FEDERAL PROJECT OCTOBER 2022 STATE PROJECT STATE OF WISCONSIN CONTRACT ORDER OF SHEETS PROJECT 4685-33-71 WISC 2023007 1 **DEPARTMENT OF TRANSPORTATION** Section No. Typical Sections and Details Section No. Estimate of Quantities Section No. Miscellaneous Quantities PLAN OF PROPOSED IMPROVEMENT Section No. Standard Detail Drawings 4685-33-7 **MENASHA - APPLETON STH 441** TOTAL SHEETS = **CALUMET & WINNEBAGO COUNTY** STATE PROJECT NUMBER 4685-33-71 T-22-N Greenville Little Chute GV DESIGN DESIGNATION Kimberly AADT A.A.D.T. Appleton D.H.V. STRUCTURE B-70-110 CTH P OVER USH 10/STH 441 DESIGN SPEED 36 ALUME OUTAGAMIE CO. WINNEBAGO CO. CALUMET CO. CB CONVENTIONAL SYMBOLS Fox Crossing STRUCTURE B-8-033 GRADE LINE CORPORATE LIMITS PEDESTRIAN BRIDGE OVER STH 441 ORIGINAL GROUND PROPERTY LINE MARSH OR ROCK PROFILE LOTTINE (To be noted as such) LIMITED HIGHWAY EASEMENT SPECIAL DITCH WINNE STATE OF WISCONSIN EXISTING RIGHT OF WAY GRADE ELEVATION Menasha PROPOSED OR NEW R/W LINE DEPARTMENT OF TRANSPORTATION SLOPE INTERCEPT CULVERT (Profile View) PREPARED BY UTILITIES NE REGION REFERENCE LINE Surveyor ELECTRIC Designer EXISTING CULVERT Neenah FIBER OPTIC Project Manage PROPOSED CULVERT BAG SANITARY SEWER COMBUSTIBLE FLUIDS WINNEBAGO CO. I CALUMET CO. STORM SEWER HORIZONTAL POSITIONS SHOWN ON THIS PLAN ARE WISCONSIN TELEPHONE LAYOUT COORDINATE REFERENCE SYSTEM (WISCRS), WINNEBAGO COUNTY, NAD83 (2011). IN U.S. SURVEY FEET, POSITIONS SHOWN ARE GRID MARSH AREA Car Guil P.E. COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES UTILITY PEDESTAL ARE THE SAME AS GROUND DISTANCES. ELEVATIONS ARE REFERENCED POWER POLE ₫ TO NAVD 88 (2012). GPS DERIVED ELEVATIONS ARE BASED ON GEOID 12A TOTAL NET LENGTH OF CENTERLINE = 0.09 Ø Ε WOODED OR SHRUB AREA TELEPHONE POLE FILE NAME: N:\PDS\C3D\46853300\SHEETSPLAN\010101-TI.DWG CIBULKA, BRYCE DANIE 7/25/2022 11:15 AM

FILE NAME :

GENERAL NOTES

THE LOCATIONS OF EXISTING UTILITY FACILITIES AS SHOWN ON THE PLANS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY FACILITIES WITHIN THE PROJECT AREA THAT ARE NOT SHOWN.

UTILITIES CONTACTS

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Dial or (800)242-8511
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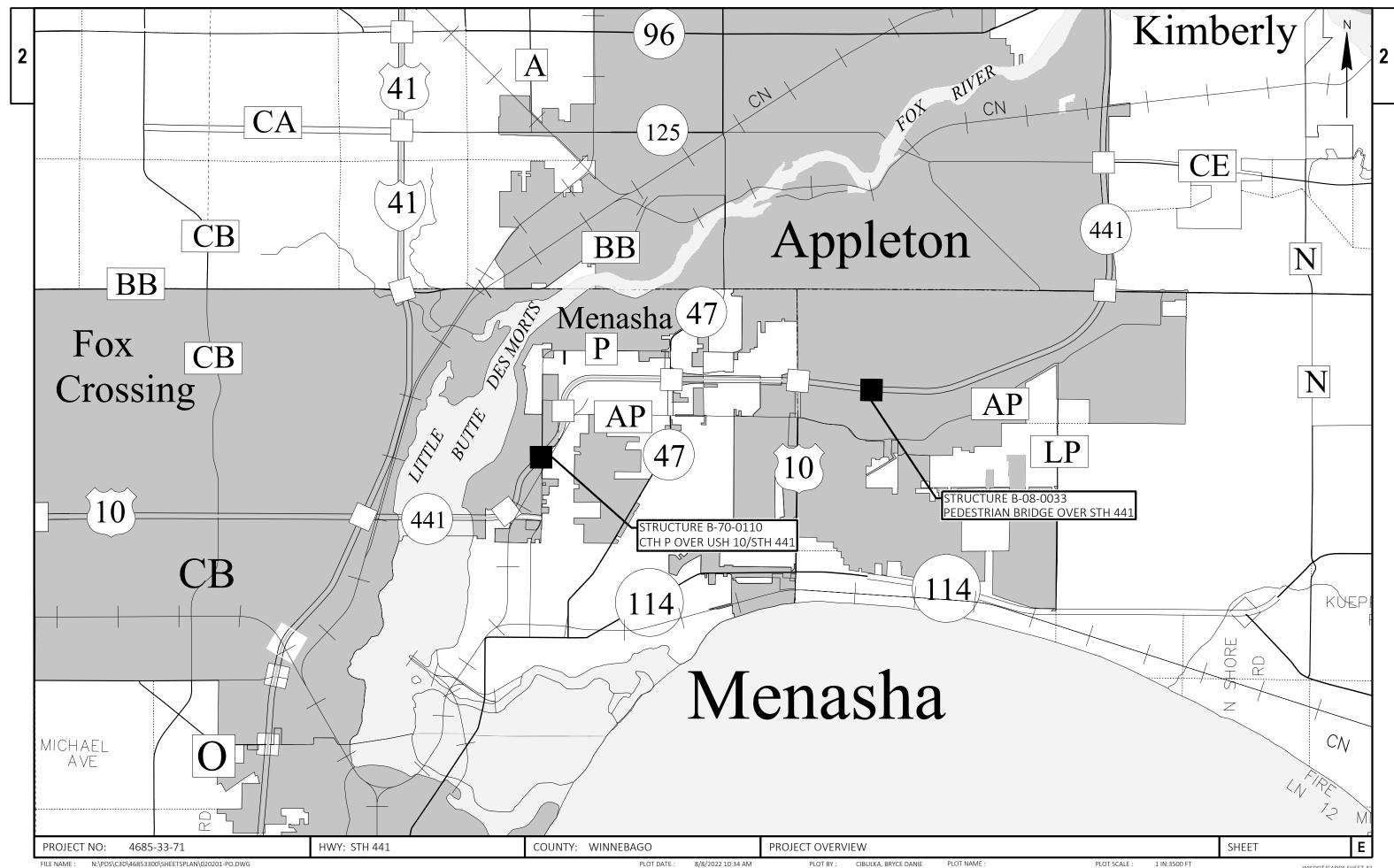
PROJECT NO: 4685-33-71 HWY: STH 441 COUNTY: CALUMET & WINNEBAGO GENERAL NOTES SHEET **E**

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PLOT DATE: 8/16/2022 7:20 AM PLOT BY: CIBUKA, BRYCE DANIE PLOT NAME: 1 IN:10 FT
LAYOUT NAME - 020101-gn

WISDOT/CADDS SHEET 42

2

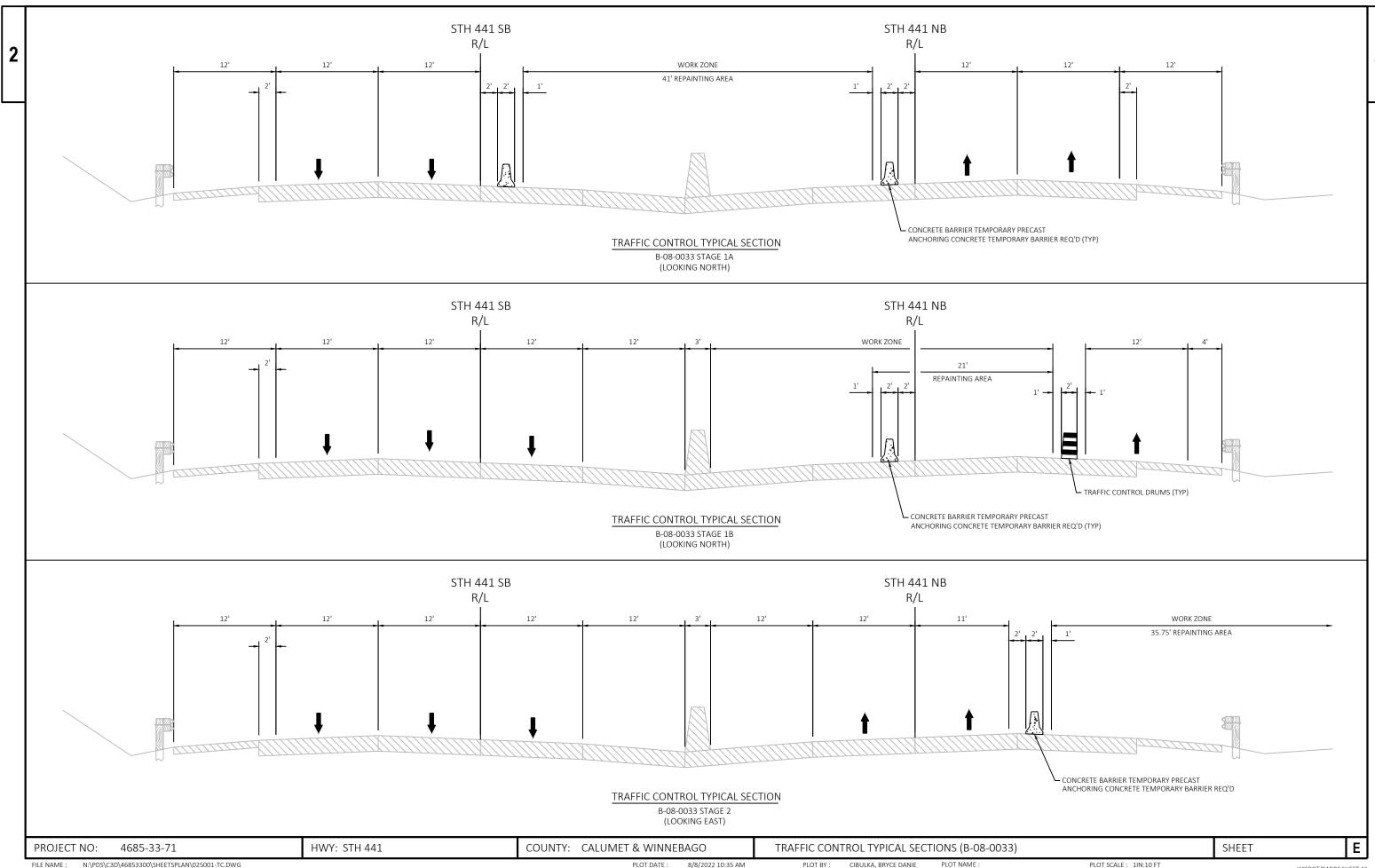


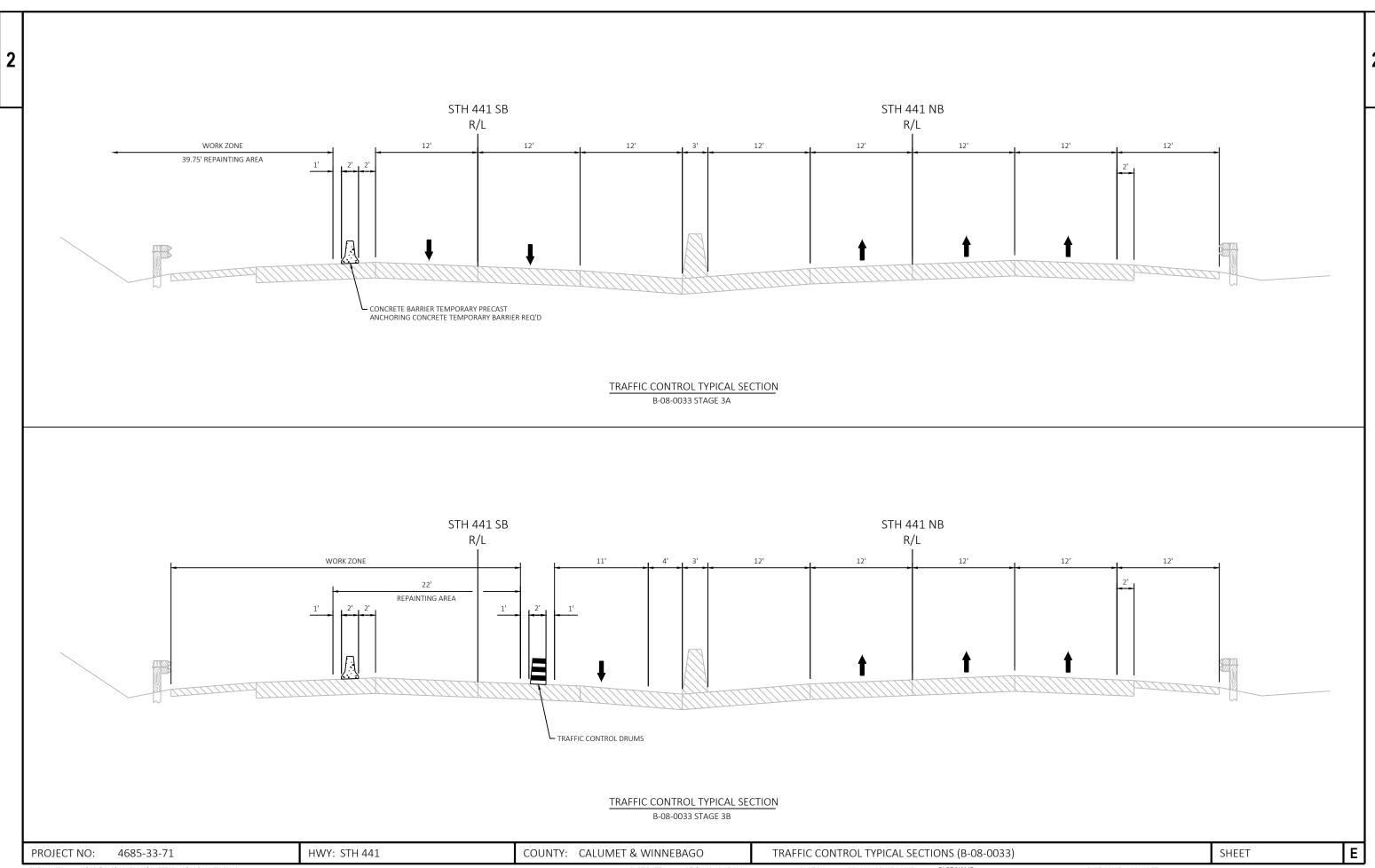
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PLOT NAME

PLOT SCALE :

WISDOT/CADDS SHEET 42





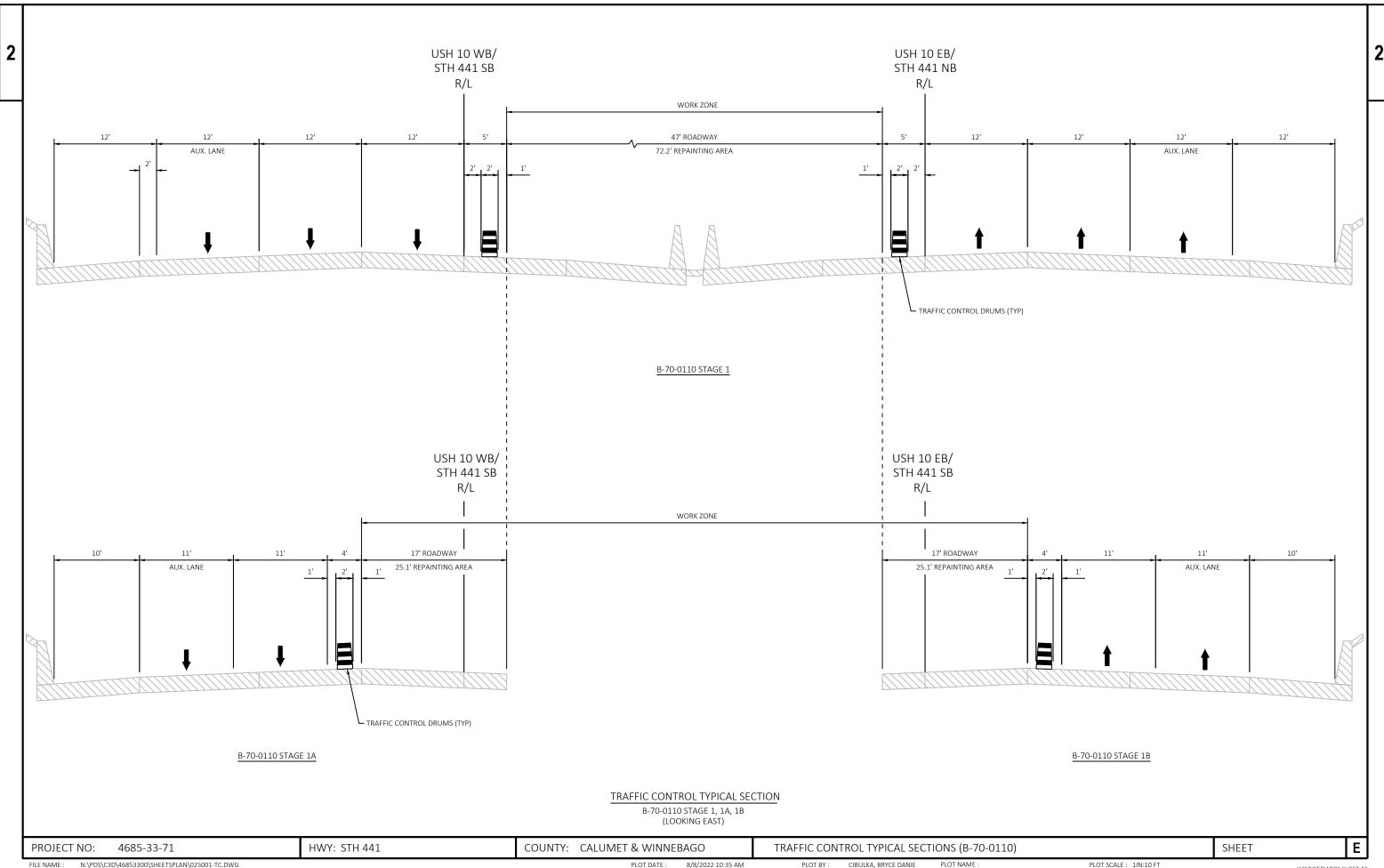
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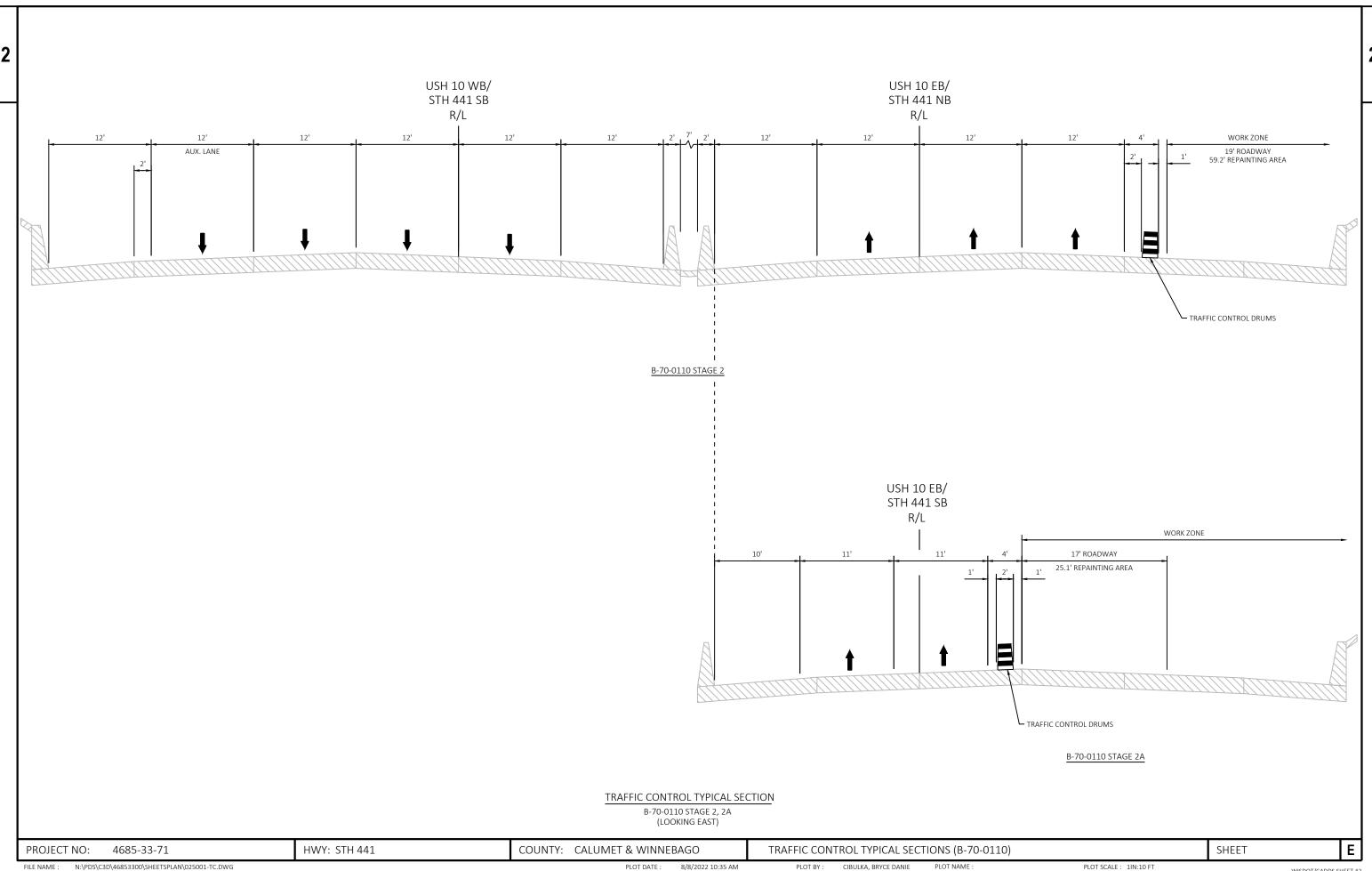
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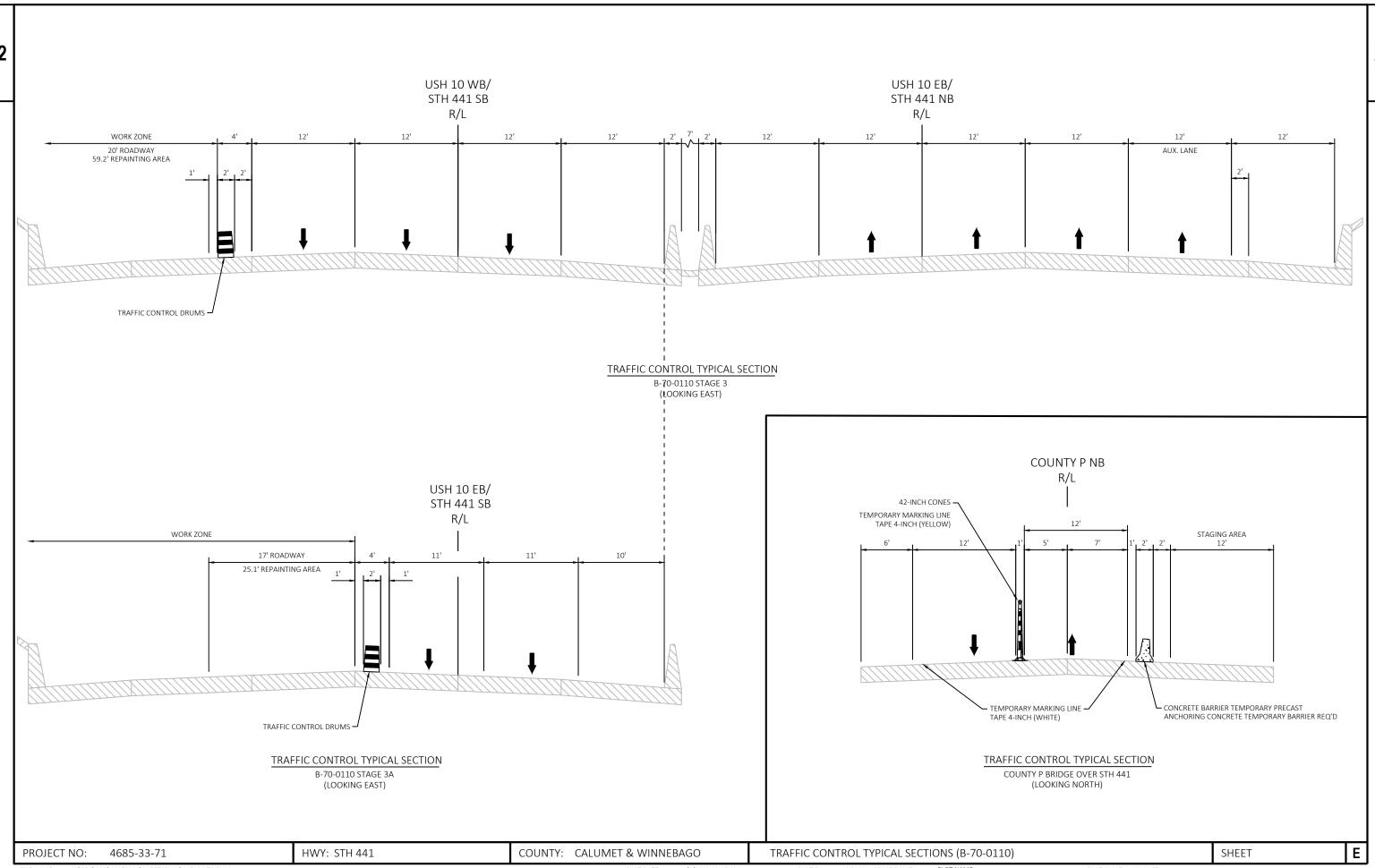
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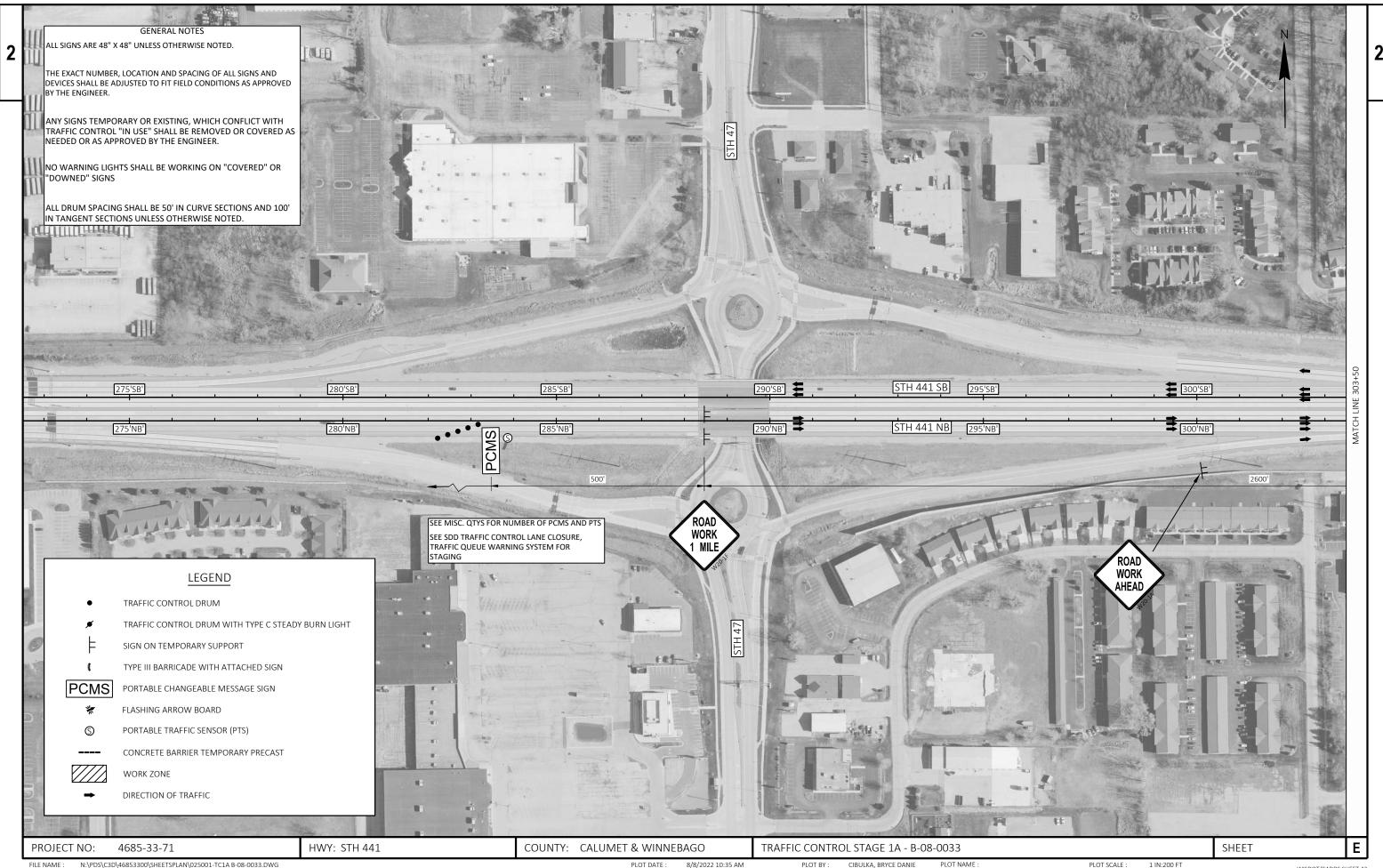
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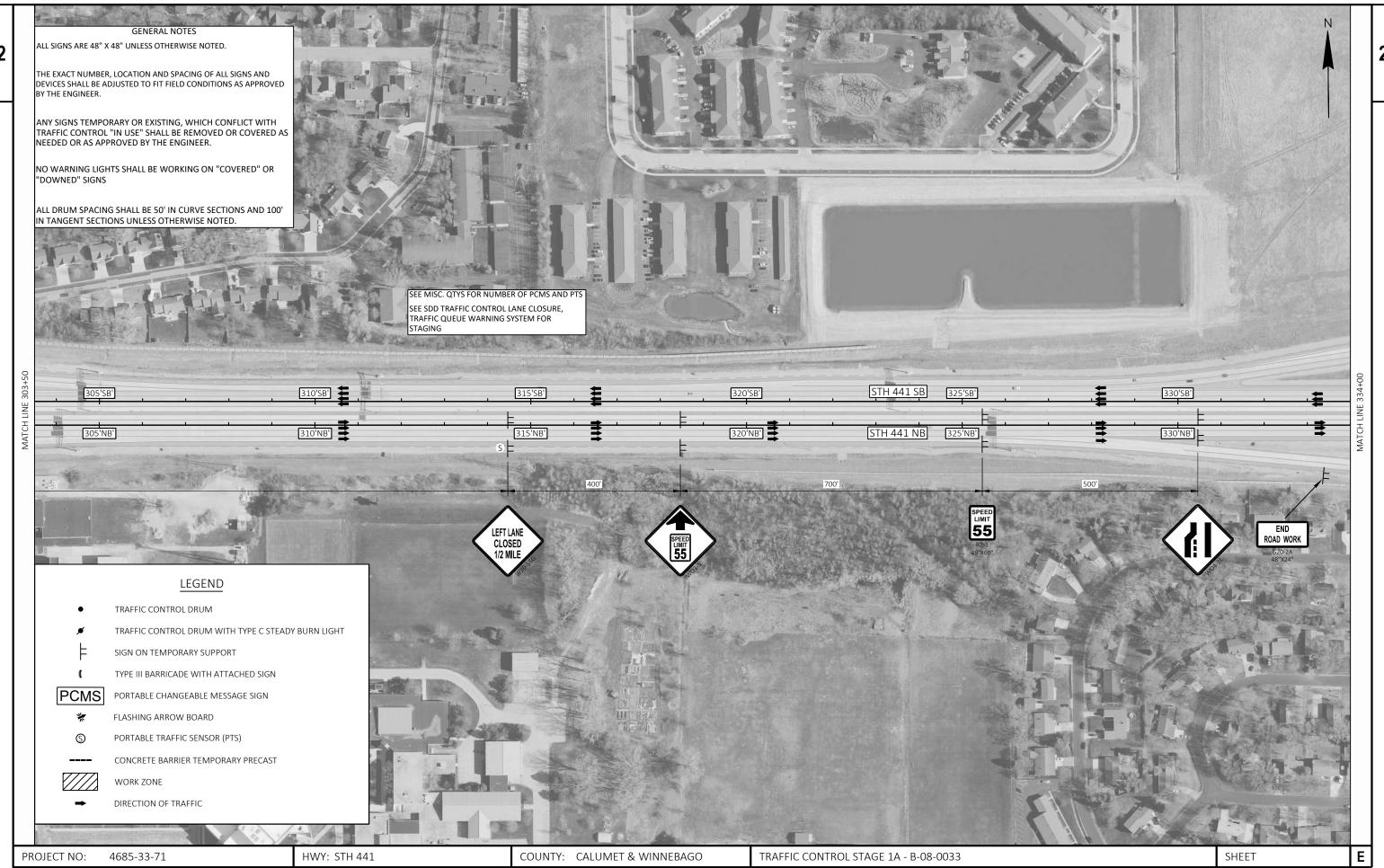




