SUP

Jan 11, 2022

PROJECT ID: 1196-04-78

WITH: 1196-05-77

COUNTY: BARRON

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 = 364

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
1196-04-78	WISC 2022134	1
1196-05-77	WISC 2022135	1

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

NEW AUBURN - RICE LAKE

CHIPPEWA COUNTY LINE TO CTH I (NB)
USH 53
BARRON COUNTY

STATE PROJECT NUMBER
1196-05-77

CTH I TO USH 8 (NB)
USH 53
BARRON COUNTY

STATE PROJECT NUMBER
1196-04-78



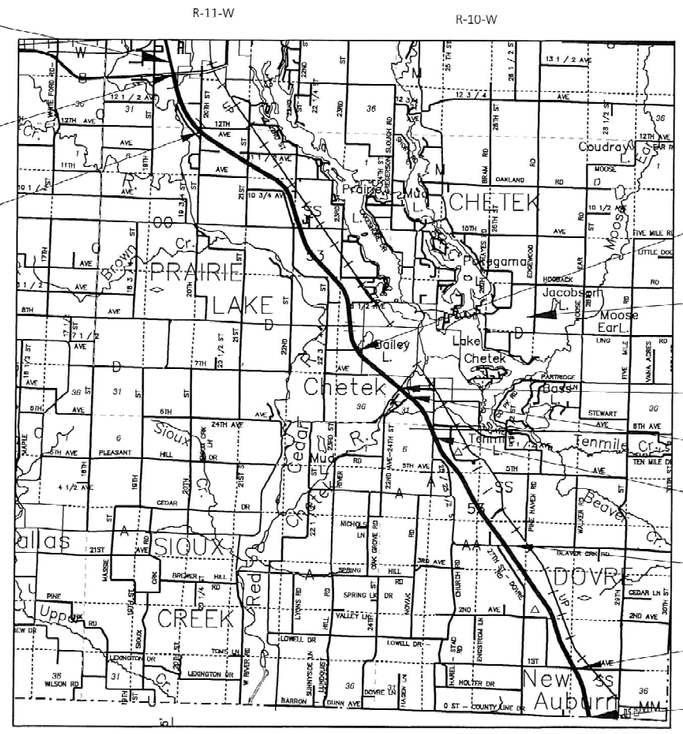
39

N

END PROJECT 1196-04-78
STA 969+85.00'NB'

STRUCTURE B-03-0038
STA 933+55.67-STA 935+99.89

STRUCTURE B-03-0031
STA 864+62.53 - STA 866+20.71


R-11-W
R-10-W
T-33-N
T-32-N
PRAIRIE LAKE
CHETEK
Chetek
SIOUX CREEK
DOVRE
New Auburn
Coudray
Prairie Farm
Jacobson L.
Moose Earl
Lake Chetek
Bailey L.
Tenmile Cr
Beaver Cr
Red Cr
Brush Cr
Sioux Cr
Cedar Cr
Dallas
Upper Dam
Moose
Pokegama
Mud
Cedar
Pleasant
Oakland
Little Doe
Hoboken
Partridge
Basin
Stewart
Ten Mile
Pine River
Valley
Spring
Holten
Barron
Dunn
Wilson
Lexington
Bracket
Pine
Maple
Cedar
Sunnyside
Dome
Hidden
Meadow
Nicholl
Oak Grove
Church
Beaver Creek
Moose Creek
Little Doe Creek
Tenmile Creek
Red Cedar River
Chetek River
Mud Creek
Brush Creek
Sioux Creek
Cedar Creek
Red Cedar Creek
Upper Dam Creek
Dallas Creek
Beaver Creek
Tenmile Creek
Moose Creek
Little Doe Creek
Chetek River
Mud Creek
Red Cedar River

GENERAL NOTES

ELEVATIONS SHOWN ON THE PLAN ARE REFERENCED TO THE APPROXIMATE USGS DATUM.

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

THE LOCATION OF EXISTING AND PROPOSED UTILITY INSTALLATIONS AS SHOWN ON THE PLANS IS APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT AREA THAT ARE NOT SHOWN.

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

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

DISTURBED AREAS WITHIN THE RIGHT-OF-WAY, EXCEPT THE AREAS WITHIN THE FINISHED SHOULDER POINTS, ARE TO BE 4-INCH SALVAGED TOPSOILED, FERTILIZED, SEEDED AND MULCHED.

THE LOCATION OF ALL DRIVEWAYS WILL BE DETERMINED BY THE ENGINEER.

ALL CURB AND GUTTER RADII, PAVEMENT DIMENSIONS AND STATIONS ARE SHOWN TO THE EDGE OF PAVEMENT UNLESS NOTED OTHERWISE.

ALL SIDE ROAD EARTHWORK QUANTITIES ARE INCLUDED IN MAINLINE EARTHWORK QUANTITIES.

A VERTICAL SAWCUT SHALL BE MADE THROUGH EXISTING DRIVEWAYS AND PAVEMENTS AT REMOVAL LIMITS.

SUPER ELEVATION WILL MATCH EXISTING SUPERELEVATION RATES, CONTRACTOR SHALL PAVE DEPTHS AS SHOWN AND MATCH EXISTING CONDITIONS.

ASPHALTIC PAVEMENT SHALL BE CONSTRUCTED WITH THE FOLLOWING LAYER THICKNESSES:

PAVEMENT THICKNESS (INCH)	LOWER (INCH)	UPPER (INCH)
1.75	---	1.75
2.0	---	2.0
3.0	1.25	1.75

USH 53 INSIDE MEDIAN (3') SHOULDERS MAY BE PAVED WITH MAINLINE LANES, WITH APPROVAL FROM THE ENGINEER AND SHALL BE SUBJECT TO ONLY STANDARD COMPACTION.

2 IN ASPHALTIC SURFACE SHALL BE CONSTRUCTED WITH A SINGLE LAYER.

ASPHALTIC SURFACE- MINIMUM OF A 4 MT 58-34 S MIX TO BE USED.

BEARINGS SHOWN ON THE PLAN ARE REFERENCED TO THE EXISTING ROADWAY CENTERLINE AND ARE ASSUMED.

EXISTING PIPE CULVERT SIZES SHOWN ARE APPROXIMATE AND THE CONTRACTOR SHALL BASE ITS BID ON ACTUAL FIELD CONDITIONS.

STATIONING, DISTANCES AND OFFSETS FOR PROPOSED SIGNS SHOWN ON THE PLAN ARE APPROXIMATE, ACTUAL LOCATIONS OF SIGNS ARE TO BE COORDINATED IN THE FIELD WITH THE ENGINEER.

SUMMARY OF DETAIL SHEETS

GENERAL NOTES
PROJECT OVERVIEW
TYPICAL SECTIONS
CONSTRUCTION DETAILS
PERMANENT SIGNING
PAVEMENT MARKING
TRAFFIC CONTROL
ALIGNMENT

UTILITY CONTACTS

ROB MALY
DAIRYLAND POWER COOPERATIVE - ELECTRICITY
3200 EAST AVE S
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LA CROSSE, WI 54602-0817
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RICE LAKE, WI 54868
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HAWKINS, WI 54530
(715) 563-8294
BRIAN.HUHN@CENTURYLINK.COM

JADEN EBERT
BARRON-CAMERON WASTEWATER TREATMENT FACILITY - SEWER
607 SOUTH LIMITS AVE
CAMERON, WI 54822
(715) 458-2158
CAMWATER@CHIBARDUN.NET

ASTREA F/K/A
(PACKERLAND BROADBAND - COMMUNICATION LINE)
105 KENT ST
P.O. BOX 190
IRON MOUNTAIN, MI 49801
(906) 282-6434
RUSSELL.KENNY@ASTREACONNECT.COM

RYAN HARTZELL
CITIZENS CONNECTED - COMMUNICATION LINE
328 WEST MAIN STREET
P.O. BOX 127
NEW AUBURN, WI 54757-0127
(715) 456-5811
RHARTZELL@CITIZENS-CONNECTED.COM

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

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 = 334.5 ACRES
TOTAL AREA EXPECTED TO BE DISTURBED BY CONSTRUCTION ACTIVITIES = 132.5 ACRES

DNR LIAISON

STATE OF WISCONSIN
NORTHWEST DISTRICT
HWY 70 WEST
PO BOX 309
SPOONER, WI 54801
TELEPHONE 715-635-4229
ATTENTION: AMY CRONK
EMAIL: AMY.CRONK@WISCONSIN.GOV

DESIGN CONTACT

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10 NORTH BRIDGE STREET
CHIPPEWA FALLS WI 54729
TELEPHONE: 715-720-6261
ATTENTION: JARROD STARREN
EMAIL: JSTARREN@SEHINC.COM

WISCONSIN DEPARTMENT OF TRANSPORTATION
718 W. CLAIREMONT AVENUE
EAU CLAIRE, WI 54701
ATTN: NICHOLAS PITSCH
TELEPHONE: 715.225.1271
EMAIL: NICHOLAS.PITSCH@DOT.WI.GOV

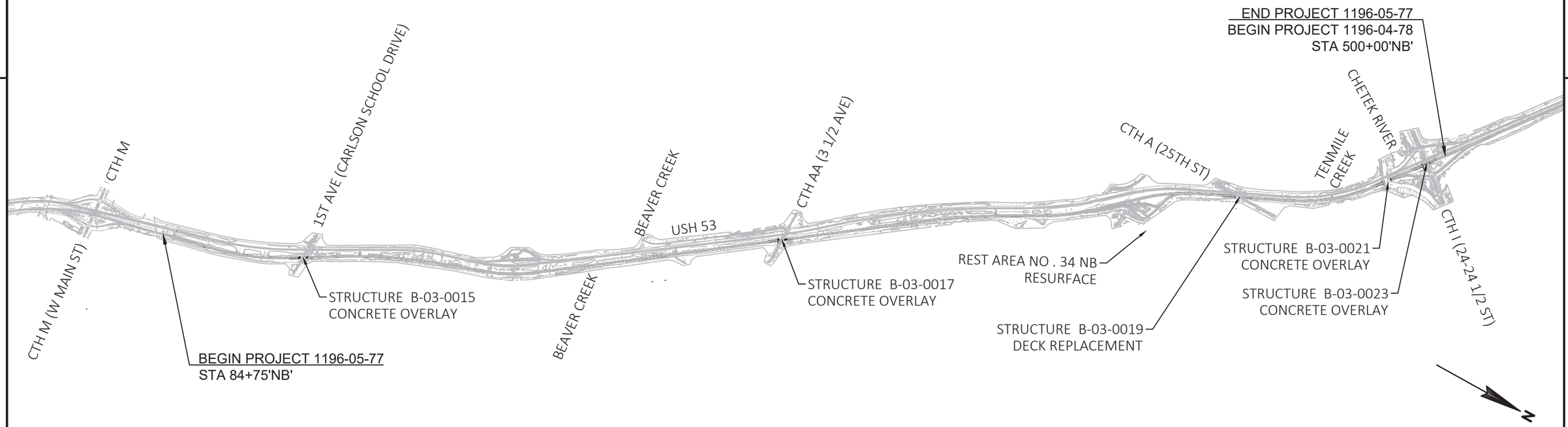
WisDOT RWIS

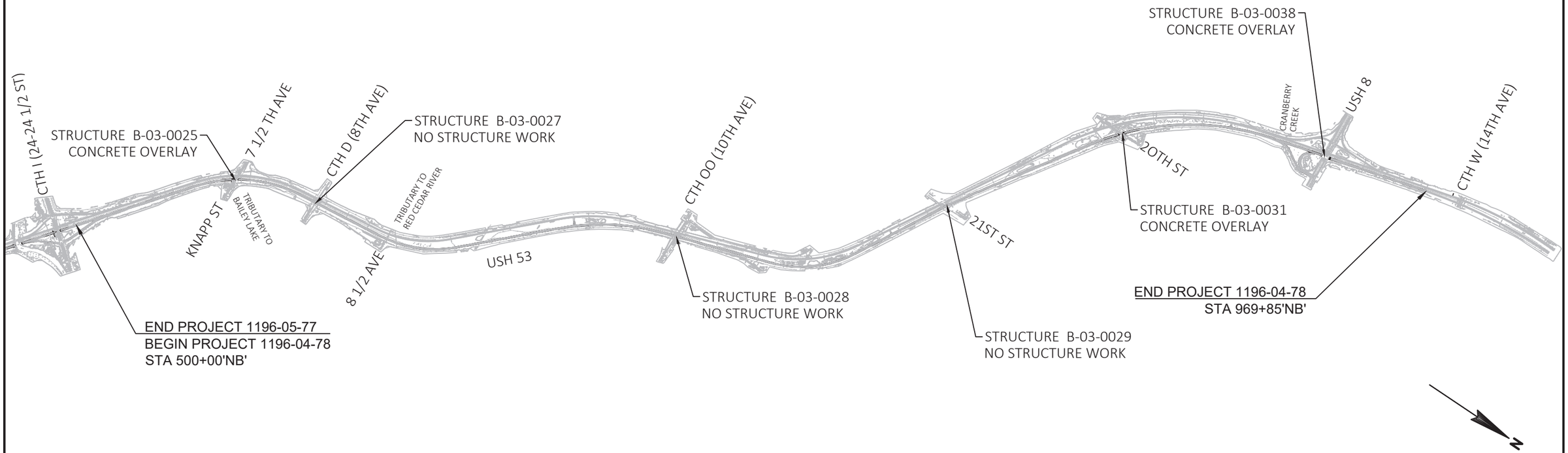
MICHAEL J. ADAMS
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WisDOT FACILITIES

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WisDOT ROADSIDE FACILITIES ENGINEER
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2





PROJECT NO: 1196-04-78, 1196-05-77	HWY: USH 53	COUNTY: BARRON	PROJECT OVERVIEW	SHEET 3	E

EXISTING TYPICAL SECTION

PROJECT 1196-05-77
STA 84+75.0 'NB' - STA 129+58.5 'NB'
STA 131+05.7 'NB' - STA 283+55.9 'NB'
STA 285+07.4 'NB' - STA 430+21.2 'NB'
STA 432+93.0 'NB' - STA 479+06.0 'NB'
STA 481+28.7 'NB' - STA 492+92.8 'NB'
STA 494+63.3 'NB' - STA 500+00.0 'NB'

PROJECT 1196-04-78
STA 500+00.0 'NB' - STA 554+72.7 'NB'
STA 556+23.5 'NB' - STA 864+62.5 'NB'
STA 866+20.7 'NB' - STA 933+55.7 'NB'
STA 935+99.9 'NB' - STA 969+85.0 'NB'

FINISHED TYPICAL SECTION

PROJECT 1196-05-77
STA 84+75.0'NB' - STA 129+58.5 'NB'
STA 131+05.7 'NB' - STA 283+55.9 'NB'
STA 285+07.4 'NB' - STA 430+21.2 'NB'
STA 432+93.0 'NB' - STA 479+06.0 'NB'
STA 481+28.7 'NB' - STA 492+92.8 'NB'
STA 494+63.3 'NB' - STA 500+00.0 'NB'

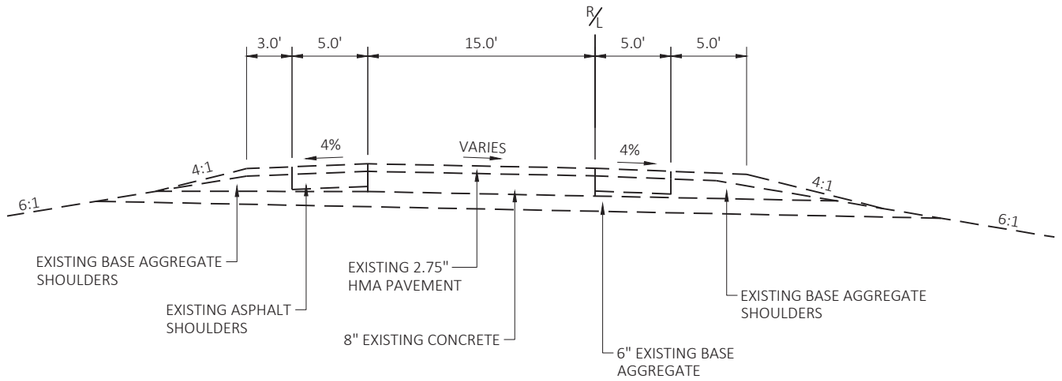
PROJECT 1196-04-78
STA 500+00.0 'NB' - STA 554+72.7 'NB'
STA 556+23.5 'NB' - STA 864+62.5 'NB'
STA 866+20.7 'NB' - STA 933+55.7 'NB'
STA 935+99.9 'NB' - STA 969+85.0 'NB'

* SUPER ELEVATION RATES TO MATCH EXISTING SUPER ELEVATION RATES

** MAINTAIN 16.0' MINIMUM VERTICAL CLEARANCE FROM FINISHED SURFACE TO LOWEST POINT OF OVERHEAD STRUCTURES AT CTH D (B-03-0027) AND 21ST STREET (B-03-0029)

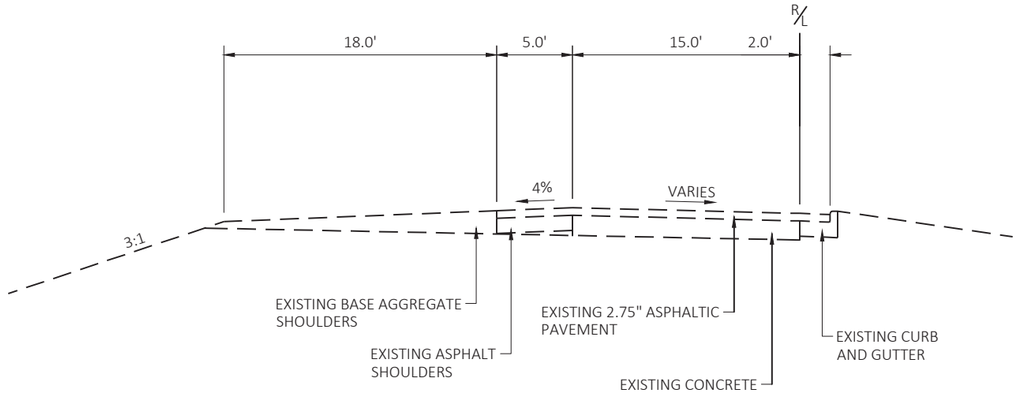
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FILE NAME : P:\UZ\W\WITNW\146423\C3D\11960408\SHEETSPLAN\020301_TS.DWG
LAYOUT NAME - 01
PLOT DATE : 10/20/2021 1:29 AM PLOT BY : JARROD STARREN PLOT NAME : PLOT SCALE : 1 IN:10 FT



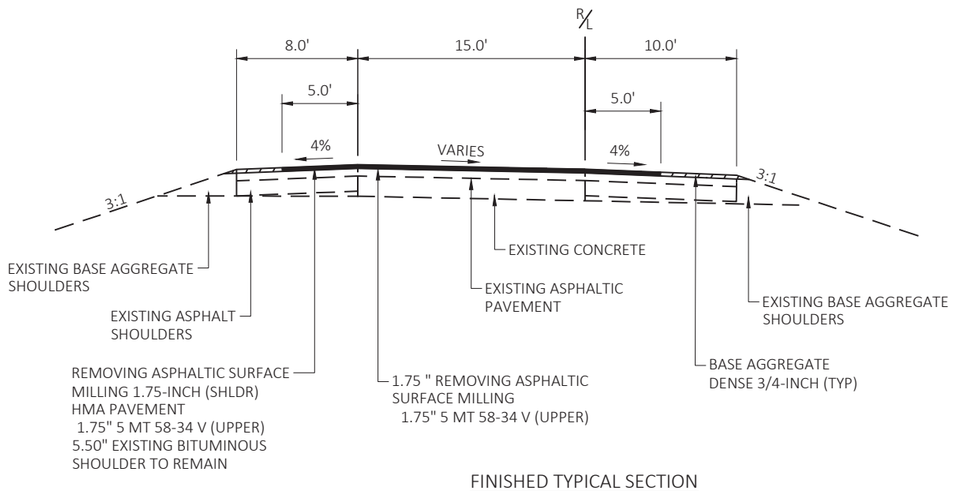
EXISTING TYPICAL SECTION

INTERCHANGE RAMP CTH I
PROJECT 1196-05-77
STA 482+54.6 'BI' - STA 492+38.0 'BI'
STA 495+31.3 'AI' - STA 512+53.0 'AI'



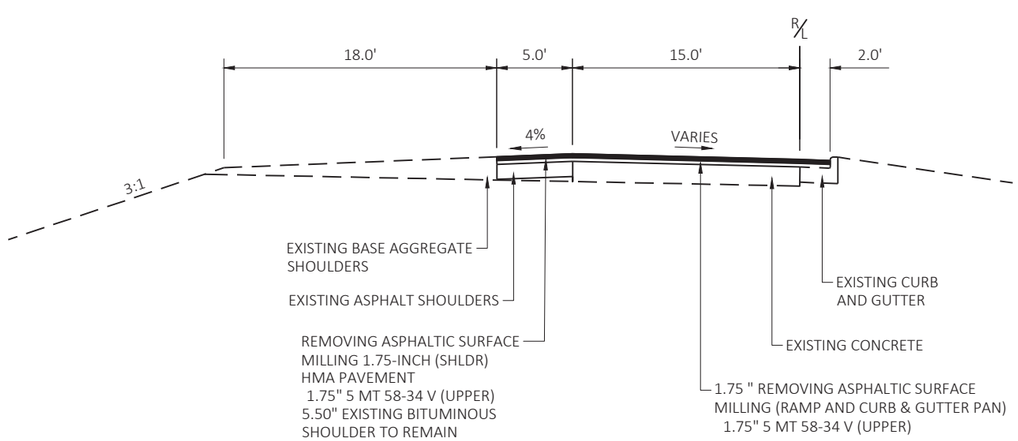
EXISTING TYPICAL SECTION

USH 8 NORTHBOUND ENTRANCE RAMP
PROJECT 1196-04-78
STA 917+55.1 'B8' - STA 933+74.5 'B8'
STA 920+82.5 'A8' - STA 931+11.4 'A8'



FINISHED TYPICAL SECTION

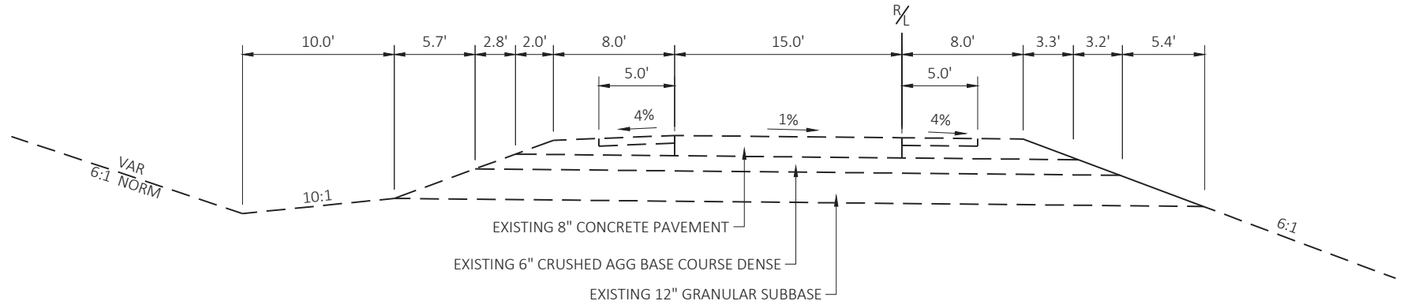
INTERCHANGE RAMP CTH I
PROJECT 1196-05-77
STA 482+54.6 'BI' - STA 492+38.0 'BI'
STA 495+31.3 'AI' - STA 512+53.0 'AI'



FINISHED TYPICAL SECTION

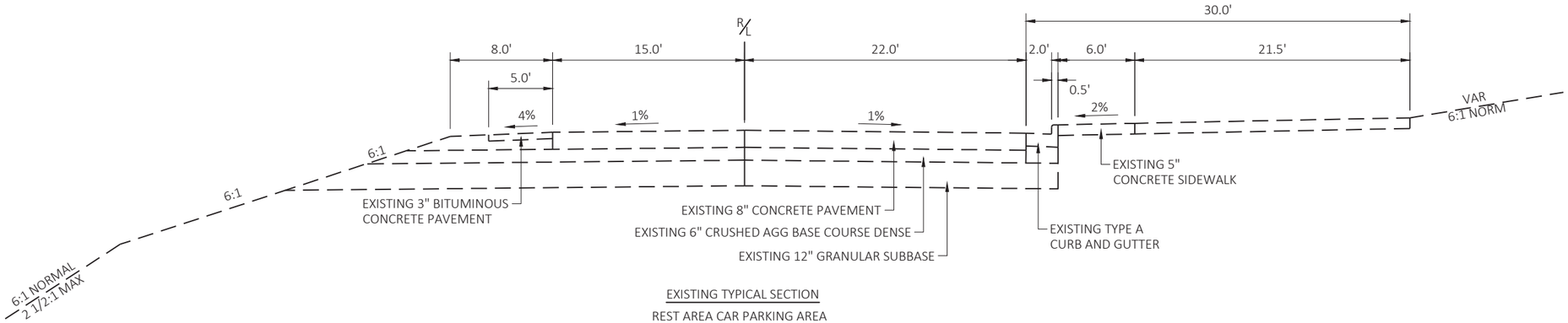
USH 8 NORTHBOUND ENTRANCE RAMP
PROJECT 1196-04-78
STA 917+55.1 'B8' - STA 933+74.5 'B8'
STA 920+82.5 'A8' - STA 931+11.4 'A8'

PROJECT NO: 1196-04-78,1196-05-77	HWY: USH 53	COUNTY: BARRON	PLAN: TYPICAL SECTION	SHEET 5	E



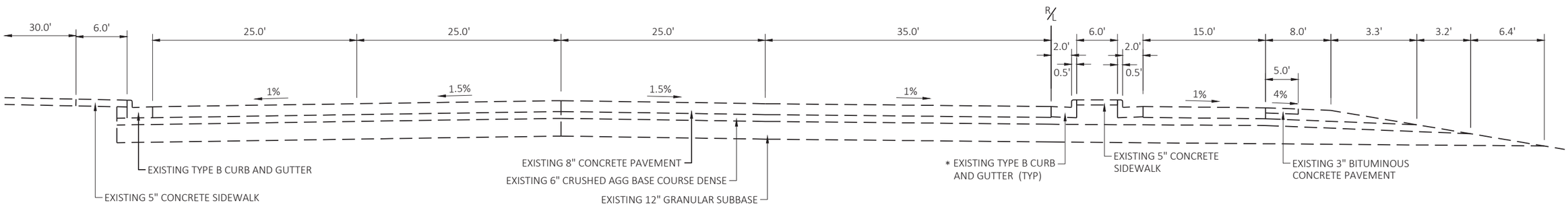
EXISTING TYPICAL SECTION

REST AREA RAMPS
PROJECT 1196-05-77
STA 381+22.6 'AR' - STA 398+65.6 'AR'
STA 394+36.6 'TR' - STA 397+90.2 'TR'
STA 403+28.2 'TR' - STA 408+49.7 'TR'
STA 404+08.2 'AR' - STA 418+52.5 'AR'



EXISTING TYPICAL SECTION

REST AREA CAR PARKING AREA
PROJECT 1196-05-77
STA 398+90.2 'AR' - STA 403+98.6 'AR'



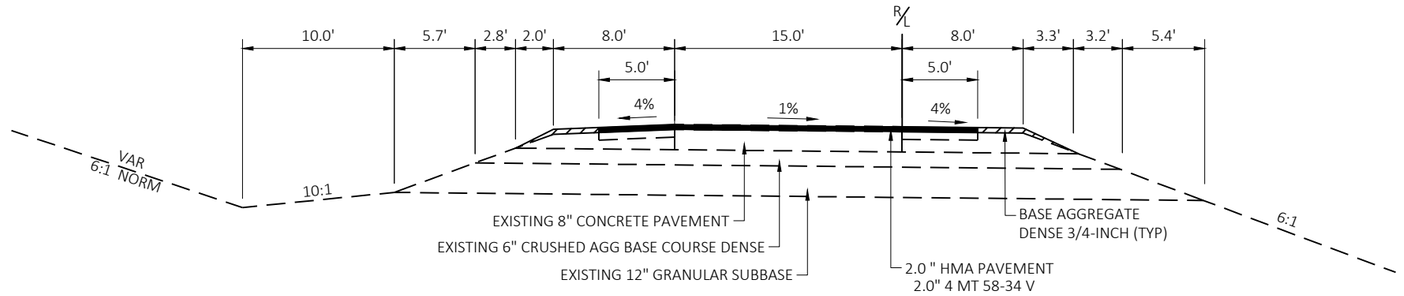
EXISTING TYPICAL SECTION

REST AREA TRUCK PARKING AREA
PROJECT 1196-05-77
STA 399+21.1 'TR' - STA 400+53.9 'TR'

* CURB AND GUTTER END AT STA 400+31.2 'TR'

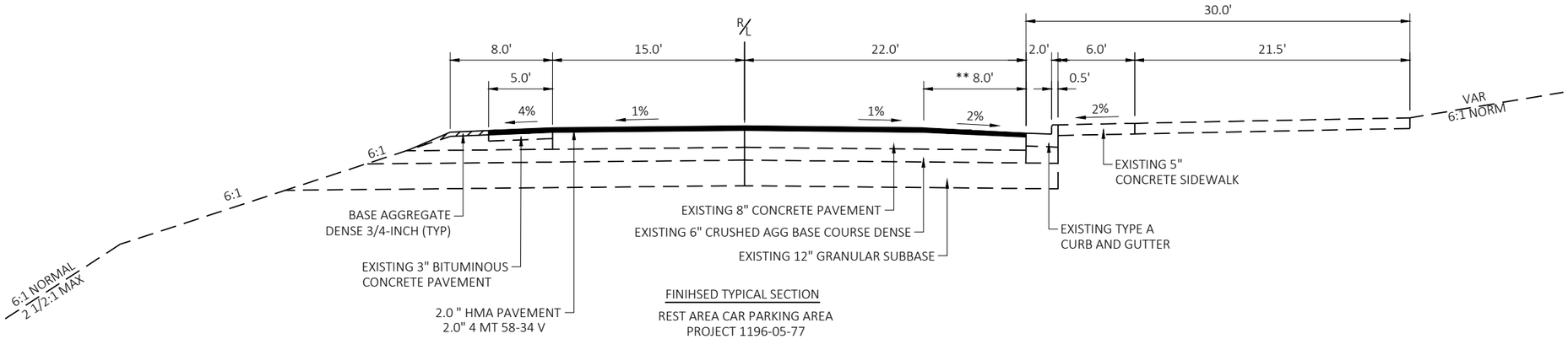
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2



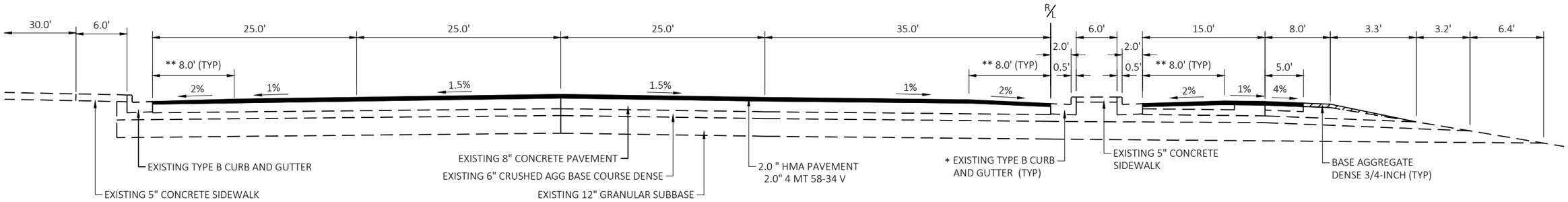
FINISHED TYPICAL SECTION

REST AREA RAMPS
PROJECT 1196-05-77
STA 381+22.6 'AR' - STA 398+65.6 'AR'
STA 394+36.6 'TR' - STA 397+90.2 'TR'
STA 403+28.2 'TR' - STA 408+49.7 'TR'
STA 404+08.2 'AR' - STA 418+52.5 'AR'



FINIHSED TYPICAL SECTION

REST AREA CAR PARKING AREA
PROJECT 1196-05-77
STA 398+90.2 'AR' - STA 403+98.6 'AR'



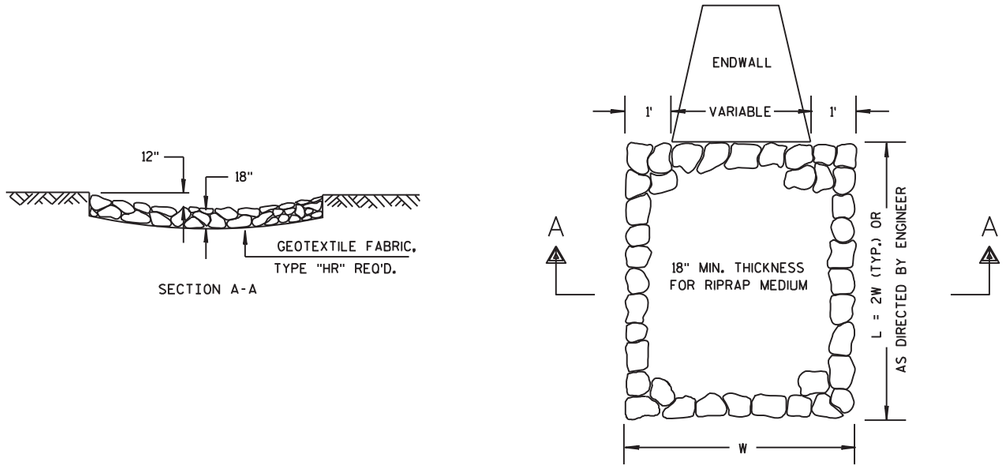
FINSHED TYPICAL SECTION

REST AREA TRUCK PARKING AREA
PROJECT 1196-05-77
STA 399+21.1 'TR' - STA 400+53.9 'TR'

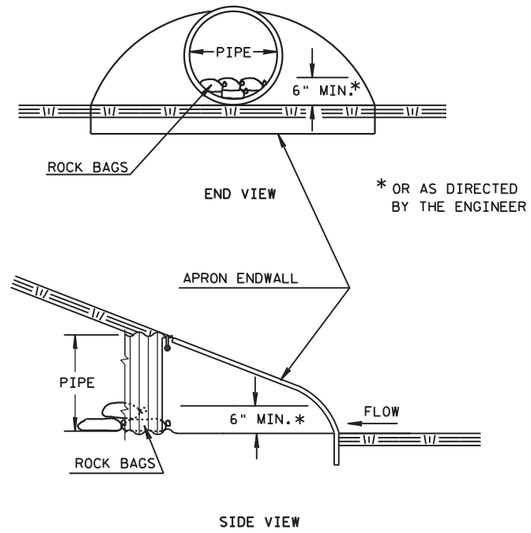
* CURB AND GUTTER END AT STA 400+31.2 'TR'

** SEE CONSTRUCTION DETAIL FOR REST AREA
34 BUTT JOINTS

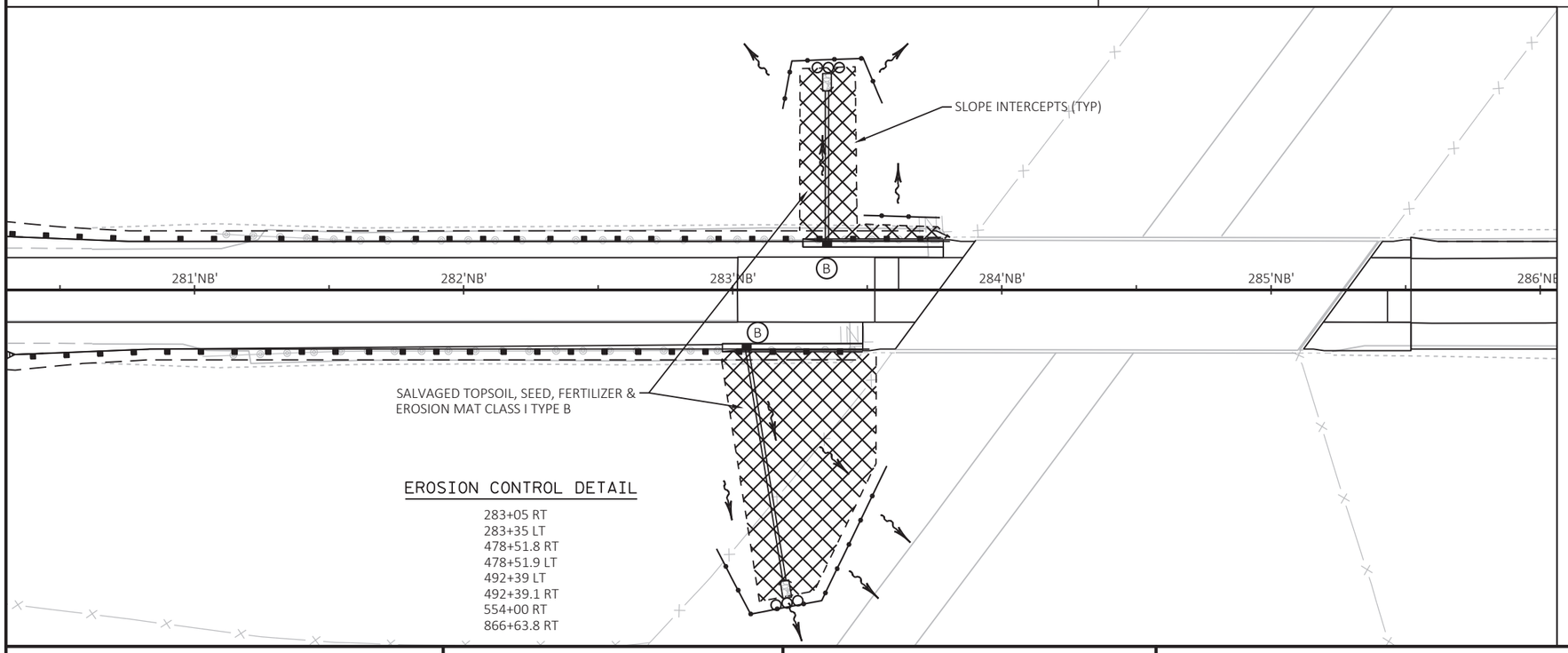
PROJECT NO: 1196-04-78,1196-05-77	HWY: USH 53	COUNTY: BARRON	PLAN: TYPICAL SECTION	SHEET 7	E



RIPRAP MEDIUM TREATMENT AT CULVERTS



CULVERT PIPE CHECKS



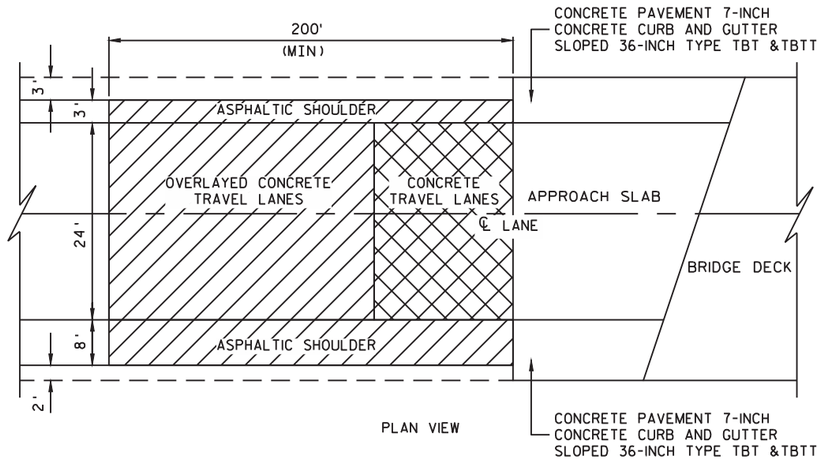
EROSION CONTROL DETAIL

283+05 RT
283+35 LT
478+51.8 RT
478+51.9 LT
492+39 LT
492+39.1 RT
554+00 RT
866+63.8 RT

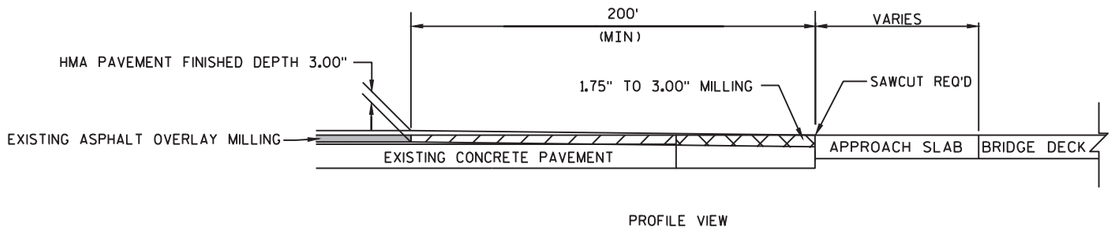
LEGEND

- EROSION MAT CLASS I TYPE B
- RIPRAP MEDIUM
- SILT FENCE RELIEF
- SILT FENCE
- SLOPE INTERCEPT
- (B) INLET PROTECTION TYPE B
- SURFACE WATER FLOW

PROJECT NO: 1196-04-78, 1196-05-77	HWY: USH 53	COUNTY: BARRON	CONSTRUCTION DETAILS	SHEET 8	E



PLAN VIEW

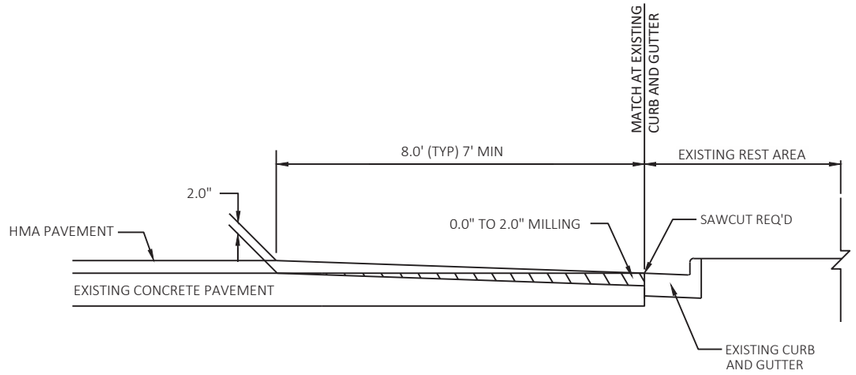


PROFILE VIEW

MAINLINE BRIDGE APPROACH BUTT JOINT

PAID FOR AS REMOVING PAVEMENT BUTT JOINTS

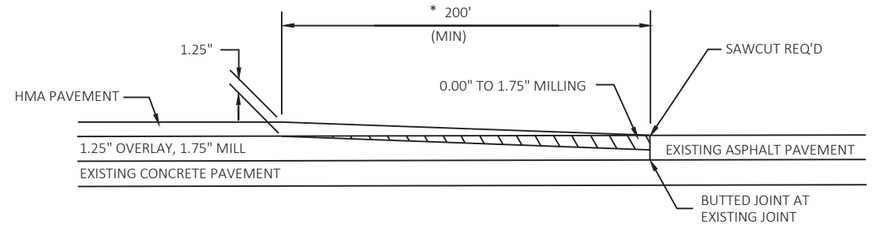
PAID AS REMOVING ASPHALTIC SURFACE BUTT JOINTS



REST AREA 34 BUTT JOINTS

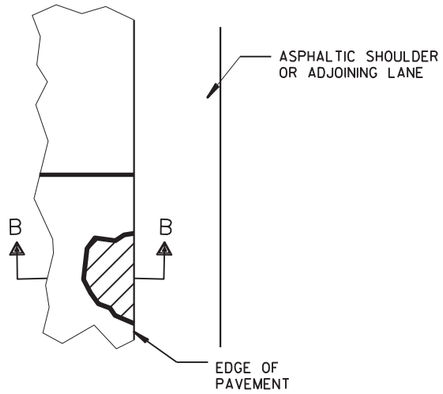
STA 398+90'AR', RT - STA 403+98'AR', RT
STA 398+78'TR', RT - STA 400+44'TR', RT
STA 399+15'TR', LT - STA 403+05'TR', LT

PAID FOR AS REMOVING PAVEMENT BUTT JOINTS

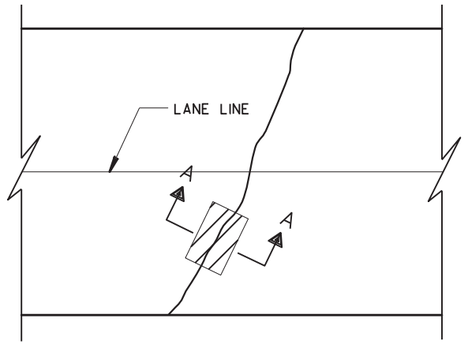


PAID FOR AS REMOVING ASPHATIC SURFACE BUTT JOINTS
- INCLUDES MAINLINE PAVEMENT AND SHOULDERS

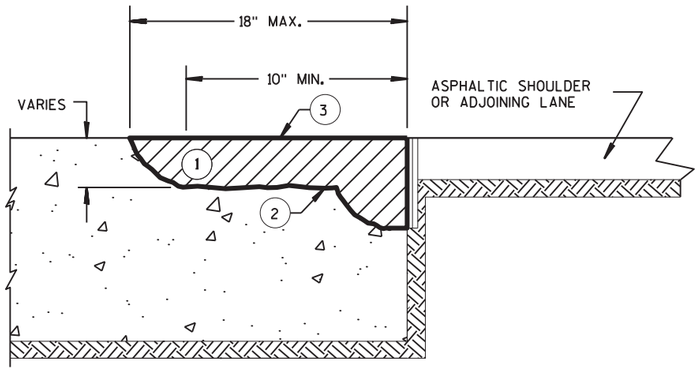
MAINLINE BUTT JOINT



PLAN VIEW

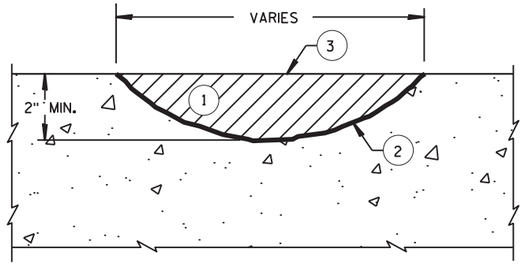


PLAN VIEW

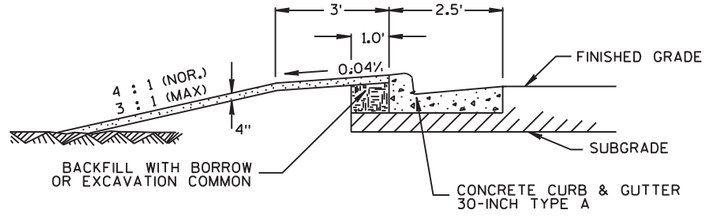


SECTION B–B

EDGE REPAIR



SECTION A–A

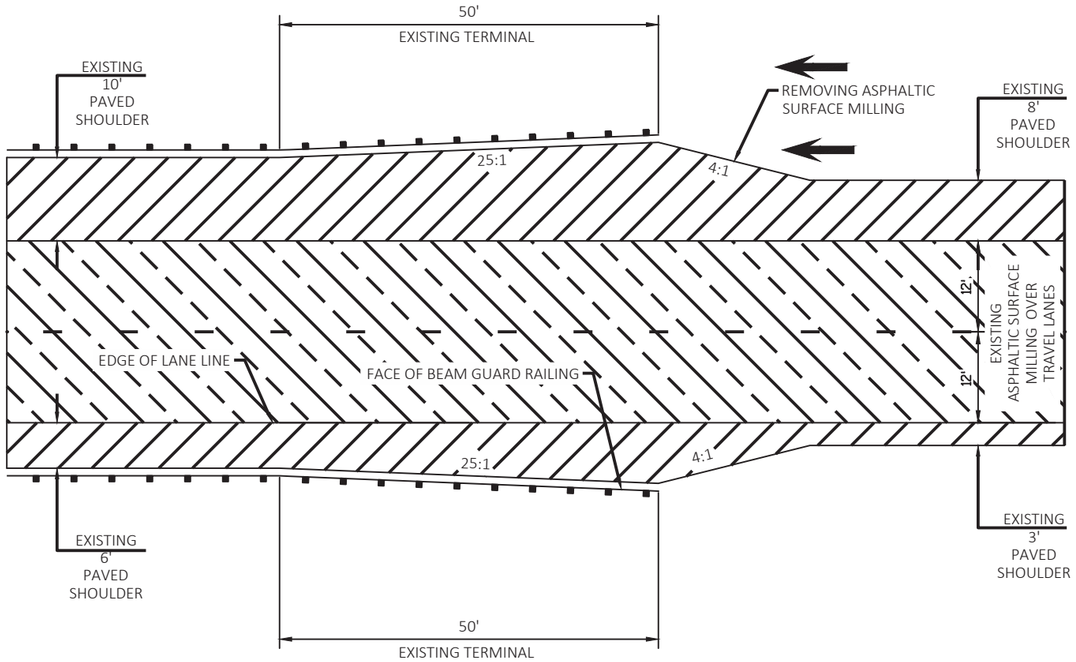


BERM DETAIL BEHIND 30" CURB & GUTTER

STA 920+60'A8'

PREPARE FOUNDATION FOR ASPHALTIC PAVING - REST AREA 34

1. REMOVE ALL UNSOUND AND DETERIORATED MATERIAL
2. BLOW OUT REPAIR AREAS WITH 80 PSI MINIMUM COMPRESSED AIR - TACK COAT REQUIRED - PAID FOR UNDER PREPARE FOUNDATION FOR ASPHALTIC PAVING
3. ASPHALTIC SURFACE PATCHING PAID FOR SEPARATELY



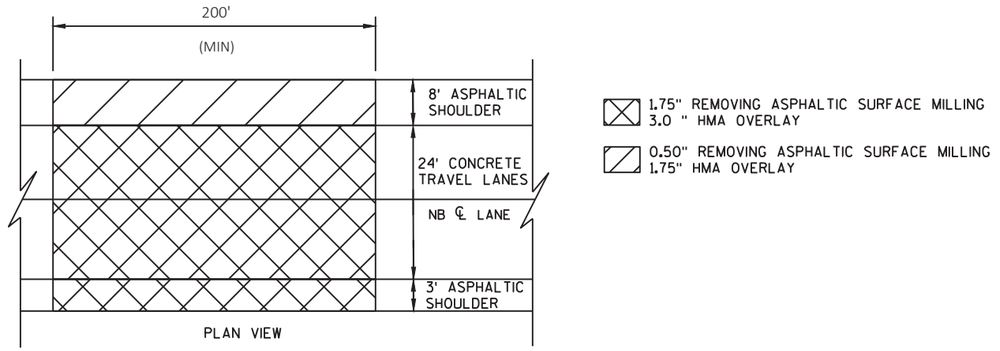
STEEL PLATE BEAM GUARD TERMINAL AREA

USH 53 NB
STA 186+76'SB' - STA 200+38'SB' LT
STA 186+36'SB' - STA 188+07'SB RT

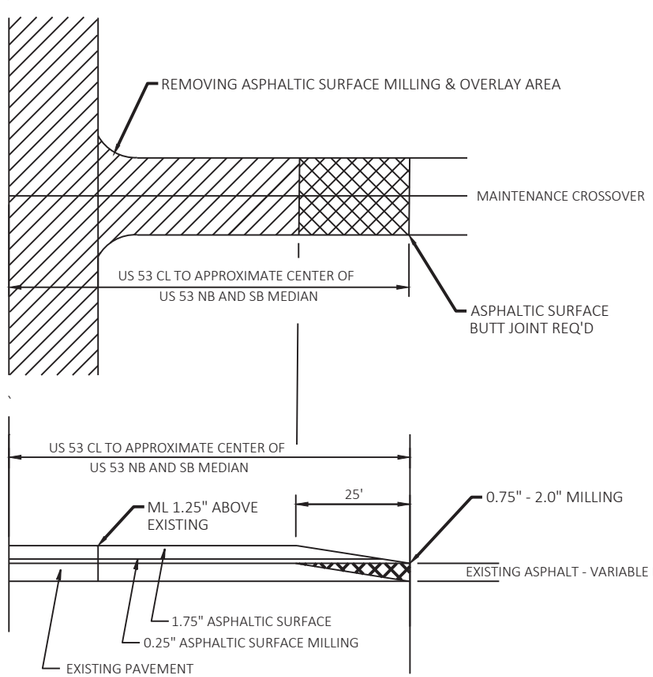
LEGEND

REMOVING ASPHALTIC SURFACE MILLING
MAINLINE PAVEMENT

REMOVING ASPHALTIC SURFACE MILLING
SHOULDER PAVEMENT



US 53'NB'



NOT TO SCALE

REMOVE MATERIAL UNDER ITEM "REMOVING ASPHALTIC SURFACE BUTT JOINTS"

MILL 0.75" OF EXISTING ASPHALT PAVEMENT ON MAINTENANCE CROSSOVER
OVERLAY WITH 2.0" (PAVEMENT SURFACE RAISES 1.25" FROM EXISTING SURFACE)

NOTE: ANY SAWCUT USED WILL BE CONSIDERED INCIDENTAL
TO THE ITEM "REMOVING ASPHALTIC SURFACE, BUTT JOINTS."

MAINTENANCE CROSSOVER DETAIL

2

2

MATCH LINE STA 120+00.00'NB'

'NB'

USH 53 NB

125'NB'

130'NB'

N30° 59' 56"W

135

135 SB

MATCH LINE STA 135+00.00'NB'

3-1

Chetek	7
Barron	15
Superior	114

E8-1
168"X84"

N

1st AVE.

SIGN LEGEND

PROPOSED TYPE I SIGN(S) ON EXISTING DOUBLE STEEL SUPPORTS

135 SB

140'SB'

145'SB'

N

MATCH LINE STA 135+00.00'NB'

'NB'

140'NB'

USH 53 NB

145'NB'

MATCH LINE STA 149+50.00'NB'

PROJECT NO: 1196-04-78,1196-05-77	HWY: USH 53	COUNTY: BARRON	PERMANENT SIGNING - TYPE I	SHEET 12 E

FILE NAME : W:\NWBE_PROJECTS\DESIGN\1810-1811_US 53 NB_SCL TO US8\CADD FILES FROM SEH\023201_PS.DWG
LAYOUT NAME - 050101_PN - 050103

PLOT DATE : 9/3/2019 11:51 AM PLOT BY : USER PLOT NAME : PLOT SCALE : 1 IN:100 FT

2

2

MATCH LINE STA 325+50.00'NB'

330'NB'

USH 53 NB

335'NB'

340'NB'

MATCH LINE STA 340+25.00'NB'

E5-51
120"X54"

REST AREA
1 MILE

WEATHER INFORMATION

E10-54
120"X12"

10-1

10-2

SIGN LEGEND

PROPOSED TYPE I SIGN(S) ON
EXISTING DOUBLE STEEL SUPPORTS

MATCH LINE STA 340+25.00'NB'

345'NB'

USH 53 NB

350'NB'

355

MATCH LINE STA 355+00.00'NB'

PROJECT NO: 1196-04-78,1196-05-77	HWY: USH 53	COUNTY: BARRON	PERMANENT SIGNING - TYPE I	SHEET 13	E

2

2

360'SB

365'SB

N

MATCH LINE STA 355+00.00'NB'

'NB'

360'NB'

N28° 35' 26"W

365'NB'

MATCH LINE STA 369+75.00'NB'

SIGN LEGEND

PROPOSED TYPE I SIGN(S) ON
EXISTING DOUBLE STEEL SUPPORTS

N

MATCH LINE STA 369+75.00'NB'

370'NB'

375'NB'

375'AR'

USH 53 NB

380'NB'

380'AR'

MATCH LINE STA 384+50.00'NB'

REST AREA

E5-52
144"X54"

11-1

PROJECT NO: 1196-04-78,1196-05-77	HWY: USH 53	COUNTY: BARRON	PERMANENT SIGNING - TYPE I	SHEET 14	E

FILE NAME : W:\NWBE_PROJECTS\DESIGN\1810-1811_US 53 NB_SCL TO US8\CADD FILES FROM SEH\023201_PS.DWG
LAYOUT NAME - 050101_PN - 050111

PLOT DATE : 9/3/2019 11:53 AM PLOT BY : USER PLOT NAME : PLOT SCALE : 1 IN:100 FT

2

2

MATCH LINE STA 414+00.00'NB'

MATCH LINE STA 428+74.00'NB'

415'SB'

420'SB'

425'SB'

415'NB'

420'NB'

USH 53 NB

N24° 34' 04"W

425'NB'

420'AR'

425'AR'

5'AR'

SIGN LEGEND

PROPOSED TYPE I SIGN(S) ON EXISTING DOUBLE STEEL SUPPORTS

MATCH LINE STA 428+74.00'NB'

MATCH LINE STA 443+50.00'NB'

430'SB'

435'SB'

440'SB'

430'NB'

435'NB'

USH 53 NB

440'NB'

CTH "A"

E1-5P
108"X30"

14-1

14-2

EXIT 126

I

Chetek

3/4 MILE

E1-1A
144"X120"

PROJECT NO: 1196-04-78,1196-05-77	HWY: USH 53	COUNTY: BARRON	PERMANENT SIGNING - TYPE I	SHEET 15	E

FILE NAME : W:\NWBE_PROJECTS\DESIGN\1810-1811_US 53 NB_SCL TO US8\CADD FILES FROM SEH\023201_PS.DWG
LAYOUT NAME - 050101_PN - 050114

PLOT DATE : 9/3/2019 11:53 AM PLOT BY : USER PLOT NAME : PLOT SCALE : 1 IN:100 FT

2

2

N

445'SB'

450'SB'

455'SB'

USH 53 SB

MATCH LINE STA 443+50.00'NB'

445'NB'

N24° 34' 04"W

450'NB'

455'NB'

USH 53 NB

MATCH LINE STA 458+30.00'NB'

SIGN LEGEND

PROPOSED TYPE I SIGN(S) ON
EXISTING DOUBLE STEEL SUPPORTS

N

460'SB'

465'SB'

470'SB'

USH 53 SB

MATCH LINE STA 458+30.00'NB'

460'NB'

465'NB'

470'NB'

USH 53 NB

MATCH LINE STA 473+00.00'NB'

Tourist Info
NEXT RIGHT

E5-64
144"X54"

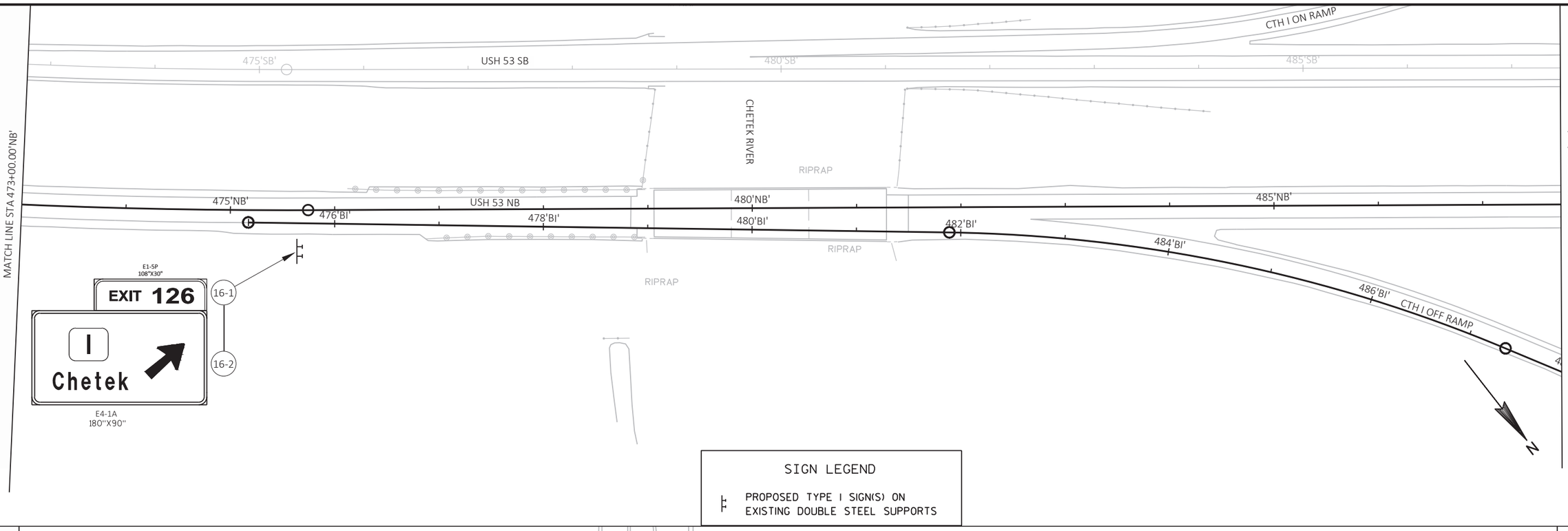
15-1

PROJECT NO: 1196-04-78,1196-05-77	HWY: USH 53	COUNTY: BARRON	PERMANENT SIGNING - TYPE I	SHEET 16	E

FILE NAME : W:\NWBE_PROJECTS\DESIGN\1810-1811_US 53 NB_SCL TO US8\CADD FILES FROM SEH\023201_PS.DWG
LAYOUT NAME - 050101_PN - 050115

PLOT DATE : 9/3/2019 11:54 AM PLOT BY : USER PLOT NAME : PLOT SCALE : 1 IN:100 FT

2



SIGN LEGEND

PROPOSED TYPE I SIGN(S) ON EXISTING DOUBLE STEEL SUPPORTS

PROJECT NO: 1196-04-78,1196-05-77	HWY: USH 53	COUNTY: BARRON	PERMANENT SIGNING - TYPE I	SHEET 17	E

FILE NAME : W:\NWBE_PROJECTS\DESIGN\1810-1811_US 53 NB_SCL TO US8\CADD FILES FROM SEH\023201_PS.DWG
LAYOUT NAME - 050101_PN - 050116
PLOT DATE : 9/3/2019 11:55 AM PLOT BY : USER PLOT NAME : PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 42

2

2

N

565'SB'

570'SB'

575'SB'

565'NB'

USH 53 NB

570'NB'

575'NB'

MATCH LINE STA 561+50.00'NB'

MATCH LINE STA 576+25.00'NB'

20-1

Cameron	9
Rice Lake	12
Superior	106

E8-1
180"X84"

SIGN LEGEND

PROPOSED TYPE I SIGN(S) ON
EXISTING DOUBLE STEEL SUPPORTS

N

580'SB'

585'SB'

590'SB'

580'NB'

USH 53 NB

585'NB'

590'NB'

MATCH LINE STA 576+25.00'NB'

MATCH LINE STA 591+00.00'NB'

CTH "D"

PROJECT NO: 1196-04-78,1196-05-77	HWY: USH 53	COUNTY: BARRON	PERMANENT SIGNING - TYPE I	SHEET 18	E

FILE NAME : W:\NWBE_PROJECTS\DESIGN\1810-1811_US 53 NB_SCL TO US8\CADD FILES FROM SEH\023201_PS.DWG
LAYOUT NAME - 050101_PN - 050120

PLOT DATE : 9/3/2019 11:58 AM PLOT BY : USER PLOT NAME : PLOT SCALE : **********

2

2

MATCH LINE STA 827+00.00'NB'

MATCH LINE STA 841+75.00'NB'

830'NB'

N57° 03' 39"W

USH 53 NB

835'NB'

840'NB'

N

SIGN LEGEND

PROPOSED TYPE I SIGN(S) ON
EXISTING DOUBLE STEEL SUPPORTS

MATCH LINE STA 856+50.00'NB'

845'NB'

USH 53 NB

850'NB'

855'NB'

N

E1-SP
108"X30"

EXIT 135

31-1

31-2

8

Barron
Cameron
1 MILE

E1-1A
168"X162"

PROJECT NO: 1196-04-78,1196-05-77	HWY: USH 53	COUNTY: BARRON	PERMANENT SIGNING - TYPE I	SHEET 19	E

FILE NAME : W:\NWBE_PROJECTS\DESIGN\1810-1811_US 53 NB_SCL TO US8\CADD FILES FROM SEH\023201_PS.DWG
LAYOUT NAME - 050101_PN - 050129

PLOT DATE : 9/3/2019 11:59 AM PLOT BY : USER PLOT NAME : PLOT SCALE : **********

2

2

890'SB'

USH 53 SB

895'SB'

900'SB'

N

MATCH LINE STA 886+00.00'NB'

890'NB'

USH 53 NB

895'NB'

900'NB'

SIGN LEGEND

PROPOSED TYPE I SIGN(S) ON
EXISTING DOUBLE STEEL SUPPORTS

905'SB'

USH 53 SB

910'SB'

915'SB'

N

MATCH LINE STA 900+75.00'NB'

905'NB'

USH 53 NB

910'NB'

915'NB'

MATCH LINE STA 915+50.00'NB'

E1-5P
108"X30"

EXIT 135

8

Barron
Cameron

33-1

33-2

E4-1A
204"X132"

PROJECT NO: 1196-04-78,1196-05-77	HWY: USH 53	COUNTY: BARRON	PERMANENT SIGNING - TYPE I	SHEET 20	E

FILE NAME : W:\NWBE_PROJECTS\DESIGN\1810-1811_US 53 NB_SCL TO US8\CADD FILES FROM SEH\023201_PS.DWG
LAYOUT NAME - 050101_PN - 050131

PLOT DATE : 9/3/2019 12:00 PM PLOT BY : USER PLOT NAME : PLOT SCALE : **********

WISDOT/CADDS SHEET 42

2

N

SEE SDD "LONGITUDINAL MARKING (MAINLINE)", "PAVEMENT MARKING (RAMPS AND GORES)" AND "PAVEMENT MARKING FOR PARALLEL ON-RAMP AND PARALLEL OFF-RAMP" FOR ADDITIONAL ITEMS

USH 53 SB

400'SB

400'NB

USH 53 NB

405'AR'

REST AREA 34 ON RAMP

405'TR'

MARKING LINE EPOXY 4-INCH (TYP)

400'AR'

MARKING SYMBOL EPOXY (HANDICAP)

BARRON ELECTRIC

REST AREA 34

MARKING PARKING STALL EPOXY (TYP)

28'

37'

70'

25'

400'TR'

MARKING PARKING STALL EPOXY (TYP)

395'SB

395'NB

N42°32'11"W

395'AR'

395'TR'

REST AREA 34 OFF RAMP

400'NB

2

PROJECT NO: 1196-04-78,1196-05-77	HWY: USH 53	COUNTY: BARRON	PAVEMENT MARKING	SHEET 21	E

FILE NAME : P:\UZ\W\WITNW\146423\C3D\11960408\SHEETSPLAN\024501_PM.DWG
LAYOUT NAME - 01

PLOT DATE : 8/1/2021 12:05 PM PLOT BY : NICK ENGH PLOT NAME : PLOT SCALE : 1 IN:100 FT

TO BE PLACED ON BOTH SIDES OF THE ROAD ON THE LAST SIGN IN THE ADVANCED WARNING SIGNING AREA, SEE SDD "TRAFFIC CONTROL, LANE CLOSURE, SPEED REDUCTION."

ROAD WORK NEXT 17 MILES
G20-1
60"X24"

TO BE PLACED 1 MILE IN ADVANCE OF WORK ZONE ON USH 53 NB

FINES DOUBLE IN WORK ZONES — Give 'em a BRAKE SLOW DOWN
W21-62
96"X48"

400'
700'
500'
40'NB'
USH 53 NB
35'NB'
45'NB'
MATCH LINE STA 48+00.00'NB'
2600'
1600'
1600'
500'
SIGN

ROAD WORK NEXT 17 MILES
G20-1
60"X24"

ROAD WORK 1 MILE
W20-1F

LEFT LANE CLOSED 1/2 MILE
W20-5SG

SPEED LIMIT 60
W03-5

SPEED LIMIT 60
R2-1
48"X60"

W04-2L

SIGN

LEGEND

- SIGN ON PERMANENT SUPPORT
- TYPE C WARNING LIGHT (STEADY BURN)
- DIRECTION OF TRAFFIC
- FLASHING ARROW BOARD
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- CONCRETE BARRIER TEMPORARY PRECAST
- WORK AREA

STAGE 1 & 3

USH 53 NB TRAFFIC IS MERGED TO ONE LANE, THE OUTSIDE LANE REMAINS OPEN TO TRAFFIC. THE INSIDE (MEDIAN) LANE AND SHOULDER IS REPAIRED OR RESURFACED.

SHIFT TRAFFIC DRUMS BACK ACROSS USH 53 NB CENTERLINE WHEN NOT NEEDED FOR PAVING OR PREPARING OPERATION.

NOTE:
USE SDD "MOVING PAVEMENT MARKING OPERATION MULTI-LANE DIVIDED ROADWAY" FOR MOVING OPERATIONS

ALL SIGNS AND DEVICES SHALL BE IN CONFORMANCE WITH THE "WISCONSIN MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES" (WMUTCD). A SUPPLEMENT TO THE FEDERAL HIGHWAY ADMINISTRATION'S "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES".

THE EXACT NUMBER, LOCATION AND SPACING OF ALL TRAFFIC CONTROL DEVICES ARE APPROXIMATE AND SHALL BE ADJUSTED TO FIT FIELD CONDITIONS.

DURING HOURS OF DARKNESS ALL BARRICADES USED TO SHIELD A HAZARD SHALL BE EQUIPPED WITH WARNING LIGHTS, TYPE A.

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.

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

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

ALL SIGNS OR PAVEMENT MARKINGS, TEMPORARY OR EXISTING, WHICH MAY CONFLICT WITH THE STAGING AND TRAFFIC CONTROL SHALL BE REMOVED.

55'SB'
USH 53 SB
60'SB'
10' TYP
50' TYP
50'NB'
55'NB'
USH 53 NB
60'NB'
SIGN
INL
1000'
MATCH LINE STA 48+00.00'NB'
MATCH LINE STA 48+00.00'NB'
W04-2L
CTH M

PROJECT NO: USH 53 NB 1196-04-78,1196-05-77	HWY: USH 53	COUNTY: BARRON	TRAFFIC CONTROL STAGE 1 & 3	SHEET 22	E

FILE NAME : P:\UZ\W\WITNW\146423\C3D\11960408\SHEETSPLAN\025001_TC STAGE 1.DWG
LAYOUT NAME - 025001_TC STAGE 1 - 01 (2)
PLOT DATE : 8/1/2021 12:06 PM PLOT BY : NICK ENGH PLOT NAME : PLOT SCALE : 1 IN:100 FT

2

2

MATCH LINE STA 62+00.00'NB'

MATCH LINE STA 76+75.00'NB'

BEGIN PROJECT 1196-05-77
STA 74+75.00 'NB'

65'SB'

70'SB'

75'SB'

USH 53 SB

SIGN

50' TYP

100' TYP

65'NB'

70'NB'

75'NB'

USH 53 NB

420'

840'
TRANSITION AREA

500' MIN
800' DESIRABLE
BUFFER SPACE

SIGN

SIGN

SIGN

N

LEGEND

- SIGN ON PERMANENT SUPPORT
- TYPE C WARNING LIGHT (STEADY BURN)
- DIRECTION OF TRAFFIC
- FLASHING ARROW BOARD
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- CONCRETE BARRIER TEMPORARY PRECAST
- WORK AREA

NOTE:
USE SDD "MOVING PAVEMENT MARKING OPERATION MULTI-LANE DIVIDED ROADWAY" FOR MOVING OPERATIONS

ALL SIGNS AND DEVICES SHALL BE IN CONFORMANCE WITH THE "WISCONSIN MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES" (WMUTCD). A SUPPLEMENT TO THE FEDERAL HIGHWAY ADMINISTRATION'S "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES".

THE EXACT NUMBER, LOCATION AND SPACING OF ALL TRAFFIC CONTROL DEVICES ARE APPROXIMATE AND SHALL BE ADJUSTED TO FIT FIELD CONDITIONS.

DURING HOURS OF DARKNESS ALL BARRICADES USED TO SHIELD A HAZARD SHALL BE EQUIPPED WITH WARNING LIGHTS, TYPE A.

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.

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

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

ALL SIGNS OR PAVEMENT MARKINGS, TEMPORARY OR EXISTING, WHICH MAY CONFLICT WITH THE STAGING AND TRAFFIC CONTROL SHALL BE REMOVED.

STAGE 1 & 3

USH 53 NB TRAFFIC IS MERGED TO ONE LANE, THE OUTSIDE LANE REMAINS OPEN TO TRAFFIC. THE INSIDE (MEDIAN) LANE AND SHOULDER IS REPAIRED OR RESURFACED.

SHIFT TRAFFIC DRUMS BACK ACROSS USH 53 NB CENTERLINE WHEN NOT NEEDED FOR PAVING OR PREPARING OPERATION.

90'SB

USH 53 SB

N

NORTHERN NATURAL GAS

MATCH LINE STA 76+75.00'NB'

MATCH LINE STA 91+50.00'NB'

100' TYP

80'NB'

85'NB'

90'NB'

USH 53 NB

TRAFFIC CONTROL AS PER SDD "TRAFFIC CONTROL, LANE CLOSURE, SPEEDS GREATER THAN 40 M.P.H. WITH BARRIER" DRUM SPACING IS 100' (TYP) PLACE TYPE III BARRICADE APPROXIMATELY EVERY 1/4 MILE ACROSS THE CLOSED LANE TO HELP ENFORCE THE DRUM LINE

R11-2L
48" X 30"
LANE CLOSED

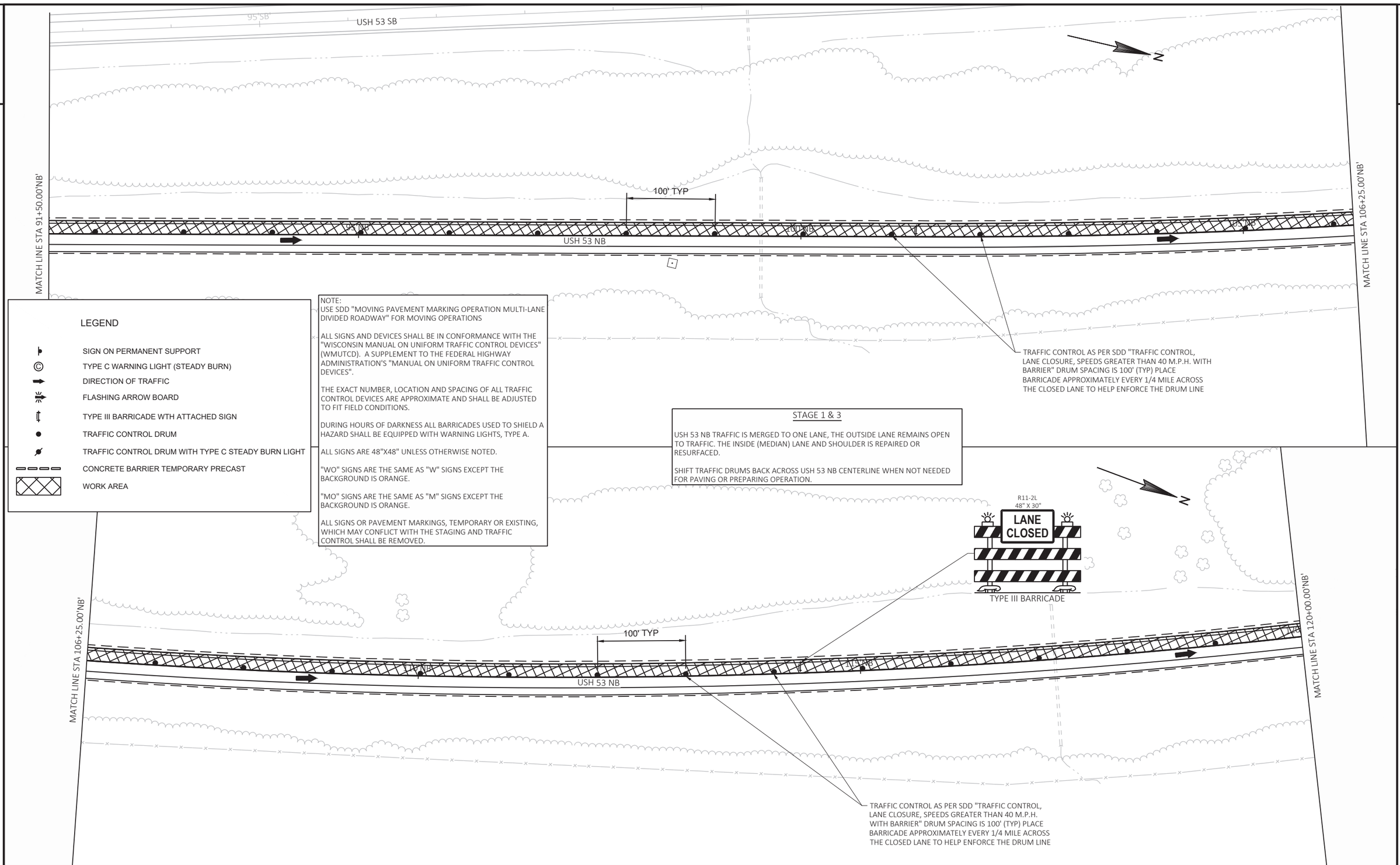
TYPE III BARRICADE

PROJECT NO: 1196-04-78,1196-05-77	HWY: USH 53	COUNTY: BARRON	TRAFFIC CONTROL STAGE 1 & 3	SHEET 23	E

FILE NAME : P:\UZ\W\WITNW\146423\C3D\11960408\SHEETSPLAN\025001_TC STAGE 1.DWG
LAYOUT NAME - 025001_TC STAGE 1 - 01

PLOT DATE : 8/1/2021 12:08 PM PLOT BY : NICK ENGH PLOT NAME : PLOT SCALE : 1 IN:100 FT

2



LEGEND

- SIGN ON PERMANENT SUPPORT
- TYPE C WARNING LIGHT (STEADY BURN)
- DIRECTION OF TRAFFIC
- FLASHING ARROW BOARD
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- CONCRETE BARRIER TEMPORARY PRECAST
- WORK AREA

NOTE:
USE SDD "MOVING PAVEMENT MARKING OPERATION MULTI-LANE DIVIDED ROADWAY" FOR MOVING OPERATIONS

ALL SIGNS AND DEVICES SHALL BE IN CONFORMANCE WITH THE "WISCONSIN MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES" (WMUTCD). A SUPPLEMENT TO THE FEDERAL HIGHWAY ADMINISTRATION'S "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES".

THE EXACT NUMBER, LOCATION AND SPACING OF ALL TRAFFIC CONTROL DEVICES ARE APPROXIMATE AND SHALL BE ADJUSTED TO FIT FIELD CONDITIONS.

DURING HOURS OF DARKNESS ALL BARRICADES USED TO SHIELD A HAZARD SHALL BE EQUIPPED WITH WARNING LIGHTS, TYPE A.

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.

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

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

ALL SIGNS OR PAVEMENT MARKINGS, TEMPORARY OR EXISTING, WHICH MAY CONFLICT WITH THE STAGING AND TRAFFIC CONTROL SHALL BE REMOVED.

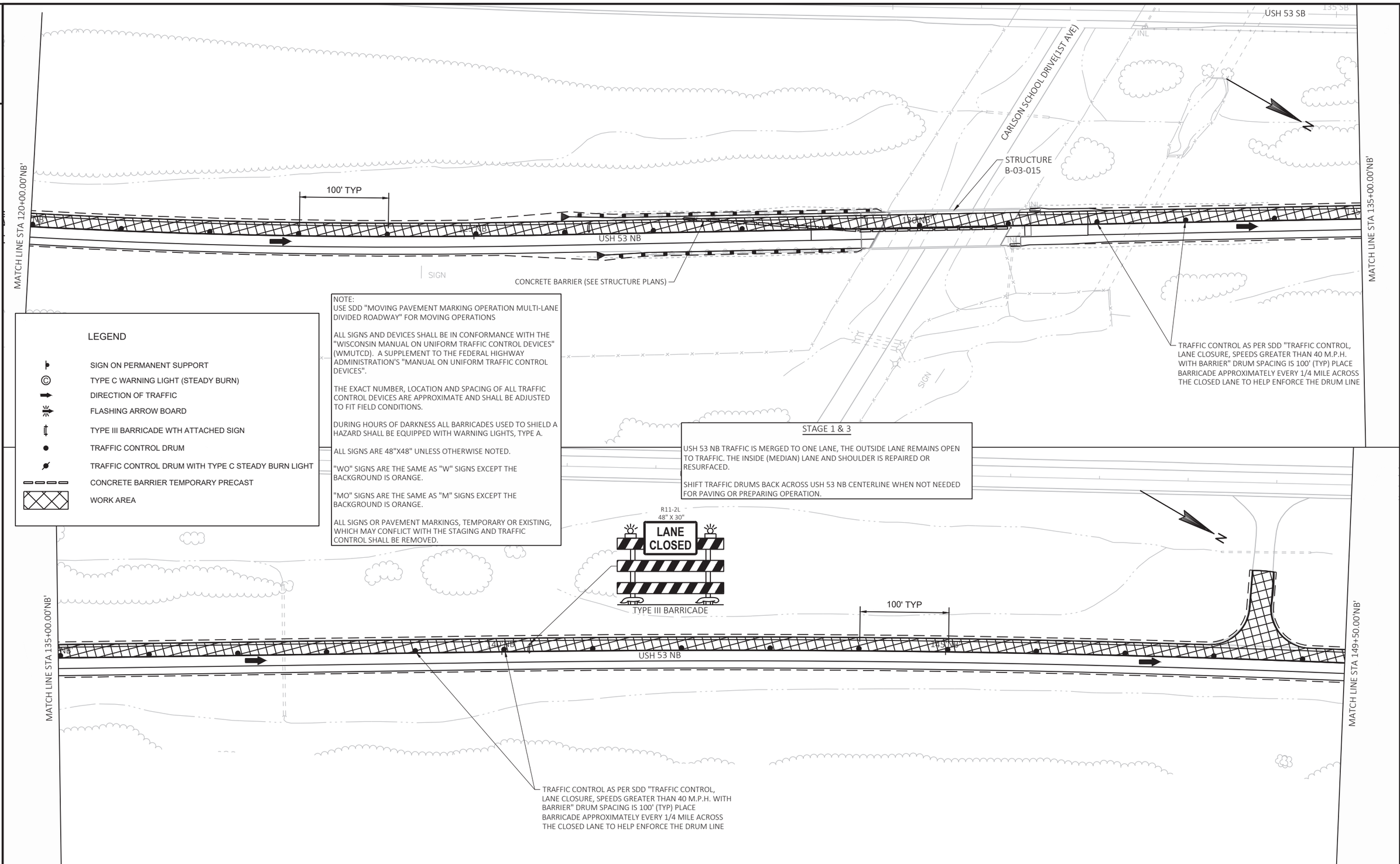
STAGE 1 & 3

USH 53 NB TRAFFIC IS MERGED TO ONE LANE, THE OUTSIDE LANE REMAINS OPEN TO TRAFFIC. THE INSIDE (MEDIAN) LANE AND SHOULDER IS REPAIRED OR RESURFACED.

SHIFT TRAFFIC DRUMS BACK ACROSS USH 53 NB CENTERLINE WHEN NOT NEEDED FOR PAVING OR PREPARING OPERATION.

PROJECT NO: 1196-04-78,1196-05-77	HWY: USH 53	COUNTY: BARRON	TRAFFIC CONTROL STAGE 1 & 3	SHEET 24	E

2



2

LEGEND

- SIGN ON PERMANENT SUPPORT
- TYPE C WARNING LIGHT (STEADY BURN)
- DIRECTION OF TRAFFIC
- FLASHING ARROW BOARD
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- CONCRETE BARRIER TEMPORARY PRECAST
- WORK AREA

NOTE:
USE SDD "MOVING PAVEMENT MARKING OPERATION MULTI-LANE DIVIDED ROADWAY" FOR MOVING OPERATIONS

ALL SIGNS AND DEVICES SHALL BE IN CONFORMANCE WITH THE "WISCONSIN MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES" (WMUTCD). A SUPPLEMENT TO THE FEDERAL HIGHWAY ADMINISTRATION'S "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES".

THE EXACT NUMBER, LOCATION AND SPACING OF ALL TRAFFIC CONTROL DEVICES ARE APPROXIMATE AND SHALL BE ADJUSTED TO FIT FIELD CONDITIONS.

DURING HOURS OF DARKNESS ALL BARRICADES USED TO SHIELD A HAZARD SHALL BE EQUIPPED WITH WARNING LIGHTS, TYPE A.

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.

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

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

ALL SIGNS OR PAVEMENT MARKINGS, TEMPORARY OR EXISTING, WHICH MAY CONFLICT WITH THE STAGING AND TRAFFIC CONTROL SHALL BE REMOVED.

STAGE 1 & 3

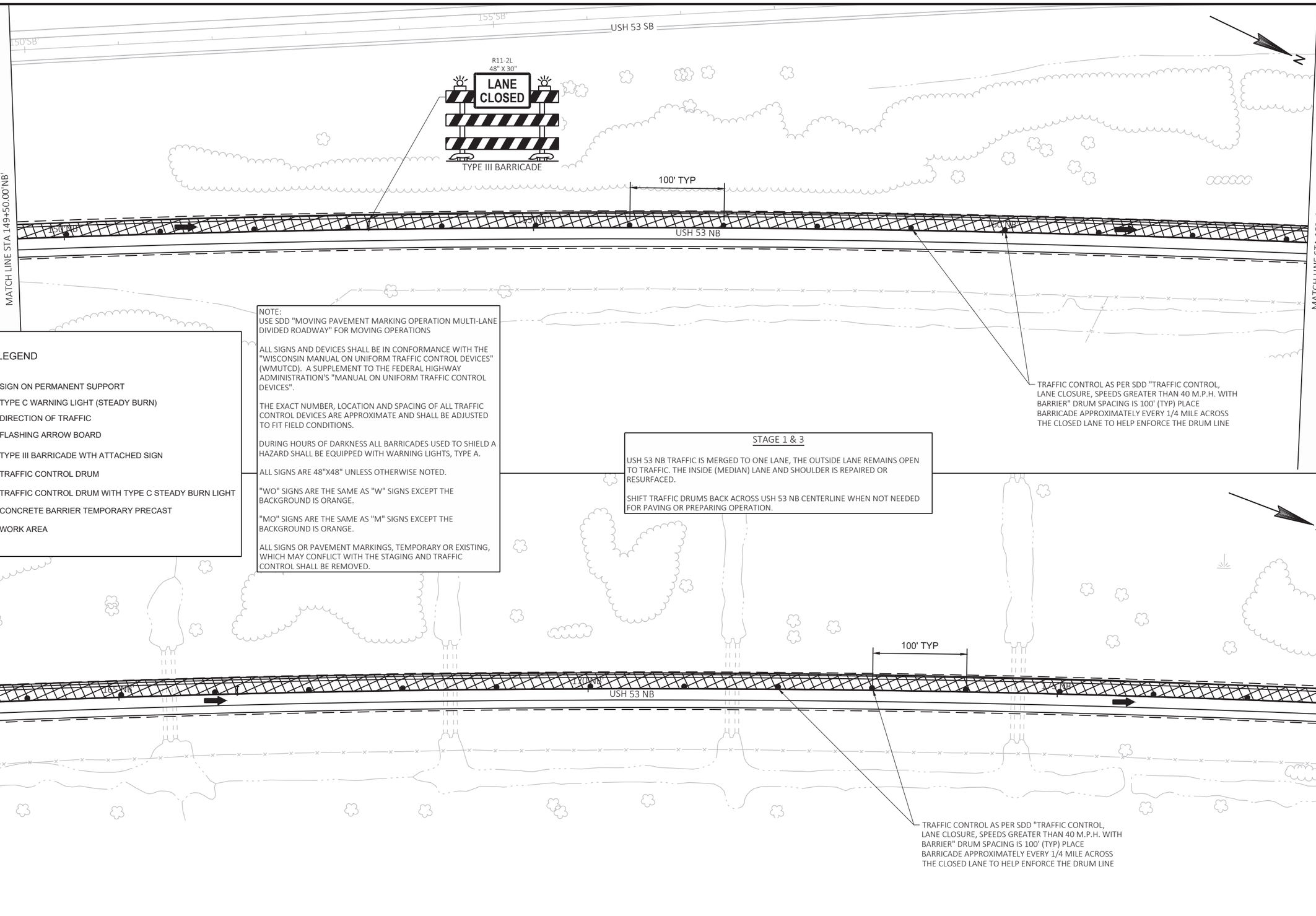
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PROJECT NO: 1196-04-78,1196-05-77	HWY: USH 53	COUNTY: BARRON	TRAFFIC CONTROL STAGE 1 & 3	SHEET 25	E

FILE NAME : P:\UZ\W\WITNW\146423\C3D\11960408\SHEETSPLAN\025001_TC STAGE 1.DWG
LAYOUT NAME - 025001_TC STAGE 1 - 03
PLOT DATE : 8/1/2021 12:14 PM PLOT BY : NICK ENGH PLOT NAME : PLOT SCALE : 1 IN:100 FT

2



LEGEND

- SIGN ON PERMANENT SUPPORT
- TYPE C WARNING LIGHT (STEADY BURN)
- DIRECTION OF TRAFFIC
- FLASHING ARROW BOARD
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- CONCRETE BARRIER TEMPORARY PRECAST
- WORK AREA

NOTE:
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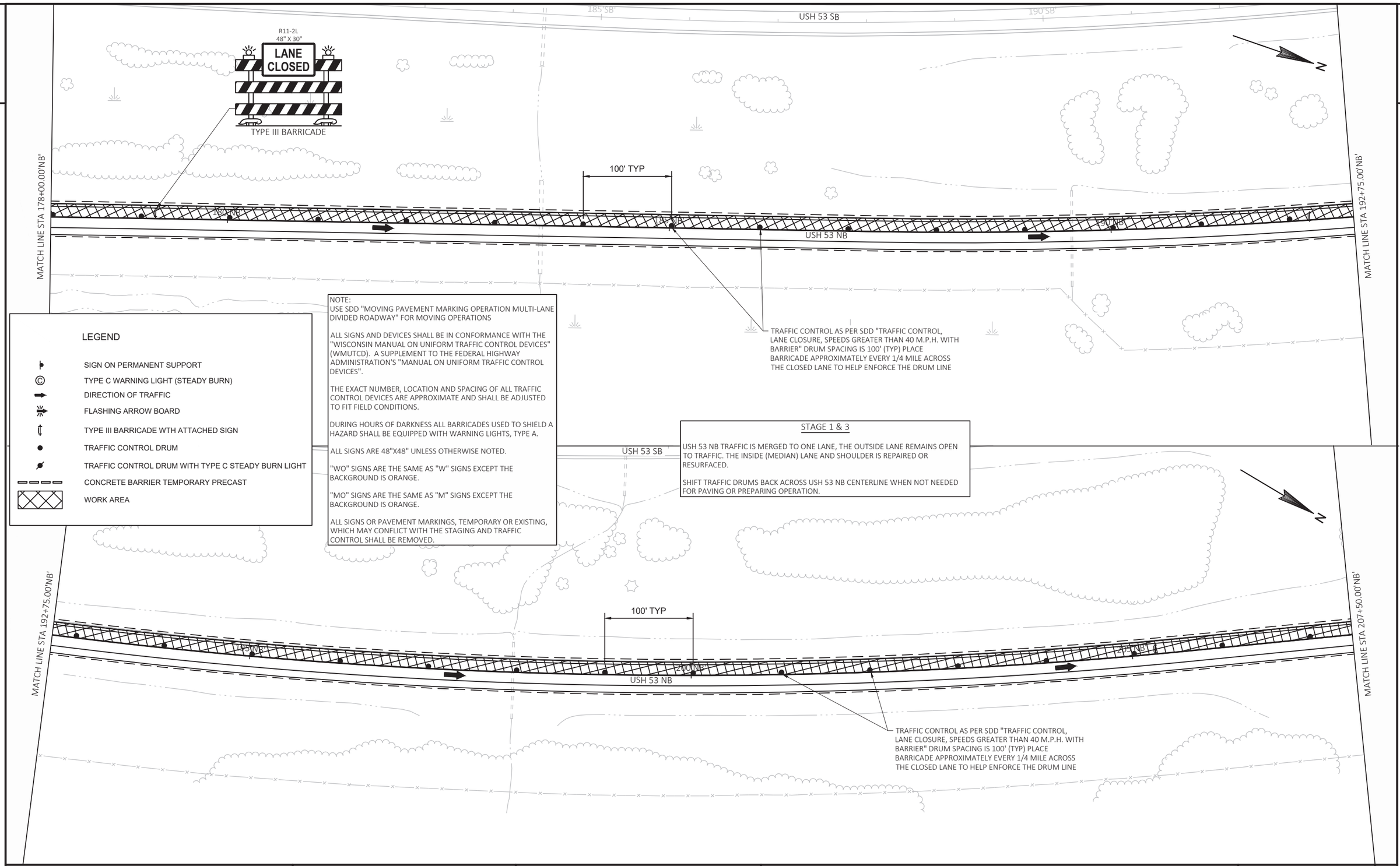
STAGE 1 & 3

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PROJECT NO: 1196-04-78,1196-05-77	HWY: USH 53	COUNTY: BARRON	TRAFFIC CONTROL STAGE 1 & 3	SHEET 26	E

FILE NAME : P:\UZ\W\WITNW\146423\C3D\11960408\SHEETSPLAN\025001_TC STAGE 1.DWG
LAYOUT NAME - 025001_TC STAGE 1 - 04
PLOT DATE : 8/1/2021 12:16 PM PLOT BY : NICK ENGH PLOT NAME : PLOT SCALE : 1 IN:100 FT



LEGEND

- SIGN ON PERMANENT SUPPORT
- TYPE C WARNING LIGHT (STEADY BURN)
- DIRECTION OF TRAFFIC
- FLASHING ARROW BOARD
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- CONCRETE BARRIER TEMPORARY PRECAST
- WORK AREA

NOTE:
USE SDD "MOVING PAVEMENT MARKING OPERATION MULTI-LANE DIVIDED ROADWAY" FOR MOVING OPERATIONS

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STAGE 1 & 3

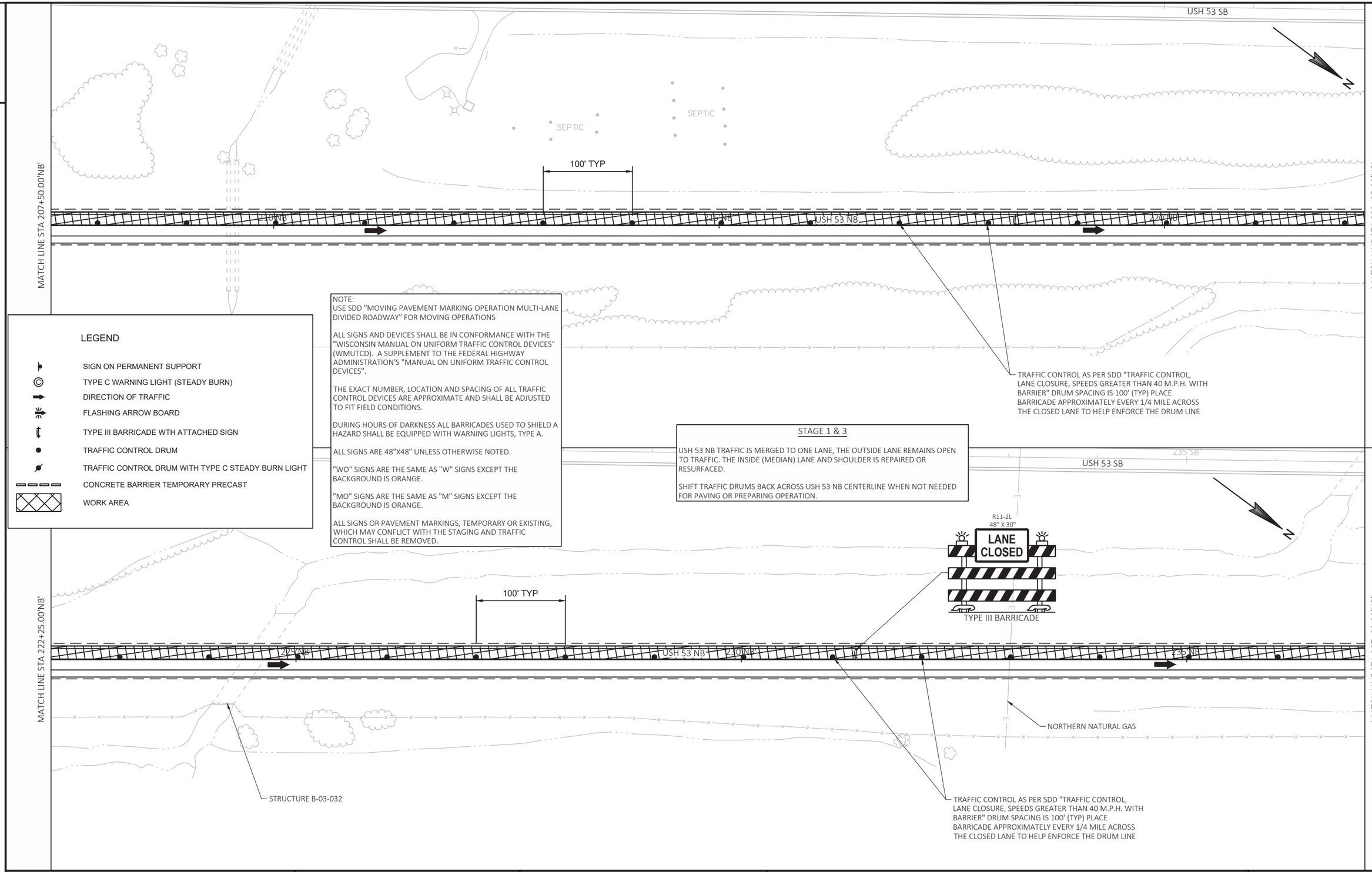
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PROJECT NO: 1196-04-78,1196-05-77	HWY: USH 53	COUNTY: BARRON	TRAFFIC CONTROL STAGE 1 & 3	SHEET 27	E

FILE NAME : P:\UZ\W\WITNW\146423\C3D\11960408\SHEETSPLAN\025001_TC STAGE 1.DWG
LAYOUT NAME - 025001_TC STAGE 1 - 05
PLOT DATE : 8/1/2021 12:19 PM PLOT BY : NICK ENGH PLOT NAME : PLOT SCALE : 1 IN:100 FT

2



LEGEND

- SIGN ON PERMANENT SUPPORT
- TYPE C WARNING LIGHT (STEADY BURN)
- DIRECTION OF TRAFFIC
- FLASHING ARROW BOARD
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- CONCRETE BARRIER TEMPORARY PRECAST
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STAGE 1 & 3

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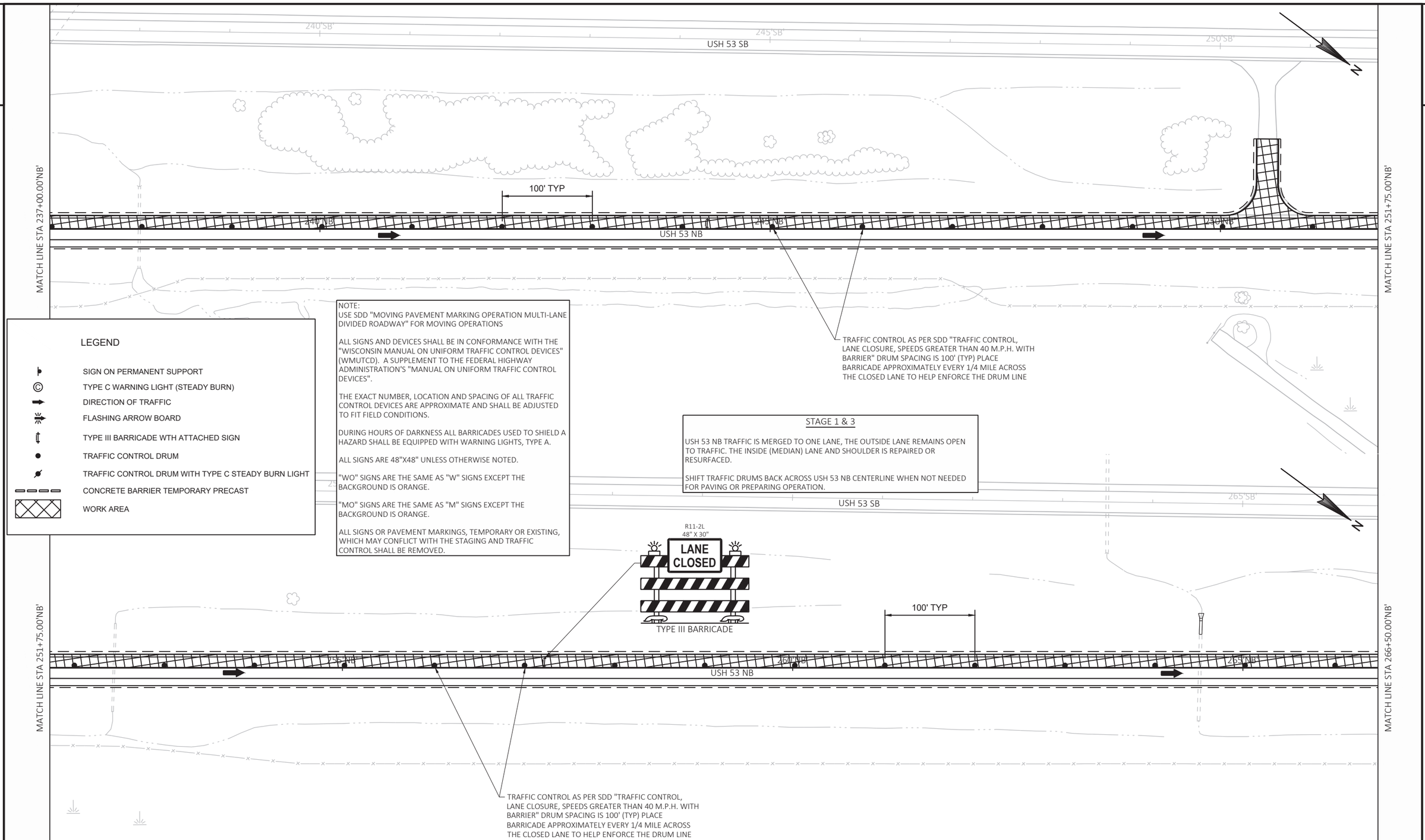
PROJECT NO: 1196-04-78,1196-05-77	HWY: USH 53	COUNTY: BARRON	TRAFFIC CONTROL STAGE 1 & 3	SHEET 28	E

FILE NAME : P:\UZ\W\WITNW\146423\C3D\11960408\SHEETSPLAN\025001_TC STAGE 1.DWG
LAYOUT NAME - 025001_TC STAGE 1 - 06

PLOT DATE : 8/1/2021 12:22 PM PLOT BY : NICK ENGH PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

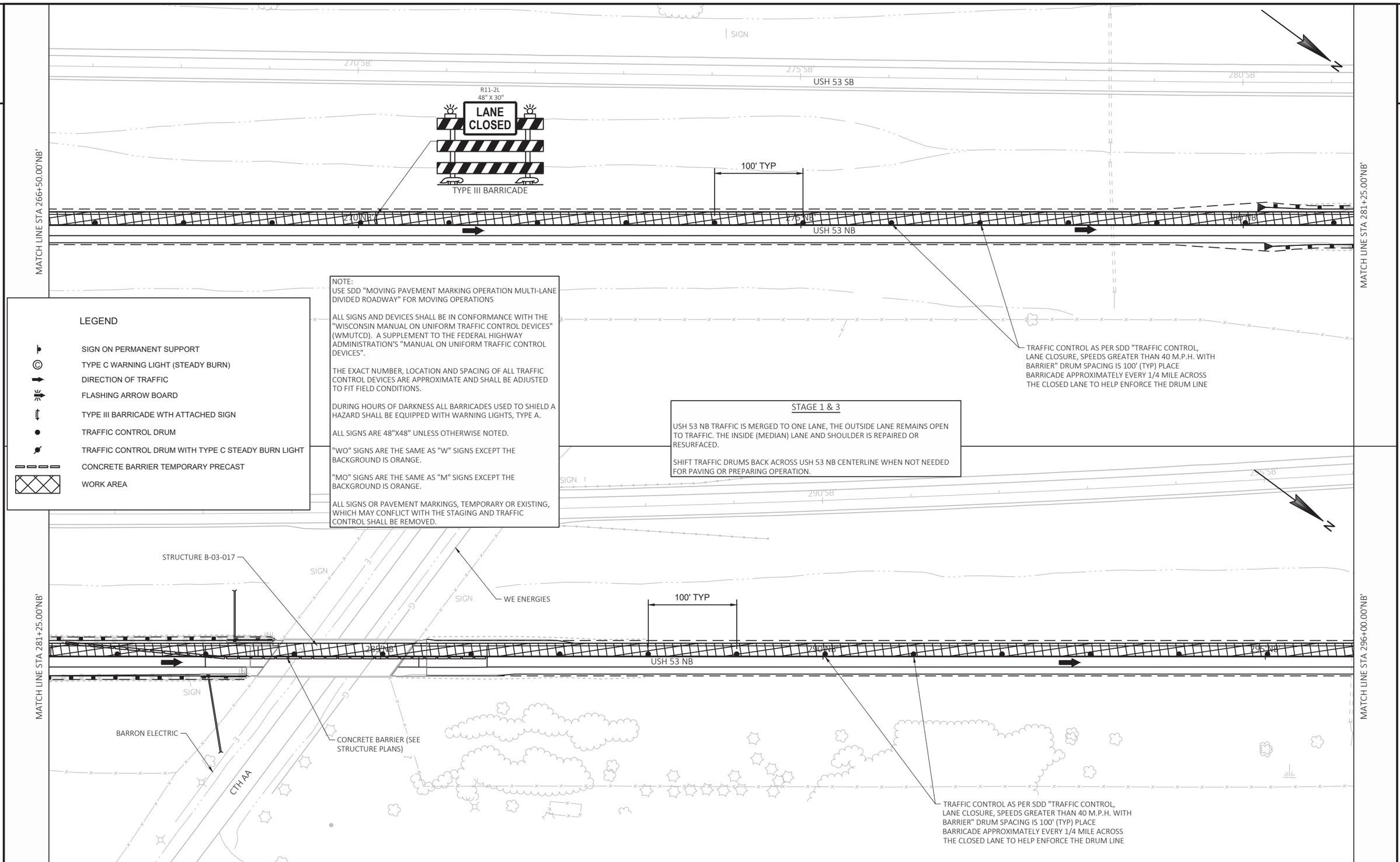
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PROJECT NO: 1196-04-78,1196-05-77	HWY: USH 53	COUNTY: BARRON	TRAFFIC CONTROL STAGE 1 & 3	SHEET 29	E

FILE NAME : P:\UZ\W\WITNW\146423\C3D\11960408\SHEETSPLAN\025001_TC STAGE 1.DWG
LAYOUT NAME - 025001_TC STAGE 1 - 07
PLOT DATE : 8/1/2021 12:25 PM
PLOT BY : NICK ENGH
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 42

2



LEGEND

- SIGN ON PERMANENT SUPPORT
- TYPE C WARNING LIGHT (STEADY BURN)
- DIRECTION OF TRAFFIC
- FLASHING ARROW BOARD
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- CONCRETE BARRIER TEMPORARY PRECAST
- WORK AREA

NOTE:
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STAGE 1 & 3

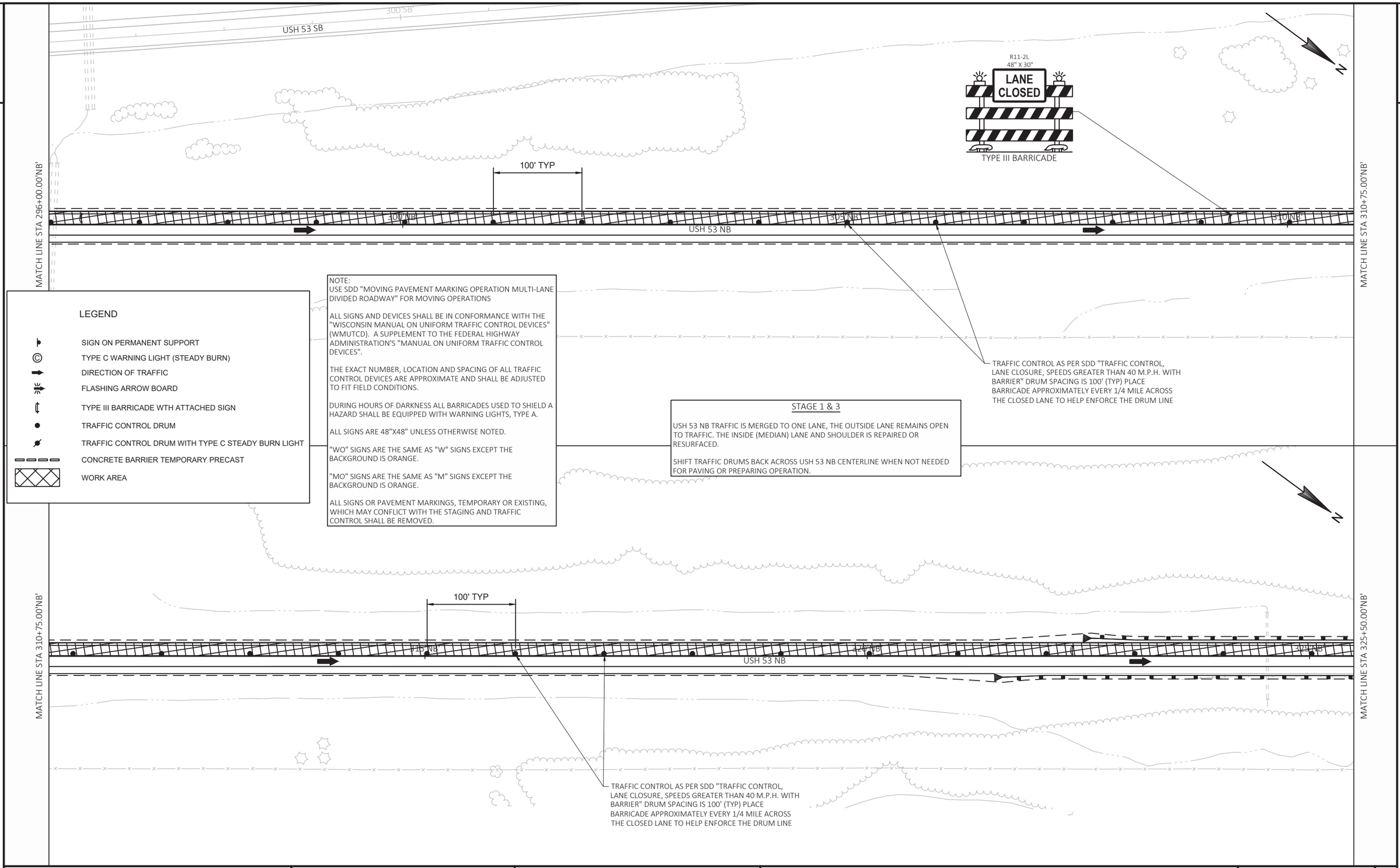
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SHIFT TRAFFIC DRUMS BACK ACROSS USH 53 NB CENTERLINE WHEN NOT NEEDED FOR PAVING OR PREPARING OPERATION.

PROJECT NO: 1196-04-78,1196-05-77	HWY: USH 53	COUNTY: BARRON	TRAFFIC CONTROL STAGE 1 & 3	SHEET 30	E

FILE NAME : P:\UZ\W\WITNW\146423\C3D\11960408\SHEETSPLAN\025001_TC STAGE 1.DWG
LAYOUT NAME - 025001_TC STAGE 1 - 08
PLOT DATE : 8/1/2021 12:28 PM
PLOT BY : NICK ENGH
PLOT NAME :
PLOT SCALE : 1 IN:100 FT

2



LEGEND

- SIGN ON PERMANENT SUPPORT
- TYPE C WARNING LIGHT (STEADY BURN)
- DIRECTION OF TRAFFIC
- FLASHING ARROW BOARD
- TYPE III BARRICADE WTH ATTACHED SIGN
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- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
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STAGE 1 & 3

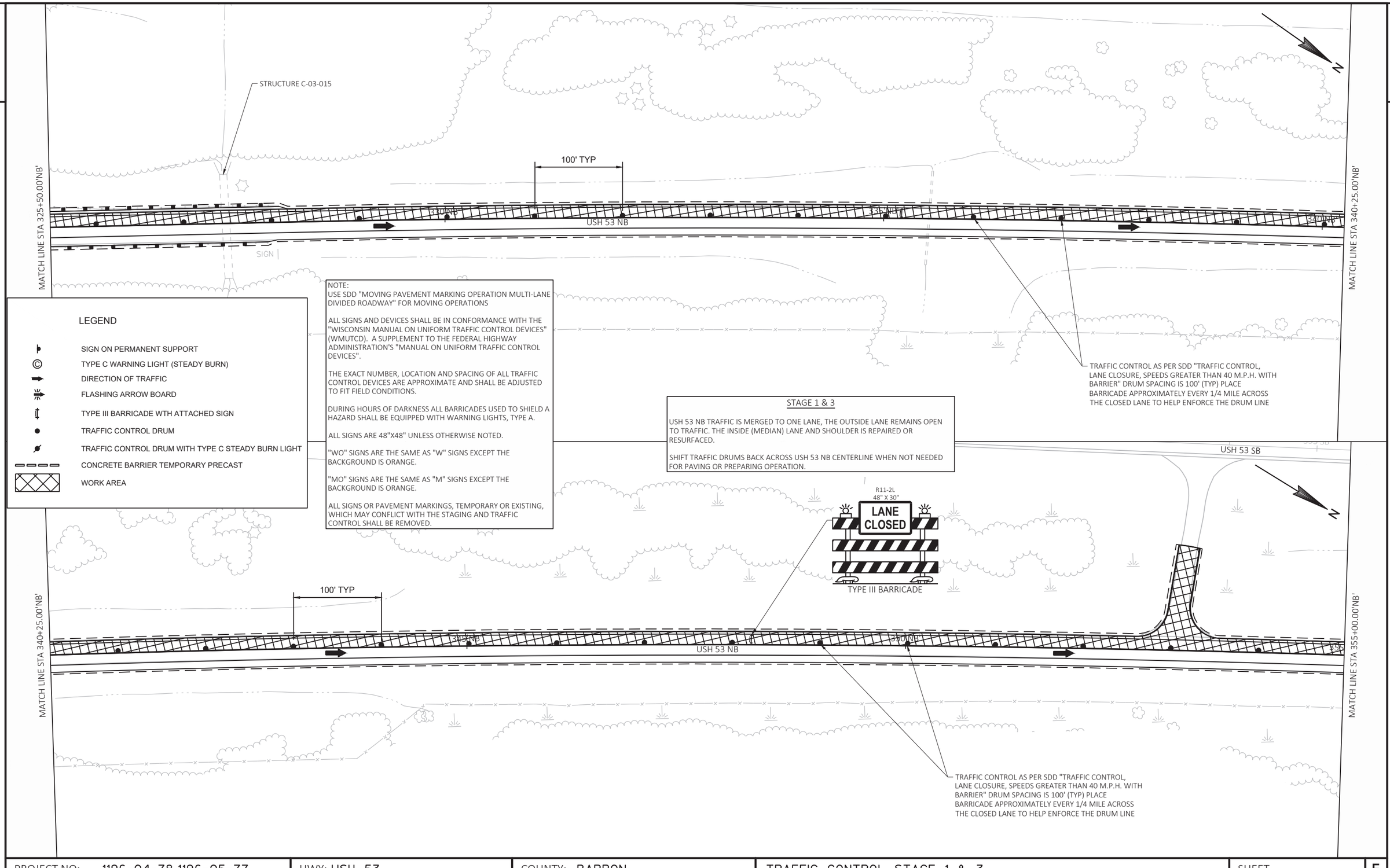
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PROJECT NO: 1196-04-78,1196-05-77	HWY: USH 53	COUNTY: BARRON	TRAFFIC CONTROL STAGE 1 & 3	SHEET 31	E

FILE NAME : P:\UZ\W\WITNW\146423\C3D\11960408\SHEETSPLAN\025001_TC STAGE 1.DWG
LAYOUT NAME - 025001_TC STAGE 1 - 09
PLOT DATE : 8/1/2021 12:31 PM PLOT BY : NICK ENGH PLOT NAME : PLOT SCALE : 1 IN:100 FT

2



2

LEGEND

- SIGN ON PERMANENT SUPPORT
- TYPE C WARNING LIGHT (STEADY BURN)
- DIRECTION OF TRAFFIC
- FLASHING ARROW BOARD
- TYPE III BARRICADE WTH ATTACHED SIGN
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- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- CONCRETE BARRIER TEMPORARY PRECAST
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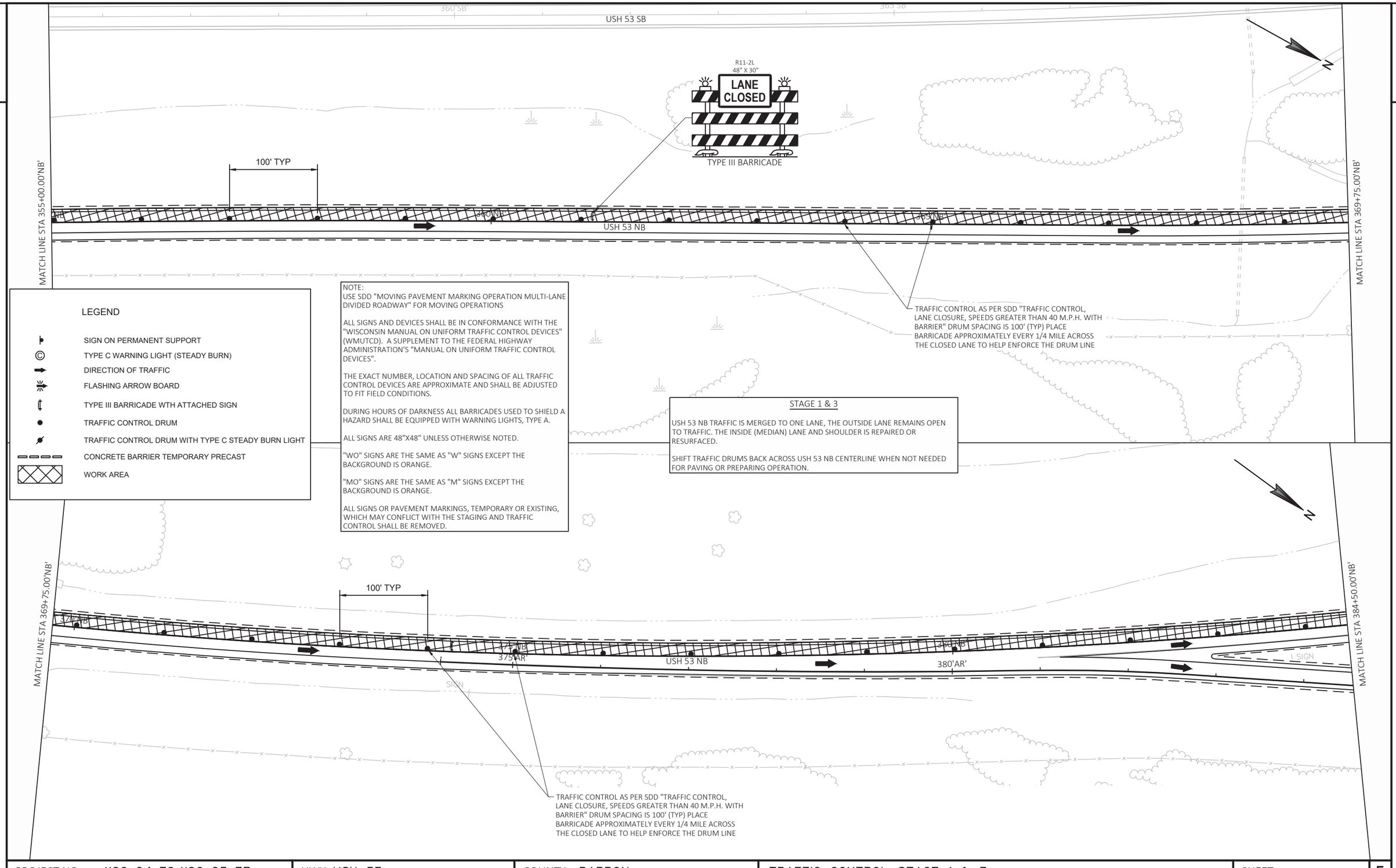
SHIFT TRAFFIC DRUMS BACK ACROSS USH 53 NB CENTERLINE WHEN NOT NEEDED FOR PAVING OR PREPARING OPERATION.

PROJECT NO: 1196-04-78,1196-05-77	HWY: USH 53	COUNTY: BARRON	TRAFFIC CONTROL STAGE 1 & 3	SHEET 32	E

FILE NAME : P:\UZ\W\WITNW\146423\C3D\11960408\SHEETSPLAN\025001_TC STAGE 1.DWG
LAYOUT NAME - 025001_TC STAGE 1 - 10

PLOT DATE : 8/1/2021 12:34 PM PLOT BY : NICK ENGH PLOT NAME : PLOT SCALE : 1 IN:100 FT

2



LEGEND

- SIGN ON PERMANENT SUPPORT
- TYPE C WARNING LIGHT (STEADY BURN)
- DIRECTION OF TRAFFIC
- FLASHING ARROW BOARD
- TYPE III BARRICADE WTH ATTACHED SIGN
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STAGE 1 & 3

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PROJECT NO: 1196-04-78,1196-05-77	HWY: USH 53	COUNTY: BARRON	TRAFFIC CONTROL STAGE 1 & 3	SHEET 33	E

FILE NAME : P:\UZ\W\WITNW\146423\C3D\11960408\SHEETSPLAN\025001_TC STAGE 1.DWG
LAYOUT NAME - 025001_TC STAGE 1 - 11

PLOT DATE : 8/1/2021 12:37 PM PLOT BY : NICK ENGH PLOT NAME : PLOT SCALE : 1 IN:100 FT

2

USH 53 SB

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

BARRON ELECTRIC

TRAFFIC CONTROL AS PER SDD "TRAFFIC CONTROL, LANE CLOSURE, SPEEDS GREATER THAN 40 M.P.H. WITH BARRIER" DRUM SPACING IS 100' (TYP) PLACE BARRICADE APPROXIMATELY EVERY 1/4 MILE ACROSS THE CLOSED LANE TO HELP ENFORCE THE DRUM LINE

100' TYP

MATCH LINE STA 384+50.00'NB'

385'NB'

390'NB'

395'NB'

USH 53 NB

385'AR'

390'AR'

395'AR'

395'TR'

INL

REST AREA 34

MATCH LINE STA 399+25.00'NB'

2

LEGEND

- SIGN ON PERMANENT SUPPORT
- TYPE C WARNING LIGHT (STEADY BURN)
- DIRECTION OF TRAFFIC
- FLASHING ARROW BOARD
- TYPE III BARRICADE WTH ATTACHED SIGN
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- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
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STAGE 1 & 3

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SHIFT TRAFFIC DRUMS BACK ACROSS USH 53 NB CENTERLINE WHEN NOT NEEDED FOR PAVING OR PREPARING OPERATION.

USH 53 SB

410'SB'

N

100' TYP

MATCH LINE STA 399+25.00'NB'

400'NB'

405'NB'

410'NB'

USH 53 NB

MATCH LINE STA 414+00.00'NB'

TRAFFIC CONTROL AS PER SDD "TRAFFIC CONTROL, LANE CLOSURE, SPEEDS GREATER THAN 40 M.P.H. WITH BARRIER" DRUM SPACING IS 100' (TYP) PLACE BARRICADE APPROXIMATELY EVERY 1/4 MILE ACROSS THE CLOSED LANE TO HELP ENFORCE THE DRUM LINE

400'AR'

410'AR'

REST AREA 34

UTILIZE SDD 'TRAFFIC CONTROL, PARALLEL ENTRANCE RAMP WITHIN LANE CLOSURE'

INL

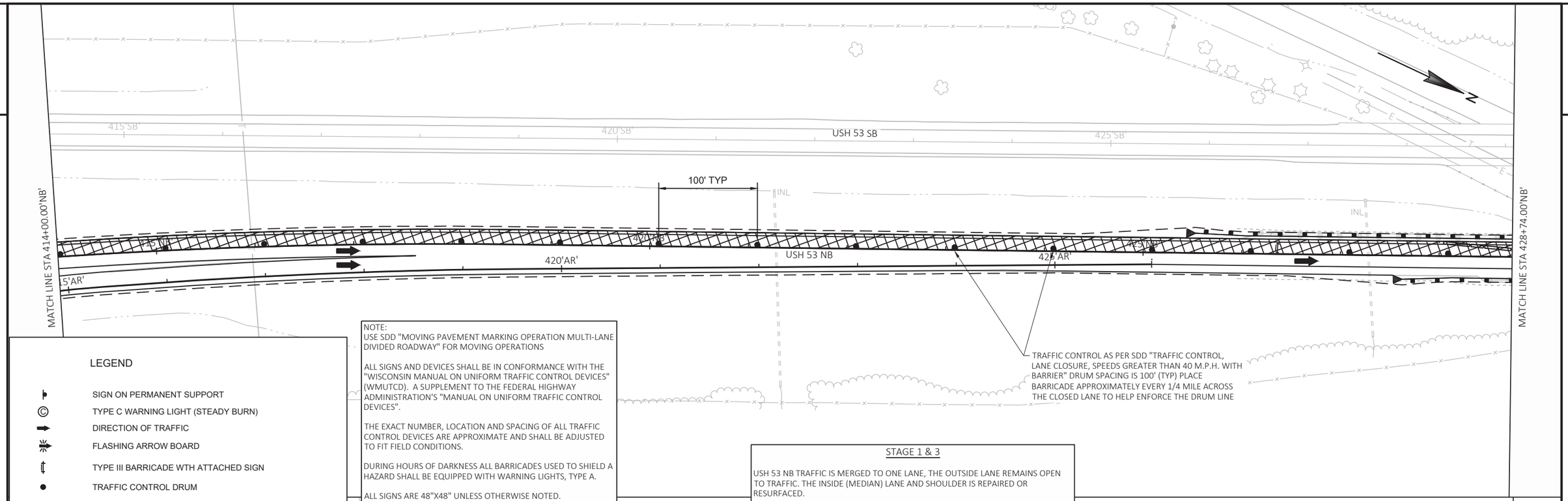
SIGN

PROJECT NO: 1196-04-78,1196-05-77	HWY: USH 53	COUNTY: BARRON	TRAFFIC CONTROL STAGE 1 & 3	SHEET 34	E

FILE NAME : P:\UZ\W\WITNW\146423\C3D\11960408\SHEETSPLAN\025001_TC STAGE 1.DWG
LAYOUT NAME - 025001_TC STAGE 1 - 12

PLOT DATE : 8/1/2021 12:41 PM PLOT BY : NICK ENGH PLOT NAME : PLOT SCALE : 1 IN:100 FT

2



LEGEND

- SIGN ON PERMANENT SUPPORT
- TYPE C WARNING LIGHT (STEADY BURN)
- DIRECTION OF TRAFFIC
- FLASHING ARROW BOARD
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- CONCRETE BARRIER TEMPORARY PRECAST
- WORK AREA

NOTE:
USE SDD "MOVING PAVEMENT MARKING OPERATION MULTI-LANE DIVIDED ROADWAY" FOR MOVING OPERATIONS

ALL SIGNS AND DEVICES SHALL BE IN CONFORMANCE WITH THE "WISCONSIN MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES" (WMUTCD). A SUPPLEMENT TO THE FEDERAL HIGHWAY ADMINISTRATION'S "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES".

THE EXACT NUMBER, LOCATION AND SPACING OF ALL TRAFFIC CONTROL DEVICES ARE APPROXIMATE AND SHALL BE ADJUSTED TO FIT FIELD CONDITIONS.

DURING HOURS OF DARKNESS ALL BARRICADES USED TO SHIELD A HAZARD SHALL BE EQUIPPED WITH WARNING LIGHTS, TYPE A.

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.

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

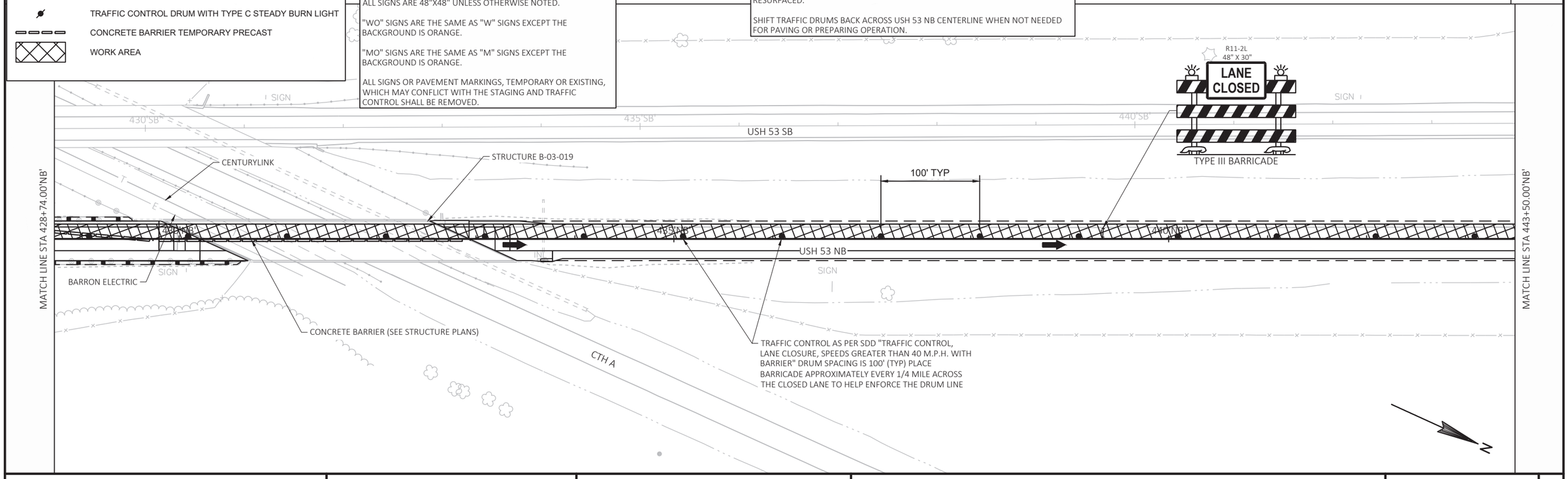
"MO" SIGNS ARE THE SAME AS "M" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

ALL SIGNS OR PAVEMENT MARKINGS, TEMPORARY OR EXISTING, WHICH MAY CONFLICT WITH THE STAGING AND TRAFFIC CONTROL SHALL BE REMOVED.

STAGE 1 & 3

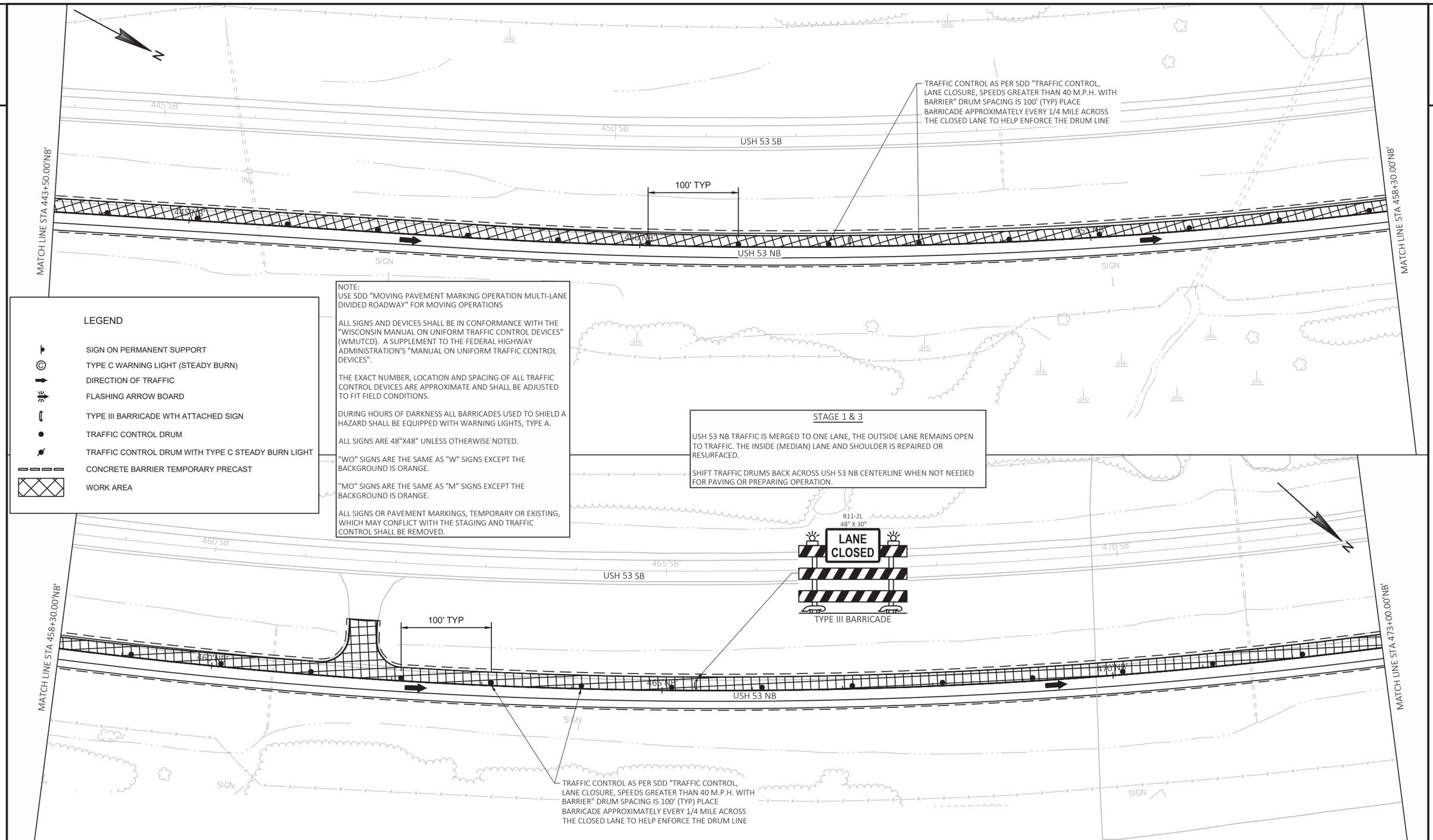
USH 53 NB TRAFFIC IS MERGED TO ONE LANE, THE OUTSIDE LANE REMAINS OPEN TO TRAFFIC. THE INSIDE (MEDIAN) LANE AND SHOULDER IS REPAIRED OR RESURFACED.

SHIFT TRAFFIC DRUMS BACK ACROSS USH 53 NB CENTERLINE WHEN NOT NEEDED FOR PAVING OR PREPARING OPERATION.



PROJECT NO: 1196-04-78,1196-05-77	HWY: USH 53	COUNTY: BARRON	TRAFFIC CONTROL STAGE 1 & 3	SHEET 35	E

2



LEGEND

- SIGN ON PERMANENT SUPPORT
- TYPE C WARNING LIGHT (STEADY BURN)
- DIRECTION OF TRAFFIC
- FLASHING ARROW BOARD
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- CONCRETE BARRIER TEMPORARY PRECAST
- WORK AREA

NOTE:
USE SDD "MOVING PAVEMENT MARKING OPERATION MULTI-LANE DIVIDED ROADWAY" FOR MOVING OPERATIONS

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DURING HOURS OF DARKNESS ALL BARRICADES USED TO SHIELD A HAZARD SHALL BE EQUIPPED WITH WARNING LIGHTS, TYPE A.

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.

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

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

ALL SIGNS OR PAVEMENT MARKINGS, TEMPORARY OR EXISTING, WHICH MAY CONFLICT WITH THE STAGING AND TRAFFIC CONTROL SHALL BE REMOVED.

STAGE 1 & 3

USH 53 NB TRAFFIC IS MERGED TO ONE LANE, THE OUTSIDE LANE REMAINS OPEN TO TRAFFIC. THE INSIDE (MEDIAN) LANE AND SHOULDER IS REPAIRED OR RESURFACED.

SHIFT TRAFFIC DRUMS BACK ACROSS USH 53 NB CENTERLINE WHEN NOT NEEDED FOR PAVING OR PREPARING OPERATION.

PROJECT NO: 1196-04-78,1196-05-77	HWY: USH 53	COUNTY: BARRON	TRAFFIC CONTROL STAGE 1 & 3	SHEET 36	E

FILE NAME : P:\UZ\W\WITNW\146423\C3D\11960408\SHEETSPLAN\025001_TC STAGE 1.DWG
LAYOUT NAME - 025001_TC STAGE 1 - 14
PLOT DATE : 8/1/2021 12:47 PM
PLOT BY : NICK ENGH
PLOT NAME :
PLOT SCALE : 1 IN:100 FT

2

2

MATCH LINE STA 473+00.00'NB'

MATCH LINE STA 487+75.00'NB'

MATCH LINE STA 487+75.00'NB'

MATCH LINE STA 502+49.00'NB'

USH 53 SB

USH 53 NB

CTH I ON RAMP

CTH I OFF RAMP

CTH I

CHETEK RIVER

100' TYP

TRAFFIC CONTROL AS PER SDD "TRAFFIC CONTROL, LANE CLOSURE, SPEEDS GREATER THAN 40 M.P.H. WITH BARRIER" DRUM SPACING IS 100' (TYP) PLACE BARRICADE APPROXIMATELY EVERY 1/4 MILE ACROSS THE CLOSED LANE TO HELP ENFORCE THE DRUM LINE

STRUCTURE B-03-021

STRUCTURE B-03-023

CONCRETE BARRIER (SEE STRUCTURE PLANS)

CENTURYLINK

END PROJECT 1196-05-77
BEGIN PROJECT 1196-04-78
STA 500+00.00 'NB'

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

475'SB'
480'SB'
485'SB'
490'SB'
495'SB'
500'SB'
475'NB'
480'NB'
480'BI'
485'NB'
485'BI'
490'NB'
490'BI'
495'NB'
500'NB'

RIPRAP
SIGN
INL
FO

LEGEND

- SIGN ON PERMANENT SUPPORT
- TYPE C WARNING LIGHT (STEADY BURN)
- DIRECTION OF TRAFFIC
- FLASHING ARROW BOARD
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- CONCRETE BARRIER TEMPORARY PRECAST
- WORK AREA

NOTE:
USE SDD "MOVING PAVEMENT MARKING OPERATION MULTI-LANE DIVIDED ROADWAY" FOR MOVING OPERATIONS

ALL SIGNS AND DEVICES SHALL BE IN CONFORMANCE WITH THE "WISCONSIN MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES" (WMUTCD). A SUPPLEMENT TO THE FEDERAL HIGHWAY ADMINISTRATION'S "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES".

THE EXACT NUMBER, LOCATION AND SPACING OF ALL TRAFFIC CONTROL DEVICES ARE APPROXIMATE AND SHALL BE ADJUSTED TO FIT FIELD CONDITIONS.

DURING HOURS OF DARKNESS ALL BARRICADES USED TO SHIELD A HAZARD SHALL BE EQUIPPED WITH WARNING LIGHTS, TYPE A.

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.

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

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

ALL SIGNS OR PAVEMENT MARKINGS, TEMPORARY OR EXISTING, WHICH MAY CONFLICT WITH THE STAGING AND TRAFFIC CONTROL SHALL BE REMOVED.

STAGE 1 & 3

USH 53 NB TRAFFIC IS MERGED TO ONE LANE, THE OUTSIDE LANE REMAINS OPEN TO TRAFFIC. THE INSIDE (MEDIAN) LANE AND SHOULDER IS REPAIRED OR RESURFACED.

SHIFT TRAFFIC DRUMS BACK ACROSS USH 53 NB CENTERLINE WHEN NOT NEEDED FOR PAVING OR PREPARING OPERATION.

N

PROJECT NO: 1196-04-78,1196-05-77	HWY: USH 53	COUNTY: BARRON	TRAFFIC CONTROL STAGE 1 & 3	SHEET 37	E

FILE NAME : P:\UZ\W\WITNW\146423\C3D\11960408\SHEETSPLAN\025001_TC STAGE 1.DWG
LAYOUT NAME - 025001_TC STAGE 1 - 15

PLOT DATE : 8/1/2021 12:50 PM PLOT BY : NICK ENGH PLOT NAME : PLOT SCALE : 1 IN:100 FT

2

2

SIGN

CTH I OFF RAMP

R11-2L
48" X 30"

LANE CLOSED

TYPE III BARRICADE

USH 53 SB

510'SB'

515'SB'

100' TYP

TRAFFIC CONTROL AS PER SDD "TRAFFIC CONTROL, LANE CLOSURE, SPEEDS GREATER THAN 40 M.P.H. WITH BARRIER" DRUM SPACING IS 100' (TYP) PLACE BARRICADE APPROXIMATELY EVERY 1/4 MILE ACROSS THE CLOSED LANE TO HELP ENFORCE THE DRUM LINE

N

MATCH LINE STA 502+49.00'NB'

505'NB'

510'NB'

515'NB'

USH 53 NB

510'AI'

515'AI'

CTH I ON RAMP

UTILIZE SDD 'TRAFFIC CONTROL, PARALLEL ENTRANCE RAMP WITHIN LANE CLOSURE'

MATCH LINE STA 517+25.16'NB'

LEGEND

- SIGN ON PERMANENT SUPPORT
- TYPE C WARNING LIGHT (STEADY BURN)
- DIRECTION OF TRAFFIC
- FLASHING ARROW BOARD
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- CONCRETE BARRIER TEMPORARY PRECAST
- WORK AREA

NOTE:
USE SDD "MOVING PAVEMENT MARKING OPERATION MULTI-LANE DIVIDED ROADWAY" FOR MOVING OPERATIONS

ALL SIGNS AND DEVICES SHALL BE IN CONFORMANCE WITH THE "WISCONSIN MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES" (WMUTCD). A SUPPLEMENT TO THE FEDERAL HIGHWAY ADMINISTRATION'S "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES".

THE EXACT NUMBER, LOCATION AND SPACING OF ALL TRAFFIC CONTROL DEVICES ARE APPROXIMATE AND SHALL BE ADJUSTED TO FIT FIELD CONDITIONS.

DURING HOURS OF DARKNESS ALL BARRICADES USED TO SHIELD A HAZARD SHALL BE EQUIPPED WITH WARNING LIGHTS, TYPE A.

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.

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

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

ALL SIGNS OR PAVEMENT MARKINGS, TEMPORARY OR EXISTING, WHICH MAY CONFLICT WITH THE STAGING AND TRAFFIC CONTROL SHALL BE REMOVED.

STAGE 1 & 3

USH 53 NB TRAFFIC IS MERGED TO ONE LANE, THE OUTSIDE LANE REMAINS OPEN TO TRAFFIC. THE INSIDE (MEDIAN) LANE AND SHOULDER IS REPAIRED OR RESURFACED.

SHIFT TRAFFIC DRUMS BACK ACROSS USH 53 NB CENTERLINE WHEN NOT NEEDED FOR PAVING OR PREPARING OPERATION.

SIGN

525'SB'

530'SB'

USH 53 SB

XCEL ENERGY

HO

MATCH LINE STA 517+25.16'NB'

100' TYP

520'NB'

520'AI'

525'NB'

530'NB'

USH 53 NB

MATCH LINE STA 531+99.00'NB'

TRAFFIC CONTROL AS PER SDD "TRAFFIC CONTROL, LANE CLOSURE, SPEEDS GREATER THAN 40 M.P.H. WITH BARRIER" DRUM SPACING IS 100' (TYP) PLACE BARRICADE APPROXIMATELY EVERY 1/4 MILE ACROSS THE CLOSED LANE TO HELP ENFORCE THE DRUM LINE

WE ENERGIES

PROJECT NO: 1196-04-78,1196-05-77	HWY: USH 53	COUNTY: BARRON	TRAFFIC CONTROL STAGE 1 & 3	SHEET 38	E

FILE NAME : P:\UZ\W\WITNW\146423\C3D\11960408\SHEETSPLAN\025001_TC STAGE 1.DWG
LAYOUT NAME - 025001_TC STAGE 1 - 16

PLOT DATE : 8/1/2021 12:54 PM PLOT BY : NICK ENGH PLOT NAME : PLOT SCALE : **********

WISDOT/CADDS SHEET 42

2

2

MATCH LINE STA 531+99.00'NB'

MATCH LINE STA 546+75.00'NB'

MATCH LINE STA 546+75.00'NB'

MATCH LINE STA 561+50.00'NB'

USH 53 SB

USH 53 NB

535'SB'

540'SB'

545'SB'

555'SB'

560'SB'

545'NB'

550'NB'

555'NB'

560'NB'

100' TYP

SIGN

SIGN

TRAFFIC CONTROL AS PER SDD "TRAFFIC CONTROL, LANE CLOSURE, SPEEDS GREATER THAN 40 M.P.H. WITH BARRIER" DRUM SPACING IS 100' (TYP) PLACE BARRICADE APPROXIMATELY EVERY 1/4 MILE ACROSS THE CLOSED LANE TO HELP ENFORCE THE DRUM LINE

TRAFFIC CONTROL AS PER SDD "TRAFFIC CONTROL, LANE CLOSURE, SPEEDS GREATER THAN 40 M.P.H. WITH BARRIER" DRUM SPACING IS 100' (TYP) PLACE BARRICADE APPROXIMATELY EVERY 1/4 MILE ACROSS THE CLOSED LANE TO HELP ENFORCE THE DRUM LINE

CENTURYLINK

STRUCTURE B-03-025

CINC

CONCRETE BARRIER
(SEE STRUCTURE PLANS)

KNAPP ST/7 1/2 AVE

SEPTIC

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

LEGEND

- SIGN ON PERMANENT SUPPORT
- TYPE C WARNING LIGHT (STEADY BURN)
- DIRECTION OF TRAFFIC
- FLASHING ARROW BOARD
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- CONCRETE BARRIER TEMPORARY PRECAST
- WORK AREA

NOTE:
USE SDD "MOVING PAVEMENT MARKING OPERATION MULTI-LANE DIVIDED ROADWAY" FOR MOVING OPERATIONS

ALL SIGNS AND DEVICES SHALL BE IN CONFORMANCE WITH THE "WISCONSIN MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES" (WMUTCD). A SUPPLEMENT TO THE FEDERAL HIGHWAY ADMINISTRATION'S "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES".

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DURING HOURS OF DARKNESS ALL BARRICADES USED TO SHIELD A HAZARD SHALL BE EQUIPPED WITH WARNING LIGHTS, TYPE A.

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.

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

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

ALL SIGNS OR PAVEMENT MARKINGS, TEMPORARY OR EXISTING, WHICH MAY CONFLICT WITH THE STAGING AND TRAFFIC CONTROL SHALL BE REMOVED.

STAGE 1 & 3

USH 53 NB TRAFFIC IS MERGED TO ONE LANE, THE OUTSIDE LANE REMAINS OPEN TO TRAFFIC. THE INSIDE (MEDIAN) LANE AND SHOULDER IS REPAIRED OR RESURFACED.

SHIFT TRAFFIC DRUMS BACK ACROSS USH 53 NB CENTERLINE WHEN NOT NEEDED FOR PAVING OR PREPARING OPERATION.

PROJECT NO: 1196-04-78,1196-05-77	HWY: USH 53	COUNTY: BARRON	TRAFFIC CONTROL STAGE 1 & 3	SHEET 39	E

2

2

MATCH LINE STA 561+50.00'NB'

MATCH LINE STA 576+25.00'NB'

MATCH LINE STA 576+25.00'NB'

MATCH LINE STA 591+00.00'NB'

SIGN

565'SB'

570'SB'

575'SB'

USH 53 SB

100' TYP

TRAFFIC CONTROL AS PER SDD "TRAFFIC CONTROL, LANE CLOSURE, SPEEDS GREATER THAN 40 M.P.H. WITH BARRIER" DRUM SPACING IS 100' (TYP) PLACE BARRICADE APPROXIMATELY EVERY 1/4 MILE ACROSS THE CLOSED LANE TO HELP ENFORCE THE DRUM LINE

IN

580'NB

575'NB

USH 53 NB

SIGN

R11-2L
48" X 30"

LANE CLOSED

TYPE III BARRICADE

N

LEGEND

- SIGN ON PERMANENT SUPPORT
- TYPE C WARNING LIGHT (STEADY BURN)
- DIRECTION OF TRAFFIC
- FLASHING ARROW BOARD
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- CONCRETE BARRIER TEMPORARY PRECAST
- WORK AREA

NOTE:
USE SDD "MOVING PAVEMENT MARKING OPERATION MULTI-LANE DIVIDED ROADWAY" FOR MOVING OPERATIONS

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

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STAGE 1 & 3

USH 53 NB TRAFFIC IS MERGED TO ONE LANE, THE OUTSIDE LANE REMAINS OPEN TO TRAFFIC. THE INSIDE (MEDIAN) LANE AND SHOULDER IS REPAIRED OR RESURFACED.

SHIFT TRAFFIC DRUMS BACK ACROSS USH 53 NB CENTERLINE WHEN NOT NEEDED FOR PAVING OR PREPARING OPERATION.

N

585'SB'

590'SB'

USH 53 SB

WE ENERGIES

100' TYP

BARRON ELECTRIC

580'NB

585'NB

590'NB

USH 53 NB

SIGN

MOSAIC TELECOM

TRAFFIC CONTROL AS PER SDD "TRAFFIC CONTROL, LANE CLOSURE, SPEEDS GREATER THAN 40 M.P.H. WITH BARRIER" DRUM SPACING IS 100' (TYP) PLACE BARRICADE APPROXIMATELY EVERY 1/4 MILE ACROSS THE CLOSED LANE TO HELP ENFORCE THE DRUM LINE

CTH D (8TH AVE)

SIGN

PROJECT NO: 1196-04-78,1196-05-77	HWY: USH 53	COUNTY: BARRON	TRAFFIC CONTROL STAGE 1 & 3	SHEET 40	E

FILE NAME : P:\UZ\W\WITNW\146423\C3D\11960408\SHEETSPLAN\025001_TC STAGE 1.DWG
LAYOUT NAME - 025001_TC STAGE 1 - 18

PLOT DATE : 8/1/2021 1:00 PM PLOT BY : NICK ENGH PLOT NAME : PLOT SCALE : **********

2

2

MATCH LINE STA 591+00.00'NB'

MATCH LINE STA 605+75.00'NB'

R11-2L
48" X 30"

LANE CLOSED

TYPE III BARRICADE

595'SB'

600'SB'

605'SB'

USH 53 SB

100' TYP

TRAFFIC CONTROL AS PER SDD "TRAFFIC CONTROL, LANE CLOSURE, SPEEDS GREATER THAN 40 M.P.H. WITH BARRIER" DRUM SPACING IS 100' (TYP) PLACE BARRICADE APPROXIMATELY EVERY 1/4 MILE ACROSS THE CLOSED LANE TO HELP ENFORCE THE DRUM LINE

595'NB'

600'NB'

605'NB'

USH 53 NB

USH 53 NB

N

LEGEND

- SIGN ON PERMANENT SUPPORT
- TYPE C WARNING LIGHT (STEADY BURN)
- DIRECTION OF TRAFFIC
- FLASHING ARROW BOARD
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- CONCRETE BARRIER TEMPORARY PRECAST
- WORK AREA

NOTE:
USE SDD "MOVING PAVEMENT MARKING OPERATION MULTI-LANE DIVIDED ROADWAY" FOR MOVING OPERATIONS

ALL SIGNS AND DEVICES SHALL BE IN CONFORMANCE WITH THE "WISCONSIN MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES" (WMUTCD). A SUPPLEMENT TO THE FEDERAL HIGHWAY ADMINISTRATION'S "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES".

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DURING HOURS OF DARKNESS ALL BARRICADES USED TO SHIELD A HAZARD SHALL BE EQUIPPED WITH WARNING LIGHTS, TYPE A.

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

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

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STAGE 1 & 3

USH 53 NB TRAFFIC IS MERGED TO ONE LANE, THE OUTSIDE LANE REMAINS OPEN TO TRAFFIC. THE INSIDE (MEDIAN) LANE AND SHOULDER IS REPAIRED OR RESURFACED.

SHIFT TRAFFIC DRUMS BACK ACROSS USH 53 NB CENTERLINE WHEN NOT NEEDED FOR PAVING OR PREPARING OPERATION.

615'SB'

USH 53 SB

N

MATCH LINE STA 605+75.00'NB'

MATCH LINE STA 620+50.00'NB'

BARRON ELECTRIC

TRIBUTARY TO RED CEDAR RIVER

100' TYP

620'NB'

620'NB'

USH 53 NB

TRAFFIC CONTROL AS PER SDD "TRAFFIC CONTROL, LANE CLOSURE, SPEEDS GREATER THAN 40 M.P.H. WITH BARRIER" DRUM SPACING IS 100' (TYP) PLACE BARRICADE APPROXIMATELY EVERY 1/4 MILE ACROSS THE CLOSED LANE TO HELP ENFORCE THE DRUM LINE

SIGN

8 1/2 AVE

PROJECT NO: 1196-04-78,1196-05-77	HWY: USH 53	COUNTY: BARRON	TRAFFIC CONTROL STAGE 1 & 3	SHEET 41	E

FILE NAME : P:\UZ\W\WITNW\146423\C3D\11960408\SHEETSPLAN\025001_TC STAGE 1.DWG
LAYOUT NAME - 025001_TC STAGE 1 - 19

PLOT DATE : 8/1/2021 1:04 PM PLOT BY : NICK ENGH PLOT NAME : PLOT SCALE : **********

WISDOT/CADDS SHEET 42

2

USH 53 SB

R11-2L
48" X 30"



TYPE III BARRICADE

TRAFFIC CONTROL AS PER SDD "TRAFFIC CONTROL, LANE CLOSURE, SPEEDS GREATER THAN 40 M.P.H. WITH BARRIER" DRUM SPACING IS 100' (TYP) PLACE BARRICADE APPROXIMATELY EVERY 1/4 MILE ACROSS THE CLOSED LANE TO HELP ENFORCE THE DRUM LINE

MATCH LINE STA 620+50.00'NB'

100' TYP

625 NB

627 NB

630 NB

USH 53 NB

MATCH LINE STA 635+25.00'NB'

SIGN

LEGEND

- SIGN ON PERMANENT SUPPORT
- TYPE C WARNING LIGHT (STEADY BURN)
- DIRECTION OF TRAFFIC
- FLASHING ARROW BOARD
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- CONCRETE BARRIER TEMPORARY PRECAST
- WORK AREA

NOTE:
USE SDD "MOVING PAVEMENT MARKING OPERATION MULTI-LANE DIVIDED ROADWAY" FOR MOVING OPERATIONS

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DURING HOURS OF DARKNESS ALL BARRICADES USED TO SHIELD A HAZARD SHALL BE EQUIPPED WITH WARNING LIGHTS, TYPE A.

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.

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

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

ALL SIGNS OR PAVEMENT MARKINGS, TEMPORARY OR EXISTING, WHICH MAY CONFLICT WITH THE STAGING AND TRAFFIC CONTROL SHALL BE REMOVED.

STAGE 1 & 3

USH 53 NB TRAFFIC IS MERGED TO ONE LANE, THE OUTSIDE LANE REMAINS OPEN TO TRAFFIC. THE INSIDE (MEDIAN) LANE AND SHOULDER IS REPAIRED OR RESURFACED.

SHIFT TRAFFIC DRUMS BACK ACROSS USH 53 NB CENTERLINE WHEN NOT NEEDED FOR PAVING OR PREPARING OPERATION.

MATCH LINE STA 635+25.00'NB'

100' TYP

640 NB

645 NB

650

USH 53 NB

MATCH LINE STA 650+00.00'NB'

9TH AVE

BARRON ELECTRIC

TRAFFIC CONTROL AS PER SDD "TRAFFIC CONTROL, LANE CLOSURE, SPEEDS GREATER THAN 40 M.P.H. WITH BARRIER" DRUM SPACING IS 100' (TYP) PLACE BARRICADE APPROXIMATELY EVERY 1/4 MILE ACROSS THE CLOSED LANE TO HELP ENFORCE THE DRUM LINE

PROJECT NO: 1196-04-78,1196-05-77	HWY: USH 53	COUNTY: BARRON	TRAFFIC CONTROL STAGE 1 & 3	SHEET 42	E

FILE NAME : P:\UZ\W\WITNW\146423\C3D\11960408\SHEETSPLAN\025001_TC STAGE 1.DWG
LAYOUT NAME - 025001_TC STAGE 1 - 20

PLOT DATE : 8/1/2021 1:07 PM PLOT BY : NICK ENGH PLOT NAME : PLOT SCALE : **********

2

2

MATCH LINE STA 650+00.00'NB'

MATCH LINE STA 664+75.00'NB'

R11-2L
48" X 30"

LANE CLOSED

TYPE III BARRICADE

TRAFFIC CONTROL AS PER SDD "TRAFFIC CONTROL, LANE CLOSURE, SPEEDS GREATER THAN 40 M.P.H. WITH BARRIER" DRUM SPACING IS 100' (TYP) PLACE BARRICADE APPROXIMATELY EVERY 1/4 MILE ACROSS THE CLOSED LANE TO HELP ENFORCE THE DRUM LINE

100' TYP

650 NB

656 NB

660 NB

USH 53 NB

N

LEGEND

- SIGN ON PERMANENT SUPPORT
- TYPE C WARNING LIGHT (STEADY BURN)
- DIRECTION OF TRAFFIC
- FLASHING ARROW BOARD
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- CONCRETE BARRIER TEMPORARY PRECAST
- WORK AREA

NOTE:
USE SDD "MOVING PAVEMENT MARKING OPERATION MULTI-LANE DIVIDED ROADWAY" FOR MOVING OPERATIONS

ALL SIGNS AND DEVICES SHALL BE IN CONFORMANCE WITH THE "WISCONSIN MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES" (WMUTCD). A SUPPLEMENT TO THE FEDERAL HIGHWAY ADMINISTRATION'S "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES".

THE EXACT NUMBER, LOCATION AND SPACING OF ALL TRAFFIC CONTROL DEVICES ARE APPROXIMATE AND SHALL BE ADJUSTED TO FIT FIELD CONDITIONS.

DURING HOURS OF DARKNESS ALL BARRICADES USED TO SHIELD A HAZARD SHALL BE EQUIPPED WITH WARNING LIGHTS, TYPE A.

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.

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

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

ALL SIGNS OR PAVEMENT MARKINGS, TEMPORARY OR EXISTING, WHICH MAY CONFLICT WITH THE STAGING AND TRAFFIC CONTROL SHALL BE REMOVED.

STAGE 1 & 3

USH 53 NB TRAFFIC IS MERGED TO ONE LANE, THE OUTSIDE LANE REMAINS OPEN TO TRAFFIC. THE INSIDE (MEDIAN) LANE AND SHOULDER IS REPAIRED OR RESURFACED.

SHIFT TRAFFIC DRUMS BACK ACROSS USH 53 NB CENTERLINE WHEN NOT NEEDED FOR PAVING OR PREPARING OPERATION.

MATCH LINE STA 664+75.00'NB'

MATCH LINE STA 679+50.00'NB'

100' TYP

665 NB

670 NB

679 NB

USH 53 NB

N

TRAFFIC CONTROL AS PER SDD "TRAFFIC CONTROL, LANE CLOSURE, SPEEDS GREATER THAN 40 M.P.H. WITH BARRIER" DRUM SPACING IS 100' (TYP) PLACE BARRICADE APPROXIMATELY EVERY 1/4 MILE ACROSS THE CLOSED LANE TO HELP ENFORCE THE DRUM LINE

SIGN

PROJECT NO: 1196-04-78,1196-05-77	HWY: USH 53	COUNTY: BARRON	TRAFFIC CONTROL STAGE 1 & 3	SHEET 43	E

FILE NAME : P:\UZ\W\WITNW\146423\C3D\11960408\SHEETSPLAN\025001_TC STAGE 1.DWG
LAYOUT NAME - 025001_TC STAGE 1 - 21

PLOT DATE : 8/1/2021 1:10 PM PLOT BY : NICK ENGH PLOT NAME : PLOT SCALE : **********

WISDOT/CADDS SHEET 42

2

2

690'SB'

USH 53 SB

N

TRAFFIC CONTROL AS PER SDD "TRAFFIC CONTROL, LANE CLOSURE, SPEEDS GREATER THAN 40 M.P.H. WITH BARRIER" DRUM SPACING IS 100' (TYP) PLACE BARRICADE APPROXIMATELY EVERY 1/4 MILE ACROSS THE CLOSED LANE TO HELP ENFORCE THE DRUM LINE

100' TYP

MATCH LINE STA 679+50.00'NB'

680'NB

685'NB

USH 53 NB

690'NB

MATCH LINE STA 694+25.00'NB'

R11-2L
48" X 30"

LANE CLOSED

TYPE III BARRICADE

SEPTIC

LEGEND

- SIGN ON PERMANENT SUPPORT
- TYPE C WARNING LIGHT (STEADY BURN)
- DIRECTION OF TRAFFIC
- FLASHING ARROW BOARD
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- CONCRETE BARRIER TEMPORARY PRECAST
- WORK AREA

NOTE:
USE SDD "MOVING PAVEMENT MARKING OPERATION MULTI-LANE DIVIDED ROADWAY" FOR MOVING OPERATIONS

ALL SIGNS AND DEVICES SHALL BE IN CONFORMANCE WITH THE "WISCONSIN MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES" (WMUTCD). A SUPPLEMENT TO THE FEDERAL HIGHWAY ADMINISTRATION'S "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES".

THE EXACT NUMBER, LOCATION AND SPACING OF ALL TRAFFIC CONTROL DEVICES ARE APPROXIMATE AND SHALL BE ADJUSTED TO FIT FIELD CONDITIONS.

DURING HOURS OF DARKNESS ALL BARRICADES USED TO SHIELD A HAZARD SHALL BE EQUIPPED WITH WARNING LIGHTS, TYPE A.

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.

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

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

ALL SIGNS OR PAVEMENT MARKINGS, TEMPORARY OR EXISTING, WHICH MAY CONFLICT WITH THE STAGING AND TRAFFIC CONTROL SHALL BE REMOVED.

STAGE 1 & 3

USH 53 NB TRAFFIC IS MERGED TO ONE LANE, THE OUTSIDE LANE REMAINS OPEN TO TRAFFIC. THE INSIDE (MEDIAN) LANE AND SHOULDER IS REPAIRED OR RESURFACED.

SHIFT TRAFFIC DRUMS BACK ACROSS USH 53 NB CENTERLINE WHEN NOT NEEDED FOR PAVING OR PREPARING OPERATION.

N

705'SB'

100' TYP

MATCH LINE STA 694+25.00'NB'

696'NB

700'NB

USH 53 NB

700'NB

ISIGN

MATCH LINE STA 709+00.00'NB'

TRAFFIC CONTROL AS PER SDD "TRAFFIC CONTROL, LANE CLOSURE, SPEEDS GREATER THAN 40 M.P.H. WITH BARRIER" DRUM SPACING IS 100' (TYP) PLACE BARRICADE APPROXIMATELY EVERY 1/4 MILE ACROSS THE CLOSED LANE TO HELP ENFORCE THE DRUM LINE

CTH OO (10TH AVE)

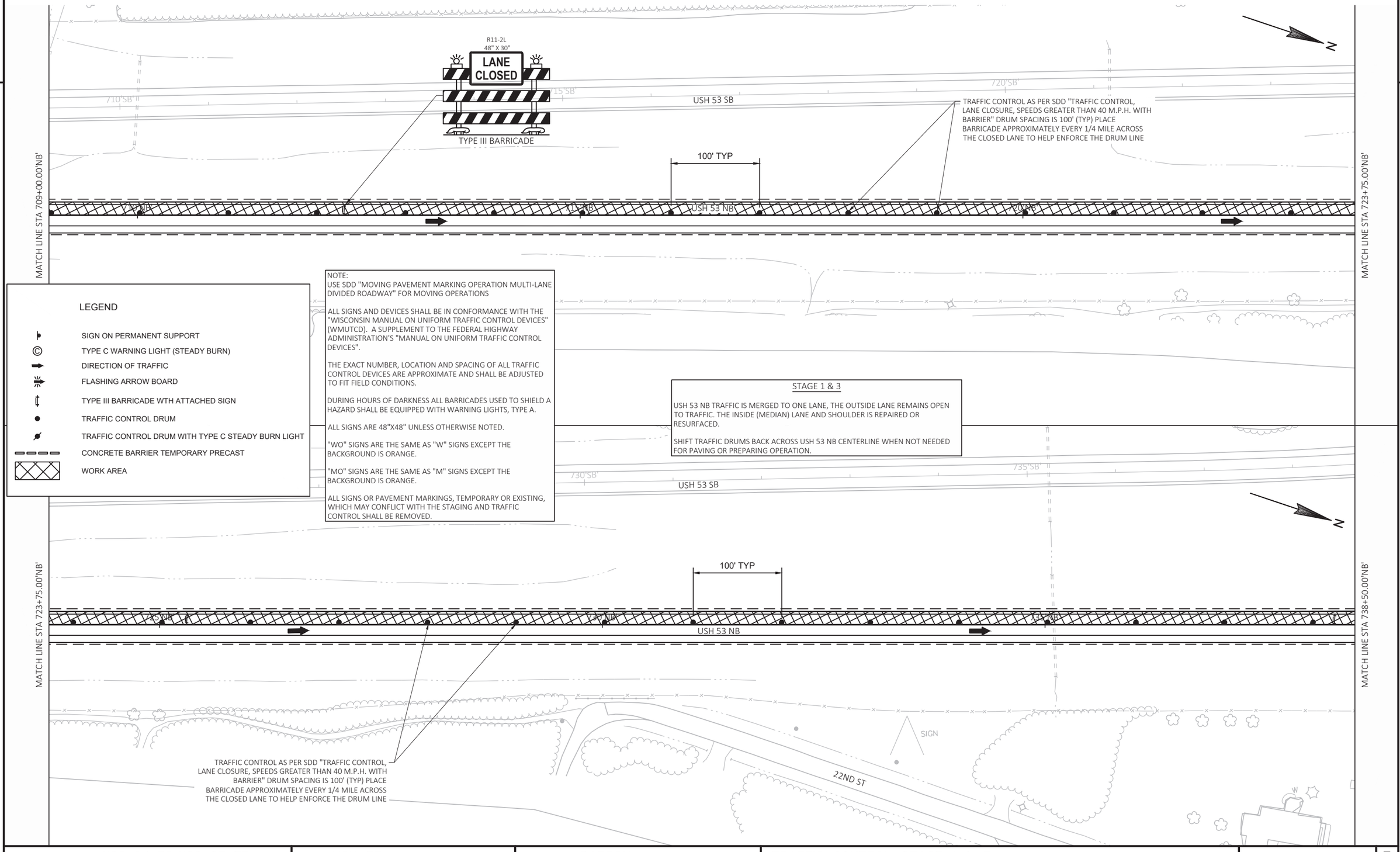
BARRON ELECTRIC

PROJECT NO: 1196-04-78,1196-05-77	HWY: USH 53	COUNTY: BARRON	TRAFFIC CONTROL STAGE 1 & 3	SHEET 44	E

FILE NAME : P:\UZ\W\WITNW\146423\C3D\11960408\SHEETSPLAN\025001_TC STAGE 1.DWG
LAYOUT NAME - 025001_TC STAGE 1 - 23

PLOT DATE : 8/1/2021 1:13 PM PLOT BY : NICK ENGH PLOT NAME : PLOT SCALE : **********

2



LEGEND

- SIGN ON PERMANENT SUPPORT
- TYPE C WARNING LIGHT (STEADY BURN)
- DIRECTION OF TRAFFIC
- FLASHING ARROW BOARD
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- CONCRETE BARRIER TEMPORARY PRECAST
- WORK AREA

NOTE:
USE SDD "MOVING PAVEMENT MARKING OPERATION MULTI-LANE DIVIDED ROADWAY" FOR MOVING OPERATIONS

ALL SIGNS AND DEVICES SHALL BE IN CONFORMANCE WITH THE "WISCONSIN MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES" (WMUTCD). A SUPPLEMENT TO THE FEDERAL HIGHWAY ADMINISTRATION'S "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES".

THE EXACT NUMBER, LOCATION AND SPACING OF ALL TRAFFIC CONTROL DEVICES ARE APPROXIMATE AND SHALL BE ADJUSTED TO FIT FIELD CONDITIONS.

DURING HOURS OF DARKNESS ALL BARRICADES USED TO SHIELD A HAZARD SHALL BE EQUIPPED WITH WARNING LIGHTS, TYPE A.

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.

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

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

ALL SIGNS OR PAVEMENT MARKINGS, TEMPORARY OR EXISTING, WHICH MAY CONFLICT WITH THE STAGING AND TRAFFIC CONTROL SHALL BE REMOVED.

STAGE 1 & 3

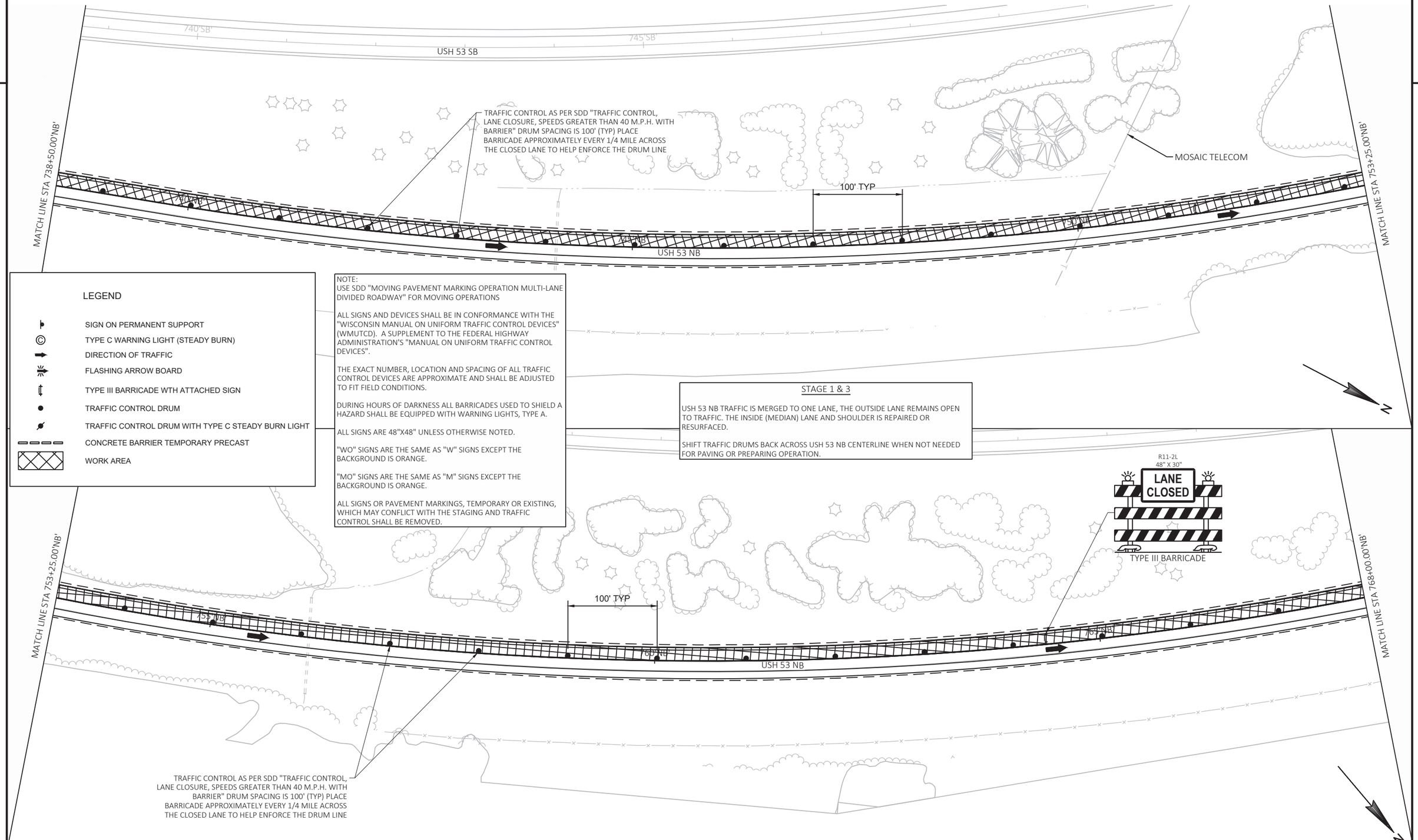
USH 53 NB TRAFFIC IS MERGED TO ONE LANE, THE OUTSIDE LANE REMAINS OPEN TO TRAFFIC. THE INSIDE (MEDIAN) LANE AND SHOULDER IS REPAIRED OR RESURFACED.

SHIFT TRAFFIC DRUMS BACK ACROSS USH 53 NB CENTERLINE WHEN NOT NEEDED FOR PAVING OR PREPARING OPERATION.

PROJECT NO: 1196-04-78,1196-05-77	HWY: USH 53	COUNTY: BARRON	TRAFFIC CONTROL STAGE 1 & 3	SHEET 45	E

FILE NAME : P:\UZ\W\WITNW\146423\C3D\11960408\SHEETSPLAN\025001_TC STAGE 1.DWG
LAYOUT NAME - 025001_TC STAGE 1 - 24
PLOT DATE : 8/1/2021 1:16 PM PLOT BY : NICK ENGH PLOT NAME : PLOT SCALE : **********

2



PROJECT NO: 1196-04-78,1196-05-77	HWY: USH 53	COUNTY: BARRON	TRAFFIC CONTROL STAGE 1 & 3	SHEET 46	E

FILE NAME : P:\UZ\W\WITNW\146423\C3D\11960408\SHEETSPLAN\025001_TC STAGE 1.DWG
LAYOUT NAME - 025001_TC STAGE 1 - 25
PLOT DATE : 8/1/2021 1:19 PM
PLOT BY : NICK ENGH
PLOT NAME :
PLOT SCALE : **********

2

2

MATCH LINE STA 768+00.00'NB'

MATCH LINE STA 783+00.00'NB'

770'SB'

775'SB'

780'SB'

USH 53 SB

100' TYP

70MPH

75MPH

USH 53 NB

70MPH

TRAFFIC CONTROL AS PER SDD "TRAFFIC CONTROL, LANE CLOSURE, SPEEDS GREATER THAN 40 M.P.H. WITH BARRIER" DRUM SPACING IS 100' (TYP) PLACE BARRICADE APPROXIMATELY EVERY 1/4 MILE ACROSS THE CLOSED LANE TO HELP ENFORCE THE DRUM LINE

R11-2L
48" X 30"
LANE CLOSED

TYPE III BARRICADE

N

LEGEND

- SIGN ON PERMANENT SUPPORT
- TYPE C WARNING LIGHT (STEADY BURN)
- DIRECTION OF TRAFFIC
- FLASHING ARROW BOARD
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- CONCRETE BARRIER TEMPORARY PRECAST
- WORK AREA

NOTE:
USE SDD "MOVING PAVEMENT MARKING OPERATION MULTI-LANE DIVIDED ROADWAY" FOR MOVING OPERATIONS

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

ALL SIGNS OR PAVEMENT MARKINGS, TEMPORARY OR EXISTING, WHICH MAY CONFLICT WITH THE STAGING AND TRAFFIC CONTROL SHALL BE REMOVED.

STAGE 1 & 3

USH 53 NB TRAFFIC IS MERGED TO ONE LANE, THE OUTSIDE LANE REMAINS OPEN TO TRAFFIC. THE INSIDE (MEDIAN) LANE AND SHOULDER IS REPAIRED OR RESURFACED.

SHIFT TRAFFIC DRUMS BACK ACROSS USH 53 NB CENTERLINE WHEN NOT NEEDED FOR PAVING OR PREPARING OPERATION.

790'SB'

795'SB'

USH 53 SB

100' TYP

MATCH LINE STA 783+00.00'NB'

MATCH LINE STA 797+50.00'NB'

75MPH

70MPH

USH 53 NB

75MPH

SIGN

TRAFFIC CONTROL AS PER SDD "TRAFFIC CONTROL, LANE CLOSURE, SPEEDS GREATER THAN 40 M.P.H. WITH BARRIER" DRUM SPACING IS 100' (TYP) PLACE BARRICADE APPROXIMATELY EVERY 1/4 MILE ACROSS THE CLOSED LANE TO HELP ENFORCE THE DRUM LINE

N

PROJECT NO: 1196-04-78,1196-05-77	HWY: USH 53	COUNTY: BARRON	TRAFFIC CONTROL STAGE 1 & 3	SHEET 47	E

FILE NAME : P:\UZ\W\WITNW\146423\C3D\11960408\SHEETSPLAN\025001_TC STAGE 1.DWG
LAYOUT NAME - 025001_TC STAGE 1 - 26

PLOT DATE : 8/1/2021 1:22 PM PLOT BY : NICK ENGH PLOT NAME : PLOT SCALE : **********

2

MOSAIC TELECOM

800'SB'

805'SB'

810'SB'

USH 53 SB

TRAFFIC CONTROL AS PER SDD "TRAFFIC CONTROL, LANE CLOSURE, SPEEDS GREATER THAN 40 M.P.H. WITH BARRIER" DRUM SPACING IS 100' (TYP) PLACE BARRICADE APPROXIMATELY EVERY 1/4 MILE ACROSS THE CLOSED LANE TO HELP ENFORCE THE DRUM LINE

100' TYP

MATCH LINE STA 797+50.00'NB'

840'NB'

215TH ST

840'NB'

USH 53 NB

840'NB'

MATCH LINE STA 812+25.00'NB'

R11-2L
48" X 30"

LANE CLOSED

TYPE III BARRICADE

SIGN

N

LEGEND

- SIGN ON PERMANENT SUPPORT
- TYPE C WARNING LIGHT (STEADY BURN)
- DIRECTION OF TRAFFIC
- FLASHING ARROW BOARD
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- CONCRETE BARRIER TEMPORARY PRECAST
- WORK AREA

NOTE:
USE SDD "MOVING PAVEMENT MARKING OPERATION MULTI-LANE DIVIDED ROADWAY" FOR MOVING OPERATIONS

ALL SIGNS AND DEVICES SHALL BE IN CONFORMANCE WITH THE "WISCONSIN MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES" (WMUTCD). A SUPPLEMENT TO THE FEDERAL HIGHWAY ADMINISTRATION'S "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES".

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DURING HOURS OF DARKNESS ALL BARRICADES USED TO SHIELD A HAZARD SHALL BE EQUIPPED WITH WARNING LIGHTS, TYPE A.

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.

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

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

ALL SIGNS OR PAVEMENT MARKINGS, TEMPORARY OR EXISTING, WHICH MAY CONFLICT WITH THE STAGING AND TRAFFIC CONTROL SHALL BE REMOVED.

STAGE 1 & 3

USH 53 NB TRAFFIC IS MERGED TO ONE LANE, THE OUTSIDE LANE REMAINS OPEN TO TRAFFIC. THE INSIDE (MEDIAN) LANE AND SHOULDER IS REPAIRED OR RESURFACED.

SHIFT TRAFFIC DRUMS BACK ACROSS USH 53 NB CENTERLINE WHEN NOT NEEDED FOR PAVING OR PREPARING OPERATION.

USH 53 SB

MOSAIC TELECOM

BARRON ELECTRIC

100' TYP

MATCH LINE STA 812+25.00'NB'

825'NB'

820'NB'

USH 53 NB

825'NB'

MATCH LINE STA 827+00.00'NB'

TRAFFIC CONTROL AS PER SDD "TRAFFIC CONTROL, LANE CLOSURE, SPEEDS GREATER THAN 40 M.P.H. WITH BARRIER" DRUM SPACING IS 100' (TYP) PLACE BARRICADE APPROXIMATELY EVERY 1/4 MILE ACROSS THE CLOSED LANE TO HELP ENFORCE THE DRUM LINE

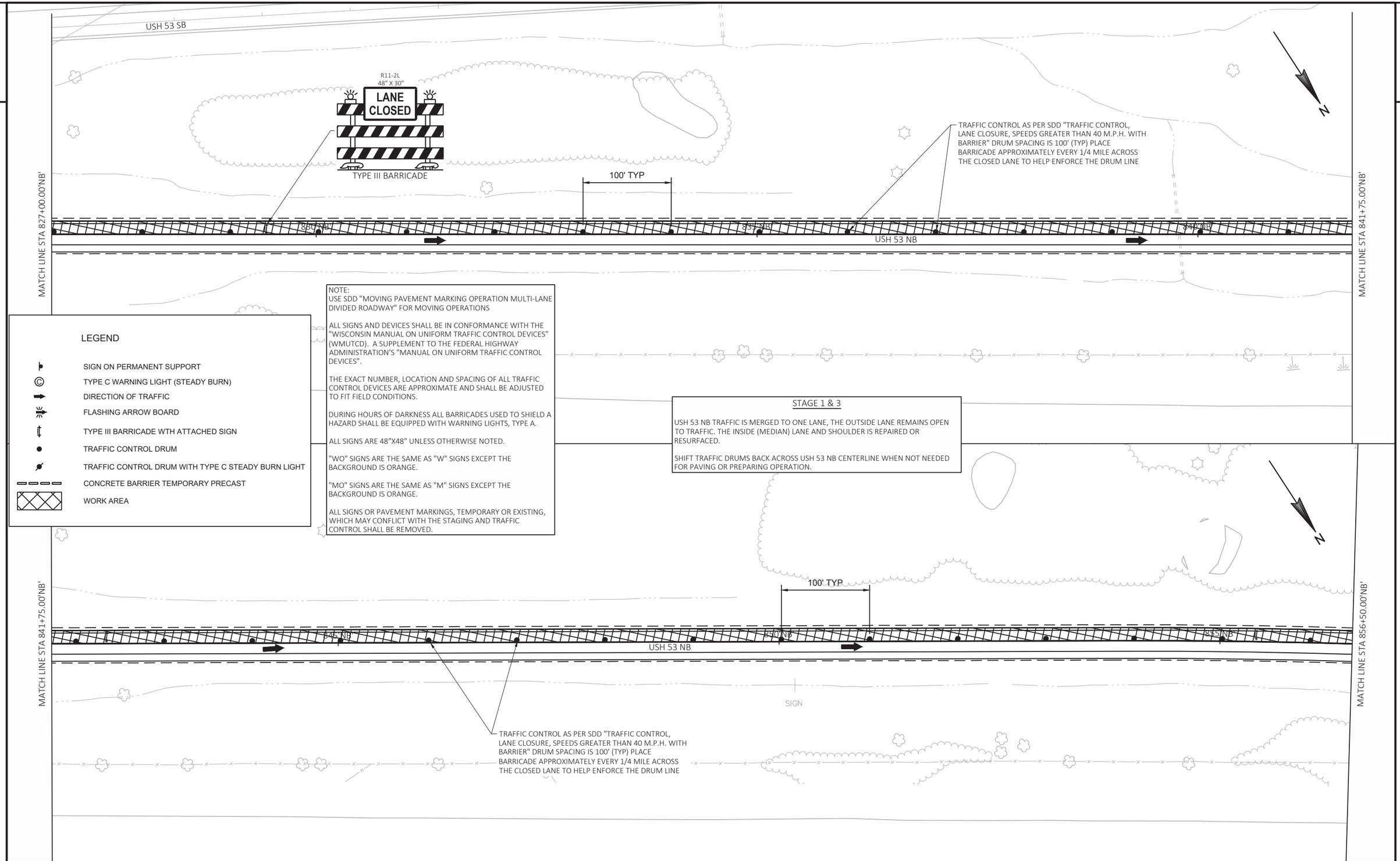
N

2

PROJECT NO: 1196-04-78,1196-05-77	HWY: USH 53	COUNTY: BARRON	TRAFFIC CONTROL STAGE 1 & 3	SHEET 48	E

FILE NAME : P:\UZ\W\WITNW\146423\C3D\11960408\SHEETSPLAN\025001_TC STAGE 1.DWG
LAYOUT NAME - 025001_TC STAGE 1 - 27

PLOT DATE : 8/1/2021 1:25 PM PLOT BY : NICK ENGH PLOT NAME : PLOT SCALE : **********



LEGEND

- SIGN ON PERMANENT SUPPORT
- TYPE C WARNING LIGHT (STEADY BURN)
- DIRECTION OF TRAFFIC
- FLASHING ARROW BOARD
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- CONCRETE BARRIER TEMPORARY PRECAST
- WORK AREA

NOTE:
USE SDD "MOVING PAVEMENT MARKING OPERATION MULTI-LANE DIVIDED ROADWAY" FOR MOVING OPERATIONS

ALL SIGNS AND DEVICES SHALL BE IN CONFORMANCE WITH THE "WISCONSIN MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES" (WMUTCD). A SUPPLEMENT TO THE FEDERAL HIGHWAY ADMINISTRATION'S "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES".

THE EXACT NUMBER, LOCATION AND SPACING OF ALL TRAFFIC CONTROL DEVICES ARE APPROXIMATE AND SHALL BE ADJUSTED TO FIT FIELD CONDITIONS.

DURING HOURS OF DARKNESS ALL BARRICADES USED TO SHIELD A HAZARD SHALL BE EQUIPPED WITH WARNING LIGHTS, TYPE A.

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.

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

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

ALL SIGNS OR PAVEMENT MARKINGS, TEMPORARY OR EXISTING, WHICH MAY CONFLICT WITH THE STAGING AND TRAFFIC CONTROL SHALL BE REMOVED.

STAGE 1 & 3

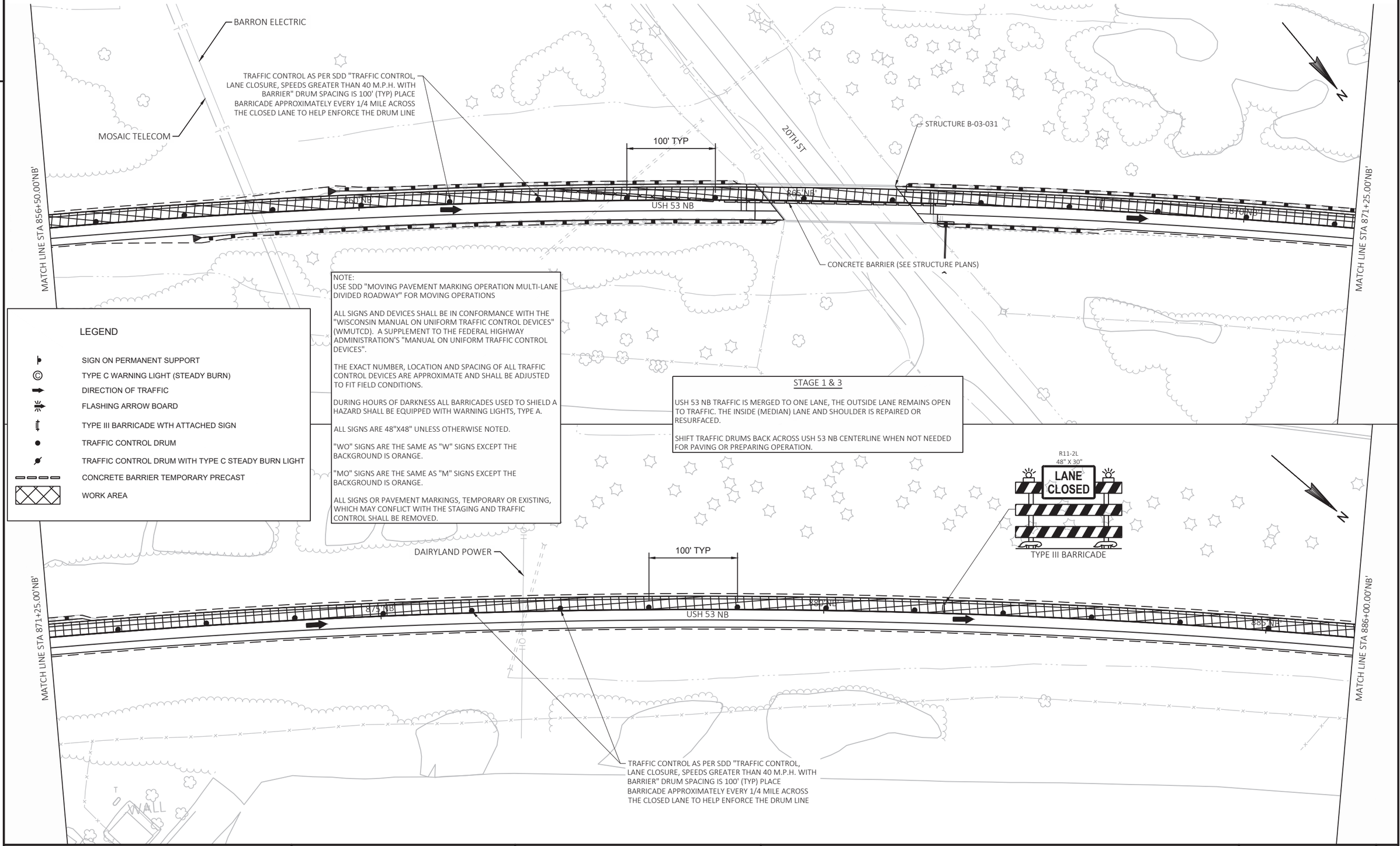
USH 53 NB TRAFFIC IS MERGED TO ONE LANE, THE OUTSIDE LANE REMAINS OPEN TO TRAFFIC. THE INSIDE (MEDIAN) LANE AND SHOULDER IS REPAIRED OR RESURFACED.

SHIFT TRAFFIC DRUMS BACK ACROSS USH 53 NB CENTERLINE WHEN NOT NEEDED FOR PAVING OR PREPARING OPERATION.

PROJECT NO: 1196-04-78,1196-05-77	HWY: USH 53	COUNTY: BARRON	TRAFFIC CONTROL STAGE 1 & 3	SHEET 49	E

FILE NAME : P:\UZ\W\WITNW\146423\C3D\11960408\SHEETSPLAN\025001_TC STAGE 1.DWG
LAYOUT NAME - 025001_TC STAGE 1 - 28
PLOT DATE : 8/1/2021 1:29 PM
PLOT BY : NICK ENGH
PLOT NAME :
PLOT SCALE : **********

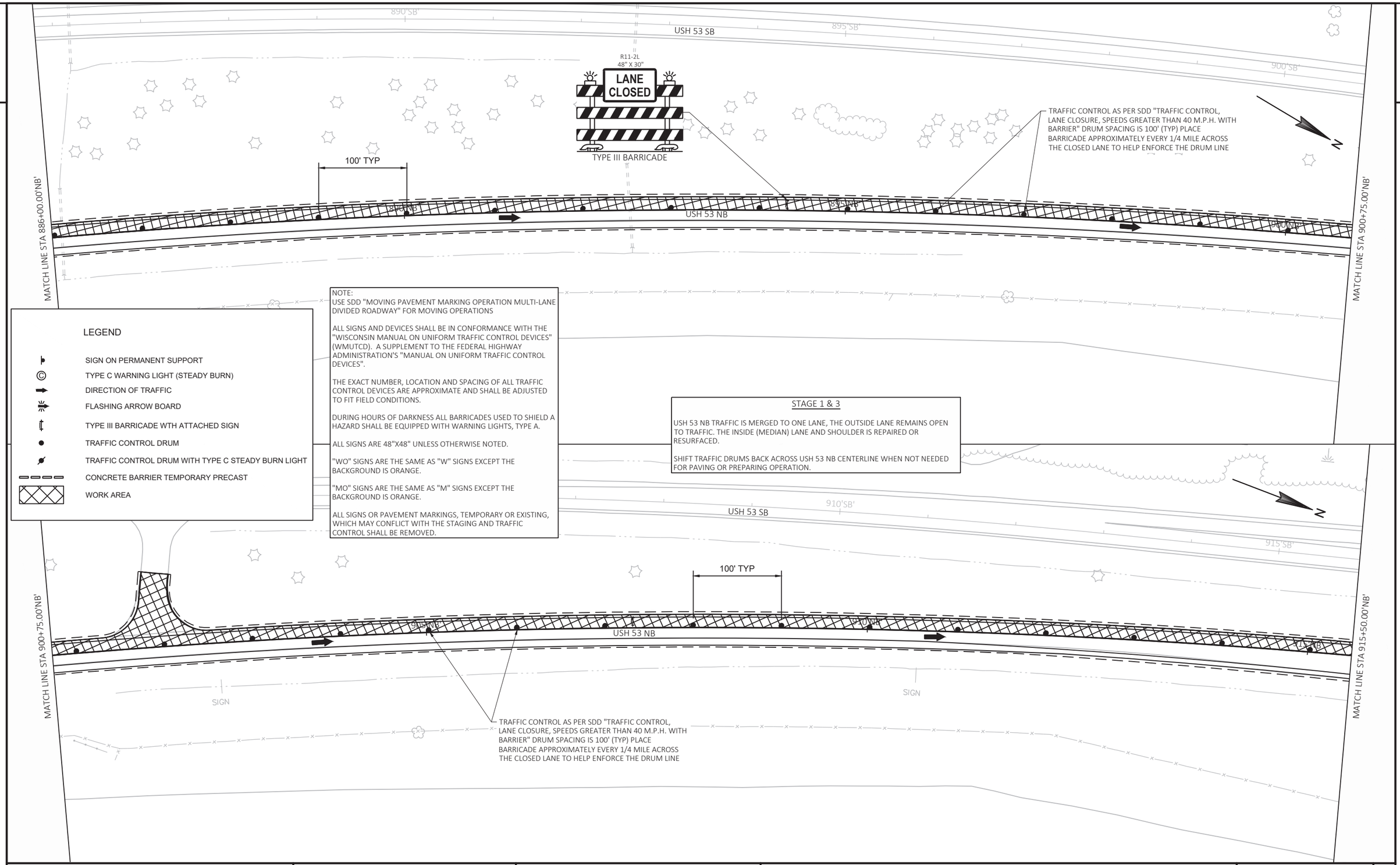
2



PROJECT NO: 1196-04-78,1196-05-77	HWY: USH 53	COUNTY: BARRON	TRAFFIC CONTROL STAGE 1 & 3	SHEET 50	E

FILE NAME : P:\UZ\W\WITNW\146423\C3D\11960408\SHEETSPLAN\025001_TC STAGE 1.DWG
LAYOUT NAME - 025001_TC STAGE 1 - 29
PLOT DATE : 8/1/2021 1:32 PM
PLOT BY : NICK ENGH
PLOT NAME :
PLOT SCALE : **********

2



LEGEND

- SIGN ON PERMANENT SUPPORT
- TYPE C WARNING LIGHT (STEADY BURN)
- DIRECTION OF TRAFFIC
- FLASHING ARROW BOARD
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- CONCRETE BARRIER TEMPORARY PRECAST
- WORK AREA

NOTE:
USE SDD "MOVING PAVEMENT MARKING OPERATION MULTI-LANE DIVIDED ROADWAY" FOR MOVING OPERATIONS

ALL SIGNS AND DEVICES SHALL BE IN CONFORMANCE WITH THE "WISCONSIN MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES" (WMUTCD). A SUPPLEMENT TO THE FEDERAL HIGHWAY ADMINISTRATION'S "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES".

THE EXACT NUMBER, LOCATION AND SPACING OF ALL TRAFFIC CONTROL DEVICES ARE APPROXIMATE AND SHALL BE ADJUSTED TO FIT FIELD CONDITIONS.

DURING HOURS OF DARKNESS ALL BARRICADES USED TO SHIELD A HAZARD SHALL BE EQUIPPED WITH WARNING LIGHTS, TYPE A.

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.

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

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

ALL SIGNS OR PAVEMENT MARKINGS, TEMPORARY OR EXISTING, WHICH MAY CONFLICT WITH THE STAGING AND TRAFFIC CONTROL SHALL BE REMOVED.

STAGE 1 & 3

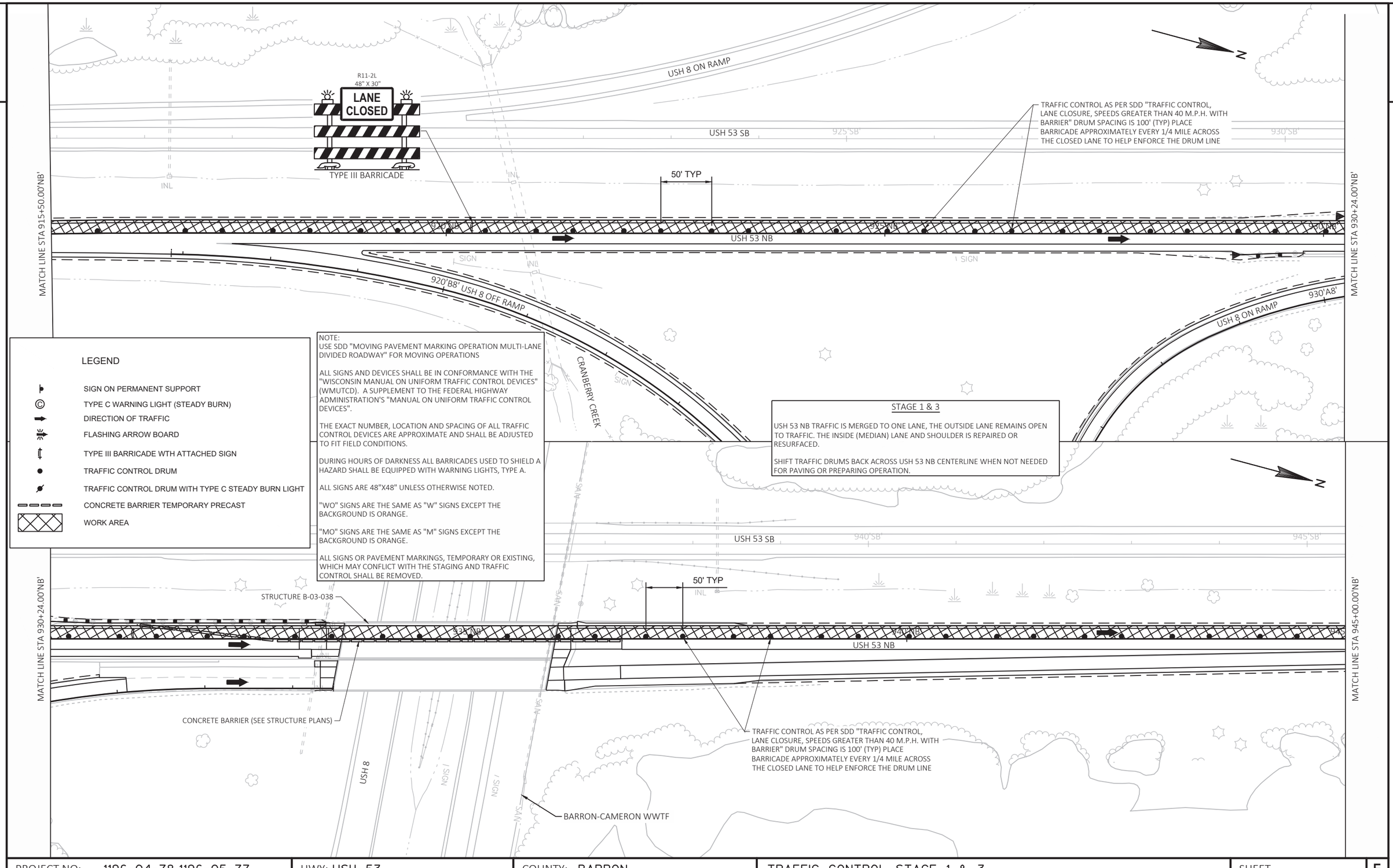
USH 53 NB TRAFFIC IS MERGED TO ONE LANE, THE OUTSIDE LANE REMAINS OPEN TO TRAFFIC. THE INSIDE (MEDIAN) LANE AND SHOULDER IS REPAIRED OR RESURFACED.

SHIFT TRAFFIC DRUMS BACK ACROSS USH 53 NB CENTERLINE WHEN NOT NEEDED FOR PAVING OR PREPARING OPERATION.

PROJECT NO: 1196-04-78,1196-05-77	HWY: USH 53	COUNTY: BARRON	TRAFFIC CONTROL STAGE 1 & 3	SHEET 51	E

FILE NAME : P:\UZ\W\WITNW\146423\C3D\11960408\SHEETSPLAN\025001_TC STAGE 1.DWG
LAYOUT NAME - 025001_TC STAGE 1 - 30
PLOT DATE : 8/1/2021 1:35 PM PLOT BY : NICK ENGH PLOT NAME : PLOT SCALE : **********

2



LEGEND

- SIGN ON PERMANENT SUPPORT
- TYPE C WARNING LIGHT (STEADY BURN)
- DIRECTION OF TRAFFIC
- FLASHING ARROW BOARD
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- CONCRETE BARRIER TEMPORARY PRECAST
- WORK AREA

NOTE:
USE SDD "MOVING PAVEMENT MARKING OPERATION MULTI-LANE DIVIDED ROADWAY" FOR MOVING OPERATIONS

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

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

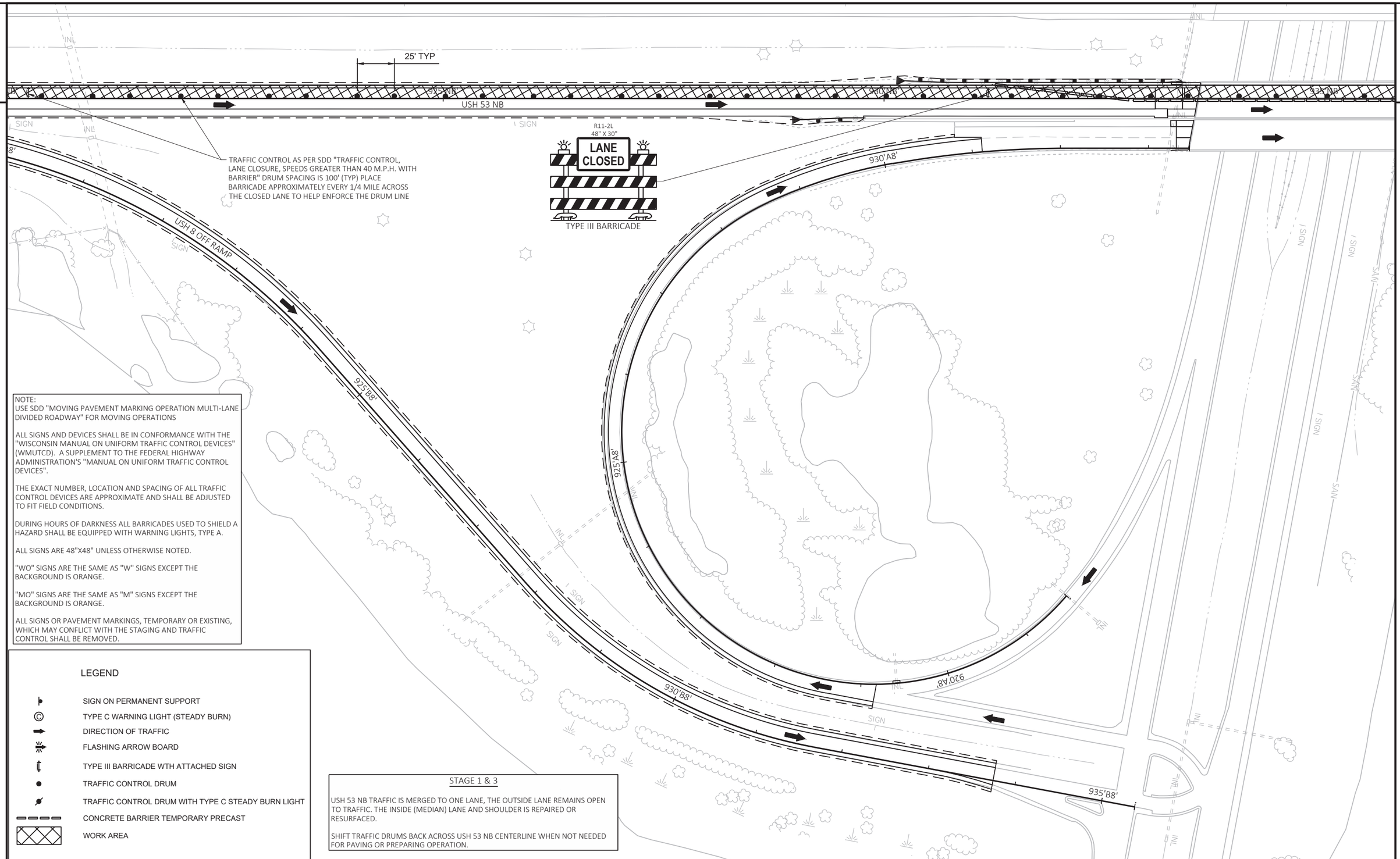
ALL SIGNS OR PAVEMENT MARKINGS, TEMPORARY OR EXISTING, WHICH MAY CONFLICT WITH THE STAGING AND TRAFFIC CONTROL SHALL BE REMOVED.

STAGE 1 & 3

USH 53 NB TRAFFIC IS MERGED TO ONE LANE, THE OUTSIDE LANE REMAINS OPEN TO TRAFFIC. THE INSIDE (MEDIAN) LANE AND SHOULDER IS REPAIRED OR RESURFACED.

SHIFT TRAFFIC DRUMS BACK ACROSS USH 53 NB CENTERLINE WHEN NOT NEEDED FOR PAVING OR PREPARING OPERATION.

PROJECT NO: 1196-04-78,1196-05-77	HWY: USH 53	COUNTY: BARRON	TRAFFIC CONTROL STAGE 1 & 3	SHEET 52	E



NOTE:
USE SDD "MOVING PAVEMENT MARKING OPERATION MULTI-LANE DIVIDED ROADWAY" FOR MOVING OPERATIONS

ALL SIGNS AND DEVICES SHALL BE IN CONFORMANCE WITH THE "WISCONSIN MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES" (WMUTCD). A SUPPLEMENT TO THE FEDERAL HIGHWAY ADMINISTRATION'S "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES".

THE EXACT NUMBER, LOCATION AND SPACING OF ALL TRAFFIC CONTROL DEVICES ARE APPROXIMATE AND SHALL BE ADJUSTED TO FIT FIELD CONDITIONS.

DURING HOURS OF DARKNESS ALL BARRICADES USED TO SHIELD A HAZARD SHALL BE EQUIPPED WITH WARNING LIGHTS, TYPE A.

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.

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

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

ALL SIGNS OR PAVEMENT MARKINGS, TEMPORARY OR EXISTING, WHICH MAY CONFLICT WITH THE STAGING AND TRAFFIC CONTROL SHALL BE REMOVED.

LEGEND

- SIGN ON PERMANENT SUPPORT
- TYPE C WARNING LIGHT (STEADY BURN)
- DIRECTION OF TRAFFIC
- FLASHING ARROW BOARD
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- CONCRETE BARRIER TEMPORARY PRECAST
- WORK AREA

STAGE 1 & 3

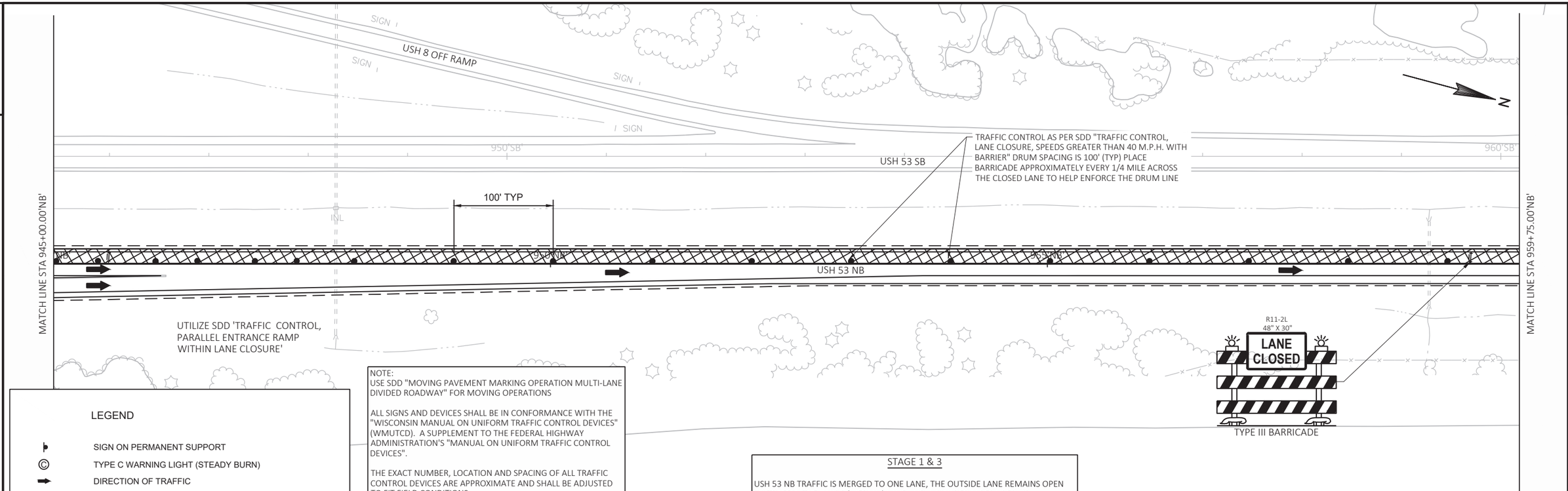
USH 53 NB TRAFFIC IS MERGED TO ONE LANE, THE OUTSIDE LANE REMAINS OPEN TO TRAFFIC. THE INSIDE (MEDIAN) LANE AND SHOULDER IS REPAIRED OR RESURFACED.

SHIFT TRAFFIC DRUMS BACK ACROSS USH 53 NB CENTERLINE WHEN NOT NEEDED FOR PAVING OR PREPARING OPERATION.

PROJECT NO: 1196-04-78,1196-05-77	HWY: USH 53	COUNTY: BARRON	TRAFFIC CONTROL STAGE 1 & 3	SHEET 53	E

FILE NAME : P:\UZ\W\WITNW\146423\C3D\11960408\SHEETSPLAN\025001_TC STAGE 1.DWG
LAYOUT NAME - 025001_TC STAGE 1 - 32
PLOT DATE : 8/1/2021 1:40 PM
PLOT BY : NICK ENGH
PLOT NAME :
PLOT SCALE : **********

2



LEGEND

- SIGN ON PERMANENT SUPPORT
- TYPE C WARNING LIGHT (STEADY BURN)
- DIRECTION OF TRAFFIC
- FLASHING ARROW BOARD
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- CONCRETE BARRIER TEMPORARY PRECAST
- WORK AREA

NOTE:
USE SDD "MOVING PAVEMENT MARKING OPERATION MULTI-LANE DIVIDED ROADWAY" FOR MOVING OPERATIONS

ALL SIGNS AND DEVICES SHALL BE IN CONFORMANCE WITH THE "WISCONSIN MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES" (WMUTCD). A SUPPLEMENT TO THE FEDERAL HIGHWAY ADMINISTRATION'S "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES".

THE EXACT NUMBER, LOCATION AND SPACING OF ALL TRAFFIC CONTROL DEVICES ARE APPROXIMATE AND SHALL BE ADJUSTED TO FIT FIELD CONDITIONS.

DURING HOURS OF DARKNESS ALL BARRICADES USED TO SHIELD A HAZARD SHALL BE EQUIPPED WITH WARNING LIGHTS, TYPE A.

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.

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

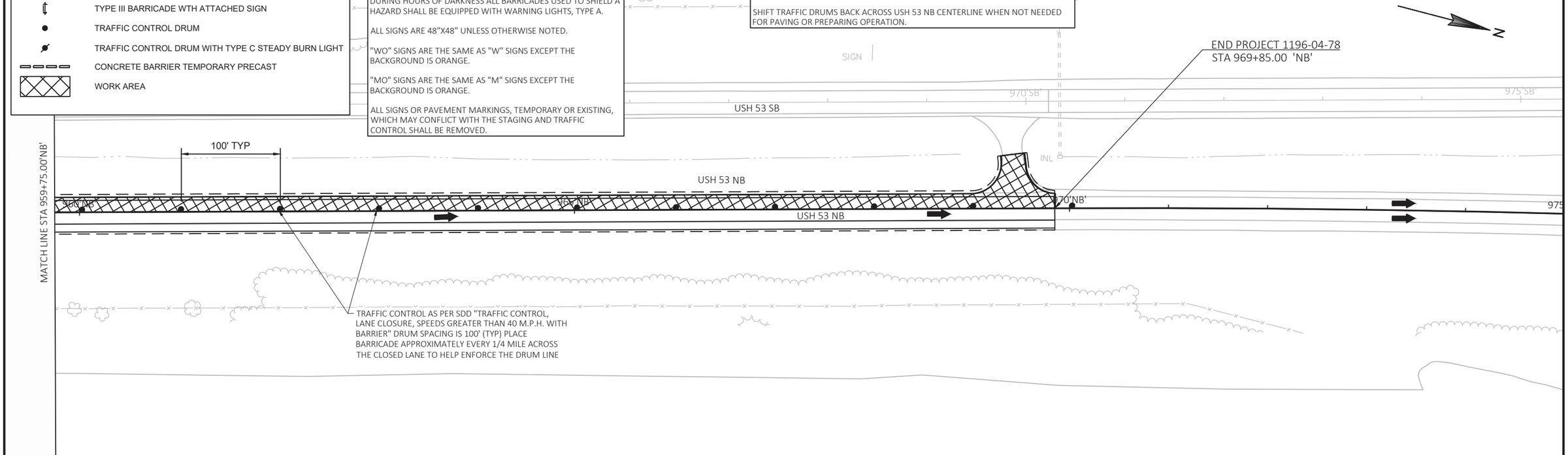
"MO" SIGNS ARE THE SAME AS "M" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

ALL SIGNS OR PAVEMENT MARKINGS, TEMPORARY OR EXISTING, WHICH MAY CONFLICT WITH THE STAGING AND TRAFFIC CONTROL SHALL BE REMOVED.

STAGE 1 & 3

USH 53 NB TRAFFIC IS MERGED TO ONE LANE, THE OUTSIDE LANE REMAINS OPEN TO TRAFFIC. THE INSIDE (MEDIAN) LANE AND SHOULDER IS REPAIRED OR RESURFACED.

SHIFT TRAFFIC DRUMS BACK ACROSS USH 53 NB CENTERLINE WHEN NOT NEEDED FOR PAVING OR PREPARING OPERATION.



PROJECT NO: 1196-04-78,1196-05-77	HWY: USH 53	COUNTY: BARRON	TRAFFIC CONTROL STAGE 1 & 3	SHEET 54	E

FILE NAME : P:\UZ\W\WITNW\146423\C3D\11960408\SHEETSPLAN\025001_TC STAGE 1.DWG
LAYOUT NAME - 025001_TC STAGE 1 - 33
PLOT DATE : 8/1/2021 1:43 PM
PLOT BY : NICK ENGH
PLOT NAME :
PLOT SCALE : **********
WISDOT/CADDS SHEET 42

TO BE PLACED ON BOTH SIDES OF THE ROAD ON THE LAST SIGN IN THE ADVANCED WARNING SIGNING AREA, SEE SDD "TRAFFIC CONTROL, LANE CLOSURE, SPEED REDUCTION."

ROAD WORK NEXT 17 MILES
G20-1
60"X24"

TO BE PLACED 1 MILE IN ADVANCE OF WORK ZONE ON USH 53 NB

FINES DOUBLE IN WORK ZONES
Give 'em a BRAKE SLOW DOWN
W21-62
96"X48"

35'NB'
40'NB'
USH 53 NB
45'NB'
400'
700'
500'
2600'
1600'
200'
MATCH LINE STA 48+00.00'NB'

ROAD WORK 1 MILE
W20-1F

RIGHT LANE CLOSED 1/2 MILE
W20-5G

SIGN

SPEED LIMIT 60
W03-3

SPEED LIMIT 60
R2-1
48"X60"

WIDE LOADS EXCEEDING 15 FT
R12-70B
114"X42"

W04-2R

53
M1-4
24"X24"

MAX. 15' WIDTH
W12-52
48"X48"

TO BE PLACED 1 MILE IN ADVANCE OF SIGN R12-70B ON USH 53 NB
SEE SDD "ADVANCED WIDTH RESTRICTION SIGNING"

NOTE:
USE SDD "MOVING PAVEMENT MARKING OPERATION MULTI-LANE DIVIDED ROADWAY" FOR MOVING OPERATIONS

ALL SIGNS AND DEVICES SHALL BE IN CONFORMANCE WITH THE "WISCONSIN MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES" (WMUTCD). A SUPPLEMENT TO THE FEDERAL HIGHWAY ADMINISTRATION'S "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES".

THE EXACT NUMBER, LOCATION AND SPACING OF ALL TRAFFIC CONTROL DEVICES ARE APPROXIMATE AND SHALL BE ADJUSTED TO FIT FIELD CONDITIONS.

DURING HOURS OF DARKNESS ALL BARRICADES USED TO SHIELD A HAZARD SHALL BE EQUIPPED WITH WARNING LIGHTS, TYPE A.

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.

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

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

ALL SIGNS OR PAVEMENT MARKINGS, TEMPORARY OR EXISTING, WHICH MAY CONFLICT WITH THE STAGING AND TRAFFIC CONTROL SHALL BE REMOVED.

LEGEND

- SIGN ON PERMANENT SUPPORT
- TYPE C WARNING LIGHT (STEADY BURN)
- DIRECTION OF TRAFFIC
- FLASHING ARROW BOARD
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- CONCRETE BARRIER TEMPORARY PRECAST
- WORK AREA
- WORK AREA OPEN TO TRAFFIC

STAGE 2

USH 53 NB TRAFFIC IS TRANSITIONED TO THE INSIDE (MEDIAN) LANE, WHICH REMAINS OPEN TO TRAFFIC. THE OUTSIDE LANE AND SHOULDER IS REPAIRED OR RESURFACED.

SHIFT TRAFFIC DRUMS BACK ACROSS USH 53 CENTERLINE WHEN NOT NEEDED FOR PAVING OR REPAIRING OPERATIONS.

55'SB'
60'SB'
USH 53 SB
50' TYP
USH 53 NB
50'NB'
55'NB'
60'NB'
SIGN
INL
10' TYP
1000'
TAPER
SEE SDD "ADVANCED WIDTH RESTRICTION SIGNING"
MATCH LINE STA 48+00.00'NB'
MATCH LINE STA 62+00.00'NB'
CTH M
CTH M

NORTH 53
MAX. 15' WIDTH
W12-52
48"X48"

NORTH 53
MAX. 15' WIDTH
W12-52
48"X48"

PROJECT NO: 1196-04-78,1196-05-77	HWY: USH 53	COUNTY: BARRON	TRAFFIC CONTROL STAGE 2	SHEET 55	E

FILE NAME : P:\UZ\W\WITNW\146423\C3D\11960408\SHEETSPLAN\025001_TC STAGE 2.DWG
LAYOUT NAME - 025001_TC STAGE 2 - 01
PLOT DATE : 8/1/2021 1:47 PM
PLOT BY : NICK ENGH
PLOT NAME :
PLOT SCALE : **********

2

2

MATCH LINE STA 62+00.00'NB'

65'SB'

70'SB'

USH 53 SB

75'SB'

SIGN

50' TYP

100' TYP

SEE SDD "TRAFIC CONTROL, TAPERED ENTRANCE RAMP WITHIN LANE CLOSURE" FOR ADDITIONAL TRAFFIC CONTROL ITEMS

65'NB'

70'NB'

USH 53 NB

75'NB'

TAPER

MATCH LINE STA 76+75.00'NB'

500' MIN
800' DESIRABLE
BUFFER SPACE

53

M1-4
24"X24"

MAX.
15'
WIDTH

W12-52
48"X48"

SEE SDD "ADVANCED WIDTH RESTRICTION SIGNING"

SIGN

SIGN

SIGN

LEGEND

- SIGN ON PERMANENT SUPPORT
- TYPE C WARNING LIGHT (STEADY BURN)
- DIRECTION OF TRAFFIC
- FLASHING ARROW BOARD
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- CONCRETE BARRIER TEMPORARY PRECAST
- WORK AREA
- WORK AREA OPEN TO TRAFFIC

NOTE:
USE SDD "MOVING PAVEMENT MARKING OPERATION MULTI-LANE DIVIDED ROADWAY" FOR MOVING OPERATIONS

ALL SIGNS AND DEVICES SHALL BE IN CONFORMANCE WITH THE "WISCONSIN MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES" (WMUTCD). A SUPPLEMENT TO THE FEDERAL HIGHWAY ADMINISTRATION'S "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES".

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STAGE 2

USH 53 NB TRAFFIC IS TRANSITIONED TO THE INSIDE (MEDIAN) LANE, WHICH REMAINS OPEN TO TRAFFIC. THE OUTSIDE LANE AND SHOULDER IS REPAIRED OR RESURFACED.

SHIFT TRAFFIC DRUMS BACK ACROSS USH 53 CENTERLINE WHEN NOT NEEDED FOR PAVING OR REPAIRING OPERATIONS.

85'SB'

USH 53 SB

BEGIN PROJECT 1196-05-77
STA 74+75.00 'NB'

NORTHERN NATURAL GAS

100' TYP

80'NB'

USH 53 NB

85'NB'

90'NB'

MATCH LINE STA 76+75.00'NB'

MATCH LINE STA 91+50.00'NB'

TRAFFIC CONTROL AS PER SDD "TRAFFIC CONTROL, LANE CLOSURE, SPEEDS GREATER THAN 40 M.P.H. WITH BARRIER" DRUM SPACING IS 100' (TYP) PLACE TYPE III BARRICADE APPROXIMATELY EVERY 1/4 MILE ACROSS THE CLOSED LANE TO HELP ENFORCE THE DRUM LINE

R11-2L
48" X 30"
LANE CLOSED

TYPE III BARRICADE

PROJECT NO: 1196-04-78,1196-05-77	HWY: USH 53	COUNTY: BARRON	TRAFFIC CONTROL STAGE 2	SHEET 56	E

FILE NAME : P:\UZ\W\WITNW\146423\C3D\11960408\SHEETSPLAN\025001_TC STAGE 2.DWG
LAYOUT NAME - 025001_TC STAGE 2 - 02

PLOT DATE : 8/1/2021 1:49 PM PLOT BY : NICK ENGH PLOT NAME : PLOT SCALE : **********

WISDOT/CADDS SHEET 44

2

2

SEE SDD "ADVANCED WIDTH RESTRICTION SIGNING"

NORTH 53

MAX. 15' WIDTH

W12-52
48"X48"

TRAFFIC CONTROL AS PER SDD "TRAFFIC CONTROL, LANE CLOSURE, SPEEDS GREATER THAN 40 M.P.H. WITH BARRIER" DRUM SPACING IS 100' (TYP) PLACE TYPE III BARRICADE APPROXIMATELY EVERY 1/4 MILE ACROSS THE CLOSED LANE TO HELP ENFORCE THE DRUM LINE

50' TYP

100' TYP

60'NB'

65'NB'

70'NB'

75'NB'

65'SB'

70'SB'

75'SB'

SIGN

SEE SDD'S "TRAFFIC CONTROL, PARALLEL ENTRANCE RAMP WITHIN LANE CLOSURE","TRAFFIC CONTROL PARALLEL EXIT RAMP WITHIN LANE CLOSURE" AND "ADVANCE WIDTH RESTRICTION SIGNING" FOR ADDITIONAL TRAFFIC CONTROL ITEMS

SEE SDD "ADVANCED WIDTH RESTRICTION SIGNING"

STAGE 2

USH 53 NB TRAFFIC IS TRANSITIONED TO THE INSIDE (MEDIAN) LANE, WHICH REMAINS OPEN TO TRAFFIC. THE OUTSIDE LANE AND SHOULDER IS REPAIRED OR RESURFACED.

SHIFT TRAFFIC DRUMS BACK ACROSS USH 53 CENTERLINE WHEN NOT NEEDED FOR PAVING OR REPAIRING OPERATIONS.

NOTE:
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LEGEND

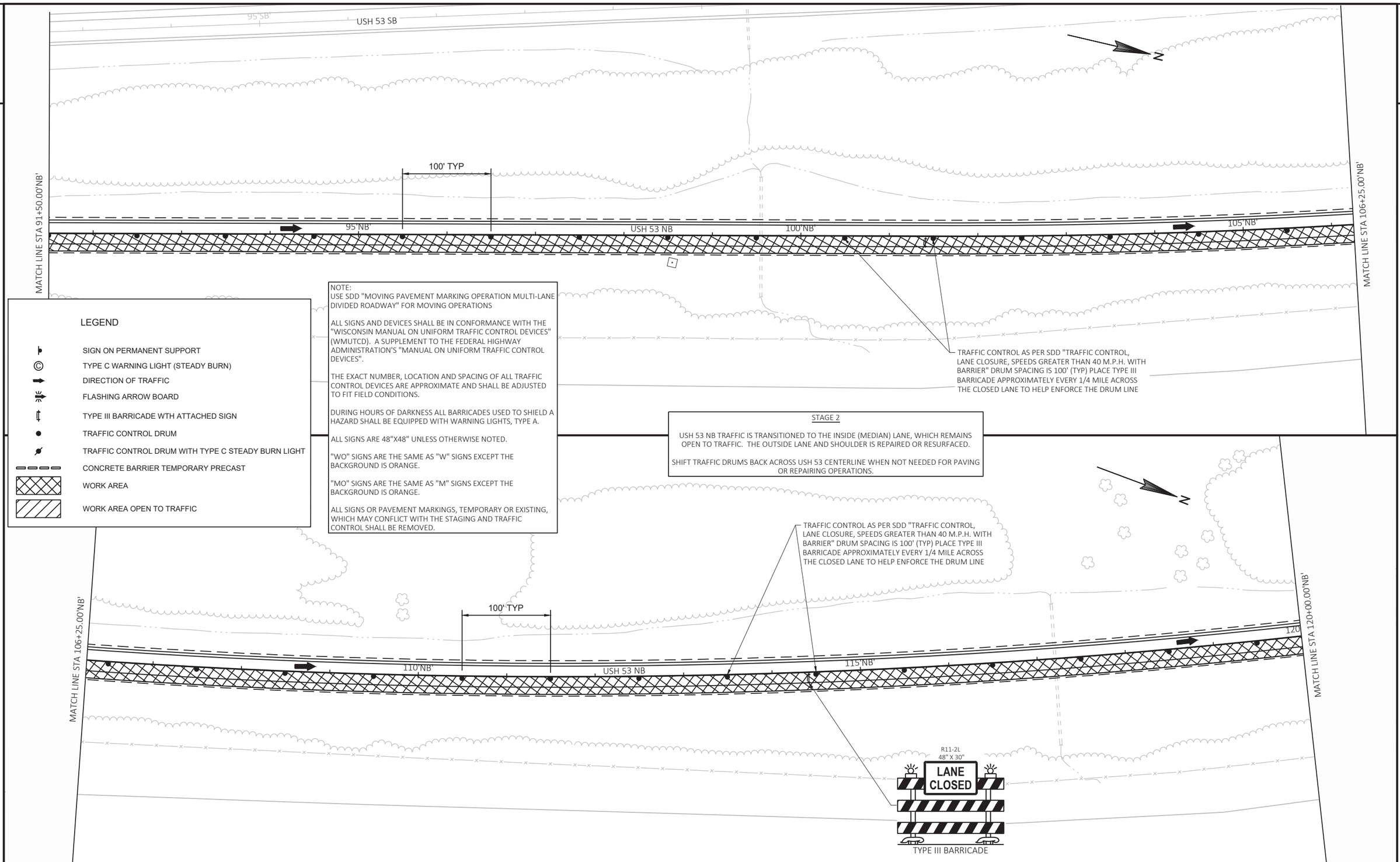
- SIGN ON PERMANENT SUPPORT
- TYPE C WARNING LIGHT (STEADY BURN)
- DIRECTION OF TRAFFIC
- FLASHING ARROW BOARD
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- CONCRETE BARRIER TEMPORARY PRECAST
- WORK AREA
- WORK AREA OPEN TO TRAFFIC

PROJECT NO: 1196-04-78,1196-05-77	HWY: USH 53	COUNTY: BARRON	TRAFFIC CONTROL STAGE 2	SHEET 57	E

FILE NAME : P:\UZ\W\WITNW\146423\C3D\11960408\SHEETSPLAN\025001_TC STAGE 2.DWG
LAYOUT NAME - 03

PLOT DATE : 8/1/2021 1:50 PM PLOT BY : NICK ENGH PLOT NAME : PLOT SCALE : 1 IN:100 FT

2



LEGEND

- SIGN ON PERMANENT SUPPORT
- TYPE C WARNING LIGHT (STEADY BURN)
- DIRECTION OF TRAFFIC
- FLASHING ARROW BOARD
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- CONCRETE BARRIER TEMPORARY PRECAST
- WORK AREA
- WORK AREA OPEN TO TRAFFIC

NOTE:
USE SDD "MOVING PAVEMENT MARKING OPERATION MULTI-LANE DIVIDED ROADWAY" FOR MOVING OPERATIONS

ALL SIGNS AND DEVICES SHALL BE IN CONFORMANCE WITH THE "WISCONSIN MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES" (WMUTCD). A SUPPLEMENT TO THE FEDERAL HIGHWAY ADMINISTRATION'S "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES".

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STAGE 2

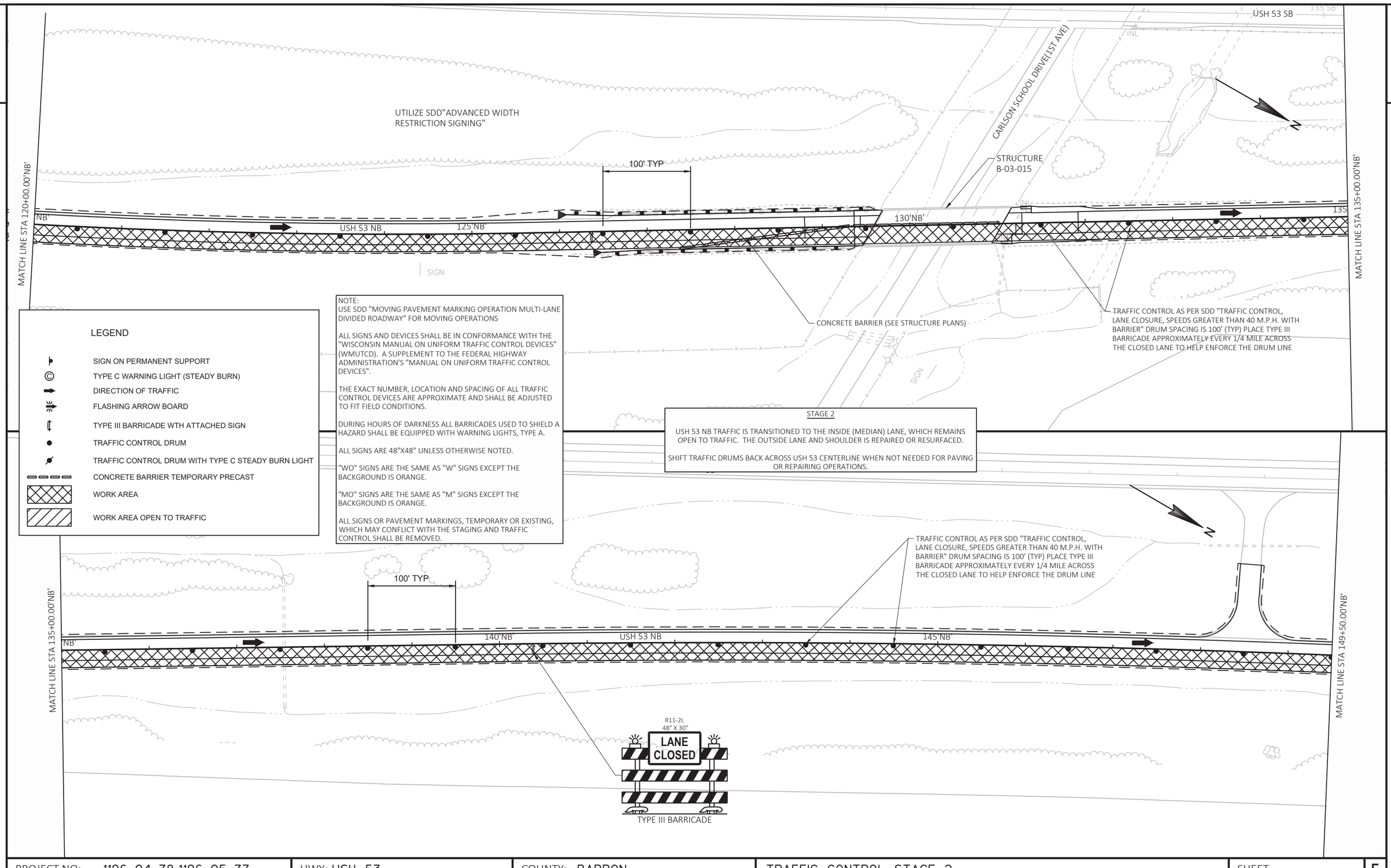
USH 53 NB TRAFFIC IS TRANSITIONED TO THE INSIDE (MEDIAN) LANE, WHICH REMAINS OPEN TO TRAFFIC. THE OUTSIDE LANE AND SHOULDER IS REPAIRED OR RESURFACED.

SHIFT TRAFFIC DRUMS BACK ACROSS USH 53 CENTERLINE WHEN NOT NEEDED FOR PAVING OR REPAIRING OPERATIONS.

PROJECT NO: 1196-04-78,1196-05-77	HWY: USH 53	COUNTY: BARRON	TRAFFIC CONTROL STAGE 2	SHEET 58	E

FILE NAME : P:\UZ\W\WITNW\146423\C3D\11960408\SHEETSPLAN\025001_TC STAGE 2.DWG
LAYOUT NAME - 025001_TC STAGE 2 - 04
PLOT DATE : 8/1/2021 1:51 PM
PLOT BY : NICK ENGH
PLOT NAME :
PLOT SCALE : 1 IN:100 FT

2



LEGEND

- SIGN ON PERMANENT SUPPORT
- TYPE C WARNING LIGHT (STEADY BURN)
- DIRECTION OF TRAFFIC
- FLASHING ARROW BOARD
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- CONCRETE BARRIER TEMPORARY PRECAST
- WORK AREA
- WORK AREA OPEN TO TRAFFIC

NOTE:
USE SDD "MOVING PAVEMENT MARKING OPERATION MULTI-LANE DIVIDED ROADWAY" FOR MOVING OPERATIONS

ALL SIGNS AND DEVICES SHALL BE IN CONFORMANCE WITH THE "WISCONSIN MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES" (WMUTCD). A SUPPLEMENT TO THE FEDERAL HIGHWAY ADMINISTRATION'S "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES".

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STAGE 2

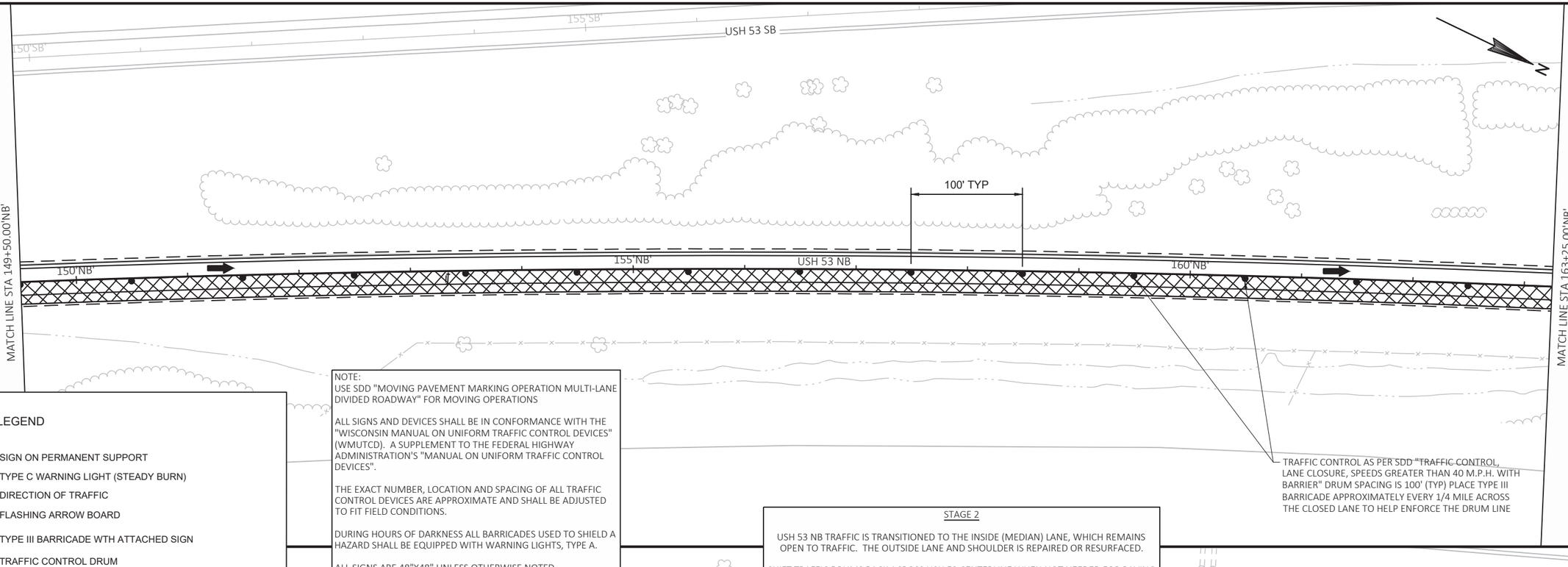
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SHIFT TRAFFIC DRUMS BACK ACROSS USH 53 CENTERLINE WHEN NOT NEEDED FOR PAVING OR REPAIRING OPERATIONS.

