

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
1146-75-80		

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
PLAN OF PROPOSED IMPROVEMENT

STH 76 - NEW LONDON
CTH JJ - CTH T/GIVENS ROAD
STH 15
OUTAGAMIE COUNTY

STATE PROJECT NUMBER
1146-75-80

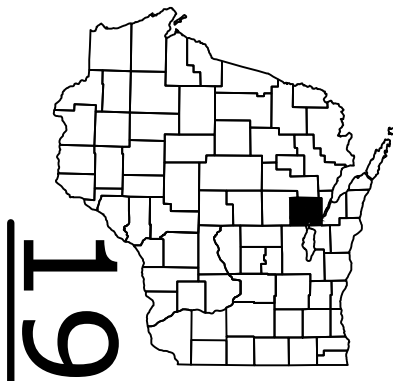
ORDER OF SHEETS

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

TOTAL SHEETS = 60

PROJECT ID: 1146-75-80

COUNTY: OUTAGAMIE



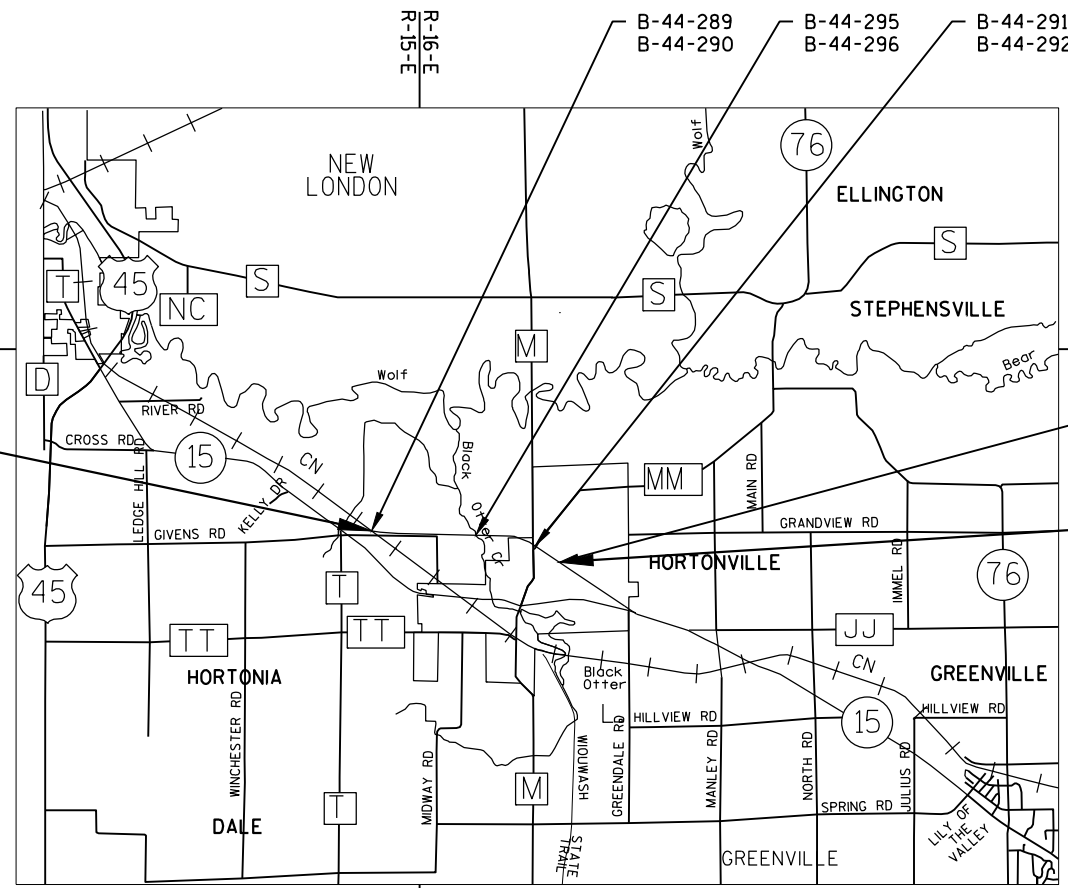
DESIGN DESIGNATION

A.A.D.T. (2023)	=	15,900
A.A.D.T. (2044)	=	21,600
D.H.V.	=	2,550
D.D.	=	62-38
T.	=	5.2%
DESIGN SPEED	=	60 MPH
ESALS	=	2,620,700

CONVENTIONAL SYMBOLS

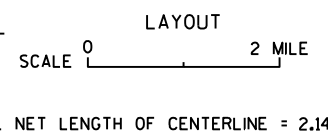
PLAN	
CORPORATE LIMITS	
PROPERTY LINE	
LOT LINE	
LIMITED HIGHWAY EASEMENT	
EXISTING RIGHT OF WAY	
PROPOSED OR NEW R/W LINE	
SLOPE INTERCEPT	
REFERENCE LINE	
EXISTING CULVERT	
PROPOSED CULVERT (Box or Pipe)	
COMBUSTIBLE FLUIDS	
MARSH AREA	
WOODED OR SHRUB AREA	

PROFILE	
GRADE LINE	
ORIGINAL GROUND	
MARSH OR ROCK PROFILE (To be noted as such)	
SPECIAL DITCH	
GRADE ELEVATION	
CULVERT (Profile View)	
UTILITIES	
ELECTRIC	
FIBER OPTIC	
GAS	
SANITARY SEWER	
STORM SEWER	
TELEPHONE	
WATER	
UTILITY PEDESTAL	
POWER POLE	
TELEPHONE POLE	



NONSTANDARD SYMBOLS

DRIVEWAY TO BE REMOVED	
PROPOSED RELOCATION	
RETAINING WALL	
DITCH	
MEDIAN DRAIN/OUTFALL	



HORIZONTAL POSITIONS SHOWN ON THIS PLAN ARE WISCONSIN COUNTY COORDINATES, OUTAGAMIE COUNTY, NAD83 (2007) ADJUSTMENT. THE COORDINATES SHOWN ARE GRID COORDINATES AND ARE TO BE USED AS GRID OR GROUND VALUES ON THIS PLAN.

ELEVATIONS SHOWN ON THIS PLAN ARE REFERENCE TO THE NORTH AMERICAN VERTICAL DATUM (NAVD) 88 (2007).

ORIGINAL PLANS PREPARED BY
JACOBS

DATE: 10/25/2023
Scott Wendt
(Professional Engineer Signature)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY

Surveyor	WISDOT NORTHEAST REGION
Designer	JACOBS ENGINEERING
Project Manager	WILLIAM BERTRAND
Regional Examiner	XXX
Regional Supervisor	TAMMY RABE

APPROVED FOR THE DEPARTMENT

DATE: 10/23/23
Bill Bertrand, P.E.
(Signature)

E

GENERAL NOTES

CURVE DATA IS BASED ON ARC DEFINITION.

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.

ALL SIGN SIZES ARE 48"x48" UNLESS OTHERWISE NOTED.

ORDER OF SECTION 2 SHEETS

- GENERAL NOTES
- PROJECT OVERVIEW
- TYPICAL SECTIONS
- PAVEMENT MARKING
- TRAFFIC CONTROL
- ALIGNMENT DIAGRAM

STANDARD ABBREVIATIONS

ADT	AVERAGE DAILY TRAFFIC
AGG	AGGREGATE
BAD	BASE AGGREGATE DENSE
C&G	CURB AND GUTTER
CSD	CONCRETE SURFACE DRAIN
CTR	CENTER
CY	CUBIC YARD
D	DEGREE OF CURVE
Δ	DELTA
DD	DIRECTIONAL DISTRIBUTION
DHV	DESIGN HOUR VOLUME
DIA OR Ø	DIAMETER
EL OR ELEV	ELEVATION
FS	FULL SUPERELEVATION
FT	FOOT
INCID	INCIDENTAL
INL	INLET
L	LENGTH OF CURVE
LF	LINEAR FOOT
LONG	LONGITUDINAL
LT	LEFT
MH	MANHOLE
ML OR M/L	MATCH LINE
NC	NORMAL CROWN
NTS	NOT TO SCALE
PAVT	PAVEMENT
PC	POINT OF CURVATURE
PCC	POINT OF COMPOUND CURVATURE
PI	POINT OF INTERSECTION
PT	POINT OF TANGENCY
PVC	POINT OF VERTICAL CURVATURE
PVI	POINT OF VERTICAL INTERSECTION
PVT	POINT OF VERTICAL TANGENCY
R	RADIUS
R/L	REFERENCE LINE
RO	RUN OFF LENGTH
RT	RIGHT
RW OR R/W	RIGHT OF WAY
SDD	STANDARD DETAIL DRAWINGS
STA	STATION
SY	SQUARE YARD
T	TANGENT LENGTH
TYP	TYPICAL
V	VELOCITY OR DESIGN SPEED
VAR	VARIABLE OR VARIES
YD	YARD

DNR AREA LIAISON

MATTHEW SCHAEVE
 DNR NORTHEAST REGIONAL HEADQUARTERS
 2984 SHAWANO AVE
 GREEN BAY, WI 54313
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 matthew.schaeve@wisconsin.gov

COUNTY HIGHWAY COMMISSIONER

DEAN STEINGRABER
 1313 HOLLAND ROAD
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 dean.steingraber@outagamie.org

NE REGION SURVEY COORDINATOR

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 michael.andraschko@dot.wi.gov

NE REGION DESIGN PROJECT MANAGER

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 GREEN BAY, WI 54304
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 william.bertrand@dot.wi.gov

UTILITIES

AT&T WISCONSIN - COMMUNICATIONS
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 205 SOUTH JEFFERSON STREET
 GREEN BAY, WI 54301
 (920) 433-4200
 jk572k@att.com

NEW LONDON UTILITIES - ELECTRIC
 MIKE FREDERICK
 400 EAST NORTH WATER STREET
 NEW LONDON, WI 54961
 (920) 359-0784
 mfredrick@wppienergy.org

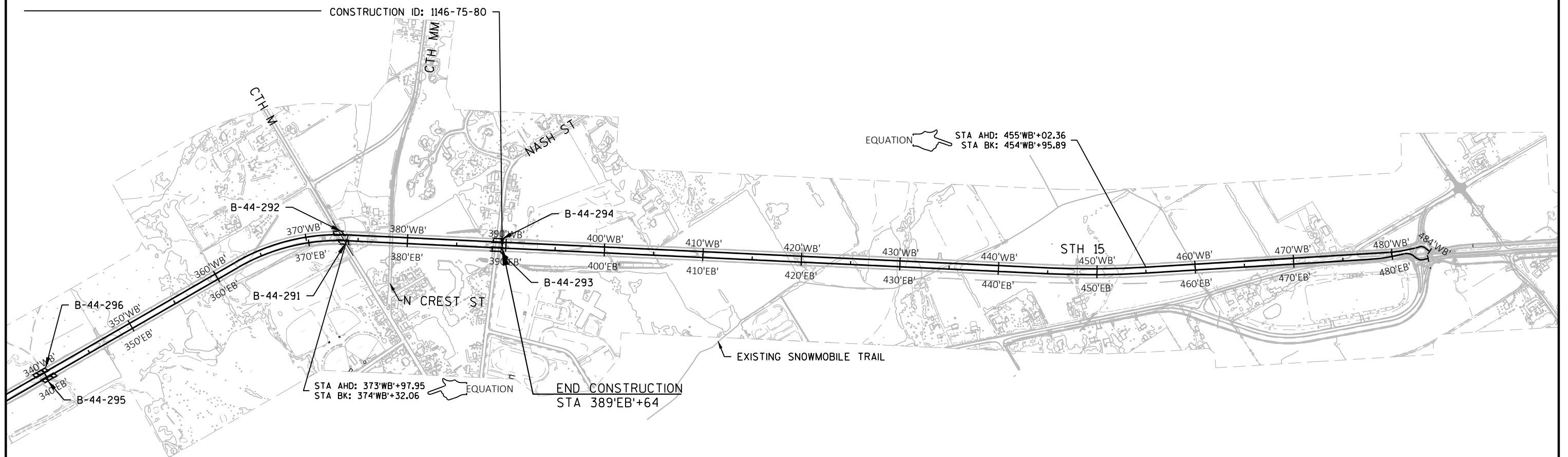
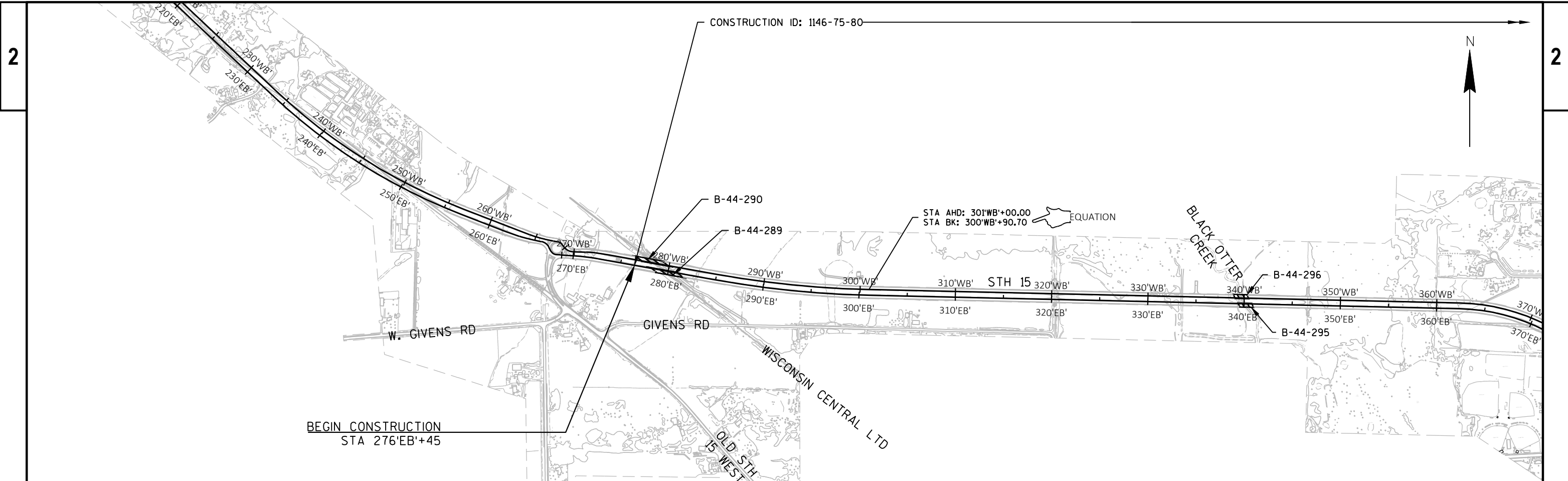
SPECTRUM COMMUNICATIONS
 BILL PARMENTER
 853 MCINTOSH STREET
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 WAUSAU, WI 54402-1818
 (608) 301-6189
 bill.parmenter@charter.com

WE ENERGIES-ELECTRIC
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 800 SOUTH LYNNDALE DRIVE
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 (414) 944-5553 (O)
 (414) 588-0455 (M)
 chris.schulz@we-energies.com

WE ENERGIES-GAS/PETROLEUM
 CODY BECKMAN
 800 SOUTH LYNNDALE DRIVE
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 (920) 428-1038 (M)
 cody.beckman@we-energies.com



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



PROJECT NO: 1146-75-80

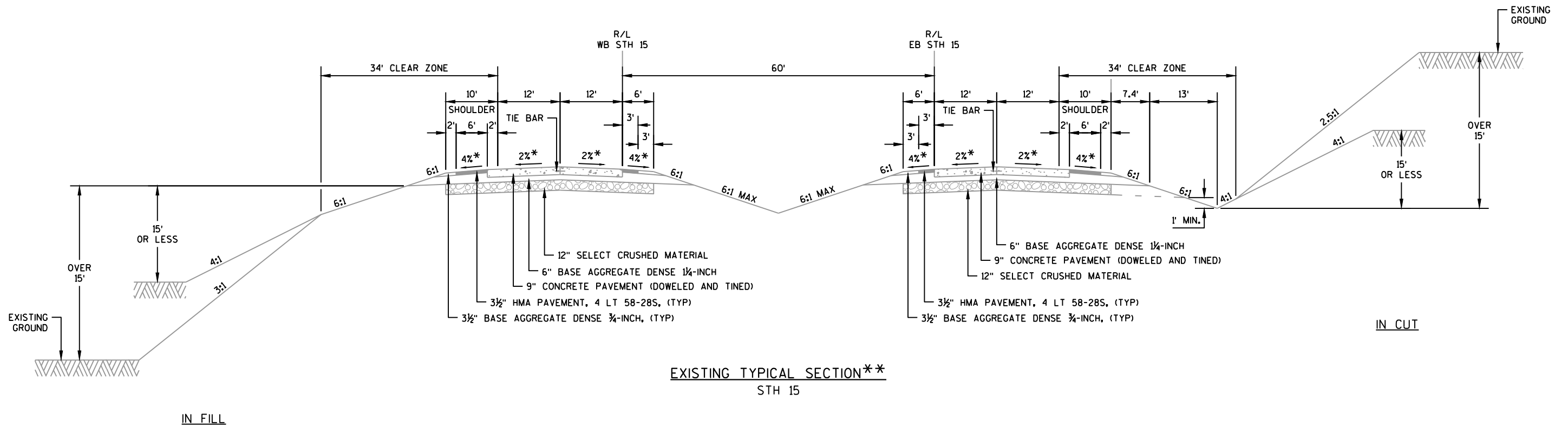
HWY: STH 15

COUNTY: OUTAGAMIE

PROJECT OVERVIEW

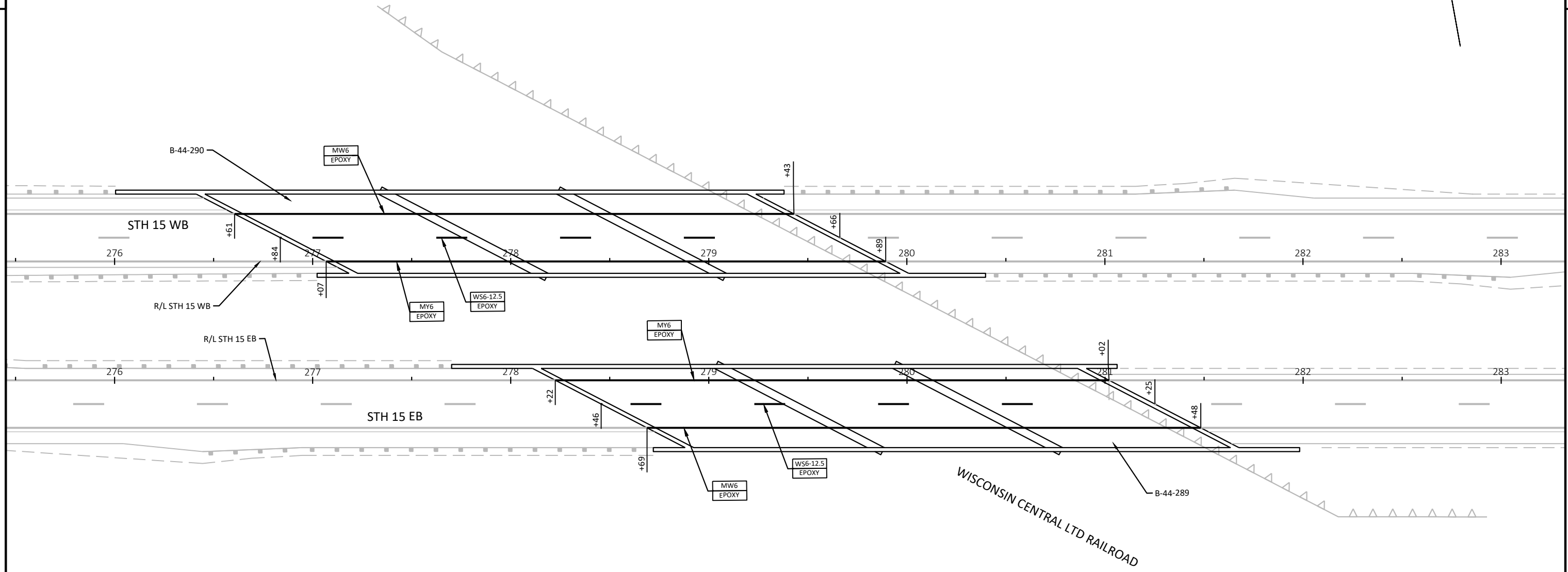
SHEET

E



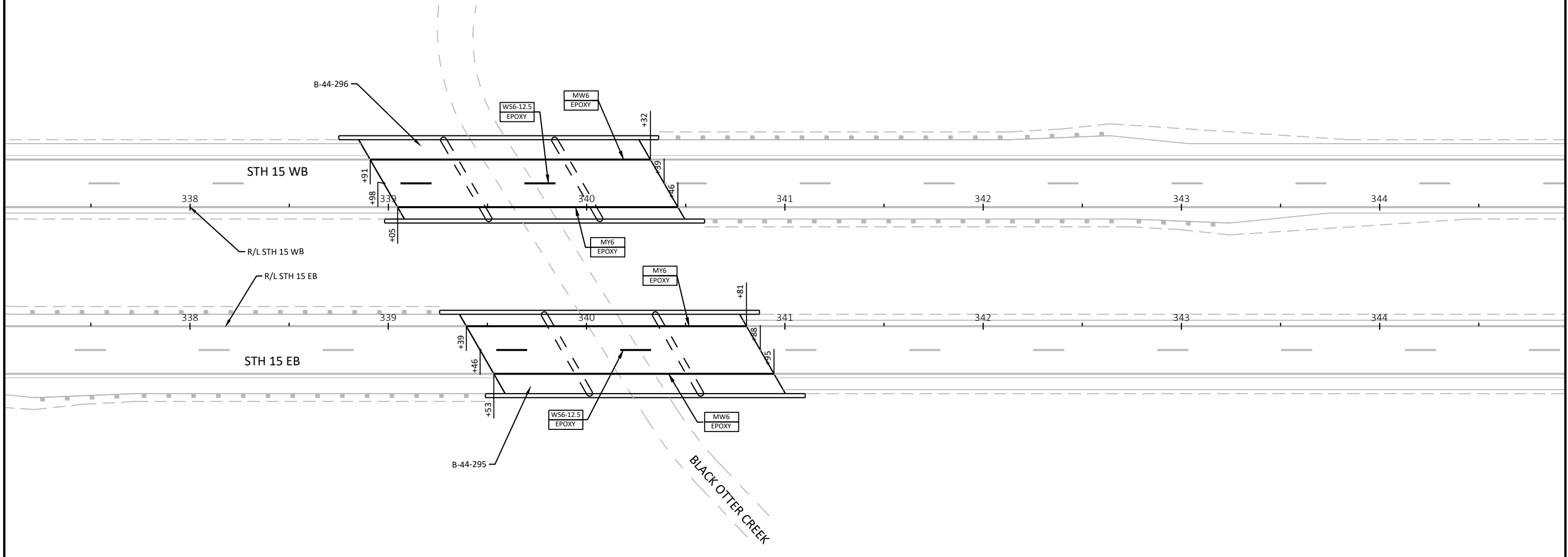
NOTES

- * CROSS SLOPE VARIES DUE TO SUPERELEVATION (SEE SUPERELEVATION TABLE FOR FURTHER DETAILS)
- ** TYPICAL SECTION IS FOR INFORMATION ONLY



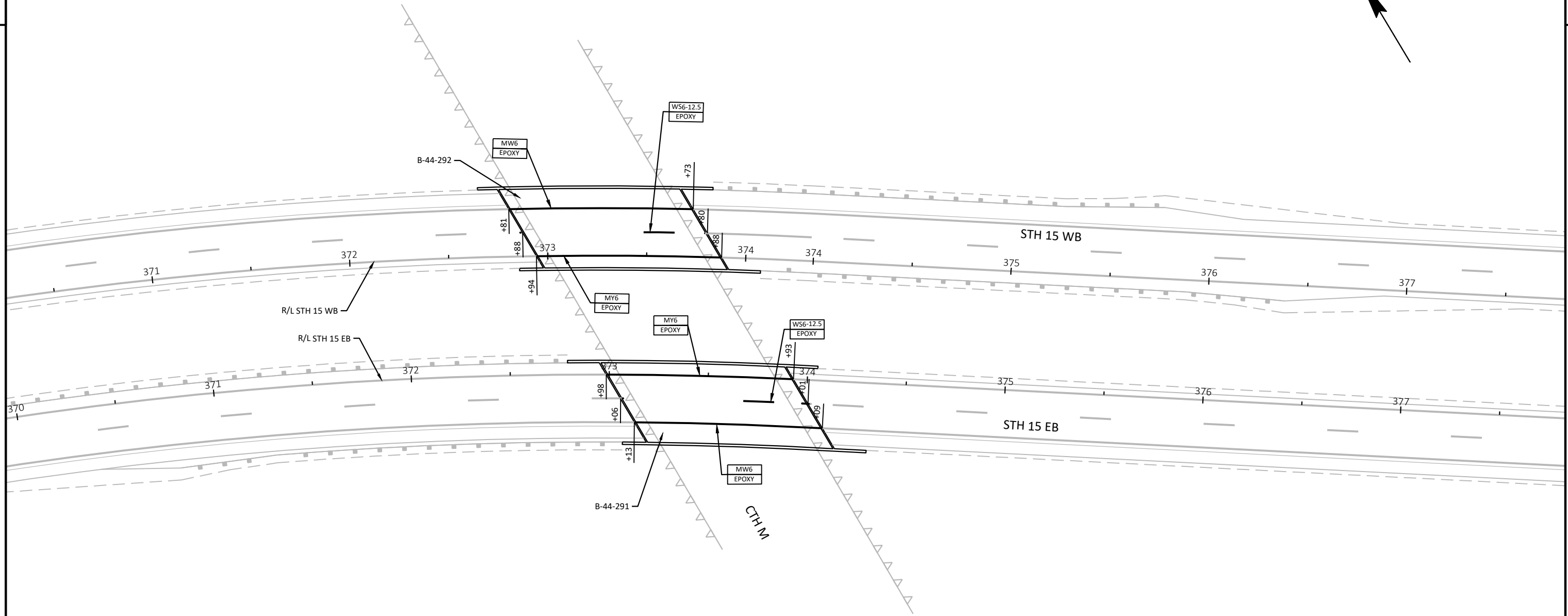
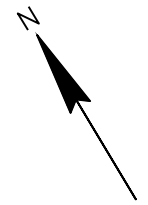
LEGEND

- MY6 MARKING LINE 6-INCH (YELLOW)
- MW6 MARKING LINE 6-INCH (WHITE)
- WS6-12.5 MARKING LINE 6-INCH (WHITE SKIP)(12.5' SEGMENT, 37.5' GAP)
- EPOXY EPOXY



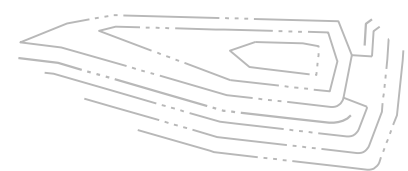
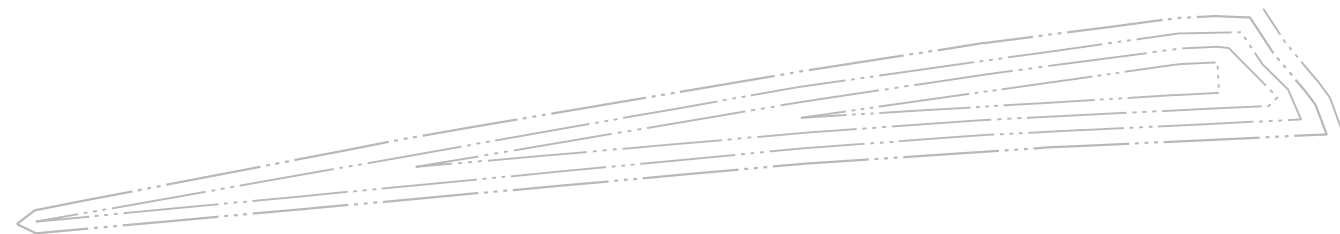
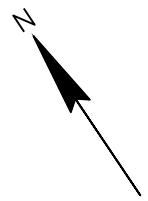
LEGEND

- MY6 MARKING LINE 6-INCH (YELLOW)
- MW6 MARKING LINE 6-INCH (WHITE)
- WS6-12.5 MARKING LINE 6-INCH (WHITE SKIP)(12.5' SEGMENT, 37.5' GAP)
- EPOXY EPOXY



LEGEND

- MY6 MARKING LINE 6-INCH (YELLOW)
- MW6 MARKING LINE 6-INCH (WHITE)
- WS6-12.5 MARKING LINE 6-INCH (WHITE SKIP)(12.5' SEGMENT, 37.5' GAP)
- EPOXY EPOXY

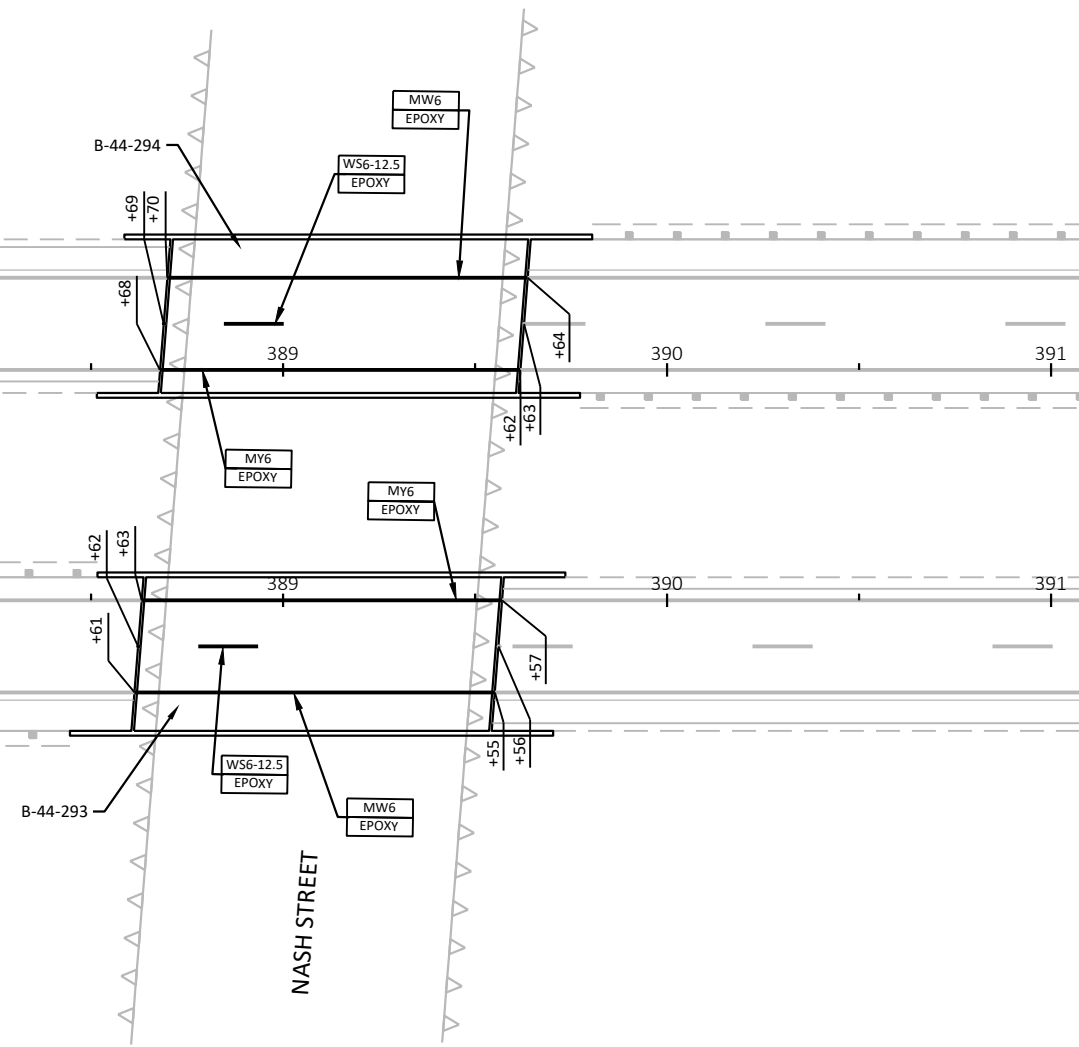
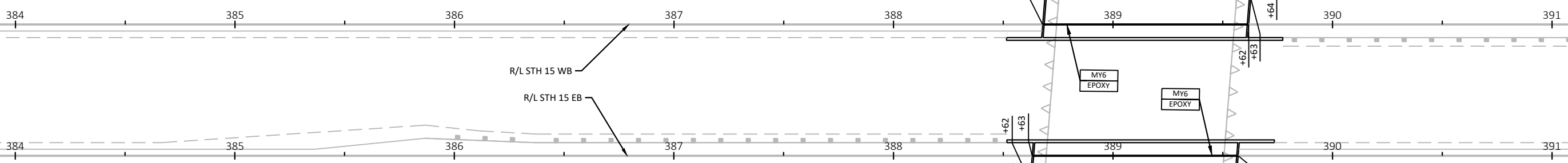