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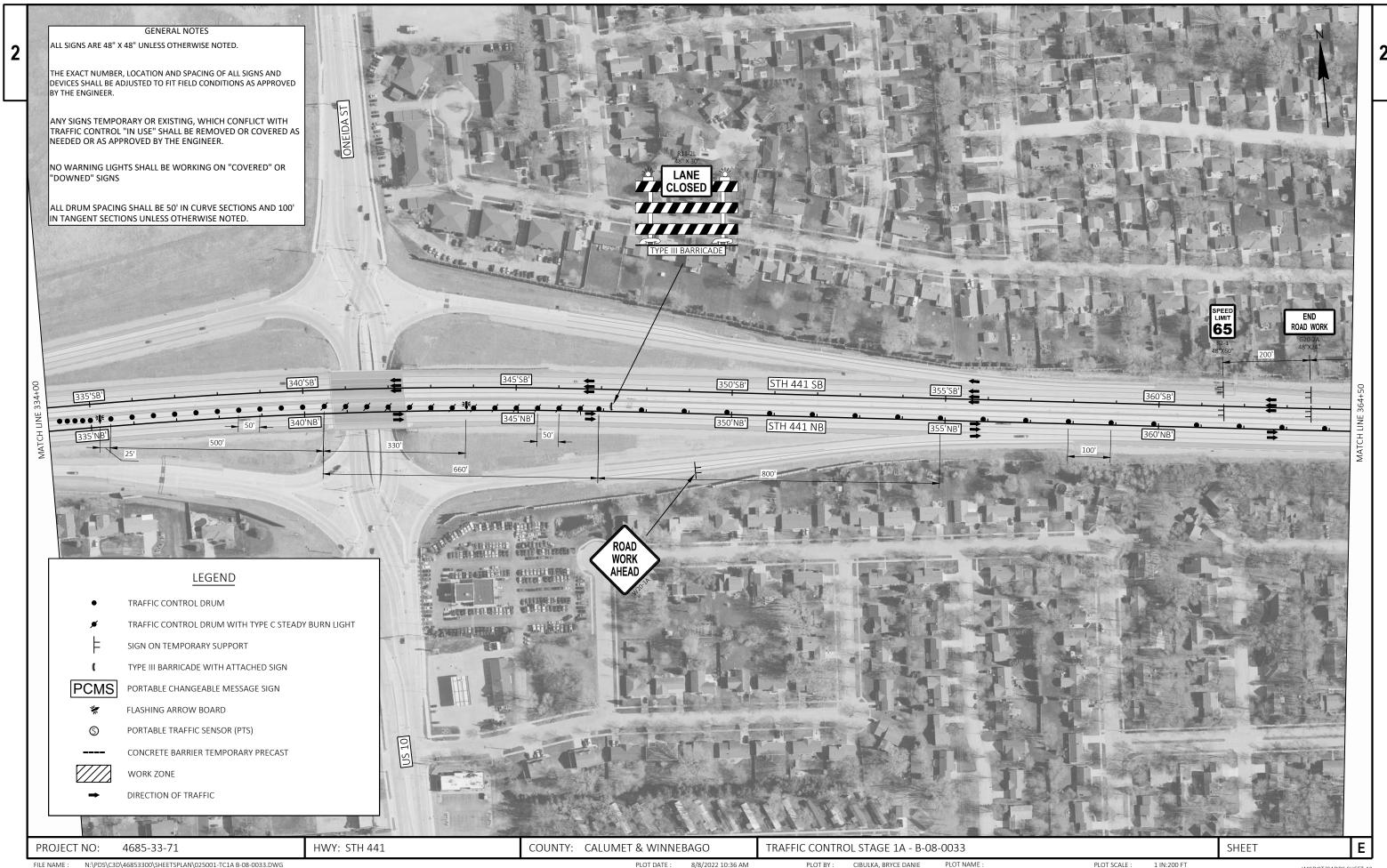


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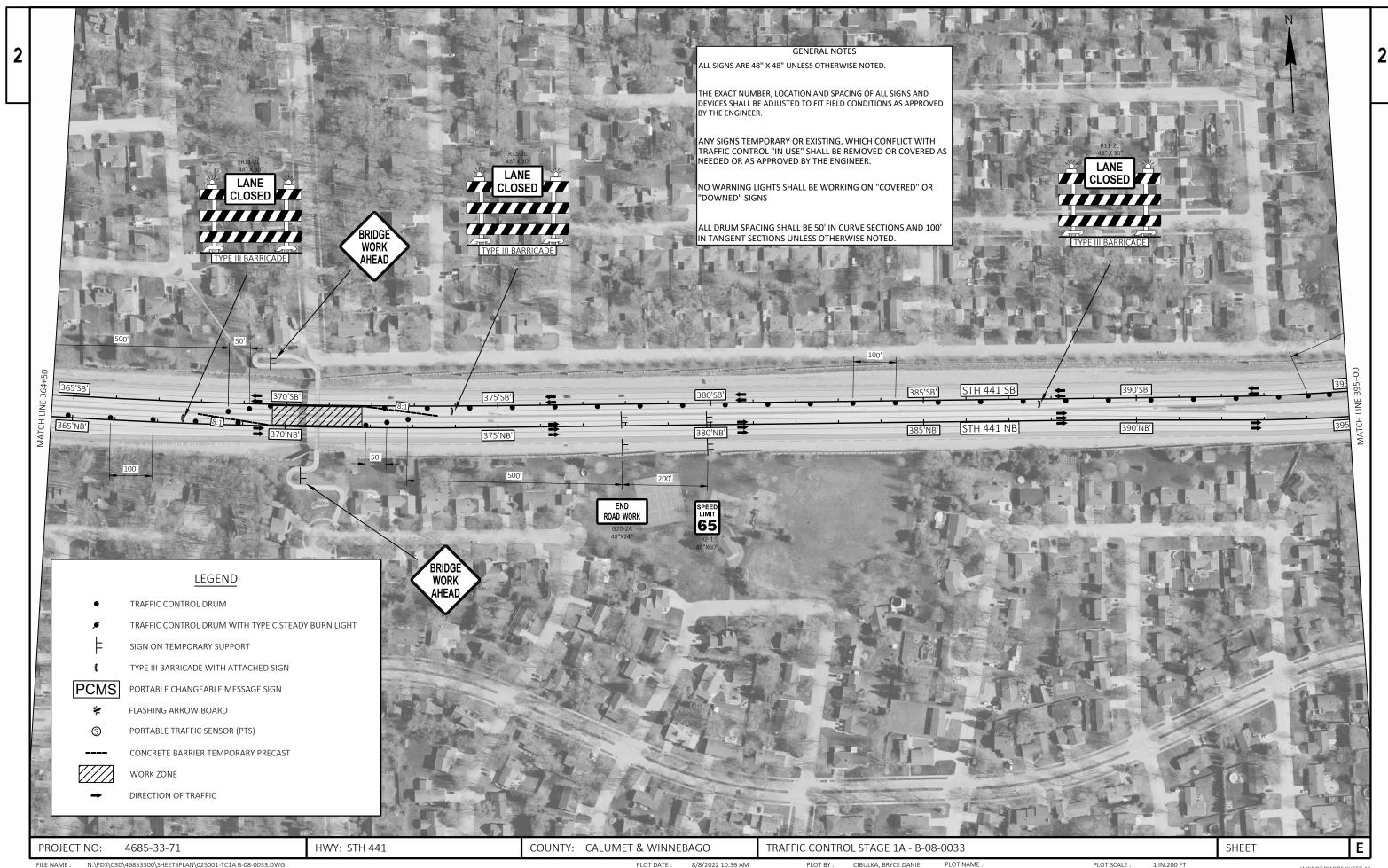


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FILE NAME :



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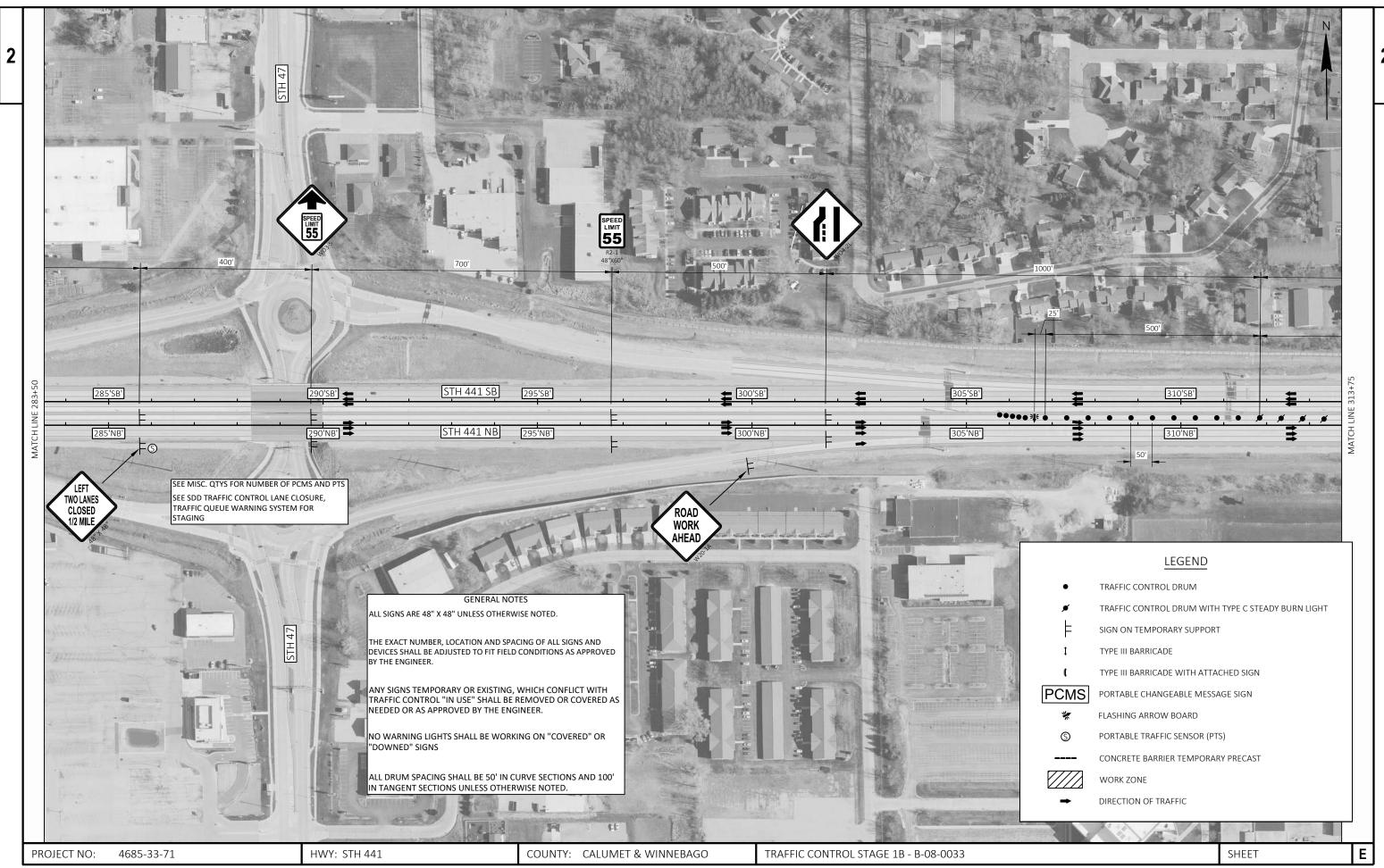


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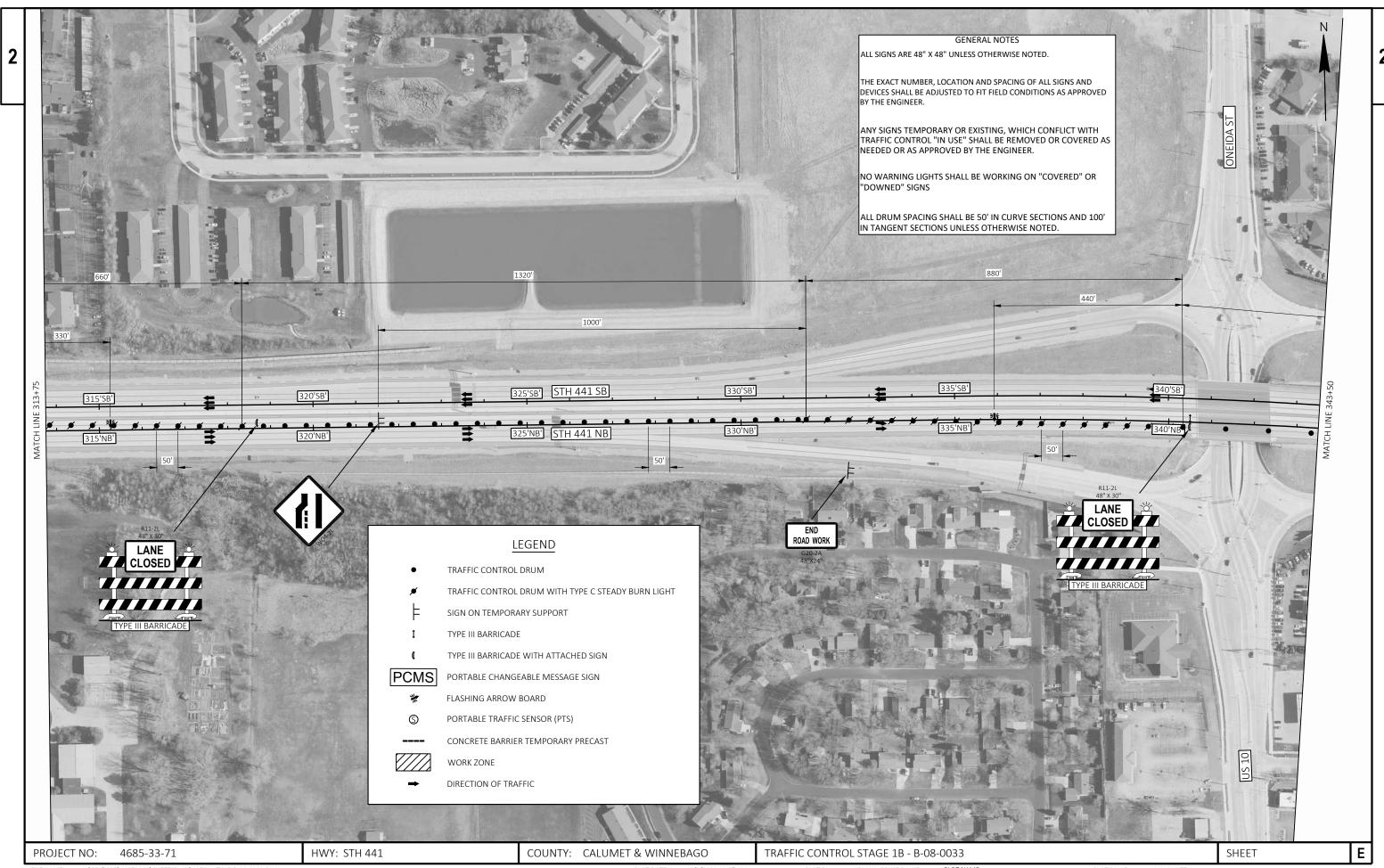


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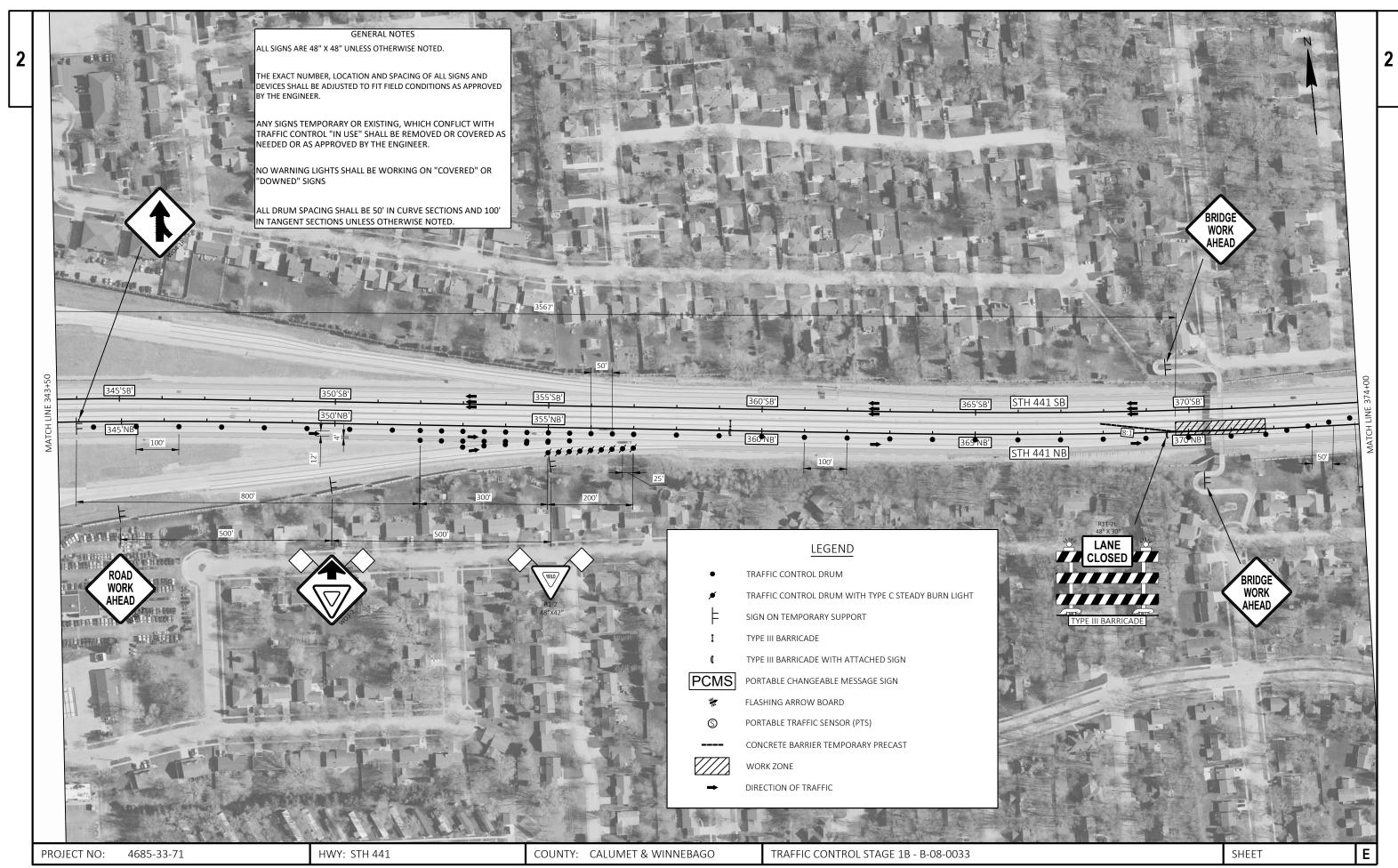
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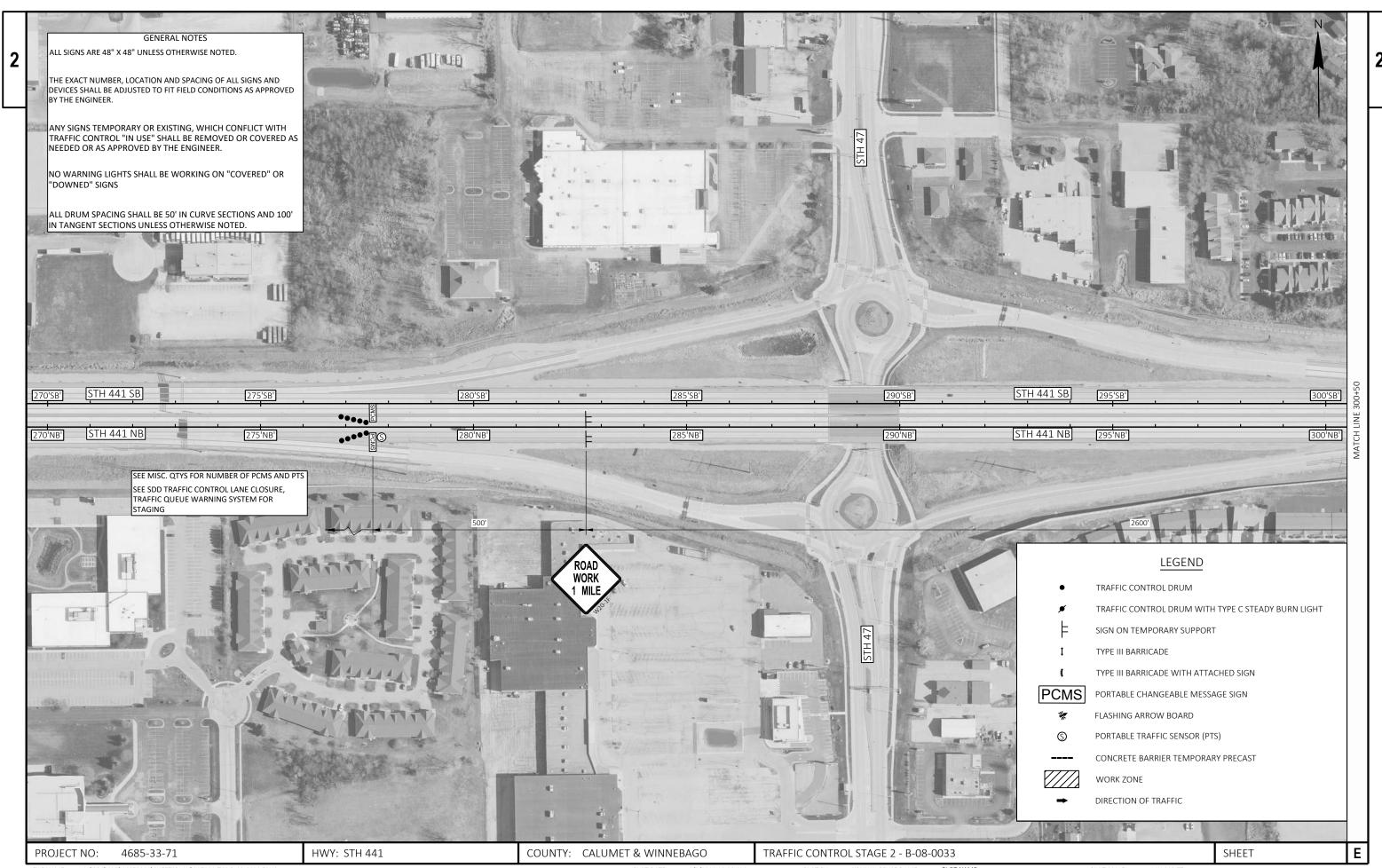


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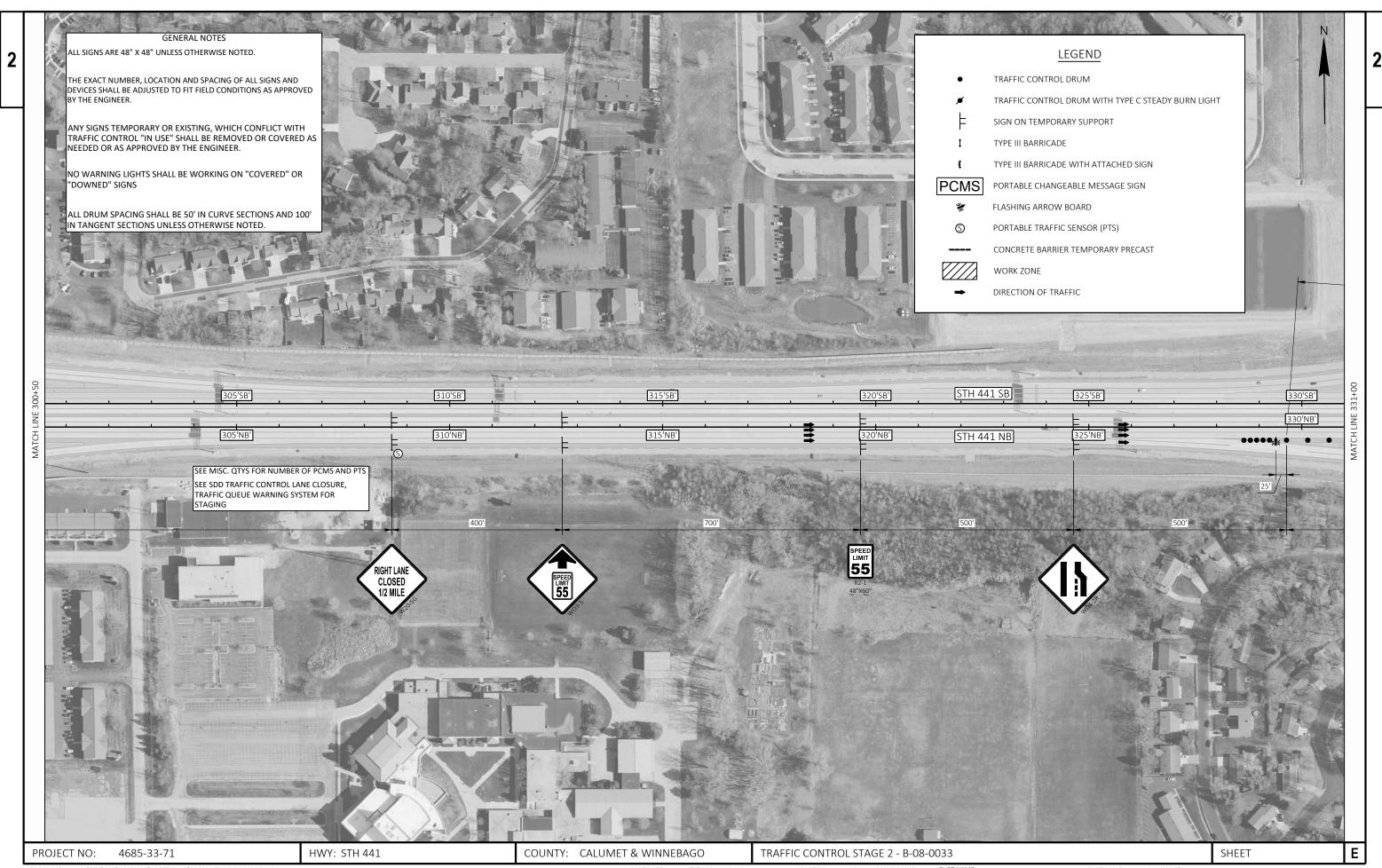