PROJECT NO: 1196-04-78,1196-05-77	HWY: USH 53	COUNTY: BARRON	TRAFFIC CONTROL STAGE 2	SHEET 59	E

FILE NAME : P:\UZ\W\WITNW\146423\C3D\11960408\SHEETSPLAN\025001_TC STAGE 2.DWG
LAYOUT NAME - 025001_TC STAGE 2 - 05
PLOT DATE : 8/1/2021 1:52 PM PLOT BY : NICK ENGH PLOT NAME : PLOT SCALE : 1 IN:100 FT

2



LEGEND

- SIGN ON PERMANENT SUPPORT
- TYPE C WARNING LIGHT (STEADY BURN)
- DIRECTION OF TRAFFIC
- FLASHING ARROW BOARD
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- CONCRETE BARRIER TEMPORARY PRECAST
- WORK AREA
- WORK AREA OPEN TO TRAFFIC

NOTE:
USE SDD "MOVING PAVEMENT MARKING OPERATION MULTI-LANE DIVIDED ROADWAY" FOR MOVING OPERATIONS

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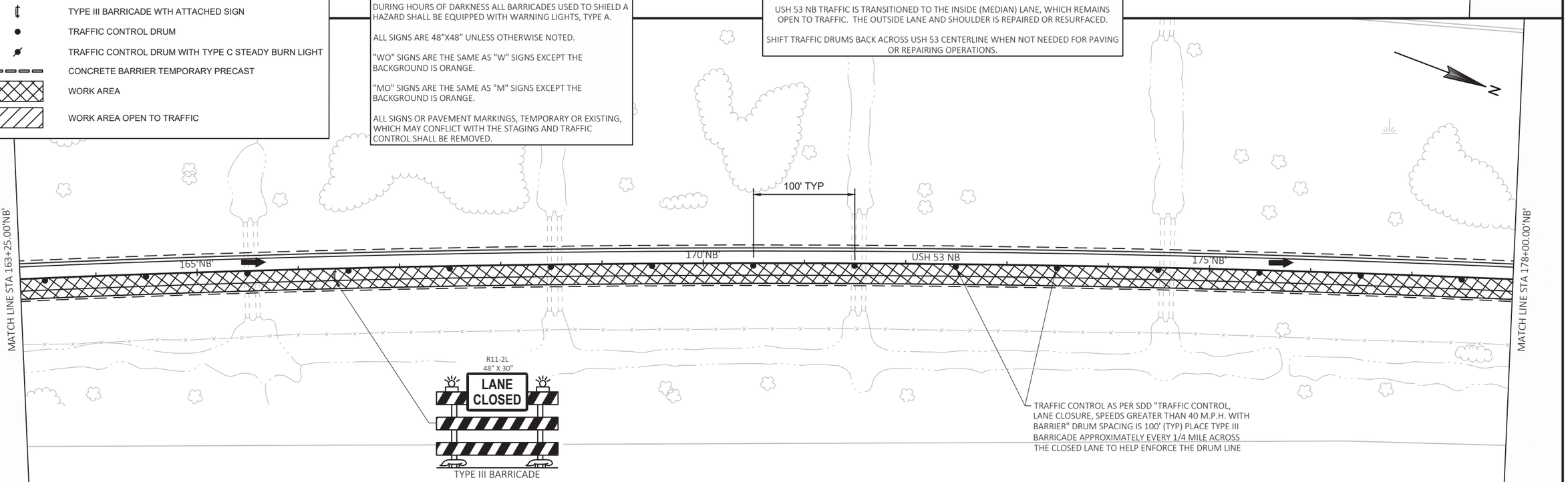
"MO" SIGNS ARE THE SAME AS "M" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

ALL SIGNS OR PAVEMENT MARKINGS, TEMPORARY OR EXISTING, WHICH MAY CONFLICT WITH THE STAGING AND TRAFFIC CONTROL SHALL BE REMOVED.

STAGE 2

USH 53 NB TRAFFIC IS TRANSITIONED TO THE INSIDE (MEDIAN) LANE, WHICH REMAINS OPEN TO TRAFFIC. THE OUTSIDE LANE AND SHOULDER IS REPAIRED OR RESURFACED.

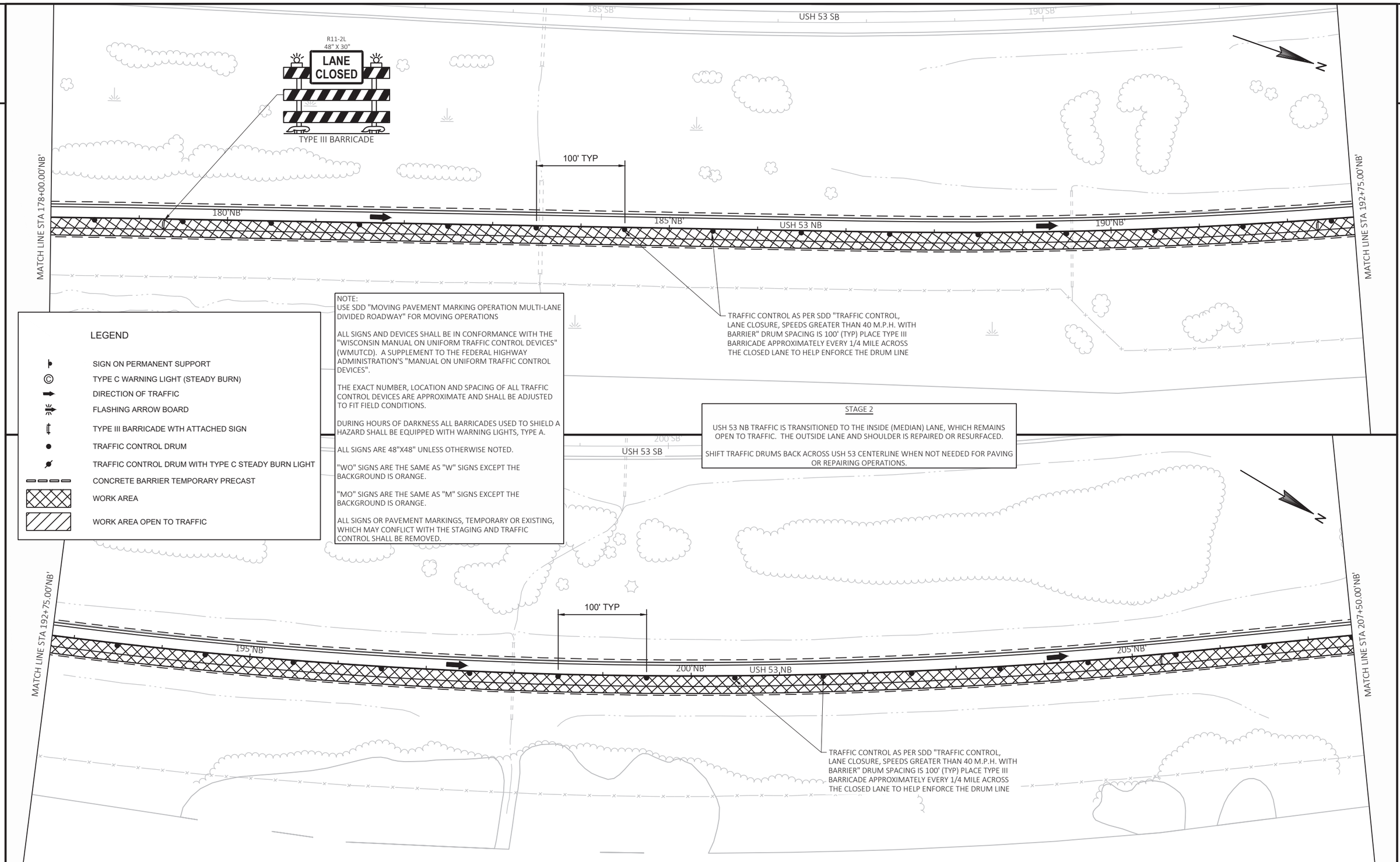
SHIFT TRAFFIC DRUMS BACK ACROSS USH 53 CENTERLINE WHEN NOT NEEDED FOR PAVING OR REPAIRING OPERATIONS.



PROJECT NO: 1196-04-78,1196-05-77	HWY: USH 53	COUNTY: BARRON	TRAFFIC CONTROL STAGE 2	SHEET 60	E

FILE NAME : P:\UZ\W\WITNW\146423\C3D\11960408\SHEETSPLAN\025001_TC STAGE 2.DWG
LAYOUT NAME - 025001_TC STAGE 2 - 06
PLOT DATE : 8/1/2021 1:54 PM
PLOT BY : NICK ENGH
PLOT NAME :
PLOT SCALE : 1 IN:100 FT

2



LEGEND

- SIGN ON PERMANENT SUPPORT
- TYPE C WARNING LIGHT (STEADY BURN)
- DIRECTION OF TRAFFIC
- FLASHING ARROW BOARD
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- CONCRETE BARRIER TEMPORARY PRECAST
- WORK AREA
- WORK AREA OPEN TO TRAFFIC

NOTE:
USE SDD "MOVING PAVEMENT MARKING OPERATION MULTI-LANE DIVIDED ROADWAY" FOR MOVING OPERATIONS

ALL SIGNS AND DEVICES SHALL BE IN CONFORMANCE WITH THE "WISCONSIN MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES" (WMUTCD). A SUPPLEMENT TO THE FEDERAL HIGHWAY ADMINISTRATION'S "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES".

THE EXACT NUMBER, LOCATION AND SPACING OF ALL TRAFFIC CONTROL DEVICES ARE APPROXIMATE AND SHALL BE ADJUSTED TO FIT FIELD CONDITIONS.

DURING HOURS OF DARKNESS ALL BARRICADES USED TO SHIELD A HAZARD SHALL BE EQUIPPED WITH WARNING LIGHTS, TYPE A.

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.

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

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

ALL SIGNS OR PAVEMENT MARKINGS, TEMPORARY OR EXISTING, WHICH MAY CONFLICT WITH THE STAGING AND TRAFFIC CONTROL SHALL BE REMOVED.

STAGE 2

USH 53 NB TRAFFIC IS TRANSITIONED TO THE INSIDE (MEDIAN) LANE, WHICH REMAINS OPEN TO TRAFFIC. THE OUTSIDE LANE AND SHOULDER IS REPAIRED OR RESURFACED.

SHIFT TRAFFIC DRUMS BACK ACROSS USH 53 CENTERLINE WHEN NOT NEEDED FOR PAVING OR REPAIRING OPERATIONS.

PROJECT NO: 1196-04-78,1196-05-77	HWY: USH 53	COUNTY: BARRON	TRAFFIC CONTROL STAGE 2	SHEET 61	E

FILE NAME : P:\UZ\W\WITNW\146423\C3D\11960408\SHEETSPLAN\025001_TC STAGE 2.DWG
LAYOUT NAME - 025001_TC STAGE 2 - 07
PLOT DATE : 8/1/2021 1:55 PM
PLOT BY : NICK ENGH
PLOT NAME :
PLOT SCALE : 1 IN:100 FT

2

2

MATCH LINE STA 207+50.00'NB'

MATCH LINE STA 222+25.00'NB'

USH 53 SB

N

SEPTIC

SEPTIC

100' TYP

210'NB'

215'NB'

USH 53 NB

220'NB'

TRAFFIC CONTROL AS PER SDD "TRAFFIC CONTROL, LANE CLOSURE, SPEEDS GREATER THAN 40 M.P.H. WITH BARRIER" DRUM SPACING IS 100' (TYP) PLACE TYPE III BARRICADE APPROXIMATELY EVERY 1/4 MILE ACROSS THE CLOSED LANE TO HELP ENFORCE THE DRUM LINE

LEGEND

- SIGN ON PERMANENT SUPPORT
- TYPE C WARNING LIGHT (STEADY BURN)
- DIRECTION OF TRAFFIC
- FLASHING ARROW BOARD
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- CONCRETE BARRIER TEMPORARY PRECAST
- WORK AREA
- WORK AREA OPEN TO TRAFFIC

NOTE:
USE SDD "MOVING PAVEMENT MARKING OPERATION MULTI-LANE DIVIDED ROADWAY" FOR MOVING OPERATIONS

ALL SIGNS AND DEVICES SHALL BE IN CONFORMANCE WITH THE "WISCONSIN MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES" (WMUTCD). A SUPPLEMENT TO THE FEDERAL HIGHWAY ADMINISTRATION'S "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES".

THE EXACT NUMBER, LOCATION AND SPACING OF ALL TRAFFIC CONTROL DEVICES ARE APPROXIMATE AND SHALL BE ADJUSTED TO FIT FIELD CONDITIONS.

DURING HOURS OF DARKNESS ALL BARRICADES USED TO SHIELD A HAZARD SHALL BE EQUIPPED WITH WARNING LIGHTS, TYPE A.

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.

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

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

ALL SIGNS OR PAVEMENT MARKINGS, TEMPORARY OR EXISTING, WHICH MAY CONFLICT WITH THE STAGING AND TRAFFIC CONTROL SHALL BE REMOVED.

STAGE 2

USH 53 NB TRAFFIC IS TRANSITIONED TO THE INSIDE (MEDIAN) LANE, WHICH REMAINS OPEN TO TRAFFIC. THE OUTSIDE LANE AND SHOULDER IS REPAIRED OR RESURFACED.

SHIFT TRAFFIC DRUMS BACK ACROSS USH 53 CENTERLINE WHEN NOT NEEDED FOR PAVING OR REPAIRING OPERATIONS.

235'SB

BARRON ELECTRIC

N

STRUCTURE B-03-032

TRAFFIC CONTROL AS PER SDD "TRAFFIC CONTROL, LANE CLOSURE, SPEEDS GREATER THAN 40 M.P.H. WITH BARRIER" DRUM SPACING IS 100' (TYP) PLACE TYPE III BARRICADE APPROXIMATELY EVERY 1/4 MILE ACROSS THE CLOSED LANE TO HELP ENFORCE THE DRUM LINE

100' TYP

225'NB'

USH 53 NB

230'NB'

235'NB'

R11-2L
48" X 30"
LANE CLOSED

TYPE III BARRICADE

PROJECT NO: 1196-04-78,1196-05-77	HWY: USH 53	COUNTY: BARRON	TRAFFIC CONTROL STAGE 2	SHEET 62	E

FILE NAME : P:\UZ\W\WITNW\146423\C3D\11960408\SHEETSPLAN\025001_TC STAGE 2.DWG
LAYOUT NAME - 025001_TC STAGE 2 - 08

PLOT DATE : 8/1/2021 1:57 PM PLOT BY : NICK ENGH PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44

2

MATCH LINE STA 237+00.00'NB'

240'SB'

245'SB'

250'SB'

USH 53 SB

100' TYP

240'NB'

USH 53 NB

245'NB'

250'NB'

MATCH LINE STA 251+75.00'NB'

2

LEGEND

- SIGN ON PERMANENT SUPPORT
- TYPE C WARNING LIGHT (STEADY BURN)
- DIRECTION OF TRAFFIC
- FLASHING ARROW BOARD
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- CONCRETE BARRIER TEMPORARY PRECAST
- WORK AREA
- WORK AREA OPEN TO TRAFFIC

NOTE:
USE SDD "MOVING PAVEMENT MARKING OPERATION MULTI-LANE DIVIDED ROADWAY" FOR MOVING OPERATIONS

ALL SIGNS AND DEVICES SHALL BE IN CONFORMANCE WITH THE "WISCONSIN MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES" (WMUTCD). A SUPPLEMENT TO THE FEDERAL HIGHWAY ADMINISTRATION'S "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES".

THE EXACT NUMBER, LOCATION AND SPACING OF ALL TRAFFIC CONTROL DEVICES ARE APPROXIMATE AND SHALL BE ADJUSTED TO FIT FIELD CONDITIONS.

DURING HOURS OF DARKNESS ALL BARRICADES USED TO SHIELD A HAZARD SHALL BE EQUIPPED WITH WARNING LIGHTS, TYPE A.

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.

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

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

ALL SIGNS OR PAVEMENT MARKINGS, TEMPORARY OR EXISTING, WHICH MAY CONFLICT WITH THE STAGING AND TRAFFIC CONTROL SHALL BE REMOVED.

R11-2L
48" X 30"
LANE CLOSED

TYPE III BARRICADE

TRAFFIC CONTROL AS PER SDD "TRAFFIC CONTROL, LANE CLOSURE, SPEEDS GREATER THAN 40 M.P.H. WITH BARRIER" DRUM SPACING IS 100' (TYP) PLACE TYPE III BARRICADE APPROXIMATELY EVERY 1/4 MILE ACROSS THE CLOSED LANE TO HELP ENFORCE THE DRUM LINE

N

STAGE 2

USH 53 NB TRAFFIC IS TRANSITIONED TO THE INSIDE (MEDIAN) LANE, WHICH REMAINS OPEN TO TRAFFIC. THE OUTSIDE LANE AND SHOULDER IS REPAIRED OR RESURFACED.

SHIFT TRAFFIC DRUMS BACK ACROSS USH 53 CENTERLINE WHEN NOT NEEDED FOR PAVING OR REPAIRING OPERATIONS.

MATCH LINE STA 251+75.00'NB'

260'SB'

265'SB'

USH 53 SB

100' TYP

255'NB'

USH 53 NB

260'NB'

265'NB'

MATCH LINE STA 266+50.00'NB'

TRAFFIC CONTROL AS PER SDD "TRAFFIC CONTROL, LANE CLOSURE, SPEEDS GREATER THAN 40 M.P.H. WITH BARRIER" DRUM SPACING IS 100' (TYP) PLACE TYPE III BARRICADE APPROXIMATELY EVERY 1/4 MILE ACROSS THE CLOSED LANE TO HELP ENFORCE THE DRUM LINE

N

PROJECT NO: 1196-04-78,1196-05-77	HWY: USH 53	COUNTY: BARRON	TRAFFIC CONTROL STAGE 2	SHEET 63	E

FILE NAME : P:\UZ\W\WITNW\146423\C3D\11960408\SHEETSPLAN\025001_TC STAGE 2.DWG
LAYOUT NAME - 025001_TC STAGE 2 - 09

PLOT DATE : 8/1/2021 2:00 PM PLOT BY : NICK ENGH PLOT NAME : PLOT SCALE : 1 IN:100 FT

2

SIGN

270'SB'

275'SB'

USH 53 SB

280'SB'

R11-2L
48" X 30"

LANE CLOSED

TYPE III BARRICADE

100' TYP

UTILIZE SDD"TRAFFIC CONTROL, ADVANCED WIDTH RESTRICTION SIGNING"

MATCH LINE STA 266+50.00'NB'

270'NB'

275'NB'

USH 53 NB

278+52.08, 0.00'

280'NB'

MATCH LINE STA 281+25.00'NB'

TRAFFIC CONTROL AS PER SDD "TRAFFIC CONTROL, LANE CLOSURE, SPEEDS GREATER THAN 40 M.P.H. WITH BARRIER" DRUM SPACING IS 100' (TYP) PLACE TYPE III BARRICADE APPROXIMATELY EVERY 1/4 MILE ACROSS THE CLOSED LANE TO HELP ENFORCE THE DRUM LINE

LEGEND

- SIGN ON PERMANENT SUPPORT
- TYPE C WARNING LIGHT (STEADY BURN)
- DIRECTION OF TRAFFIC
- FLASHING ARROW BOARD
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- CONCRETE BARRIER TEMPORARY PRECAST
- WORK AREA
- WORK AREA OPEN TO TRAFFIC

NOTE:
USE SDD "MOVING PAVEMENT MARKING OPERATION MULTI-LANE DIVIDED ROADWAY" FOR MOVING OPERATIONS

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

ALL SIGNS OR PAVEMENT MARKINGS, TEMPORARY OR EXISTING, WHICH MAY CONFLICT WITH THE STAGING AND TRAFFIC CONTROL SHALL BE REMOVED.

STAGE 2

USH 53 NB TRAFFIC IS TRANSITIONED TO THE INSIDE (MEDIAN) LANE, WHICH REMAINS OPEN TO TRAFFIC. THE OUTSIDE LANE AND SHOULDER IS REPAIRED OR RESURFACED.

SHIFT TRAFFIC DRUMS BACK ACROSS USH 53 CENTERLINE WHEN NOT NEEDED FOR PAVING OR REPAIRING OPERATIONS.

SIGN

295'SB'

290'SB'

USH 53 SB

BARRON ELECTRIC

SIGN

STRUCTURE B-03-017

SIGN

100' TYP

MATCH LINE STA 281+25.00'NB'

285'NB'

USH 53 NB

290'NB'

295'NB'

MATCH LINE STA 296+00.00'NB'

SIGN

CONCRETE BARRIER (SEE STRUCTURE PLANS)

WE ENERGIES

CTH AA

TRAFFIC CONTROL AS PER SDD "TRAFFIC CONTROL, LANE CLOSURE, SPEEDS GREATER THAN 40 M.P.H. WITH BARRIER" DRUM SPACING IS 100' (TYP) PLACE TYPE III BARRICADE APPROXIMATELY EVERY 1/4 MILE ACROSS THE CLOSED LANE TO HELP ENFORCE THE DRUM LINE

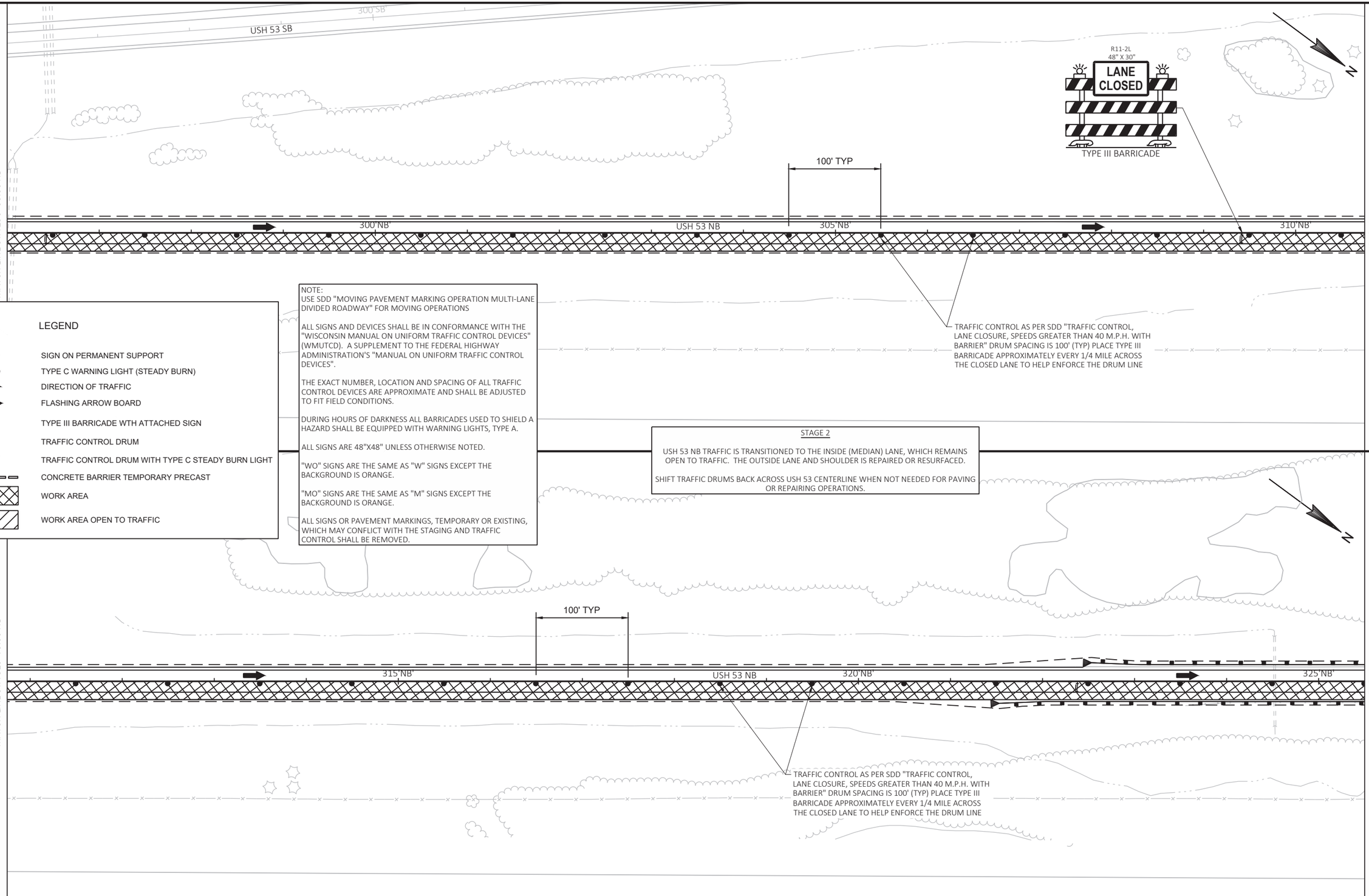
PROJECT NO: 1196-04-78,1196-05-77	HWY: USH 53	COUNTY: BARRON	TRAFFIC CONTROL STAGE 2	SHEET 64	E

FILE NAME : P:\UZ\W\WITNW\146423\C3D\11960408\SHEETSPLAN\025001_TC STAGE 2.DWG
LAYOUT NAME - 025001_TC STAGE 2 - 10

PLOT DATE : 8/1/2021 2:04 PM PLOT BY : NICK ENGH PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44

2



LEGEND

- SIGN ON PERMANENT SUPPORT
- TYPE C WARNING LIGHT (STEADY BURN)
- DIRECTION OF TRAFFIC
- FLASHING ARROW BOARD
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- CONCRETE BARRIER TEMPORARY PRECAST
- WORK AREA
- WORK AREA OPEN TO TRAFFIC

NOTE:
USE SDD "MOVING PAVEMENT MARKING OPERATION MULTI-LANE DIVIDED ROADWAY" FOR MOVING OPERATIONS

ALL SIGNS AND DEVICES SHALL BE IN CONFORMANCE WITH THE "WISCONSIN MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES" (WMUTCD). A SUPPLEMENT TO THE FEDERAL HIGHWAY ADMINISTRATION'S "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES".

THE EXACT NUMBER, LOCATION AND SPACING OF ALL TRAFFIC CONTROL DEVICES ARE APPROXIMATE AND SHALL BE ADJUSTED TO FIT FIELD CONDITIONS.

DURING HOURS OF DARKNESS ALL BARRICADES USED TO SHIELD A HAZARD SHALL BE EQUIPPED WITH WARNING LIGHTS, TYPE A.

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.

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

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

ALL SIGNS OR PAVEMENT MARKINGS, TEMPORARY OR EXISTING, WHICH MAY CONFLICT WITH THE STAGING AND TRAFFIC CONTROL SHALL BE REMOVED.

STAGE 2

USH 53 NB TRAFFIC IS TRANSITIONED TO THE INSIDE (MEDIAN) LANE, WHICH REMAINS OPEN TO TRAFFIC. THE OUTSIDE LANE AND SHOULDER IS REPAIRED OR RESURFACED.

SHIFT TRAFFIC DRUMS BACK ACROSS USH 53 CENTERLINE WHEN NOT NEEDED FOR PAVING OR REPAIRING OPERATIONS.

PROJECT NO: 1196-04-78,1196-05-77	HWY: USH 53	COUNTY: BARRON	TRAFFIC CONTROL STAGE 2	SHEET 65	E

FILE NAME : P:\UZ\W\WITNW\146423\C3D\11960408\SHEETSPLAN\025001_TC STAGE 2.DWG
LAYOUT NAME - 025001_TC STAGE 2 - 11
PLOT DATE : 8/1/2021 2:08 PM
PLOT BY : NICK ENGH
PLOT NAME :
PLOT SCALE : 1 IN:100 FT

2

2

STRUCTURE
C-03-015

100' TYP

MATCH LINE STA 325+50.00'NB'

330'NB'

USH 53 NB

335'NB'

340'NB'

MATCH LINE STA 340+25.00'NB'

SIGN

TRAFFIC CONTROL AS PER SDD "TRAFFIC CONTROL, LANE CLOSURE, SPEEDS GREATER THAN 40 M.P.H. WITH BARRIER" DRUM SPACING IS 100' (TYP) PLACE TYPE III BARRICADE APPROXIMATELY EVERY 1/4 MILE ACROSS THE CLOSED LANE TO HELP ENFORCE THE DRUM LINE

LEGEND

- SIGN ON PERMANENT SUPPORT
- TYPE C WARNING LIGHT (STEADY BURN)
- DIRECTION OF TRAFFIC
- FLASHING ARROW BOARD
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- CONCRETE BARRIER TEMPORARY PRECAST
- WORK AREA
- WORK AREA OPEN TO TRAFFIC

NOTE:
USE SDD "MOVING PAVEMENT MARKING OPERATION MULTI-LANE DIVIDED ROADWAY" FOR MOVING OPERATIONS

ALL SIGNS AND DEVICES SHALL BE IN CONFORMANCE WITH THE "WISCONSIN MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES" (WMUTCD). A SUPPLEMENT TO THE FEDERAL HIGHWAY ADMINISTRATION'S "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES".

THE EXACT NUMBER, LOCATION AND SPACING OF ALL TRAFFIC CONTROL DEVICES ARE APPROXIMATE AND SHALL BE ADJUSTED TO FIT FIELD CONDITIONS.

DURING HOURS OF DARKNESS ALL BARRICADES USED TO SHIELD A HAZARD SHALL BE EQUIPPED WITH WARNING LIGHTS, TYPE A.

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.

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

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

ALL SIGNS OR PAVEMENT MARKINGS, TEMPORARY OR EXISTING, WHICH MAY CONFLICT WITH THE STAGING AND TRAFFIC CONTROL SHALL BE REMOVED.

STAGE 2

USH 53 NB TRAFFIC IS TRANSITIONED TO THE INSIDE (MEDIAN) LANE, WHICH REMAINS OPEN TO TRAFFIC. THE OUTSIDE LANE AND SHOULDER IS REPAIRED OR RESURFACED.

SHIFT TRAFFIC DRUMS BACK ACROSS USH 53 CENTERLINE WHEN NOT NEEDED FOR PAVING OR REPAIRING OPERATIONS.

USH 53 SB

355'SB'

100' TYP

MATCH LINE STA 340+25.00'NB'

345'NB'

USH 53 NB

350'NB'

355

MATCH LINE STA 355+00.00'NB'

TRAFFIC CONTROL AS PER SDD "TRAFFIC CONTROL, LANE CLOSURE, SPEEDS GREATER THAN 40 M.P.H. WITH BARRIER" DRUM SPACING IS 100' (TYP) PLACE TYPE III BARRICADE APPROXIMATELY EVERY 1/4 MILE ACROSS THE CLOSED LANE TO HELP ENFORCE THE DRUM LINE

R11-2L
48" X 30"
LANE CLOSED

TYPE III BARRICADE

PROJECT NO: 1196-04-78,1196-05-77	HWY: USH 53	COUNTY: BARRON	TRAFFIC CONTROL STAGE 2	SHEET 66	E

2

2

360'SB

365'SB

USH 53 SB

MATCH LINE STA 355+00.00'NB'

MATCH LINE STA 369+75.00'NB'

100' TYP

TRAFFIC CONTROL AS PER SDD "TRAFFIC CONTROL, LANE CLOSURE, SPEEDS GREATER THAN 40 M.P.H. WITH BARRIER" DRUM SPACING IS 100' (TYP) PLACE TYPE III BARRICADE APPROXIMATELY EVERY 1/4 MILE ACROSS THE CLOSED LANE TO HELP ENFORCE THE DRUM LINE

NB'

360'NB'

USH 53 NB

365'NB'

R11-2L
48" X 30"
LANE CLOSED

TYPE III BARRICADE

LEGEND

- SIGN ON PERMANENT SUPPORT
- TYPE C WARNING LIGHT (STEADY BURN)
- DIRECTION OF TRAFFIC
- FLASHING ARROW BOARD
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- CONCRETE BARRIER TEMPORARY PRECAST
- WORK AREA
- WORK AREA OPEN TO TRAFFIC

NOTE:
USE SDD "MOVING PAVEMENT MARKING OPERATION MULTI-LANE DIVIDED ROADWAY" FOR MOVING OPERATIONS

ALL SIGNS AND DEVICES SHALL BE IN CONFORMANCE WITH THE "WISCONSIN MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES" (WMUTCD). A SUPPLEMENT TO THE FEDERAL HIGHWAY ADMINISTRATION'S "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES".

THE EXACT NUMBER, LOCATION AND SPACING OF ALL TRAFFIC CONTROL DEVICES ARE APPROXIMATE AND SHALL BE ADJUSTED TO FIT FIELD CONDITIONS.

DURING HOURS OF DARKNESS ALL BARRICADES USED TO SHIELD A HAZARD SHALL BE EQUIPPED WITH WARNING LIGHTS, TYPE A.

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.

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

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

ALL SIGNS OR PAVEMENT MARKINGS, TEMPORARY OR EXISTING, WHICH MAY CONFLICT WITH THE STAGING AND TRAFFIC CONTROL SHALL BE REMOVED.

STAGE 2

USH 53 NB TRAFFIC IS TRANSITIONED TO THE INSIDE (MEDIAN) LANE, WHICH REMAINS OPEN TO TRAFFIC. THE OUTSIDE LANE AND SHOULDER IS REPAIRED OR RESURFACED.

SHIFT TRAFFIC DRUMS BACK ACROSS USH 53 CENTERLINE WHEN NOT NEEDED FOR PAVING OR REPAIRING OPERATIONS.

MATCH LINE STA 369+75.00'NB'

MATCH LINE STA 384+50.00'NB'

100' TYP

370'NB'

375'NB'

375' AR

USH 53 NB

380'NB'

380' AR

1 SIGN

SIGN

TRAFFIC CONTROL AS PER SDD "TRAFFIC CONTROL, LANE CLOSURE, SPEEDS GREATER THAN 40 M.P.H. WITH BARRIER" DRUM SPACING IS 100' (TYP) PLACE TYPE III BARRICADE APPROXIMATELY EVERY 1/4 MILE ACROSS THE CLOSED LANE TO HELP ENFORCE THE DRUM LINE

SEE SDD "TRAFFIC CONTROL, PARALLEL EXIT RAMP WITHIN LANE CLOSURE" FOR ADDITIONAL TRAFFIC CONTROL ITEMS REST AREA 34 MAY BE CLOSED DURING STAGE 2 - REPAVE RAMP AND PARKING AREA, OPEN AS SOON AS POSSIBLE WITHIN STAGE 2.

PROJECT NO: 1196-04-78,1196-05-77	HWY: USH 53	COUNTY: BARRON	TRAFFIC CONTROL STAGE 2	SHEET 67	E

FILE NAME : P:\UZ\W\WITNW\146423\C3D\11960408\SHEETSPLAN\025001_TC STAGE 2.DWG
LAYOUT NAME - 025001_TC STAGE 2 - 13

PLOT DATE : 8/1/2021 2:15 PM PLOT BY : NICK ENGH PLOT NAME : PLOT SCALE : 1 IN:100 FT

2

2

USH 53 SB

395 SB

R11-2L
48" X 30"

LANE CLOSED

TYPE III BARRICADE

100' TYP

BARRON ELECTRIC

TRAFFIC CONTROL AS PER SDD "TRAFFIC CONTROL, LANE CLOSURE, SPEEDS GREATER THAN 40 M.P.H. WITH BARRIER" DRUM SPACING IS 100' (TYP) PLACE TYPE III BARRICADE APPROXIMATELY EVERY 1/4 MILE ACROSS THE CLOSED LANE TO HELP ENFORCE THE DRUM LINE

N

MATCH LINE STA 384+50.00'NB'

385'NB'

390'NB'

USH 53 NB

395'NB'

MATCH LINE STA 399+25.00'NB'

385'AR'

390'AR'

395'AR'

395'AR'

INL

REST AREA 34

LEGEND

- SIGN ON PERMANENT SUPPORT
- TYPE C WARNING LIGHT (STEADY BURN)
- DIRECTION OF TRAFFIC
- FLASHING ARROW BOARD
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- CONCRETE BARRIER TEMPORARY PRECAST
- WORK AREA
- WORK AREA OPEN TO TRAFFIC

NOTE:
USE SDD "MOVING PAVEMENT MARKING OPERATION MULTI-LANE DIVIDED ROADWAY" FOR MOVING OPERATIONS

ALL SIGNS AND DEVICES SHALL BE IN CONFORMANCE WITH THE "WISCONSIN MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES" (WMUTCD). A SUPPLEMENT TO THE FEDERAL HIGHWAY ADMINISTRATION'S "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES".

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

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STAGE 2

USH 53 NB TRAFFIC IS TRANSITIONED TO THE INSIDE (MEDIAN) LANE, WHICH REMAINS OPEN TO TRAFFIC. THE OUTSIDE LANE AND SHOULDER IS REPAIRED OR RESURFACED.

SHIFT TRAFFIC DRUMS BACK ACROSS USH 53 CENTERLINE WHEN NOT NEEDED FOR PAVING OR REPAIRING OPERATIONS.

USH 53 SB

410'SB'

N

100' TYP

MATCH LINE STA 399+25.00'NB'

405'NB'

USH 53 NB

410'NB'

400'NB'

MATCH LINE STA 414+00.00'NB'

TRAFFIC CONTROL AS PER SDD "TRAFFIC CONTROL, LANE CLOSURE, SPEEDS GREATER THAN 40 M.P.H. WITH BARRIER" DRUM SPACING IS 100' (TYP) PLACE TYPE III BARRICADE APPROXIMATELY EVERY 1/4 MILE ACROSS THE CLOSED LANE TO HELP ENFORCE THE DRUM LINE

SEE SDD"TRAFFIC CONTROL, TAPERED ENTRANCE RAMP WITHIN RIGHT LANE CLOSURE" FOR ADDITION TRAFFIC CONTROL ITEMS

410'AR'

400'AR'

REST AREA 34

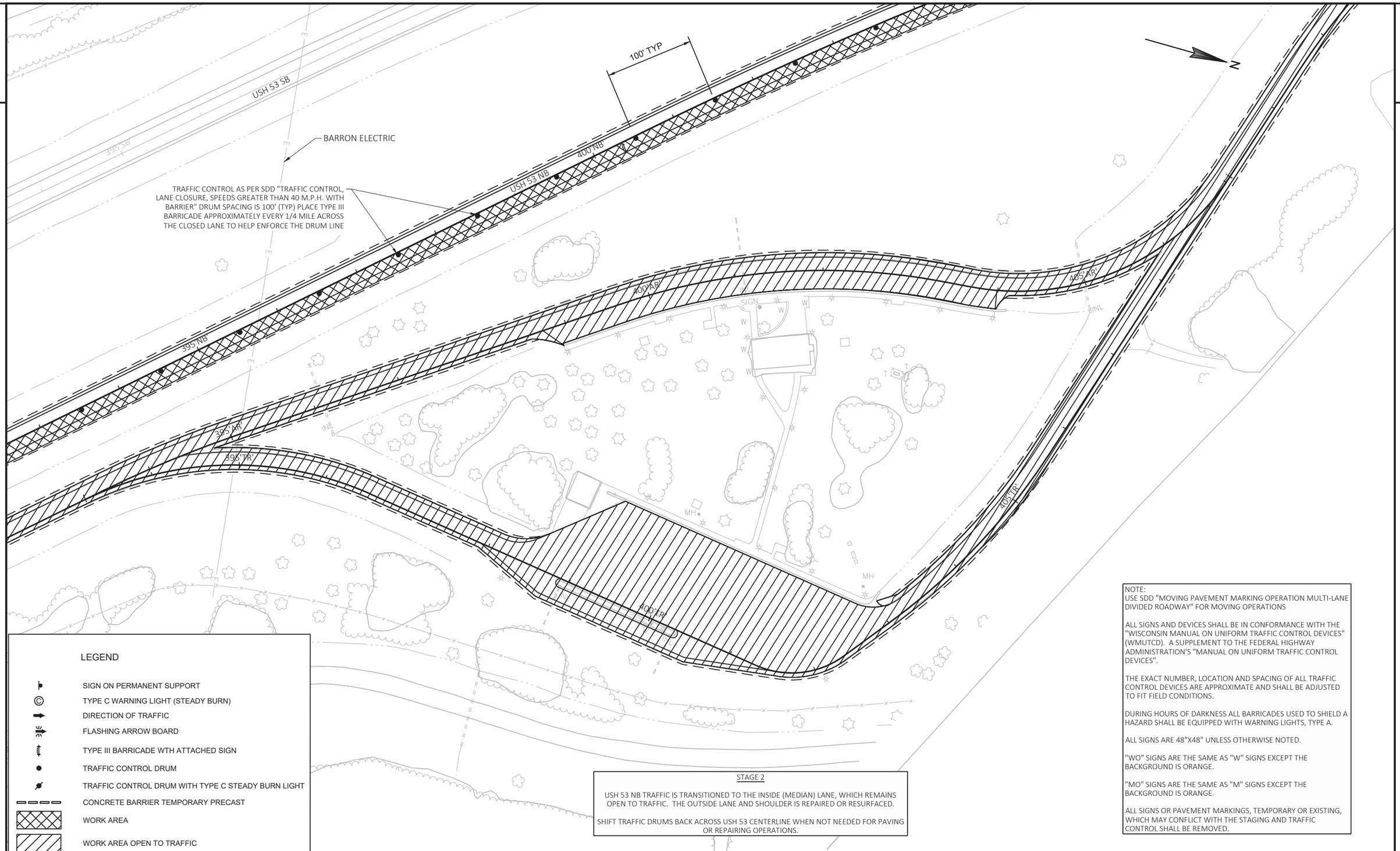
SIGN

PROJECT NO: 1196-04-78,1196-05-77	HWY: USH 53	COUNTY: BARRON	TRAFFIC CONTROL STAGE 2	SHEET 68	E

FILE NAME : P:\UZ\W\WITNW\146423\C3D\11960408\SHEETSPLAN\025001_TC STAGE 2.DWG
LAYOUT NAME - 025001_TC STAGE 2 - 14
PLOT DATE : 8/1/2021 2:18 PM PLOT BY : NICK ENGH PLOT NAME : PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 44

2

2



LEGEND

- SIGN ON PERMANENT SUPPORT
- TYPE C WARNING LIGHT (STEADY BURN)
- DIRECTION OF TRAFFIC
- FLASHING ARROW BOARD
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- CONCRETE BARRIER TEMPORARY PRECAST
- WORK AREA
- WORK AREA OPEN TO TRAFFIC

STAGE 2

USH 53 NB TRAFFIC IS TRANSITIONED TO THE INSIDE (MEDIAN) LANE, WHICH REMAINS OPEN TO TRAFFIC. THE OUTSIDE LANE AND SHOULDER IS REPAIRED OR RESURFACED.

SHIFT TRAFFIC DRUMS BACK ACROSS USH 53 CENTERLINE WHEN NOT NEEDED FOR PAVING OR REPAIRING OPERATIONS.

NOTE:
USE SDD "MOVING PAVEMENT MARKING OPERATION MULTI-LANE DIVIDED ROADWAY" FOR MOVING OPERATIONS

ALL SIGNS AND DEVICES SHALL BE IN CONFORMANCE WITH THE "WISCONSIN MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES" (WMUTCD). A SUPPLEMENT TO THE FEDERAL HIGHWAY ADMINISTRATION'S "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES".

THE EXACT NUMBER, LOCATION AND SPACING OF ALL TRAFFIC CONTROL DEVICES ARE APPROXIMATE AND SHALL BE ADJUSTED TO FIT FIELD CONDITIONS.

DURING HOURS OF DARKNESS ALL BARRICADES USED TO SHIELD A HAZARD SHALL BE EQUIPPED WITH WARNING LIGHTS, TYPE A.

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.

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

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

ALL SIGNS OR PAVEMENT MARKINGS, TEMPORARY OR EXISTING, WHICH MAY CONFLICT WITH THE STAGING AND TRAFFIC CONTROL SHALL BE REMOVED.

PROJECT NO: 1196-04-78,1196-05-77	HWY: USH 53	COUNTY: BARRON	TRAFFIC CONTROL STAGE 2	SHEET 69	E

FILE NAME : P:\UZ\W\WITNW\146423\C3D\11960408\SHEETSPLAN\025001_TC STAGE 2.DWG
LAYOUT NAME - 15

PLOT DATE : 8/1/2021 2:20 PM PLOT BY : NICK ENGH PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

CENTURYLINK

415'SB'

420'SB'

USH 53 SB

425'SB'

100' TYP

INL

MATCH LINE STA 414+00.00'NB'

415'NB'

420'NB'

USH 53 NB

425'NB'

MATCH LINE STA 428+74.00'NB'

TRAFFIC CONTROL AS PER SDD "TRAFFIC CONTROL, LANE CLOSURE, SPEEDS GREATER THAN 40 M.P.H. WITH BARRIER" DRUM SPACING IS 100' (TYP) PLACE TYPE III BARRICADE APPROXIMATELY EVERY 1/4 MILE ACROSS THE CLOSED LANE TO HELP ENFORCE THE DRUM LINE

UTILIZE SDD"ADVANCED WIDTH RESTRICTION SIGNING"

LEGEND

- SIGN ON PERMANENT SUPPORT
- TYPE C WARNING LIGHT (STEADY BURN)
- DIRECTION OF TRAFFIC
- FLASHING ARROW BOARD
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- CONCRETE BARRIER TEMPORARY PRECAST
- WORK AREA
- WORK AREA OPEN TO TRAFFIC

NOTE:
USE SDD "MOVING PAVEMENT MARKING OPERATION MULTI-LANE DIVIDED ROADWAY" FOR MOVING OPERATIONS

ALL SIGNS AND DEVICES SHALL BE IN CONFORMANCE WITH THE "WISCONSIN MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES" (WMUTCD). A SUPPLEMENT TO THE FEDERAL HIGHWAY ADMINISTRATION'S "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES".

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DURING HOURS OF DARKNESS ALL BARRICADES USED TO SHIELD A HAZARD SHALL BE EQUIPPED WITH WARNING LIGHTS, TYPE A.

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.

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

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

ALL SIGNS OR PAVEMENT MARKINGS, TEMPORARY OR EXISTING, WHICH MAY CONFLICT WITH THE STAGING AND TRAFFIC CONTROL SHALL BE REMOVED.

STAGE 2

USH 53 NB TRAFFIC IS TRANSITIONED TO THE INSIDE (MEDIAN) LANE, WHICH REMAINS OPEN TO TRAFFIC. THE OUTSIDE LANE AND SHOULDER IS REPAIRED OR RESURFACED.

SHIFT TRAFFIC DRUMS BACK ACROSS USH 53 CENTERLINE WHEN NOT NEEDED FOR PAVING OR REPAIRING OPERATIONS.

SIGN

430'SB'

435'SB'

440'SB'

USH 53 SB

STRUCTURE B-03-019

100' TYP

MATCH LINE STA 428+74.00'NB'

430'NB'

435'NB'

USH 53 NB

440'NB'

MATCH LINE STA 443+50.00'NB'

SIGN

BARRON ELECTRIC

CENTURYLINK

CONCRETE BARRIER (SEE STRUCTURE PLANS)

TRAFFIC CONTROL AS PER SDD "TRAFFIC CONTROL, LANE CLOSURE, SPEEDS GREATER THAN 40 M.P.H. WITH BARRIER" DRUM SPACING IS 100' (TYP) PLACE TYPE III BARRICADE APPROXIMATELY EVERY 1/4 MILE ACROSS THE CLOSED LANE TO HELP ENFORCE THE DRUM LINE

CTH A

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

PROJECT NO: 1196-04-78,1196-05-77	HWY: USH 53	COUNTY: BARRON	TRAFFIC CONTROL STAGE 2	SHEET 70	E

FILE NAME : P:\UZ\W\WITNW\146423\C3D\11960408\SHEETSPLAN\025001_TC STAGE 2.DWG
LAYOUT NAME - 025001_TC STAGE 2 - 16

PLOT DATE : 8/1/2021 2:23 PM PLOT BY : NICK ENGH PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44

2

2

N

445'SB

450'SB

USH 53 SB

100' TYP

MATCH LINE STA 443+50.00'NB'

445'NB'

450'NB'

USH 53 NB

455'NB'

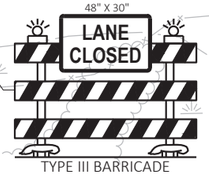
MATCH LINE STA 458+30.00'NB'

SIGN

SIGN

TRAFFIC CONTROL AS PER SDD "TRAFFIC CONTROL, LANE CLOSURE, SPEEDS GREATER THAN 40 M.P.H. WITH BARRIER" DRUM SPACING IS 100' (TYP) PLACE TYPE III BARRICADE APPROXIMATELY EVERY 1/4 MILE ACROSS THE CLOSED LANE TO HELP ENFORCE THE DRUM LINE

R11-2L
48" X 30"



TYPE III BARRICADE

LEGEND

- SIGN ON PERMANENT SUPPORT
- TYPE C WARNING LIGHT (STEADY BURN)
- DIRECTION OF TRAFFIC
- FLASHING ARROW BOARD
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- CONCRETE BARRIER TEMPORARY PRECAST
- WORK AREA
- WORK AREA OPEN TO TRAFFIC

NOTE:
USE SDD "MOVING PAVEMENT MARKING OPERATION MULTI-LANE DIVIDED ROADWAY" FOR MOVING OPERATIONS

ALL SIGNS AND DEVICES SHALL BE IN CONFORMANCE WITH THE "WISCONSIN MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES" (WMUTCD). A SUPPLEMENT TO THE FEDERAL HIGHWAY ADMINISTRATION'S "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES".

THE EXACT NUMBER, LOCATION AND SPACING OF ALL TRAFFIC CONTROL DEVICES ARE APPROXIMATE AND SHALL BE ADJUSTED TO FIT FIELD CONDITIONS.

DURING HOURS OF DARKNESS ALL BARRICADES USED TO SHIELD A HAZARD SHALL BE EQUIPPED WITH WARNING LIGHTS, TYPE A.

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

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

ALL SIGNS OR PAVEMENT MARKINGS, TEMPORARY OR EXISTING, WHICH MAY CONFLICT WITH THE STAGING AND TRAFFIC CONTROL SHALL BE REMOVED.

STAGE 2

USH 53 NB TRAFFIC IS TRANSITIONED TO THE INSIDE (MEDIAN) LANE, WHICH REMAINS OPEN TO TRAFFIC. THE OUTSIDE LANE AND SHOULDER IS REPAIRED OR RESURFACED.

SHIFT TRAFFIC DRUMS BACK ACROSS USH 53 CENTERLINE WHEN NOT NEEDED FOR PAVING OR REPAIRING OPERATIONS.

460'SB

465'SB

USH 53 SB

MATCH LINE STA 458+30.00'NB'

100' TYP

460'NB'

465'NB'

USH 53 NB

470'NB'

MATCH LINE STA 473+00.00'NB'

SIGN

SIGN

SIGN

TRAFFIC CONTROL AS PER SDD "TRAFFIC CONTROL, LANE CLOSURE, SPEEDS GREATER THAN 40 M.P.H. WITH BARRIER" DRUM SPACING IS 100' (TYP) PLACE TYPE III BARRICADE APPROXIMATELY EVERY 1/4 MILE ACROSS THE CLOSED LANE TO HELP ENFORCE THE DRUM LINE

N

PROJECT NO: 1196-04-78,1196-05-77	HWY: USH 53	COUNTY: BARRON	TRAFFIC CONTROL STAGE 2	SHEET 71	E

FILE NAME : P:\UZ\W\WITNW\146423\C3D\11960408\SHEETSPLAN\025001_TC STAGE 2.DWG
LAYOUT NAME - 025001_TC STAGE 2 - 17

PLOT DATE : 8/1/2021 2:26 PM PLOT BY : NICK ENGH PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44

2

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

100' TYP

MATCH LINE STA 473+00.00'NB'

475'NB'

USH 53 SB

480'SB

485'SB

UTILIZE SDD "ADVANCED WIDTH RESTRICTION SIGNING"

CHETEK RIVER

STRUCTURE B-03-021

RIPRAP

480'NB'

USH 53 NB

480'WO'

CONCRETE BARRIER (SEE STRUCTURE PLANS)

TRAFFIC CONTROL AS PER SDD "TRAFFIC CONTROL, LANE CLOSURE, SPEEDS GREATER THAN 40 M.P.H. WITH BARRIER" DRUM SPACING IS 100' (TYP) PLACE TYPE III BARRICADE APPROXIMATELY EVERY 1/4 MILE ACROSS THE CLOSED LANE TO HELP ENFORCE THE DRUM LINE

485'NB'

CTH I ON RAMP

CTH I OFF RAMP

SIGN

UTILIZE SDD "TRAFFIC CONTROL, PARALLEL EXIT RAMP WITHIN LANE CLOSURE" FOR ADDITIONAL TRAFFIC CONTROL ITEMS

MATCH LINE STA 487+75.00'NB'

N

LEGEND

- SIGN ON PERMANENT SUPPORT
- TYPE C WARNING LIGHT (STEADY BURN)
- DIRECTION OF TRAFFIC
- FLASHING ARROW BOARD
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- CONCRETE BARRIER TEMPORARY PRECAST
- WORK AREA
- WORK AREA OPEN TO TRAFFIC

NOTE:
USE SDD "MOVING PAVEMENT MARKING OPERATION MULTI-LANE DIVIDED ROADWAY" FOR MOVING OPERATIONS

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STAGE 2

USH 53 NB TRAFFIC IS TRANSITIONED TO THE INSIDE (MEDIAN) LANE, WHICH REMAINS OPEN TO TRAFFIC. THE OUTSIDE LANE AND SHOULDER IS REPAIRED OR RESURFACED.

SHIFT TRAFFIC DRUMS BACK ACROSS USH 53 CENTERLINE WHEN NOT NEEDED FOR PAVING OR REPAIRING OPERATIONS.

CENTURYLINK

490'SB

495'SB

500'SB

USH 53 SB

CTH I

STRUCTURE B-03-023

100' TYP

MATCH LINE STA 487+75.00'NB'

490'NB'

495'NB'

USH 53 NB

500'NB'

MATCH LINE STA 502+49.00'NB'

UTILIZE SDD "ADVANCED WIDTH RESTRICTION SIGNING"

CONCRETE BARRIER (SEE STRUCTURE PLANS)

TRAFFIC CONTROL AS PER SDD "TRAFFIC CONTROL, LANE CLOSURE, SPEEDS GREATER THAN 40 M.P.H. WITH BARRIER" DRUM SPACING IS 100' (TYP) PLACE TYPE III BARRICADE APPROXIMATELY EVERY 1/4 MILE ACROSS THE CLOSED LANE TO HELP ENFORCE THE DRUM LINE

END PROJECT 1196-05-77
BEGIN PROJECT 1196-04-78
STA 500+00.00 'NB'

CTH I OFF RAMP

CTH I ON RAMP

490'WO'

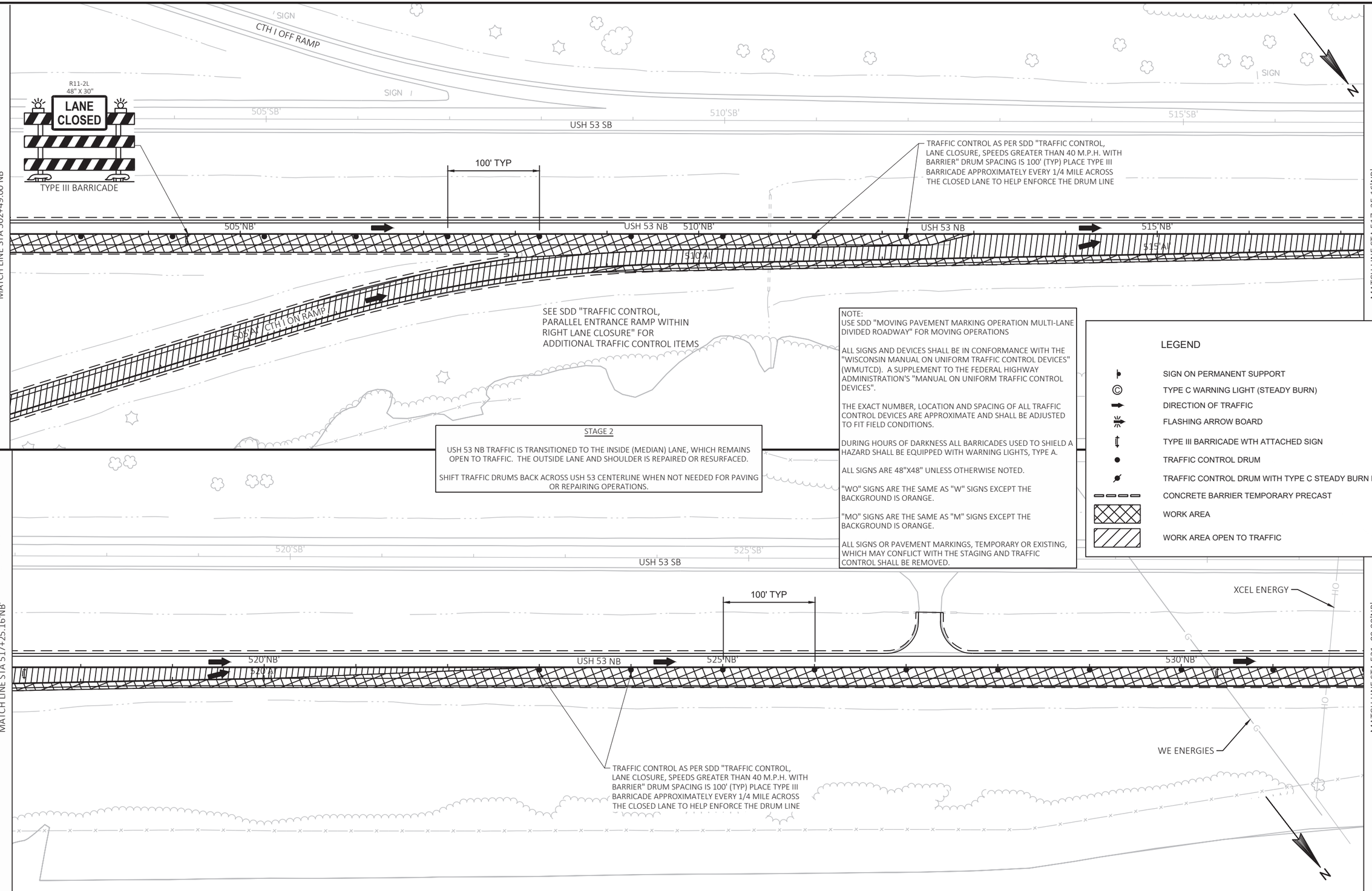
N

PROJECT NO: 1196-04-78,1196-05-77	HWY: USH 53	COUNTY: BARRON	TRAFFIC CONTROL STAGE 2	SHEET 72	E

FILE NAME : P:\UZ\W\WITNW\146423\C3D\11960408\SHEETSPLAN\025001_TC STAGE 2.DWG
LAYOUT NAME - 025001_TC STAGE 2 - 18

PLOT DATE : 8/1/2021 2:30 PM PLOT BY : NICK ENGH PLOT NAME : PLOT SCALE : 1 IN:100 FT

2



STAGE 2

USH 53 NB TRAFFIC IS TRANSITIONED TO THE INSIDE (MEDIAN) LANE, WHICH REMAINS OPEN TO TRAFFIC. THE OUTSIDE LANE AND SHOULDER IS REPAIRED OR RESURFACED.

SHIFT TRAFFIC DRUMS BACK ACROSS USH 53 CENTERLINE WHEN NOT NEEDED FOR PAVING OR REPAIRING OPERATIONS.

NOTE:
USE SDD "MOVING PAVEMENT MARKING OPERATION MULTI-LANE DIVIDED ROADWAY" FOR MOVING OPERATIONS

ALL SIGNS AND DEVICES SHALL BE IN CONFORMANCE WITH THE "WISCONSIN MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES" (WMUTCD). A SUPPLEMENT TO THE FEDERAL HIGHWAY ADMINISTRATION'S "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES".

THE EXACT NUMBER, LOCATION AND SPACING OF ALL TRAFFIC CONTROL DEVICES ARE APPROXIMATE AND SHALL BE ADJUSTED TO FIT FIELD CONDITIONS.

DURING HOURS OF DARKNESS ALL BARRICADES USED TO SHIELD A HAZARD SHALL BE EQUIPPED WITH WARNING LIGHTS, TYPE A.

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.

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

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

ALL SIGNS OR PAVEMENT MARKINGS, TEMPORARY OR EXISTING, WHICH MAY CONFLICT WITH THE STAGING AND TRAFFIC CONTROL SHALL BE REMOVED.

LEGEND

- SIGN ON PERMANENT SUPPORT
- TYPE C WARNING LIGHT (STEADY BURN)
- DIRECTION OF TRAFFIC
- FLASHING ARROW BOARD
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- CONCRETE BARRIER TEMPORARY PRECAST
- WORK AREA
- WORK AREA OPEN TO TRAFFIC

PROJECT NO: 1196-04-78,1196-05-77	HWY: USH 53	COUNTY: BARRON	TRAFFIC CONTROL STAGE 2	SHEET 73	E

FILE NAME : P:\UZ\W\WITNW\146423\C3D\11960408\SHEETSPLAN\025001_TC STAGE 2.DWG
LAYOUT NAME - 025001_TC STAGE 2 - 19
PLOT DATE : 8/1/2021 2:33 PM PLOT BY : NICK ENGH PLOT NAME : PLOT SCALE : **********

2

2

LEGEND

- SIGN ON PERMANENT SUPPORT
- TYPE C WARNING LIGHT (STEADY BURN)
- DIRECTION OF TRAFFIC
- FLASHING ARROW BOARD
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- CONCRETE BARRIER TEMPORARY PRECAST
- WORK AREA
- WORK AREA OPEN TO TRAFFIC

STAGE 2

USH 53 NB TRAFFIC IS TRANSITIONED TO THE INSIDE (MEDIAN) LANE, WHICH REMAINS OPEN TO TRAFFIC. THE OUTSIDE LANE AND SHOULDER IS REPAIRED OR RESURFACED.

SHIFT TRAFFIC DRUMS BACK ACROSS USH 53 CENTERLINE WHEN NOT NEEDED FOR PAVING OR REPAIRING OPERATIONS.

N

SEE SDD "ADVANCED WIDTH RESTRICTION SIGNING"

NORTH 53

MAX. 15' WIDTH

W12-52 48"X48"

CENTURYLINK

CENTURYLINK

TRAFFIC CONTROL AS PER SDD "TRAFFIC CONTROL, LANE CLOSURE, SPEEDS GREATER THAN 40 M.P.H. WITH BARRIER" DRUM SPACING IS 100' (TYP) PLACE TYPE III BARRICADE APPROXIMATELY EVERY 1/4 MILE ACROSS THE CLOSED LANE TO HELP ENFORCE THE DRUM LINE

END PROJCECT 1196-05-77
BEGIN PROJECT 1196-04-78
STA 500+00'NB'

480'SB' 485'SB' 490'SB' 495'SB' 500'SB' 505'SB' 510'SB'

USH 53 SB

USH 53 NB

50' TYP

480'NB' 485'NB' 490'NB' 495'NB' 500'NB' 505'NB' 510'NB'

SEE SDD'S "TRAFFIC CONTROL, PARALLEL ENTRANCE RAMP WITHIN LANE CLOSURE", "TRAFFIC CONTROL PARALLEL EXIT RAMP WITHIN LANE CLOSURE" AND "ADVANCE WIDTH RESTRICTION SIGNING" FOR ADDITIONAL TRAFFIC CONTROL ITEMS

495'AH

CHETEK RIVER

CTH I

NORTH 53

MAX. 15' WIDTH

W12-52 48"X48"

NORTH 53

NORTH 53

MAX. 15' WIDTH

W12-52 48"X48"

SEE SDD "ADVANCED WIDTH RESTRICTION SIGNING"

NOTE:
USE SDD "MOVING PAVEMENT MARKING OPERATION MULTI-LANE DIVIDED ROADWAY" FOR MOVING OPERATIONS

ALL SIGNS AND DEVICES SHALL BE IN CONFORMANCE WITH THE "WISCONSIN MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES" (WMUTCD). A SUPPLEMENT TO THE FEDERAL HIGHWAY ADMINISTRATION'S "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES".

THE EXACT NUMBER, LOCATION AND SPACING OF ALL TRAFFIC CONTROL DEVICES ARE APPROXIMATE AND SHALL BE ADJUSTED TO FIT FIELD CONDITIONS.

DURING HOURS OF DARKNESS ALL BARRICADES USED TO SHIELD A HAZARD SHALL BE EQUIPPED WITH WARNING LIGHTS, TYPE A.

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

ALL SIGNS OR PAVEMENT MARKINGS, TEMPORARY OR EXISTING, WHICH MAY CONFLICT WITH THE STAGING AND TRAFFIC CONTROL SHALL BE REMOVED.

PROJECT NO: 1196-04-78,1196-05-77	HWY: USH 53	COUNTY: BARRON	TRAFFIC CONTROL STAGE 2	SHEET 74	E

2

2

SIGN

535'SB

USH 53 SB

540'SB

545'SB

100' TYP

TRAFFIC CONTROL AS PER SDD "TRAFFIC CONTROL, LANE CLOSURE, SPEEDS GREATER THAN 40 M.P.H. WITH BARRIER" DRUM SPACING IS 100' (TYP) PLACE TYPE III BARRICADE APPROXIMATELY EVERY 1/4 MILE ACROSS THE CLOSED LANE TO HELP ENFORCE THE DRUM LINE

535'NB

USH 53 NB

540'NB

545'NB

MATCH LINE STA 531+99.00'NB'

MATCH LINE STA 546+75.00'NB'

SIGN

LEGEND

- SIGN ON PERMANENT SUPPORT
- TYPE C WARNING LIGHT (STEADY BURN)
- DIRECTION OF TRAFFIC
- FLASHING ARROW BOARD
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- CONCRETE BARRIER TEMPORARY PRECAST
- WORK AREA
- WORK AREA OPEN TO TRAFFIC

NOTE:
USE SDD "MOVING PAVEMENT MARKING OPERATION MULTI-LANE DIVIDED ROADWAY" FOR MOVING OPERATIONS

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DURING HOURS OF DARKNESS ALL BARRICADES USED TO SHIELD A HAZARD SHALL BE EQUIPPED WITH WARNING LIGHTS, TYPE A.

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

ALL SIGNS OR PAVEMENT MARKINGS, TEMPORARY OR EXISTING, WHICH MAY CONFLICT WITH THE STAGING AND TRAFFIC CONTROL SHALL BE REMOVED.

STAGE 2

USH 53 NB TRAFFIC IS TRANSITIONED TO THE INSIDE (MEDIAN) LANE, WHICH REMAINS OPEN TO TRAFFIC. THE OUTSIDE LANE AND SHOULDER IS REPAIRED OR RESURFACED.

SHIFT TRAFFIC DRUMS BACK ACROSS USH 53 CENTERLINE WHEN NOT NEEDED FOR PAVING OR REPAIRING OPERATIONS.

CINC

7 1/2 AVE

555'SB

USH 53 SB

560'SB

100' TYP

CENTURYLINK

STRUCTURE B-03-025

INL

550'NB

USH 53 NB

555'NB'

560'NB'

MATCH LINE STA 546+75.00'NB'

MATCH LINE STA 561+50.00'NB'

UTILIZE SDD "ADVANCED WIDTH RESTRICTION SIGNING"

CONCRETE BARRIER (SEE STRUCTURE PLANS)

R11-2L
48" X 30"
LANE CLOSED

TYPE III BARRICADE

TRAFFIC CONTROL AS PER SDD "TRAFFIC CONTROL, LANE CLOSURE, SPEEDS GREATER THAN 40 M.P.H. WITH BARRIER" DRUM SPACING IS 100' (TYP) PLACE TYPE III BARRICADE APPROXIMATELY EVERY 1/4 MILE ACROSS THE CLOSED LANE TO HELP ENFORCE THE DRUM LINE

KNAPP ST

SEPTIC

PROJECT NO: 1196-04-78,1196-05-77	HWY: USH 53	COUNTY: BARRON	TRAFFIC CONTROL STAGE 2	SHEET 75	E

FILE NAME : P:\UZ\W\WITNW\146423\C3D\11960408\SHEETSPLAN\025001_TC STAGE 2.DWG
LAYOUT NAME - 025001_TC STAGE 2 - 21

PLOT DATE : 8/1/2021 2:38 PM PLOT BY : NICK ENGH PLOT NAME : PLOT SCALE : **********

WISDOT/CADDS SHEET 44

2

2

SIGN

565'SB'

570'SB'

USH 53 SB

575'SB'

N

100' TYP

TRAFFIC CONTROL AS PER SDD "TRAFFIC CONTROL, LANE CLOSURE, SPEEDS GREATER THAN 40 M.P.H. WITH BARRIER" DRUM SPACING IS 100' (TYP) PLACE TYPE III BARRICADE APPROXIMATELY EVERY 1/4 MILE ACROSS THE CLOSED LANE TO HELP ENFORCE THE DRUM LINE

MATCH LINE STA 561+50.00'NB'

565'NB'

570'NB'

USH 53 NB

575'NB'

MATCH LINE STA 576+25.00'NB'

SIGN

R11-2L
48" X 30"

LANE CLOSED

TYPE III BARRICADE

LEGEND

- SIGN ON PERMANENT SUPPORT
- TYPE C WARNING LIGHT (STEADY BURN)
- DIRECTION OF TRAFFIC
- FLASHING ARROW BOARD
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- CONCRETE BARRIER TEMPORARY PRECAST
- WORK AREA
- WORK AREA OPEN TO TRAFFIC

NOTE:
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ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.

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

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

ALL SIGNS OR PAVEMENT MARKINGS, TEMPORARY OR EXISTING, WHICH MAY CONFLICT WITH THE STAGING AND TRAFFIC CONTROL SHALL BE REMOVED.

STAGE 2

USH 53 NB TRAFFIC IS TRANSITIONED TO THE INSIDE (MEDIAN) LANE, WHICH REMAINS OPEN TO TRAFFIC. THE OUTSIDE LANE AND SHOULDER IS REPAIRED OR RESURFACED.

SHIFT TRAFFIC DRUMS BACK ACROSS USH 53 CENTERLINE WHEN NOT NEEDED FOR PAVING OR REPAIRING OPERATIONS.

N

585'SB'

590'SB'

USH 53 SB

WE ENERGIES

100' TYP

MATCH LINE STA 576+25.00'NB'

580'NB'

USH 53 NB

585'NB'

590'NB'

MATCH LINE STA 591+00.00'NB'

SIGN

BARRON ELECTRIC

CTHD (18TH AVE)

MOSAIC TELECOM

TRAFFIC CONTROL AS PER SDD "TRAFFIC CONTROL, LANE CLOSURE, SPEEDS GREATER THAN 40 M.P.H. WITH BARRIER" DRUM SPACING IS 100' (TYP) PLACE TYPE III BARRICADE APPROXIMATELY EVERY 1/4 MILE ACROSS THE CLOSED LANE TO HELP ENFORCE THE DRUM LINE

SIGN

PROJECT NO: 1196-04-78,1196-05-77	HWY: USH 53	COUNTY: BARRON	TRAFFIC CONTROL STAGE 2	SHEET 76	E

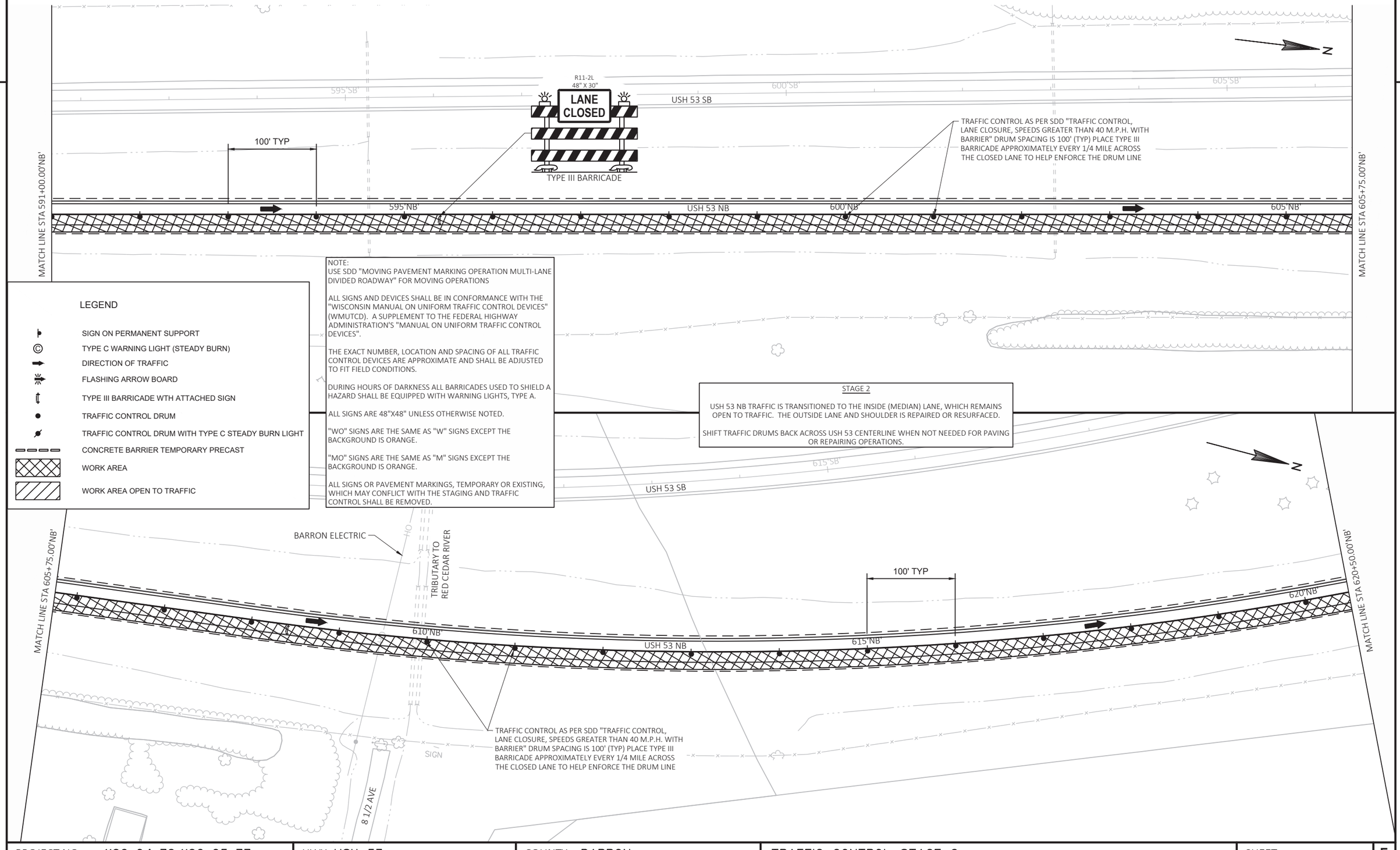
FILE NAME : P:\UZ\W\WITNW\146423\C3D\11960408\SHEETSPLAN\025001_TC STAGE 2.DWG
LAYOUT NAME - 025001_TC STAGE 2 - 22

PLOT DATE : 8/1/2021 2:41 PM PLOT BY : NICK ENGH PLOT NAME : PLOT SCALE : **********

WISDOT/CADDS SHEET 44

2

2



LEGEND

- SIGN ON PERMANENT SUPPORT
- TYPE C WARNING LIGHT (STEADY BURN)
- DIRECTION OF TRAFFIC
- FLASHING ARROW BOARD
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- CONCRETE BARRIER TEMPORARY PRECAST
- WORK AREA
- WORK AREA OPEN TO TRAFFIC

NOTE:
USE SDD "MOVING PAVEMENT MARKING OPERATION MULTI-LANE DIVIDED ROADWAY" FOR MOVING OPERATIONS

ALL SIGNS AND DEVICES SHALL BE IN CONFORMANCE WITH THE "WISCONSIN MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES" (WMUTCD). A SUPPLEMENT TO THE FEDERAL HIGHWAY ADMINISTRATION'S "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES".

THE EXACT NUMBER, LOCATION AND SPACING OF ALL TRAFFIC CONTROL DEVICES ARE APPROXIMATE AND SHALL BE ADJUSTED TO FIT FIELD CONDITIONS.

DURING HOURS OF DARKNESS ALL BARRICADES USED TO SHIELD A HAZARD SHALL BE EQUIPPED WITH WARNING LIGHTS, TYPE A.

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.

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

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

ALL SIGNS OR PAVEMENT MARKINGS, TEMPORARY OR EXISTING, WHICH MAY CONFLICT WITH THE STAGING AND TRAFFIC CONTROL SHALL BE REMOVED.

STAGE 2

USH 53 NB TRAFFIC IS TRANSITIONED TO THE INSIDE (MEDIAN) LANE, WHICH REMAINS OPEN TO TRAFFIC. THE OUTSIDE LANE AND SHOULDER IS REPAIRED OR RESURFACED.

SHIFT TRAFFIC DRUMS BACK ACROSS USH 53 CENTERLINE WHEN NOT NEEDED FOR PAVING OR REPAIRING OPERATIONS.

PROJECT NO: 1196-04-78,1196-05-77	HWY: USH 53	COUNTY: BARRON	TRAFFIC CONTROL STAGE 2	SHEET 77	E

FILE NAME : P:\UZ\W\WITNW\146423\C3D\11960408\SHEETSPLAN\025001_TC STAGE 2.DWG
LAYOUT NAME - 025001_TC STAGE 2 - 23

PLOT DATE : 8/1/2021 2:44 PM PLOT BY : NICK ENGH PLOT NAME : PLOT SCALE : **********

WISDOT/CADDS SHEET 44

2

USH 53 SB

TRAFFIC CONTROL AS PER SDD "TRAFFIC CONTROL, LANE CLOSURE, SPEEDS GREATER THAN 40 M.P.H. WITH BARRIER" DRUM SPACING IS 100' (TYP) PLACE TYPE III BARRICADE APPROXIMATELY EVERY 1/4 MILE ACROSS THE CLOSED LANE TO HELP ENFORCE THE DRUM LINE

MATCH LINE STA 620+50.00'NB'

100' TYP

625'NB'

USH 53 NB

630'NB'

635'NB'

MATCH LINE STA 635+25.00'NB'

N

SIGN

LEGEND

- SIGN ON PERMANENT SUPPORT
- TYPE C WARNING LIGHT (STEADY BURN)
- DIRECTION OF TRAFFIC
- FLASHING ARROW BOARD
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- CONCRETE BARRIER TEMPORARY PRECAST
- WORK AREA
- WORK AREA OPEN TO TRAFFIC

NOTE:
USE SDD "MOVING PAVEMENT MARKING OPERATION MULTI-LANE DIVIDED ROADWAY" FOR MOVING OPERATIONS

ALL SIGNS AND DEVICES SHALL BE IN CONFORMANCE WITH THE "WISCONSIN MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES" (WMUTCD). A SUPPLEMENT TO THE FEDERAL HIGHWAY ADMINISTRATION'S "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES".

THE EXACT NUMBER, LOCATION AND SPACING OF ALL TRAFFIC CONTROL DEVICES ARE APPROXIMATE AND SHALL BE ADJUSTED TO FIT FIELD CONDITIONS.

DURING HOURS OF DARKNESS ALL BARRICADES USED TO SHIELD A HAZARD SHALL BE EQUIPPED WITH WARNING LIGHTS, TYPE A.

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.

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

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

ALL SIGNS OR PAVEMENT MARKINGS, TEMPORARY OR EXISTING, WHICH MAY CONFLICT WITH THE STAGING AND TRAFFIC CONTROL SHALL BE REMOVED.

STAGE 2

USH 53 NB TRAFFIC IS TRANSITIONED TO THE INSIDE (MEDIAN) LANE, WHICH REMAINS OPEN TO TRAFFIC. THE OUTSIDE LANE AND SHOULDER IS REPAIRED OR RESURFACED.

SHIFT TRAFFIC DRUMS BACK ACROSS USH 53 CENTERLINE WHEN NOT NEEDED FOR PAVING OR REPAIRING OPERATIONS.

BARRON ELECTRIC

100' TYP

MATCH LINE STA 635+25.00'NB'

640'NB'

USH 53 NB

645'NB'

650

MATCH LINE STA 650+00.00'NB'

TRAFFIC CONTROL AS PER SDD "TRAFFIC CONTROL, LANE CLOSURE, SPEEDS GREATER THAN 40 M.P.H. WITH BARRIER" DRUM SPACING IS 100' (TYP) PLACE TYPE III BARRICADE APPROXIMATELY EVERY 1/4 MILE ACROSS THE CLOSED LANE TO HELP ENFORCE THE DRUM LINE

9TH AVE

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

PROJECT NO: 1196-04-78,1196-05-77	HWY: USH 53	COUNTY: BARRON	TRAFFIC CONTROL STAGE 2	SHEET 78	E

FILE NAME : P:\UZ\W\WITNW\146423\C3D\11960408\SHEETSPLAN\025001_TC STAGE 2.DWG
LAYOUT NAME - 025001_TC STAGE 2 - 24
PLOT DATE : 8/1/2021 2:47 PM PLOT BY : NICK ENGH PLOT NAME : PLOT SCALE : **********

2

2

MATCH LINE STA 650+00.00'NB'

MATCH LINE STA 664+75.00'NB'

TRAFFIC CONTROL AS PER SDD "TRAFFIC CONTROL, LANE CLOSURE, SPEEDS GREATER THAN 40 M.P.H. WITH BARRIER" DRUM SPACING IS 100' (TYP) PLACE TYPE III BARRICADE APPROXIMATELY EVERY 1/4 MILE ACROSS THE CLOSED LANE TO HELP ENFORCE THE DRUM LINE

100' TYP

NB'

655 NB'

USH 53 NB

660 NB'

N

LEGEND

- SIGN ON PERMANENT SUPPORT
- TYPE C WARNING LIGHT (STEADY BURN)
- DIRECTION OF TRAFFIC
- FLASHING ARROW BOARD
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- CONCRETE BARRIER TEMPORARY PRECAST
- WORK AREA
- WORK AREA OPEN TO TRAFFIC

NOTE:
USE SDD "MOVING PAVEMENT MARKING OPERATION MULTI-LANE DIVIDED ROADWAY" FOR MOVING OPERATIONS

ALL SIGNS AND DEVICES SHALL BE IN CONFORMANCE WITH THE "WISCONSIN MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES" (WMUTCD). A SUPPLEMENT TO THE FEDERAL HIGHWAY ADMINISTRATION'S "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES".

THE EXACT NUMBER, LOCATION AND SPACING OF ALL TRAFFIC CONTROL DEVICES ARE APPROXIMATE AND SHALL BE ADJUSTED TO FIT FIELD CONDITIONS.

DURING HOURS OF DARKNESS ALL BARRICADES USED TO SHIELD A HAZARD SHALL BE EQUIPPED WITH WARNING LIGHTS, TYPE A.

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.

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

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

ALL SIGNS OR PAVEMENT MARKINGS, TEMPORARY OR EXISTING, WHICH MAY CONFLICT WITH THE STAGING AND TRAFFIC CONTROL SHALL BE REMOVED.

STAGE 2

USH 53 NB TRAFFIC IS TRANSITIONED TO THE INSIDE (MEDIAN) LANE, WHICH REMAINS OPEN TO TRAFFIC. THE OUTSIDE LANE AND SHOULDER IS REPAIRED OR RESURFACED.

SHIFT TRAFFIC DRUMS BACK ACROSS USH 53 CENTERLINE WHEN NOT NEEDED FOR PAVING OR REPAIRING OPERATIONS.

MATCH LINE STA 664+75.00'NB'

MATCH LINE STA 679+50.00'NB'

100' TYP

665 NB'

670 NB'

USH 53 NB

675 NB'

N

TRAFFIC CONTROL AS PER SDD "TRAFFIC CONTROL, LANE CLOSURE, SPEEDS GREATER THAN 40 M.P.H. WITH BARRIER" DRUM SPACING IS 100' (TYP) PLACE TYPE III BARRICADE APPROXIMATELY EVERY 1/4 MILE ACROSS THE CLOSED LANE TO HELP ENFORCE THE DRUM LINE

SIGN

R11-2L
48" X 30"
LANE CLOSED

TYPE III BARRICADE

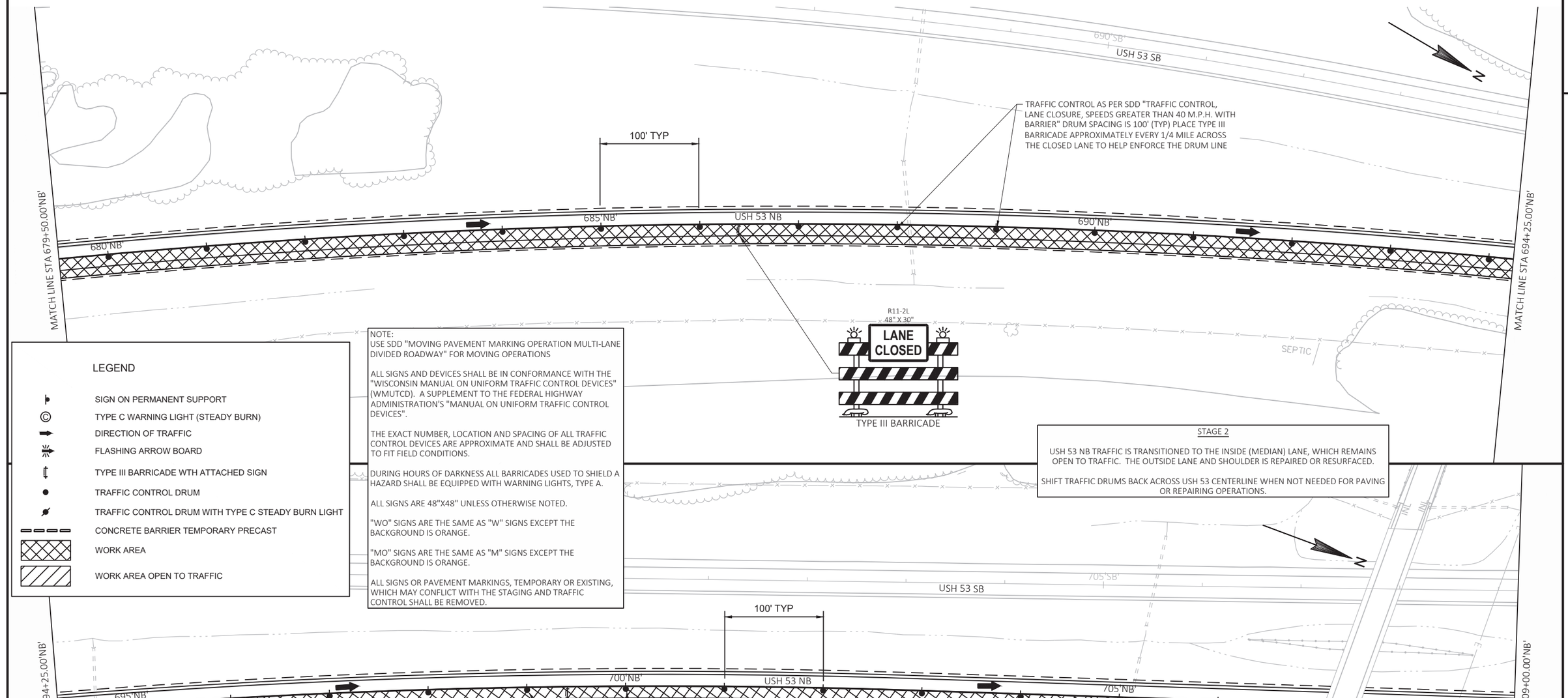
PROJECT NO: 1196-04-78,1196-05-77	HWY: USH 53	COUNTY: BARRON	TRAFFIC CONTROL STAGE 2	SHEET 79	E

FILE NAME : P:\UZ\W\WITNW\146423\C3D\11960408\SHEETSPLAN\025001_TC STAGE 2.DWG
LAYOUT NAME - 025001_TC STAGE 2 - 25

PLOT DATE : 8/1/2021 2:50 PM PLOT BY : NICK ENGH PLOT NAME : PLOT SCALE : **********

WISDOT/CADDS SHEET 44

2



LEGEND

- SIGN ON PERMANENT SUPPORT
- TYPE C WARNING LIGHT (STEADY BURN)
- DIRECTION OF TRAFFIC
- FLASHING ARROW BOARD
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- CONCRETE BARRIER TEMPORARY PRECAST
- WORK AREA
- WORK AREA OPEN TO TRAFFIC

NOTE:
USE SDD "MOVING PAVEMENT MARKING OPERATION MULTI-LANE DIVIDED ROADWAY" FOR MOVING OPERATIONS

ALL SIGNS AND DEVICES SHALL BE IN CONFORMANCE WITH THE "WISCONSIN MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES" (WMUTCD). A SUPPLEMENT TO THE FEDERAL HIGHWAY ADMINISTRATION'S "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES".

THE EXACT NUMBER, LOCATION AND SPACING OF ALL TRAFFIC CONTROL DEVICES ARE APPROXIMATE AND SHALL BE ADJUSTED TO FIT FIELD CONDITIONS.

DURING HOURS OF DARKNESS ALL BARRICADES USED TO SHIELD A HAZARD SHALL BE EQUIPPED WITH WARNING LIGHTS, TYPE A.

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.

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

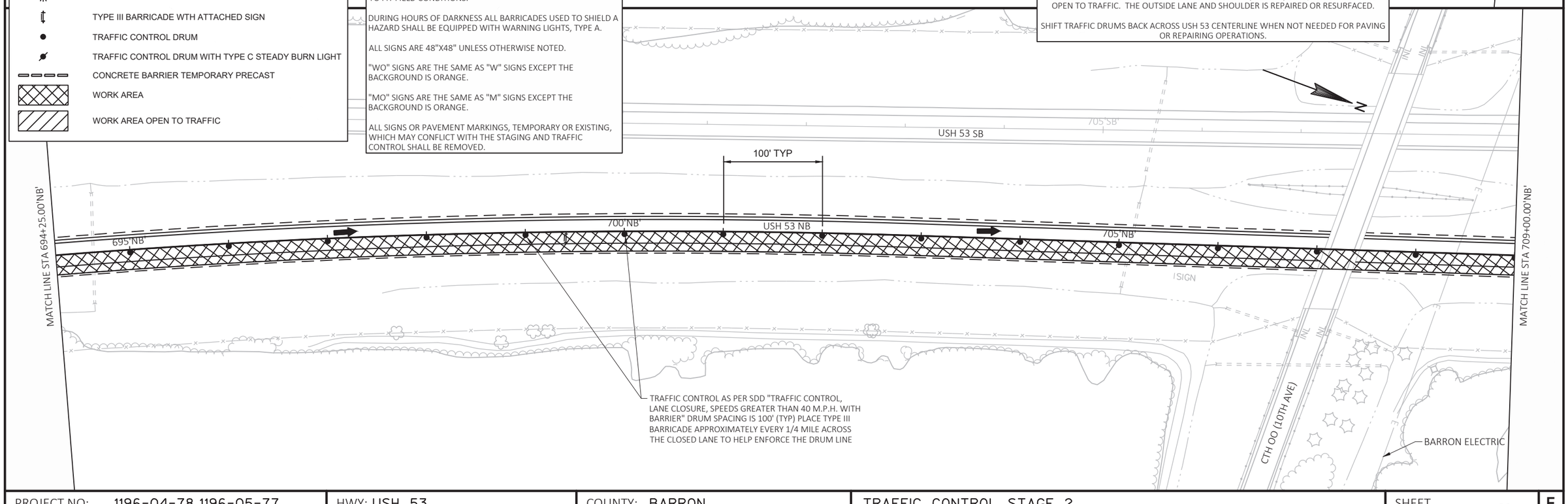
"MO" SIGNS ARE THE SAME AS "M" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

ALL SIGNS OR PAVEMENT MARKINGS, TEMPORARY OR EXISTING, WHICH MAY CONFLICT WITH THE STAGING AND TRAFFIC CONTROL SHALL BE REMOVED.

STAGE 2

USH 53 NB TRAFFIC IS TRANSITIONED TO THE INSIDE (MEDIAN) LANE, WHICH REMAINS OPEN TO TRAFFIC. THE OUTSIDE LANE AND SHOULDER IS REPAIRED OR RESURFACED.

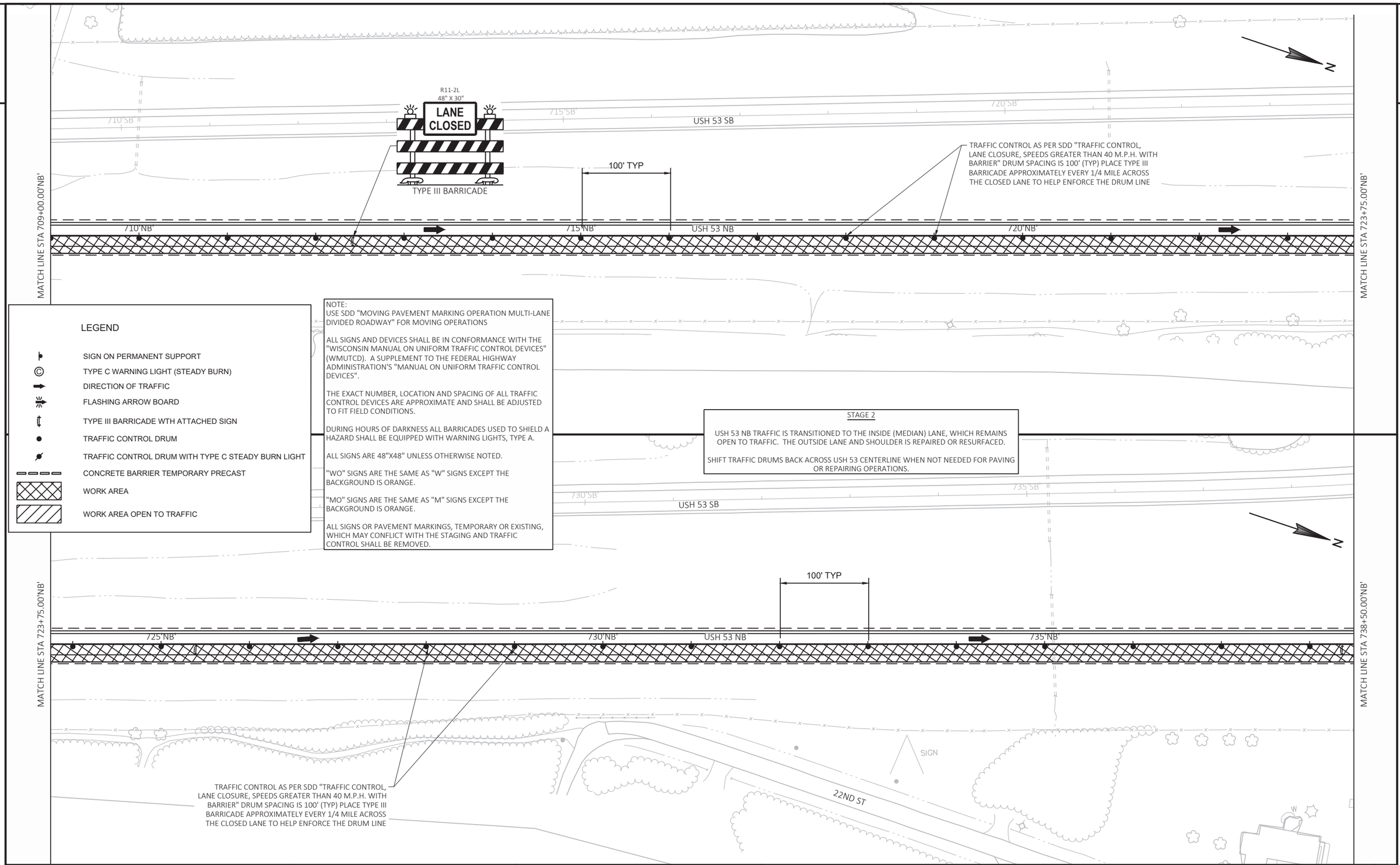
SHIFT TRAFFIC DRUMS BACK ACROSS USH 53 CENTERLINE WHEN NOT NEEDED FOR PAVING OR REPAIRING OPERATIONS.



PROJECT NO: 1196-04-78,1196-05-77	HWY: USH 53	COUNTY: BARRON	TRAFFIC CONTROL STAGE 2	SHEET 80	E

2

2



LEGEND

- SIGN ON PERMANENT SUPPORT
- TYPE C WARNING LIGHT (STEADY BURN)
- DIRECTION OF TRAFFIC
- FLASHING ARROW BOARD
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- CONCRETE BARRIER TEMPORARY PRECAST
- WORK AREA
- WORK AREA OPEN TO TRAFFIC

NOTE:
USE SDD "MOVING PAVEMENT MARKING OPERATION MULTI-LANE DIVIDED ROADWAY" FOR MOVING OPERATIONS

ALL SIGNS AND DEVICES SHALL BE IN CONFORMANCE WITH THE "WISCONSIN MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES" (WMUTCD). A SUPPLEMENT TO THE FEDERAL HIGHWAY ADMINISTRATION'S "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES".

THE EXACT NUMBER, LOCATION AND SPACING OF ALL TRAFFIC CONTROL DEVICES ARE APPROXIMATE AND SHALL BE ADJUSTED TO FIT FIELD CONDITIONS.

DURING HOURS OF DARKNESS ALL BARRICADES USED TO SHIELD A HAZARD SHALL BE EQUIPPED WITH WARNING LIGHTS, TYPE A.

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.

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

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

ALL SIGNS OR PAVEMENT MARKINGS, TEMPORARY OR EXISTING, WHICH MAY CONFLICT WITH THE STAGING AND TRAFFIC CONTROL SHALL BE REMOVED.

STAGE 2

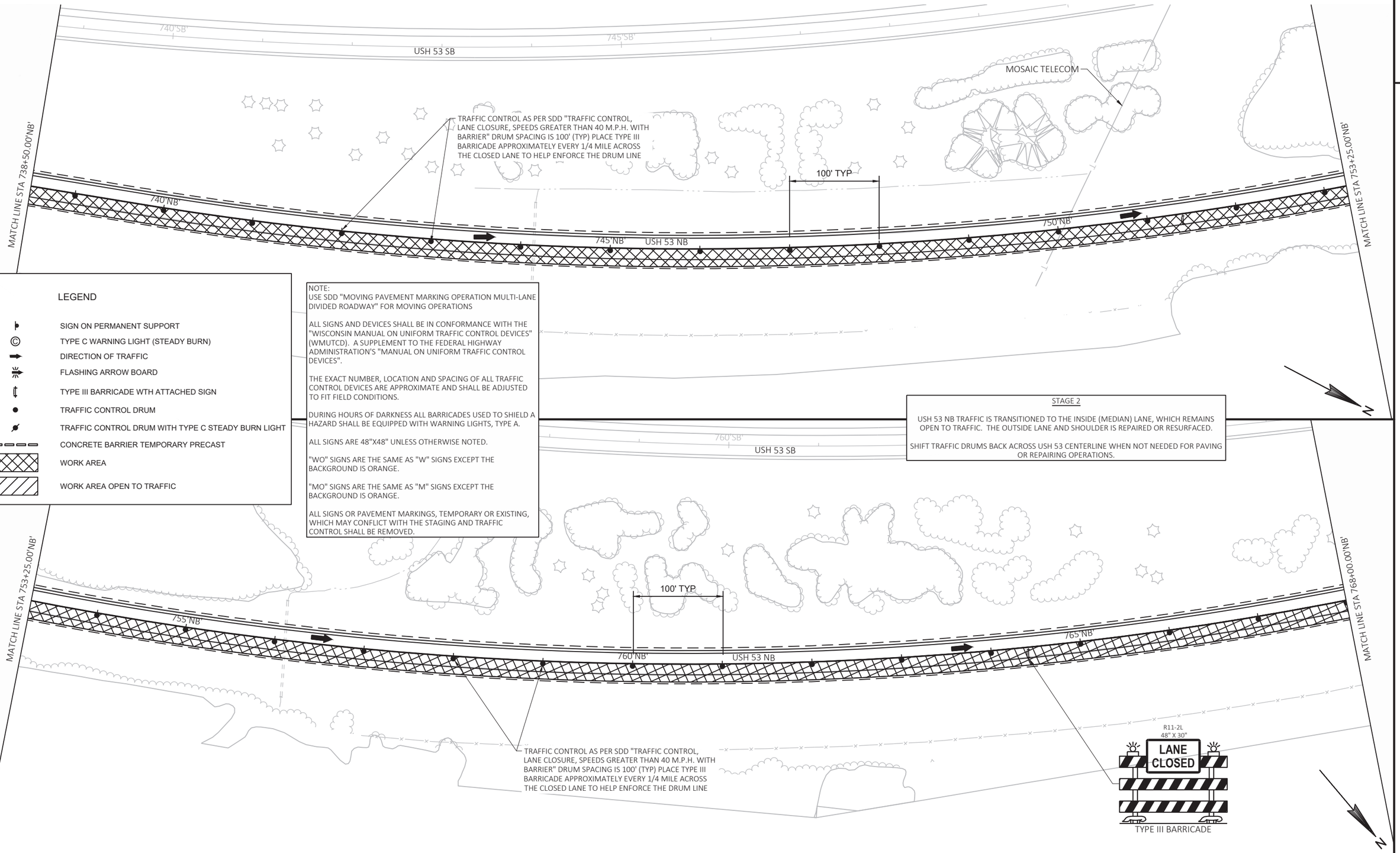
USH 53 NB TRAFFIC IS TRANSITIONED TO THE INSIDE (MEDIAN) LANE, WHICH REMAINS OPEN TO TRAFFIC. THE OUTSIDE LANE AND SHOULDER IS REPAIRED OR RESURFACED.

SHIFT TRAFFIC DRUMS BACK ACROSS USH 53 CENTERLINE WHEN NOT NEEDED FOR PAVING OR REPAIRING OPERATIONS.

PROJECT NO: 1196-04-78,1196-05-77	HWY: USH 53	COUNTY: BARRON	TRAFFIC CONTROL STAGE 2	SHEET 81	E

FILE NAME : P:\UZ\W\WITNW\146423\C3D\11960408\SHEETSPLAN\025001_TC STAGE 2.DWG
LAYOUT NAME - 025001_TC STAGE 2 - 27
PLOT DATE : 8/1/2021 2:57 PM
PLOT BY : NICK ENGH
PLOT NAME :
PLOT SCALE : **********

2



LEGEND

- SIGN ON PERMANENT SUPPORT
- TYPE C WARNING LIGHT (STEADY BURN)
- DIRECTION OF TRAFFIC
- FLASHING ARROW BOARD
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- CONCRETE BARRIER TEMPORARY PRECAST
- WORK AREA
- WORK AREA OPEN TO TRAFFIC

NOTE:
USE SDD "MOVING PAVEMENT MARKING OPERATION MULTI-LANE DIVIDED ROADWAY" FOR MOVING OPERATIONS

ALL SIGNS AND DEVICES SHALL BE IN CONFORMANCE WITH THE "WISCONSIN MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES" (WMUTCD). A SUPPLEMENT TO THE FEDERAL HIGHWAY ADMINISTRATION'S "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES".

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DURING HOURS OF DARKNESS ALL BARRICADES USED TO SHIELD A HAZARD SHALL BE EQUIPPED WITH WARNING LIGHTS, TYPE A.

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ALL SIGNS OR PAVEMENT MARKINGS, TEMPORARY OR EXISTING, WHICH MAY CONFLICT WITH THE STAGING AND TRAFFIC CONTROL SHALL BE REMOVED.

STAGE 2

USH 53 NB TRAFFIC IS TRANSITIONED TO THE INSIDE (MEDIAN) LANE, WHICH REMAINS OPEN TO TRAFFIC. THE OUTSIDE LANE AND SHOULDER IS REPAIRED OR RESURFACED.

SHIFT TRAFFIC DRUMS BACK ACROSS USH 53 CENTERLINE WHEN NOT NEEDED FOR PAVING OR REPAIRING OPERATIONS.

PROJECT NO: 1196-04-78,1196-05-77	HWY: USH 53	COUNTY: BARRON	TRAFFIC CONTROL STAGE 2	SHEET 82	E

FILE NAME : P:\UZ\W\WITNW\146423\C3D\11960408\SHEETSPLAN\025001_TC STAGE 2.DWG
LAYOUT NAME - 025001_TC STAGE 2 - 28
PLOT DATE : 8/1/2021 3:00 PM PLOT BY : NICK ENGH PLOT NAME : PLOT SCALE : **********
WISDOT/CADDS SHEET 44

2

2

MATCH LINE STA 768+00.00'NB'

MATCH LINE STA 783+00.00'NB'

770'SB'

775'SB'

780'SB'

USH 53 SB

100' TYP

770'NB'

775'NB'

USH 53 NB

780'NB'

TRAFFIC CONTROL AS PER SDD "TRAFFIC CONTROL, LANE CLOSURE, SPEEDS GREATER THAN 40 M.P.H. WITH BARRIER" DRUM SPACING IS 100' (TYP) PLACE TYPE III BARRICADE APPROXIMATELY EVERY 1/4 MILE ACROSS THE CLOSED LANE TO HELP ENFORCE THE DRUM LINE

R11-2L
48" X 30"



TYPE III BARRICADE

N

LEGEND

- SIGN ON PERMANENT SUPPORT
- TYPE C WARNING LIGHT (STEADY BURN)
- DIRECTION OF TRAFFIC
- FLASHING ARROW BOARD
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- CONCRETE BARRIER TEMPORARY PRECAST
- WORK AREA
- WORK AREA OPEN TO TRAFFIC

NOTE:
USE SDD "MOVING PAVEMENT MARKING OPERATION MULTI-LANE DIVIDED ROADWAY" FOR MOVING OPERATIONS

ALL SIGNS AND DEVICES SHALL BE IN CONFORMANCE WITH THE "WISCONSIN MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES" (WMUTCD). A SUPPLEMENT TO THE FEDERAL HIGHWAY ADMINISTRATION'S "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES".

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DURING HOURS OF DARKNESS ALL BARRICADES USED TO SHIELD A HAZARD SHALL BE EQUIPPED WITH WARNING LIGHTS, TYPE A.

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

ALL SIGNS OR PAVEMENT MARKINGS, TEMPORARY OR EXISTING, WHICH MAY CONFLICT WITH THE STAGING AND TRAFFIC CONTROL SHALL BE REMOVED.

STAGE 2

USH 53 NB TRAFFIC IS TRANSITIONED TO THE INSIDE (MEDIAN) LANE, WHICH REMAINS OPEN TO TRAFFIC. THE OUTSIDE LANE AND SHOULDER IS REPAIRED OR RESURFACED.

SHIFT TRAFFIC DRUMS BACK ACROSS USH 53 CENTERLINE WHEN NOT NEEDED FOR PAVING OR REPAIRING OPERATIONS.

790'SB'

795'SB'

USH 53 SB

100' TYP

785'NB'

790'NB'

USH 53 NB

795'NB'

SIGN

TRAFFIC CONTROL AS PER SDD "TRAFFIC CONTROL, LANE CLOSURE, SPEEDS GREATER THAN 40 M.P.H. WITH BARRIER" DRUM SPACING IS 100' (TYP) PLACE TYPE III BARRICADE APPROXIMATELY EVERY 1/4 MILE ACROSS THE CLOSED LANE TO HELP ENFORCE THE DRUM LINE

N

MATCH LINE STA 783+00.00'NB'

MATCH LINE STA 797+50.00'NB'

PROJECT NO: 1196-04-78,1196-05-77	HWY: USH 53	COUNTY: BARRON	TRAFFIC CONTROL STAGE 2	SHEET 83	E

FILE NAME : P:\UZ\W\WITNW\146423\C3D\11960408\SHEETSPLAN\025001_TC STAGE 2.DWG
LAYOUT NAME - 025001_TC STAGE 2 - 29
PLOT DATE : 8/1/2021 3:03 PM
PLOT BY : NICK ENGH
PLOT NAME :
PLOT SCALE : **********
WISDOT/CADDS SHEET 44

2

2

MATCH LINE STA 797+50.00'NB'

MATCH LINE STA 812+25.00'NB'

800'SB'

805'SB'

810'SB'

USH 53 SB

100' TYP

TRAFFIC CONTROL AS PER SDD "TRAFFIC CONTROL, LANE CLOSURE, SPEEDS GREATER THAN 40 M.P.H. WITH BARRIER" DRUM SPACING IS 100' (TYP) PLACE TYPE III BARRICADE APPROXIMATELY EVERY 1/4 MILE ACROSS THE CLOSED LANE TO HELP ENFORCE THE DRUM LINE

MOSAIC TELECOM

800'NB'

805'NB'

USH 53 NB

810'NB'

10TH ST

21ST ST

SIGN

N

LEGEND

- SIGN ON PERMANENT SUPPORT
- TYPE C WARNING LIGHT (STEADY BURN)
- DIRECTION OF TRAFFIC
- FLASHING ARROW BOARD
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- CONCRETE BARRIER TEMPORARY PRECAST
- WORK AREA
- WORK AREA OPEN TO TRAFFIC

NOTE:
USE SDD "MOVING PAVEMENT MARKING OPERATION MULTI-LANE DIVIDED ROADWAY" FOR MOVING OPERATIONS

ALL SIGNS AND DEVICES SHALL BE IN CONFORMANCE WITH THE "WISCONSIN MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES" (WMUTCD). A SUPPLEMENT TO THE FEDERAL HIGHWAY ADMINISTRATION'S "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES".

THE EXACT NUMBER, LOCATION AND SPACING OF ALL TRAFFIC CONTROL DEVICES ARE APPROXIMATE AND SHALL BE ADJUSTED TO FIT FIELD CONDITIONS.

DURING HOURS OF DARKNESS ALL BARRICADES USED TO SHIELD A HAZARD SHALL BE EQUIPPED WITH WARNING LIGHTS, TYPE A.

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.

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

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

ALL SIGNS OR PAVEMENT MARKINGS, TEMPORARY OR EXISTING, WHICH MAY CONFLICT WITH THE STAGING AND TRAFFIC CONTROL SHALL BE REMOVED.

STAGE 2

USH 53 NB TRAFFIC IS TRANSITIONED TO THE INSIDE (MEDIAN) LANE, WHICH REMAINS OPEN TO TRAFFIC. THE OUTSIDE LANE AND SHOULDER IS REPAIRED OR RESURFACED.

SHIFT TRAFFIC DRUMS BACK ACROSS USH 53 CENTERLINE WHEN NOT NEEDED FOR PAVING OR REPAIRING OPERATIONS.

USH 53 SB

BARRON ELECTRIC

MOSAIC TELECOM

TRAFFIC CONTROL AS PER SDD "TRAFFIC CONTROL, LANE CLOSURE, SPEEDS GREATER THAN 40 M.P.H. WITH BARRIER" DRUM SPACING IS 100' (TYP) PLACE TYPE III BARRICADE APPROXIMATELY EVERY 1/4 MILE ACROSS THE CLOSED LANE TO HELP ENFORCE THE DRUM LINE

100' TYP

MATCH LINE STA 812+25.00'NB'

MATCH LINE STA 827+00.00'NB'

815'NB'

USH 53 NB

820'NB'

825'NB'

R11-2L
48" X 30"
LANE CLOSED

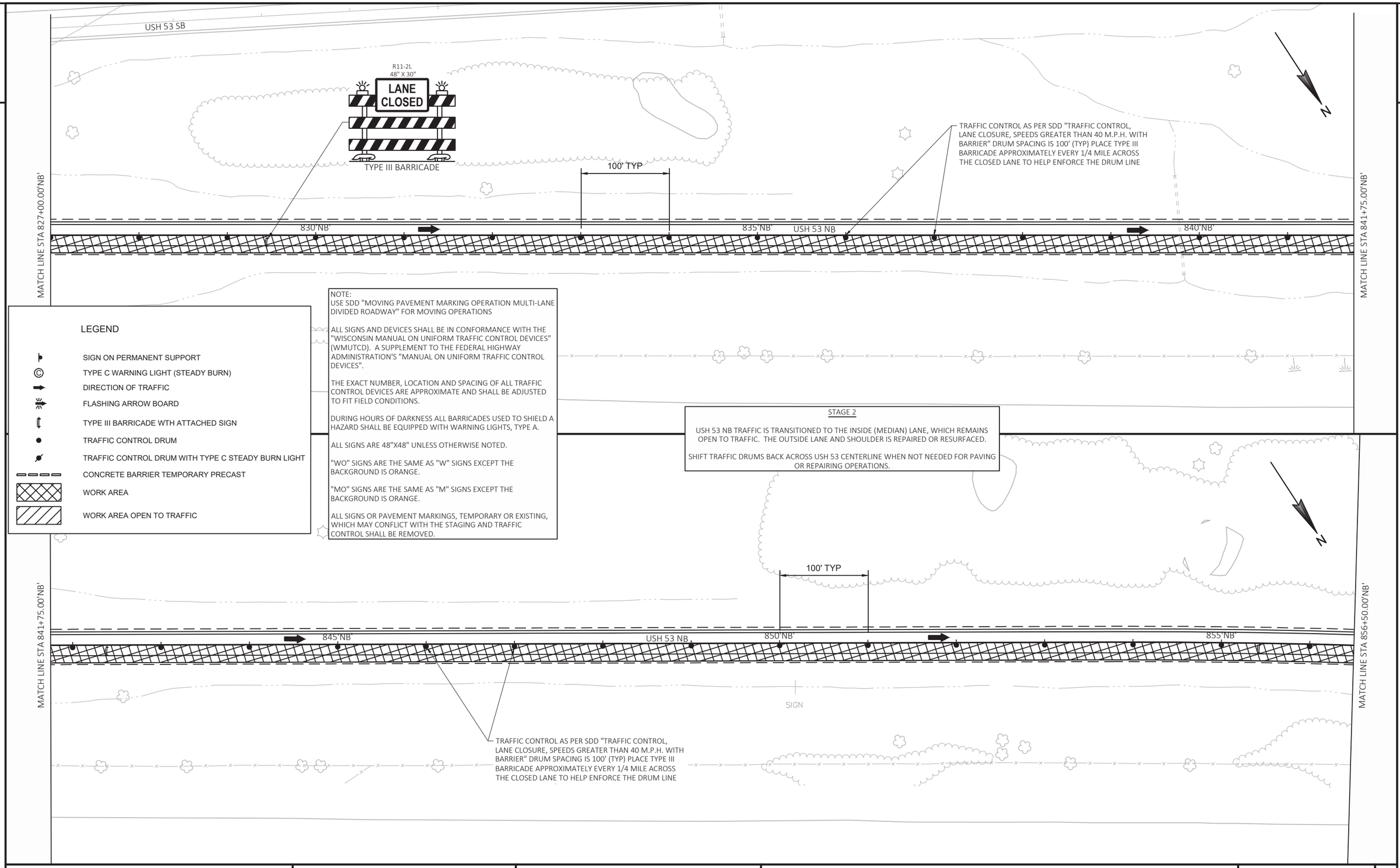
TYPE III BARRICADE

N

PROJECT NO: 1196-04-78,1196-05-77	HWY: USH 53	COUNTY: BARRON	TRAFFIC CONTROL STAGE 2	SHEET 84	E

FILE NAME : P:\UZ\W\WITNW\146423\C3D\11960408\SHEETSPLAN\025001_TC STAGE 2.DWG
LAYOUT NAME - 025001_TC STAGE 2 - 30
PLOT DATE : 8/1/2021 3:07 PM PLOT BY : NICK ENGH PLOT NAME : PLOT SCALE : **********
WISDOT/CADDS SHEET 44

2



LEGEND

- SIGN ON PERMANENT SUPPORT
- TYPE C WARNING LIGHT (STEADY BURN)
- DIRECTION OF TRAFFIC
- FLASHING ARROW BOARD
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- CONCRETE BARRIER TEMPORARY PRECAST
- WORK AREA
- WORK AREA OPEN TO TRAFFIC

NOTE:
USE SDD "MOVING PAVEMENT MARKING OPERATION MULTI-LANE DIVIDED ROADWAY" FOR MOVING OPERATIONS

ALL SIGNS AND DEVICES SHALL BE IN CONFORMANCE WITH THE "WISCONSIN MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES" (WMUTCD). A SUPPLEMENT TO THE FEDERAL HIGHWAY ADMINISTRATION'S "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES".

THE EXACT NUMBER, LOCATION AND SPACING OF ALL TRAFFIC CONTROL DEVICES ARE APPROXIMATE AND SHALL BE ADJUSTED TO FIT FIELD CONDITIONS.

DURING HOURS OF DARKNESS ALL BARRICADES USED TO SHIELD A HAZARD SHALL BE EQUIPPED WITH WARNING LIGHTS, TYPE A.

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.

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

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

ALL SIGNS OR PAVEMENT MARKINGS, TEMPORARY OR EXISTING, WHICH MAY CONFLICT WITH THE STAGING AND TRAFFIC CONTROL SHALL BE REMOVED.

STAGE 2

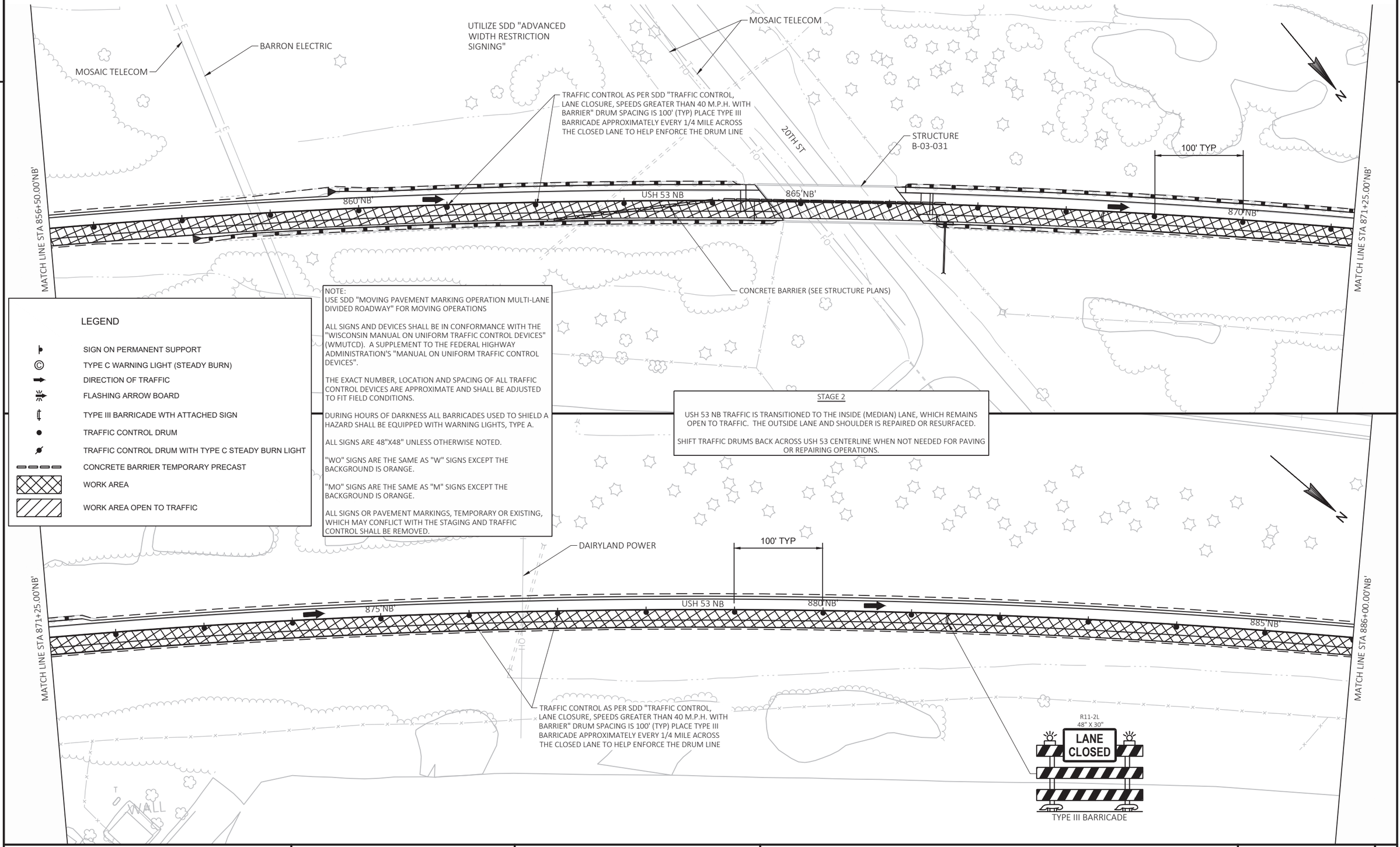
USH 53 NB TRAFFIC IS TRANSITIONED TO THE INSIDE (MEDIAN) LANE, WHICH REMAINS OPEN TO TRAFFIC. THE OUTSIDE LANE AND SHOULDER IS REPAIRED OR RESURFACED.

SHIFT TRAFFIC DRUMS BACK ACROSS USH 53 CENTERLINE WHEN NOT NEEDED FOR PAVING OR REPAIRING OPERATIONS.

PROJECT NO: 1196-04-78,1196-05-77	HWY: USH 53	COUNTY: BARRON	TRAFFIC CONTROL STAGE 2	SHEET 85	E

FILE NAME : P:\UZ\W\WITNW\146423\C3D\11960408\SHEETSPLAN\025001_TC STAGE 2.DWG
LAYOUT NAME - 025001_TC STAGE 2 - 31
PLOT DATE : 8/1/2021 3:10 PM
PLOT BY : NICK ENGH
PLOT NAME :
PLOT SCALE : **********
WISDOT/CADDS SHEET 44

2



2

LEGEND

- SIGN ON PERMANENT SUPPORT
- TYPE C WARNING LIGHT (STEADY BURN)
- DIRECTION OF TRAFFIC
- FLASHING ARROW BOARD
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- CONCRETE BARRIER TEMPORARY PRECAST
- WORK AREA
- WORK AREA OPEN TO TRAFFIC

NOTE:
USE SDD "MOVING PAVEMENT MARKING OPERATION MULTI-LANE DIVIDED ROADWAY" FOR MOVING OPERATIONS

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STAGE 2

USH 53 NB TRAFFIC IS TRANSITIONED TO THE INSIDE (MEDIAN) LANE, WHICH REMAINS OPEN TO TRAFFIC. THE OUTSIDE LANE AND SHOULDER IS REPAIRED OR RESURFACED.

SHIFT TRAFFIC DRUMS BACK ACROSS USH 53 CENTERLINE WHEN NOT NEEDED FOR PAVING OR REPAIRING OPERATIONS.

PROJECT NO: 1196-04-78,1196-05-77	HWY: USH 53	COUNTY: BARRON	TRAFFIC CONTROL STAGE 2	SHEET 86	E

2

2

USH 53 SB

890'SB'

895'SB'

900'SB'

100' TYP

USH 53 NB

890'NB'

895'NB'

900'NB'

MATCH LINE STA 886+00.00'NB'

MATCH LINE STA 900+75.00'NB'

TRAFFIC CONTROL AS PER SDD "TRAFFIC CONTROL, LANE CLOSURE, SPEEDS GREATER THAN 40 M.P.H. WITH BARRIER" DRUM SPACING IS 100' (TYP) PLACE TYPE III BARRICADE APPROXIMATELY EVERY 1/4 MILE ACROSS THE CLOSED LANE TO HELP ENFORCE THE DRUM LINE

R11-2L
48" X 30"
LANE CLOSED

TYPE III BARRICADE

LEGEND

- SIGN ON PERMANENT SUPPORT
- TYPE C WARNING LIGHT (STEADY BURN)
- DIRECTION OF TRAFFIC
- FLASHING ARROW BOARD
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- CONCRETE BARRIER TEMPORARY PRECAST
- WORK AREA
- WORK AREA OPEN TO TRAFFIC

NOTE:
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STAGE 2

USH 53 NB TRAFFIC IS TRANSITIONED TO THE INSIDE (MEDIAN) LANE, WHICH REMAINS OPEN TO TRAFFIC. THE OUTSIDE LANE AND SHOULDER IS REPAIRED OR RESURFACED.

SHIFT TRAFFIC DRUMS BACK ACROSS USH 53 CENTERLINE WHEN NOT NEEDED FOR PAVING OR REPAIRING OPERATIONS.

USH 53 SB

910'SB'

915'SB'

100' TYP

USH 53 NB

905'NB'

910'NB'

915'NB'

MATCH LINE STA 900+75.00'NB'

MATCH LINE STA 915+50.00'NB'

SIGN

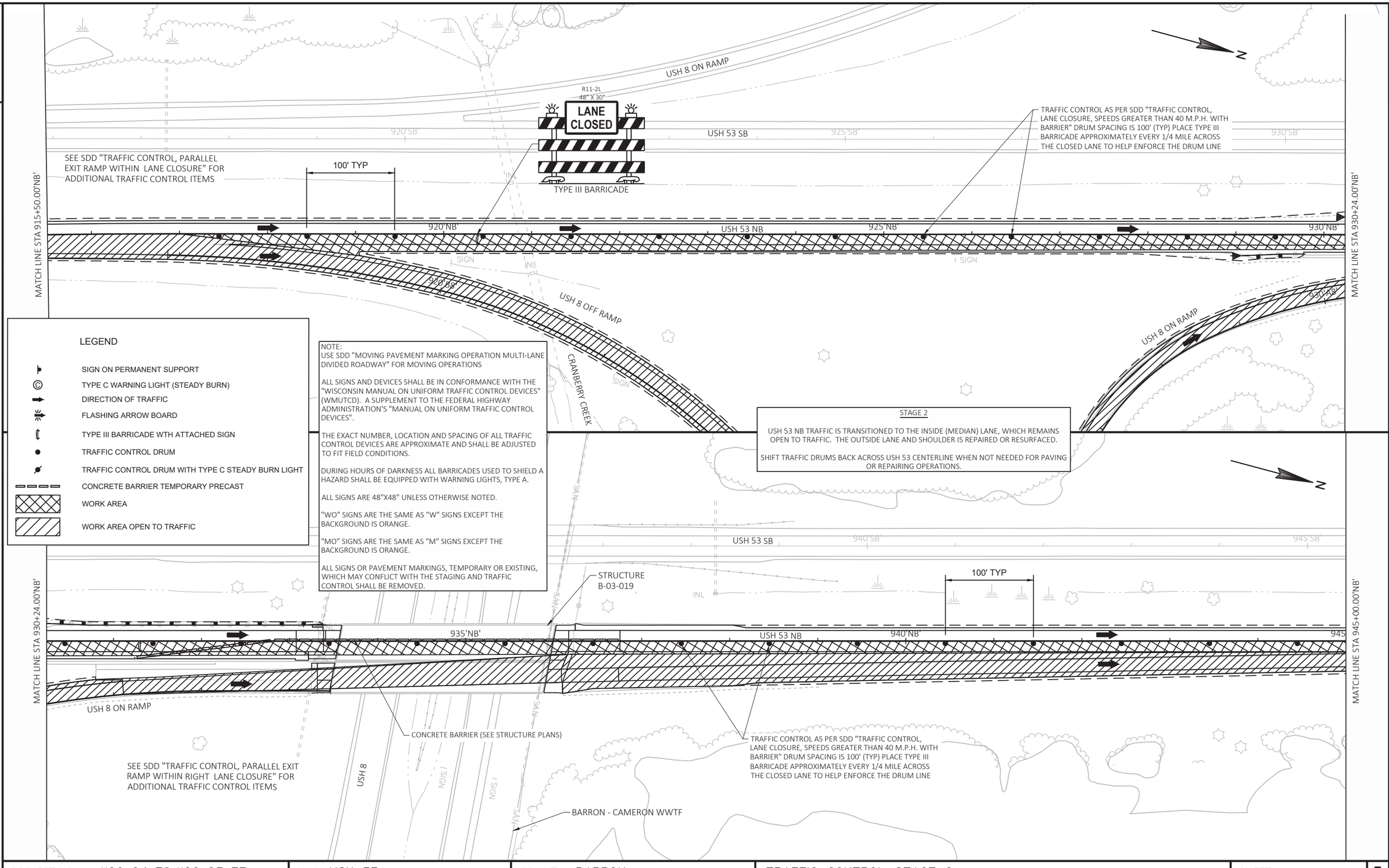
SIGN

TRAFFIC CONTROL AS PER SDD "TRAFFIC CONTROL, LANE CLOSURE, SPEEDS GREATER THAN 40 M.P.H. WITH BARRIER" DRUM SPACING IS 100' (TYP) PLACE TYPE III BARRICADE APPROXIMATELY EVERY 1/4 MILE ACROSS THE CLOSED LANE TO HELP ENFORCE THE DRUM LINE

PROJECT NO: 1196-04-78,1196-05-77	HWY: USH 53	COUNTY: BARRON	TRAFFIC CONTROL STAGE 2	SHEET 87	E

FILE NAME : P:\UZ\W\WITNW\146423\C3D\11960408\SHEETSPLAN\025001_TC STAGE 2.DWG
LAYOUT NAME - 025001_TC STAGE 2 - 33
PLOT DATE : 8/1/2021 3:17 PM
PLOT BY : NICK ENGH
PLOT NAME :
PLOT SCALE : **********
WISDOT/CADDS SHEET 44

2



PROJECT NO: 1196-04-78,1196-05-77	HWY: USH 53	COUNTY: BARRON	TRAFFIC CONTROL STAGE 2	SHEET 88	E

FILE NAME : P:\UZ\W\WITNW\146423\C3D\11960408\SHEETSPLAN\025001_TC STAGE 2.DWG
LAYOUT NAME - 025001_TC STAGE 2 - 34
PLOT DATE : 8/1/2021 3:18 PM PLOT BY : NICK ENGH PLOT NAME : PLOT SCALE : **********
WISDOT/CADDS SHEET 44

2

100' TYP

925'NB'

USH 53 NB

930'NB'

935'NB'

2

TRAFFIC CONTROL AS PER SDD "TRAFFIC CONTROL, LANE CLOSURE, SPEEDS GREATER THAN 40 M.P.H. WITH BARRIER" DRUM SPACING IS 100' (TYP) PLACE TYPE III BARRICADE APPROXIMATELY EVERY 1/4 MILE ACROSS THE CLOSED LANE TO HELP ENFORCE THE DRUM LINE

930'AB'

USH 8 ON RAMP

USH 8 ON RAMP WILL BE CLOSED DURING B-03-0038 CONCRETE OVERLAY TRAFFIC SHOULD USE US 53 SOUTH TO EXIT 126 THEN USE CTH I ON RAMP TO US 53 NORTH.

USH 8 OFF RAMP

925'BB'

N

NOTE:
USE SDD "MOVING PAVEMENT MARKING OPERATION MULTI-LANE DIVIDED ROADWAY" FOR MOVING OPERATIONS

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LEGEND

- SIGN ON PERMANENT SUPPORT
- TYPE C WARNING LIGHT (STEADY BURN)
- DIRECTION OF TRAFFIC
- FLASHING ARROW BOARD
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- CONCRETE BARRIER TEMPORARY PRECAST
- WORK AREA
- WORK AREA OPEN TO TRAFFIC

STAGE 2

USH 53 NB TRAFFIC IS TRANSITIONED TO THE INSIDE (MEDIAN) LANE, WHICH REMAINS OPEN TO TRAFFIC. THE OUTSIDE LANE AND SHOULDER IS REPAIRED OR RESURFACED.

SHIFT TRAFFIC DRUMS BACK ACROSS USH 53 CENTERLINE WHEN NOT NEEDED FOR PAVING OR REPAIRING OPERATIONS.

920'AB'

USH 8

PROJECT NO: 1196-04-78,1196-05-77	HWY: USH 53	COUNTY: BARRON	TRAFFIC CONTROL STAGE 2	SHEET 89	E

FILE NAME : P:\UZ\W\WITNW\146423\C3D\11960408\SHEETSPLAN\025001_TC STAGE 2.DWG
LAYOUT NAME - 35

PLOT DATE : 8/1/2021 3:19 PM PLOT BY : NICK ENGH PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

SEE SDD" TRAFFIC CONTROL, PARALLEL ENTRANCE RAMP WITHIN LANE CLOSURE" FOR ADDITIONAL TRAFFIC CONTROL ITEMS

SIGN

USH 8 OFF RAMP

SIGN

SIGN

SIGN

N

950'SB'

960'SB'

USH 53 SB

TRAFFIC CONTROL AS PER SDD "TRAFFIC CONTROL, LANE CLOSURE, SPEEDS GREATER THAN 40 M.P.H. WITH BARRIER" DRUM SPACING IS 100' (TYP) PLACE TYPE III BARRICADE APPROXIMATELY EVERY 1/4 MILE ACROSS THE CLOSED LANE TO HELP ENFORCE THE DRUM LINE

100' TYP

INL

MATCH LINE STA 945+00.00'NB'

NB'

950'NB'

USH 53 NB

955'NB'

MATCH LINE STA 959+75.00'NB'

R11-2L
48" X 30"

LANE CLOSED

TYPE III BARRICADE

LEGEND

- SIGN ON PERMANENT SUPPORT
- TYPE C WARNING LIGHT (STEADY BURN)
- DIRECTION OF TRAFFIC
- FLASHING ARROW BOARD
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
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STAGE 2

USH 53 NB TRAFFIC IS TRANSITIONED TO THE INSIDE (MEDIAN) LANE, WHICH REMAINS OPEN TO TRAFFIC. THE OUTSIDE LANE AND SHOULDER IS REPAIRED OR RESURFACED.

SHIFT TRAFFIC DRUMS BACK ACROSS USH 53 CENTERLINE WHEN NOT NEEDED FOR PAVING OR REPAIRING OPERATIONS.

SIGN

N

END PROJECT 1196-04-78
STA 969+85.00 'NB'

970'SB'

975'SB'

USH 53 SB

100' TYP

INL

MATCH LINE STA 959+75.00'NB'

USH 53 NB

960'NB'

965'NB'

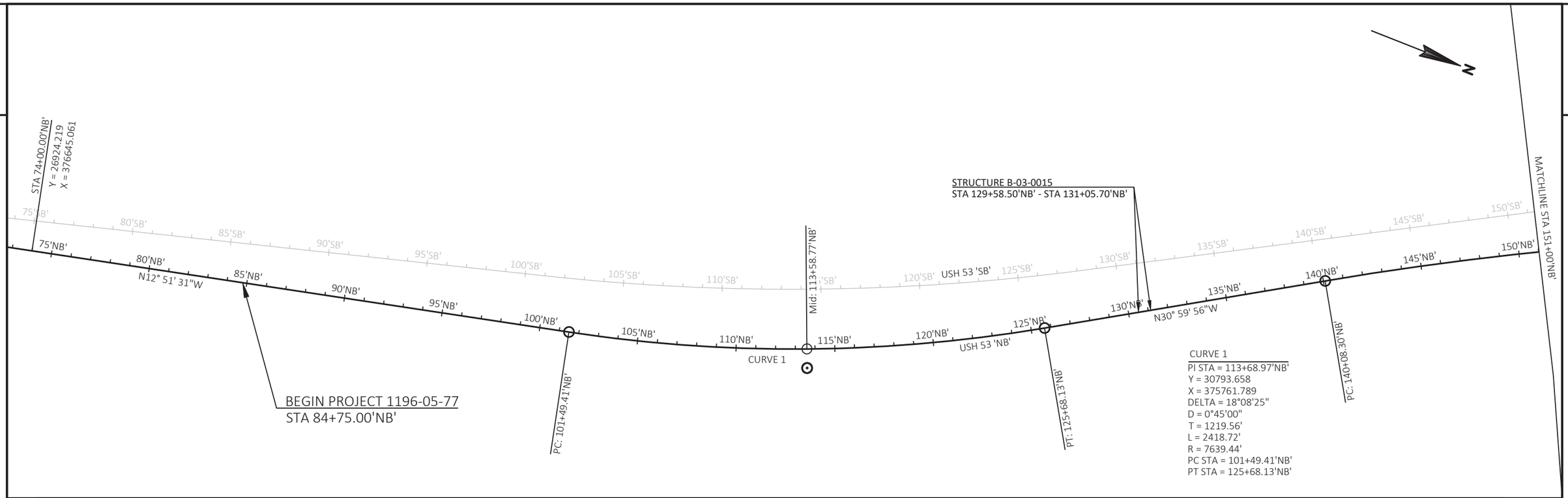
970'NB'

975

TRAFFIC CONTROL AS PER SDD "TRAFFIC CONTROL, LANE CLOSURE, SPEEDS GREATER THAN 40 M.P.H. WITH BARRIER" DRUM SPACING IS 100' (TYP) PLACE TYPE III BARRICADE APPROXIMATELY EVERY 1/4 MILE ACROSS THE CLOSED LANE TO HELP ENFORCE THE DRUM LINE

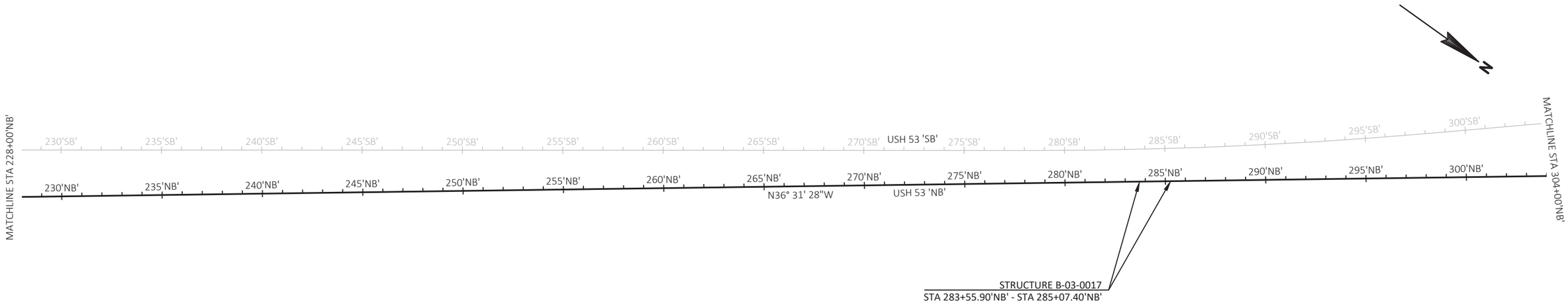
PROJECT NO: 1196-04-78,1196-05-77	HWY: USH 53	COUNTY: BARRON	TRAFFIC CONTROL STAGE 2	SHEET 90	E

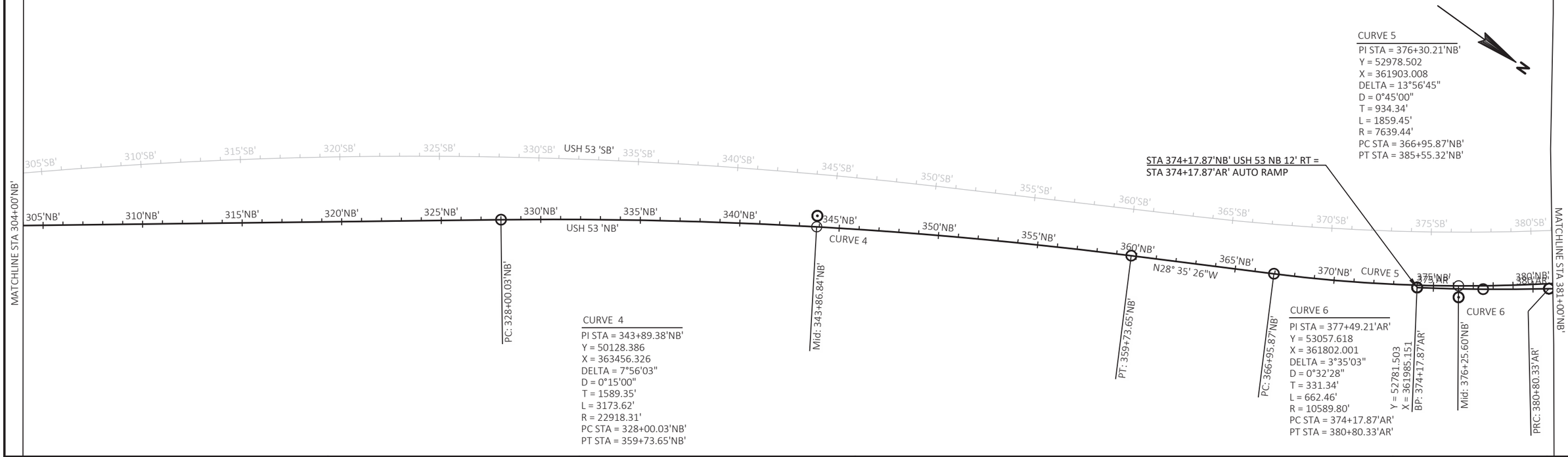
FILE NAME : P:\UZ\W\WITNW\146423\C3D\11960408\SHEETSPLAN\025001_TC STAGE 2.DWG
LAYOUT NAME - 025001_TC STAGE 2 - 36
PLOT DATE : 8/1/2021 3:20 PM
PLOT BY : NICK ENGH
PLOT NAME :
PLOT SCALE : **********
WISDOT/CADDS SHEET 44



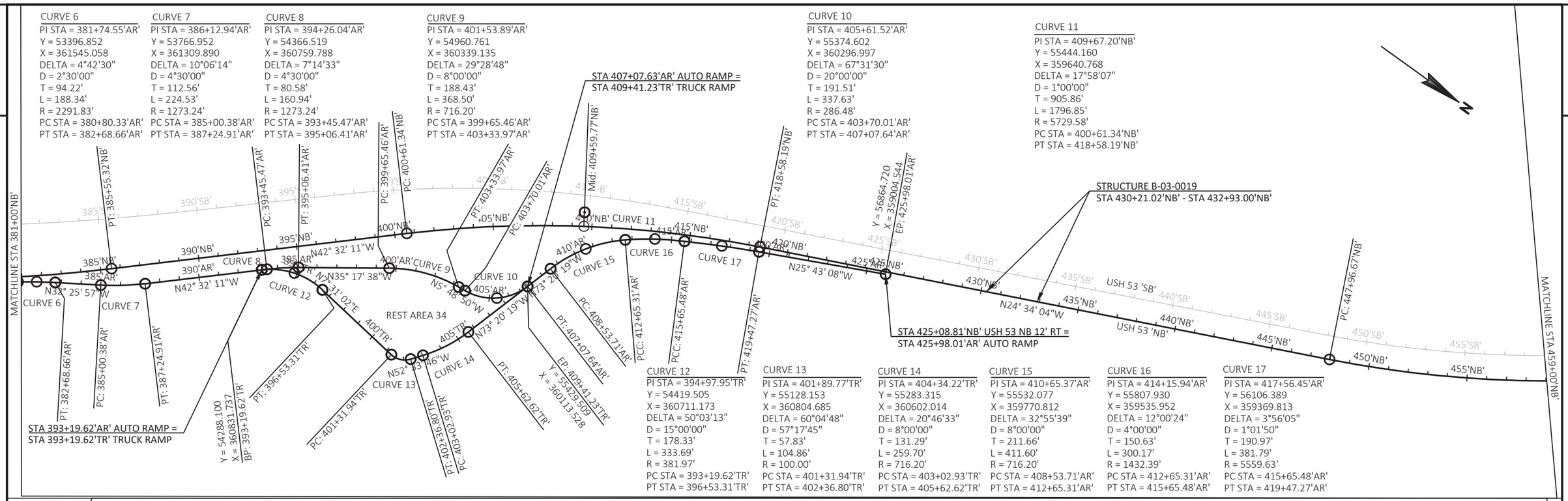
PROJECT NO: 1196-04-78,1196-05-77	HWY: USH 53	COUNTY: BARRON	ALIGNMENT	SHEET 91	E

2

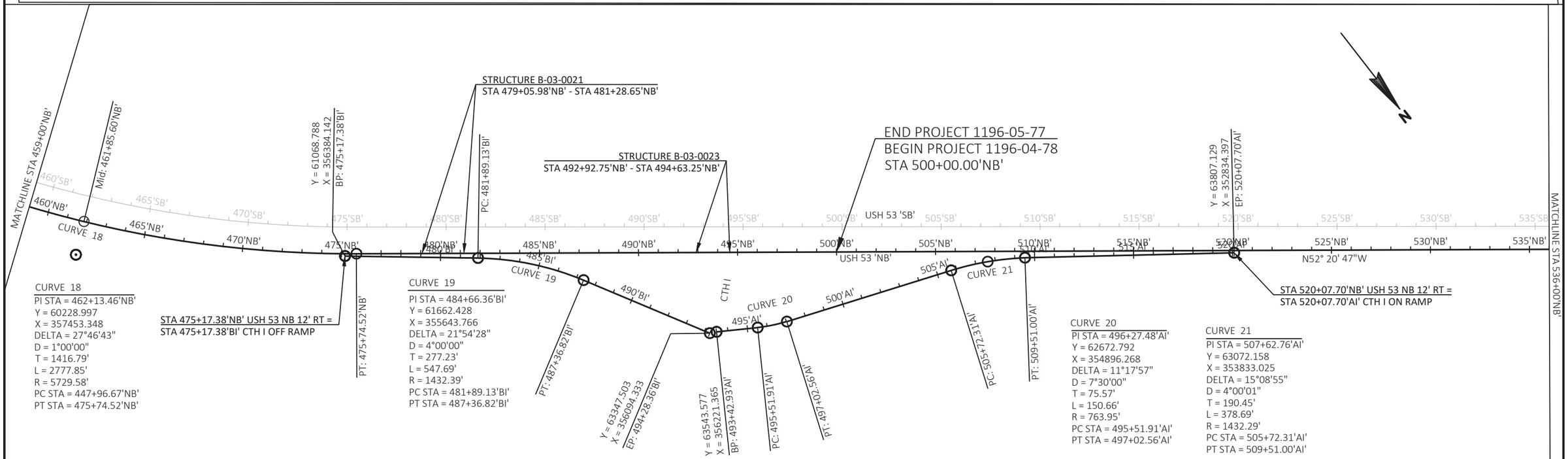




PROJECT NO: 1196-04-78,1196-05-77	HWY: USH 53	COUNTY: BARRON	ALIGNMENT	SHEET 92	E



CURVE 12	CURVE 13	CURVE 14	CURVE 15	CURVE 16	CURVE 17
PI STA = 394+97.95'TR'	PI STA = 401+89.77'TR'	PI STA = 404+34.22'TR'	PI STA = 410+65.37'AR'	PI STA = 414+15.94'AR'	PI STA = 417+56.45'AR'
Y = 54419.505	Y = 55128.153	Y = 55283.315	Y = 55532.077	Y = 55807.930	Y = 56106.389
X = 360711.173	X = 360804.685	X = 360602.014	X = 359770.812	X = 359535.952	X = 359369.813
DELTA = 50°03'13"	DELTA = 60°04'48"	DELTA = 20°46'33"	DELTA = 32°55'39"	DELTA = 12°00'24"	DELTA = 3°56'05"
D = 15°00'00"	D = 57°17'45"	D = 8°00'00"	D = 8°00'00"	D = 4°00'00"	D = 1°01'50"
T = 178.33'	T = 57.83'	T = 131.29'	T = 211.66'	T = 150.63'	T = 190.97'
L = 333.69'	L = 104.86'	L = 259.70'	L = 411.60'	L = 300.17'	L = 381.79'
R = 381.97'	R = 100.00'	R = 716.20'	R = 716.20'	R = 1432.39'	R = 5559.63'
PC STA = 393+19.62'TR'	PC STA = 401+31.94'TR'	PC STA = 403+02.93'TR'	PC STA = 408+53.71'AR'	PC STA = 412+65.31'AR'	PC STA = 415+65.48'AR'
PT STA = 396+53.31'TR'	PT STA = 402+36.80'TR'	PT STA = 405+62.62'TR'	PT STA = 412+65.31'AR'	PT STA = 415+65.48'AR'	PT STA = 419+47.27'AR'



CURVE 18	CURVE 19	CURVE 20	CURVE 21
PI STA = 462+13.46'NB'	PI STA = 484+66.36'BI'	PI STA = 496+27.48'AI'	PI STA = 507+62.76'AI'
Y = 60228.997	Y = 61662.428	Y = 62672.792	Y = 63072.158
X = 357453.348	X = 355643.766	X = 354896.268	X = 353833.025
DELTA = 27°46'43"	DELTA = 21°54'28"	DELTA = 11°17'57"	DELTA = 15°08'55"
D = 1°00'00"	D = 4°00'00"	D = 7°30'00"	D = 4°00'01"
T = 1416.79'	T = 277.23'	T = 75.57'	T = 190.45'
L = 2777.85'	L = 547.69'	L = 150.66'	L = 378.69'
R = 5729.58'	R = 1432.39'	R = 763.95'	R = 1432.29'
PC STA = 447+96.67'NB'	PC STA = 481+89.13'BI'	PC STA = 495+51.91'AI'	PC STA = 505+72.31'AI'
PT STA = 475+74.52'NB'	PT STA = 487+36.82'BI'	PT STA = 497+02.56'AI'	PT STA = 509+51.00'AI'

STA 475+17.38'NB' USH 53 NB 12' RT =
STA 475+17.38'BI' CTH I OFF RAMP

STA 520+07.70'NB' USH 53 NB 12' RT =
STA 520+07.70'AI' CTH I ON RAMP

PROJECT NO: 1196-04-78,1196-05-77	HWY: USH 53	COUNTY: BARRON	ALIGNMENT	SHEET 93	E

2

STRUCTURE B-03-0025
STA 554+72.71'NB' - STA 556+23.54'NB'

CURVE 22
PI STA = 560+56.47'NB'
Y = 66276.004
X = 349616.340
DELTA = 45°29'24"
D = 1°15'00"
T = 1921.61'
L = 3639.19'
R = 4583.66'
PC STA = 541+34.86'NB'
PT STA = 577+74.05'NB'

CURVE 23
PI STA = 621+09.60'NB'
Y = 72488.423
X = 348869.346
DELTA = 37°44'34"
D = 1°30'00"
T = 1305.65'
L = 2516.18'
R = 3819.72'
PC STA = 608+03.95'NB'
PT STA = 633+20.13'NB'

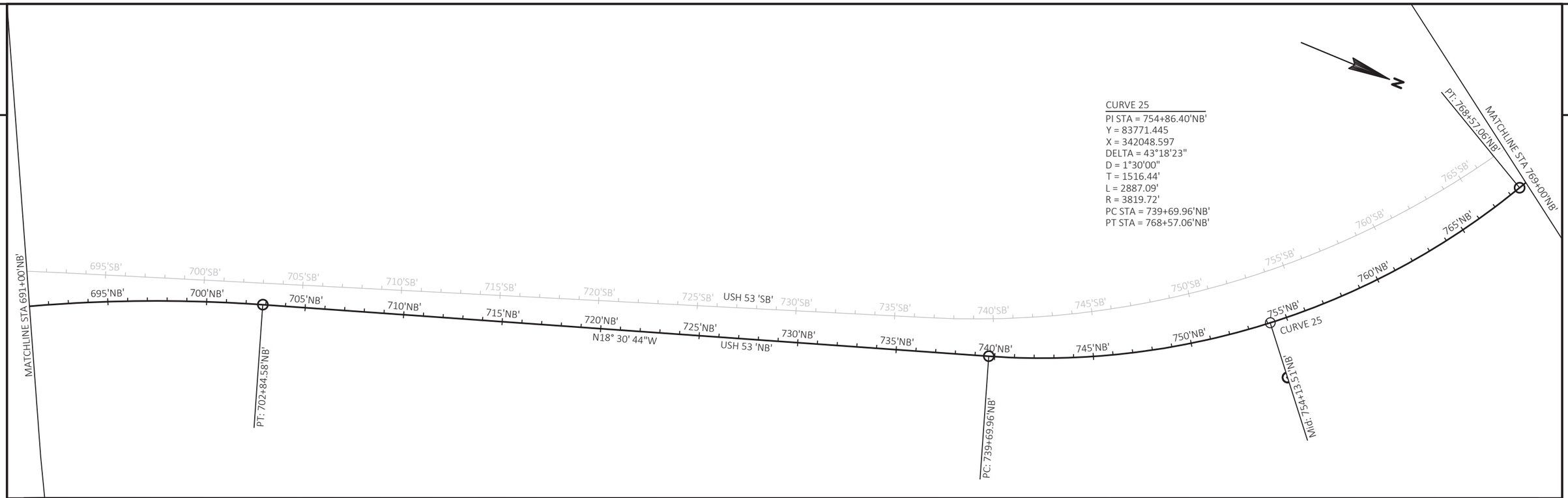
CURVE 24
PI STA = 685+76.13'NB'
Y = 77160.560
X = 344262.136
DELTA = 26°05'13"
D = 0°45'00"
T = 1769.81'
L = 3478.25'
R = 7639.44'
PC STA = 668+06.33'NB'
PT STA = 702+84.58'NB'

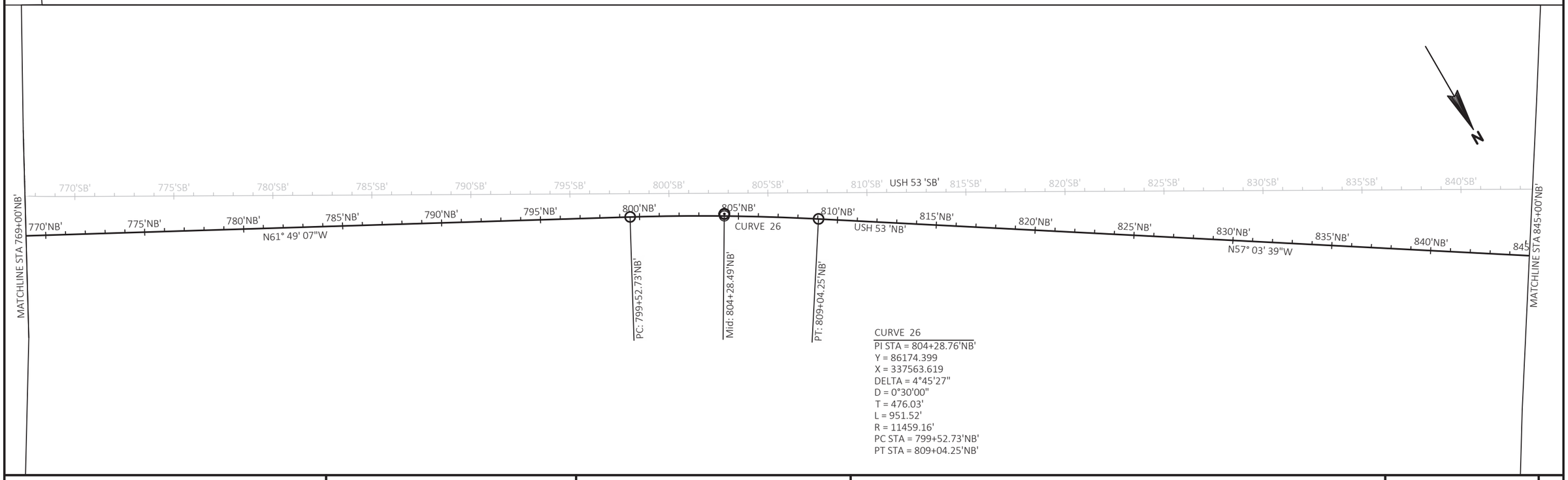
PROJECT NO: 1196-04-78,1196-05-77	HWY: USH 53	COUNTY: BARRON	ALIGNMENT	SHEET 94	E

FILE NAME : P:\UZ\W\WITNW\146423\C3D\11960408\SHEETSPLAN\027201-AD.DWG
LAYOUT NAME - 04

PLOT DATE : 8/1/2021 3:21 PM PLOT BY : NICK ENGH PLOT NAME : PLOT SCALE : 1 IN:500 FT

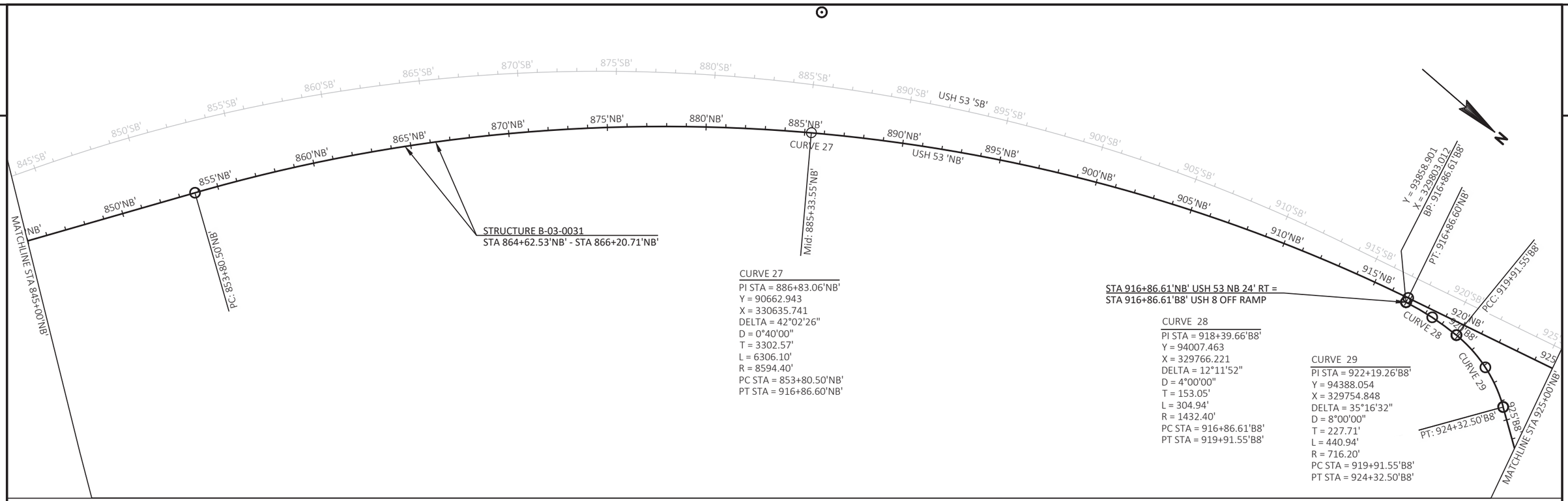
2

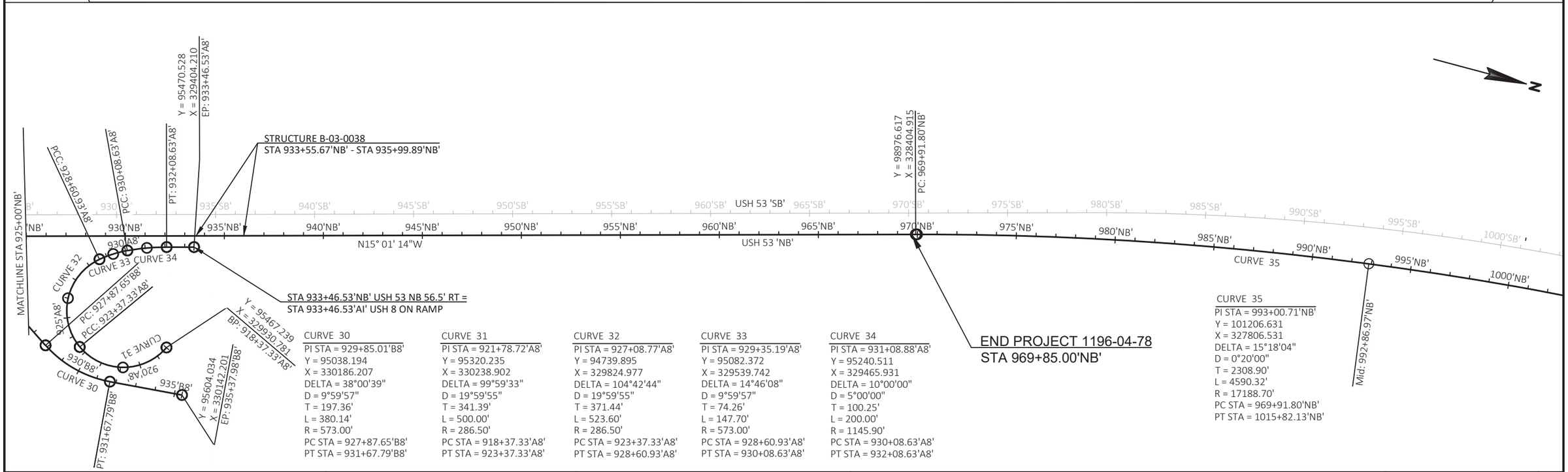




PROJECT NO: 1196-04-78,1196-05-77	HWY: USH 53	COUNTY: BARRON	ALIGNMENT	SHEET 95	E

2





CURVE 30
PI STA = 929+85.01'B8'
Y = 95038.194
X = 330186.207
DELTA = 38°00'39"
D = 9°59'57"
T = 197.36'
L = 380.14'
R = 573.00'
PC STA = 927+87.65'B8'
PT STA = 931+67.79'B8'

CURVE 31
PI STA = 921+78.72'A8'
Y = 95320.235
X = 330238.902
DELTA = 99°59'33"
D = 19°59'55"
T = 341.39'
L = 500.00'
R = 286.50'
PC STA = 918+37.33'A8'
PT STA = 923+37.33'A8'

CURVE 32
PI STA = 927+08.77'A8'
Y = 94739.895
X = 329824.977
DELTA = 104°42'44"
D = 19°59'55"
T = 371.44'
L = 523.60'
R = 286.50'
PC STA = 923+37.33'A8'
PT STA = 928+60.93'A8'

CURVE 33
PI STA = 929+35.19'A8'
Y = 95082.372
X = 329539.742
DELTA = 14°46'08"
D = 9°59'57"
T = 74.26'
L = 147.70'
R = 573.00'
PC STA = 928+60.93'A8'
PT STA = 930+08.63'A8'

CURVE 34
PI STA = 931+08.88'A8'
Y = 95240.511
X = 329465.931
DELTA = 10°00'00"
D = 5°00'00"
T = 100.25'
L = 200.00'
R = 1145.90'
PC STA = 930+08.63'A8'
PT STA = 932+08.63'A8'

CURVE 35
PI STA = 993+00.71'NB'
Y = 101206.631
X = 327806.531
DELTA = 15°18'04"
D = 0°20'00"
T = 2308.90'
L = 4590.32'
R = 17188.70'
PC STA = 969+91.80'NB'
PT STA = 1015+82.13'NB'

PROJECT NO: 1196-04-78,1196-05-77	HWY: USH 53	COUNTY: BARRON	ALIGNMENT	SHEET 96	E

					1196-04-78	1196-05-77
Line	Item	Item Description	Unit	Total	Qty	Qty
0002	203.0220	Removing Structure (structure) 01. B-03-0015	EACH	1.000		1.000
0004	203.0220	Removing Structure (structure) 02. B-03-0019	EACH	1.000		1.000
0006	203.0330	Debris Containment (structure) 01. B-03-0025	EACH	1.000	1.000	
0008	203.0330	Debris Containment (structure) 02. B-03-0031	EACH	1.000	1.000	
0010	203.0330	Debris Containment (structure) 03. B-03-0038	EACH	1.000	1.000	
0012	203.0330	Debris Containment (structure) 04. B-03-0015	EACH	1.000		1.000
0014	203.0330	Debris Containment (structure) 05. B-03-0017	EACH	1.000		1.000
0016	203.0330	Debris Containment (structure) 06. B-03-0019	EACH	1.000		1.000
0018	203.0330	Debris Containment (structure) 07. B-03-0023	EACH	1.000		1.000
0020	203.0335	Debris Containment Over Waterway (structure) 01. B-03-0021	EACH	1.000		1.000
0022	204.0100	Removing Concrete Pavement	SY	1,259.000	599.000	660.000
0024	204.0105	Removing Pavement Butt Joints	SY	2,184.000	264.000	1,920.000
0026	204.0115	Removing Asphaltic Surface Butt Joints	SY	10,482.000	4,794.000	5,688.000
0028	204.0120	Removing Asphaltic Surface Milling	SY	357,021.000	195,785.000	161,236.000
0030	204.0126.S	Removing Asphaltic Longitudinal Notched Wedge Joint Milling	LF	88,510.000	46,985.000	41,525.000
0032	204.0150	Removing Curb & Gutter	LF	24.000	8.000	16.000
0034	204.0180	Removing Delineators and Markers	EACH	280.000	169.000	111.000
0036	204.0190	Removing Surface Drains	EACH	12.000	3.000	9.000
0038	204.0220	Removing Inlets	EACH	8.000	2.000	6.000
0040	204.0280	Sealing Pipes	EACH	8.000	2.000	6.000
0042	205.0100	Excavation Common	CY	323.000	89.000	234.000
0044	206.1000	Excavation for Structures Bridges (structure) 01. B-03-0019	LS	1.000		1.000
0046	208.0100	Borrow	CY	489.000	266.000	223.000
0048	210.1500	Backfill Structure Type A	TON	45.000		45.000
0050	211.0100	Prepare Foundation for Asphaltic Paving (project) 01. 1196-04-78	LS	1.000	1.000	
0052	211.0100	Prepare Foundation for Asphaltic Paving (project) 02. 1196-05-77	LS	1.000		1.000
0054	211.0400	Prepare Foundation for Asphaltic Shoulders	STA	1,905.000	1,003.000	902.000
0056	213.0100	Finishing Roadway (project) 01. 1196-04-78	EACH	1.000	1.000	
0058	213.0100	Finishing Roadway (project) 02. 1196-05-77	EACH	1.000		1.000
0060	305.0110	Base Aggregate Dense 3/4-Inch	TON	8,955.000	3,520.000	5,435.000
0062	305.0120	Base Aggregate Dense 1 1/4-Inch	TON	668.000	256.000	412.000
0064	415.0070	Concrete Pavement 7-Inch	SY	614.000	263.000	351.000
0066	415.0410	Concrete Pavement Approach Slab	SY	1,086.000	426.000	660.000
0068	455.0605	Tack Coat	GAL	41,829.000	22,465.000	19,364.000
0070	460.0115.S	HMA Pavement Test Strips Volumetrics	EACH	1.000	0.500	0.500
0072	460.0120.S	HMA Pavement Test Strips Density	EACH	1.000	0.500	0.500
0074	460.2000	Incentive Density HMA Pavement	DOL	14,620.000	7,460.000	7,160.000
0076	460.2005	Incentive Density PWL HMA Pavement	DOL	18,300.000	10,520.000	7,780.000
0078	460.2007	Incentive Density HMA Pavement Longitudinal Joints	DOL	43,090.000	23,090.000	20,000.000
0080	460.2010	Incentive Air Voids HMA Pavement	DOL	20,490.000	11,650.000	8,840.000
0082	460.6644	HMA Pavement 4 MT 58-34 V	TON	2,335.000		2,335.000
0084	460.6645	HMA Pavement 5 MT 58-34 V	TON	20,490.000	11,650.000	8,840.000
0086	460.8644	HMA Pavement 4 SMA 58-34 V	TON	25,601.000	13,655.000	11,946.000
0088	460.9000.S	Material Transfer Vehicle 01. Project 1196-04-78	EACH	1.000	1.000	
0090	460.9000.S	Material Transfer Vehicle 02. Project 1196-05-77	EACH	1.000		1.000
0092	465.0105	Asphaltic Surface	TON	7,595.000	3,910.000	3,685.000
0094	465.0110	Asphaltic Surface Patching	TON	74.000		74.000
0096	465.0125	Asphaltic Surface Temporary	TON	65.000	15.000	50.000
0098	465.0400	Asphaltic Shoulder Rumble Strips	LF	166,125.000	88,620.000	77,505.000

					1196-04-78	1196-05-77
Line	Item	Item Description	Unit	Total	Qty	Qty
0100	465.0450	Asphaltic Intersection Rumble Strips	SY	135.000		135.000
0102	502.0100	Concrete Masonry Bridges	CY	478.000	29.000	449.000
0104	502.3101	Expansion Device	LF	565.000	267.000	298.000
0106	502.3200	Protective Surface Treatment	SY	1,235.000		1,235.000
0108	502.3205	Pigmented Surface Sealer Reseal	SY	1,735.000	737.000	998.000
0110	502.3215	Protective Surface Treatment Reseal	SY	6,674.000	3,408.000	3,266.000
0112	502.4205	Adhesive Anchors No. 5 Bar	EACH	559.000	257.000	302.000
0114	502.4207	Adhesive Anchors No. 7 Bar	EACH	99.000		99.000
0116	505.0600	Bar Steel Reinforcement HS Coated Structures	LB	114,830.000	10,770.000	104,060.000
0118	505.0904	Bar Couplers No. 4	EACH	6.000		6.000
0120	505.0905	Bar Couplers No. 5	EACH	884.000	9.000	875.000
0122	505.0906	Bar Couplers No. 6	EACH	52.000	39.000	13.000
0124	506.6000	Bearing Assemblies Expansion (structure) 01. B-03-0019	EACH	10.000		10.000
0126	506.7050.S	Removing Bearings (structure) 01. B-03-0019	EACH	10.000		10.000
0128	509.0301	Preparation Decks Type 1	SY	595.000	320.000	275.000
0130	509.0302	Preparation Decks Type 2	SY	290.000	155.000	135.000
0132	509.0500	Cleaning Decks	SY	675.000		675.000
0134	509.0505.S	Cleaning Decks to Reapply Concrete Masonry Overlay	SY	5,958.000	3,383.000	2,575.000
0136	509.1000	Joint Repair	SY	158.000	120.000	38.000
0138	509.1500	Concrete Surface Repair	SF	9.000	4.000	5.000
0140	509.2000	Full-Depth Deck Repair	SY	99.000	42.000	57.000
0142	509.2500	Concrete Masonry Overlay Decks	CY	450.000	259.000	191.000
0144	509.9005.S	Removing Concrete Masonry Deck Overlay (structure) 01. B-03-0025	SY	670.000	670.000	
0146	509.9005.S	Removing Concrete Masonry Deck Overlay (structure) 02. B-03-0031	SY	703.000	703.000	
0148	509.9005.S	Removing Concrete Masonry Deck Overlay (structure) 03. B-03-0038	SY	2,010.000	2,010.000	
0150	509.9005.S	Removing Concrete Masonry Deck Overlay (structure) 04. B-03-0021	SY	1,160.000		1,160.000
0152	509.9005.S	Removing Concrete Masonry Deck Overlay (structure) 05. B-03-0023	SY	760.000		760.000
0154	509.9005.S	Removing Concrete Masonry Deck Overlay (structure) 06. B-03-0015	SY	655.000		655.000
0156	509.9050.S	Cleaning Parapets	LF	2,875.000	1,441.000	1,434.000
0158	513.4056	Railing Tubular Type H	LF	872.000		872.000
0160	513.9006.S	Removing and Resetting Tubular Railing (structure) 01. B-03-0031	EACH	1.000	1.000	
0162	513.9006.S	Removing and Resetting Tubular Railing (structure) 02. B-03-0015	EACH	1.000		1.000
0164	516.0500	Rubberized Membrane Waterproofing	SY	16.000		16.000
0166	517.0901.S	Preparation and Coating of Top Flanges (structure) 01. B-03-0038	EACH	1.000	1.000	
0168	517.0901.S	Preparation and Coating of Top Flanges (structure) 02. B-03-0019	EACH	1.000		1.000
0170	520.8700	Cleaning Culvert Pipes	EACH	15.000	7.000	8.000
0172	521.1015	Apron Endwalls for Culvert Pipe Steel 15-Inch	EACH	8.000	2.000	6.000
0174	524.0136	Culvert Pipe Salvaged 36-Inch	LF	18.000		18.000
0176	524.0630	Apron Endwalls for Culvert Pipe Salvaged 30-Inch	EACH	1.000		1.000
0178	524.0636	Apron Endwalls for Culvert Pipe Salvaged 36-Inch	EACH	1.000		1.000
0180	601.0409	Concrete Curb & Gutter 30-Inch Type A	LF	24.000	8.000	16.000
0182	601.0588	Concrete Curb & Gutter 4-Inch Sloped 36-Inch Type TBT	LF	393.000	81.000	312.000
0184	601.0590	Concrete Curb & Gutter 4-Inch Sloped 36-Inch Type TBTT	LF	36.000		36.000
0186	603.8000	Concrete Barrier Temporary Precast Delivered	LF	7,475.000	2,975.000	4,500.000
0188	603.8125	Concrete Barrier Temporary Precast Installed	LF	14,950.000	5,950.000	9,000.000
0190	603.8505	Anchoring Concrete Barrier Temporary Precast on Bridge Decks	LF	550.000	550.000	
0192	606.0200	Riprap Medium	CY	44.000	8.000	36.000
0194	611.0624	Inlet Covers Type H	EACH	1.000	1.000	
0196	611.0654	Inlet Covers Type V	EACH	8.000	2.000	6.000

Line	Item	Item Description	Unit	Total	1196-04-78 Qty	1196-05-77 Qty
0198	611.3220	Inlets 2x2-FT	EACH	8.000	2.000	6.000
0200	611.8115	Adjusting Inlet Covers	EACH	4.000	1.000	3.000
0202	612.0215	Pipe Underdrain Unperforated 15-Inch	LF	544.000	152.000	392.000
0204	614.0010	Barrier System Grading Shaping Finishing	EACH	20.000	8.000	12.000
0206	614.0150	Anchor Assemblies for Steel Plate Beam Guard	EACH	6.000		6.000
0208	614.0396	Guardrail Mow Strip Asphalt	SY	2,974.000	1,188.000	1,786.000
0210	614.0920	Salvaged Rail	LF	6,034.000	2,654.000	3,380.000
0212	614.2300	MGS Guardrail 3	LF	6,062.500	2,512.500	3,550.000
0214	614.2500	MGS Thrie Beam Transition	LF	615.500	221.500	394.000
0216	614.2610	MGS Guardrail Terminal EAT	EACH	18.000	6.000	12.000
0218	614.2620	MGS Guardrail Terminal Type 2	EACH	4.000	2.000	2.000
0220	618.0100	Maintenance And Repair of Haul Roads (project) 01. 1196-04-78	EACH	1.000	1.000	
0222	618.0100	Maintenance And Repair of Haul Roads (project) 02. 1196-05-77	EACH	1.000		1.000
0224	619.1000	Mobilization	EACH	1.000	0.500	0.500
0226	624.0100	Water	MGAL	183.000	70.000	113.000
0228	625.0500	Salvaged Topsoil	SY	2,345.000	615.000	1,730.000
0230	628.1504	Silt Fence	LF	6,305.000	2,055.000	4,250.000
0232	628.1520	Silt Fence Maintenance	LF	6,305.000	2,055.000	4,250.000
0234	628.1905	Mobilizations Erosion Control	EACH	6.000	3.000	3.000
0236	628.1910	Mobilizations Emergency Erosion Control	EACH	6.000	3.000	3.000
0238	628.2004	Erosion Mat Class I Type B	SY	2,345.000	615.000	1,730.000
0240	628.7010	Inlet Protection Type B	EACH	11.000	3.000	8.000
0242	628.7555	Culvert Pipe Checks	EACH	12.000	2.000	10.000
0244	628.7560	Tracking Pads	EACH	4.000	2.000	2.000
0246	629.0210	Fertilizer Type B	CWT	0.250	0.050	0.200
0248	630.0120	Seeding Mixture No. 20	LB	64.000	16.500	47.500
0250	630.0200	Seeding Temporary	LB	64.000	16.500	47.500
0252	630.0500	Seed Water	MGAL	54.000	14.000	40.000
0254	633.0100	Delineator Posts Steel	EACH	332.000	204.000	128.000
0256	633.0500	Delineator Reflectors	EACH	332.000	204.000	128.000
0258	633.5200	Markers Culvert End	EACH	86.000	43.000	43.000
0260	637.1220	Signs Type I Reflective SH	SF	1,064.500	526.000	538.500
0262	642.5201	Field Office Type C	EACH	1.000	0.500	0.500
0264	643.0300	Traffic Control Drums	DAY	155,755.000	74,650.000	81,105.000
0266	643.0420	Traffic Control Barricades Type III	DAY	9,450.000	4,725.000	4,725.000
0268	643.0705	Traffic Control Warning Lights Type A	DAY	37,800.000	18,900.000	18,900.000
0270	643.0715	Traffic Control Warning Lights Type C	DAY	15,134.000	5,952.000	9,182.000
0272	643.0800	Traffic Control Arrow Boards	DAY	270.000		270.000
0274	643.0900	Traffic Control Signs	DAY	4,749.000	1,350.000	3,399.000
0276	643.1050	Traffic Control Signs PCMS	DAY	135.000		135.000
0278	643.1051	Traffic Control Signs PCMS with Cellular Communications	DAY	135.000		135.000
0280	643.5000	Traffic Control	EACH	1.000	0.500	0.500
0282	645.0120	Geotextile Type HR	SY	275.000	28.000	247.000
0284	646.1040	Marking Line Grooved Wet Ref Epoxy 4-Inch	LF	198,510.000	103,875.000	94,635.000
0286	646.1545	Marking Line Grooved Wet Ref Contrast Epoxy 4-Inch	LF	22,195.000	11,745.000	10,450.000
0288	646.3545	Marking Line Grooved Wet Ref Contrast Epoxy 8-Inch	LF	1,905.000	635.000	1,270.000
0290	646.5220	Marking Symbol Epoxy	EACH	2.000		2.000
0292	646.8320	Marking Parking Stall Epoxy	LF	2,010.000		2,010.000
0294	646.9000	Marking Removal Line 4-Inch	LF	9,760.000		9,760.000

					1196-04-78	1196-05-77
Line	Item	Item Description	Unit	Total	Qty	Qty
0296	649.0105	Temporary Marking Line Paint 4-Inch	LF	18,750.000	11,245.000	7,505.000
0298	649.0150	Temporary Marking Line Removable Tape 4-Inch	LF	17,960.000	8,200.000	9,760.000
0300	650.5500	Construction Staking Curb Gutter and Curb & Gutter	LF	453.000	89.000	364.000
0302	650.6500	Construction Staking Structure Layout (structure) 03. B-03-0019	LS	1.000		1.000
0304	650.8000	Construction Staking Resurfacing Reference	LF	95,315.000	46,985.000	48,330.000
0306	650.9910	Construction Staking Supplemental Control (project) 01. 1196-04-78	LS	1.000	1.000	
0308	650.9910	Construction Staking Supplemental Control (project) 02. 1196-05-77	LS	1.000		1.000
0310	650.9920	Construction Staking Slope Stakes	LF	3,440.000	1,080.000	2,360.000
0312	690.0150	Sawing Asphalt	LF	1,185.000	485.000	700.000
0314	690.0250	Sawing Concrete	LF	26.000		26.000
0316	740.0440	Incentive IRI Ride	DOL	67,812.000	35,596.000	32,216.000
0318	999.2000.S	Installing and Maintaining Bird Deterrent System (station) 01. 555+45.72	EACH	1.000	1.000	
0320	999.2000.S	Installing and Maintaining Bird Deterrent System (station) 02. 865+47	EACH	1.000	1.000	
0322	999.2000.S	Installing and Maintaining Bird Deterrent System (station) 03. 934+76	EACH	1.000	1.000	
0324	999.2000.S	Installing and Maintaining Bird Deterrent System (station) 04. 130+34	EACH	1.000		1.000
0326	999.2000.S	Installing and Maintaining Bird Deterrent System (station) 05. 284+31	EACH	1.000		1.000
0328	999.2000.S	Installing and Maintaining Bird Deterrent System (station) 06. 431+63	EACH	1.000		1.000
0330	999.2000.S	Installing and Maintaining Bird Deterrent System (station) 07. 493+75	EACH	1.000		1.000
0332	999.2000.S	Installing and Maintaining Bird Deterrent System (station) 08. 480+17	EACH	1.000		1.000
0334	ASP.1T0A	On-the-Job Training Apprentice at $5.00/HR	HRS	2,400.000	1,200.000	1,200.000
0336	ASP.1T0G	On-the-Job Training Graduate at $5.00/HR	HRS	1,800.000	900.000	900.000
0338	SPV.0060	Special 01. Removing RWIS Sensors and Cables	EACH	3.000		3.000
0340	SPV.0090	Special 01. Ditch Cleaning	LF	830.000	410.000	420.000
0342	SPV.0090	Special 02. Concrete Curb and Gutter Cure and Seal Treatment	LF	453.000	89.000	364.000
0344	SPV.0090	Special 03. Milling and Removing Temporary Joint	LF	89,510.000	46,985.000	42,525.000
0346	SPV.0165	Special 01. Fiber Wrap Reinforcing Non-Structural	SF	2,244.000	918.000	1,326.000

3

BUTT JOINTS

STATION - STATION	LOCATION	204.0105 REMOVING PAVEMENT BUTT JOINTS SY	204.0115 REMOVING ASPHALTIC SURFACE BUTT JOINTS SY	REMARKS
1196-05-77 US 53 NB CATEGORY 0010				
84+75 - 86+75	BEGIN PROJECT	-	778	MAINLINE / SHLDRS
88+09	105' LT	-	67	CROSSOVER
127+37 - 129+37	B-03-015	150	376	
131+28 - 133+28	B-03-015	171	364	
148+54	100' LT	-	67	CROSSOVER
250+52	100' LT	-	67	CROSSOVER
281+53 - 283+53	B-03-017	136	390	
285+52 - 287+52	B-03-017	180	354	
353+20 -	120' LT	-	67	CROSSOVER
427+81 - 429+81	B-03-019	-	486	
433+35 - 435+35	B-03-019	-	531	
461+64	65' LT	-	89	CROSSOVER
476+91 - 478+91	B-03-021	24	619	
481+44 - 483+44	B-03-021	24	511	
490+78 - 492+78	B-03-023	77	446	
494+83 - 496+83	B-03-023	53	476	
1196-05-77 CAT 0010 TOTALS		815	5688	
1196-05-77 REST AREA #34 CATEGORY 0070				
398+90 - 403+99	"AR" - RT, CAR SIDE	455	-	REST AREA 34
396+15 - 396+75	AR' CAR SIDE	86	-	REST AREA 34
398+80 - 400+45	"TR" - LT/RT, TRUCK SIDE	278	-	REST AREA 34
399+15 - 403+05	"TR" - LT, TRUCK SIDE	286	-	REST AREA 34
1196-05-77 CAT 0070 TOTALS		1105	0	
1196-04-78 US 53 NB CATEGORY 0010				
527+25	65' LT	-	67	CROSSOVER
552+49 - 554+49	B-03-025	-	520	
556+39 - 556+39	B-03-025	-	533	
673+17	150' LT	-	100	CROSSOVER
782+31	65' LT	-	67	CROSSOVER
862+38 - 864+38	B-03-025	15	513	
866+49 - 868+49	B-03-025	10	501	
901+97	85' LT	-	86	CROSSOVER
931+39 - 933+39	B-03-038	83	441	
930+81 - 933+25	B-03-038 RAMP	-	631	
936+17 - 938+17	B-03-038	156	375	
936+09 - 938+17	B-03-038 RAMP	-	115	
969+42	55' LT	-	67	CROSSOVER
967+85 - 969+85		-	778	MAINLINE / SHLDRS
1196-04-78 CAT 0010 TOTALS		264	4794	
ITEM TOTALS		2184	10482	

REMOVING ASPHALTIC LONGITUDINAL NOTCHED WEDGE JOINT MILLING

STATION - STATION	LOCATION	204.0126.S REMOVING ASPHALTIC LONGITUDINAL NOTCHED WEDGE JOINT MILLING LF
1196-05-77 US 53 NB CATEGORY 0010		
84+75 - 500+00	CL	41525
1196-05-77 CAT 0010 TOTAL		41525
1196-04-78 US 53 NB CATEGORY 0010		
500+00 - 969+85	CL	46985
1196-04-78 CAT 0010 TOTAL		46985
ITEM TOTAL		88510

REMOVING DELINEATORS AND MARKERS

STATION - STATION	LOCATION	204.0180 REMOVING DELINEATORS AND MARKERS EACH	633.0100 DELINEATORS POSTS STEEL EACH	633.0500 DELINEATORS REFLECTORS EACH	REMARKS
1195-05-77 US 53 NB CATEGORY 0010					
84+75 - 129+58	MAINLINE	13	11	11	BEGIN PROJECT - STRUCTURE B03-015
131+06 - 283+02	MAINLINE	27	38	38	STRUCTURE B03-0015 - STRUCTURE 03-0017
286+19 - 374+17	MAINLINE	17	22	22	STRUCTURE B03-0017 - STRUCTURE 03-0018
412+65 - 430+21	MAINLINE	2	4	4	STRUCTURE B03-0017 - STRUCTURE 03-0019
432+93 - 478+84	MAINLINE	9	11	11	STRUCTURE B03-0019 - STRUCTURE 03-0021
482+00 - 493+00	OFF RAMP	12	11	11	CTH I
481+50 - 500+00	MAINLIINE	1	4	4	STRUCTURE B03-0021 - STRUCTURE 03-0023
1196-05-77 CAT 0010 TOTALS		81	102	102	
1195-05-77 US 53 NB CATEGORY 0070					
374+17 - 387+25	OFF RAMP	17	13	13	REST AREA #34
412+65 - 425+98	ON RAMP	13	13	13	REST AREA #34
1196-05-77 CAT 0070 TOTALS		30	26	26	
1196-04-78 US 53 NB CATEGORY 0010					
500+00 - 554+08	MANLINE	10	14	14	STA 500+00-STRUCTURE B-03-0025
495+00 - 520+00	ON RAMP	25	25	25	CTH I
556+39 - 864+32	MAINLINE	52	77	77	STRUCTURE B-03-0025 - STRUCTURE B-03-0031
866+49 - 911+00	MAINLINE	6	11	11	STRUCTURE B-03-0031 - STRUCTURE B-03-0038
911+00 - 935+00	OFF RAMP	27	27	27	USH 8
918+27 - 952+00	ON RAMP	46	46	46	USH 8
952+00 - 969+85	MAINLINE	3	4	4	STRUCTURE B-03-0038 - END PROJECT
1196-04-78 CAT 0010 TOTALS		169	204	204	
ITEM TOTALS		280	333	333	

CURB AND GUTTER

STATION	LOCATION	204.0150 REMOVING LF	601.0409 CONCRETE 30-INCH TYPE A LF
1196-05-77 REST AREA #34 CATEGORY 0070			
400+54	RT	8	8
401+31	RT	8	8
1196-05-77 CAT 0070 TOTALS		16	16
1196-04-78 US 53 NB CATEGORY 0010			
920+60 'A8'	RT	8	8
1196-04-78 CAT 0010 TOTALS		8	8
ITEM TOTAL		24	24

PREPARE FOUNDATION FOR ASPHALTIC PAVING

STATION - STATION	211.0100 LS
1196-05-77 US 53 NB CATEGORY 0010	
84+75 'NB' - 500+00 'NB'	1
1196-05-77 CAT 0010 TOTAL	1
1196-04-78 US 53 NB CATEGORY 0010	
500+00 'NB' - 969+85 'NB'	1
1196-04-78 CAT 0010 TOTAL	1
ITEM TOTAL	2

FINISHING ROADWAY

STATION	213.0100 (PROJECT) EACH
1196-05-77 US 53 NB CATEGORY 0010	
84+75 'NB' - 500+00 'NB'	1
1196-05-77 CAT 0010 TOTAL	1
1196-04-78 US 53 NB CATEGORY 0010	
500+00 'NB' - 969+85 'NB'	1
1196-04-78 CAT 0010 TOTAL	1
ITEM TOTAL	2

EARTHWORK SUMMARY

Division	From/To Station	Location	205.0100 Common Excavation (1)		Salvaged/Unusable Pavement Material (4)	Available Material (5)	205.0500 Marsh Excavation (6)	205.0200 Rock Excavation (7)	Reduced Marsh in Fill (8)	Reduced EBS in Fill (9)	Expanded Marsh Backfill (10)	Expanded EBS Backfill (11)	Expanded Rock (12)	Unexpanded Fill	Expanded Fill (13)	Mass Ordinate +/- (14)	Waste	208.0100 Borrow	Comment:
			Cut (2)	EBS Excavation (3)					Factor 1.00	Factor 1.00	Factor 1.00	Factor 1.00	Factor 1.00		Factor 1.25				
1196-05-77																			
Division 1																			
QR-B-03-015.xml	124+91.53/126+97.65		40	0	0	40	0	0	0	0	0	0	0	94	118	-78	0	78	
Division 1 Subtotal			40	0	0	40	0	0	0	0	0	0	0	94	118	-78	0	78	SEE NOTE 15
Division 2																			
QR-B-03-017.xml	279+09.10/280+83.28		24	0	0	24	0	0	0	0	0	0	0	48	60	-35	0	35	
Division 2 Subtotal			24	0	0	24	0	0	0	0	0	0	0	48	60	-35	0	35	SEE NOTE 16
Division 3																			
QR-C-03-015.xml	320+36.45/323+03.31		37	0	0	37	0	0	0	0	0	0	0	36	45	-8	0	8	
Division 3 Subtotal			37	0	0	37	0	0	0	0	0	0	0	36	45	-8	0	8	SEE NOTE 17
Division 4																			
QR-B-03-019.xml	424+36.42/428+12.79		64	0	0	64	0	0	0	0	0	0	0	47	59	5	5	0	
Division 4 Subtotal			64	0	0	64	0	0	0	0	0	0	0	47	59	5	5	0	SEE NOTE 18
Division 5																			
QR-B-03-021.xml	474+26.04/476+54.92		15	0	0	15	0	0	0	0	0	0	0	94	117	-102	0	102	
Division 5 Subtotal			15	0	0	15	0	0	0	0	0	0	0	94	117	-102	0	102	SEE NOTE 19
Division 6																			
QR-B-03-023.xml	488+20.63/490+42.06		53	0	0	53	0	0	0	0	0	0	0	25	31	22	22	0	
Division 6 Subtotal			53	0	0	53	0	0	0	0	0	0	0	25	31	22	22	0	SEE NOTE 20
SUBTOTAL 1196-05-77			234	0	0	234	0	0	0	0	0	0	0	344	430	-196	27	223	
1196-04-78																			
Division 7																			
QR-B-03-025.xml	549+10.27/551+54.91		33	0	0	33	0	0	0	0	0	0	0	134	167	-134	0	134	
Division 7 Subtotal			33	0	0	33	0	0	0	0	0	0	0	134	167	-134	0	134	SEE NOTE 21
Division 8																			
QR-B-03-031.xml	857+03.79/860+25.33		13	0	0	13	0	0	0	0	0	0	0	116	145	-133	0	133	
Division 8 Subtotal			13	0	0	13	0	0	0	0	0	0	0	116	145	-133	0	133	SEE NOTE 22
Division 9																			
QR-B-03-038.xml	927+88.74/930+73.45		43	0	0	43	0	0	0	0	0	0	0	7	9	34	34	0	
Division 9 Subtotal			43	0	0	43	0	0	0	0	0	0	0	7	9	34	34	0	SEE NOTE 23
SUBTOTAL 1196-04-78			89	0	0	89	0	0	0	0	0	0	0	257	322	-232	34	266	
Grand Total			323	0	0	323	0	0	0	0	0	0	0	601	751	-428	61	489	
Total Common Exc			323																

Notes:

(1) Common Excavation is the sum of the Cut and EBS Excavation columns. Item number 205.0100

(2) Salvaged/Unsuable Pavement Material is included in Cut.

(3) EBS Excavation to be backfilled with Select Borrow material. Note: this is designers choice, can be backfilled with Borrow, or Cut as well.

(4) Salvaged/Unusable Pavement Material

5) Available Material = Cut - Salvaged/Unusuable Pavement Material

(6) Marsh Excavation - to be backfilled with Select Borrow Material. Note: this is designers choice, can be backfilled with Borrow, or Cut as well. Item number 205.0500

(7) Rock Excavation item number 205.0200

(8) Reduced Marsh in Fill - Excavated Marsh material is usuable in Fills outside the 1:1 slope. Marsh in Fill Reduction factor = 1

(9) Reduced EBS in Fill - Excavated EBS material is usuable in Fills outside the 1:1 slope. EBS in Fill Reduction factor = 1

(10) Expanded Marsh Backfill - This is to be filled with Select Borrow material. Marsh Backfill Factor = 1. Item number 208.1100

(11) Expanded EBS Backfill - This is to be filled with Select Borrow material. EBS Backfill Factor = 1. Item number 208.1100

(12) Expanded Rock Factor = 1

(13) Expanded Fill Factor = 1.25

Depending on selections: **Expanded Fill = (Unexpanded Fill - Expanded Rock - Reduced Marsh - Reduced EBS) * Fill Factor**

Or Expanded Fill = (Unexpanded Fill - Expanded Rock - Reduced EBS) * Fill Factor

Or Expanded Fill = (Unexpanded Fill - Expanded Rock - Reduced Marsh) * Fill Factor

Or Expanded Fill = (Unexpanded Fill - Expanded Rock) * Fill Factor

(14) The Mass Ordinate + or - Qty calculated for the Division. Plus quantity indicates an excess of material within the Division. Minus indicates a shortage of material within the Division.

(15) No Borrow Needed

(16) No Borrow Needed

(17) No Borrow Needed

(18) Use 5 CY of material from Division 4. Borrow Excavation item number 208.0100

(19) No Borrow Needed

(20) Use 22 CY of material from Division 6. Borrow Excavation item number 208.0100

(21) No Borrow Needed

(22) No Borrow Needed

(23) Use 34 CY of material from Division 9. Borrow Excavation item number 208.0100

PWL MIXTURE USE TABLE : 1196-05-77,1196-04-78

LOCATION	STATION	MIXTURE USE	UNDERLYING SURFACE	BID ITEM	* TONS	THICKNESS	QUALITY MANAGEMENT PROGRAM TO BE USED FOR: MIXTURE ACCEPTANCE	DENSITY ACCEPTANCE
DRIVING LANES / LT SHOULDER	84+75 - 500+00 500+00 - 969+85	LOWER LAYER	MILLED EXISTING HMA SURFACE	5 MT 58-34 V	8840 11650	1.25"	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	INCENTIVE DENSITY PWL HMA PAVEMENT 460.2005
DRIVING LANES / LT SHOULDER	84+75 - 500+00 500+00 - 969+85	UPPER LAYER	5 MT 58-34 V LOWER LAYER	4 SMA 58-34 V	11946 13655	1.75"	QMP AS PER SS 460	INCENTIVE DENSITY HMA PAVEMENT 460.2000
SHOULDERS RT / MAINTENANCE CROSSOVERS	84+75 - 500+00 500+00 - 969+85	UPPER LAYER	MILLED EXISTING HMA SURFACE	465.0105 ASPHALTIC SURFACE	3685 3910	1.75"	QMP AS PER SS 465	ACCEPTANCE BY ORDINARY COMPACTION
WAYSIDE & WAYSIDE RAMPS	376+62 - 408+23	ONE LAYER	4 MT 58-34 V	4 MT 58-34 V	2,335	2.0"	QMP AS PER SS 460	INCENTIVE DENSITY HMA PAVEMENT 460.2000

* QUANTITIES ARE APPROXIMATE

3

SHOULDERS

STATION	STATION	LOCATION	211.0400 PREPARE FOUNDATION FOR ASPHALTIC SHOULDERS STA	REMARKS
1196-05-77 US 53 NB				
CATEGORY 0010				
84+75 'NB' -	129+58 'NB'	LT/RT	90	PROJECT BEGIN 1198-04-78
131+06 'NB' -	283+02 'NB'	LT/RT	304	
286+20 'NB' -	430+31 'NB'	LT/RT	288	
432+93 'NB' -	478+84 'NB'	LT/RT	92	
481+50 'NB' -	492+48 'NB'	LT/RT	22	
494+83 'NB' -	500+00 'NB'	LT/RT	10	
484+38 'AI' -	492+38 'AI'	LT/RT	16	CTH I OFF RAMP
1196-05-77 CAT 0010 TOTALS			822	
1196-05-77 US 53 NB				
REST AREA #34				
CATEGORY 0070				
382+99 'AR' -	398+73 'AR'	LT/RT	31	REST AREA AUTO AREA
398+73 'AR' -	404+16 'AR'	LT	5	REST AREA AUTO AREA
404+16 'AR' -	413+00 'AR'	LT/RT	18	REST AREA AUTO AREA
395+77 'TR' -	398+69 'TR'	LT/RT	6	REST AREA TRUCK AREA
398+69 'TR' -	403+01 'TR'	RT	9	REST AREA TRUCK AREA
403+01 'TR' -	408+27 'TR'	LT/RT	11	REST AREA TRUCK AREA
1196-05-77 CAT 0070 TOTALS			80	
1196-04-78 US 53 NB				
CATEGORY 0010				
495+31 'AI' -	508+00 'AI'	LT/RT	25	US 53 ON RAMP CTH I
500+00 'NB' -	554+08 'NB'	LT/RT	108	
556+39 'NB' -	864+32 'NB'	LT/RT	616	
866+49 'NB' -	933+08 'NB'	LT/RT	133	
936+75 'NB' -	969+85 'NB'	LT/RT	66	
919+14 'B8' -	933+74 'B8'	LT/RT	29	US 8 OFF RAMP
920+86 'A8' -	931+12 'A8'	LT/RT	21	US 53 ON RAMP US 8
UNDISTRIBUTED			5	RAMP AREAS/CROSSOVERS
1196-04-78 CAT 0010 TOTALS			1003	
ITEM TOTALS			1905	

INCLUDES AROUND SIDE ROAD RADII

STRUCTURE APPROACHES

STATION	DESCRIPTION	LOCATION	204.0100 REMOVING CONCRETE PAVEMENT SY	204.0190 REMOVING SURFACE DRAINS EACH	305.0120 BASE AGGREGATE DENSE 1/1-4-INCH TONS	415.0070 CONCRETE PAVEMENT 7-INCH SY	415.0410 CONCRETE PAVEMENT APPROACH SLAB SY	601.0588 CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE TBT LF	601.0590 CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE TBTT LF
1196-05-77									
US 53 NB									
CATEGORY 0010									
STAGE 1									
	STR B-03-015 - 1st AVE	SW QUADRANT	34	-	19	23	34	0	0
	STR B-03-015 - 1st AVE	NW QUADRANT	25	1	15	15	25	0	12
	STR B-03-017 - CTH AA	SW QUADRANT	38	1	24	7	38	52	0
	STR B-03-017 - CTH AA	NW QUADRANT	25	-	12	9	25	0	0
	STR B-03-019 - CTH A	SW QUADRANT	38	-	15	6	38	0	0
	STR B-03-019 - CTH A	NW QUADRANT	73	-	33	24	73	0	0
	STR B-03-021 - CHETEK RIVE	SW QUADRANT	20	1	19	8	20	52	0
	STR B-03-021 - CHETEK RIVE	NW QUADRANT	20		19	8	20	0	0
	STR B-03-023 - CTH I	SW QUADRANT	21	1	19	8	21	52	0
	STR B-03-023 - CTH I	NW QUADRANT	20		10	8	20	0	0
STAGE 2									
	STR B-03-015 - 1st AVE	SE QUADRANT	25	-	13	14	25	0	0
	STR B-03-015 - 1st AVE	NE QUADRANT	34	1	20	20	34	0	12
	STR B-03-017 - CTH AA	SE QUADRANT	26	1	24	18	26	52	0
	STR B-03-017 - CTH AA	NE QUADRANT	38	-	27	43	38	0	0
	STR B-03-019 - CTH A	SE QUADRANT	73	-	39	44	73	0	0
	STR B-03-019 - CTH A	NE QUADRANT	38	1	32	51	38	0	12
	STR B-03-021 - CHETEK RIVE	SE QUADRANT	33	1	23	10	33	52	0
	STR B-03-021 - CHETEK RIVE	NE QUADRANT	39	-	17	10	39	0	0
	STR B-03-023 - CTH I	SE QUADRANT	20	1	21	12	20	52	0
	STR B-03-023 - CTH I	NE QUADRANT	20	-	11	13	20	0	0
1196-05-77 CAT 0010 TOTAL			660	9	412	351	660	312	36
1196-04-78									
US 53 NB									
CATEGORY 0010									
STAGE 1									
	STR B-03-025 - KNAPP ST	SW QUADRANT	47	-	16	10	37	0	0
	STR B-03-025 - KNAPP ST	NW QUADRANT	38	-	13	12	26	0	0
	STR B-03-031 - 20TH ST	SW QUADRANT	27	-	12	8	27	0	0
	STR B-03-031 - 20TH ST	NW QUADRANT	41	-	16	7	41	0	0
	STR B-03-038 - USH 8	SW QUADRANT	25	1	16	14	25	12	0
	STR B-03-038 - USH 8	NW QUADRANT	37	-	13	15	22	0	0
STAGE 2									
	STR B-03-025 - KNAPP ST	SE QUADRANT	26	1	25	22	26	50	0
	STR B-03-025 - KNAPP ST	NE QUADRANT	50	-	17	14	36	0	0
	STR B-03-031 - 20TH ST	SE QUADRANT	40	-	25	34	40	0	0
	STR B-03-031 - 20TH ST	NE QUADRANT	27	1	20	22	27	19	0
	STR B-03-038 - USH 8	SE QUADRANT	50	-	17	28	22	0	0
	STR B-03-038 - USH 8	NE QUADRANT	51	-	18	20	25	0	0
	STR B-03-038 - USH 8	RAMP - SOUTH END	64	-	24	15	44	0	0
	STR B-03-038 - USH 8	RAMP - NORTH END	76	-	24	42	28	0	0
1196-04-78 CAT 0010 TOTAL			599	3	256	263	426	81	0
ITEM TOTALS			1259	12	668	614	1086	393	36

ASPHALTIC PAVEMENT ITEMS

STATION - STATION		LOCATION	204.0120 REMOVING ASPHALTIC SURFACE MILLING SY	455.0605 TACK COAT GAL	460.8644 HMA PAVEMENT 4 SMA 58-34 V UPPER LAYER TON	460.6644 HMA PAVEMENT 4 MT 58-34 V TON	460.6645 HMA PAVEMENT 5 MT 58-34 V LOWER LAYER TON	465.0105 * ASPHALTIC SURFACE TON	465.0110 ASPHALTIC SURFACE PATCHING TON	465.0125 ASPHALTIC SURFACE TEMPORARY TON	REMARKS
1196-05-77 US 53 NB											
CATEGORY 0010											
84+75	- 128+80	MAINLINE	11214	1410	1151		822			5	BEGIN PROJECT - STRUCTURE B03-015
84+75	- 129+58	LT SHOULDER	1863	232	189		135				
84+75	- 129+58	RT SHOULDER	4450	278				454			
88+00		CROSSOVER	214	17				32			
131+92	- 283+02	MAINLINE	40293	4835	3949		2821			10	STRUCTURE B03-0015 - STRUCTURE 03-0017
131+06	- 283+56	LT SHOULDER	5169	620	507		362				
131+07	- 283+57	RT SHOULDER	13643	819				1337			
148+50		CROSSOVER	257	19				36			
250+50		CROSSOVER	218	17				32			
286+20	- 429+28	MAINLINE	38154	4578	3739		2671			10	STRUCTURE B03-0017 - STRUCTURE 03-0019
285+37	- 430+22	LT SHOULDER	5227	627	512		366				
285+16	- 376+60	RT SHOULDER	8662	1039				849			
382+99	- 412+03	RT SHOULDER	2578	309				253			
423+59	- 430+23	RT SHOULDER	764	92				75			
353+10		CROSSOVER	274	20				38			
433+35	- 478+84	MAINLINE	12130	1456	1189		850			10	STRUCTURE B03-0019 - STRUCTURE 03-0021
432+69	- 478+90	LT SHOULDER	1908	229	187		134				
433+73	- 478+90	RT SHOULDER	4252	510				417			
461+65		CROSSOVER	129	13				24			
481+50	- 492+48	MAINLIINE	2930	352	287		205			10	STRUCTURE B03-0021 - STRUCTURE 03-0023
481+39	- 492+77	LT SHOULDER	767	92	75		54				
481+50		OFF RAMP	3084	185			304				CTH I - (UPPER LAYER)
481+31	- 492+77	RT SHOULDER	910	109				89			
494+83	- 500+00	MAINLINE	1379	165	135		98				
494+74	- 500+00	LT SHOULDER	262	31	26		18				
494+74	- 500+00	RT SHOULDER	505	60				49		5	STRUCTURE 03-0023 - STA 500+00
		INCENTIVE ROUNDING									
1196-05-77 CAT 0010 TOTALS			161236	18114	11946		8840	3685		50	
1196-05-77 REST AREA #34											
CATEGORY 0070											
376+62	- 394+77	REST AREA 34 'AR'		270		504			15		OFF RAMP
396+15	- 396+75	REST AREA 34 'AR'		15		28			4		ON RAMP
405+90	- 424+50	REST AREA 34 'AR'		284		531			17		ON RAMP
394+77	- 405+90	REST AREA 34 'AR'		231		432			13		CAR PARKING AREA
393+50	- 408+23	REST AREA 34 'TR'		450		840			25		TRUCK PARKING AREA
		INCENTIVE ROUNDING									
1196-05-77 CAT 0070 TOTALS				1250		2335			74		
1196-04-78 US 53 NB											
CATEGORY 0010											
500+00	- 554+08	MANLINE	14420	1730	1413		1009			5	STA 500+00-STRUCTURE B-03-0025
500+01	- 508+00	LT SHOULDER	263	32	26		18				
500+01	- 508+00	RT SHOULDER	263	32				26			
510+00		ON RAMP	5872	352			577				CTH I
508+00	- 554+69	LT SHOULDER	1238	149	121		87				
500+01	- 554+35	RT SHOULDER	3071	369				301			
527+50		CROSSOVER	111	11				20			
556+39	- 864+32	MAINLINE	82115	9854	8047		5748				
556+39	- 864+51	LT SHOULDER	10527	1263	1032		737				
556+24	- 864+77	RT SHOULDER	27571	3309				2702			
673+12		CROSSOVER	541	38				71			
782+31		CROSSOVER	149	13				24			
866+49	- 933+08	MAINLINE	17756	2131	1740		1243			10	STRUCTURE B-03-0025 - STRUCTURE B-03-0031
866+08	- 933+32	LT SHOULDER	2598	312	255		182				
866+49	- 914+54	RT SHOULDER	4398	528				431			
901+93		CROSSOVER	256	21				38			
914+54	- 919+07	OFF RAMP	5022	301			494				USH 8
930+00		ON RAMP	2601	156			257				USH 8
919+07	- 933+22	RT SHOULDER	1271	153				125			
936+75	- 969+85	MAINLINE	8293	1059	865		618				STRUCTURE B-03-0031 - STRUCTURE B-03-0038
936+25	- 969+85	LT SHOULDER	1587	190	156		115				
936+18	- 952+21	ON RAMP/GORE	4210	253			415				USH 8
952+21	- 969+85	RT SHOULDER	1568	188				154			
969+44		CROSSOVER	84	9				18			
UNDISTRIBUTED	LT/RT			12			150				MINOR REPAIRS/POP OUTS
		INCENTIVE ROUNDING									
1196-04-78 CAT 0010 TOTALS			195785	22465	13655		11650	3910		15	
ITEM TOTALS			357020	41829	25601	2335	20490	7595	74	65	

* ASPHALTIC SURFACE - MINIMUM OF A 4 MT 58-34 S MIX TO BE USED.
STATIONING - SHOULDERS END WHERE TURN LANE TAPERS BEGIN.

