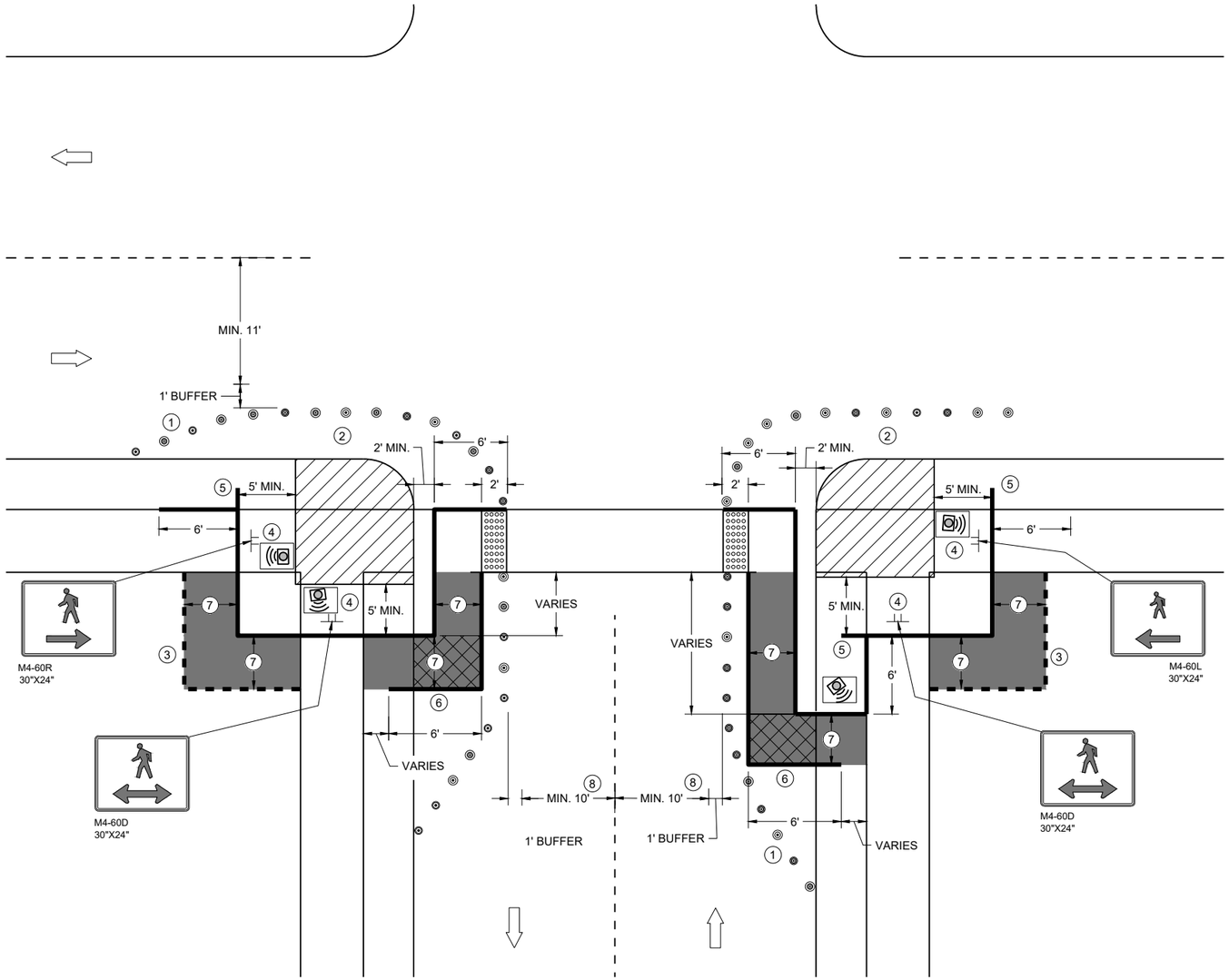
1. SHOULDER OR LANE CLOSURE ADVANCE WARNING AND BUFFER SPACE REQUIRED.
2. PLACE EXCESS PORTION OF TEMPORARY PEDESTRIAN BARRICADE PANEL PAST THE SIDEWALK ON THE SIDE AWAY FROM THE ROAD.
3. MOUNTING HEIGHT OF 5 FEET FROM THE SURFACE TO THE BOTTOM OF SIGN.
4. USE EXISTING PAVEMENT SURFACE. IF EXISTING PAVEMENT SURFACE HAS BEEN REMOVED, USE A TEMPORARY PEDESTRIAN SURFACE. WHEN THE TEMPORARY PEDESTRIAN ACCESS ROUTE RUNS PARALLEL ON THE ROADWAY SURFACE, THE MAXIMUM CROSS SLOPE WILL MATCH THE EXISTING ROADWAY CROSS SLOPE.

6

SDD 15D30-10h

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



CURB RAMP PEDESTRIAN TRAFFIC CONTROL
SIDEWALK ON SINGLE SIDE

GENERAL NOTES

IF PEDESTRIAN PUSH BUTTONS ARE PRESENT ON THE EXISTING FACILITY, ENSURE THEY ARE MAINTAINED/ACCESSIBLE FOR PEDESTRIAN USE THROUGHOUT THE TEMPORARY PEDESTRIAN ACCOMMODATIONS.

TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG

WHEN TEMPORARY PEDESTRIAN BARRICADE RUNS PARALLEL ALONG THE SIDEWALK, PLACE THE FACE OF THE BARRICADE AT THE EDGE OF THE SIDEWALK.

WHEN THE TEMPORARY PEDESTRIAN ACCESS ROUTE RUNS PARALLEL ON THE ROADWAY SURFACE, THE MAXIMUM CROSS SLOPE WILL MATCH THE EXISTING ROADWAY CROSS SLOPE.

1. SHOULDER OR LANE CLOSURE ADVANCE WARNING AND PROPER BUFFER SPACE REQUIRED.
2. PROVIDE ADEQUATE SPACE FOR CONTRACTOR OPERATIONS
3. USE TEMPORARY PEDESTRIAN BARRICADE TO SEPARATE PEDESTRIANS FROM DROP OFFS OR FOR ADDITIONAL PEDESTRIAN CHANNELIZATION.
4. MOUNTING HEIGHT OF 5 FEET FROM SIDEWALK SURFACE TO BOTTOM OF SIGN.
5. PLACE EXCESS PORTION OF TEMPORARY PEDESTRIAN BARRICADE PANEL IN THE SIDEWALK TERRACE.
6. IF TEMPORARY PEDESTRIAN BARRICADE DOES NOT REACH THE FACE OF THE CURB, USE AN ADDITIONAL PANEL AND EXTEND INTO THE TERRACE.
7. 4 FEET MINIMUM, 5 FEET DESIRABLE
8. IF MINIMUM LANE WIDTHS CAN'T BE ATTAINED, CURB RAMPS MAY NEED TO BE CONSTRUCTED AT SEPARATE TIMES.

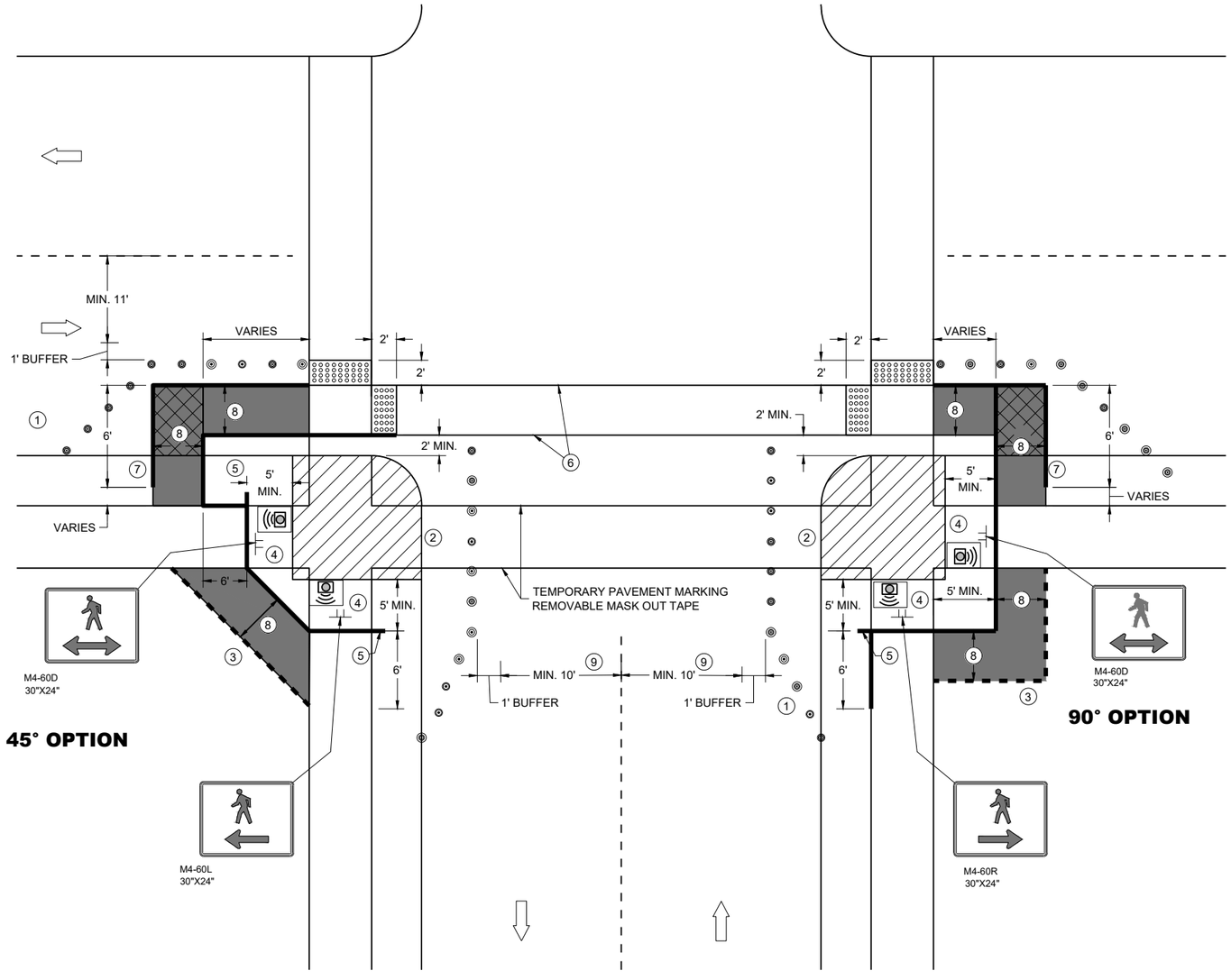
LEGEND

- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL DRUM
- WORK AREA
- TEMPORARY CURB RAMP
- TEMPORARY PEDESTRIAN SURFACE "A"
- TEMPORARY PEDESTRIAN SURFACE "B"
- TEMPORARY DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN BARRICADE
- OPTIONAL TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC
- TEMPORARY AUDIBLE MESSAGE DEVICE (EXACT PLACEMENT BASED UPON FIELD CONDITIONS)

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6
SDD 15D30-10i



CURB RAMP PEDESTRIAN TRAFFIC CONTROL

GENERAL NOTES

IF PEDESTRIAN PUSH BUTTONS ARE PRESENT ON THE EXISTING FACILITY, ENSURE THEY ARE MAINTAINED/ACCESSIBLE FOR PEDESTRIAN USE THROUGHOUT THE TEMPORARY PEDESTRIAN ACCOMMODATIONS.

TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG

WHEN TEMPORARY PEDESTRIAN BARRICADE RUNS PARALLEL ALONG THE SIDEWALK, PLACE THE FACE OF THE BARRICADE AT THE EDGE OF THE SIDEWALK.

WHEN THE TEMPORARY PEDESTRIAN ACCESS ROUTE RUNS PARALLEL ON THE ROADWAY SURFACE, THE MAXIMUM CROSS SLOPE WILL MATCH THE EXISTING ROADWAY CROSS SLOPE.

(1) SHOULDER OR LANE CLOSURE ADVANCE WARNING AND PROPER BUFFER SPACE REQUIRED.

(2) PROVIDE ADEQUATE SPACE FOR CONTRACTOR OPERATIONS

(3) USE TEMPORARY PEDESTRIAN BARRICADE TO SEPARATE PEDESTRIANS FROM DROP OFFS OR FOR ADDITIONAL PEDESTRIAN CHANNELIZATION.

(4) MOUNTING HEIGHT OF 5 FEET FROM SIDEWALK SURFACE TO BOTTOM OF SIGN.

(5) PLACE EXCESS PORTION OF TEMPORARY PEDESTRIAN BARRICADE PANEL IN THE SIDEWALK TERRACE.

(6) WHITE 6" TEMPORARY PAVEMENT MARKING

(7) IF TEMPORARY PEDESTRIAN BARRICADE DOES NOT REACH THE FACE OF THE CURB, USE AN ADDITIONAL PANEL AND EXTEND INTO THE TERRACE.

(8) 4 FEET MINIMUM, 5 FEET DESIRABLE

(9) IF MINIMUM LANE WIDTHS CAN'T BE ATTAINED, CURB RAMPS MAY NEED TO BE CONSTRUCTED AT SEPARATE TIMES.

LEGEND

- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL DRUM
- WORK AREA
- TEMPORARY CURB RAMP
- TEMPORARY PEDESTRIAN SURFACE "A"
- TEMPORARY PEDESTRIAN SURFACE "B"
- TEMPORARY DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN BARRICADE
- OPTIONAL TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC
- TEMPORARY AUDIBLE MESSAGE DEVICE (EXACT PLACEMENT BASED UPON FIELD CONDITIONS)

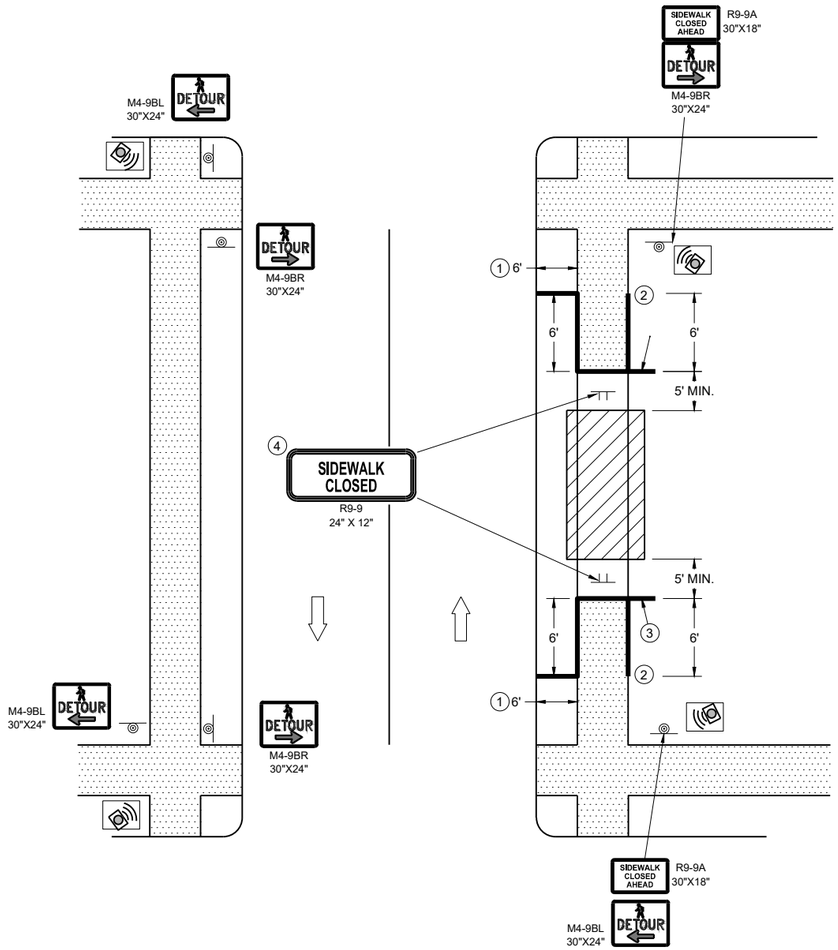
TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6
SDD 15D30-10j

LEGEND

- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- UNDER PEDESTRIAN TRAFFIC
- WORK AREA
- TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC
- TEMPORARY AUDIBLE MESSAGE DEVICE (EXACT PLACEMENT BASED UPON FIELD CONDITIONS)



SIDEWALK DETOUR, SIDEWALK ON BOTH SIDES

GENERAL NOTES

WHERE TEMPORARY BARRICADE RUNS PARALLEL ALONG SIDEWALK, PLACE THE FACE OF THE BARRICADE AT THE EDGE OF THE SIDEWALK.

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

PLACE TEMPORARY PEDESTRIAN BARRICADE TO FIT FIELD CONDITIONS, AVOIDING CONFLICT WITH DRIVEWAYS AND OTHER EXISTING FEATURES.

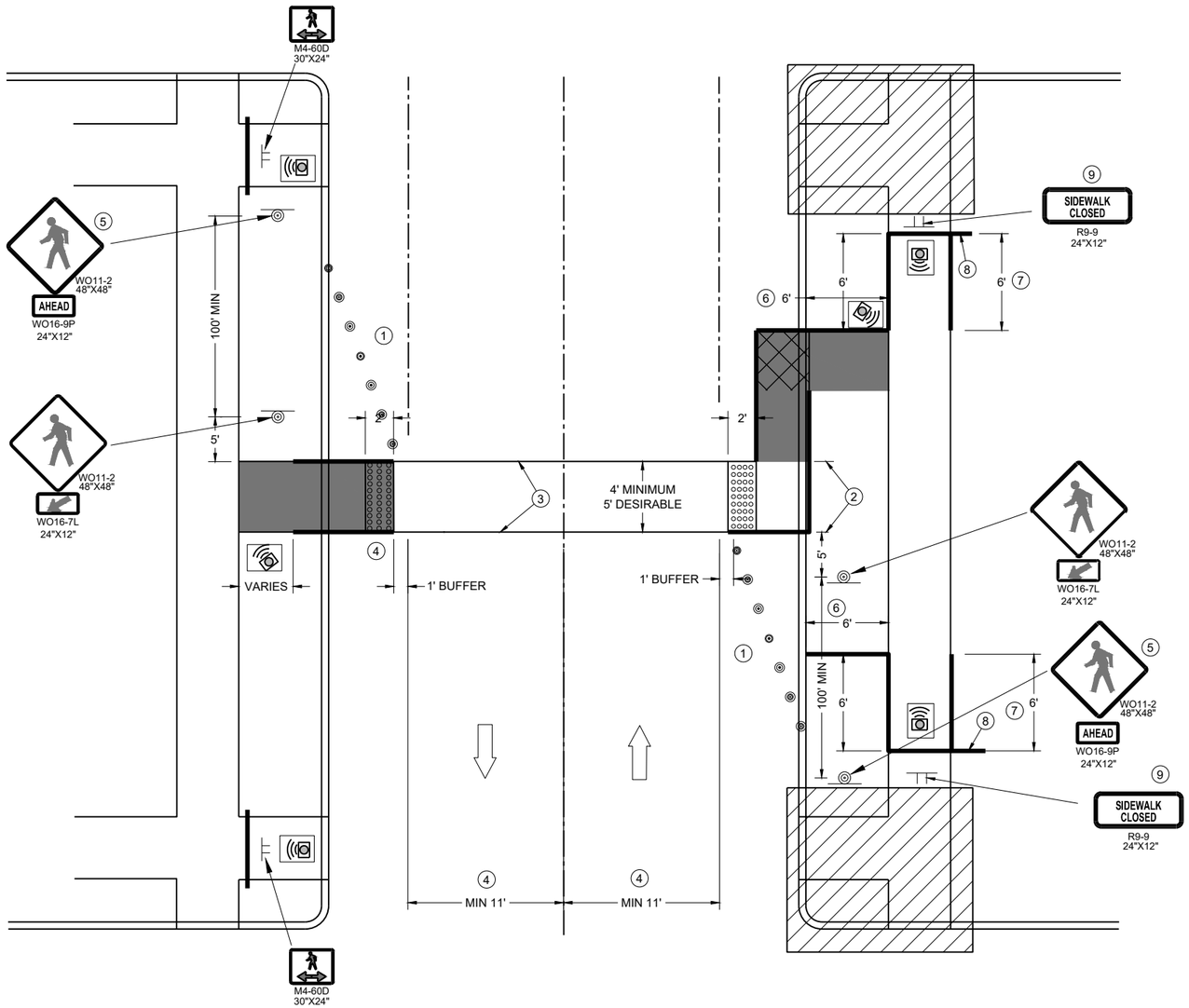
1. IF TERRACE IS LESS THAN 6 FEET WIDE, OMIT TEMPORARY PEDESTRIAN BARRICADE FROM THE SIDEWALK TO THE CURB.
2. PLACE BARRICADE CLOSURE SO THAT THE TEMPORARY PEDESTRIAN BARRICADE END IS AT THE LAST OPEN SIDEWALK ACCESS TO RESIDENCES OR BUSINESSES BEFORE THE SIDEWALK CLOSURE.
3. IF TEMPORARY PEDESTRIAN BARRICADE PANEL IS WIDER THAN THE SIDEWALK WIDTH, THE PORTION OF EXCESS PANEL SHOULD EXTEND INTO THE TERRACE.
4. MOUNTING HEIGHT OF 5 FEET FROM THE SURFACE TO THE BOTTOM OF SIGN.

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 15D30-10k



TEMPORARY PEDESTRIAN CROSSING

GENERAL NOTES

TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG.

SEE OTHER PEDESTRIAN ACCOMMODATION DETAILS FOR SIGNING AND DEVICES FOR DIFFERENT PEDESTRIAN FACILITIES CLOSURES.

WHEN THE TEMPORARY PEDESTRIAN ACCESS ROUTE RUNS PARALLEL ON THE ROADWAY SURFACE, THE MAXIMUM CROSS SLOPE WILL MATCH THE EXISTING ROADWAY CROSS SLOPE.

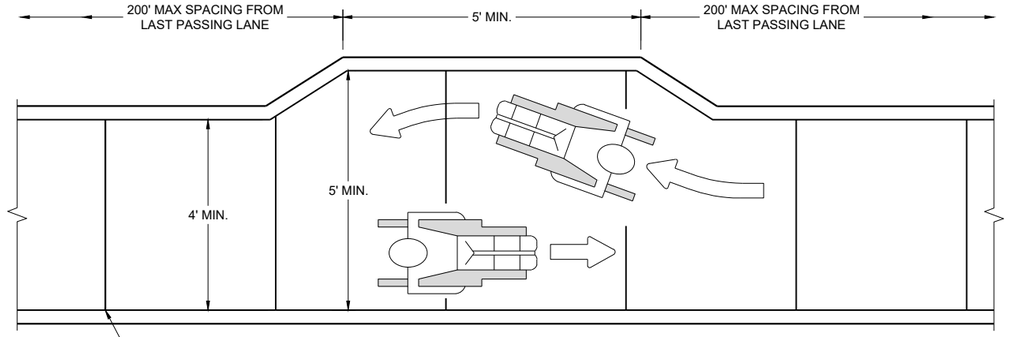
1. SHOULDER OR LANE CLOSURE ADVANCED WARNING AND PROPER BUFFER SPACE REQUIRED.
2. 4 FEET MINIMUM, 5 FEET DESIRABLE.
3. WHITE 6" TEMPORARY PAVEMENT MARKING.
4. IF MINIMUM LANE WIDTHS CAN'T BE ATTAINED, PERPENDICULAR CURB RAMPS MAY NEED TO BE UTILIZED.
5. IF MINIMUM 100' SPACING FROM THE MID-BLOCK CROSSING CANNOT BE ATTAINED BEFORE THE INTERSECTION, REMOVE THIS SIGN ASSEMBLY.
6. IF TERRACE IS LESS THAN 6 FEET WIDE, OMIT TEMPORARY PEDESTRIAN BARRICADE FROM THE SIDEWALK TO THE CURB.
7. PLACE BARRICADE CLOSURE SO THAT THE TEMPORARY PEDESTRIAN BARRICADE END IS AT THE LAST OPEN SIDEWALK ACCESS TO RESIDENCES OR BUSINESSES BEFORE THE SIDEWALK CLOSURE.
8. IF TEMPORARY PEDESTRIAN BARRICADE PANEL IS WIDER THAN THE SIDEWALK WIDTH, THE PORTION OF THE EXCESS PANEL SHOULD EXTEND INTO THE TERRACE.
9. MOUNTING HEIGHT OF 5 FEET FROM THE SURFACE TO THE BOTTOM OF THE SIGN.

LEGEND

- TRAFFIC CONTROL DRUM
- SIGN ON TEMPORARY SUPPORT
- TEMPORARY CURB RAMP
- TEMPORARY DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN SURFACE "A"
- TEMPORARY PEDESTRIAN SURFACE "B"
- WORK AREA
- TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC
- TEMPORARY AUDIBLE MESSAGE DEVICE (EXACT PLACEMENT BASED UPON FIELD CONDITIONS)

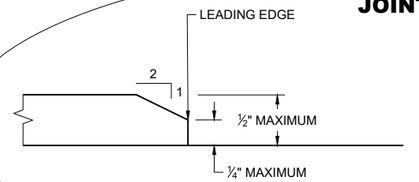
TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

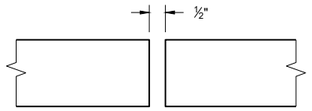


NARROW SIDEWALK PASSING DETAIL

JOINT ALLOWANCES



MAXIMUM VERTICAL GAP



MAXIMUM HORIZONTAL GAP

GENERAL NOTES

BARRICADE DEVICE SELECTED FROM APPROVED PRODUCT LIST

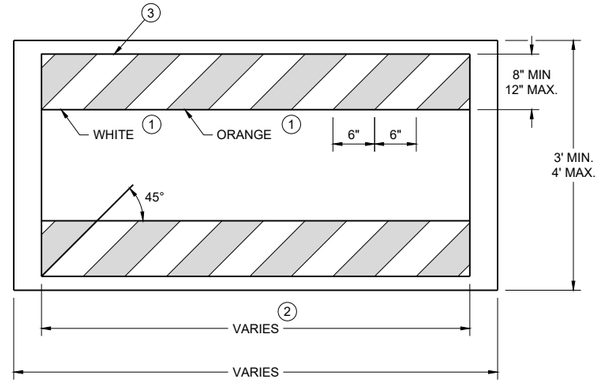
(1) REFLECTIVE SHEETING SHALL FOLLOW THE REQUIREMENTS IN THE APPROVED PRODUCTS LISTING FOR SIGN SHEETING.

(2) SHEETING REQUIRED ON MORE THAN 50% OF BARRICADE WIDTH.

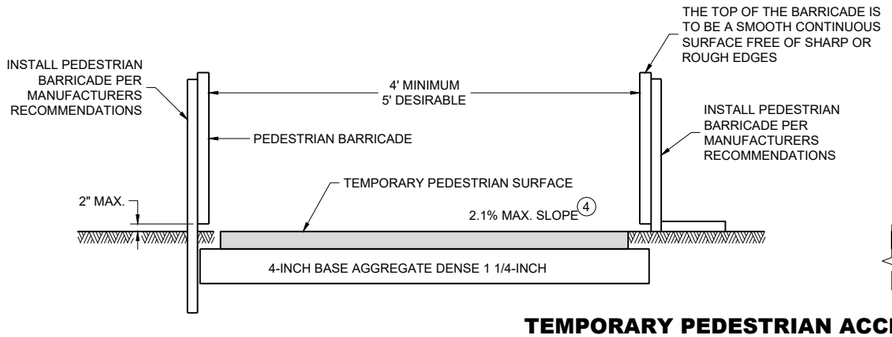
(3) PLACE SHEETING ON BOTH SIDES OF THE BARRICADE.

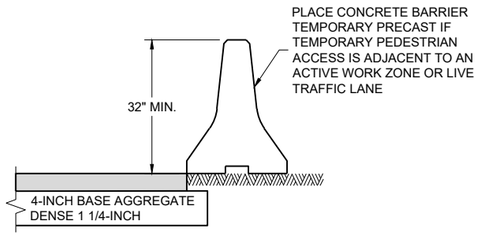
* USE THIS DETAIL FOR SHEETING PLACEMENT REFERENCE.

(4) WHEN THE TEMPORARY PEDESTRIAN ACCESS ROUTE RUNS PARALLEL ON THE ROADWAY SURFACE, THE MAXIMUM CROSS SLOPE WILL MATCH THE EXISTING ROADWAY CROSS SLOPE.



TEMPORARY PEDESTRIAN BARRICADE *



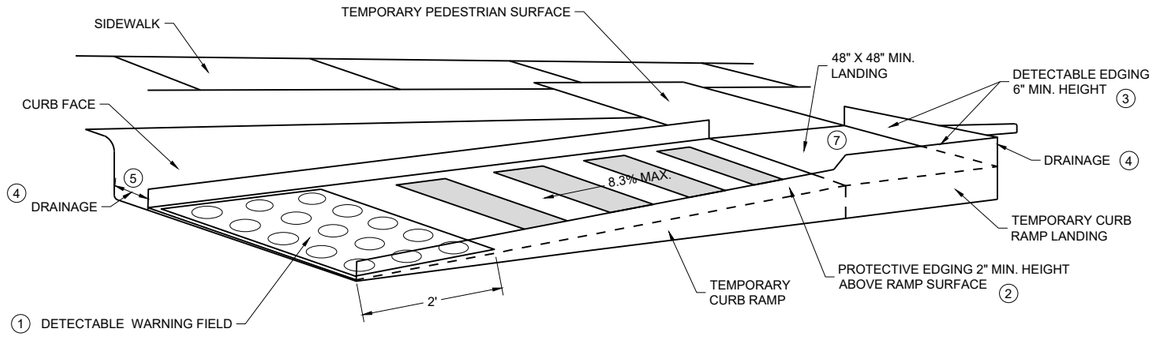


TEMPORARY PEDESTRIAN ACCESS

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6
SDD 15D30-11a



PERSPECTIVE VIEW

GENERAL NOTES

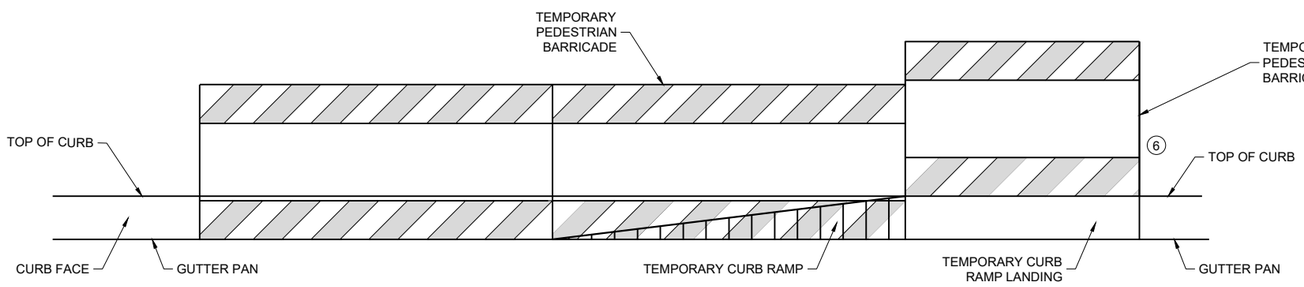
CURB RAMPS SHALL BE 48" MIN. WIDTH WITH A FIRM, STABLE AND SLIP RESISTANT SURFACE.

CURB RAMPS AND LANDINGS SHALL HAVE A 1:48 (2.1%) MAX. CROSS-SLOPE.

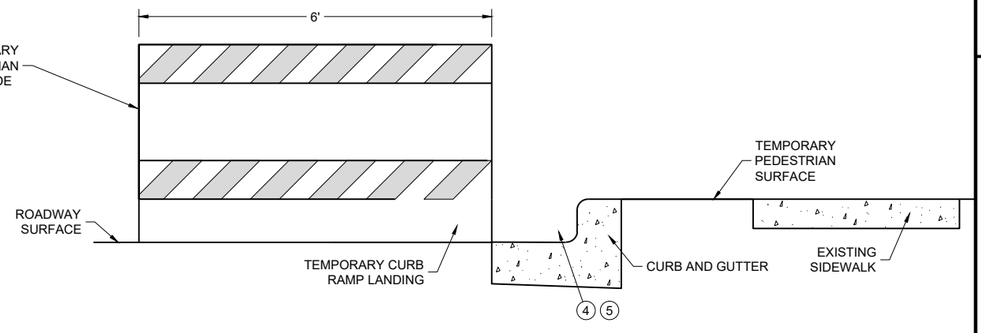
CLEAR SPACE OF 48" X 48" SHALL BE PROVIDED ABOVE AND BELOW THE CURB RAMP. LATERAL JOINTS OR GAPS BETWEEN SURFACES SHALL BE LESS THAN ½" WIDTH.

CHANGES BETWEEN SURFACE HEIGHTS SHALL NOT EXCEED ½". LATERAL EDGES MAY BE VERTICAL UP TO ¼" HIGH AND SHALL BE BEVELED AT 1:2 BETWEEN ¼" AND ½".

1. INSTALL CONTRASTING TEMPORARY DETECTABLE WARNING FIELD AT PEDESTRIAN STREET CROSSINGS, AS SHOWN IN THE PLANS.
2. PROTECTIVE EDGING WITH A 2" MIN. HEIGHT SHALL BE INSTALLED WHEN A CURB RAMP OR LANDING PLATFORM HAS A VERTICAL DROP OF 6" OR GREATER OR HAS A SIDE APRON SLOPE STEEPER THAN 1:3 (33%). PROTECTIVE EDGING SHOULD BE CONSIDERED WHEN CURB RAMPS OR LANDING PLATFORMS HAVE A VERTICAL DROP OF 3" OR MORE.
3. DETECTABLE EDGING WITH 6" MIN. HEIGHT AND CONTRASTING COLOR SHALL BE INSTALLED ON ALL CURB RAMP LANDINGS WHERE THE WALKWAY CHANGES DIRECTION (TURNS).
4. DO NOT RESTRICT WATER FLOW IN THE GUTTER SYSTEM.
5. ENSURE CURB RAMP IS OUT OF THE GUTTER PAN.
6. IF ONLY PART OF THE END PANEL OF TEMPORARY PEDESTRIAN BARRICADE PANEL IS NEEDED, EXTEND EXCESS PORTION OF TEMPORARY PEDESTRIAN BARRICADE PANEL HERE.
7. LANDING TO BE SLOPED A MAXIMUM OF 2.1% IN ALL DIRECTIONS OF PEDESTRIAN TRAVEL.



FRONT VIEW



SIDE VIEW

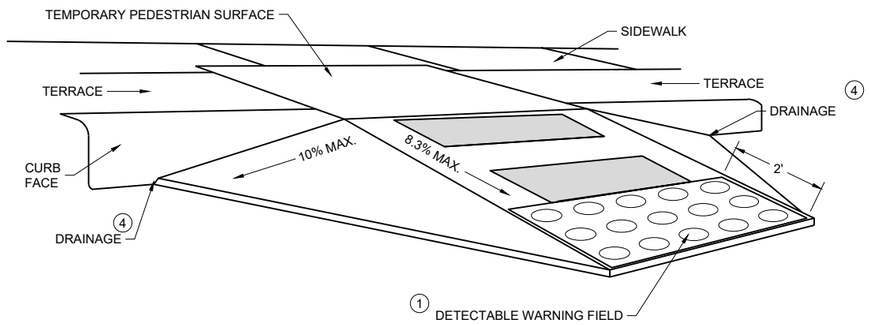
TEMPORARY CURB RAMP PARALLEL TO CURB

6

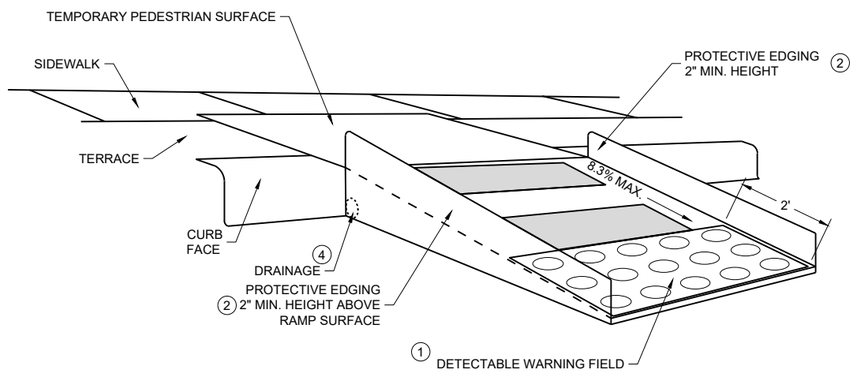
SDD 15D30-11b

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



WITH SIDE APRON (5)



WITH PROTECTIVE EDGE

TEMPORARY CURB RAMP PERPENDICULAR TO CURB

GENERAL NOTES

CURB RAMPS SHALL BE 48" MINIMUM WIDTH WITH A FIRM, STABLE AND SLIP RESISTANT SURFACE.

ALTERNATE SIDEWALK WORK BETWEEN LEFT AND RIGHT SIDE OF ROADWAY TO MAINTAIN PEDESTRIAN ACCESS.

CURB RAMPS AND LANDINGS SHALL HAVE A 1:48 (2.1%) MAX. CROSS-SLOPE.

CLEAR SPACE OF 48" X 48" SHALL BE PROVIDED ABOVE AND BELOW THE CURB RAMP.

LATERAL JOINTS OR GAPS BETWEEN SURFACES SHALL BE LESS THAN ½" WIDTH.

CHANGES BETWEEN SURFACE HEIGHTS SHALL NOT EXCEED ½". LATERAL EDGES MAY BE VERTICAL UP TO ¼" HIGH AND SHALL BE BEVELED AT 1:2 BETWEEN ¼" AND ½".

(1) INSTALL CONTRASTING TEMPORARY DETECTABLE WARNING FIELD AT PEDESTRIAN STREET CROSSINGS, AS SHOWN IN THE PLANS

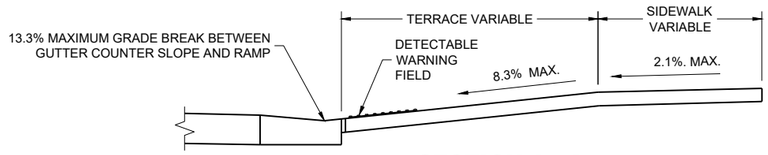
(2) PROTECTIVE EDGING WITH A 2" MIN. HEIGHT SHALL BE INSTALLED WHEN A CURB RAMP OR LANDING PLATFORM HAS A VERTICAL DROP OF 6" OR GREATER OR HAS A SIDE APRON SLOPE STEEPER THAN 1:3 (33%). PROTECTIVE EDGING SHOULD BE CONSIDERED WHEN CURB RAMPS OR LANDING PLATFORMS HAVE A VERTICAL DROP OF 3" OR MORE.

(3) DETECTABLE EDGING WITH 6" MIN. HEIGHT AND CONTRASTING COLOR SHALL BE INSTALLED ON ALL CURB RAMP LANDINGS WHERE THE WALKWAY CHANGES DIRECTION (TURNS).

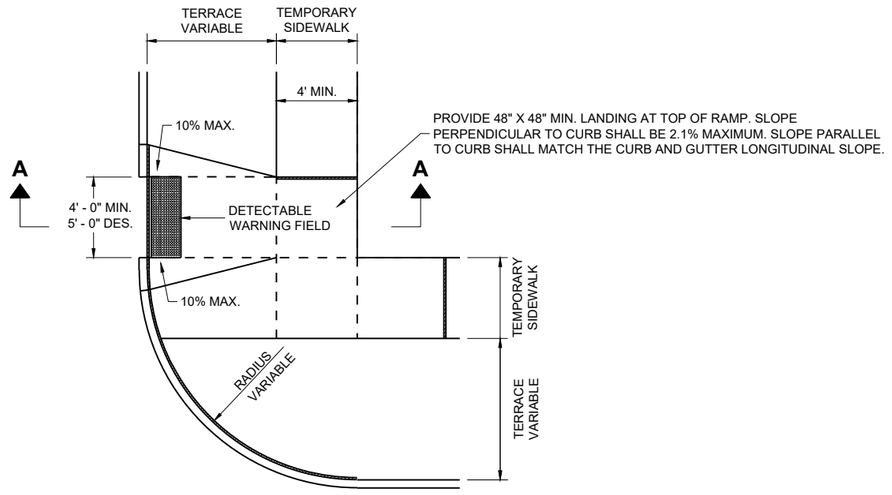
(4) DO NOT RESTRICT WATER FLOW IN THE GUTTER SYSTEM.

(5) CAN ONLY BE USED FOR RAMPS WITH 6" OR LESS OF VERTICAL CHANGE.

GENERAL NOTES



SECTION A - A



PLAN VIEW
TEMPORARY TYPE 3 RAMP
(OUTSIDE OF CROSSWALK AREA)

TRAFFIC CONTROL,
PEDESTRIAN ACCOMMODATION

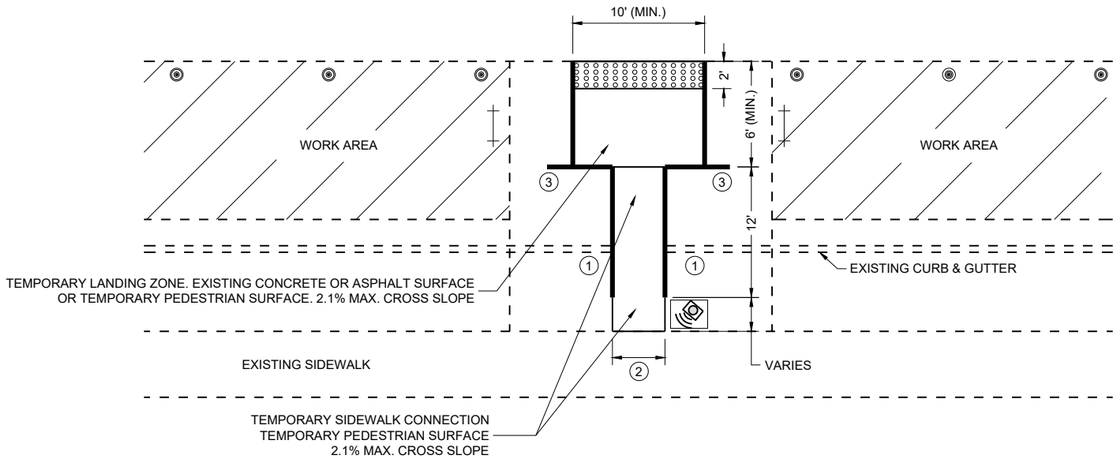
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2025 — DATE
/S/ Andrew Heidtke — WORK ZONE ENGINEER

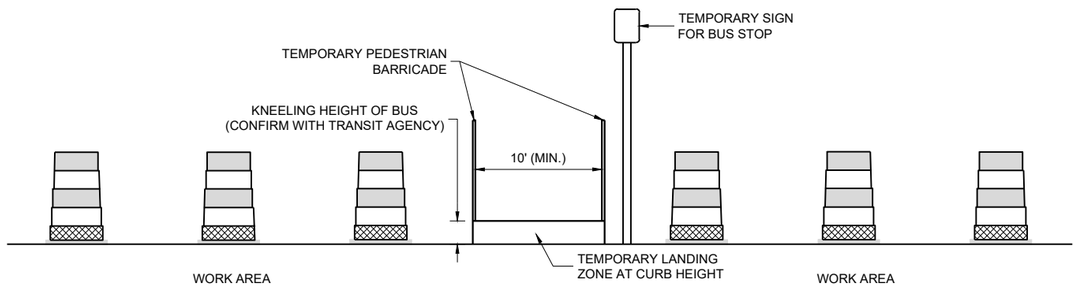
FHWA

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SDD 15D30-11d



PLAN VIEW



PROFILE VIEW TEMPORARY BUS STOP PAD

GENERAL NOTES

TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG.

NOTIFY THE BUS COMPANY 7 DAYS IN ADVANCE OF THE BUS STOP RELOCATION.

PROTECTIVE EDGING WITH A 2" MIN. HEIGHT SHALL BE INSTALLED WHEN A CURB RAMP OR LANDING PLATFORM HAS A VERTICAL DROP OF 6" OR GREATER OR HAS A SIDE APRON SLOPE STEEPER THAN 1:3 (33%). PROTECTIVE EDGING SHOULD BE CONSIDERED WHEN CURB RAMPS OR LANDING PLATFORMS HAVE A VERTICAL DROP OF 3" OR MORE.

DETECTABLE EDGING WITH 6" MIN. HEIGHT AND CONTRASTING COLOR SHALL BE INSTALLED ON ALL CURB RAMP LANDINGS WHERE THE WALKWAY CHANGES DIRECTION (TURNS).

LATERAL JOINTS OR GAPS BETWEEN SURFACES SHALL BE LESS THAN ½" WIDTH.

CHANGES BETWEEN SURFACE HEIGHTS SHALL NOT EXCEED ½". LATERAL EDGES MAY BE VERTICAL UP TO ¼" HIGH AND SHALL BE BEVELED AT 1:2 BETWEEN ¼" AND ½".

CURB RAMPS AND LANDINGS SHALL HAVE A 1:48 (2.1%) MAX. CROSS-SLOPE.

(1) DO NOT RESTRICT WATER FLOW IN THE GUTTER SYSTEM.

(2) 5' WIDE MIN. WITH TEMPORARY PEDESTRIAN BARRICADE, 10' WIDE MIN. WITHOUT TEMPORARY PEDESTRIAN BARRICADE.

(3) PLACE EXCESS PORTION OF TEMPORARY PEDESTRIAN BARRICADE INTO THIS SPACE.

LEGEND

- TRAFFIC CONTROL DRUM
- TYPE III BARRICADE
- TEMPORARY PEDESTRIAN BARRICADE
- TEMPORARY DETECTABLE WARNING FIELD
- WORK AREA
- TEMPORARY AUDIBLE MESSAGE DEVICE (EXACT PLACEMENT BASED UPON FIELD CONDITIONS)

6

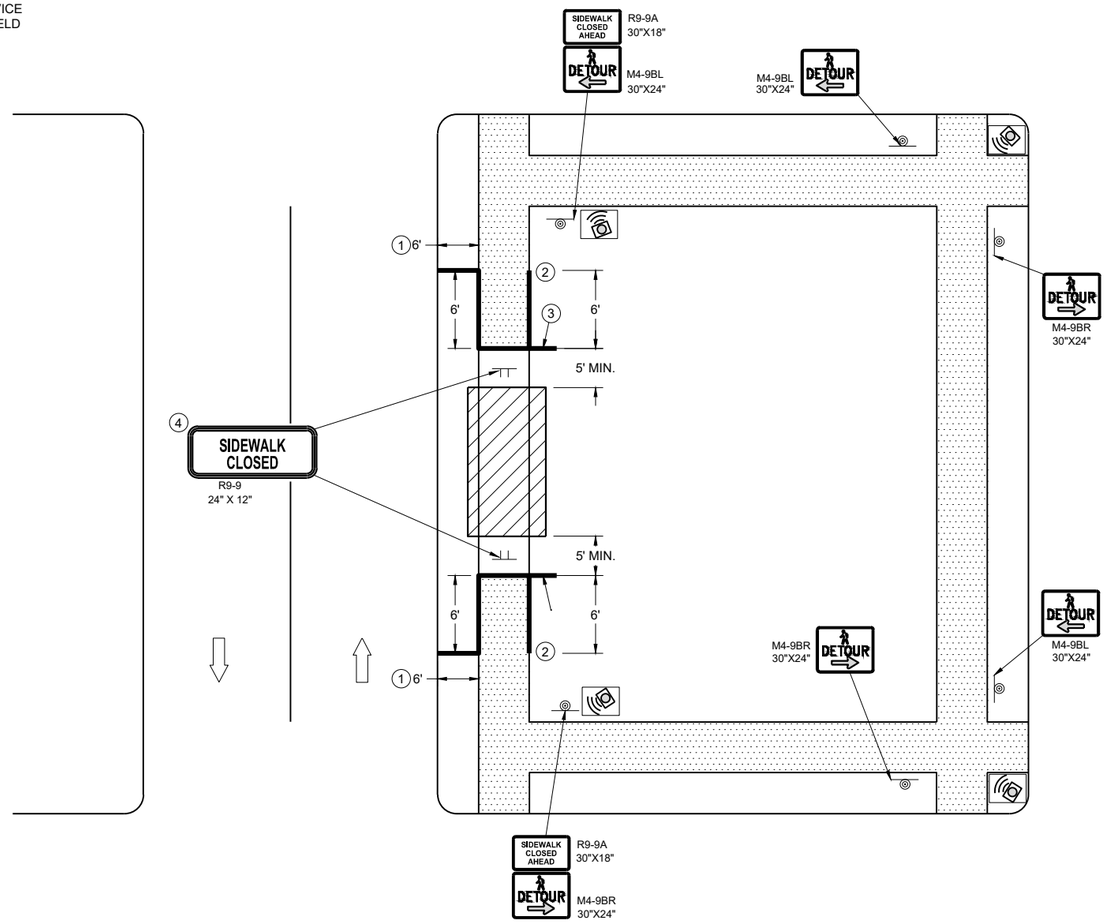
SDD 15D30-11e

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

LEGEND

- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- UNDER PEDESTRIAN TRAFFIC
- WORK AREA
- TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC
- TEMPORARY AUDIBLE MESSAGE DEVICE (EXACT PLACEMENT BASED UPON FIELD CONDITIONS)



SIDEWALK DETOUR, SIDEWALK ONLY ON ONE SIDE

GENERAL NOTES

WHERE TEMPORARY BARRICADE RUNS PARALLEL ALONG SIDEWALK, PLACE THE FACE OF THE BARRICADE AT THE EDGE OF THE SIDEWALK.

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

PLACE TEMPORARY PEDESTRIAN BARRICADE TO FIT FIELD CONDITIONS, AVOIDING CONFLICTS WITH DRIVEWAYS AND OTHER EXISTING FEATURES.

1. IF TERRACE IS LESS THAN 6 FEET WIDE, OMIT TEMPORARY PEDESTRIAN BARRICADE FROM THE SIDEWALK TO THE CURB.
2. PLACE BARRICADE CLOSURE SO THAT THE TEMPORARY PEDESTRIAN BARRICADE END IS AT THE LAST OPEN SIDEWALK ACCESS TO RESIDENCES OR BUSINESSES BEFORE THE SIDEWALK CLOSURE.
3. IF TEMPORARY PEDESTRIAN BARRICADE PANEL IS WIDER THAN THE SIDEWALK WIDTH, THE PORTION OF EXCESS PANEL SHOULD EXTEND INTO THE TERRACE.
4. MOUNTING HEIGHT OF 5 FEET FROM THE SURFACE TO THE BOTTOM OF SIGN.

6

SDD 15D30-11f

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

LEGEND

SIGN ON TEMPORARY SUPPORT

WORK AREA

UNDER PEDESTRIAN TRAFFIC

TEMPORARY PEDESTRIAN SURFACE

TEMPORARY PEDESTRIAN BARRICADE

OPTIONAL TEMPORARY PEDESTRIAN BARRICADE

DIRECTION OF TRAFFIC

GENERAL NOTES

TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG.

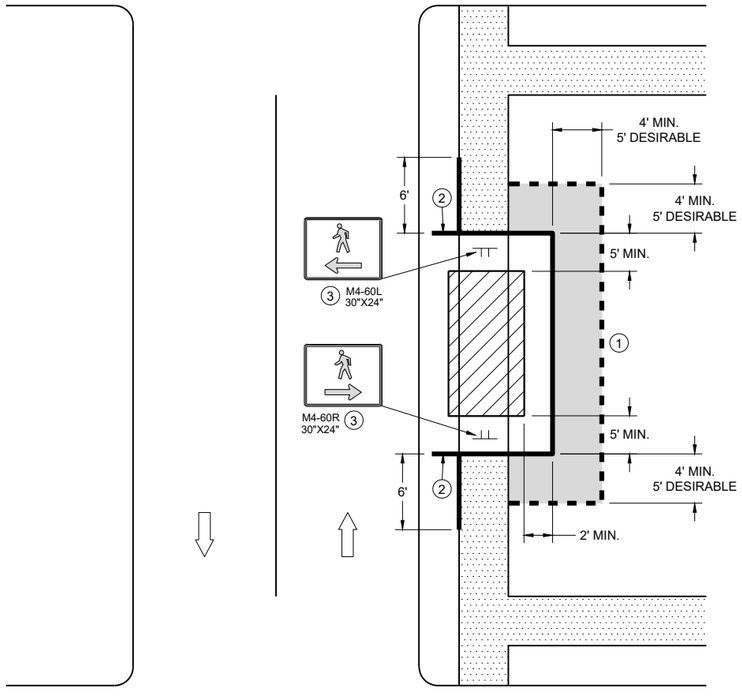
WHERE TEMPORARY BARRICADE RUNS PARALLEL ALONG SIDEWALK, PLACE THE FACE OF THE BARRICADE AT THE EDGE OF THE SIDEWALK.

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

(1) USE TEMPORARY PEDESTRIAN BARRICADE TO SEPARATE PEDESTRIANS FROM DROP OFFS OR FOR ADDITIONAL PEDESTRIAN CHANNELIZATION.

(2) IF TEMPORARY PEDESTRIAN BARRICADE PANEL IS WIDER THAN THE SIDEWALK WIDTH, THE PORTION OF EXCESS PANEL SHOULD EXTEND INTO THE TERRACE.

(3) MOUNTING HEIGHT OF 5 FEET FROM THE SURFACE TO THE BOTTOM OF SIGN.



SIDEWALK BYPASS
SINGLE SIDE

6

SDD 15D30-11g

TRAFFIC CONTROL,
PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 15D30-11g

LEGEND

- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL DRUM
- WORK AREA
- UNDER PEDESTRIAN TRAFFIC
- TEMPORARY CURB RAMP
- TEMPORARY PEDESTRIAN SURFACE "A"
- TEMPORARY PEDESTRIAN SURFACE "B"
- TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC

GENERAL NOTES

TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG.

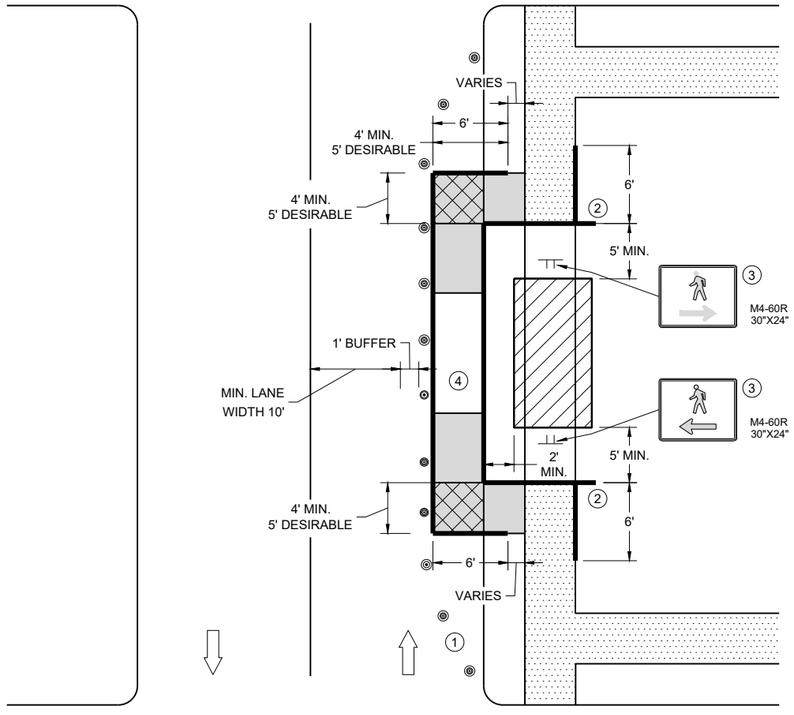
WHERE TEMPORARY BARRICADE RUNS PARALLEL ALONG SIDEWALK, PLACE THE FACE OF THE BARRICADE AT THE EDGE OF THE SIDEWALK.

(1) SHOULDER OR LANE CLOSURE ADVANCE WARNING AND BUFFER SPACE REQUIRED.

(2) PLACE EXCESS PORTION OF TEMPORARY PEDESTRIAN BARRICADE PANEL PAST THE SIDEWALK ON THE SIDE AWAY FROM THE ROAD.

(3) MOUNTING HEIGHT OF 5 FEET FROM THE SURFACE TO THE BOTTOM OF SIGN.

(4) USE EXISTING PAVEMENT SURFACE. IF EXISTING PAVEMENT SURFACE HAS BEEN REMOVED, USE A TEMPORARY PEDESTRIAN SURFACE. WHEN THE TEMPORARY PEDESTRIAN ACCESS ROUTE RUNS PARALLEL ON THE ROADWAY SURFACE, THE MAXIMUM CROSS SLOPE WILL MATCH THE EXISTING ROADWAY CROSS SLOPE.



SIDEWALK BYPASS, SINGLE SIDE

6

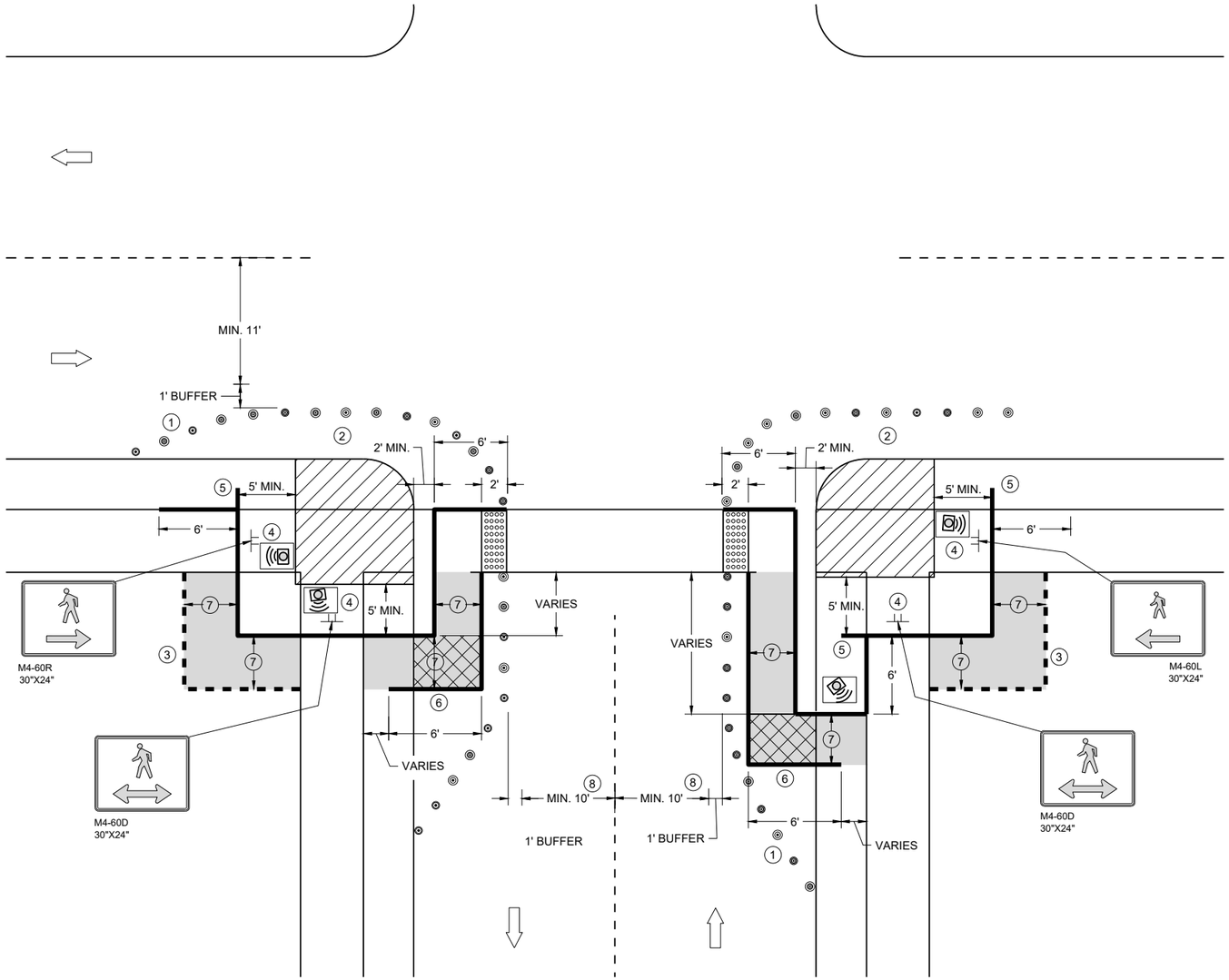
SDD 15D30-11h

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 15D30-11h



CURB RAMP PEDESTRIAN TRAFFIC CONTROL
SIDEWALK ON SINGLE SIDE

GENERAL NOTES

IF PEDESTRIAN PUSH BUTTONS ARE PRESENT ON THE EXISTING FACILITY, ENSURE THEY ARE MAINTAINED/ACCESSIBLE FOR PEDESTRIAN USE THROUGHOUT THE TEMPORARY PEDESTRIAN ACCOMMODATIONS.

TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG

WHEN TEMPORARY PEDESTRIAN BARRICADE RUNS PARALLEL ALONG THE SIDEWALK, PLACE THE FACE OF THE BARRICADE AT THE EDGE OF THE SIDEWALK.

WHEN THE TEMPORARY PEDESTRIAN ACCESS ROUTE RUNS PARALLEL ON THE ROADWAY SURFACE, THE MAXIMUM CROSS SLOPE WILL MATCH THE EXISTING ROADWAY CROSS SLOPE.

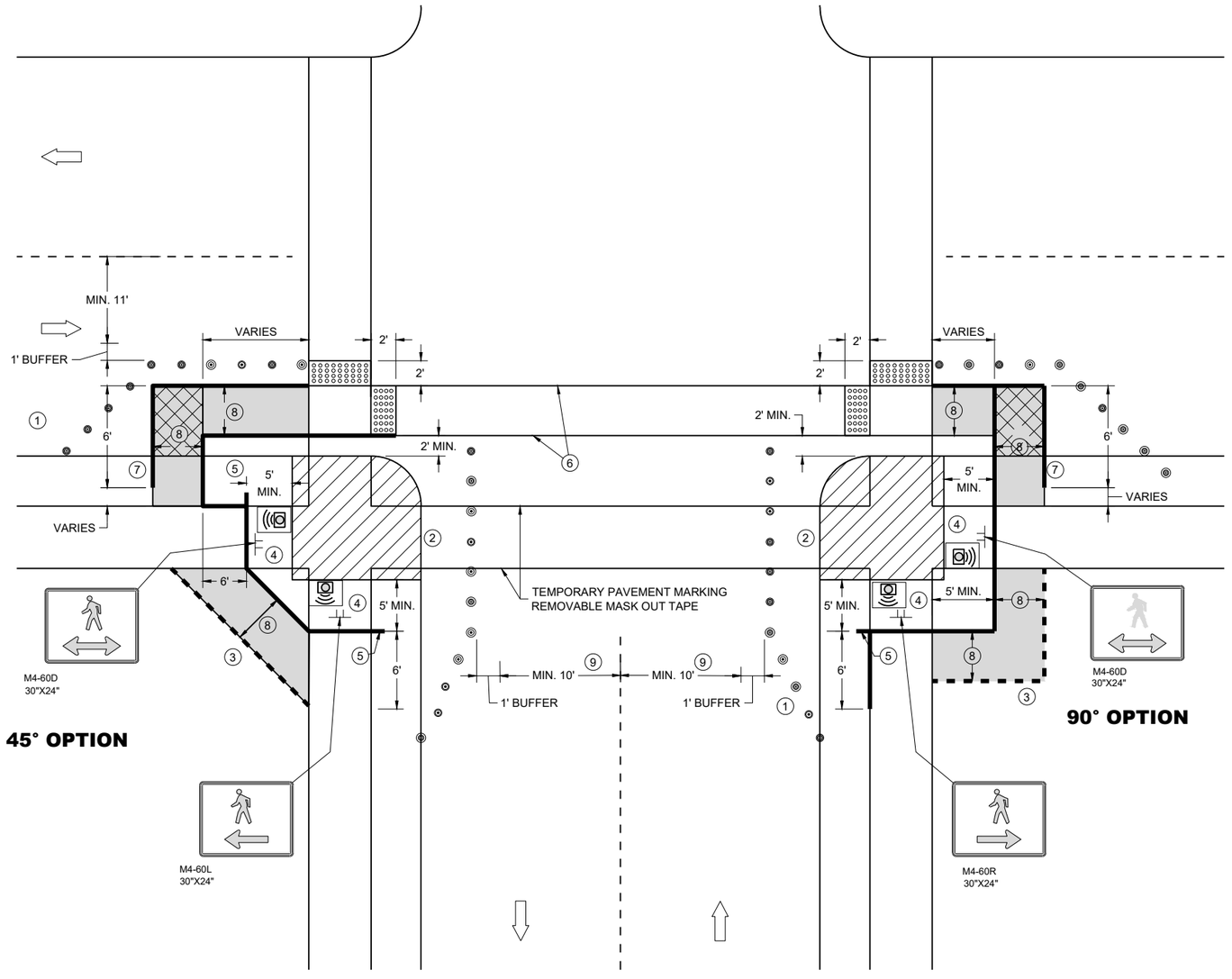
1. SHOULDER OR LANE CLOSURE ADVANCE WARNING AND PROPER BUFFER SPACE REQUIRED.
2. PROVIDE ADEQUATE SPACE FOR CONTRACTOR OPERATIONS
3. USE TEMPORARY PEDESTRIAN BARRICADE TO SEPARATE PEDESTRIANS FROM DROP OFFS OR FOR ADDITIONAL PEDESTRIAN CHANNELIZATION.
4. MOUNTING HEIGHT OF 5 FEET FROM SIDEWALK SURFACE TO BOTTOM OF SIGN.
5. PLACE EXCESS PORTION OF TEMPORARY PEDESTRIAN BARRICADE PANEL IN THE SIDEWALK TERRACE.
6. IF TEMPORARY PEDESTRIAN BARRICADE DOES NOT REACH THE FACE OF THE CURB, USE AN ADDITIONAL PANEL AND EXTEND INTO THE TERRACE.
7. 4 FEET MINIMUM, 5 FEET DESIRABLE
8. IF MINIMUM LANE WIDTHS CAN'T BE ATTAINED, CURB RAMPS MAY NEED TO BE CONSTRUCTED AT SEPARATE TIMES.

LEGEND

- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL DRUM
- WORK AREA
- TEMPORARY CURB RAMP
- TEMPORARY PEDESTRIAN SURFACE "A"
- TEMPORARY PEDESTRIAN SURFACE "B"
- TEMPORARY DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN BARRICADE
- OPTIONAL TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC
- TEMPORARY AUDIBLE MESSAGE DEVICE (EXACT PLACEMENT BASED UPON FIELD CONDITIONS)

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



CURB RAMP PEDESTRIAN TRAFFIC CONTROL

GENERAL NOTES

IF PEDESTRIAN PUSH BUTTONS ARE PRESENT ON THE EXISTING FACILITY, ENSURE THEY ARE MAINTAINED/ACCESSIBLE FOR PEDESTRIAN USE THROUGHOUT THE TEMPORARY PEDESTRIAN ACCOMMODATIONS.

TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG

WHEN TEMPORARY PEDESTRIAN BARRICADE RUNS PARALLEL ALONG THE SIDEWALK, PLACE THE FACE OF THE BARRICADE AT THE EDGE OF THE SIDEWALK.

WHEN THE TEMPORARY PEDESTRIAN ACCESS ROUTE RUNS PARALLEL ON THE ROADWAY SURFACE, THE MAXIMUM CROSS SLOPE WILL MATCH THE EXISTING ROADWAY CROSS SLOPE.

1. SHOULDER OR LANE CLOSURE ADVANCE WARNING AND PROPER BUFFER SPACE REQUIRED.
2. PROVIDE ADEQUATE SPACE FOR CONTRACTOR OPERATIONS
3. USE TEMPORARY PEDESTRIAN BARRICADE TO SEPARATE PEDESTRIANS FROM DROP OFFS OR FOR ADDITIONAL PEDESTRIAN CHANNELIZATION.
4. MOUNTING HEIGHT OF 5 FEET FROM SIDEWALK SURFACE TO BOTTOM OF SIGN.
5. PLACE EXCESS PORTION OF TEMPORARY PEDESTRIAN BARRICADE PANEL IN THE SIDEWALK TERRACE.
6. WHITE 6" TEMPORARY PAVEMENT MARKING
7. IF TEMPORARY PEDESTRIAN BARRICADE DOES NOT REACH THE FACE OF THE CURB, USE AN ADDITIONAL PANEL AND EXTEND INTO THE TERRACE.
8. 4 FEET MINIMUM, 5 FEET DESIRABLE
9. IF MINIMUM LANE WIDTHS CAN'T BE ATTAINED, CURB RAMPS MAY NEED TO BE CONSTRUCTED AT SEPARATE TIMES.

LEGEND

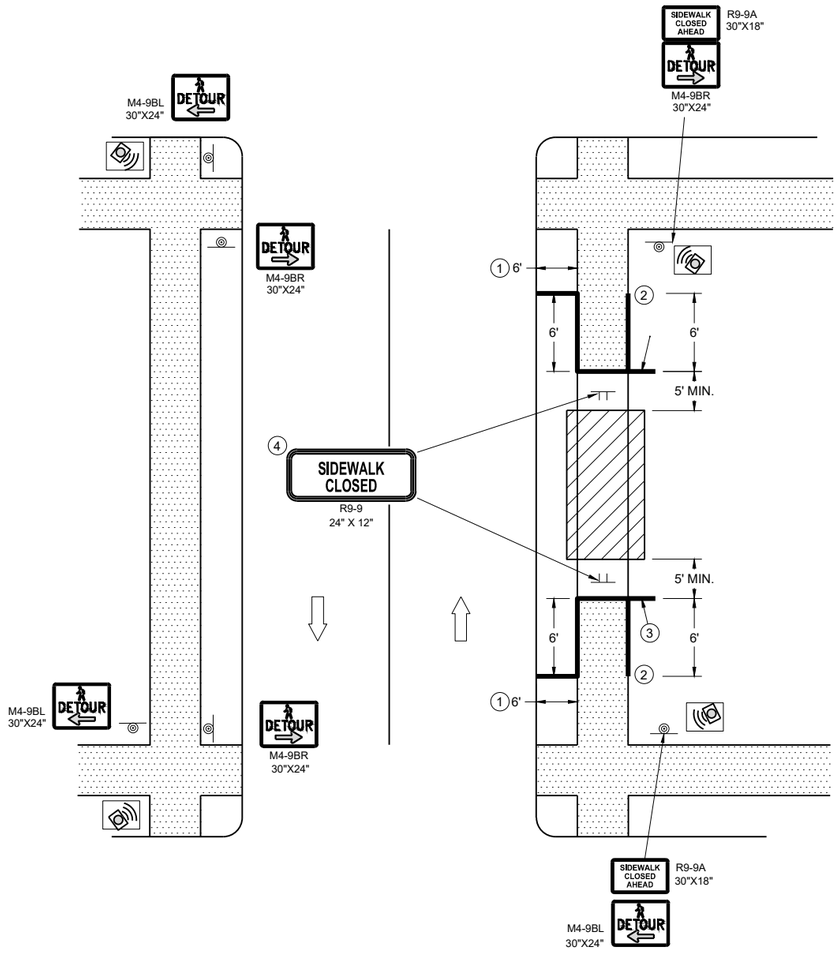
- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL DRUM
- WORK AREA
- TEMPORARY CURB RAMP
- TEMPORARY PEDESTRIAN SURFACE "A"
- TEMPORARY PEDESTRIAN SURFACE "B"
- TEMPORARY DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN BARRICADE
- OPTIONAL TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC
- TEMPORARY AUDIBLE MESSAGE DEVICE (EXACT PLACEMENT BASED UPON FIELD CONDITIONS)

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

LEGEND

- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- UNDER PEDESTRIAN TRAFFIC
- WORK AREA
- TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC
- TEMPORARY AUDIBLE MESSAGE DEVICE (EXACT PLACEMENT BASED UPON FIELD CONDITIONS)



SIDEWALK DETOUR, SIDEWALK ON BOTH SIDES

GENERAL NOTES

WHERE TEMPORARY BARRICADE RUNS PARALLEL ALONG SIDEWALK, PLACE THE FACE OF THE BARRICADE AT THE EDGE OF THE SIDEWALK.

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

PLACE TEMPORARY PEDESTRIAN BARRICADE TO FIT FIELD CONDITIONS, AVOIDING CONFLICT WITH DRIVEWAYS AND OTHER EXISTING FEATURES.

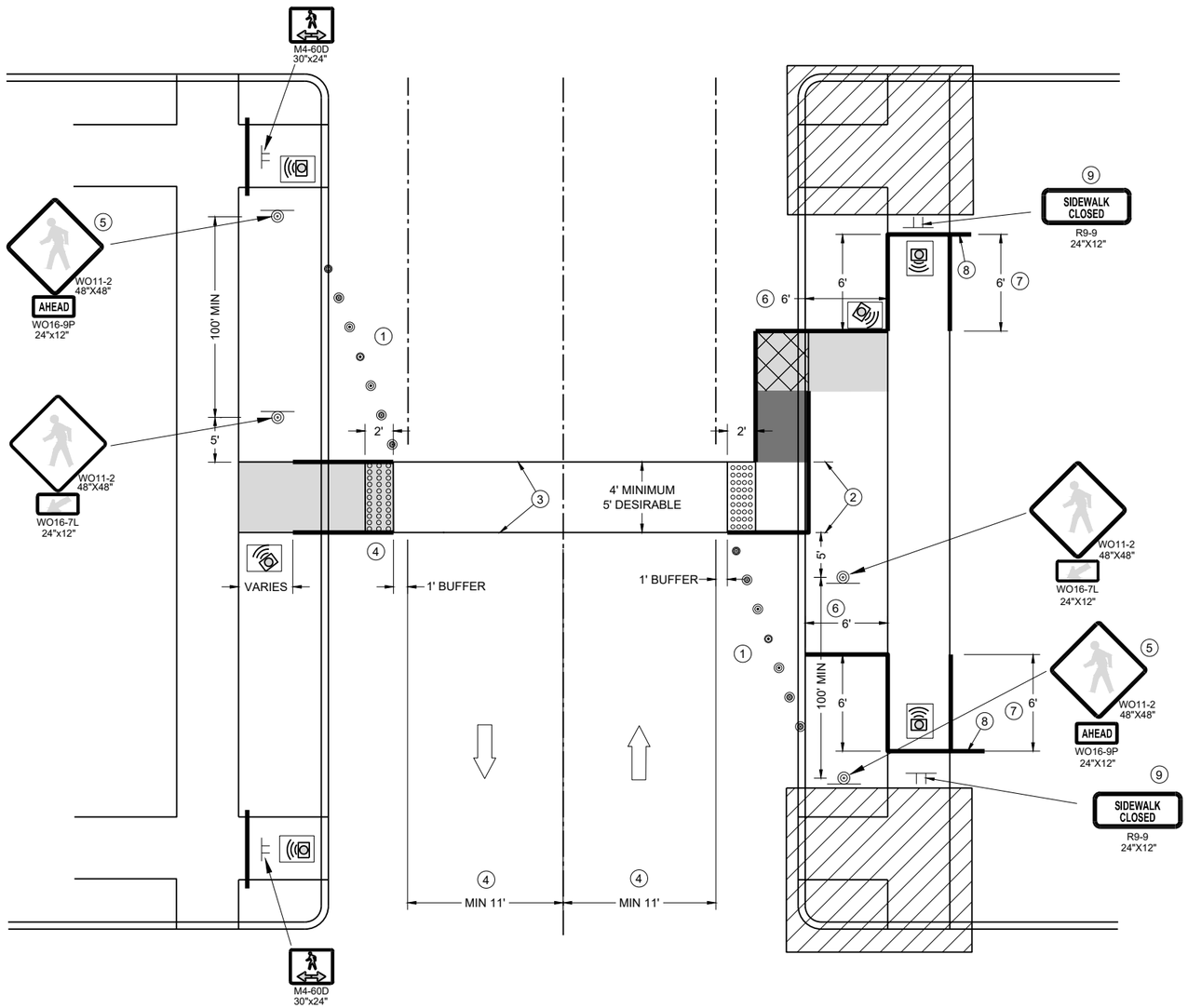
1. IF TERRACE IS LESS THAN 6 FEET WIDE, OMIT TEMPORARY PEDESTRIAN BARRICADE FROM THE SIDEWALK TO THE CURB.
2. PLACE BARRICADE CLOSURE SO THAT THE TEMPORARY PEDESTRIAN BARRICADE END IS AT THE LAST OPEN SIDEWALK ACCESS TO RESIDENCES OR BUSINESSES BEFORE THE SIDEWALK CLOSURE.
3. IF TEMPORARY PEDESTRIAN BARRICADE PANEL IS WIDER THAN THE SIDEWALK WIDTH, THE PORTION OF EXCESS PANEL SHOULD EXTEND INTO THE TERRACE.
4. MOUNTING HEIGHT OF 5 FEET FROM THE SURFACE TO THE BOTTOM OF SIGN.

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 15D30-11k



TEMPORARY PEDESTRIAN CROSSING

GENERAL NOTES

TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG.

SEE OTHER PEDESTRIAN ACCOMMODATION DETAILS FOR SIGNING AND DEVICES FOR DIFFERENT PEDESTRIAN FACILITIES CLOSURES.

WHEN THE TEMPORARY PEDESTRIAN ACCESS ROUTE RUNS PARALLEL ON THE ROADWAY SURFACE, THE MAXIMUM CROSS SLOPE WILL MATCH THE EXISTING ROADWAY CROSS SLOPE.

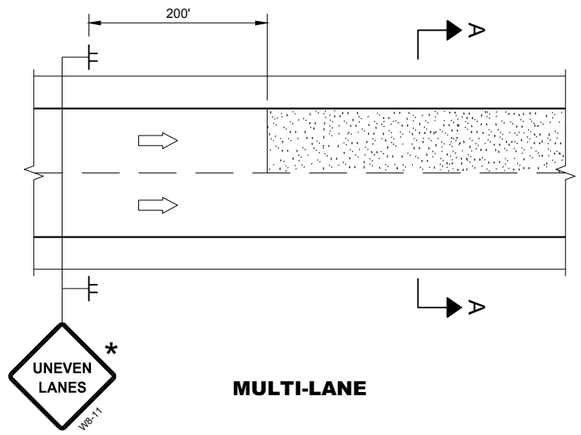
1. SHOULDER OR LANE CLOSURE ADVANCED WARNING AND PROPER BUFFER SPACE REQUIRED.
2. 4 FEET MINIMUM, 5 FEET DESIRABLE.
3. WHITE 6" TEMPORARY PAVEMENT MARKING.
4. IF MINIMUM LANE WIDTHS CAN'T BE ATTAINED, PERPENDICULAR CURB RAMPS MAY NEED TO BE UTILIZED.
5. IF MINIMUM 100' SPACING FROM THE MID-BLOCK CROSSING CANNOT BE ATTAINED BEFORE THE INTERSECTION, REMOVE THIS SIGN ASSEMBLY.
6. IF TERRACE IS LESS THAN 6 FEET WIDE, OMIT TEMPORARY PEDESTRIAN BARRICADE FROM THE SIDEWALK TO THE CURB.
7. PLACE BARRICADE CLOSURE SO THAT THE TEMPORARY PEDESTRIAN BARRICADE END IS AT THE LAST OPEN SIDEWALK ACCESS TO RESIDENCES OR BUSINESSES BEFORE THE SIDEWALK CLOSURE.
8. IF TEMPORARY PEDESTRIAN BARRICADE PANEL IS WIDER THAN THE SIDEWALK WIDTH, THE PORTION OF THE EXCESS PANEL SHOULD EXTEND INTO THE TERRACE.
9. MOUNTING HEIGHT OF 5 FEET FROM THE SURFACE TO THE BOTTOM OF THE SIGN.

LEGEND

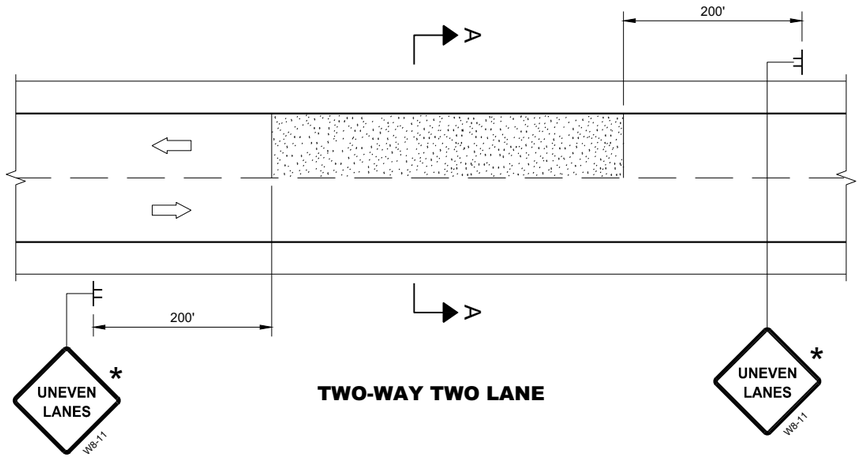
- TRAFFIC CONTROL DRUM
- SIGN ON TEMPORARY SUPPORT
- TEMPORARY CURB RAMP
- TEMPORARY DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN SURFACE "A"
- TEMPORARY PEDESTRIAN SURFACE "B"
- WORK AREA
- TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC
- TEMPORARY AUDIBLE MESSAGE DEVICE (EXACT PLACEMENT BASED UPON FIELD CONDITIONS)

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



MULTI-LANE



TWO-WAY TWO LANE

GENERAL NOTES

FOR SPOT LOCATIONS USE ENGINEERING JUDGEMENT WHEN PLACING ADDITIONAL SIGNS.

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

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

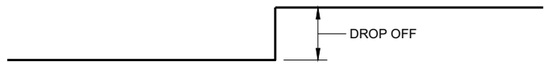
WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

* IF THE DROP-OFF IS CONTINUOUS ALONG THE PROJECT, PLACE ADDITIONAL SIGNS EVERY 1 MILE AND AFTER EVERY ENTRANCE RAMP.

(1) USE CLOSER SPACING WHEN DELINEATING DROP-OFF.

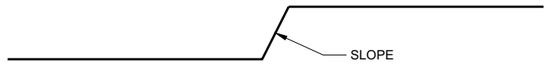
LEGEND

- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL DRUM
- TYPE III BARRICADE WITH ATTACHED SIGN
- TYPE "A" WARNING LIGHT (FLASHING)
- DIRECTION OF TRAFFIC
- WORK AREA WITH DROP-OFF
- MILLED SURFACE

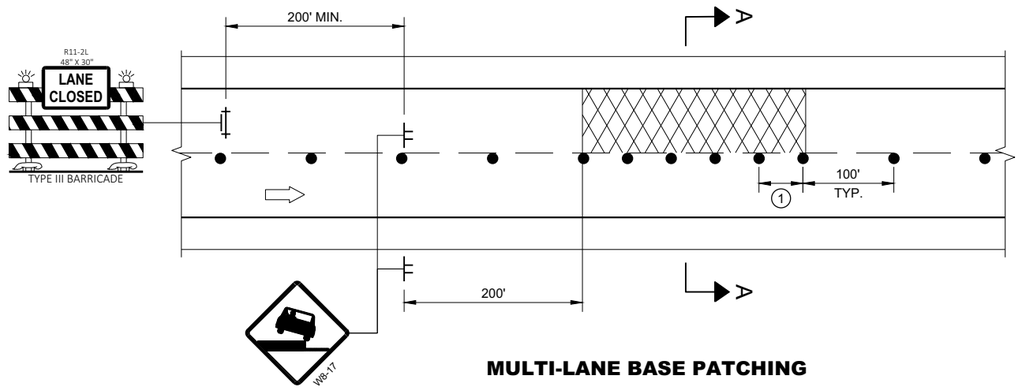


SECTION A - A

OR

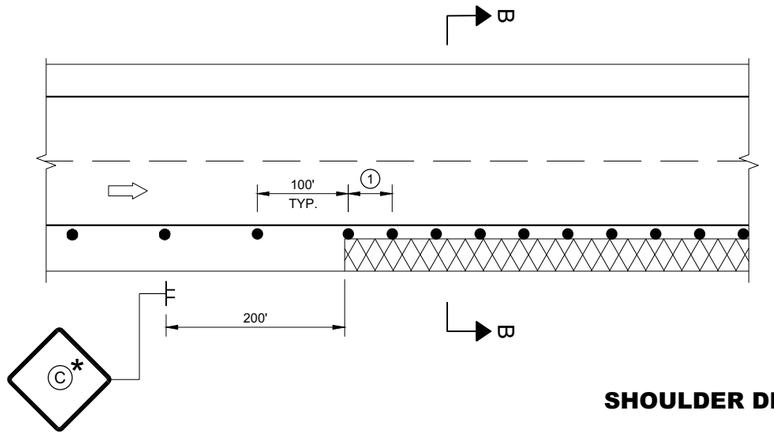


SECTION A - A

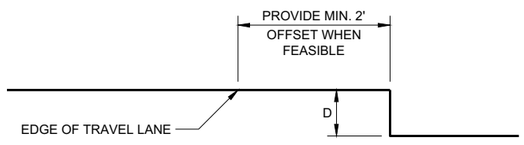


MULTI-LANE BASE PATCHING

ADJACENT LANE DROP-OFFS



SHOULDER DROP-OFFS



SECTION B - B

D	SIGN (C)
< 2" WITH A SLOPE STEEPER THAN 3:1	LOW SHOULDER WO8-9
2" < 6" WITH A SLOPE STEEPER THAN 3:1	SHOULDER DROP - OFF W8-9A PROVIDE A 3:1 OR FLATTER SLOPE OF MATERIAL ADJACENT TO THE PAVEMENT

TRAFFIC CONTROL, DROP-OFF SIGNING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
March 2018
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

6

SDD 15D39 - 02

LEGEND

- TYPE III BARRICADE WITH ATTACHED SIGN
- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- TYPE "A" WARNING LIGHT (FLASHING)
- DIRECTION OF TRAFFIC
- WORK AREA
- REMOVING PAVEMENT MARKING (SEE GENERAL NOTES)
- CONCRETE BARRIER TEMPORARY PRECAST

POSTED SPEED LIMIT PRIOR TO WORK STARTING (MPH)	SHIFTING TAPER L/2 W, LATERAL OFFSET (FT)				
	10	11	12	13	14
50	250	275	300	325	350
55	275	303	330	358	385
60	300	330	360	390	420
65	325	358	390	423	455
70	350	385	420	455	490

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 TO PROVIDE A MINIMUM OF 200 FEET, (500 FEET DESIRABLE) DISTANCE TO EXISTING SIGNS.

THIS LANE CLOSURE IS TYPICAL FOR LANE SHIFT RIGHT - REVERSE FOR SHIFTING LEFT.

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED.

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

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. NO WARNING LIGHTS SHALL BE WORKING ON ANY "COVERED" OR "DOWNED" SIGNS.

CONSIDER GEOMETRICS WHEN LOCATING SIGNS AND ARROW BOARDS SO THE DRIVER HAS A CLEAR VIEW OF THE ARROW BOARD AND LANE CLOSURE DRUMS FOR A MINIMUM 1500 FEET IN FRONT OF DRUMS.

FOR A LANE CLOSURE THAT IS IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS, THE ADVANCED WARNING SIGNS MAY BE MOUNTED ON PORTABLE SUPPORTS.

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

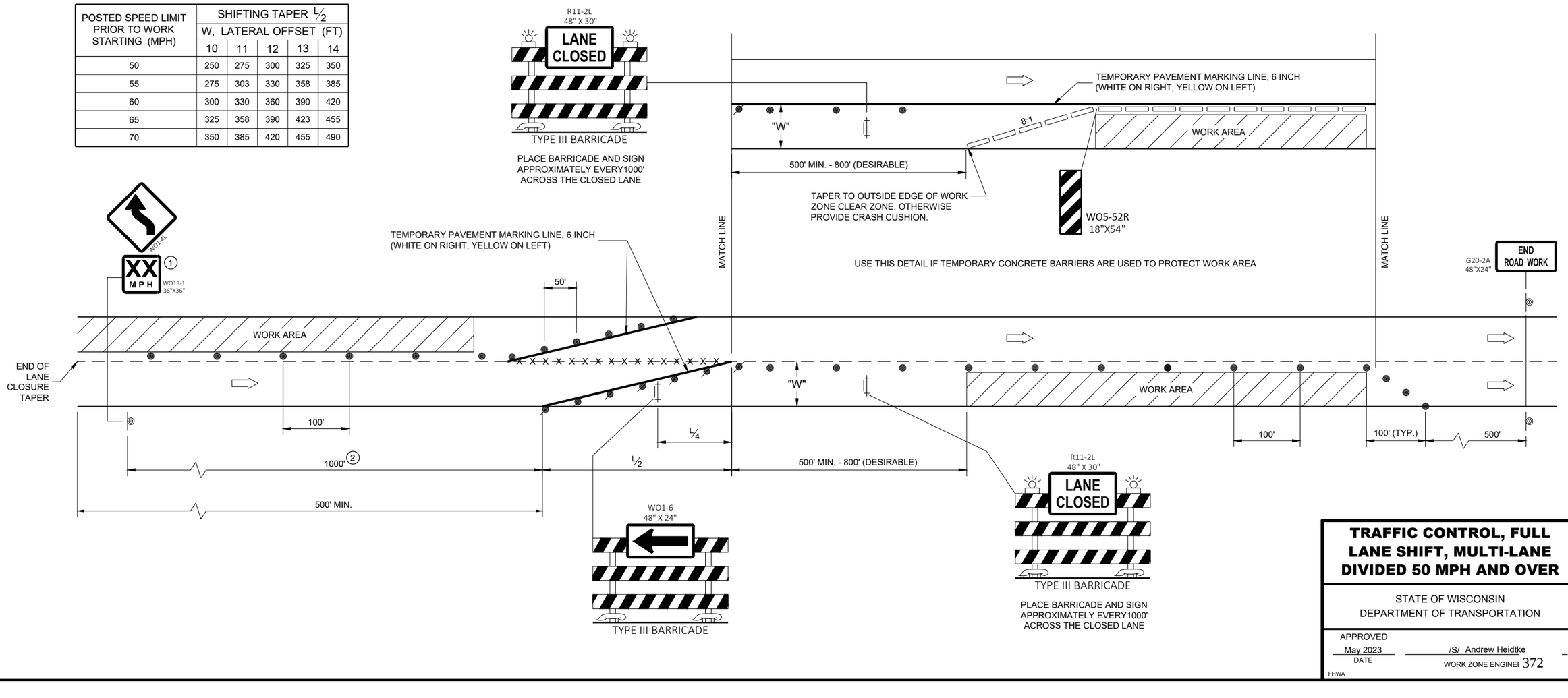
WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

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

ADJUSTMENTS IN BUFFER SPACE NEED TO BE INCORPORATED WHEN THE LANE SHIFT OCCURS NEAR AN INTERCHANGE EXIT OR ENTRANCE RAMP. THE LANE SHIFT MUST TAKE PLACE FAR ENOUGH IN ADVANCE OF AN EXIT OR ENTRANCE RAMP TO STILL ALLOW FOR ADEQUATE BUFFER SPACE. THE MINIMUM LENGTH OF THE BUFFER SPACE BEFORE AN EXIT RAMP SHOULD BE ½ THE LENGTH OF THE TRANSITION AREA. THE ENTRANCE RAMP SHOULD BE FOLLOWED BY THE ORIGINAL BUFFER SPACE LENGTH OF 800 FEET DESIRABLE PRIOR TO ANOTHER TRAFFIC CONTROL CHANGE SUCH AS A CROSSOVER MANEUVER.

(1) USE ONLY IF DESIGN SPEED IS 10 MPH BELOW POSTED SPEED.

(2) IF BEGINNING OF LANE SHIFT IS 1200' OF LESS FROM THE END OF THE LANE CLOSURE TAPER, PLACE THE WO1-4L SIGN 200 FEET AFTER THE END OF THE LANE CLOSURE TAPER.



TRAFFIC CONTROL, FULL LANE SHIFT, MULTI-LANE DIVIDED 50 MPH AND OVER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA

372

6

SDD 15D40-05b

6

SDD 15D40-05b

LEGEND

- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- TYPE "A" WARNING LIGHT (FLASHING)
- REMOVING PAVEMENT MARKINGS
- DIRECTION OF TRAFFIC
- WORK AREA
- CONNECTED ARROW BOARD
- WZ START LOCATION MARKER
- WZ END LOCATION MARKER

GENERAL NOTES

RIGHT CLOSURE SHOWN (LEFT LANE CLOSURE SIMILAR)

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

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

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

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

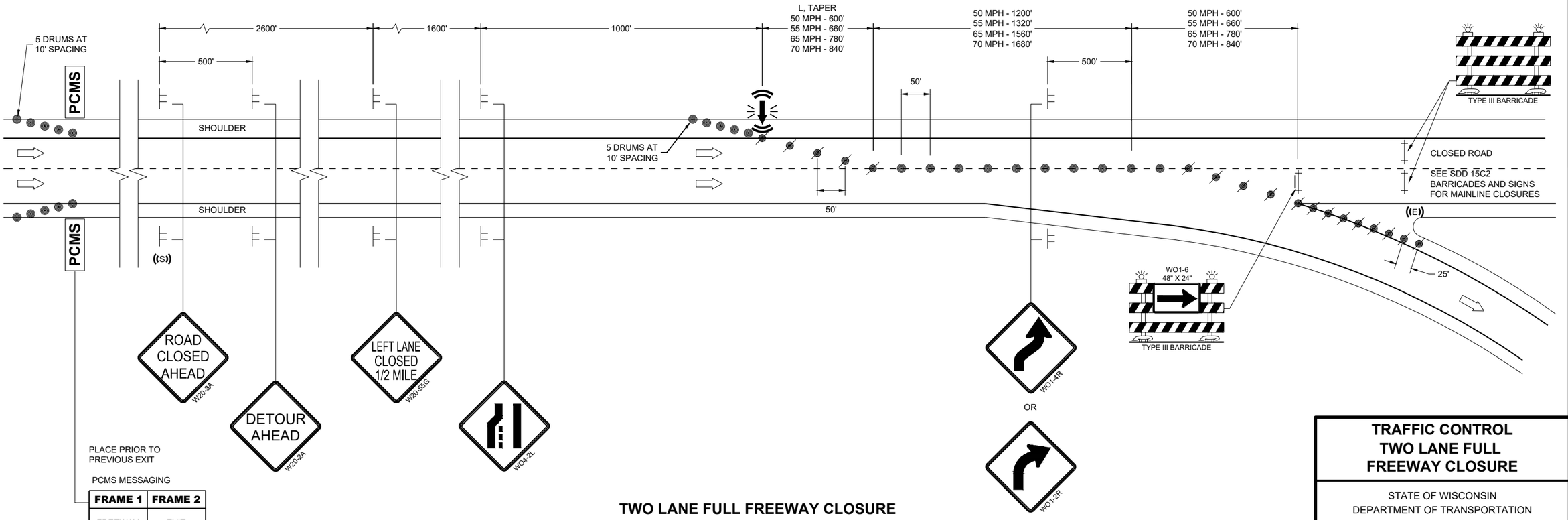
WHEN A RAMP INTERSECTS THE FACILITY ON WHICH THE WORK IS BEING PERFORMED, ADDITIONAL TRAFFIC CONTROL SHALL BE PROVIDED AS SPECIFIED IN THE PLANS AND / OR THE SPECIAL PROVISIONS OR AS DIRECTED BY THE ENGINEER.

PLACE A TYPE III BARRICADE APPROXIMATELY EVERY 1000' ACROSS EACH CLOSED LANE TO HELP REINFORCE THE DRUM LINE.

CONSIDER ROADWAY GEOMETRICS WHEN LOCATING SIGNS AND ARROW BOARD SO THE DRIVER HAS A CLEAR VIEW OF THE ARROW BOARD AND LANE CLOSURE DRUMS.

REFER TO DETOUR ROUTES FOR TRAFFIC GUIDANCE SIGNING.

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED OR AS APPROVED BY THE ENGINEER. NO WARNING LIGHTS SHALL BE WORKING ON "COVERED" OR "DOWNED" SIGNS.



PLACE PRIOR TO PREVIOUS EXIT

PCMS MESSAGING

FRAME 1	FRAME 2
FREEWAY CLOSED	EXIT AHEAD

TWO LANE FULL FREEWAY CLOSURE

TRAFFIC CONTROL
TWO LANE FULL
FREEWAY CLOSURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2025 — DATE
/S/ Andrew Heidtke

FHWA

6

SDD 15D42-04

6

SDD 15D42-04

LEGEND

- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL DRUM
- DELINEATOR, FLEXIBLE TUBULAR MARKER
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- TYPE III BARRICADE WITH ATTACHED SIGN
- DIRECTION OF TRAFFIC
- CONSTRUCTION TRAFFIC
- WORK AREA
- CC — CRASH CUSHION TEMPORARY
- EXISTING CONCRETE BARRIER TEMPORARY PRECAST

GENERAL NOTES

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.

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

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH THE TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER. NO WARNING LIGHTS SHALL BE WORKING ON COVERED OR "DOWNED" SIGNS.

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

WORK ZONE INGRESS/EGRESS LOCATIONS SHALL BE APPROVED BY THE ENGINEER. LOCATIONS FOR WORK ZONE ACCESS TO/FROM THE FREEWAY SHALL NOT BE USED FOR INGRESS AND EGRESS AT THE SAME TIME.

THIS ACCESS DETAIL IS TYPICAL FOR LEFT LANE ACCESS, FOR RIGHT LANE ACCESS, REVERSE THE TRAFFIC CONTROL

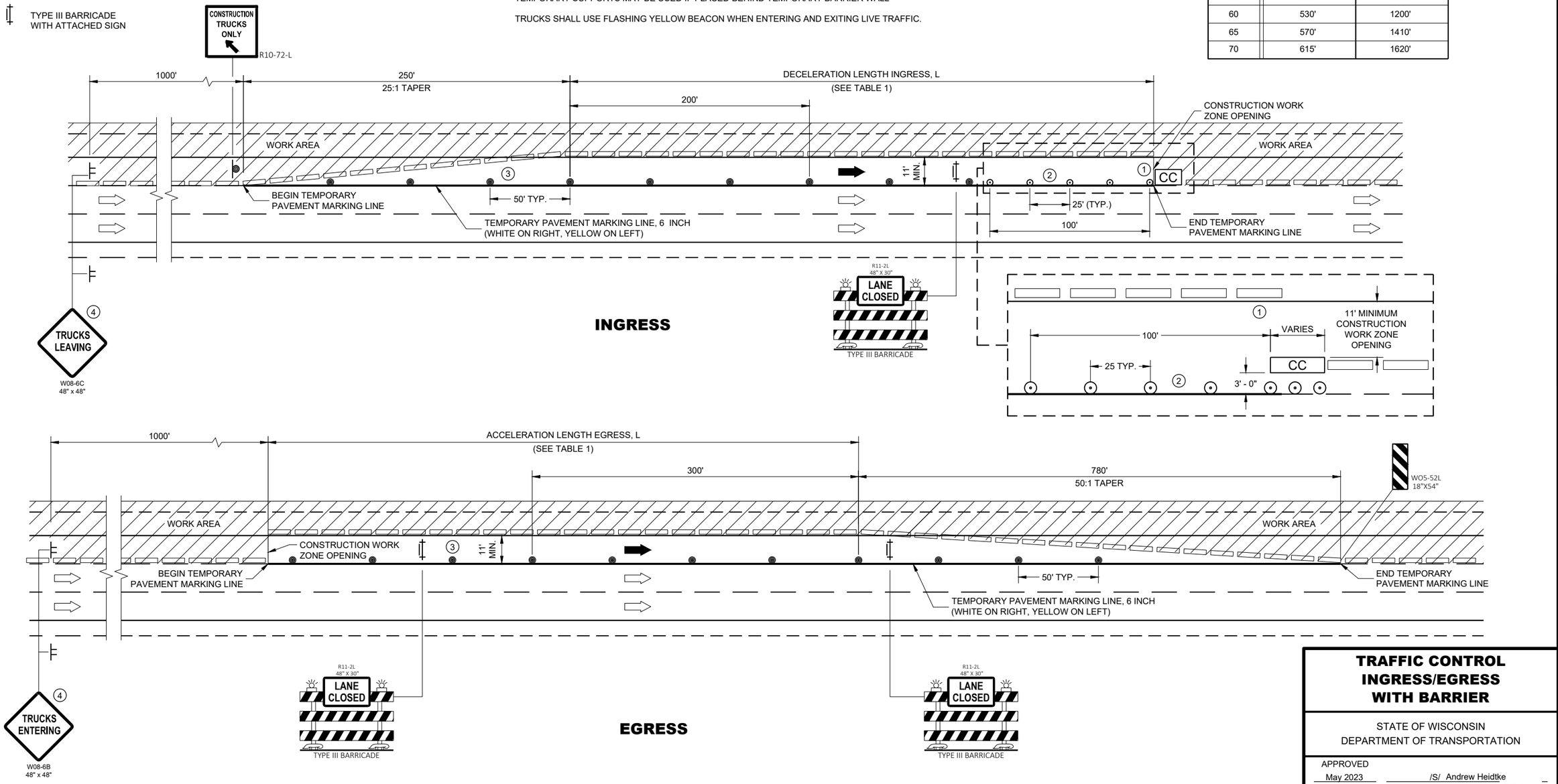
TEMPORARY SUPPORTS MAY BE USED IF PLACED BEHIND TEMPORARY BARRIER WALL

TRUCKS SHALL USE FLASHING YELLOW BEACON WHEN ENTERING AND EXITING LIVE TRAFFIC.

1. WIDEN BARRIER AS NECESSARY TO ACCOMMODATE CRASH CUSHION WIDTH.
2. USE TUBULAR MARKERS TO HELP DELINEATE TEMPORARY CRASH CUSHION.
3. REMOVE DRUMS / BARRICADES WHEN INGRESS / EGRESS ARE IN USE.
4. REMOVE OR COVER WHEN ACCESS IS NOT NEEDED.

TABLE 1

S (MPH)	INGRESS, L	EGRESS, L
50	435'	720'
55	480'	960'
60	530'	1200'
65	570'	1410'
70	615'	1620'



TRAFFIC CONTROL INGRESS/EGRESS WITH BARRIER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA

6

SDD 15D47-03a

6

SDD 15D47-03a

LEGEND

- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- TYPE III BARRICADE WITH ATTACHED SIGN
- DIRECTION OF TRAFFIC
- CONSTRUCTION TRAFFIC
- WORK AREA

TABLE 1

S (MPH)	INGRESS, L	EGRESS, L
50	435'	720'
55	480'	960'
60	530'	1200'
65	570'	1410'
70	615'	1620'

LEGEND

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

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH THE TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER. NO WARNING LIGHTS SHALL BE WORKING ON COVERED OR "DOWNED" SIGNS.

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

WORK ZONE INGRESS/EGRESS LOCATIONS SHALL BE APPROVED BY THE ENGINEER. LOCATIONS FOR WORK ZONE ACCESS TO/FROM THE FREEWAY SHALL NOT BE USED FOR INGRESS AND EGRESS AT THE SAME TIME.

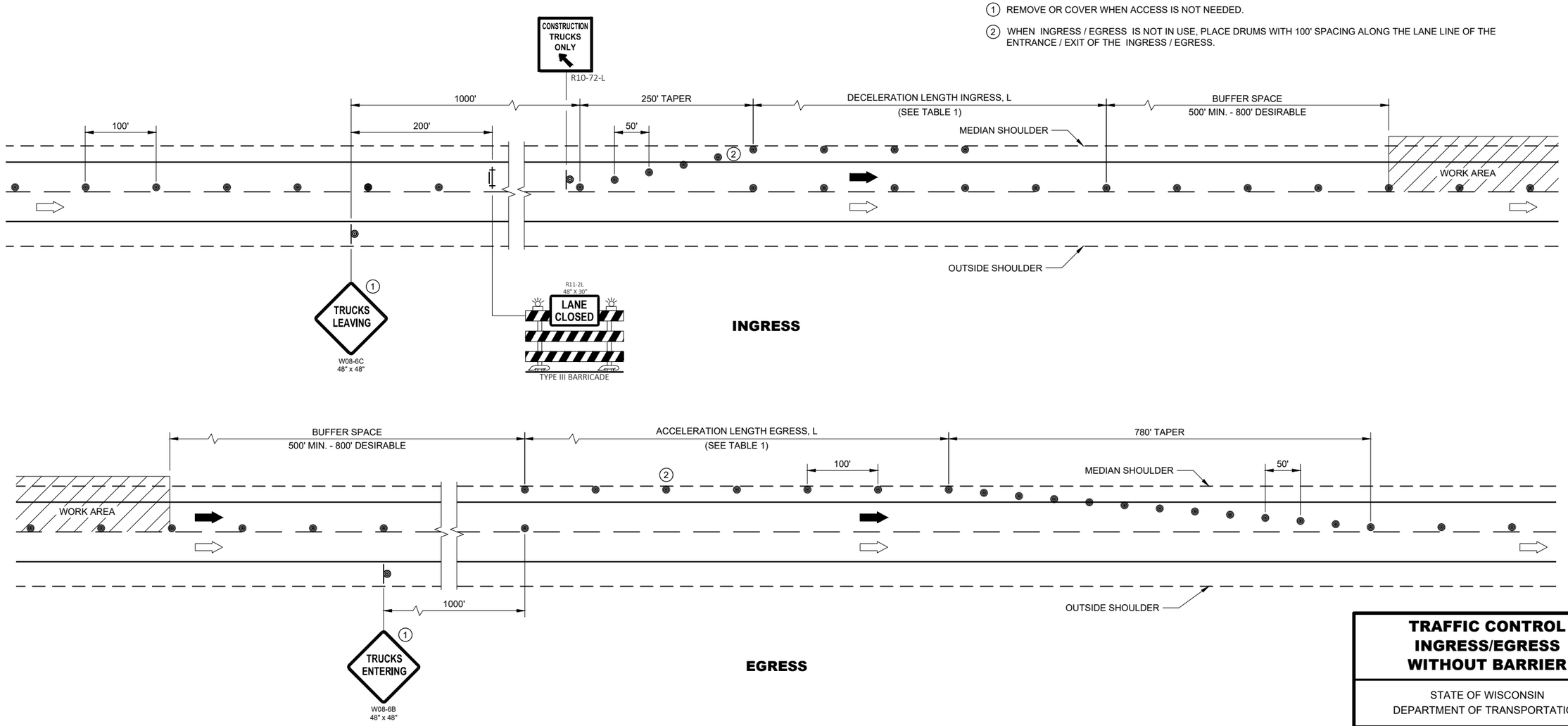
THIS ACCESS DETAIL IS TYPICAL FOR LEFT LANE ACCESS, FOR RIGHT LANE ACCESS, REVERSE THE TRAFFIC CONTROL

TEMPORARY SUPPORTS MAY BE USED IF PLACED BEHIND TEMPORARY BARRIER WALL

TRUCKS SHALL USE FLASHING YELLOW BEACON WHEN ENTERING AND EXITING LIVE TRAFFIC.