STH 15 WB

STH 15 EB

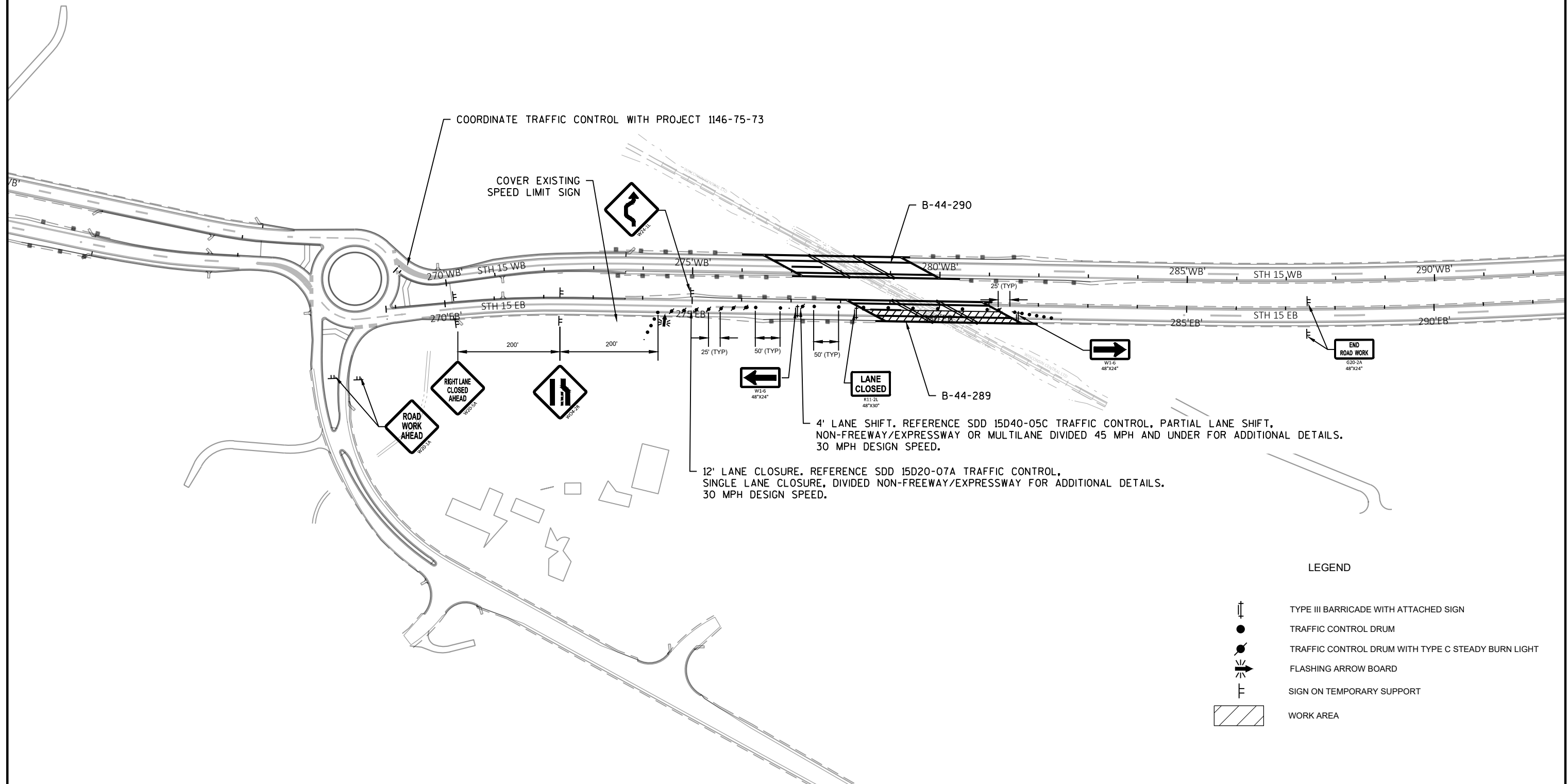
R/L STH 15 WB

R/L STH 15 EB









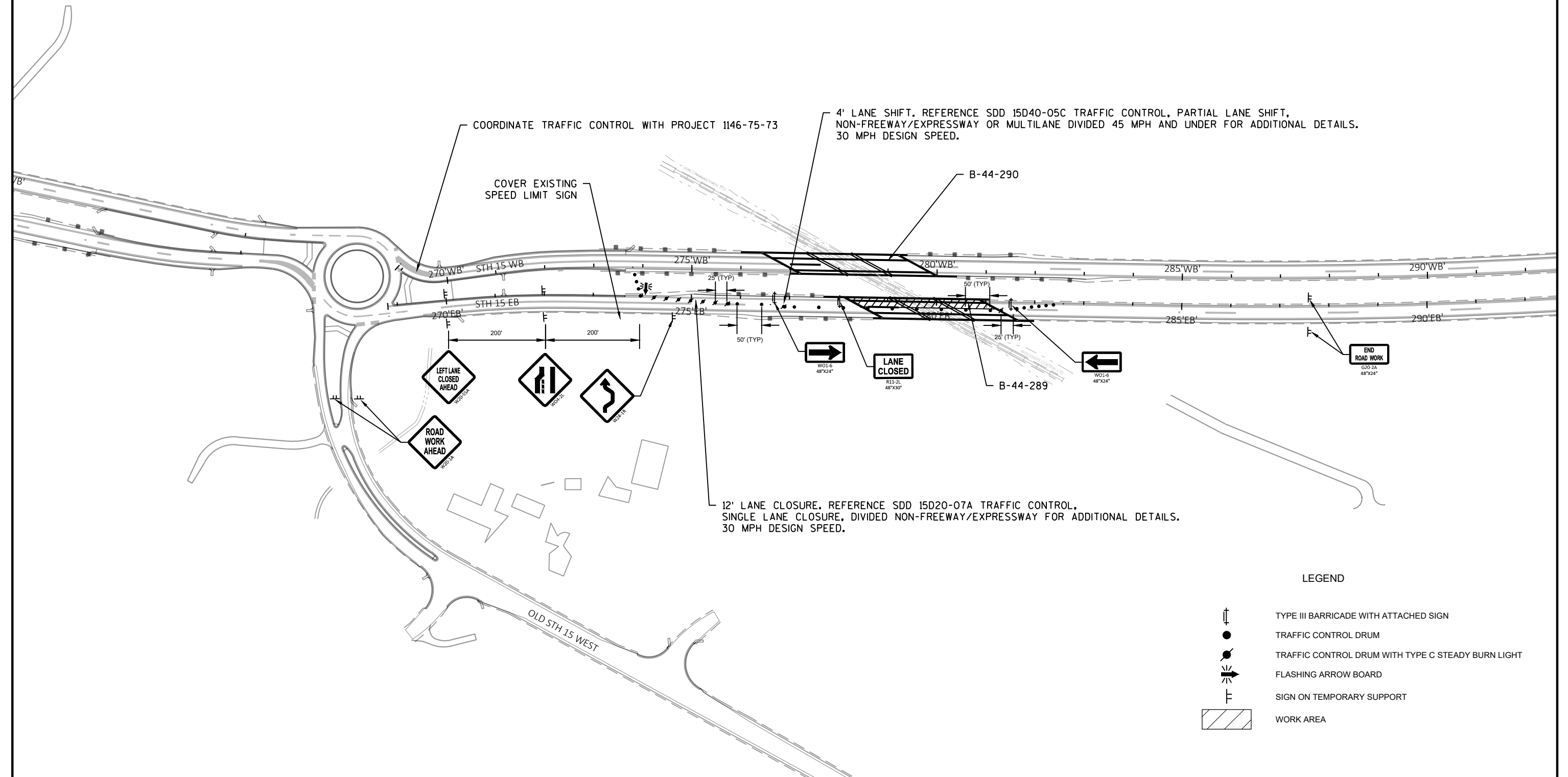
LEGEND

MY6	MARKING LINE 6-INCH (YELLOW)
MW6	MARKING LINE 6-INCH (WHITE)
WS6-12.5	MARKING LINE 6-INCH (WHITE SKIP)(12.5' SEGMENT, 37.5' GAP)
EPOXY	EPOXY



LEGEND

-  TYPE III BARRICADE WITH ATTACHED SIGN
-  TRAFFIC CONTROL DRUM
-  TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
-  FLASHING ARROW BOARD
-  SIGN ON TEMPORARY SUPPORT
-  WORK AREA








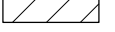
COORDINATE TRAFFIC CONTROL WITH PROJECT 1146-75-73

COVER EXISTING SPEED LIMIT SIGN

4' LANE SHIFT. REFERENCE SDD 15D40-05C TRAFFIC CONTROL, PARTIAL LANE SHIFT, NON-FREEWAY/EXPRESSWAY OR MULTILANE DIVIDED 45 MPH AND UNDER FOR ADDITIONAL DETAILS. 30 MPH DESIGN SPEED.

12' LANE CLOSURE. REFERENCE SDD 15D20-07A TRAFFIC CONTROL, SINGLE LANE CLOSURE, DIVIDED NON-FREEWAY/EXPRESSWAY FOR ADDITIONAL DETAILS. 30 MPH DESIGN SPEED.

LEGEND

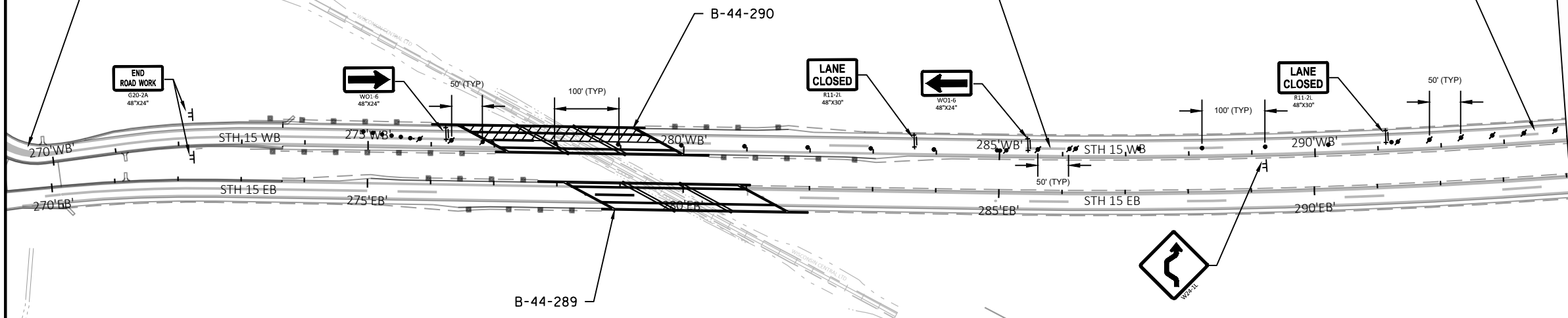
-  TYPE III BARRICADE WITH ATTACHED SIGN
-  TRAFFIC CONTROL DRUM
-  TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
-  FLASHING ARROW BOARD
-  SIGN ON TEMPORARY SUPPORT
-  WORK AREA



COORDINATE TRAFFIC CONTROL WITH PROJECT 1146-75-73







4' LANE SHIFT. REFERENCE SDD 15D40-05D TRAFFIC CONTROL, PARTIAL LANE SHIFT, MULTILANE DIVIDED 50 MPH AND GREATER FOR ADDITIONAL DETAILS. 60 MPH DESIGN SPEED.

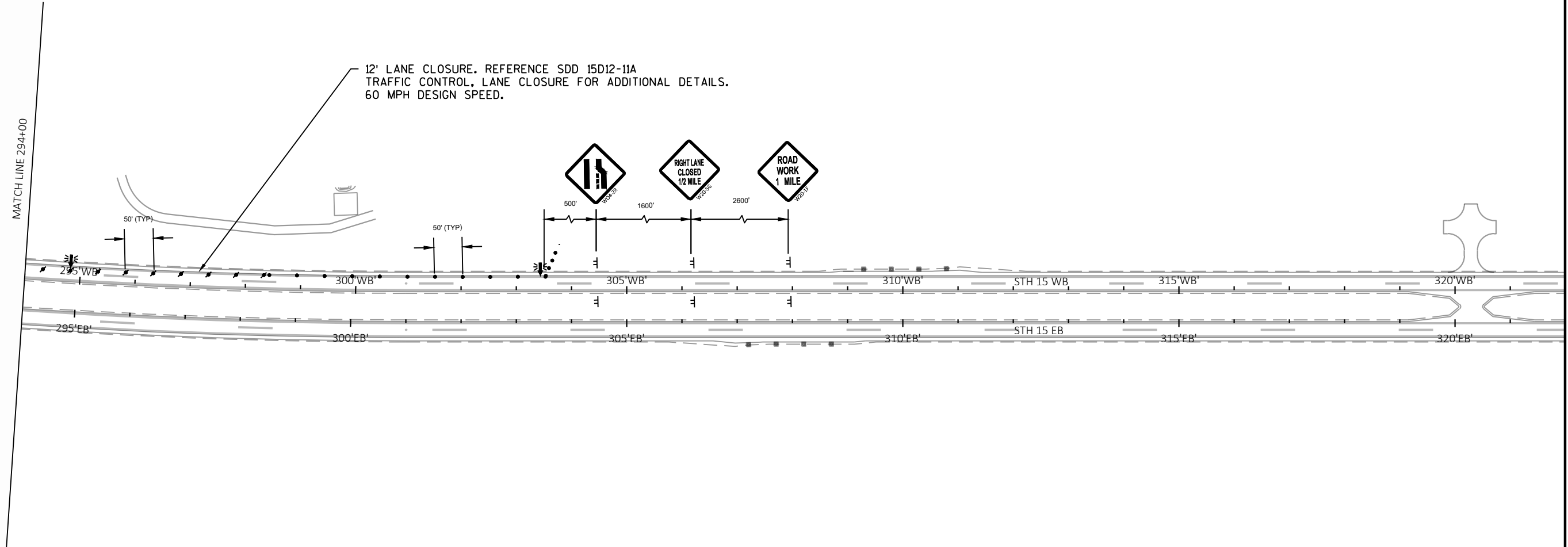
12' LANE CLOSURE. REFERENCE SDD 15D12-11A TRAFFIC CONTROL, LANE CLOSURE FOR ADDITIONAL DETAILS. 60 MPH DESIGN SPEED.



MATCH LINE 294+00

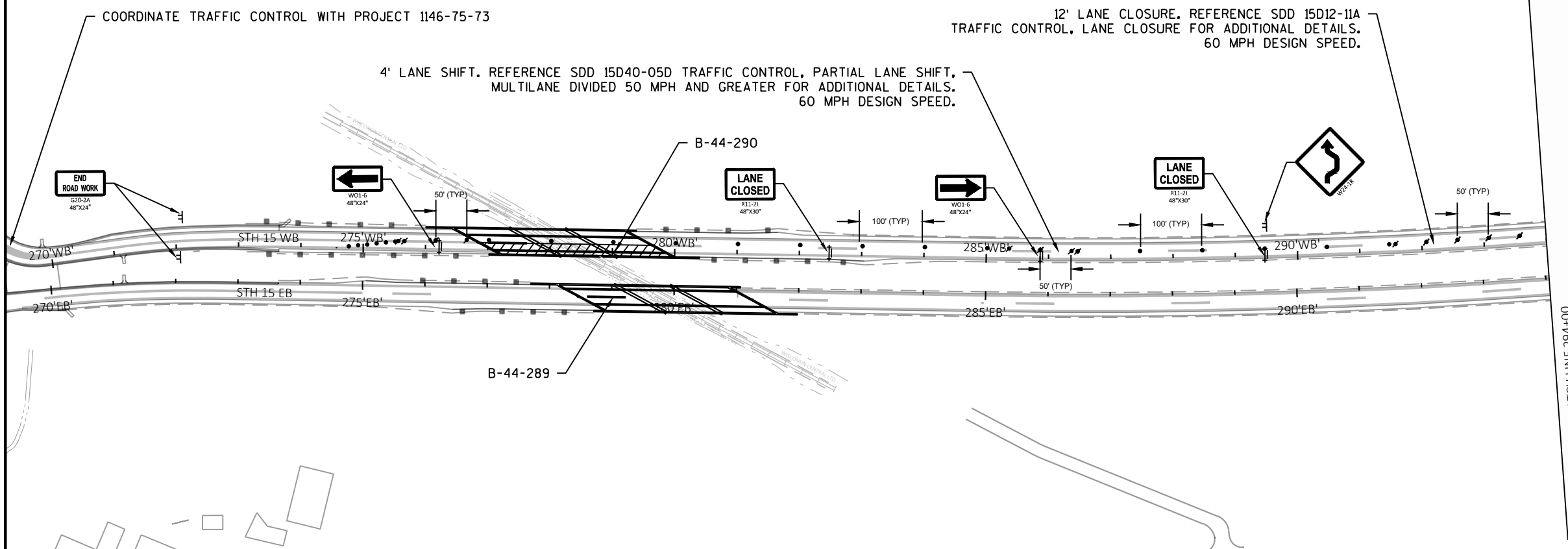
LEGEND

-  TYPE III BARRICADE WITH ATTACHED SIGN
-  TRAFFIC CONTROL DRUM
-  TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
-  FLASHING ARROW BOARD
-  SIGN ON TEMPORARY SUPPORT
-  WORK AREA



LEGEND

- TYPE III BARRICADE WITH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON TEMPORARY SUPPORT
- WORK AREA






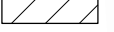


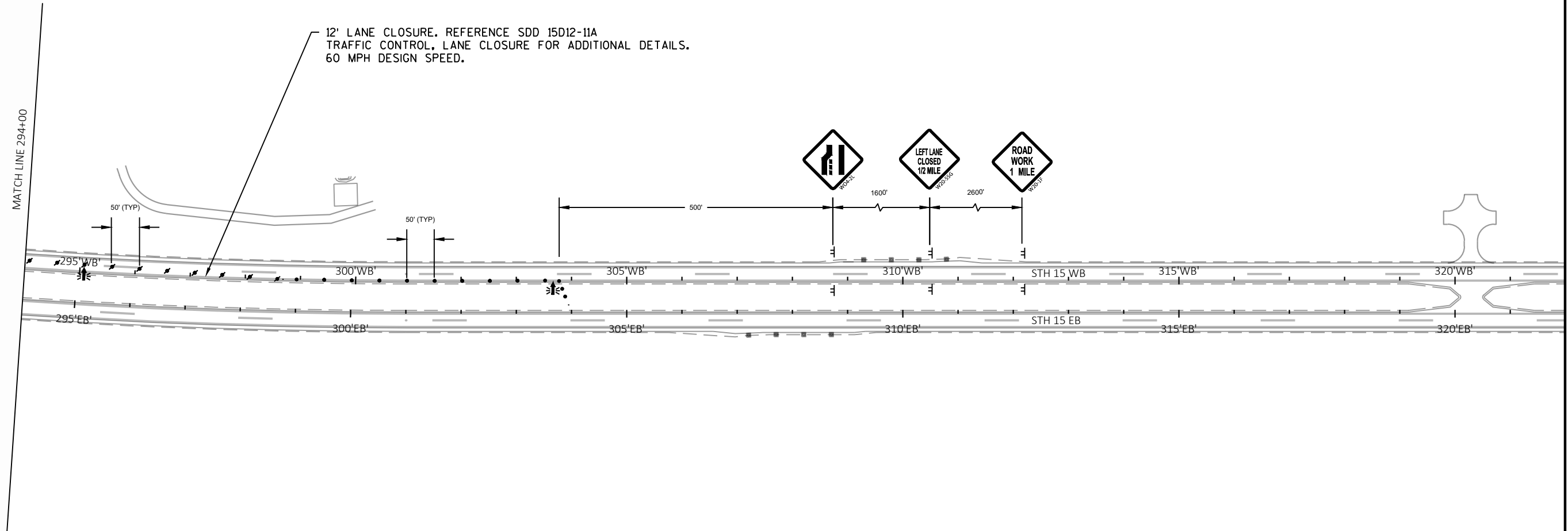
COORDINATE TRAFFIC CONTROL WITH PROJECT 1146-75-73

4' LANE SHIFT. REFERENCE SDD 15D40-05D TRAFFIC CONTROL, PARTIAL LANE SHIFT, MULTILANE DIVIDED 50 MPH AND GREATER FOR ADDITIONAL DETAILS. 60 MPH DESIGN SPEED.






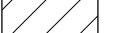
12' LANE CLOSURE. REFERENCE SDD 15D12-11A TRAFFIC CONTROL, LANE CLOSURE FOR ADDITIONAL DETAILS. 60 MPH DESIGN SPEED.

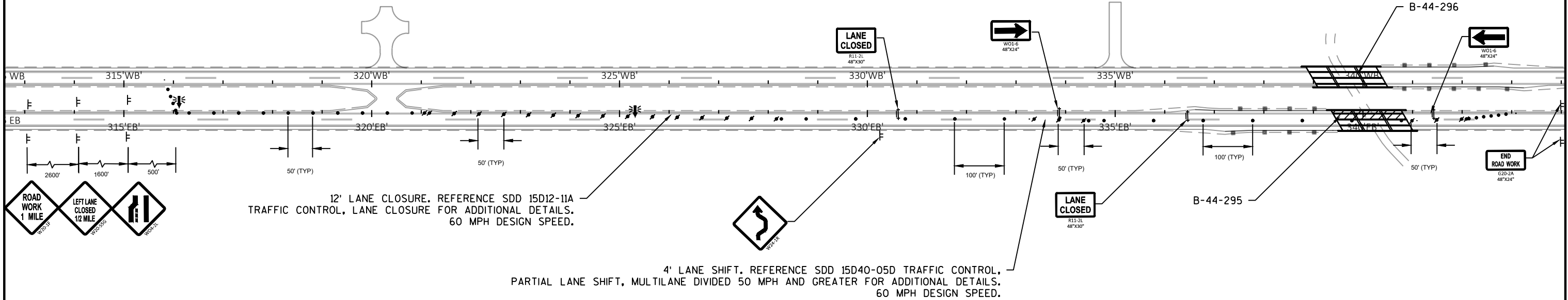
LEGEND

-  TYPE III BARRICADE WITH ATTACHED SIGN
-  TRAFFIC CONTROL DRUM
-  TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
-  FLASHING ARROW BOARD
-  SIGN ON TEMPORARY SUPPORT
-  WORK AREA



LEGEND

-  TYPE III BARRICADE WITH ATTACHED SIGN
-  TRAFFIC CONTROL DRUM
-  TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
-  FLASHING ARROW BOARD
-  SIGN ON TEMPORARY SUPPORT
-  WORK AREA









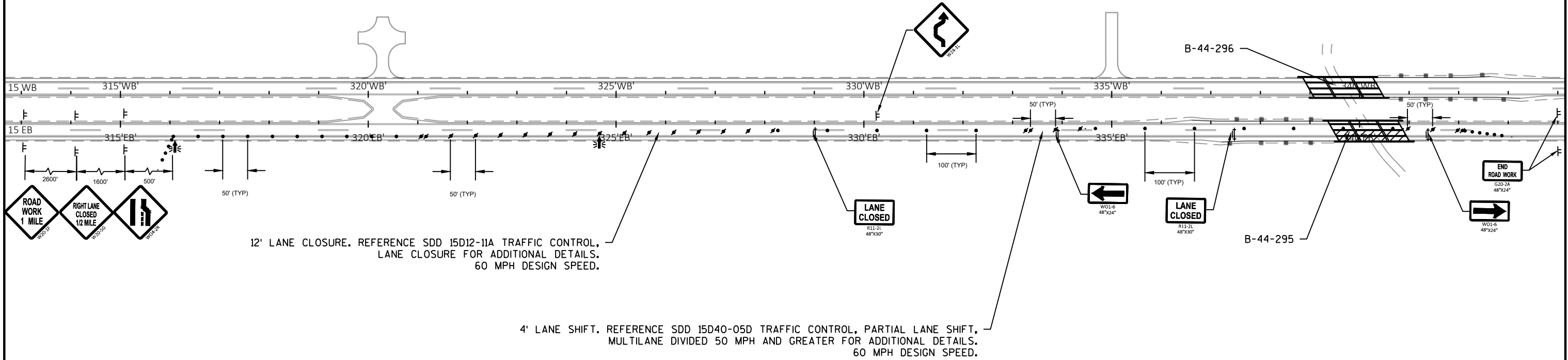
12' LANE CLOSURE. REFERENCE SDD 15D12-11A
 TRAFFIC CONTROL, LANE CLOSURE FOR ADDITIONAL DETAILS.
 60 MPH DESIGN SPEED.

4' LANE SHIFT. REFERENCE SDD 15D40-05D TRAFFIC CONTROL,
 PARTIAL LANE SHIFT, MULTILANE DIVIDED 50 MPH AND GREATER FOR ADDITIONAL DETAILS.
 60 MPH DESIGN SPEED.









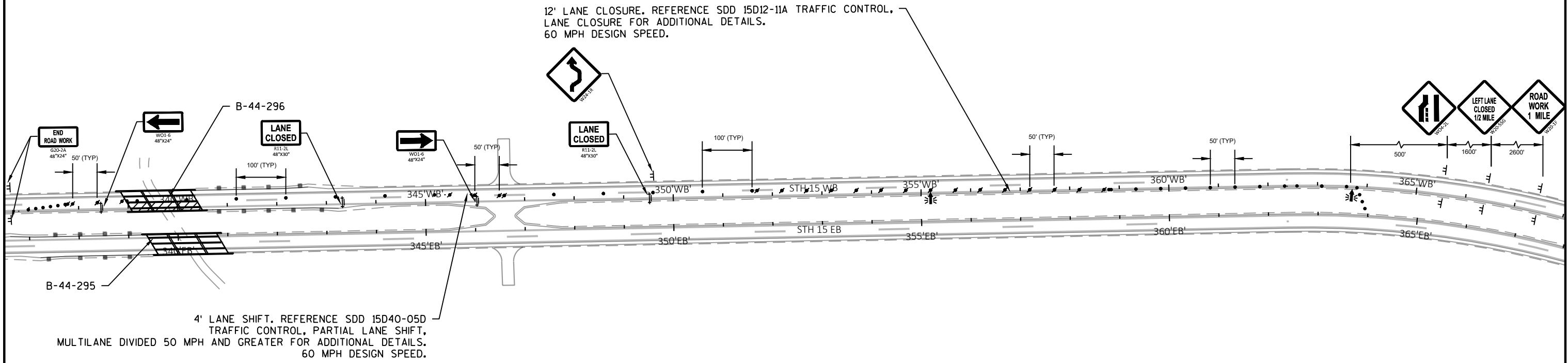
LEGEND

-  TYPE III BARRICADE WITH ATTACHED SIGN
-  TRAFFIC CONTROL DRUM
-  TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
-  FLASHING ARROW BOARD
-  SIGN ON TEMPORARY SUPPORT
-  WORK AREA









LEGEND

-  TYPE III BARRICADE WITH ATTACHED SIGN
-  TRAFFIC CONTROL DRUM
-  TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
-  FLASHING ARROW BOARD
-  SIGN ON TEMPORARY SUPPORT
-  WORK AREA



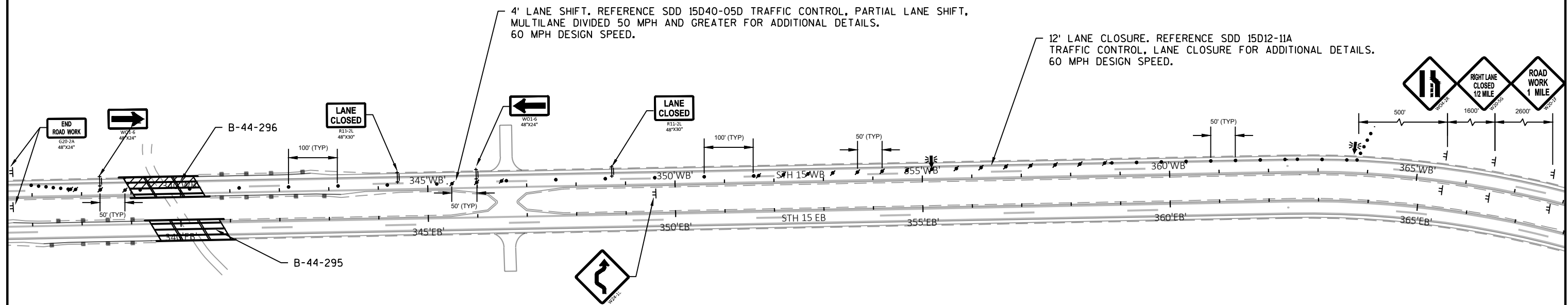
LEGEND

-  TYPE III BARRICADE WITH ATTACHED SIGN
-  TRAFFIC CONTROL DRUM
-  TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
-  FLASHING ARROW BOARD
-  SIGN ON TEMPORARY SUPPORT
-  WORK AREA









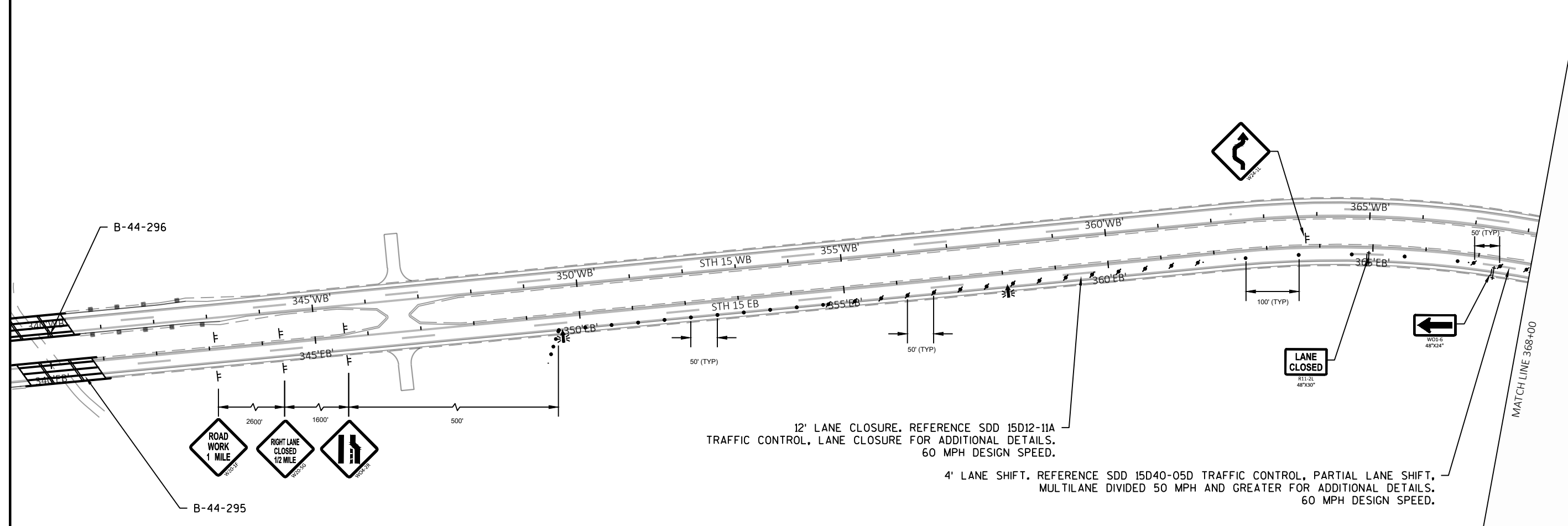
4' LANE SHIFT. REFERENCE SDD 15D40-05D TRAFFIC CONTROL, PARTIAL LANE SHIFT, MULTILANE DIVIDED 50 MPH AND GREATER FOR ADDITIONAL DETAILS. 60 MPH DESIGN SPEED.