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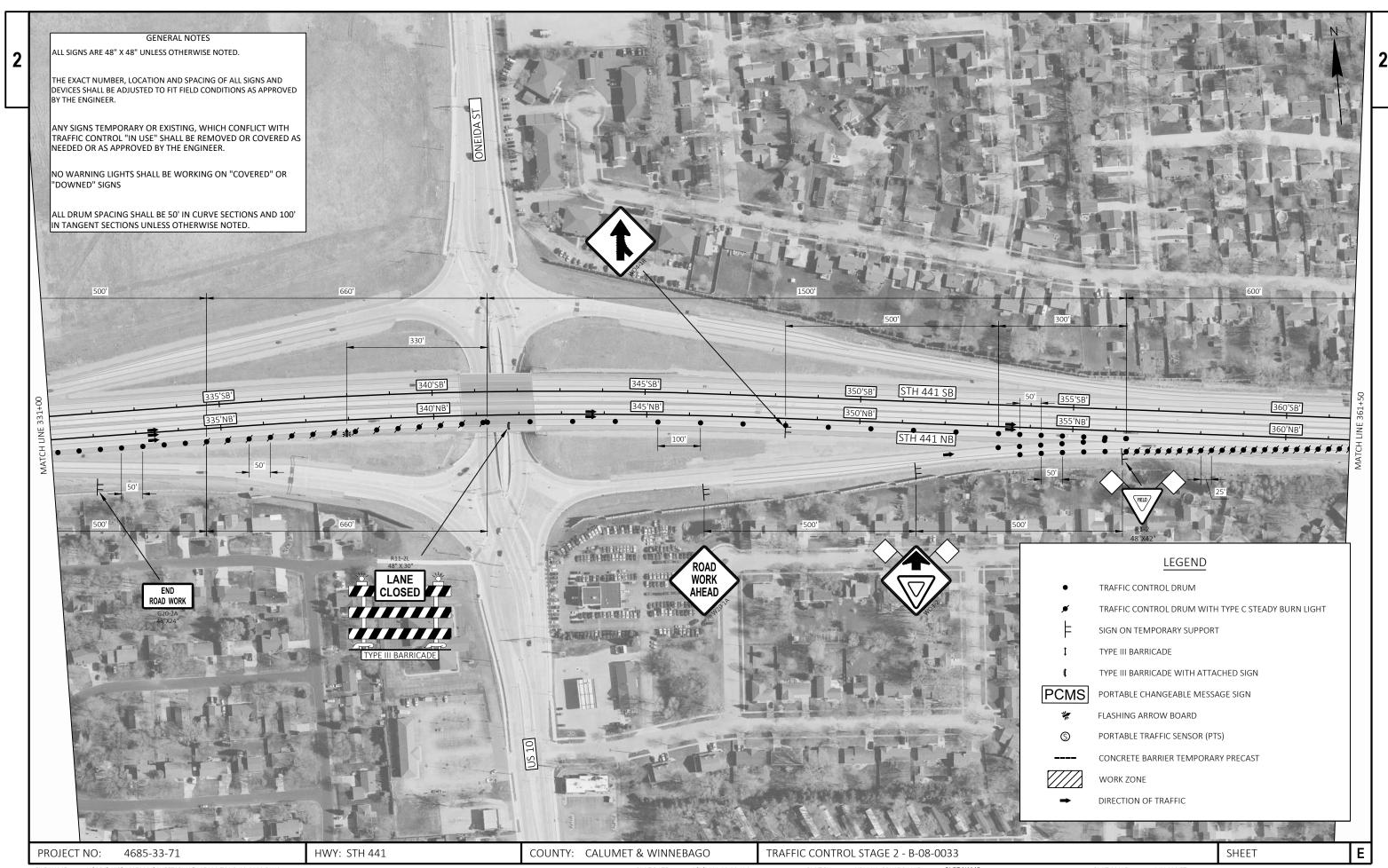
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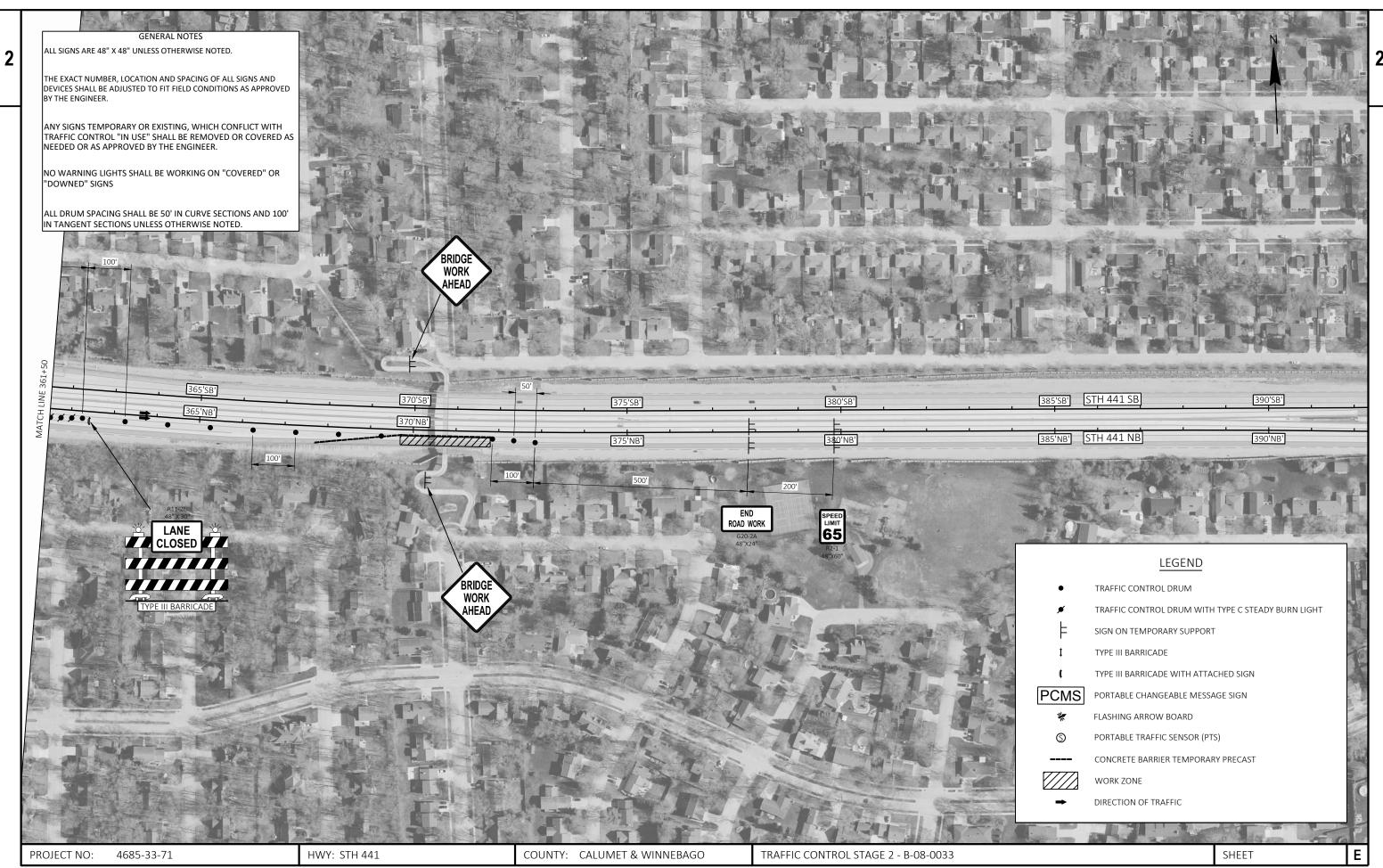
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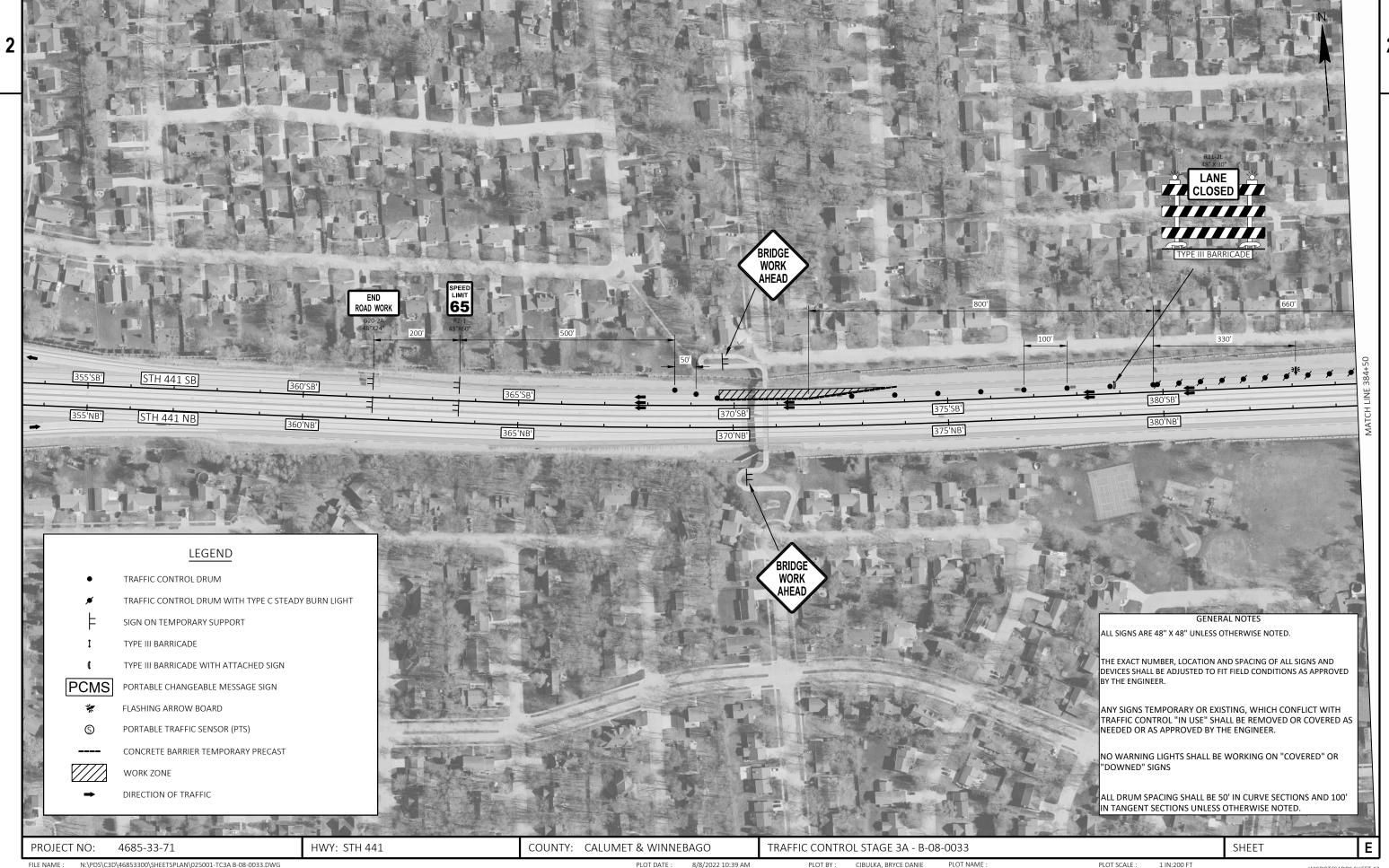
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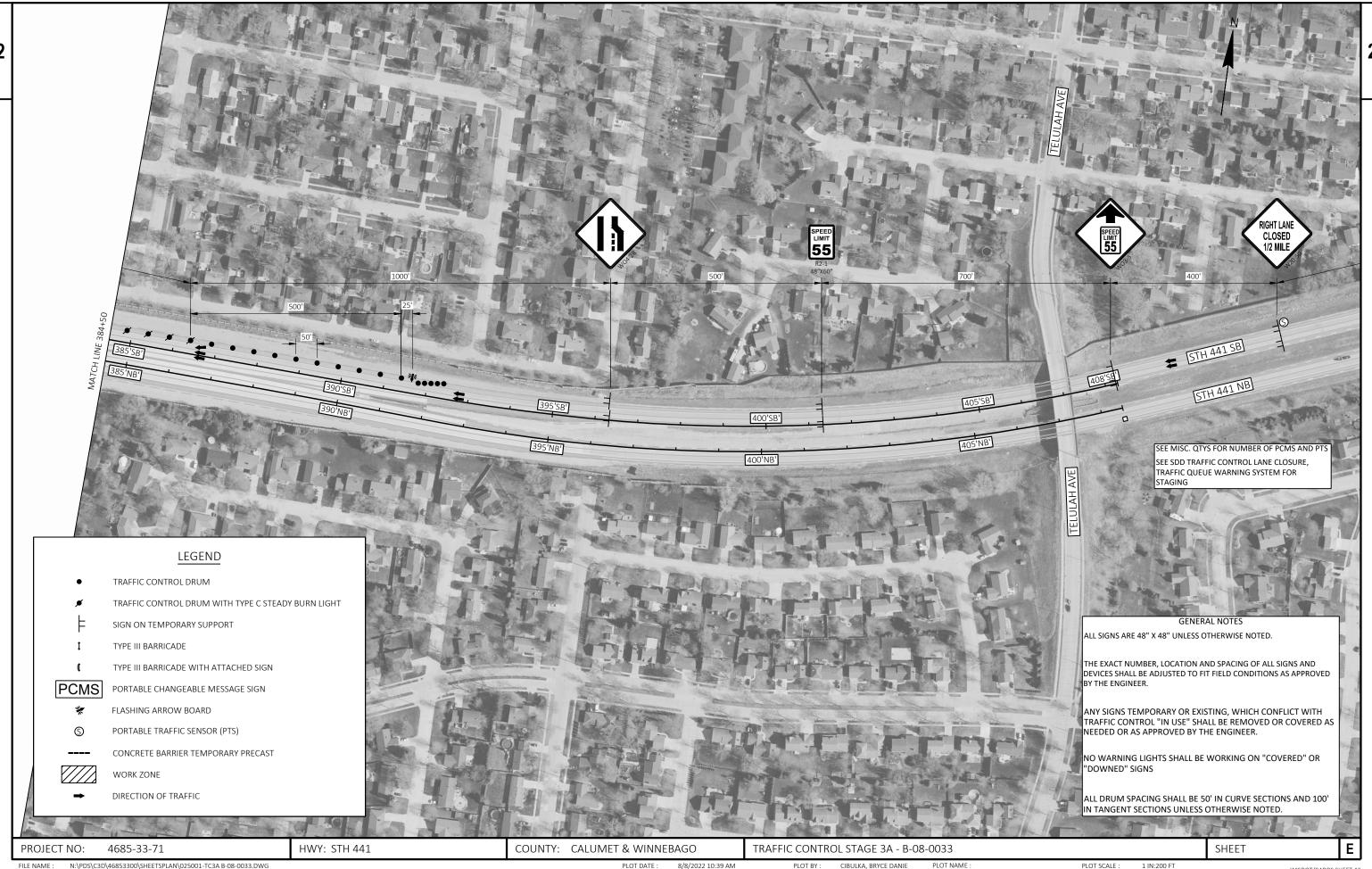
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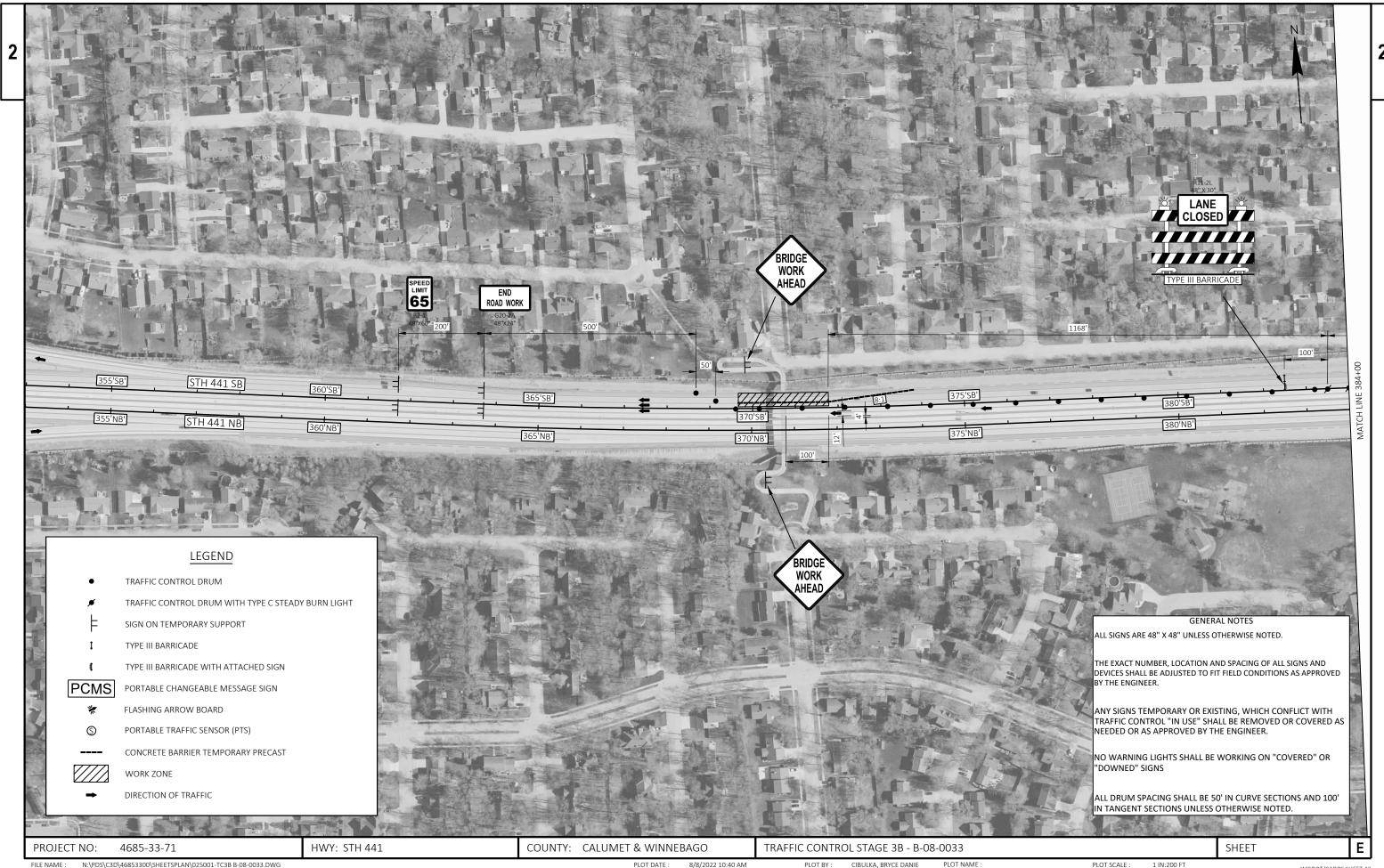
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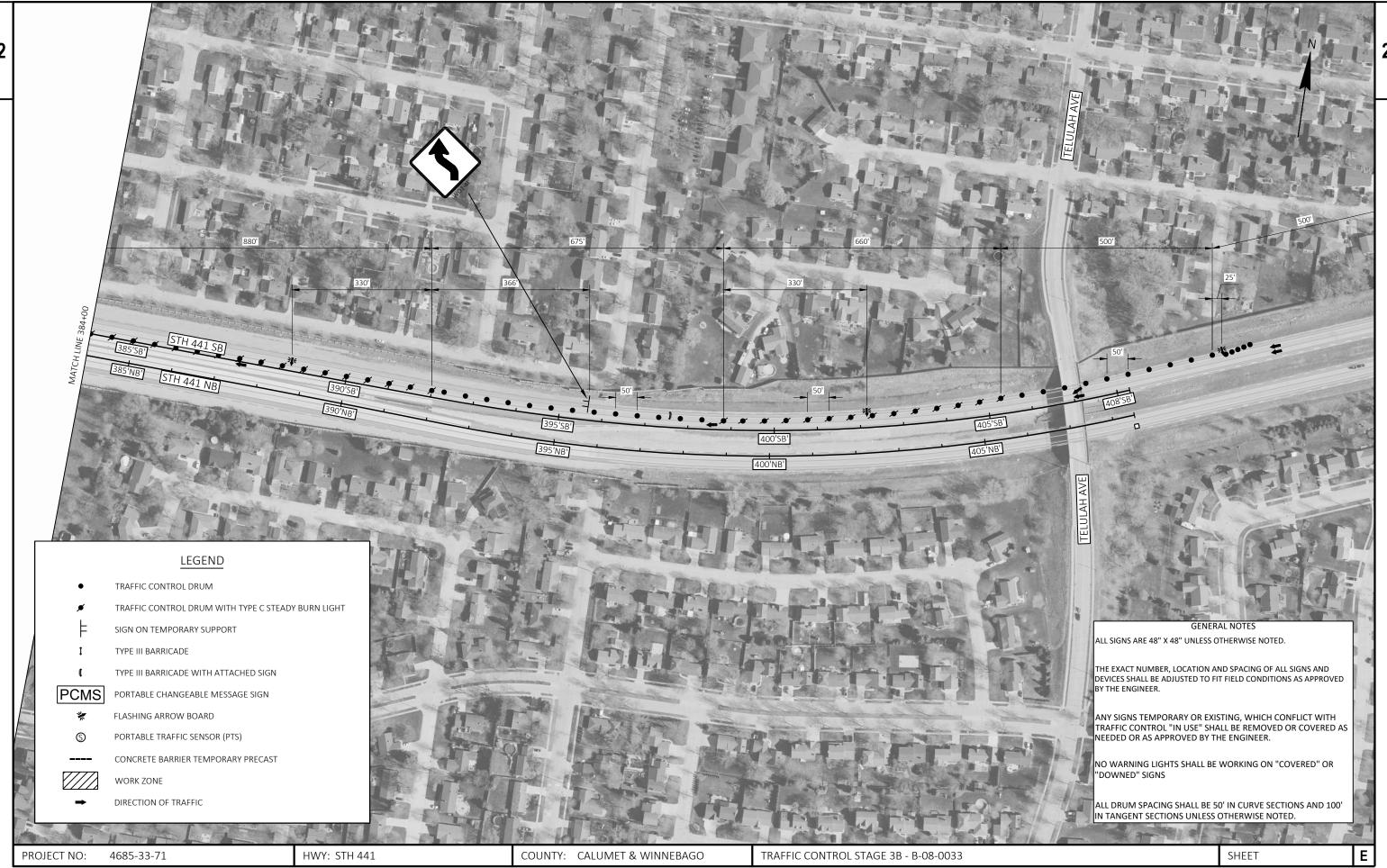
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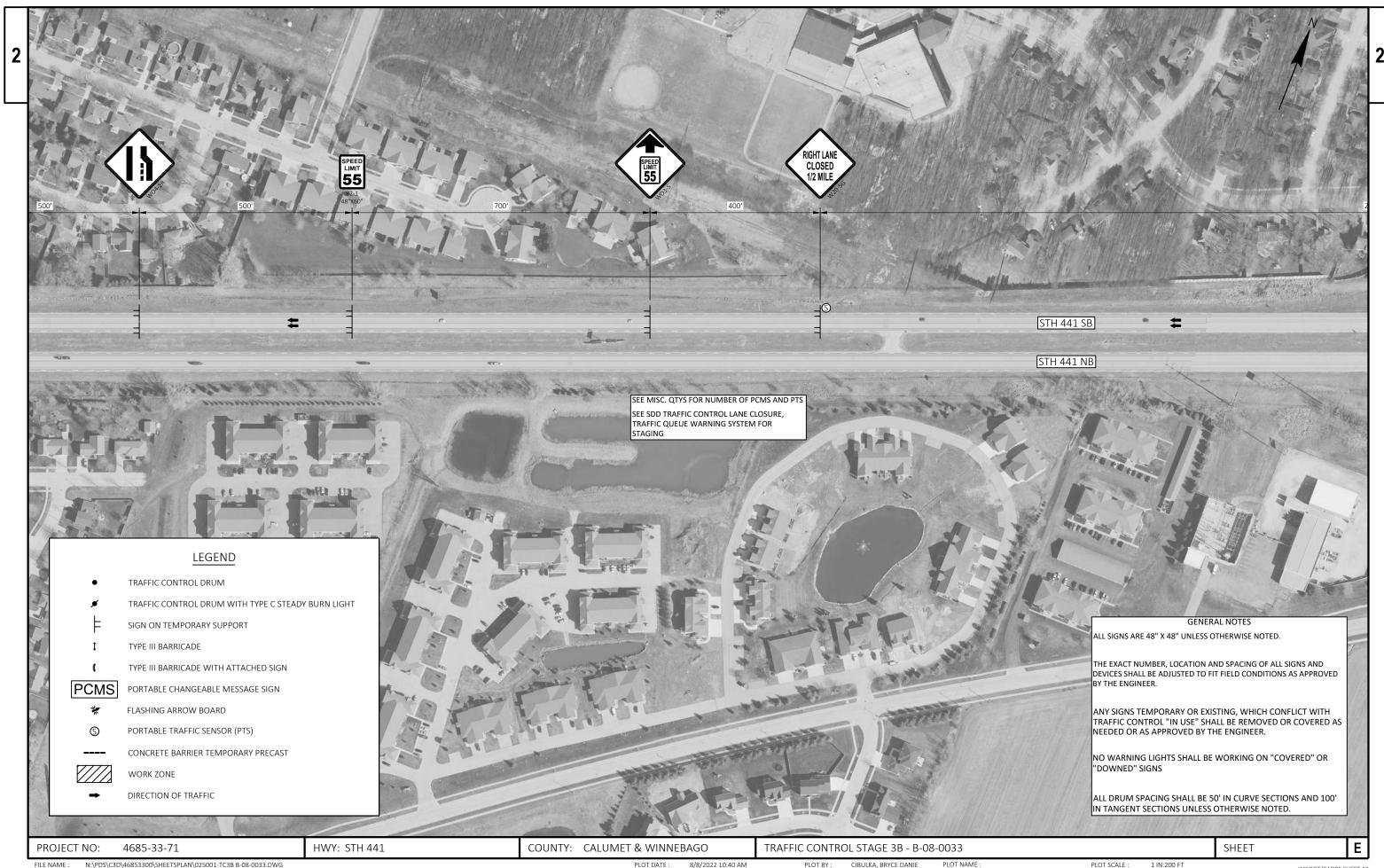
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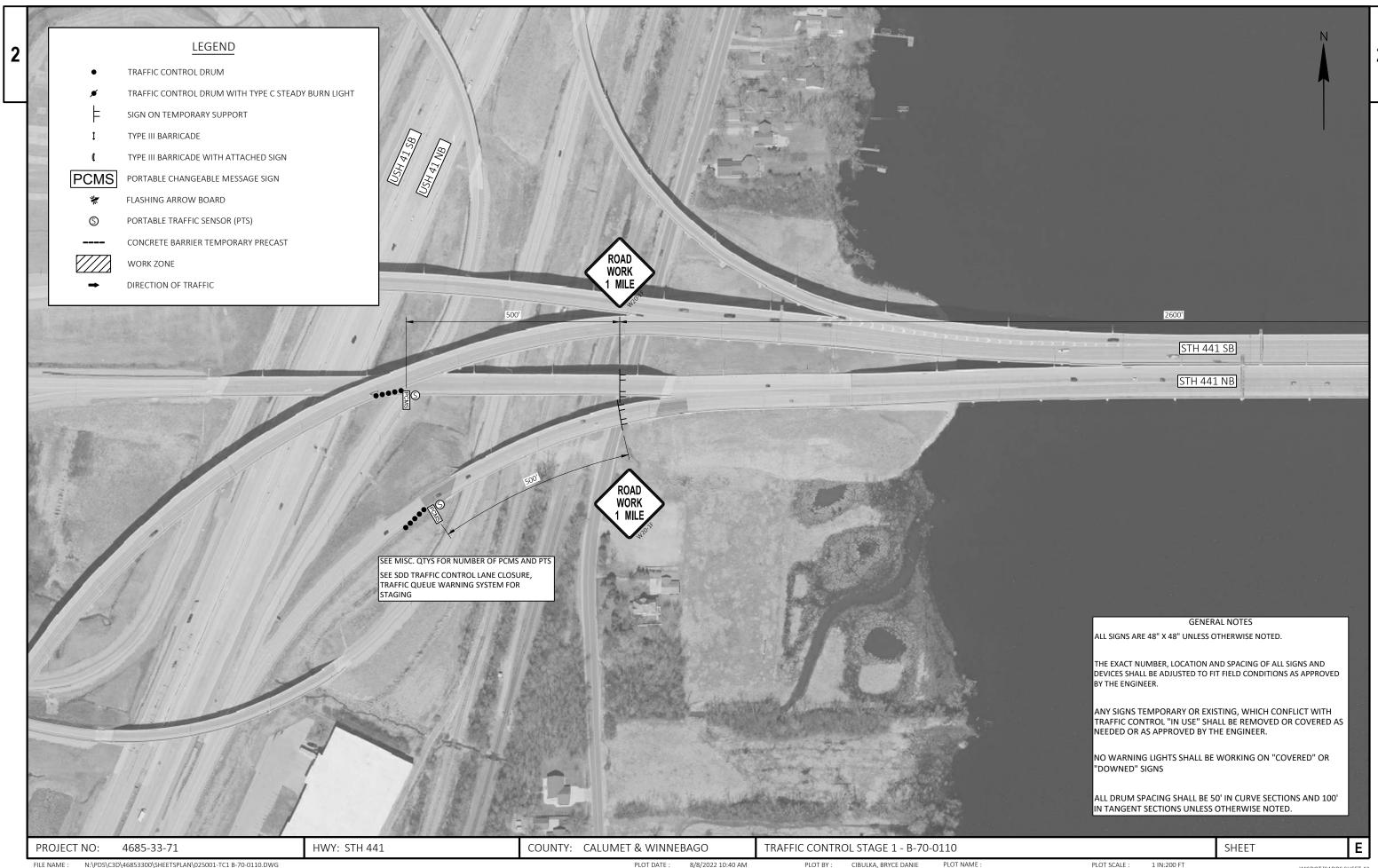
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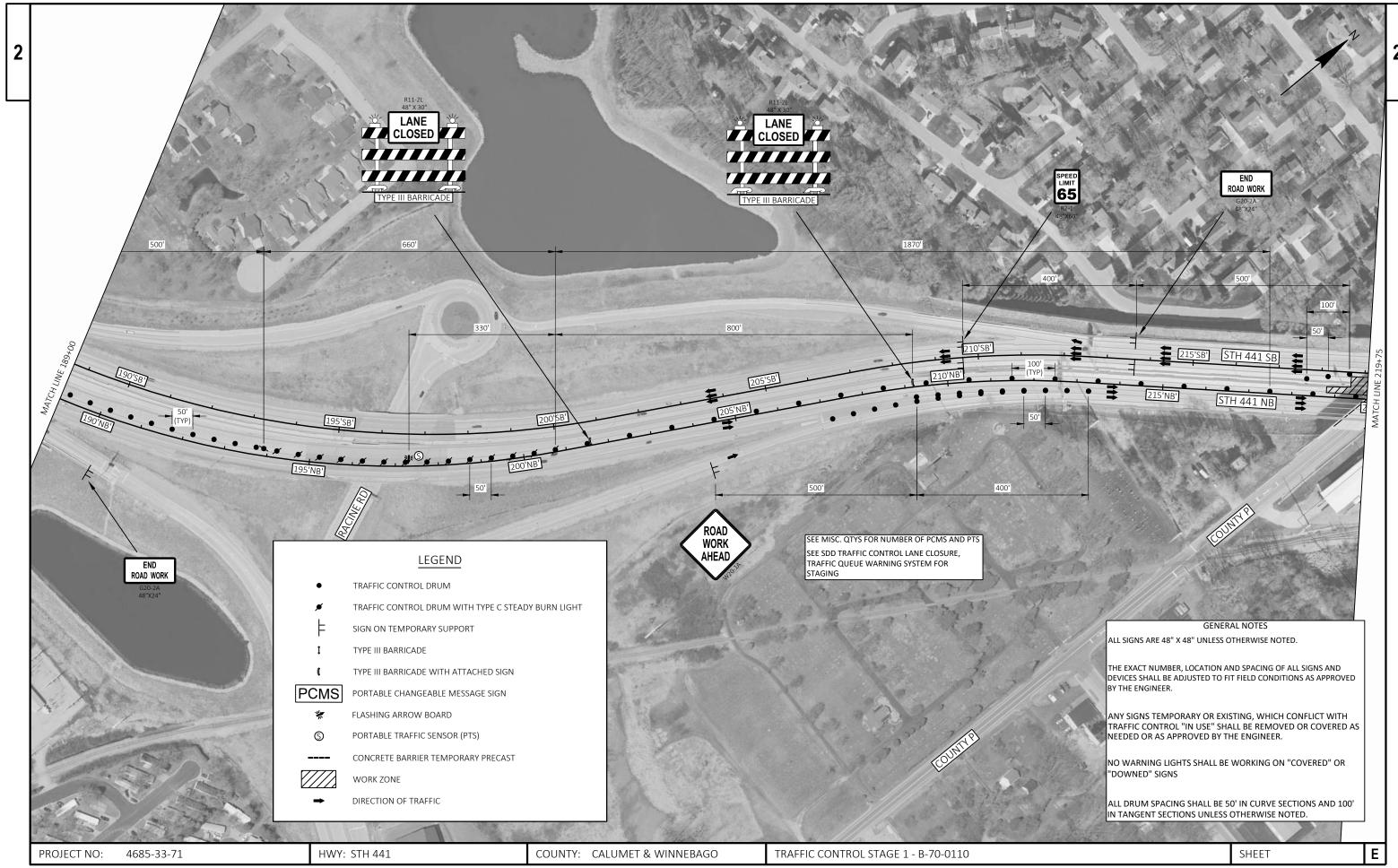