(1) REMOVE OR COVER WHEN ACCESS IS NOT NEEDED.

(2) WHEN INGRESS / EGRESS IS NOT IN USE, PLACE DRUMS WITH 100' SPACING ALONG THE LANE LINE OF THE ENTRANCE / EXIT OF THE INGRESS / EGRESS.



TRAFFIC CONTROL INGRESS/EGRESS WITHOUT BARRIER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER

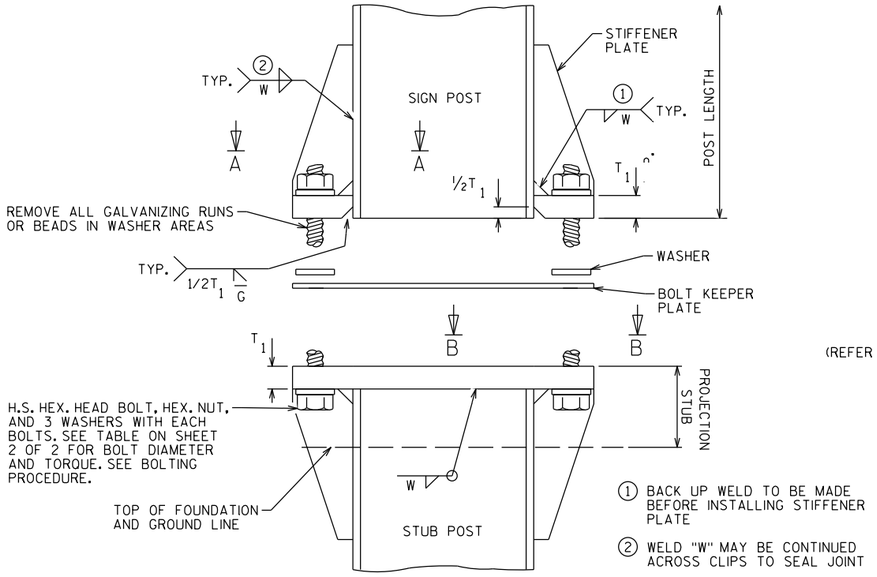
FHWA

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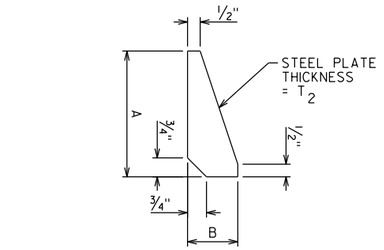
SDD 15D47-03b

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SDD 15D47-03b

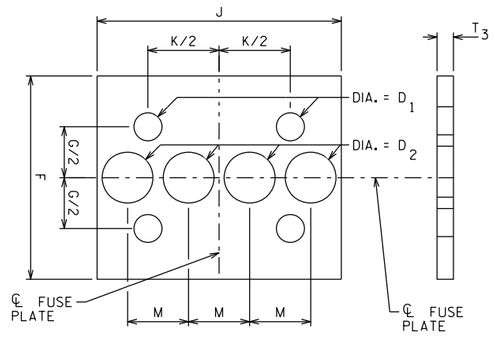


SIGN POST & STUB POST ELEVATION



STIFFENER PLATE DETAIL

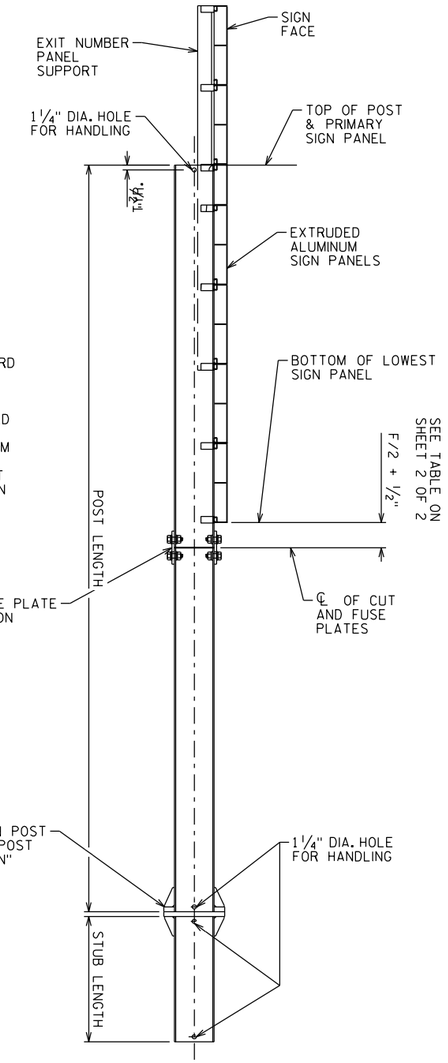
(REFER TO TABLE ON SHEET 2 OF 2 FOR DIMENSIONS)



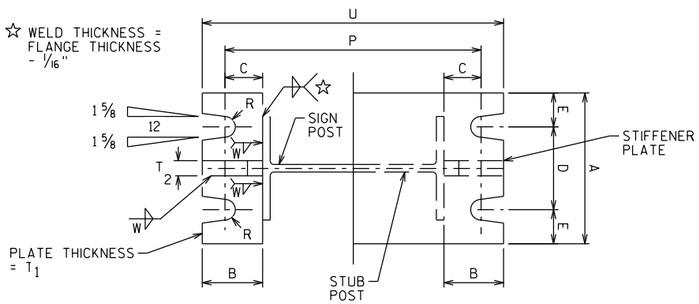
PERFORMED FUSE PLATE DETAIL

USE H.S. HEX HEAD BOLTS, HEX HEAD NUT AND FLAT WASHER UNDER NUT. INSTALL BOLTS PER THE WISCONSIN DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATION SECTION 506.3.12.3.

ALL HOLES SHALL BE DRILLED, SUB-PUNCHED AND REAMED. ALL PLATE CUTS SHALL PREFERABLY BE SAW CUTS. HOWEVER, FLAME CUTTING WILL BE PERMITTED PROVIDED ALL EDGES ARE GROUND. METAL PROJECTING BEYOND THE PLANE OF THE PLATE FACE WILL NOT BE PERMITTED. STEEL FUSE PLATES SHALL CONFORM TO THE REQUIREMENTS OF ASTM A36. ASTM A572 GRADE 50 OR ASTM A588 MAY BE SUBSTITUTED FOR A36 AT THE OPTION OF THE FABRICATOR. MILL TEST REPORTS SHALL BE SUBMITTED FOR FUSE PLATES. STEEL USED SHALL HAVE AN ULTIMATE TENSILE STRENGTH NOT TO EXCEED 80 KSI.

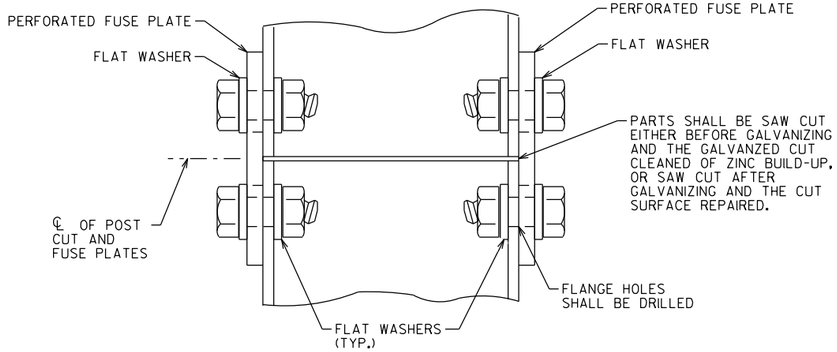


POST DETAIL

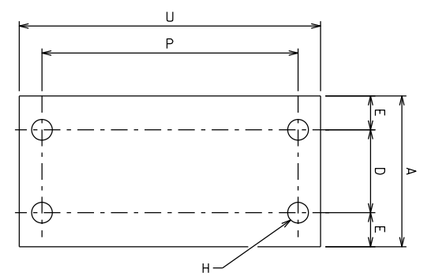


SECTION A-A

SECTION B-B



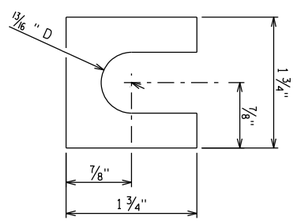
FUSE PLATE CONNECTION DETAIL



H = BOLT DIA. + 1/8"

BOLT KEEPER PLATE DETAIL

30 GA GALVANIZED SHEET STEEL



SHIM DETAIL

FURNISH TWO .012"± THICK AND TWO .032"± THICK SHIMS PER POST. SHIMS SHALL BE FABRICATED FROM BRASS SHIM STOCK OR STRIP CONFORMING TO ASTM B36.

BOLTING PROCEDURE FOR BASE CONNECTION

1. ASSEMBLE SIGN POST, BOLT KEEPER PLATE, AND STUB POST WITH BOLTS AND THREE FLAT WASHERS PER BOLT AS SHOWN.
2. SHIM AS REQUIRED TO PLUMB POST.
3. PRIOR TO BOLT TIGHTENING, LUBRICATE BASE CONNECTION BOLTS WITH BEESWAX OR OTHER HIGH-WAX LUBRICANT.
4. TIGHTEN ALL BOLTS THE MAXIMUM POSSIBLE WITH A 12" OR 15" WRENCH TO BED WASHERS & SHIMS AND TO CLEAN BOLT THREADS.
5. LOOSEN EACH BOLT IN TURN AND RETIGHTEN IN A SYSTEMATIC ORDER TO THE PERSCRIBED TORQUE. (SEE TABLE FOR PERSCRIBED TORQUE). DO NOT OVER-TIGHTEN.
6. BURR THREADS AT JUNCTION WITH NUT USING A CENTER PUNCH TO PREVENT NUT LOOSENING.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE BTO TYPE I SIGNS

DRAWN BY	PLANS CK'D.

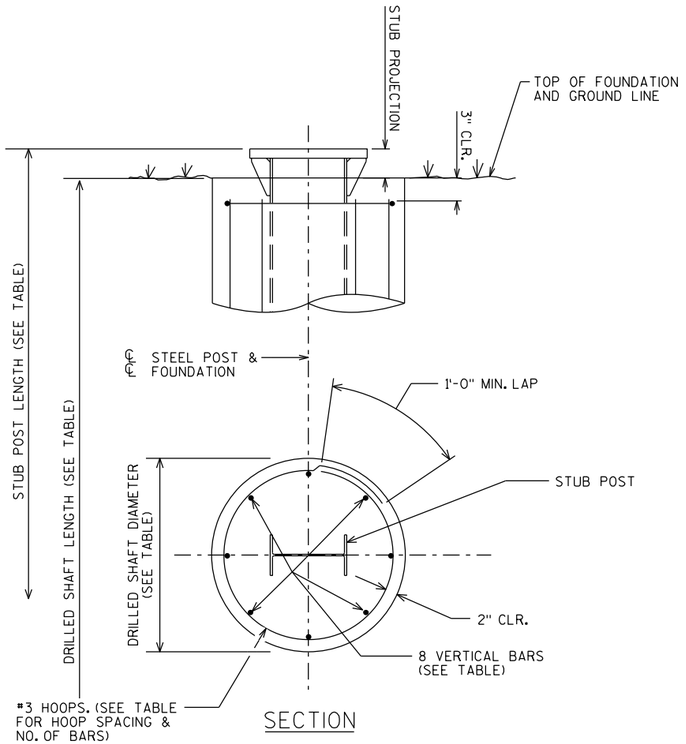
CONNECTION & FOUNDATION DETAILS 1 OF 2

SHEET A3-1.20

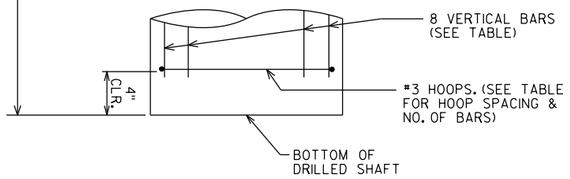
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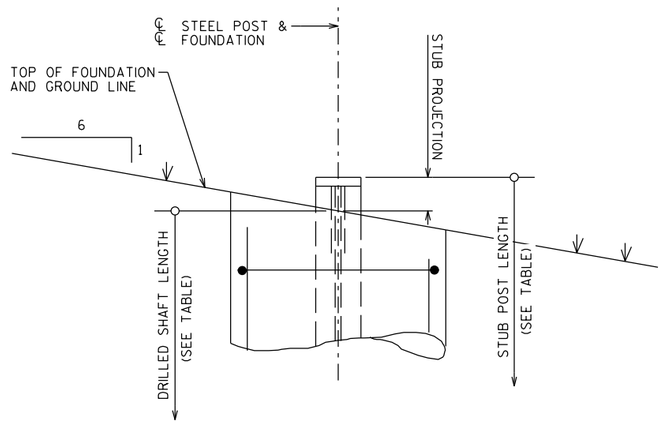
7



SECTION



FOUNDATION DETAIL



SHAFT PLACEMENT

FOUNDATION DATA TABLE

POST SHAPE	STUB LENGTH	STUB PROJECTION	DRILLED SHAFT DIAMETER	DRILLED SHAFT LENGTH	VERTICAL BARS		HOOPS		CONCRETE VOLUME ◆	TOTAL REINF. WEIGHT ◆
					SIZE	LENGTH	MAX SPA.	NO.		
W6X15	2'-6"	3"	24"	6'-6"	#5	5'-11"	10"	9	0.8 CY	71 LB
W8X18	2'-6"	3"	24"	7'-6"	#6	6'-11"	12"	8	0.9 CY	102 LB
W8X21	3'-0"	2½"	24"	8'-0"	#6	7'-5"	12"	9	1.0 CY	110 LB
W10X22	3'-0"	2½"	24"	8'-6"	#7	7'-11"	12"	9	1.0 CY	151 LB
W12X26	3'-0"	2½"	24"	10'-0"	#7	9'-5"	12"	11	1.2 CY	180 LB

◆ QUANTITIES SHOWN ARE FOR ONE DRILLED SHAFT

BASE CONNECTION & FUSE PLATE DATA TABLE

POST SHAPE	WEIGHT PER FOOT	BASE CONNECTION DATA: BOLT SIZE & TORQUE	A	B	C	D	E	T1	T2	W	R	BOLT KEEPER PLATE DATA: P	U	PERFORATED FUSE PLATE DATA: F	G	J	K	M	D1	D2	T3	BOLT DIA.	WGT. EA. LBS	BOLT LENGTH	V ◪
W6X15	15 LB	⅝" DIA. X 4" 36 TO 38 FT-LB	5"	2"	1¼"	2¾"	1⅛"	1¼"	½"	¼"	11/32"	8½"	10"	5"	2½"	6"	3½"	1½"	11/16"	1¼"	⅜"	⅝"	2.4	2	73.0 LB
W8X18	18 LB											10⅝"	12⅛"	5"	2½"	5¼"	2¾"	1¼"	11/16"	1 1/16"	⅜"	⅝"	2.0	2	83.0 LB
W8X21	21 LB	¾" DIA. X 4¾" 62 TO 63 FT-LB	6"	2¼"	1⅜"	3½"	1¼"	1½"	¾"	5/16"	13/32"	11"	12¾"	5½"	2½"	5¼"	2¾"	1¼"	13/16"	1"	½"	¾"	3.1	2¼"	124.0 LB
W10X22	22 LB											12⅞"	14⅝"	6"	3"	5¾"	2¾"	1⅜"	13/16"	1⅛"	½"	¾"	3.9	2¼"	134.0 LB
W12X26	26 LB											15"	16¾"	6"	3"	6½"	3½"	1⅝"	13/16"	1 5/16"	½"	¾"	4.5	2¼"	152.0 LB

◪ TOTAL STRUCTURAL CARBON STEEL WEIGHT FOR ONE POST = V + (POST LENGTH X POST WEIGHT PER FOOT)

"V" INCLUDES STUB POST, BASE PLATES, STIFFENER PLATES, PERFORATED FUSE PLATES, BOLTS, NUTS, AND WASHERS.

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED

MATERIALS SHALL CONFORM TO THE WISCONSIN DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS SECTION 506, UNLESS NOTED OTHERWISE.

FABRICATION SHALL CONFORM TO THE WISCONSIN DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS SECTION 506.

ALL POST, POST STUBS & ATTACHMENTS SHALL BE ASTM A709 GRADE 50, GALVANIZED IN ACCORDANCE WITH ASTM A123.

THE POST, BASE PLATES, UPPER SIX INCHES OF STUB POST, FLANGE SPLICE PLATE AND FUSE PLATE SHALL BE GALVANIZED AFTER FABRICATION.

H.S. BOLTS, WASHERS, & NUTS SHALL BE A325 GALVANIZED.

FOUNDATION MATERIAL PROPERTIES

CONCRETE MASONRY	F'C = 3,500 P.S.I.
BAR STEEL REINFORCEMENT (UNCOATED), GRADE 60	FY = 60,000 P.S.I.

DESIGN DATA

DESIGN CONFORMS TO AASHTO LRFD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINAIRES, AND TRAFFIC SIGNALS 1ST EDITION 2015 (WITH 2017 & 2018 INTERIM REVISIONS).

DEAD LOADS (DL):

- STEEL POST SELF WEIGHT
- SIGN PANEL WEIGHT = 3 PSF

WIND LOADS (WL):

WIND LOADS WERE APPLIED TO THE PROJECTED AREAS OF THE SIGN PANELS AND THE STEEL SIGN POSTS.

- BASIC WIND SPEED = 76 MPH
- MEAN RECURRANCE INTERVAL (MRI) = 10 YEARS
- HEIGHT & EXPOSURE FACTOR = 1.00
- DIRECTIONALITY FACTOR = 0.85
- GUST EFFECT FACTOR = 1.14

WIND LOAD CASES:

- WL CASE 1: 1.0 X NORMAL WIND
- WL CASE 2: 1.0 X TRANSVERSE WIND
- WL CASE 3: 0.75 X NORMAL WIND + 0.75 X TRANSVERSE WIND

LOAD COMBINATIONS:

LOAD COMBINATION	TYPE	DL FACTOR	WL FACTOR
STRENGTH I	GRAVITY	1.25	-
EXTREME I	WIND	1.10	1.0
		0.9	1.0
SERVICE I	DEFLECTION	1.0	1.0

FOUNDATION DESIGN DATA

THE FOUNDATION DESIGN ASSUMED COHESIONLESS SOILS (LOOSE SAND) ABOVE THE WATER TABLE WITH THE FOLLOWING PROPERTIES:

- SOIL UNIT WEIGHT = 115 PCF
- ANGLE OF INTERNAL FRICTION = 24 DEGREES
- SOIL MODULUS PARAMETER = 25 LB/IN3

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE BTO TYPE I SIGNS

DRAWN BY | PLANS CK'D.

CONNECTION & FOUNDATION DETAILS 2 OF 2

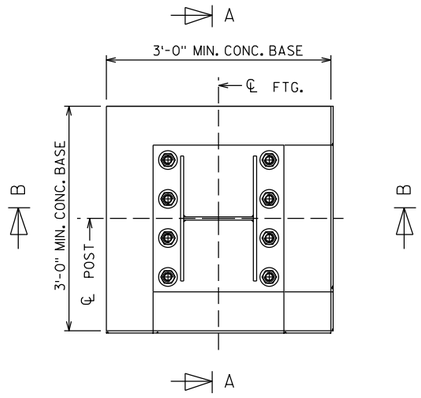
SHEET A3-1.20

377

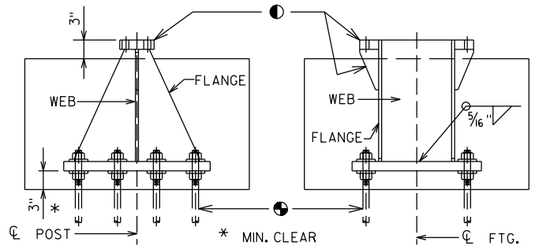
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7

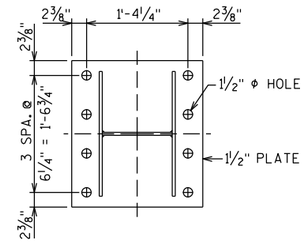
STUB AND ADHESIVE ANCHOR DETAILS



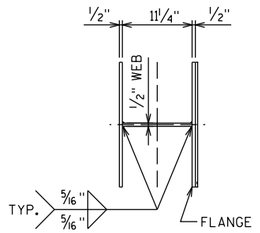
STUB SECTION



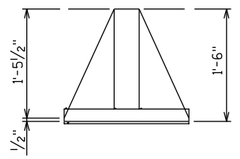
SECTION A-A SECTION B-B



BASE PLATE



STUB



FLANGE

◐ SEE BASE CONNECTION DETAILS ON "CONNECTIONS & FOUNDATION DETAILS" SHEETS.

◔ ADHESIVE ANCHORS 1¼-INCHES. ALLOWABLE PULL OUT CAPACITY = 15 KIPS. EMBED 1'-3" INTO ROCK.

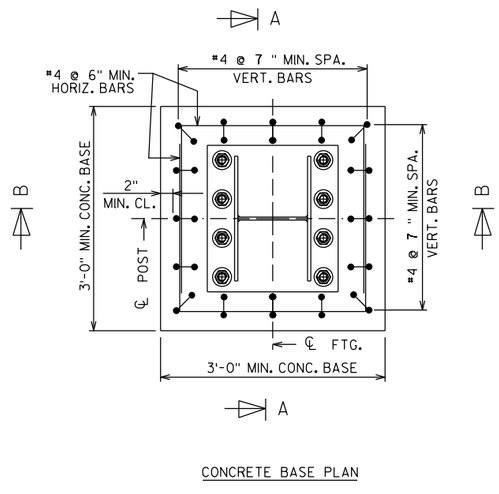
GENERAL NOTES:

QUANTITIES PER BASE:
REINFORCING STEEL = 62 LB
CONCRETE = 0.6 CY
STRUCTURAL STEEL = 335 LB

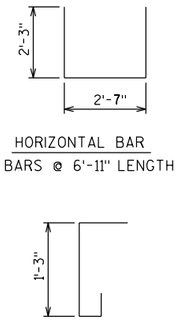
ALL MATERIALS, EXCEPT FOR ANCHOR ROD, NUTS, AND WASHERS, SHALL BE ASTM A709 GRADE 50. ALL MATERIALS TO BE GALVANIZED AFTER FABRICATION.

IF ROCK IS ENCOUNTERED PRIOR TO REACHING THE MINIMUM DRILLED SHAFT EMBEDMENT DEPTH DEFINED ON THE FOUNDATION DATA TABLE OF THE "CONNECTIONS & FOUNDATION DETAILS 2 OF 2" SHEET, THE CONTRACTOR SHALL INSTALL A TEST ADHESIVE ANCHOR AND DETERMINE THE PULL-OUT CAPACITY. IF THE FIELD TEST RESULTS IN A PULL-OUT CAPACITY GREATER THAN OR EQUAL TO 15 KIPS, THE CONTRACTOR MAY INSTALL THE ALTERNATE CONCRETE BASE AND BREAK-WAY STUB PER THE DETAILS ON THIS SHEET.

CONCRETE BASE DETAILS

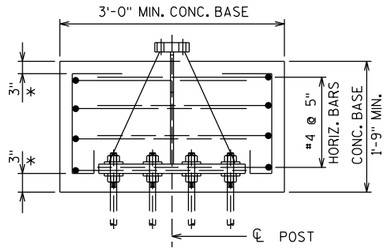


CONCRETE BASE PLAN

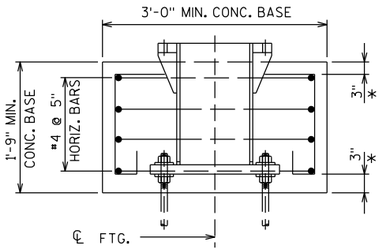


HORIZONTAL BAR
8 BARS @ 6'-11" LENGTH

VERTICAL BARS
16 BARS @ 2'-4" LENGTH
MAY BE PLACED IN SKEW
FOR CLEARANCE NEED



SECTION A-A



SECTION B-B

* MIN. CLEAR

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE BTO TYPE I SIGNS

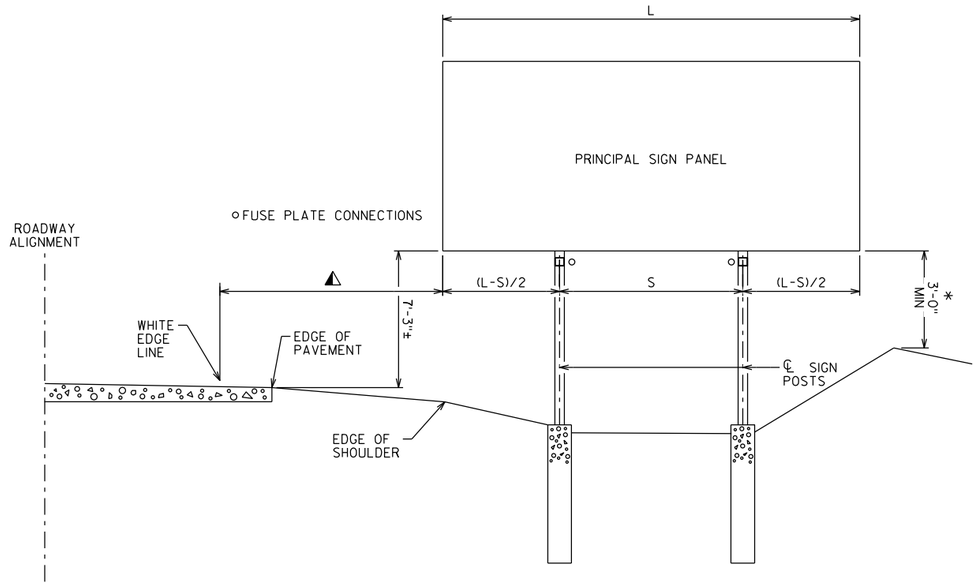
DRAWN BY | PLANS CK'D.

ALTERNATE BREAK-AWAY BASE ON ROCK

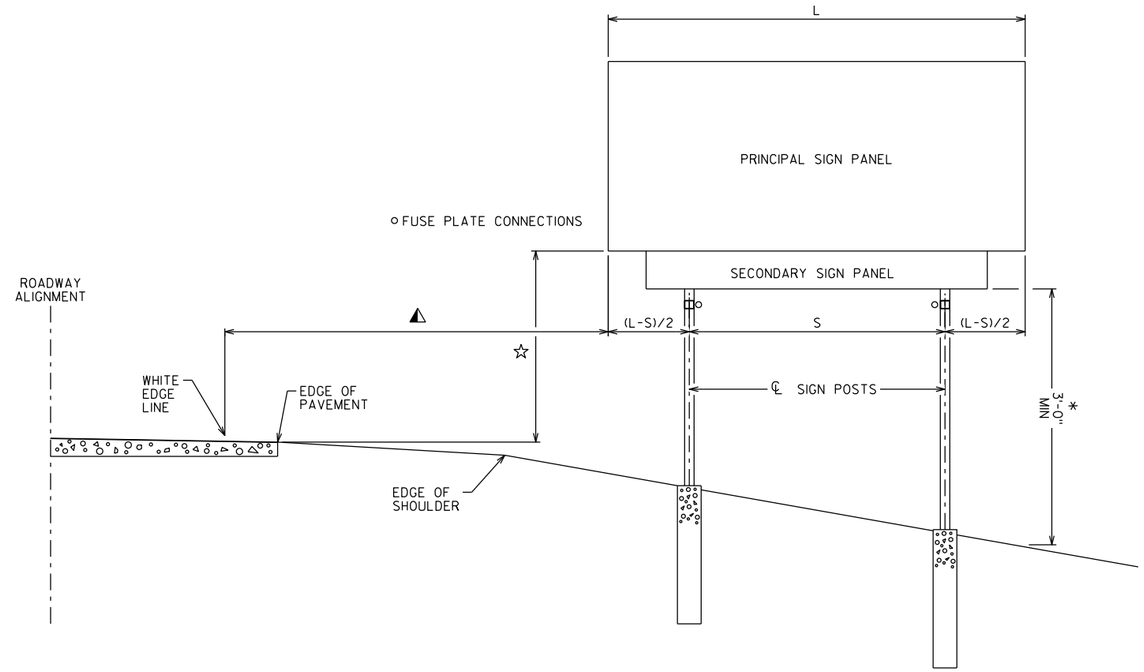
SHEET A3-1M.2

378

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\A31M.DGN PLOT DATE : 9-SEPT-2019 PLOT BY : dotc4c



INSTALLATION WITHOUT SECONDARY SIGN



INSTALLATION WITH SECONDARY SIGN

TYPE 1 SIGN INSTALLATION NOTES:

FOR A 2-POST INSTALLATION, "S" EQUALS 3L/5, BUT SHALL NOT BE LESS THAN 6'-0".

FOR A 3-POST INSTALLATION, "S" EQUALS 5L/7, BUT SHALL NOT BE LESS THAN 12'-0". THE SPACING BETWEEN ANY TWO POSTS SHALL NOT BE LESS THAN 6'-0".

◭ UNLESS NOTED IN THE PLANS, THE SIGN OFFSET DISTANCE SHALL BE A MINIMUM OF 17'-6" FROM THE WHITE EDGE LINE, DESIRABLE 30'-0".

WHERE SIGNS ARE MOUNTED BEHIND CRASH WORTHY PROTECTION SUCH AS GUARDRAIL OR BARRIER WALL, THE LATERAL OFFSET MAY BE 4'-6" BEHIND THE GUARDRAIL OR BARRIER WALL.

THE ± TOLERANCE SHOWN ON THIS SHEETS IS 3".

THE VERTICAL SIGN HEIGHT CLEARANCES SHOWN ON THIS SHEET ARE MEASURED FROM THE BOTTOM OF THE SIGN PANEL TO THE NEAR EDGE OF PAVEMENT.

☆ THE VERTICAL CLEARANCE SHALL BE 8'-3"± WHEN THE SECONDARY SIGN HEIGHT IS 3'-0" OR LESS. FOR SECONDARY SIGN HEIGHTS LARGER THAN 3'-0", THE VERTICAL CLEARANCE TO THE BOTTOM OF THE SECONDARY SIGN PANEL SHALL BE 5'-3"±.

* THE VERTICAL SIGN GROUND CLEARANCE ON RIGHT END OF SIGN SHALL BE A MINIMUM OF 3'-0"±.

○ FOR 2-POST SIGNS, IF THERE IS A SECONDARY SIGN THAT IS NOT AS WIDE AS THE POSTS, INSTALL FUSE PLATES BENEATH PRINCIPAL SIGN.

FOR SECONDARY SIGNS THAT ARE NOT AS WIDE AS THE EXTERIOR POSTS, SECURE SIGN WITH CHANNEL STEEL AS DESCRIBED IN A4-6.

POST LENGTHS SHOWN IN THE MISCELLANEOUS QUANTITIES ARE ESTIMATED LENGTHS. THE CONTRACTOR SHALL VERIFY POST LENGTHS AT THE TIME OF FINAL GRADING.

REFER TO THE TRAFFIC ENGINEERING OPERATIONS AND SAFETY MANUAL FOR FURTHER GUIDANCE ON MINIMUM VERTICAL CLEARANCE REQUIREMENTS.

NO.	DATE	REVISION	BY
	2/29/24		

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE BTO TYPE I SIGNS

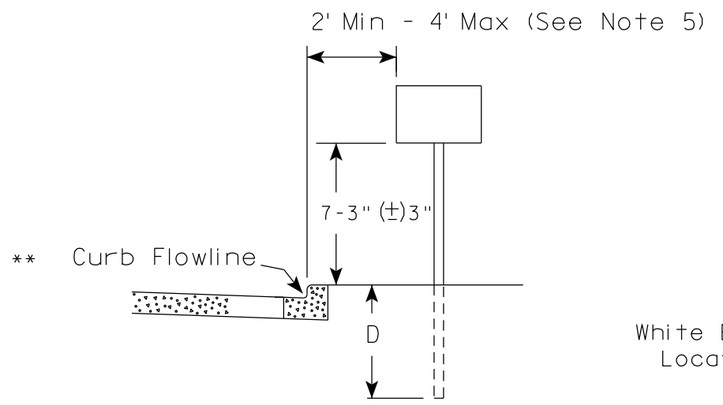
DRAWN BY	PLANS CK'D.

TYPICAL TYPE I SIGN INSTALLATION

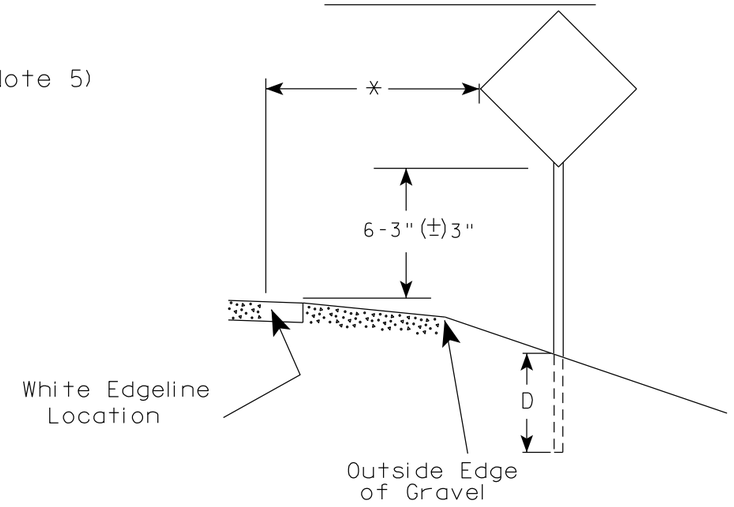
SHEET A4-1.11

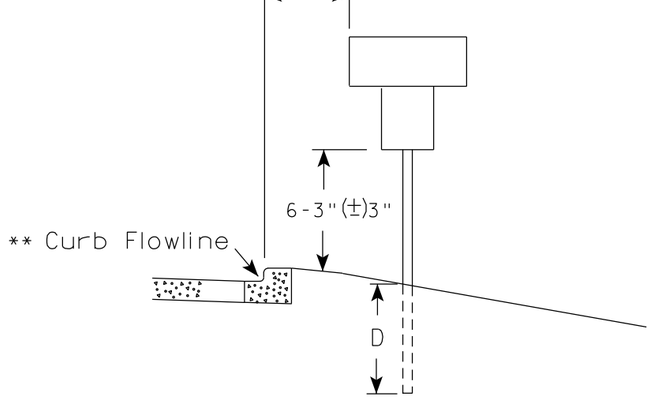
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 379	E

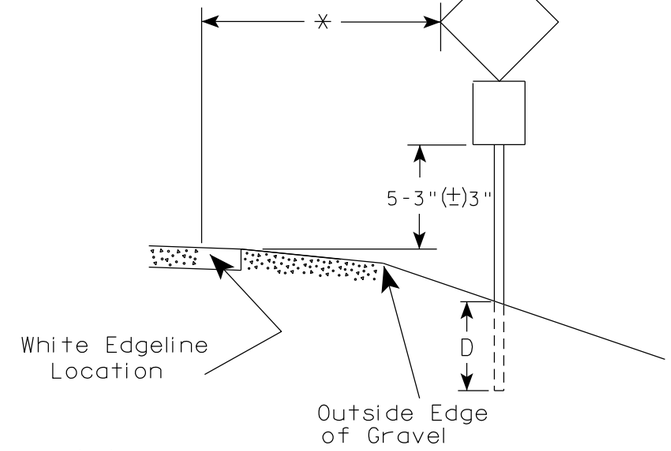
URBAN AREA



RURAL AREA (See Note 2)







** The existence of curb and gutter does not in itself mandate the vertical clearance illustrated. That height is typically measured where there is sidewalk adjacent to the roadway or parking is permitted. In the absence of sidewalk vertical clearance is measured from the top of the curb. Offset of signs is measured from the flow line.

* 6 feet from edge of a paved shoulder or 12 feet from the edge of pavement (edge line location) or 2 feet from outside edge of gravel, whichever is greater unless directed by project engineer.

POST EMBEDMENT DEPTH

Area of Sign Installation (Sq. Ft.)	D (Min)
20 or Less	4'
Greater than 20	5'

GENERAL NOTES

1. Signs wider than 4 feet or 20 sq.ft or larger, shall be mounted on multiple posts. Refer to plate A4-4.
2. If signs are mounted on or behind barrier wall, see A4-10 sign plate.
   The Double Arrow sign (W12-1D) shall be mounted at a height of 2'-3" (±) 3". The Chevron sign (W1-8), Roundabout Chevron panel (R6-4B), Enhanced Reference Markers, Clearance Markers (W5-52), Mile Markers (D10 series), In Road Object Markers (W5-54) & End of Road Markers (W5-56) shall be mounted at a height of 4'-3" (±) 3".
3. For expressways and freeways, mounting height is 7'- 3" (±) 3" or 6'-3" (±) 3" depending upon existence of a sub-sign.
4. Minimum mounting height for signs mounted on traffic signal poles is 5'- 3" (±) 3".
5. Offset distance shall be consistent with existing signs or consistent throughout length of project.
6. Folding signs shall be mounted at a height of 5'-3" (±) 3" or as directd by the Engineer.

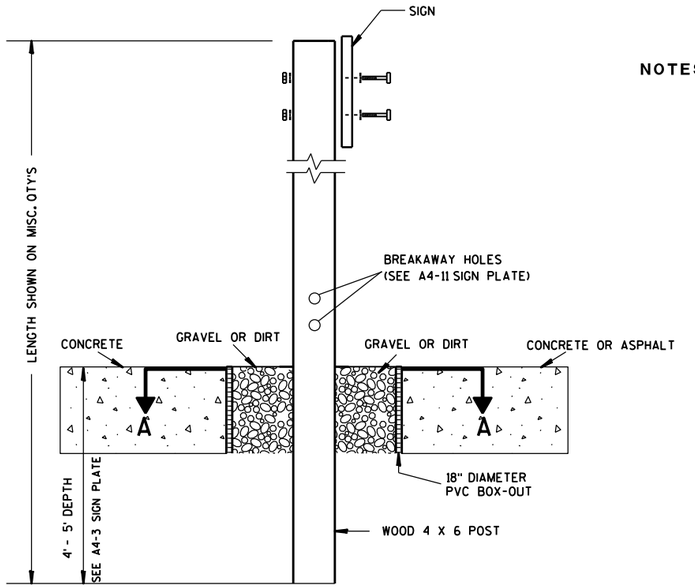
TYPICAL INSTALLATION OF PERMANENT TYPE II SIGNS ON SINGLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/6/23 PLATE NO. A4-3.23

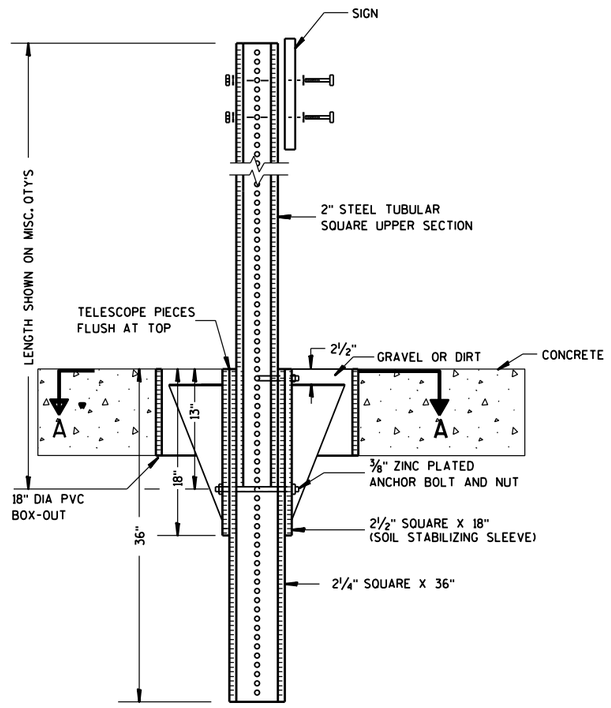
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 380	E



ELEVATION VIEW

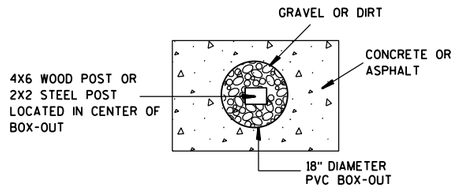
DETAIL OF WOOD 4 X 6 SIGN POST IN BOX-OUT

NOTES:
1. ALL MATERIAL TO BE APPROVED BY ENGINEER PRIOR TO INSTALLATION
2. SEE SIGN PLATE A4-8 FOR SIGN HARDWARE REQUIREMENTS
3. 18 INCH X 18 INCH SQUARE BOX-OUTS MAY BE USED FOR INSTALLATIONS IN EXISTING CONCRETE OR ASPHALT LOCATIONS.



ELEVATION VIEW

DETAIL OF STEEL 2 X 2 SIGN POST IN BOX-OUT



PLAN VIEW

FOR NEW CONCRETE/ASPHALT INSTALLATIONS

SIGN POST BOX-OUTS A4-3B

WISCONSIN DEPT OF TRANSPORTATION

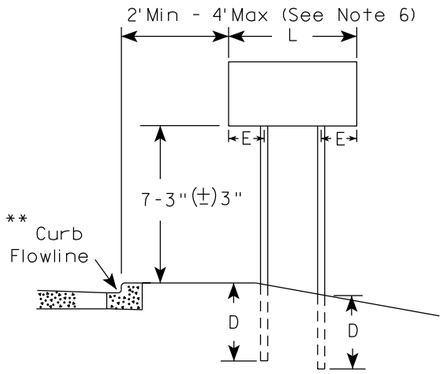
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/27/14 PLATE NO. A4-3B.1

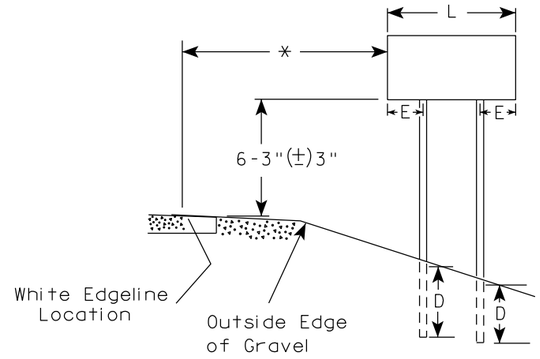
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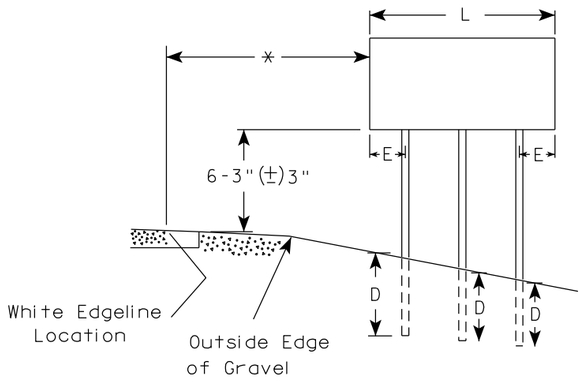
FILE NAME : C:\CAEFiles\Projects\tr_stdplate\A43B.DGN PLOT DATE : 27-JAN-2014 09:48 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 13.659812:1.000000 WISDOT/CADDS SHEET 42

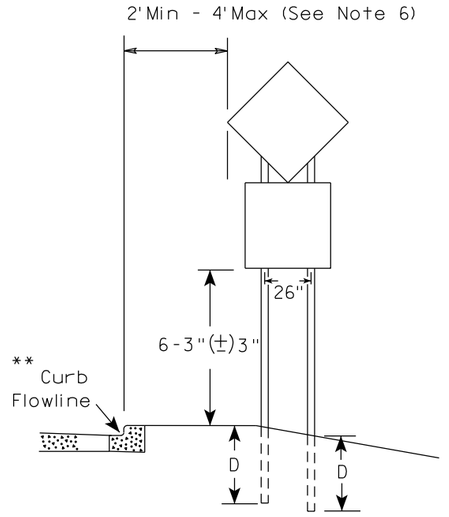
URBAN AREA



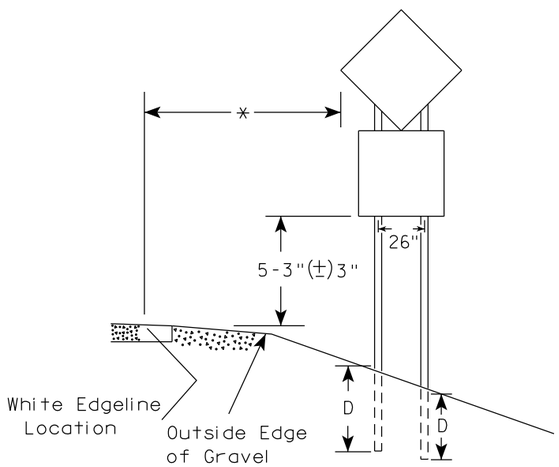
RURAL AREA (See Note 3)







48" DIAMOND WARNING SIGN



48" DIAMOND WARNING SIGN

***	SIGN SHAPE OTHER THAN DIAMOND (TWO POSTS REQUIRED)	
	L	E
	Greater than 48" Less than 60"	12"
	60" to 108"	L/5

SIGN SHAPE OTHER THAN DIAMOND (THREE POSTS REQUIRED)	
L	E
Greater than 108" to 144"	12"

GENERAL NOTES

1. For 3 or 4 post installations, individual post spacing shall be greater than 3'-6".
2. See tables below for required number of posts.
3. For expressways and freeways, mounting height is 7'-3" (±) 3" or 6'-3" (±) 3" depending upon existence of sub-sign.
4. The (±) tolerance for mounting height is 3 inches.
5. J-Assemblies are considered to be one sign for mounting height.
6. Offset distance shall be consistent with existing signs or consistent throughout length of project.
7. Folding signs shall be mounted at a height of 5'-3" (±) 3" or as directed by the engineer.
8. The Double Arrow sign (W12-1) shall be mounted at a height of 2'-3" (±) 3". The Chevron sign (W1-8), Roundabout Chevron panel (R6-4B), Clearance Markers (W5-52), Mile Markers (D10 series), In Road Object Markers (W5-54) & End of Road Markers (W5-56) shall be mounted at a height of 4"-3" (±) 3".

* 6 feet from edge of a paved shoulder or 12 feet from the edge of pavement (edge line location) or 2 feet from outside edge of gravel, whichever is greater unless directed by project engineer.

** The existence of curb and gutter does not in itself mandate the vertical clearance illustrated. That height is typically measured where there is sidewalk adjacent to the roadway or parking is permitted. In the absence of sidewalk vertical clearance is measured from the top of the curb. Offset of signs is measured from the flow line.

*** See A4-3 sign plate for signs 4' or less in width and less than 20 S.F. in area.

POST EMBEDMENT DEPTH

Area of Sign Installation (Sq. Ft.)	D (Min)
20 or Less	4'
Greater than 20	5'

TYPICAL INSTALLATION OF TYPE II SIGNS ON MULTIPLE POSTS

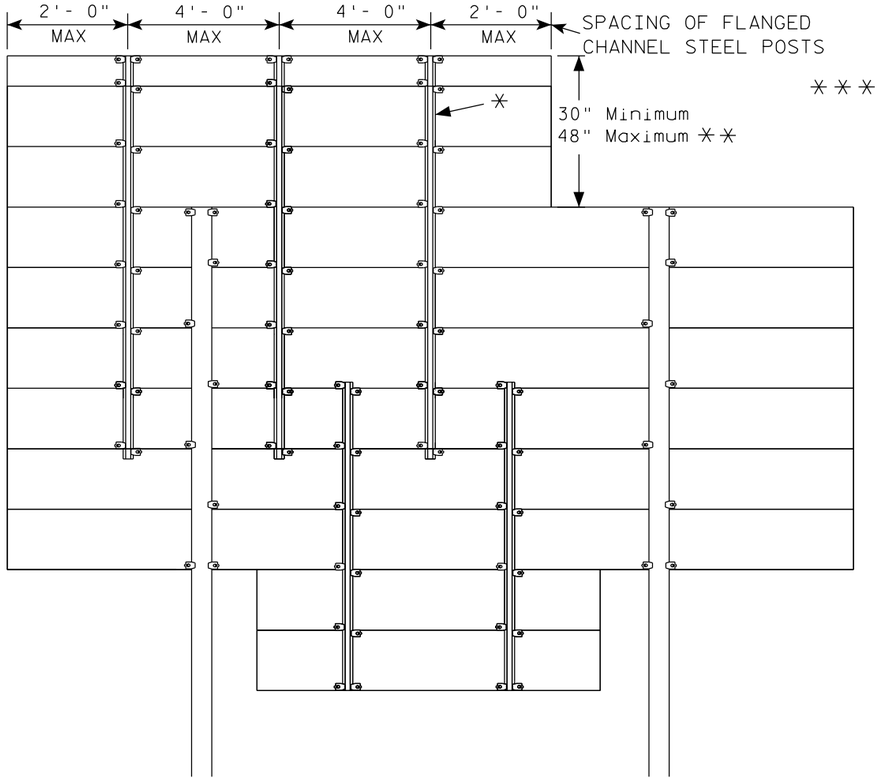
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/6/23 PLATE NO. A4-4.16

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 382	E

GROUND MOUNTED SIGN



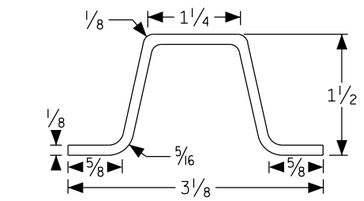
✳=2.00 lb/ft AND 4.00 lb/ft FLANGED CHANNEL, MIN. YIELD STRENGTH = 60,000 PSI (GRADE 60) GALVANIZED

✳✳=FOR 48" HEIGHT PANELS ON OVERHEAD STRUCTURES, ENTIRE SIGN SHALL BE CENTERED VERTICALLY ABOUT THE DEPTH OF THE TRUSS.

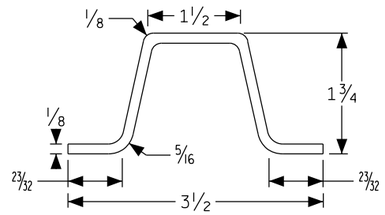
✳✳✳ THESE SPACING DISTANCES SHALL ONLY BE USED WHEN THE MAIN SIGN HAS A MAXIMUM HEIGHT (DIMENSION H) OF 15 FT OR LESS. FOR SIGNS WITH A HEIGHT OF GREATER THAN 15 FT, STRUCTURAL CALCULATIONS SHALL BE PERFORMED.

FLANGE CHANNEL DETAILS

NOT TO SCALE

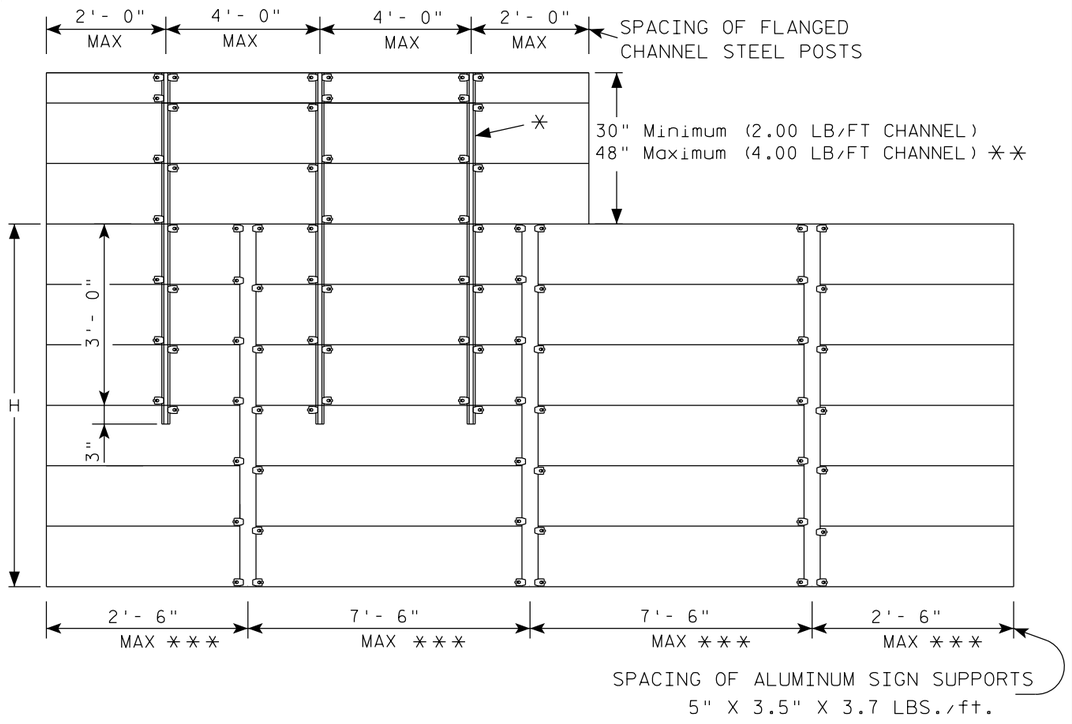


2.00 LB/FT CHANNEL



4.00 LB/FT CHANNEL

SIGN BRIDGE MOUNTED SIGN



GENERAL NOTES

1. Flanged channel steel posts shall conform to size and material above, and shall be considered as incidental to other items in the contract.
2. Number of Flanged channel steel supports varies with length of panel and shall be spaced as shown:

   PANEL LENGTH 8'-0" OR LESS = 2 CHANNELS
   PANEL LENGTH 9'- 0" - 12'- 0" = 3 CHANNELS
   PANEL LENGTH 13'- 0" OR MORE = 4 CHANNELS

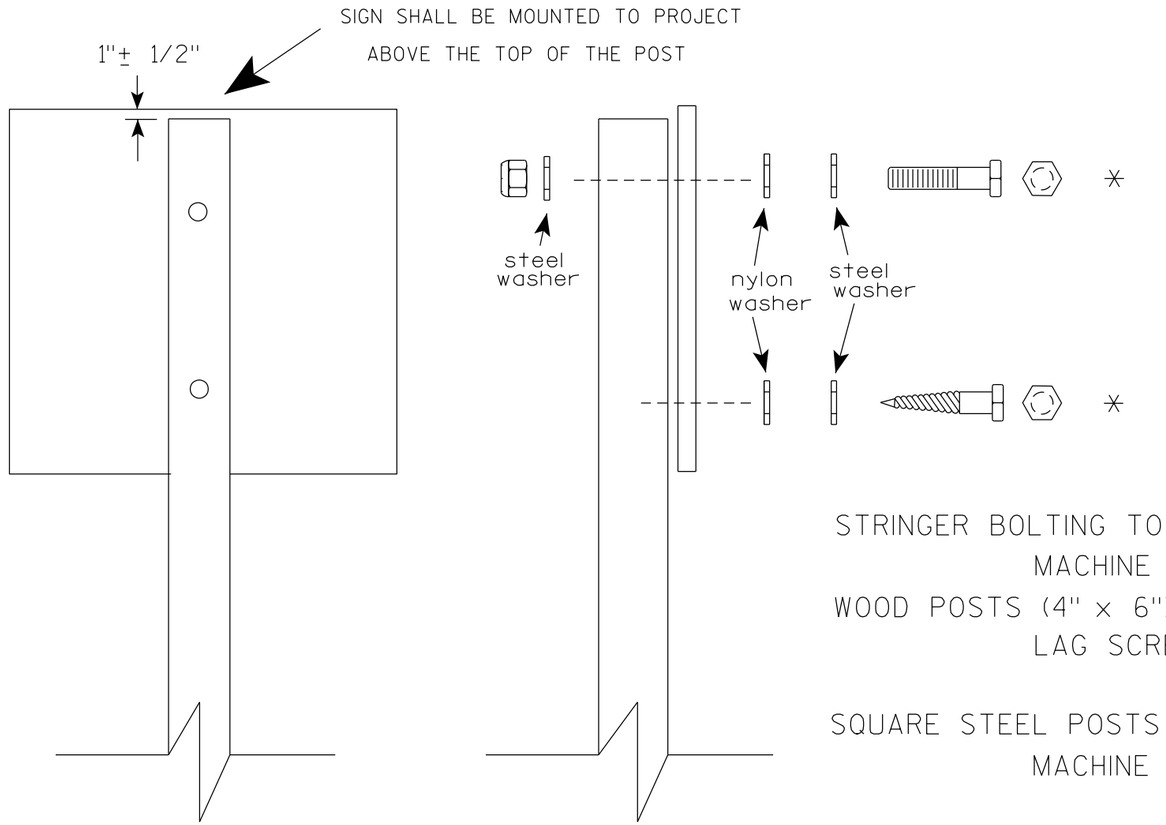
   If the flanged channel steel posts can not be horizontally spaced as shown, they can be moved so as to securely hold the sign.
3. The EXIT NUMBER PANEL shall normally be positioned above the guide sign aligned with the right edge of the guide sign. If the guide sign indicates a left exit, the EXIT NUMBER PANEL shall be aligned with the left edge of the guide sign.
4. If the bolt holes in the top panel (EXIT NUMBER), or sub panel (NEXT EXIT) line up with holes in main sign panel, stitch bolts shall be used in addition to the channels.
5. Provide post clips for each sign as shown. (Please note the differences between a ground mounted versus Sign bridge mounted sign as far as number of clips required on the main supports or beams)
6. Structural steel sign supports shall extend to the top of the main signs, as shown on the above details.

ATTACHMENT OF GUIDE SIGNS TO SUPPORTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/07/20 PLATE NO. A4-6.12



Nuts, bolts and lags used for mounting signs shall have hexagonal heads and shall be either :

a. Hot dip galvanized in accordance with ASTM Designation: A 153, Class D, or SC 3

b. Electro-galvanized in accordance with ASTM Designation : B 633, TYPE III, SC 3.

Threads on bolts and nuts shall be manufactured with sufficient allowance for the cadmium plate or galvanized coating to permit the nuts to run freely on the bolts.

STRINGER BOLTING TO ALUMINUM SIGNS (SEE SIGN PLATE A4-18)

MACHINE BOLTS - 5/16" X 1-3/4" Length w/ lock nuts

WOOD POSTS (4" x 6")

LAG SCREWS - 3/8" X 3" (NO STRINGERS ON BACK OF SIGN)
3/8" X 4" (STRINGERS ON BACK OF SIGN)

SQUARE STEEL POSTS (2" x 2")

MACHINE BOLTS - 3/8" X 3-1/4" Length w/ nuts (NO STRINGER ON BACK OF SIGN)
3/8" X 5" Length w/ nuts (STRINGERS ON BACK OF SIGN)

RIVETS - 9/32" (6605-9-6) BULB-TITE, TRI-FOLD, ALUMINUM BODY/MANDREL
O.D. FLANGE .720-.765 INCH, GRIP RANGE .042-.375 INCH

WASHERS (ALL POSTS) -

1-1/4" O.D. X 3/8" I.D. X 1/16" STEEL
1-1/4" O.D. X 3/8" I.D. X .080 NYLON

* Two different fastening systems are shown for illustration purposes. On any individual sign, either one or the other system shall be used. Actual number of fasteners per sign varies with the sign area, but normally there are two. For a single post installation, all signs greater than 9 sq. ft. require the use of 3 fasteners.

ATTACHMENT OF SIGNS TO POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 4/1/2020 PLATE NO. A4-8.9

PROJECT NO:

SHEET NO: 384 E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\A48.DGN PLOT DATE : 01-APRIL-2020 PLOT BY : dotc4c

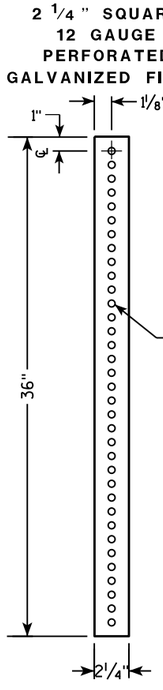
WISDOT/CADDS SHEET 42

7

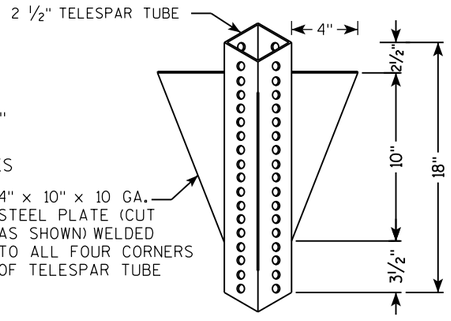
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TELESCOPIC TUBING ANCHORS
TWO PIECE SYSTEM

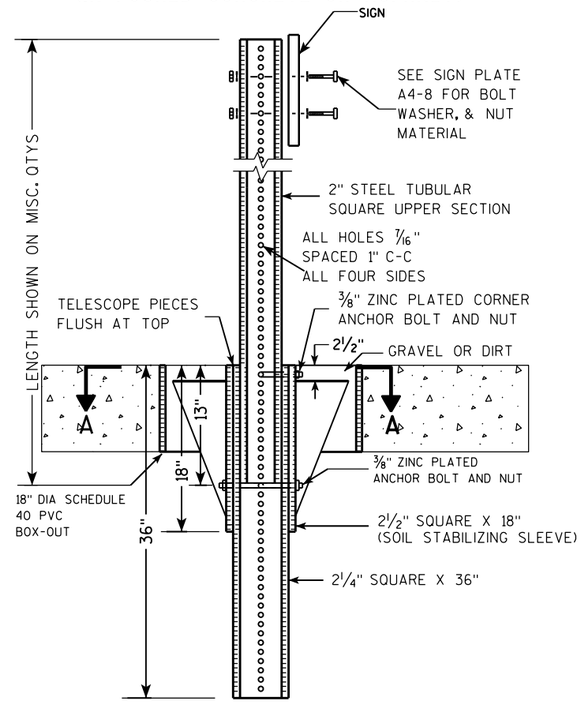
2 1/4 " SQUARE
12 GAUGE
PERFORATED
GALVANIZED FINISH



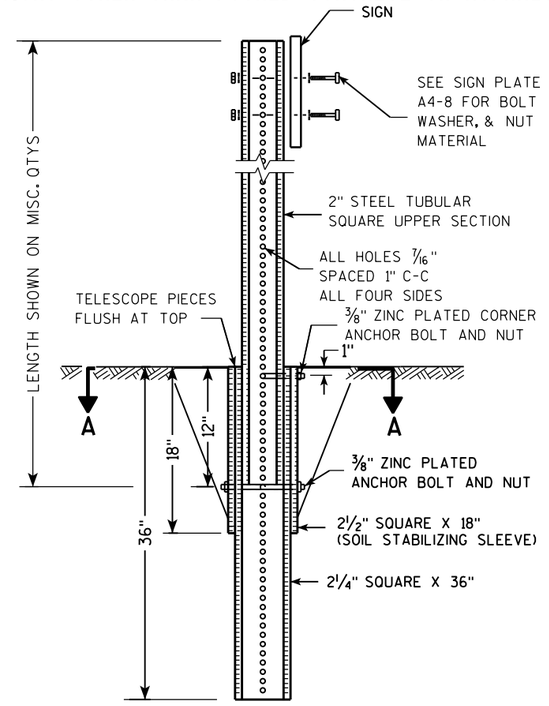
2 1/2 " SQUARE
12 GAUGE
OMNI-DIRECTIONAL
PERFORATED
SOIL STABILIZING SLEEVE
GALVANIZED FINISH

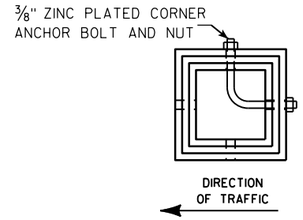


DETAIL OF TUBULAR STEEL SIGN POST
(IN POURED CONCRETE OR ASPHALT)



DETAIL OF TUBULAR STEEL SIGN POST
(IN LOCATIONS OTHER THAN POURED CONCRETE OR ASPHALT)





SECTION A-A

Area of Sign Installation (Sq. Ft.)	Number of Required Posts
9 or less	1
Greater than 9 less than or equal to 18	2
Greater than 18 less than or equal to 27	3

Signs wider than 3 feet or larger than 9 sq. ft shall be mounted on multiple posts (see above table).

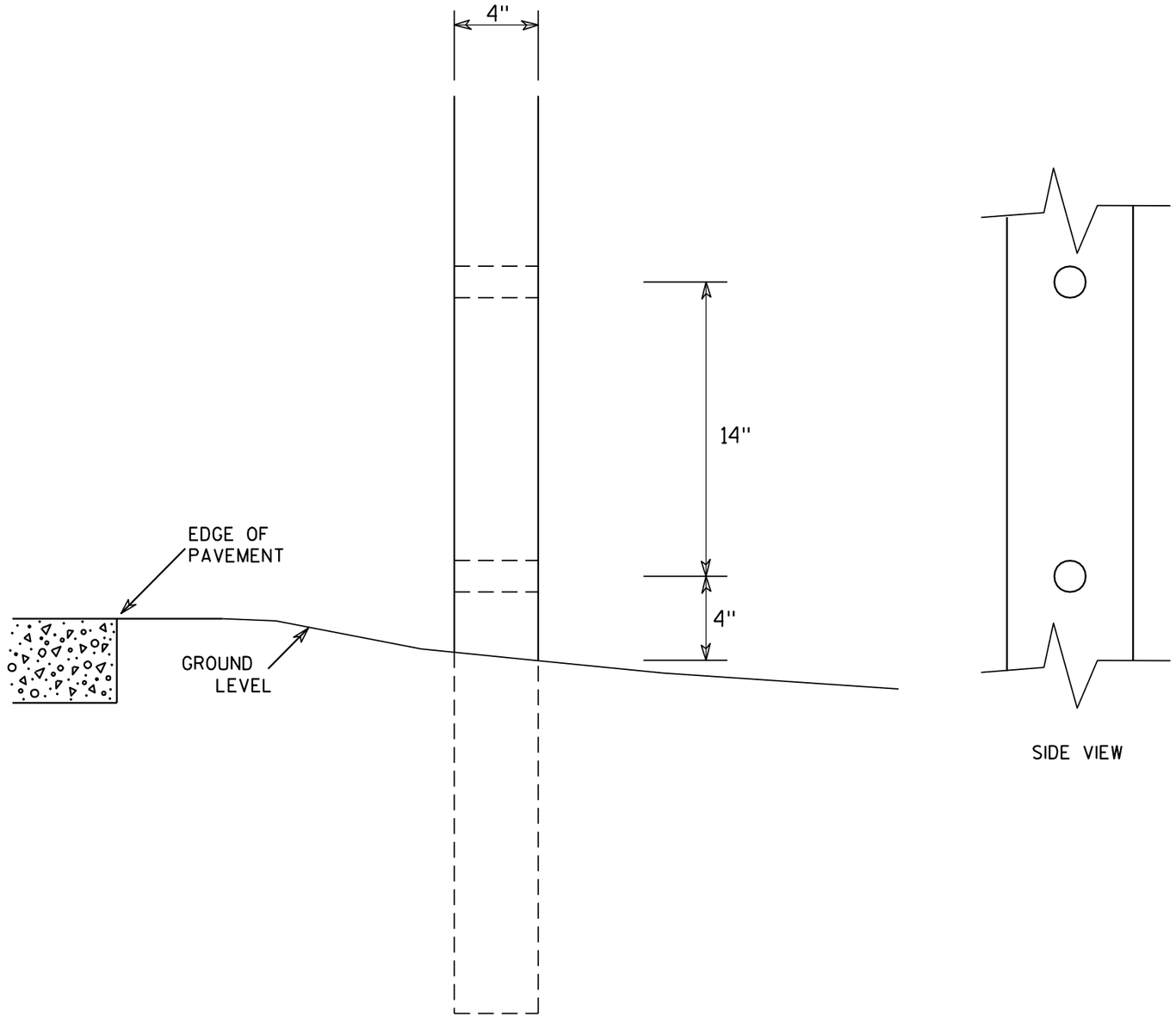
TUBULAR STEEL
SIGN POST
A4-9

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/05/15 PLATE 385 A4-9.9

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E



SIDE VIEW

GENERAL NOTES

1. All 4 x 6 Wood Posts shall be modified by having two 1½" diameter holes drilled perpendicular to the roadway centerline.

4 X 6 WOOD POST MODIFICATIONS

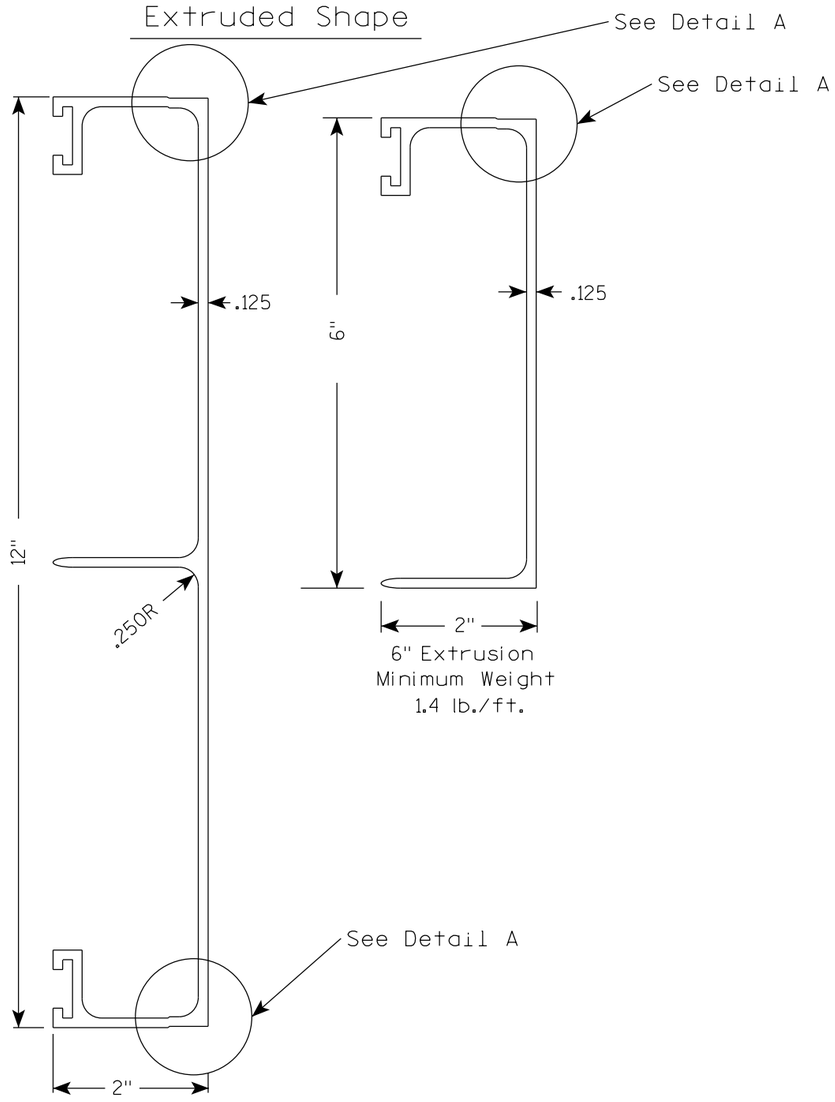
WISCONSIN DEPT OF TRANSPORTATION

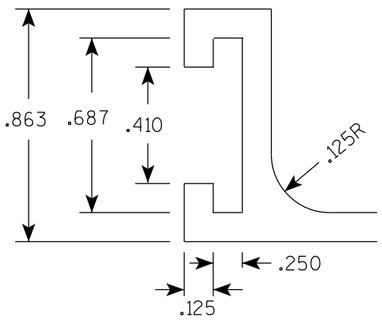
APPROVED Chester J Spang for State Traffic Engineer

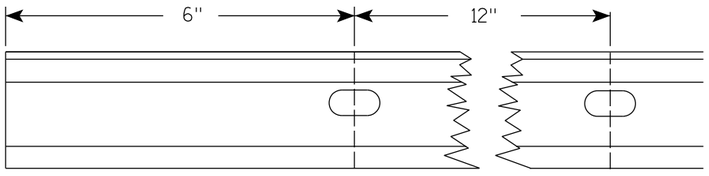
DATE 3/27/97 PLATE NO. A4-11.2

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 386	E

Extruded Shape







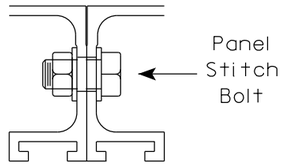
Punch 7/16" x 7/8" oval holes beginning 6" in from end of extrusion 12" CC on both edges of 6" and 12" panels.

Hardware

STITCH BOLT, WASHER & NUT

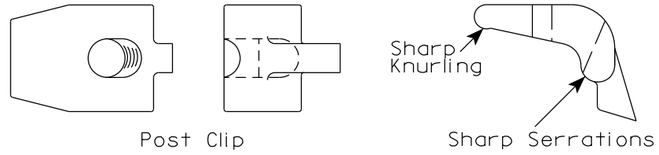
The hardware includes:

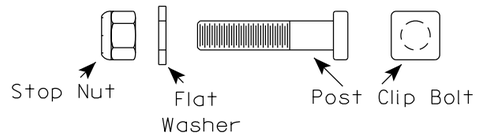
3/8 " - 16 X 3/4 " Economy Bolt 2024-T4 alloy
3/8 " - Stainless steel stop nut
3/8" X .064 Flat Washers, Alclad 2024-T4 alloy



POST CLIP, POST CLIP BOLT, WASHER & NUT

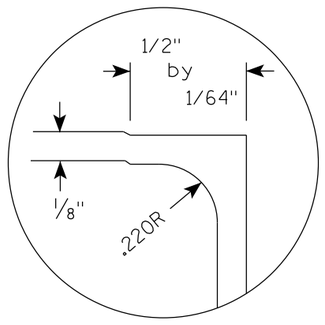
Post Clip shall be Alum. Alloy 356-T6
Post Clip Bolt shall be Stainless Steel.
Flat washer shall be 3/8" X .091, Stainless Steel.
Stop nut shall be stainless steel.





NOTES

1. The contractor may select any brand of extrusion that conforms to the illustrations or meets with the approval of the engineer, but all extrusions used on this contract shall be of the same brand.
2. Panel Stitch Bolts shall be used to assemble adjacent panels. Maximum stitch bolt spacing shall be 24" C-C, and a minimum of 4 bolts shall be used to connect any two extrusions.
3. Post Clips shall be used to attach the sign panel to the sign support.
4. Edge wrapping of sign sheeting required on all extrusions joints shown in Detail A.



DETAIL A (EDGE WRAP JOINT)

ALUMINUM EXTRUSIONS FOR TYPE I SIGNS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

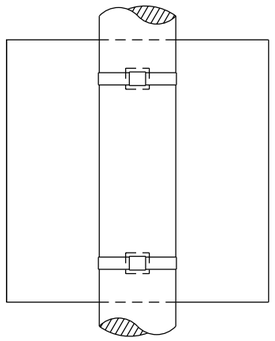
DATE 1/07/20 PLATE NO. A5-2.10

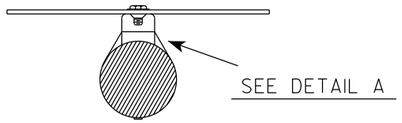
PROJECT NO:

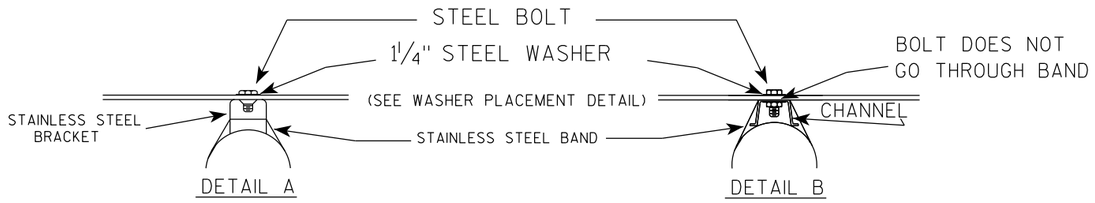
SHEET NO: 387 E

BANDING

SINGLE SIGN



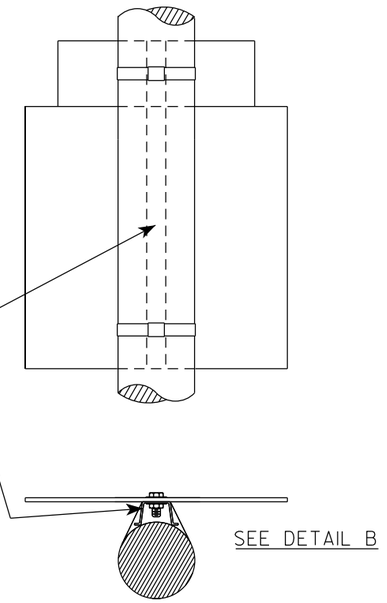




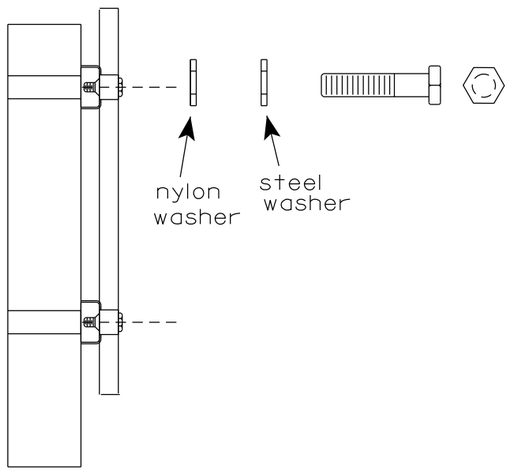
GENERAL NOTES

1. Any sign over 3 feet in width shall use the V-Block banding method. See A5-10 standard plate.
2. Signs 3 feet or greater in height shall have three bracket bands installed. Signs less than 3 feet in height shall have two bracket bands installed.
3. Banding and assembly bracket shall be stainless steel. All bands shall be ¾" in width and 0.025" thickness.
4. ALL SIGN MOUNTING BOLTS AND WASHERS SHALL BE EITHER:
   a. Hot dip or mechanically galvanized in accordance with ASTM Designation: A 153, Class D
   b. Electro-galvanized in accordance with ASTM designation: B 633, Type III, SC 3

"J" ASSEMBLY



WASHER PLACEMENT



WASHERS (ALL POSTS) -
1-1/4" O.D. X ⅜" I.D. X 1/16" STEEL
1-1/4" O.D. X ⅜" I.D. X .080 NYLON
FOR ALL TYPE H SIGNS

STANDARD SIGN
SIGN BANDING DETAILS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

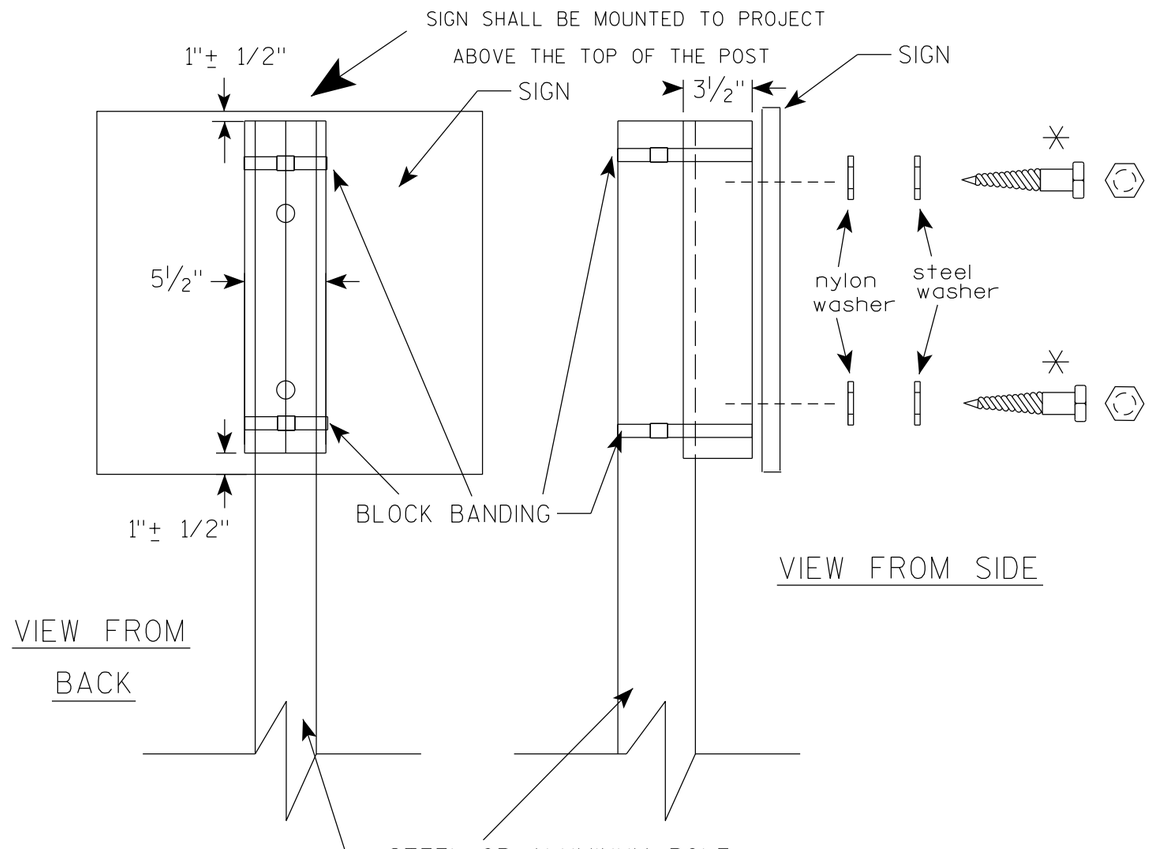
DATE 6/10/19 PLATE NO. A5-9.4

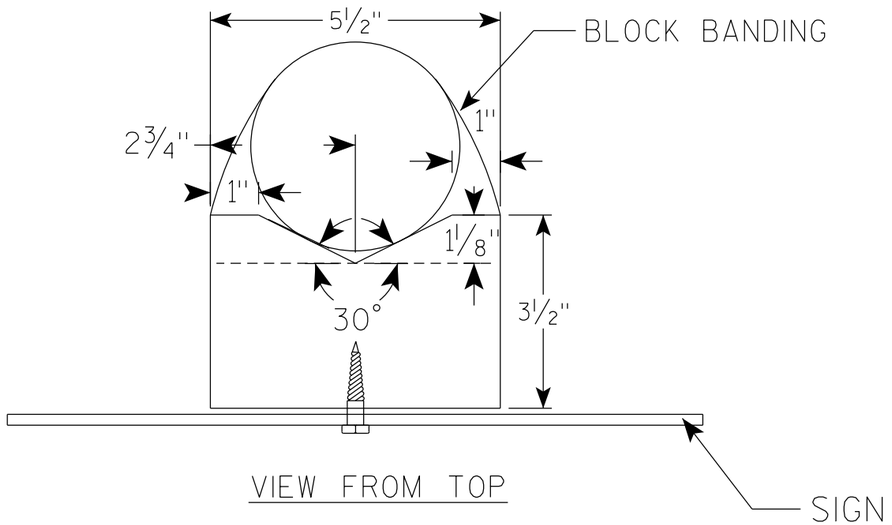
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 388	E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\A59.dgn PLOT DATE : 10-JUN 2019 4:10 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

7

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GENERAL NOTES

1. WOOD 4"X6" POST MATERIAL SHALL CONFORM TO 507.2.2 OF THE WisDOT STANDARD SPECIFICATIONS
2. BLOCK BANDING AND CLIPS SHALL BE STAINLESS STEEL, ¾" WIDTH AND 0.025" THICKNESS
3. SIGNS 3' OR GREATER IN HEIGHT SHALL UTILIZE 3 BLOCK BANDS. SIGNS UNDER 3' IN HEIGHT SHALL UTILIZE 2 BLOCK BANDS
4. ACTUAL NUMBER OF FASTENERS PER SIGN VARIES WITH THE SIGN AREA, BUT NORNALLY THERE ARE TWO. FOR SIGNS GREATER THAN 9 S.F. 3 FASTENERS SHALL BE USED.
5. ALL SIGN MOUNTING BOLTS AND WASHERS SHALL BE EITHER:
   a. Hot dip or mechanically galvanized in accordance with ASTM Designation: A 153, Class D
   b. Electro-galvanized in accordance with ASTM Designation : B 633, TYPE III, SC 3
6. ALL BOLTS SHALL HAVE HEXAGONAL HEADS.
7. STEEL WASHERS SHALL BE 1¼" O.D. X ⅜" I.D. X 1/16"
8. NYLON WASHERS SHALL BE 1¼" O.D. X ⅜" I.D. X .080 FOR TYPE H OR TYPE F FACE SIGN

✳ LAG BOLTS SHALL BE ⅜" X 2½"

BLOCK BANDING DETAIL (V-BLOCK OPTION)

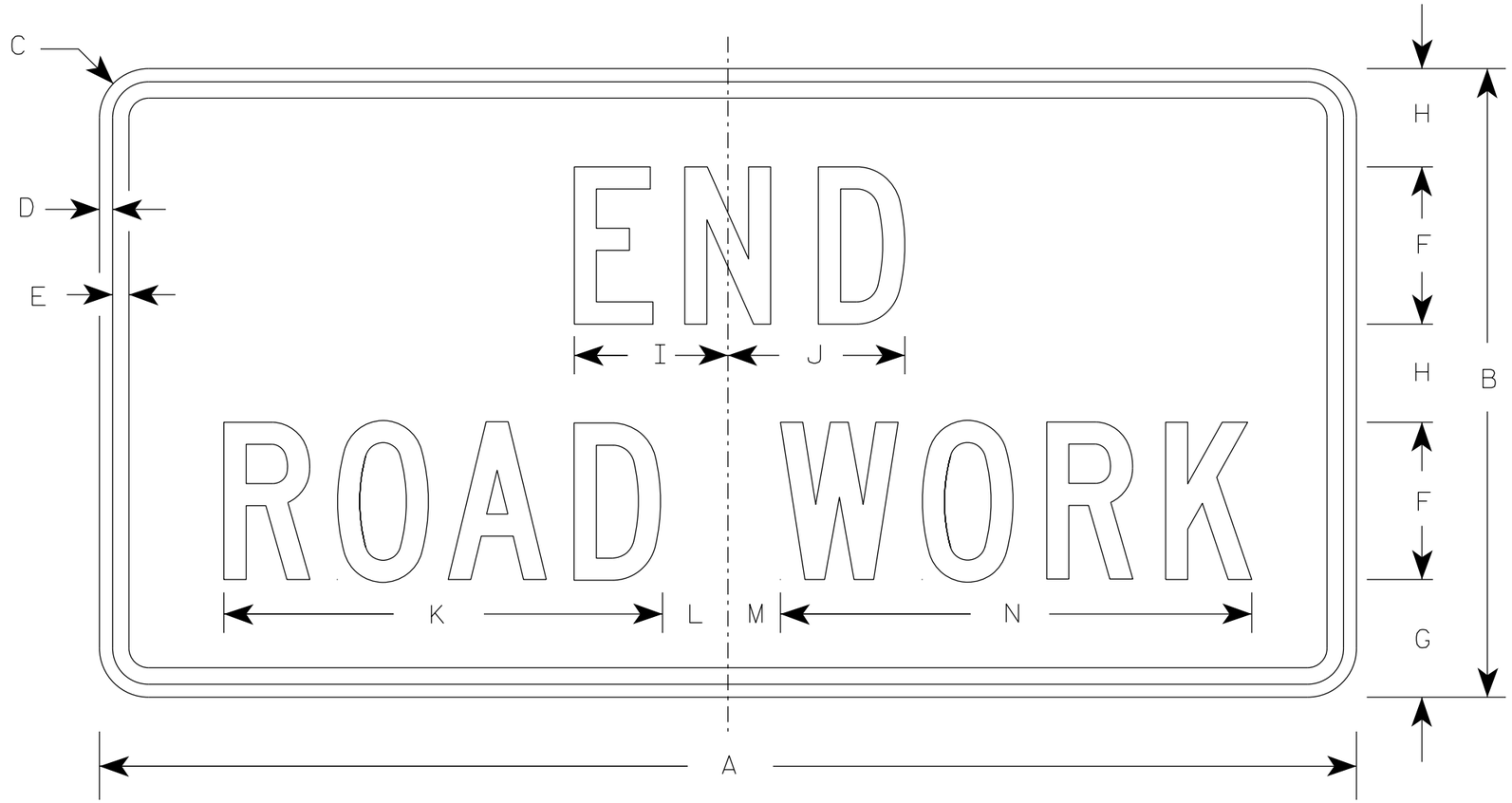
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 4/19/2022 PLATE NO. A5-10.3

PROJECT NO:

SHEET NO: 389 E



G20-2A

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36	18	1 1/2	3/8	1/2	4	3 3/4	2 1/2	4 1/8	4 1/8	11 1/8	2	1	12 1/8													4.5
2	48	24	1 7/8	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0
2M	48	24	1 7/8	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0
3	48	24	1 7/8	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0
4	48	24	1 7/8	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0
5	48	24	1 7/8	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0

STANDARD SIGN

G20-2A

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/26/2023 PLATE NO. G20-2A.10

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 390 E

NOTES

1. Sign is Type II- Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - E
4. Material shall be .040 aluminmum



G20-60

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2																											
3																											
4	108	24				12	6	14 7/8	78 1/4																		18.0
5																											

STANDARD SIGN
G20-60

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

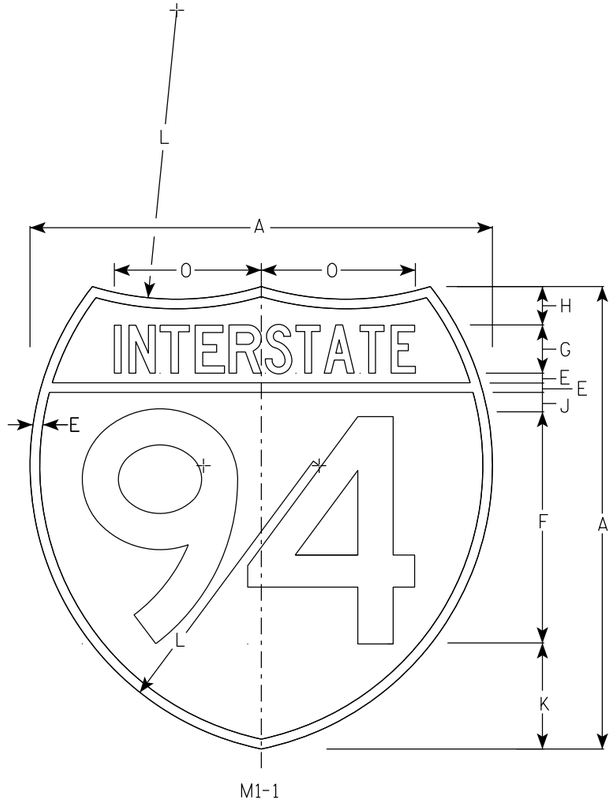
DATE 5/13/15 PLATE NO G20-60.1

PROJECT NO: | HWY: | COUNTY: | SHEET NO: E

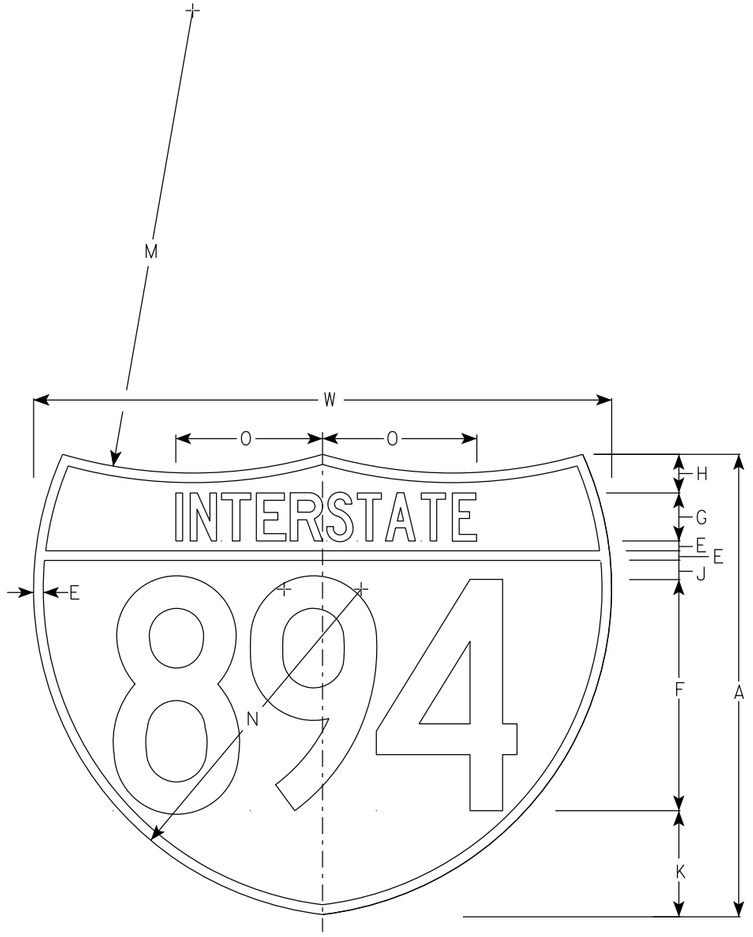
FILE NAME : C:\CAEfiles\Projects\tr_stdplate\G2060.DGN PLOT DATE : 13-MAY-2015 08:46 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 20.431338:1.000000
WISDOT/CADDS SHEET 42

7

7



M1-1



M1-1A

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - Top Red - Bottom Blue
   Message - White
3. Message Series - See note 5
4. Substitute appropriate numerals & ajust spacing as per plate A10-1.
5. M1-1 - Numerals - D
   Interstate - C
   M1-1A - All copy - C

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	M1-1 Area sq. ft.	M1-1A Area sq. ft.
1																											
2	24				1/2	12	2 1/2	2		1	5 1/2	15	24	17	7 7/8								30			3.13	3.91
2M	24				1/2	12	2 1/2	2		1	5 1/2	15	24	17	7 7/8								30			3.13	3.91
3	36				3/4	18	3 3/4	3		1 1/2	8 1/4	22 1/2	36	25 1/2	11 3/4								45			7.03	8.79
4	36				3/4	18	3 3/4	3		1 1/2	8 1/4	22 1/2	36	25 1/2	11 3/4								45			7.03	8.79
5	36				3/4	18	3 3/4	3		1 1/2	8 1/4	22 1/2	36	25 1/2	11 3/4								45			7.03	8.79

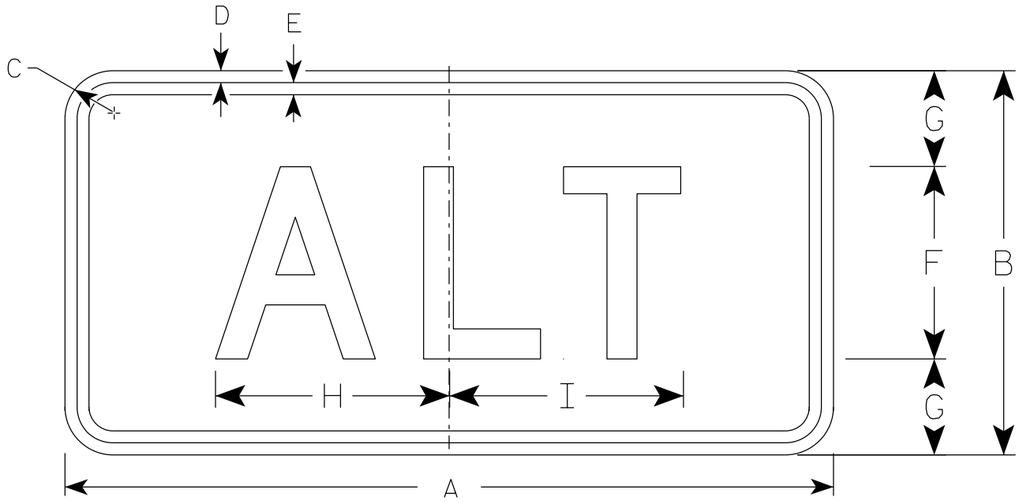
INTERSTATE ROUTE MARKER M1-1 FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

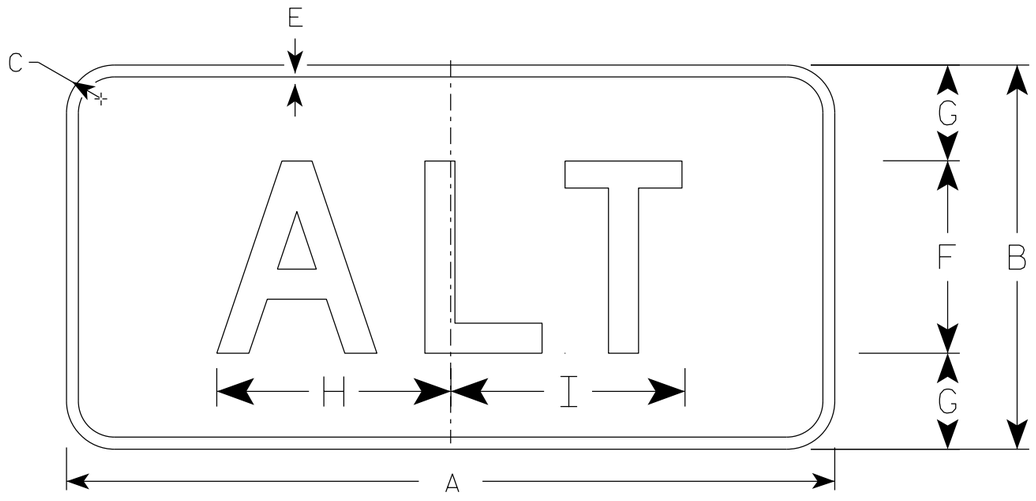
APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 11/7/2022 PLATE NO. M1-1.9

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 392 E



M4-1A
MO4-1A



MB4-1A

NOTES

1. Sign is Type II - Type H Reflective except as Shown
2. Color:
   Background - See Note 5
   Message - See note 5
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. M4-1A Background - White
   Message - Black

   MB4-1A Background - Blue
   Message - White

   MO4-1A Background - Orange - Type F Reflective
   Message - Black

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24	12	1 ½	⅜	⅜	6	3	7 ¼	7 ⅜																		2.00
2M	24	12	1 ½	⅜	⅜	6	3	7 ¼	7 ⅜																		2.00
3	36	18	1 ½	⅜	½	9	4 ½	11	11 ⅛																		4.5
4	36	18	1 ½	⅜	½	9	4 ½	11	11 ⅛																		4.5
5	36	18	1 ½	⅜	½	9	4 ½	11	11 ⅛																		4.5

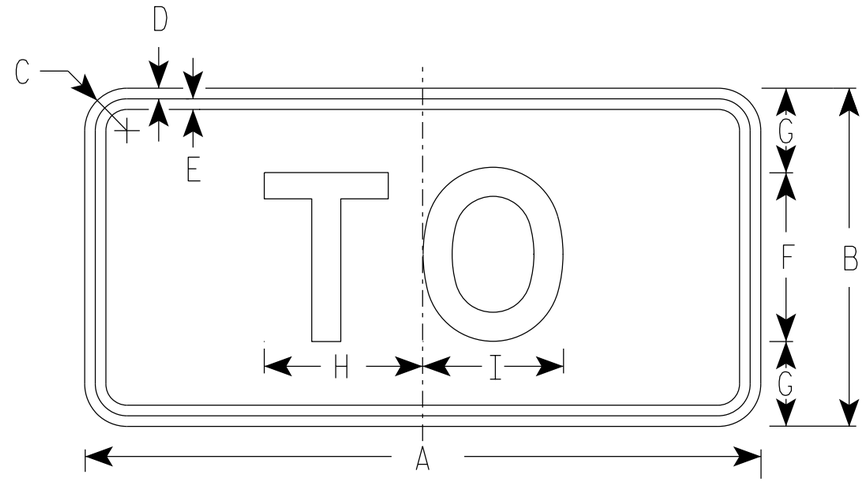
STANDARD SIGN
M4-1A

WISCONSIN DEPT OF TRANSPORTATION

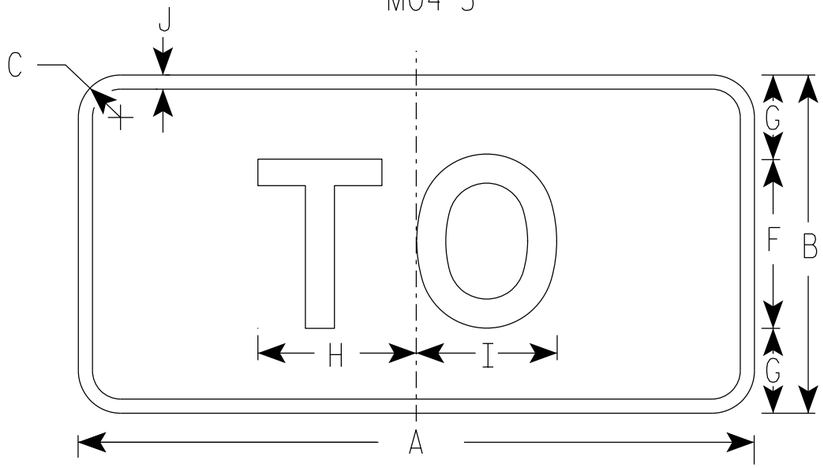
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/8/2023 PLATE NO. M4-1A.5

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 393 | E



M4-5
MM4-5
MP4-5
M04-5



MB4-5
MK4-5
MN4-5

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - See note 5
   Message - See note 5
3. Message Series - E
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. M4-5 Background - White
   Message - Black

   MB4-5 Background - Blue
   Message - White

   MK4-5 Background - Green
   Message - White

   MM4-5 Background - White
   Message - Green

   MN4-5 Background - Brown
   Message - White

   MP4-5 Background - White
   Message - Blue

   M04-5 Background - Orange Type F Reflective
   Message - Black

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24	12	1 ½	⅜	⅜	6	3	5 ⅜	5 ¼	½																	2.00
2M	24	12	1 ½	⅜	⅜	6	3	5 ⅜	5 ¼	½																	2.00
3	36	18	1 ½	⅜	½	9	4 ½	8 ¼	8 ⅜	½																	4.5
4	36	18	1 ½	⅜	½	9	4 ½	8 ¼	8 ⅜	½																	4.5
5	36	18	1 ½	⅜	½	9	4 ½	8 ¼	8 ⅜	½																	4.5

STANDARD SIGN
M4-5

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

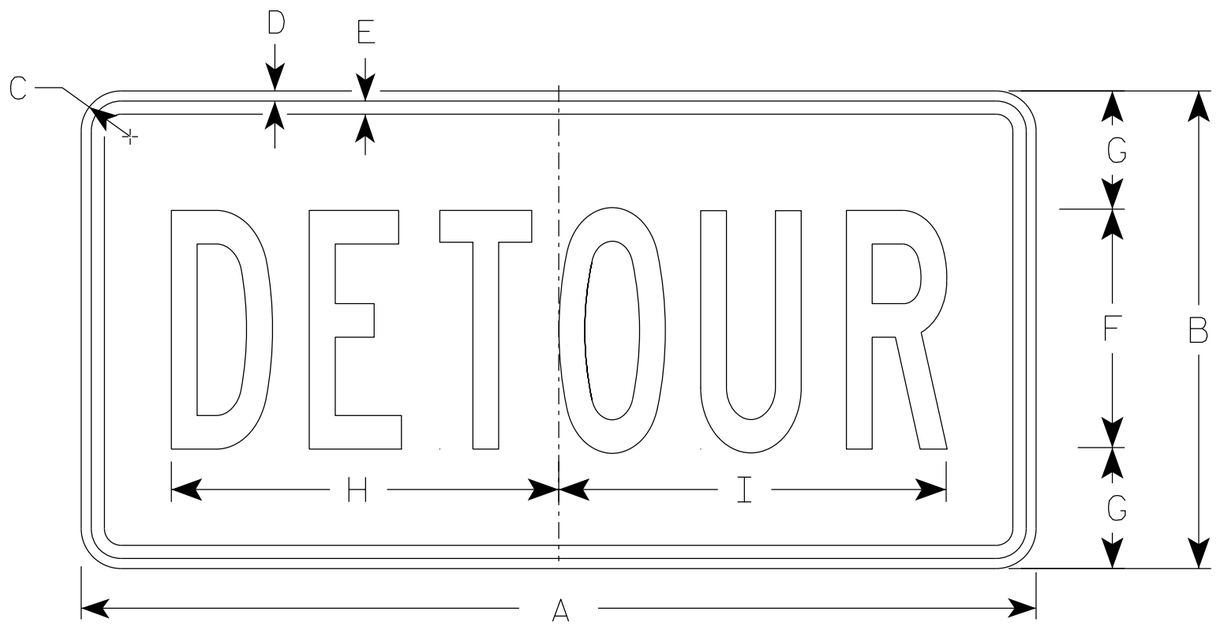
DATE 2/8/2023 PLATE NO. M4-5.11

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 394 E

7

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - B
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



M4-8

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	24	12	1 1/2	3/8	3/8	6	3	10	10 1/4																		2.0
2M	24	12	1 1/2	3/8	3/8	6	3	10	10 1/4																		2.0
3	36	18	1 1/2	3/8	1/2	9	4 1/2	14 5/8	14 1/2																		4.5
4	36	18	1 1/2	3/8	1/2	9	4 1/2	14 5/8	14 1/2																		4.5
5	36	18	1 1/2	3/8	1/2	9	4 1/2	14 5/8	14 1/2																		4.5

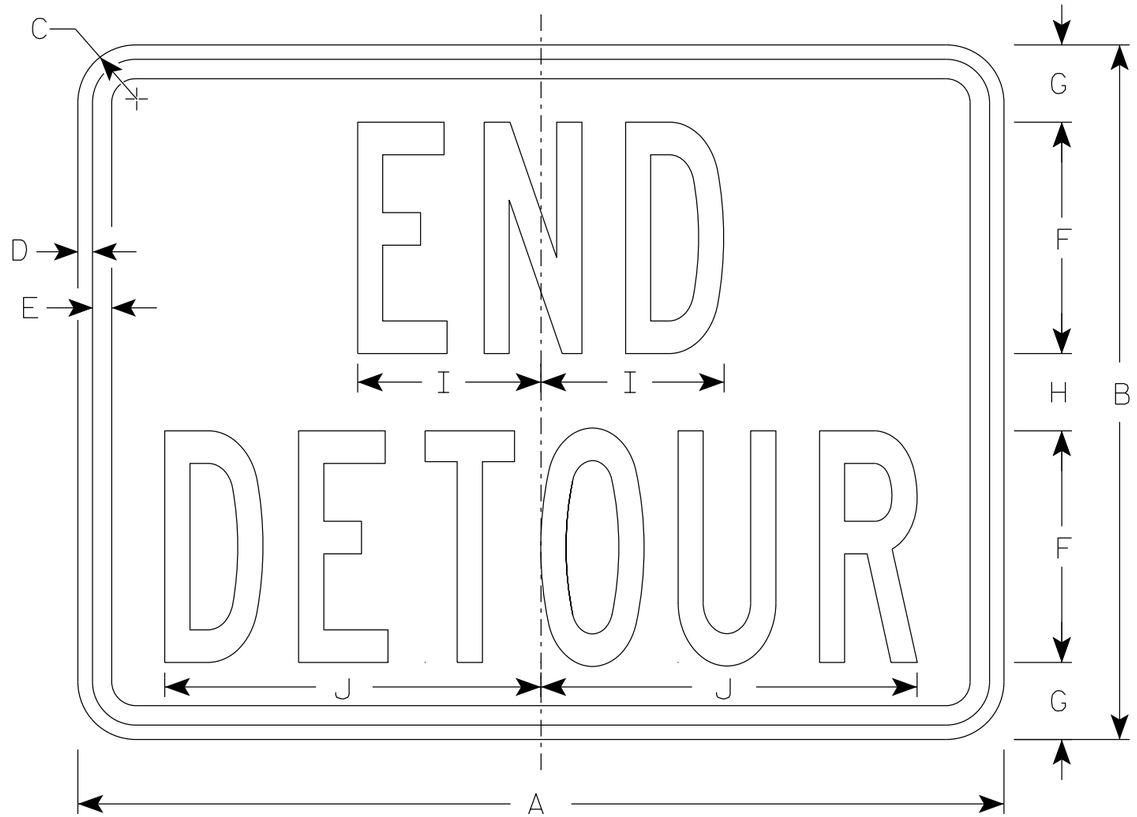
STANDARD SIGN
M4-8

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/9/2023 PLATE NO. M4-8.4

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 395	E



M4-8A

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - B
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	24	18	1 ½	⅜	½	6	2	2	4 ¾	9 ¾																	3.0
2M	24	18	1 ½	⅜	½	6	2	2	4 ¾	9 ¾																	3.0
3	30	24	1 ½	⅜	½	8	2 ½	3	6 ¾	13																	5.0
4	30	24	1 ½	⅜	½	8	2 ½	3	6 ¾	13																	5.0
5	30	24	1 ½	⅜	½	8	2 ½	3	6 ¾	13																	5.0

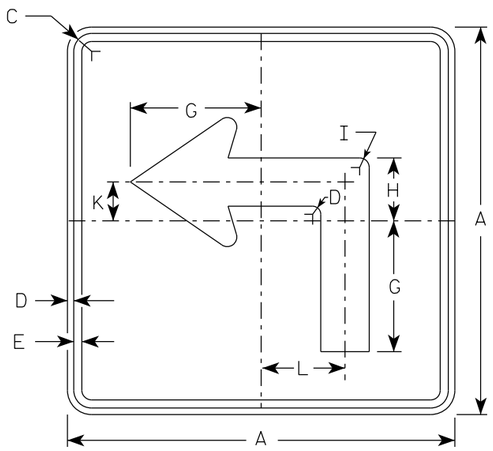
STANDARD SIGN
M4-8A

WISCONSIN DEPT OF TRANSPORTATION

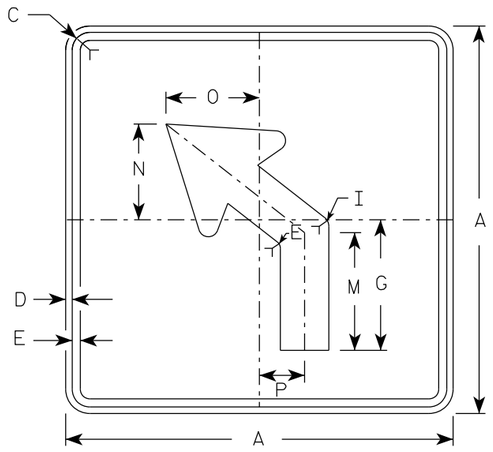
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/9/2023 PLATE NO. M4-8A.4

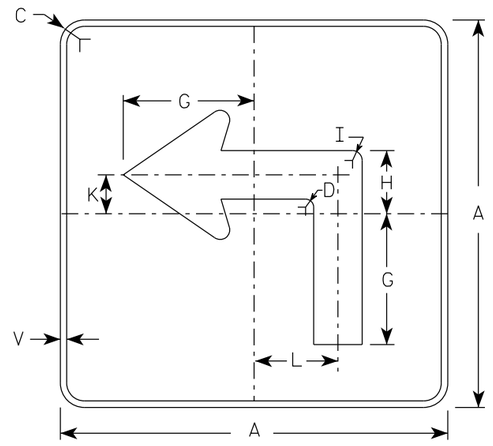
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 396 | E



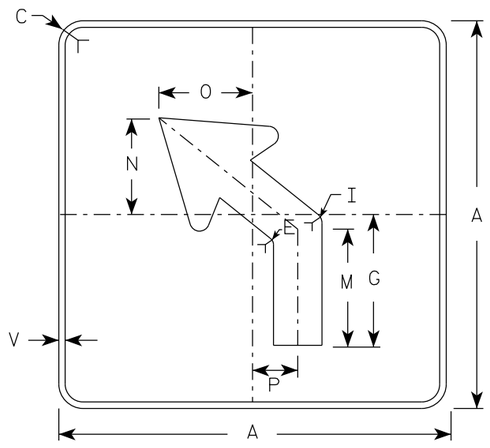
M5-1L
MM5-1L
MO5-1L
MP5-1L



M5-2L
MM5-2L
MO5-2L
MP5-2L



MB5-1L
MK5-1L
MN5-1L
MR5-1L

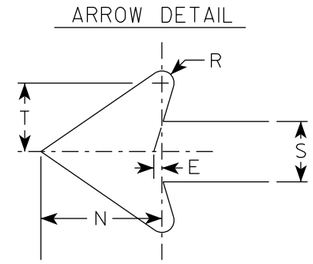


MB5-2L
MK5-2L
MN5-2L
MR5-2L

NOTES

1. Signs are Type II - Type H reflective except as shown
2. Color:
   Background - See note 4
   Message - See note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. M5-1 and M5-2 Background - White
   Message - Black
   MB5-1 and MB5-2 Background - Blue
   Message - White
   MK5-1 and MK5-2 Background - Green
   Message - White
   MM5-1 and MM5-2 Background - White
   Message - Green
   MN5-1 and MN5-2 Background - Brown
   Message - White
   MO5-1 and MO5-2 Background - Orange - Type F Reflective
   Message - Black
   MP5-1 and MP5-2 Background - White
   Message - Blue
   MR5-1 and MR5-2 Background - Brown
   Message - Yellow
5. M5-1R same as M5-1L except arrow points right.
6. M5-2R same as M5-2L except arrow tilts right.