12' LANE CLOSURE. REFERENCE SDD 15D12-11A TRAFFIC CONTROL, LANE CLOSURE FOR ADDITIONAL DETAILS. 60 MPH DESIGN SPEED.



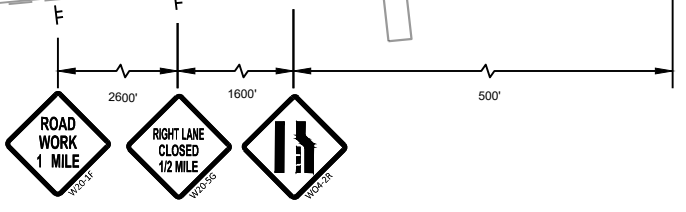
LEGEND

-  TYPE III BARRICADE WITH ATTACHED SIGN
-  TRAFFIC CONTROL DRUM
-  TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
-  FLASHING ARROW BOARD
-  SIGN ON TEMPORARY SUPPORT
-  WORK AREA



12' LANE CLOSURE. REFERENCE SDD 15D12-11A
 TRAFFIC CONTROL, LANE CLOSURE FOR ADDITIONAL DETAILS.
 60 MPH DESIGN SPEED.







4' LANE SHIFT. REFERENCE SDD 15D40-05D TRAFFIC CONTROL, PARTIAL LANE SHIFT,
 MULTILANE DIVIDED 50 MPH AND GREATER FOR ADDITIONAL DETAILS.
 60 MPH DESIGN SPEED.

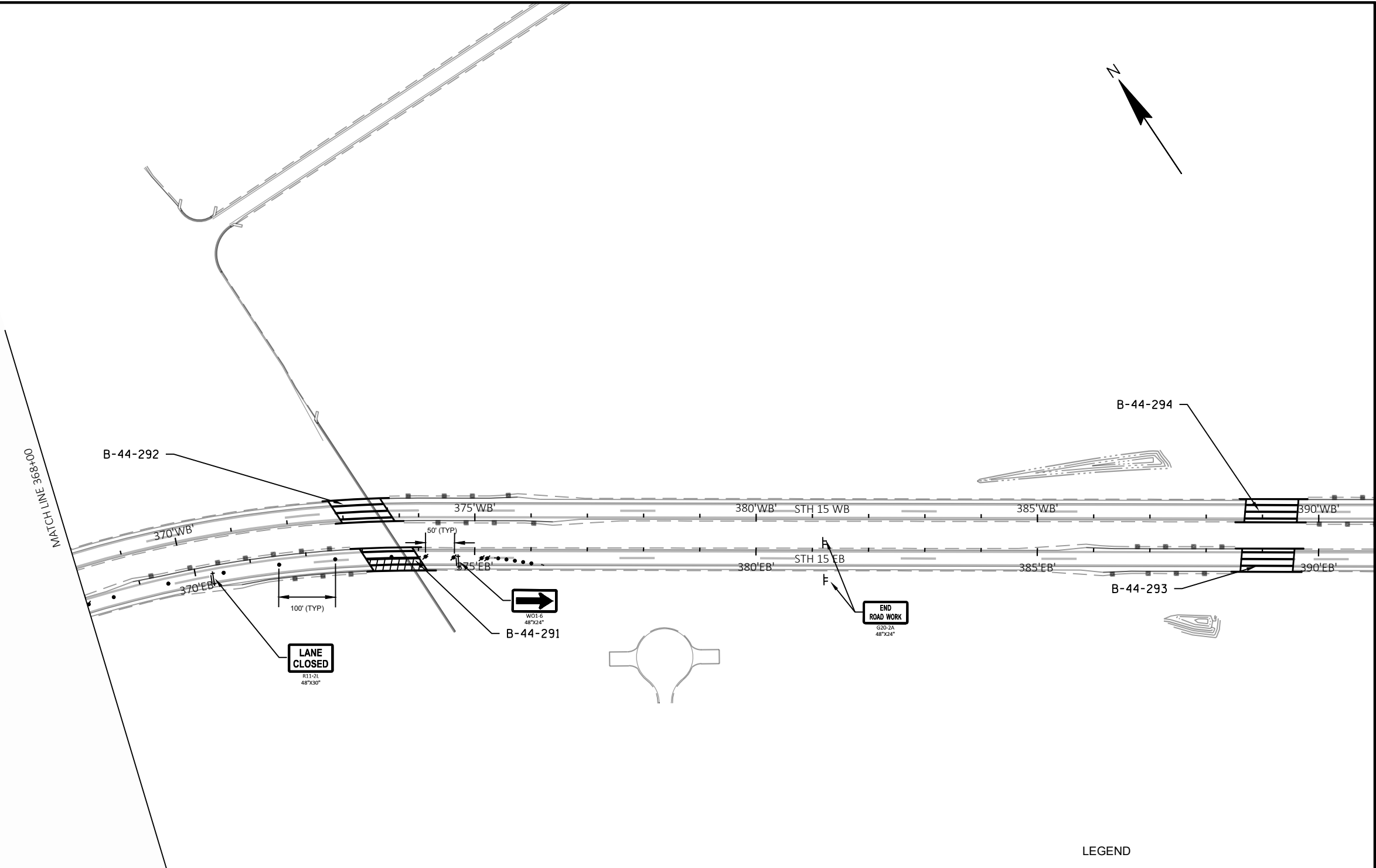
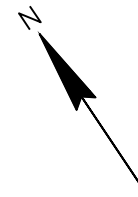


W01-5
48x24"







MATCH LINE 368+00

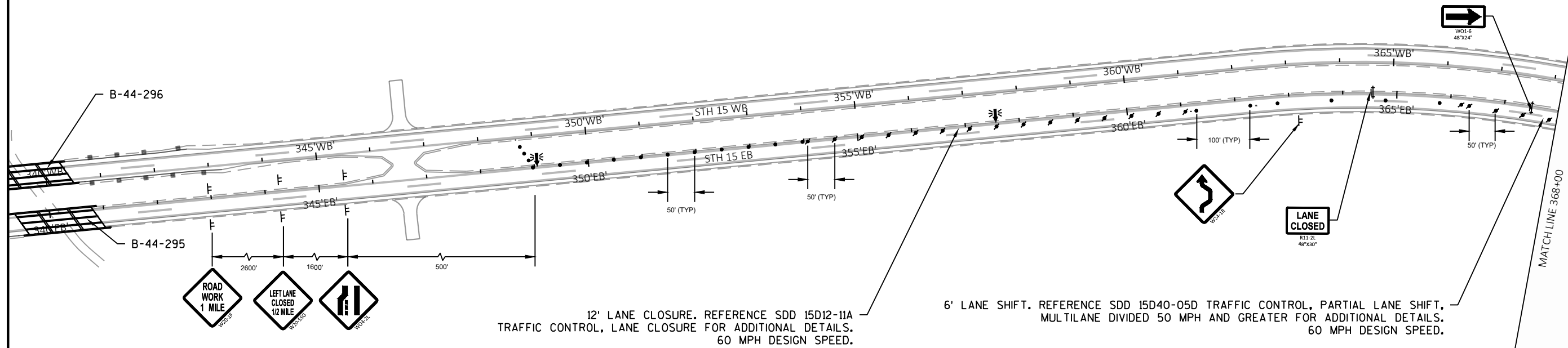
LEGEND

-  TYPE III BARRICADE WITH ATTACHED SIGN
-  TRAFFIC CONTROL DRUM
-  TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
-  FLASHING ARROW BOARD
-  SIGN ON TEMPORARY SUPPORT
-  WORK AREA



LEGEND






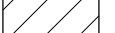
-  TYPE III BARRICADE WITH ATTACHED SIGN
-  TRAFFIC CONTROL DRUM
-  TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
-  FLASHING ARROW BOARD
-  SIGN ON TEMPORARY SUPPORT
-  WORK AREA

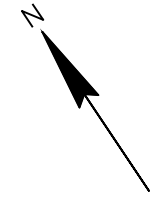


12' LANE CLOSURE. REFERENCE SDD 15D12-11A TRAFFIC CONTROL, LANE CLOSURE FOR ADDITIONAL DETAILS. 60 MPH DESIGN SPEED.

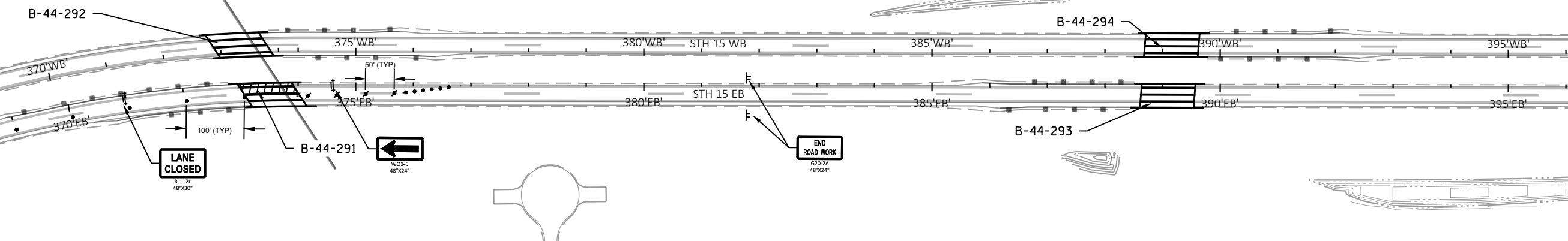
6' LANE SHIFT. REFERENCE SDD 15D40-05D TRAFFIC CONTROL, PARTIAL LANE SHIFT, MULTILANE DIVIDED 50 MPH AND GREATER FOR ADDITIONAL DETAILS. 60 MPH DESIGN SPEED.

LEGEND






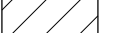
-  TYPE III BARRICADE WITH ATTACHED SIGN
-  TRAFFIC CONTROL DRUM
-  TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
-  FLASHING ARROW BOARD
-  SIGN ON TEMPORARY SUPPORT
-  WORK AREA

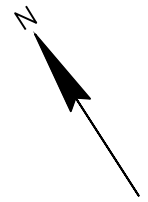


MATCHLINE 368+00



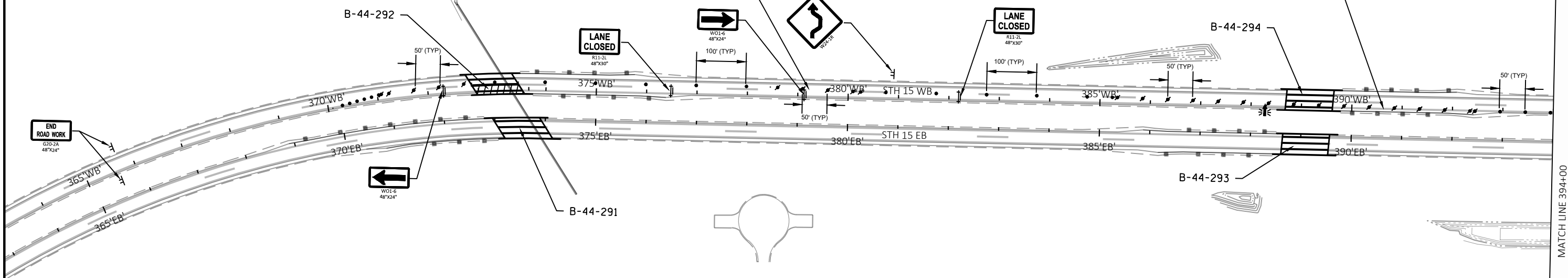
LEGEND

-  TYPE III BARRICADE WITH ATTACHED SIGN
-  TRAFFIC CONTROL DRUM
-  TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
-  FLASHING ARROW BOARD
-  SIGN ON TEMPORARY SUPPORT
-  WORK AREA









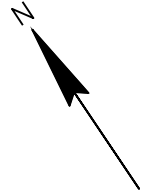
6' LANE SHIFT. REFERENCE SDD 15D40-05D TRAFFIC CONTROL, PARTIAL LANE SHIFT, MULTILANE DIVIDED 50 MPH AND GREATER FOR ADDITIONAL DETAILS. 60 MPH DESIGN SPEED.

12' LANE CLOSURE. REFERENCE SDD 15D12-11A TRAFFIC CONTROL, LANE CLOSURE FOR ADDITIONAL DETAILS. 60 MPH DESIGN SPEED.

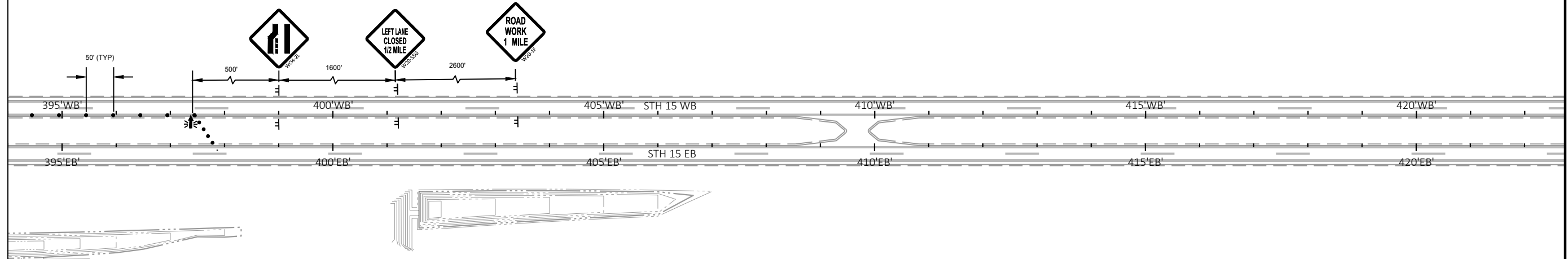


LEGEND







-  TYPE III BARRICADE WITH ATTACHED SIGN
-  TRAFFIC CONTROL DRUM
-  TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
-  FLASHING ARROW BOARD
-  SIGN ON TEMPORARY SUPPORT
-  WORK AREA

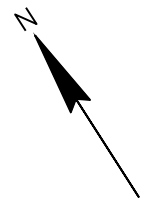


MATCH LINE 394+00



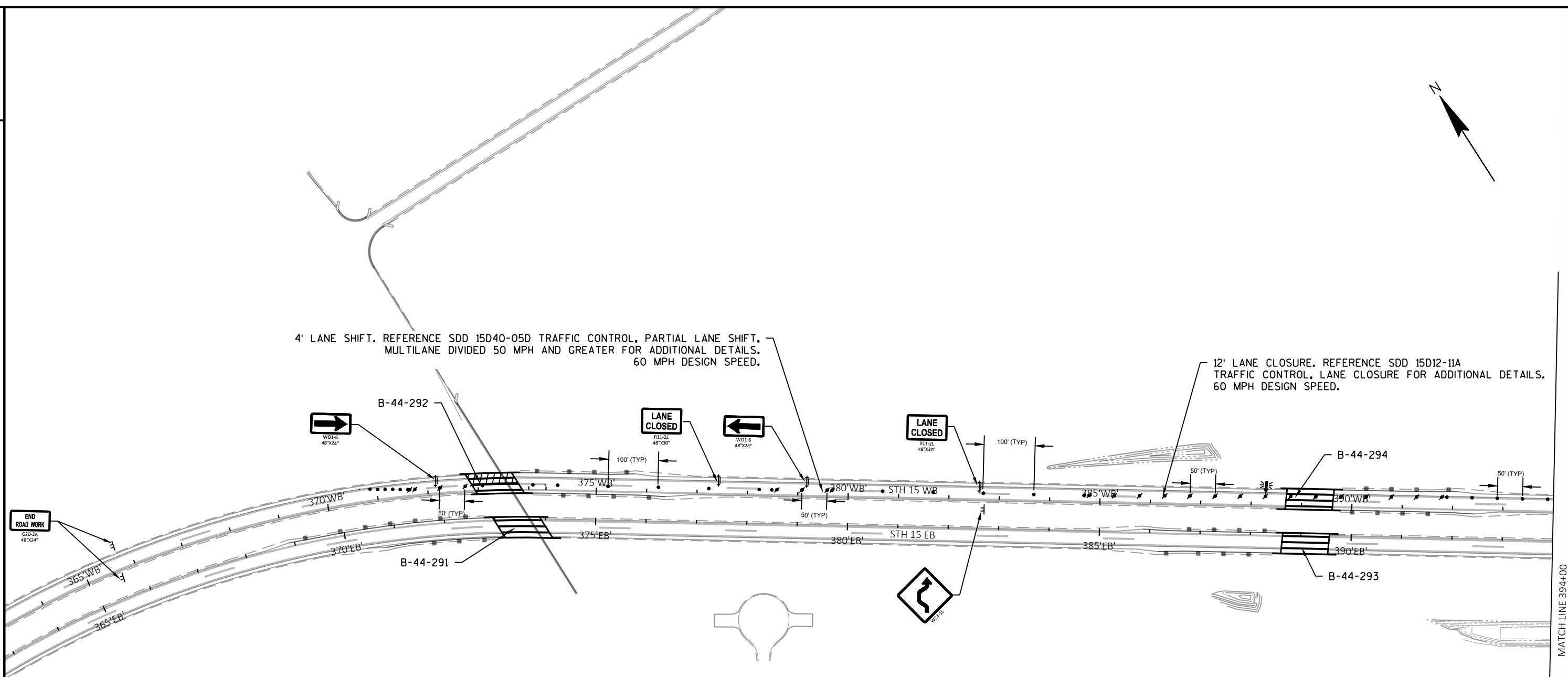
LEGEND

-  TYPE III BARRICADE WITH ATTACHED SIGN
-  TRAFFIC CONTROL DRUM
-  TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
-  FLASHING ARROW BOARD
-  SIGN ON TEMPORARY SUPPORT
-  WORK AREA






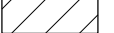


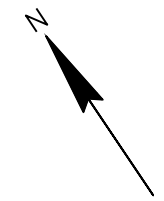
4' LANE SHIFT. REFERENCE SDD 15D40-05D TRAFFIC CONTROL, PARTIAL LANE SHIFT, MULTILANE DIVIDED 50 MPH AND GREATER FOR ADDITIONAL DETAILS. 60 MPH DESIGN SPEED.

12' LANE CLOSURE. REFERENCE SDD 15D12-11A TRAFFIC CONTROL, LANE CLOSURE FOR ADDITIONAL DETAILS. 60 MPH DESIGN SPEED.

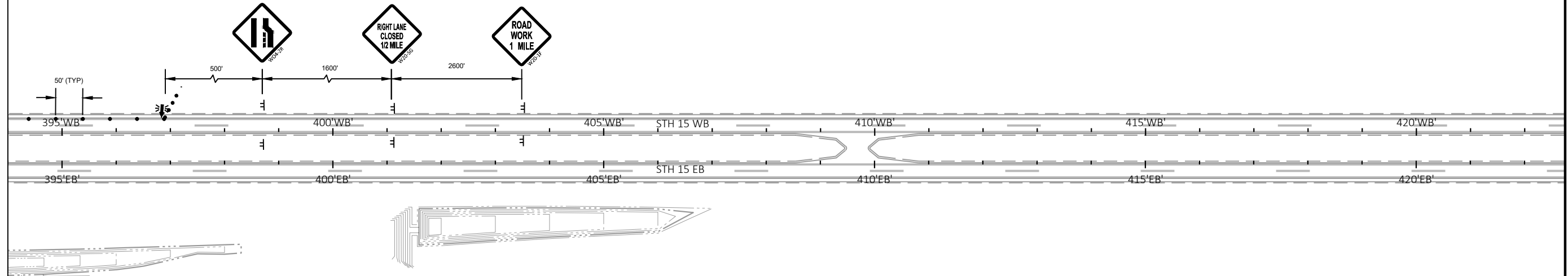


LEGEND







-  TYPE III BARRICADE WITH ATTACHED SIGN
-  TRAFFIC CONTROL DRUM
-  TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
-  FLASHING ARROW BOARD
-  SIGN ON TEMPORARY SUPPORT
-  WORK AREA



MATCH LINE 394+00



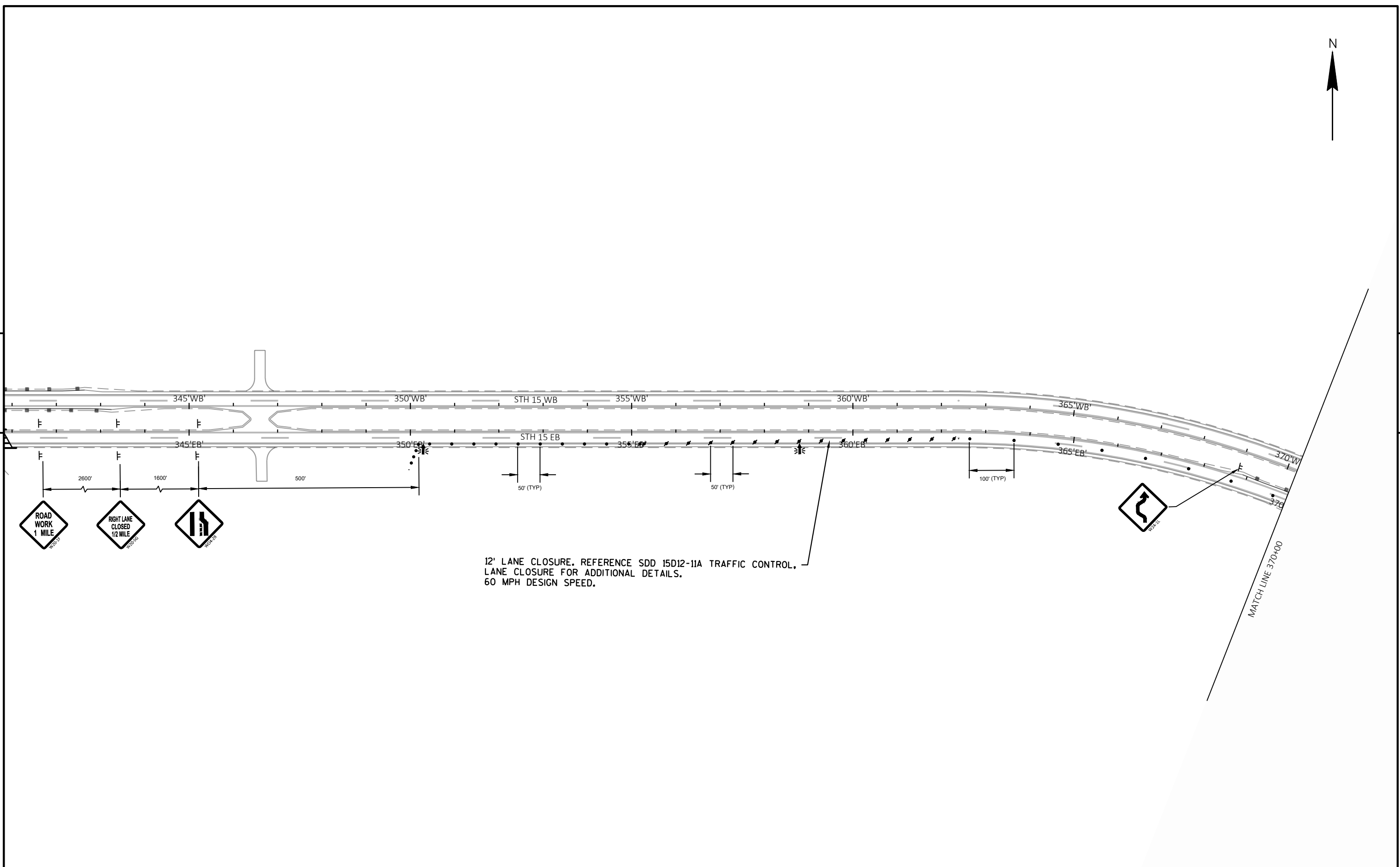
LEGEND

-  TYPE III BARRICADE WITH ATTACHED SIGN
-  TRAFFIC CONTROL DRUM
-  TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
-  FLASHING ARROW BOARD
-  SIGN ON TEMPORARY SUPPORT
-  WORK AREA



5

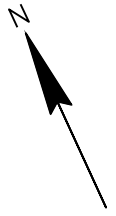
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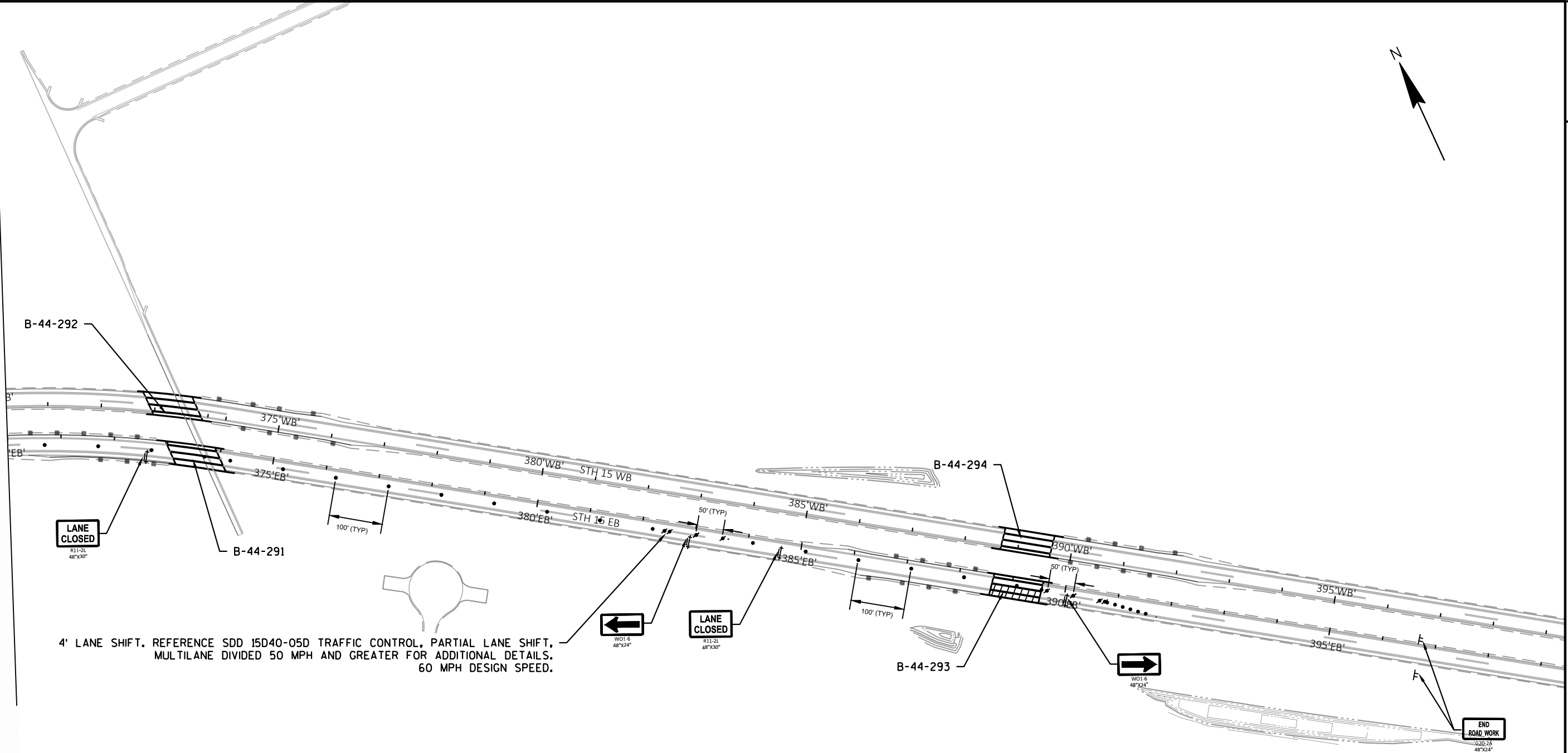
PROJECT NO: 1146-75-80	HWY: STH 15	COUNTY: OUTAGAMIE	STAGE 7A POLYMER OVERLAY B-44-293	SHEET	E
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FILE NAME: C:\PW_WORKDIR\DEN001\SWENDT1\D1715964\11467580_026001_TCI.DWG	PLOT DATE: 9/21/2023 4:18 PM	PLOT BY: WENDT, SCOTT	PLOT NAME:	PLOT SCALE: 1 IN:200 FT	WISDOT/CADD SHEET 44
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LAYOUT NAME - B44-293









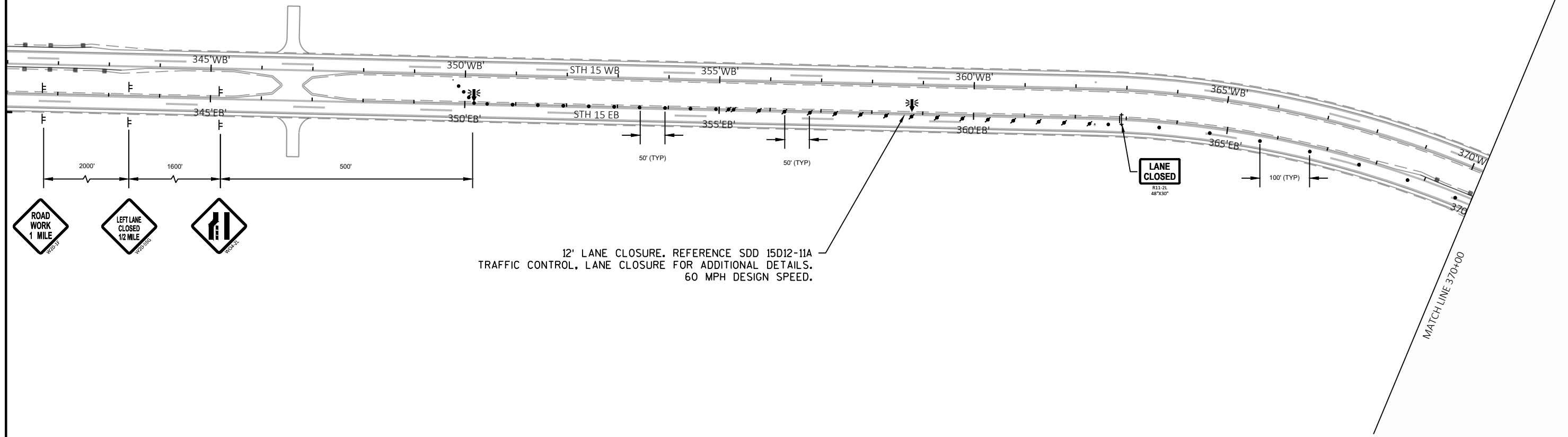
MATCH LINE 370+00



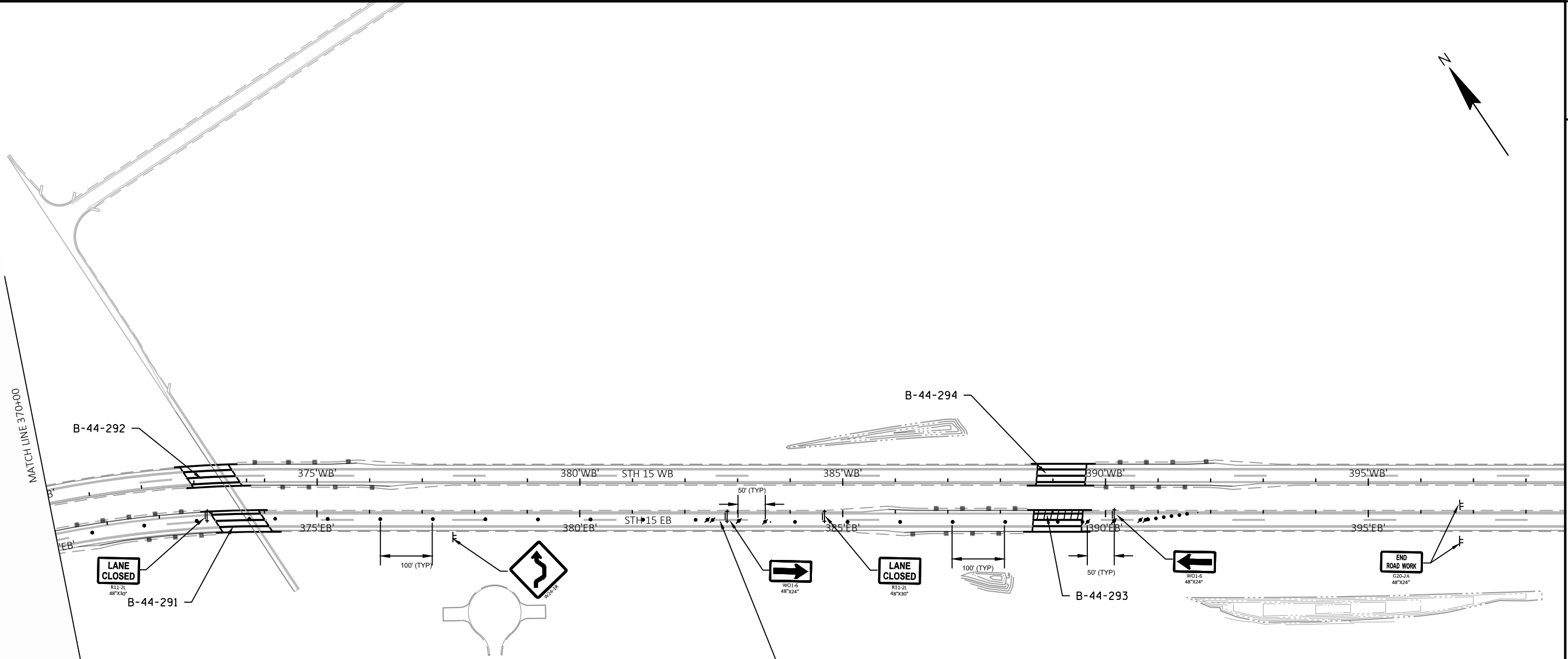
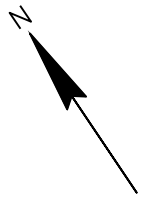
4' LANE SHIFT. REFERENCE SDD 15D40-05D TRAFFIC CONTROL, PARTIAL LANE SHIFT, MULTILANE DIVIDED 50 MPH AND GREATER FOR ADDITIONAL DETAILS. 60 MPH DESIGN SPEED.