BASE AGGREGATE DENSE 3/4-INCH

STATION -		STATION		LOCATION	305.0110 BASE AGGREGATE DENSE 3/4-INCH TON	* 624.0100 WATER MGAL	REMARKS
1196-05-77 US 53 NB							
CATEGORY 0010							
84+75 NB'	-	129+58 'NB'	LT/RT	MAINLINE	548	11	LEVELING / SHAPING
131+06 NB'	-	283+02 'NB'	LT/RT	MAINLINE	1857	37	LEVELING / SHAPING
286+20 NB'	-	430+31 'NB'	LT/RT	MAINLINE	1761	36	LEVELING / SHAPING
432+93 NB'	-	478+84 'NB'	LT/RT	MAINLINE	561	11	LEVELING / SHAPING
481+50 NB'	-	492+48 'NB'	LT/RT	MAINLINE	134	4	LEVELING / SHAPING
494+83 NB'	-	500+00 'NB'	LT/RT	MAINLINE	65	2	LEVELING / SHAPING
484+38 'AI'	-	492+38 'AI'	LT/RT	RAMP	134	4	LEVELING / SHAPING
ITEM SUBTOTAL					5060	105	
1196-05-77 US 53 NB							
REST AREA #34							
CATEGORY 0070							
382+99 AR'	-	398+73 'AR'	LT/RT	MAINLINE	155	3	LEVELING / SHAPING
398+73 AR'	-	404+16 'AR'	LT	MAINLINE	27	1	LEVELING / SHAPING
404+16 AR'	-	413+00 'AR'	LT/RT	MAINLINE	87	2	LEVELING / SHAPING
395+77 TR'	-	398+69 'TR'	RT	MAINLINE	20	0	LEVELING / SHAPING
398+69 TR'	-	403+01 'TR'	RT	MAINLINE	30	1.5	LEVELING / SHAPING
403+01 TR'	-	408+27 'TR'	RT	MAINLINE	56	1	LEVELING / SHAPING
ITEM SUBTOTAL					375	8	
1196-04-78 US 53 NB							
CATEGORY 0010							
495+31 'AI'	-	508+00 'AI'	LT/RT	RAMP	207	4	LEVELING / SHAPING
500+00 NB'	-	554+08 'NB'	LT/RT	MAINLINE	661	13	LEVELING / SHAPING
556+39 NB'	-	864+32 'NB'	LT/RT	MAINLINE	1882	38	LEVELING / SHAPING
866+49 NB'	-	933+08 'NB'	LT/RT	MAINLINE	407	8	LEVELING / SHAPING
936+75 NB'	-	969+85 'NB'	LT/RT	MAINLINE	202	4	LEVELING / SHAPING
919+14 'B8'	-	933+74 'B8'	LT/RT	RAMP	92	2	LEVELING / SHAPING
920+86 'A8'	-	931+12 'A8'	LT/RT	RAMP	64	1	LEVELING / SHAPING
UNDISTRIBUTED					5		
ITEM SUBTOTAL					3520	70	
ITEM TOTALS					8955	183	

ASPHALTIC SHOULDER RUMBLE STRIPS

STATION -	STATION	LOCATION	465.0400 LF	REMARKS
1196-05-77				
US 53 NB				
CATEGORY 0010				
84+75 -	128+80	LT SHOULDER	4405	BEGIN PROJECT - STRUCTURE B-03-0015
84+75 -	128+80	RT SHOULDER	4405	
131+92 -	283+02	LT SHOULDER	15110	STRUCTURE B-03-0015 - STRUCTURE B-03-0017
131+92 -	283+02	RT SHOULDER	15110	
286+20 -	374+18	RT SHOULDER	8798	STRUCTURE B-03-0017 - REST AREA #34
382+99 -	413+00	RT SHOULDER	3001	
426+48 -	429+98	RT SHOULDER	350	REST AREA #34 - STRUCTURE B-03-0019
286+20 -	429+81	LT SHOULDER	14362	STRUCTURE B-03-0017 - STRUCTURE B-03-0019
433+68 -	478+83	RT SHOULDER	4515	STRUCTURE B-03-0019 - STRUCTURE B-03-0021
433+68 -	478+83	LT SHOULDER	4515	
484+46 -	492+48	RT SHOULDER	802	STRUCTURE B-03-0021 - STRUCTURE B-03-0023
481+50 -	492+48	LT SHOULDER	1098	
494+83 -	500+00	RT SHOULDER	517	STRUCTURE B-03-0023 - STA 500+00
494+83 -	500+00	LT SHOULDER	517	
1196-05-77 CAT 0010 TOTAL			77505	
1196-04-78 US 53 NB				
CATEGORY 0010				
500+00 -	554+07	LT SHOULDER	5407	STA 500+00-CTH I ON RAMP
500+00 -	508+00	RT SHOULDER	800	STA 500+00 - B-03-0025
520+08 -	554+07	LT SHOULDER	3400	CTH I ON RAMP - B-03-0025
556+39 -	864+32	LT SHOULDER	30793	B-03-0025 - STRUCTRURE B-03-0031
556+39 -	864+32	RT SHOULDER	30793	
866+50 -	911+07	LT SHOULDER	4457	STRUCTURE B-03-0031 - STRUCTURE B-03-0038
866+50 -	933+07	RT SHOULDER	6657	STRUCTURE B-03-0031 - USH 8 OFF RAMP
919+07 -	933+07	RT SHOULDER	1400	USH 8 ON RAMP - STRUCTURE B-03-0038
936+75 -	969+85	LT SHOULDER	3310	STRCTURE B-03-0038 TO END PROJECT
953+82 -	969+85	RT SHOULDER	1603	
1196-04-78 CAT 0010 TOTAL			88620	
ITEM TOTAL			166125	

HMA PAVEMENT TEST STRIP

	VOLUMETRICS 460.0115.S EACH	DENSITY 460.0120.S EACH
1196-05-77		
US 53 NB		
CATEGORY 0010		
84+75 'NB' - 500+00 'NB'	0.5	0.5
1196-05-77 CAT 0010 TOTAL	0.5	0.5
1196-04-78		
US 53 NB		
CATEGORY 0010		
500+00 'NB' - 969+85 'NB'	0.5	0.5
1196-04-78 CAT 0010 TOTAL	0.5	0.5
ITEM TOTAL	1.0	1.0

MATERIAL TRANSFER VEHICLE

STATION - STATION	460.9000.S.01 EACH	460.9000.S.02 EACH
1196-05-77		
US 53 NB		
CATEGORY 0010		
84+75 'NB' - 500+00 'NB'		1
1196-05-77 CAT 0010 TOTAL		1
1196-04-78		
US 53 NB		
CATEGORY 0010		
500+00 'NB' - 969+85 'NB'	1	
1196-04-78 CAT 0010 TOTAL	1	
ITEM TOTALS	1	1

ASPHALTIC INTERSECTION RUMBLE STRIPS

STATION - STATION	LOCATION	465.0450 SY	REMARKS
1196-05-77			
REST AREA #34			
CATEGORY 0070			
396+15 - 396+90	FULL LANE	135	ENTRANCE TO PASSENGER PARKING
1196-05-77 CAT 0070 TOTALS		135	
ITEM TOTAL		135	

CULVERT PIPE ITEMS

STATION	LOCATION	PIPE ID	204.0220 REMOVING INLETS EACH	204.0280 SEALING PIPES EACH	520.8700 CLEANING CULVERT PIPES EACH	521.1015 APRON ENDWALL FOR FOR CULVERT PIPE STEEL 15-INCH EACH	524.0630 ARPON ENDWALL FOR CULVERT PIPE SALVAGED 30-INCH EACH	524.0136 CULVERT PIPE SALVAGED 36-INCH LF	524.0636 ARPON ENDWALL FOR CULVERT PIPE SALVAGED 36-INCH EACH	606.0200 RIPRAP MEDIUM CY	611.0654 INLET COVERS TYPE V EACH	611.3220 INLETS 2x2-FT EACH	611.8115 ADJUSTING INLET COVERS EACH	611.0624 INLET COVER TYPE H EACH	612.0215 PIPE UNDERDRAIN UNPERFORATED 15-INCH LF	628.7555 CULVERT PIPE CHECKS EACH	633.5200 MARKER CULVERT END EACH	645.0120 GEOTEXTILE FABRIC TYPE HR SY	SPV.0090.01 DITCH CLEANING LF	REMARKS
1196-05-77 US 53 NB CATEGORY 0010																				
84+56 'NB'	LT/RT	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	10	
88+07 'NB'	LT/RT	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2	-	10	
99+55 'NB'	LT/RT	3	-	-	1	-	-	-	-	4	-	-	-	-	-	1	2	14	-	
117+20 'NB'	LT/RT	4	-	-	-	-	-	-	-	4	-	-	-	-	-	1	1	14	10	
131+07 'NB'	RT	5	-	-	-	-	-	-	-	-	-	-	1	-	-	-	1	-	-	
131+30 'NB'	LT	6	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	-	-	EXISTING CONDITIONS TO REMAIN
132+49 'NB'	LT/RT	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	EXISTING CONDITIONS TO REMAIN
137+54 'NB'	LT/RT	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2	-	10	
148+57 'NB'	LT	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	10	
165+54 'NB'	LT/RT	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	EXISTING CONDITIONS TO REMAIN
168+53 'NB'	LT/RT	11	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	EXISTING CONDITIONS TO REMAIN
171+54 'NB'	LT/RT	12	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	EXISTING CONDITIONS TO REMAIN
174+58 'NB'	LT/RT	13	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	EXISTING CONDITIONS TO REMAIN
183+55 'NB'	LT/RT	14	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	EXISTING CONDITIONS TO REMAIN
189+56 'NB'	LT/RT	15	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	10	
197+98 'NB'	LT/RT	16	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	EXISTING CONDITIONS TO REMAIN
209+54 'NB'	LT/RT	17	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	EXISTING CONDITIONS TO REMAIN
224+53 'NB'	LT/RT	18	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	EXISTING CONDITIONS TO REMAIN
237+99 'NB'	LT/RT	19	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	10	
252+46 'NB'	LT/RT	20	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2	-	20	
264+52 'NB'	LT/RT	21	-	-	-	-	-	18	1	-	-	-	-	-	-	1	2	-	10	
278+52 'NB'	LT	22	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	20	
283+05 'NB'	RT	23A	-	-	-	1	-	-	-	4	1	1	-	-	88	1	1	14	-	
283+47 'NB'	RT	23	1	1	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	
283+35 'NB'	LT	24A	-	-	-	1	-	-	-	4	1	1	-	-	56	1	1	14	-	
283+75 'NB'	LT	24	1	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	EXISTING CONDITIONS TO REMAIN
296+03 'NB'	LT/RT	25	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2	-	10	
324+52 'NB'	LT/RT	26	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	EXISTING CONDITIONS TO REMAIN
327+50 'NB'	LT/RT	27	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2	-	10	
335+52 'NB'	LT/RT	28	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2	-	10	
368+53 'NB'	LT/RT	29	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	EXISTING CONDITIONS TO REMAIN
385+97 'NB'	RT	30	-	-	-	-	1	-	-	-	-	-	-	-	-	-	1		15	
421+25 'NB'	LT	38	-	-	1	-	-	-	-	-	-	-	-	-	-	-	1	-	10	
427+25 'NB'	LT	39	-	-	-	-	-	-	-	4	-	-	-	-	-	1	1	14	-	
433+68 'NB'	RT	40	-	-	-	-	-	-	-	-	-	-	1	-	-	-	1	-	10	
445+63 'NB'	LT	41	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	
456+49 'NB'	LT/RT	42	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	EXISTING CONDITIONS TO REMAIN
460+68 'NB'	LT/RT	43	-	-	1	-	-	-	-	-	-	-	-	-	-	-	-	-	10	
471+54 'NB'	LT/RT	44	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	40	
475+29 'NB'	LT/RT	45	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	5	
478+52 'NB'	LT	46A	-	-	-	1	-	-	-	4	1	1	-	-	52	1	1	14	-	
478+93 'NB'	LT	46	1	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	EXISTING CONDITIONS TO REMAIN
478+52 'NB'	RT	47A	-	-	-	1	-	-	-	4	1	1	-	-	38	1	1	14	-	
478+93 'NB'	RT	47	1	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
492+39 'NB'	LT	48A	-	-	-	1	-	-	-	4	1	1	-	-	54	1	1	14	-	
492+39 'NB'	RT	49A	-	-	-	1	-	-	-	4	1	1	-	-	104	1	1	14	-	
492+80 'NB'	LT	48	1	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	EXISTING CONDITIONS TO REMAIN
492+80 'NB'	RT	49	1	1	1	-	-	-	-	-	-	-	-	-	-	-	1	-		
492+28 'BI'	RT	50	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	5	
494+24 'AI'	RT	51	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	10	
1196-05-77 CAT 0010 TOTALS			6	6	4	6	1	18	1	36	6	6	3	0	392	10	33	126	255	
1196-05-77 REST AREA #34 CATEGORY 0070																				
386+14 'AR'	LT/RT	31	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2	-	5	
396+10 'AR'	LT/RT	32	-	-	2	-	-	-	-	-	-	-	-	-	-	-	1	-	30	
397+75'AR'	RT		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100	DRAIN DITCH FROM END OF CURB
398+92 'TR'	RT	33	-	-	1	-	-	-	-	-	-	-	-	-	-	-	1	-	-	
400+29 'TR'	RT	34	-	-	1	-	-	-	-	-	-	-	-	-	-	-	1	-	-	
401+10 'AR'	LT/RT	35	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	
404+99 'AR'	LT/RT	36	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2	-	30	
410+59 'TR'	LT/RT	37	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2	-	-	
1196-05-77 CAT 0070 TOTALS			0	0	4	0	0	0	0	0	0	0	0	0	0	0	10	0	165	

CULVERT PIPE ITEMS (CONT'D)

STATION	LOCATION	PIPE ID	204.0220 REMOVING INLETS EACH	204.0280 SEALING PIPES EACH	520.8700 CLEANING CULVERT PIPES EACH	521.1015 APRON ENDWALL FOR FOR CULVERT PIPE STEEL 15-INCH EACH	524.0630 ARPON ENDWALL FOR CULVERT PIPE SALVAGED 30-INCH EACH	524.0136 CULVERT PIPE SALVAGED 36-INCH LF	524.0636 ARPON ENDWALL FOR CULVERT PIPE SALVAGED 36-INCH EACH	606.0200 RIPRAP MEDIUM CY	611.0654 INLET COVERS TYPE V EACH	611.3220 INLETS 2x2-FT EACH	611.8115 ADJUSTING INLET COVERS EACH	611.0624 INLET COVER TYPE H EACH	612.0215 PIPE UNDERDRAIN UNPERFORATED 15-INCH LF	628.7555 CULVERT PIPE CHECKS EACH	633.5200 MARKER CULVERT END EACH	645.0120 GEOTEXTILE FABRIC TYPE HR SY	SPV.0090.01 DITCH CLEANING LF	REMARKS
1196-04-78 US 53 NB CATEGORY 0010																				
510+77 'NB'	LT/RT	52	-	-	1	-	-	-	-	-	-	-	-	-	-	-	-	-	10	
527+25 'NB'	LT	53	-	-	1	-	-	-	-	-	-	-	-	-	-	-	-	-	20	
534+30 'NB'	LT/RT	54	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	20	
554+02 'NB'	LT/RT	55	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	EXISTING CONDITIONS TO REMAIN
554+00 'NB'	RT	56A	-	-	-	1	-	-	-	4	1	1	-	-	96	1	1	14	-	
554+39 'NB'	RT	56	1	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
557+27 'NB'	LT	57	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	EXISTING CONDITIONS TO REMAIN
560+30 'NB'	LT/RT	58	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	EXISTING CONDITIONS TO REMAIN
565+27 'NB'	LT	59	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	10	
7+96 'CR D'	RT	60	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	EXISTING CONDITIONS TO REMAIN
583+33 'NB'	RT	61	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2	-	10	
7+93 'CR D'	LT	62	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	
594+60 'NB'	LT/RT	63	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	10	
602+38 'NB'	LT/RT	64	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	
609+90 'NB'	LT/RT	65	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	10	
632+82 'NB'	LT/RT	66	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	10	
645+16 'NB'	LT/RT	67	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	EXISTING CONDITIONS TO REMAIN
657+12 'NB'	LT/RT	68	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	10	
678+12 'NB'	LT/RT	69	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	10	
688+12 'NB'	LT/RT	70	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	20	
694+63 'NB'	LT/RT	71	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	20	
705+12 'NB'	LT/RT	72	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2	-	10	
706+83 'NB'	RT	73	-	-	1	-	-	-	-	-	-	-	-	-	-	-	-	-	5	
707+15 'NB'	RT	74	-	-	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
735+10 'NB'	LT/RT	75	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	20	
744+15 'NB'	LT/RT	76	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2	-	20	
756+12 'NB'	LT/RT	77	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2	-	20	
777+61 'NB'	LT/RT	78	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	10	
785+13 'NB'	LT/RT	79	-	-	`	-	-	-	-	-	-	-	-	-	-	-	-	-	20	
796+13 'NB'	LT/RT	80	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2	-	10	
11+02 '21ST	LT	81	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	EXISTING CONDITIONS TO REMAIN
10+58 '21ST	RT	82	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	5	
11+10 '21ST	LT/RT	83	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2	-	-	
811+11 'NB'	LT/RT	84	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2	-	20	
839+79 'NB'	LT/RT	85	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	10	
862+82 'NB'	LT/RT	86	-	-	1	-	-	-	-	-	-	-	-	-	-	-	2	-	40	
866+56 'NB'	RT	86A	1	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
866+64 'NB'	RT	86B	-	-	-	1	-	-	-	4	1	1	-	-	56	1	1	14	-	
876+64 'NB'	LT/RT	87	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2	-	15	
886+11 'NB'	LT/RT	88	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2	-	-	
892+56 'NB'	LT/RT	89	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2	-	-	
920+91 'NB'	LT/RT	90	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	EXISTING CONDITIONS TO REMAIN
927+78 'B8'	LT/RT	91	-	-	1	-	-	-	-	-	-	-	-	-	-	-	1	-	5	
924+67 'A8'	RT	92	-	-	1	-	-	-	-	-	-	-	-	-	-	-	1	-	5	
920+60 'A8'	RT	93	-	-	-	-	-	-	-	-	-	-	1	1	-	-	2	-	20	
918+37 'A8'	RT	94	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2	-	-	
928+81 'A8'	RT	95	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	5	
933+36 'NB'	LT/RT	96	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	EXISTING CONDITIONS TO REMAIN
933+29 'NB'	RT	97	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	EXISTING CONDITIONS TO REMAIN
933+22 'NB'	RT	98	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	
935+65 'NB'	RT	99	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	
947+84 'NB'	LT/RT	100	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	5	
958+84 'NB'	LT/RT	101	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	5	
1196-04-78 CAT 0010 TOTALS			2	2	7	2	0	0	0	8	2	2	1	1	152	2	43	28	410	
ITEM TOTALS			8	8	15	8	1	18	1	44	8	8	4	1	544	12	86	154	830	

GUARDRAIL ITEMS

STATION			LOCATION	614.0396 GUARDRAIL MOW STRIP ASPHALT SY	614.0920 SALVAGED RAIL LF	614.2300 MGS GUARDRAIL 3 LF	614.2500 MGS THRIE BEAM TRANSITION LF	614.2610 MGS GUARDRAIL TERMINAL EAT EACH	614.2620 MGS GUARDRAIL TERMINAL TYPE 2 EACH	650.9920 CONSTRUCTION STAKING SLOPE STAKES LF	614.0010 BARRIER SYSTEM GRADING SHAPING FINISHING EACH	* 625.0500 SALVAGED TOPSOIL SY	* 627.0200 MULCHING SY	* 629.0210 FERTILIZER TYPE B CWT	* 630.0120 SEEDING MIXTURE NO. 20 LB	* 630.0200 SEEDING TEMPORARY LB	* 630.0500 SEED WATER MGAL	REMARKS
1196-05-77																		
US 53 NB																		
CATEGORY 0010																		
126+09.65	-	129+64.68	LT	138	298	262.5	39.4	1	-	207	1	630	700	0.44	19	19	14	B-03-015
126+49.21	-	129+41.74	RT	114	248	200.0	39.4	1	-	207	1	290	350	0.22	9	9	7	
280+25.66	-	283+80.68	LT	138	273	262.5	39.4	1	-	174	1	170	220	0.14	6	6	4	B-03-0017
280+33.28	-	283+50.80	RT	123	248	225.0	39.4	1	-	174	1	200	260	0.16	7	7	4	
322+53.31	-	328+18.94	LT	220	257	512.5	-	1	1	167	1	220	410	0.25	11	11	5	C-03-015
321+53.01	-	328+06.14	RT	254	443	600.0	-	1	1	267	1	220	300	0.18	8	8	5	
425+52.99	-	429+58.01	LT	158	348	312.5	39.4	1	-	377	1	430	540	0.34	15	15	10	B-03-0019
427+62.79	-	430+67.81	RT	119	223	212.5	39.4	1	-	167	1	270	380	0.24	10	10	6	
475+42.60	-	478+97.62	LT	138	285	262.5	39.4	1	-	229	1	340	410	0.26	11	11	8	B-03-0021
476+04.96	-	478+97.46	RT	114	210	200.0	39.4	1	-	146	1	160	230	0.14	6	6	4	
488+92.20	-	492+84.72	LT	153	298	300.0	39.4	1	-	122	1	250	320	0.20	8	8	6	B-03-0023
489+92.06	-	492+84.58	RT	117	249	200.0	39.4	1	-	123	1	150	220	0.13	6	6	3	
1196-05-77 CAT 0010 TOTALS				1786	3380	3550.0	394.0	12	2	2360	12	3330	4340	2.69	115	115	76	
1196-04-78																		
US 53 NB																		
CATEGORY 0010																		
551+06.46	-	554+73.99	LT	143	273	275.0	39.4	1	-	167	1	280	350	0.22	9	9	6	B-03-0025
550+28.30	-	554+45.83	RT	162	248	325.0	39.4	1	-	245	1	450	520	0.33	14	14	10	
859+76.88	-	864+31.91	LT	177	434	362.5	39.4	1	-	167	1	240	320	0.20	9	9	5	B-03-0031
858+21.92	-	864+76.95	RT	255	598	562.5	39.4	1	-	167	1	280	70	0.04	2	2	6	
866+13.35	-	871+71.50	LT	217	546	550.0	8.2	-	1		1	250	320	0.20	8	8	6	
866+49.36	-	868+57.51	RT	81	172	200.0	8.2	-	1		1	100	120	0.07	3	3	2	
930+25.01	-	933+42.53	LT	123	310	225.0	39.4	1	-	167	1	230	320	0.20	8	8	5	B-03-0038
929+05.30	-	929+79.07	RT	30	73	12.5	8.2	1	-	167	1	150	210	0.13	6	6	3	
1196-04-78 CAT 0010 TOTALS				1188	2654	2512.5	221.5	6	2	1080	8	1980	2230	1.38	59	59	43	
ITEM TOTALS				2974	6034	6062.5	615.5	18	4	3440	20	5310	6570	4.07	174	174	119	

* SALVAGED TOPSOIL, SEED, FERTILIZER, MULCH, SEED WATER - ESTIMATED QUANTITIES (FOR INFORMATION ONLY - PAID FOR UNDER BARRIER SYSTEM GRADING, SHAPING FINISHING), INCLUDES TRANSITION AREA BEFORE EAT / GUARDRAIL TERMINALS

MOBILIZATION

STATION	619.0100 MOBILIZATION EACH
1196-05-77 US 53 NB CATEGORY 0010	
74+75-500+00	0.50
1196-04-78 US 53 NB CATEGORY 0010	
500+00 - 931+12	0.50
ITEM TOTAL	1.00

TRACKING PAD

STATION - STATION	628.7560 EACH
1196-05-77	
US 53 NB	
CATEGORY 0010	2
1196-04-78	
US 53 NB	
CATEGORY 0010	2
ITEM TOTAL	4

EROSION CONTROL

STATION	LOCATION	628.1905 EROSION CONTROL EACH	628.1910 EMERGENCY EROSION CONTROL EACH
1196-05-77			
US 53 NB			
CATEGORY 0010		3	3
1196-05-77 CAT 0010 TOTALS		3	3
1196-04-78			
US 53 NB			
CATEGORY 0010		3	3
1196-04-78 CAT 0010 TOTALS		3	3
ITEM TOTALS		6	6

CONCRETE BARRIER

STATION			LOCATION	603.8000 TEMPORARY PRECAST DELIVERED LF	603.8125 TEMPORARY PRECAST INSTALLED LF	603.8505 ANCHORING CONCRETE BARRIER TEMPORARY PRECAST ON BRIDGE DECKS LF
1196-05-77						
US 53 NB						
CATEGORY 0010						
STR B-03-0015 : CARLSON SCHOOL DRIVE						
127+36	-	131+02	LT	375.0	750.0	
127+36	-	131+02	RT	375.0	750.0	
STR B-03-0017 : CTH AA						
281+45	-	286+18	LT	487.5	975.0	
281+45	-	286+18	RT	487.5	975.0	
STR B-03-0019 : CTH A						
428+15	-	432+86	LT	500.0	1000.0	
428+15	-	432+86	RT	500.0	1000.0	
STR B-03-0021 : CHETEK RIVER						
477+06	-	481+43	LT	450.0	900.0	
477+06	-	481+43	RT	450.0	900.0	
STR B-03-0023 : CTH I						
490+51	-	494+78	LT	437.5	875.0	
490+53	-	494+78	RT	437.5	875.0	
1196-05-77 CAT 0010 TOTALS				4500.0	9000.0	0.0
1196-04-78						
US 53 NB						
CATEGORY 0010						
STR B-03-0025 : KNAPP ST						
551+71	-	556+30	LT	475.0	950.0	
551+71	-	556+30	RT	475.0	950.0	
STR B-03-0031 : 20TH ST						
862+20	-	866+64	LT	462.5	925.0	
862+20	-	866+93	RT	462.5	925.0	
STR B-03-0038 : USH 8						
931+26	-	936+73	LT	550.0	1100.0	550
931+26	-	936+73	RT	550.0	1100.0	
1196-04-78 CAT 0010 TOTALS				2975.0	5950.0	550
ITEM TOTALS				7475.0	14950.0	550

SALVAGED TOPSOIL, SEEDING AND EROSION CONTROL

STATION			LOCATION	625.0500 SALVAGED TOPSOIL SY	628.1504 SILT FENCE LF	628.1520 SILT FENCE MAINTENANCE LF	628.2004 EROSION MAT CLASS I TYPE B SY	628.7010 INLET PROTECTION TYPE B EACH	629.0210 FERTILIZER TYPE B CWT	630.0120 SEEDING MIXTURE NO. 20 LB	630.0200 SEEDING TEMPORARY LB	630.0500 SEED WATER MGAL
1196-05-77												
US 53 NB												
CATEGORY 0010												
124+93	-	127+00	LT		215	215						
124+93	-	127+00	RT		215	215						
279+09	-	280+83	LT		180	180						
279+09	-	280+83	RT		180	180						
283+05	-		RT	430	80	80	430	1	0.04	11.6	11.6	10
283+35	-		LT	160	50	50	160	1	0.02	4.3	4.3	4
320+36	-	323+03	LT		270	270						
320+36	-	323+03	RT		270	270						
424+36	-	428+12	LT		380	380						
424+36	-	428+12	RT		380	380						
474+26	-	476+54	LT		230	230						
474+26	-	476+54	RT		230	230						
478+51.8	-		RT	125	80	80	125	1	0.01	3.8	3.8	3
478+51.9	-		LT	150	60	60	150	1	0.02	4.0	4.0	3
488+20	-	490+42	LT		225	225						
488+20	-	490+42	RT		225	225						
492+39	-		LT	140	50	50	140	1	0.02	3.8	3.8	3
492+39.1	-		RT	380	80	80	380	1	0.04	10.3	10.3	9
UNDISTRIBUTED				345	850	850	345	2	0.05	9.7	9.7	8
1196-05-77 CAT 0010 TOTALS				1730	4250	4250	1730	8	0.20	47.5	47.5	40
1196-04-78												
US 53 NB												
CATEGORY 0010												
549+12	-	551+56	LT		225	225						
549+12	-	551+56	RT		225	225						
554+00	-		RT	370	100	100	370	1	0.03	10.0	10.0	8
857+55	-	860+26	LT		280	280						
857+55	-	860+26	RT		275	275						
866+63.8	-		RT	120	50	50	120	1	0.01	3.2	3.2	3
927+88	-	930+74	LT		295	295						
927+88	-	929+74	RT		195	195						
UNDISTRIBUTED				125	410	410	125	1	0.01	3.3	3.3	3
1196-04-78 CAT 0010 TOTALS				615	2055	2055	615	3	0.05	16.5	16.5	14
ITEM TOTALS				2345	6305	6305	2345	11	0.25	64.0	64.0	54

SIGNS TYPE I

STATION (APPROX.)	LOCATION	SIGN NO.	SIGN CODE	SIGN MESSAGE	SIGN SIZE WxH (INCHES)	637.1220 SIGNS TYPE I REFLECTIVE SH SF
1196-05-77						
US 53 NB						
CATEGORY 0010						
124+40	RT	3-1	D2-3	Chetek 7 Barron 15 Superior 114	168 X 84	98.00
327+10	RT	10-1	E5-51	REST AREA 1 MILE	120 X 54	45.00
327+10	RT	10-2	E10-54	WEATHER INFORMATION	120 X 12	10.00
374+10	RT	11-1	E5-52	REST AREA w/Diag. Arrow	144 X 54	54.00
436+60	RT	14-1	E1-5P	EXIT 126	108 X 30	22.50
436+60	RT	14-2	E1-1A	I (County Rd shield) Chetek 3/4 MILE	144 X 120	120.00
464+10	RT	15-1	E5-64	Tourist Info NEXT RIGHT	144 X 54	54.00
475+70	RT	16-1	E1-5P	EXIT 126	108 X 30	22.50
475+70	RT	16-2	E4-1A	I (County Rd shield) Chetek	180 X 90	112.50
1196-05-77 CAT 0010 TOTAL						538.50
1196-04-78						
US 53 NB						
CATEGORY 0010						
562+35	RT	20-1	D2-3	Cameron 9 Rice Lake 12 Superior 106	180 X 84	105.00
850+18	RT	31-1	E1-5P	EXIT 135	108 X 30	22.50
850+18	RT	31-2	E1-1A	8 (US Hwy shield) Barron Cameron 1 MILE	168 X 162	189.00
910+57	RT	33-1	E1-5P	EXIT 135	108 X 30	22.50
910+57	RT	33-2	E4-1A	8 (US Hwy shield) Barron Cameron w/Diag. Arrow Rt	204 X 132	187.00
1196-04-78 CAT 0010 TOTALS						526.00
ITEM TOTALS						1064.50

FIELD OFFICE TYPE C

STATION - STATION	642.5201 EACH
1196-05-77	
US 53 NB	
CATEGORY 0010	
74+75 'NB' - 500+00 'NB'	0.5
1196-05-77 CAT 0010 TOTAL	0.5
1196-04-78	
US 53 NB	
CATEGORY 0010	
500+00 'NB' - 969+85 'NB'	0.5
1196-04-78 CAT 0010 TOTAL	0.5
ITEM TOTAL	1

3

TRAFFIC CONTROL

STATION	643.0300 DRUMS DAY	643.0420 BARRICADES TYPE III DAY	643.0705 WARNING LIGHTS TYPE A DAY	643.0715 WARNING LIGHTS TYPE C DAY	643.0800 ARROW BOARDS DAY	643.0900 SIGNS DAY	643.1050 SIGNS PCMS EACH	643.1051 PCMS WITH CELLULAR COMMUNICATIONS EACH	649.0150 TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH LF
USH 53									
STAGE 1 (1195-05-77)									
74+75'NB' - 500+00'NB'	26416	1820	7280	3432	104	1092	52	52	2890
STAGE 2 (1195-05-77)									
74+75'NB' - 500+00'NB'	26156	1820	7280	3640	104	1144	52	52	1990
STAGE 3 (1195-05-77)									
74+75'NB' - 500+00'NB'	13845	525	2100	990	30	555	15	15	2890
STAGE 4 (1195-05-77)									
74+75'NB' - 500+00'NB'	14688	560	2240	1120	32	608	16	16	1990
1196-05-77 CAT 0010 TOTAL	81105	4725	18900	9182	270	3399	135	135	9760
STAGE 1 (1196-04-78)									
500+00'NB' - 969+85'NB'	29016	1820	7280	1664		520	-	-	2350
STAGE 2 (1196-04-78)									
500+00'NB' - 969+85'NB'	28496	1820	7280	2912		520	-	-	1750
STAGE 3 (1196-04-78)									
500+00'NB' - 969+85'NB'	8370	525	2100	480		150	-	-	2350
STAGE 4 (1196-04-78)									
500+00'NB' - 969+85'NB'	8768	560	2240	896		160	-	-	1750
1196-04-78 CAT 0010 TOTAL	74650	4725	18900	5952		1350	-	-	8200
ITEM TOTALS	155755	9450	37800	15134	270	4749	135	135	17960

PAVEMENT MARKING ITEMS

STATION	LOCATION	646.1040 MARKING LINE GROOVED WET REFLECTIVE EPOXY 4-INCH (WHITE) LF	646.1040 MARKING LINE GROOVED WET REFLECTIVE EPOXY 4-INCH (YELLOW) LF	646.1545 MARKING LINE GROOVED WET REFLECTIVE CONTRAST EPOXY 4-INCH (WHITE. SKIPS) LF	646.3545 MARKING LINE GROOVED WET REFLECTIVE CONTRAST EPOXY 8-INCH (WHITE) LF	646.8320 MARKING PARKING STALL EPOXY LF	646.5220 MARKING SYMBOL EPOXY EACH	649.0105 TEMPORARY MARKING LINE PAINT 4-INCH (SKIPS) LF
1196-05-77								
US 53 NB								
CATEGORY 0010								
82+00 'NB' - 375+81 'NB'	LT/RT	29381	29381	7345	100			4929
375+81 'NB' - 425+04 'NB'	LT/RT	3661	4925	1231				1231
425+04 'NB' - 478+84 'NB'	LT/RT	5385	5374	1345				1345
478+84 'NB' - 500+00 'NB'	LT/RT	2116	2116	529				
478+83 'BI' - 492+29 'BI'	LT/RT	1355	741		480			
		41898	42537					
1196-05-77 CAT 0010 TOTALS		84435		10450	580	0	0	7505
1196-05-77								
REST AREA #34								
CATEGORY 0070								
393+19 'TR' - 409+41 'TR'		2601			185	990		
380+97 'AR' - 418+50 'AR'		4039	3560		505	1020	2	
REST AREA								
		6640	3560					
1196-05-77 CAT 0070 TOTALS		10200		0	690	2010	2	0
1196-04-78								
US 53 NB								
CATEGORY 0010								
500+00 'NB' - 520+08 'NB'	LT/RT	1273	2008	502				
494+48 'AI' - 520+07 'AI'	LT/RT	2864	1409		100			9794
520+08 'NB' - 916+86 'NB'	LT/RT	39667	39681	9917				1052
916+96 'B8' - 933+53 'B8'	LT/RT	1816	1472					400
920+89 'A8' - 953+87 'A8'	LT/RT	1305	2605					
916+86 'NB' - 953+84 'NB'	LT/RT	2874	3697	924	435			
953+84 'NB' - 969+85 'NB'	LT/RT	1601	1603	402	100			
		51400	52475					
1196-04-78 CAT 0010 TOTALS		103875		11745	635	0	0	11245
ITEM TOTALS		198510		22195	1905	2010	2	18750

3

SAWING ASPHALT

STATION	LOCATION	690.0150 LF	REMARKS
USH 53 NB			
1196-05-77 CAT 0010			
74+75'NB'	LT/RT	53	BEGIN PROJECT
88+06'NB'	LT	24	
128+80'NB'	LT/RT	40	B-03-0015
131+92'NB'	LT/RT	40	B-03-0015
148+54'NB'	LT	24	
250+52'NB'	LT	24	
283+02'NB'	LT/RT	38	B-03-0017
286+20'NB'	LT/RT	40	B-03-0017
353+20'NB'	LT	24	
429+98'NB'	LT/RT	48	B-03-0019
432+94'NB'	LT/RT	82	B-03-0019
461+65'NB'	LT	24	
478+83'NB'	LT/RT	53	B-03-0021
481+50'NB'	LT/RT	53	B-03-0021
491+85'NB'	RT	25	CTH I OFF RAMP
492+48'NB'	LT/RT	40	B-03-0023
494+83'NB'	LT/RT	43	B-03-0023
495+78'NB'	RT	25	CTH I ON RAMP
1196-05-77 CAT 0010 TOTAL		700	
USH 53 NB			
1196-04-78			
527+25'NB'	LT	24	
554+07'NB'	LT/RT	40	B-03-0025
556+39'NB'	LT/RT	40	B-03-0025
673+17'NB'	LT	24	
782+31'NB'	LT	24	
864+32'NB'	LT/RT	40	B-03-0031
866+49'NB'	LT/RT	38	B-03-0031
901+97'NB'	LT	32	
929+89'NB'	RT	25	USH 8 NB ON RAMP
931+24'NB'	RT	25	USH 8 NB OFF RAMP
933+08'NB'	LT/RT	40	B-03-0038
936+75'NB'	LT/RT	74	B-23-0038
969+42'NB'	LT	24	
969+85'NB'	LT/RT	35	END PROJECT
1196-04-78 CAT 0010 TOTAL		485	
ITEM TOTAL		1185	

SAWING CONCRETE

STATION	LOCATION	690.0250 LF
1196-05-77		
REST AREA #34		
CATEGORY 0070		
400+54		13
501+31		13
1196-05-77 CAT 0070 TOTAL		26
ITEM TOTAL		26

CONSTRUCTION STAKING

STATION - STATION	LOCATION	650.5500 CURB GUTTER AND CURB & GUTTER LF	650.8000 RESURFACING REFERENCE LF	650.9910 SUPPLEMENTAL CONTROL (1196-05-77) LS	650.9910 SUPPLEMENTAL CONTROL (1196-05-78) LS	650.6500.01 STRUCTURE LAYOUT (B-03-0019) LS	SPV.0090.02 CONCRETE CURB AND GUTTER CURE AND SEAL TREATMENT LF
1196-05-77 US 53 NB							
CATEGORY 0010							
84+75 - 500+00	US 53 NB		41525	1			
130+34	CARLSON (B-03-0015)	24					24
284+31	CTH AA (B-03-0017)	104					104
431+63	CTH A (B-03-0019)	12				1	12
480+17	CHETEK RIVER (B-03-0021)	104					104
493+75	CTH I (B-03-0023)	104					104
1196-05-77 CAT 0010 TOTALS		348	41525	1	0	1	348
1196-05-77 REST AREA #34							
CATEGORY 0070							
374+17 - 425+98	CAR	8	5183				8
393+19 - 409+41	TRUCK	8	1622				8
1196-05-77 CAT 0070 TOTALS		16	6805	0	0	0	16
1196-04-78 US 53 NB							
CATEGORY 0010							
500+00 - 969+85	US 53 NB	8	46985		1		8
555+14	KNAPP ST (B-03-0025)	50					50
865+13	20TH ST (B-03-0031)	31					31
934+76	US 8 (B-03-0038)						0
1196-04-78 CAT 0010 TOTALS		89	46985	0	1	0	89
ITEM TOTALS		453	95315	1	1	1	453

INSTALLING AND MAINTAINING BIRD DETERRENT SYSTEM

STATION	999.2000.S.04 130+34 EACH	999.2000.S.05 284+31 EACH	999.2000.S.06 431+63 EACH	999.2000.S.07 493+75 EACH	999.2000.S.08 480+17 EACH	999.2000.S.01 555+46 EACH	999.2000.S.02 865+47 EACH	999.2000.S.03 934+76 EACH
1196-05-77 US 53 NB								
CATEGORY 0010								
B-03-0015								
129+58.50 - 131+05.70	1							
B-03-0017								
283+55.90 - 285+07.40		1						
B-03-0019								
430+21.20 - 432+93.00			1					
B-03-0021								
479+05.98 - 481+28.65					1			
B-03-0023								
492+92.75 - 494+63.25				1				
1196-05-77 CAT TOTALS	1	1	1	1	1			
1196-04-78 US 53 NB								
CATEGORY 0010								
B-03-0025								
554+72.71 - 556+23.54						1		
B-03-0031								
864+62.53 - 866+20.71							1	
B-03-0038								
933+55.67 - 935+99.89								1
1196-05-78 CAT TOTALS						1	1	1
ITEM TOTALS	1	1	1	1	1	1	1	1

REMOVING RWIS SENSORS AND CABLES

STATION - LOCATION	SPV.0060.01 EACH
1196-05-77	
US 53 NB	
CATEGORY 0010	
492+56.6 'NB' , 5.8' RT	1.0
493+32.6 'NB' , 5.4' RT	1.0
493+31.9 'NB' , 5.4' RT	1.0
1196-05-77 CAT 0010 TOTAL	3.0
ITEM TOTAL	3.0

5

5

MATCH LINE STA 76+75.00'NB'

65'SB'

70'SB'

USH 53 SB

75'SB'

SIGN

65'NB'

70'NB'

USH 53 NB

75'NB'

C'TH M

SIGN

SIGN

SIGN

SIGN

SIGN

SIGN

SIGN

SIGN

90'SB

85'SB

80'SB'

USH 53 SB

NORTHERN NATURAL GAS

105' LT

CAUTION

1

2

MATCH LINE STA 76+75.00'NB'

80'NB'

N12° 51' 31"W

85'NB'

90'NB'

USH 53 NB

MATCH LINE STA 91+50.00'NB'

BEGIN PROJECT 1196-05-77
STA 84+75.00 'NB'

1

STA 84+56 'NB'
1-36" X 142' RCCP CLASS III
2-36" AECPRC
EXISTING TO REMAIN
DITCH CLEANING LT (10 LF)

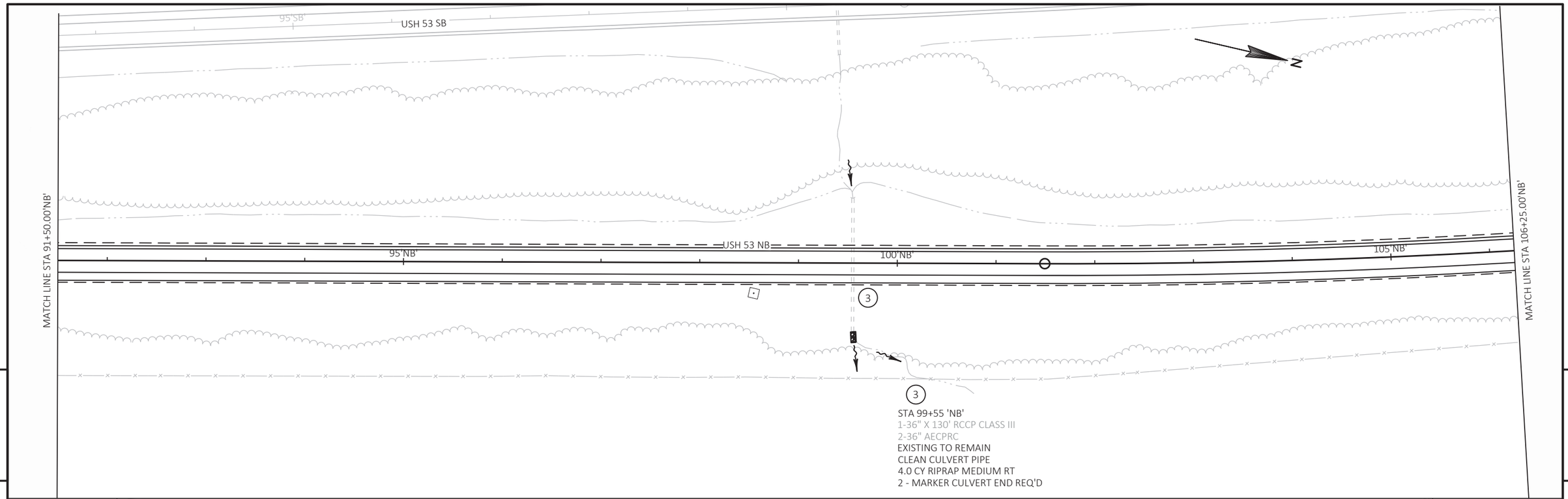
2

STA 88+07 'NB', 43' LT
1-18" X 95' CSP CLASS III
2-18" AECPS
EXISTING TO REMAIN
2 - MARKER CULVERT END REQ'D
DITCH CLEANING LT
(10 LF - SOUTH)

PROJECT NO: 1196-04-78,1196-05-77	HWY: USH 53	COUNTY: BARRON	PLAN	SHEET 113	E

FILE NAME : O:\UZ\W\WITNW\146423\C3D\11960408\SHEETSPLAN\050101_PN.DWG
LAYOUT NAME - 050101_PN - 050101

PLOT DATE : 10/4/2021 11:08 AM PLOT BY : ANNIE JEROME PLOT NAME : PLOT SCALE : 1 IN:100 FT



PROJECT NO: 1196-04-78,1196-05-77	HWY: USH 53	COUNTY: BARRON	PLAN	SHEET 114	E

FILE NAME : O:\UZ\W\WITNW\146423\C3D\11960408\SHEETSPLAN\050101_PN.DWG
LAYOUT NAME - 050101_PN - 050102

PLOT DATE : 10/4/2021 11:10 AM PLOT BY : ANNIE JEROME PLOT NAME : PLOT SCALE : 1 IN:100 FT

MGS GUARDRAIL TERMINAL EAT REQ'D
STA 126+09.65 'NB' TO STA 126+62.78 'NB' LT

MGS GUARDRAIL 3 REQ'D
STA 126+62.78 'NB' TO STA 129+25.28 'NB' LT

MGS THRIE BEAM TRANSITION REQ'D
STA 129+25.28 'NB' TO STA 129+64.68 'NB' LT

USH 53 SB

135 SB

INL

CARLSON SCHOOL DRIVE(1ST AVE)

STA 131+27'NB' TO STA 131+39'NB' LT
CONCRETE CURB AND GUTTER
4-INCH SLOPED 36-INCH TYPE TBTT

STRUCTURE
C-03-009

STA 129+37'NB'
REPLACE CONCRETE APPROACH SLAB

STA 127+37'NB'
BEGIN ASPHALTIC BUTT JOINT

STA 131+92'NB'
END PAVEMENT BUTT JOINT

STA 132+28'NB'
END ASPHALTIC BUTT JOINT

SLOPE INTERCEPT (TYP)

STA 128+80'NB'
BEGIN PAVEMENT BUTT JOINT

CONCRETE PAVEMENT
7-INCH

MATCH LINE STA 120+00.00'NB'

NB'

125'NB'

USH 53 NB

130'NB'

N30° 59' 56"W

135'

MATCH LINE STA 135+00.00'NB'

SIGN

STA 130+34'NB'
STR B-03-015
CONCRETE DECK OVERLAY
3 SPAN REINFORCED CONCRETE
HAUNCHED SLAB
147.2' OVERALL LENGTH
40' CLEAR ROADWAY WIDTH
REMOVING STRUCTURE B-03-015
(PERTAINS TO REMOVAL OF
EXISTING PARAPETS ON WINGS)
(SEE STRUCTURE PLANS)

STA 131+04'NB' TO STA 131+16'NB' RT
CONCRETE CURB AND GUTTER
4-INCH SLOPED 36-INCH TYPE TBTT

STA 131+28'NB'
REPLACE CONCRETE APPROACH SLAB

STA 132+49 'NB'
TWIN 6' X 5' X 175' CONCRETE BOX CULV
EXISTING TO REMAIN

MGS GUARDRAIL TERMINAL EAT REQ'D
STA 126+49.21 'NB' TO STA 127+02.34 'NB' RT

MGS GUARDRAIL 3 REQ'D
STA 127+02.34 'NB' TO STA 129+02.34 'NB' RT

MGS THRIE BEAM TRANSITION REQ'D
STA 129+02.34 'NB' TO STA 129+41.74 'NB' RT

STA 131+07 'NB', 23' RT
1-INLETS 2' X 2' - A
ADJUSTING INLET COVERS
1-21" X 66' PUU
EXISTING TO REMAIN
1-MARKERS CULVERT END REQ'D

STA 131+30 'NB', 19' LT
1-INLETS 2' X 2' - A
ADJUSTING INLET COVERS
1-15" X 44' SSPRC
EXISTING TO REMAIN

140'SB'

145'SB'

USH 53 SB

100' LT

MATCH LINE STA 135+00.00'NB'

NB'

140'NB'

145'NB'

USH 53 NB

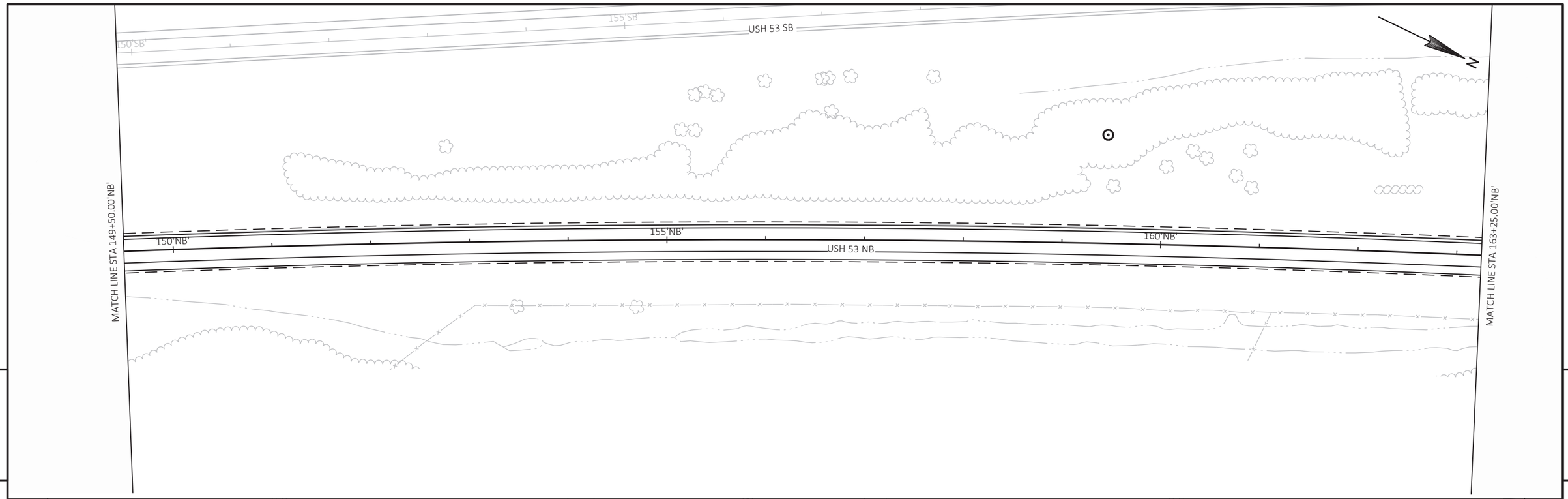
MATCH LINE STA 149+50.00'NB'

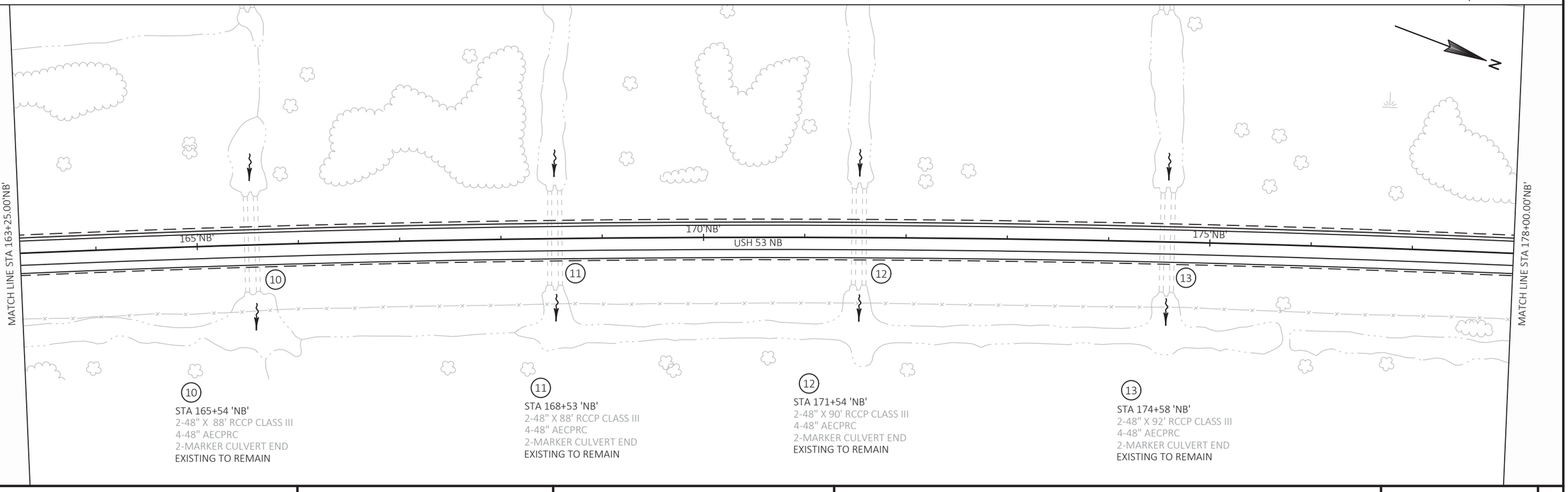
STA 137+54 'NB'
1-30" X 138' RCCP CLASS III
2-30" AECPRC
EXISTING TO REMAIN
2 - MARKER CULVERT END REQ'D
DITCH CLEANING
(5 LF EACH DIRECTION, 10 LF TOTAL)

STA 148+57 'NB', 121' LT
1-18" X 100' CSP CLASS III
2-18" AECPS
2-MARKER CULVERT END
EXISTING TO REMAIN
DITCH CLEANING LT
(5 LF - NORTH, 5 LF - SOUTH, 10 LF TOTAL)

PROJECT NO: 1196-04-78,1196-05-77	HWY: USH 53	COUNTY: BARRON	PLAN	SHEET 115 E

FILE NAME : P:\UZ\W\WITNW\146423\C3D\11960408\SHEETSPLAN\050101_PN.DWG
LAYOUT NAME - 050101_PN - 050103
PLOT DATE : 10/20/2021 12:33 AM PLOT BY : JARROD STARREN PLOT NAME : PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 44





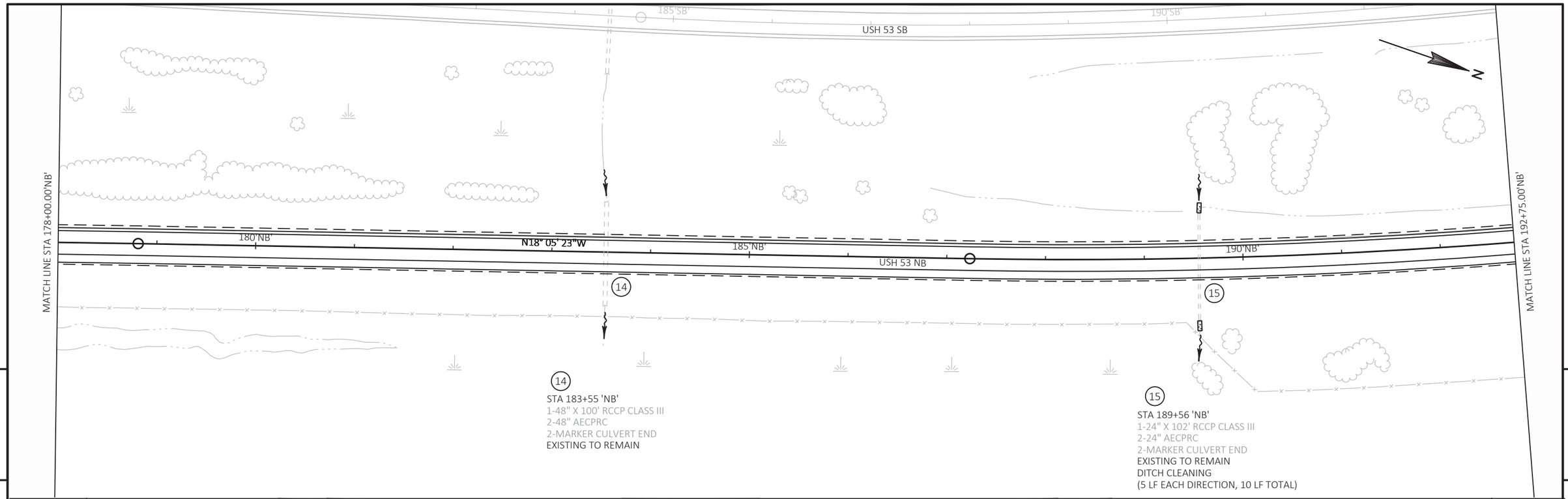
10
STA 165+54 'NB'
2-48" X 88' RCCP CLASS III
4-48" AECPRC
2-MARKER CULVERT END
EXISTING TO REMAIN

11
STA 168+53 'NB'
2-48" X 88' RCCP CLASS III
4-48" AECPRC
2-MARKER CULVERT END
EXISTING TO REMAIN

12
STA 171+54 'NB'
2-48" X 90' RCCP CLASS III
4-48" AECPRC
2-MARKER CULVERT END
EXISTING TO REMAIN

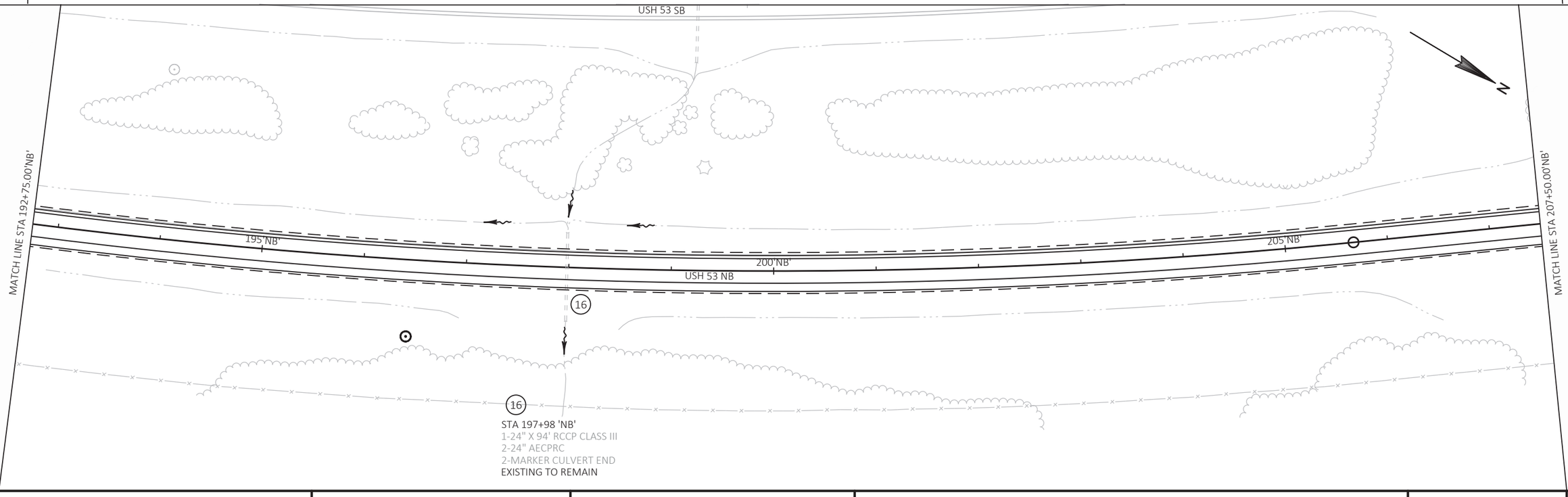
13
STA 174+58 'NB'
2-48" X 92' RCCP CLASS III
4-48" AECPRC
2-MARKER CULVERT END
EXISTING TO REMAIN

PROJECT NO: 1196-04-78,1196-05-77	HWY: USH 53	COUNTY: BARRON	PLAN	SHEET 116	E



14
STA 183+55 'NB'
1-48" X 100' RCCP CLASS III
2-48" AECPRC
2-MARKER CULVERT END
EXISTING TO REMAIN

15
STA 189+56 'NB'
1-24" X 102' RCCP CLASS III
2-24" AECPRC
2-MARKER CULVERT END
EXISTING TO REMAIN
DITCH CLEANING
(5 LF EACH DIRECTION, 10 LF TOTAL)



16
STA 197+98 'NB'
1-24" X 94' RCCP CLASS III
2-24" AECPRC
2-MARKER CULVERT END
EXISTING TO REMAIN

PROJECT NO: 1196-04-78,1196-05-77	HWY: USH 53	COUNTY: BARRON	PLAN	SHEET 117	E

FILE NAME : O:\UZ\W\WITNW\146423\C3D\11960408\SHEETSPLAN\050101_PN.DWG
LAYOUT NAME - 050101_PN - 050105
PLOT DATE : 10/4/2021 11:17 AM PLOT BY : ANNIE JEROME PLOT NAME : PLOT SCALE : 1 IN:100 FT

5

MATCH LINE STA 207+50.00'NB'

USH 53 SB

SEPTIC

SEPTIC

210'NB'

215'NB'

220'NB'

USH 53 NB

17

17

STA 209+54 'NB'
2-48" X 140' RCCP CLASS III
4-48" AECPRC
4-MARKER CULVERT END
EXISTING TO REMAIN

MATCH LINE STA 222+25.00'NB'

5

MATCH LINE STA 222+25.00'NB'

USH 53 SB

235 SB

BARRON ELECTRIC

BEAVER CREEK

BEAVER CREEK

STRUCTURE
B-03-032

225'NB'

230'NB'

235'NB'

USH 53 NB

18

18

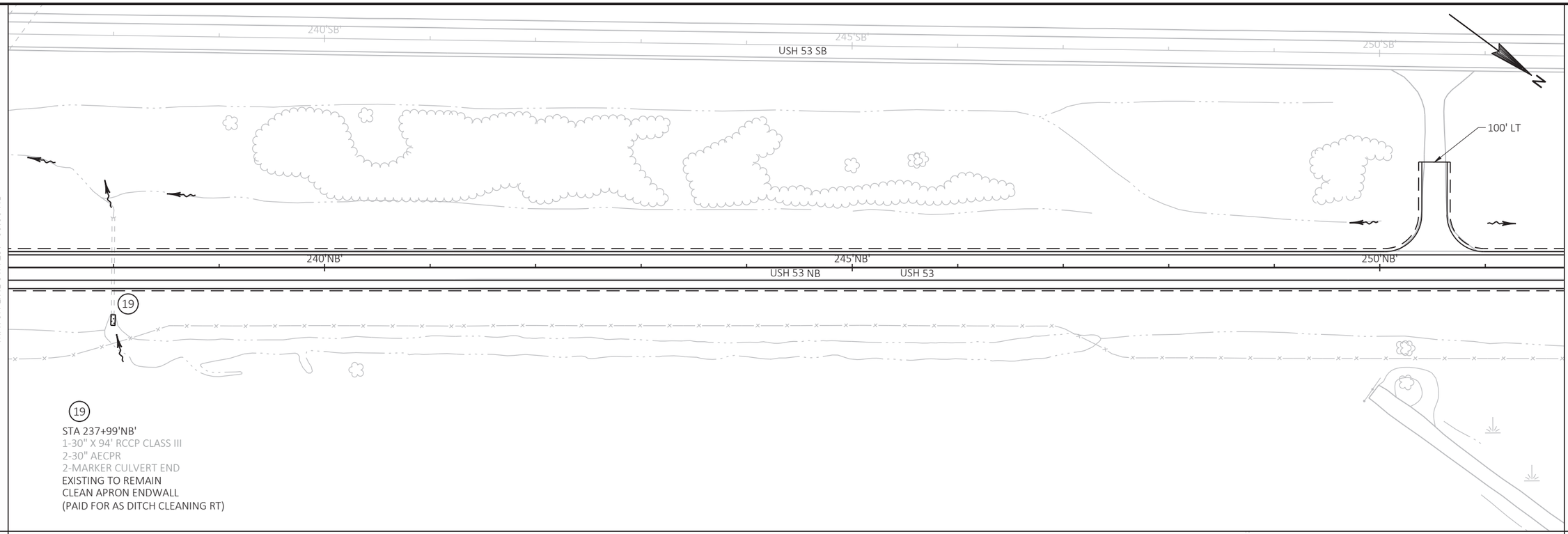
STA 224+53 'NB'
TWIN 9' X 5' X 125' CONCRETE BOX CULV
EXISTING TO REMAIN

MATCH LINE STA 237+00.00'NB'

PROJECT NO: 1196-04-78,1196-05-77	HWY: USH 53	COUNTY: BARRON	PLAN	SHEET 118	E

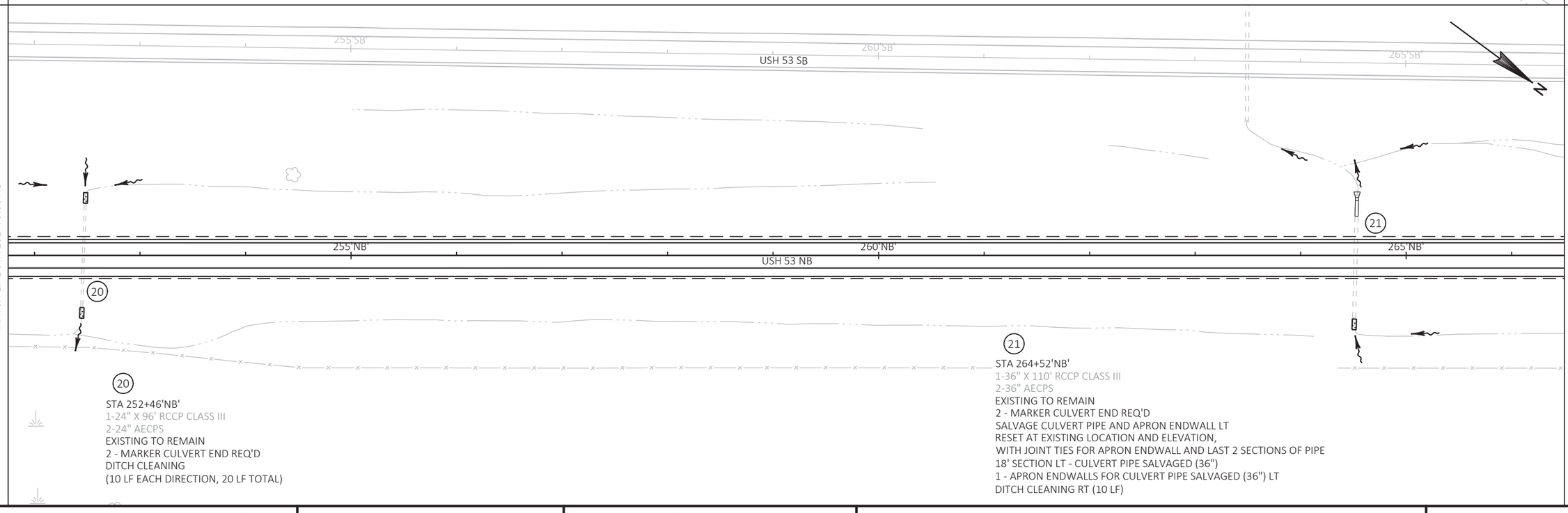
FILE NAME : O:\UZ\W\WITNW\146423\C3D\11960408\SHEETSPLAN\050101_PN.DWG
LAYOUT NAME - 050101_PN - 050106

PLOT DATE : 10/4/2021 11:19 AM PLOT BY : ANNIE JEROME PLOT NAME : PLOT SCALE : 1 IN:100 FT



19

STA 237+99'NB'
1-30" X 94' RCCP CLASS III
2-30" AECPR
2-MARKER CULVERT END
EXISTING TO REMAIN
CLEAN APRON ENDWALL
(PAID FOR AS DITCH CLEANING RT)



20

STA 252+46'NB'
1-24" X 96' RCCP CLASS III
2-24" AECPS
EXISTING TO REMAIN
2 - MARKER CULVERT END REQ'D
DITCH CLEANING
(10 LF EACH DIRECTION, 20 LF TOTAL)

21

STA 264+52'NB'
1-36" X 110' RCCP CLASS III
2-36" AECPS
EXISTING TO REMAIN
2 - MARKER CULVERT END REQ'D
SALVAGE CULVERT PIPE AND APRON ENDWALL LT
RESET AT EXISTING LOCATION AND ELEVATION,
WITH JOINT TIES FOR APRON ENDWALL AND LAST 2 SECTIONS OF PIPE
18' SECTION LT - CULVERT PIPE SALVAGED (36")
1 - APRON ENDWALLS FOR CULVERT PIPE SALVAGED (36") LT
DITCH CLEANING RT (10 LF)

PROJECT NO: 1196-04-78,1196-05-77	HWY: USH 53	COUNTY: BARRON	PLAN	SHEET 119	E

MATCH LINE STA 266+50.00'NB'

MATCH LINE STA 281+25.00'NB'

SIGN

270'SB'

275'SB'

280'SB'

USH 53 SB

MGS GUARDRAIL TERMINAL EAT REQ'D
STA 280+25.66'NB' TO STA 280+78.79'NB' LT

MGS GUARDRAIL 3 REQ'D
STA 280+78.79'NB' TO STA 283+41.29'NB' LT

MGS THRIE BEAM TRANSITION REQ'D
STA 283+41.29'NB' TO STA 283+80.68'NB' LT

N36° 31' 28"W

270'NB'

N36° 31' 28"W

275'NB'

278+52.08, 0.00'

280'NB'

USH 53 NB

22

SLOPE INTERCEPT (TYP)

22

STA 278+52'NB'
1-30" X 146' RCCP CLASS III
2-30" AECPRC
2 - MARKER CULVERT END
EXISTING TO REMAIN
DITCH CLEANING (10 LF EACH DIRECTION, 20 LF TOTAL)

MGS GUARDRAIL TERMINAL EAT REQ'D
STA 280+33.28'NB' TO STA 280+86.41'NB' RT

MGS GUARDRAIL 3 REQ'D
STA 280+86.41'NB' TO STA 283+11.41'NB' RT

MGS THRIE BEAM TRANSITION REQ'D
STA 283+11.41'NB' TO STA 283+50.80'NB' RT

5

5

24

STA 283+75 'NB', 19' LT
1-INLETS 2' X 2'-A
REMOVE INLET
1-15" X 50' SSPRC
SEAL PIPE, ABANDON EXISTING PIPE

SLOPE INTERCEPT (TYP)

BARRON ELECTRIC

STA 283+26 'NB', TO STA 283+78 'NB' LT
CONCRETE CURB AND GUTTER
4-INCH SLOPED 36-INCH TYPE TBT

STA 283+53'NB'
REPLACE CONCRETE APPROACH SLAB

STA 281+53'NB'
BEGIN ASPHALTIC BUTT JOINT

SIGN

CTH AA (3 1/2 AVE)

STA 284+51'NB'
STRUCTURE B-03-0017
CONCRETE OVERLAY
3 SPAN 45" PRESTRESSED
CONCRETE GIRDERS
151.9' OVERALL LENGTH
40' CLEAR ROADWAY WIDTH
(SEE STRUCTURE PLAN)

24A A

STA 283+35 'NB', 17.25' LT
1-INLETS 2' X 2'-V REQ'D
CASTING EL = 1020.04
INV EL = 1015.04
1-15" X 56 PUU REQ'D
STA 283+35 'NB', 74' LT
1-15" AECPS REQ'D
INV EL = 1013.00
1 - MARKER CULVERT END LT REQ'D
4 CY RIPRAP MEDIUM

285'SB'

USH 53 SB

24A

24

285'NB'

290'NB'

295'NB'

USH 53 NB

STA 283+02'NB'
BEGIN PAVEMENT BUTT JOINT

23

CONCRETE PAVEMENT 7-INCH

STA 286+20'NB'
END PAVEMENT BUTT JOINT

STA 287+52'NB'
END ASPHALTIC BUTT JOINT

23A

STA 282+96 'NB', TO STA 283+48 'NB' RT
CONCRETE CURB AND GUTTER
4-INCH SLOPED 36-INCH TYPE TBT

WE ENERGIES

STA 285+52'NB'
REPLACE CONCRETE APPROACH SLAB

23

STA 283+47 'NB', 22' RT
1-INLETS 2' X 2'-A
REMOVE INLET
1-21" X 50' PUU
1-EXISTING AEW TO BE REMOVED
SEAL PIPE, ABANDON EXISTING

23A A

STA 283+05 'NB', 21.25' RT
1-INLETS 2' X 2'-V REQ'D
CASTING EL = 1019.63
INV EL = 1014.63
1-15" X 88' PUU REQ'D
STA 283+19.2 'NB', 108' RT
1-15" AECPS REQ'D
INV EL = 1099.50
1 - MARKER CULVERT END RT REQ'DMOVING
4 CY RIPRAP MEDIUM

MOVING FENCE/REINSTALLING IF REQUIRED IS INCIDENTAL TO THE PIPE INSTALLATION

NOTE:

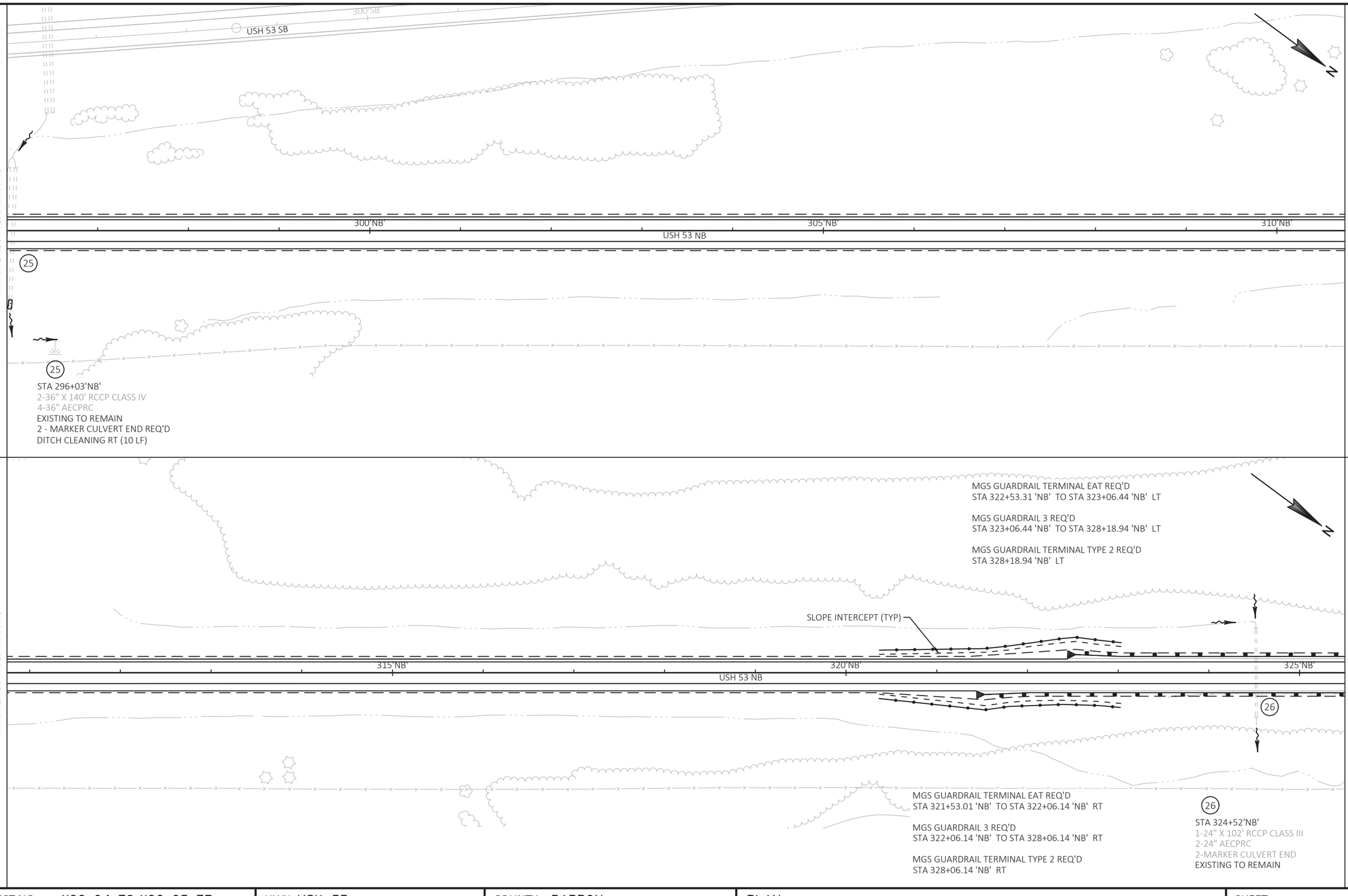
(A) VERIFY INLET LOCATION WITH BEAMGUARD POST SPACING AND OUTLET ELEVATION.

PROJECT NO: 1196-04-78,1196-05-77	HWY: USH 53	COUNTY: BARRON	PLAN	SHEET 120	E

FILE NAME : P:\UZ\W\WITNW\146423\C3D\11960408\SHEETSPLAN\050101_PN.DWG
LAYOUT NAME - 050101_PN - 050108

PLOT DATE : 10/20/2021 9:34 PM PLOT BY : JARROD STARREN PLOT NAME : PLOT SCALE : 1 IN:100 FT

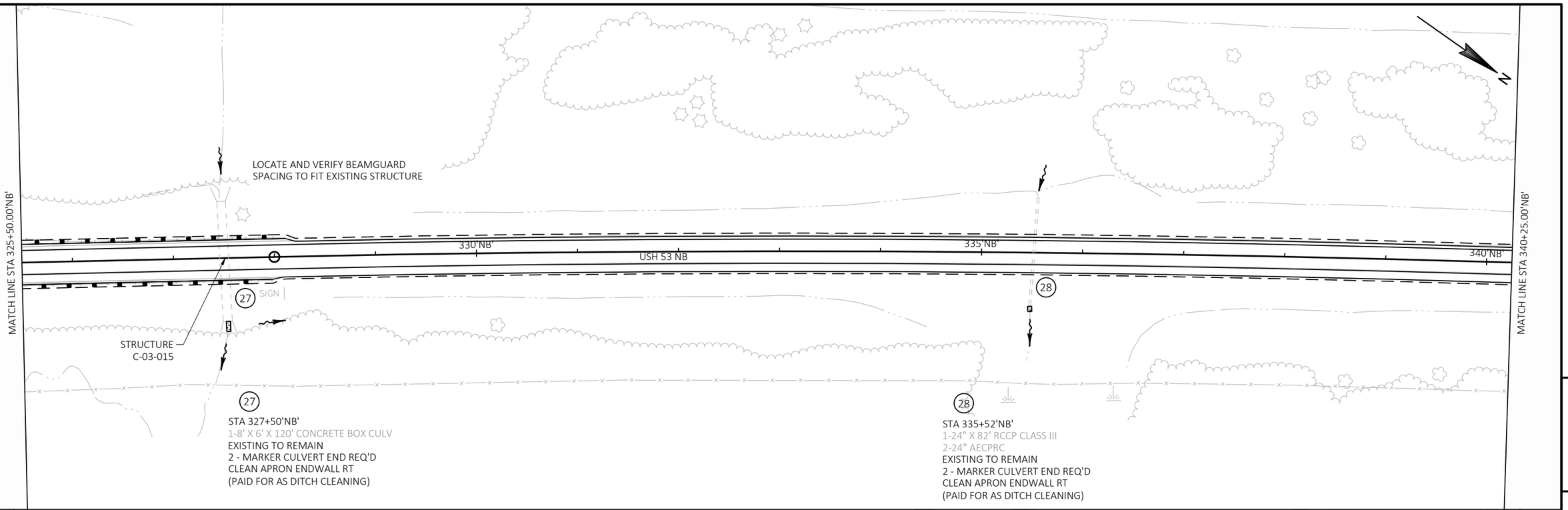
WISDOT/CADDS SHEET 44



5

5

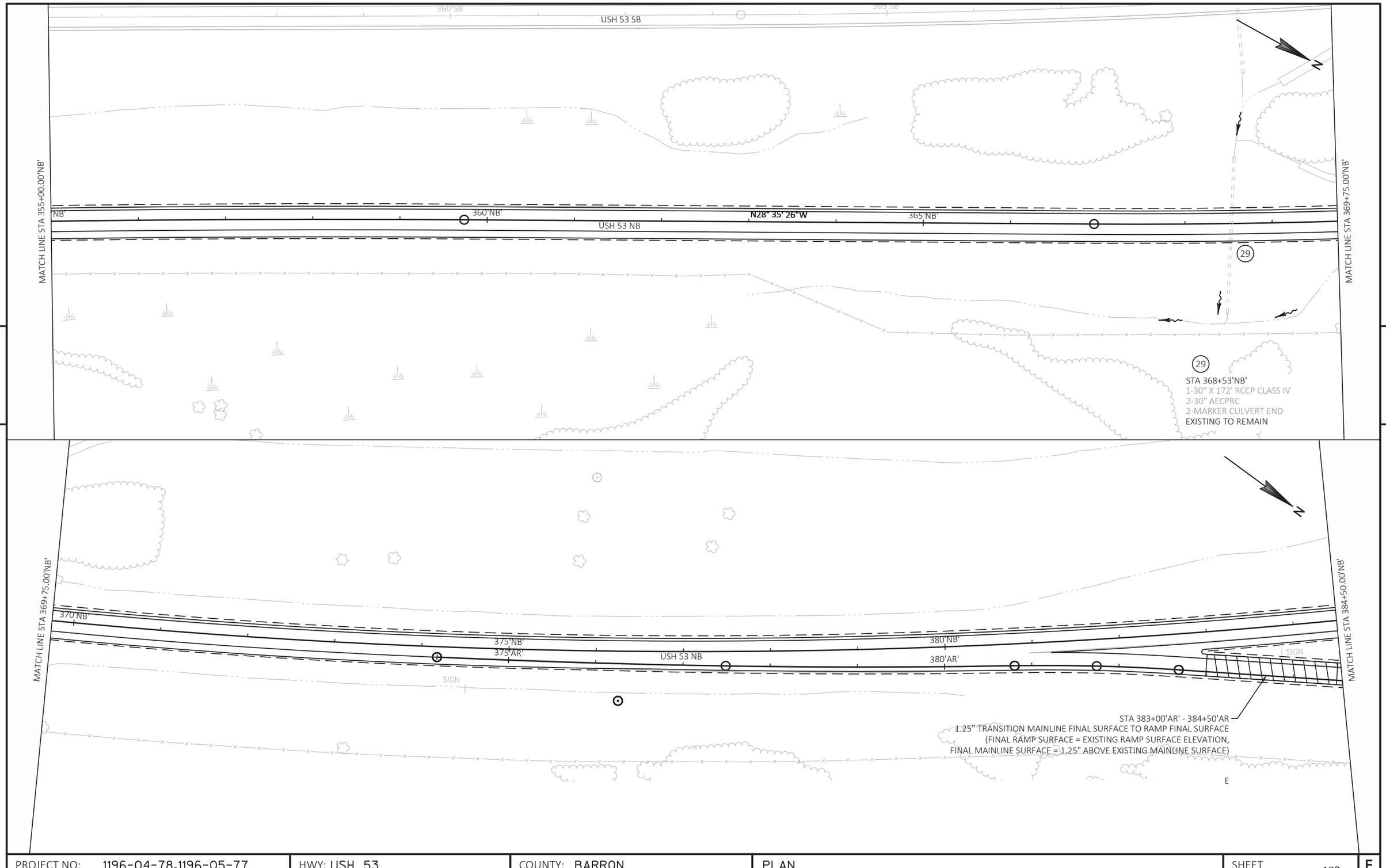
PROJECT NO: 1196-04-78,1196-05-77	HWY: USH 53	COUNTY: BARRON	PLAN	SHEET 121	E



PROJECT NO: 1196-04-78,1196-05-77	HWY: USH 53	COUNTY: BARRON	PLAN	SHEET 122	E

FILE NAME : P:\UZ\W\WITNW\146423\C3D\11960408\SHEETSPLAN\050101_PN.DWG
LAYOUT NAME - 050101_PN - 050110

PLOT DATE : 10/8/2021 5:18 AM PLOT BY : JARROD STARREN PLOT NAME : PLOT SCALE : 1 IN:100 FT



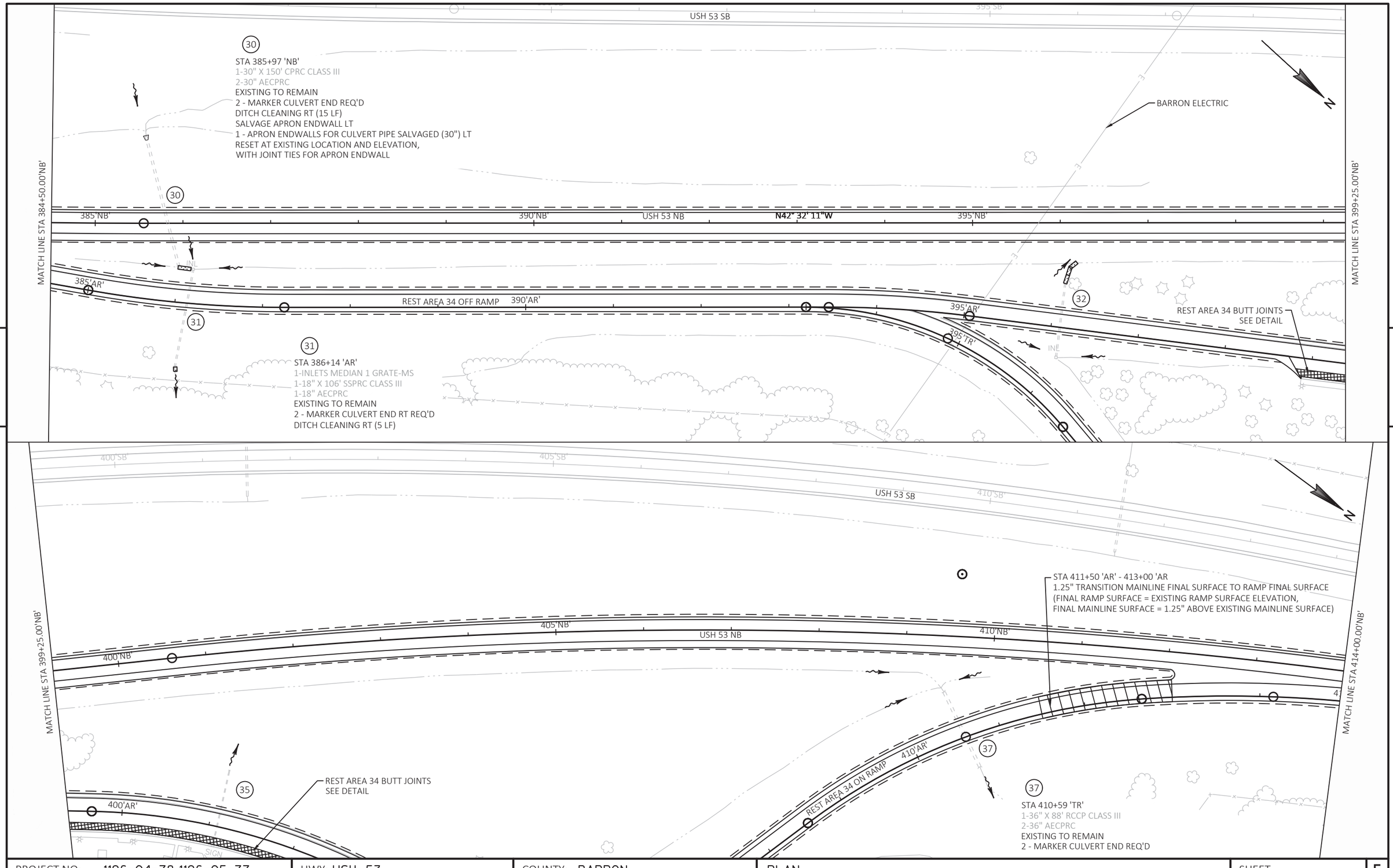
5

5

PROJECT NO: 1196-04-78,1196-05-77	HWY: USH 53	COUNTY: BARRON	PLAN	SHEET 123	E

FILE NAME : O:\UZ\W\WITNW\146423\C3D\11960408\SHEETSPLAN\050101_PN.DWG
LAYOUT NAME - 050101_PN - 050111

PLOT DATE : 10/4/2021 11:30 AM PLOT BY : ANNIE JEROME PLOT NAME : PLOT SCALE : 1 IN:100 FT



5

5

PROJECT NO: 1196-04-78,1196-05-77	HWY: USH 53	COUNTY: BARRON	PLAN	SHEET 124	E

FILE NAME : O:\UZ\W\WITNW\146423\C3D\11960408\SHEETSPLAN\050101_PN.DWG
LAYOUT NAME - 050101_PN - 050112

PLOT DATE : 10/4/2021 11:32 AM PLOT BY : ANNIE JEROME PLOT NAME : PLOT SCALE : 1 IN:100 FT

N

BARRON ELECTRIC

USH 53 SB

400'SB

PC: 400+61.34 NB'

400'NB

USH 53 NB

395'NB

N42° 32' 11"W

REST AREA 34 OFF RAMP

REST AREA 34 ON RAMP

400'AR'

400'TR'

395'AR'

395'TR'

405'AR'

405'TR'

INL

SIGN

MH

REST AREA 34

35

STA 401+10 'AR'
1-INLETS 2' X 3'-H
1-12" X 92' SSPRC CL III
1-12" AECPRC
EXISTING TO REMAIN
1 - MARKER CULVERT END LT REQ'D

36

STA 404+99 'AR'
1-INLETS MEDIAN 1 GRATE-MS
1-18" X 72' RCCP CLASS III
1-18" AECPRC
EXISTING TO REMAIN
2 - MARKER CULVERT END REQ'D
DITCH CLEANING LT (30 LF)

STA 396+15'AR' - STA 396+90'AR'
REMOVING PAVEMENT BUTT JOINTS
REMOVE EXISTING RUMBLE STRIPS (2, 24' WIDE STRIPS, WITH 25' SPACE BETWEEN)
UTILIZE SAME MILLING MACHINE TO MILL PAVEMENT ALONG CURB AND GUTTER IN REST AREA) PATCH WITH ASPHALTIC SURFACE BEFORE OVERLAY PAVEMENT IS PLACED.
REPLACE RUMBLE STRIPS IN ASPHALTIC PAVEMENT AT SAME LOCATION UPON COMPLETION OF PAVING OPERATIONS.
(PAID FOR AS ASPHALTIC INTERSECTION RUMBLE STRIPS)

STA 400+54'AR' AND STA 401+31'AR'
REPLACE CONCRETE CURB AND GUTTER 30-INCH TYPE A
(2 LOCATIONS, 16' TOTAL, 26 LF SAWING CONCRETE REQ'D

REST AREA 34 BUTT JOINTS SEE DETAIL

STA 397+75'AR' - STA 398+75'AR'
DITCH CLEANING RT
(RE-DITCH TO DRAIN FROM END OF CURB)

REPLACE RUMBLE STRIP

32

STA 396+10 'AR', LT/RT
1-INLETS MEDIAN 1 GRATE-MS
1-18" X 84' SSPRC CLASS III
1-18" AECPRC
EXISTING TO REMAIN
1 - MARKER CULVERT END LT REQ'D
DITCH CLEANING LT (30 LF)
CLEAN CULVERT PIPE
CLEAN INLET BOX (PAID FOR AS AN ADDITIONAL CLEAN CULVERT PIPE ITEM)

33

STA 398+92 'TR', RT
1-INLETS 2' X 3'-H
1-12" X 46' SSPRC
1-12" AECPRC
EXISTING TO REMAIN
1 - MARKER CULVERT END RT REQ'D
CLEAN CULVERT PIPE

34

STA 400+29 'TR', RT
1-INLETS 2' X 3'-H
1-12" X 46' SSPRC
1-12" AECPRC
EXISTING TO REMAIN
1 - MARKER CULVERT END RT REQ'D
CLEAN CULVERT PIPE

5

5

PROJECT NO: 1196-04-78,1196-05-77	HWY: USH 53	COUNTY: BARRON	PLAN	SHEET 125	E

FILE NAME : O:\UZ\W\WITNW\146423\C3D\11960408\SHEETSPLAN\050102_PN.DWG
LAYOUT NAME - 050113

PLOT DATE : 10/4/2021 11:34 AM PLOT BY : ANNIE JEROME PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44

MGS GUARDRAIL TERMINAL EAT REQ'D
STA 425+52.99 'NB' TO STA 426+06.11 'NB' LT

MGS GUARDRAIL 3 REQ'D
STA 426+06.11 'NB' TO STA 429+18.61 'NB' LT

MGS THRIE BEAM TRANSITION REQ'D
STA 429+18.61 'NB' TO STA 429+58.01 'NB' LT

415'SB'
420'SB'
425'SB'
USH 53 SB

STA 427+81'NB'
BEGIN ASPHALTIC BUTT JOINT

SLOPE INTERCEPT (TYP)

MATCH LINE STA 414+00.00'NB'

415'NB'
420'NB'
N24° 34' 04"W
425'NB'
420'AR'
425'AR'
USH 53 NB

MATCH LINE STA 428+74.00'NB'

LUMEN F/K/A
CENTURYLINK

38

STA 421+25 'NB', 58' LT
1-INLETS MEDIAN 1 GRATE-MS
1-18" X 192' RCCP CLASS IV
1-18" AECPRC
1-MARKER CULVERT END RT
EXISTING TO REMAIN
CLEAN INLET BOX LT
(PAID FOR AS AN ADDITIONAL CLEAN CULVERT PIPE ITEM)
DITCH CLEANING LT (5 LF EACH DIRECTION, 10 LF TOTAL)
1 - MARKER CULVERT END LT REQ'D

MGS GUARDRAIL TERMINAL EAT REQ'D
STA 427+62.79 'NB' TO STA 428+15.91 'NB' RT

MGS GUARDRAIL 3 REQ'D
STA 428+15.91 'NB' TO STA 430+28.41 'NB' RT

MGS THRIE BEAM TRANSITION REQ'D
STA 430+28.41 'NB' TO STA 430+67.81 'NB' RT

39

STA 427+25 'NB', 55' LT
1-INLETS MEDIAN 1 GRATE-MS
1-18" X 132' RCCP CLASS III
1-18" AECPRC
EXISTING TO REMAIN
4.0 CY RIPRAP MEDIUM RT
1 - MARKER CULVERT END RT REQ'D

5

5

STA 431+58'NB'
STRUCTURE B-03-0019
DECK REPLACEMENT
3 SPAN STEEL GIRDER
274.6' OVERALL LENGTH
40' CLEAR ROADWAY WIDTH
REMOVING STRUCTURE B-03-019
(REMOVE DECK, PARAPETS,
RAILINGS, WINGWALLS -
SUPERSTRUCTURE, ABUTMENTS,
PIERS TO REMAIN)
(SEE STRUCTURE PLANS)

SIGN
430'SB'
435'SB'
440'SB'
USH 53 SB

BARRON ELECTRIC

LUMEN F/K/A
CENTURYLINK

STA 433+35'NB'
REPLACE CONCRETE APPROACH SLAB

STA 435+35'NB'
END ASPHALTIC BUTT JOINT

MATCH LINE STA 428+74.00'NB'

430'NB'
435'NB'
N24° 34' 04"W
440'NB'
USH 53 NB

MATCH LINE STA 443+50.00'NB'

CONCRETE
PAVEMENT
7-INCH

STA 433+65.4 'NB' TO STA 443+77.4'NB' RT
CONCRETE CURB AND GUTTER
4-INCH SLOPED 36-INCH TYPE TBTT

STA 429+80'NB'
REPLACE CONCRETE APPROACH SLAB

CTH A / (25 TH ST)

40

STA 433+68 'NB', 23' RT
1-INLETS 2' X 2' - A
ADJUSTING INLET COVERS
1-21" X 62' PUU
EXISTING TO REMAIN
DITCH CLEANING LT (10 LF)
1 - MARKER CULVERT END LT REQ'D

PROJECT NO: 1196-04-78,1196-05-77	HWY: USH 53	COUNTY: BARRON	PLAN	SHEET 126	E

FILE NAME : P:\UZ\W\WITNW\146423\C3D\11960408\SHEETSPLAN\050101_PN.DWG
LAYOUT NAME - 050101_PN - 050114

PLOT DATE : 10/20/2021 10:11 PM PLOT BY : JARROD STARREN PLOT NAME : PLOT SCALE : 1 IN:100 FT

5

MATCH LINE STA 443+50.00'NB'

445'SB

450'SB

455'SB

USH 53 SB

445'NB'

N24° 34' 04"W

450'NB'

455'NB'

USH 53 NB

SIGN

41

STA 445+63 'NB', 59' LT
1-INLETS MEDIAN 2 GRATE-MS
1-30" X 90' RCCP CL III
1-30" AECPRC
1-MARKER CULVERT END RT
EXISTING TO REMAIN
1 - MARKER CULVERT END LT REQ'D

42

STRUCTURE
C-03-016

MATCH LINE STA 458+30.00'NB'

TEN MILE CREEK

STA 456+49 'NB'
1-5'X5'X290' CONCRETE BOX CULV
EXISTING TO REMAIN

5

MATCH LINE STA 458+30.00'NB'

460'SB

465'SB

470'SB

USH 53 SB

65' LT

460'NB'

465'NB'

470'NB'

USH 53 NB

43

STA 458+50'NB' TO STA 463+50'NB" LT & RT
DO NOT USE AREA FOR BORROW OR WASTE
DISPOSAL OR FOR STAGING OF EQUIPMENT
OR SUPPLIES. DO NOT EXCAVATE BELOW THE
THE EXISTING BASE OF DITCH.

SIGN

44

MATCH LINE STA 473+00.00'NB'

STA 460+68 'NB'
1-18"X100' RCCP CLASS III
2-18" AECPRC
2-MARKER CULVERT END
EXISTING TO REMAIN
CLEAN CULVERT PIPE
DITCH CLEANING RT (10 LF)

STA 471+54 'NB'
1-24" X 96' RCCP CLASS III
2-24" AECPRC
2-MARKER CULVERT END
EXISTING TO REMAIN
DITCH CLEANING LT (30 LF IN MEDIAN BETWEEN CULVERTS)
DITCH CLEANING RT (10 LF)

PROJECT NO: 1196-04-78,1196-05-77	HWY: USH 53	COUNTY: BARRON	PLAN	SHEET 127	E

MGS GUARDRAIL TERMINAL EAT REQ'D
STA 475+42.60 'NB' TO STA 475+95.73 'NB' LT

MGS GUARDRAIL 3 REQ'D
STA 475+95.73 'NB' TO STA 478+58.23 'NB' LT

MGS THRIE BEAM TRANSITION REQ'D
STA 478+58.23 'NB' TO STA 478+97.62 'NB' LT

STA 478+43 'NB' TO STA 478+95'NB' LT
CONCRETE CURB AND GUTTER
4-INCH SLOPED 36-INCH TYPE TBT

(46)
STA 478+93 'NB', 18' LT
1-INLETS 2' X 2' FT-A
REMOVE INLET
1-15" X 42' SSPRC
SEAL PIPE, ABANDON EXISTING

(46A) (A)
STA 478+51.9 'NB', 17.25' LT
1-INLETS 2' X 2' FT- V REQ'D
CASTING EL = 1041.15
INV EL = 1037.50
1-15" X 52' PUU REQ'D
STA 478+38.6 'NB', 67.5' LT
1-15" AECPS REQ'D
INV EL = 1037.00
4 CY RIPRAP MEDIUM
1 - MARKER CULVERT END LT REQ'D

(47A) (A)
STA 478+51.8 'NB', 25.6' RT
1-INLETS 2' X 2' FT- V REQ'D
CASTING EL = 1041.00
INV EL = 1036.88
1-15" X 38' PUU REQ'D
STA 478+51.8 'NB', 64' RT
1-15" AECPS REQ'D
INV EL =1036.50
4 CY RIPRAP MEDIUM
1 - MARKER CULVERT END RT REQ'D

(47)
STA 478+93 'NB', 27' RT
1-INLETS 2' X 2' FT- A
REMOVE INLET
1-21" X 16' PUU
SEAL PIPE, ABANDON EXISTING

CTH I ON RAMP

USH 53 SB

475'SB'

480'SB'

INL

CHETEK RIVER

SLOPE INTERCEPT (TYP)

STA 476+91'NB'
BEGIN ASPHALTIC BUTT JOINT

SLOPE INTERCEPT (TYP)

(46A)

(46)

STA 478+84'NB'
BEGIN PAVEMENT BUTT JOINT

CONCRETE PAVEMENT
7-INCH

RIPRAP

STA 483+44
END ASPHALTIC BUTT JOINT

475'NB'

476'BI'

USH 53 NB 8'BI'

480'NB'

480'BI'

485'NB'

482'BI'

484'BI'

MATCH LINE STA 473+00.00'NB'

(45)

SIGN

(47A)

(47)

RIPRAP

STA 481+50
END ASPHALTIC BUTT JOINT

STA 481+44'NB'
REPLACE CONCRETE APPROACH SLAB

STA 478+91'NB'
REPLACE CONCRETE APPROACH SLAB

MGS GUARDRAIL TERMINAL EAT REQ'D
STA 476+04.96 'NB' TO STA 476+58.10 'NB' RT

MGS GUARDRAIL 3 REQ'D
STA 476+58.10 'NB' TO STA 478+58.06 'NB' RT

MGS THRIE BEAM TRANSITION REQ'D
STA 478+58.06 'NB' TO STA 478+97.46 'NB' RT

STA 478+42.8 'NB' TO STA 478+94.8'NB' RT
CONCRETE CURB AND GUTTER
4-INCH SLOPED 36-INCH TYPE TBT

STA 480+17
STRUCTURE B-03-0021
CONCRETE OVERLAY
3 SPAN 45" PRESTRESSED CONCRETE GIRDER
222.2' OVERALL LENGTH
48.8' CLEAR ROADWAY
(SEE STRUCTURE PLANS)

(45)
STA 475+29 'NB'
1-18" X 102' RCCP CLASS III
2-18" AECPRC
1-MARKER CULVERT PIPE RT
EXISTING TO REMAIN
1 - MARKER CULVERT END LT REQ'D
DITCH CLEANING RT (5 LF)

STA 484+50'BI' - 486+00'BI'
1.25" TRANSITION MAINLINE FINAL SURFACE TO RAMP FINAL SURFACE
(FINAL RAMP SURFACE = EXISTING RAMP SURFACE ELEVATION,
FINAL MAINLINE SURFACE = 1.25" ABOVE EXISTING MAINLINE SURFACE)

484'BI'

CTH I OFF RAMP

SIGN

MATCH LINE STA 487+75.00'NB'

N

5

5

MGS GUARDRAIL TERMINAL EAT REQ'D
STA 488+92.20 'NB' TO STA 489+45.32 'NB' LT

MGS GUARDRAIL 3 REQ'D
STA 489+45.32 'NB' TO STA 492+45.32 'NB' LT

MGS THRIE BEAM TRANSITION REQ'D
STA 492+45.32 'NB' TO STA 492+84.72 'NB' LT

LUMEN f/k/a
CENTURYLINK

(48) (A)
STA 492+80 'NB', 19' LT
1-INLETS 2' X 2' FT- A
REMOVE INLET
SEAL PIPE, ABANDON EXISTING
1-15" X 38' SSPRC

LUMEN f/k/a
CENTURYLINK

(48A)
(A)
STA 492+39 'NB', 17.25' LT
1-INLETS 2' X 2' FT- V
CASTING EL = 1060.83
INV EL = 1056.04
1-15" X 54' PUU
STA 492+28' NB' 70' LT
1-15" AECPS REQ'D
INV EL = 1055.50
4 CY RIPRAP MEDIUM
1 - MARKER CULVERT END REQ'D

NOTE:
(A) VERIFY INLET LOCATION WITH BEAMGUARD POST SPACING AND OUTLET ELEVATION.

490'SB'

495'SB'

500'SB'

USH 53 SB

STA 492+30 'NB' TO STA 492+82'NB' LT
CONCRETE CURB AND GUTTER
4-INCH SLOPED 36-INCH TYPE TBT

STA 490+78'NB'
BEGIN ASPHALTIC BUTT JOINT

(48A)

STA 492+78'NB'
REPLACE CONCRETE APPROACH SLAB

SLOPE INTERCEPT (TYP)

(48)

CONCRETE PAVEMENT
7-INCH

STA 494+98'NB'
END PAVEMENT BUTT JOINT

STA 496+83'NB'
END ASPHALTIC BUTT JOINT

490'NB'

495'NB'

500'NB'

USH 53 NB

STA 494+78'NB'
REPLACE CONCRETE APPROACH SLAB

MGS GUARDRAIL TERMINAL EAT REQ'D
STA 489+92.06 'NB' TO STA 490+45.19 'NB' RT

MGS GUARDRAIL 3 REQ'D
STA 490+45.19 'NB' TO STA 492+45.19 'NB' RT

MGS THRIE BEAM TRANSITION REQ'D
STA 492+45.19 'NB' TO STA 492+84.58 'NB' RT

STA 492+48'NB'
BEGIN PAVEMENT BUTT JOINT

(49A)

(45)

CTH I

SIGN

(A)
STA 492+39.1 'NB', 21.25' RT
1-INLETS 2' X 2' FT- V REQ'D
CASTING EL = 1060.66
INV EL = 1054.66
1-15" X 104' PUU REQ'D
STA 492+39.1 'NB' 126' RT
1-15" AECPS REQ'D
INV EL = 1040.00
4 CY RIPRAP MEDIUM
1 - MARKER CULVERT END REQ'D

END PROJECT 1196-05-77
BEGIN PROJECT 1196-04-78
STA 500+00.00 'NB'

SLOPE INTERCEPT (TYP)

STA 493+75 'NB'
STRUCTURE B-03-0023
CONCRETE OVERLAY
2 SPAN 45" PRESTRESSED CONCRETE GIRDER
107.7' OVERALL LENGTH
40' CLEAR ROADWAY
(SEE STRUCTURE PLANS)

(49) (A)
STA 492+80 'NB', 23' RT
1-INLETS 2' X 2' FT-A
REMOVE INLET
1-21" X 72' PUU
SEAL PIPE, ABANDON EXISTING

STA 492+30 'NB' TO STA 492+82'NB' RT
CONCRETE CURB AND GUTTER
4-INCH SLOPED 36-INCH TYPE TBT

488'BI'

CTH I OFF RAMP

490'BI'

CTH I ON RAMP

MATCH LINE STA 502+49.00'NB'

N

PROJECT NO: 1196-04-78,1196-05-77	HWY: USH 53	COUNTY: BARRON	PLAN	SHEET 128 E

FILE NAME : P:\UZ\W\WITNW\146423\C3D\11960408\SHEETSPLAN\050101_PN.DWG
LAYOUT NAME - 050101_PN - 050116
PLOT DATE : 10/8/2021 5:31 AM PLOT BY : JARROD STARREN PLOT NAME : PLOT SCALE : 1 IN:100 FT

CTH I ON RAMP

CTH I OFF RAMP

LUMEN f/k/a CENTURYLINK

LUMEN f/k/a CENTURYLINK

SIGN

490'SB'

495'SB'

500'SB'

USH 53 SB

INL

FO

CTH I

48A

48

490'NB'

495'NB'

500'NB'

USH 53 NB

49

49A

WIS DOT ROAD WEATHER INFORMATION SYSTEM (RWIS)

RWIS TOWER
STA 492+55.7, 56.9' RT

RWIS SENSORS
STA 492+56.6, 5.8' RT
STA 493+32.6, 5.4' RT
STA 493+31.9, 5.4' LT

CONTRACTOR TO REMOVE SENSORS, AFTER DISCONNECTION TO BE REPLACED BY OTHERS, (SEE SPECIFICATIONS)

50

51

495'AI'

500'AI'

RUINS

50

STA 492+28 'BI', RT
1-24" X 62' RCCP CLASS III
2-24" AECPRC
1-MARKER CULVERT END LT
EXISTING TO REMAIN
1 - MARKER CULVERT END RT REQ'D
DITCH CLEANING RT (5 LF)

51

STA 494+24 'AI', RT
1-24" X 76' RCCP CLASS III
2-24" AECPRC
EXISTING TO REMAIN
DITCH CLEANING (10 LF TOTAL, 5 LF EACH DIRECTION)

N

PROJECT NO: 1196-04-78,1196-05-77	HWY: USH 53	COUNTY: BARRON	PLAN	SHEET 129	E

FILE NAME : O:\UZ\W\WITNW\146423\C3D\11960408\SHEETSPLAN\050102_PN.DWG
LAYOUT NAME - 050117

PLOT DATE : 10/4/2021 11:43 AM PLOT BY : ANNIE JEROME PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44

MATCH LINE STA 502+49.00'NB'

SIGN

CTH I OFF RAMP

SIGN

505'SB'

510'SB'

USH 53 SB

515'SB'

SIGN

N

52

505'NB'

N52° 20' 47"W

510'NB'

USH 53 NB

515'NB'

515'AI'

510'AI'

505'AI' CTH I ON RAMP

STA 506+50 'AI' - 508+00 'AI'
1.25" TRANSITION MAINLINE FINAL SURFACE TO RAMP FINAL SURFACE
(FINAL RAMP SURFACE = EXISTING RAMP SURFACE ELEVATION,
FINAL MAINLINE SURFACE = 1.25" ABOVE EXISTING MAINLINE SURFACE)

52

STA 510+77 'NB'
1-24" X 98' RCCP CLASS III
2-24" AECPRC
2-MARKER CULVERT END
EXISTING TO REMAIN
CLEAN CULVERT PIPE
DITCH CLEANING LT (10 LF)

MATCH LINE STA 517+25.16'NB'

5

5

MATCH LINE STA 517+25.16'NB'

SIGN

520'SB'

525'SB'

530'SB'

USH 53 SB

60' LT

53

XCEL ENERGY

520'NB'

520'AI'

525'NB'

530'NB'

USH 53 NB

WE ENERGIES

MATCH LINE STA 531+99.00'NB'

53

STA 527+25 'NB', 60' LT
1-18" X 60' CSP CLASS III
2-18" AECPS
2-MARKER CULVERT END
EXISTING TO REMAIN
CLEAN CULVERT PIPE
DITCH CLEANING LT
(10 LF - NORTH, 10 LF - SOUTH, 20 LF TOTAL)

PROJECT NO: 1196-04-78,1196-05-77	HWY: USH 53	COUNTY: BARRON	PLAN	SHEET 130	E

FILE NAME : O:\UZ\W\WITNW\146423\C3D\11960408\SHEETSPLAN\050101_PN.DWG
LAYOUT NAME - 050101_PN - 050118

PLOT DATE : 10/4/2021 11:45 AM PLOT BY : ANNIE JEROME PLOT NAME : PLOT SCALE : **********

MATCH LINE STA 531+99.00'NB'

SIGN

535'SB'

540'SB'

545'SB'

USH 53 SB

535'NB'

N52° 20' 47"W

USH 53 NB

540'NB'

545'NB'

54

SIGN

54

STA 534+30 'NB'
1-30" X 84' RCCP CLASS III
2-30" AECPRC
2-MARKER CULVERT END
EXISTING TO REMAIN
DITCH CLEANING
(10 LF - LT, 10 LF - RT, 20 LF TOTAL)

5

5

MGS GUARDRAIL TERMINAL EAT REQ'D
STA 551+06.46 'NB' TO STA 551+59.59 'NB' LT

MGS GUARDRAIL 3 REQ'D
STA 551+59.59 'NB' TO STA 554+34.59 'NB' LT

MGS THRIE BEAM TRANSITION REQ'D
STA 554+34.59 'NB' TO STA 554+73.99 'NB' LT

55

STA 554+02 'NB'
2-48" X 437' RCCP CLASS IV
SKEW 27 DEG RHF
EXISTING TO REMAIN

SIGN

USH 53 SB

STA 552+49'NB'
BEGIN ASPHALTIC BUTT JOINT

STA 554+49'NB'
REPLACE CONCRETE APPROACH SLAB

CINC

LUMEN f/k/a
CENTURYLINK

7 1/2 AVE

555'SB'

560'SB'

NOTE:

A VERIFY INLET LOCATION WITH BEAMGUARD POST SPACING AND OUTLET ELEVATION.

SLOPE INTERCEPT (TYP)

55

CONCRETE PAVEMENT
7-INCH

INL

STA 556+39'NB'
REPLACE CONCRETE APPROACH SLAB

STA 558+39'NB'
END ASPHALTIC BUTT JOINT

MATCH LINE STA 546+75.00'NB'

550'NB'

USH 53 NB

555'NB'

560'NB'

MATCH LINE STA 561+50.00'NB'

STA 554+08'NB'
BEGIN PAVEMENT BUTT JOINT

56A

56

57

58

SLOPE INTERCEPT (TYP)

STA 555+47
STRUCTURE B-03-0025
CONCRETE OVERLAY
3 SPAN 45" PRESTRESSED
CONCRETE GIRDER
150.7' OVERALL LENGTH
40' CLEAR ROADWAY
(SEE STRUCTURE PLANS)

STA 556+46'NB'
END PAVEMENT BUTT JOINT

56A A

STA 553+99.9 'NB', 21.25' RT
1-INLETS 2' X 2' FT-V REQ'D
CASTING EL = 1072.17
INV EL = 1067.17
1-15" X 96' PUU REQ'D
STA 554+09 'NB' 118' RT
1-15" AEW REQ'D
INV EL = 1052.00
4 CY RIPRAP MEDIUM
1 - MARKER CULVERT END RT REQ'D
MOVING FENCE/REINSTALLING IF REQUIRED IS INCIDENTAL TO THE PIPE INSTALLATION

KNAPP ST

TRIBUTARY TO BAILEY LAKE

MGS GUARDRAIL TERMINAL EAT REQ'D
STA 550+28.30 'NB' TO STA 550+81.43 'NB' RT

MGS GUARDRAIL 3 REQ'D
STA 550+81.43 'NB' TO STA 554+06.43 'NB' RT

MGS THRIE BEAM TRANSITION REQ'D
STA 554+06.43 'NB' TO STA 554+45.83 'NB' RT

56

STA 554+39 'NB', 23' RT
1-INLETS 2' X 2'- A
REMOVE INLET
1-21" X 66' PUU
SEAL PIPE, ABANDON EXISTING

57

STA 557+27 'NB', 71' LT
1-INLETS MEDIAN 1 GRATE-MS
1-18" X 176' RCCP CLASS III
1-18" AECPRC
1-MARKER CULVERT END RT
EXISTING TO REMAIN

58

STA 560+30 'NB'
1-42" X 374' RCCP CLASS IV
2-42" AECPRC
2-MARKER CULVERT END
EXISTING TO REMAIN

PROJECT NO: 1196-04-78,1196-05-77	HWY: USH 53	COUNTY: BARRON	PLAN	SHEET 131	E

FILE NAME : P:\UZ\W\WITNW\146423\C3D\11960408\SHEETSPLAN\050101_PN.DWG
LAYOUT NAME - 050101_PN - 050119
PLOT DATE : 10/20/2021 9:55 PM PLOT BY : JARROD STARREN PLOT NAME : PLOT SCALE : **********
WISDOT/CADDS SHEET 44

5

MATCH LINE STA 561+50.00'NB'

SIGN

565'SB'

570'SB'

USH 53 SB

575'SB'

N

565'NB'

570'NB'

USH 53 NB

575'NB'

MATCH LINE STA 576+25.00'NB'

59

SIGN

59

STA 565+27 'NB', 68' LT
1-INLETS MEDIAN 1 GRATE-MS
1-18" X 142' RCCP CLASS III
1-18" AECPRC
EXISTING TO REMAIN
1 - MARKER CULVERT END RT REQ'D
DITCH CLEANING RT (10 LF)

5

60

STA 7+96 'CR D', 17' RT
CONCRETE SURFACE DRAIN
1-INLET 2' X 2' -A
1-15" X 32' SSRCP
EXISTING TO REMAIN

60

62

62

STA 7+93 'CR D', 17' LT
CONCRETE SURFACE DRAIN
1-INLET 2' X 2' -A
1-21" X 66' PUU
1-21" AECP
EXISTING TO REMAIN
1 - MARKER CULVERT END REQ'D

N

580'SB'

585'SB'

590'SB'

USH 53 SB

BARRON ELECTRIC

MOSAIC TELECOM

WE ENERGIES

MATCH LINE STA 576+25.00'NB'

580'NB'

585'NB'

590'NB'

USH 53 NB

MATCH LINE STA 591+00.00'NB'

SIGN

STA 583+40 'NB'
NO STRUCTURE WORK

61

MAINTAIN 16.0' MINIMUM VERTICAL CLEARANCE FROM FINISHED SURFACE TO LOWEST POINT OF OVERHEAD STRUCTURES

CTH D (8TH AVE)

61

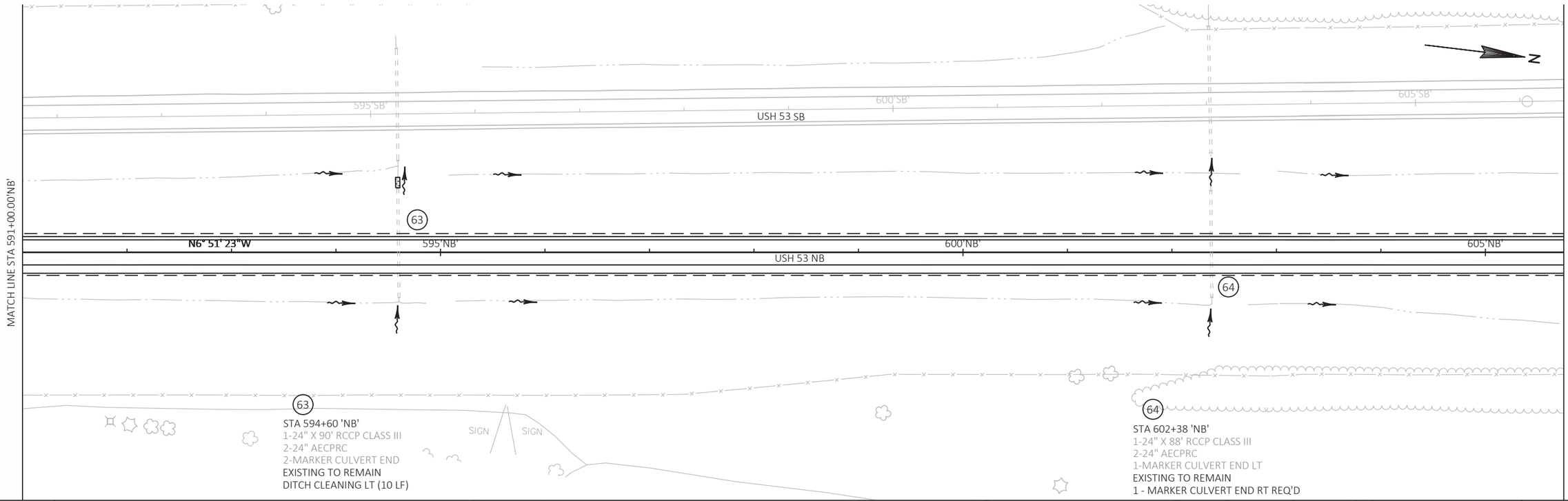
STA 583+33 'NB', 43' RT
1-24" X 126' CPRC CLASS III
2-24" AECPRC
EXISTING TO REMAIN
2-MARKERS CULVERT END REQ'D
DITCH CLEANING
(5 LF - LT, 5 LF - RT, 10 LF TOTAL)

SIGN

PROJECT NO: 1196-04-78,1196-05-77	HWY: USH 53	COUNTY: BARRON	PLAN	SHEET 132	E

FILE NAME : O:\UZ\W\WITNW\146423\C3D\11960408\SHEETSPLAN\050101_PN.DWG
LAYOUT NAME - 050101_PN - 050120

PLOT DATE : 10/4/2021 11:50 AM PLOT BY : ANNIE JEROME PLOT NAME : PLOT SCALE : **********



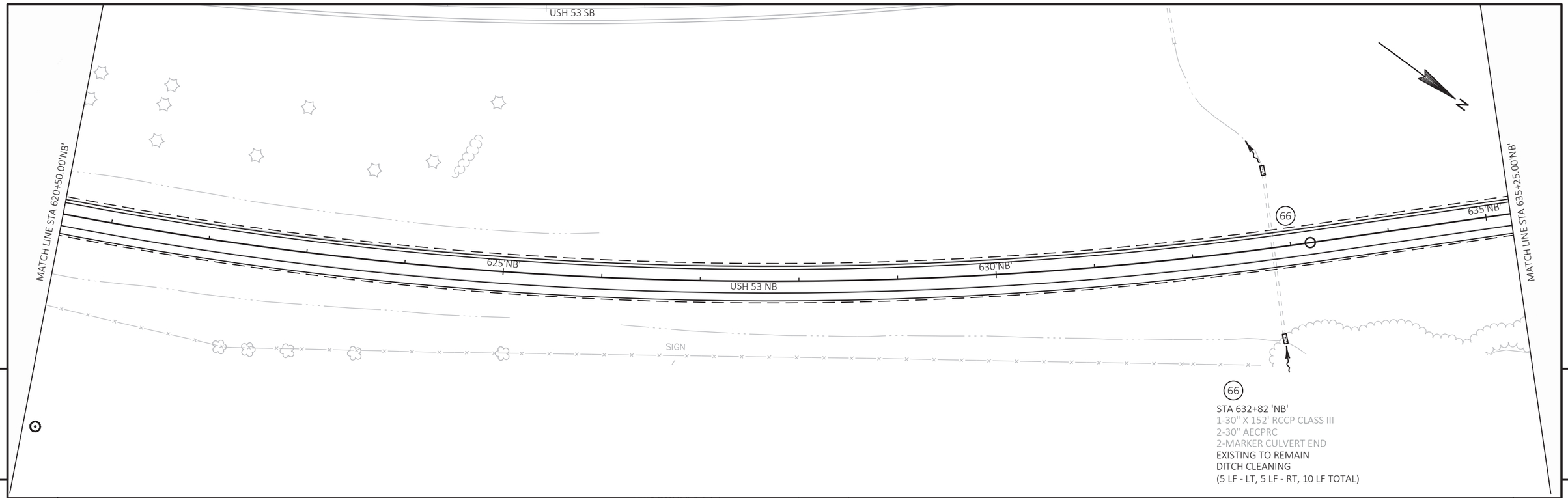
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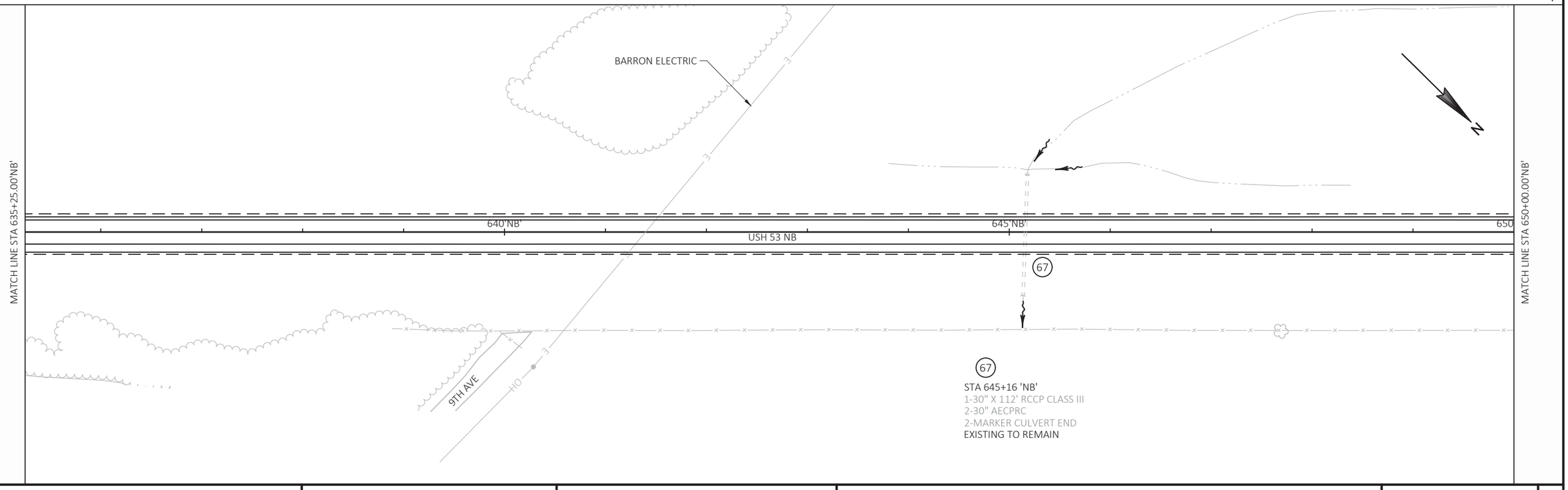
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PROJECT NO: 1196-04-78,1196-05-77	HWY: USH 53	COUNTY: BARRON	PLAN	SHEET 133	E

FILE NAME : O:\UZ\W\WITNW\146423\C3D\11960408\SHEETSPLAN\050101_PN.DWG
LAYOUT NAME - 050101_PN - 050121

PLOT DATE : 10/4/2021 11:52 AM PLOT BY : ANNIE JEROME PLOT NAME : PLOT SCALE : **********

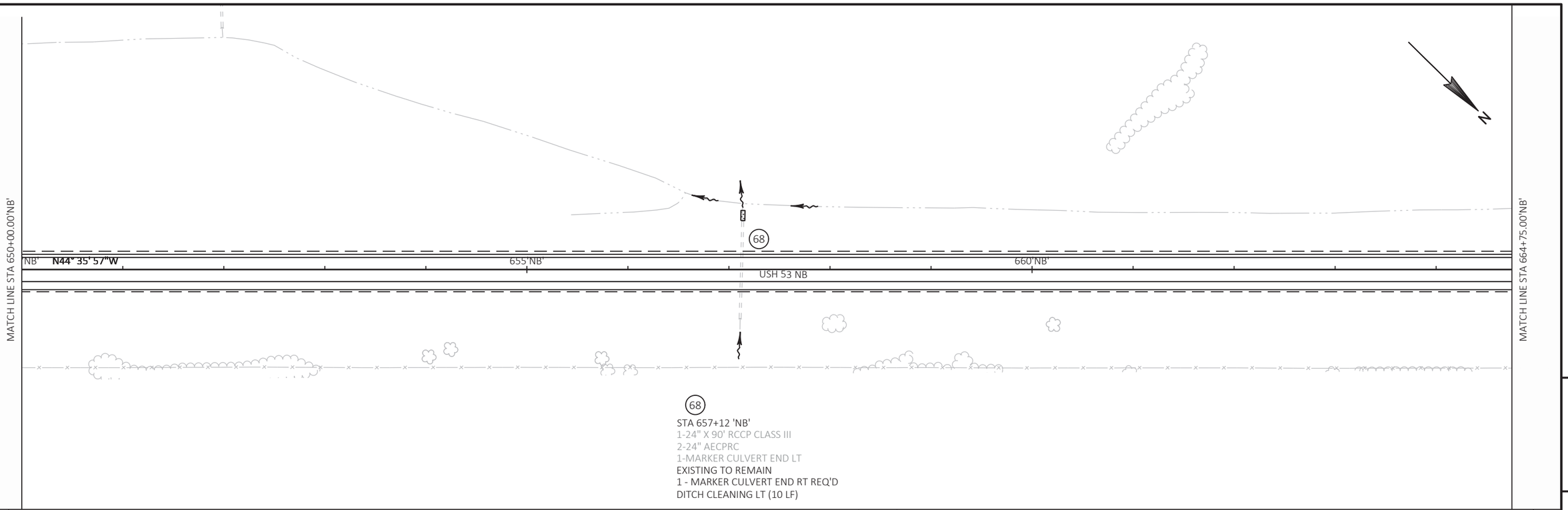




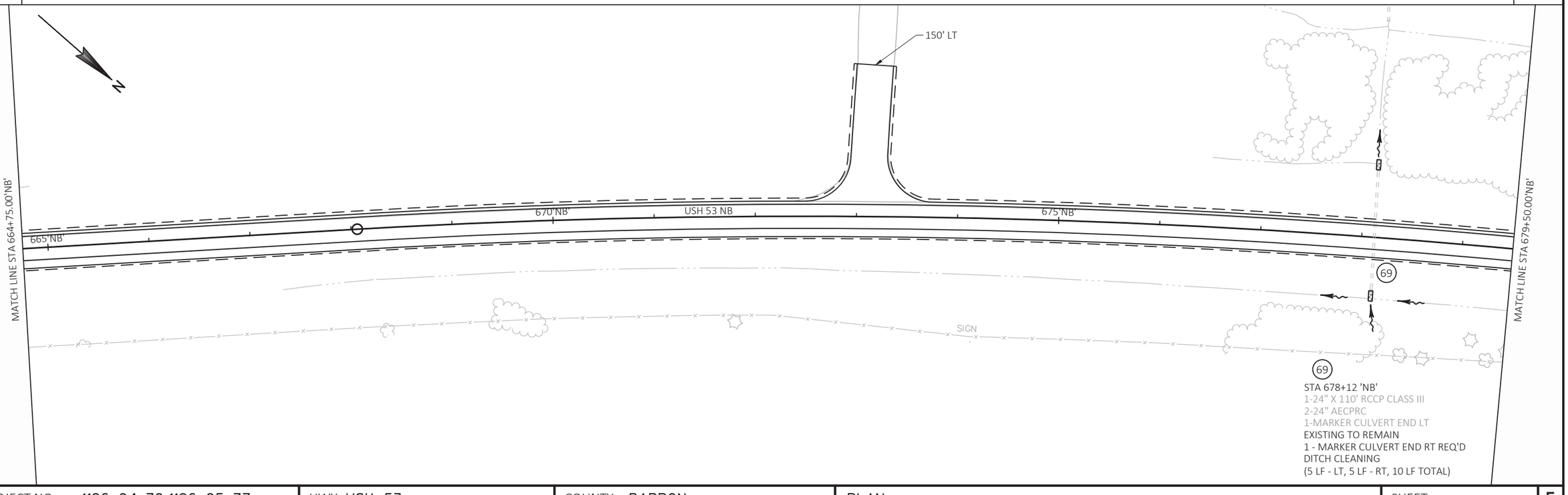
PROJECT NO: 1196-04-78,1196-05-77	HWY: USH 53	COUNTY: BARRON	PLAN	SHEET 134	E

FILE NAME : O:\UZ\W\WITNW\146423\C3D\11960408\SHEETSPLAN\050101_PN.DWG
LAYOUT NAME - 050101_PN - 050122

PLOT DATE : 10/4/2021 11:54 AM PLOT BY : ANNIE JEROME PLOT NAME : PLOT SCALE : **********



68
STA 657+12 'NB'
1-24" X 90' RCCP CLASS III
2-24" AECPRC
1-MARKER CULVERT END LT
EXISTING TO REMAIN
1 - MARKER CULVERT END RT REQ'D
DITCH CLEANING LT (10 LF)



69
STA 678+12 'NB'
1-24" X 110' RCCP CLASS III
2-24" AECPRC
1-MARKER CULVERT END LT
EXISTING TO REMAIN
1 - MARKER CULVERT END RT REQ'D
DITCH CLEANING
(5 LF - LT, 5 LF - RT, 10 LF TOTAL)

5

5

PROJECT NO: 1196-04-78,1196-05-77	HWY: USH 53	COUNTY: BARRON	PLAN	SHEET 135	E

FILE NAME : O:\UZ\W\WITNW\146423\C3D\11960408\SHEETSPLAN\050101_PN.DWG
LAYOUT NAME - 050101_PN - 050123
PLOT DATE : 10/4/2021 11:56 AM PLOT BY : ANNIE JEROME PLOT NAME : PLOT SCALE : **********

5

5

690'SB'

USH 53 SB

N

MATCH LINE STA 679+50.00'NB'

680'NB'

685'NB'

USH 53 NB

690'NB'

MATCH LINE STA 694+25.00'NB'

70

SEPTIC

70

STA 688+12 'NB'
1-30" X 114' RCCP CLASS III
2-30" AECPRC
1-MARKER CULVERT END LT
EXISTING TO REMAIN
1-MARKER CULVERT END RT REQ'D
DITCH CLEANING
(10 LF - LT, 10 LF - RT, 20 LF TOTAL)

N

695'SB'

700'SB'

705'SB'

BARRON ELECTRIC

STA 707+25 'NB'
STRUCTURE B-03-028
NO STRUCTURE WORK

MATCH LINE STA 694+25.00'NB'

695'NB'

700'NB'

USH 53 NB

705'NB'

MATCH LINE STA 709+00.00'NB'

71

72

SIGN

74

MAINTAIN 16.0' MINIMUM
VERTICAL CLEARANCE FROM
FINISHED SURFACE TO LOWEST
POINT OF OVERHEAD STRUCTURES

73

CTH 'OO' (10TH AVE)

71

STA 694+63 'NB'
1-24" X 100' RCCP CLASS III
2-24" AECPRC
1-MARKER CULVERT END LT
EXISTING TO REMAIN
1-MARKER CULVERT END RT REQ'D
DITCH CLEANING
(10 LF - LT, 10 LF - RT, 20 LF TOTAL)

72

STA 705+12 'NB'
1-24"X80' RCCP CLASS III
2-24" AECPRC
EXISTING TO REMAIN
2-MARKER CULVERT END REQ'D
DITCH CLEANING LT (10 LF)

73

STA 706+83 'NB', 83.5' RT
1-INLETS 2' X 2'- A
1-18" X 74' PUU
EXISTING TO REMAIN
CLEAN CULVERT PIPE
DITCH CLEANING SOUTH (5 LF)

74

STA 707+15 'NB', 82.5' RT
1-INLETS 2' X 2'- A
1-18" X 62' PUU
EXISTING TO REMAIN
CLEAN CULVERT PIPE

PROJECT NO: 1196-04-78,1196-05-77	HWY: USH 53	COUNTY: BARRON	PLAN	SHEET 136 E

5

MATCH LINE STA 709+00.00'NB'

710'SB'

715'SB'

720'SB'

USH 53 SB

710'NB'

715'NB'

720'NB'

N18° 30' 44"W

USH 53 NB

SIGN

MATCH LINE STA 723+75.00'NB'

5

MATCH LINE STA 723+75.00'NB'

725'SB'

730'SB'

735'SB'

USH 53 SB

725'NB'

730'NB'

735'NB'

USH 53 NB

75

75

STA 735+10 'NB'
1-24" X 108' RCCP CLASS III
2-24" AECPRC
2-MARKER CULVERT END
EXISTING TO REMAIN
DITCH CLEANING
(10 LF - LT, 10 LF - RT, 20 LF TOTAL)

SIGN

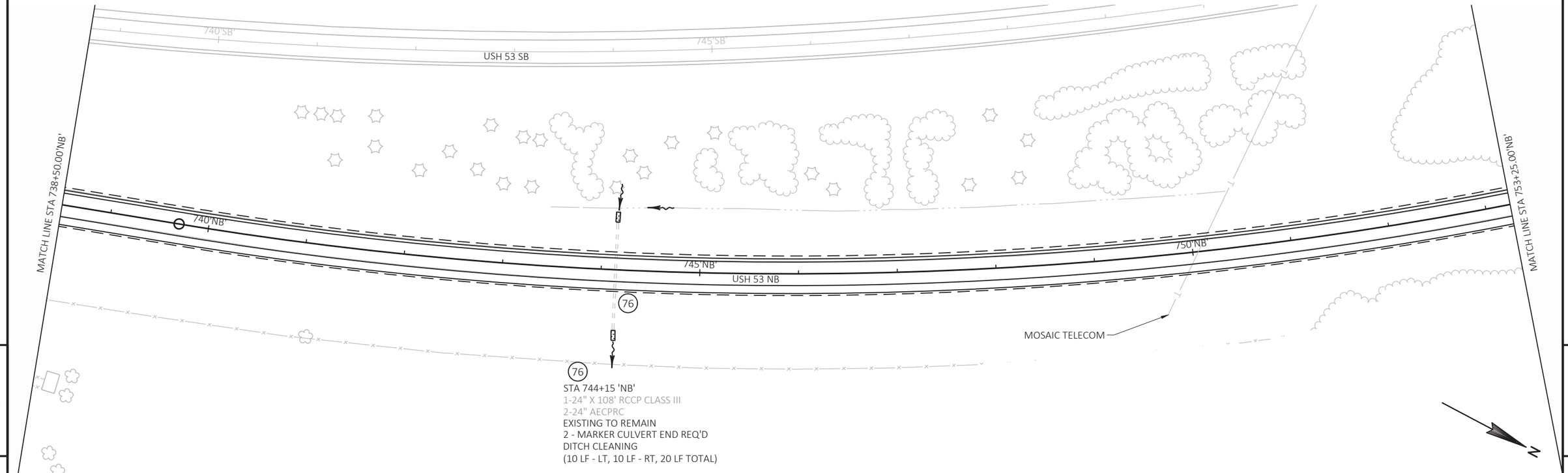
22ND ST

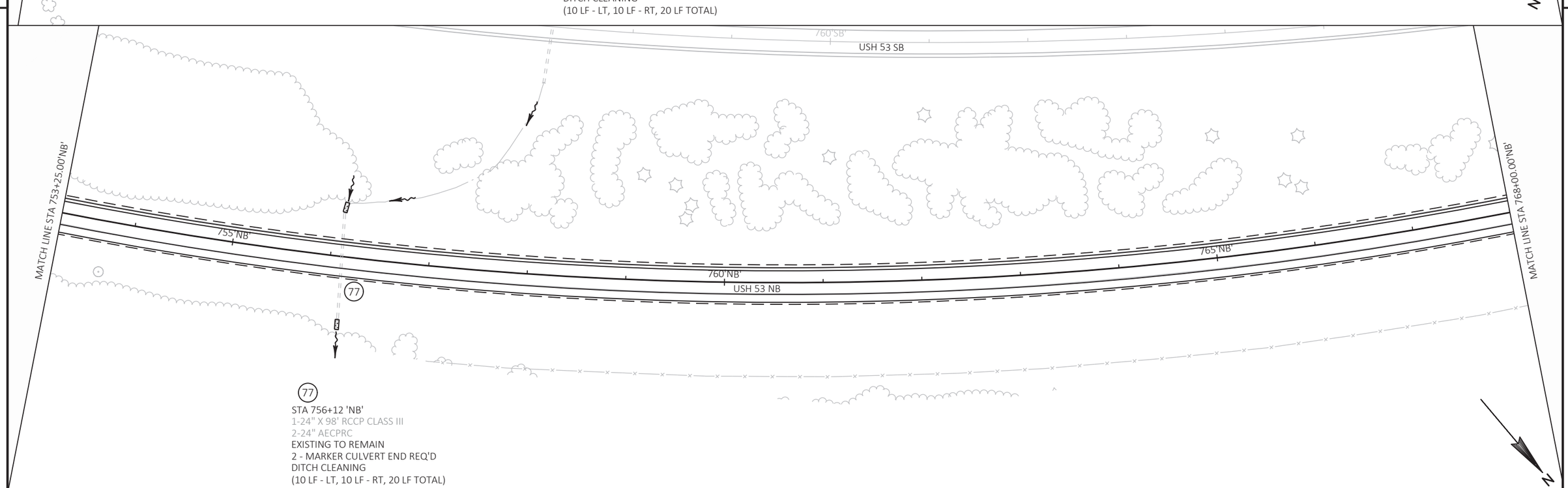
MATCH LINE STA 738+50.00'NB'

PROJECT NO: 1196-04-78,1196-05-77	HWY: USH 53	COUNTY: BARRON	PLAN	SHEET 137	E

FILE NAME : O:\UZ\W\WITNW\146423\C3D\11960408\SHEETSPLAN\050101_PN.DWG
LAYOUT NAME - 050101_PN - 050125

PLOT DATE : 10/4/2021 12:00 PM PLOT BY : ANNIE JEROME PLOT NAME : PLOT SCALE : **********

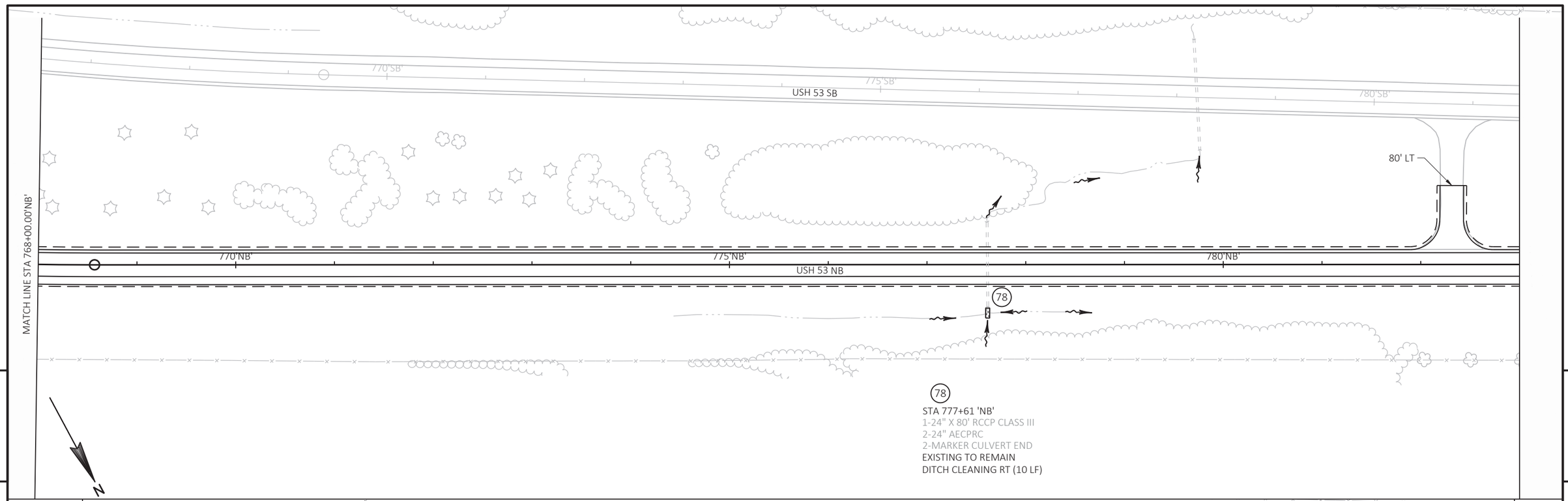




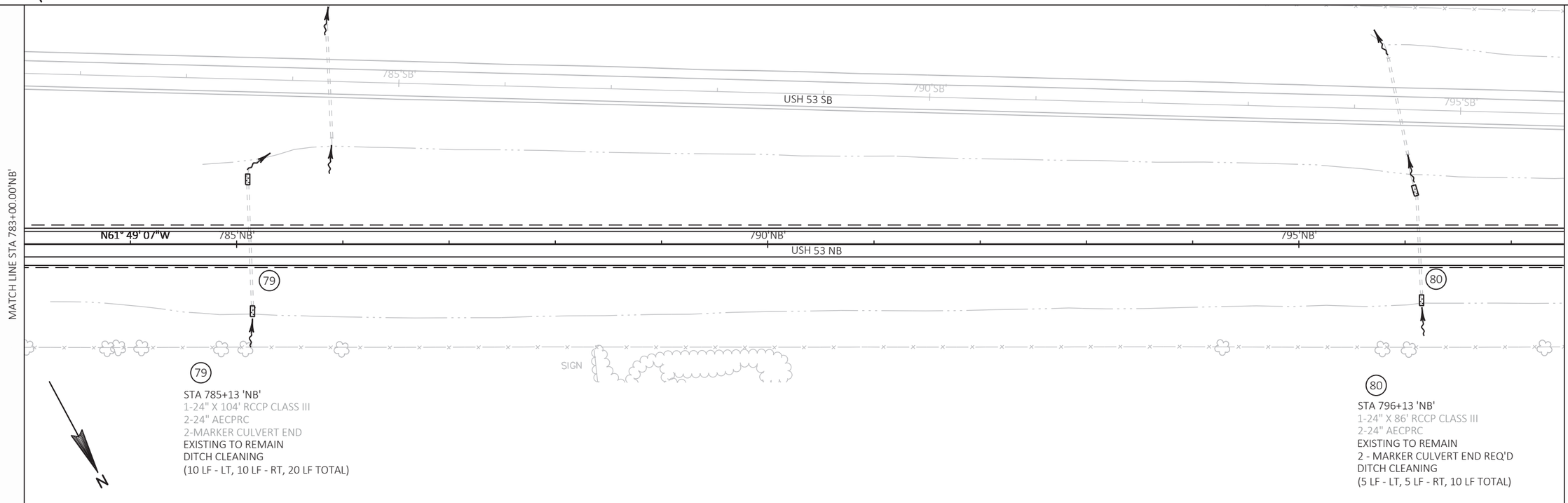
PROJECT NO: 1196-04-78,1196-05-77	HWY: USH 53	COUNTY: BARRON	PLAN	SHEET 138 E

FILE NAME : O:\UZ\W\WITNW\146423\C3D\11960408\SHEETSPLAN\050101_PN.DWG
LAYOUT NAME - 050101_PN - 050126

PLOT DATE : 10/4/2021 12:02 PM PLOT BY : ANNIE JEROME PLOT NAME : PLOT SCALE : **********



78
STA 777+61 'NB'
1-24" X 80' RCCP CLASS III
2-24" AECPRC
2-MARKER CULVERT END
EXISTING TO REMAIN
DITCH CLEANING RT (10 LF)



79
STA 785+13 'NB'
1-24" X 104' RCCP CLASS III
2-24" AECPRC
2-MARKER CULVERT END
EXISTING TO REMAIN
DITCH CLEANING
(10 LF - LT, 10 LF - RT, 20 LF TOTAL)

80
STA 796+13 'NB'
1-24" X 86' RCCP CLASS III
2-24" AECPRC
EXISTING TO REMAIN
2 - MARKER CULVERT END REQ'D
DITCH CLEANING
(5 LF - LT, 5 LF - RT, 10 LF TOTAL)

MOSAIC TELECOM

USH 53 SB

800'SB'

805'SB'

810'SB'

STRUCTURE
B-03-0029

MAINTAIN 16.0' MINIMUM VERTICAL
CLEARANCE FROM FINISHED
VERTICAL SURFACE TO LOWEST PONT
OF BOTTOM OF STRUCTURE

MATCH LINE STA 797+50.00'NB'

800'NB'

805'NB'

USH 53 NB

810'NB'

MATCH LINE STA 812+25.00'NB'

82

STA 10+85 '21ST' 14'RT
1-INLETS 2X2-FT-A
1-21" X 115 PUU
EXISTING TO REMAIN
1 - MARKER CULVERT END REQ'D
DITCH CLEANING RT (5LF)

STA 803+00 'NB'
STRUCTURE B-03-0029
NO STRUCTURE WORK

81

STA 11+02 '21ST' 15'LT
1-INLETS 2X2-FT-A
2-15" X 33' SSPRC
EXISTING TO REMAIN

21ST ST

83

STA 11+10 '21ST'
1-24" X 150' CP CLASS IV
2-24" AECP
EXISTING TO REMAIN
2 - MARKER CULVERT END REQ'D

84

STA 811+11 'NB'
1-24"X82' RCCP CLASS III
2-24" AECPRC
2-MARKERS CULVERT END
EXISTING TO REMAIN
DITCH CLEANING
(10 LF EACH END, 20 LF TOTAL)

N

5

5

815'SB'

820'SB'

USH 53 SB

MOSAIC TELECOM

WISDOT AUTOMATIC
TRAFFIC COUNTER

MATCH LINE STA 812+25.00'NB'

815'NB'

820'NB'

825'NB'

USH 53 NB

BARRON ELECTRIC

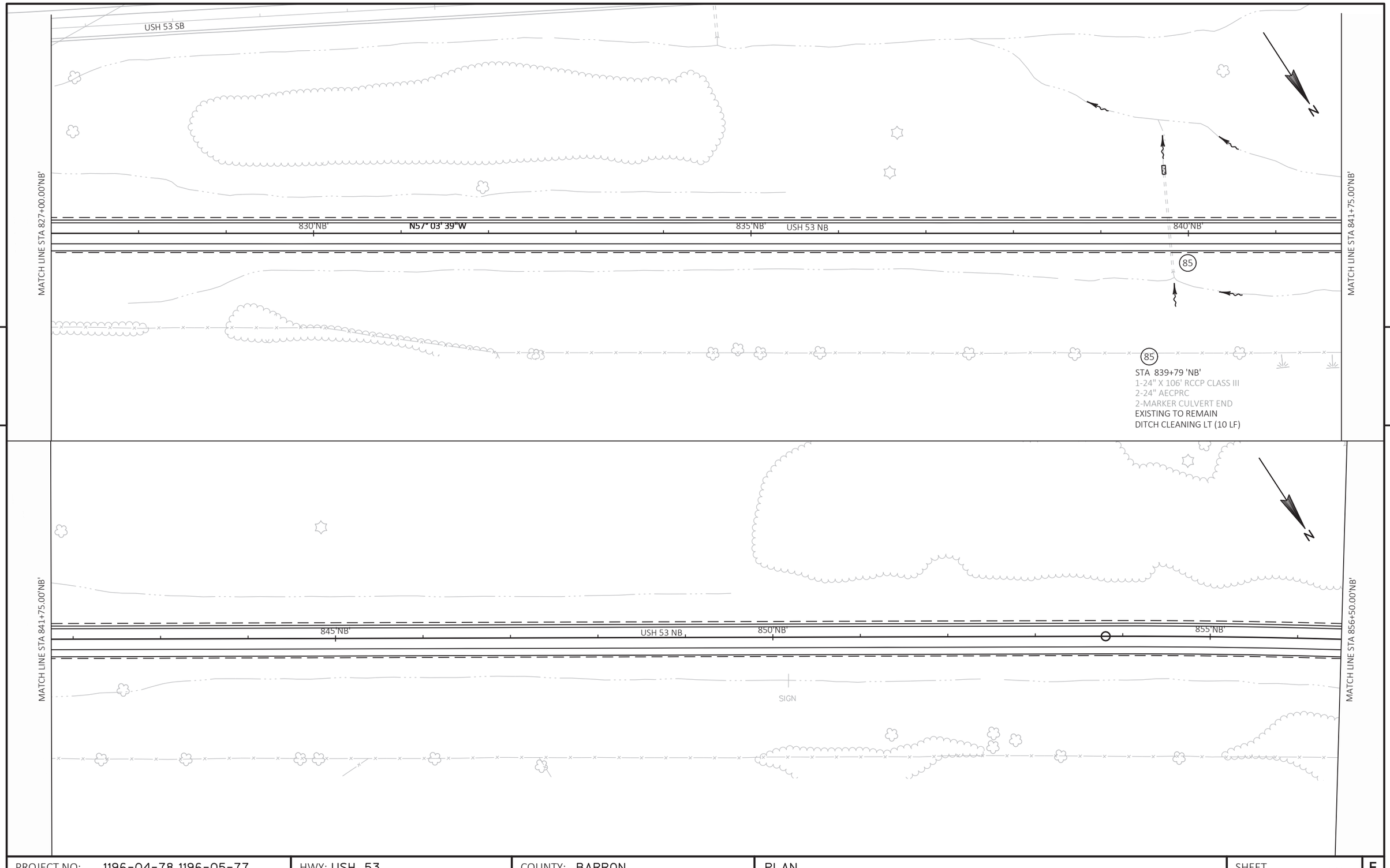
MATCH LINE STA 827+00.00'NB'

N

PROJECT NO: 1196-04-78,1196-05-77	HWY: USH 53	COUNTY: BARRON	PLAN	SHEET 140	E

FILE NAME : O:\UZ\W\WITNW\146423\C3D\11960408\SHEETSPLAN\050101_PN.DWG
LAYOUT NAME - 050101_PN - 050128

PLOT DATE : 10/4/2021 12:06 PM PLOT BY : ANNIE JEROME PLOT NAME : PLOT SCALE : **********



5

5

PROJECT NO: 1196-04-78,1196-05-77	HWY: USH 53	COUNTY: BARRON	PLAN	SHEET 141	E

FILE NAME : O:\UZ\W\WITNW\146423\C3D\11960408\SHEETSPLAN\050101_PN.DWG
LAYOUT NAME - 050101_PN - 050129

PLOT DATE : 10/4/2021 12:09 PM PLOT BY : ANNIE JEROME PLOT NAME : PLOT SCALE : **********

MOSAIC TELECOM

BARRON ELECTRIC

MGS GUARDRAIL TERMINAL EAT REQ'D
STA 859+76.88 'NB' TO STA 860+30.01 'NB' LT

MGS GUARDRAIL 3 REQ'D
STA 860+30.01 'NB' TO STA 863+92.51 'NB' LT

MGS THRIE BEAM TRANSITION REQ'D
STA 863+92.51 'NB' TO STA 864+31.91 'NB' LT

MOSAIC TELECOM

20TH ST

STA 865+50
STRUCTURE B-03-0031
CONCRETE OVERLAY
3 SPAN STEEL GIRDER
158.9' OVERALL LENGTH
40' CLEAR ROADWAY
(SEE STRUCTURE PLANS)

MGS THRIE BEAM TRANSITION REQ'D
STA 866+13.35 'NB' TO STA 866+21.50 'NB' LT

MGS GUARDRAIL 3 REQ'D
STA 866+21.50 'NB' TO STA 871+71.50 'NB' LT

MGS TYPE 2 TERMINAL EAT REQ'D
STA 871+71.50 'NB' LT

N

SLOPE INTERCEPT (TYP)

STA 864+32'NB'
BEGIN ASPHALTIC BUTT JOINT

STA 866+49'NB'
END ASPHALTIC BUTT JOINT

MATCH LINE STA 856+50.00'NB'

860 NB

865'NB'

USH 53 NB

870 NB'

MATCH LINE STA 871+25.00'NB'

86

STA 864+38'NB'
REPLACE CONCRETE APPROACH SLAB

CONCRETE PAVEMENT
7-INCH

86A

86B

STA 866+46'NB'
REPLACE CONCRETE APPROACH SLAB

86B A

MGS GUARDRAIL TERMINAL EAT REQ'D
STA 858+21.92 'NB' TO STA 858+75.05 'NB' RT

MGS GUARDRAIL 3 REQ'D
STA 858+75.05 'NB' TO STA 864+37.55 'NB' RT

MGS THRIE BEAM TRANSITION REQ'D
STA 864+37.55 'NB' TO STA 864+76.95 'NB' RT

86

STA 862+82 'NB'
1-30" X 240' RCCP CLASS IV
2-30" AECPRC
EXISTING TO REMAIN
2 - MARKER CULVERT END REQ'D
CLEAN CULVERT PIPE
DITCH CLEANING LT
(40 LF BETWEEN ENDWALLS)

86A

STA 866+56 'NB' 23' RT
1-INLETS 2' X 2' - A
REMOVE INLET
1- XX" X XX' PUU
SEAL PIPE, ABANDON EXISTING

STA 866+54 'NB' TO STA 866+73'NB' RT
CONCRETE CURB AND GUTTER
4-INCH SLOPED 36-INCH TYPE TBT

SLOPE INTERCEPT (TYP)

12TH AVE

STA 866+63.77 'NB', 21.25' LT
1-INLETS 2' X 2' FT- V
CASTING EL = 1111.06
INV EL = 1106.04
1-15" X 56' PUU
STA 866+63.77' 'NB' 77' LT
1-15" AEW REQ'D
INV EL = 1092.00
4 CY RIPRAP MEDIUM
1 - MARKER CULVERT END REQ'D

MGS THRIE BEAM TRANSITION REQ'D
STA 866+49.36 'NB' TO STA 866+57.51 'NB' RT

MGS GUARDRAIL 3 REQ'D
STA 866+57.51 'NB' TO STA 868+57.51 'NB' RT

MGS TYPE 2 TERMINAL EAT REQ'D
STA 868+57.51 'NB'

DAIRYLAND POWER

N

MATCH LINE STA 871+25.00'NB'

875 NB'

880 NB'

USH 53 NB

885 NB'

MATCH LINE STA 886+00.00'NB'

87

87

STA 876+64 'NB'
1-30" X 124' RCCP CLASS III
2-30" AECPRC
EXISTING TO REMAIN
2 - MARKER CULVERT END REQ'D
DITCH CLEANING LT (10 LF)
DITCH CLEANING RT (5 LF)

T
WALL

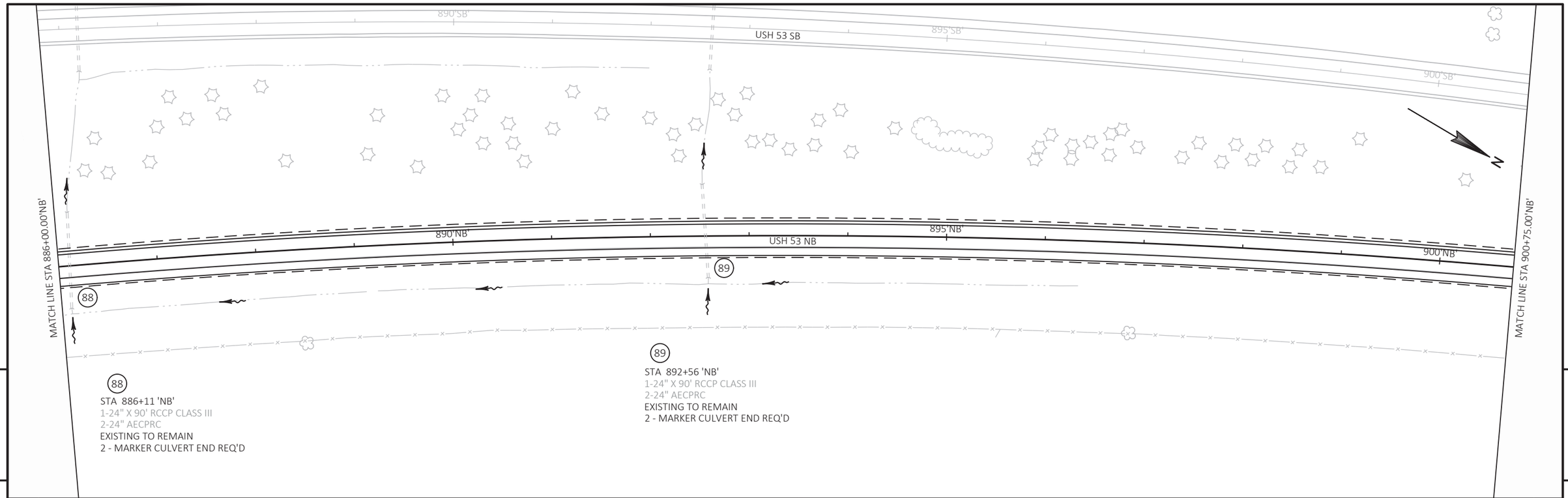
NOTE:

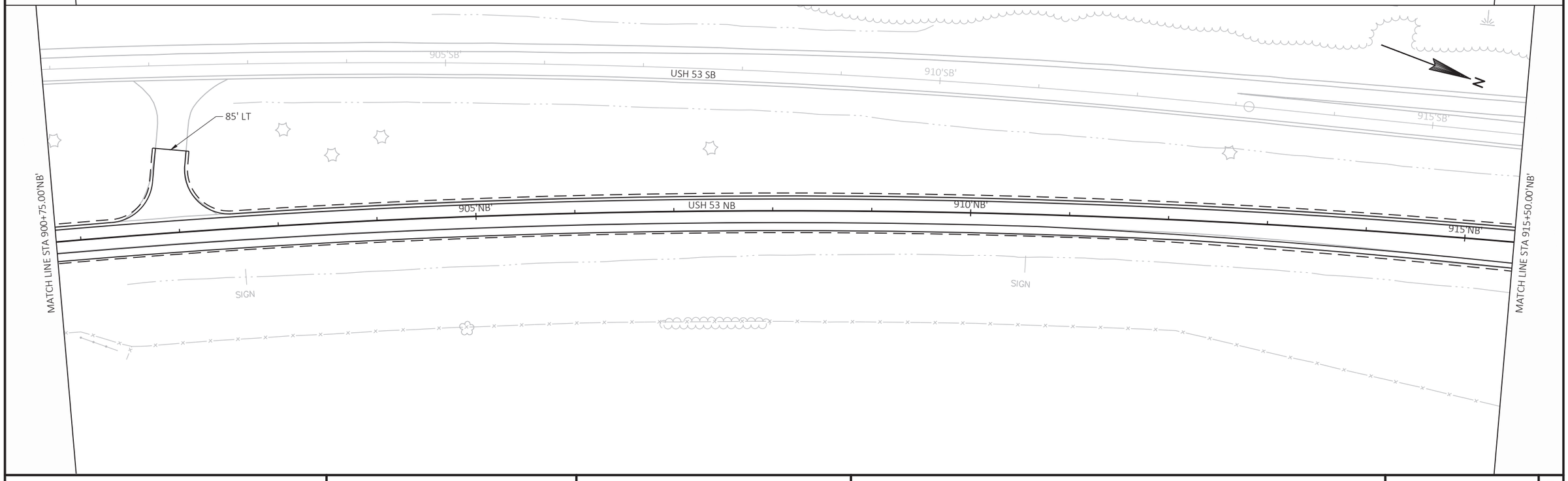
(A) VERIFY INLET LOCATION WITH BEAMGUARD POST SPACING AND OUTLET ELEVATION.

PROJECT NO: 1196-04-78,1196-05-77	HWY: USH 53	COUNTY: BARRON	PLAN	SHEET 142	E

FILE NAME : O:\UZ\W\WITNW\146423\C3D\11960408\SHEETSPLAN\050101_PN.DWG
LAYOUT NAME - 050101_PN - 050130

PLOT DATE : 10/4/2021 12:11 PM PLOT BY : ANNIE JEROME PLOT NAME : PLOT SCALE : **********





PROJECT NO: 1196-04-78,1196-05-77	HWY: USH 53	COUNTY: BARRON	PLAN	SHEET 143	E

FILE NAME : O:\UZ\W\WITNW\146423\C3D\11960408\SHEETSPLAN\050101_PN.DWG
LAYOUT NAME - 050101_PN - 050131
PLOT DATE : 10/4/2021 12:13 PM PLOT BY : ANNIE JEROME PLOT NAME : PLOT SCALE : **********

MATCH LINE STA 915+50.00'NB'

MATCH LINE STA 930+24.00'NB'

MGS GUARDRAIL TERMINAL EAT REQ'D
STA 930+25.00 'NB' TO STA 930+78.13 'NB' LT

MGS GUARDRAIL 3 REQ'D
STA 930+78.13 'NB' TO STA 933+03.13 'NB' LT

MGS THRIE BEAM TRANSITION REQ'D
STA 933+03.13 'NB' TO STA 933+42.53 'NB' LT
(BEWARE LIMITED CLEARANCE TO INLET 96 DRAIN PIPE)

USH 8 ON RAMP

920'SB'

USH 53 SB

925'SB'

930'SB'

INL

SLOPE INTERCEPT (TYP)

STRUCTURE
C-03-019

920'NB'

925'NB'

N15° 01' 14"W

930'NB'

USH 53 NB

SIGN

90

920'B8'

USH 8 OFF RAMP

STA 919+00 'B8' - 920+50 'B1'
1.25" TRANSITION MAINLINE FINAL SURFACE TO RAMP FINAL SURFACE
(FINAL RAMP SURFACE = EXISTING RAMP SURFACE ELEVATION,
FINAL MAINLINE SURFACE = 1.25" ABOVE EXISTING MAINLINE SURFACE)

CRANBERRY CREEK

90
STA 920+91 'NB'
1 - 10' X 5' X 354' CONCRETE BOX CULV
STA 921+01 'NB', 44' RT
2 - MS COVERS
EXISTING TO REMAIN

MGS GUARDRAIL TERMINAL EAT REQ'D
STA 929+05.30 'NB' TO STA 929+58.42 'NB' RT

MGS GUARDRAIL 3 REQ'D
STA 929+58.42 'NB' TO STA 929+70.92 'NB' RT

MGS THRIE BEAM TRANSITION REQ'D
STA 929+70.92 'NB' TO STA 929+79.07 'NB' RT

930'A8'

USH 8 ON RAMP

95

95
STA 928+81 'A8' RT
1 - INLETS 2'X3' - H
1-24"X16" CSCP
1-24" AECSP
EXISTING TO REMAIN
DITCH CLEANING RT (5LF)
1-MARKER CULVERT END REQ'D

5

5

STA 934+50 'NB'
STRUCTURE B-03-0038
CONCRETE OVERLAY
2 SPAN PRESTRESSED
CONCRETE GIRDER
158.1' OVERALL LENGTH
40' CLEAR ROADWAY
(SEE STRUCTURE PLANS)

STA 933+26 'NB' TO STA 933+38 'NB' LT
CONCRETE CURB AND GUTTER
4-INCH SLOPED 36-INCH TYPE TBT

935'SB'

940'SB'

945'SB'

USH 53 SB

STA 933+08'NB'
BEGIN PAVEMENT BUTT JOINT

STA 931+39'NB'
BEGIN ASPHALTIC BUTT JOINT

STA 933+39'NB'
REPLACE CONCRETE APPROACH SLAB

96

BARRON- CAMERON WWTF

STA 938+17'NB'
END ASPHALTIC BUTT JOINT

935'NB'

940'NB'

N15° 01' 14"W

945

USH 53 NB

97

CONCRETE PAVEMENT
7-INCH

98

99

STA 936+75'NB'
END PAVEMENT BUTT JOINT

STA 936+17'NB'
REPLACE CONCRETE APPROACH SLAB

STA 936+09'NB'
REPLACE CONCRETE APPROACH SLAB

STA 931+32'A8'
BEGIN ASPHALTIC BUTT JOINT

STA 933+32'A8'
REPLACE CONCRETE APPROACH SLAB

STA 933+25'A8'
BEGIN ASPHALTIC BUTT JOINT

USH 8

96 B
STA 933+36 'NB', 18' LT
1-INLETS 2' X 2'-A
ADJUSTING INLET COVERS
1-24" X 44' CPRC
EXISTING TO REMAIN

97
STA 933+29 'NB', 21' RT
1-INLETS SPECIAL-A
1-24" X 38' SSPRC
EXISTING TO REMAIN

98
STA 933+22 'NB', 58' RT
1-INLETS 2' X 2'-A
1-24" X 73' SSPRC
1-24" AECPRC
EXISTING TO REMAIN
1 - MARKER CULVERT END RT REQ'D

99
STA 935+64 'NB', 157' RT
1-SPECIAL DISCHARGE (24" CPRC)
EXISTING TO REMAIN
1 - MARKER CULVERT END LT REQ'D

NOTE:

B VERIFY WITH BEAMGUARD POST AND POST DEPTH AT INLET AND PIPE LOCATION.

PROJECT NO: 1196-04-78,1196-05-77	HWY: USH 53	COUNTY: BARRON	PLAN	SHEET 144	E

925'NB'
N15° 01' 14"W
930'NB'
USH 53 NB
935'NB'
930'A8'
925'A8'
USH 8 ON RAMP
925'B8'
USH 8 OFF RAMP
930'B8'
920'A8'
935'B8'
USH 8
INL
SIGN
SAN

90

91
STA 927+78 'B8', RT
1-INLETS MEDIAN 2 GRATE-MS

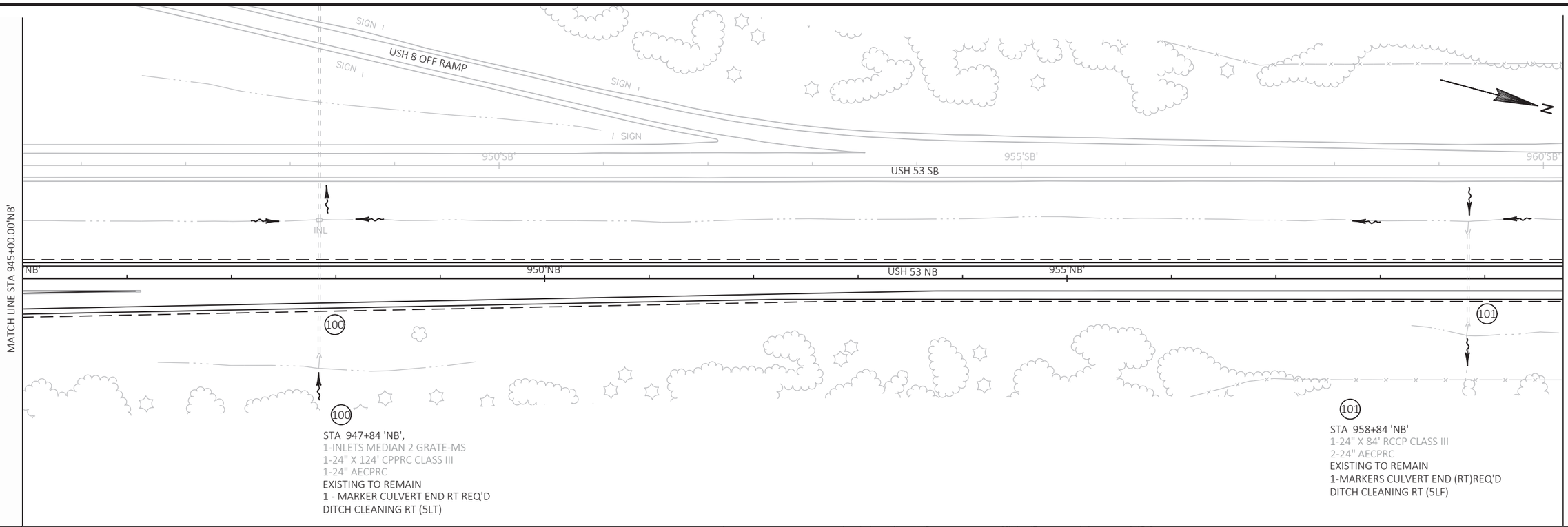
92
STA 924+67 'A8', RT
1-INLETS 2' X 3'-H
1-24" X 280' CPPRC CLASS III
2-24" AECPRC
EXISTING TO REMAIN
2 - CLEAN CULVERT PIPE
DITCH CLEANING
(5 LF EACH DIRECTION, 10 LF TOTAL)
2 - MARKER CULVERT END REQ'D

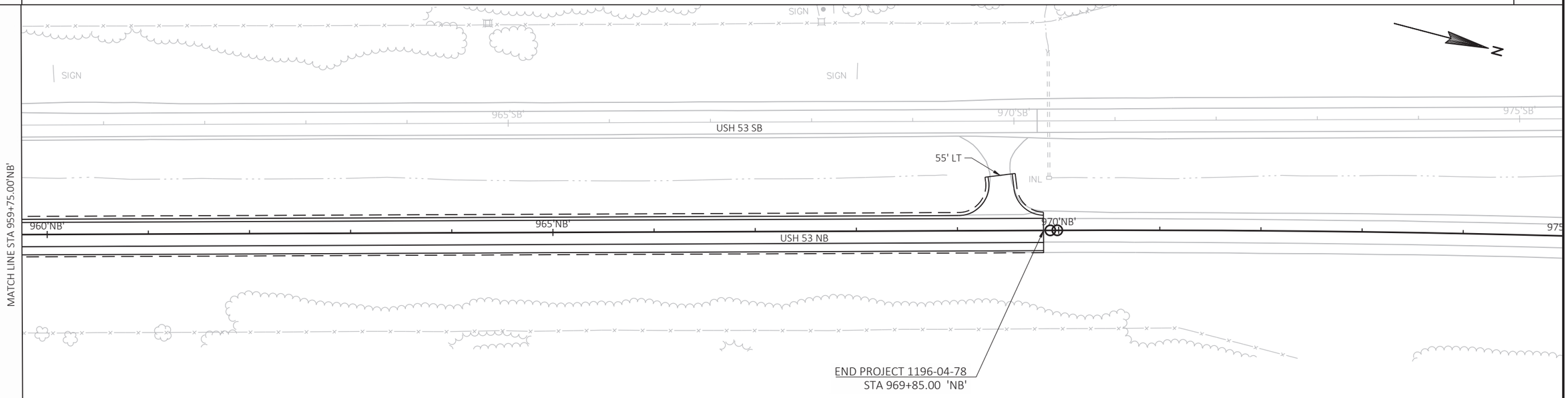
93
STA 920+60 'A8', RT
1-INLETS 2' X 3'-H
1-24"X 16' CSCP
1-24" AECSP
EXISTING TO REMAIN
16 LF SAWCUT CONCRETE
8 LF CURB & GUTTER 30" TYPE A
1-TYPE H CASTING
1- ADJUST INLET
DITCH CLEANING LT (20LF)
2 - MARKER CULVERT END REQ'D

94
STA 918+37 'A8', RT
1-INLETS MEDIAN 2 GRATE-MS
1-24" X 88' CPRCP
1-24" AECPRC
EXISTING TO REMAIN
2 - MARKER CULVERT END REQ'D

N

PROJECT NO: 1196-04-78,1196-05-77	HWY: USH 53	COUNTY: BARRON	PLAN	SHEET 145	E





PROJECT NO: 1196-04-78,1196-05-77	HWY: USH 53	COUNTY: BARRON	PLAN	SHEET 146	E

FILE NAME : O:\UZ\W\WITNW\146423\C3D\11960408\SHEETSPLAN\050101_PN.DWG
LAYOUT NAME - 050101_PN - 050134

PLOT DATE : 10/4/2021 12:19 PM PLOT BY : ANNIE JEROME PLOT NAME : PLOT SCALE : **********

Standard Detail Drawing List

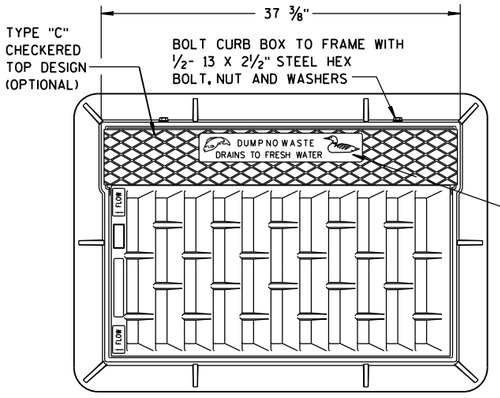
08A05-19A	INLET COVERS TYPE A, H, A-S, H-S & Z
08A05-19C	INLET COVERS TYPE F, HM, HM-S, S, T, V, HM-GJ, & HM-GJ-S
08C07-02	INLETS 2X2-FT, 2X2.5-FT, 2X3-FT AND 2.5X3-FT
08D01-22A	CONCRETE CURB & GUTTER
08D01-22B	CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS
08E09-06	SILT FENCE
08E10-02	INLET PROTECTION TYPE A, B, C AND D
08E14-01	TRACKING PAD
08E15-01	CULVERT PIPE CHECK
08F01-11	APRON ENDWALLS FOR CULVERT PIPE
11A01-06	MAINTENANCE CROSSOVER FOR FREEWAYS
13A03-06	CONCRETE PAVEMENT SHOULDERS
13A05-05A	SHOULDER RUMBLE STRIP, MILLING
13A05-05B	SHOULDER RUMBLE STRIP, MILLING
13A09-01	CONCRETE RUMBLE STRIPS AT INTERSECTION
13B02-09A	CONCRETE PAVEMENT APPROACH SLAB
13B02-09B	STRUCTURAL APPROACH SLAB AND CONCRETE PAVEMENT APPROACH SLAB
13C11-12A	RURAL DOWELED CONCRETE PAVEMENT
13C11-12B	RURAL DOWELED CONCRETE PAVEMENT
13C13-09	URBAN DOWELED CONCRETE PAVEMENT
14B07-15A	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-15B	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-15C	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-15D	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-15E	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-15F	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-15G	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-15H	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-15I	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B16-04A	ANCHORAGE FOR STEEL PLATE BEAM GUARD TYPE 2
14B16-04B	ANCHORAGE FOR STEEL PLATE BEAM GUARD TYPE 2
14B28-04A	GUARDRAIL MOW STRIP
14B28-04B	GUARDRAIL MOW STRIP
14B42-07A	MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL
14B42-07B	MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL
14B42-07C	MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL
14B42-07D	MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL
14B44-04A	MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)
14B44-04B	MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)
14B44-04C	MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)
14B45-05A	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-05B	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-05C	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-05D	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-05E	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-05F	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-05G	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-05H	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-05I	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-05J	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-05K	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-05L	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
15A03-02A	FLEXIBLE MARKER POST FOR CULVERT END
15A03-02B	FLEXIBLE MARKER POST FOR CULVERT END
15A04-06A	PERMANENT FLEXIBLE DELINEATOR POST
15A04-06B	DELINEATOR BRACKET WITH REFLECTIVE SHEETING
15A04-06C	DELINEATOR POST WITH REFLECTIVE SHEETING
15A04-06D	DELINEATOR POST WITH REFLECTIVE SHEETING
15C02-08D	ON RAMP LANE CLOSURE
15C02-08E	OFF RAMP LANE CLOSURE
15C02-08F	ADVANCED WIDTH RESTRICTION SIGNING
15C04-05	TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 M.P.H. OR GREATER TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC
15C07-15A	PAVEMENT MARKING SYMBOLS
15C08-20A	LONGITUDINAL MARKING (MAINLINE)
15C11-08B	CHANNELIZING DEVICES DRUMS, CONES, BARRICADES AND VERTICAL PANELS
15C19-06C	MOVING PAVEMENT MARKING OPERATION MULTI-LANE DIVIDED ROADWAY
15C31-04A	PAVEMENT MARKING EXIT RAMP AND PARALLEL EXIT RAMP

6

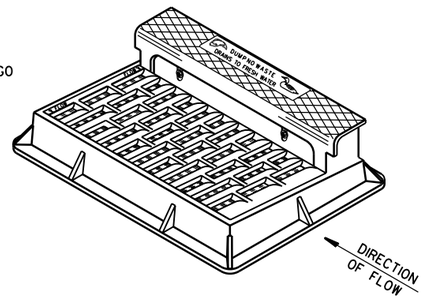
Standard Detail Drawing List

15C31-04C	PAVEMENT MARKING ENTRANCE RAMP AND PARALLEL ENTRANCE RAMP
15D03-05	TRAFFIC CONTROL, LANE CLOSURE, SPEEDS GREATER THAN 40 M.P.H. WITH BARRIER
15D04-01	TRAFFIC CONTROL, RAMP CONSTRUCTION STAGING
15D12-09A	TRAFFIC CONTROL, LANE CLOSURE
15D12-09B	TRAFFIC CONTROL, LANE CLOSURE, SPEED REDUCTION
15D15-05A	TRAFFIC CONTROL, PARALLEL ENTRANCE RAMP WITHIN LANE CLOSURE
15D15-05B	TRAFFIC CONTROL, ENTRANCE RAMP WITHIN LANE CLOSURE
15D15-05C	TRAFFIC CONTROL, TAPERED ENTRANCE RAMP WITHIN LANE CLOSURE
15D15-05D	TRAFFIC CONTROL, TAPERED ENTRANCE RAMP WITHIN LANE CLOSURE
15D15-05E	TRAFFIC CONTROL, PARALLEL EXIT RAMP WITHIN LANE CLOSURE
15D16-04	TRAFFIC CONTROL, EXIT RAMP CLOSURE
15D27-03	TRAFFIC CONTROL, SHOULDER CLOSURE ON DIVIDED ROADWAY, SPEEDS GREATER THAN 40 MPH
15D29-06	TRAFFIC CONTROL, VEHICLE ENTRANCE/EXIT OR HAUL ROAD
15D39-02	TRAFFIC CONTROL, DROP-OFF SIGNING

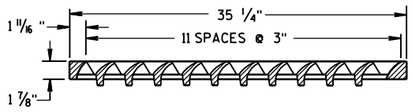
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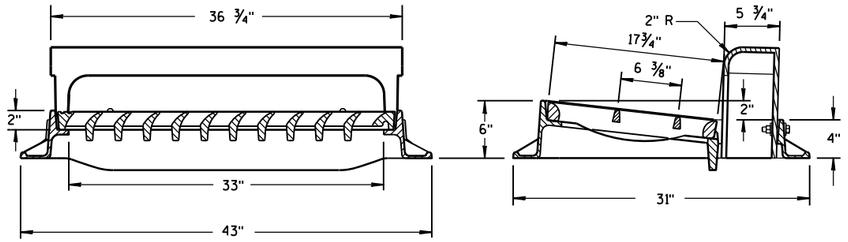


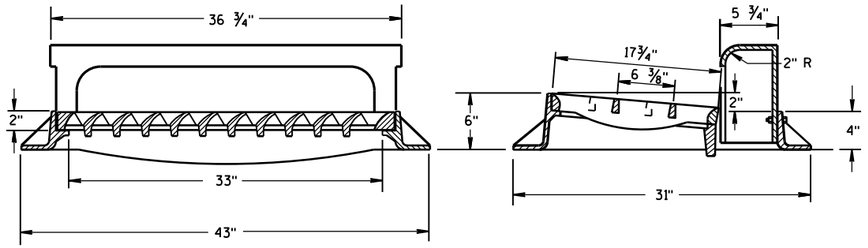
NOTE:
GRATE IS REVERSIBLE.



NOTE: CURB BOX HEIGHT ADJUSTABLE 6" TO 9"

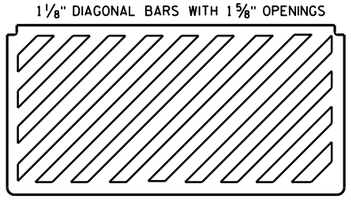






TYPE "H"

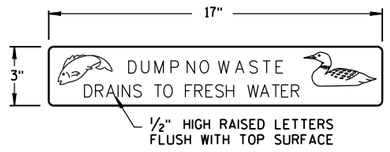
NOTE: EITHER CASTING IS ACCEPTABLE



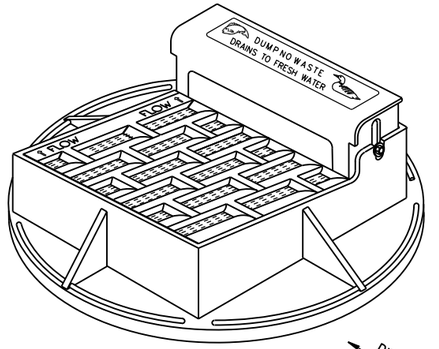
SPECIAL GRATE FOR TYPE "H" COVER

(MEASURES 35 1/4" X 17 3/4" X 2")

(NOTED AS TYPE H-S ON DRAINAGE TABLE)



LOGO DETAIL



NOTE: CURB BOX ADJUSTABLE 4" TO 9"

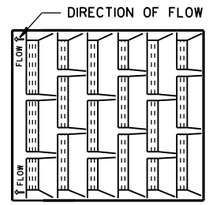
NOTE:
GRATE IS REVERSIBLE.

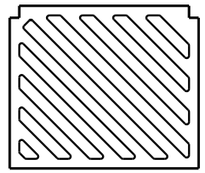
GENERAL NOTES

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.

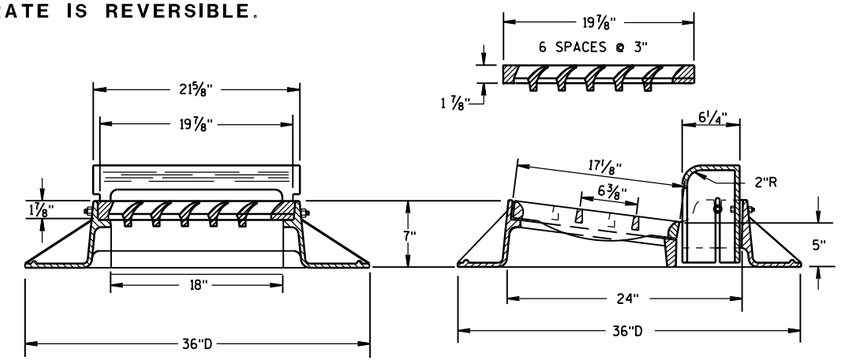




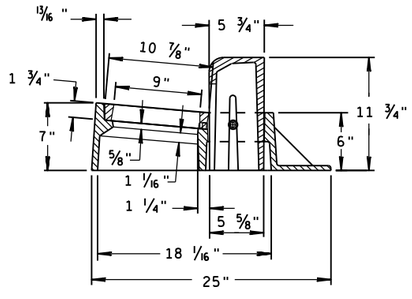
SPECIAL GRATE FOR TYPE "A" COVER

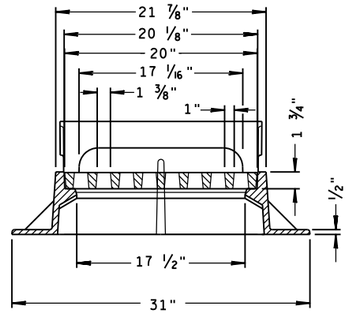
(MEASURES 19 3/4" X 17" X 1 7/8")

(NOTED AS TYPE A-S ON DRAINAGE TABLE)

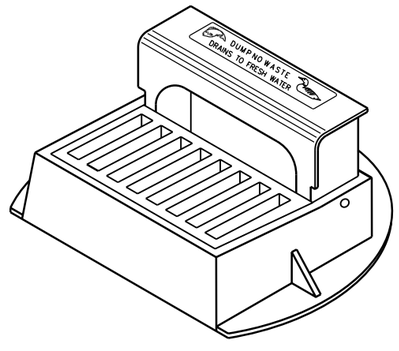


TYPE "A"





TYPE "Z"



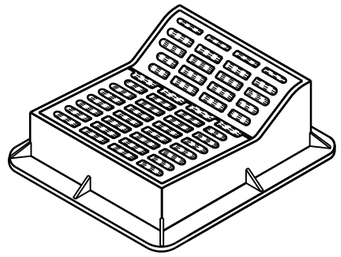
INLET COVERS
TYPE A, H, A-S, H-S & Z

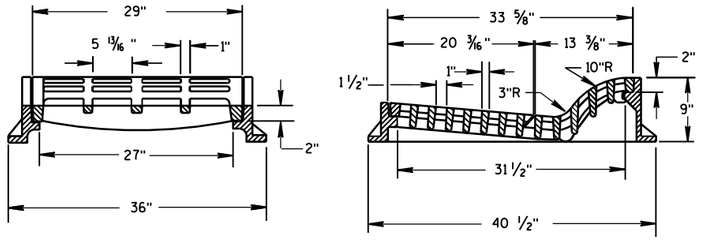
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
11-27-13 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS ENGINEER
FHWA

6

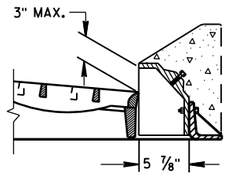
S.D.D. 8 A 5-19a





TYPE "F"

USE WITH TYPES A & D CONCRETE CURB & GUTTER, 36 INCH.



ALTERNATIVE CURB BOX FOR TYPE "HM" COVER

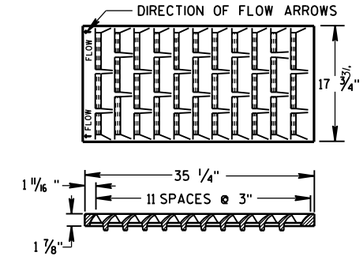
USE WITH TYPES G & J CONCRETE CURB & GUTTER, 30 INCH
NOTED AS TYPE HM-GJ ON DRAINAGE TABLE

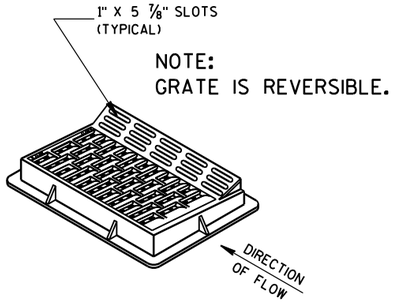
NOTE:
SPECIAL GRATE FOR THE
TYPE "H" COVER MAY ALSO BE
USED FOR THE TYPE "HM-GJ" COVER
NOTED AS TYPE HM-GJ-S ON DRAINAGE TABLE

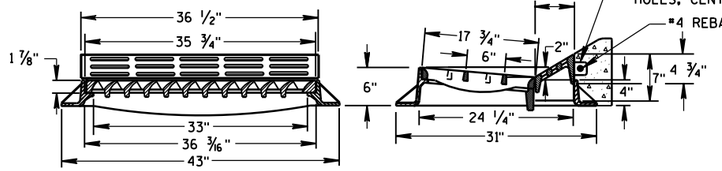
GENERAL NOTES

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.



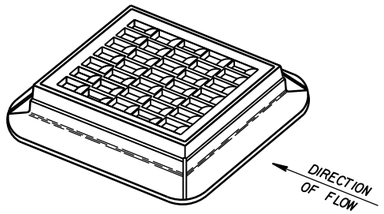


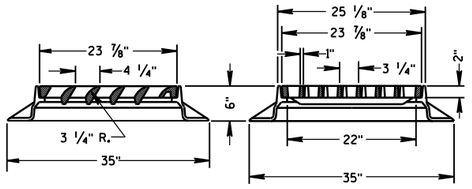


TYPE "HM"

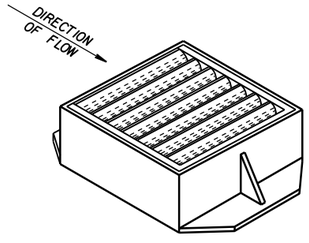
USE WITH TYPES A & D CONCRETE CURB & GUTTER, 36 INCH.

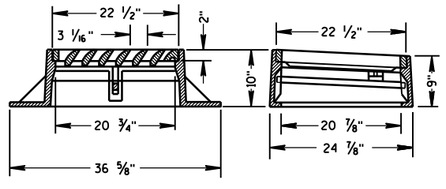
NOTE:
SPECIAL GRATE FOR THE
TYPE "H" COVER MAY ALSO BE
USED FOR THE TYPE "HM" COVER
NOTED AS TYPE HM-S ON DRAINAGE TABLE



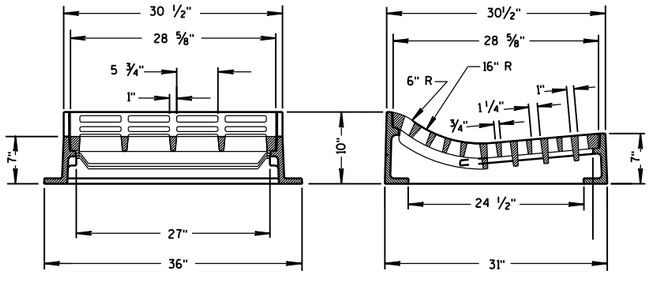


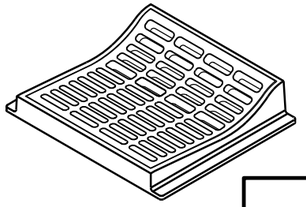
TYPE "S"





TYPE "V"





TYPE "T"

USE WITH TYPES R & T CONCRETE CURB & GUTTER, 36 INCH.

INLET COVERS
TYPE F, HM, HM-S, S, T, V, HM-GJ, & HM-GJ-S

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

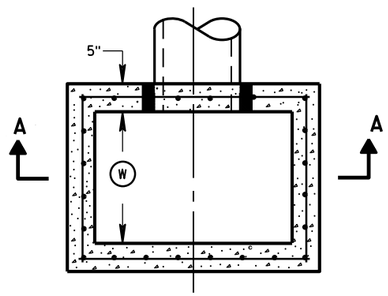
APPROVED
11/27/2013
DATE

/S/ Jerry H. Zogg
ROADWAY STANDARDS ENGINEER

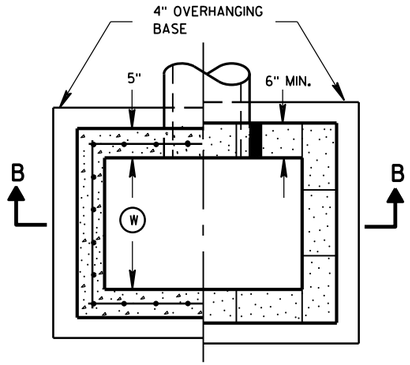
FHWA

6

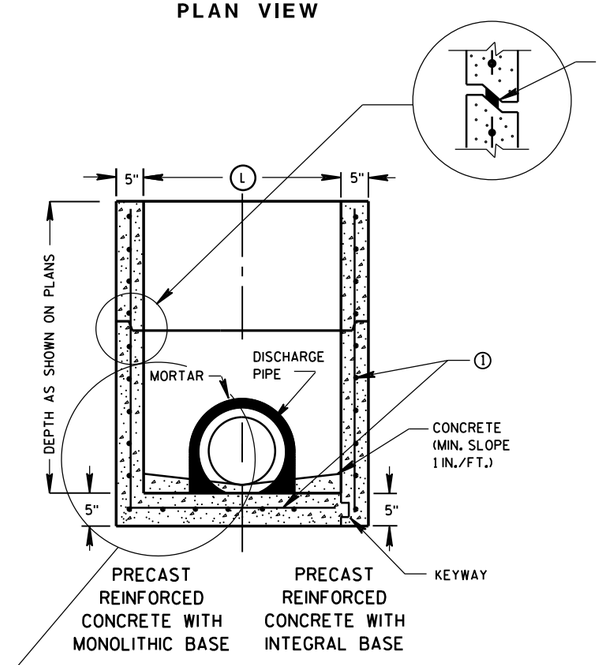
S.D.D. 8 A 5-19c



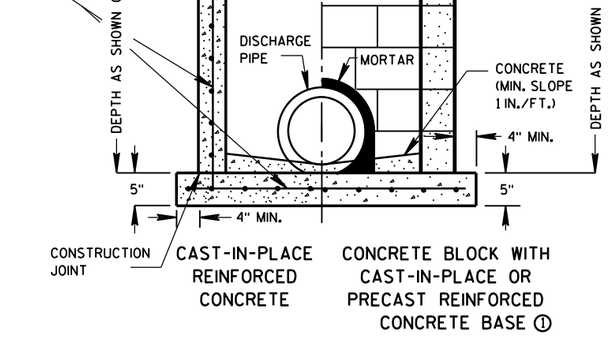
PLAN VIEW



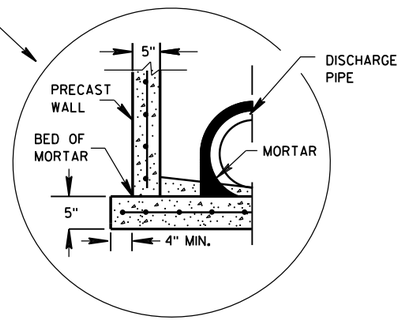
PLAN VIEW



SECTION A-A



SECTION B-B



SEPARATE PRECAST REINFORCED CONCRETE BASE OPTION

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.

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 UNDERGROUND DRAINAGE STRUCTURES SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

ALL PRECAST INLET UNITS SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF ASTM C 913.

ALL DRAINAGE STRUCTURES ARE DESIGNATED ON THE PLANS AS "MANHOLES 3X3-L", "CATCH BASINS 4-B", "INLETS 2X3-H", ETC. THE FIRST NUMBERS DESIGNATES 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.

PRECAST REINFORCED RISERS SHALL HAVE A TONGUE AND GROOVE JOINT WITH TONGUE UP OR DOWN.

4" OVERHANGING BASES ARE REQUIRED FOR CAST-IN-PLACE REINFORCED CONCRETE AND 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.

MAXIMUM INSIDE PIPE DIAMETER DETERMINED BY 3 INCH 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 PROVIDE REINFORCING STEEL IN ACCORDANCE TO ASTM C 913.

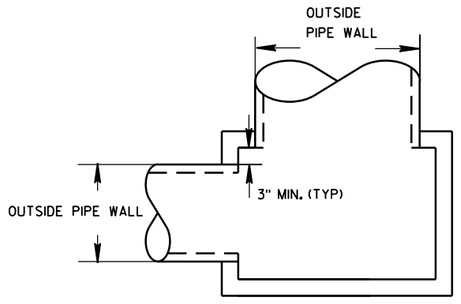
② CONTRACTOR TO PROVIDE DRAWING(S) STAMPED BY A PROFESSIONAL ENGINEER FOR STEEL REINFORCING DESIGN FOR CAST-IN-PLACE STRUCTURES.

INLET COVER MATRIX

INLET SIZE		INLET COVER TYPE	ALL A'S	ALL B'S	BW	F	ALL H'S	S	T	V	WM
	WIDTH (W) (FT)	LENGTH (L) (FT)									
2X2-FT	2	2	X	X				X		X	
2X2.5-FT	2	2.5			X			X	X	X	X
2X3-FT	2	3					X				
2.5X3-FT	2.5	3				X					

PIPE MATRIX

INLET SIZE	MAXIMUM INSIDE PIPE DIAMETER	
	WIDTH (IN)	LENGTH (IN)
2X2-FT	12	12
2X2.5-FT	12	18
2X3-FT	12	24
2.5X3-FT	18	24



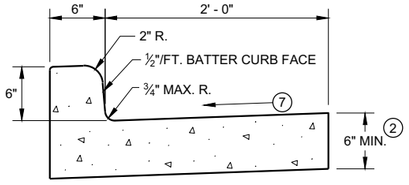
DETAIL "A"

INLETS 2X2-FT, 2X2.5-FT, 2X3-FT AND 2.5X3-FT

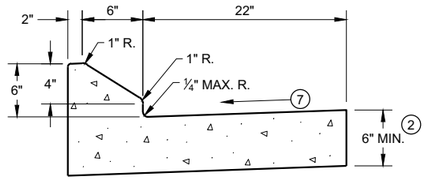
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept., 2016
DATE
/S/ Rodney Taylor
ROADWAY STANDARDS D IT
UNIT SUPERVIS
FHWA

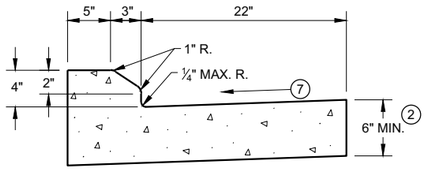
INLETS 2X2-FT, 2X2.5-FT, 2X3-FT AND 2.5X3-FT



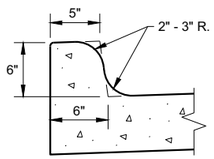
TYPES A (1) & D



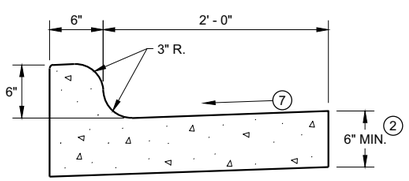
6" SLOPED CURB TYPES G (1) & J



4" SLOPED CURB TYPES G (1) & J

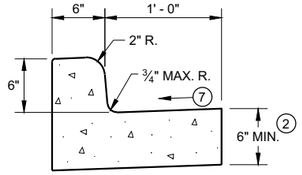


TYPES K (1) & L
(OPTIONAL CURB SHAPE)



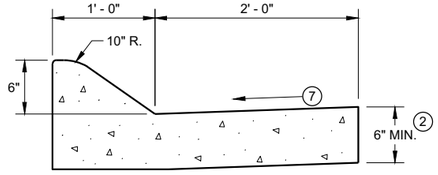
TYPES K (1) & L

CONCRETE CURB AND GUTTER 30"



TYPES A (1) & D

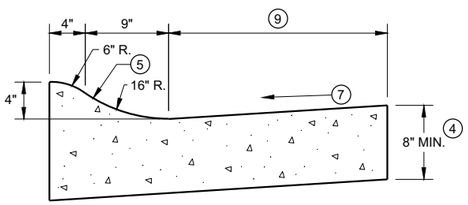
CONCRETE CURB AND GUTTER 18"



6" SLOPED CURB TYPES A (1) & D

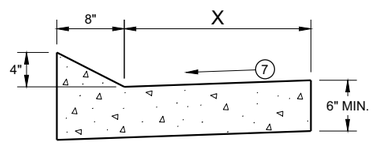
4" SLOPED CURB TYPES A (1) & D

CONCRETE CURB AND GUTTER 36"



4" SLOPED CURB TYPES R (1) & T

TBT & TBTT	X
30"	22"
36"	28"

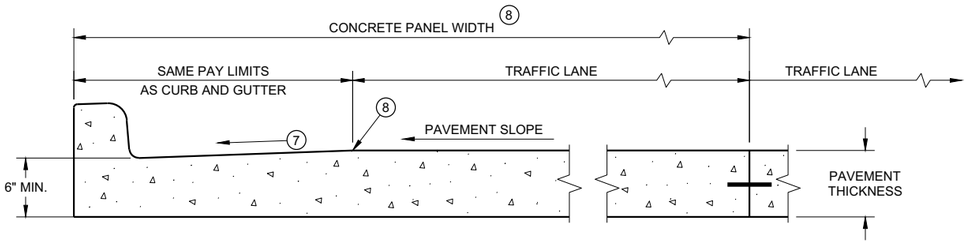


TYPES TBT & TBTT (1)

CONCRETE CURB AND GUTTER

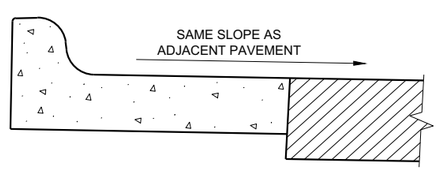
PAVEMENT THICKNESS AND MAXIMUM CONCRETE PANEL WIDTH TABLE

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.

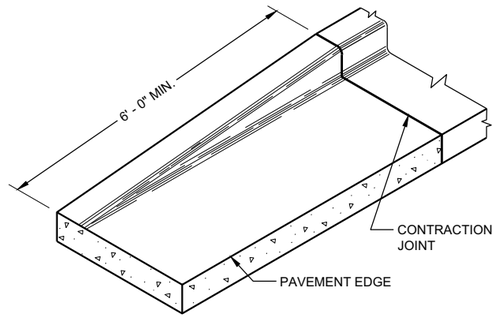
(9) CONCRETE CURB AND GUTTER 4-INCH SLOPED 30-INCH TYPE "R" AND "T" = 17 INCHES
CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE "R" AND "T" = 23 INCHES

CONCRETE CURB AND GUTTER

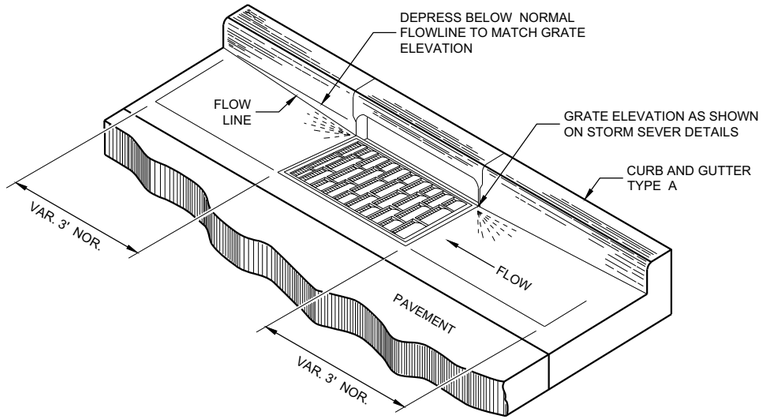
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 08D01 - 22a
SDD 08D01 - 22a



END SECTIONCURB 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.

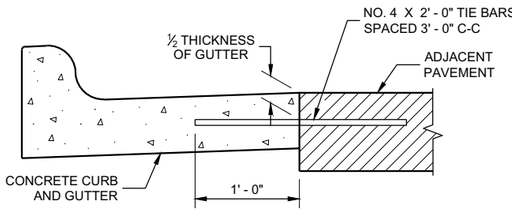
PAVEMENT TIES AND TIE BARS SHALL BE EPOXY COATED IN CONFORMANCE WITH SUBSECTION 505.2.6.2 OF THE STANDARD SPECIFICATIONS.

UNLESS OTHERWISE SHOWN ON THE TYPICAL CROSS SECTIONS, THE BASE AGGREGATE AND COMMON EXCAVATION LIMITS ARE 2' - 0" BEHIND THE BACK OF CURBS.

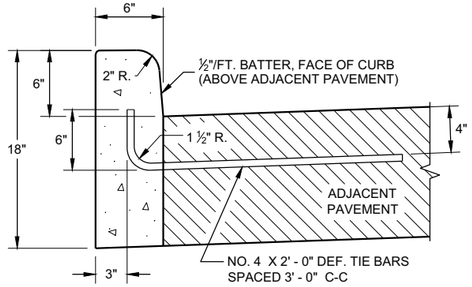
(1) TIE BARS ARE REQUIRED FOR CURB AND GUTTERS TYPES A, G, K, R, AND TBTT.

(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.

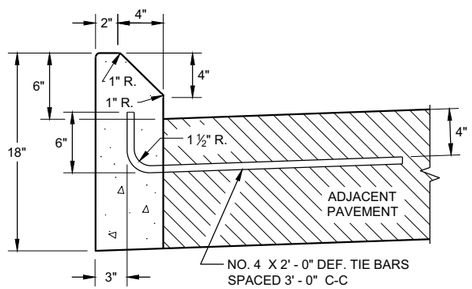
(9) REFER TO SDD 08D18 AND 08D19 FOR ADDITIONAL DRIVEWAY ENTRANCE CURB DETAILS.



TYPICAL TIE BAR LOCATION (1)

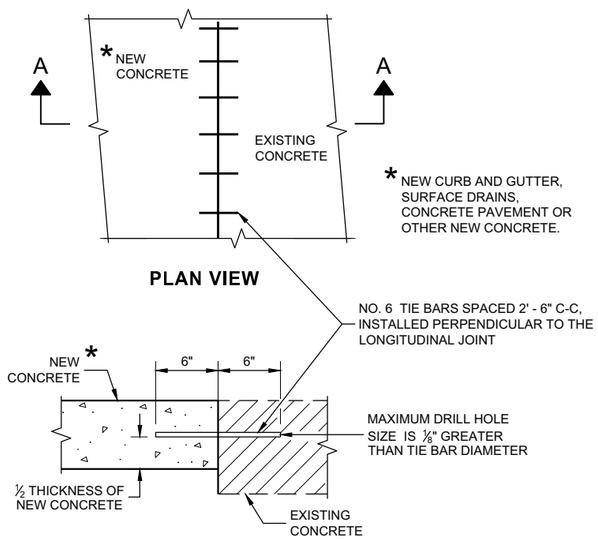


TYPES A (1) & D



TYPES G (1) & J

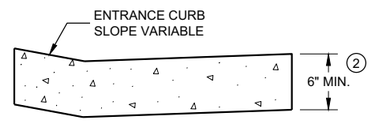
CONCRETE CURB



PLAN VIEW

SECTION A - A

TIE BARS DRILLED INTO EXISTING PAVEMENT



DRIVEWAY ENTRANCE CURB (9)
(WHEN DIRECTED BY THE ENGINEER)

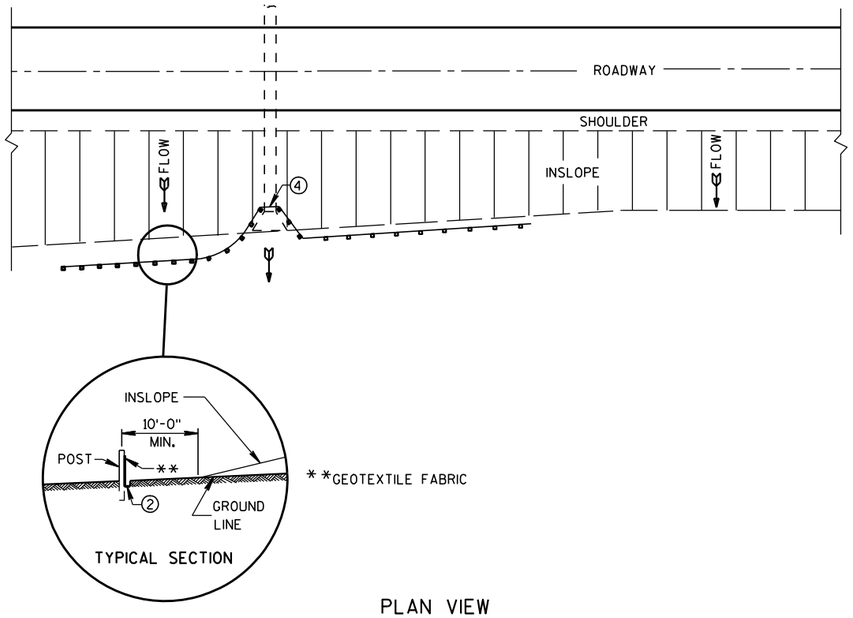
CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2021 — DATE
/S/ Rodnery Taylor — ROADWAY STANDARDS DEVE ENGINEER
FHWA

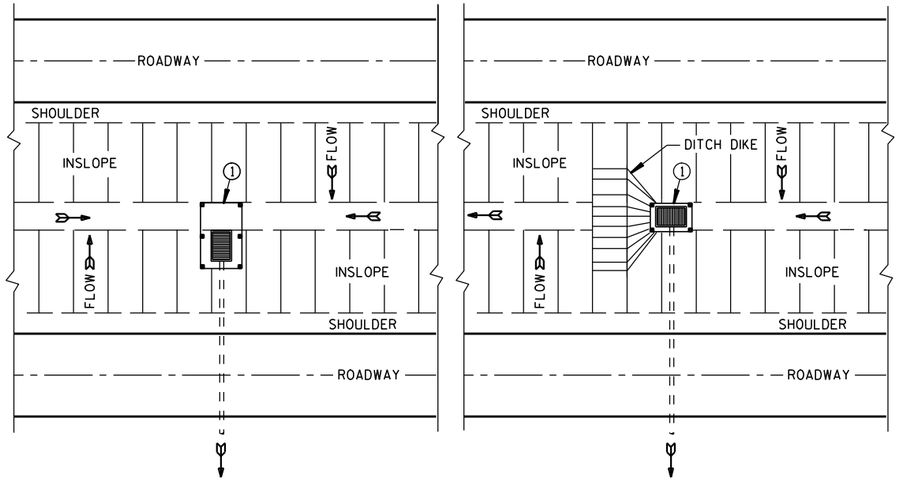
6

SDD08D01 - 22b



PLAN VIEW

TYPICAL APPLICATION OF SILT FENCE



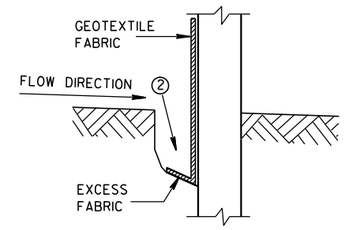
PLAN VIEW

SILT FENCE AT MEDIAN SURFACE DRAINS

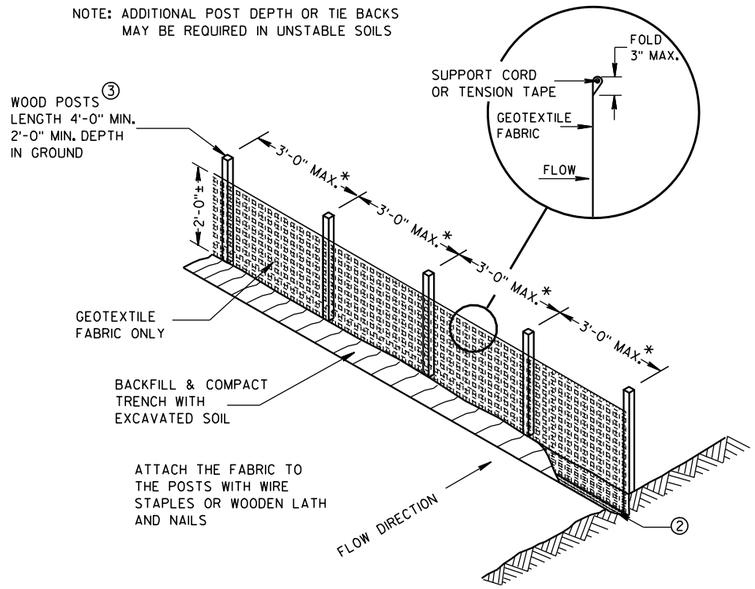
GENERAL NOTES

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

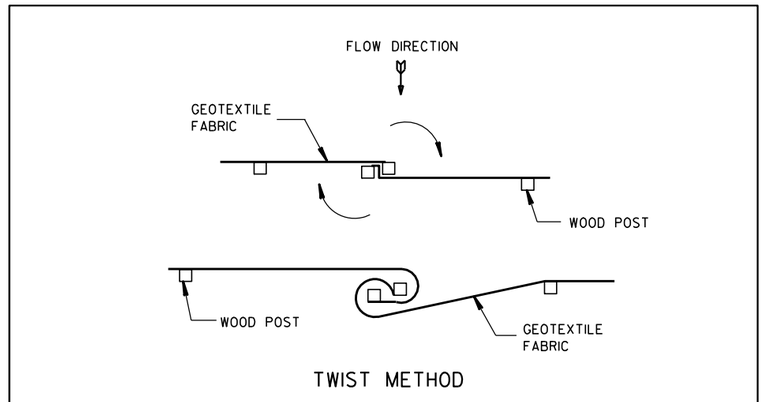
1. HORIZONTAL BRACE REQUIRED WITH 2" X 4" WOODEN FRAME OR EQUIVALENT AT TOP OF POSTS.
2. FOR MANUAL INSTALLATIONS THE TRENCH SHALL BE A MINIMUM OF 4" WIDE & 6" DEEP TO BURY AND ANCHOR THE GEOTEXTILE FABRIC. FOLD MATERIAL TO FIT TRENCH AND BACKFILL & COMPACT TRENCH WITH EXCAVATED SOIL.
3. WOOD POSTS SHALL 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.



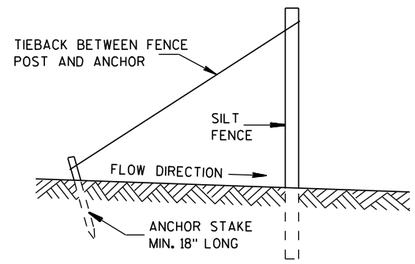
TRENCH DETAIL



SILT FENCE



JOINING TWO LENGTHS OF SILT FENCE 5



SILT FENCE TIE BACK

(WHEN REQUIRED BY THE ENGINEER)

SILT FENCE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

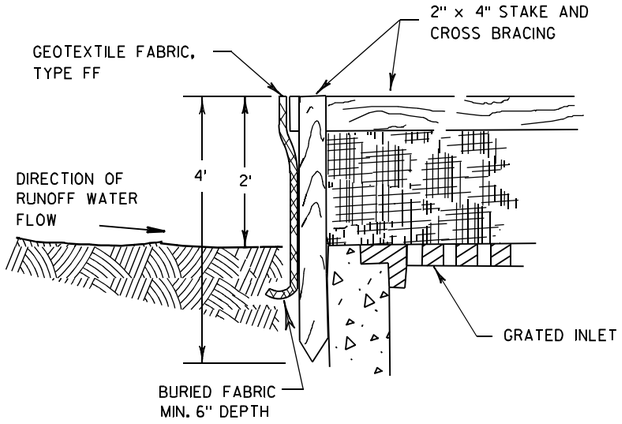
APPROVED
4-29-05 DATE
/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

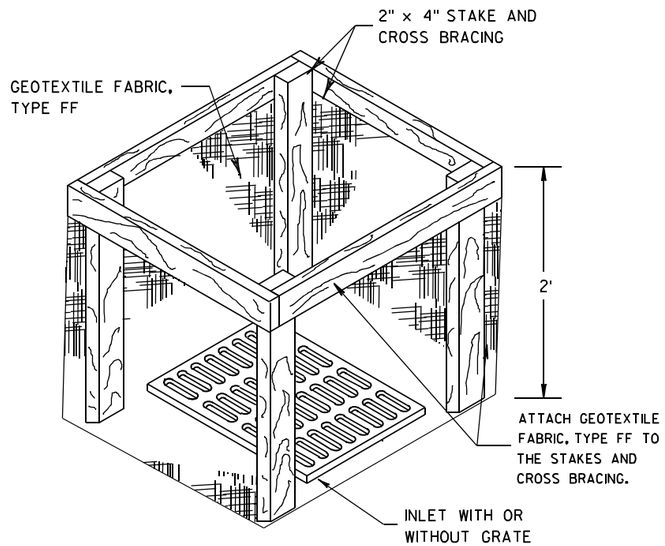
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S.D.D. 8 E 9-6

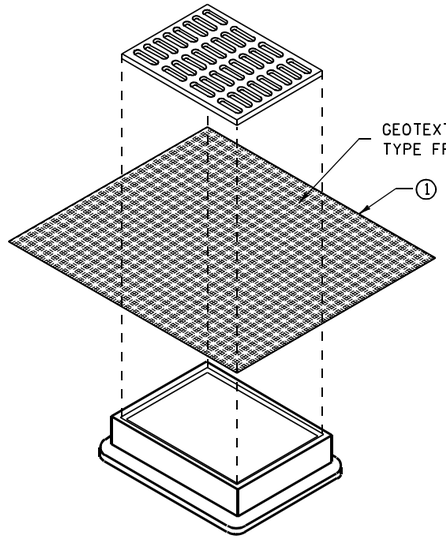
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S.D.D. 8 E 9-6



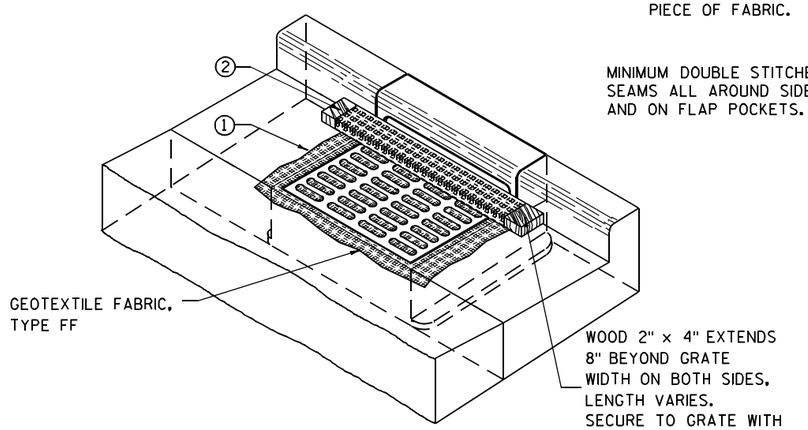


INLET PROTECTION, TYPE A

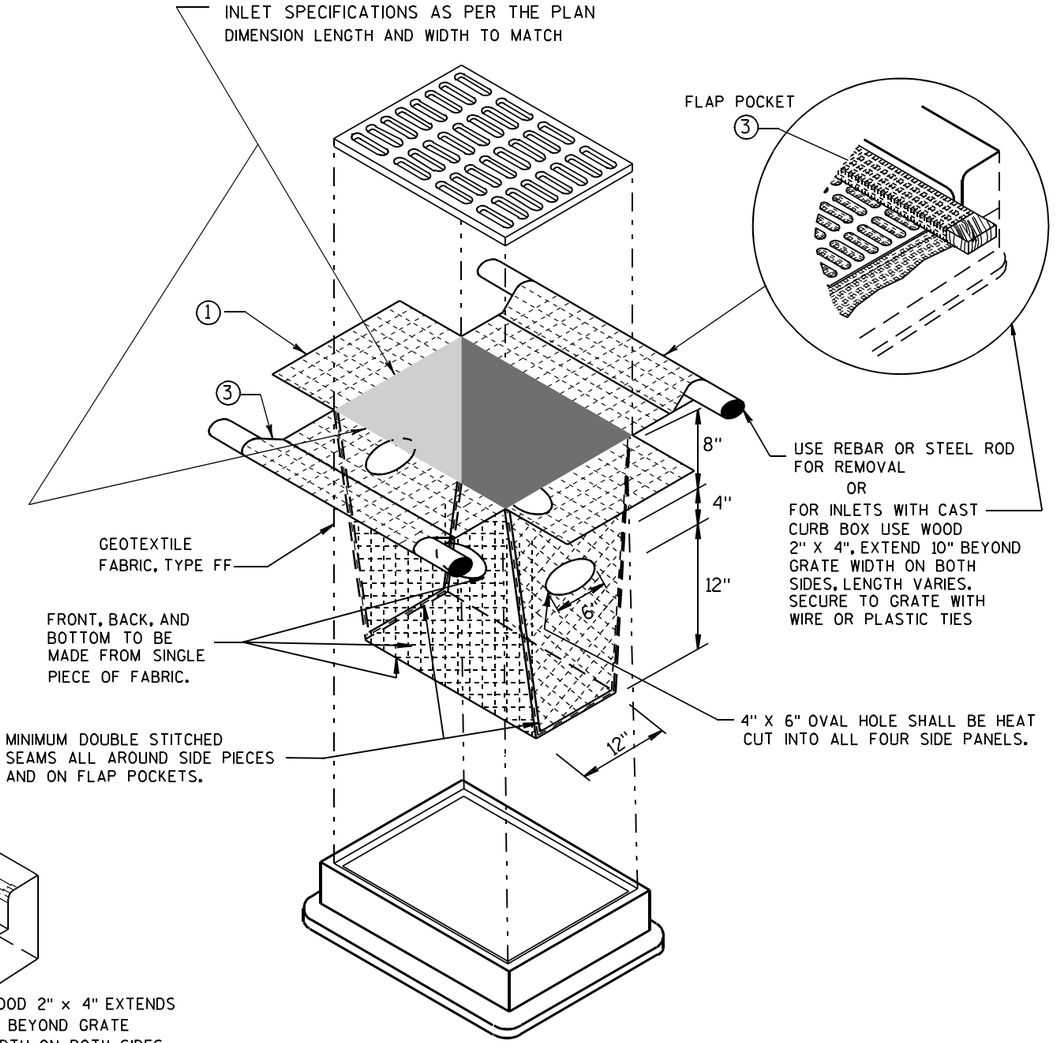


INLET PROTECTION, TYPE B
(WITHOUT CURB BOX)

(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.

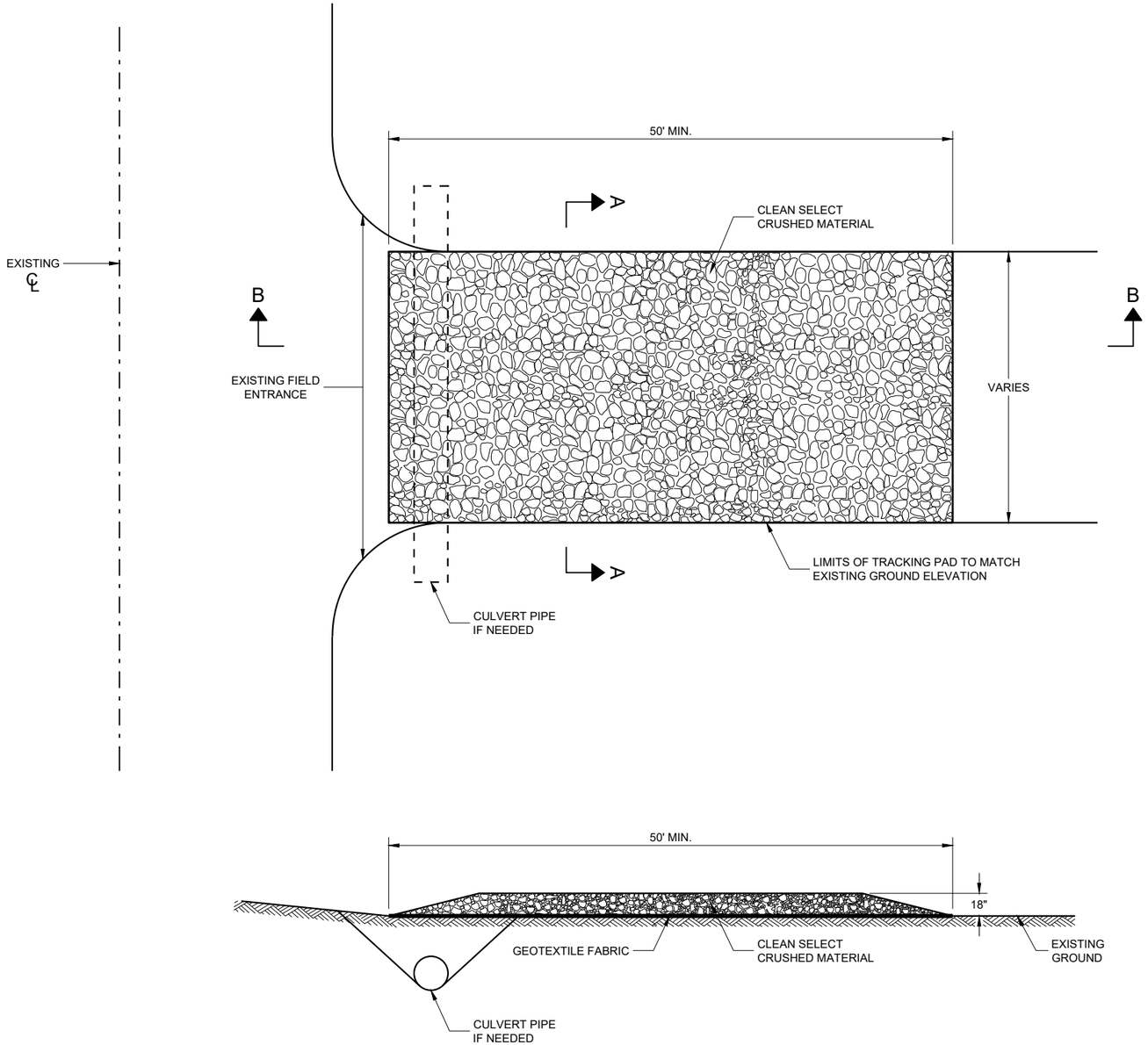
THE INSTALLED BAG SHALL HAVE A MINIMUM SIDE CLEARANCE, BETWEEN THE INLET WALLS AND THE BAG, MEASURED AT THE BOTTOM OF THE OVERFLOW HOLES, OF 3". WHERE NECESSARY THE CONTRACTOR SHALL CINCH THE BAG, USING PLASTIC ZIP TIES, TO ACHIEVE THE 3" CLEARANCE. THE TIES SHALL BE PLACED AT A MAXIMUM OF 4" FROM THE 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



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.

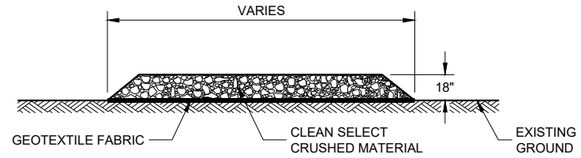
TRACKING PAD TO BE REMOVED AFTER CONSTRUCTION IS COMPLETED.

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

6

SDD 08E14 - 01

TRACKING PAD

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

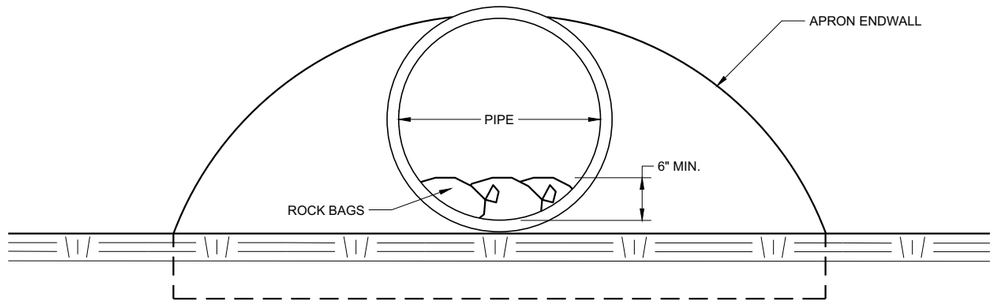
3/24/2011
DATE

/S/ Jerry H. Zogg
ROADWAY STANDARDS DEVE ENGINEER

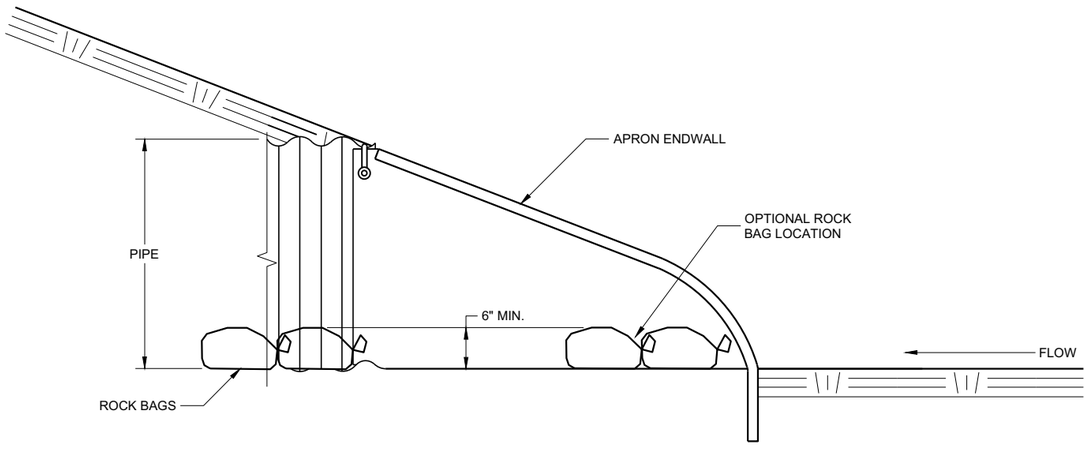
FHWA

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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

6

SDD 08E15 - 01

6

SDD 08E15 - 01

METAL APRON ENDWALLS

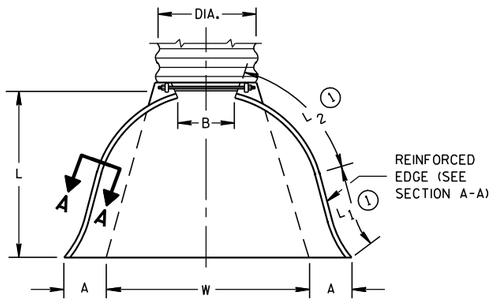
PIPE DIA. (IN.)	MIN. THICK. (Inches) STEEL	MIN. THICK. (Inches) ALUM.	DIMENSIONS (Inches) A (±1")	B (MAX.)	H (±1")	L (±1 1/2")	L1 ①	L2 ①	W (±2")	APPROX. SLOPE	BODY
12	.064	.060	6	6	6	21	12	17 1/2	24	2 1/2 to 1	1 Pc.
15	.064	.060	7	8	6	26	14	21 3/4	30	2 1/2 to 1	1 Pc.
18	.064	.060	8	10	6	31	15	28 1/4	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

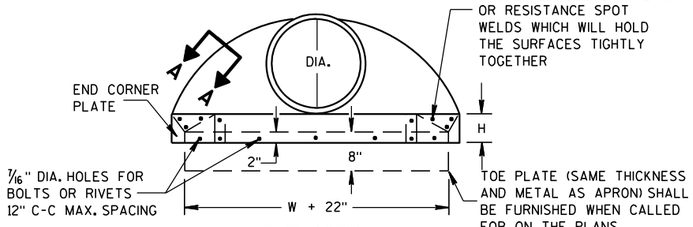
REINFORCED CONCRETE APRON ENDWALLS

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

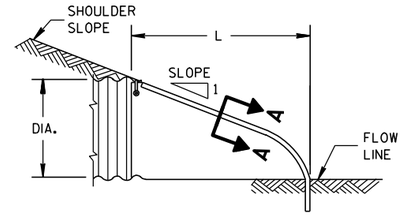
*MINIMUM
**MAXIMUM



PLAN VIEW

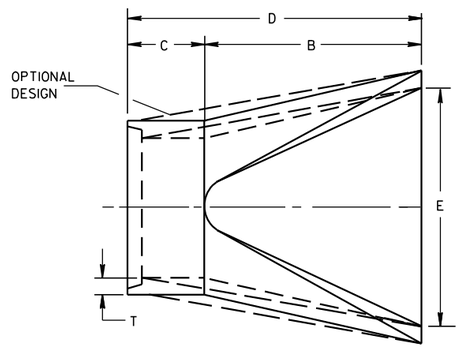


END VIEW

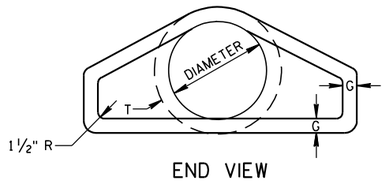


SIDE ELEVATION

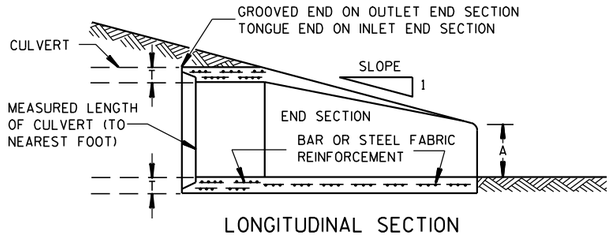
METAL ENDWALLS



PLAN

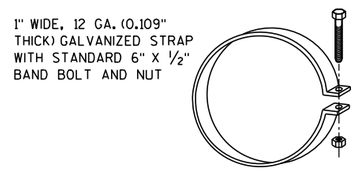


END VIEW



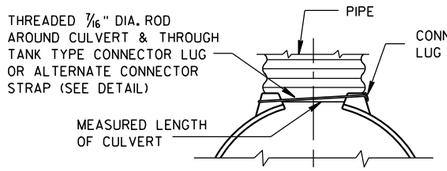
LONGITUDINAL SECTION

CONCRETE ENDWALLS

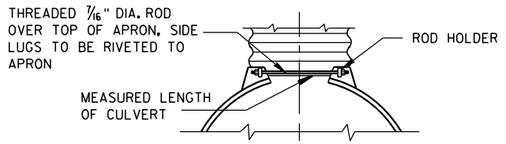


ALTERNATE FOR TYPE 1 CONNECTION

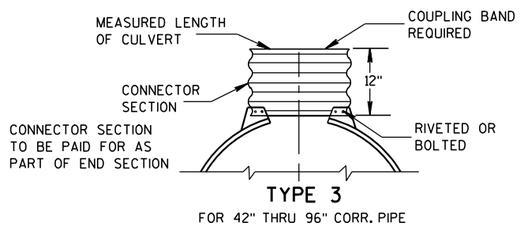
END SECTION CONNECTOR STRAP



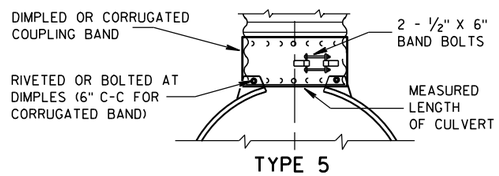
TYPE 1
FOR 12" THRU 24" CORR. PIPE



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

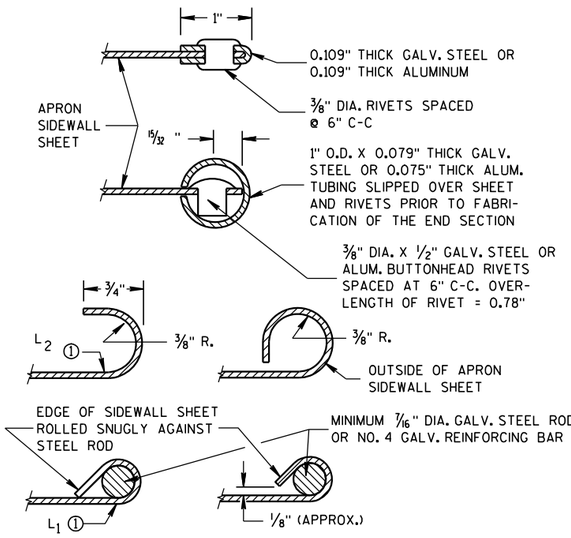
NOTE: DIMPLED BAND FITS OVER OUTSIDE OF ENDWALL. AND CORRUGATED BAND FITS INSIDE ENDWALL. DIMPLED BAND MAY BE USED WITH HELICALLY CORRUGATED PIPE.

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.

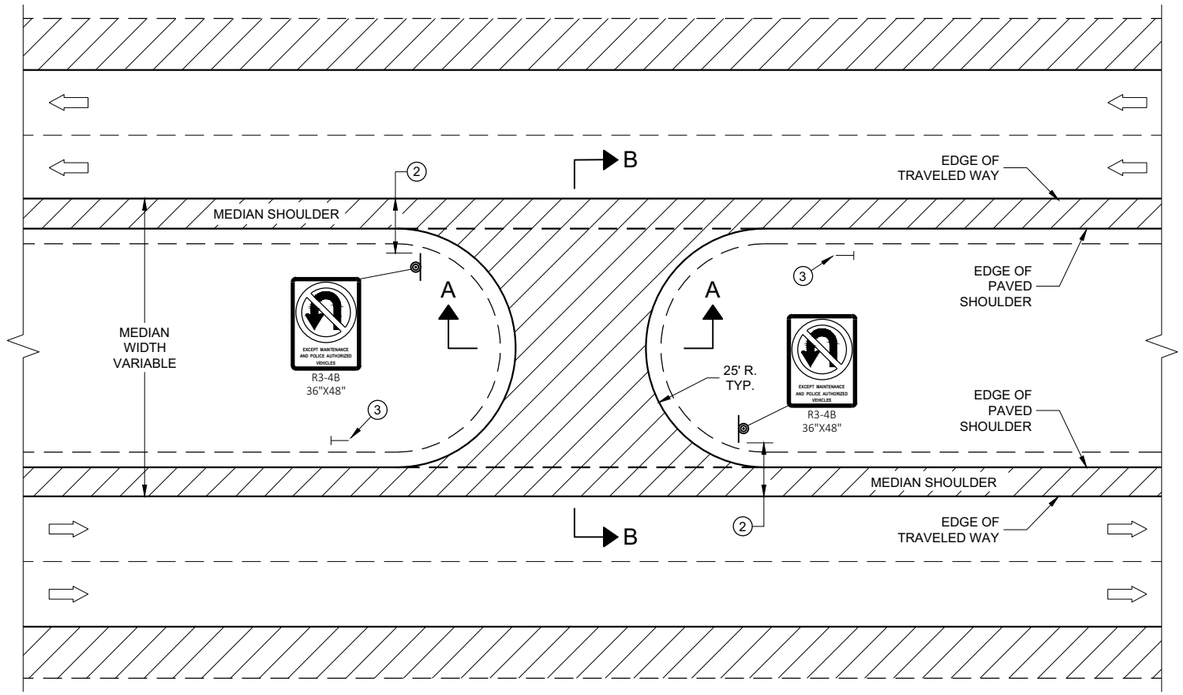
① FOR PIPE SIZES UP TO 60" DIAMETER, A 180° ROLLED EDGE MAY BE USED INSTEAD OF STEEL ROD REINFORCEMENT. SEE SECTION A-A.

APRON ENDWALLS FOR CULVERT PIPE

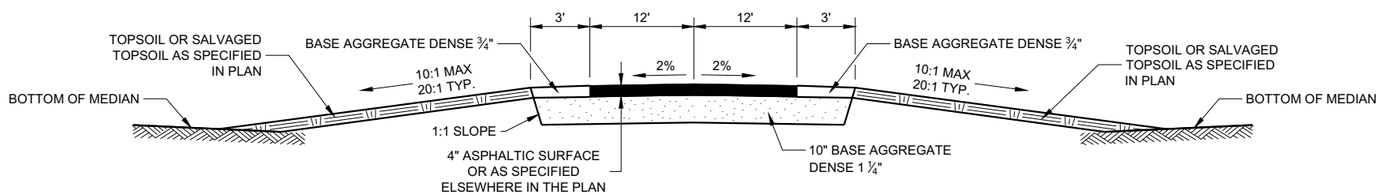
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
11/30/94 DATE
/S/ Rory L. Rhinesmith
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

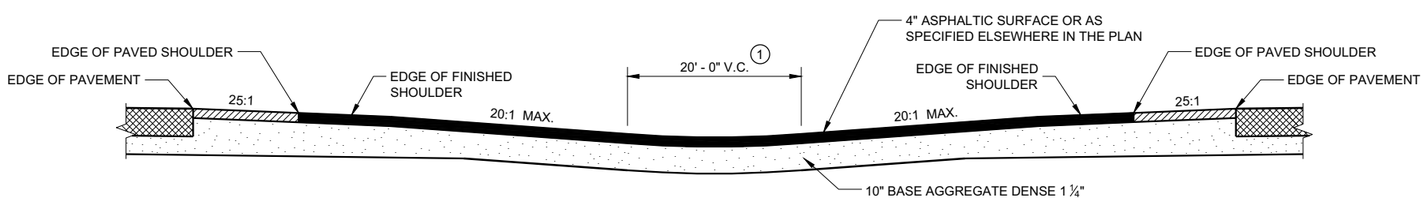
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S.D.D. 8 F 1-11



PLAN VIEW



SECTION A-A



SECTION B-B

GENERAL NOTES

1. ADJUST VERTICAL CURVE LOCATION LATERALLY TO MAINTAIN 20:1 MAX.
2. SIGNING DETAILS AND SPECIFICATIONS ARE PROVIDED ELSEWHERE IN THE CONTRACT.
3. INSTALL DELINEATOR. SEE STANDARD DETAIL DRAWING 15A4.

LEGEND

- SIGN ON PERMANENT SUPPORT
- DELINEATOR
- DIRECTION OF TRAFFIC

MAINTENANCE CROSSOVER FOR FREEWAYS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2019
DATE

/S/ Rodney Taylor
ROADWAY STANDARDS DEVE ENGINEER

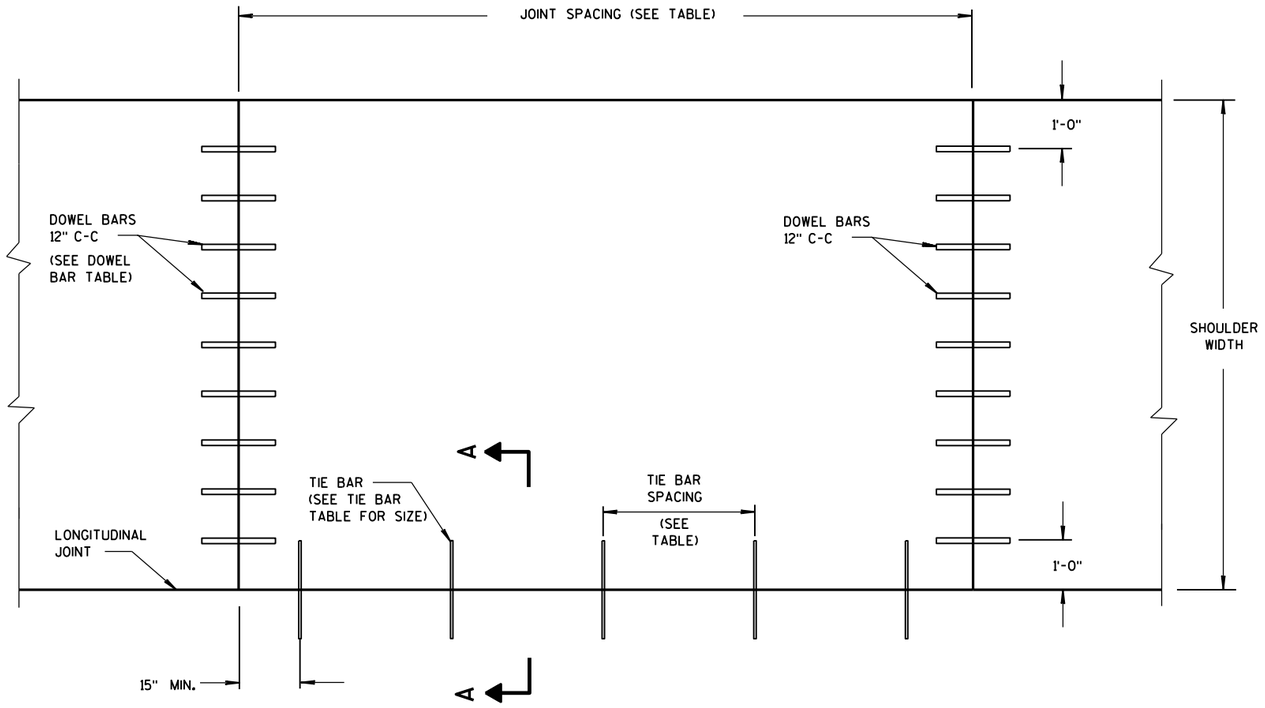
FHWA

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SDD 11A01 - 06

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SDD 11A01 - 06



PLAN VIEW

CONCRETE PAVEMENT SHOULDER

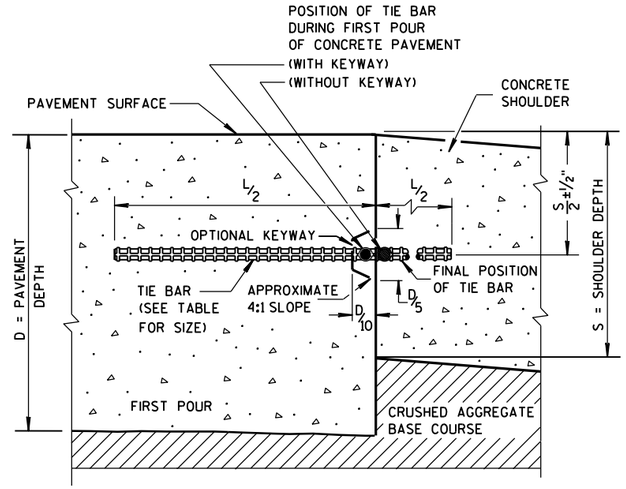
GENERAL NOTES

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.

TRANSVERSE JOINT DETAILS ARE SHOWN ELSEWHERE IN THE PLAN.

FINISH THE SHOULDER PAVEMENT CONFORMING TO SUBSECTION 415.3.8 OF THE STANDARD SPECIFICATIONS.

TIE BARS SHALL CONFORM TO SUBSECTION 505.2.4 OF THE STANDARD SPECIFICATIONS.



SECTION A-A

LONGITUDINAL CONSTRUCTION JOINT

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" MINUMUM SPACING FROM TRANSVERSE JOINTS; SPACING BETWEEN TIE BARS WILL BE 30" AT TRANSVERSE JOINTS.

PAVEMENT DEPTH, DOWEL BAR SIZE AND JOINT SPACING TABLE

PAVEMENT DEPTH (D)	DOWEL BAR DIAMETER***	CONTRACTION JOINT SPACING
5 ½", 6", 6 ½"	NONE	12'
7", 7 ½"	1"	14'
8", 8 ½"	1 ¼"	15'
9", 9 ½"	1 ¼"	15'
10" & ABOVE	1 ½"	15'

*** FOR DOWELED CONCRETE SHOULDERS WITH TRAPEZOIDAL CROSS SECTIONS, CHOSE THE APPROPRIATE DOWEL BAR DIAMETER BASED ON THE SMALLER PAVEMENT DEPTH (LIKELY THE OUTSIDE EDGE OF THE SHOULDER). IF USING BASKETS, USE BASKETS FOR THE AVERAGE THICKNESS OF THE CROSS SECTION.

CONCRETE PAVEMENT SHOULDERS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

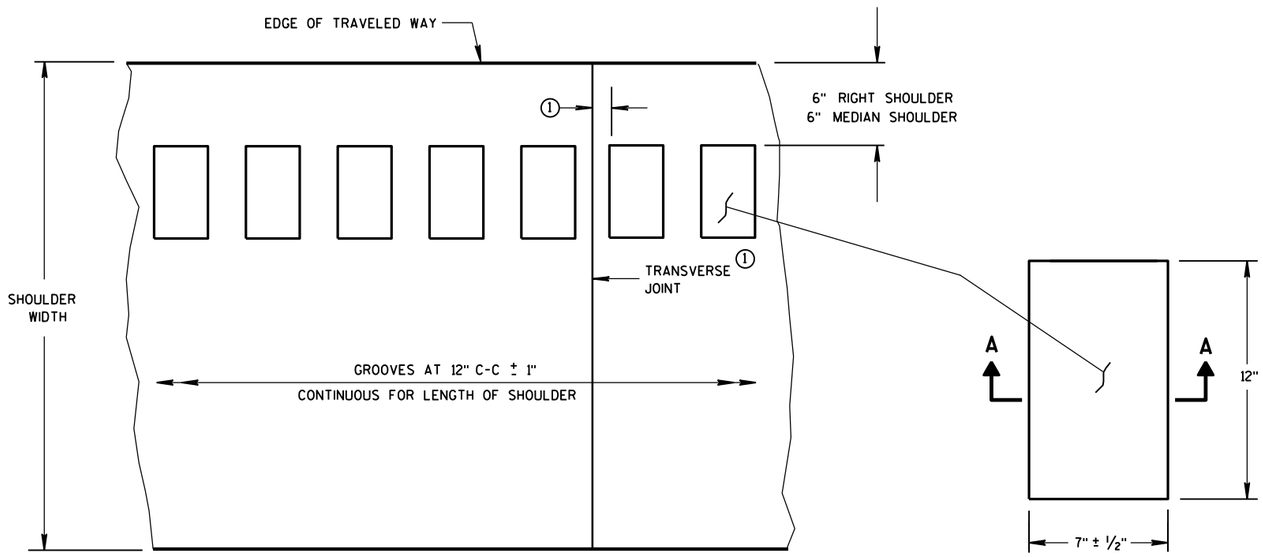
APPROVED
June, 2015 — DATE
/S/ Peter Kemp, P.E. — PAVEMENT SUPEF
FHWA

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S.D.D. 13 A 3-6

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S.D.D. 13 A 3-6



PLAN VIEW
SHOULDER WITH GROOVES

PLAN VIEW
(SINGLE GROOVE)

PLACEMENT DETAIL FOR MILLED RUMBLE STRIP

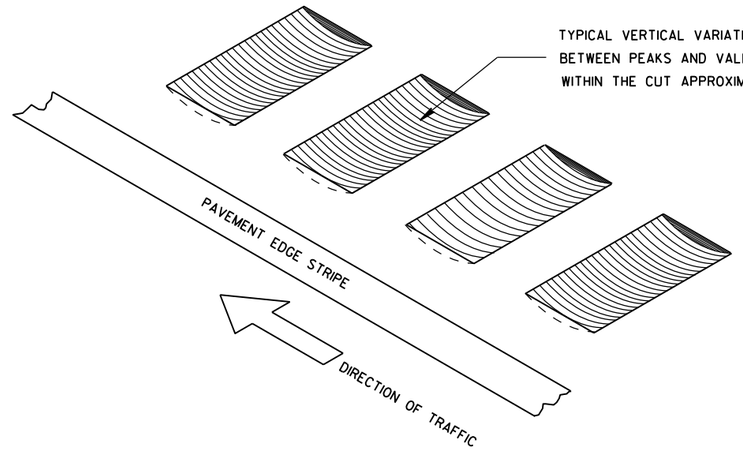
GENERAL NOTES

DETAILS OF CONSTRUCTION SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

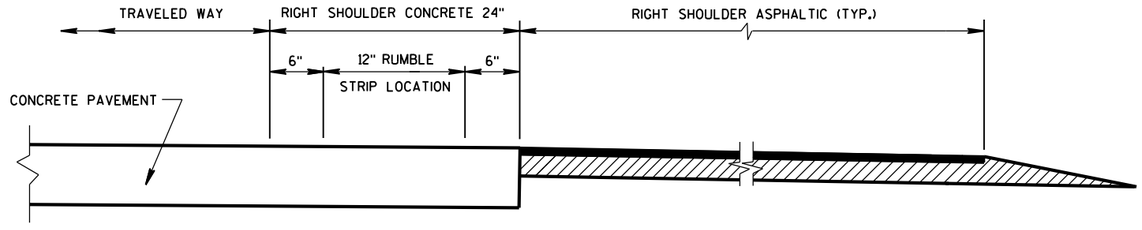
RUMBLE STRIPS ON EXPRESSWAYS

DO NOT INSTALL RUMBLE STRIPS ACROSS SIDE ROAD INTERSECTIONS, COMMERCIAL DRIVEWAYS, PRIVATE DRIVEWAYS OR ADJACENT TO RIGHT TURN LANES, LEFT TURN LANES, TURN LANE TAPERS, BRIDGE DECKS, BRIDGE APPROACHES, OR 100 FEET IN ADVANCE OF RAILROAD CROSSING. THE ATTACHED STANDARD DETAIL DRAWING SHOWS THE LOCATION OF THE RUMBLE STRIPS AT INTERCHANGE AREAS.

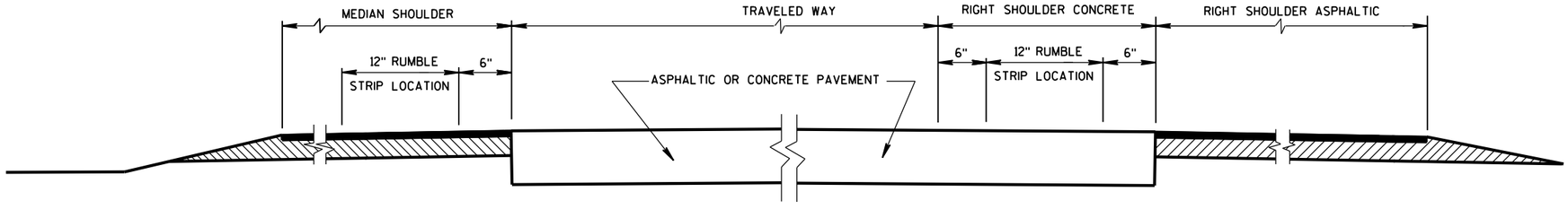
(1) CONCRETE PAVEMENT - RUMBLE STRIPS SHALL BE A MINIMUM OF 6" AWAY FROM TRANSVERSE JOINTS.



ISOMETRIC



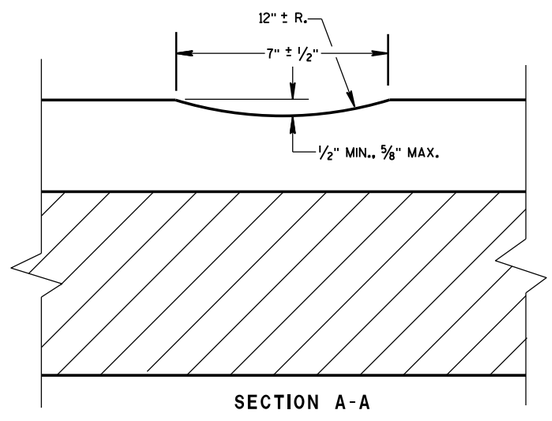
SECTION VIEW
CONCRETE PAVEMENT EXTENDS INTO RIGHT SHOULDER)



SECTION VIEW

TYPICAL LOCATIONS OF SHOULDER RUMBLE STRIPS IN RURAL DIVIDED HIGHWAYS

(ONE ROADWAY IS SHOWN)



SECTION A-A

SHOULDER RUMBLE STRIP, MILLING

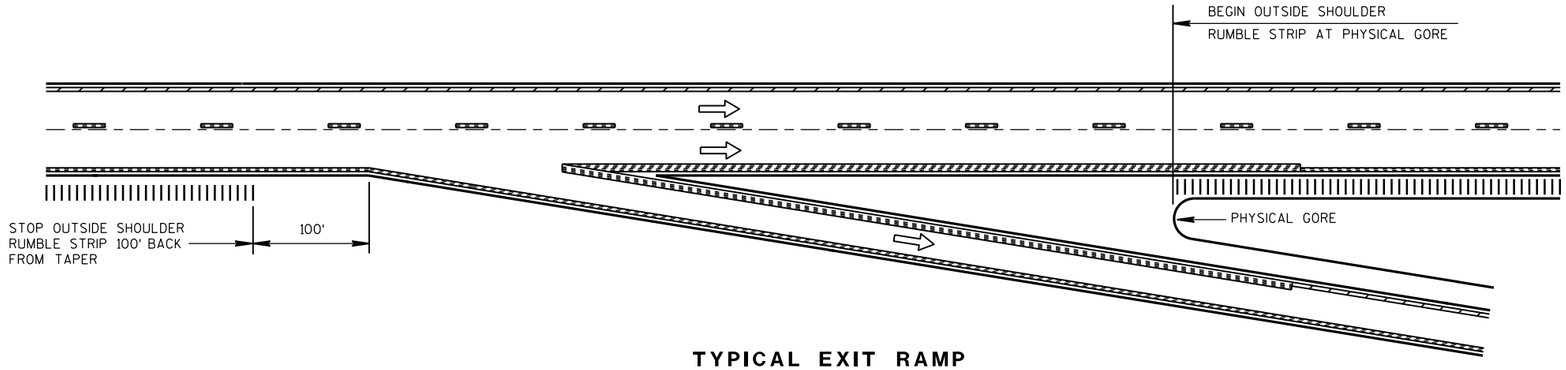
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

6

S.D.D. 13 A 5-5a

6

S.D.D. 13 A 5-5a



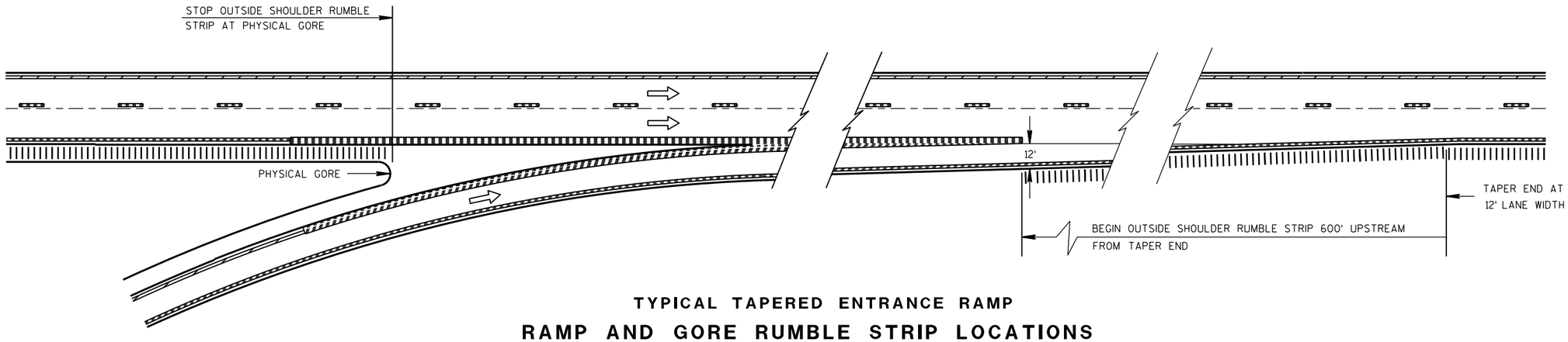
TYPICAL EXIT RAMP

NOTES:

NO RUMBLE STRIP ON EXIT, DIRECTIONAL, OR ENTRANCE RAMPS, EXCEPT NEAR THE ENTRANCE TAPER END AND ALONG THE PARALLEL RAMP AREA AS SHOWN.

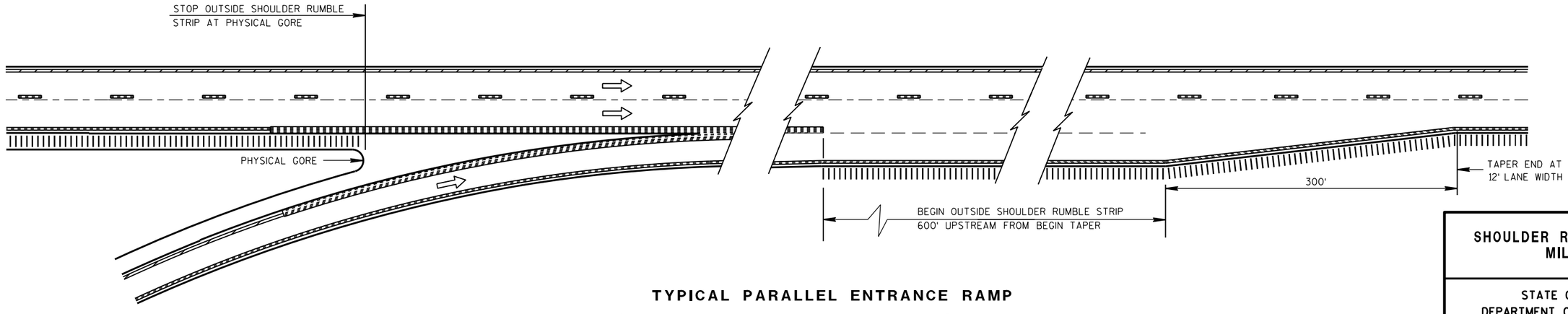
PAVEMENT MARKING DETAILS AND SPECIFICATIONS ARE PROVIDED ELSEWHERE IN THE CONTRACT.

NOTE:
ARROW SYMBOL (⇨)
SHOWS DIRECTION OF TRAVEL



TYPICAL TAPERED ENTRANCE RAMP

RAMP AND GORE RUMBLE STRIP LOCATIONS



TYPICAL PARALLEL ENTRANCE RAMP

RAMP AND GORE RUMBLE STRIP LOCATIONS

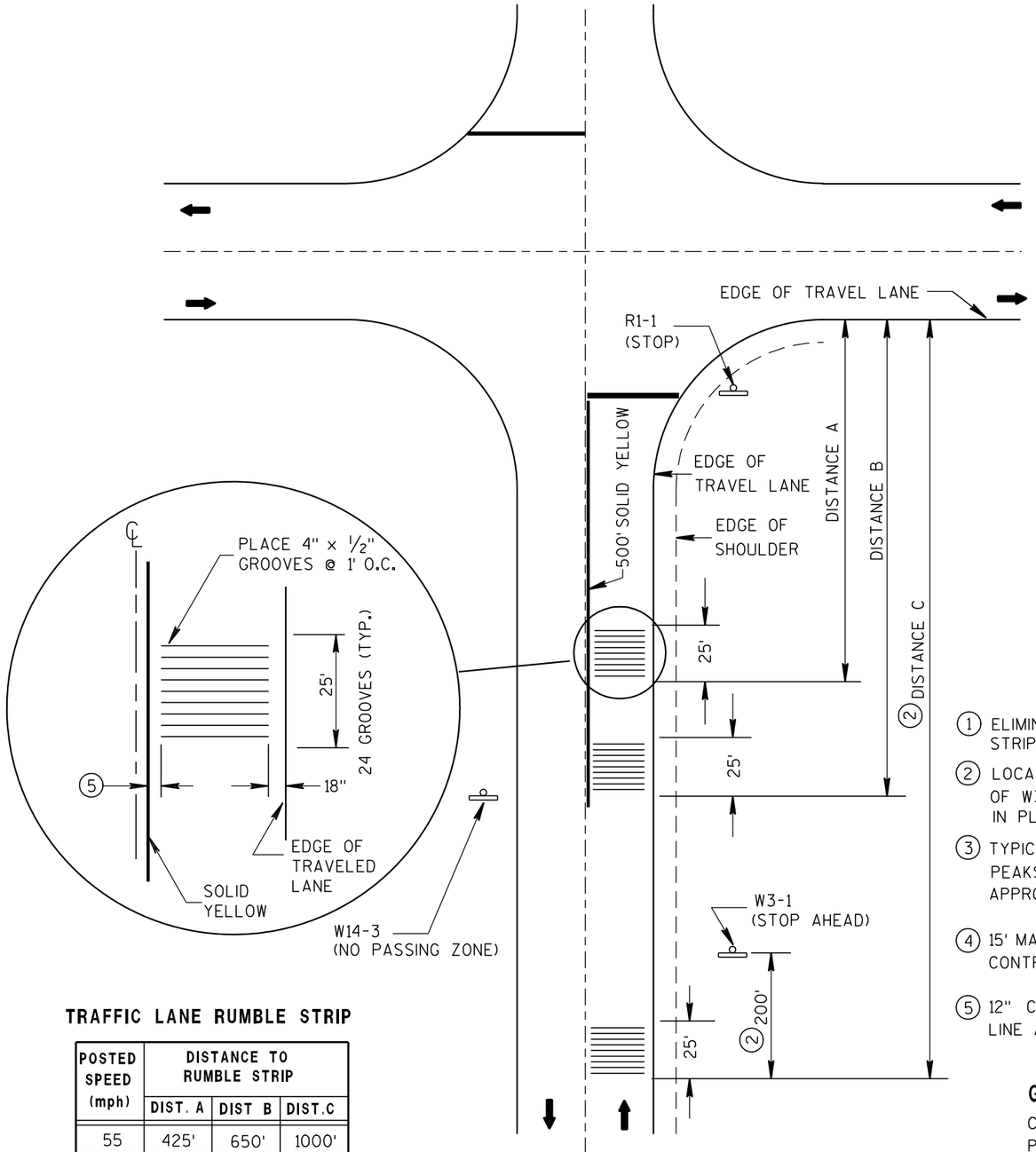
SHOULDER RUMBLE STRIP, MILLING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
12/17/2012 — DATE
/S/ Jerry H. Zoga — ROADWAY STANDARDS ENGINEER
FHWA

6

S.D.D. 13 A 5-5b



ARROW SYMBOL (➡) SHOWS DIRECTION OF TRAVEL

PLAN VIEW

RUMBLE STRIP LOCATION

TRAFFIC LANE RUMBLE STRIP

POSTED SPEED (mph)	DISTANCE TO RUMBLE STRIP		
	DIST. A	DIST B	DIST.C
55	425'	650'	1000'
50	325'	450'	800'
45	275'	400'	650'
40	225'	(1)	550'
35	175'	(1)	475'
≤ 30	125'	(1)	425'

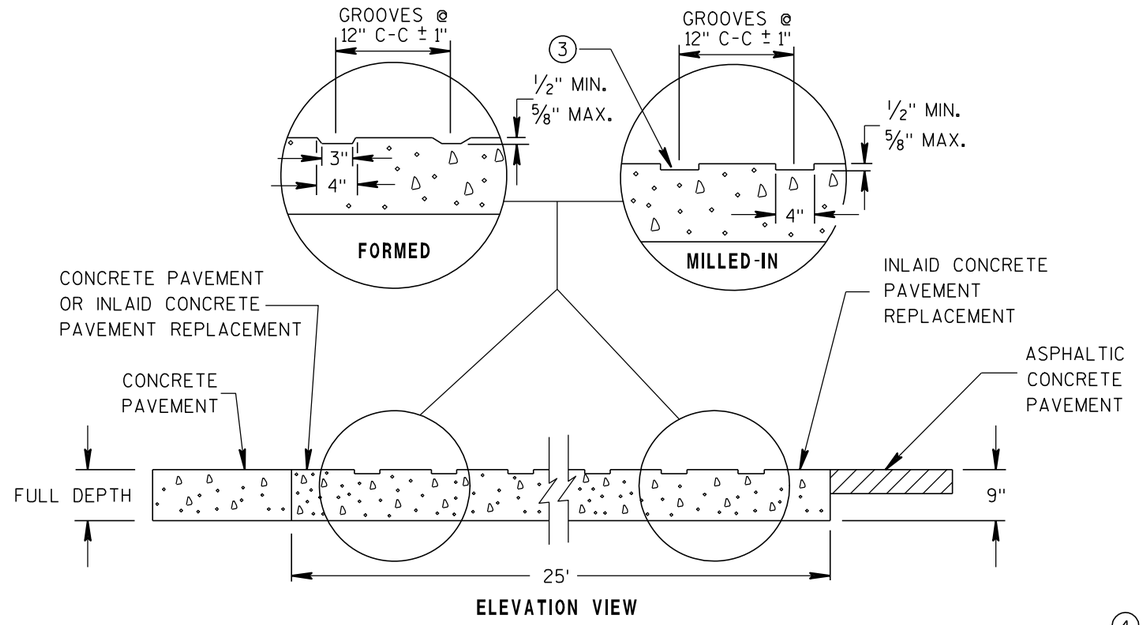
(1) ELIMINATE THE MIDDLE SET OF RUMBLE STRIPS.

(2) LOCATE RUMBLE STRIP 200' IN ADVANCE OF W3-1 SIGN AS SHOWN. IF W3-1 IS NOT IN PLACE, USE DISTANCE C.

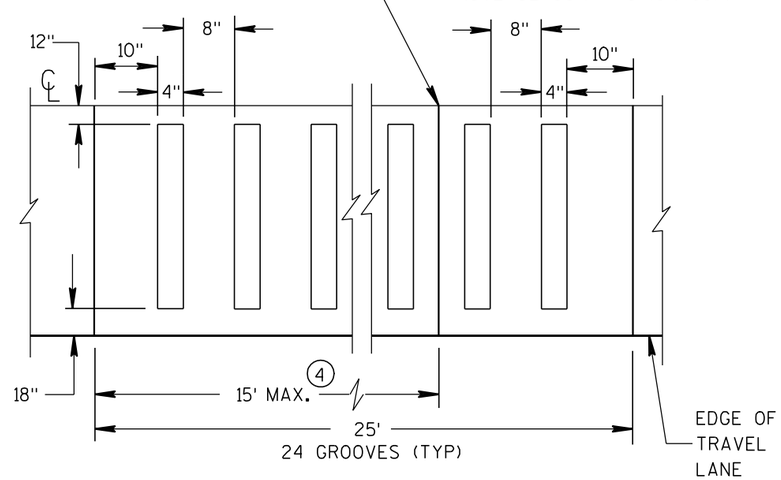
(3) TYPICAL VERTICAL VARIATION BETWEEN PEAKS AND VALLEYS WITHIN THE CUT APPROXIMATELY 1/16"

(4) 15' MAX. SPACING FOR TRANSVERSE CONTRACTION JOINT

(5) 12" CLEAR BETWEEN THE SOLID YELLOW LINE AND THE EDGE OF THE RUMBLE



ELEVATION VIEW



PLAN VIEW

CONCRETE PAVEMENT MILLED-IN OR TOOLED-IN

GENERAL NOTES

CONTRACTOR SHALL CONFIRM RUMBLE STRIP LOCATION WITH THE ENGINEER PRIOR TO INSTALLATION. THE ENGINEER MAY MODIFY THE RUMBLE STRIP LOCATION AS FIELD CONDITIONS DICTATE.

EXTEND CONCRETE FROM THE ℄ TO THE EDGE OF TRAVEL WAY.

PAVEMENT MARKING AND SIGNING DETAILS AND SPECIFICATIONS ARE PROVIDED ELSEWHERE IN THE CONTRACT.