ARROW DETAIL



SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	21		1 1/2	3/8	3/8		7	3 3/8	5/8		2 1/8	4 1/2	6 3/8	5 1/4	5	2 1/2		1/2	2 5/8	3		1/2					3.06
2M	21		1 1/2	3/8	3/8		7	3 3/8	5/8		2 1/8	4 1/2	6 3/8	5 1/4	5	2 1/2		1/2	2 5/8	3		1/2					3.06
3	30		1 7/8	1/2	5/8		10 1/8	4 7/8	7/8		3	6 1/2	9 1/8	7 1/2	7 1/4	3 1/2		3/4	3 3/4	4 1/4		1/2					6.25
4	30		1 7/8	1/2	5/8		10 1/8	4 7/8	7/8		3	6 1/2	9 1/8	7 1/2	7 1/4	3 1/2		3/4	3 3/4	4 1/4		1/2					6.25
5	30		1 7/8	1/2	5/8		10 1/8	4 7/8	7/8		3	6 1/2	9 1/8	7 1/2	7 1/4	3 1/2		3/4	3 3/4	4 1/4		1/2					6.25

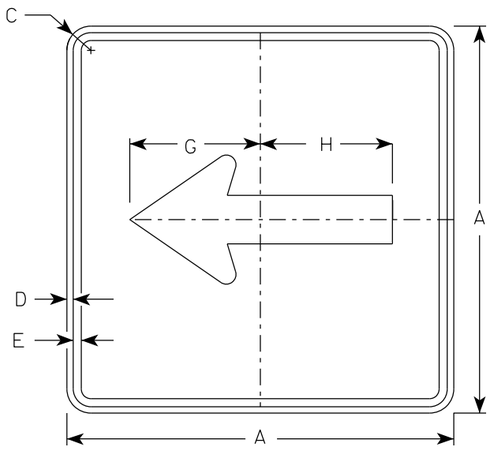
STANDARD SIGN
M5-1 & M5-2

WISCONSIN DEPT OF TRANSPORTATION

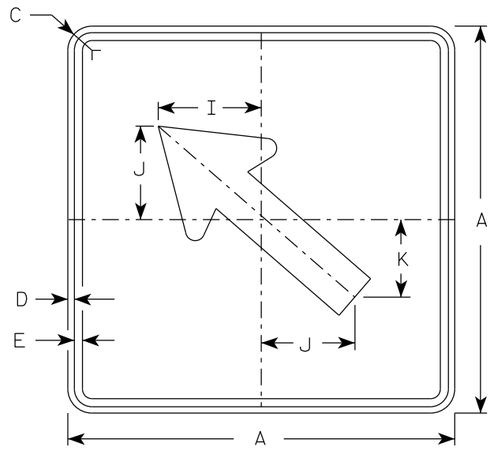
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/13/2023 PLATE NO. M5-1.15

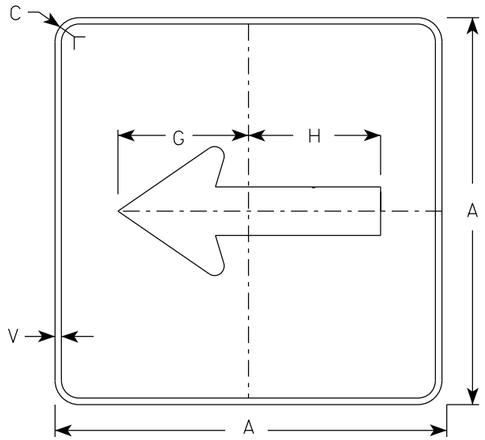
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 397 | E



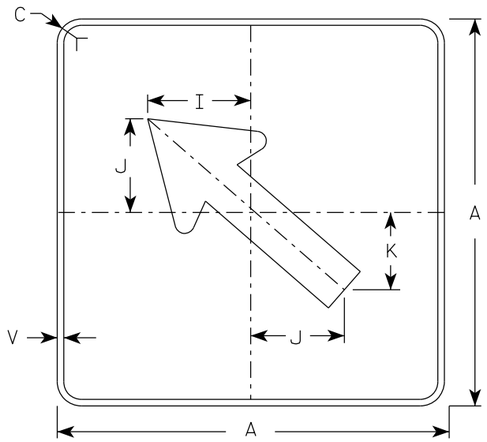
M6-1
MM6-1
MO6-1
MP6-1



M6-2
MM6-2
MO6-2
MP6-2



MB6-1
MK6-1
MN6-1
MR6-1

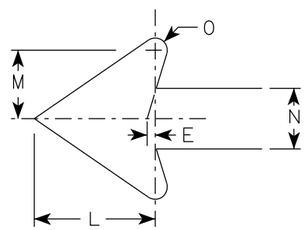


MB6-2
MK6-2
MN6-2
MR6-2

NOTES

1. Signs are Type II - Type H Reflective except as Shown
2. Color:
   Background - See note 4
   Message - See note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. M6-1 and M6-2 Background - White
   Message - Black
   MB6-1 and MB6-2 Background - Blue
   Message - White
   MK6-1 and MK6-2 Background - Green
   Message - White
   MM6-1 and MM6-2 Background - White
   Message - Green
   MN6-1 and MN6-2 Background - Brown
   Message - White
   MO6-1 and MO6-2 Background - Orange - Type F Reflective
   Message - Black
   MP6-1 and MP6-2 Background - White
   Message - Blue
   MR6-1 and MR6-2 Background - Brown
   Message - Yellow

ARROW DETAIL



SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	21		1 1/2	3/8	3/8		7 1/2	7 1/8	5 5/8	5	4 1/4	5 1/4	3	2 5/8	1/2							1/2					3.06
2M	21		1 1/2	3/8	3/8		7 1/2	7 1/8	5 5/8	5	4 1/4	5 1/4	3	2 5/8	1/2							1/2					3.06
3	30		1 7/8	1/2	5/8		10 3/4	10 1/4	8	7 1/4	6	7 1/2	4 1/4	3 3/4	3/4							1/2					6.25
4	30		1 7/8	1/2	5/8		10 3/4	10 1/4	8	7 1/4	6	7 1/2	4 1/4	3 3/4	3/4							1/2					6.25
5	30		1 7/8	1/2	5/8		10 3/4	10 1/4	8	7 1/4	6	7 1/2	4 1/4	3 3/4	3/4							1/2					6.25

STANDARD SIGN
M6-1 & M6-2
SERIES

WISCONSIN DEPT OF TRANSPORTATION

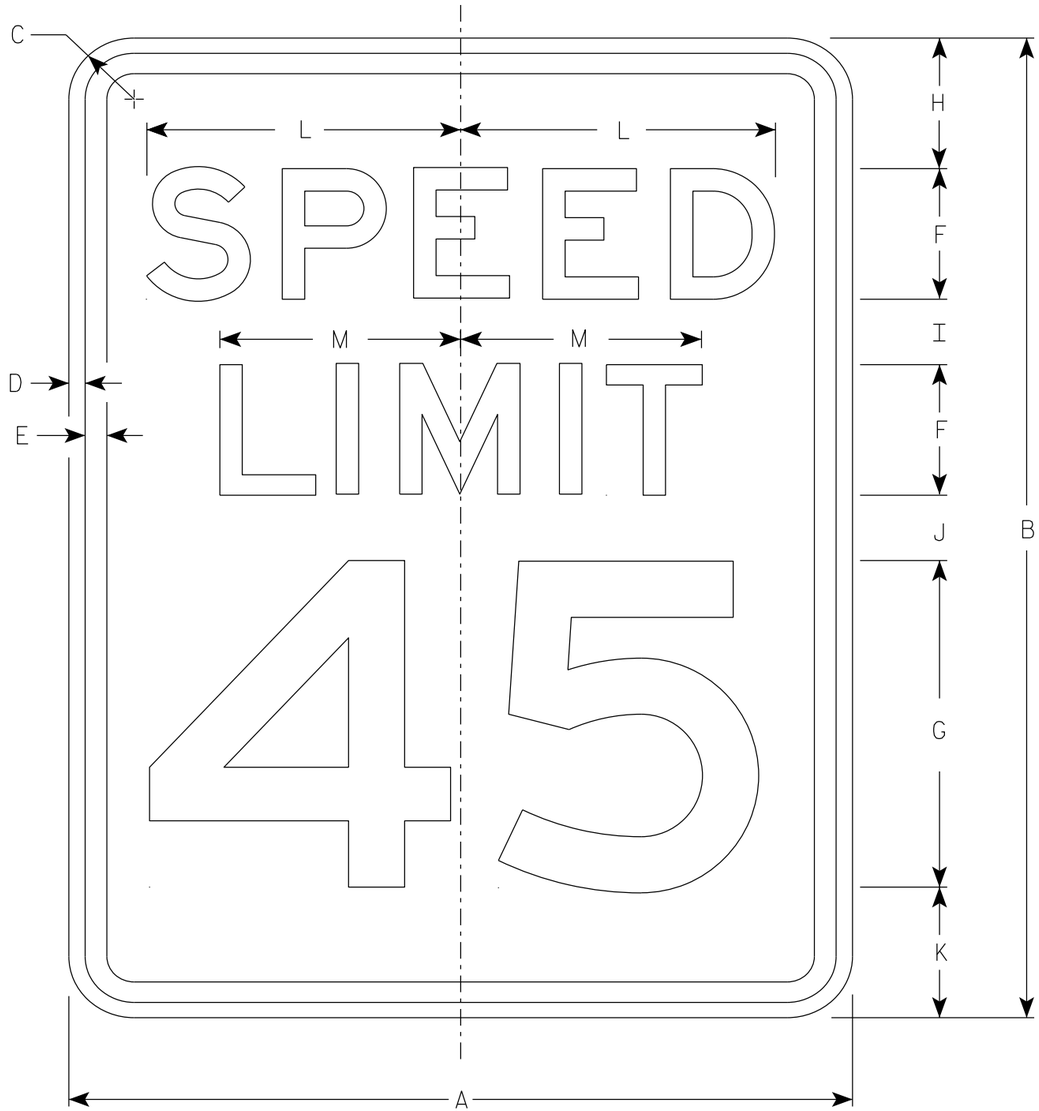
APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 2/13/2023 PLATE NO. M6-1.16

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 398 | E

7

7



R2-1

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - E
4. Substitute appropriate numerals and optically adjust spacing to achieve proper balance.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	18	24	1 1/2	3/8	1/2	3	8	3	2	2	3	7 1/4	5 1/2														3.0
2S	24	30	1 1/2	3/8	1/2	4	10	3	2 1/4	3 3/8	3 3/8	9 5/8	7 3/8														5.0
2M	30	36	1 7/8	1/2	5/8	5	12	5	2 1/2	2 1/2	4	12	9 1/4														7.5
3	36	48	1 7/8	1/2	5/8	6	14	6	5	5	6	14 3/8	11														12.0
4	36	48	1 7/8	1/2	5/8	6	14	6	5	5	6	14 3/8	11														12.0
5	48	60	3	3/4	1	8	20	6	4 1/2	6 3/4	6 3/4	19 1/4	14 5/8														20.0

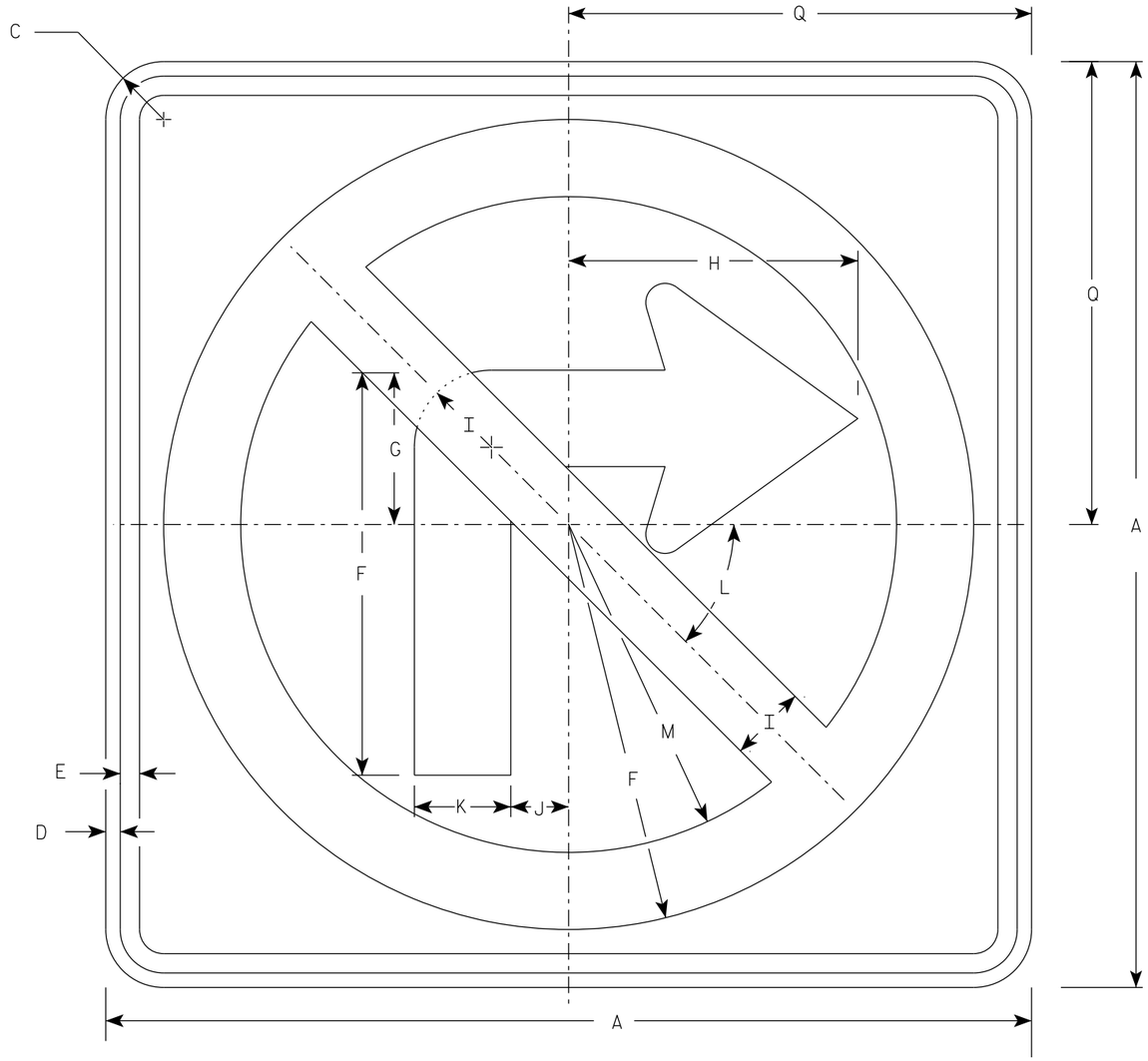
STANDARD SIGN
R2-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/1/23 PLATE NO. R2-1.14

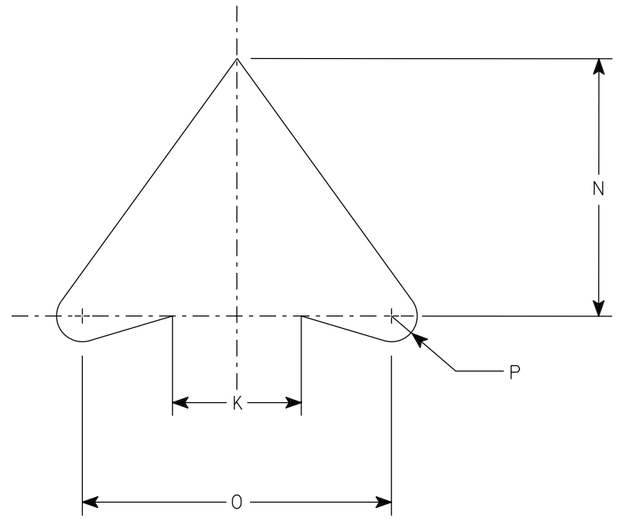
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 399 | E



R3-1

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - See note 3
3. Border & Arrow are non reflective black, the circle with diagonal bar is reflective red.



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	24		1 ½	⅜	½	10 ½	4	7 ½	2	1 ½	2 ½	45	8 ½	5	6	½	12										4.0
2S	24		1 ½	⅜	½	10 ½	4	7 ½	2	1 ½	2 ½	45°	8 ½	5	6	½	12										4.0
2M	36		2 ¼	⅝	¾	15 ¾	6	11 ¼	3	2 ¼	3 ¾	45	12 ¾	7 ½	9	¾	18										9.0
3	36		2 ¼	⅝	¾	15 ¾	6	11 ¼	3	2 ¼	3 ¾	45	12 ¾	7 ½	9	¾	18										9.0
4	36		2 ¼	⅝	¾	15 ¾	6	11 ¼	3	2 ¼	3 ¾	45°	12 ¾	7 ½	9	¾	18										9.0
5	48		2 ¼	¾	1	21	8	15	4	3	5	45°	17	10	12	1	24										16.0

STANDARD SIGN
R3-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/2/23 PLATE NO. R3-1.6

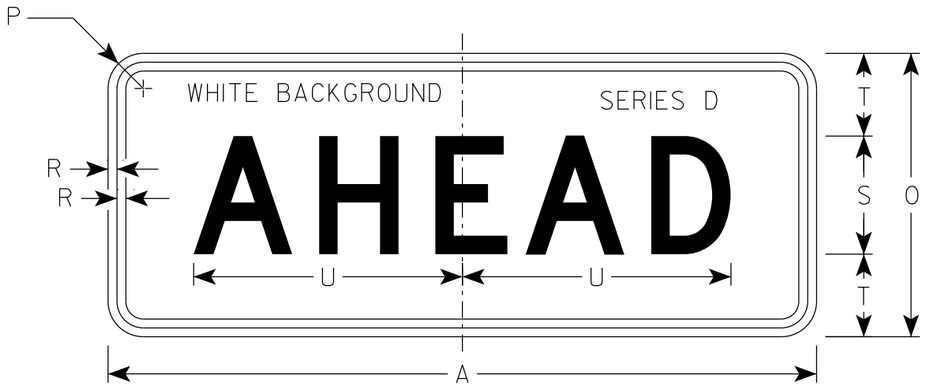
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 400 | E



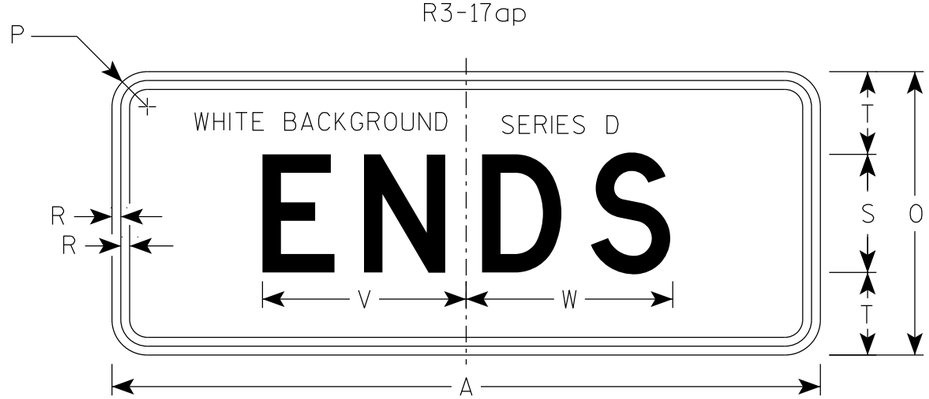
R3-17

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - AS SHOWN
   Message - BLACK
3. Message Series - C or as noted



R3-17ap



R3-17bp

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	R3-17 Area sq. ft.	R3-17ap Area sq. ft.	R3-17bp Area sq. ft.
1																													
2S	30	24	1 1/2	3/8	1/2	2	4	4 1/8	7 7/8	6 3/8	9 1/2	2 5/8	7/8	13	12	1 1/2	3 3/8	3/8	5	3 1/2	11 3/8	8 5/8	8 3/4	2 3/8	15 5/8	8	5.0	2.5	2.5
2M	30	24	1 1/2	3/8	1/2	2	4	4 1/8	7 7/8	6 3/8	9 1/2	2 5/8	7/8	13	12	1 1/2	3 3/8	3/8	5	3 1/2	11 3/8	8 5/8	8 3/4	2 3/8	15 5/8	8	5.0	2.5	2.5
3																													
4																													
5																													

STANDARD SIGN
R3-17 & R3-17a&bp

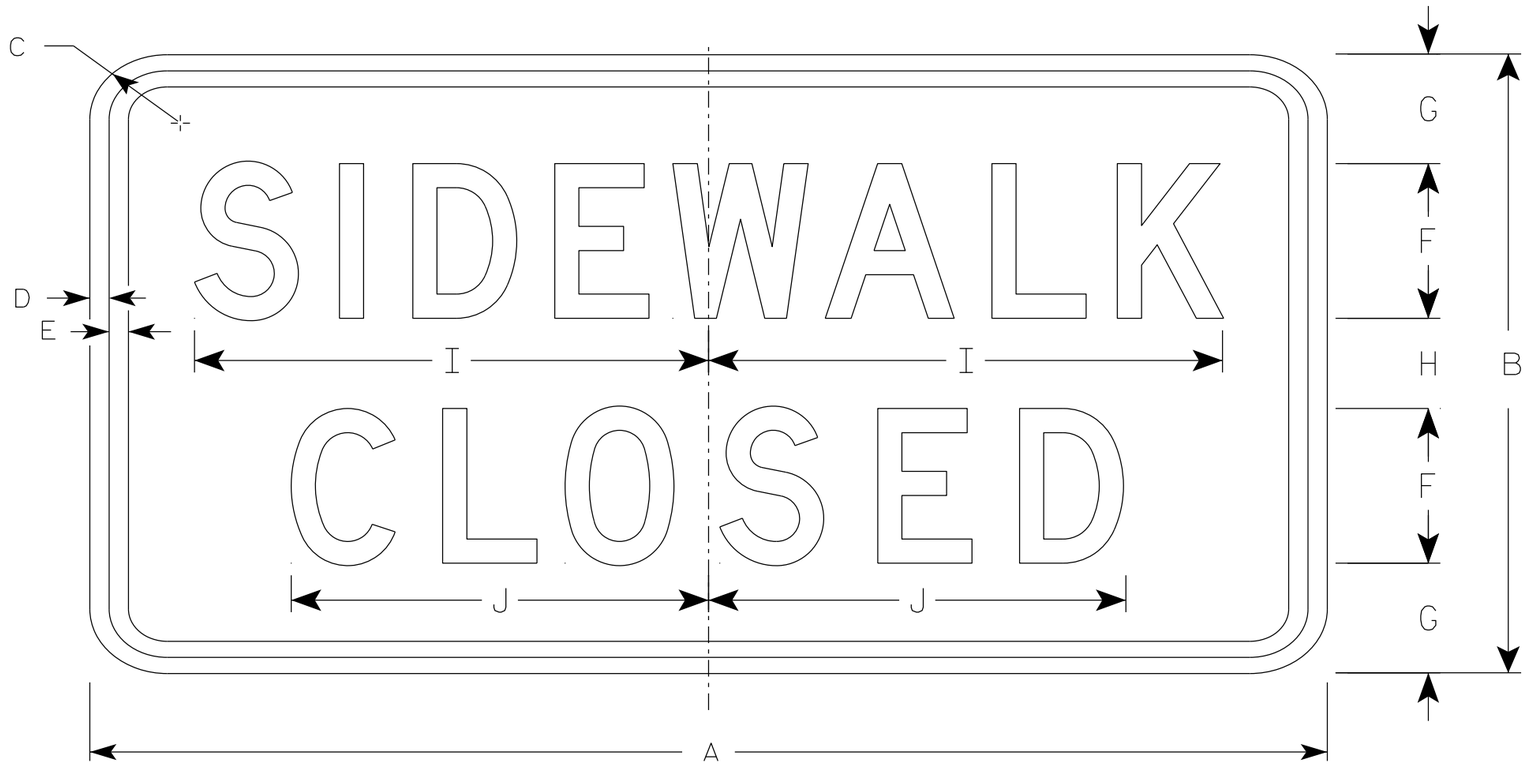
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/23/23 PLATE NO. R3-17.3

PROJECT NO:

SHEET NO: 401 E



R9-9

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - C
4. Use Size 2 for Sidewalks. Use Size 3 for Paths and Trails.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24	12	1 ½	½	½	3	2 ⅛	1 ¾	10	8 ⅛																	2.0
2M	24	12	1 ½	½	½	3	2 ⅛	1 ¾	10	8 ⅛																	2.0
3	30	18	1 ½	½	½	4	3 ½	3	12 ½	10 ¼																	3.75
4																											
5																											

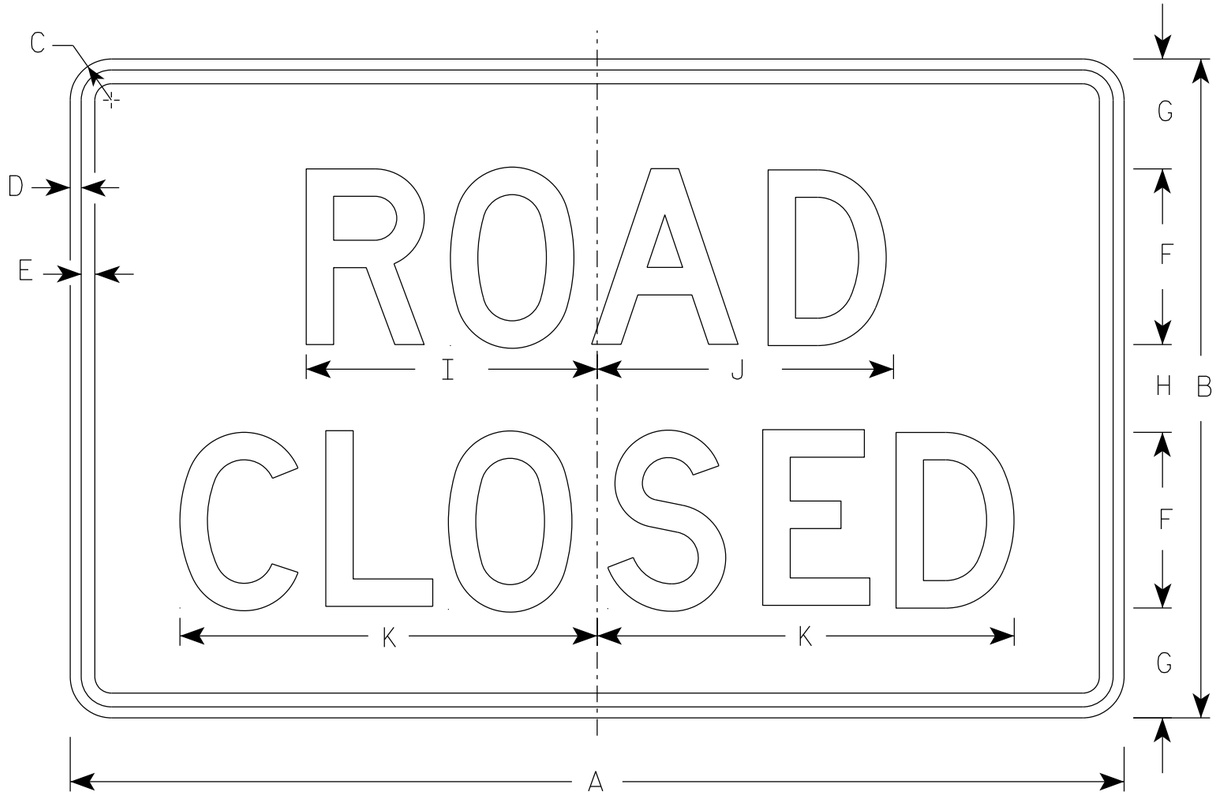
STANDARD SIGN
R9-9

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/24/24 PLATE NO. R9-9.7

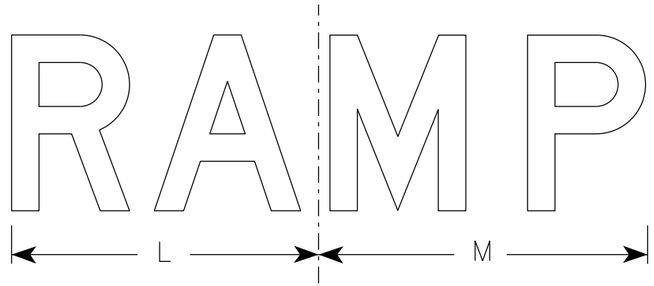
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 402 | E



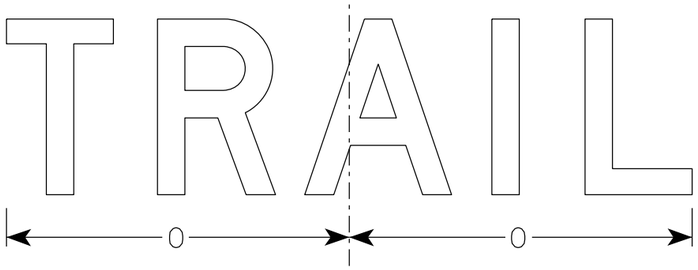
R11-2

NOTES

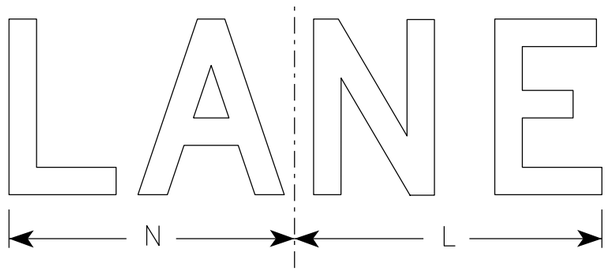
1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Modify the message as required.



R11-2R



R11-2T



R11-2L

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	48	30	1 7/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13	15 5/8												10.0
2M	48	30	1 7/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13	15 5/8												10.0
3	48	30	1 7/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13	15 5/8												10.0
4	48	30	1 7/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13	15 5/8												10.0
5	48	30	1 7/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13	15 5/8												10.0

STANDARD SIGN
R11-2

WISCONSIN DEPT OF TRANSPORTATION

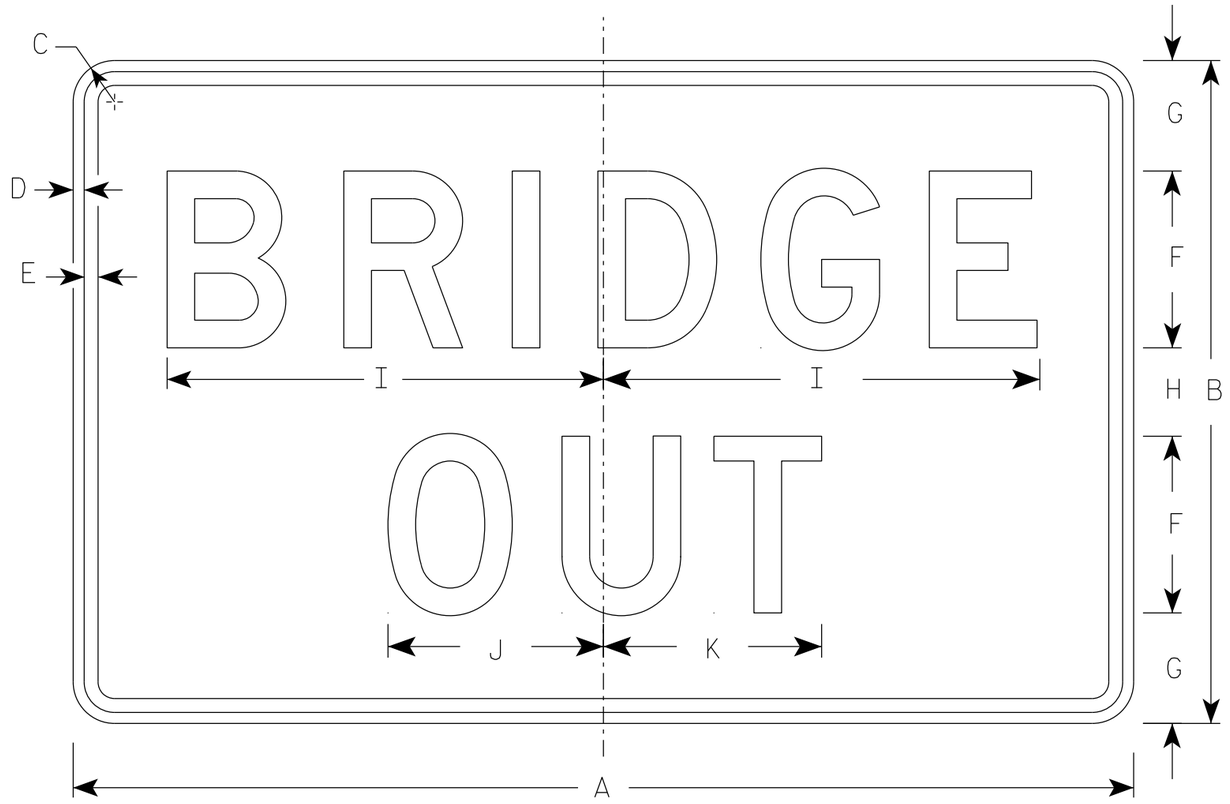
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/5/24 PLATE NO. R11-2.12

PROJECT NO: | HWY: | COUNTY: | SHEET NO: E

FILE NAME : C:\Users\PROJECTS\tr_stdplate\R112.dgn PLOT DATE : 5-FEB 2024 2:10 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

7



R11-2B

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	48	30	1 7/8	1/2	5/8	8	5	4	19 3/4	9 3/4	9 7/8																10.0
2M	48	30	1 7/8	1/2	5/8	8	5	4	19 3/4	9 3/4	9 7/8																10.0
3	48	30	1 7/8	1/2	5/8	8	5	4	19 3/4	9 3/4	9 7/8																10.0
4	48	30	1 7/8	1/2	5/8	8	5	4	19 3/4	9 3/4	9 7/8																10.0
5	48	30	1 7/8	1/2	5/8	8	5	4	19 3/4	9 3/4	9 7/8																10.0

STANDARD SIGN
R11-2B

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

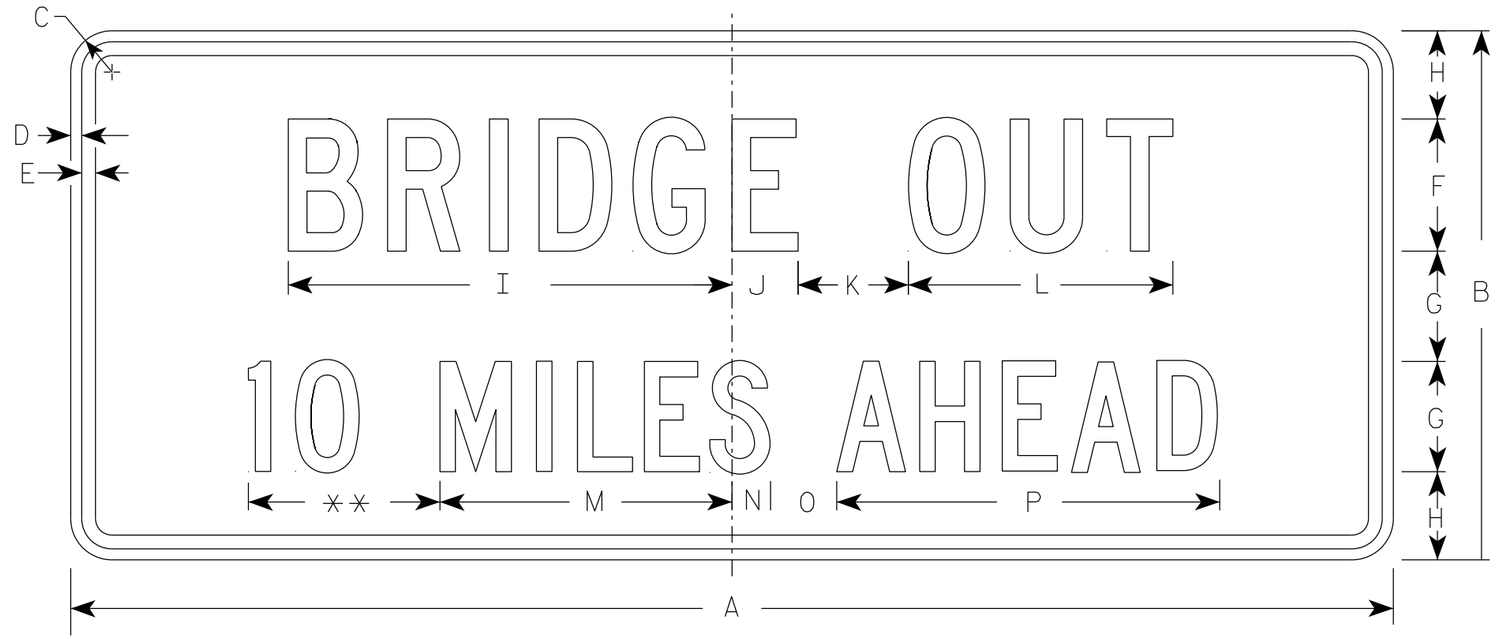
DATE 2/5/24 PLATE NO. R11-2B.3

PROJECT NO:

SHEET NO: 404 E

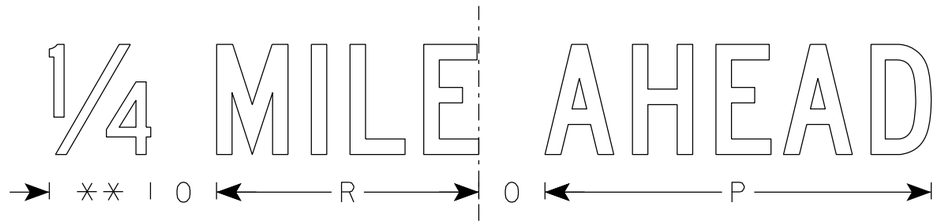
NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Substitute appropriate numerals to nearest quarter mile and optically adjust spacing to achieve proper balance.



R11-3C

** See Note 5



SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36	15	1 1/2	1/2	5/8	4	3	2 1/2	13 1/4	2 1/4	3	8	8	1 1/2	2	10 3/4		7 1/8									3.75
2S	60	24	1 7/8	1/2	5/8	6	5	4	20 1/8	3	5	12	13 1/4	1 3/4	3	17 3/8		11 7/8									10.0
2M	60	24	1 7/8	1/2	5/8	6	5	4	20 1/8	3	5	12	13 1/4	1 3/4	3	17 3/8		11 7/8									10.0
3																											
4																											
5																											

STANDARD SIGN
R11-3C

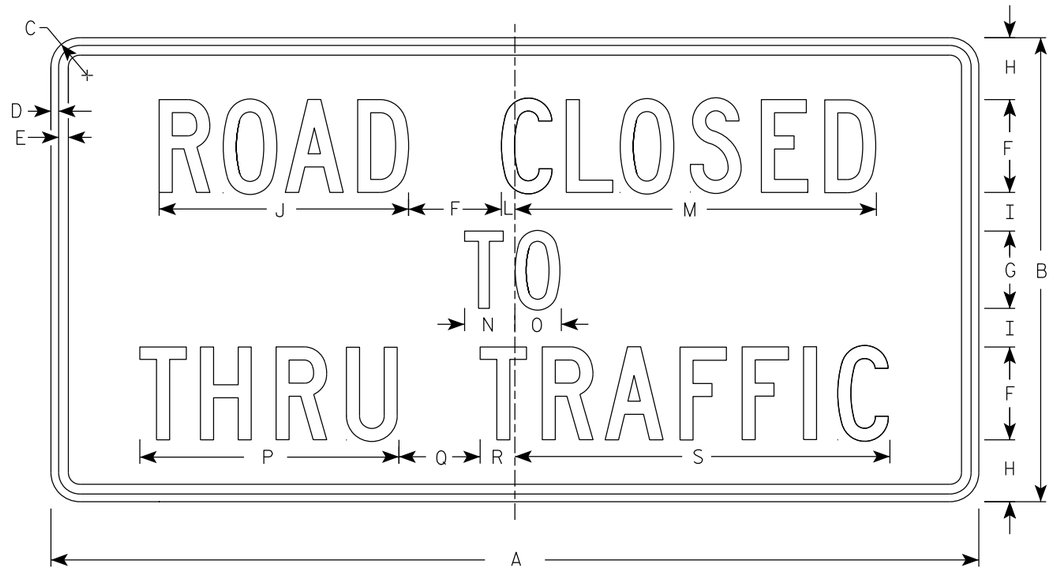
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/5/24 PLATE NO. R11-3C.4

PROJECT NO:

SHEET NO: 405 E



R11-4

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	60	30	1 7/8	1/2	5/8	6	5	4	2 1/2	16 1/8		7/8	23 3/8	3 1/4	3	16 3/4	5 1/4	2 1/4	24 1/4								12.5
2M	60	30	1 7/8	1/2	5/8	6	5	4	2 1/2	16 1/8		7/8	23 3/8	3 1/4	3	16 3/4	5 1/4	2 1/4	24 1/4								12.5
3																											
4																											
5																											

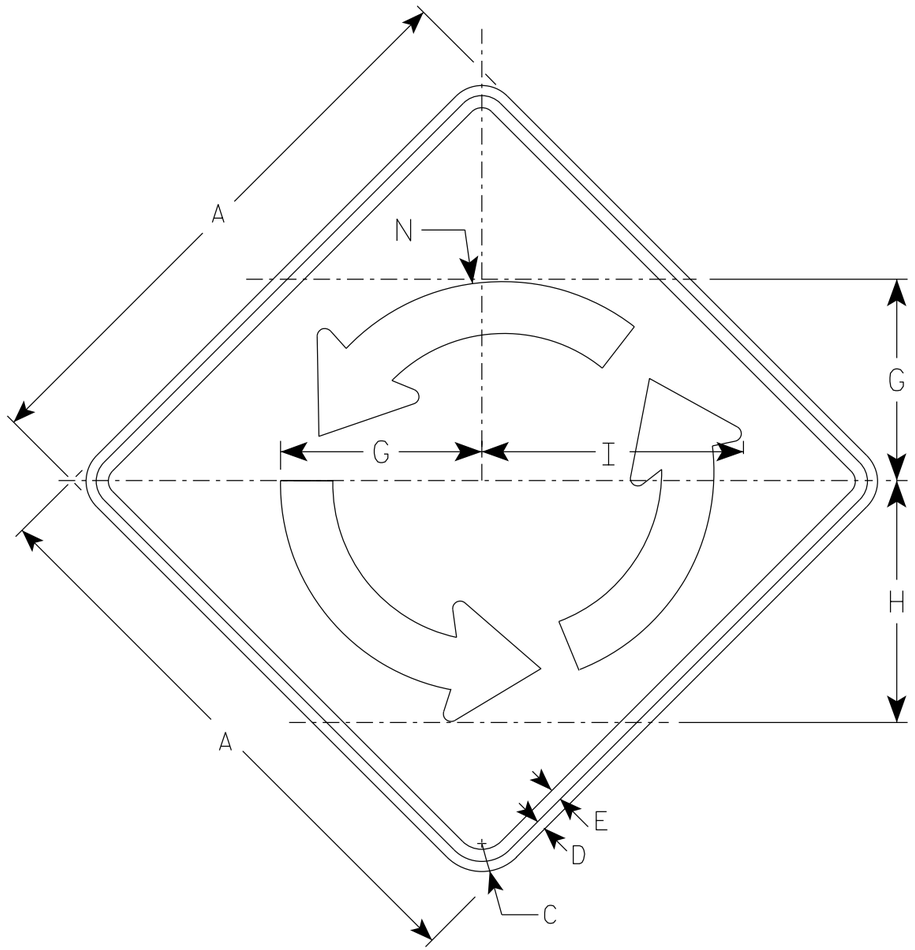
STANDARD SIGN
R11 - 4

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/5/24 PLATE NO. R11-4.4

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 406 | E

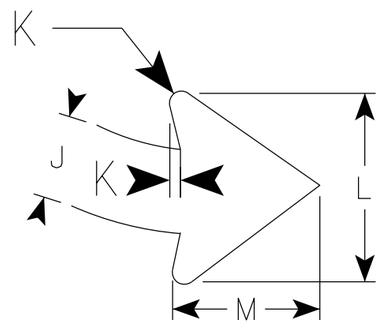


W2-6

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Yellow
   Message - Black

Arrow Detail



SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Area sq. ft.
1																									
2S	30		1 7/8	1/2	5/8		10 3/8	12 1/2	13 1/2	2 3/4	3/8	6	4 3/4	11 1/8											6.25
2M	30		1 7/8	1/2	5/8		10 3/8	12 1/2	13 1/2	2 3/4	3/8	6	4 3/4	11 1/8											6.25
3	36		2 1/4	5/8	3/4		12 1/2	15	16 1/4	3 1/4	1/2	7 3/8	5 3/4	13 3/8											9.00
4	48		3	3/4	1		16 5/8	20	16 1/4	4 3/8	5/8	9 3/4	7 5/8	17 7/8											16.0
5																									

STANDARD SIGN
W2-6

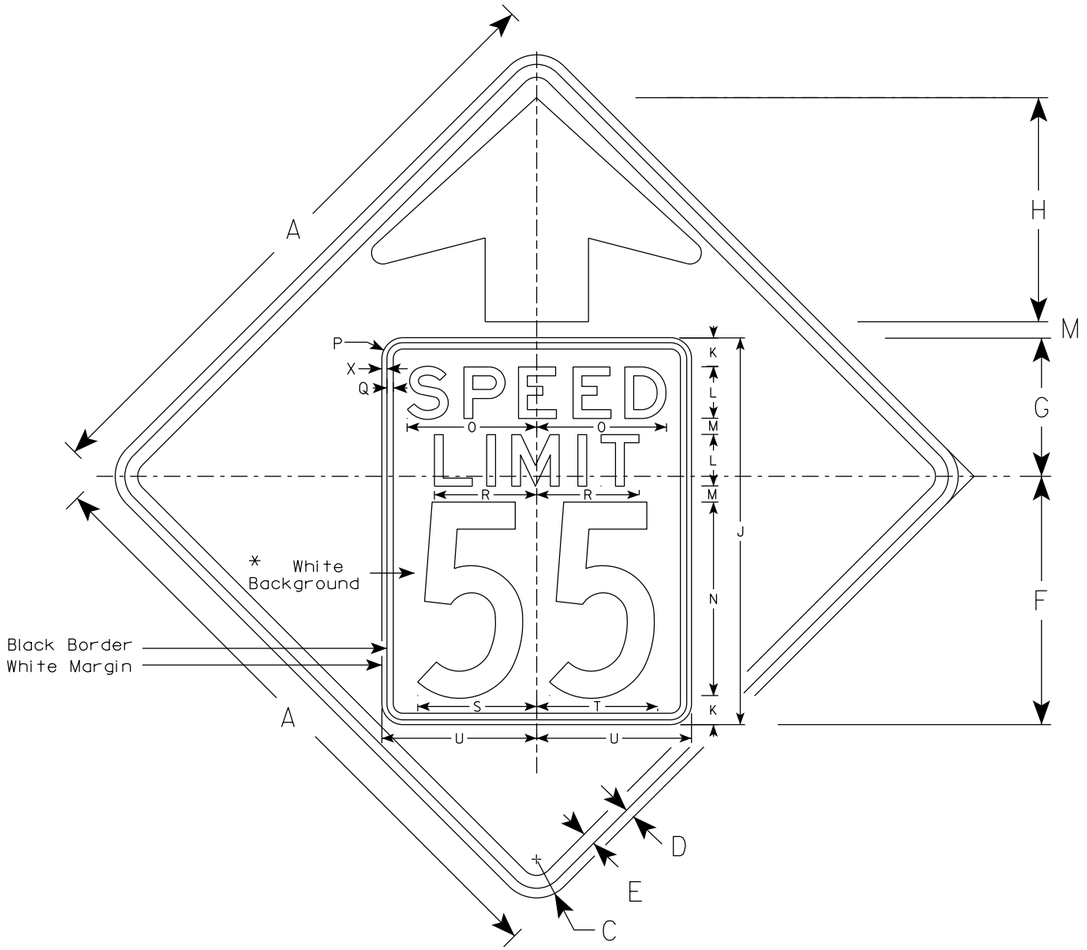
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 8/17/2023 PLATE NO. W2-6.8

PROJECT NO:

SHEET NO: 407 E

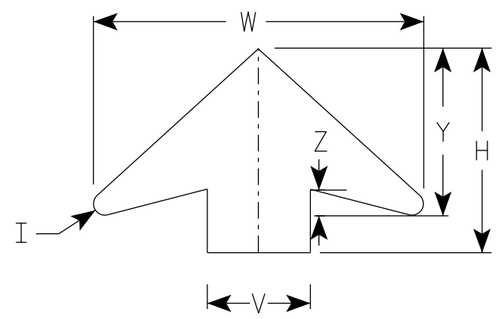


W3-5

NOTES

1. Sign is Type II - See Note 2 for Sheeting Type
2. Color: *
   Background - Yellow* (Type F Reflective)
   Message - Black
3. Message Series - C for numbers Series E for wording
4. Substitute appropriate numerals and optically adjust spacing to achieve proper balance

*Speed Limit Sign shall have a White Background with black message (Type SH Reflective)



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	36		2 1/4	5/8	3/4	14 1/2	9 1/2	11 1/2	5/8	24	2	3	1	12	7 1/8	1 1/2	3/8	5 3/4	7 1/4	7 1/8	9	6	19 1/4	3/8	9 3/4	1 5/8	9.0
2M	36		2 1/4	5/8	3/4	14 1/2	9 1/2	11 1/2	5/8	24	2	3	1	12	7 1/8	1 1/2	3/8	5 3/4	7 1/4	7 1/8	9	6	19 1/4	3/8	9 3/4	1 5/8	9.0
3	36		2 1/4	5/8	3/4	14 1/2	9 1/2	11 1/2	5/8	24	2	3	1	12	7 1/8	1 1/2	3/8	5 3/4	7 1/4	7 1/8	9	6	19 1/4	3/8	9 3/4	1 5/8	9.0
4	48		3	3/4	1	19 1/4	10 3/4	17 3/8	7/8	30	2 1/4	4	1 1/4	15	10	1 5/8	1/2	8	9 1/4	9 3/8	12	8	25 5/8	3/8	13	2	16.0
5	48		3	3/4	1	19 1/4	10 3/4	17 3/8	7/8	30	2 1/4	4	1 1/4	15	10	1 5/8	1/2	8	9 1/4	9 3/8	12	8	25 5/8	3/8	13	2	16.0

STANDARD SIGN
W3-5

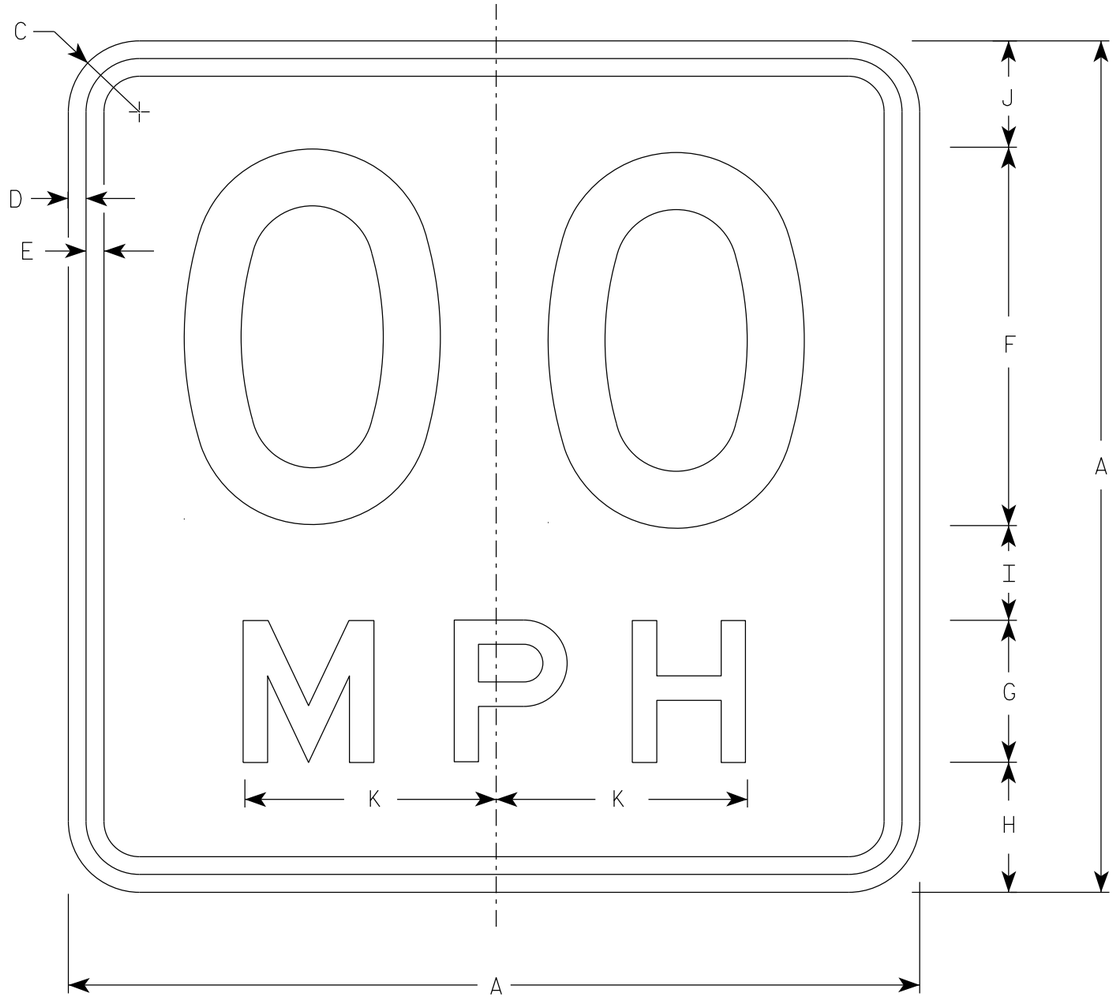
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 8/30/2023 PLATE NO. W3-5.7

PROJECT NO:

SHEET NO: 408 E



W13-1

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Yellow
   Message - Black
3. Message Series - See Note 5
4. Substitute appropriate numerals and optically space about centerline to achieve proper balance.
5. Line 1 is Series D
   Line 2 is Series E

* For 30" x 30" Warning Signs, use 18" x 18" W13-1 signs.
For 36" x 36" Warning Signs, use 24" x 24" W13-1 signs.

	SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
	1	18		1 1/2	3/8	3/8	8	3	2 3/4	2	2 1/4	5 3/8																2.25
*	2S	18		1 1/2	3/8	3/8	8	3	2 3/4	2	2 1/4	5 3/8																2.25
*	2M	18		1 1/2	3/8	3/8	8	3	2 3/4	2	2 1/4	5 3/8																2.25
	3	24		1 1/2	3/8	1/2	10	4	4	2 3/4	3 1/4	6 5/8																4.00
	4	36		2 1/4	5/8	3/4	16	6	5 1/2	4	4 1/2	10 5/8																9.00
	5	36		2 1/4	5/8	3/4	16	6	5 1/2	4	4 1/2	10 5/8																9.00

STANDARD SIGN
W13-1

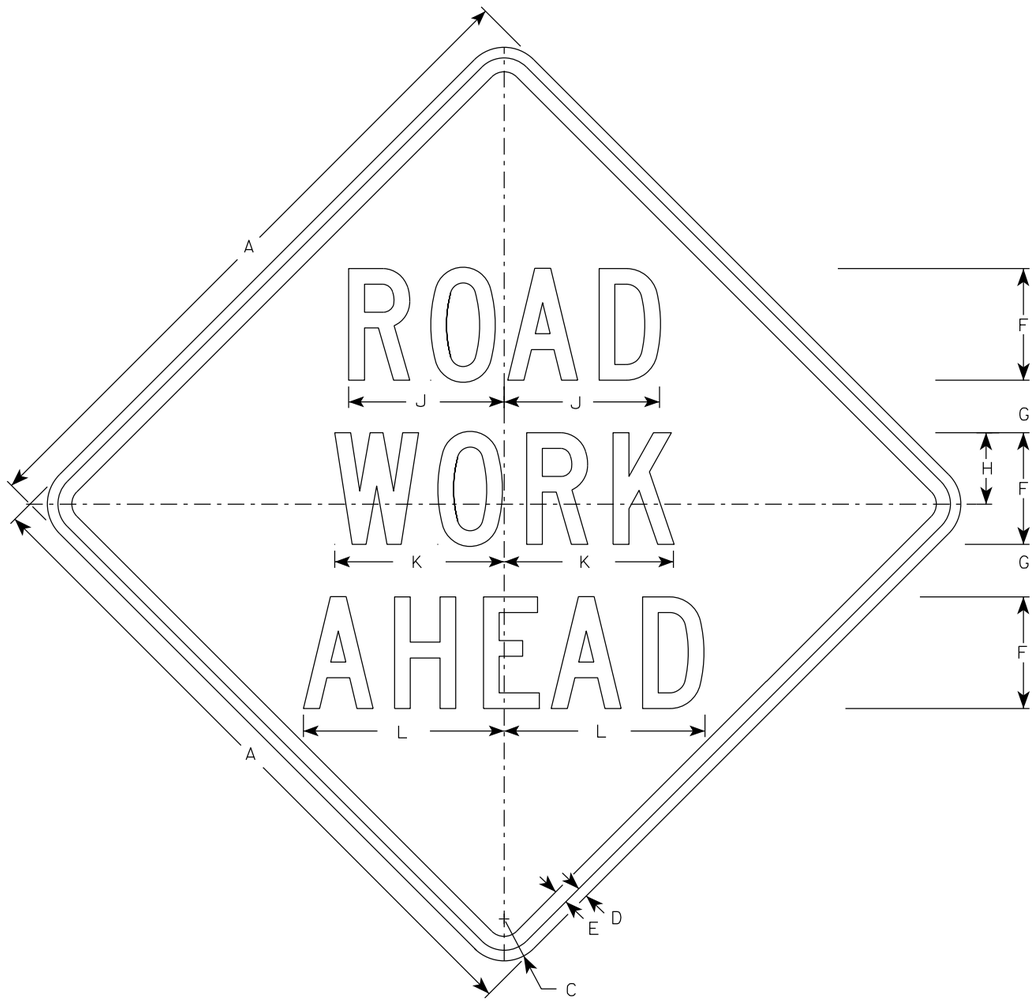
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

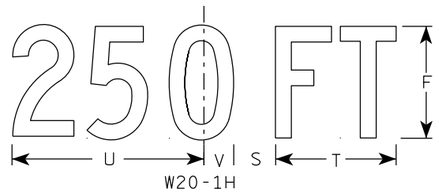
DATE 1/8/2024 PLATE NO. W13-1.17

PROJECT NO: | HWY: | COUNTY: | SHEET NO: E

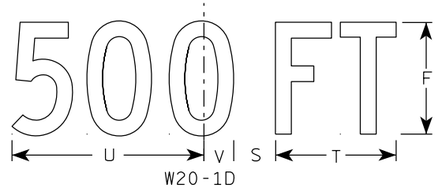
FILE NAME : C:\CAEfiles\Projects\tr_stdplate\W131.dgn PLOT DATE : 8-Jan 2024 11:07 PLOT BY : dotc4c PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42



W20-1A



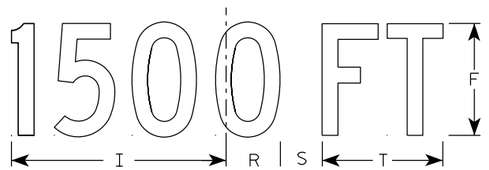
W20-1H



W20-1D



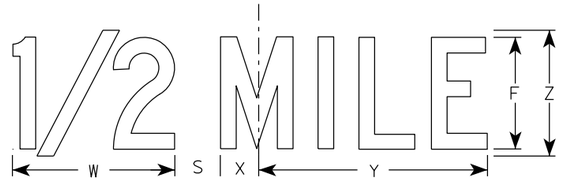
W20-1C



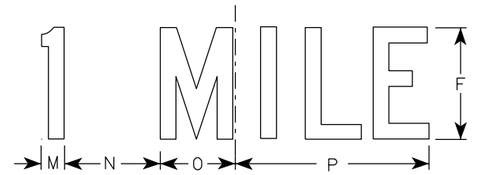
W20-1B

NOTES

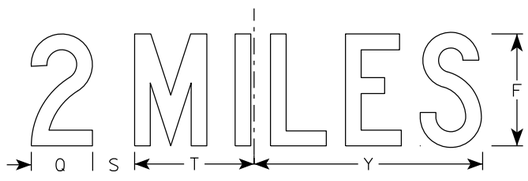
1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



W20-1G



W20-1F



W20-1E

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		2 1/4	5/8	3/4	5	2 5/8	3 1/4	10 1/8	7	7 5/8	8 7/8	1 1/8	4 1/2	3 1/2	9	3 1/4	2 1/2	2 1/4	5 5/8	9	1 3/8	8	1 3/4	10 3/4	6	9.0
2S	48		3	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8	4 3/8	3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0
2M	48		3	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8	4 3/8	3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0
3	48		3	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8	4 3/8	3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0
4	48		3	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8	4 3/8	3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0
5	48		3	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8	4 3/8	3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0

STANDARD SIGN
W20-1A, B, C, D, E, F, G & H

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 1/10/2024 PLATE NO. W20-1.12

PROJECT NO:

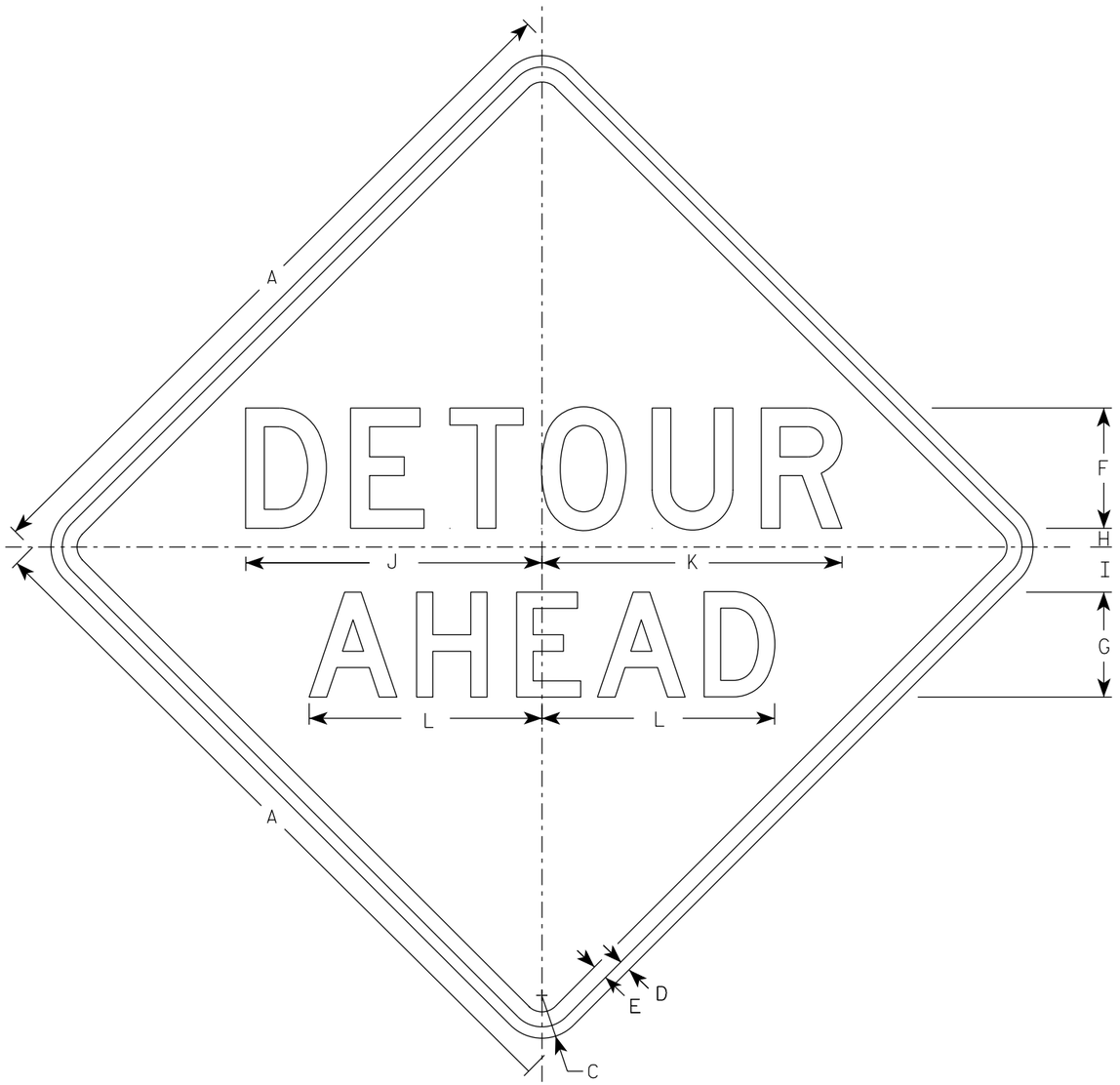
SHEET NO: 410 E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\W201.DGN PLOT DATE : 10-JAN 2024 11:16 PLOT BY : dotc4c

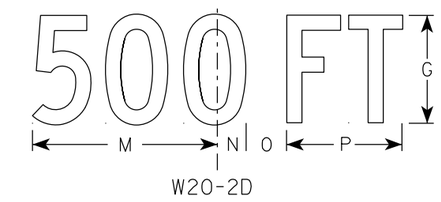
WISDOT/CADDS SHEET 42

7

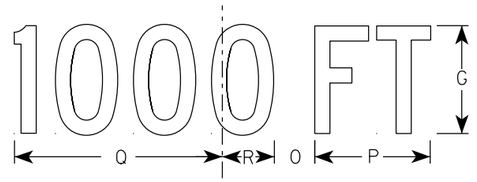
7



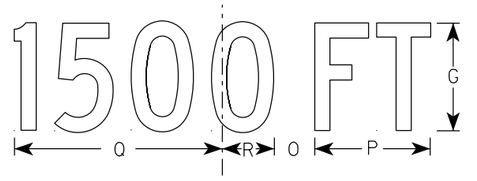
W20-2A



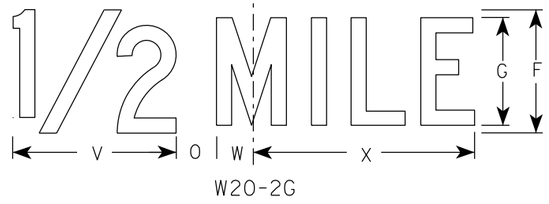
W20-2D



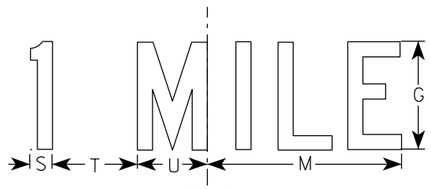
W20-2C



W20-2B



W20-2G



W20-2F

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - See note 5
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Line 1 is Series D.
   Line 2 is Series D for AHEAD and Series C for all other distances.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		2 1/4	5/8	3/4	6	5	1	2 1/4	14 3/4	15	11 5/8	9	1 3/8	1 7/8	5 5/8	10 1/8	2 1/2	1 1/8	4 1/2	3 1/2	8	1 3/4	10 3/4			9.0
2S	48		3	3/4	1	8	7	1 1/4	3	19 3/4	20	15 1/2	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	10 5/8	2 3/8	14 3/8			16.0
2M	48		3	3/4	1	8	7	1 1/4	3	19 3/4	20	15 1/2	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	10 5/8	2 3/8	14 3/8			16.0
3	48		3	3/4	1	8	7	1 1/4	3	19 3/4	20	15 1/2	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	10 5/8	2 3/8	14 3/8			16.0
4	48		3	3/4	1	8	7	1 1/4	3	19 3/4	20	15 1/2	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	10 5/8	2 3/8	14 3/8			16.0
5	48		3	3/4	1	8	7	1 1/4	3	19 3/4	20	15 1/2	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	10 5/8	2 3/8	14 3/8			16.0

STANDARD SIGN
W20-2A,B,C,D,F & G

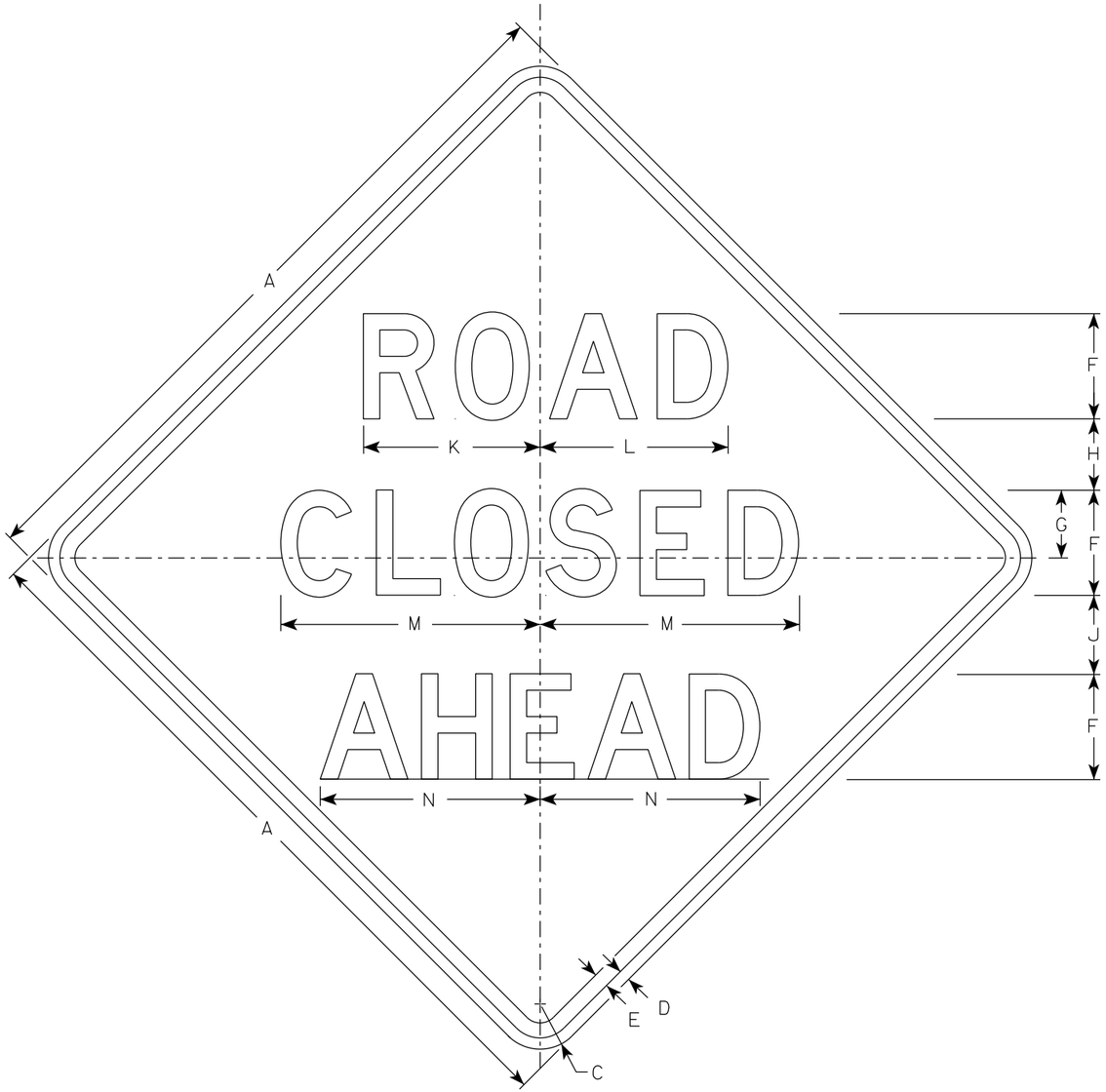
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

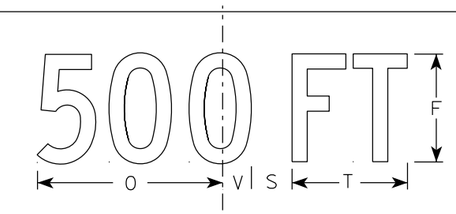
DATE 1/10/2024 PLATE NO. W20-2.7

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

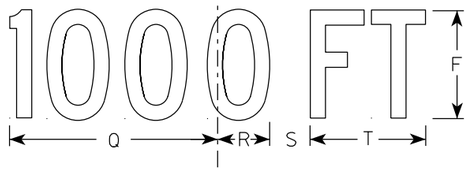
FILE NAME : C:\CAEfiles\Projects\tr_stdplate\W202.DGN PLOT DATE : 10-JAN 2024 11:36 PLOT BY : dotc4c PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42



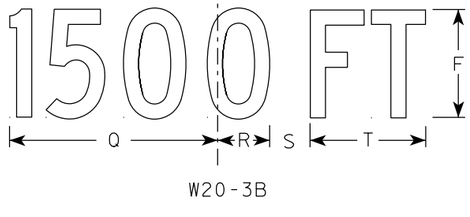
W20-3A



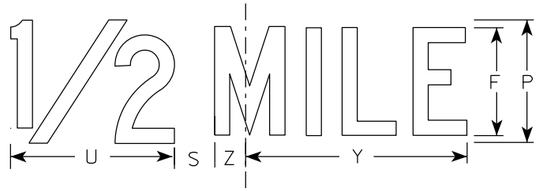
W20-3D



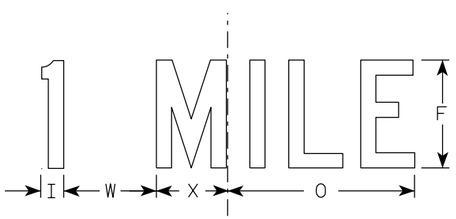
W20-3C



W20-3B



W20-3G



W20-3F

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - see note 5
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Lines 1 and 2 are Series D.
   Line 3 is Series D for AHEAD and Series C for all other distances.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		2 1/4	5/8	3/4	5	3 3/8	3 1/2	1 1/8	4	8 3/8	8 7/8	12 1/2	11	9	6	10 1/8	2 1/2	1 7/8	5 5/8	8	1 3/8	4 1/2	3 1/2	10 3/4	1 3/4	9.0
2S	48		3	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	11 3/4	12 1/2	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	10 5/8	1 7/8	6	4 5/8	14 3/8	2 3/8	16.0
2M	48		3	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	11 3/4	12 1/2	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	10 5/8	1 7/8	6	4 5/8	14 3/8	2 3/8	16.0
3	48		3	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	11 3/4	12 1/2	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	10 5/8	1 7/8	6	4 5/8	14 3/8	2 3/8	16.0
4	48		3	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	11 3/4	12 1/2	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	10 5/8	1 7/8	6	4 5/8	14 3/8	2 3/8	16.0
5	48		3	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	11 3/4	12 1/2	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	10 5/8	1 7/8	6	4 5/8	14 3/8	2 3/8	16.0

STANDARD SIGN
W20-3A, B, C, D, F & G

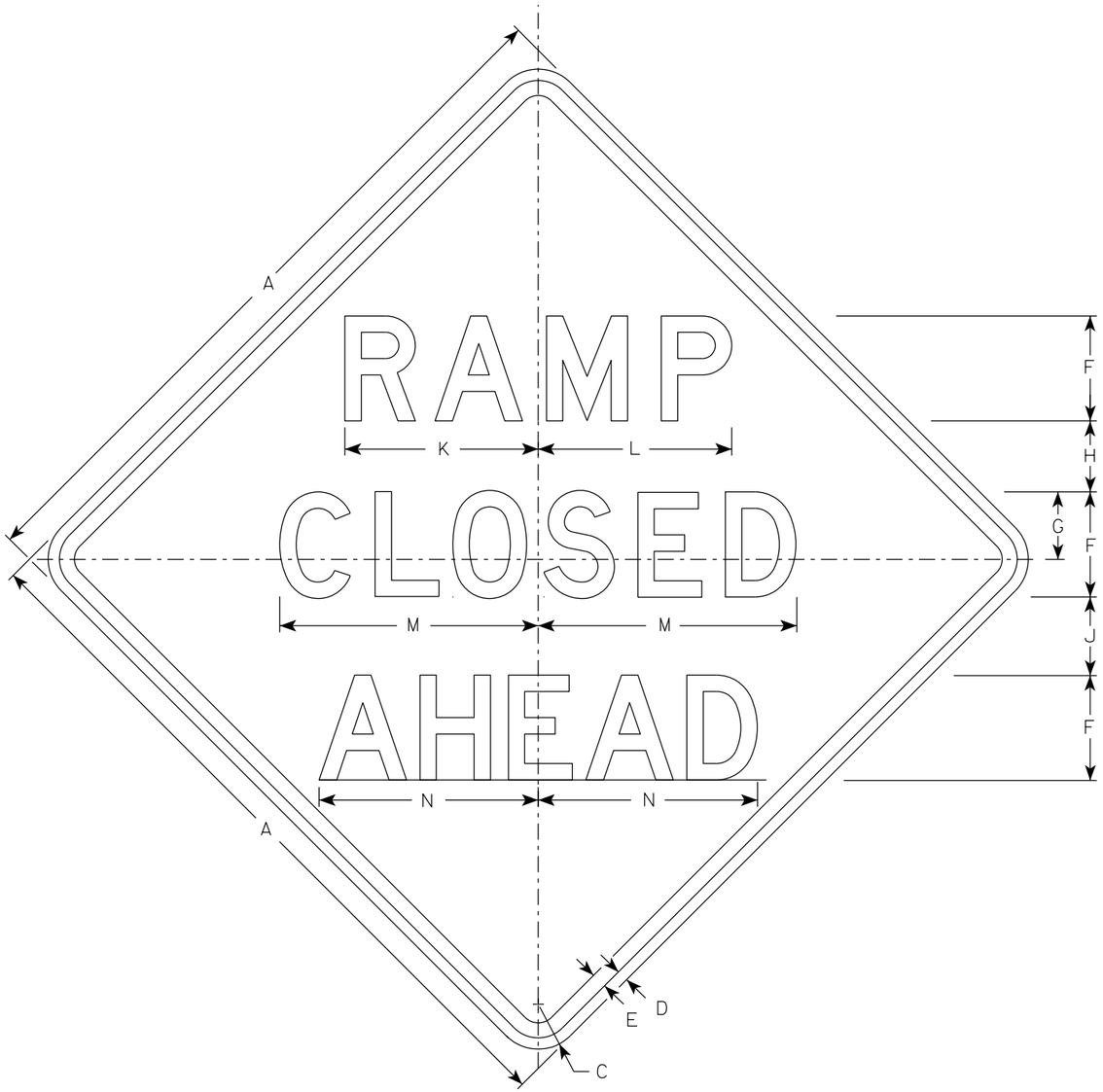
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

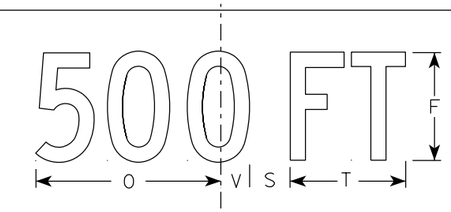
DATE 1/10/2024 PLATE NO. W20-3.8

PROJECT NO: | HWY: | COUNTY: | SHEET NO: E

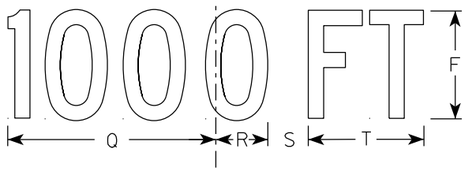
FILE NAME : C:\CAEfiles\Projects\tr_stdplate\W203.DGN PLOT DATE : 10-JAN 2024 12:02 PLOT BY : dotc4c PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42



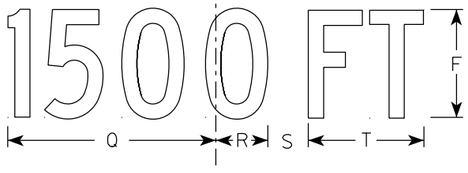
W20-53A



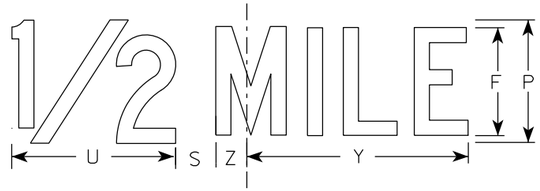
W20-53D



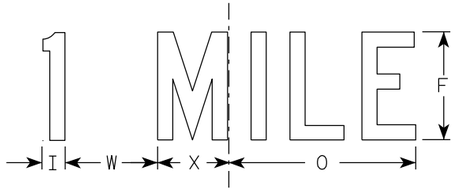
W20-53C



W20-53B



W20-53G



W20-53F

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - see note 5
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Lines 1 and 2 are Series D.
   Line 3 is Series D for AHEAD and Series C for all other distances.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		2 1/4	5/8	3/4	5	3 3/8	3 1/2	1 1/8	4	9 1/4	9 1/4	12 1/2	11	9	6	10 1/8	2 1/2	1 7/8	5 5/8	8	1 3/8	4 1/2	3 1/2	10 3/4	1 3/4	9.0
2S	48		3	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	12 7/8	12 7/8	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	10 5/8	1 7/8	6	4 5/8	14 3/8	2 3/8	16.0
2M	48		3	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	12 7/8	12 7/8	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	10 5/8	1 7/8	6	4 5/8	14 3/8	2 3/8	16.0
3	48		3	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	12 7/8	12 7/8	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	10 5/8	1 7/8	6	4 5/8	14 3/8	2 3/8	16.0
4	48		3	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	12 7/8	12 7/8	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	10 5/8	1 7/8	6	4 5/8	14 3/8	2 3/8	16.0
5	48		3	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	12 7/8	12 7/8	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	10 5/8	1 7/8	6	4 5/8	14 3/8	2 3/8	16.0

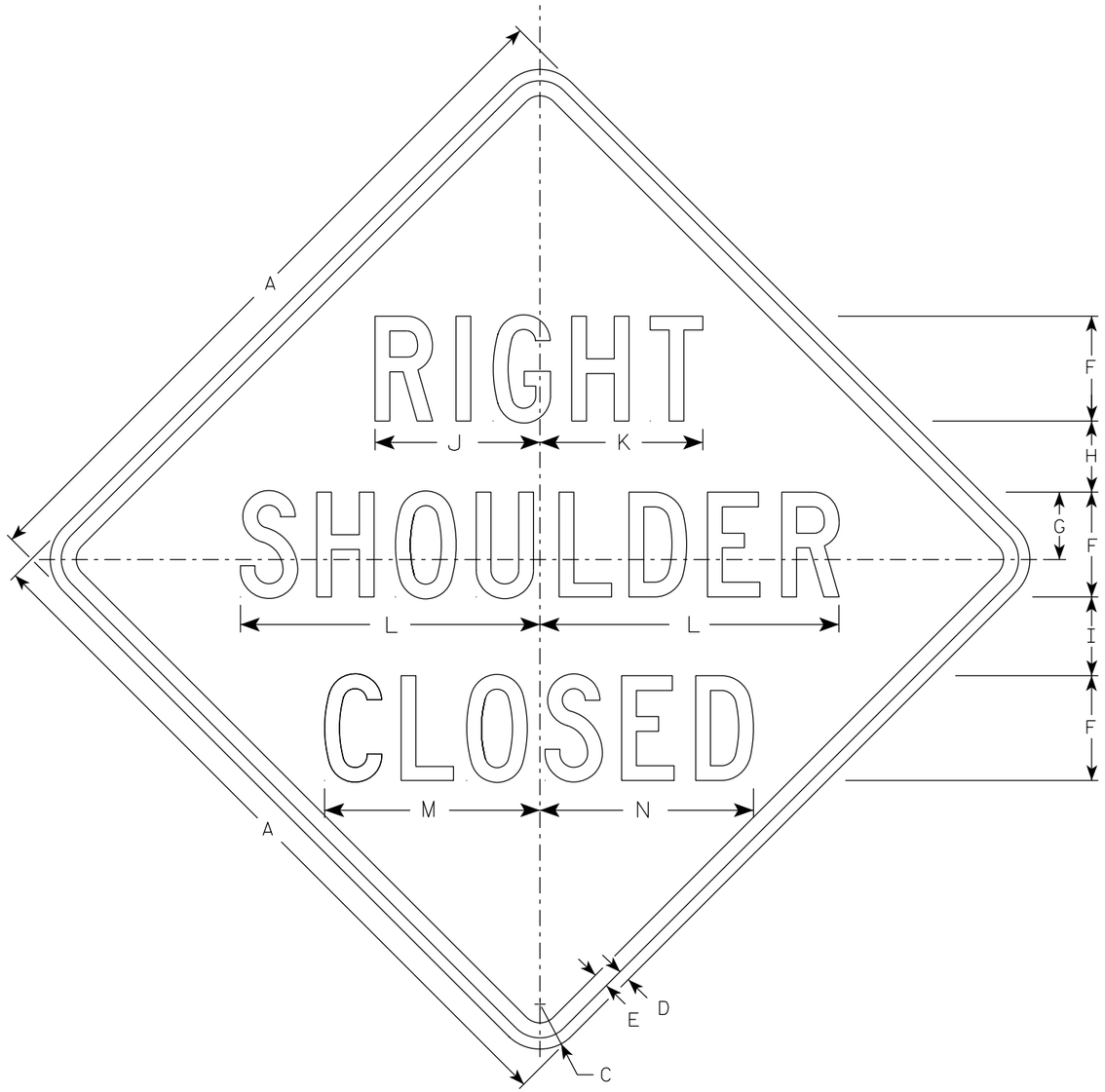
STANDARD SIGN
W20-53A,B,C,D,F,G

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/10/2024 PLATE NO. W20-53.2

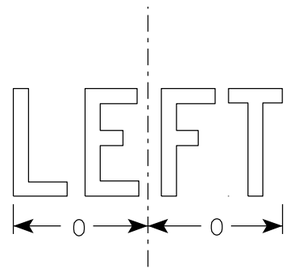
PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E



W21-5A

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - D



W21-5AL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		2 1/4	5/8	3/4	5	3 3/8	3 1/2	4	7 7/8	7 3/4	14 1/4	10 1/4	10 1/8	6 1/4												9.0
2S	48		3	3/4	1	7	4 1/2	4 3/4	5 1/4	11	10 7/8	20	14 3/8	14 1/4	8 3/4												16.0
2M	48		3	3/4	1	7	4 1/2	4 3/4	5 1/4	11	10 7/8	20	14 3/8	14 1/4	8 3/4												16.0
3	48		3	3/4	1	7	4 1/2	4 3/4	5 1/4	11	10 7/8	20	14 3/8	14 1/4	8 3/4												16.0
4	48		3	3/4	1	7	4 1/2	4 3/4	5 1/4	11	10 7/8	20	14 3/8	14 1/4	8 3/4												16.0
5	48		3	3/4	1	7	4 1/2	4 3/4	5 1/4	11	10 7/8	20	14 3/8	14 1/4	8 3/4												16.0

STANDARD SIGN
W21-5A

WISCONSIN DEPT OF TRANSPORTATION

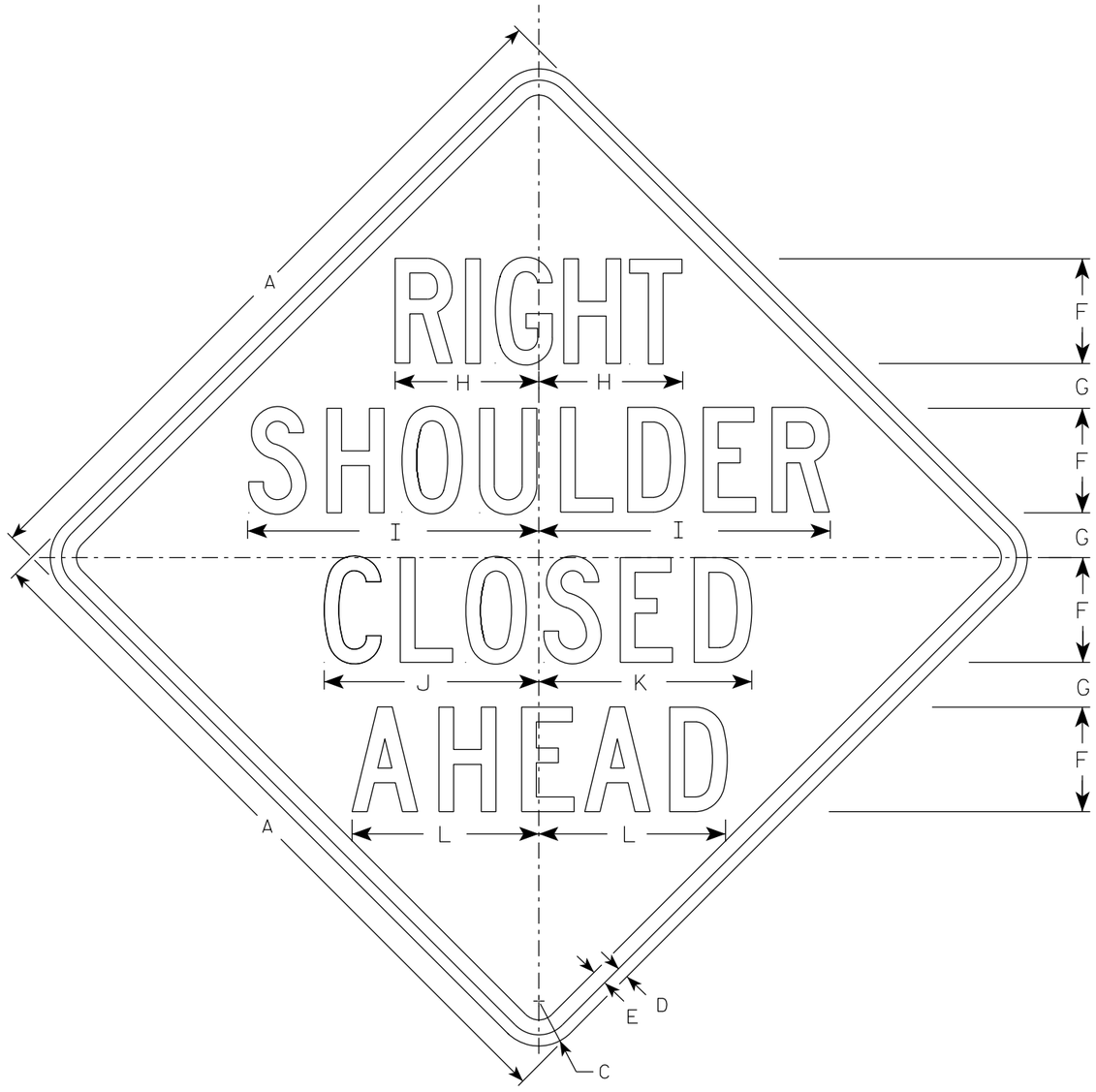
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/11/2024 PLATE NO. W21-5A.4

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 414 | E

7

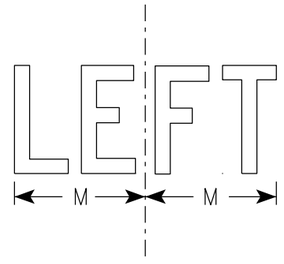
7



W21-5B

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - C



W21-5BL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		2 1/4	5/8	3/4	5	2 1/4	7 3/8	14 1/4	10 1/4	10 1/8	8 7/8	6 1/4														9.0
2S	48		3	3/4	1	7	3	9 5/8	19 1/2	14 3/8	14 1/4	12 1/2	8 1/2														16.0
2M	48		3	3/4	1	7	3	9 5/8	19 1/2	14 3/8	14 1/4	12 1/2	8 1/2														16.0
3	48		3	3/4	1	7	3	9 5/8	19 1/2	14 3/8	14 1/4	12 1/2	8 1/2														16.0
4	48		3	3/4	1	7	3	9 5/8	19 1/2	14 3/8	14 1/4	12 1/2	8 1/2														16.0
5	48		3	3/4	1	7	3	9 5/8	19 1/2	14 3/8	14 1/4	12 1/2	8 1/2														16.0

STANDARD SIGN
W21-5B

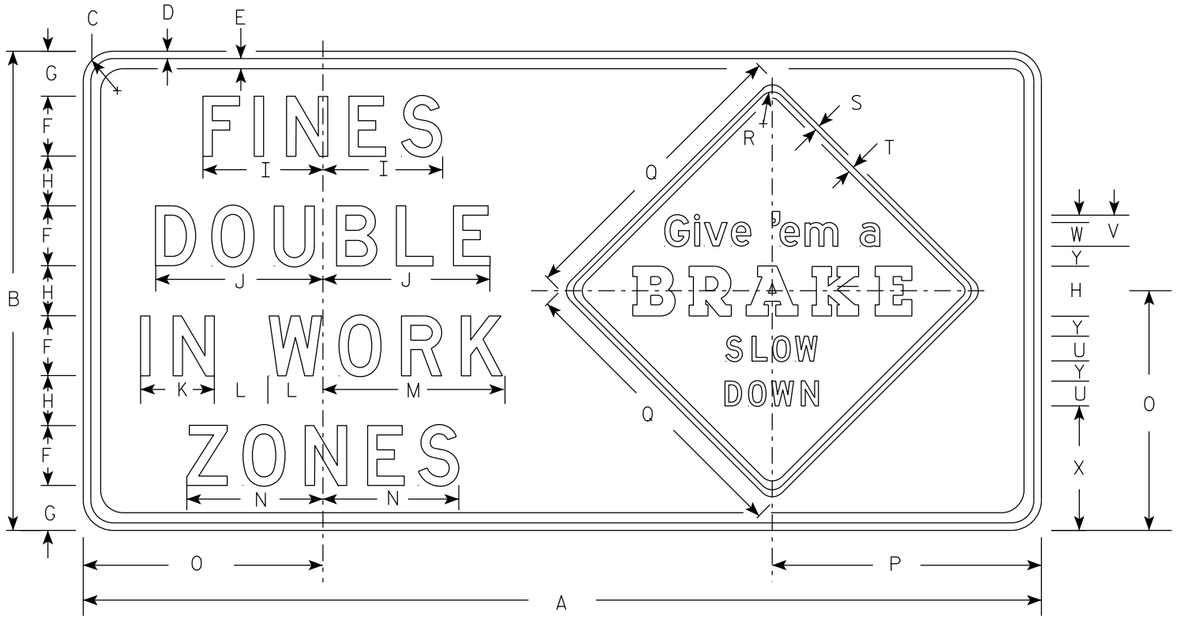
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/16/2024 PLATE NO. W21-5B.4

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 415 E

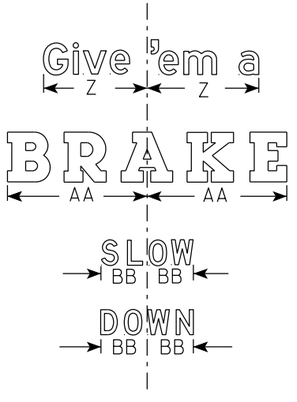
7

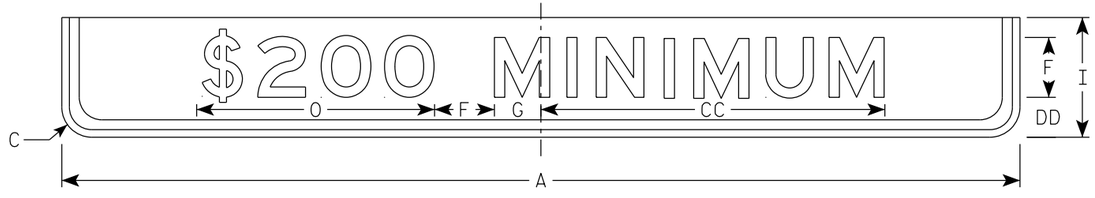


W21-62

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White - (See Note 5)
   Message - Black
3. Message Series -
   Fines Double Message - All lines are Series D
   Give 'em a Brake -
   Line one is Series E, line two is a Special Graphic Series and lines three and four are Series D.
4. The base material shall be plywood. Corners may be square or rounded, but borders shall be rounded as shown. The base material for Give 'em a Brake sign can be a seperate sheet of aluminum with the corners and borders rounded as shown. This seperate panel shall then be attached to the plywood with aluminum or stainless steel sheet metal screws.
5. Background for the Give 'em a Brake sign shall be Type F reflective orange.