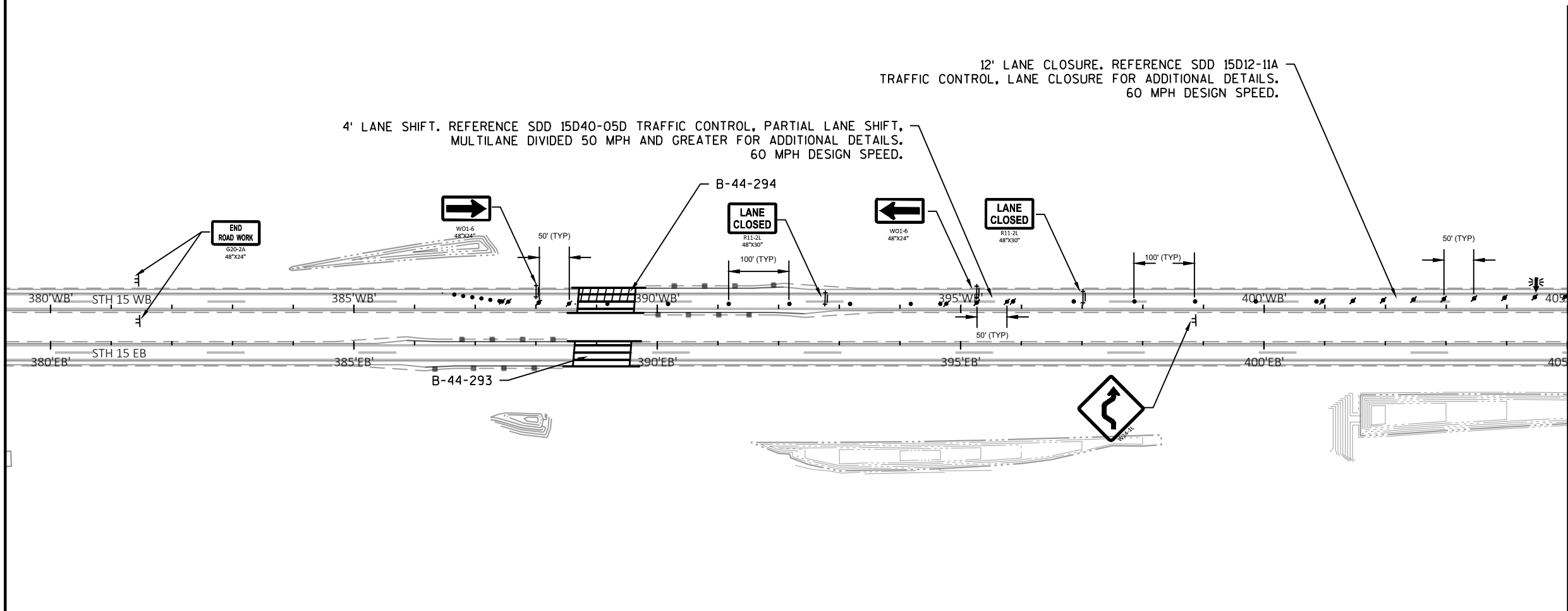
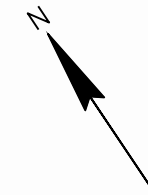
LEGEND

-  TYPE III BARRICADE WITH ATTACHED SIGN
-  TRAFFIC CONTROL DRUM
-  TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
-  FLASHING ARROW BOARD
-  SIGN ON TEMPORARY SUPPORT
-  WORK AREA



12' LANE CLOSURE. REFERENCE SDD 15D12-11A
 TRAFFIC CONTROL, LANE CLOSURE FOR ADDITIONAL DETAILS.
 60 MPH DESIGN SPEED.











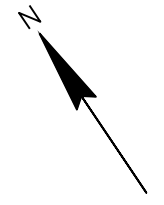
4' LANE SHIFT. REFERENCE SDD 15D40-05D TRAFFIC CONTROL, PARTIAL LANE SHIFT, MULTILANE DIVIDED 50 MPH AND GREATER FOR ADDITIONAL DETAILS. 60 MPH DESIGN SPEED.

12' LANE CLOSURE. REFERENCE SDD 15D12-11A TRAFFIC CONTROL, LANE CLOSURE FOR ADDITIONAL DETAILS. 60 MPH DESIGN SPEED.

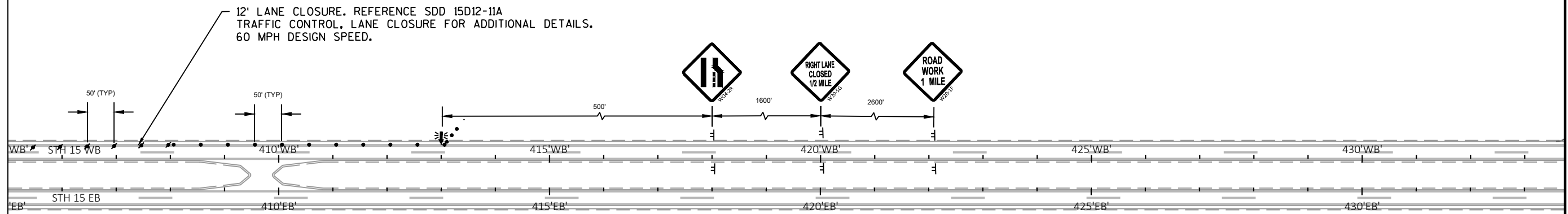
MATCH LINE 405+00

LEGEND

-  TYPE III BARRICADE WITH ATTACHED SIGN
-  TRAFFIC CONTROL DRUM
-  TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
-  FLASHING ARROW BOARD
-  SIGN ON TEMPORARY SUPPORT
-  WORK AREA









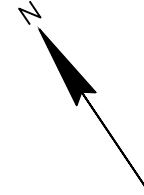
MATCH LINE 405+00



12' LANE CLOSURE. REFERENCE SDD 15D12-11A
TRAFFIC CONTROL, LANE CLOSURE FOR ADDITIONAL DETAILS.
60 MPH DESIGN SPEED.

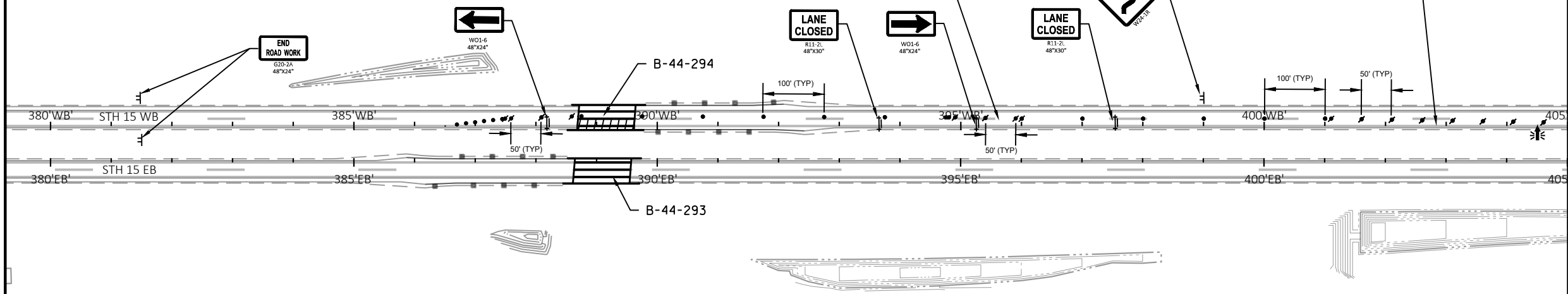
LEGEND

-  TYPE III BARRICADE WITH ATTACHED SIGN
-  TRAFFIC CONTROL DRUM
-  TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
-  FLASHING ARROW BOARD
-  SIGN ON TEMPORARY SUPPORT
-  WORK AREA






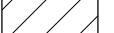


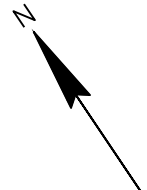
4' LANE SHIFT. REFERENCE SDD 15D40-05D TRAFFIC CONTROL, PARTIAL LANE SHIFT, MULTILANE DIVIDED 50 MPH AND GREATER FOR ADDITIONAL DETAILS, 60 MPH DESIGN SPEED.

12' LANE CLOSURE. REFERENCE SDD 15D12-11A TRAFFIC CONTROL, LANE CLOSURE FOR ADDITIONAL DETAILS, 60 MPH DESIGN SPEED.



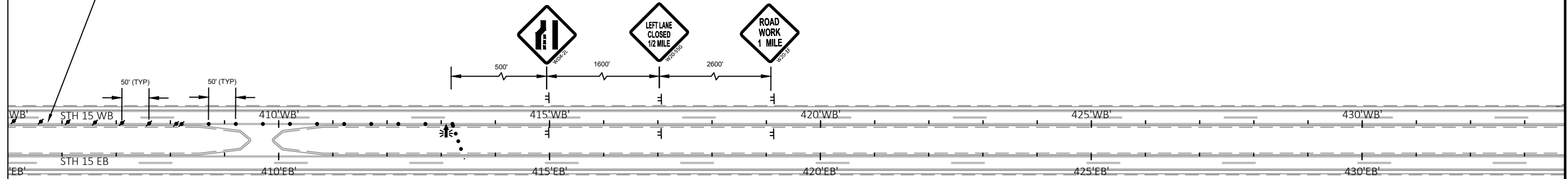
LEGEND

-  TYPE III BARRICADE WITH ATTACHED SIGN
-  TRAFFIC CONTROL DRUM
-  TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
-  FLASHING ARROW BOARD
-  SIGN ON TEMPORARY SUPPORT
-  WORK AREA









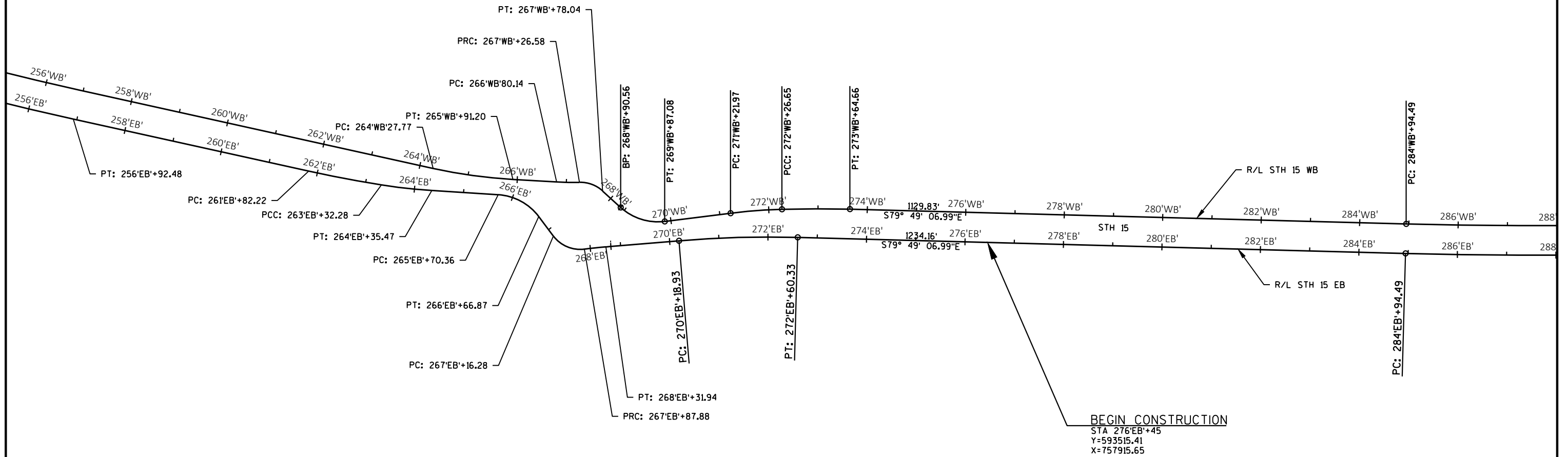
12' LANE CLOSURE. REFERENCE SDD 15D12-11A TRAFFIC CONTROL.
LANE CLOSURE FOR ADDITIONAL DETAILS.
60 MPH DESIGN SPEED.

MATCH LINE 405+00



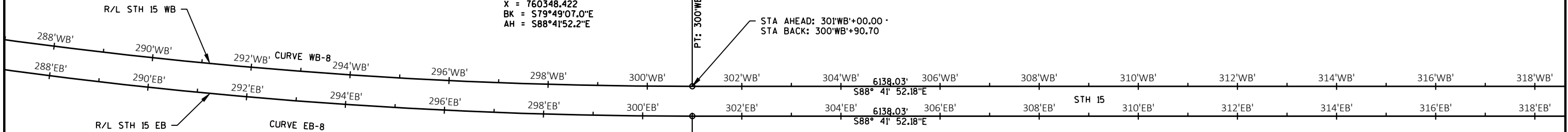
LEGEND

-  TYPE III BARRICADE WITH ATTACHED SIGN
-  TRAFFIC CONTROL DRUM
-  TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
-  FLASHING ARROW BOARD
-  SIGN ON TEMPORARY SUPPORT
-  WORK AREA



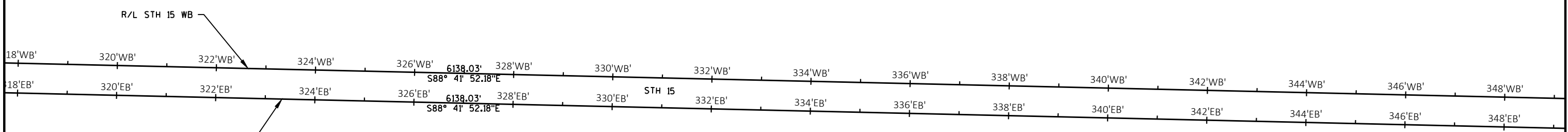
CURVE WB-8
 PI STA = 292'WB'+94.20
 Y = 593283.050
 X = 759548.924
 DELTA = 8°52'45"
 D = 0°33'23"
 T = 799.71'
 L = 1596.21'
 R = 10300.00'
 PC STA = 284'WB'+94.49
 Y = 593424.410
 X = 758761.812
 PT STA = 300'WB'+90.70
 Y = 593264.876
 X = 760348.422
 BK = S79°49'07.0"E
 AH = S88°41'52.2"E

SUPERELEVATION TABLE (WB-8)			
STATION	LT SLOPE	RT SLOPE	REMARKS
283'WB'+61.16	-2.0%	-2.0%	NORMAL CROWN
284'WB'+41.16	-2.0%	0.0%	ZERO SUPER
285'WB'+21.16	-2.0%	2.0%	FULL SUPER
300'WB'+64.04	-2.0%	2.0%	FULL SUPER
301'WB'+53.34	-2.0%	0.0%	ZERO SUPER
302'WB'+33.34	-2.0%	-2.0%	NORMAL CROWN



CURVE EB-8
 PI STA = 292'EB'+98.86
 Y = 593223.171
 X = 759542.903
 DELTA = 8°52'45"
 D = 0°33'11"
 T = 804.36'
 L = 1605.51'
 R = 10360.00'
 PC STA = 284'EB'+94.49
 Y = 593365.355
 X = 758751.206
 PT STA = 301'EB'+00.00
 Y = 593204.892
 X = 760347.059
 BK = S79°49'07.0"E
 AH = S88°41'52.2"E

SUPERELEVATION TABLE (EB-8)			
STATION	LT SLOPE	RT SLOPE	REMARKS
283'EB'+61.16	-2.0%	-2.0%	NORMAL CROWN
284'EB'+41.16	-2.0%	0.0%	ZERO SUPER
285'EB'+21.16	-2.0%	2.0%	FULL SUPER
300'EB'+73.34	-2.0%	2.0%	FULL SUPER
301'EB'+53.34	-2.0%	0.0%	ZERO SUPER
302'EB'+33.34	-2.0%	-2.0%	NORMAL CROWN

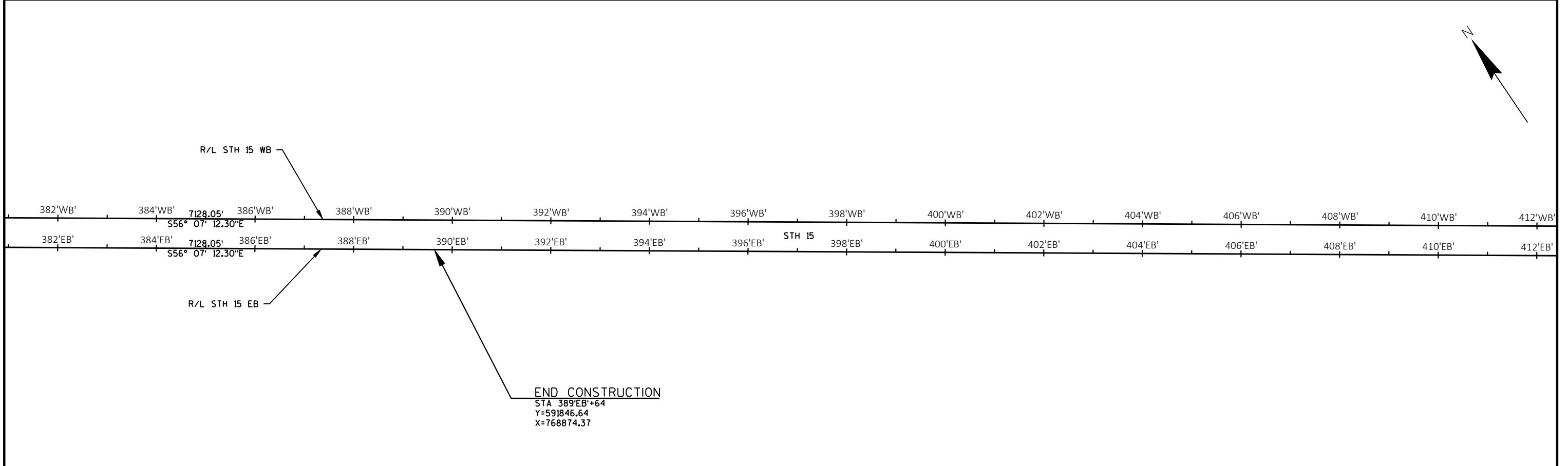
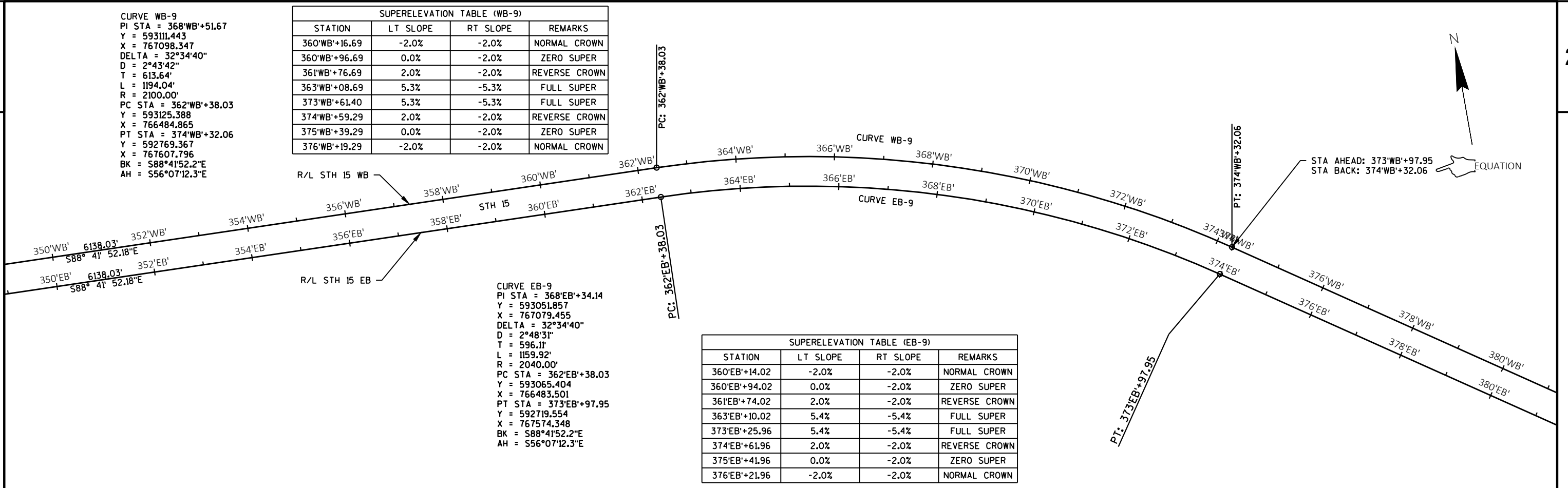


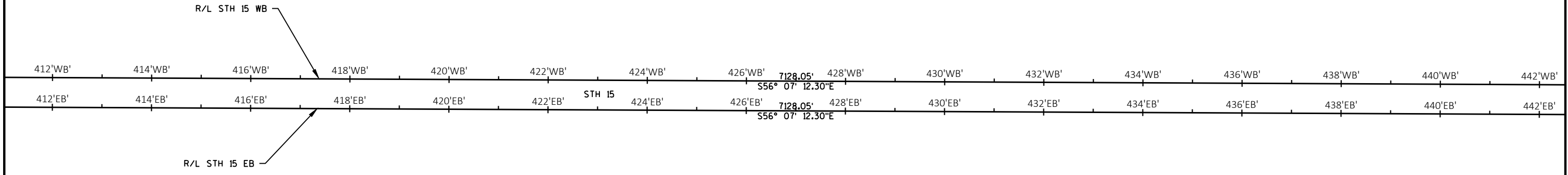
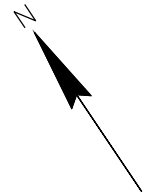
CURVE WB-9
 PI STA = 368'WB'+51.67
 Y = 593111.443
 X = 767098.347
 DELTA = 32°34'40"
 D = 2°43'42"
 T = 613.64'
 L = 1194.04'
 R = 2100.00'
 PC STA = 362'WB'+38.03
 Y = 593125.388
 X = 766484.865
 PT STA = 374'WB'+32.06
 Y = 592769.367
 X = 767607.796
 BK = S88°41'52.2"E
 AH = S56°07'12.3"E

SUPERELEVATION TABLE (WB-9)			
STATION	LT SLOPE	RT SLOPE	REMARKS
360'WB'+16.69	-2.0%	-2.0%	NORMAL CROWN
360'WB'+96.69	0.0%	-2.0%	ZERO SUPER
361'WB'+76.69	2.0%	-2.0%	REVERSE CROWN
363'WB'+08.69	5.3%	-5.3%	FULL SUPER
373'WB'+61.40	5.3%	-5.3%	FULL SUPER
374'WB'+59.29	2.0%	-2.0%	REVERSE CROWN
375'WB'+39.29	0.0%	-2.0%	ZERO SUPER
376'WB'+19.29	-2.0%	-2.0%	NORMAL CROWN

CURVE EB-9
 PI STA = 368'EB'+34.14
 Y = 593051.857
 X = 767079.455
 DELTA = 32°34'40"
 D = 2°48'31"
 T = 596.11'
 L = 1159.92'
 R = 2040.00'
 PC STA = 362'EB'+38.03
 Y = 593065.404
 X = 766483.501
 PT STA = 373'EB'+97.95
 Y = 592719.554
 X = 767574.348
 BK = S88°41'52.2"E
 AH = S56°07'12.3"E

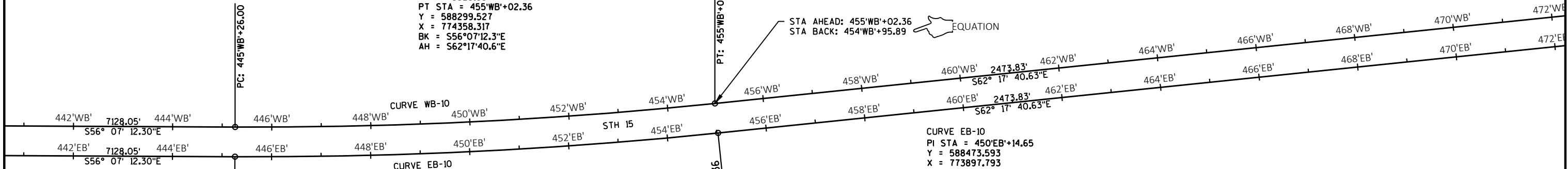
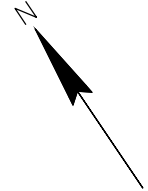
SUPERELEVATION TABLE (EB-9)			
STATION	LT SLOPE	RT SLOPE	REMARKS
360'EB'+14.02	-2.0%	-2.0%	NORMAL CROWN
360'EB'+94.02	0.0%	-2.0%	ZERO SUPER
361'EB'+74.02	2.0%	-2.0%	REVERSE CROWN
363'EB'+10.02	5.4%	-5.4%	FULL SUPER
373'EB'+25.96	5.4%	-5.4%	FULL SUPER
374'EB'+61.96	2.0%	-2.0%	REVERSE CROWN
375'EB'+41.96	0.0%	-2.0%	ZERO SUPER
376'EB'+21.96	-2.0%	-2.0%	NORMAL CROWN





CURVE WB-10
 PI STA = 450'WB'+11.41
 Y = 588525.209
 X = 773928.553
 DELTA = 6°10'28"
 D = 0°38'12"
 T = 485.42'
 L = 969.89'
 R = 9000.00'
 PC STA = 445'WB'+26.00
 Y = 588795.807
 X = 773525.557
 PT STA = 455'WB'+02.36
 Y = 588299.527
 X = 774358.317
 BK = S56°07'12.3"E
 AH = S62°17'40.6"E

SUPERELEVATION TABLE (WB-10)			
STATION	LT SLOPE	RT SLOPE	REMARKS
443'WB'+92.66	-2.0%	-2.0%	NORMAL CROWN
444'WB'+72.66	-2.0%	0.0%	ZERO SUPER
445'WB'+52.66	-2.0%	2.0%	FULL SUPER
454'WB'+69.23	-2.0%	2.0%	FULL SUPER
455'WB'+55.69	-2.0%	0.0%	ZERO SUPER
456'WB'+35.69	-2.0%	-2.0%	NORMAL CROWN



SUPERELEVATION TABLE (EB-10)			
STATION	LT SLOPE	RT SLOPE	REMARKS
443'EB'+92.66	-2.0%	-2.0%	NORMAL CROWN
444'EB'+72.66	-2.0%	0.0%	ZERO SUPER
445'EB'+52.66	-2.0%	2.0%	FULL SUPER
454'EB'+75.69	-2.0%	2.0%	FULL SUPER
455'EB'+55.69	-2.0%	0.0%	ZERO SUPER
456'EB'+35.69	-2.0%	-2.0%	NORMAL CROWN

CURVE EB-10
 PI STA = 450'EB'+14.65
 Y = 588473.593
 X = 773897.793
 DELTA = 6°10'28"
 D = 0°37'57"
 T = 488.65'
 L = 976.36'
 R = 9060.00'
 PC STA = 445'EB'+26.00
 Y = 588745.994
 X = 773492.109
 PT STA = 455'EB'+02.36
 Y = 588246.406
 X = 774330.421
 BK = S56°07'12.3"E
 AH = S62°17'40.6"E