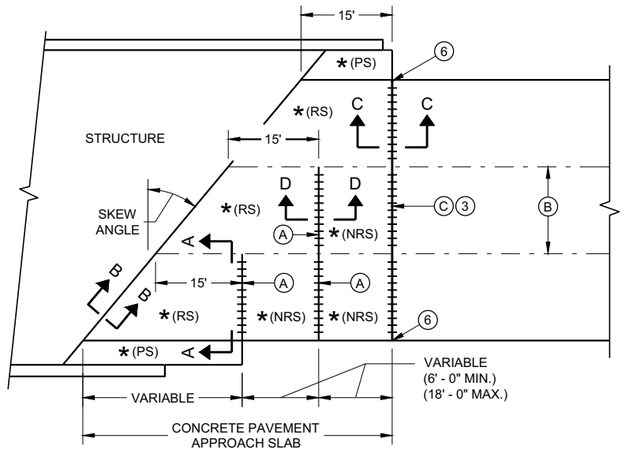
CONCRETE RUMBLE STRIPS AT INTERSECTION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

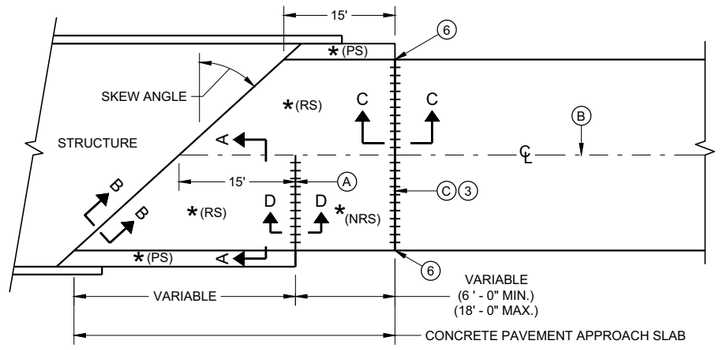
APPROVED
8/17/2011 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS ENGINEER
FHWA

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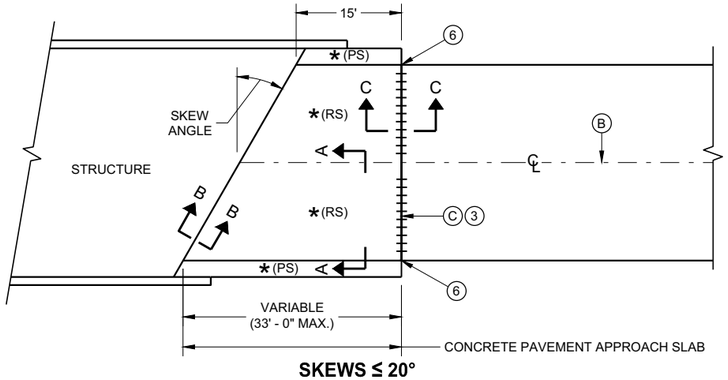
S.D.D. 13 A 9-1



SKEWED APPROACH
(PAVEMENT MORE THAN TWO LANES)



SKEWS > 20°
(PAVEMENT WIDTH ≤ 30')



SKEWS ≤ 20°
(PAVEMENT WIDTH ≤ 30')

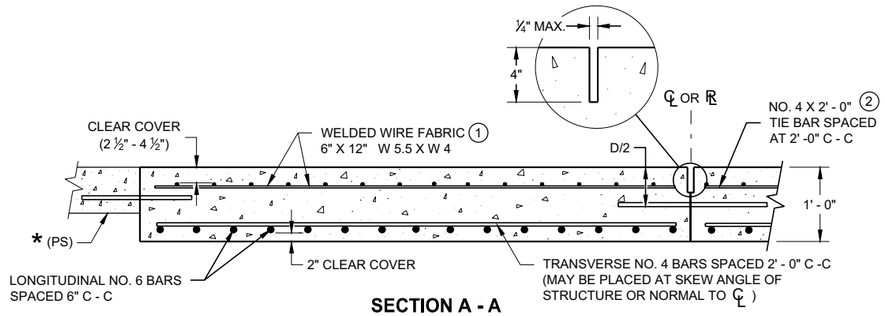
APPROACH SLAB AND ADJACENT PAVEMENT

* (RS) = REINFORCED CONCRETE SLAB

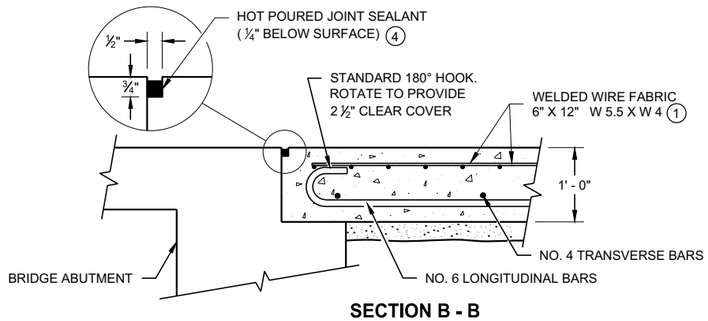
* (PS) = PAVED CONCRETE SHOULDER OR CONCRETE DRAINAGE SLAB

* (NRS) - NON - REINFORCED CONCRETE SLAB

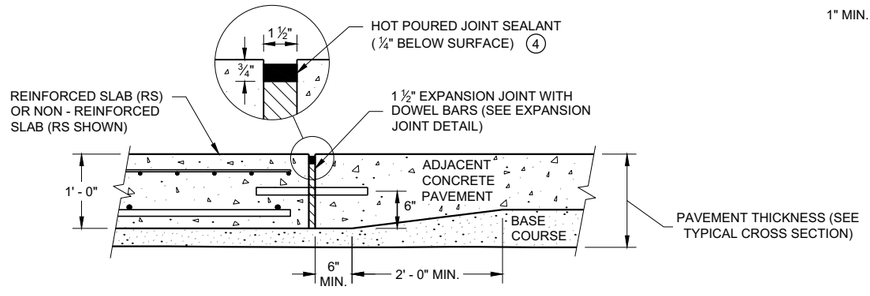
*** STANDARD DOWEL BAR DIAMETER (SEE SDD 13C11 AND SDD 13C13)



SECTION A - A
REINFORCEMENT POSITIONING DETAIL



SECTION B - B
BEND DETAIL
BOTTOM REINFORCEMENT



SECTION C - C
TRANSITION DETAIL
APPROACH SLAB TO ADJACENT PAVEMENT

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.

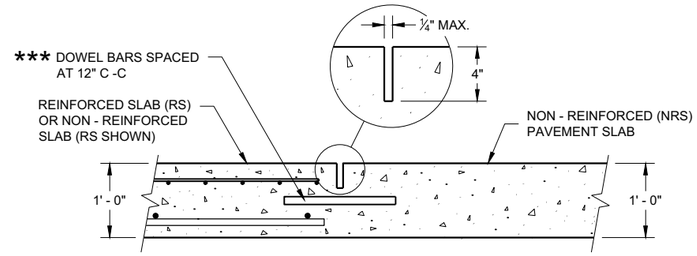
(5) PLACE EXPANSION CAP ON THE END OF THE DOWEL THAT IS NOT TACK WELDED TO THE BASKET. DO NOT FORCE DOWEL BAR PAST THE DOWEL STOP.

(6) EXTEND EXPANSION JOINT THROUGH ANY ADJACENT TIED CONCRETE.

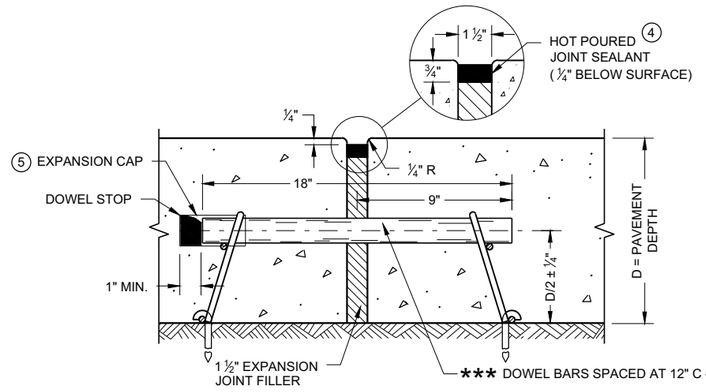
(A) STANDARD CONTRACTION JOINT NORMAL TO ℄ OR ℞.

(B) STANDARD LONGITUDINAL JOINT WITH TIE BARS.

(C) 1 ½" EXPANSION JOINT WITH DOWEL BARS NORMAL TO ℄ OR ℞ .



SECTION D - D
CONTRACTION JOINT



EXPANSION JOINT DETAIL

CONCRETE PAVEMENT APPROACH SLAB

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

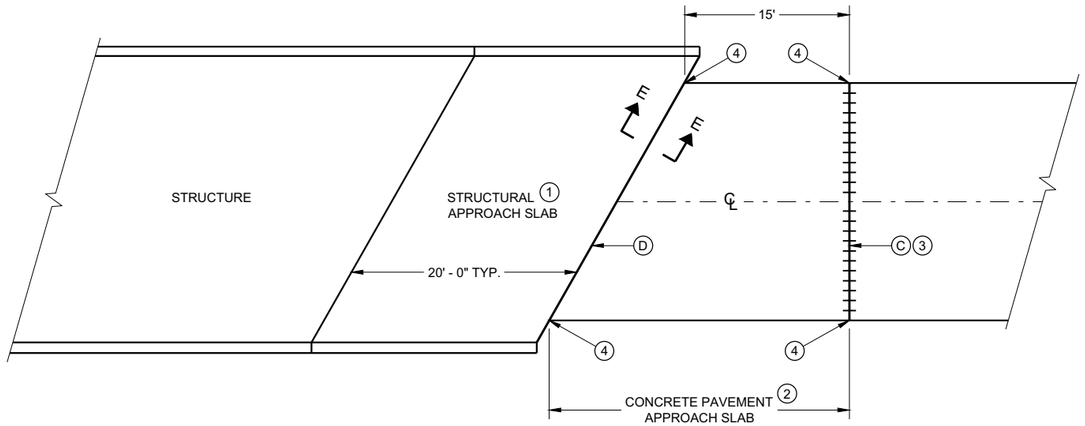
APPROVED
November 2018
DATE

/S/ Peter Kemp, P.E.
PAVEMENT SUPERVIS

FHWA

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SDD 13B02 - 09a



BRIDGE APPROACHES

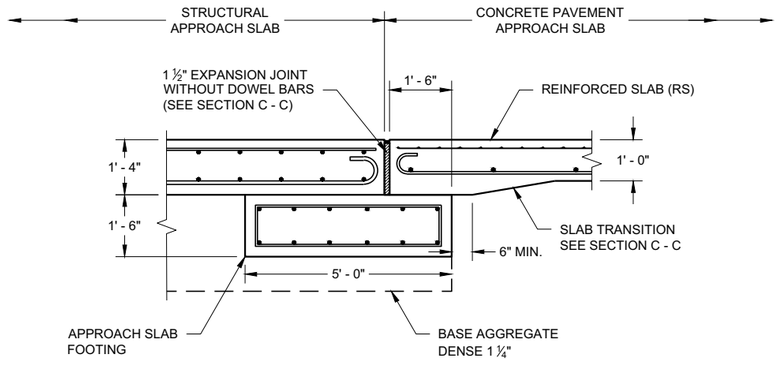
GENERAL NOTES

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

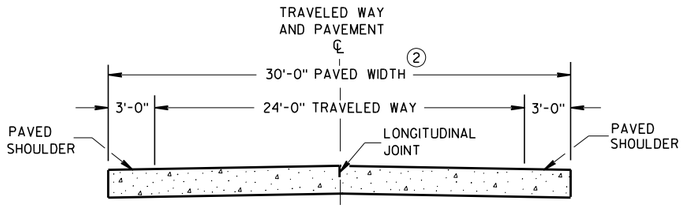
APPROVED
November 2018
DATE
/S/ Peter Kemp P.E.
PAVEMENT SUPERVIS

FHWA

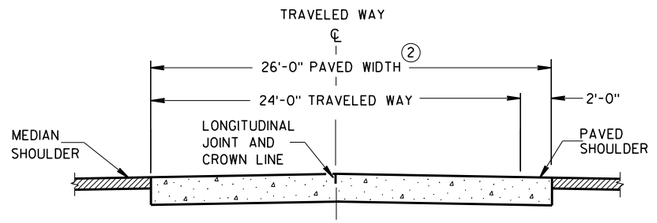
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SDD 13B02 - 09b

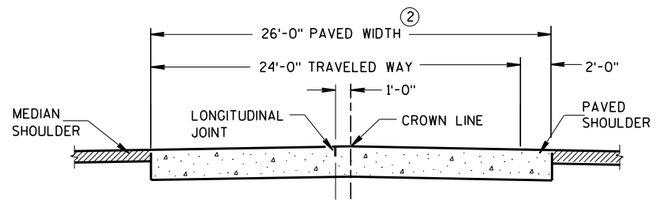
SDD 13B02 - 09b



SECTION A-A
TWO-LANE TWO-WAY HIGHWAY ①



SECTION B-B



ALTERNATIVE SECTION B-B
①
DIVIDED HIGHWAY

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 AND A MAXIMUM OF 18 INCHES FROM THE FREE EDGE OF PAVEMENT.

CONSTRUCTION JOINTS

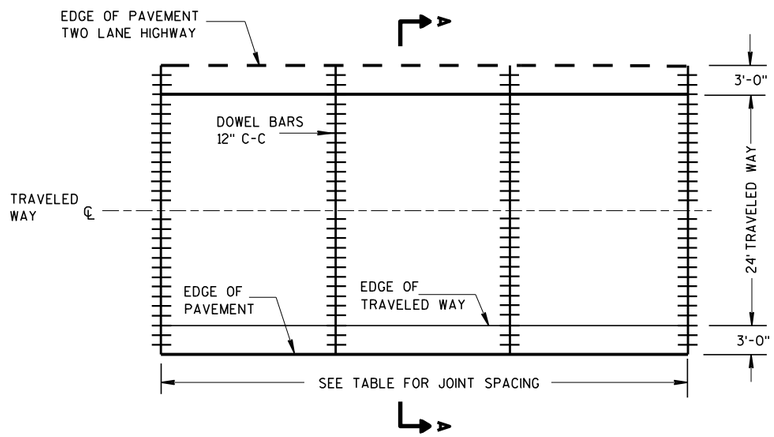
LOCATE CONSTRUCTION JOINTS A MINIMUM OF 6 FEET FROM THE NEAREST CONTRACTION JOINT AND ALIGN PARALLEL TO CONTRACTION JOINTS.

① REFER TO TYPICAL CROSS SECTIONS FOR ADDITIONAL DETAILS.

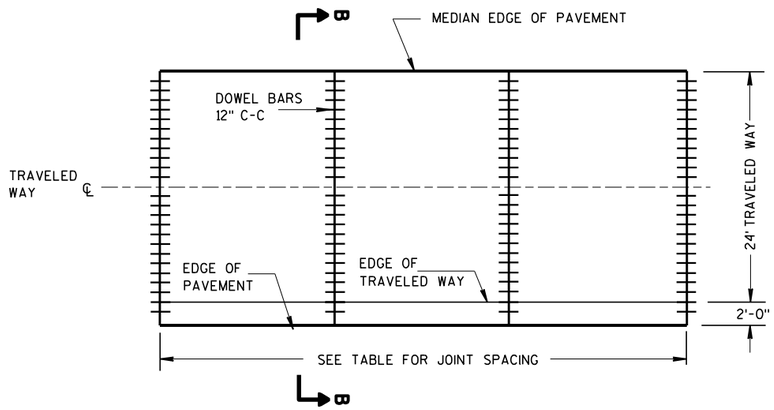
② MEASURE THE ENTIRE PAVED WIDTH INCLUDING THE PORTION(S) LABELED PAVED SHOULDER AS CONCRETE PAVEMENT.

PAVEMENT DEPTH, DOWEL BAR SIZE AND JOINT SPACING TABLE

PAVEMENT DEPTH (D)	DOWEL BAR DIAMETER	CONTRACTION JOINT SPACING
5 ½", 6", 6 ½"	NONE	12'
7", 7 ½"	1"	14'
8", 8 ½"	1 ¼"	15'
9", 9 ½"	1 ¼"	15'
10" & ABOVE	1 ½"	15'



CONTRACTION JOINT LAYOUT
FOR TWO-LANE TWO-WAY HIGHWAY



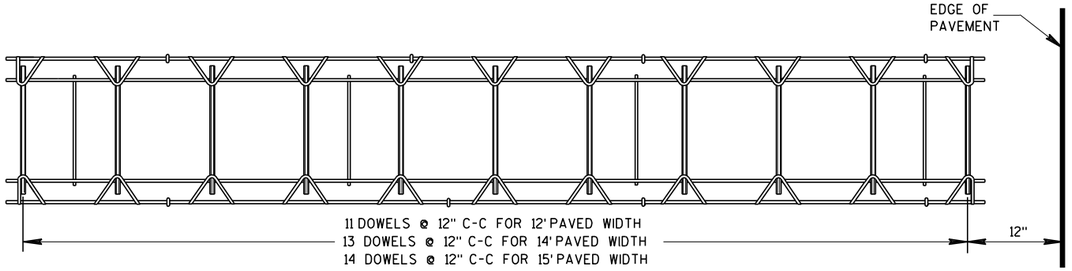
CONTRACTION JOINT LAYOUT
FOR DIVIDED HIGHWAY

RURAL DOWELED CONCRETE PAVEMENT

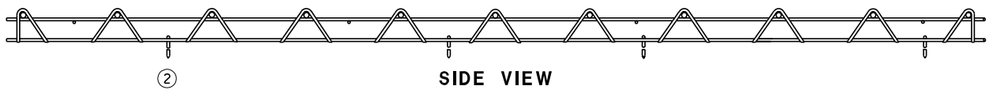
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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S.D.D. 13 C 11-12a



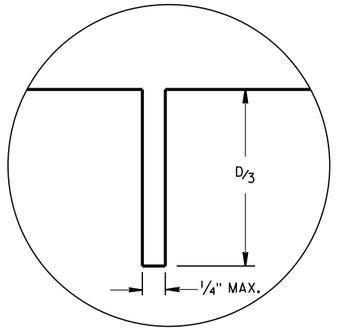
PLAN VIEW



SIDE VIEW

(NORMAL TO CENTERLINE)

CONTRACTION JOINT DOWEL ASSEMBLY ①



JOINT DETAIL

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 CONSTRUCTING 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.

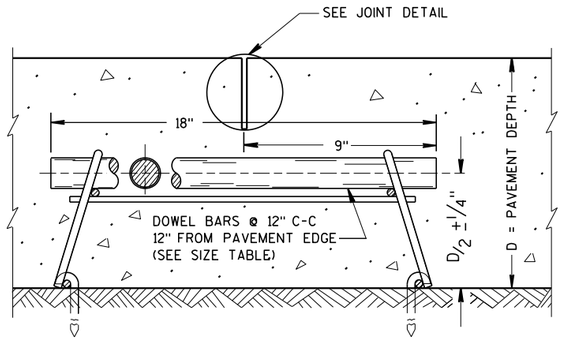
③ FORM OR SAW CONSTRUCTION JOINTS. PROVIDE A 1/4-INCH RADIUS AT FORMED JOINTS.

④ PROVIDE A SMOOTH VERTICAL FACE FOR THE ENTIRE DEPTH OF THE PAVEMENT WHEN FORMING CONSTRUCTION JOINTS.

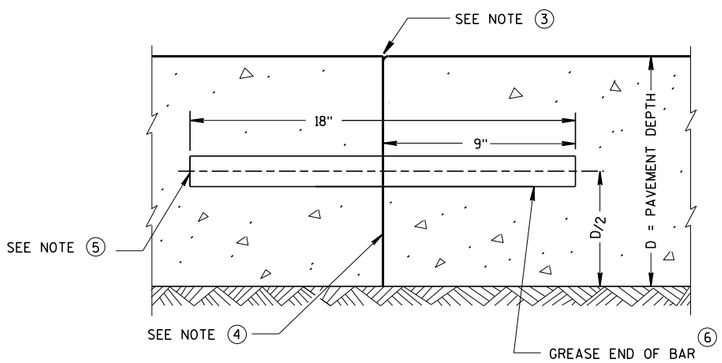
⑤ INSTALL DOWEL BARS AT CONSTRUCTION JOINTS BY FORMING OR DRILLING. INSTALL FORMED DOWEL BARS 12 INCHES C-C AND 12 INCHES FROM PAVEMENT EDGE. REMOVE EXCESS CONCRETE FROM THE FREE END OF THE DOWEL BAR IF DOWEL BARS ARE FORMED THROUGH A HEADER BOARD. INSTALL DRILLED DOWEL BARS ACCORDING TO *DRILLED DOWEL BAR CONSTRUCTION JOINT* DETAIL.

⑥ APPLY A THIN UNIFORM COATING OF SURFACE TREATMENT TO THE FREE END OF DOWEL BARS TO PREVENT BONDING.

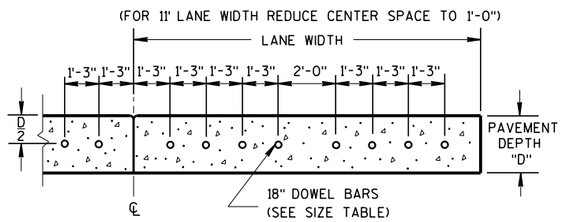
⑦ ANCHOR DOWEL BARS INTO DRILLED HOLES WITH AN EPOXY. MAXIMUM DRILLED HOLE SIZE IS 1/8-INCH GREATER THAN DOWEL BAR DIAMETER, 9 INCHES IN LENGTH.



DOWELED CONTRACTION JOINT



TRANSVERSE CONSTRUCTION JOINT



DRILLED DOWEL BAR CONSTRUCTION JOINT ⑦

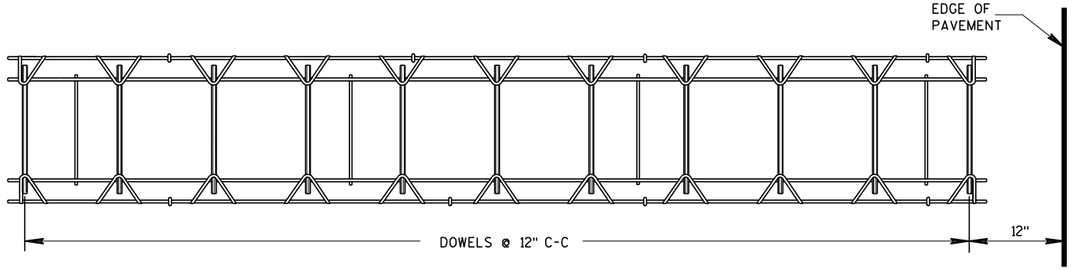
RURAL DOWELED CONCRETE PAVEMENT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
March 2018 — DATE
/S/ Peter Kemp P.E. — PAVEMENT SUP
FHWA

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S.D.D. 13 C 11-12b



PLAN VIEW



SIDE VIEW

CONTRACTION JOINT DOWEL ASSEMBLY ①

PAVEMENT DEPTH, DOWEL BAR SIZE AND JOINT SPACING TABLE

PAVEMENT DEPTH (D)	DOWEL BAR DIAMETER	CONTRACTION JOINT SPACING
5 ½", 6", 6 ½"	NONE	12'
7", 7 ½"	1"	14'
8", 8 ½"	1 ¼"	15'
9", 9 ½"	1 ¼"	15'
10" & ABOVE	1 ½"	15'

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 AND A MAXIMUM OF 18 INCHES FROM THE LONGITUDINAL JOINT AND THE FREE EDGE OF PAVEMENT.

CONSTRUCTION JOINTS

LOCATE CONSTRUCTION JOINTS A MINIMUM OF 6 FEET FROM THE NEAREST CONTRACTION JOINT AND ALIGN PARALLEL TO 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 CONSTRUCTING 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.

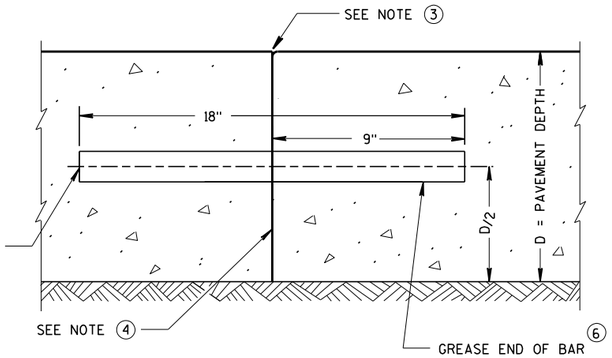
③ FORM OR SAW CONSTRUCTION JOINTS. PROVIDE A ¼-INCH RADIUS AT FORMED JOINTS.

④ PROVIDE A SMOOTH VERTICAL FACE FOR THE ENTIRE DEPTH OF THE PAVEMENT WHEN FORMING CONSTRUCTION JOINTS.

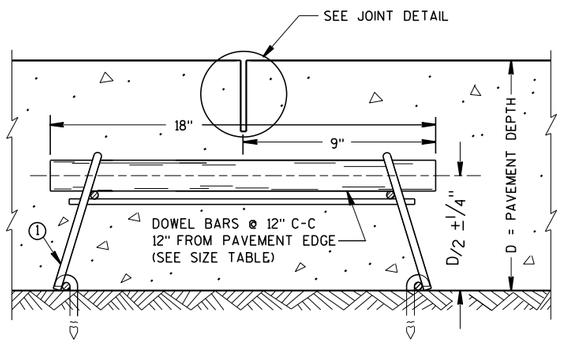
⑤ INSTALL DOWEL BARS AT CONSTRUCTION JOINTS BY FORMING OR DRILLING. INSTALL FORMED DOWEL BARS 12 INCHES C-C AND 12 INCHES FROM PAVEMENT EDGE. REMOVE EXCESS CONCRETE FROM THE FREE END OF THE DOWEL BAR IF DOWEL BARS ARE FORMED THROUGH A HEADER BOARD. INSTALL DRILLED DOWEL BARS ACCORDING TO *DRILLED DOWEL BAR CONSTRUCTION JOINT* DETAIL.

⑥ APPLY A THIN UNIFORM COATING OF SURFACE TREATMENT TO THE FREE END OF DOWEL BARS TO PREVENT BONDING.

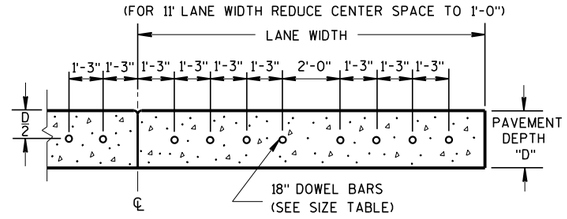
⑦ ANCHOR DOWEL BARS INTO DRILLED HOLES WITH AN EPOXY. MAXIMUM DRILLED HOLE SIZE IS ⅛-INCH GREATER THAN DOWEL BAR DIAMETER, 9 INCHES IN LENGTH.



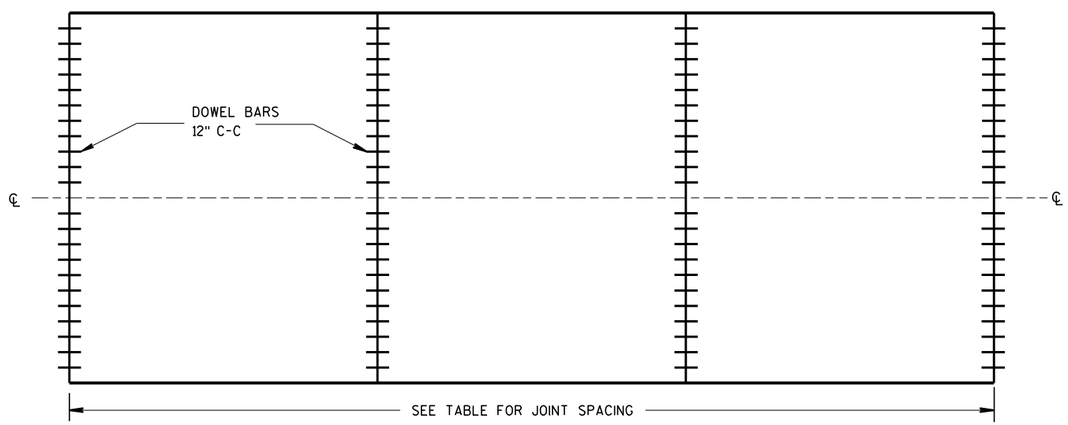
TRANSVERSE CONSTRUCTION JOINT



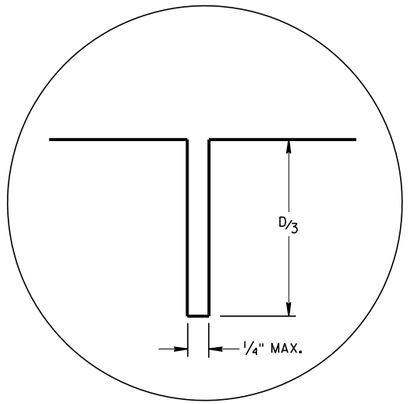
DOWELED CONTRACTION JOINT



DRILLED DOWEL BAR CONSTRUCTION JOINT ⑦



CONTRACTION JOINT LOCATIONS



JOINT DETAIL

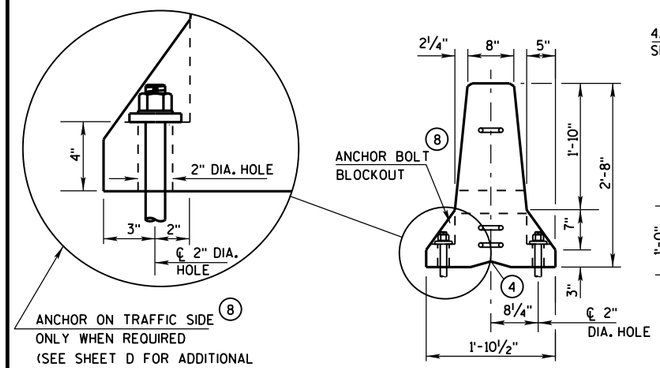
URBAN DOWELED CONCRETE PAVEMENT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

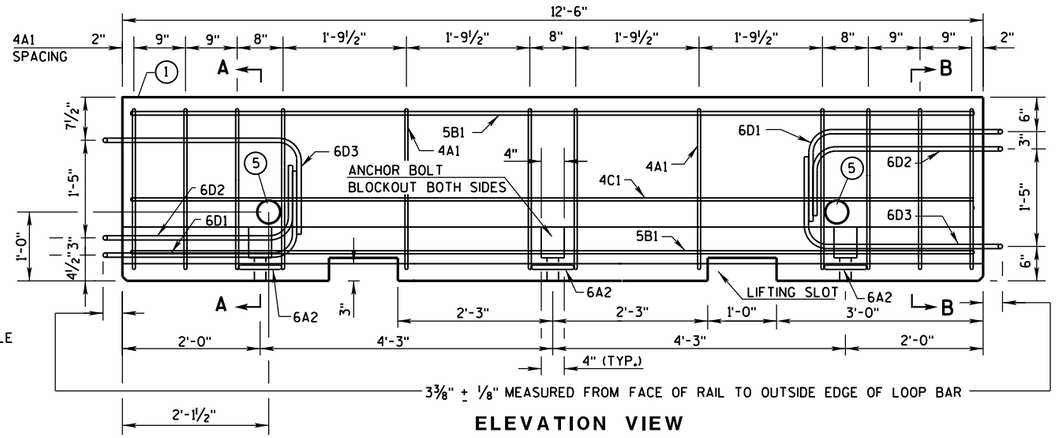
APPROVED
March 2018 — DATE
/S/ Peter Kemp P.E. — PAVEMENT SUP
FHWA

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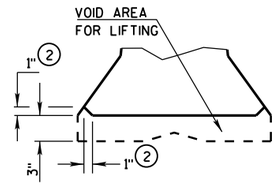
S.D.D. 13 C 13-9



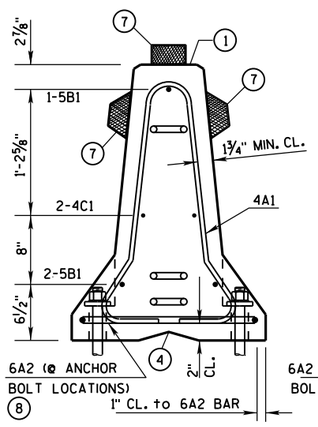
END VIEW



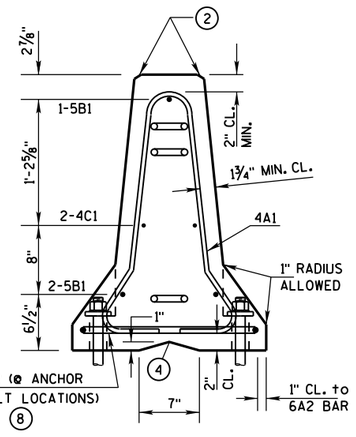
ELEVATION VIEW



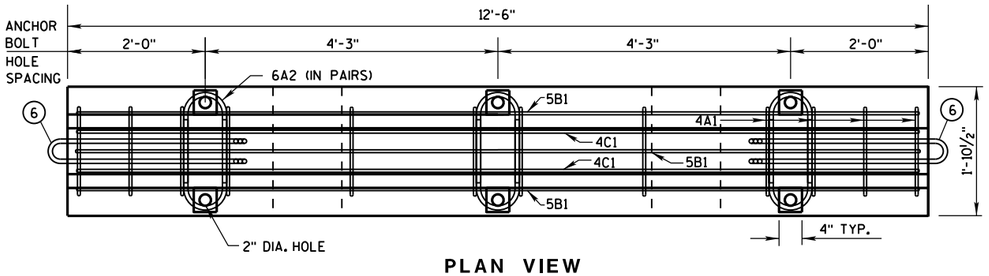
DETAIL "B"
LIFTING SLOT DETAIL



SECTION A-A
(STIRRUP PLACEMENT)

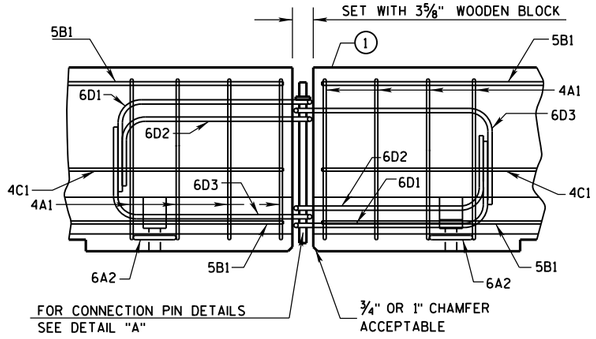


SECTION B-B
(STIRRUP PLACEMENT)

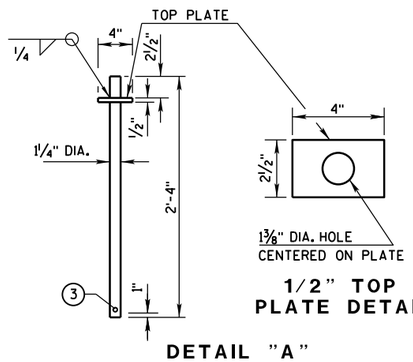


PLAN VIEW

DETAILS OF BARRIER SECTION

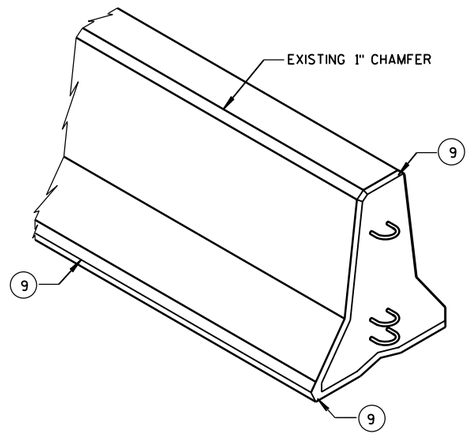


DETAILS OF BARRIER CONNECTION



1/2" TOP
PLATE DETAIL

DETAIL "A"
CONNECTION PIN
(A36 STEEL (10.9 LB EACH))



GENERAL NOTES

THESE GENERAL NOTES APPLY TO SHEETS 14B7-15(a) THRU 14B7-15(i).

DO NOT INTERMIX CONCRETE BARRIER TEMPORARY PRCAST, 12'-6" (CBTP12.5) WITH OTHER TEMPORARY CONCRETE BARRIERS.

USE ASTM A-615, GRADE 60, DEFORMED STEEL BARS FOR BARS 4A1, 6A2, 5B1 AND 4C1 IN THE BARRIER SECTION AND FOR 4V1, 4V2, 4V3, 4V4, 4V5, 4V6, 4F1, 4F2 AND 5F3 IN THE BARRIER TAPER SECTION.

LOOP BARS 6D1, 6D2 AND 6D3 SHALL BE ¾" SMOOTH STEEL BARS WITH A MINIMUM YIELD STRENGTH OF 60 KSI, A TENSILE STRENGTH OF NOT LESS THAN 1.25 TIMES THE YIELD STRENGTH BUT A MINIMUM OF 80 KSI, A MINIMUM 14% ELONGATION IN 8 INCHES AND PASSING A 180 DEGREE BEND TEST USING A 3-½" PIN BEND DIAMETER FOR BEND TESTS. THE LOOPS SHALL BE INSTALLED WITHIN ⅛" OF THE PLAN DIMENSION.

CONSTRUCT LIFTING SLOTS AS SPECIFIED ON THE PLANS TO FACILITATE THE DRAINAGE OF WATER AFTER INSTALLATION.

PLACE BARRIER ON A PAVED SURFACE. REMOVE ALL LOOSE DIRT AND SAND FROM THE ROADWAY SURFACE PRIOR TO PLACEMENT OF THE BARRIER.

INSTALL MECHANICAL OR ADHESIVE ANCHORS PER MANUFACTURER'S RECOMMENDATIONS. PROVIDE MANUFACTURER'S INFORMATION TO PROJECT ENGINEER.

(1) MARK ONE END OF EACH BARRIER PERMANENTLY BY FORMING INTO THE BARRIER THE FOLLOWING INFORMATION:
- a. TYPE: WI CBTP
- b. MANUFACTURER
- c. DATE MANUFACTURED (MONTH AND YEAR)

(2) 1" CHAMFER TO PREVENT SPALLING.

(3) A ⅜" HOLE IN THE CONNECTION PIN, AT THE LOCATION SHOWN, IS ACCEPTABLE, BUT NOT REQUIRED..

(4) "V" NOTCH IS OPTIONAL.

(5) THE 4" DIAMETER, 11 GAUGE STEEL, ROUND MECHANICAL TUBING SLEEVE FOR LIFTING (OPTIONAL).

(6) NEVER USE LOOP BARS (6D1, 6D2 OR 6D3) TO LIFT, MOVE OR REPOSITION THE BARRIER.

(7) USE DELINEATORS CONFORMING TO SECTION 633 OF THE STANDARD SPECIFICATIONS. CONTRACTOR MAY USE ALTERNATE SHAPES AND HOUSING. INSTALL DELINEATORS ACCORDING TO MANUFACTURES INSTRUCTION. INSTALL YELLOW REFLECTORS WHEN BARRIER IS LOCATED TO THE LEFT OF TRAFFIC AND WHITE REFLECTORS WHEN BARRIER IS LOCATED TO THE RIGHT OF TRAFFIC. SPACE DELINEATORS A MAXIMUM OF 25 FEET APART. PROVIDE TOP MOUNTED DELINEATORS IN ADDITION TO THE SIDE MOUNTED DELINEATORS ON ALL BARRIER INSTALLATIONS LOCATED ON A CURVED ALIGNMENT LONGER THAN 200 FEET AND ON BARRIERS USED TO SEPARATE OPPOSING TRAFFIC.

(8) SEE SHEET D FOR HOW TO ANCHOR BARRIER. SEE SHEET E FOR WHEN TO ANCHOR BARRIER.

(9) 1" CHAMFER OPTIONAL.

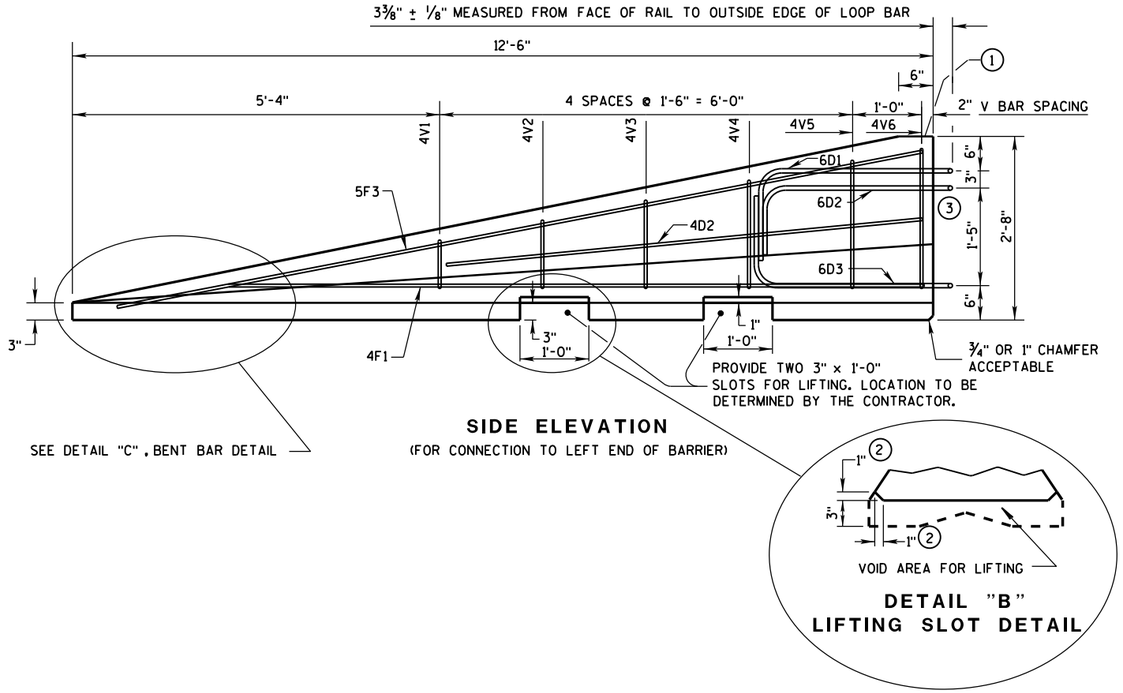
f'c = 4,000 psi

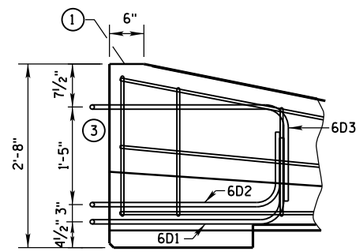
CONCRETE BARRIER
TEMPORARY PRECAST, 12'-6"

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

6

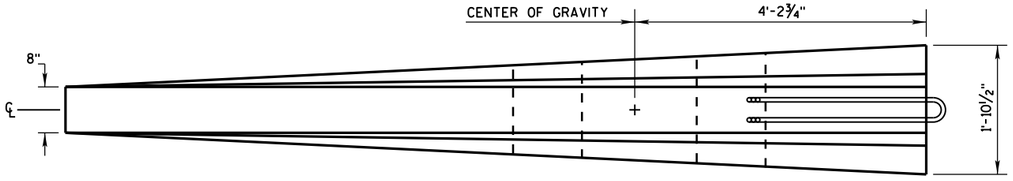
S.D.D. 14 B 7-15a

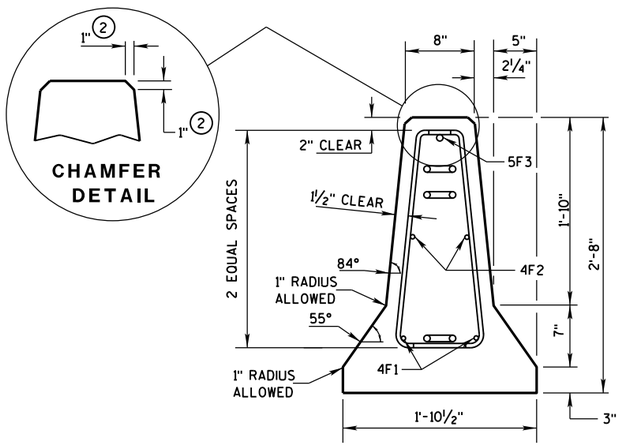


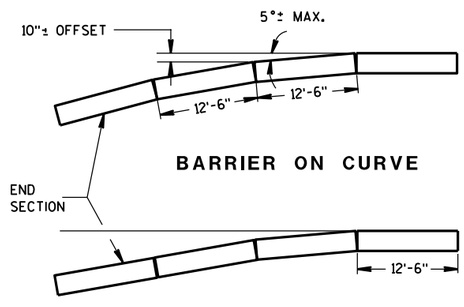


GENERAL NOTES

1. MARK ONE END OF EACH BARRIER PERMANENTLY BY FORMING INTO THE BARRIER THE FOLLOWING INFORMATION:
   a. TYPE WICBTP
   b. MANUFACTURER
   c. DATE MANUFACTURED (MONTH AND YEAR)
2. 1" CHAMFER TO PREVENT SPALLING.
3. NEVER USE LOOP BARS (6D1, 6D2 OR 6D3) TO LIFT, MOVE OR REPOSITION THE BARRIER.







POSTED SPEED, (MPH)	FLARE RATE
40 OR LESS	6:1
45 OR GREATER	8:1

DETAILS OF BARRIER TAPER SECTION

CONCRETE BARRIER
TEMPORARY PRECAST, 12'-6"

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

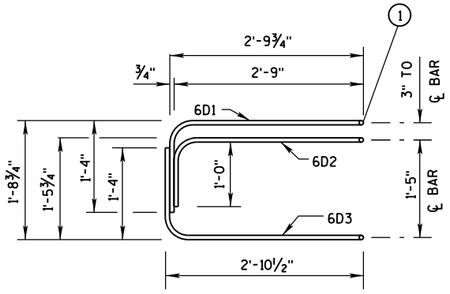
6

S.D.D. 14 B 7-15b

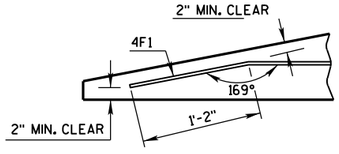
BARRIER TAPER SECTION BILL OF MATERIALS

(PER 12'-6" BARRIER TAPER SECTION)

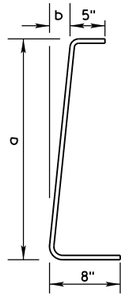
BAR	BAR SIZE	NO. OF BARS	LENGTH FT.
4V1	4	2	1'-11"
4V2	4	2	2'-2"
4V3	4	2	2'-6"
4V4	4	2	2'-9"
4V5	4	2	3'-2"
4V6	4	2	3'-4"
4F1	4	2	12'-0"
4F2	4	2	7'-6"
5F3	5	1	11'-9"
LOOP ASSEMBLY			
6D1	6	1	8'-5"
6D2	6	1	7'-7"
6D3	6	1	8'-6"



ELEVATION
LOOP BAR ASSEMBLY



DETAIL "C"
BENT BAR DETAIL



BAR	a	b
V1	10"	1"
V2	1'-1"	1¼"
V3	1'-5"	1⅝"
V4	1'-8"	1⅞"
V5	2'-0½"	2⅜"
V6	2'-3"	2¾"

4V BARS
2 AT EACH SIZE REQUIRED
FOR STIRRUP ASSEMBLY

TAPER BARRIER SECTION

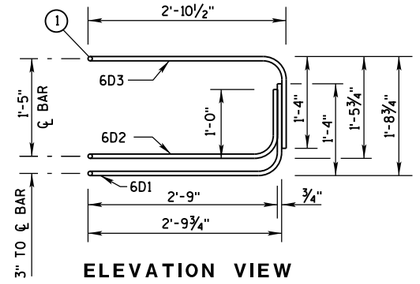
GENERAL NOTES

(1) NEVER USE LOOP BARS (6D1, 6D2 OR 6D3) TO LIFT, MOVE OR REPOSITION THE BARRIER.

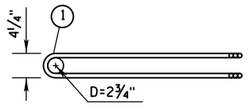
BARRIER SECTION BILL OF MATERIALS

(PER 12'-6" BARRIER SECTION)

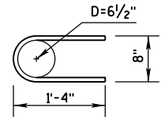
BAR	BAR SIZE	NO. OF BARS	LENGTH FT.
4A1	4	12	6'-0"
6A2	6	6	2'-11"
5B1	5	3	12'-2"
4C1	4	2	12'-2"
LOOP ASSEMBLY			
6D1	6	2	8'-5"
6D2	6	2	7'-7"
6D3	6	2	8'-6"



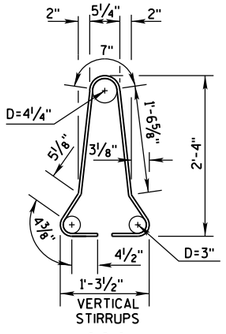
ELEVATION VIEW



PLAN VIEW
LOOP BAR ASSEMBLY
(MARKED END SHOWN, INVERT FOR OTHER END)



6A2



4A1

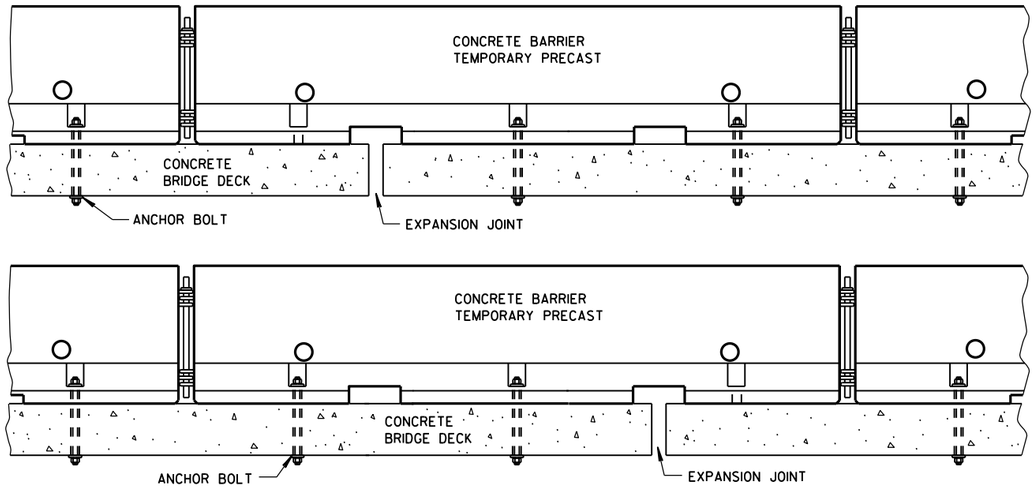
BARRIER SECTION

CONCRETE BARRIER
TEMPORARY PRECAST, 12'-6"

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

6

S.D.D. 14 B 7-15c



TREATMENT AT BRIDGE DECK EXPANSION JOINTS

(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.)

GENERAL NOTES

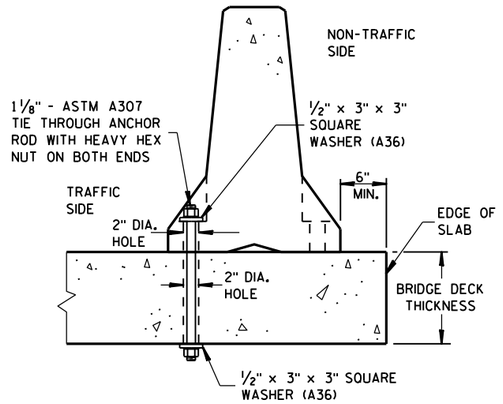
SEE SHEET E FOR WHEN TO ANCHOR. OTHER PARTS OF THE PLAN MAY SHOW ADDITIONAL LOCATIONS REQUIRING ANCHORING.

REMOVE ALL ANCHORS WHEN NO LONGER NEEDED. FILL CONCRETE PAVEMENTS, DECKS AND APPROACH SLABS WITH NON-SHRINK COMMERICAL GROUT FROM THE APPROVED PRODUCT LIST. FILL ASPHALT PAVEMENTS WITH ASTM D6690 TYPE II RUBBERIZED CRACK FILLER.

(1) 1⅛" DIAMENTER A307 THREADED ROD. ½" X 3" X 3" SQUARE PLATE WASHER WITH ASTM A36 STEEL. ASTM A563A HEAVY HEX NUT.

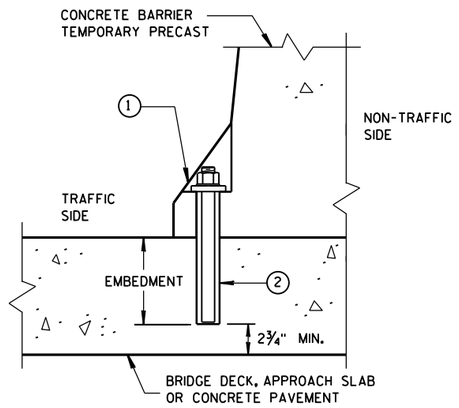
(2) ADHESIVE ANCHORS WITH A MINIMUM BOND STRENGTH OF 1,800 PSI AND 5¼" EMBEDMENT. SEE 603.2 AND 603.3.1.2 OF THE WISCONSIN STANDARD SPECIFICATIONS FOR MORE INFORMATION ON ADHESIVE ANCHORS.

(3) ASPHALT SURFACE SHOWN. CONTRACTOR MAY DRILL THROUGH CONCRETE PAVEMENT AND THAN DRIVE ASPHALT ANCHOR PIN.



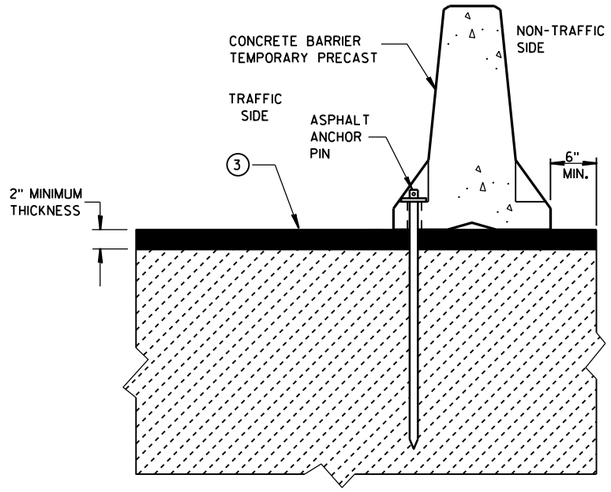
THROUGH BOLTED ANCHOR INSTALLATION ON BRIDGE DECK

(DO NOTUSE ON CONCRETE BRIDGE DECK WITH ASPHALT OVERLAY)

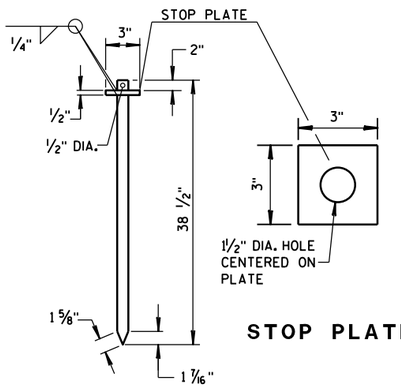


REMOVABLE ADHESIVE ANCHOR INSTALLATION ON CONCRETE BRIDGE DECK, CONCRETE APPROACH SLAB, OR CONCRETE PAVEMENT

(DO NOT USE ON CONCRETE WITH AN ASPHALTIC OVERLAY)



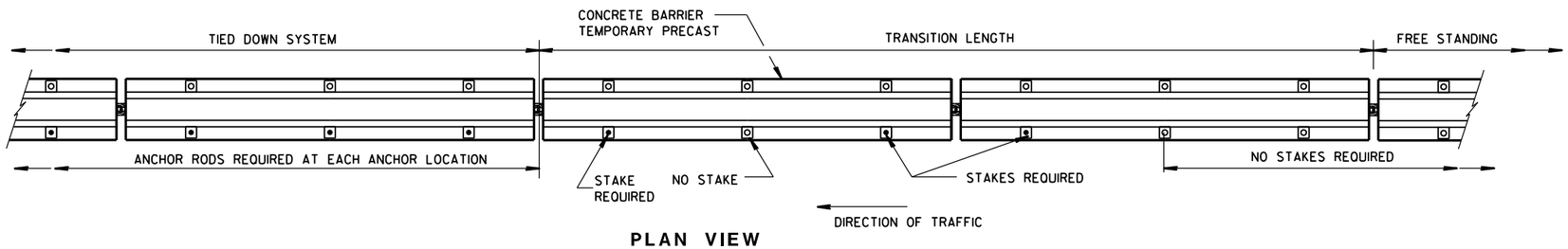
STAKE DOWN INSTALLATION FOR ASPHALTIC SURFACE



STOP PLATE

ASPHALT ANCHOR PIN

(ASTM A36 STEEL)



PLAN VIEW

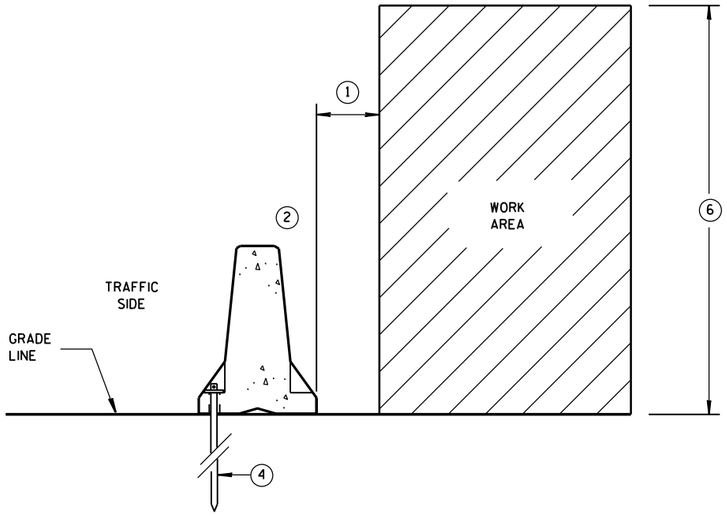
FREE STANDING TRANSITION TO TIED-DOWN SYSTEM

(PLACE TRANSITION IN A TANGENT SECTION OF BARRIER PARALLEL TO THE ROADWAY. IF TRANSITION OCCURS ON STRUCTURAL SLAB, ANCHOR AS SHOWN.)

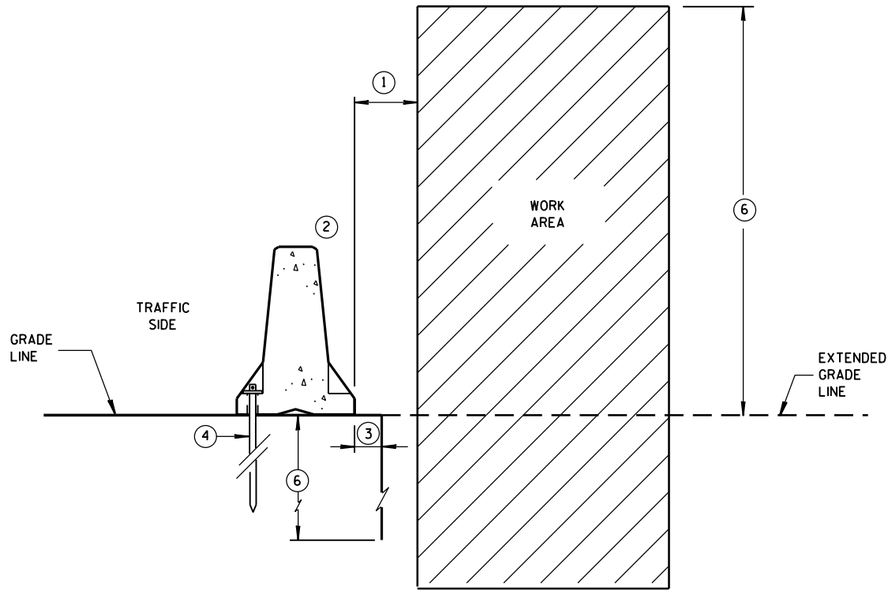
CONCRETE BARRIER
TEMPORARY PRECAST, 12'-6"

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

6
S.D.D. 14 B 7-15d



ANCHORED BARRIER SPACE REQUIREMENTS FOR HAZARDS EXTENDED ABOVE THE GRADE LINE

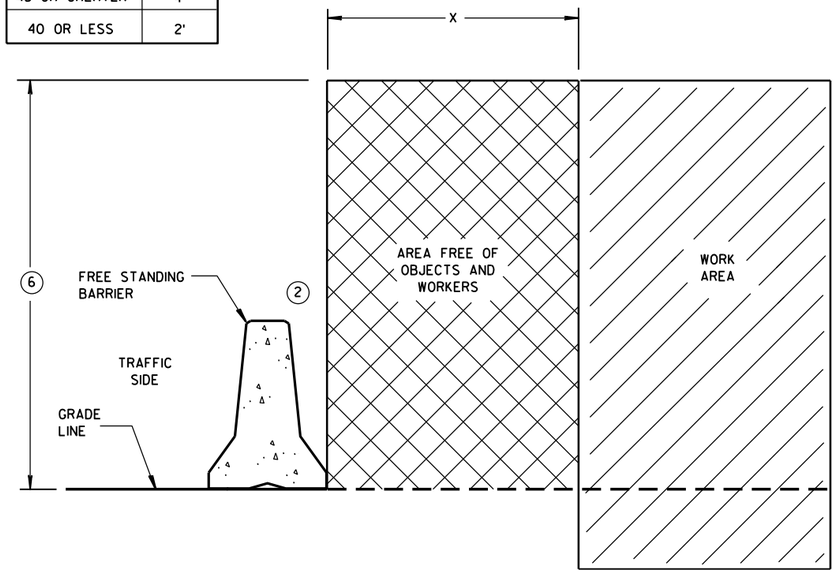


ANCHORED BARRIER SPACE REQUIREMENTS ON VERTICAL DROP OFFS

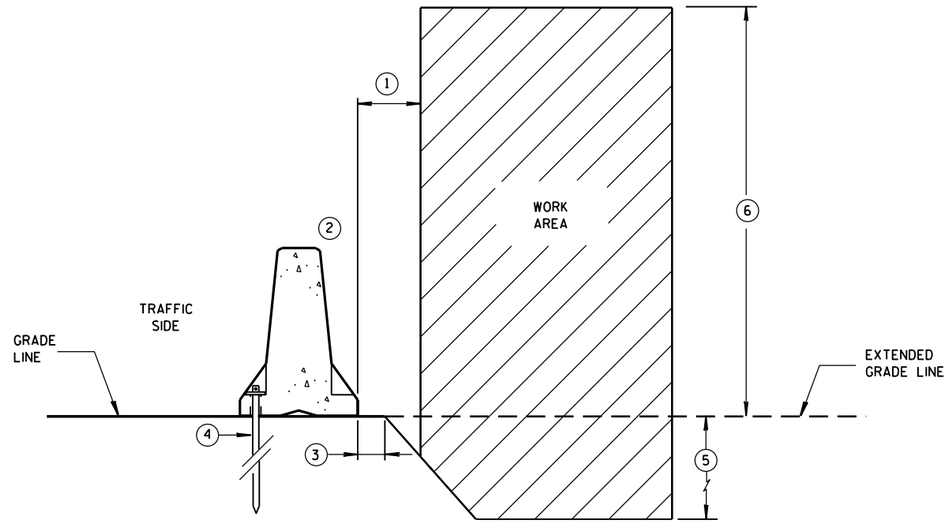
GENERAL NOTES

1. WHEN OBJECTS EXTEND ABOVE THE GRADE, A MINIMUM OF 1 FOOT IS REQUIRED FROM BACK OF BARRIER TO OBJECT. SEE OTHER DETAILS FOR FOR THE MINIMUM OFFSET FROM BACK OF BARRIER TO SLOPES OR VERTICAL DROPS.
2. OBJECTS ARE NOT TO BE PLACED ON, MOUNTED TO, OR LEANED AGAINST THE BARRIER WITHOUT PERMISSION OF THE PROJECT ENGINEER.
3. SEE OTHER DETAIL ON SHEET "D" FOR SPACE REQUIREMENTS.
4. SEE BOLT THROUGH DECK, REMOVABLE ADHESIVE ANCHOR, OR A STAKE DOWN FOR ASPHALTIC SURFACE TREATMENT DETAILS. ASPHALTIC ANCHOR SHOWN.
5. DEPTH OF 3 FEET OR MORE.
6. Y = 6'-6".

POSTED SPEED MPH	X
45 OR GREATER	4'
40 OR LESS	2'



FREE STANDING BARRIER SPACE REQUIREMENTS



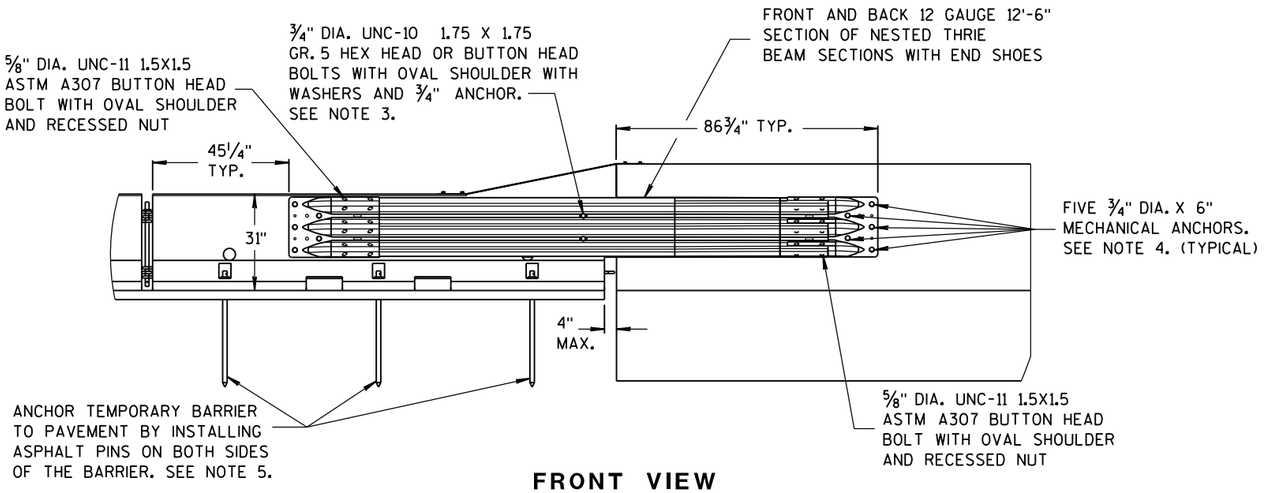
ANCHORED BARRIER SPACE REQUIREMENTS ON SLOPES

CONCRETE BARRIER
TEMPORARY PRECAST, 12'-6"

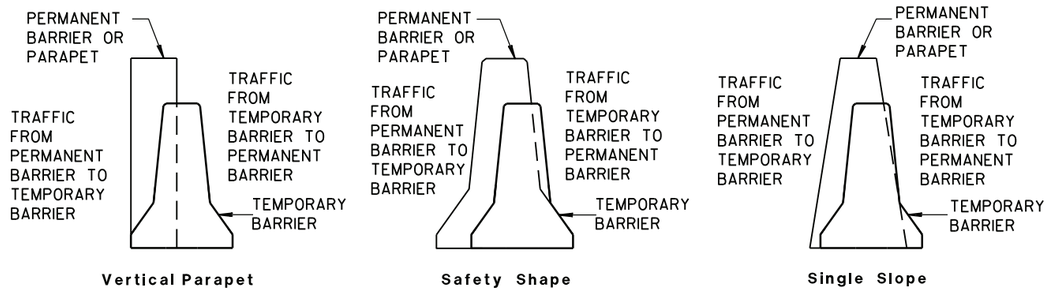
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

6

S.D.D. 14 B 7-15e



FRONT VIEW

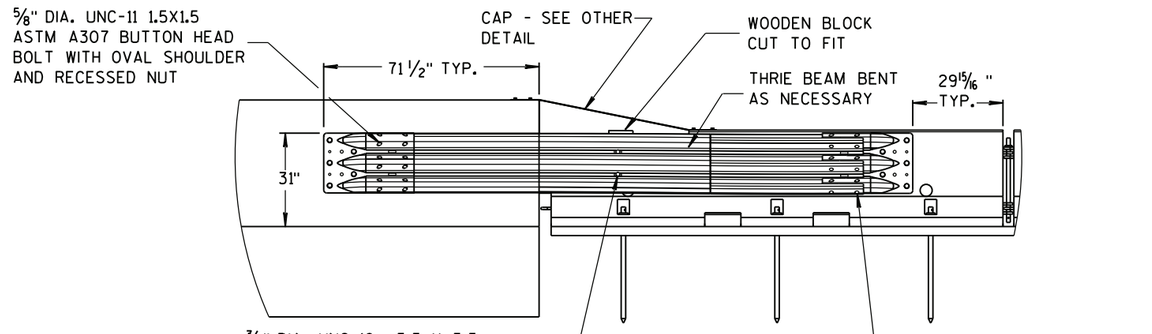


TEMPORARY BARRIER PLACEMENT FOR TRANSITION TO TIED DOWN SYSTEM

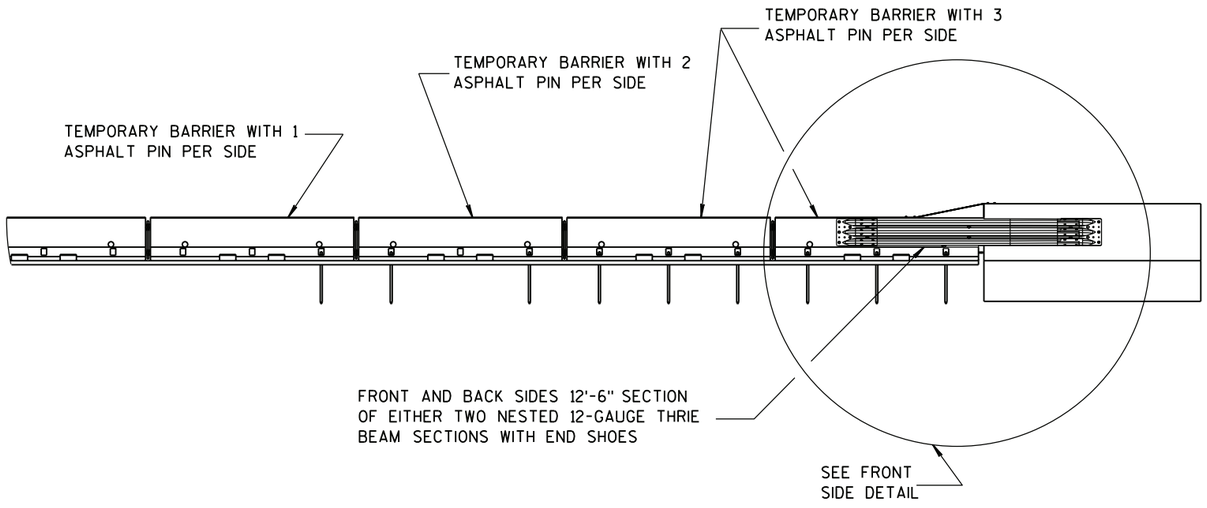
NOTES

NESTED THRIE BEAM IS REQUIRED ON BOTH SIDES OF THE TEMPORARY BARRIER FOR ALL INSTALLATIONS REGARDLESS OF TRAFFIC.

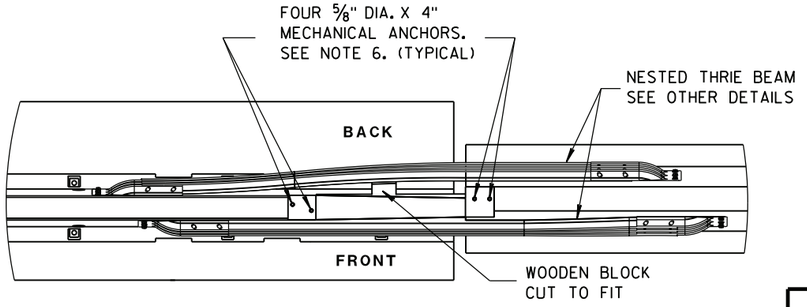
1. CAP END PLATE PLACED FLUSH WITH UPSTREAM END OF PERMANENT BARRIER OR PARAPET.
2. THRIE BEAM PIECES ARE OFFSET 15 1/4" TO PREVENT INTERFERENCE FROM THE ANCHORS ON OPPOSING SIDES.
3. MINIMUM MECHANICAL OR ADHESIVE ANCHOR STRENGTH REQUIREMENTS: ULTIMATE TENSILE LOAD 9.48 KIPS AND ULTIMATE SHEAR LOAD 10.48 KIPS.
4. MINIMUM MECHANICAL OR ADHESIVE ANCHOR STRENGTH REQUIREMENTS: ULTIMATE TENSILE LOAD 17.9 KIPS AND ULTIMATE SHEAR LOAD 21.96 KIPS.
5. MAY BE USED ON CONCRETE OR ASPHALT PAVEMENTS. ASPHALT OPTION SHOWN. FOR CONCRETE OPTION SEE OTHER DETAILS.
6. MINIMUM MECHANICAL OR ADHESIVE ANCHOR STRENGTH REQUIREMENTS: ULTIMATE TENSILE LOAD 12.14 KIPS AND ULTIMATE SHEAR LOAD 17.5 KIPS.



BACK VIEW



FRONT VIEW



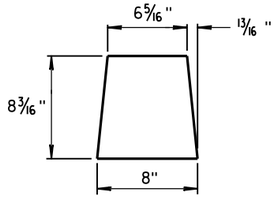
PLAN VIEW

TRANSITION TO TIED DOWN SYSTEM

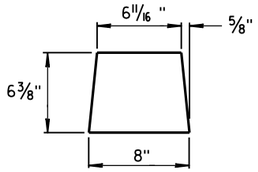
CONCRETE BARRIER
TEMPORARY PRECAST, 12'-6"

STATE OF WISCONSIN
DEPARTMENT OF TRANSPO

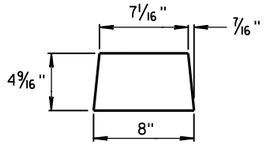
6
S.D.D. 14 B 7-15f



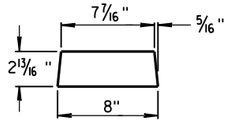
GUSSET 1



GUSSET 2

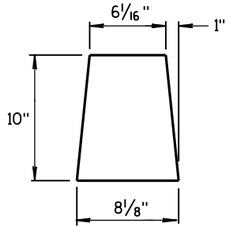


GUSSET 3

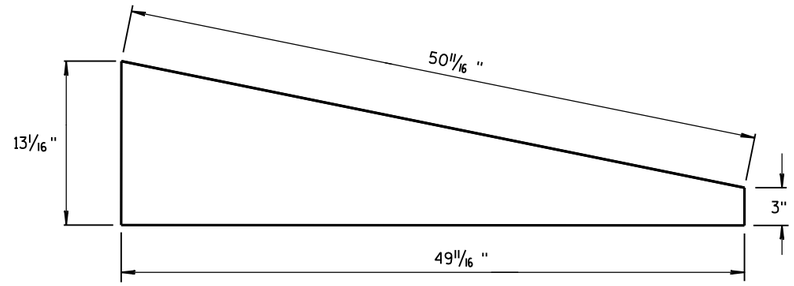


GUSSET 4

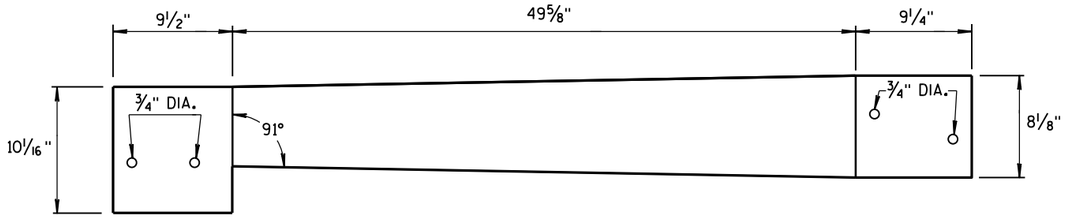
GUSSETS

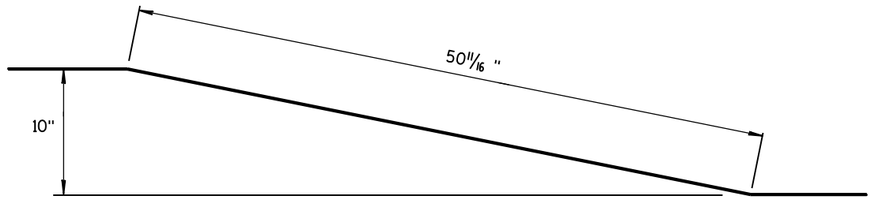


END PLATE



SIDE PLATE

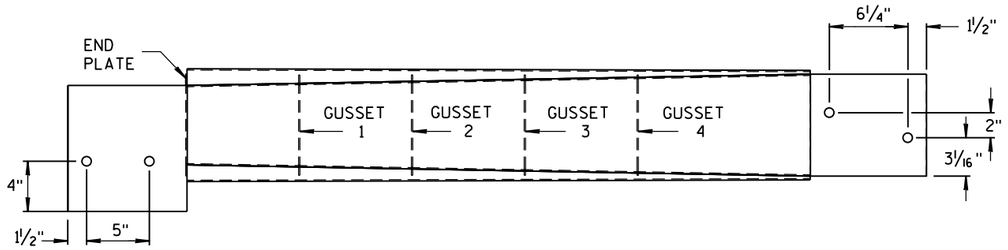


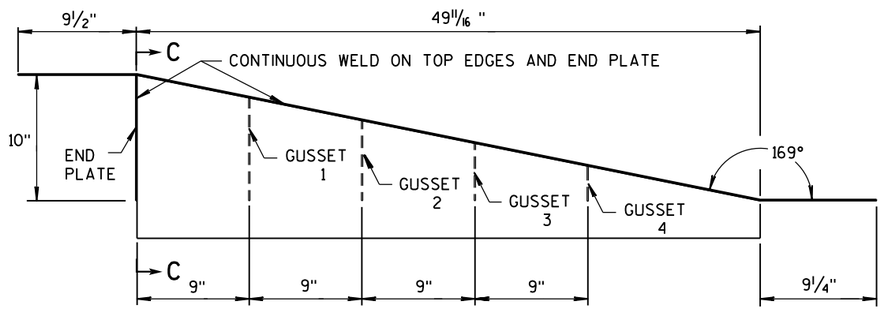


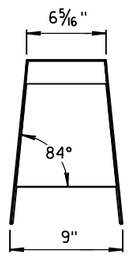
TOP PLATE

SIDE, TOP AND END PLATES FOR CAP FROM TEMPORARY CONCRETE BARRIER TO 42" PERMANENT CONCRETE BARRIER

SIDE PLATES, TOP PLATE, END PLATE AND GUSSETS ARE 12 GAUGE ASTM A36 GALVANIZED STEEL.







SECTION C-C

NOTES

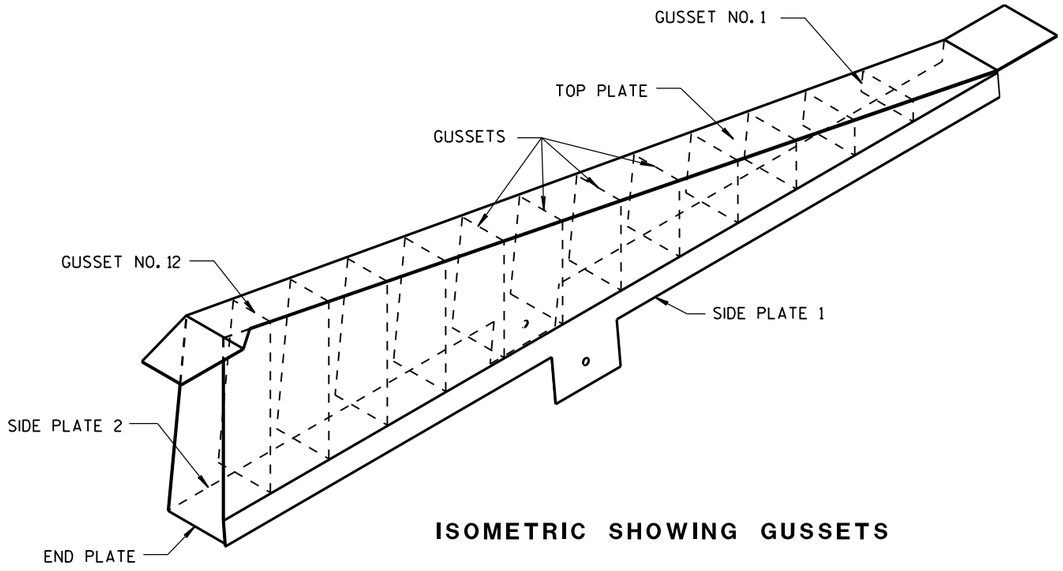
1. FOUR GUSSETS AND END PLATE ARE STITCH WELDED ON THREE SIDES.
2. TWO TRIANGULAR SIDE PLATES ARE STITCH WELDED TO TOP PLATE, END PLATE, AND GUSSETS.

CAP DETAILS FOR TEMPORARY CONCRETE BARRIER TO 42" PERMANENT CONCRETE BARRIER

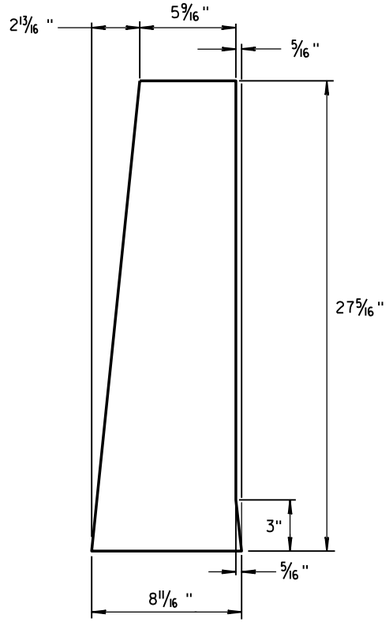
CONCRETE BARRIER
TEMPORARY PRECAST, 12'-6"

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

6
S.D.D. 14 B 7-15g

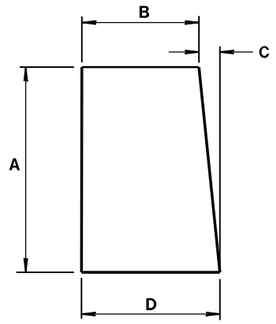


ISOMETRIC SHOWING GUSSETS



END PLATE

1/8" STEEL PLATE



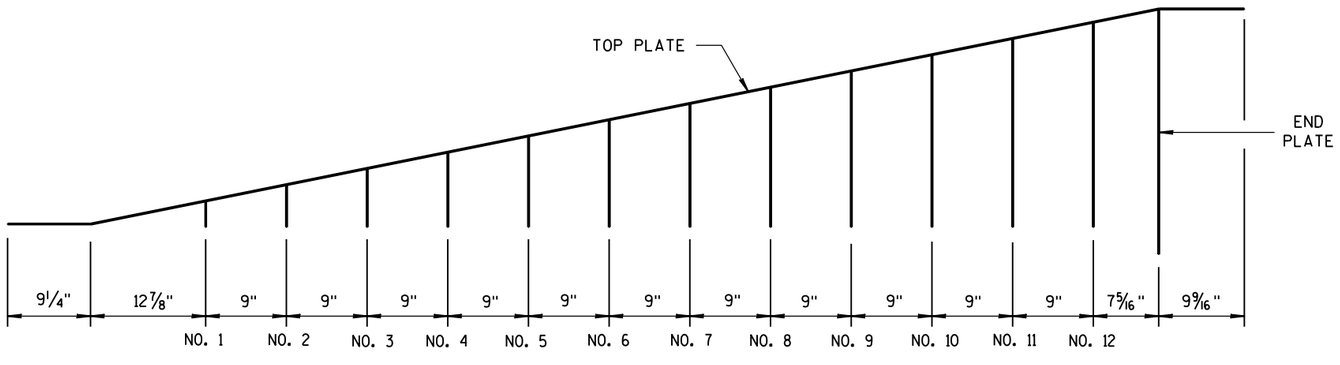
GUSSETS 1 - 12

ALL GUSSETS 1/8" STEEL PLATE

GUSSET DIMENSIONS				
GUSSET NO.	A	B	C	D
1	2 7/8"	7 3/4"	1/4"	8
2	4 11/16 "	7 9/16 "	1/2"	8
3	6 1/2"	7 3/8"	11/16 "	8 1/16 "
4	8 5/16 "	7 3/16 "	7/8"	8 1/16 "
5	10 1/8"	7"	1 1/16 "	8 1/16 "
6	11 15/16 "	6 13/16 "	1 1/4"	8 1/16 "
7	13 3/4"	6 5/8"	1 7/16 "	8 1/16 "
8	15 9/16 "	6 7/16 "	1 9/16 "	8 1/16 "
9	17 3/8"	6 1/4"	1 13/16 "	8 1/16 "
10	19 3/16 "	6 1/16 "	1 15/16 "	8 1/16 "
11	21"	5 7/8"	2 3/16 "	8 1/16 "
12	22 13/16 "	5 11/16 "	2 5/16 "	8 1/16 "

SIDE PLATES, TOP PLATE, END PLATE AND GUSSETS ARE 12 GAUGE ASTM A36 STEEL AND GALVANIZED.

GUSSETS AND END PLATE ARE STITCH WELDED ON 3 SIDES. TWO TRIANGULAR SIDE PLATES ARE STITCH WELDED TO TOP PLATE, END PLATE AND GUSSETS.



GUSSET LOCATION

CAP DETAILS FOR TEMPORARY CONCRETE BARRIER TO 56" PERMANENT CONCRETE BARRIER

CONCRETE BARRIER
TEMPORARY PRECAST, 12'-6"

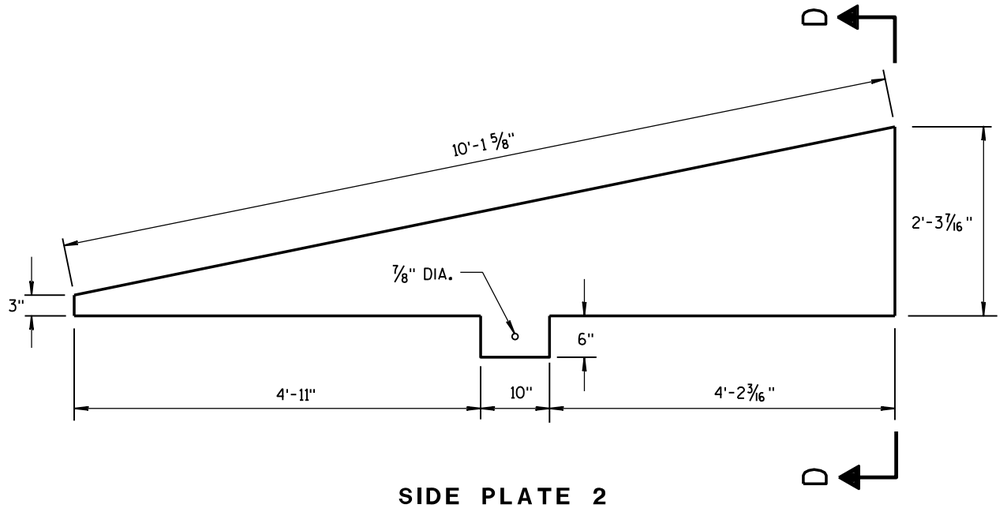
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

6

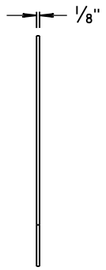
S.D.D. 14 B 7-15h

6

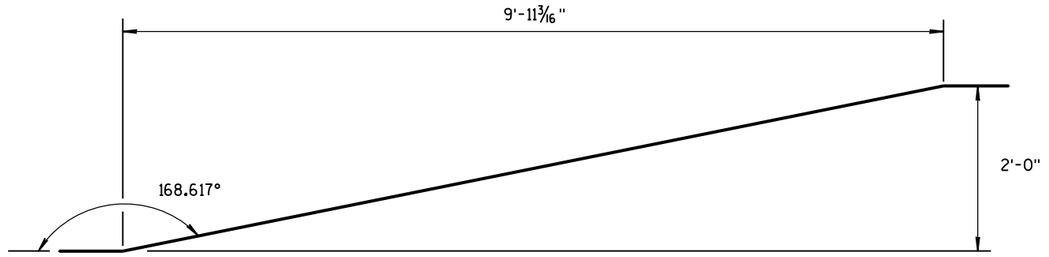
S.D.D. 14 B 7-15h



SIDE PLATE 2

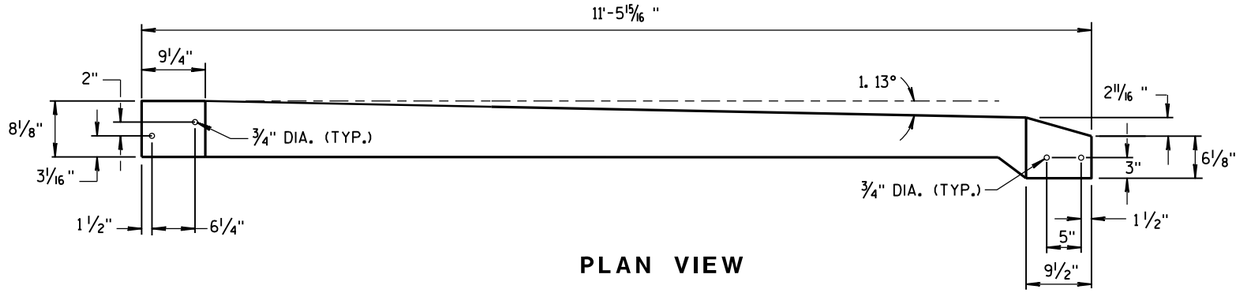


END VIEW



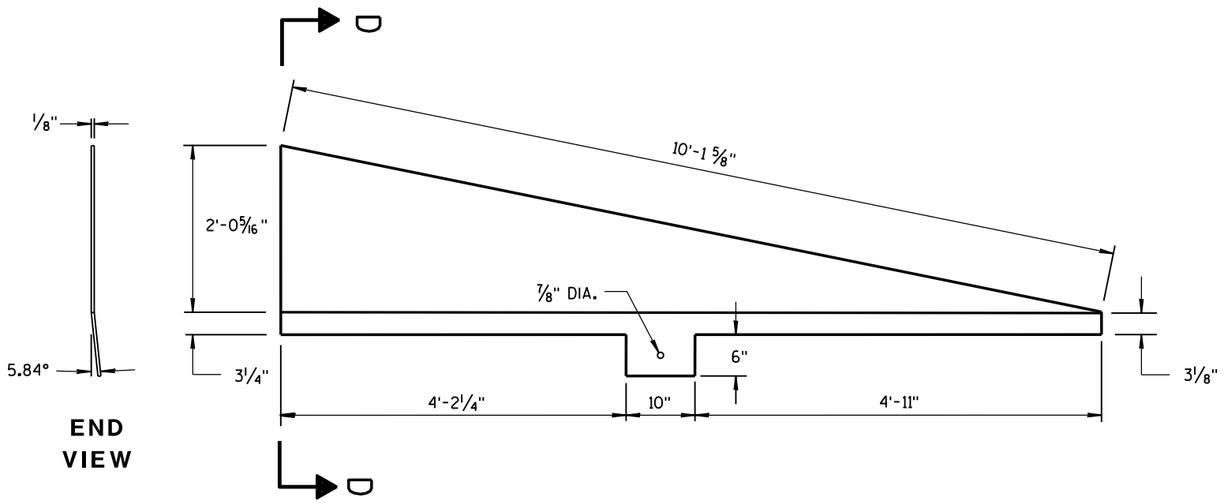
SIDE VIEW

TOP PLATE



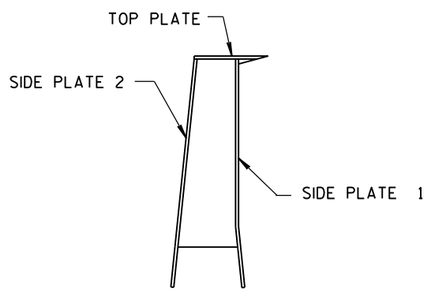
PLAN VIEW

TOP PLATE



END VIEW

SIDE PLATE 1



SECTION D-D

CAP DETAILS FOR TEMPORARY CONCRETE BARRIER TO 56" PERMANENT CONCRETE BARRIER

CONCRETE BARRIER
TEMPORARY PRECAST, 12'-6"

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2017
DATE

/S/ Rodney Taylor
ROADWAY STANDARDS UNIT SUPERV

177

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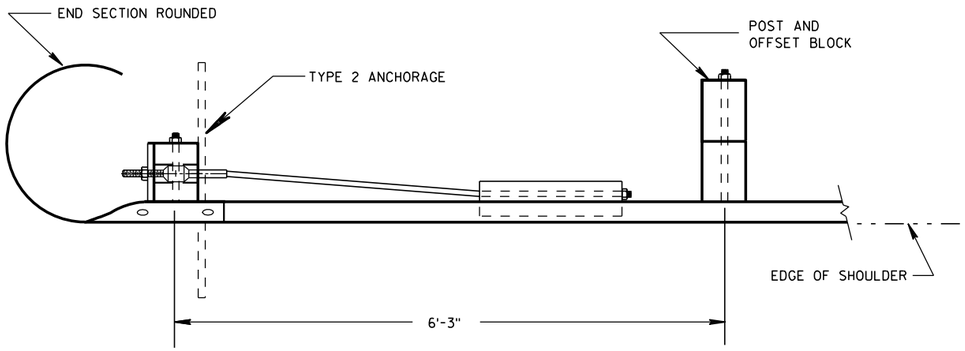
FHWA

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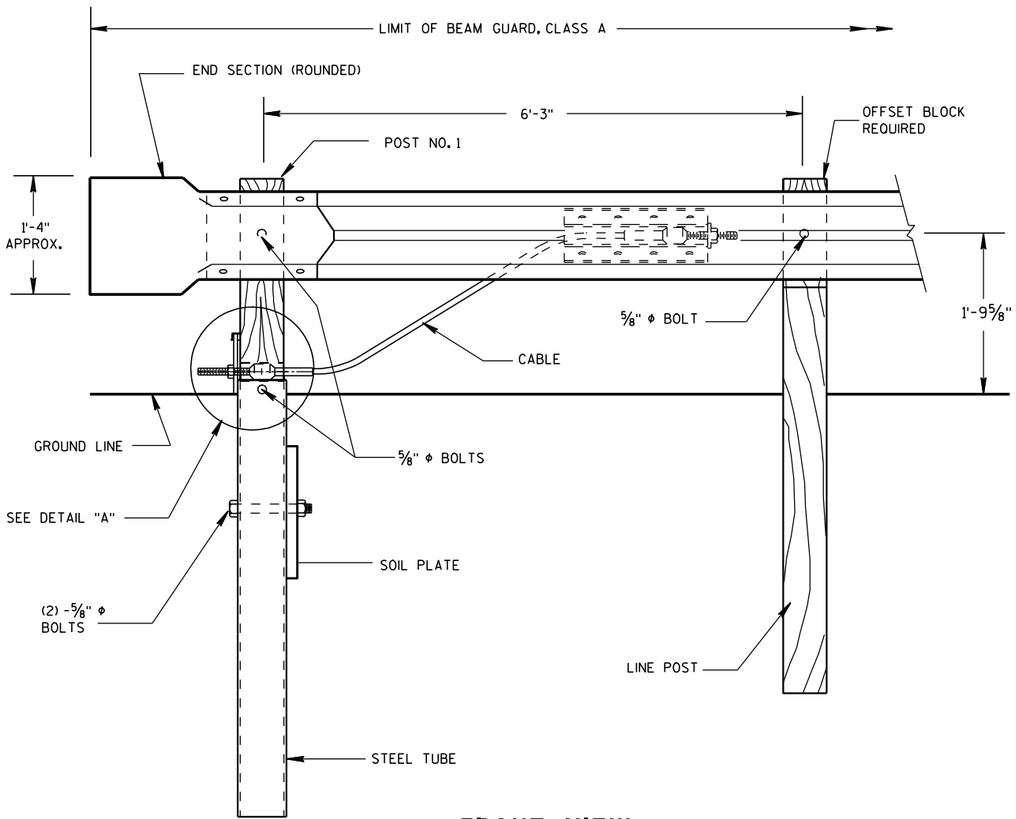
S.D.D. 14 B 7-15i

6

S.D.D. 14 B 7-15i



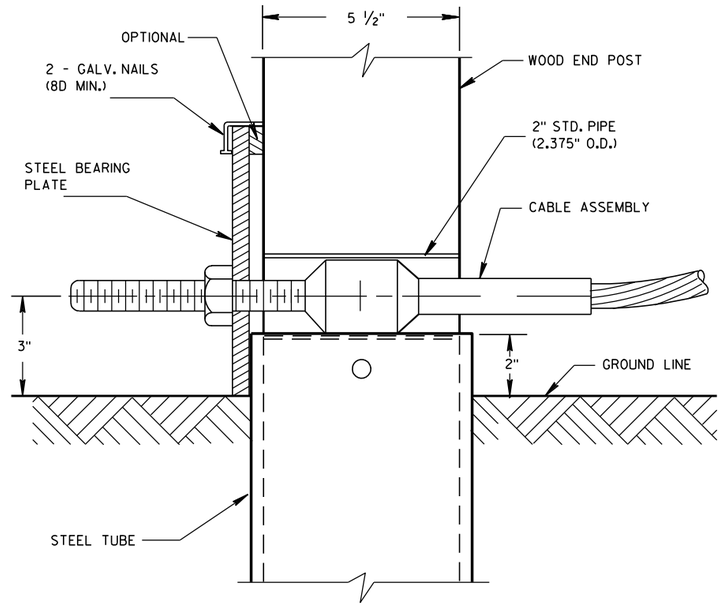
PLAN VIEW



FRONT VIEW

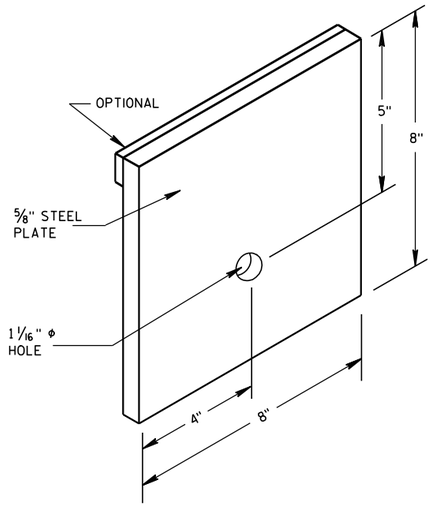
END TREATMENT WITH TYPE 2 ANCHORAGE

(USE ON ONE-WAY ROADWAYS ONLY - DEPARTING END)



DETAIL "A"

POST NO. 1



STEEL BEARING PLATE

ANCHORAGE FOR STEEL
PLATE BEAM GUARD
TYPE 2

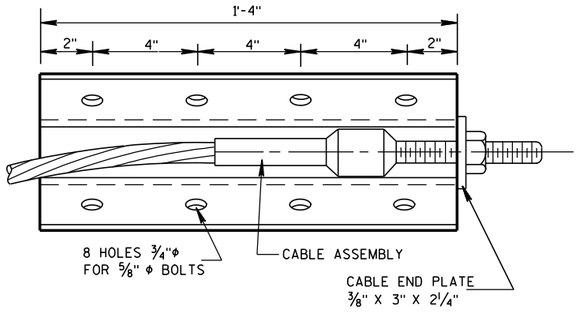
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

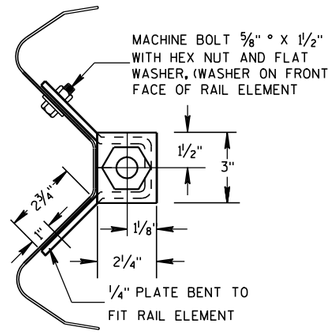
S.D.D. 14 B 16-4a

6

S.D.D. 14 B 16-4a

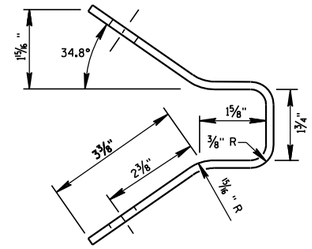


FRONT VIEW

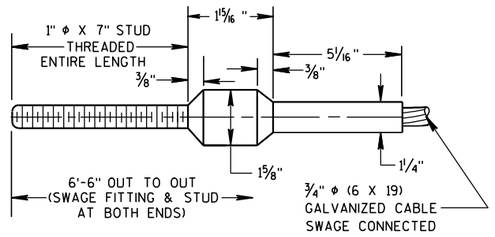


END VIEW

ANCHOR PLATE DETAIL



END VIEW OF BRACKET



CABLE ASSEMBLY

CABLE, SWAGE FITTING, STUD AND NUT SHALL DEVELOP
A MINIMUM BREAKING STRENGTH OF 40,000 LB
(TIGHTEN UNTIL TAUT)

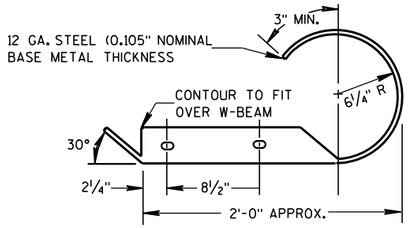
GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THW STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

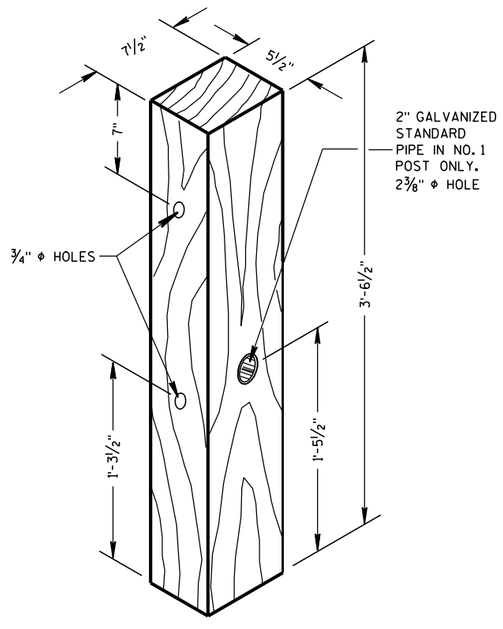
STRUCTURAL TUBING SHALL CONFORM TO THE REQUIREMENTS OF ASTM A-500 GRADE B OR ASTM A-501.

POST NO. 1 SHALL BE WOOD BREAKAWAY POST INSERTED AND BOLTED INTO STEEL TUBE.

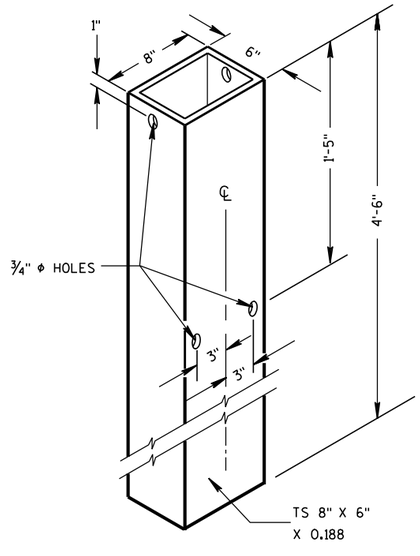
TYPE 2 ANCHORAGE SHALL CONSIST OF A STEEL TUBE, SOIL PLATE WOOD BREAKAWAY POST, BEARING PLATE, ANCHOR PLATE, CABLE ASSEMBLY AND ALL ASSOCIATED HARDWARE, ALL STEEL PARTS SHALL BE GALVANIZED.



PLAN VIEW

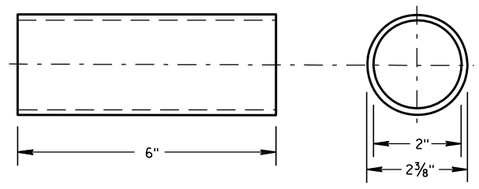


WOOD BREAKAWAY POST



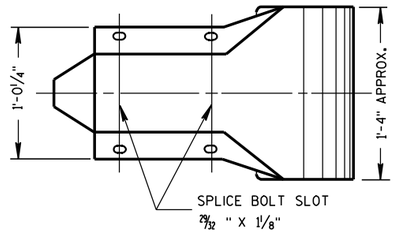
STEEL TUBE

STEEL TUBE SHALL CONFORM TO
REQUIREMENTS OF ASTM A500

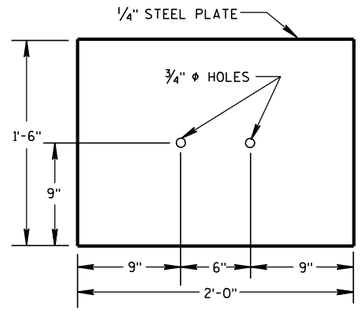


BREAKAWAY TERMINAL POST SLEEVE

GALVANIZED STANDARD STRENGTH STEEL PIPE, ASTM 53 GRADE "B"



FRONT VIEW
W BEAM END SECTION ROUNDED



SOIL PLATE

ANCHORAGE FOR STEEL
PLATE BEAM GUARD
TYPE 2

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

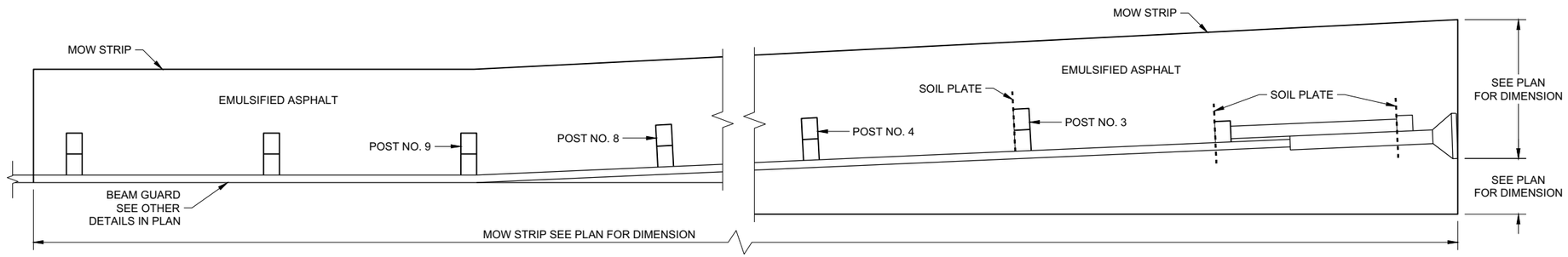
APPROVED
8/21/2007
DATE
/S/ Jerry H. [illegible]
ROADWAY STANDARDS ENGINEER
179
FHWA

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S.D.D. 14 B 16-4b

6

S.D.D. 14 B 16-4b



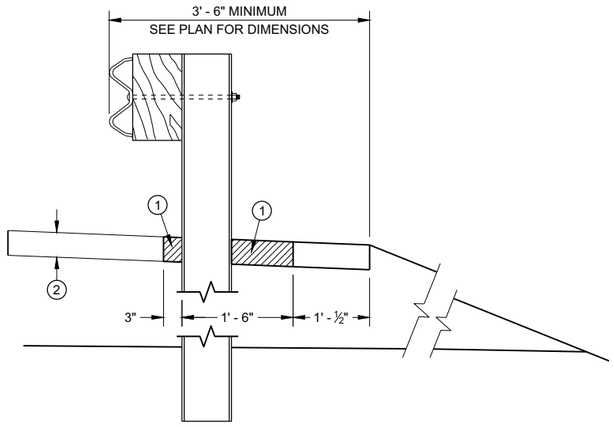
PLAN VIEW

MOW STRIP LAYOUT FOR ENERGY ABSORBING TERMINAL

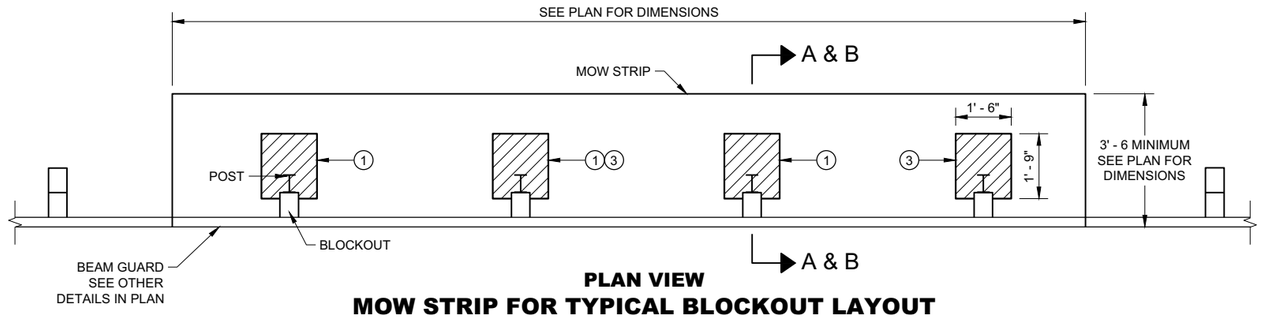
GENERAL NOTES

ONLY USE STEEL POSTS IN CONCRETE AND ASPHALT MOW STRIPS.

1. CONTROLLED LOW-STRENGTH BACKFILL OR EMULSIFIED ASPHALT.
2. DEPTH OF MOW STRIP:
   ASPHALT - 4"
   CONCRETE - 4"
   EMULSIFIED ASPHALT - 1" OR LESS
3. FOR EMULSIFIED ASPHALT, MOW STRIP STRIP LEAVE OUTS NOT REQUIRED. (TYPICAL FOR ALL POSTS)

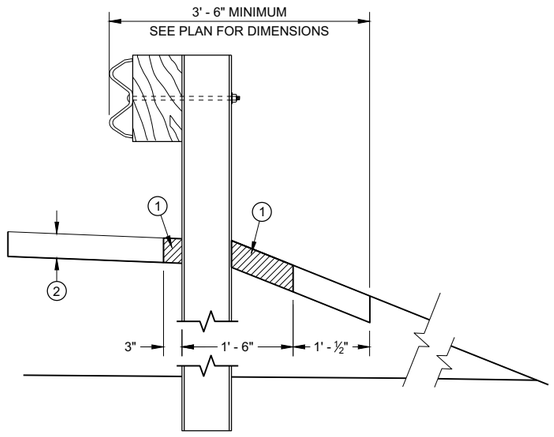


SECTION A - A

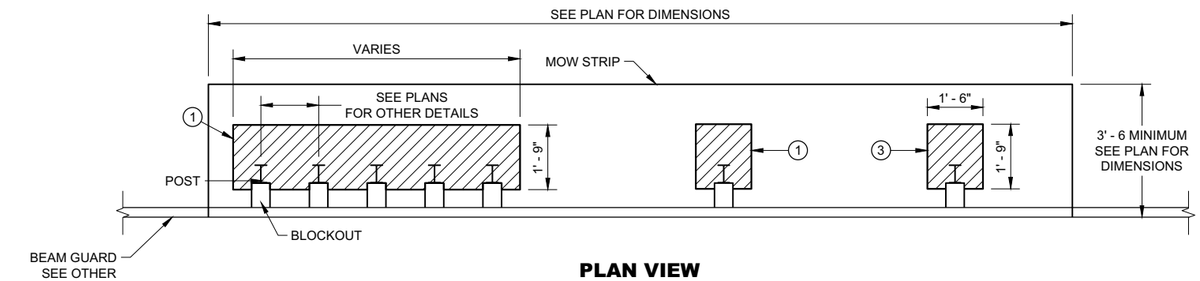


PLAN VIEW

MOW STRIP FOR TYPICAL BLOCKOUT LAYOUT

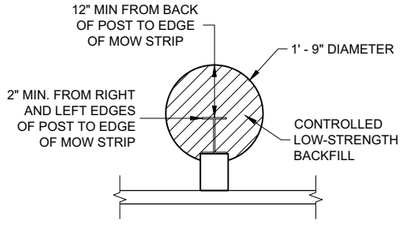


SECTION B - B

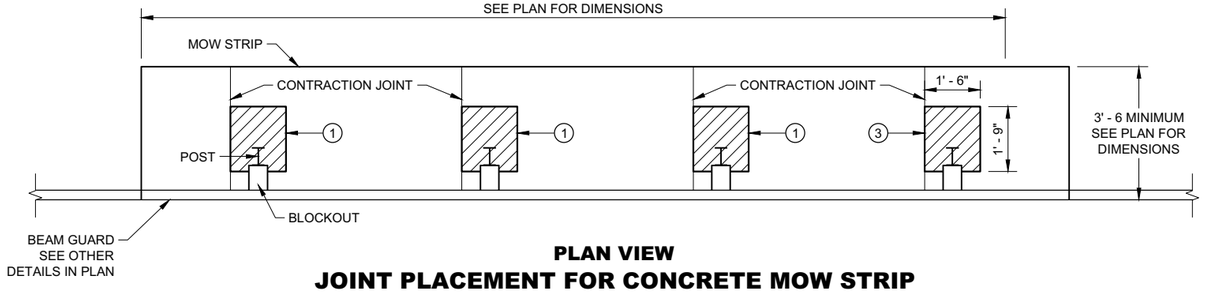


PLAN VIEW

MOW STRIP FOR TIGHT SPACING LAYOUT



ALTERNATIVE HMA MOW STRIP DESIGN



PLAN VIEW

JOINT PLACEMENT FOR CONCRETE MOW STRIP

GUARDRAIL MOW STRIP

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 14B28 - 04a

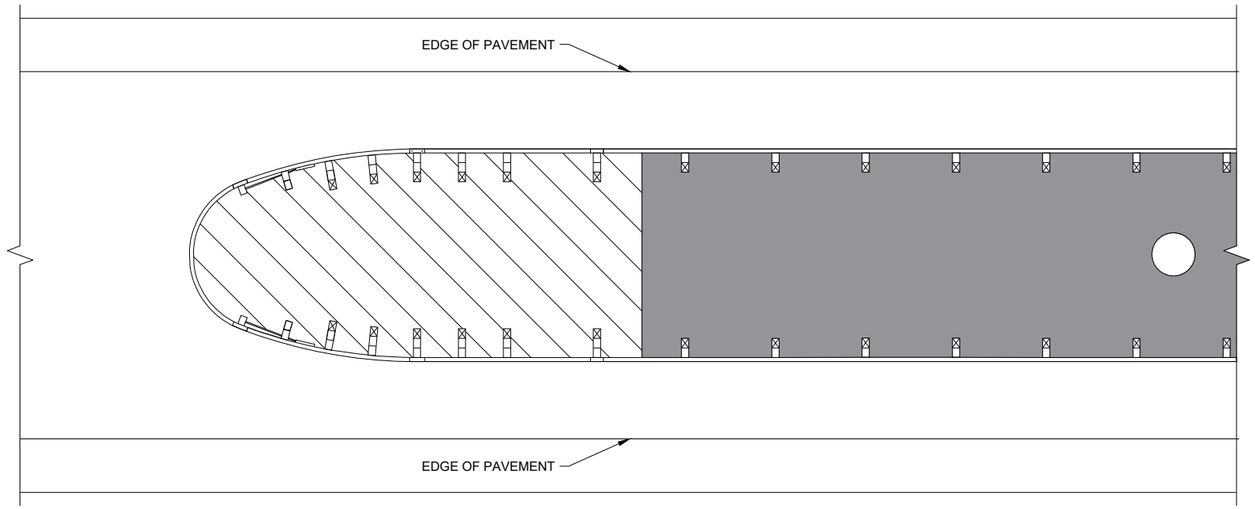
LEGEND

CONCRETE, ASPHALT, OR EMULSIFIED ASPHALT MOW STRIP (SEE OTHER DETAILS)

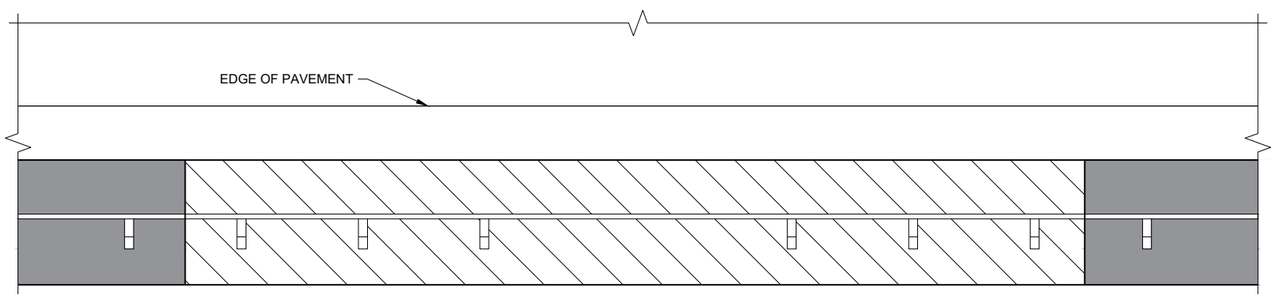
EMULSIFIED ASPHALT MOW STRIP (SEE OTHER DETAILS)

GENERAL NOTES

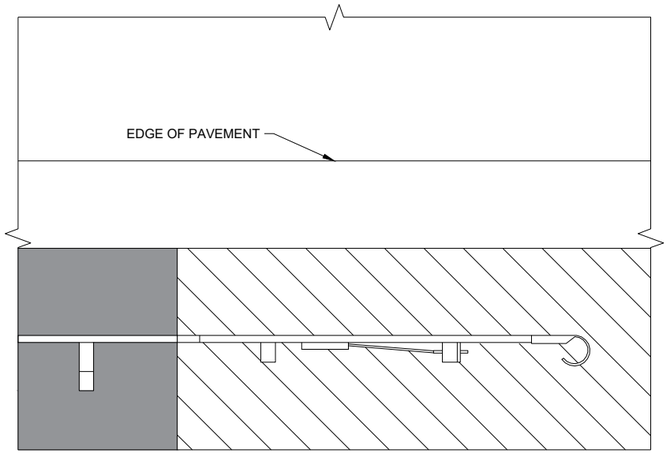
EXISTING THRIE BEAM BULLNOSES MAY HAVE WOOD POSTS. NEW THRIE BEAM BULLNOSE WILL HAVE STEEL POSTS.



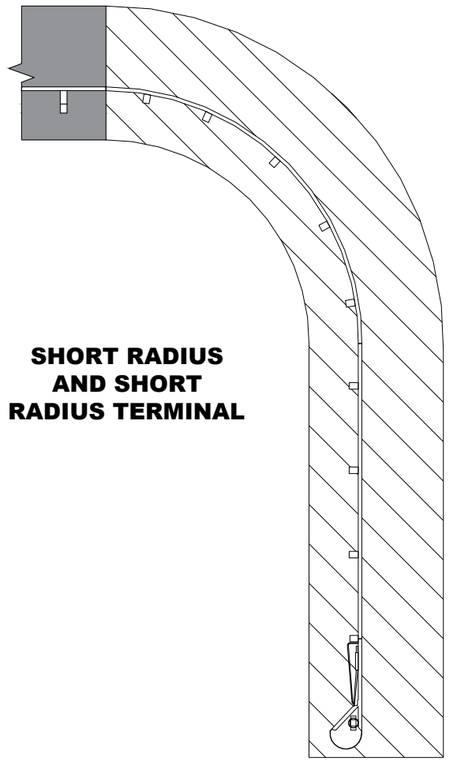
THRIE BEAM BULLNOSE



LONG - SPAN



TYPE 2 TERMINAL



SHORT RADIUS AND SHORT RADIUS TERMINAL

GUARDRAIL MOW STRIP

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
August 2020
DATE

/S/ Rodney Taylor
ROADWAY STANDARDS DEVE
ENGINEER

FHWA

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SDD 14B28 - 04b

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SDD 14B28 - 04b

(1) WOOD OR STEEL POSTS (w6X9 OR w6X8.5) MAY BE USED. DO NOT INTERMIX WOOD AND STEEL POSTS. INSTALL STEEL POSTS WITH HOLES ON APPROACHING TRAFFIC SIDE.

(2) USE WOOD OR APPROVED PLASTIC BLOCKOUTS. WOOD BLOCKOUTS MAY BE CONSTRUCTED OUT OF TWO OR MORE WOOD BLOCKOUTS. SEE ALTERNATE WOOD BLOCKOUT DETAIL. DIMENSIONS OF APPROVED PLASTIC BLOCKOUTS MAY VARY.

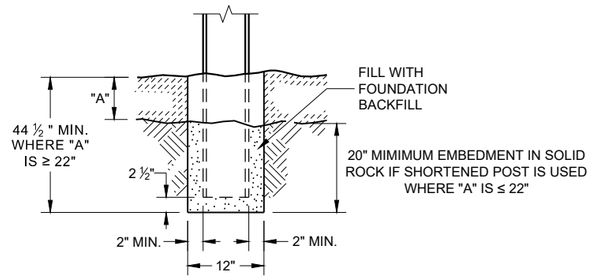
(3) IF ROCK IS ENCOUNTERED DURING EXCAVATION, PROVIDE A HOLE 12 INCHES IN DIAMETER EXTENDING 20 INCHES DEEP INTO THE ROCK. PLACE APPROXIMATELY 2 1/2" INCHES OF GRANULAR MATERIAL IN THE BOTTOM OF THE HOLE. CUT THE POSTS THE TO LENGTH AMD INSTALL. BACKFILL WITH EXCAVATED MATERIAL AND COMPACT. BACKFILL IS TO BE FREE OF LARGE ROCKS.

(4) WHEN THE DISTANCE FROM BACK OF POST TO SHOULDER HINGE POINT IS LESS THAN 2 FEET INSTALL LONGER POST AT HALF POST SPACING (K).

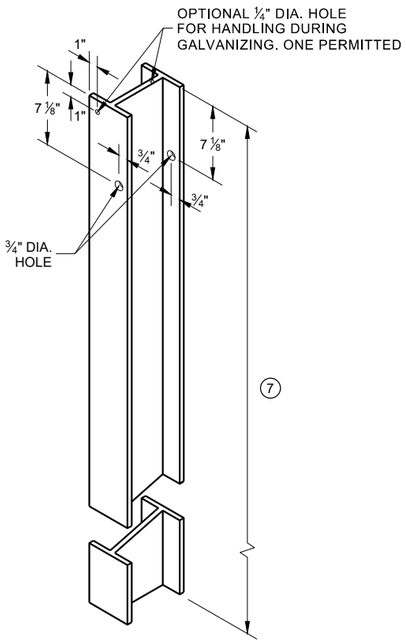
(5) FOR NEW MGS INSTALLATION TOP OF W-BEAM RAIL TOLERANCE IS ±1". FOR EXISTING MGS INSTALLATION TOP OF W-BEAM IS BETWEEN 27 ¾" TO 32".

(6) WHEN USING STEEL POST AND WOOD BLOCKOUTS INSTALL FOUR 16D GALVANIZED NAILS. INSTALL NAILS AT THE BACK CORNERS OF THE BLOCK AND BEND THE NAILS OVER THE FLANGE OF THE STEEL POST.

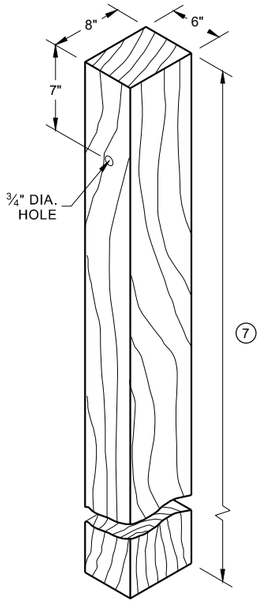
(7) TOTAL POST LENGTH FOR TYPE K IS 7' - 0".
TOTAL POST LENGTH FOR OTHER MGS TYPES IS 6' - 0".



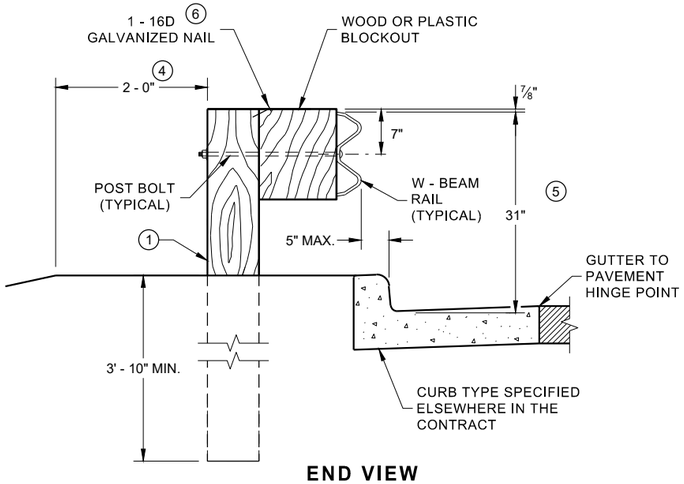
END VIEW
SETTING STEEL OR WOOD POST IN ROCK (3)



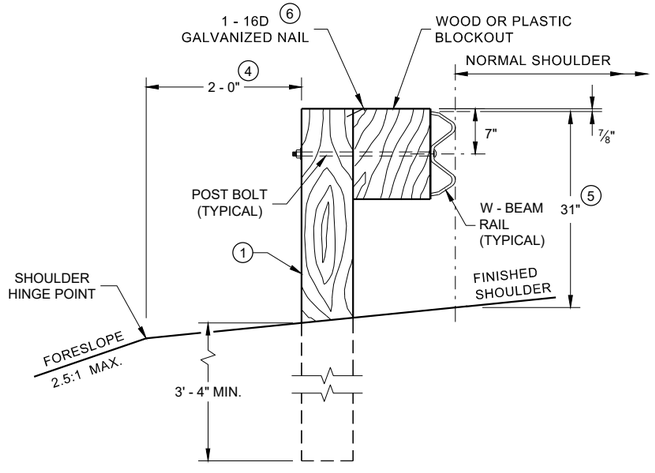
STEEL POST & HOLE PUNCHING DETAIL (W 6 X 9) (1)



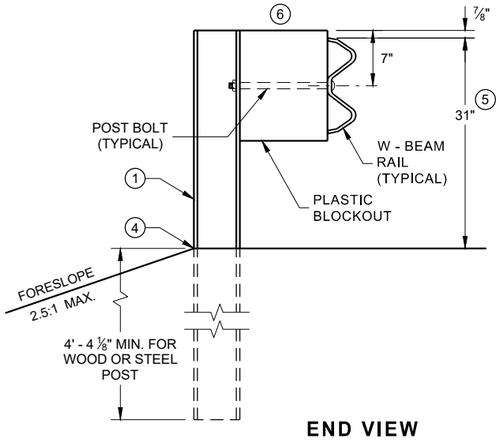
WOOD POST (6" X 8") NOMINAL (1)



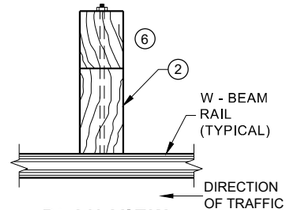
END VIEW
LOCATED ALONG A CURBED ROADWAY



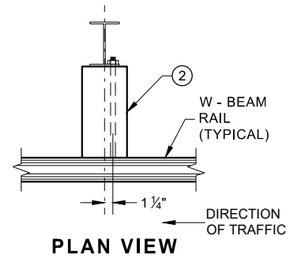
END VIEW
LOCATED ALONG A ROADWAY SHOULDER STANDARD INSTALLATION



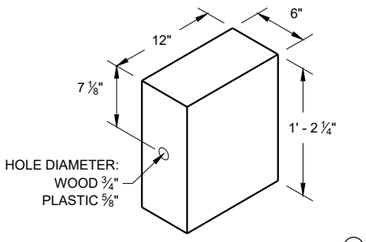
END VIEW
MGS LONGER POST AT HALFPOST SPACING W BEAM (K)



PLAN VIEW WOOD POST, BLOCKOUT & BEAM



PLAN VIEW STEEL POST, PLASTIC BLOCKOUT & BEAM



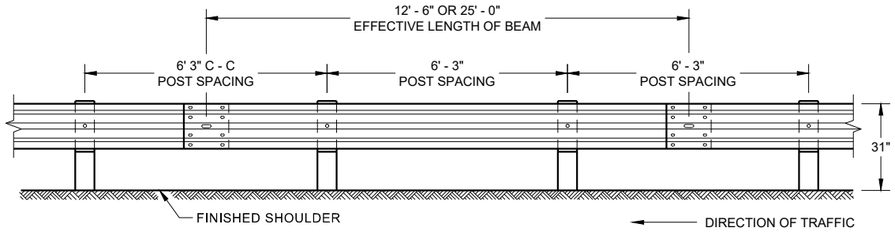
WOOD OR PLASTIC BLOCKOUT (2)

MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL

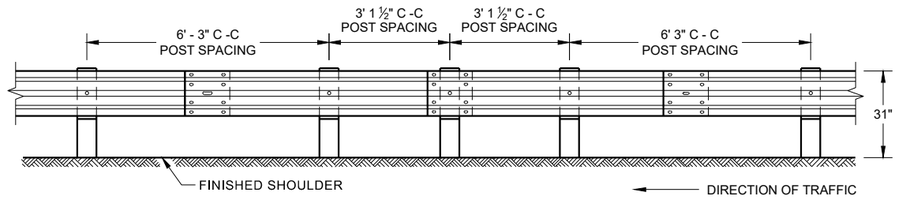
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

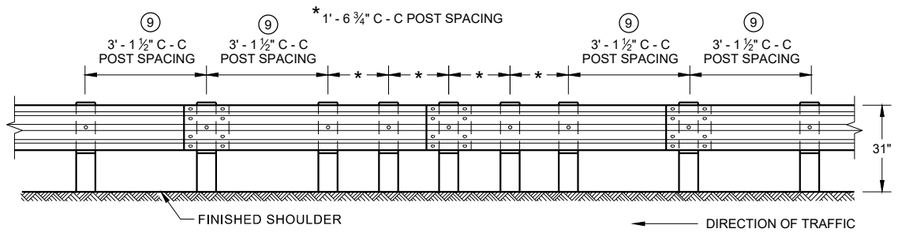
SDD 14B42 - 07a



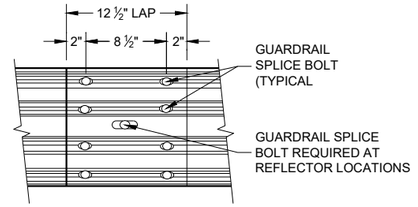
FRONT VIEW
POST SPACING STANDARD INSTALLATION



FRONT VIEW
HALF POST SPACING (HS) AND
HALF POST SPACING WITH LONGER POSTS (K)



FRONT VIEW
QUARTER POST SPACING (QS)



FRONT VIEW
MID-SPAN BEAM SPLICE

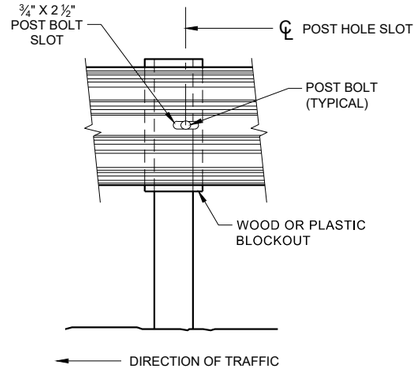
GENERAL NOTES

⑧ DO NOT INSTALL REFLECTORS ON THE FIRST 50 FEET OF THE APPROACH END OF THE ENERGY ABSORBING TERMINAL.

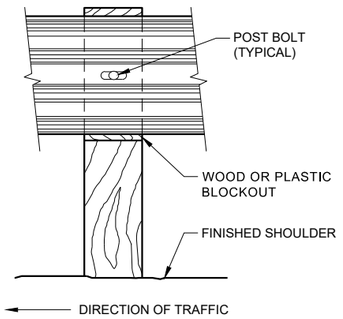
⑨ 25 FEET OF HALF POST SPACING IS REQUIRED ON APPROACH AND DEPARTURE ENDS OF QUARTER POST SPACING.

POST BOLTS ARE A ⅝" DIAMETER ASTM A307 GUARDRAIL BOLT. A POST BOLT REQUIRES ⅝" DIAMETER A563A DOUBLE RECESSED (DR) HEAVY HEX NUT AND ⅝" DIAMETER F844 FLAT WASHER. POST BOLTS MAY BE LONGER IF MULTIPLE BLOCKOUTS ARE BEING USED.

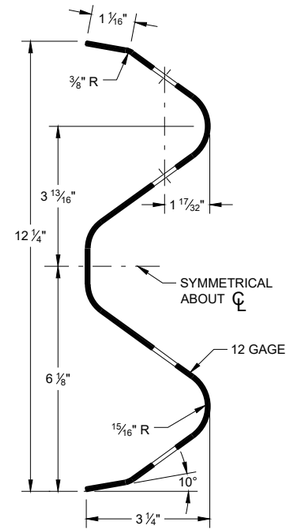
GUARD RAIL SPLICE BOLTS ARE A ⅝" DIAMETER ASTM A307 GUARDRAIL HEAD BOLT. A GUARDRAIL SPLICE BOLT REQUIRES ⅝" DIAMETER A563A DOUBLE RECESSED (DR) HEAVY HEX NUT.



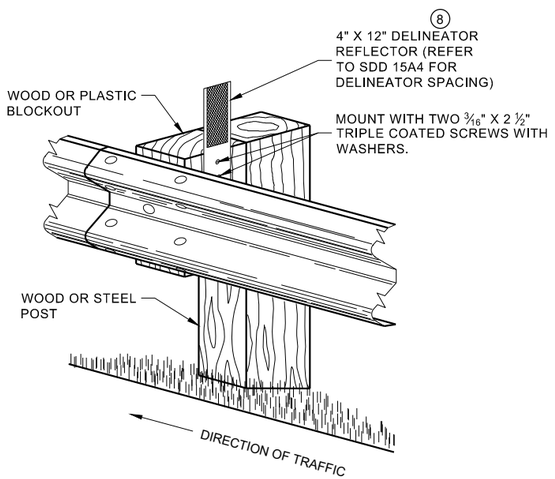
FRONT VIEW AT STEEL POST



FRONT VIEW AT WOOD POST



SECTION THRU W-BEAM RAIL



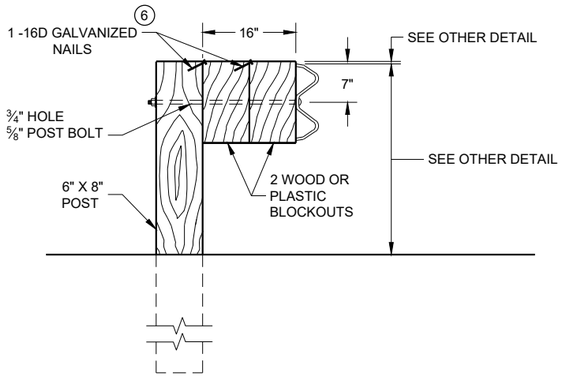
ONE SIDED REFLECTOR DETAIL
AND TYPICAL INSTALLATION

MIDWEST GUARDRAIL SYSTEM
(MGS) GUARDRAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 14B42 - 07b

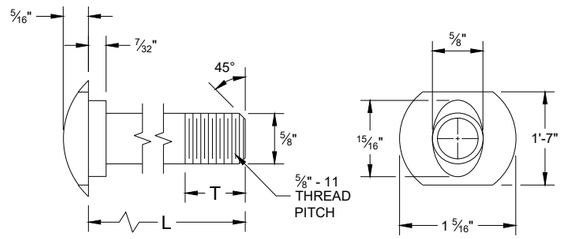


DETAIL FOR 16" BLOCKOUT DEPTH

IT IS ACCEPTABLE TO USE BLOCKOUTS UP TO 16" DEEP TO INCREASE THE POST OFFSET TO AVOID UNDERGROUND OBSTACLES. THERE IS NO LIMIT TO THE NUMBER OF POSTS THAT CAN HAVE ADDITIONAL BLOCKOUTS UP TO 16" DEEP.

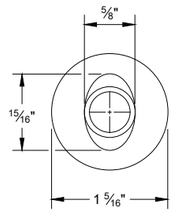
NOTE:

1. ALL FILLETS SHALL HAVE A MINIMUM RADIUS OF 3⁄16".
2. IF THE BOLT EXTENDS MORE THAN ¼" FROM THE NUT THE BOLT SHOULD BE TRIMMED BACK.

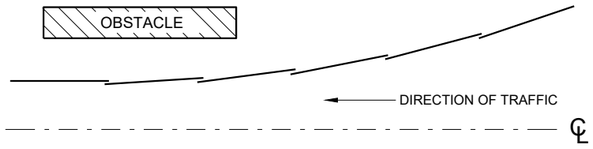


POST BOLT TABLE

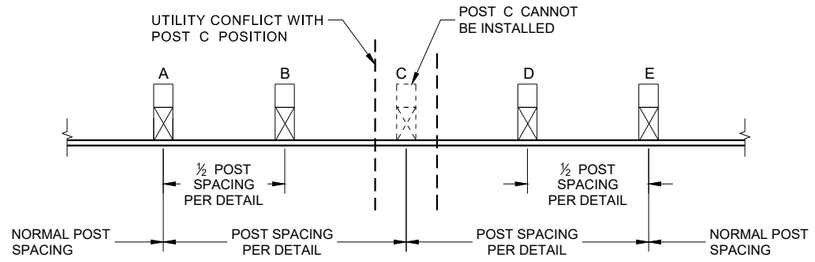
L	T (MIN.)
1 ¼"	1 ⅛"
2"	1 ¾"
10"	4"
14"	4 1⁄16"
18"	4"
21"	4 1⁄16"
25"	4"



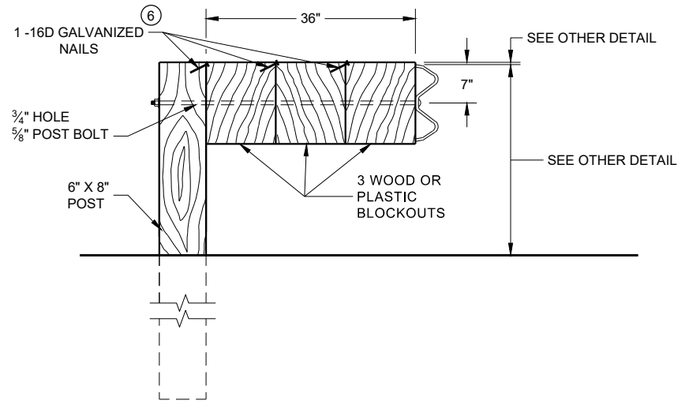
ALTERNATE BOLT HEAD



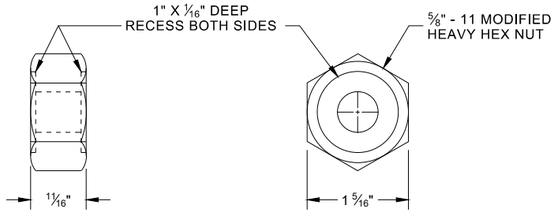
PLAN VIEW
BEAM LAPPING DETAIL



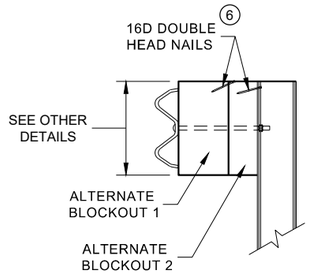
POST DRIVING FOR CONTINUOUS UNDERGROUND OBSTRUCTION



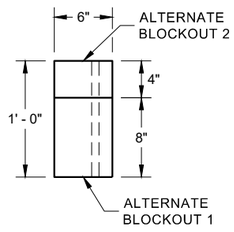
DETAIL FOR 36" BLOCKOUT DEPTH



POST BOLT, SPLICE BOLT AND RECESS NUT



SIDE VIEW



PLAN VIEW

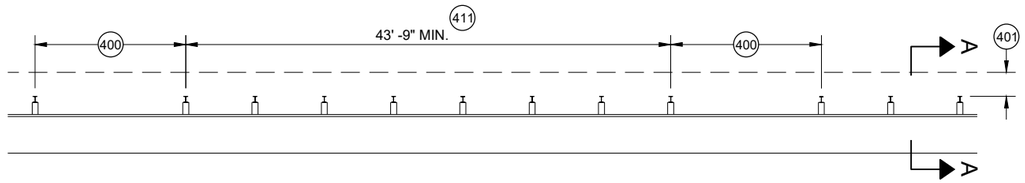
ALTERNATE WOOD BLOCKOUT DETAIL

NOTES: UNDER SPECIAL CIRCUMSTANCES, SUCH AS AVOIDING OBSTACLES THAT ARE NOT RELOCATED, IT IS ACCEPTABLE TO INSTALL ADDITIONAL BLOCKOUTS TO OBTAIN UP TO 36" DEPTH FOR ONE OR TWO POSTS IN A SECTION OF GUARDRAIL.

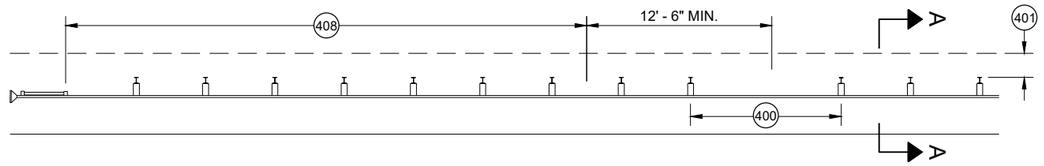
DO NOT USE 16" OR 36" BLOCKOUTS IF IT CAUSES THE POST TO BE DRIVEN BEYOND SHOULDER HINGE POINT OR CAUSES A FIXED OBJECT TO BE WITHIN THE DEFLECTION DISTANCE OF THE BARRIER.

(6) WHEN USING STEEL POST AD WOOD BLOCKOUTS, INSTALL FOUR 16D GALVANIZED NAILS. INSTALL NAILS AT THE BACK CORNERS OF THE BLOCK AND BEND THE NAILS OVER THE FLANGE OF THE STEEL POST.

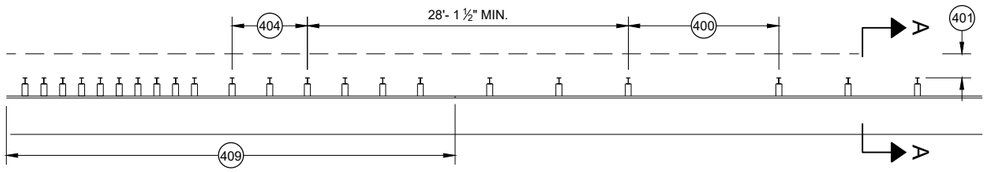
MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL



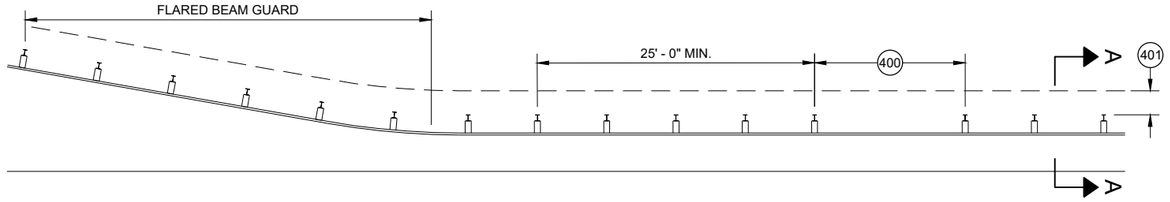
MISSING POST IN MGS GUARDRAIL



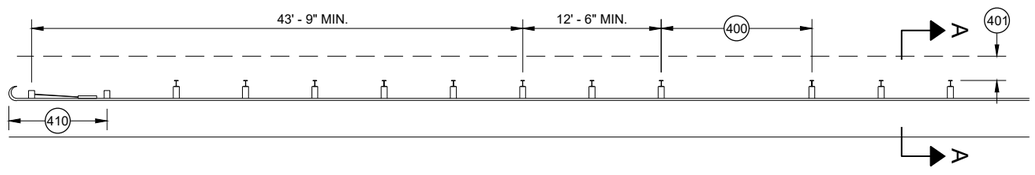
MISSING POST IN MGS GUARDRAIL NEAR EAT



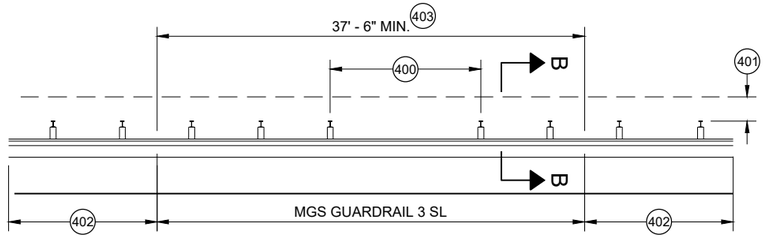
MISSING POST IN MGS GUARDRAIL NEAR AN APPROACH TRANSITION



MISSING POST IN MGS GUARDRAIL NEAR FLARED BEAM GUARD

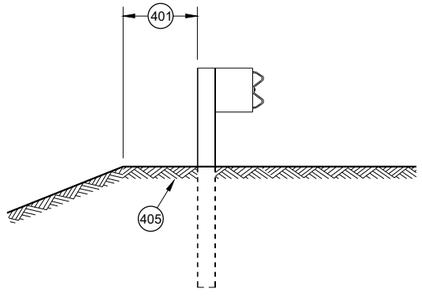


MISSING POST IN MGS GUARDRAIL NEAR A TYPE 2 END TERMINAL

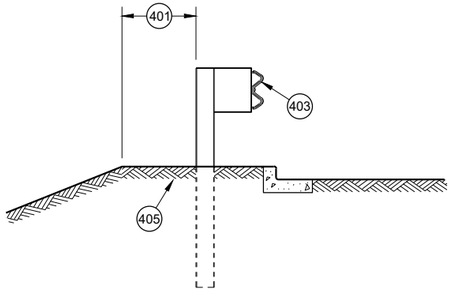


MISSING POST IN SHORT SPAN MGS GUARDRAIL NEAR CURB (SL) 407

(400) MAX SPAN 12' - 6"
(401) 2' MIN.
(402) MGS GUARDRAIL 3
(403) NESTING BEAM GUARD
(404) ASYMMETRIC TRANSITION
(405) SOIL WELL DRAINED AND COMPACTED
(406) SEE OTHER DRAWINGS IN THIS SDD
(407) SEE OTHER DRAWINGS FOR MIN. SPACING BETWEEN SPANS
(408) SEE SDD 14B44
(409) SEE SDD 14B45
(410) SEE SDD 14B47
(411) MINIMUM DISTANCE BETWEEN MISSING POST SPANS.



SECTION A - A 406



SECTION B - B 406

MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2021
DATE
/S/ Rodney Taylor
ROADWAY STANDARDS DEVE
UNIT SUPERVISOR

FHWA

6

SDD 14B42 - 07d

GENERAL NOTES

(A) THE SLOPE IN THE AREA BOUNDED BY THE GRADELINE, THE HINGE POINT LINE (HPL) AND THE CLEAR ZONE LIMITS (CZL) SHALL BE 4:1 OR FLATTER.

(B) AFTER FINAL ASSEMBLY, RECHECK CABLE TO BE SURE IT IS TAUT AND HAS NOT RELAXED

(C) DIFFERENT MANUFACTURERS REQUIRE DIFFERENT PERFORATED W - BEAM RAIL END PANELS. SEE MANUFACTURER'S INFORMATION.

(D) ATTACH ALUMINUM SHEET TO E.A.T. HEAD USING 4 STAINLESS STEEL SELF - TAPPING SCREWS. ONE SCREW PER CORNER.

(E) HARDWARE MAY VARY BETWEEN MANUFACTURER. SEE MANUFACTURER'S DRAWING FOR INFORMATION.

DIMENSIONS MAY VARY, MANUFACTURER'S INFORMATION.

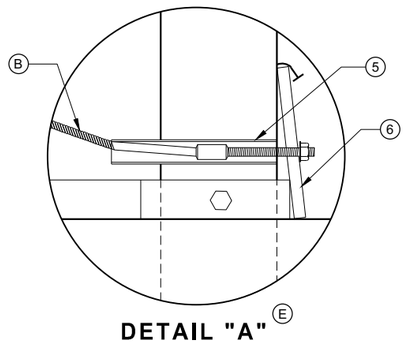
SEE SDD 14B42 FOR MORE INFORMATION.

* DO NOT ATTACH BLOCKOUTS TO POST 1 AND 2.

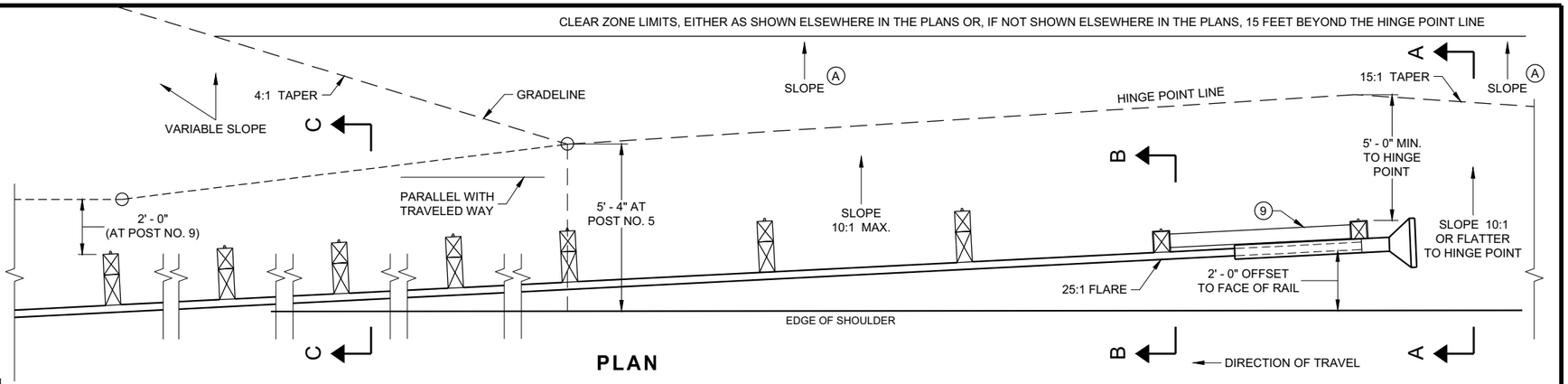
DO NOT INSTALL REFLECTORS ON THE FIRST 50 FEET OF THE APPROACH END OF THE ENERGY ABSORBING TERMINAL.

SEE MANUFACTURER'S DRAWING FOR SPLICE LOCATION, HARDWARE DIMENSIONS AND INSTALLATION INSTRUCTIONS.

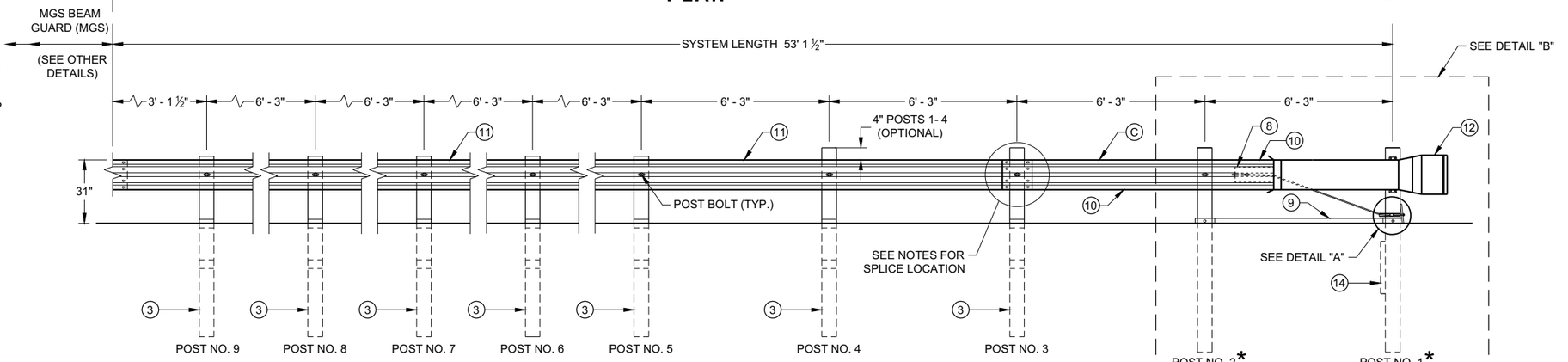
THE CENTER OF THE UPPER 3 ½" DIAMETER HOLE ON POST NUMBER 3 THROUGH POST 9 IS TO BE FLUSH WITH THE GROUND LINE UP TO A MAXIMUM OF 2" ABOVE GROUND LINE. WOOD BLOCKS ON POSTS NUMBERED 3 THROUGH 9 MAY BE ADJUSTED UP TO 3" ABOVE THE TOP OF POST.



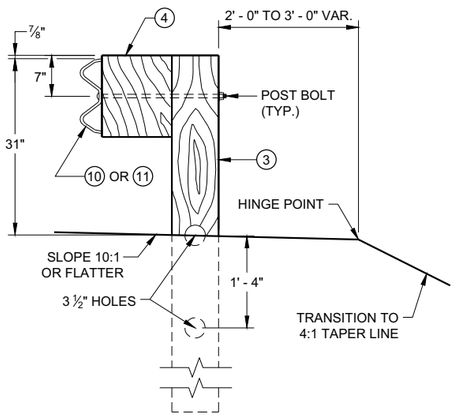
DETAIL "A" (E)



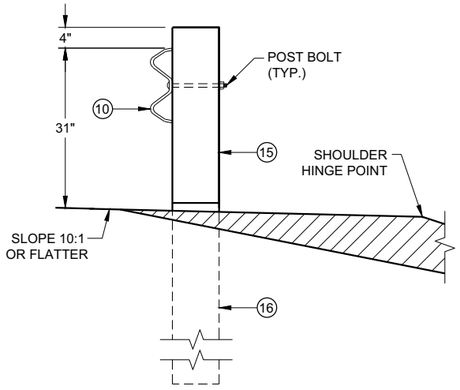
PLAN



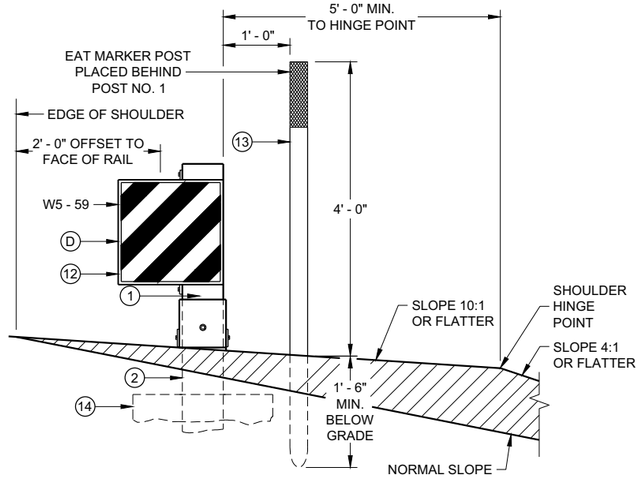
ELEVATION



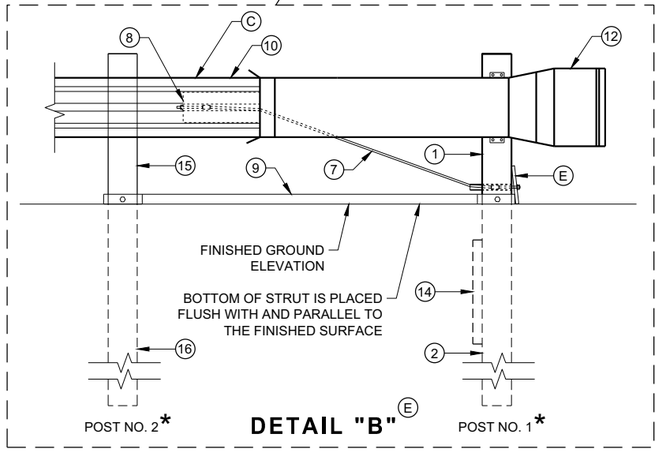
SECTION C - C
TYPICAL AT POST NOS. 3 - 9



SECTION B - B
TYPICAL AT POST NO. 2*



SECTION A - A
TYPICAL AT POST NO. 1*



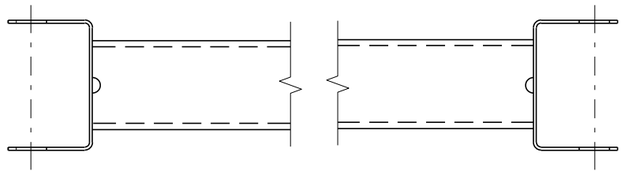
DETAIL "B" (E)

MIDWEST GUARDRAIL SYSTEM
ENERGY ABSORBING TERMINAL (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

SDD 14B44 - 04a

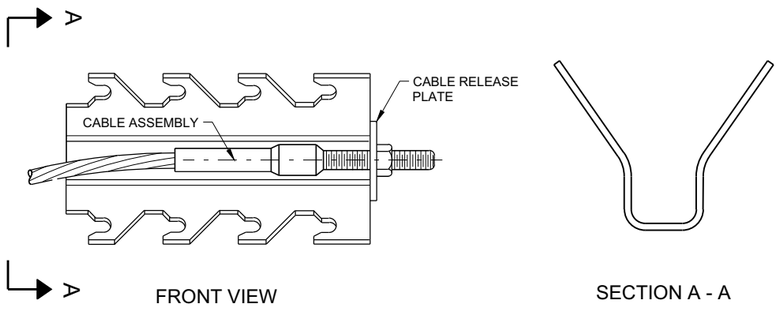
SDD 14B44 - 04a



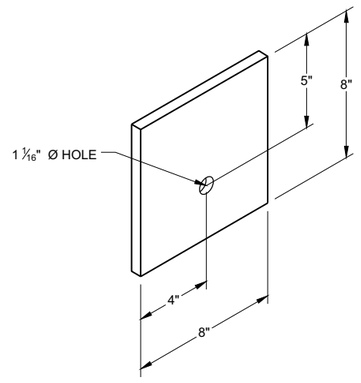
GENERIC GROUND STRUT (9) (E)

BILL OF MATERIALS

PART NO.	DESCRIPTION MATERIALS PROVIDED BY MGS EAT MANUFACTURER. SEE MANUGACTURER'S DETAILS FOR MORE INFORMATION.
(1)	UPPER POST NO. 1 6" X 6" TUBE
(2)	LOWER POST NO. 1
(3)	WOOD CRT
(4)	WOOD BLOCKOUT
(5)	PIPE SLEEVE
(6)	BEARING PLATE
(7)	BCT CABLE ASSEMBLY
(8)	ANCHOR CABLE BOX
(9)	GROUND STRUT
(10)	PERFORATED W-BEAM RAIL END PANEL, 12'-6" LONG.
(11)	STANDARD W-BEAM RAIL. MULTIPLE SECTIONS REQUIRED. SECTIONS VARY IN LENGTH.
(12)	IMPACT HEAD
(13)	EAT MARKER POST - YELLOW (SEE APPROVED PRODUCTS LIST)
(14)	SOIL PLATE
(15)	UPPER POST NO. 2
(16)	LOWER POST NO. 2



GENERIC ANCHOR CABLE BOX (9) (E)



BEARING PLATE (6) (E)

6

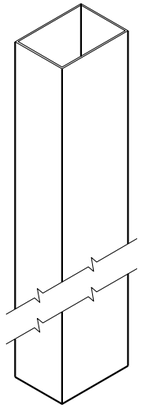
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SDD 14B44 - 04b

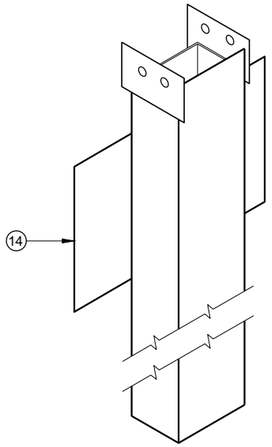
SDD 14B44 - 04b

MIDWEST GUARDRAIL SYSTEM
ENERGY ABSORBING TERMINAL
(MGS)

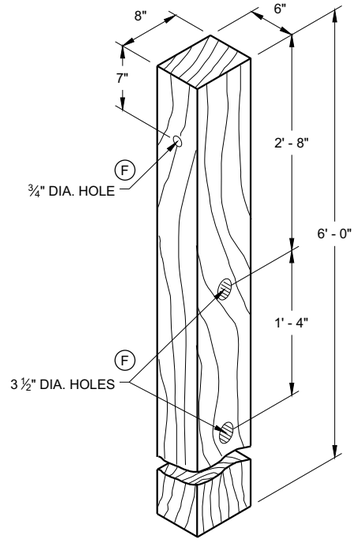
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTA



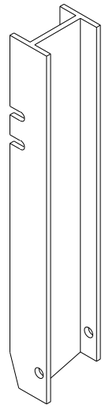
UPPER POST NO. 1 (1) (E)



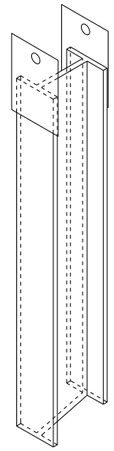
LOWER POST NO. 1 (2) (E)



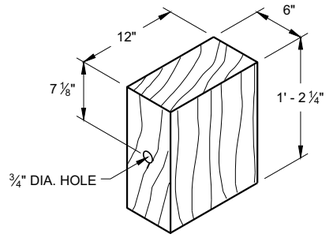
WOOD CRT POST (3) (E)
POSTS NUMBER 3-9



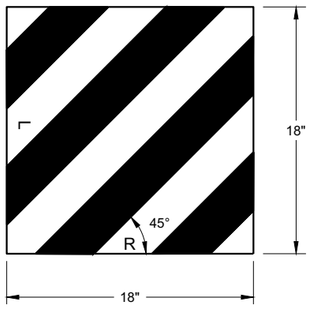
UPPER POST NO. 2 (15) (E)



LOWER POST NO. 2 (16) (E)

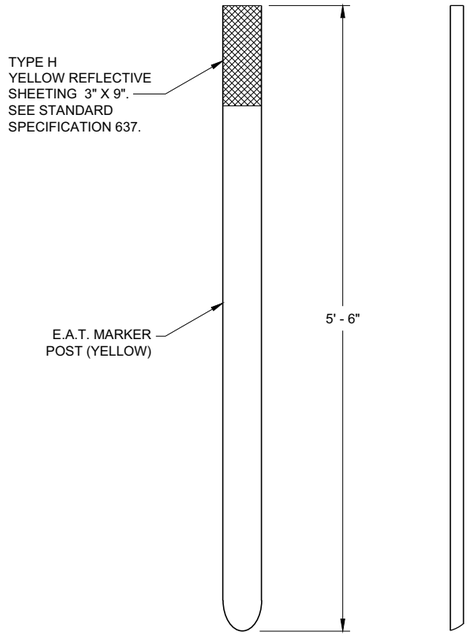


WOOD BLOCKOUT (4)
REQ'D. AT ALL POSTS EXCEPT POST NO'S 1 & 2



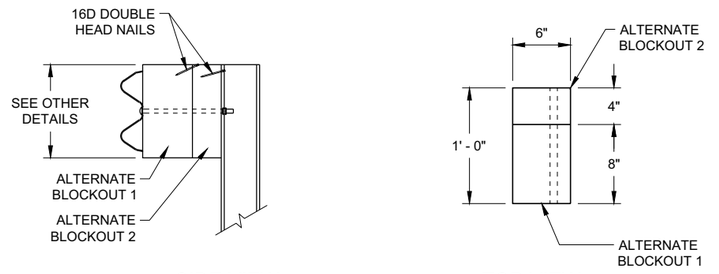
W5 - 59

REFLECTIVE SHEETING DETAIL (E)



FRONT VIEW SIDE VIEW

E.A.T. MARKER POST (13)



SIDE VIEW TOP VIEW

ALTERNATE WOOD BLOCKOUT DETAIL

MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)

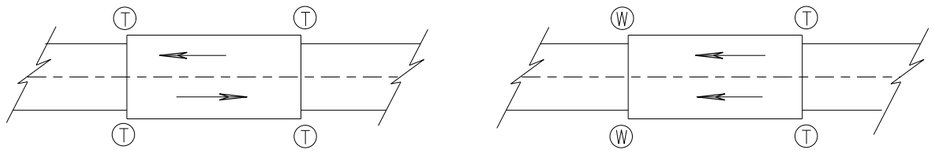
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
7/2018 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS DEVE UNIT SUPERVISOR

FHWA

6

SDD 14B44 - 04c



TWO WAY TRAFFIC

ONE WAY TRAFFIC

(T) THRIE BEAM CONNECTION

(W) W-BEAM CONNECTION WHEN REQUIRED

TYPICAL LOCATIONS OF THRIE BEAM AND W-BEAM CONNECTIONS TO BRIDGE

GENERAL NOTES

IF ROCK IS ENCOUNTERED, REMOVE ROCK TO FULL DEPTH OF POST PLUS 2½", AND 12" DIAMETER AROUND POST. SEE 14B42 FOR MORE DETAILS.

TRANSITION USES STEEL POSTS ONLY.

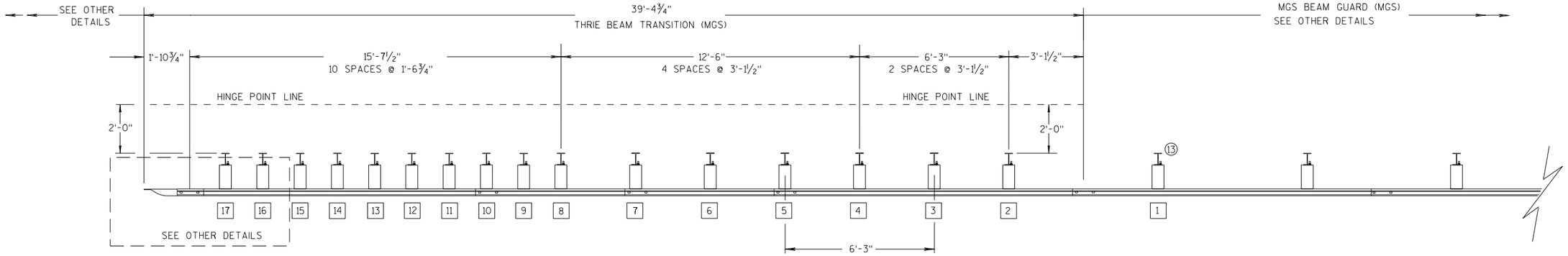
SEE STANDARD DETAIL DRAWING 14 B 42 FOR MORE INFORMATION.

POST 2 THROUGH 17 USES STEEL POST ONLY

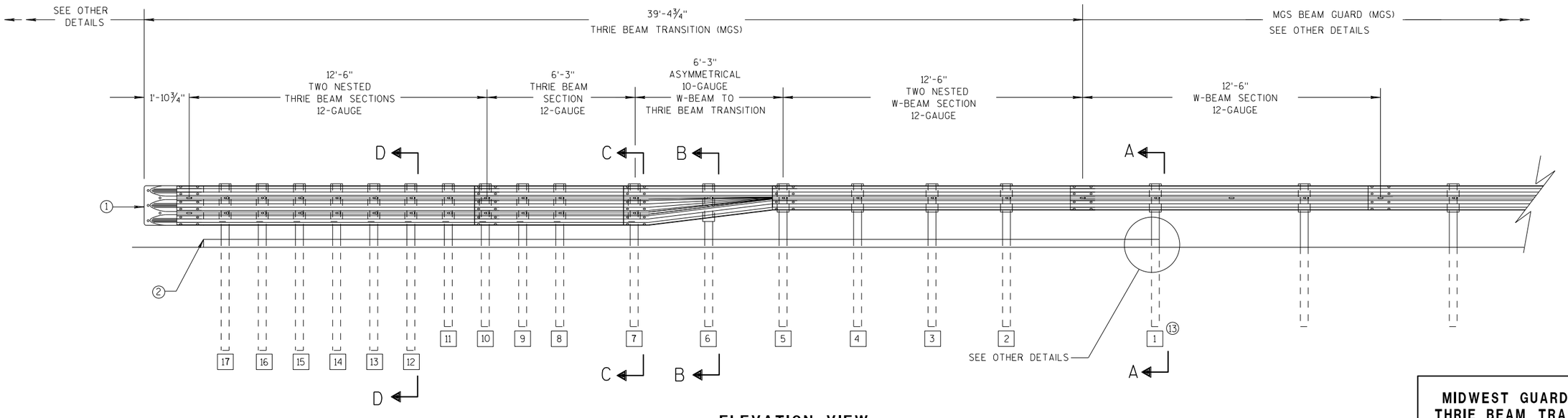
(1) BRIDGE RAILING TYPE "W" DOES NOT REQUIRE A TERMINAL CONNECTOR.

(2) OPTIONAL CURB AND GUTTER OR DRAINAGE FEATURE SEE PLAN FOR INFORMATION.

(13) STEEL OR WOOD POST IS ACCEPTABLE AT POST 1. SEE SDD14B42



PLAN VIEW



ELEVATION VIEW

MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

6

S.D.D. 14 B 45-5a

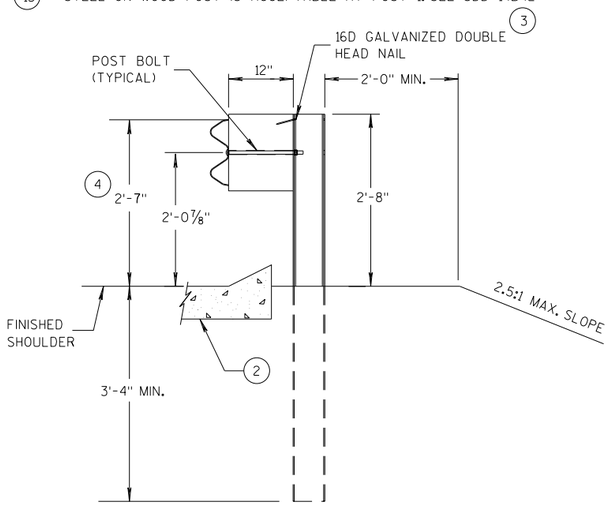
GENERAL NOTES

(2) OPTIONAL CURB AND GUTTER OR DRAINAGE FEATURE SEE PLAN FOR INFORMATION.

(3) WHEN USING STEEL POSTS AND WOOD BLOCKOUTS INSTALL FOUR 10D GALVANIZED NAILS. INSTALL NAILS AT THE BACK CORNERS OF THE BLOCK AND BEND THE NAILS OVER THE FLANGE OF THE STEEL POST.

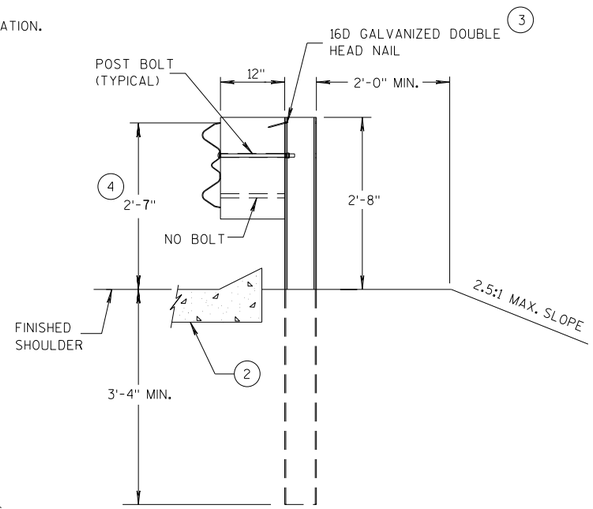
(4) TOLERANCE FOR TOP OF W-BEAM RAIL IS ± 1".

(13) STEEL OR WOOD POST IS ACCEPTABLE AT POST 1. SEE SDD 14B42



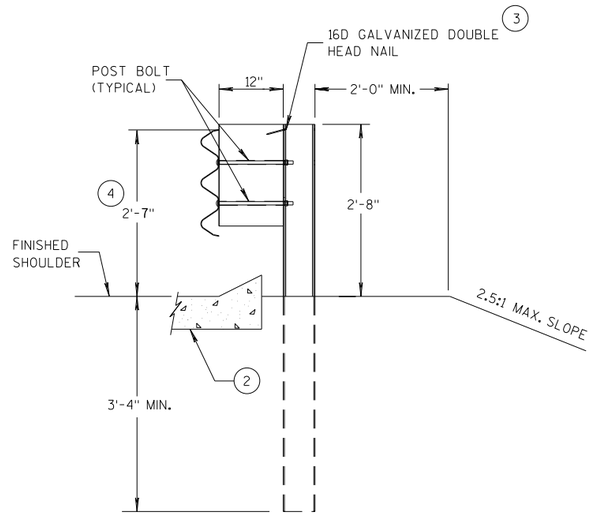
SECTION A-A (13)

POSTS 1-5



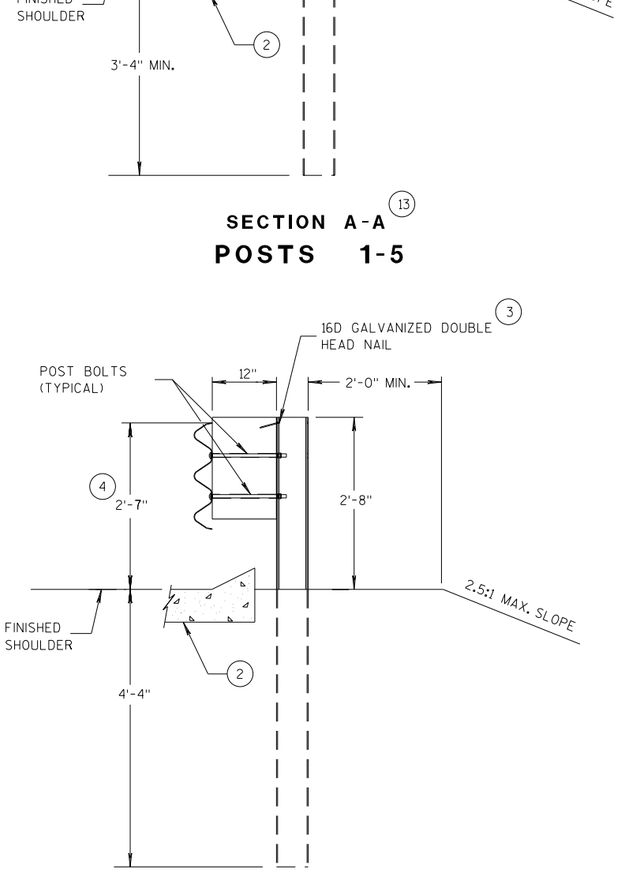
SECTION B-B

POST 6



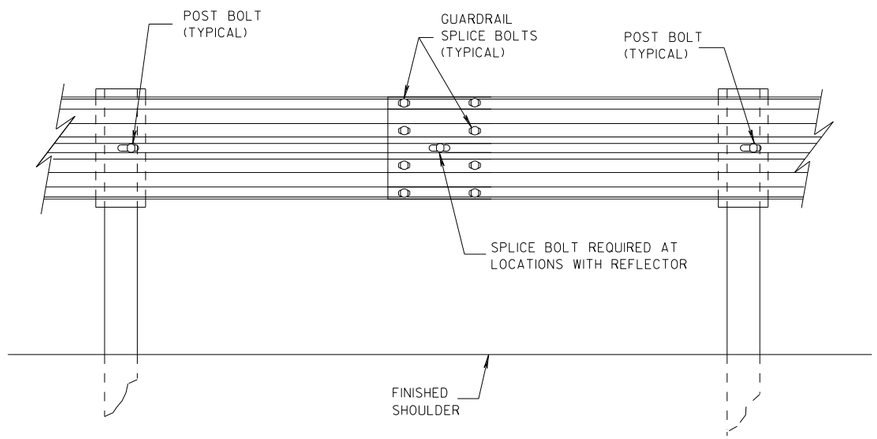
SECTION C-C

POSTS 7-11



SECTION D-D

POSTS 12-17



SPLICE DETAIL

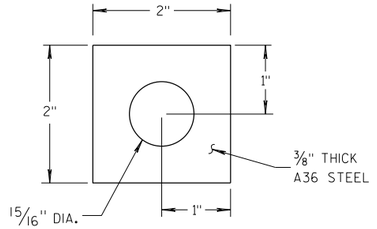
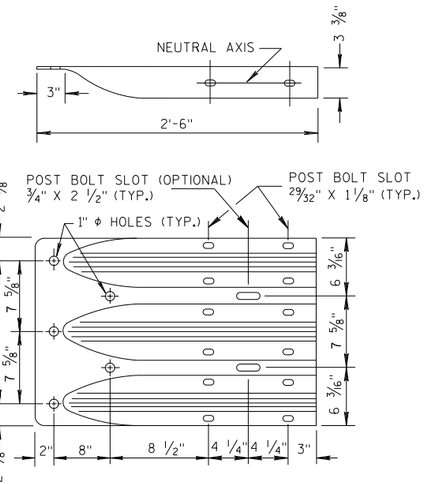
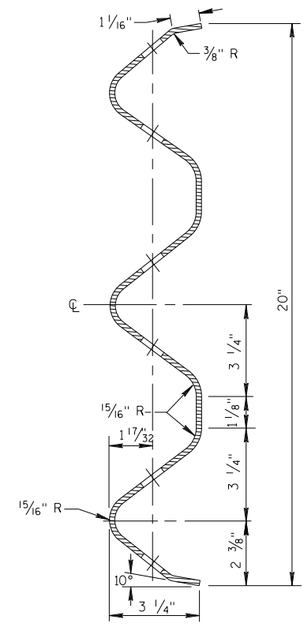


PLATE WASHER DETAIL



THRIE BEAM TERMINAL CONNECTOR



SECTION THRU THRIE BEAM RAIL ELEMENT

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

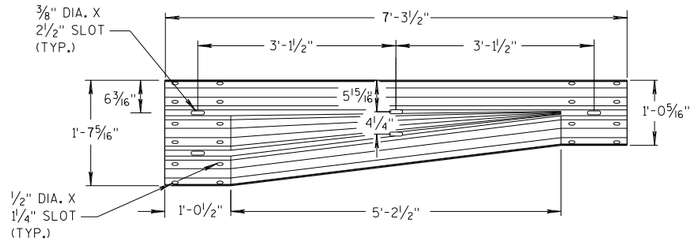
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR 190

6

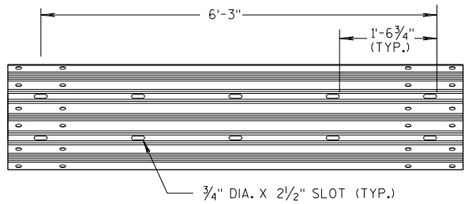
S.D.D. 14 B 45-5b

6

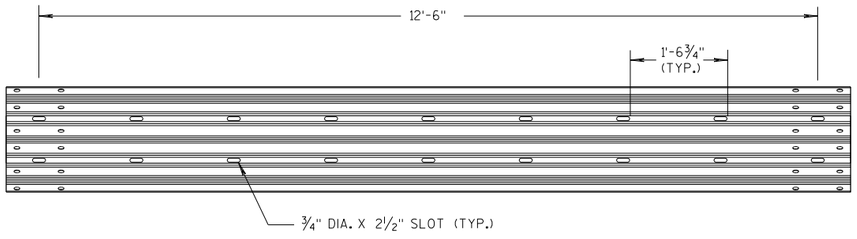
S.D.D. 14 B 45-5b



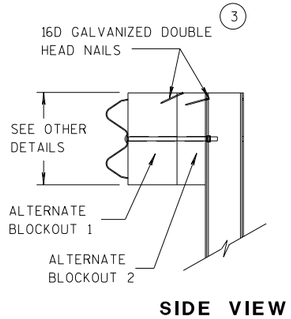
W-BEAM TO THRIE BEAM TRANSITION SECTION



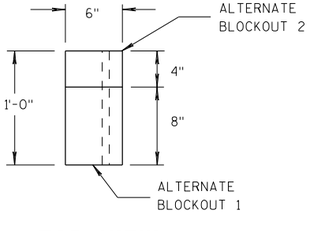
6'-3" THRIE BEAM SECTION



12'-6" THRIE BEAM SECTION

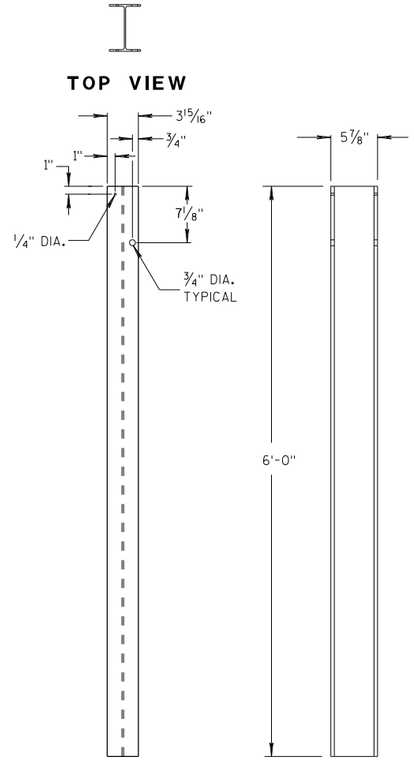


SIDE VIEW



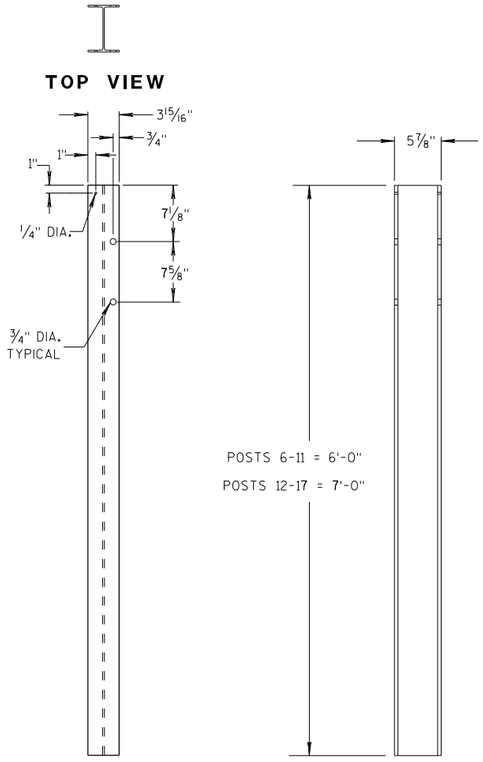
TOP VIEW

ALTERNATE WOOD BLOCKOUT DETAIL



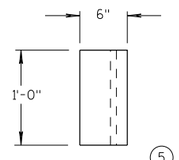
FRONT VIEW SIDE VIEW

STEEL POSTS 1-5 (13)

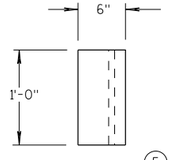


FRONT VIEW SIDE VIEW

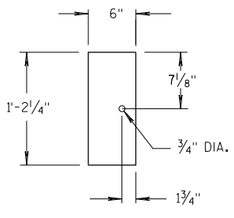
STEEL POSTS 6-17



TOP VIEW (5)

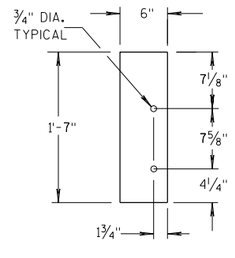


TOP VIEW (5)



FRONT VIEW

BLOCKOUT POSTS 1-5



FRONT VIEW

BLOCKOUT POSTS 6-17

GENERAL NOTES

STEEL POSTS ARE W6X9 OR W6X8.5.

BOLT HOLES FOR POST ARE ON FRONT AND OF SIDE OF POST.

(3) WHEN USING STEEL POSTS AND WOOD BLOCKOUTS INSTALL FOUR 16D GALVANIZED NAILS. INSTALL NAILS AT THE BACK CORNERS OF THE BLOCK AND BEND THE NAILS OVER THE FLANGE OF THE STEEL POST.

(5) WOOD BLOCKS MAY BE CONSTRUCTED OUT OF 2 WOOD BLOCKS. SEE ALTERNATE WOOD BLOCK DETAIL.

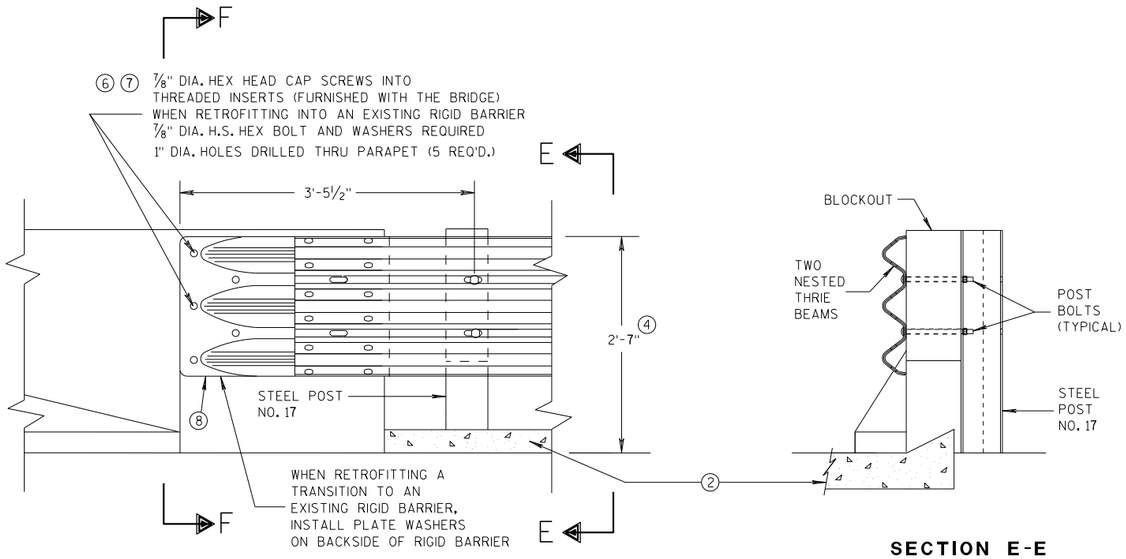
(13) STEEL OR WOOD POST IS ACCEPTABLE AT POST 1. SEE SDD 14B42.

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

6

S.D.D. 14 B 45-5c



FRONT VIEW

SECTION E-E

THRIE BEAM CONNECTION TO BRIDGE PARAPET WITH SQUARE ENDS

GENERAL NOTES

THESE ARE TYPICAL CONNECTION DETAILS. ADJUST THE POSTION OF CONNECTIONS TO EXISTING BRIDGES TO FIT THE ACTUAL BRIDGE AND SITE DIMENSIONS.

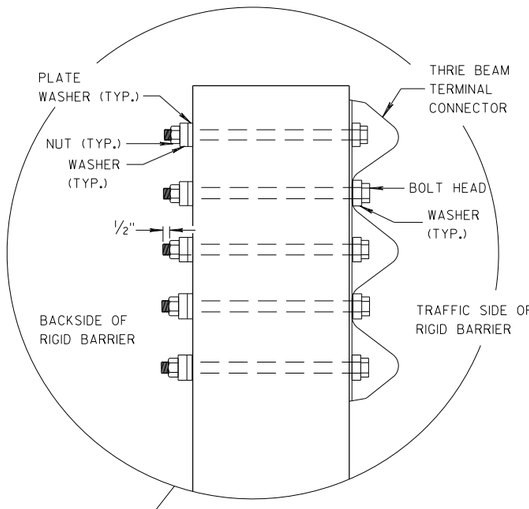
② OPTIONAL CURB AND GUTTER OR DRAINAGE FEATURE SEE PLAN FOR INFORMATION.

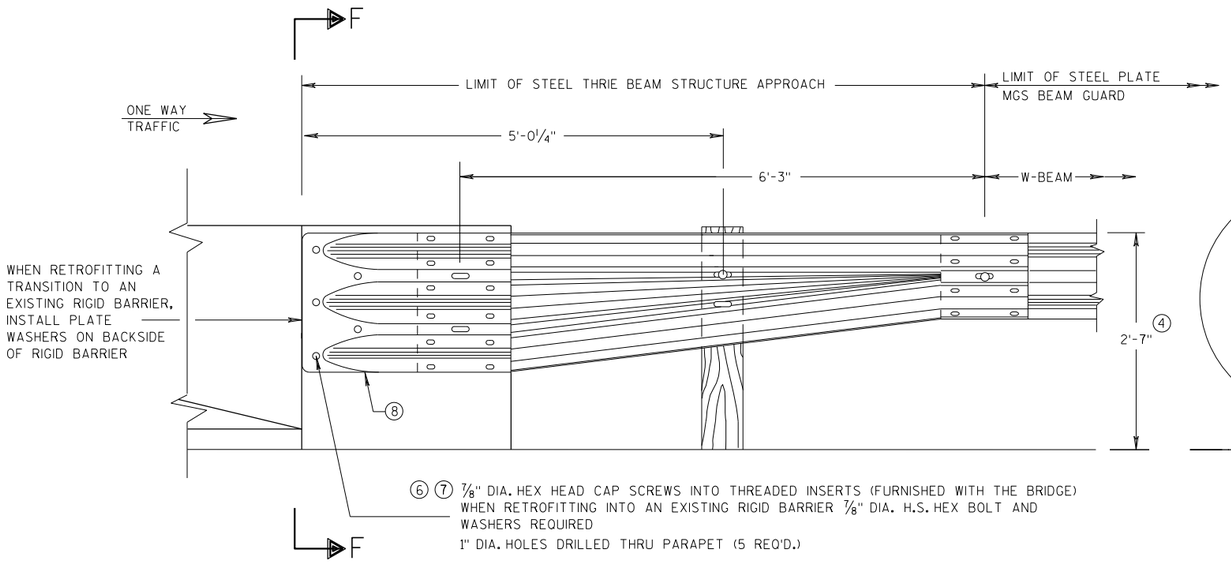
④ TOLERANCE FOR TOP OF BEAM IS ± 1".

⑥ DRILLING BOLT HOLES THROUGH THE PARAPET, BOLTS, NUTS, WASHERS AND REPAIRING DAMAGED CONCRETE ARE INCIDENTAL TO THE CONTRACT.

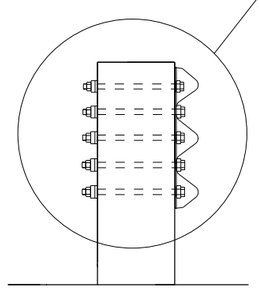
⑦ BOLTS MAY BE A325 BOLTS OR A449 BOLTS. BOLT LENGTH AND THREADING LENGTH ARE TO ALLOW FOR A TIGHT CONNECTION BETWEEN RIGID BARRIER AND THRIE BEAM CONNECTION PLATE. CONTRACTOR IS TO FIELD VERIFY BOLT LENGTH AND THREAD LENGTH. ONE ROUND WASHER REQUIRED BETWEEN BOLT HEAD AND THRIE BEAM CONNECTOR PLATE. BOLTS THAT EXTEND THROUGH THE PARAPET AND OUT THE BACK FACE REQUIRE A HARDENED ROUND STEEL WASHER THAT IS 2" O.D. X 5/32" THICK AND ONE PLATE WASHER. REPAIR ANY DAMAGED CONCRETE FROM BOLT INSTALLATION.

⑧ THE RECESS FOR A W-BEAM CONNECTION, WHICH EXISTS ON SOME PARAPETS OF THIS TYPE, SHALL BE FILLED WITH A TREATED TIMBER BLOCKOUT. BLOCKOUT SIZE IS 1'-6" X 2'-0" X 3 1/2".

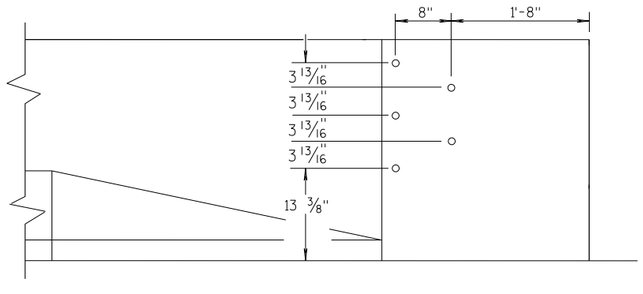




FRONT VIEW



SECTION F-F



DRILL HOLE LOCATION

W BEAM TRANSITION AND CONNECTION TO BRIDGE PARAPETS WITH SQUARE ENDS

(USE ONLY ON THE TRAFFIC EXIT END OF ONE WAY BRIDGES)

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
07/2018 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS D UNIT SUPERVIS NT
FHWA

6

S.D.D. 14 B 45-5d

GENERAL NOTES

THESE ARE TYPICAL CONNECTION DETAILS. ADJUST THE POSTION OF CONNECTIONS TO EXISTING BRIDGES TO FIT THE ACTUAL BRIDGE AND SITE DIMENSIONS.

(2) OPTIONAL CURB AND GUTTER OR DRAINAGE FEATURE SEE PLAN FOR INFORMATION.

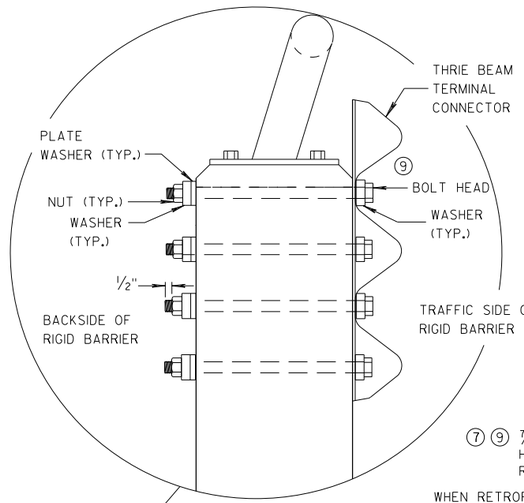
(4) TOLERANCE FOR TOP OF BEAM IS ± 1".

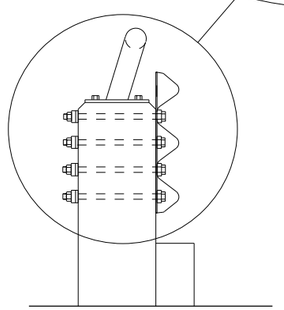
(6) DRILLING BOLT HOLES THROUGH THE PARAPET, BOLTS, NUTS, WASHERS AND REPAIRING DAMAGED CONCRETE ARE INCIDENTAL TO THE CONTRACT.

(7) BOLTS MAY BE A325 BOLTS OR A449 BOLTS. BOLT LENGTH AND THREADING LENGTH ARE TO ALLOW FOR A TIGHT CONNECTION BETWEEN RIGID BARRIER AND THRIE BEAM CONNECTION PLATE. CONTRACTOR IS TO FIELD VERIFY BOLT LENGTH AND THREAD LENGTH. ONE ROUND WASHER REQUIRED BETWEEN BOLT HEAD AND THRIE BEAM CONNECTOR PLATE. BOLTS THAT EXTEND THROUGH THE PARAPET AND OUT THE BACK FACE REQUIRE A HARDENED ROUND STEEL WASHER THAT IS 2" O.D. X 5/32" THICK AND ONE PLATE WASHER. REPAIR ANY DAMAGED CONCRETE FROM BOLT INSTALLATION.

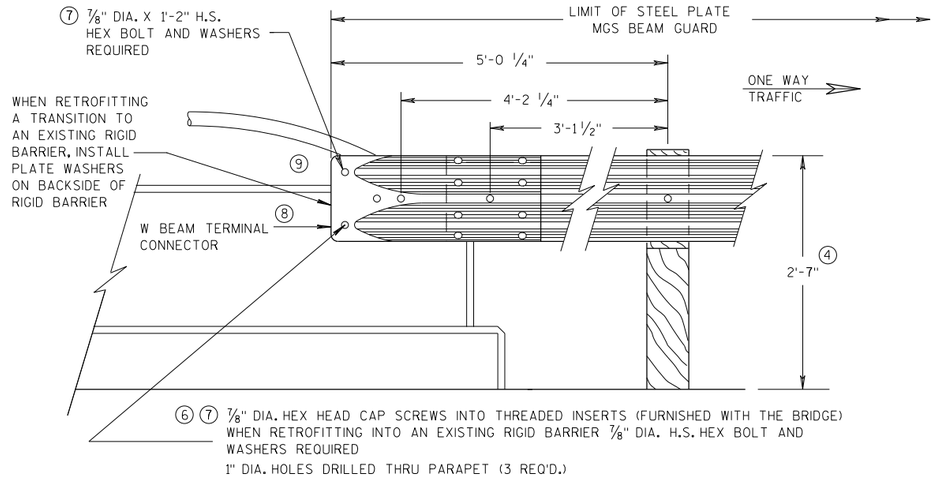
(8) THE RECESS FOR A W-BEAM CONNECTION, WHICH EXISTS ON SOME PARAPETS OF THIS TYPE, SHALL BE FILLED WITH A TREATED TIMBER BLOCKOUT. BLOCKOUT SIZE IS 1'-6" X 2'-0" X 3 ½".

(9) BOLT, NUT AND WASHERS NOT REQUIRED FOR THIS LOCATION WHEN RETROFITTING AN EXISTING PAPAPET AND THE HOLE IS EITHER ABOVE PARAPET OR WITHIN 4 INCHES OF THE EDGE OF PARAPET.





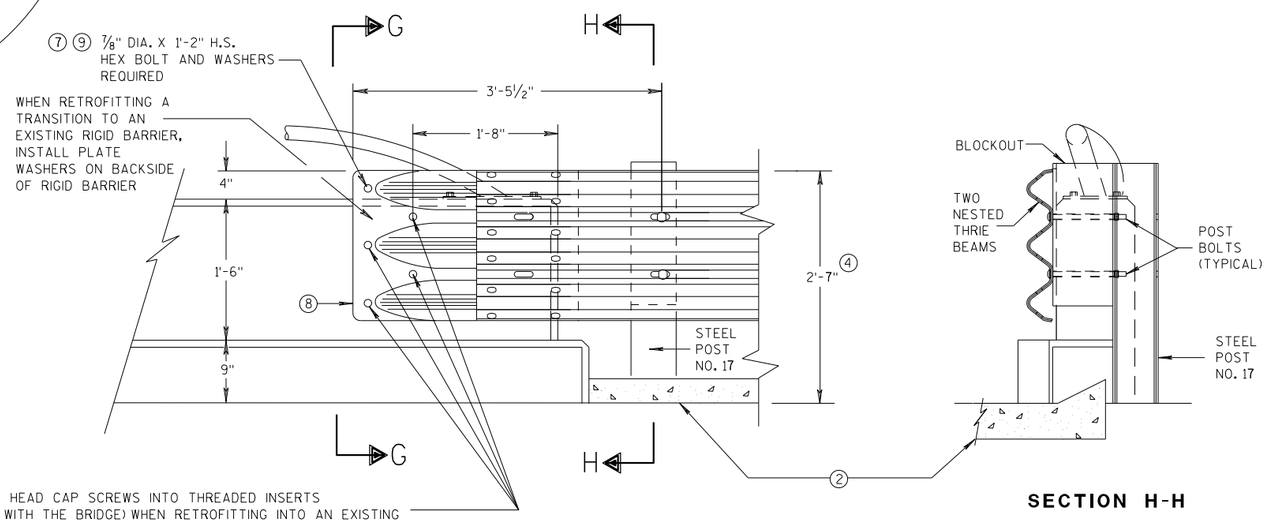
SECTION G-G



FRONT VIEW

W BEAM CONNECTION TO VERTICAL FACE PARAPET

(USE ONLY ON THE TRAFFIC EXIT END OF ONE WAY BRIDGES)



FRONT VIEW

SECTION H-H

THRIE BEAM CONNECTION TO VERTICAL FACED PARAPETS

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

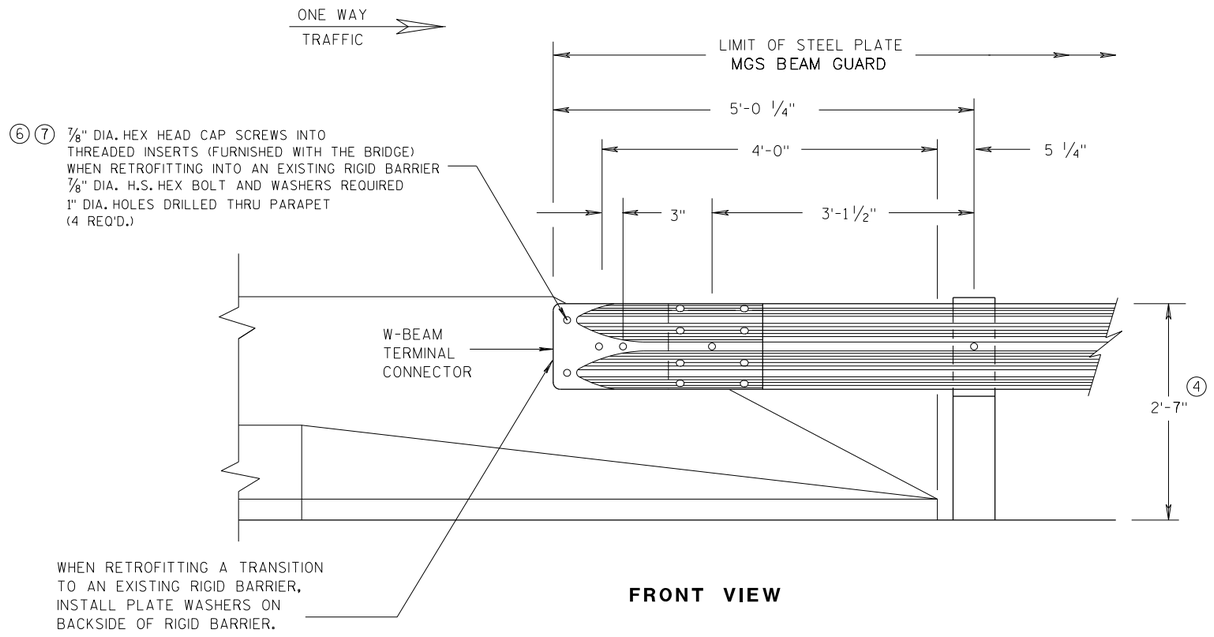
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FRONT VIEW

W BEAM CONNECTION TO PARAPETS WITH SLOPED ENDS

(USE ONLY AT TRAFFIC EXIT END OF ONE WAY BRIDGE)

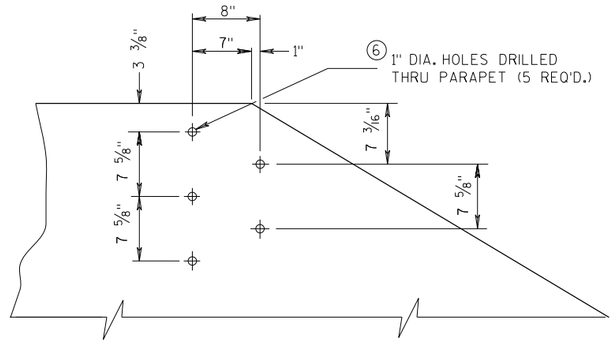
GENERAL NOTES

② OPTIONAL CURB AND GUTTER OR DRAINAGE FEATURE SEE PLAN FOR INFORMATION.

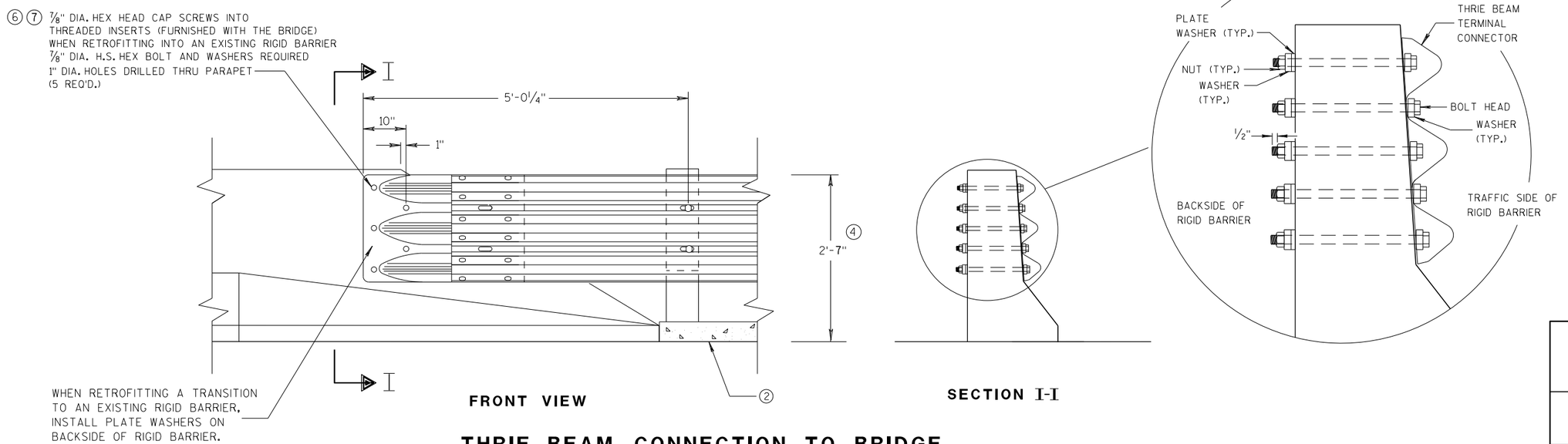
④ TOLERANCE FOR TOP OF BEAM IS ± 1".

⑥ DRILLING BOLT HOLES THROUGH THE PARAPET, BOLTS, NUTS, WASHERS AND REPAIRING DAMAGED CONCRETE ARE INCIDENTAL TO THE CONTRACT.

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DRILL HOLE LOCATION AND PATTERN FOR THRIE BEAM CONNECTION



FRONT VIEW

SECTION I-I

THRIE BEAM CONNECTION TO BRIDGE PARAPETS WITH SLOPED ENDS

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

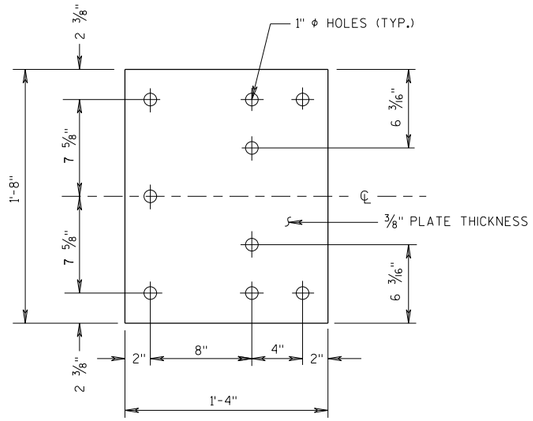
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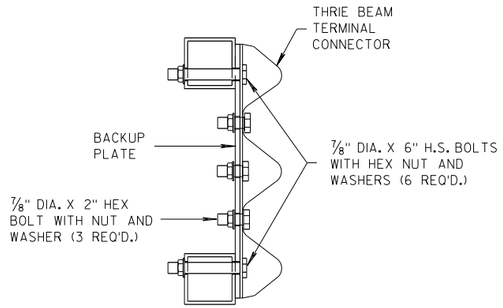
S.D.D. 14 B 45-5f

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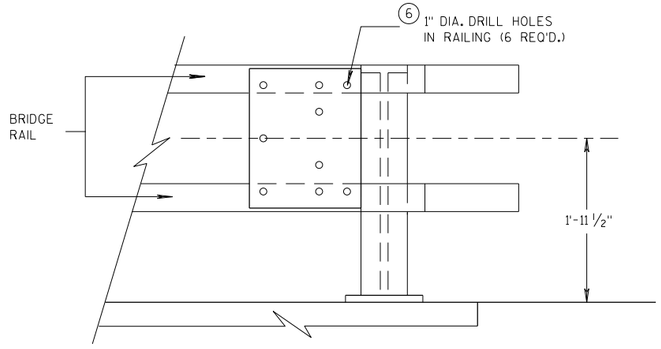
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BACK-UP PLATE DETAIL



SECTION J-J

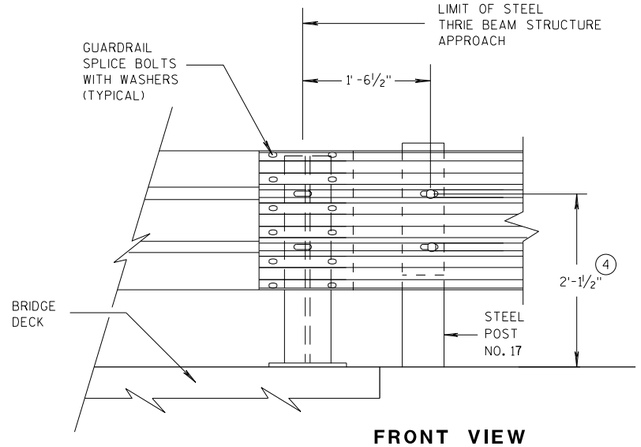


BACK-UP PLATE MOUNTING ONTO BRIDGE RAILING

GENERAL NOTES

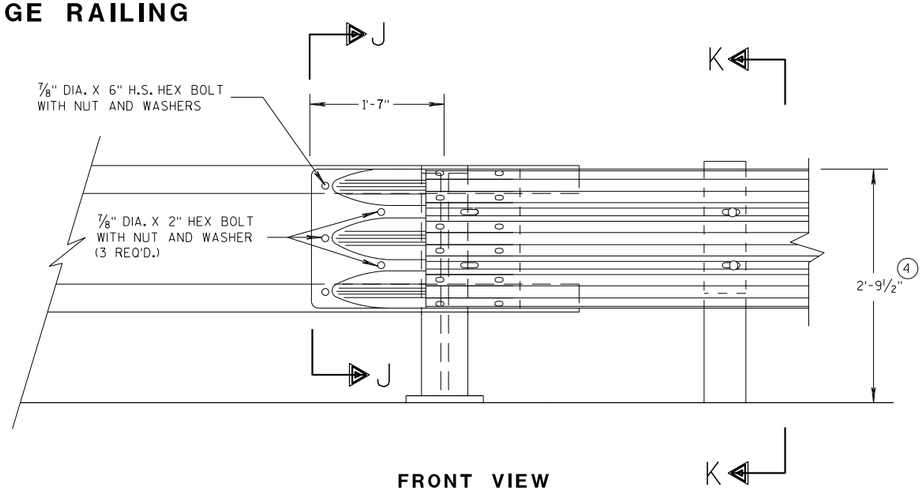
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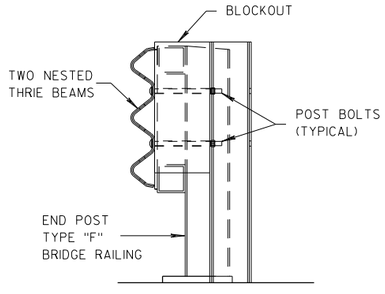


FRONT VIEW

THRIE BEAM CONNECTION TO STEEL RAILING TYPE "W"



FRONT VIEW



SECTION K-K

THRIE BEAM CONNECTION TO TUBULAR RAILING TYPE "F"

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

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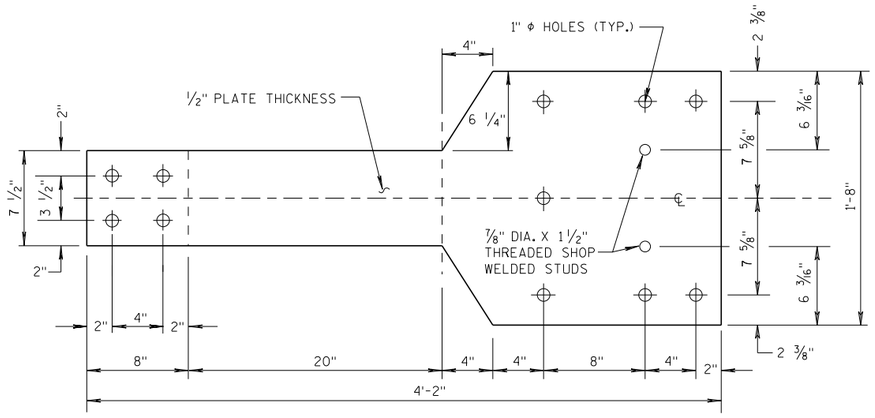
S.D.D. 14 B 45-5g

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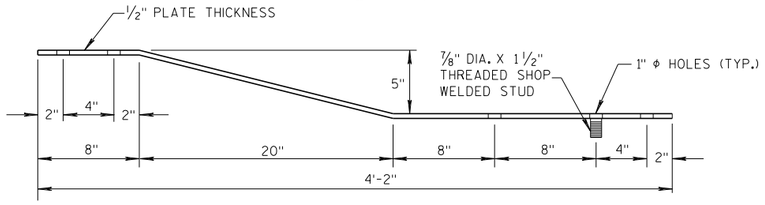
S.D.D. 14 B 45-5g

GENERAL NOTES

(4) TOLERANCE FOR TOP OF W-BEAM RAIL IS ± 1".

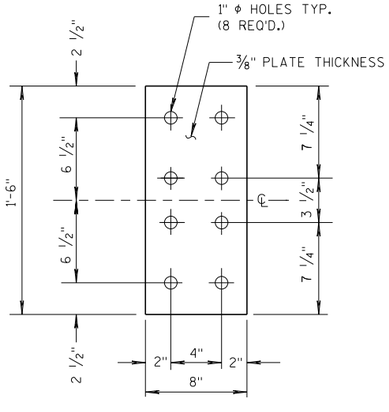


FRONT VIEW



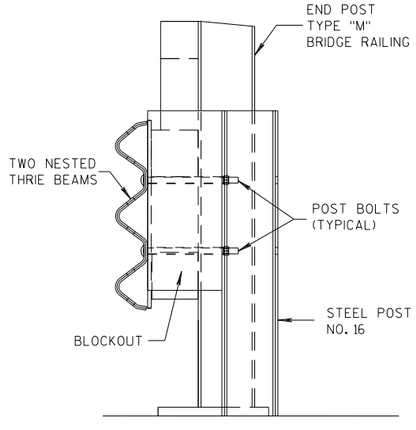
PLAN VIEW

BACK-UP PLATE DETAIL, TYPE "M"

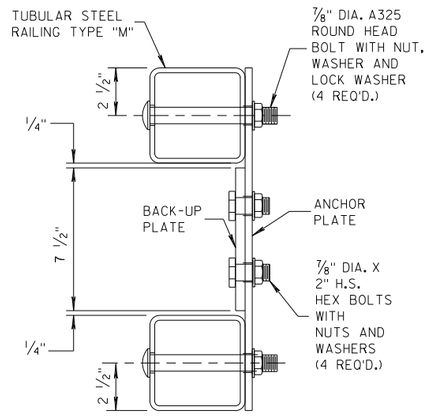


FRONT VIEW

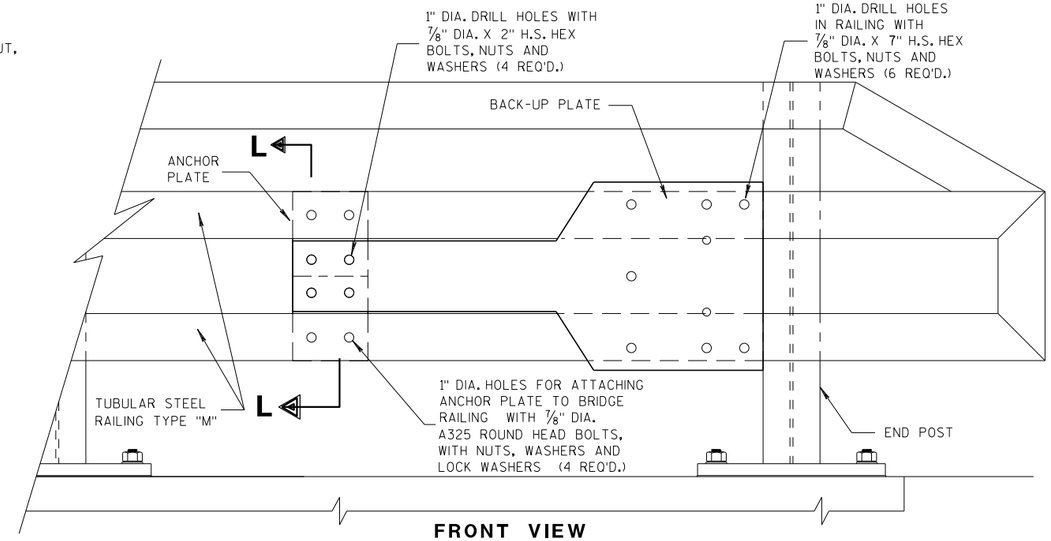
ANCHOR PLATE DETAIL, TYPE "M"



SECTION M-M

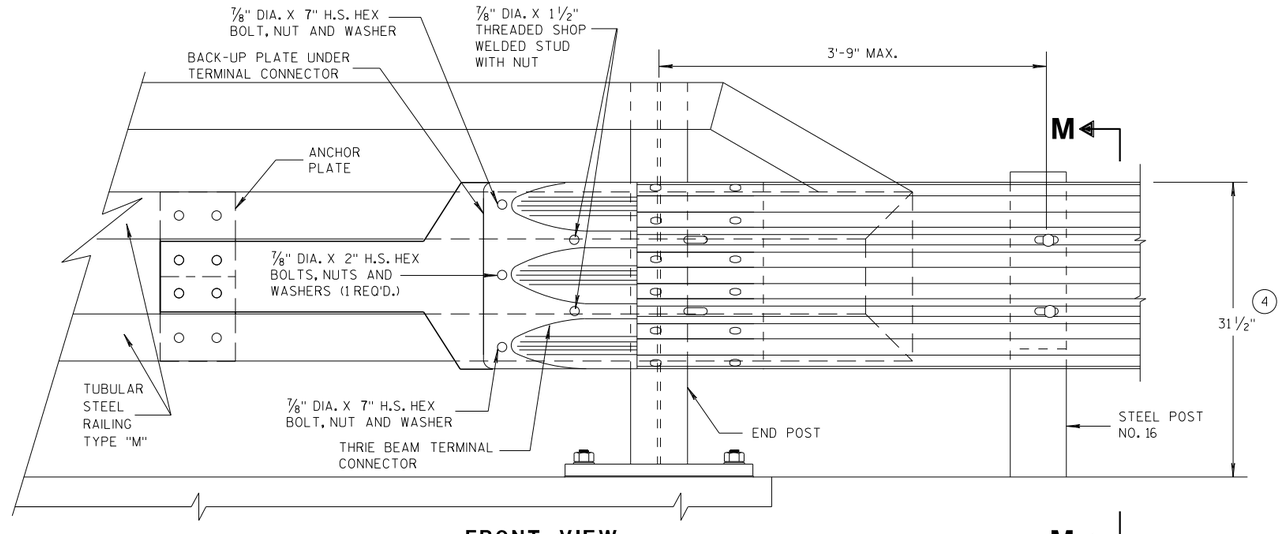


SECTION L-L

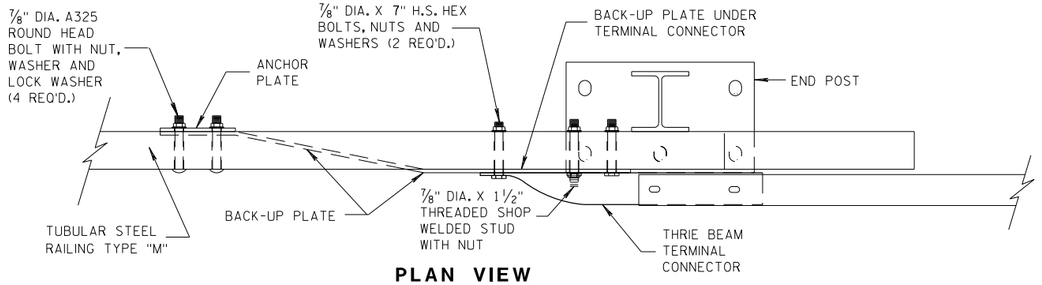


FRONT VIEW

ANCHOR AND BACK-UP PLATE MOUNTING TO BRIDGE RAILING, TYPE "M"



FRONT VIEW



PLAN VIEW

THRIE BEAM CONNECTION TO TUBULAR RAILING, TYPE "M"

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

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GENERAL NOTES

COVER PLATE PANELS ARE 3/16" THICK.

ALL STIFFENERS ARE 1/4" THICK.

CONNECTOR PLATE SHALL BE FABRICATED FROM ASTM GRADE A36 STEEL AND GALVANIZED.

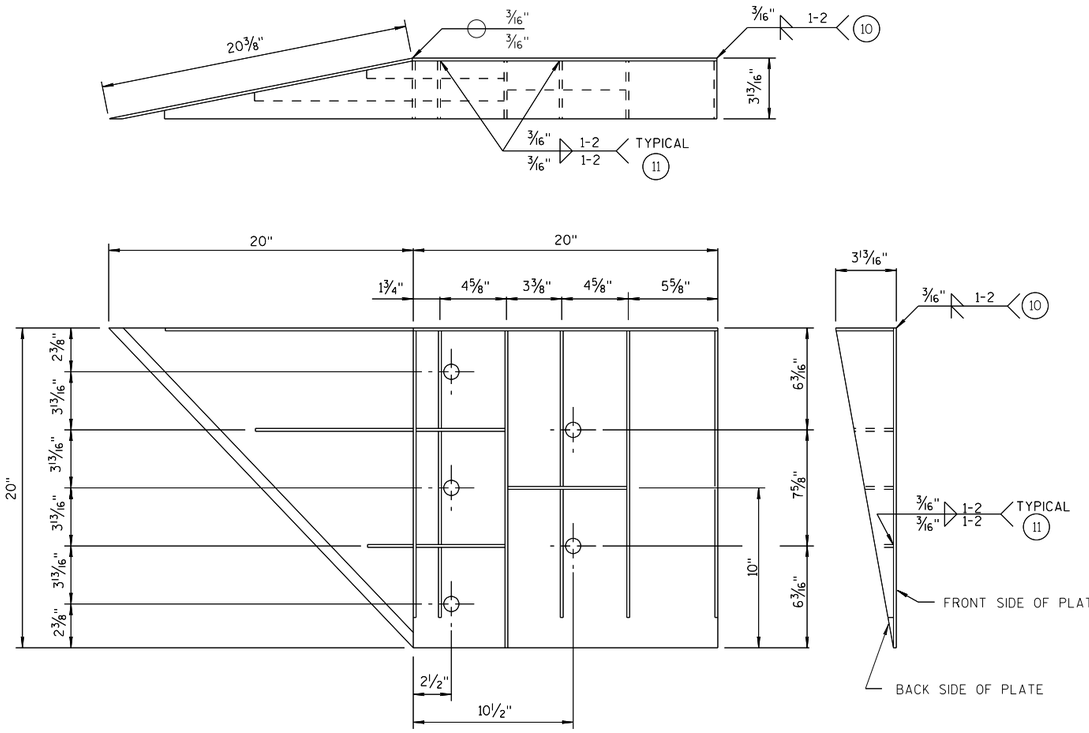
FOR GALVANIZED REQUIREMENTS, SEE SECTION 614 OF THE STANDARD SPECIFICATIONS.

ALL HOLE DIAMETERS SHALL BE 1".

FOR OPPOSITE SIDE INSTALLATION MIRROR DRAWINGS.

(10) STIFFENERS LOCATED AT THE OUTSIDE EDGES OF THE COVER PLATES SHALL BE WELDED AS FOLLOWS:
SINGLE BEVEL GROOVE WELD ON EXTERNAL SIDES AND 3/16" FILLET WELD BY 1" LONG SPACED AT 2" ON INTERNAL SIDES.

(11) STIFFENERS LOCATED ON THE INSIDE OF THE COVER PLATE SHALL BE WELDED AS FOLLOWS:
3/16" FILLET WELD BY 1" LONG SPACED AT 2".



WELDING INSTRUCTION

(VIEWED FROM BACK SIDE OF PLATE)

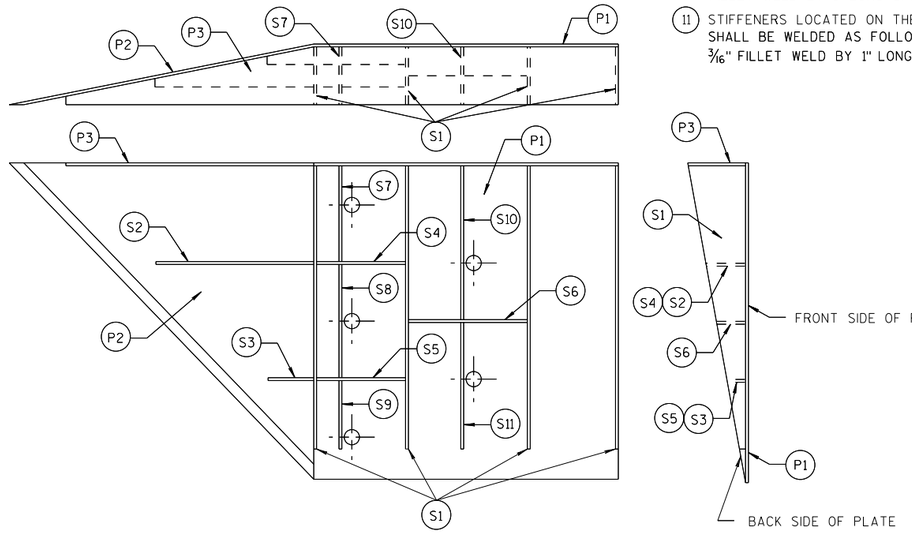


PLATE AND STIFFENER IDENTIFICATION

(VIEWED FROM BACK SIDE OF PLATE)

CONNECTOR PLATE DIMENSION (PER ASSEMBLY)

PLATE	QUANTITY	SHAPE	SIZE (A x B x C x D)	THICKNESS
P1	1		20" x 20"	3/16"
P2	1		20" x 20" x 28 9/16"	3/16"
P3	1		39" x 3 5/8" x 20" x 19 5/16"	3/16"
S1	4		18 7/16" x 3 5/8" x 18 3/4"	1/4"
S2	1		10 1/4" x 2 7/16" x 10 3/8" x 1/2"	1/4"
S3	1		3" x 1 1/16" x 3 1/8" x 1/2"	1/4"
S4	1		6 1/8" x 2 7/16"	1/4"
S5	1		6 1/8" x 1 1/16"	1/4"
S6	1		7 3/4" x 1 3/4"	1/4"
S7	1		2 9/16" x 6" x 3 5/8" x 5 7/8"	1/4"
S8	1		1 5/32" x 7 1/2" x 2 1/2" x 7 3/8"	1/4"
S9	1		6 1/16" x 6 3/16" x 1 3/32"	1/4"
S10	1		1 7/8" x 9 7/8" x 3 5/8" x 9 11/16"	1/4"
S11	1		8 1/2" x 8 3/4" x 1 13/16"	1/4"

SINGLE SLOPE CONNECTION PLATE

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

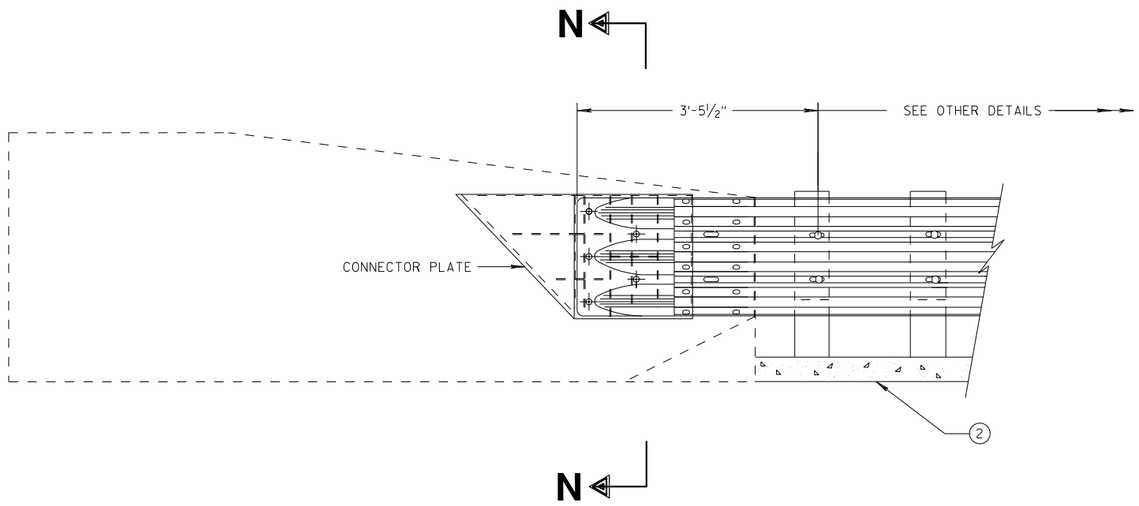
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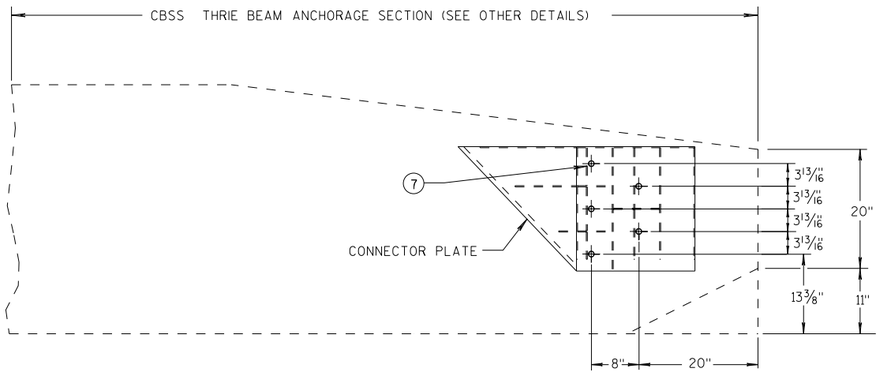
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THRIE BEAM CONNECTION TO SINGLE SLOPE BARRIER



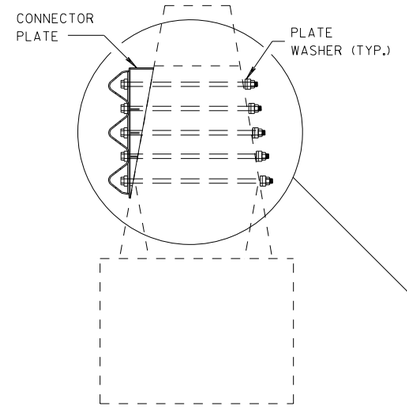
SINGLE SLOPE CONNECTION PLATE PLACEMENT

GENERAL NOTES

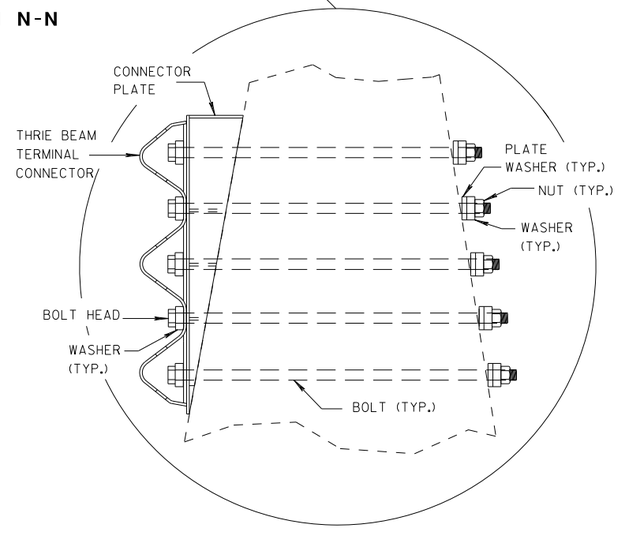
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SECTION N-N



MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

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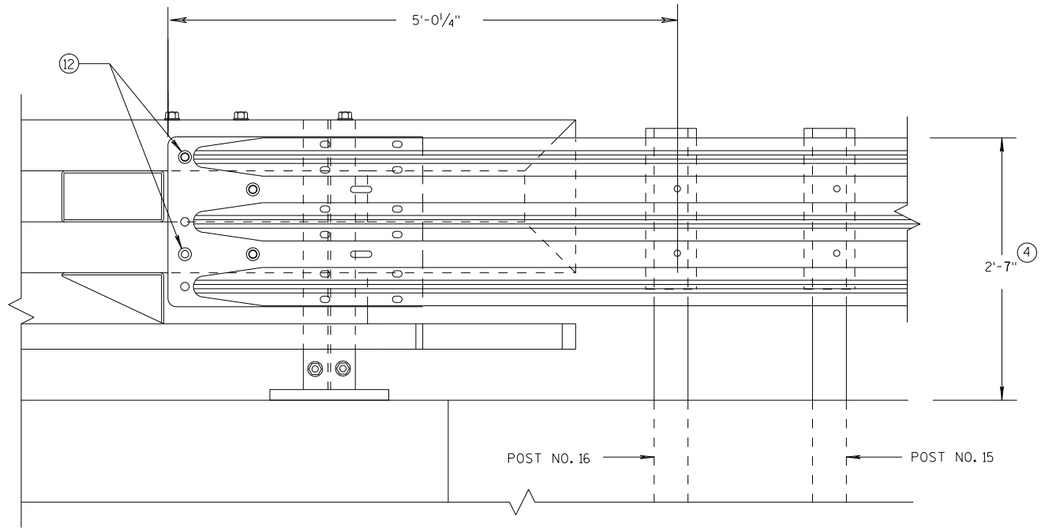
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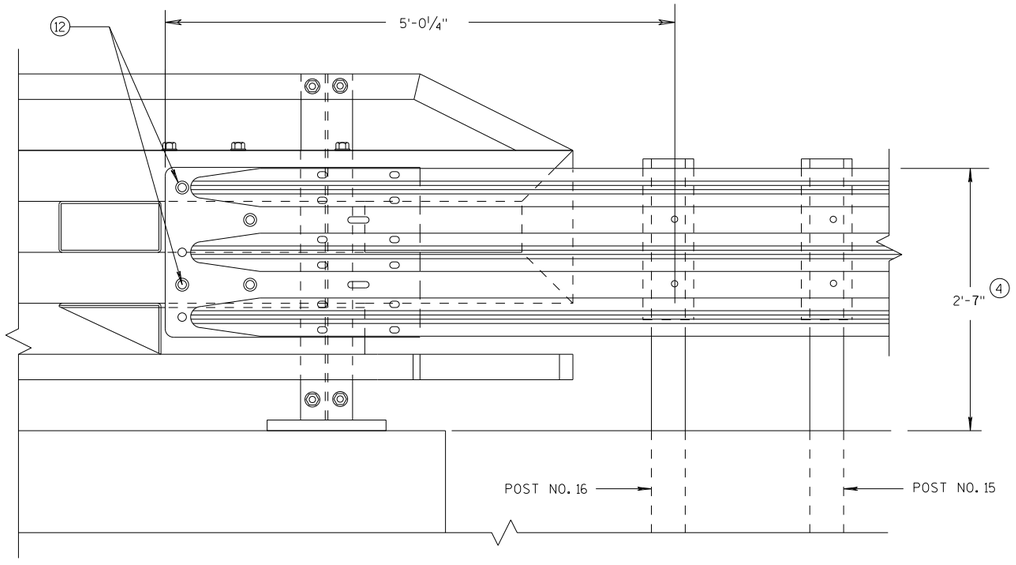
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S.D.D. 14 B 45-5j



ELEVATION OF DETAIL AT NY3 END POST

THRIE BEAM RAIL ATTACHMENT



ELEVATION OF DETAIL AT NY4 END POST

THRIE BEAM RAIL ATTACHMENT

GENERAL NOTES

(4) TOLERANCE FOR TOP OF BEAM IS ± 1".

(12) BOLTS MAY BE A325 BOLTS OR A449 BOLTS. BOLT LENGTH AND THREADING LENGTH ARE TO ALLOW FOR A TIGHT CONNECTION BETWEEN RIGID BARRIER AND THRIE BEAM CONNECTION PLATE. CONTRACTOR IS TO FIELD VERIFY BOLT LENGTH AND THREAD LENGTH. ONE ROUND WASHER REQUIRED BETWEEN BOLT HEAD AND THRIE BEAM CONNECTOR PLATE. ON BACKSIDE OF PARAPET ONE ROUND WASHER, AND NUT REQUIRED. BOLT THREAD IS TO EXTEND 1/2-INCH BEYOND NUT.