W21-62P

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	AA	BB	CC	DD	Area sq. ft.
1																															
2S																															
2M																															
3	96	48	3	¾	1	6	4 ½	5	12	16 ¾	7 ⅜	5 ½	18 ¼	13 ⅝	24	27	30	1 ⅜	½	⅝	2 ½	3 ⅛	2 ⅜	12 ½	2	10 ¾	14	4 ⅝	34 ½	4	32.0
4																															
5																															

STANDARD SIGN
W21-62

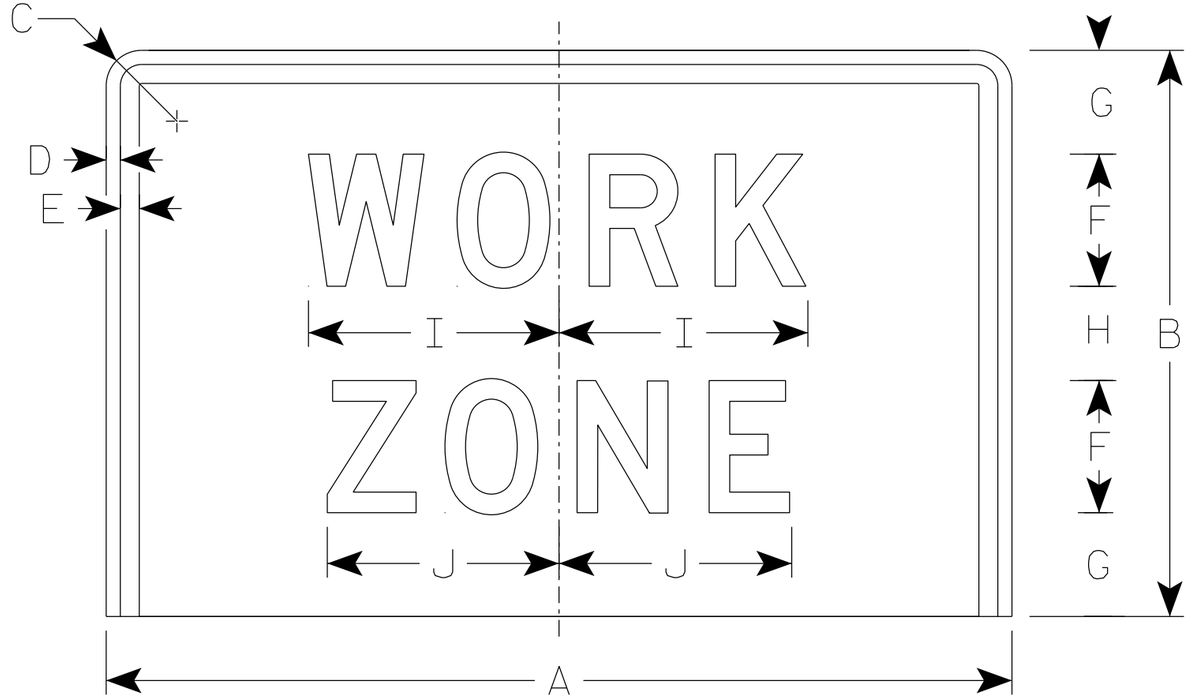
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 3/12/2024 PLATE NO. W21-62.6

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate_W2162.dgn PLOT DATE : 12-MARCH 2024 2:57 PLOT BY : dotc4c PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42



W21-62Q

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - D

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	48	30	1 7/8	3/4	1	7	5 1/2	5	13 1/4	12 1/4																	10.0
2M	48	30	1 7/8	3/4	1	7	5 1/2	5	13 1/4	12 1/4																	10.0
3	48	30	1 7/8	3/4	1	7	5 1/2	5	13 1/4	12 1/4																	10.0
4	48	30	1 7/8	3/4	1	7	5 1/2	5	13 1/4	12 1/4																	10.0
5	48	30	1 7/8	3/4	1	7	5 1/2	5	13 1/4	12 1/4																	10.0

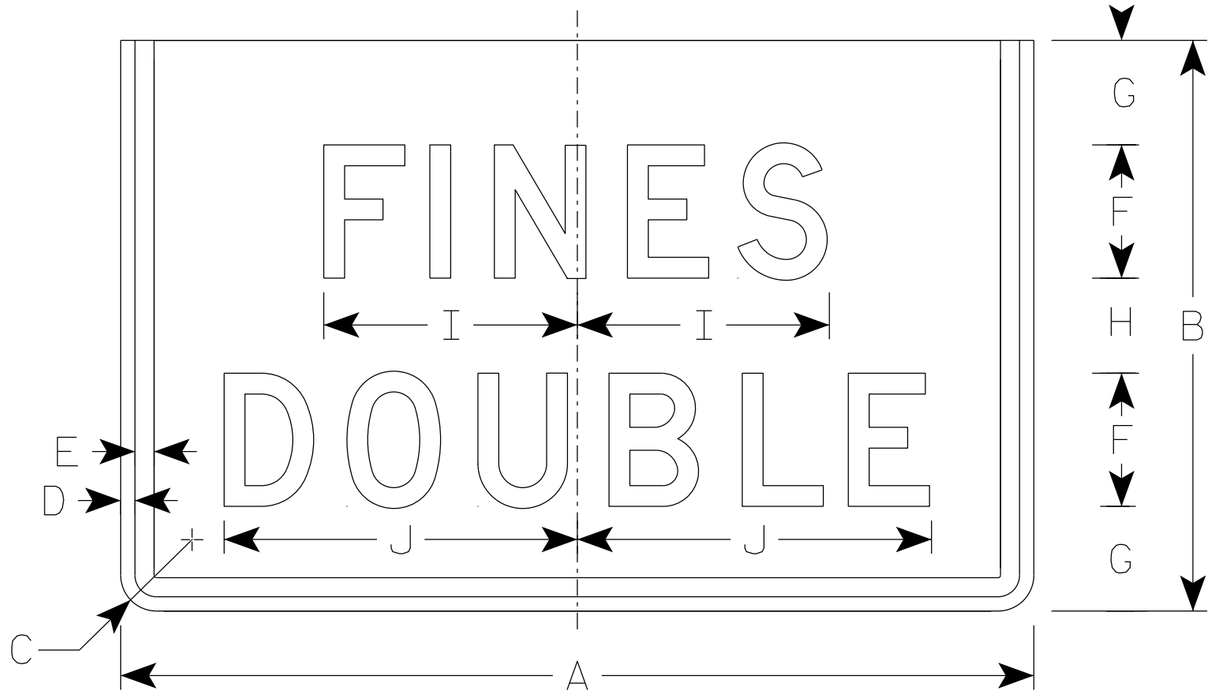
STANDARD SIGN
W21-62Q

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/12/2024 PLATE NO. W21-62Q.3

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 417 | E



W21-62R

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - D

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	48	30	1 7/8	3/4	1	7	5 1/2	5	13 1/4	18 5/8																	10.0
2M	48	30	1 7/8	3/4	1	7	5 1/2	5	13 1/4	18 5/8																	10.0
3	48	30	1 7/8	3/4	1	7	5 1/2	5	13 1/4	18 5/8																	10.0
4	48	30	1 7/8	3/4	1	7	5 1/2	5	13 1/4	18 5/8																	10.0
5	48	30	1 7/8	3/4	1	7	5 1/2	5	13 1/4	18 5/8																	10.0

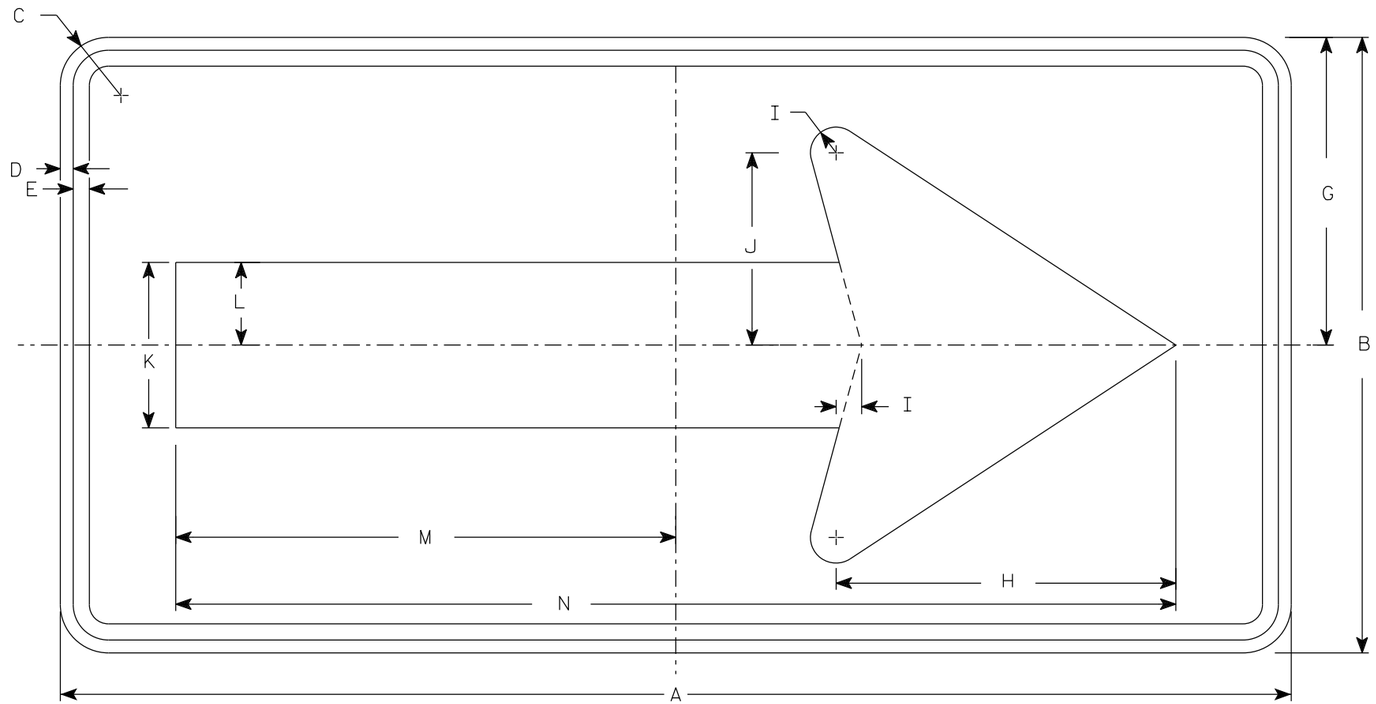
STANDARD SIGN
W21-62R

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 3/13/2024 PLATE NO. W21-62R.3

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 418 E



WO1-6

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	48	24	1 7/8	1/2	5/8		12	13 1/4	1	7 1/2	6 1/2	3 1/4	19 1/2	39													8.0
2M	48	24	1 7/8	1/2	5/8		12	13 1/4	1	7 1/2	6 1/2	3 1/4	19 1/2	39													8.0
3	60	30	1 7/8	1/2	5/8		15	16 1/4	1 1/4	9 1/4	8	4	24 3/8	48 3/4													12.5
4	60	30	1 7/8	1/2	5/8		15	16 1/4	1 1/4	9 1/4	8	4	24 3/8	48 3/4													12.5
5	60	30	1 7/8	1/2	5/8		15	16 1/4	1 1/4	9 1/4	8	4	24 3/8	48 3/4													12.5

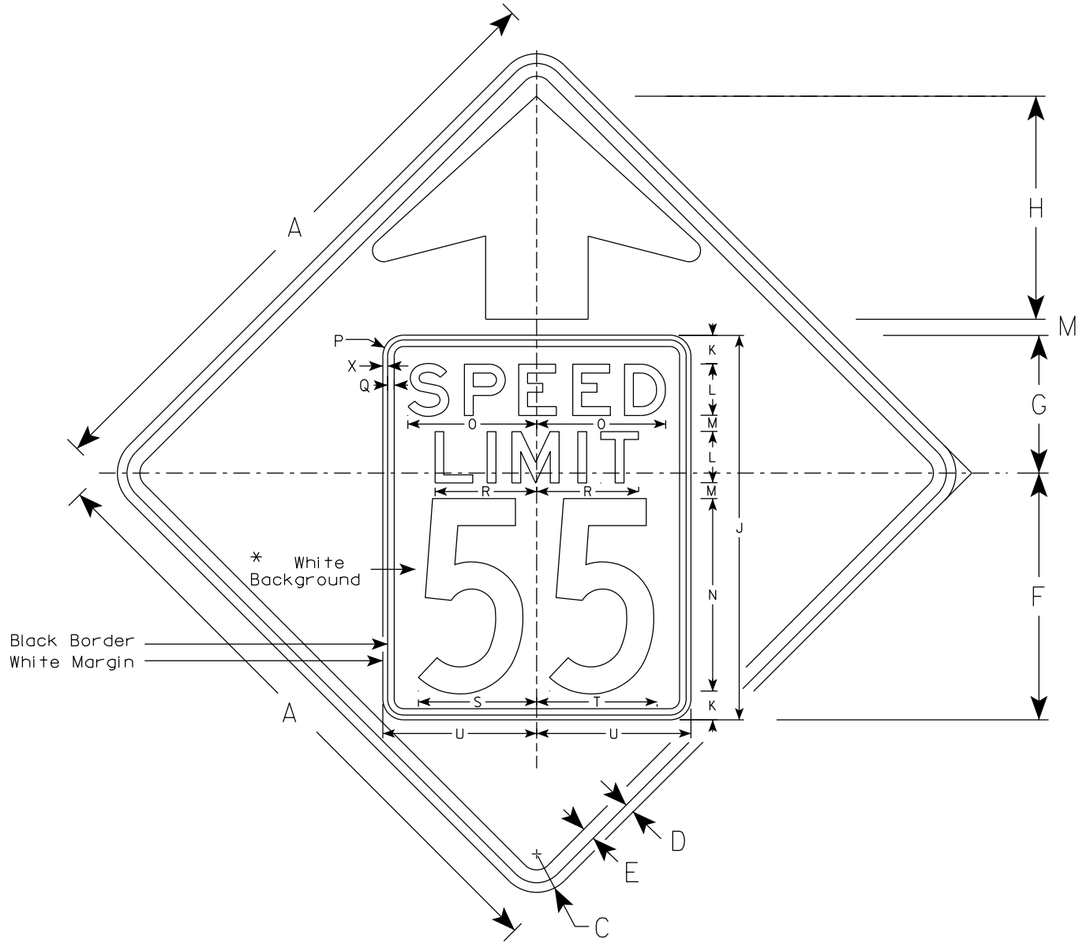
STANDARD SIGN
WO1-6

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/24/2024 PLATE NO. WO1-6.2

PROJECT NO: | HWY: | COUNTY: | SHEET NO: E

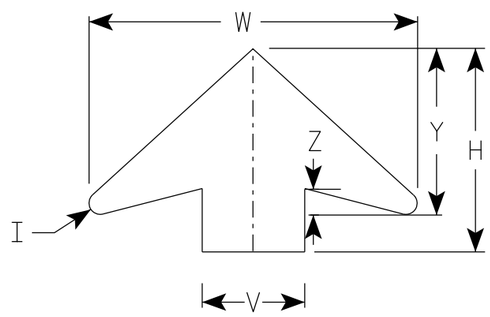


W03-5

NOTES

1. Sign is Type II - Type F Reflective
2. Color: *
   Background - ORANGE*
   Message - BLACK
3. Message Series - C for numbers Series E for wording
4. Substitute appropriate numerals and optically adjust spacing to achieve proper balance

*Speed Limit Sign shall have a White Background



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		2 1/4	5/8	3/4	14 1/2	9 1/2	11 1/2	5/8	24	2	3	1	12	7 1/8	1 1/2	3/8	5 3/4	7 1/4	7 1/8	9	6	19 1/4	3/8	9 3/4	1 5/8	9.0
2S	48		3	3/4	1	19 1/4	10 3/4	17 3/8	7/8	30	2 1/4	4	1 1/4	15	10	1 5/8	1/2	8	9 1/4	9 3/8	12	8	25 5/8	3/8	13	2	16.0
2M	48		3	3/4	1	19 1/4	10 3/4	17 3/8	7/8	30	2 1/4	4	1 1/4	15	10	1 5/8	1/2	8	9 1/4	9 3/8	12	8	25 5/8	3/8	13	2	16.0
3	48		3	3/4	1	19 1/4	10 3/4	17 3/8	7/8	30	2 1/4	4	1 1/4	15	10	1 5/8	1/2	8	9 1/4	9 3/8	12	8	25 5/8	3/8	13	2	16.0
4	48		3	3/4	1	19 1/4	10 3/4	17 3/8	7/8	30	2 1/4	4	1 1/4	15	10	1 5/8	1/2	8	9 1/4	9 3/8	12	8	25 5/8	3/8	13	2	16.0
5	48		3	3/4	1	19 1/4	10 3/4	17 3/8	7/8	30	2 1/4	4	1 1/4	15	10	1 5/8	1/2	8	9 1/4	9 3/8	12	8	25 5/8	3/8	13	2	16.0

STANDARD SIGN
W03-5

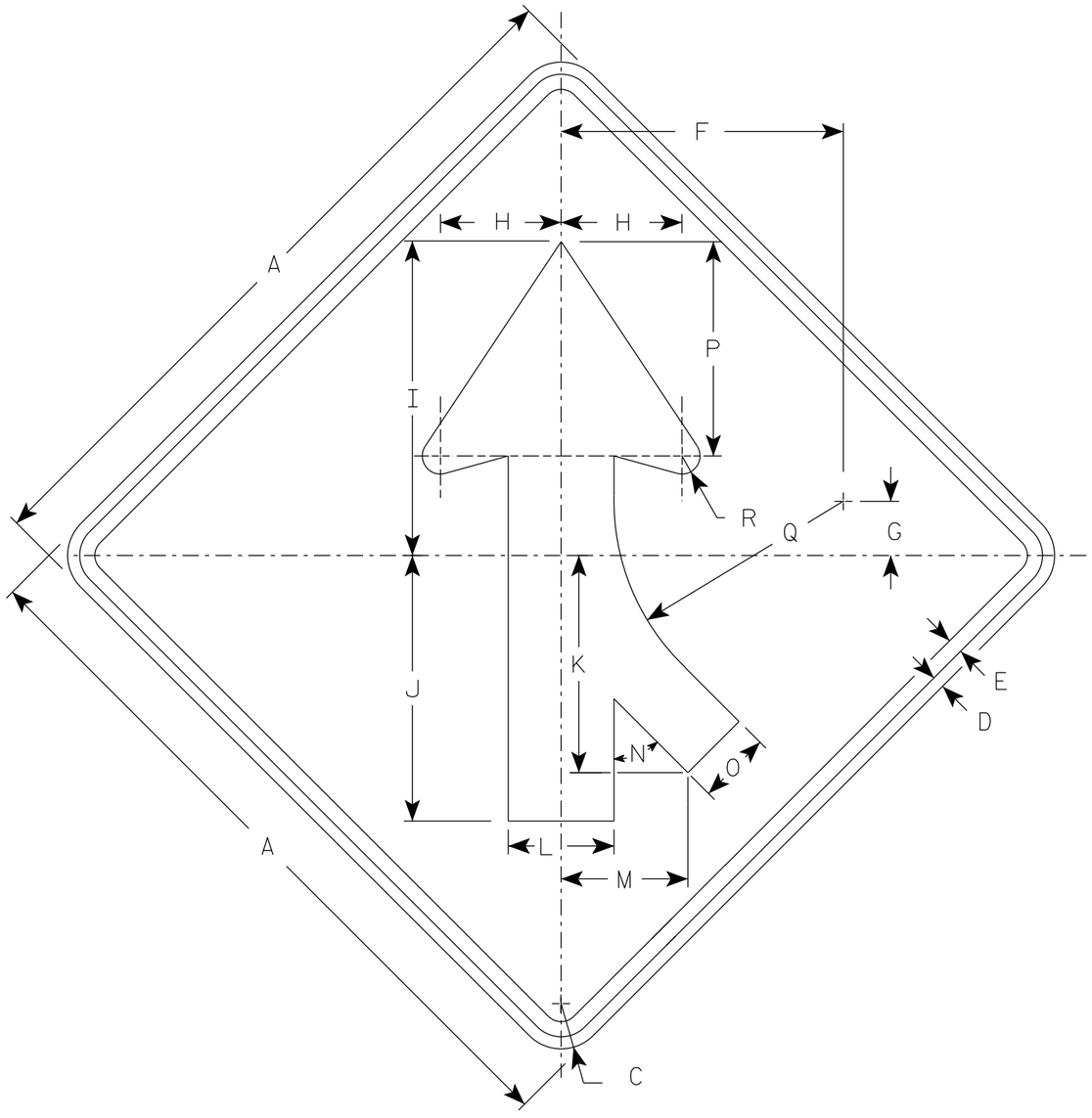
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/24/2024 PLATE NO. W03-5.2

PROJECT NO:

SHEET NO: 420 E



W04-1R

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. W04-1L is the same as W04-1R except the arrow is reversed along the vertical centerline.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		2 1/4	5/8	3/4	14	2 3/4	6	15 3/4	13 1/4	10 1/4	5 1/4	6 3/8	45°	3 5/8	10 5/8	11 3/8	7/8									9.0
2S	48		3	3/4	1	18 3/4	3 5/8	8	20 1/2	17 1/2	14 3/8	7	8 3/8	45°	4 3/4	14 1/4	15 1/4	1 1/4									16.0
2M	48		3	3/4	1	18 3/4	3 5/8	8	20 1/2	17 1/2	14 3/8	7	8 3/8	45°	4 3/4	14 1/4	15 1/4	1 1/4									16.0
3	48		3	3/4	1	18 3/4	3 5/8	8	20 1/2	17 1/2	14 3/8	7	8 3/8	45°	4 3/4	14 1/4	15 1/4	1 1/4									16.0
4	48		3	3/4	1	18 3/4	3 5/8	8	20 1/2	17 1/2	14 3/8	7	8 3/8	45°	4 3/4	14 1/4	15 1/4	1 1/4									16.0
5	48		3	3/4	1	18 3/4	3 5/8	8	20 1/2	17 1/2	14 3/8	7	8 3/8	45°	4 3/4	14 1/4	15 1/4	1 1/4									16.0

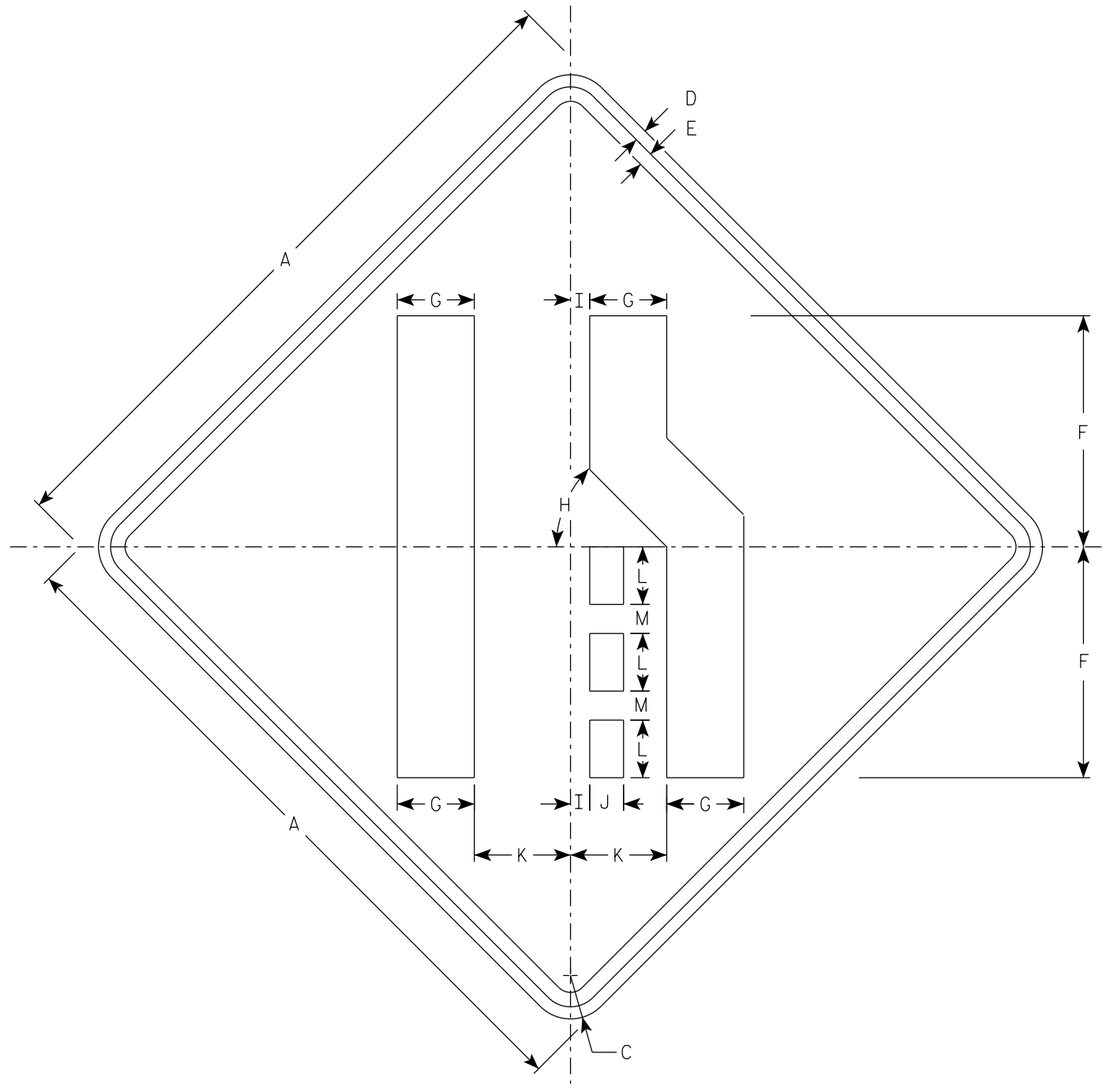
STANDARD SIGN
W04-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/25/2024 PLATE NO. W04-1.3

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 421 | E



W04-2R

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. W04-2L is the same as W04-2R except the symbol is reversed along the vertical centerline.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		2 1/4	5/8	3/4	12	4	45°	1	1 3/4	5	3	1 1/2														9.0
2S	48		3	3/4	1	16	5 3/8	45°	1 1/4	2 3/8	6 3/4	4	2														16.0
2M	48		3	3/4	1	16	5 3/8	45°	1 1/4	2 3/8	6 3/4	4	2														16.0
3	48		3	3/4	1	16	5 3/8	45°	1 1/4	2 3/8	6 3/4	4	2														16.0
4	48		3	3/4	1	16	5 3/8	45°	1 1/4	2 3/8	6 3/4	4	2														16.0
5	48		3	3/4	1	16	5 3/8	45°	1 1/4	2 3/8	6 3/4	4	2														16.0

STANDARD SIGN
W04-2

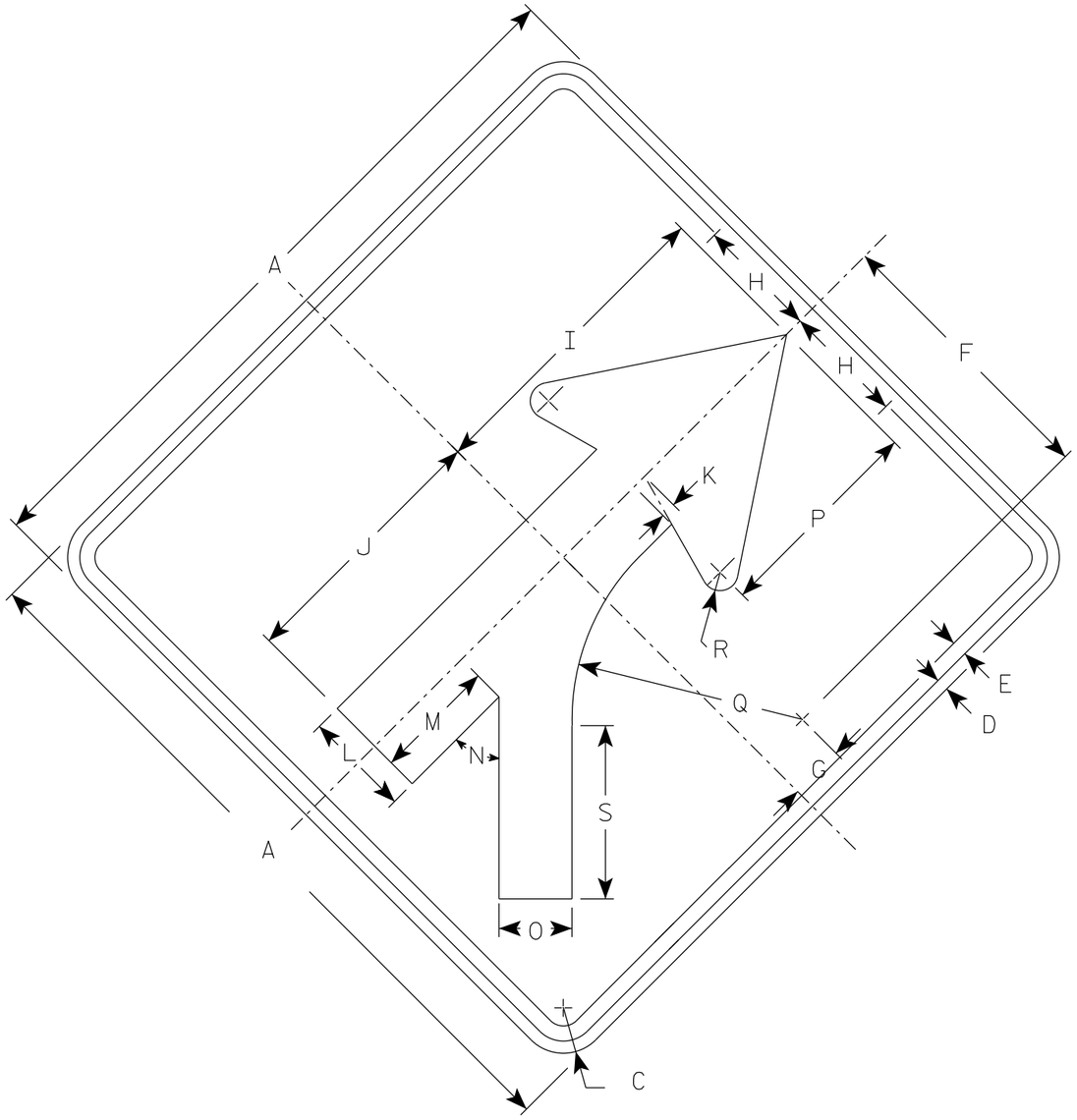
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/25/2024 PLATE NO. W04-2.2

PROJECT NO:

SHEET NO: 422 E



W04-5R

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. W04-5L is the same as W04-5R except the arrow is reversed along the vertical centerline.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		2 1/4	5/8	3/4	14	2 3/4	6	15 3/4	13 1/4	3/4	5 1/4	6 1/8	45°	3 5/8	10 5/8	11 3/8	7/8	8 1/2								9.0
2S	48		3	3/4	1	18 3/4	3 5/8	8	20 1/2	17 1/2	1	7	8 1/8	45°	4 3/4	14 1/4	15 1/4	1 1/4	11 3/8								16.0
2M	48		3	3/4	1	18 3/4	3 5/8	8	20 1/2	17 1/2	1	7	8 1/8	45°	4 3/4	14 1/4	15 1/4	1 1/4	11 3/8								16.0
3	48		3	3/4	1	18 3/4	3 5/8	8	20 1/2	17 1/2	1	7	8 1/8	45°	4 3/4	14 1/4	15 1/4	1 1/4	11 3/8								16.0
4	48		3	3/4	1	18 3/4	3 5/8	8	20 1/2	17 1/2	1	7	8 1/8	45°	4 3/4	14 1/4	15 1/4	1 1/4	11 3/8								16.0
5	48		3	3/4	1	18 3/4	3 5/8	8	20 1/2	17 1/2	1	7	8 1/8	45°	4 3/4	14 1/4	15 1/4	1 1/4	11 3/8								16.0

STANDARD SIGN
W04-5

WISCONSIN DEPT OF TRANSPORTATION

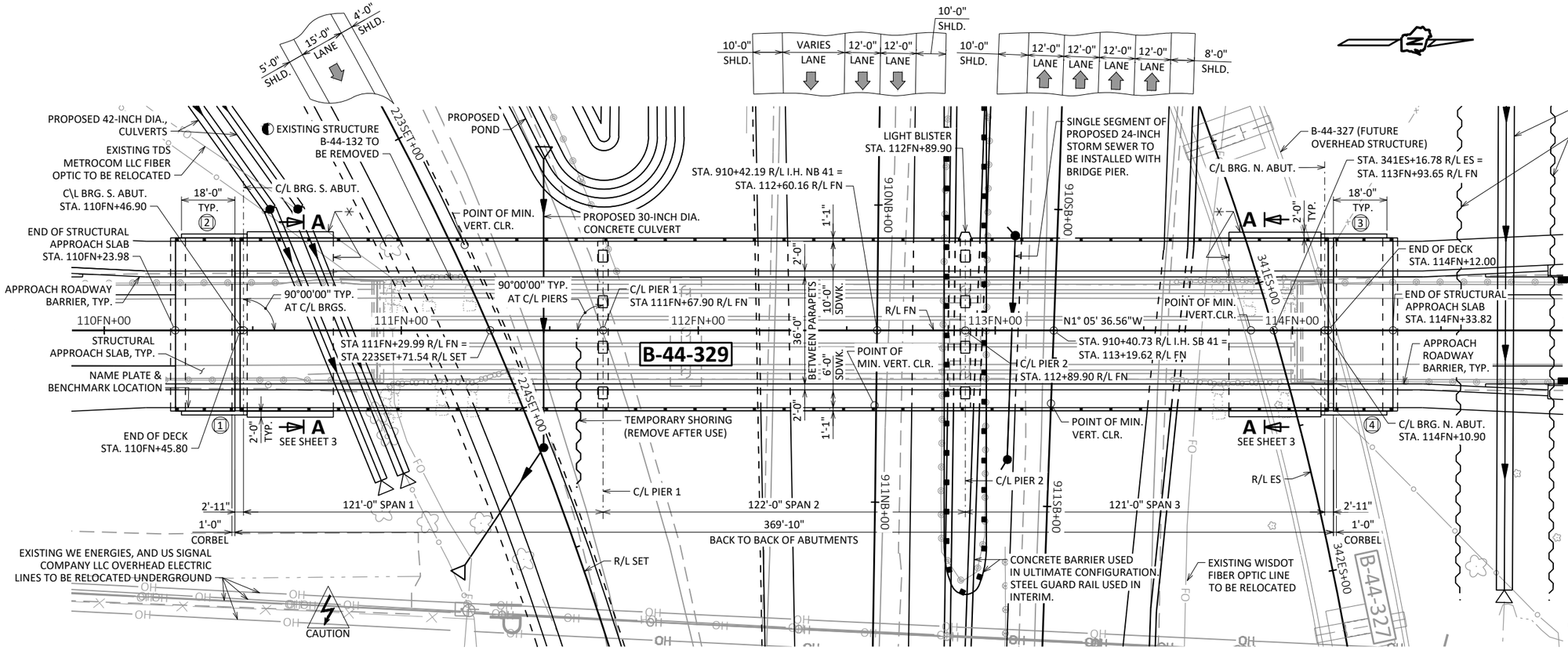
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/25/2024 PLATE NO. W04-5.3

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 423 E

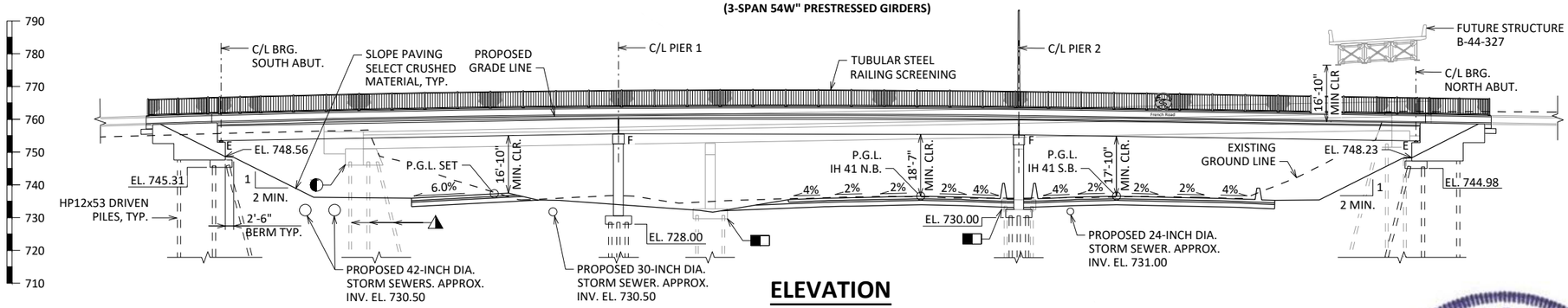
STATE PROJECT NUMBER

1130-65-81



PLAN

(3-SPAN 54W" PRESTRESSED GIRDERS)



ELEVATION

(LOOKING WEST)

LEGEND

- EXISTING STRUCTURE B-44-132 IS A 3-SPAN STEEL GIRDER BRIDGE. PLANS OF THE EXISTING STRUCTURE ARE AVAILABLE FOR REVIEW AT WISDOT NE REGION OFFICE, 944 VANDERPERREN WAY, GREEN BAY, WI, OR THROUGH THE WISDOT STRUCTURES WEBSITE.
- (1) INDICATES WING NUMBER.
- ✳ LIMITS OF SLOPE PAVING SELECT CRUSHED MATERIAL.
- REMOVE EXISTING PIER TO BOTTOM OF PILE CAP.
- REMOVE EXISTING SOUTH ABUTMENT PILES TO ELEV. 280.00

TRAFFIC DATA

IH 41
EXISTING A.D.T. = 67,900 (2020)
FUTURE A.D.T. = 92,000 (2045)
R.D.S. = 75 MPH

FRENCH ROAD
EXISTING A.D.T. = 5,100 (2020)
FUTURE A.D.T. = 5,710 (2045)
R.D.S. = 40 MPH

DESIGN DATA

LIVE LOAD:

DESIGN LOADING: HL-93
INVENTORY RATING: RF = 1.36
OPERATING RATING: RF = 1.94
WISCONSIN STANDARD PERMIT VEHICLE (WIS-SPV): XXX (KIPS)

STRUCTURE IS DESIGNED FOR A FUTURE WEARING SURFACE OF 20 POUNDS PER SQUARE FOOT.

MATERIAL PROPERTIES:

CONCRETE MASONRY:
- SUPERSTRUCTURE & STRUCTURAL APPROACH SLAB — f'_c = 4,000 PSI
- ALL OTHER — f'_c = 3,500 PSI

BAR STEEL REINFORCEMENT
- GRADE 60 — f_y = 60,000 PSI
- STAINLESS, GRADE 60 — f_y = 60,000 PSI

54W-INCH PRESTRESSED GIRDERS — f'_c = 8,000 PSI
PRESTRESSING STRANDS:
(0.6 - INCH) ULTIMATE TENSILE STRENGTH — = 270,000 PSI

STEEL PILING:
ASTM A572, GRADE 50 — f_y = 50,000 PSI

FOUNDATION DATA

ABUTMENTS TO BE SUPPORTED ON HP 12x53 PILING DRIVEN TO A REQUIRED DRIVING RESISTANCE OF 220 TONS ** PER PILE AS DETERMINED BY THE MODIFIED GATES DYNAMIC FORMULA.
- ESTIMATED 90-'0" LONG AT SOUTH ABUTMENT.
- ESTIMATED 90-'0" LONG AT NORTH ABUTMENT. PILE POINTS REQUIRED.

PIERS TO BE SUPPORTED ON HP 12x53 PILING DRIVEN TO A REQUIRED DRIVING RESISTANCE OF 220 TONS ** PER PILE AS DETERMINED BY THE MODIFIED GATES DYNAMIC FORMULA.
- ESTIMATED 80-'0" LONG AT PIER 1.
- ESTIMATED 80-'0" LONG AT PIER 2.

**THE FACTORED AXIAL RESISTANCE OF PILES IN COMPRESSION USED FOR DESIGN IS THE REQUIRED DRIVING RESISTANCE MULTIPLIED BY A RESISTANCE FACTOR OF 0.5 USING MODIFIED GATES TO DETERMINE PILE CAPACITY.

WISCONSIN
STEVEN G. MILLER
E-26710
MILWAUKEE, WI
7/23/2025
PROFESSIONAL ENGINEER

STRUCTURES DESIGN CONTACTS

BRIDGE OFFICE:
AARON BONK: (608) 261-0261
CONSULTANT:
MARK MADAY (414) 272-2426

NO.	DATE	REVISION	BY

Jacobs

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORATION

ACCEPTED JLR 08/04/25
CHIEF STRUCTURES DESIGN ENGINEER — DATE

STRUCTURE B-44-329

FRENCH ROAD OVER I-41

COUNTY	TOWN/~~CITY/VILLAGE~~
OUTAGAMIE	GRAND CHUTE

DESIGN SPEC.
AASHTO LRFD BRIDGE DESIGN SPECIFICATION

DESIGNED BY	DESIGN CK'D	DRAWN BY	PLANS CK'D
ALR	SGM	GLM	SGM

GENERAL PLAN & ELEVATION

SHEET 1 OF 43
424

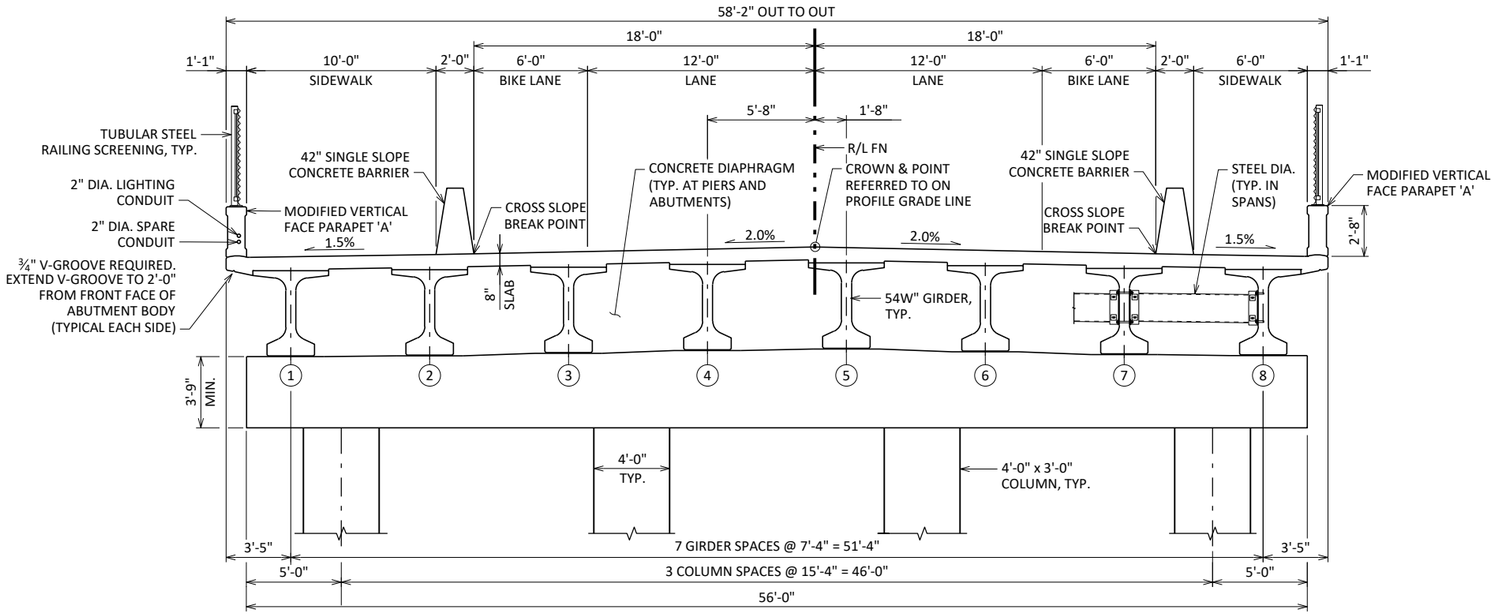
SCALE = 40

8

8

FILE NAME : C:\USERS\GMCGINN\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\STRC\B-44-0329\SHEETS\B44-0329_080101_GP.DWG
LAYOUT NAME - SHT_01

I.D. 1130-65-81 DATE: 07/16/2025



TYPICAL SECTION THRU FRENCH ROAD

(LOOKING NORTH)

LIST OF DRAWINGS

1 GENERAL PLAN & ELEVATION
2 TYPICAL SECTION & QUANTITIES
3 PROFILE GRADE LINES
4 INTERIM ELEVATION
5 SUBSURFACE EXPLORATION
6 SOUTH ABUTMENT
7 SOUTH ABUTMENT DETAILS (1 OF 2)
8 SOUTH ABUTMENT DETAILS (2 OF 2)
9 NORTH ABUTMENT
10 NORTH ABUTMENT DETAILS (1 OF 2)
11 NORTH ABUTMENT DETAILS (2 OF 2)
12 ALTERNATE CONSTRUCTION JOINT
13 PIER 1
14 PIER 1 DETAILS
15 PIER 1 BILL OF BARS
16 PIER 2
17 PIER 2 DETAILS
18 PIER 2 BILL OF BARS
19 54W" PRESTRESSED GIRDER
20 54W" PRESTRESSED GIRDER DETAILS
21 LAMINATED ELASTOMERIC BEARING
22 SUPERSTRUCTURE FRAMING PLAN
23 STEEL DIAPHRAGM
24 SUPERSTRUCTURE PLAN
25 SUPERSTRUCTURE CROSS SECTION
26 SUPERSTRUCTURE DETAILS (1 OF 2)
27 SUPERSTRUCTURE DETAILS (2 OF 2)
28 SUPERSTRUCTURE BILL OF BARS
29 LIGHT STANDARD DETAILS
30 CONDUIT DETAILS
31 STRIP SEAL EXPANSION DEVICE
32 STRIP SEAL COVER PLATE DETAILS
33 SOUTH STRUCTURAL APPROACH SLAB
34 NORTH STRUCTURAL APPROACH SLAB
35 STRUCTURAL APPROACH SLAB DETAILS
36 SINGLE SLOPE CONCRETE BARRIER
37 MODIFIED VERTICAL FACE PARAPET 'A'
38 TUBULAR STEEL RAILING SCREENING
39 LIGHT ACCESS GATE DETAILS
40 AESTHETIC DETAILS (1 OF 3)
41 AESTHETIC DETAILS (2 OF 3)
42 AESTHETIC DETAILS (3 OF 3)
43 STAINING DETAILS

ESTIMATE OF QUANTITIES

BID ITEM NUMBER	BID ITEMS	UNIT	SOUTH APPROACH SLAB	SOUTH ABUTMENT	PIER 1	PIER 2	NORTH ABUTMENT	NORTH APPROACH SLAB	SUPER - STRUCTURE	TOTAL
203.0220	REMOVING STRUCTURE B-44-132	EACH	---	---	---	---	---	---	---	1
206.1001	EXCAVATION FOR STRUCTURES BRIDGES B-44-329	EACH	---	---	---	---	---	---	---	1
210.1500	BACKFILL STRUCTURE TYPE A	TON	---	470	---	360	490	---	---	1,320
305.0120	BASE AGGREGATE DENSE 1 1/4-INCH	TON	180	---	---	---	---	180	---	360
502.0100	CONCRETE MASONRY BRIDGES	CY	17	140	107	112	142	17	---	535
502.3101	EXPANSION DEVICE	LF	---	58	---	---	58	---	---	117
502.3200	PROTECTIVE SURFACE TREATMENT	SY	131	---	---	---	---	131	2,118	2,380
502.3210	PIGMENTED SURFACE SEALER	SY	57	---	---	---	---	57	956	1,070
503.0155	PRESTRESSED GIRDER TYPE I 54W-INCH	LF	---	---	---	---	---	---	2,922	2,922
505.0400	BAR STEEL REINFORCEMENT HS STRUCTURES	LB	---	1,160	5,510	6,400	1,160	---	---	14,230
505.0600	BAR STEEL REINFORCEMENT HS COATED STRUCTURES	LB	14,400	9,700	19,480	18,410	9,740	14,400	219,850	305,980
505.0800.S	BAR STEEL REINFORCEMENT HS STAINLESS STRUCTURES	LB	---	1,000	---	---	1,000	---	---	2,000
506.2605	BEARING PADS ELASTOMERIC NON-LAMINATED	EACH	---	---	16	16	---	---	---	32
506.2610	BEARING PADS ELASTOMERIC LAMINATED	EACH	---	8	---	---	8	---	---	16
506.4000	STEEL DIAPHRAGMS B-44-329	EACH	---	---	---	---	---	---	42	42
511.1200	TEMPORARY SHORING B-44-329	SF	---	---	250	---	---	---	---	250
513.4091	RAILING TUBULAR SCREENING	LF	44	---	---	---	---	44	733	821
516.0500	RUBBERIZED MEMBRANE WATERPROOFING	SY	---	16	---	---	16	---	---	32
517.1000.S	CONCRETE STAINING B-44-329	SF	120	830	1,690	1,570	840	120	10,430	15,600
531.8990	ANCHOR ASSEMBLIES POLES ON STRUCTURES	EACH	---	---	---	---	---	---	1	1
550.0500	PILE POINTS	EACH	---	---	---	---	22	---	---	22
550.1120	PILING STEEL HP 12-INCH x 53 LB	LF	---	1,980	2,880	2,880	1,980	---	---	9,720
604.0600	SLOPE PAVING SELECT CRUSHED MATERIAL	SY	---	230	---	---	250	---	---	480
612.0406	PIPE UNDERDRAIN WRAPPED 6-INCH	LF	---	130	---	---	130	---	---	260
652.0125	CONDUIT RIGID METALLIC 2-INCH	LF	20	---	---	---	---	20	16	56
652.0225	CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH	LF	65	---	---	---	---	65	780	910
653.0222	JUNCTION BOXES 18x12x6-INCH	EACH	---	---	---	---	---	---	4	4
SPV.0035.0800	HPC MASONRY STRUCTURES	CY	70	---	---	---	---	70	928	1,068
SPV.0165.0800	LONGITUDINAL GROOVING BRIDGE DECK	SF	780	---	---	---	---	780	13,200	14,760
SPV.0060.3000	DECORATIVE SILHOUETTE	EACH	---	---	---	---	---	---	2	2
	NON-BID ITEMS									
	PREFORMED JOINT FILLER	SIZE	---	---	---	---	---	---	---	1/2" & 3/4"
	EXPANDED POLYSTYRENE	SIZE	---	---	---	---	---	---	---	1"
	NAME PLATE	EACH	---	---	---	---	---	---	---	1

ALL BID ITEMS ARE CATEGORY 2000 EXCEPT "CONCRETE STAINING B-44-329" AND "DECORATIVE SILHOUETTE" ARE CATEGORY 1400.

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

BAR STEEL REINFORCEMENT SHALL BE PLACED WITH 2" OF CLEAR CONCRETE COVER UNLESS OTHERWISE NOTED.

BEVEL EXPOSED EDGES OF CONCRETE ¾" UNLESS OTHERWISE NOTED.

ALL DIMENSIONS ARE IN FEET AND INCHES UNLESS OTHERWISE NOTED.

ALL STATIONS AND ELEVATIONS ARE IN FEET. ELEVATIONS REFERENCED TO THE NORTH AMERICAN VERTICAL DATUM OF NAVD 88 (2012).

THE UTILITY INFORMATION SHOWN ON THESE DRAWINGS CONCERNING TYPE AND LOCATION OF UNDERGROUND UTILITIES IS NOT GUARANTEED TO BE ACCURATE OR ALL-INCLUSIVE. THE CONTRACTOR IS RESPONSIBLE FOR MAKING HIS OWN DETERMINATION AS TO TYPE AND LOCATION OF UNDERGROUND UTILITIES AS MAY BE NECESSARY TO AVOID DAMAGE.

ALL REINFORCING BARS ARE ENGLISH. THE FIRST DIGIT OF A THREE DIGIT BAR MARK OR THE FIRST TWO DIGITS OF A FOUR DIGIT BAR MARK SIGNIFY THE BAR SIZE.

THE EXISTING GROUNDLINE SHALL BE THE UPPER LIMIT OF EXCAVATION FOR STRUCTURES.

AT THE BACK FACE OF ABUTMENT, ALL SPACES EXCAVATED AND NOT OCCUPIED BY THE NEW STRUCTURE SHALL BE BACKFILLED WITH STRUCTURE BACKFILL.

THE HAUNCH CONCRETE QUANTITY IS BASED ON THE AVERAGE HAUNCH SHOWN ON THE 54W" PRESTRESSED GIRDER DETAILS SHEET. THIS IS THE MAXIMUM HAUNCH QUANTITY FOR WHICH THE CONTRACTOR WILL BE PAID.

CONCRETE TO BE PAID FOR UNDER THE BID ITEM "HPC MASONRY STRUCTURES" INCLUDES DECK, HAUNCH OVER GIRDERS, ABUTMENT AND PIER DIAPHRAGMS, PARAPETS ON BRIDGE AND STRUCTURAL APPROACH SLABS, AND STRUCTURAL APPROACH SLABS (NOT APPROACH SLAB FOOTING).

PROTECTIVE SURFACE TREATMENT IS TO BE APPLIED TO THE ENTIRE TOP OF THE DECK, THE PAVING BLOCK AND STRUCTURAL APPROACH SLAB SURFACES. PIGMENTED SURFACE SEALER IS TO BE APPLIED TO THE TOP AND BOTH FACES OF THE SINGLE SLOPE CONCRETE BARRIERS, AND THE TOP AND SIDEWALK FACE OF THE MODIFIED VERTICAL FACE PARAPET 'A'.

"LONGITUDINAL GROOVING BRIDGE DECK" SHALL BE APPLIED TO THE TRAFFIC LANES AND BIKE LANES OF THE BRIDGE AND STRUCTURAL APPROACH SLAB.

PILE SPLICES SHALL BE MADE BY A CERTIFIED WELDER.

FRENCH ROAD TO BE CLOSED TO TRAFFIC DURING BRIDGE CONSTRUCTION.

CONCRETE STAINING TO BE IN ACCORDANCE WITH THE CONCRETE STAINING DETAILS AND SCHEDULE SHOWN ON STAINING DETAILS SHEET.

STATE PROJECT NUMBER

1130-65-81



NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-44-329

DRAWN BY GLM | PLANS CK'D SGM

TYPICAL SECTION & QUANTITIES

SHEET 2 OF 43
425

SCALE = 8

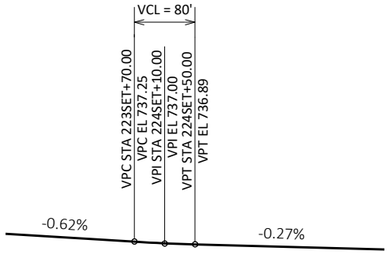
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FILE NAME : C:\USERS\GMCGINN\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\STRC\B-44-0329\SHEETS\B44-0329_080202_TS.DWG
LAYOUT NAME - SHT_02

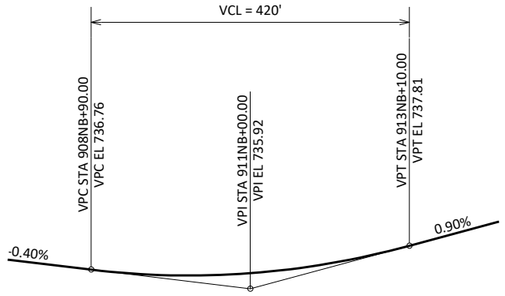
STATE PROJECT NUMBER

1130-65-81



PROFILE GRADE LINE - R/L SET

RAMP SET

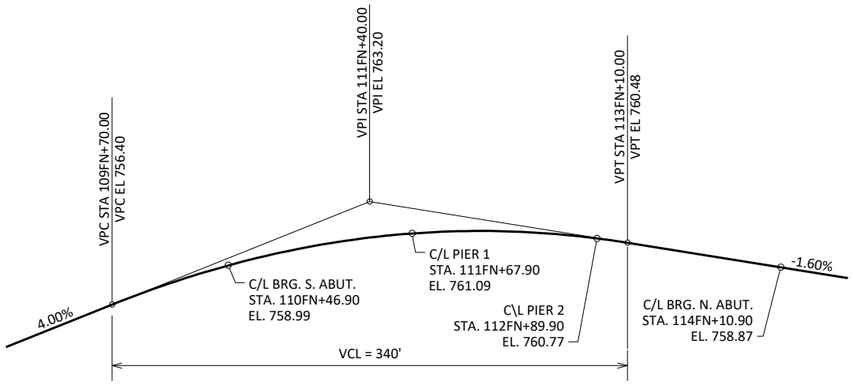


PROFILE GRADE LINE - NB & SB

IH 41

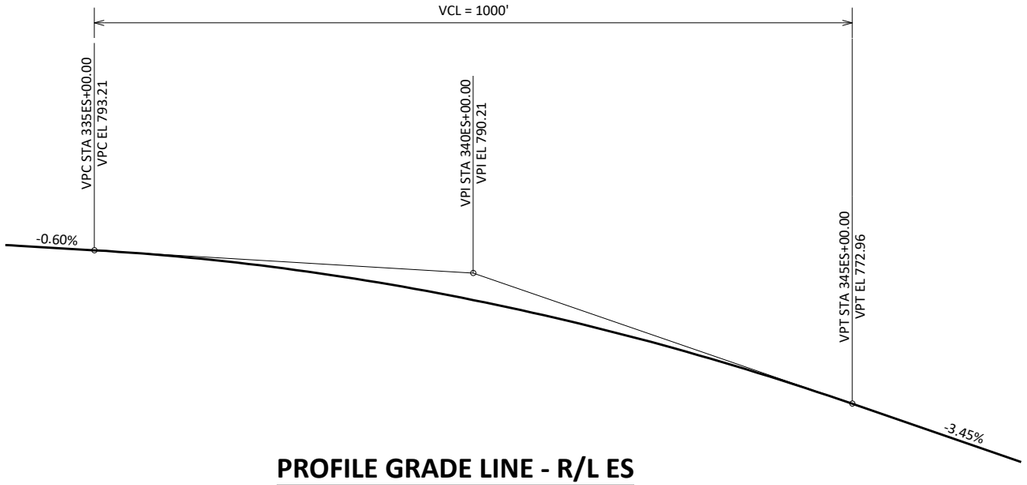
HORIZONTAL CURVE DATA

R/L ES	R/L SET
P.I. = 339ES+09.48	P.I. = 221SE+07.16
Δ = 94°00'21"	Δ = 77°36'35"
D = 5°24'19"	D = 5°19'47"
T = 1136.83'	T = 864.47'
L = 1739.15'	L = 1456.13'
R = 1060.00'	R = 1075.00'
S.E. = 6%	S.E. = 6%
P.C. = 327ES+72.65	P.C. = 212SET+42.69
P.T. = 345ES+11.80	P.T. = 226SET+98.82



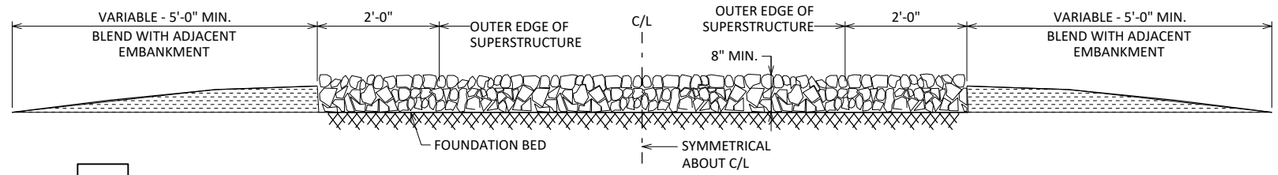
PROFILE GRADE LINE - R/L FN

FRENCH ROAD



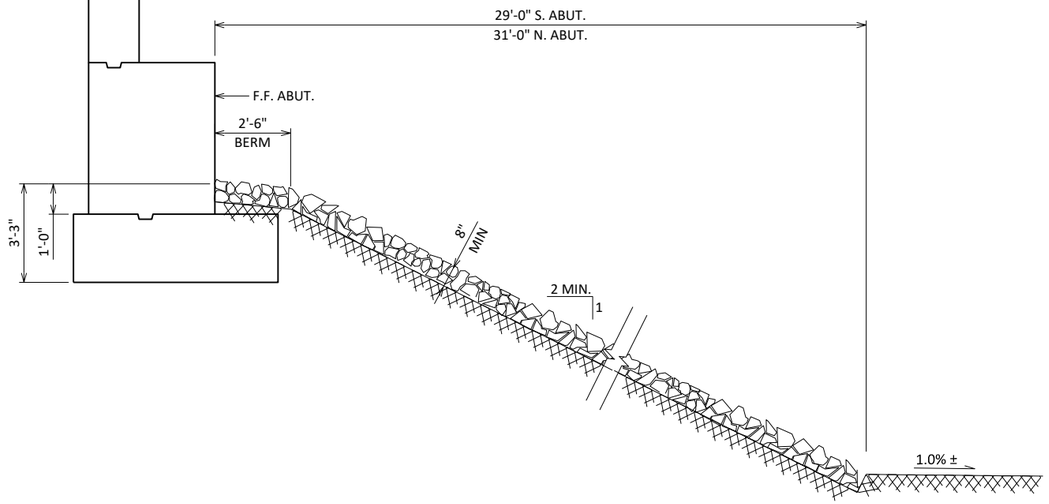
PROFILE GRADE LINE - R/L ES

RAMP ES



SECTION A-A

(FROM SHEET 1)



TYPICAL SECTION THRU SELECT CRUSHED MATERIAL

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-44-329

DRAWN BY GLM | PLANS CK'D SGM

PROFILE GRADE LINES

SHEET 3 OF 43

426

SCALE = VARIES

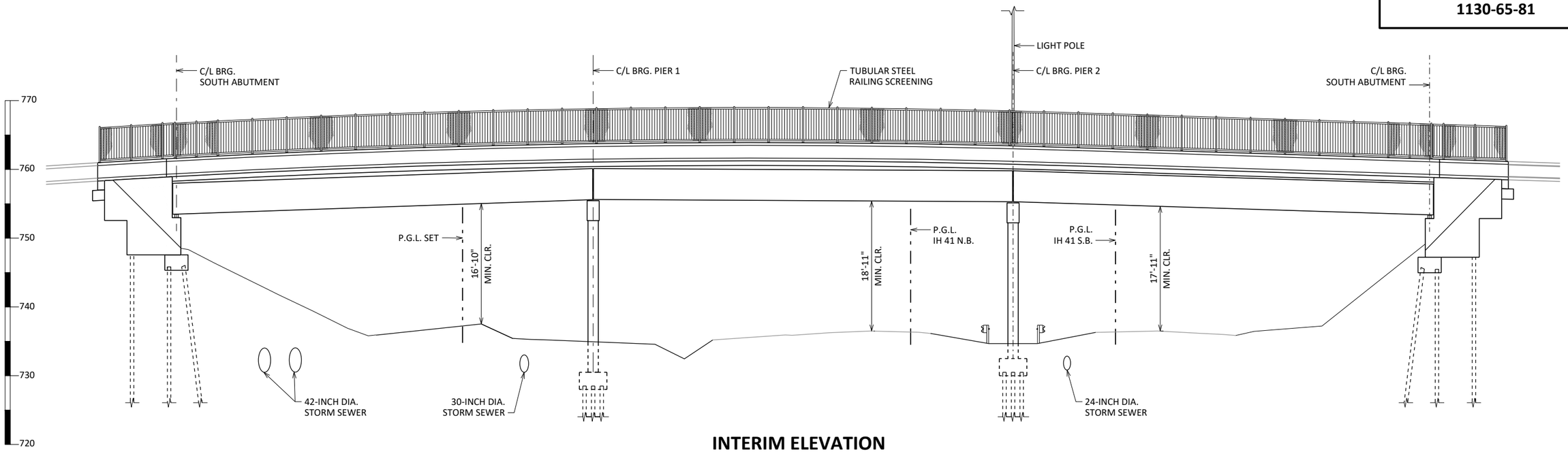
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FILE NAME : C:\USERS\GMCGINN\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\STRC\B-44-0329\SHEETS\B44-0329_080203_PG.DWG
LAYOUT NAME - SHT_03

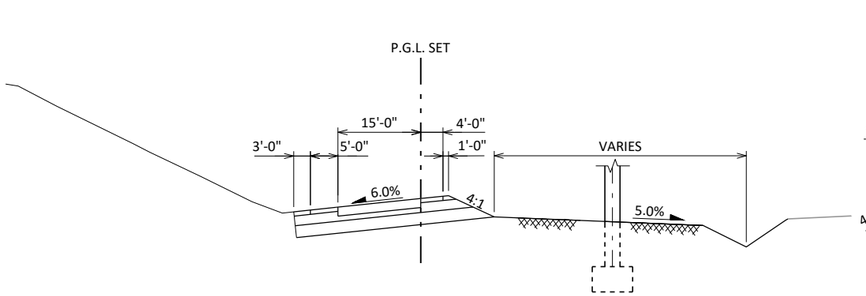
STATE PROJECT NUMBER

1130-65-81



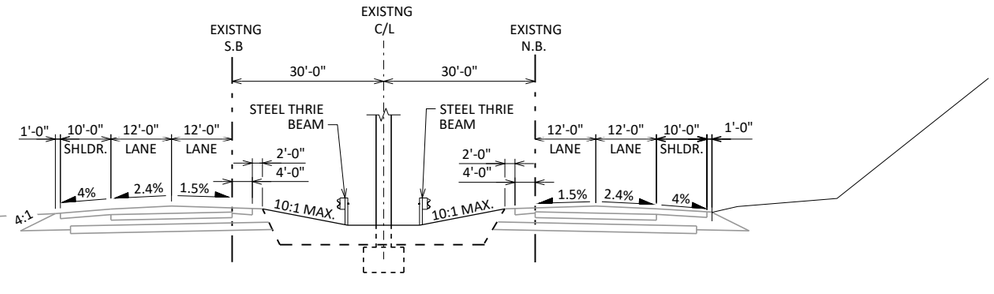
INTERIM ELEVATION

(LOOKING WEST)



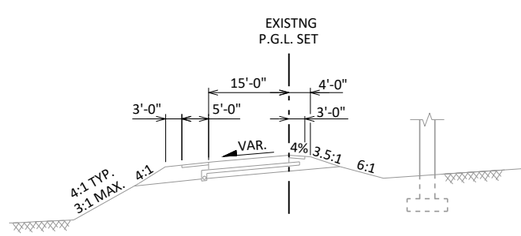
TYPICAL FINISHED SECTION
RAMP SET

STA. 216'SET'+75.00 TO STA. 223'SET'+75.00



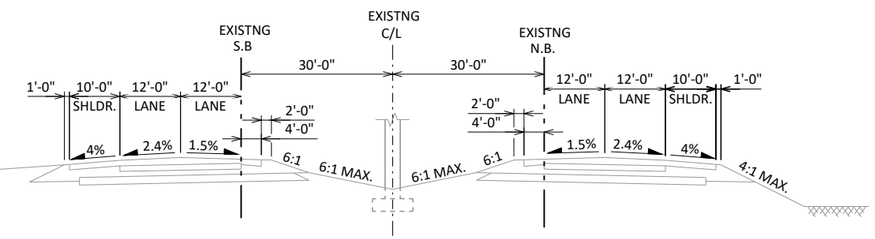
TYPICAL INTERIM SECTION
I.H. 41

STA. 909'NB'+48.91 TO STA. 911'NB'+30.56
STA. 909'SB'+48.94 TO STA. 911'SB'+30.51



TYPICAL EXISTING SECTION
STH 441 SE RAMP

STA. 212'SET'+87.37 TO STA. 225'SET'+62.26



TYPICAL EXISTING SECTION
I.H. 41

STA. 852'NB'+00 TO STA. 920'NB'+00.00
STA. 852'SB'+00 TO STA. 920'SB'+00.00

8

8

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-44-329

DRAWN BY GLM | PLANS CK'D SGM

INTERIM ELEVATION

SHEET 4 OF 43
427

SCALE = VARIES

FILE NAME : C:\USERS\GMCGINN\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\STRC\B-44-0329\SHEETS\B44-0329_080204_EL.DWG
LAYOUT NAME - SHT_04

NOTE:

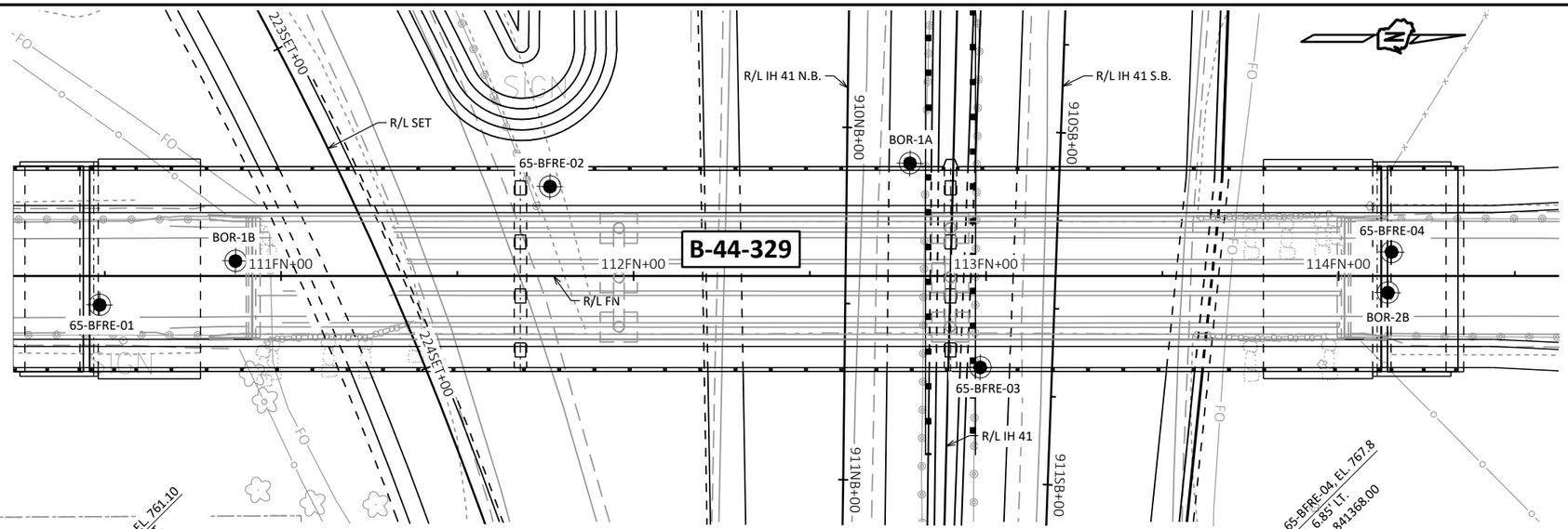
THE SUBSURFACE INFORMATION PRESENTED HERIN IS AN ABBREVIATED VERSION OF THE INFORMATION PRESENTED IN THE GEOTECHNICAL ENGINEERING REPORT. REVIEW THE APPROPRIATE GEOTECHNICAL REPORT AND SOIL BORING LOGS FOR ADDITIONAL SUBSURFACE INFORMATION.

BORING STATIONS AND OFFSET ARE BASED ON R/L FN (FRENCH ROAD)

DENOTES SOIL BORING LOCATION

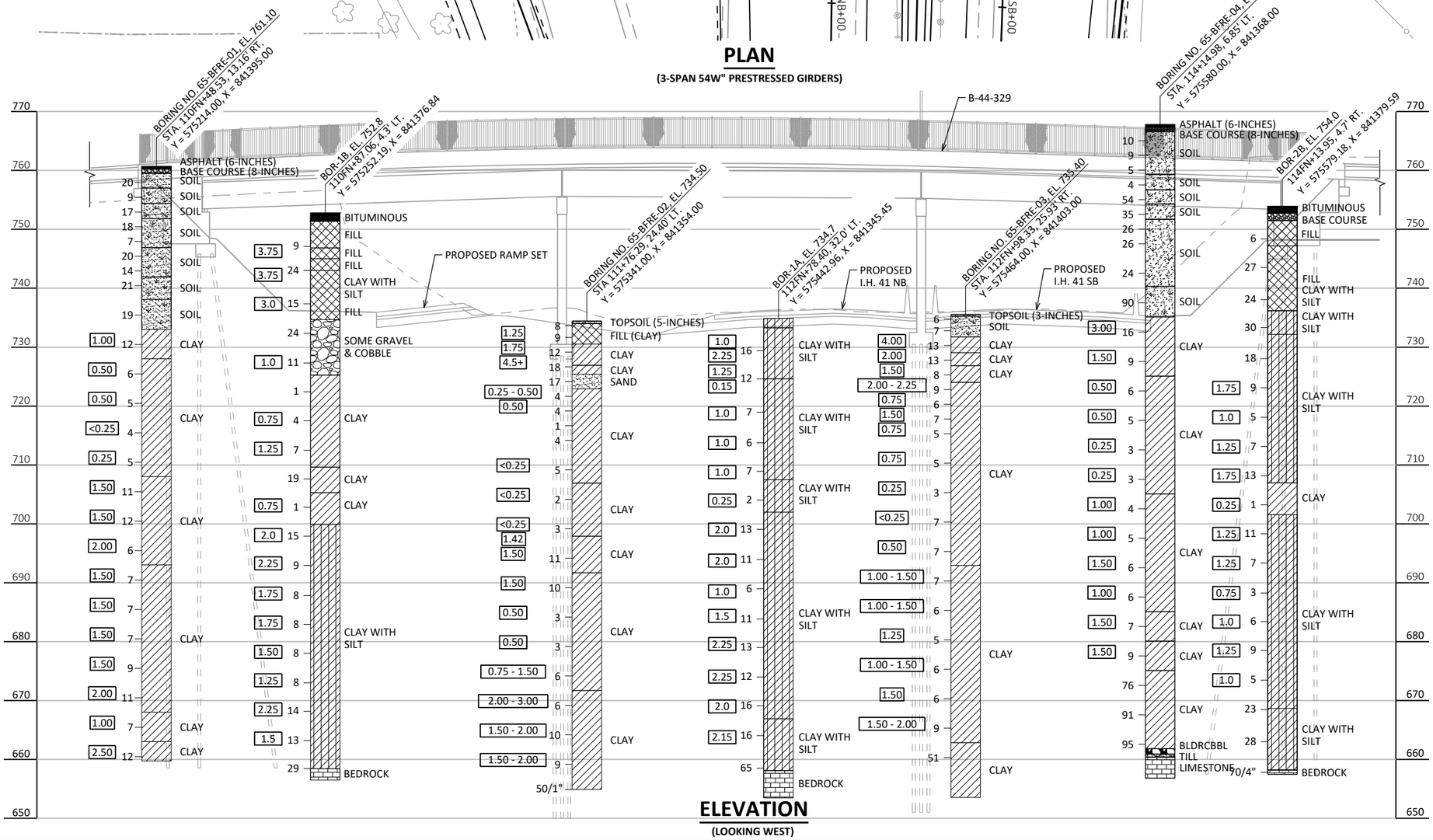
RECENT SOIL BORINGS COMPLETED BY: GESTRA ENGINEERING, INC.
HISTORICAL SOIL BORINGS COMPLETED BY: UNKNOWN

SOIL BORINGS TAKEN:
JUNE 15, 2023 - BORING 65-BFRE-01
UNKNOWN - BOR-1B
SEPTEMBER 9, 2022 - BORING 65-BFRE-02
UNKNOWN - BOR-1A
MAY 17, 2023 - BORING 65-BFRE-03
JUNE 14, 2023 - BORING 65-BFRE-04
UNKNOWN - BOR-2B



PLAN

(3-SPAN 54W" PRESTRESSED GIRDERS)



ELEVATION

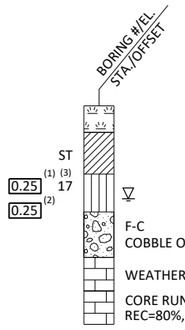
(LOOKING WEST)

STATE PROJECT NUMBER
1130-65-81

MATERIAL SYMBOLS

ASPHALT, TOPSOIL, PEAT, CONCRETE, FILL, GRAVEL, SAND, CLAY, SILT, BOULDERS OR COBBLES, LIMESTONE, BEDROCK (UNKNOWN), SHALE, SANDSTONE, IGNEOUS/ META

LEGEND OF BORING



(1) UNCONFINED STRENGTH, AS DETERMINED BY A POCKET PENETROMETER (TSF)

(2) UNCONFINED COMPRESSION STRENGTH, DETERMINED IN THE LAB (ASTM D2166)

(3) UNLESS OTHERWISE, SPECIFIED THE SPT 'N' VALUE IS BASED ON AASHTO T-206, STANDARD PENETRATION TEST. THE SPT 'N' VALUE PRESENTED HAS NOT BEEN CORRECTED FOR OVERBURDEN PRESSURE OR HAMMER EFFICIENCY.

GROUND WATER ELEVATION

AT TIME OF DRILLING
END OF DRILLING
AFTER DRILLING

ABBREVIATIONS

F-FINE M-MEDIUM C-COARSE ST-SHELBY TUBE

SUBSURFACE EXPLORATION FOR FOUNDATION DESIGN AND BIDDERS INFORMATION

BORINGS WERE COMPLETED AT POINTS APPROXIMATELY AS INDICATED ON THIS DRAWING TO OBTAIN INFORMATION CONCERNING THE CHARACTER OF SUBSURFACE MATERIALS FOUND AT THE SITE. BECAUSE THE INVESTIGATED DEPTHS ARE LIMITED AND THE AREA OF THE BORINGS IS VERY SMALL IN RELATION TO THE ENTIRE SITE, THE WISCONSIN DEPARTMENT OF TRANSPORTATION DOES NOT WARRANT SIMILAR SUBSURFACE CONDITIONS BELOW, BETWEEN, OR BEYOND THESE BORINGS. VARIATIONS IN SOIL CONDITIONS SHOULD BE EXPECTED AND FLUCTUATIONS IN GROUNDWATER LEVELS MAY OCCUR.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-44-329

DRAWN BY GLM PLANS CK'D SGM

SUBSURFACE EXPLORATION

SHEET 5 OF 43
428

SCALE = 40

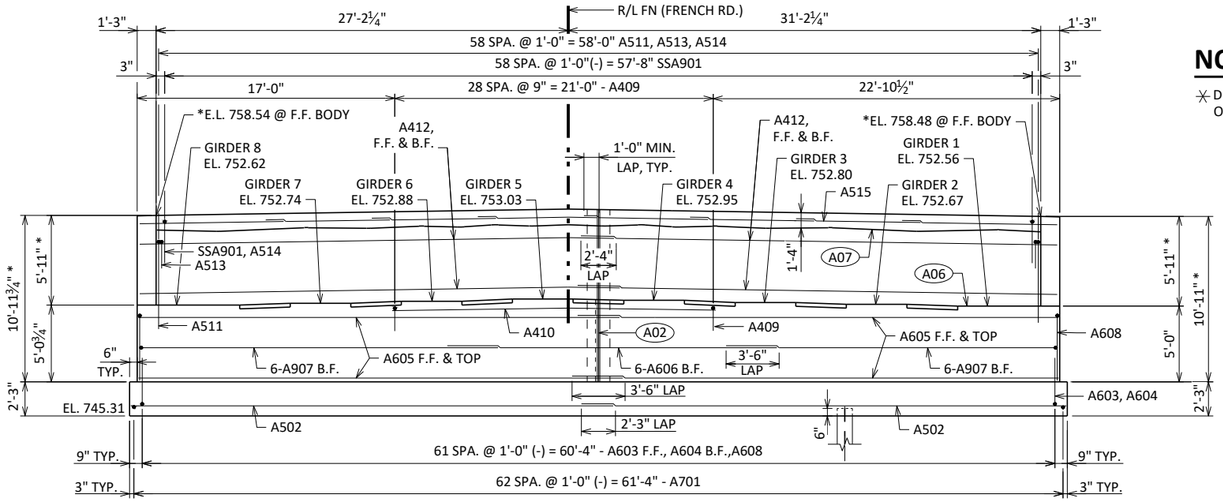
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8

FILE NAME : C:\USERS\GMCGINN\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\STRC\B-44-0329\SHEETS\B44-0329_080505_SE.DWG
LAYOUT NAME - SHT_05

STATE PROJECT NUMBER

1130-65-81



ELEVATION

LOOKING SOUTH

NOTE

⊥ DIMENSION OR ELEVATION GIVEN AT F.F. OF ABUTMENT BODY.

LEGEND

- (A01) OPTIONAL VERTICAL CONSTRUCTION JOINT IN FOOTING FORMED BY BEVELED 2" x 8".
- (A02) VERTICAL CONSTRUCTION JOINT FORMED BY BEVELED 2" x 8". PROVIDE ¾" V-GROOVE ON FRONT FACE. INSTALL 18" RUBBERIZED WATERPROOFING ON BACK FACE. SEE SHEET 12 FOR ALTERNATE CONSTRUCTION JOINT.
- (A03) 18" RUBBERIZED MEMBRANE WATERPROOFING. SEAL ALL HORIZONTAL AND VERTICAL JOINTS ON BACK FACE ABOVE FOOTING.
- (A04) PIPE UNDERDRAIN WRAPPED (6-INCH). SLOPE 0.5% MIN. TO SUITABLE DRAINAGE. ATTACH RODENT SCREEN AT END OF PIPE UNDERDRAIN.
- (A05) SLOPE 1" BETWEEN SEATS.
- (A06) KEYED CONSTRUCTION JOINT FORMED BY BEVELED 2" x 6".
- (A07) CONSTRUCTION JOINT - POUR CONCRETE ABOVE THIS JOINT AFTER SUPERSTRUCTURE IS IN PLACE (STRIKE OFF AND LEAVE ROUGH).

F.F. = FRONT FACE

B.F. = BACK FACE

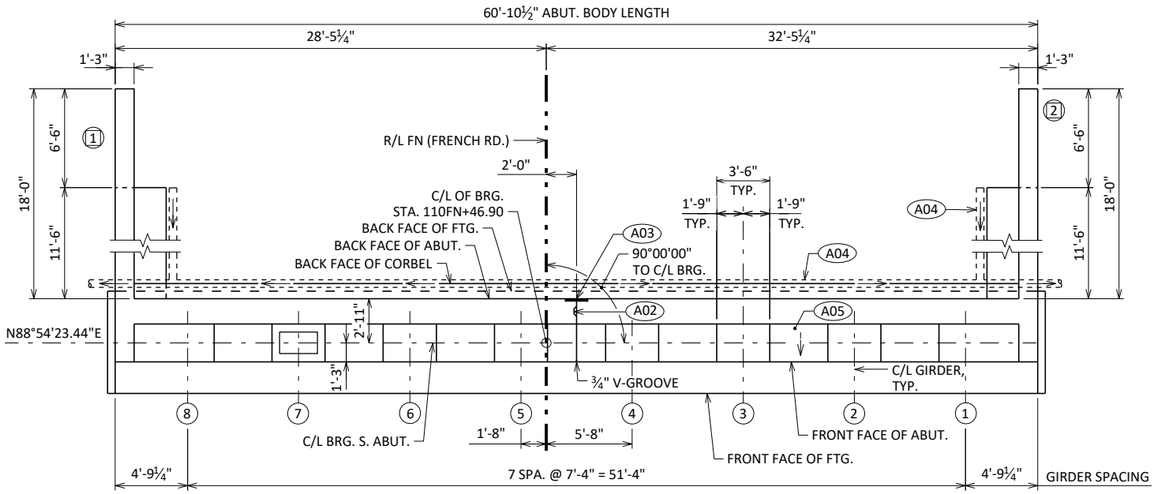
HP 12x53 PILING DRIVEN TO REQUIRED DRIVING RESISTANCE OF 220 TONS PER PILE AS DETERMINED BY THE MODIFIED GATES ACCEPTANCE METHOD. ESTIMATED PILE LENGTH = 90 FT. FOR PILE SPLICE DETAIL SEE SHEET 8.

DIRECTION OF BATTER FOR HP12x53 PILE. BATTER 3" PER FOOT.

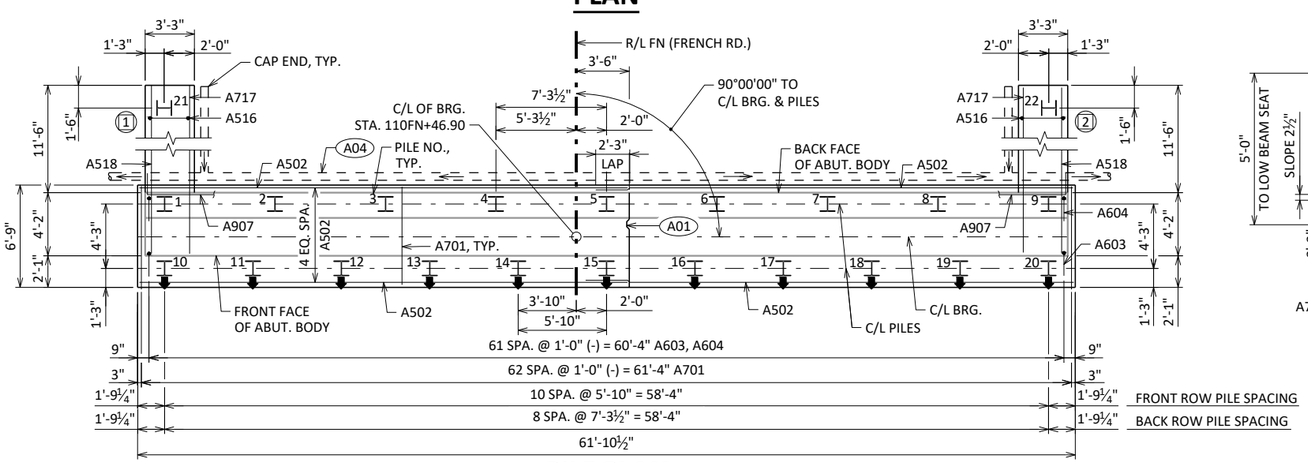
(1) WING NUMBER.

PILE NOTE

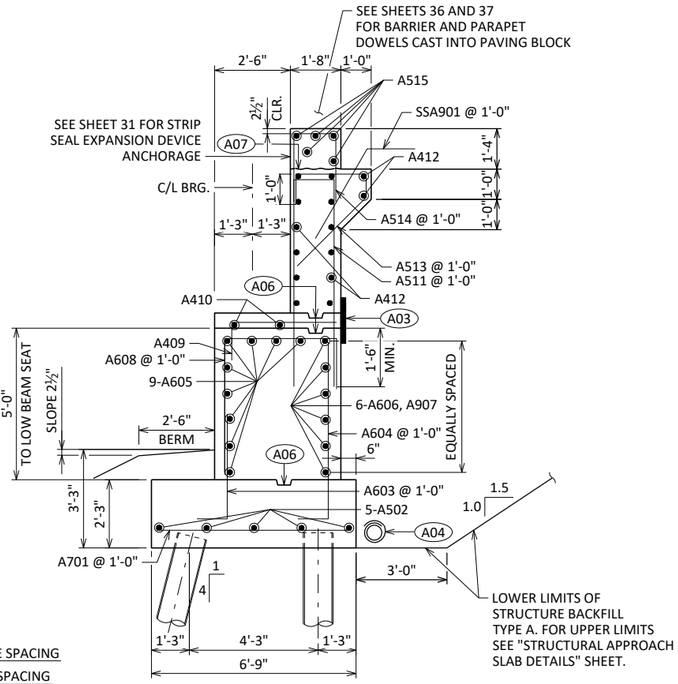
ABUTMENTS TO BE SUPPORTED ON HP 12x53 PILING DRIVEN TO A REQUIRED DRIVING RESISTANCE OF 220 TONS PER PILE AS DETERMINED BY THE MODIFIED GATES DYNAMIC FORMULA. ESTIMATED 90' LONG. FOR PILE SPLICE DETAILS, SEE SHEET 8.



PLAN



PILE PLAN



SECTION THRU BODY

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-44-329

DRAWN BY GLM | PLANS CK'D SGM

SOUTH ABUTMENT

SHEET 6 OF 43

429

SCALE = 10

8

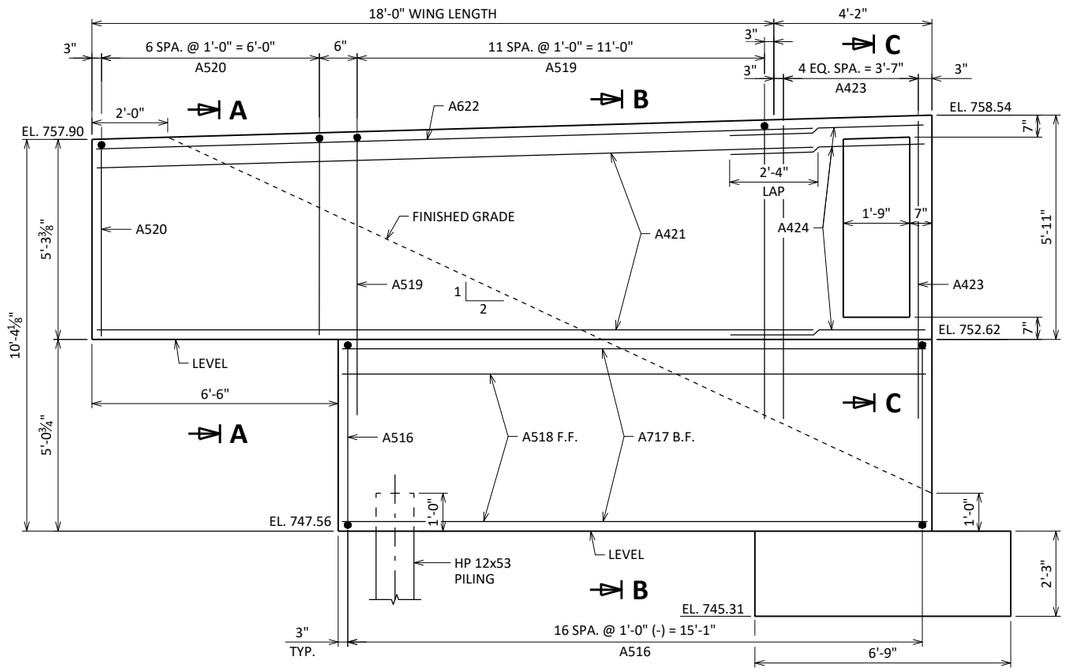
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LAYOUT NAME - SHT_06

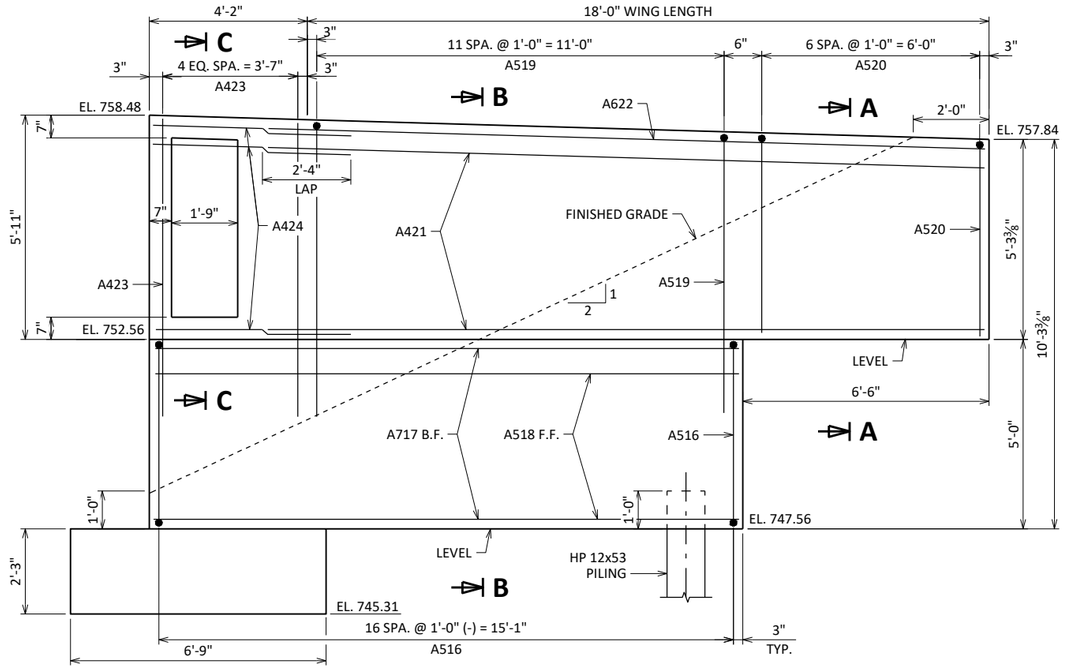
NOTE

SEE SHEET 6 FOR LEGEND AND NOTES.

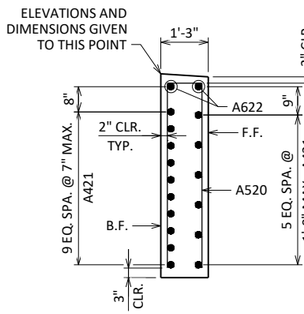
STATE PROJECT NUMBER
1130-65-81



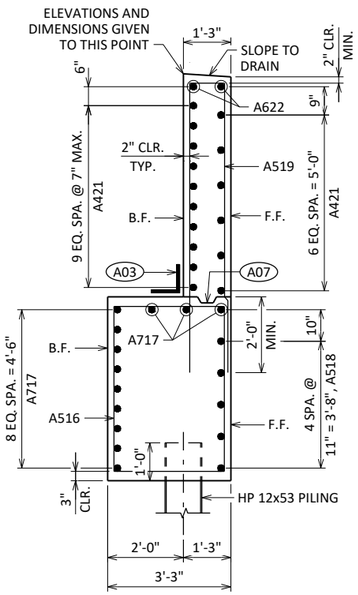
ELEVATION - WING 1



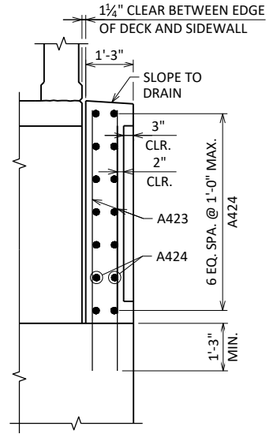
ELEVATION - WING 2



SECTION A-A



SECTION B-B



SECTION C-C

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-44-329

DRAWN BY GLM | PLANS CK'D SGM

SOUTH ABUTMENT DETAILS (1 OF 2)

SHEET 7 OF 43

430

SCALE = 4

8

8

FILE NAME : C:\USERS\GMCGINN\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\STRC\B-44-0329\SHEETS\B44-0329_080307_AB.DWG
LAYOUT NAME - SHT_07

STATE PROJECT NUMBER
1130-65-81

BILL OF BARS

TOTAL WEIGHT UNCOATED = 1,160 LBS
TOTAL WEIGHT COATED = 9,700 LBS

BAR MARK	COAT	NO. REQ'D	LENGTH	BENT	SERIES	LOCATION
A701		63	6'-5"			FOOTING - TRANSVERSE
A502		10	31'-11"			FOOTING - LONGITUDINAL
A603	X	62	4'-10"	X		FOOTING - DOWEL - FRONT FACE
A604	X	62	7'-2"	X		FOOTING - DOWEL - BACK FACE
A605	X	18	32'-1"			BODY - HORZ - FRONT FACE AND TOP
A606	X	6	24'-8"			BODY - HORZ - BACK FACE
A907	X	12	22'-10"	X		BODY - HORZ - BACK FACE - ENDS
A608	X	62	11'-4"	X		BODY - VERTICAL
A409	X	29	5'-2"	X		BODY TOP - UNDER GIRDERS 4 - 6
A410	X	2	21'-6"			BODY TOP - HORZ UNDER GIRDERS 4 - 6
A511	X	59	14'-9"	X		BODY TO BACKWALL DOWEL
A412	X	28	31'-6"			BACKWALL - HORIZONTAL
A513	X	59	6'-10"	X		BACKWALL - PAVING NOTCH STIRRUP
A514	X	59	5'-11"	X		BACKWALL TO PAVING BLOCK DOWEL
A515	X	40	8'-6"			PAVING BLOCK - HORIZONTAL
A516	X	34	15'-8"	X		WING - STIRRUP
A717	X	24	15'-3"			WING - HORIZONTAL - BACK FACE
A518	X	10	15'-3"			WING - HORIZONTAL - FRONT FACE
A519	X	24	16'-4"	X		WING - VERTICAL
A520	X	14	10'-6"	X		WING - VERTICAL
A421	X	32	19'-3"			WING - HORIZONTAL
A622	X	4	19'-3"			WING - HORIZONTAL - TOP
A423	X	20	7'-2"			SIDEWALL - VERTICAL
A424	X	28	5'-0"			SIDEWALL - HORIZONTAL

NOTES:

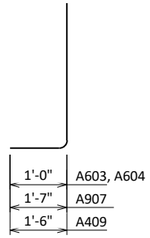
1. THE FIRST DIGIT OR FIRST TWO DIGITS OF THE BAR MARK SIGNIFIES THE BAR SIZE.
2. ALL DIMENSIONS IN THE BAR BENDS ARE OUT TO OUT.

STAINLESS STEEL BARS

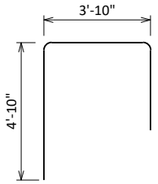
TOTAL WEIGHT = 1,000 LBS

BAR MARK	COAT	NO. REQ'D	LENGTH	BENT	SERIES	LOCATION
SSA901		59	5'-0"	X		ABUT BACKWALL - APPROACH SLAB TIE BARS

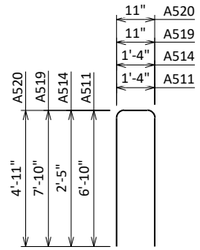
BAR BENDS



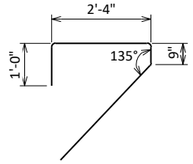
A603, A604, A907, A409



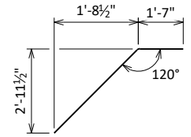
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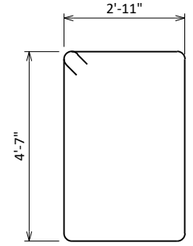
A511, A514, A519, A520



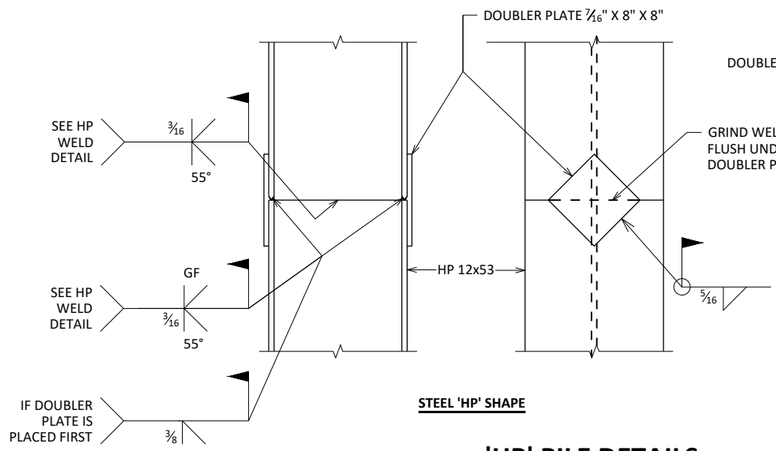
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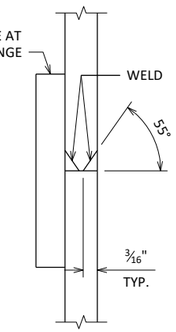
SSA901



A516



STEEL 'HP' SHAPE



HP WELD DETAIL

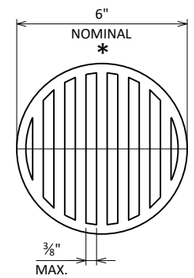
'HP' PILE DETAILS

(STEEL HP PILE MATERIAL SHALL BE ASTM A709 GR 50)

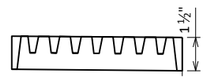
⚹ DIMENSIONS ARE APPROXIMATE. THE GRATE IS SIZED TO FIT INTO A PIPE COUPLING. ORIENT SO SLOTS ARE VERTICAL.

THE RODENT SHIELD, PIPE COUPLING AND SCREWS SHALL BE CONSIDERED INCIDENTAL TO THE BID ITEM "PIPE UNDERDRAIN WRAPPED 6-INCH".

THE RODENT SHIELD SHALL BE A PVC GRATE SIMILAR TO THIS DETAIL. THE GRATE IS COMMERCIALLY AVAILABLE AS A FLOOR STRAINER. A PIPE COUPLING IS REQUIRED FOR THE ATTACHMENT OF THIS SHIELD TO THE EXPOSED END OF THE PIPE UNDERDRAIN. THE SHIELD SHALL BE FASTENED TO THE PIPE COUPLING WITH TWO OR MORE NO. 10 X 1-INCH STAINLESS STEEL SHEET METAL SCREWS.



PLAN



SECTION

RODENT SHIELD DETAIL

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-44-329

DRAWN BY GLM | PLANS CK'D SGM

SOUTH ABUTMENT DETAILS (2 OF 2)

SHEET 8 OF 43
431

SCALE = 8

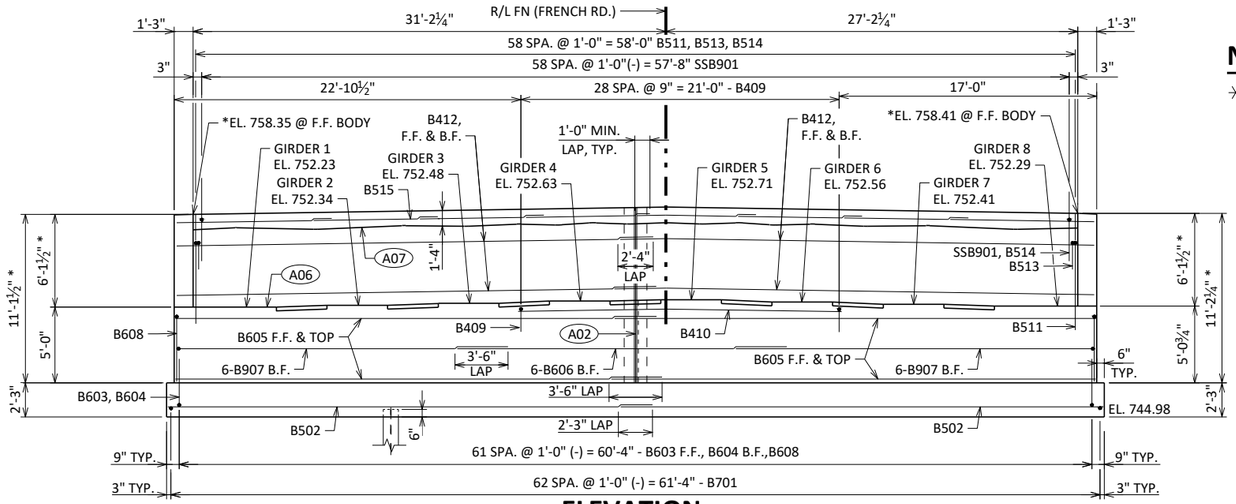
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FILE NAME : C:\USERS\GMCGINN\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\STRC\B-44-0329\SHEETS\B44-0329_080308_AB.DWG
LAYOUT NAME - SHT_08

STATE PROJECT NUMBER

1130-65-81



ELEVATION

LOOKING NORTH

NOTE

⚹ DIMENSION OR ELEVATION GIVEN AT F.F. OF ABUTMENT BODY.

LEGEND

- (A01) OPTIONAL VERTICAL CONSTRUCTION JOINT IN FOOTING FORMED BY BEVELED 2" x 8".
- (A02) VERTICAL CONSTRUCTION JOINT FORMED BY BEVELED 2" x 8". PROVIDE ¾" V-GROOVE ON FRONT FACE. INSTALL 18" RUBBERIZED WATERPROOFING ON BACK FACE. SEE SHEET 12 FOR ALTERNATE CONSTRUCTION JOINT.
- (A03) 18" RUBBERIZED MEMBRANE WATERPROOFING. SEAL ALL HORIZONTAL AND VERTICAL JOINTS ON BACK FACE ABOVE FOOTING.
- (A04) PIPE UNDERDRAIN WRAPPED (6-INCH). SLOPE 0.5% MIN. TO SUITABLE DRAINAGE. ATTACH RODENT SCREEN AT END OF PIPE UNDERDRAIN.
- (A05) SLOPE 1" BETWEEN SEATS.
- (A06) KEYED CONSTRUCTION JOINT FORMED BY BEVELED 2" x 6".
- (A07) CONSTRUCTION JOINT - POUR CONCRETE ABOVE THIS JOINT AFTER SUPERSTRUCTURE IS IN PLACE (STRIKE OFF AND LEAVE ROUGH).

F.F. = FRONT FACE

B.F. = BACK FACE

HP 12x53 PILING DRIVEN TO REQUIRED DRIVING RESISTANCE OF 22O TONS PER PILE AS DETERMINED BY THE MODIFIED GATES ACCEPTANCE METHOD. ESTIMATED PILE LENGTH = 90 FT. PILE POINTS ARE REQUIRED. FOR PILE SPLICE DETAIL SEE SHEET 11.

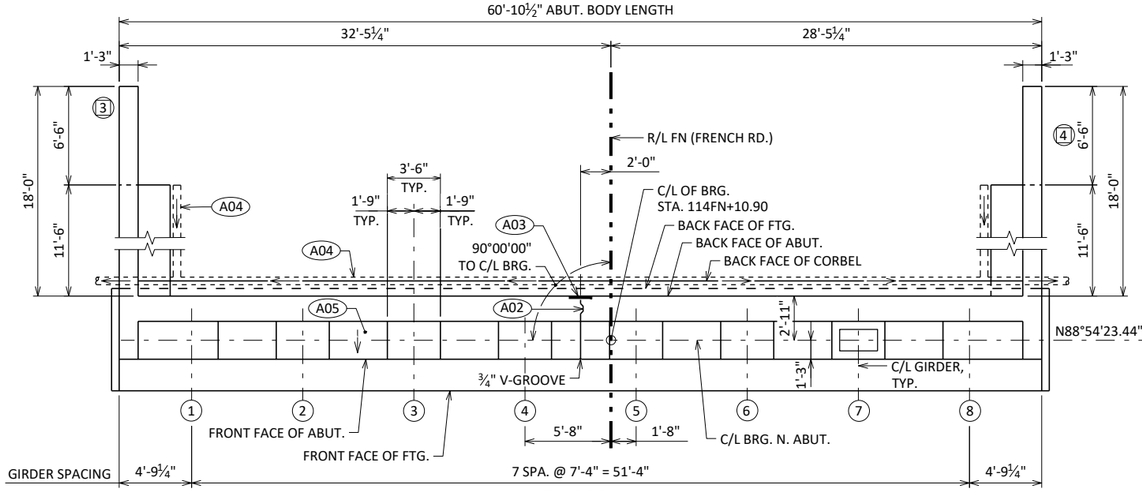
DIRECTION OF BATTER FOR HP 12x53 PILE. BATTER 3" PER FOOT.

DIRECTION OF BATTER FOR EXISTING HP 10x42 PILE. BATTERED 3" PER FOOT.

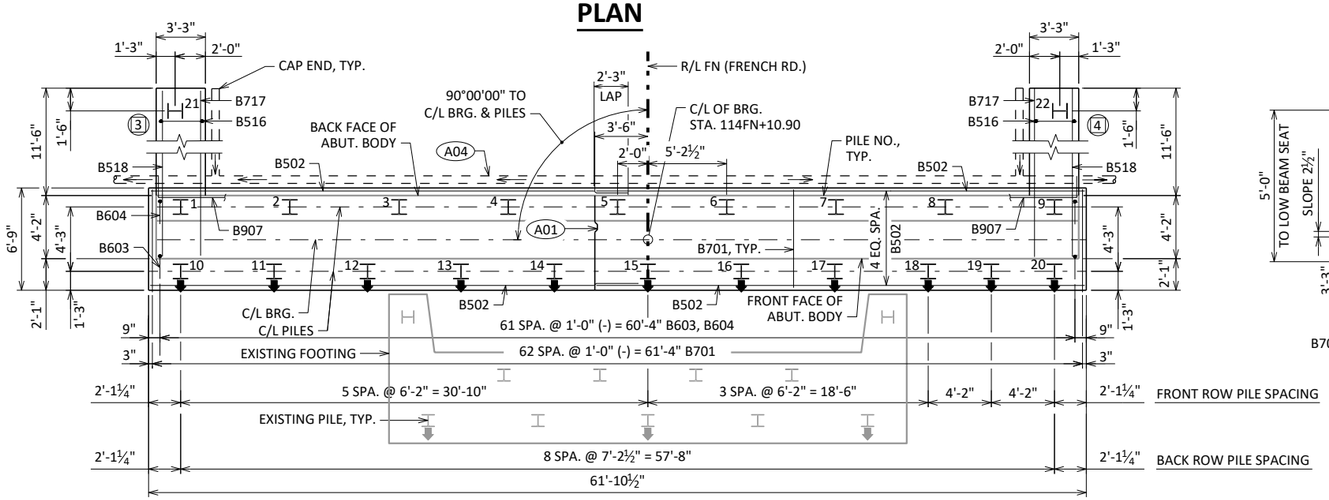
(1) WING NUMBER.