Estimate Of Quantities

1146-75-80

Line	Item	Item Description	Unit	Total	Qty
0002	509.5100.S	Polymer Overlay	SY	5,350.000	5,350.000
0004	619.1000	Mobilization	EACH	1.000	1.000
0006	643.0300	Traffic Control Drums	DAY	2,457.000	2,457.000
0008	643.0420	Traffic Control Barricades Type III	DAY	189.000	189.000
0010	643.0715	Traffic Control Warning Lights Type C	DAY	918.000	918.000
0012	643.0800	Traffic Control Arrow Boards	DAY	90.000	90.000
0014	643.0900	Traffic Control Signs	DAY	621.000	621.000
0016	643.0920	Traffic Control Covering Signs Type II	EACH	1.000	1.000
0018	643.1050	Traffic Control Signs PCMS	DAY	14.000	14.000
0020	643.5000	Traffic Control	EACH	1.000	1.000
0022	646.2020	Marking Line Epoxy 6-Inch	LF	2,752.000	2,752.000

PAVEMENT MARKING ITEMS

		646.2020 MARKING LINE EPOXY 6-INCH	
STATION	LOCATION	WHITE LF	YELLOW LF
CAT 0010			
STAGE 1			
278'EB'+00 - 281'EB'+50	RT	350	278
STAGE 1 SUBTOTALS		350	278
STAGE 2			
276'WB'+50 - 280'WB'+00	LT	354	283
STAGE 2 SUBTOTALS		354	283
STAGE 3			
339'EB'+00 - 341'EB'+00	RT	178	142
STAGE 3 SUBTOTALS		178	142
STAGE 4			
338'WB'+50 - 340'WB'+50	LT	178	142
STAGE 4 SUBTOTALS		178	142
STAGE 5			
323'EB'+50 - 374'EB'+50	RT	119	95
STAGE 5 SUBTOTALS		119	95
STAGE 6			
372'WB'+50 - 374'WB'+00	LT	118	94
STAGE 6 SUBTOTALS		118	94
STAGE 7			
388'EB'+50 - 390'EB'+00	RT	118	94
STAGE 7 SUBTOTALS		118	94
STAGE 8			
388'WB'+50 - 390'WB'+00	LT	118	94
STAGE 8 SUBTOTALS		118	94
TOTALS		1,530	1,222
		2,752	

TRAFFIC CONTROL ITEMS

LOCATION	STAGE DURATION DAYS	643.0300 TRAFFIC CONTROL DRUMS		643.0420 TRAFFIC CONTROL BARRICADES TYPE III		643.0715 TRAFFIC CONTROL WARNING LIGHTS TYPE C		643.0800 TRAFFIC CONTROL ARROW BOARDS		643.0900 TRAFFIC CONTROL SIGNS		643.1050 TRAFFIC CONTROL SIGNS PCMS		643.5000 TRAFFIC CONTROL
		EACH	DAYS	EACH	DAYS	EACH	DAYS	EACH	DAYS	EACH	DAYS	EACH	DAYS	EACH
CAT 0010														
STAGE 1														
STH 15 EB - STAGE 1A	3	31	93	3	9	11	33	1	3	12	36	--	--	--
STH 15 EB - STAGE 1B	3	31	93	3	9	11	33	1	3	12	36	--	--	--
STAGE 1 SUBTOTALS			186		18		66		6		72			
STAGE 2														
STH 15 WB - STAGE 2A	3	53	159	4	12	20	60	2	6	13	39	--	--	--
STH 15 WB - STAGE 2B	3	54	162	4	12	20	60	2	6	13	39	--	--	--
STAGE 2 SUBTOTALS			321		24		120		12		78			
STAGE 3														
STH 15 EB - STAGE 3A	3	52	156	4	12	20	60	2	6	13	39	--	--	--
STH 15 EB - STAGE 3B	3	52	156	4	12	20	60	2	6	13	39	--	--	--
STAGE 3 SUBTOTALS			312		24		120		12		78			
STAGE 4														
STH 15 WB - STAGE 4A	3	52	156	4	12	20	60	2	6	13	39	--	--	--
STH 15 WB - STAGE 4B	3	52	156	4	12	20	60	2	6	13	39	--	--	--
STAGE 4 SUBTOTALS			312		24		120		12		78			
STAGE 5														
STH 15 EB - STAGE 5A	3	51	153	4	12	20	60	2	6	13	39	--	--	--
STH 15 EB - STAGE 5B	3	53	159	4	12	22	66	2	6	13	39	--	--	--
STAGE 5 SUBTOTALS			312		24		126		12		78			
STAGE 6														
STH 15 WB - STAGE 6A	3	53	159	4	12	22	66	2	6	13	39	--	--	--
STH 15 WB - STAGE 6B	3	51	153	4	12	20	60	2	6	13	39	--	--	--
STAGE 6 SUBTOTALS			312		24		126		12		78			
STAGE 7														
STH 15 EB - STAGE 7A	3	66	198	4	12	20	60	2	6	13	39	--	--	--
STH 15 EB - STAGE 7B	3	66	198	5	15	20	60	2	6	14	42	--	--	--
STAGE 7 SUBTOTALS			396		27		120		12		81			
STAGE 8														
STH 15 WB - STAGE 8A	3	51	153	4	12	20	60	2	6	13	39	--	--	--
STH 15 WB - STAGE 8B	3	51	153	4	12	20	60	2	6	13	39	--	--	--
STAGE 8 SUBTOTALS			306		24		120		12		78			
PROJECT WIDE			--		--		--		--		--	2	14	1
TOTALS	48		2,457		189		918		90		621		14	1

TRAFFIC CONTROL COVERING SIGNS

643.0920
TRAFFIC CONTROL
COVERING SIGNS TYPE II

	SIGNS	CYCLES	EACH
CAT 0010			
STAGE			
STAGE 1	1	1	1
SUBTOTALS			1
TOTALS			1

3

3

Standard Detail Drawing List

15C04-05	TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 M.P.H. OR GREATER TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC
15C05-05	TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 M.P.H. OR LESS
15C08-23A	PERMANENT LONGITUDINAL PAVEMENT MARKINGS
15C11-10B	CHANNELIZING DEVICES DRUMS, CONES, BARRICADES AND VERTICAL PANELS
15C19-08C	MOVING PAVEMENT MARKING OPERATION MULTI-LANE DIVIDED ROADWAY
15D12-11A	TRAFFIC CONTROL, LANE CLOSURE
15D20-07A	TRAFFIC CONTROL, SINGLE LANE CLOSURE, DIVIDED NON-FREEWAY/EXPRESSWAY
15D40-05C	TRAFFIC CONTROL, PARTIAL LANE SHIFT NON-FREEWAY/EXPRESSWAY OR MULTILANE DIVIDED 45 MPH AND UNDER
15D40-05D	TRAFFIC CONTROL, PARTIAL LANE SHIFT MULTILANE DIVIDED 50 MPH AND GREATER

GENERAL NOTES

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

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




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

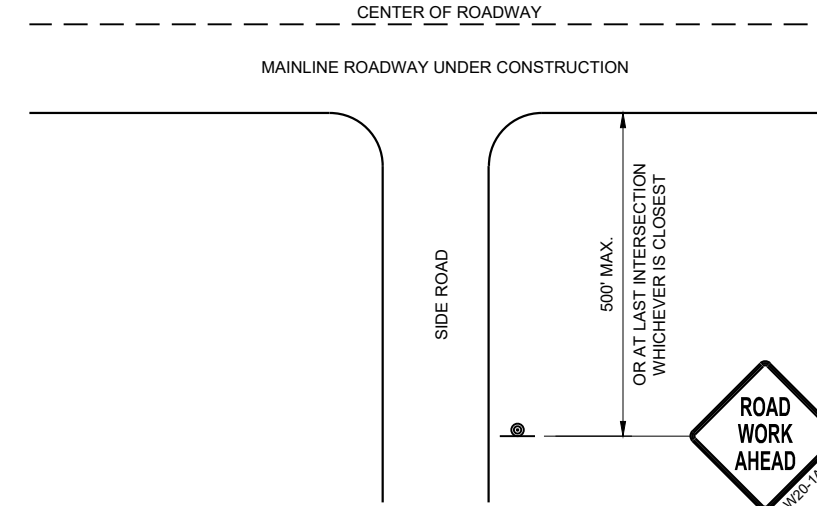
SIGNS THAT WILL BE IN PLACE LESS THAN SEVEN CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

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

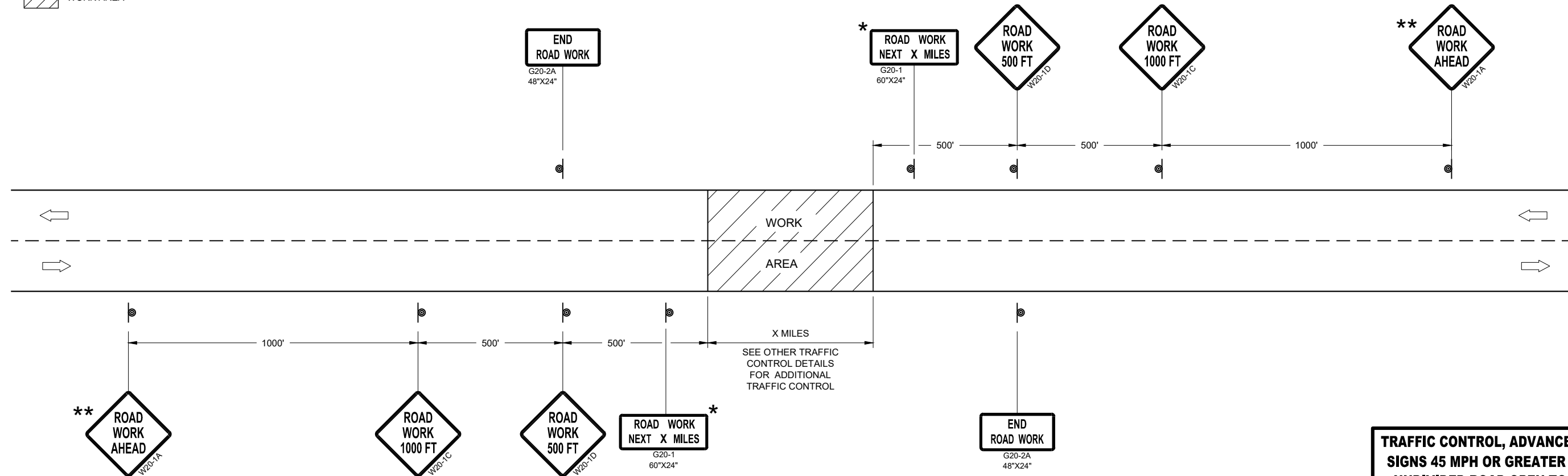
- * OMIT G20-1 SIGNS IF LENGTH OF WORK AREA IS 2 MILES OR LESS
- ** PLACE AN ADDITIONAL W20-1A "ROAD WORK AHEAD" SIGN IF WORK AREA WITHIN THE PROJECT IS SEPARATED BY MORE THAN 2 MILES FROM PREVIOUS WORK AREA.

LEGEND

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



TYPICAL SIDE ROAD APPROACH WARNING SIGN DETAIL



TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45MPH OR GREATER

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
DATE July 2018 /S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA

GENERAL NOTES

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

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




ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS, 36"X36" SIGNS MAY BE USED INSTEAD OF 48" X 48" SIGNS.

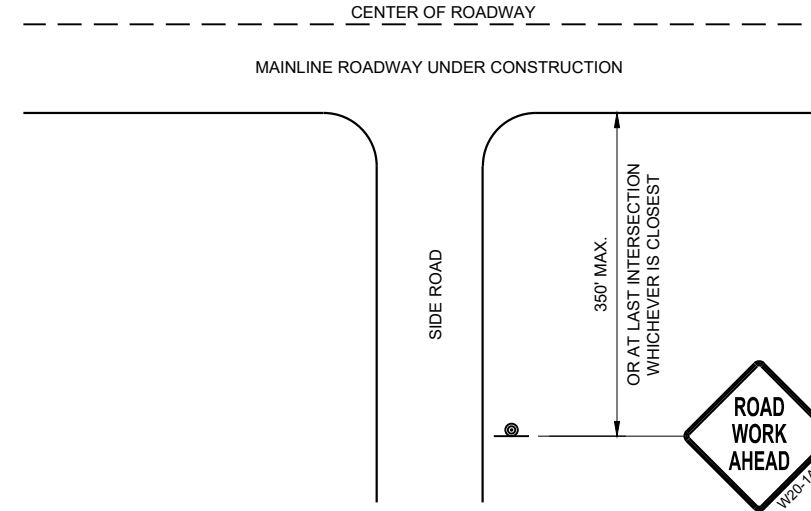
SIGNS THAT WILL BE IN PLACE LESS THAN SEVEN CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

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.

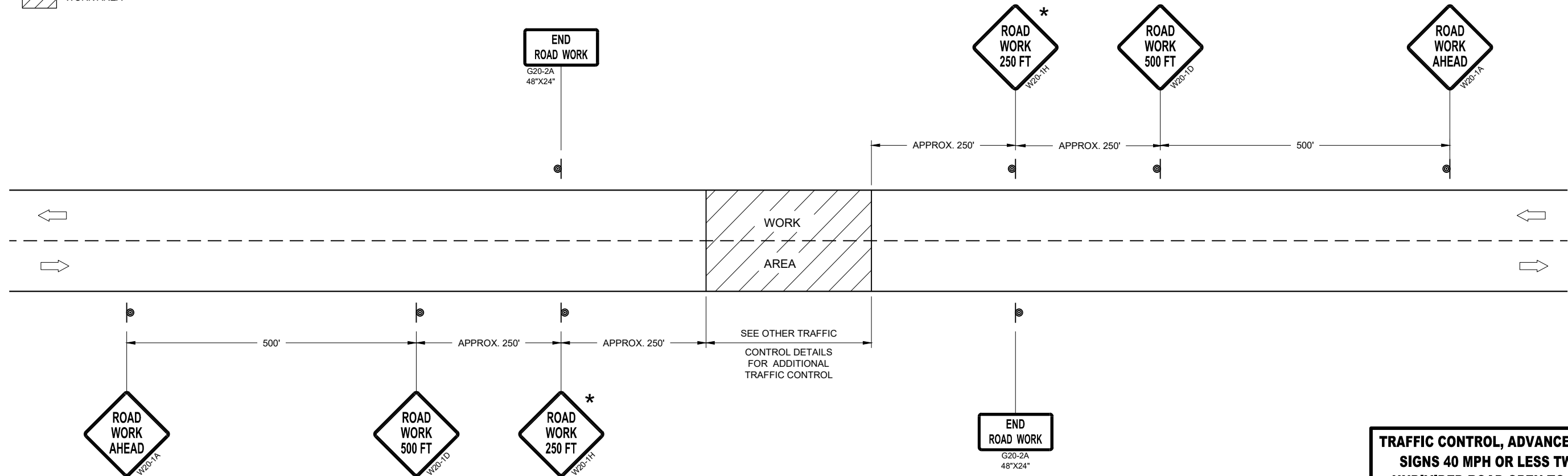
* THE THIRD W20-1 SIGN IS REQUIRED ONLY IF THERE IS AN INTERSECTION BETWEEN THE "ROAD WORK 500 FEET" SIGN AND THE WORK ZONE. ADJUST THE PLACEMENT OF THIS SIGN BASED ON INTERSECTION LOCATION AND OTHER FIELD CONDITIONS.

LEGEND

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



TYPICAL SIDE ROAD APPROACH WARNING SIGN DETAIL



TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40MPH OR LESS

TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 MPH OR LESS TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
DATE July 2018 /S/ Andrew Heidtke
WORK ZONE ENGINEER




FHWA

GENERAL NOTES

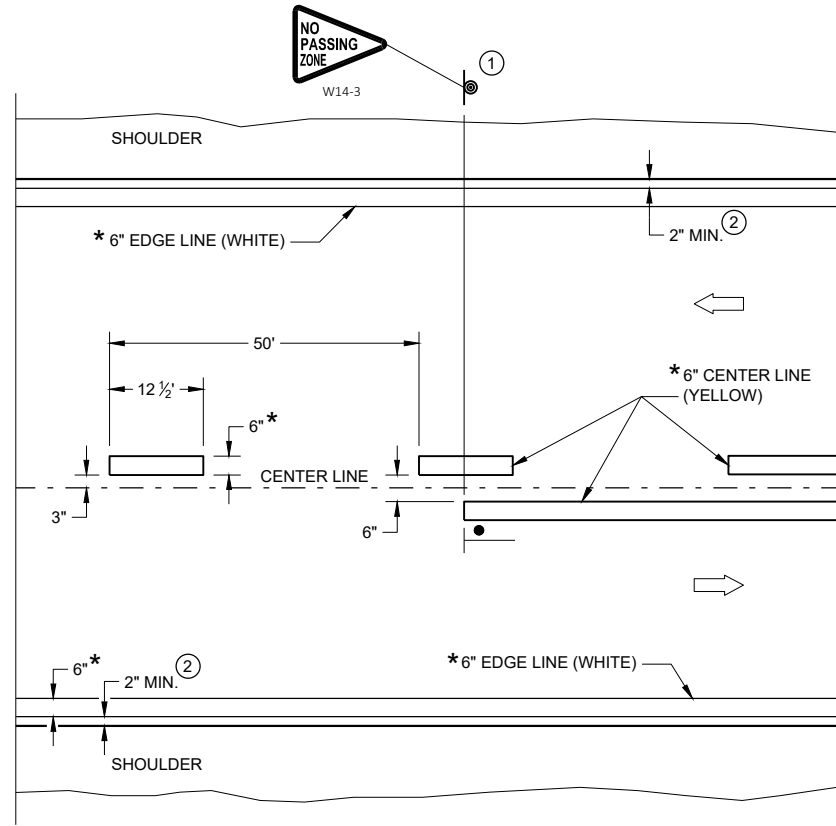
DETAILS OF CONSTRUCTION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO STANDARD SPECIFICATIONS AND SPECIAL PROVISIONS.

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

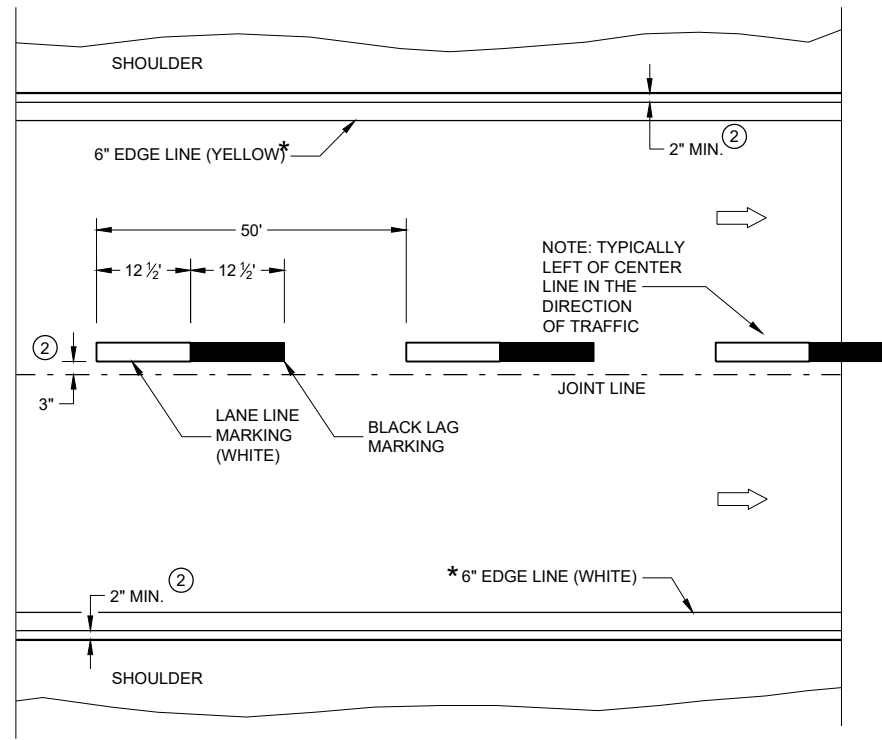
LEGEND

-  "T" MARKING
-  SIGN ON PERMANENT SUPPORT
-  DIRECTION OF TRAFFIC

* CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES



TWO WAY TRAFFIC



ONE WAY TRAFFIC

PERMANENT PAVEMENT MARKING

6

6

SDD 15C08-23a

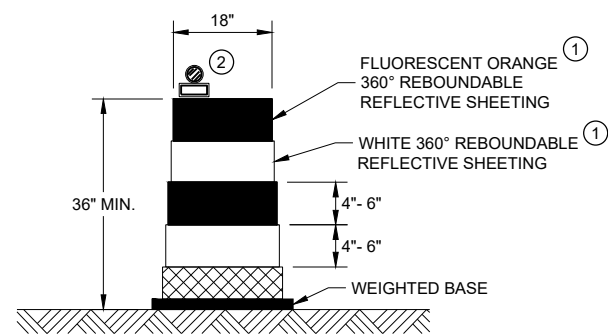
SDD 15C08-23a

PERMANENT LONGITUDINAL PAVEMENT MARKINGS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

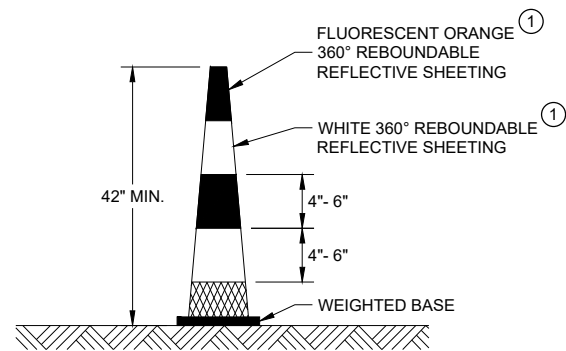
APPROVED
May 2023 /S/ Jeannie Silver
DATE STATEWIDE SIGNING AND MARKING ENGINEER

FHWA



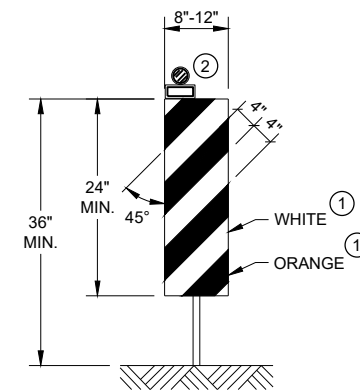
DRUM

BALLAST WIDTHS
RANGE FROM 24"-36"



42" CONE

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

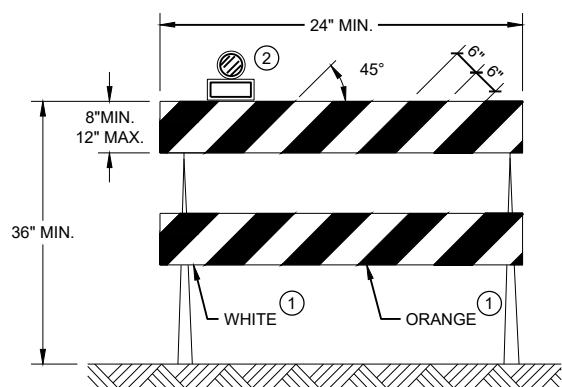


VERTICAL PANEL

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

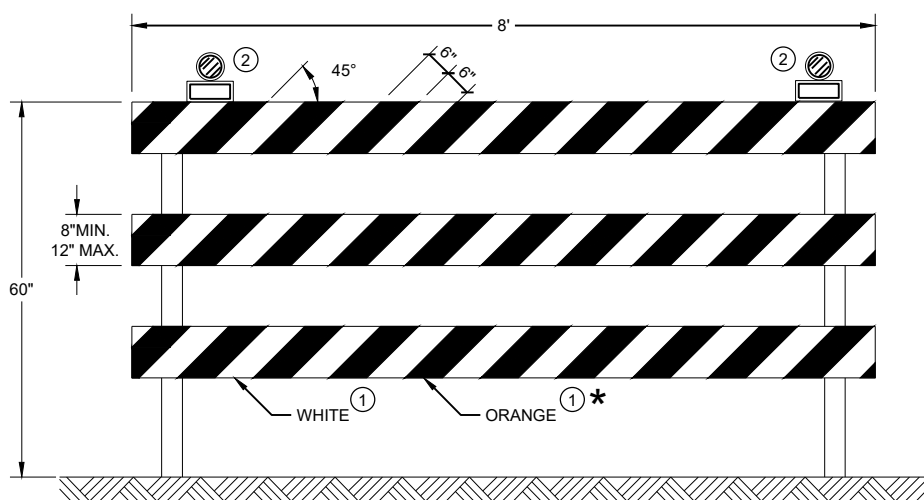
GENERAL NOTES

- 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.



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.

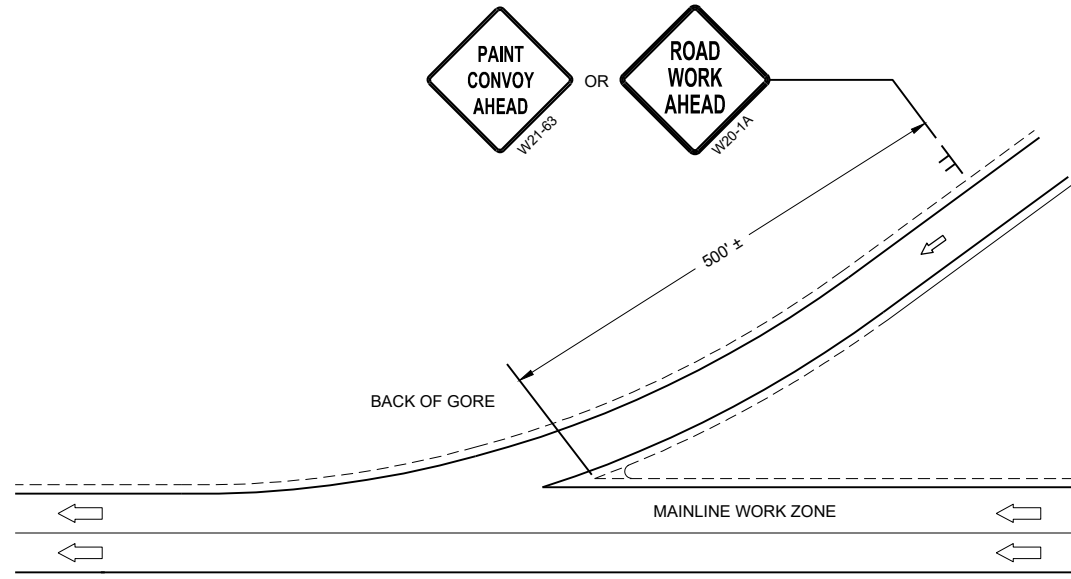
**CHANNELIZING DEVICES
DRUMS, CONES, BARRICADES
AND VERTICAL PANELS**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

LEGEND

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



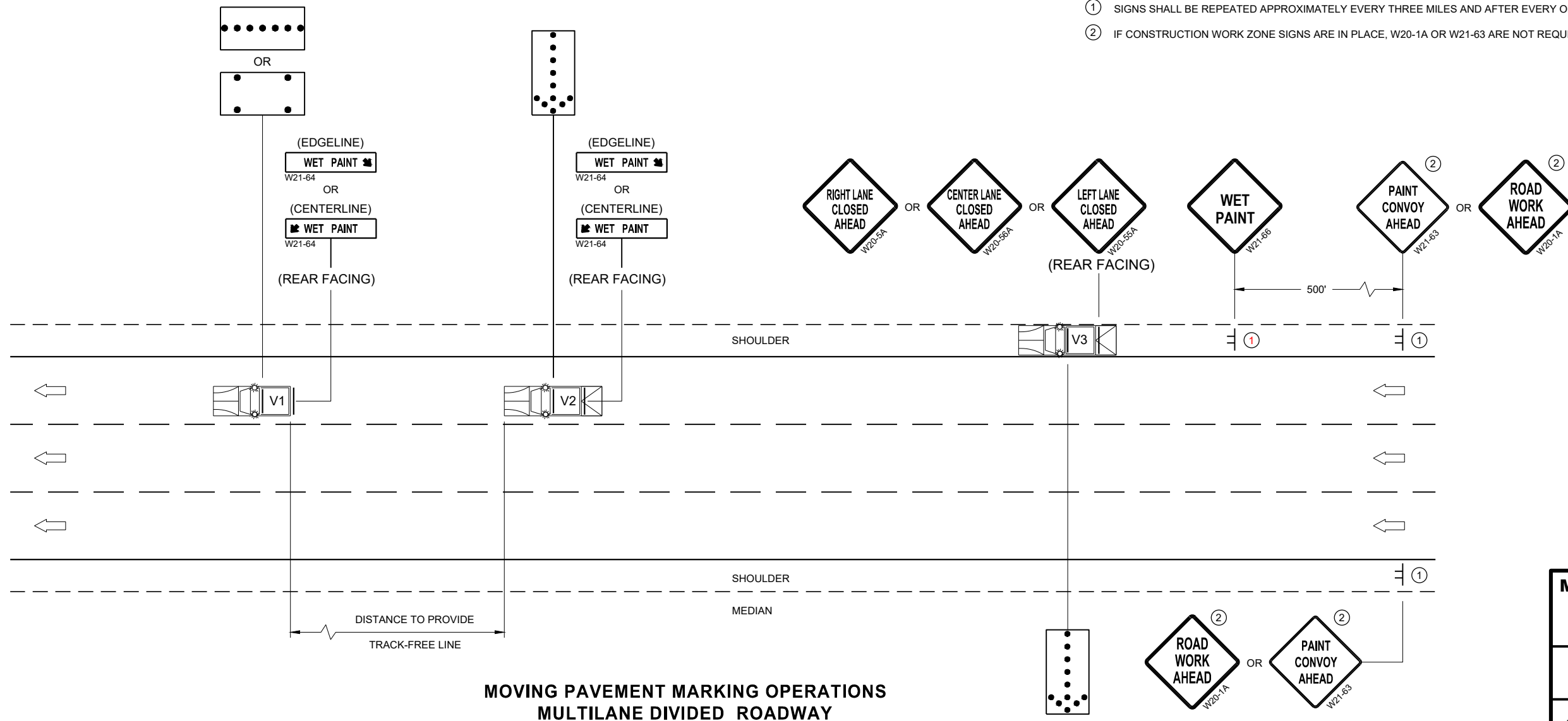
GENERAL NOTES

- ALL VEHICLES SHALL BE EQUIPPED WITH TWO 360 DEGREE HIGH INTENSITY YELLOW FLASHING LIGHTS OR STROBE LIGHTS AND OPERATED WITH HEADLIGHTS TURNED ON.
- ALL VEHICLES SHALL BE EQUIPPED WITH REAR FACING TYPE B OR C FLASHING ARROW PANEL. SIGNS PLACED ON VEHICLES MUST NOT OBSCURE THE ARROW PANEL.
- ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE SPECIFIED.
- DISTANCE BETWEEN VEHICLES MAY VARY ACCORDING TO TERRAIN, SIGHT DISTANCE, PAINT DRYING TIME, AND OTHER FACTORS. WHENEVER ADEQUATE STOPPING SIGHT DISTANCE EXISTS TO THE REAR, SHADOW VEHICLES SHOULD MAINTAIN THE MINIMUM DISTANCE FROM THE WORK VEHICLE AND PROCEED AT THE SAME SPEED AS THE WORK VEHICLE. SHADOW VEHICLES SHOULD SLOW DOWN IN ADVANCE OF VERTICAL AND HORIZONTAL CURVES THAT RESTRICT SIGHT DISTANCE.
- WHEN WORK ACTIVITY BLOCKS THE LEFT LANE, REVERSE TRAFFIC CONTROL.
- WHEN A RAMP INTERSECTS THE FACILITY ON WHICH THE WORK IS BEING PERFORMED, PROVIDE ADDITIONAL TRAFFIC CONTROLS AS SPECIFIED IN THE CONTRACT OR AS APPROVED BY THE ENGINEER.
- USE AN ATTENUATOR ON THE REAR MOST VEHICLE THAT BLOCKS ALL OR PART OF THE TRAFFIC LANE.
- IF THE SHOULDER IS TOO NARROW TO ACCOMMODATE THE LAST TRAILING VEHICLE, THE VEHICLE SHOULD STRADDLE THE EDGE LINE.
- WHEN NO WORK ACTIVITY IS TAKING PLACE, REMOVE OR LAY STATIONARY SIGNS AND SUPPORTS FLAT ON THE GRADE WITH UPRIGHTS ORIENTED PARALLEL TO AND DOWNSTREAM FROM TRAFFIC
- CONES SHOULD BE USED BETWEEN THE MARKING AND SHADOW VEHICLE AT 100 FOOT SPACING. CONES MAY BE OMITTED ON PAINTED LINE IF APPROVED BY THE ENGINEER. CONSIDER PAVEMENT MARKING DRY OR CURE TIMES AND TRAFFIC VOLUME.
- CONES SHALL BE A MINIMUM HEIGHT OF 28" FOR WET PAVEMENT MARKINGS

- ① SIGNS SHALL BE REPEATED APPROXIMATELY EVERY THREE MILES AND AFTER EVERY ON RAMP.
- ② IF CONSTRUCTION WORK ZONE SIGNS ARE IN PLACE, W20-1A OR W21-63 ARE NOT REQUIRED.