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
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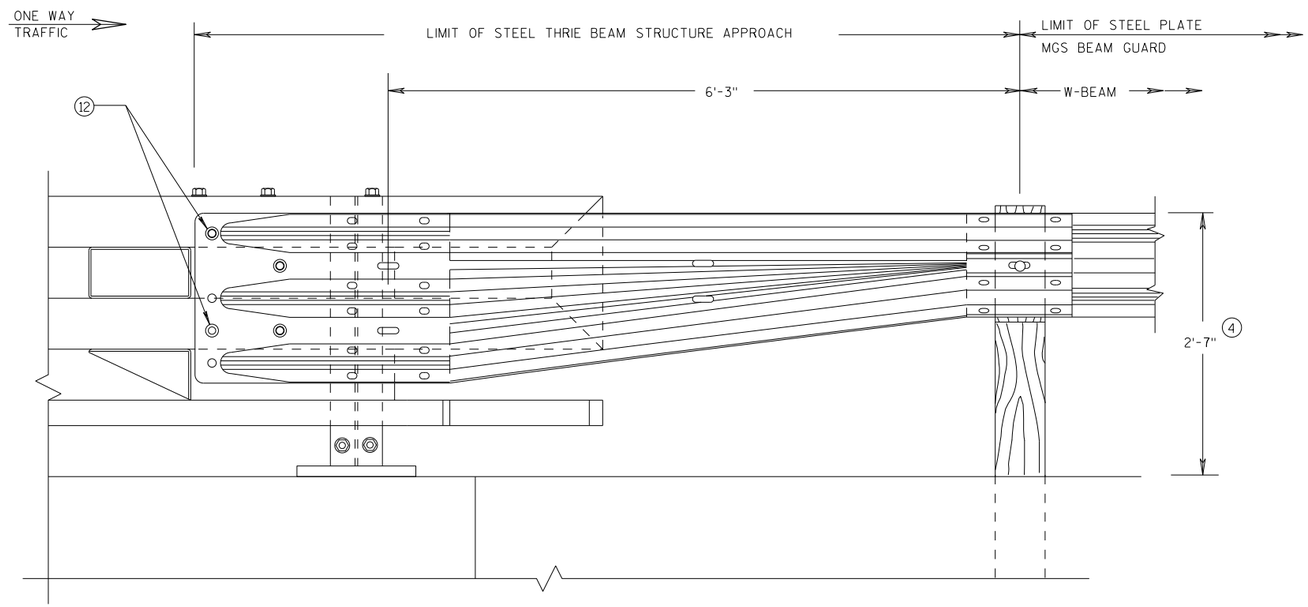
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FRONT VIEW

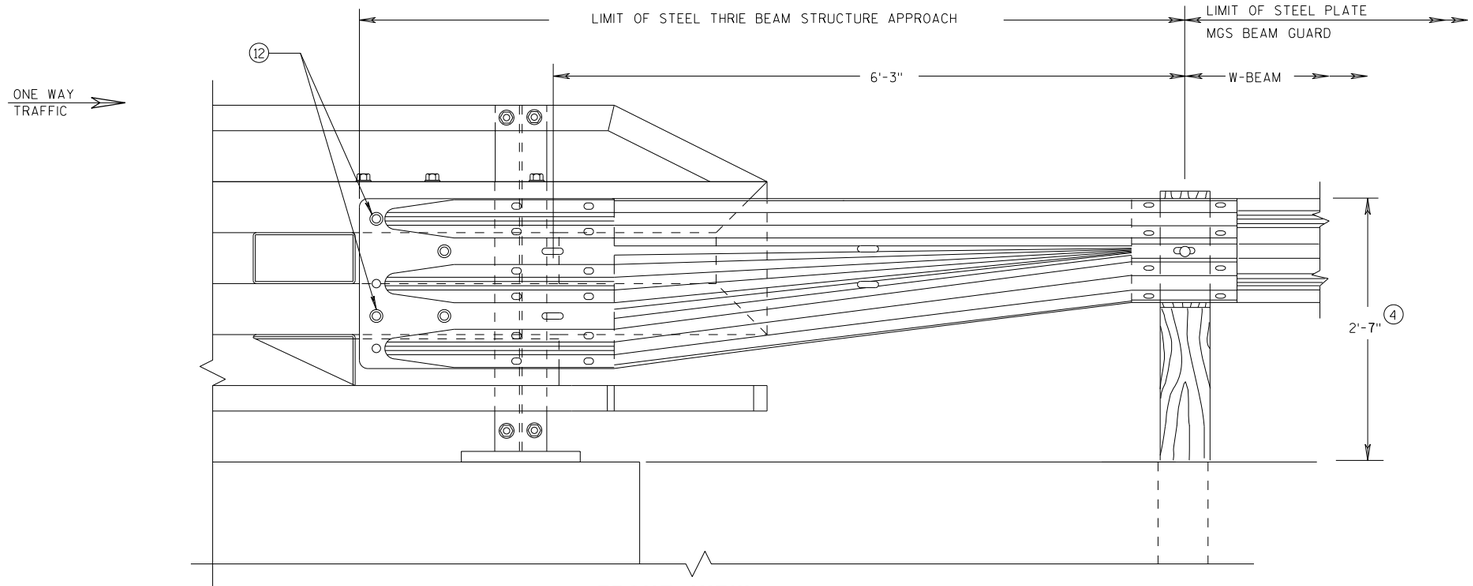
W BEAM TRANSITION AND CONNECTION TO BRIDGE RAILING TYPE "NY3"

(USE ONLY ON THE TRAFFIC EXIT END OF ONE WAY BRIDGES)

GENERAL NOTES

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FRONT VIEW

W BEAM TRANSITION AND CONNECTION TO BRIDGE RAILING TYPE "NY4"

(USE ONLY ON THE TRAFFIC EXIT END OF ONE WAY BRIDGES)

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

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FHWA

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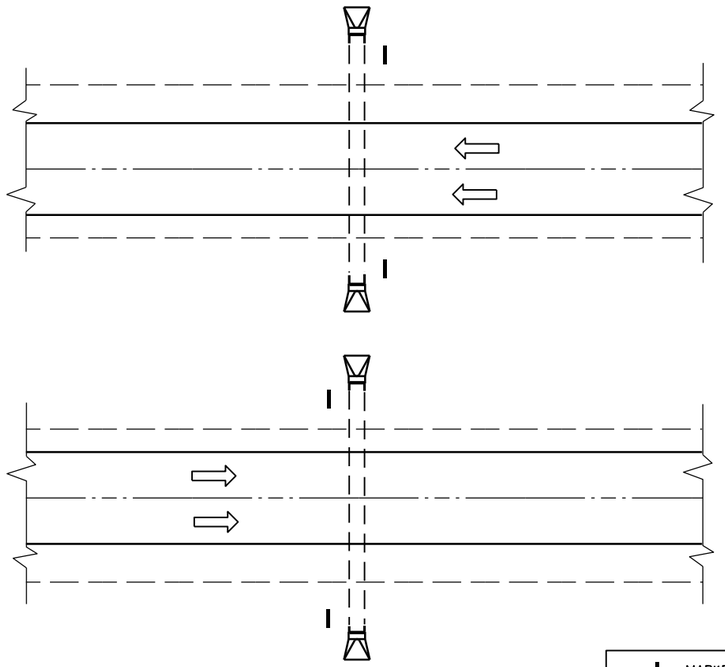
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6

S.D.D. 14 B 45-5L

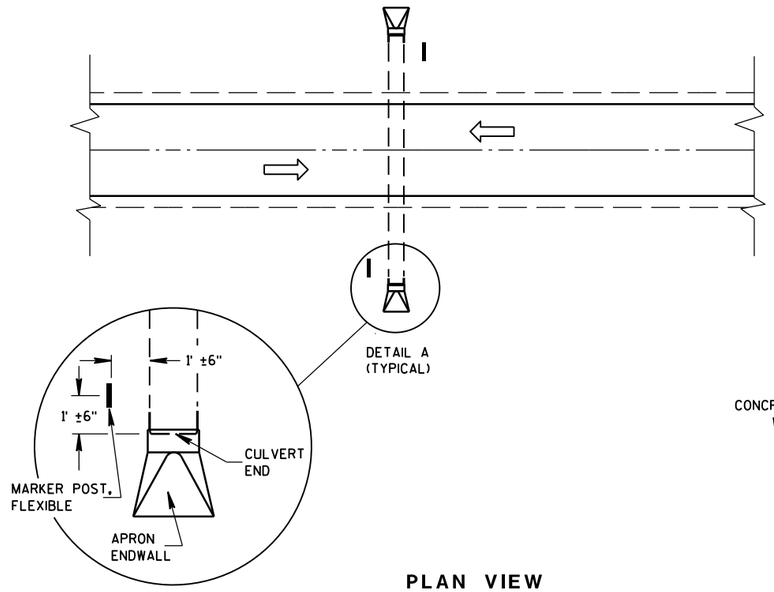
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S.D.D. 14 B 45-5L



PLAN VIEW

DIVIDED HIGHWAY



DETAIL A
(TYPICAL)

PLAN VIEW

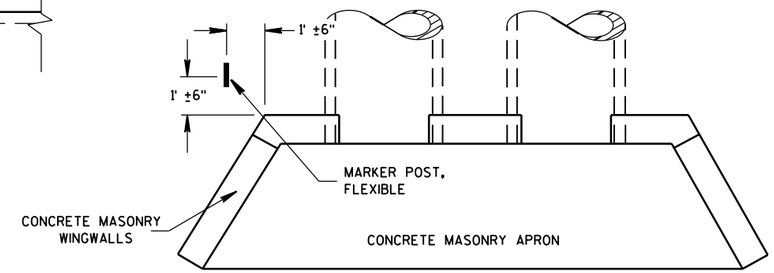
UNDIVIDED HIGHWAY

MARKER POST, FLEXIBLE

DIRECTION OF TRAFFIC FLOW

GENERAL NOTES

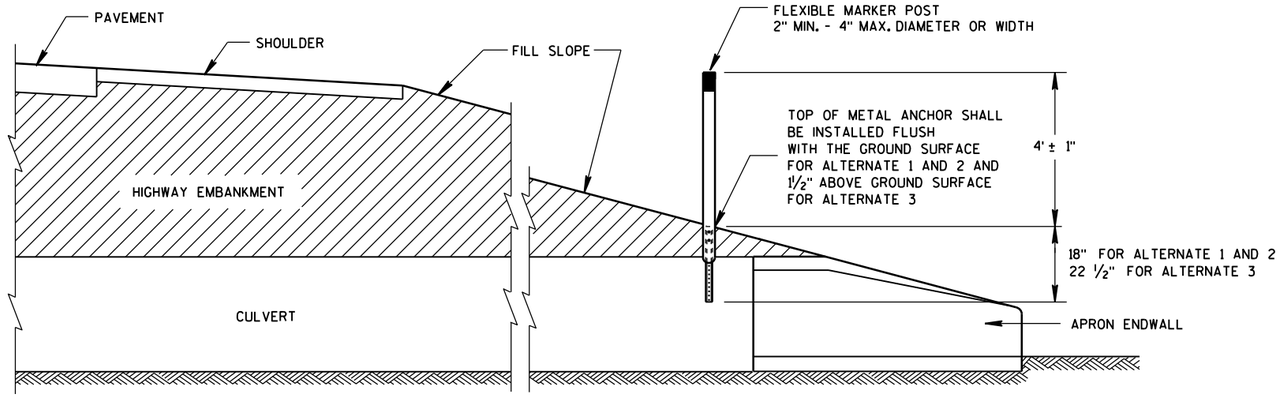
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.



PLAN VIEW

CONCRETE MASONRY ENDWALLS FOR CULVERT PIPE AND PIPE ARCH

FLEXIBLE MARKER POST LOCATION



CROSS SECTION

FLEXIBLE MARKER POST

FLEXIBLE MARKER POST FOR CULVERT END

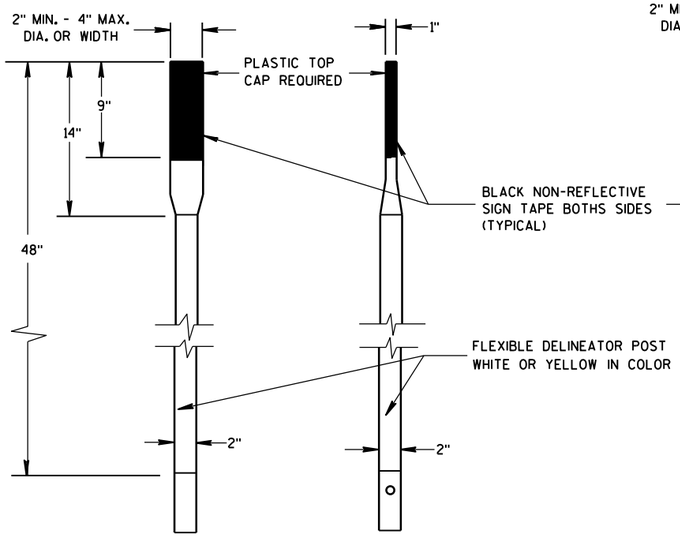
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

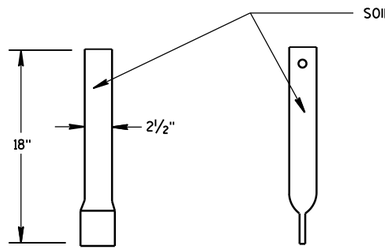
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S.D.D. 15 A 3-2a

6

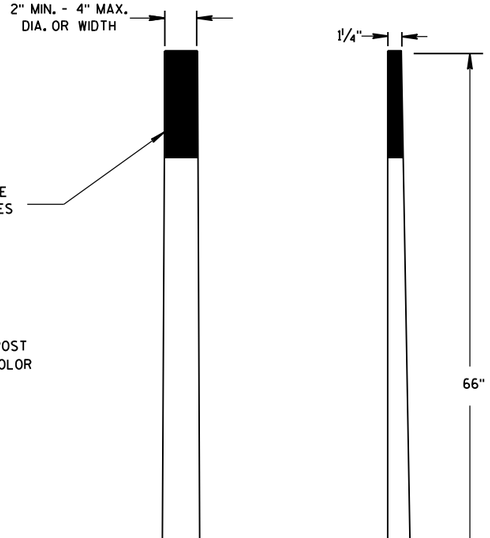
S.D.D. 15 A 3-2a





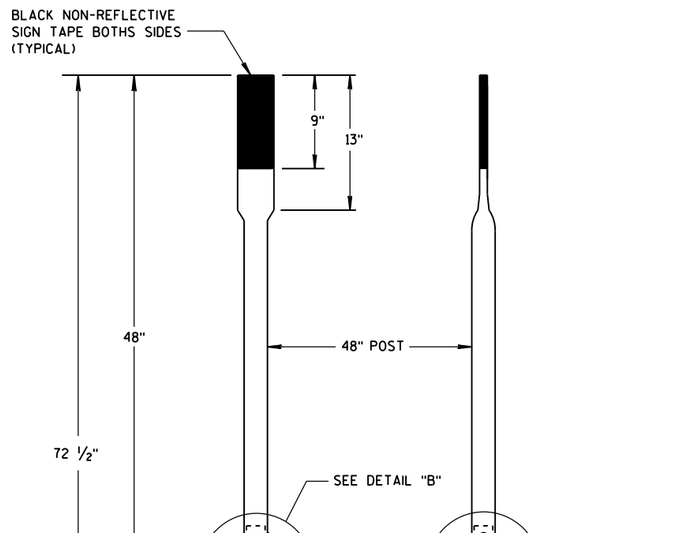
FRONT VIEW SIDE VIEW

ALTERNATE 1



FRONT VIEW SIDE VIEW

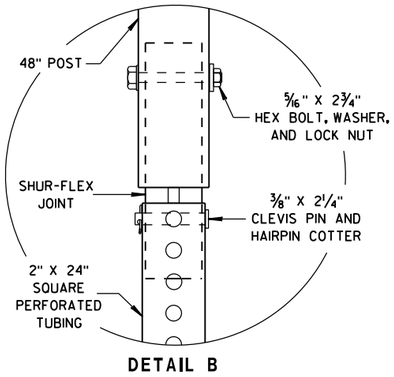
ALTERNATE 2



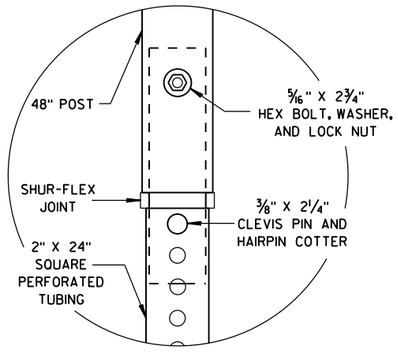
FRONT VIEW SIDE VIEW

ALTERNATE 3

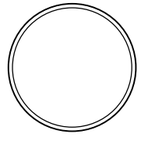
FLEXIBLE MARKER POSTS



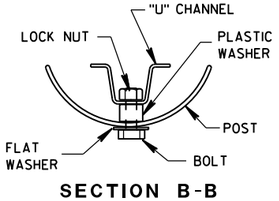
DETAIL B



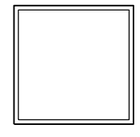
DETAIL C



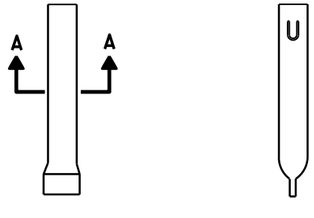
SECTION A-A



SECTION B-B

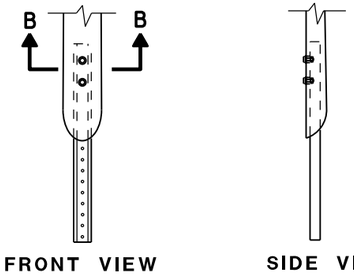


SECTION C-C



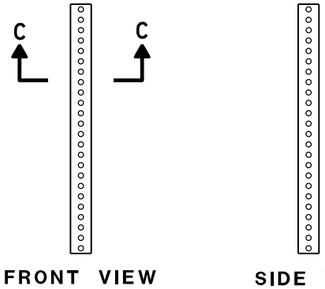
FRONT VIEW SIDE VIEW

ALTERNATE 1



FRONT VIEW SIDE VIEW

ALTERNATE 2



FRONT VIEW SIDE VIEW

ALTERNATE 3

FLEXIBLE MARKER POST ANCHORS

FLEXIBLE MARKER POST FOR CULVERT END

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

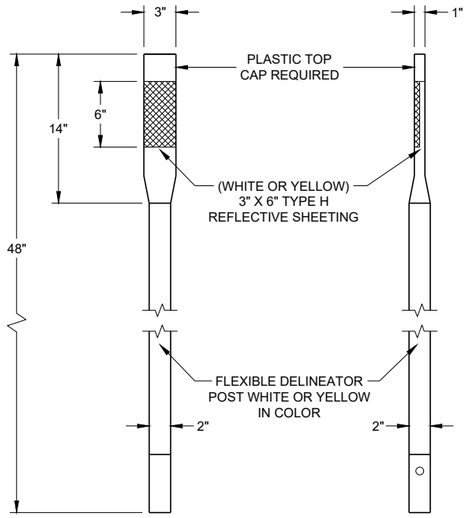
APPROVED
10/1/2012 — DATE
/S/ Travis Feltes — STATE TRAFFIC ENGINEER
FHWA

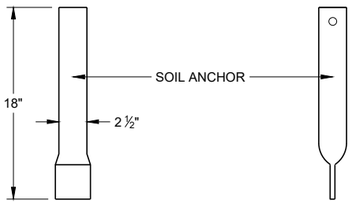
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S.D.D. 15 A 3-2b

6

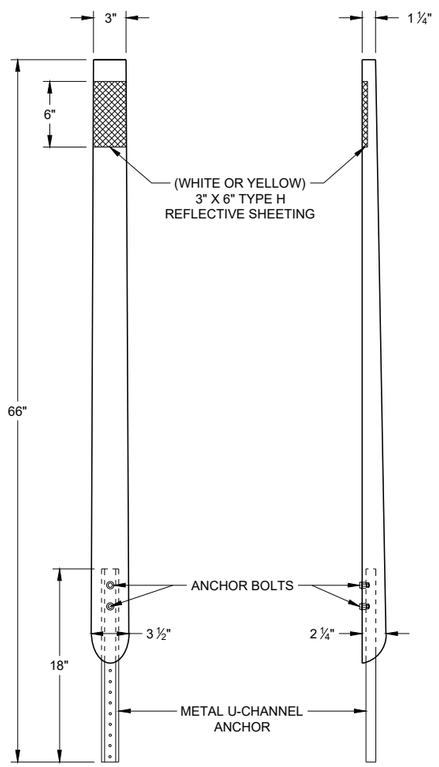
S.D.D. 15 A 3-2b





FRONT VIEW SIDE VIEW

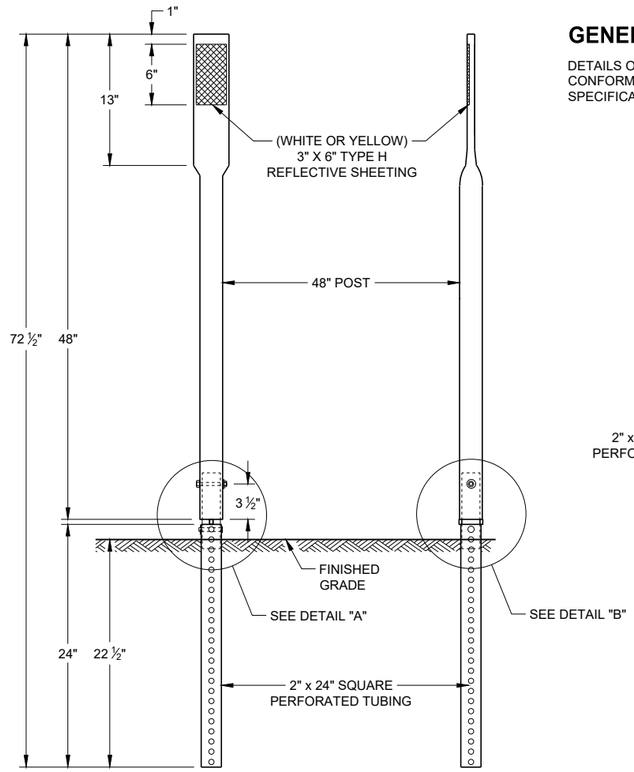
ALTERNATE 1



FRONT VIEW SIDE VIEW

ALTERNATE 2

FLEXIBLE DELINEATOR POSTS

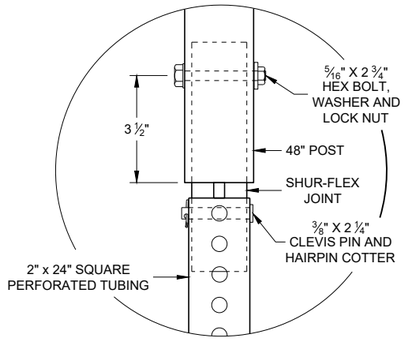


FRONT VIEW SIDE VIEW

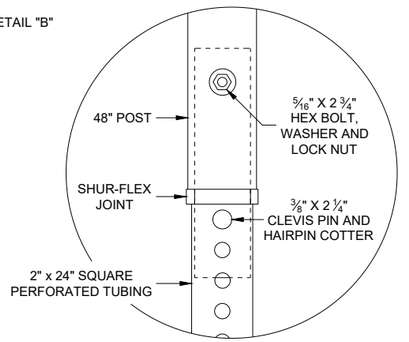
ALTERNATE 3

GENERAL NOTES

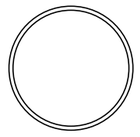
DETAILS OF CONSTRUCTION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.



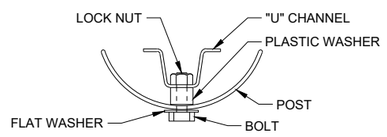
DETAIL A



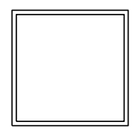
DETAIL B



SECTION A - A



SECTION B - B

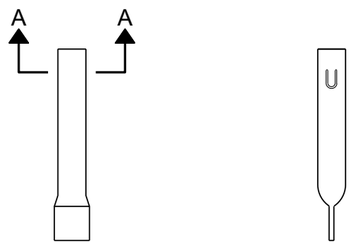


SECTION C - C

REFLECTOR SPACING TABLE

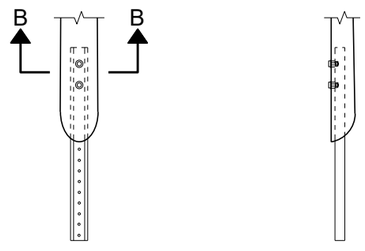
REFLECTOR SPACING	LOCATION
* 100' C-C	RAMPS
400' C-C	MAINLINE

* START AT BEGINNING OF RAMP TAPER AND END AT END OF RAMP TAPER



FRONT VIEW SIDE VIEW

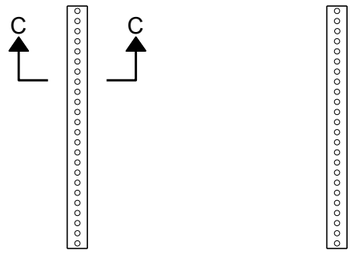
ALTERNATE 1



FRONT VIEW SIDE VIEW

ALTERNATE 2

FLEXIBLE MARKER POST ANCHORS



FRONT VIEW SIDE VIEW

ALTERNATE 3

FLEXIBLE DELINEATOR POST

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

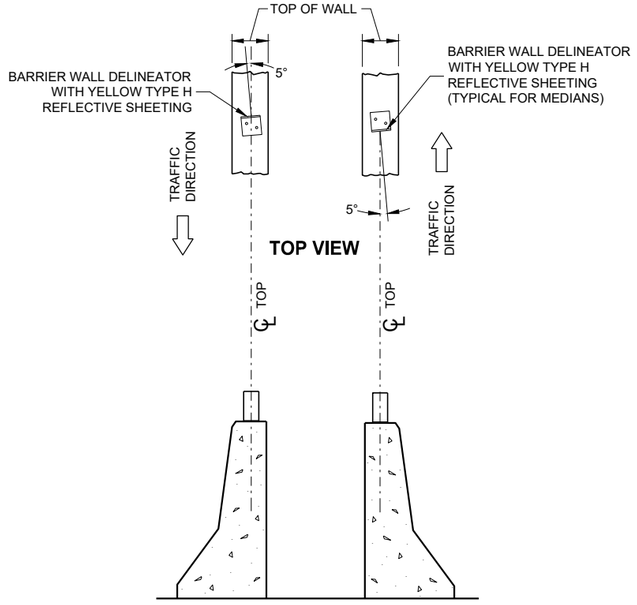
APPROVED
May 2021 — DATE
/S/ Matthew Rauch — STATE SIGNING AND MAF ENGINEER

FHWA

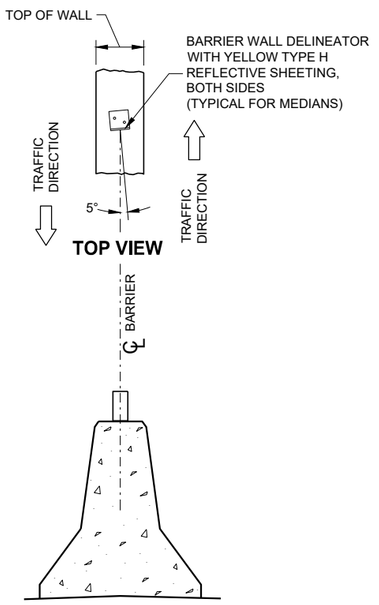
SDD 15A04 - 06a

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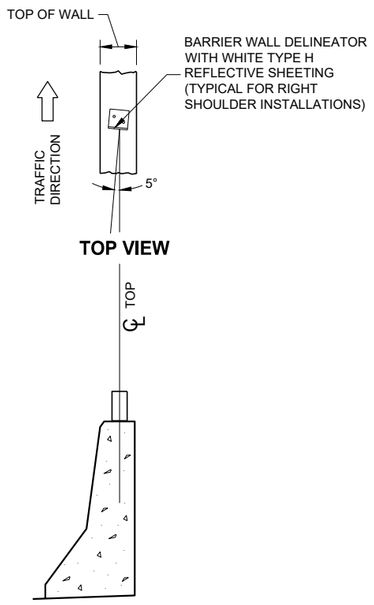
SDD 15A04 - 06a



SIDE VIEW
DOUBLE BARRIERS IN MEDIAN

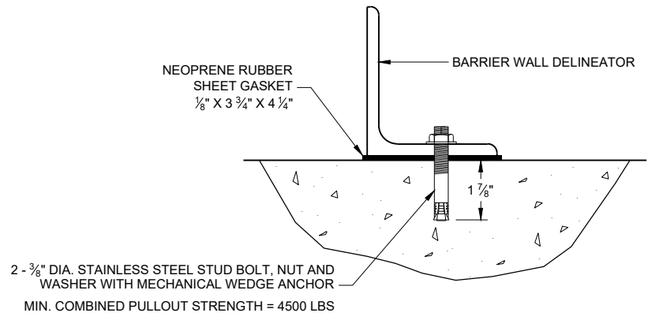


SIDE VIEW
MEDIAN BARRIER

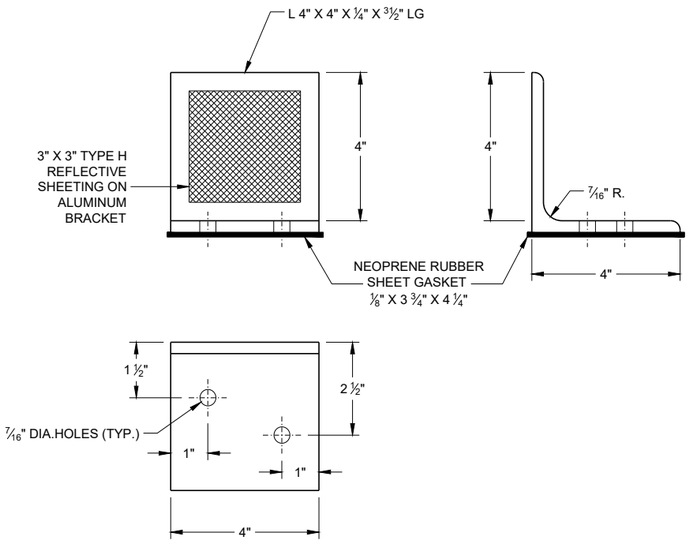


SIDE VIEW
TO RIGHT OF TRAFFIC FLOW

LOCATION AND AIMING DETAILS FOR BARRIER WALL DELINEATOR MOUNTED ON CONCRETE BARRIERS



BARRIER WALL DELINEATOR MOUNTING DETAIL



BARRIER WALL DELINEATOR

REFLECTOR SPACING TABLE

REFLECTOR SPACING	MINIMUM NUMBER OF REFLECTORS
100' C-C	3

BARRIER WALL DELINEATOR WITH REFLECTIVE SHEETING

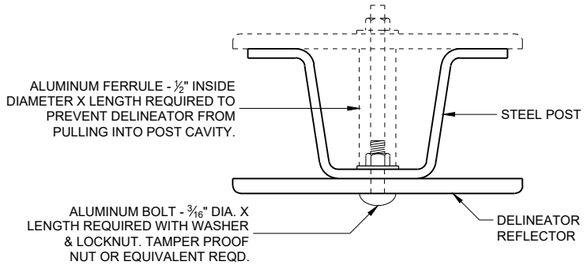
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2021 — DATE
/S/ Matthew Rauch — STATE SIGNING AND MAF ENGINEER

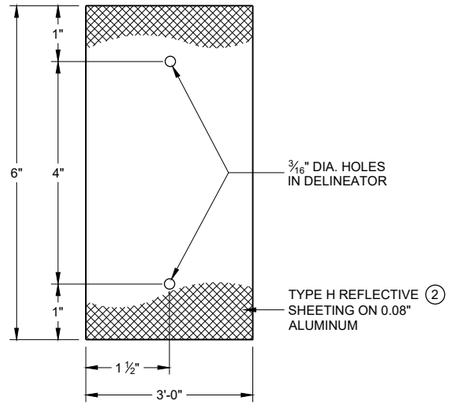
FHWA

6

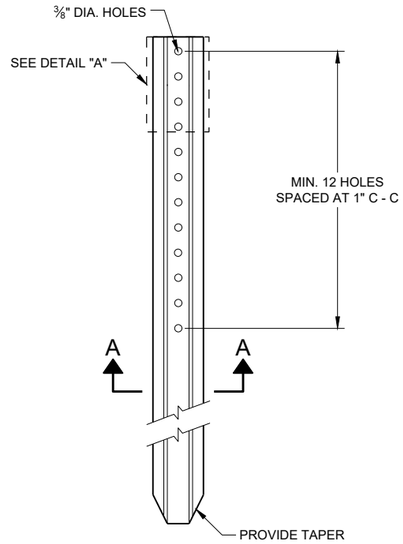
SDD 15A04 - 06b



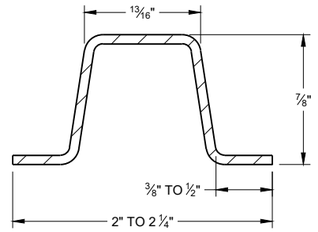
MOUNTING DETAIL FOR DELINEATOR REFLECTOR



DETAIL "A" 3" X 6" DELINEATOR REFLECTOR



DELINEATOR POST



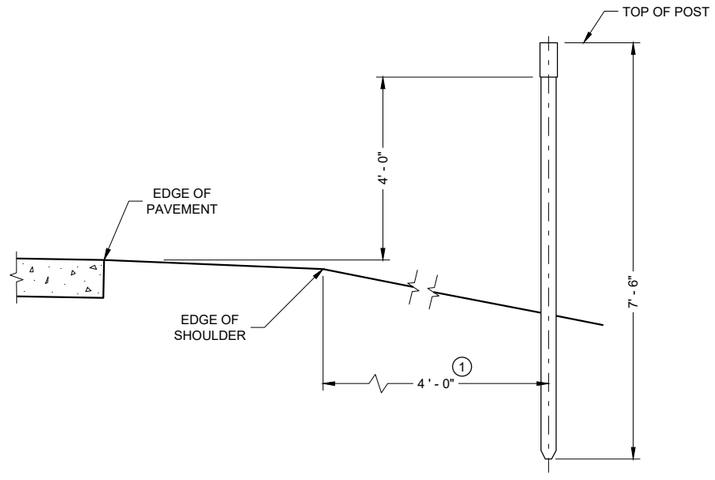
SECTION A - A

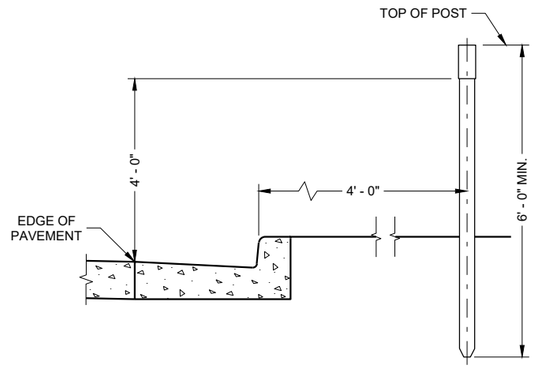
WEIGHT 1.12 LBS PER FT. \ 0.1 LB.

REFLECTOR SPACING TABLE

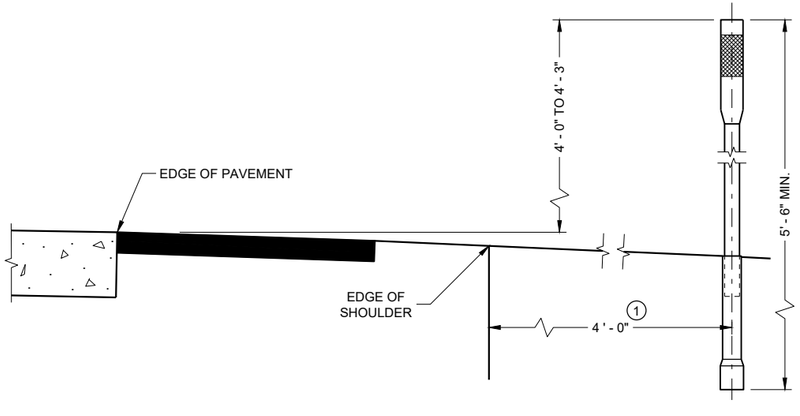
REFLECTOR SPACING	LOCATION
* 100' C-C	RAMPS
400' C-C	MAINLINE

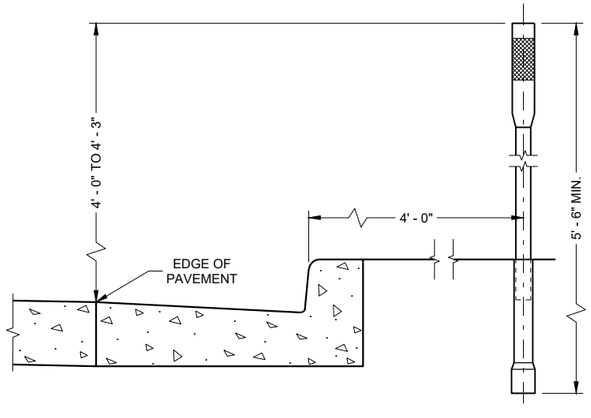
* START AT BEGINNING OF RAMP TAPER AND END AT END OF RAMP TAPER





TYPICAL INSTALLATIONS OF DELINEATOR POSTS





TYPICAL INSTALLATIONS OF FLEXIBLE DELINEATOR POSTS

GENERAL NOTES

DETAILS OF CONSTRUCTION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF TEH STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

1. DELINEATORS SHALL BE PLACED AT A CONSTANT DISTANCE FROM THE EDGE OF THE SHOULDER FOR THE LENGTH OF THE INSTALLATION.
2. FURNISH TYPE H SHEETING FROM THE APPROVED PRODUCTS LIST.

DELINEATOR POST WITH REFLECTIVE SHEETING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2021 — DATE
/S/ Matthew Rauch — STATE SIGNING AND MAF ENGINEER

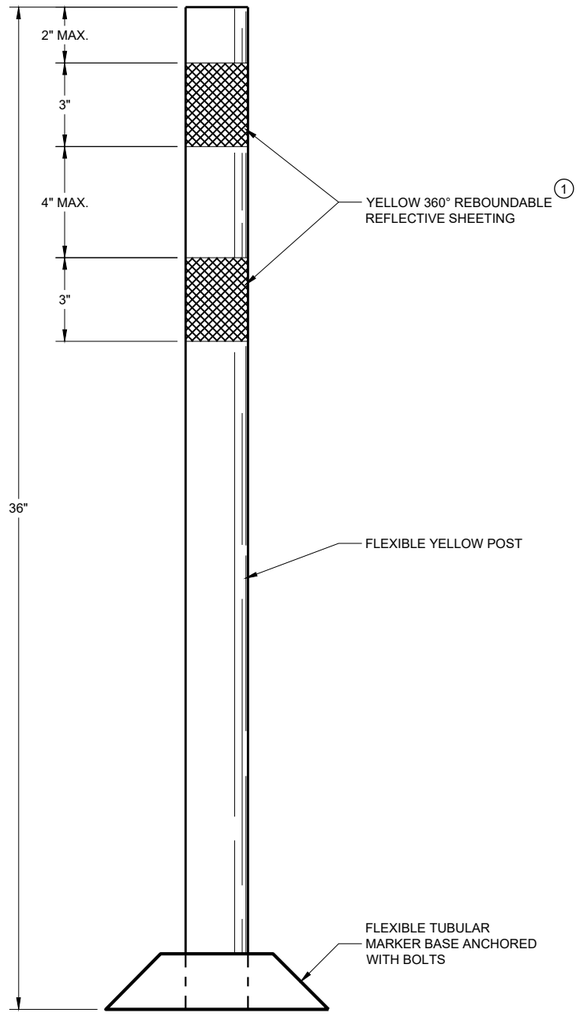
FHWA

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SDD 15A04 - 06c

6

SDD 15A04 - 06c



PERMANENT FLEXIBLE TUBULAR MARKER POST

GENERAL NOTES

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

SURFACE MOUNTED BASES SHALL BE FURNISHED IN ACCORDANCE WITH MANUFACTURERS RECOMMENDATIONS TO BE COMPATIBLE WITH FLEXIBLE TUBULAR MARKER POSTS TO A SIZE AND SHAPE THAT WILL PROVIDE A STABLE POST FOUNDATION WHEN SECURED TO THE PAVEMENT.

THE ASPHALTIC ADHESIVE OR BUTYL PAD FURNISHED SHALL BE IN ACCORDANCE WITH MANUFACTURERS RECOMMENDATIONS, UNLESS DIRECTED BY THE ENGINEER TO USE BOLTS.

(1) REFLECTIVE SHEETING SHALL FOLLOW THE REQUIREMENTS IN THE APPROVED PRODUCTS LISTING FOR SIGN SHEETING.

6

SDD 15A04 - 06d

CHANNELIZING DEVICES
PERMANENT FLEXIBLE
TUBULAR MARKER POST

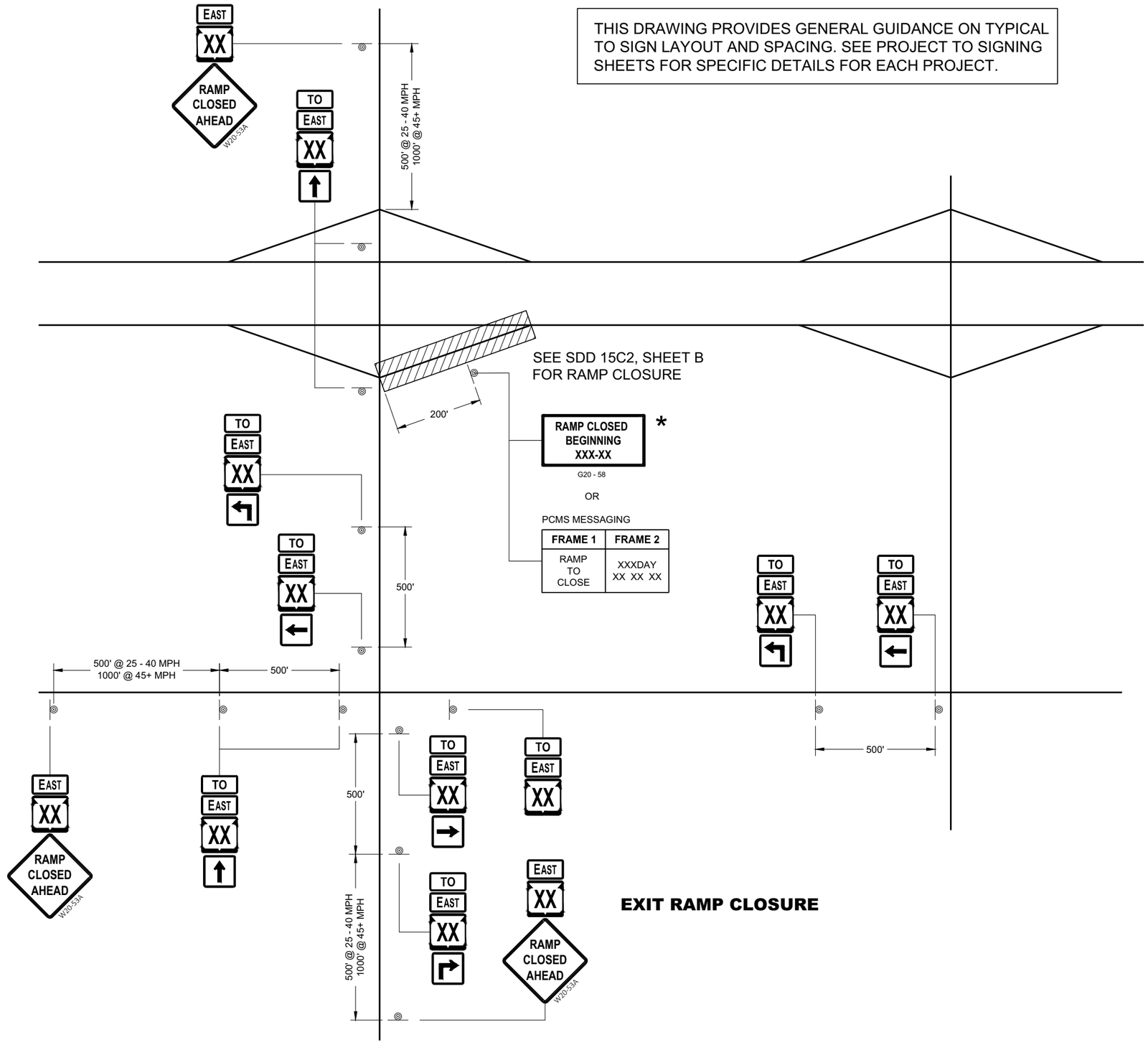
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2021 — DATE
/S/ Matthew Rauch — STATE SIGNING AND MAF ENGINEER

FHWA

6

SDD 15A04 - 06d



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.

EXIT RAMP CLOSURE

ON RAMP LANE CLOSURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

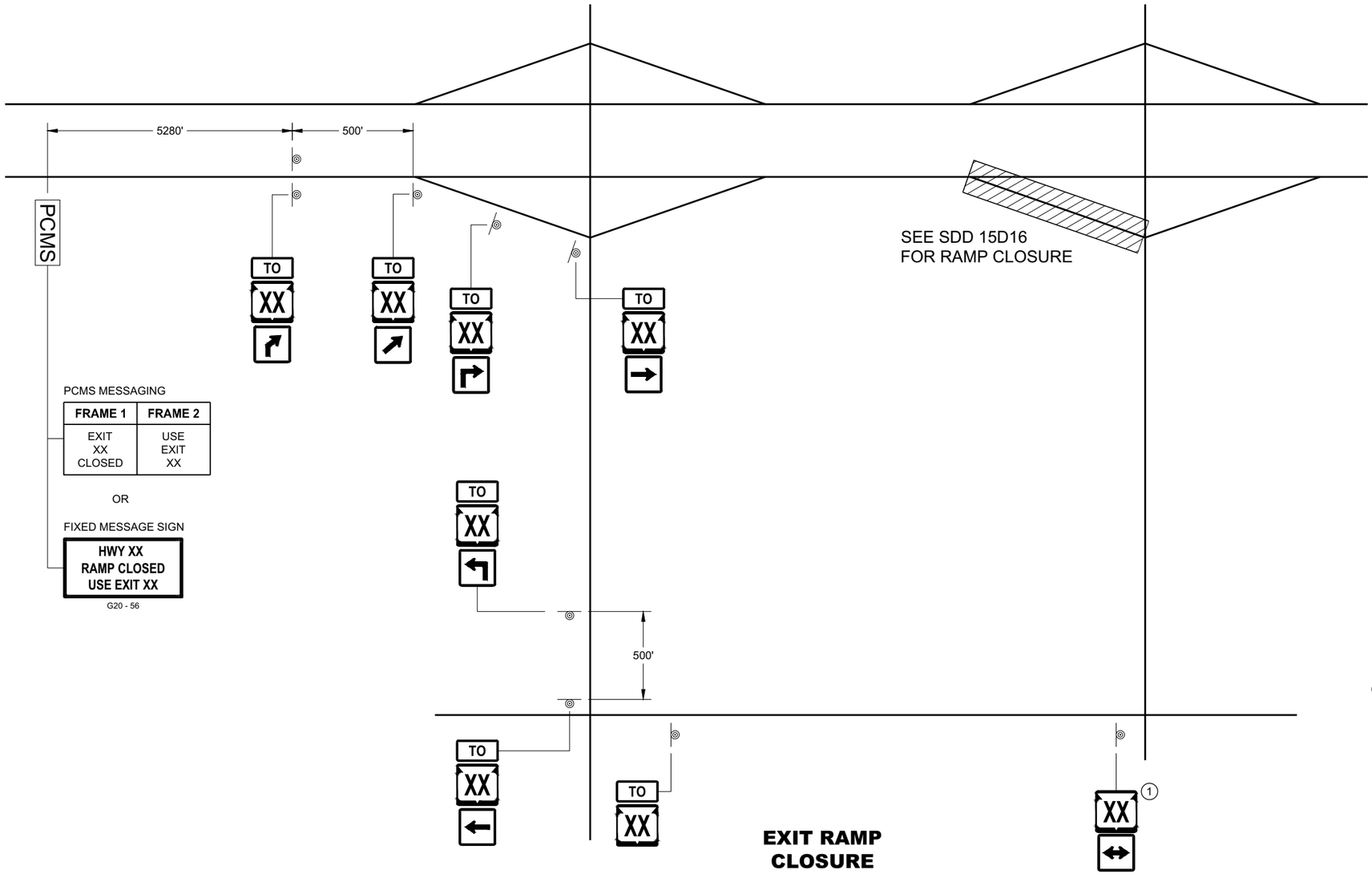
APPROVED
February 2020 (DATE)
/S/ Andrew Heidtke (WORK ZONE ENGINEER)

FHWA

6

SDD 15C02 - 08d

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

EXIT RAMP CLOSURE

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.

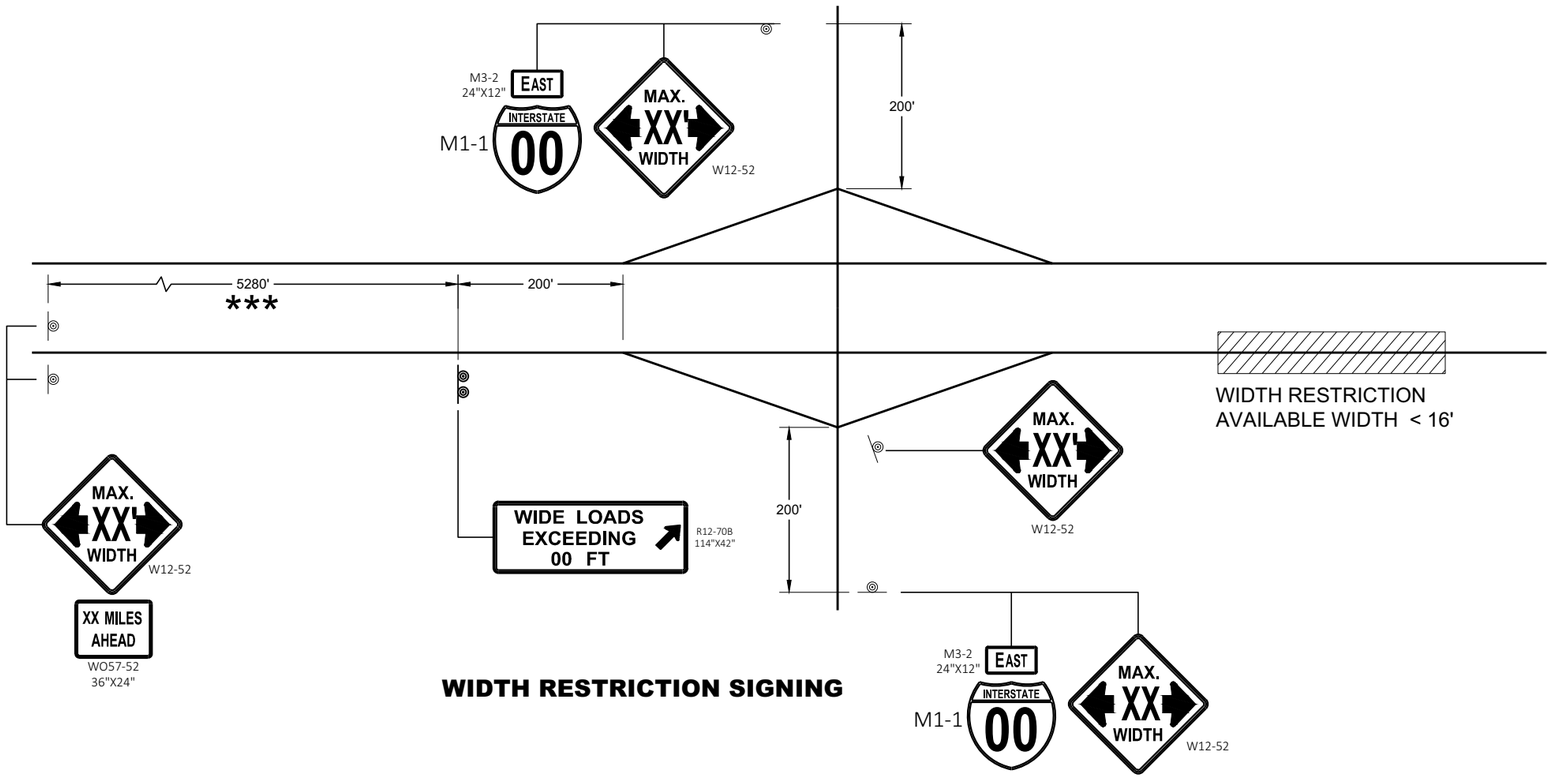
OFF RAMP LANE CLOSURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2020 DATE
/S/ Andrew Heidtke WORK ZONE ENGINEE
FHWA

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SDD 15C02 - 08e



WIDTH RESTRICTION SIGNING

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.

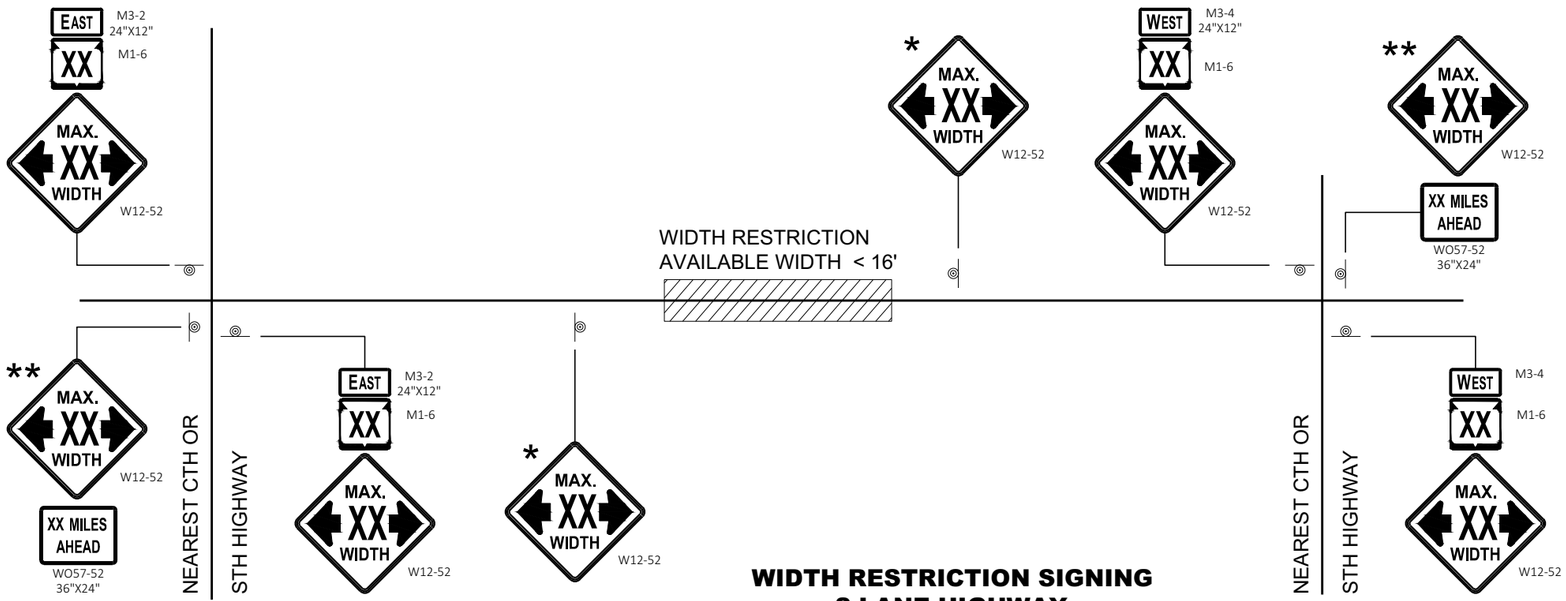
* PLACE 500 FEET AFTER THE W20 - 1A AND 500 FEET BEFORE ADDITIONAL SIGNS FOR ROADWAYS WITH A PRE - CONSTRUCTION SPEED LIMIT OF 45 MPH OR MORE. FOR 35-40 MPH, USE 350 FOOT TYPICAL SPACING. FOR 25-30 MPH, USE 200 FOOT TYPICAL SPACING.

** 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



WIDTH RESTRICTION SIGNING
2 LANE HIGHWAY

ADVANCED WIDTH RESTRICTION SIGNING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2020
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

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SDD 15C02 - 08f

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.

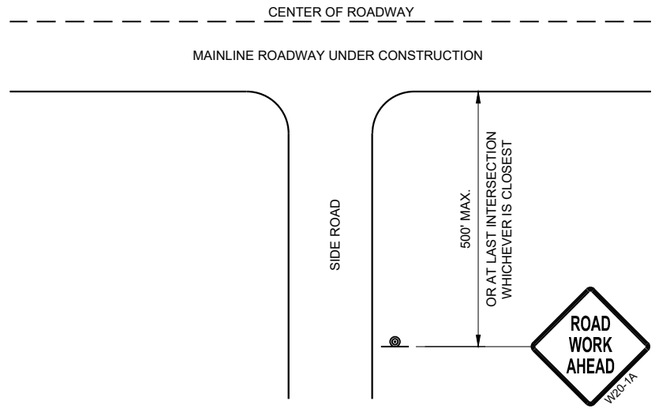
ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED.

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.



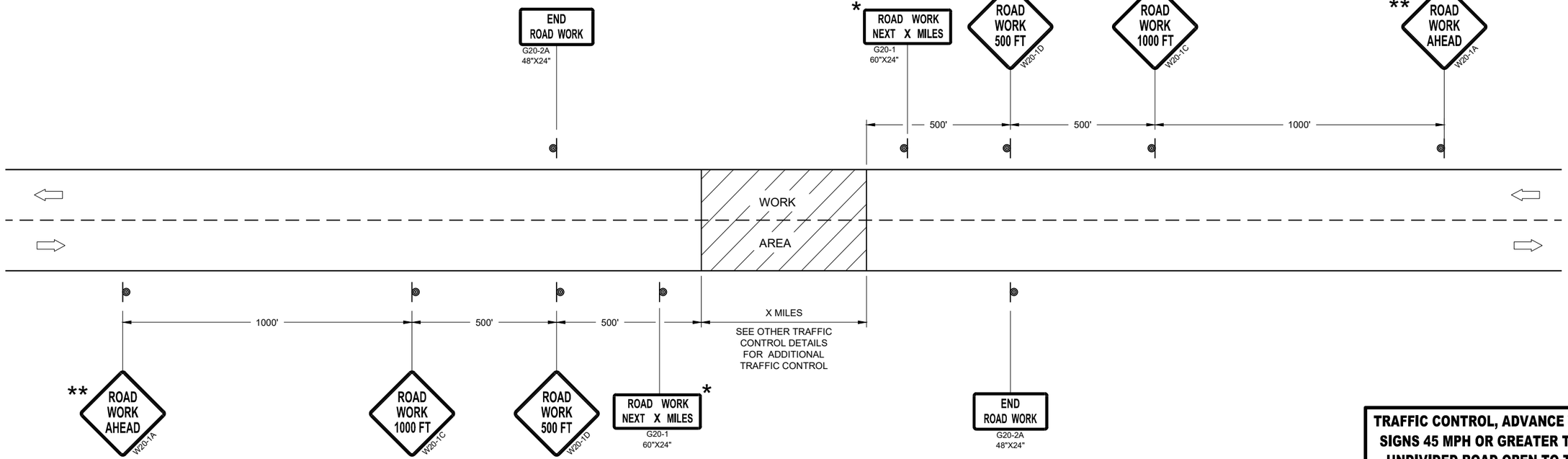
TYPICAL SIDE ROAD APPROACH WARNING SIGN DETAIL

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
July 2018
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

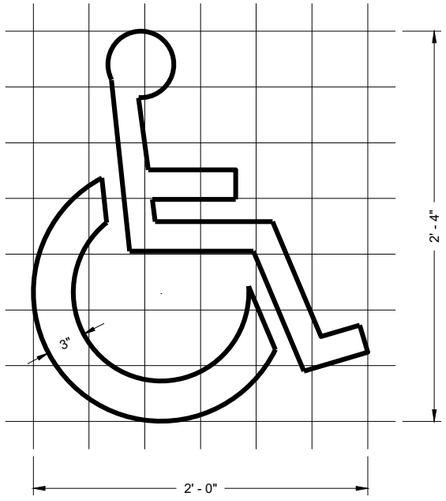
FHWA

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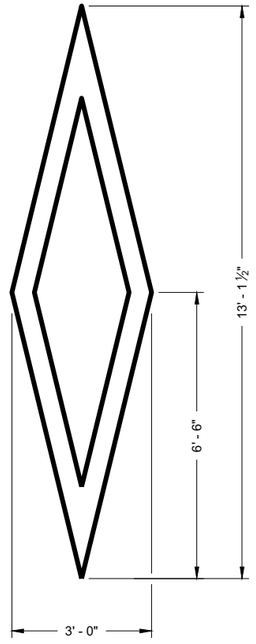
SDD 15C04 - 05

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.



HANDICAP SYMBOL



PREFERENTIAL LANE SYMBOL

6

6

SDD 15C07 - 15a

SDD 15C07 - 15a

PAVEMENT MARKING SYMBOLS

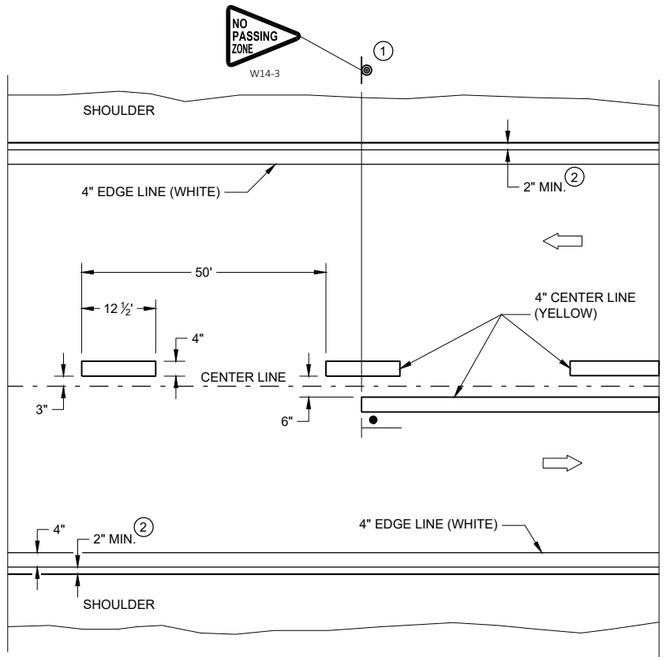
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

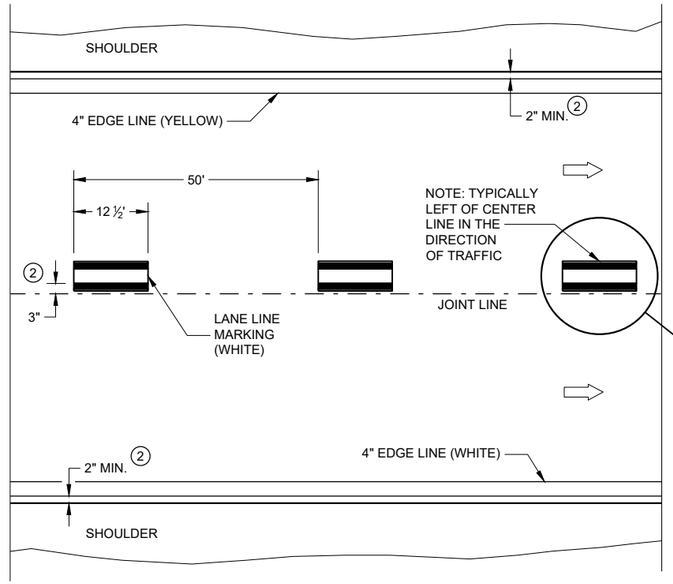
November 2019
DATE

/S/ Matthew Rauch
STATE SIGNING AND MAR ENGINEER

FHWA

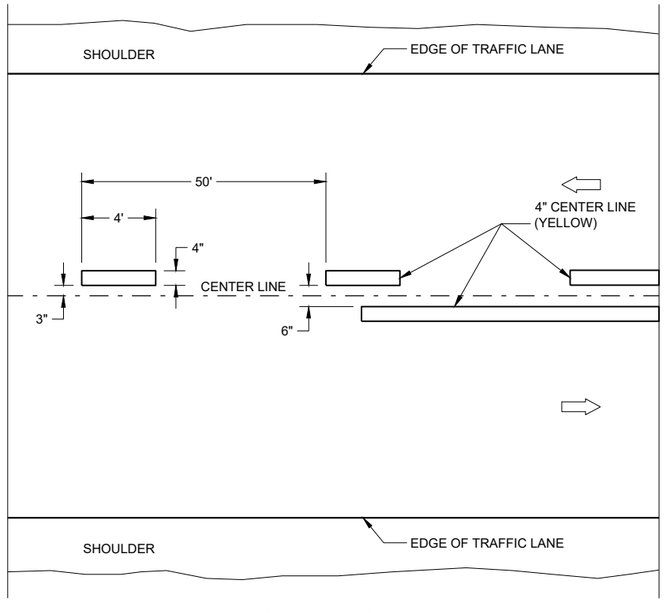


TWO WAY TRAFFIC

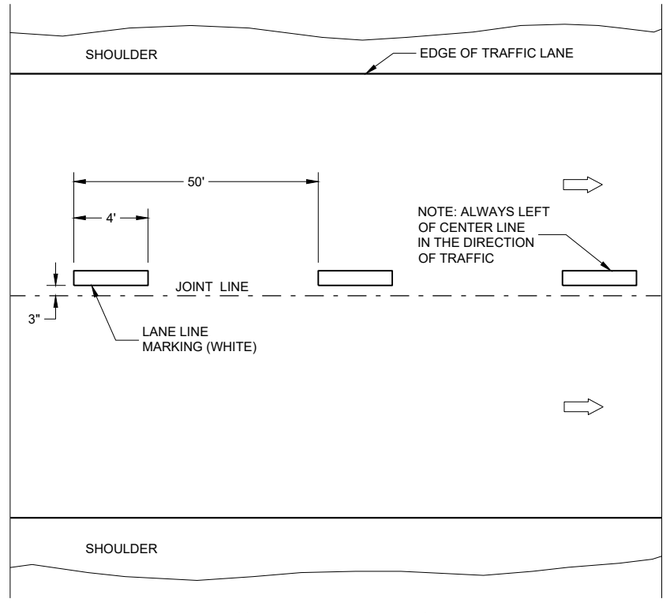


ONE WAY TRAFFIC

PERMANENT PAVEMENT MARKING



TWO WAY TRAFFIC



ONE WAY TRAFFIC

TEMPORARY PAVEMENT MARKING

GENERAL NOTES

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

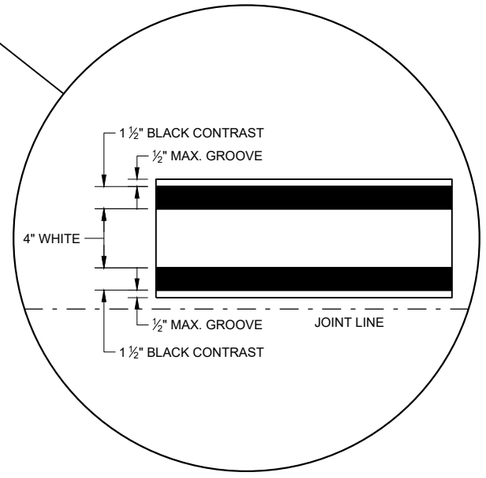
1. LOCATE THE NO PASSING ZONE W14-3 SIGN WITHIN 50 FEET OF THE "T" MARKING
2. MEASURE FROM EDGE OF MARKING TO JOINT LINE. THIS DOES NOT INCLUDE SPACE NEEDED FOR GROOVING OPERATIONS.

LEGEND

"T" MARKING

SIGN ON PERMANENT SUPPORT

DIRECTION OF TRAFFIC



LONGITUDINAL MARKING (MAINLINE)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2020
DATE
/S/ Matthew Rauch
STATEWIDE SIGNING AND M ENGINEER

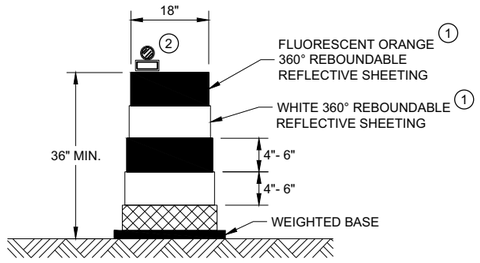
FHWA

SDD 15C08 - 20a

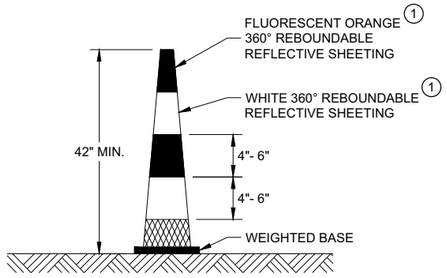
SDD 15C08 - 20a

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.

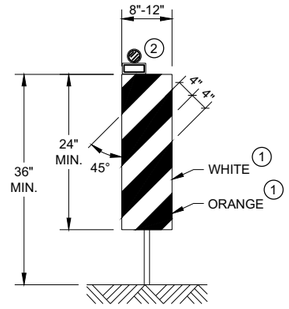


DRUM



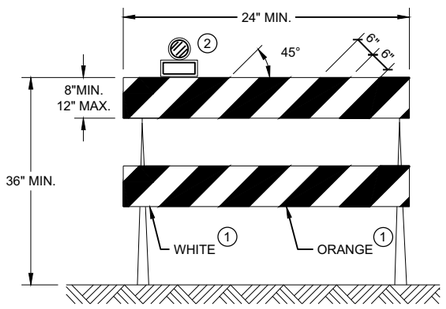
42" CONE

DO NOT USE IN TAPERS
½ SPACING OF DRUMS



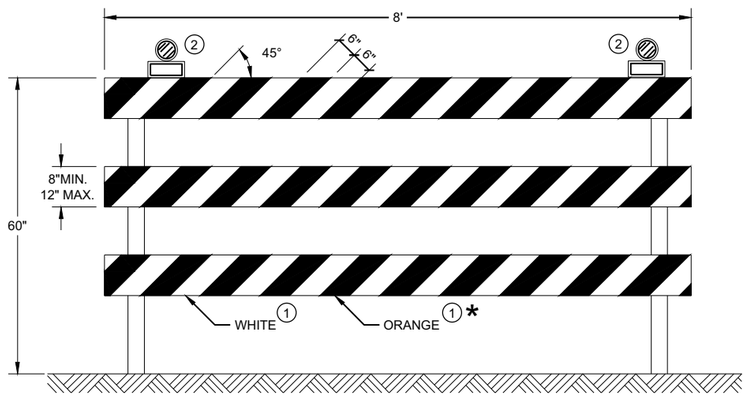
VERTICAL PANEL

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 2020
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA

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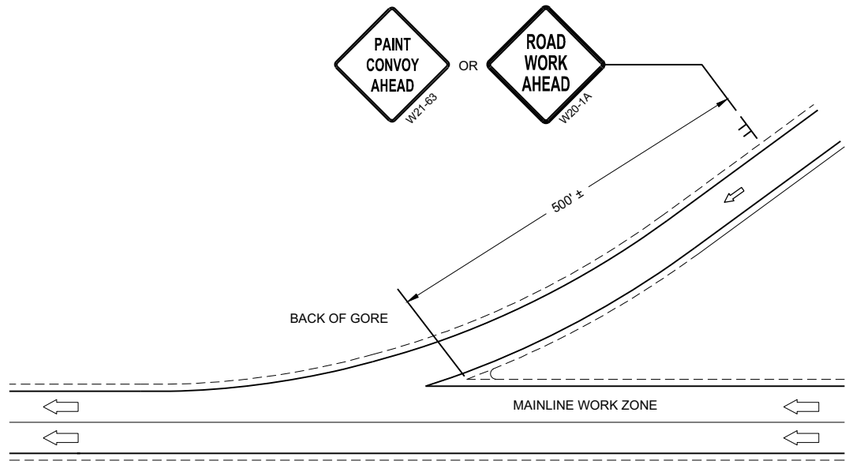
SDD 15C11 - 08b

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SDD 15C11 - 08b

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 REARMOST 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.

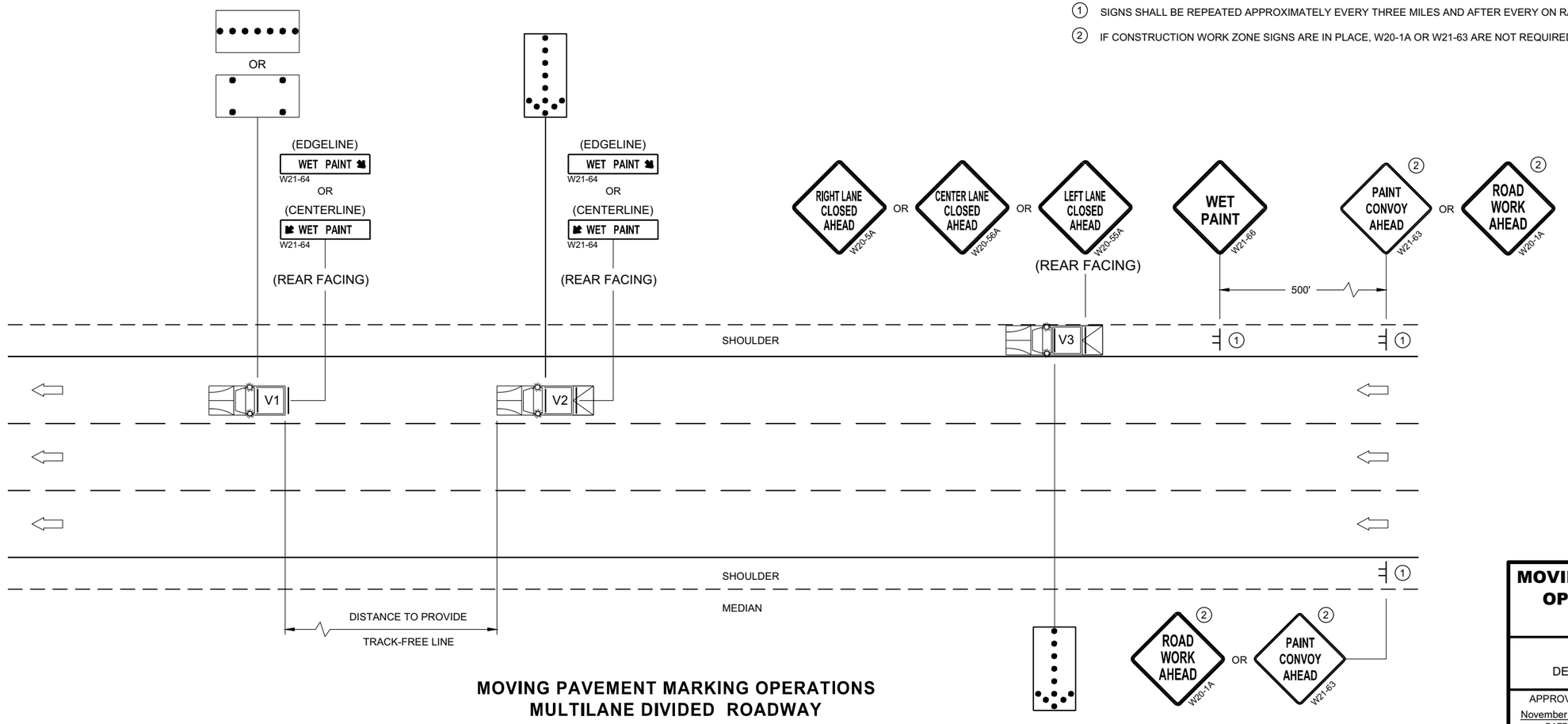
WHEN NO WORK ACTIVITY IS TAKING PLACE, REMOVE OR LAY STATIONARY SIGNS AND SUPPORTS FLAT ON THE GRADE WITH UPRIGHTS ORIENTED PARALLEL TO AND DOWNSTREAM FROM TRAFFIC

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 18" 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.



MOVING PAVEMENT MARKING OPERATIONS
MULTILANE DIVIDED ROADWAY

MOVING PAVEMENT MARKING OPERATION MULTI-LANE DIVIDED ROADWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2019
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

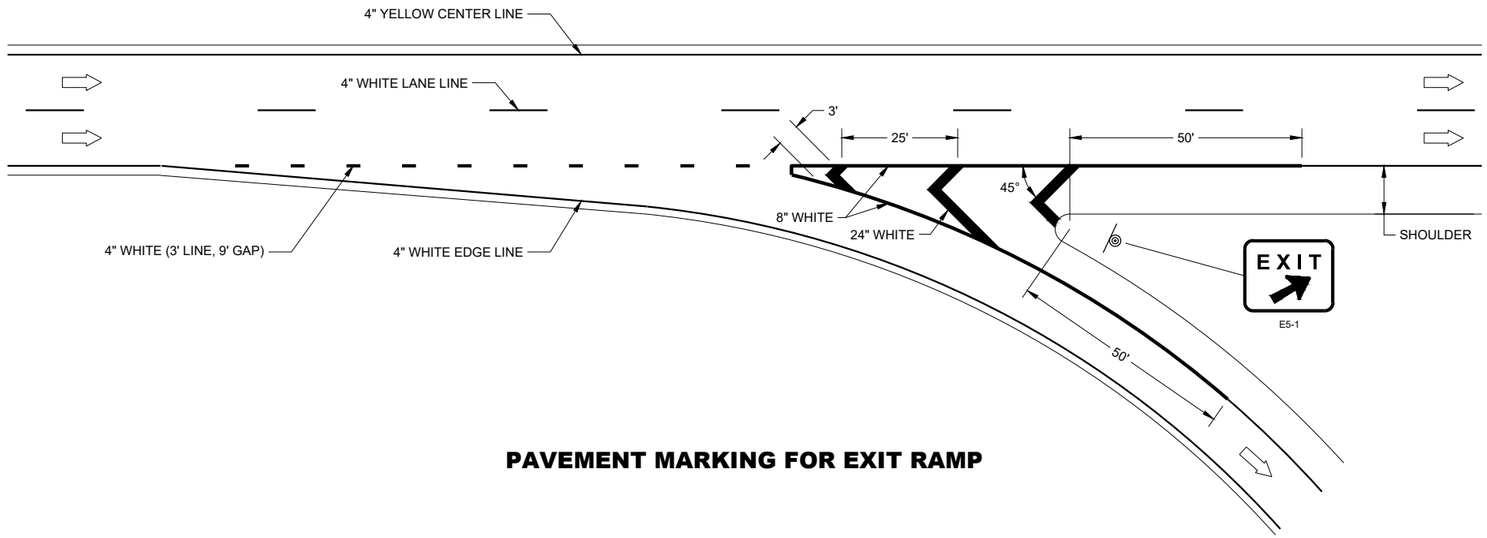
FHWA

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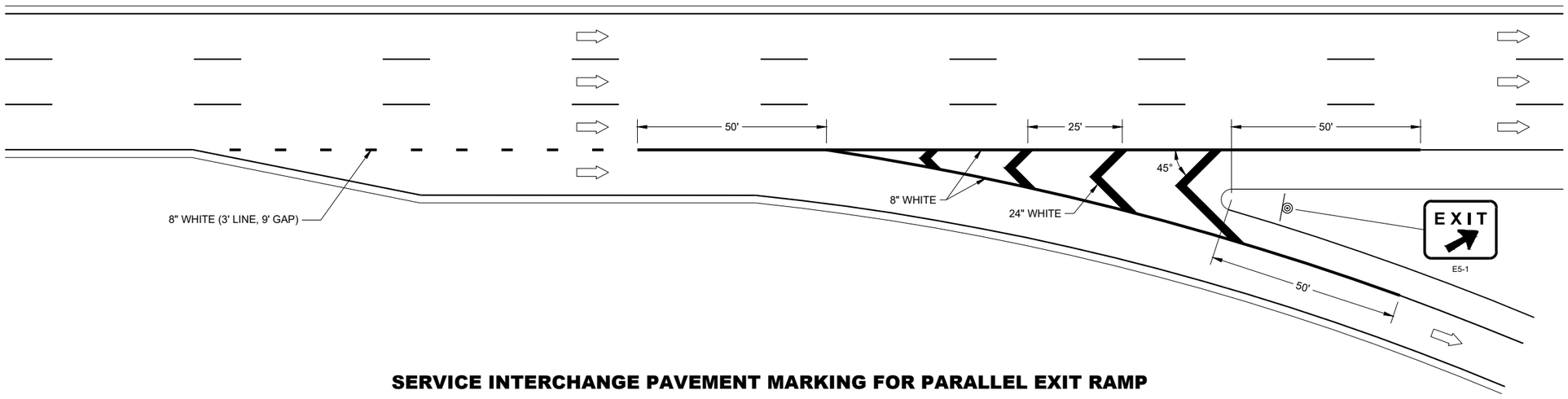
SDD15C19 - 06c

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SDD15C19 - 06c



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

6

SDD 15C31 - 04a

PAVEMENT MARKING, EXIT RAMP AND PARALLEL EXIT RAMP

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 15C31 - 04a

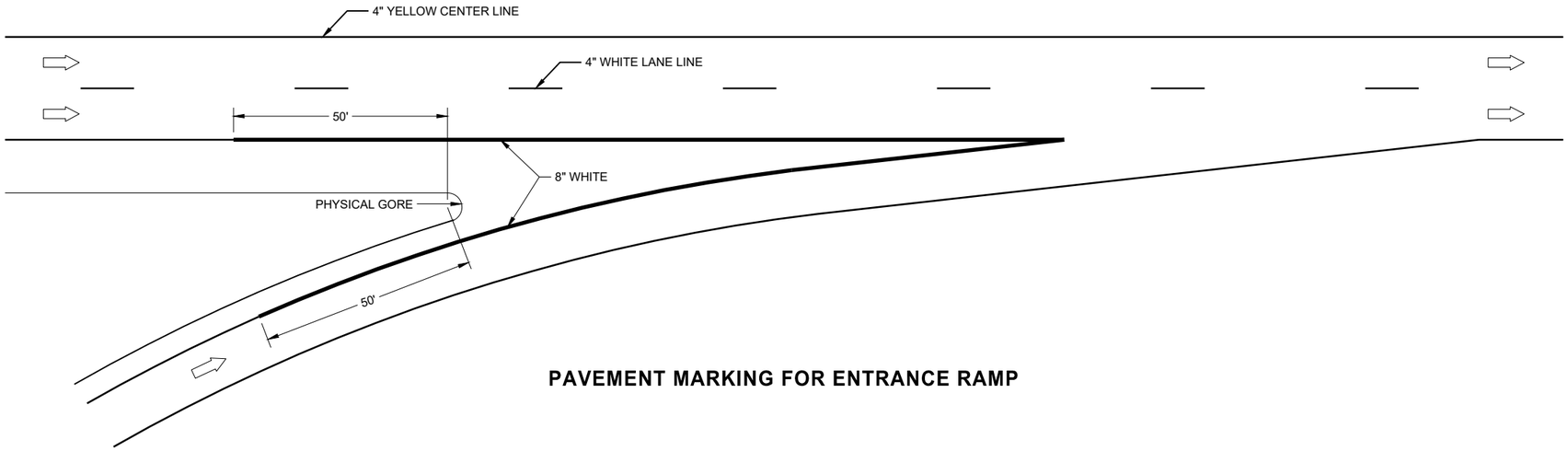
GENERAL NOTES

PLACE GROOVE 3 INCHES LEFT OF JOINT.

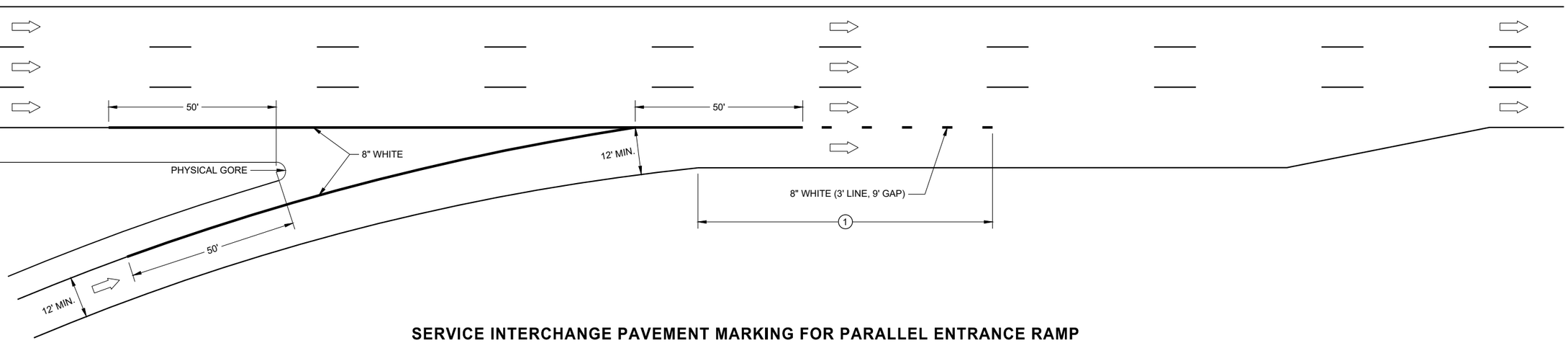
(1) ½ LENGTH OF FULL WIDTH ACCELERATION LANE.

LEGEND

DIRECTION OF TRAVEL



PAVEMENT MARKING FOR ENTRANCE RAMP



SERVICE INTERCHANGE PAVEMENT MARKING FOR PARALLEL ENTRANCE RAMP

6

6

SDD 14C31 - 04c

SDD 14C31 - 04c

PAVEMENT MARKING, ENTRANCE RAMP AND PARALLEL ENTRANCE RAMP

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

GENERAL NOTES

THIS LANE CLOSURE IS TYPICAL FOR CLOSING RIGHT LANE - REVERSE FOR CLOSING LEFT LANE

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.

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 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.

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) CONSIDER ROADWAY GEOMETRICS WHEN LOCATING SIGNS AND ARROW BOARD SO THE DRIVER HAS A CLEAR VIEW OF THE ARROW BOARD AND LANE CLOSURE DRUMS.

(2) IF NEEDED. USE ONLY IF DESIGN SPEED IS 10 MPH LESS THAN POSTED SPEED.

LEGEND

- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- TRAFFIC CONTROL DRUM
- FLASHING ARROW BOARD
- REMOVING PAVEMENT MARKING
- CONCRETE BARRIER TEMPORARY PRECAST
- DIRECTION OF TRAFFIC
- WORK AREA



OR



LOCATED 400 FEET BEYOND THE W20- 5G SIGN.

SEE SDD 15D12b FOR SIGN PLACEMENT.



R2-1
48"X60"

OR



R2-1
48"X60"

(BLACK AND WHITE)

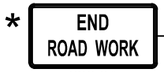
LOCATED 700 FEET BEYOND W03-5 SIGN

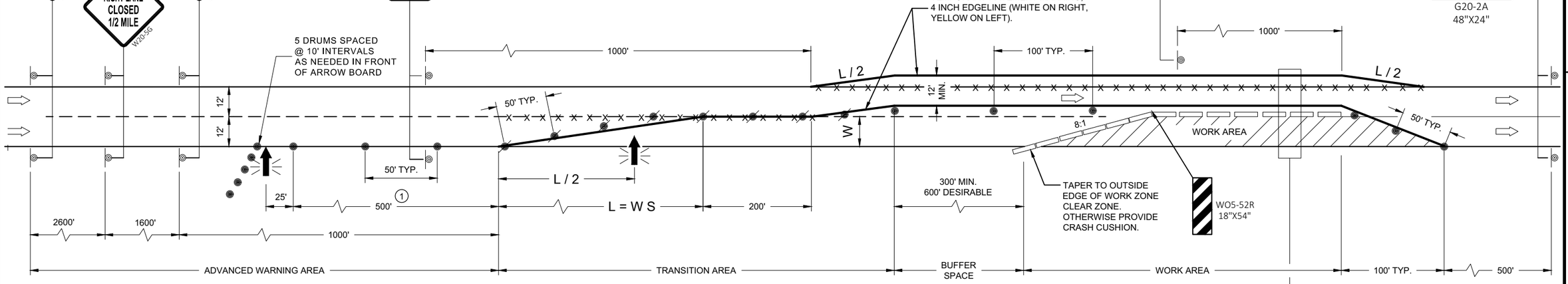
IF THE REGULATORY SPEED HAS BEEN REDUCED, A SPEED LIMIT SIGN SHALL BE LOCATED 1500 FEET BEYOND THE END OF THE ACCELERATION LANE OF EACH ENTRANCE RAMP. PLACE A SPEED LIMIT SIGN A MINIMUM OF EVERY 3 MILES.



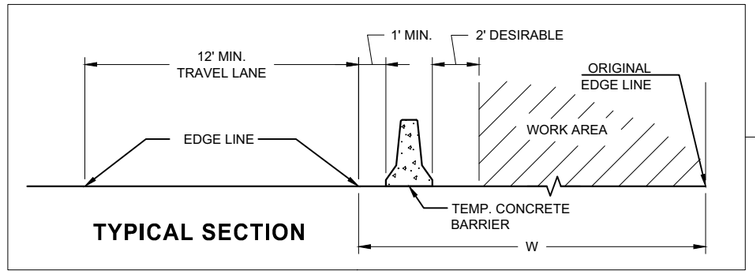


* INCLUDE RESUME SPEED LIMIT SIGN A MINIMUM OF 200 FEET (500 FEET DESIRABLE) AFTER END ROAD WORK SIGNS.





L, TAPER LENGTH (MPH)												
SPEED (MPH)	W, LATERAL OFFSET (FT)											
	1	2	3	4	5	6	7	8	9	10	11	12
45	45	90	135	180	225	270	315	360	405	450	495	540
50	50	100	150	200	250	300	350	400	450	500	550	600
55	55	110	165	220	275	330	385	440	495	550	605	660
60	60	120	180	240	300	360	420	480	540	600	660	720
65	65	130	195	260	325	390	455	520	585	650	715	780
70	70	140	210	280	350	420	490	560	630	700	770	840



TYPICAL SECTION

TRAFFIC CONTROL LANE CLOSURE, SPEEDS GREATER THAN 40 MPH WITH BARRIER

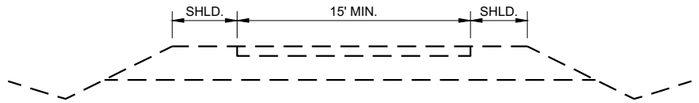
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2018 — DATE
/S/ Andrew Heidtke — WORK ZONE ENGINE

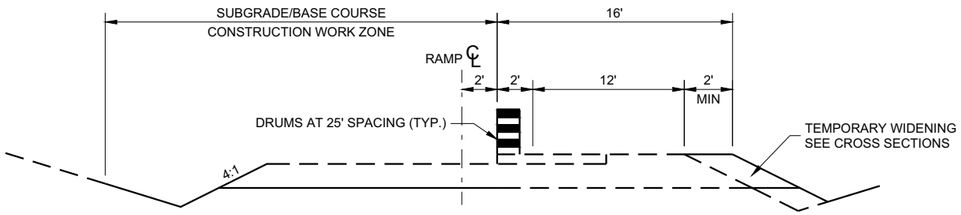
FHWA

SDD 15D03-05

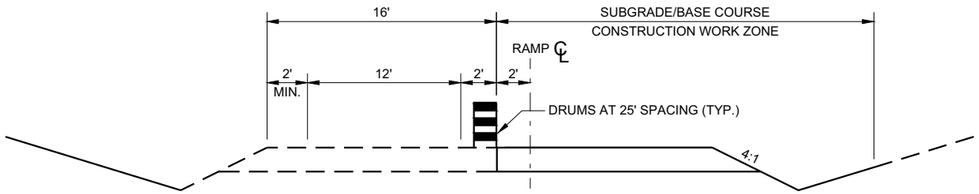
SDD 15D03-05



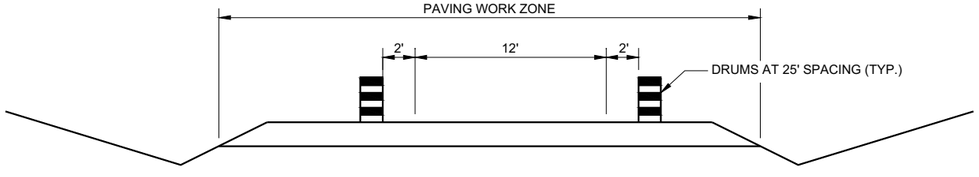
INITIAL RAMP - TYPICAL



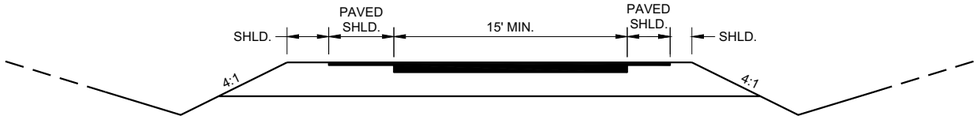
STAGE I - CONSTRUCTION TO SUBGRADE, LEFT



STAGE II - CONSTRUCTION TO SUBGRADE, RIGHT



STAGE III - TRAFFIC ON BASE COURSE



STAGE IV - PAVING

GENERAL NOTES

WORK SHALL BE SCHEDULED FOR ALL STAGES TO MINIMIZE INCONVENIENCE TO THE TRAFFIC USING THE RAMP WHILE IT IS ONLY BASE COURSE.

IN STATE III, A MINIMUM 12' LANE WIDTH SHALL BE DELINEATED WITH DRUMS ALONG BOTH EDGES AT ALL TIMES UNTIL PAVED AND PAVEMENT MARKINGS ARE PLACED.

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SDD 15D04 - 01

TRAFFIC CONTROL, RAMP CONSTRUCTION STAGING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
July 1994
DATE

/S/ Chester J. Spano
DIRECTOR, OFFICE OF TR

FHWA

6

SDD 15D04 - 01

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 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.

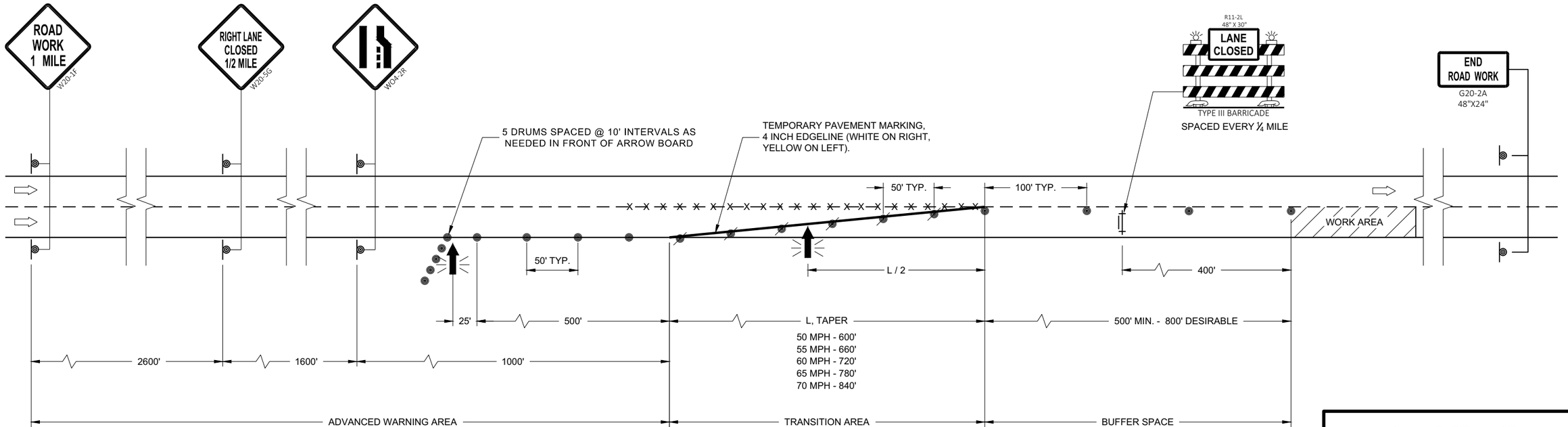
WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

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
August 2020
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA

6

SDD 15D12 - 09a

6

SDD 15D12 - 09a

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.

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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 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.

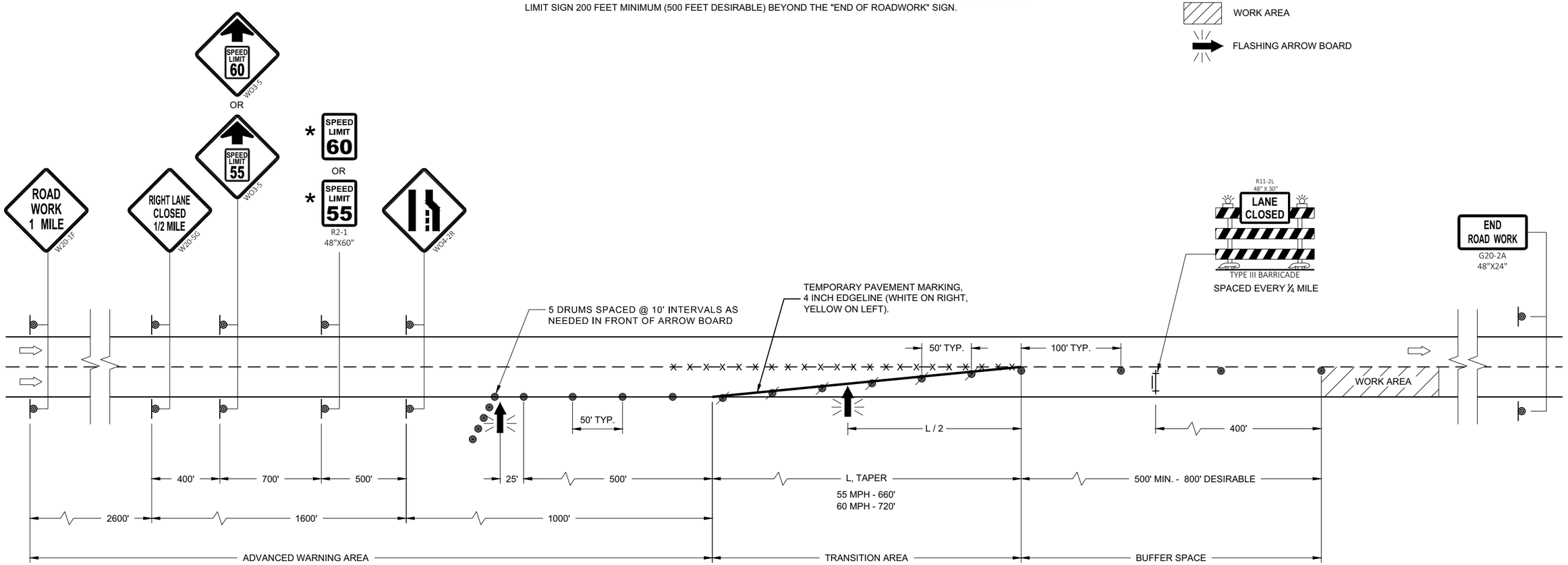
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* A SPEED LIMIT SIGN SHALL BE LOCATED 1500 FEET BEYOND THE END OF THE ACCELERATION LANE OF EACH ENTRANCE RAMP. PLACE A SPEED LIMIT SIGN A MINIMUM OF EVERY 3 MILES. INCLUDE A RESUME SPEED LIMIT SIGN 200 FEET MINIMUM (500 FEET DESIRABLE) BEYOND THE "END 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
- FLASHING ARROW BOARD



TRAFFIC CONTROL, LANE CLOSURE, SPEED REDUCTION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
August 2020
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

6

SDD 15D12 - 09b

6

SDD 15D12 - 09b

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.

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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.

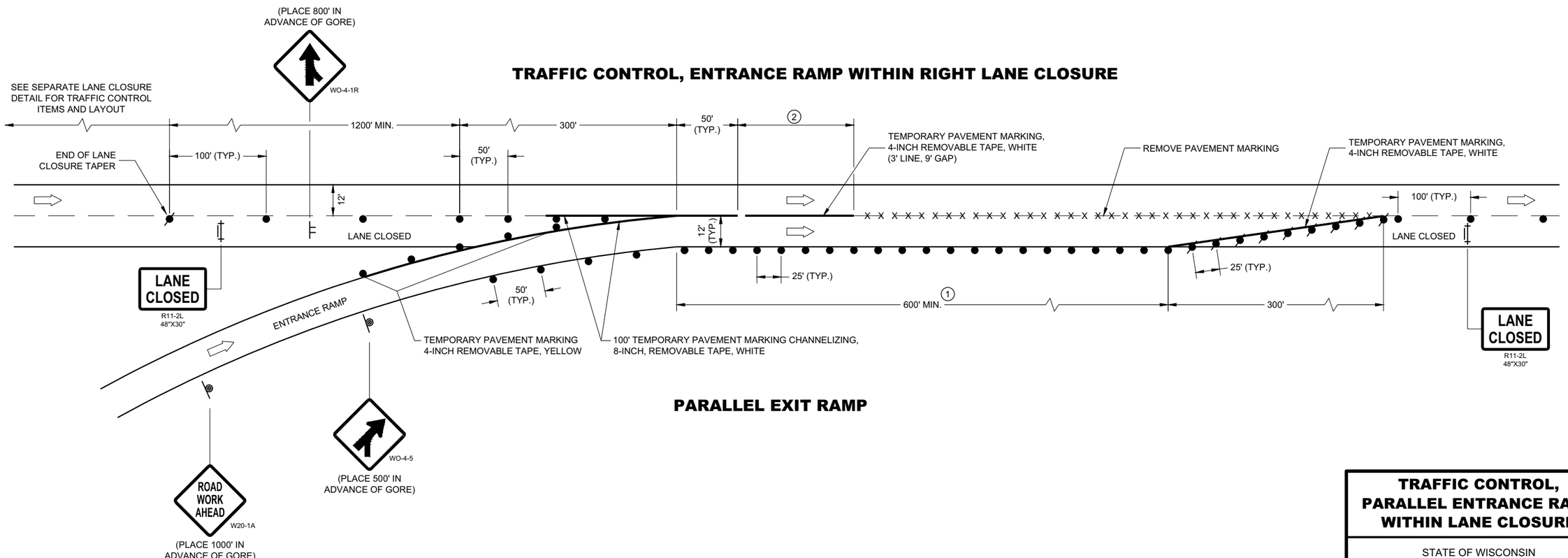
REMOVE PAVEMENT MARKINGS AND PLACE TEMPORARY PAVEMENT MARKING, REMOVABLE TAPE IF LANE CLOSURE IS TO BE IN PLACE FOR 4 OR MORE CONTINUOUS DAYS AND NIGHTS.

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 MARKING AT ½ THE LENGTH OF FULL WIDTH OF THE ACCELERATION LANE.

TRAFFIC CONTROL, ENTRANCE RAMP WITHIN RIGHT LANE CLOSURE



PARALLEL EXIT RAMP

TRAFFIC CONTROL, PARALLEL ENTRANCE RAMP WITHIN LANE CLOSURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2019 — DATE
/S/ Andrew Heidtke — WORK ZONE ENGINEER
FHWA

6

SDD 15D15 - 05a

6

SDD 15D15 - 05a

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.

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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.

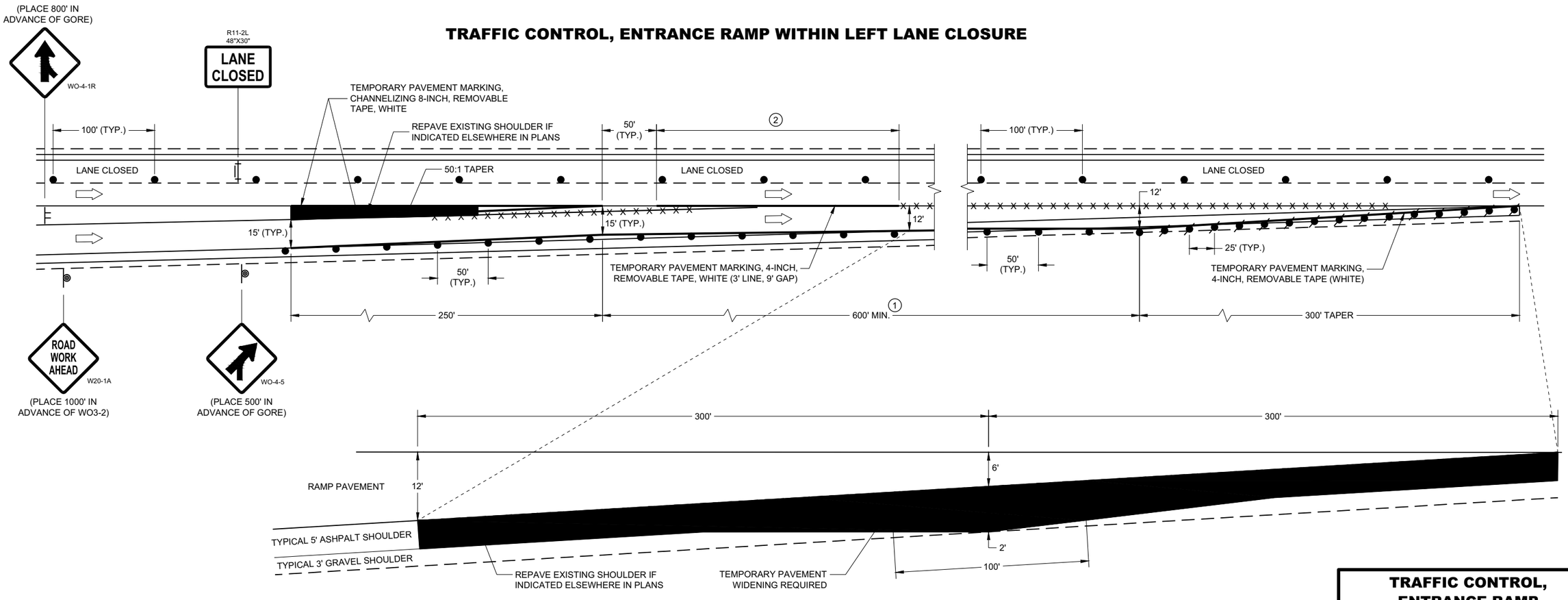
REMOVE PAVEMENT MARKINGS AND PLACE TEMPORARY PAVEMENT MARKING, REMOVABLE TAPE IF LANE CLOSURE IS TO BE IN PLACE FOR 4 OR MORE CONTINUOUS DAYS AND NIGHTS.

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 MARKING AT ½ THE LENGTH OF FULL WIDTH OF THE ACCELERATION LANE.

TRAFFIC CONTROL, ENTRANCE RAMP WITHIN LEFT LANE CLOSURE



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 2019
DATE
/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

6

SDD 15D15 - 05b

6

SDD15D15 - 05b

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.

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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.

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"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.

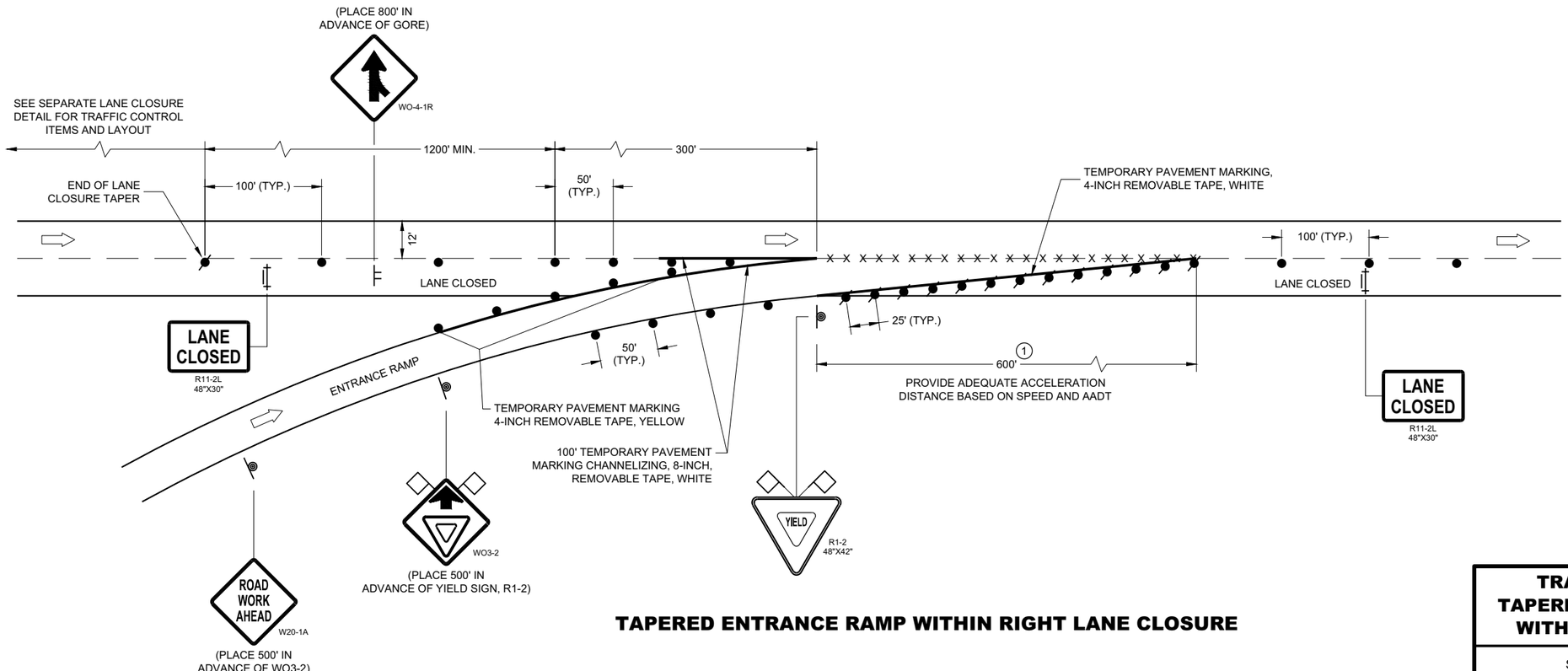
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WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

(1) CONSULT WITH REGIONAL WORK ZONE ENGINEER IF NEED TO REDUCE LENGTH EXISTS.



TAPERED ENTRANCE RAMP WITHIN RIGHT LANE CLOSURE

TRAFFIC CONTROL, TAPERED ENTRANCE RAMP WITHIN LANE CLOSURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2019
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

6

SDD 15D15 - 05c

6

SDD 15D15 - 05c

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.

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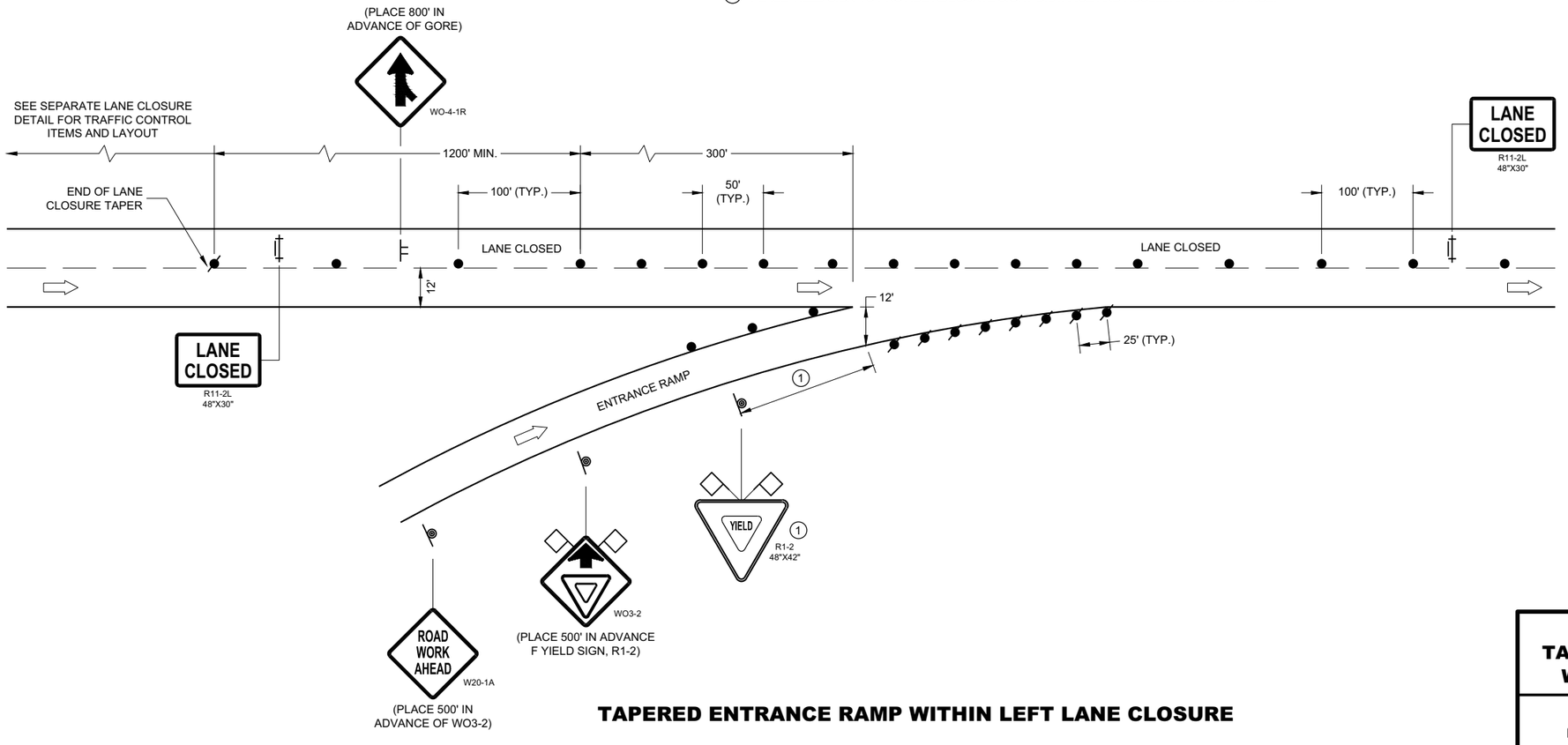
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REMOVE PAVEMENT MARKINGS AND PLACE TEMPORARY PAVEMENT MARKING, REMOVABLE TAPE IF LANE CLOSURE IS TO BE IN PLACE FOR 4 OR MORE CONTINUOUS DAYS AND NIGHTS.

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

(1) PLACE YIELD SIGN TO PROVIDE ADEQUATE SIGHT DISTANCE AND ACCELERATION DISTANCE.



TAPERED ENTRANCE RAMP WITHIN LEFT LANE CLOSURE

TRAFFIC CONTROL, TAPERED ENTRANCE RAMP WITHIN LANE CLOSURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2019
DATE
/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

6

SDD 15D15 - 05d

6

SDD15D15 - 05d

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.

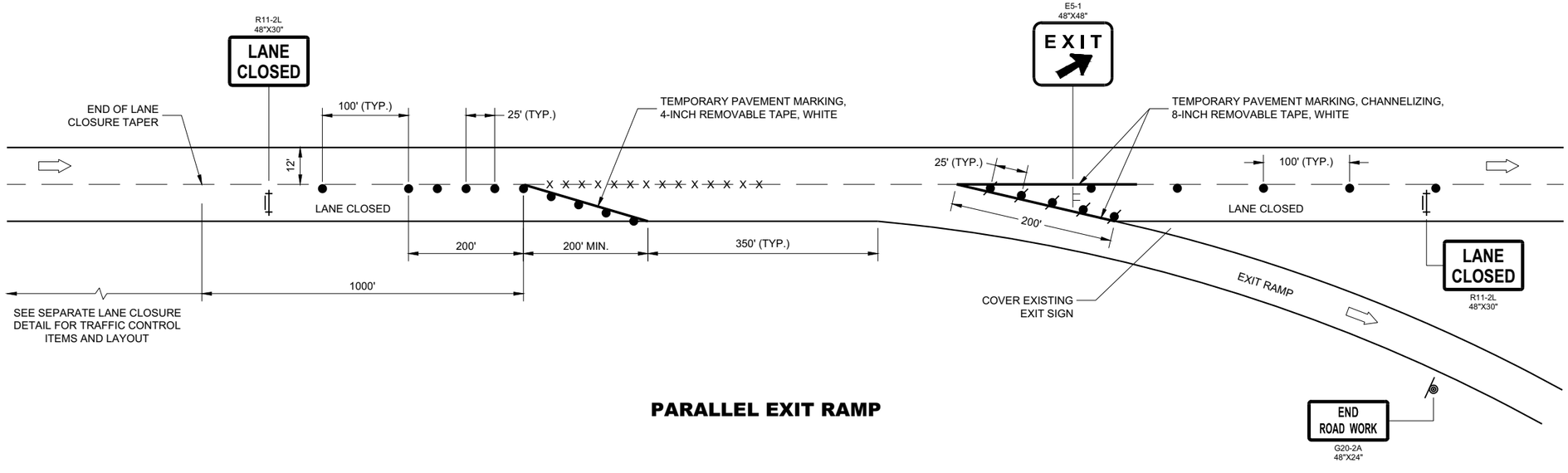
SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONSECUTIVE DAYS AND NIGHTS OR THAT WILL BE PLACED IN A CLOSED LANE, MAY BE MOUNTED ON PORTABLE SUPPORTS.

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, REMOVABLE TAPE 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.



PARALLEL EXIT RAMP

TRAFFIC CONTROL, PARALLEL EXIT RAMP WITHIN LANE CLOSURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2019 — DATE
/S/ Andrew Heidtke — WORK ZONE ENGINEE

FHWA

6

SDD 15D15 - 05e

6

SDD15D15 - 05e

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, REMOVABLE TAPE 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.

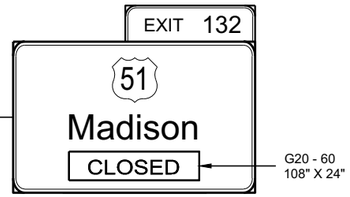
WHERE MEDIAN BARRIER IS IN PLACE, SIGNS SHOWN ON LEFT SIDE OF ROADWAY MAY BE OMITTED FOR RIGHT SIDE RAMP CLOSURES OF LESS THAN 12 - HOUR DURATION.

* 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.

** 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

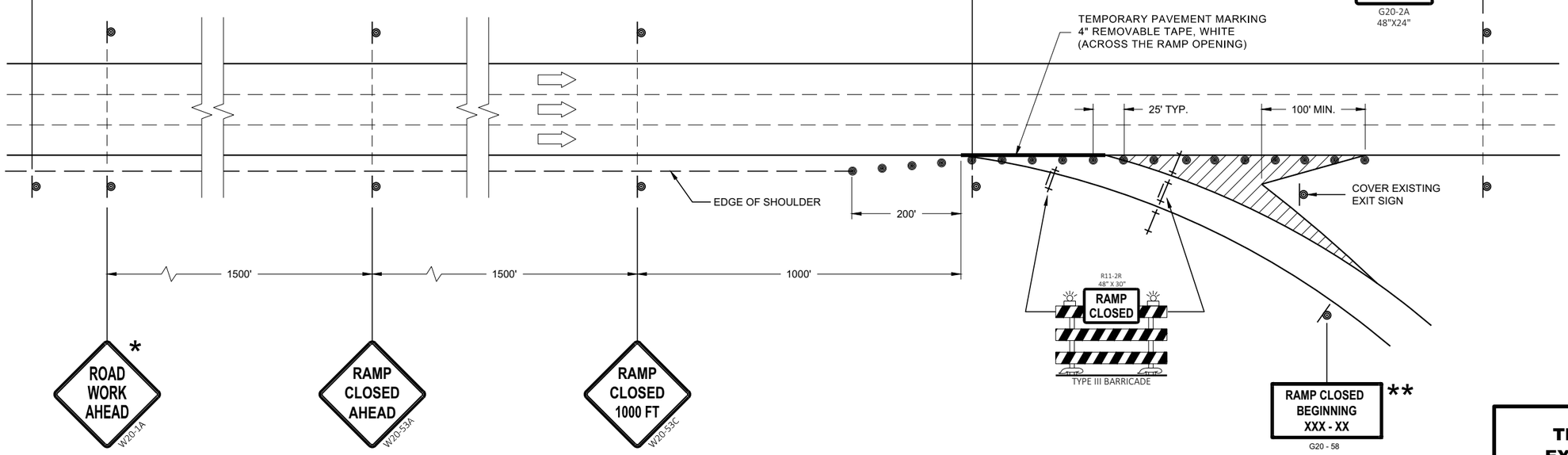


PLACE SIGN G20 - 60 OVER MILEAGE ON EXISTING E1 - 1A SIGN



COVER ARROW ON EXISTING E4 - 1 SIGN (COVERING SIGNS TYPE I)

G20 - 61
120 ' X 30"



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
November 2018
DATE

/S/ Andrew Heidtke
ROADWAY STANDARDS DEVE ENGINEER

FHWA

SDD 15D16 - 04

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.

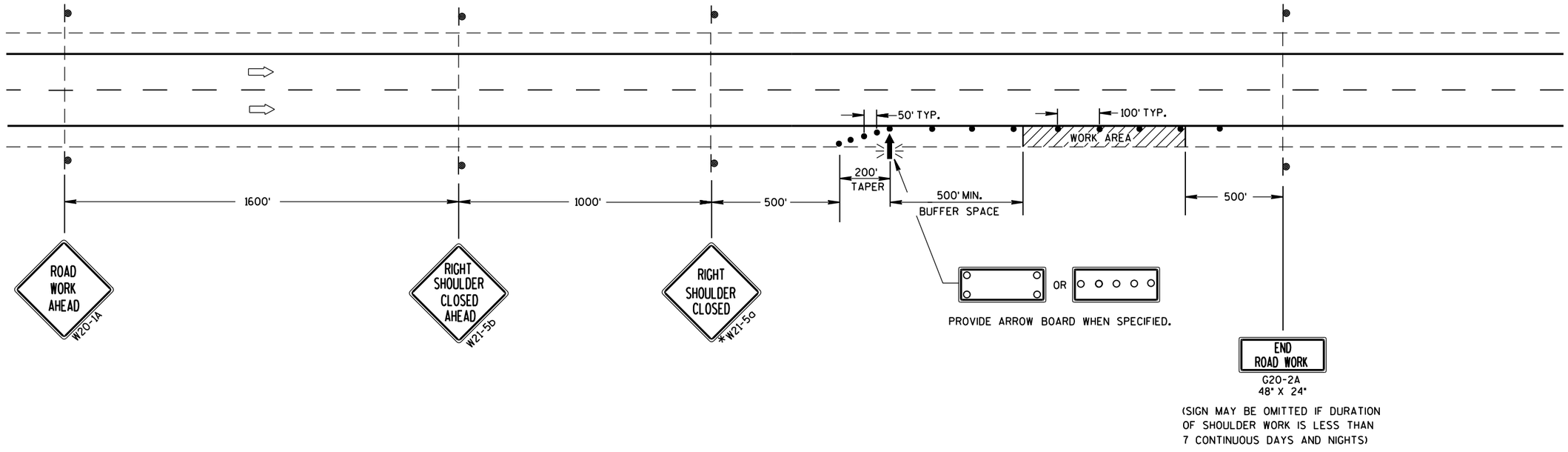
SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

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 TEMPORARY SUPPORT
- SIGN ON PERMANENT SUPPORT
- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- TYPE "A" WARNING LIGHT (FLASHING)
- DIRECTION OF TRAFFIC
- FLAGGER, EQUIPPED WITH STOP/SLOW PADDLE FASTENED ON SUPPORT STAFF

POSTED SPEED LIMIT PRIOR TO WORK STARTING (MPH)	ADVANCE WARNING SIGN SPACING (A) FEET
0-30	200'
35-40	350'
45-55	500'

GENERAL NOTES

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.

"WO" SIGN IS THE SAME AS "W" SIGN EXCEPT THE BACKGROUND IS ORANGE.

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

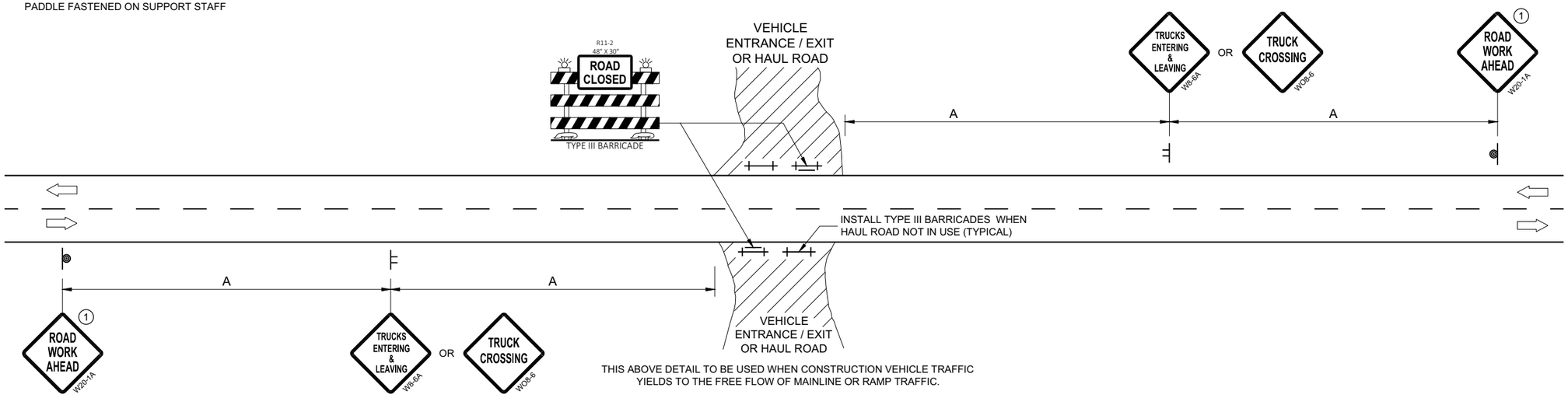
WARNING SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

WHEN ACTIVITY REFLECTED BY THE SIGN IS NOT CURRENTLY TAKING PLACE, THE HIGHWAY SHALL BE RESTORED TO NORMAL CONDITION AND THE SIGNS SHALL BE REMOVED, COVERED OR TURNED AWAY FROM TRAFFIC.

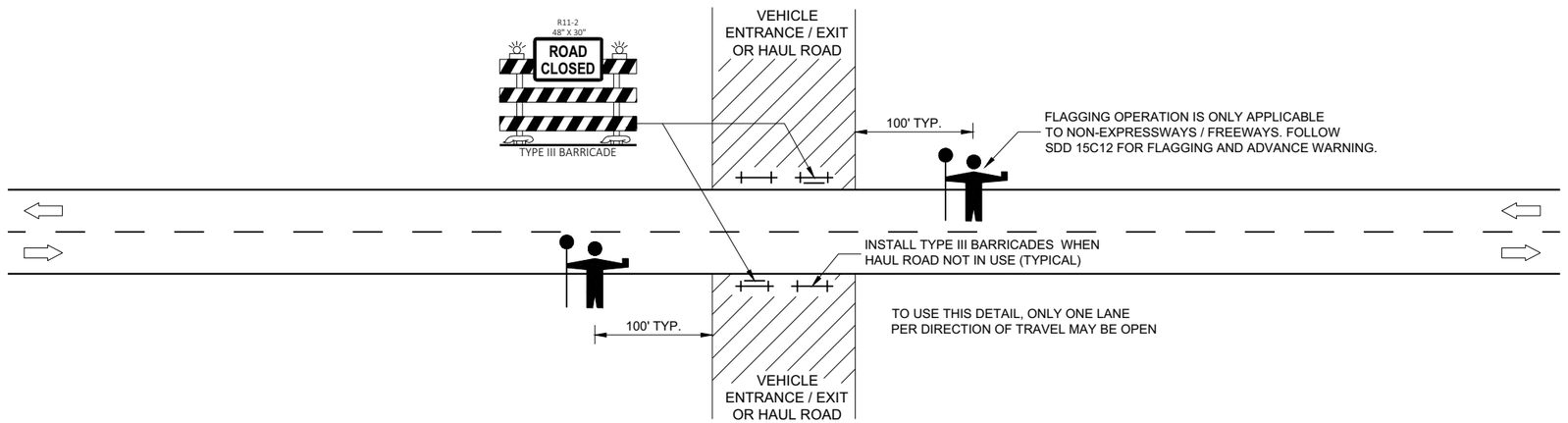
WHEN A SIDE ROAD OR RAMP INTERSECTS WITHIN THE ADVANCE SIGNING AREA, ADDITIONAL TRAFFIC CONTROLS SHALL BE PROVIDED AS SPECIFIED IN THE PLANS AND / OR THE SPECIAL PROVISIONS OR AS APPROVED BY THE ENGINEER.

PLACE SIGNS ON BOTH SIDES IF USED ON DIVIDED HIGHWAY.

(1) THESE SIGNS ARE TO BE USED ONLY WHEN VEHICLE ENTRANCE / EXIT CONDITIONS ARE SEPARATED BY MORE THAN TWO MILES FROM PREVIOUS WORK AREA OR SIGNING OR AS DIRECTED BY THE ENGINEER.



THIS ABOVE DETAIL TO BE USED WHEN CONSTRUCTION VEHICLE TRAFFIC YIELDS TO THE FREE FLOW OF MAINLINE OR RAMP TRAFFIC.



TO USE THIS DETAIL, ONLY ONE LANE PER DIRECTION OF TRAVEL MAY BE OPEN

THIS DETAIL TO BE USED WHEN CONSTRUCTION WORK INCLUDING TRUCKING ACTIVITY REQUIRES MAINLINE TRAFFIC TO BE TEMPORARILY STOPPED IN ONE OR BOTH DIRECTIONS. DELAY TO HIGHWAY TRAFFIC SHALL BE MINIMIZED.

TRAFFIC CONTROL, VEHICLE ENTRANCE/EXIT OR HAUL ROAD

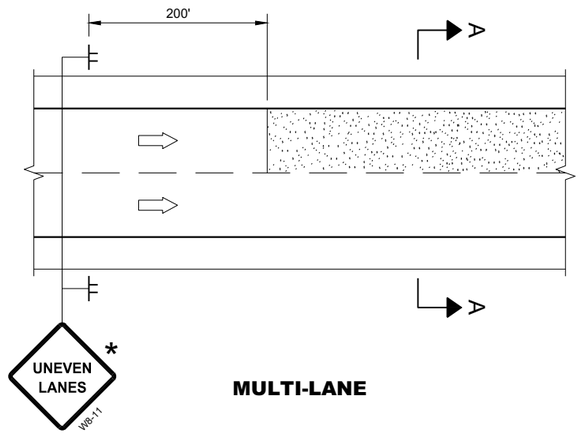
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2020
DATE

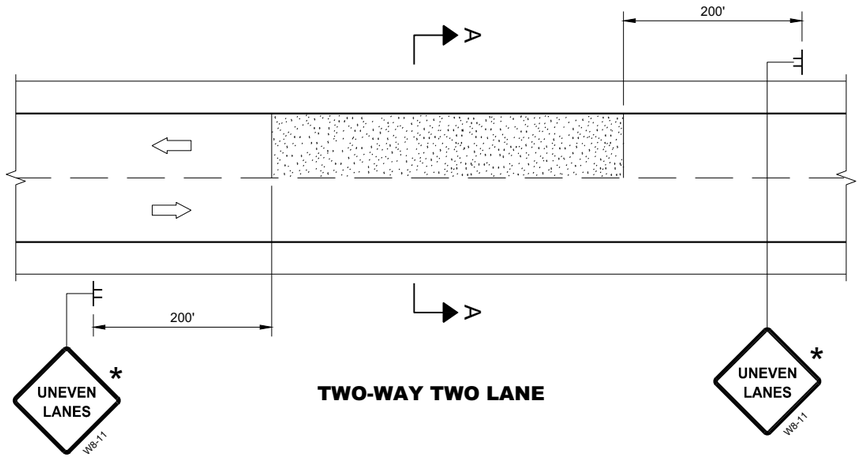
/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA

6
SDD 15D29 - 06



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.

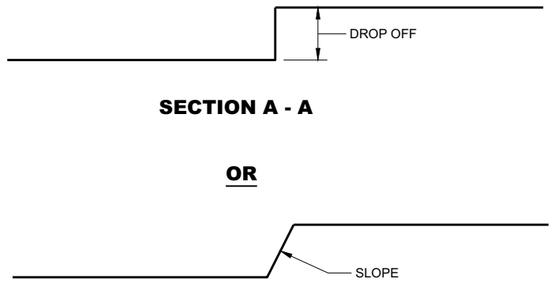
WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

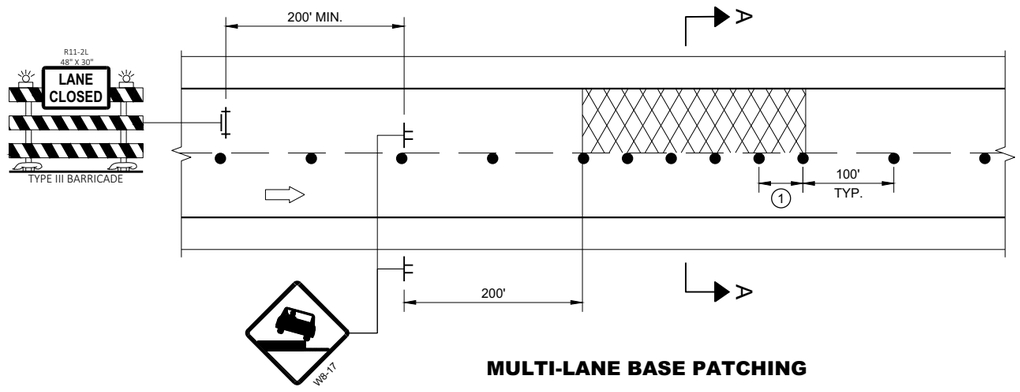
* IF THE DROP-OFF IS CONTINUOUS ALONG THE PROJECT, PLACE ADDITIONAL SIGNS EVERY 1 MILE AND AFTER EVERY ENTRANCE RAMP.

(1) USE CLOSER SPACING WHEN DELINEATING DROP-OFF.

LEGEND

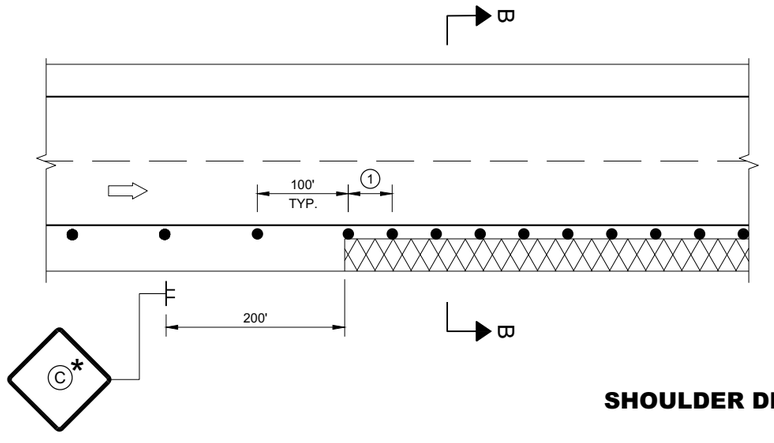
- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL DRUM
- TYPE III BARRICADE WITH ATTACHED SIGN
- TYPE "A" WARNING LIGHT (FLASHING)
- DIRECTION OF TRAFFIC
- WORK AREA WITH DROP-OFF
- MILLED SURFACE



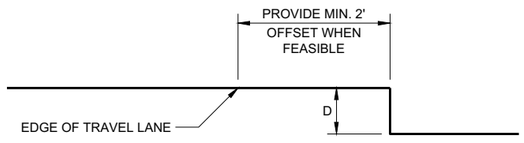


MULTI-LANE BASE PATCHING

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

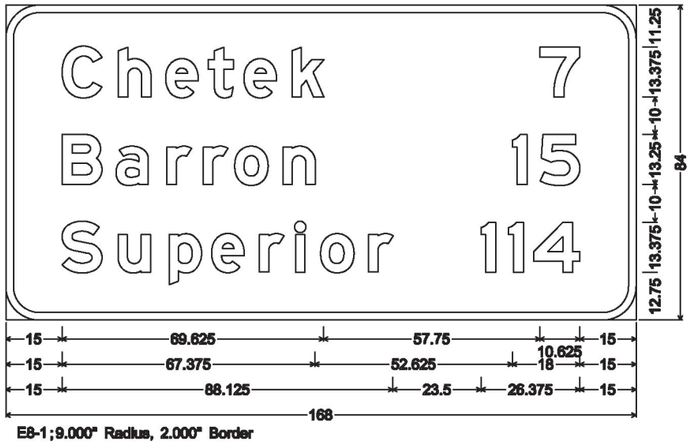
FHWA

6

SDD 15D39 - 02

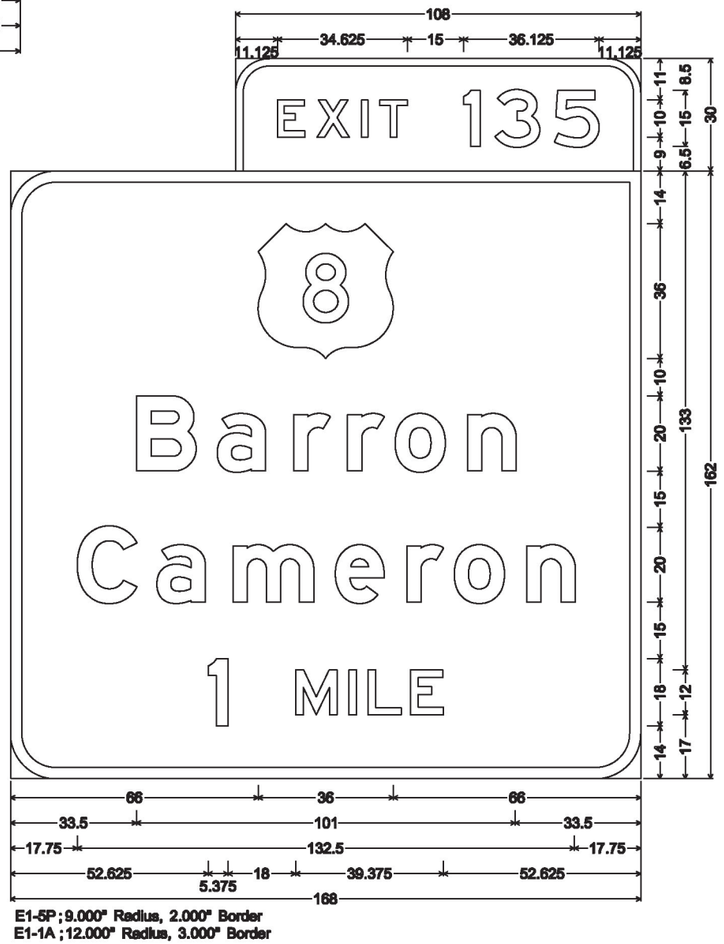
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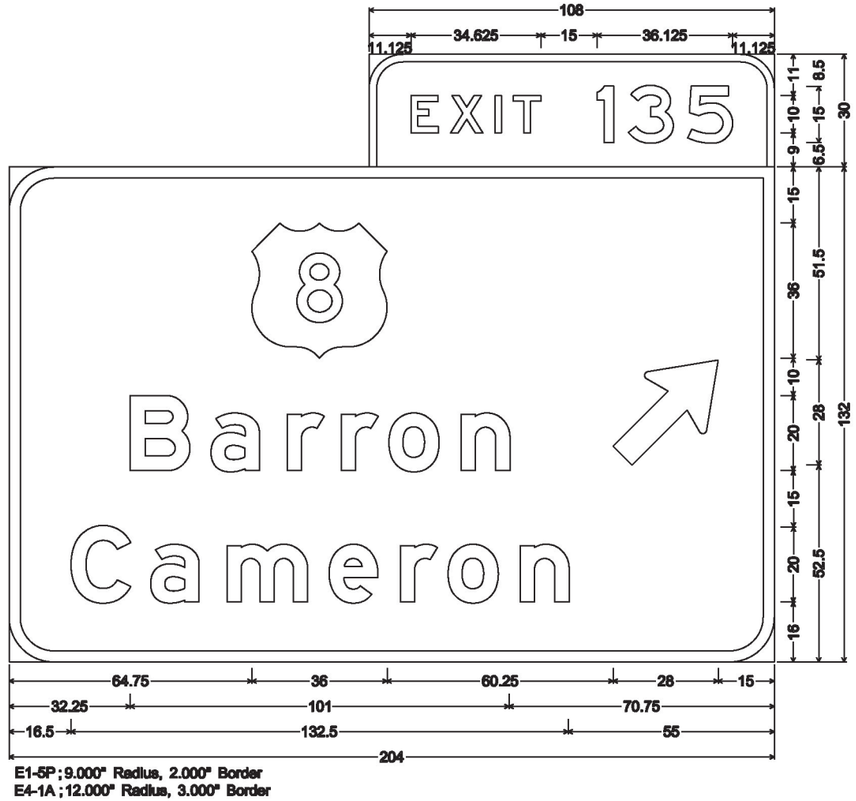
SDD 15D39 - 02

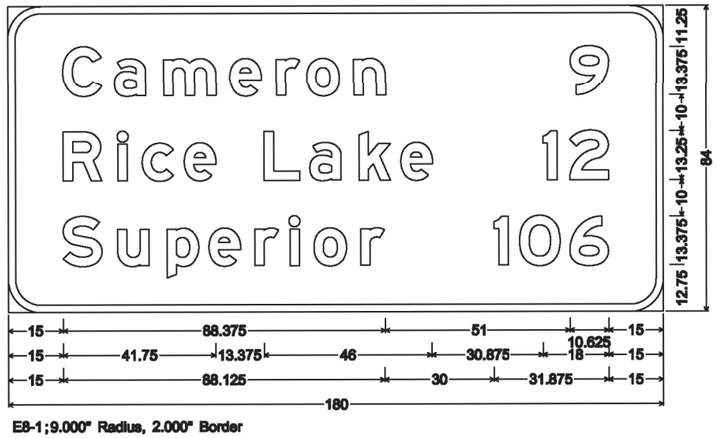


NOTES

1. Sign is Type I - Type SH Reflective
2. Color:
   Background - Green
   Message - White
3. Message Series - E Modified except all Cap Words Series E.



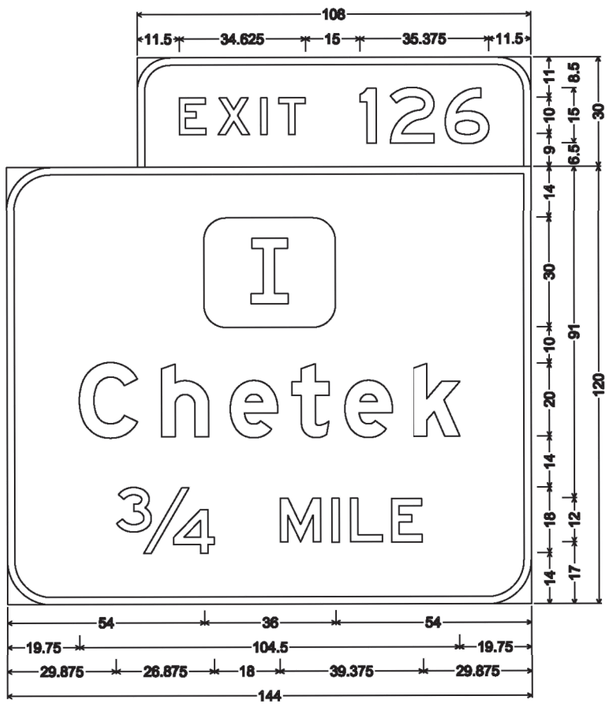




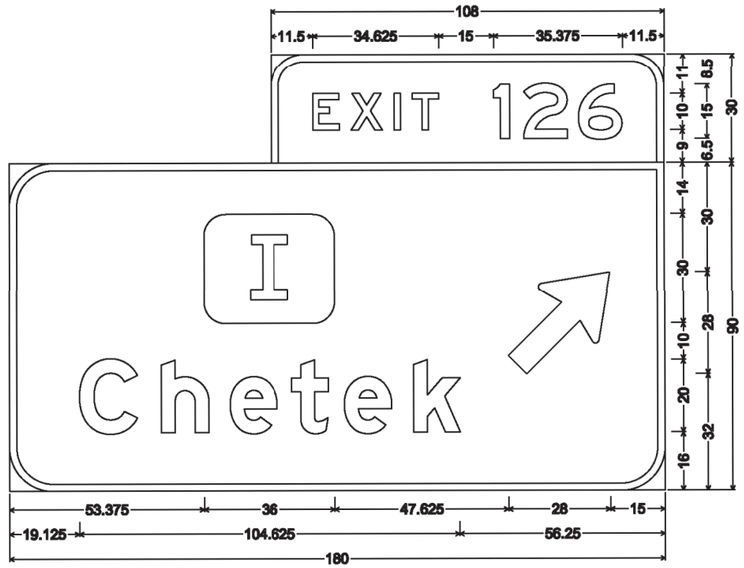
E8-1;9.000" Radius, 2.000" Border

NOTES

1. Sign is Type I - Type SH Reflective
2. Color:
   Background - Green
   Message - White
3. Message Series - E Modified except all Cap Words Series E.



E1-5P;9.000" Radius, 2.000" Border
E1-1A;12.000" Radius, 2.000" Border



E1-5P;9.000" Radius, 2.000" Border
E4-1A;12.000" Radius, 2.000" Border

7

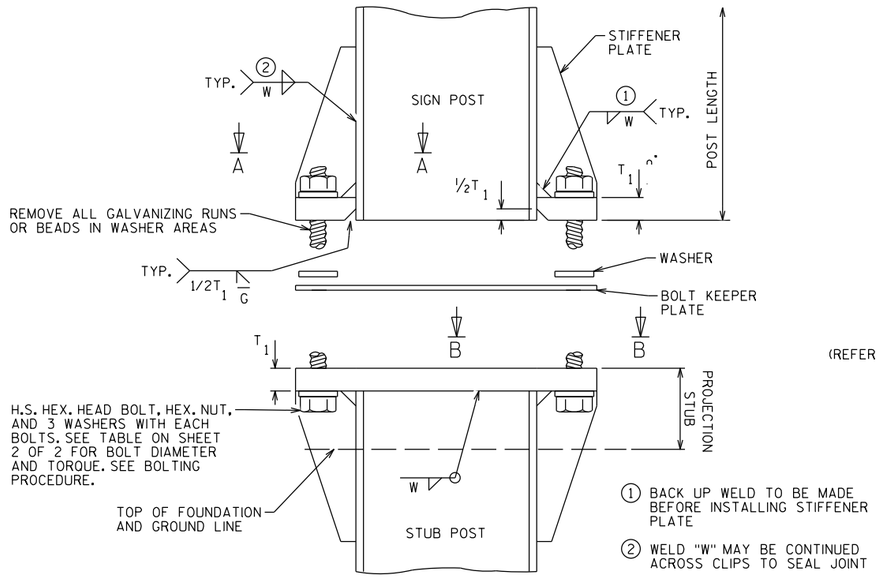
7

PROJECT NO: 1196-04-78, 1196-05-77	HWY: USH 53	COUNTY: BARRON	PERMANENT SIGNING XXX	SHEET 231	E

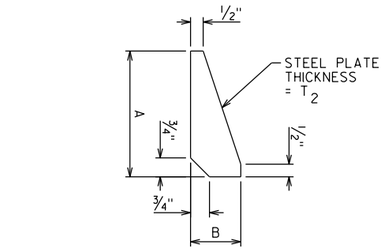
FILE NAME : DRAWING1.DWG
LAYOUT NAME - 01

PLOT DATE : 8/1/2021 9:05 PM PLOT BY : NICK ENGH PLOT NAME : PLOT SCALE : ##########

WISDOT/CADDS SHEET 44

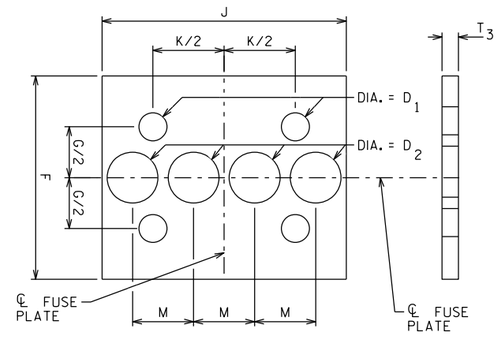


SIGN POST & STUB POST ELEVATION



STIFFENER PLATE DETAIL

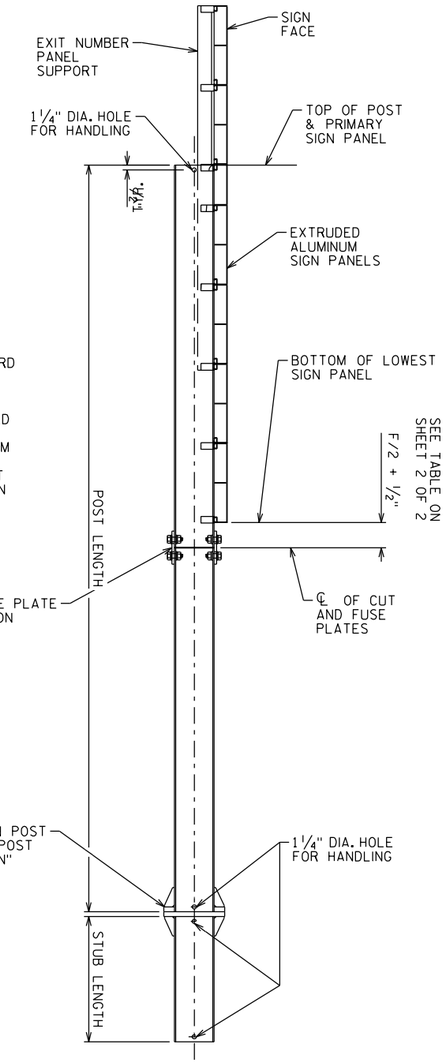
(REFER TO TABLE ON SHEET 2 OF 2 FOR DIMENSIONS)



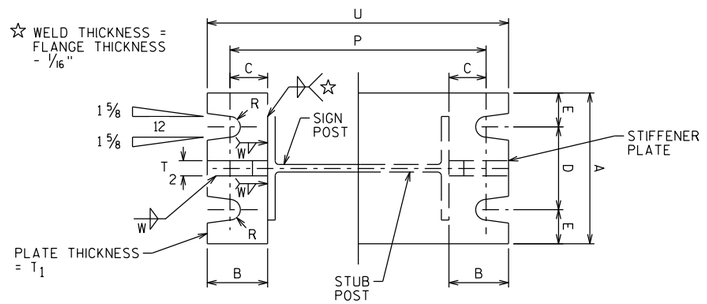
PERFORATED FUSE PLATE DETAIL

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.

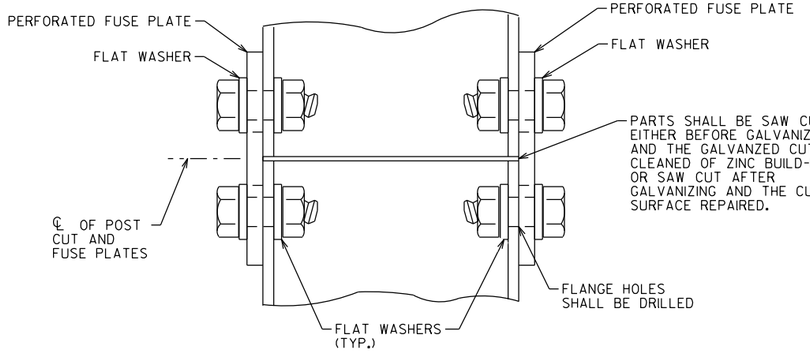


POST DETAIL

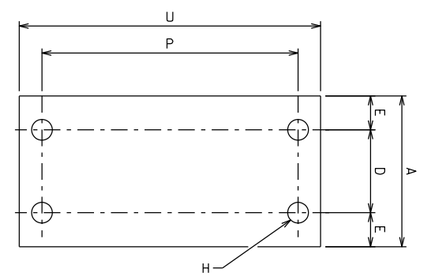


SECTION A-A

SECTION B-B



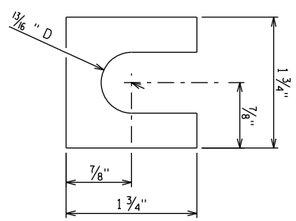
FUSE PLATE CONNECTION DETAIL



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.

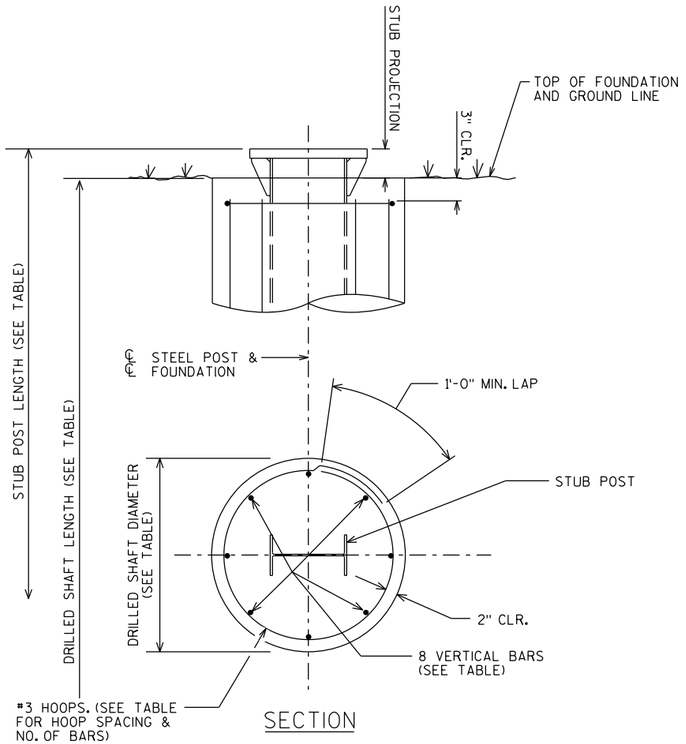
CONNECTION & FOUNDATION DETAILS 1 OF 2

SHEET A3-1.20

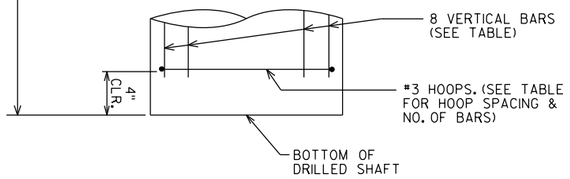
232

7

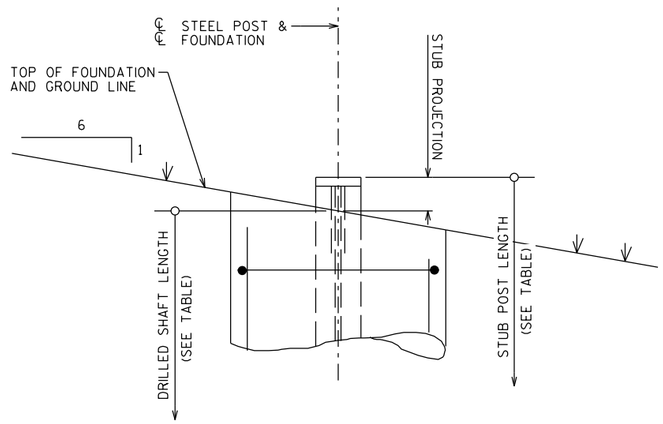
7



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

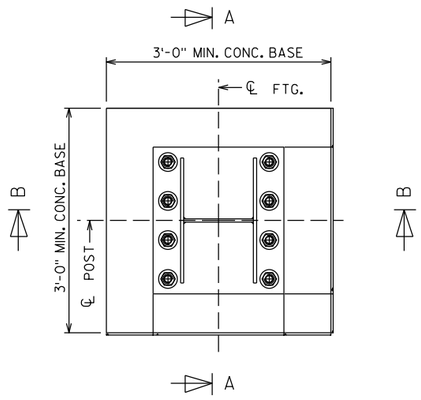
SHEET A3-1.20

233

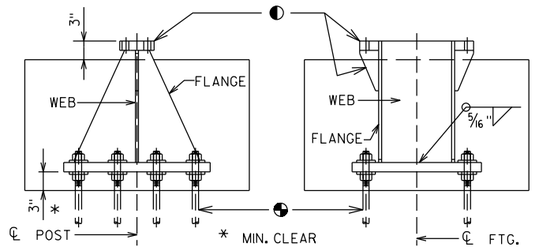
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PLOT DATE : 3-MAR-2020
PLOT BY : dotc4c

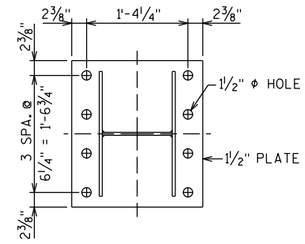
STUB AND ADHESIVE ANCHOR DETAILS



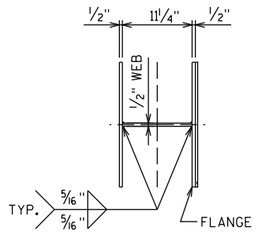
STUB SECTION



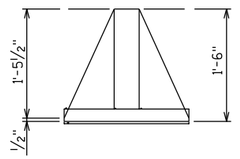
SECTION A-A SECTION B-B



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.

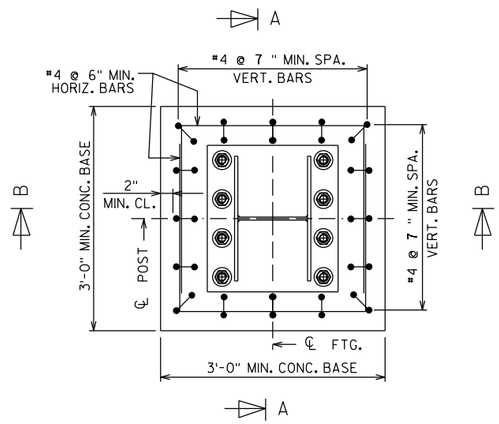
GENERAL NOTES:

QUANTITIES PER BASE:
REINFORCING STEEL = 62 LB
CONCRETE = 0.6 CY
STRUCTURAL STEEL = 335 LB

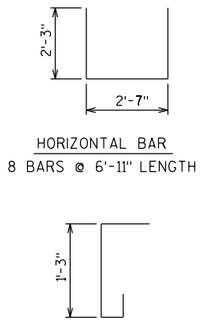
ALL MATERIALS, EXCEPT FOR ANCHOR ROD, NUTS, AND WASHERS, SHALL BE ASTM A709 GRADE 50. ALL MATERIALS TO BE GALVANIZED AFTER FABRICATION.

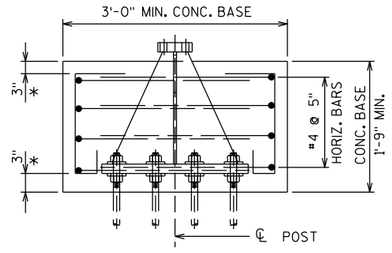
IF ROCK IS ENCOUNTERED PRIOR TO REACHING THE MINIMUM DRILLED SHAFT EMBEDMENT DEPTH DEFINED ON THE FOUNDATION DATA TABLE OF THE "CONNECTIONS & FOUNDATION DETAILS 2 OF 2" SHEET, THE CONTRACTOR SHALL INSTALL A TEST ADHESIVE ANCHOR AND DETERMINE THE PULL-OUT CAPACITY. IF THE FIELD TEST RESULTS IN A PULL-OUT 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

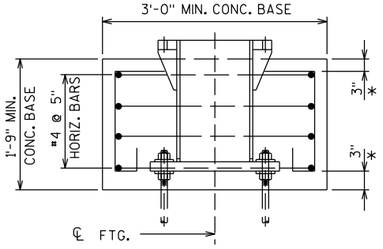


CONCRETE BASE PLAN





SECTION A-A



SECTION B-B

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

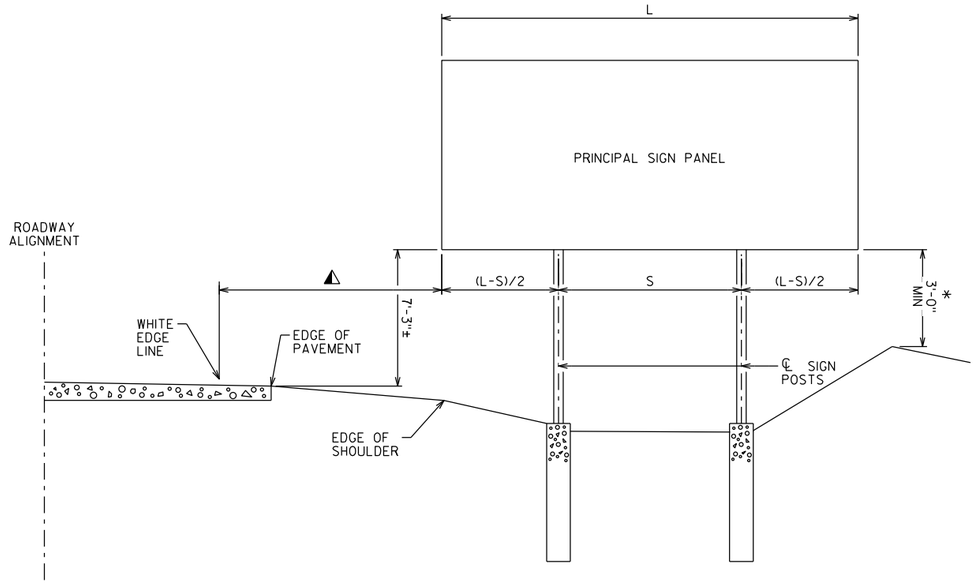
STRUCTURE BTO TYPE I SIGNS

DRAWN BY | PLANS CK'D.

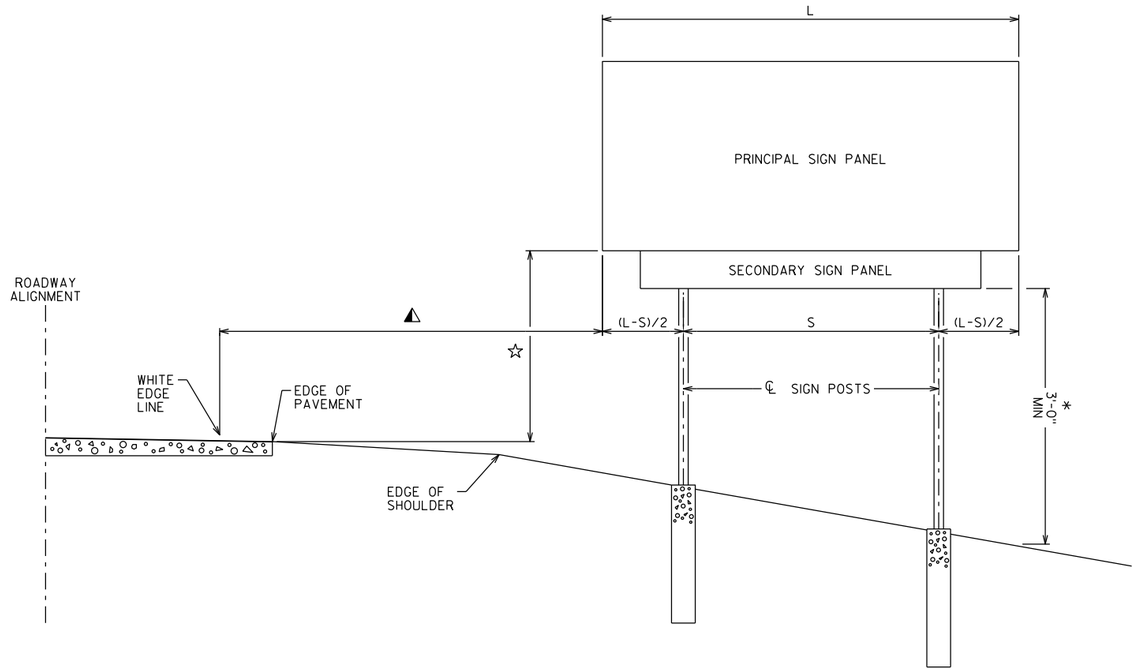
ALTERNATE BREAK-AWAY BASE ON ROCK

SHEET A3-1M.2

234



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".

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"±.

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE BTO TYPE I SIGNS

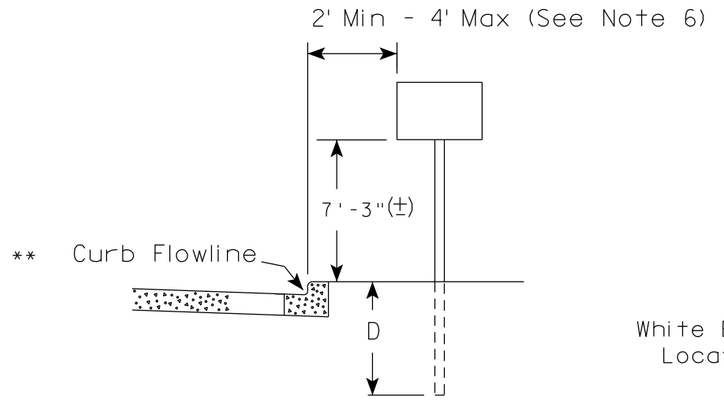
DRAWN BY | PLANS CK'D.

TYPICAL TYPE I SIGN INSTALLATION

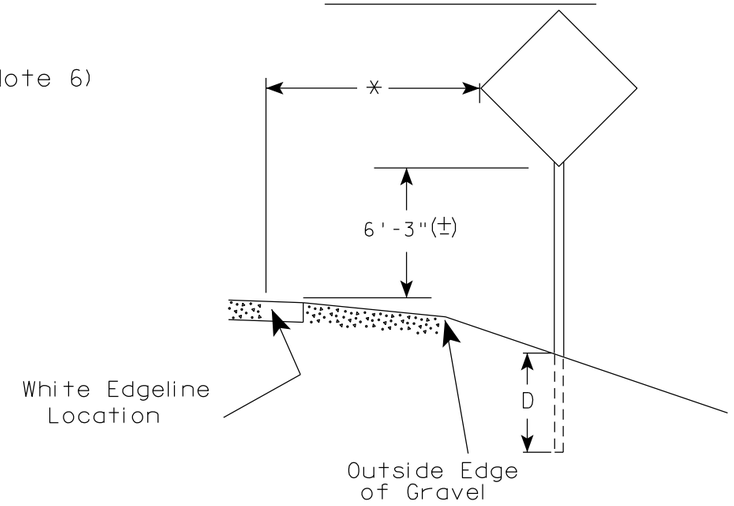
SHEET A4-1.10

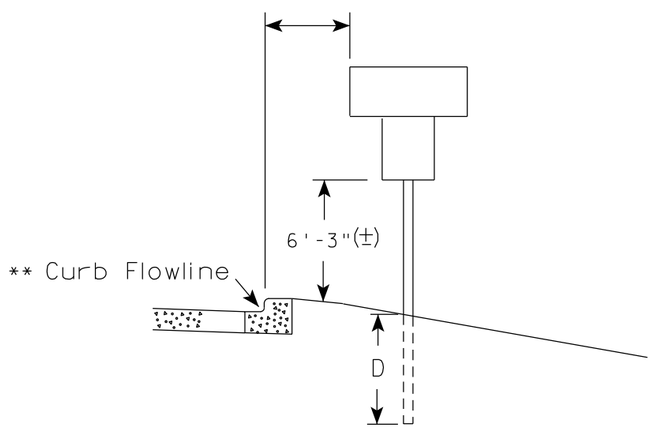
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 235 | E

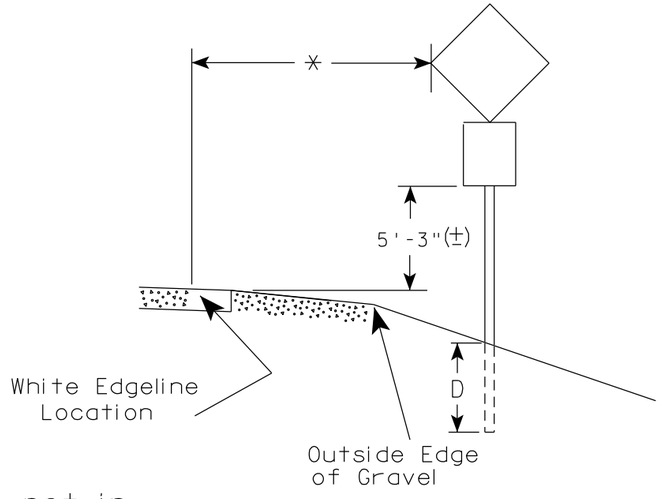
URBAN AREA



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" (±). 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. For expressways and freeways, mounting height is 7'- 3" (±) or 6'-3" (±) depending upon existence of a sub-sign.
4. Minimum mounting height for signs mounted on traffic signal poles is 5'- 3" (±).
5. Offset distance shall be consistent with existing signs or consistent throughout length of project.
6. The (±) tolerance for mounting height is 3 inches.
7. Folding signs shall be mounted at a height of 5'-3" (±) or as directd by the Engineer.

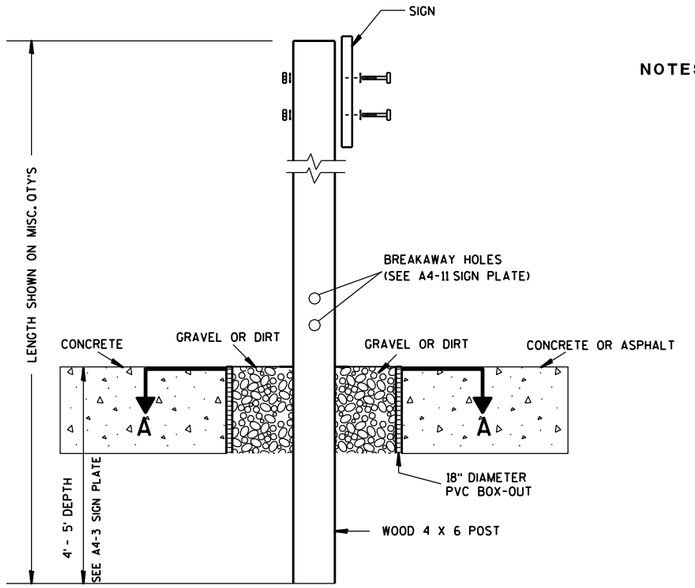
TYPICAL INSTALLATION OF PERMANENT TYPE II SIGNS ON SINGLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/13/2020 PLATE NO. A4-3.22

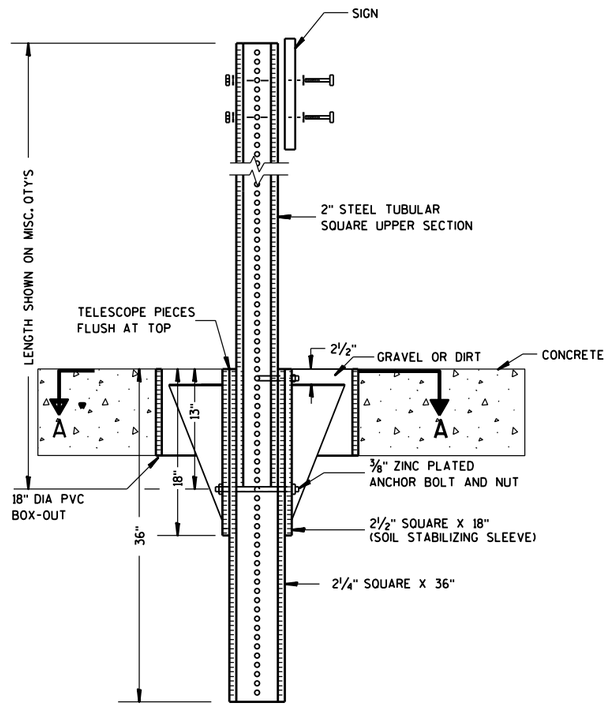
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 236	E



ELEVATION VIEW

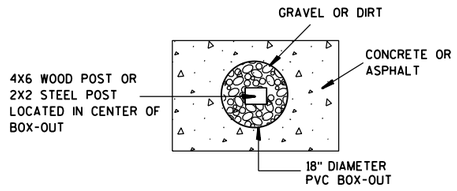
DETAIL OF WOOD 4 X 6 SIGN POST IN BOX-OUT

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

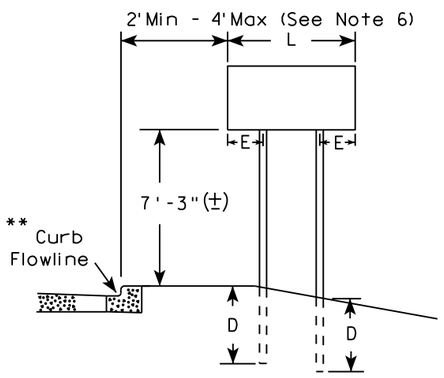
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/27/14 PLATE NO. A4-3B.1

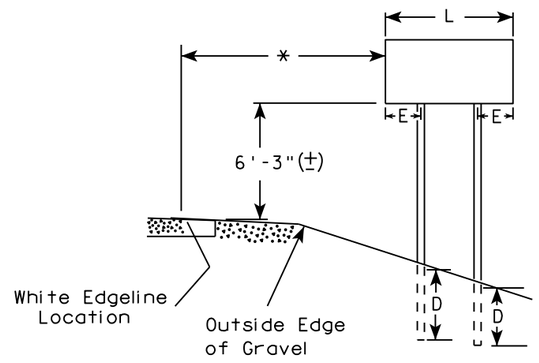
PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

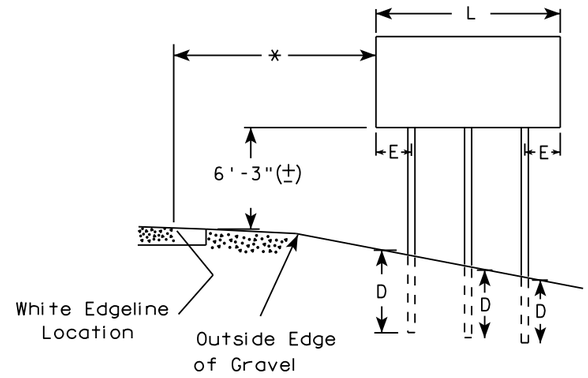
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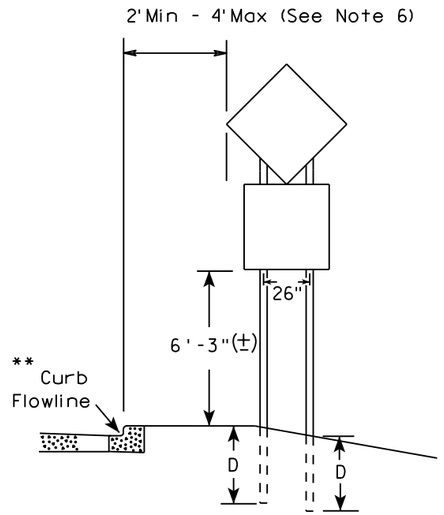
URBAN AREA



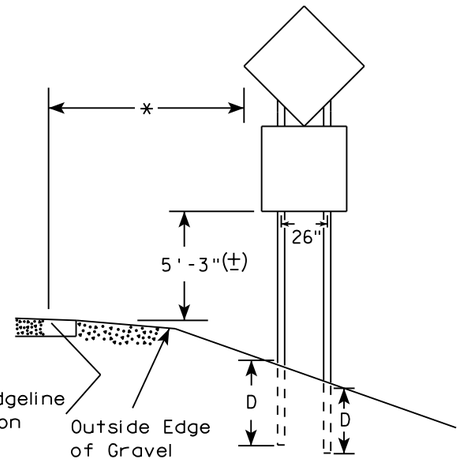
RURAL AREA (See Note 3)







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" (±) or 6'-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" (±) or as directed by the engineer.
8. The Double Arrow sign (W12-1) shall be mounted at a height of 2'-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" (±).

* 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

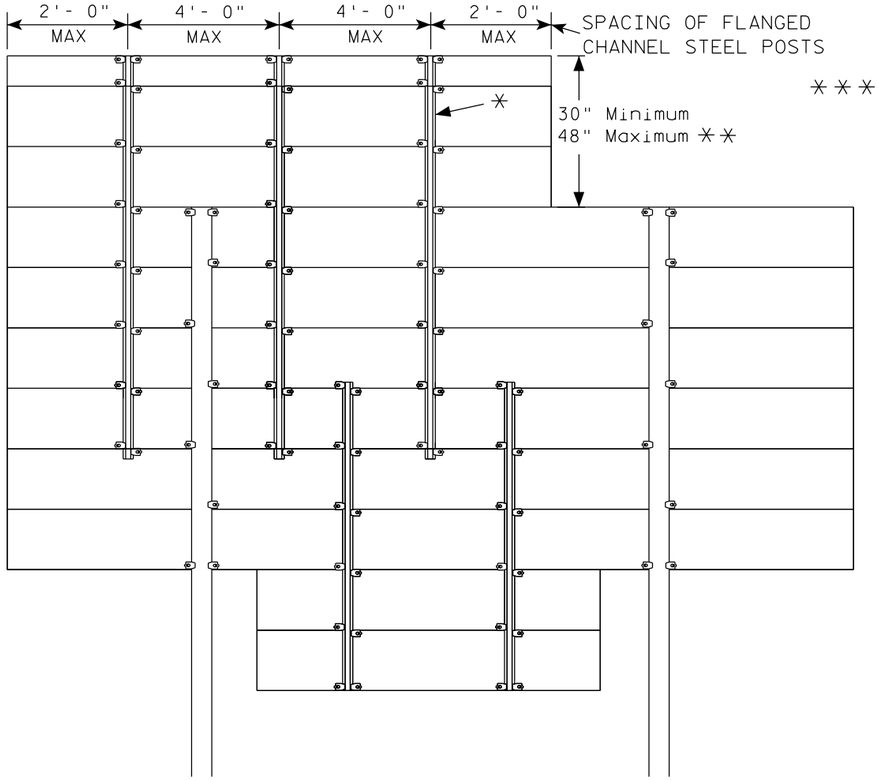
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 8/21/17 PLATE NO. A4-4.15

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 238	E

GROUND MOUNTED SIGN



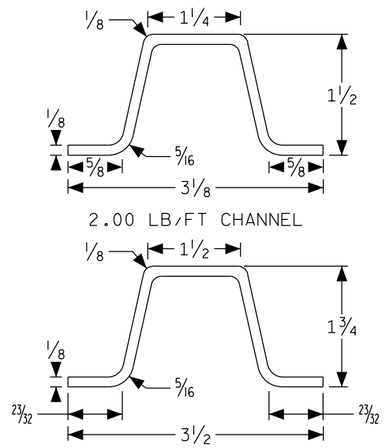
✳=2.00 lb/ft AND 4.00 lb/ft FLANGED CHANNEL, MIN. YIELD STRENGTH = 60,000 PSI (GRADE 60) GALVANIZED

✳✳=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

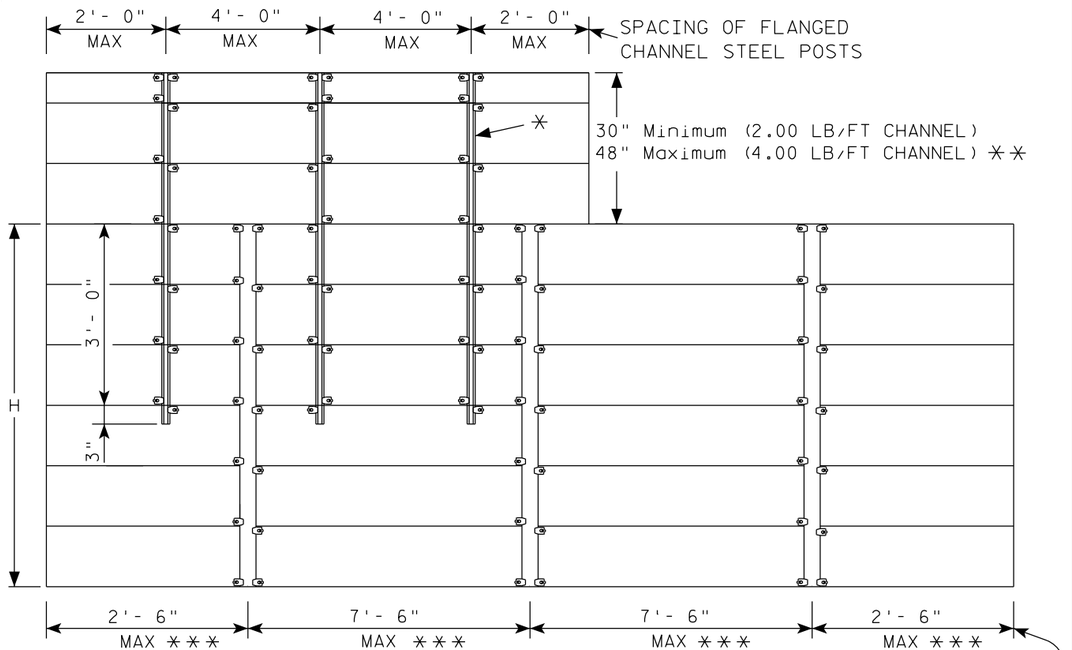
NOT TO SCALE



2.00 LB/FT CHANNEL

4.00 LB/FT CHANNEL

SIGN BRIDGE MOUNTED SIGN



SPACING OF ALUMINUM SIGN SUPPORTS 5" X 3.5" X 3.7 LBS./ft.

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

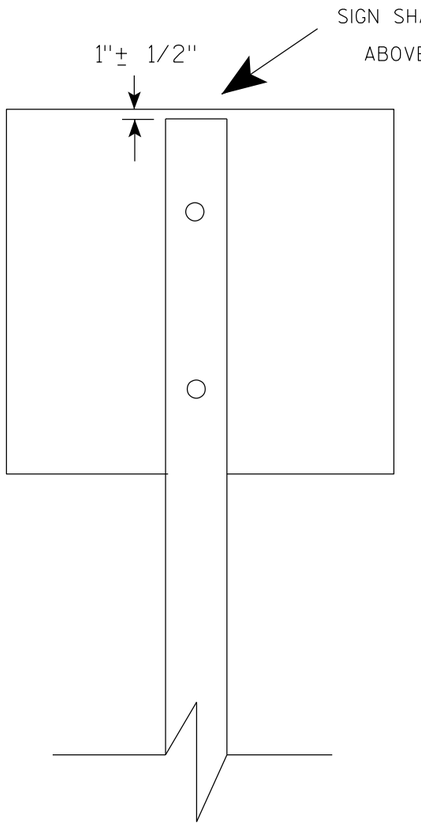
   If the flanged channel steel posts can not be horizontally spaced as shown, they can be moved so as to securely hold the sign.
3. The EXIT NUMBER PANEL shall normally be positioned above the guide sign aligned with the right edge of the guide sign. If the guide sign indicates a left exit, the EXIT NUMBER 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.

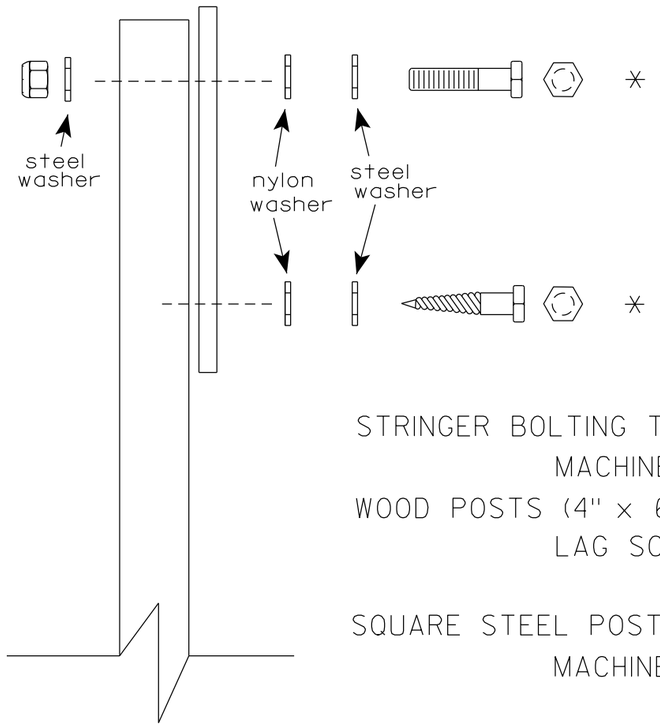
ATTACHMENT OF GUIDE SIGNS TO SUPPORTS

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

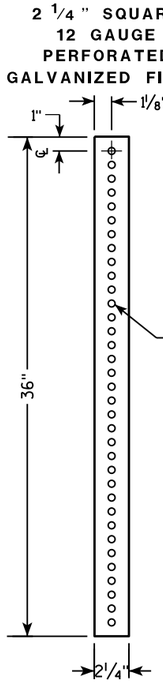
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

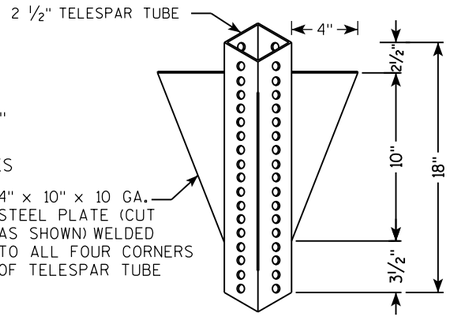
DATE 4/1/2020 PLATE NO. A4-8.9

TELESCOPIC TUBING ANCHORS
TWO PIECE SYSTEM

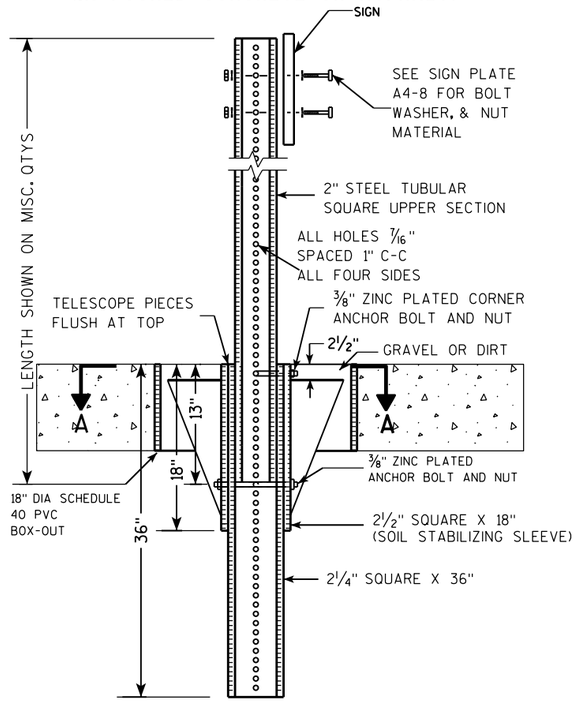
2 1/4 " SQUARE
12 GAUGE
PERFORATED
GALVANIZED FINISH



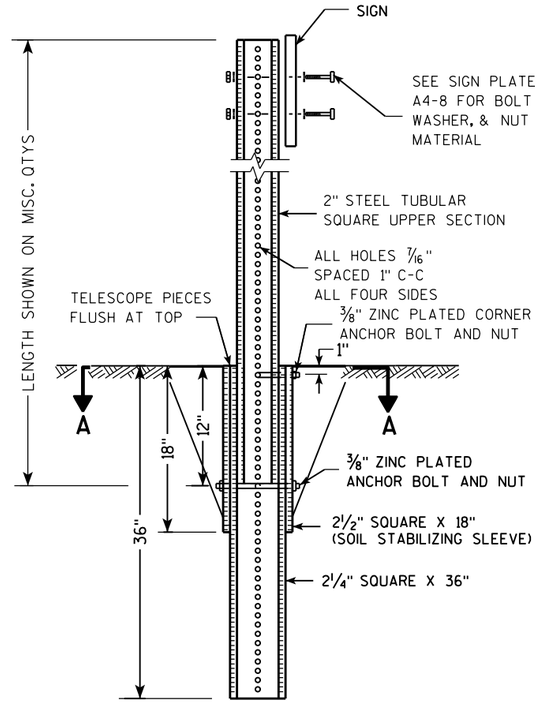
2 1/2 " SQUARE
12 GAUGE
OMNI-DIRECTIONAL
PERFORATED
SOIL STABILIZING SLEEVE
GALVANIZED FINISH

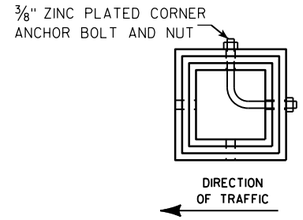


DETAIL OF TUBULAR STEEL SIGN POST
(IN POURED CONCRETE OR ASPHALT)



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

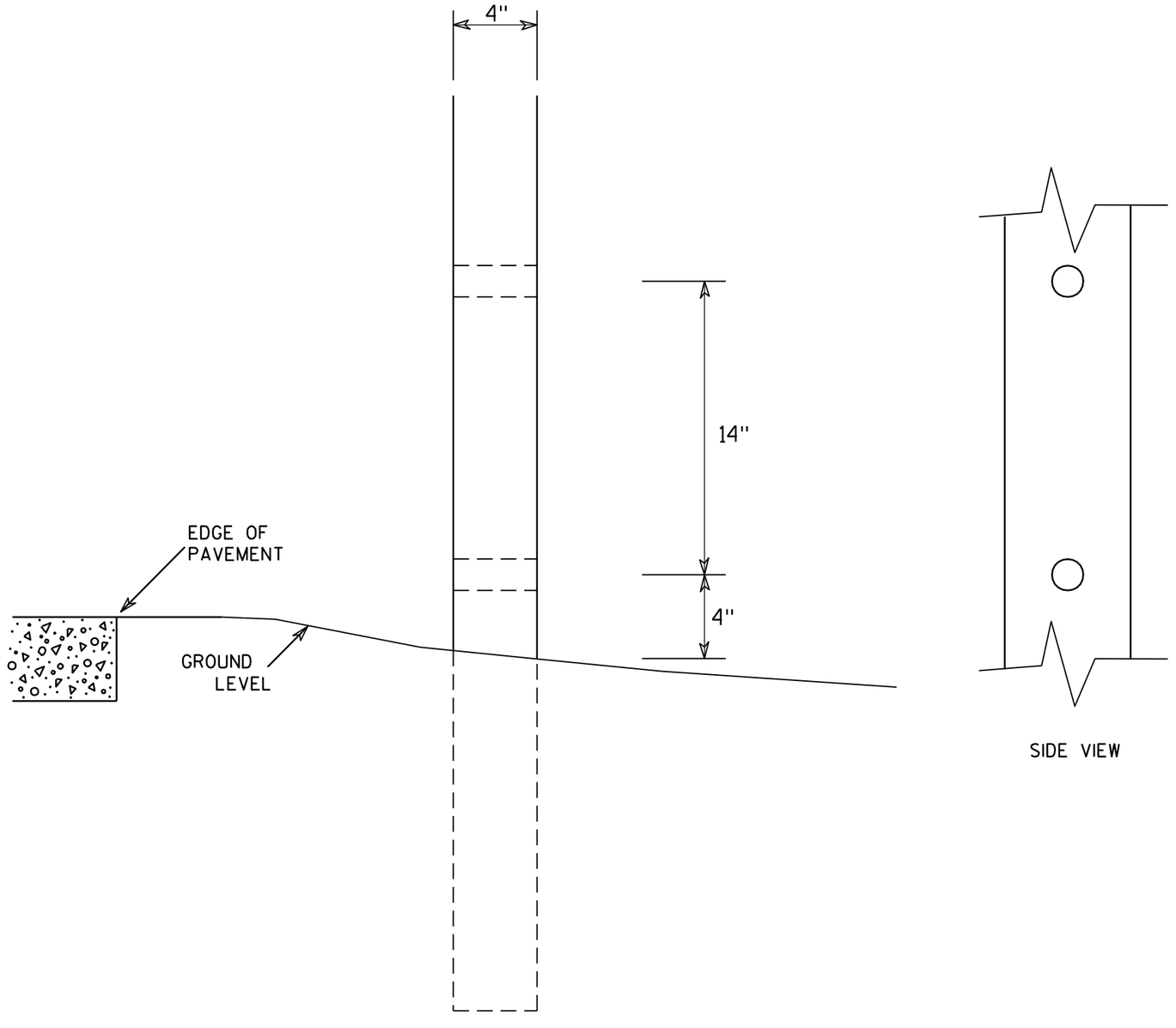
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/05/15 PLATE A4-9.9

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\A49.DGN PLOT DATE : 05-FEB-2015 17:09 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 13.659812:1.000000 WISDOT/CADDS SHEET 42



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

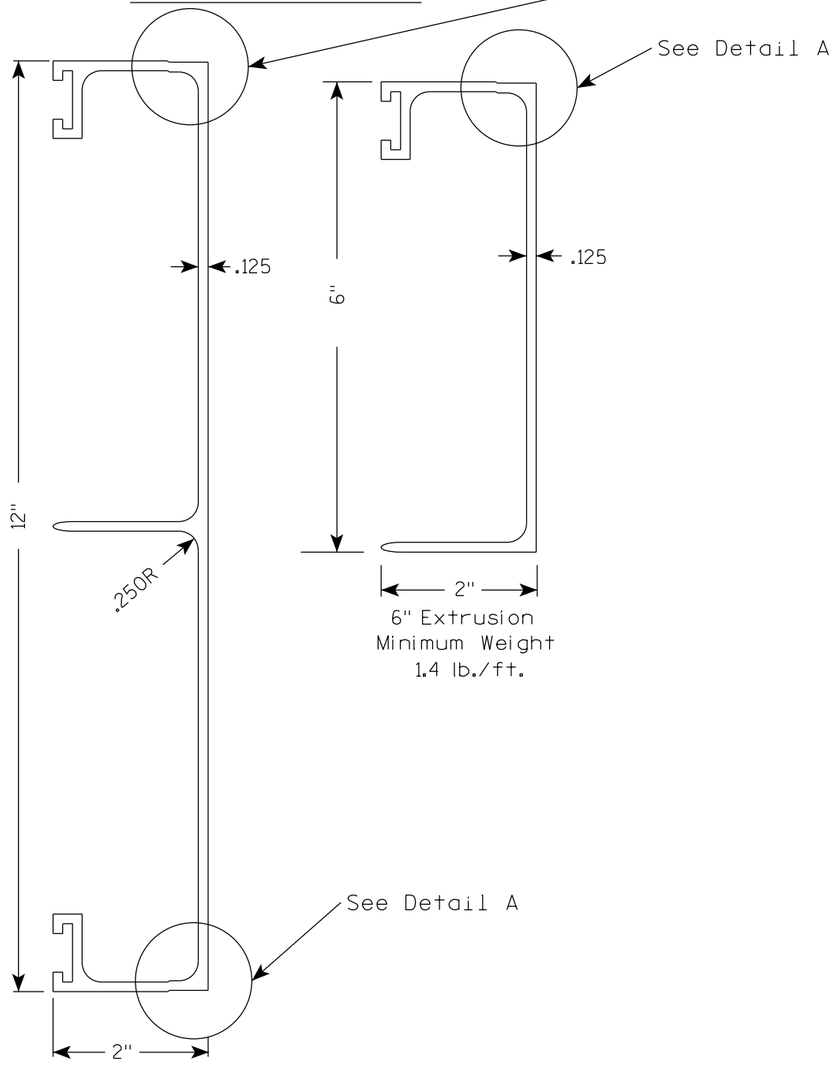
WISCONSIN DEPT OF TRANSPORTATION

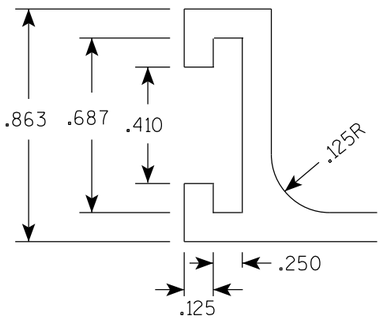
APPROVED Chester J Spang
for State Traffic Engineer

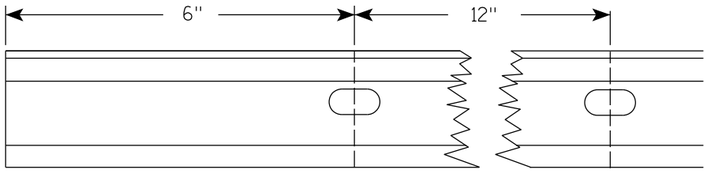
DATE 3/27/97 PLATE NO. A4-11.2

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 242	E

Extruded Shape







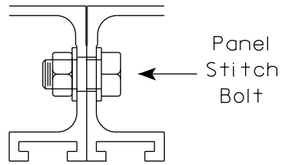
Punch 7/16" x 7/8" oval holes beginning 6" in from end of extrusion 12" CC on both edges of 6" and 12" panels.

Hardware

STITCH BOLT, WASHER & NUT

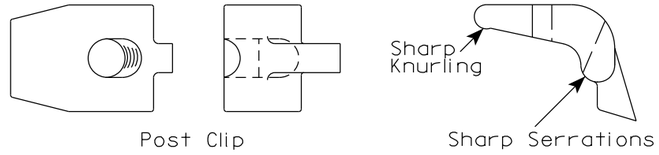
The hardware includes:

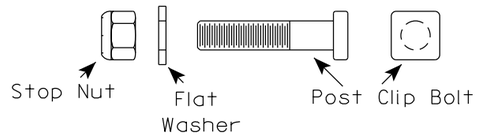
3/8 " - 16 X 3/4 " Economy Bolt 2024-T4 alloy
3/8 " - Stainless steel stop nut
3/8" X .064 Flat Washers, Alclad 2024-T4 alloy



POST CLIP, POST CLIP BOLT, WASHER & NUT

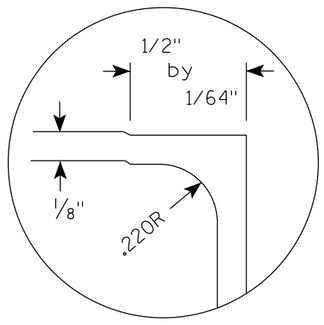
Post Clip shall be Alum. Alloy 356-T6
Post Clip Bolt shall be Stainless Steel.
Flat washer shall be 3/8" X .091, Stainless Steel.
Stop nut shall be stainless steel.





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

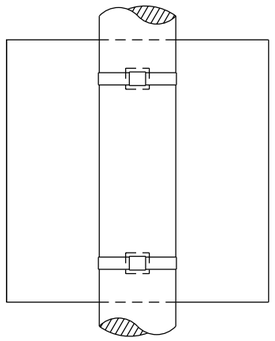
DATE 1/07/20 PLATE NO. A5-2.10

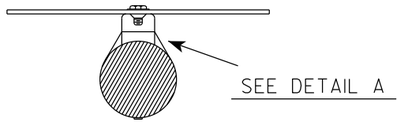
PROJECT NO:

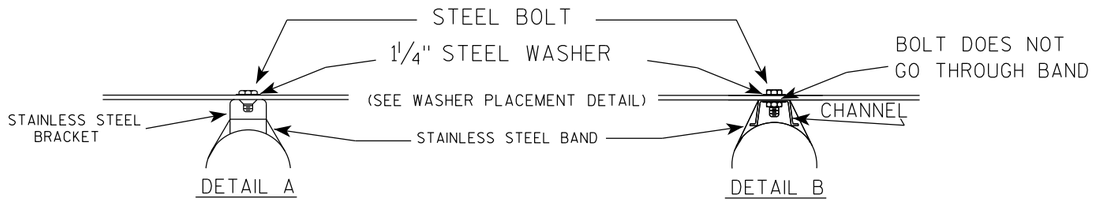
SHEET NO: 243 E

BANDING

SINGLE SIGN



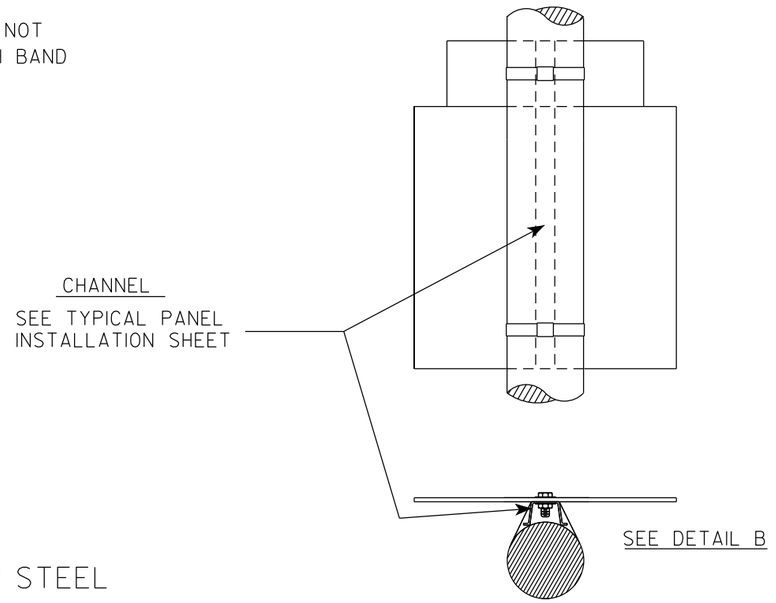




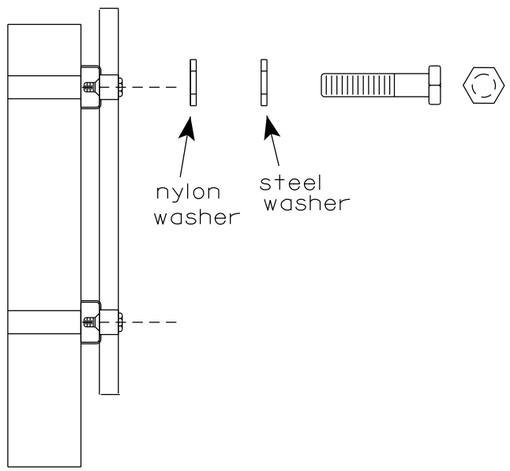
GENERAL NOTES

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

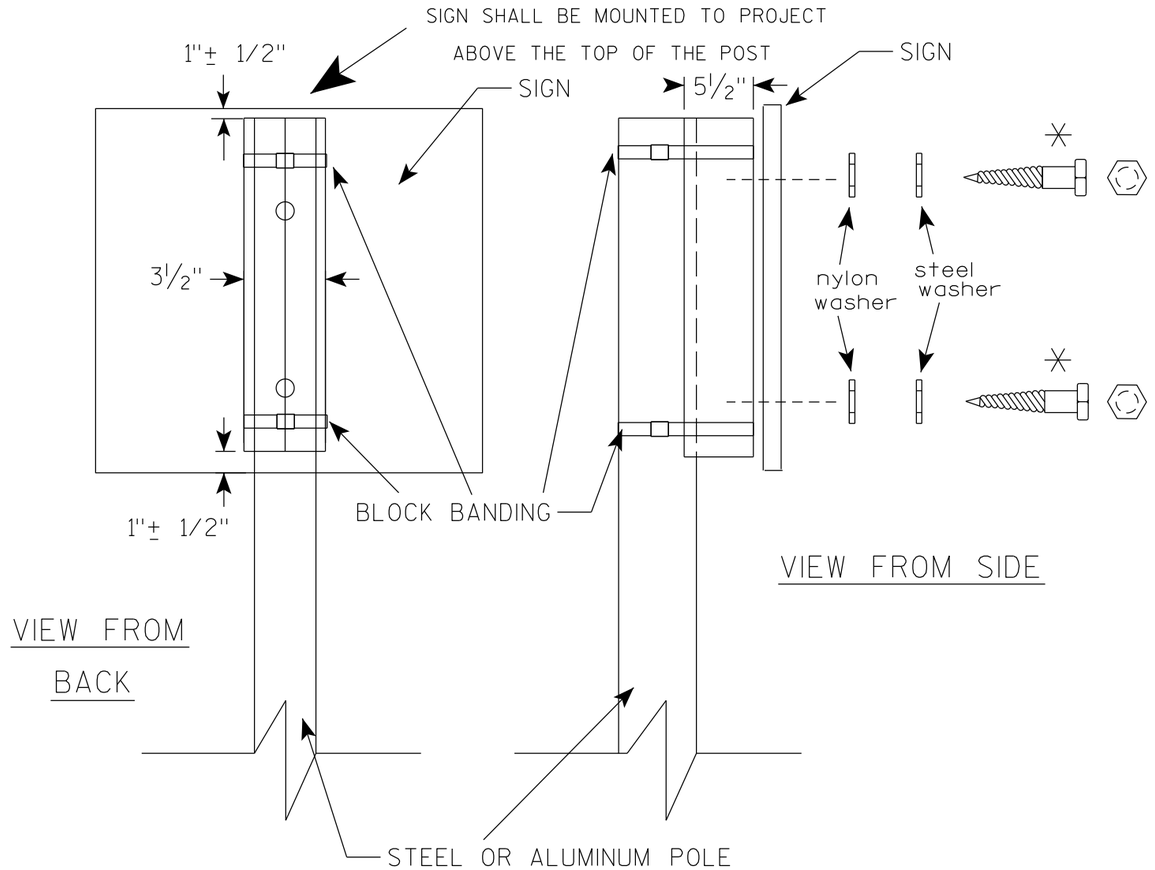
WISCONSIN DEPT OF TRANSPORTATION

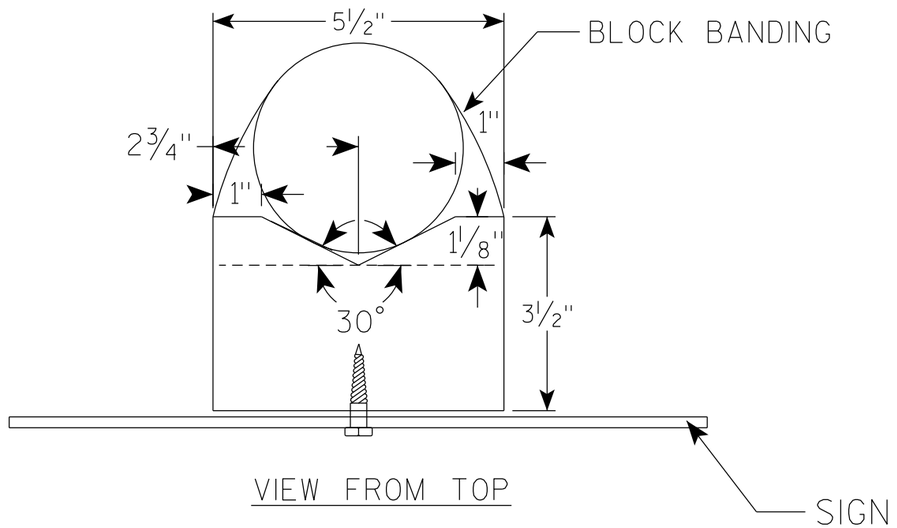
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 6/10/19 PLATE NO. A5-9.4

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 244	E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\A59.dgn PLOT DATE : 10-JUN 2019 4:10 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : $$.....plotscale.....$$





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"

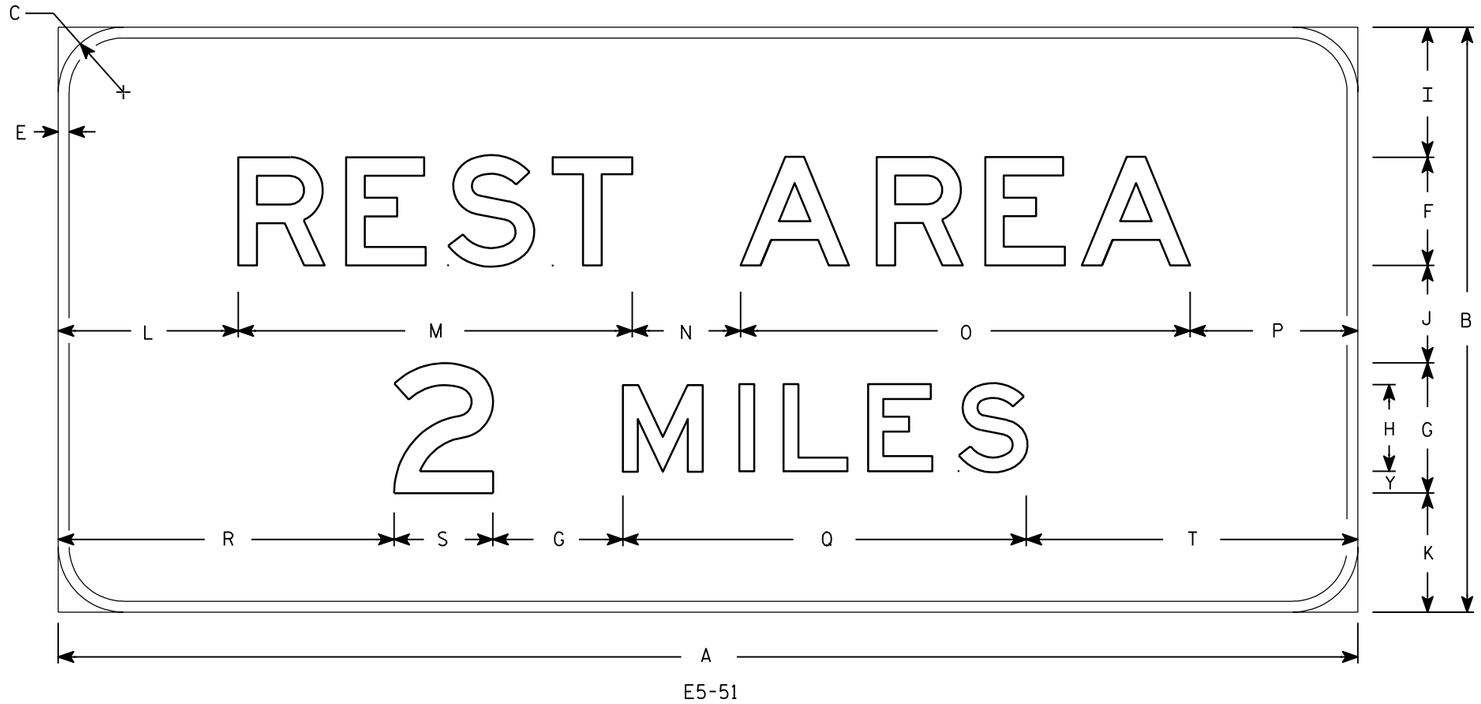
BLOCK BANDING DETAIL (V-BLOCK OPTION)

WISCONSIN DEPT OF TRANSPORTATION

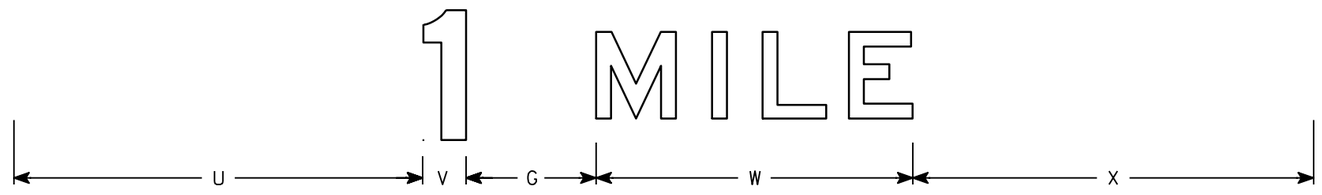
APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 6/10/19 PLATE NO. A5-10.2

PROJECT NO:				SHEET NO: 245	E



E5-51



NOTES

1. Sign is Type I - Type SH Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Blue
   Message - White
3. Message Series - E
4. Substitute appropriate numeral and adjust spacing to achieve proper balance.

Metric equivalent for this sign is:

SIZE	
1	
2	
3	
4	3000 mm X 1350 mm
5	3600 mm X 1500 mm

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.	Area m2
1																												
2																												
3																												
4	120	54	6		1	10	12	8	12	9	11	16 5/8	36 3/8	10	41 1/2	15 1/2	37 1/4	31	9 1/8	30 5/8	37 3/4	4	29 1/4	37	2		45.0	4.05
5	144	60	6		2	12	15	10	12	10	11	19 3/4	44 3/4	12	49 1/2	18	46 1/4	36	11	35 3/4	44	4 7/8	36 1/4	43 7/8	2 1/2		60.0	5.40

STANDARD SIGN
E5-51

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 12/8/08 PLATE NO. E5-51.8

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 246	E

FILE NAME : C:\Users\Projects\tr_stdplate\E551.DGN PLOT DATE : 14-JAN-2009 08:46 PLOT BY : ditjph PLOT NAME : PLOT SCALE : 13.991250:1.000000

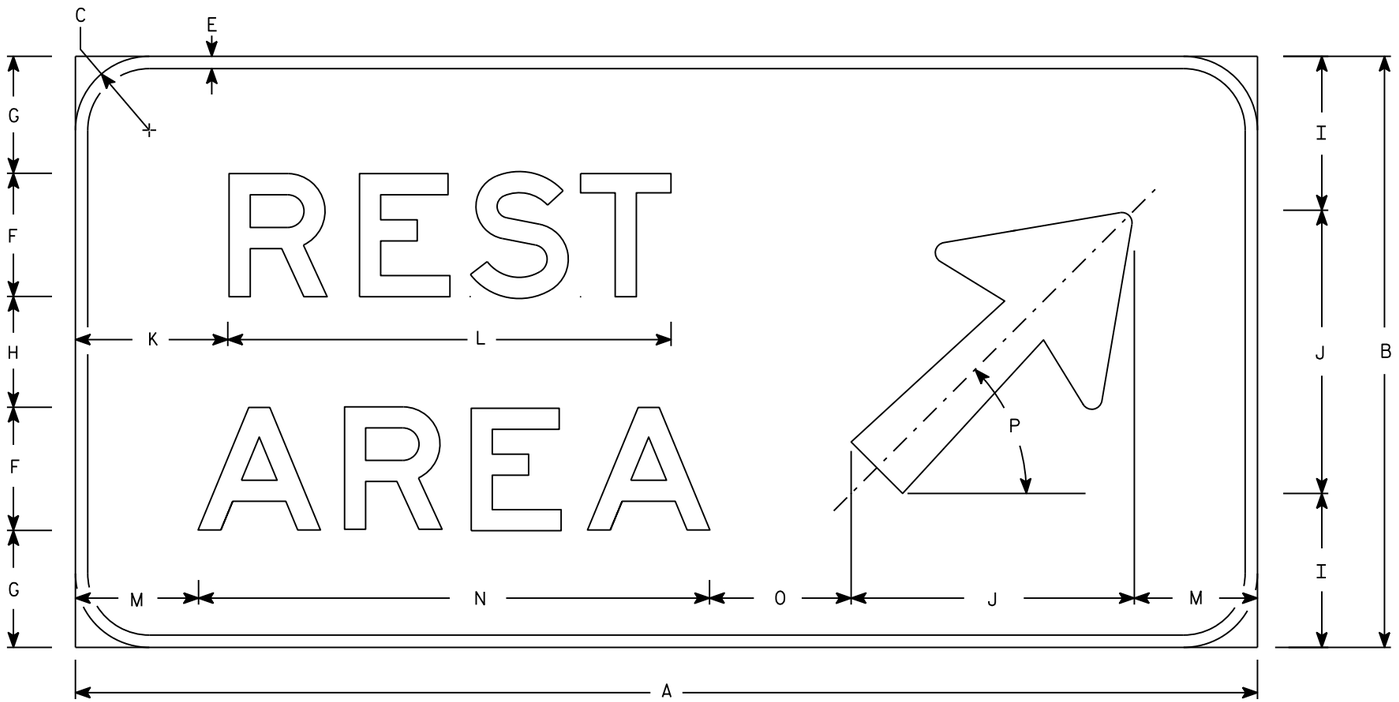
WISDOT/CADDS SHEET 42

7

7

NOTES

1. Sign is Type I - Type SH Reflective
2. Color:
   Background - Blue
   Message - White
3. Message Series - E
4. Arrow is standard Interstate Type A.



E5-52

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	144	54	6		2	15	8	8	13	28	20 1/4	62	16 1/4	68	15 1/2	45°											54.0
5	144	54	6		2	15	8	8	13	28	20 1/4	62	16 1/4	68	15 1/2	45°											54.0

STANDARD SIGN
E5-52

WISCONSIN DEPT OF TRANSPORTATION

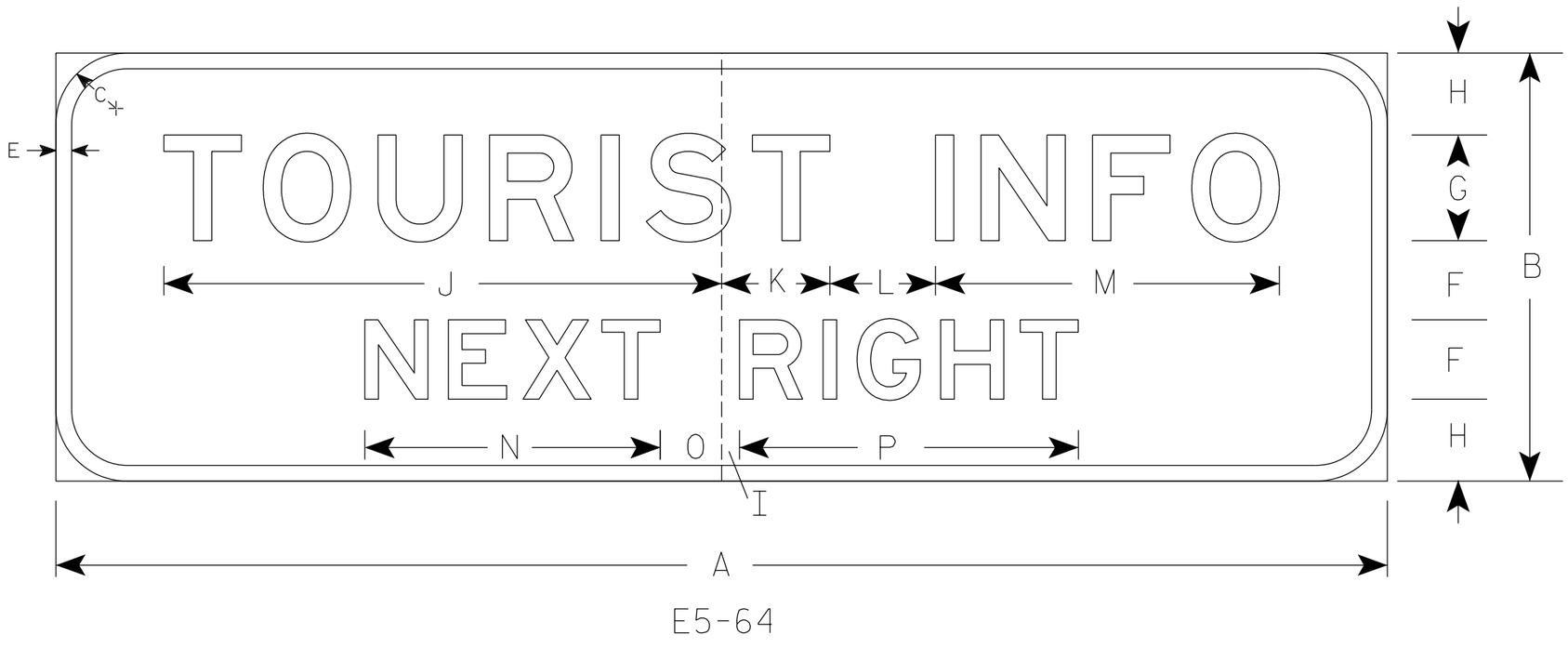
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/23/17 PLATE NO. E5-52.11

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 247 | E

NOTES

1. Sign is Type I - Type SH Reflective
2. Color:
   Background - Blue
   Message - White
3. Message Series - E Modified Line 1 & Series E for Line 2



E5-64

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	168	54	9		2	10	13 1/4	10 3/8	2 1/4	70 3/8	13 5/8	13 3/8	43 3/8	37 1/4	7 3/4	42 3/4											63
5																											

STANDARD SIGN
E5-64

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 4/29/19 PLATE NO. E5-64.4

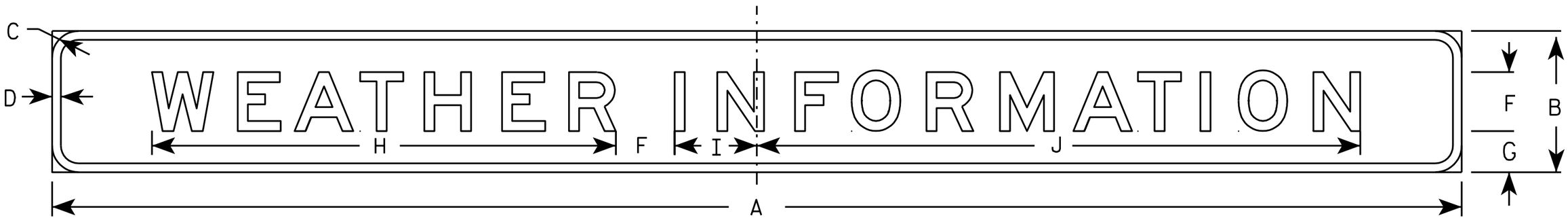
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 248 | E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\E564.DGN PLOT DATE : 29-APR-2019 PLOT BY : dotc4c PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

7

NOTES

1. Sign is Type I - Type SH Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Blue
   Message - White
3. Message Series - E



E10-54

Metric equivalent for this sign is:

SIZE	
1	
2	
3	
4	
5	3000 mm X 300 mm

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.	Area m^2
1																												
2																												
3																												
4																												
5	120	12	2 1/4	3/4		5	3 1/2	39 1/2	7	51 3/8																	10.0	0.90

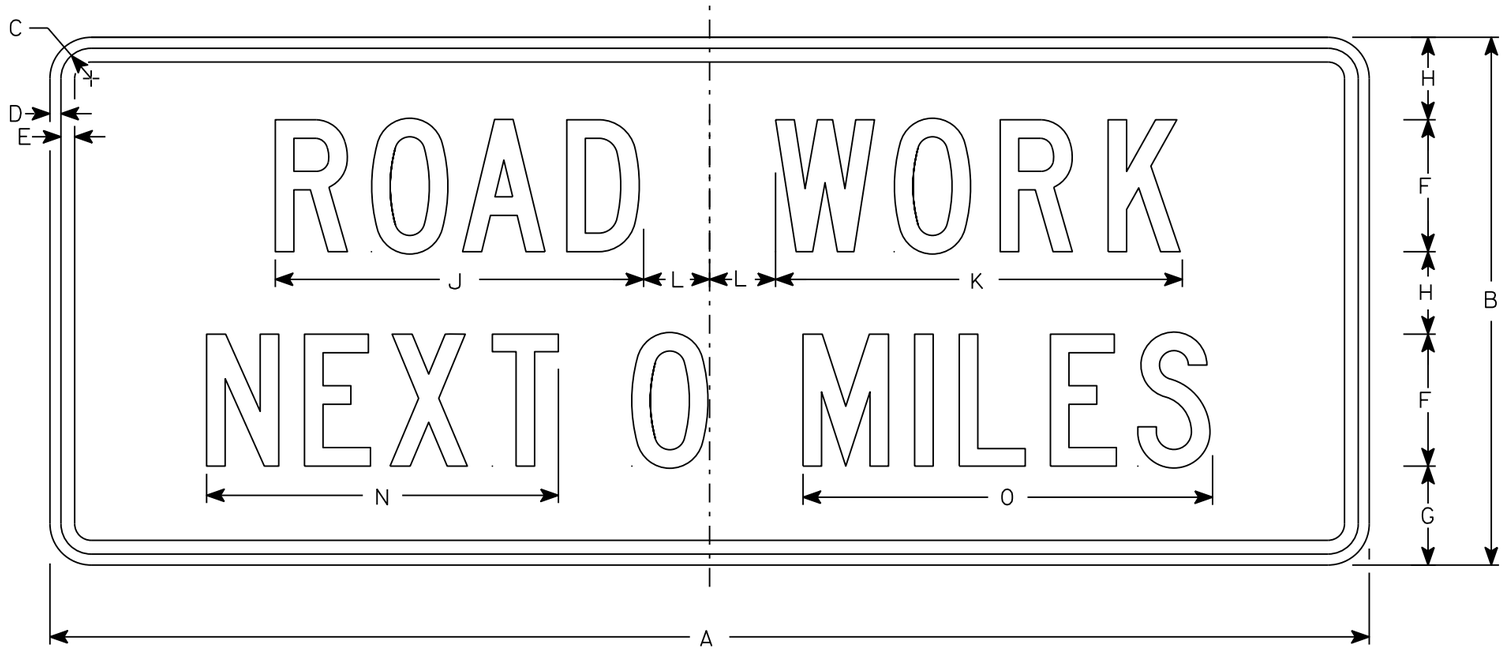
STANDARD SIGN
E10-54

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/8/08 PLATE NO. E10-54.2

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 249	E



G20-1

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.
5. Round distance to nearest whole Mile and 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																											
2	60	24	1 3/8	1/2	5/8	6	4 1/2	3 3/4		16 3/4	18 1/2	3		16	18 5/8												10
3																											
4	60	24	1 3/8	1/2	5/8	6	4 1/2	3 3/4		16 3/4	18 1/2	3		16	18 5/8												10
5																											

STANDARD SIGN
G20-1

WISCONSIN DEPT OF TRANSPORTATION

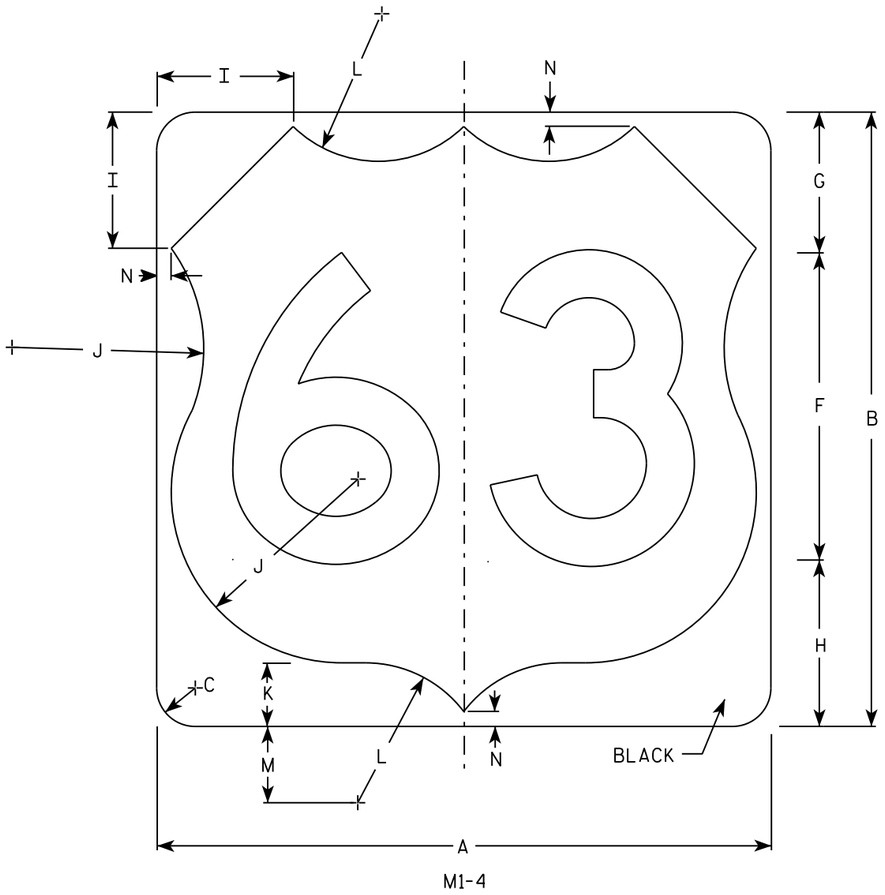
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/14/17 PLATE NO. G20-1.8

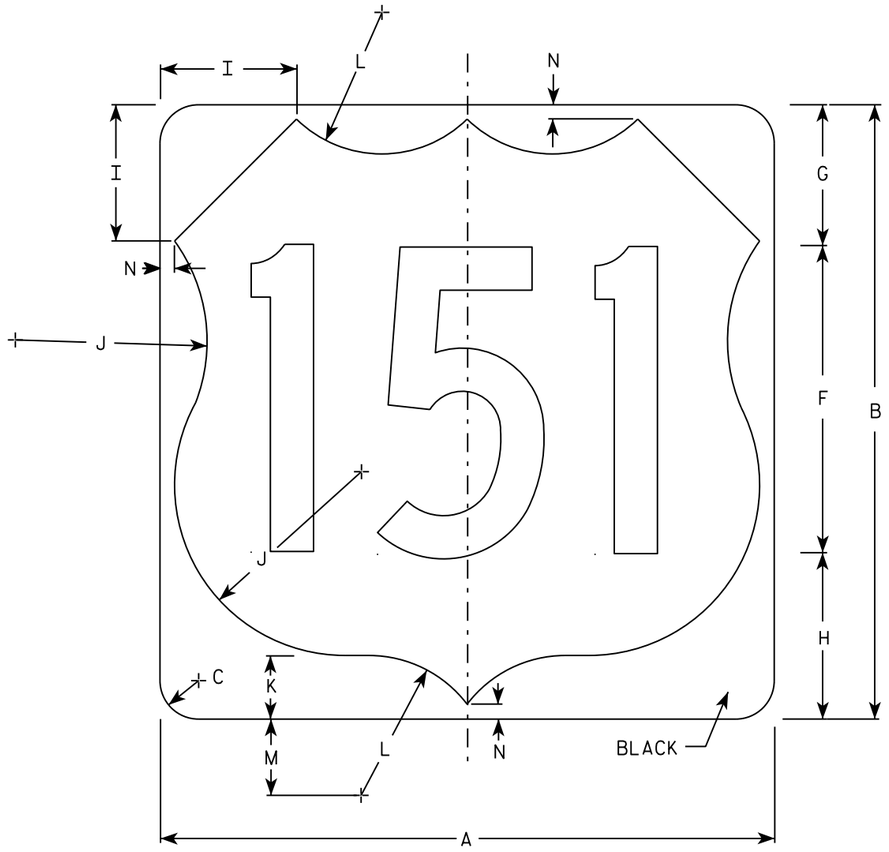
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 250 | E

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - D except 3 number signs 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.



M1-4



M1-4

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	24	1 1/2			12	5 1/2	6 1/2	5	7 1/2	2 1/2	5 1/2	3	1/2													4.0
3	36	36	2 1/4			18	8 1/4	9 1/4	7 1/4	11 1/4	3 3/4	8 1/4	4 1/2	3/4													9.0
4	36	36	2 1/4			18	8 1/4	9 1/4	7 1/4	11 1/4	3 3/4	8 1/4	4 1/2	3/4													9.0
5	36	36	2 1/4			18	8 1/4	9 1/4	7 1/4	11 1/4	3 3/4	8 1/4	4 1/2	3/4													9.0

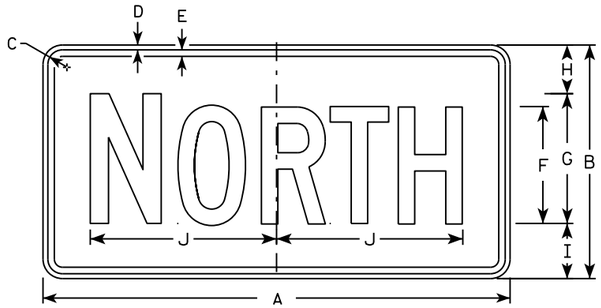
USH MARKER
M1-4 FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

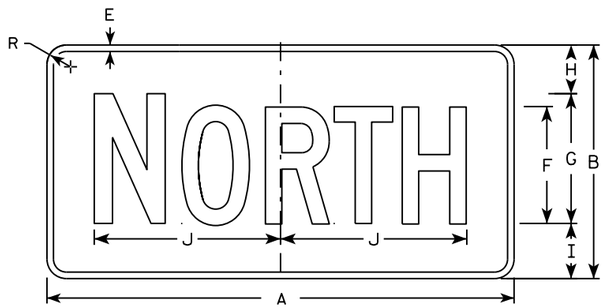
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/16/18 PLATE NO. M1-4.10

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 251	E



M3-1
MM3-1
MP3-1



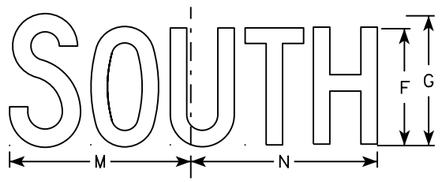
MB3-1
MK3-1
MN3-1



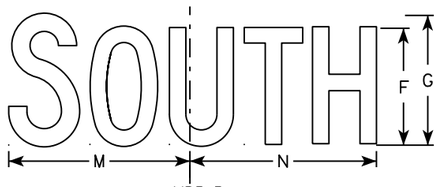
M3-2
MM3-2
MP3-2



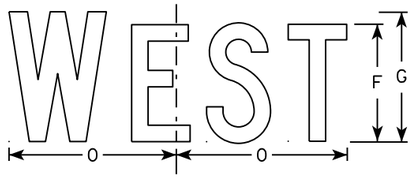
MB3-2
MK3-2
MN3-2



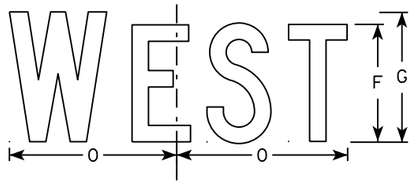
M3-3
MM3-3
MP3-3



MB3-3
MK3-3
MN3-3



M3-4
MM3-4
MP3-4



MB3-4
MK3-4
MN3-4

NOTES

1. All Signs Type II - Type H
2. Color:
   Background - See note 5
   Message - See note 5
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. M3-1 thru M3-4 Background - White
   Message - Black
   MB3-1 thru MB3-4 Background - Blue
   Message - White
   MK3-1 thru MK3-4 Background - Green
   Message - White
   MM3-1 thru MM3-4 Background - White
   Message - Green
   MN3-1 thru MN3-4 Background - Brown
   Message - White
   MP3-1 thru MP3-4 Background - White
   Message - Blue
6. Note the first letter of each direction is larger than the remainder of the message.