PILE NOTE

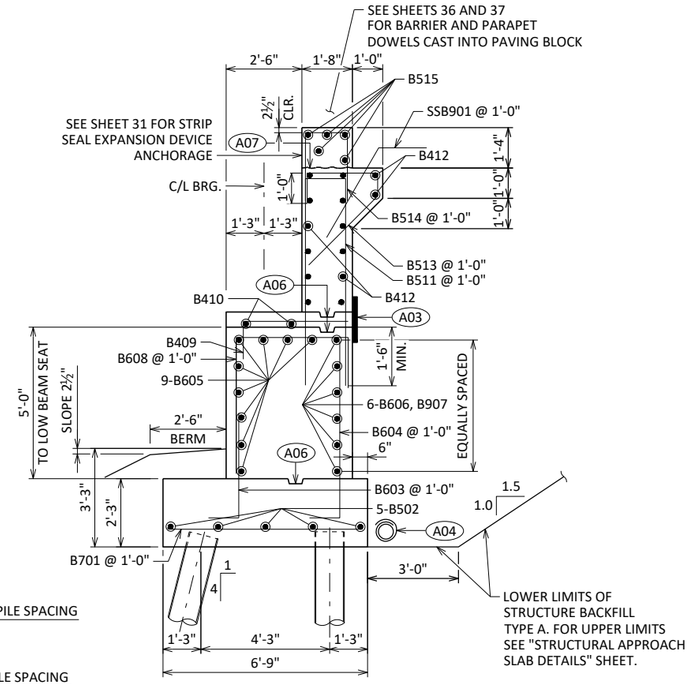
ABUTMENTS TO BE SUPPORTED ON HP 12x53 PILING DRIVEN TO A REQUIRED DRIVING RESISTANCE OF 220 TONS PER PILE AS DETERMINED BY THE MODIFIED GATES DYNAMIC FORMULA. ESTIMATED 90' LONG. FOR PILE SPLICE DETAILS, SEE SHEET 11.



PLAN



PILE PLAN



SECTION THRU BODY

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-44-329

DRAWN BY GLM | PLANS CK'D SGM

NORTH ABUTMENT

SHEET 9 OF 43

SCALE = 10

8

8

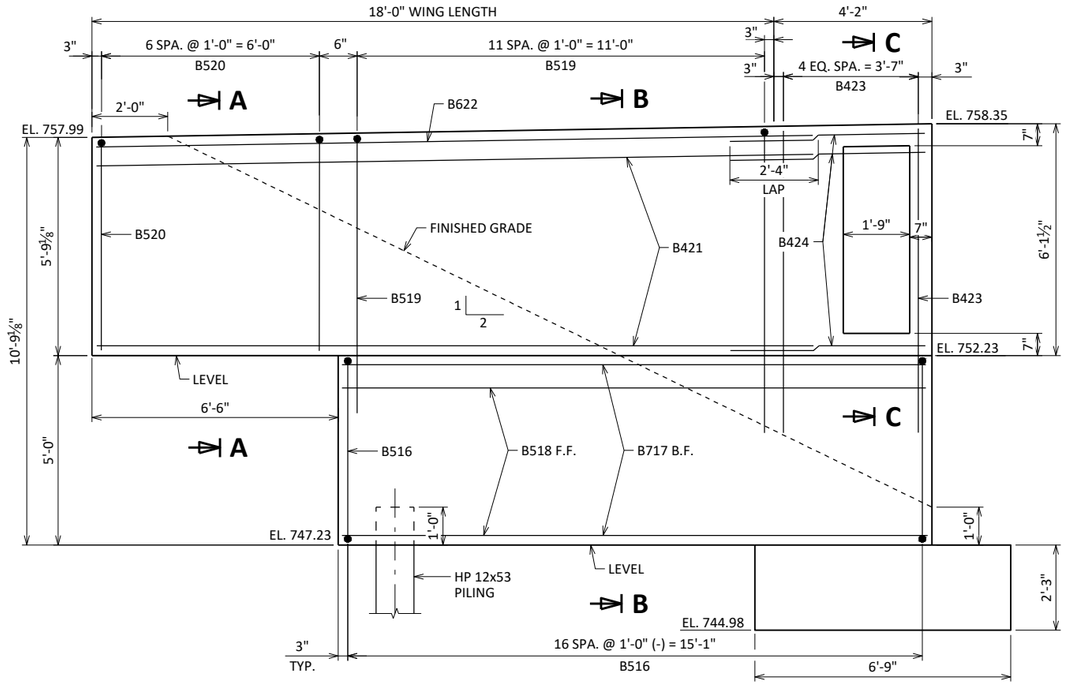
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LAYOUT NAME - SHT_09

NOTE

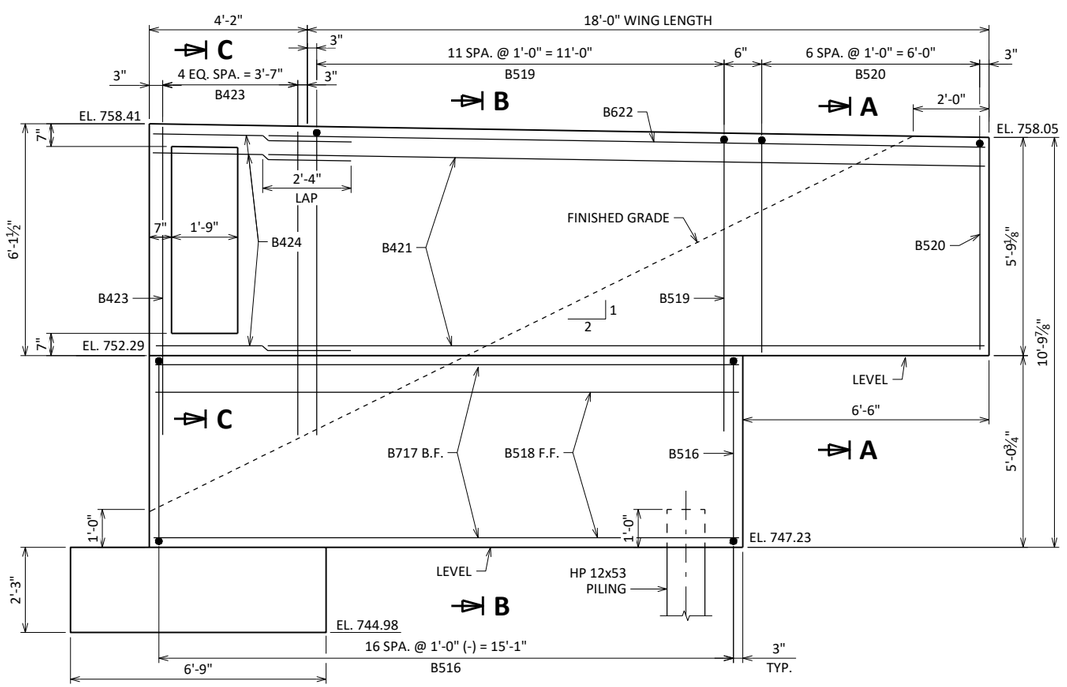
SEE SHEET 9 FOR LEGEND AND NOTES.

STATE PROJECT NUMBER

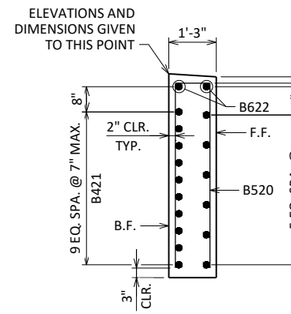
1130-65-81



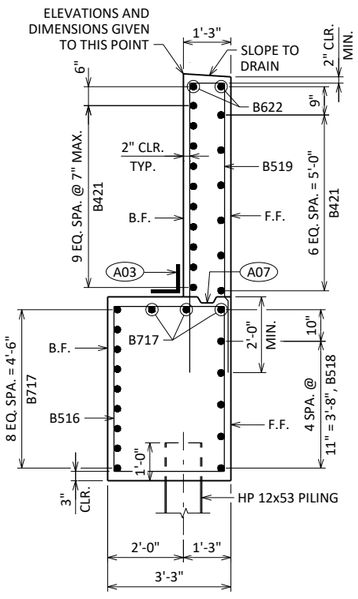
ELEVATION - WING 3



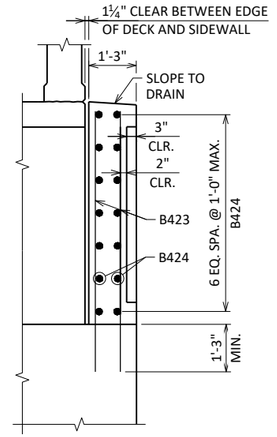
ELEVATION - WING 4



SECTION A-A



SECTION B-B



SECTION C-C

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-44-329

DRAWN BY GLM | PLANS CK'D SGM

NORTH ABUTMENT DETAILS (1 OF 2)

SHEET 10 OF 43

433

SCALE = 4

8

8

FILE NAME : C:\USERS\GMCGINN\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\STRC\B-44-0329\SHEETS\B44-0329_080310_AB.DWG
LAYOUT NAME - SHT_10

STATE PROJECT NUMBER

1130-65-81

BILL OF BARS

TOTAL WEIGHT UNCOATED = 1,160 LBS
TOTAL WEIGHT COATED = 9,740 LBS

BAR MARK	COAT	NO. REQ'D	LENGTH	BENT	SERIES	LOCATION
B701		63	6'-5"			FOOTING - TRANSVERSE
B502		10	31'-11"			FOOTING - LONGITUDINAL
B603	X	62	4'-10"	X		FOOTING - DOWEL - FRONT FACE
B604	X	62	7'-2"	X		FOOTING - DOWEL - BACK FACE
B605	X	18	32'-1"			BODY - HORZ - FRONT FACE AND TOP
B606	X	6	24'-8"			BODY - HORZ - BACK FACE
B907	X	12	22'-10"	X		BODY - HORZ - BACK FACE - ENDS
B608	X	62	11'-4"	X		BODY - VERTICAL
B409	X	29	5'-2"	X		BODY TOP - UNDER GIRDERS 4 - 6
B410	X	2	21'-6"			BODY TOP - HORZ UNDER GIRDERS 4 - 6
B511	X	59	15'-3"	X		BODY TO BACKWALL DOWEL
B412	X	28	31'-6"			BACKWALL - HORIZONTAL
B513	X	59	6'-10"	X		BACKWALL - PAVING NOTCH STIRRUP
B514	X	59	5'-11"	X		BACKWALL TO PAVING BLOCK DOWEL
B515	X	40	8'-6"			PAVING BLOCK - HORIZONTAL
B516	X	34	15'-8"	X		WING - STIRRUP
B717	X	24	15'-3"			WING - HORIZONTAL - BACK FACE
B518	X	10	15'-3"			WING - HORIZONTAL - FRONT FACE
B519	X	24	16'-4"	X		WING - VERTICAL
B520	X	14	11'-4"	X		WING - VERTICAL
B421	X	32	19'-3"			WING - HORIZONTAL
B622	X	4	19'-3"			WING - HORIZONTAL - TOP
B423	X	20	7'-2"			SIDEWALL - VERTICAL
B424	X	28	5'-0"			SIDEWALL - HORIZONTAL

NOTES:

1. THE FIRST DIGIT OR FIRST TWO DIGITS OF THE BAR MARK SIGNIFIES THE BAR SIZE.

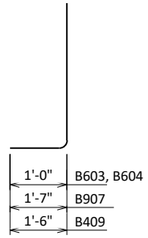
2. ALL DIMENSIONS IN THE BAR BENDS ARE OUT TO OUT.

STAINLESS STEEL BARS

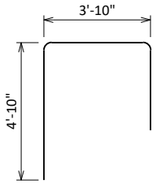
TOTAL WEIGHT = 1,000 LBS

BAR MARK	COAT	NO. REQ'D	LENGTH	BENT	SERIES	LOCATION
SSB901		59	5'-0"	X		ABUT BACKWALL - APPROACH SLAB TIE BARS

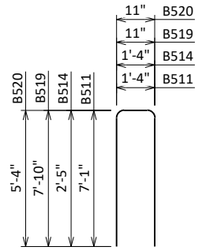
BAR BENDS



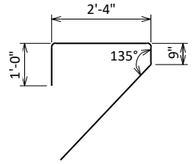
B603, B604, B907, B409



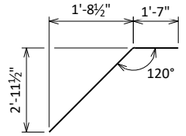
B608



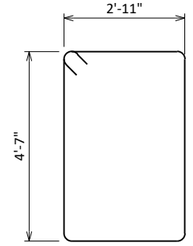
B511, B514, B519, B520



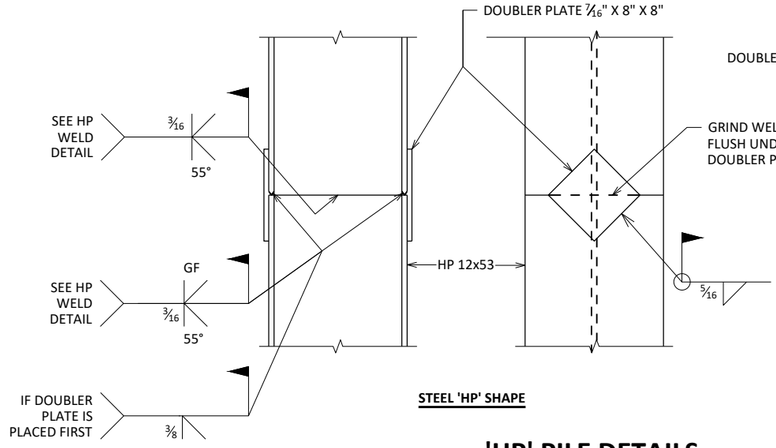
B513



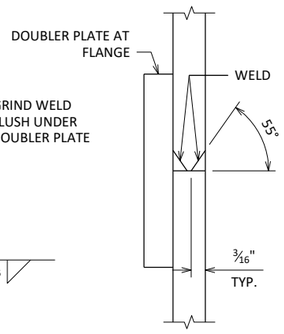
SSB901



B516



STEEL 'HP' SHAPE



HP WELD DETAIL

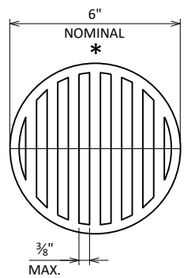
'HP' PILE DETAILS

(STEEL HP PILE MATERIAL SHALL BE ASTM A709 GR 50)

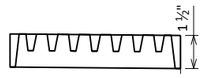
⚹ DIMENSIONS ARE APPROXIMATE. THE GRATE IS SIZED TO FIT INTO A PIPE COUPLING. ORIENT SO SLOTS ARE VERTICAL.

THE RODENT SHIELD, PIPE COUPLING AND SCREWS SHALL BE CONSIDERED INCIDENTAL TO THE BID ITEM "PIPE UNDERDRAIN WRAPPED 6-INCH".

THE RODENT SHIELD SHALL BE A PVC GRATE SIMILAR TO THIS DETAIL. THE GRATE IS COMMERCIALLY AVAILABLE AS A FLOOR STRAINER. A PIPE COUPLING IS REQUIRED FOR THE ATTACHMENT OF THIS SHIELD TO THE EXPOSED END OF THE PIPE UNDERDRAIN. THE SHIELD SHALL BE FASTENED TO THE PIPE COUPLING WITH TWO OR MORE NO. 10 X 1-INCH STAINLESS STEEL SHEET METAL SCREWS.



PLAN



SECTION

RODENT SHIELD DETAIL

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-44-329

DRAWN BY GLM | PLANS CK'D SGM

NORTH ABUTMENT DETAILS (2 OF 2)

SHEET 11 OF 43
434

SCALE = 8

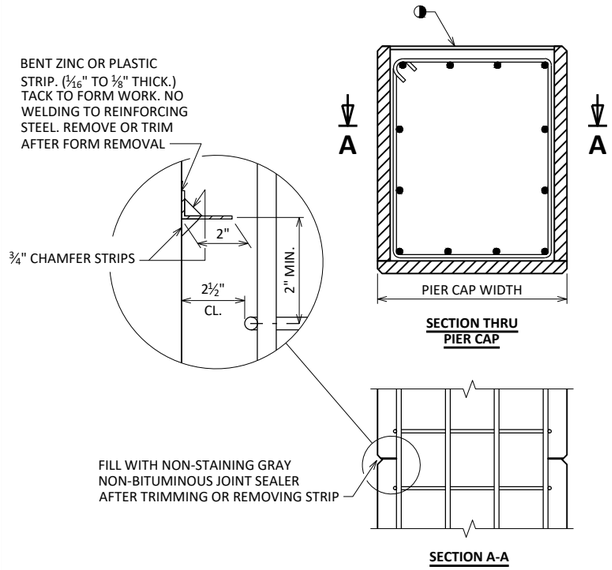
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8

FILE NAME : C:\USERS\GMCGINN\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\STRC\B-44-0329\SHEETS\B44-0329_080311_AB.DWG
LAYOUT NAME - SHT_11

STATE PROJECT NUMBER

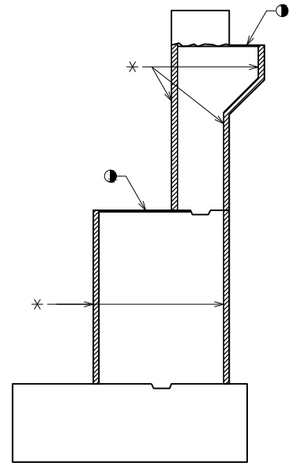
1130-65-81



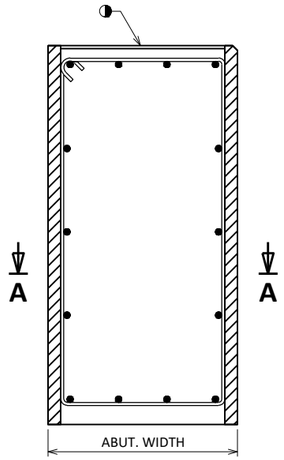
SECTION THRU PIER CAP

SECTION A-A

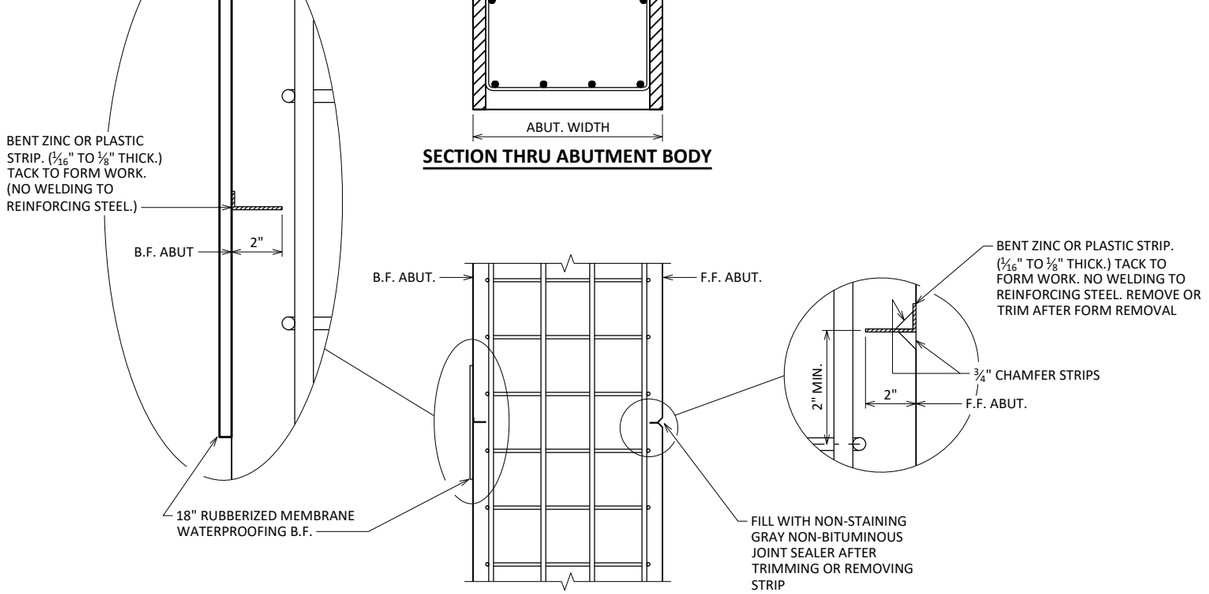
ALTERNATE CONSTRUCTION JOINT AT PIER CAP



A3 ABUTMENT



SECTION THRU ABUTMENT BODY



SECTION A-A

ALTERNATE CONSTRUCTION JOINT AT ABUTMENT

NOTES

PARTIAL ZINC OR PLASTIC BULKHEAD MAY BE USED AS ALTERNATIVE CONSTRUCTION JOINT, WITH THE PERMISSION OF THE ENGINEER, AT THE CONTRACTOR'S EXPENSE.

VERTICAL CONSTRUCTION JOINT KEYWAY IS NOT REQUIRED WHEN USING ALTERNATE CONSTRUCTION JOINT.

CARE IS TO BE USED IN CASTING CONCRETE AROUND BULKHEAD TO PREVENT DISLOCATION OR MISALIGNMENT OF THE BULKHEAD.

SAW CUTTING JOINT IS NOT ALLOWED.

◑ USE A JOINT TOOL TO CONSTRUCT A CONTRACTION JOINT APPROXIMATELY ½" DEEP.

✳ BENT ZINC OR PLASTIC STRIP.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-44-329

DRAWN BY	GLM	PLANS CK'D	SGM

ALTERNATE CONSTRUCTION JOINT

SHEET 12 OF 43

435

SCALE = 24

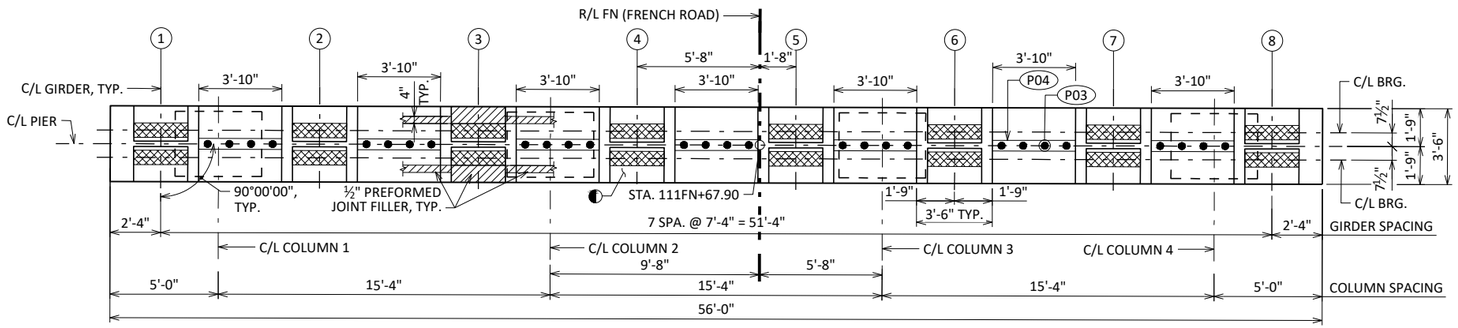
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8

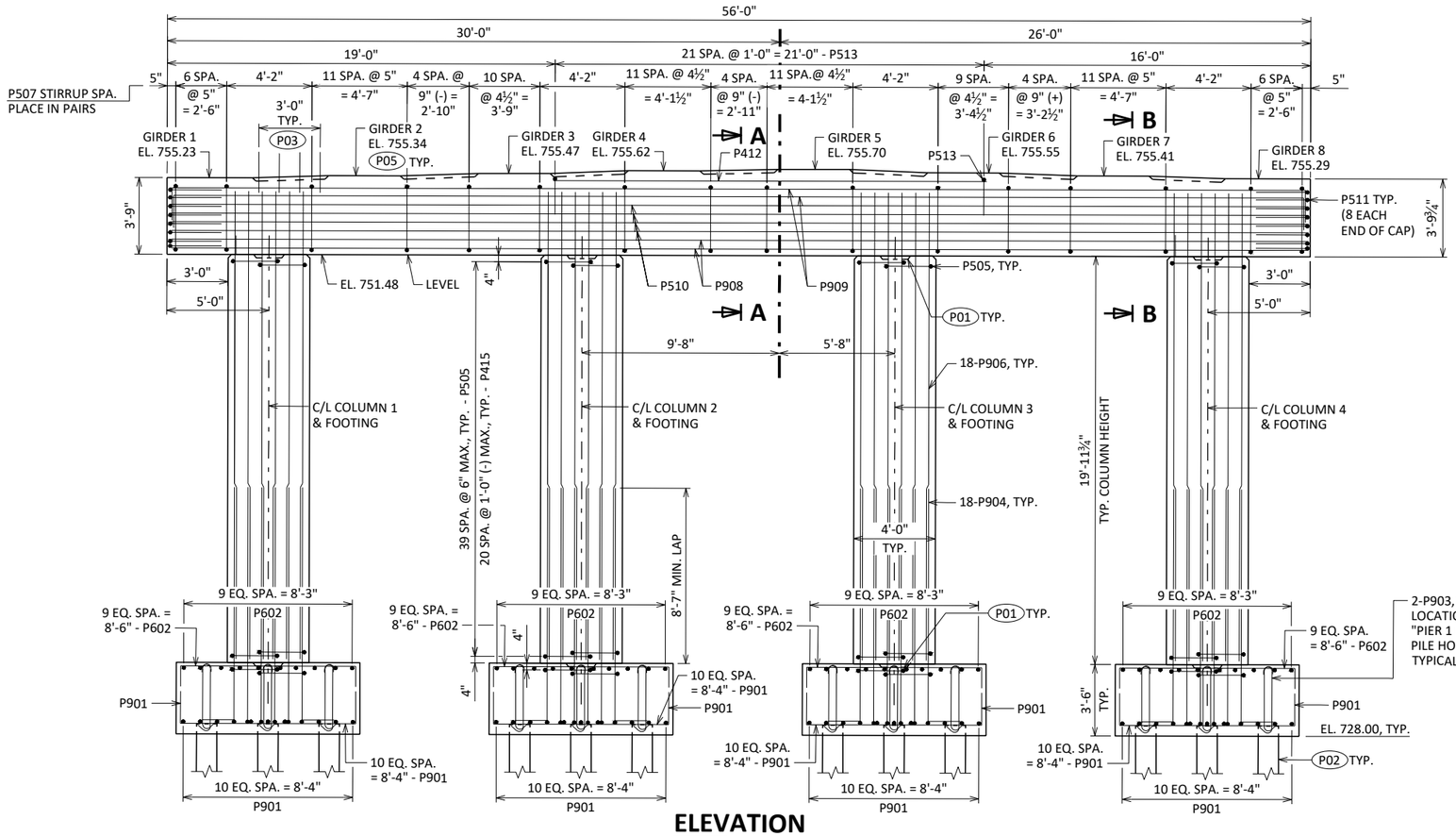
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LAYOUT NAME - SHT_12

STATE PROJECT NUMBER

1130-65-81

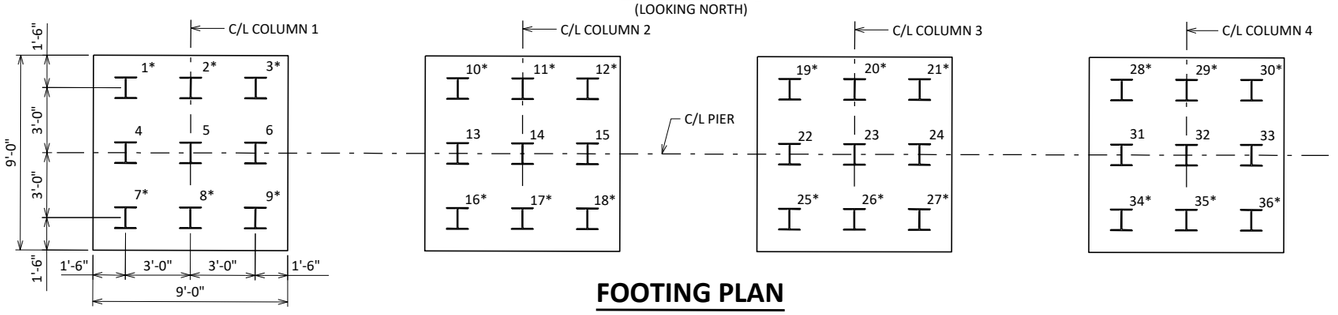


PLAN



ELEVATION

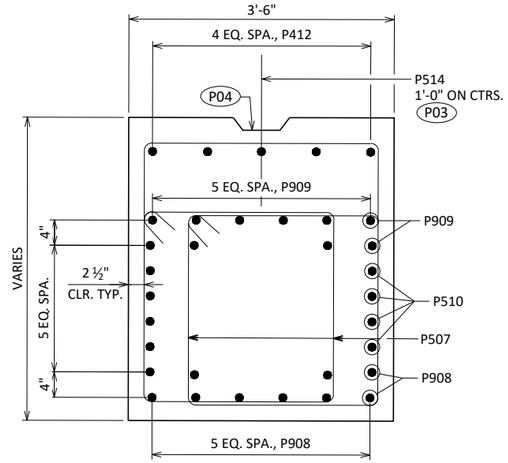
(LOOKING NORTH)



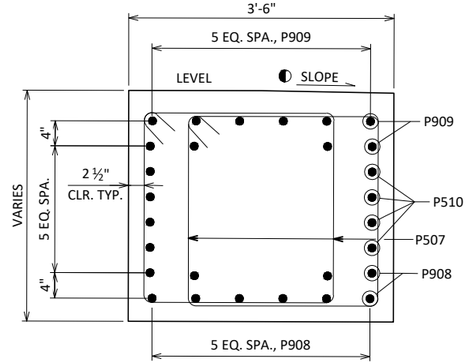
FOOTING PLAN

LEGEND

- P01 1'-3" x 1'-3" x 2" DEEP CONSTRUCTION JOINT FORMED BY BEVELED KEYWAY.
- P02 SUPPORT PIER ON HP 12x53 STEEL PILING. ESTIMATED 80'-0" LONG WITH A REQUIRED DRIVING RESISTANCE OF 220 TONS PER PILE.
- P03 P514 BARS @ 1'-0" CENTERS BETWEEN BEAM SEATS. BARS MAY BE PLACED AFTER CONCRETE IS POURED BUT BEFORE INITIAL SET HAS TAKEN PLACE. EMBED 1'-0" INTO CONCRETE.
- P04 KEYED CONSTRUCTION JOINT FORMED BY BEVELED 2" x 6" BETWEEN BEAM SEATS.
- P05 ELEVATIONS ARE GIVEN AT THE TOP OF THE PIER CAP CONCRETE AT THE CENTERLINE OF PIER.
- ✳ PILE REQUIRING PILE HOLD DOWN DEVICE. PILE REQUIRES MINIMUM DRIVING DISTANCE LENGTH OF 30 FEET.
- ◐ SLOPE BEAM SEAT IN SPAN 1 TYP. SEE SHEET 14 FOR DETAIL.



SECTION A-A



SECTION B-B

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-44-329

DRAWN BY GLM | PLANS CK'D SGM

PIER 1

SHEET 13 OF 43

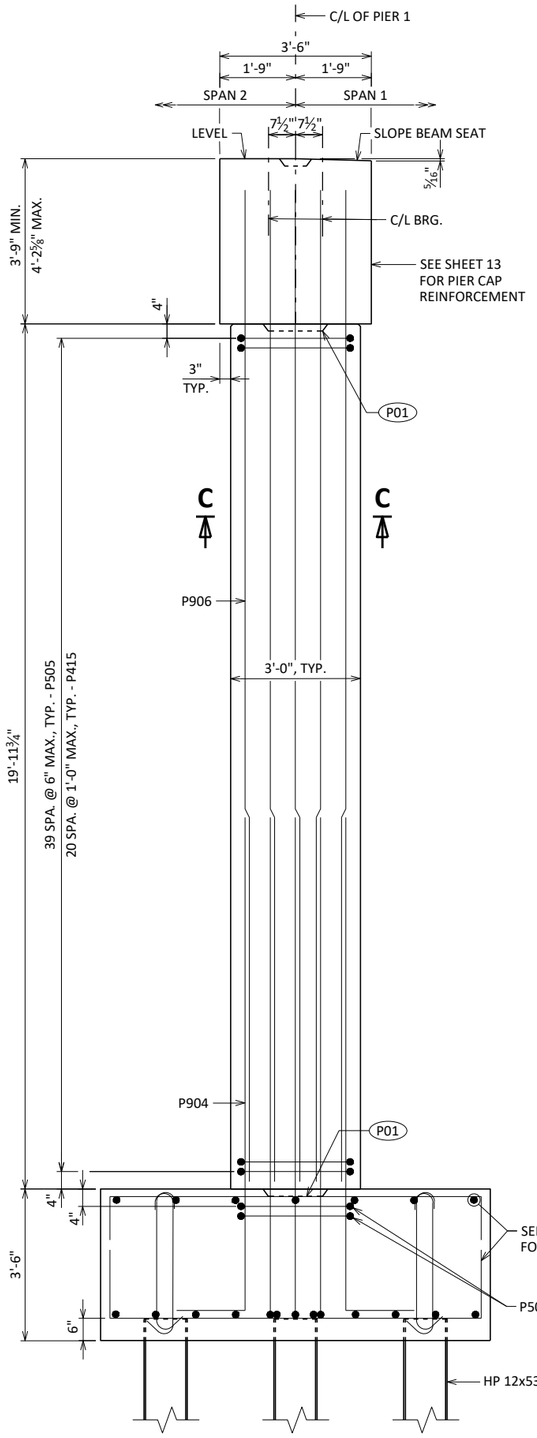
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SCALE = VARIES

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LAYOUT NAME - SHT_13

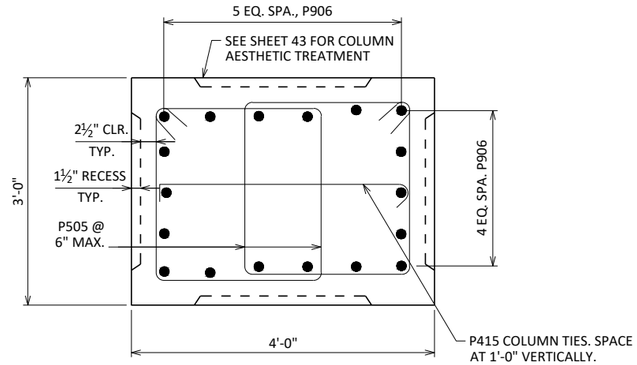
STATE PROJECT NUMBER

1130-65-81

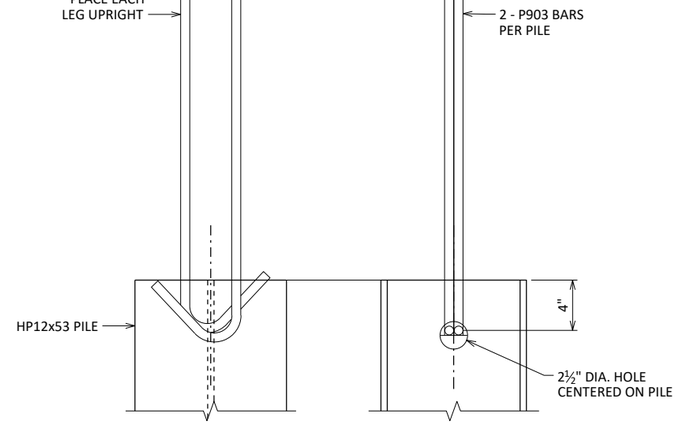


COLUMN ELEVATION - END VIEW

LOOKING EAST



SECTION C-C



PILE HOLD DOWN DEVICE DETAIL

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-44-329

DRAWN BY GLM | PLANS CK'D SGM

PIER 1 DETAILS

SHEET 14 OF 43

437

SCALE = VARIES

8

8

FILE NAME : C:\USERS\GMCGINN\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\STRC\B-44-0329\SHEETS\B44-0329_080414_PI.DWG
LAYOUT NAME - SHT_14

STATE PROJECT NUMBER

1130-65-81

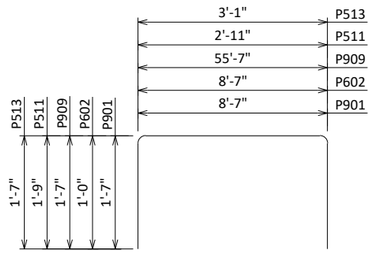
BILL OF BARS

TOTAL WEIGHT UNCOATED = 5,510 LBS
TOTAL WEIGHT COATED = 19,480 LBS

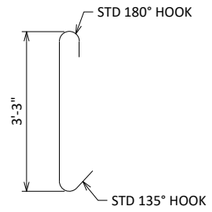
BAR MARK	COAT	NO. REQ'D	LENGTH	BENT	LOCATION
P901		88	11'-3"	X	FOOTING - BOTTOM - HORIZONTAL
P602		80	10'-3"	X	FOOTING - TOP - HORIZONTAL
P903		48	5'-7"	X	FOOTING - HOLD DOWN DEVICE
P904	X	72	13'-0"	X	FOOTING - COLUMN DOWELS - VERTICAL
P505	X	328	9'-8"	X	COLUMN - STIRRUP
P906	X	72	23'-3"		COLUMN - VERTICAL
P507	X	184	12'-4"	X	CAP - STIRRUP
P908	X	10	55'-7"		CAP - BOTTOM - HORIZONTAL
P909	X	10	58'-3"	X	CAP - TOP - HORIZONTAL
P510	X	8	55'-7"		CAP - SIDES - HORIZONTAL
P511	X	16	6'-2"	X	CAP - ENDS - HORIZONTAL
P412	X	5	22'-0"		CAP - TOP - HORIZONTAL
P513	X	22	6'-0"	X	CAP - TOP - VERTICAL
P514	X	28	2'-0"		CAP - DOWELS - VERTICAL
P415	X	84	4'-0"	X	COLUMN - TIES

NOTES:
THE FIRST DIGIT OF THE BAR MARK SIGNIFIES THE BAR SIZE.
ALL DIMENSIONS IN THE BAR BENDS ARE OUT TO OUT.

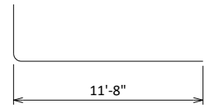
BAR BENDS



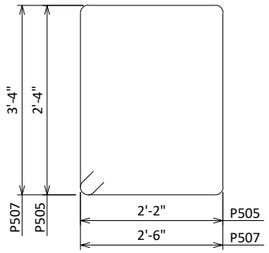
P901, P602, P909, P511, P513



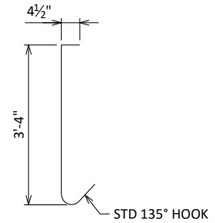
P903



P904



P505 & P507



P415

8

8

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-44-329

DRAWN BY GLM | PLANS CK'D SGM

PIER 1 BILL OF BARS

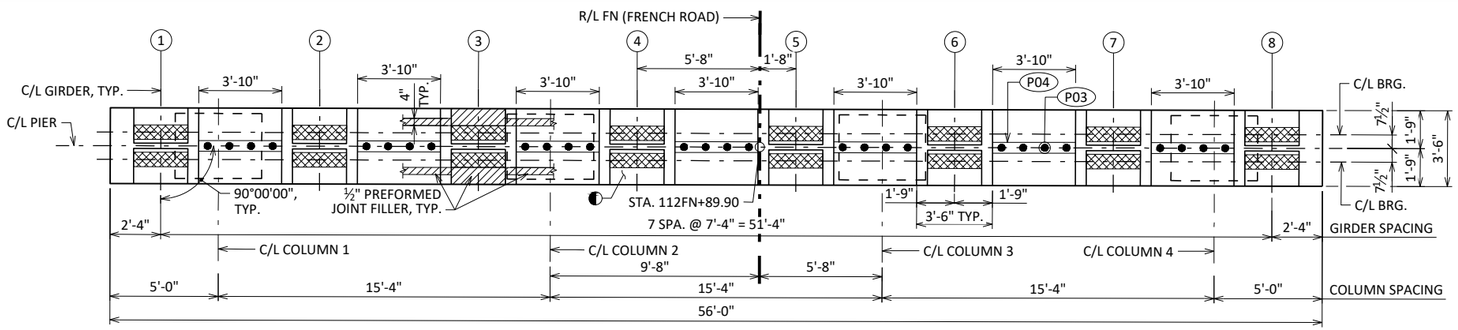
SHEET 15 OF 43
438

SCALE = N/A

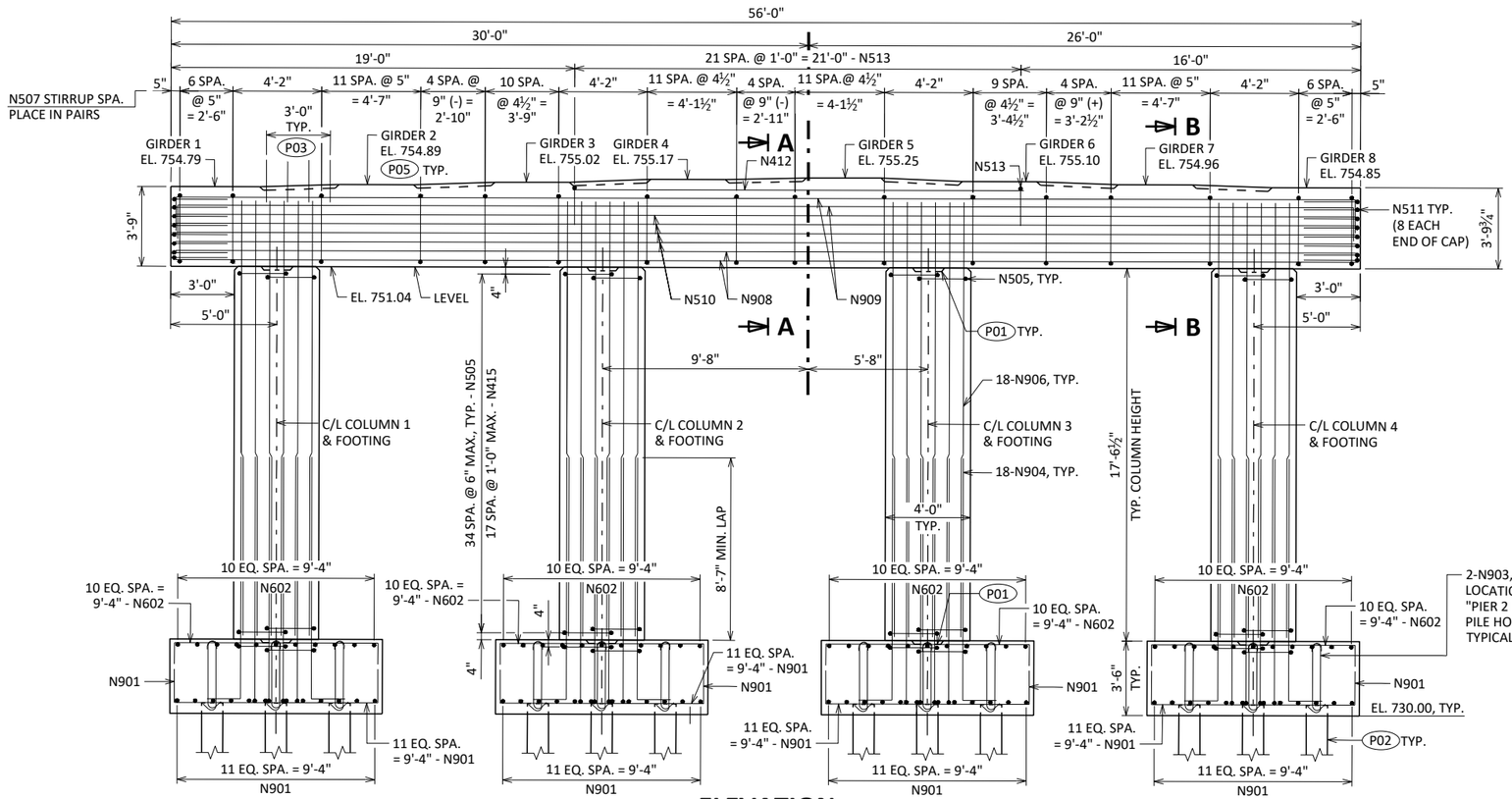
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LAYOUT NAME - SHT_15

STATE PROJECT NUMBER

1130-65-81

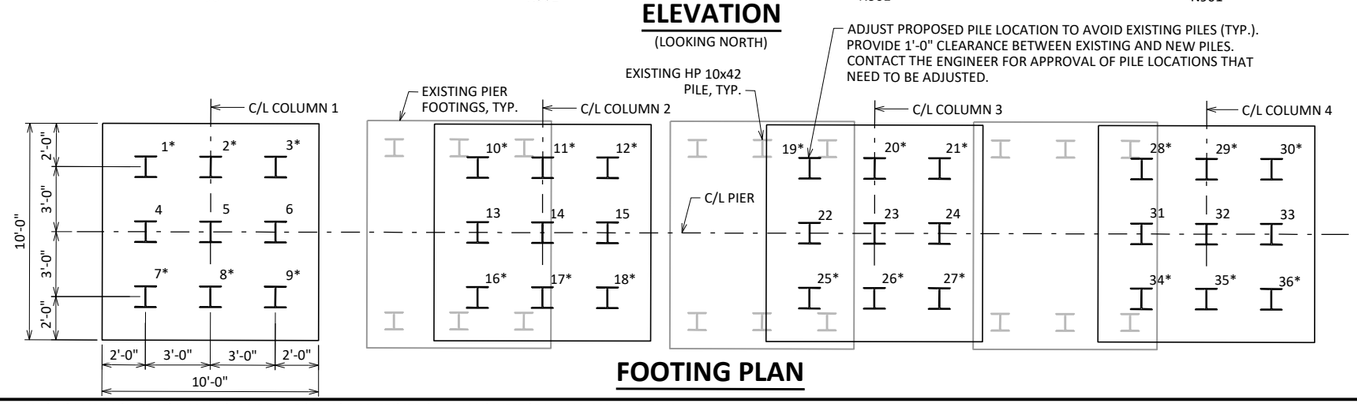


PLAN



ELEVATION

(LOOKING NORTH)



FOOTING PLAN

LEGEND

P01 1'-3" x 1'-3" x 2" DEEP CONSTRUCTION JOINT FORMED BY BEVELED KEYWAY.

P02 SUPPORT PIER ON HP 12x53 STEEL PILING. ESTIMATED 80'-0" LONG WITH A REQUIRED DRIVING RESISTANCE OF 220 TONS PER PILE.

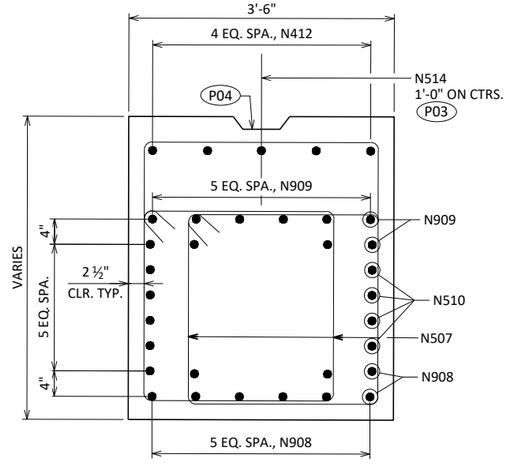
P03 P514 BARS @ 1'-0" CENTERS BETWEEN BEAM SEATS. BARS MAY BE PLACED AFTER CONCRETE IS POURED BUT BEFORE INITIAL SET HAS TAKEN PLACE. EMBED 1'-0" INTO CONCRETE.

P04 KEYED CONSTRUCTION JOINT FORMED BY BEVELED 2" x 6" BETWEEN BEAM SEATS.

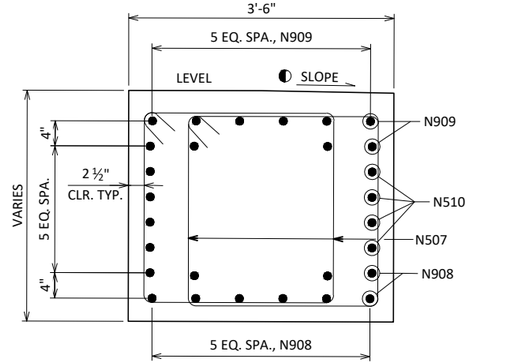
P05 ELEVATIONS ARE GIVEN AT THE TOP OF THE PIER CAP CONCRETE AT THE CENTERLINE OF PIER.

✳ PILE REQUIRING PILE HOLD DOWN DEVICE. PILE REQUIRES MINIMUM DRIVING DISTANCE LENGTH OF 30 FEET.

◐ SLOPE BEAM SEAT IN SPAN 3 TYP. SEE SHEET 17 FOR DETAIL.



SECTION A-A



SECTION B-B

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-44-329

DRAWN BY GLM | PLANS CK'D SGM

PIER 2

SHEET 16 OF 43

439

SCALE = VARIES

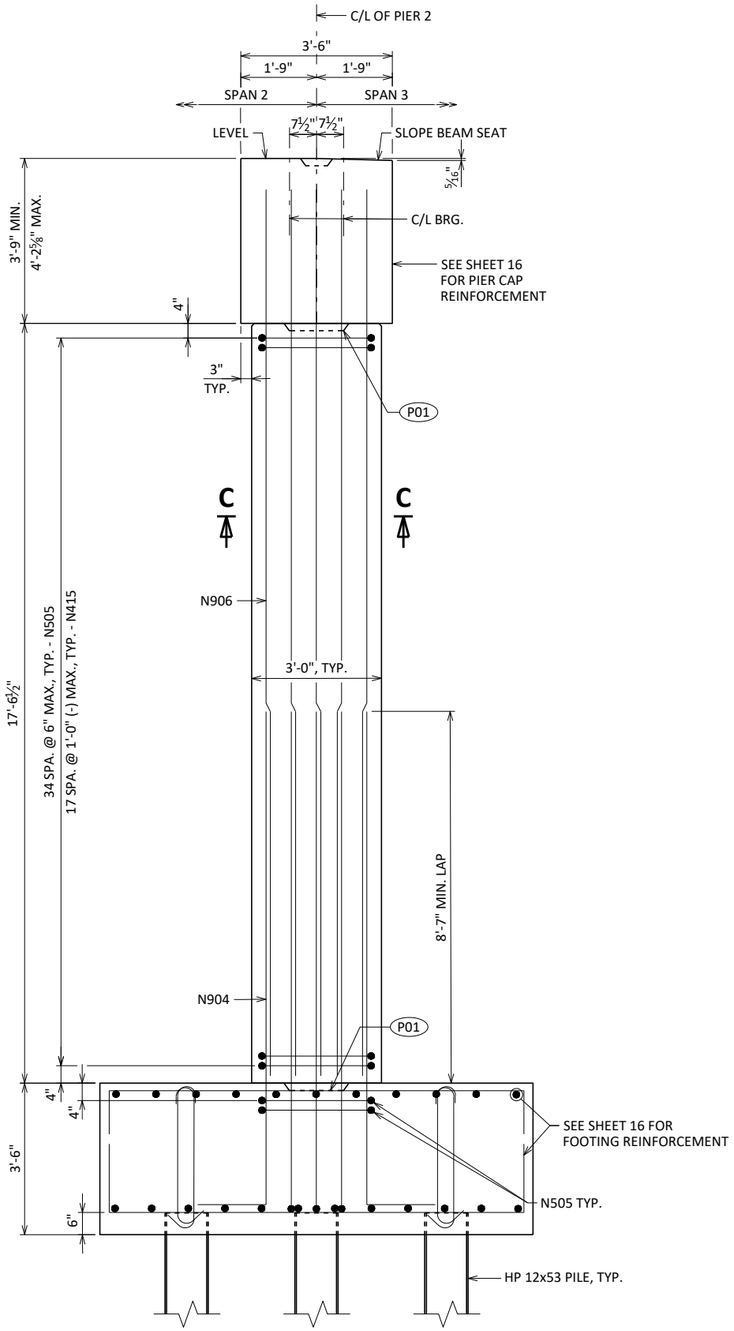
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LAYOUT NAME - SHT_16

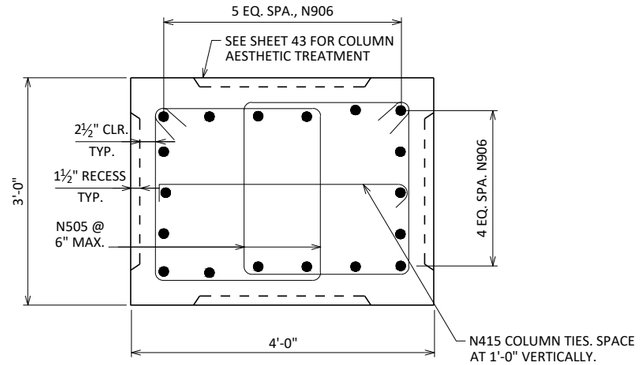
STATE PROJECT NUMBER

1130-65-81

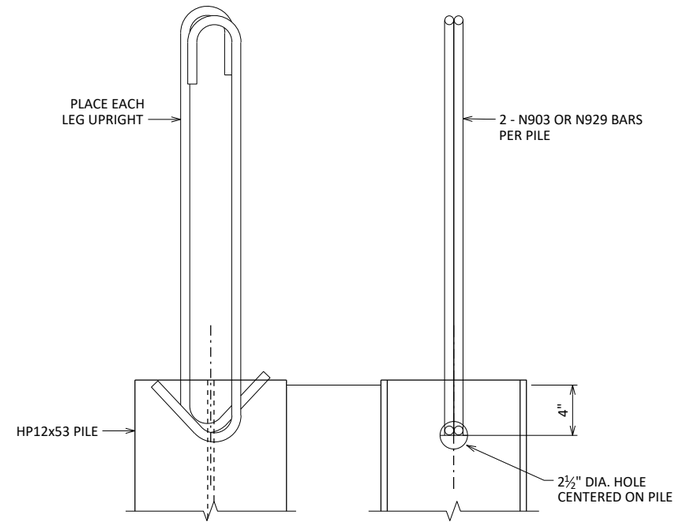


COLUMN ELEVATION - END VIEW

LOOKING WEST



SECTION C-C



PILE HOLD DOWN DEVICE DETAIL

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-44-329

DRAWN BY GLM | PLANS CK'D SGM

PIER 2 DETAILS

SHEET 17 OF 43

440

SCALE = VARIES

8

8

FILE NAME : C:\USERS\GMCGINN\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\STRC\B-44-0329\SHEETS\B44-0329_080417_PI.DWG
LAYOUT NAME - SHT_17

STATE PROJECT NUMBER

1130-65-81

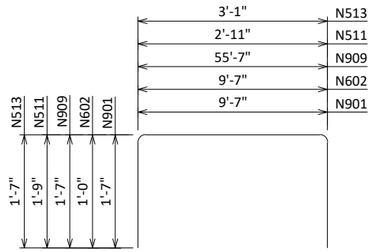
BILL OF BARS

TOTAL WEIGHT UNCOATED = 6,400 LBS
TOTAL WEIGHT COATED = 18,410 LBS

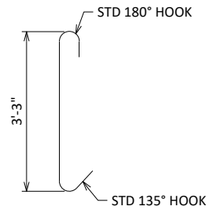
BAR MARK	COAT	NO. REQ'D	LENGTH	BENT	LOCATION
N901		96	12'-3"	X	FOOTING - BOTTOM - HORIZONTAL
N602		88	11'-3"	X	FOOTING - TOP - HORIZONTAL
N903		48	5'-7"	X	FOOTING - HOLD DOWN DEVICE
N904	X	72	13'-0"	X	FOOTING - COLUMN DOWELS - VERTICAL
N505	X	288	9'-8"	X	COLUMN - STIRRUP
N906	X	72	20'-8"		COLUMN - VERTICAL
N507	X	184	12'-4"	X	CAP - STIRRUP
N908	X	10	55'-7"		CAP - BOTTOM - HORIZONTAL
N909	X	10	58'-3"	X	CAP - TOP - HORIZONTAL
N510	X	8	55'-7"		CAP - SIDES - HORIZONTAL
N511	X	16	6'-2"	X	CAP - ENDS - HORIZONTAL
N412	X	5	22'-0"		CAP - TOP - HORIZONTAL
N513	X	22	6'-0"	X	CAP - TOP - VERTICAL
N514	X	28	2'-0"		CAP - DOWELS - VERTICAL
N415	X	72	4'-0"	X	COLUMN - TIES

NOTES:
THE FIRST DIGIT OF THE BAR MARK SIGNIFIES THE BAR SIZE.
ALL DIMENSIONS IN THE BAR BENDS ARE OUT TO OUT.

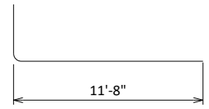
BAR BENDS



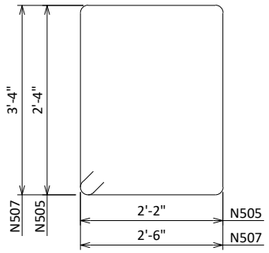
N901, N602, N909, N511, N513



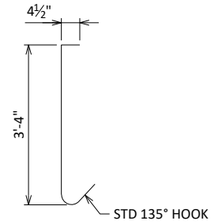
N903



N904



N505 & N507



N415

8

8

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-44-329

DRAWN BY GLM | PLANS CK'D SGM

PIER 2 BILL OF BARS

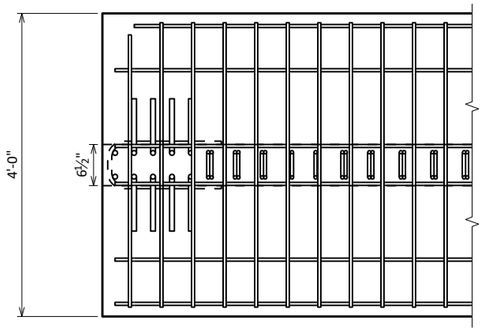
SHEET 18 OF 43
441

SCALE = N/A

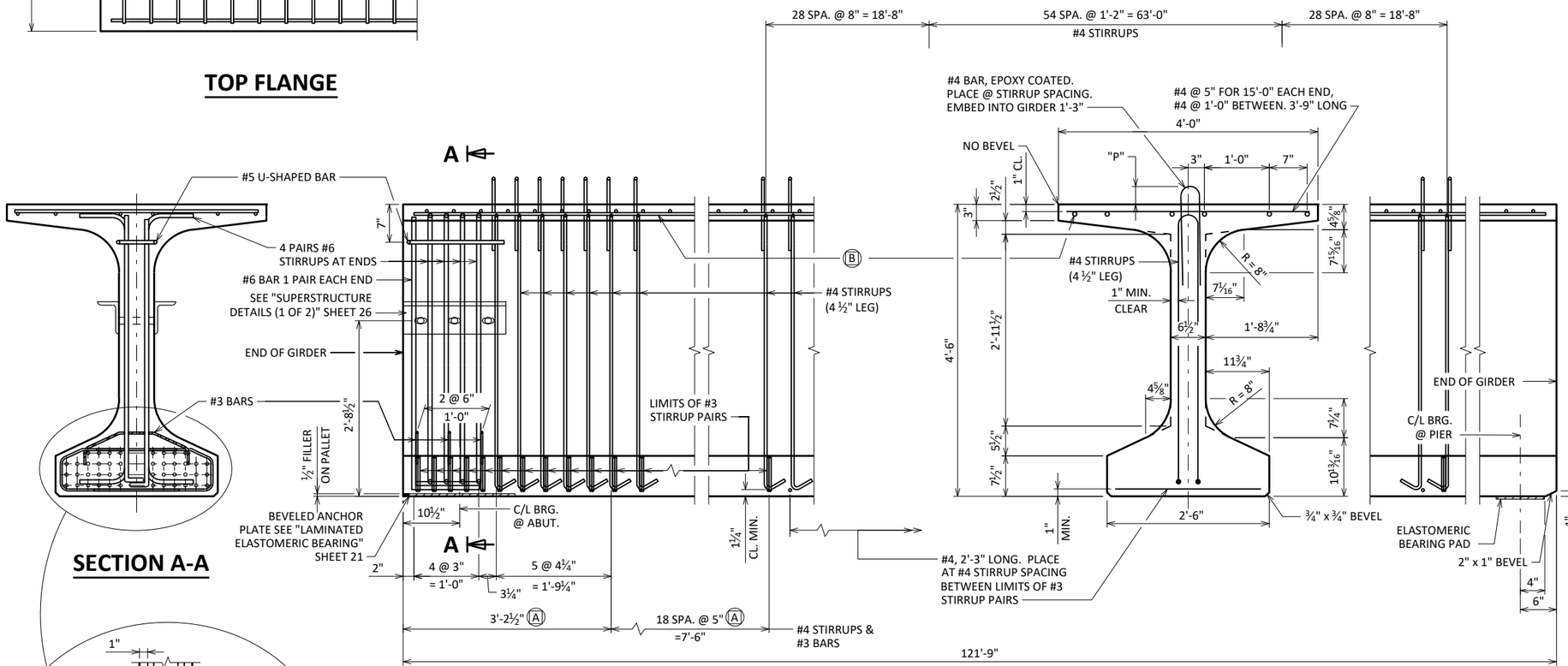
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LAYOUT NAME - SHT_18

STATE PROJECT NUMBER

1130-65-81



TOP FLANGE

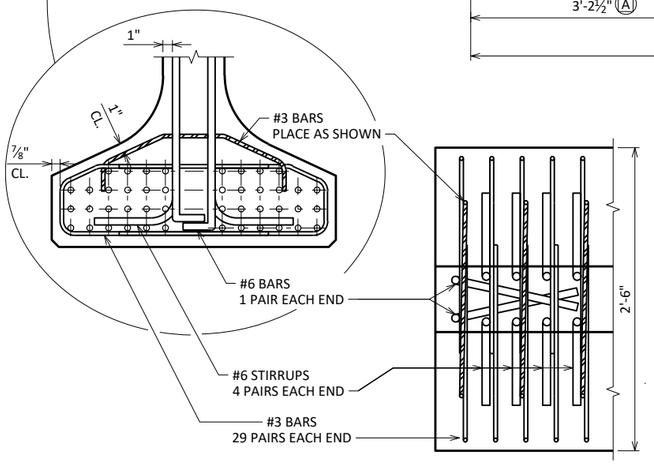


SECTION A-A

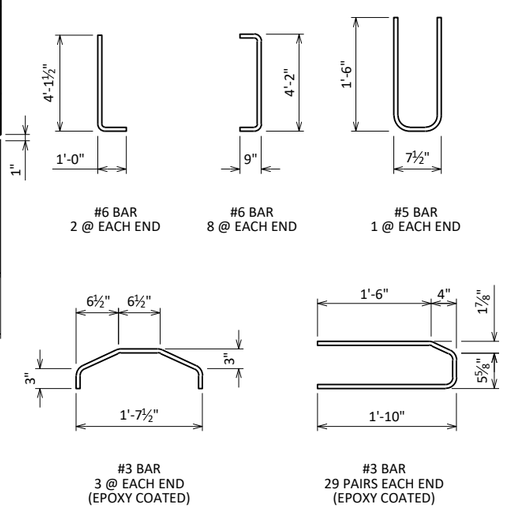
SIDE VIEW & TYP. SECTION IN SPAN

Ⓐ DETAIL TYP. AT EACH END

Ⓑ 6 #4 BARS, FULL LENGTH, MIN. LAP = 1'-11"



BOTTOM FLANGE



⚹ MINIMUM CYLINDER STRENGTH OF CONCRETE @ TIME OF TRANSFER OF PRESTRESS FORCE.

GIRDER DATA

SPAN	GIRDER	GIRDER LENGTH "L" (FEET)	DEAD LOAD DEFL. (IN.)									CONC. STRGTH. f'c (P.S.I.)	"P" (IN.)			DIA. OF STRAND (IN.)	DRAPED PATTERN					
			1/10	2/10	3/10	4/10	5/10	6/10	7/10	8/10	9/10		1ST ⅓ OF GIRDER	MID ⅓ OF GIRDER	END ⅓ OF GIRDER		TOTAL NO. OF STRANDS	f'ci (P.S.I.) ⚹	(IN.) "A"	"B" MIN.	"B" MAX.	"C"
1	1 & 8	121'-9"	0.73	1.41	1.94	2.27	2.38	2.25	1.90	1.37	0.70	8,000	7	8	7	0.60	40	6,800	49	16	19	5
1	2 - 7	121'-9"	0.69	1.33	1.84	2.15	2.25	2.13	1.80	1.29	0.66	8,000	7	8	7	0.60	40	6,800	49	16	19	5
2	1 & 8	121'-9"	0.66	1.29	1.79	2.11	2.22	2.11	1.79	1.29	0.66	8,000	7	8	8	0.60	40	6,800	49	16	19	5
2	2 - 7	121'-9"	0.62	1.21	1.68	1.99	2.09	1.99	1.68	1.21	0.62	8,000	7	8	8	0.60	40	6,800	49	16	19	5
3	1 & 8	121'-9"	0.70	1.37	1.90	2.25	2.38	2.27	1.94	1.41	0.73	8,000	7	7	8	0.60	40	6,800	49	16	19	5
3	2 - 7	121'-9"	0.66	1.29	1.80	2.13	2.25	2.15	1.84	1.33	0.69	8,000	7	7	8	0.60	40	6,800	49	16	19	5

NOTES

TOP OF GIRDER TO BE ROUGH FLOATED AND BROOMED TRANSVERSELY, EXCEPT THE OUTSIDE 15" OF GIRDER, WHICH SHALL RECEIVE A SMOOTH FINISH. AN APPROVED CONCRETE SEALER SHALL BE APPLIED TO ALL SMOOTH SURFACES INCLUDING THE OUTSIDE 15" OF THE TOP FLANGE.

DO NOT APPLY CONCRETE SEALER OR EPOXY TO SURFACES RECEIVING APPLICATION OF CONCRETE STAINING.

THE GIRDERS SHALL BE PROVIDED WITH A SUITABLE LIFTING DEVICE FOR HANDLING AND ERECTING THE GIRDERS. SEE SECT. 503.3.4 OF STANDARD SPECIFICATIONS FOR GUIDANCE.

STRANDS SHALL BE FLUSH WITH END OF GIRDER. FOR GIRDER ENDS EMBEDDED COMPLETELY IN CONCRETE, END OF STRANDS SHALL BE COATED WITH NON-BITUMINOUS JOINT SEALER. FOR GIRDER ENDS THAT ARE FINALLY EXPOSED, COAT THE GIRDER ENDS, EXPOSED STRAND ENDS AND ALL NON-BONDING SURFACES WITHIN 2 FEET OF THE GIRDER ENDS WITH A NON-PIGMENTED EPOXY CONFORMING TO AASHTO M-235 TYPE III, GRADE 2, CLASS B OR C. THE EPOXY SHALL BE APPLIED AT LEAST 3 DAYS AFTER MOIST CURING HAS CEASED AND PRIOR TO THE APPLICATION OF THE SEALER.

ALL GIRDERS SHALL BE CAST FULL LENGTH AS SHOWN.

SPACING SHOWN FOR #4 STIRRUPS IS FOR GRADE 60 REINFORCEMENT.

AN EQUIVALENT OF WELDED WIRE FABRIC (WWF) ASTM A1064 MAY BE SUBSTITUTED FOR THE STIRRUP REINFORCEMENT SHOWN, UPON APPROVAL OF THE STRUCTURES DESIGN SECTION. IF USED, WWF SUBSTITUTION DETAILS SHALL BE SUBMITTED ELECTRONICALLY TO THE WISDOT FABRICATION LIBRARY AND ACCEPTED PRIOR TO SHOP DRAWING SUBMITTAL.

PRESTRESSING STRANDS SHALL BE (0.6" DIA.)-7 WIRE LOW-RELAXATION STRANDS WITH AN ULTIMATE STRENGTH OF 270,000 PSI.

FOR DIAPHRAGM INSERT & CONNECTION DETAILS SEE "STEEL DIAPHRAGM" SHEET.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-44-329

DRAWN BY GLM | PLANS CK'D SGM

54W" PRESTRESSED GIRDER

SHEET 19 OF 43

442

SCALE = 2

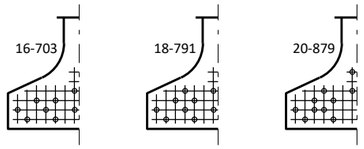
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FILE NAME : C:\USERS\GMCGINN\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\STRC\B-44-0329\SHEETS\B44-0329_080519_GR.DWG
LAYOUT NAME - SHT_19

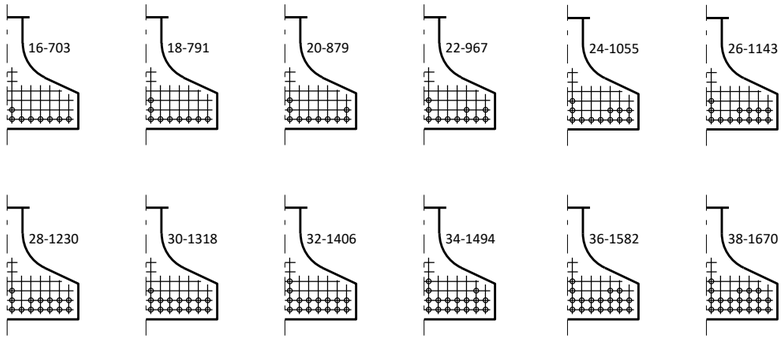
STATE PROJECT NUMBER

1130-65-81



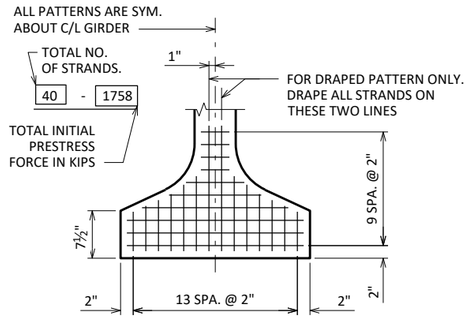
STANDARD ARRANGEMENTS TO RAISE CENTER OF GRAVITY TO AVOID DRAPING OF STRANDS

0.6" DIA. STRANDS

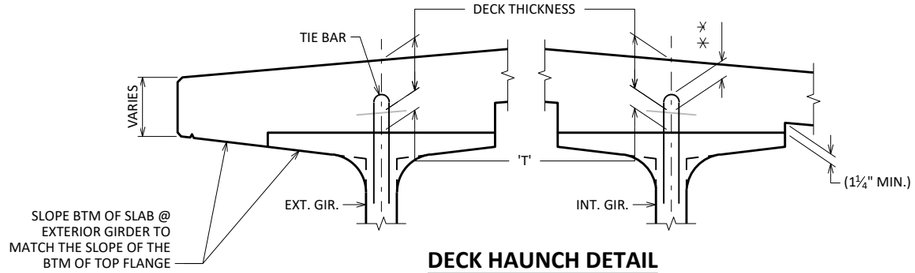


ARRANGEMENT AT C/L SPAN - FOR GIRDERS WITH DRAPED STRANDS

0.6" DIA. STRANDS



TYP. STRAND PATTERN



DECK HAUNCH DETAIL

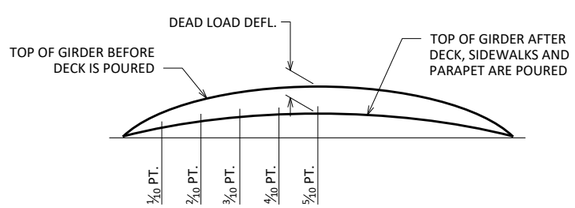
IF 1¼" MINIMUM HAUNCH HEIGHT AT EDGE OF GIRDER CANNOT BE MAINTAINED, THE GRADE LINE MAY BE REVISED BY THE ENGINEER AT THE OPTION OF THE CONTRACTOR, THE PLAN DECK THICKNESS SHALL BE HELD. NOTIFY THE STRUCTURES SECTION IF THE GRADE LINE IS RAISED FROM THE PLAN PROFILE BY MORE THAN ½" OR,

⚹⚹ IF 3" MINIMUM DECK EMBEDMENT OF TIE BAR CANNOT BE OBTAINED.

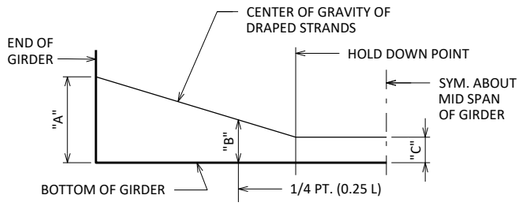
TO DETERMINE 'T', ELEV. OF TOP OF GIR'S. AT C/L OF SUBSTRUCTURE UNITS & AT 1/10 POINTS OF EACH SPAN SHALL BE TAKEN. THEN FOLLOW THIS PROCESS:

	TOP OF DECK ELEV. AT FINAL GRADE
-	TOP OF GIRDER ELEVATION
+	DEAD LOAD DEFLECTION
-	DECK THICKNESS
=	HAUNCH HEIGHT 'T'

NOTE: AN AVERAGE HAUNCH ('T') OF 3.3" WAS USED IN THE QUANTITY "HPC MASONRY STRUCTURES".



DEAD LOAD DEFLECTION DIAGRAM



DRAPED STRAND PROFILE

⚹ THE THEORETICAL INITIAL CAMBER VALUE AT THE TIME OF STRAND RELEASE AT MIDSPAN MULTIPLIED BY A FACTOR OF 1.4 TO ACCOUNT FOR CAMBER GROWTH FROM THE TIME OF STRAND RELEASE TO JOBSITE PLACEMENT.

SPAN	CAMBER (IN.) ⚹
1	4.0
2	4.0
3	4.0

THESE VALUES ARE NOT TO BE USED IN DETERMINING 'T', USE ACTUAL GIRDER SHOTS.

THESE VALUES ARE FOR INFORMATIONAL PURPOSES ONLY.

8

8

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-44-329

DRAWN BY GLM | PLANS CK'D SGM

54W" PRESTRESSED GIRDER DETAILS

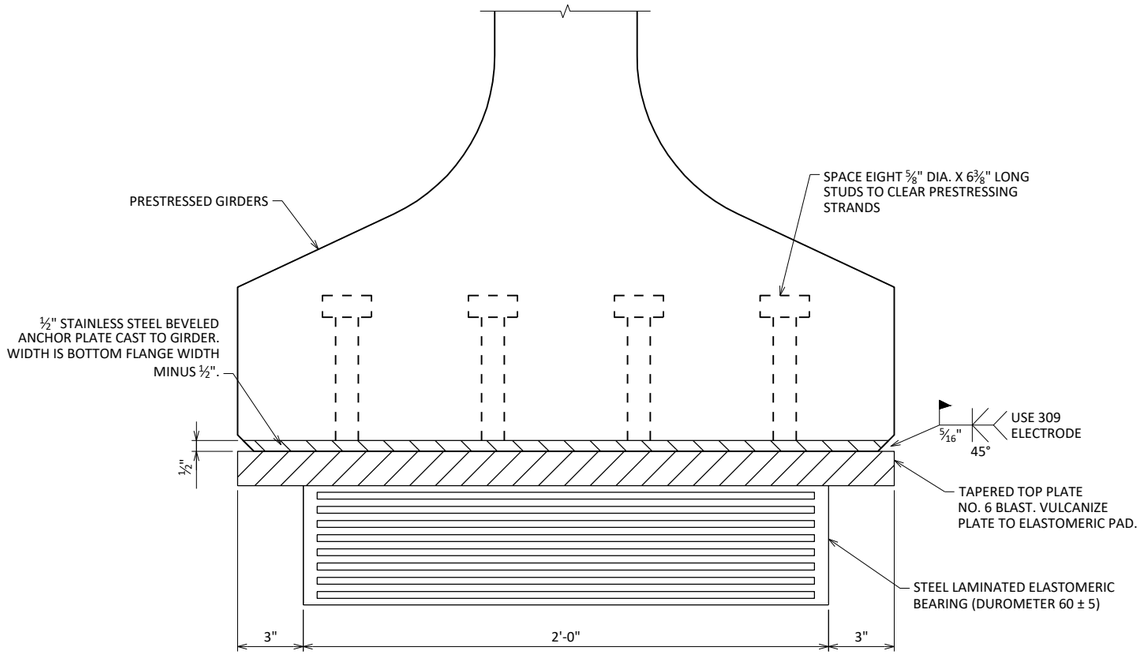
SHEET 20 OF 43
443

SCALE = 2

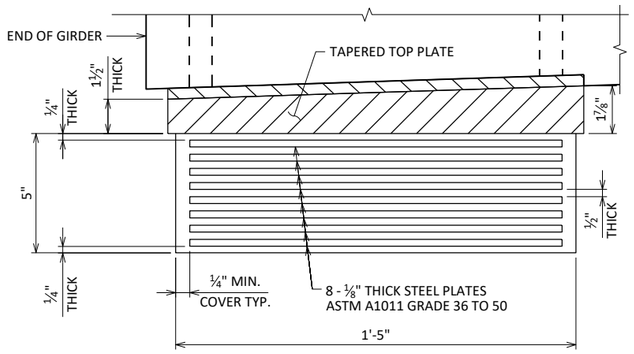
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LAYOUT NAME - SHT_20

STATE PROJECT NUMBER

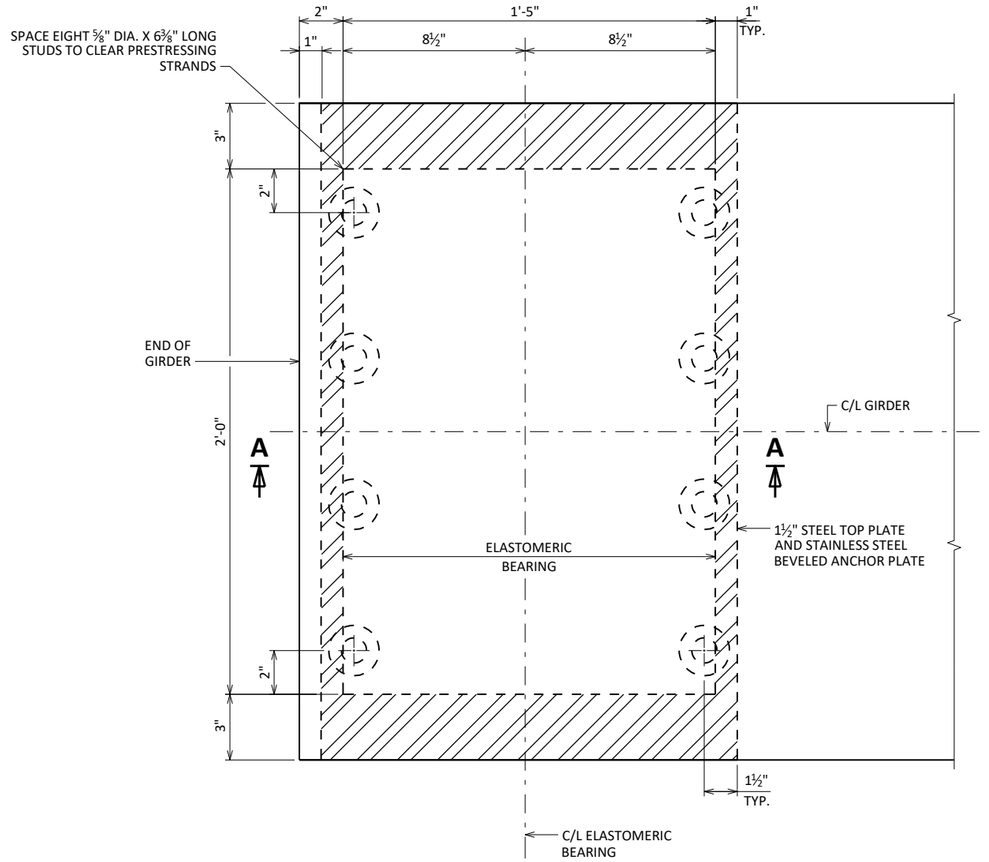
1130-65-81



END VIEW



SECTION A-A THRU ELASTOMERIC BEARING



PLAN VIEW

NOTES

BEARINGS SHALL NOT BE PLACED AT A TEMPERATURE GREATER THAN 85° F.

ANCHOR PLATE SHALL CONFORM TO ASTM A240 TYPE 304.

TOP PLATE SHALL CONFORM TO ASTM A709 GRADE 50W OR A588 AND SHALL BE PAINTED IN ACCORDANCE WITH SECTION 506.2.8.1 OF THE STANDARD SPECIFICATION.

ALL STRUCTURAL STEEL PLATES SHALL BE FLAT ROLLED WITH ALL SURFACES SMOOTH AND FREE FROM WARP AND ALL EDGES SMOOTH, STRAIGHT AND VERTICAL.

ALL PLATE CUTS SHALL BE MACHINE OR MACHINE FLAME CUTS.

REMOVE THE PAINT FROM TOP PLATE SURFACES THAT REQUIRE FIELD WELDING. AFTER WELDING, PROVIDE ONE COAT OF ORGANIC ZINC-RICH PRIMER AND ONE COAT OF HIGH BUILD BROWN EPOXY PAINT IN ACCORDANCE WITH SECTION 517.3.1.8.2 OF THE STANDARD SPECIFICATIONS. FIELD APPLIED PAINT SHALL EXTEND BEYOND THE DAMAGED PAINTED SURFACES.

ALL MATERIAL USED FOR BEARINGS SHALL BE PAID FOR AT THE UNIT PRICE BID FOR "BEARING PADS ELASTOMERIC LAMINATED", EACH.

BEARINGS DESIGNED PER METHOD A IN THE CURRENT AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-44-329

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LAMINATED ELASTOMERIC BEARING

SHEET 21 OF 43

444

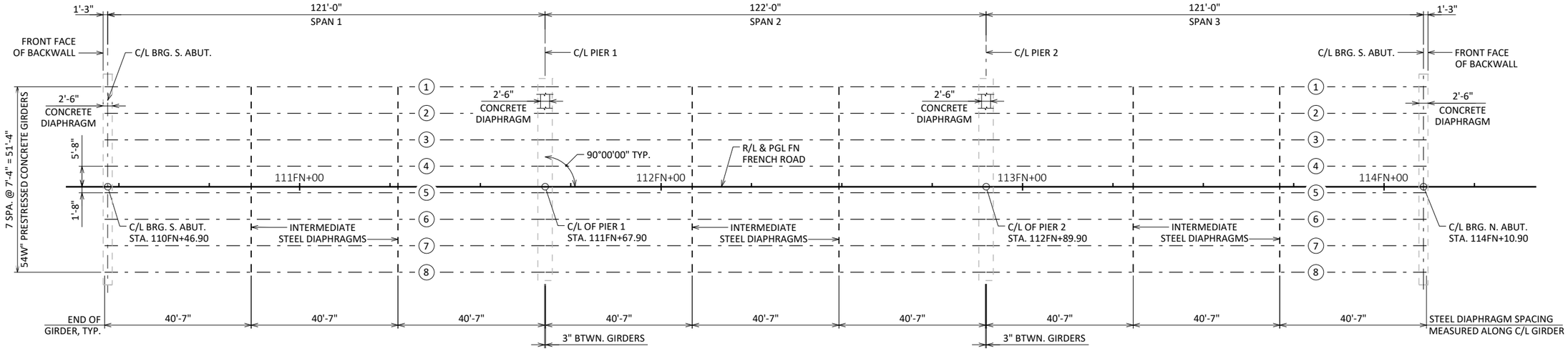
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LAYOUT NAME - SHT_21

STATE PROJECT NUMBER
1130-65-81



FRAMING PLAN

TOP OF DECK ELEVATIONS

LOCATION	C/L BRG S. ABUT.	1/10	2/10	3/10	4/10	5/10	6/10	7/10	8/10	9/10	C/L PIER 1	1/10	2/10	3/10	4/10	5/10	6/10	7/10	8/10	9/10	C/L PIER 2
TOE OF PARAPET & EOD	758.45	758.77	759.06	759.34	759.58	759.80	760.00	760.18	760.33	760.45	760.55	760.63	760.68	760.71	760.72	760.70	760.65	760.58	760.49	760.37	760.23
GIRDER 1	758.48	758.80	759.10	759.37	759.61	759.84	760.03	760.21	760.36	760.48	760.59	760.66	760.72	760.75	760.75	760.73	760.69	760.62	760.52	760.41	760.26
GIRDER 2	758.59	758.91	759.21	759.48	759.72	759.95	760.14	760.32	760.47	760.59	760.70	760.77	760.83	760.86	760.86	760.84	760.80	760.73	760.63	760.52	760.37
TOE OF BARRIER (TRAFFIC SIDE)	758.63	758.95	759.24	759.51	759.76	759.98	760.18	760.35	760.50	760.63	760.73	760.81	760.86	760.89	760.90	760.88	760.83	760.76	760.67	760.55	760.41
GIRDER 3	758.73	759.05	759.34	759.61	759.86	760.08	760.28	760.45	760.60	760.73	760.83	760.91	760.96	760.99	761.00	760.98	760.93	760.86	760.77	760.65	760.51
GIRDER 4	758.88	759.19	759.49	759.76	760.01	760.23	760.43	760.60	760.75	760.88	760.98	761.06	761.11	761.14	761.14	761.12	761.08	761.01	760.92	760.80	760.65
PGL / CROWN	758.99	759.31	759.60	759.87	760.12	760.34	760.54	760.71	760.86	760.99	761.09	761.17	761.22	761.25	761.26	761.24	761.19	761.12	761.03	760.91	760.77
GIRDER 5	758.96	759.27	759.57	759.84	760.09	760.31	760.51	760.68	760.83	760.96	761.06	761.14	761.19	761.22	761.22	761.20	761.16	761.09	761.00	760.88	760.73
GIRDER 6	758.81	759.13	759.42	759.69	759.94	760.16	760.36	760.53	760.68	760.81	760.91	760.99	761.04	761.07	761.08	761.06	761.01	760.94	760.85	760.73	760.59
GIRDER 7	758.66	758.98	759.28	759.55	759.79	760.01	760.21	760.39	760.54	760.66	760.76	760.84	760.90	760.92	760.93	760.91	760.86	760.80	760.70	760.58	760.44
TOE OF BARRIER (TRAFFIC SIDE)	758.63	758.95	759.24	759.51	759.76	759.98	760.18	760.35	760.50	760.63	760.73	760.81	760.86	760.89	760.90	760.88	760.83	760.76	760.67	760.55	760.41
GIRDER 8	758.54	758.86	759.16	759.43	759.67	759.90	760.09	760.27	760.42	760.54	760.65	760.72	760.78	760.81	760.81	760.79	760.75	760.68	760.58	760.47	760.32
TOE OF PARAPET & EOD	758.51	758.83	759.12	759.40	759.64	759.86	760.06	760.24	760.39	760.51	760.61	760.69	760.74	760.77	760.78	760.76	760.71	760.64	760.55	760.43	760.29

LOCATION	C/L PIER 2	1/10	2/10	3/10	4/10	5/10	6/10	7/10	8/10	9/10	C/L BRG. N. ABUT.
TOE OF PARAPET & EOD	760.23	760.07	759.88	759.68	759.49	759.30	759.10	758.91	758.72	758.52	758.33
GIRDER 1	760.26	760.10	759.91	759.72	759.52	759.33	759.14	758.94	758.75	758.55	758.36
GIRDER 2	760.37	760.21	760.02	759.83	759.63	759.44	759.25	759.05	758.86	758.66	758.47
TOE OF BARRIER (TRAFFIC SIDE)	760.41	760.24	760.05	759.86	759.67	759.47	759.28	759.09	758.89	758.70	758.51
GIRDER 3	760.51	760.34	760.15	759.96	759.77	759.57	759.38	759.19	758.99	758.80	758.61
GIRDER 4	760.65	760.49	760.30	760.11	759.91	759.72	759.53	759.33	759.14	758.95	758.75
PGL / CROWN	760.77	760.60	760.41	760.22	760.03	759.83	759.64	759.45	759.25	759.06	758.87
GIRDER 5	760.73	760.57	760.38	760.19	759.99	759.80	759.61	759.41	759.22	759.03	758.83
GIRDER 6	760.59	760.42	760.23	760.04	759.85	759.65	759.46	759.27	759.07	758.88	758.69
GIRDER 7	760.44	760.28	760.09	759.89	759.70	759.51	759.31	759.12	758.93	758.73	758.54
TOE OF BARRIER (TRAFFIC SIDE)	760.41	760.24	760.05	759.86	759.67	759.47	759.28	759.09	758.89	758.70	758.51
GIRDER 8	760.32	760.16	759.97	759.78	759.58	759.39	759.20	759.00	758.81	758.61	758.42
TOE OF PARAPET & EOD	760.29	760.13	759.94	759.74	759.55	759.36	759.16	758.97	758.78	758.58	758.39

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NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-44-329

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SUPERSTRUCTURE FRAMING PLAN

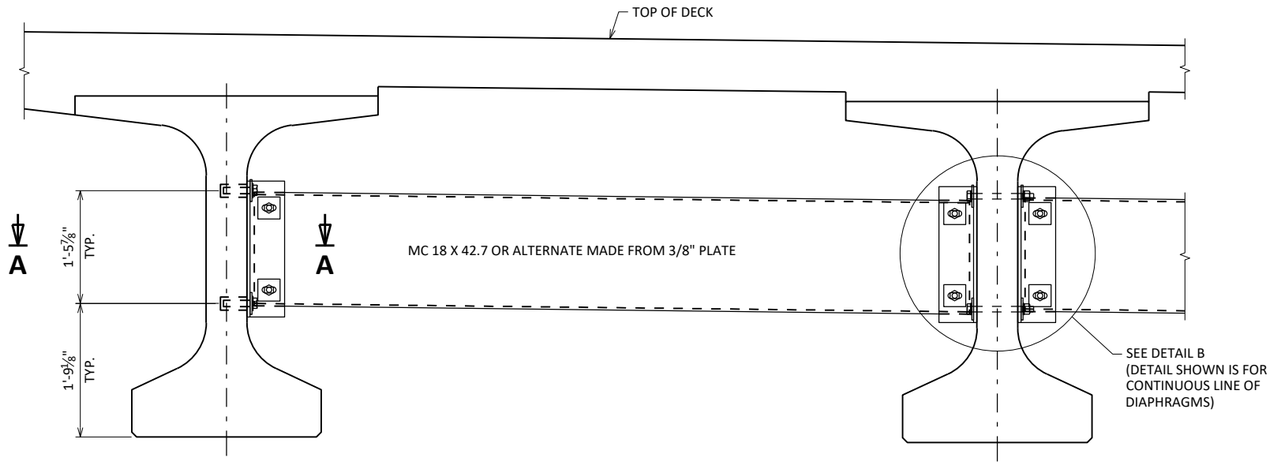
SHEET 22 OF 43
445

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LAYOUT NAME - SHT_22

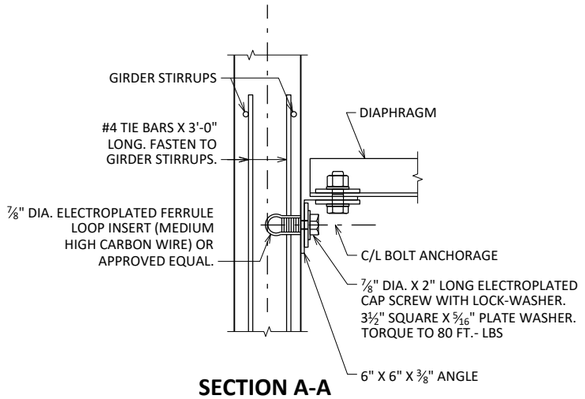
STATE PROJECT NUMBER

1130-65-81



EXTERIOR GIRDER **INTERIOR GIRDER**

PART TRANSVERSE SECTION AT DIAPHRAGM



SECTION A-A

(FOR EXTERIOR ATTACHMENT)

NOTES

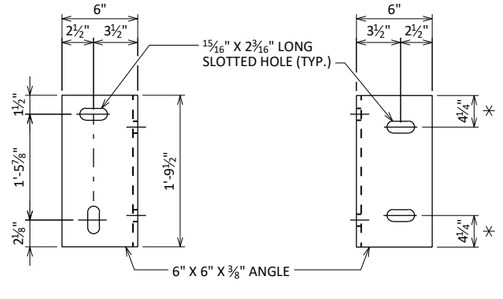
ALL DIAPHRAGM MATERIAL NOT EMBEDDED IN THE CONCRETE GIRDER SHALL BE PAID FOR AT THE UNIT PRICE BID FOR "STEEL DIAPHRAGMS B-44-329", EACH.

EACH DIAPHRAGM BETWEEN GIRDERS SHALL CONSTITUTE ONE UNIT.

ALL DIAPHRAGM STRUCTURAL STEEL SHALL BE ASTM A709 GRADE 36.

ALL DIAPHRAGM MATERIAL INCLUDING BOLTS, NUTS AND WASHERS SHALL BE GALVANIZED AFTER FABRICATION.

STEEL DIAPHRAGM TO CONCRETE WEB CONNECTION SHALL BE SNUG-TIGHT PLUS 1/4 TURN, UNLESS NOTED OTHERWISE. HIGH STRENGTH BOLTS FOR WEB CONNECTION SHALL MEET THE REQUIREMENTS FOR ASTM A325 OR ASTM A449.

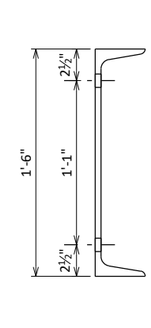


BEAM FACE

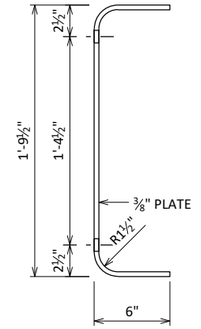
DIAPHRAGM FACE

DIAPHRAGM SUPPORT

✳ 2½" FOR ALTERNATE PLATE DIAPHRAGM

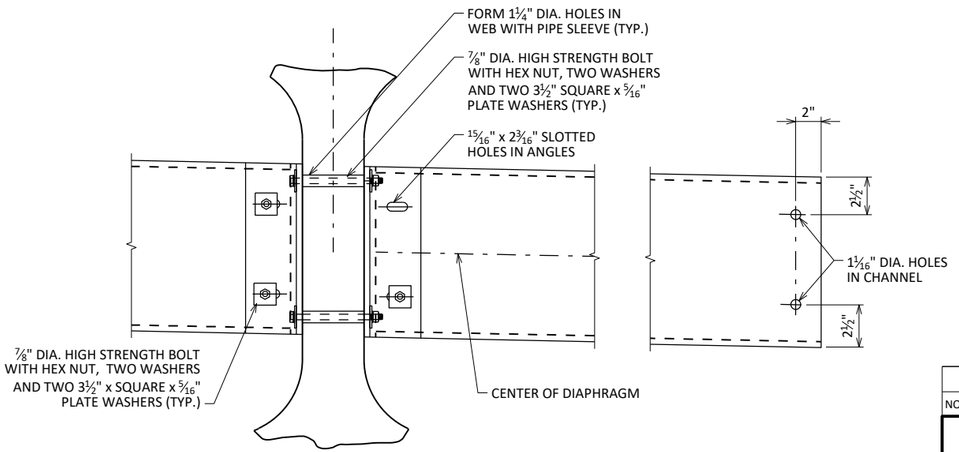


MC18X42.7



ALTERNATE DIAPHRAGM

SECTION THRU DIAPHRAGM



(FOR CONTINUOUS LINE OF DIAPHRAGMS)

DETAIL B

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-44-329

DRAWN BY GLM | PLANS CK'D SGM

STEEL DIAPHRAGM

SHEET 23 OF 43

446

SCALE = 24

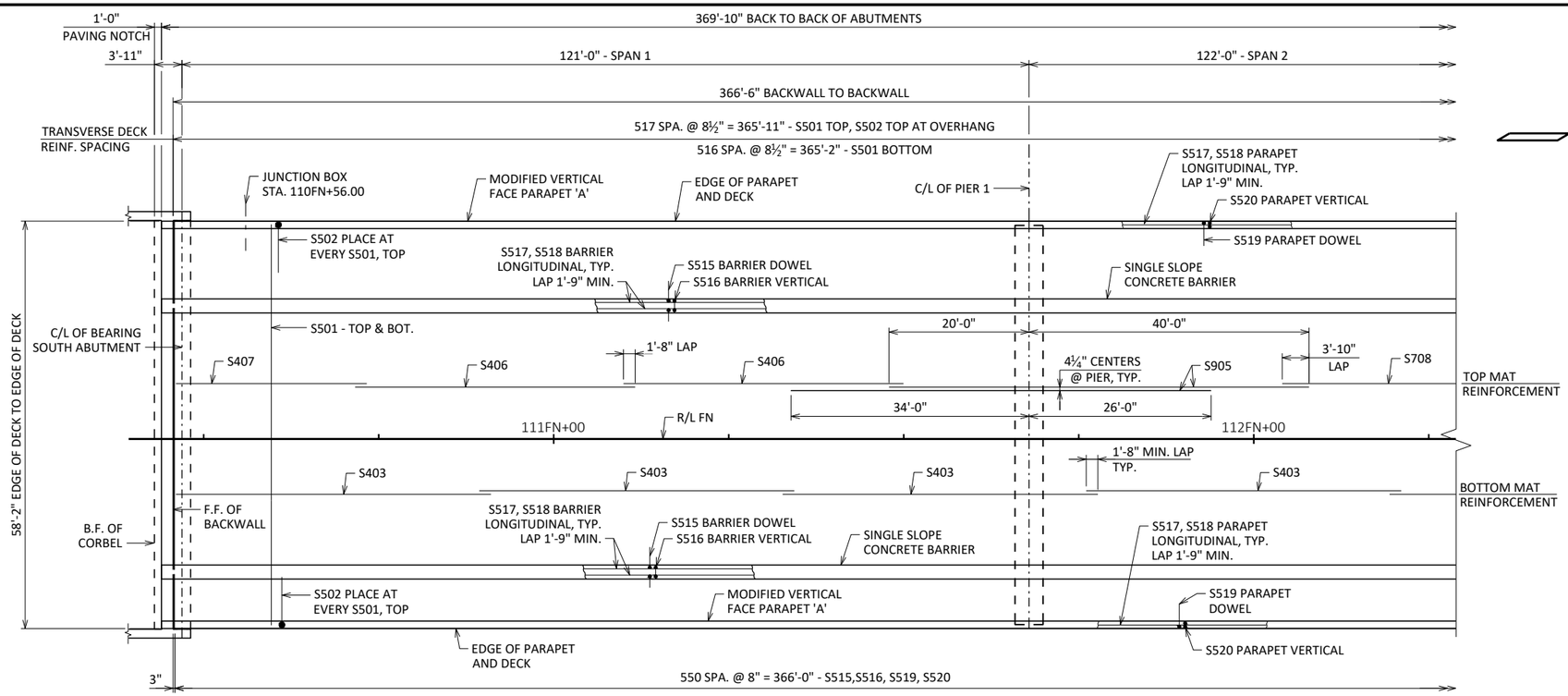
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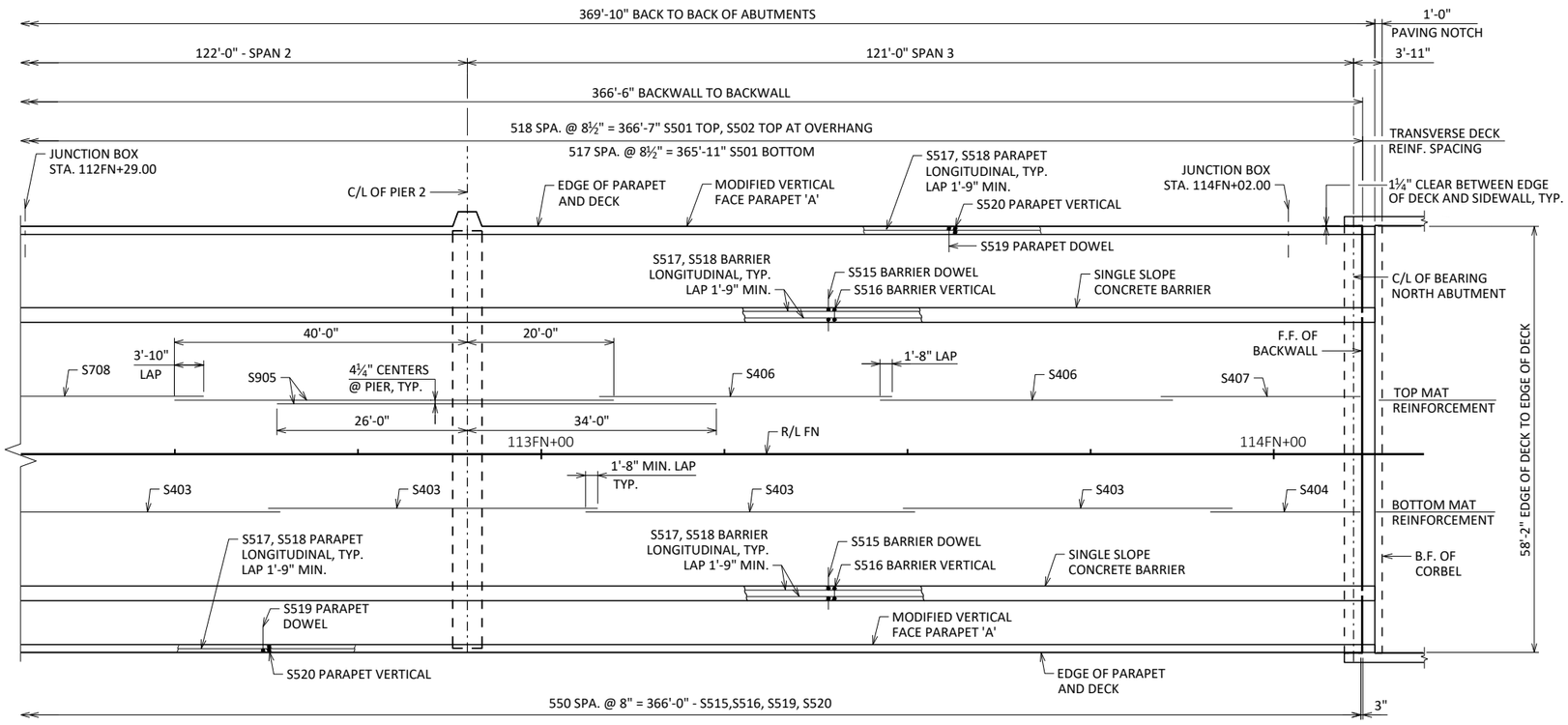
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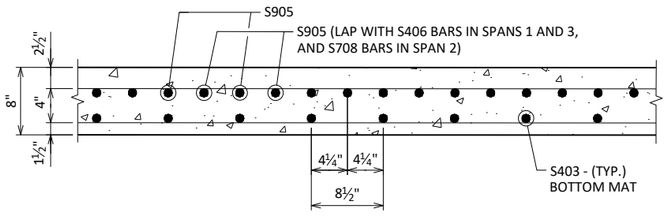
1130-65-81



PLAN



PLAN



CROSS SECTION THRU SLAB - AT PIER

(LOOKING NORTH)

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-44-329

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SUPERSTRUCTURE PLAN

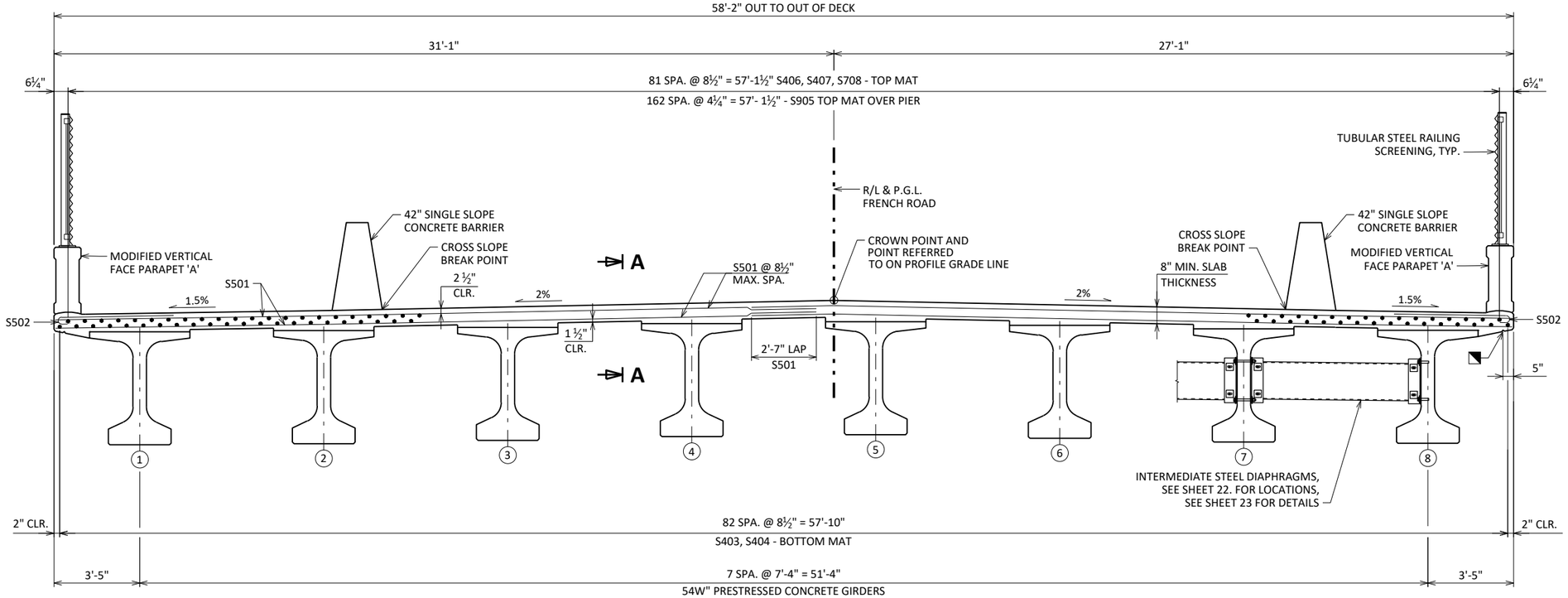
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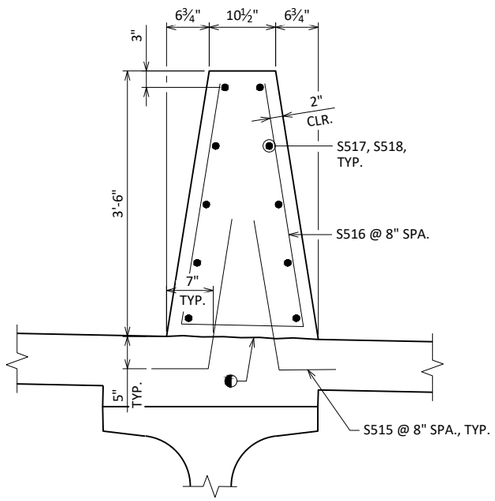
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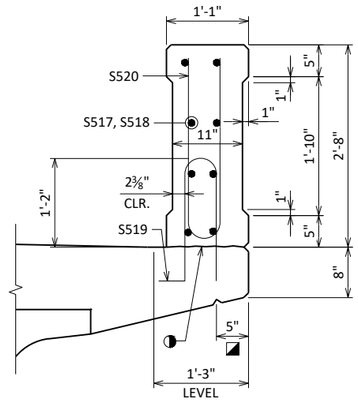
CROSS SECTION THRU ROADWAY

(LOOKING NORTH)



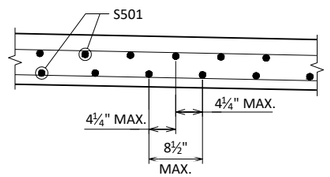
SECTION THRU BARRIER ON DECK

(SINGLE SLOPE CONCRETE BARRIER)



SECTION THRU PARAPET ON DECK

(MODIFIED VERTICAL FACE PARAPET 'A')



SECTION A-A

(TRANSVERSE BAR STAGGER DETAIL)

LEGEND

◥ ¾" V-GROOVE REQUIRED. EXTEND V-GROOVE TO 2'-0" FROM FRONT FACE OF ABUTMENT BODY (TYP. EACH SIDE).