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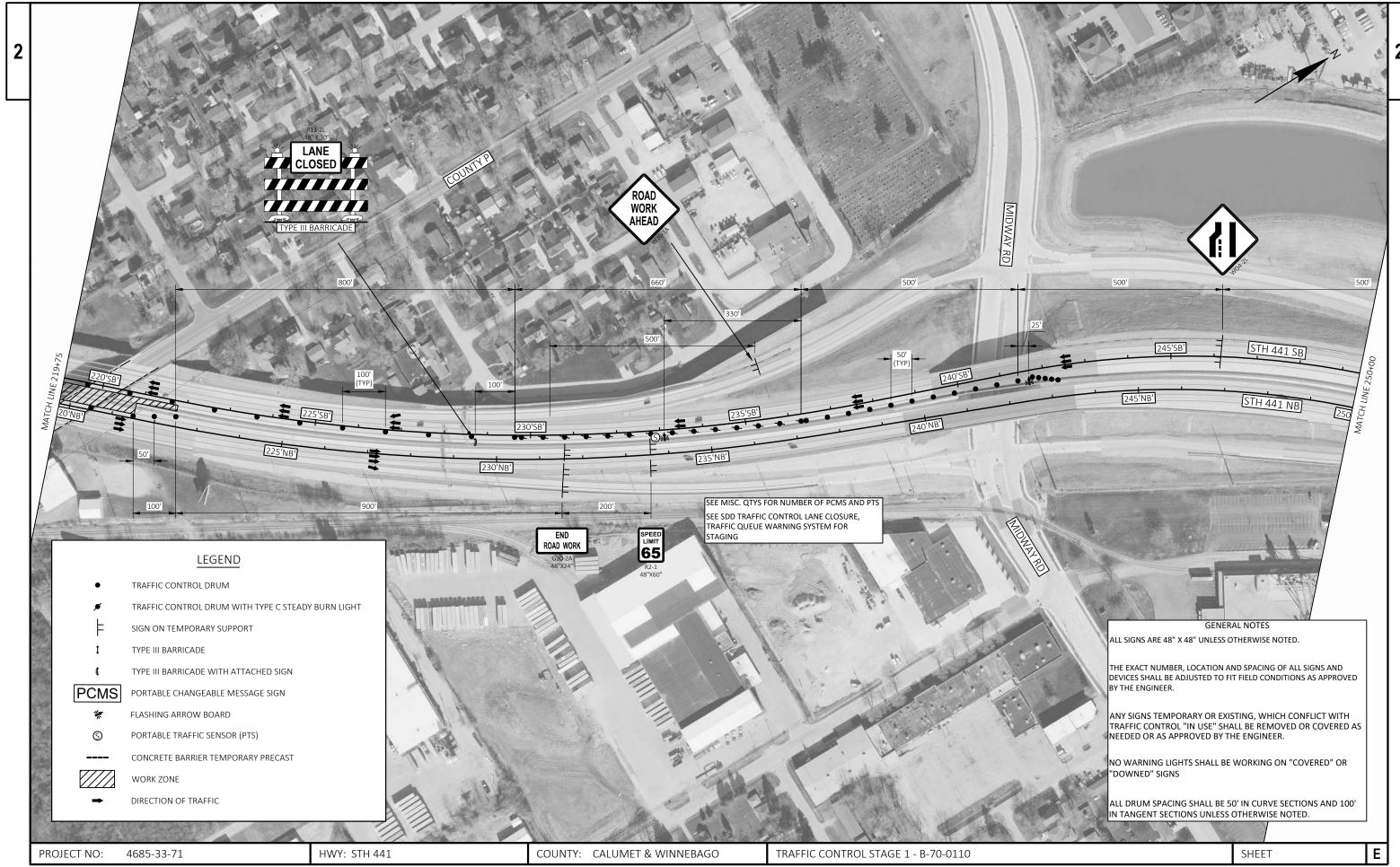
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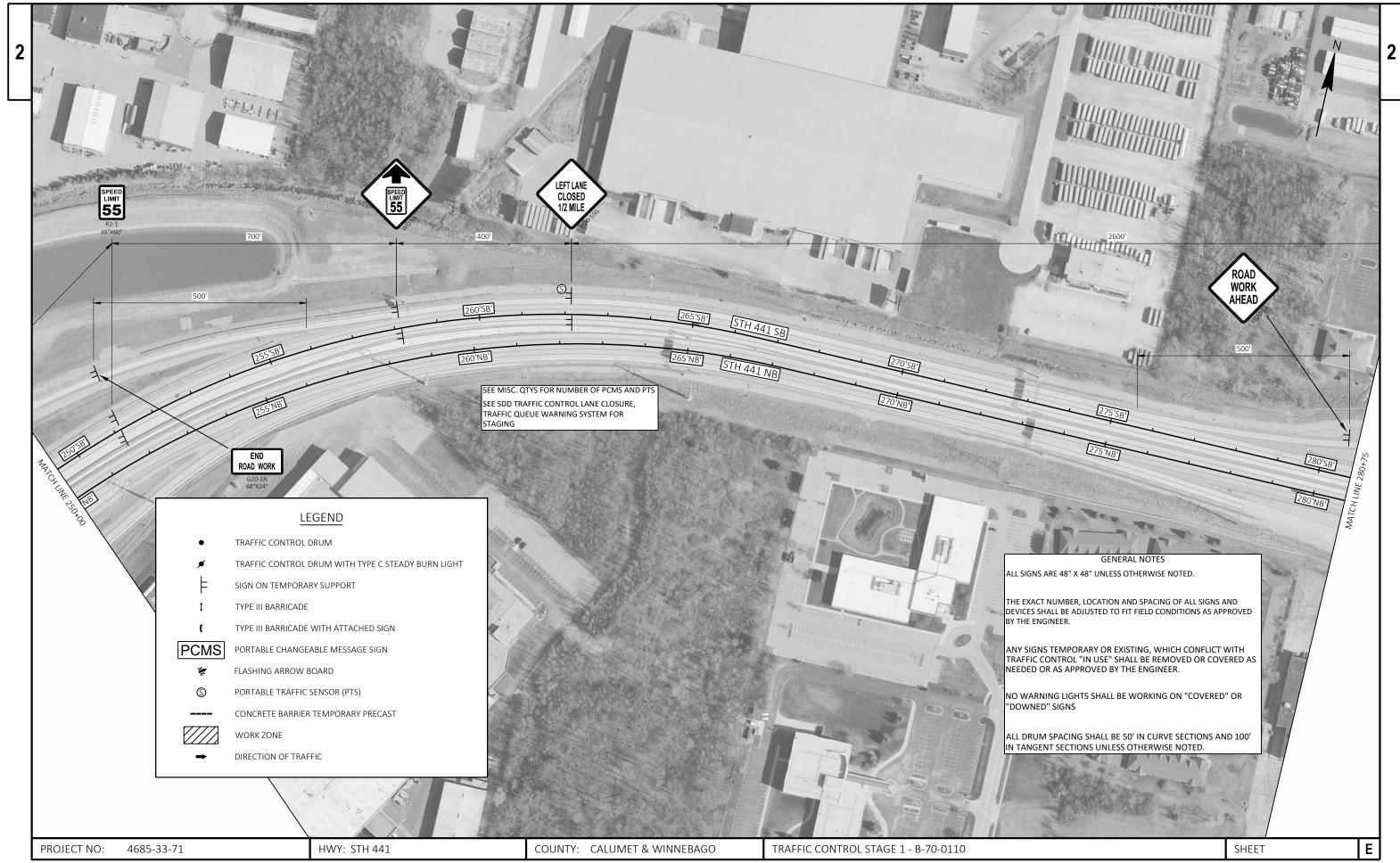
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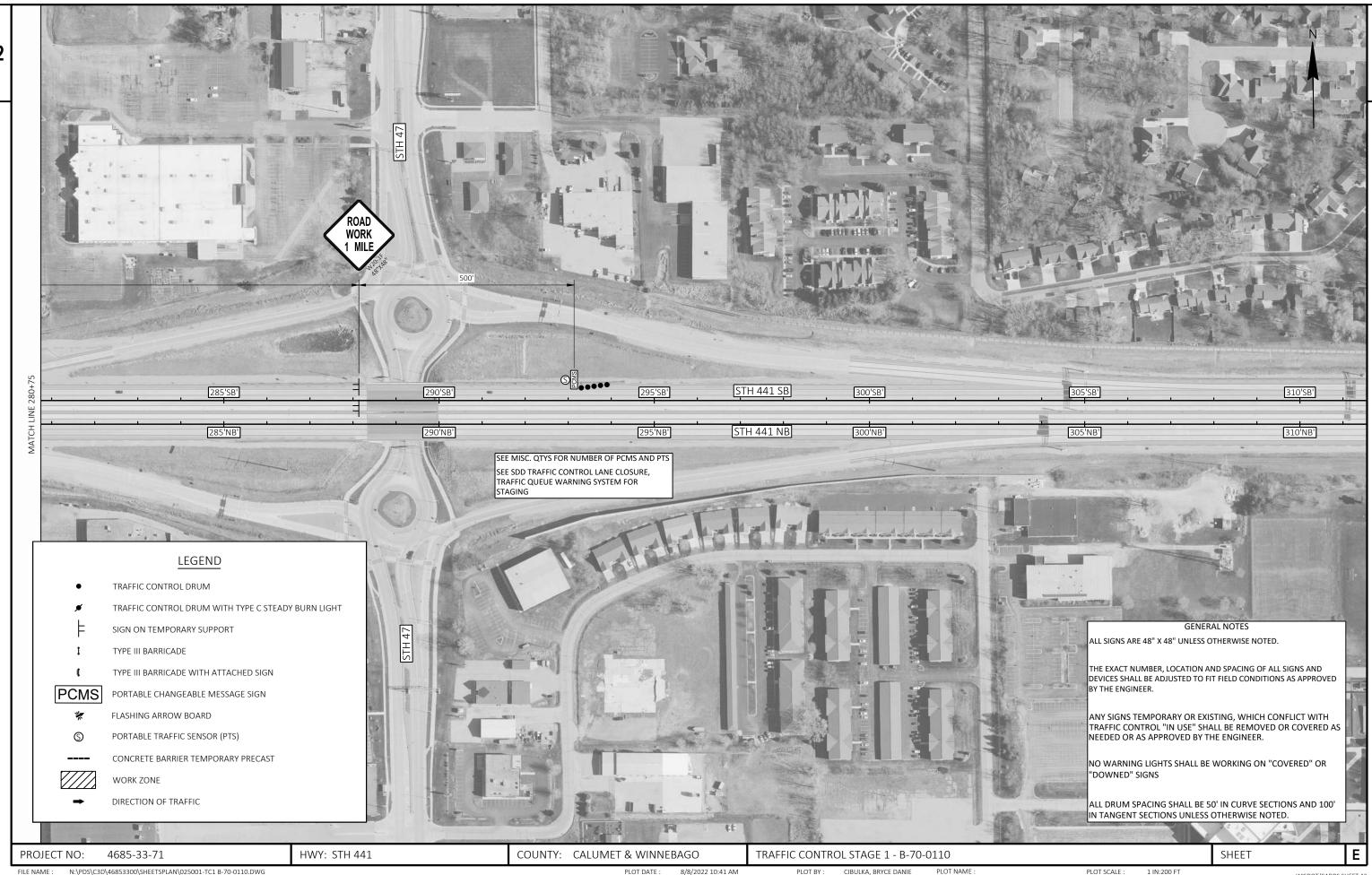
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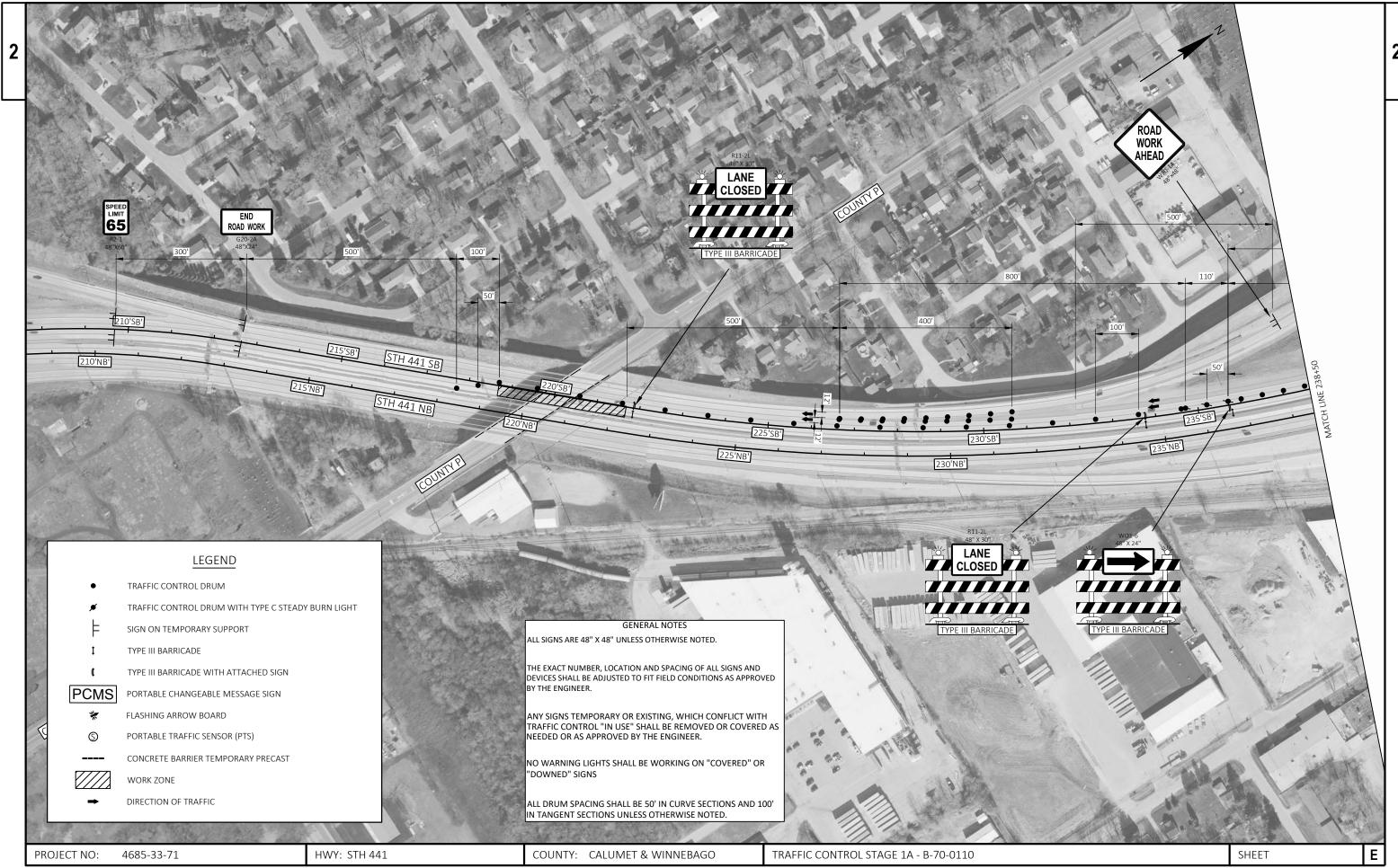
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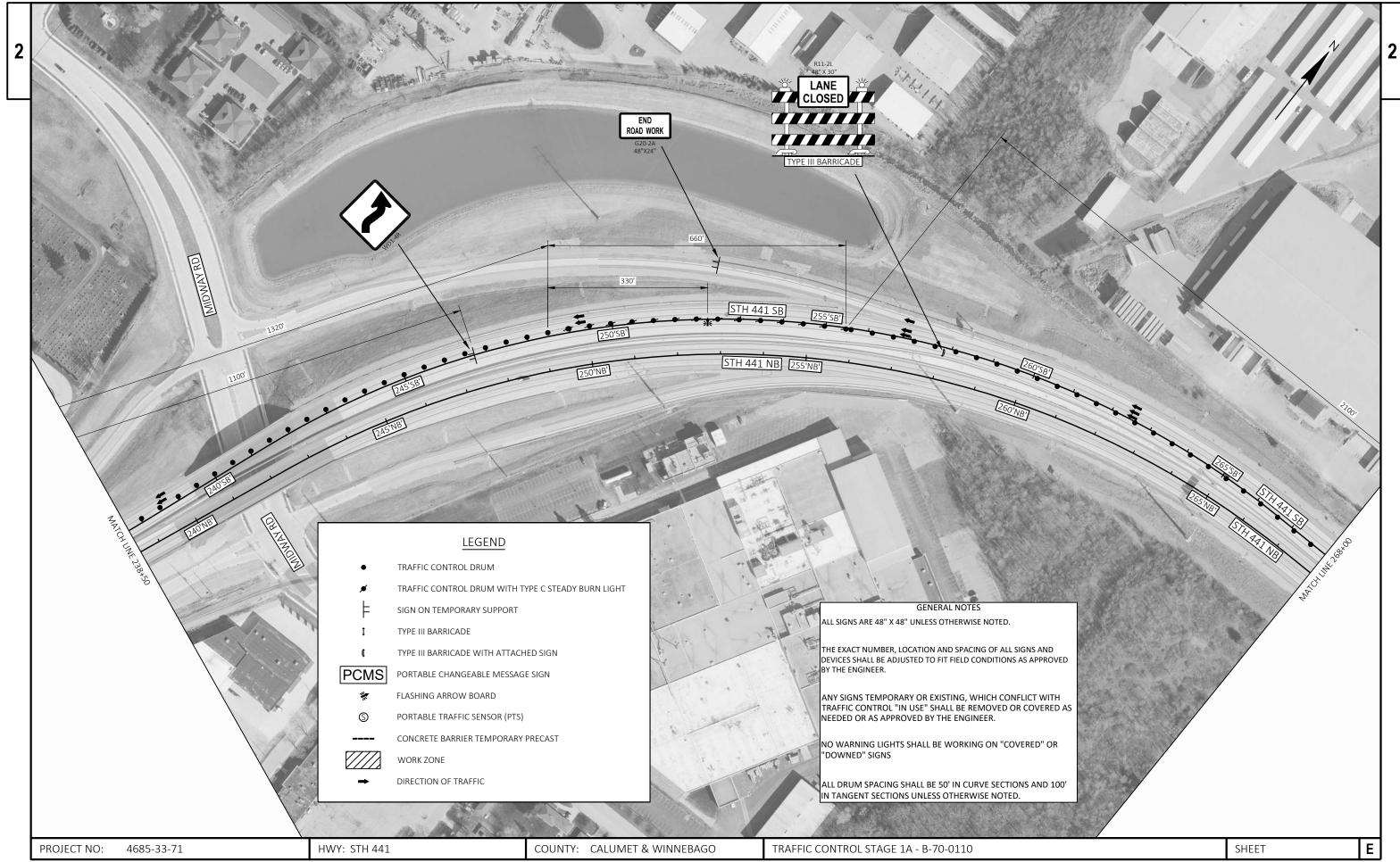
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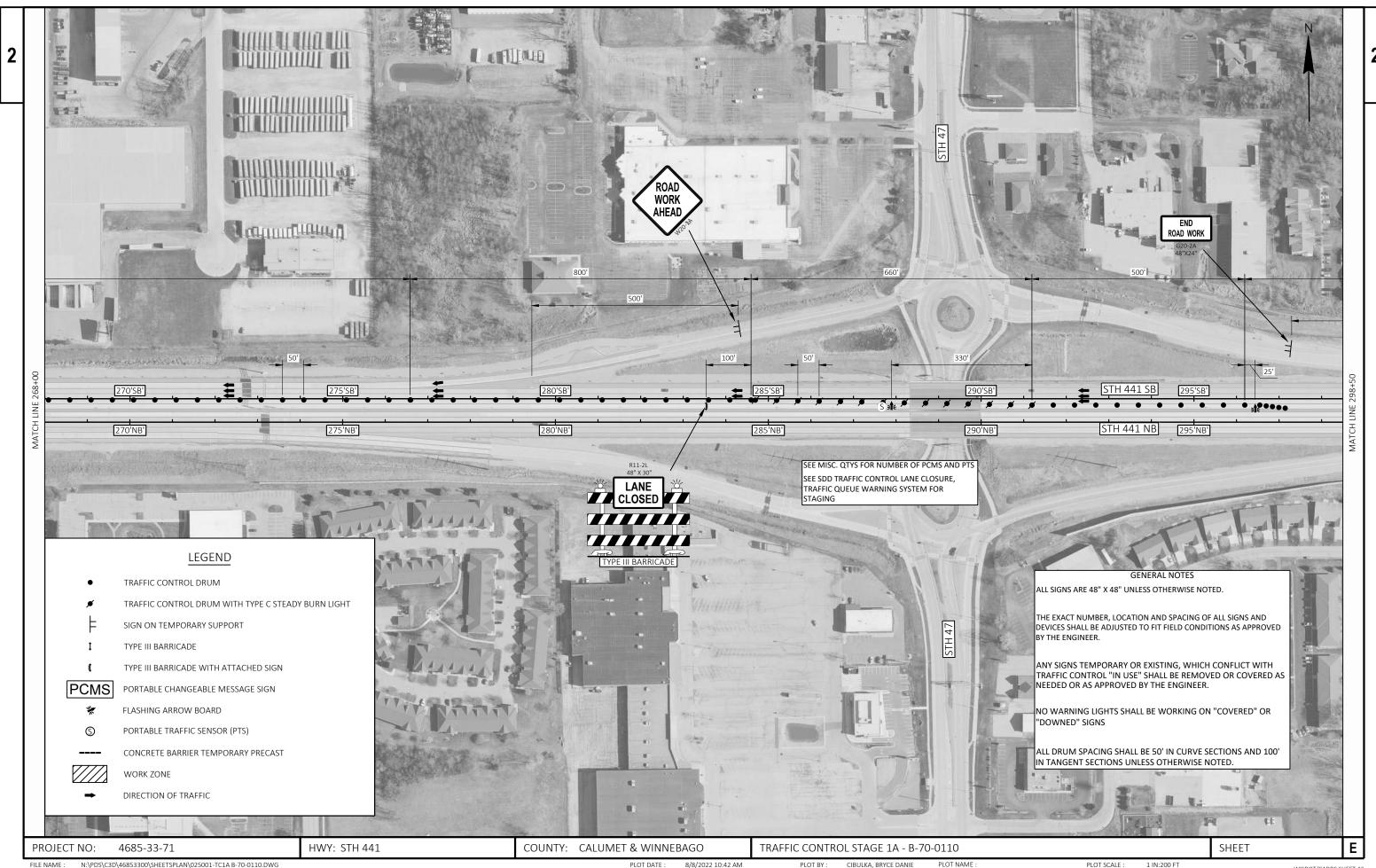
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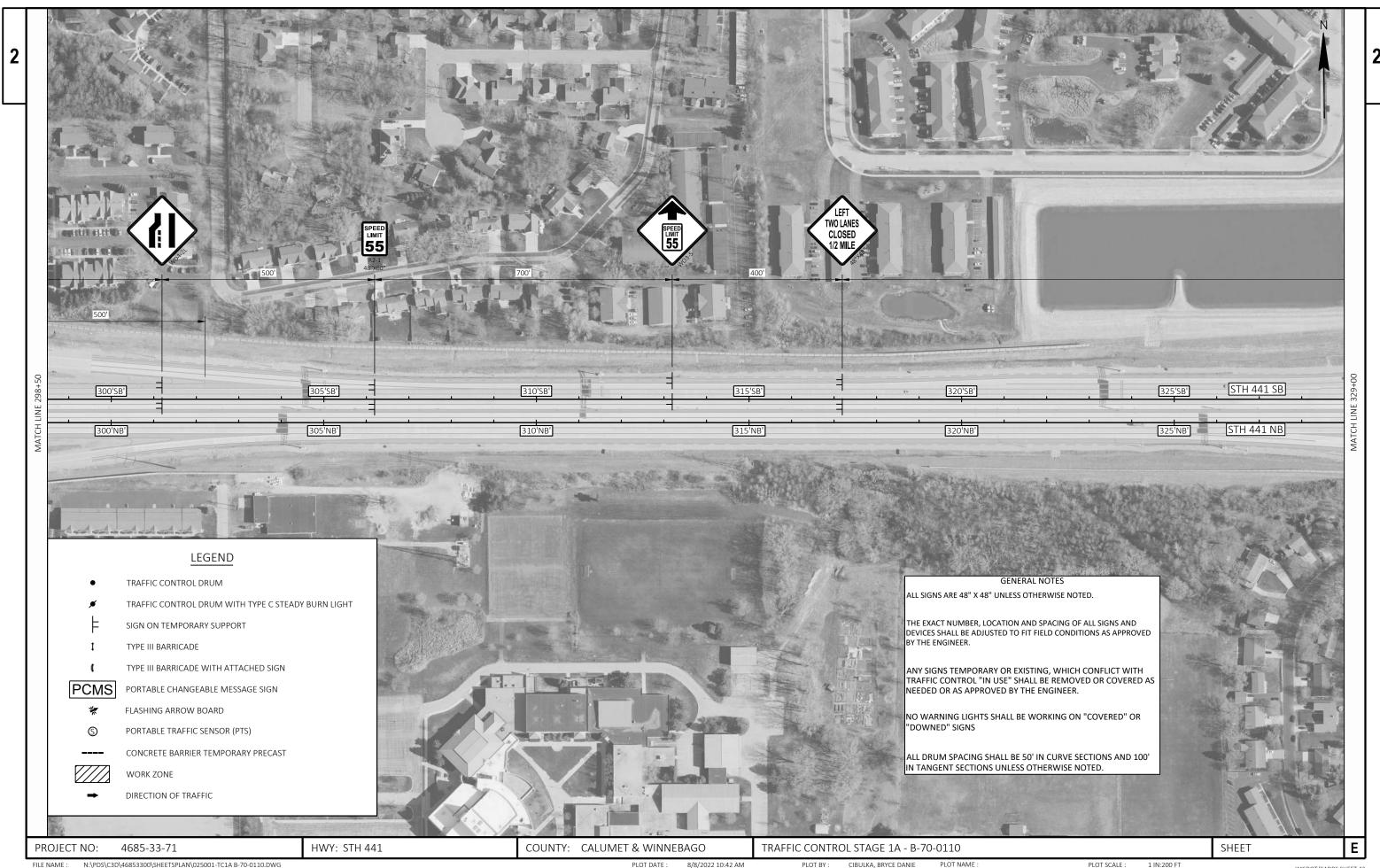
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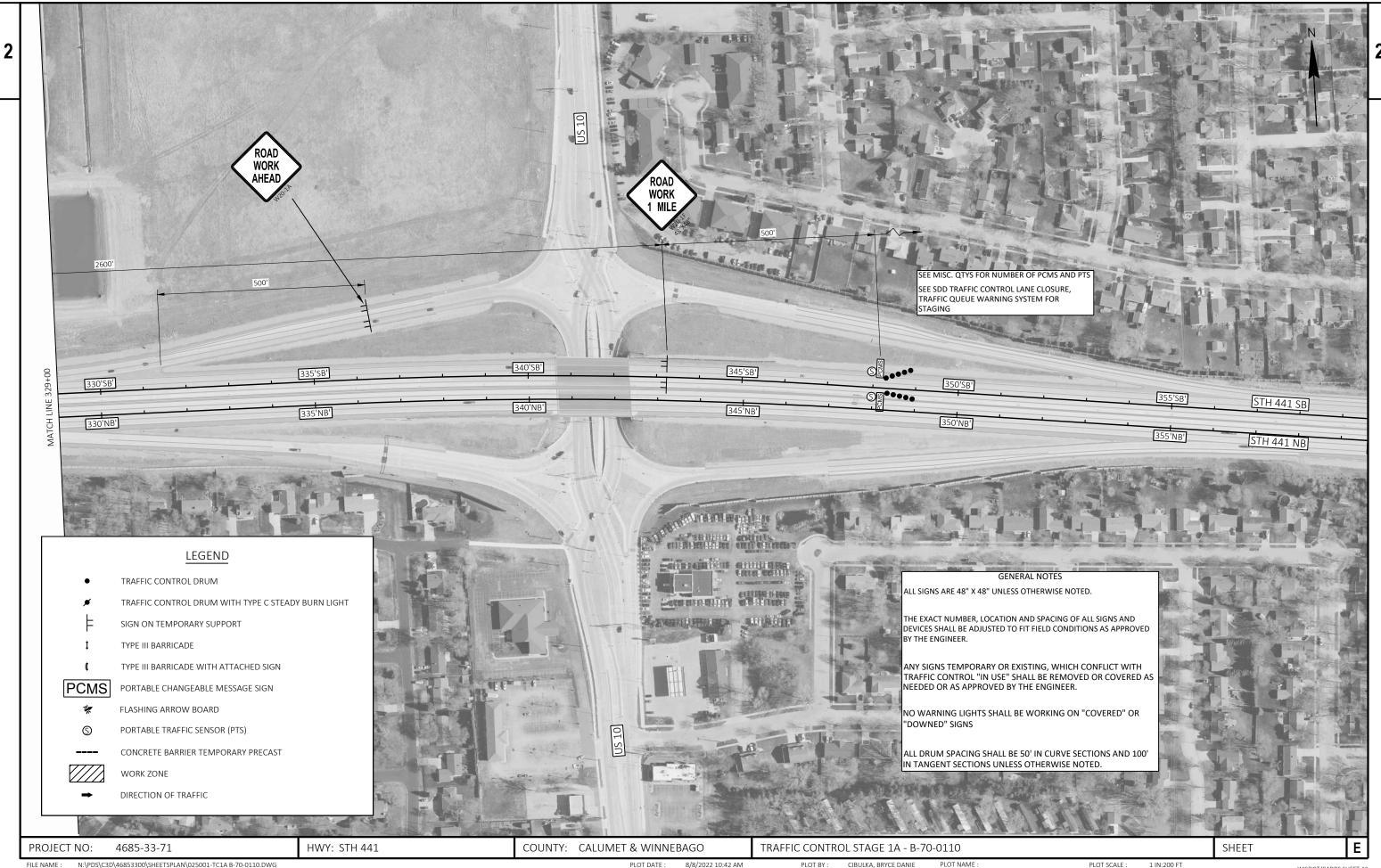
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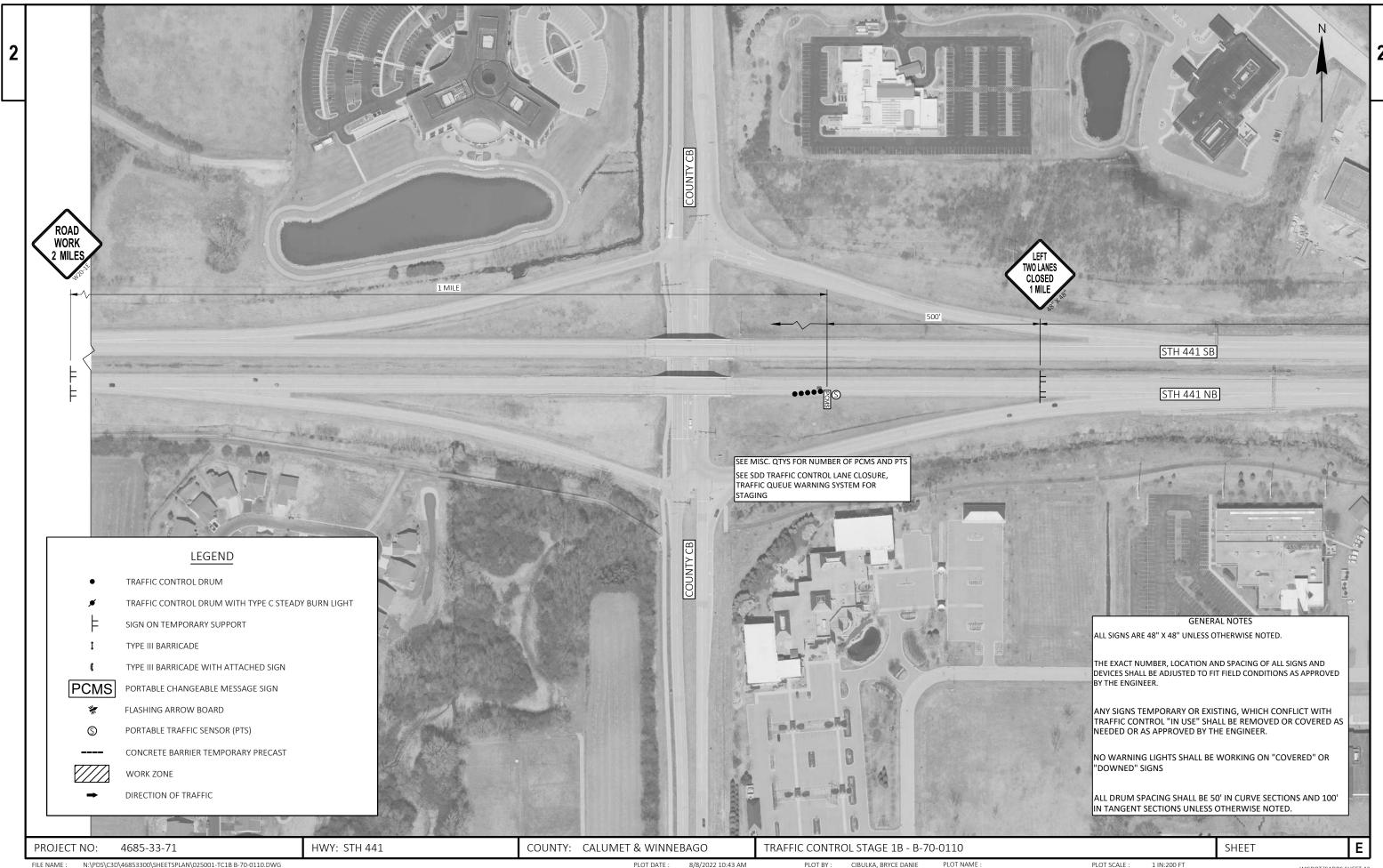
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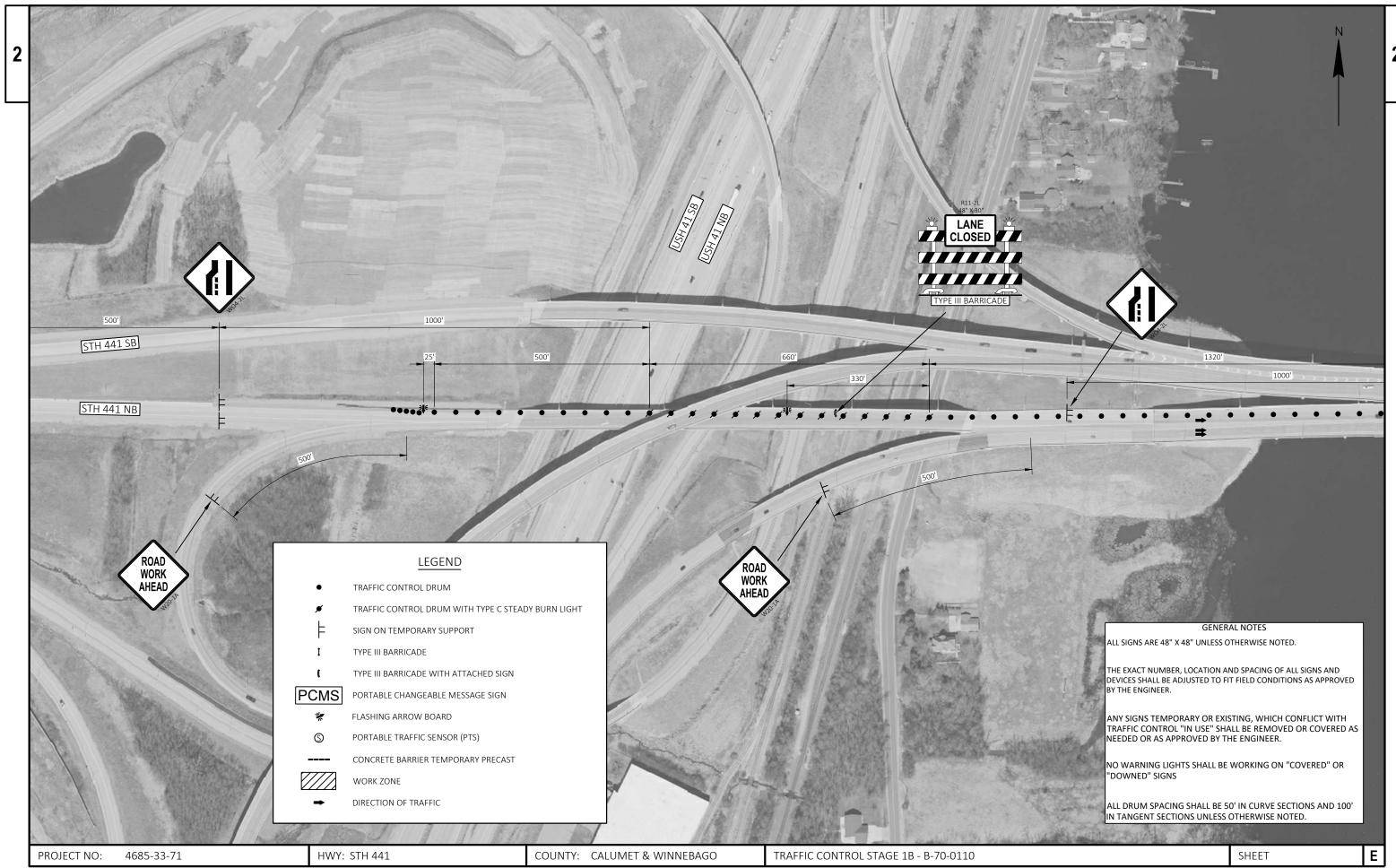
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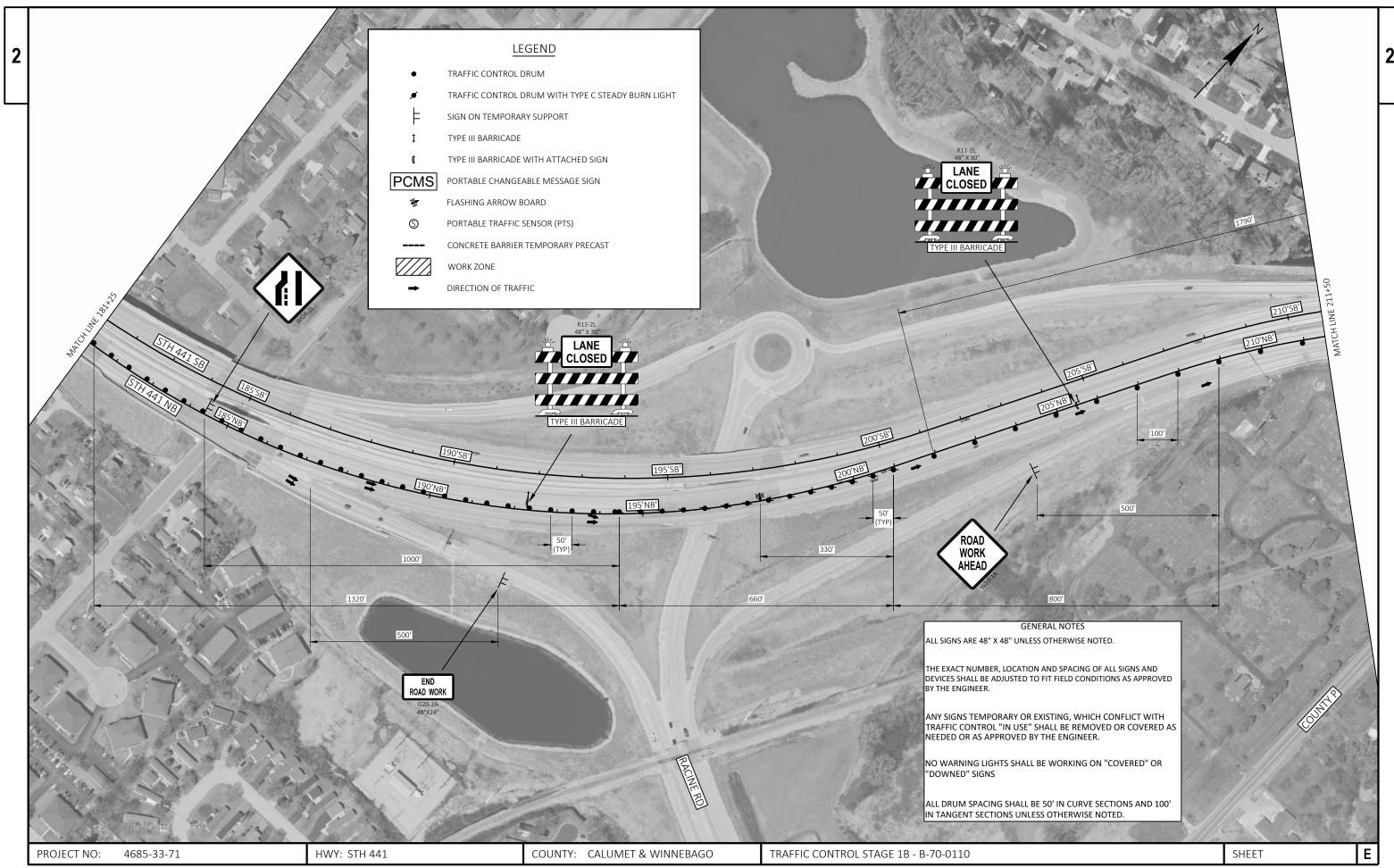
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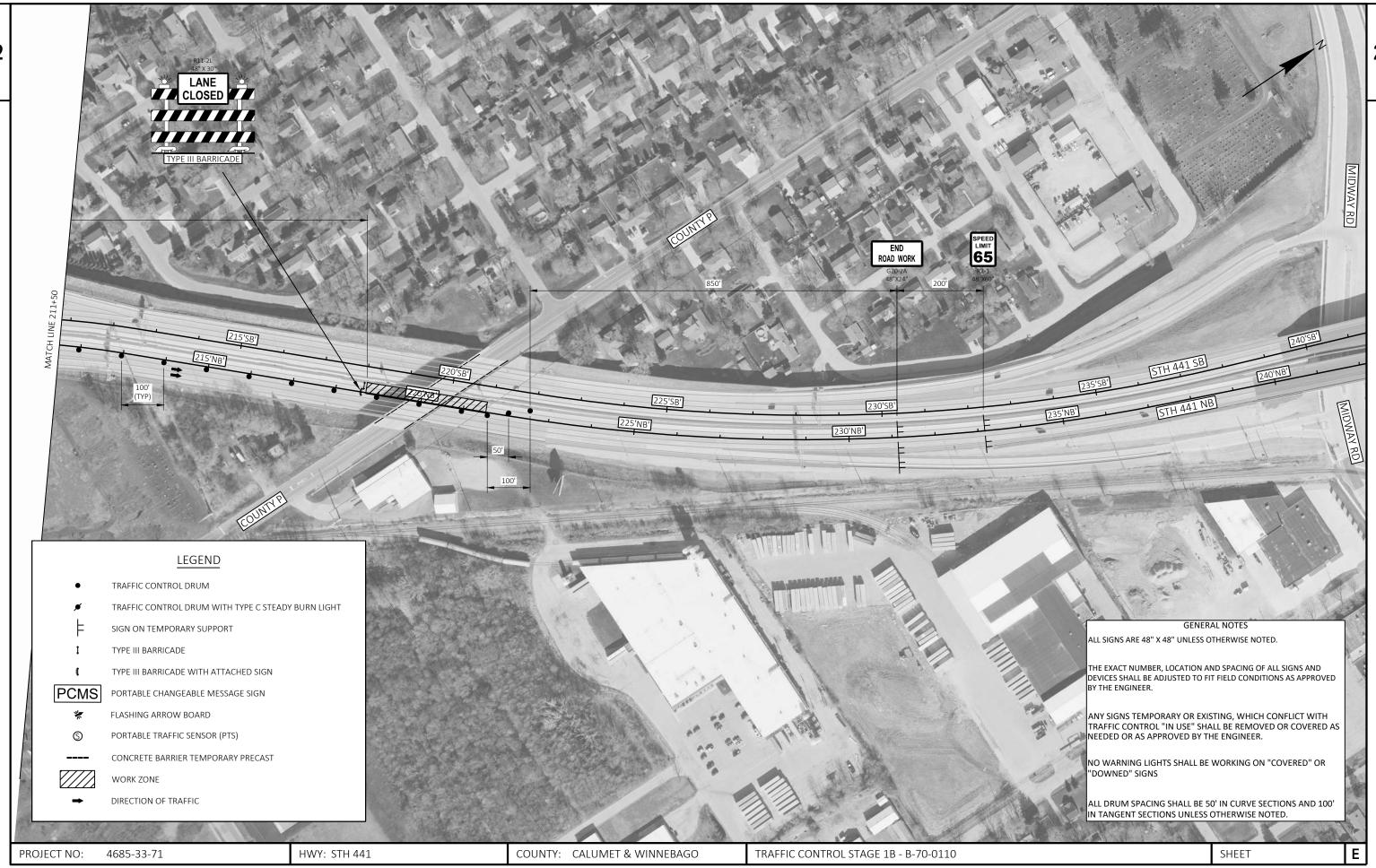
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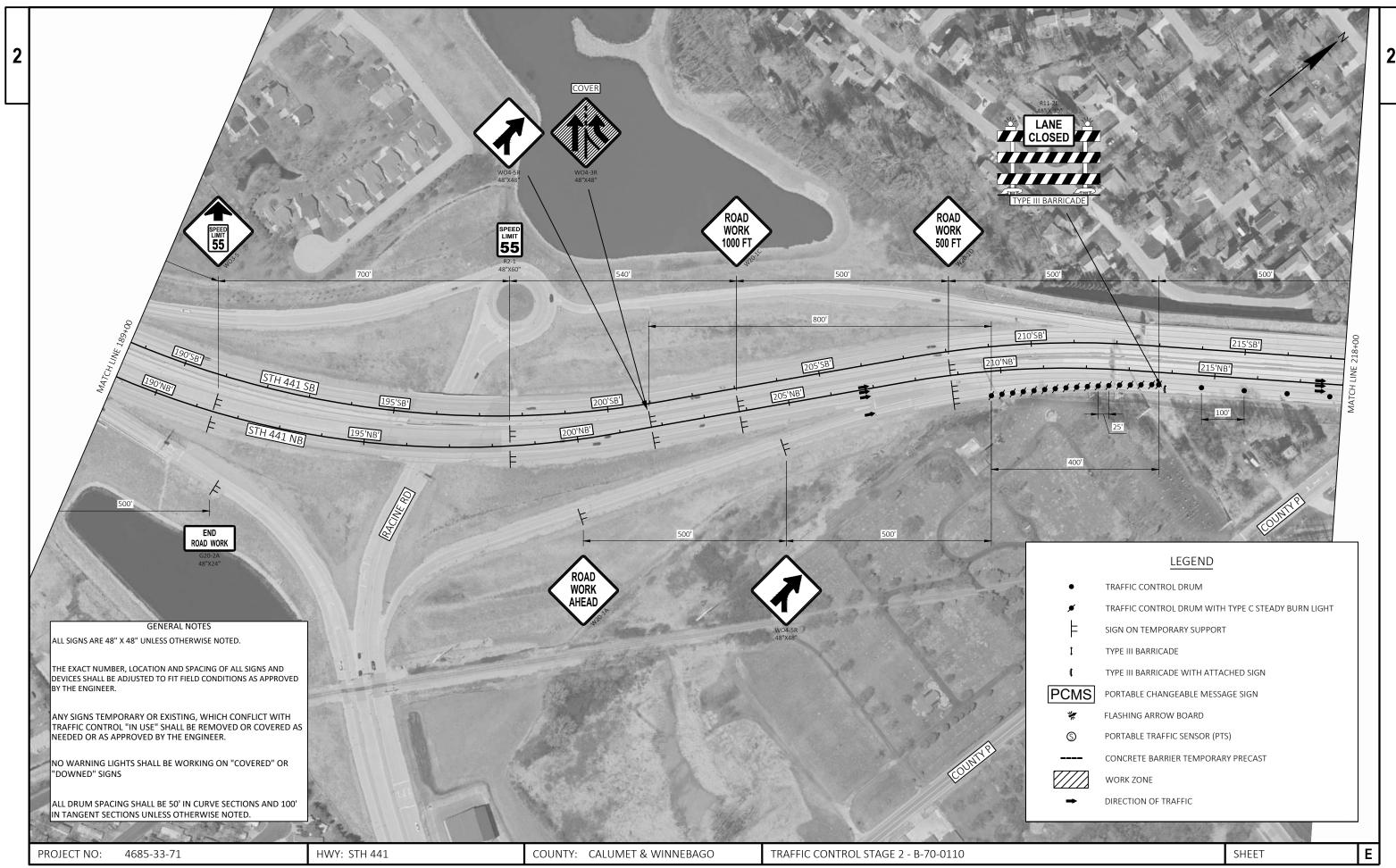
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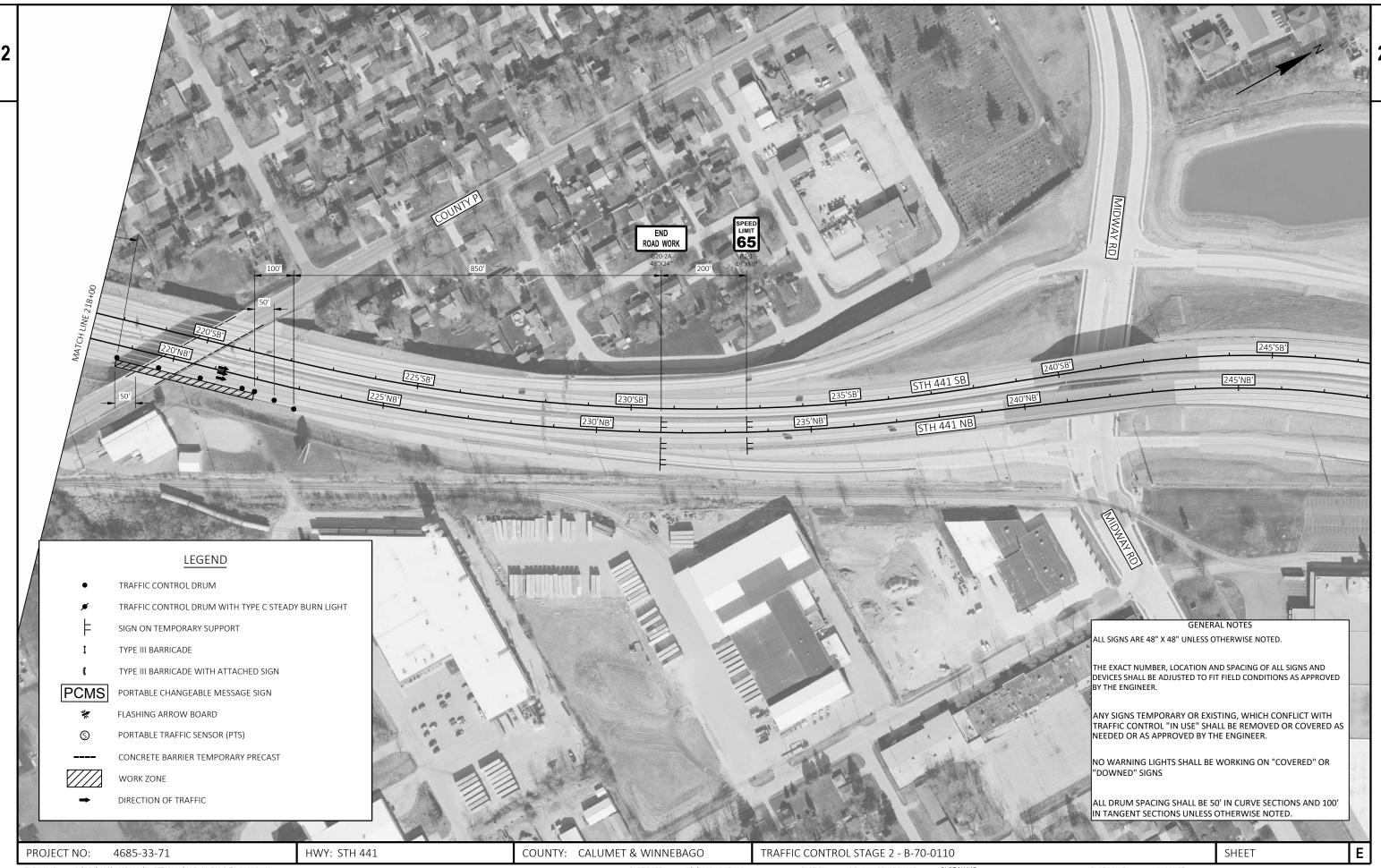
FILE NAME: N:\PDS\C3D\46853300\SHEETSPLAN\025001-TC1B B-70-0110.DWG PLOT DATE: 8/8/2022 10:44 AM PLOT BY: CIBUKA, BRYCE DANIE PLOT NAME: 1 IN:200 FT WISDOT/CADDS SHEET 42 AND UT NAME - 025044-tc1b