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 1/8	3/8	3/8	6	7	2 1/4	2 3/4	10 1/4	7 7/8	8 3/8	10 1/4	9 3/4	8 3/4			1 1/2									2.00
3	36	18	1 1/8	3/8	1/2	9	10	3 3/4	4 1/4	14 3/8	12	12 1/8	14	14 1/8	13			1 1/2									4.5
4	36	18	1 1/8	3/8	1/2	9	10	3 3/4	4 1/4	14 3/8	12	12 1/8	14	14 1/8	13			1 1/2									4.5
5	36	18	1 1/8	3/8	1/2	9	10	3 3/4	4 1/4	14 3/8	12	12 1/8	14	14 1/8	13			1 1/2									4.5

STANDARD SIGNS
M3-1 thur M3-4
SERIES

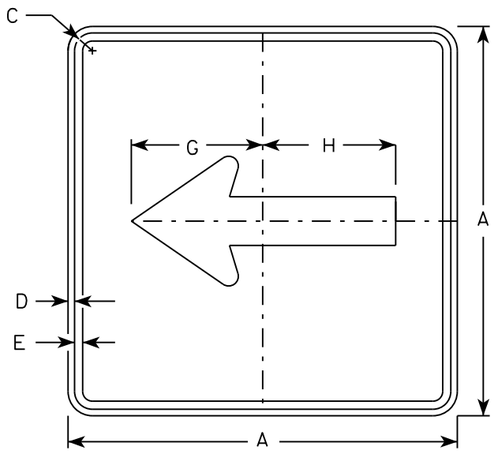
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew P Rauch for State Traffic Engineer

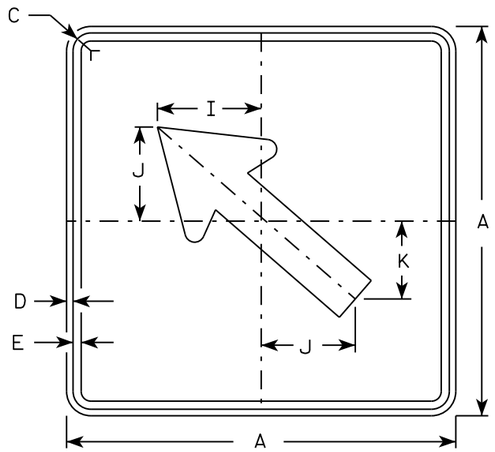
DATE 10/15/15 PLATE NO M3-1.14

PROJECT NO: | HWY: | COUNTY: | SHEET NO: E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\M31.DGN PLOT DATE : 01-DEC-2015 17:54 PLOT BY : $$ plotuser $$ PLOT NAME : PLOT SCALE : 11.675051:1.000000



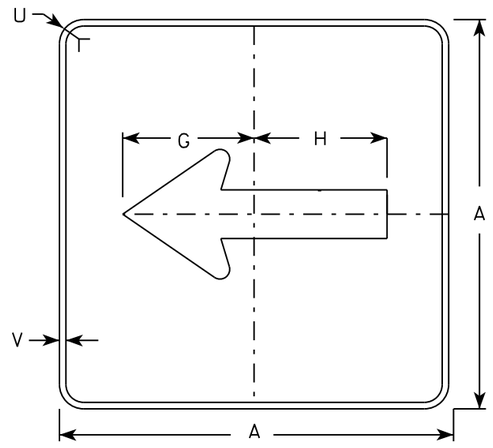
M6-1
MM6-1
MO6-1
MP6-1



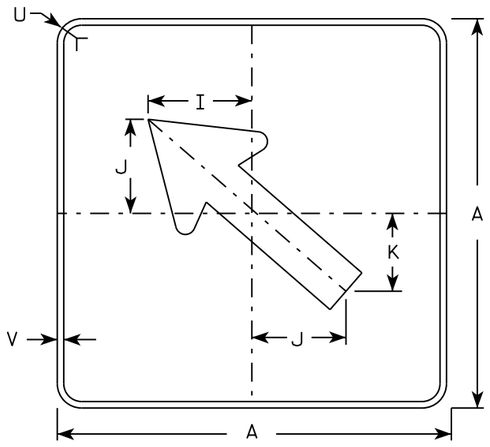
M6-2
MM6-2
MO6-2
MP6-2

NOTES

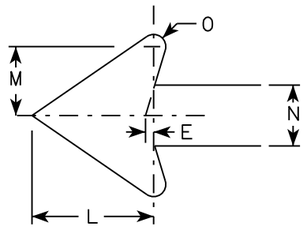
1. Signs are Type II - Type H except as Shown
2. Color:
   Background - See note 4
   Message - See note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. M6-1 and M6-2 Background - 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



MB6-1
MK6-1
MN6-1
MR6-1



MB6-2
MK6-2
MN6-2
MR6-2



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	21		1 1/8	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 1/2	1/2						3.06
3	30		1 3/8	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 7/8	1/2						6.25
4	30		1 3/8	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 7/8	1/2						6.25
5	30		1 3/8	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 7/8	1/2						6.25

STANDARD SIGN M6-1 & M6-2 SERIES

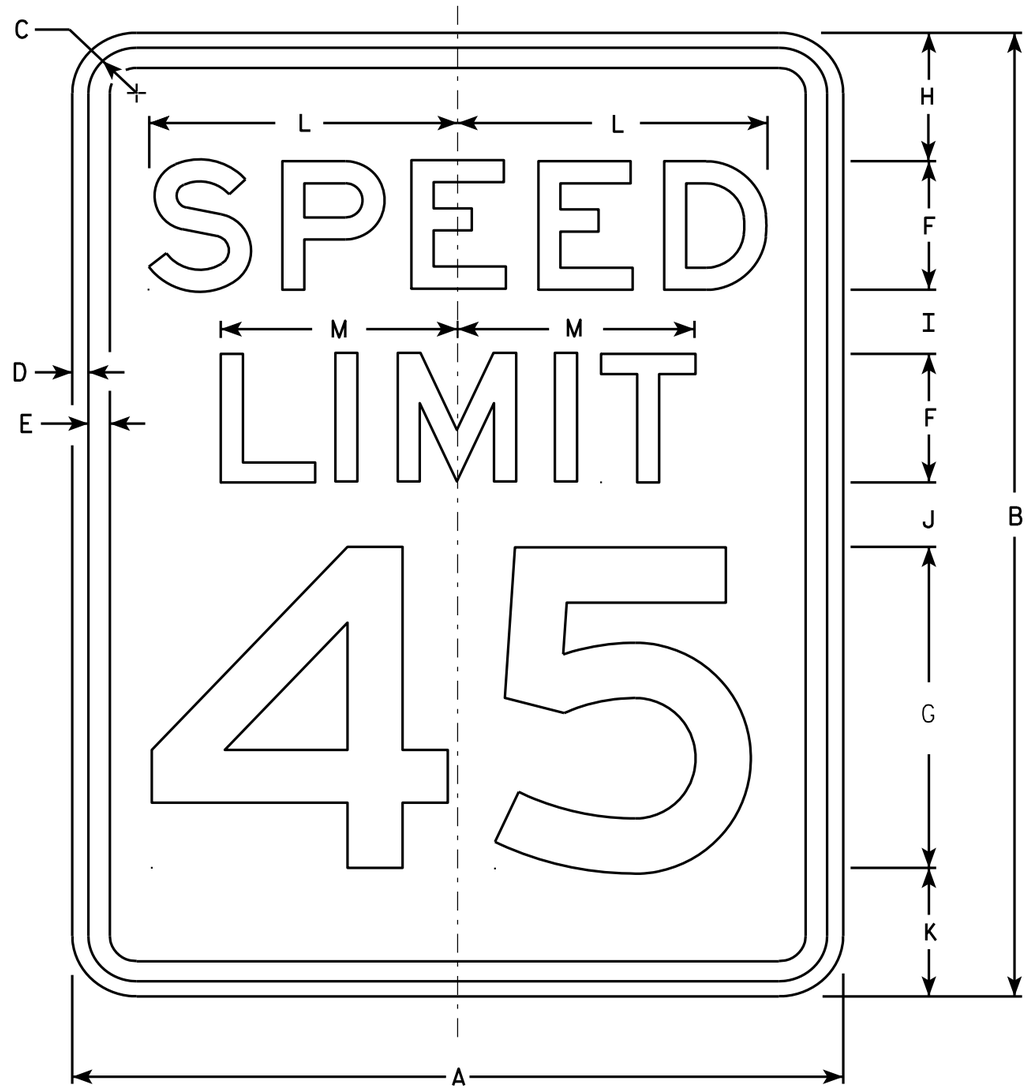
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 10/15/15 PLATE 253 M6-1.15

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\M61.DGN PLOT DATE : 01-DEC-2015 17:57 PLOT BY : $$ plotuser $$ PLOT NAME : PLOT SCALE : 11.675051:1.000000



R2-1

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
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. 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 1/8	3/8	1/2	3	8	3	2	2	3	7 1/4	5 1/2														3.0
2S	24	30	1 1/8	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 3/8	1/2	5/8	5	12	5	2 1/2	2 1/2	4	12	9 1/4														7.5
3	36	48	1 3/8	1/2	5/8	6	14	6	5	5	6	14 3/8	11														12.0
4	36	48	1 3/8	1/2	5/8	6	14	6	5	5	6	14 3/8	11														12.0
5	48	60	2 1/4	3/4	1	8	20	6	4 1/2	6 3/4	6 3/4	19 1/4	14 5/8														20.0

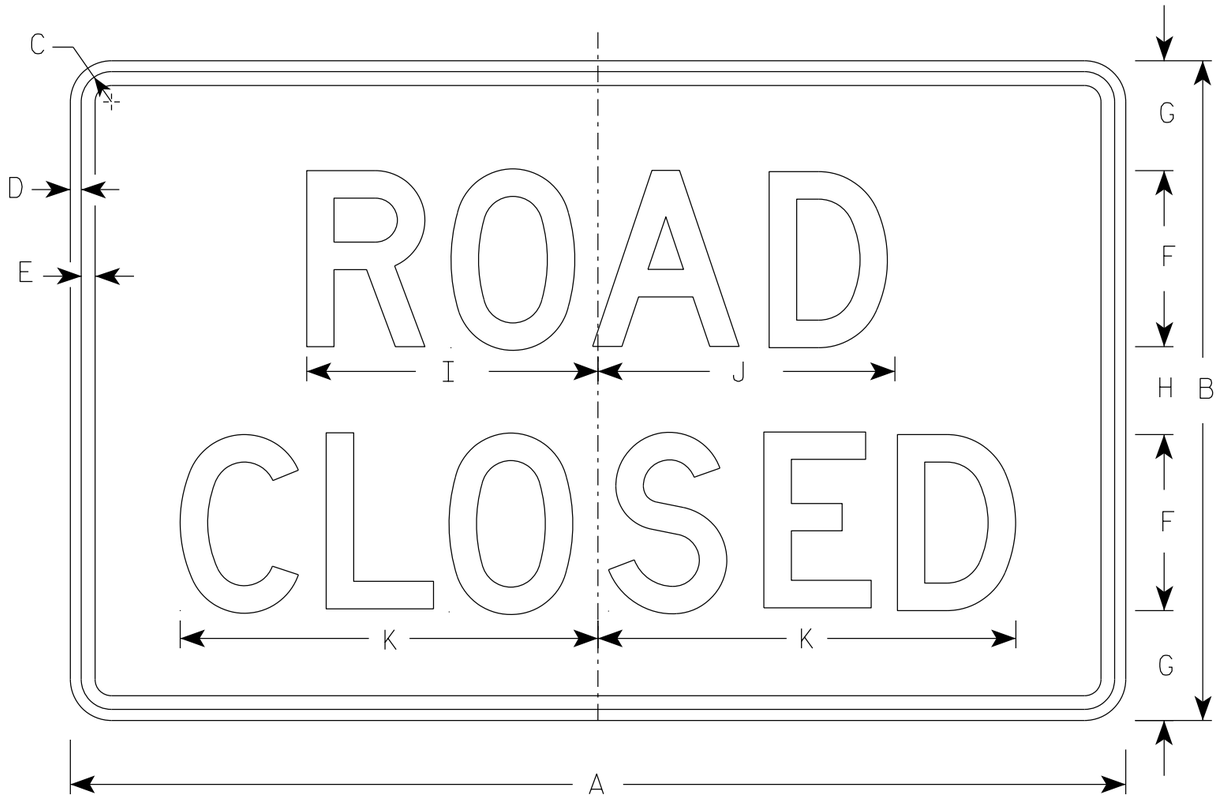
STANDARD SIGN
R2-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/26/10 PLATE NO. R2-1.13

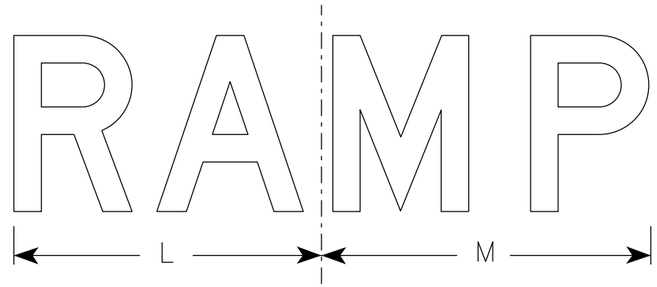
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 254	E



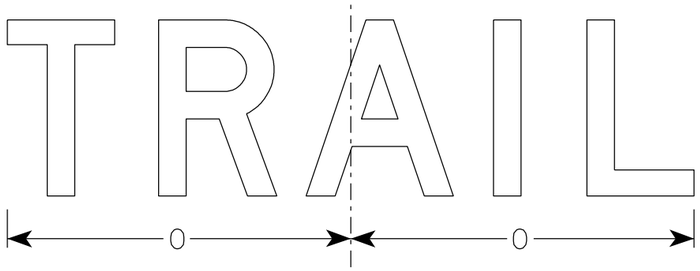
R11-2

NOTES

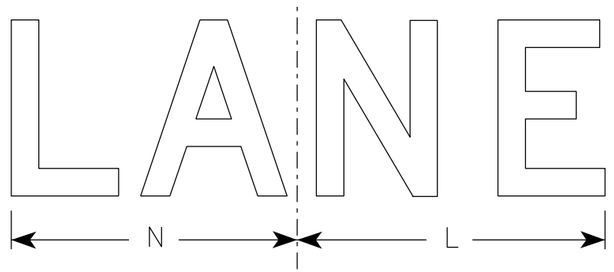
1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Modify the 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 3/8	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 3/8	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 3/8	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 3/8	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 3/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13	15 5/8												10.0

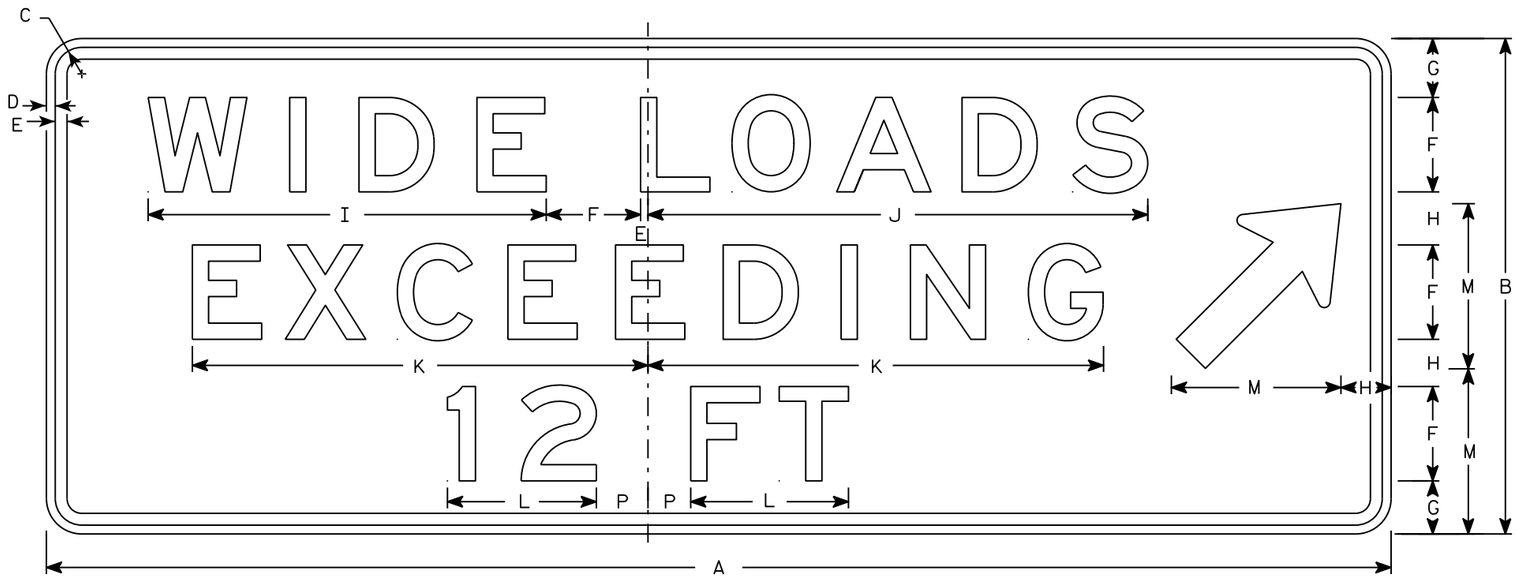
STANDARD SIGN
R11-2

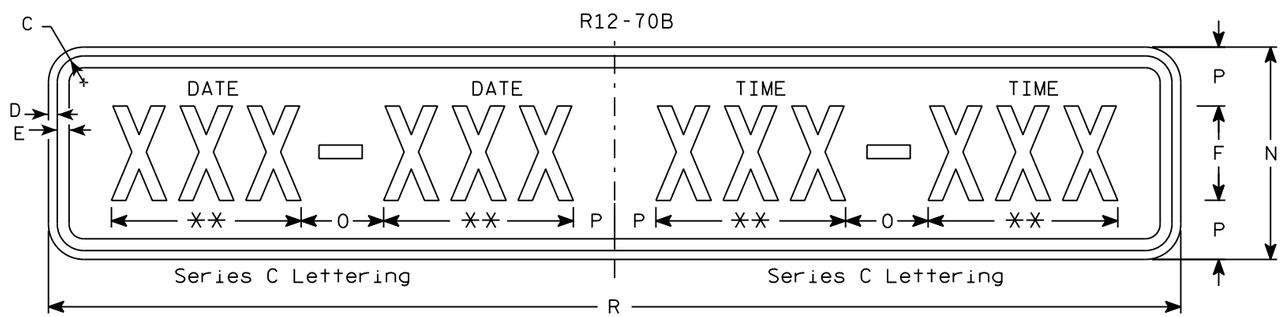
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/29/2021 PLATE NO. R11-2.11

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 255	E





R12-70C

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	R12-70 Area sq. ft.	R12-70C Area sq. ft.
1																												
2S	90	36	2 1/4	1/2	5/8	6	4	5	20 7/8	28 3/8	24 5/8	8 1/8	12	12	6	3		66									22.5	5.5
2M	90	36	2 1/4	1/2	5/8	6	4	5	20 7/8	28 3/8	24 5/8	8 1/8	12	12	6	3		66									22.5	5.5
3																												
4	114	42	2 1/4	3/4	1	8	5	4	34	42	39	13	14	18	7	3 1/2		96									36.75	12.0
5	114	42	2 1/4	3/4	1	8	5	4	34	42	39	13	14	18	7	3 1/2		96									36.75	12.0

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - E except as noted
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.

** Substitute appropriate message, optically center message

TYPICAL SIGN
R12-70B

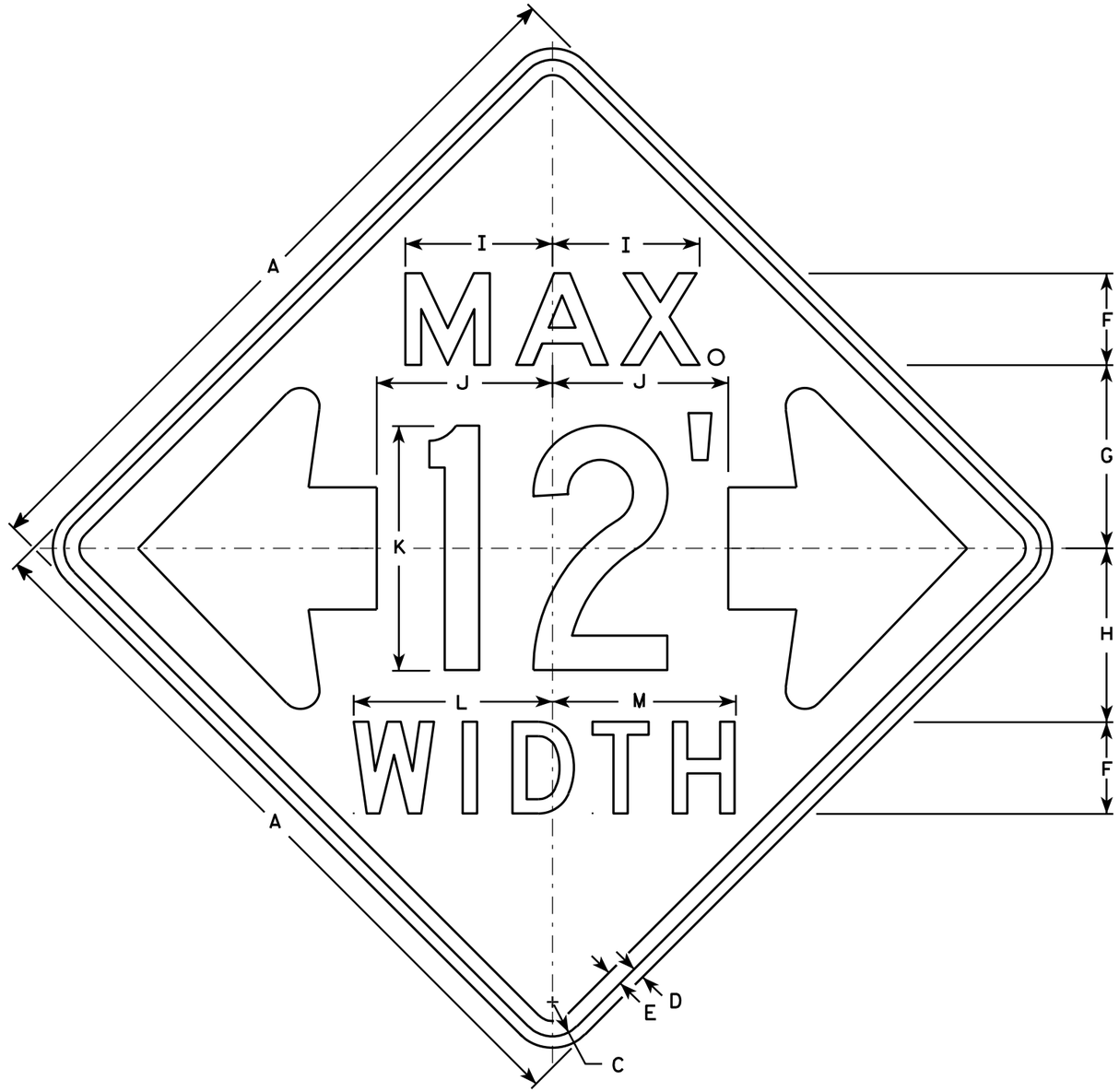
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/10/15 PLATE NO R12-70B.3

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

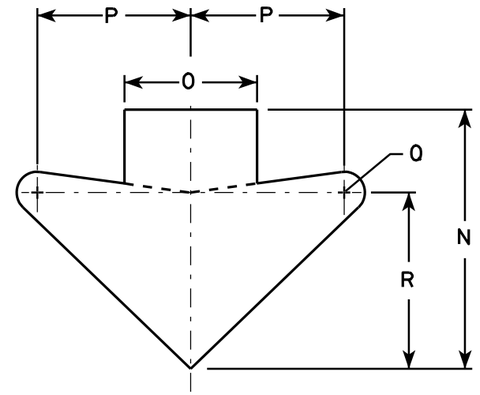
FILE NAME : C:\CAEfiles\Projects\tr_stdplate\R1270B.DGN PLOT DATE : 01-DEC-2015 18:10 PLOT BY : $$ plotuser $$ PLOT NAME : PLOT SCALE : 12.842555:1.000000



W12-52

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
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. The top line is series E, the numerals are series C, and the bottom line is series D.
6. Substitute appropriate numerals and adjust spacing as required.



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	48		2 1/4	3/4	1	6	12	11 3/8	9 5/8	11 1/2	16	13	12	15 5/8	8	9 1/4	1 1/4	10 5/8									16.0
2M	48		2 1/4	3/4	1	6	12	11 3/8	9 5/8	11 1/2	16	13	12	15 5/8	8	9 1/4	1 1/4	10 5/8									16.0
3																											
4																											
5																											

STANDARD SIGN
W12-52

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

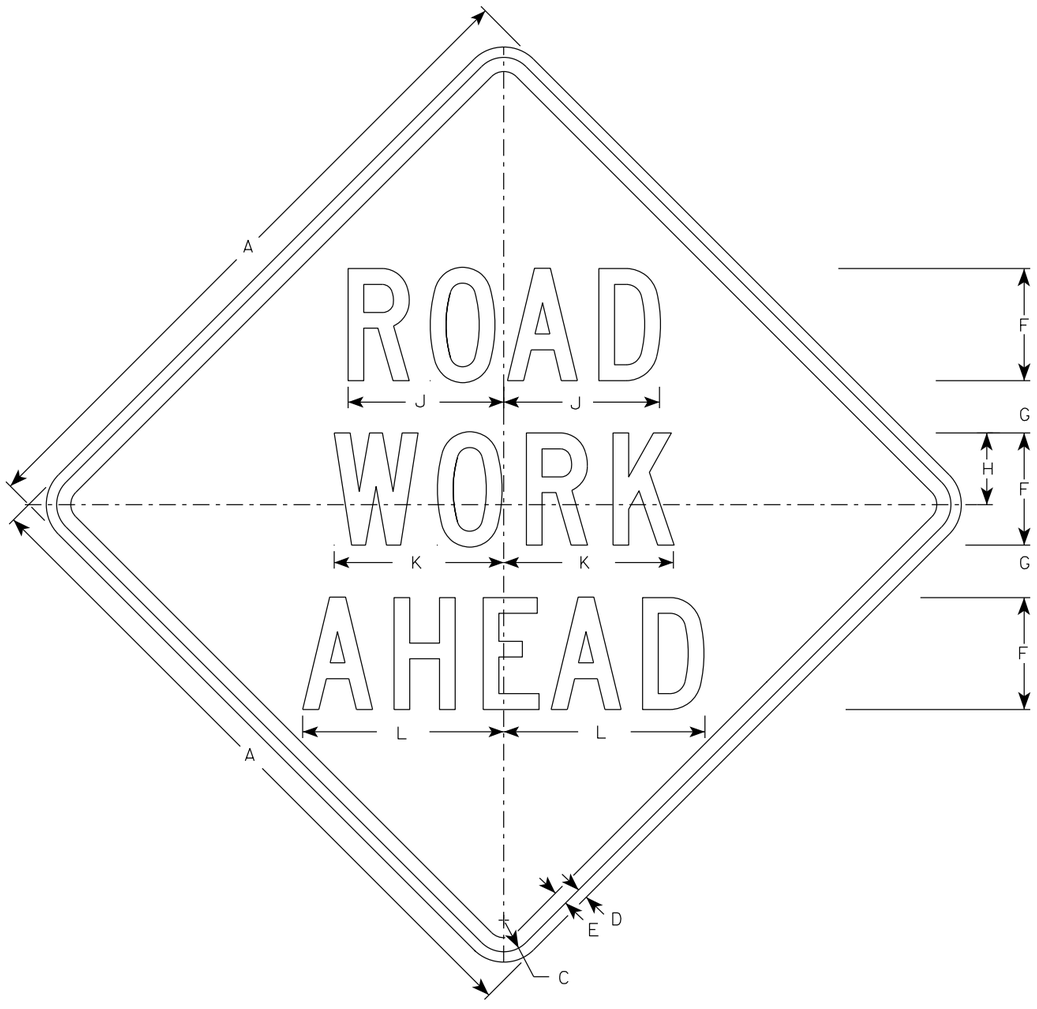
DATE 3/16/11 PLATE NO. W12-52.7

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 257 | E

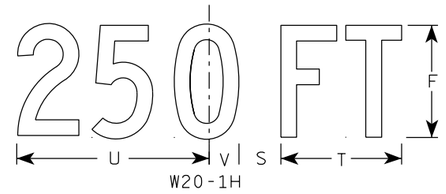
FILE NAME : C:\Users\PROJECTS\tr_stdplate\W1252.DGN PLOT DATE : 16-MAR-2011 14:45 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 9.137199:1.000000
WISDOT/CADDS SHEET 42

NOTES

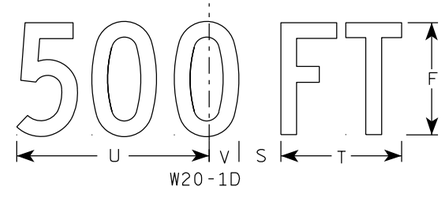
1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



W20-1A



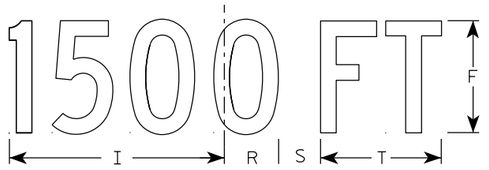
W20-1H



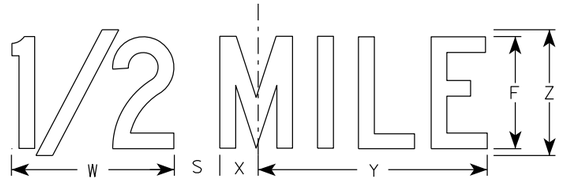
W20-1D



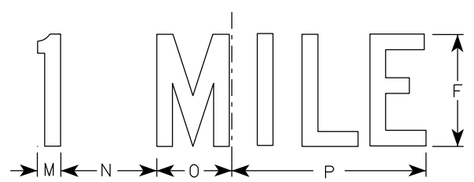
W20-1C



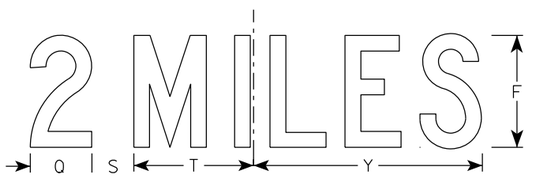
W20-1B



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		1 5/8	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		2 1/4	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		2 1/4	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		2 1/4	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		2 1/4	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		2 1/4	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 3/25/2020 PLATE NO. W20-1.11

PROJECT NO:

SHEET NO: E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\W201.DGN PLOT DATE : 25-MARCH-2020 PLOT BY : dotc4c

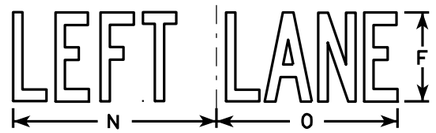
WISDOT/CADDS SHEET 42

7

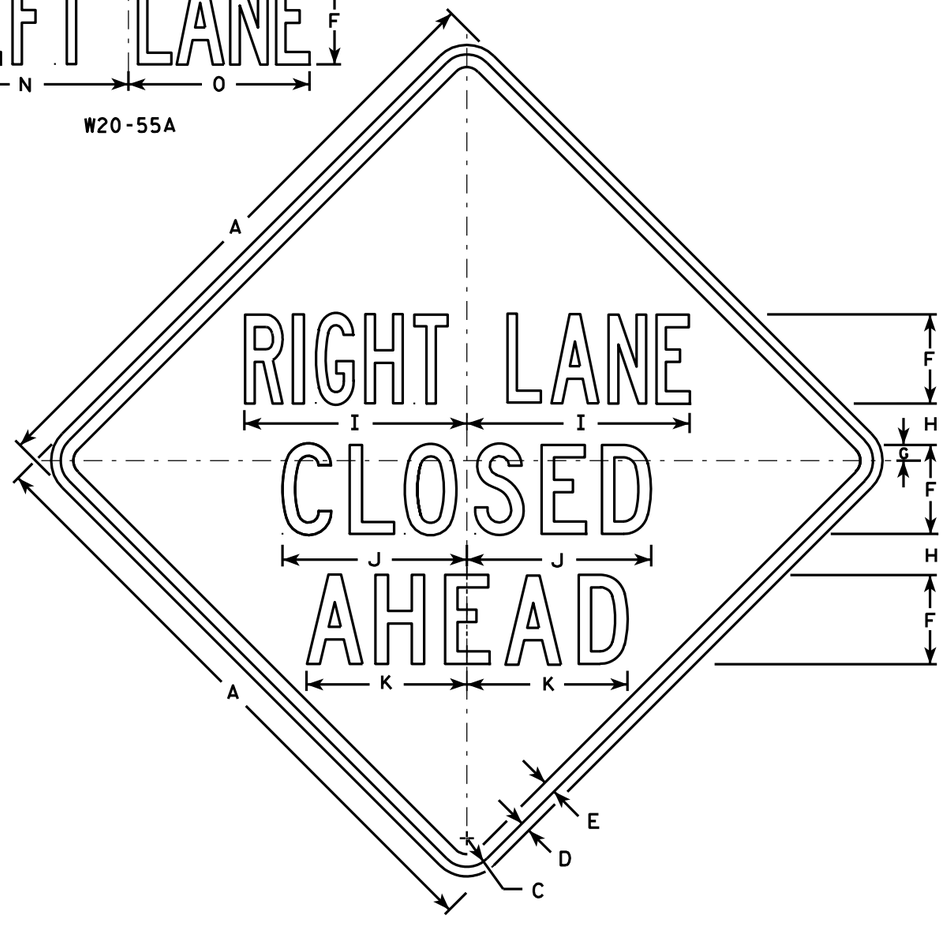
7



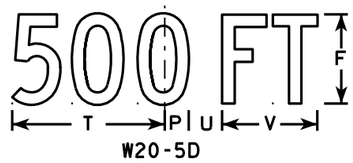
W20-56A



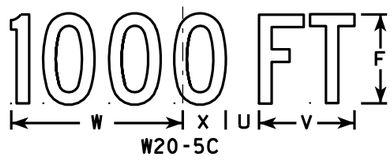
W20-55A



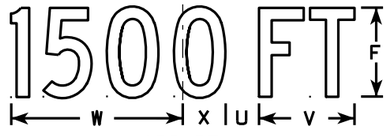
W20-5A



W20-5D



W20-5C



W20-5B



W20-5G



W20-5F

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
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. " _____ LANE" is Series B.
   All other copy is Series 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	Z	Area sq. ft.
1	36	6	1 5/8	5/8	3/4	5	1/8	2 1/2	13 1/8	10 3/4	9 1/2	14 1/4	13 5/8	12	12	1 3/8	1 1/8	4 1/2	3 1/2	9	1 1/8	5 5/8	10 1/8	2 1/2	1 3/4	8	9.0
2S	48	8	2 1/4	3/4	1	7	1 1/4	3 1/4	17 1/2	14 3/8	12 5/8	19	18 3/8	16	14 1/4	1 7/8	1 1/2	6	4 5/8	12	2 5/8	7 1/2	13 1/2	3 3/8	2 3/8	10 5/8	16.0
2M	48	8	2 1/4	3/4	1	7	1 1/4	3 1/4	17 1/2	14 3/8	12 5/8	19	18 3/8	16	14 1/4	1 7/8	1 1/2	6	4 5/8	12	2 5/8	7 1/2	13 1/2	3 3/8	2 3/8	10 5/8	16.0
3	48	8	2 1/4	3/4	1	7	1 1/4	3 1/4	17 1/2	14 3/8	12 5/8	19	18 3/8	16	14 1/4	1 7/8	1 1/2	6	4 5/8	12	2 5/8	7 1/2	13 1/2	3 3/8	2 3/8	10 5/8	16.0
4	48	8	2 1/4	3/4	1	7	1 1/4	3 1/4	17 1/2	14 3/8	12 5/8	19	18 3/8	16	14 1/4	1 7/8	1 1/2	6	4 5/8	12	2 5/8	7 1/2	13 1/2	3 3/8	2 3/8	10 5/8	16.0
5	48	8	2 1/4	3/4	1	7	1 1/4	3 1/4	17 1/2	14 3/8	12 5/8	19	18 3/8	16	14 1/4	1 7/8	1 1/2	6	4 5/8	12	2 5/8	7 1/2	13 1/2	3 3/8	2 3/8	10 5/8	16.0

STANDARD SIGN
W20-5A, B, C, D, F & G

WISCONSIN DEPT OF TRANSPORTATION

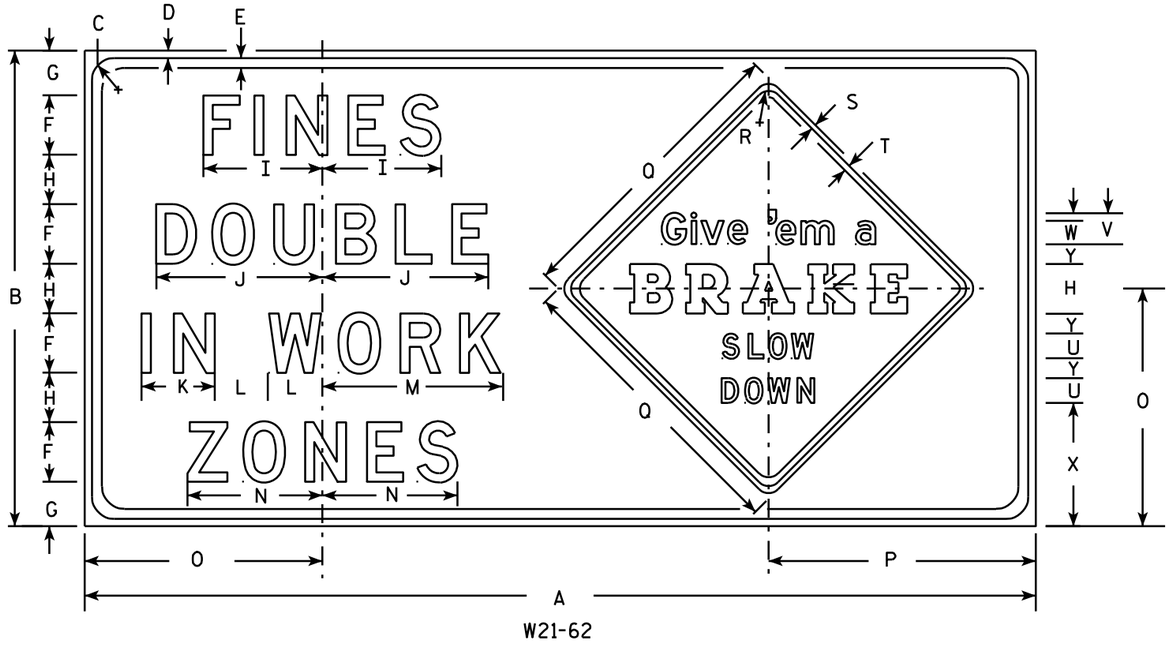
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/18/11 PLATE NO. W20-5.11

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 259 | E

7

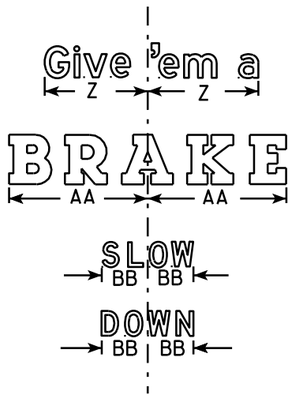
FILE NAME : C:\Users\PROJECTS\tr_stdplate\W205.DGN PLOT DATE : 18-MAR-2011 12:15 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 11.918087:1.000000
WISDOT/CADDS SHEET 42

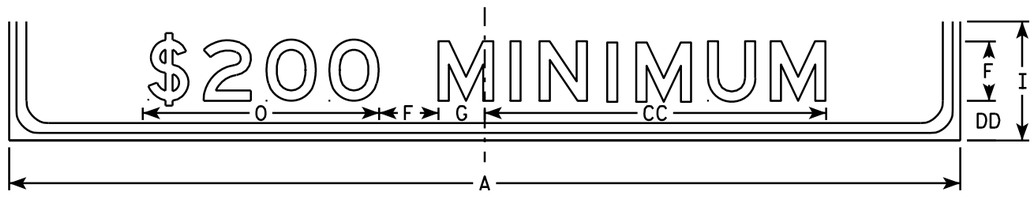


W21-62

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
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	2 1/4	3/4	1	6	4 1/2	5	12	16 3/4	7 3/8	5 1/2	18 1/4	13 5/8	24	27	30	1 3/8	1/2	5/8	2 1/2	3 1/8	2 3/8	12 1/2	2	10 3/4	14	4 5/8	34 1/2	4	32.0
4																															
5																															

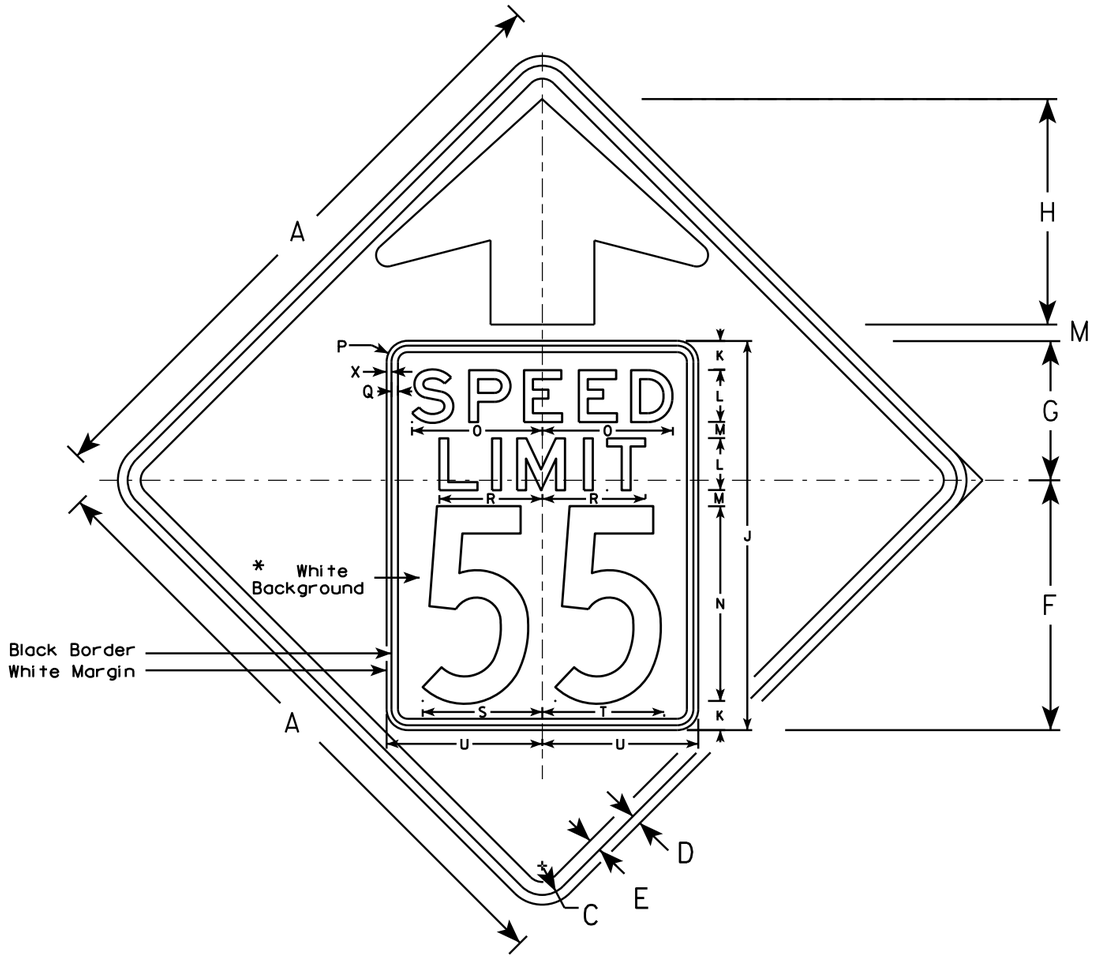
STANDARD SIGN
W21-62

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/21/11 PLATE NO. W21-62.5

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 260 | E

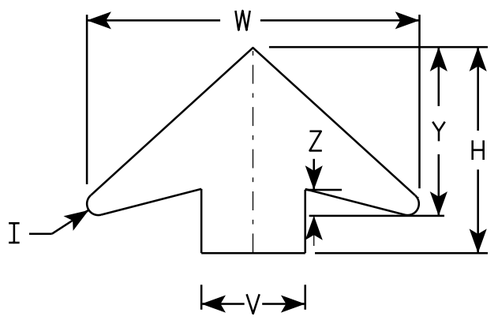


W03-5

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
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		1 5/8	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		2 1/4	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		2 1/4	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		2 1/4	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		2 1/4	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		2 1/4	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

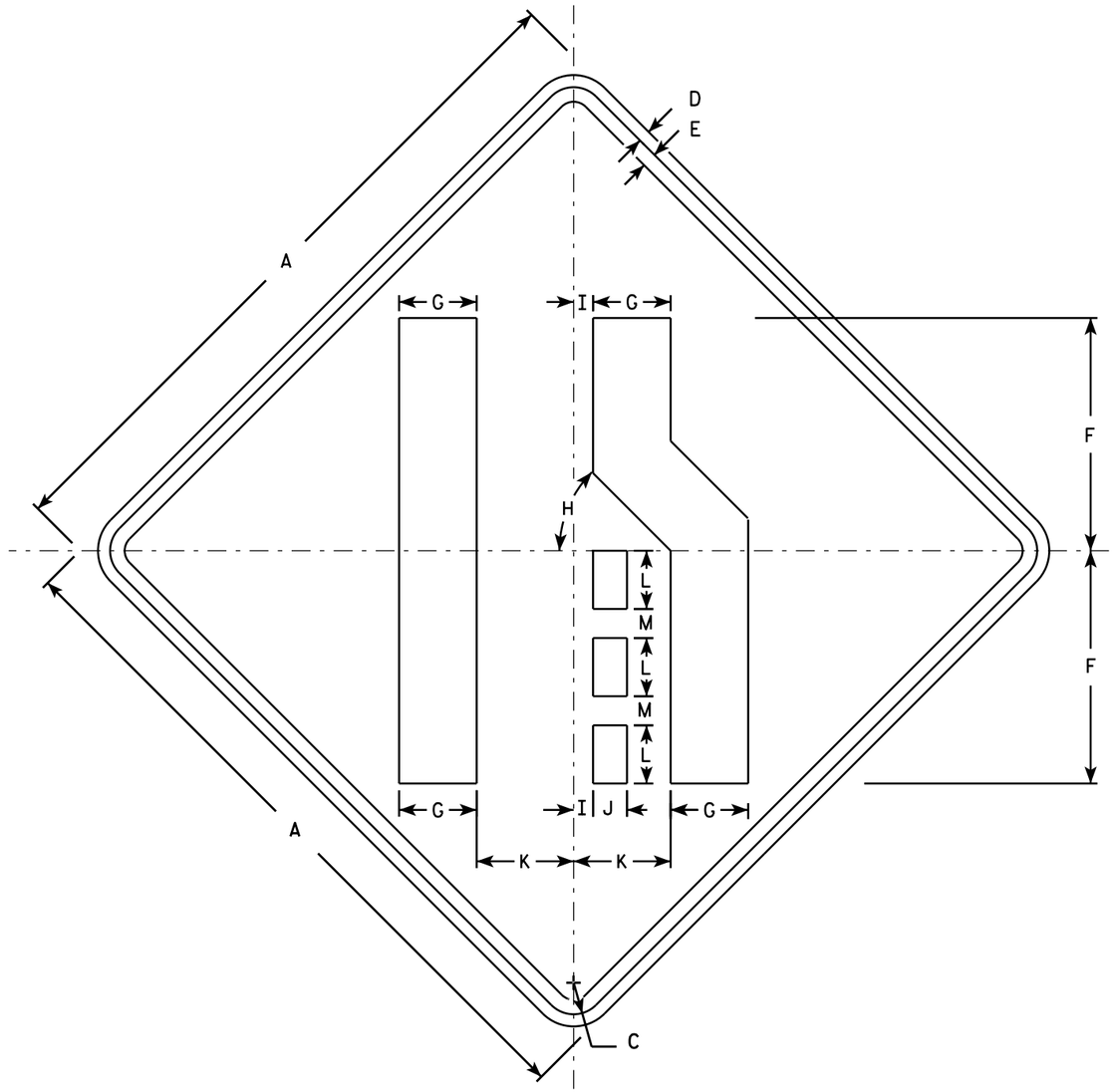
DATE 11/20/13 PLATE W03-5.1

PROJECT NO: SHEET NO: E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\W035.DGN PLOT DATE : 20-NOV-2013 11:32 PLOT BY : mscsja

WISDOT/CADDS SHEET 42

7 7



W04-2R

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
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		1 5/8	5/8	3/4	12	4	45°	1	1 3/4	5	3	1 1/2														9.0
2S	48		2 1/4	3/4	1	16	5 3/8	45°	1 1/4	2 3/8	6 3/4	4	2														16.0
2M	48		2 1/4	3/4	1	16	5 3/8	45°	1 1/4	2 3/8	6 3/4	4	2														16.0
3	48		2 1/4	3/4	1	16	5 3/8	45°	1 1/4	2 3/8	6 3/4	4	2														16.0
4	48		2 1/4	3/4	1	16	5 3/8	45°	1 1/4	2 3/8	6 3/4	4	2														16.0
5	48		2 1/4	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

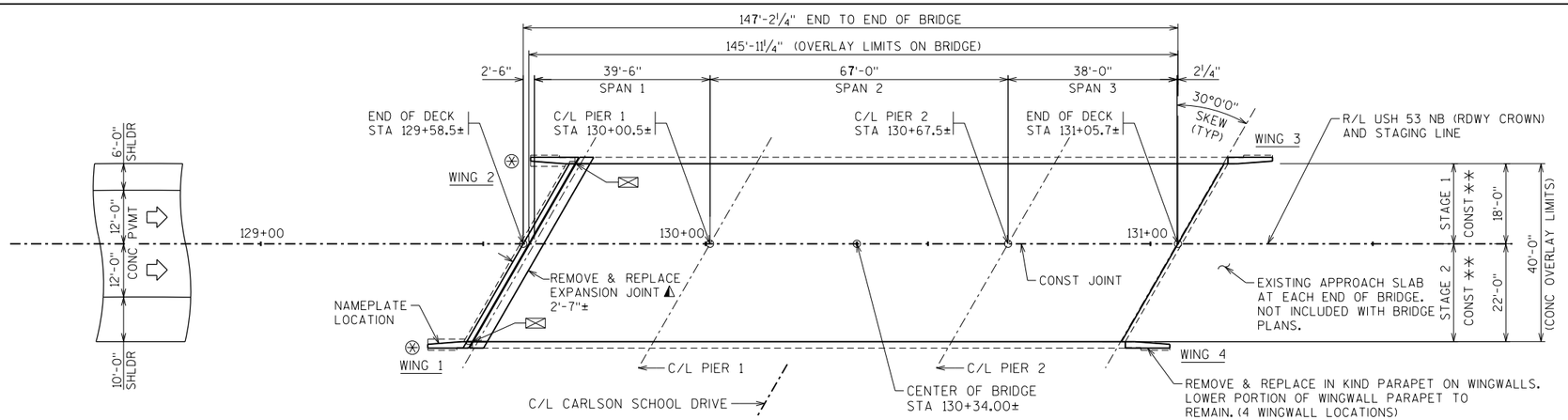
DATE 11/20/13 PLATE 262 W04-2.1

PROJECT NO: | SHEET NO: E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\W042.DGN PLOT DATE : 20-NOV-2013 11:43 PLOT BY : mscsja

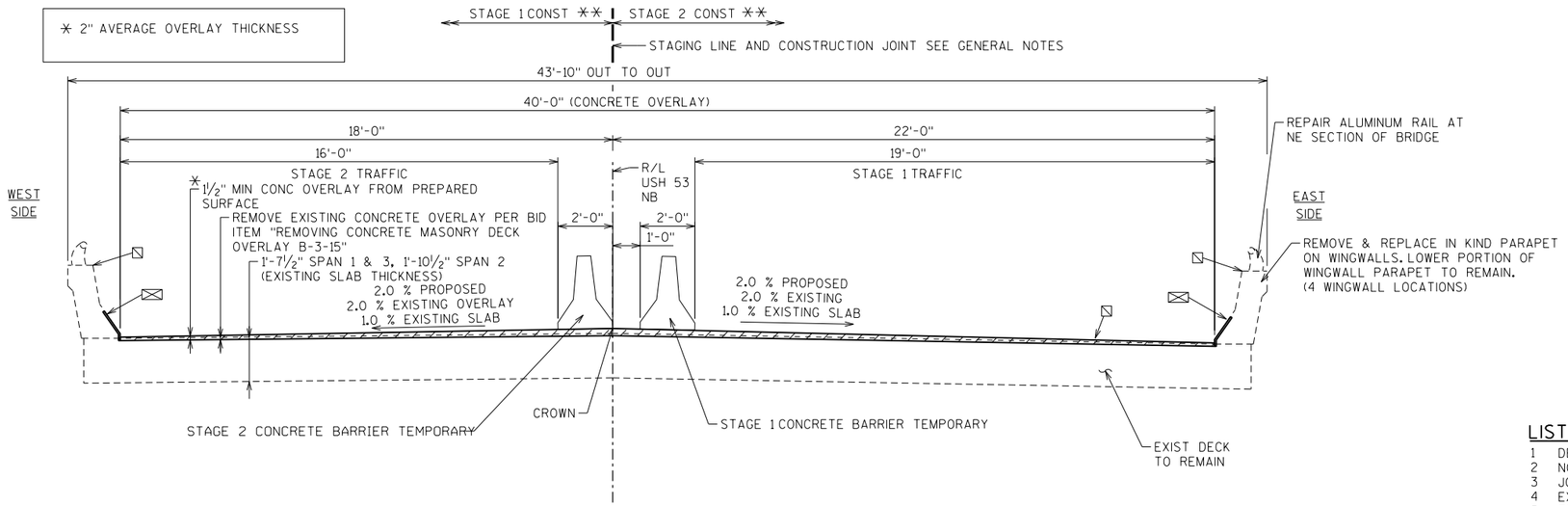
PLOT TIME: 6:03:24 AM
PLOT DATE: 10/19/2021
FILE NAME : S:\UZ\WW\Wtrnw\146423\5-final-dsgn\5i-drawings\20-Struct\B-3-15\bridge\b030159i.dgn

STATE PROJECT NUMBER
1196-05-77



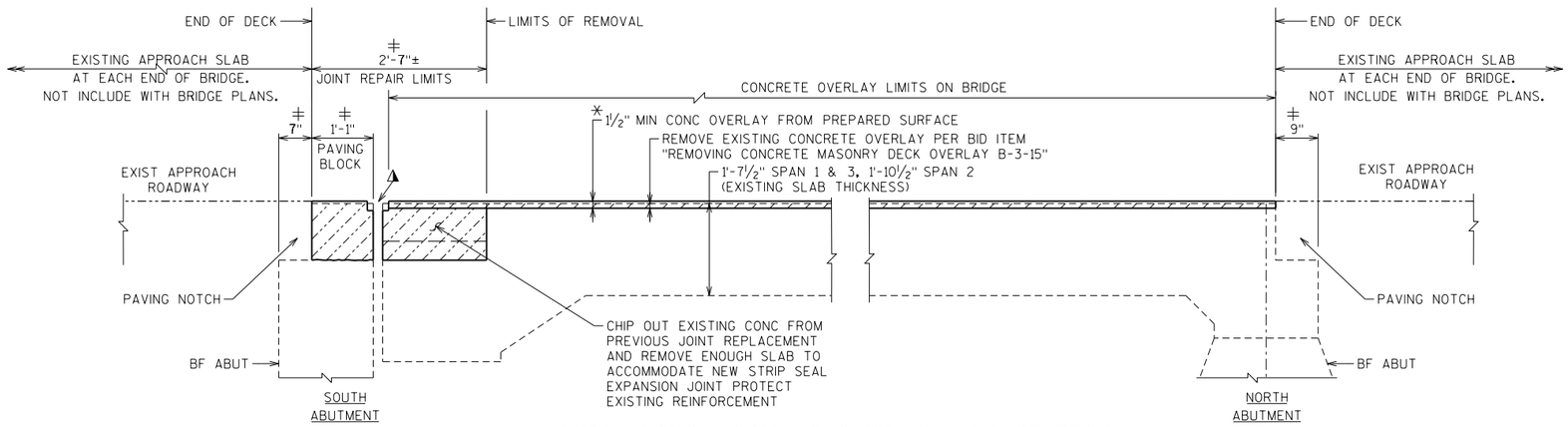
PLAN

CONCRETE OVERLAY - THREE SPAN - REINFORCED CONCRETE SLAB BRIDGE



CROSS SECTION THRU ROADWAY

(LOOKING NORTH)



TYPICAL LONGITUDINAL SECTION AT END OF DECK

LEGEND

- ⊛ ADD THRIE BEAM GUARD CONNECTION TO PARAPET. SOUTH SIDE ONLY. USE BOLT THRU SYSTEM. FOR DETAILS, BID ITEMS AND QUANTITIES SEE ROADWAY PLANS.
- ** SEE ROADWAY PLANS FOR TRAFFIC CONTROL STAGING.
- INDICATES REMOVAL
- ▨ COAT FRONT, TOP AND ENDS OF PARAPET WITH "PIGMENTED SURFACE SEALER" COAT CONCRETE OVERLAY WITH "PROTECTIVE SURFACE TREATMENT" PER THE STANDARD SPECIFICATIONS, SEE NOTES ON SHEETS 2.
- ⊠ EXPANSION JOINT COVER PLATES REQUIRED AT PARAPET
- ⧺ DIMENSIONS GIVEN ARE NORMAL TO C/L OF SUBSTRUCTURE UNIT.
- ◭ NEW STRIP SEAL EXPANSION DEVICE

DESIGN DATA

LIVE LOAD: HS20
DESIGN LOADING:
INVENTORY RATING RF = HS20
OPERATING RATING RF = HS34
WISCONSIN STANDARD PERMIT VEHICLE (WIS-SPV) = 190 KIPS

MATERIAL PROPERTIES:
CONCRETE MASONRY - SUPERSTRUCTURE _____ f'c = 4,000 psi
- OVERLAY _____ f'c = 4,000 psi
- ALL OTHER _____ f'c = 3,500 psi
HIGH STRENGTH BAR STEEL REINFORCEMENT
AASHTO GRADE 60 _____ fy = 60,000 psi
ALL BAR STEEL SHALL BE EPOXY COATED

LIST OF DRAWINGS

1 DECK OVERLAYS
2 NOTES AND QUANTITIES
3 JOINT REPAIR DETAILS
4 EXPANSION DEVICE
5 TRAFFIC COVER PLATE DETAILS
6 SLOPED FACE PARAPET "A"

TRAFFIC DATA

ADT (2020) = 5540
ADT (2040) = 6920
DHV = 709
DD = 61/39
T = 25.39 %
DESIGN SPEED = 70 MPH

Christopher J Blum

WISCONSIN PROFESSIONAL ENGINEER
CHRISTOPHER J. BLUM
E-33157
MADISON
WI

October 19, 2021

SEH CONTACT: CHRIS BLUM, PE, 608.620.6192
WISDOT BRIDGE OFFICE CONTACT: AARON BONK, PE, 608.261.0261

NO.	DATE	REVISION	BY

SEH
SHORT ELLIOTT HENDRICKSON INC.

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

ACCEPTED _____ SDR 10/21/21
CHIEF STRUCTURES DESIGN ENGINEER DATE

STRUCTURE B-3-15

U.S.H. 53 N.B. OVER CARLSON SCHOOL DRIVE

COUNTY	TOWN ~~CITY/VILLAGE~~
BARRON	DOVRE

DESIGN SPEC. REHABILITATION N/A

DESIGNED BY TN	DESIGN CK'D. NB	DRAWN BY DLF	PLANS CK'D. CJB

DECK OVERLAYS

SHEET 1 OF 6
263

8

8

STATE PROJECT NUMBER

1196-05-77

BAR COUPLER NOTES

SPECIFIC INFORMATION REGARDING THE COUPLER IS COVERED BY THE BID ITEM "BAR COUPLERS (SIZE)" AND NOT LIMITED TO THESE BAR COUPLER NOTES AND BRIDGE MANUAL STANDARD DRAWING 40.11.

STEEL COUPLER ASSEMBLY SHALL BE AN APPROVED TYPE AND SHALL DEVELOP IN TENSION AT LEAST 125% OF THE YIELD STRENGTH OF THE SPLICED REINFORCEMENT BARS.

DOWEL BAR COUPLERS SHALL BE OF MINIMUM 60 ksi YIELD STRENGTH, AND HAVE TENSILE STRENGTH AREA EQUAL OR GREATER THAN THAT OF THE LAPPED REINFORCEMENT BARS.

DOWEL BAR COUPLERS SHALL MEET THE DEFORMATION REQUIREMENTS FOR STANDARD ASTM DEFORMED REINFORCING BARS.

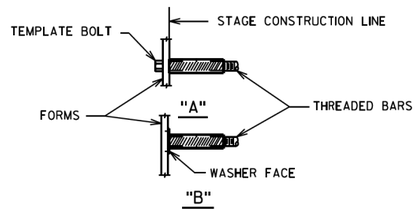
FOR DOWEL BAR COUPLERS, ALL REINFORCEMENT BARS SHALL BE LAPPED AND TIED TO THE COUPLER BARS.

COUPLER ASSEMBLY IN THE SLAB SHALL BE EPOXY COATED IN ACCORDANCE WITH THE REQUIREMENTS OF REINFORCEMENT BARS.

OTHER SYSTEMS OF SIMILAR DESIGN MAY BE SUBMITTED TO THE ENGINEER FOR APPROVAL. APPROVAL SHALL BE BASED ON CERTIFIED TEST RESULTS FROM AN APPROVED TESTING LABORATORY THAT THE PROPOSED SPLICER (COUPLER) ASSEMBLY SATISFIES THE FOLLOWING REQUIREMENT:

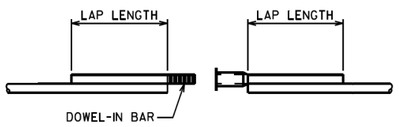
MINIMUM CAPACITY = 1.25 X fy X AREA OF SPLICED REINFORCEMENT BAR.

WHERE fy = YIELD STRENGTH OF SPLICED REINFORCEMENT BARS.



INSTALLATION AND SETTING METHODS

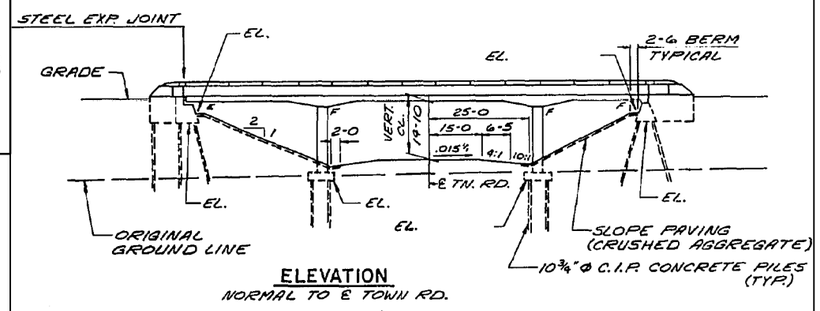
"A" SET COUPLER BY MEANS OF A TEMPLATE BOLT
"B" SET COUPLER BY NAILING TO WOOD FORMS OR CEMENTING TO STEEL FORMS.



DOWEL BAR COUPLER

ONE PIECE THREADED COUPLER

COUPLER ALTERNATIVES



ELEVATION
NORMAL TO ℄ TOWN RD.

NOTE: THIS ELEVATION VIEW TAKEN FROM EXISTING PLANS, REFERENCE ONLY, NOT FOR CONSTRUCTION. INTENT IS TO SHOW CONTRACTOR BENEATH THE BRIDGE.

DOWEL BAR COUPLER LAP LENGTHS

CONCRETE UNDER BAR	BAR SIZE	4	5	6	7	8	9	10	11
12" OR LESS	f'c = 3500	1'-8"	2'-8"	3'-2"	4'-3"	5'-6"	7'-0"	8'-9"	10'-11"
	f'c = 4000	1'-8"	2'-8"	3'-2"	4'-0"	5'-2"	6'-6"	8'-3"	10'-2"
MORE THAN 12"	f'c = 3500	2'-3"	2'-11"	3'-6"	4'-8"	6'-1"	7'-10"	9'-10"	12'-1"
	f'c = 4000	2'-3"	2'-11"	3'-6"	4'-5"	5'-8"	7'-4"	9'-2"	11'-4"

BAR LENGTH COMPUTED TO ℄ LONGIT. JOINT AND SHALL BE MODIFIED IF REQ'D. TO BAR COUPLER MANUFACTURER RECOMMENDATIONS. PAY BASED ON BARS AS DETAILED.

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

ALL DIMENSIONS ARE IN FEET AND INCHES UNLESS OTHERWISE NOTED.

DIMENSIONS SHOWN ARE BASED ON THE ORIGINAL STRUCTURE PLANS AND INSPECTION REPORTS. EXISTING BRIDGE PLANS AVAILABLE AT WISDOT.

STATIONING MAY VARY BASED ON EXACT LOCATION OF BRIDGE TO PROPOSED ALIGNMENT.

CONTRACTOR TO VERIFY EXISTING UTILITY LOCATIONS.

ANY EXCAVATION REQUIRED TO COMPLETE JOINT REPAIR OR OVERLAY AT THE ABUTMENTS, TO BE CONSIDERED INCIDENTAL TO THE BID ITEM "CONCRETE MASONRY OVERLAY DECKS".

EXISTING CONCRETE OVERLAY SHALL BE REMOVED FROM THE ENTIRE BRIDGE DECK UNDER THE BID ITEM "REMOVING CONCRETE MASONRY DECK OVERLAY B-3-15". CONTRACTOR TO VERIFY COMPLETENESS OF REMOVALS WITH THE FIELD ENGINEER. EXISTING CONCRETE COVER TO BE MAINTAINED.

PREPARATION DECKS TYPE 1, PREPARATION DECKS TYPE 2, CONCRETE SURFACE REPAIR AND FULL-DEPTH DECK REPAIR AS DETERMINED, LOCATED, MARKED AND MEASURED BY THE FIELD ENGINEER. DECK PREPARATION AND FULL-DEPTH DECK REPAIRS SHALL BE FILLED WITH "CONCRETE MASONRY OVERLAY DECKS".

BOTTOM OF THE EXISTING DECK WILL BE INSPECTED FOR AREAS OF FULL-DEPTH DECK REPAIR PRIOR TO DECK PREPARATION OPERATIONS.

BOTTOM OF THE EXISTING DECK IS TO BE INSPECTED FOR AREAS OF DISTRESS AFTER COMPLETION OF THE DECK PREPARATION AND PRIOR TO OVERLAYING THE BRIDGE.

ALL CONCRETE REMOVAL NOT COVERED WITH A CONCRETE OVERLAY SHALL BE DEFINED BY A 1-INCH DEEP SAW CUT.

PROFILE GRADE LINE SHALL BE DETERMINED IN THE FIELD BASED ON A MINIMUM CONCRETE OVERLAY THICKNESS OF 1½" PLACED ABOVE THE DECK SURFACE AFTER SURFACE PREPARATION. EXPECTED AVERAGE OVERLAY THICKNESS IS 2". IF EXPECTED AVERAGE OVERLAY THICKNESS IS EXCEEDED BY MORE THAN ½", CONTACT THE STRUCTURES DESIGN SECTION.

CLEAN ALL LOOSE MATERIAL ON THE DECK AFTER CLEANING OPERATIONS USING HIGH PRESSURE WATER OR AIR, ENSURING ALL FREE-STANDING WATER IS REMOVED PRIOR TO PLACEMENT OF THE CONC OVERLAY AND PIGMENTED SURFACE SEALER.

APPLY "PIGMENTED SURFACE SEALER" TO THE CONCRETE PARAPETS PER THE STANDARD SPECIFICATIONS AND AS SHOWN IN THIS PLAN SET.

THE CONTRACTOR SHALL SUPPLY A NEW NAMEPLATE IN ACCORDANCE WITH SECTION 502.3.11 OF THE STANDARD SPECIFICATIONS AND THE STANDARD DETAIL DRAWINGS. NAMEPLATE TO SHOW ORIGINAL CONSTRUCTION YEAR. SEE EXISTING NAMEPLATE FOR DATE.

UTILIZE EXISTING BAR STEEL REINFORCEMENT WHERE SHOWN AND EXTEND 24 BAR DIAMETERS INTO NEW WORK, UNLESS SPECIFIED OTHERWISE.

BAR STEEL REINFORCEMENT SHALL BE EMBEDDED 2" CLEAR UNLESS OTHERWISE SHOWN OR NOTED.

THE FIRST DIGIT OF A THREE DIGIT BAR MARK OR THE FIRST TWO DIGITS OF A FOUR DIGIT BAR MARK SIGNIFIES THE BAR SIZE.

EXPANSION JOINT ASSEMBLY, INCLUDING ANCHOR STUDS AND HARDWARE SHALL BE PAID FOR IN THE LINEAR FOOT PRICE BID AS "EXPANSION DEVICE B-3-15".

BEVEL EXPOSED EDGES OF CONCRETE ¾" UNLESS OTHERWISE NOTED.

SEE ROADWAY PLAN FOR LANE STAGING AND TRAFFIC SHIFT. COORDINATE THESE STRUCTURE PLANS WITH THE ROADWAY STAGING.

SEAL OVERLAY CONSTRUCTION JOINTS ACCORDING TO SECTION 502.3.13.1 OF THE STANDARD SPECIFICATIONS. COST INCIDENTAL TO BID ITEM "CONCRETE MASONRY OVERLAY DECKS".

THE AVERAGE OVERLAY THICKNESS IS BASED ON THE MINIMUM OVERLAY THICKNESS PLUS ½-INCH TO ACCOUNT FOR VARIATIONS IN THE DECK SURFACE.

TOTAL ESTIMATED QUANTITIES - B-3-15

	BID ITEM NUMBER	BID ITEMS	UNIT	TOTALS
(11)	203.0220	REMOVING STRUCTURE B-3-15	EA	1
	203.0330	DEBRIS CONTAINMENT B-3-15	EA	1
(8)	502.0100	CONCRETE MASONRY BRIDGES	CY	5
	502.3101	EXPANSION DEVICE	LF	49
(4)	502.3205	PIGMENTED SURFACE SEALER RESEAL	SY	145
(4)	502.3215	PROTECTIVE SURFACE TREATMENT RESEAL	SY	655
	502.4205	ADHESIVE ANCHORS NO. 5 BAR	EA	46
(9)	505.0600	BAR STEEL REINFORCEMENT HS COATED STRUCTURES	LB	1220
	505.0904	BAR COUPLERS NO. 4	EA	6
	505.0905	BAR COUPLERS NO. 5	EA	3
(3)	509.0301	PREPARATION DECKS TYPE 1	SY	85
(3)	509.0302	PREPARATION DECKS TYPE 2	SY	40
(1)	509.0505.S	CLEANING DECKS TO REAPPLY CONCRETE MASONRY OVERLAY	SY	655
	509.1000	JOINT REPAIR	SY	14
(5)	509.1500	CONCRETE SURFACE REPAIR	SF	1
(6)	509.2000	FULL-DEPTH DECK REPAIR	SY	10
(2)	509.2500	CONCRETE MASONRY OVERLAY DECKS	CY	44
(7)	509.9005.S	REMOVING CONCRETE MASONRY DECK OVERLAY B-3-15	SY	655
(10)	509.9050.S	CLEANING PARAPETS	LF	295
	513.9006.S	REMOVING AND RESETTING TUBULAR RAILING B-3-15	EA	1
		NON-BID ITEMS		
		FILLER	SIZE	½"
		NAMEPLATE	EACH	1

QUANTITIES NOTES

(1) BASED ON LIMITS OF OVERLAY ON DECK.

(2) CONCRETE FOR:
PREPARATION DECKS TYPE 1 & 2, FULL-DEPTH DECK REPAIR, JOINT REPAIR, AND OVERLAY.

(3) PERTAINS TO DECK.

(4) FURNISH AND APPLY PIGMENTED SURFACE SEALER TO FRONT FACE, TOP, AND ENDS OF PARAPETS. CLEAN THE INSIDE FACE, TOP AND ENDS OF PARAPET PER BID ITEM "CLEANING PARAPETS". APPLICATION AND QUANTITY FOR PIGMENTED SURFACE SEALER ARE CONSIDERED INCIDENTAL TO BRIDGE BID ITEM " PIGMENTED SURFACE SEALER RESEAL".

FURNISH AND APPLY A PROTECTIVE SURFACE TREATMENT TO THE ENTIRE TOP SURFACE OF THE OVERLAY AND PAVING BLOCK. APPLICATION AND QUANTITY FOR PROTECTIVE SURFACE TREATMENT ARE CONSIDERED INCIDENTAL TO BRIDGE BID ITEM "PROTECTIVE SURFACE TREATMENT RESEAL".

(5) AS LOCATED BY FIELD ENGINEER.

(6) UNDISTRIBUTED AMOUNT.

(7) INCLUDES PARAPETS ON DECK.

(8) INCLUDES CONCRETE FOR WING AND JOINT PARAPETS.

(9) INCLUDES REINFORCEMENT FOR JOINT, PAVING BLOCK AND PARAPET INCLUDING WINGS.

(10) INCLUDES ALL FOUR WINGS AS WELL AS REPAIR OF THE NE SECTION OF RAILING AS DIRECTED BY FIELD ENGINEER.

(11) PERTAINS TO REMOVAL OF EXISTING PARAPETS ON WINGS.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-3-15

DRAWN BY DLF | PLANS CK'D. CJB

NOTES AND QUANTITIES

SHEET 2 OF 6

264

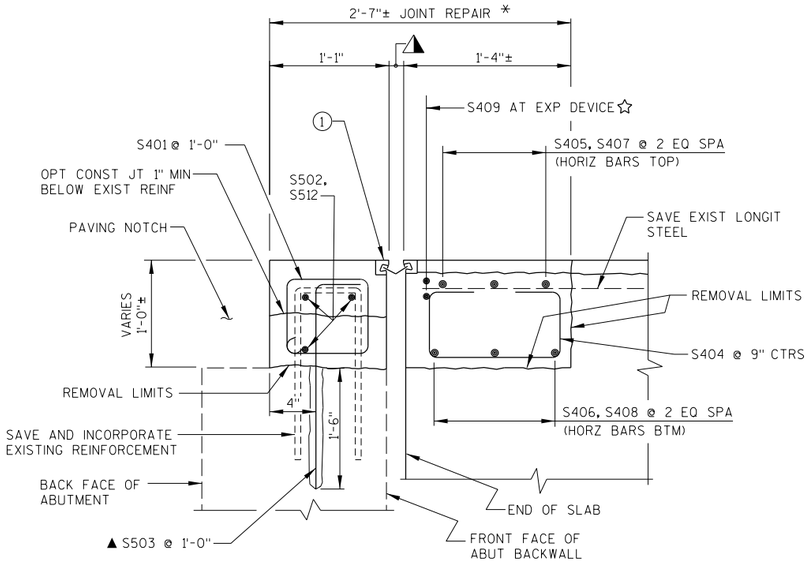
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STATE PROJECT NUMBER
1196-05-77



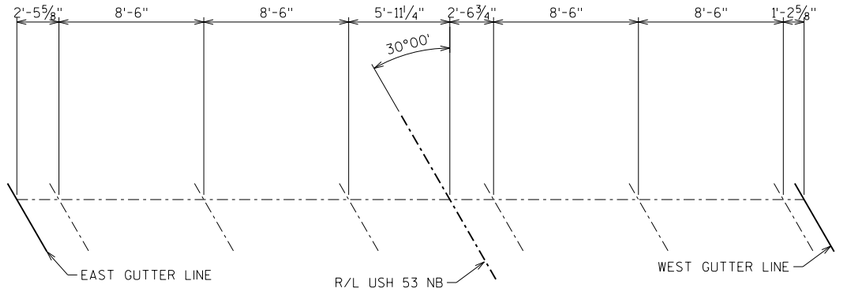
SECTION THRU PROPOSED JOINT
SHOWN THRU ROADWAY
NORMAL TO ℄ SUBSTRUCTURE

* CONCRETE USED IN THE JOINT REPAIR AREA IS INCLUDED AND PAID FOR IN THE BID ITEM "CONCRETE MASONRY OVERLAY DECKS".

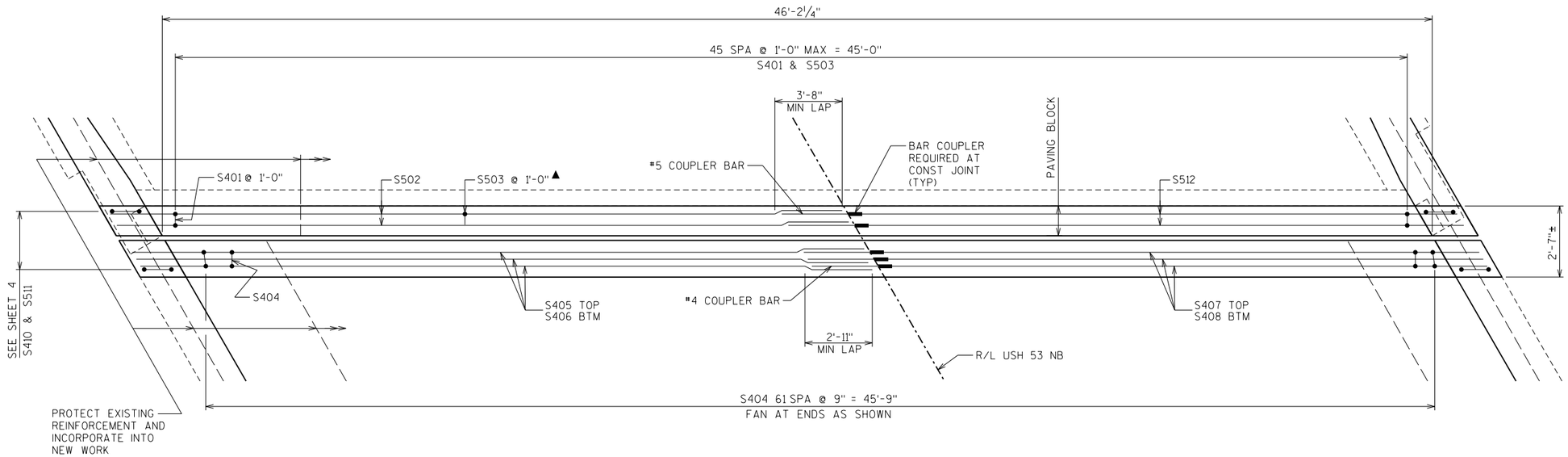
▲ ADHESIVE ANCHORS NO. 5 BAR, EMBED 1'-6" IN CONCRETE. SPACE AT 1'-0", TURN 10" LEG AS NECESSARY TO FIT.

⚠ SET NEW JOINT ACCORDING TO TEMPERATURE TABLE ON SHEET 4.

(1) SET FLUSH WITH CONCRETE - AT ROADWAY



BEARING LAYOUT AT SOUTH ABUTMENT
(LOOKING SOUTH,
SCALED FROM EXISTING PLANS)



PLAN AT SOUTH ABUTMENT
SEE SHEET 1 FOR ORIENTATION

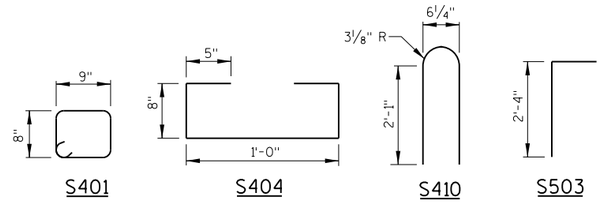
NOTE:
SEE GENERAL NOTES FOR STAGING LINE CONCEPT

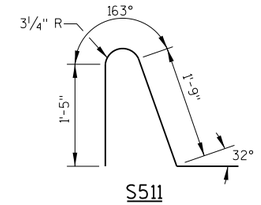
NOTE: THE FIRST DIGIT OF THE BAR MARK SIGNIFIES THE ENGLISH BAR DIAMETER SIZE.

BILL OF BARS

	BAR MARK	COAT	NO REQ'D	LENGTH (FT-IN)	BAR SERIES	BENT	LOCATION
	S401	X	46	3 - 4		X	PAVING BLK VERT STIRRUP
	S502	X	3	26 - 6			PAVING BLK HORIZ
▲	S503	X	46	3 - 1		X	PAVING BLK DOWEL
	S404	X	62	2 - 10		X	JOINT TRANS
	S405	X	3	26 - 6			JOINT HORIZ
	S406	X	3	26 - 6			JOINT HORIZ
	S407	X	3	21 - 11			JOINT HORIZ
	S408	X	3	21 - 11			JOINT HORIZ
☆	S409	X	2	48 - 10			AT DEVICE HORIZ
	S410	X	6	5 - 0		X	PARAPET VERT
	S511	X	6	4 - 9		X	PARAPET VERT
	S512	X	3	21 - 11			PAVING BLOCK HORIZ

☆ CUT BARS AT CONST JOINT TO FIT.





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STRUCTURE B-3-15

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JOINT REPAIR DETAILS

SHEET 3 OF 6
265

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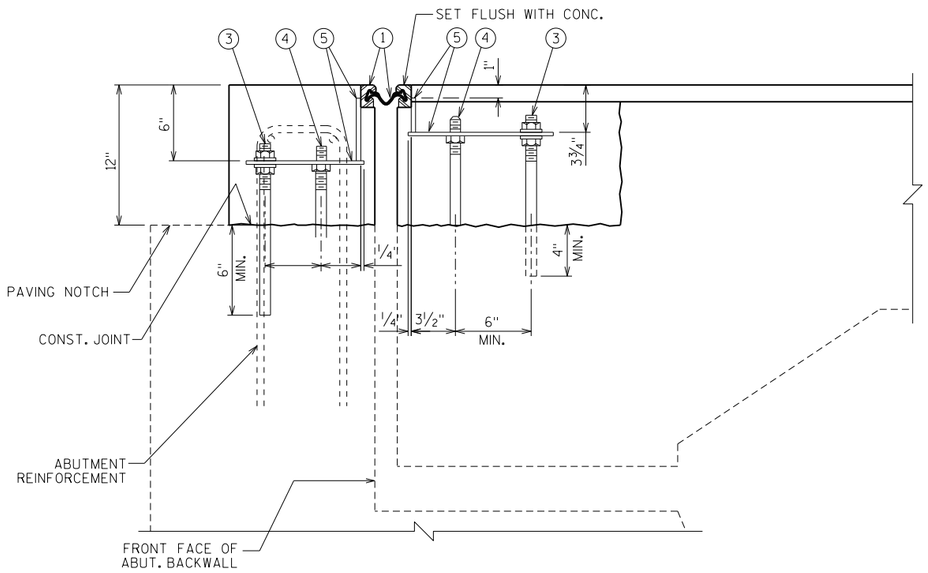
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STATE PROJECT NUMBER

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SECTION THRU JOINT AT ABUTMENT

NORMAL TO ℄ SUBSTRUCTURE

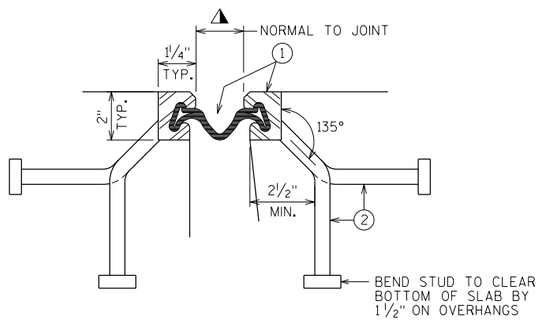
⚠ TEMPERATURE TABLE

SHADED UNDERSIDE DECK TEMP. (°F)	JOINT OPENING (IN.) (NORMAL TO JT.)
90°	1½"
80°	1⅜"
70°	1¹¹⁄₁₆"
60°	1¾"
50°	1⅛"
45°	1⅞"
40°	1⁵⁄₁₆"
30°	2"

A SMALL JOINT OPENING DUE TO A HIGH TEMPERATURE AT TIME OF CONSTRUCTION MAY REQUIRE NEOPRENE STRIP SEAL INSTALLATION INTO STEEL EXTRUSIONS PRIOR TO SETTING THE EXPANSION JOINT.

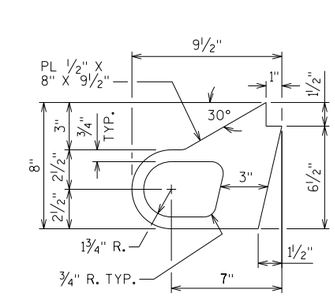
LEGEND

1. NEOPRENE STRIP SEAL (3 - INCH) AND STEEL EXTRUSIONS.
2. STUDS ⅝"Φ X 6⅜" LONG AT 6" ALTERNATE CENTERS. WELD TO EXTRUSIONS AND BEND AS SHOWN AFTER WELDING.
2A. ½" THICK ANCHOR PLATE WITH ⅝"Φ 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" Φ THREADED ROD WITH 2 NUTS AND PLATE WASHERS. GROUT THREADED ROD INTO FIELD DRILLED HOLES AT SUPER STRUCTURE. ON ABUTMENT SIDE GROUT THREADED ROD INTO FIELD DRILLED HOLES IN ABUTMENT BACKWALL AS SHOWN. PLACE ONE PER BEARING AS SHOWN ON SHEET 3.
4. ¾"Φ 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" Φ HOLE FOR NO. 3 AND 1" Φ HOLE FOR NO. 4.
6. GALVANIZED PLATE ⅜" X 10" X 2'-2" LONG WITH HOLES FOR NO. 7. BEND AS SHOWN.
7. ¾"Φ X 1½" STAINLESS STEEL SOCKET FLAT HEAD SCREWS WITH ANTI-SEIZE LUBRICANT. PLACE IN COUNTERSUNK HOLE. RECESS 1⁄16" BELOW PLATE SURFACE.
8. ¾"Φ X 4" GALVANIZED HEX HEAD BOLT. BEND 45°.
9. ¾"Φ X 2¼" GALVANIZED THREADED COUPLING.
11. 1" X 5" SLOTTED COUNTERSUNK HOLE FOR NO. 7. PLACE SLOT PARALLEL TO DIRECTION OF MOVEMENT.

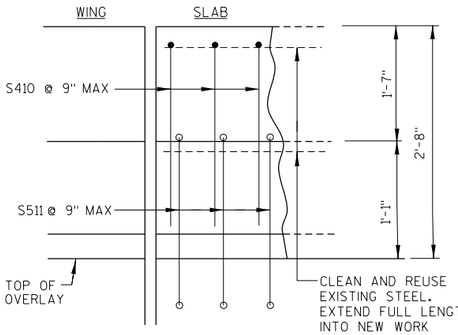


SECTION THRU JOINT

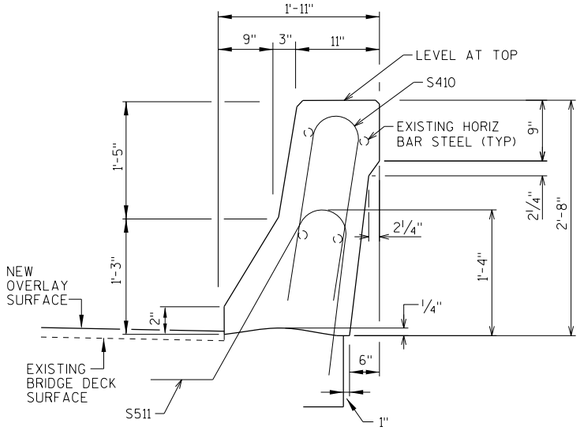
AT PARAPETS



ALTERNATE STRIP SEAL ANCHOR

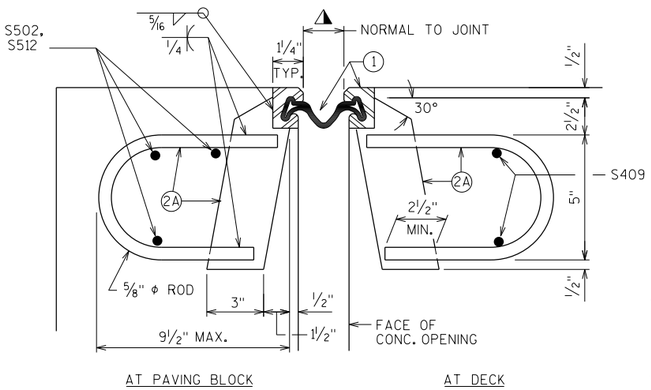


PARAPET ELEVATION



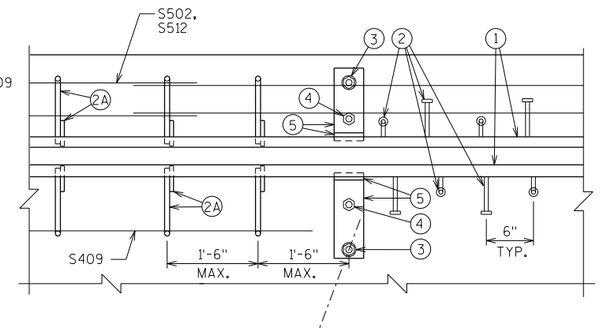
SECTION THROUGH PARAPET

REMOVE AND REPLACE PARAPET IN AREA OF JOINT REPAIR AS NEEDED TO INSTALL EXPANSION DEVICE. WORK TO BE INCLUDED IN BID ITEM "JOINT REPAIR" EXCEPT FOR CONCRETE AND BAR STEEL REINFORCEMENT WHICH IS PAID FOR SEPARATELY. UTILIZE EXISTING BAR STEEL AS POSSIBLE.



SECTION THRU JOINT

ROADWAY TRAFFIC AREA



PART PLAN

NOTES

ONE FIELD SPLICE PERMITTED IN STEEL EXTRUSIONS, UNLESS MORE ARE REQUIRED FOR STAGED CONSTRUCTION, HANDLING OR GALVANIZING REQUIREMENTS. IF USED, 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.

STRIP SEAL EXPANSION JOINT ASSEMBLY, INCLUDING ANCHOR STUDS AND HARDWARE WILL BE PAID FOR AT THE LINEAL FEET PRICE BID FOR "EXPANSION DEVICE B-3-15".

NOTES

THIS WISCONSIN STANDARD INSERT SHEET TO BE USED IN CONJUNCTION WITH SHEET 5.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-3-15

DRAWN BY GLE | PLANS CK'D. CJB

EXPANSION DEVICE

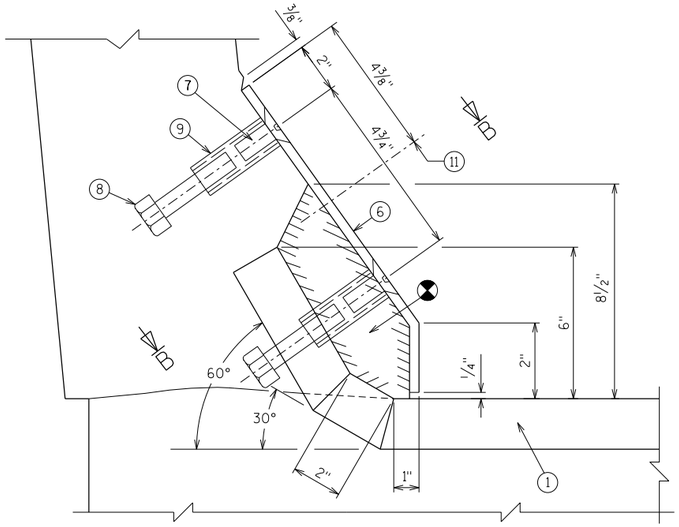
SHEET 4 OF 6

266

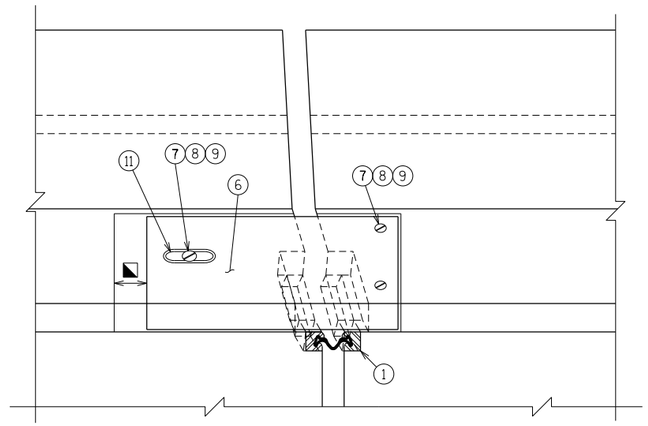
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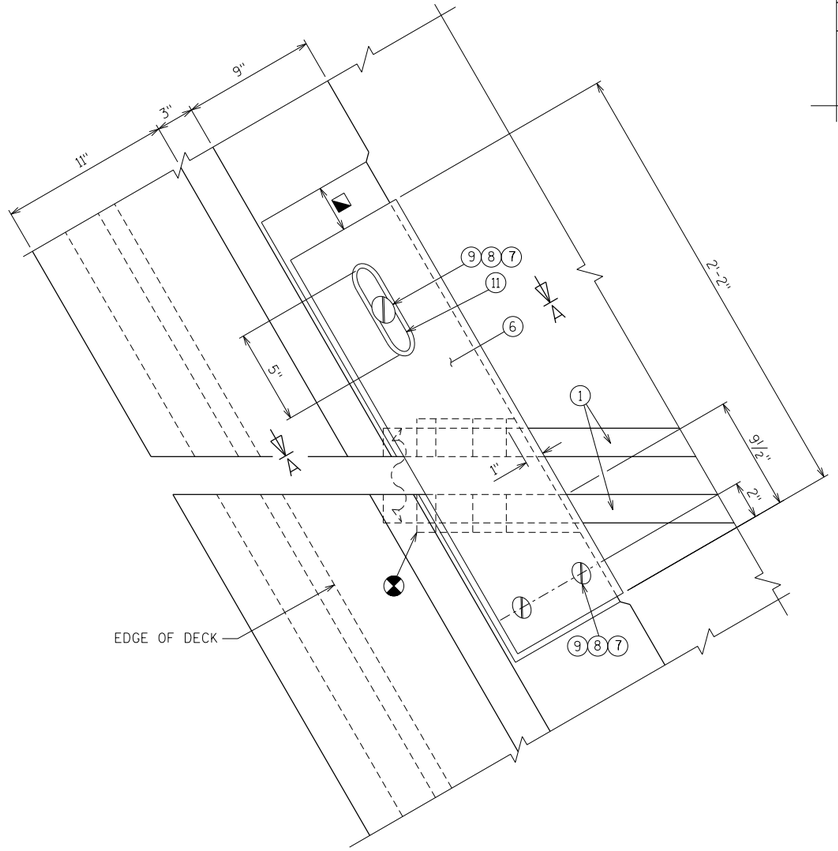
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STATE PROJECT NUMBER
1196-05-77

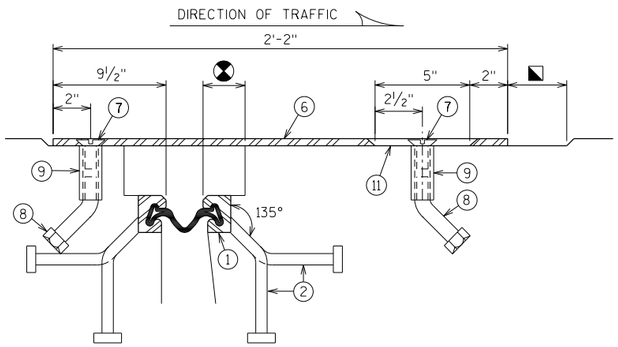


SECTION A-A





PLAN



SECTION B-B

NOTES

THIS WISCONSIN STANDARD INSERT SHEET TO BE USED IN CONJUNCTION WITH SHEET 4.

⊠ BLOCK OUT CONCRETE 2" EACH SIDE OF JOINT OPENING.

◪ JOINT OPENING DIMENSION ALONG SKEW PLUS 1/2".

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-3-15

DRAWN BY GLE | PLANS CK'D. CJB

TRAFFIC COVER PLATE DETAILS

SHEET 5 OF 6

267

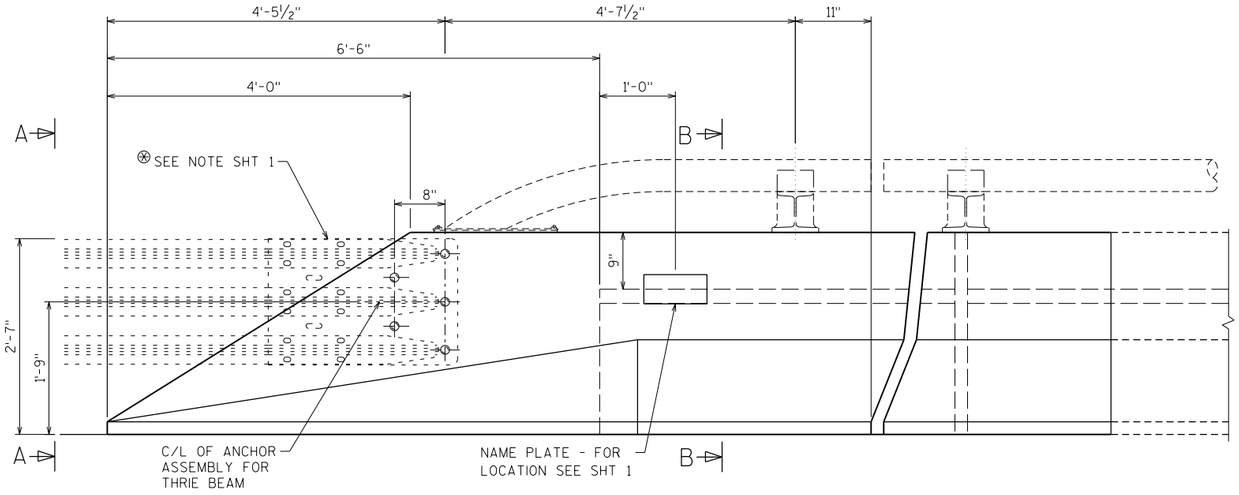
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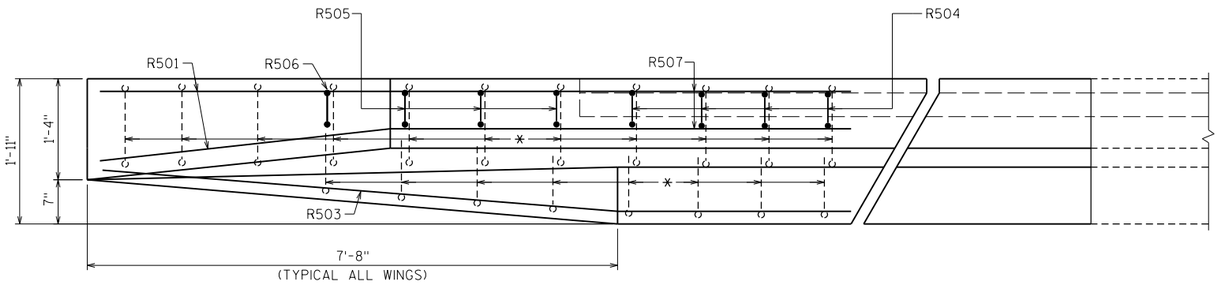
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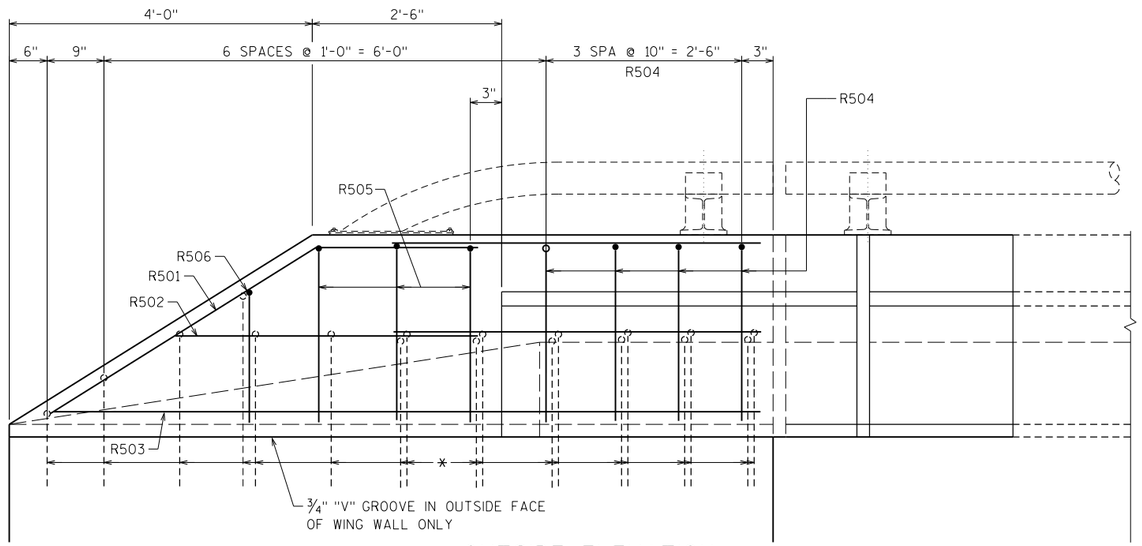
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INSIDE ELEVATION

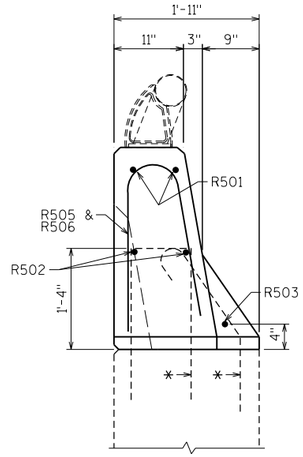


PLAN

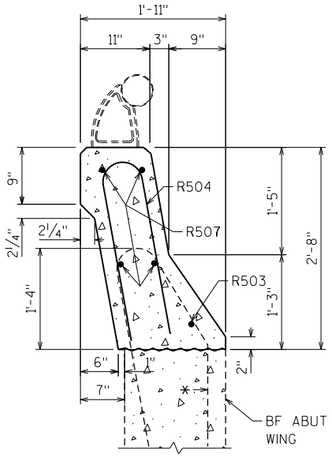


OUTSIDE ELEVATION

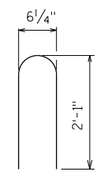
* ALL EXISTING REINFORCEMENT SHALL REMAIN. INCORPORATE EXISTING REINFORCEMENT INTO NEW WORK.



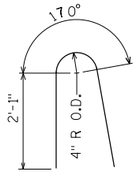
VIEW A



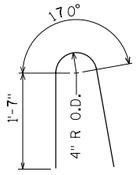
SECTION B



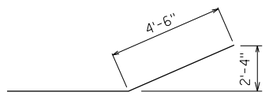
R504



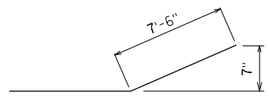
R505



R506



R501



R503

BAR MARK	COAT	NO REQ'D	LENGTH (FT-IN)	BENT	LOCATION
R501	X	8	6-10	X	WING 1,2,3,4
R502	X	8	4-5		WING 1,2,3,4
R503	X	4	9-8	X	WING 1,2,3,4
R504	X	16	5-0	X	WING 1,2,3,4
R505	X	12	5-2	X	WING 1,2,3,4
R506	X	4	4-2	X	WING 1,2,3,4
R507	X	16	5-6		WING 1,2,3,4

STATE PROJECT NUMBER

1196-05-77

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-3-15

DRAWN BY GLE | PLANS CK'D. CJB

SLOPED FACE PARAPET "A"

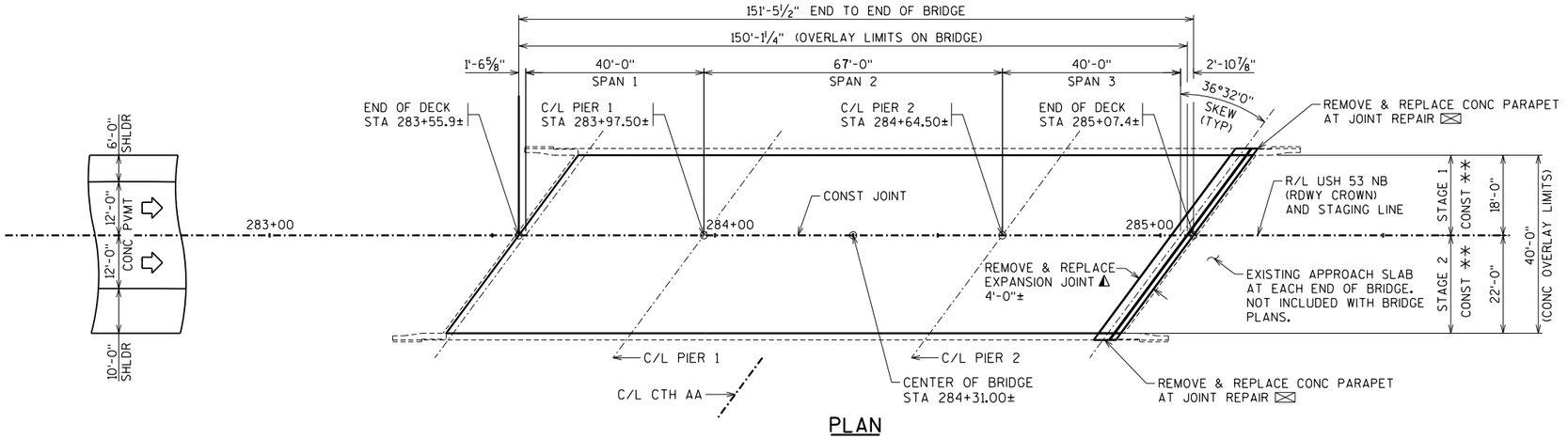
SHEET 6 OF 6

268

8

STATE PROJECT NUMBER

1196-05-77



PLAN

CONCRETE OVERLAY - THREE SPAN - 45" PRESTRESSED GIRDER BRIDGE

LEGEND

** SEE ROADWAY PLANS FOR TRAFFIC CONTROL STAGING.

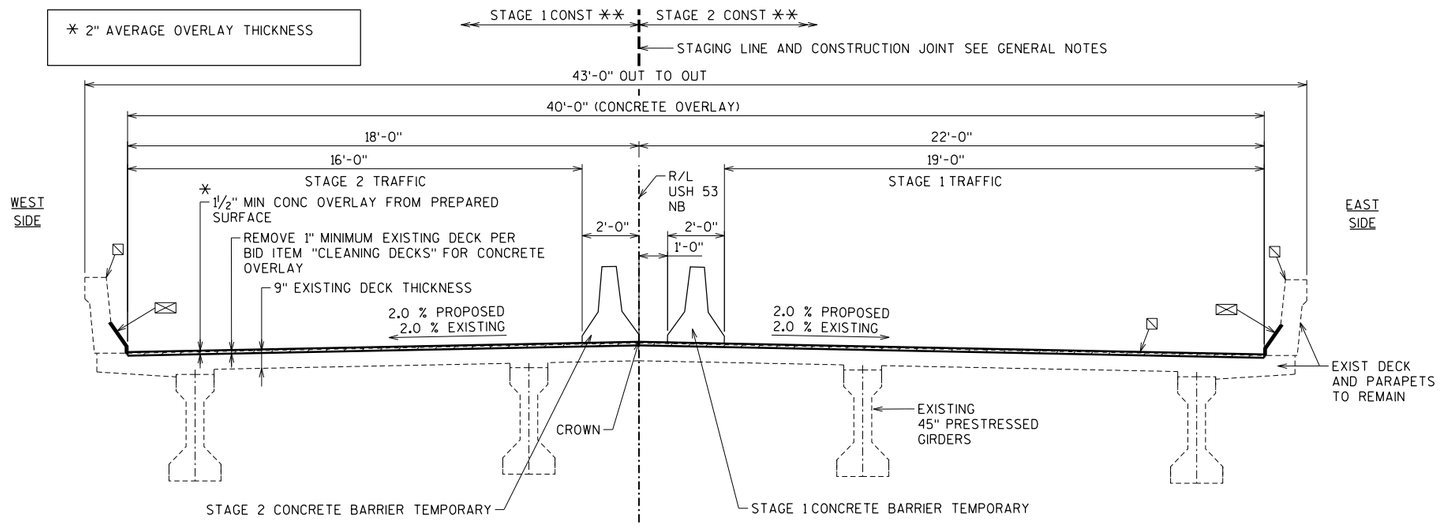
INDICATES REMOVAL

COAT FRONT, TOP AND ENDS OF EXISTING PARAPET WITH "PIGMENTED SURFACE SEALER" COAT CONCRETE OVERLAY WITH "PROTECTIVE SURFACE TREATMENT" PER THE STANDARD SPECIFICATIONS, SEE NOTES ON SHEETS 2.

EXPANSION JOINT COVER PLATES REQUIRED AT PARAPET

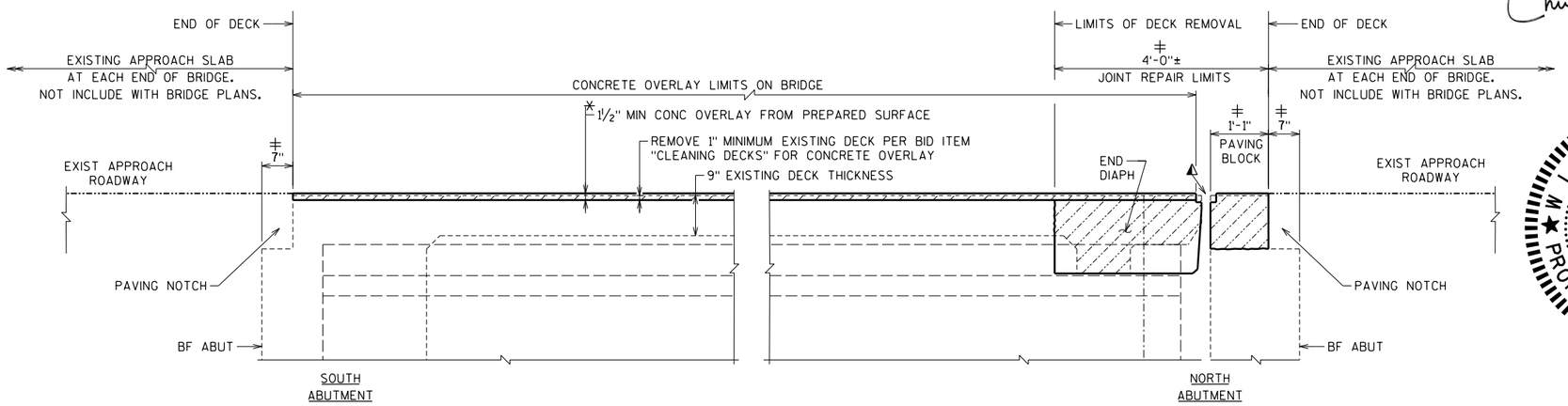
‡ DIMENSIONS GIVEN ARE NORMAL TO C/L OF SUBSTRUCTURE UNIT.

◭ NEW STRIP SEAL EXPANSION DEVICE



CROSS SECTION THRU ROADWAY

(LOOKING NORTH)



TYPICAL LONGITUDINAL SECTION AT END OF DECK

DESIGN DATA

LIVE LOAD: HS20

DESIGN LOADING:
INVENTORY RATING RF = HS19
OPERATING RATING RF = HS31
WISCONSIN STANDARD PERMIT VEHICLE (WIS-SPV) = 180 KIPS

MATERIAL PROPERTIES:
CONCRETE MASONRY - SUPERSTRUCTURE _____ f'c = 4,000 psi
- OVERLAY _____ f'c = 4,000 psi
- ALL OTHER _____ f'c = 3,500 psi

LIST OF DRAWINGS

1 DECK OVERLAYS
2 NOTES AND QUANTITIES
3 JOINT REPAIR DETAILS
4 EXPANSION DEVICE
5 TRAFFIC COVER PLATE DETAILS

TRAFFIC DATA

ADT (2020) = 5540
ADT (2040) = 6920
DHV = 709
DD = 61/39
T = 25.39 %
DESIGN SPEED = 70 MPH

Christopher J Blum

October 19, 2021

WISCONSIN PROFESSIONAL ENGINEER CHRISTOPHER J. BLUM E-33157 MADISON WI

NO.	DATE	REVISION	BY

SEH
SHORT ELLIOTT HENDRICKSON INC.

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

ACCEPTED _____ SDR 10/21/21
CHIEF STRUCTURES DESIGN ENGINEER DATE

STRUCTURE B-3-17

U.S.H. 53 N.B. OVER C.T.H. AA

COUNTY	TOWN/~~CITY/VILLAGE~~
BARRON	DOVRE

DESIGN SPEC. REHABILITATION N/A

DESIGNED BY	DESIGN CK'D.	DRAWN BY	PLANS CK'D.
TN	NB	DLF	CJB

DECK OVERLAYS

SHEET 1 OF 5
269

SEH CONTACT: CHRIS BLUM, PE, 608.620.6192
WISDOT BRIDGE OFFICE CONTACT: AARON BONK, PE, 608.261.0261

8

8

PLOT TIME: 6:50:19 AM
PLOT DATE: 10/19/2021
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BAR COUPLER NOTES

SPECIFIC INFORMATION REGARDING THE COUPLER IS COVERED BY THE BID ITEM "BAR COUPLERS (SIZE)" AND NOT LIMITED TO THESE BAR COUPLER NOTES AND BRIDGE MANUAL STANDARD DRAWING 40.11.

STEEL COUPLER ASSEMBLY SHALL BE AN APPROVED TYPE AND SHALL DEVELOP IN TENSION AT LEAST 125% OF THE YIELD STRENGTH OF THE SPLICED REINFORCEMENT BARS.

DOWEL BAR COUPLERS SHALL BE OF MINIMUM 60 ksi YIELD STRENGTH, AND HAVE TENSILE STRENGTH AREA EQUAL OR GREATER THAN THAT OF THE LAPPED REINFORCEMENT BARS.

DOWEL BAR COUPLERS SHALL MEET THE DEFORMATION REQUIREMENTS FOR STANDARD ASTM DEFORMED REINFORCING BARS.

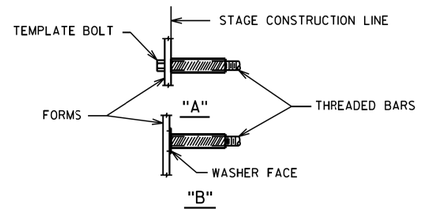
FOR DOWEL BAR COUPLERS, ALL REINFORCEMENT BARS SHALL BE LAPPED AND TIED TO THE COUPLER BARS.

COUPLER ASSEMBLY IN THE SLAB SHALL BE EPOXY COATED IN ACCORDANCE WITH THE REQUIREMENTS OF REINFORCEMENT BARS.

OTHER SYSTEMS OF SIMILAR DESIGN MAY BE SUBMITTED TO THE ENGINEER FOR APPROVAL. APPROVAL SHALL BE BASED ON CERTIFIED TEST RESULTS FROM AN APPROVED TESTING LABORATORY THAT THE PROPOSED SPLICER (COUPLER) ASSEMBLY SATISFIES THE FOLLOWING REQUIREMENT:

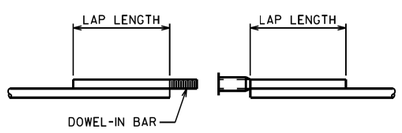
MINIMUM CAPACITY = 1.25 X fy X AREA OF SPLICED REINFORCEMENT BAR.

WHERE fy = YIELD STRENGTH OF SPLICED REINFORCEMENT BARS.



INSTALLATION AND SETTING METHODS

"A" SET COUPLER BY MEANS OF A TEMPLATE BOLT
"B" SET COUPLER BY NAILING TO WOOD FORMS OR CEMENTING TO STEEL FORMS.



DOWEL BAR COUPLER

ONE PIECE THREADED COUPLER

COUPLER ALTERNATIVES

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

ALL DIMENSIONS ARE IN FEET AND INCHES UNLESS OTHERWISE NOTED.

DIMENSIONS SHOWN ARE BASED ON THE ORIGINAL STRUCTURE PLANS AND INSPECTION REPORTS. EXISTING BRIDGE PLANS AVAILABLE AT WISDOT.

STATIONING MAY VARY BASED ON EXACT LOCATION OF BRIDGE TO PROPOSED ALIGNMENT.

CONTRACTOR TO VERIFY EXISTING UTILITY LOCATIONS.

ANY EXCAVATION REQUIRED TO COMPLETE THE JOINT REPAIR OR OVERLAY AT THE ABUTMENTS, TO BE CONSIDERED INCIDENTAL TO THE BID ITEM "CONCRETE MASONRY OVERLAY DECKS".

A MINIMUM OF 1-INCH OF CONCRETE SHALL BE REMOVED FROM THE ENTIRE BRIDGE DECK UNDER THE BID ITEM "CLEANING DECKS". CONTRACTOR TO VERIFY COMPLETENESS OF REMOVALS WITH THE FIELD ENGINEER.

PREPARATION DECKS TYPE 1, PREPARATION DECKS TYPE 2, CONCRETE SURFACE REPAIR AND FULL-DEPTH DECK REPAIR AS DETERMINED, LOCATED, MARKED AND MEASURED BY THE FIELD ENGINEER. DECK PREPARATION AND FULL-DEPTH DECK REPAIRS SHALL BE FILLED WITH "CONCRETE MASONRY OVERLAY DECKS".

BOTTOM OF THE EXISTING DECK WILL BE INSPECTED FOR AREAS OF FULL-DEPTH DECK REPAIR PRIOR TO DECK PREPARATION OPERATIONS.

BOTTOM OF THE EXISTING DECK IS TO BE INSPECTED FOR AREAS OF DISTRESS AFTER COMPLETION OF THE DECK PREPARATION AND PRIOR TO OVERLAYING THE BRIDGE.

ALL CONCRETE REMOVAL NOT COVERED WITH A CONCRETE OVERLAY SHALL BE DEFINED BY A 1-INCH DEEP SAW CUT.

THESE STRUCTURE PLANS ARE ONLY THE STRUCTURE REPAIR WORK. ANY ADDITIONAL REMOVAL REQUIRED, OUTSIDE OF THE LIMITS SHOWN IN THESE PLANS MUST BE COORDINATED WITH THE FIELD ENGINEER. FIELD ENGINEER SHOULD BE CONTACTED FOR APPROVAL OF ADDITIONAL REMOVAL.

PROFILE GRADE LINE SHALL BE DETERMINED IN THE FIELD BASED ON A MINIMUM CONCRETE OVERLAY THICKNESS OF 1½" PLACED ABOVE THE DECK SURFACE AFTER SURFACE PREPARATION. EXPECTED AVERAGE OVERLAY THICKNESS IS 2". IF EXPECTED AVERAGE OVERLAY THICKNESS IS EXCEEDED BY MORE THAN ½", CONTACT THE STRUCTURES DESIGN SECTION.

CLEAN ALL LOOSE MATERIAL ON THE DECK AFTER CLEANING OPERATIONS USING HIGH PRESSURE WATER OR AIR, ENSURING ALL FREE-STANDING WATER IS REMOVED PRIOR TO PLACEMENT OF THE CONC OVERLAY AND PIGMENTED SURFACE SEALER.

APPLY "PIGMENTED SURFACE SEALER" TO THE CONCRETE PARAPETS PER THE STANDARD SPECIFICATIONS AND AS SHOWN IN THIS PLAN SET.

UTILIZE EXISTING BAR STEEL REINFORCEMENT WHERE SHOWN AND EXTEND 24 BAR DIAMETERS INTO NEW WORK, UNLESS SPECIFIED OTHERWISE.

BAR STEEL REINFORCEMENT SHALL BE EMBEDDED 2" CLEAR UNLESS OTHERWISE SHOWN OR NOTED.

THE FIRST DIGIT OF A THREE DIGIT BAR MARK OR THE FIRST TWO DIGITS OF A FOUR DIGIT BAR MARK SIGNIFIES THE BAR SIZE.

EXPANSION JOINT ASSEMBLY, INCLUDING ANCHOR STUDS AND HARDWARE SHALL BE PAID FOR IN THE LINEAR FOOT PRICE BID AS "EXPANSION DEVICE B-3-17".

BEVEL EXPOSED EDGES OF CONCRETE ¾" UNLESS OTHERWISE NOTED.

SEE ROADWAY PLAN FOR LANE STAGING AND TRAFFIC SHIFT. COORDINATE THESE STRUCTURE PLANS WITH THE ROADWAY STAGING.

SEAL OVERLAY CONSTRUCTION JOINTS ACCORDING TO SECTION 502.3.13.1 OF THE STANDARD SPECIFICATIONS. COST INCIDENTAL TO BID ITEM "CONCRETE MASONRY OVERLAY DECKS".

THE AVERAGE OVERLAY THICKNESS IS BASED ON THE MINIMUM OVERLAY THICKNESS PLUS ½-INCH TO ACCOUNT FOR VARIATIONS IN THE DECK SURFACE.

TOTAL ESTIMATED QUANTITIES - B-3-17

	BID ITEM NUMBER	BID ITEMS	UNIT	TOTALS
	203.0330	DEBRIS CONTAINMENT B-3-17	EA	1
(8)	502.0100	CONCRETE MASONRY BRIDGES	CY	1
	502.3101	EXPANSION DEVICE	LF	53
(4)	502.3205	PIGMENTED SURFACE SEALER RESEAL	SY	142
(4)	502.3215	PROTECTIVE SURFACE TREATMENT RESEAL	SY	691
	502.4205	ADHESIVE ANCHORS NO. 5 BAR	EA	50
(3)	505.0600	BAR STEEL REINFORCEMENT HS COATED STRUCTURES	LB	1650
	505.0905	BAR COUPLERS NO 5	EA	3
	505.0906	BAR COUPLERS NO 6	EA	13
(5)	509.0301	PREPARATION DECKS TYPE 1	SY	30
(5)	509.0302	PREPARATION DECKS TYPE 2	SY	15
(1)	509.0500	CLEANING DECKS	SY	675
	509.1000	JOINT REPAIR	SY	24
(5) (6)	509.1500	CONCRETE SURFACE REPAIR	SF	1
(5) (6)	509.2000	FULL-DEPTH DECK REPAIR	SY	2
(2)	509.2500	CONCRETE MASONRY OVERLAY DECKS	CY	40
(7)	509.9050.S	CLEANING PARAPETS	LF	351
		NON-BID ITEMS		
		FILLER	SIZE	½"

QUANTITIES NOTES

(1) BASED ON 1" DEEP BY LIMITS OF OVERLAY ON DECK.

(2) CONCRETE FOR:
* PREPARATION DECKS TYPE 1 & 2, *FULL-DEPTH DECK REPAIR, JOINT REPAIR AND OVERLAY.

(3) REINFORCEMENT FOR JOINT AND PARAPET AT JOINT REPAIR LOCATION.

(4) FURNISH AND APPLY PIGMENTED SEALER TO FRONT FACE, TOP, AND ENDS OF EXISTING PARAPETS. CLEAN THE INSIDE FACE, TOP AND ENDS OF PARAPET PER BID ITEM "CLEANING PARAPETS". APPLICATION AND QUANTITY FOR PIGMENTED SURFACE SEALER ARE CONSIDERED INCIDENTAL TO BRIDGE BID ITEM " PIGMENTED SURFACE SEALER RESEAL".

FURNISH AND APPLY A PROTECTIVE SURFACE TREATMENT TO THE ENTIRE TOP SURFACE OF THE NEW OVERLAY AND PAVING BLOCK. APPLICATION AND QUANTITY FOR PROTECTIVE SURFACE TREATMENT ARE CONSIDERED INCIDENTAL TO BRIDGE BID ITEM "PROTECTIVE SURFACE TREATMENT RESEAL".

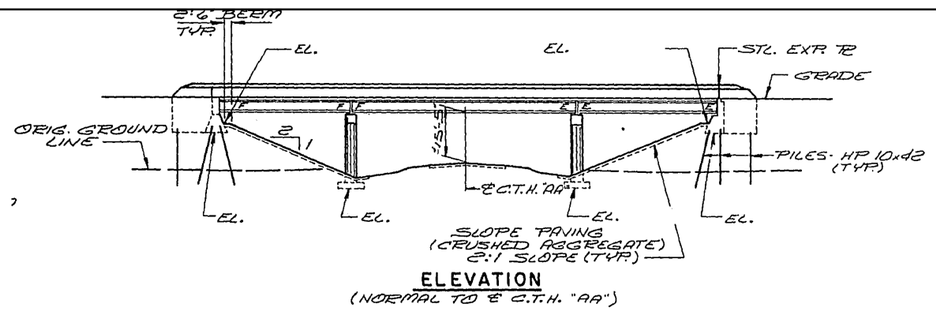
(5) AS LOCATED BY FIELD ENGINEER.

(6) UNDISTRIBUTED AMOUNT.

(7) INCLUDES PARAPETS ON WING WALLS AND DECK.

(8) CONCRETE FOR PARAPET AT JOINT REPAIR LOCATION.

* THESE QUANTITIES TOTALS ARE AN ESTIMATE AND ARE INCLUDED IN BID ITEM "CONCRETE MASONRY OVERLAY, DECKS".
-PREPARATION DECKS TYPE 1 = 1.7 CY
-PREPARATION DECKS TYPE 2 = 0.6 CY
-FULL-DEPTH DECK REPAIR = 0.5 CY



ELEVATION
(NORMAL TO ℄ C.T.H. "AA")

NOTE:
THIS ELEVATION VIEW TAKEN FROM EXISTING PLANS, REFERENCE ONLY, NOT FOR CONSTRUCTION. INTENT IS TO SHOW CONTRACTOR BENEATH THE BRIDGE

DOWEL BAR COUPLER LAP LENGTHS

CONCRETE UNDER BAR	BAR SIZE	4	5	6	7	8	9	10	11
12" OR LESS	f'c = 3500	1'-8"	2'-8"	3'-2"	4'-3"	5'-6"	7'-0"	8'-9"	10'-11"
	f'c = 4000	1'-8"	2'-8"	3'-2"	4'-0"	5'-2"	6'-6"	8'-3"	10'-2"
MORE THAN 12"	f'c = 3500	2'-3"	2'-11"	3'-6"	4'-8"	6'-1"	7'-10"	9'-10"	12'-1"
	f'c = 4000	2'-3"	2'-11"	3'-6"	4'-5"	5'-8"	7'-4"	9'-2"	11'-4"

BAR LENGTH COMPUTED TO ℄ LONGIT. JOINT AND SHALL BE MODIFIED IF REQ'D. TO BAR COUPLER MANUFACTURER RECOMMENDATIONS. PAY BASED ON BARS AS DETAILED.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-3-17

DRAWN BY DLF | PLANS CK'D. CJB

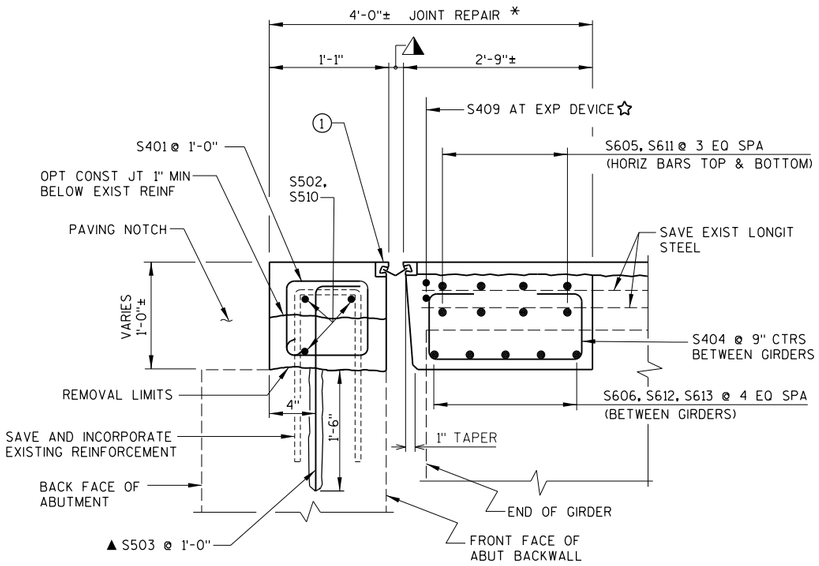
NOTES AND QUANTITIES

SHEET 2 OF 5
270

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8

8



SECTION THRU PROPOSED JOINT SHOWN THRU ROADWAY

NORMAL TO ℄ SUBSTRUCTURE

* CONCRETE USED IN THE JOINT REPAIR AREA IS INCLUDED AND PAID FOR IN THE BID ITEM "CONCRETE MASONRY BRIDGES".

▲ ADHESIVE ANCHORS NO. 5 BAR, EMBED 1'-6" IN CONCRETE. SPACE AT 1'-0", TURN 10" LEG AS NECESSARY TO FIT.

⚠ SET NEW JOINT ACCORDING TO TEMPERATURE TABLE ON SHEET 4.

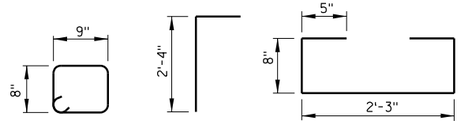
(1) SET FLUSH WITH CONCRETE - AT ROADWAY

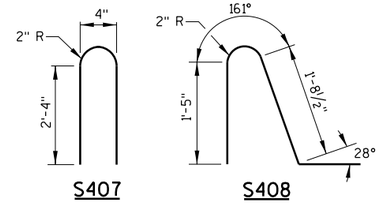
NOTE: THE FIRST DIGIT OF THE BAR MARK SIGNIFIES THE ENGLISH BAR DIAMETER SIZE.

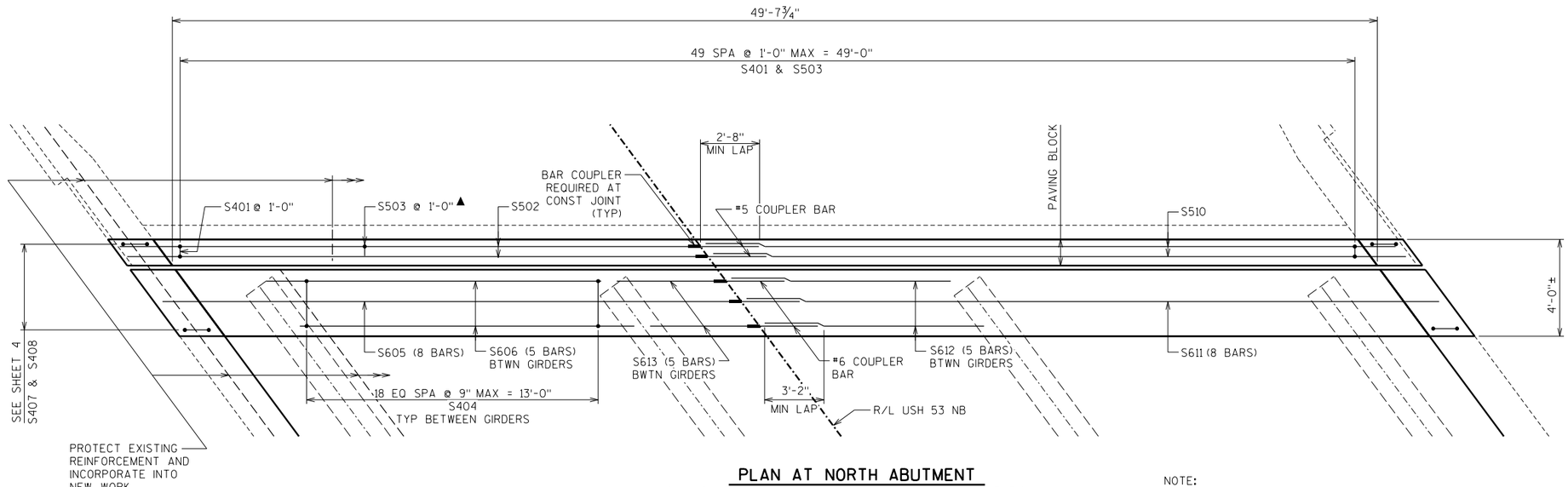
BILL OF BARS

	BAR MARK	COAT	NO REQ'D	LENGTH (FT-IN)	BAR SERIES	BENT	LOCATION
	S401	X	50	3 - 4		X	PAVING BLK VERT STIRRUP
	S502	X	3	23 - 6			PAVING BLK HORIZ
▲	S503	X	50	3 - 1		X	PAVING BLK DOWEL
	S404	X	57	4 - 1		X	JOINT TRANS
	S605	X	8	23 - 6			JOINT HORIZ
	S606	X	10	13 - 0			JOINT HORIZ
	S407	X	14	4 - 10		X	PARAPET VERT
	S408	X	14	4 - 3		X	PARAPET VERT
☆	S409	X	6	14 - 0			AT DEVICE BET GIRDERS
	S510	X	3	28 - 6			PAVING BLOCK HORIZ
	S611	X	8	28 - 6			JOINT HORIZ
	S612	X	5	8 - 11			JOINT HORIZ
	S613	X	5	3 11			JOINT HORIZ

☆ CUT BARS AT CONST JOINT TO FIT.







PLAN AT NORTH ABUTMENT

SIMILAR AT SOUTH ABUTMENT, SEE SHEET 1 FOR ORIENTATION

NOTE:
SEE GENERAL NOTES FOR STAGING LINE CONCEPT

NO.	DATE	REVISION	BY

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DEPARTMENT OF TRANSPORTATION

STRUCTURE B-3-17

DRAWN BY GLE | PLANS CK'D. CJB

JOINT REPAIR DETAILS

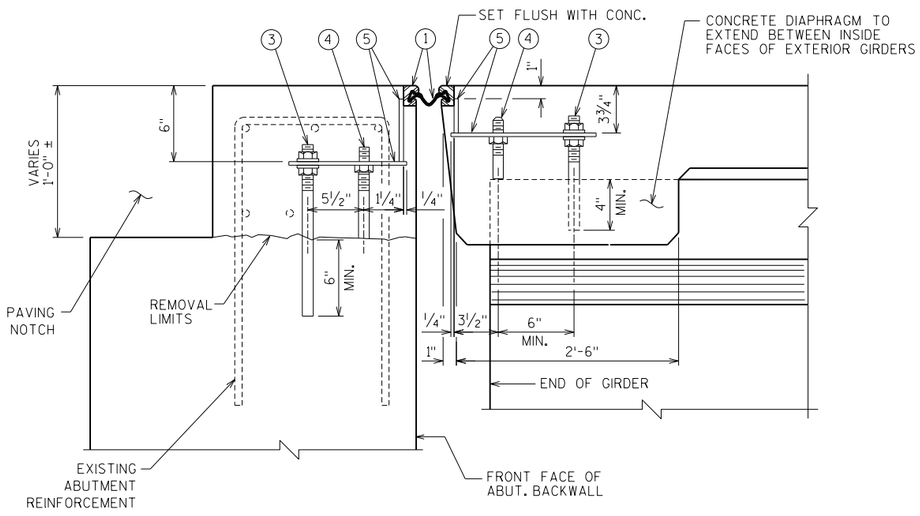
SHEET 3 OF 5
271

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STATE PROJECT NUMBER

1196-05-77



SECTION THRU JOINT AT ABUTMENT

NORMAL TO ℄ SUBSTRUCTURE

⚠ TEMPERATURE TABLE

SHADED UNDERSIDE DECK TEMP. (°F)	JOINT OPENING (IN.) (NORMAL TO JT.)
90°	1½"
80°	1⅝"
70°	1⅝"
60°	1¾"
50°	1⅞"
45°	1⅞"
40°	1⅞"
30°	2"

A SMALL JOINT OPENING DUE TO A HIGH TEMPERATURE AT TIME OF CONSTRUCTION MAY REQUIRE NEOPRENE STRIP SEAL INSTALLATION INTO STEEL EXTRUSIONS PRIOR TO SETTING THE EXPANSION JOINT.

LEGEND

(1) NEOPRENE STRIP SEAL (3 - INCH) AND STEEL EXTRUSIONS.

(2) STUDS ⅝"Φ X 6⅜" LONG AT 6" ALTERNATE CENTERS. WELD TO EXTRUSIONS AND BEND AS SHOWN AFTER WELDING.

(2A) ½" THICK ANCHOR PLATE WITH ⅝"Φ 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" Φ THREADED ROD WITH 2 NUTS AND PLATE WASHERS. GROUT THREADED ROD INTO FIELD DRILLED HOLES ON ℄ OF GIRDER. ON ABUTMENT SIDE GROUT THREADED ROD INTO FIELD DRILLED HOLES IN ABUTMENT BACKWALL AS SHOWN.

(4) ¾"Φ 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" Φ HOLE FOR NO. 3 AND 1" Φ HOLE FOR NO. 4.

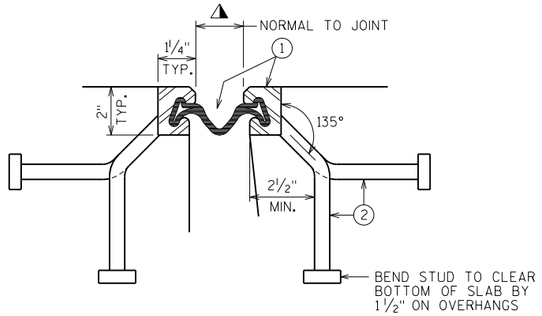
(6) GALVANIZED PLATE ⅜" X 10" X 2'-2" LONG WITH HOLES FOR NO. 7. BEND AS SHOWN.

(7) ¾"Φ X 1½" STAINLESS STEEL SOCKET FLAT HEAD SCREWS WITH ANTI-SEIZE LUBRICANT. PLACE IN COUNTERSUNK HOLE. RECESS 1/16" BELOW PLATE SURFACE.

(8) ¾"Φ X 4" GALVANIZED HEX HEAD BOLT. BEND 45°.

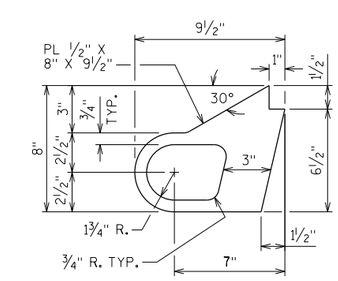
(9) ¾"Φ X 2¼" GALVANIZED THREADED COUPLING.

(11) 1" X 5" SLOTTED COUNTERSUNK HOLE FOR NO. 7. PLACE SLOT PARALLEL TO DIRECTION OF MOVEMENT.

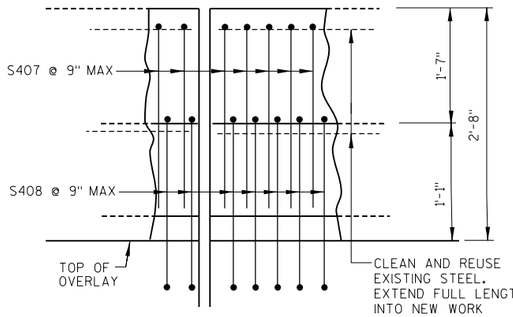


SECTION THRU JOINT

EXTERIOR GIRDER TO EDGE OF DECK AND AT PARAPETS

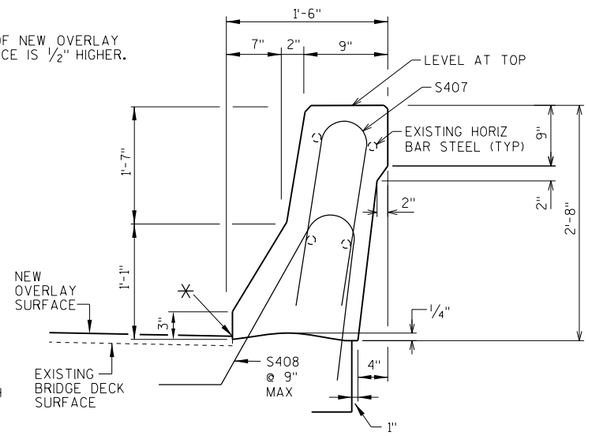


ALTERNATE STRIP SEAL ANCHOR



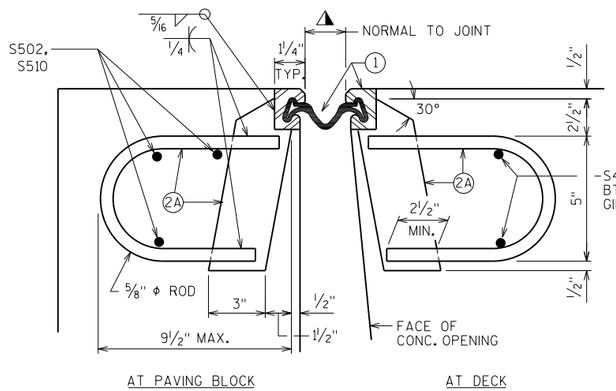
PARAPET ELEVATION

✳ TOP OF NEW OVERLAY SURFACE IS ½" HIGHER.



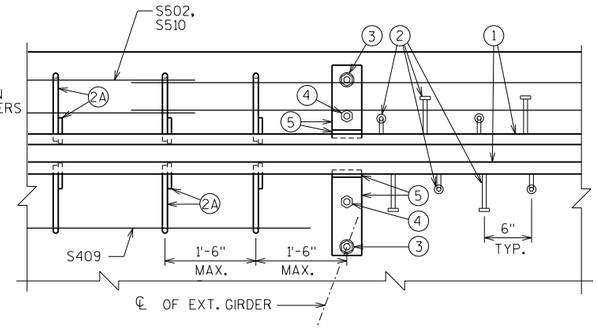
SECTION THROUGH PARAPET

REMOVE AND REPLACE PARAPET IN AREA OF JOINT REPAIR AS NEEDED TO INSTALL EXPANSION DEVICE. WORK TO BE INCLUDED IN BID ITEM "JOINT REPAIR" EXCEPT FOR CONCRETE AND BAR STEEL REINFORCEMENT WHICH IS PAID FOR SEPARATELY. UTILIZE EXISTING BAR STEEL AS POSSIBLE.



SECTION THRU JOINT

ROADWAY TRAFFIC AREA BETWEEN EXTERIOR GIRDERS.



PART PLAN

NOTES

ONE FIELD SPLICE PERMITTED IN STEEL EXTRUSIONS, UNLESS MORE ARE REQUIRED FOR STAGED CONSTRUCTION, HANDLING OR GALVANIZING REQUIREMENTS. IF USED, 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.

STRIP SEAL EXPANSION JOINT ASSEMBLY, INCLUDING ANCHOR STUDS AND HARDWARE WILL BE PAID FOR AT THE LUMP SUM PRICE BID FOR "EXPANSION DEVICE B-3-17".

NOTES

THIS WISCONSIN STANDARD INSERT SHEET TO BE USED IN CONJUNCTION WITH SHEET 5.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-3-17

DRAWN BY GLE | PLANS CK'D. CJB

EXPANSION DEVICE

SHEET 4 OF 5

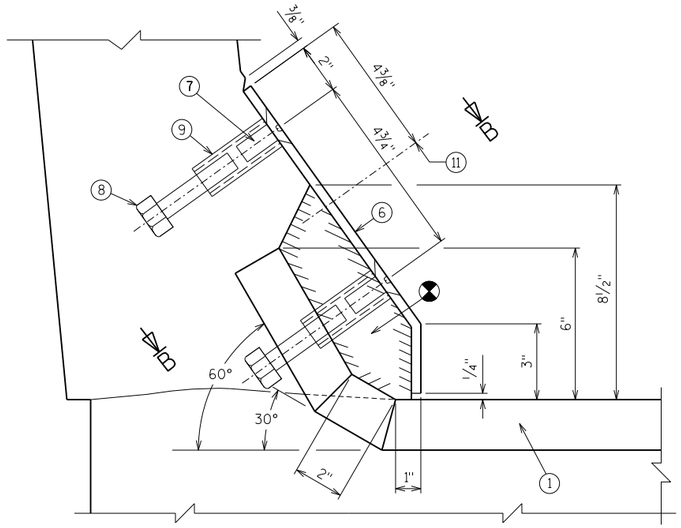
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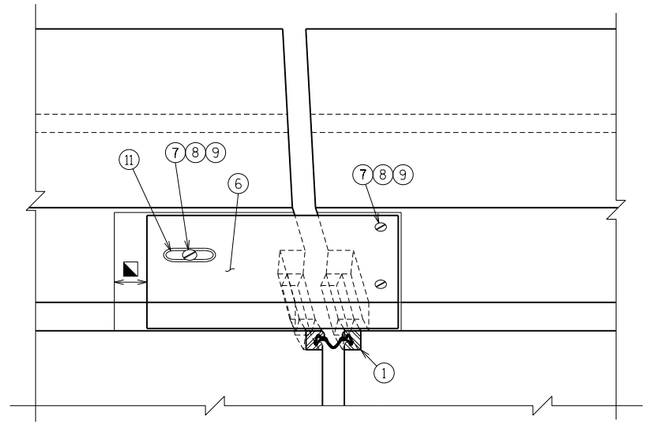
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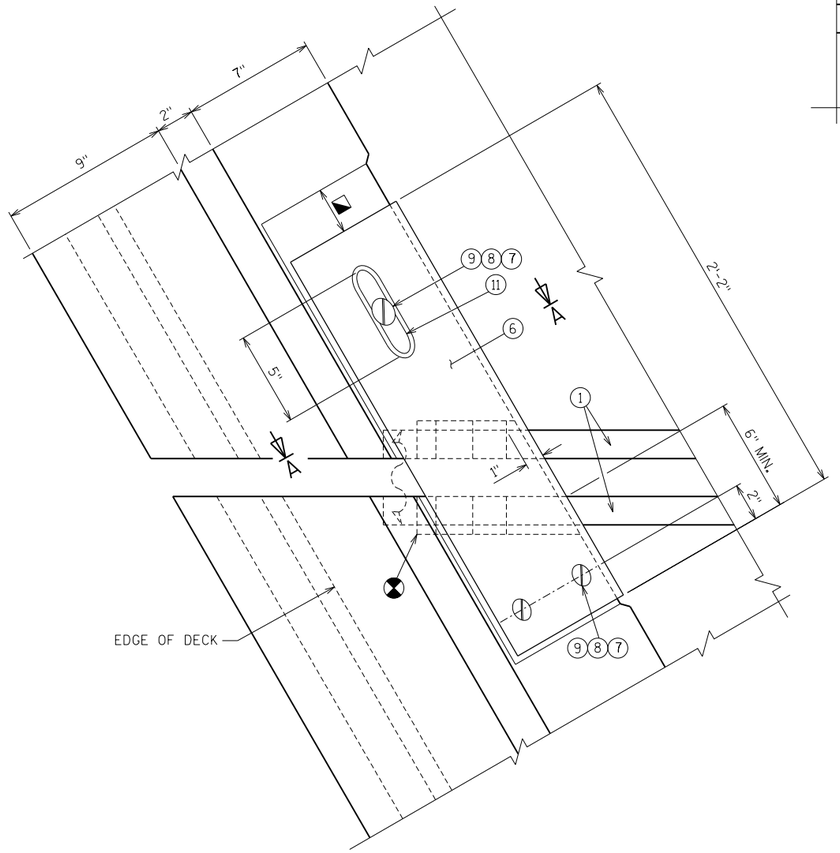
STATE PROJECT NUMBER

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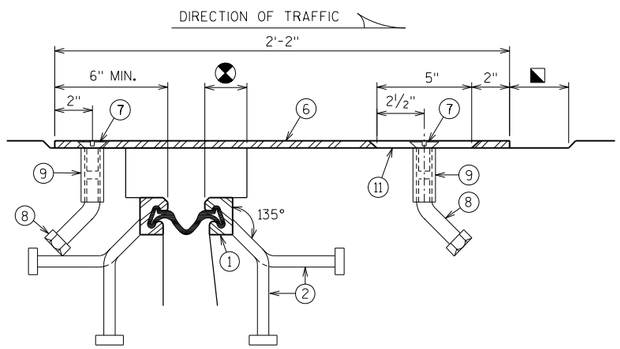


SECTION A-A





PLAN



SECTION B-B

NOTES

THIS WISCONSIN STANDARD INSERT SHEET TO BE USED IN CONJUNCTION WITH SHEET 4.

⊗ BLOCK OUT CONCRETE 2" EACH SIDE OF JOINT OPENING.

◥ JOINT OPENING DIMENSION ALONG SKEW PLUS ½".

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-3-17

DRAWN BY GLE | PLANS CK'D. CJB

TRAFFIC COVER PLATE DETAILS

SHEET 5 OF 5

273

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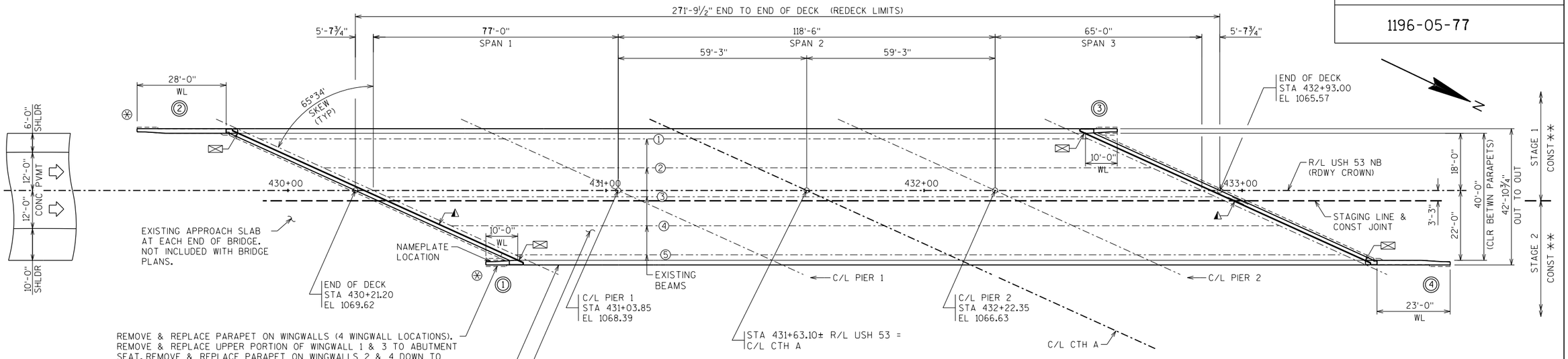
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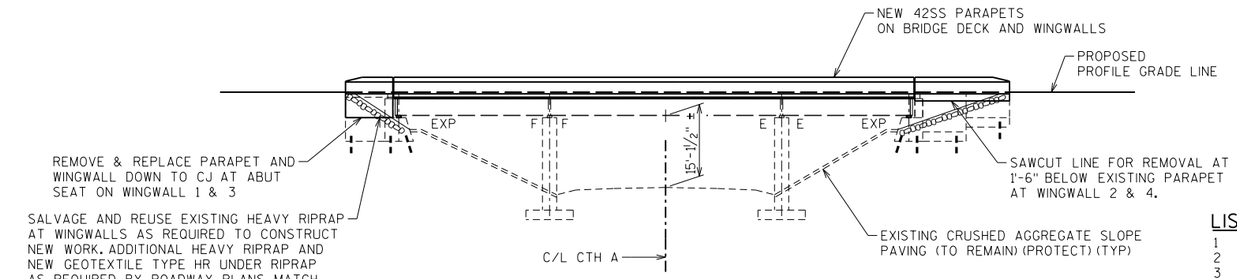


GENERAL PLAN

REDECK - THREE SPAN - 42" WEB - WELDED PLATE BEAM BRIDGE

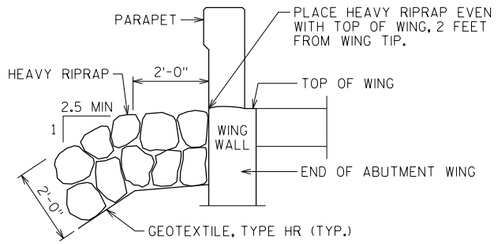
LEGEND

- ◎ INDICATES WING NUMBER.
- WL WING LENGTH
- ⊛ ADD THRIE BEAM GUARD CONNECTION TO PARAPET. SOUTH SIDE ONLY.
- ✳✳ SEE SHEET 20 AND ROADWAY PLANS FOR TRAFFIC CONTROL STAGING.
- ▨ COAT PARAPET WITH "PIGMENTED SURFACE SEALER" COAT DECK WITH "PROTECTIVE SURFACE TREATMENT" PER THE STANDARD SPECIFICATIONS, SEE NOTES ON SHEETS 2.
- ⊠ EXPANSION JOINT COVER PLATES REQUIRED AT PARAPET.
- ◭ NEW STRIP SEAL EXPANSION DEVICE
- ①THRU⑤ INDICATES GIRDER LINE

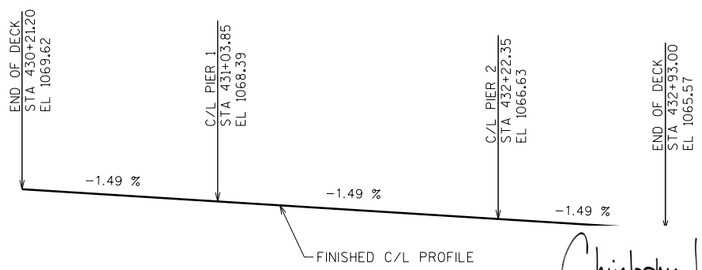


GENERAL ELEVATION

LOOKING DOWN SUBSTRUCTURE UNITS



TYPICAL FILL SECTION AT WING TIPS



PROPOSED PROFILE GRADE LINE

DESIGN DATA

LIVE LOAD: HS20

DESIGN LOADING:

INVENTORY RATING = HS16
OPERATING RATING = HS28
WISCONSIN STANDARD PERMIT VEHICLE (WIS-SPV) = 190 KIPS

MATERIAL PROPERTIES:

CONCRETE MASONRY - SUPERSTRUCTURE _____ f'c = 4,000 psi
- ALL OTHER _____ f'c = 3,500 psi
HIGH STRENGTH BAR STEEL REINFORCEMENT
AASHTO GRADE 60 _____ fy = 60,000 psi
ALL BAR STEEL SHALL BE EPOXY COATED

LIST OF DRAWINGS

1 DECK REPLACEMENT
2 NOTES AND QUANTITIES
3 TYPICAL SECTIONS
4 REMOVAL CONCEPTS AT WINGWALLS
5 WINGWALL 1 & 3 REPAIRS
6 WINGWALL 2 & 4 REPAIRS
7 SUPERSTRUCTURE DETAILS
8 SUPERSTRUCTURE DETAILS
9 SUPERSTRUCTURE DETAILS
10 SUPERSTRUCTURE DETAILS
11 SUPERSTRUCTURE DETAILS
12 SUPERSTRUCTURE DETAILS
13 SUPERSTRUCTURE REINFORCEMENT
14 TOP OF DECK ELEVATIONS
15 BEARING DETAILS
16 EXPANSION DEVICE
17 COVER PLATE DETAILS
18 SINGLE SLOPE PARARET 42SS WINGWALL 1& 3
19 SINGLE SLOPE PARARET 42SS WINGWALL 2 & 4
20 BRIDGE STAGING CONCEPT

TRAFFIC DATA

ADT (2020)	=	5540
ADT (2040)	=	6920
DHV	=	710
DD	=	61/39
T	=	25.39 %
DESIGN SPEED	=	70 MPH

NO.	DATE	REVISION	BY

SEH
SHORT ELLIOTT HENDRICKSON INC.

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

ACCEPTED _____ SDR 10/21/21
CHIEF STRUCTURES DESIGN ENGINEER — DATE

STRUCTURE B-3-19

U.S.H. 53 N.B. OVER C.T.H. A

COUNTY	TOWN ~~CITY/VILLAGE~~
BARRON	DOVRE

DESIGN SPEC. REHABILITATION N/A

DESIGNED BY	DESIGN CK'D.	DRAWN BY	PLANS CK'D.
NCK	CJB	DLF	NCK

DECK REPLACEMENT

SHEET 1 OF 20
274

WISCONSIN PROFESSIONAL ENGINEER
CHRISTOPHER J. BLUM
E-33157
MADISON
WI

Christopher J Blum

October 19, 2021

SEH CONTACT: CHRIS BLUM, PE, 608.620.6192
WISDOT BRIDGE OFFICE CONTACT: AARON BONK, PE, 608.261.0261

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STATE PROJECT NUMBER
1196-05-77

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED. BAR STEEL REINFORCEMENT SHALL BE EMBEDDED 2" CLEAR UNLESS OTHERWISE SHOWN OR NOTED.

THE FIRST OR FIRST TWO DIGITS OF THE BAR MARK SIGNIFIES THE BAR SIZE.

ALL ELEVATIONS ARE IN FEET.

ALL DIMENSIONS ARE IN FEET AND INCHES UNLESS OTHERWISE NOTED.

DIMENSIONS SHOWN ARE BASED ON THE ORIGINAL STRUCTURE PLANS AND INSPECTION REPORTS. EXISTING BRIDGE PLANS AVAILABLE AT WISDOT.

STATIONING MAY VARY BASED ON EXACT LOCATION OF BRIDGE TO PROPOSED ALIGNMENT.

VARIATIONS TO THE NEW GRADE LINE OVER 1/4" MUST BE SUBMITTED BY THE FIELD ENGINEER TO THE STRUCTURES DESIGN SECTION FOR REVIEW.

CONTRACTOR TO VERIFY EXISTING UTILITY LOCATIONS.

ALL APPROACH SLABS DESIGN, PLANS AND QUANTITY ARE ROADWAY PLAN ITEMS. INCLUDING BUT NOT LIMITED TO EXCAVATION, BACKFILL, BASE MATERIALS, AND FINISHED GRADING TO CONSTRUCT APPROACH SLABS ARE CONSIDERED ROADWAY ITEMS.

BACKFILL STRUCTURE BEYOND BACKFILL PAY LIMITS SHALL BE INCIDENTAL TO EXCAVATION FOR STRUCTURES. LIMITS OF EXCAVATION SHALL BE DETERMINED BY THE CONTRACTOR.

THE CONTRACTOR SHALL SUPPLY A NEW NAMEPLATE IN ACCORDANCE WITH SECTION 502.3.11 OF THE STANDARD SPECIFICATIONS AND THE STANDARD DETAIL DRAWINGS. NAMEPLATE TO SHOW ORIGINAL CONSTRUCTION YEAR. SEE EXISTING NAMEPLATE FOR DATE.

ALL CONCRETE REMOVAL SHALL BE DEFINED BY A 1" DEEP SAWCUT UNLESS OTHERWISE NOTED.

THESE STRUCTURE PLANS ARE ONLY THE STRUCTURE REPAIR WORK. ANY ADDITIONAL REMOVAL REQUIRED, OUTSIDE OF THE LIMITS SHOWN IIN THESE PLANS MUST BE COORDINATED WITH THE FIELD ENGINEER. FIELD ENGINEER SHOULD BE CONTACTED FOR APPROVAL OF ADDITIONAL REMOVAL.

UTILIZE EXISTING BAR STEEL REINFORCEMENT WHERE SHOWN AND EXTEND 24 BAR DIAMETERS INTO NEW WORK, UNLESS SPECIFIED OTHERWISE. PRESERVE AND INCORPORATE AS MUCH REBAR AS PRACTICAL.

JOINT FILLER SHALL CONFORM TO THE REQUIREMENTS OF AASHTO DESIGNATION M153 TYPE 1, 2, OR 3 OR AASHTO DESIGNATION M213.

APPLY "PROTECTIVE SURFACE TREATMENT" & "PIGMENTED SURFACE SEALER" PER THE STANDARD SPECIFICATIONS AND AS SHOWN IN THIS PLAN SET.

SEAL ALL EXPOSED HORIZONTAL AND VERTICAL SURFACES OF 1/2" FILLER WITH NON-BITUMINOUS JOINT SEALER PER SECTION 502.209 (1" DEEP & HOLD 1/8" BELOW SURFACE OF CONCRETE).

BEVEL EXPOSED EDGES OF CONCRETE 3/4" UNLESS OTHERWISE NOTED.

SEE ROADWAY PLAN FOR LANE STAGING AND TRAFFIC SHIFT. COORDINATE THESE STRUCTURE PLANS WITH THE ROADWAY STAGING.

BAR COUPLER NOTES

SPECIFIC INFORMATION REGARDING THE COUPLER IS COVERED BY THE BID ITEM "BAR COUPLERS (SIZE)". AND NOT LIMITED TO THESE BAR COUPLER NOTES AND BRIDGE MANUAL STANDARD DRAWING 40.11.

STEEL COUPLER ASSEMBLY SHALL BE AN APPROVED TYPE AND SHALL DEVELOP IN TENSION AT LEAST 125% OF THE YIELD STRENGTH OF THE SPLICED REINFORCEMENT BARS.

DOWEL BAR COUPLERS SHALL BE OF MINIMUM 60 ksi YIELD STRENGTH, AND HAVE TENSILE STRENGTH AREA EQUAL OR GREATER THAN THAT OF THE LAPPED REINFORCEMENT BARS.

DOWEL BAR COUPLERS SHALL MEET THE DEFORMATION REQUIREMENTS FOR STANDARD ASTM DEFORMED REINFORCING BARS.

FOR DOWEL BAR COUPLERS, ALL REINFORCEMENT BARS SHALL BE LAPPED AND TIED TO THE COUPLER BARS.

COUPLER ASSEMBLY IN THE SLAB SHALL BE EPOXY COATED IN ACCORDANCE WITH THE REQUIREMENTS OF REINFORCEMENT BARS.

OTHER SYSTEMS OF SIMILAR DESIGN MAY BE SUBMITTED TO THE ENGINEER FOR APPROVAL. APPROVAL SHALL BE BASED ON CERTIFIED TEST RESULTS FROM AN APPROVED TESTING LABORATY THAT THE PROPOSED SPLICER (COUPLER) ASSEMBLY SATISFIES THE FOLLOWING REQUIREMENT:

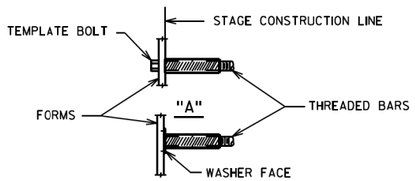
MINIMUM CAPACITY = 1.25 X fy X AREA OF SPLICED REINFORCEMENT BAR.

WHERE fy = YIELD STRENGTH OF SPLICED REINFORCEMENT BARS.

DOWEL BAR COUPLER LAP LENGTHS

CONCRETE UNDER BAR	BAR SIZE	4	5	6	7	8	9	10	11
12" OR LESS	f'c = 3500	1'-8"	2'-8"	3'-2"	4'-3"	5'-6"	7'-0"	8'-9"	10'-11"
	f'c = 4000	1'-8"	2'-8"	3'-2"	4'-0"	5'-2"	6'-6"	8'-3"	10'-2"
MORE THAN 12"	f'c = 3500	2'-3"	2'-11"	3'-6"	4'-8"	6'-1"	7'-10"	9'-10"	12'-1"
	f'c = 4000	2'-3"	2'-11"	3'-6"	4'-5"	5'-8"	7'-4"	9'-2"	11'-4"

BAR LENGTH COMPUTED TO ℄ LONGIT. JOINT AND SHALL BE MODIFIED IF REQ'D. TO BAR COUPLER MANUFACTURER RECOMMENDATIONS. PAY BASED ON BARS AS DETAILED.



INSTALLATION AND SETTING METHODS

"A" SET COUPLER BY MEANS OF A TEMPLATE BOLT
"B" SET COUPLER BY NAILING TO WOOD FORMS OR CEMENTING TO STEEL FORMS.

TOTAL ESTIMATED QUANTITIES - B-3-19

	BID ITEM NUMBER	BID ITEMS	UNIT	SOUTH ABUT STAGE 1	SOUTH ABUT STAGE 2	NORTH ABUT STAGE 1	NORTH ABUT STAGE 2	SUPER STAGE 1	SUPER STAGE 2	TOTALS STAGE 1	TOTALS STAGE 2	TOTALS
(1)	203.0220	REMOVING STRUCTURE B-3-19	EACH	-	-	-	-	-	-	0.5	0.5	1
	203.0330	DEBRIS CONTAINMENT B-3-19	EACH	-	-	-	-	-	-	0.5	0.5	1
	206.1000	EXCAVATION FOR STRUCTURES BRIDGES B-3-19	LS	-	-	-	-	-	-	0.5	0.5	1
(7)	210.1500	BACKFILL STRUCTURE TYPE A	TON	6	17	17	5	-	-	23	22	45
(3)	502.0100	CONCRETE MASONRY BRIDGES	CY	3	3	3	2	223	199	229	204	433
	502.3101	EXPANSION DEVICE	LF	52	46	52	46	-	-	104	92	196
(2)	502.3200	PROTECTIVE SURFACE TREATMENT	SY	-	-	-	-	655	580	655	580	1235
(2)	502.3210	PIGMENTED SURFACE SEALER	SY	-	-	-	-	155	155	155	155	310
(4)	502.4205	ADHESIVE ANCHORS NO. 5 BAR	EACH	58	45	52	51	-	-	110	96	206
(4)	502.4207	ADHESIVE ANCHORS NO. 7 BAR	EACH	42	11	11	35	-	-	53	46	99
(3)	505.0600	BAR STEEL REINFORCEMENT HS COATED STRUCTURES	LB	1400	840	840	1200	50,760	44,700	53,000	46,740	99,740
(5)	505.0905	BAR COUPLERS NO 5	EACH	-	-	-	-	869	-	869	-	869
	506.6000	BEARING ASSEMBLIES EXPANSION B-3-19	EACH	3	2	3	2	-	-	6	4	10
(6)	506.7050.S	REMOVING BEARINGS B-3-19	EACH	3	2	3	2	-	-	6	4	10
	516.0500	RUBBERIZED MEMBRANE WATERPROOFING	SY	5	3	3	5	-	-	8	8	16
	517.0901.S	PREPARATION AND COATING OF TOP FLANGES B-3-19	EACH	-	-	-	-	-	-	0.5	0.5	1
	614.0150	ANCHOR ASSEMBLIES FOR STEEL PLATE BEAM GUARD	EACH	-	-	-	-	1	1	1	1	2
	645.0120	GEOTEXTILE TYPE HR	SY	44	22	22	33	-	-	66	55	121
		NON-BID ITEMS										
		FILLER	SIZE	—	—	—	—	—	—	—	—	1/2" & 3/4"
		NAMEPLATE	EACH	—	—	—	—	—	—	—	—	1

QUANTITIES NOTES

(1) REMOVAL OF DECK, ALL EXISTING PARAPETS AND METAL RAILING INCLUDING ON WINGWALLS AND BEARING AT THE ABUTMENTS. STEEL BEAM SUPERSTRUCTURE, STEEL DIAPHRAGMS, ABUTMENTS. PIERS, SUBSTRUCTURES AND BEARING AT THE PIERS TO REMAIN. PROTECT ITEMS TO REMAIN DURING REMOVALS.

(2) FURNISH AND APPLY A PROTECTIVE SURFACE TREATMENT TO THE ENTIRE TOP OF THE BRIDGE DECK AND TOP OF BRIDGE PAVING BLOCK. FURNISH AND APPLY PIGMENTED SURFACE SEALER TO THE INSIDE FACES, ENDS, AND TOP OF THE CONCRETE PARAPETS.

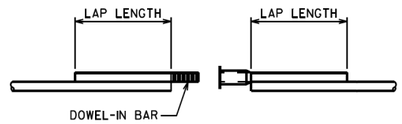
(3) INCLUDES ITEMS FOR 42SS PARAPETS.

(4) WEIGHT OF ANCHORS INCLUDED IN "BAR STEEL REINFORCEMENT HS COATED STRUCTURES".

(5) COST OF #5 COUPLER BARS INCLUDED IN THE COST OF 'BAR COUPLERS NO. 5".

(6) LIFTING OF BRIDGE IS INCLUDED IN BID ITEM " REMOVING BEARINGS B-3-19".

(7) A FACTOR OF 2.0 WAS USED TO CONVERT CU YDS TO TONS. BACKFILL USED FOR WINGWALL AND RETAINING WALL RECONSTRUCTION.



DOWEL BAR COUPLER

ONE PIECE THREADED COUPLER

COUPLER ALTERNATIVES

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-3-19

DRAWN BY DLF | PLANS CK'D. NCK

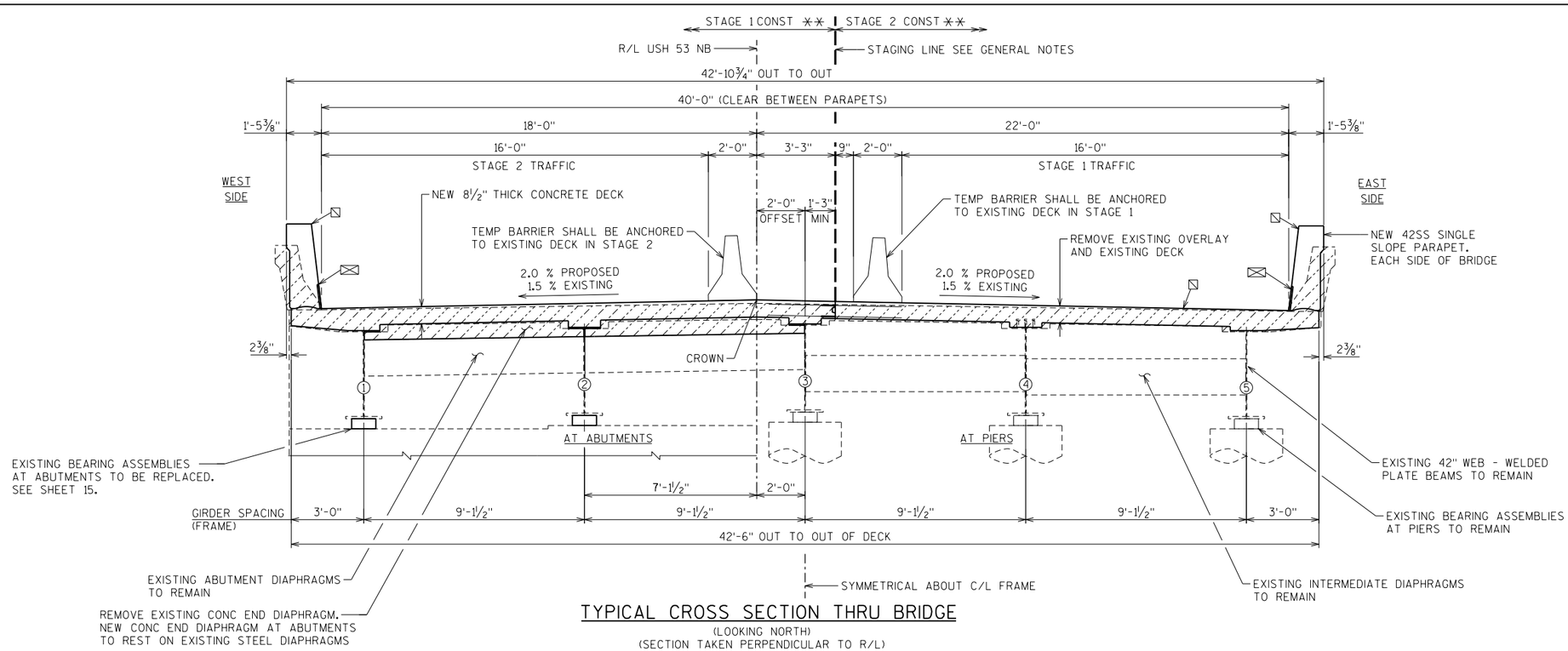
NOTES AND QUANTITIES

SHEET 2 OF 20
275

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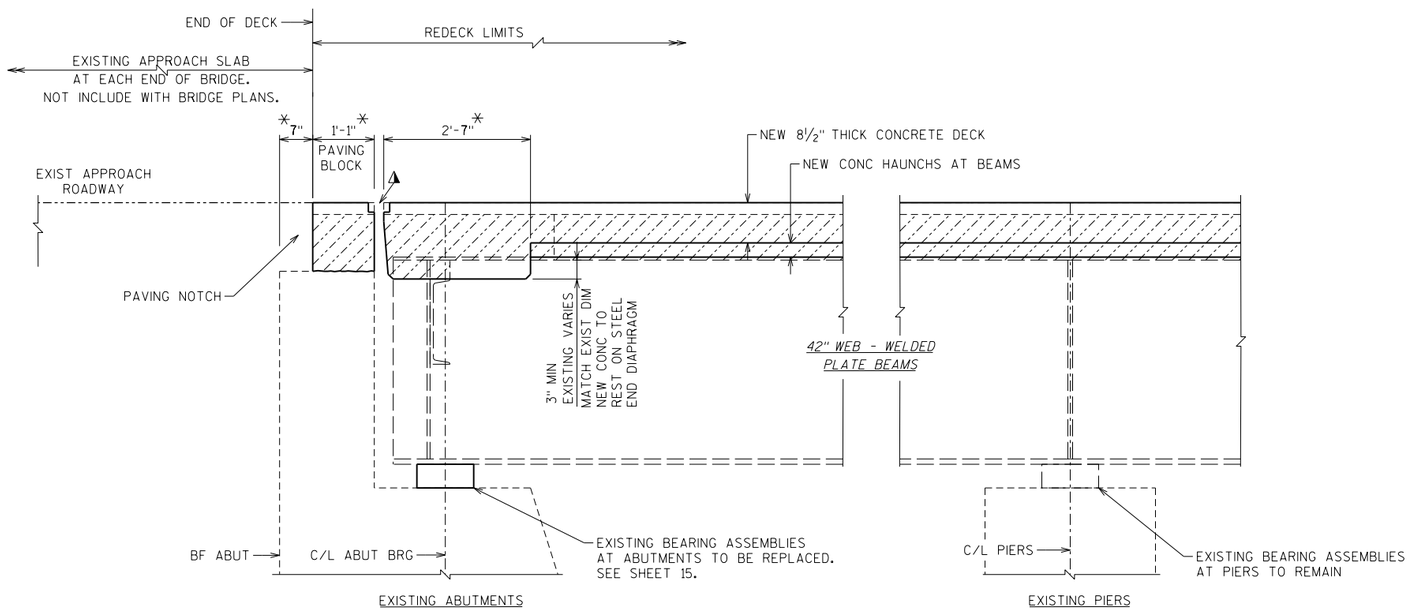
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8



TYPICAL CROSS SECTION THRU BRIDGE

(LOOKING NORTH)
(SECTION TAKEN PERPENDICULAR TO R/L)



TYPICAL PARTIAL LONGITUDINAL SECTION

STATE PROJECT NUMBER

1196-05-77

LEGEND

SEE LEGEND ON SHEET 1.

✳ DIMENSIONS GIVEN ARE NORMAL TO C/L OF SUBSTRUCTURE UNIT.

INDICATES REMOVAL

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-3-19

DRAWN BY DLF | PLANS CK'D. NCK

TYPICAL SECTIONS

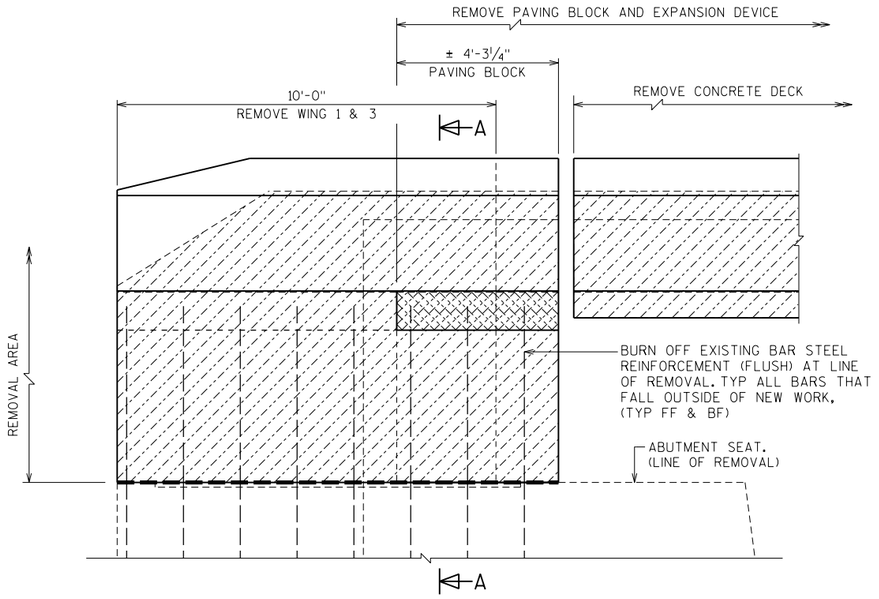
SHEET 3 OF 20
276

8

8

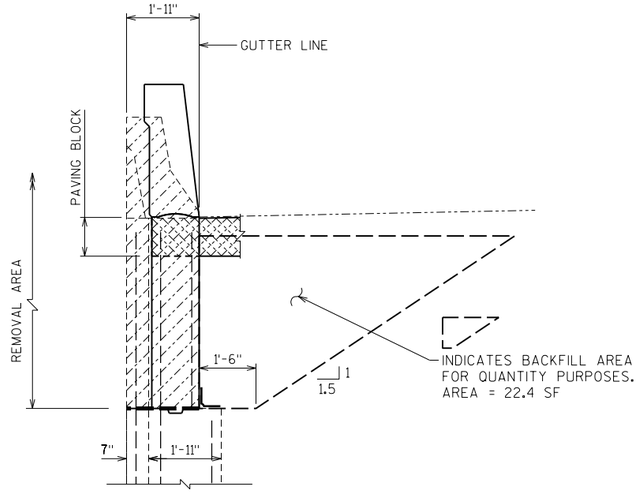
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STATE PROJECT NUMBER
1196-05-77



ELEVATION WING 1 & 3

(SHOWN WITH NEW WORK)



SECTION A-A WING 1 & 3

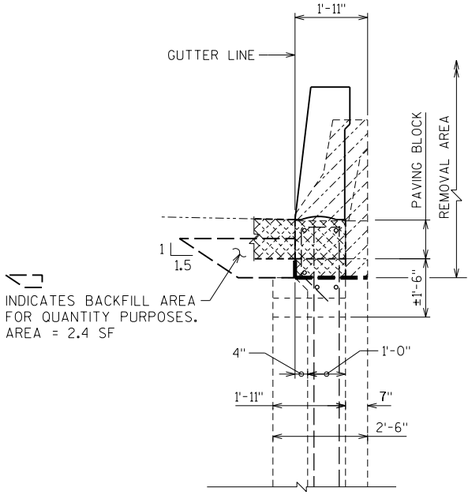
(SHOWN WITH NEW WORK)

LEGEND

INDICATES REMOVAL

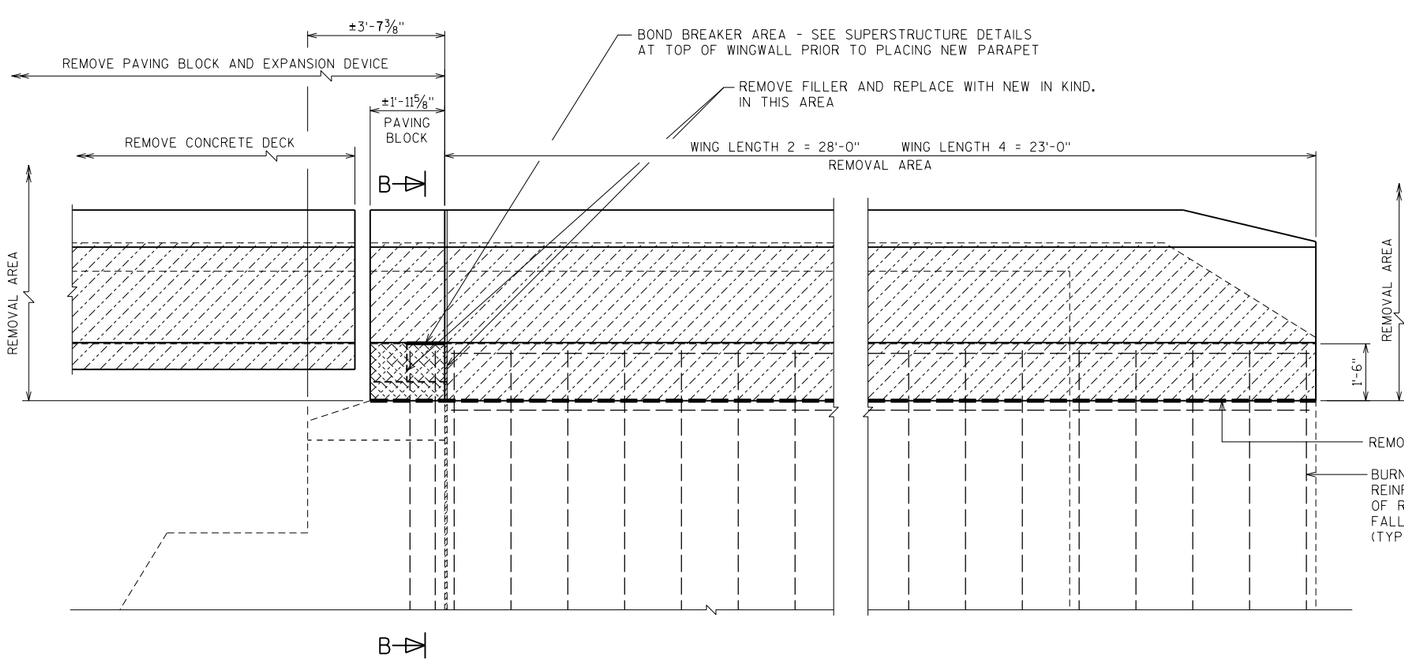
INDICATES REMOVAL PAVING BLOCK

FF = FRONT FACE
BF = BACK FACE
EF = EACH FACE



SECTION B-B WING 2 & 4

(SHOWN WITH NEW WORK)



ELEVATION WING 2 & 4

(SHOWN WITH NEW WORK)

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-3-19

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REMOVAL CONCEPTS AT WINGWALLS

SHEET 4 OF 20

277

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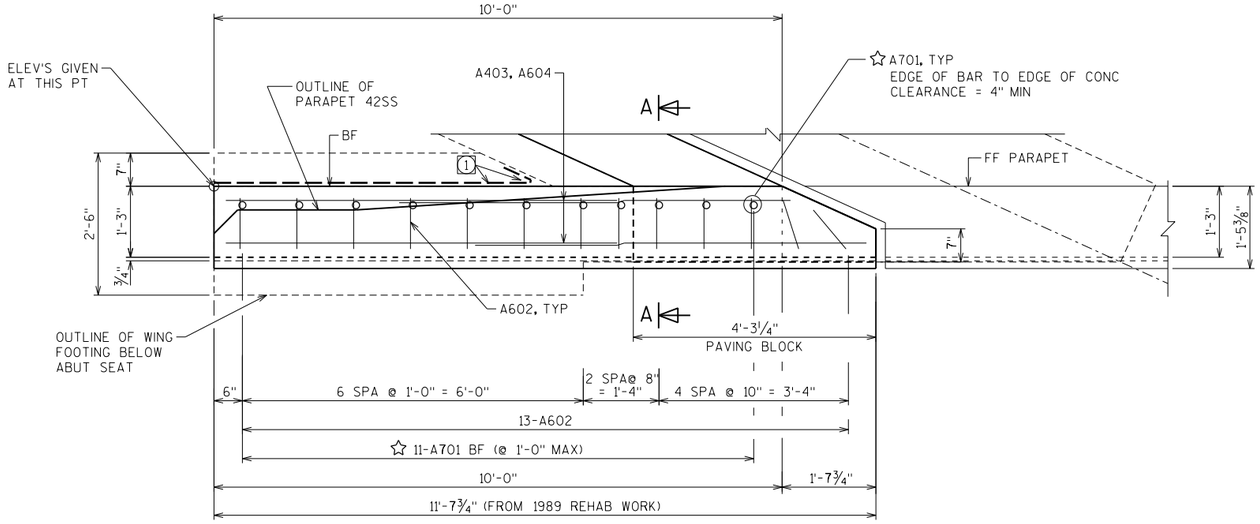
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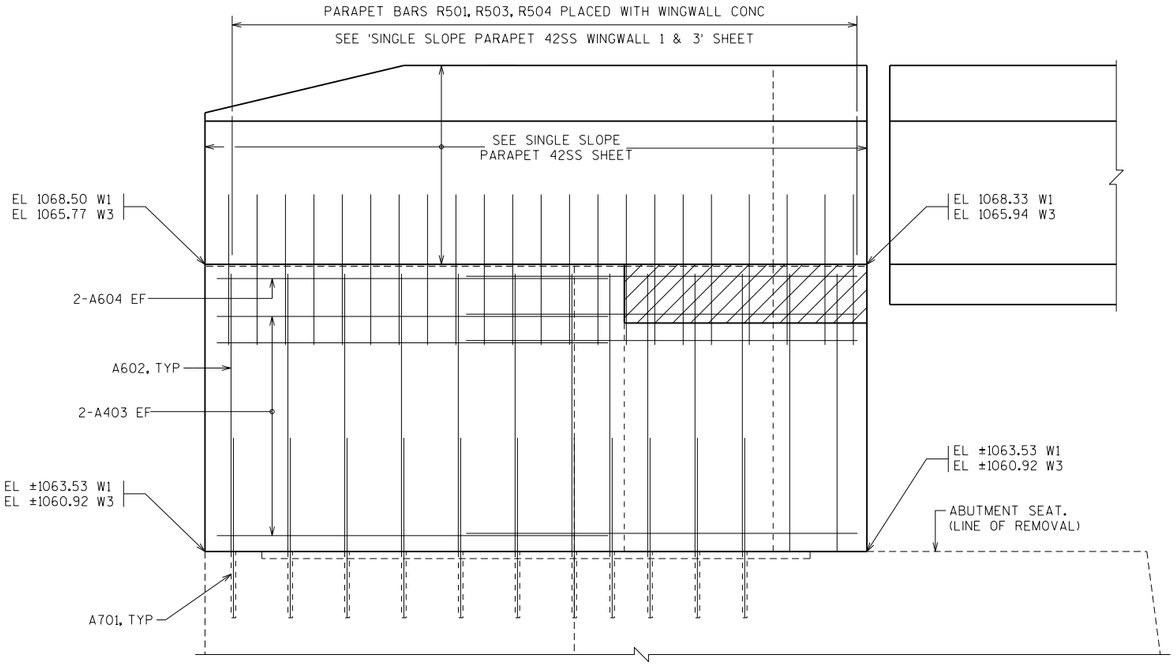
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STATE PROJECT NUMBER
1196-05-77



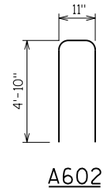
PLAN

(WING 1 SHOWN, WING 3 SIMILAR)
(PARAPET BARS NOT SHOWN FOR CLARITY)



OUTSIDE ELEVATION

(WING 1 SHOWN, WING 3 SIMILAR)



A602

NOTE: THE FIRST DIGIT OF THE BAR MARK SIGNIFIES THE ENGLISH BAR DIAMETER SIZE.

DIMENSIONS IN BENDING DETAILS ARE OUT TO OUT.

BILL OF BARS SOUTH & NORTH ABUT WINGWALL

BAR MARK	COAT	NO. REQ'D.	LENGTH (FT-IN)	BAR SERIES	BENT	LOCATION	STG 1	STG 2
☆ A701	X	11	3 - 2			DOWEL BARS	X	
☆ "	X	11	3 - 2			DOWEL BARS		X
A602	X	13	10 - 3		X	VERTICAL	X	
"	X	13	10 - 3		X	VERTICAL		X
A403	X	22	7 - 0			HORIZONTAL	X	
"	X	22	7 - 0			HORIZONTAL		X
A604	X	4	7 - 8			HORIZONTAL TOP	X	
"	X	4	7 - 8			HORIZONTAL TOP		X

NOTES

SEE GENERAL NOTES ON SHEET 2.

EXPANSION JOINT COVER PLATES REQUIRED AT JOINT/PARAPET.

LEGEND

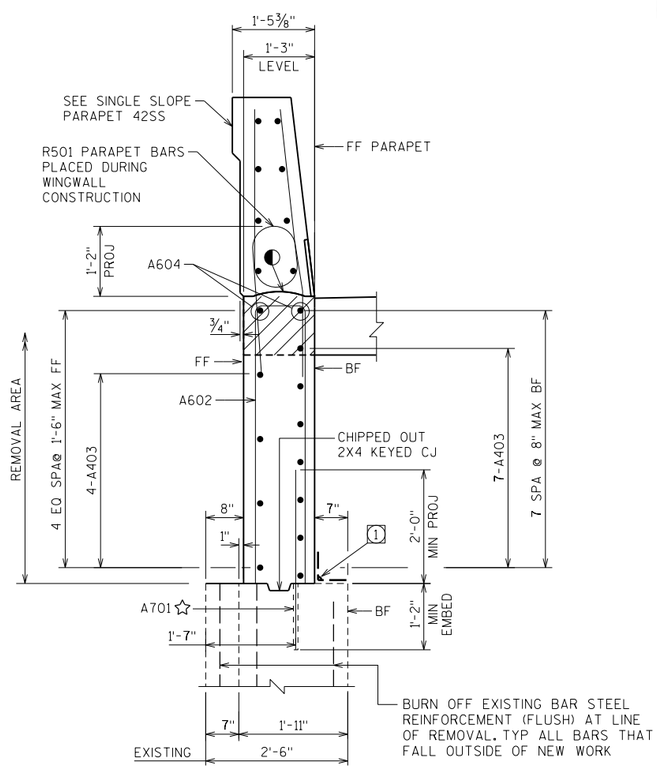
HATCHED AREA INDICATES CONCRETE FOR PAVING BLOCK.

1 18" INCH RUBBERIZED MEMBRANE WATERPROOFING SEAL ALL HORIZONTAL AND VERTICAL JOINTS ON BACKFACE OF ABUTMENT REPAIR.

☆ ADHESIVE ANCHOR NO. 7 BAR, 14" MIN EMBEDMENT.

◐ CONST. JOINT - STRIKE OFF AS SHOWN. SEE 'SINGLE SLOPE PARAPET 42SS WINGWALL 1 & 3' SHEET FOR DETAILS.

FF = FRONT FACE
BF = BACK FACE
EF = EACH FACE



SECTION A-A

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-3-19

DRAWN BY DLF | PLANS CK'D. NCK

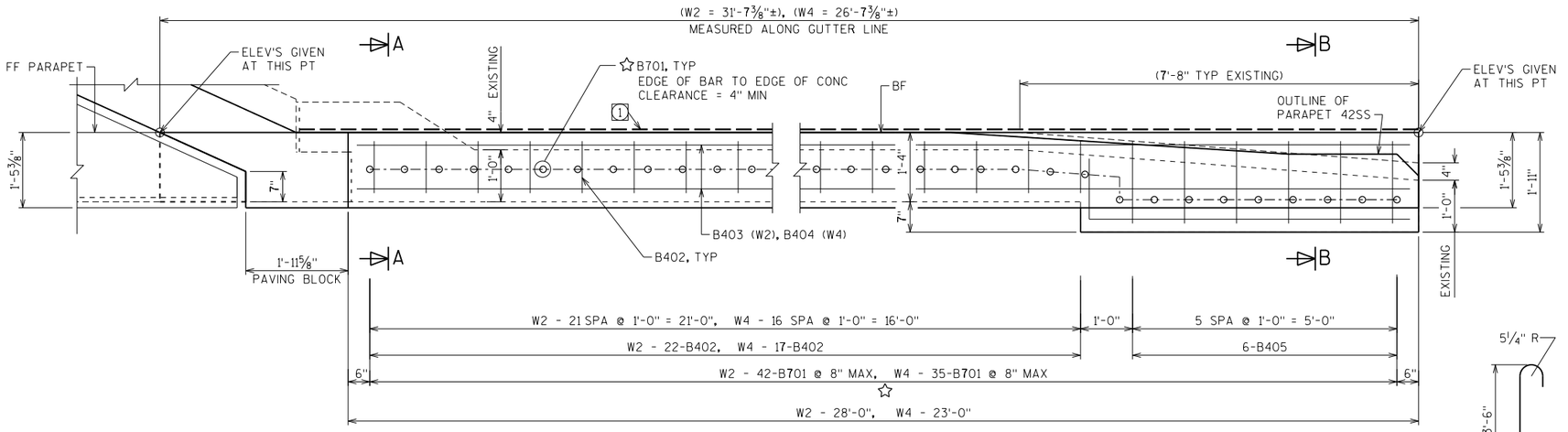
WINGWALL 1 & 3 REPAIRS

SHEET 5 OF 20

8

8

STATE PROJECT NUMBER
1196-05-77



PLAN

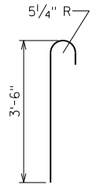
(WING 2 SHOWN, WING 4 SIMILAR)
(PARAPET BARS NOT SHOWN FOR CLARITY)

NOTE: THE FIRST DIGIT OF THE BAR MARK SIGNIFIES THE ENGLISH BAR DIAMETER SIZE.

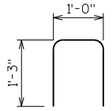
DIMENSIONS IN BENDING DETAILS ARE OUT TO OUT.

BILL OF BARS SOUTH & NORTH ABUT WINGWALL

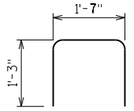
BAR MARK	COAT	NO. REQ'D.	LENGTH (FT-IN)	BAR SERIES	BENT	LOCATION	STG 1	STG 2
B701	X	42	3 - 10		X	DOWEL BARS	X	
"	X	35	3 - 10		X	DOWEL BARS		X
B402	X	22	3 - 4		X	VERTICAL	X	
"	X	17	3 - 4		X	VERTICAL		X
B403	X	4	27 - 7			HORIZONTAL	X	
B404	X	4	22 - 7			HORIZONTAL		X
B405	X	6	3 - 11		X	VERTICAL	X	
"	X	6	3 - 11		X	VERTICAL		X
B406	X	2	7 - 3		X	HORIZONTAL	X	
"	X	2	7 - 3		X	HORIZONTAL		X



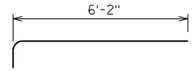
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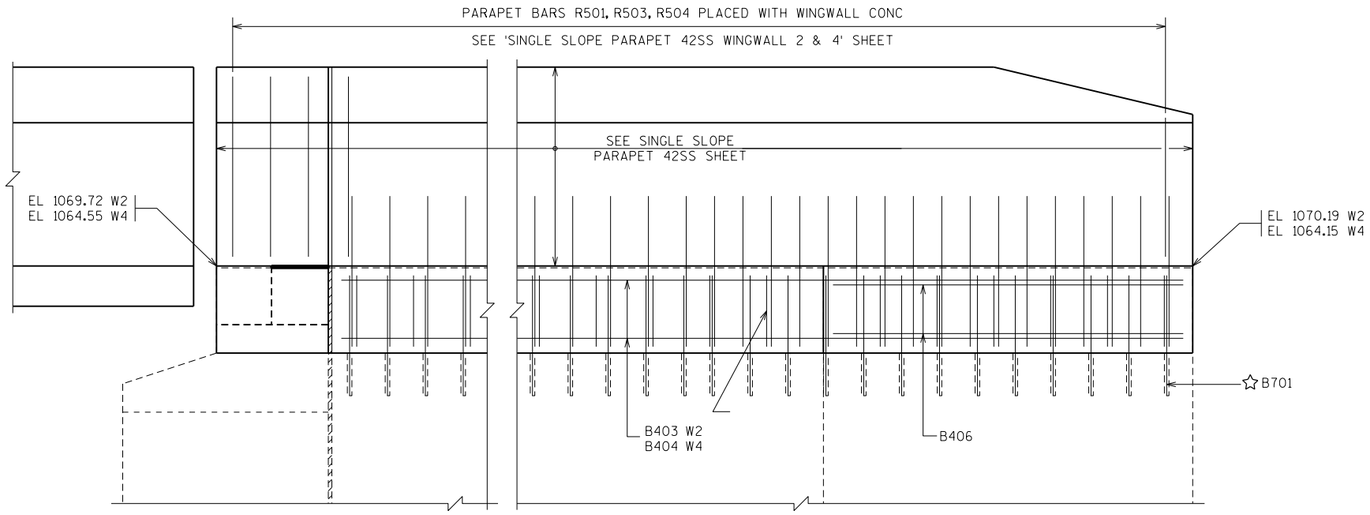
B402



B405

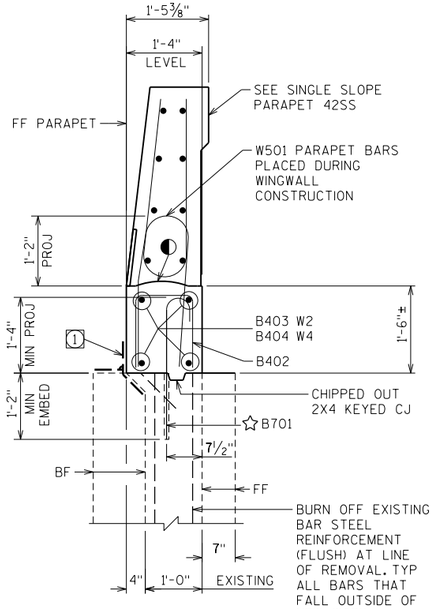


B406

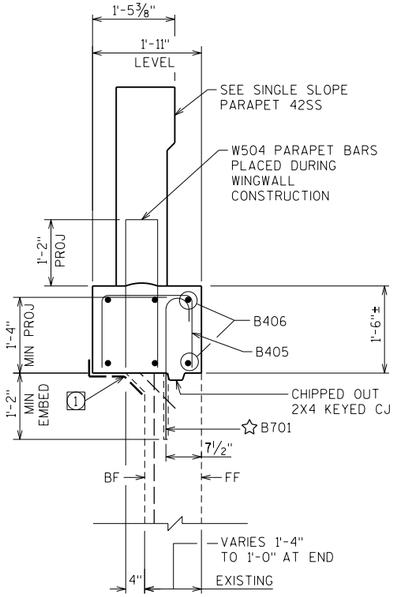


OUTSIDE ELEVATION

(WING 2 SHOWN, WING 4 SIMILAR)



SECTION A-A



SECTION B-B

SHOWN AT END OF PARAPET

NOTES

SEE GENERAL NOTES ON SHEET 2.

EXPANSION JOINT COVER PLATES REQUIRED AT JOINT/PARAPET.

FF = FRONT FACE
BF = BACK FACE
EF = EACH FACE

LEGEND

HATCHED AREA INDICATES CONCRETE FOR PAVING BLOCK.

1 18" INCH RUBBERIZED MEMBRANE WATERPROOFING SEAL ALL HORIZONTAL AND VERTICAL JOINTS ON BACKFACE OF ABUTMENT REPAIR.

☆ ADHESIVE ANCHOR NO. 7 BAR, 14" MIN EMBEDMENT.

CONST. JOINT - STRIKE OFF AS SHOWN. SEE 'SINGLE SLOPE PARAPET 42SS WINGWALL 2 & 4' SHEET FOR DETAILS

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-3-19

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WINGWALL 2 & 4 REPAIRS

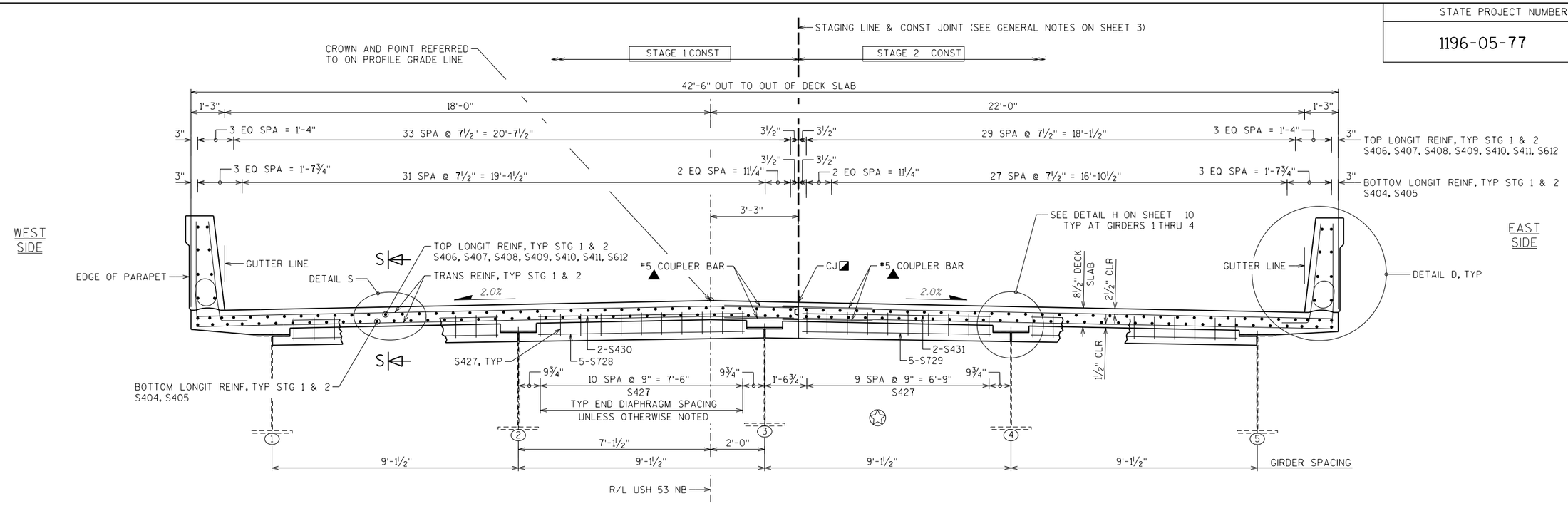
SHEET 6 OF 20
279

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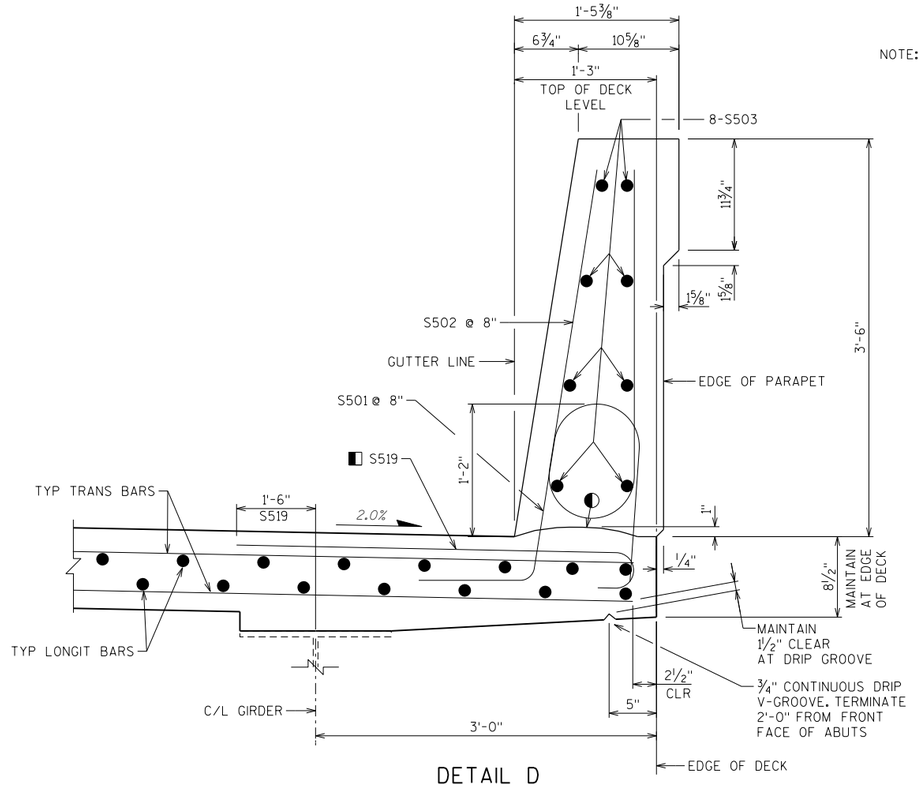
STATE PROJECT NUMBER
1196-05-77



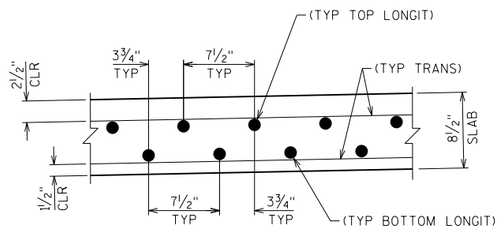
TYPICAL CROSS SECTION THRU DECK

(LOOKING NORTH)

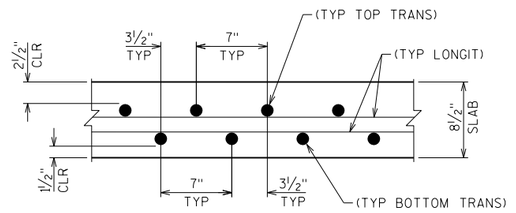
NOTE: SEE 'CROSS SECTION THRU ROADWAY' FOR ADDITIONAL INFORMATION



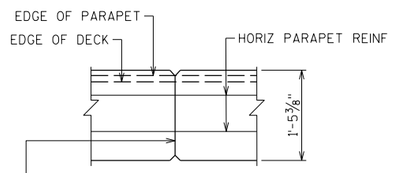
DETAIL D
TYPICAL SECTION THRU PARAPET ON BRIDGE



DETAIL S
(TYP LONGIT BAR SPACING UNLESS OTHERWISE NOTED)



SECTION S-S
(TYP TRANS BAR SPACING UNLESS OTHERWISE NOTED)



OPTIONAL CONSTRUCTION JOINTS IN THE PARAPETS MAY BE USED. RUN BAR REINF. THRU THE JOINT. LAP LONGIT. BARS A MIN. OF 1'-9". DEFINE CONST. JOINT WITH A ¾" - 'V' GROOVE. MIN. JOINT SPACING OF 80'-0".

PLAN
OPTIONAL CJ IN PARAPET
MINIMUM JOINT SPACING 80'-0".

NOTES AND LEGEND

SEE SHEET 13 FOR BILL OF BARS.

SEE SHEET 20 FOR STAGING CONCEPT.

SEE SHEET 3 FOR POURING SEQUENCE NOTES.

▲ COST OF #5 COUPLER BARS INCLUDED IN THE COST OF BAR COUPLERS NO. 5

◪ CONST JOINT (STAGING JOINT) KEYWAY FORMED BY A BEVELED 2" x 1½".

◧ PLACE S519 @ 14" BETWEEN TOP TRANSVERSE BARS. TIE TO TOP MAT.

◐ CONSTRUCTION JOINT. STRIKE OFF AS SHOWN.

⬭ INDICATES GIRDER LINE.

⬠ CONTRACTOR TO PROVIDE TEMPORARY SUPPORT FOR FULL LENGTH OF EXISTING DECK FOR STAGE 1 TRAFFIC AND SUPPORT FOR FULL LENGTH OF NEW DECK FOR STAGE 2 TRAFFIC.

◎ INDICATES WING NUMBER.

EXIST = EXISTING
REINF = REINFORCEMENT
FF = FRONT FACE
BF = BACK FACE
EF = EACH FACE
(T) = TOP
(B) = BOTTOM

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-3-19

DRAWN BY DLF | PLANS CK'D. NCK

SUPERSTRUCTURE DETAILS

SHEET 7 OF 20

280

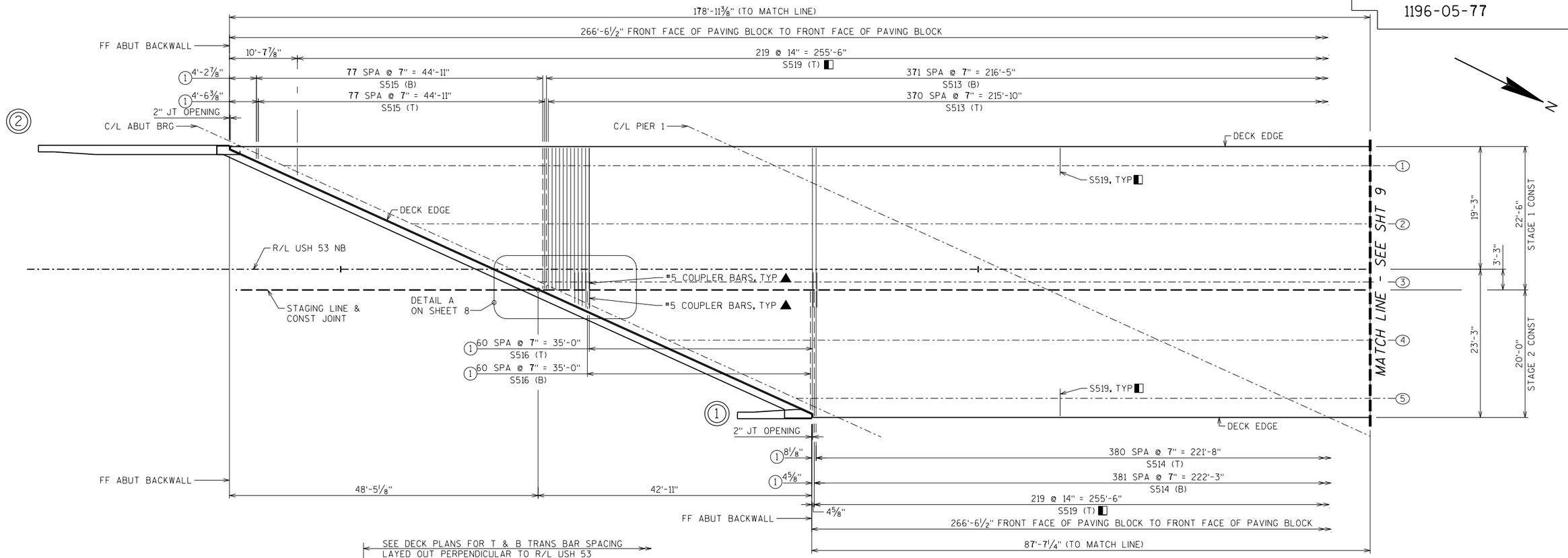
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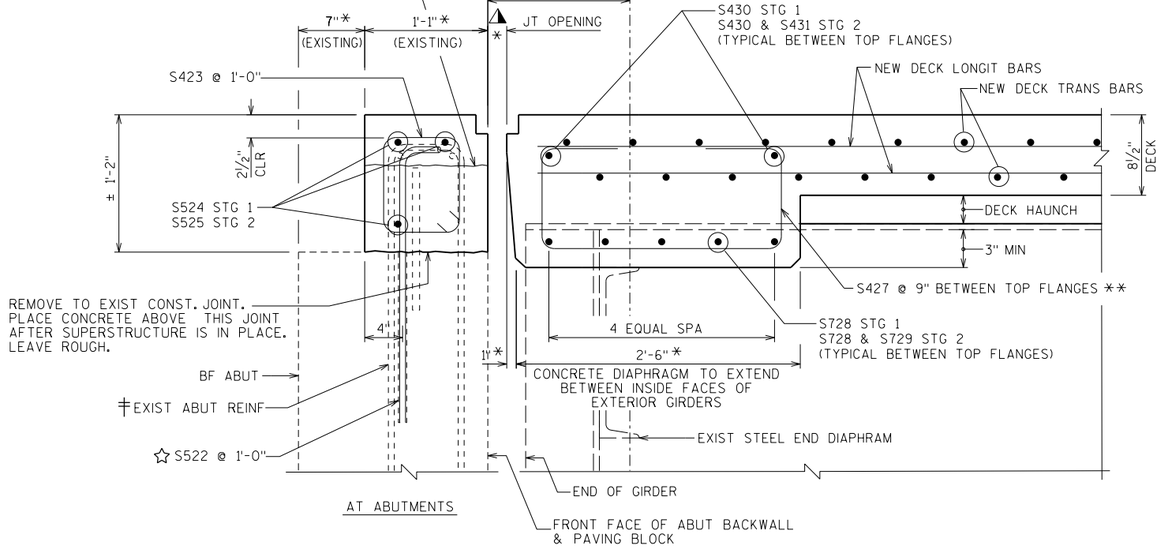
STATE PROJECT NUMBER

1196-05-77



DECK PLAN SHOWING TRANSVERSE BARS

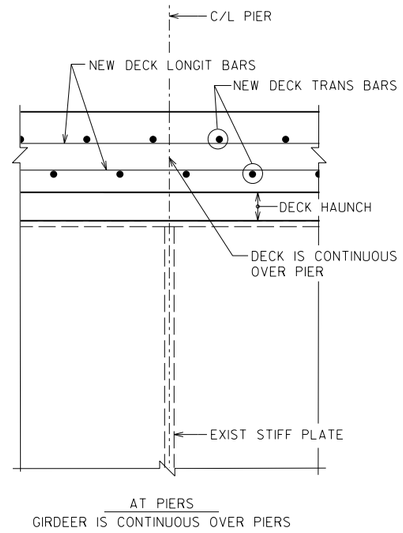
1 BARS ARE STAGGERED, SEE SECTION S-S ON SHEET 7



TYPICAL SECTION THRU JOINT AT ABUTMENT

NORMAL TO ℄ SUBSTRUCTURE

NOTE: EXPANSION DEVICE NOT SHOWN, SEE 'SECTION THRU JOINT AT ABUT' ON SHEET 16 FOR EXPANSION DEVICE INFORMATION



SECTION OVER PIERS

NOTES

SEE SHEET 7 FOR NOTES AND LEGEND.

* DIMENSION IS TAKEN NORMAL TO ℄ SUBSTRUCTURE UNITS.

** BARS PLACED PARALLEL TO GIRDERS SPACING PERPENDICULAR TO ℄ GIRDERS.

‡ PRESERVE AND INCORPORATE AS MUCH REBAR AS PRACTICAL INTO NEW PAVING BLOCK. SUPPLEMENT WITH THE BARS INDICATED BY ☆

☆ ADHESIVE ANCHORS NO. 5 BAR, EMBEDED 1'-6" IN CONCRETE SPACE AT 1'-0". TURN 10" LEG AS NECESSARY TO FIT.

ALL PAVING BLOCK DIMENSIONS SHALL MATCH EXISTING PLAN DIMENSIONS.

⚠ SEE SHEET 16.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-3-19

DRAWN BY DLF | PLANS CK'D. NCK

SUPERSTRUCTURE DETAILS

SHEET 8 OF 20

281

8

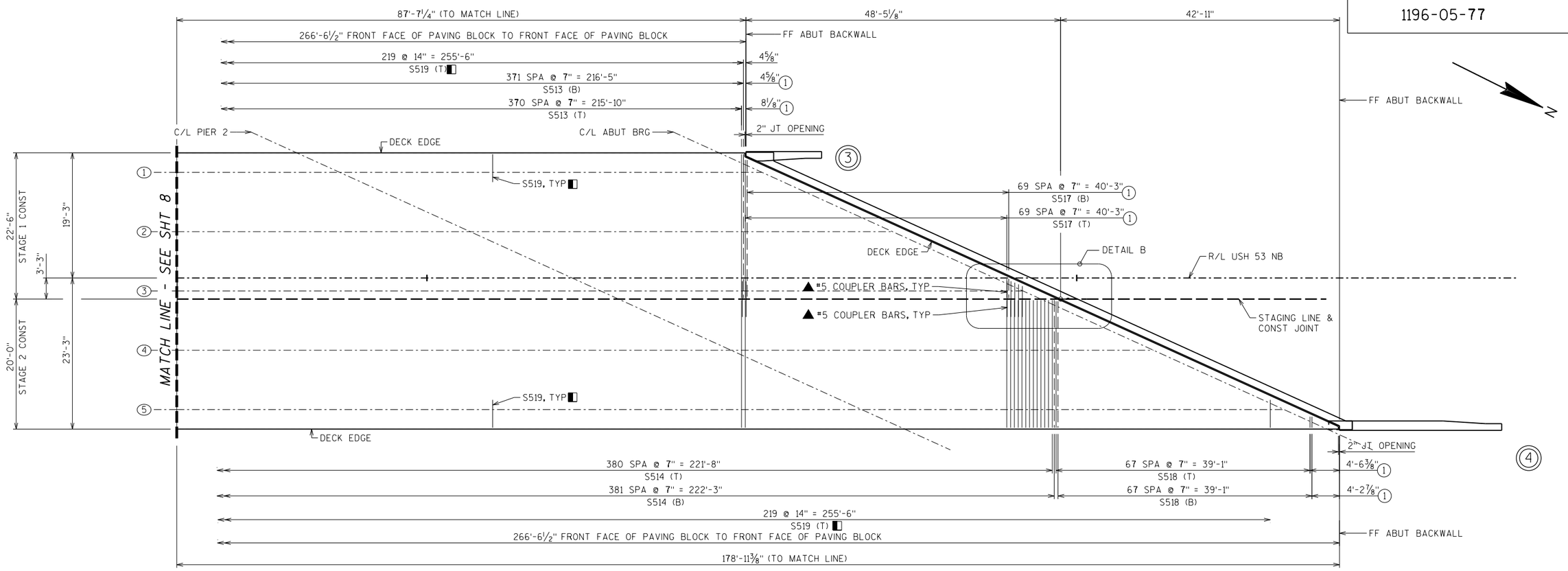
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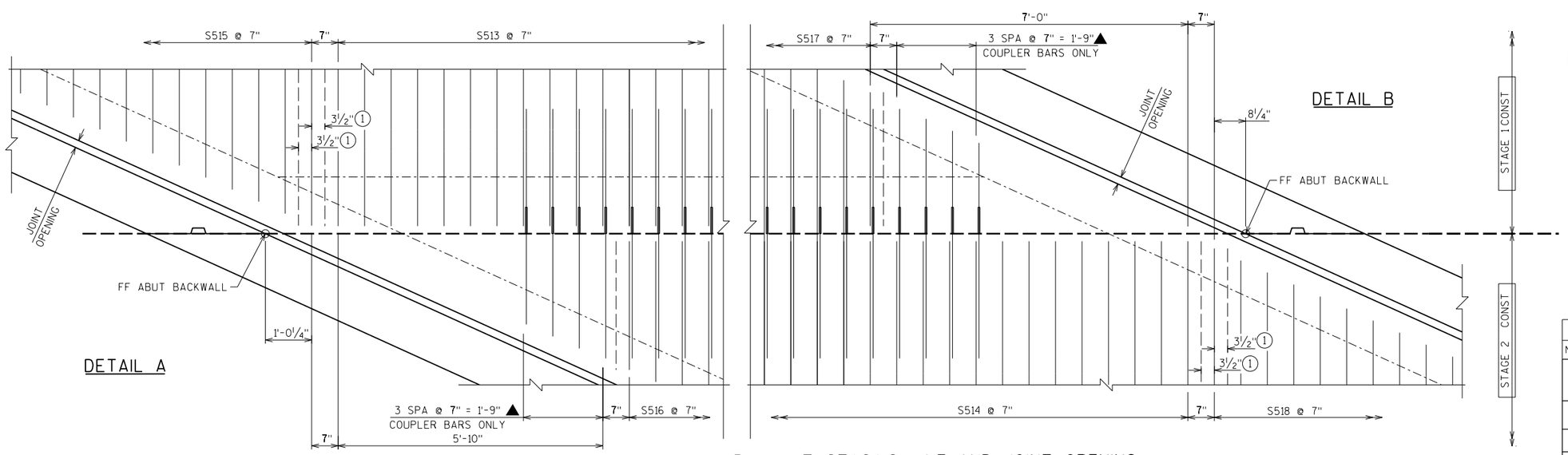
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STATE PROJECT NUMBER
1196-05-77



DECK PLAN SHOWING TRANSVERSE BARS

(1) BARS ARE STAGGERED, SEE SECTION S-S ON SHEET 7



DETAIL A

DETAIL B

PLAN AT STAGING LINE AND JOINT OPENING

SHOWING TOP TRANSEVERSE BARS AND COUPLER BARS SPACING
BOTTOM TRANSEVERSE BARS NOT SHOWN
(1) BARS ARE STAGGERED. SEE SHEET 7

NOTES

SEE SHEET 7 & 8 FOR NOTES AND LEGEND.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-3-19

DRAWN BY DLF | PLANS CK'D. NCK

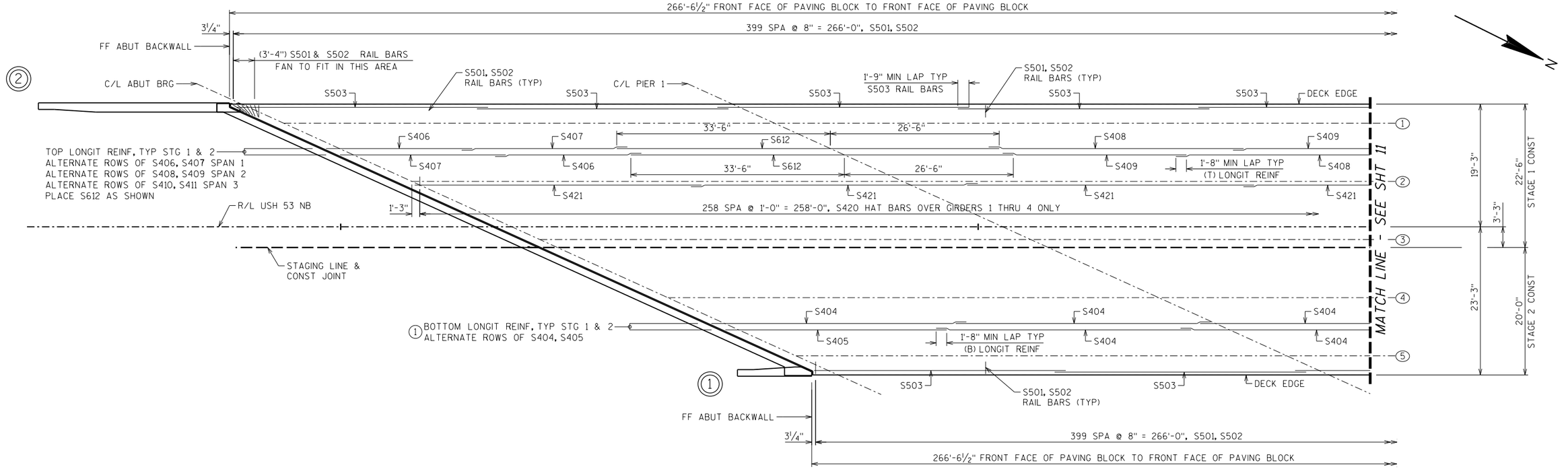
SUPERSTRUCTURE DETAILS

SHEET 9 OF 20
282

8

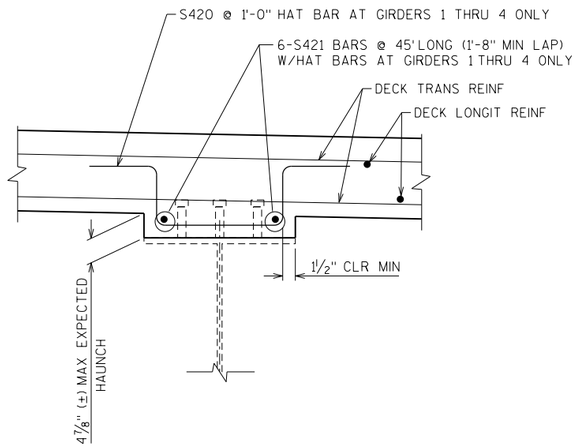
STATE PROJECT NUMBER

1196-05-77



DECK PLAN SHOWING LONGITUDINAL BARS & PARAPET REINFORCEMENT

① BARS ARE STAGGERED, SEE DETAIL S ON SHEET 7



DETAIL H
HAUNCH REINFORCEMENT

TYP IN GIRDER HAUNCHS

NOTES

SEE SHEET 7 & 8 FOR NOTES AND LEGEND.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-3-19

DRAWN BY DLF | PLANS CK'D. NCK

SUPERSTRUCTURE DETAILS

SHEET 10 OF 20

283

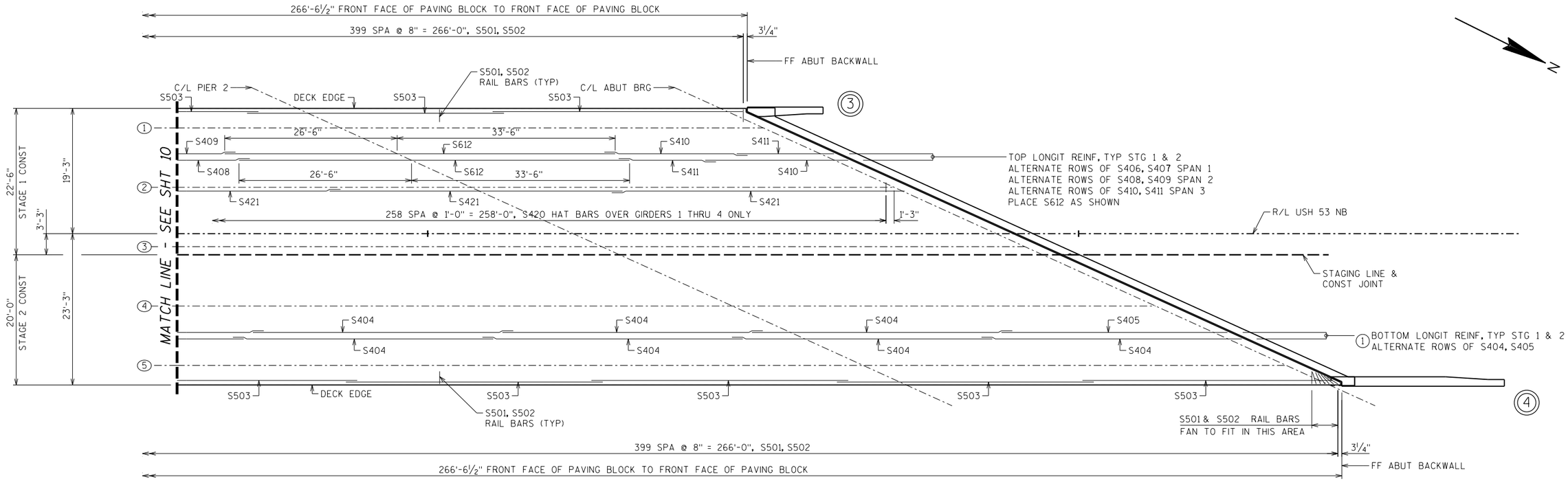
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STATE PROJECT NUMBER
1196-05-77



DECK PLAN SHOWING LONGITUDINAL BARS & PARAPET REINFORCEMENT

(1) BARS ARE STAGGERED, SEE DETAIL S ON SHEET 7

NOTES

SEE SHEET 7 & 8 FOR NOTES AND LEGEND.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-3-19

DRAWN BY DLF | PLANS CK'D. NCK

SUPERSTRUCTURE DETAILS

SHEET 11 OF 20

284

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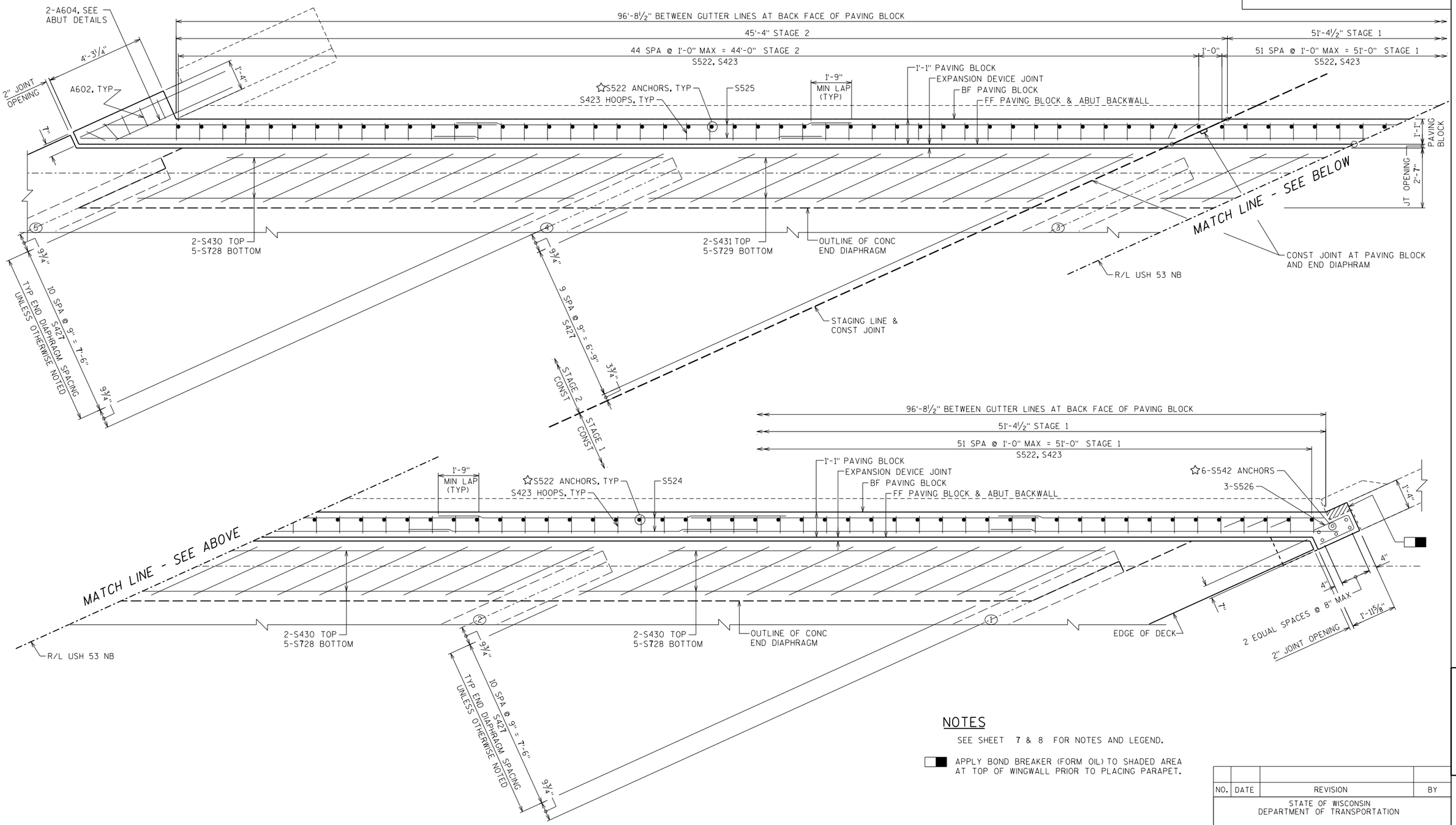
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STATE PROJECT NUMBER

1196-05-77



NOTES

SEE SHEET 7 & 8 FOR NOTES AND LEGEND.

APPLY BOND BREAKER (FORM OIL) TO SHADED AREA AT TOP OF WINGWALL PRIOR TO PLACING PARAPET.

SOUTH ABUTMENT PAVING BLOCK PLAN

NORTH ABUTMENT PAVING BLOCK PLAN SIMILAR OR AS NOTED OTHERWISE
(PARAPET AND PARAPWT BARS NOT SHOWN FOR CLARITY)
(EXPANSION DEVICE NOT SHOWN FOR CLARITY)

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-3-19

DRAWN BY DLF | PLANS CK'D. NCK

SUPERSTRUCTURE DETAILS

SHEET 12 OF 20

285

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STATE PROJECT NUMBER
1196-05-77

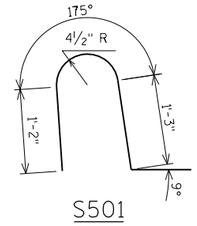
NOTE:
DIMENSIONS IN BENDING DETAILS ARE OUT TO OUT.

⚠ LENGTH SHOWN IS AN AVERAGE LENGTH AND SHOULD ONLY BE USED FOR BAR WEIGHT CALCULATIONS. SEE BAR SERIES TABLE AND BENDING DETAILS FOR ACTUAL LENGTHS.

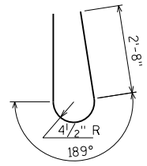
☆ ADHESIVE ANCHORS

BILL OF BARS — SUPERSTRUCTURE

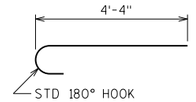
BAR MARK	COAT	NO. REQ'D.	LENGTH (FT-IN)	BAR SERIES	BENT	LOCATION	STG 1	STG 2
S501	X	400	4 - 5		X	PARAPET DOWEL	X	
"	X	400	4 - 5		X	PARAPET DOWEL		X
S502	X	400	6 - 8		X	PARAPET VERTICAL	X	
"	X	400	6 - 8		X	PARAPET VERTICAL		X
S503	X	56	40 - 0			PARAPET HORIZONTAL	X	
"	X	56	40 - 0			PARAPET HORIZONTAL		X
S404	X	222	40 - 0			LONGIT B	X	
"	X	198	40 - 0			LONGIT B		X
S405	X	37	36 - 0			LONGIT B	X	
"	X	33	36 - 0			LONGIT B		X
S406	X	37	23 - 0			LONGIT T	X	
"	X	33	23 - 0			LONGIT T		X
S407	X	37	26 - 0			LONGIT T	X	
"	X	33	26 - 0			LONGIT T		X
S408	X	37	40 - 0			LONGIT T	X	
"	X	33	40 - 0			LONGIT T		X
S409	X	37	31 - 0			LONGIT T	X	
"	X	33	31 - 0			LONGIT T		X
S410	X	37	22 - 0			LONGIT T	X	
"	X	33	22 - 0			LONGIT T		X
S411	X	37	15 - 0			LONGIT T	X	
"	X	33	15 - 0			LONGIT T		X
S612	X	74	60 - 0			LONGIT T OVER PIERS	X	
"	X	66	60 - 0			LONGIT T OVER PIERS		X
S513	X	743	22 - 1			TRANS T & B	X	
S514	X	763	19 - 7			TRANS T & B		X
S515	X	156	11 - 10	⚠		TRANS T & B	X	
S516	X	122	10 - 8	⚠		TRANS T & B		X
S517	X	140	12 - 0	⚠		TRANS T & B	X	
S518	X	136	10 - 5	⚠		TRANS T & B		X
S519	X	220	4 - 9		X	TRANS AT EDGE	X	
"	X	220	4 - 9		X	TRANS AT EDGE		X
S420	X	777	2 - 8		X	HAUNCH OVER GIR HAT BAR	X	
"	X	259	2 - 8		X	HAUNCH OVER GIR HAT BAR		X
S421	X	36	45 - 0			HAUNCH OVER GIR	X	
"	X	12	45 - 0			HAUNCH OVER GIR		X
☆ S522	X	104	3 - 1		X	PAVING BLOCK ANCHOR	X	
☆ "	X	90	3 - 1		X	PAVING BLOCK ANCHOR		X
S423	X	104	3 - 6		X	PAVING BLOCK HOOP	X	
"	X	90	3 - 6		X	PAVING BLOCK HOOP		X
S524	X	24	15 - 0			PAVING BLOCK LONGIT	X	
S525	X	18	18 - 0			PAVING BLOCK LONGIT		X
S526	X	3	3 - 9		X	PAVING BLOCK LONGIT	X	
"	X	3	3 - 9		X	PAVING BLOCK LONGIT		X
S427	X	44	7 - 8		X	END DIAPHRAM	X	
"	X	42	7 - 8		X	END DIAPHRAM		X
S728	X	20	18 - 10			END DIAPHRAM	X	
"	X	10	18 - 10			END DIAPHRAM		X
S729	X	10	17 - 0			END DIAPHRAM		X
S430	X	8	18 - 10			END DIAPHRAM	X	
"	X	4	18 - 10			END DIAPHRAM		X
S431	X	4	17 - 0			END DIAPHRAM		X
☆ S542	X	6	3 - 6			PAVING BLOCK ANCHOR	X	
☆ "	X	6	3 - 6			PAVING BLOCK ANCHOR		X
			-					



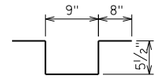
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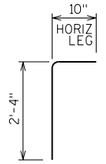
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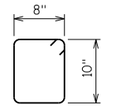
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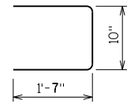
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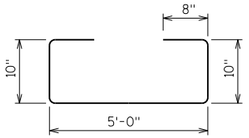
S522



S423



S526



S427

BAR SERIES TABLE — SUPERSTRUCTURE

BAR MARK	NO. REQ'D.	LENGTH	BENT	LOCATION	STG 1	STG 2
S515	2 SERIES OF 78	1'-7" TO 22'-1"		DECK SLAB TRANS (T & B)	X	
S516	2 SERIES OF 61	2'-9" TO 18'-7"		DECK SLAB TRANS (T & B)		X
S517	2 SERIES OF 70	2'-10" TO 21'-2"		DECK SLAB TRANS (T & B)	X	
S518	2 SERIES OF 68	1'-7" TO 19'-3"		DECK SLAB TRANS (T & B)		X

BUNDLE AND TAG EACH SERIES SEPARATELY

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-3-19

DRAWN BY DLF | PLANS CK'D. NCK

SUPERSTRUCTURE REINFORCEMENT

SHEET 13 OF 20
286

8

PLOT DATE: 10/9/2021 PLOT TIME: 10:32:06 AM
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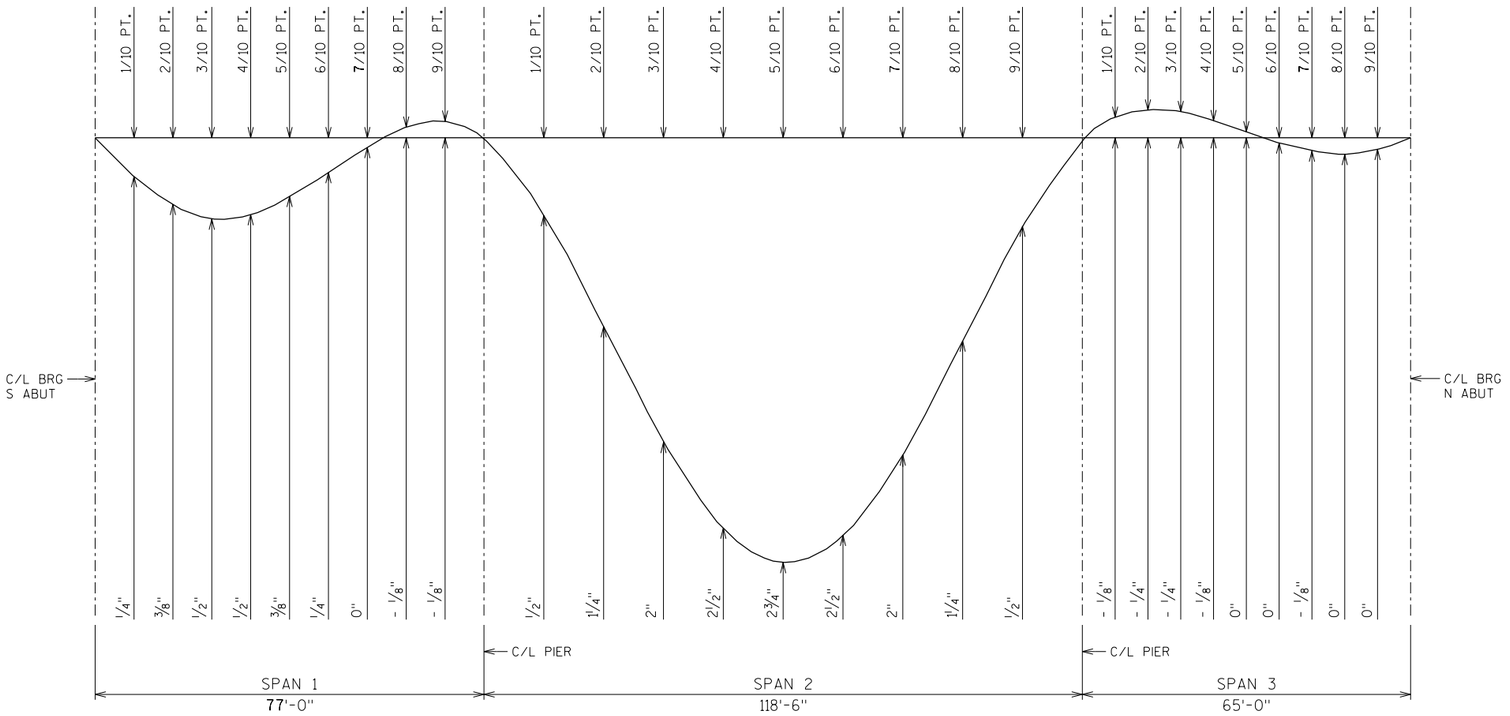
STATE PROJECT NUMBER
1196-05-77

FINAL TOP OF DECK ELEVATIONS

	SPAN 1 (77'-0")											SPAN 2 (118'-6")										SPAN 3 (65'-0")									
	C/L BRG S ABUT	0.1 PT	0.2 PT	0.3 PT	0.4 PT	0.5 PT	0.6 PT	0.7 PT	0.8 PT	0.9 PT	C/L PIER 1	0.1 PT	0.2 PT	0.3 PT	0.4 PT	0.5 PT	0.6 PT	0.7 PT	0.8 PT	0.9 PT	C/L PIER 2	0.1 PT	0.2 PT	0.3 PT	0.4 PT	0.5 PT	0.6 PT	0.7 PT	0.8 PT	0.9 PT	C/L BRG N ABUT
W EDGE OF DECK (GUTTER)	1069.77	1069.66	1069.54	1069.43	1069.31	1069.20	1069.08	1068.97	1068.85	1068.74	1068.62	1068.45	1068.27	1068.09	1067.92	1067.74	1067.56	1067.39	1067.21	1067.03	1066.86	1066.76	1066.66	1066.57	1066.47	1066.37	1066.28	1066.18	1066.08	1065.99	1065.89
GIRDER 1	1069.75	1069.63	1069.52	1069.40	1069.29	1069.18	1069.06	1068.95	1068.83	1068.72	1068.60	1068.42	1068.25	1068.07	1067.90	1067.72	1067.54	1067.37	1067.19	1067.01	1066.84	1066.74	1066.64	1066.55	1066.45	1066.35	1066.25	1066.16	1066.06	1065.96	1065.87
GIRDER 2	1069.63	1069.52	1069.40	1069.29	1069.17	1069.06	1068.94	1068.83	1068.71	1068.60	1068.48	1068.31	1068.13	1067.95	1067.78	1067.60	1067.43	1067.25	1067.07	1066.90	1066.72	1066.62	1066.53	1066.43	1066.33	1066.23	1066.14	1066.04	1065.94	1065.85	1065.75
(PROFILE GRADE)	1069.54	1069.43	1069.31	1069.20	1069.08	1068.97	1068.85	1068.74	1068.62	1068.51	1068.39	1068.22	1068.04	1067.86	1067.69	1067.51	1067.33	1067.16	1066.98	1066.80	1066.63	1066.53	1066.43	1066.34	1066.24	1066.14	1066.05	1065.95	1065.85	1065.76	1065.66
GIRDER 3	1069.44	1069.32	1069.21	1069.09	1068.98	1068.86	1068.75	1068.63	1068.52	1068.40	1068.29	1068.11	1067.93	1067.76	1067.58	1067.41	1067.23	1067.05	1066.88	1066.70	1066.52	1066.43	1066.33	1066.23	1066.13	1066.04	1065.94	1065.84	1065.75	1065.65	1065.55
STAGING JOINT	1069.37	1069.25	1069.14	1069.03	1068.91	1068.80	1068.68	1068.57	1068.45	1068.34	1068.22	1068.05	1067.87	1067.69	1067.52	1067.34	1067.16	1066.99	1066.81	1066.63	1066.46	1066.36	1066.26	1066.17	1066.07	1065.97	1065.88	1065.78	1065.68	1065.58	1065.49
GIRDER 4	1068.95	1068.84	1068.72	1068.61	1068.49	1068.38	1068.27	1068.15	1068.04	1067.92	1067.81	1067.63	1067.45	1067.28	1067.10	1066.92	1066.75	1066.57	1066.39	1066.22	1066.04	1065.94	1065.85	1065.75	1065.65	1065.56	1065.46	1065.36	1065.27	1065.17	1065.07
GIRDER 5	1068.47	1068.36	1068.24	1068.13	1068.01	1067.90	1067.78	1067.67	1067.55	1067.44	1067.32	1067.15	1066.97	1066.79	1066.62	1066.44	1066.26	1066.09	1065.91	1065.74	1065.56	1065.46	1065.37	1065.27	1065.17	1065.07	1064.98	1064.88	1064.78	1064.69	1064.59
E EDGE OF DECK (GUTTER)	1068.38	1068.26	1068.15	1068.04	1067.92	1067.81	1067.69	1067.58	1067.46	1067.35	1067.23	1067.06	1066.88	1066.70	1066.53	1066.35	1066.17	1066.00	1065.82	1065.64	1065.47	1065.37	1065.27	1065.18	1065.08	1064.98	1064.89	1064.79	1064.69	1064.59	1064.50

NOTES

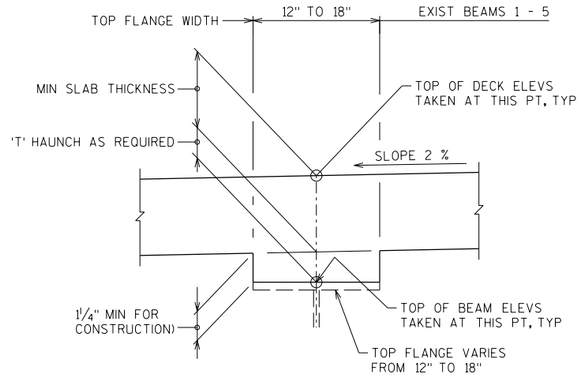
THE CONTRACTOR SHALL VERIFY THE TOP OF BEAM ELEVATIONS BEFORE ESTABLISHING THE BRIDGE DECK AND APPROACH ROADWAY ELEVATIONS.