◐ CONSTRUCTION JOINT - STRIKE OFF AS SHOWN AND LEAVE ROUGH.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-44-329

DRAWN BY GLM | PLANS CK'D SGM

SUPERSTRUCTURE CROSS SECTION

SHEET 25 OF 43

448

SCALE = 5

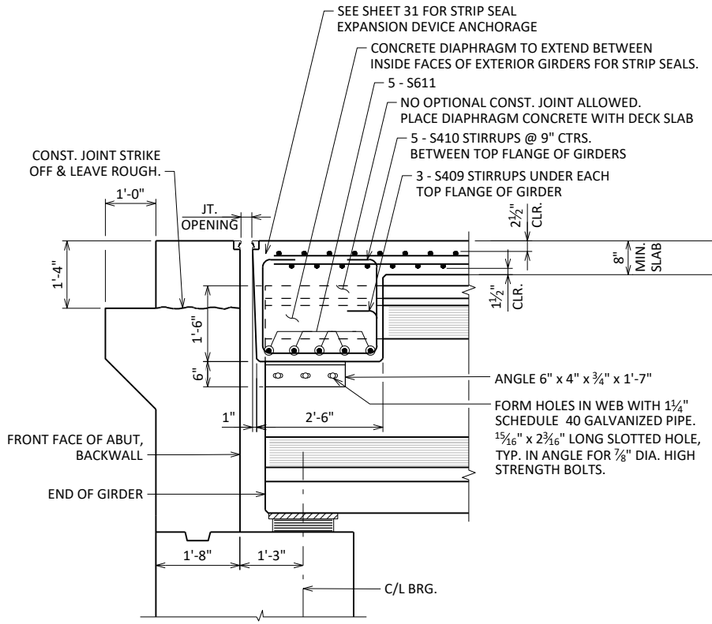
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FILE NAME : C:\USERS\GMCGINN\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\STRC\B-44-0329\SHEETS\B44-0329_080525_SS.DWG
LAYOUT NAME - SHT_25

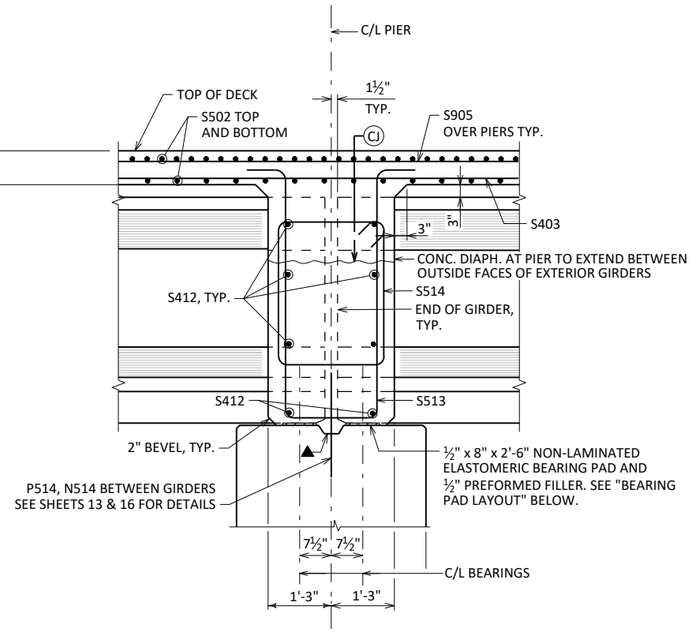
STATE PROJECT NUMBER

1130-65-81



AT ABUTMENTS

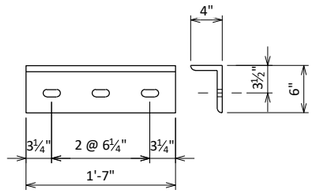
(ALL DIMENSIONS ARE NORMAL TO C/L OF SUBSTRUCTURE)



AT PIER

(ALL DIMENSIONS ARE NORMAL TO C/L OF SUBSTRUCTURE)

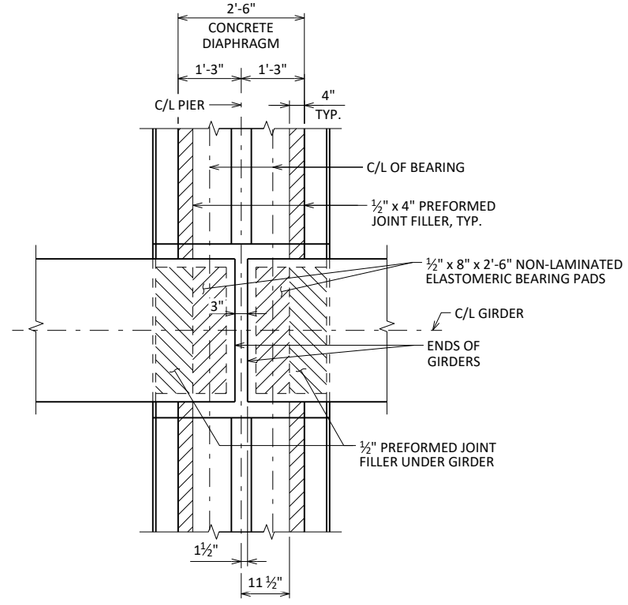
PART LONGITUDINAL SECTION



ANGLE

6" X 4" X ¾" X 1'-7"

PROVIDE 3½" X 3½" X 5/16" PLATE WASHERS AT ALL LOCATIONS EXCEPT AT EXTERIOR FACES OF EXTERIOR GIRDERS WHERE 3½" X 3½" X ½" PLATE WASHERS SHALL BE PROVIDED



AT PIER

BEARING PAD DETAIL

LEGEND

▲ KEYED CONSTRUCTION JOINT BETWEEN GIRDERS FORMED BY BEVELED 2" x 6".

(CJ) OPTIONAL CONSTRUCTION JOINT 1'-2" BELOW TOP OF GIRDER. IF USED, DECK POUR MUST BE WITHIN 2 WEEKS FROM THE TIME OF THE DIAPHRAGM POUR.

8

8

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-44-329

DRAWN BY GLM | PLANS CK'D SGM

SUPERSTRUCTURE DETAILS (1 OF 2)

SHEET 26 OF 43

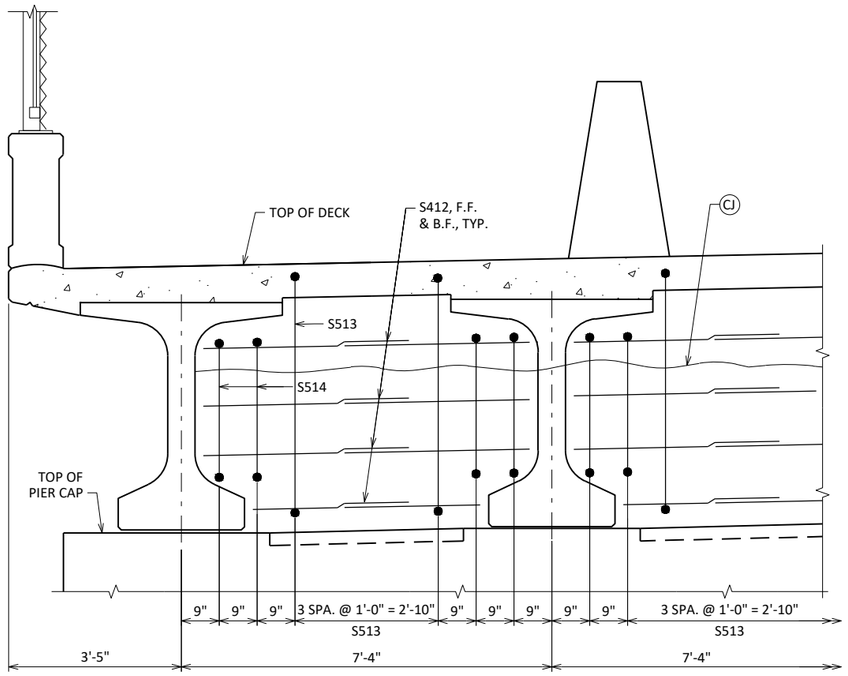
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SCALE = 3

FILE NAME : C:\USERS\GMCGINN\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\STRC\B-44-0329\SHEETS\B44-0329_080526_SS.DWG
LAYOUT NAME - SHT_26

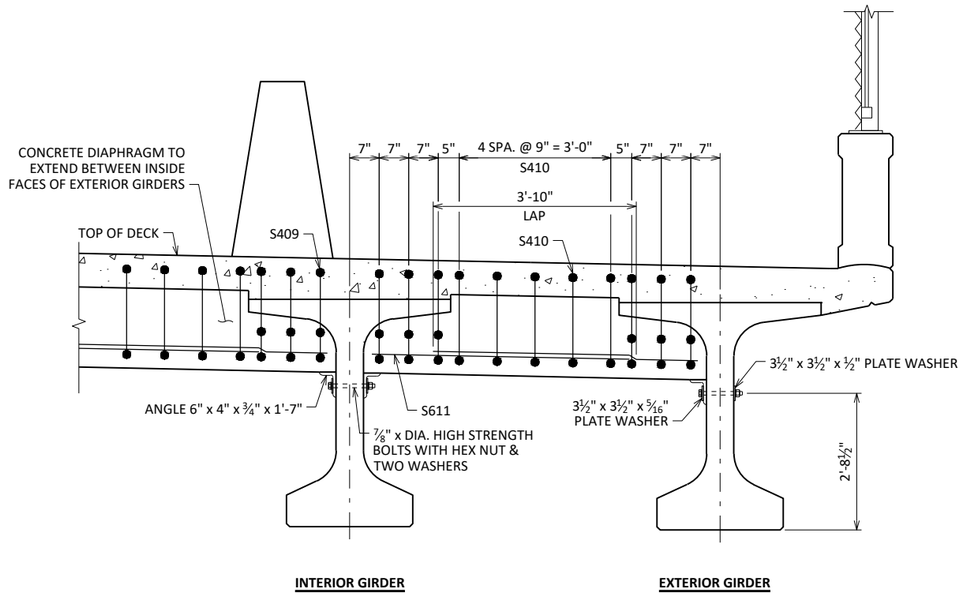
STATE PROJECT NUMBER

1130-65-81



PART TRANSVERSE SECTION AT PIER DIAPHRAGM

(LOOKING NORTH - TYPICAL AT EACH BAY)



PART TRANSVERSE SECTION AT DIAPHRAGM EXPANSION END

LEGEND

(CJ) OPTIONAL CONSTRUCTION JOINT 1'-2" BELOW TOP OF GIRDER. IF USED, DECK POUR MUST BE WITHIN 2 WEEKS FROM THE TIME OF THE DIAPHRAGM POUR.

8

8

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-44-329

DRAWN BY GLM | PLANS CK'D SGM

SUPERSTRUCTURE DETAILS (2 OF 2)

SHEET 27 OF 43

450

SCALE = 3

FILE NAME : C:\USERS\GMCGINN\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\STRC\B-44-0329\SHEETS\B44-0329_080527_SS.DWG
LAYOUT NAME - SHT_27

STATE PROJECT NUMBER

1130-65-81

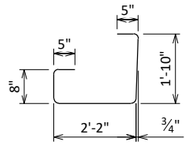
BILL OF BARS

TOTAL WEIGHT COATED = 219,460 LBS

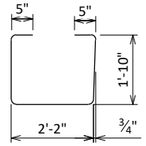
BAR MARK	COAT	NO. REQ'D	LENGTH	BENT	SERIES	LOCATION
S501	X	1,035	57'-10"			DECK - TRANSVERSE TOP & BOTTOM
S502	X	1,036	5'-6"	X		DECK - TRANSVERSE TOP AT OVERHANG
S403	X	664	45'-0"			DECK- LONGITUDINAL BOTTOM
S404	X	83	20'-6"			DECK- LONGITUDINAL BOTTOM
S905	X	326	60'-0"			DECK - LONGITUDINAL TOP AT PIERS
S406	X	328	40'-0"			DECK - LONGITUDINAL TOP
S407	X	164	27'-3"			DECK - LONGITUDINAL TOP
S708	X	82	49'-10"			DECK - LONGITUDINAL TOP
S409	X	84	5'-2"	X		ABUT DIAPHRAGM - STIRRUP
S410	X	70	6'-4"	X		ABUT DIAPHRAGM - STIRRUP
S611	X	140	5'-2"			ABUT DIAPHRAGM - HORIZONTAL
S412	X	224	4'-0"			PIER DIAPHRAGM - HORZ
S513	X	56	13'-2"	X		PIER DIAPHRAGM - VERTICAL BETWEEN GIRDERS
S514	X	56	10'-8"	X		PIER DIAPHRAGM - VERT. BETWEEN GIRDER FLANGES
S515	X	2,204	2'-9"	X		DECK - SINGLE SLOPE CONCRETE BARRIER DOWEL
S516	X	1,102	7'-6"	X		SINGLE SLOPE CONCRETE BARRIER - VERTICAL
S517	X	216	60'-0"			PARAPET - LONGITUDINAL
S518	X	36	17'-7"			PARAPET - LONGITUDINAL
S519	X	1,110	4'-4"	X		DECK - VERTICAL FACE 'A' PARAPET DOWEL
S520	X	1,102	4'-9"	X		VERTICAL FACE 'A' PARAPET - VERTICAL
S421	X	28	6'-9"			DECK - HORZ. - AT EXPANSION DEVICE

NOTE:
THE FIRST DIGIT OF THE BAR MARK SIGNIFIES THE BAR SIZE.
ALL DIMENSIONS IN THE BAR BENDS ARE OUT TO OUT.

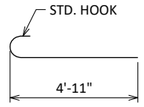
BAR BENDS



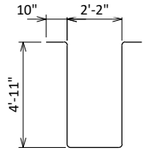
S409



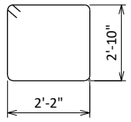
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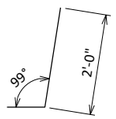
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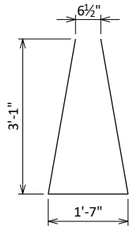
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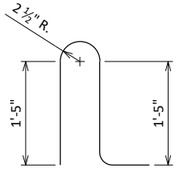
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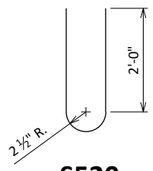
S515



S516



S519



S520

8

8

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-44-329

DRAWN BY GLM | PLANS CK'D SGM

SUPERSTRUCTURE BILL OF BARS

SHEET 28 OF 43

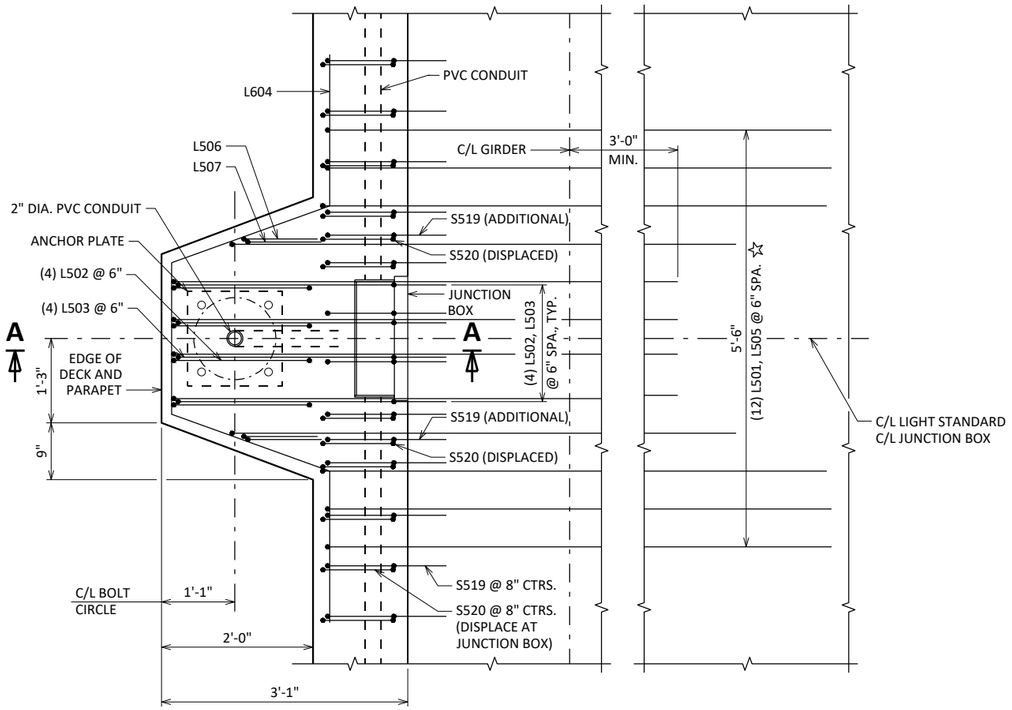
451

SCALE = 3

FILE NAME : C:\USERS\GMCGINN\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\STRC\B-44-0329\SHEETS\B44-0329_080528_SS.DWG
LAYOUT NAME - SHT_28

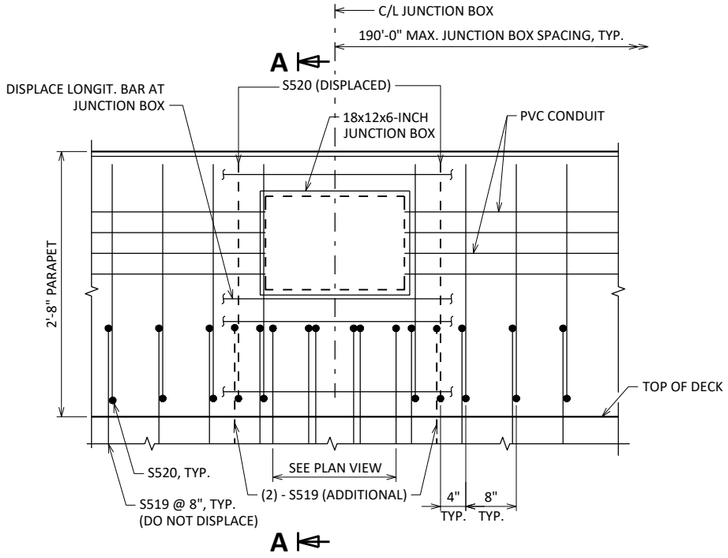
STATE PROJECT NUMBER

1130-65-81



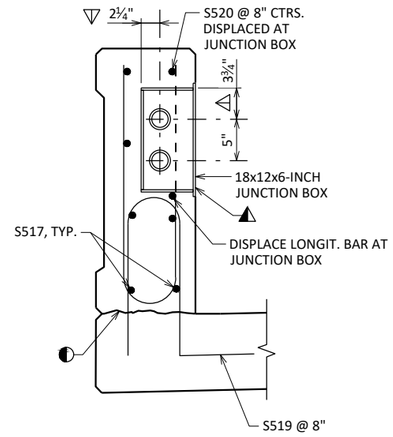
PLAN AT LIGHT STANDARD

(DECK STEEL NOT SHOWN FOR CLARITY)



INSIDE ELEVATION AT JUNCTION BOX

(DECK STEEL NOT SHOWN FOR CLARITY)



JUNCTION BOX DETAIL

NOTES

BID ITEM FOR ANCHOR ROD ASSEMBLY SHALL BE "ANCHOR ASSEMBLIES POLES ON STRUCTURES", EACH.

CONDUIT SHALL BE EMBEDDED 2" CLEAR.

USE 2" DIA. RIGID NONMETALLIC CONDUIT (PVC) UNLESS NOTED OTHERWISE.

CONDUIT FITTINGS, CONDUIT BENDS, AND ADAPTER FITTINGS INCIDENTAL TO CONDUIT WORK.

PROVIDE JUNCTION BOXES FROM THE APPROVED PRODUCTS LIST.

SEE SHEET 30 FOR ADDITIONAL INFORMATION.

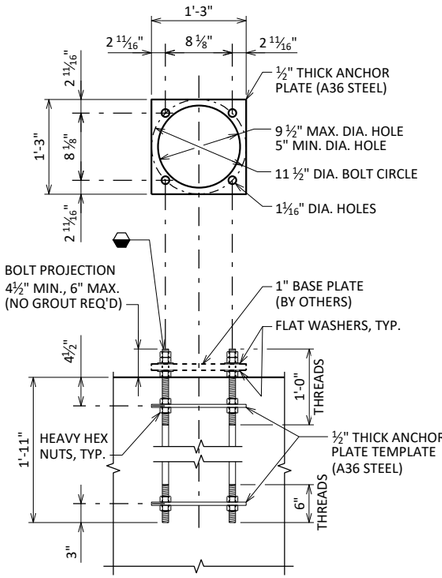
LEGEND

- CONSTRUCTION JOINT, STRIKE OFF AS SHOWN.
- CUT OUT ± 1" OF GASKET AT BOTTOM OF JUNCTION BOX COVER TO ALLOW FOR DRAINAGE.
- LOCATION OF CONDUIT IS MEASURED FROM OUTSIDE EDGE OF JUNCTION BOX.
- NONMETALLIC CONDUIT TO METALLIC CONDUIT ADAPTER FITTING (UL OR NRTL LISTED FOR ELECTRICAL USE SHALL BE USED).

PVC = POLYVINYL CHLORIDE (RIGID NONMETALLIC) CONDUIT.

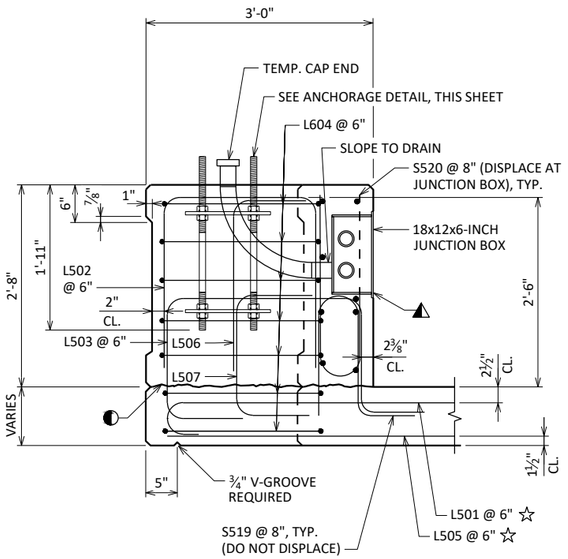
RMC = RIGID METALLIC CONDUIT.

- 1" DIA. ANCHOR RODS ASTM F1554 GR 55, HEAVY HEX NUTS ASTM A563, AND WASHERS ASTM F436. ANCHOR ASSEMBLIES SHALL BE GALVANIZED PER SECTION 531 OF THE STANDARD SPECIFICATION. PROVIDE (2) WASHERS AND (7) NUTS PER ANCHOR ROD.
- ☆ THESE BARS ARE IN ADDITION TO STANDARD TRANSVERSE BARS IN DECK.



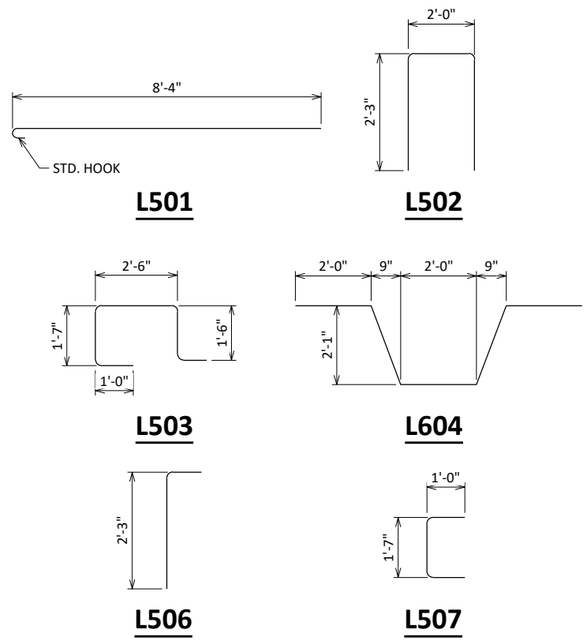
ANCHOR ROD ASSEMBLY DETAIL

(1 REQ'D)
(4) - ANCHOR RODS REQUIRED PER ASSEMBLY



SECTION A-A

BAR BENDS



BILL OF BARS

TOTAL WEIGHT COATED = 390 LBS

BAR MARK	COAT	NO. REQ'D	LENGTH	BENT	LOCATION
L501	X	12	8'-11"	X	LIGHT STD. - TRANS. - DECK - TOP
L502	X	4	6'-3"	X	LIGHT STD. - VERT. - PARAPET
L503	X	4	7'-0"	X	LIGHT STD. - VERT. - PARAPET
L604	X	7	10'-0"	X	LIGHT STD. - HORIZ.. - PARAPET
L505	X	12	8'-4"		LIGHT STD. - TRANS. - DECK - BOT.
L506	X	2	3'-2"	X	LIGHT STD. - VERT. - PARAPET
L507	X	2	3'-4"	X	LIGHT STD. - VERT. - PARAPET

NOTES:
THE FIRST DIGIT OF THE BAR MAR SIGNIFIES THE BAR SIZE.
ALL DIMENSIONS IN THE BAR BENDS ARE OUT TO OUT.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-44-329

DRAWN BY GLM | PLANS CK'D SGM

LIGHT STANDARD DETAILS

SHEET 29 OF 43
452

8

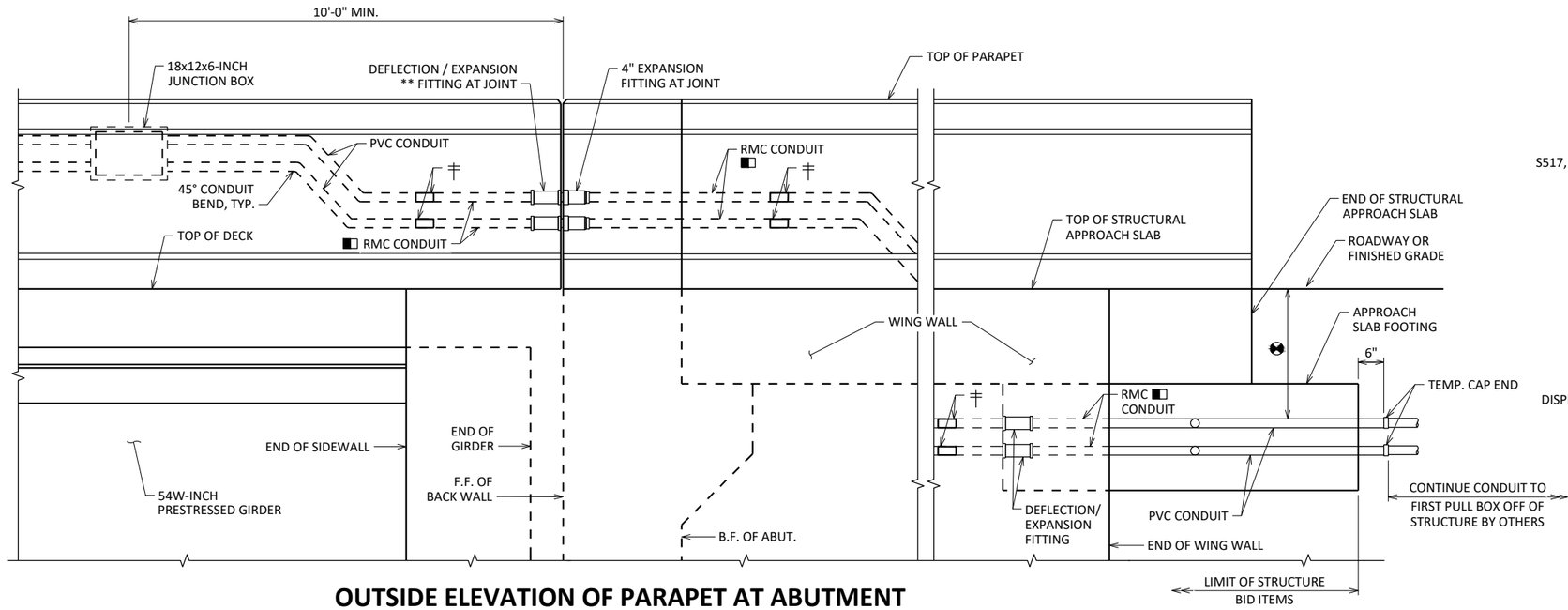
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SCALE = 24

FILE NAME : C:\USERS\GMCGINN\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\STRC\B-44-0329\SHEETS\B44-0329_080529_SS.DWG
LAYOUT NAME - SHT_29

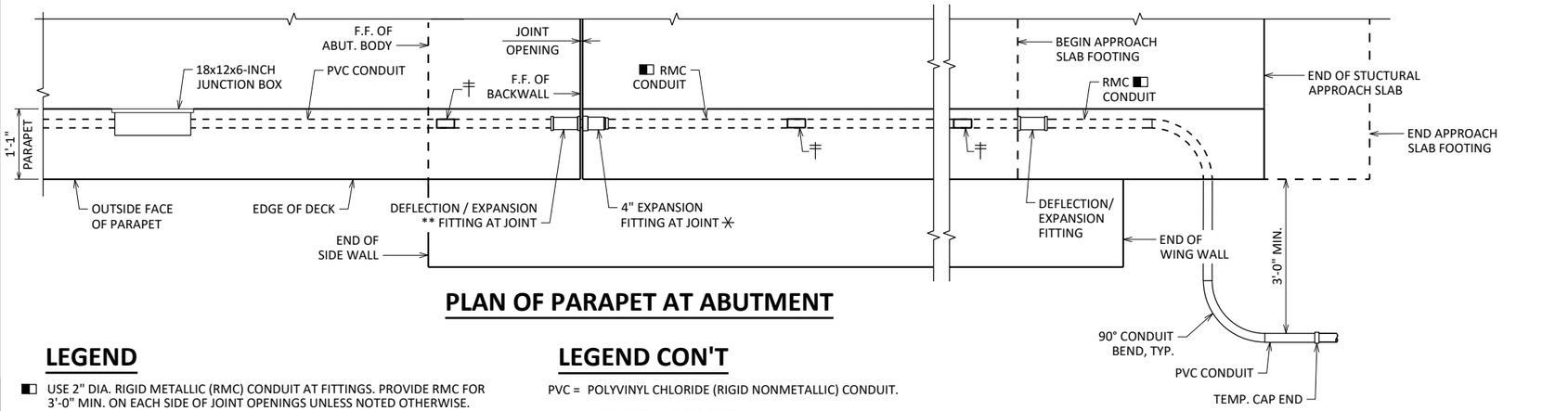
STATE PROJECT NUMBER

1130-65-81



OUTSIDE ELEVATION OF PARAPET AT ABUTMENT

SEE AESTHETICS DETAIL SHEETS FOR OUTSIDE FACE OF PARAPET AESTHETICS
(LOOKING EAST AT SOUTHWEST CORNER. NORTHWEST CORNER SIMILAR)



PLAN OF PARAPET AT ABUTMENT

LEGEND

- USE 2" DIA. RIGID METALLIC (RMC) CONDUIT AT FITTINGS. PROVIDE RMC FOR 3'-0" MIN. ON EACH SIDE OF JOINT OPENINGS UNLESS NOTED OTHERWISE.
- NONMETALLIC CONDUIT TO METALLIC CONDUIT ADAPTER FITTING (UL OR NRTL LISTED FOR ELECTRICAL USE SHALL BE USED).
- SPONGE RUBBER WRAP TO BE AASHTO M153, TYPE 1 OR EQUIVALENT - ¼" MINIMUM THICKNESS. PROVIDE WRAP FOR THE ENTIRE LENGTH OF THE FITTING OR AS SHOWN. SPONGE RUBBER WRAP INCIDENTAL TO "CONDUIT RIGID METALLIC 2-INCH".
- 2'-0" MIN. CONDUIT COVER UNDER ROADWAYS, 1'-6" OTHERWISE. CONDUIT COVER SHOULD NOT EXCEED 3'-0".
- POSITION MOVEABLE END OF CONDUIT INSIDE EXPANSION FITTING, SUCH THAT IT WILL HAVE THE SAME ALLOWANCE FOR MOVEMENT (EXPANSION/CONTRACTION) AS THE EXPANSION DEVICE SET IN PLACE IN THE DECK BELOW IT. TAKE CARE TO INSTALL EXPANSION FITTING AND CONDUIT EXACTLY PARALLEL TO BRIDGE MOVEMENT.
- CONSTRUCTION JOINT, STRIKE OFF AS SHOWN.
- CUT OUT 1"± OF GASKET AT BOTTOM OF JUNCTION BOX COVER TO ALLOW FOR DRAINAGE.
- LOCATION OF CONDUIT IS MEASURED FROM OUTSIDE EDGE OF JUNCTION BOX.

LEGEND CON'T

PVC = POLYVINYL CHLORIDE (RIGID NONMETALLIC) CONDUIT.

RMC = RIGID METALLIC CONDUIT.

EXPANSION FITTING REQUIREMENTS:
- 4" TOTAL CONDUIT MOVEMENT WITH BONDING JUMPER.

DEFLECTION/EXPANSION FITTING REQUIREMENTS:
- UP TO ¾" CONDUIT CONTRACTION OR EXPANSION AND UP TO 30° OF ANGULAR MISALIGNMENT IN ANY DIRECTION WITH BONDING JUMPER.

NOTES

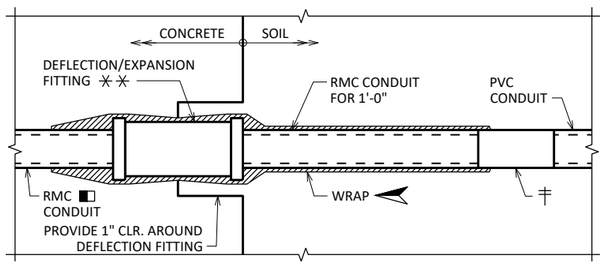
CONDUIT SHALL BE EMBEDDED 2" CLEAR.

USE 2" DIA. RIGID NONMETALLIC CONDUIT (PVC) UNLESS NOTED OTHERWISE.

CONDUIT FITTINGS, CONDUIT BENDS, AND ADAPTER FITTINGS INCIDENTAL TO CONDUIT WORK.

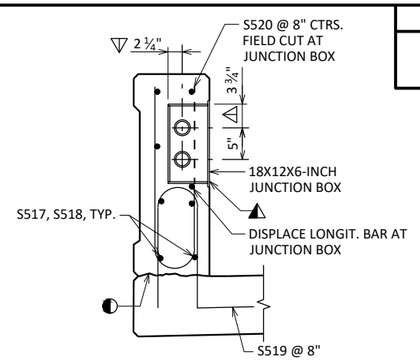
CONDUIT BENDS SHALL CONFORM TO THE NATIONAL ELECTRIC CODE.

PROVIDE JUNCTION BOXES FROM APPROVED PRODUCT LIST.

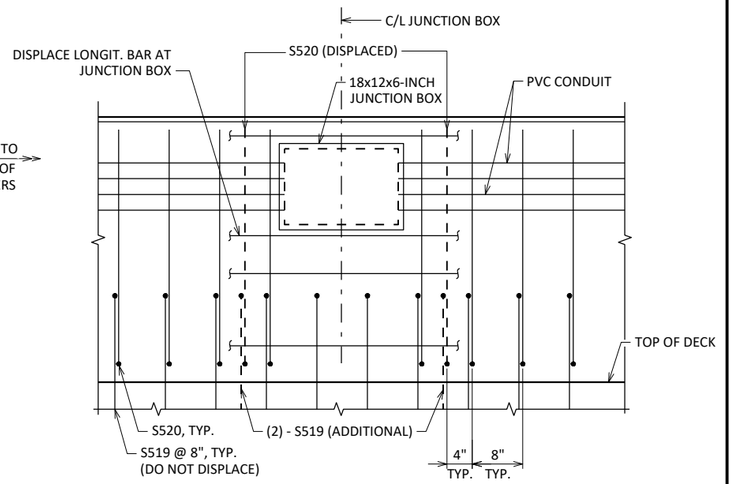


DEFLECTION/EXPANSION FITTING

THIS DETAIL ACCOMMODATES A MAXIMUM OF ¾" TOTAL MOVEMENT
AND UP TO 30 DEGREES OF ANGULAR MISALIGNMENT IN ANY DIRECTION.
BOND JUMPER NOT SHOWN FOR CLARITY.
(CONCRETE TO SOIL FITTING)

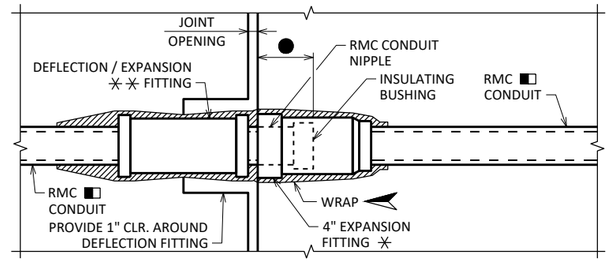


JUNCTION BOX DETAIL



INSIDE ELEVATION AT JUNCTION BOX

(DECK STEEL NOT SHOWN FOR CLARITY)



DEFLECTION/EXPANSION AND 4" EXPANSION FITTING

THIS DETAIL ACCOMMODATES A MAXIMUM OF 4" TOTAL MOVEMENT
AND UP TO 30 DEGREES OF ANGULAR MISALIGNMENT IN ANY DIRECTION.
BOND JUMPER NOT SHOWN FOR CLARITY.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-44-329

DRAWN BY	GLM	PLANS CK'D	SGM

CONDUIT DETAILS

SHEET 30 OF 43
453

SCALE = 24

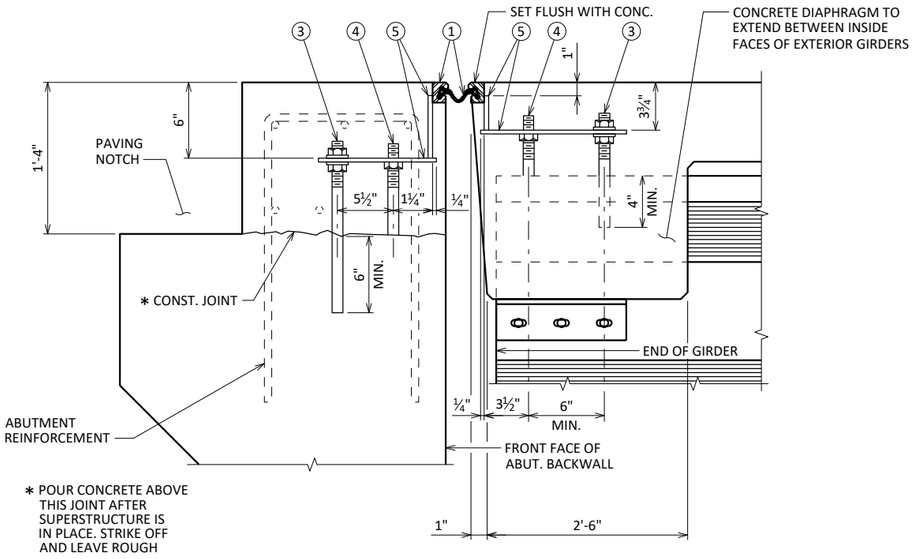
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FILE NAME : C:\USERS\GMCGINN\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\STRC\B-44-0329\SHEETS\B44-0329_080530_SS.DWG
LAYOUT NAME - SHT_30

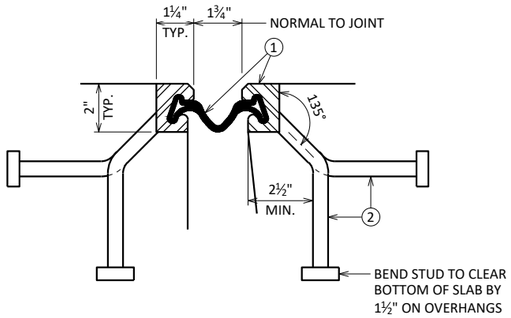
STATE PROJECT NUMBER

1130-65-81



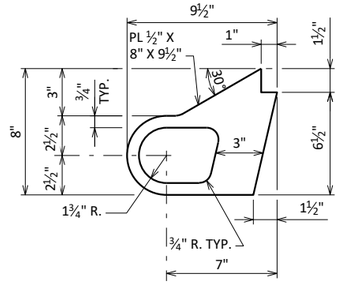
SECTION THRU JOINT AT ABUTMENT

NORMAL TO C/L SUBSTRUCTURE

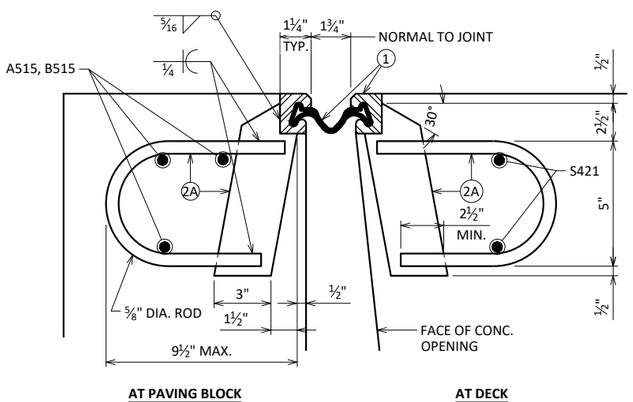


SECTION THRU JOINT

EXTERIOR GIRDER TO EDGE OF DECK AND AT PARAPETS, MEDIANS AND SIDEWALKS

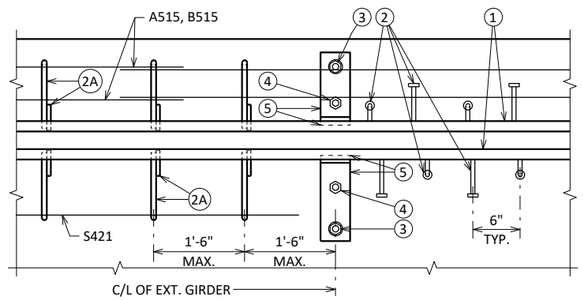


ALTERNATE STRIP SEAL ANCHOR



SECTION THRU JOINT

ROADWAY TRAFFIC AREA BETWEEN EXTERIOR GIRDERS



PART PLAN

LEGEND

1. NEOPRENE STRIP SEAL (4"- INCH) AND STEEL EXTRUSIONS.
2. STUDS ⅝" DIA. x 6¾" LONG AT 6" ALTERNATE CENTERS. WELD TO EXTRUSIONS AND BEND AS SHOWN AFTER WELDING.
2A. ½" THICK ANCHOR PLATE WITH ⅝" DIA. ROD (OR ALTERNATE STRIP SEAL ANCHOR). WELD ROD TO ANCHOR PLATE, WELD ANCHOR PLATE TO NO. 1 AT 1'-6" CENTERS BETWEEN GIRDERS.
3. ¾" DIA. THREADED ROD WITH 2 NUTS AND PLATE WASHERS. GROUT THREADED ROD INTO FIELD DRILLED HOLES ON C/L OF GIRDER. ON ABUTMENT SIDE GROUT THREADED ROD INTO FIELD DRILLED HOLES IN ABUTMENT BACKWALL AS SHOWN.
4. ¾" DIA. THREADED ROD WITH NUT. TACK WELD NUT TO NO. 5.
5. FABRICATE SUPPORT FROM 3" x ½" BAR AS SHOWN OR EQUIVALENT, ONE PER GIRDER PER SIDE. SHOP OR FIELD WELD TO NO. 1. IF FIELD WELDED, COVER WELDED AREAS WITH EPOXY-COATING MATERIAL. PROVIDE 1½" DIA. HOLE FOR NO. 3 AND 1" DIA. HOLE FOR NO. 4.
6. GALVANIZED PLATE ⅜" x 10" x 2'-2" LONG WITH HOLES FOR NO.7.
7. ¾" DIA. x 1½" STAINLESS STEEL SOCKET FLAT HEAD SCREWS WITH ANTI-SEIZE LUBRICANT. PLACE IN COUNTERSUNK HOLE. RECESS 1/16" BELOW PLATE SURFACE.
8. ¾" DIA. x 4" GALVANIZED HEX HEAD BOLT. BEND 45°.
9. ¾" DIA. x 2¼" GALVANIZED THREADED COUPLING.
10. SIDEWALK COVER PLATE ⅜" x 2'-0" WIDE X LIMITS SHOWN. GALVANIZED PLATE AFTER SLIP-RESISTANT SURFACE APPLIED.
11. 1" x 5" SLOTTED COUNTERSUNK HOLE FOR NO. 7. PLACE SLOT PARALLEL TO DIRECTION OF MOVEMENT.

BLOCK OUT CONCRETE 2" EACH SIDE OF JOINT OPENING.

NOTES

ONE FIELD SPLICE PERMITTED IN STEEL EXTRUSIONS, UNLESS MORE ARE REQUIRED FOR STAGED CONSTRUCTION, HANDLING OR GALVANIZING REQUIREMENTS. IF USED, ANCHOR PLATES SHALL BE PROVIDED 3" FROM EACH SIDE OF THE FIELD SPLICE. DETAILS SHALL BE SUBMITTED FOR APPROVAL. NO SPLICING PERMITTED IN NEOPRENE STRIP SEAL.

AFTER FABRICATION, BUT BEFORE SHIPMENT, STRAIGHTEN STEEL EXTRUSIONS SUCH THAT THEY SHALL BE FREE FROM WARP, TWIST AND SWEEP.

FABRICATOR SHALL PROVIDE MEANS OF KEEPING GALVANIZED EXTRUSIONS CLEAN AND SMOOTH DURING SHIPMENT AND PRIOR TO APPLYING LUBRICANT ADHESIVE FOR NEOPRENE GLAND INSTALLATION.

SANDBLAST PLATES, SUPPORTS AND EXTRUSIONS AFTER FABRICATION IN ACCORDANCE WITH SSPC SP. #6 "COMMERCIAL BLAST CLEANING". AFTER BLAST CLEANING, THE PLATES, SUPPORTS AND EXTRUSIONS SHALL BE HOT DIPPED GALVANIZED.

ANCHOR SYSTEM NO. 8 AND NO. 9 SHALL CONFORM TO ASTM A307 AND SHALL BE GALVANIZED IN ACCORDANCE WITH ASTM A153 CLASS C AND D.

ALL MATERIAL IN THE EXPANSION JOINT ASSEMBLY, INCLUDING ANCHOR STUDS AND HARDWARE SHALL BE PAID AT THE UNIT PRICE BID FOR "EXPANSION DEVICE", LF.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-44-329

DRAWN BY GLM | PLANS CK'D SGM

STRIP SEAL EXPANSION DEVICE

SHEET 31 OF 43

454

SCALE = 24

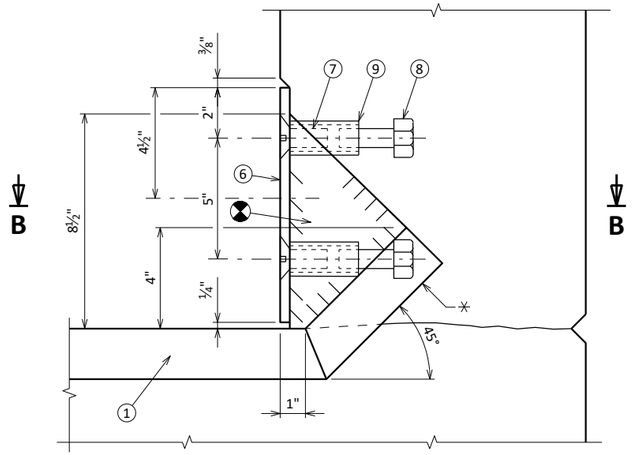
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8

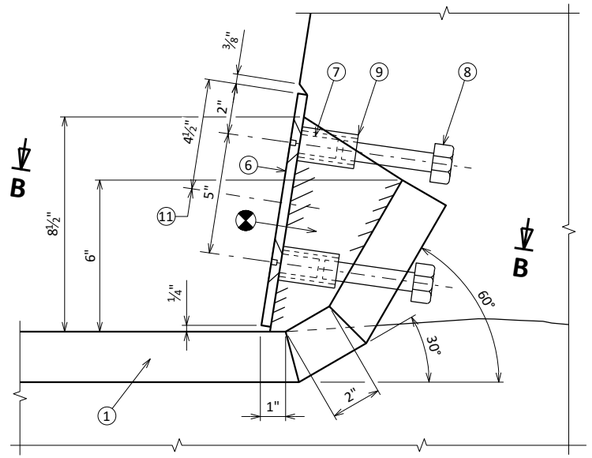
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LAYOUT NAME - SHT_31

STATE PROJECT NUMBER

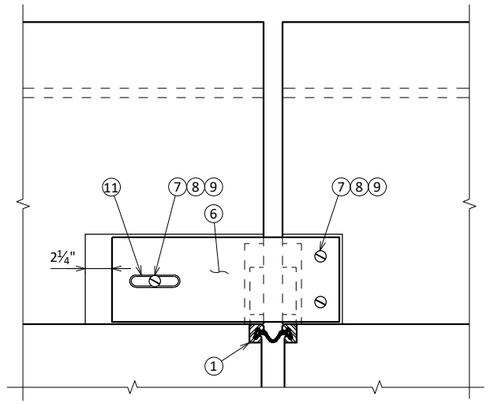
1130-65-81



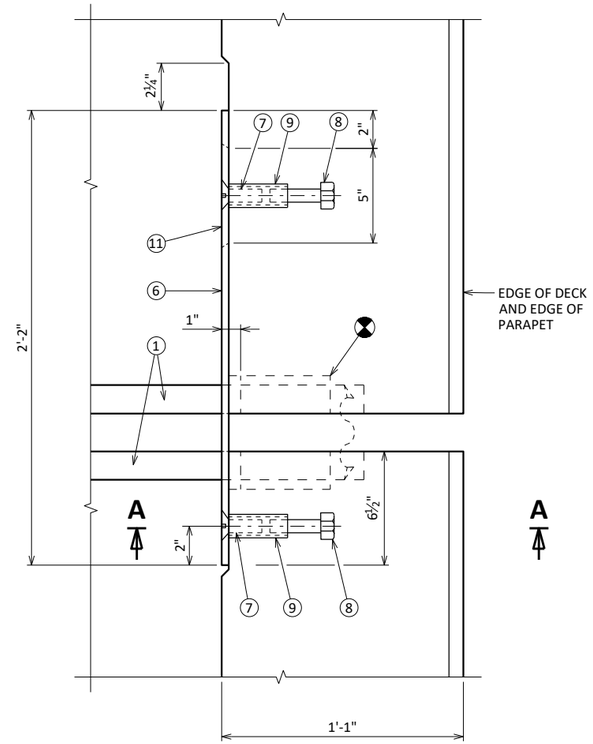
SECTION A-A
VERTICAL FACE PARAPET



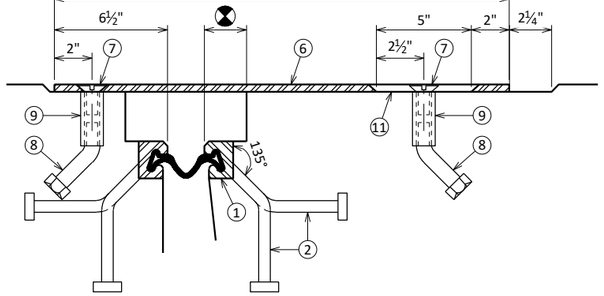
SECTION A-A
SINGLE SLOPE BARRIER



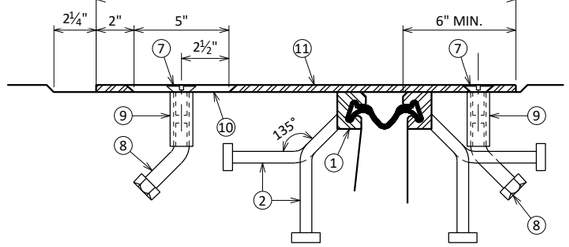
VIEW OF PARAPET PLATE FROM SIDEWALK OR ROADWAY



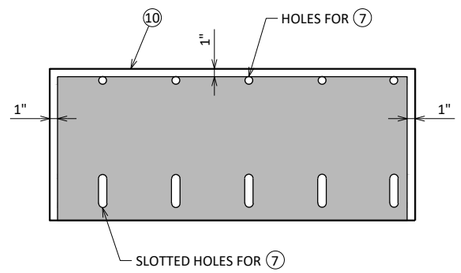
PLAN
VERTICAL FACE PARAPET SHOWN. SLOPED FACE BARRIER SIMILAR.



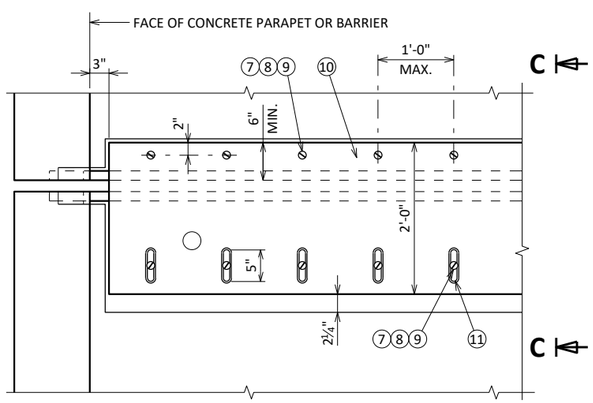
SECTION B-B



SECTION C-C



PLAN OF SIDEWALK COVER PLATE WITH SLIP-RESISTANT SURFACE
PLACE SLIP-RESISTANT SURFACE ON TOP WALKING SURFACE IN SHADED AREA ONLY.



PLAN AT SIDEWALK

NOTES
SEE "STRIP SEAL EXPANSION DEVICE" SHEET FOR LEGEND.

⁎ TURN STRIP SEAL UP INTO PARAPET AS SHOWN FOR PARAPET AT EDGE OF DECK (MODIFIED VERTICAL FACE PARAPET 'A') AND THE 42" SINGLE SLOPE CONCRETE BARRIER BETWEEN THE ROADWAY AND THE SIDEWALK.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-44-329

DRAWN BY GLM | PLANS CK'D SGM

STRIP SEAL COVER PLATES

SHEET 32 OF 43

455

SCALE = 3

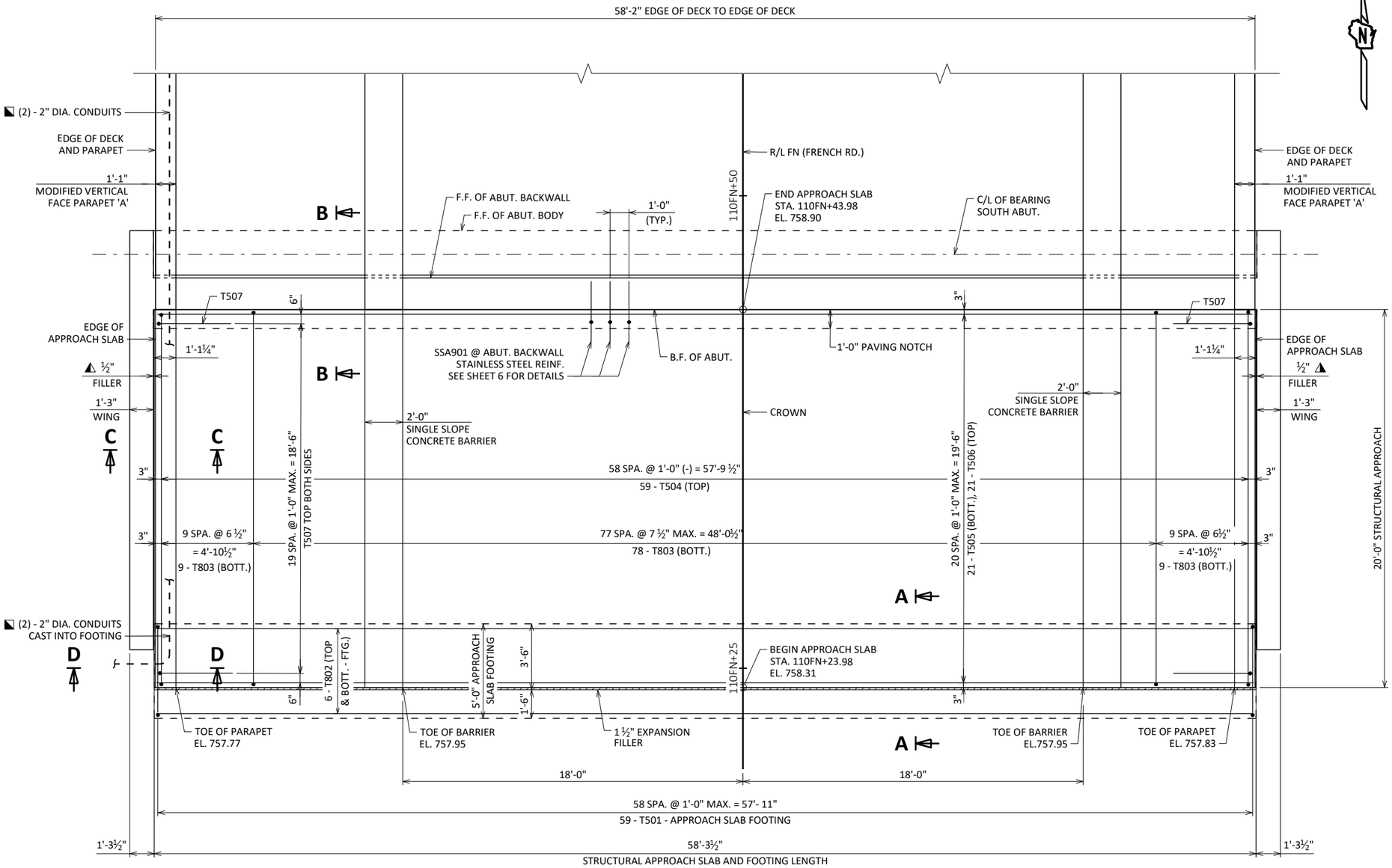
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LAYOUT NAME - SHT_32

STATE PROJECT NUMBER

1130-65-81



NOTES

FOR SECTION VIEWS SEE SHEET 35.

LEGEND

▲ SEAL ALL EXPOSED HORIZONTAL AND VERTICAL SURFACES OF ½" FILLER WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER. (1" DEEP AND HOLD ⅛" BELOW SURFACE OF CONCRETE).

(2) - 2" DIA. CONDUITS. SEE SHEET 30 FOR DETAILS.

SOUTH STRUCTURAL APPROACH SLAB

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-44-329

DRAWN BY GLM | PLANS CK'D SGM

SOUTH STRUCTURAL APPROACH SLAB

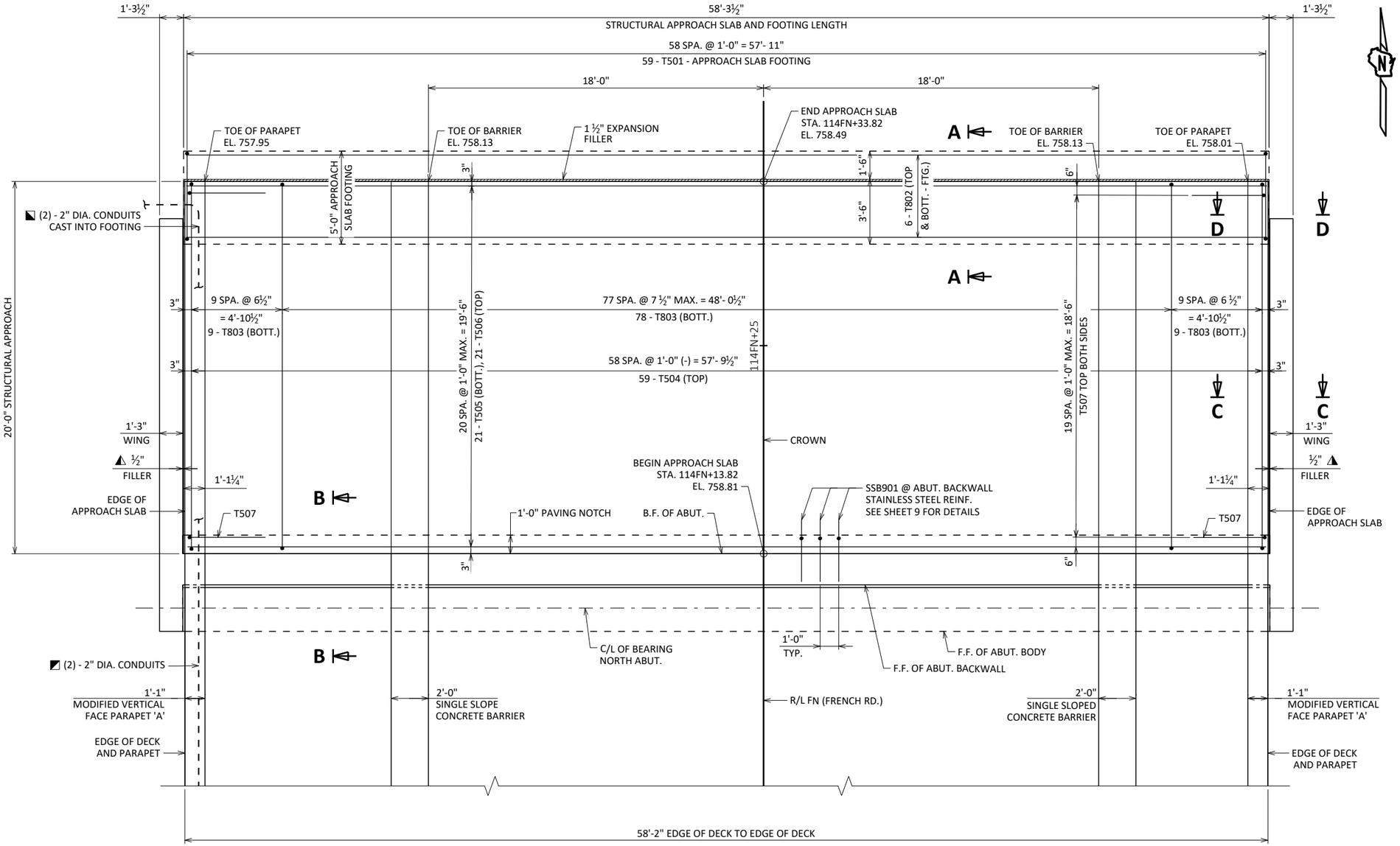
SHEET 33 OF 43
456

SCALE = 6

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LAYOUT NAME - SHT_33

STATE PROJECT NUMBER

1130-65-81



NOTES

FOR SECTION VIEWS SEE SHEET 35.

LEGEND

- SEAL ALL EXPOSED HORIZONTAL AND VERTICAL SURFACES OF ½" FILLER WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER. (1" DEEP AND HOLD ⅛" BELOW SURFACE OF CONCRETE).
- (2) - 2" DIA. CONDUITS. SEE SHEET 30 FOR DETAILS.

NORTH STRUCTURAL APPROACH SLAB

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-44-329

DRAWN BY GLM | PLANS CK'D SGM

NORTH STRUCTURAL APPROACH SLAB

SHEET 34 OF 43
457

SCALE = 6

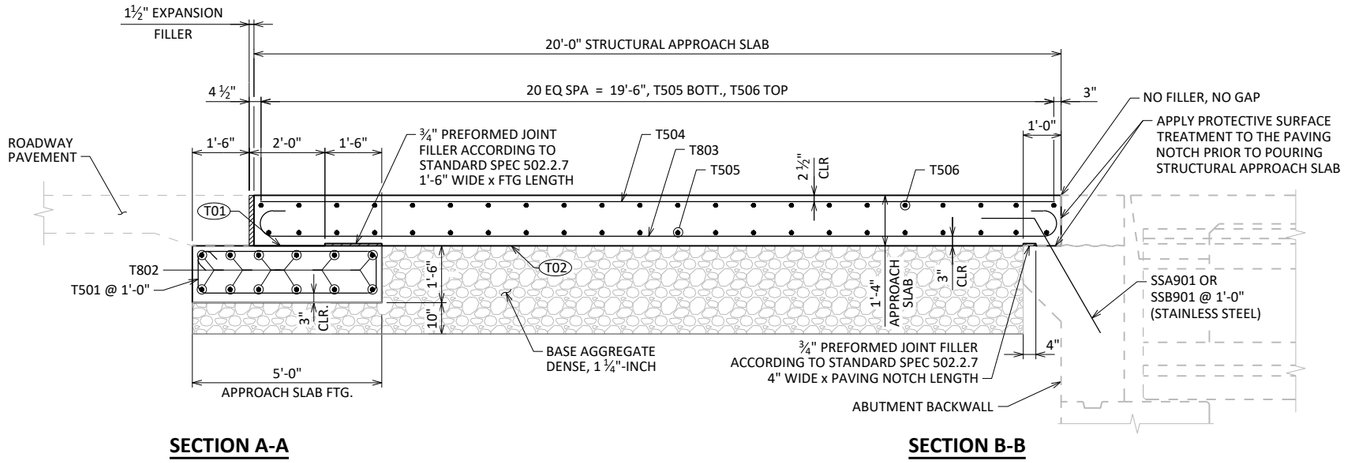
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LAYOUT NAME - SHT_34

STATE PROJECT NUMBER

1130-65-81



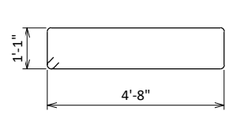
SECTION A-A **SECTION B-B**

SECTION THRU STRUCTURAL APPROACH SLAB

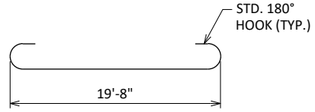
BILL OF BARS

TOTAL WEIGHT COATED = 24,070 LBS

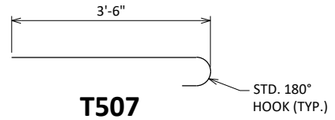
BAR MARK	COAT	NO. REQ'D S. APPR.	NO. REQ'D N. APPR.	LENGTH	BENT	LOCATION
T501	X	59	59	12'-2"	X	APPROACH SLAB FOOTING - STIRRUP
T802	X	12	12	57'-11"		APPROACH SLAB FOOTING - TRANSVERSE
T803	X	96	96	21'-6"	X	APPROACH SLAB - LONGITUDINAL - BOTTOM
T504	X	59	59	19'-8"		APPROACH SLAB LONGITUDINAL - TOP
T505	X	21	21	57'-11"		APPROACH SLAB - TRANSVERSE - BOTTOM
T506	X	21	21	57'-11"		APPROACH SLAB - TRANSVERSE - TOP
T507	X	40	40	4'-1"	X	APPROACH SLAB - TRANSVERSE - TOP



T501



T803



T507

LEGEND

(T01) STEEL TROWEL TOP SURFACE OF FOOTING AND PLACE MULTIPLE LAYERS (0.03" MIN. TOTAL THK.) OF POLYETHYLENE SHEETS OVER THE ENTIRE TOP OF FOOTING.

(T02) PLACE MULTIPLE LAYERS (0.03" MIN. TOTAL THK.) OF POLYETHYLENE SHEETS OVER THE ENTIRE TOP OF SUBGRADE. POLYETHYLENE SHEETS SHALL BE CONSIDERED INCIDENTAL TO "CONCRETE MASONRY BRIDGES".

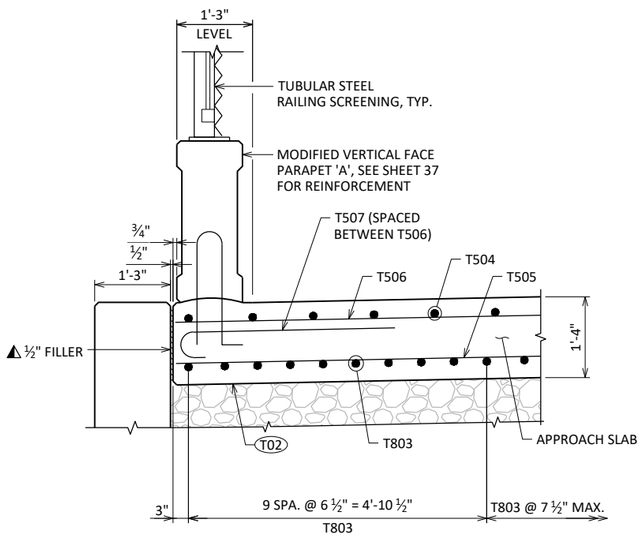
⚠ SEAL ALL EXPOSED HORIZONTAL AND VERTICAL SURFACES OF ½" FILLER WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER. (1" DEEP AND HOLD ⅛" BELOW SURFACE OF CONCRETE).

NOTES

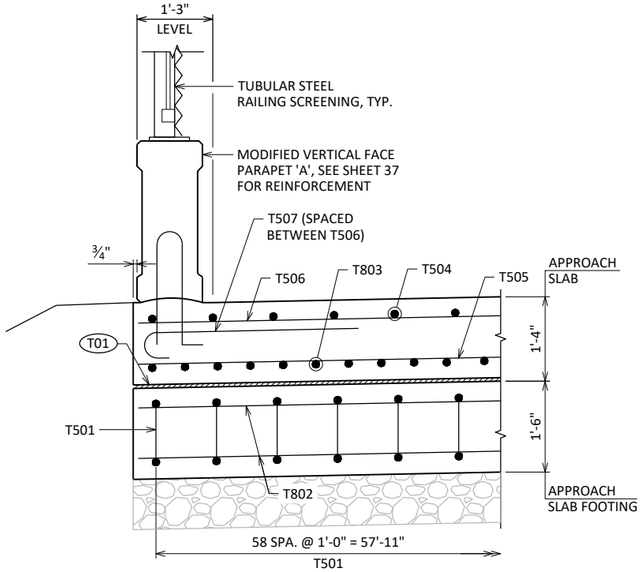
PROVIDE LONGITUDINAL GROOVING TO THE TRAFFIC LANES AND BIKE LANES OF THE APPROACH SLABS.

SEE PARAPET AND BARRIER SHEETS FOR PARAPET AND BARRIER REINFORCING TIE PLACEMENT REQUIRED IN APPROACH SLABS.

PROTECTIVE SURFACE TREATMENT IS TO BE APPLIED TO THE ENTIRE TOP OF APPROACH SLAB. PIGMENTED SURFACE SEALER IS TO BE APPLIED TO THE TOP AND BOTH FACES OF THE SINGLE SLOPE CONCRETE BARRIERS, AND THE TOP AND INSIDE FACE OF THE MODIFIED VERTICAL FACE PARAPET 'A'.



SECTION C-C



SECTION D-D

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-44-329

DRAWN BY GLM | PLANS CK'D SGM

STRUCTURAL APPROACH SLAB DETAILS

SHEET 35 OF 43

458

SCALE = 4

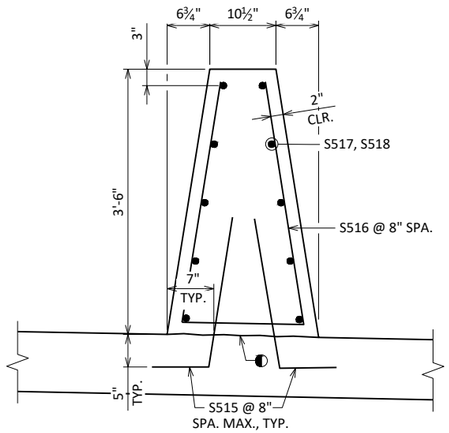
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8

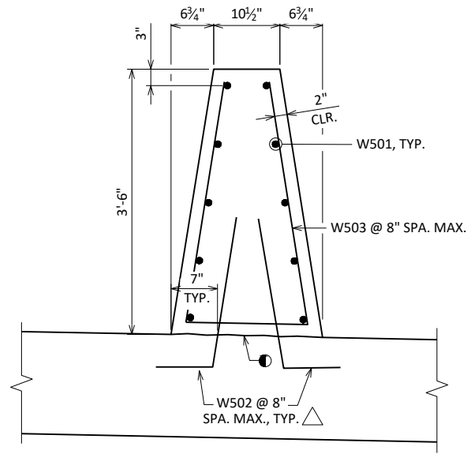
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LAYOUT NAME - SHT_35

STATE PROJECT NUMBER

1130-65-81



SECTION THRU PARAPET ON DECK



SECTION A-A

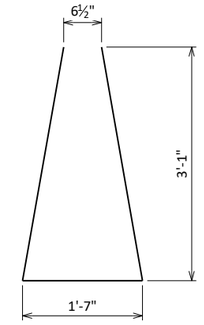
ON STRUCTURAL APPROACH SLAB

BILL OF BARS

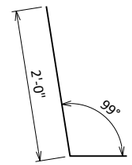
TOTAL WEIGHT COATED = 2,730 LBS

BAR MARK	COAT	NO. REQ'D S. APPR SLAB	NO. REQ'D N. APPR SLAB	LENGTH	BENT	LOCATION
W501	X	20	20	21'-3"		BARRIER - HORIZONTAL
W502	X	136	136	2'-9"	X	BARRIER - VERTICAL - DOWEL
W503	X	68	68	7'-6"	X	BARRIER - VERTICAL

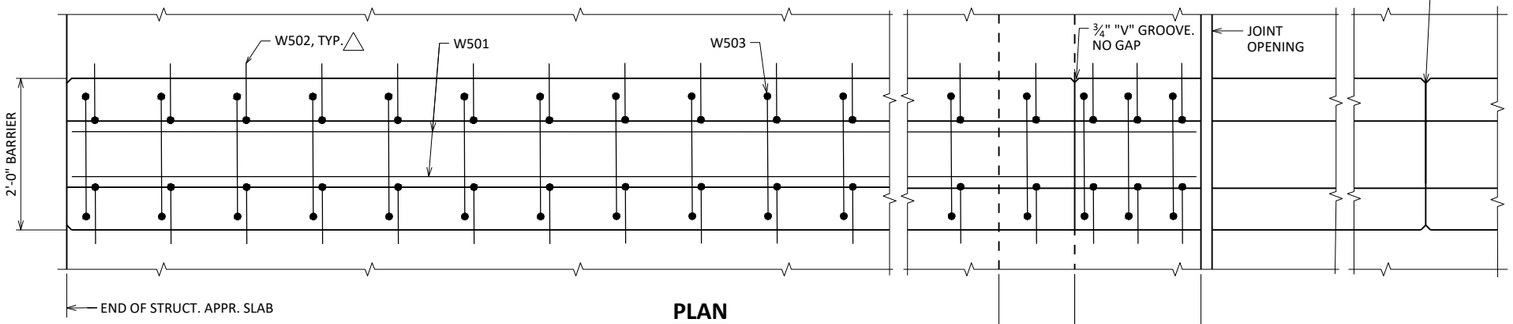
BAR BENDS



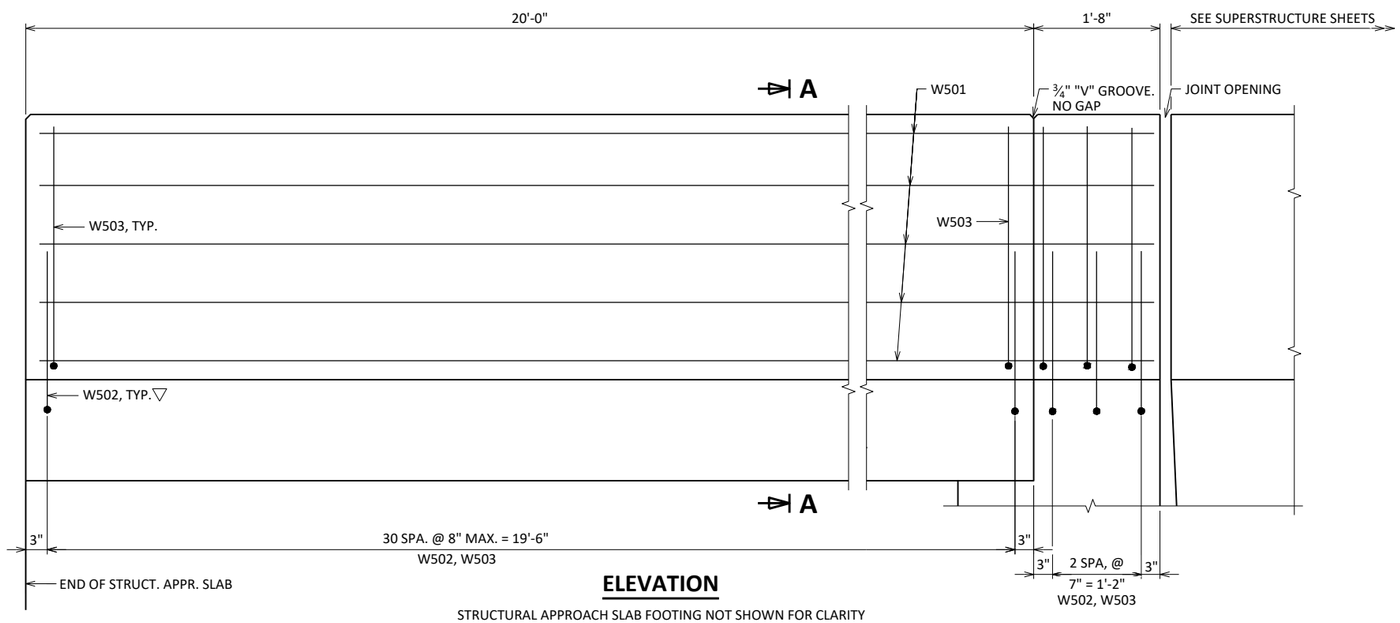
W503



W502



PLAN



ELEVATION

STRUCTURAL APPROACH SLAB FOOTING NOT SHOWN FOR CLARITY

LEGEND

△ W502 BARS TO BE TIED TO STRUCTURAL APPROACH SLAB STEEL BEFORE STRUCTURAL APPROACH SLAB IS POURED.

◐ HORIZ. CONST. JOINT - STRIKE OFF AS SHOWN

NOTES

FOR SECTION THRU PARAPET ON BRIDGE DETAIL SEE "SUPERSTRUCTURE CROSS SECTION" SHEET 25

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-44-329

DRAWN BY GLM | PLANS CK'D SGM

SINGLE SLOPE CONCRETE BARRIER

SHEET 36 OF 43

459

SCALE = 24

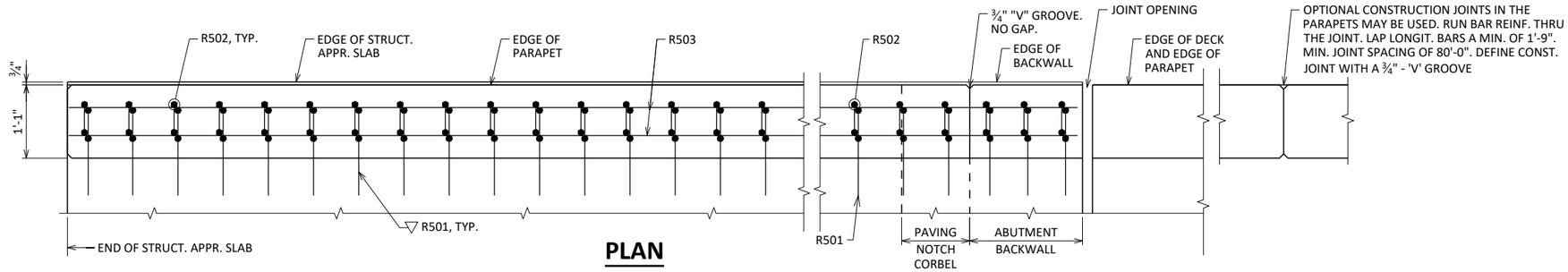
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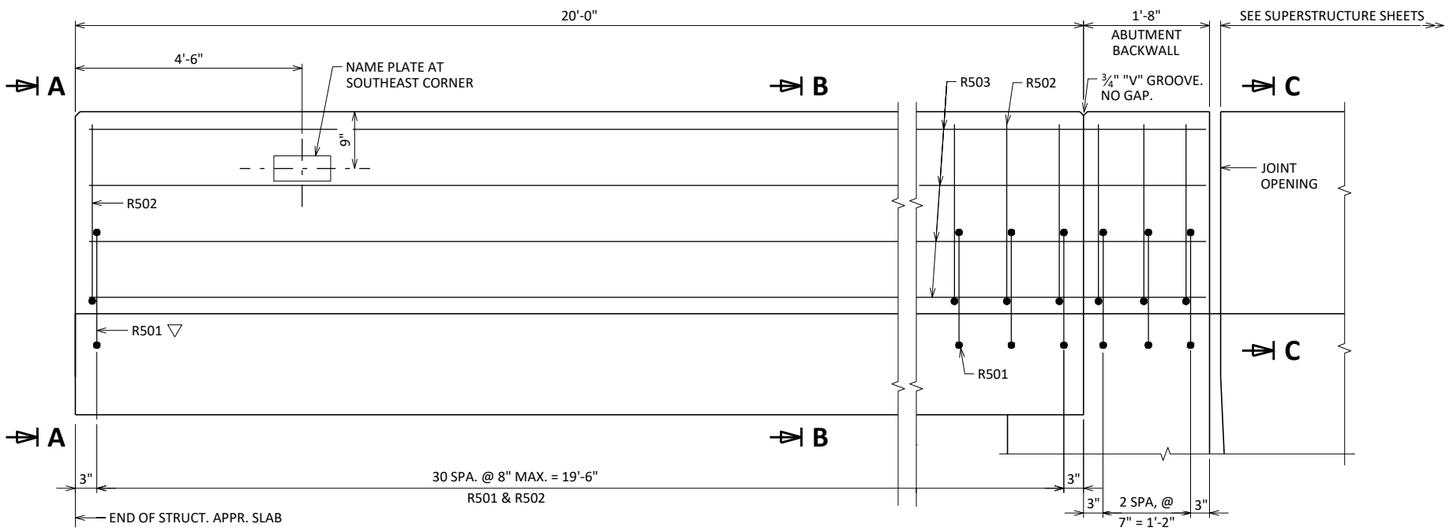
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LAYOUT NAME - SHT_36

STATE PROJECT NUMBER

1130-65-81



PLAN



INSIDE ELEVATION

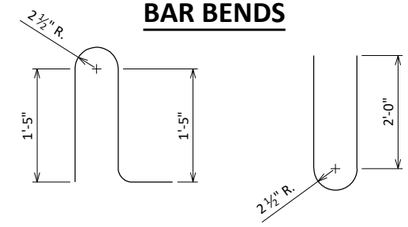
STRUCTURAL APPROACH SLAB FOOTING NOT SHOWN FOR CLARITY

BILL OF BARS

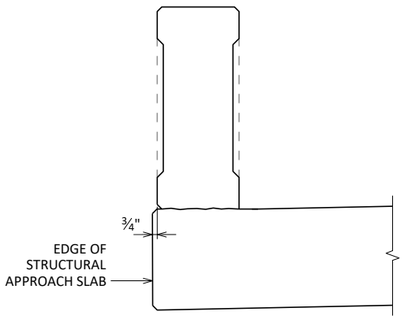
TOTAL WEIGHT COATED = 2,000 LBS

BAR MARK	COAT	NO. REQ'D S. APPR SLAB	NO. REQ'D N. APPR SLAB	LENGTH	BENT	LOCATION
R501	X	68	68	4'-4"	X	PARAPET - VERTICAL - DOWEL
R502	X	68	68	4'-9"	X	PARAPET - VERTICAL
R503	X	16	16	21'-3"		PARAPET - HORIZONTAL

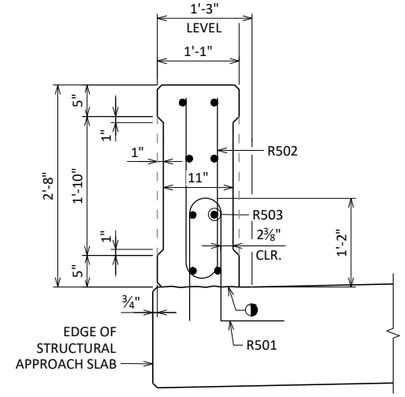
BAR BENDS



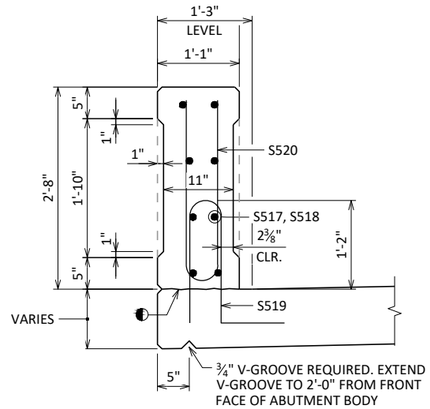
R501 **R502**



VIEW A



SECTION B-B



SECTION C-C

NOTES

- CONST. JOINT - STRIKE OFF AS SHOWN
- R501 BARS TO BE TIED TO STRUCTURAL APPROACH SLAB STEEL BEFORE STRUCTURAL APPROACH SLAB IS POURED.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-44-329

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MODIFIED VERTICAL FACE PARAPET 'A'

SHEET 37 OF 43

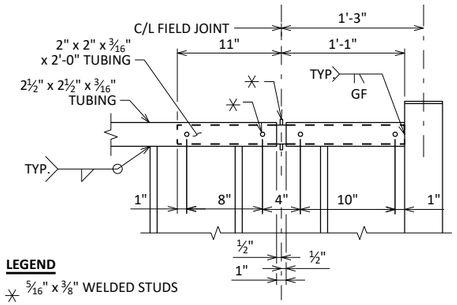
460

SCALE = 24

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FILE NAME : C:\USERS\GMCGINN\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\STRC\B-44-0329\SHEETS\B44-0329_080637_RP.DWG
LAYOUT NAME - SHT_37

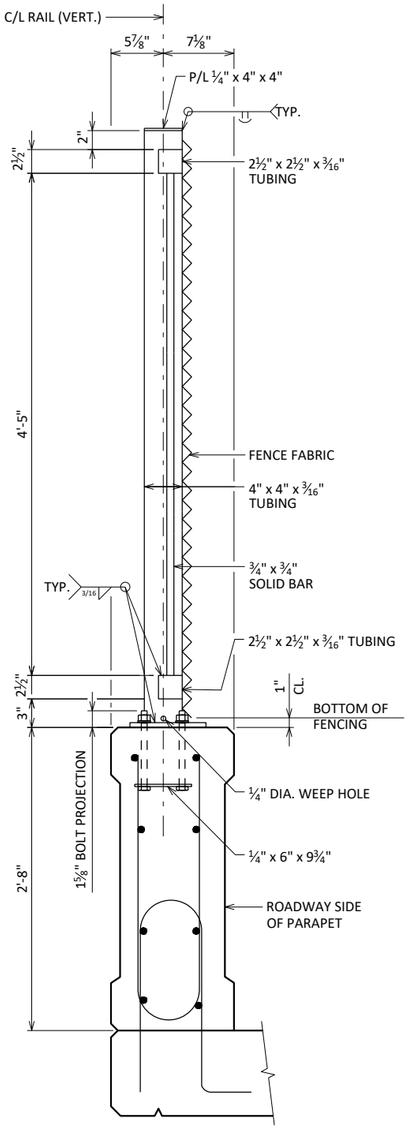


LEGEND

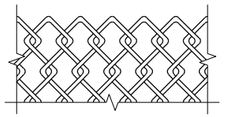
⚹ 5/16" x 3/8" WELDED STUDS

⚹ WELD BEAD ON EACH SIDE OF TUBE. GRIND BEADS SO THAT SLEEVE FITS FREELY INSIDE THE 2½" x 2½" TUBE.

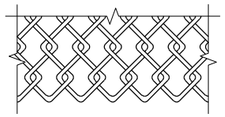
RAILING EXPANSION JOINT DETAIL



SECTION THRU RAILING



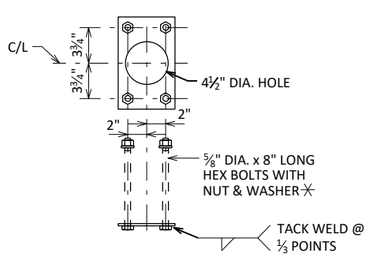
TOP DETAIL



BOTTOM DETAIL

FENCE FABRIC

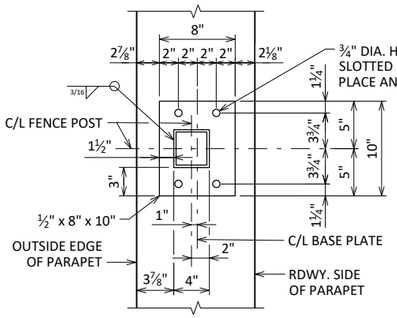
FENCE FABRIC WOVEN OF 9-GAGE WIRE IN 2" DIAMOND PATTERN MESH WITH BOTH THE TOP AND BOTTOM SELVAGES KNUCKLED



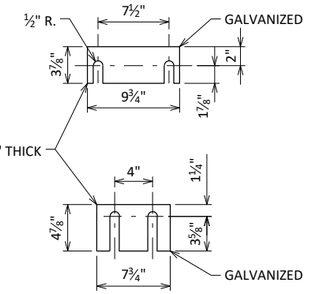
ANCHORAGE DETAIL

⚹ ALTERNATIVE ANCHORAGE: ADHESIVE ANCHORS 5/8-INCH. EMBED 7" IN CONCRETE. ADHESIVE ANCHORS SHALL CONFORM TO SECTIONS 502.2.12 AND 502.3.14 OF THE STANDARD SPECIFICATIONS.

NOTE: ANCHOR PLATE NOT REQUIRED WHEN ADHESIVE ANCHORS ARE USED.

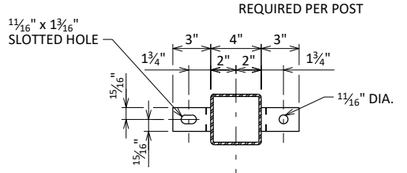


BASE PLATE

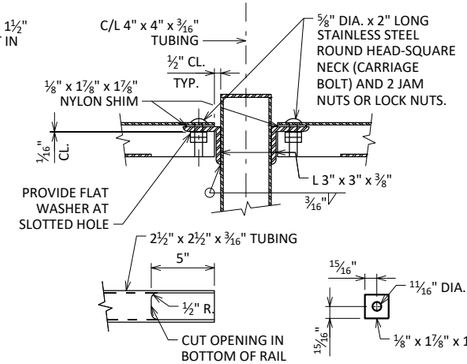


SHIM PLATE DETAILS

TWO SHIMS OF EACH SIZE REQUIRED PER POST

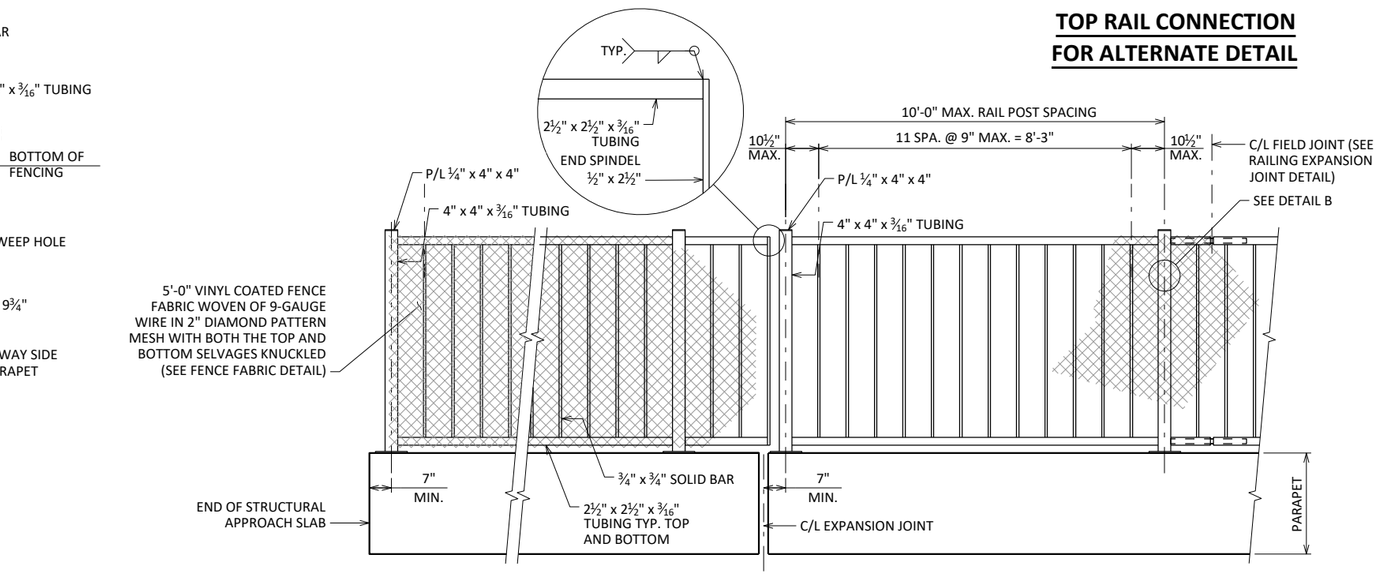


EXPANSION END **FIXED END**



BOTTOM VIEW RAIL NOTCH **NYLON SHIM**

TOP RAIL CONNECTION FOR ALTERNATE DETAIL



INSIDE ELEVATION OF RAILING

STRAIGHT RAIL SHOWN (BENT RAIL SIMILAR)

NOTES

POST BASE PLATES SHALL BE FLAT WITH ALL SURFACES SMOOTH AND FREE FROM WARP AND ALL EDGES SMOOTH, STRAIGHT AND VERTICAL. ALL PLATE CUTS SHALL BE MACHINE OR MACHINE FLAME CUT.

STRUCTURAL TUBING SHALL CONFORM TO ASTM A500, GRADE B. PLATES, ANGLES, BARS AND SHIMS SHALL CONFORM TO ASTM A709, GRADE 36. FENCE FABRIC SHALL CONFORM TO F668, CLASS 2B.

ANCHORAGES SHALL BE ACCURATELY PLACED TO PROVIDE CORRECT ALIGNMENT OF RAILING. SET POSTS NORMAL TO GRADE.

ALL POST SPACINGS ARE TAKEN HORIZONTAL ALONG CENTERLINE OF RAILING AT BASE OF POST.

STEEL SHIMS SHALL BE PROVIDED & USED UNDER BASE PLATES WHERE REQUIRED FOR ALIGNMENT, AND SHALL BE GALVANIZED.

CAULK AROUND PERIMETER OF BASE PLATES AND FILL PORTION OF SLOTTED HOLES AROUND ANCHOR BOLTS WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER.

CUT BOTTOM OF POST TO MAKE VERTICAL IN TRANSVERSE DIRECTION.

ANCHOR BOLTS, NUTS AND WASHERS SHALL BE EITHER STAINLESS STEEL OR ASTM 307. IF 307 IS USED, ANCHOR BOLTS, NUTS, AND WASHERS SHALL BE GALVANIZED. ⚹

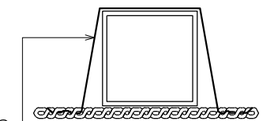
THE BID ITEM SHALL BE "RAILING TUBULAR SCREENING" WHICH SHALL INCLUDE ALL ITEMS SHOWN.

RAILING SHALL BE FABRICATED IN LENGTHS THAT INCLUDE NOT MORE THAN 3 POSTS.

VENT HOLES SHALL BE DRILLED IN MEMBERS AS REQUIRED TO FACILITATE GALVANIZING AND DRAINAGE.

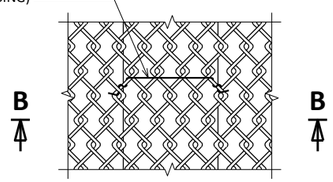
ALL RAILING MATERIAL SHALL BE GALVANIZED AFTER FABRICATION. PRIOR TO GALVANIZING THE STEEL RAILING SHALL BE GIVEN A NO. 6 BLAST CLEANING PER SSPC SPECIFICATIONS. PAINT OVER GALVANIZING WITH AN APPROVED TIE COAT AND TOP COAT AS SPECIFIED IN THE CONTRACT DOCUMENTS. THE RAILING SHALL BE PAINTED AMS STD. COLOR NO. 27038, BLACK. FENCE FABRIC AND TIES TO BE VINYL-COATED. COLOR SHALL BE BLACK IN ACCORDANCE WITH ASTM F934.

THE END OF THE FABRIC SHALL BE ATTACHED TO THE POST BY MEANS OF A TENSION BAR THREADED THROUGH THE END LOOPS OF THE FABRIC AND SECURED TO THE POST WITH CLAMPS & BOLT. THE FABRIC SHALL BE STRETCHED TO REMOVE ALL SLACK.



SECTION B-B

FABRIC TIE @ 1'-0" MAX. SPA. (TYP. RAIL POSTS & HORIZ. TUBING)



DETAIL B

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-44-329

DRAWN BY GLM | PLANS CK'D SGM

TUBULAR STEEL RAILING SCREENING

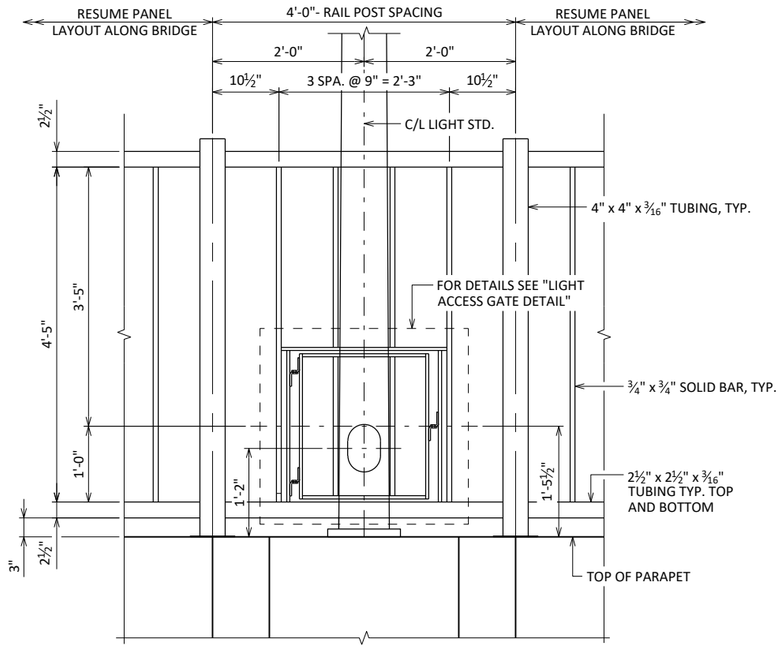
SHEET 38 OF 43
461

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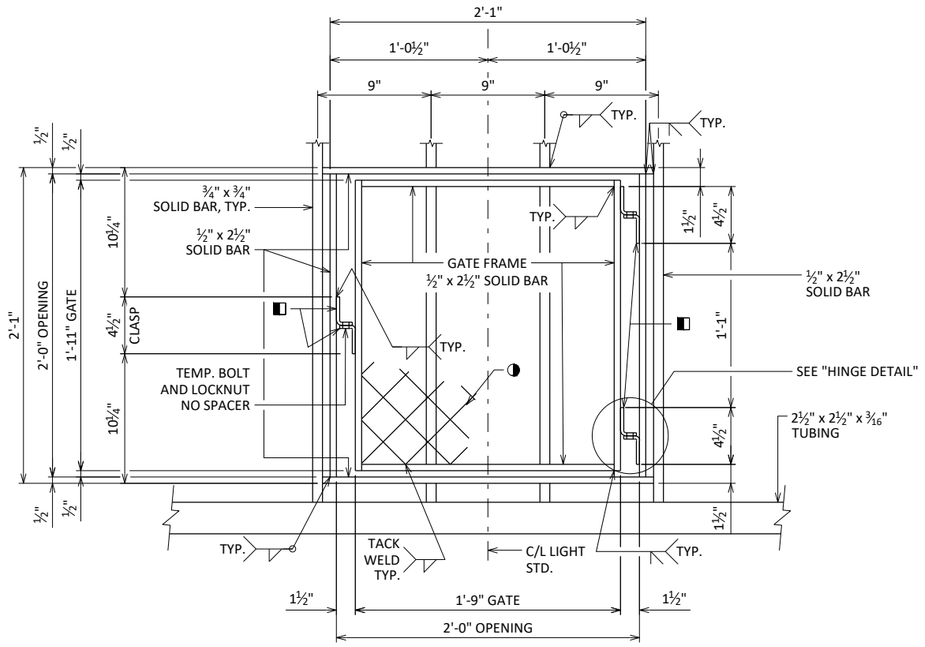
STATE PROJECT NUMBER

1130-65-81



OUTSIDE ELEVATION VIEW

SCREENING NOT SHOWN FOR CLARITY

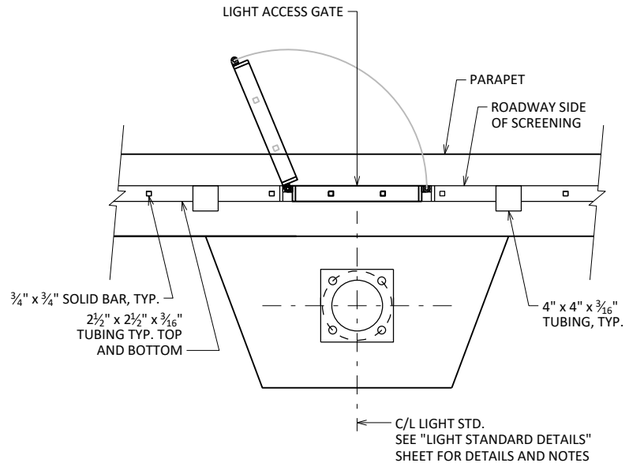


LIGHT ACCESS GATE DETAIL

LEGEND

- MCNICHOLS STEEL WIRE MESH WITH OPENING SIZE 2" x 2" SQUARE, ¼" DIA. WIRE. ITEM NO. 3293920148 (OR EQUIVALENT).
- BENT STEEL PL ¼" x 3" x 1", SEE "STEEL PLATE DETAIL"

SEE "TUBULAR STEEL RAILING SCREENING" SHEET FOR MATERIAL, GALVANIZING, AND BID ITEM INFORMATION

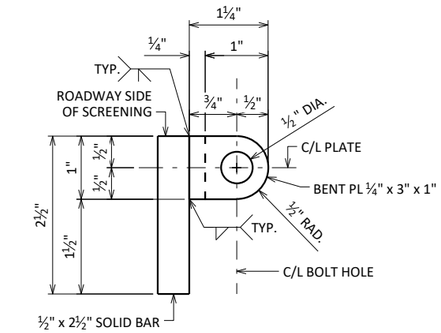


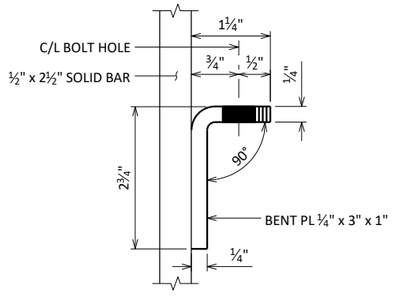
PLAN

NOTES

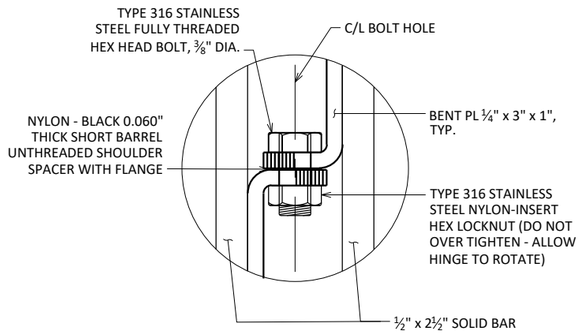
THE STEEL WIRE MESH SHALL BE ATTACHED TO THE LIGHT ACCESS GATE BY MEANS OF TACK WELDING AT ALL LOCATIONS WHERE THE STEEL WIRE MESH MEETS THE LIGHT ACCESS GATE, ½" x 2½" SOLID BAR GATE FRAME AND ¾" x ¾" SOLID BARS. THE STEEL WIRE MESH SHALL BE WELDED TO THE ROADWAY SIDE OF THE ¾" x ¾" SOLID BARS.

GATE, HARDWARE, AND ACCESSORIES ARE INCIDENTAL TO BID ITEM "TUBULAR STEEL RAILING SCREENING".





STEEL PLATE DETAIL



HINGE DETAIL

PROVIDE ADDITIONAL STAINLESS STEEL FULLY THREADED HEX HEAD BOLT, ⅜" DIA. AND STAINLESS STEEL NYLON-INSERT HEX LOCKNUT, HAND TIGHTENED, TO ACT AS TEMPORARY LOCK

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-44-329

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LIGHT ACCESS GATE DETAILS

SHEET 39 OF 43

462

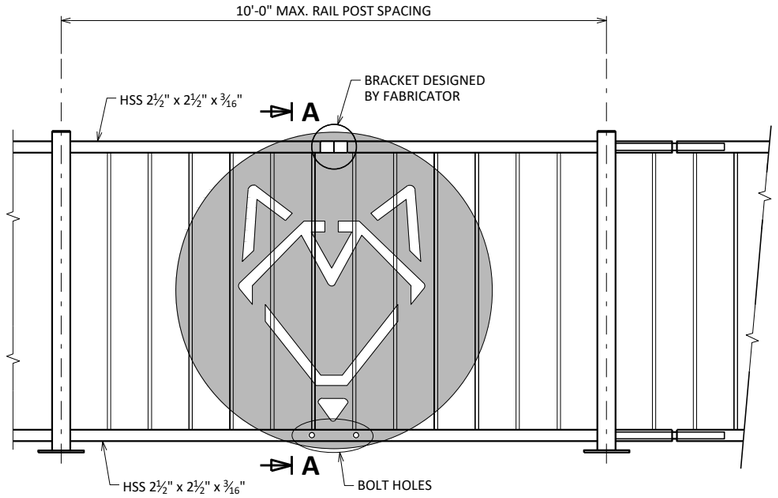
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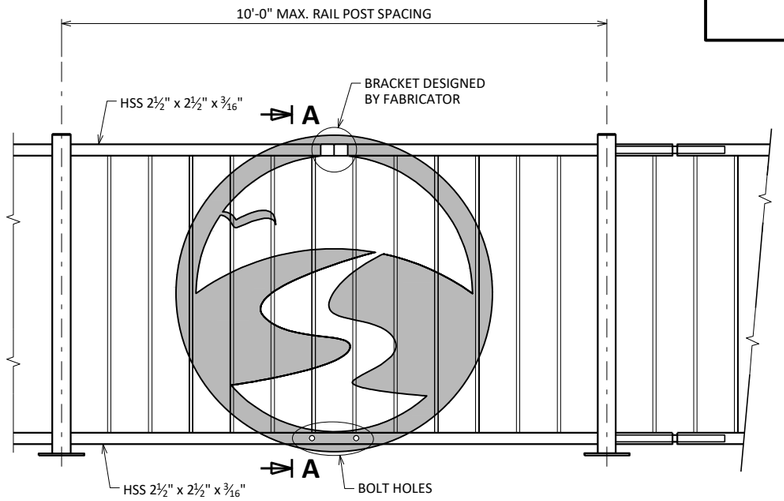
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LAYOUT NAME - SHT_39

STATE PROJECT NUMBER

1130-65-81



PANEL 1: FACING NORTHBOUND LANES
ELEVATION & PANEL LAYOUT FOR PARAPET



PANEL 2: FACING SOUTHBOUND LANES

GENERAL NOTES

PLACE SILHOUETTE IN CENTER OF RAIL PANEL CENTERED OVER THE ROAD NAME PANEL.