6

6



SDD 15C19-08c

SDD 15C19-08c

**MOVING PAVEMENT MARKING OPERATIONS
MULTILANE DIVIDED ROADWAY**

MOVING PAVEMENT MARKING OPERATION MULTI-LANE DIVIDED ROADWAY	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED February 2023 DATE	/S/ Andrew Heidtke WORK ZONE ENGINEER
FHWA	

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.

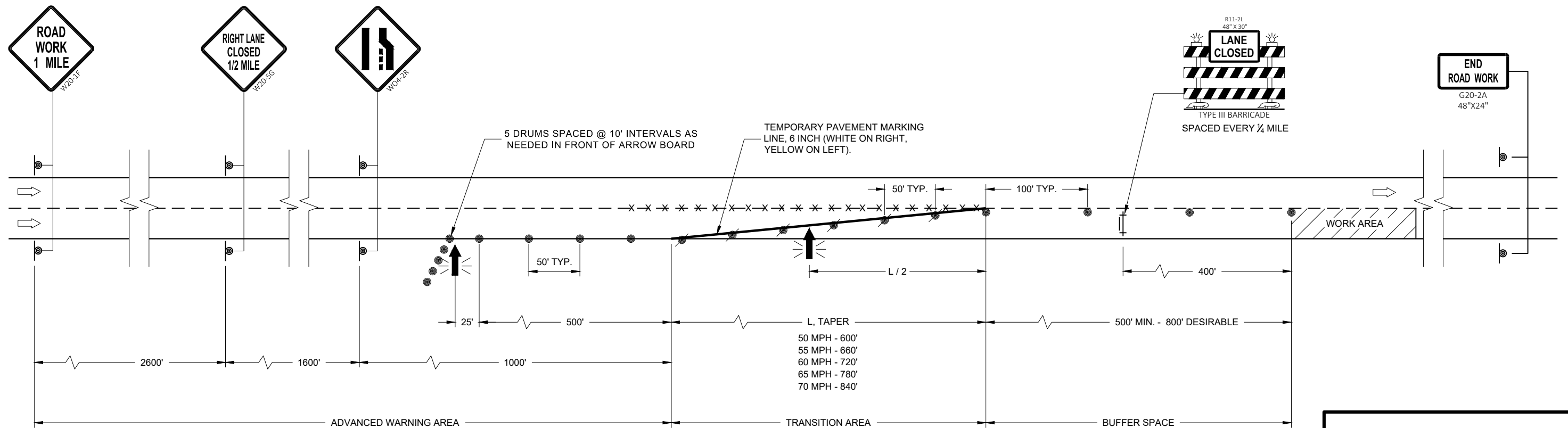
ADJUSTMENTS IN BUFFER SPACE NEED TO BE INCORPORATED WHEN THE LANE CLOSURE OCCURS

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
-  FLASHING ARROW BOARD



TRAFFIC CONTROL LANE CLOSURE	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED May 2023 DATE	/S/ Andrew Heidtke WORK ZONE ENGINEER
FHWA	

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)
-  FLASHING ARROW BOARD
-  DIRECTION OF TRAFFIC
-  REMOVE PAVEMENT MARKING (SEE GENERAL NOTES)
-  WORK AREA

GENERAL NOTES

FOR WORK ON ROADWAYS WITH SPEEDS GREATER THAN 45MPH, USE SDD 15D12.

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

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

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 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. NO WARNING LIGHTS SHALL BE WORKING ON COVERED OR "DOWNED" SIGNS.

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

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 TO PROVIDE A MINIMUM OF 200 FEET (500' DESIRABLE) DISTANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE

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

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

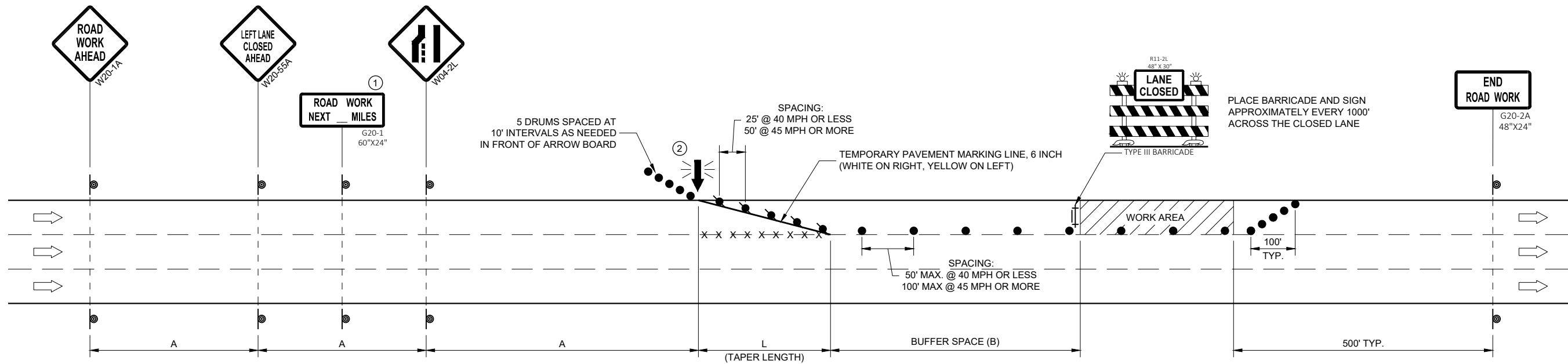
CONSIDER GEOMETRICS WHEN LOCATING SIGNS AND ARROW BOARDS SO THE APPROACHING DRIVER HAS A CLEAR VIEW OF THE ARROW BOARDS AND LANE CLOSURE DRUMS FOR A MINIMUM 1500 FEET IN FRONT OF DRUMS.

BARRICADES IN A CLOSED LANE 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.

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

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

- ① OMIT G20-1 SIGNS IF LENGTH OF WORK AREA IS 2 MILES OR LESS.
- ② WHERE THE SHOULDER OR TERRACE HAS INSUFFICIENT SPACE TO PLACE THE ARROW BOARD AS SHOWN, PLACE THE ARROW BOARD AT THE END OF THE TAPER.



POSTED SPEED LIMIT PRIOR TO WORK STARTING (MPH)	ADVANCE WARNING SIGN SPACING (A) FEET	TAPER LENGTH (12 FT. LANE) (L) FEET	BUFFER SPACE (B) FEET
25	200'	125'	55'
30	200'	180'	85'
35	350'	245'	120'
40	350'	320'	170'
45	500'	540'	220'










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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

FHWA

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

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 LEFT - REVERSE FOR SHIFTING RIGHT.

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.

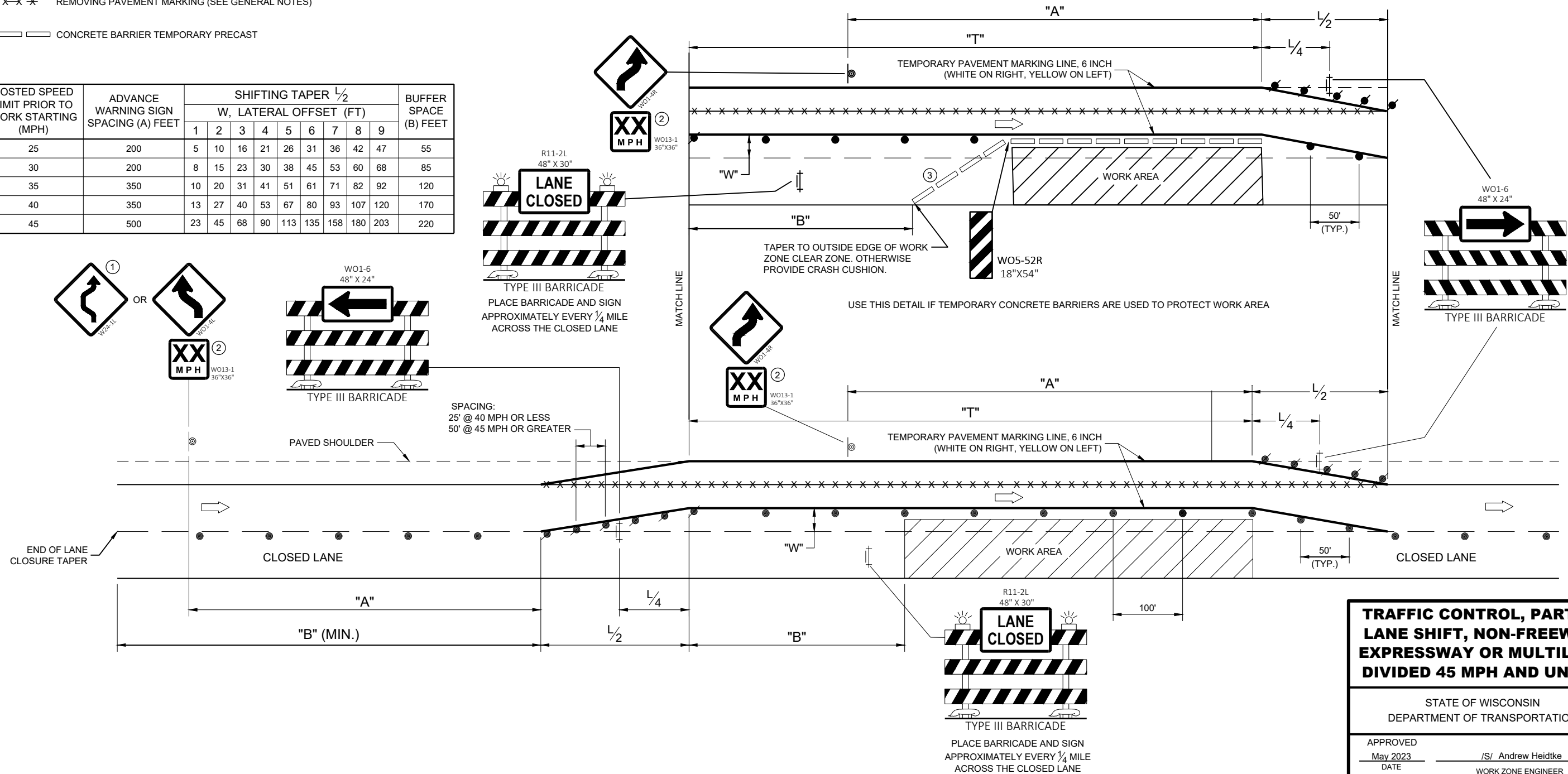
WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

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 1/2 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 WHEN T < 600', OMIT WO1-4R.
- ② IF NEEDED, USE ONLY IF DESIGN SPEED IS 10 MPH BELOW POSTED SPEED.
- ③ BARRIER FLARE RATE: 6:1 @ 40 MPH OR LESS
8:1 @ 45 MPH OR GREATER

POSTED SPEED LIMIT PRIOR TO WORK STARTING (MPH)	ADVANCE WARNING SIGN SPACING (A) FEET	SHIFTING TAPER 1/2 W, LATERAL OFFSET (FT)									BUFFER SPACE (B) FEET
		1	2	3	4	5	6	7	8	9	
25	200	5	10	16	21	26	31	36	42	47	55
30	200	8	15	23	30	38	45	53	60	68	85
35	350	10	20	31	41	51	61	71	82	92	120
40	350	13	27	40	53	67	80	93	107	120	170
45	500	23	45	68	90	113	135	158	180	203	220



6

6

SDD 15D40-05C

SDD 15D40-05C










TRAFFIC CONTROL, PARTIAL LANE SHIFT, NON-FREEWAY/ EXPRESSWAY OR MULTILANE DIVIDED 45 MPH AND UNDER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

FHWA

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

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 LEFT - REVERSE FOR SHIFTING RIGHT.

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.

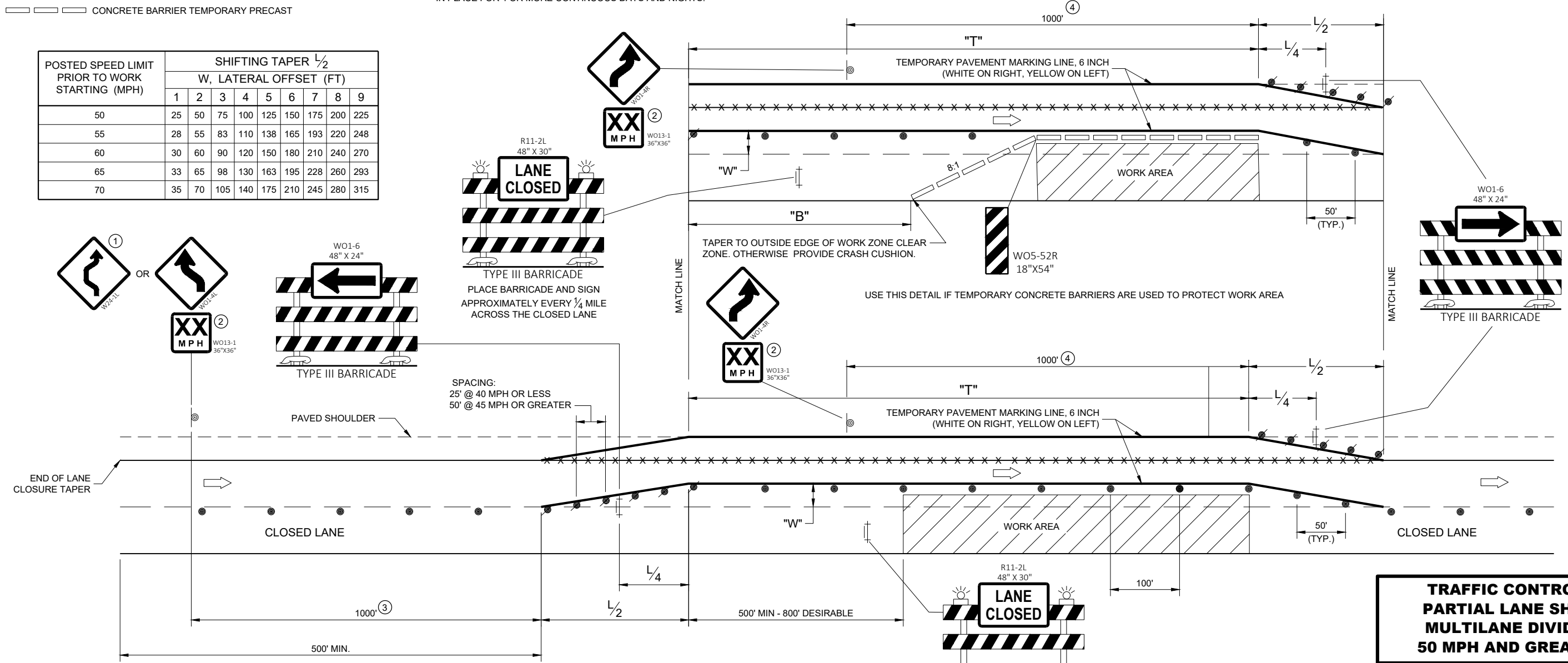
WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

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 1/2 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 WHEN T<600', OMIT WO1-4R.
- ② IF NEEDED, USE ONLY IF DESIGN SPEED IS 10 MPH BELOW POSTED SPEED.
- ③ IF THE BEGINNING OF LANE SHIFT TAPER IS 1200 FEET OR LESS FROM END OF LANE CLOSURE TAPER, PLACE THE WO1-4L SIGN 200 FEET AFTER THE END OF THE LANE CLOSURE TAPER.
- ④ IF THE BEGINNING OF THE SECOND LANE SHIFT TAPER IS 1200 FEET OR LESS FROM END OF THE FIRST LANE CLOSURE TAPER, PLACE THE WO1-4L SIGN 200 FEET AFTER THE END OF THE FIRST LANE CLOSURE TAPER.

POSTED SPEED LIMIT PRIOR TO WORK STARTING (MPH)	SHIFTING TAPER 1/2 W, LATERAL OFFSET (FT)								
	1	2	3	4	5	6	7	8	9
50	25	50	75	100	125	150	175	200	225
55	28	55	83	110	138	165	193	220	248
60	30	60	90	120	150	180	210	240	270
65	33	65	98	130	163	195	228	260	293
70	35	70	105	140	175	210	245	280	315



6

6

SDD 15D40-05d

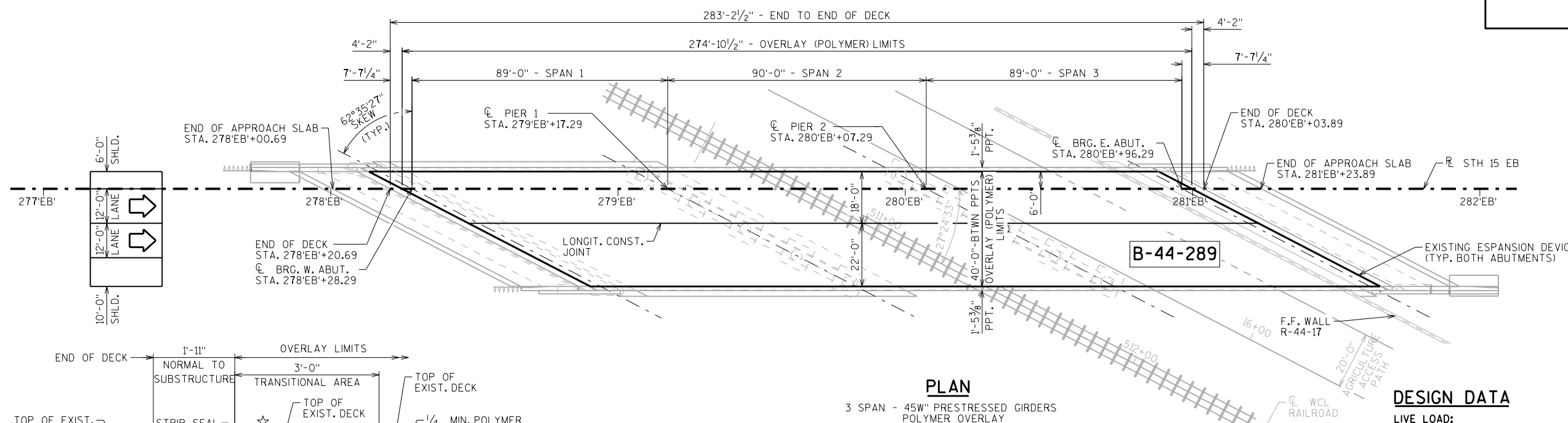
SDD 15D40-05d

**TRAFFIC CONTROL,
PARTIAL LANE SHIFT
MULTILANE DIVIDED
50 MPH AND GREATER**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

FHWA



PLAN
3 SPAN - 45W\"/>

DESIGN DATA

LIVE LOAD:
 DESIGN LOADING: HL-93
 INVENTORY RATING FACTOR: RF = 1.14
 OPERATING RATING FACTOR: RF = 1.48
 WISCONSIN STANDARD PERMIT VEHICLE (WIS.-SPV): 250 KIPS
 STRUCTURE IS DESIGNED FOR A FUTURE WEARING SURFACE OF 20 POUNDS PER SQUARE FOOT.

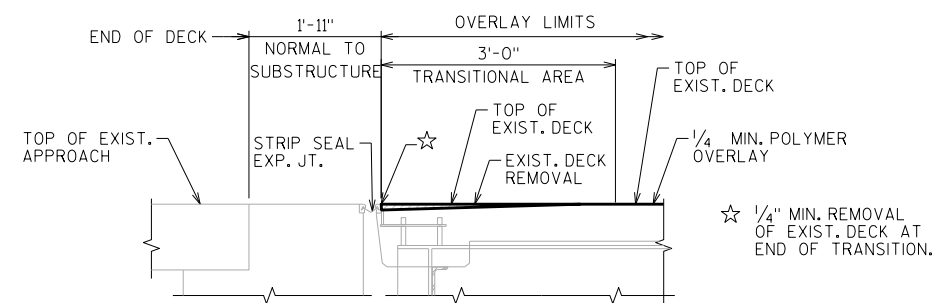
TRAFFIC VOLUME

STH 15 EB
 ADT = 21,600 (2044)
 R.D.S. = 60 M.P.H.

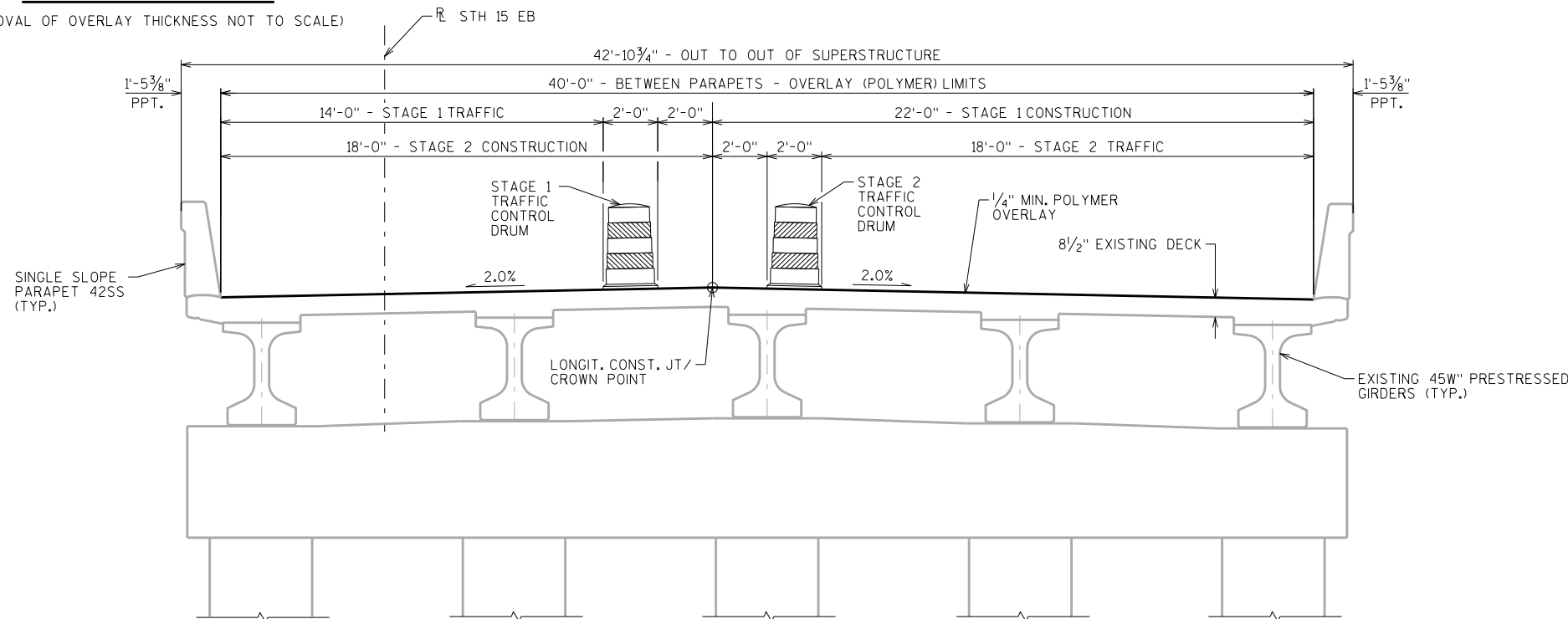
GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.
 SEE ROADWAY PLANS FOR TRAFFIC CONTROL INFORMATION.
 DIMENSIONS SHOWN ARE BASED ON THE ORIGINAL STRUCTURE PLANS.
 SHOT BLASTING, DECK SURFACE PREPARATIONS, AND TRANSITIONAL AREAS ARE INCLUDED IN THE BID ITEM "POLYMER OVERLAY".

STRUCTURE DESIGN CONTACTS:
 ENGELS VARGAS (608) 267-7111
 DOMINIQUE BECHLE (608) 261-8205



SECTION THRU ABUTMENT TRANSITIONAL AREA ON DECK AT EXPANSION JOINT
 (REMOVAL OF OVERLAY THICKNESS NOT TO SCALE)



CROSS SECTION THRU ROADWAY
 LOOKING EAST

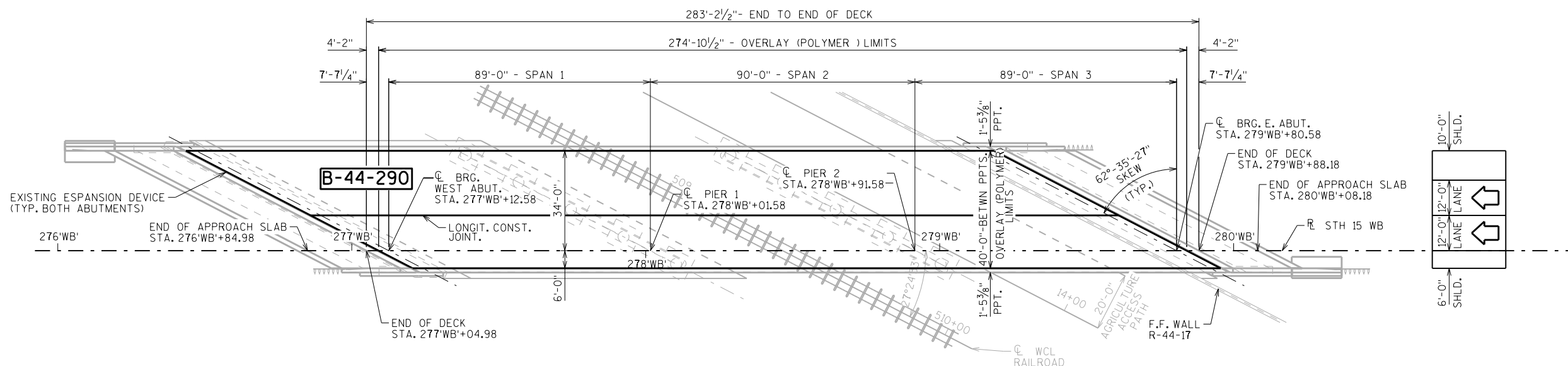
TOTAL ESTIMATED QUANTITIES

BID ITEM NUMBER	BID ITEMS	UNIT	TOTALS
509.5100.S	POLYMER OVERLAY	SY	1,222

LIST OF DRAWINGS

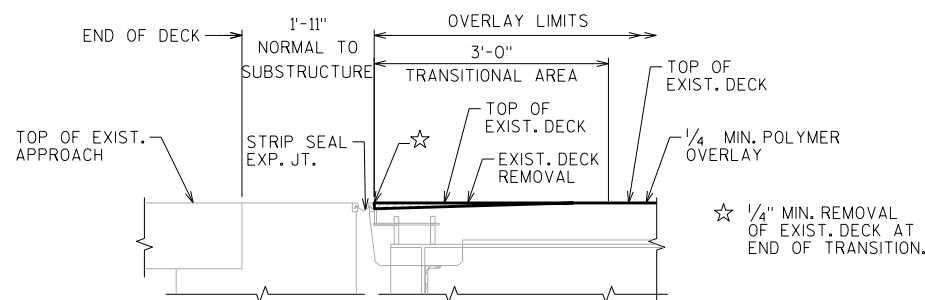
1. POLYMER OVERLAY

NO.	DATE	REVISION	BY
ACCEPTED			DATE
CHIEF STRUCTURES DESIGN ENGINEER		11/07/23	
STRUCTURE B-44-289			
STH 15 EB OVER WCL RAILROAD			
COUNTY	OUTAGAMIE	TOWN	HORTONIA
DESIGN SPEC.	REHABILITATION N/A		
DESIGNED BY	EJV	DESIGNED CK'D.	KT
DRAWN BY	EJV	PLANS CK'D.	JZ
POLYMER OVERLAY			SHEET 1 OF 1



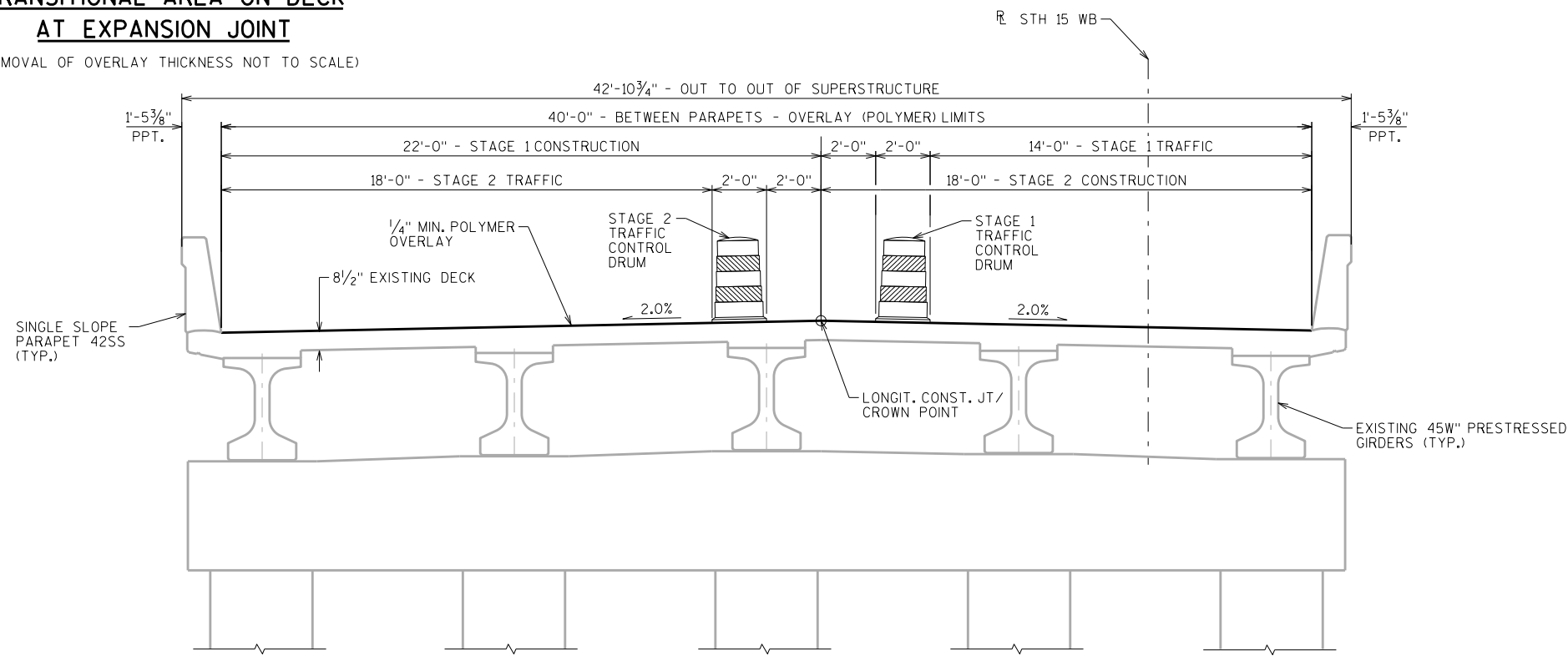
PLAN

3 SPAN - 45" PRESTRESSED GIRDERS
POLYMER OVERLAY



**SECTION THRU ABUTMENT
TRANSITIONAL AREA ON DECK
AT EXPANSION JOINT**

(REMOVAL OF OVERLAY THICKNESS NOT TO SCALE)



CROSS SECTION THRU ROADWAY

LOOKING EAST

DESIGN DATA

LIVE LOAD:
DESIGN LOADING: HL-93
INVENTORY RATING FACTOR: RF = 1.14
OPERATING RATING FACTOR: RF = 1.48
WISCONSIN STANDARD PERMIT VEHICLE (WIS.-SPV): 250 KIPS
STRUCTURE IS DESIGNED FOR A FUTURE WEARING SURFACE OF 20 POUNDS PER SQUARE FOOT.