DEAD LOAD DEFLECTION DIAGRAM

(CONCRETE ONLY DEAD LOAD DEFLECTION)

NOTE: DEFLECTIONS USED FOR COMPUTING GIRDER ELEVATION SHALL BE CALCULATED BY TAKING GIRDER ELEVATION BEFORE & AFTER THE EXISTING DECK IS REMOVED. THE DEFLECTIONS GIVEN ON THIS PLAN SHALL BE USED AS REFERENCE ONLY. FIELD MEASURED DEFLECTION DATA SHALL BE PROPORTIONED TO ACCOUNT FOR THE NEW 8½" DECK THICKNESS VERSUS THE EXISTING DECK THICKNESS. EXISTING DECK THICKNESS SHALL BE VERIFIED.



SLAB THICKNESS DIAGRAM

NOTES

'T' = HAUNCH HEIGHT AT CENTERLINE OF BEAM.

TO DETERMINE THE 'T': AFTER ALL STRUCTURAL STEEL HAS BEEN ERECTED, ELEVATIONS AT THE TOP FLANGES SHALL BE TAKEN ALONG THE CENTERLINE OF THE BEAMS AT 0.1 POINTS.

TOP OF DECK ELEVATION AT FINAL GRADE

\- TOP OF STEEL ELEVATION AFTER STEEL ERECTION

\+ CONC ONLY DEFLECTION: DOWNWARD DEFLECTION IS ADDED, UPWARD DEFLECTION IS SUBTRACTED

\- SLAB THICKNESS

= 'T' VALUE FOR SETTING HAUNCH ('T' = 3¼" AT ABUTMENTS)

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-3-19

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TOP OF DECK ELEVATIONS

SHEET 14 OF 20

287

8

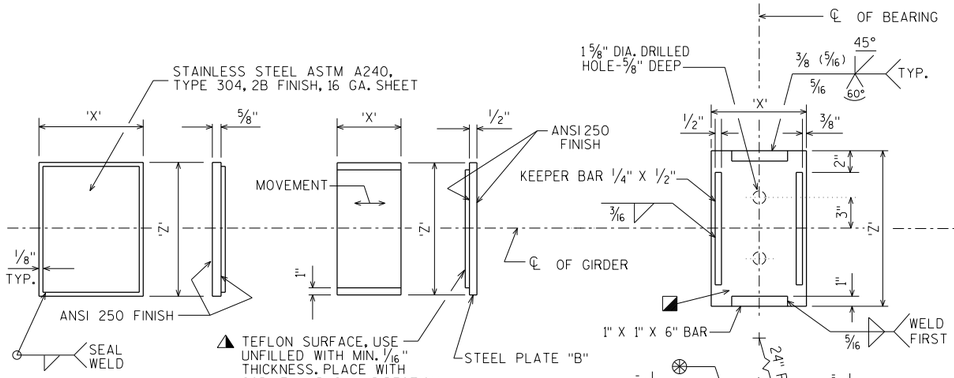
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PLOT TIME: 10:32:07 AM

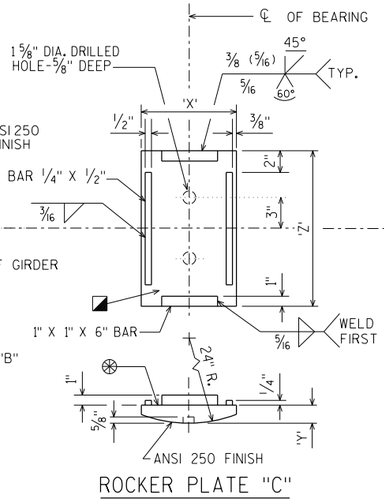
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STATE PROJECT NUMBER
1196-05-77

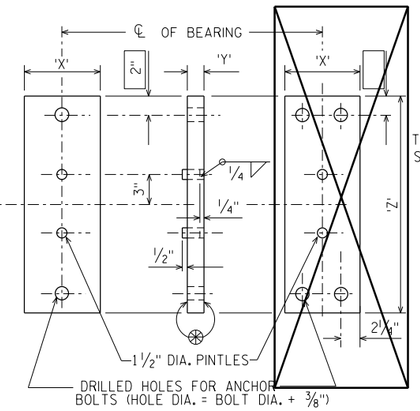


TOP PLATE "A"

TEFLON SURFACE ON PLATE "B"



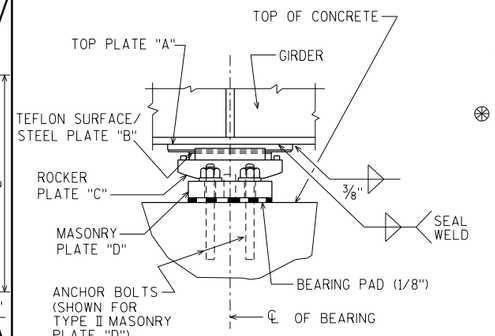
ROCKER PLATE "C"



TYPE I TYPE II

MASONRY PLATE "D"

EXPANSION BEARING



EXPANSION BEARING ASSEMBLY

NOTE:
MINIMUM PASS WELD SIZE IS 5/16"

	PLATE "A"		PLATE "B"		PLATE "C"			PLATE "D"			PLATE "D" TYPE	ANCHOR BOLT SIZE ☒	NO. OF BRG'S REQ'D.	LOCATION
	'X'	'Z'	'X'	'Z'	'X'	'Y'	'Z'	'X'	'Y'	'Z'				
EXPANSION BEARING	11"	1'-2"	7"	1'-0"	9"	1 3/4"	1'-2 1/4"	8"	1 1/8"	2'-4"	I	1 1/4" DIA	10	AT ABUTS

☒ REMOVE EXISTING ANCHOR BOLTS FLUSH WITH CONCRETE BEARING SURFACE AND GRIND SMOOTH.

BEARING NOTES

ALL BEARINGS ARE SYMMETRICAL ABOUT ℄ OF GIRDER AND ℄ OF BEARING.

⊛ FINISH THESE SURFACES TO ANSI 250 IF 'Y' DIMENSION IS GREATER THAN 2".

ANCHOR BOLTS, NUTS AND WASHERS SHALL BE GALVANIZED IN ACCORDANCE WITH ASTM A153, CLASS C.

ANCHOR BOLTS, NUTS AND WASHERS SHALL CONFORM TO ASTM A709 GRADE 36, OR MATERIAL OF EQUIVALENT YIELD STRENGTH AND ELONGATION.

ALL MATERIAL IN BEARINGS, INCLUDING SHIM PLATES, BUT EXCLUDING STAINLESS STEEL SHEET, TEFLON SURFACE, PINTLES, ANCHOR BOLTS, NUTS AND WASHERS SHALL CONFORM TO ASTM A709 GRADE 50W.

ALL MATERIAL IN BEARINGS, INCLUDING SHIM PLATES AND BEARING PADS, SHALL BE PAID FOR AT THE UNIT PRICE BID FOR "BEARING ASSEMBLIES EXPANSION B-3-19" ~~OR "BEARING ASSEMBLIES FIXED B - - ", EACH.~~

CHAMFER ANCHOR BOLTS PRIOR TO THREADING.

ALL FINISHED SURFACES SHALL BE MACHINE FINISHED BY AN AUTOMATIC PROCESS.

ALL PLATE CUTS SHALL BE MACHINE OR MACHINE FLAME CUTS.

ALL STRUCTURAL STEEL BEARING PLATES SHALL BE FLAT ROLLED STEEL PLATES WITH ALL SURFACES SMOOTH AND FREE FROM WARP AND ALL EDGES SMOOTH, STRAIGHT AND VERTICAL.

PROVIDE 1/8" THICK BEARING PAD THE SAME SIZE AS MASONRY PLATE "D" FOR EACH BEARING.

☒ ANCHOR BOLTS SHALL BE THREADED 3". PROVIDE ONE STANDARD WROUGHT WASHER AND ONE HEX NUT PER BOLT. BOLT LENGTH TO BE 1'-5 FOR 1 1/4" ϕ AND 1'-10 FOR 1 1/2" ϕ BOLTS. PROJECT ANCHOR BOLTS, MASONRY PLATE "D" THICKNESS + 2 1/4", ABOVE TOP OF CONCRETE.

CHAMFER TOP OF PINTLES 1/8". DRILL HOLES FOR ALL PINTLES IN MASONRY PLATE "D" FOR A DRIVING FIT.

STEEL PINTLES SHALL CONFORM TO ASTM A449 OR MATERIAL OF EQUIVALENT YIELD STRENGTH AND ELONGATION.

~~FIXED BEARINGS.~~
~~ROCKER PLATE "C" SHALL BE SHOP PAINTED WITH A WELDABLE PRIMER.~~
~~MASONRY PLATE "D" SHALL BE GALVANIZED.~~

EXPANSION BEARINGS:
ROCKER PLATE "C" AND MASONRY PLATE "D" SHALL BE GALVANIZED. TOP PLATE "A" AND STEEL PLATE "B" SHALL BE SHOP PAINTED. USE A WELDABLE PRIMER ON TOP PLATE "A". DO NOT PAINT STAINLESS STEEL OR TEFLON SURFACES.

◪ PROVIDE A METHOD FOR HANDLING ROCKER PLATE "C" DURING GALVANIZING.

◭ BOND STEEL PLATE "B" AND TEFLON WITH ADHESIVE MATERIAL MEETING REQUIREMENTS FOUND IN THE STANDARD SPECIFICATION.

AT INSTALLATION, ENSURE STAINLESS STEEL SLIDING FACE OF THE UPPER ELEMENT AND THE TFE SLIDING FACE OF THE LOWER ELEMENT HAVE THE SURFACE FINISH SPECIFIED AND ARE CLEAN AND FREE OF ALL DUST, MOISTURE, AND OTHER FOREIGN MATTER.

☆ TABLE OF FILLET WELD SIZES

MATERIAL THICKNESS OF THICKER PART JOINED.	∔ MIN. SIZE OF FILLET WELD
TO 1/2" INCLUSIVE	3/16"
OVER 1/2" TO 3/4"	1/4"
OVER 3/4" TO 1 1/2"	△ 5/16"
OVER 1 1/2" TO 2 1/4"	△ 3/8"
OVER 2 1/4" TO 6"	△ 1/2"

∔ EXCEPT THAT THE WELD SIZE SHALL NOT EXCEED THE THICKNESS OF THE THINNER PART JOINED.

△ MIN. PASS SIZE IS 5/16"

NOTE
THIS STANDARD INSERT SHEET MODIFIED TO FIT DECK REPLACEMENT BRIDGE B-3-19.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-3-19

DRAWN BY DLF | PLANS CK'D. NCK

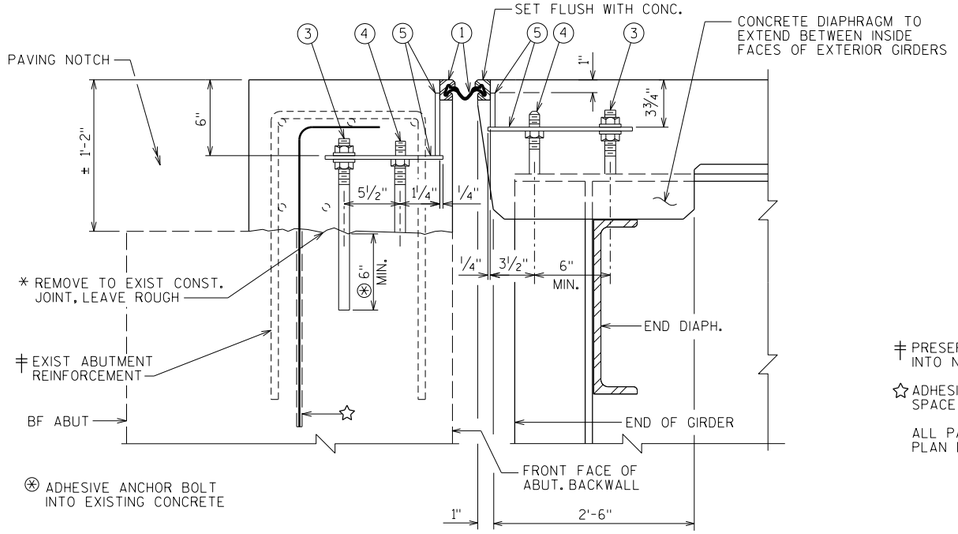
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8

STATE PROJECT NUMBER
1196-05-77



SECTION THRU JOINT AT ABUTMENT

NORMAL TO ℄ SUBSTRUCTURE

NOTE: SEE 'TYPICAL SECTION THRU JOINT AT ABUT' ON SHEET 7 FOR REINFORCEMENT, AND ADDITIONAL DIMENSIONS AND INFORMATION.

‡ PRESERVE AND INCORPORATE AS MUCH REBAR AS PRACTICAL INTO NEW PAVING BLOCK. SUPPLEMENT WITH THE BARS INDICATED BY ☆

☆ ADHESIVE ANCHORS NO. 5 BAR. EMBEDED 1'-6" IN CONCRETE SPACE AT 1'-0". TURN 10" LEG AS NECESSART TO FIT.

ALL PAVING BLOCK DIMENSIONS SHALL MATCH EXISTING PLAN DIMENSIONS.

LEGEND

(1) NEOPRENE STRIP SEAL (4 - INCH) AND STEEL EXTRUSIONS. JOINT OPENING SHALL BE 2" AT 45°.

(2) STUDS ⅝"Φ X 6⅜" LONG AT 6" ALTERNATE CENTERS. WELD TO EXTRUSIONS AND BEND AS SHOWN AFTER WELDING.

(2A) ½" THICK ANCHOR PLATE WITH ⅝"Φ 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" Φ THREADED ROD WITH 2 NUTS AND PLATE WASHERS. WELD THREADED ROD TO TOP FLANGE OR ATTACH BY BOLTING THRU FLANGE. ON ABUTMENT SIDE GROUT THREADED ROD INTO FIELD DRILLED HOLES IN ABUTMENT BACKWALL AS SHOWN.

(4) ¾"Φ 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" Φ HOLE FOR NO. 3 AND 1" Φ HOLE FOR NO. 4.

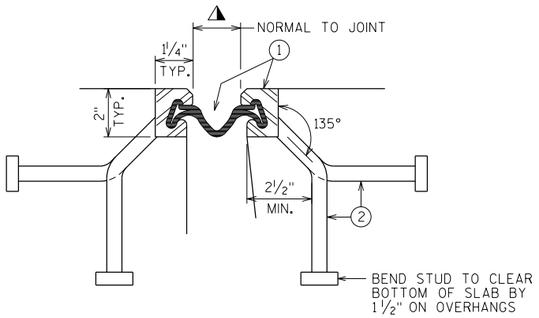
(6) GALVANIZED PLATE ⅜" X 10" X 3'-0" LONG WITH HOLES FOR NO. 7.

(7) ¾"Φ X 1½" STAINLESS STEEL SOCKET FLAT HEAD SCREWS WITH ANTI-SEIZE LUBRICANT. PLACE IN COUNTERSUNK HOLE. RECESS 1/16" BELOW PLATE SURFACE.

(8) ¾"Φ X 4" GALVANIZED HEX HEAD BOLT. BEND 45°.

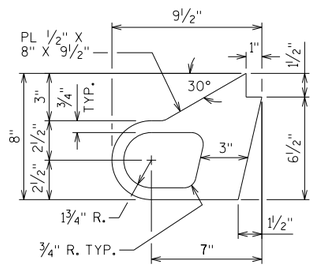
(9) ¾"Φ X 2¼" GALVANIZED THREADED COUPLING.

(11) 1" X 5" SLOTTED COUNTERSUNK HOLE FOR NO. 7. PLACE SLOT PARALLEL TO DIRECTION OF MOVEMENT.

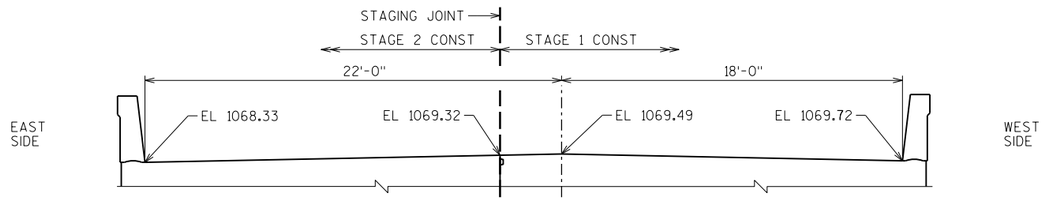


SECTION THRU JOINT

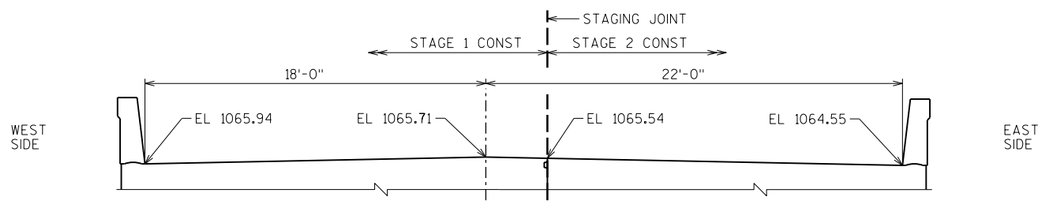
EXTERIOR GIRDER TO EDGE OF DECK AND AT PARAPETS, MEDIANS AND SIDEWALKS



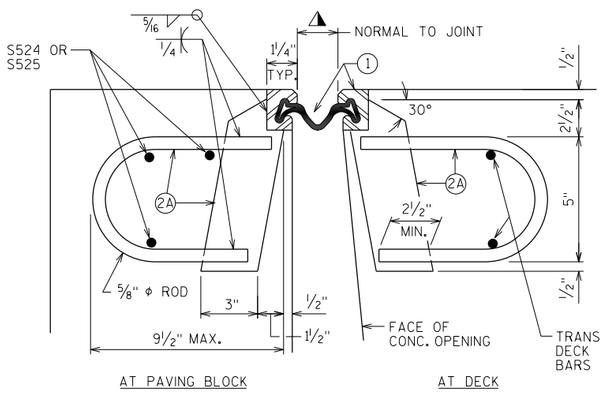
ALTERNATE STRIP SEAL ANCHOR



ELEVATION LOOKING SOUTH AT S ABUT AT FRONT FACE ABUT BACKWALL

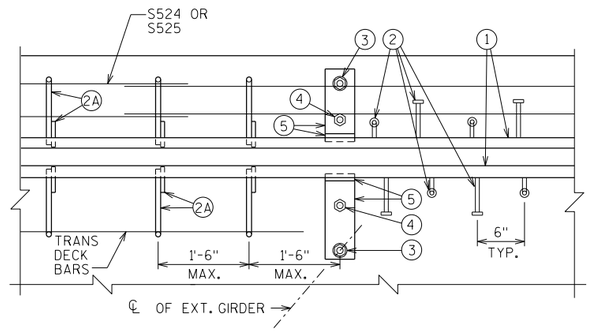


ELEVATION LOOKING NORTH AT N ABUT AT FRONT FACE ABUT BACKWALL



SECTION THRU JOINT

ROADWAY TRAFFIC AREA BETWEEN EXTERIOR GIRDERS.



PART PLAN

NOTES

ONE FIELD SPLICE PERMITTED IN STEEL EXTRUSIONS, UNLESS MORE ARE REQUIRED FOR STAGED CONSTRUCTION, HANDLING OR GALVANIZING REQUIREMENTS. IF USED, 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.

STRIP SEAL EXPANSION JOINT ASSEMBLY, INCLUDING ANCHOR STUDS AND HARDWARE WILL BE PAID PER LINIAL FOOT FOR "EXPANSION DEVICE B-3-19".

NOTE
THIS STANDARD INSERT SHEET MODIFIED TO FIT DECK REPLACEMENT BRIDGE B-3-19.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-3-19

DRAWN BY DLF | PLANS CK'D. NCK

EXPANSION DEVICE

SHEET 16 OF 20

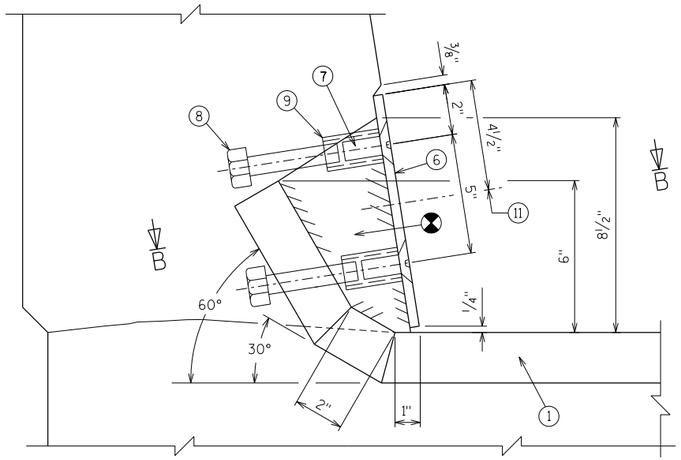
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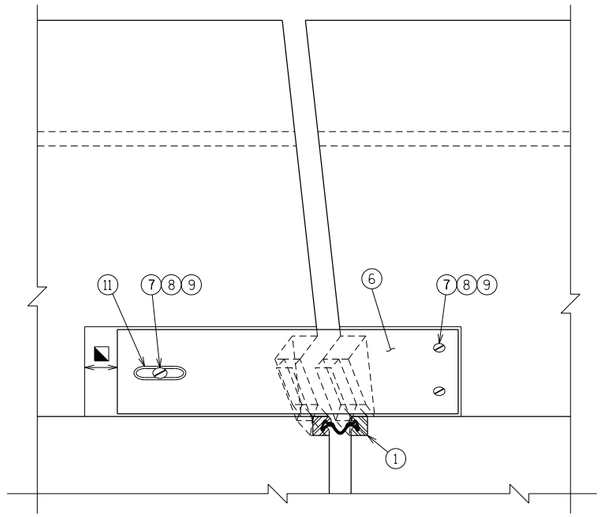
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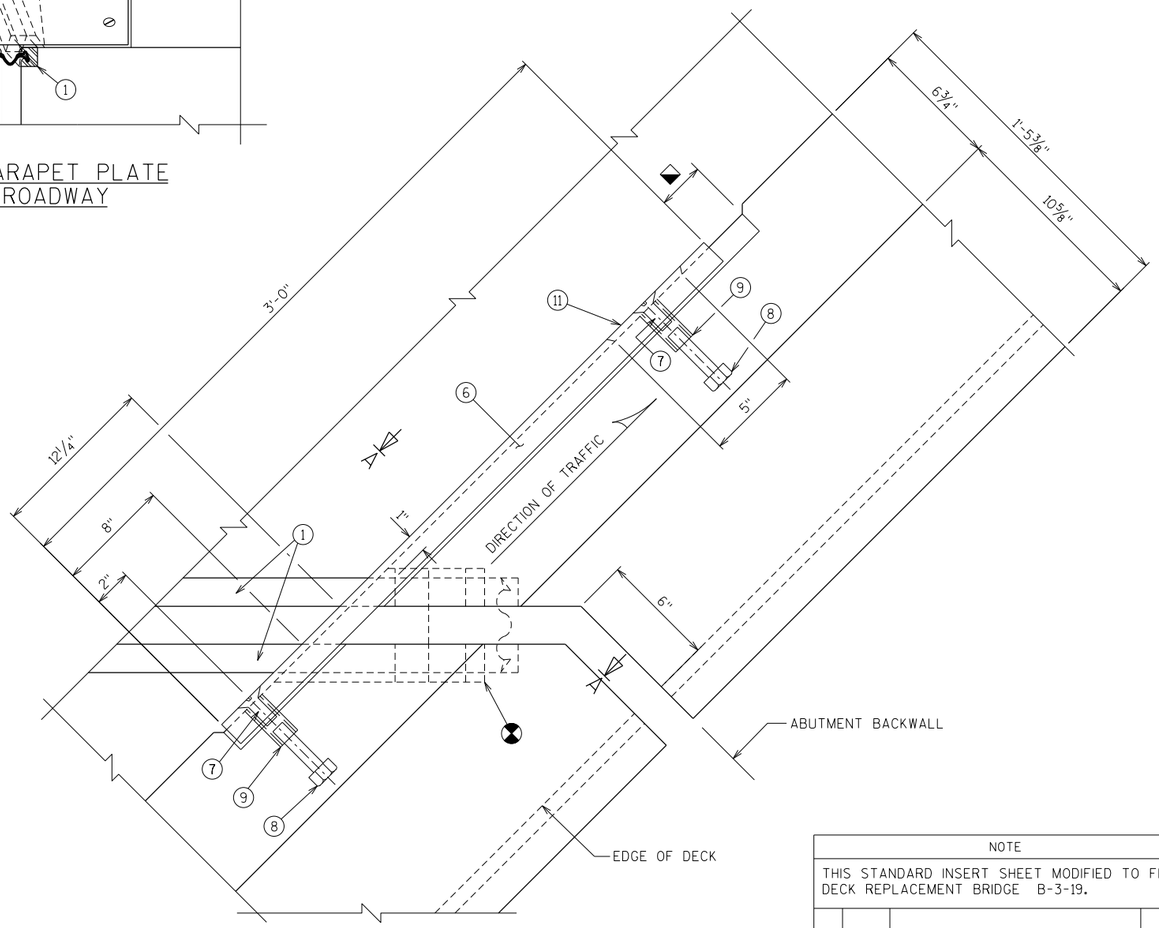
STATE PROJECT NUMBER
1196-05-77



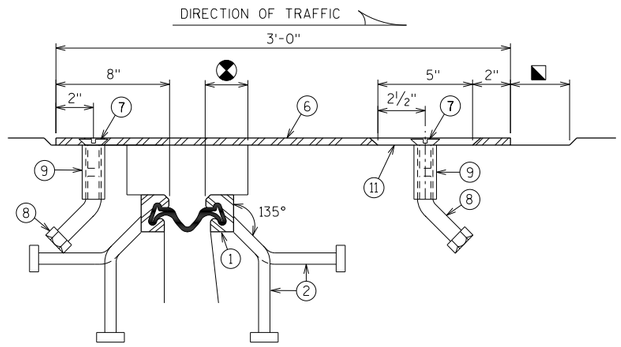
SECTION A-A



VIEW OF PARAPET PLATE FROM ROADWAY



PLAN



SECTION B-B

⊗ BLOCK OUT CONCRETE 2" EACH SIDE OF JOINT OPENING.

◪ JOINT OPENING DIMENSION ALONG SKEW PLUS 1/2".

NOTE
THIS STANDARD INSERT SHEET MODIFIED TO FIT DECK REPLACEMENT BRIDGE B-3-19.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-3-19

DRAWN BY	DLF	PLANS CK'D.	NCK

COVER PLATE DETAILS

SHEET 17 OF 20

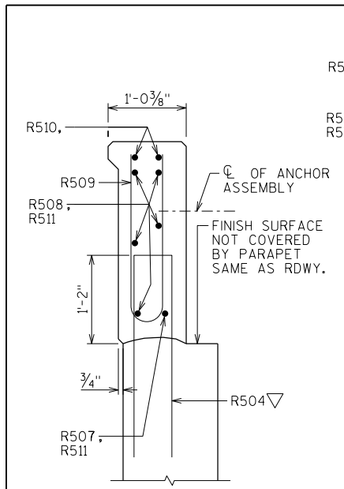
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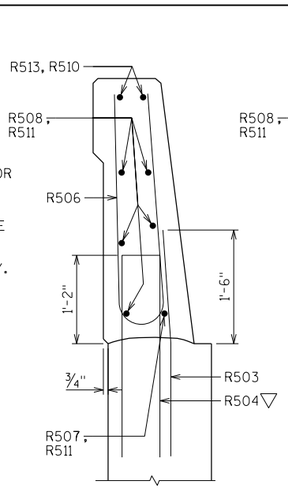
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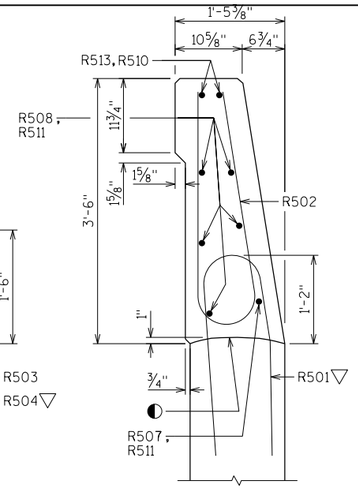
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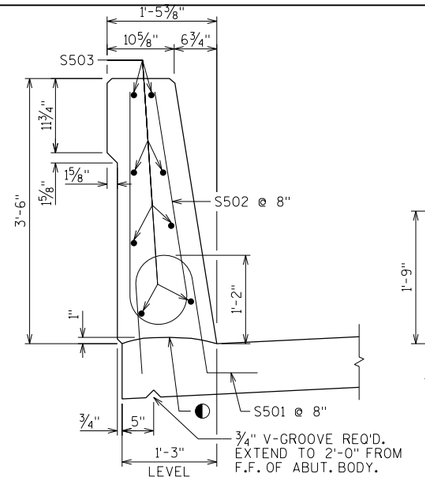
SECTION A-A



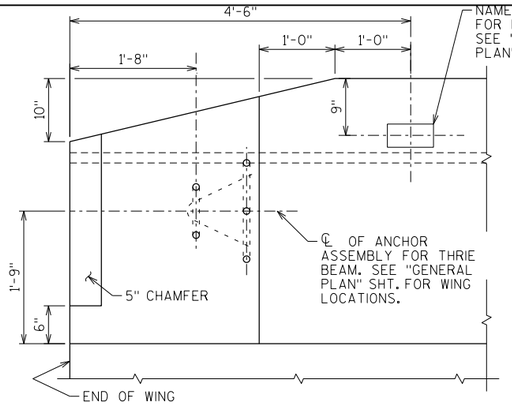
SECTION B-B



SECTION C-C



SECTION THRU PARAPET ON DECK



PARAPET END TREATMENT DETAIL

LOOKING AT INSIDE FACE OF PARAPET

STATE PROJECT NUMBER

1196-05-77

BILL OF BARS

FOR ABUTMENT PARAPETS

W1 = WING 1
W3 = WING 3

BAR MARK	COAT	NO. REQ'D.	LENGTH	BENT	BAR SERIES	LOCATION	STG 1 (W3)	STG 2 (W1)
R501	X	5	5 - 10	X		PAR VERT	X	
"	X	5	5 - 10	X		PAR VERT		X
R502	X	5	6 - 8	X		PAR VERT	X	
"	X	5	6 - 8	X		PAR VERT		X
R503	X	12	3 - 0	X		PAR VERT	X	
"	X	12	3 - 0	X		PAR VERT		X
R504	X	17	5 7	X		PAR VERT	X	
"	X	17	5 7	X		PAR VERT		X
R505	X	5	6 - 5	X		PAR VERT	X	
"	X	5	6 - 5	X		PAR VERT		X
R506	X	6	6 - 6	X		PAR VERT	X	
"	X	6	6 - 6	X		PAR VERT		X
R507	X	1	9 - 9	X		PAR HORIZ	X	
"	X	1	9 - 9	X		PAR HORIZ		X
R508	X	5	9 - 9			PAR HORIZ	X	
"	X	5	9 - 9			PAR HORIZ		X
R509	X	6	5 - 5	X	◭	PAR VERT	X	
"	X	6	5 - 5	X	◭	PAR VERT		X
R510	X	2	9 - 9	X		PAR HORIZ	X	
"	X	2	9 - 9	X		PAR HORIZ		X
R511	X	6	3 - 9			PAR HORIZ ADD	X	
"	X	6	3 - 9			PAR HORIZ ADD		X
	NOT USED							
	NOT USED							
R513	X	2	4 - 3			PAR HORIZ ADD	X	
"	X	2	4 - 3			PAR HORIZ ADD		X

◭ LENGTH SHOWN FOR BAR IS AN AVERAGE LENGTH AND SHOULD ONLY BE USED FOR BAR WEIGHT CALCULATIONS. SEE BAR SERIES TABLE FOR ACTUAL LENGTHS.

BAR SERIES TABLE

BAR MARK	NO. REQ'D	LENGTH
R509	2 SERIES OF 6	4'-9" TO 6'-1"

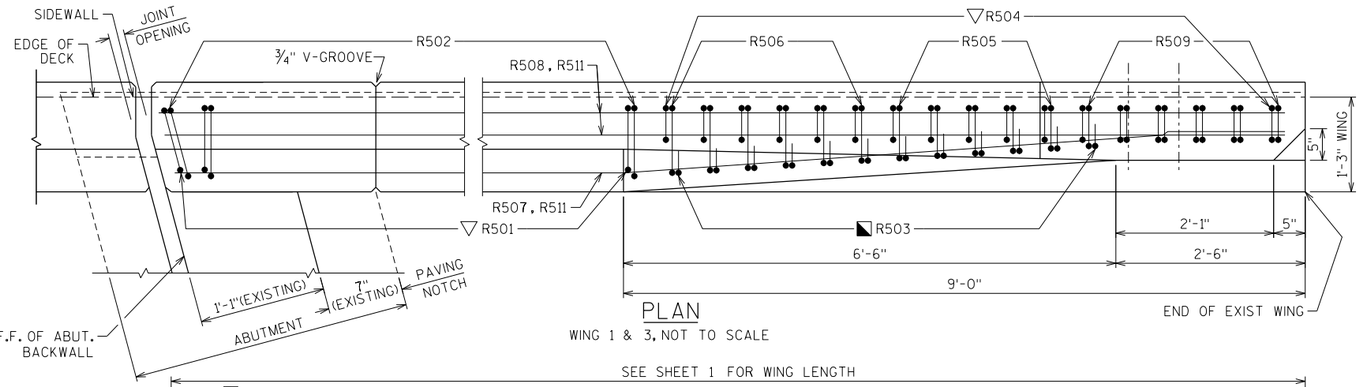
BUNDLE AND TAG EACH SERIES SEPARATELY.

◐ CONST. JOINT - STRIKE OFF AS SHOWN

◪ R503 BARS MAY BE PLACED AFTER CONCRETE IS POURED BUT BEFORE INITIAL SET HAS TAKEN PLACE. USE CARE TO PLACE R503 BARS CORRECTLY ALONG TRANSITION OF PARAPET.

▽ R501 AND R504 BARS TO BE TIED TO WING STEEL BEFORE WING IS POURED.

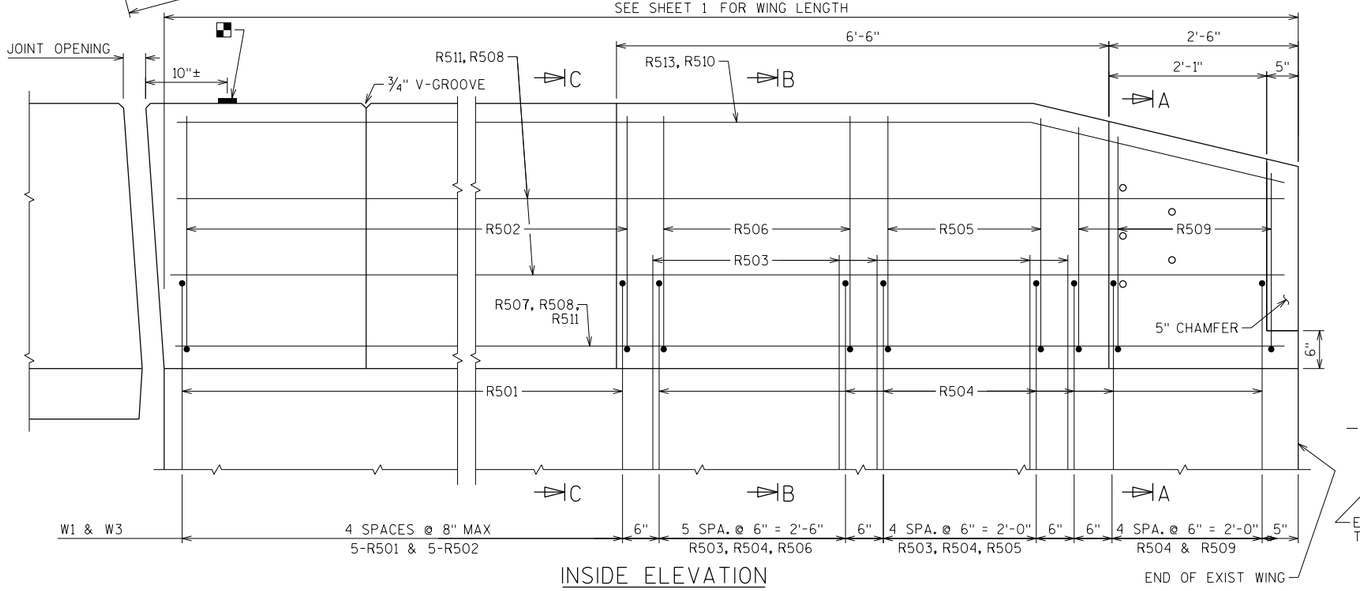
◩ BENCH MARK CAP (WHEN SUPPLIED). AVOID PLACING A BENCH MARK CAP BELOW A RAIL OR FENCE SYSTEM THAT IS ATTACHED TO THE TOP OF THE PARAPET.



PLAN

WING 1 & 3, NOT TO SCALE

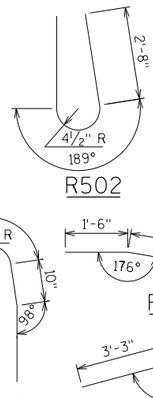
END OF EXIST WING

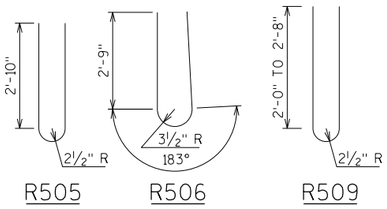


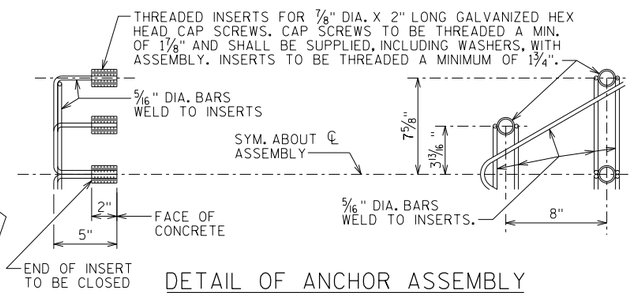
INSIDE ELEVATION

WING 1 & 3, NOT TO SCALE

END OF EXIST WING







DETAIL OF ANCHOR ASSEMBLY

NOTE: HEX HEAD CAP SCREWS & WASHERS TO BE GALVANIZED IN ACCORDANCE WITH AASHTO M232 CLASS C.

ASSEMBLY SHALL BE BID ITEM "ANCHOR ASSEMBLIES FOR STEEL PLATE BEAM GUARD", EACH.

NOTE

THIS STANDARD INSERT SHEET MODIFIED TO FIT DECK REPLACEMENT BRIDGE B-3-19.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-3-19

DRAWN BY DLF | PLANS CK'D. NCK

SINGLE SLOPE PARAPET 42SS WINGWALL 1 & 3

SHEET 18 OF 20

291

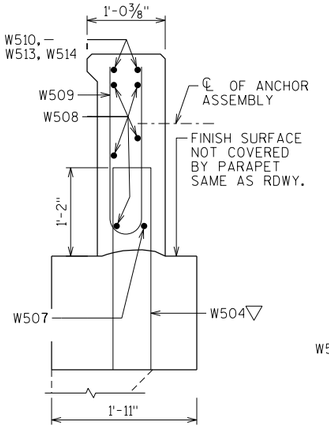
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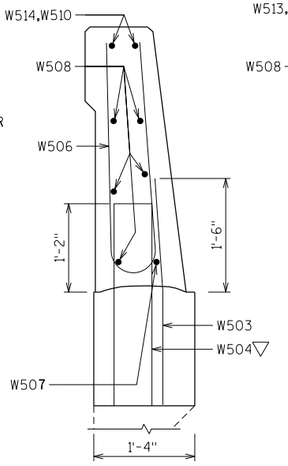
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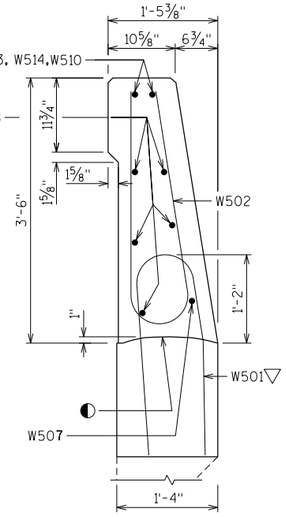
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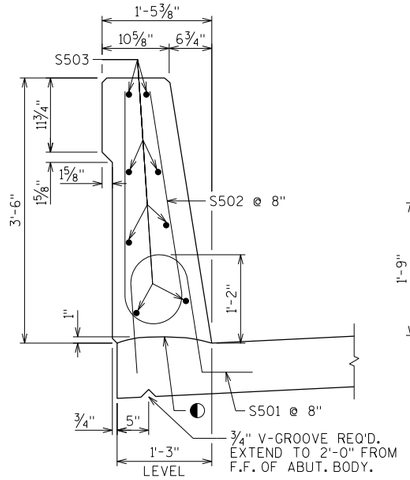
SECTION A-A



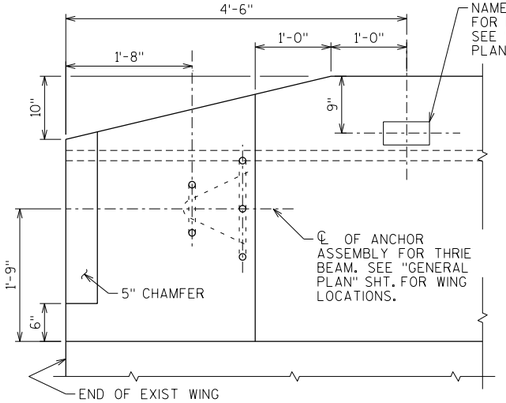
SECTION B-B



SECTION C-C



SECTION THRU PARAPET ON DECK



PARAPET END TREATMENT DETAIL

LOOKING AT INSIDE FACE OF PARAPET

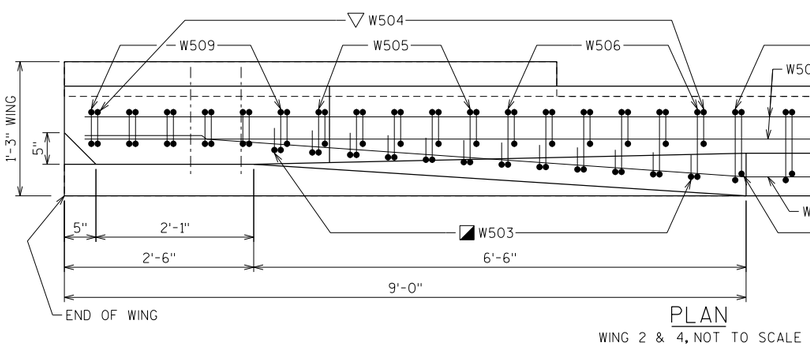
BILL OF BARS

FOR ABUTMENT PARAPETS

W2 = WING 2
W4 = WING 4

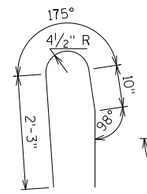
BAR MARK	COAT	NO. REQ'D.	LENGTH	BENT	BAR SERIES	LOCATION	STG 1 (W2)	STG 2 (W4)
W501	X	32	5 - 10	X		PAR VERT	X	
"	X	26	5 - 10	X		PAR VERT		X
W502	X	32	6 - 8	X		PAR VERT	X	
"	X	26	6 - 8	X		PAR VERT		X
W503	X	12	3 - 0	X		PAR VERT	X	
"	X	12	3 - 0	X		PAR VERT		X
W504	X	17	5 7	X		PAR VERT	X	
"	X	17	5 7	X		PAR VERT		X
W505	X	5	6 - 5	X		PAR VERT	X	
"	X	5	6 - 5	X		PAR VERT		X
W506	X	6	6 - 6	X		PAR VERT	X	
"	X	6	6 - 6	X		PAR VERT		X
W507	X	1	27 - 4	X		PAR HORIZ	X	
"	X	1	20 - 10	X		PAR HORIZ		X
W508	X	5	27 - 6			PAR HORIZ	X	
"	X	5	22 - 6			PAR HORIZ		X
W509	X	6	5 - 5	X	⚠	PAR VERT	X	
"	X	6	5 - 5	X	⚠	PAR VERT		X
W510	X	2	9 - 9	X		PAR HORIZ	X	
"	X	2	9 - 9	X		PAR HORIZ		X
	NOT USED							
	NOT USED							
W513	X	2	25 - 6			PAR HORIZ ADD	X	
W514	X	2	20 - 5			PAR HORIZ ADD		X
W515	X	8	1 - 8			PAR HORIZ ADD	X	
"	X	8	1 - 8			PAR HORIZ ADD		X

⚠ LENGTH SHOWN FOR BAR IS AN AVERAGE LENGTH AND SHOULD ONLY BE USED FOR BAR WEIGHT CALCULATIONS. SEE BAR SERIES TABLE FOR ACTUAL LENGTHS.

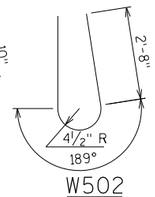


PLAN

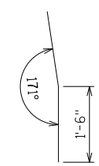
WING 2 & 4, NOT TO SCALE



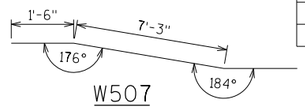
W501



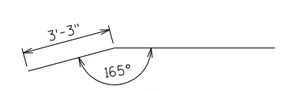
W502



W503



W507



W510

W504 W505 W506 W509

BAR SERIES TABLE

BAR MARK	NO. REQ'D	LENGTH
W509	2 SERIES OF 6	4'-9" TO 6'-1"

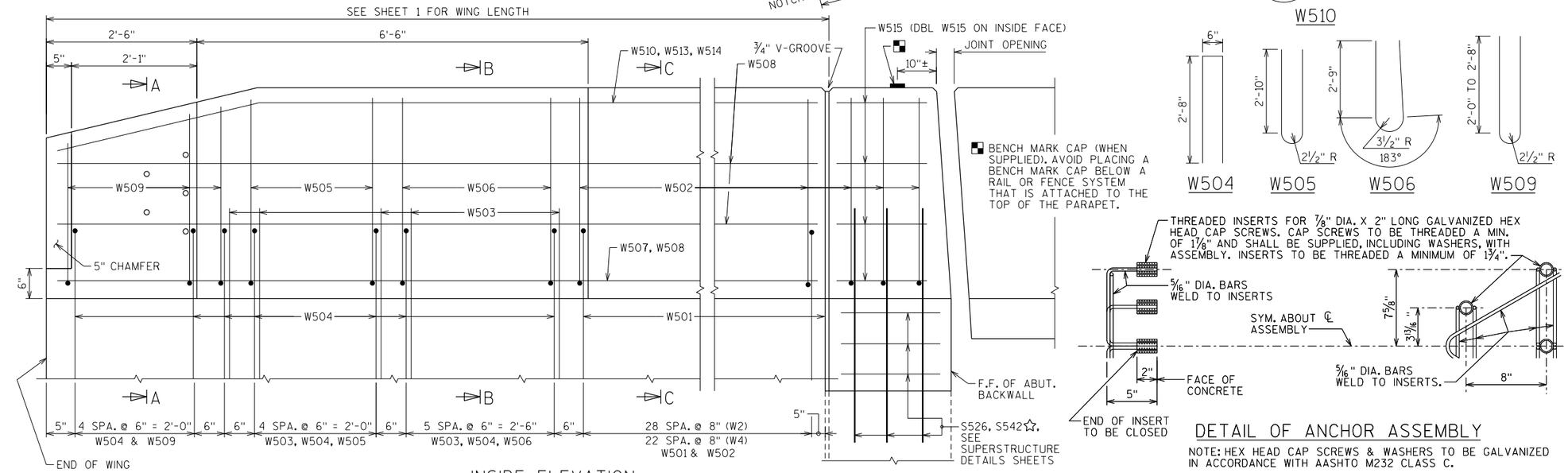
BUNDLE AND TAG EACH SERIES SEPARATELY.

◐ CONST. JOINT - STRIKE OFF AS SHOWN
BARS MARDED "S" BILLED WITH SUPERSTURURE

◪ R503 BARS MAY BE PLACED AFTER CONCRETE IS POURED BUT BEFORE INITIAL SET HAS TAKEN PLACE. USE CARE TO PLACE R503 BARS CORRECTLY ALONG TRANSITION OF PARAPET.

▽ R501 AND R504 BARS TO BE TIED TO WING STEEL BEFORE WING IS POURED.

☆ ADHESIVE ANCHORS #5 (EPOXY COATED EMBEDED 9")



INSIDE ELEVATION

WING 2 & 4, NOT TO SCALE

DETAIL OF ANCHOR ASSEMBLY

NOTE: HEX HEAD CAP SCREWS & WASHERS TO BE GALVANIZED IN ACCORDANCE WITH AASHTO M232 CLASS C.

ASSEMBLY SHALL BE BID ITEM "ANCHOR ASSEMBLIES FOR STEEL PLATE BEAM GUARD", EACH.

NOTE
THIS STANDARD INSERT SHEET MODIFIED TO FIT DECK REPLACEMENT BRIDGE B-3-19.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-3-19

DRAWN BY	DLF	PLANS CK'D.	NCK

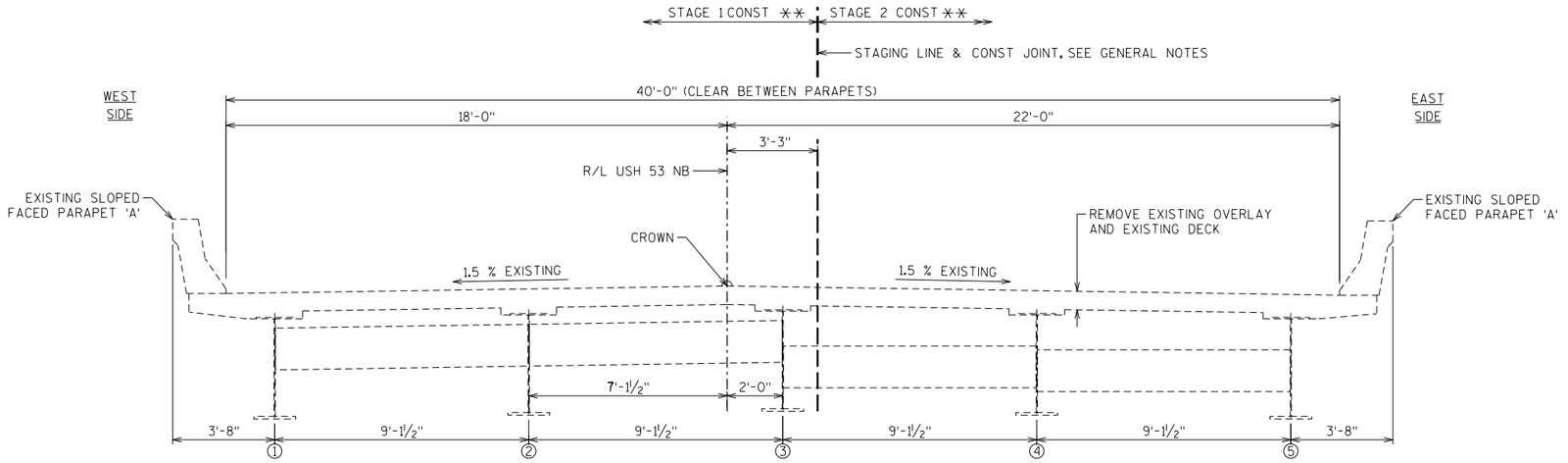
SINGLE SLOPE PARAPET 42SS WINGWALL 2 & 4

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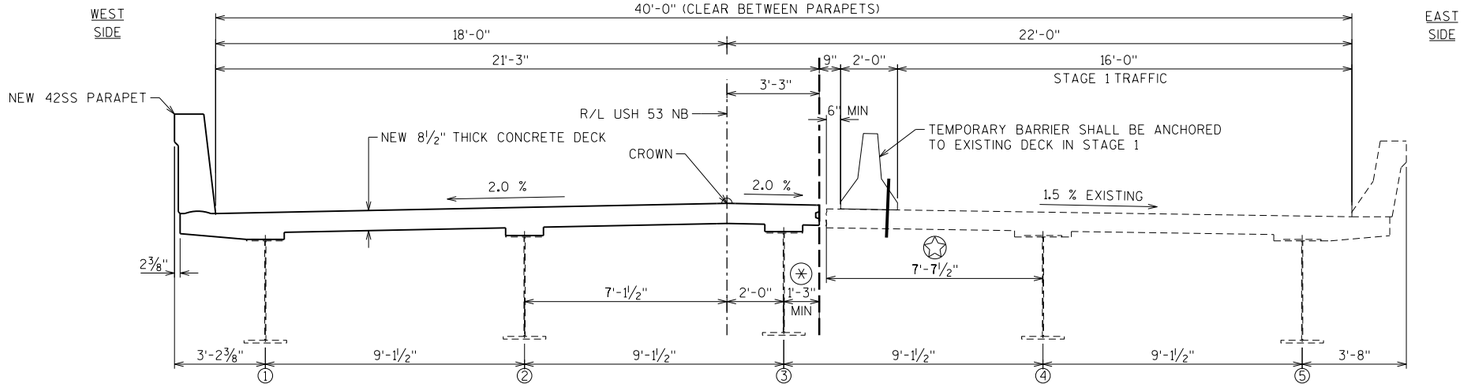
STATE PROJECT NUMBER

1196-05-77



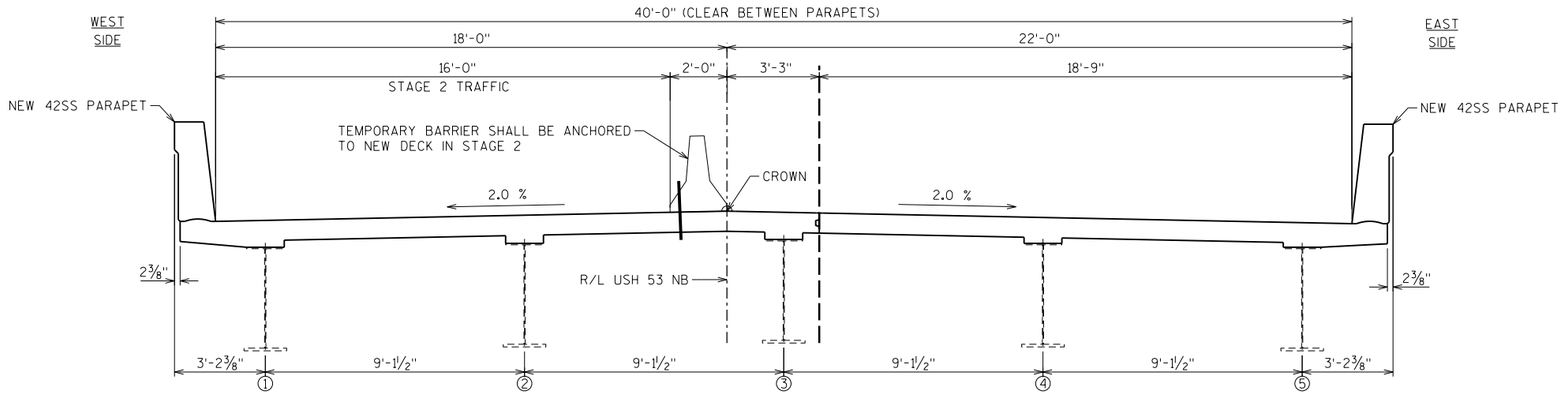
B-3-19 EXISTING SECTION THRU BRIDGE

(LOOKING NORTH)



STAGE 1 CONSTRUCTION

(LOOKING NORTH)



STAGE 2 CONSTRUCTION

(LOOKING NORTH)

LEGEND

** SEE ROADWAY PLANS FOR TRAFFIC CONTROL STAGING.

⬠ CONTRACTOR TO PROVIDE TEMPORARY SUPPORT FOR FULL LENGTH OF EXISTING DECK STAGE 1 TRAFFIC AND SUPPORT FOR FULL LENGTH OF NEW DECK FOR STAGE 2 TRAFFIC.

⊛ A MINIMUM CLEARANCE OF 6" TO GIRDER TOP FLANGE WAS USED. TOP FLANGE VARIES 12" TO 18" WIDE. VERIFY WITH EXISTING PLANS AND IN THE FIELD.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-3-19

DRAWN BY DLF | PLANS CK'D. NCK

BRIDGE STAGING CONCEPT

SHEET 20 OF 20

293

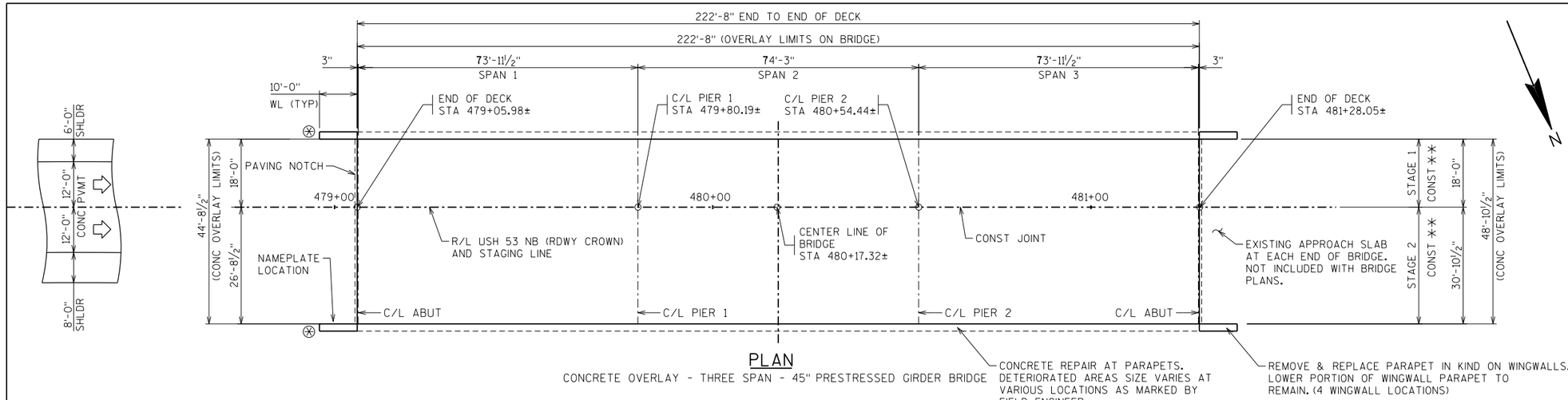
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STATE PROJECT NUMBER
1196-05-77



PLAN

CONCRETE OVERLAY - THREE SPAN - 45" PRESTRESSED GIRDER BRIDGE

LEGEND

** SEE ROADWAY PLANS FOR TRAFFIC CONTROL STAGING.

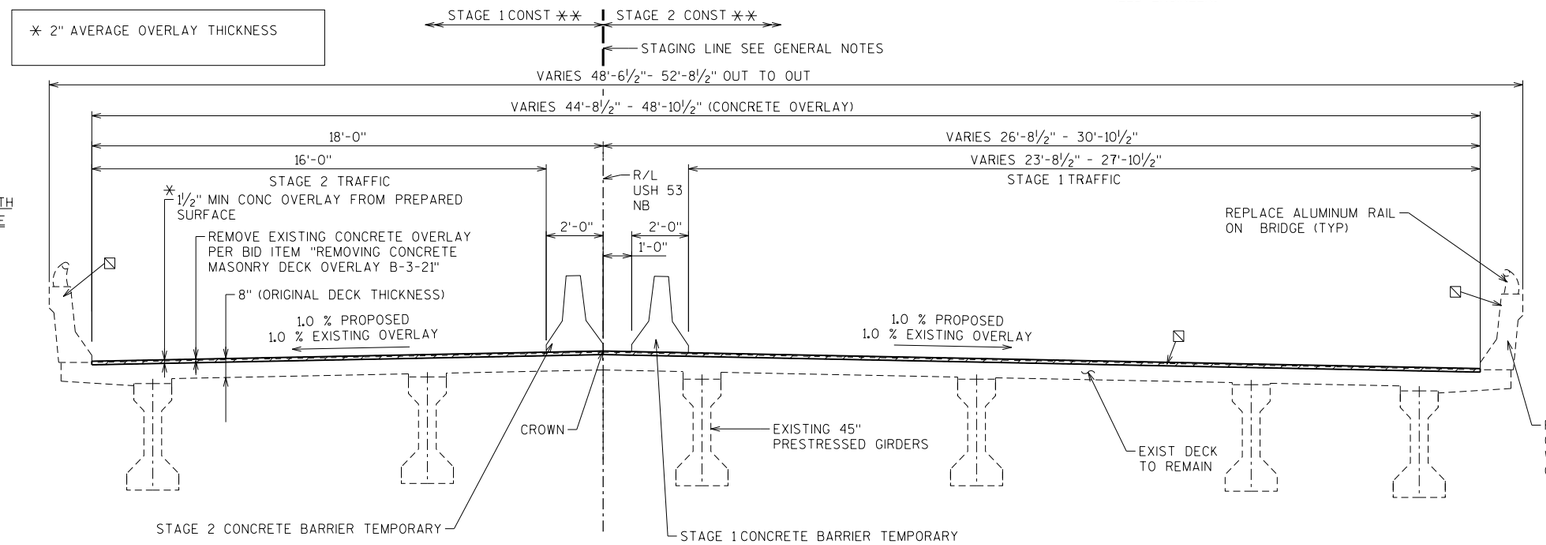
INDICATES REMOVAL

COAT FRONT, TOP AND ENDS OF PARAPET WITH "PIGMENTED SURFACE SEALER" AND COAT CONCRETE OVERLAY WITH "PROTECTIVE SURFACE TREATMENT" PER THE STANDARD SPECIFICATIONS, SEE NOTES ON SHEETS 2.

WL = WING LENGTH

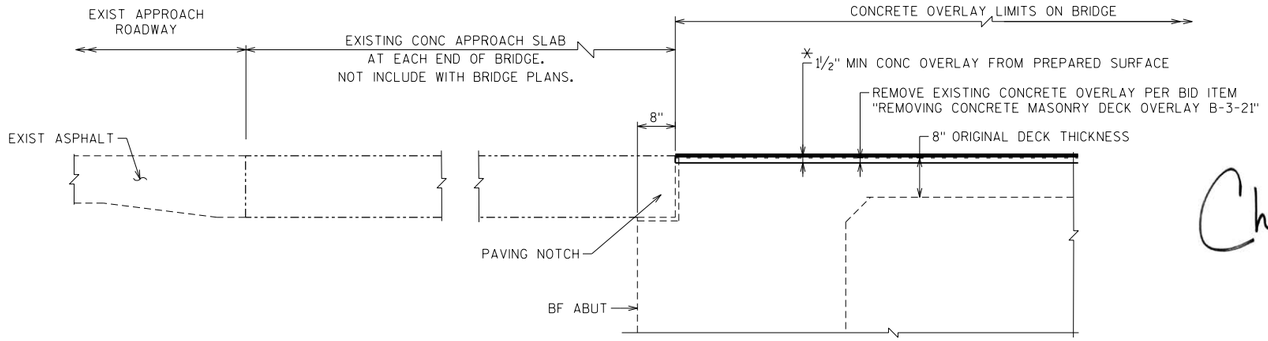
LOCATION OF ANCHOR ASSEMBLIES FOR THRIE BEAM

* 2" AVERAGE OVERLAY THICKNESS



CROSS SECTION THRU ROADWAY

(LOOKING WEST)



TYPICAL LONGITUDINAL SECTION AT END OF DECK

DESIGN DATA

LIVE LOAD: HS20

DESIGN LOADING:
- INVENTORY RATING RF = HS14
- OPERATING RATING RF = HS24
- WISCONSIN STANDARD PERMIT VEHICLE (WIS-SPV) = 160 KIPS

MATERIAL PROPERTIES:

CONCRETE MASONRY - SUPERSTRUCTURE	f'c =	4,000	psi
- OVERLAY	f'c =	4,000	psi
- ALL OTHER	f'c =	3,500	psi
HIGH STRENGTH BAR STEEL REINFORCEMENT AASHTO GRADE 60	fy =	60,000	psi

ALL BAR STEEL SHALL BE EPOXY COATED

TRAFFIC DATA

ADT (2020)	=	5540
ADT (2040)	=	6920
DHV	=	709
DD	=	61/39
T	=	25.39 %
DESIGN SPEED	=	70 MPH

LIST OF DRAWINGS

1 DECK OVERLAYS
2 NOTES AND QUANTITIES
3 DETAILS
4 SLOPED FACE PARAPET AT WINGS
5 TUBULAR RAILING TYPE H (ALUM.)

Christopher J Blum

October 19, 2021

WISCONSIN PROFESSIONAL ENGINEER — CHRISTOPHER J. BLUM E-33157 MADISON WI

SEH CONTACT: CHRIS BLUM, PE, 608.620.6192

WISDOT BRIDGE OFFICE CONTACT: AARON BONK, PE, 608.261.0261

NO.	DATE	REVISION	BY

SEH
SHORT ELLIOTT HENDRICKSON INC.

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

ACCEPTED _____ SDR 10/21/21
CHIEF STRUCTURES DESIGN ENGINEER — DATE

STRUCTURE B-3-21

U.S.H. 53 NB OVER CHETEK RIVER

COUNTY	TOWN ~~/CITY/VILLAGE~~
BARRON	CHETEK

DESIGN SPEC. REHABILITATION N/A

DESIGNED BY	DESIGN CK'D.	DRAWN BY	PLANS CK'D.
TN	NB	AMJ	CJB

DECK OVERLAY

SHEET 1 OF 5
294

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PLOT DATE: 10/19/2021
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1196-05-77

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

ALL DIMENSIONS ARE IN FEET AND INCHES UNLESS OTHERWISE NOTED.

DIMENSIONS SHOWN ARE BASED ON THE ORIGINAL STRUCTURE PLANS AND INSPECTION REPORTS. EXISTING BRIDGE PLANS AVAILABLE AT WISDOT.

STATIONING MAY VARY BASED ON EXACT LOCATION OF BRIDGE TO PROPOSED ALIGNMENT.

CONTRACTOR TO VERIFY EXISTING UTILITY LOCATIONS.

ANY EXCAVATION REQUIRED TO COMPLETE THE DECK OVERLAY AT THE ABUTMENTS, TO BE CONSIDERED INCIDENTAL TO THE BID ITEM "CONCRETE MASONRY OVERLAY DECKS".

STAGING LINE LOCATION TO BE DETERMINED BY THESE PLANS AND BY THE FIELD ENGINEER. COORDINATE WITH STAGING PLANS.

EXISTING CONCRETE OVERLAY SHALL BE REMOVED FROM THE ENTIRE BRIDGE DECK UNDER THE BID ITEM "REMOVING CONCRETE MASONRY DECK OVERLAY B-3-21". CONTRACTOR TO VERIFY COMPLETENESS OF REMOVALS WITH THE FIELD ENGINEER. EXISTING CONCRETE COVER TO BE MAINTAINED.

PREPARATION DECKS TYPE 1, PREPARATION DECKS TYPE 2, CONCRETE SURFACE REPAIR AND FULL-DEPTH DECK REPAIR AS DETERMINED, LOCATED, MARKED AND MEASURED BY THE FIELD ENGINEER. DECK PREPARATION AND FULL-DEPTH DECK REPAIRS SHALL BE FILLED WITH "CONCRETE MASONRY OVERLAY DECKS".

BOTTOM OF THE EXISTING DECK WILL BE INSPECTED FOR AREAS OF FULL-DEPTH DECK REPAIR PRIOR TO DECK PREPARATION OPERATIONS.

BOTTOM OF THE EXISTING DECK IS TO BE INSPECTED FOR AREAS OF DISTRESS AFTER COMPLETION OF THE DECK PREPARATION AND PRIOR TO OVERLAYING THE BRIDGE.

ALL CONCRETE REMOVAL NOT COVERED WITH A CONCRETE OVERLAY SHALL BE DEFINED BY A 1-INCH DEEP SAW CUT.

THESE STRUCTURE PLANS ARE ONLY THE STRUCTURE REPAIR WORK. ANY ADDITIONAL REMOVAL REQUIRED, OUTSIDE OF THE LIMITS SHOWN IN THESE PLANS MUST BE COORDINATED WITH THE FIELD ENGINEER. FIELD ENGINEER SHOULD BE CONTACTED FOR APPROVAL OF ADDITIONAL REMOVAL.

PROFILE GRADE LINE SHALL BE DETERMINED IN THE FIELD BASED ON A MINIMUM CONCRETE OVERLAY THICKNESS OF 1½" PLACED ABOVE THE DECK SURFACE AFTER SURFACE PREPARATION. EXPECTED AVERAGE OVERLAY THICKNESS IS 2". IF EXPECTED AVERAGE OVERLAY THICKNESS IS EXCEEDED BY MORE THAN ½", CONTACT THE STRUCTURES DESIGN SECTION.

CLEAN ALL LOOSE MATERIAL ON THE DECK AFTER CLEANING OPERATIONS USING HIGH PRESSURE WATER OR AIR, ENSURING ALL FREE-STANDING WATER IS REMOVED PRIOR TO PLACEMENT OF THE CONC OVERLAY, PROTECTIVE SURFACE TREATMENT AND PIGMENTED SURFACE SEALER.

AT THE ABUTMENTS THE DECK JOINT IS COMPRISED OF A FILLER AND SEALANT. THERE IS NO STRIP SEAL OR COVER PLATE EXPANSION JOINT.

APPLY "PIGMENTED SURFACE SEALER" TO THE CONCRETE PARAPETS PER THE STANDARD SPECIFICATIONS AND AS SHOWN IN THIS PLAN SET.

APPLY PROTECTIVE SURFACE TREATMENT TO THE DECK AFTER THE CONCRETE OVERLAY HAS BEEN APPLIED PER THE STANDARD SPECIFICATIONS AND AS SHOWN IN THE PLAN SET.

THE CONTRACTOR SHALL SUPPLY A NEW NAMEPLATE IN ACCORDANCE WITH SECTION 502.3.11 OF THE STANDARD SPECIFICATIONS AND THE STANDARD DETAIL DRAWINGS. NAMEPLATE TO SHOW ORIGINAL CONSTRUCTION YEAR. SEE EXISTING NAMEPLATE FOR DATE.

UTILIZE EXISTING BAR STEEL REINFORCEMENT WHERE SHOWN AND EXTEND 24 BAR DIAMETERS INTO NEW WORK, UNLESS SPECIFIED OTHERWISE.

BAR STEEL REINFORCEMENT SHALL BE EMBEDDED 2" CLEAR UNLESS OTHERWISE SHOWN OR NOTED.

THE FIRST DIGIT OF A THREE DIGIT BAR MARK OR THE FIRST TWO DIGITS OF A FOUR DIGIT BAR MARK SIGNIFIES THE BAR SIZE.

BEVEL EXPOSED EDGES OF CONCRETE ¾" UNLESS OTHERWISE NOTED.

SEE ROADWAY PLAN FOR LANE STAGING AND TRAFFIC SHIFT. COORDINATE THESE STRUCTURE PLANS WITH THE ROADWAY STAGING.

SEAL OVERLAY CONSTRUCTION JOINTS ACCORDING TO SECTION 502.3.13.1 OF THE STANDARD SPECIFICATIONS. COST INCIDENTAL TO BID ITEM "CONCRETE MASONRY OVERLAY DECKS".

THE AVERAGE OVERLAY THICKNESS IS BASED ON THE MINIMUM OVERLAY THICKNESS PLUS ½-INCH TO ACCOUNT FOR VARIATIONS IN THE DECK SURFACE.

TOTAL ESTIMATED QUANTITIES - B-3-21

	BID ITEM NUMBER	BID ITEMS	UNIT	TOTALS
	203.0335	DEBRIS CONTAINMENT OVER WATERWAY B-3-21	EA	1
(8)	502.0100	CONCRETE MASONRY BRIDGES	CY	5
(4)	502.3205	PIGMENTED SURFACE SEALER RESEAL	SY	224
(4)	502.3215	PROTECTIVE SURFACE TREATMENT RESEAL	SY	1160
(8)	505.0600	BAR STEEL REINFORCEMENT HS COATED STRUCTURES	LB	725
(3)	509.0301	PREPARATION DECKS TYPE 1	SY	100
(3)	509.0302	PREPARATION DECKS TYPE 2	SY	50
(1)	509.0505.S	CLEANING DECKS TO REAPPLY CONCRETE MASONRY OVERLAY	SY	1160
(5)	509.1500	CONCRETE SURFACE REPAIR	SF	2
(5) (6)	509.2000	FULL-DEPTH DECK REPAIR	SY	25
(2)	509.2500	CONCRETE MASONRY OVERLAY DECKS	CY	65
(7)	509.9005.S	REMOVING CONCRETE MASONRY DECK OVERLAY B-3-21	SY	1160
	509.9050.S	CLEANING PARAPETS	LF	446
(9)	513.4056	RAILING TUBULAR TYPE H	LF	488
	614.0150	ANCHOR ASSEMBLIES FOR STEEL PLATE BEAM GUARD	EACH	2
	SPV.0165.01	FIBER WRAP REINFORCING NON-STRUCTURAL	SF	612
		NON-BID ITEMS		
		FILLER	SIZE	½"
		NAMEPLATE	EACH	1

QUANTITIES NOTES

(1) BASED ON LIMITS OF OVERLAY ON DECK.

(2) CONCRETE FOR:
* PREPARATION DECKS TYPE 1 & 2, *FULL-DEPTH DECK REPAIR AND OVERLAY.

(3) PERTAINS TO DECK.

(4) FURNISH AND APPLY PIGMENTED SEALER TO FRONT FACE, TOP, AND ENDS OF PARAPETS. CLEAN THE INSIDE FACE, TOP AND ENDS OF PARAPET PER BID ITEM "CLEANING PARAPETS". APPLICATION AND QUANTITY FOR PIGMENTED SURFACE SEALER ARE CONSIDERED INCIDENTAL TO BRIDGE BID ITEM " PIGMENTED SURFACE SEALER RESEAL".

FURNISH AND APPLY A PROTECTIVE SURFACE TREATMENT TO THE ENTIRE TOP SURFACE OF THE DECK OVERLAY AND PAVING BLOCK. APPLICATION AND QUANTITY FOR PROTECTIVE SURFACE TREATMENT ARE CONSIDERED INCIDENTAL TO BRIDGE BID ITEM "PROTECTIVE SURFACE TREATMENT RESEAL".

(5) AS LOCATED BY FIELD ENGINEER.

(6) UNDISTRIBUTED AMOUNT.

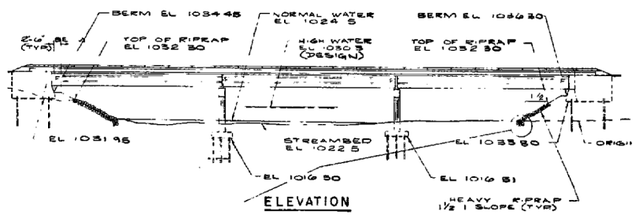
(7) INCLUDES PARAPETS ON DECK.

(8) WING PARAPETS ONLY.

(9) PERTAINS TO GIRDERS AT EACH ABUTMENT FOR 5 FEET ALONG LENGTH OF GIRDER.

* THESE QUANTITIES TOTALS ARE AN ESTIMATE AND ARE INCLUDED IN BID ITEM "CONCRETE MASONRY OVERLAY, DECKS".

-PREPARATION DECKS TYPE 1 = 6.3 CY
-PREPARATION DECKS TYPE 2 = 2.5 CY
-FULL-DEPTH DECK REPAIR = 5.6 CY



NOTE:
THIS ELEVATION VIEW TAKEN FROM EXISTING PLANS, REFERENCE ONLY, NOT FOR CONSTRUCTION. INTENT IS TO SHOW CONTRACTOR BENEATH THE BRIDGE

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-3-21

DRAWN BY AMJ | PLANS CK'D. CJB

NOTES AND QUANTITIES

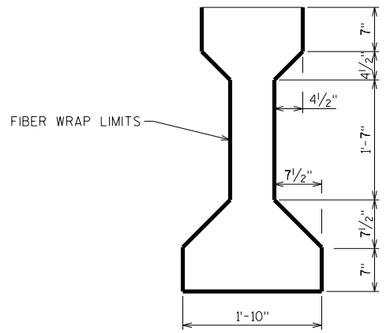
SHEET 2 OF 5

295

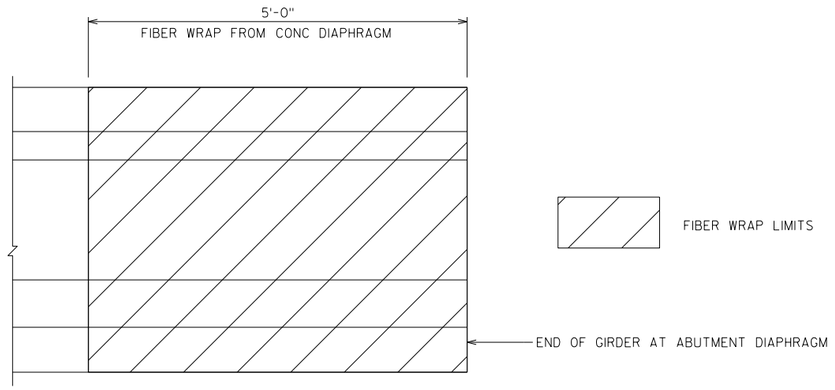
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STATE PROJECT NUMBER
1196-05-77



SECTION THRU GIRDER



SIDE VIEW OF GIRDER

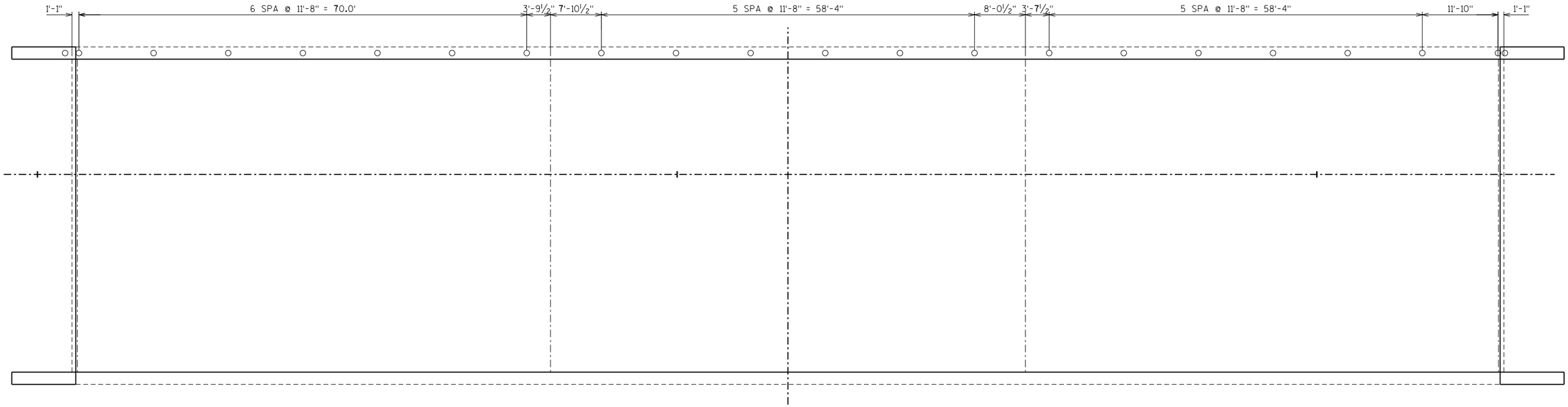
NOTES

PROVIDE FIBER WRAP REINFORCING NON-STRUCTURAL ACCORDING TO THE PLAN DETAILS AND SPECIFICATIONS.

ALL WORK REQUIRED TO APPLY FIBER WRAP REINFORCING NON-STRUCTURAL TO THE GIRDER ENDS AT BOTH ABUTMENTS SHALL BE INCLUDED IN THE BID ITEM "FIBER WRAP REINFORCING NON-STRUCTURAL".

FIBER WRAP GIRDER DETAIL

(TYP AT ABUTMENT LOCATIONS ONLY)



RAIL SPACING DETAIL

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-3-21

DRAWN BY AMJ | PLANS CK'D. CJB

DETAILS

SHEET 3 OF 5

296

8

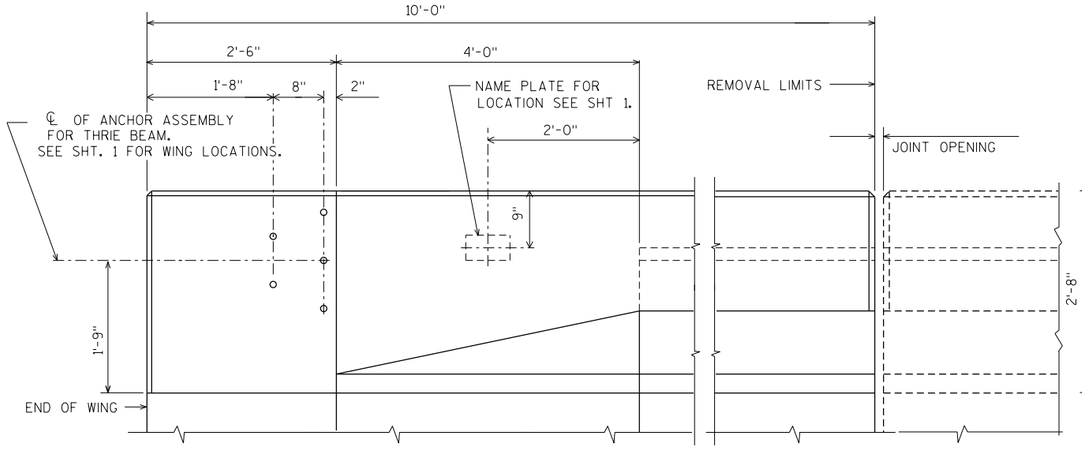
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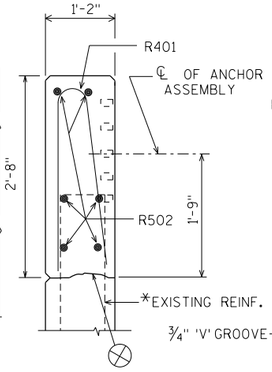
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STATE PROJECT NUMBER
1196-05-77

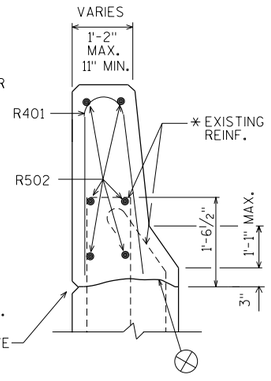
* ALL EXISTING REINFORCEMENT SHALL REMAIN. INCORPORATE EXISTING REINFORCEMENT INTO NEW WORK.



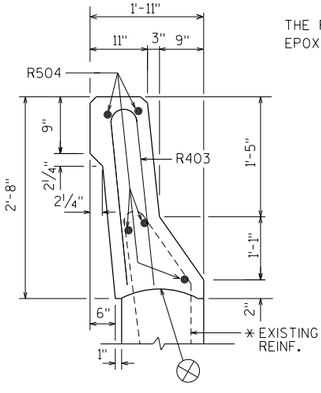
INSIDE ELEVATION



SECTION A



SECTION B



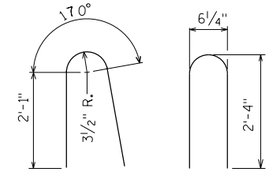
SECTION C

BILL OF BARS

FOR ABUTMENT PARAPETS

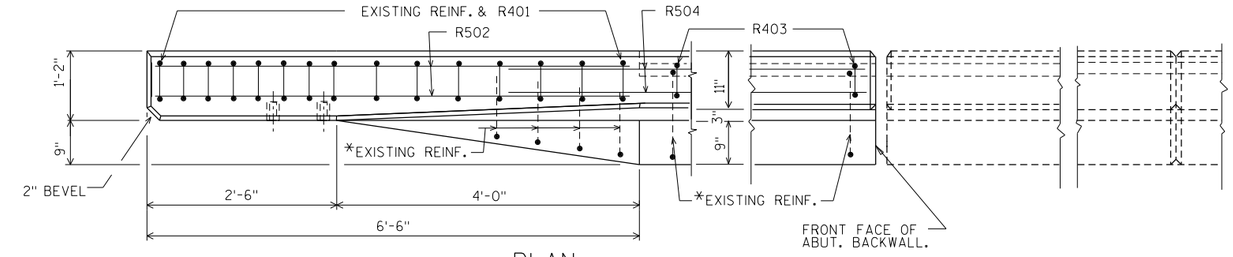
THE FIRST DIGIT OF THE BAR MARK SIGNIFIES THE BAR SIZE.
EPOXY COAT ALL PARAPET REINF.

BAR MARK	NO. REQ'D. EAST ABUT.	NO. REQ'D. WEST ABUT.	LENGTH	BENT	LOCATION
R401	30	30	5-2	X	WINGS
R502	12	12	6-2		WINGS
R403	10	10	5-0	X	WINGS
R504	10	10	5-6		WINGS

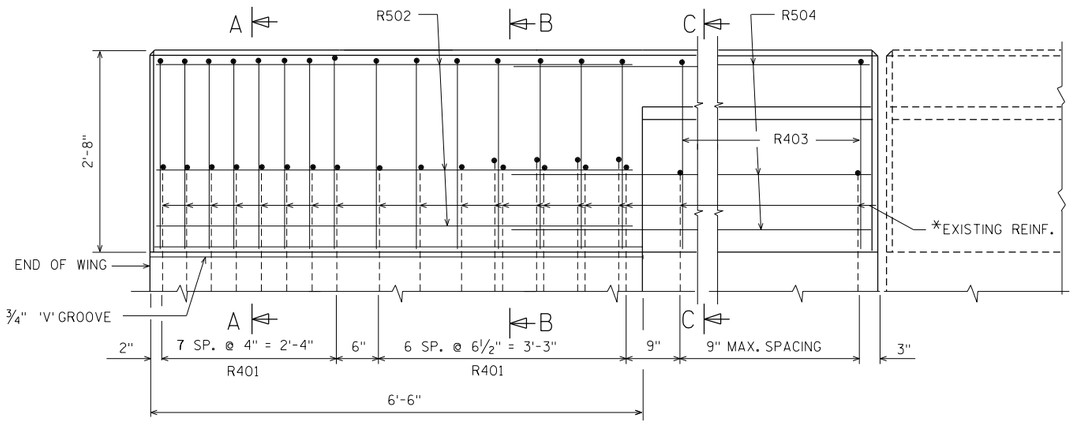


R401 R403

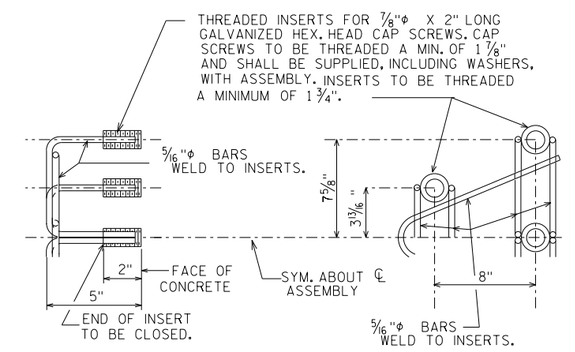
⊗ REMOVAL LIMITS



PLAN



OUTSIDE ELEVATION



DETAIL OF ANCHOR ASSEMBLY

NOTE: HEX. HEAD CAP SCREWS & WASHERS TO BE GALVANIZED IN ACCORDANCE WITH AASHTO M232 CLASS C.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-3-21

DRAWN BY	AMJ	PLANS CK'D. CJB

SLOPED FACE PARAPET AT WINGS

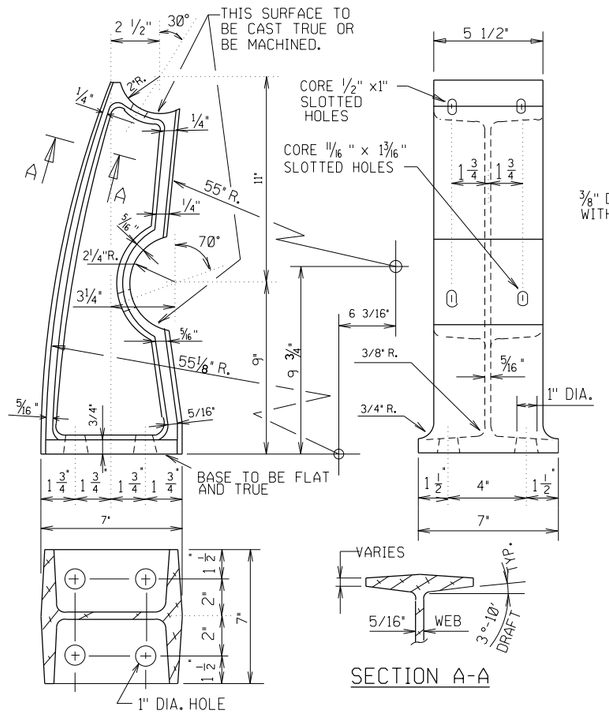
SHEET 4 OF 5
297

8

8

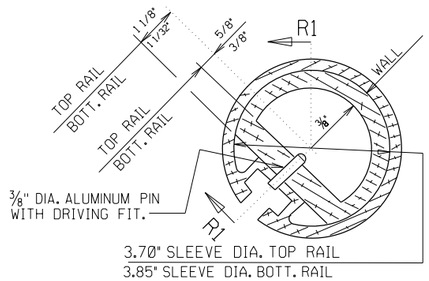
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PLOT DATE: 10/9/2021
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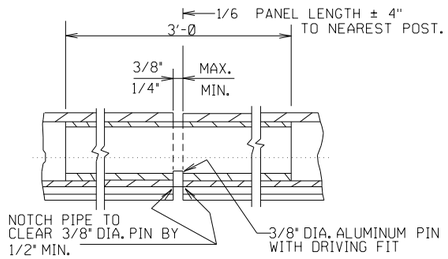


ALUMINUM POST CASTING

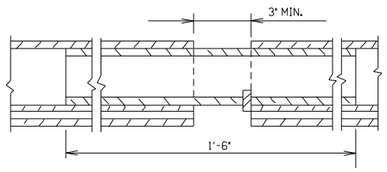
SECTION A-A



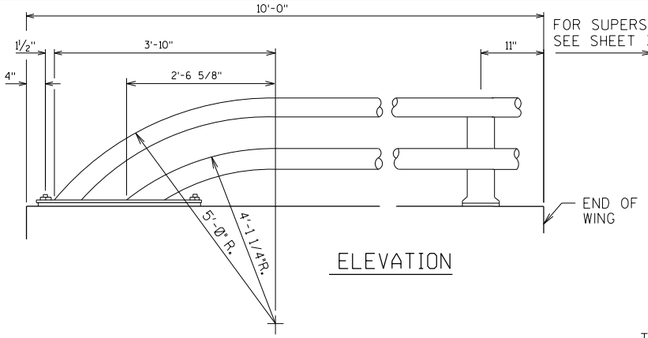
RAIL SPLICE DETAIL



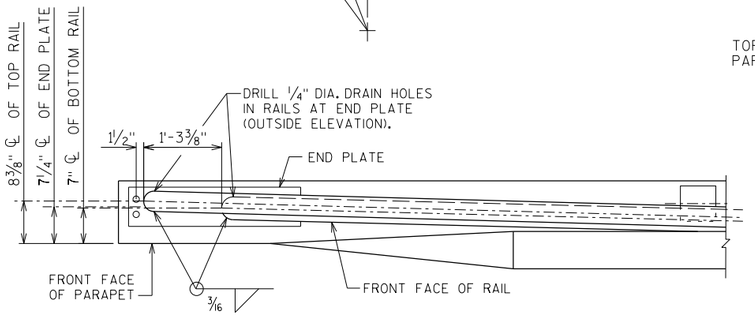
SECTION R1



SLEEVE DETAIL AT ABUTMENT

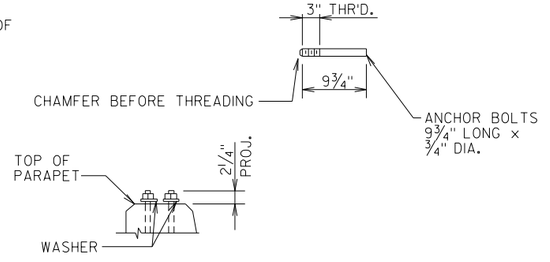


ELEVATION

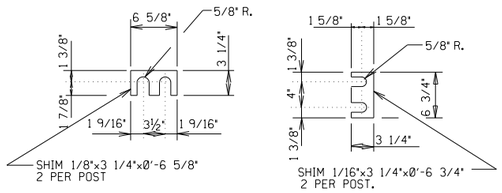


PLAN
SLOPED FACE PARAPET

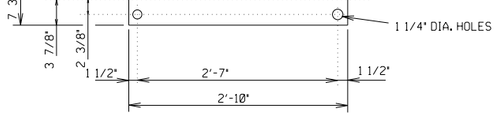
DETAIL OF RAIL BEND AT ABUTMENTS



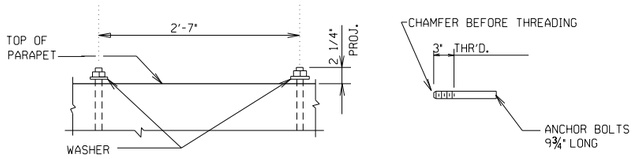
ADHESIVE ANCHORS AT POSTS



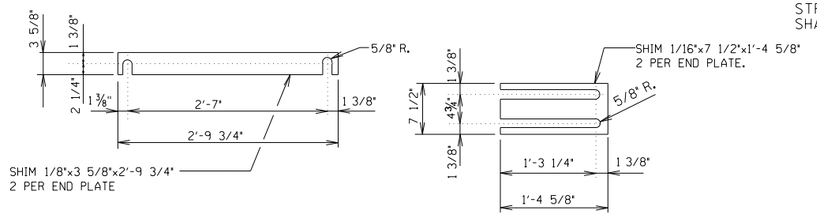
POST SHIM DETAILS



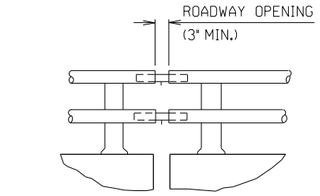
END PLATE



ADHESIVE ANCHORS AT END PLATE

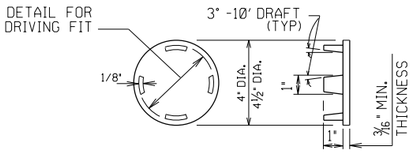


END PLATE SHIM DETAILS

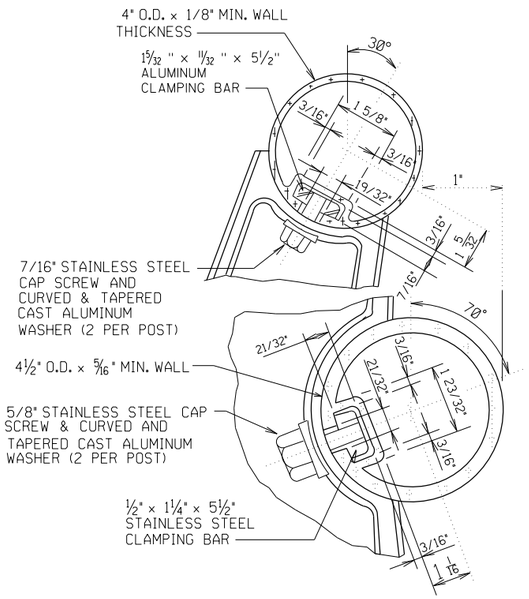


DETAIL AT RAIL OPENINGS

ALL SLEEVE DETAILS SAME AS "RAIL SPLICE DETAIL" UNLESS SHOWN OTHERWISE



RAIL CLOSURE CAP DETAIL



DETAIL OF RAIL ATTACHMENT TO POST

NOTES: MAX. REDUCTION IN DIAMETER OF BENT SECTION SHALL BE 3% WALL THICKNESS OF TUBING SHOWN ABOVE SHALL BE MIN. NOMINAL AVERAGE WALL THICKNESS.
MAX. REDUCTION IN SLOT WIDTH IN BENT TUBING SHALL BE 3/16".

NOTES

BID ITEM SHALL BE "RAILING TUBULAR TYPE H B-3-21" WHICH INCLUDES ALL ITEMS SHOWN INCLUDING 3/4" DIA ADHESIVE ANCHORS AND REMOVAL OF EXISTING RAILING.

ANCHOR BOLTS, NUTS AND WASHERS SHALL BE STAINLESS STEEL.

ADHESIVE ANCHORS SHALL CONFORM TO SECTION 502.2.12 OF THE STANDARD SPECIFICATIONS.

SALVAGE AND REUSE EXISTING ANCHOR BOLTS WERE POSSIBLE OTHERWISE PROVIDE ADHESIVE ANCHORS.

SHIMS SHALL CONFORM TO SAME MATERIAL AS POSTS.

RAILINGS SHALL BE FABRICATED IN 2 AND 3 PANEL LENGTHS.

RAILING POSTS SHALL BE SET NORMAL TO GRADE LINE.

ALL POST SPACINGS ARE MEASURED HORIZONTALLY ALONG CENTERLINE OF THE POST BASE.

SHIMS SHALL BE USED UNDER POSTS AND END PLATES WHERE REQ'D. FOR ALIGNMENT.

FILL ALL EXPOSED OPENINGS BETWEEN SHIMS AND POST ANCHOR BOLT HOLES WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER.

RAILS SHALL BE BUILT STRAIGHT AND SPRUNG INTO PLACE FOR STRUCTURES CURVED UP TO 3°. FOR STRUCTURES CURVED GREATER THAN 3°, RAILS SHALL BE CURVED TO FIT.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-3-21

DRAWN BY AMJ | PLANS CK'D. CJB

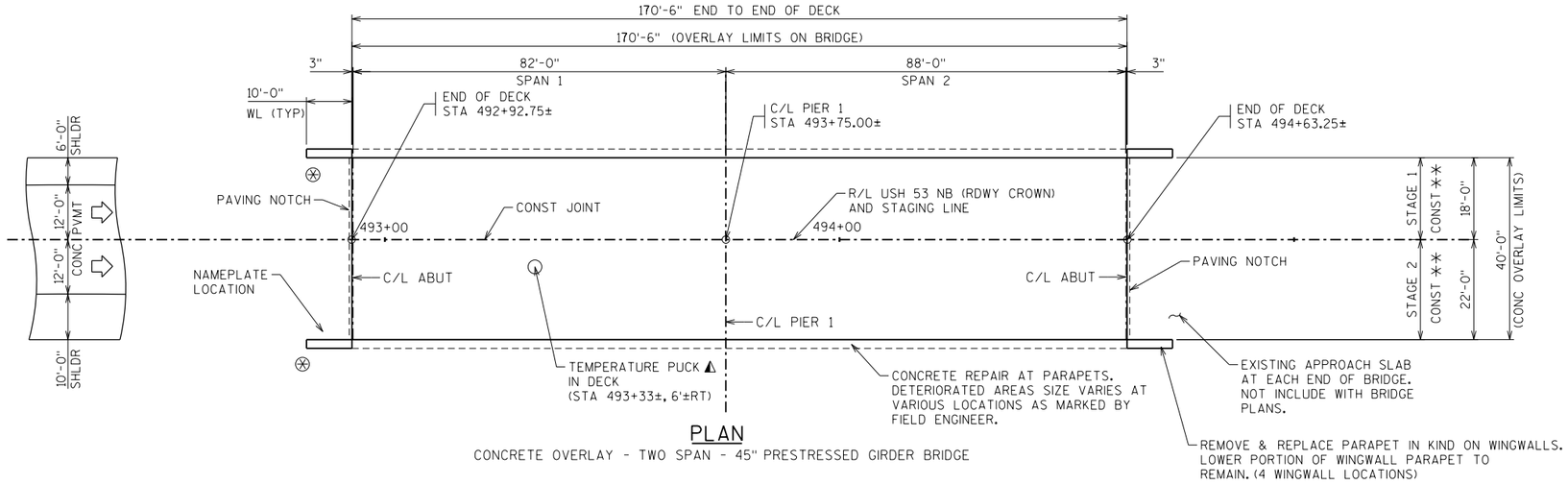
TUBULAR RAILING TYPE 'H' (ALUM.)

SHEET 5 OF 5
298

8

8

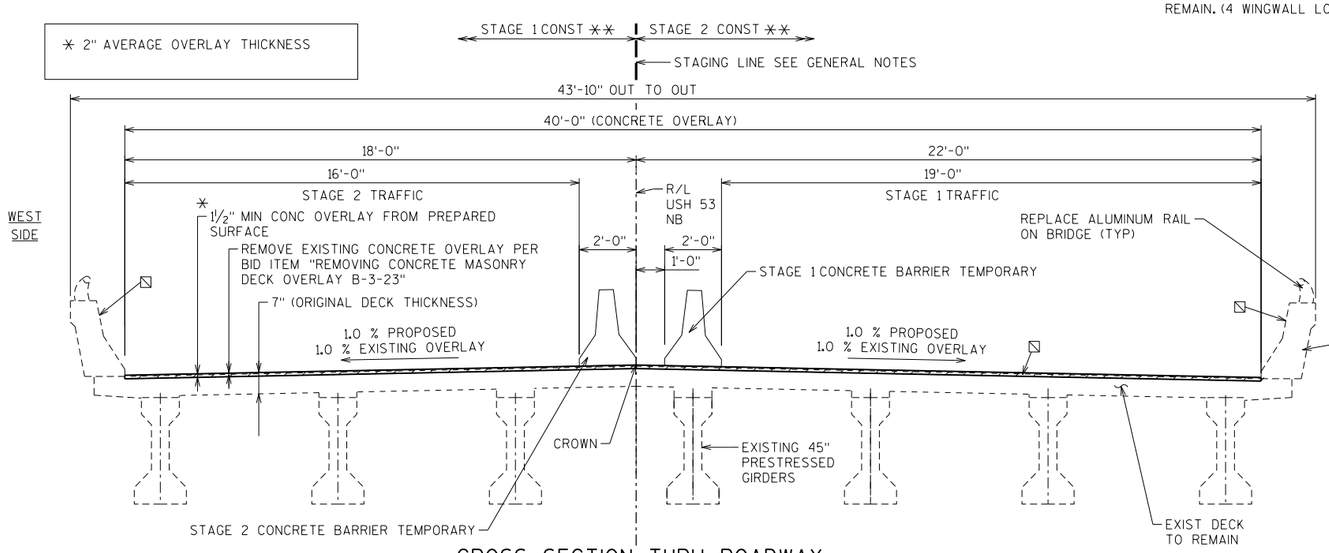
STATE PROJECT NUMBER
1196-05-77



PLAN

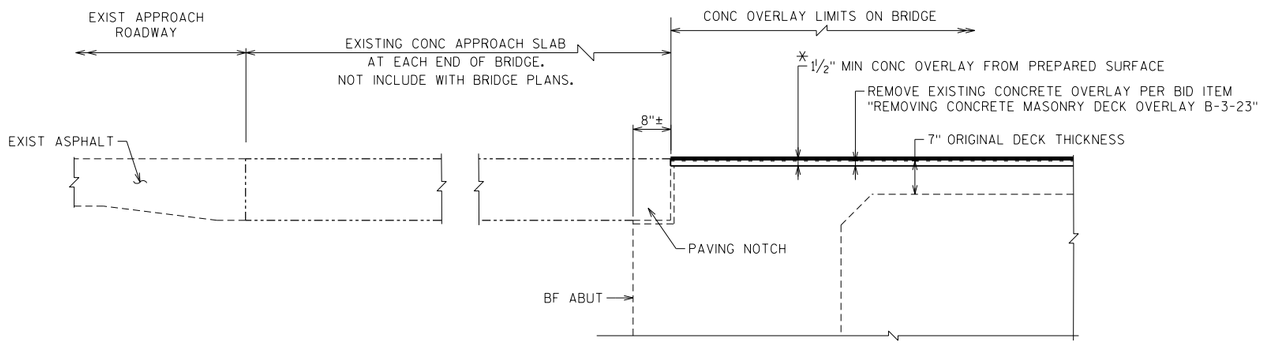
CONCRETE OVERLAY - TWO SPAN - 45" PRESTRESSED GIRDER BRIDGE

* 2" AVERAGE OVERLAY THICKNESS



CROSS SECTION THRU ROADWAY

(LOOKING NORTH)



TYPICAL LONGITUDINAL SECTION AT END OF DECK

LEGEND

** SEE ROADWAY PLANS FOR TRAFFIC CONTROL STAGING.

INDICATES REMOVAL

COAT FRONT, TOP AND ENDS OF PARAPET WITH "PIGMENTED SURFACE SEALER" AND COAT CONCRETE OVERLAY WITH "PROTECTIVE SURFACE TREATMENT" PER THE STANDARD SPECIFICATIONS, SEE NOTES ON SHEETS 2.

WL = WING LENGTH

LOCATION OF ANCHOR ASSEMBLIES FOR THRIE BEAM

TEMPERATURE PUCK IN EXISTING DECK. EXISTING PUCK TO BE REPLACED WITH NEW PUCK. PUCK TO BE PROVIDED BY OTHERS (WISDOT) AND PLACED BY CONTRACTOR. COST INCIDENTAL TO BID ITEM "CONCRETE MASONRY OVERLAY DECKS"

DESIGN DATA

LIVE LOAD: HS20

DESIGN LOADING:
INVENTORY RATING RF = HS23
OPERATING RATING RF = HS39
WISCONSIN STANDARD PERMIT VEHICLE (WIS-SPV) = 240 KIPS

MATERIAL PROPERTIES:
CONCRETE MASONRY - SUPERSTRUCTURE _____ f'c = 4,000 psi
- OVERLAY _____ f'c = 4,000 psi
- ALL OTHER _____ f'c = 3,500 psi
HIGH STRENGTH BAR STEEL REINFORCEMENT
AASHTO GRADE 60 _____ fy = 60,000 psi
ALL BAR STEEL SHALL BE EPOXY COATED

LIST OF DRAWINGS

1 DECK OVERLAYS
2 NOTES AND QUANTITIES
3 DETAILS
4 SLOPED FACE PARAPET AT WINGS
5 TUBULAR RAILING TYPE H (ALUM.)

TRAFFIC DATA

ADT (2020) = 5540
ADT (2040) = 6920
DHV = 709
DD = 61/39
T = 25.39 %
DESIGN SPEED = 70 MPH

Christopher J Blum

October 19, 2021

WISCONSIN PROFESSIONAL ENGINEER
CHRISTOPHER J. BLUM
E-33157
MADISON
WI

SEH CONTACT: CHRIS BLUM, PE, 608.620.6192
WISDOT BRIDGE OFFICE CONTACT: AARON BONK, PE, 608.261.0261

NO.	DATE	REVISION	BY

SEH
SHORT ELLIOTT HENDRICKSON INC.

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

ACCEPTED _____ SDR 10/21/21
CHIEF STRUCTURES DESIGN ENGINEER DATE

STRUCTURE B-3-23

U.S.H. 53 NB OVER CTH I

COUNTY	TOWN ~~CITY/VILLAGE~~
BARRON	CHETEK

DESIGN SPEC. REHABILITATION N/A

DESIGNED BY	DESIGN CK'D.	DRAWN BY	PLANS CK'D.
TN	NB	AMJ	CJB

DECK OVERLAYS

SHEET 1 OF 5
299

PLOT TIME: 8:00:44 AM
PLOT DATE: 10/9/2021
FILE NAME : S:\UZ\W\Wtrnw\146423\5-final-dsgn\5i-drawings\20-Struct\B-3-23\bridge\b03023gl.dgn

STATE PROJECT NUMBER
1196-05-77

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

ALL DIMENSIONS ARE IN FEET AND INCHES UNLESS OTHERWISE NOTED.

DIMENSIONS SHOWN ARE BASED ON THE ORIGINAL STRUCTURE PLANS AND INSPECTION REPORTS. EXISTING BRIDGE PLANS AVAILABLE AT WISDOT.

STATIONING MAY VARY BASED ON EXACT LOCATION OF BRIDGE TO PROPOSED ALIGNMENT.

CONTRACTOR TO VERIFY EXISTING UTILITY LOCATIONS.

ANY EXCAVATION REQUIRED TO COMPLETE THE DECK OVERLAY AT THE ABUTMENTS, TO BE CONSIDERED INCIDENTAL TO THE BID ITEM "CONCRETE MASONRY OVERLAY DECKS".

STAGING LINE LOCATION TO BE DETERMINED BY THESE PLANS AND BY THE FIELD ENGINEER. COORDINATE WITH STAGING PLANS.

EXISTING CONCRETE OVERLAY SHALL BE REMOVED FROM THE ENTIRE BRIDGE DECK UNDER THE BID ITEM "REMOVING CONCRETE MASONRY DECK OVERLAY B-3-23". CONTRACTOR TO VERIFY COMPLETENESS OF REMOVALS WITH THE FIELD ENGINEER. EXISTING CONCRETE COVER TO BE MAINTAINED.

PREPARATION DECKS TYPE 1, PREPARATION DECKS TYPE 2, CONCRETE SURFACE REPAIR AND FULL-DEPTH DECK REPAIR AS DETERMINED, LOCATED, MARKED AND MEASURED BY THE FIELD ENGINEER. DECK PREPARATION AND FULL-DEPTH DECK REPAIRS SHALL BE FILLED WITH "CONCRETE MASONRY OVERLAY DECKS".

BOTTOM OF THE EXISTING DECK WILL BE INSPECTED FOR AREAS OF FULL-DEPTH DECK REPAIR PRIOR TO DECK PREPARATION OPERATIONS.

BOTTOM OF THE EXISTING DECK IS TO BE INSPECTED FOR AREAS OF DISTRESS AFTER COMPLETION OF THE DECK PREPARATION AND PRIOR TO OVERLAYING THE BRIDGE.

ALL CONCRETE REMOVAL NOT COVERED WITH A CONCRETE OVERLAY SHALL BE DEFINED BY A 1-INCH DEEP SAW CUT.

THESE STRUCTURE PLANS ARE ONLY THE STRUCTURE REPAIR WORK. ANY ADDITIONAL REMOVAL REQUIRED, OUTSIDE OF THE LIMITS SHOWN IN THESE PLANS MUST BE COORDINATED WITH THE FIELD ENGINEER. FIELD ENGINEER SHOULD BE CONTACTED FOR APPROVAL OF ADDITIONAL REMOVAL.

PROFILE GRADE LINE SHALL BE DETERMINED IN THE FIELD BASED ON A MINIMUM CONCRETE OVERLAY THICKNESS OF 1½" PLACED ABOVE THE DECK SURFACE AFTER SURFACE PREPARATION. EXPECTED AVERAGE OVERLAY THICKNESS IS 2". IF EXPECTED AVERAGE OVERLAY THICKNESS IS EXCEEDED BY MORE THAN ½", CONTACT THE STRUCTURES DESIGN SECTION.

CLEAN ALL LOOSE MATERIAL ON THE DECK AFTER CLEANING OPERATIONS USING HIGH PRESSURE WATER OR AIR, ENSURING ALL FREE-STANDING WATER IS REMOVED PRIOR TO PLACEMENT OF THE CONC OVERLAY, PROTECTIVE SURFACE TREATMENT AND PIGMENTED SURFACE SEALER.

AT THE ABUTMENTS THE DECK JOINT IS COMPRISED OF A FILLER AND SEALANT. THERE IS NO STRIP SEAL OR COVER PLATE EXPANSION JOINT.

APPLY "PIGMENTED SURFACE SEALER" TO THE CONCRETE PARAPETS PER THE STANDARD SPECIFICATIONS AND AS SHOWN IN THIS PLAN SET.

APPLY PROTECTIVE SURFACE TREATMENT TO THE DECK AFTER THE CONCRETE OVERLAY HAS BEEN APPLIED PER THE STANDARD SPECIFICATIONS AND AS SHOWN IN THE PLAN SET.

THE CONTRACTOR SHALL SUPPLY A NEW NAMEPLATE IN ACCORDANCE WITH SECTION 502.3.11 OF THE STANDARD SPECIFICATIONS AND THE STANDARD DETAIL DRAWINGS. NAMEPLATE TO SHOW ORIGINAL CONSTRUCTION YEAR. SEE EXISTING NAMEPLATE FOR DATE.

UTILIZE EXISTING BAR STEEL REINFORCEMENT WHERE SHOWN AND EXTEND 24 BAR DIAMETERS INTO NEW WORK, UNLESS SPECIFIED OTHERWISE.

BAR STEEL REINFORCEMENT SHALL BE EMBEDDED 2" CLEAR UNLESS OTHERWISE SHOWN OR NOTED.

THE FIRST DIGIT OF A THREE DIGIT BAR MARK OR THE FIRST TWO DIGITS OF A FOUR DIGIT BAR MARK SIGNIFIES THE BAR SIZE.

BEVEL EXPOSED EDGES OF CONCRETE ¾" UNLESS OTHERWISE NOTED.

SEE ROADWAY PLAN FOR LANE STAGING AND TRAFFIC SHIFT. COORDINATE THESE STRUCTURE PLANS WITH THE ROADWAY STAGING.

SEAL OVERLAY CONSTRUCTION JOINTS ACCORDING TO SECTION 502.3.13.1 OF THE STANDARD SPECIFICATIONS. COST INCIDENTAL TO BID ITEM "CONCRETE MASONRY OVERLAY DECKS".

THE AVERAGE OVERLAY THICKNESS IS BASED ON THE MINIMUM OVERLAY THICKNESS PLUS ½-INCH TO ACCOUNT FOR VARIATIONS IN THE DECK SURFACE.

TOTAL ESTIMATED QUANTITIES - B-3-23

	BID ITEM NUMBER	BID ITEMS	UNIT	TOTALS
	203.0330	DEBRIS CONTAINMENT B-3-23	EA	1
(8)	502.0100	CONCRETE MASONRY BRIDGES	CY	5
(4)	502.3205	PIGMENTED SURFACE SEALER RESEAL	SY	177
(4)	502.3215	PROTECTIVE SURFACE TREATMENT RESEAL	SY	760
(8)	505.0600	BAR STEEL REINFORCEMENT HS COATED STRUCTURES	LB	725
(3)	509.0301	PREPARATION DECKS TYPE 1	SY	60
(3)	509.0302	PREPARATION DECKS TYPE 2	SY	30
(1)	509.0505.S	CLEANING DECKS TO REAPPLY CONCRETE MASONRY OVERLAY	SY	760
(5)	509.1500	CONCRETE SURFACE REPAIR	SF	1
(5) (6)	509.2000	FULL-DEPTH DECK REPAIR	SY	20
(2)	509.2500	CONCRETE MASONRY OVERLAY DECKS	CY	42
(7)	509.9005.S	REMOVING CONCRETE MASONRY DECK OVERLAY B-3-23	SY	760
	509.9050.S	CLEANING PARAPETS	LF	342
(9)	513.4056	RAILING TUBULAR TYPE H	LF	384
	614.0150	ANCHOR ASSEMBLIES FOR STEEL BEAM GUARD	EACH	2
	SPV.0165.01	FIBER WRAP REINFORCING NON-STRUCTURAL	SF	714
		NON-BID ITEMS		
		FILLER	SIZE	½"
		NAMEPLATE	EACH	1

QUANTITIES NOTES

(1) BASED ON BY LIMITS OF OVERLAY ON DECK.

(2) CONCRETE FOR:
*PREPARATION DECKS TYPE 1 & 2, *FULL-DEPTH DECK REPAIR AND OVERLAY.

(3) PERTAINS TO DECK.

(4) FURNISH AND APPLY PIGMENTED SEALER TO FRONT FACE, TOP, AND ENDS OF PARAPETS. CLEAN THE INSIDE FACE, TOP AND ENDS OF PARAPET PER BID ITEM "CLEANING PARAPETS". APPLICATION AND QUANTITY FOR PIGMENTED SURFACE SEALER ARE CONSIDERED INCIDENTAL TO BRIDGE BID ITEM " PIGMENTED SURFACE SEALER RESEAL".

FURNISH AND APPLY A PROTECTIVE SURFACE TREATMENT TO THE ENTIRE TOP SURFACE OF THE DECK OVERLAY AND PAVING BLOCK. APPLICATION AND QUANTITY FOR PROTECTIVE SURFACE TREATMENT ARE CONSIDERED INCIDENTAL TO BRIDGE BID ITEM "PROTECTIVE SURFACE TREATMENT RESEAL".

(5) AS LOCATED BY FIELD ENGINEER.

(6) UNDISTRIBUTED AMOUNT.

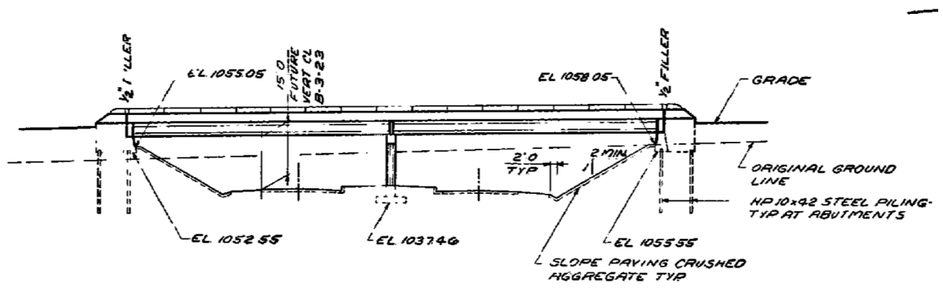
(7) INCLUDES PARAPETS ON DECK.

(8) INCLUDES CONCRETE FOR WING PARAPETS ONLY.

(9) PERTAINS TO GIRDERS AT EACH ABUTMENT FOR 5 FEET ALONG LENGTH OF GIRDER.

* THESE QUANTITIES TOTALS ARE AN ESTIMATE AND ARE INCLUDED IN BID ITEM "CONCRETE MASONRY OVERLAY, DECKS".

-PREPARATION DECKS TYPE 1 = 3.8 CY
-PREPARATION DECKS TYPE 2 = 1.5 CY
-FULL-DEPTH DECK REPAIR = 3.9 CY



NOTE:
THIS ELEVATION VIEW TAKEN FROM EXISTING PLANS, REFERENCE ONLY, NOT FOR CONSTRUCTION. INTENT IS TO SHOW CONTRACTOR BENEATH THE BRIDGE

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-3-23

DRAWN BY AMJ | PLANS CK'D. CJB

NOTES AND QUANTITIES

SHEET 2 OF 5

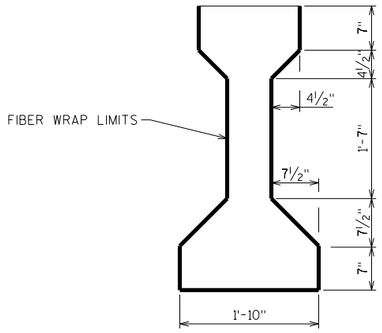
300

8

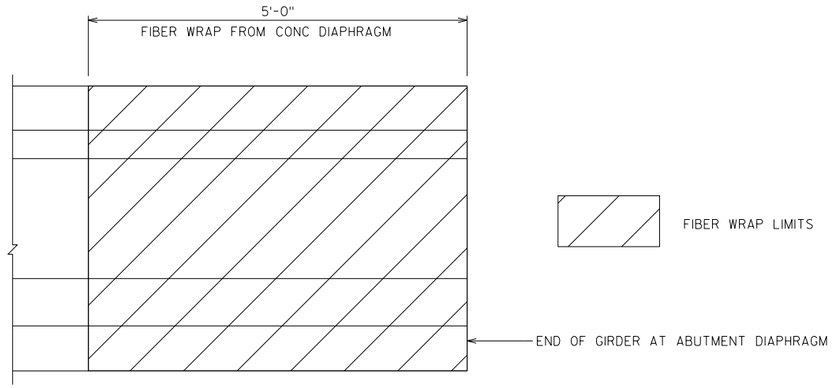
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STATE PROJECT NUMBER
1196-05-77



SECTION THRU GIRDER



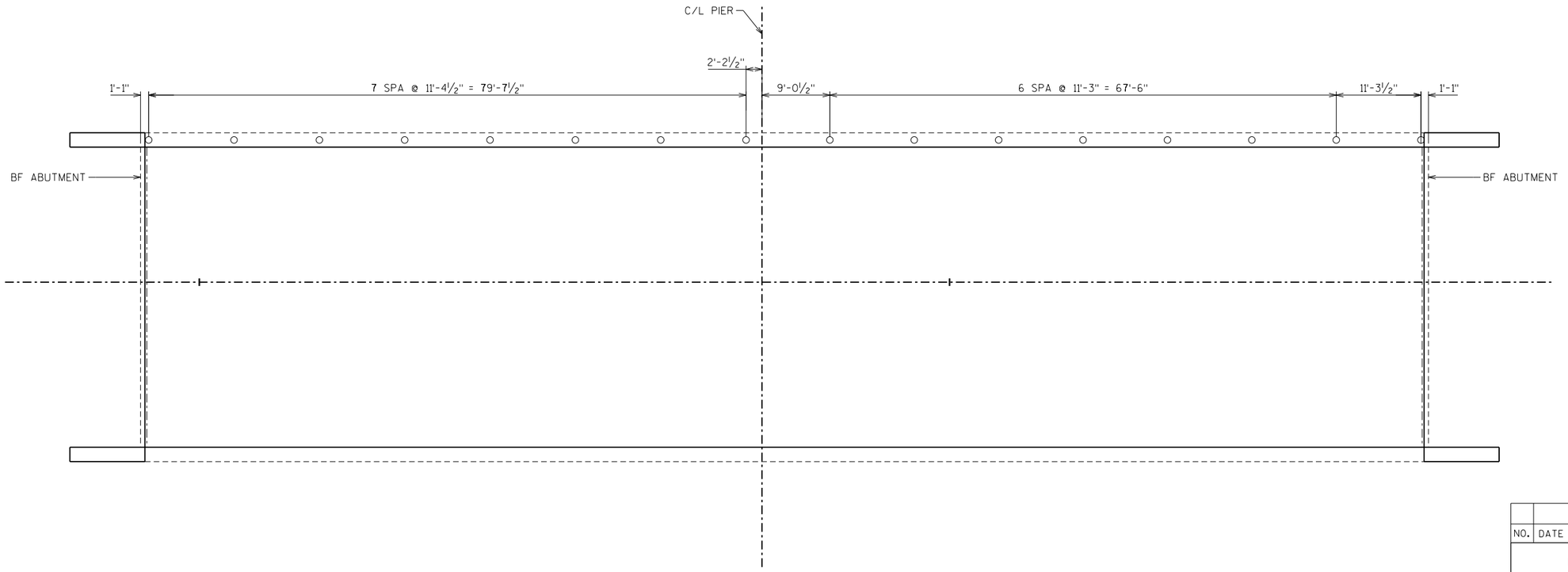
SIDE VIEW OF GIRDER

NOTES

PROVIDE FIBER WRAP REINFORCING NON-STRUCTURAL ACCORDING TO THE PLAN DETAILS AND SPECIFICATIONS.

ALL WORK REQUIRED TO APPLY FIBER WRAP REINFORCING NON-STRUCTURAL TO THE GIRDER ENDS AT BOTH ABUTMENTS SHALL BE INCLUDED IN THE BID ITEM "FIBER WRAP REINFORCING NON-STRUCTURAL".

FIBER WRAP GIRDER DETAIL



RAIL SPACING DETAIL

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-3-23

DRAWN BY AMJ | PLANS CK'D. CJB

DETAILS

SHEET 3 OF 5

301

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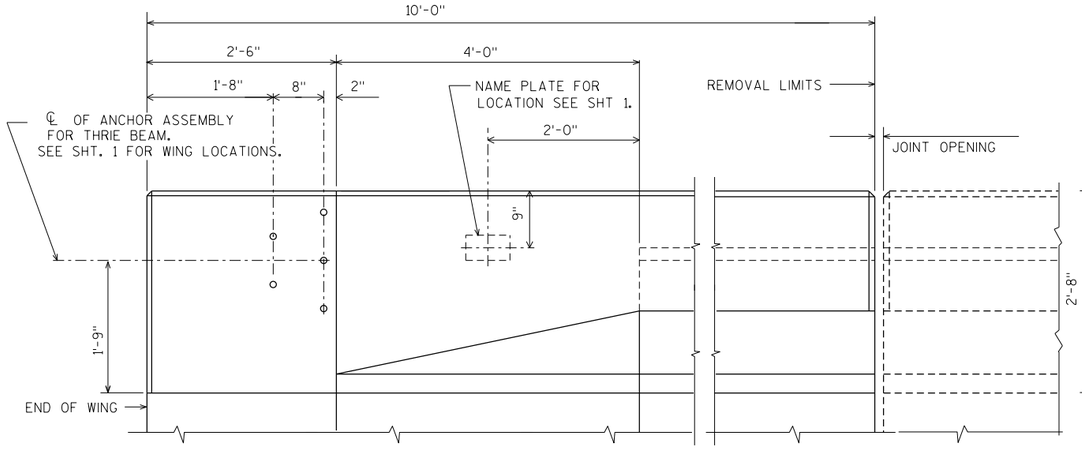
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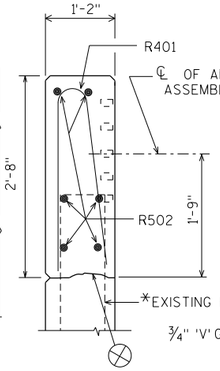
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STATE PROJECT NUMBER
1196-05-77

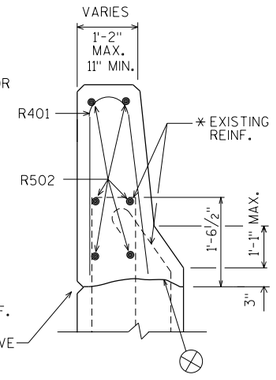
* ALL EXISTING REINFORCEMENT SHALL REMAIN. INCORPORATE EXISTING REINFORCEMENT INTO NEW WORK.



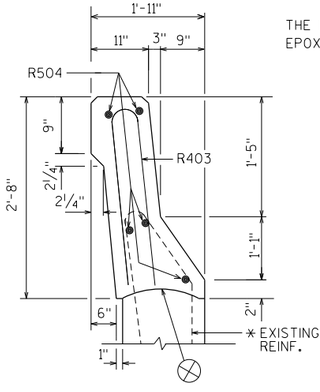
INSIDE ELEVATION



SECTION A



SECTION B



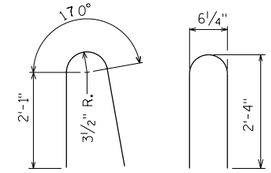
SECTION C

BILL OF BARS

FOR ABUTMENT PARAPETS

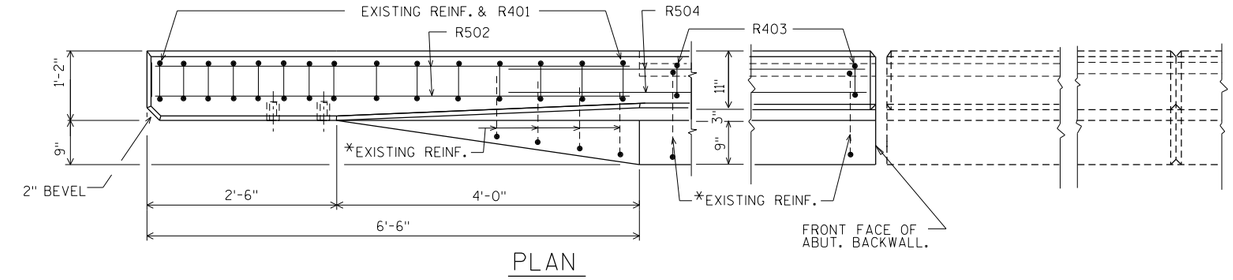
THE FIRST DIGIT OF THE BAR MARK SIGNIFIES THE BAR SIZE.
EPOXY COAT ALL PARAPET REINF.

BAR MARK	NO. REQ'D. EAST ABUT.	NO. REQ'D. WEST ABUT.	LENGTH	BENT	LOCATION
R401	30	30	5-2	X	WINGS
R502	12	12	6-2		WINGS
R403	10	10	5-0	X	WINGS
R504	10	10	5-6		WINGS

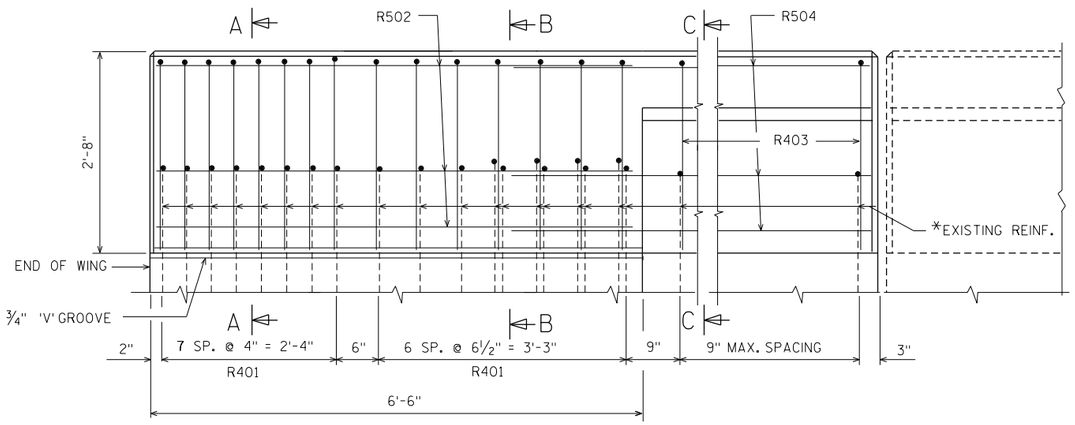


R401 R403

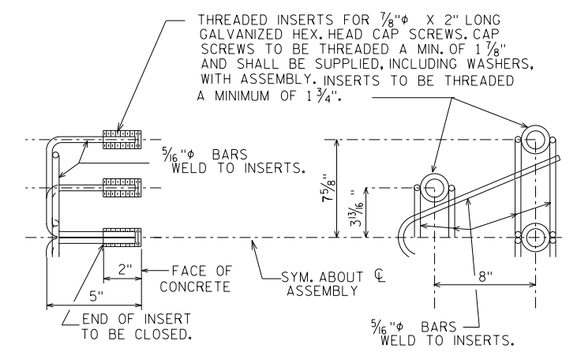
⊗ REMOVAL LIMITS



PLAN



OUTSIDE ELEVATION



DETAIL OF ANCHOR ASSEMBLY

NOTE: HEX. HEAD CAP SCREWS & WASHERS TO BE GALVANIZED IN ACCORDANCE WITH AASHTO M232 CLASS C.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-3-23

DRAWN BY	AMJ	PLANS CK'D. CJB

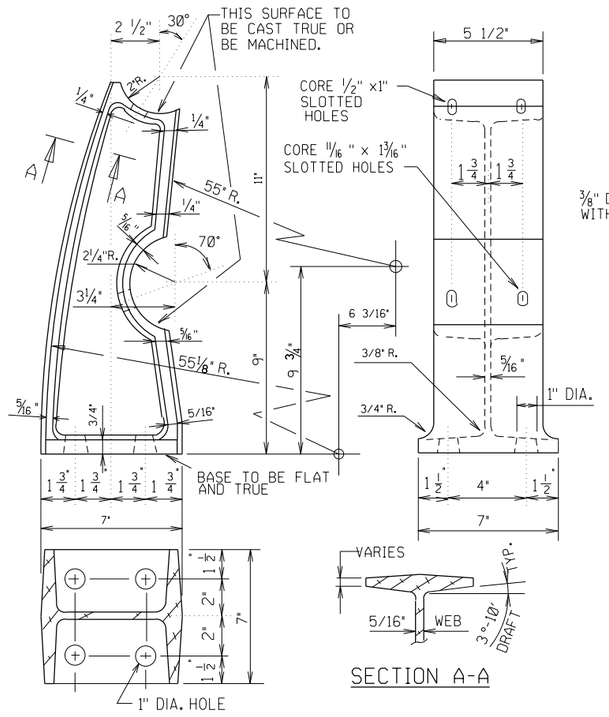
SLOPED FACE PARAPET AT WINGS

SHEET 4 OF 5
302

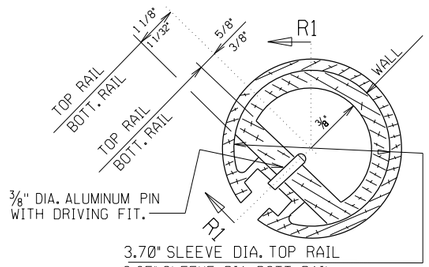
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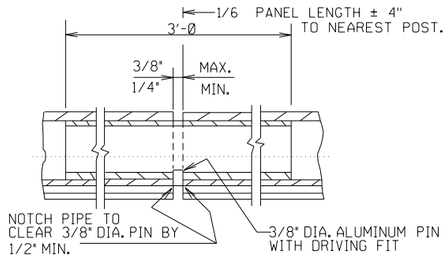
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ALUMINUM POST CASTING

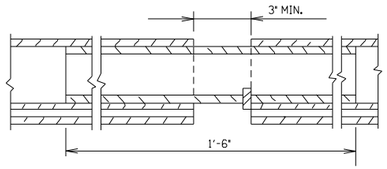


RAIL SPLICE DETAIL

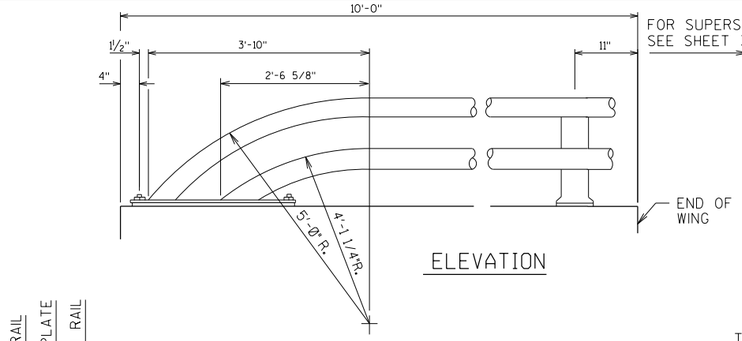


SECTION R1

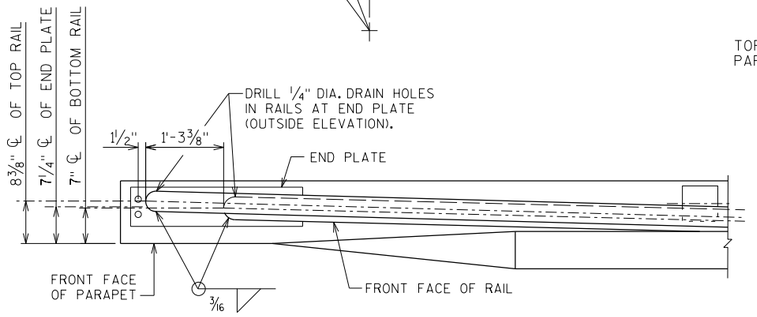
SECTION A-A



SLEEVE DETAIL AT ABUTMENT

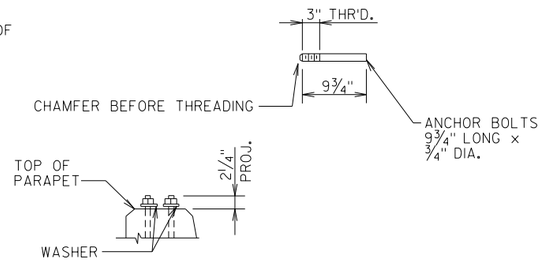


ELEVATION

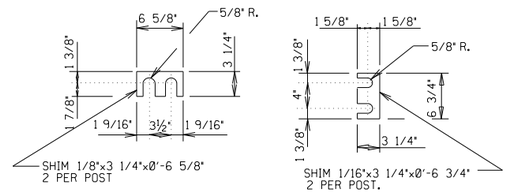


PLAN
SLOPED FACE PARAPET

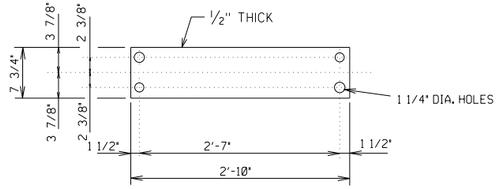
DETAIL OF RAIL BEND AT ABUTMENTS



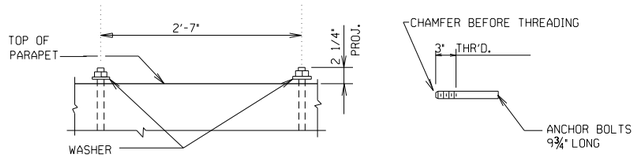
ADHESIVE ANCHORS AT POSTS



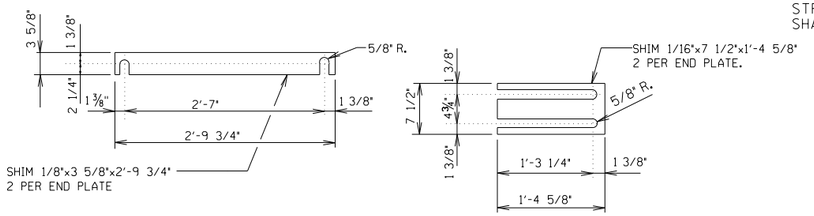
POST SHIM DETAILS



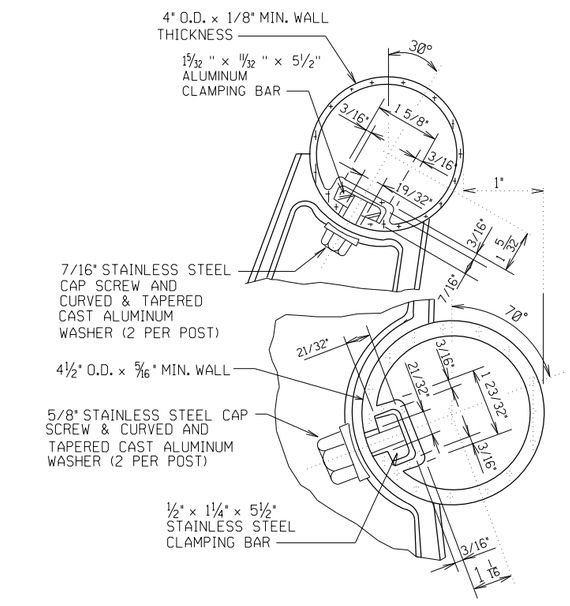
END PLATE



ADHESIVE ANCHORS AT END PLATE

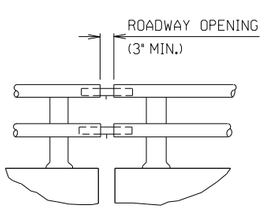


END PLATE SHIM DETAILS



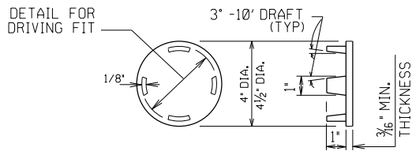
DETAIL OF RAIL ATTACHMENT TO POST

NOTES: MAX. REDUCTION IN DIAMETER OF BENT SECTION SHALL BE 3% WALL THICKNESS OF TUBING SHOWN ABOVE SHALL BE MIN. NOMINAL AVERAGE WALL THICKNESS.
MAX. REDUCTION IN SLOT WIDTH IN BENT TUBING SHALL BE 3/16".



DETAIL AT RAIL OPENINGS

ALL SLEEVE DETAILS SAME AS "RAIL SPLICE DETAIL" UNLESS SHOWN OTHERWISE



RAIL CLOSURE CAP DETAIL

NOTES

BID ITEM SHALL BE "RAILING TUBULAR TYPE H B-3-23" WHICH INCLUDES ALL ITEMS SHOWN INCLUDING 3/4" DIA ADHESIVE ANCHORS AND REMOVAL OF EXISTING RAILING.

ANCHOR BOLTS, NUTS AND WASHERS SHALL BE STAINLESS STEEL.

ADHESIVE ANCHORS SHALL CONFORM TO SECTION 502.2.12 OF THE STANDARD SPECIFICATIONS.

SALVAGE AND REUSE EXISTING ANCHOR BOLTS WERE POSSIBLE OTHERWISE PROVIDE ADHESIVE ANCHORS.

SHIMS SHALL CONFORM TO SAME MATERIAL AS POSTS.

RAILINGS SHALL BE FABRICATED IN 2 AND 3 PANEL LENGTHS.

RAILING POSTS SHALL BE SET NORMAL TO GRADE LINE.

ALL POST SPACINGS ARE MEASURED HORIZONTALLY ALONG CENTERLINE OF THE POST BASE.

SHIMS SHALL BE USED UNDER POSTS AND END PLATES WHERE REQ'D. FOR ALIGNMENT.

FILL ALL EXPOSED OPENINGS BETWEEN SHIMS AND POST ANCHOR BOLT HOLES WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER.

RAILS SHALL BE BUILT STRAIGHT AND SPRUNG INTO PLACE FOR STRUCTURES CURVED UP TO 3°. FOR STRUCTURES CURVED GREATER THAN 3°, RAILS SHALL BE CURVED TO FIT.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-3-23

DRAWN BY AMJ | PLANS CK'D. CJB

TUBULAR RAILING TYPE 'H' (ALUM.)

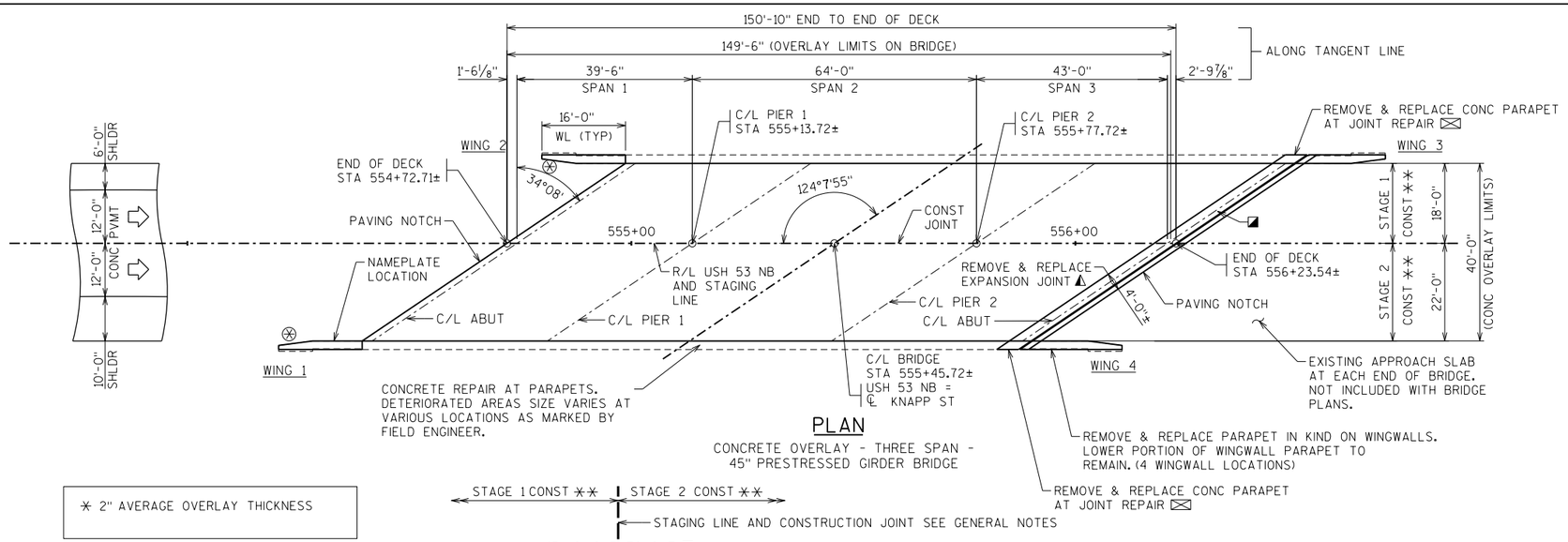
SHEET 5 OF 5
303

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STATE PROJECT NUMBER
1196-04-78



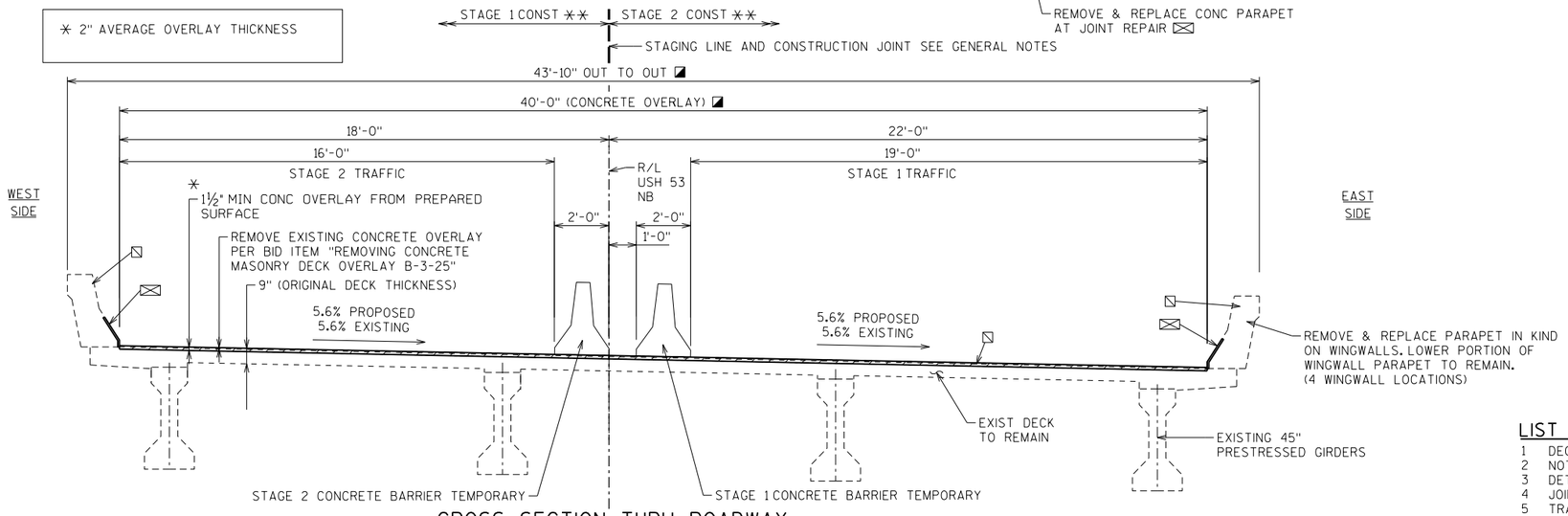
PLAN

CONCRETE OVERLAY - THREE SPAN - 45" PRESTRESSED GIRDER BRIDGE

* 2" AVERAGE OVERLAY THICKNESS

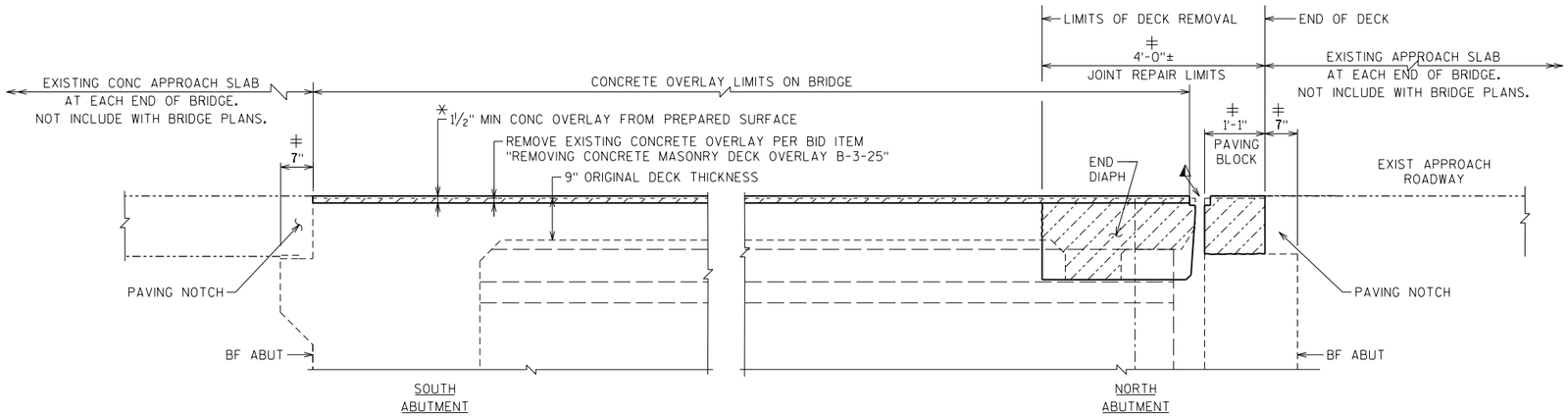
STAGE 1 CONST ** | STAGE 2 CONST **

STAGING LINE AND CONSTRUCTION JOINT SEE GENERAL NOTES



CROSS SECTION THRU ROADWAY

(LOOKING NORTH)



TYPICAL LONGITUDINAL SECTION AT END OF DECK

LEGEND

** SEE ROADWAY PLANS FOR TRAFFIC CONTROL STAGING.

INDICATES REMOVAL

COAT FRONT, TOP AND ENDS OF PARAPET WITH "PIGMENTED SURFACE SEALER" AND COAT CONCRETE OVERLAY WITH "PROTECTIVE SURFACE TREATMENT" PER THE STANDARD SPECIFICATIONS, SEE NOTES ON SHEETS 2.

ADD THRIE BEAM GUARD CONNECTION TO PARAPET. SOUTH SIDE ONLY. USE BOLT THRU SYSTEM. FOR DETAILS, BID ITEMS AND QUANTITIES SEE ROADWAY PLANS.

EXPANSION JOINT COVER PLATES REQUIRED AT STRIP SEAL ON PARAPETS

STRIP SEAL EXPANSION DEVICE

ON RADIAL LINES

DIMENSIONS GIVEN ARE NORMAL TO ℄ OF SUBSTRUCTURE UNIT.

WL = WING LENGTH

DESIGN DATA

LIVE LOAD: HS20

DESIGN LOADING:

INVENTORY RATING RF = HS15
OPERATING RATING RF = HS43
WISCONSIN STANDARD PERMIT VEHICLE (WIS-SPV) = 150 KIPS

MATERIAL PROPERTIES:

CONCRETE MASONRY - SUPERSTRUCTURE _____ f'c = 4,000 psi
- OVERLAY _____ f'c = 4,000 psi
- ALL OTHER _____ f'c = 3,500 psi

HIGH STRENGTH BAR STEEL REINFORCEMENT
AASHTO GRADE 60 _____ fy = 60,000 psi
ALL BAR STEEL SHALL BE EPOXY COATED

LIST OF DRAWINGS

1 DECK OVERLAY
2 NOTES AND QUANTITIES
3 DETAILS
4 JOINT REPAIR DETAILS
5 TRAFFIC COVER PLATE DETAILS
6 EXPANSION DEVICE
7 SLOPED FACE PARAPET A

TRAFFIC DATA

ADT (2020)	=	5625
ADT (2040)	=	6925
DHV	=	720
DD	=	61/39
T	=	25.39%
DESIGN SPEED	=	70 MPH

Christopher J Blum

October 19, 2021

WISCONSIN CHRISTOPHER J. BLUM E-33157 MADISON WI PROFESSIONAL ENGINEER

SEH CONTACT: CHRIS BLUM, PE, 608.620.6192
WISDOT BRIDGE OFFICE CONTACT: AARON BONK, PE, 608.261.0261

NO.	DATE	REVISION	BY

SEH
SHORT ELLIOTT HENDRICKSON INC.

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

ACCEPTED _____ SDR 10/21/21
CHIEF STRUCTURES DESIGN ENGINEER DATE

STRUCTURE B-3-25

U.S.H. 53 NB OVER KNAPP STREET

COUNTY	TOWN ~~CITY/VILLAGE~~
BARRON	PRAIRIE LAKE

DESIGN SPEC. REHABILITATION N/A

DESIGNED BY	DESIGN CK'D.	DRAWN BY	PLANS CK'D.
TN	NB	AMJ	CJB

DECK OVERLAY

SHEET 1 OF 7
304

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PLOT DATE: 10/9/2021
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8

STATE PROJECT NUMBER
1196-04-78

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

ALL DIMENSIONS ARE IN FEET AND INCHES UNLESS OTHERWISE NOTED.

DIMENSIONS SHOWN ARE BASED ON THE ORIGINAL STRUCTURE PLANS AND INSPECTION REPORTS. EXISTING BRIDGE PLANS AVAILABLE AT WISDOT.

STATIONING MAY VARY BASED ON EXACT LOCATION OF BRIDGE TO PROPOSED ALIGNMENT.

CONTRACTOR TO VERIFY EXISTING UTILITY LOCATIONS.

ANY EXCAVATION REQUIRED TO COMPLETE THE JOINT REPAIR OR DECK OVERLAY AT THE ABUTMENTS, TO BE CONSIDERED INCIDENTAL TO THE BID ITEM "CONCRETE MASONRY OVERLAY DECKS".

STAGING LINE LOCATION TO BE DETERMINED BY THESE PLANS AND BY THE FIELD ENGINEER. COORDINATE WITH STAGING PLANS.

EXISTING CONCRETE OVERLAY SHALL BE REMOVED FROM THE ENTIRE BRIDGE DECK UNDER THE BID ITEM "REMOVING CONCRETE MASONRY DECK OVERLAY B-3-25". CONTRACTOR TO VERIFY COMPLETENESS OF REMOVALS WITH THE FIELD ENGINEER. EXISTING CONCRETE COVER TO BE MAINTAINED.

PREPARATION DECKS TYPE 1, PREPARATION DECKS TYPE 2, CONCRETE SURFACE REPAIR AND FULL-DEPTH DECK REPAIR AS DETERMINED, LOCATED, MARKED AND MEASURED BY THE FIELD ENGINEER. DECK PREPARATION AND FULL-DEPTH DECK REPAIRS SHALL BE FILLED WITH "CONCRETE MASONRY OVERLAY DECKS".

BOTTOM OF THE EXISTING DECK WILL BE INSPECTED FOR AREAS OF FULL-DEPTH DECK REPAIR PRIOR TO DECK PREPARATION OPERATIONS.

BOTTOM OF THE EXISTING DECK IS TO BE INSPECTED FOR AREAS OF DISTRESS AFTER COMPLETION OF THE DECK PREPARATION AND PRIOR TO OVERLAYING THE BRIDGE.

ALL CONCRETE REMOVAL NOT COVERED WITH A CONCRETE OVERLAY SHALL BE DEFINED BY A 1-INCH DEEP SAW CUT.

THESE STRUCTURE PLANS ARE ONLY THE STRUCTURE REPAIR WORK. ANY ADDITIONAL REMOVAL REQUIRED, OUTSIDE OF THE LIMITS SHOWN IN THESE PLANS MUST BE COORDINATED WITH THE FIELD ENGINEER. FIELD ENGINEER SHOULD BE CONTACTED FOR APPROVAL OF ADDITIONAL REMOVAL.

PROFILE GRADE LINE SHALL BE DETERMINED IN THE FIELD BASED ON A MINIMUM CONCRETE OVERLAY THICKNESS OF 1½" PLACED ABOVE THE DECK SURFACE AFTER SURFACE PREPARATION. EXPECTED AVERAGE OVERLAY THICKNESS IS 2". IF EXPECTED AVERAGE OVERLAY THICKNESS IS EXCEEDED BY MORE THAN ½", CONTACT THE STRUCTURES DESIGN SECTION.

CLEAN ALL LOOSE MATERIAL ON THE DECK AFTER CLEANING OPERATIONS USING HIGH PRESSURE WATER OR AIR, ENSURING ALL FREE-STANDING WATER IS REMOVED PRIOR TO PLACEMENT OF THE CONC OVERLAY, PROTECTIVE SURFACE TREATMENT AND PIGMENTED SURFACE SEALER.

AT THE SOUTH ABUTMENT THE DECK JOINT IS COMPRISED OF A FILLER AND SEALANT. THERE IS NO STRIP SEAL OR COVER PLATE EXPANSION JOINT.

AT THE NORTH ABUTMENT THE DECK JOINT IS COMPRISED OF A STRIP SEAL EXPANSION JOINT. EXPANSION JOINT ASSEMBLY, INCLUDING ANCHOR STUDS AND HARDWARE SHALL BE PAID FOR IN THE PER LINEAR PRICE BID AS "EXPANSION DEVICE B-3-25".

APPLY "PIGMENTED SURFACE SEALER" TO THE CONCRETE PARAPETS PER THE STANDARD SPECIFICATIONS AND AS SHOWN IN THIS PLAN SET.

APPLY PROTECTIVE SURFACE TREATMENT TO THE DECK AFTER THE CONCRETE OVERLAY HAS BEEN APPLIED PER THE STANDARD SPECIFICATIONS AND AS SHOWN IN THE PLAN SET.

GENERAL NOTES (CONTINUED)

THE CONTRACTOR SHALL SUPPLY A NEW NAMEPLATE IN ACCORDANCE WITH SECTION 502.3.11 OF THE STANDARD SPECIFICATIONS AND THE STANDARD DETAIL DRAWINGS. NAMEPLATE TO SHOW ORIGINAL CONSTRUCTION YEAR. SEE EXISTING NAMEPLATE FOR DATE.

UTILIZE EXISTING BAR STEEL REINFORCEMENT WHERE SHOWN AND EXTEND 24 BAR DIAMETERS INTO NEW WORK, UNLESS SPECIFIED OTHERWISE.

BAR STEEL REINFORCEMENT SHALL BE EMBEDDED 2" CLEAR UNLESS OTHERWISE SHOWN OR NOTED.

THE FIRST DIGIT OF A THREE DIGIT BAR MARK OR THE FIRST TWO DIGITS OF A FOUR DIGIT BAR MARK SIGNIFIES THE BAR SIZE.

BEVEL EXPOSED EDGES OF CONCRETE ¾" UNLESS OTHERWISE NOTED.

SEE ROADWAY PLAN FOR LANE STAGING AND TRAFFIC SHIFT. COORDINATE THESE STRUCTURE PLANS WITH THE ROADWAY STAGING.

SEAL OVERLAY CONSTRUCTION JOINTS ACCORDING TO SECTION 502.3.13.1 OF THE STANDARD SPECIFICATIONS. COST INCIDENTAL TO BID ITEM "CONCRETE MASONRY OVERLAY DECKS".

THE AVERAGE OVERLAY THICKNESS IS BASED ON THE MINIMUM OVERLAY THICKNESS PLUS ½-INCH TO ACCOUNT FOR VARIATIONS IN THE DECK SURFACE.

TOTAL ESTIMATED QUANTITIES - B-3-25

	BID ITEM NUMBER	BID ITEMS	UNIT	TOTALS
	203.0330	DEBRIS CONTAINMENT B-3-25	EA	1
(8)	502.0100	CONCRETE MASONRY BRIDGES	CY	8
	502.3101	EXPANSION DEVICE	LF	52
(4)	502.3205	PIGMENTED SURFACE SEALER RESEAL	SY	156
(4)	502.3215	PROTECTIVE SURFACE TREATMENT RESEAL	SY	670
	502.4205	ADHESIVE ANCHORS NO. 5 BAR	EA	49
	505.0600	BAR STEEL REINFORCEMENT HS COATED STRUCTURES	LB	2340
	505.0905	BAR COUPLERS NO. 5	EA	3
	505.0906	BAR COUPLERS NO. 6	EA	13
(3)	509.0301	PREPARATION DECKS TYPE 1	SY	30
(3)	509.0302	PREPARATION DECKS TYPE 2	SY	15
(1)	509.0505.S	CLEANING DECKS TO REAPPLY CONCRETE MASONRY OVERLAY	SY	670
	509.1000	JOINT REPAIR	SY	23
(5)	509.1500	CONCRETE SURFACE REPAIR	SF	1
(6)	509.2000	FULL-DEPTH DECK REPAIR	SY	2
(2)	509.2500	CONCRETE MASONRY OVERLAY DECKS	CY	40
	509.9005.S	REMOVING CONCRETE MASONRY DECK OVERLAY B-3-25	SY	670
(7)	509.9050.S	CLEANING PARAPETS	LF	302
(9)	SPV.0165.01	FIBER WRAP REINFORCING NON-STRUCTURAL	SF	408
		NON-BID ITEMS		
		FILLER	SIZE	½"
		NAMEPLATE	EACH	1

QUANTITIES NOTES

(1) BASED ON LIMITS OF OVERLAY ON DECK.

(2) CONCRETE FOR:
PREPARATION DECKS TYPE 1 & 2, FULL-DEPTH DECK REPAIR, JOINT REPAIR AND OVERLAY.

(3) PERTAINS TO DECK.

(4) FURNISH AND APPLY PIGMENTED SURFACE SEALER TO FRONT FACE, TOP, AND ENDS OF PARAPETS. CLEAN THE INSIDE FACE, TOP AND ENDS OF PARAPET PER BID ITEM "CLEANING PARAPETS". APPLICATION AND QUANTITY FOR PIGMENTED SURFACE SEALER ARE CONSIDERED INCIDENTAL TO BRIDGE BID ITEM " PIGMENTED SURFACE SEALER RESEAL".

FURNISH AND APPLY A PROTECTIVE SURFACE TREATMENT TO THE ENTIRE TOP SURFACE OF THE DECK OVERLAY AND PAVING BLOCK. APPLICATION AND QUANTITY FOR PROTECTIVE SURFACE TREATMENT ARE CONSIDERED INCIDENTAL TO BRIDGE BID ITEM "PROTECTIVE SURFACE TREATMENT RESEAL".

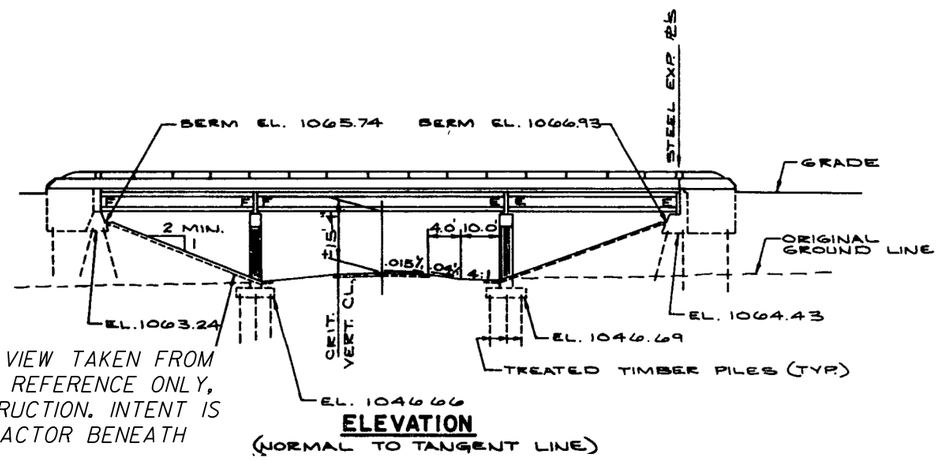
(5) AS LOCATED BY FIELD ENGINEER.

(6) UNDISTRIBUTED AMOUNT.

(7) INCLUDES PARAPETS ON DECK.

(8) INCLUDES CONCRETE FOR WING AND JOINT PARAPETS.

(9) PERTAINS TO GIRDERS AT EACH ABUTMENT TO 5 FEET ALONG LENGTH OF GIRDER.



ELEVATION
(NORMAL TO TANGENT LINE)

NOTE:
THIS ELEVATION VIEW TAKEN FROM EXISTING PLANS, REFERENCE ONLY, NOT FOR CONSTRUCTION. INTENT IS TO SHOW CONTRACTOR BENEATH THE BRIDGE

NO.	DATE	REVISION	BY

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STRUCTURE B-3-25

DRAWN BY AMJ | PLANS CK'D. CJB

NOTES AND QUANTITIES

SHEET 2 OF 7

305

8

8

PLOT TIME: 9:03:41 AM
PLOT DATE: 10/19/2021
FILE NAME : S:\UZW\Wtrnw\146423\5-final-dsgn\5l-drawings\20-Struct\B-3-25\bridge\b03025g2.dgn

STATE PROJECT NUMBER
1196-04-78

BAR COUPLER NOTES

SPECIFIC INFORMATION REGARDING THE COUPLER IS COVERED BY THE BID ITEM "BAR COUPLERS (SIZE)" AND NOT LIMITED TO THESE BAR COUPLER NOTES AND BRIDGE MANUAL STANDARD DRAWING 40.11.

STEEL COUPLER ASSEMBLY SHALL BE AN APPROVED TYPE AND SHALL DEVELOP IN TENSION AT LEAST 125% OF THE YIELD STRENGTH OF THE SPLICED REINFORCEMENT BARS.

DOWEL BAR COUPLERS SHALL BE OF MINIMUM 60 ksi YIELD STRENGTH, AND HAVE TENSILE STRENGTH AREA EQUAL OR GREATER THAN THAT OF THE LAPPED REINFORCEMENT BARS.

DOWEL BAR COUPLERS SHALL MEET THE DEFORMATION REQUIREMENTS FOR STANDARD ASTM DEFORMED REINFORCING BARS.

FOR DOWEL BAR COUPLERS, ALL REINFORCEMENT BARS SHALL BE LAPPED AND TIED TO THE COUPLER BARS.

COUPLER ASSEMBLY IN THE SLAB SHALL BE EPOXY COATED IN ACCORDANCE WITH THE REQUIREMENTS OF REINFORCEMENT BARS.

OTHER SYSTEMS OF SIMILAR DESIGN MAY BE SUBMITTED TO THE ENGINEER FOR APPROVAL. APPROVAL SHALL BE BASED ON CERTIFIED TEST RESULTS FROM AN APPROVED TESTING LABORATY THAT THE PROPOSED SPLICER (COUPLER) ASSEMBLY SATISFIES THE FOLLOWING REQUIREMENT:

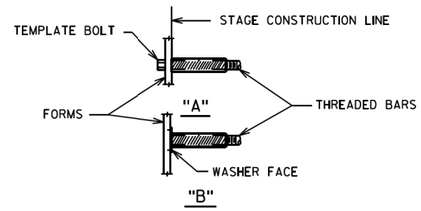
MINIMUM CAPACITY = 1.25 X fy X AREA OF SPLICED REINFORCEMENT BAR.

WHERE fy = YIELD STRENGTH OF SPLICED REINFORCEMENT BARS.

DOWEL BAR COUPLER LAP LENGTHS

CONCRETE UNDER BAR	BAR SIZE	4	5	6	7	8	9	10	11
12" OR LESS	f'c = 3500	1'-8"	2'-8"	3'-2"	4'-3"	5'-6"	7'-0"	8'-9"	10'-11"
	f'c = 4000	1'-8"	2'-8"	3'-2"	4'-0"	5'-2"	6'-6"	8'-3"	10'-2"
MORE THAN 12"	f'c = 3500	2'-3"	2'-11"	3'-6"	4'-8"	6'-1"	7'-10"	9'-10"	12'-1"
	f'c = 4000	2'-3"	2'-11"	3'-6"	4'-5"	5'-8"	7'-4"	9'-2"	11'-4"

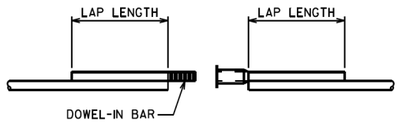
BAR LENGTH COMPUTED TO ℄ LONGIT. JOINT AND SHALL BE MODIFIED IF REQ'D. TO BAR COUPLER MANUFACTURER RECOMMENDATIONS. PAY BASED ON BARS AS DETAILED.



"B"

INSTALLATION AND SETTING METHODS

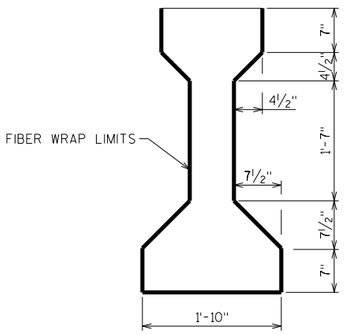
"A" SET COUPLER BY MEANS OF A TEMPLATE BOLT
"B" SET COUPLER BY NAILING TO WOOD FORMS OR CEMENTING TO STEEL FORMS.



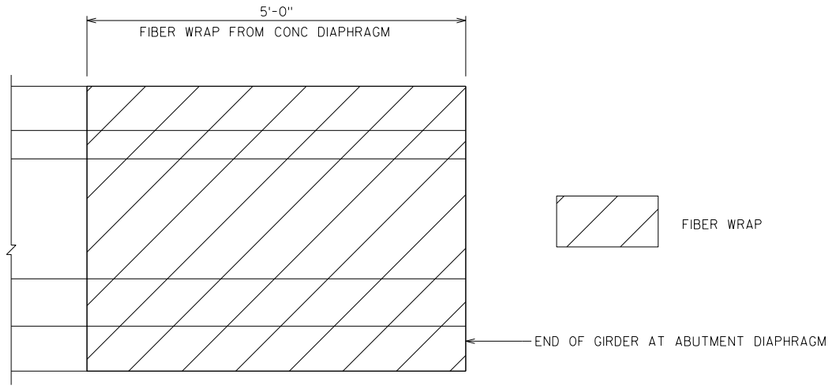
DOWEL BAR COUPLER

ONE PIECE THREADED COUPLER

COUPLER ALTERNATIVES



SECTION THRU GIRDER



SIDE VIEW OF GIRDER

FIBER WRAP GIRDER DETAIL

(TYP AT ABUTMENT LOCATIONS ONLY)

NOTES

PROVIDE FIBER WRAP REINFORCEMENT NON-STRUCTURAL ACCORDING TO THE PLAN DETAILS AND SPECIFICATIONS.

ALL WORK REQUIRED TO APPLY FIBER WRAP REINFORCING NON-STRUCTURAL TO THE GIRDER ENDS AT BOTH ABUTMENTS SHALL BE INCLUDED IN THE BID ITEM "FIBER WRAP REINFORCING NON-STRUCTURAL".

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STRUCTURE B-3-25

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DETAILS

SHEET 3 OF 7
306

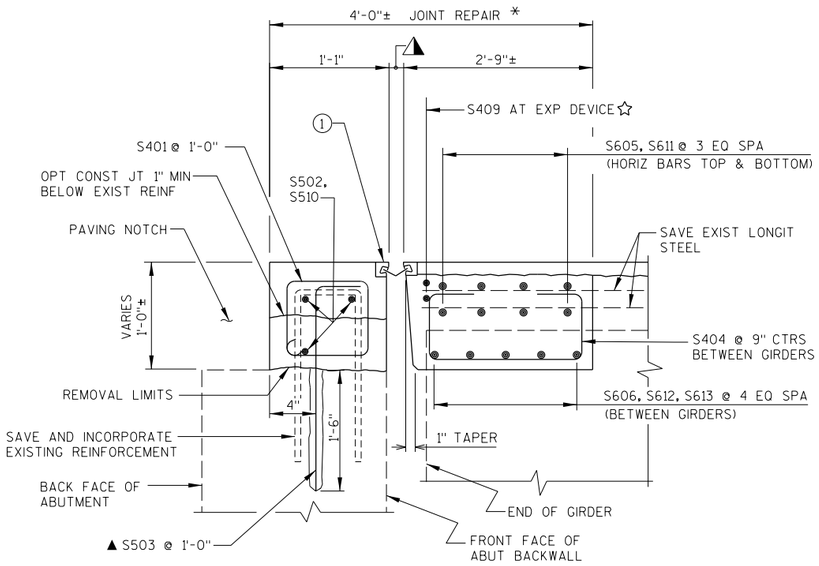
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STATE PROJECT NUMBER

1196-04-78



SECTION THRU PROPOSED JOINT
SHOWN THRU ROADWAY

NORMAL TO ℄ SUBSTRUCTURE

* CONCRETE USED IN THE JOINT REPAIR AREA IS INCLUDED AND PAID FOR IN THE BID ITEM "CONCRETE MASONRY BRIDGES".

▲ ADHESIVE ANCHORS NO. 5 BAR, EMBED 1'-6" IN CONCRETE. SPACE AT 1'-0", TURN 10" LEG AS NECESSARY TO FIT.

⚠ SET NEW JOINT ACCORDING TO TEMPERATURE TABLE ON SHEET 5.

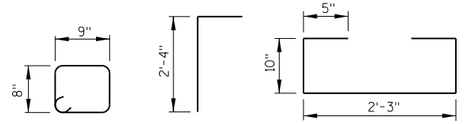
(1) SET FLUSH WITH CONCRETE - AT ROADWAY

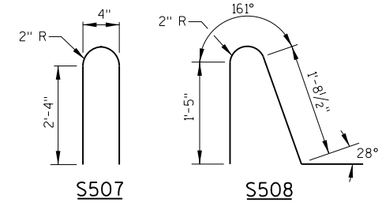
NOTE: THE FIRST DIGIT OF THE BAR MARK SIGNIFIES THE ENGLISH BAR DIAMETER SIZE.

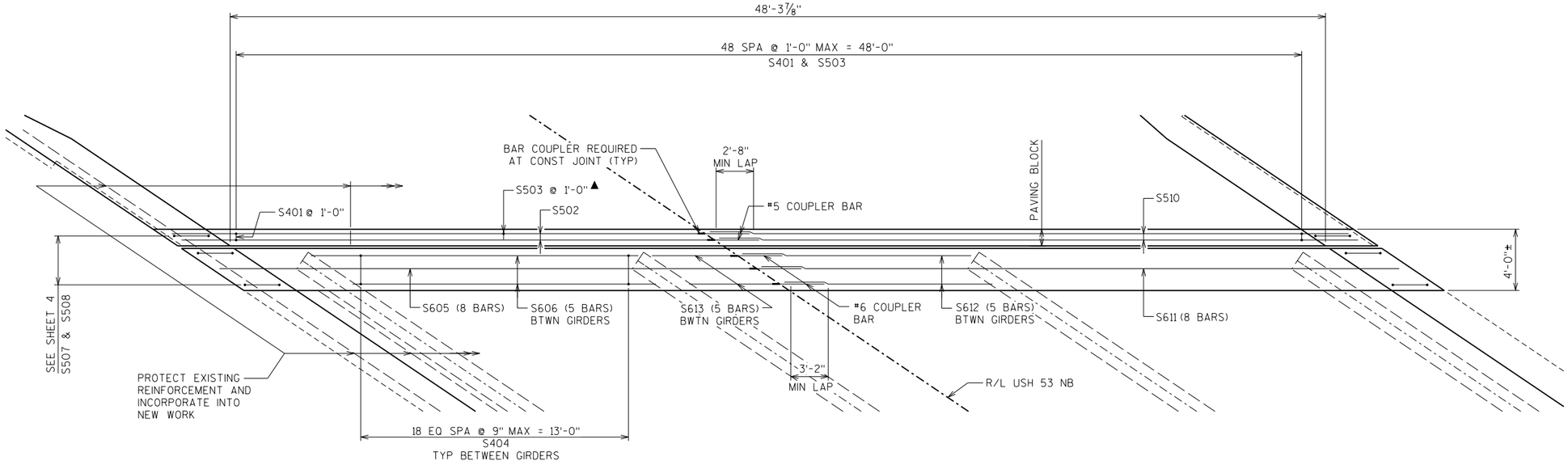
BILL OF BARS

	BAR MARK	COAT	NO REQ'D	LENGTH (FT-IN)	BAR SERIES	BENT	LOCATION
	S401	X	49	3-4		X	PAVING BLK VERT STIRRUP
	S502	X	3	23-0			PAVING BLK HORIZ
▲	S503	X	49	3-1		X	PAVING BLK DOWEL
	S404	X	57	4-5		X	JOINT TRANS
	S605	X	8	23-0			JOINT HORIZ
	S606	X	10	14-0			JOINT HORIZ
	S507	X	14	4-10		X	PARAPET VERT
	S508	X	14	4-3		X	PARAPET VERT
☆	S409	X	6	14-0			AT DEVICE HORIZ
	S510	X	3	27-9			PAVING BLOCK HORIZ
	S611	X	8	27-9			JOINT HORIZ
	S612	X	5	8-4			JOINT HORIZ
	S613	X	5	4-3			JOINT HORIZ

☆ CUT BARS AT CONST JOINT TO FIT.







PLAN AT NORTH ABUTMENT

SIMILAR AT SOUTH ABUTMENT, SEE SHEET 1 FOR ORIENTATION

NOTE:
SEE GENERAL NOTES FOR STAGING LINE CONCEPT

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DEPARTMENT OF TRANSPORTATION

STRUCTURE B-3-25

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JOINT REPAIR DETAILS

SHEET 4 OF 7

307

8

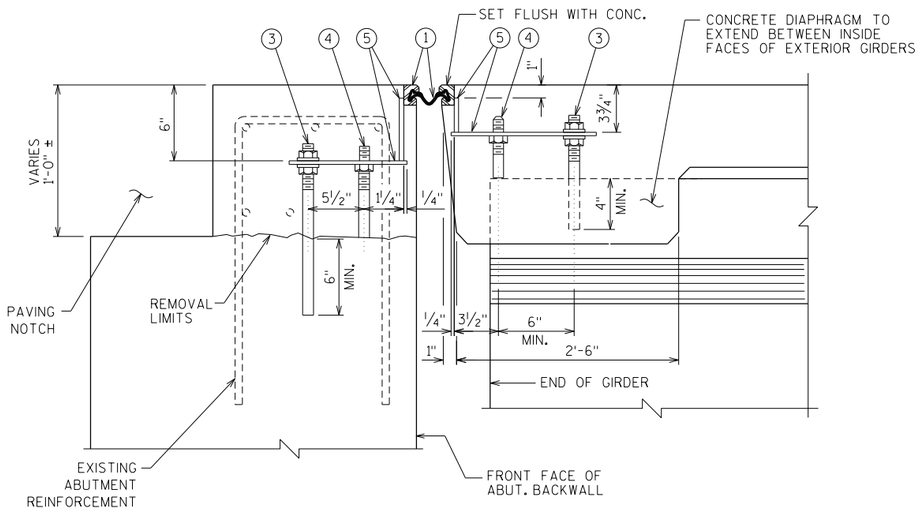
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STATE PROJECT NUMBER
1196-04-78



SECTION THRU JOINT AT ABUTMENT

NORMAL TO ℄ SUBSTRUCTURE

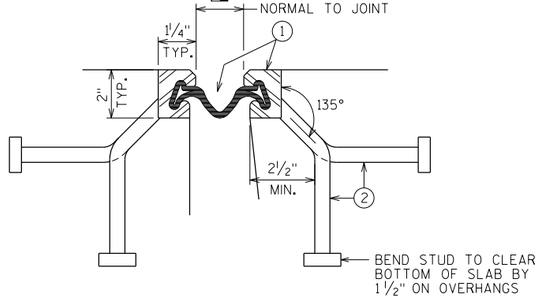
⚠ TEMPERATURE TABLE

SHADED UNDERSIDE DECK TEMP. (°F)	JOINT OPENING (IN.) (NORMAL TO JT.)
90°	1⅞"
80°	2"
70°	2"
60°	2⅛"
50°	2⅛"
45°	2¼"
40°	2¼"
30°	2⅜"

A SMALL JOINT OPENING DUE TO A HIGH TEMPERATURE AT TIME OF CONSTRUCTION MAY REQUIRE NEOPRENE STRIP SEAL INSTALLATION INTO STEEL EXTRUSIONS PRIOR TO SETTING THE EXPANSION JOINT.

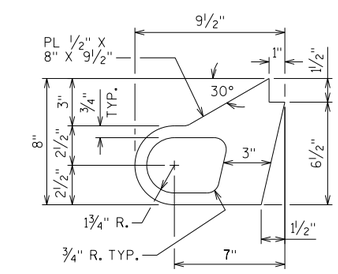
LEGEND

1. NEOPRENE STRIP SEAL (3 - INCH) AND STEEL EXTRUSIONS.
2. STUDS ⅝"Φ X 6⅜" LONG AT 6" ALTERNATE CENTERS. WELD TO EXTRUSIONS AND BEND AS SHOWN AFTER WELDING.
2A. ½" THICK ANCHOR PLATE WITH ⅝"Φ 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" Φ THREADED ROD WITH 2 NUTS AND PLATE WASHERS. GROUT THREADED ROD INTO FIELD DRILLED HOLES ON ℄ OF GIRDER. ON ABUTMENT SIDE GROUT THREADED ROD INTO FIELD DRILLED HOLES IN ABUTMENT BACKWALL AS SHOWN.
4. ¾"Φ 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" Φ HOLE FOR NO. 3 AND 1" Φ HOLE FOR NO. 4.
6. GALVANIZED PLATE ⅜" X 10" X 2'-2" LONG WITH HOLES FOR NO. 7. BEND AS SHOWN.
7. ¾"Φ X 1½" STAINLESS STEEL SOCKET FLAT HEAD SCREWS WITH ANTI-SEIZE LUBRICANT. PLACE IN COUNTERSUNK HOLE. RECESS 1/16" BELOW PLATE SURFACE.
8. ¾"Φ X 4" GALVANIZED HEX HEAD BOLT. BEND 45°.
9. ¾"Φ X 2¼" GALVANIZED THREADED COUPLING.
11. 1" X 5" SLOTTED COUNTERSUNK HOLE FOR NO. 7. PLACE SLOT PARALLEL TO DIRECTION OF MOVEMENT.

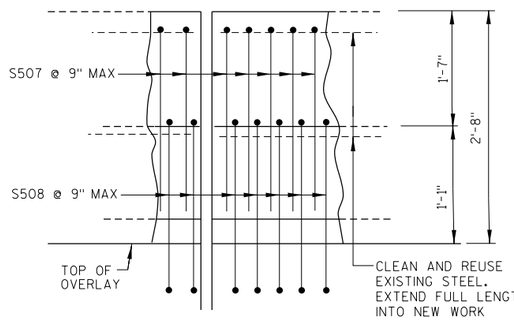


SECTION THRU JOINT

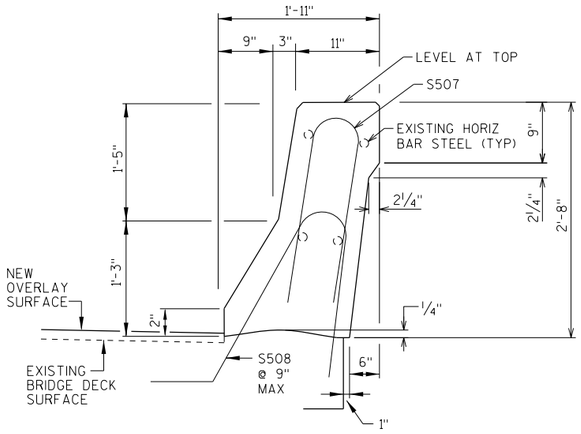
EXTERIOR GIRDER TO EDGE OF DECK AND AT PARAPETS



ALTERNATE STRIP SEAL ANCHOR

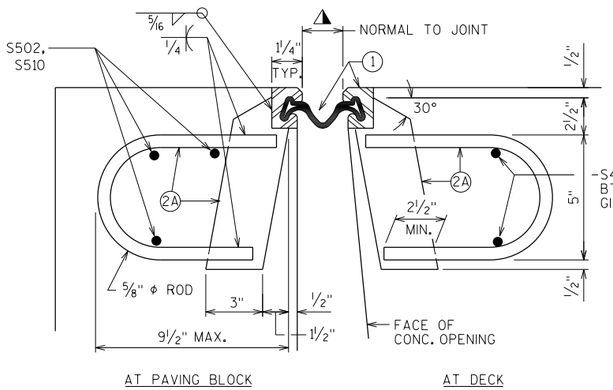


PARAPET ELEVATION



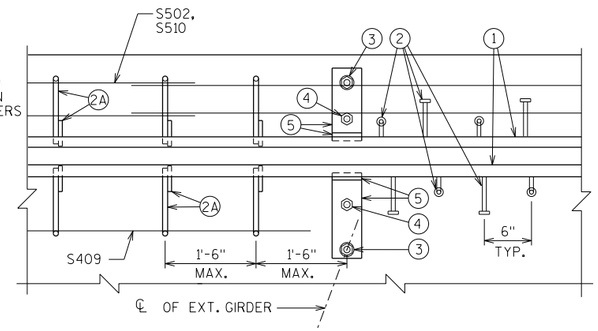
SECTION THROUGH PARAPET

REMOVE AND REPLACE PARAPET IN AREA OF JOINT REPAIR AS NEEDED TO INSTALL EXPANSION DEVICE. WORK TO BE INCLUDED IN BID ITEM "JOINT REPAIR" EXCEPT FOR CONCRETE AND BAR STEEL REINFORCEMENT WHICH IS PAID FOR SEPARATELY. UTILIZE EXISTING BAR STEEL AS POSSIBLE.



SECTION THRU JOINT

ROADWAY TRAFFIC AREA BETWEEN EXTERIOR GIRDERS.



PART PLAN

NOTES

ONE FIELD SPLICE PERMITTED IN STEEL EXTRUSIONS, UNLESS MORE ARE REQUIRED FOR STAGED CONSTRUCTION, HANDLING OR GALVANIZING REQUIREMENTS. IF USED, 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.

STRIP SEAL EXPANSION JOINT ASSEMBLY, INCLUDING ANCHOR STUDS AND HARDWARE WILL BE PAID FOR AT THE LUMP SUM PRICE BID FOR "EXPANSION DEVICE B-3-25".

NOTES

THIS WISCONSIN STANDARD INSERT SHEET TO BE USED IN CONJUNCTION WITH SHEET 6.

NO.	DATE	REVISION	BY

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DEPARTMENT OF TRANSPORTATION

STRUCTURE B-3-25

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EXPANSION DEVICE

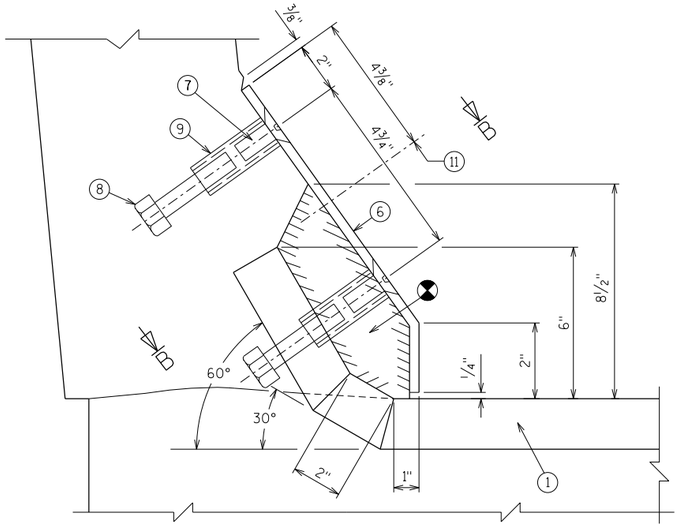
SHEET 5 OF 7
308

8

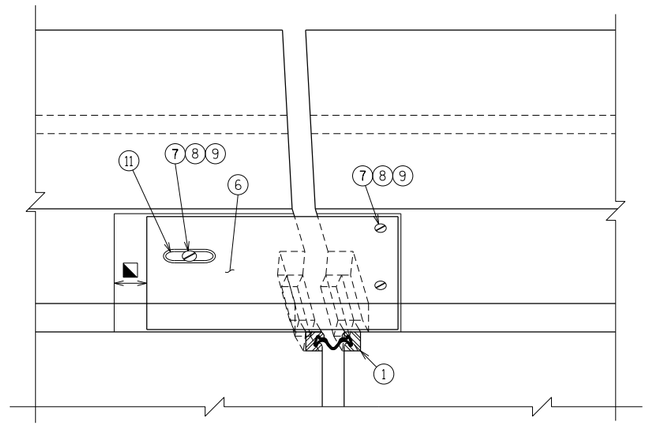
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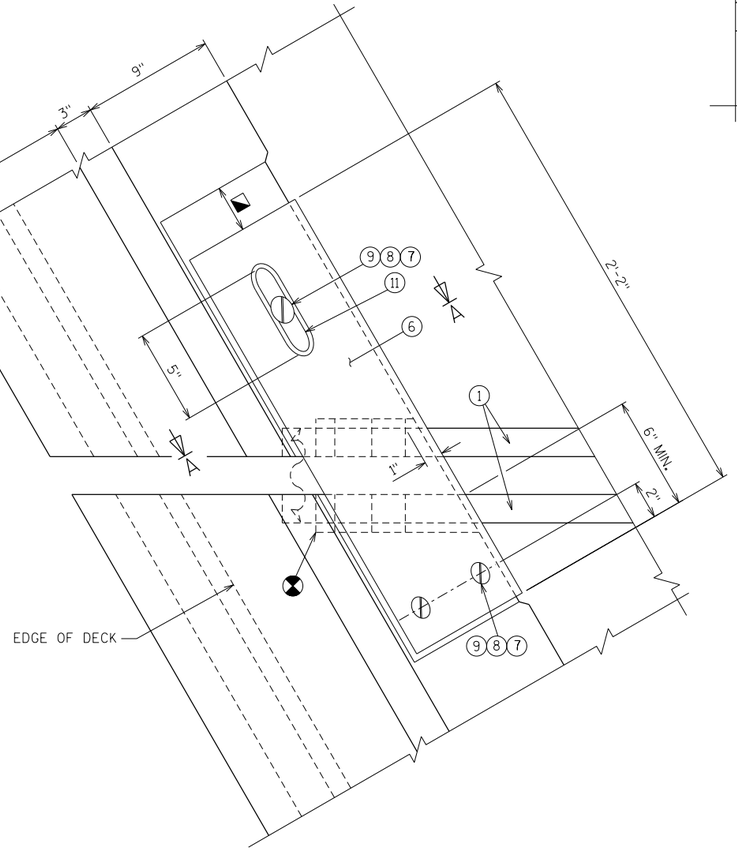
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STATE PROJECT NUMBER
1196-04-78

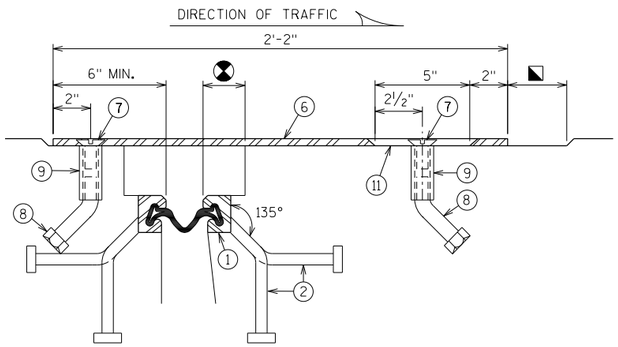


SECTION A-A





PLAN



SECTION B-B

NOTES

THIS WISCONSIN STANDARD INSERT SHEET TO BE USED IN CONJUNCTION WITH SHEET 5.

⊠ BLOCK OUT CONCRETE 2" EACH SIDE OF JOINT OPENING.

◪ JOINT OPENING DIMENSION ALONG SKEW PLUS 1/2".

NO.	DATE	REVISION	BY

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DEPARTMENT OF TRANSPORTATION

STRUCTURE B-3-25

DRAWN BY	GLE	PLANS CK'D.	CJB

TRAFFIC COVER PLATE DETAILS

SHEET 6 OF 7

309

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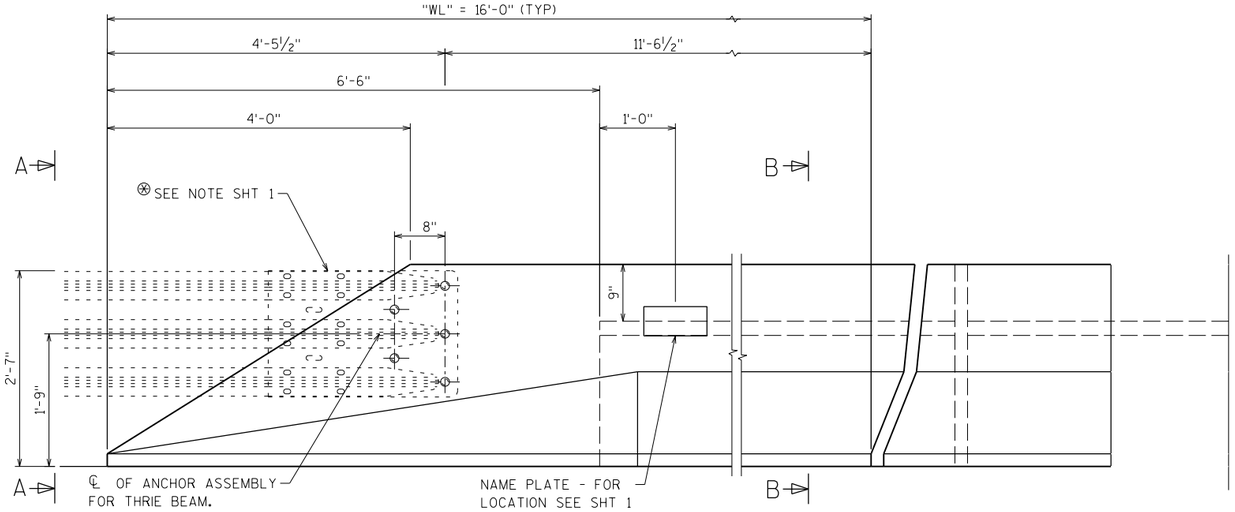
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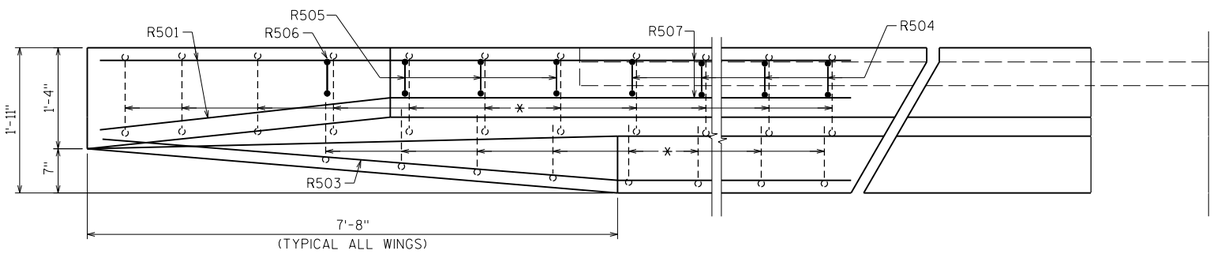
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STATE PROJECT NUMBER
1196-04-78

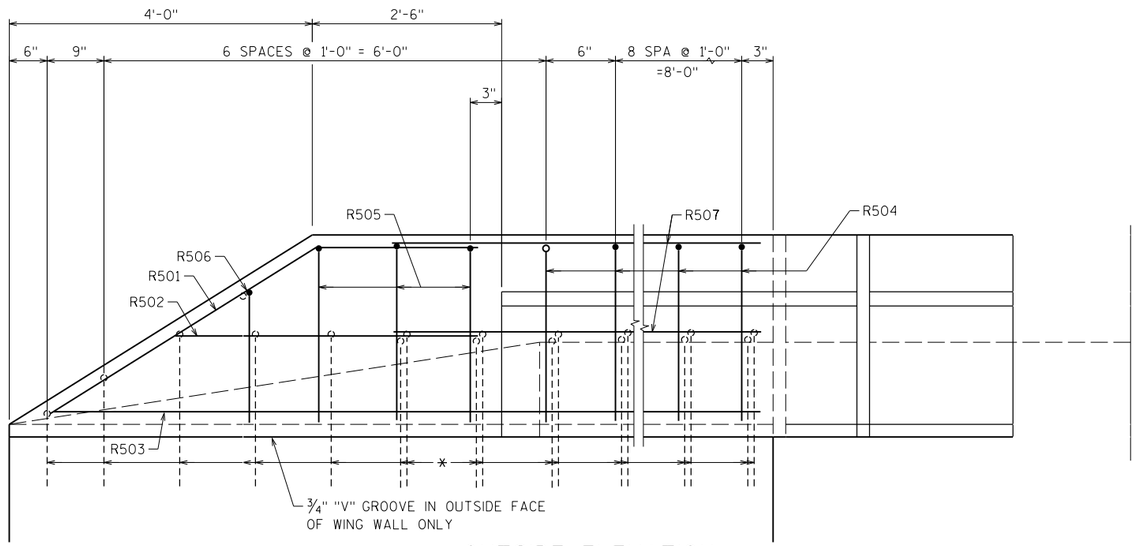
* ALL EXISTING REINFORCEMENT SHALL REMAIN.
INCORPORATE EXISTING REINFORCEMENT INTO NEW WORK.



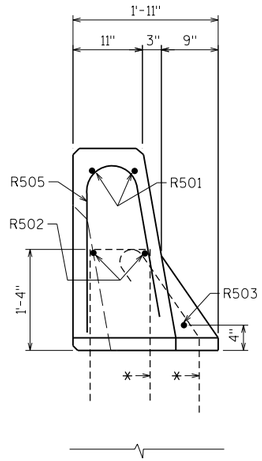
INSIDE ELEVATION



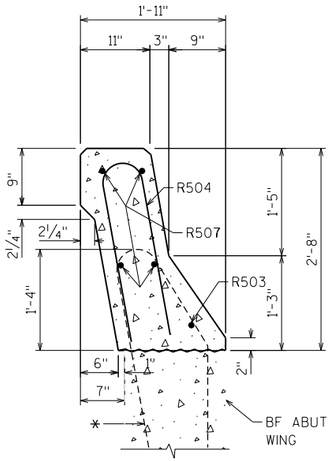
PLAN



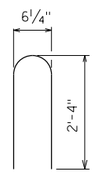
OUTSIDE ELEVATION



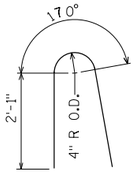
VIEW A



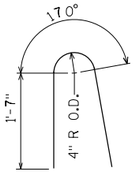
SECTION B



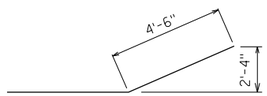
R504



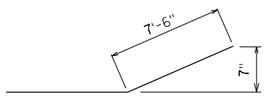
R505



R506



R501



R503

BAR MARK	COAT	NO REQ'D	LENGTH (FT-IN)	BENT	LOCATION
R501	X	8	6-10	X	WING 1,2,3,4
R502	X	8	4-5		WING 1,2,3,4
R503	X	4	15-8	X	WING 1,2,3,4
R504	X	40	5-0	X	WING 1,2,3,4
R505	X	12	5-2	X	WING 1,2,3,4
R506	X	4	4-2	X	WING 1,2,3,4
R507	X	16	11-6		WING 1,2,3,4

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-3-25

DRAWN BY GLE | PLANS CK'D. CJB

SLOPED FACE PARAPET "A"

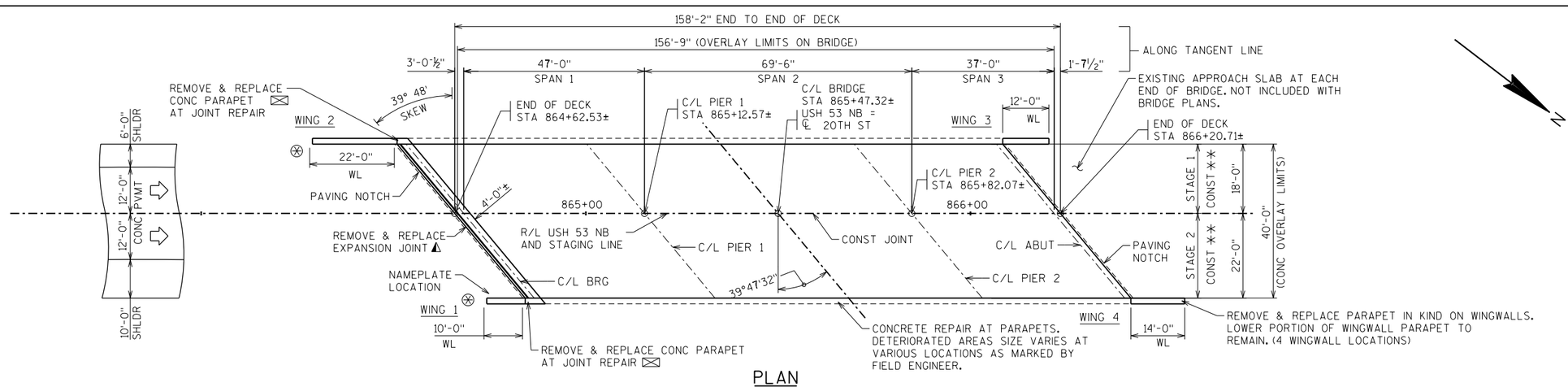
SHEET 7 OF 7
310

8

8

PLOT TIME: 9:24:22 AM
PLOT DATE: 10/19/2021
FILE NAME : S:\UZ\WV\Witrw\146423\5-final-dsgn\5l-drawings\20-Struct\B-3-31\bridge\b03031gl.dgn

STATE PROJECT NUMBER
1196-04-78



PLAN

COCRETE OVERLAY - THREE SPAN - 45" PRESTRESSED GIRDER BRIDGE

LEGEND

** SEE ROADWAY PLANS FOR TRAFFIC CONTROL STAGING.

INDICATES REMOVAL

COAT FRONT, TOP AND ENDS OF PARAPET WITH "PIGMENTED SURFACE SEALER" AND COAT CONCRETE OVERLAY WITH "PROTECTIVE SURFACE TREATMENT" PER THE STANDARD SPECIFICATIONS, SEE NOTES ON SHEETS 2.

ADD THRIE BEAM GUARD CONNECTION TO PARAPET. SOUTH SIDE ONLY. USE BOLT THRU SYSTEM. FOR DETAILS, BID ITEMS AND QUANTITIES SEE ROADWAY PLANS.

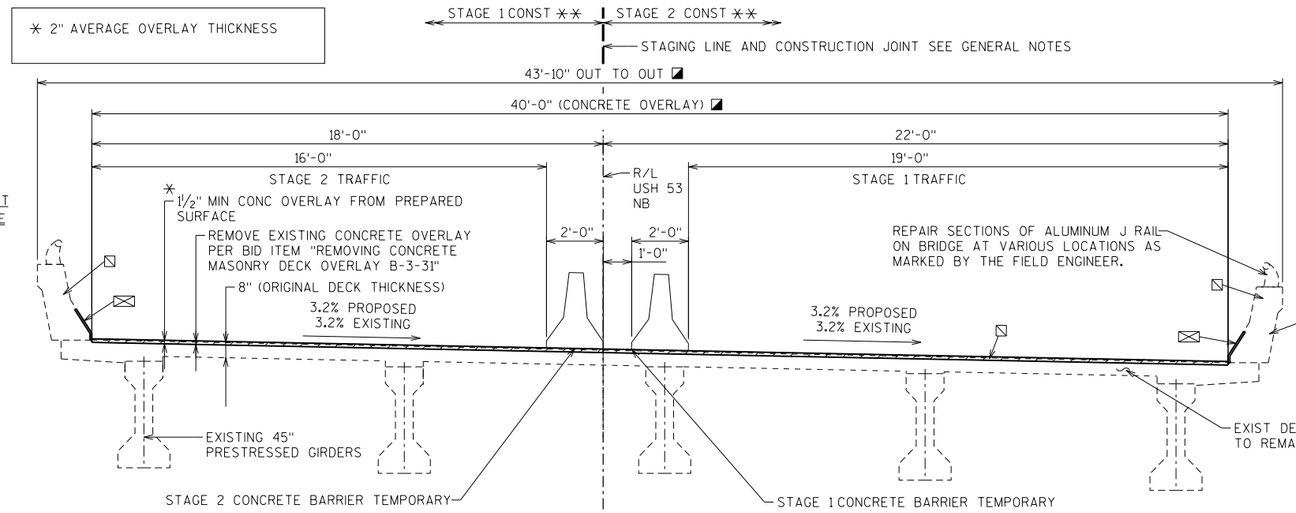
EXPANSION JOINT COVER PLATES REQUIRED AT STRIP SEAL ON PARAPETS

STRIP SEAL EXPANSION DEVICE

ON RADIAL LINES

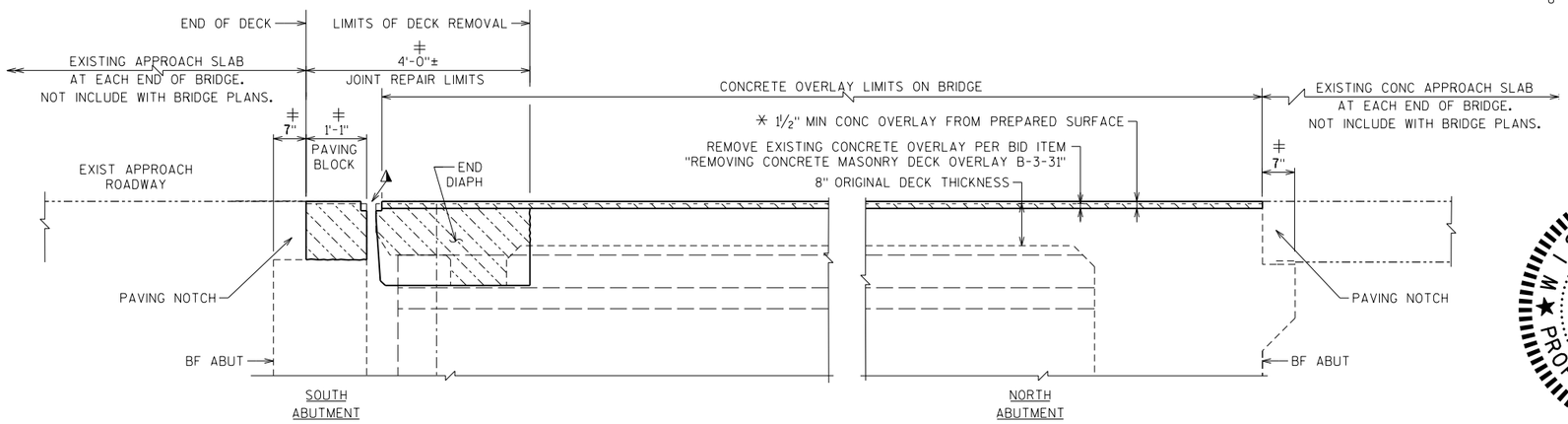
‡ DIMENSIONS GIVEN ARE NORMAL TO ℄ OF SUBSTRUCTURE UNIT.

WL = WING LENGTH



CROSS SECTION THRU ROADWAY

(LOOKING NORTH)



TYPICAL LONGITUDINAL SECTION AT END OF DECK

DESIGN DATA

LIVE LOAD: HS20

DESIGN LOADING:
INVENTORY RATING RF = HS31
OPERATING RATING RF = HS36
WISCONSIN STANDARD PERMIT VEHICLE (WIS-SPV) = 250 KIPS

MATERIAL PROPERTIES:
CONCRETE MASONRY - SUPERSTRUCTURE _____ f'c = 4,000 psi
- OVERLAY _____ f'c = 4,000 psi
- ALL OTHER _____ f'c = 3,500 psi
HIGH STRENGTH BAR STEEL REINFORCEMENT
AASHTO GRADE 60 _____ fy = 60,000 psi
ALL BAR STEEL SHALL BE EPOXY COATED

LIST OF DRAWINGS

1 DECK OVERLAY
2 NOTES AND QUANTITIES
3 DETAILS
4 JOINT REPAIR DETAILS
5 EXPANSION DEVICE
6 TRAFFIC COVER PLATE DETAILS
7 SLOPED FACE PARAPET "A"
8 TUBULAR RAILING TYPE J

TRAFFIC DATA

ADT (2020)	=	5625
ADT (2040)	=	6925
DHV	=	720
DD	=	61/39
T	=	25.39 %
DESIGN SPEED	=	70 MPH

Christopher J Blum

October 19, 2021

WISCONSIN PROFESSIONAL ENGINEER
CHRISTOPHER J. BLUM
E-33157
MADISON
WI

SEH CONTACT: CHRIS BLUM, PE, 608.620.6192
WISDOT BRIDGE OFFICE CONTACT: AARON BONK, PE, 608.261.0261

NO.	DATE	REVISION	BY

SEH
SHORT ELLIOTT HENDRICKSON INC.

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

ACCEPTED _____ SDR 10/21/21
CHIEF STRUCTURES DESIGN ENGINEER DATE

STRUCTURE B-3-31

U.S.H. 53 NB OVER 20TH STREET

COUNTY	TOWN ~~/CITY/VILLAGE~~
BARRON	PRAIRIE LAKE

DESIGN SPEC. REHABILITATION N/A

DESIGNED BY	DESIGN CK'D.	DRAWN BY	PLANS CK'D.
TN	NB	AMJ	CJB

DECK OVERLAY

SHEET 1 OF 8
311

STATE PROJECT NUMBER
1196-04-78

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

ALL DIMENSIONS ARE IN FEET AND INCHES UNLESS OTHERWISE NOTED.

DIMENSIONS SHOWN ARE BASED ON THE ORIGINAL STRUCTURE PLANS AND INSPECTION REPORTS. EXISTING BRIDGE PLANS AVAILABLE AT WISDOT.

STATIONING MAY VARY BASED ON EXACT LOCATION OF BRIDGE TO PROPOSED ALIGNMENT.

CONTRACTOR TO VERIFY EXISTING UTILITY LOCATIONS.

ANY EXCAVATION REQUIRED TO COMPLETE THE JOINT REPAIR OR DECK OVERLAY AT THE ABUTMENTS, TO BE CONSIDERED INCIDENTAL TO THE BID ITEM "CONCRETE MASONRY OVERLAY DECKS".

STAGING LINE LOCATION TO BE DETERMINED BY THESE PLANS AND BY THE FIELD ENGINEER. COORDINATE WITH STAGING PLANS.

EXISTING CONCRETE OVERLAY SHALL BE REMOVED FROM THE ENTIRE BRIDGE DECK UNDER THE BID ITEM "REMOVING CONCRETE MASONRY DECK OVERLAY B-3-31". CONTRACTOR TO VERIFY COMPLETENESS OF REMOVALS WITH THE FIELD ENGINEER. EXISTING CONCRETE COVER TO BE MAINTAINED.

PREPARATION DECKS TYPE 1, PREPARATION DECKS TYPE 2, CONCRETE SURFACE REPAIR AND FULL-DEPTH DECK REPAIR AS DETERMINED, LOCATED, MARKED AND MEASURED BY THE FIELD ENGINEER. DECK PREPARATION AND FULL-DEPTH DECK REPAIRS SHALL BE FILLED WITH "CONCRETE MASONRY OVERLAY DECKS".

BOTTOM OF THE EXISTING DECK WILL BE INSPECTED FOR AREAS OF FULL-DEPTH DECK REPAIR PRIOR TO DECK PREPARATION OPERATIONS.

BOTTOM OF THE EXISTING DECK IS TO BE INSPECTED FOR AREAS OF DISTRESS AFTER COMPLETION OF THE DECK PREPARATION AND PRIOR TO OVERLAYING THE BRIDGE.

ALL CONCRETE REMOVAL NOT COVERED WITH A CONCRETE OVERLAY SHALL BE DEFINED BY A 1-INCH DEEP SAW CUT.

THESE STRUCTURE PLANS ARE ONLY THE STRUCTURE REPAIR WORK. ANY ADDITIONAL REMOVAL REQUIRED, OUTSIDE OF THE LIMITS SHOWN IN THESE PLANS MUST BE COORDINATED WITH THE FIELD ENGINEER. FIELD ENGINEER SHOULD BE CONTACTED FOR APPROVAL OF ADDITIONAL REMOVAL.

PROFILE GRADE LINE SHALL BE DETERMINED IN THE FIELD BASED ON A MINIMUM CONCRETE OVERLAY THICKNESS OF 1½" PLACED ABOVE THE DECK SURFACE AFTER SURFACE PREPARATION. EXPECTED AVERAGE OVERLAY THICKNESS IS 2". IF EXPECTED AVERAGE OVERLAY THICKNESS IS EXCEEDED BY MORE THAN ½", CONTACT THE STRUCTURES DESIGN SECTION.

CLEAN ALL LOOSE MATERIAL ON THE DECK AFTER CLEANING OPERATIONS USING HIGH PRESSURE WATER OR AIR, ENSURING ALL FREE-STANDING WATER IS REMOVED PRIOR TO PLACEMENT OF THE CONC OVERLAY, PROTECTIVE SURFACE TREATMENT AND PIGMENTED SURFACE SEALER.

AT THE NORTH ABUTMENT THE DECK JOINT IS COMPRISED OF A FILLER AND SEALANT. THERE IS NO STRIP SEAL OR COVER PLATE EXPANSION JOINT.

AT THE SOUTH ABUTMENT THE DECK JOINT IS COMPRISED OF A STRIP SEAL EXPANSION JOINT. EXPANSION JOINT ASSEMBLY, INCLUDING ANCHOR STUDS AND HARDWARE SHALL BE PAID FOR IN THE LINEAR FOOT PRICE BID AS "EXPANSION DEVICE B-3-31".

APPLY "PIGMENTED SURFACE SEALER" TO THE CONCRETE PARAPETS PER THE STANDARD SPECIFICATIONS AND AS SHOWN IN THIS PLAN SET.

APPLY PROTECTIVE SURFACE TREATMENT TO THE DECK AFTER THE CONCRETE OVERLAY HAS BEEN APPLIED PER THE STANDARD SPECIFICATIONS AND AS SHOWN IN THE PLAN SET.

THE CONTRACTOR SHALL SUPPLY A NEW NAMEPLATE IN ACCORDANCE WITH SECTION 502.3.11 OF THE STANDARD SPECIFICATIONS AND THE STANDARD DETAIL DRAWINGS. NAMEPLATE TO SHOW ORIGINAL CONSTRUCTION YEAR. SEE EXISTING NAMEPLATE FOR DATE.

UTILIZE EXISTING BAR STEEL REINFORCEMENT WHERE SHOWN AND EXTEND 24 BAR DIAMETERS INTO NEW WORK, UNLESS SPECIFIED OTHERWISE.

BAR STEEL REINFORCEMENT SHALL BE EMBEDDED 2" CLEAR UNLESS OTHERWISE SHOWN OR NOTED.

THE FIRST DIGIT OF A THREE DIGIT BAR MARK OR THE FIRST TWO DIGITS OF A FOUR DIGIT BAR MARK SIGNIFIES THE BAR SIZE.

BEVEL EXPOSED EDGES OF CONCRETE ¾" UNLESS OTHERWISE NOTED.

SEE ROADWAY PLAN FOR LANE STAGING AND TRAFFIC SHIFT. COORDINATE THESE STRUCTURE PLANS WITH THE ROADWAY STAGING.

SEAL OVERLAY CONSTRUCTION JOINTS ACCORDING TO SECTION 502.3.13.1 OF THE STANDARD SPECIFICATIONS. COST INCIDENTAL TO BID ITEM "CONCRETE MASONRY OVERLAY DECKS".

THE AVERAGE OVERLAY THICKNESS IS BASED ON THE MINIMUM OVERLAY THICKNESS PLUS ½-INCH TO ACCOUNT FOR VARIATIONS IN THE DECK SURFACE.

TOTAL ESTIMATED QUANTITIES - B-3-31

	BID ITEM NUMBER	BID ITEMS	UNIT	TOTALS
	203.0330	DEBRIS CONTAINMENT B-3-31	EA	1
(8)	502.0100	CONCRETE MASONRY BRIDGES	CY	8
	502.3101	EXPANSION DEVICE	LF	56
(4)	502.3205	PIGMENTED SURFACE SEALER RESEAL	SY	160
(4)	502.3215	PROTECTIVE SURFACE TREATMENT RESEAL	SY	703
	502.4205	ADHESIVE ANCHORS NO. 5 BAR	EA	52
(9)	505.0600	BAR STEEL REINFORCEMENT HS COATED STRUCTURES	LB	2365
	505.0905	BAR COUPLERS NO. 5	EA	3
	505.0906	BAR COUPLERS NO. 6	EA	13
(3)	509.0301	PREPARATION DECKS TYPE 1	SY	115
(3)	509.0302	PREPARATION DECKS TYPE 2	SY	60
(1)	509.0505.S	CLEANING DECKS TO REAPPLY CONCRETE MASONRY OVERLAY	SY	703
	509.1000	JOINT REPAIR	SY	25
(5)	509.1500	CONCRETE SURFACE REPAIR	SF	2
(6)	509.2000	FULL-DEPTH DECK REPAIR	SY	30
(2)	509.2500	CONCRETE MASONRY OVERLAY DECKS	CY	68
	509.9005.S	REMOVING CONCRETE MASONARY DECK OVERLAY B-3-31	SY	703
(7)	509.9050.S	CLEANING PARAPETS	LF	316
(10)	513.9006.S	REMOVING AND RESETTING TUBULAR RAILING B-3-31	EA	1
	SPV.0165.01	FIBER WRAP REINFORCING NON-STRUCTURAL	SF	510
		NON-BID ITEMS		
		FILLER	SIZE	½"
		NAMEPLATE	EACH	1

QUANTITIES NOTES

(1) BASED ON LIMITS OF OVERLAY ON DECK.

(2) CONCRETE FOR:
PREPARATION DECKS TYPE 1 & 2, FULL-DEPTH DECK REPAIR, JOINT REPAIR AND OVERLAY.

(3) PERTAINS TO DECK.

(4) FURNISH AND APPLY PIGMENTED SEALER TO FRONT FACE, TOP, AND ENDS OF PARAPETS. CLEAN THE INSIDE FACE, TOP AND ENDS OF PARAPET PER BID ITEM "CLEANING PARAPETS". APPLICATION AND QUANTITY FOR PIGMENTED SURFACE SEALER ARE CONSIDERED INCIDENTAL TO BRIDGE BID ITEM "PIGMENTED SURFACE SEALER RESEAL".

FURNISH AND APPLY A PROTECTIVE SURFACE TREATMENT TO THE ENTIRE TOP SURFACE OF THE DECK OVERLAY AND PAVING BLOCK. APPLICATION AND QUANTITY FOR PROTECTIVE SURFACE TREATMENT ARE CONSIDERED INCIDENTAL TO BRIDGE BID ITEM "PROTECTIVE SURFACE TREATMENT RESEAL".

(5) AS LOCATED BY FIELD ENGINEER.

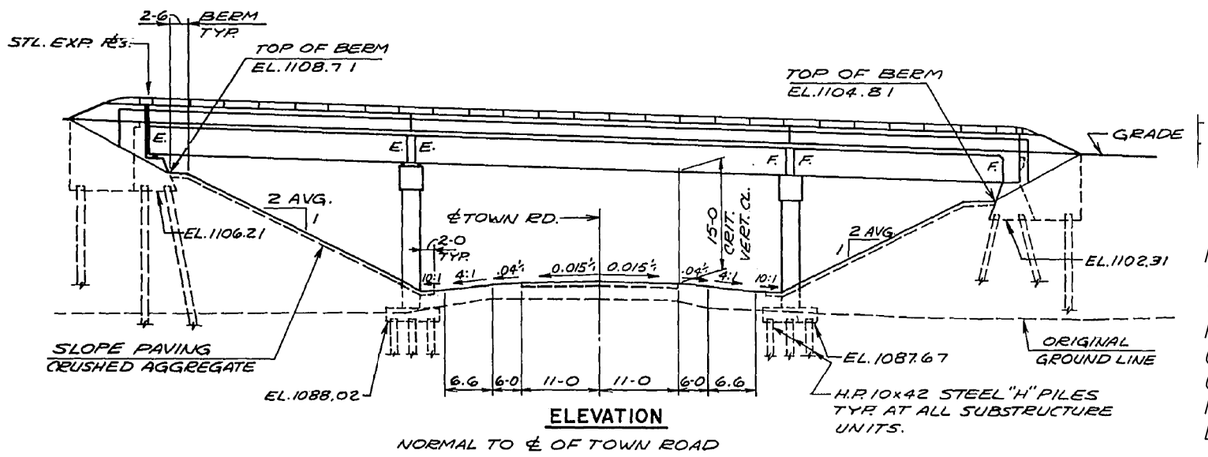
(6) UNDISTRIBUTED AMOUNT.

(7) INCLUDES PARAPETS ON DECK.

(8) INCLUDES CONCRETE FOR WING AND JOINT PARAPETS.

(9) INCLUDES REINFORCEMENT FOR JOINT, PAVING BLOCK AND PARAPET INCLUDING WINGS.

(10) INCLUDES ALL FOUR WINGS AS WELL AS SPOT REPAIRS OF THE RAILING AS DIRECTED BY THE FIELD ENGINEER.



ELEVATION

NORMAL TO ℄ OF TOWN ROAD

NOTE: THIS ELEVATION VIEW TAKEN FROM EXISTING PLANS, REFERENCE ONLY, NOT FOR CONSTRUCTION. INTENT IS TO SHOW CONTRACTOR BENEATH THE BRIDGE

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-3-31

DRAWN BY AMJ | PLANS CK'D. CJB

NOTES AND QUANTITIES

SHEET 2 OF 8

312

8

8

PLOT DATE: 10/9/2021 PLOT TIME: 9:24:25 AM

FILE NAME : S:\UZ\WI\tnw\146423\5-final-dsgn\5i-drawings\20-Struct\B-3-31\bridge\b03031g2.dgn

BAR COUPLER NOTES

SPECIFIC INFORMATION REGARDING THE COUPLER IS COVERED BY THE BID ITEM "BAR COUPLERS (SIZE)" AND NOT LIMITED TO THESE BAR COUPLER NOTES AND BRIDGE MANUAL STANDARD DRAWING 40.11.

STEEL COUPLER ASSEMBLY SHALL BE AN APPROVED TYPE AND SHALL DEVELOP IN TENSION AT LEAST 125% OF THE YIELD STRENGTH OF THE SPLICED REINFORCEMENT BARS.

DOWEL BAR COUPLERS SHALL BE OF MINIMUM 60 ksi YIELD STRENGTH, AND HAVE TENSILE STRENGTH AREA EQUAL OR GREATER THAN THAT OF THE LAPPED REINFORCEMENT BARS.

DOWEL BAR COUPLERS SHALL MEET THE DEFORMATION REQUIREMENTS FOR STANDARD ASTM DEFORMED REINFORCING BARS.

FOR DOWEL BAR COUPLERS, ALL REINFORCEMENT BARS SHALL BE LAPPED AND TIED TO THE COUPLER BARS.

COUPLER ASSEMBLY IN THE SLAB SHALL BE EPOXY COATED IN ACCORDANCE WITH THE REQUIREMENTS OF REINFORCEMENT BARS.

OTHER SYSTEMS OF SIMILAR DESIGN MAY BE SUBMITTED TO THE ENGINEER FOR APPROVAL. APPROVAL SHALL BE BASED ON CERTIFIED TEST RESULTS FROM AN APPROVED TESTING LABORATY THAT THE PROPOSED SPLICER (COUPLER) ASSEMBLY SATISFIES THE FOLLOWING REQUIREMENT:

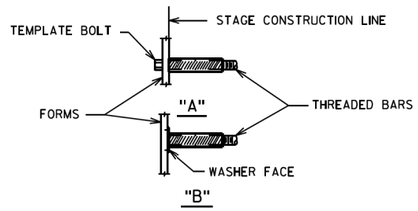
MINIMUM CAPACITY = 1.25 X fy X AREA OF SPLICED REINFORCEMENT BAR.

WHERE fy = YIELD STRENGTH OF SPLICED REINFORCEMENT BARS.

DOWEL BAR COUPLER LAP LENGTHS

CONCRETE UNDER BAR	BAR SIZE	4	5	6	7	8	9	10	11
12" OR LESS	f'c = 3500	1'-8"	2'-8"	3'-2"	4'-3"	5'-6"	7'-0"	8'-9"	10'-11"
	f'c = 4000	1'-8"	2'-8"	3'-2"	4'-0"	5'-2"	6'-6"	8'-3"	10'-2"
MORE THAN 12"	f'c = 3500	2'-3"	2'-11"	3'-6"	4'-8"	6'-1"	7'-10"	9'-10"	12'-1"
	f'c = 4000	2'-3"	2'-11"	3'-6"	4'-5"	5'-8"	7'-4"	9'-2"	11'-4"

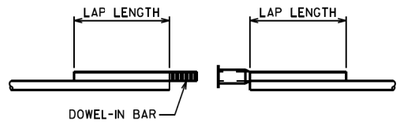
BAR LENGTH COMPUTED TO ℄ LONGIT. JOINT AND SHALL BE MODIFIED IF REQ'D. TO BAR COUPLER MANUFACTURER RECOMMENDATIONS. PAY BASED ON BARS AS DETAILED.



"B"

INSTALLATION AND SETTING METHODS

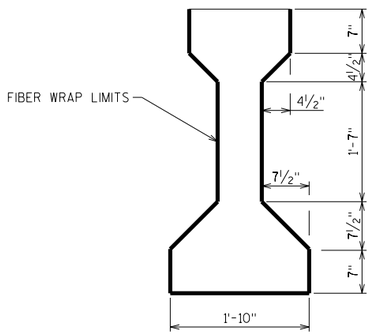
"A" SET COUPLER BY MEANS OF A TEMPLATE BOLT
"B" SET COUPLER BY NAILING TO WOOD FORMS OR CEMENTING TO STEEL FORMS.



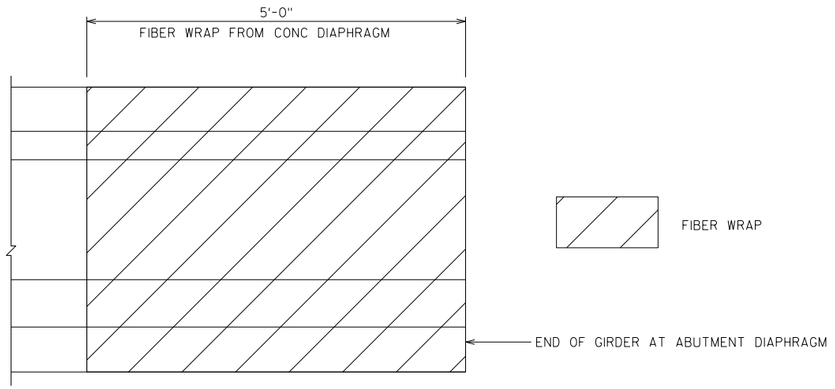
DOWEL BAR COUPLER

ONE PIECE THREADED COUPLER

COUPLER ALTERNATIVES



SECTION THRU GIRDER



SIDE VIEW OF GIRDER

FIBER WRAP GIRDER DETAIL

(TYP AT ABUTMENT LOCATIONS ONLY)

NOTES

PROVIDE FIBER WRAP REINFORCEMENT NON-STRUCTURAL ACCORDING TO THE PLAN DETAILS AND SPECIFICATIONS.

ALL WORK REQUIRED TO APPLY FIBER WRAP REINFORCING NON-STRUCTURAL TO THE GIRDER ENDS AT BOTH ABUTMENTS SHALL BE INCLUDED IN THE BID ITEM "FIBER WRAP REINFORCING NON-STRUCTURAL".

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-3-31

DRAWN BY AMJ | PLANS CK'D. CJB

DETAILS

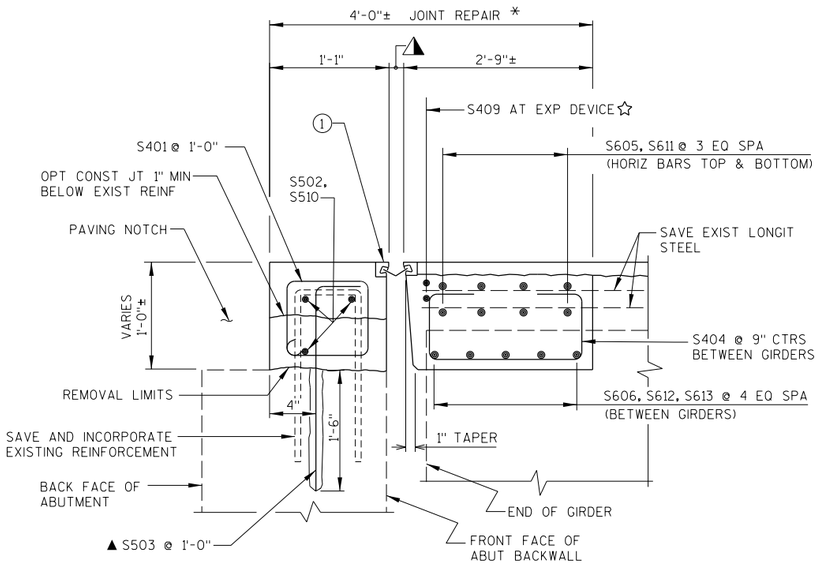
SHEET 3 OF 8
313

8

8

PLOT TIME: 9:24:32 AM
PLOT DATE: 10/9/2021
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PLOT DATE: 10/9/2021
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SECTION THRU PROPOSED JOINT
SHOWN THRU ROADWAY
NORMAL TO ℄ SUBSTRUCTURE

* CONCRETE USED IN THE JOINT REPAIR AREA IS INCLUDED AND PAID FOR IN THE BID ITEM "CONCRETE MASONRY BRIDGES".

▲ ADHESIVE ANCHORS NO. 5 BAR, EMBED 1'-6" IN CONCRETE. SPACE AT 1'-0", TURN 10" LEG AS NECESSARY TO FIT.

⚠ SET NEW JOINT ACCORDING TO TEMPERATURE TABLE ON SHEET 5.

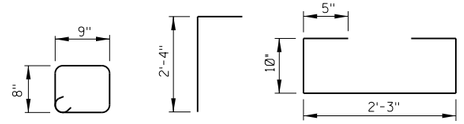
(1) SET FLUSH WITH CONCRETE - AT ROADWAY

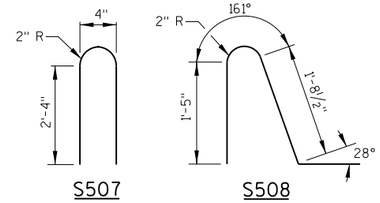
NOTE: THE FIRST DIGIT OF THE BAR MARK SIGNIFIES THE ENGLISH BAR DIAMETER SIZE.

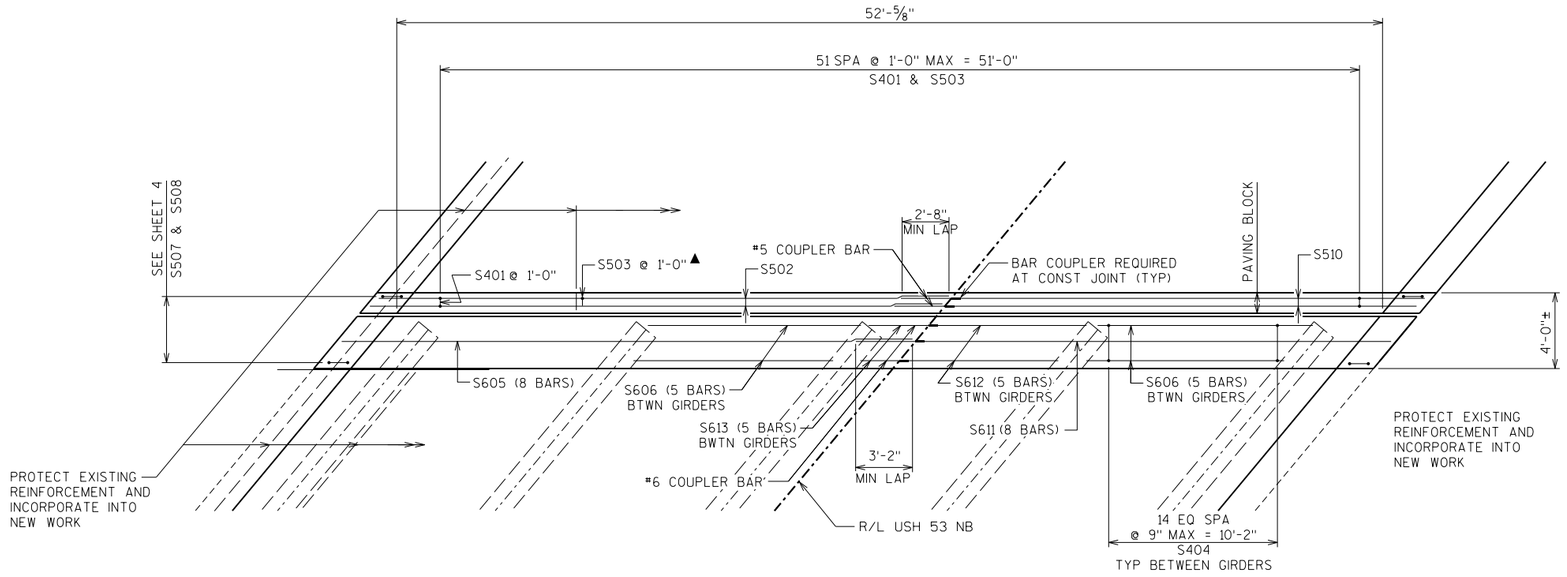
BILL OF BARS

	BAR MARK	COAT	NO REQ'D	LENGTH (FT-IN)	BAR SERIES	BENT	LOCATION
	S401	X	52	3-4		X	PAVING BLK VERT STIRRUP
	S502	X	3	30-0			PAVING BLK HORIZ
▲	S503	X	52	3-1		X	PAVING BLK DOWEL
	S404	X	60	4-5		X	JOINT TRANS
	S605	X	8	30-0			JOINT HORIZ
	S606	X	15	9-8			JOINT HORIZ
	S507	X	14	4-10		X	PARAPET VERT
	S508	X	14	4-3		X	PARAPET VERT
☆	S409	X	8	13-6			AT DEVICE HORIZ
	S510	X	3	24-10			PAVING BLOCK HORIZ
	S611	X	8	24-10			JOINT HORIZ
	S612	X	5	8-9			JOINT HORIZ
	S613	X	5	1-4			JOINT HORIZ

☆ CUT BARS AT CONST JOINT TO FIT.







PLAN AT SOUTH ABUTMENT

NOTE:
SEE GENERAL NOTES FOR STAGING LINE CONCEPT

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STRUCTURE B-3-31

DRAWN BY AMJ | PLANS CK'D. CJB

JOINT REPAIR DETAILS

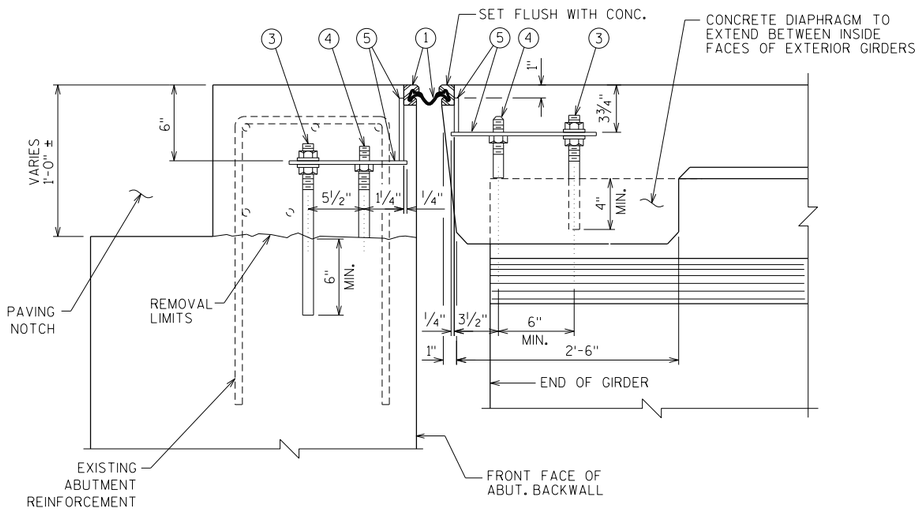
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PLOT DATE: 10/19/2021
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STATE PROJECT NUMBER

1196-04-78



SECTION THRU JOINT AT ABUTMENT

NORMAL TO ℄ SUBSTRUCTURE

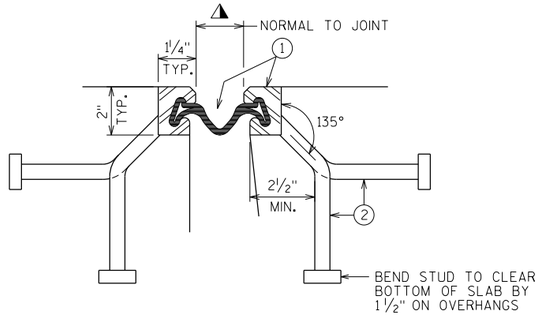
⚠ TEMPERATURE TABLE

SHADED UNDERSIDE DECK TEMP. (°F)	JOINT OPENING (IN.) (NORMAL TO JT.)
90°	1½"
80°	1½"
70°	1⅝"
60°	1¾"
50°	1⅞"
45°	1⅞"
40°	1⅞"
30°	2"

A SMALL JOINT OPENING DUE TO A HIGH TEMPERATURE AT TIME OF CONSTRUCTION MAY REQUIRE NEOPRENE STRIP SEAL INSTALLATION INTO STEEL EXTRUSIONS PRIOR TO SETTING THE EXPANSION JOINT.

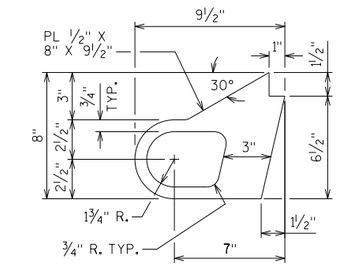
LEGEND

1. NEOPRENE STRIP SEAL (3 - INCH) AND STEEL EXTRUSIONS.
2. STUDS ⅝"Φ X 6⅜" LONG AT 6" ALTERNATE CENTERS. WELD TO EXTRUSIONS AND BEND AS SHOWN AFTER WELDING.
2A. ½" THICK ANCHOR PLATE WITH ⅝"Φ 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" Φ THREADED ROD WITH 2 NUTS AND PLATE WASHERS. GROUT THREADED ROD INTO FIELD DRILLED HOLES ON ℄ OF GIRDER. ON ABUTMENT SIDE GROUT THREADED ROD INTO FIELD DRILLED HOLES IN ABUTMENT BACKWALL AS SHOWN.
4. ¾"Φ 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" Φ HOLE FOR NO. 3 AND 1" Φ HOLE FOR NO. 4.
6. GALVANIZED PLATE ⅜" X 10" X 2'-2" LONG WITH HOLES FOR NO. 7. BEND AS SHOWN.
7. ¾"Φ X 1½" STAINLESS STEEL SOCKET FLAT HEAD SCREWS WITH ANTI-SEIZE LUBRICANT. PLACE IN COUNTERSUNK HOLE. RECESS 1/16" BELOW PLATE SURFACE.
8. ¾"Φ X 4" GALVANIZED HEX HEAD BOLT. BEND 45°.
9. ¾"Φ X 2¼" GALVANIZED THREADED COUPLING.
11. 1" X 5" SLOTTED COUNTERSUNK HOLE FOR NO. 7. PLACE SLOT PARALLEL TO DIRECTION OF MOVEMENT.