PLATES, BRACKETS, ANGLES, BARS AND SHIMS SHALL CONFORM TO ASTM A709, GRADE 36.

CARRIAGE BOLTS, NUTS AND WASHERS SHALL BE EITHER STAINLESS STEEL OR ASTM 307. IF 307 IS USED, CARRIAGE BOLTS, NUTS AND WASHERS SHALL BE GALVANIZED.

ANCHORAGES TO TUBULAR RAILING SHALL BE ACCURATELY PLACED TO PROVIDE CORRECT ALIGNMENT OF SILHOUETTE.

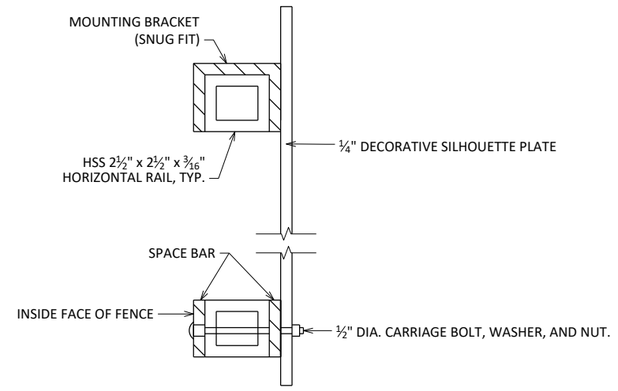
THE BID ITEM SHALL BE "DECORATIVE SILHOUETTE" AND SHALL INCLUDE ALL ITEMS SHOWN INCLUDING THE PLATE, BRACKET AND MOUNTING HARDWARE.

SILHOUETTE PANELS SHALL BE GALVANIZED AFTER FABRICATION. PRIOR TO GALVANIZING THE SILHOUETTE PANEL SHALL BE GIVEN NO. 6 SHOT BLAST CLEANING PER SSPC SPECIFICATIONS. PAINT OVER GALVANIZING WITH AN APPROVED TIE COAT AND TOP AS SPECIFIED IN THE CONTRACT DOCUMENTS. THE SILHOUETTE PANELS AND ALL MOUNTING HARDWARE SHALL BE PAINTED AMS STD. COLOR 20738, BLACK.

PROVIDE ¼" THICK DECORATIVE SILHOUETTE INSET PLATE. 5'-0" O.D. WITH HOLES FOR ½" CARRIAGE BOLTS.

ELECTRONIC COPIES OF THE CUTTING PATTERN ARE AVAILABLE BY CONTACTING:
BRYAN LEARST, WISDOT
944 VAN DER PERREN WAY, GREEN BAY, WI 54304
PHONE: (920) 366-5639
EMAIL: BRYAN.LEARST@DOT.WI.GOV

FIELD DRILL HOLES IN HSS 2½" x 2½" x 3/16" FOR ½" DIA. CARRIAGE BOLT, WASHER, AND NUT. PROVIDE 5/8" x 5/8" SQUARE HOLE IN SPACE BAR FOR SQUARE PORTION OF THE BOLT HEAD.



SECTION A-A THRU BRACKET

(CONCEPT BRACKET DETAIL SHOWN.
DESIGN TO BE PROVIDED BY FABRICATOR.)

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STRUCTURE B-44-329

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AESTHETIC DETAILS (1 OF 3)

SHEET 40 OF 43
463

SCALE = VARIES

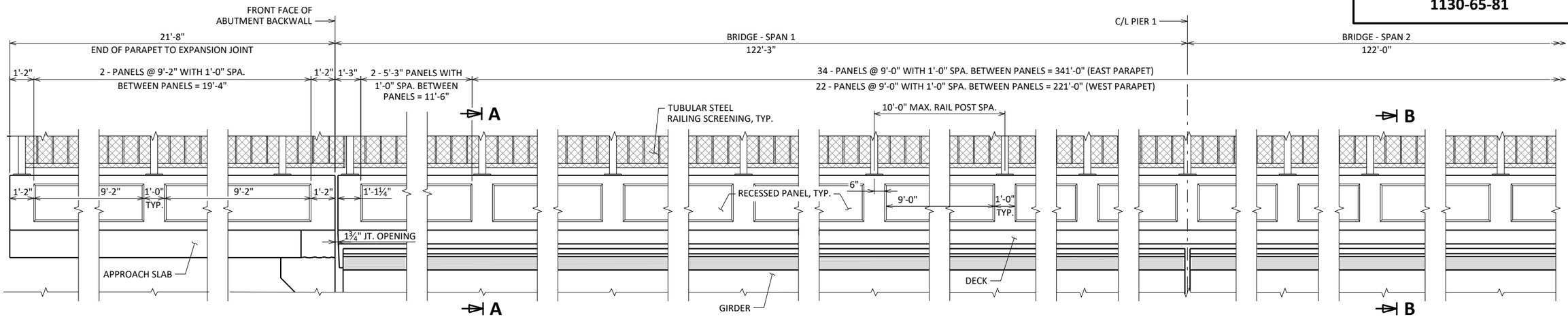
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LAYOUT NAME - SHT_40

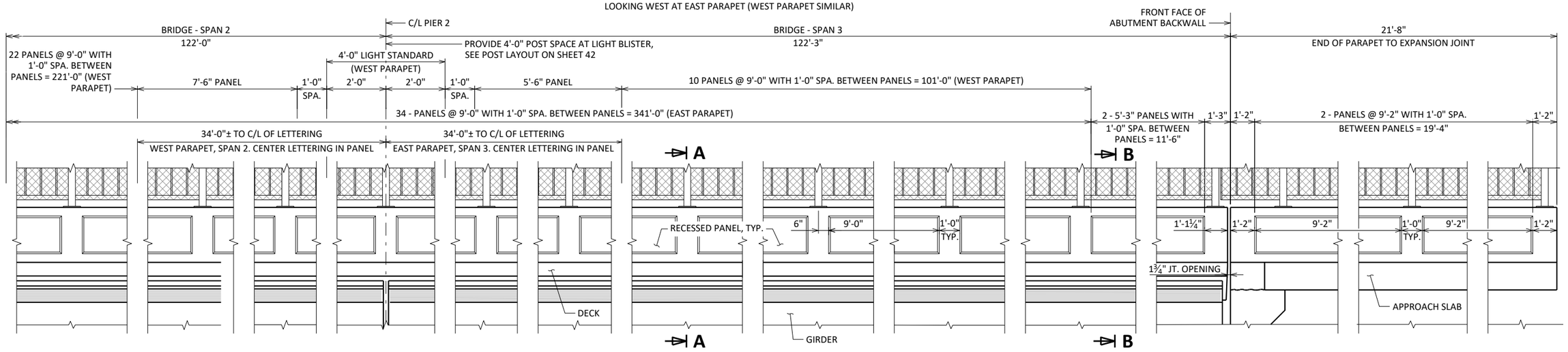
STATE PROJECT NUMBER

1130-65-81



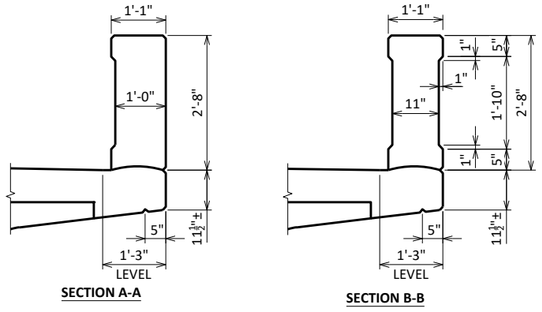
ELEVATION & PANEL LAYOUT FOR PARAPET

LAYOUT SHOWN IS FOR INSIDE AND OUTSIDE FACES OF MODIFIED VERTICAL FACE PARAPET 'A'.
LOOKING WEST AT EAST PARAPET (WEST PARAPET SIMILAR)



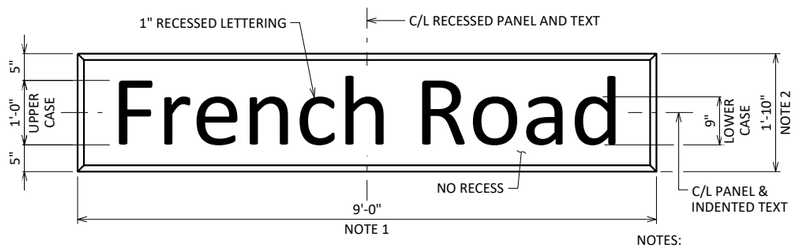
ELEVATION & PANEL LAYOUT FOR PARAPET

LAYOUT SHOWN IS FOR INSIDE AND OUTSIDE FACES OF MODIFIED VERTICAL FACE PARAPET 'A'.
LOOKING WEST AT EAST PARAPET (WEST PARAPET SIMILAR)



SECTIONS THRU MODIFIED VERTICAL FACE PARAPET 'A'

FENCING ON TOP OF PARAPET AND CONDUIT NOT SHOWN FOR CLARITY



ROAD NAME PANEL DETAILS

SPAN 2, WEST PARAPET, CENTERED OVER I.H. 41 N.B. LANES
SPAN 3, EAST PARAPET, CENTERED OVER I.H. 41 S.B. LANES.

NOTES:
1. PANEL RAISED AT ROAD NAME ONLY.
2. SEE PARAPET SECTIONS FOR DIMENSION DETAILS FOR PANEL HEIGHT AND RECESS.
3. LETTERING SHALL BE HELVETICA . 12" UPPER AND 9" LOWER CASE.
4. LETTERING SHALL BE CENTERED HORIZONTALLY AND VERTICALLY IN PANEL.
5. LETTERING IS ONLY ON EXTERIOR FACE OF PARAPET.
6. FORMING OF LETTERING INCIDENTAL TO "HPC MASONRY STRUCTURES".
7. STAIN RECESSED LETTERING BLACK, AMS STANDARD COLOR #27038. INCIDENTAL TO "HPC MASONRY STRUCTURES".

NOTES

TYPICAL PANEL LAYOUT SHALL BE 9'-0" WIDE PANELS CENTERED BETWEEN STEEL POSTS PLACED AT 10'-0" SPACING.

MAXIMUM STEEL POST SPACING SHALL BE 10'-0" PER WISDOT BM STD. 30.15 AND "TUBULAR STEEL RAILING SCREENING" SHEET.

PANEL LAYOUT AND POST SPACING SHALL BE ADJUSTED AT THE LIGHT STANDARD.

SEE "AESTHETIC DETAILS (3 OF 3)" SHEET FOR ADDITIONAL DETAILS.

DO NOT INCLUDE RECESSED PANELS ON LIGHT STANDARD.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-44-329

DRAWN BY GLM | PLANS CK'D SGM

AESTHETIC DETAILS (2 OF 3)

SHEET 41 OF 43
464

SCALE = VARIES

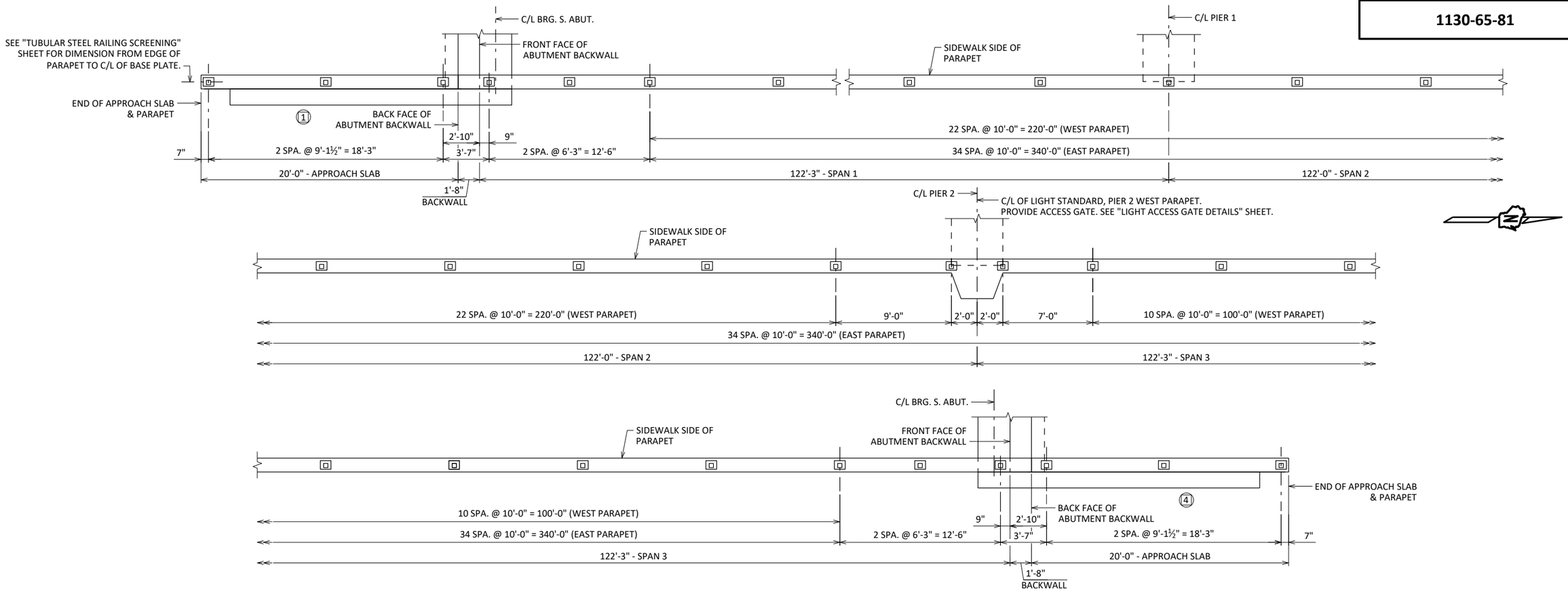
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LAYOUT NAME - SHT_41

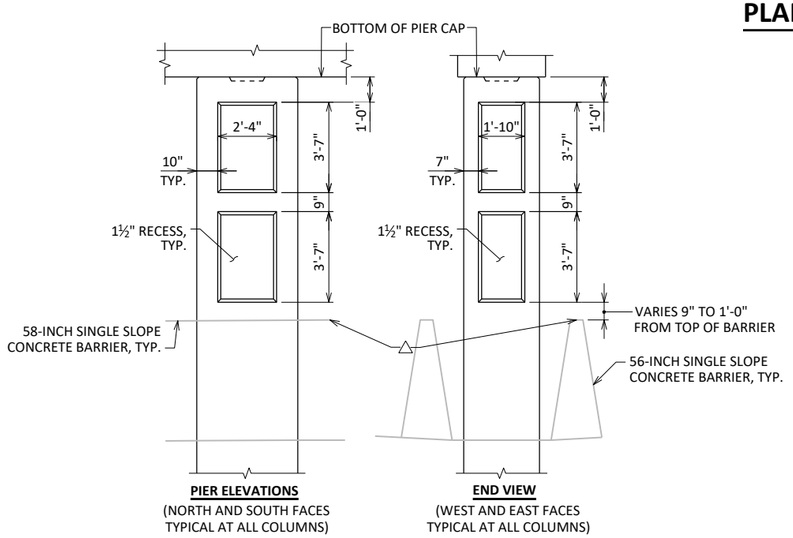
STATE PROJECT NUMBER

1130-65-81



PLAN VIEW - TUBULAR STEEL RAILING SCREENING POST LAYOUT

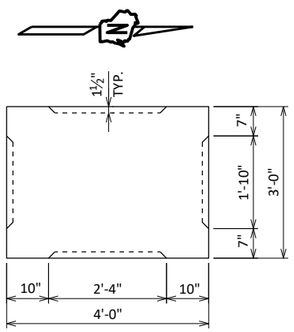
(EAST PARAPET SHOWN WEST PARAPET OPPOSITE HAND EXCEPT FOR LIGHT STANDARD AT PIER 2)
WORK WITH "TUBULAR STEEL RAILING SCREENING" SHEET AND PARAPET DETAILS



PIER ELEVATIONS
(NORTH AND SOUTH FACES TYPICAL AT ALL COLUMNS)

END VIEW
(WEST AND EAST FACES TYPICAL AT ALL COLUMNS)

PIER COLUMN ELEVATIONS WITH FINAL ROADWAY CONDITIONS



SECTION THRU COLUMN

NOTE

△ TO DETERMINE FUTURE BARRIER ELEVATIONS REFER TO FINAL PROFILE GRADES ON "PROFILE GRADE LINES" SHEET.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-44-329

DRAWN BY GLM | PLANS CK'D SGM

AESTHETIC DETAILS (3 OF 3)

SHEET 42 OF 43
465

SCALE = 8

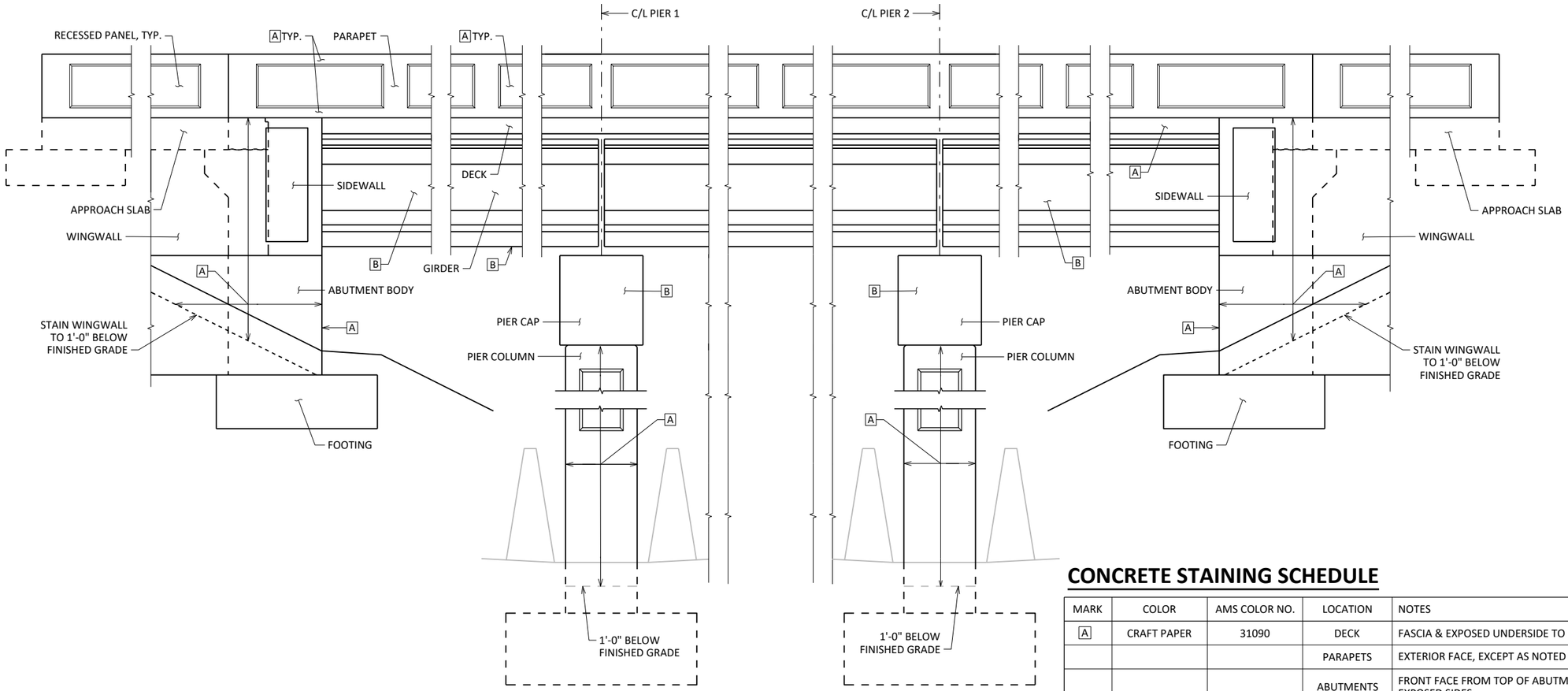
8

8

FILE NAME : C:\USERS\GMCGINN\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\STRC\B-44-0329\SHEETS\B44-0329_080842_AE.DWG
LAYOUT NAME - SHT_42

STATE PROJECT NUMBER

1130-65-76

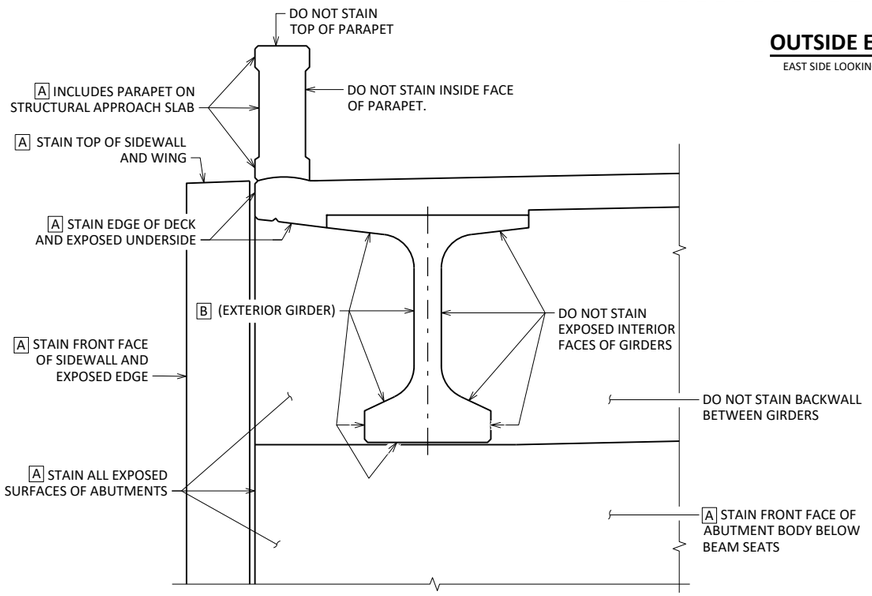


OUTSIDE ELEVATION OF STRUCTURE

EAST SIDE LOOKING WEST (WINGWALLS NOT SHOWN FOR CLARITY)

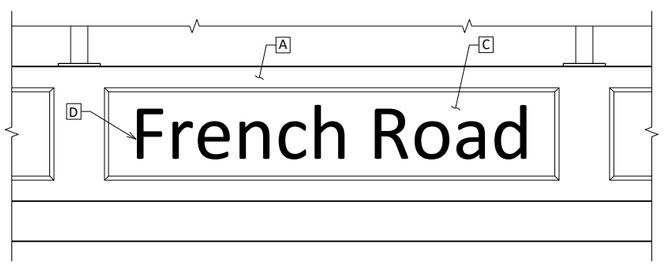
CONCRETE STAINING SCHEDULE

MARK	COLOR	AMS COLOR NO.	LOCATION	NOTES
A	CRAFT PAPER	31090	DECK	FASCIA & EXPOSED UNDERSIDE TO EXTERIOR GIRDER FLANGE.
			PARAPETS	EXTERIOR FACE, EXCEPT AS NOTED FOR ROAD NAME BLOCK.
			ABUTMENTS	FRONT FACE FROM TOP OF ABUTMENT TO 1'-0" BELOW FINISHED GRADE AND EXPOSED SIDES.
			SIDEWALLS	FRONT FACE AND EXPOSED EDGE OF SIDEWALL ALONG FRONT FACE OF ABUTMENT.
			WINGS	TOP OF WING, FRONT FACE AND ALL EXPOSED SIDES TO 1'-0" BELOW FINISHED GRADE.
			PIERS	ALL EXPOSED FACES OF PIER CAP.
B	VIRTUAL TAUPE	20150	GIRDERS	EXTERIOR FACES AND UNDERSIDE OF EXTERIOR GIRDERS.
			PIERS	EXPOSED FACES OF PIER CAP.
C	WHOLE WHEAT	30450	ROAD NAME BLOCK	ENTIRE RECESSED PANEL AT THE LOCATION OF ROAD NAME.
D	TRICORN BLACK	27038	ROAD NAME BLOCK	ROAD NAME TEXT WITHIN ROAD NAME BLOCK.



PARTIAL ABUTMENT ELEVATION

WEST EDGE NEAR NORTH ABUTMENT SHOWN - OTHERS SIMILAR



ROAD NAME PANEL DETAILS

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-44-329

DRAWN BY GLM | PLANS CK'D SGM

STAINING DETAILS

SHEET 43 OF 43

466

SCALE = 4

8

8

FILE NAME : C:\USERS\GMCGINN\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\STRC\B-44-0329\SHEETS\B44-0329_080843_AE.DWG
LAYOUT NAME - SHT_43

FN - STAGES 1-3

STATION	REAL STATION	DISTANCE	AREA (SF)		CREMENTAL VOL (CY) (UNADJUSTE		CUMULATIVE VOL (CY)		
			CUT	FILL	CUT	FILL	CUT 1.00	EXPANDED FILL 1.00	MASS ORDINATE
106+00.00	10600.00	0.00	110.96	45.48	0	0	0	0	0
106+50.00	10650.00	50	108.50	84.86	203	121	203	121	82
107+00.00	10700.00	50	93.43	260.76	187	320	390	441	-51
107+50.00	10750.00	50	89.29	276.14	169	497	559	938	-379
108+00.00	10800.00	50	77.56	336.95	154	568	713	1506	-793
108+50.00	10850.00	50	63.62	388.76	131	672	844	2178	-1334
109+00.00	10900.00	50	42.55	536.54	98	857	942	3035	-2093
109+50.00	10950.00	50	22.62	734.84	60	1177	1002	4212	-3210
110+00.00	11000.00	50	33.49	792.21	52	1414	1054	5626	-4572
110+23.83	11023.83	23.83	25.88	803.34	26	704	1080	6330	-5250
110+23.90	11023.90	0.07	38.61	743.67	0	2	1080	6332	-5252
110+47.68	11047.68	23.78	59.62	137.07	43	388	1123	6720	-5597
110+47.78	11047.78	0.10	429.61	134.09	1	1	1124	6721	-5597
110+50.00	11050.00	2.22	458.57	80.25	37	9	1161	6730	-5569
110+75.00	11075.00	25.00	948.57	0.00	651	37	1812	6767	-4955
111+00.00	11100.00	25.00	281.13	0.00	569	0	2381	6767	-4386
111+08.48	11108.48	8.48	0.00	0.00	44	0	2425	6767	-4342
					2,425	6,767			

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PROJECT NO: 1130-65-81	HWY: IH 41	COUNTY: OUTAGAMIE	EARTHWORK DATA	SHEET 467	E

FILE NAME : C:\USERS\DSCHARLA\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306581\SHEETS\11306581-090101-EW.DWG
LAYOUT NAME - 01

PLOT DATE : 9/17/2025 1:48 PM PLOT BY : SCHARLAU, DAVE PLOT NAME : PLOT SCALE : 1" = 1'

WISDOT/CADDS SHEET 49

FN - STAGES 1-3

STATION	REAL STATION	DISTANCE	AREA (SF)		NCREMENTAL VOL (CY) (UNADJUSTED		CUMULATIVE VOL (CY)		
			CUT	FILL	CUT	FILL	CUT 1.00	EXPANDED FILL 1.00	MASS ORDINATE
113+59.34	11359.34	0.00	0.00	0.00	0	0	0	0	0
113+75.00	11375.00	15.66	427.25	0.06	124	0	124	0	124
114+00.00	11400.00	25	947.95	0.00	637	0	761	0	761
114+09.65	11409.65	9.65	910.97	0.00	332	0	1093	0	1093
114+09.75	11409.75	0.1	226.37	0.00	2	0	1095	0	1095
114+33.81	11433.81	24.06	0.02	5.62	101	3	1196	3	1193
114+34.00	11434.00	0.19	328.67	12.95	1	0	1197	0	1194
114+50.00	11450.00	16.00	319.12	5.88	192	6	1389	6	1380
115+00.00	11500.00	50.00	347.76	0.00	617	5	2006	11	1992
115+50.00	11550.00	50.00	372.66	3.03	667	3	2673	14	2656
116+00.00	11600.00	50.00	377.83	9.82	695	12	3368	26	3339
116+50.00	11650.00	50.00	384.60	18.62	706	26	4074	52	4019
117+00.00	11700.00	50.00	373.69	34.48	702	49	4776	101	4672
117+50.00	11750.00	50.00	341.52	46.58	662	75	5438	176	5259
118+00.00	11800.00	50.00	313.43	60.23	606	99	6044	275	5766
118+50.00	11850.00	50.00	294.41	59.60	563	111	6607	386	6218
119+00.00	11900.00	50.00	286.17	25.80	538	79	7145	465	6677
119+50.00	11950.00	50.00	239.43	71.71	487	90	7632	555	7074
120+00.00	12000.00	50.00	194.29	96.49	402	156	8034	711	7320
120+50.00	12050.00	50.00	170.09	75.70	337	159	8371	870	7498
121+00.00	12100.00	50.00	160.38	78.98	306	143	8677	1013	7661
121+50.00	12150.00	50.00	128.28	103.31	267	169	8944	1182	7759
122+00.00	12200.00	50.00	138.97	65.72	247	157	9191	1339	7849
122+50.00	12250.00	50.00	135.34	44.17	254	102	9445	1441	8001
123+00.00	12300.00	50.00	116.63	29.22	233	68	9678	1509	8166
123+50.00	12350.00	50.00	124.49	7.25	223	34	9901	1543	8355
124+00.00	12400.00	50.00	29.58	1.91	143	8	10044	1551	8490
124+50.00	12450.00	50.00	10.81	6.53	37	8	10081	1559	8519
125+00.00	12500.00	50.00	9.23	6.47	19	12	10100	1571	8526
125+19.14	12519.14	19.14	9.64	8.88	7	5	10107	1576	8528
					10,107	1,579			

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PROJECT NO: 1130-65-81 | HWY: IH 41 | COUNTY: OUTAGAMIE | EARTHWORK DATA | SHEET 468 | E

SET - STAGE 1

STATION	REAL STATION	DISTANCE	AREA (SF)		NCREMENTAL VOL (CY) (UNADJUSTED		CUMULATIVE VOL (CY)		
			CUT	FILL	CUT	FILL	CUT 1.00	EXPANDED FILL 1.00	MASS ORDINATE
216+75.00	21675.00	0.00	56.40	187.88	0	0	0	0	0
217+00.00	21700.00	25.00	56.11	192.60	52	176	52	176	-124
217+50.00	21750.00	50.00	52.87	189.38	101	354	153	530	-377
218+00.00	21800.00	50.00	58.83	175.97	103	338	256	868	-612
218+50.00	21850.00	50.00	65.40	139.33	115	292	371	1160	-789
219+00.00	21900.00	50.00	66.35	117.90	122	238	493	1398	-905
219+50.00	21950.00	50.00	67.35	107.80	124	209	617	1607	-990
220+00.00	22000.00	50.00	55.48	107.87	114	200	731	1807	-1076
220+50.00	22050.00	50.00	37.17	106.95	86	199	817	2006	-1189
221+00.00	22100.00	50.00	35.98	82.41	68	175	885	2181	-1296
221+50.00	22150.00	50.00	41.03	79.64	71	150	956	2331	-1375
222+00.00	22200.00	50.00	54.47	49.09	88	119	1044	2450	-1406
222+50.00	22250.00	50.00	1.57	87.44	52	126	1096	2576	-1480
223+00.00	22300.00	50.00	243.20	0.00	227	81	1323	2657	-1334
223+50.00	22350.00	50.00	452.64	0.00	644	0	1967	2657	-690
224+00.00	22400.00	50.00	255.05	0.00	655	0	2622	2657	-35
224+50.00	22450.00	50.00	52.81	5.89	285	5	2907	2662	245
225+00.00	22500.00	50.00	96.76	15.19	138	20	3045	2682	363
225+50.00	22550.00	50.00	96.45	7.60	179	21	3224	2703	521
226+00.00	22600.00	50.00	85.73	1.95	169	9	3393	2712	681
226+50.00	22650.00	50.00	78.34	0.00	152	2	3545	2714	831
227+00.00	22700.00	50.00	82.40	0.00	149	0	3694	2714	980
227+50.00	22750.00	50.00	76.81	0.00	147	0	3841	2714	1127
228+00.00	22800.00	50.00	79.33	0.00	145	0	3986	2714	1272
228+50.00	22850.00	50.00	91.25	0.00	158	0	4144	2714	1430
229+00.00	22900.00	50.00	97.34	0.00	175	0	4319	2714	1605
229+50.00	22950.00	50.00	95.33	0.00	178	0	4497	2714	1783
230+00.00	23000.00	50.00	164.76	0.03	241	0	4738	2714	2024
230+50.00	23050.00	50.00	158.60	0.00	299	0	5037	2714	2323
231+00.00	23100.00	50.00	149.62	2.21	285	2	5322	2716	2606
231+50.00	23150.00	50.00	144.92	4.07	273	6	5595	2722	2873
232+00.00	23200.00	50.00	139.47	5.60	263	9	5858	2731	3127
232+50.00	23250.00	50.00	134.55	11.65	254	16	6112	2747	3365
233+00.00	23300.00	50.00	141.97	16.66	256	26	6368	2773	3595
233+50.00	23350.00	50.00	141.18	17.36	262	32	6630	2805	3825
234+00.00	23400.00	50.00	140.03	20.21	260	35	6890	2840	4050
234+50.00	23450.00	50.00	142.22	20.43	261	38	7151	2878	4273
235+00.00	23500.00	50.00	136.40	25.01	258	42	7409	2920	4489
235+50.00	23550.00	50.00	124.27	25.68	241	47	7650	2967	4683
236+00.00	23600.00	50.00	111.90	21.98	219	44	7869	3011	4858
236+50.00	23650.00	50.00	103.40	17.64	199	37	8068	3048	5020
237+00.00	23700.00	50.00	97.03	11.45	186	27	8254	3075	5179
237+50.00	23750.00	50.00	90.31	10.77	173	21	8427	3096	5331
238+00.00	23800.00	50.00	86.00	9.21	163	18	8590	3114	5476
238+50.00	23850.00	50.00	73.02	9.45	147	17	8737	3131	5606

CONTINUED ON NEXT SHEET

CONTINUED FROM PREVIOUS SHEET

RAMP SET - STAGE 1

STATION	REAL STATION	DISTANCE	AREA (SF)		INCREMENTAL VOL (CY) (UNADJUSTED		CUMULATIVE VOL (CY)		
			CUT	FILL	CUT	FILL	CUT 1.00	EXPANDED FILL 1.00	MASS ORDINATE
239+00.00	23900.00	50.00	71.64	12.34	134	20	8871	3151	5720
239+50.00	23950.00	50.00	74.55	9.52	135	20	9006	3171	5835
240+00.00	24000.00	50.00	85.26	8.38	148	17	9154	3188	5966
240+50.00	24050.00	50.00	43.88	6.70	120	14	9274	3202	6072
241+00.00	24100.00	50.00	12.47	4.73	52	11	9326	3213	6113
241+50.00	24150.00	50.00	7.42	1.95	18	6	9344	3219	6125
242+00.00	24200.00	50.00	1.20	6.99	8	8	9352	3227	6125
242+50.00	24250.00	50.00	0.75	5.24	2	11	9354	3238	6116
242+58.29	24258.29	8.29	0.93	4.34	0	1	9354	3239	6115
					9,354	3,239			

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PROJECT NO: 1130-65-81 | HWY: IH 41 | COUNTY: OUTAGAMIE | EARTHWORK DATA | SHEET 470 | E

FILE NAME : C:\USERS\DSCHARLA\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306581\SHEETS\11306581-090101-EW.DWG
LAYOUT NAME - 04

PLOT DATE : 7/17/2025 8:49 PM PLOT BY : SCHARLAU, DAVE PLOT NAME : PLOT SCALE : 1" = 1'

WISDOT/CADDS SHEET 49

SET - STAGE 2

STATION	REAL STATION	DISTANCE	AREA (SF)		NCREMENTAL VOL (CY) (UNADJUSTED		CUMULATIVE VOL (CY)		
			CUT	FILL	CUT	FILL	CUT 1.00	EXPANDED FILL 1.00	MASS ORDINATE
209+21.39	20921.39	0.00	90.64	0.00	0	0	0	0	0
209+50.00	20950.00	28.61	90.75	0.00	96	0	96	0	96
210+00.00	21000.00	50.00	76.56	0.09	155	0	251	0	251
210+50.00	21050.00	50.00	80.47	17.51	145	16	396	16	380
211+00.00	21100.00	50.00	91.81	8.13	160	24	556	40	516
211+50.00	21150.00	50.00	110.39	4.87	187	12	743	52	691
212+00.00	21200.00	50.00	135.19	0.18	227	5	970	57	913
212+50.00	21250.00	50.00	177.45	0.09	289	0	1259	57	1202
213+00.00	21300.00	50.00	246.52	0.00	393	0	1652	57	1595
213+50.00	21350.00	50.00	286.23	0.00	493	0	2145	57	2088
214+00.00	21400.00	50.00	266.13	11.06	511	10	2656	67	2589
214+50.00	21450.00	50.00	270.55	18.22	497	27	3153	94	3059
215+00.00	21500.00	50.00	212.91	63.65	448	76	3601	170	3431
215+50.00	21550.00	50.00	279.75	83.94	456	137	4057	307	3750
216+00.00	21600.00	50.00	323.55	100.84	559	171	4616	478	4138
216+50.00	21650.00	50.00	379.99	177.13	651	257	5267	735	4532
217+00.00	21700.00	50.00	362.23	0.00	687	164	5954	899	5055
217+50.00	21750.00	50.00	366.52	1.32	675	1	6629	900	5729
218+00.00	21800.00	50.00	725.16	0.00	1011	1	7640	901	6739
218+50.00	21850.00	50.00	798.89	0.00	1411	0	9051	901	8150
219+00.00	21900.00	50.00	727.51	0.00	1413	0	10464	901	9563
219+50.00	21950.00	50.00	657.66	0.00	1283	0	11747	901	10846
220+00.00	22000.00	50.00	596.00	0.00	1161	0	12908	901	12007
220+50.00	22050.00	50.00	504.50	0.00	1019	0	13927	901	13026
221+00.00	22100.00	50.00	420.33	0.19	856	0	14783	901	13882
221+50.00	22150.00	50.00	350.94	0.56	714	1	15497	902	14595
222+00.00	22200.00	50.00	269.48	0.02	574	1	16071	903	15168
222+50.00	22250.00	50.00	220.85	0.31	454	0	16525	903	15622
223+00.00	22300.00	50.00	199.46	0.00	389	0	16914	903	16011
223+50.00	22350.00	50.00	95.23	0.74	273	1	17187	904	16283
224+00.00	22400.00	50.00	58.39	0.00	142	1	17329	905	16424
224+50.00	22450.00	50.00	44.77	0.00	96	0	17425	905	16520
225+00.00	22500.00	50.00	39.46	0.00	78	0	17503	905	16598
225+50.00	22550.00	50.00	29.74	0.00	64	0	17567	905	16662
226+00.00	22600.00	50.00	33.30	0.00	58	0	17625	905	16720
226+50.00	22650.00	50.00	49.88	0.00	77	0	17702	905	16797
227+00.00	22700.00	50.00	84.02	0.00	124	0	17826	905	16921
227+50.00	22750.00	50.00	99.88	0.00	170	0	17996	905	17091
228+00.00	22800.00	50.00	102.59	0.00	187	0	18183	905	17278
228+50.00	22850.00	50.00	102.67	0.00	190	0	18373	905	17468
229+00.00	22900.00	50.00	91.09	0.00	179	0	18552	905	17647
229+50.00	22950.00	50.00	78.98	0.02	157	0	18709	905	17804
229+76.20	22976.20	26.20	22.08	0.04	49	0	18758	905	17853
					18,758	905			

BULLNOSE NB - STAGE 1

STATION	REAL STATION	DISTANCE	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)				
			CUT	FILL (1)	EBS (2)	CUT	FILL (1)	EBS (1)	CUT 1.00	EXPANDED FILL (1) 1.00	EXPANDED EBS BACKFILL (2) 1.00	REDUCED EBS IN FILL (2) 1.00	MASS ORDINATE
907+38.44	90738.44	0.00	0.13	2.99	66.55	0	0	0	0	0	0	0	0
907+50.00	90750.00	11.56	0.19	4.05	67.95	0	2	29	0	2	29	29	-2
908+00.00	90800.00	50.00	2.48	0.70	76.14	2	4	133	2	6	162	162	-4
908+50.00	90850.00	50.00	0.21	7.89	77.85	2	8	143	4	14	305	305	-10
909+00.00	90900.00	50.00	0.00	6.19	65.19	0	13	132	4	27	437	437	-23
909+50.00	90950.00	50.00	10.32	0.00	50.19	10	6	107	14	33	544	544	-19
910+00.00	91000.00	50.00	14.97	0.00	39.26	23	0	83	37	33	627	627	4
910+50.00	91050.00	50.00	10.28	0.01	47.05	23	0	80	60	33	707	707	27
911+00.00	91100.00	50.00	10.75	0.00	43.08	19	0	83	79	33	790	790	46
911+50.00	91150.00	50.00	3.55	1.56	52.38	13	1	88	92	34	878	878	58
912+00.00	91200.00	50.00	0.00	14.27	70.18	3	15	113	95	49	991	991	46
912+50.00	91250.00	50.00	0.13	20.45	72.08	0	32	132	95	81	1123	1123	14
913+00.00	91300.00	50.00	0.69	9.21	76.81	1	27	138	96	108	1261	1261	-12
913+40.41	91340.41	40.41	0.84	5.81	76.27	1	11	115	97	119	1376	1376	-22

(1) FILL IN IH 41 MEDIAN COMPOSED OF SELECT CRUSHED MATERIAL, SEE BASE AGGREGATE MQ TABLE

(2) EBS TO BE BACKFILLED WITH SELECT CRUSHED MATERIAL, SEE BASE AGGREGATE MQ TABLE

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9

PROJECT NO: 1130-65-81 | HWY: IH 41 | COUNTY: OUTAGAMIE | EARTHWORK DATA | SHEET 472 | E

FILE NAME : C:\USERS\DSCHARLA\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306581\SHEETS\11306581-090101-EW.DWG
LAYOUT NAME - 06

PLOT DATE : 7/17/2025 8:49 PM PLOT BY : SCHARLAU, DAVE PLOT NAME : PLOT SCALE : 1" = 1'

WISDOT/CADDS SHEET 49

BULLNOSE SB - STAGE 1

STATION	REAL STATION	DISTANCE	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)				
			CUT	FILL (1)	EBS (2)	CUT	FILL (1)	EBS (2)	CUT 1.00	EXPANDED FILL (1) 1.00	EXPANDED EBS BACKFILL (2) 1.00	REDUCED EBS IN FILL (2) 1.00	MASS ORDINATE
907+38.44	90738.44	0.00	1.00	3.03	77.84	0	0	0	0	0	0	0	0
907+50.00	90750.00	11.56	0.66	3.23	79.08	0	1	34	0	1	34	34	-1
908+00.00	90800.00	50.00	0.31	13.84	73.42	1	16	141	1	17	175	175	-16
908+50.00	90850.00	50.00	0.52	9.57	85.63	1	22	147	2	39	322	322	-37
909+00.00	90900.00	50.00	0.13	7.08	71.29	1	15	145	3	54	467	467	-51
909+50.00	90950.00	50.00	5.20	0.00	54.90	5	7	117	8	61	584	584	-53
910+00.00	91000.00	50.00	11.27	0.00	41.62	15	0	89	23	61	673	673	-38
910+50.00	91050.00	50.00	12.12	0.00	48.08	22	0	83	45	61	756	756	-16
911+00.00	91100.00	50.00	9.36	0.00	43.50	20	0	85	65	61	841	841	4
911+50.00	91150.00	50.00	4.37	3.94	48.43	13	4	85	78	65	926	926	13
912+00.00	91200.00	50.00	0.18	5.22	76.23	4	8	115	82	73	1041	1041	9
912+50.00	91250.00	50.00	2.33	3.56	85.02	2	8	149	84	81	1190	1190	3
913+00.00	91300.00	50.00	1.09	2.21	82.28	3	5	155	87	86	1345	1345	1
913+40.41	91340.41	40.41	0.92	2.48	80.13	2	4	122	89	90	1467	1467	-1

(1) FILL IN IH 41 MEDIAN COMPOSED OF SELECT CRUSHED, SEE BASE AGGREGATE MQ TABLE

(2) EBS TO BE BACKFILLED WITH SELECT CRUSHED MATERIAL, SEE BASE AGGREGATE MQ TABLE

9

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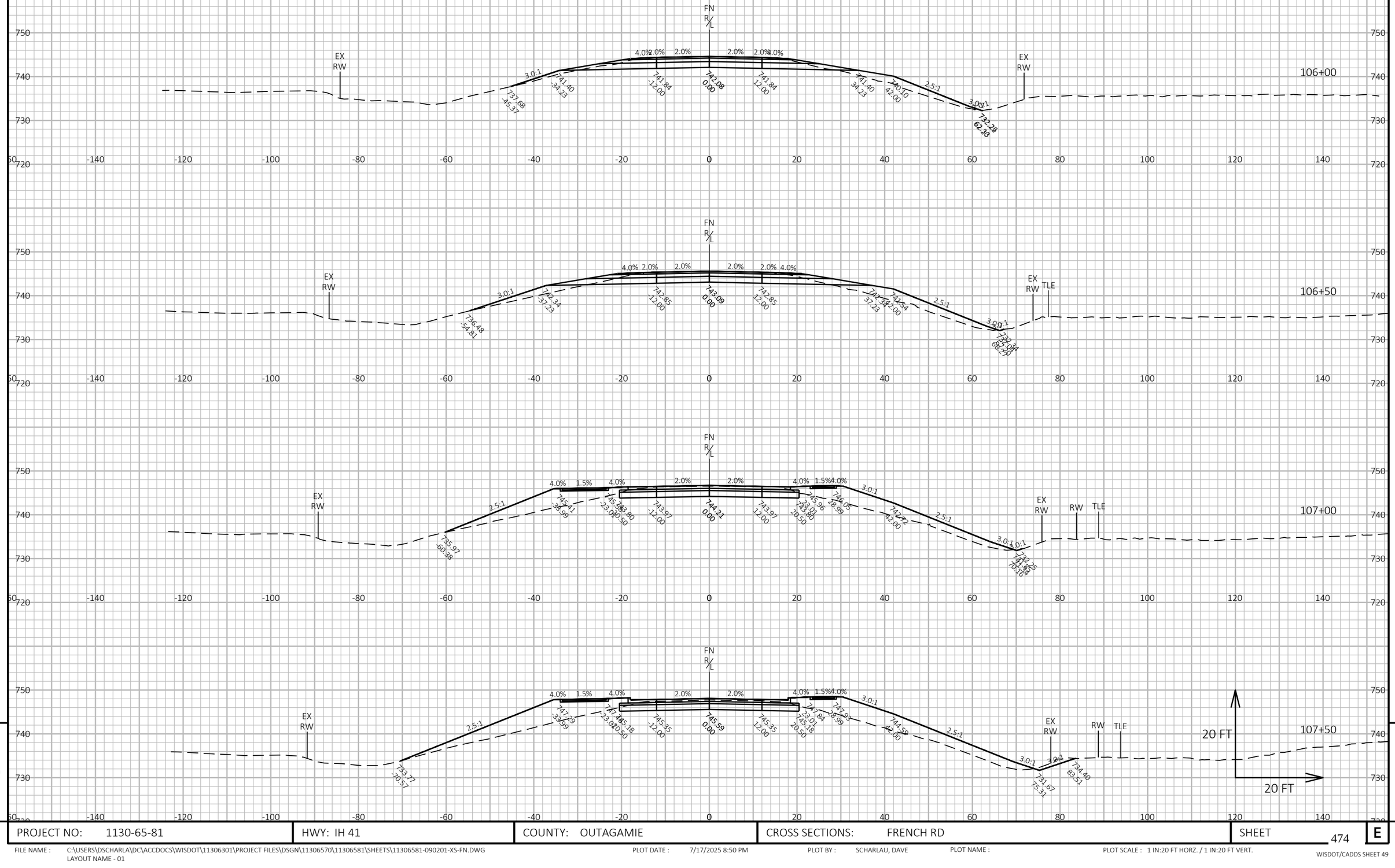
PROJECT NO: 1130-65-81	HWY: IH 41	COUNTY: OUTAGAMIE	EARTHWORK DATA	SHEET 473	E

FILE NAME : C:\USERS\DSCHARLA\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306581\SHEETS\11306581-090101-EW.DWG
LAYOUT NAME - 07

PLOT DATE : 7/17/2025 8:49 PM PLOT BY : SCHARLAU, DAVE PLOT NAME : PLOT SCALE : 1" = 1'

WISDOT/CADDS SHEET 49

ALL WORK STAGES 1B THROUGH 3



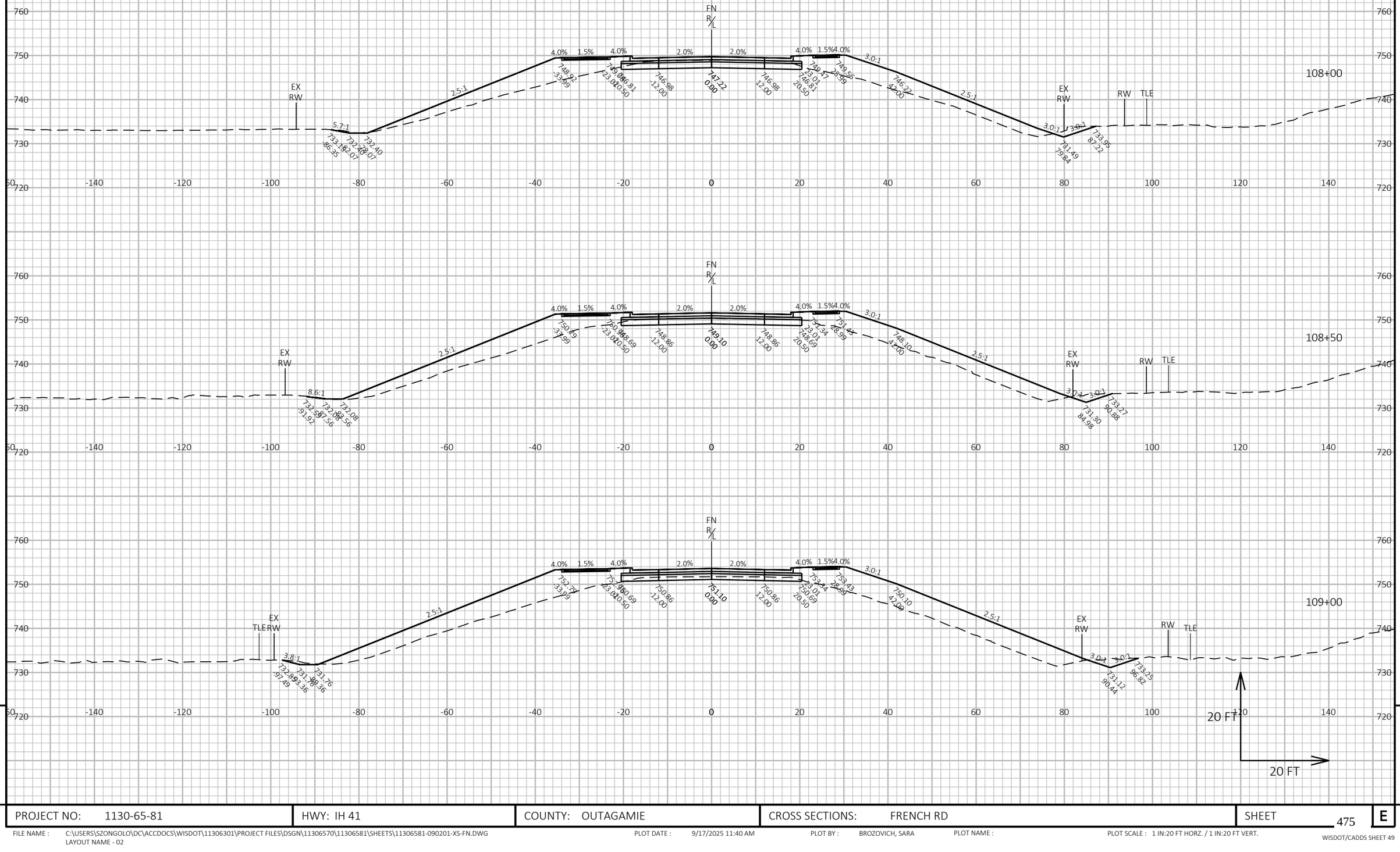
PROJECT NO: 1130-65-81	HWY: IH 41	COUNTY: OUTAGAMIE	CROSS SECTIONS: FRENCH RD	SHEET 474 E

FILE NAME : C:\USERS\DSCHARLA\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306581\SHEETS\11306581-090201-XS-FN.DWG
LAYOUT NAME - 01

PLOT DATE : 7/17/2025 8:50 PM PLOT BY : SCHARLAU, DAVE PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49

ALL WORK STAGES 1B THROUGH 3



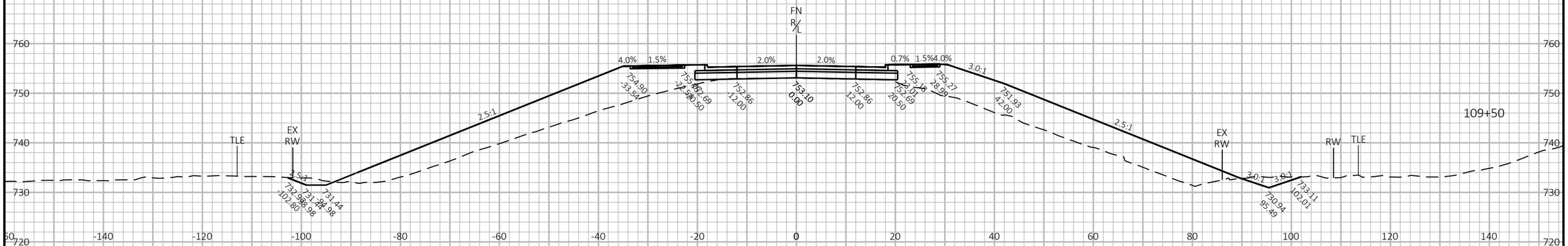
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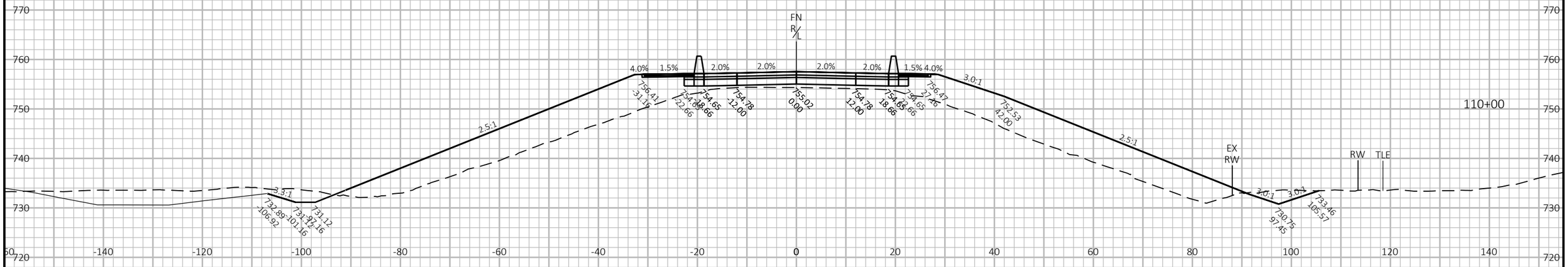
FILE NAME : C:\USERS\SZONGOLO\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306581\SHEETS\11306581-090201-XS-FN.DWG
LAYOUT NAME - 02

PLOT DATE : 9/17/2025 11:40 AM PLOT BY : BROZOVICH, SARA PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49

ALL WORK STAGES 1B THROUGH 3





20 FT

20 FT

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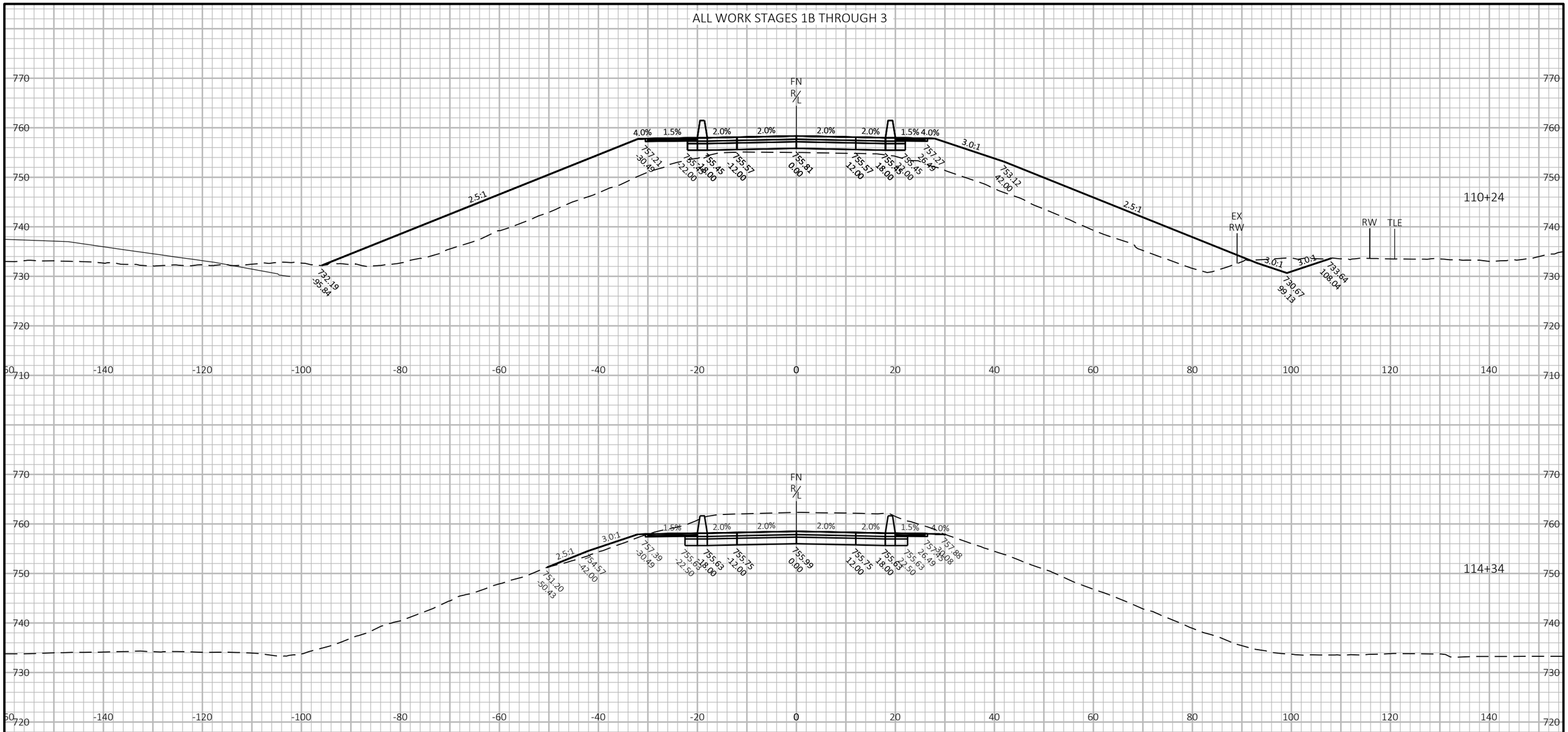
PROJECT NO: 1130-65-81	HWY: IH 41	COUNTY: OUTAGAMIE	CROSS SECTIONS: FRENCH RD	SHEET 476	E

FILE NAME : C:\USERS\DSCHARLA\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306581\SHEETS\11306581-090201-XS-FN.DWG
LAYOUT NAME - 03

PLOT DATE : 7/22/2025 3:13 PM PLOT BY : SCHARLAU, DAVE PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49

ALL WORK STAGES 1B THROUGH 3



9

9

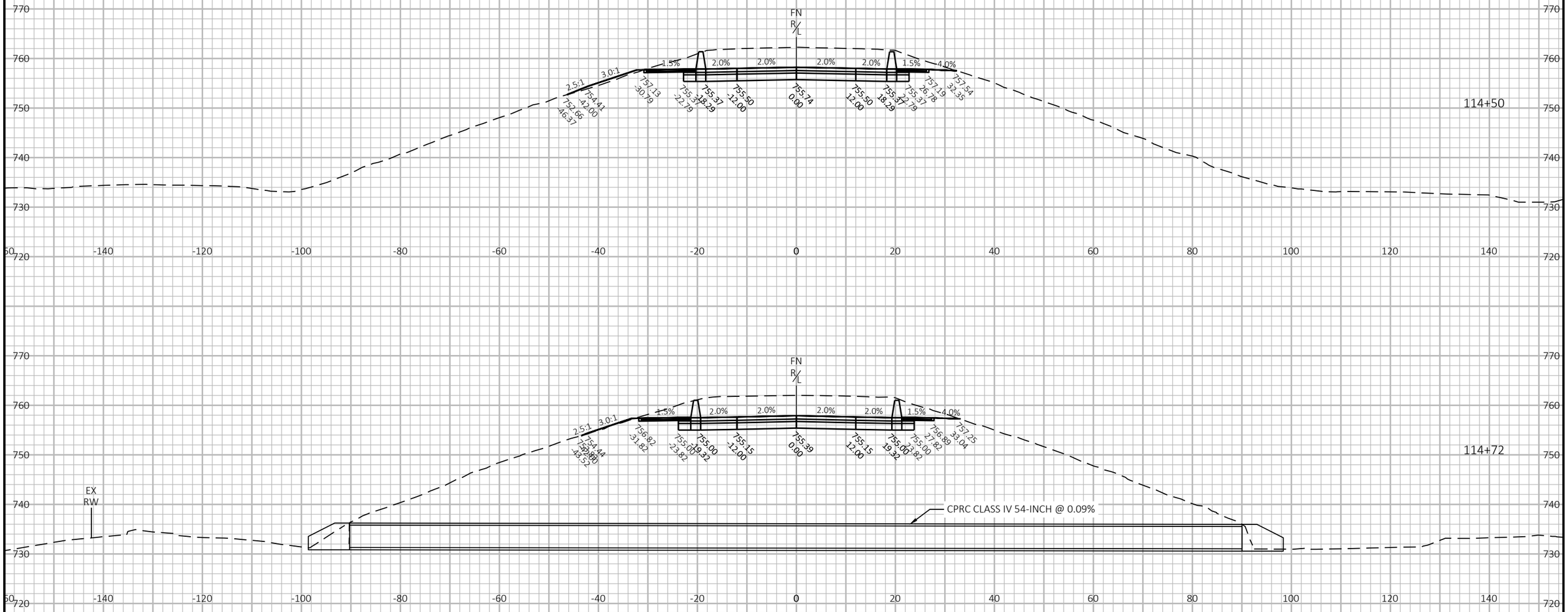
PROJECT NO: 1130-65-81	HWY: IH 41	COUNTY: OUTAGAMIE	CROSS SECTIONS: FRENCH RD	SHEET 477	E

FILE NAME : C:\USERS\DSCHARLA\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306581\SHEETS\11306581-090201-XS-FN.DWG
LAYOUT NAME - 04

PLOT DATE : 7/17/2025 8:50 PM PLOT BY : SCHARLAU, DAVE PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49

ALL WORK STAGES 1B THROUGH 3



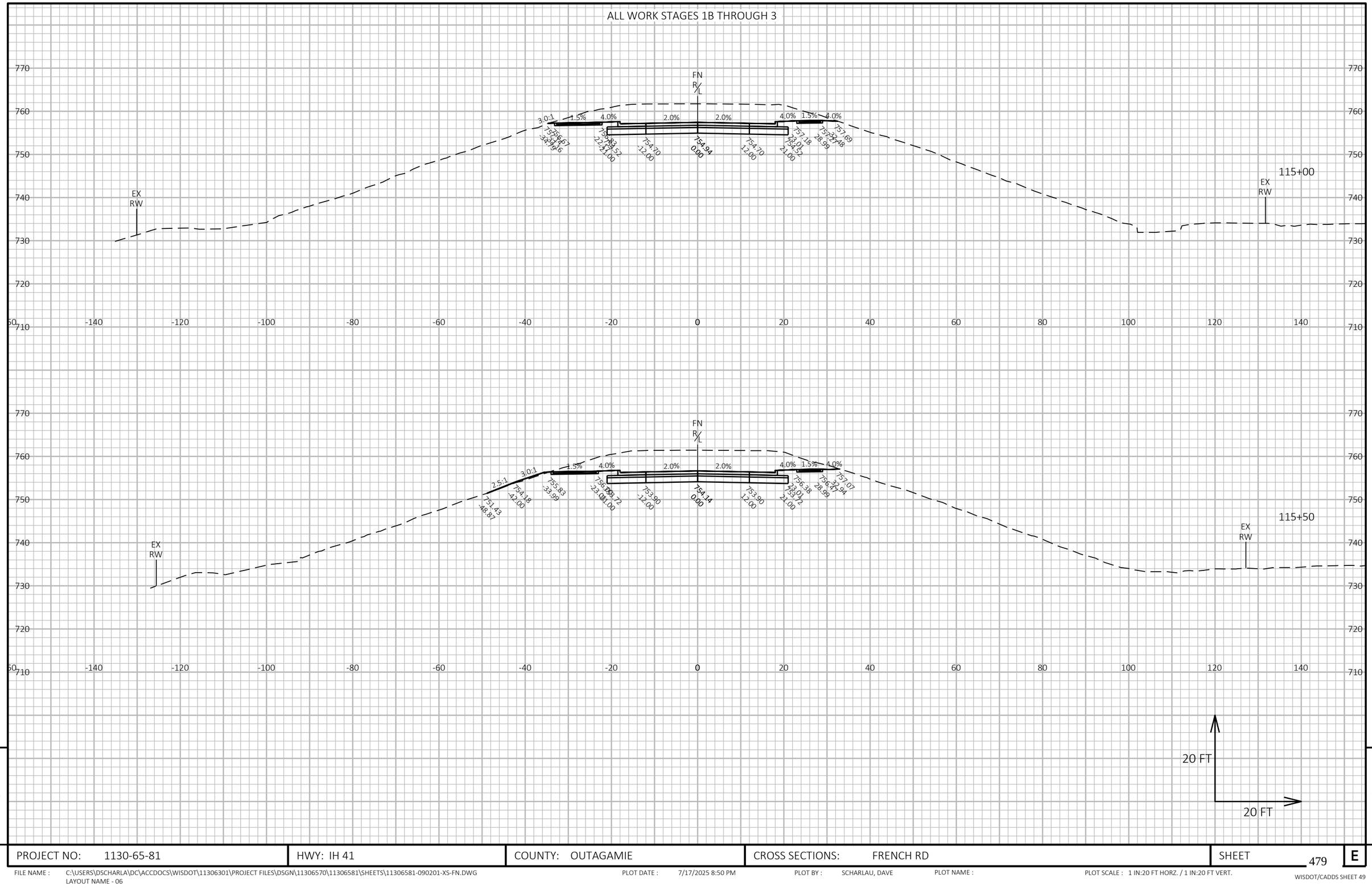
PROJECT NO: 1130-65-81	HWY: IH 41	COUNTY: OUTAGAMIE	CROSS SECTIONS: FRENCH RD	SHEET 478	E

FILE NAME : C:\USERS\DSCHARLA\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306581\SHEETS\11306581-090201-XS-FN.DWG
LAYOUT NAME - 05

PLOT DATE : 7/17/2025 8:50 PM PLOT BY : SCHARLAU, DAVE PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49

ALL WORK STAGES 1B THROUGH 3



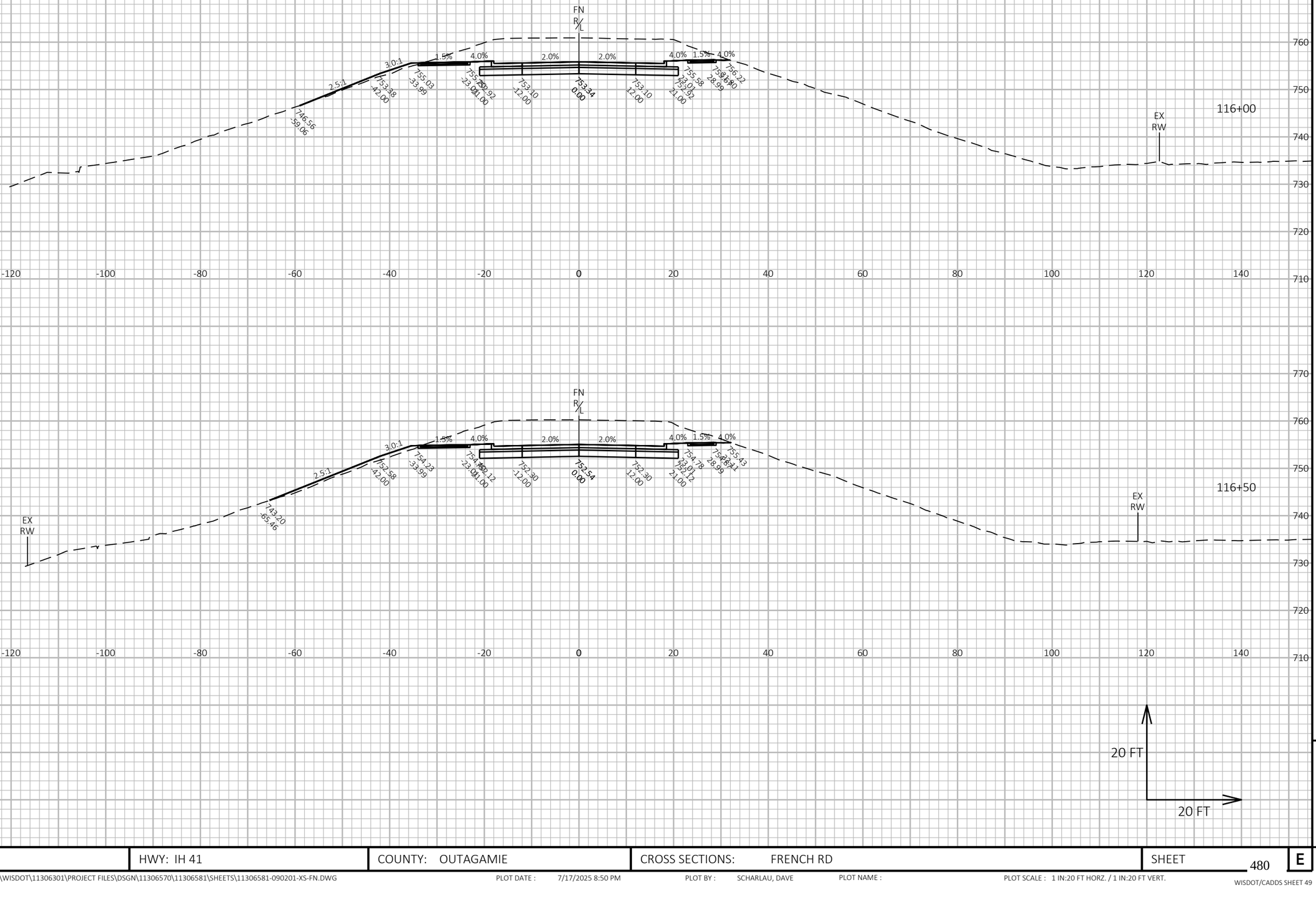
PROJECT NO: 1130-65-81	HWY: IH 41	COUNTY: OUTAGAMIE	CROSS SECTIONS: FRENCH RD	SHEET 479	E

FILE NAME : C:\USERS\DSCHARLA\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306581\SHEETS\11306581-090201-XS-FN.DWG
LAYOUT NAME - 06

PLOT DATE : 7/17/2025 8:50 PM PLOT BY : SCHARLAU, DAVE PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49

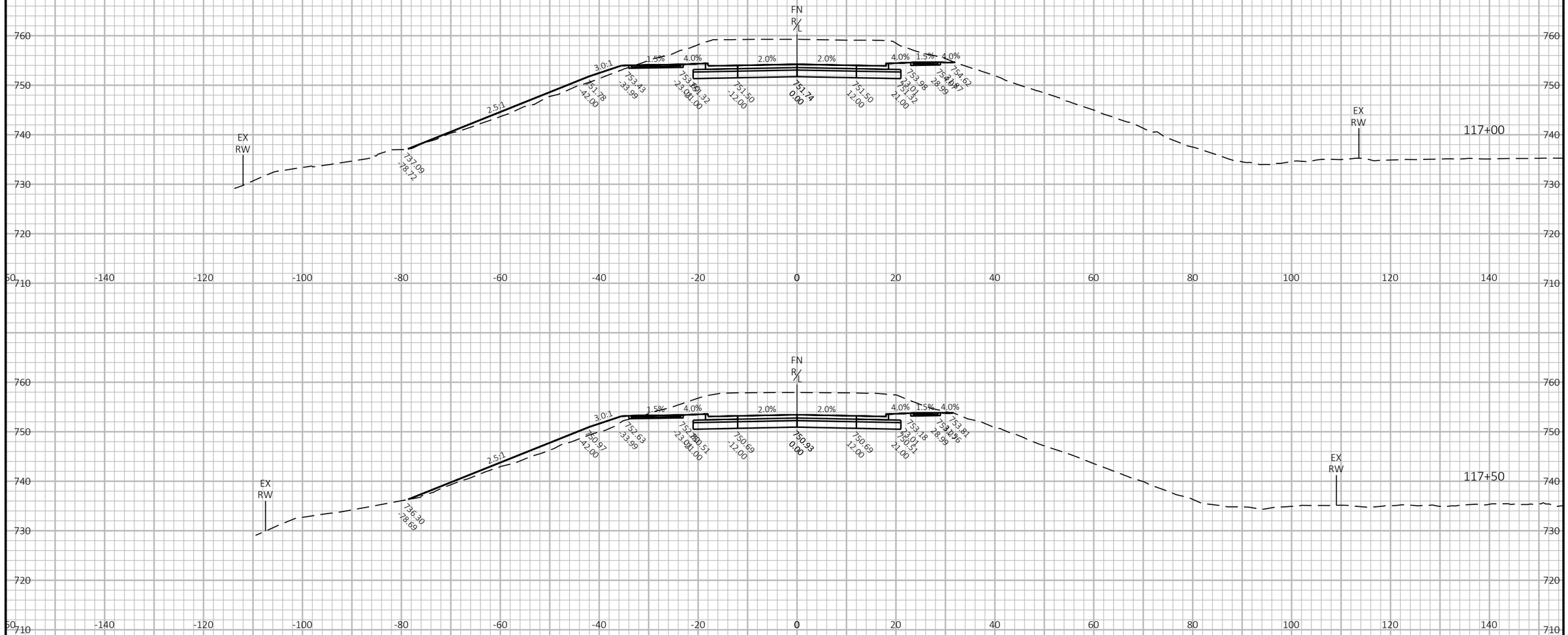
ALL WORK STAGES 1B THROUGH 3

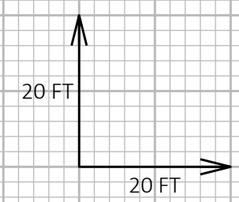


PROJECT NO: 1130-65-81	HWY: IH 41	COUNTY: OUTAGAMIE	CROSS SECTIONS: FRENCH RD	SHEET 480	E

FILE NAME : C:\USERS\DSCHARLA\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306581\SHEETS\11306581-090201-XS-FN.DWG
LAYOUT NAME - 07
PLOT DATE : 7/17/2025 8:50 PM
PLOT BY : SCHARLAU, DAVE
PLOT NAME :
PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.
WISDOT/CADDS SHEET 49

ALL WORK STAGES 1B THROUGH 3





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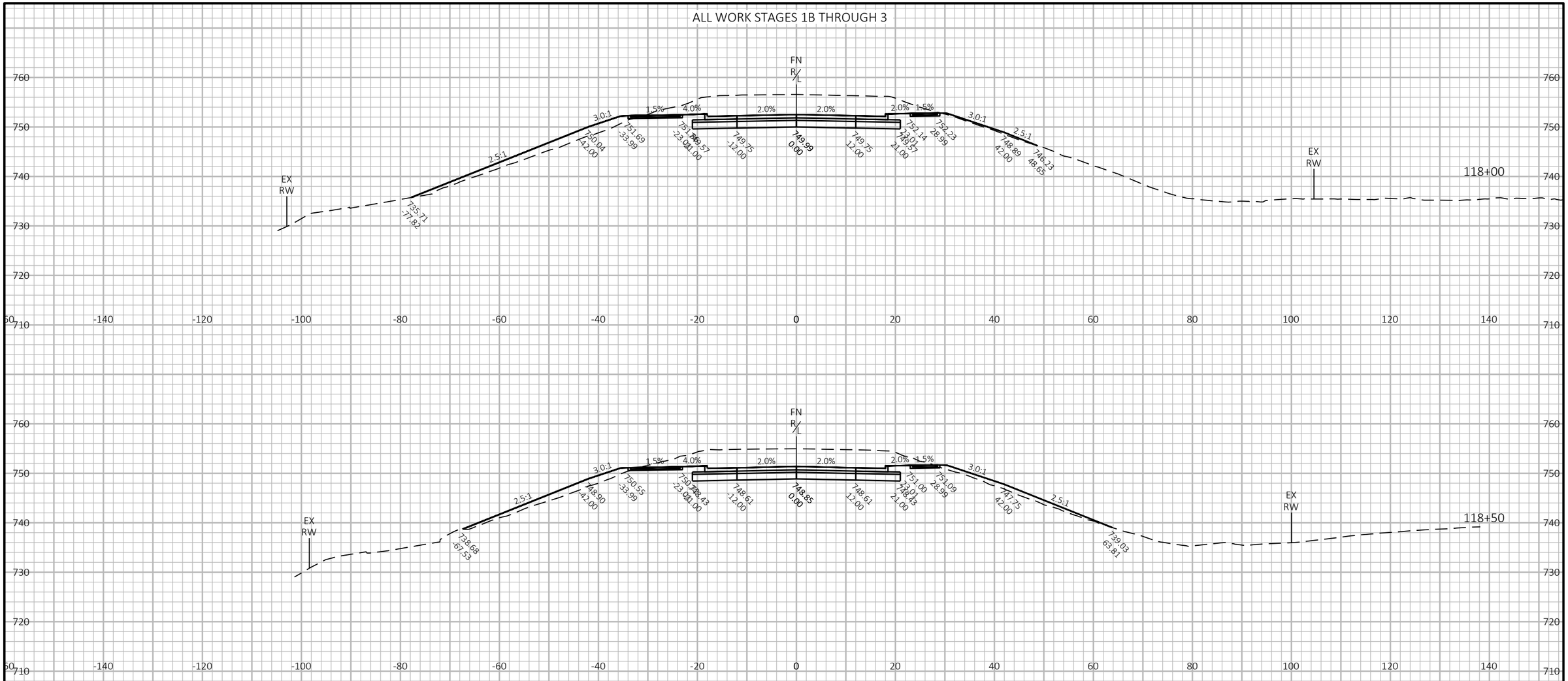
PROJECT NO: 1130-65-81	HWY: IH 41	COUNTY: OUTAGAMIE	CROSS SECTIONS: FRENCH RD	SHEET 481	E

FILE NAME : C:\USERS\DSCHARLA\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306581\SHEETS\11306581-090201-XS-FN.DWG
LAYOUT NAME - 08

PLOT DATE : 7/17/2025 8:50 PM PLOT BY : SCHARLAU, DAVE PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49

ALL WORK STAGES 1B THROUGH 3



PROJECT NO: 1130-65-81	HWY: IH 41	COUNTY: OUTAGAMIE	CROSS SECTIONS: FRENCH RD	SHEET 482	E

FILE NAME : C:\USERS\DSCHARLA\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306581\SHEETS\11306581-090201-XS-FN.DWG
LAYOUT NAME - 09

PLOT DATE : 7/17/2025 8:50 PM PLOT BY : SCHARLAU, DAVE PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49

ALL WORK STAGES 1B THROUGH 3

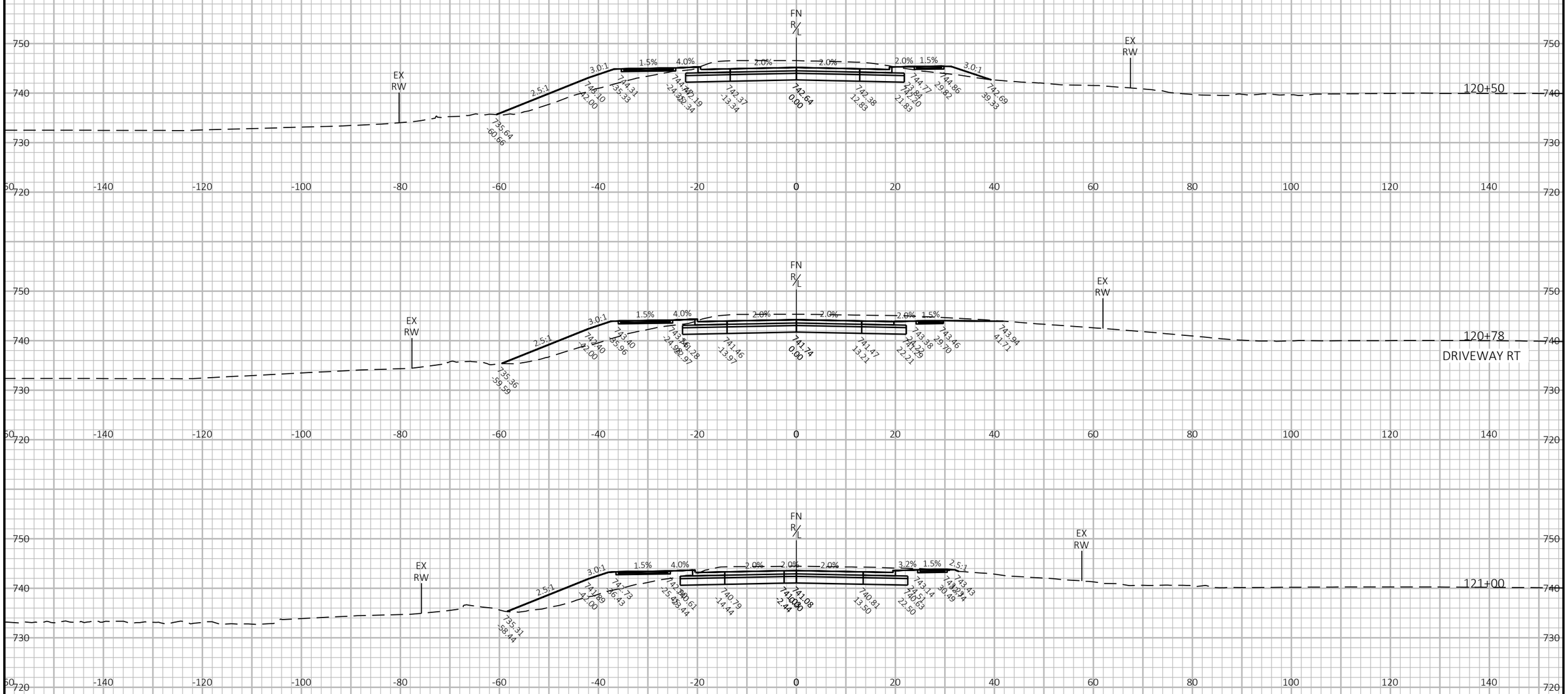
PROJECT NO: 1130-65-81	HWY: IH 41	COUNTY: OUTAGAMIE	CROSS SECTIONS: FRENCH RD	SHEET 483	E

FILE NAME : C:\USERS\DSCHARLA\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306581\SHEETS\11306581-090201-XS-FN.DWG
LAYOUT NAME - 10

PLOT DATE : 7/17/2025 8:50 PM PLOT BY : SCHARLAU, DAVE PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49

ALL WORK STAGES 1B THROUGH 3



9

9

PROJECT NO: 1130-65-81	HWY: IH 41	COUNTY: OUTAGAMIE	CROSS SECTIONS: FRENCH RD	SHEET 484	E

FILE NAME : C:\USERS\DSCHARLA\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306581\SHEETS\11306581-090201-XS-FN.DWG
LAYOUT NAME - 11

PLOT DATE : 7/17/2025 8:50 PM PLOT BY : SCHARLAU, DAVE PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

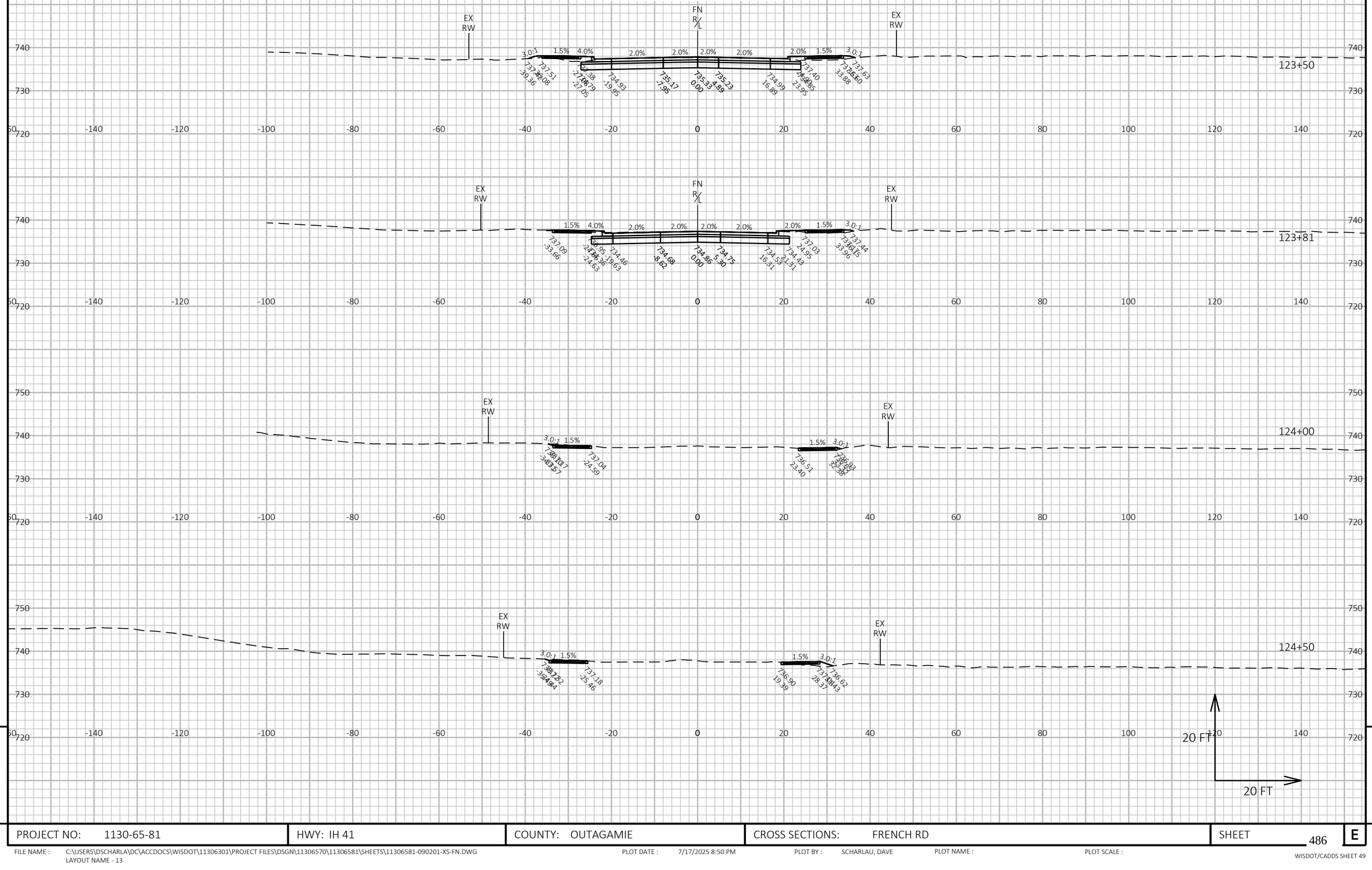
ALL WORK STAGES 1B THROUGH 3



PROJECT NO: 1130-65-81	HWY: IH 41	COUNTY: OUTAGAMIE	CROSS SECTIONS: FRENCH RD	SHEET 485	E

FILE NAME : C:\USERS\DSCHARLA\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306581\SHEETS\11306581-090201-XS-FN.DWG
LAYOUT NAME - 12
PLOT DATE : 7/17/2025 8:50 PM
PLOT BY : SCHARLAU, DAVE
PLOT NAME :
PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.
WISDOT/CADDS SHEET 49

ALL WORK STAGES 1B THROUGH 3



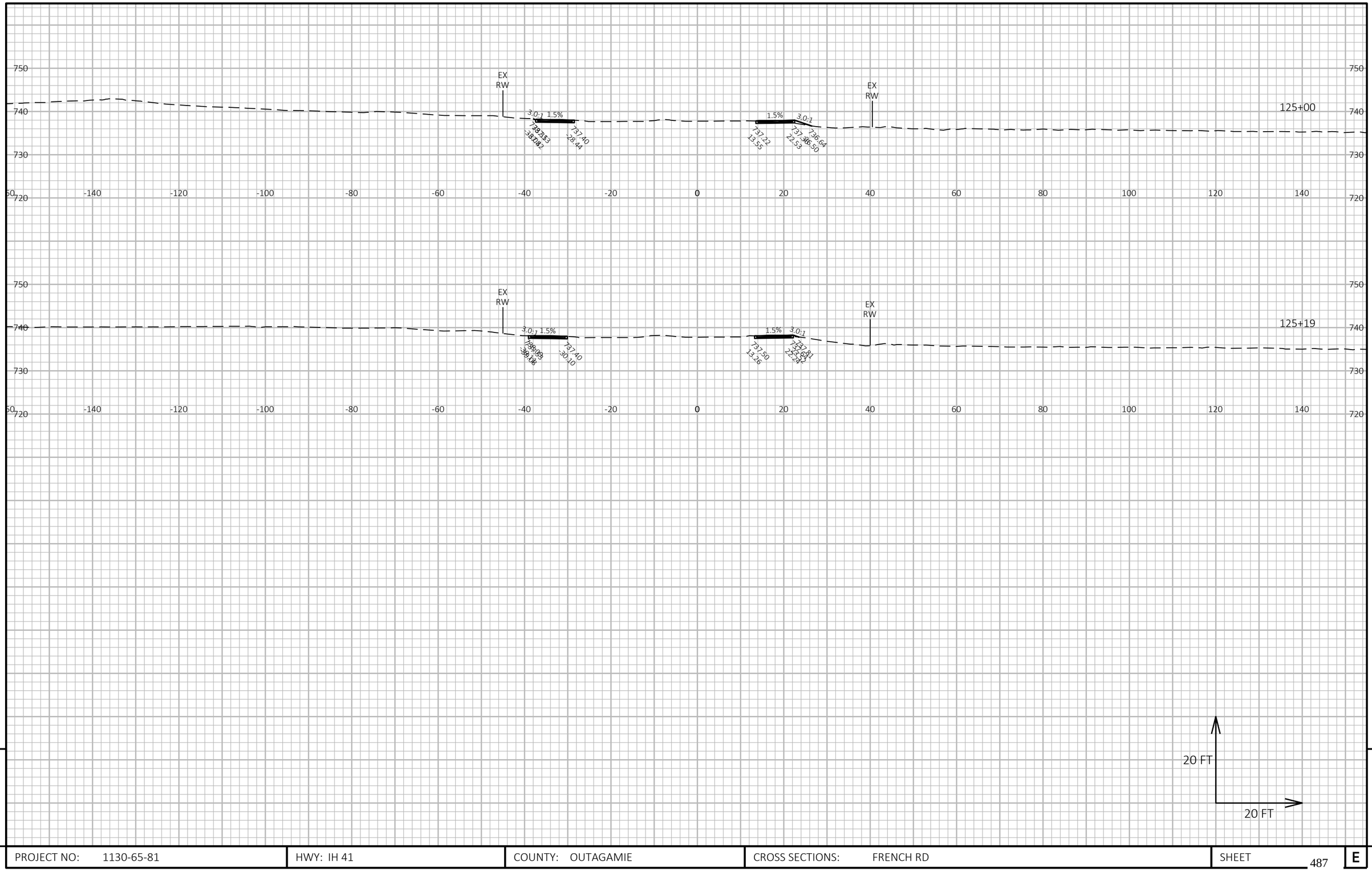
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PROJECT NO: 1130-65-81	HWY: IH 41	COUNTY: OUTAGAMIE	CROSS SECTIONS: FRENCH RD	SHEET 486	E

FILE NAME : C:\USERS\DSCHARLA\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306581\SHEETS\11306581-090201-XS-FN.DWG
LAYOUT NAME - 13

PLOT DATE : 7/17/2025 8:50 PM PLOT BY : SCHARLAU, DAVE PLOT NAME : PLOT SCALE :



9

9

PROJECT NO: 1130-65-81	HWY: IH 41	COUNTY: OUTAGAMIE	CROSS SECTIONS: FRENCH RD	SHEET 487	E

FILE NAME : C:\USERS\DSCHARLA\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306581\SHEETS\11306581-090201-XS-FN.DWG
LAYOUT NAME - 14

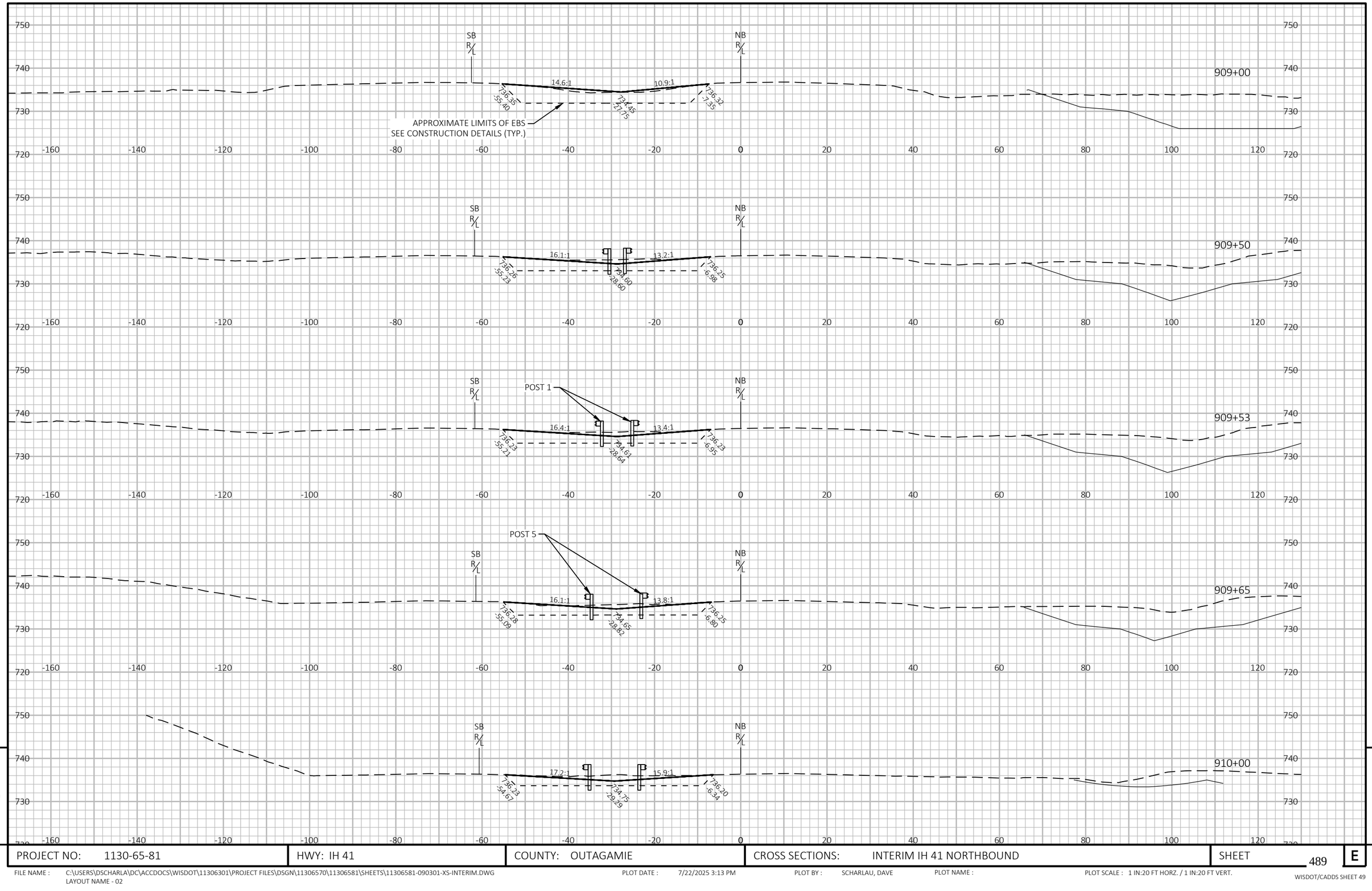
PLOT DATE : 7/17/2025 8:50 PM PLOT BY : SCHARLAU, DAVE PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



PROJECT NO: 1130-65-81	HWY: IH 41	COUNTY: OUTAGAMIE	CROSS SECTIONS: INTERIM IH 41 NORTHBOUND	SHEET 488 E

FILE NAME : C:\USERS\DSCHARLA\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306581\SHEETS\11306581-090301-XS-INTERIM.DWG
LAYOUT NAME - 01
PLOT DATE : 7/22/2025 3:13 PM
PLOT BY : SCHARLAU, DAVE
PLOT NAME :
PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.
WISDOT/CADDS SHEET 49



9

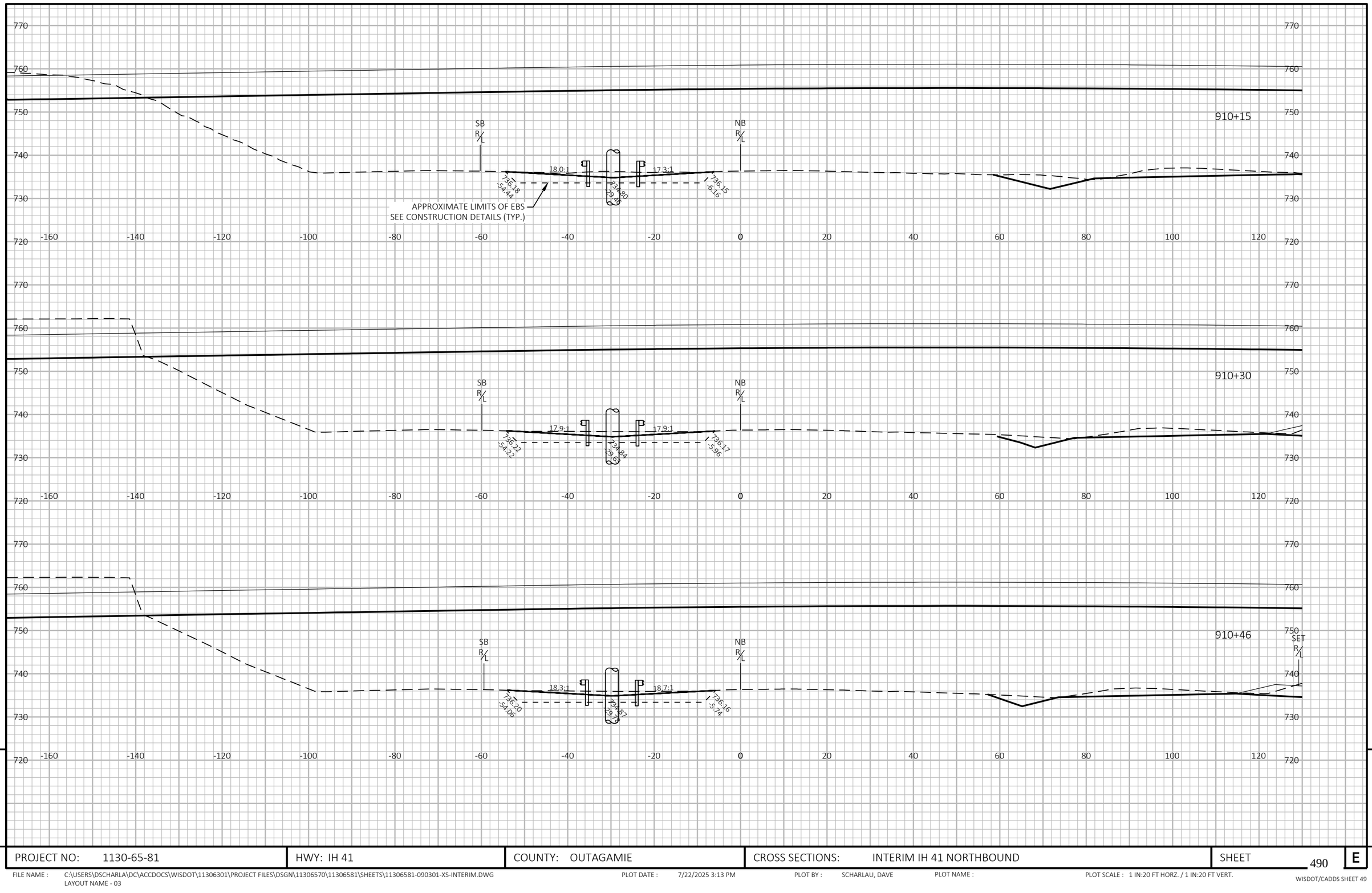
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PROJECT NO: 1130-65-81	HWY: IH 41	COUNTY: OUTAGAMIE	CROSS SECTIONS: INTERIM IH 41 NORTHBOUND	SHEET 489	E

FILE NAME : C:\USERS\DSCHARLA\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306581\SHEETS\11306581-090301-XS-INTERIM.DWG
LAYOUT NAME - 02

PLOT DATE : 7/22/2025 3:13 PM PLOT BY : SCHARLAU, DAVE PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



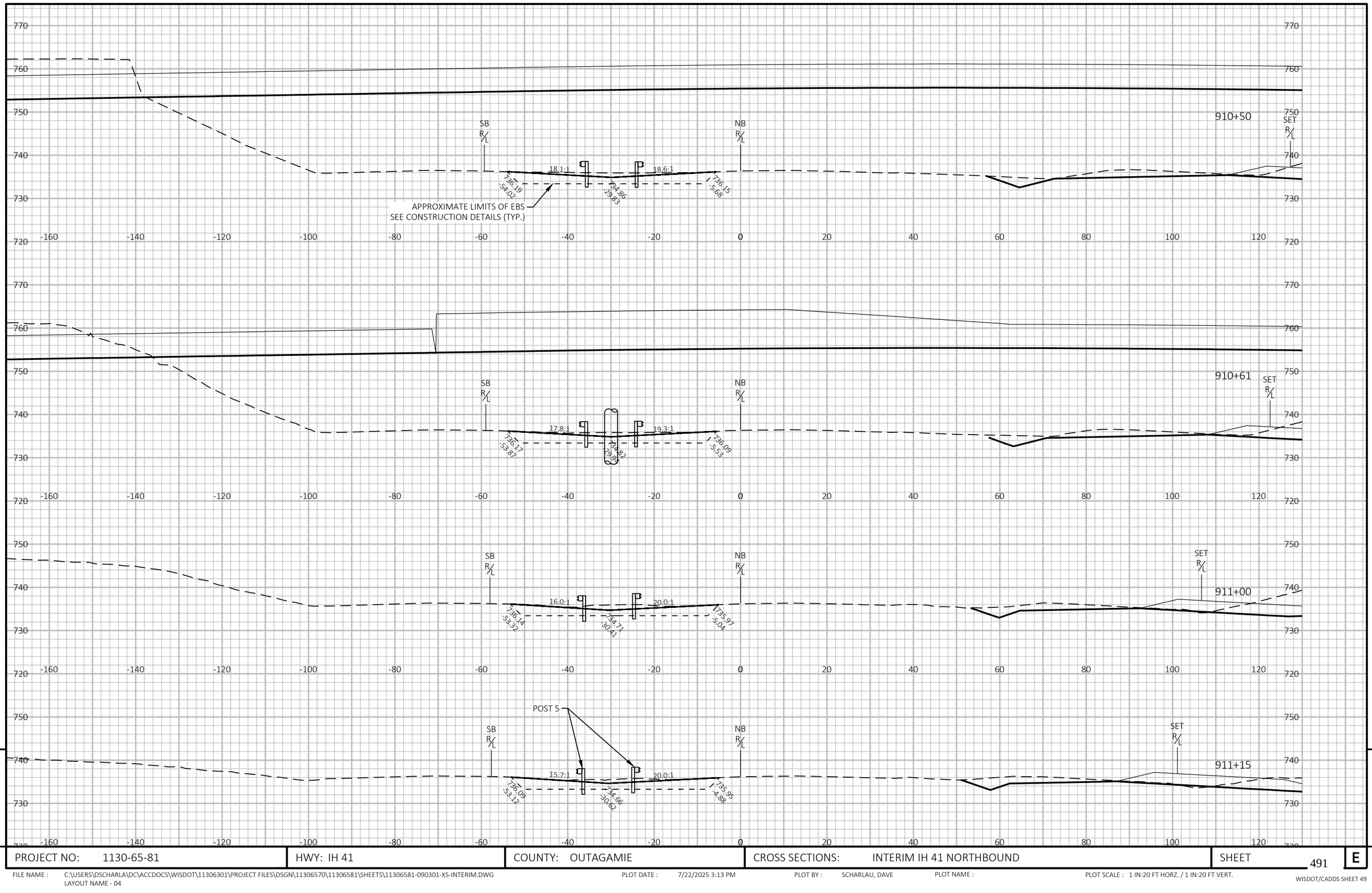
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PROJECT NO: 1130-65-81	HWY: IH 41	COUNTY: OUTAGAMIE	CROSS SECTIONS: INTERIM IH 41 NORTHBOUND	SHEET 490	E