TRAFFIC VOLUME

STH 15 EB
ADT = 21,600 (2044)
R.D.S. = 60 M.P.H.

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.
SEE ROADWAY PLANS FOR TRAFFIC CONTROL INFORMATION.
DIMENSIONS SHOWN ARE BASED ON THE ORIGINAL STRUCTURE PLANS.
SHOT BLASTING, DECK SURFACE PREPARATIONS, AND TRANSITIONAL AREAS ARE INCLUDED IN THE BID ITEM "POLYMER OVERLAY".

STRUCTURE DESIGN CONTACTS:
ENGELS VARGAS (608) 267-7111
DOMINIQUE BECHLE (608) 261-8205

NO.	DATE	REVISION	BY
ACCEPTED			DATE
CHIEF STRUCTURES DESIGN ENGINEER		11/07/23	
STRUCTURE B-44-290			
STH 15 WB OVER WCL RAILROAD			
COUNTY	OUTAGAMIE	TOWN	HORTONIA
DESIGN SPEC. REHABILITATION N/A			
DESIGNED BY	DESIGNED CK'D.	DRAWN BY	PLANS CK'D.
EJV		EJV	JZ
POLYMER OVERLAY			SHEET 1 OF 1

LIST OF DRAWINGS

1. POLYMER OVERLAY

TOTAL ESTIMATED QUANTITIES

BID ITEM NUMBER	BID ITEMS	UNIT	TOTALS
509.5100.S	POLYMER OVERLAY	SY	1,222

DESIGN DATA

LIVE LOAD:
 DESIGN LOADING: HL-93
 INVENTORY RATING FACTOR: RF = 1.12
 OPERATING RATING FACTOR: RF = 1.45
 WISCONSIN STANDARD PERMIT VEHICLE (WIS.-SPV): 250 KIPS

STRUCTURE IS DESIGNED FOR A FUTURE WEARING SURFACE OF 20 POUNDS PER SQUARE FOOT.

TRAFFIC VOLUME

FEATURE ON
 ADT = 21,600 (2044)
 R.D.S. = 60 M.P.H.

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

SEE ROADWAY PLANS FOR TRAFFIC CONTROL INFORMATION.

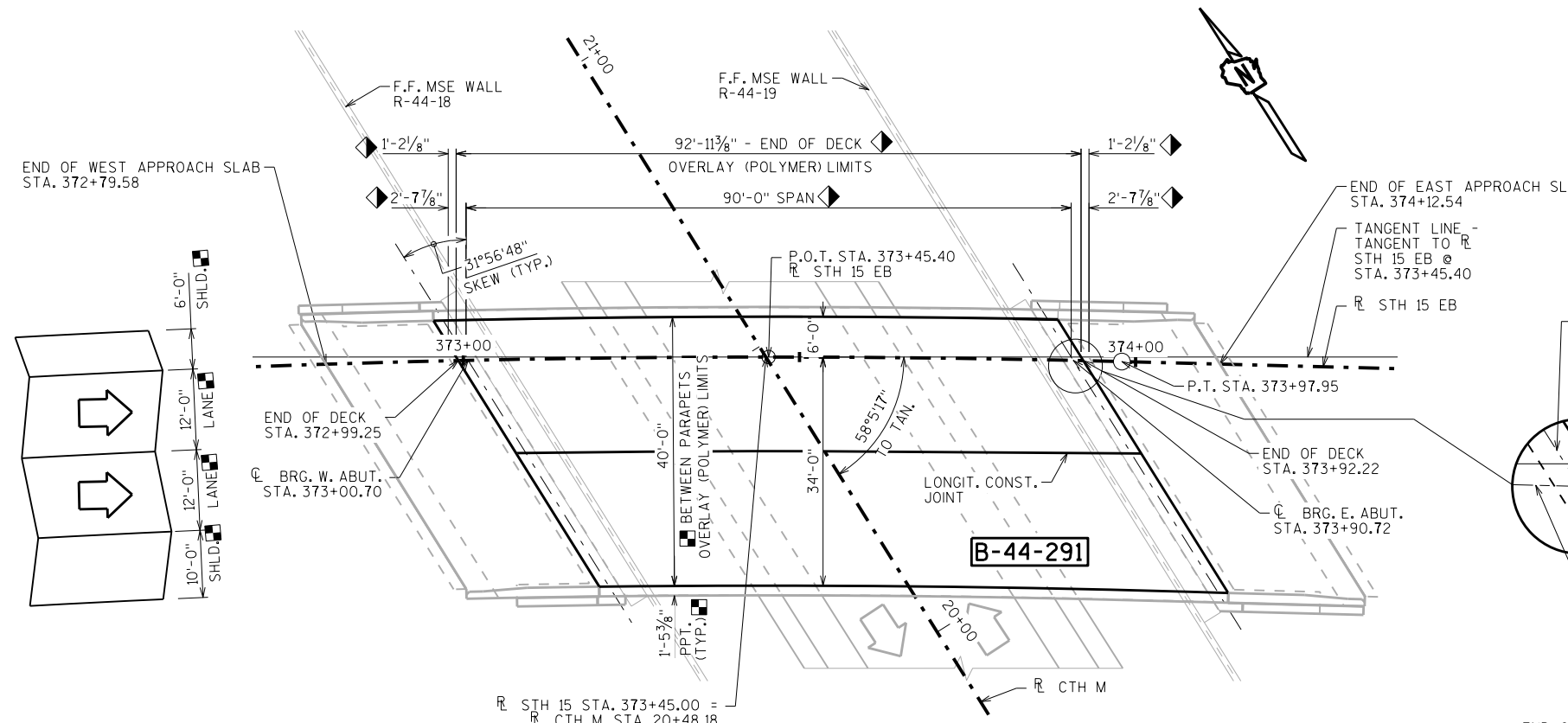
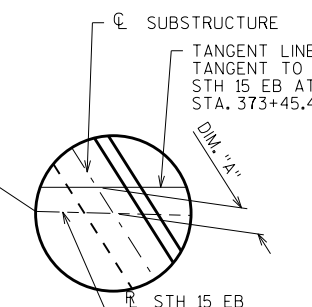
DIMENSIONS SHOWN ARE BASED ON THE ORIGINAL STRUCTURE PLANS.

SHOT BLASTING, DECK SURFACE PREPARATIONS, AND TRANSITIONAL AREAS ARE INCLUDED IN THE BID ITEM "POLYMER OVERLAY".

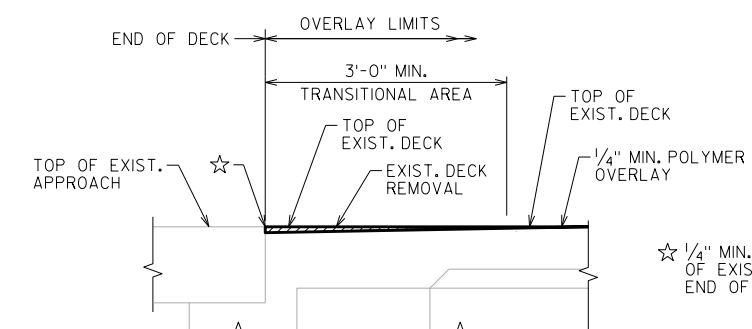
- ◆ MEASURED RADIALLY.
- MEASURED ALONG TANGENT LINE.

**TANGENT OFFSET
DETAIL**

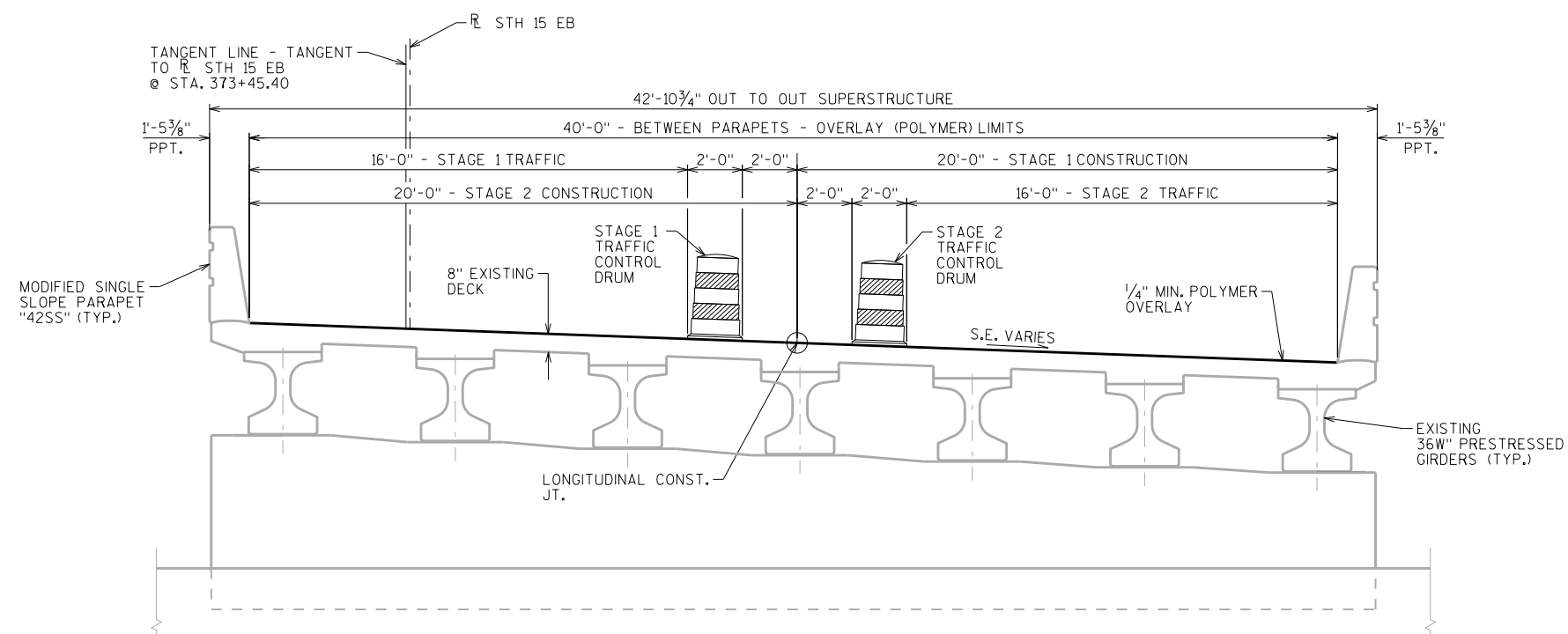
LOCATION	DIM. "A" (ALONG CL SUB.)
WEST ABUT.	0'-6 7/8"
EAST ABUT.	0'-7 1/8"



PLAN
 SINGLE SPAN - 36" PRESTRESSED GIRDERS
 POLYMER OVERLAY



**SECTION THRU ABUTMENT
TRANSITIONAL AREA ON DECK
AT SEMI-EXPANSION**
 (REMOVAL AND OVERLAY THICKNESS NOT TO SCALE)



CROSS SECTION THRU ROADWAY
 LOOKING EAST
 (ALL HORIZONTAL DIMENSIONS ARE MEASURED RADIALLY -
 NORMAL TO THE CURVE CL STH 15 EB)

LIST OF DRAWINGS

1. POLYMER OVERLAY

TOTAL ESTIMATED QUANTITIES

BID ITEM NUMBER	BID ITEMS	UNIT	TOTALS
509.5100.S	POLYMER OVERLAY	SY	414

STRUCTURE DESIGN CONTACTS:
 ENGELS VARGAS (608) 267-7111
 DOMINIQUE BECHLE (608) 261-8205

NO.	DATE	REVISION	BY

ACCEPTED *[Signature]* **DMB** 11/07/23
 CHIEF STRUCTURES DESIGN ENGINEER DATE

BUREAU OF STRUCTURES

STRUCTURE B-44-291

STH 15 EB OVER CTH M

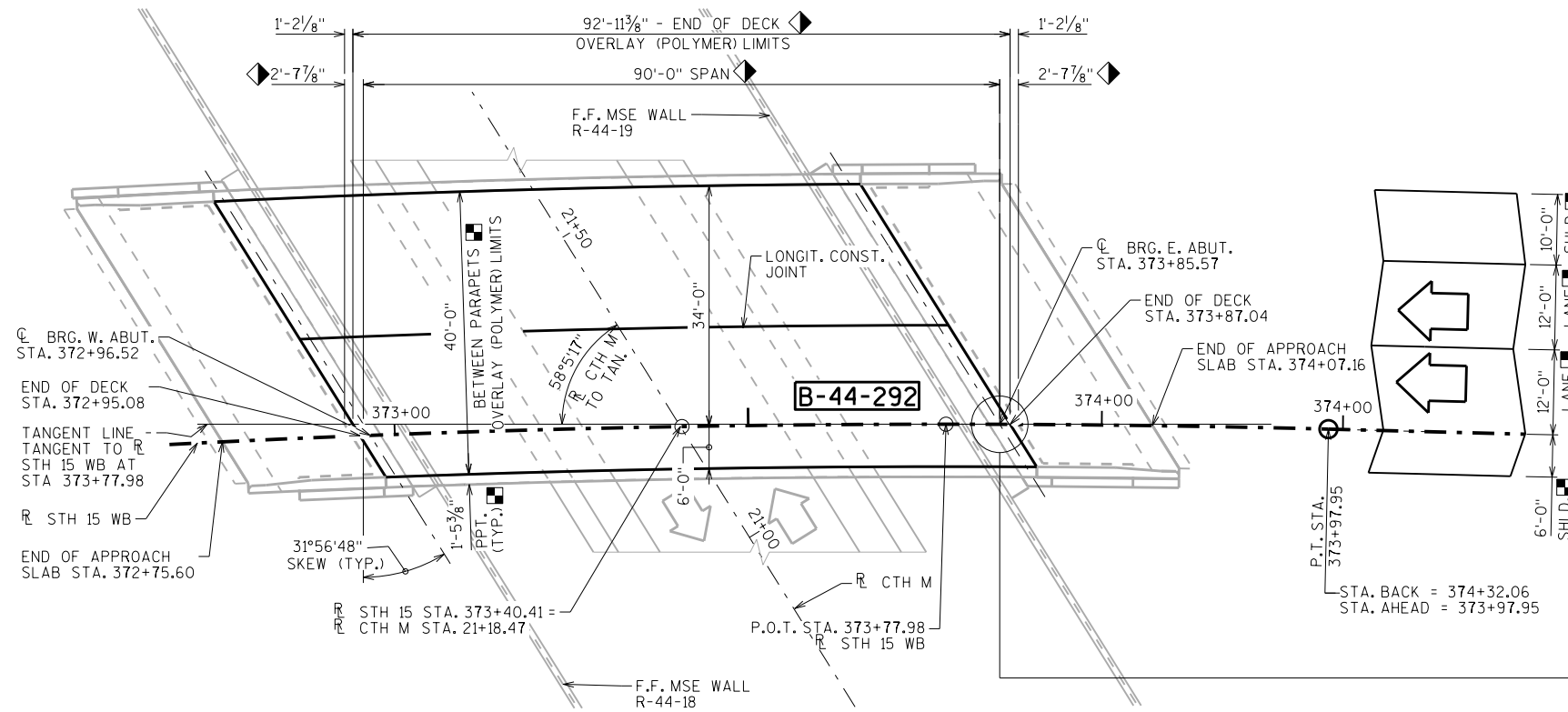
COUNTY OUTAGAMIE TOWN/VILLAGE HORTONIA/HORTONVILLE

DESIGN SPEC. REHABILITATION N/A

DESIGNED BY EJV DESIGNED CK'D. KT DRAWN BY EJV PLANS CK'D. JZ

POLYMER OVERLAY

SHEET 1 OF 1



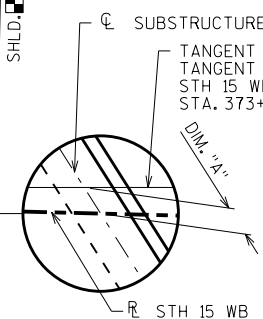
PLAN

SINGLE SPAN - 36W\"/>



TANGENT OFFSET DETAIL

LOCATION	DIM. "A" (ALONG C _L SUB.)
WEST ABUT.	1'-10 3/8"
EAST ABUT.	0'-0 1/4"



DESIGN DATA

LIVE LOAD:
 DESIGN LOADING: HL-93
 INVENTORY RATING FACTOR: RF = 1.12
 OPERATING RATING FACTOR: RF = 1.45
 WISCONSIN STANDARD PERMIT VEHICLE (WIS.-SPV): 250 KIPS
 STRUCTURE IS DESIGNED FOR A FUTURE WEARING SURFACE OF 20 POUNDS PER SQUARE FOOT.

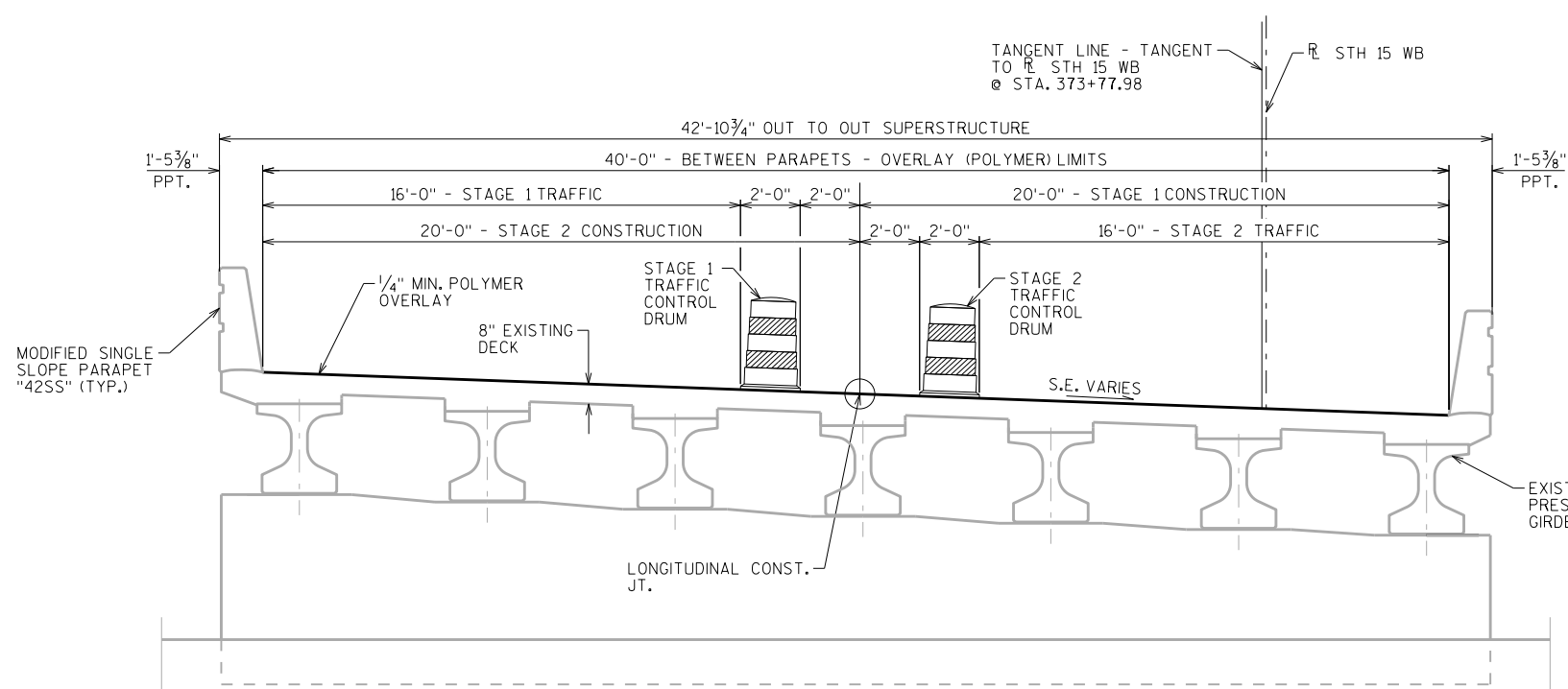
TRAFFIC VOLUME

FEATURE ON
 ADT = 21,600 (2044)
 R.D.S. = 60 M.P.H.

GENERAL NOTES

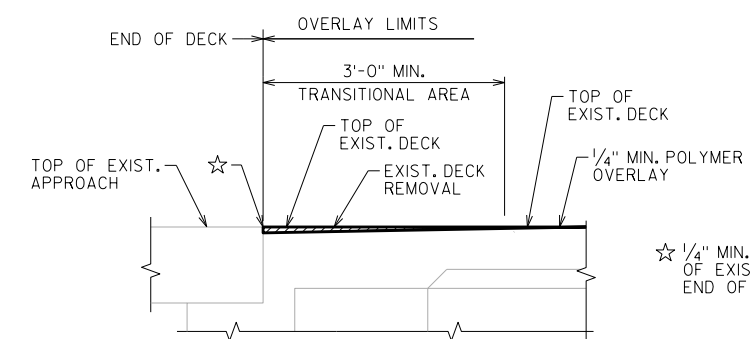
DRAWINGS SHALL NOT BE SCALED.
 SEE ROADWAY PLANS FOR TRAFFIC CONTROL INFORMATION.
 DIMENSIONS SHOWN ARE BASED ON THE ORIGINAL STRUCTURE PLANS.
 SHOT BLASTING, DECK SURFACE PREPARATIONS, AND TRANSITIONAL AREAS ARE INCLUDED IN THE BID ITEM "POLYMER OVERLAY".

- ◆ MEASURED RADIALLY.
- MEASURED ALONG TANGENT LINE.



CROSS SECTION THRU ROADWAY

LOOKING EAST
 (ALL HORIZONTAL DIMENSIONS ARE MEASURED RADIALLY - NORMAL TO THE CURVE R_L STH 15 WB)



SECTION THRU ABUTMENT TRANSITIONAL AREA ON DECK AT SEMI-EXPANSION

(REMOVAL AND OVERLAY THICKNESS NOT TO SCALE)

STRUCTURE DESIGN CONTACTS:

ENGELS VARGAS (608) 267-7111
 DOMINIQUE BECHLE (608) 261-8205

LIST OF DRAWINGS

1. POLYMER OVERLAY

TOTAL ESTIMATED QUANTITIES

BID ITEM NUMBER	BID ITEMS	UNIT	TOTALS
509.5100.S	POLYMER OVERLAY	SY	414

NO.	DATE	REVISION	BY
ACCEPTED			DATE
CHIEF STRUCTURES DESIGN ENGINEER		11/07/23	
STRUCTURE B-44-292			
STH 15 WB OVER CTH M			
COUNTY	OUTAGAMIE	TOWN/VILLAGE	HORTONIA/HORTONVILLE
DESIGN SPEC.	REHABILITATION N/A		
DESIGNED BY	EJV	DESIGNED CK'D.	KT
DRAWN BY	EJV	PLANS CK'D.	JZ
POLYMER OVERLAY			SHEET 1 OF 1

DESIGN DATA

LIVE LOAD:
 DESIGN LOADING: HL-93
 INVENTORY RATING FACTOR: RF = 1.09
 OPERATING RATING FACTOR: RF = 1.81
 WISCONSIN STANDARD PERMIT VEHICLE (WIS.-SPV): 250 KIPS

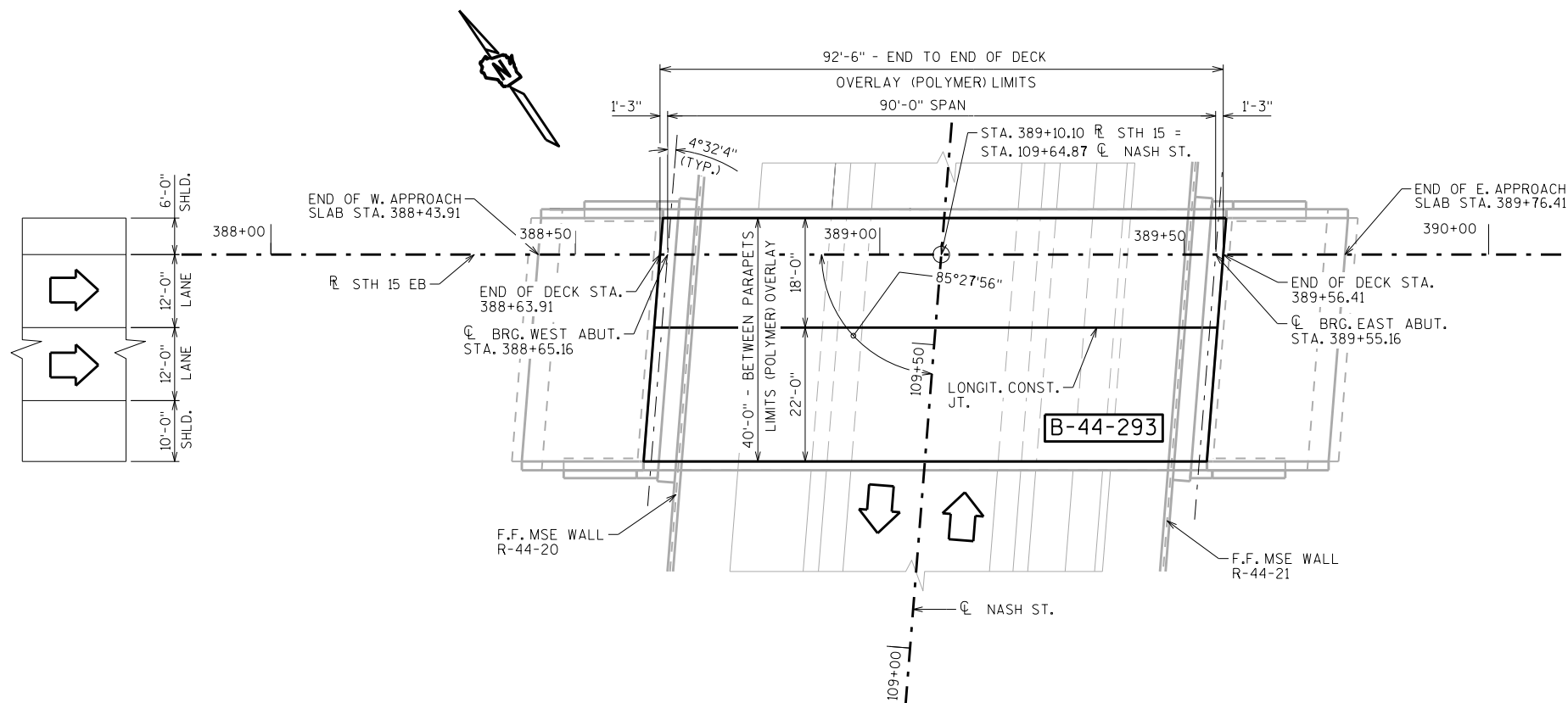
STRUCTURE IS DESIGNED FOR A FUTURE WEARING SURFACE OF 20 POUNDS PER SQUARE FOOT.

TRAFFIC VOLUME

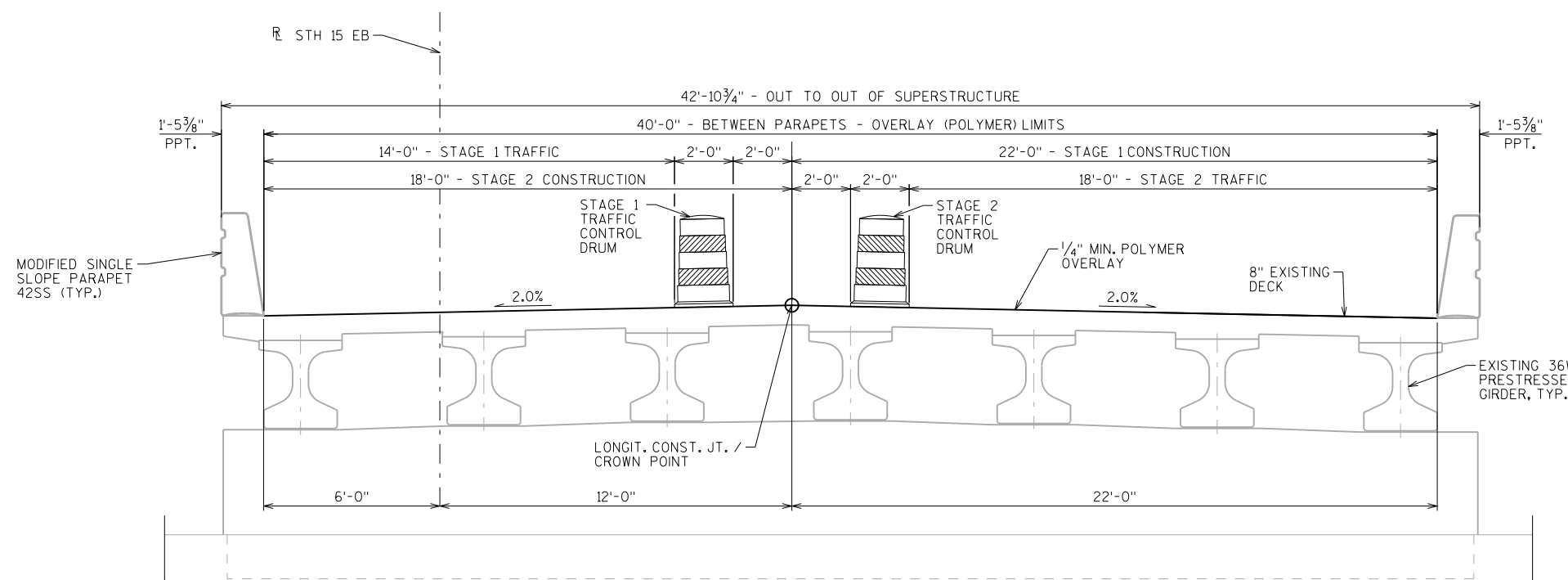
STH 15
 ADT = 21,600 (2044)
 R.D.S. = 60 M.P.H.