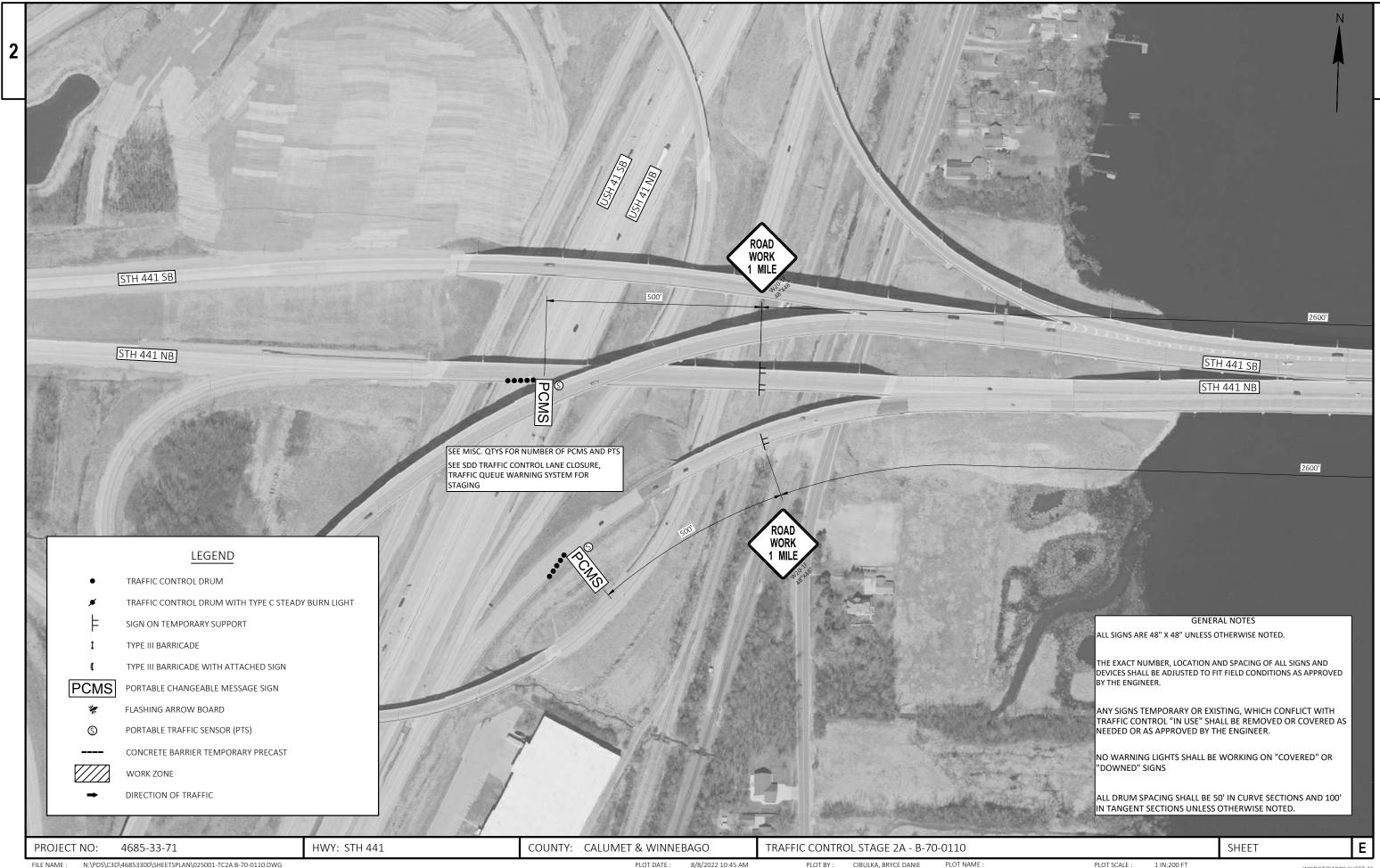
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FILE NAME: N:\PDS\C3D\\46853300\SHEETSPLAN\025001-TC2 B-70-0110.DWG PLOT DATE: 8/8/2022 10:45 AM PLOT BY: CIBULKA, BRYCE DANIE PLOT NAME: 1 in:200 FT WISDOT/CADDS SHEET 42 LAYOUT NAME - 025046-tc2



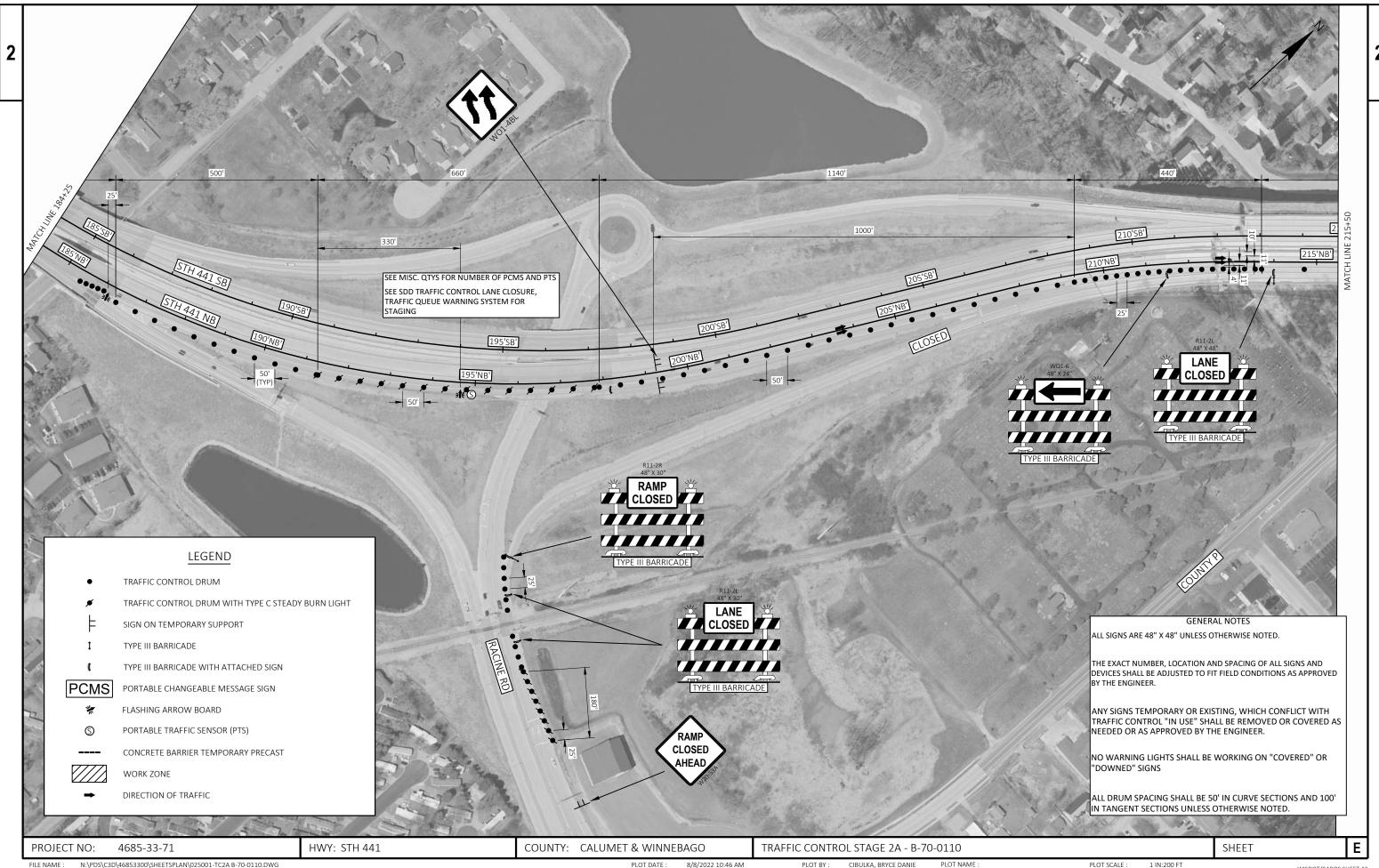
FILE NAME : N:\PDS\C3D\\46853300\SHEETSPLAN\025001-TC2 B-70-0110.DWG PLOT DATE : 8/8/2022 10:45 AM PLOT BY : CIBULKA, BRYCE DANIE PLOT NAME : 1 IN:200 FT WISDOT/CADDS SHEET 42 LAYOUT NAME - 025047-tc2



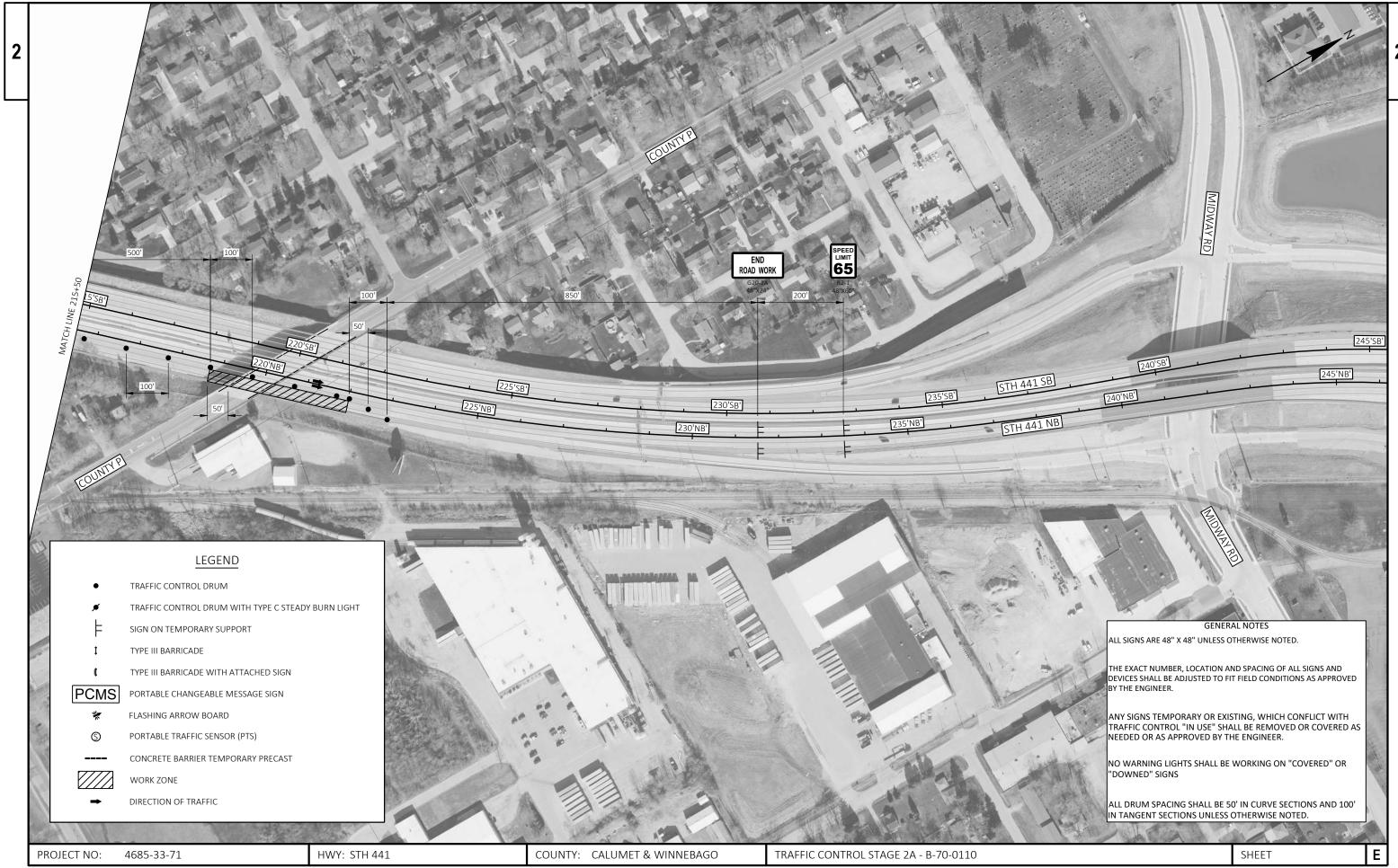
N:\PDS\C3D\46853300\SHEETSPLAN\025001-TC2A B-70-0110.DWG PLOT DATE : 8/8/2022 10:45 AM CIBULKA, BRYCE DANIE PLOT NAME : PLOT BY: PLOT SCALE : 1 IN:200 FT WISDOT/CADDS SHEET 42 LAYOUT NAME - 025048-tc2a