FILE NAME : C:\USERS\DSCHARLA\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306581\SHEETS\11306581-090301-XS-INTERIM.DWG
LAYOUT NAME - 03

PLOT DATE : 7/22/2025 3:13 PM PLOT BY : SCHARLAU, DAVE PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

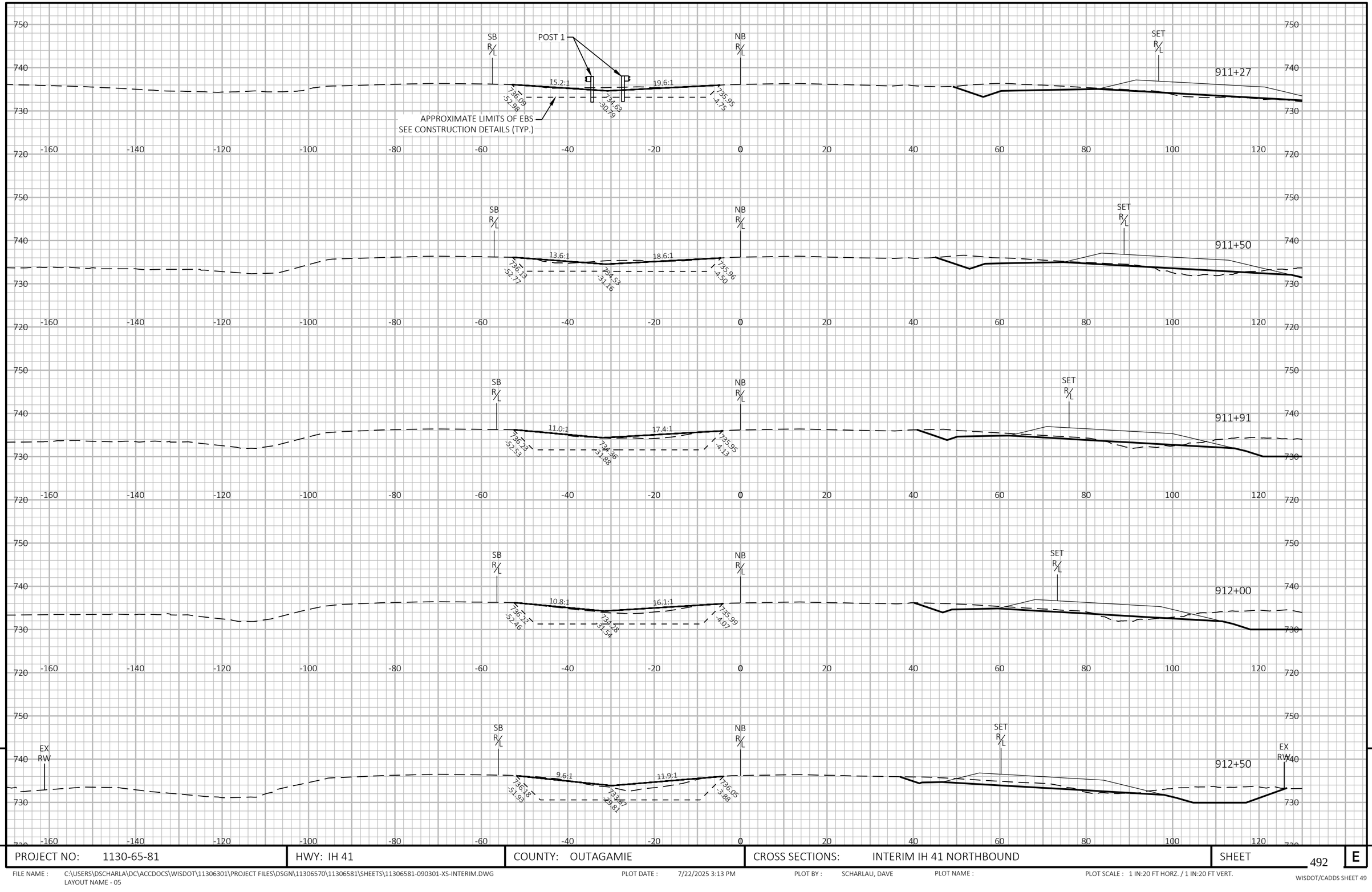


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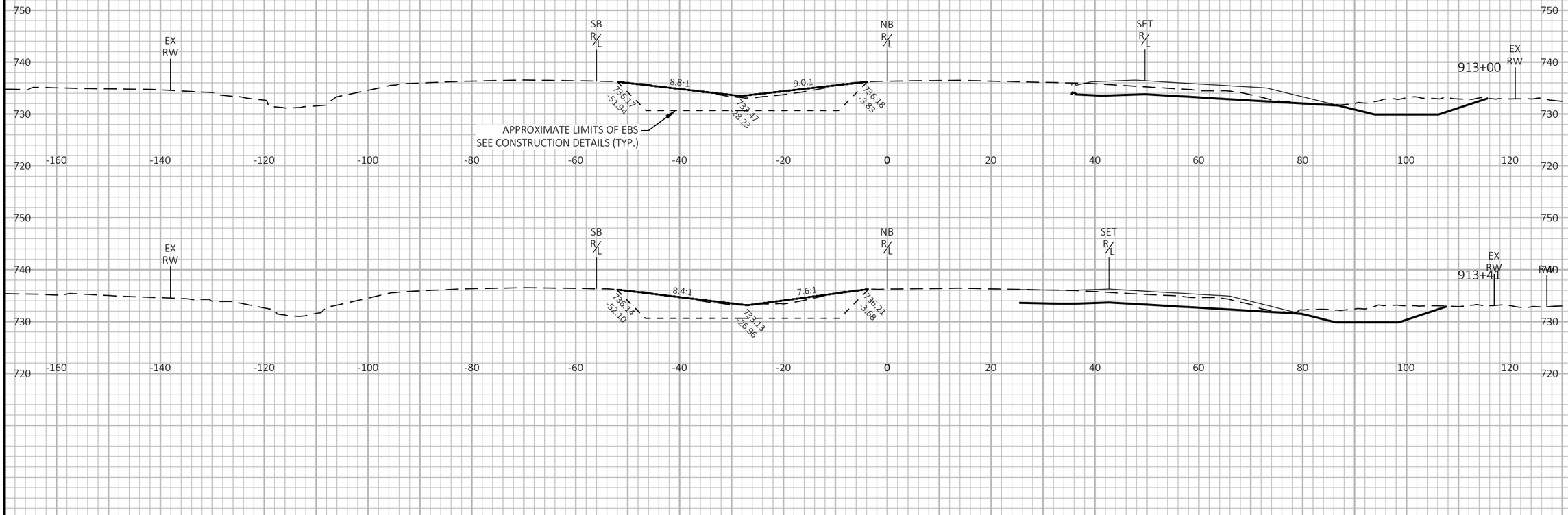
PROJECT NO: 1130-65-81	HWY: IH 41	COUNTY: OUTAGAMIE	CROSS SECTIONS: INTERIM IH 41 NORTHBOUND	SHEET 491	E

FILE NAME : C:\USERS\DSCHARLA\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306581\SHEETS\11306581-090301-XS-INTERIM.DWG
LAYOUT NAME - 04
PLOT DATE : 7/22/2025 3:13 PM
PLOT BY : SCHARLAU, DAVE
PLOT NAME :
PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.
WISDOT/CADDS SHEET 49



PROJECT NO: 1130-65-81	HWY: IH 41	COUNTY: OUTAGAMIE	CROSS SECTIONS: INTERIM IH 41 NORTHBOUND	SHEET 492	E

FILE NAME : C:\USERS\DSCHARLA\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306581\SHEETS\11306581-090301-XS-INTERIM.DWG
LAYOUT NAME - 05
PLOT DATE : 7/22/2025 3:13 PM
PLOT BY : SCHARLAU, DAVE
PLOT NAME :
PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.
WISDOT/CADDS SHEET 49



9

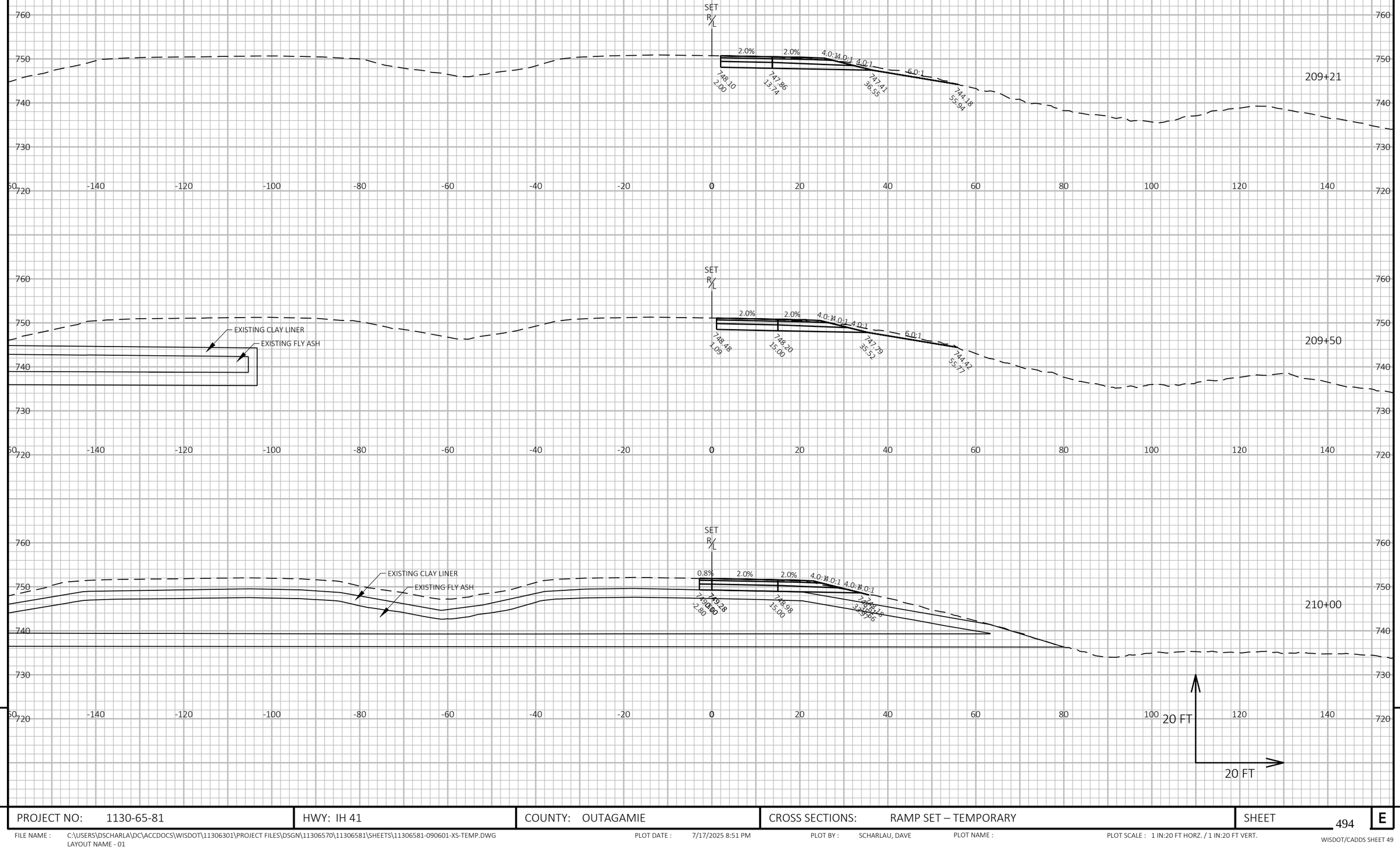
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PROJECT NO: 1130-65-81	HWY: IH 41	COUNTY: OUTAGAMIE	CROSS SECTIONS: INTERIM IH 41 NORTHBOUND	SHEET 493	E

FILE NAME : C:\USERS\DSCHARLA\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306581\SHEETS\11306581-090301-XS-INTERIM.DWG
LAYOUT NAME - 06

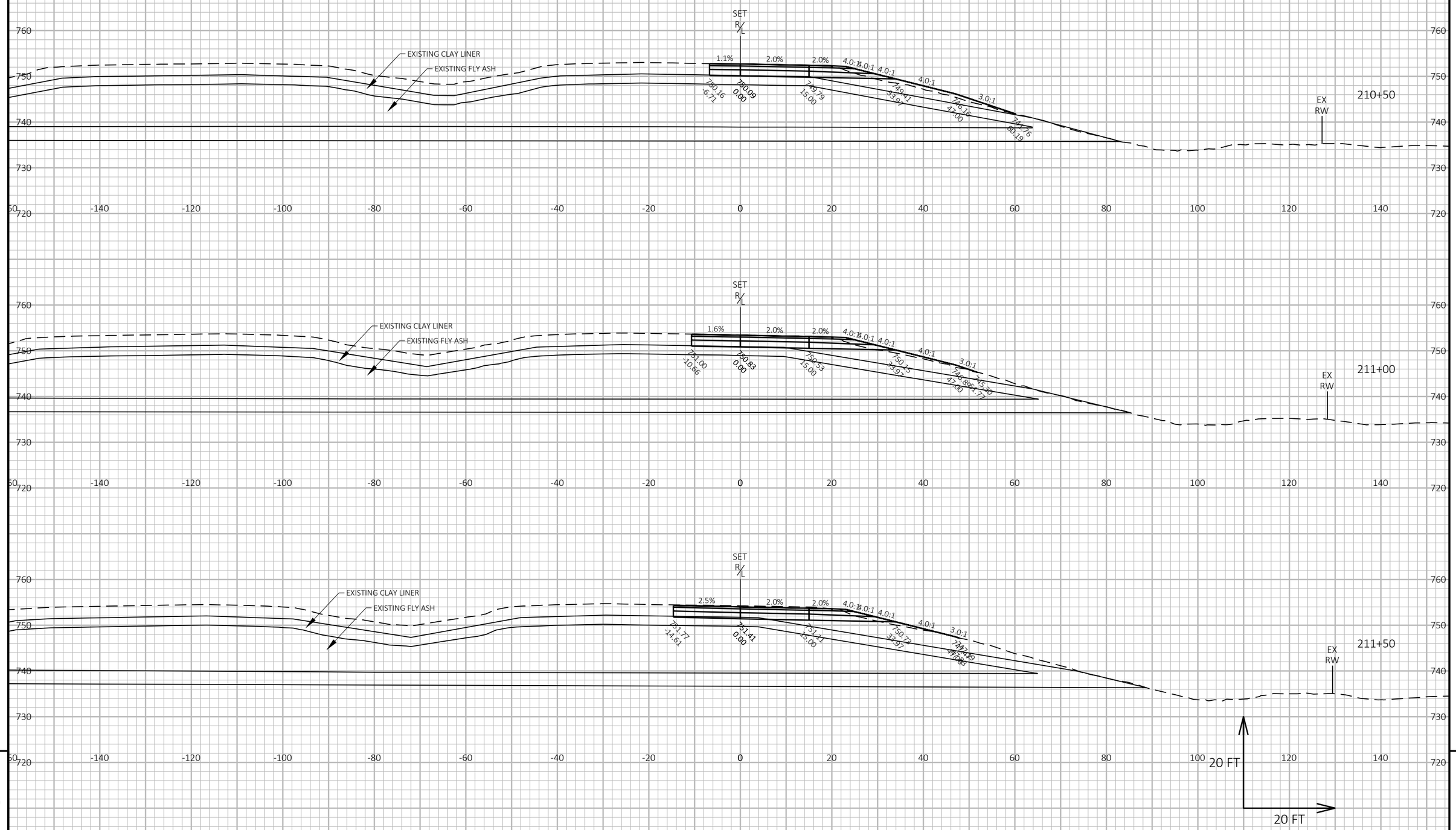
PLOT DATE : 7/22/2025 3:13 PM PLOT BY : SCHARLAU, DAVE PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

ALL WORK STAGE 2



PROJECT NO: 1130-65-81	HWY: IH 41	COUNTY: OUTAGAMIE	CROSS SECTIONS: RAMP SET – TEMPORARY	SHEET 494	E

ALL WORK STAGE 2



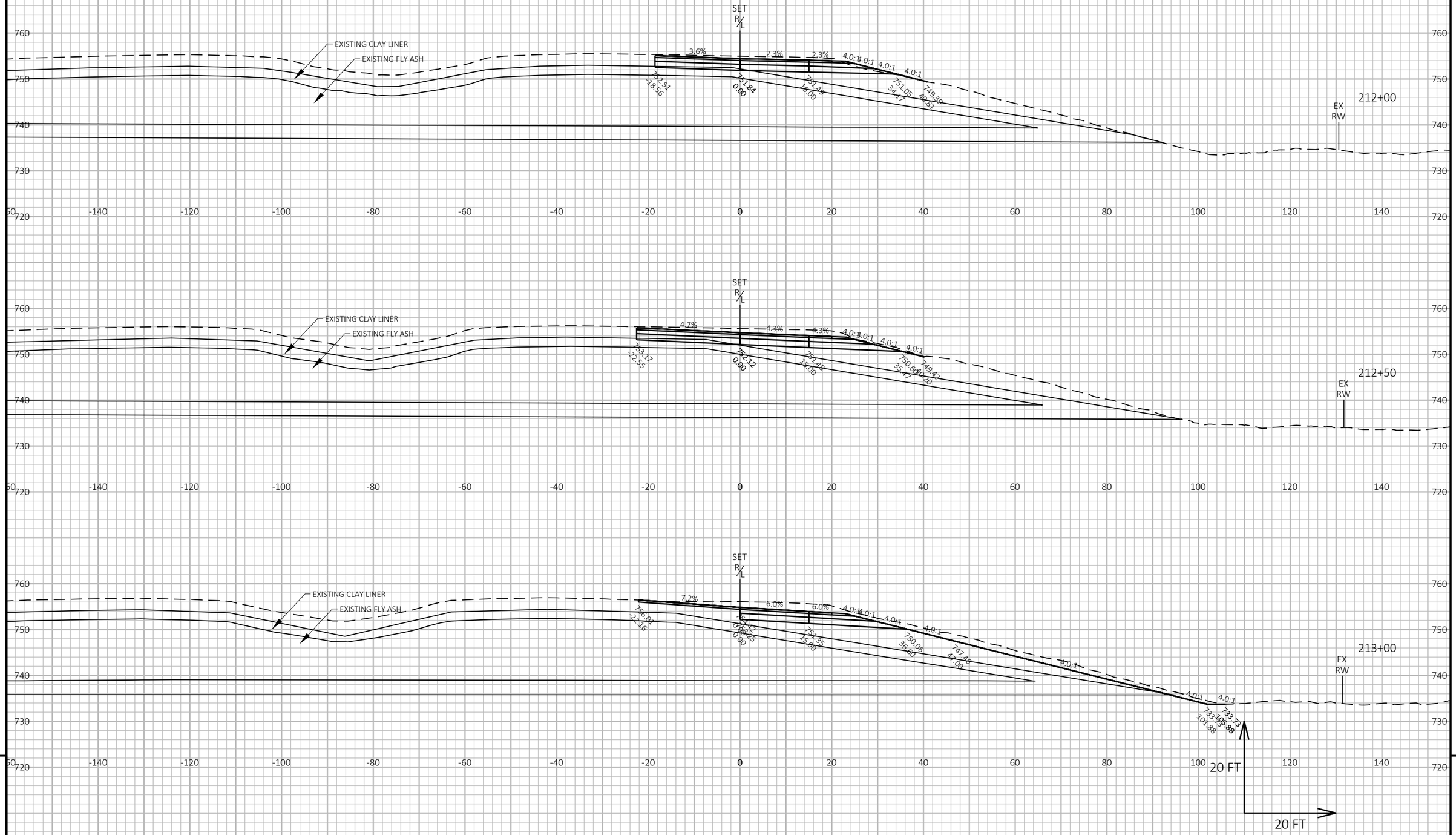
PROJECT NO: 1130-65-81	HWY: IH 41	COUNTY: OUTAGAMIE	CROSS SECTIONS: RAMP SET – TEMPORARY	SHEET 495	E

FILE NAME : C:\USERS\DSCHARLA\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306581\SHEETS\11306581-090601-XS-TEMP.DWG
LAYOUT NAME - 02

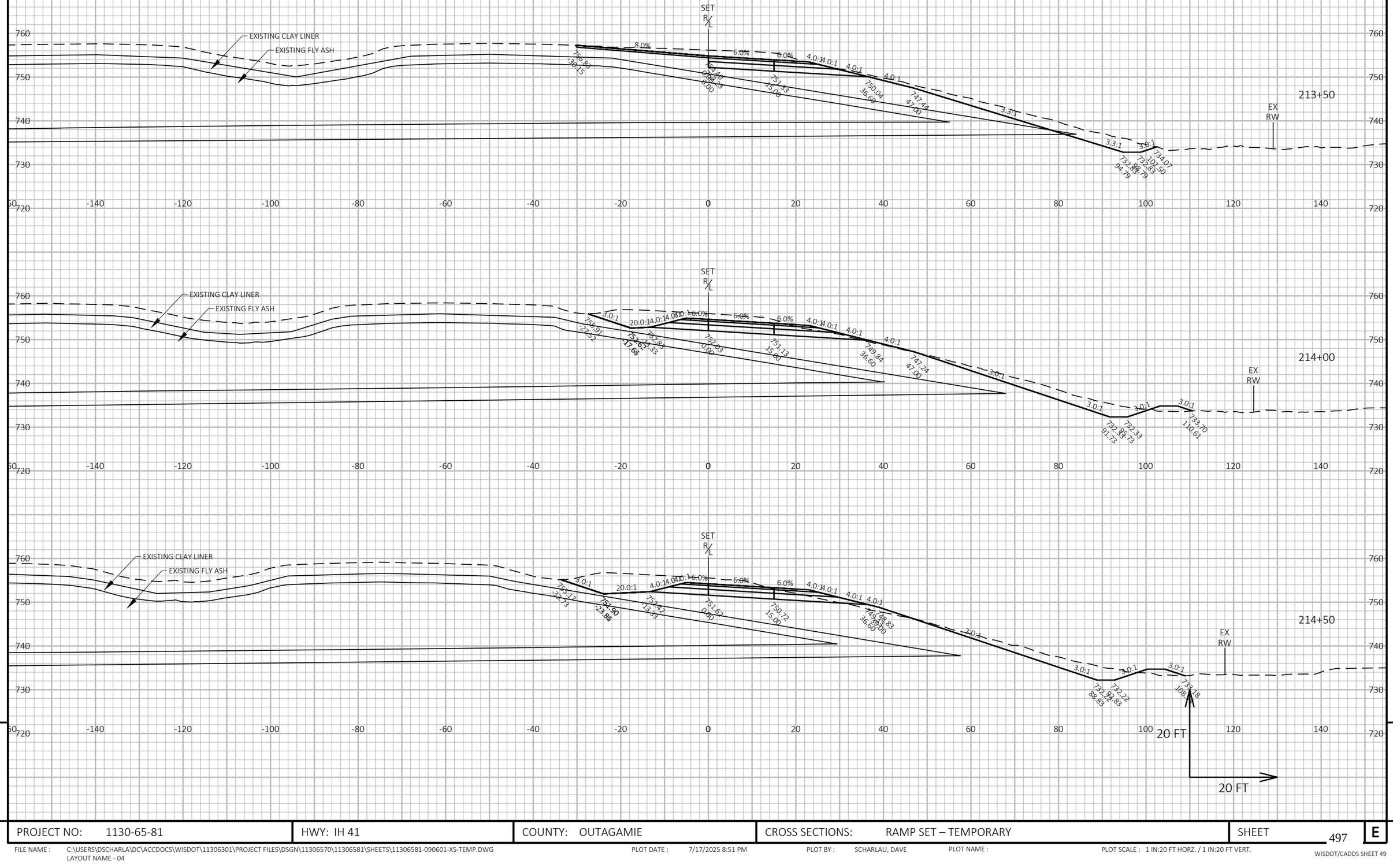
PLOT DATE : 7/17/2025 8:51 PM PLOT BY : SCHARLAU, DAVE PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49

ALL WORK STAGE 2


SET R/L
EXISTING CLAY LINER
EXISTING FLY ASH
3.6%
2.3%
2.3%
4.0:1
4.0:1
4.0:1
4.0:1
4.0:1
753.51
-18.56
751.84
0.00
751.45
15.00
751.05
34.47
749.39
40.81
EX RW
212+00
760
750
740
730
720
-140
-120
-100
-80
-60
-40
-20
0
20
40
60
80
100
120
140
SET R/L
EXISTING CLAY LINER
EXISTING FLY ASH
4.7%
4.3%
4.3%
4.0:1
4.0:1
4.0:1
4.0:1
4.0:1
753.17
-22.55
752.12
0.00
751.48
15.00
750.60
35.47
749.42
40.20
EX RW
212+50
SET R/L
EXISTING CLAY LINER
EXISTING FLY ASH
7.2%
6.0%
6.0%
4.0:1
4.0:1
4.0:1
4.0:1
4.0:1

ALL WORK STAGE 2



9

9

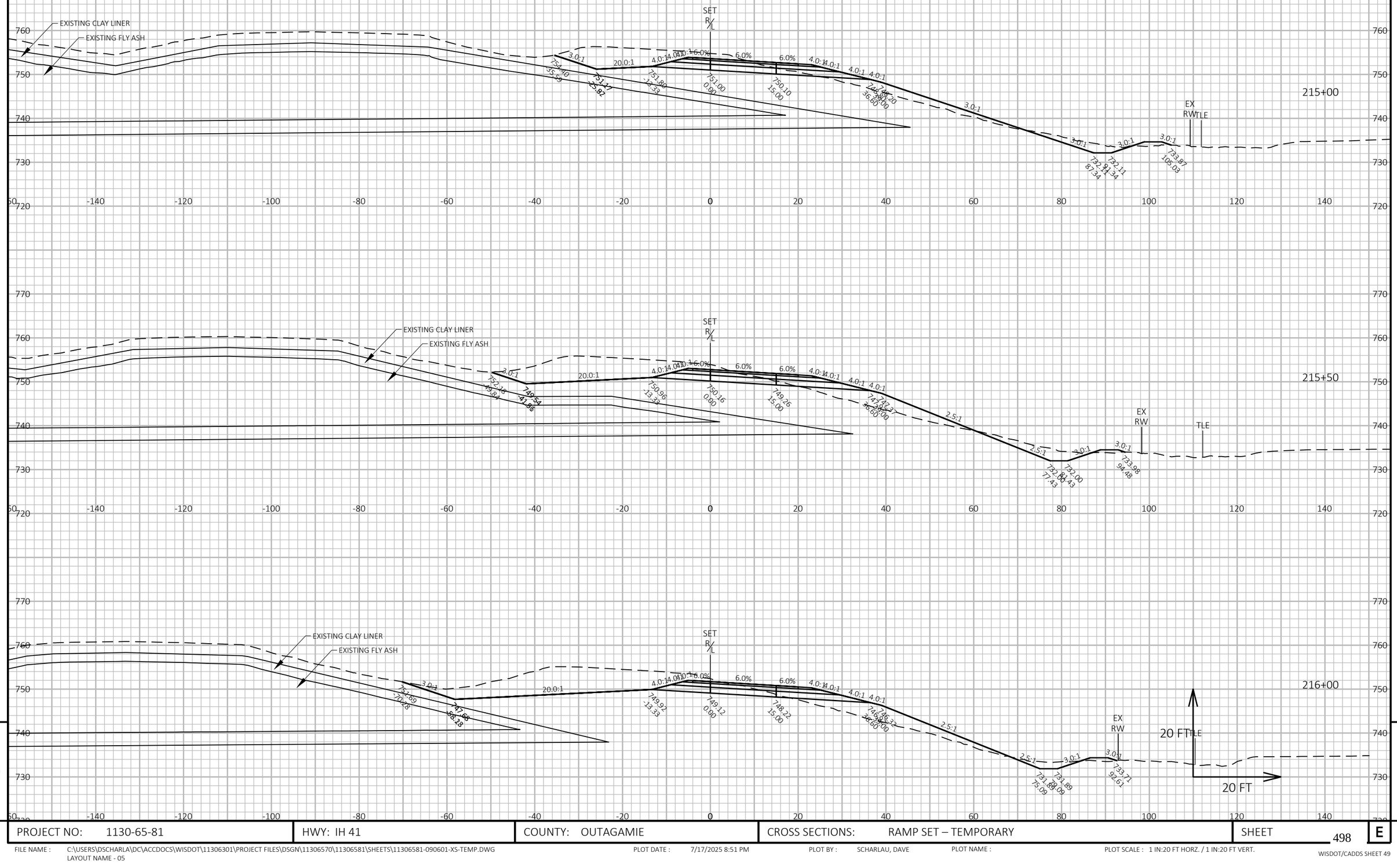
PROJECT NO: 1130-65-81	HWY: IH 41	COUNTY: OUTAGAMIE	CROSS SECTIONS: RAMP SET – TEMPORARY	SHEET 497	E

FILE NAME : C:\USERS\DSCHARLA\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306581\SHEETS\11306581-090601-XS-TEMP.DWG
LAYOUT NAME - 04

PLOT DATE : 7/17/2025 8:51 PM PLOT BY : SCHARLAU, DAVE PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49

ALL WORK STAGE 2

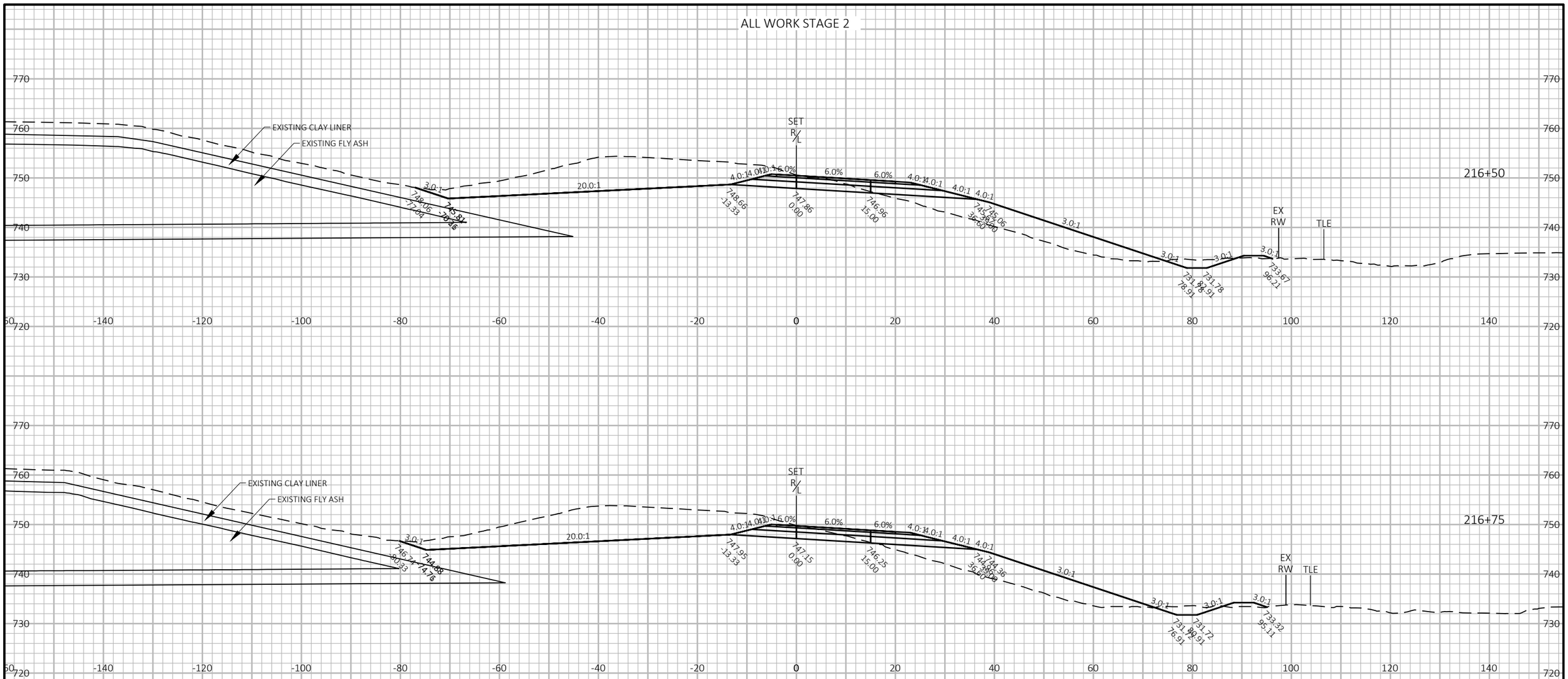


PROJECT NO: 1130-65-81	HWY: IH 41	COUNTY: OUTAGAMIE	CROSS SECTIONS: RAMP SET – TEMPORARY	SHEET 498 E

FILE NAME : C:\USERS\DSCHARLA\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306581\SHEETS\11306581-090601-XS-TEMP.DWG
LAYOUT NAME - 05

PLOT DATE : 7/17/2025 8:51 PM PLOT BY : SCHARLAU, DAVE PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

ALL WORK STAGE 2



20 FT

20 FT

9

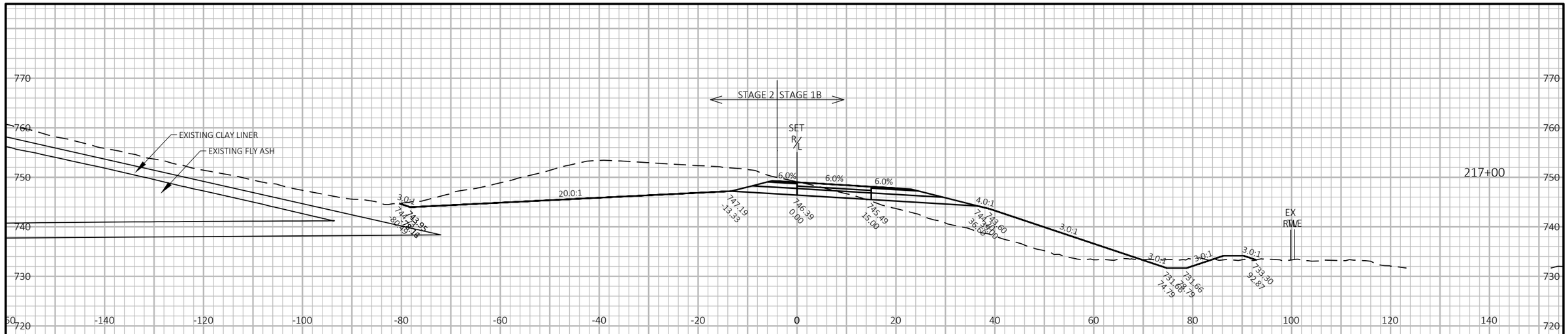
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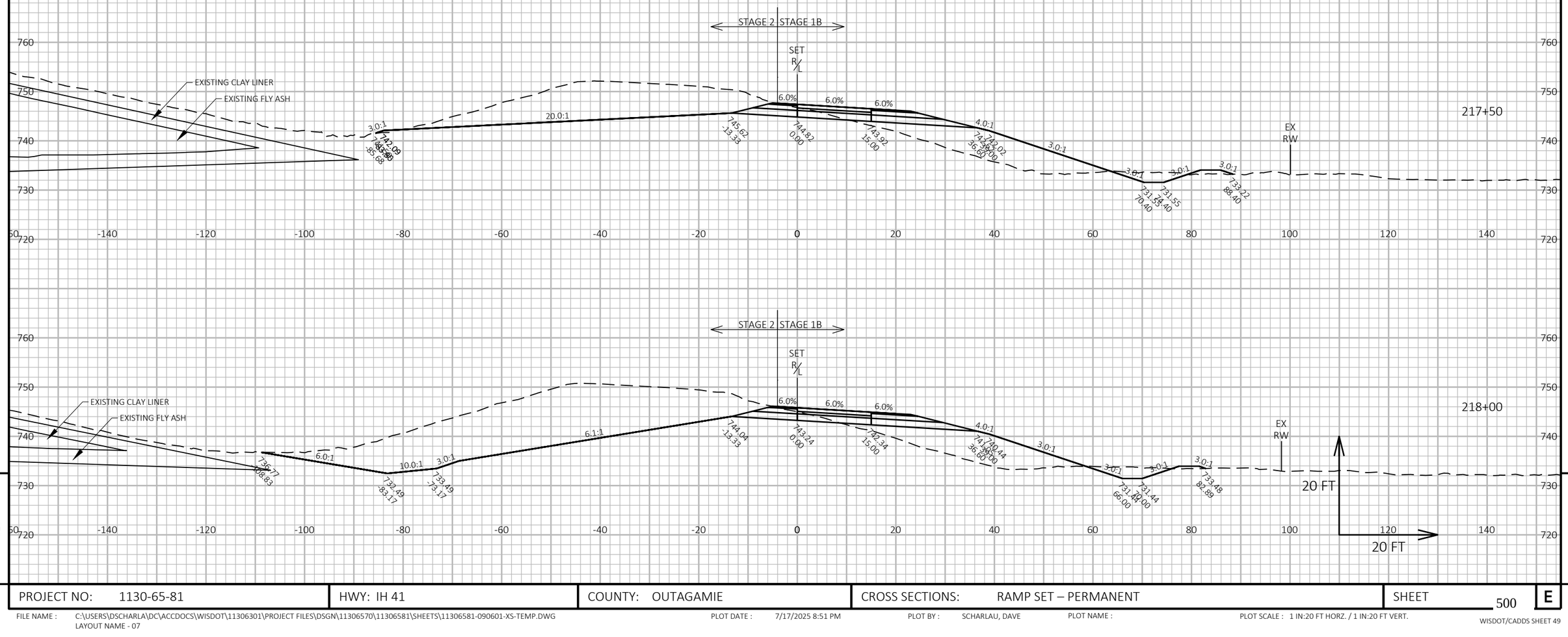
PROJECT NO: 1130-65-81	HWY: IH 41	COUNTY: OUTAGAMIE	CROSS SECTIONS: RAMP SET – TEMPORARY	SHEET 499	E

FILE NAME : C:\USERS\DSCHARLA\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306581\SHEETS\11306581-090601-XS-TEMP.DWG
LAYOUT NAME - 06

PLOT DATE : 7/17/2025 8:51 PM PLOT BY : SCHARLAU, DAVE PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



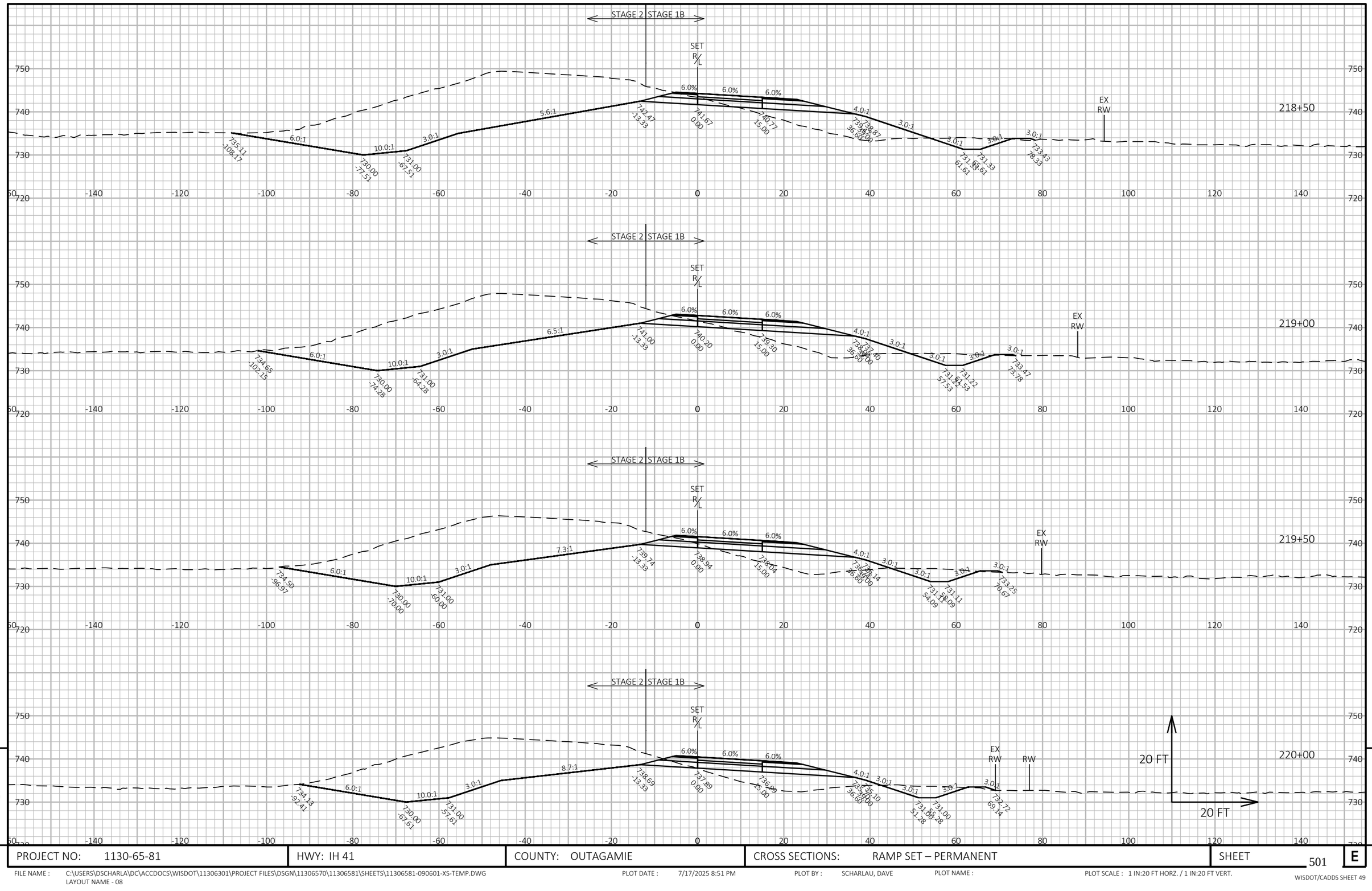


PROJECT NO: 1130-65-81	HWY: IH 41	COUNTY: OUTAGAMIE	CROSS SECTIONS: RAMP SET – PERMANENT	SHEET 500	E

FILE NAME : C:\USERS\DSCHARLA\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306581\SHEETS\11306581-090601-XS-TEMP.DWG
LAYOUT NAME - 07

PLOT DATE : 7/17/2025 8:51 PM PLOT BY : SCHARLAU, DAVE PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



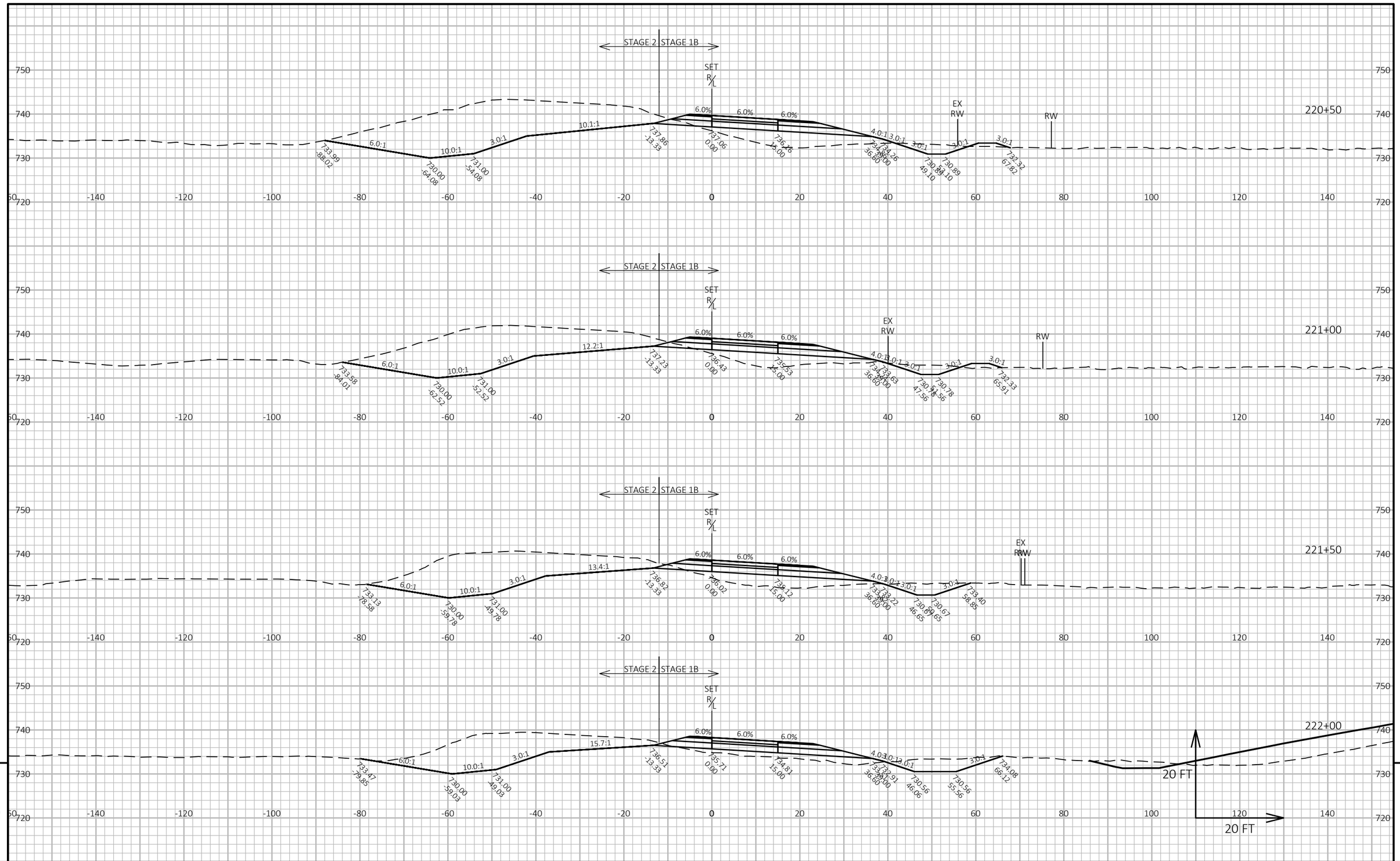
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PROJECT NO: 1130-65-81	HWY: IH 41	COUNTY: OUTAGAMIE	CROSS SECTIONS: RAMP SET – PERMANENT	SHEET 501 E

FILE NAME : C:\USERS\DSCHARLA\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306581\SHEETS\11306581-090601-XS-TEMP.DWG
LAYOUT NAME - 08

PLOT DATE : 7/17/2025 8:51 PM PLOT BY : SCHARLAU, DAVE PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

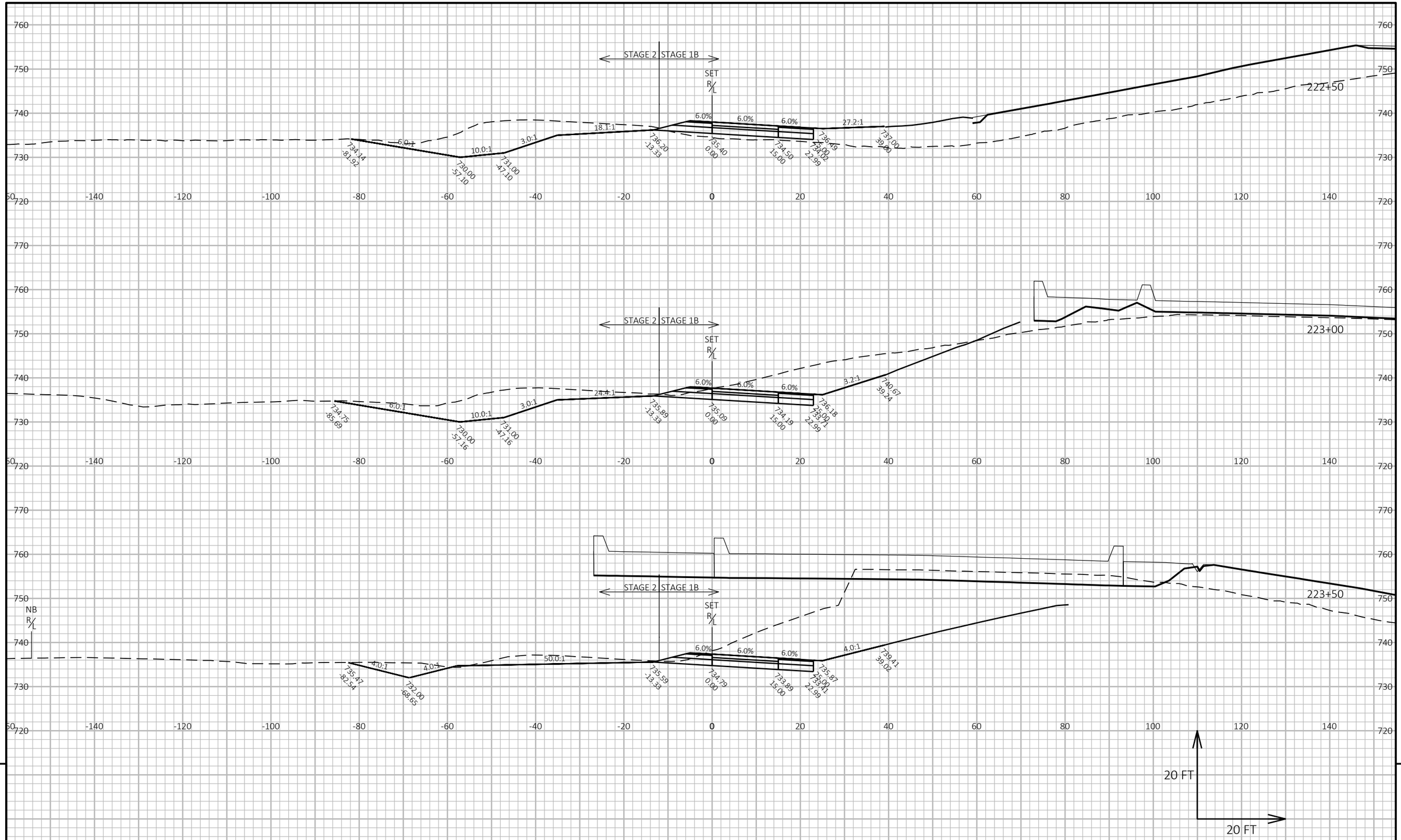


PROJECT NO: 1130-65-81	HWY: IH 41	COUNTY: OUTAGAMIE	CROSS SECTIONS: RAMP SET – PERMANENT	SHEET 502 E

FILE NAME : C:\USERS\DSCHARLA\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306581\SHEETS\11306581-090601-XS-TEMP.DWG
LAYOUT NAME - 09

PLOT DATE : 7/17/2025 8:51 PM PLOT BY : SCHARLAU, DAVE PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



9

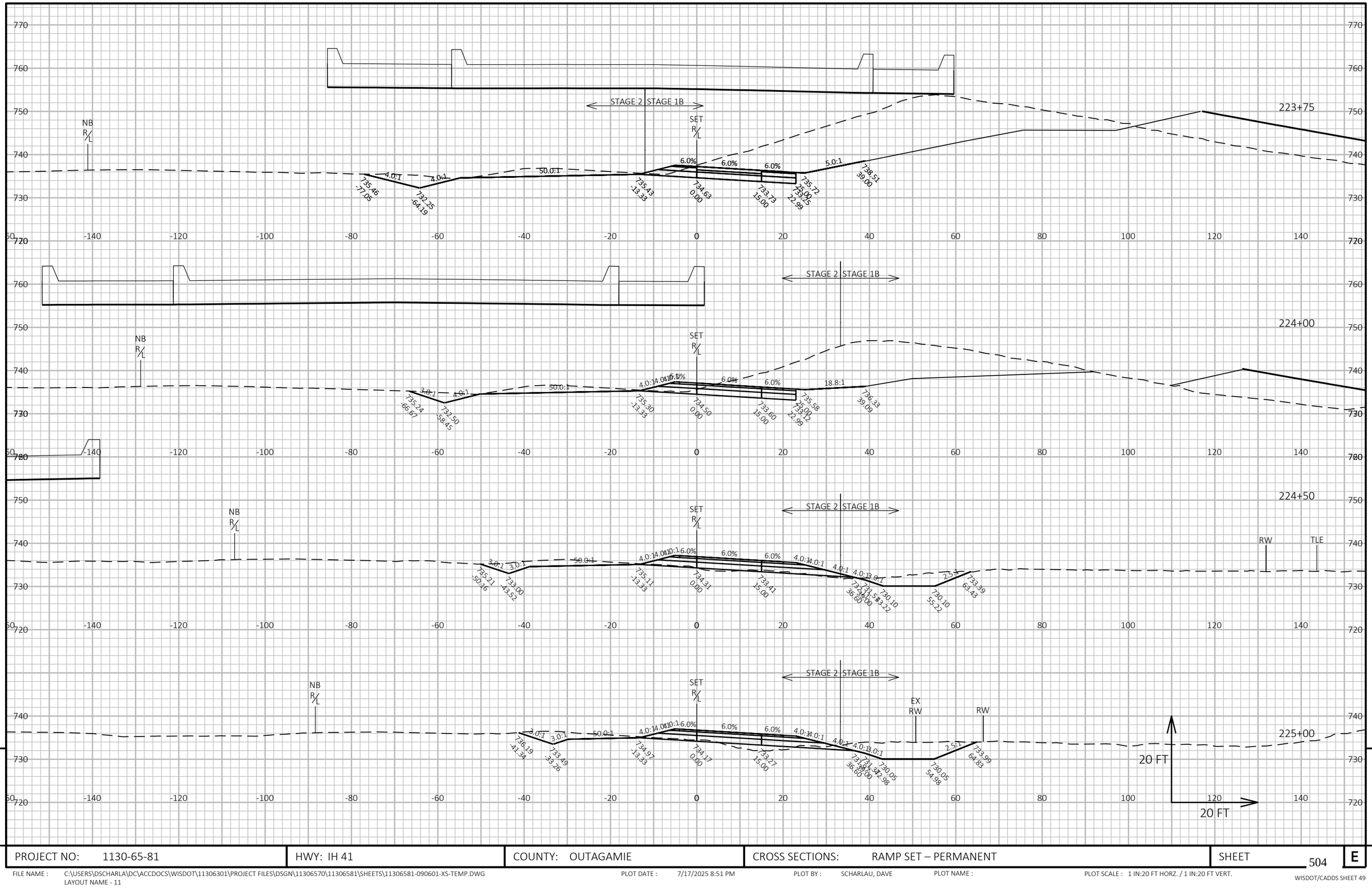
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PROJECT NO: 1130-65-81	HWY: IH 41	COUNTY: OUTAGAMIE	CROSS SECTIONS: RAMP SET – PERMANENT	SHEET 503	E

FILE NAME : C:\USERS\DSCHARLA\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306581\SHEETS\11306581-090601-XS-TEMP.DWG
LAYOUT NAME - 10

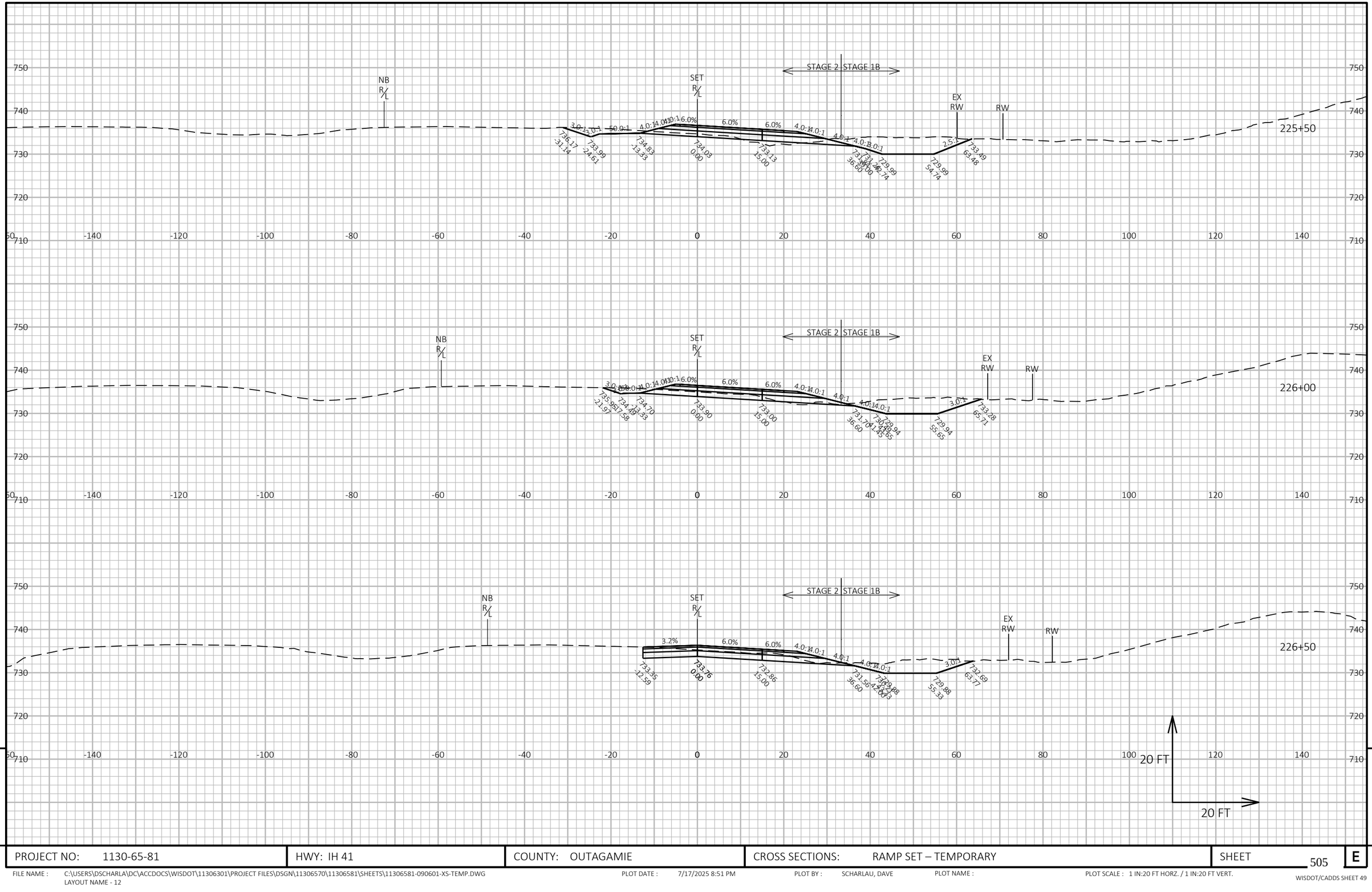
PLOT DATE : 7/17/2025 8:51 PM PLOT BY : SCHARLAU, DAVE PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



PROJECT NO: 1130-65-81	HWY: IH 41	COUNTY: OUTAGAMIE	CROSS SECTIONS: RAMP SET – PERMANENT	SHEET 504	E

FILE NAME : C:\USERS\DSCHARLA\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306581\SHEETS\11306581-090601-XS-TEMP.DWG
LAYOUT NAME - 11
PLOT DATE : 7/17/2025 8:51 PM
PLOT BY : SCHARLAU, DAVE
PLOT NAME :
PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.
WISDOT/CADDS SHEET 49

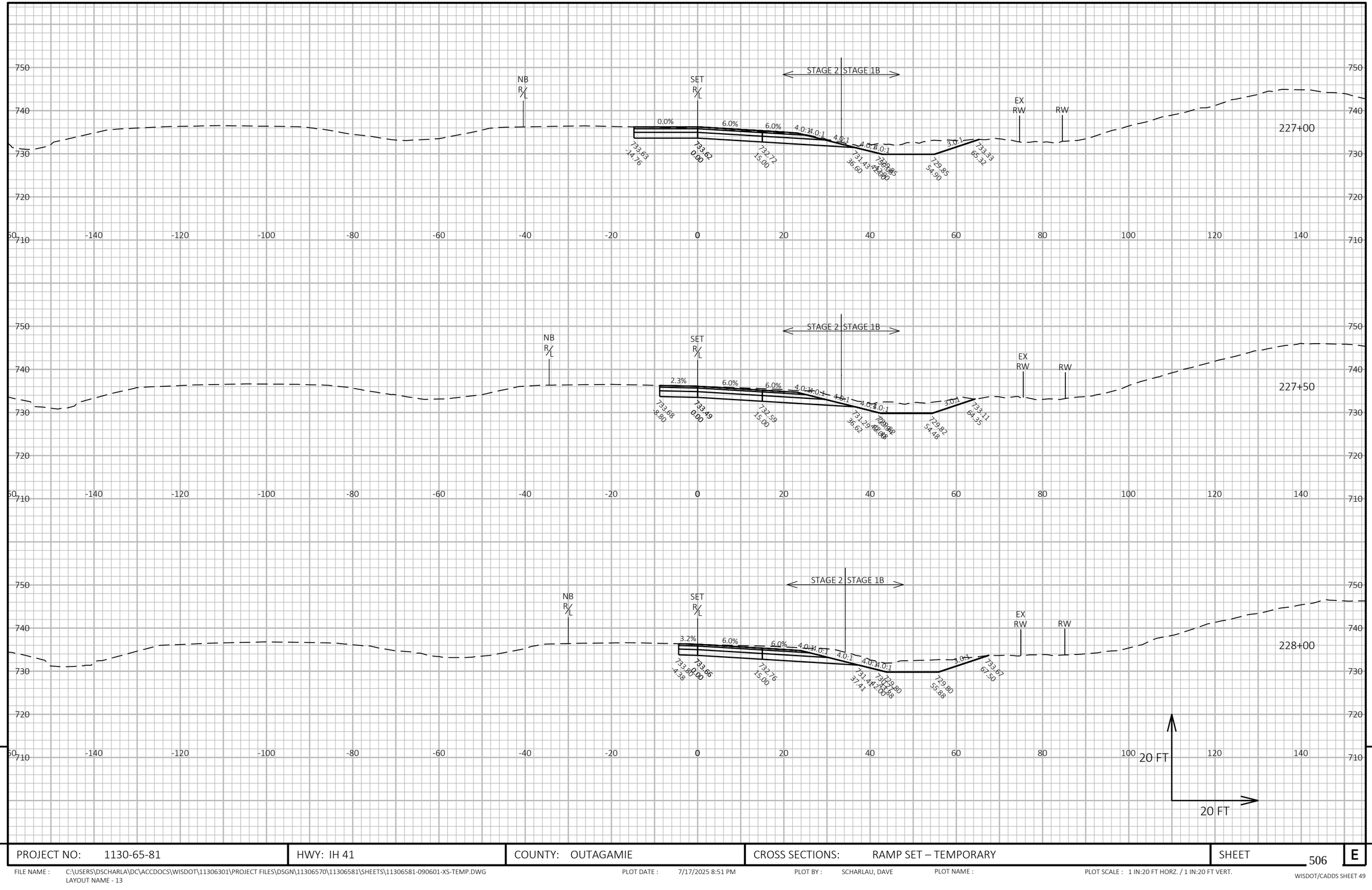


PROJECT NO: 1130-65-81	HWY: IH 41	COUNTY: OUTAGAMIE	CROSS SECTIONS: RAMP SET – TEMPORARY	SHEET 505 E

FILE NAME : C:\USERS\DSCHARLA\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306581\SHEETS\11306581-090601-XS-TEMP.DWG
LAYOUT NAME - 12

PLOT DATE : 7/17/2025 8:51 PM PLOT BY : SCHARLAU, DAVE PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49

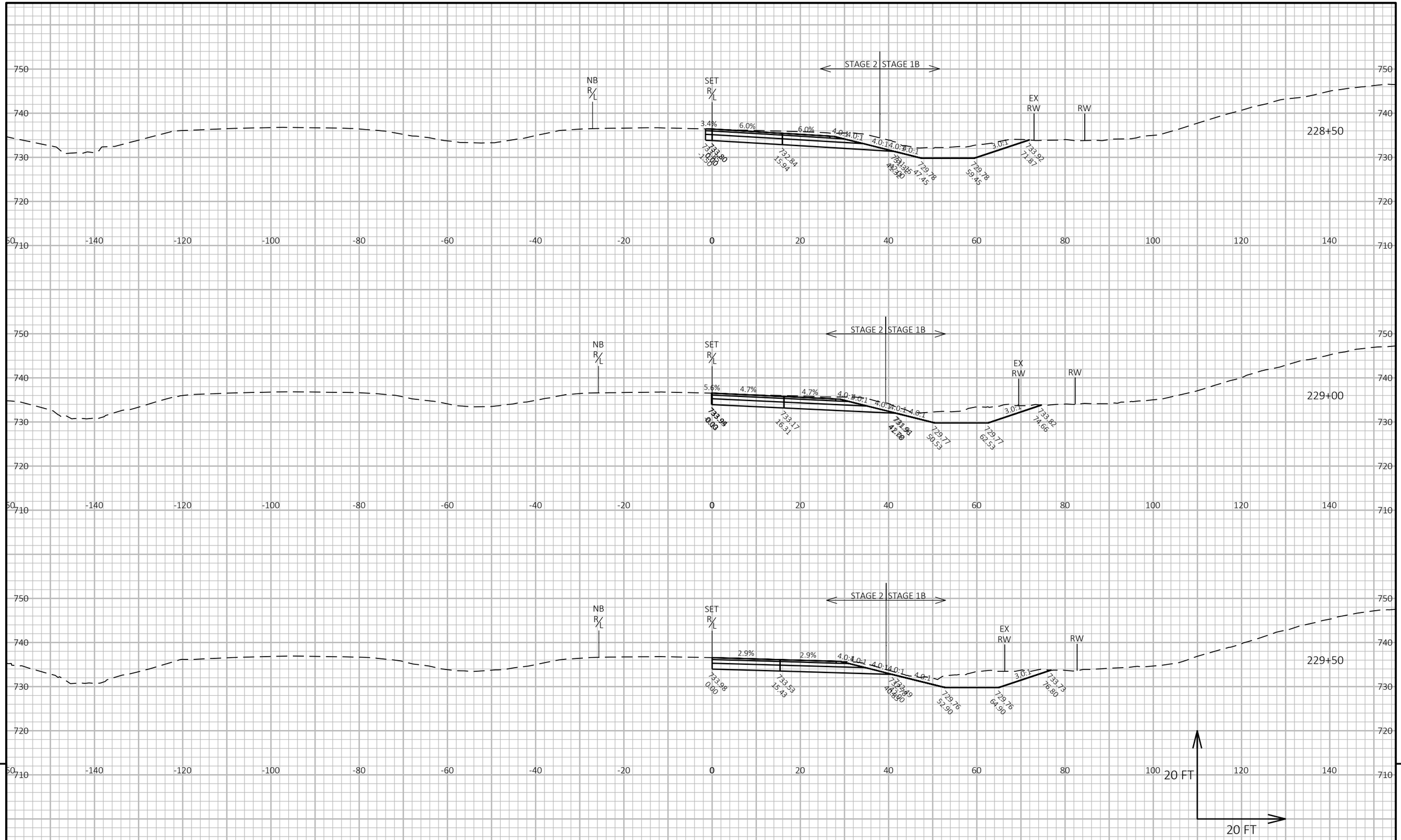


PROJECT NO: 1130-65-81	HWY: IH 41	COUNTY: OUTAGAMIE	CROSS SECTIONS: RAMP SET – TEMPORARY	SHEET 506	E

FILE NAME : C:\USERS\DSCHARLA\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306581\SHEETS\11306581-090601-XS-TEMP.DWG
LAYOUT NAME - 13

PLOT DATE : 7/17/2025 8:51 PM PLOT BY : SCHARLAU, DAVE PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

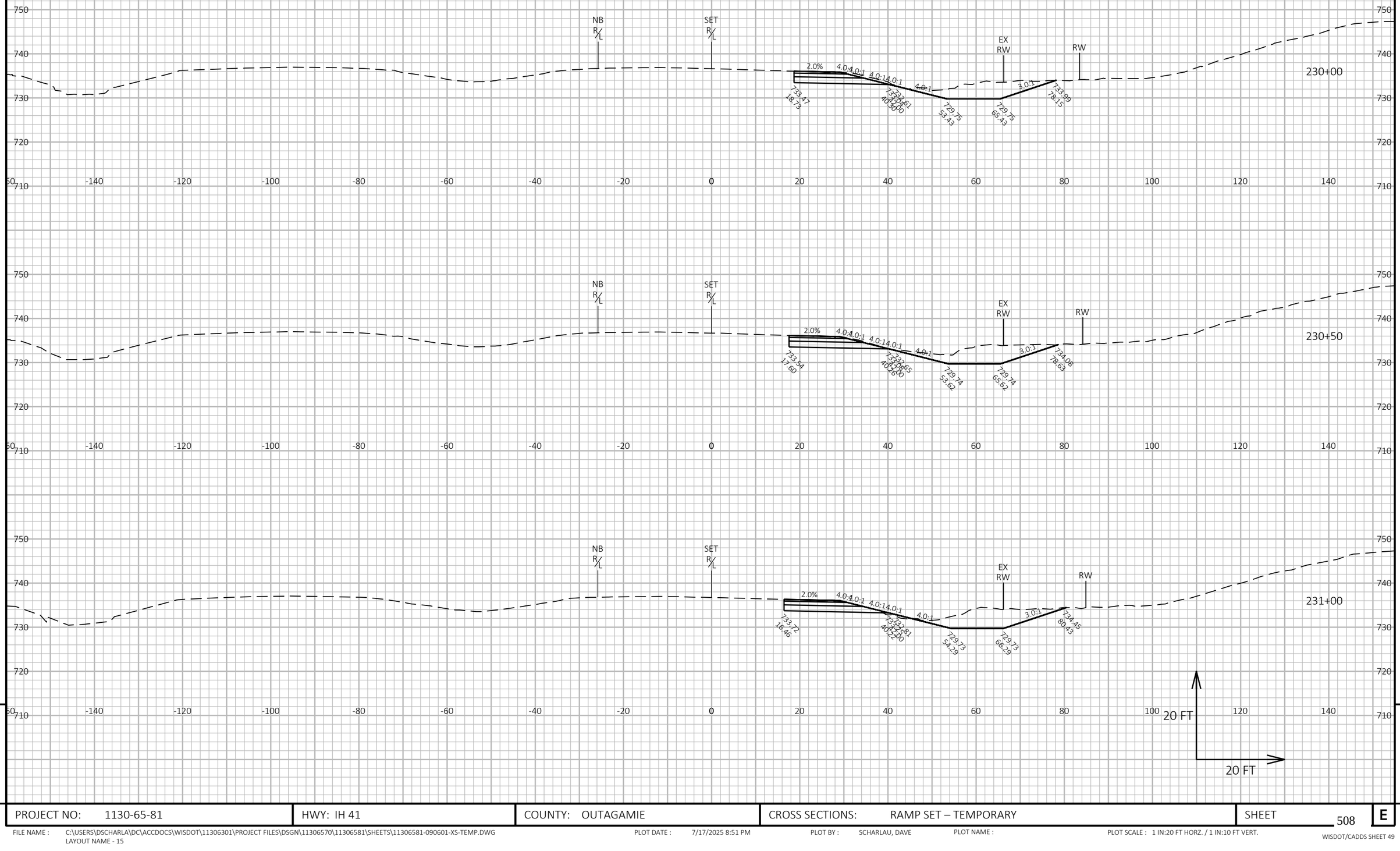
WISDOT/CADDS SHEET 49



PROJECT NO: 1130-65-81	HWY: IH 41	COUNTY: OUTAGAMIE	CROSS SECTIONS: RAMP SET – TEMPORARY	SHEET 507	E

FILE NAME : C:\USERS\DSCHARLA\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306581\SHEETS\11306581-090601-XS-TEMP.DWG
LAYOUT NAME - 14
PLOT DATE : 7/17/2025 8:51 PM
PLOT BY : SCHARLAU, DAVE
PLOT NAME :
PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.
WISDOT/CADDS SHEET 49

ALL WORK STAGE 1B



9

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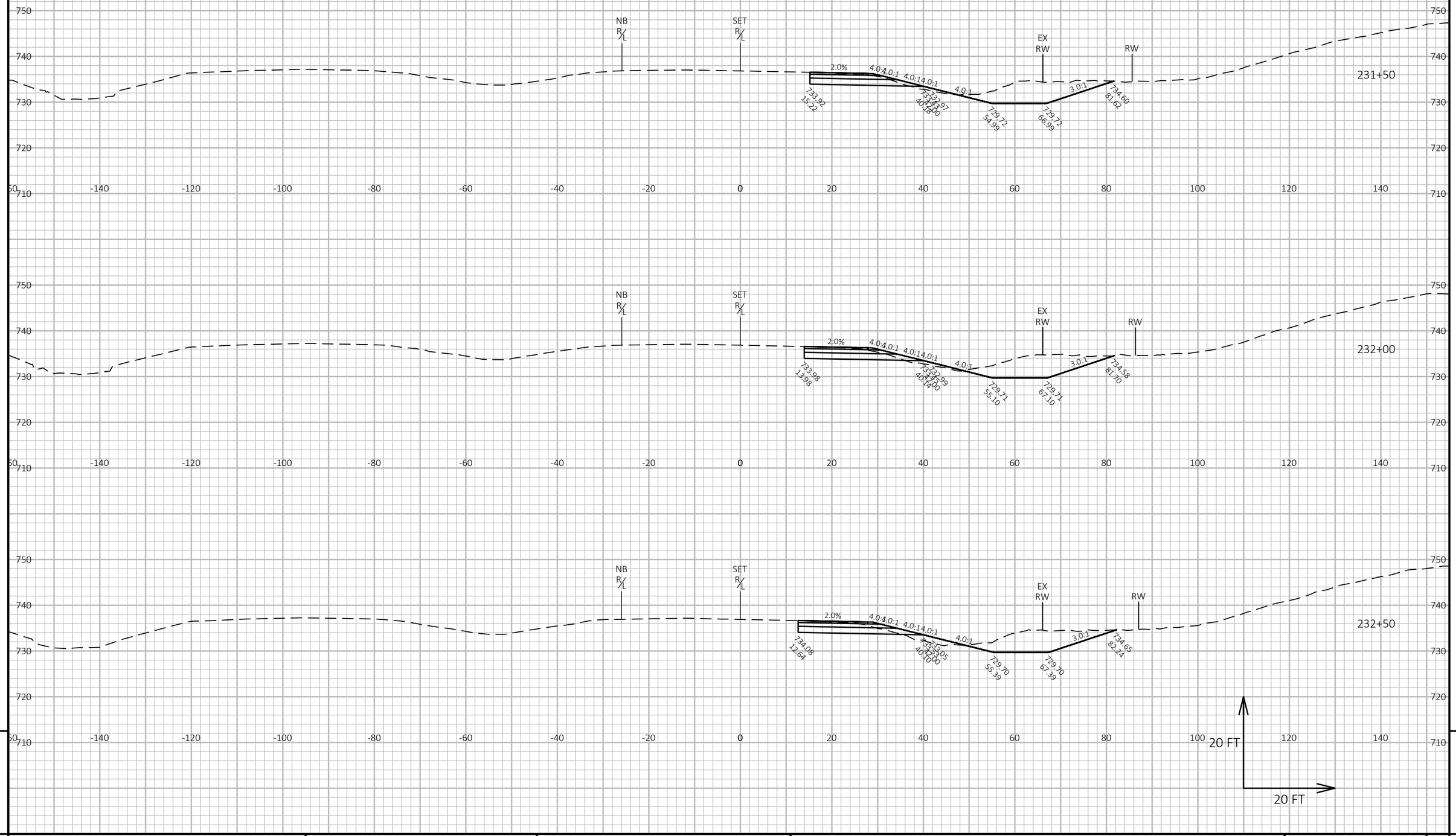
PROJECT NO: 1130-65-81	HWY: IH 41	COUNTY: OUTAGAMIE	CROSS SECTIONS: RAMP SET – TEMPORARY	SHEET 508	E

FILE NAME : C:\USERS\DSCHARLA\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306581\SHEETS\11306581-090601-XS-TEMP.DWG
LAYOUT NAME - 15

PLOT DATE : 7/17/2025 8:51 PM PLOT BY : SCHARLAU, DAVE PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

ALL WORK STAGE 1B



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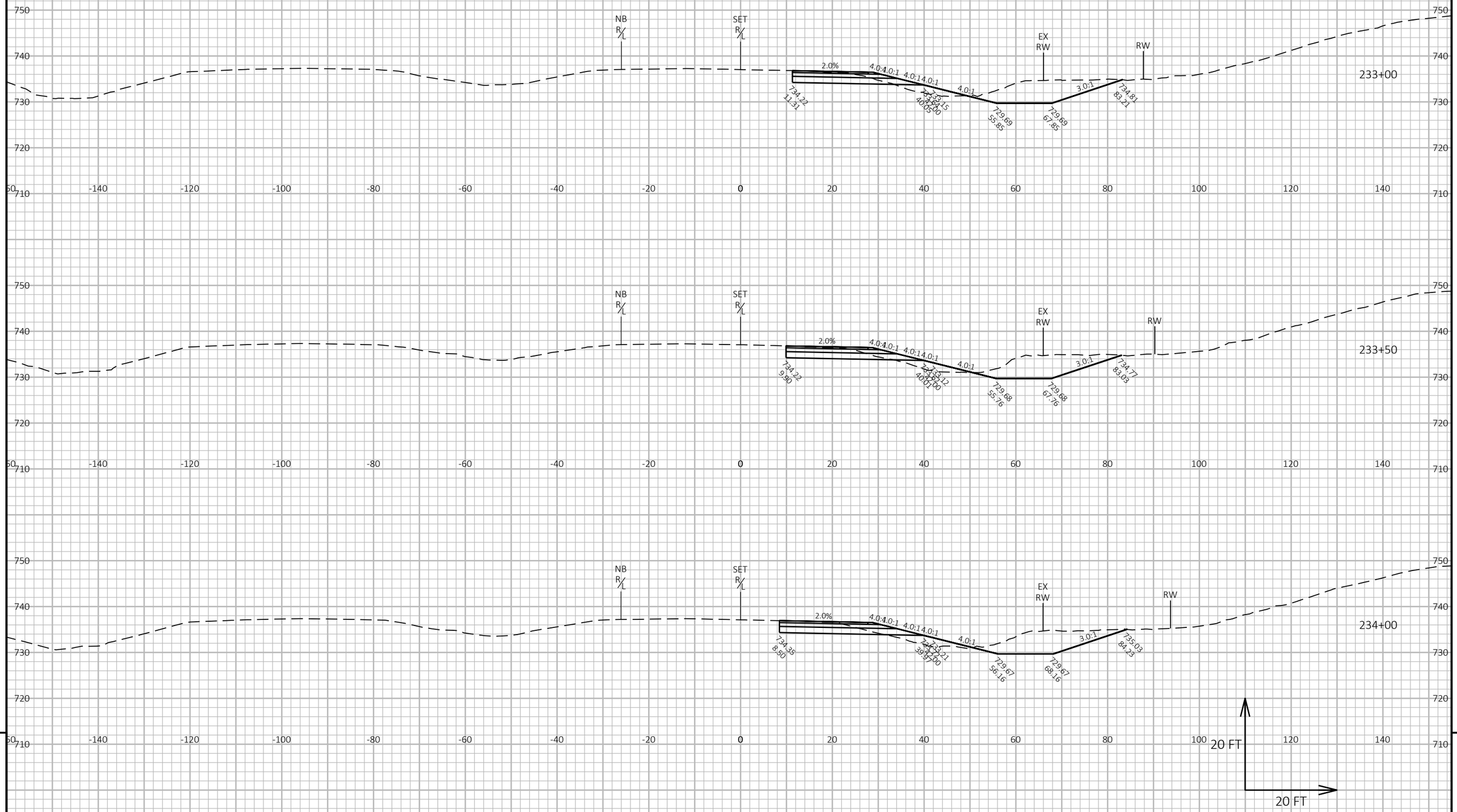
PROJECT NO: 1130-65-81	HWY: IH 41	COUNTY: OUTAGAMIE	CROSS SECTIONS: RAMP SET – TEMPORARY	SHEET 509	E

FILE NAME : C:\USERS\DSCHARLA\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306581\SHEETS\11306581-090601-XS-TEMP.DWG
LAYOUT NAME - 16

PLOT DATE : 7/17/2025 8:51 PM PLOT BY : SCHARLAU, DAVE PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

ALL WORK STAGE 1B



9

9

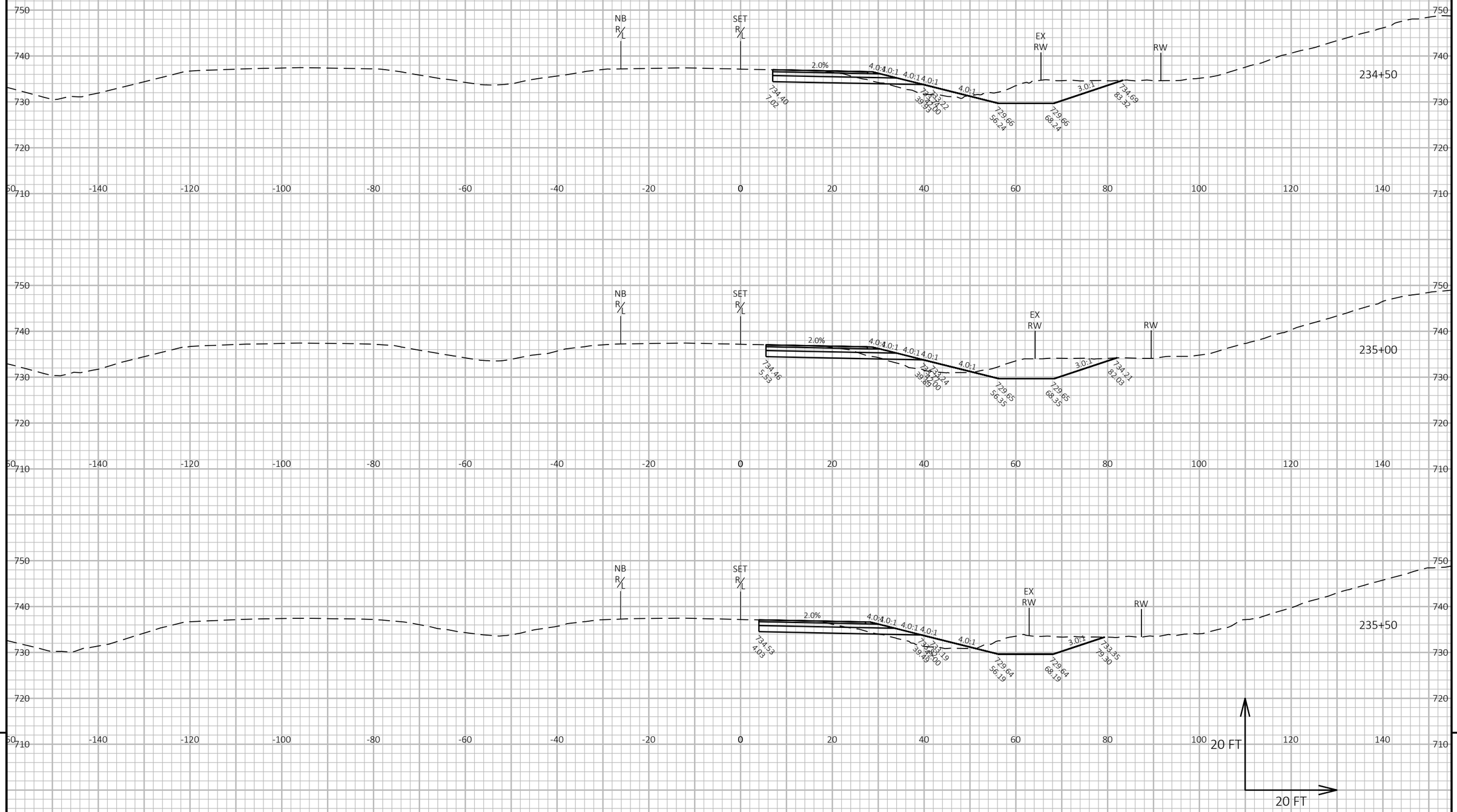
PROJECT NO: 1130-65-81	HWY: IH 41	COUNTY: OUTAGAMIE	CROSS SECTIONS: RAMP SET – TEMPORARY	SHEET 510	E

FILE NAME : C:\USERS\DSCHARLA\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306581\SHEETS\11306581-090601-XS-TEMP.DWG
LAYOUT NAME - 17

PLOT DATE : 7/17/2025 8:52 PM PLOT BY : SCHARLAU, DAVE PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

ALL WORK STAGE 1B

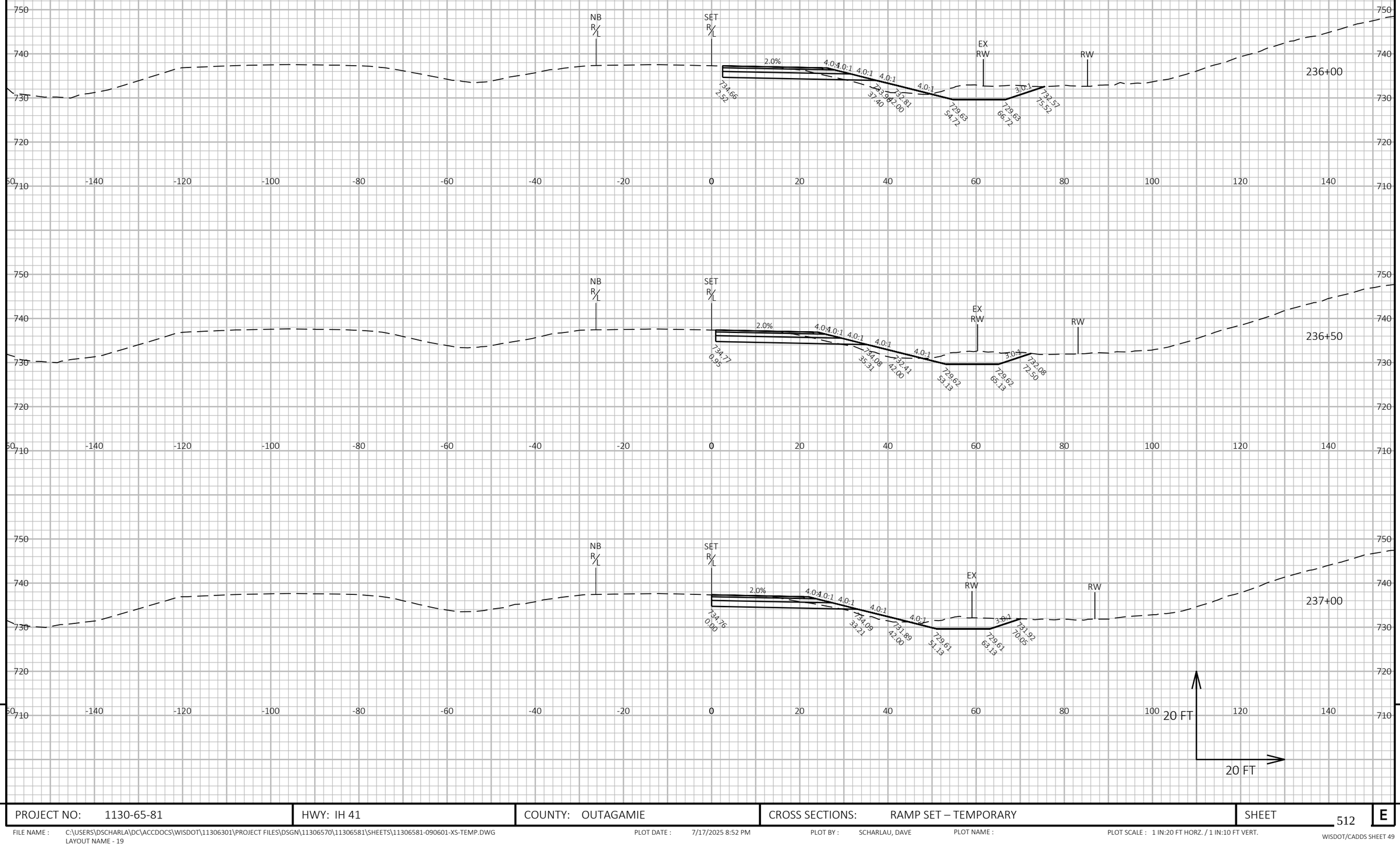


9 9

PROJECT NO: 1130-65-81	HWY: IH 41	COUNTY: OUTAGAMIE	CROSS SECTIONS: RAMP SET – TEMPORARY	SHEET 511	E

FILE NAME : C:\USERS\DSCHARLA\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306581\SHEETS\11306581-090601-XS-TEMP.DWG
LAYOUT NAME - 18
PLOT DATE : 7/17/2025 8:52 PM
PLOT BY : SCHARLAU, DAVE
PLOT NAME :
PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.
WISDOT/CADDS SHEET 49

ALL WORK STAGE 1B



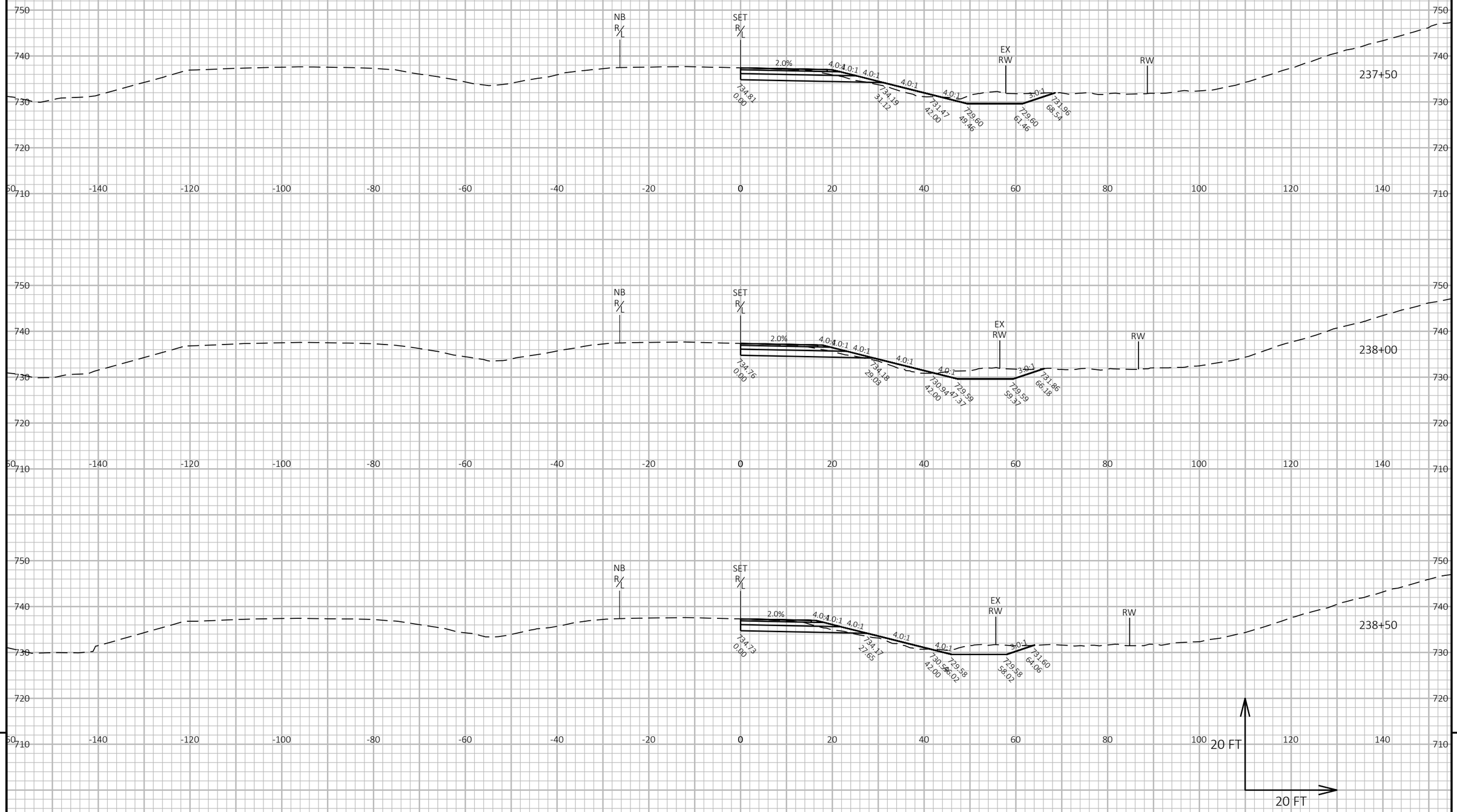
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PROJECT NO: 1130-65-81	HWY: IH 41	COUNTY: OUTAGAMIE	CROSS SECTIONS: RAMP SET – TEMPORARY	SHEET 512	E

FILE NAME : C:\USERS\DSCHARLA\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306581\SHEETS\11306581-090601-XS-TEMP.DWG
LAYOUT NAME - 19
PLOT DATE : 7/17/2025 8:52 PM
PLOT BY : SCHARLAU, DAVE
PLOT NAME :
PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.
WISDOT/CADDS SHEET 49

ALL WORK STAGE 1B



9

9

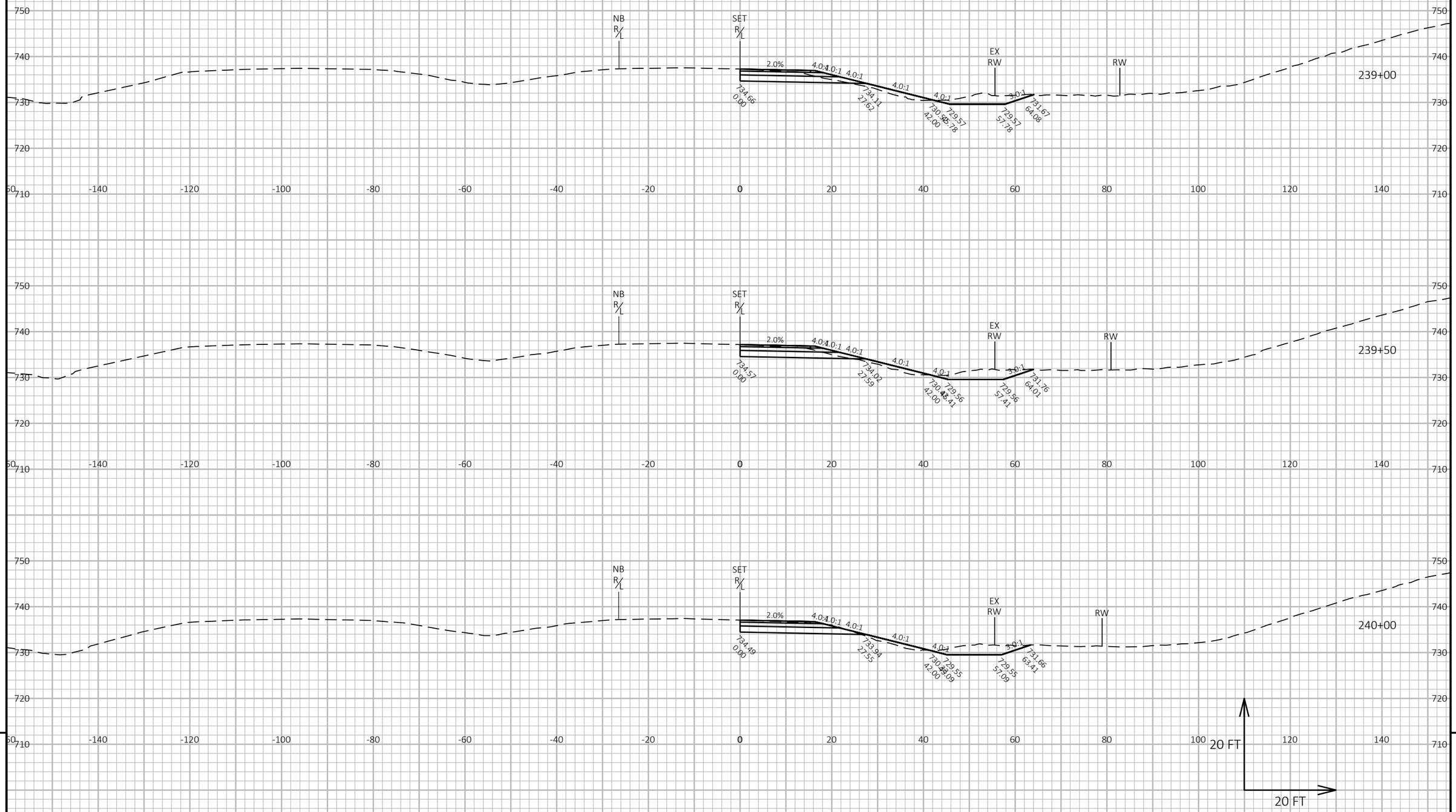
PROJECT NO: 1130-65-81	HWY: IH 41	COUNTY: OUTAGAMIE	CROSS SECTIONS: RAMP SET – TEMPORARY	SHEET 513	E

FILE NAME : C:\USERS\DSCHARLA\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306581\SHEETS\11306581-090601-XS-TEMP.DWG
LAYOUT NAME - 20

PLOT DATE : 7/17/2025 8:52 PM PLOT BY : SCHARLAU, DAVE PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

ALL WORK STAGE 1B



9

9

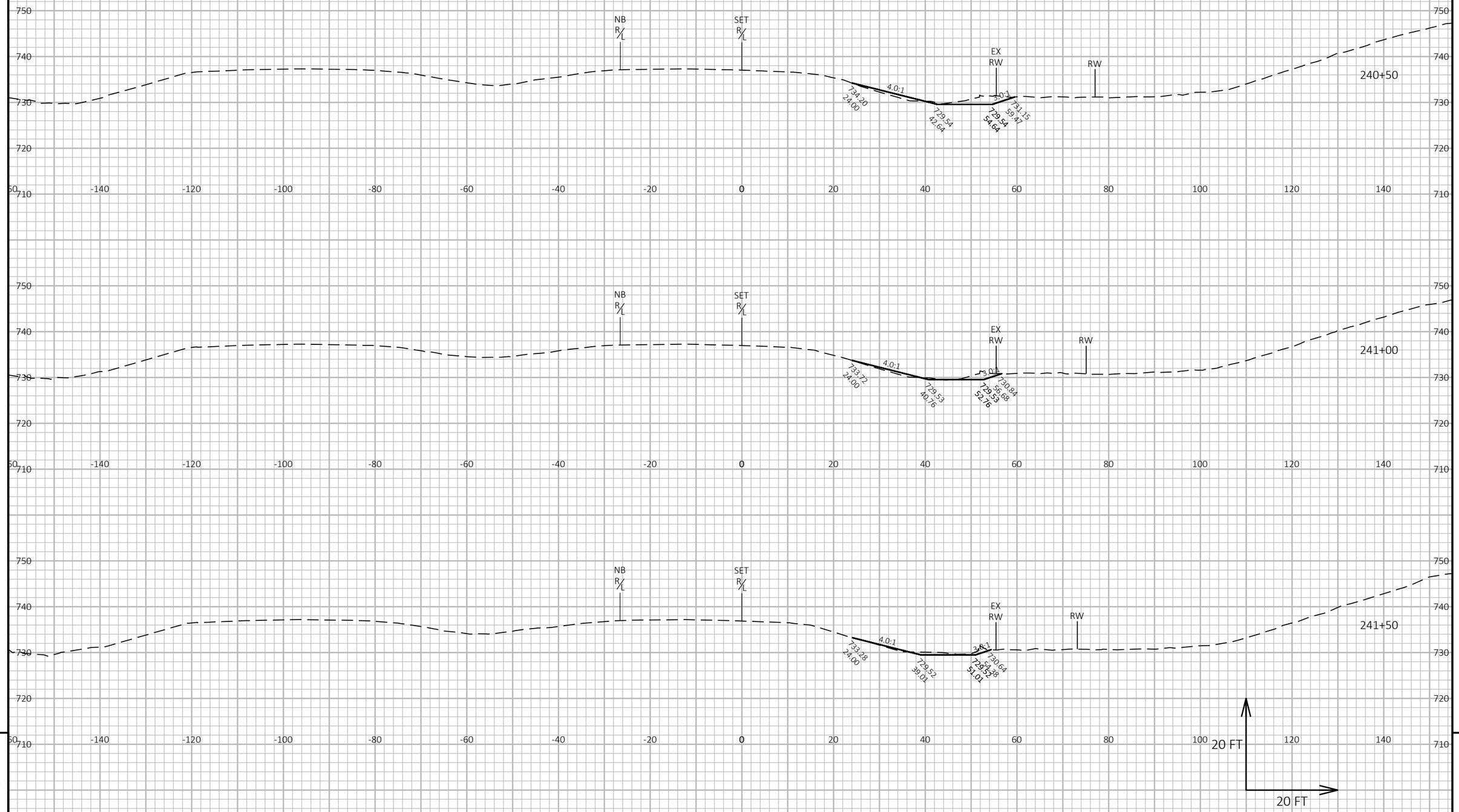
PROJECT NO: 1130-65-81	HWY: IH 41	COUNTY: OUTAGAMIE	CROSS SECTIONS: RAMP SET – TEMPORARY	SHEET 514	E

FILE NAME : C:\USERS\DSCHARLA\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306581\SHEETS\11306581-090601-XS-TEMP.DWG
LAYOUT NAME - 21

PLOT DATE : 7/17/2025 8:52 PM PLOT BY : SCHARLAU, DAVE PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

ALL WORK STAGE 1B



9

9

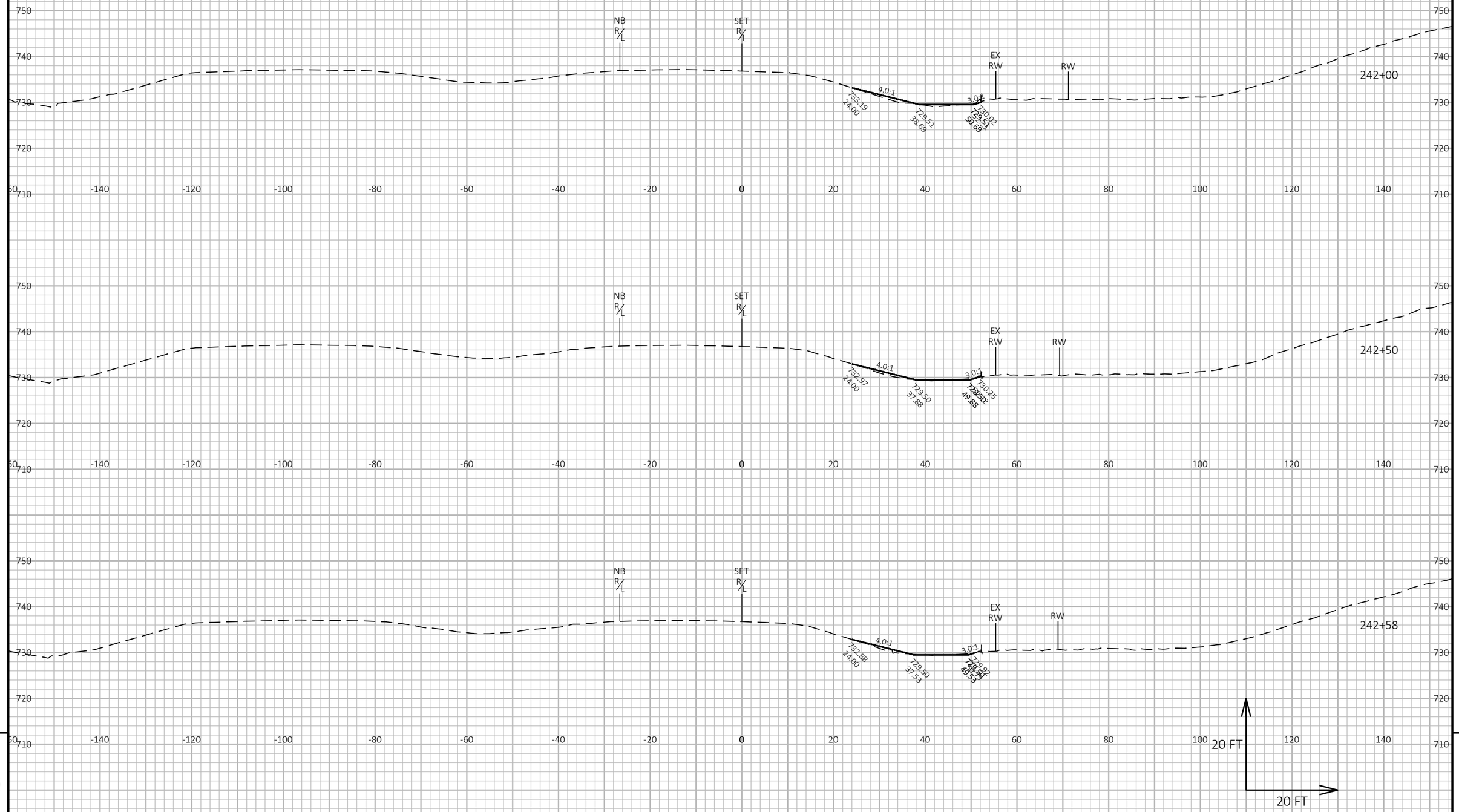
PROJECT NO: 1130-65-81	HWY: IH 41	COUNTY: OUTAGAMIE	CROSS SECTIONS: RAMP SET – TEMPORARY	SHEET 515	E

FILE NAME : C:\USERS\DSCHARLA\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306581\SHEETS\11306581-090601-XS-TEMP.DWG
LAYOUT NAME - 22

PLOT DATE : 7/17/2025 8:52 PM PLOT BY : SCHARLAU, DAVE PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

ALL WORK STAGE 1B



9

9

PROJECT NO: 1130-65-81	HWY: IH 41	COUNTY: OUTAGAMIE	CROSS SECTIONS: RAMP SET – TEMPORARY	SHEET 516	E

FILE NAME : C:\USERS\DSCHARLA\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306581\SHEETS\11306581-090601-XS-TEMP.DWG
LAYOUT NAME - 23

PLOT DATE : 7/17/2025 8:52 PM PLOT BY : SCHARLAU, DAVE PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

Notes

Wisconsin Department of Transportation

Dedicated people creating transportation solutions
through innovation and exceptional service.

http://www.dot.wisconsin.gov