GENERAL NOTES

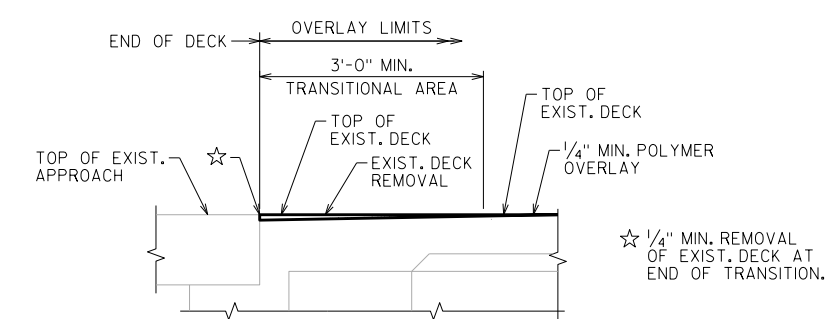
DRAWINGS SHALL NOT BE SCALED.
 SEE ROADWAY PLANS FOR TRAFFIC CONTROL INFORMATION.
 DIMENSIONS SHOWN ARE BASED ON THE ORIGINAL STRUCTURE PLANS.
 SHOT BLASTING, DECK SURFACE PREPARATIONS, AND TRANSITIONAL AREAS ARE INCLUDED IN THE BID ITEM "POLYMER OVERLAY".



PLAN
 SINGLE SPAN - 36W" PRESTRESSED GIRDERS
 POLYMER OVERLAY



CROSS SECTION THRU ROADWAY
 LOOKING EAST



SECTION THRU ABUTMENT TRANSITIONAL AREA ON DECK AT SEMI-EXPANSION JOINT
 (REMOVAL AND OVERLAY THICKNESS NOT TO SCALE)

STRUCTURE DESIGN CONTACTS:
 ENGELS VARGAS (608) 267-7111
 DOMINIQUE BECHLE (608) 261-8205

LIST OF DRAWINGS

TOTAL ESTIMATED QUANTITIES

BID ITEM NUMBER	BID ITEM	UNIT	TOTALS
509.5100.S	POLYMER OVERLAY	SY	411

NO.	DATE	REVISION	BY
 ACCEPTED <i>[Signature]</i> DMB 11/07/23 CHIEF STRUCTURES DESIGN ENGINEER DATE			
STRUCTURE B-44-293			
STH 15 EB OVER NASH ST.			
COUNTY	OUTAGAMIE	VILLAGE	HORTONVILLE
DESIGN SPEC. REHABILITATION N/A			
DESIGNED BY	EJV	DESIGNED CK'D.	KT
DRAWN BY	EJV	PLANS CK'D.	LJR
POLYMER OVERLAY			SHEET 1 OF 1

DESIGN DATA

LIVE LOAD:
 DESIGN LOADING: HL-93
 INVENTORY RATING FACTOR: RF = 1.09
 OPERATING RATING FACTOR: RF = 1.81
 WISCONSIN STANDARD PERMIT VEHICLE (WIS.-SPV): 250 KIPS

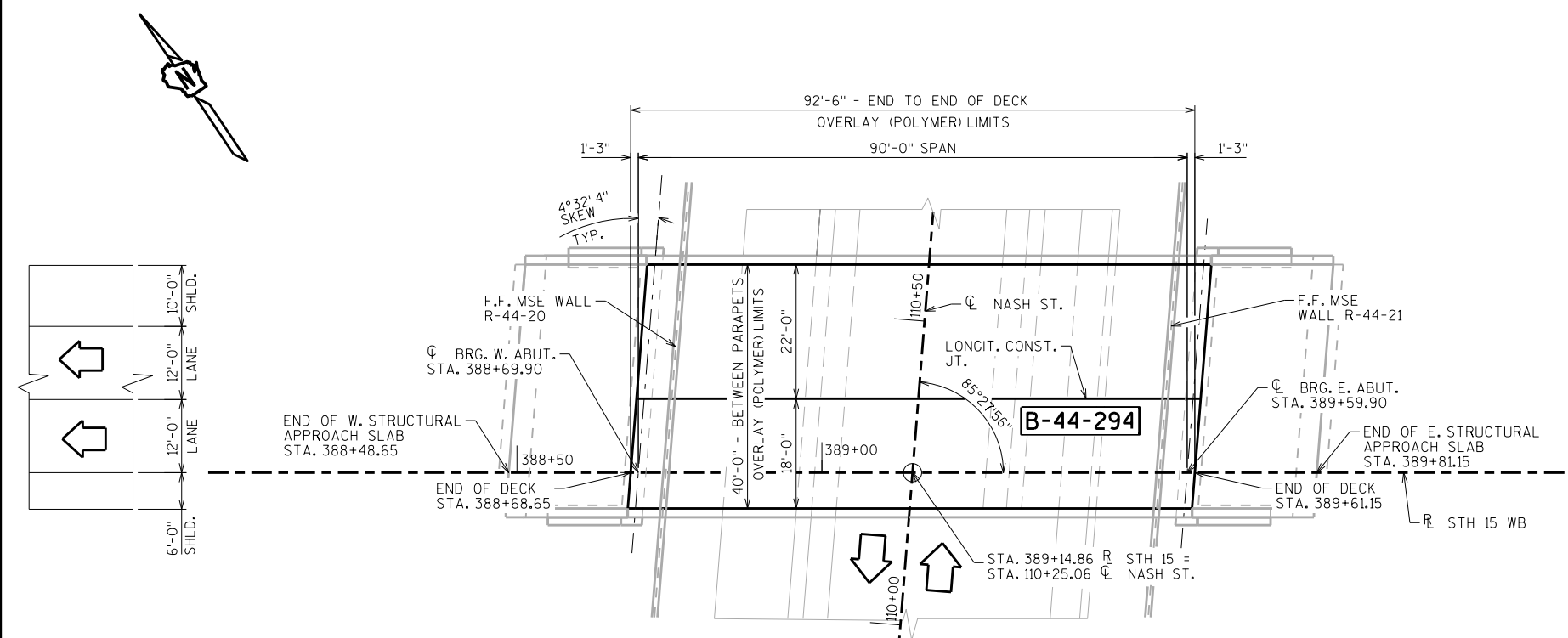
STRUCTURE IS DESIGNED FOR A FUTURE WEARING SURFACE OF 20 POUNDS PER SQUARE FOOT.

TRAFFIC VOLUME

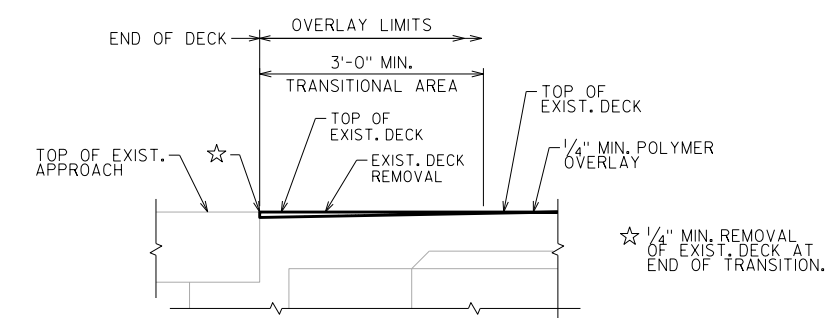
STH 15
 ADT = 21,600 (2044)
 R.D.S. = 60 M.P.H.

GENERAL NOTES

- DRAWINGS SHALL NOT BE SCALED.
- SEE ROADWAY PLANS FOR TRAFFIC CONTROL INFORMATION.
- DIMENSIONS SHOWN ARE BASED ON THE ORIGINAL STRUCTURE PLANS.
- SHOT BLASTING, DECK SURFACE PREPARATIONS, AND TRANSITIONAL AREAS ARE INCLUDED IN THE BID ITEM "POLYMER OVERLAY".

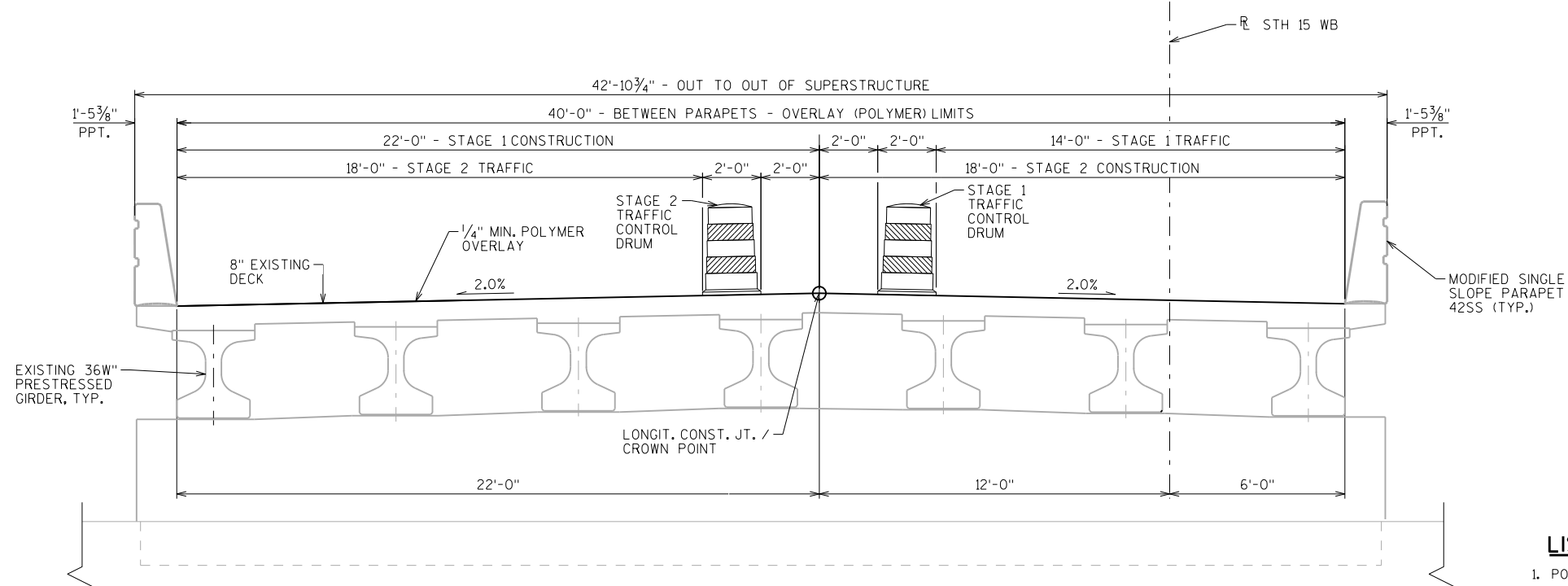


PLAN
 SINGLE SPAN - 36W" PRESTRESSED GIRDERS
 POLYMER OVERLAY



**SECTION THRU ABUTMENT
 TRANSITIONAL AREA ON DECK
 AT SEMI-EXPANSION JOINT**

(REMOVAL AND OVERLAY THICKNESS NOT TO SCALE)



CROSS SECTION THRU ROADWAY
 LOOKING EAST

STRUCTURE DESIGN CONTACTS:
 ENGELS VARGAS (608) 267-7111
 DOMINIQUE BECHLE (608) 261-8205

LIST OF DRAWINGS

- 1. POLYMER OVERLAY

TOTAL ESTIMATED QUANTITIES

BID ITEM NUMBER	BID ITEM	UNIT	TOTALS
509.5100.S	POLYMER OVERLAY	SY	411

NO.	DATE	REVISION	BY
BUREAU OF STRUCTURES			
ACCEPTED	<i>[Signature]</i>	DATE	11/07/23
STRUCTURE B-44-294			
STH 15 WB OVER NASH ST.			
COUNTY	OUTAGAMIE	VILLAGE	HORTONVILLE
DESIGN SPEC.	REHABILITATION	N/A	
DESIGNED BY	EJV	DESIGNED CK'D.	KT
DRAWN BY	EJV	PLANS CK'D.	LJR
POLYMER OVERLAY			SHEET 1 OF 1

DESIGN DATA

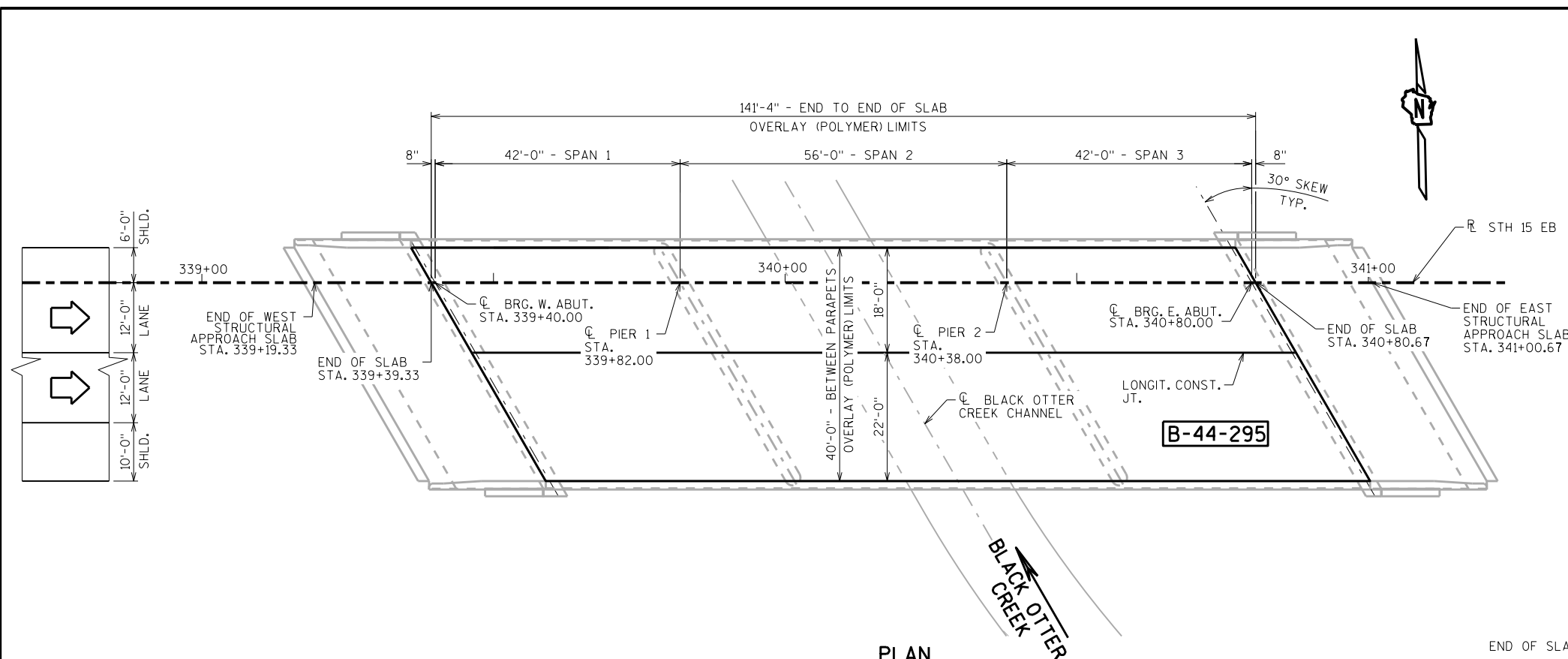
LIVE LOAD:
 DESIGN LOADING: HL-93
 INVENTORY RATING FACTOR: RF = 1.09
 OPERATING RATING FACTOR: RF = 1.41
 WISCONSIN STANDARD PERMIT VEHICLE (WIS.-SPV): 250 KIPS
 STRUCTURE IS DESIGNED FOR A FUTURE WEARING SURFACE OF 20 POUNDS PER SQUARE FOOT.

TRAFFIC VOLUME

FEATURE ON
 ADT = 21,600 (2044)
 R.D.S. = 60 M.P.H.

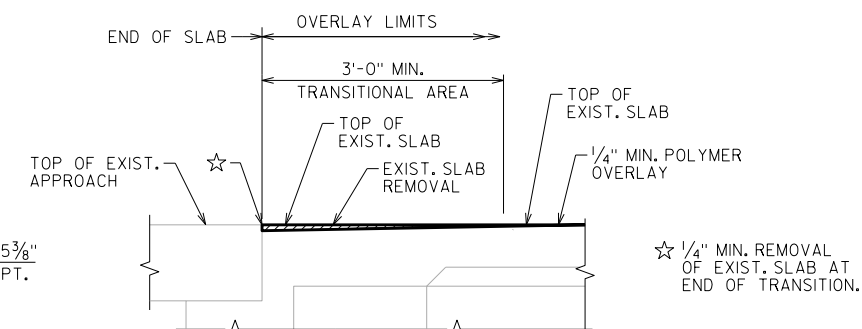
GENERAL NOTES

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PLAN

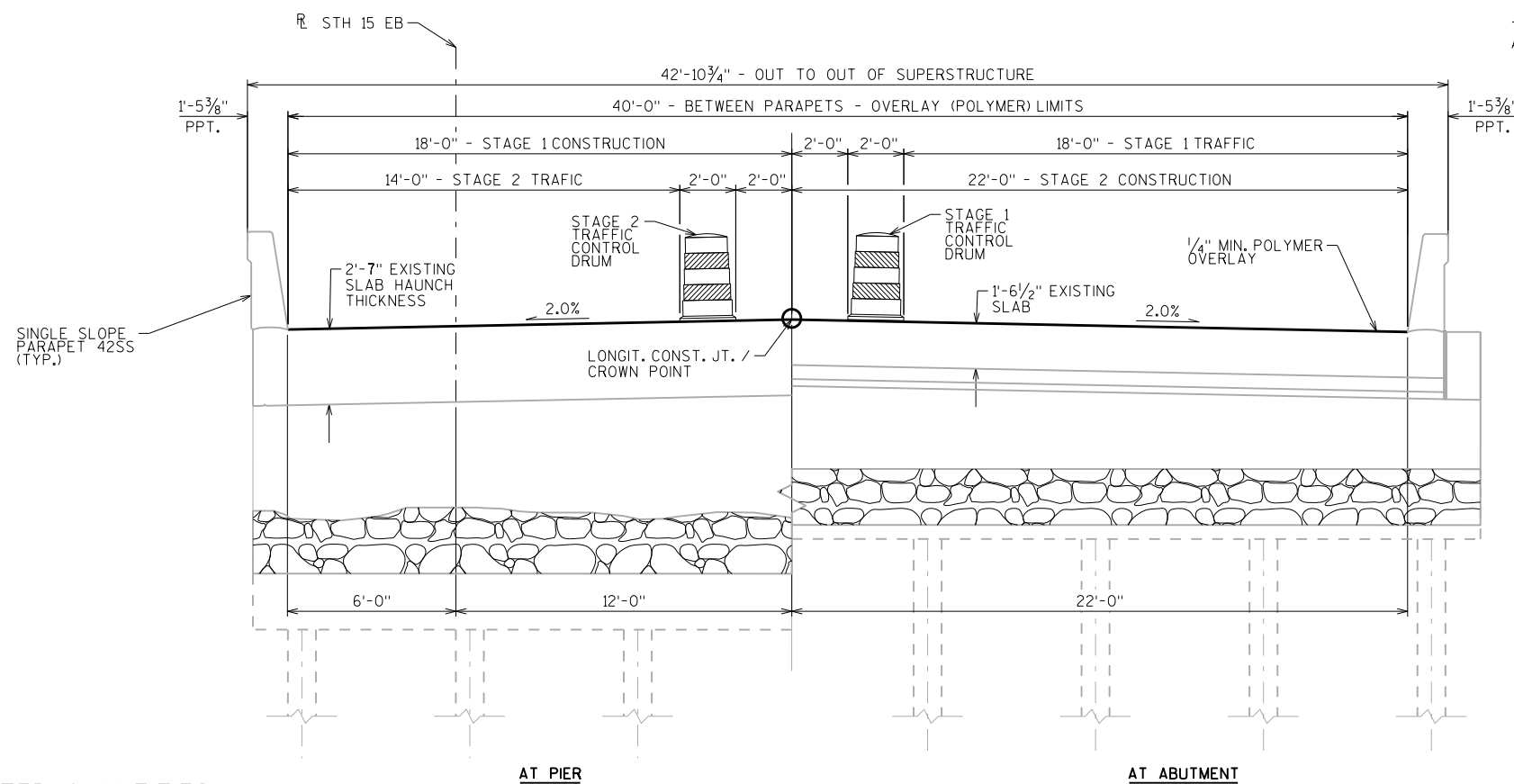
3 SPAN CONCRETE HAUNCHED SLAB - POLYMER OVERLAY



**SECTION THRU ABUTMENT
 TRANSITIONAL AREA ON SLAB
 AT SEMI-EXPANSION JOINT**

(REMOVAL AND OVERLAY THICKNESS NOT TO SCALE)

STRUCTURE DESIGN CONTACTS:
 ENGELS VARGAS (608) 267-7111
 DOMINIQUE BECHLE (608) 261-8205



CROSS SECTION THRU ROADWAY

LOOKING EAST

TOTAL ESTIMATED QUANTITIES

BID ITEM NUMBER	BID ITEMS	UNIT	TOTALS
509.5100.S	POLYMER OVERLAY	SY	628

LIST OF DRAWINGS

1. POLYMER OVERLAY

NO.	DATE	REVISION	BY
 BUREAU OF STRUCTURES			
ACCEPTED	 CHIEF STRUCTURES DESIGN ENGINEER		DATE 11/07/23
STRUCTURE B-44-295			
STH 15 EB OVER BLACK OTTER CREEK			
COUNTY	OUTAGAMIE	TOWN	HORTONIA
DESIGN SPEC. REHABILITATION	N/A		
DESIGNED BY	EJV	DESIGNED CK'D.	KT
DRAWN BY	EJV	PLANS CK'D.	LJR
POLYMER OVERLAY			SHEET 1 OF 1

DESIGN DATA

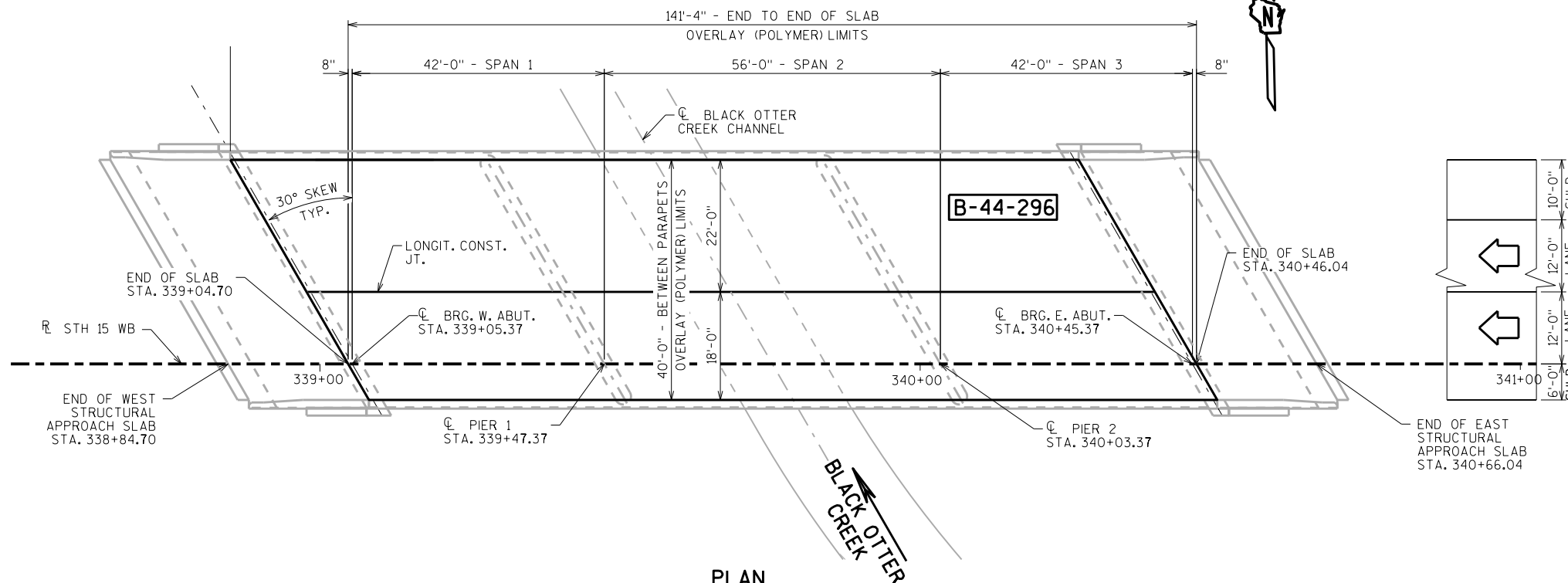
LIVE LOAD:
 DESIGN LOADING: HL-93
 INVENTORY RATING FACTOR: RF = 1.09
 OPERATING RATING FACTOR: RF = 1.41
 WISCONSIN STANDARD PERMIT VEHICLE (WIS.-SPV): 250 KIPS
 STRUCTURE IS DESIGNED FOR A FUTURE WEARING SURFACE OF 20 POUNDS PER SQUARE FOOT.

TRAFFIC VOLUME

FEATURE ON
 ADT = 21,600 (2044)
 R.D.S. = 60 M.P.H.

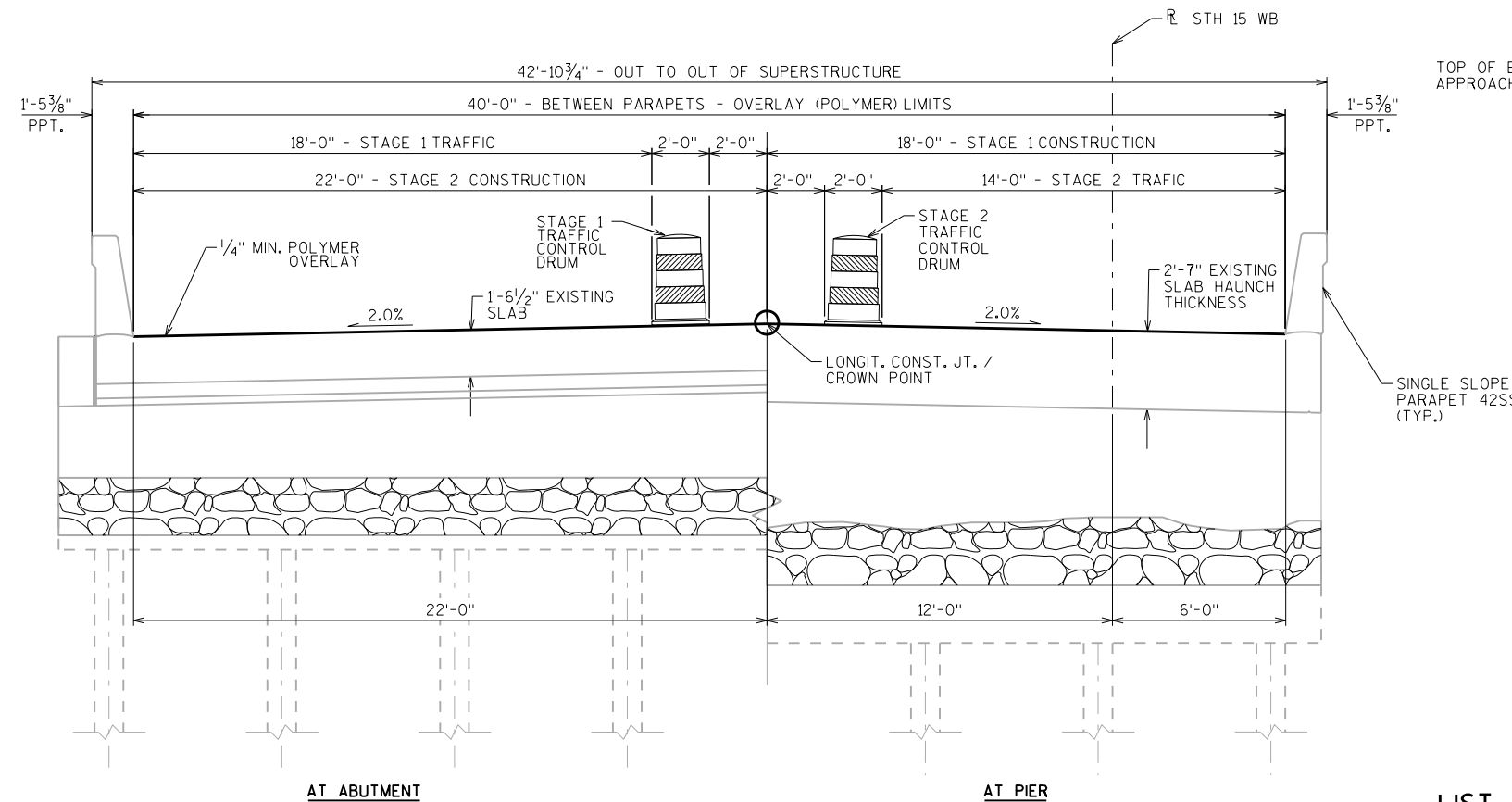
GENERAL NOTES

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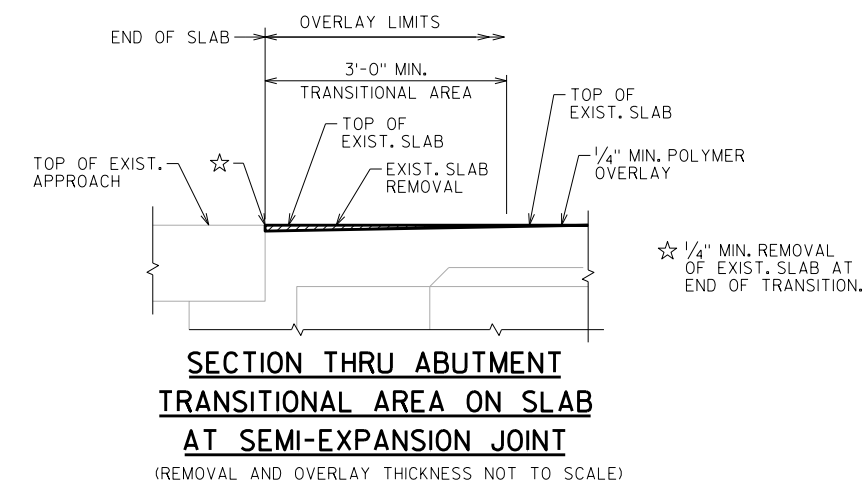
PLAN

3 SPAN CONCRETE HAUNCHED SLAB - POLYMER OVERLAY



CROSS SECTION THRU ROADWAY

LOOKING EAST



**SECTION THRU ABUTMENT
 TRANSITIONAL AREA ON SLAB
 AT SEMI-EXPANSION JOINT**

(REMOVAL AND OVERLAY THICKNESS NOT TO SCALE)

STRUCTURE DESIGN CONTACTS:
 ENGELS VARGAS (608) 267-7111
 DOMINIQUE BECHLE (608) 261-8205

LIST OF DRAWINGS

1. POLYMER OVERLAY

TOTAL ESTIMATED QUANTITIES

BID ITEM NUMBER	BID ITEMS	UNIT	TOTALS
509.5100.S	POLYMER OVERLAY	SY	628

NO.	DATE	REVISION	BY
ACCEPTED			DATE
STRUCTURE B-44-296		11/07/23	
STH 15 WB OVER BLACK OTTER CREEK			
COUNTY	OUTAGAMIE	TOWN	HORTONIA
DESIGN SPEC. REHABILITATION	N/A		
DESIGNED BY	EJV	DESIGNED CK'D.	KT
DRAWN BY	EJV	PLANS CK'D.	LJR
POLYMER OVERLAY			SHEET 1 OF 1



Wisconsin Department of Transportation

Dedicated people creating transportation solutions through innovation and exceptional service.

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