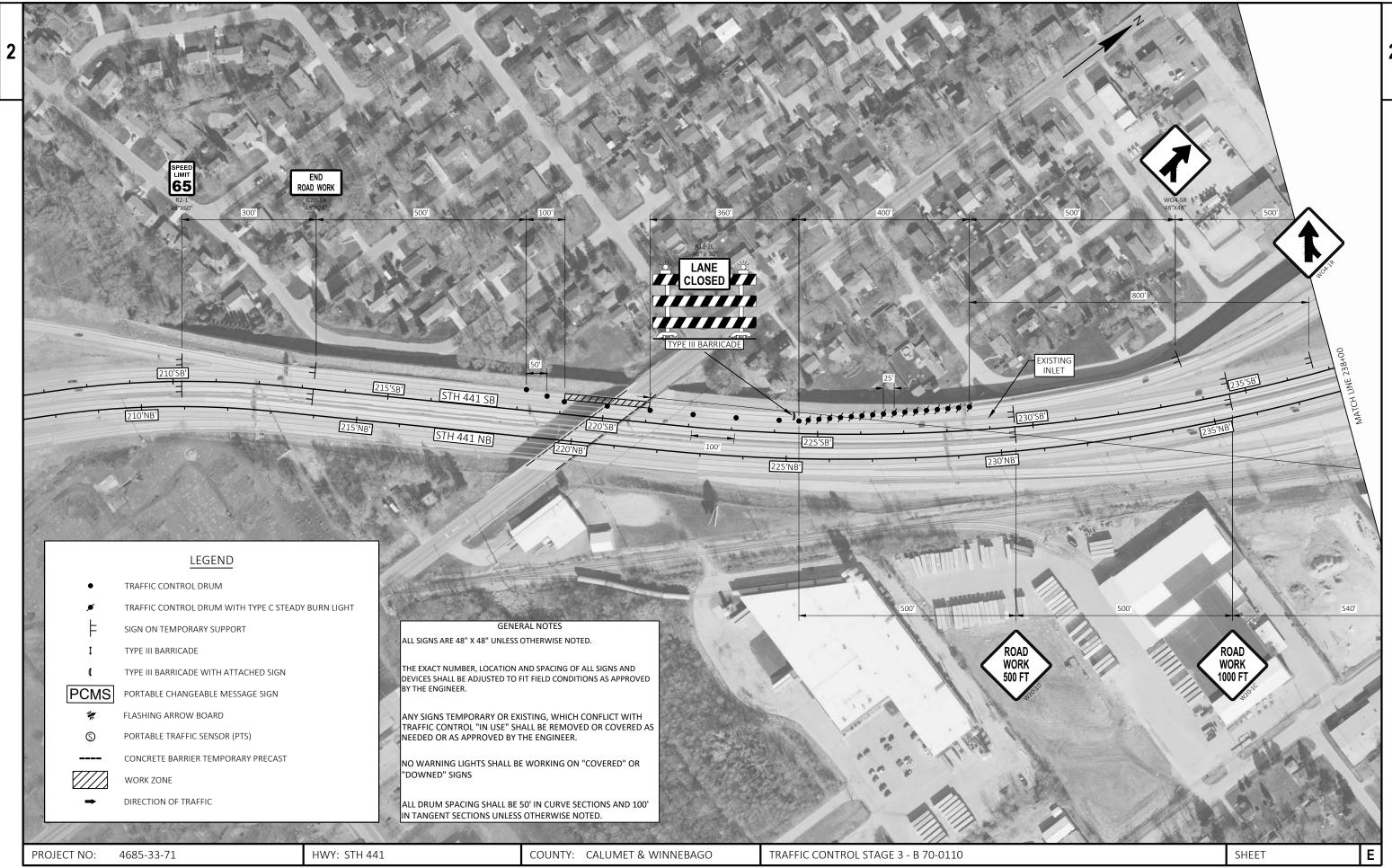
PLOT DATE : PLOT BY: CIBULKA, BRYCE DANIE PLOT NAME : 8/8/2022 10:46 AM PLOT SCALE : 1 IN:200 FT LAYOUT NAME - 025049-tc2a



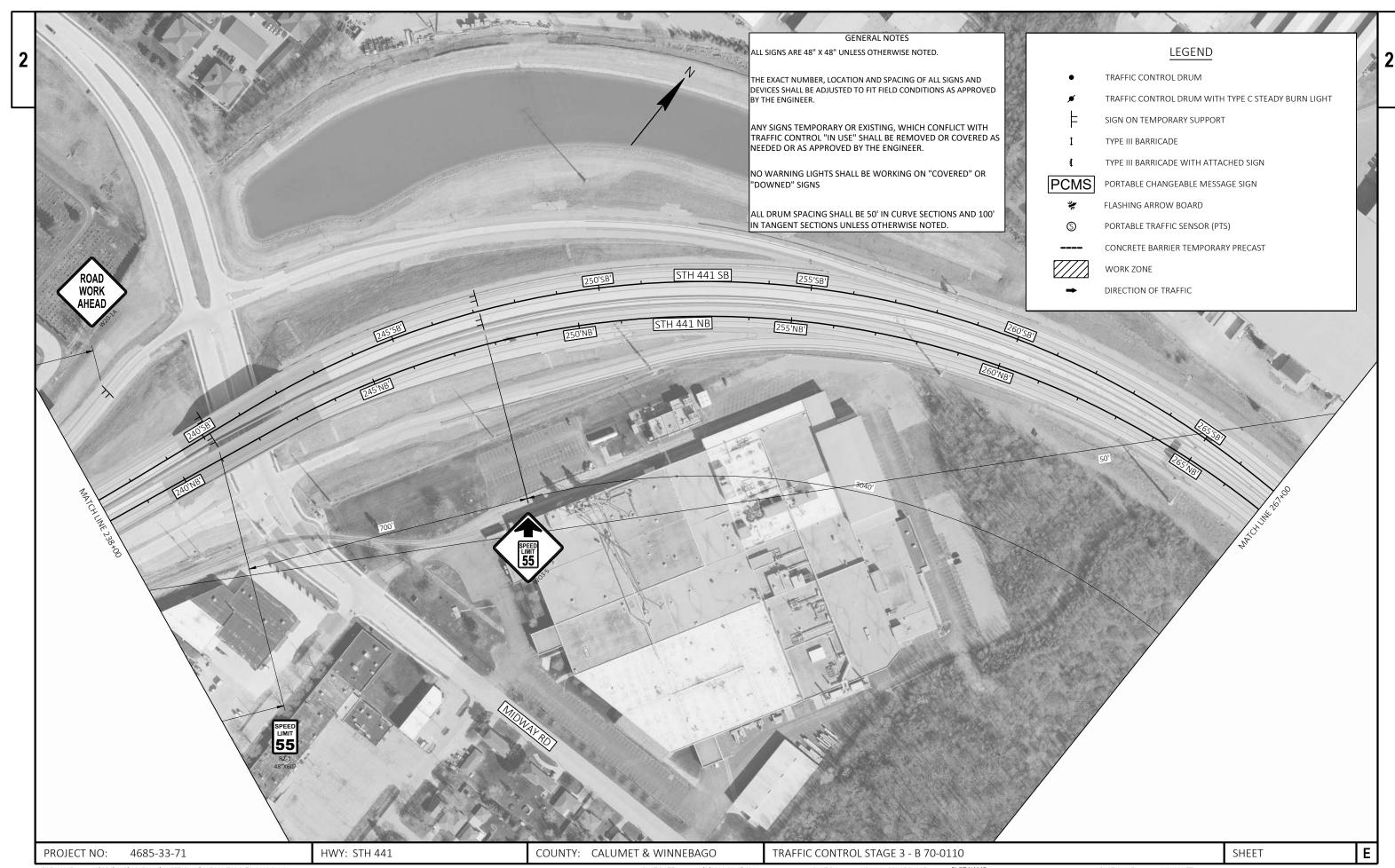
CIBULKA, BRYCE DANIE PLOT NAME : N:\PDS\C3D\46853300\SHEETSPLAN\025001-TC2A B-70-0110.DWG PLOT DATE : 8/8/2022 10:46 AM PLOT BY: PLOT SCALE: 1 IN:200 FT WISDOT/CADDS SHEET 42 LAYOUT NAME - 025050-tc2a



FILE NAME : N:\PDS\C3D\\46853300\SHEETSPLAN\025001-TC2A B-70-0110.DWG PLOT DATE : 8/8/2022 10:46 AM PLOT BY : CIBULKA, BRYCE DANIE PLOT NAME : 1 IN:200 FT WISDOT/CADDS SHEET 42 WISDOT/CADDS SHEET 42

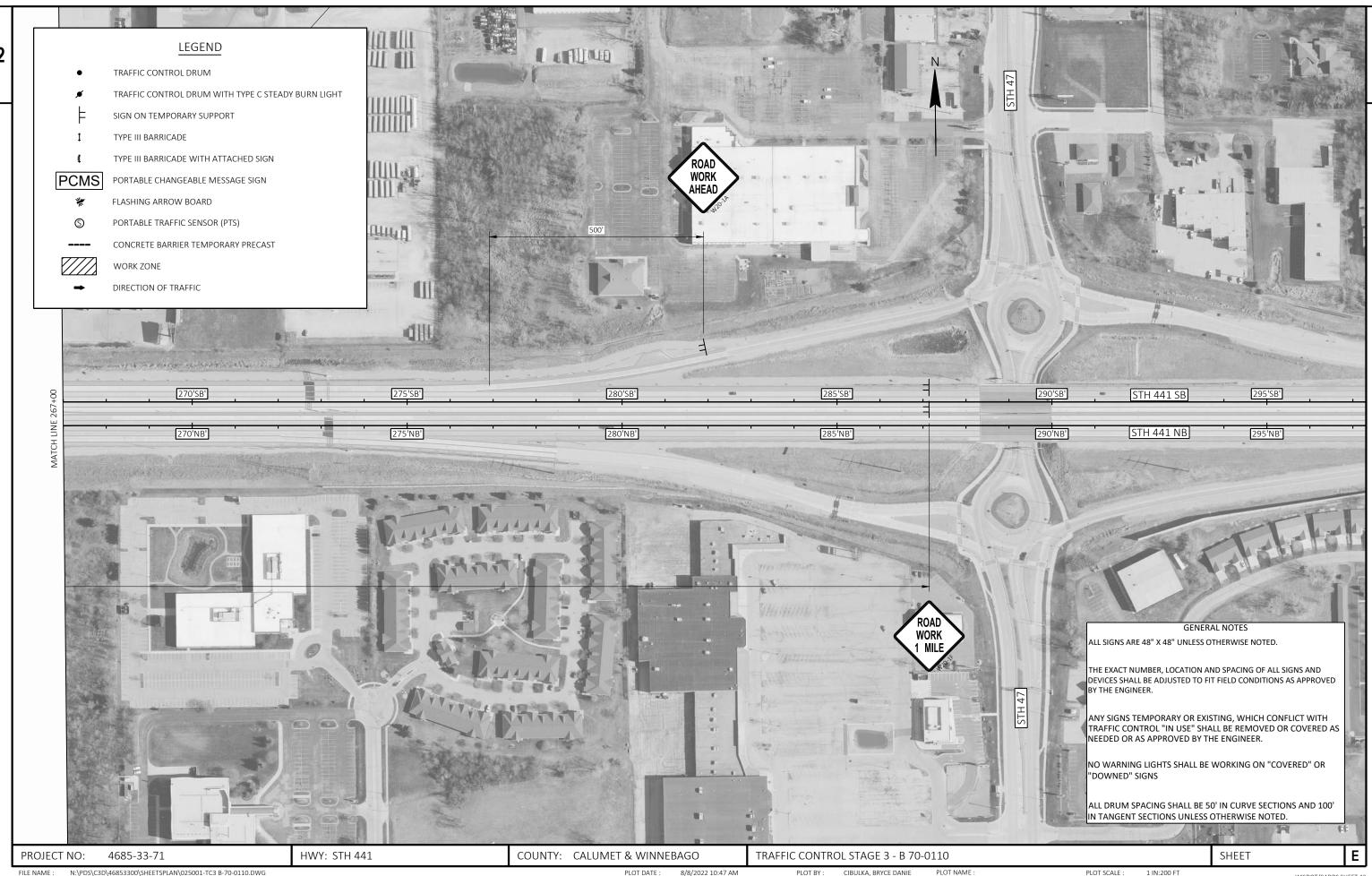


FILE NAME: N:\PDS\C3D\46853300\SHEETSPLAN\025001-TC3 B-70-0110.DWG PLOT DATE: 8/8/2022 10:47 AM PLOT BY: CIBUKA, BRYCE DANIE PLOT NAME: 1 IN:200 FT WISDOT/CADDS SHEET 42 AND UT NAME - 025080-tc3

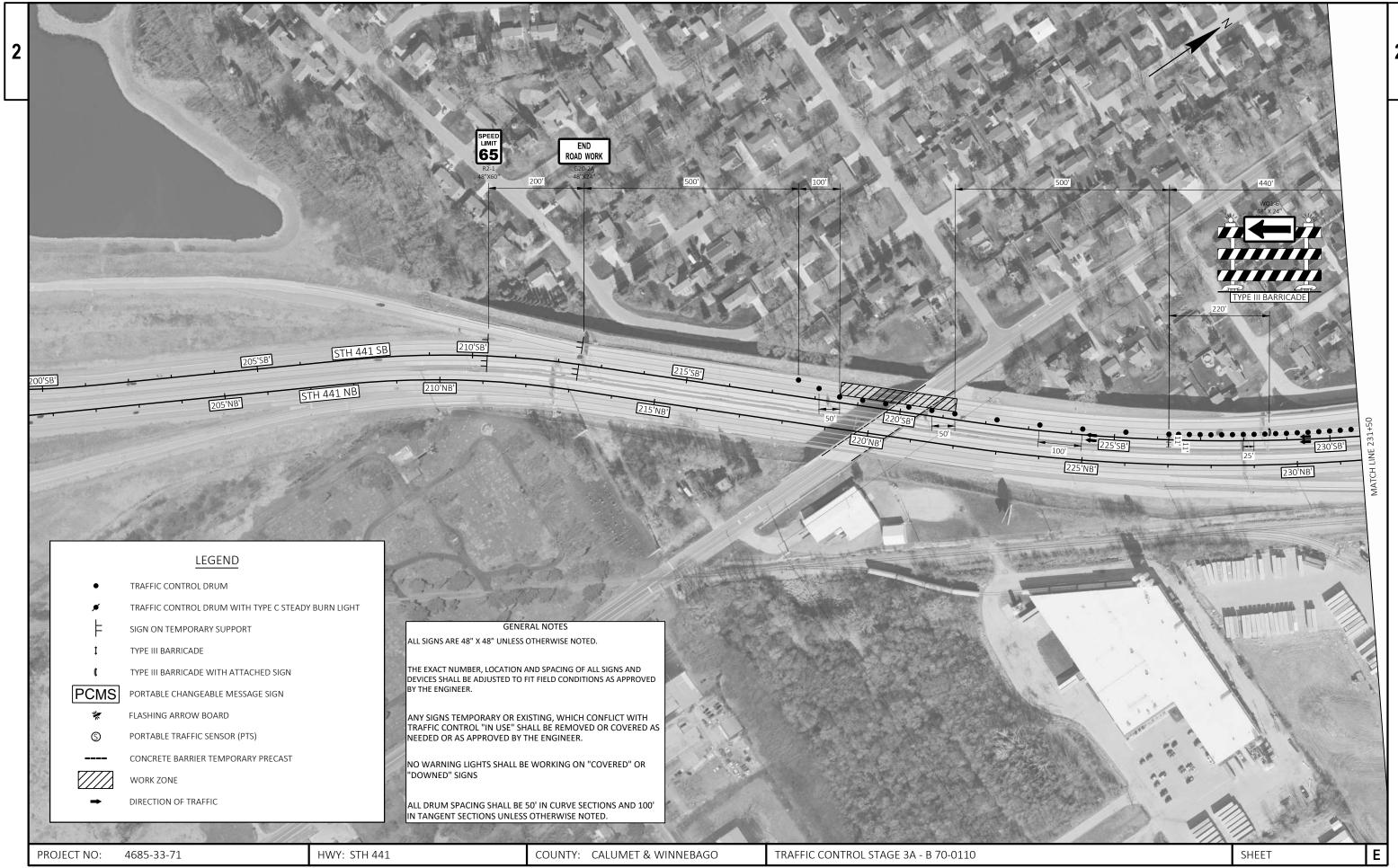


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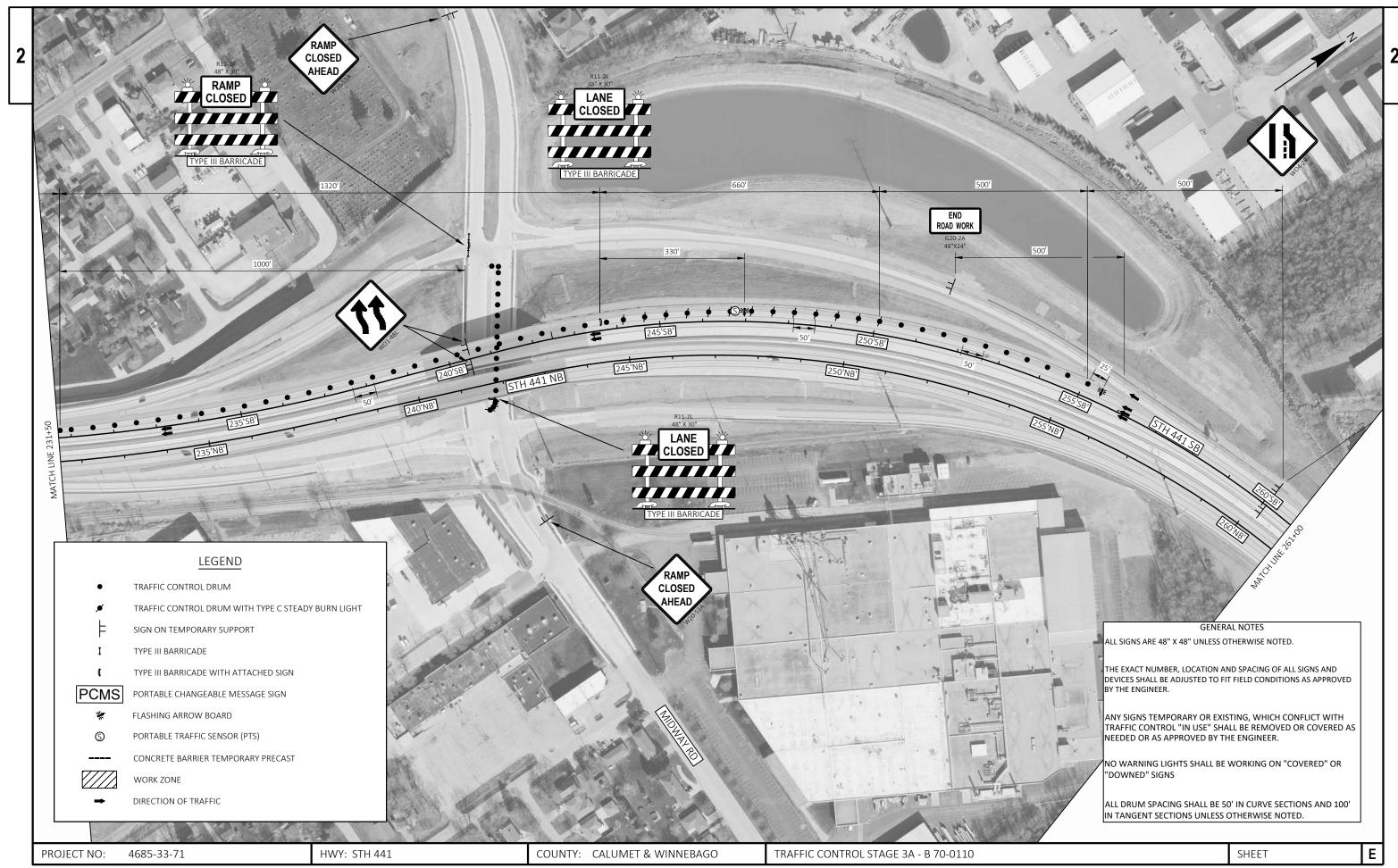
LAYOUT NAME - 025081-tc3



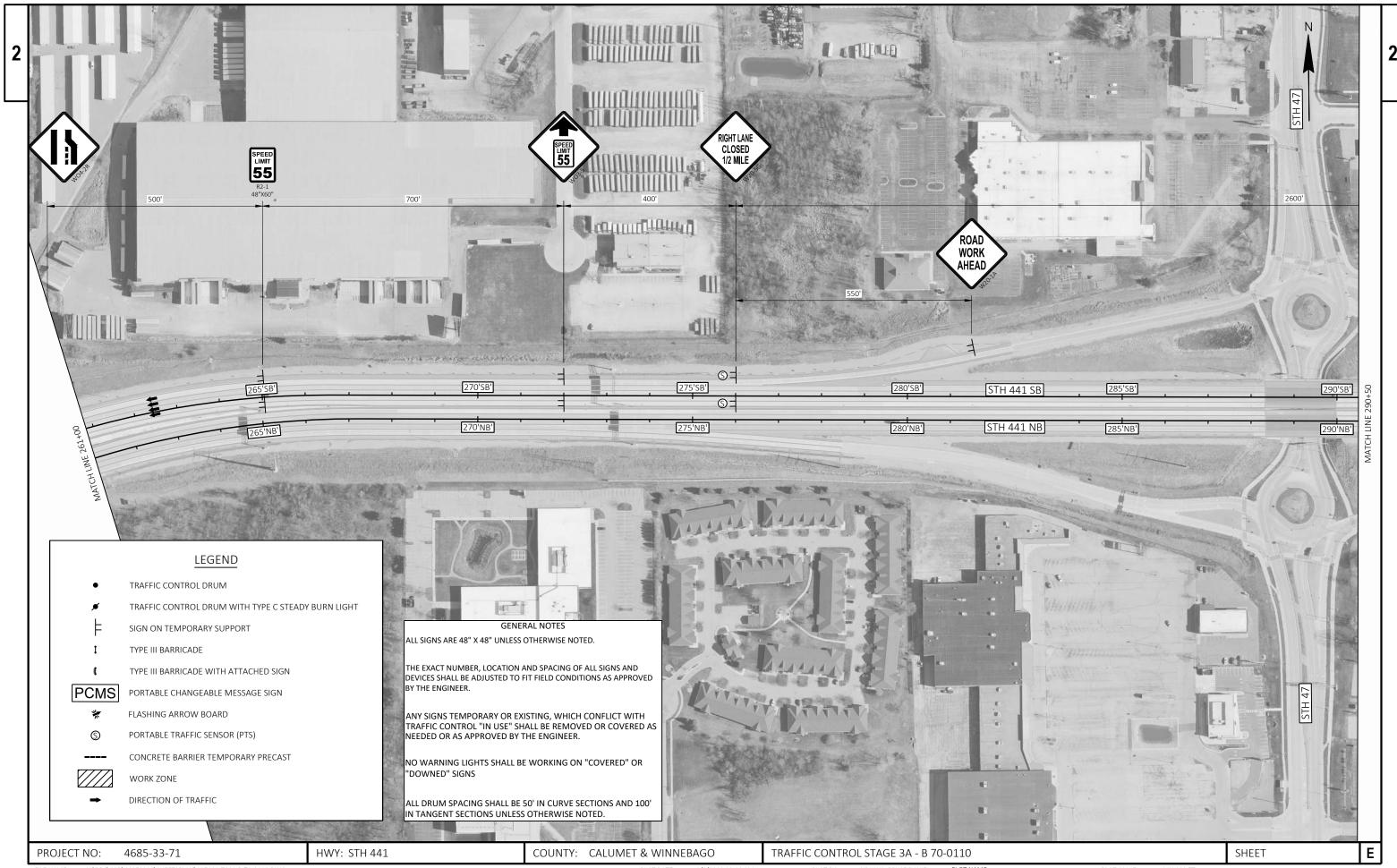
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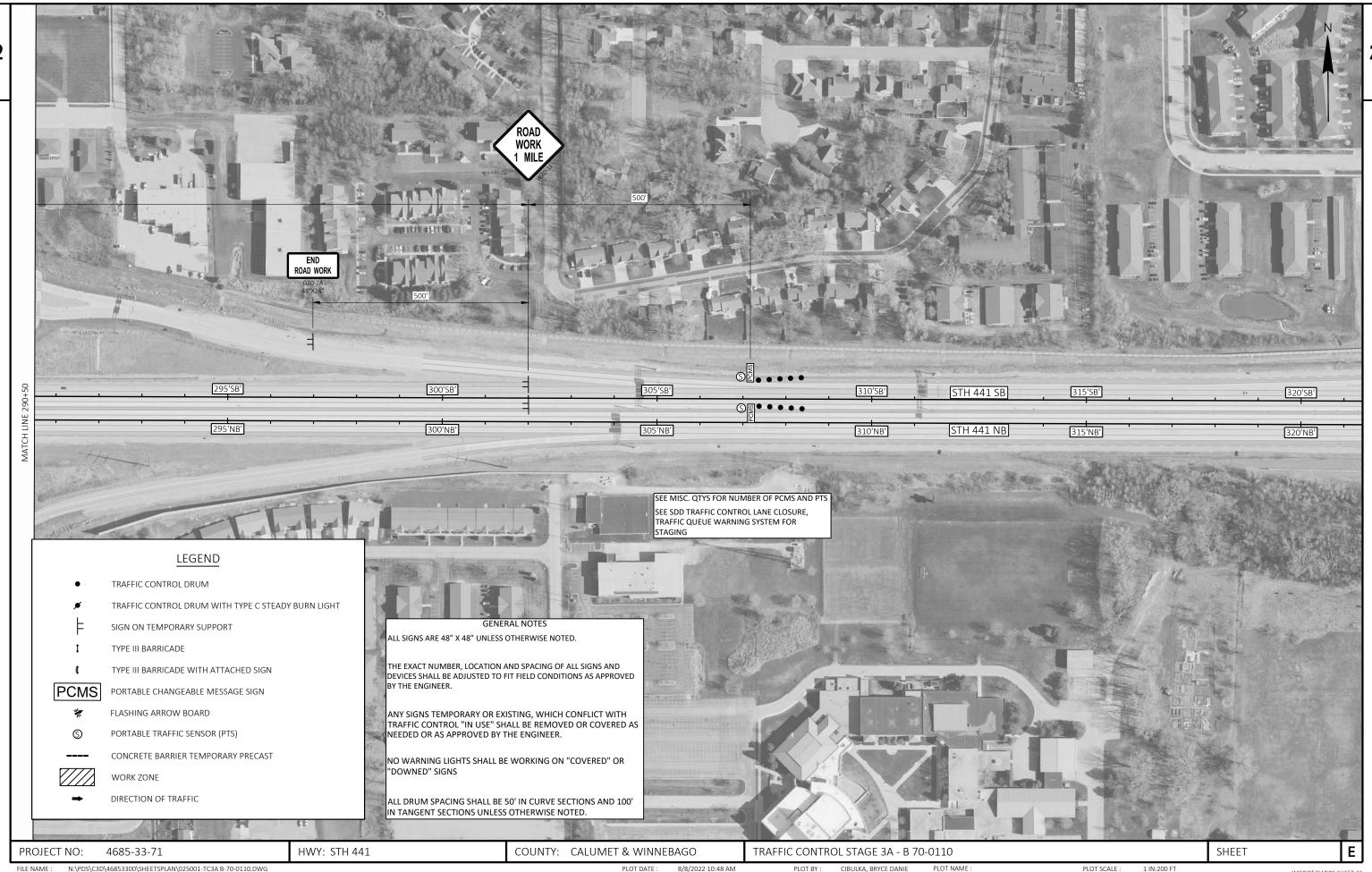
FILE NAME: N:\PDS\C3D\46853300\SHEETSPLAN\025001-TC3A B-70-0110.DWG PLOT DATE: 8/8/2022 10:48 AM PLOT BY: CIBUKA, BRYCE DANIE PLOT NAME: 1 IN:200 FT WISDOT/CADDS SHEET 42 AND UT NAME - 025090-tc-3a



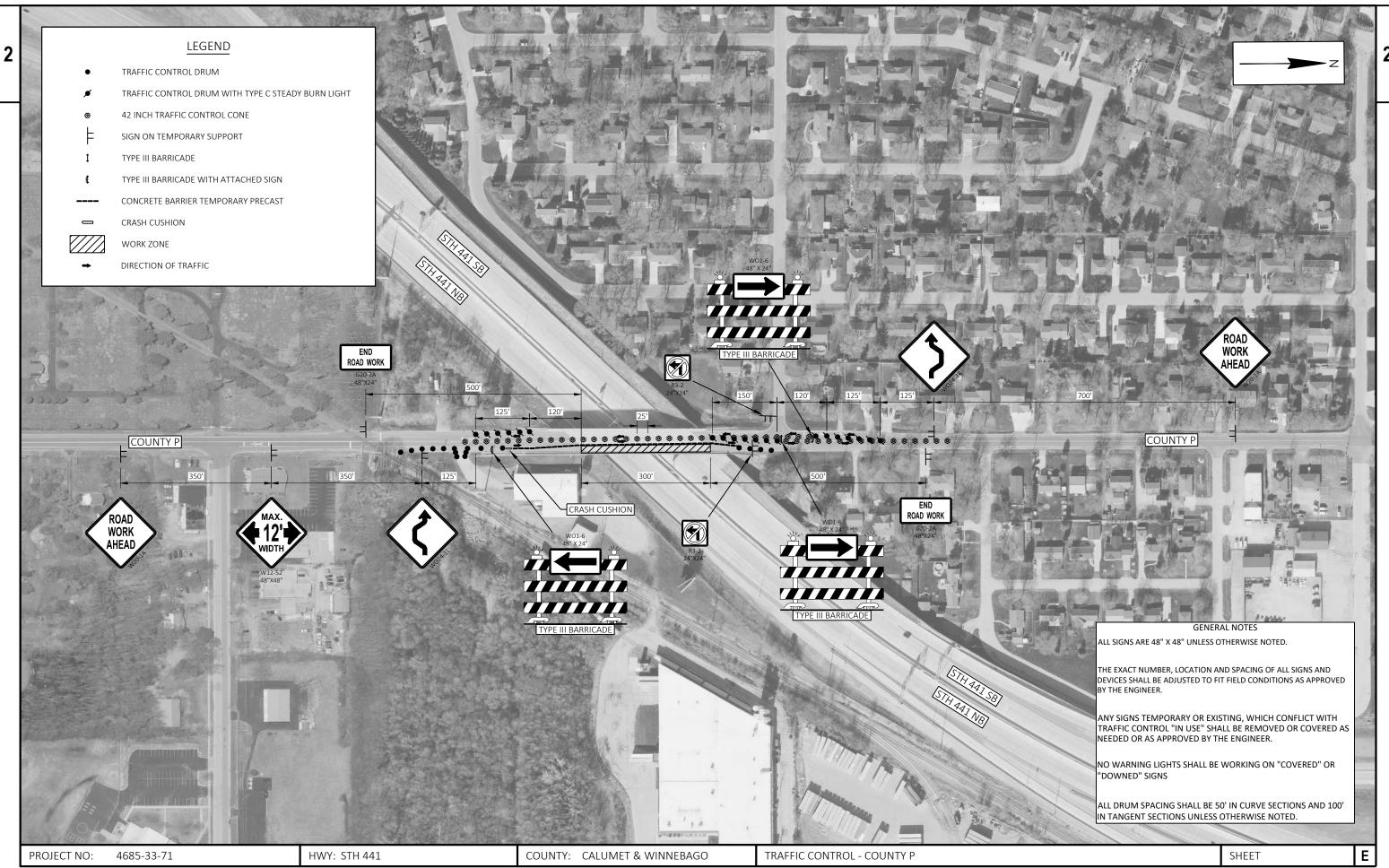
FILE NAME: N:\PDS\C3D\46853300\SHEETSPLAN\025001-TC3A B-70-0110.DWG PLOT DATE: 8/8/2022 10:48 AM PLOT BY: CIBUKA, BRYCE DANIE PLOT NAME: 1 IN:200 FT WISDOT/CADDS SHEET 42 AND UT NAME - 025091-tc-3a



N:\PDS\C3D\46853300\\$HEETSPLAN\025001-TC3A B-70-0110.DWG PLOT BY: CIBULKA, BRYCE DANIE PLOT NAME: PLOT NAME: 1 IN:200 FT WISDOT/CADDS SHEET 42 LAYOUT NAME - 025092-tc-3a