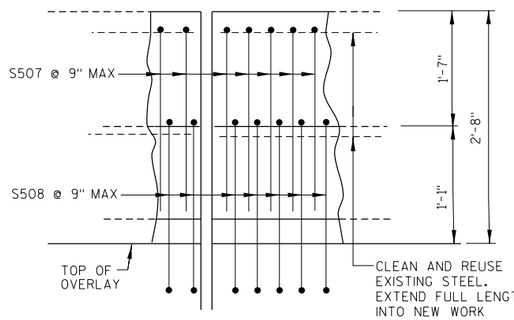


SECTION THRU JOINT

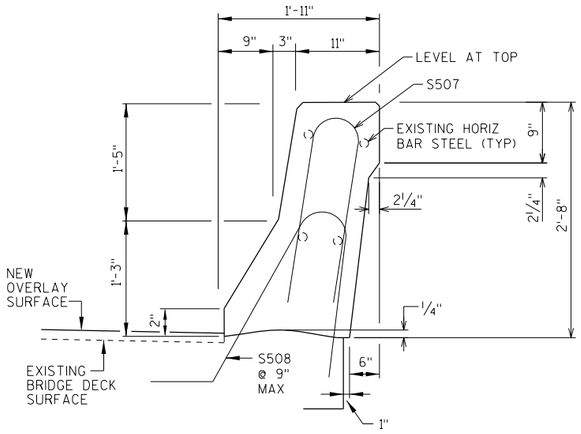
EXTERIOR GIRDER TO EDGE OF DECK AND AT PARAPETS



ALTERNATE STRIP SEAL ANCHOR

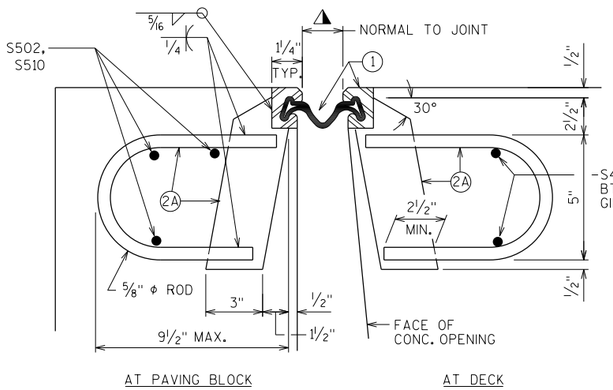


PARAPET ELEVATION



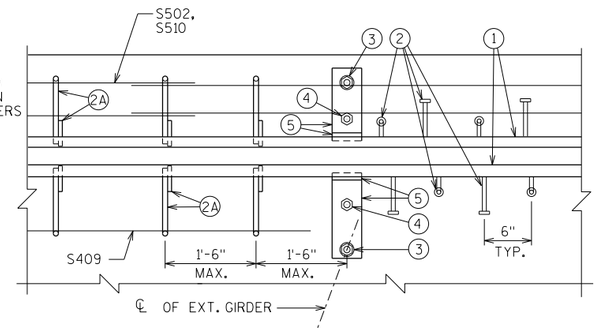
SECTION THROUGH PARAPET

REMOVE AND REPLACE PARAPET IN AREA OF JOINT REPAIR AS NEEDED TO INSTALL EXPANSION DEVICE. WORK TO BE INCLUDED IN BID ITEM "JOINT REPAIR" EXCEPT FOR CONCRETE AND BAR STEEL REINFORCEMENT WHICH IS PAID FOR SEPARATELY. UTILIZE EXISTING BAR STEEL AS POSSIBLE.



SECTION THRU JOINT

ROADWAY TRAFFIC AREA BETWEEN EXTERIOR GIRDERS.



PART PLAN

NOTES

ONE FIELD SPLICE PERMITTED IN STEEL EXTRUSIONS, UNLESS MORE ARE REQUIRED FOR STAGED CONSTRUCTION, HANDLING OR GALVANIZING REQUIREMENTS. IF USED, 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.

STRIP SEAL EXPANSION JOINT ASSEMBLY, INCLUDING ANCHOR STUDS AND HARDWARE WILL BE PAID FOR AT THE LUMP SUM PRICE BID FOR "EXPANSION DEVICE B-3-31".

NOTES

THIS WISCONSIN STANDARD INSERT SHEET TO BE USED IN CONJUNCTION WITH SHEET 6.

NO.	DATE	REVISION	BY

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DEPARTMENT OF TRANSPORTATION

STRUCTURE B-3-31

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EXPANSION DEVICE

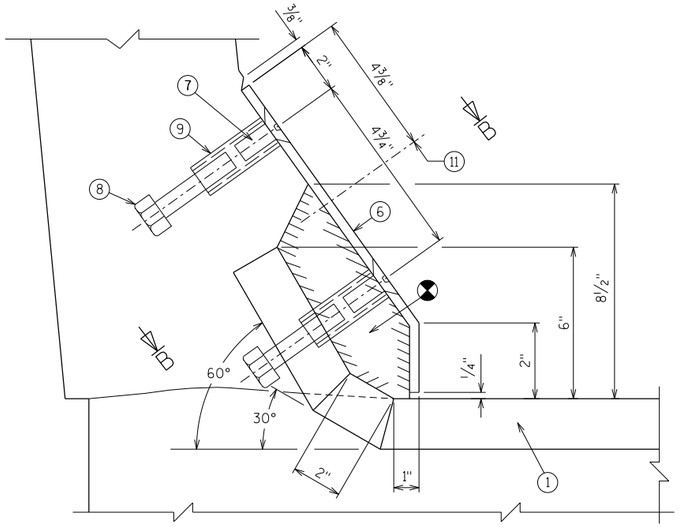
SHEET 5 OF 8

315

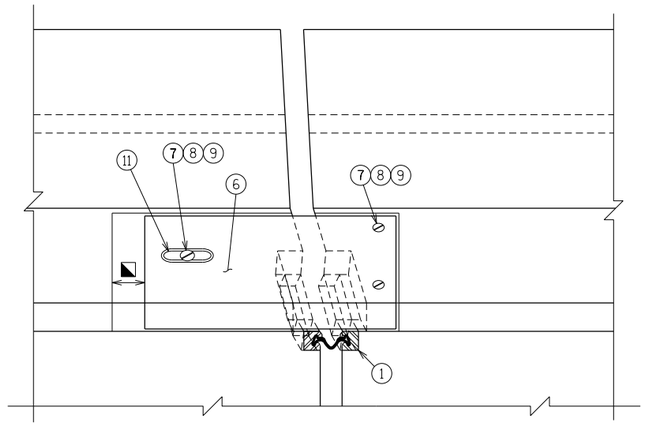
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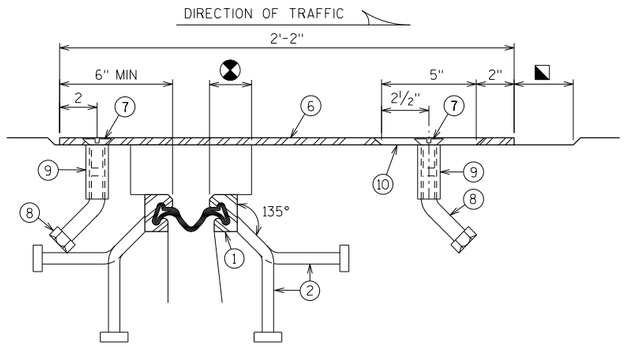
STATE PROJECT NUMBER
1196-04-78



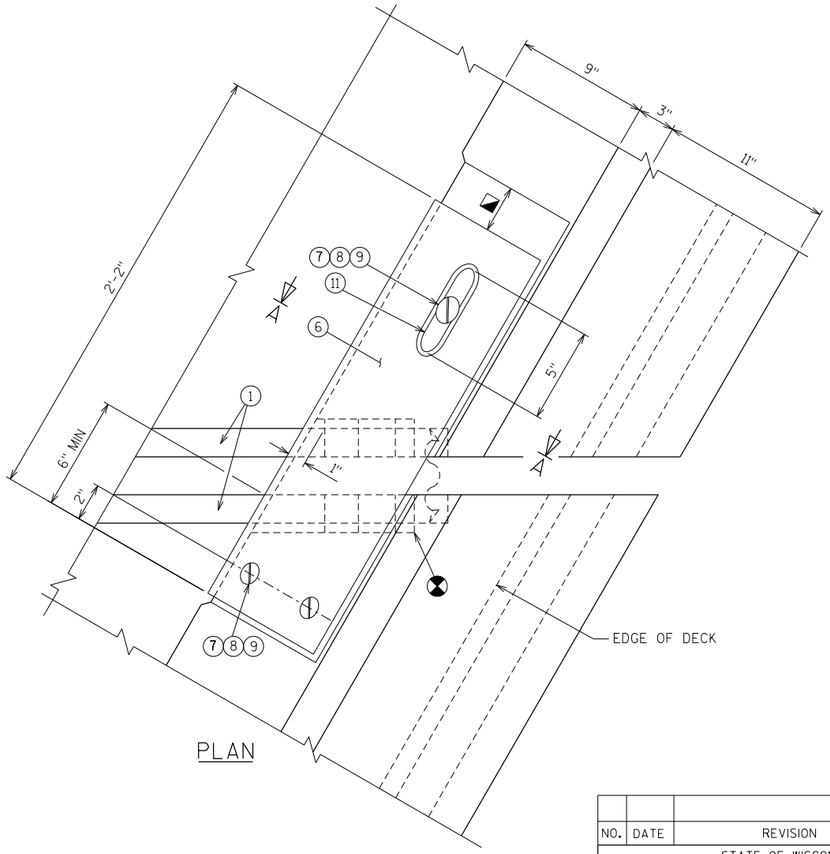
SECTION A-A



VIEW OF PARAPET PLATE
FROM ROADWAY



SECTION B-B



PLAN

NOTES

THIS WISCONSIN STANDARD INSERT SHEET TO BE USED IN CONJUNCTION WITH SHEET 5.

⊠ BLOCK OUT CONCRETE 2" EACH SIDE OF JOINT OPENING.

◪ JOINT OPENING DIMENSION ALONG SKEW PLUS 1/2".

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DEPARTMENT OF TRANSPORTATION

STRUCTURE B-3-31

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TRAFFIC COVER PLATE DETAILS

SHEET 6 OF 8

316

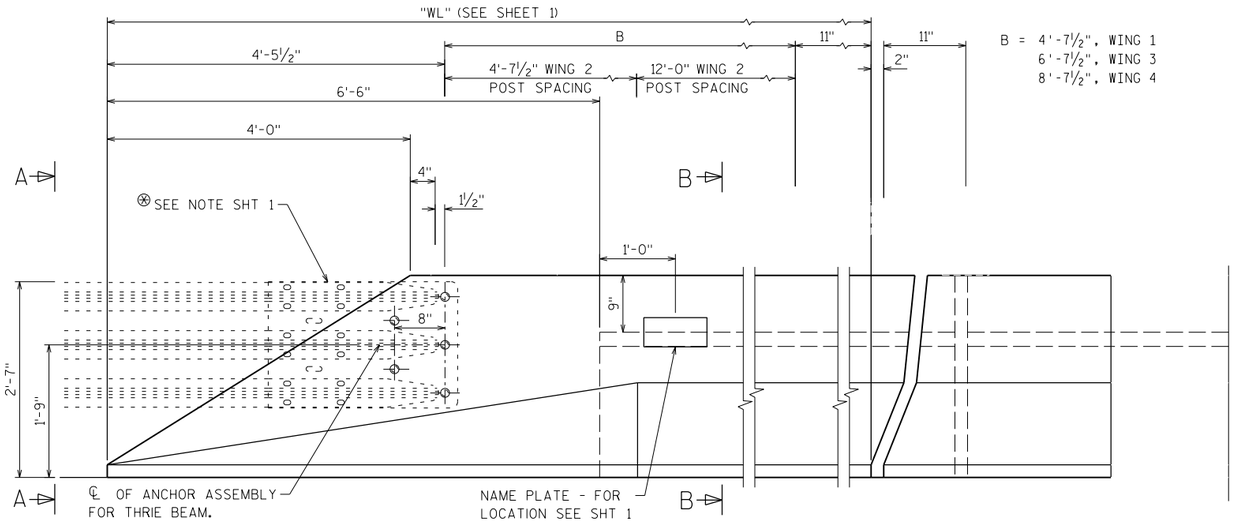
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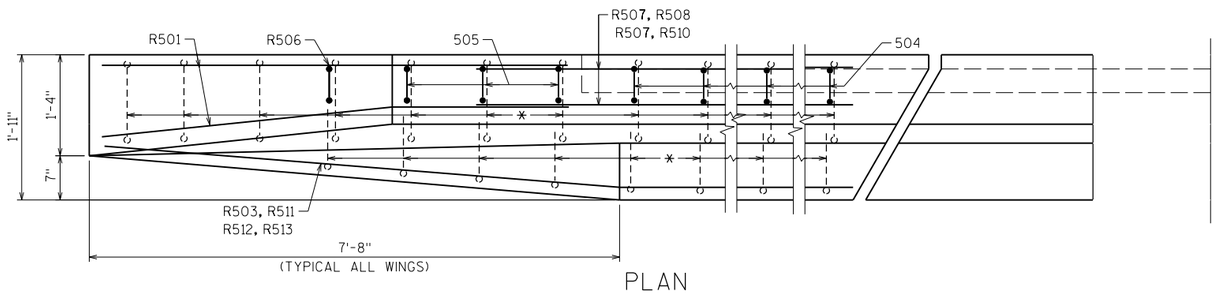
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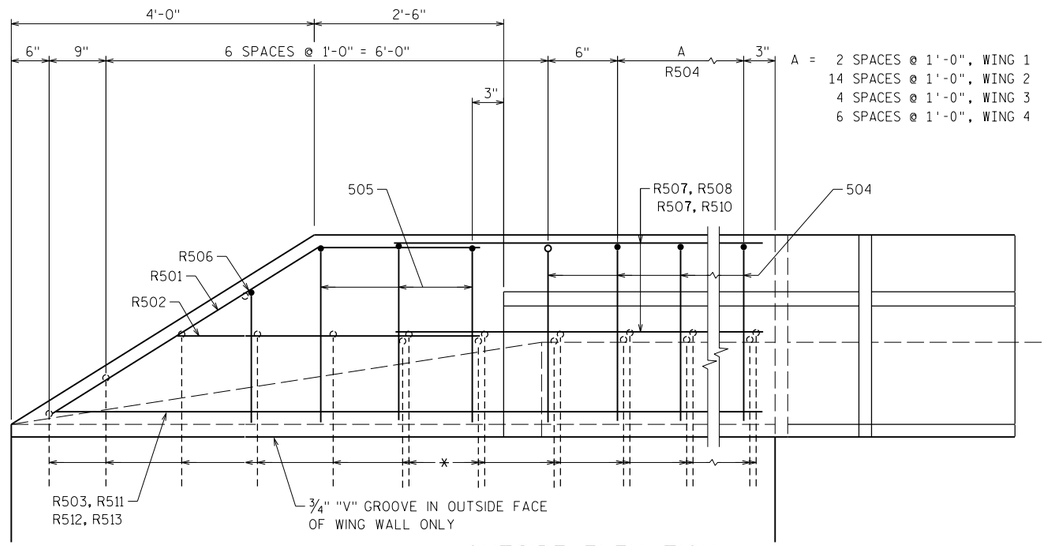
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INSIDE ELEVATION



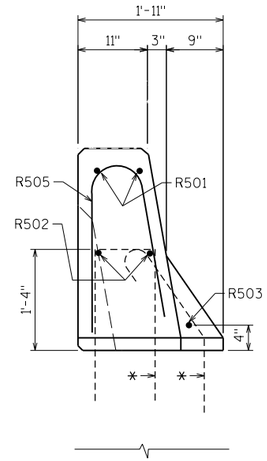
PLAN



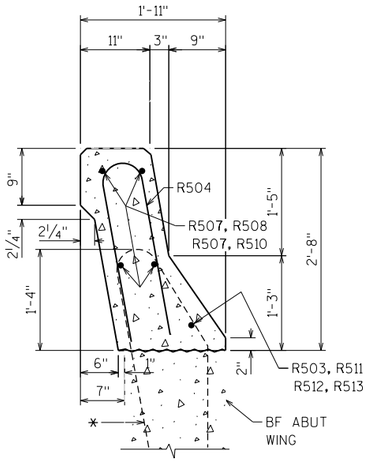
OUTSIDE ELEVATION

* ALL EXISTING REINFORCEMENT SHALL REMAIN.
INCORPORATE EXISTING REINFORCEMENT INTO NEW WORK.

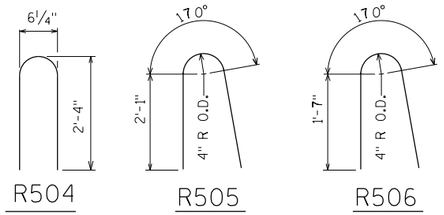
STATE PROJECT NUMBER
1196-04-78



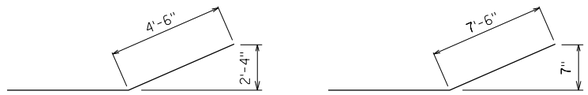
VIEW A



SECTION B



R504 R505 R506



R501 R503

BAR MARK	COAT	NO REQ'D	LENTH (FT-IN)	BENT	LOCATION
R501	X	8	6 - 10	X	WING 1,2,3,4
R502	X	8	4 - 5		WING 1,2,3,4
R503	X	1	9 - 8	X	WING 1
R504	X	34	5 - 1	X	WING 1,2,3,4
R505	X	12	5 - 2	X	WING 1,2,3,4
R506	X	4	4 - 2	X	WING 1,2,3,4
R507	X	4	5 - 0		WING 1
R508	X	4	17 0		WING 2
R509	X	4	7 0		WING 3
R510	X	4	9 0		WING 4
R511	X	1	21 8		WING 2
R512	X	1	11 8		WING 3
R513	X	1	13 8		WING 4

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STRUCTURE B-3-31

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SLOPED FACE PARAPET "A"

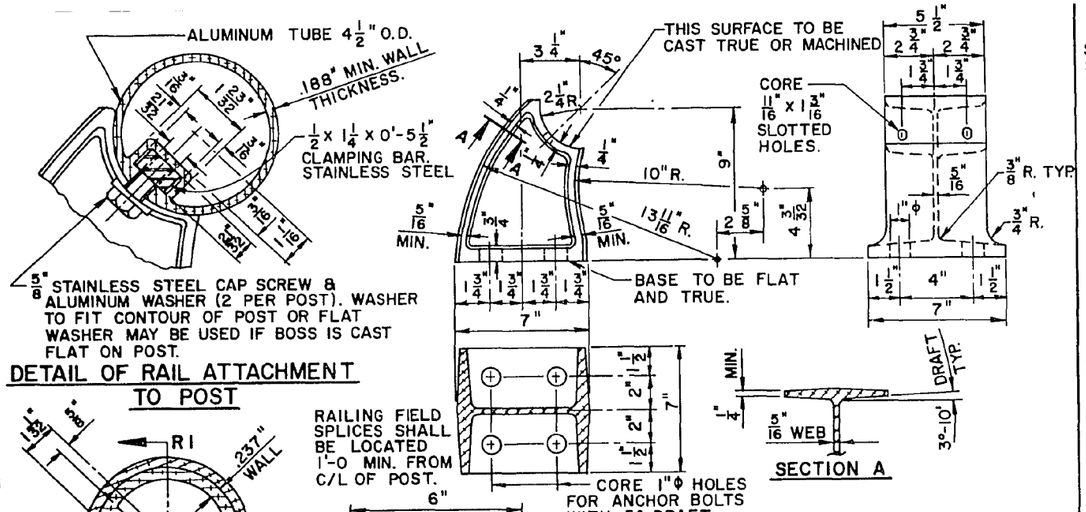
SHEET 7 OF 8

317

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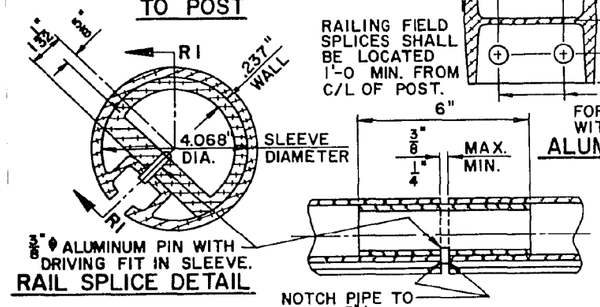
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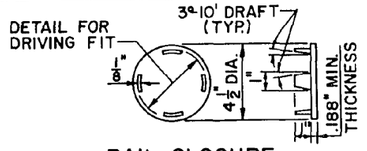


DETAIL OF RAIL ATTACHMENT TO POST

ALUMINUM POST CASTING

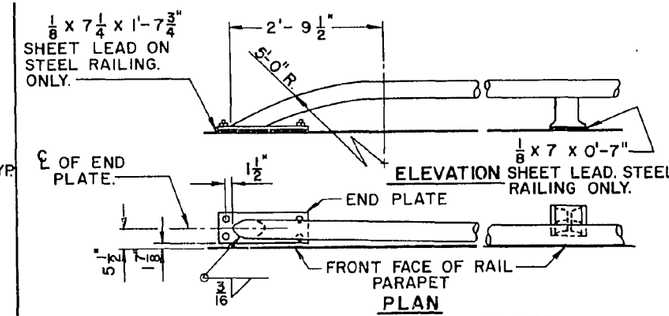


RAIL SPLICE DETAIL

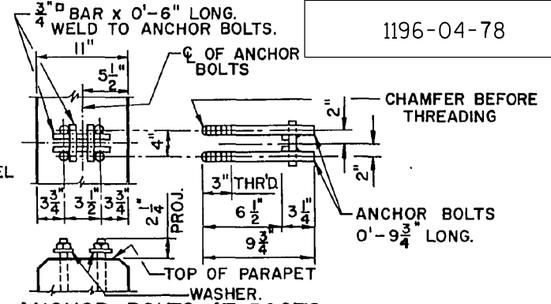


RAIL CLOSURE CAP DETAIL

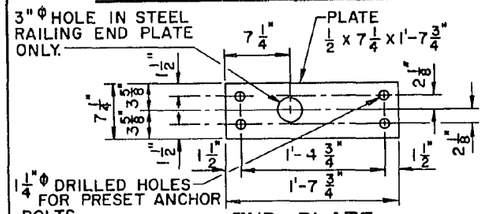
NOTES:
MAX. REDUCTION IN DIAMETER OF BENT SECTION SHALL BE 3%.
MAX. REDUCTION IN SLOT WIDTH IN BENT TUBING SHALL BE 3/16.
WALL THICKNESS OF TUBING SHOWN ABOVE SHALL BE MIN. NOMINAL AVERAGE WALL THICKNESS.



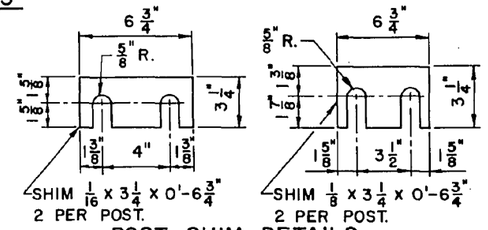
DETAIL OF RAIL BEND AT ABUTMENTS



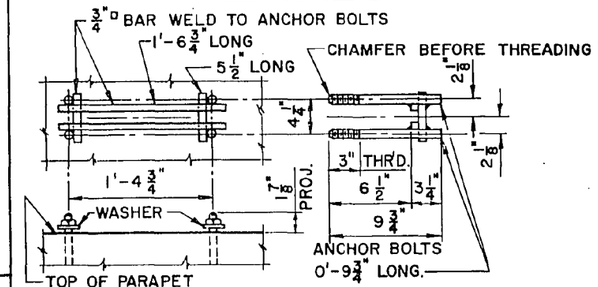
ANCHOR BOLTS AT POSTS



END PLATE



POST SHIM DETAILS



ANCHOR BOLTS AT END PLATE

GENERAL NOTES

BID ITEM SHALL BE TUBULAR RAILING, TYPE 'J'.

ALL POST SPACINGS ARE TAKEN HORIZONTALLY ALONG C/L OF ANCHOR BOLTS.

RAILING SHALL BE FABRICATED IN TWO OR THREE PANEL LENGTHS.

SHIMS CONFORMING TO SAME MATERIAL AS POSTS SHALL BE USED UNDER POSTS AND END PLATES WHERE REQ'D FOR ALIGNMENT.

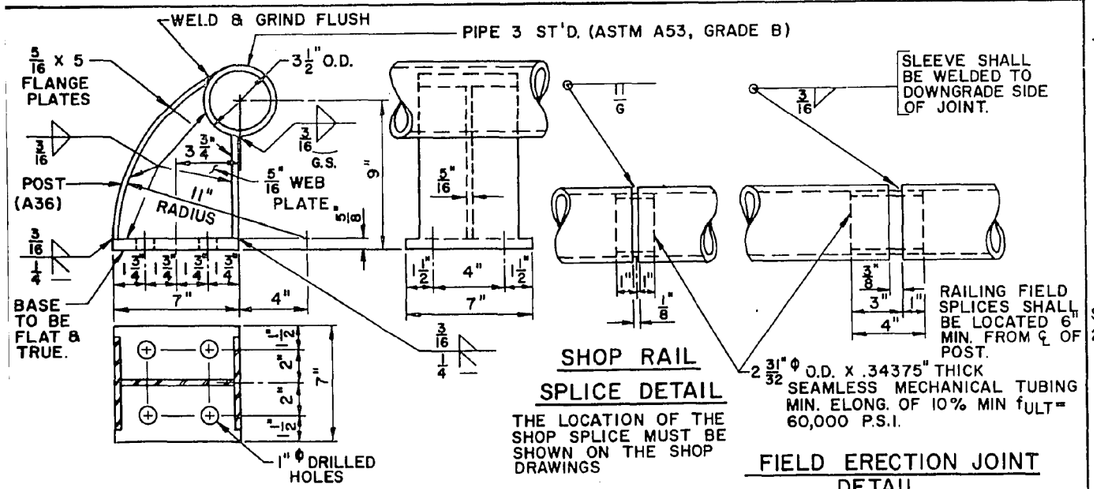
RAIL POSTS SHALL BE SET NORMAL TO GRADE.

THE SHANK AND ROOT OF THREAD DIAMETER FOR ANCHOR BOLTS SHALL BE A MIN. OF 0.62 INCHES.

ANCHOR BOLTS, NUTS & WASHERS FOR ALUMINUM RAILING SHALL BE STAINLESS STEEL.

ANCHOR BOLTS, NUTS & WASHERS FOR STEEL RAILING SHALL BE EITHER STAINLESS STEEL OR ASTM A307. IF A307 IS USED ELECTRO-GALVANIZE NUTS, WASHERS & TOP 3½" OF ANCHOR BOLTS.

RAILING SHALL BE BUILT STRAIGHT & SPRUNG INTO PLACE.



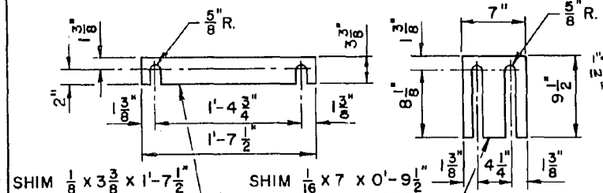
STEEL POST DETAILS

NOTE: GALVANIZE ENTIRE RAILING AFTER FABRICATION INCLUDING SHIMS.

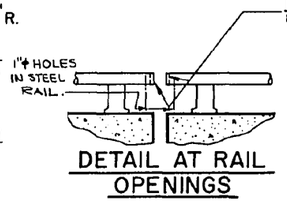
SHOP RAIL SPLICE DETAIL

THE LOCATION OF THE SHOP SPLICE MUST BE SHOWN ON THE SHOP DRAWINGS

FIELD ERECTION JOINT DETAIL



END PLATE SHIM DETAILS



DETAIL AT RAIL OPENINGS

FOR INFORMATIONAL PURPOSES ONLY

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STRUCTURE B-3-31

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TUBULAR RAILING TYPE J

SHEET 8 OF 8

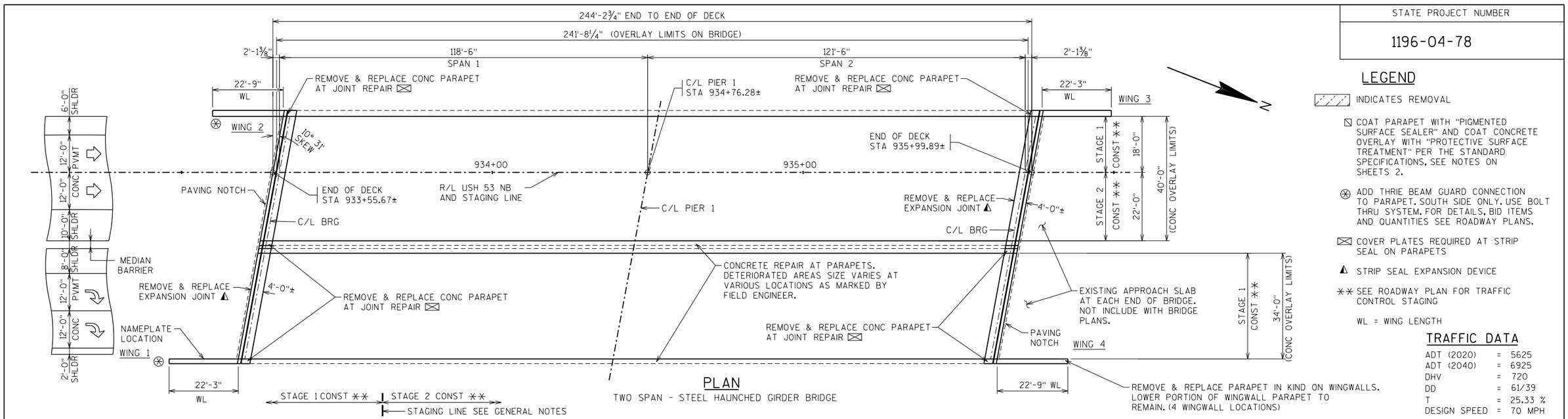
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PLOT DATE: 10/19/2021
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STATE PROJECT NUMBER
1196-04-78



PLAN

TWO SPAN - STEEL HAUNCHED GIRDER BRIDGE

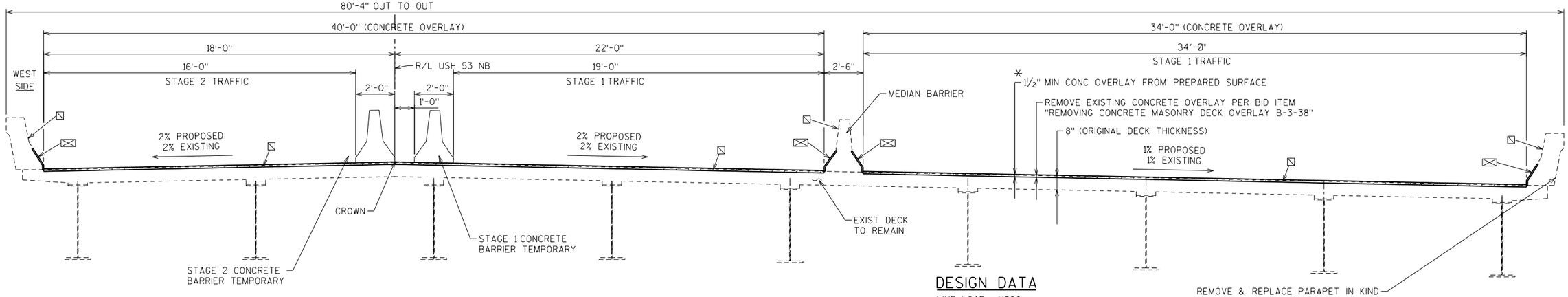
LEGEND

- INDICATES REMOVAL
- COAT PARAPET WITH "PIGMENTED SURFACE SEALER" AND COAT CONCRETE OVERLAY WITH "PROTECTIVE SURFACE TREATMENT" PER THE STANDARD SPECIFICATIONS, SEE NOTES ON SHEETS 2.
- ⊛ ADD THRIE BEAM GUARD CONNECTION TO PARAPET. SOUTH SIDE ONLY. USE BOLT THRU SYSTEM. FOR DETAILS, BID ITEMS AND QUANTITIES SEE ROADWAY PLANS.
- ⊠ COVER PLATES REQUIRED AT STRIP SEAL ON PARAPETS
- ◭ STRIP SEAL EXPANSION DEVICE
- ✳✳ SEE ROADWAY PLAN FOR TRAFFIC CONTROL STAGING

WL = WING LENGTH

TRAFFIC DATA

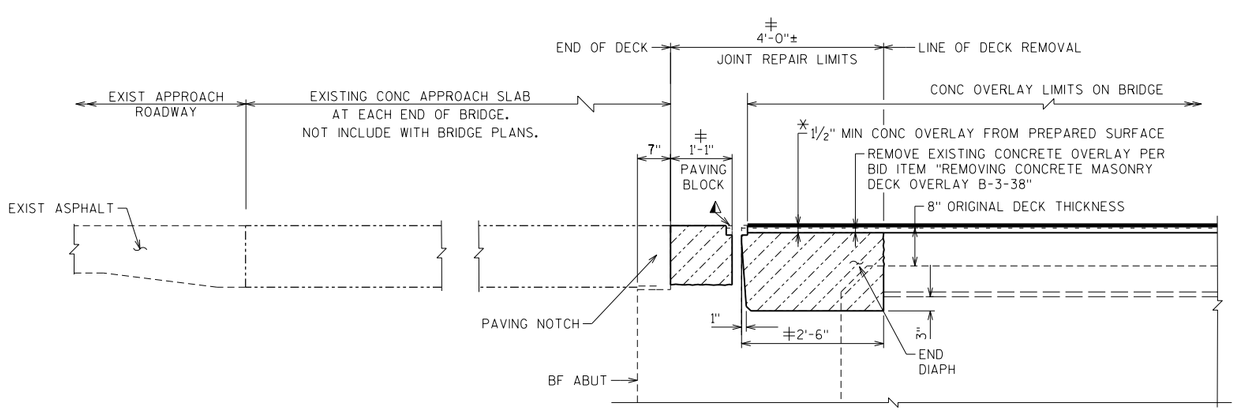
ADT (2020)	=	5625
ADT (2040)	=	6925
DHV	=	720
DD	=	61/39
T	=	25.33 %
DESIGN SPEED	=	70 MPH



CROSS SECTION THRU ROADWAY

(LOOKING NORTH)

✳ 2" AVERAGE OVERLAY THICKNESS



TYPICAL LONGITUDINAL SECTION AT EACH END OF DECK

‡ DIMENSIONS GIVEN ARE NORMAL TO ℄ OF SUBSTRUCTURE UNIT.

DESIGN DATA

LIVE LOAD: HS20

DESIGN LOADING:

INVENTORY RATING RF = HS18
OPERATING RATING RF = HS31
WISCONSIN STANDARD PERMIT VEHICLE (WIS-SPV) = 235 KIPS

MATERIAL PROPERTIES:

CONCRETE MASONRY - SUPERSTRUCTURE _____ f'c = 4,000 psi
- OVERLAY _____ f'c = 4,000 psi
- ALL OTHER _____ f'c = 3,500 psi

HIGH STRENGTH BAR STEEL REINFORCEMENT
AASHTO GRADE 60 _____ fy = 60,000 psi
ALL BAR STEEL SHALL BE EPOXY COATED

LIST OF DRAWINGS

1 DECK OVERLAY
2 NOTES AND QUANTITIES
3 JOINT REPAIR DETAILS
4 JOINT REPAIR DETAILS
5 EXPANSION DEVICE
6 TRAFFIC COVER PLATE DETAILS
7 SLOPED FACE PARAPET "A"

Christopher J. Blum

October 19, 2021

WISCONSIN PROFESSIONAL ENGINEER
CHRISTOPHER J. BLUM
E-33157
MADISON
WI

SEH CONTACT: CHRIS BLUM, PE, 608.620.6192
WISDOT BRIDGE OFFICE CONTACT: AARON BONK, PE, 608.261.0261

NO.	DATE	REVISION	BY

SEH
SHORT ELLIOTT HENDRICKSON INC.

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

ACCEPTED _____ SDR 10/21/21
CHIEF STRUCTURES DESIGN ENGINEER — DATE

STRUCTURE B-3-38

U.S.H. 53 NB OVER U.S.H. 8

COUNTY	TOWN/~~CITY/VILLAGE~~
BARRON	STANLEY

DESIGN SPEC. REHABILITATION N/A

DESIGNED BY	DESIGN CK'D.	DRAWN BY AMJ	PLANS CK'D. CJB

DECK OVERLAY

SHEET 1 OF 7

319

PLOT TIME: 9:56:08 AM
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STATE PROJECT NUMBER
1196-04-78

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

ALL DIMENSIONS ARE IN FEET AND INCHES UNLESS OTHERWISE NOTED.

DIMENSIONS SHOWN ARE BASED ON THE ORIGINAL STRUCTURE PLANS AND INSPECTION REPORTS. EXISTING BRIDGE PLANS AVAILABLE AT WISDOT.

STATIONING MAY VARY BASED ON EXACT LOCATION OF BRIDGE TO PROPOSED ALIGNMENT.

CONTRACTOR TO VERIFY EXISTING UTILITY LOCATIONS.

ANY EXCAVATION REQUIRED TO COMPLETE THE DECK OVERLAY AT THE ABUTMENTS, TO BE CONSIDERED INCIDENTAL TO THE BID ITEM "CONCRETE MASONRY OVERLAY DECKS".

STAGING LINE LOCATION TO BE DETERMINED BY THESE PLANS AND BY THE FIELD ENGINEER. COORDINATE WITH STAGING PLANS.

EXISTING CONCRETE OVERLAY SHALL BE REMOVED FROM THE ENTIRE BRIDGE DECK UNDER THE BID ITEM "REMOVING CONCRETE MASONRY DECK OVERLAY B-3-38". CONTRACTOR TO VERIFY COMPLETENESS OF REMOVALS WITH THE FIELD ENGINEER.

PREPARATION DECKS TYPE 1, PREPARATION DECKS TYPE 2, CONCRETE SURFACE REPAIR AND FULL-DEPTH DECK REPAIR AS DETERMINED, LOCATED, MARKED AND MEASURED BY THE FIELD ENGINEER. DECK PREPARATION AND FULL-DEPTH DECK REPAIRS SHALL BE FILLED WITH "CONCRETE MASONRY OVERLAY DECKS".

BOTTOM OF THE EXISTING DECK WILL BE INSPECTED FOR AREAS OF FULL-DEPTH DECK REPAIR PRIOR TO DECK PREPARATION OPERATIONS.

BOTTOM OF THE EXISTING DECK IS TO BE INSPECTED FOR AREAS OF DISTRESS AFTER COMPLETION OF THE DECK PREPARATION AND PRIOR TO OVERLAYING THE BRIDGE.

ALL CONCRETE REMOVAL NOT COVERED WITH A CONCRETE OVERLAY SHALL BE DEFINED BY A 1-INCH DEEP SAW CUT.

THESE STRUCTURE PLANS ARE ONLY THE STRUCTURE REPAIR WORK. ANY ADDITIONAL REMOVAL REQUIRED, OUTSIDE OF THE LIMITS SHOWN IN THESE PLANS MUST BE COORDINATED WITH THE FIELD ENGINEER. FIELD ENGINEER SHOULD BE CONTACTED FOR APPROVAL OF ADDITIONAL REMOVAL.

PROFILE GRADE LINE SHALL BE DETERMINED IN THE FIELD BASED ON A MINIMUM CONCRETE OVERLAY THICKNESS OF 1½" PLACED ABOVE THE DECK SURFACE AFTER SURFACE PREPARATION. EXPECTED AVERAGE OVERLAY THICKNESS IS 2" OR AS GIVEN ON THE PLANS. IF EXPECTED AVERAGE OVERLAY, THICKNESS IS EXCEEDED BY MORE THAN ½", CONTACT THE STRUCTURES DESIGN SECTION.

CLEAN ALL LOOSE MATERIAL ON THE DECK AFTER CLEANING OPERATIONS USING HIGH PRESSURE WATER OR AIR, ENSURING ALL FREE-STANDING WATER IS REMOVED PRIOR TO PLACEMENT OF THE CONC OVERLAY, PROTECTIVE SURFACE TREATMENT AND PIGMENTED SURFACE SEALER.

AT THE ABUTMENTS THE DECK JOINT IS COMPRISED OF A STRIP SEAL EXPANSION JOINT. EXPANSION JOINT ASSEMBLY, INCLUDING ANCHOR STUDS AND HARDWARE SHALL BE PAID FOR IN THE LINEAR FOOT PRICE BID AS "EXPANSION DEVICE B-3-38".

APPLY "PIGMENTED SURFACE SEALER" TO THE CONCRETE PARAPETS PER THE STANDARD SPECIFICATIONS AND AS SHOWN IN THIS PLAN SET.

APPLY PROTECTIVE SURFACE TREATMENT TO THE DECK AFTER THE CONCRETE OVERLAY HAS BEEN APPLIED PER THE STANDARD SPECIFICATIONS AND AS SHOWN IN THE PLAN SET.

GENERAL NOTES (CONTINUED)

THE CONTRACTOR SHALL SUPPLY A NEW NAMEPLATE IN ACCORDANCE WITH SECTION 502.3.11 OF THE STANDARD SPECIFICATIONS AND THE STANDARD DETAIL DRAWINGS. NAMEPLATE TO SHOW ORIGINAL CONSTRUCTION YEAR. SEE EXISTING NAMEPLATE FOR DATE.

UTILIZE EXISTING BAR STEEL REINFORCEMENT WHERE SHOWN AND EXTEND 24 BAR DIAMETERS INTO NEW WORK, UNLESS SPECIFIED OTHERWISE.

BAR STEEL REINFORCEMENT SHALL BE EMBEDDED 2" CLEAR UNLESS OTHERWISE SHOWN OR NOTED.

THE FIRST DIGIT OF A THREE DIGIT BAR MARK OR THE FIRST TWO DIGITS OF A FOUR DIGIT BAR MARK SIGNIFIES THE BAR SIZE.

BEVEL EXPOSED EDGES OF CONCRETE ¾" UNLESS OTHERWISE NOTED.

SEE ROADWAY PLAN FOR LANE STAGING AND TRAFFIC SHIFT. COORDINATE THESE STRUCTURE PLANS WITH THE ROADWAY STAGING.

TOP FLANGES OF STEEL GIRDER SHALL BE CLEANED AND COATED AT JOINT REPAIR AREA WITH EPOXY SYSTEM. PAINT PER STANDARD SPECIFICATIONS.

TOTAL ESTIMATED QUANTITIES - B-3-38

	BID ITEM NUMBER	BID ITEMS	UNIT	TOTALS
	203.0330	DEBRIS CONTAINMENT B-3-38	EA	1
(8)	502.0100	CONCRETE MASONRY BRIDGES	CY	13
	502.3101	EXPANSION DEVICE	LF	159
(4)	502.3205	PIGMENTED SURFACE SEALER RESEAL	SY	421
(4)	502.3215	PROTECTIVE SURFACE TREATMENT RESEAL	SY	2035
	502.4205	ADHESIVE ANCHORS NO. 5 BAR	EA	156
(9)	505.0600	BAR STEEL REINFORCEMENT HS COATED STRUCTURES	LB	6065
	505.0905	BAR COUPLERS NO. 5	EA	3
	505.0906	BAR COUPLERS NO. 6	EA	13
(3)	509.0301	PREPARATION DECKS TYPE 1	SY	175
(3)	509.0302	PREPARATION DECKS TYPE 2	SY	80
(1)	509.0505.S	CLEANING DECKS TO REAPPLY CONCRETE MASONRY OVERLAY	SY	2010
	509.1000	JOINT REPAIR	SY	72
(5)	509.1500	CONCRETE SURFACE REPAIR	SF	1
(6)	509.2000	FULL-DEPTH DECK REPAIR	SY	10
(2)	509.2500	CONCRETE MASONRY OVERLAY DECKS	CY	151
	509.9005.S	REMOVING CONCRETE MASONRY DECK OVERLAY B-3-38	SY	2010
(7)	509.9050.S	CLEANING PARAPETS	LF	823
(10)	517.0901.S	PREPARATION AND COATING OF TOP FLANGES B-3-38	EA	1
		NON-BID ITEMS		
		FILLER	SIZE	½"
		NAMEPLATE	EACH	1

QUANTITIES NOTES

(1) BASED ON LIMITS OF OVERLAY ON DECK.

(2) CONCRETE FOR:
PREPARATION DECKS TYPE 1 & 2, FULL-DEPTH DECK REPAIR, JOINT REPAIR AND OVERLAY.

(3) PERTAINS TO DECK.

(4) FURNISH AND APPLY PIGMENTED SURFACE SEALER TO FRONT FACE, TOP, AND ENDS OF PARAPETS. CLEAN THE INSIDE FACE, TOP AND ENDS OF PARAPET PER BID ITEM "CLEANING PARAPETS". APPLICATION AND QUANTITY FOR PIGMENTED SURFACE SEALER ARE CONSIDERED INCIDENTAL TO BRIDGE BID ITEM "PIGMENTED SURFACE SEALER RESEAL".

FURNISH AND APPLY A PROTECTIVE SURFACE TREATMENT TO THE ENTIRE TOP SURFACE OF THE DECK OVERLAY AND PAVING BLOCK. APPLICATION AND QUANTITY FOR PROTECTIVE SURFACE TREATMENT ARE CONSIDERED INCIDENTAL TO BRIDGE BID ITEM "PROTECTIVE SURFACE TREATMENT RESEAL".

(5) AS LOCATED BY FIELD ENGINEER.

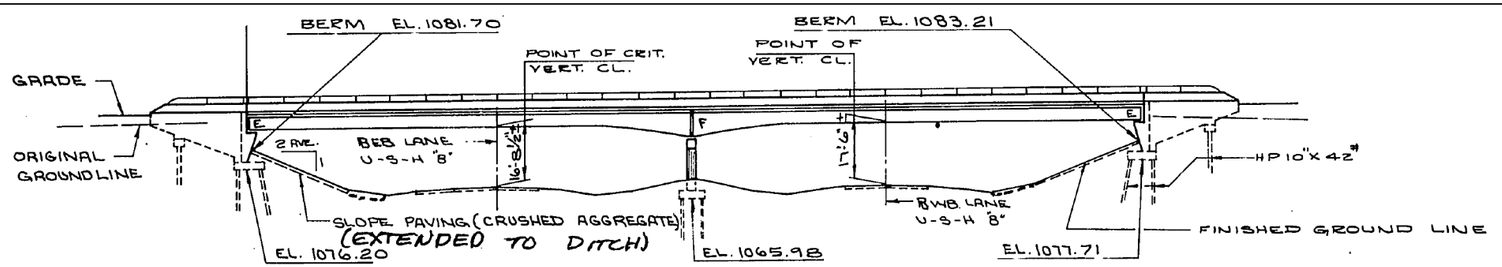
(6) UNDISTRIBUTED AMOUNT.

(7) INCLUDES PARAPETS ON DECK.

(8) INCLUDES CONCRETE FOR WING AND JOINT PARAPETS AND MEDIAN JOINT PARAPETS ONLY.

(9) INCLUDES REINFORCEMENT FOR JOINT, PAVING BLOCK AND PARAPET INCLUDING WINGS.

(10) PERTAINS TO TOP FLANGE AT AREA OF JOINT REPAIR.



ELEVATION
NORMAL TO ℄ EB & WB. LANES U-S-H "8"

NOTE: THIS ELEVATION VIEW TAKEN FROM EXISTING PLANS, REFERENCE ONLY, NOT FOR CONSTRUCTION. INTENT IS TO SHOW CONTRACTOR BENEATH THE BRIDGE

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-3-38

DRAWN BY AMJ | PLANS CK'D. CJB

NOTES AND QUANTITIES

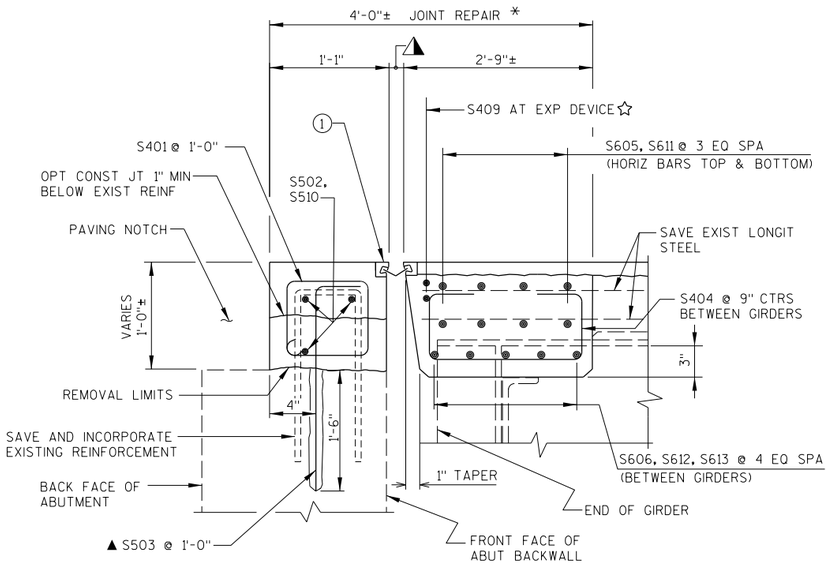
SHEET 2 OF 7

320

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SECTION THRU PROPOSED JOINT
SHOWN THRU ROADWAY
NORMAL TO ℄ SUBSTRUCTURE

* CONCRETE USED IN THE JOINT REPAIR AREA IS INCLUDED AND PAID FOR IN THE BID ITEM "CONCRETE MASONRY OVERLAY DECKS".

▲ ADHESIVE ANCHORS NO. 5 BAR, EMBED 1'-6" IN CONCRETE. SPACE AT 1'-0", TURN 10" LEG AS NECESSARY TO FIT.

⚠ SET NEW JOINT ACCORDING TO TEMPERATURE TABLE ON SHEET 5.

(1) SET FLUSH WITH CONCRETE - AT ROADWAY

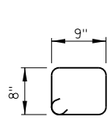
NOTE: THE FIRST DIGIT OF THE BAR MARK SIGNIFIES THE ENGLISH BAR DIAMETER SIZE.

BILL OF BARS — BOTH JOINTS

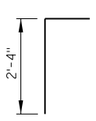
	BAR MARK	COAT	■ NO REQ'D	LENGTH (FT-IN)	BAR SERIES	BENT	LOCATION
	S401	X	156	3-4		X	PAVING BLK VERT STIRRUP
	S502	X	6	19-4			PAVING BLK HORIZ
▲	S503	X	156	3-1		X	PAVING BLK DOWEL
	S404	X	192	4-1		X	JOINT TRANS
	S605	X	8	19-4			JOINT HORIZ
	S606	X	70	8-11			JOINT HORIZ
	S507	X	28	4-10		X	PARAPET VERT
	S508	X	28	4-3		X	PARAPET VERT
☆	S409	X	32	8-11			AT DEVICE HORIZ
	S510	X	12	30-3			PAVING BLOCK HORIZ
	S611	X	32	30-6			JOINT HORIZ
	S612	X	10	6-11			JOINT HORIZ
	S513	X	14	6-10		X	PARAPET MEDIAN VERT
	S514	X	28	2-4			MEDIAN PARAPET VERT
	S515	X	10	0-9			MEDIAN PARAPET HORZ

☆ CUT BARS AT CONST JOINT TO FIT.

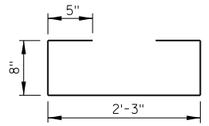
■ NUMBER REQUIRED ARE FOR BOTH ABUTMENT JOINTS.



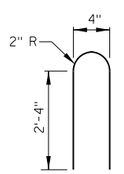
S401



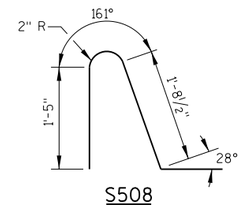
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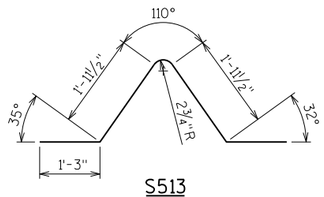
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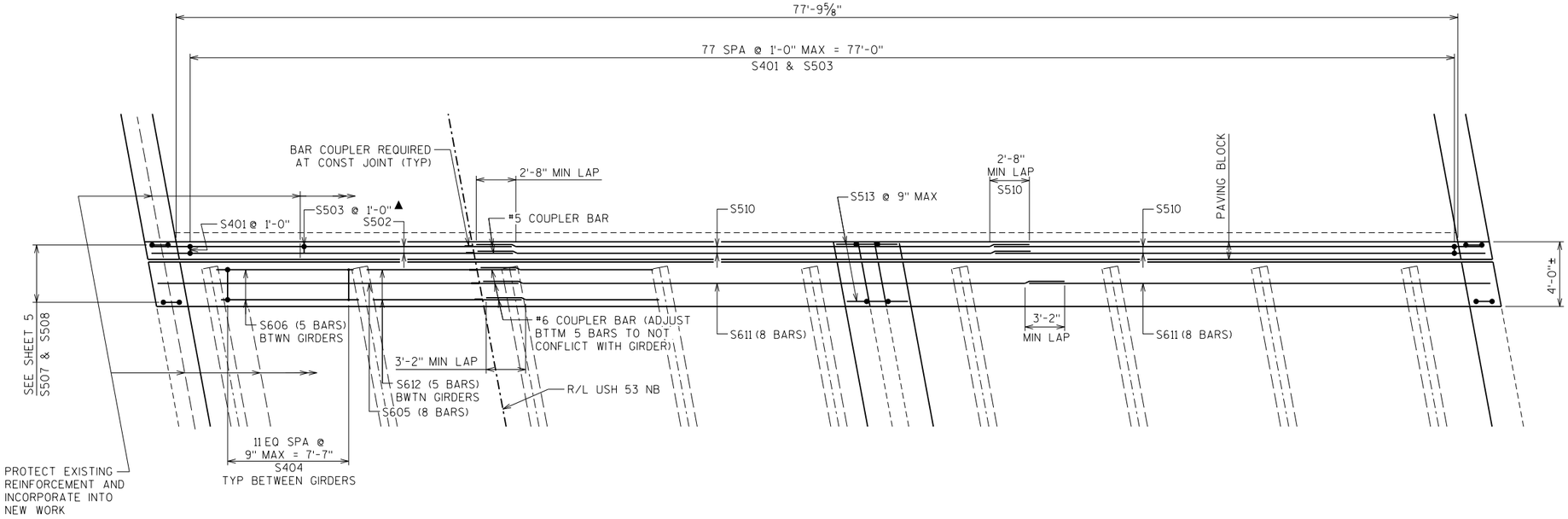
S507



S508



S513



PLAN AT NORTH ABUTMENT
SIMILAR AT SOUTH ABUTMENT, SEE SHEET 1 FOR ORIENTATION

NOTE:
SEE GENERAL NOTES FOR STAGING LINE CONCEPT

NO.	DATE	REVISION	BY

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STRUCTURE B-3-38

DRAWN BY GLE | PLANS CK'D. CJB

JOINT REPAIR DETAILS

SHEET 3 OF 7
321

8

8

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PLOT DATE: 10/9/2021
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STATE PROJECT NUMBER
1196-04-78

BAR COUPLER NOTES

SPECIFIC INFORMATION REGARDING THE COUPLER IS COVERED BY THE BID ITEM "BAR COUPLERS (SIZE)" AND NOT LIMITED TO THESE BAR COUPLER NOTES AND BRIDGE MANUAL STANDARD DRAWING 40.11.

STEEL COUPLER ASSEMBLY SHALL BE AN APPROVED TYPE AND SHALL DEVELOP IN TENSION AT LEAST 125% OF THE YIELD STRENGTH OF THE SPLICED REINFORCEMENT BARS.

DOWEL BAR COUPLERS SHALL BE OF MINIMUM 60 ksi YIELD STRENGTH, AND HAVE TENSILE STRENGTH AREA EQUAL OR GREATER THAN THAT OF THE LAPPED REINFORCEMENT BARS.

DOWEL BAR COUPLERS SHALL MEET THE DEFORMATION REQUIREMENTS FOR STANDARD ASTM DEFORMED REINFORCING BARS.

FOR DOWEL BAR COUPLERS, ALL REINFORCEMENT BARS SHALL BE LAPPED AND TIED TO THE COUPLER BARS.

COUPLER ASSEMBLY IN THE SLAB SHALL BE EPOXY COATED IN ACCORDANCE WITH THE REQUIREMENTS OF REINFORCEMENT BARS.

OTHER SYSTEMS OF SIMILAR DESIGN MAY BE SUBMITTED TO THE ENGINEER FOR APPROVAL. APPROVAL SHALL BE BASED ON CERTIFIED TEST RESULTS FROM AN APPROVED TESTING LABORATY THAT THE PROPOSED SPLICER (COUPLER) ASSEMBLY SATISFIES THE FOLLOWING REQUIREMENT:

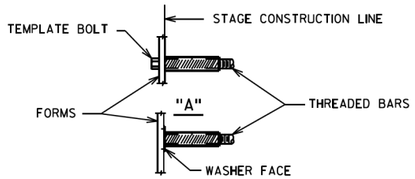
MINIMUM CAPACITY = 1.25 X fy X AREA OF SPLICED REINFORCEMENT BAR.

WHERE fy = YIELD STRENGTH OF SPLICED REINFORCEMENT BARS.

DOWEL BAR COUPLER LAP LENGTHS

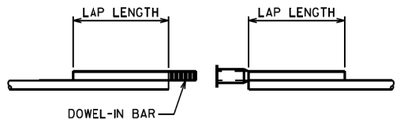
CONCRETE UNDER BAR	BAR SIZE	4	5	6	7	8	9	10	11
12" OR LESS	f'c = 3500	1'-8"	2'-8"	3'-2"	4'-3"	5'-6"	7'-0"	8'-9"	10'-11"
	f'c = 4000	1'-8"	2'-8"	3'-2"	4'-0"	5'-2"	6'-6"	8'-3"	10'-2"
MORE THAN 12"	f'c = 3500	2'-3"	2'-11"	3'-6"	4'-8"	6'-1"	7'-10"	9'-10"	12'-1"
	f'c = 4000	2'-3"	2'-11"	3'-6"	4'-5"	5'-8"	7'-4"	9'-2"	11'-4"

BAR LENGTH COMPUTED TO ℄ LONGIT. JOINT AND SHALL BE MODIFIED IF REQ'D. TO BAR COUPLER MANUFACTURER RECOMMENDATIONS. PAY BASED ON BARS AS DETAILED.



INSTALLATION AND SETTING METHODS

"A" SET COUPLER BY MEANS OF A TEMPLATE BOLT
"B" SET COUPLER BY NAILING TO WOOD FORMS OR CEMENTING TO STEEL FORMS.



DOWEL BAR COUPLER

ONE PIECE THREADED COUPLER

COUPLER ALTERNATIVES

8

8

NO.	DATE	REVISION	BY

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DEPARTMENT OF TRANSPORTATION

STRUCTURE B-3-38

DRAWN BY GLE | PLANS CK'D. CJB

JOINT REPAIR DETAILS

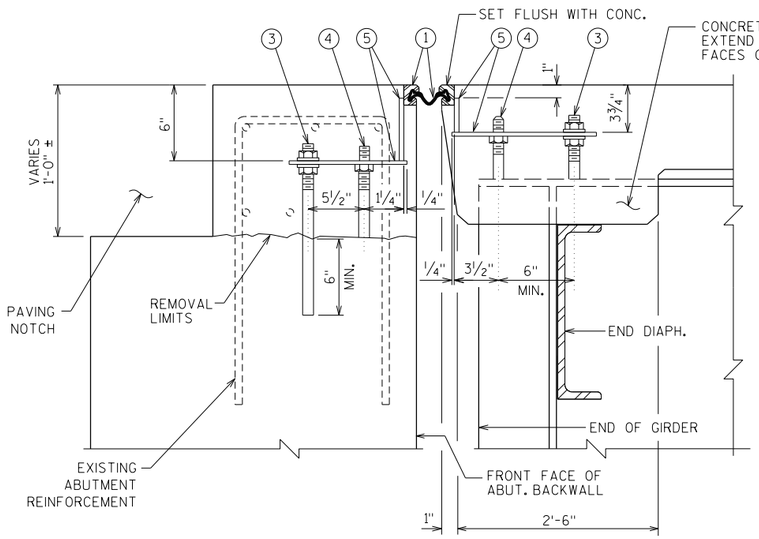
SHEET 4 OF 7

322

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STATE PROJECT NUMBER

1196-04-78



SECTION THRU JOINT AT ABUTMENT

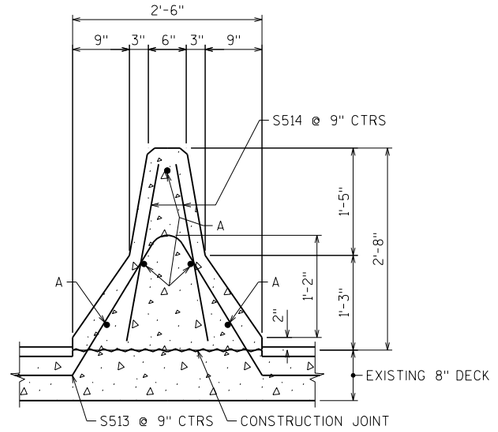
NORMAL TO ℄ SUBSTRUCTURE

⚠ TEMPERATURE TABLE

SHADED UNDERSIDE DECK TEMP. (°F)	JOINT OPENING (IN.) (NORMAL TO JT.)
90°	1⅛"
80°	2"
70°	2"
60°	2⅛"
50°	2¼"
45°	2¼"
40°	2¼"
30°	2⅜"

A SMALL JOINT OPENING DUE TO A HIGH TEMPERATURE AT TIME OF CONSTRUCTION MAY REQUIRE NEOPRENE STRIP SEAL INSTALLATION INTO STEEL EXTRUSIONS PRIOR TO SETTING THE EXPANSION JOINT.

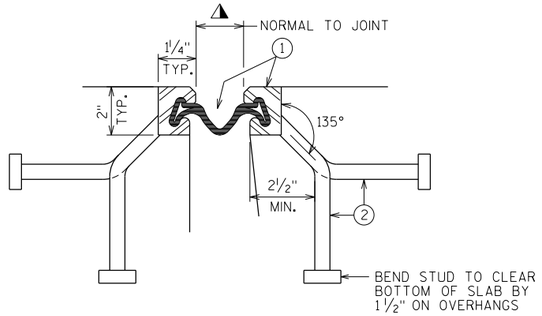
A = EXISTING HORIZ BAR STEEL AT DECK
S515 HORIZ BARS AT ABUT BACKWALL



SECTION THRU MEDIAN AT JOINT

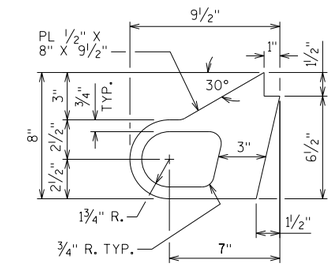
LEGEND

1. NEOPRENE STRIP SEAL (3 - INCH) AND STEEL EXTRUSIONS.
2. STUDS ⅝"Φ X 6⅜" LONG AT 6" ALTERNATE CENTERS. WELD TO EXTRUSIONS AND BEND AS SHOWN AFTER WELDING.
2A. ½" THICK ANCHOR PLATE WITH ⅝"Φ 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" Φ THREADED ROD WITH 2 NUTS AND PLATE WASHERS. WELD THREADED ROD TO TOP FLANGE OR ATTACH BY BOLTING THRU FLANGE. ON ABUTMENT SIDE GROUT THREADED ROD INTO FIELD DRILLED HOLES IN ABUTMENT BACKWALL AS SHOWN.
4. ¾"Φ 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" Φ HOLE FOR NO. 3 AND 1" Φ HOLE FOR NO. 4.
6. GALVANIZED PLATE ⅜" X 10" X 2'-2" LONG WITH HOLES FOR NO. 7. BEND AS SHOWN.
7. ¾"Φ X 1½" STAINLESS STEEL SOCKET FLAT HEAD SCREWS WITH ANTI-SEIZE LUBRICANT. PLACE IN COUNTERSUNK HOLE. RECESS 1/16" BELOW PLATE SURFACE.
8. ¾"Φ X 4" GALVANIZED HEX HEAD BOLT. BEND 45°.
9. ¾"Φ X 2¼" GALVANIZED THREADED COUPLING.
11. 1" X 5" SLOTTED COUNTERSUNK HOLE FOR NO. 7. PLACE SLOT PARALLEL TO DIRECTION OF MOVEMENT.

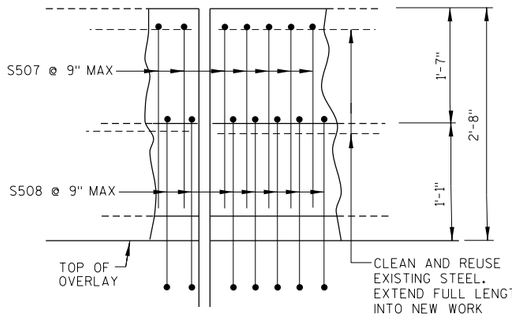


SECTION THRU JOINT

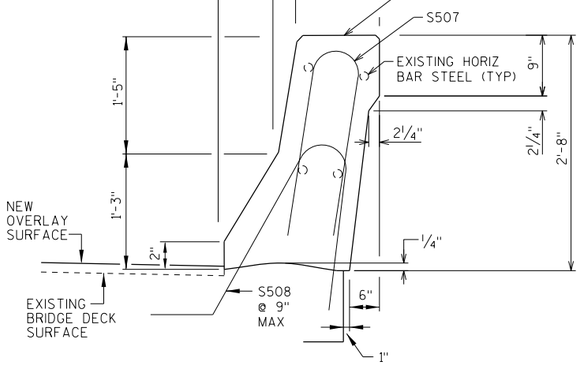
EXTERIOR GIRDER TO EDGE OF DECK AND AT PARAPETS



ALTERNATE STRIP SEAL ANCHOR

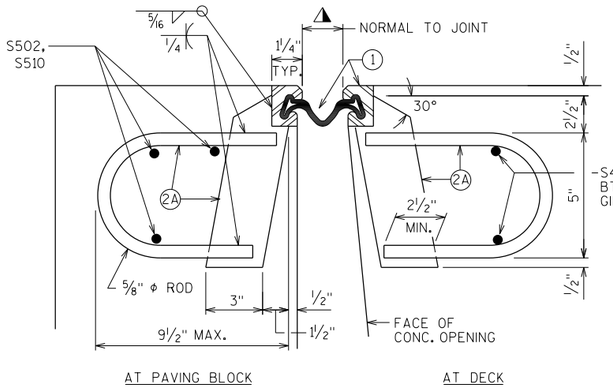


PARAPET ELEVATION



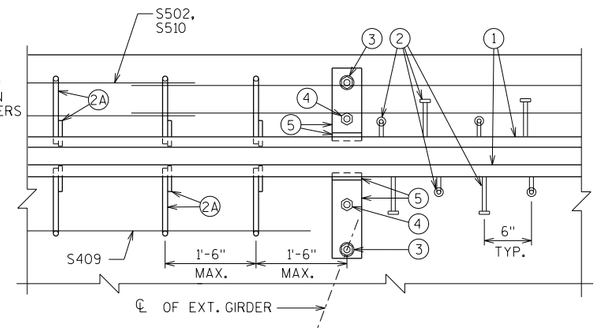
SECTION THROUGH PARAPET

REMOVE AND REPLACE PARAPET IN AREA OF JOINT REPAIR AS NEEDED TO INSTALL EXPANSION DEVICE. WORK TO BE INCLUDED IN BID ITEM "JOINT REPAIR" EXCEPT FOR CONCRETE AND BAR STEEL REINFORCEMENT WHICH IS PAID FOR SEPARATELY. UTILIZE EXISTING BAR STEEL AS POSSIBLE.



SECTION THRU JOINT

ROADWAY TRAFFIC AREA BETWEEN EXTERIOR GIRDERS.



PART PLAN

NOTES

ONE FIELD SPLICE PERMITTED IN STEEL EXTRUSIONS, UNLESS MORE ARE REQUIRED FOR STAGED CONSTRUCTION, HANDLING OR GALVANIZING REQUIREMENTS. IF USED, 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.

STRIP SEAL EXPANSION JOINT ASSEMBLY, INCLUDING ANCHOR STUDS AND HARDWARE WILL BE PAID FOR AT THE LUMP SUM PRICE BID FOR "EXPANSION DEVICE B-3-38".

NOTES

THIS WISCONSIN STANDARD INSERT SHEET TO BE USED IN CONJUNCTION WITH SHEET 6.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-3-38

DRAWN BY GLE | PLANS CK'D. CJB

EXPANSION DEVICE

SHEET 5 OF 7

323

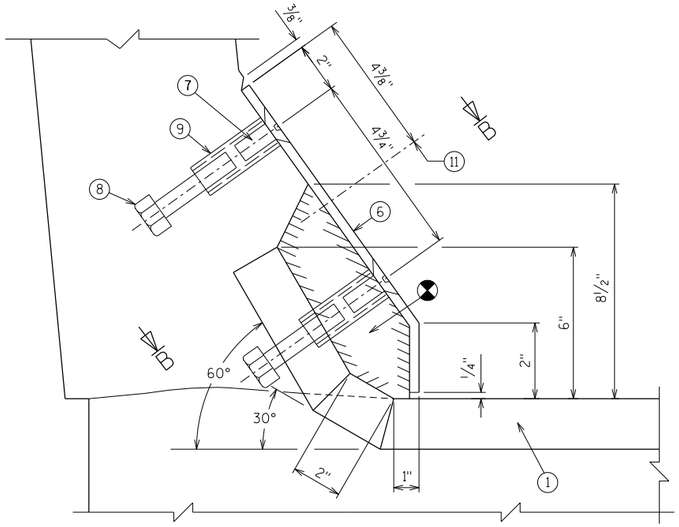
8

8

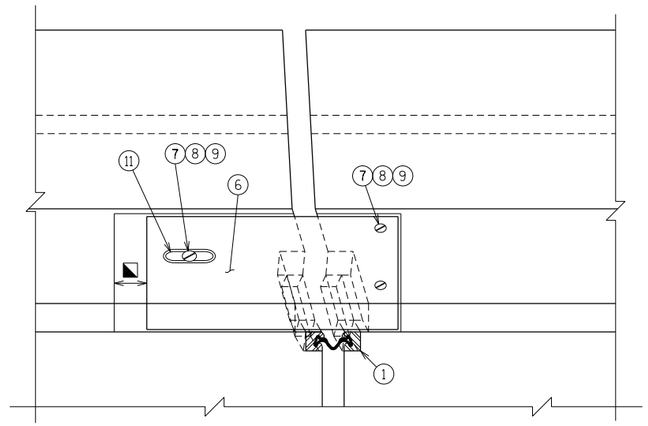
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PLOT TIME: 9:56:33 AM
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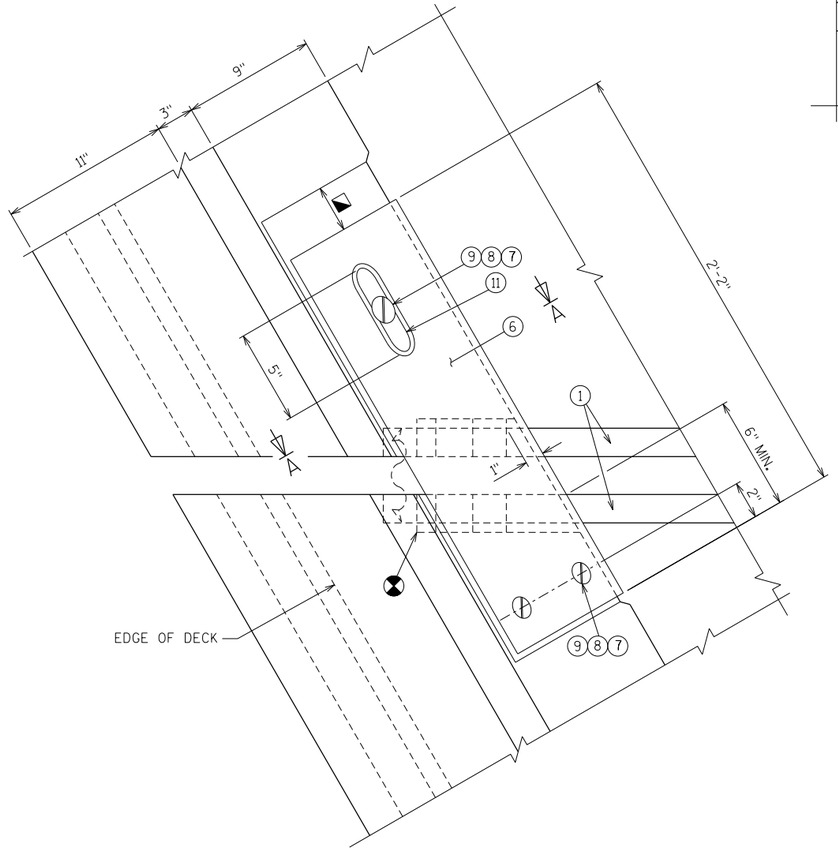
STATE PROJECT NUMBER

1196-04-78

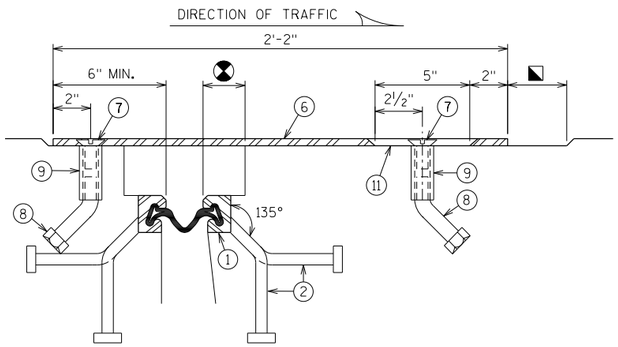


SECTION A-A





PLAN



SECTION B-B

NOTES

THIS WISCONSIN STANDARD INSERT SHEET TO BE USED IN CONJUNCTION WITH SHEET 5.

⊠ BLOCK OUT CONCRETE 2" EACH SIDE OF JOINT OPENING.

◪ JOINT OPENING DIMENSION ALONG SKEW PLUS 1/2".

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-3-38

DRAWN BY GLE | PLANS CK'D. CJB

TRAFFIC COVER PLATE DETAILS

SHEET 6 OF 7

324

8

8

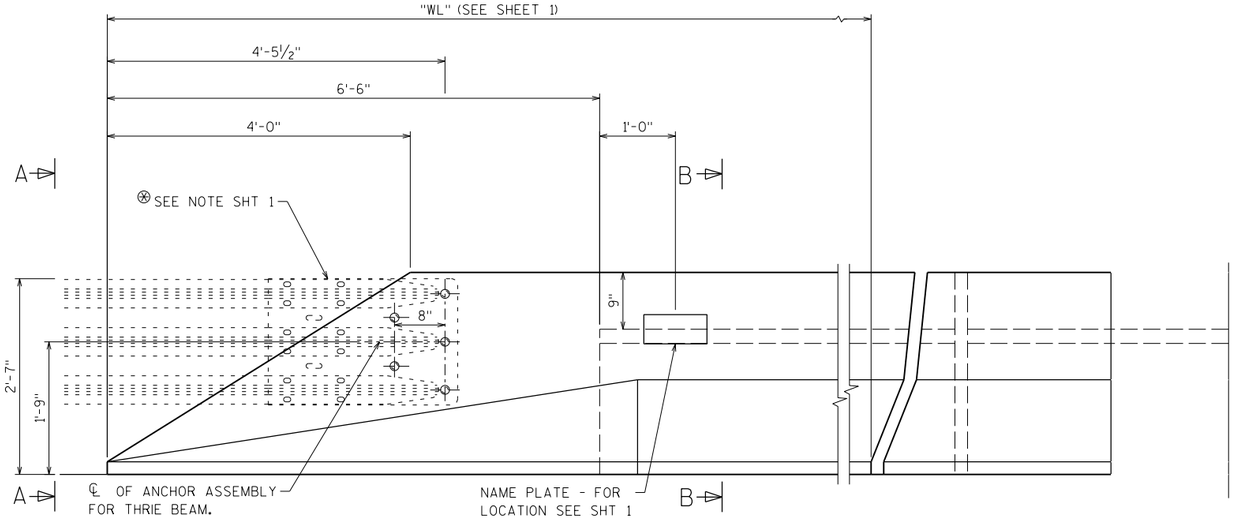
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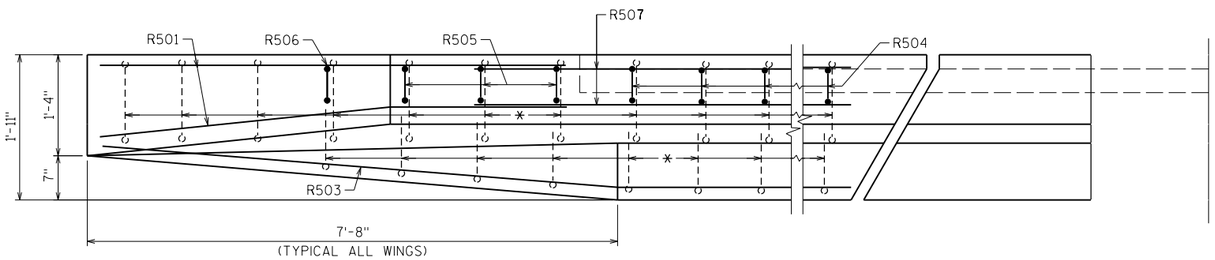
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STATE PROJECT NUMBER
1196-04-78

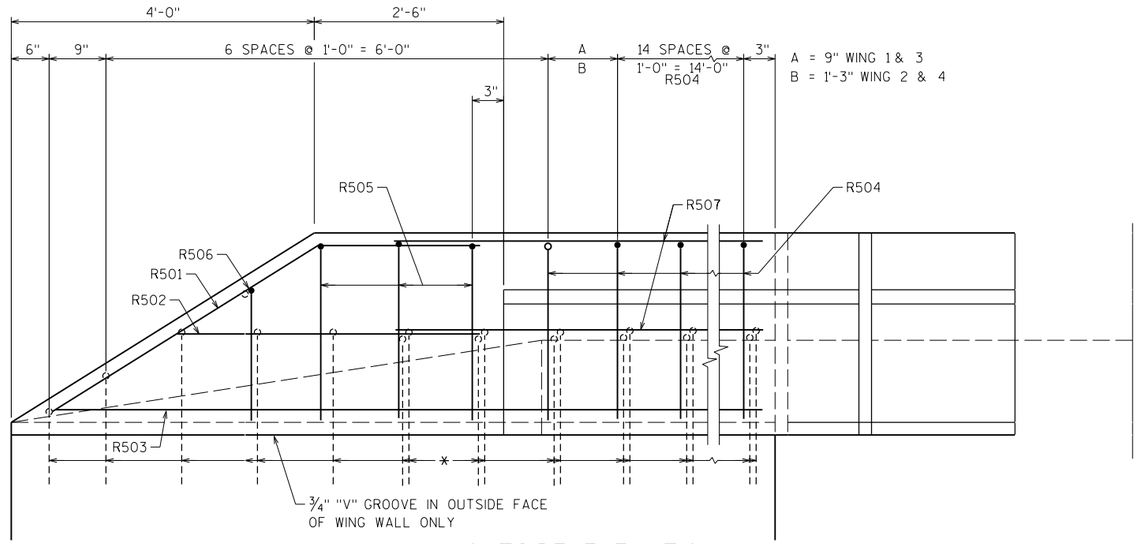
* ALL EXISTING REINFORCEMENT SHALL REMAIN.
INCORPORATE EXISTING REINFORCEMENT INTO NEW WORK.



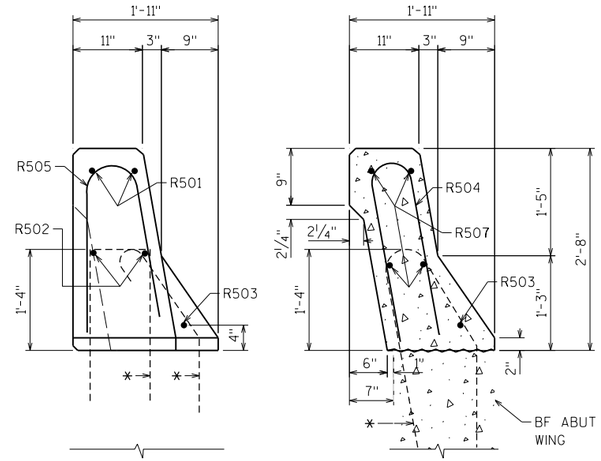
INSIDE ELEVATION



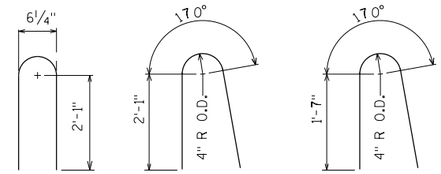
PLAN



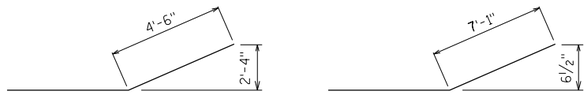
OUTSIDE ELEVATION



VIEW A SECTION B



R504 R505 R506



R501 R503

BAR MARK	COAT	NO REQ'D	LENTH (FT-IN)	BENT	LOCATION
R501	X	8	6 - 10	X	WING 1,2,3,4
R502	X	8	4 - 5		WING 1,2,3,4
R503	X	4	21 - 9	X	WING 1,2,3,4
R504	X	64	5 - 0	X	WING 1,2,3,4
R505	X	12	5 - 2	X	WING 1,2,3,4
R506	X	4	4 - 2	X	WING 1,2,3,4
R507	X	16	17 - 7		WING 1,2,3,4

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-3-38

DRAWN BY GLE | PLANS CK'D. CJB

SLOPED FACE PARAPET "A"

SHEET 7 OF 7

325

8

8

Division 1 - USH 53 NB

STATION	Real Station	Distance	AREA (SF) Cut	Salvaged/Unusable Pavement Material	Fill	Marsh Exc	Rock Exc	EBS	Incremental Vol (CY) (Unadjusted) Cut	Salvaged/Unusable Pavement Material	Fill	Marsh Exc	Rock Exc	EBS	Cumulative Vol (CY) Cut	Expanded Fill	Expanded Marsh Backfill	Expanded Rock	Expanded EBS Backfill	Reduced Marsh in Fill	Reduced EBS in Fill	Mass Ordinate
									Note 1	Note 2	Note 3				1.00 Note 1	1.25	1.00 Note 4	1.00	1.00 Note 5	1.00 Note 6	1.00 Note 7	Note 8
124+91.53	12491.53	0.00	1.21	0.00	4.65	0.00	0.00	0.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
125+29.88	12529.88	38.34	2.05	0.00	6.62	0.00	0.00	0.00	2	0	8	0	0	0	2	10	0	0	0	0	0	-8
126+08.10	12608.10	78.22	6.65	0.00	32.81	0.00	0.00	0.00	13	0	57	0	0	0	15	81	0	0	0	0	0	-66
126+33.10	12633.10	25.00	4.93	0.00	14.01	0.00	0.00	0.00	5	0	22	0	0	0	20	108	0	0	0	0	0	-88
126+47.65	12647.65	14.55	6.16	0.00	6.37	0.00	0.00	0.00	3	0	5	0	0	0	23	115	0	0	0	0	0	-92
126+58.10	12658.10	10.45	7.43	0.00	1.70	0.00	0.00	0.00	3	0	2	0	0	0	26	117	0	0	0	0	0	-91
126+72.65	12672.65	14.55	9.25	0.00	0.00	0.00	0.00	0.00	4	0	0	0	0	0	30	118	0	0	0	0	0	-87
126+97.65	12697.65	25.00	11.77	0.00	0.00	0.00	0.00	0.00	10	0	0	0	0	0	40	118	0	0	0	0	0	-78

Division 2 - USH 53 NB

STATION	Real Station	Distance	AREA (SF) Cut	Salvaged/Unusable Pavement Material	Fill	Marsh Exc	Rock Exc	EBS	Incremental Vol (CY) (Unadjusted) Cut	Salvaged/Unusable Pavement Material	Fill	Marsh Exc	Rock Exc	EBS	Cumulative Vol (CY) Cut	Expanded Fill	Expanded Marsh Backfill	Expanded Rock	Expanded EBS Backfill	Reduced Marsh in Fill	Reduced EBS in Fill	Mass Ordinate
									Note 1	Note 2	Note 3				1.00 Note 1	1.25	1.00 Note 4	1.00	1.00 Note 5	1.00 Note 6	1.00 Note 7	Note 8
279+09.10	27909.10	0.00	3.44	0.00	0.55	0.00	0.00	0.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
279+16.72	27916.72	7.62	3.75	0.00	0.60	0.00	0.00	0.00	1	0	0	0	0	0	1	0	0	0	0	0	0	1
280+25.66	28025.66	108.94	3.01	0.00	15.58	0.00	0.00	0.00	14	0	33	0	0	0	15	41	0	0	0	0	0	-26
280+33.28	28033.28	7.62	2.99	0.00	14.64	0.00	0.00	0.00	1	0	4	0	0	0	15	46	0	0	0	0	0	-31
280+50.66	28050.66	17.38	4.10	0.00	8.50	0.00	0.00	0.00	2	0	7	0	0	0	18	56	0	0	0	0	0	-38
280+58.28	28058.28	7.62	6.21	0.00	3.98	0.00	0.00	0.00	1	0	2	0	0	0	19	58	0	0	0	0	0	-39
280+75.66	28075.66	17.38	4.77	0.00	0.13	0.00	0.00	0.00	4	0	1	0	0	0	23	60	0	0	0	0	0	-37
280+83.28	28083.28	7.62	4.60	0.00	0.00	0.00	0.00	0.00	1	0	0	0	0	0	24	60	0	0	0	0	0	-35

Division 3 - USH 53 NB

STATION	Real Station	Distance	AREA (SF) Cut	Salvaged/Unusable Pavement Material	Fill	Marsh Exc	Rock Exc	EBS	Incremental Vol (CY) (Unadjusted) Cut	Salvaged/Unusable Pavement Material	Fill	Marsh Exc	Rock Exc	EBS	Cumulative Vol (CY) Cut	Expanded Fill	Expanded Marsh Backfill	Expanded Rock	Expanded EBS Backfill	Reduced Marsh in Fill	Reduced EBS in Fill	Mass Ordinate
									Note 1	Note 2	Note 3				1.00 Note 1	1.25	1.00 Note 4	1.00	1.00 Note 5	1.00 Note 6	1.00 Note 7	Note 8
320+36.45	32036.45	0.00	3.82	0.00	0.15	0.00	0.00	0.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
321+36.77	32136.77	100.32	4.13	0.00	3.42	0.00	0.00	0.00	15	0	7	0	0	0	15	8	0	0	0	0	0	6
321+53.01	32153.01	16.25	4.43	0.00	4.69	0.00	0.00	0.00	3	0	2	0	0	0	17	11	0	0	0	0	0	6
321+78.01	32178.01	25.00	3.50	0.00	2.66	0.00	0.00	0.00	4	0	3	0	0	0	21	16	0	0	0	0	0	5
322+03.01	32203.01	25.00	3.74	0.00	2.79	0.00	0.00	0.00	3	0	3	0	0	0	24	19	0	0	0	0	0	6
322+53.31	32253.31	50.30	2.92	0.00	8.78	0.00	0.00	0.00	6	0	11	0	0	0	31	32	0	0	0	0	0	-2
322+78.31	32278.31	25.00	3.89	0.00	4.72	0.00	0.00	0.00	3	0	6	0	0	0	34	40	0	0	0	0	0	-6
323+03.31	32303.31	25.00	3.75	0.00	4.54	0.00	0.00	0.00	4	0	4	0	0	0	37	45	0	0	0	0	0	-8

Division 4 - USH 53 NB

STATION	Real Station	Distance	AREA (SF) Cut	Salvaged/Unusable Pavement Material	Fill	Marsh Exc	Rock Exc	EBS	Incremental Vol (CY) (Unadjusted) Cut	Salvaged/Unusable Pavement Material	Fill	Marsh Exc	Rock Exc	EBS	Cumulative Vol (CY) Cut	Expanded Fill	Expanded Marsh Backfill	Expanded Rock	Expanded EBS Backfill	Reduced Marsh in Fill	Reduced EBS in Fill	Mass Ordinate
									Note 1	Note 2	Note 3				1.00 Note 1	1.25	1.00 Note 4	1.00	1.00 Note 5	1.00 Note 6	1.00 Note 7	Note 8
424+36.42	42436.42	0.00	2.41	0.00	0.28	0.00	0.00	0.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
425+52.99	42552.99	116.56	5.61	0.00	9.04	0.00	0.00	0.00	17	0	20	0	0	0	17	25	0	0	0	0	0	-8
425+77.99	42577.99	25.00	3.55	0.00	8.59	0.00	0.00	0.00	4	0	8	0	0	0	22	35	0	0	0	0	0	-14
426+02.99	42602.99	25.00	4.24	0.00	0.12	0.00	0.00	0.00	4	0	4	0	0	0	25	40	0	0	0	0	0	-15
426+46.23	42646.23	43.24	4.82	0.00	0.10	0.00	0.00	0.00	7	0	0	0	0	0	32	41	0	0	0	0	0	-8
427+62.79	42762.79	116.56	5.40	0.00	5.14	0.00	0.00	0.00	22	0	11	0	0	0	54	55	0	0	0	0	0	0
427+87.79	42787.79	25.00	5.28	0.00	1.12	0.00	0.00	0.00	5	0	3	0	0	0	59	58	0	0	0	0	0	1
428+12.79	42812.79	25.00	5.15	0.00	0.00	0.00	0.00	0.00	5	0	1	0	0	0	64	59	0	0	0	0	0	5

Notes:		
1 - Cut	Cut includes Salvaged/Unusable Pavement material	
2 - Salvaged/Unusable Pavement Material	This does not show up in cross sections	
3 - Fill	Does not include Unusable Pavement Exc volume	
4 - Expanded Marsh Backfill	Will be backfilled with Granular Backfill (or Cut, or Borrow)	Note 4 - Select one based on input dialog selection
5 - Expanded EBS	Will be backfilled with Granular Backfill (or Cut, or Borrow)	Note 5 - Select one based on input dialog selection
6 - Reduced Marsh in Fill	Reduced Marsh Excavation that can be used in Fill	Note 6 - If excavated Marsh can be used in Fill
7 - Reduced EBS in Fill	Reduced EBS Excavation that can be used in Fill	Note 7 - If excavated EBS can be used in Fill
8 - Mass Ordinate	If Marsh or EBS to be backfilled with Common or Borrow: [(Cut - Salvaged Pavt - Expanded Marsh Exc - Expanded EBS) - ((Fill - Reduced Marsh in Fill - Reduced EBS in Fill - Expanded Rock) * Fill Factor)]	Note 8 - Select one based on mass haul input dialog selection. EBS and Marsh Exc used outside 1:1 in fill slopes
8 - Mass Ordinate	If Marsh and EBS to be backfilled with Granular: [Cut - Salvaged Pavt - ((Fill - Reduced Marsh in Fill - Reduced EBS in Fill - Expanded Rock) * Fill Factor)]	EBS and Marsh Exc used outside 1:1 in fill slopes
8 - Mass Ordinate	If Marsh and EBS to be backfilled with Common or Borrow: [(Cut - Salvaged Pavt - Expanded Marsh Exc - Expanded EBS) - ((Fill - Expanded Rock) * Fill Factor)]	Marsh and EBS are not usable outside the 1:1 slopes
8 - Mass Ordinate	If Marsh and EBS to be backfilled with Granular: [Cut - Salvaged Pavt - ((Fill - Expanded Rock) * Fill Factor)]	Marsh and EBS are not usable outside the 1:1 slopes

Division 5 - USH 53 NB

STATION	Real Station	Distance	AREA (SF)						Incremental Vol (CY) (Unadjusted)						Cumulative Vol (CY)							
			Cut	Salvaged/Unusable Pavement Material	Fill	Marsh Exc	Rock Exc	EBS	Cut	Salvaged/Unusable Pavement Material	Fill	Marsh Exc	Rock Exc	EBS	Cut 1.00	Expanded Fill 1.25	Expanded Marsh Backfill 1.00	Expanded Rock 1.00	Expanded EBS Backfill 1.00	Reduced Marsh in Fill 1.00	Reduced EBS in Fill 1.00	Mass Ordinate
									Note 1	Note 2	Note 3				Note 1		Note 4		Note 5	Note 6	Note 7	Note 8
474+26.04	47426.04	0.00	1.30	0.00	3.44	0.00	0.00	0.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
475+09.66	47509.66	83.63	1.81	0.00	15.00	0.00	0.00	0.00	5	0	29	0	0	0	5	36	0	0	0	0	0	-31
475+42.61	47542.61	32.94	3.03	0.00	20.19	0.00	0.00	0.00	3	0	21	0	0	0	8	63	0	0	0	0	0	-55
475+67.60	47567.60	24.99	0.94	0.00	17.73	0.00	0.00	0.00	2	0	18	0	0	0	10	84	0	0	0	0	0	-75
475+92.60	47592.60	25.00	1.50	0.00	9.41	0.00	0.00	0.00	1	0	13	0	0	0	11	100	0	0	0	0	0	-89
476+04.88	47604.88	12.28	1.17	0.00	7.91	0.00	0.00	0.00	1	0	4	0	0	0	11	105	0	0	0	0	0	-94
476+29.91	47629.91	25.03	2.34	0.00	4.34	0.00	0.00	0.00	2	0	6	0	0	0	13	112	0	0	0	0	0	-99
476+54.92	47654.92	25.01	2.61	0.00	3.94	0.00	0.00	0.00	2	0	4	0	0	0	15	117	0	0	0	0	0	-102

Division 6 - USH 53 NB

STATION	Real Station	Distance	AREA (SF)						Incremental Vol (CY) (Unadjusted)						Cumulative Vol (CY)							
			Cut	Salvaged/Unusable Pavement Material	Fill	Marsh Exc	Rock Exc	EBS	Cut	Salvaged/Unusable Pavement Material	Fill	Marsh Exc	Rock Exc	EBS	Cut 1.00	Expanded Fill 1.25	Expanded Marsh Backfill 1.00	Expanded Rock 1.00	Expanded EBS Backfill 1.00	Reduced Marsh in Fill 1.00	Reduced EBS in Fill 1.00	Mass Ordinate
									Note 1	Note 2	Note 3				Note 1		Note 4		Note 5	Note 6	Note 7	Note 8
488+20.63	48820.63	0.00	4.86	0.00	0.68	0.00	0.00	0.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
488+92.20	48892.20	71.56	4.89	0.00	9.54	0.00	0.00	0.00	13	0	14	0	0	0	13	17	0	0	0	0	0	-4
489+17.20	48917.20	25.00	4.64	0.00	4.45	0.00	0.00	0.00	4	0	6	0	0	0	17	25	0	0	0	0	0	-8
489+20.50	48920.50	3.30	4.58	0.00	4.04	0.00	0.00	0.00	1	0	1	0	0	0	18	26	0	0	0	0	0	-8
489+42.20	48942.20	21.70	4.61	0.00	0.61	0.00	0.00	0.00	4	0	2	0	0	0	22	28	0	0	0	0	0	-6
489+92.06	48992.06	49.86	9.97	0.00	1.17	0.00	0.00	0.00	13	0	2	0	0	0	35	30	0	0	0	0	0	5
490+17.06	49017.06	25.00	9.01	0.00	0.02	0.00	0.00	0.00	9	0	1	0	0	0	44	31	0	0	0	0	0	13
490+42.06	49042.06	25.00	9.91	0.00	0.00	0.00	0.00	0.00	9	0	0	0	0	0	53	31	0	0	0	0	0	22

Division 7 - USH 53 NB

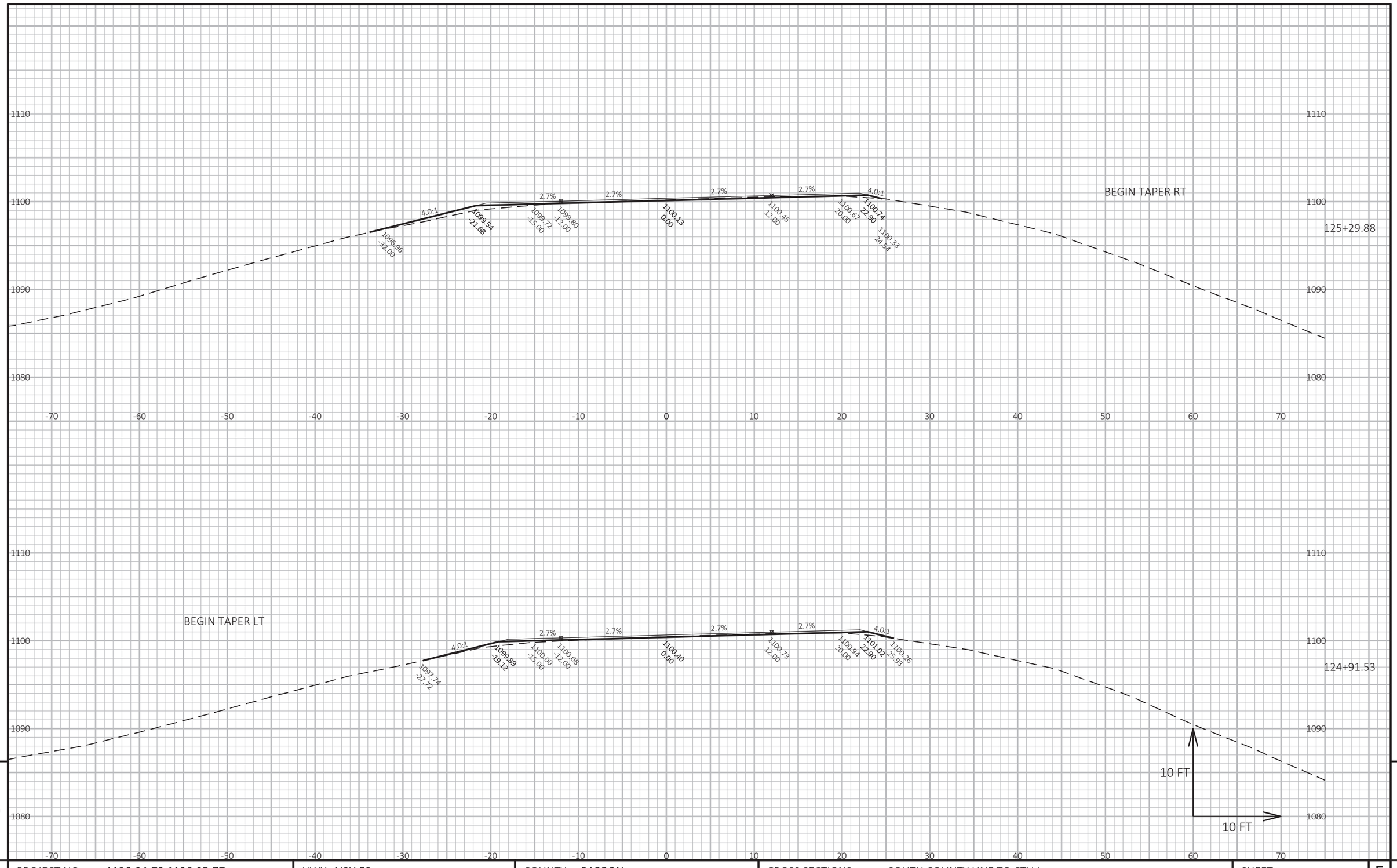
STATION	Real Station	Distance	AREA (SF)						Incremental Vol (CY) (Unadjusted)						Cumulative Vol (CY)							
			Cut	Salvaged/Unusable Pavement Material	Fill	Marsh Exc	Rock Exc	EBS	Cut	Salvaged/Unusable Pavement Material	Fill	Marsh Exc	Rock Exc	EBS	Cut 1.00	Expanded Fill 1.25	Expanded Marsh Backfill 1.00	Expanded Rock 1.00	Expanded EBS Backfill 1.00	Reduced Marsh in Fill 1.00	Reduced EBS in Fill 1.00	Mass Ordinate
									Note 1	Note 2	Note 3				Note 1		Note 4		Note 5	Note 6	Note 7	Note 8
549+10.27	54910.27	0.00	3.18	0.00	1.47	0.00	0.00	0.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
549+88.34	54988.34	78.07	3.07	0.00	14.81	0.00	0.00	0.00	9	0	24	0	0	0	9	29	0	0	0	0	0	-20
550+26.73	55026.73	38.39	5.86	0.00	25.45	0.00	0.00	0.00	6	0	29	0	0	0	15	65	0	0	0	0	0	-50
550+51.73	55051.73	25.00	2.48	0.00	22.85	0.00	0.00	0.00	4	0	22	0	0	0	19	93	0	0	0	0	0	-74
550+76.73	55076.73	25.00	4.90	0.00	13.10	0.00	0.00	0.00	3	0	17	0	0	0	23	114	0	0	0	0	0	-91
551+04.91	55104.91	28.18	3.26	0.00	20.23	0.00	0.00	0.00	4	0	17	0	0	0	27	136	0	0	0	0	0	-109
551+29.91	55129.91	25.00	4.04	0.00	13.52	0.00	0.00	0.00	3	0	16	0	0	0	30	155	0	0	0	0	0	-125
551+54.91	55154.91	25.00	2.78	0.00	7.00	0.00	0.00	0.00	3	0	10	0	0	0	33	167	0	0	0	0	0	-134

Division 8 - USH 53 NB

STATION	Real Station	Distance	AREA (SF)						Incremental Vol (CY) (Unadjusted)						Cumulative Vol (CY)							
			Cut	Salvaged/Unusable Pavement Material	Fill	Marsh Exc	Rock Exc	EBS	Cut	Salvaged/Unusable Pavement Material	Fill	Marsh Exc	Rock Exc	EBS	Cut 1.00	Expanded Fill 1.25	Expanded Marsh Backfill 1.00	Expanded Rock 1.00	Expanded EBS Backfill 1.00	Reduced Marsh in Fill 1.00	Reduced EBS in Fill 1.00	Mass Ordinate
									Note 1	Note 2	Note 3				Note 1		Note 4		Note 5	Note 6	Note 7	Note 8
857+03.79	85703.79	0.00	3.28	0.00	2.31	0.00	0.00	0.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
858+20.36	85820.36	116.57	0.00	0.00	26.71	0.00	0.00	0.00	7	0	63	0	0	0	7	78	0	0	0	0	0	-71
858+45.36	85845.36	25.00	0.00	0.00	7.68	0.00	0.00	0.00	0	0	16	0	0	0	7	98	0	0	0	0	0	-91
858+58.77	85858.77	13.41	0.05	0.00	6.93	0.00	0.00	0.00	0	0	4	0	0	0	7	103	0	0	0	0	0	-96
858+70.36	85870.36	11.59	0.27	0.00	6.31	0.00	0.00	0.00	0	0	3	0	0	0	7	106	0	0	0	0	0	-99
859+75.33	85975.33	104.97	0.95	0.00	6.66	0.00	0.00	0.00	2	0	25	0	0	0	10	138	0	0	0	0	0	-128
860+00.33	86000.33	25.00	2.19	0.00	2.29	0.00	0.00	0.00	1	0	4	0	0	0	11	143	0	0	0	0	0	-132
860+25.33	86025.33	25.00	1.49	0.00	1.89	0.00	0.00	0.00	2	0	2	0	0	0	13	145	0	0	0	0	0	-133

Division 9 - USH 53 NB

STATION	Real Station	Distance	AREA (SF)						Incremental Vol (CY) (Unadjusted)						Cumulative Vol (CY)							
			Cut	Salvaged/Unusable Pavement Material	Fill	Marsh Exc	Rock Exc	EBS	Cut	Salvaged/Unusable Pavement Material	Fill	Marsh Exc	Rock Exc	EBS	Cut 1.00	Expanded Fill 1.25	Expanded Marsh Backfill 1.00	Expanded Rock 1.00	Expanded EBS Backfill 1.00	Reduced Marsh in Fill 1.00	Reduced EBS in Fill 1.00	Mass Ordinate
									Note 1	Note 2	Note 3				Note 1		Note 4		Note 5	Note 6	Note 7	Note 8
927+88.74	92788.74	0.00	5.81	0.00	0.23	0.00	0.00	0.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
929+05.30	92905.30	116.56	4.47	0.00	0.34	0.00	0.00	0.00	22	0	1	0	0	0	22	2	0	0	0	0	0	21
929+06.89	92906.89	1.59	4.52	0.00	0.35	0.00	0.00	0.00	0	0	0	0	0	0	22	2	0	0	0	0	0	21
929+30.30	92930.30	23.41	3.61	0.00	0.23	0.00	0.00	0.00	4	0	0	0	0	0	26	2	0	0	0	0	0	24
929+55.30	92955.30	25.00	3.03	0.00	1.21	0.00	0.00	0.00	3	0	1	0	0	0	29	3	0	0	0	0	0	26
930+23.45	93023.45	68.15	3.25	0.00	1.79	0.00	0.00	0.00	8	0	4	0	0	0	37	7	0	0	0	0	0	30
930+48.45	93048.45	25.00	3.08	0.00	0.46	0.00	0.00	0.00	3	0	1	0	0	0	40	9	0	0	0	0	0	31
930+73.45	93073.45	25.00	4.09	0.00	0.11	0.00	0.00	0.00	3	0	0	0	0	0	43	9	0	0	0	0	0	34



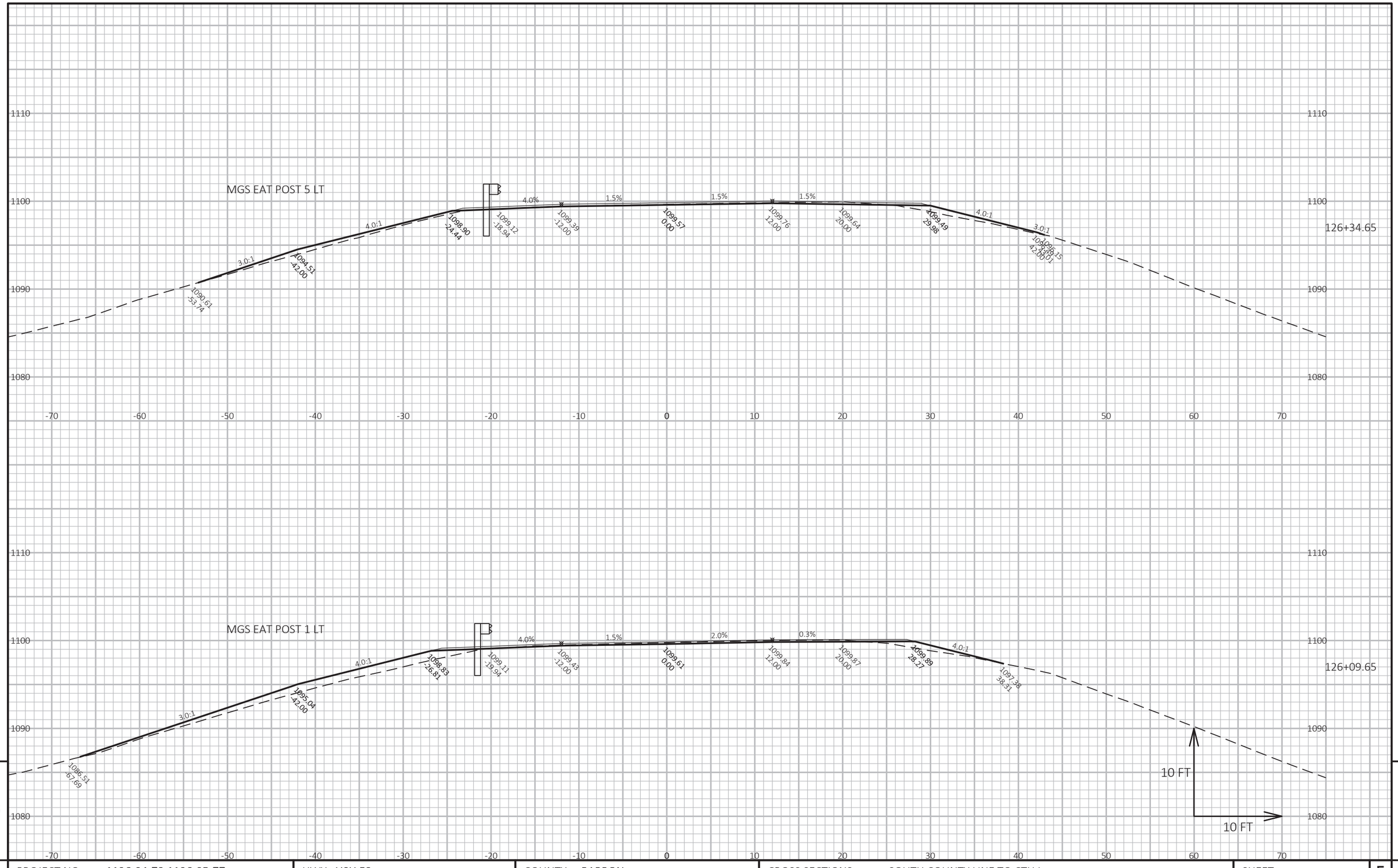
9 9

PROJECT NO: 1196-04-78,1196-05-77	HWY: USH 53	COUNTY: BARRON	CROSS SECTIONS: SOUTH COUNTY LINE TO CTH I	SHEET 328	E

FILE NAME : P:\UZ\W\WITNW\146423\C3D\11960408\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 1

PLOT DATE : 8/1/2021 5:33 PM PLOT BY : NICK ENGH PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

9

PROJECT NO: 1196-04-78,1196-05-77	HWY: USH 53	COUNTY: BARRON	CROSS SECTIONS: SOUTH COUNTY LINE TO CTH I	SHEET 329	E

FILE NAME : P:\UZ\W\WITNW\146423\C3D\11960408\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 2

PLOT DATE : 8/1/2021 5:34 PM

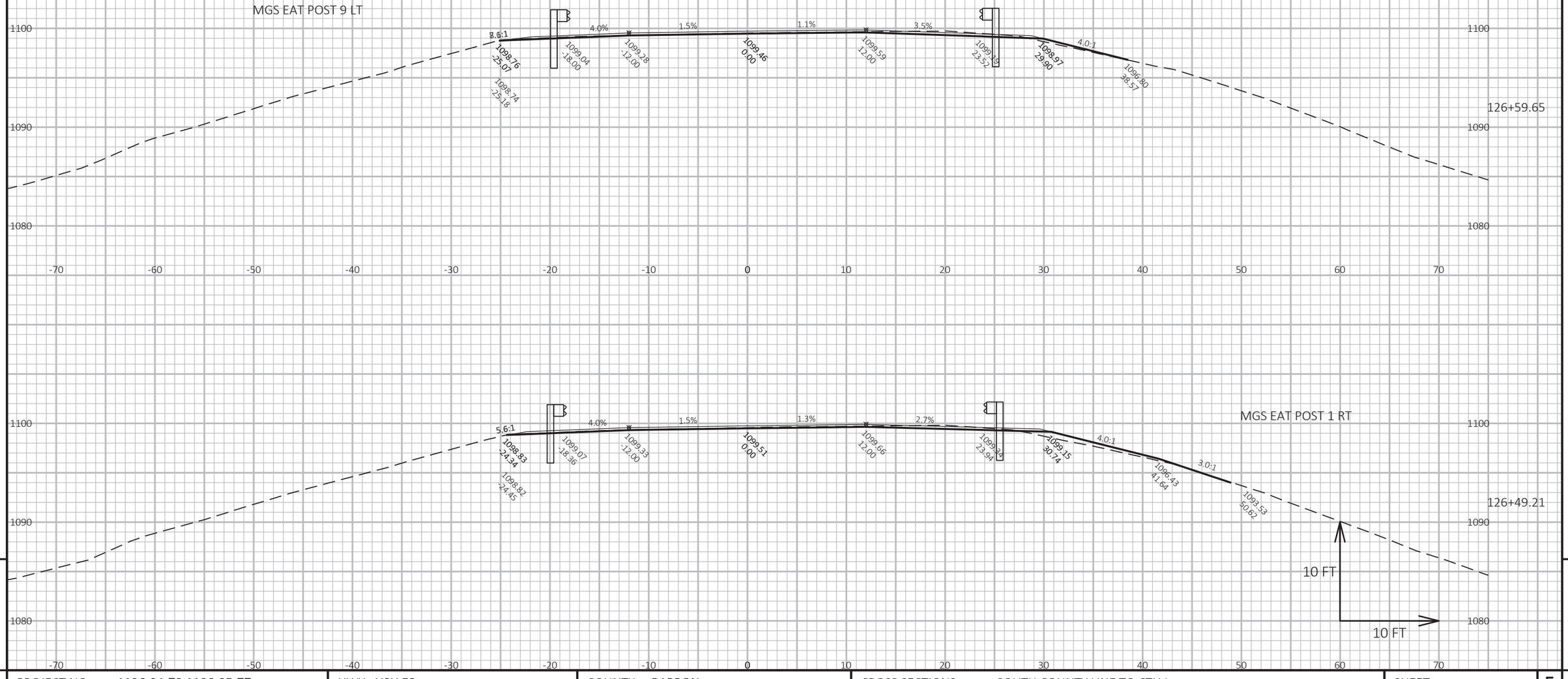
PLOT BY : NICK ENGH

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

MGS EAT POST 9 LT



9

9

PROJECT NO: 1196-04-78,1196-05-77	HWY: USH 53	COUNTY: BARRON	CROSS SECTIONS: SOUTH COUNTY LINE TO CTH I	SHEET 330	E

FILE NAME : P:\UZ\W\WITNW\146423\C3D\11960408\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 3

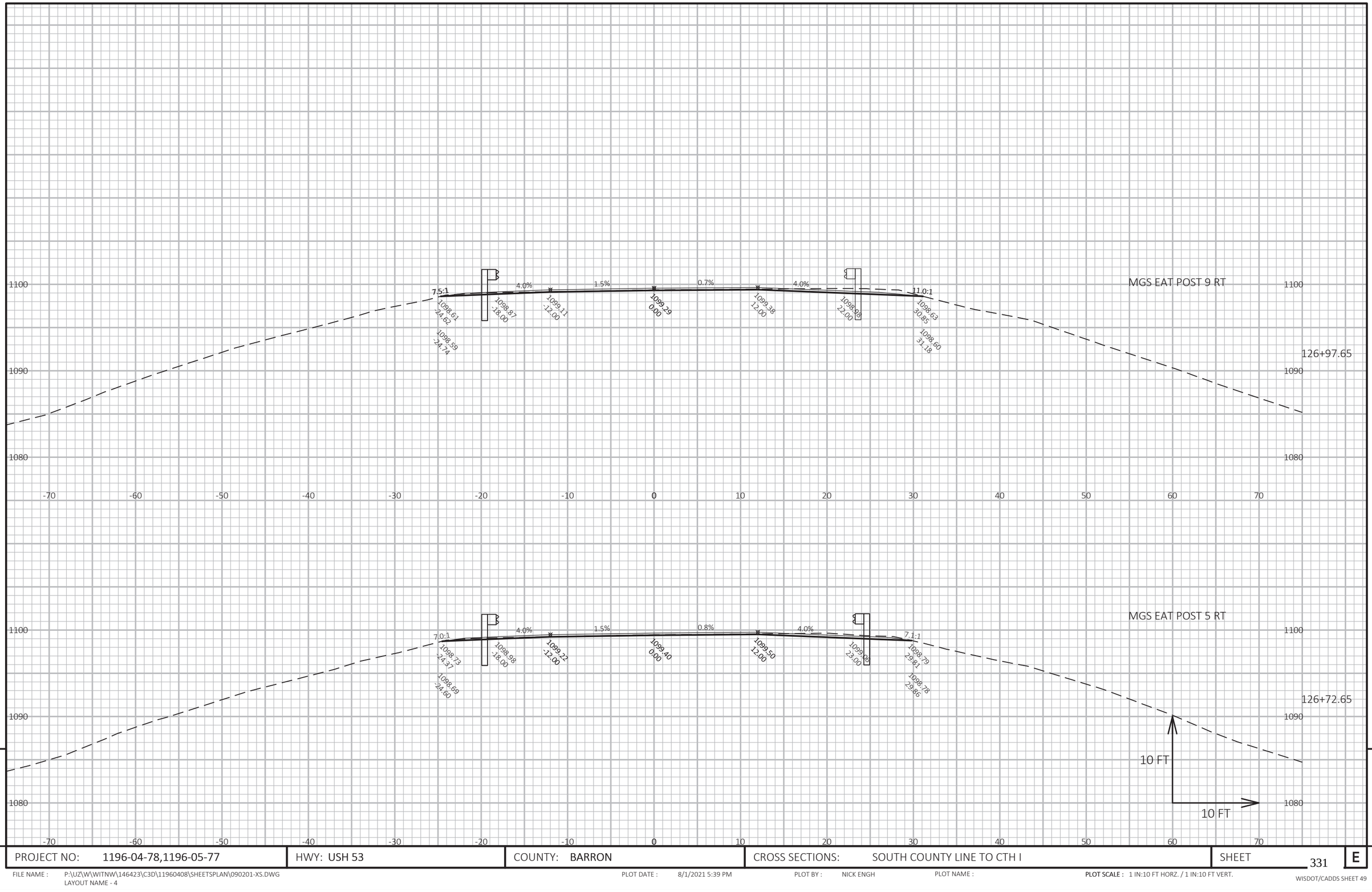
PLOT DATE : 8/1/2021 5:34 PM

PLOT BY : NICK ENGH

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

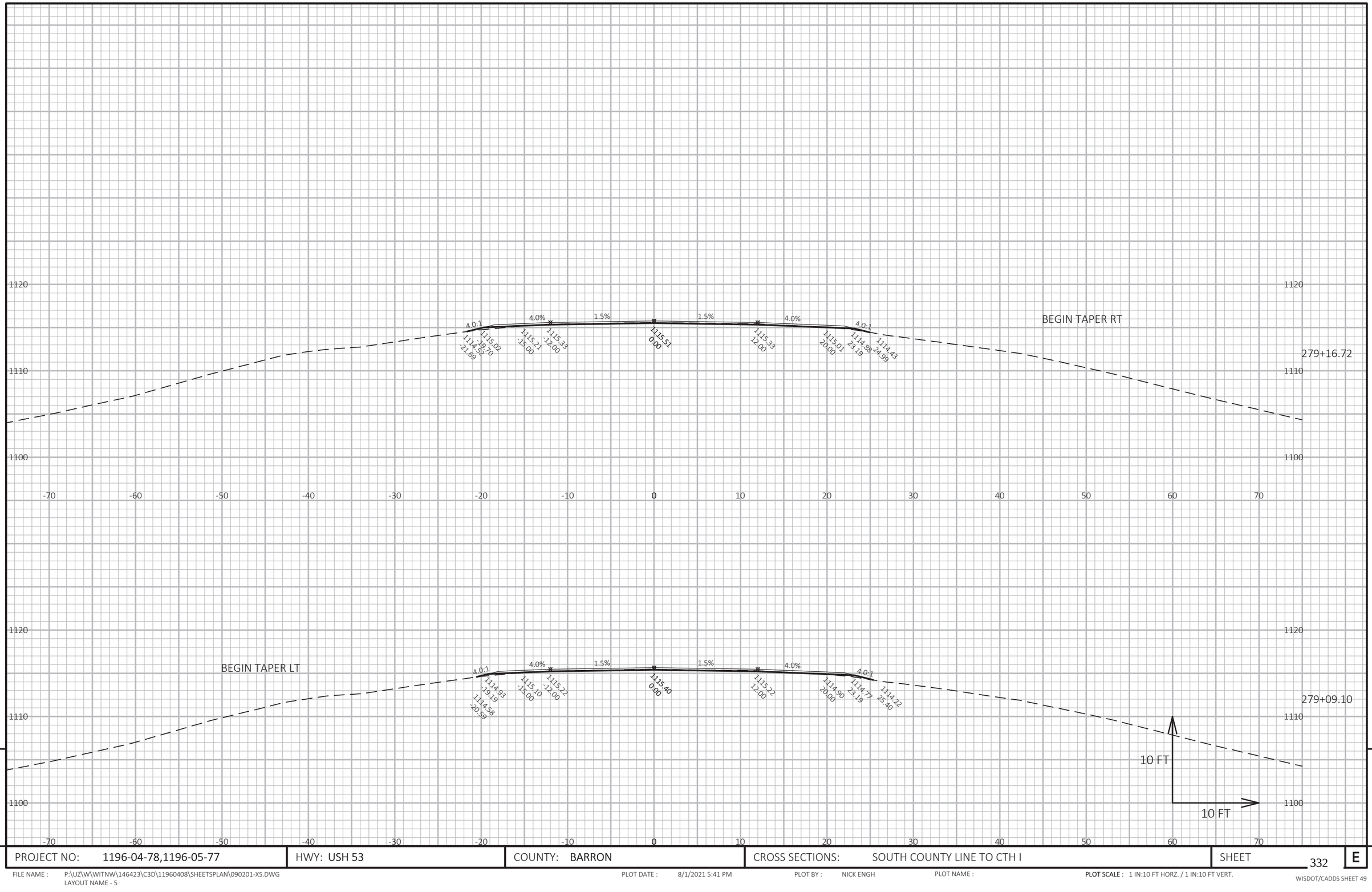


PROJECT NO: 1196-04-78,1196-05-77	HWY: USH 53	COUNTY: BARRON	CROSS SECTIONS: SOUTH COUNTY LINE TO CTH I	SHEET 331	E

FILE NAME : P:\UZ\W\WITNW\146423\C3D\11960408\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 4

PLOT DATE : 8/1/2021 5:39 PM PLOT BY : NICK ENGH PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

9

PROJECT NO: 1196-04-78,1196-05-77	HWY: USH 53	COUNTY: BARRON	CROSS SECTIONS: SOUTH COUNTY LINE TO CTH I	SHEET 332	E

FILE NAME : P:\UZ\W\WITNW\146423\C3D\11960408\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 5

PLOT DATE : 8/1/2021 5:41 PM

PLOT BY : NICK ENGH

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

MGS EAT POST 1 RT

280+33.28

1120
1110
1100

4.0:1
1114.71
-33.92
1116.63
-26.22
4.0%
1116.90
-19.70
1117.20
-12.00
1.5%
1117.38
0.00
1.5%
1117.20
12.00
4.0%
1116.57
24.00
1116.45
30.96
4.0:1
3.0:1
1113.69
42.00
1113.40
42.86

-70 -60 -50 -40 -30 -20 -10 0 10 20 30 40 50 60 70

MGS EAT POST 1 LT

280+25.66

1120
1110
1100

4.0:1
1114.45
-35.09
1116.49
-26.96
4.0%
1116.77
-20.00
1117.09
-12.00
1.5%
1117.27
0.00
1.5%
1117.09
12.00
4.0%
1116.73
20.95
1116.35
30.45
4.0:1
4.0:1
1113.46
42.00
1113.28
42.71

10 FT
10 FT

-70 -60 -50 -40 -30 -20 -10 0 10 20 30 40 50 60 70

9

9

PROJECT NO: 1196-04-78,1196-05-77	HWY: USH 53	COUNTY: BARRON	CROSS SECTIONS: SOUTH COUNTY LINE TO CTH I	SHEET 333	E

FILE NAME : P:\UZ\W\WITNW\146423\C3D\11960408\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 6

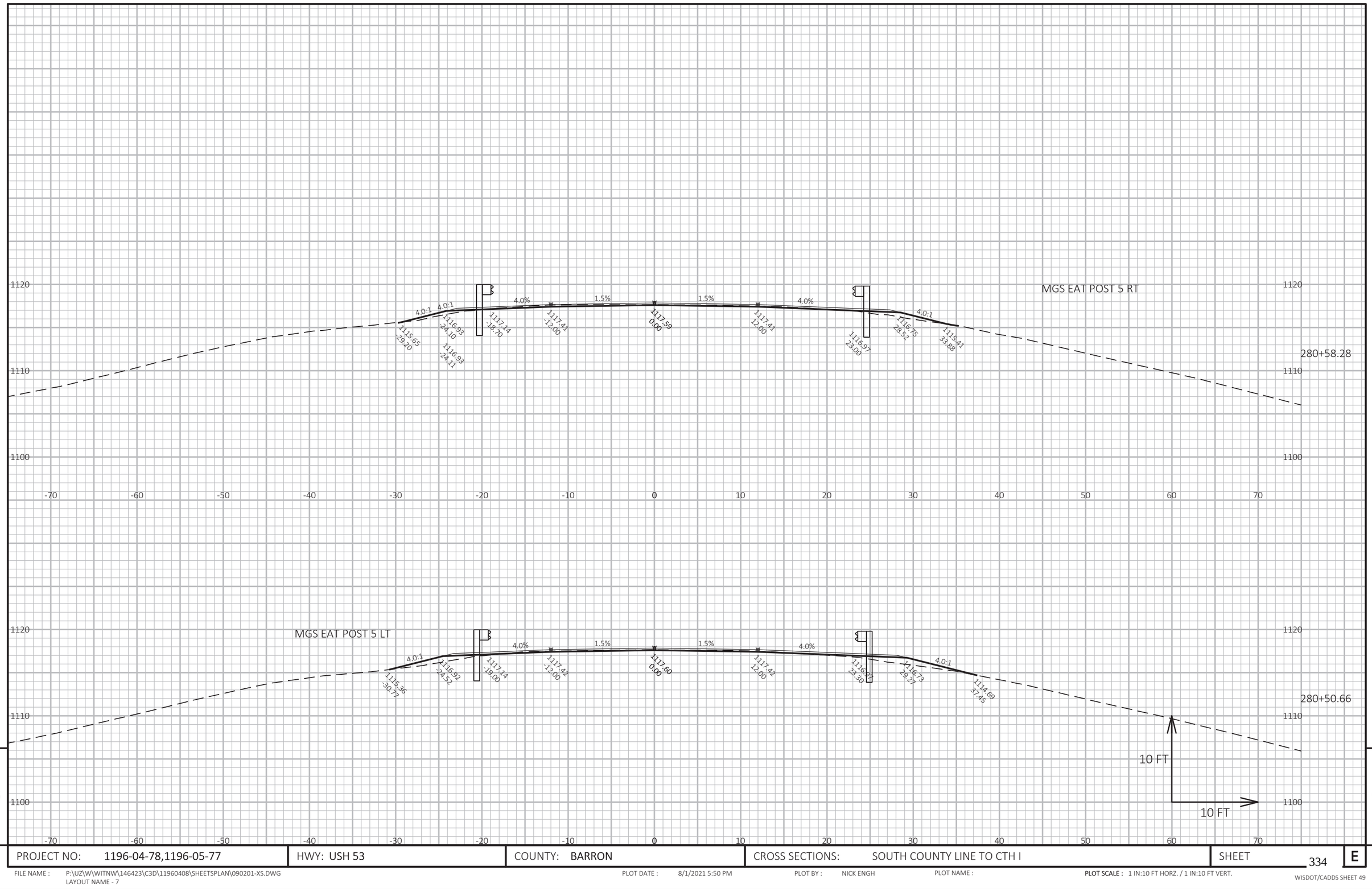
PLOT DATE : 8/1/2021 5:49 PM

PLOT BY : NICK ENGH

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

9

PROJECT NO: 1196-04-78,1196-05-77	HWY: USH 53	COUNTY: BARRON	CROSS SECTIONS: SOUTH COUNTY LINE TO CTH I	SHEET 334	E

FILE NAME : P:\UZ\W\WITNW\146423\C3D\11960408\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 7

PLOT DATE : 8/1/2021 5:50 PM

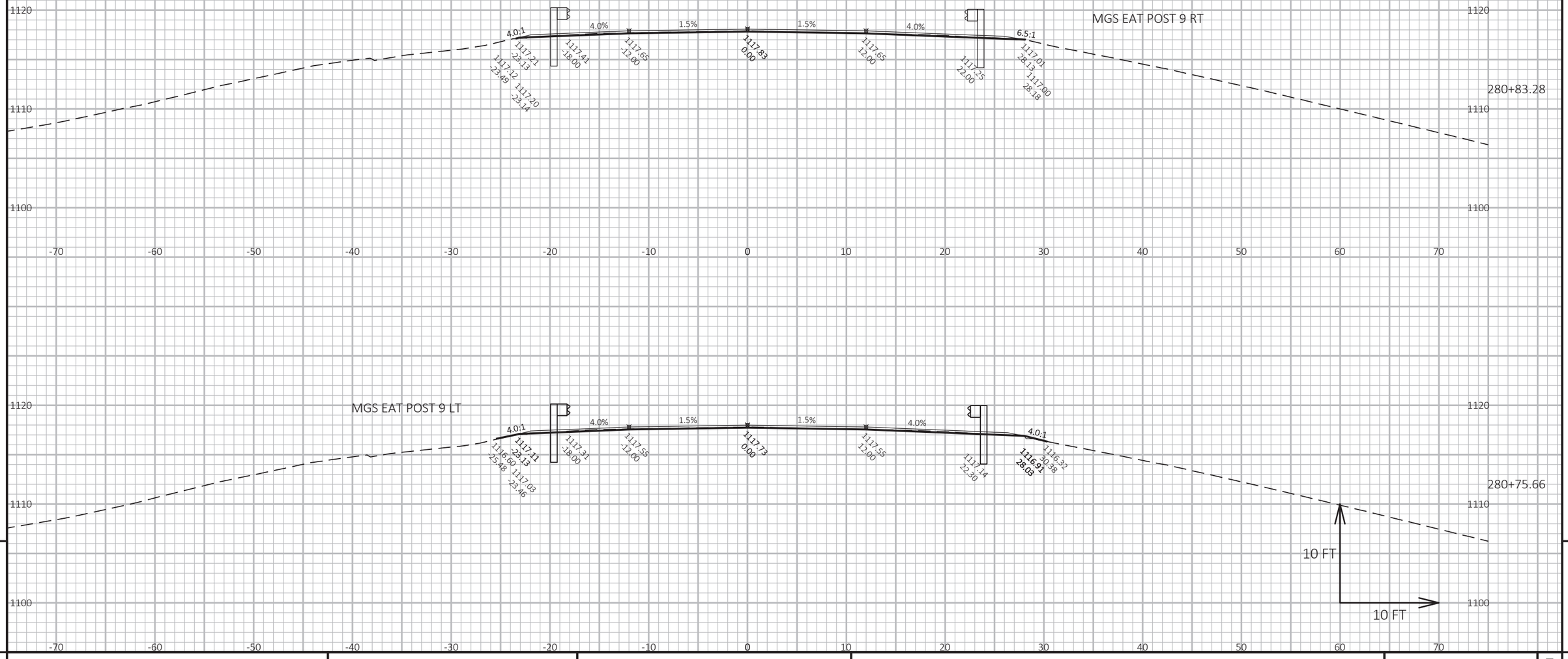
PLOT BY : NICK ENGH

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

MGS EAT POST 9 RT



MGS EAT POST 9 LT

9

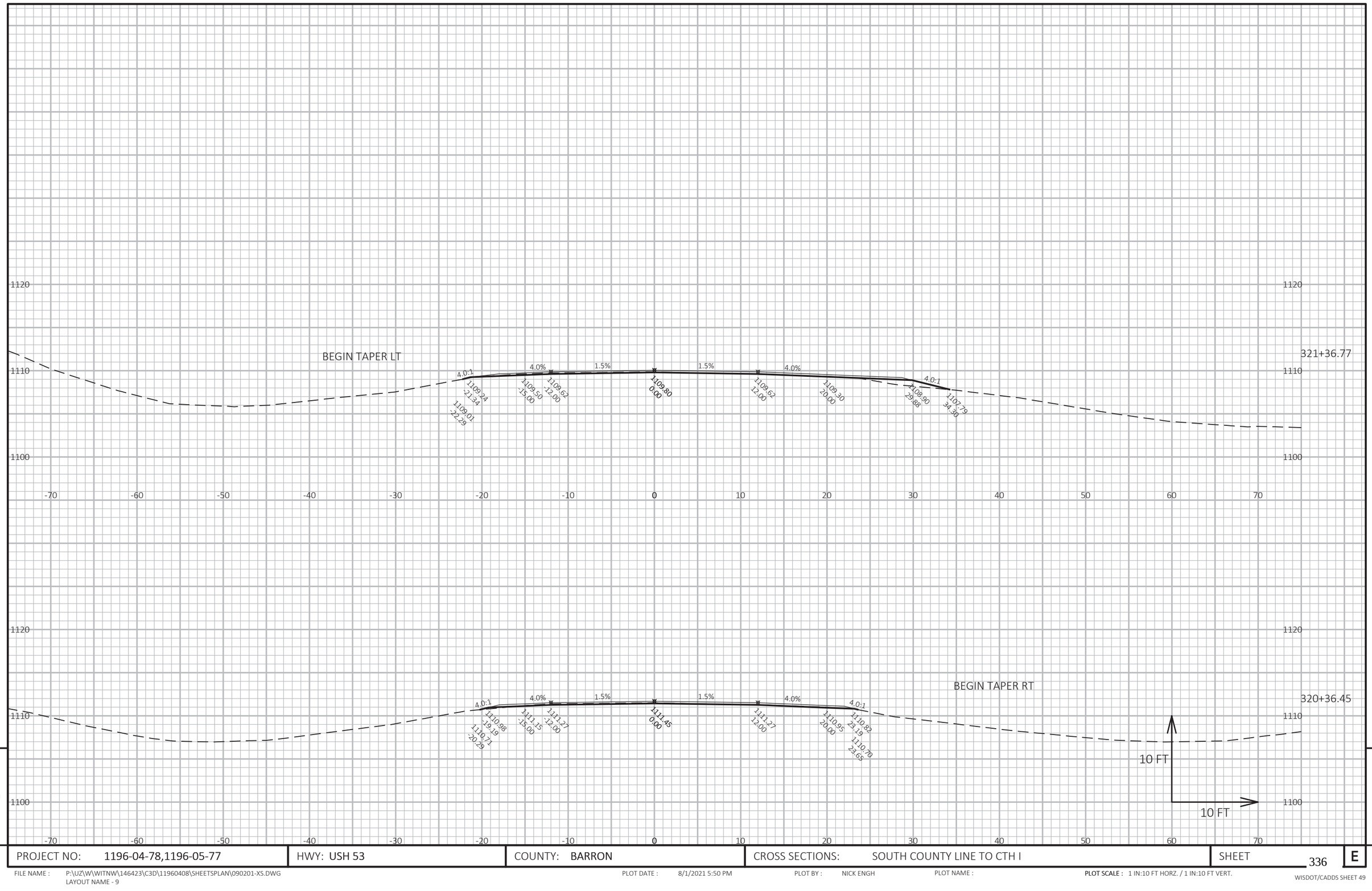
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PROJECT NO: 1196-04-78,1196-05-77	HWY: USH 53	COUNTY: BARRON	CROSS SECTIONS: SOUTH COUNTY LINE TO CTH I	SHEET 335	E

FILE NAME : P:\UZ\W\WITNW\146423\C3D\11960408\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 8

PLOT DATE : 8/1/2021 5:50 PM PLOT BY : NICK ENGH PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

9

PROJECT NO: 1196-04-78,1196-05-77	HWY: USH 53	COUNTY: BARRON	CROSS SECTIONS: SOUTH COUNTY LINE TO CTH I	SHEET 336	E

FILE NAME : P:\UZ\W\WITNW\146423\C3D\11960408\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 9

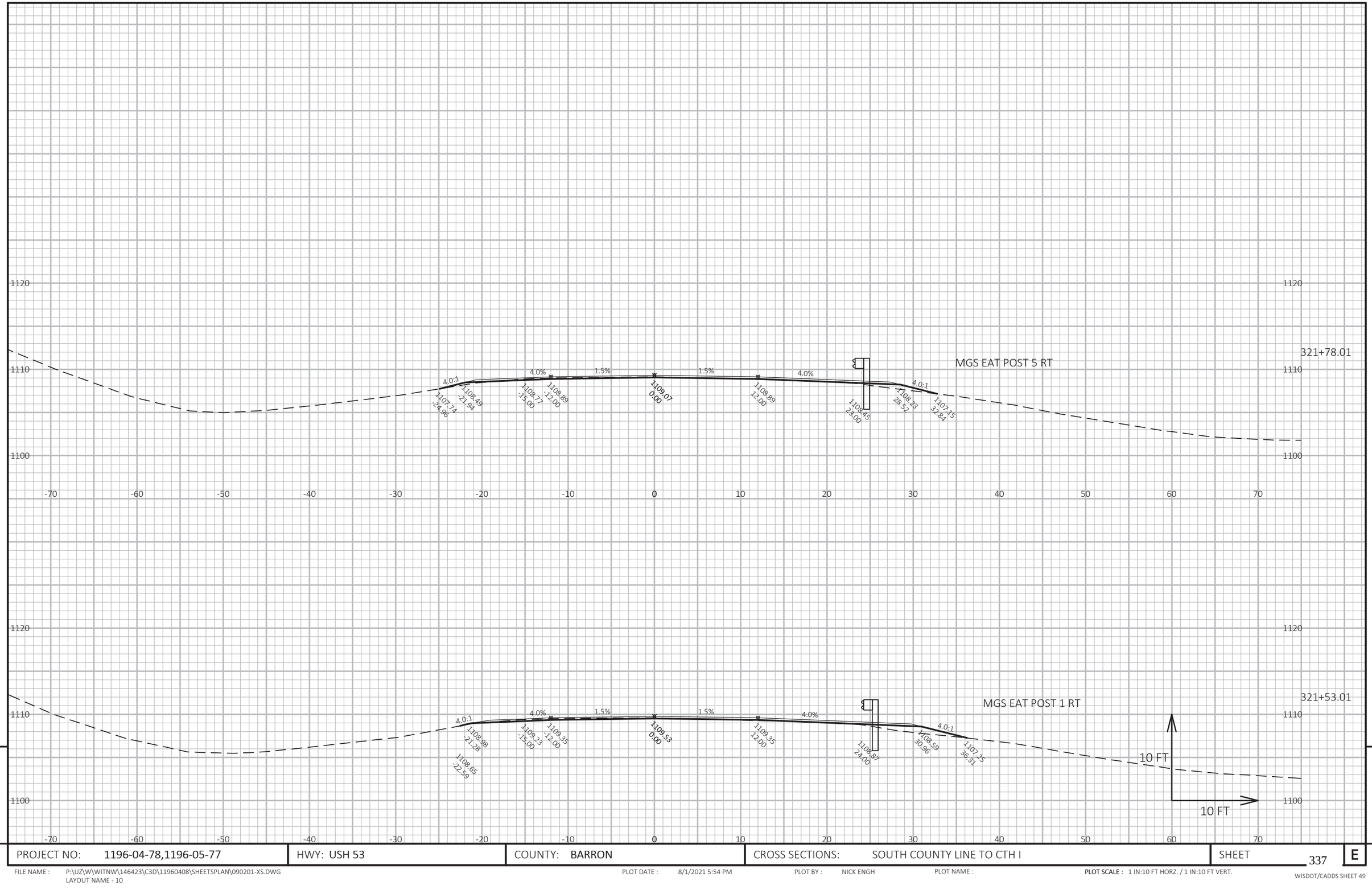
PLOT DATE : 8/1/2021 5:50 PM

PLOT BY : NICK ENGH

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

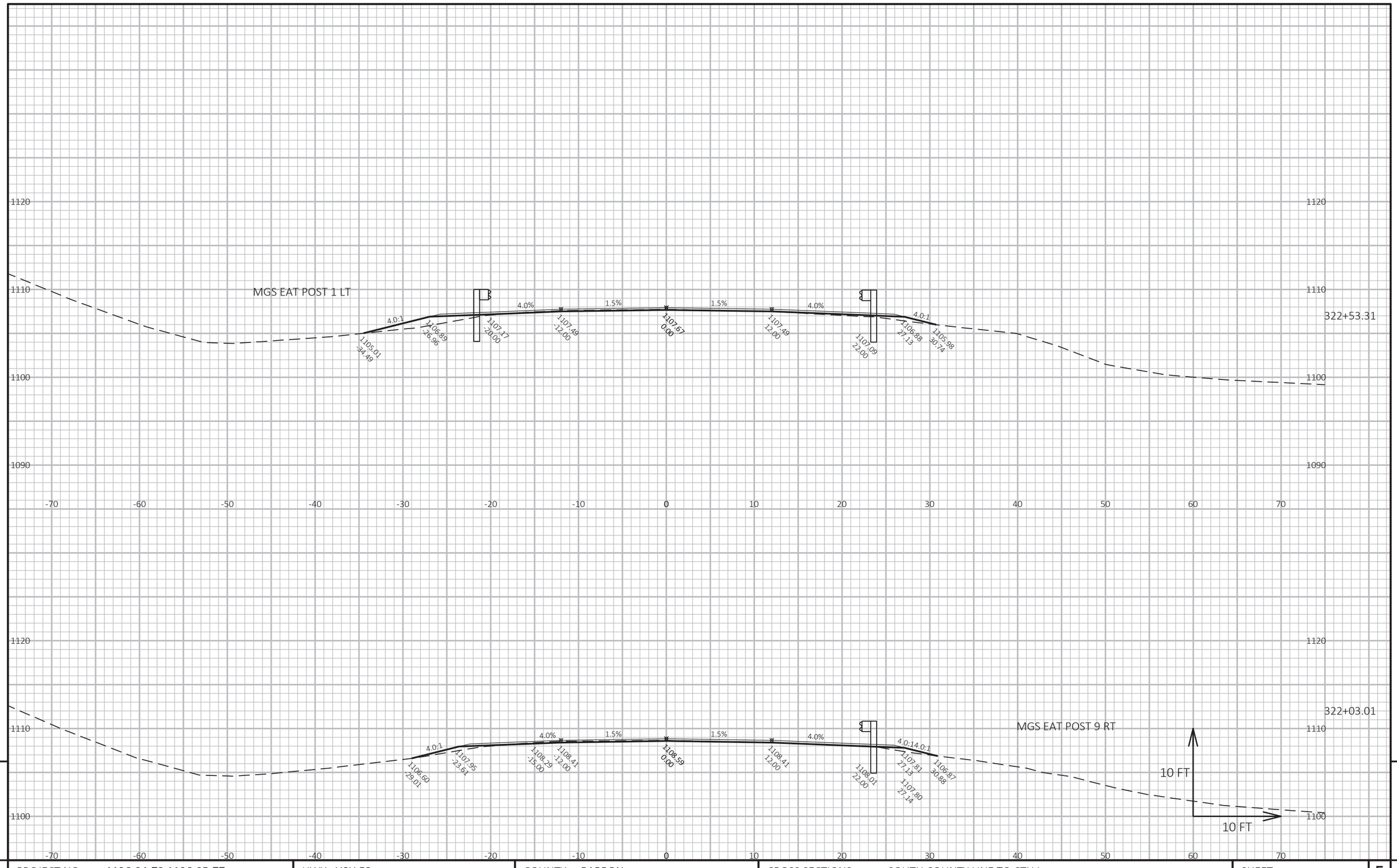
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PROJECT NO: 1196-04-78,1196-05-77	HWY: USH 53	COUNTY: BARRON	CROSS SECTIONS: SOUTH COUNTY LINE TO CTH I	SHEET 337	E

FILE NAME : P:\UZ\W\WITNW\146423\C3D\11960408\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 10

PLOT DATE : 8/1/2021 5:54 PM PLOT BY : NICK ENGH PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

9

PROJECT NO: 1196-04-78,1196-05-77	HWY: USH 53	COUNTY: BARRON	CROSS SECTIONS: SOUTH COUNTY LINE TO CTH I	SHEET 338	E

FILE NAME : P:\UZ\W\WITNW\146423\C3D\11960408\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 11

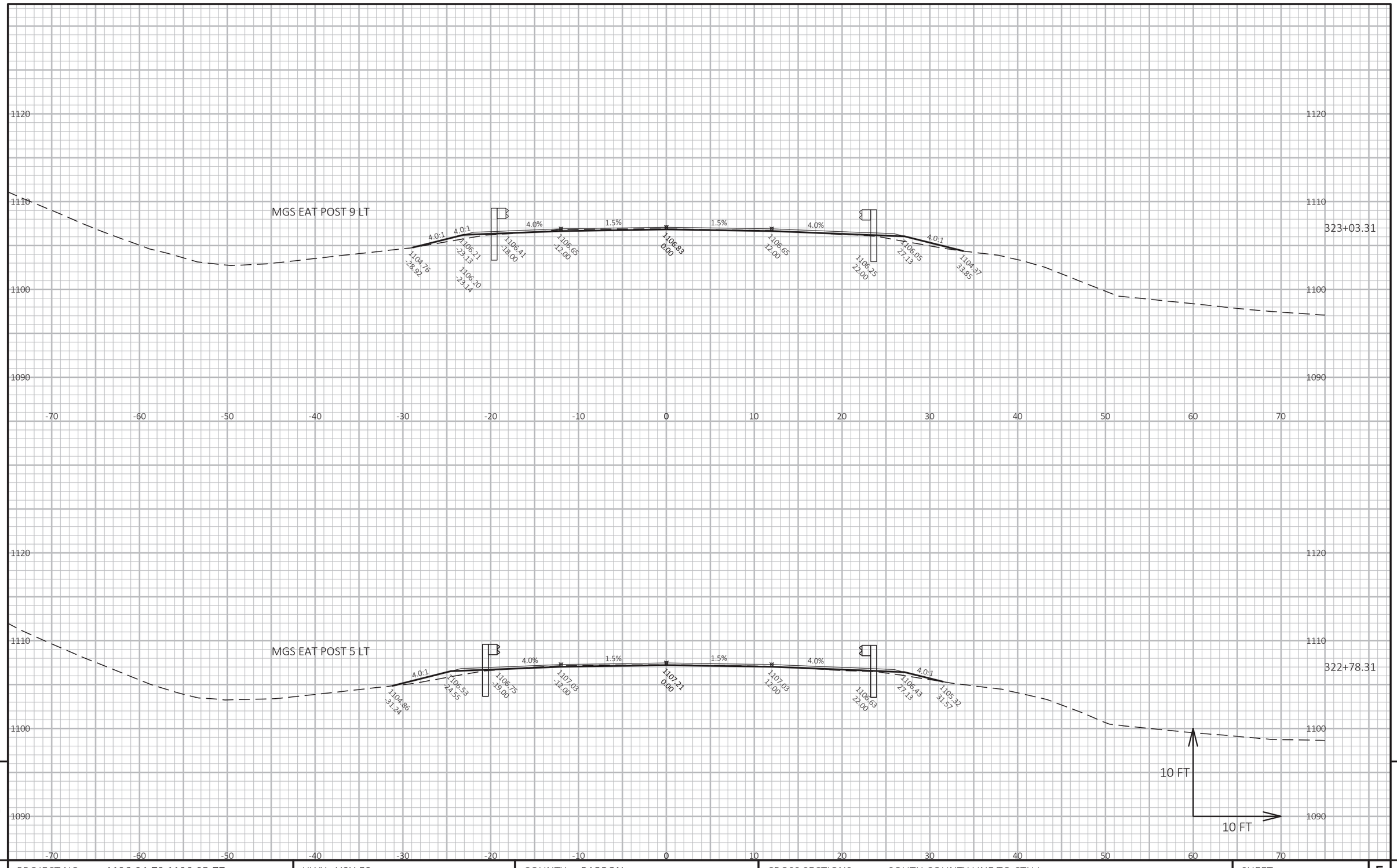
PLOT DATE : 8/1/2021 5:54 PM

PLOT BY : NICK ENGH

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

9

PROJECT NO: 1196-04-78,1196-05-77	HWY: USH 53	COUNTY: BARRON	CROSS SECTIONS: SOUTH COUNTY LINE TO CTH I	SHEET 339	E

FILE NAME : P:\UZ\W\WITNW\146423\C3D\11960408\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 12

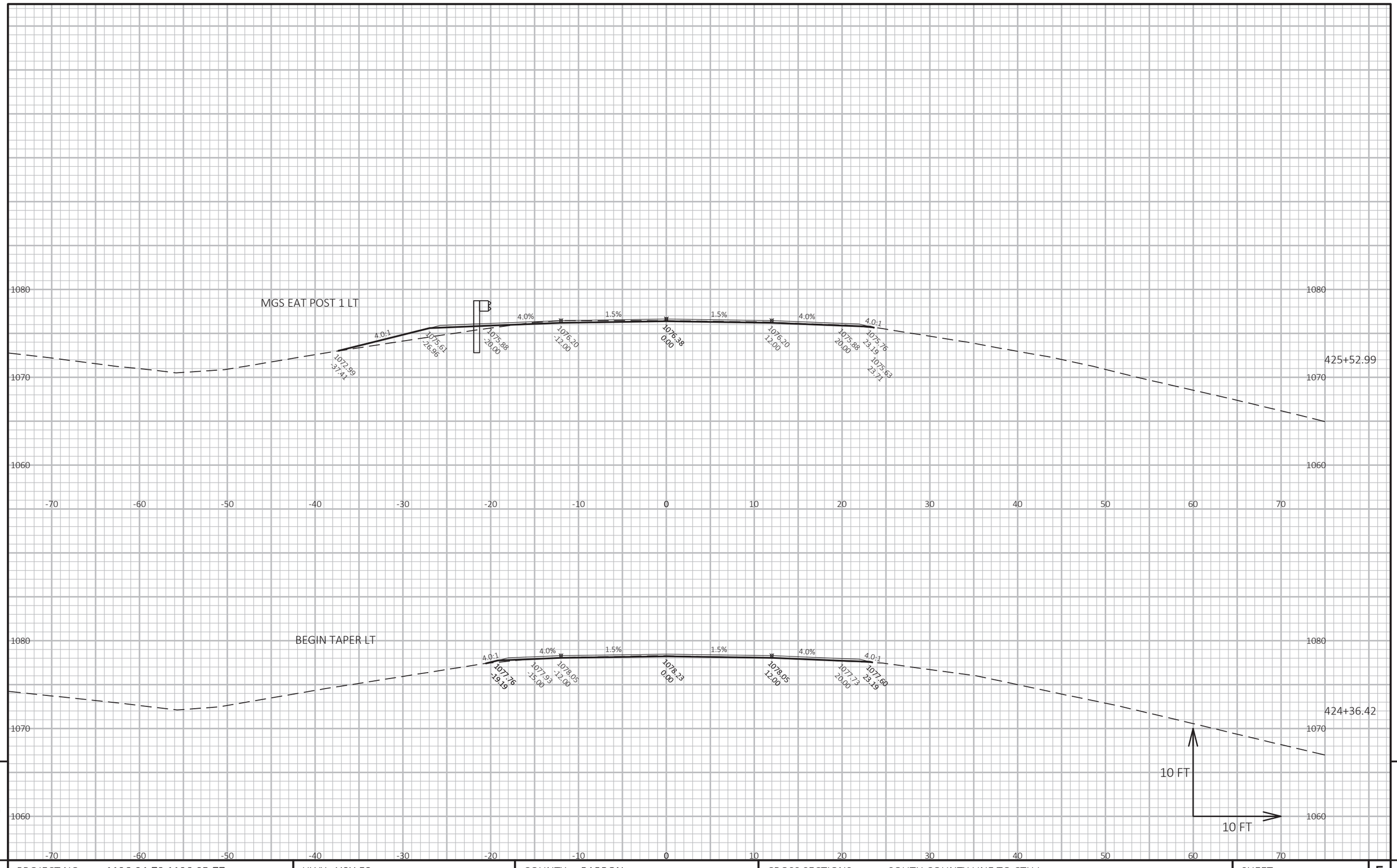
PLOT DATE : 8/1/2021 5:55 PM

PLOT BY : NICK ENGH

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



PROJECT NO: 1196-04-78,1196-05-77	HWY: USH 53	COUNTY: BARRON	CROSS SECTIONS: SOUTH COUNTY LINE TO CTH I	SHEET 340 E

FILE NAME : P:\UZ\W\WITNW\146423\C3D\11960408\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 13

PLOT DATE : 8/1/2021 5:55 PM

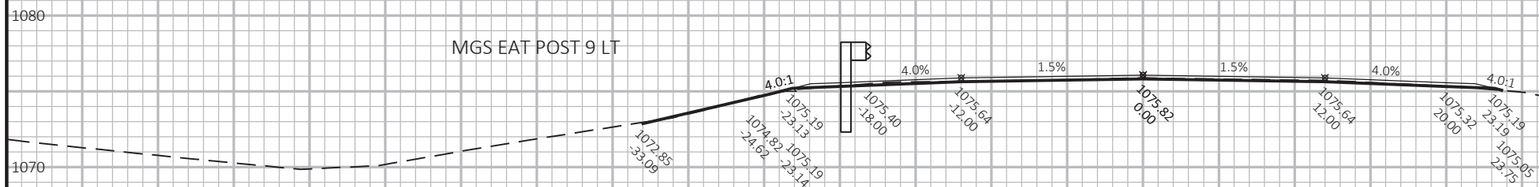
PLOT BY : NICK ENGH

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

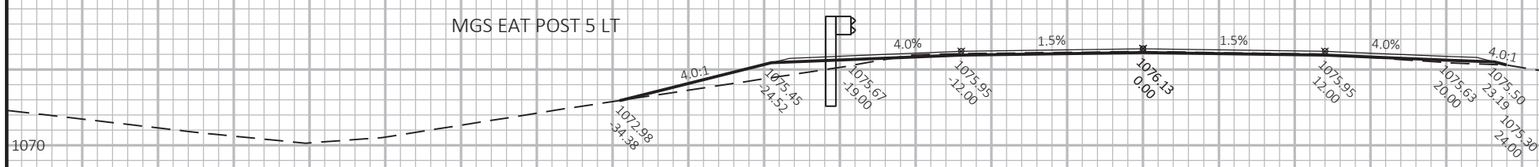
WISDOT/CADDS SHEET 49

MGS EAT POST 9 LT



426+02.99

MGS EAT POST 5 LT



425+77.99

10 FT

10 FT

9

9

PROJECT NO: 1196-04-78,1196-05-77	HWY: USH 53	COUNTY: BARRON	CROSS SECTIONS: SOUTH COUNTY LINE TO CTH I	SHEET 341	E

FILE NAME : P:\UZ\W\WITNW\146423\C3D\11960408\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 14

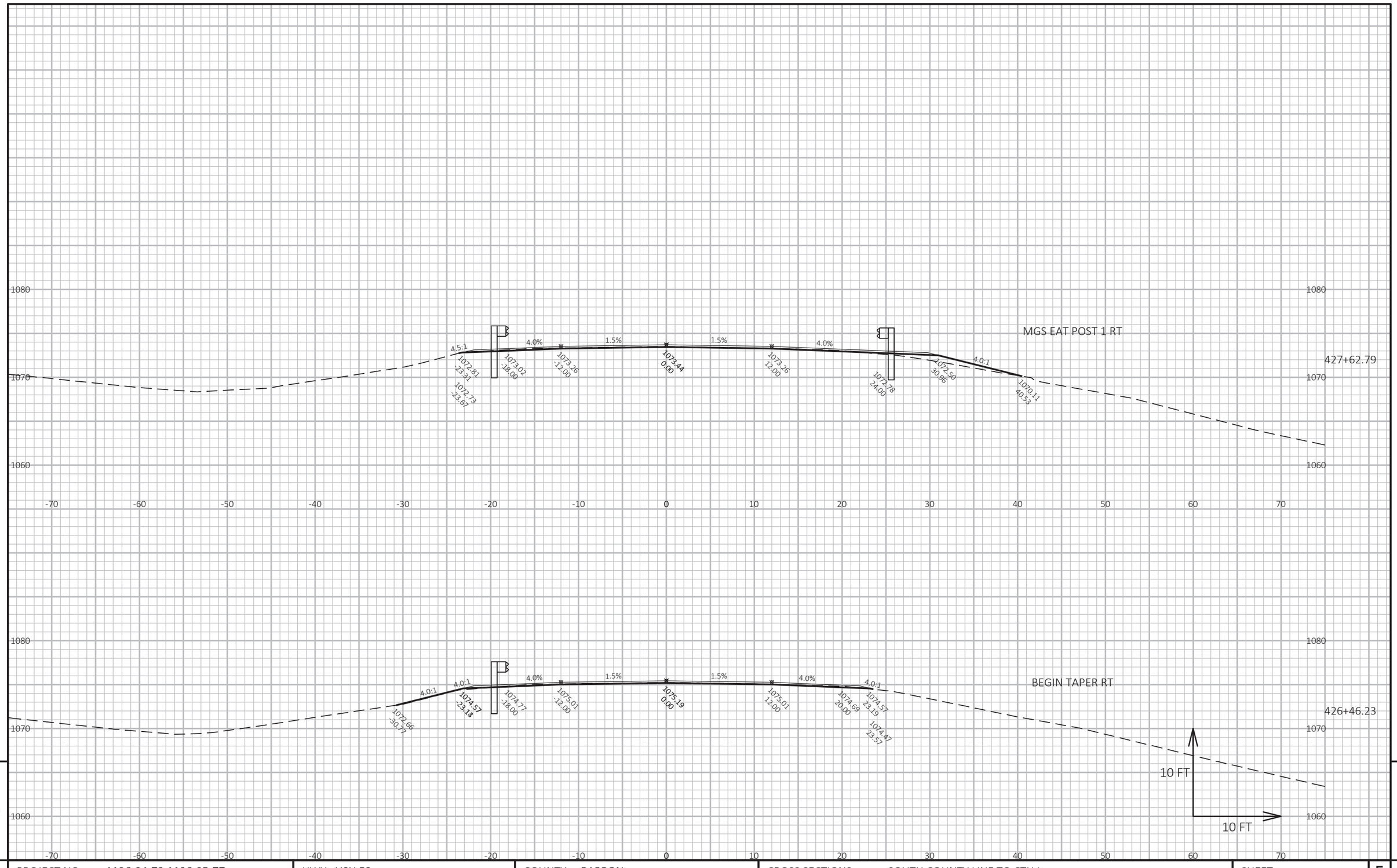
PLOT DATE : 8/1/2021 5:56 PM

PLOT BY : NICK ENGH

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

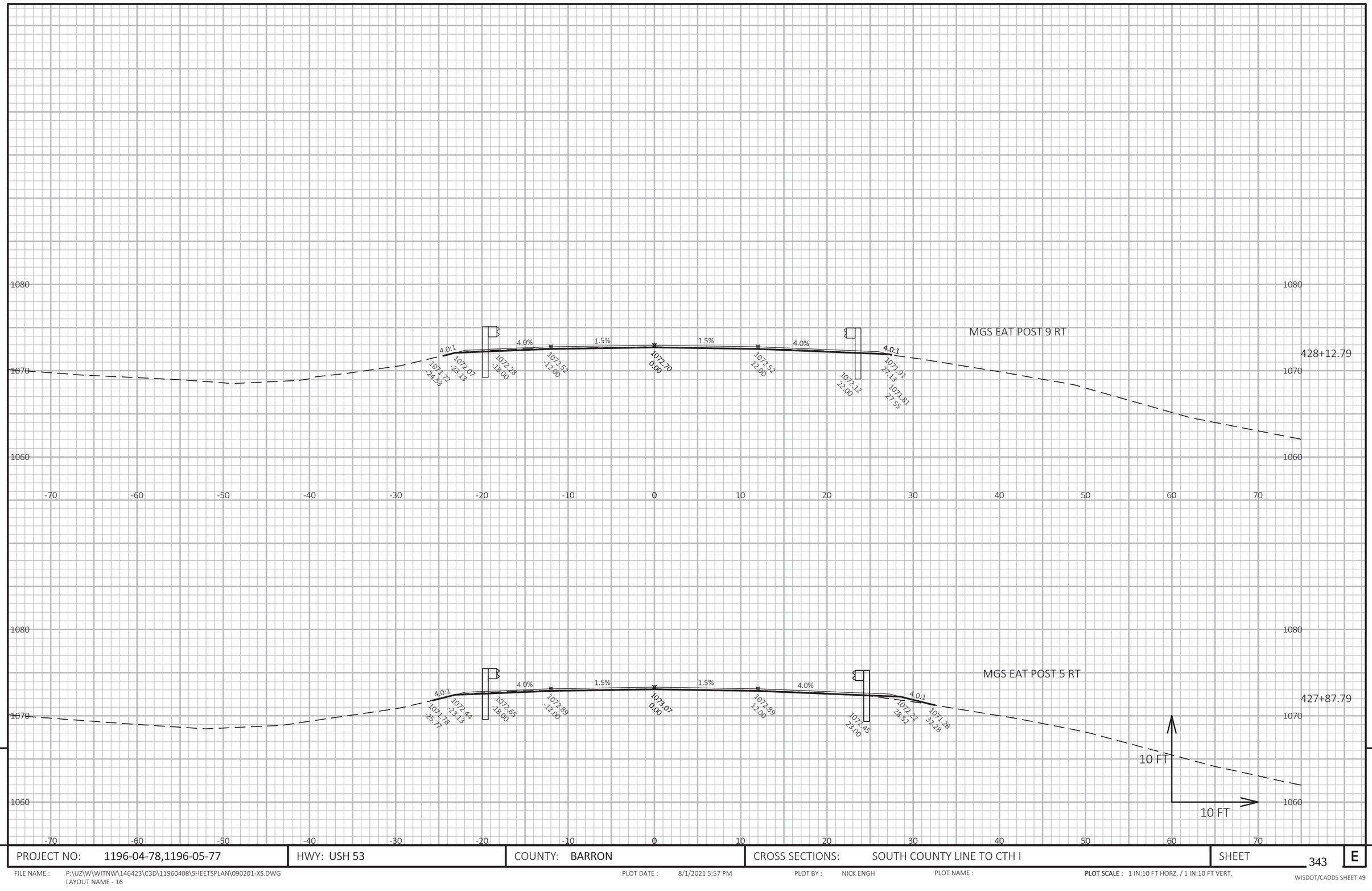


PROJECT NO: 1196-04-78,1196-05-77	HWY: USH 53	COUNTY: BARRON	CROSS SECTIONS: SOUTH COUNTY LINE TO CTH I	SHEET 342	E

FILE NAME : P:\UZ\W\WITNW\146423\C3D\11960408\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 15

PLOT DATE : 8/1/2021 5:57 PM PLOT BY : NICK ENGH PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

9

PROJECT NO: 1196-04-78,1196-05-77	HWY: USH 53	COUNTY: BARRON	CROSS SECTIONS: SOUTH COUNTY LINE TO CTH I	SHEET 343	E

FILE NAME : P:\UZ\W\WITNW\146423\C3D\11960408\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 16

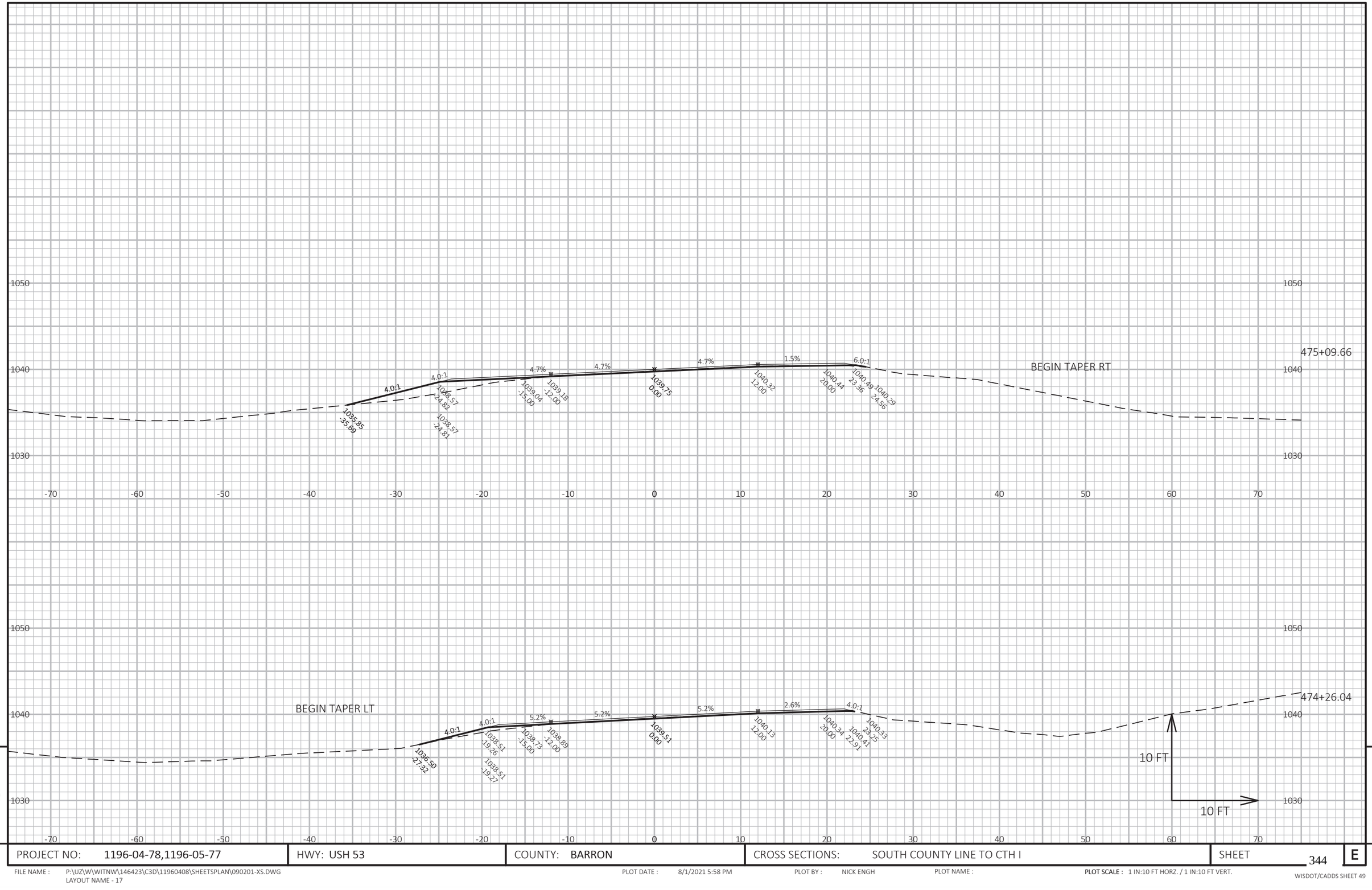
PLOT DATE : 8/1/2021 5:57 PM

PLOT BY : NICK ENGH

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

9

PROJECT NO: 1196-04-78,1196-05-77	HWY: USH 53	COUNTY: BARRON	CROSS SECTIONS: SOUTH COUNTY LINE TO CTH I	SHEET 344	E

FILE NAME : P:\UZ\W\WITNW\146423\C3D\11960408\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 17

PLOT DATE : 8/1/2021 5:58 PM

PLOT BY : NICK ENGH

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

MGS EAT POST 5 LT

475+67.60

4.0:1 4.0:1 4.0% 3.9% 3.9% 0.8% 4.0:1

1036.14 -36.03 | 1039.02 -24.53 | 1039.24 -19.04 | 1039.52 -12.00 | 1039.99 0.00 | 1040.47 12.44 | 1040.54 20.44 | 1040.59 26.83 | 1039.71 30.36

MGS EAT POST 1 LT

475+42.61

4.0:1 4.0:1 4.2% 4.2% 4.2% 1.1% 4.0:1

1035.83 -38.24 | 1038.65 -26.97 | 1038.64 -26.98 | 1038.94 -20.00 | 1039.27 -12.00 | 1039.78 0.00 | 1040.28 12.01 | 1040.37 20.01 | 1040.43 25.15 | 1039.99 26.89

10 FT

10 FT

1050 1040 1030

-70 -60 -50 -40 -30 -20 -10 0 10 20 30 40 50 60 70

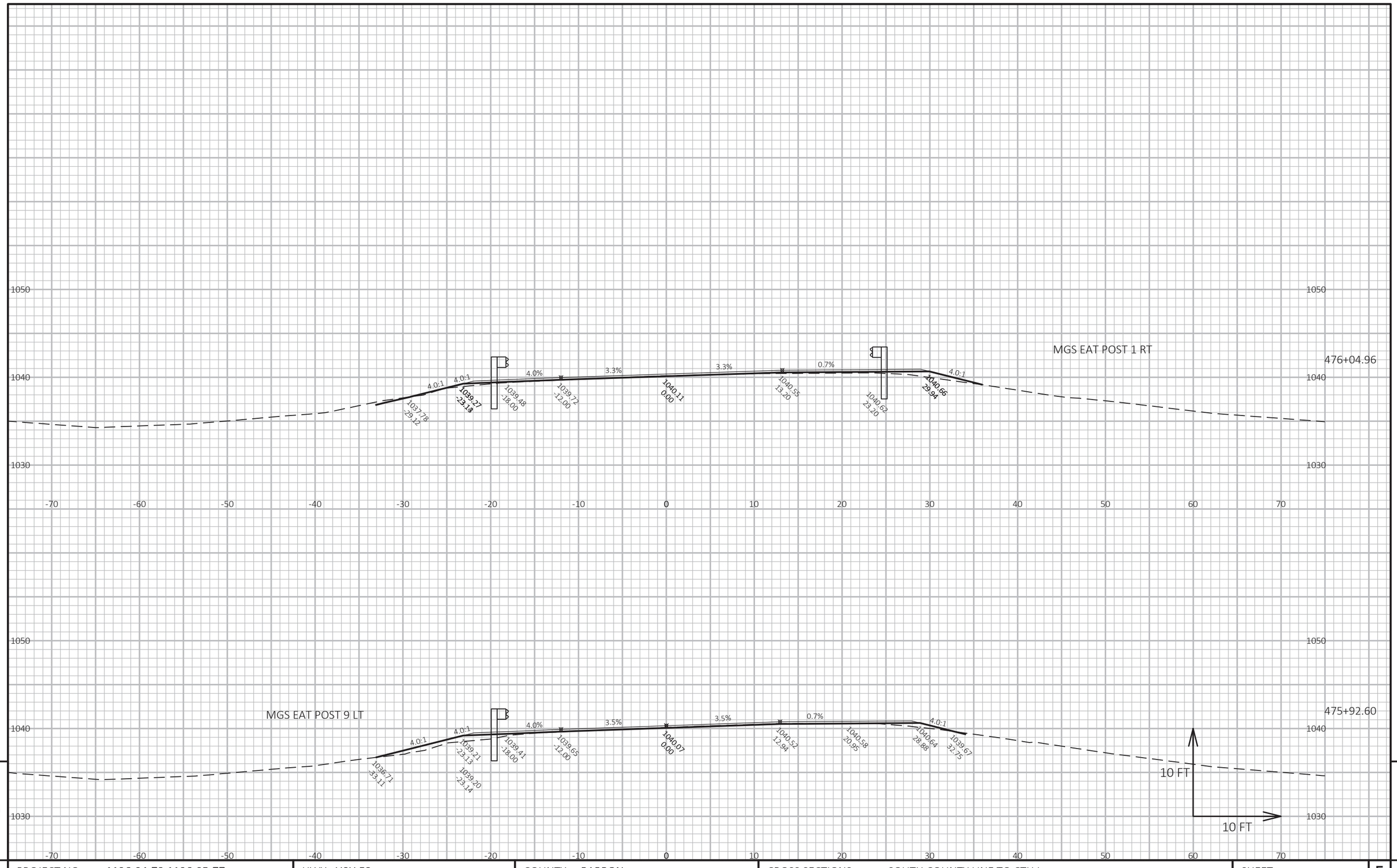
9 9

PROJECT NO: 1196-04-78,1196-05-77	HWY: USH 53	COUNTY: BARRON	CROSS SECTIONS: SOUTH COUNTY LINE TO CTH I	SHEET 345	E

FILE NAME : P:\UZ\W\WITNW\146423\C3D\11960408\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 18

PLOT DATE : 8/1/2021 5:59 PM PLOT BY : NICK ENGH PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

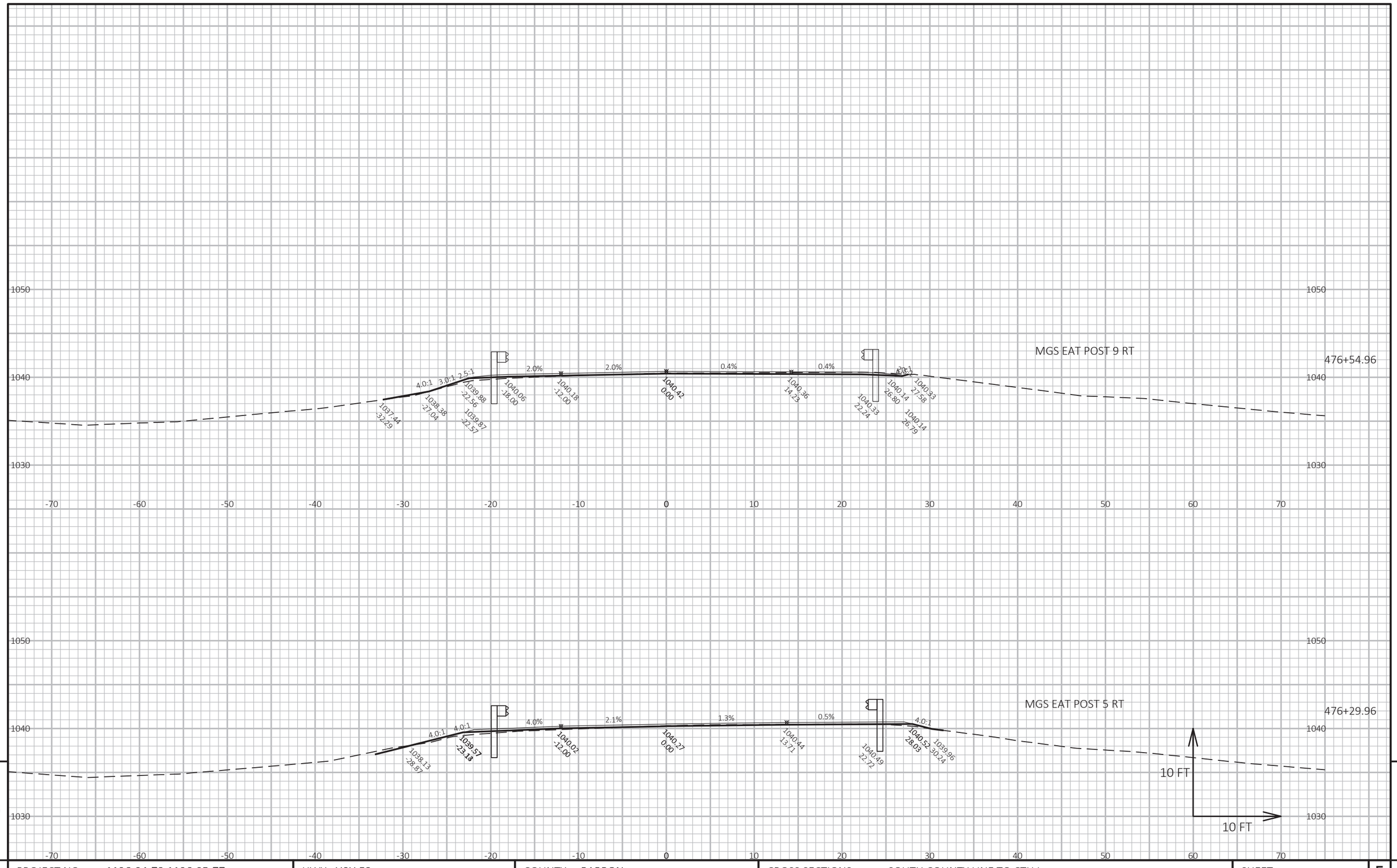


PROJECT NO: 1196-04-78,1196-05-77	HWY: USH 53	COUNTY: BARRON	CROSS SECTIONS: SOUTH COUNTY LINE TO CTH I	SHEET 346	E

FILE NAME : P:\UZ\W\WITNW\146423\C3D\11960408\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 19

PLOT DATE : 8/1/2021 6:00 PM PLOT BY : NICK ENGH PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 1196-04-78,1196-05-77	HWY: USH 53	COUNTY: BARRON	CROSS SECTIONS: SOUTH COUNTY LINE TO CTH I	SHEET 347	E

FILE NAME : P:\UZ\W\WITNW\146423\C3D\11960408\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 20

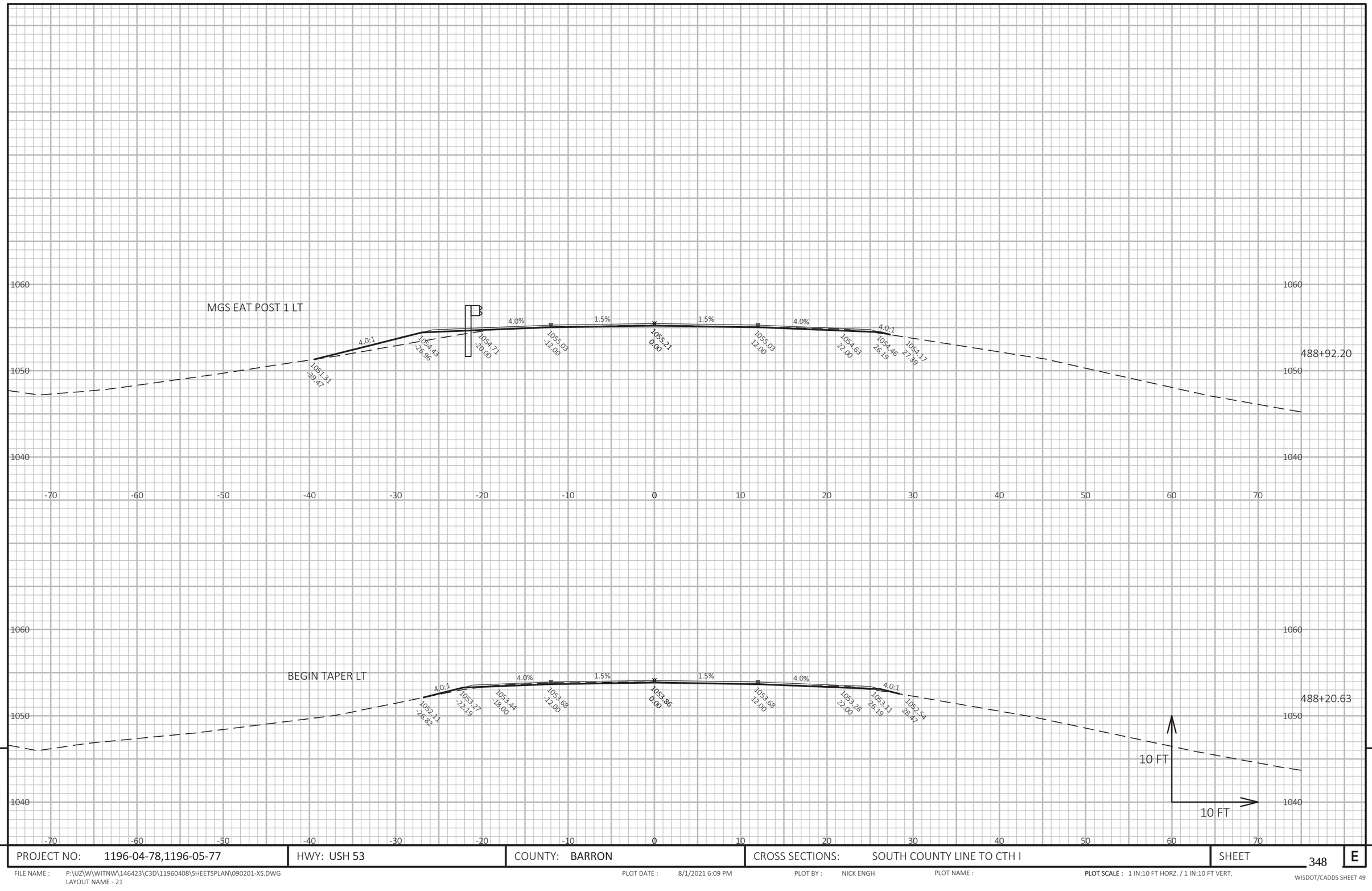
PLOT DATE : 8/1/2021 6:00 PM

PLOT BY : NICK ENGH

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



PROJECT NO: 1196-04-78,1196-05-77	HWY: USH 53	COUNTY: BARRON	CROSS SECTIONS: SOUTH COUNTY LINE TO CTH I	SHEET 348 E

FILE NAME : P:\UZ\W\WITNW\146423\C3D\11960408\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 21

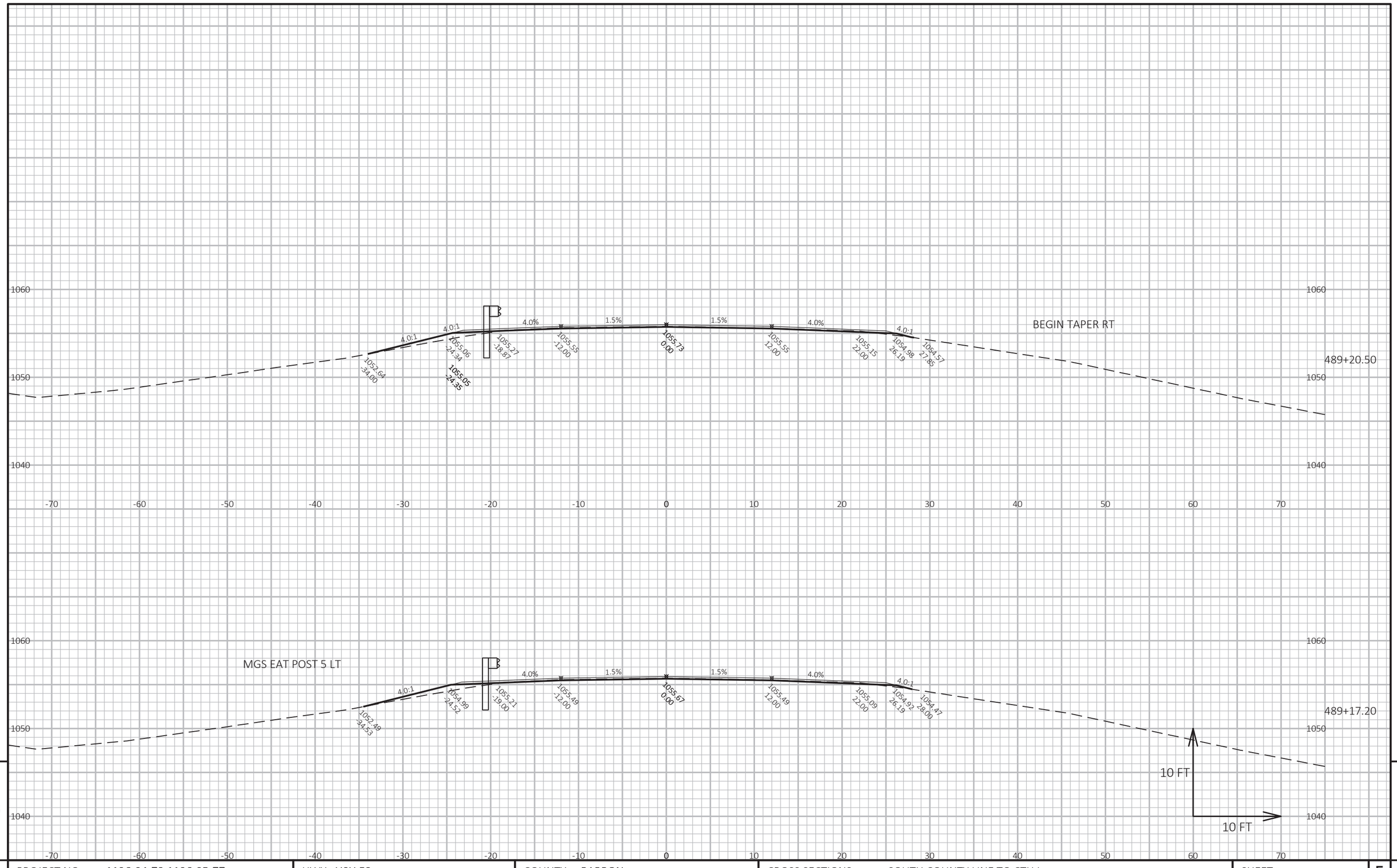
PLOT DATE : 8/1/2021 6:09 PM

PLOT BY : NICK ENGH

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

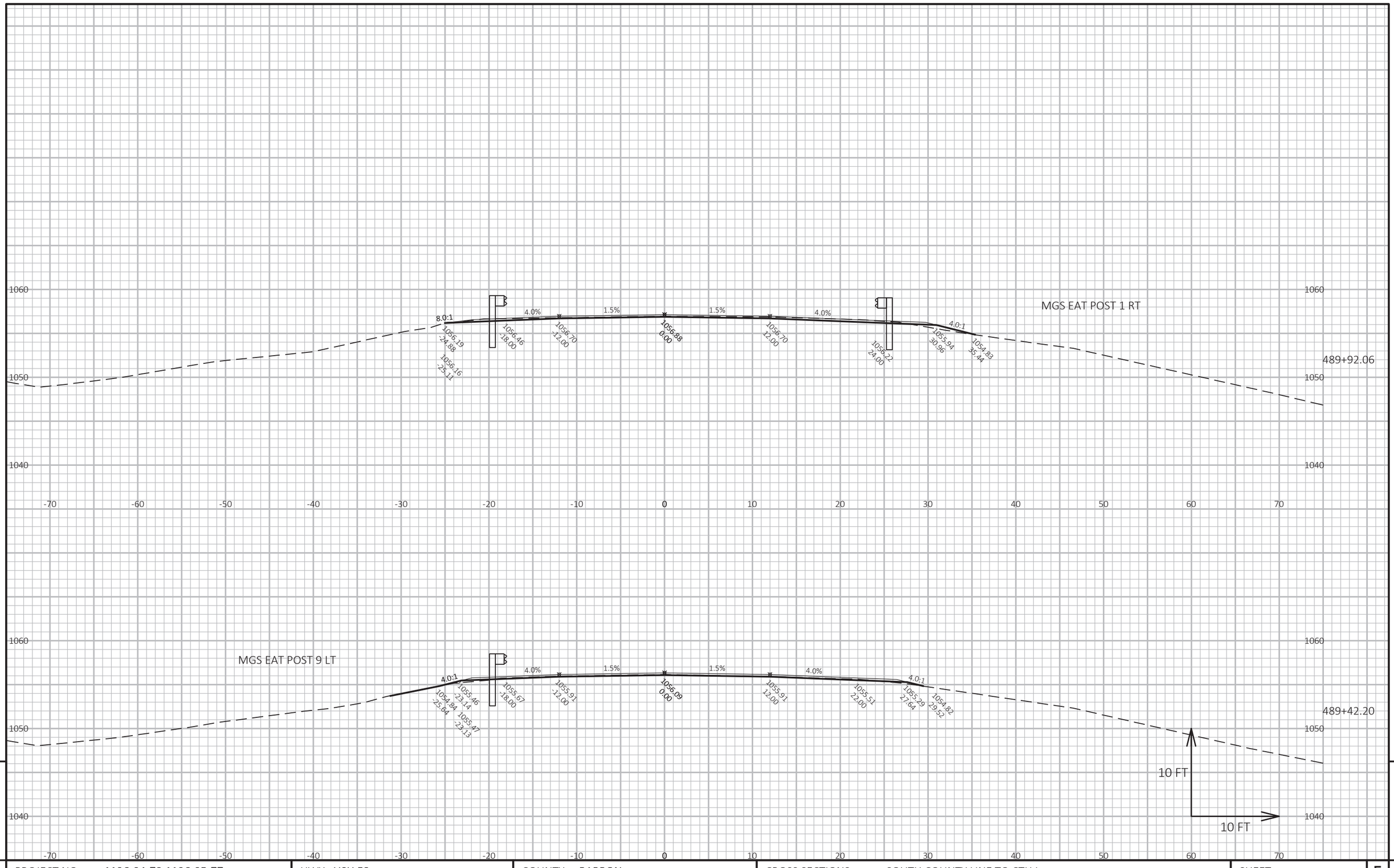


PROJECT NO: 1196-04-78,1196-05-77	HWY: USH 53	COUNTY: BARRON	CROSS SECTIONS: SOUTH COUNTY LINE TO CTH I	SHEET 349	E

FILE NAME : P:\UZ\W\WITNW\146423\C3D\11960408\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 22

PLOT DATE : 8/1/2021 6:10 PM PLOT BY : NICK ENGH PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 1196-04-78,1196-05-77	HWY: USH 53	COUNTY: BARRON	CROSS SECTIONS: SOUTH COUNTY LINE TO CTH I	SHEET 350	E

FILE NAME : P:\UZ\W\WITNW\146423\C3D\11960408\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 23

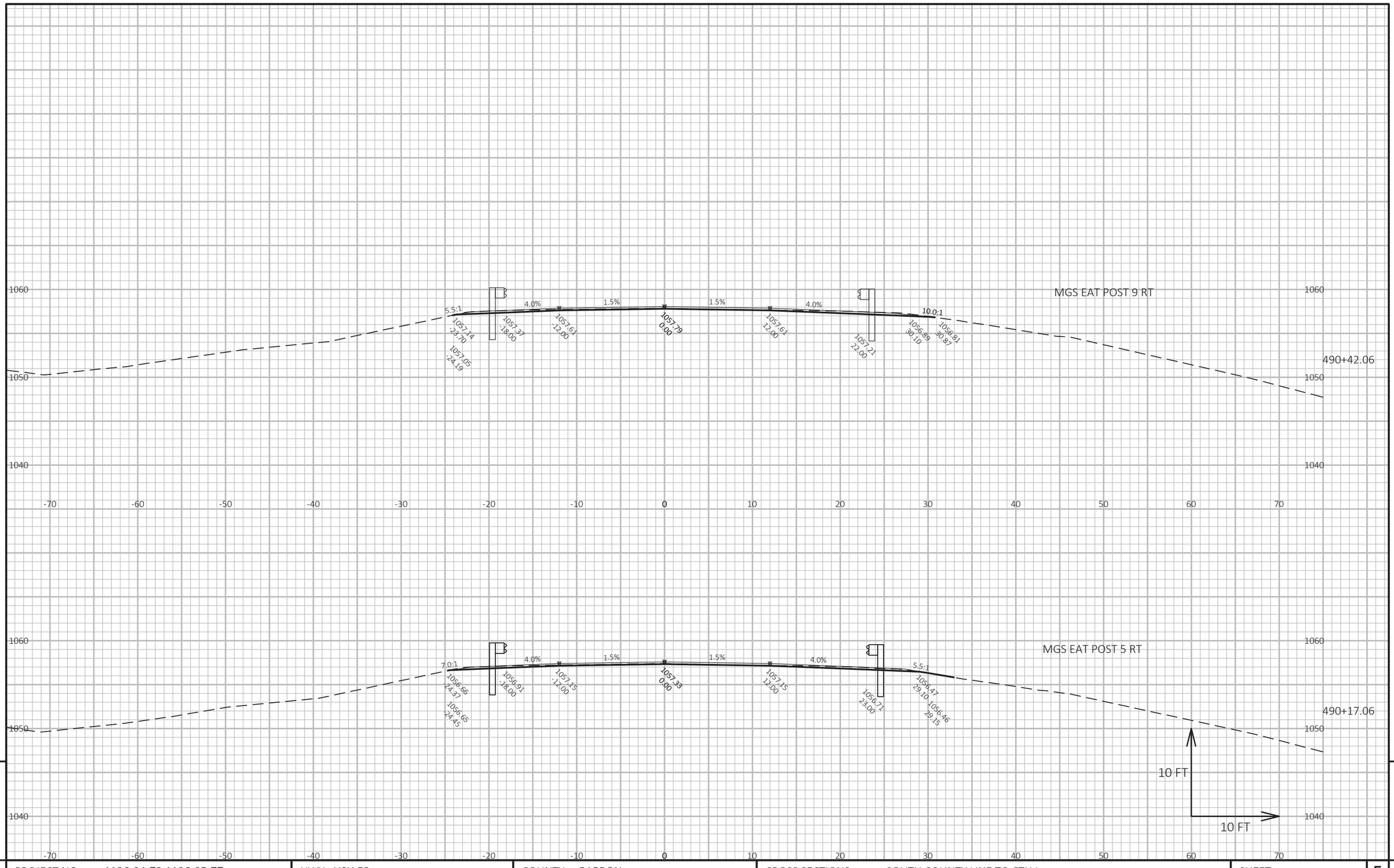
PLOT DATE : 8/1/2021 6:11 PM

PLOT BY : NICK ENGH

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

9

PROJECT NO: 1196-04-78,1196-05-77	HWY: USH 53	COUNTY: BARRON	CROSS SECTIONS: SOUTH COUNTY LINE TO CTH I	SHEET 351	E

FILE NAME : P:\UZ\W\WITNW\146423\C3D\11960408\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 24

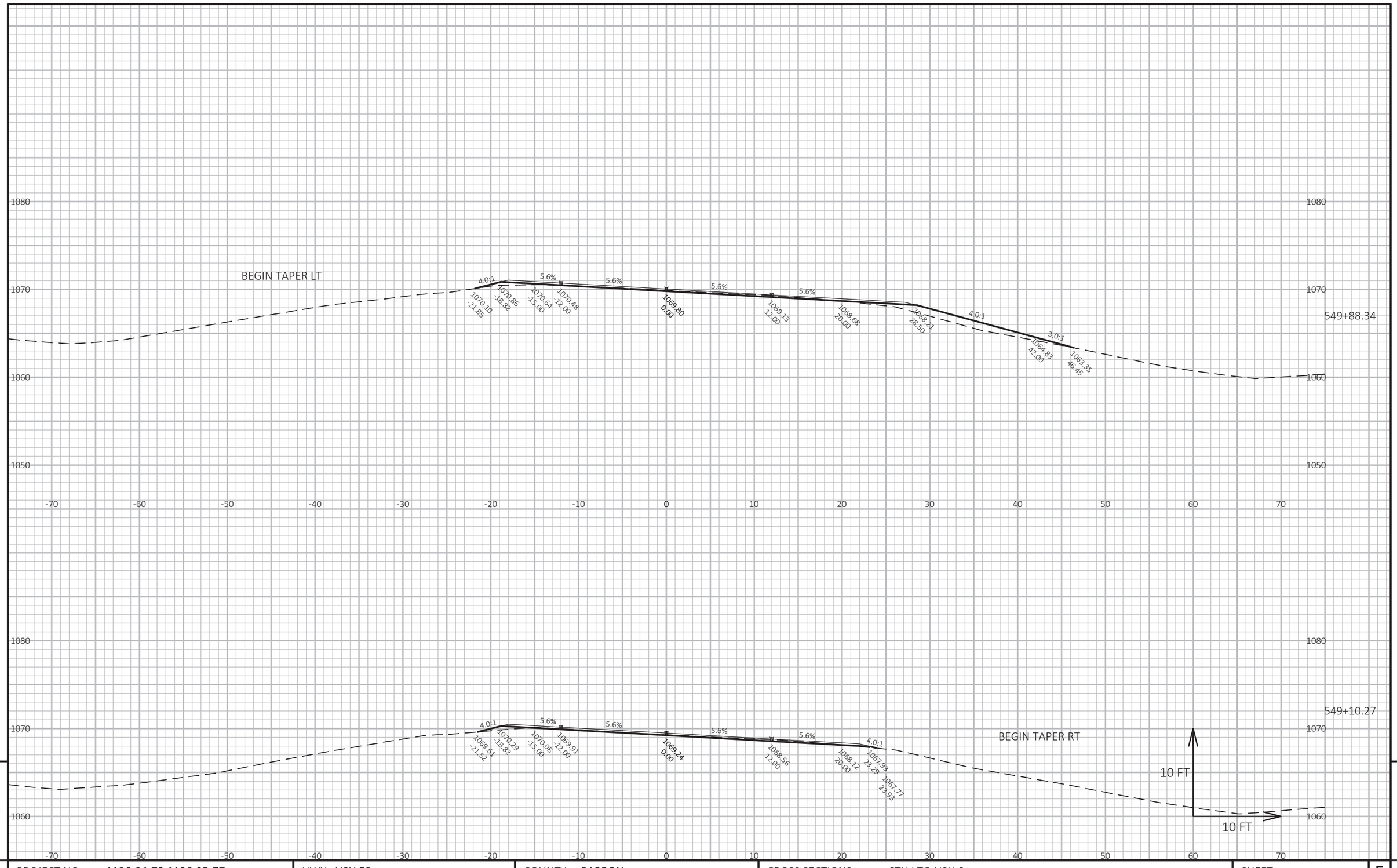
PLOT DATE : 8/1/2021 6:12 PM

PLOT BY : NICK ENGH

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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9

PROJECT NO: 1196-04-78,1196-05-77	HWY: USH 53	COUNTY: BARRON	CROSS SECTIONS: CTH I TO USH 8	SHEET 352	E

FILE NAME : P:\UZ\W\WITNW\146423\C3D\11960408\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 25

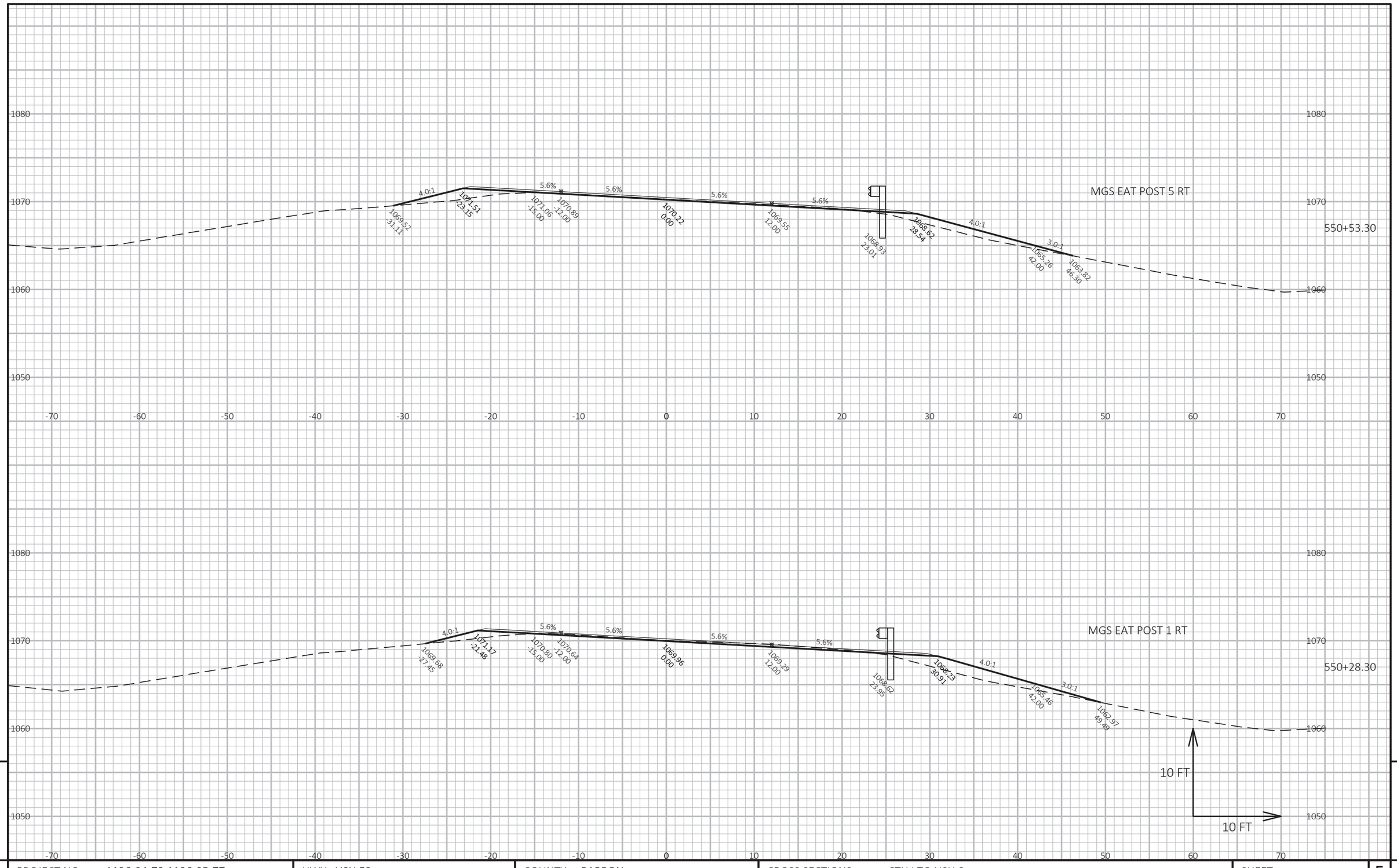
PLOT DATE : 8/1/2021 6:12 PM

PLOT BY : NICK ENGH

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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9

PROJECT NO: 1196-04-78,1196-05-77	HWY: USH 53	COUNTY: BARRON	CROSS SECTIONS: CTH I TO USH 8	SHEET 353	E

FILE NAME : P:\UZ\W\WITNW\146423\C3D\11960408\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 26

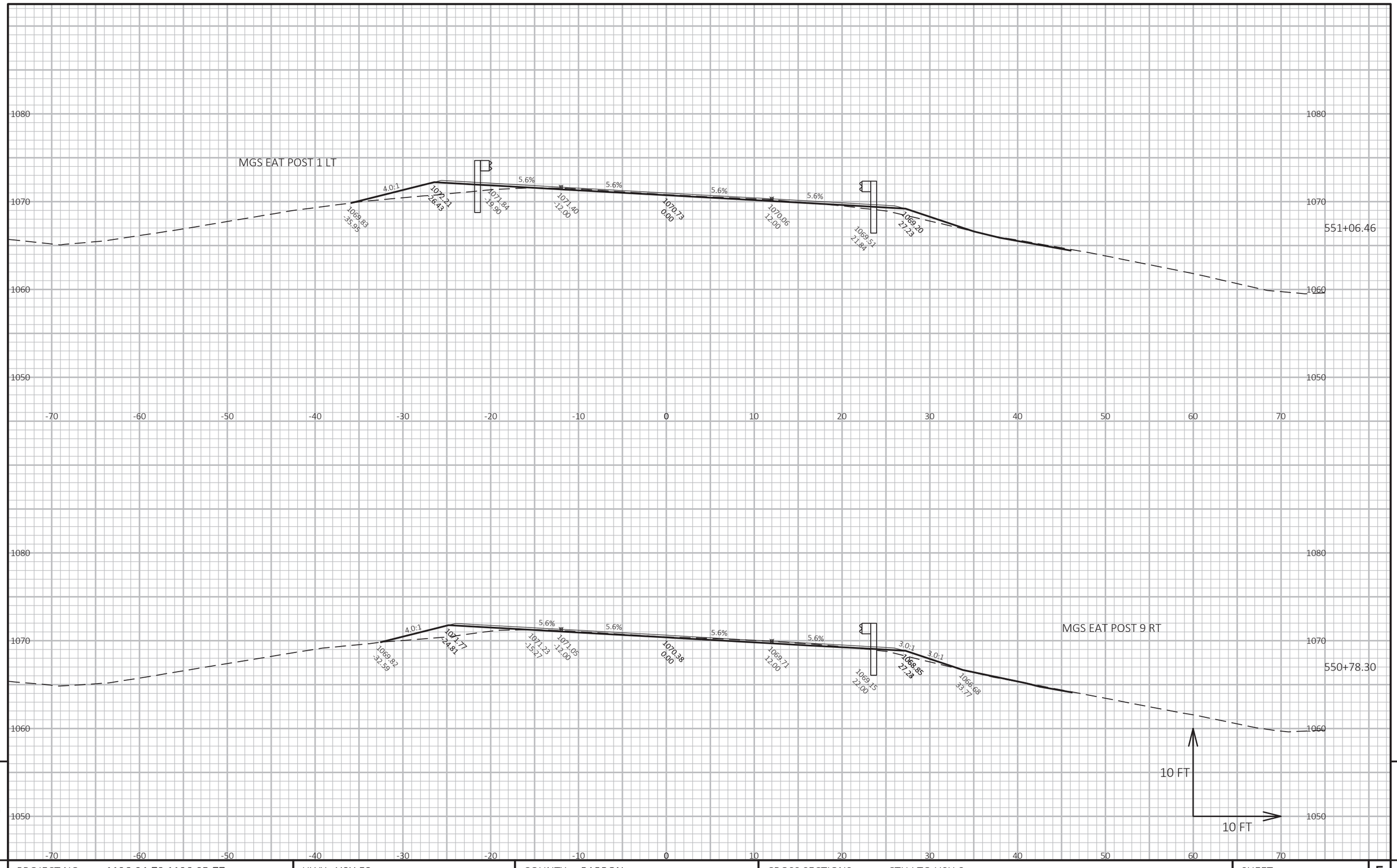
PLOT DATE : 8/1/2021 6:13 PM

PLOT BY : NICK ENGH

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

9

PROJECT NO: 1196-04-78,1196-05-77	HWY: USH 53	COUNTY: BARRON	CROSS SECTIONS: CTH I TO USH 8	SHEET 354	E

FILE NAME : P:\UZ\W\WITNW\146423\C3D\11960408\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 27

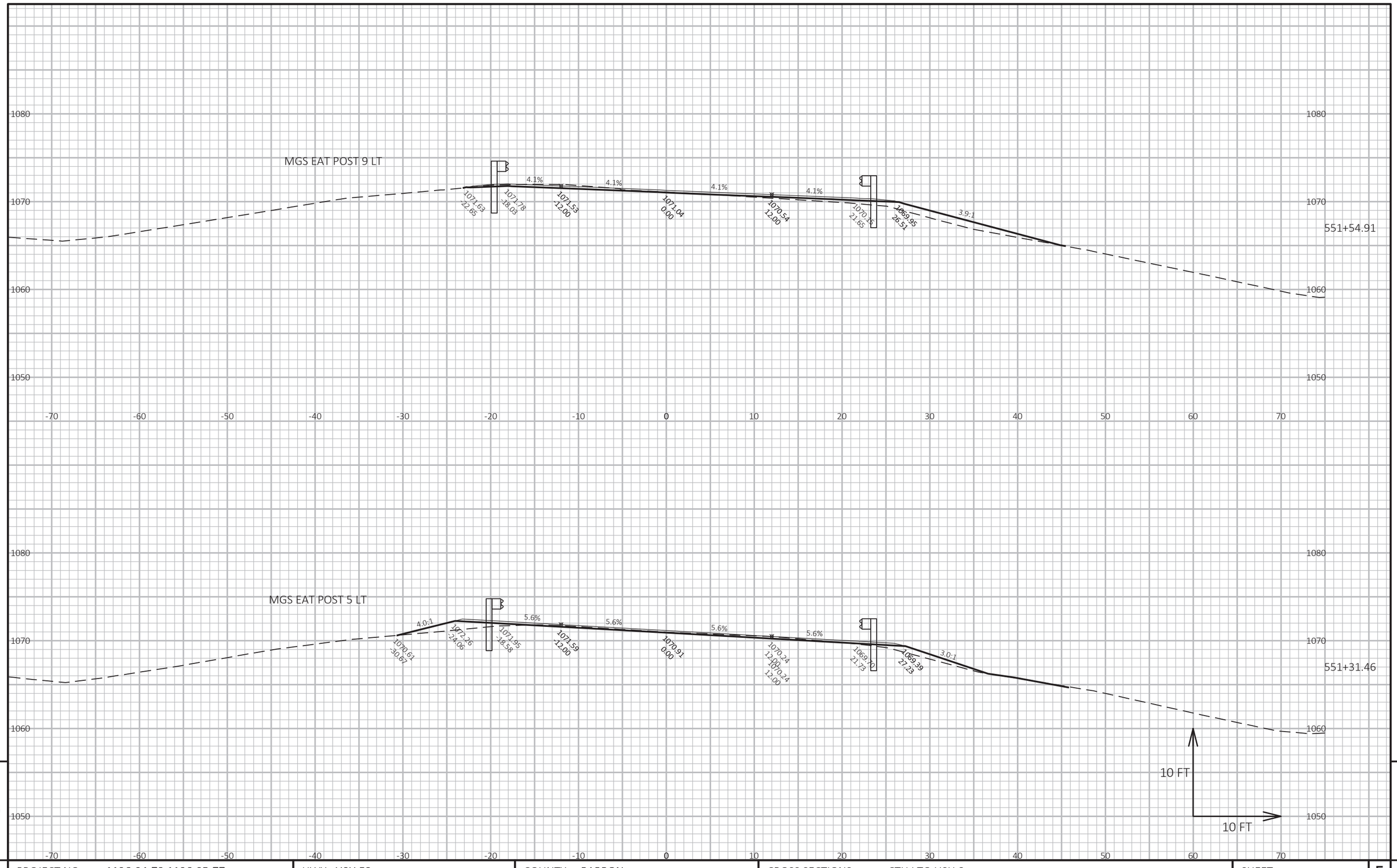
PLOT DATE : 8/1/2021 6:14 PM

PLOT BY : NICK ENGH

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

9

PROJECT NO: 1196-04-78,1196-05-77	HWY: USH 53	COUNTY: BARRON	CROSS SECTIONS: CTH I TO USH 8	SHEET 355	E

FILE NAME : O:\UZ\W\WITNW\146423\C3D\11960408\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 28

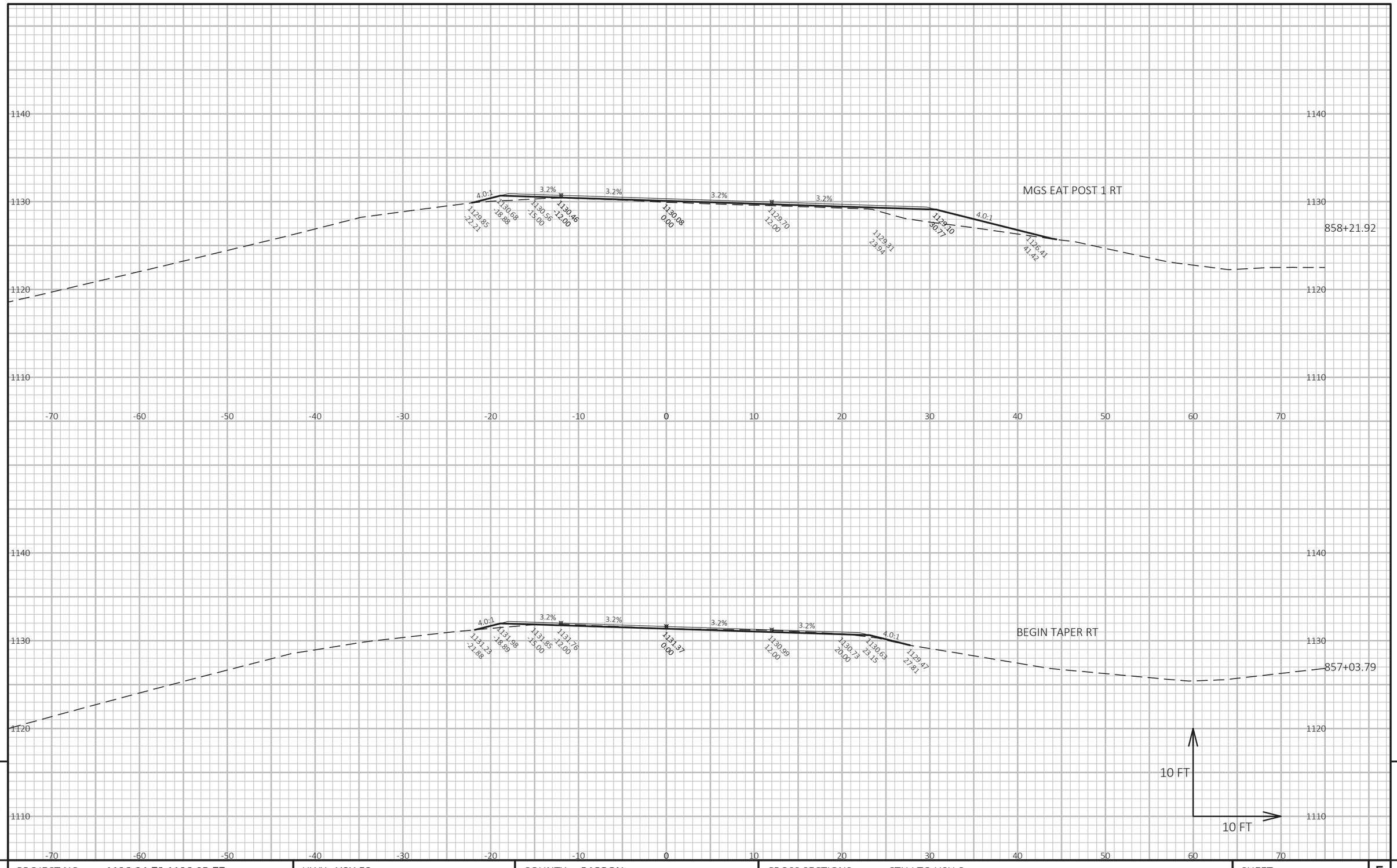
PLOT DATE : 8/2/2021 11:26 AM

PLOT BY : ANNIE JEROME

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



PROJECT NO: 1196-04-78,1196-05-77	HWY: USH 53	COUNTY: BARRON	CROSS SECTIONS: CTH I TO USH 8	SHEET 356 E

FILE NAME : P:\UZ\W\WITNW\146423\C3D\11960408\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 29

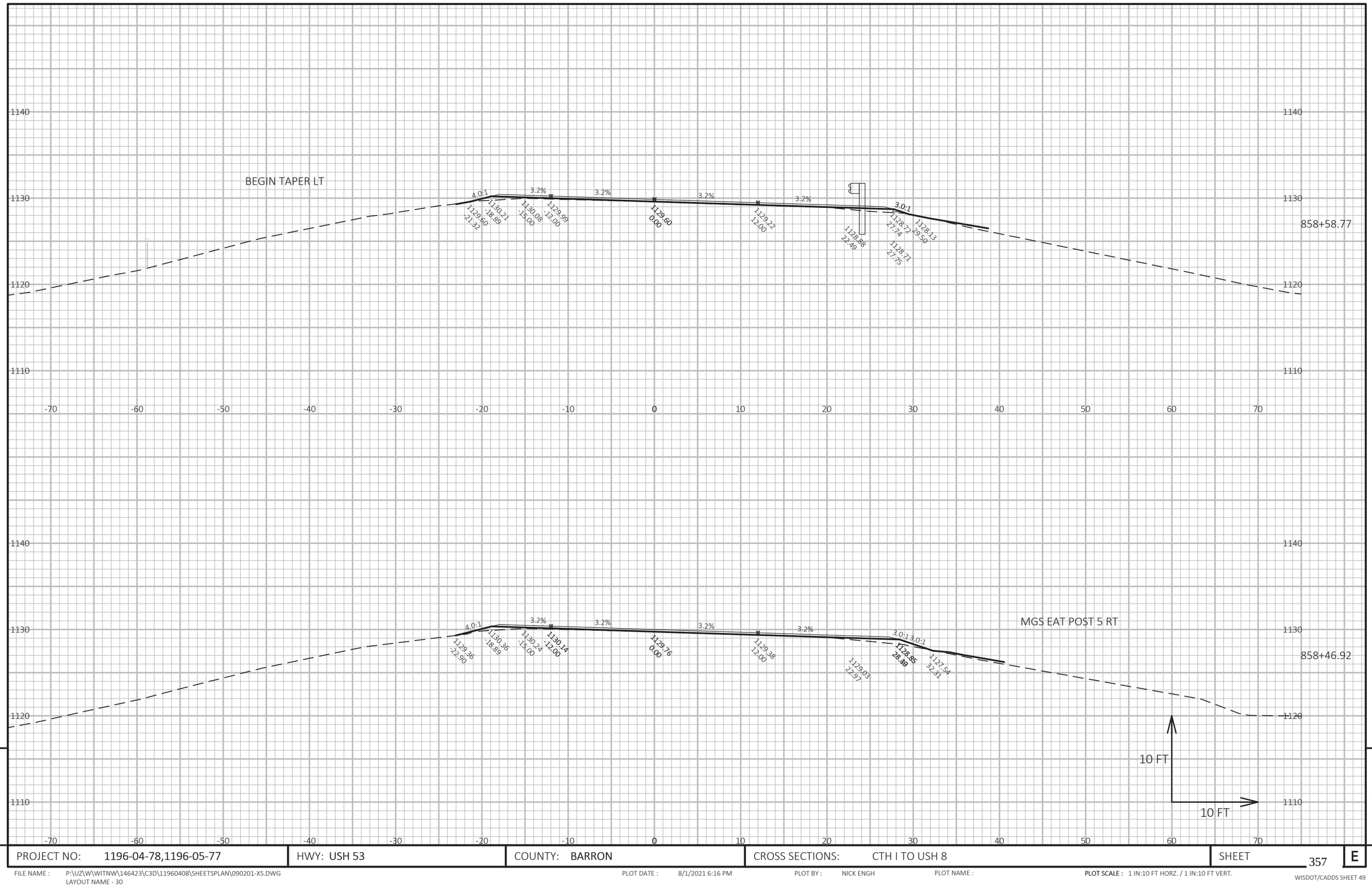
PLOT DATE : 8/1/2021 6:15 PM

PLOT BY : NICK ENGH

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

9

PROJECT NO: 1196-04-78,1196-05-77	HWY: USH 53	COUNTY: BARRON	CROSS SECTIONS: CTH I TO USH 8	SHEET 357	E

FILE NAME : P:\UZ\W\WITNW\146423\C3D\11960408\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 30

PLOT DATE : 8/1/2021 6:16 PM

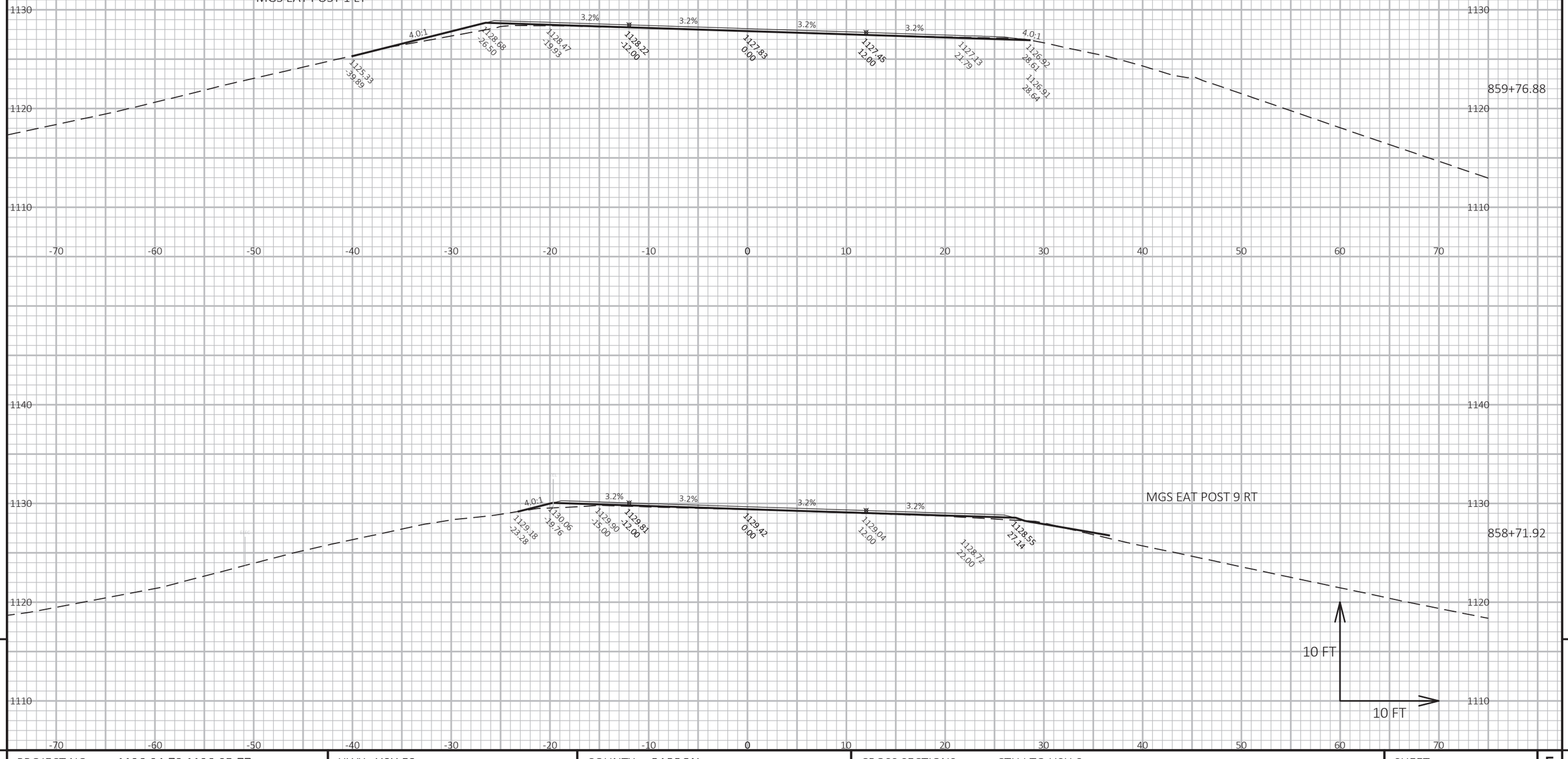
PLOT BY : NICK ENGH

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

MGS EAT POST 1 LT



MGS EAT POST 9 RT

9

9

PROJECT NO: 1196-04-78,1196-05-77	HWY: USH 53	COUNTY: BARRON	CROSS SECTIONS: CTH I TO USH 8	SHEET 358	E

FILE NAME : P:\UZ\W\WITNW\146423\C3D\11960408\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 31

PLOT DATE : 8/1/2021 6:16 PM

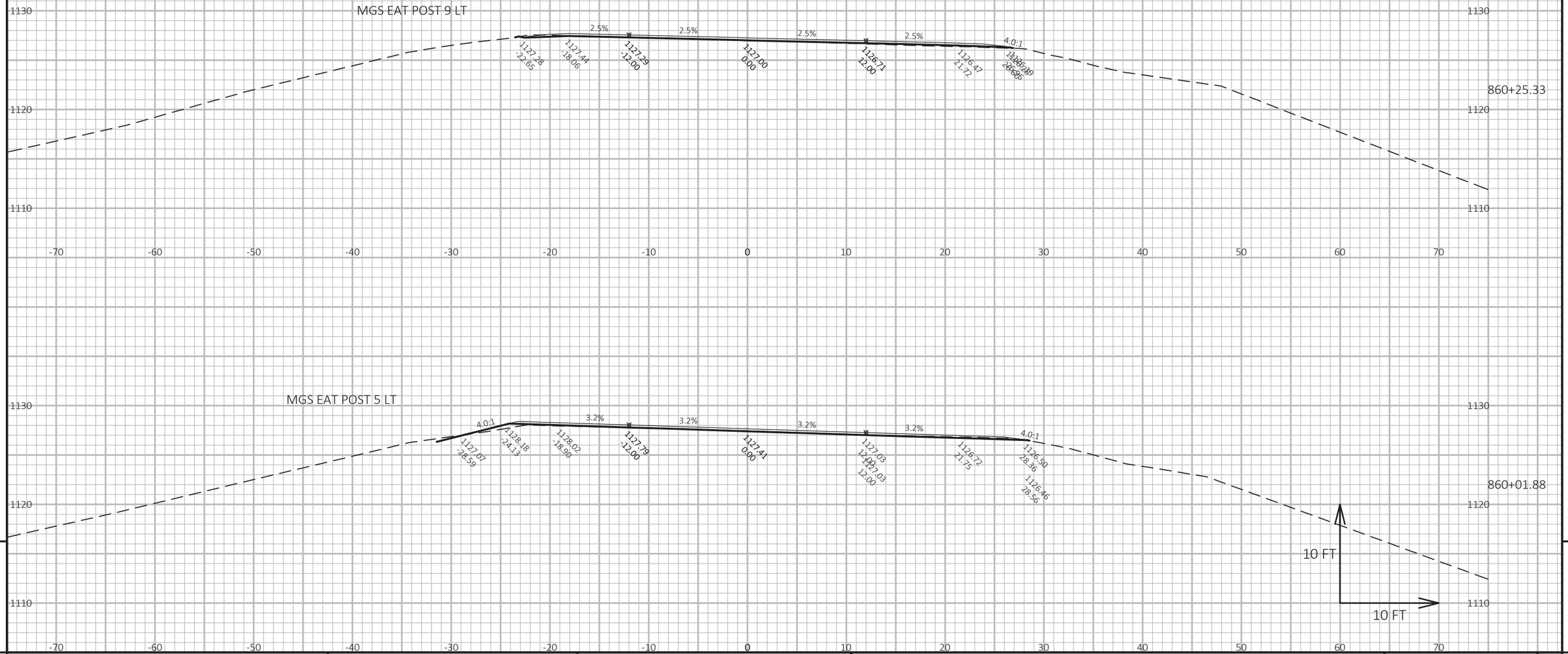
PLOT BY : NICK ENGH

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

MGS EAT POST 9 LT



MGS EAT POST 5 LT

9

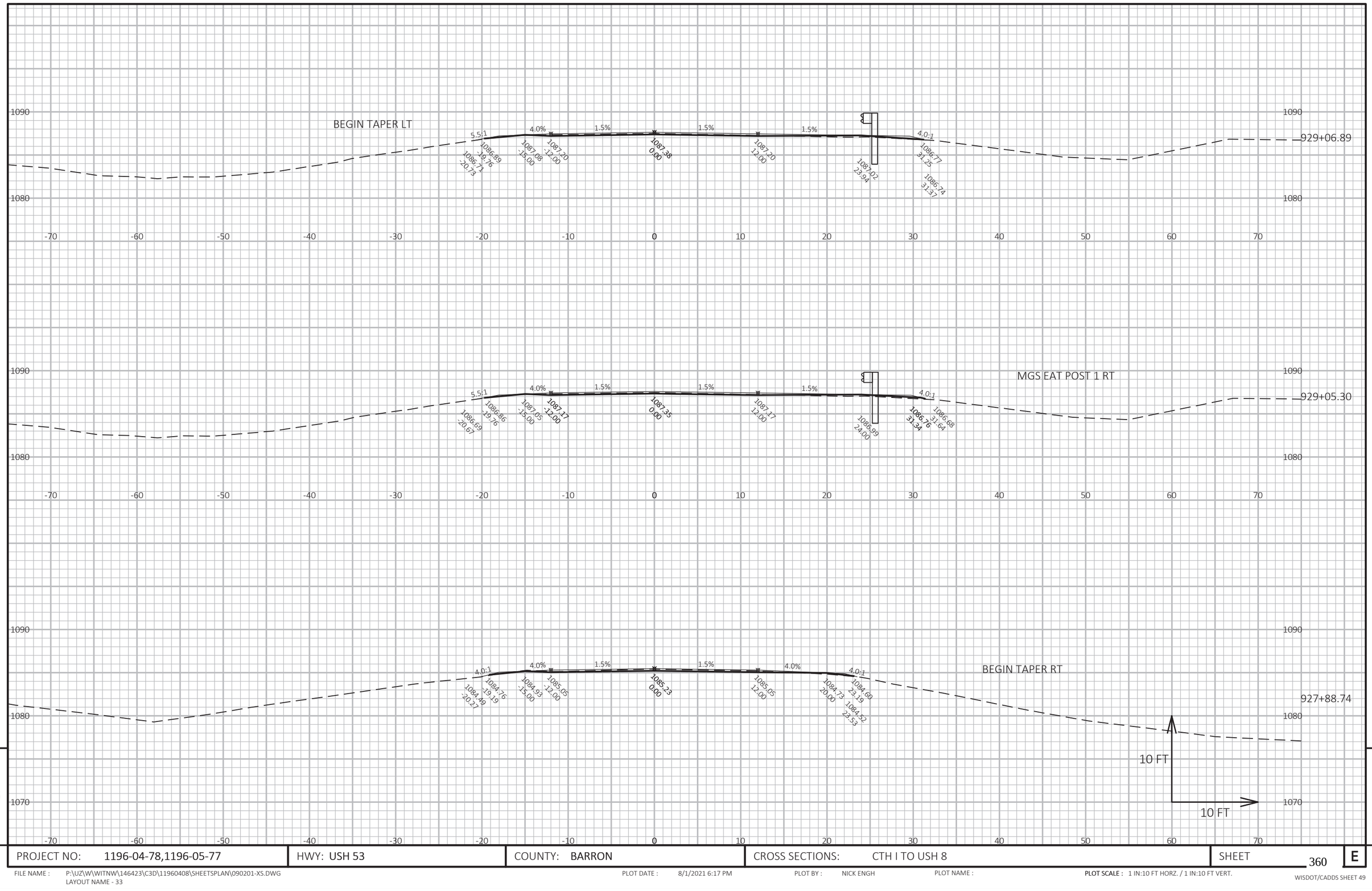
9

PROJECT NO: 1196-04-78,1196-05-77	HWY: USH 53	COUNTY: BARRON	CROSS SECTIONS: CTH I TO USH 8	SHEET 359	E

FILE NAME : O:\UZ\W\WITNW\146423\C3D\11960408\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 32

PLOT DATE : 8/2/2021 11:28 AM PLOT BY : ANNIE JEROME PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

9

PROJECT NO: 1196-04-78,1196-05-77	HWY: USH 53	COUNTY: BARRON	CROSS SECTIONS: CTH I TO USH 8	SHEET 360	E

FILE NAME : P:\UZ\W\WITNW\146423\C3D\11960408\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 33

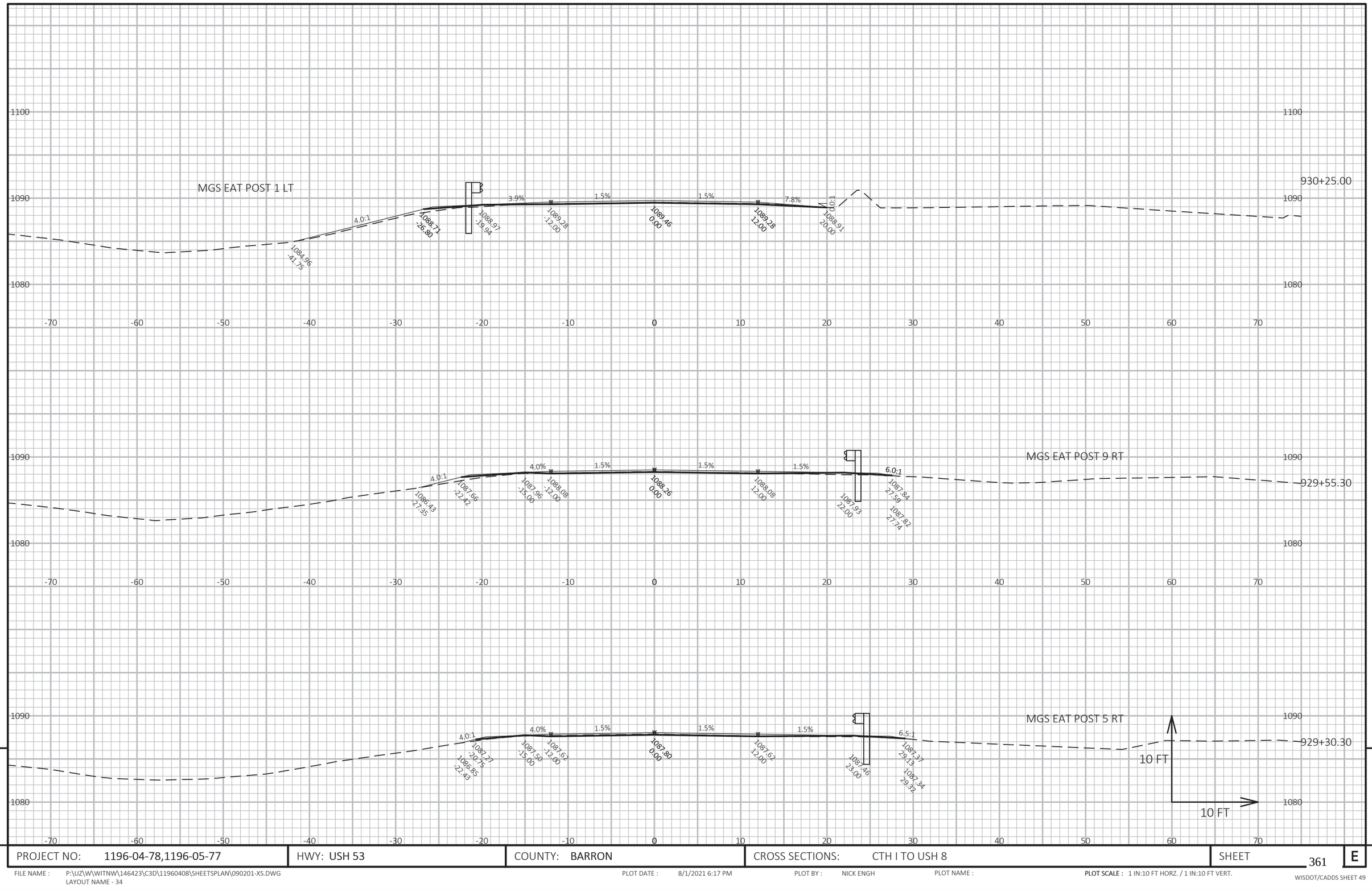
PLOT DATE : 8/1/2021 6:17 PM

PLOT BY : NICK ENGH

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

9

PROJECT NO: 1196-04-78,1196-05-77	HWY: USH 53	COUNTY: BARRON	CROSS SECTIONS: CTH I TO USH 8	SHEET 361	E

FILE NAME : P:\UZ\W\WITNW\146423\C3D\11960408\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 34

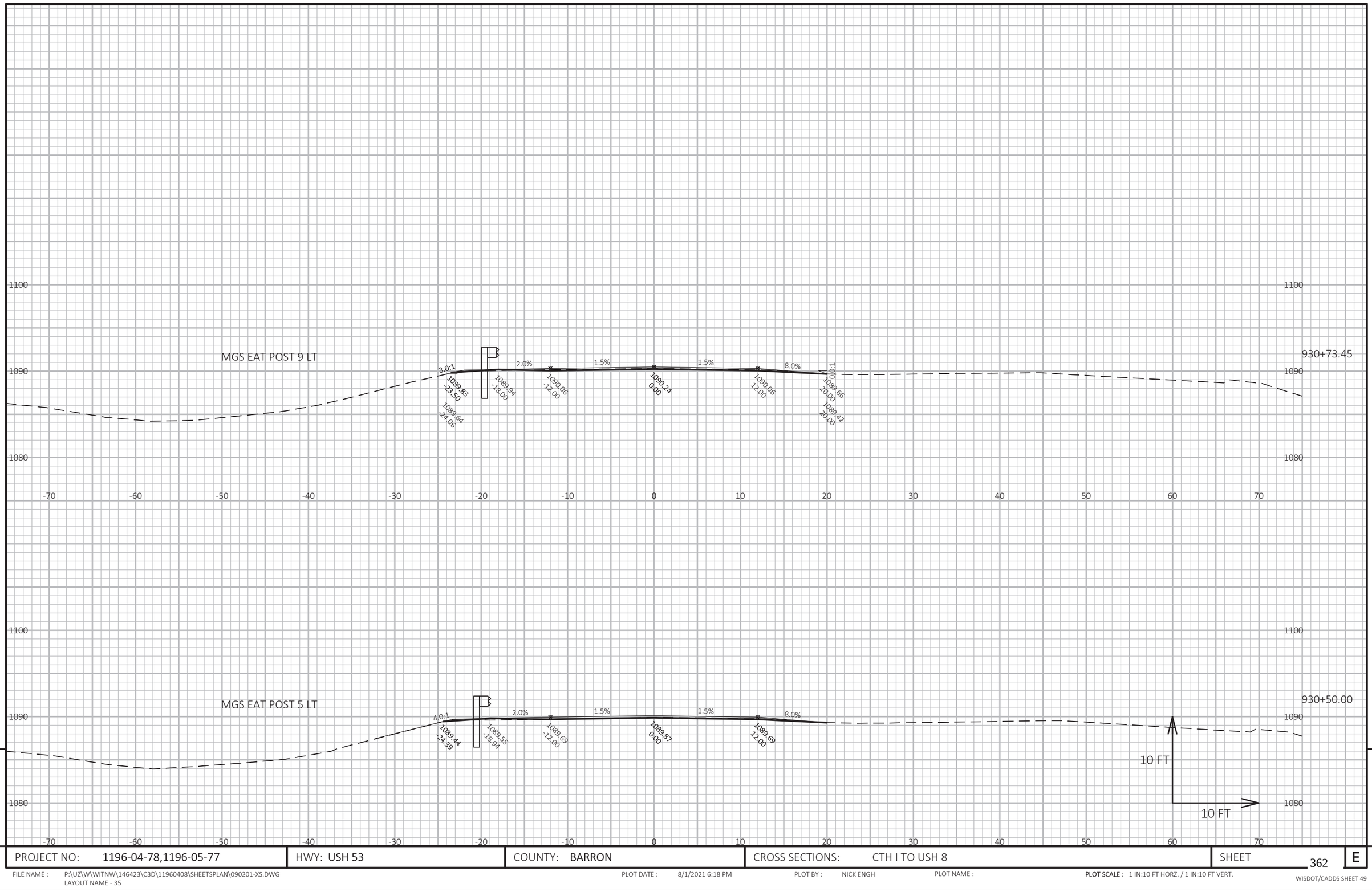
PLOT DATE : 8/1/2021 6:17 PM

PLOT BY : NICK ENGH

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



PROJECT NO: 1196-04-78,1196-05-77	HWY: USH 53	COUNTY: BARRON	CROSS SECTIONS: CTH I TO USH 8	SHEET 362	E

FILE NAME : P:\UZ\W\WITNW\146423\C3D\11960408\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 35

PLOT DATE : 8/1/2021 6:18 PM PLOT BY : NICK ENGH PLOT NAME : PLOT SCALE : 1 IN:10 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