PLOT DATE : PLOT NAME : N:\PDS\C3D\46853300\SHEETSPLAN\025001-TC3A B-70-0110.DWG 8/8/2022 10:48 AM CIBULKA, BRYCE DANIE PLOT SCALE : 1 IN:200 FT WISDOT/CADDS SHEET 42 LAYOUT NAME - 025093-tc-3a



FILE NAME: N:\PDS\C3D\46853300\SHEETSPLAN\025001-TC CTH P.DWG PLOT DATE: 8/8/2021 10:49 AM PLOT BY: CIBUKA, BRYCE DANIE PLOT NAME: 1 in:20 FT WISDOT/CADDS SHEET 42 LAYOUT NAME - 025094-tc cth p



CIBULKA, BRYCE DANIE PLOT NAME : N:\PDS\C3D\46853300\SHEETSPLAN\025001-TC CTH P - PAVT MARKING.DWG PLOT DATE : 8/8/2022 10:50 AM PLOT SCALE : 1 IN:100 FT WISDOT/CADDS SHEET 42 LAYOUT NAME - 025095-tc cth p

4685-33-71

					4085-33-71
Line	Item	Item Description	Unit	Total	Qty
0002	213.0100	Finishing Roadway (project) 01. 4685-33-71	EACH	1.000	1.000
0004	517.1801.S	Structure Repainting Recycled Abrasive (structure) 01. B-08-0033	EACH	1.000	1.000
0006		Structure Repainting Recycled Abrasive (structure) 02. B-70-0110	EACH	1.000	1.000
8000		Negative Pressure Containment and Collection of Waste Materials (structure) 01. B-08-0033	EACH	1.000	1.000
0010	517.4501.S	Negative Pressure Containment and Collection of Waste Materials (structure) 02. B-70-0110	EACH	1.000	1.000
0012	517.6001.S	Portable Decontamination Facility	EACH	2.000	2.000
0014	603.8000	Concrete Barrier Temporary Precast Delivered	LF	2,122.000	2,122.000
0016	603.8125	Concrete Barrier Temporary Precast Installed	LF	2,122.000	2,122.000
0018	603.8500	Anchoring Concrete Barrier Temporary Precast	LF	1,602.000	1,602.000
0020	614.0905	Crash Cushions Temporary	EACH	1.000	1.000
0022	618.0100	Maintenance And Repair of Haul Roads (project) 01. 4685-33-71	EACH	1.000	1.000
0024	619.1000	Mobilization	EACH	1.000	1.000
0026	642.5001	Field Office Type B	EACH	1.000	1.000
0028	643.0300	Traffic Control Drums	DAY	8,948.000	8,948.000
0030	643.0420	Traffic Control Barricades Type III	DAY	485.000	485.000
0032	643.0705	Traffic Control Warning Lights Type A	DAY	970.000	970.000
0034	643.0715	Traffic Control Warning Lights Type C	DAY	2,811.000	2,811.000
0036	643.0800	Traffic Control Arrow Boards	DAY	154.000	154.000
0038	643.0900	Traffic Control Signs	DAY	2,595.000	2,595.000
0040	643.0910	Traffic Control Covering Signs Type I	EACH	1.000	1.000
0042	643.0920	Traffic Control Covering Signs Type II	EACH	19.000	19.000
0044	643.1050	Traffic Control Signs PCMS	DAY	36.000	36.000
0046	643.1070	Traffic Control Cones 42-Inch	DAY	2,544.000	2,544.000
0048	643.1200.S	Portable Automated Real-Time Traffic Queue Warning System	DAY	97.000	97.000
0050	643.5000	Traffic Control	EACH	1.000	1.000
0052	646.5020	Marking Arrow Epoxy	EACH	2.000	2.000
0054	646.5120	Marking Word Epoxy	EACH	1.000	1.000
0056	646.9300	Marking Removal Special Marking	EACH	3.000	3.000
0058	649.0150	Temporary Marking Line Removable Tape 4-Inch	LF	8,985.000	8,985.000
0060	649.0960	Temporary Marking Removable Mask Out Tape 6-Inch	LF	5,206.000	5,206.000
0062	649.0970	Temporary Marking Removable Mask Out Tape 10-Inch	LF	140.000	140.000
0064		Installing and Maintaining Bird Deterrent System (station) 01. B-08-0033 (STA 370+75)	EACH	1.000	1.000
0066		Installing and Maintaining Bird Deterrent System (station) 02. B-70-0110 (STA 220+00)	EACH	1.000	1.000
0068	ASP.1T0A	On-the-Job Training Apprentice at \$5.00/HR	HRS	1,200.000	1,200.000
0070		On-the-Job Training Graduate at \$5.00/HR	HRS	600.000	600.000
-0.0				000.000	000.000

612	TDA	EEIC	CONTROL.
04.5	INF	VELIC.	CONTINUL

										<u>64</u>	3-TRAFFIC	<u>CONTROL</u>											
				643.0	0300	643. TRA CON'		643.0 TRAFFIC C			.0715 CONTROL	643.1	0800	643.0	0900	643.: TRAI		643.	1070	643.1 PORT AUTOMA TIME T	TABLE TED REAL-		
				TRAF	FFIC	BARRICA	DES TYPE	WARNING	G LIGHTS	WARNIN	IG LIGHTS	TRAFFIC	CONTROL	TRAFFIC (CONTROL	CONTRO	L SIGNS	TRAFFIC (CONTROL	QUEUE W	VARNING		
				CONTROL	L DRUMS	1	II	TYP	EΑ	TYI	PEC	ARROW	BOARDS	SIG	NS	PCI	MS	CONES 4	12-INCH	SYS	TEM		
			APPROXIMA			NO. IN		NO. IN		NO. IN		NO. IN		NO. IN		NO. IN		NO. IN		NO. IN			
CATEGORY	LOCATION	STAGE	DAYS	SERVICE	DAY	SERVICE	DAY	SERVICE	DAY	SERVICE	DAY	SERVICE	DAY	SERVICE	DAY	SERVICE	DAY	SERVICE	DAY	SERVICE	DAY		REMARKS
0010	B-08-0033	STAGE 1A	8	108	864	4	32	8	64	13	104	2	16	29	232	4	12			2	16	PCMS PLACED 3	B DAYS PRIOR TO CONSTRU
0010	B-08-0033	STAGE 1B	3	140	420	5	15	10	30	40	120	3	9	28	84					1	3		
0010	B-08-0033	STAGE 2	4	104	416	2	8	4	16	39	156	2	8	23	92					1	4		
0010	B-08-0033	STAGE 3A	8	45	360	2	16	4	32	13	104	2	16	17	136					1	8		
0010	B-08-0033	STAGE 3B	3	89	267	3	9	6	18	32	96	3	9	18	54					1	3		
						_										_	_						
0010	CTH P	B-70-0110 (1-3A)		37	1,961	3	159	6	318	17	901			12	636	2	6	48	2,544				B DAYS PRIOR TO CONSTRU
0010	B-70-0110	STAGE 1	10	129	1,290	4	40	8 1 <i>e</i>	80	30	300	4	40 1E	39 26	390	4	12			2	20	PCMS PLACED 3	B DAYS PRIOR TO CONSTRU
0010 0010	B-70-0110 B-70-0110	STAGE 1A STAGE 1B	5 5	178 183	890 915	8 12	40 60	16 24	80 120	33 56	165 280	3 5	15 25	26 31	130 155					1	5 5		
0010	B-70-0110 B-70-0110	STAGE 1B	13	183 25	325	12 2	50 26	24 4	52	56 17	280 221	0	0	3± 22	155 286					± 1	5 13		
0010	B-70-0110 B-70-0110	STAGE 2A	4	112	323 448	8	32	16	64	24	96	2	8	16	64	1	 ع			1	15 4	PCMS PLACED 3	B DAYS PRIOR TO CLOSURE
0010	B-70-0110 B-70-0110	STAGE 3	12	30	360	2	24	4	48	17	204	0	0	20	240					1	12	CIVID I EACED 3	, DATE MONTO CLOSUNE
0010	B-70-0110	STAGE 3A	4	108	432	6	24	12	48	16	64	2	8	24	96	1	3			1	4	PCMS PLACED 3	B DAYS PRIOR TO CLOSURE
								-				,				,							
		TOTAL 0010			8,948		485		970		2,811		154		2,595		36		2,544		97		
				646.502		646.5120	646.9 MARI REMO	KING OVAL												49.0150 ИРОRARY		649.0960 TEMPORARY	649.0970 TEMPORARY
				MARKING ARROW EPG		RKING WORI EPOXY) SPEC MARI													KING LINE		MARKING	MARKING
	CATEGORY	STATION	LOCATION	EACH	OXI	EACH	EA		REMA	ARKS									REMOV	'ABLE TAPE		MOVABLE MASK	REMOVABLE MASK
					······································		-													INCH		JT TAPE 6-INCH	OUT TAPE 10-INCH
	0010	CTH P	SB	2		1	3	3	SB TURN	N LANE				CATEGORY	1.00	ATION	CT	AGE	YELLOV LF	W WHIT		LF	LF
			TOTAL 0010	2		1																	LF
														0010		-0033		6E 1A	660			163	
														0010		-0033		GE 1B	-			162	namen.
				999-BIRD DET	FRRENTSVS	STEMS								0010 0010		-0033 -0033		GE 2 GE 3A		660 660		163 163	-
				ווע טוווט בכב	LINCON OIL	<u> </u>								0010		-0033		6E 3B		-			
				. موم	2000.S.01		200	2000.S.02						0010	СТ	ГН Р	B-70-01	10 (1-3A)	1,980) 1,58	5	2,970	140
				JJ3	_000.J.OI		222.2	. 500.5.02						0010		-0110		GE 1	1,320			326	
				INSTALLING A				ND MAINTAI						0010		-0110		SE 1A	660			163	
				BIRD DETE				RRENT SYSTE						0010	B-70	-0110	STAC	6E 1B	660	_		163	
				(STATION)		0033 (2. B-70-0110	(STA					0010		-0110		GE 2		400)	575	
		CATECORY	LOCATION		370+75))			7+50))						0010		-0110		SE 2A					
		CATEGORY	LOCATION		EACH			EACH						0010		-0110 -0110		GE3		400)	520	
		0010	PROJECT		1			1						0010	B-/U	-0110	51A(GE 3A					
			TOTAL 0010		1			1									TOTAL	0010		8,985		5,206	140
		74		10/ CT:::			<u> </u>		0	.ET 6	NES : :	ı	NAIC OF:	ANIE 0								<u> </u>	
DJECT NO:				WY: STH 441	L			COUNTY:	CALUM					ANEOUS QI									HEET
	DS\C3D\46853300\SH	EETSPLAN\030201-MQ.DWG	i							PLOT DATE	8/8/20	022 10:54 AM	P	PLOT BY: CIB	ULKA, BRYCE	DANIE	PLOT NAME :			PLOT SCA	LE: 1":	= 1'	WISDOT/CA

N:\PDS\C3D\46853300\SHEETSPLAN\030201-MQ.DWG LAYOUT NAME - 030201-mq

CATEGORY	LOCATION	STAGE	603.8000 CONCRETE BARRIER TEMPORARY PRECAST DELIVERED LF	603.8125 CONCRETE BARRIER TEMPORARY PRECAST INSTALLED LF	603.8500 ANCHORING CONCRETE BARRIER TEMPORARY PRECAST LF	CRASH CUSHIONS TEMPORARY EACH	BACK WIDTH FT	OBJECT MARKING PATTERN	CRASH TEST LEVEL	TRAFFIC DIRECTION	TRAFFIC LOCATION	CRASH CUSHION SHIELDS
0010	B-08-0033	STAGE 1A	774	774	774							
0010	B-08-0033	STAGE 1B		_	_							
0010	B-08-0033	STAGE 2	411	411	411							
0010	B-08-0033	STAGE 3A	417	417	417							
0010	B-08-0033	STAGE 3B				~=						
								OM-3R; W05-58R				TEMPORARY
0010	CTH P	B-70-0110 (1-3A)	520	520		1	2	SIGN PLATE	TL-2	UNIDIRECTIONAL	LEFT	BARRIER
0010	B-70-0110	STAGE 1										
0010	B-70-0110	STAGE 1A		****		w=						
0010	B-70-0110	STAGE 1B										
0010	B-70-0110	STAGE 2										
0010	B-70-0110	STAGE 2A			marks.							
0010	B-70-0110	STAGE 3			-							
0010	B-70-0110	STAGE 3A	998.500	*****	0000	on one						
		TOTAL 0010	2,122	2,122	1,602	1	-					

643-COVERING SIGNS

643.0920

643.5000

SHEET

E

643.0910

			TRAFFIC			TRAFFIC				
			CONTROL			CONTROL				
			COVERING SIGNS	NUMBER OF	NUMBER OF	COVERING SIGNS	NUMBER OF	NUMBER OF	TRAFFIC	
			TYPEI	CYCLES	SIGNS	TYPE II	CYCLES	SIGNS	CONTROL	
CATEGORY	LOCATION	STAGE	EACH			EACH			EACH	
		PROJECT							1	
0010	B-08-0033	STAGE 1A		_		6	6	1		SPEED LIMIT SIGN
0010	B-08-0033	STAGE 1B				3	3	1		SPEED LIMIT SIGN
0010	B-08-0033	STAGE 2				4	4	1		SPEED LIMIT SIGN
0010	B-08-0033	STAGE 3A	-			- -				
0010	B-08-0033	STAGE 3B		-						
0010	CTH P	B-70-0110 (1-3A)								
0010	B-70-0110	STAGE 1								
0010	B-70-0110	STAGE 1A						- -		
0010	B-70-0110	STAGE 1B								
0010	B-70-0110	STAGE 2		_		1	1	1		
0010	B-70-0110	STAGE 2A	1	1	1	2	1	2		SIGNS ON RACINE ST FOR RAMP CLOSURE
0010	B-70-0110	STAGE 3								
0010	B-70-0110	STAGE 3A	99400	-		3	1	3	one see	SIGNS ON MIDWAY RD FOR RAMP CLOSURE
			1	i		19			1	-

FILE NAME : N:\PDS\C3D\46853300\SHEETSPLAN\030201-MQ.DWG LAYOUT NAME - 030202-mq PLOT BY: CIBULKA, BRYCE DANIE PLOT DATE : 8/8/2022 10:54 AM PLOT NAME : PLOT SCALE : 1" = 1' WISDOT/CADDS SHEET 42

MISCELLANEOUS QUANTITIES

COUNTY: CALUMET & WINNEBAGO

HWY: STH 441

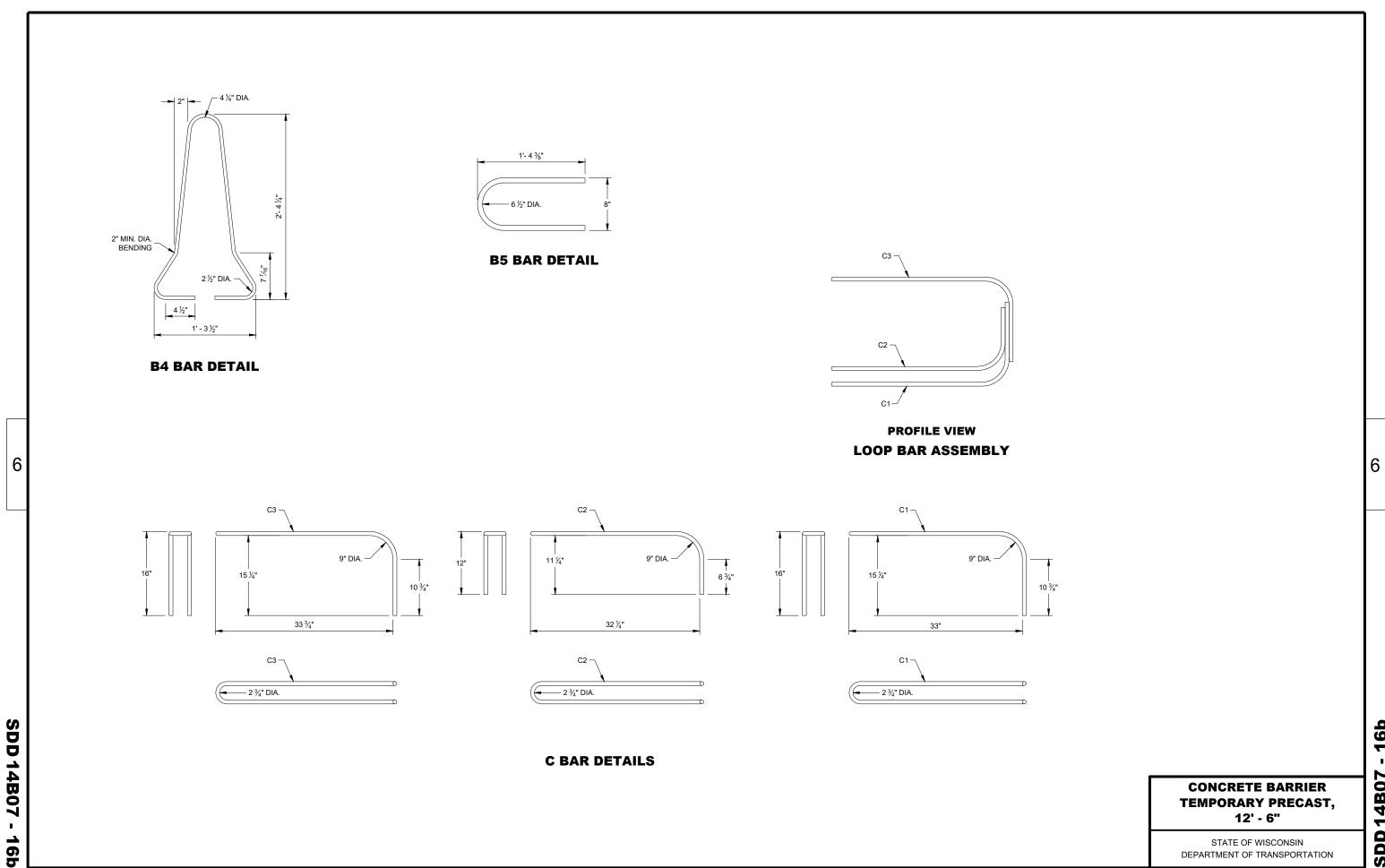
Standard Detail Drawing List

14B07-16A	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-16B	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-16C	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-16D	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-16E	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-16F	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-16G	CONCRETE BARRI ER TEMPORARY PRECAST, 12'-6"
14B07-16H	CONCRETE BARRI ER TEMPORARY PRECAST, 12'-6"
14B07-16I	CONCRETE BARRI ER TEMPORARY PRECAST, 12'-6"
14B07-16J	CONCRETE BARRI ER TEMPORARY PRECAST, 12'-6"
14B07-16K	CONCRETE BARRI ER TEMPORARY PRECAST, 12'-6"
14B07-16L	CONCRETE BARRI ER TEMPORARY PRECAST, 12'-6"
14B07-16M	CONCRETE BARRI ER TEMPORARY PRECAST, 12'-6"
14B08-02A	CRASH CUSHION/SAND BARREL ARRAY AND OTHER TEMPORARY BARRIER LAYOUT DETAILS
14B08-02B	CRASH CUSHION/SAND BARREL ARRAY AND OTHER TEMPORARY BARRIER LAYOUT DETAILS
14B08-02C	CRASH CUSHION/SAND BARREL ARRAY AND OTHER TEMPORARY BARRIER LAYOUT DETAILS
14B08-02D	CRASH CUSHION/SAND BARREL ARRAY AND OTHER TEMPORARY BARRIER LAYOUT DETAILS
14B08-02E	CRASH CUSHION/SAND BARREL ARRAY AND OTHER TEMPORARY BARRIER LAYOUT DETAILS
15C02-08A	BARRICADES AND SIGNS FOR MAINLINE CLOSURES
15C02-08B	BARRICADES AND SIGNS FOR VARIOUS CLOSURES
15C02-08D	ON RAMP LANE CLOSURE
15C02-08F	ADVANCED WIDTH RESTRICTION SIGNING
15C05-05	TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 M.P.H. OR LESS
15C07-15B	PAVEMENT MARKING WORDS
15C07-15C	PAVEMENT MARKING ARROWS
15C08-20A	LONGITUDINAL MARKING (MAINLINE)
15C11-09B	CHANNELIZING DEVICES DRUMS, CONES, BARRICADES AND VERTICAL PANELS
15D12-10A	TRAFFIC CONTROL, LANE CLOSURE
15D12-10B	TRAFFIC CONTROL, LANE CLOSURE, SPEED REDUCTION
15D12-10E	TRAFFIC CONTROL, LANE CLOSURE, TRAFFIC QUEUE WARNING SYSTEM
15D15-06A	TRAFFIC CONTROL, PARALLEL ENTRANCE RAMP WITHIN LANE CLOSURE
15D15-06B	TRAFFIC CONTROL, ENTRANCE RAMP WITHIN LANE CLOSURE
15D15-06C	TRAFFIC CONTROL, TAPERED ENTRANCE RAMP WITHIN LANE CLOSURE
15D15-06D	TRAFFIC CONTROL, TAPERED ENTRANCE RAMP WITHIN LANE CLOSURE
15D15-06E	TRAFFIC CONTROL, PARALLEL EXIT RAMP WITHIN LANE CLOSURE
15D27-03	TRAFFIC CONTROL, SHOULDER CLOSURE ON DIVIDED ROADWAY, SPEEDS GREATER THAN 40 MPH
15D40-04B	TRAFFIC CONTROL, FULL LANE SHIFT MULTILANE DIVIDED 50 MPH AND GREATER
15D40-04D	TRAFFIC CONTROL, PARTIAL LANE SHIFT MULTILANE DIVIDED 50 MPH AND GREATER

6a

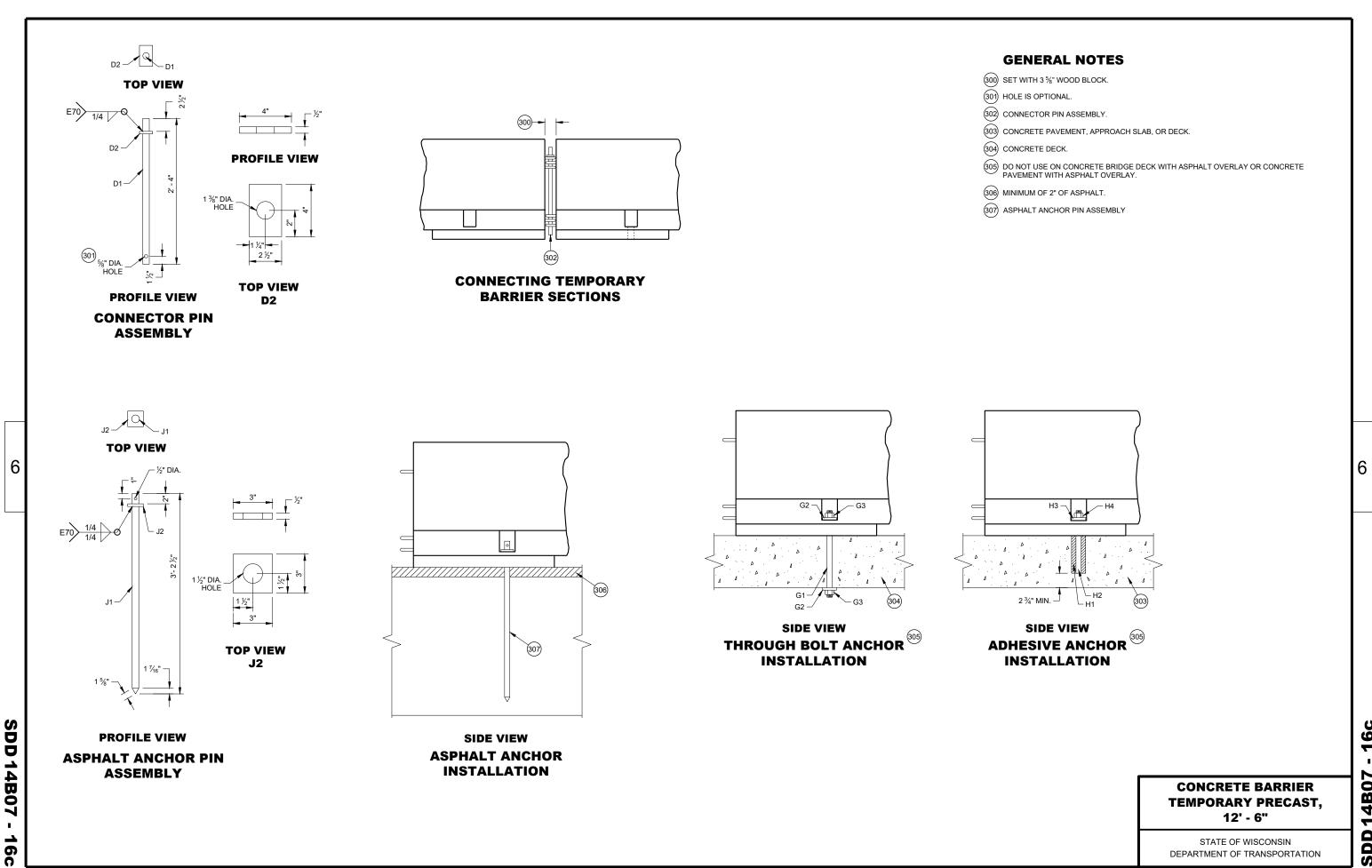
14B07 SDD

DEPARTMENT OF TRANSPORTATION



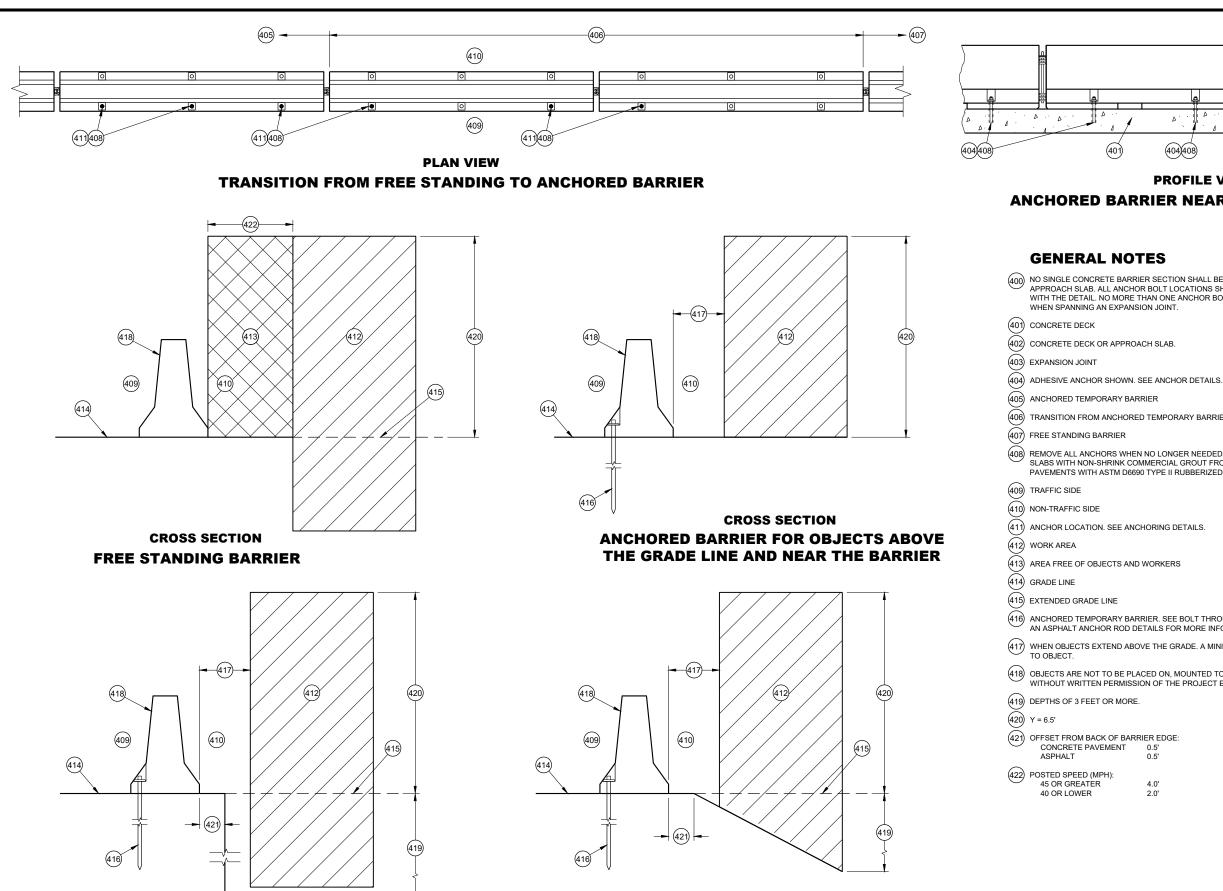
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CROSS SECTION

ANCHORED BARRIER NEAR A SLOPE

402

- 400 NO SINGLE CONCRETE BARRIER SECTION SHALL BE ANCHORED TO BOTH THE BRIDGE DECK AND THE APPROACH SLAB. ALL ANCHOR BOLT LOCATIONS SHALL BE ANCHORED TO THE DECK IN ACCORDANCE WITH THE DETAIL. NO MORE THAN ONE ANCHOR BOLT SHALL BE ELIMINATED FROM A BARRIER SECTION WHEN SPANNING AN EXPANSION JOINT.
- (406) TRANSITION FROM ANCHORED TEMPORARY BARRIER TO FREE STANDING
- (408) REMOVE ALL ANCHORS WHEN NO LONGER NEEDED. FILL CONCRETE PAVEMENTS, DECKS AND APPROACH SLABS WITH NON-SHRINK COMMERCIAL GROUT FROM THE APPROVED PRODUCT LIST. FILL ASPHALT PAVEMENTS WITH ASTM D6690 TYPE II RUBBERIZED CRACK FILLER.

- 416 ANCHORED TEMPORARY BARRIER. SEE BOLT THROUGH DECK, REMOVABLE ADHESIVE ANCHOR, OR AN ASPHALT ANCHOR ROD DETAILS FOR MORE INFORMATION. ASPHALT ANCHOR ROD SHOWN.
- (417) WHEN OBJECTS EXTEND ABOVE THE GRADE. A MINIMUM OF 1 FOOT IS REQUIRED FROM BACK OF BARRIER TO OBJECT.
- (418) OBJECTS ARE NOT TO BE PLACED ON, MOUNTED TO, OR ALLOWED TO LEAN AGAINST THE BARRIER WITHOUT WRITTEN PERMISSION OF THE PROJECT ENGINEER.

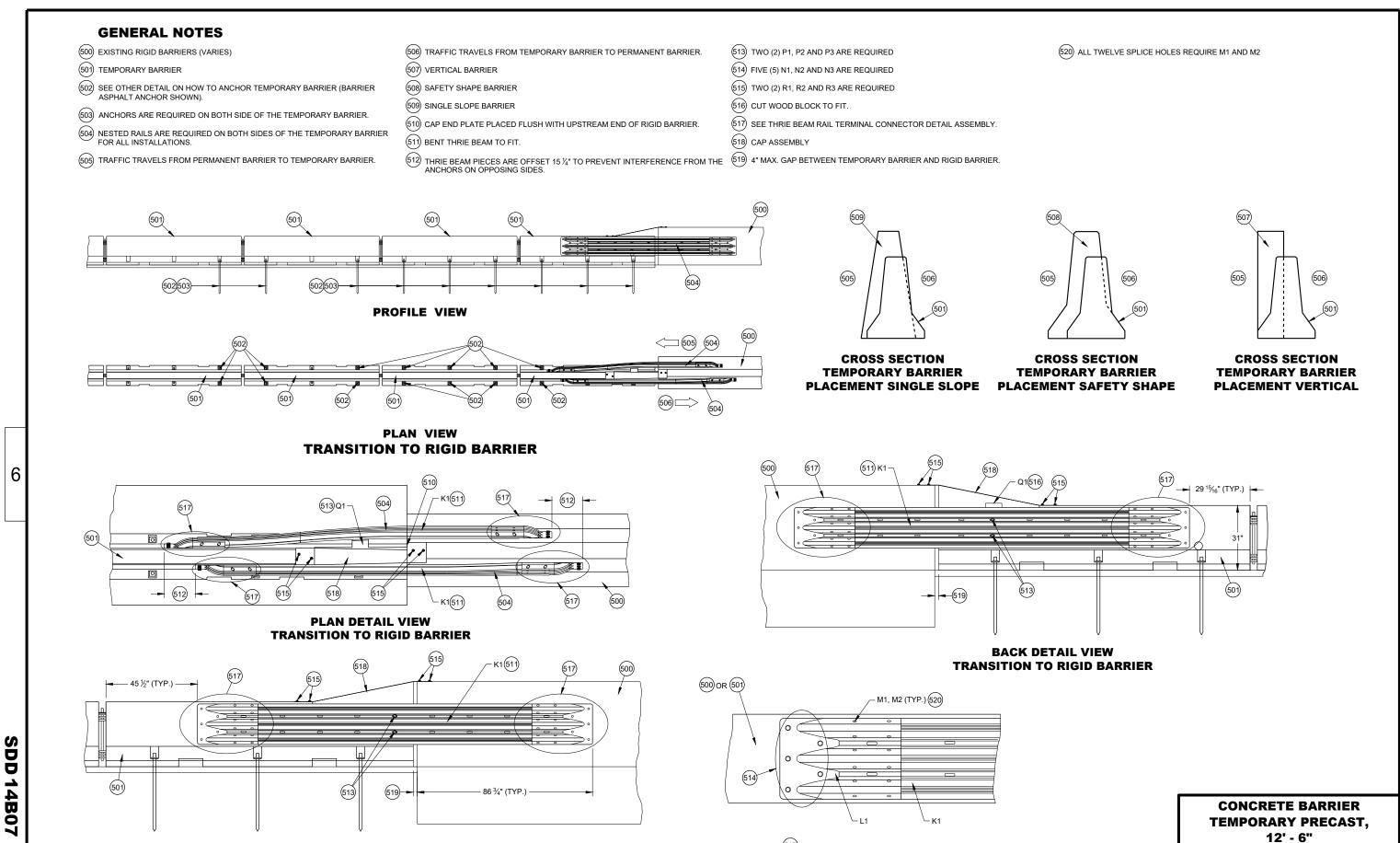
CONCRETE BARRIER TEMPORARY PRECAST, 12' - 6"

4B07

STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION

CROSS SECTION

ANCHORED BARRIER NEAR VERTICAL DROP OFF



FRONT DETAIL VIEW

TRANSITION TO RIGID BARRIER

6e

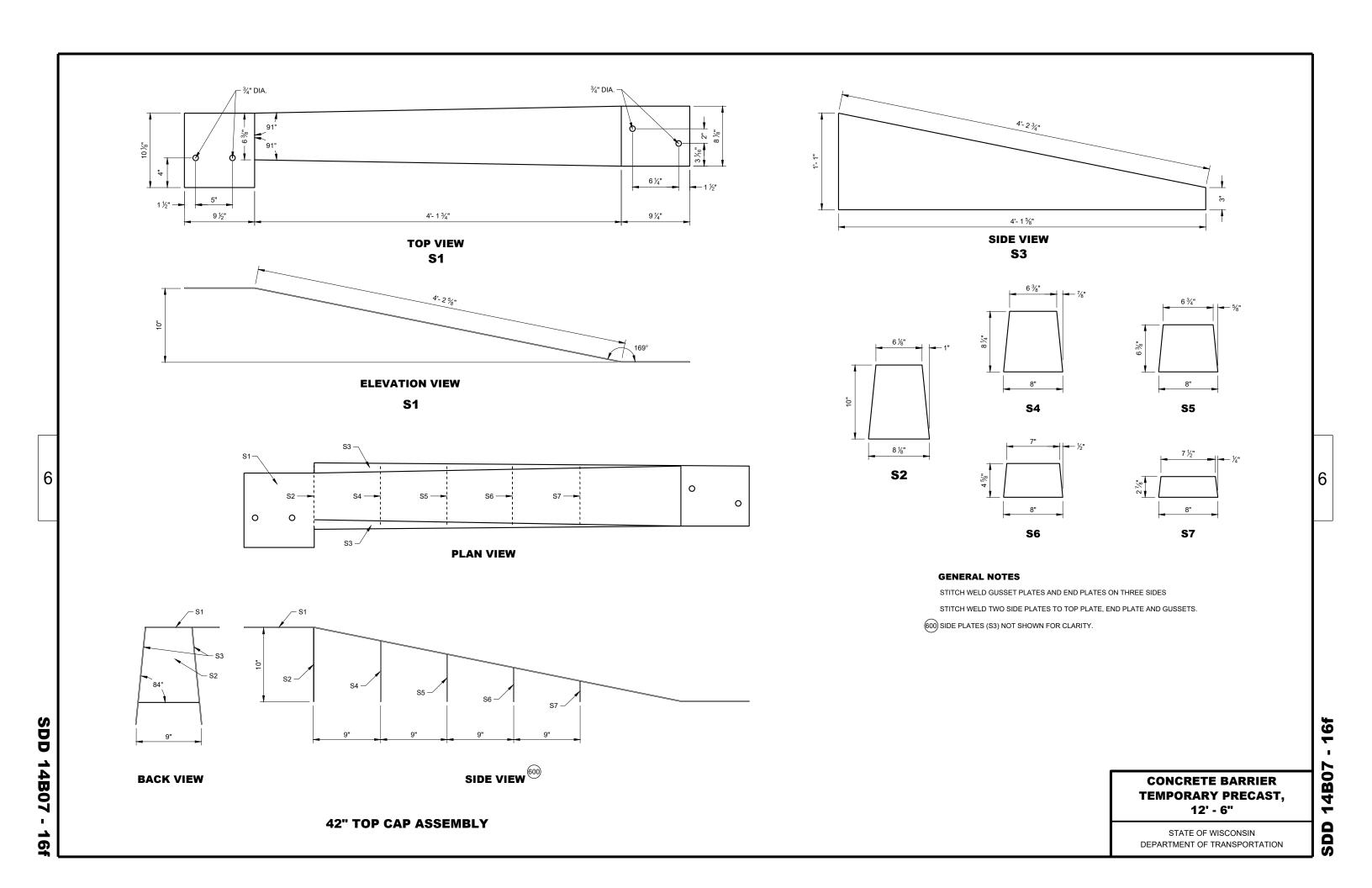
617 DETAIL PLAN VIEW

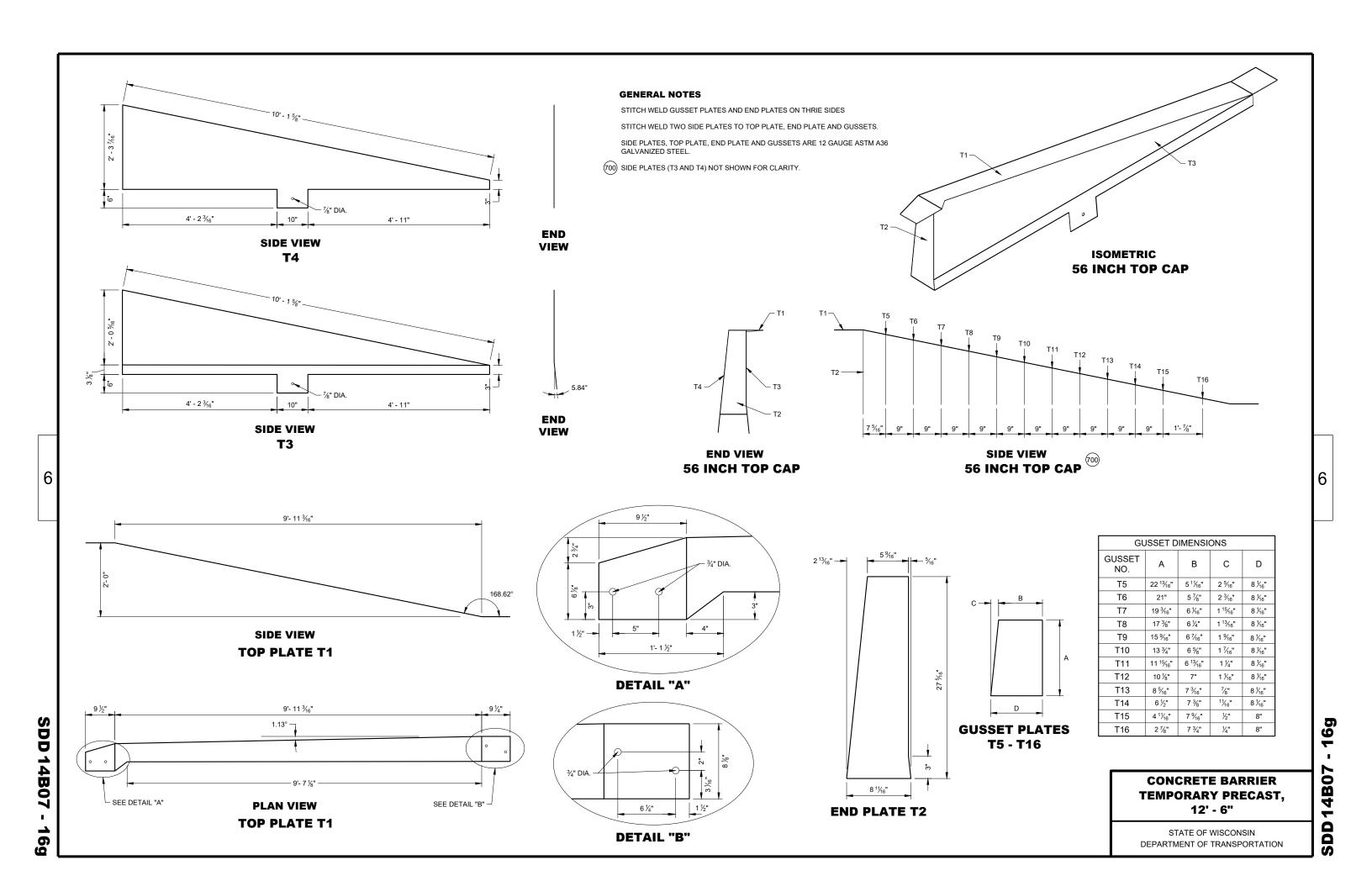
THRIE BEAM RAIL TERMINAL CONNECTOR ASSEMBLY

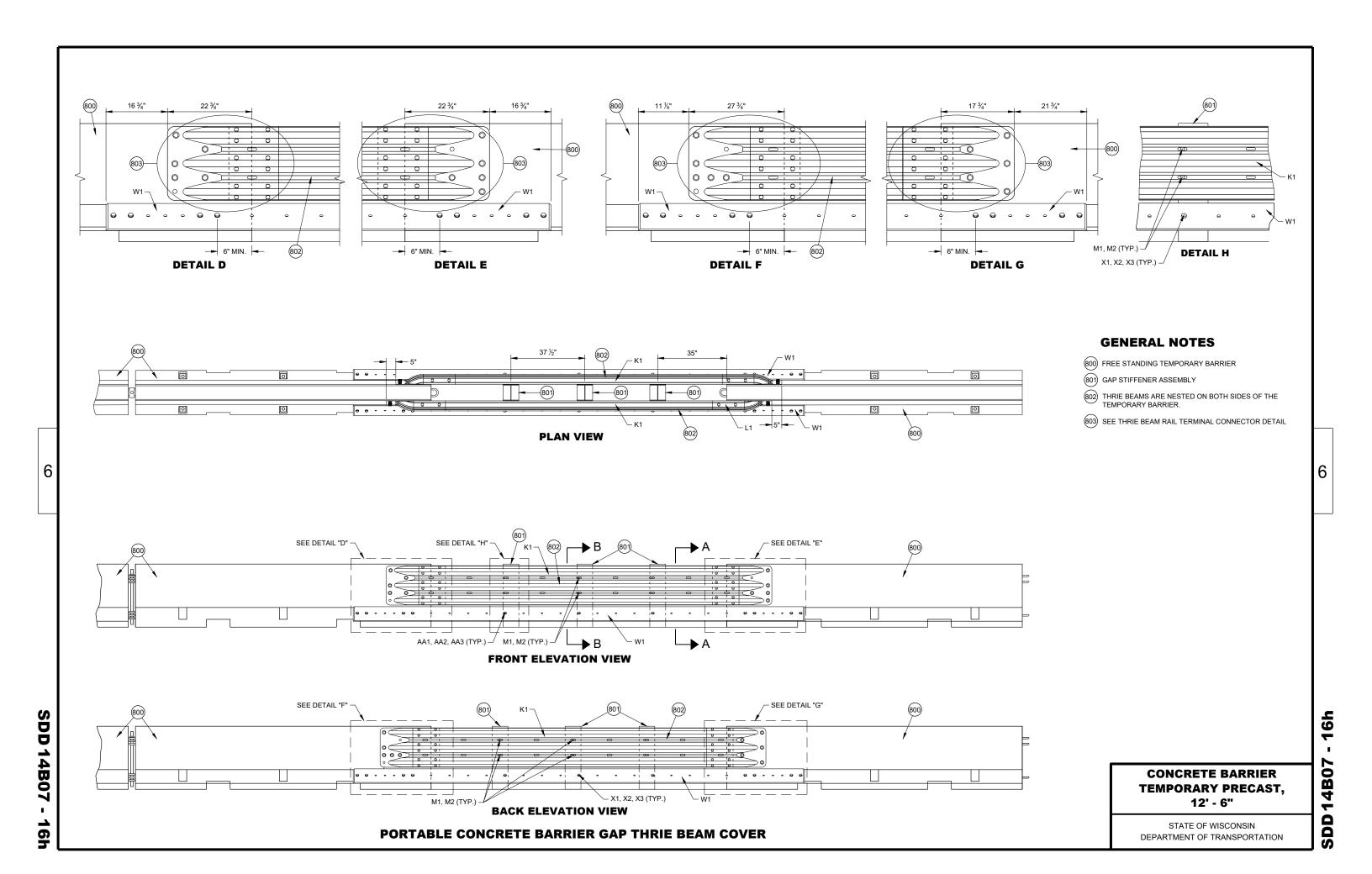
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STATE OF WISCONSIN

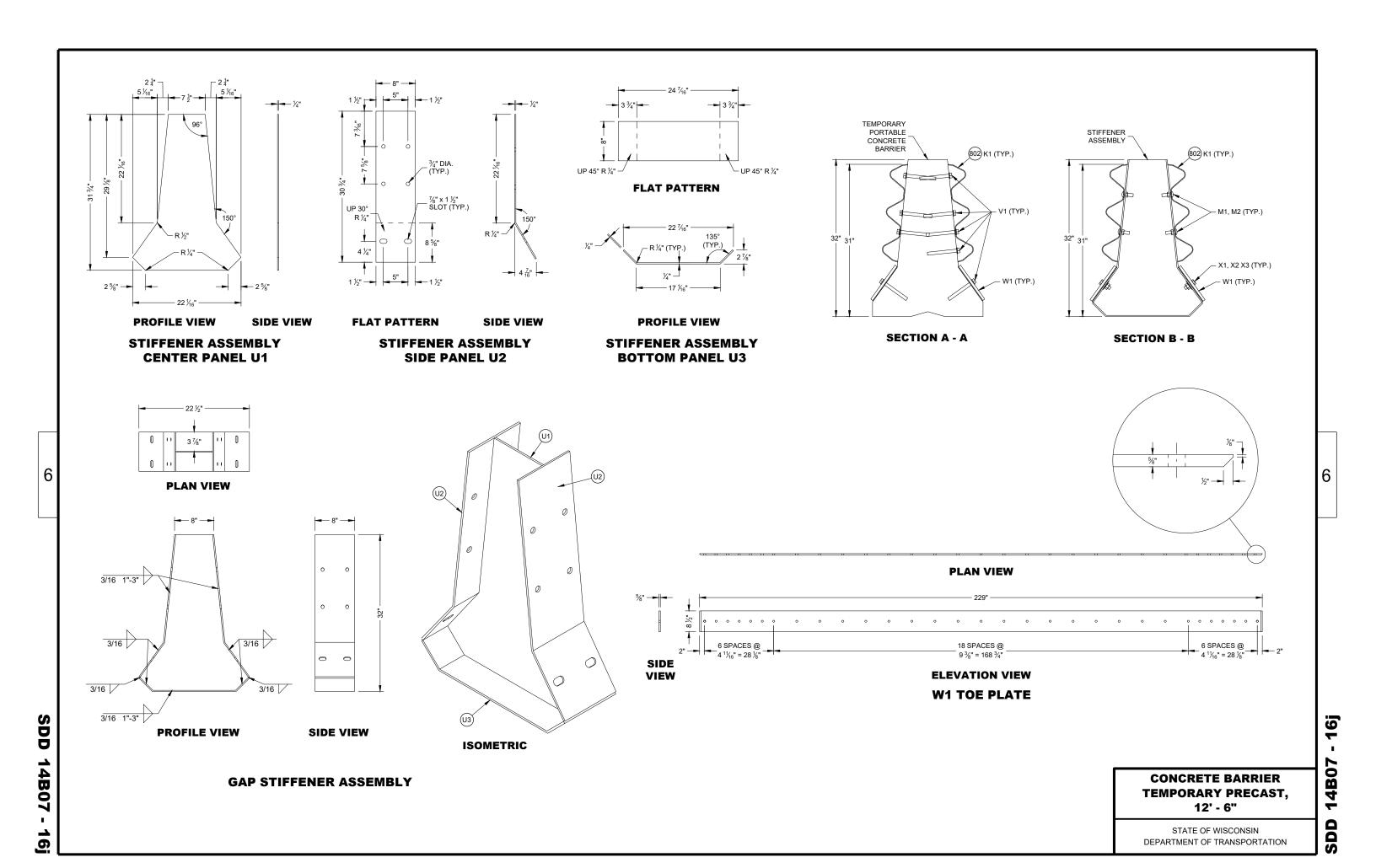
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ELEVATION VIEW

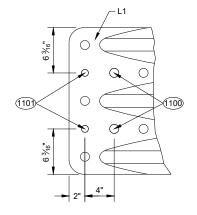
4 1/4"

4 1/4"

THRIE BEAM TERMINAL CONNECTOR

SDD 14B07

16k



ELEVATION VIEW

ADDITIONAL THRIE BEAM (102) **TERMINAL CONNECTOR HOLE DETAIL**

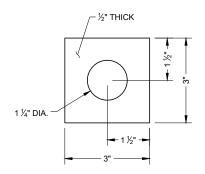
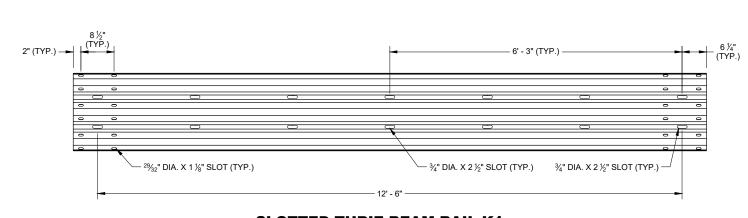
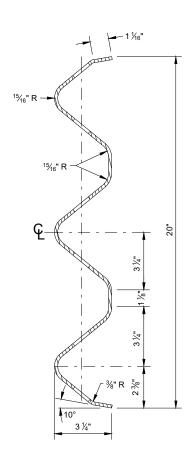


PLATE WASHER DETAIL G2, H3



SLOTTED THRIE BEAM RAIL K1



SECTION THROUGH BEAM K1

PROVIDE HOLES IN THRIE BEAM TERMINAL CONNECTOR TO LIMIT STEEL REINFORCEMENT OR LOOP BAR CONFLICT. CONTRACTOR MAY FIELD DRILL ADDITIONAL HOLE OR PROVIDE THRIE BEAM TERMINAL CONNECTOR WITH ADDITIONAL HOLES FROM SUPPLIER.

GENERAL NOTES

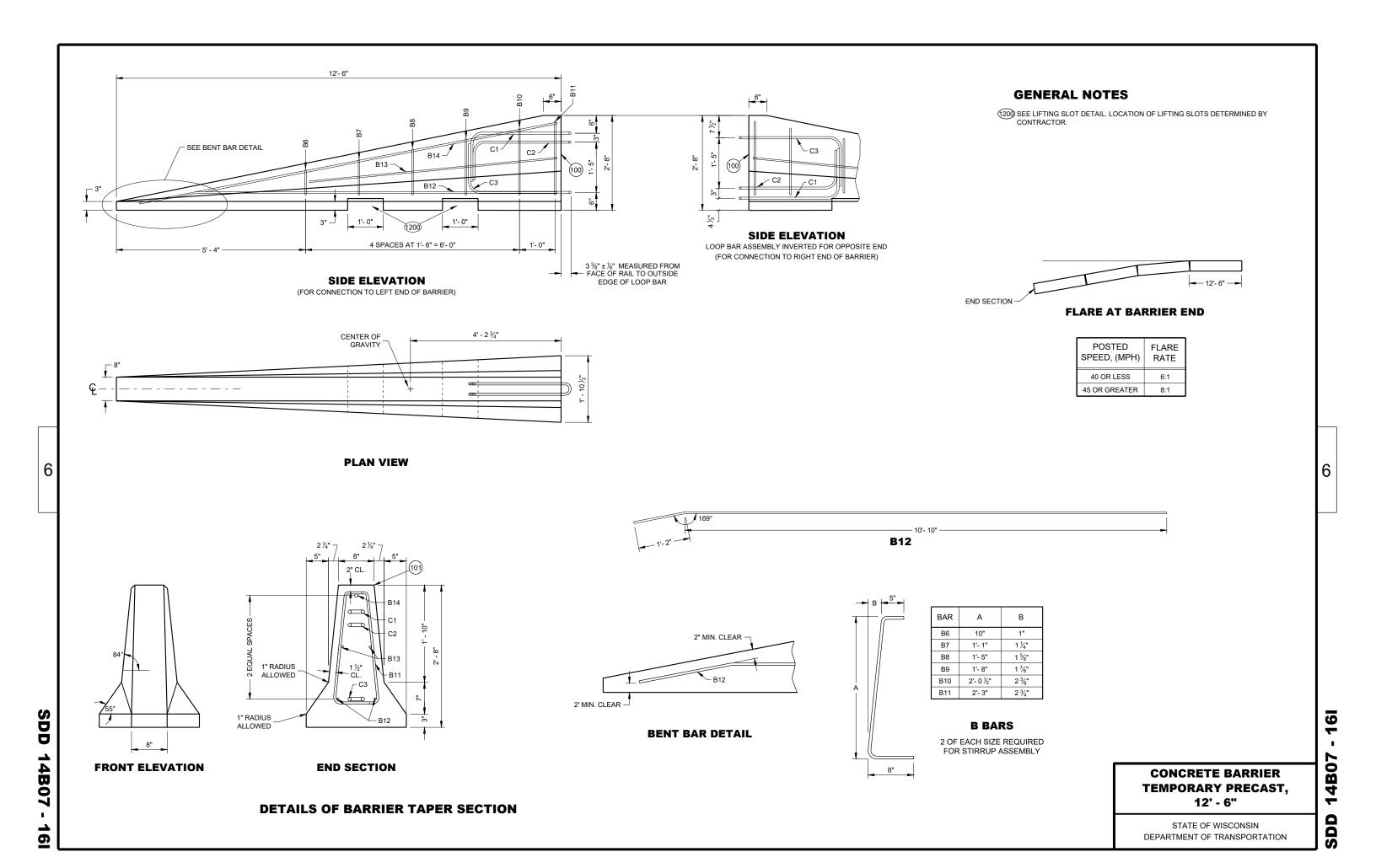
1100 1" DIA. HOLE 1101) 3/4" DIA. HOLE

SDD 14B07

STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION

12' - 6"

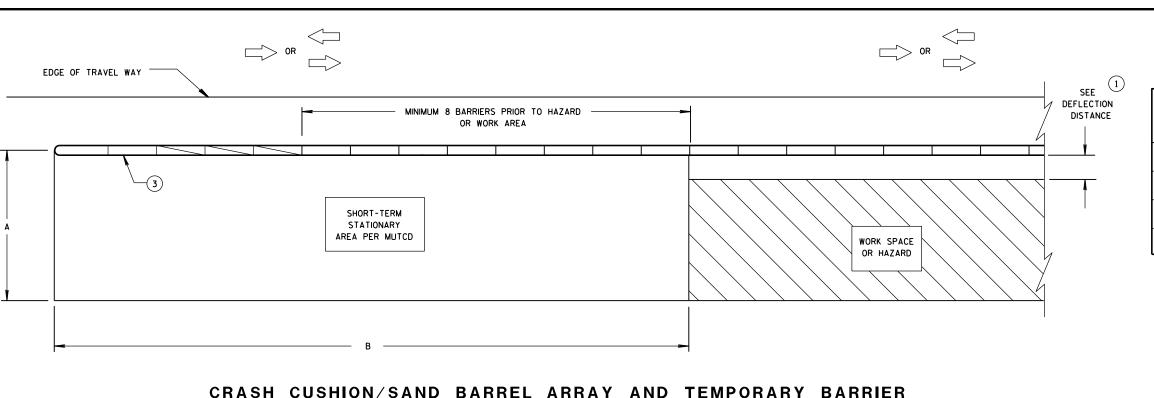
CONCRETE BARRIER TEMPORARY PRECAST,



PART	DESCRIPTION	DESCRIPTION MATERIALS SPECIFICATIONS	
M1	SPLICE BOLT	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 55 TYPE 2 / ASTM B695 CLASS 55 TYPE 2 UNC AASHTO M180 HEAD ASTM A307 GRADE B OR SAE J429 GRADE 2 OR ASTM F1554 GRADE 36	5%" DIA.
M2	SPLICE BOLT - NUT	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GALVANIZE TO AASHTO M298 CLASS 55 TYPE 2 / ASTM B695 CLASS 55 UNC OVER TAP NUTS AS SPECIFIED IN AASHTO 291 / ASTM A 563 AASHTO M180 RECESSED HEAVY HEX HEAD ASTM A563DH OR SAE J995 GRADE 5	
N1	THRIE BEAM RAIL TERMINAL - MECHANICAL ANCHOR	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GALVANIZE TO AASHTO M298 CLASS 55 TYPE 2 / ASTM B695 CLASS 55 UNC OVER TAP NUTS AS SPECIFIED IN AASHTO 291 / ASTM A 563 AASHTO M180 RECESSED HEAVY HEX HEAD ASTM A563DH OR SAE J995 GRADE 5	¾" DIA. LENGTH 6"
N2	THRIE BEAM RAIL TERMINAL - WASHER	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GALVANIZE TO AASHTO M298 CLASS 55 TYPE 2 / ASTM B695 CLASS 55 TYPE 2 F436 TYPE 1	
N3	THRIE BEAM RAIL TERMINAL MECHANICAL OR ADHESIVE ANCHOR	MINIMUM MECHANICAL OR ADHESIVE ANCHOR STRENGTH REQUIREMENTS: ULTIMATE TENSILE LOAD 17.9 KIPS AND ULTIMATE SHEAR LOAD 21.96 KIPS. SEE 603.2 AND 603.3.1.2 OF THE WISCONSIN STANDARD SPECIFICATIONS FOR MORE INFORMATION ON ADHESIVE ANCHORS.	
P1	THRIE BEAM RAIL CONNECTION 1-BOLT	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GALVANIZE TO AASHTO M298 CLASS 55 TYPE 2 / ASTM B695 CLASS 55 UNC OVER TAP NUTS AS SPECIFIED IN AASHTO 291 / ASTM A 563 AASHTO M180 RECESSED HEAVY HEX HEAD ASTM A563DH OR SAE J995 GRADE 5	¾" DIA.
P2	THRIE BEAM RAIL CONNECTION 1-WASHER	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 55 TYPE 2 / ASTM B695 CLASS 55 TYPE 2 F436 TYPE 1	
P3	THRIE BEAM RAIL CONNETION 1- MECHANICAL OR ADHESIVE ANCHOR	TION MINIMUM MECHANICAL OR ADHESIVE ANCHOR STRENGTH REQUIREMENTS: ULTIMATE TENSILE	
Q1	BLOCK WOOD	SEE STANDARD SPEC. 614	
R1	CAP - BOLT	CAP - BOLT HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GALVANIZE TO AASHTO M298 CLASS 55 TYPE 2 / ASTM B695 CLASS 55 UNC OVER TAP NUTS AS SPECIFIED IN AASHTO 291 / ASTM A 563 AASHTO M180 RECESSED HEAVY HEX HEAD ASTM A563DH OR SAE J995 GRADE 5	
R2	CAP- BOLT - WASHER	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 55 TYPE 2 / ASTM B695 CLASS 55 TYPE 2 F436 TYPE 1	
R3	CAP - BOLT - MECHANICAL ANCHOR	MINIMUM MECHANICAL OR ADHESIVE ANCHOR STRENGTH REQUIREMENTS ULTIMATE TENSILE LOAD 12.14 KIPS AND ULTIMATE SHEAR LOAD 17.5 KIPS.SEE 603.2 AND 603.3.1.2 OF THE WISCONSIN STANDARD SPECIFICATIONS FOR MORE INFORMATION ON ADHESIVE ANCHORS.	12 GAUGE
S1	CAP 42-INCH TOP PLATE AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI		12 GAUGE
S2	CAP 42-INCH END PLATE AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI		12 GAUGE
S3	CAP 42-INCH SIDE PLATE AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI		12 GAUGE
S4	CAP 42-INCH GUSSET 1 AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI		12 GAUGE
S5	CAP 42-INCH GUSSET 2 AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI		12 GAUGE
S6	CAP 42-INCH GUSSET 3	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI	
S7	CAP 42-INCH GUSSET 4 AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI		12 GAUGE

MIDWEST GUARDRAIL SYSTEM (MGS) TYPE 2 TERMINAL

STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION



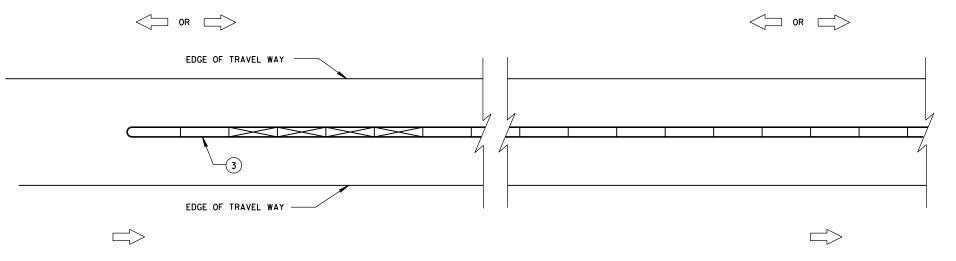
DIMENSION A TABLE (2)

		DIMENSION A	
FACILITY	POSTED SPEED MPH	MIN. FT	MAX. FT
FREEWAY/EXPRESSWAY	ALL	15	20
NON-FREEWAY/EXPRESSWAY	GREATER THAN OR EQUAL TO 45	10	15
NON-FREEWAY/EXPRESSWAY	LESS THAN 45	8	10
AADT LESS THAN 1,500	ALL	8	10

DIMENSION B TABLE (2)

POSTED SPEEDS	DIMENSION B
MPH	FT
20	115
25	155
30	200
35	250
40	305
45	360
50	425
55	495
60	570
65	645
-	

INSTALLATION FOR TRAFFIC ON ONE SIDE OF BARRIER



CRASH CUSHION/SAND BARREL ARRAY AND TEMPORARY BARRIER INSTALLATION FOR TRAFFIC ON BOTH SIDES OF BARRIER

GENERAL NOTES

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SEE STANDARD DETAIL DRAWING 14B7 FOR MORE INFORMATION.

DETAILS PROVIDE A GENERAL LAYOUT OF TEMPORARY CONCRETE BARRIER, CRASH CUSHIONS, SAND BARREL ARRAYS AND TIE DOWN TRANSITIONS. DETAILS PROVIDED MAY NOT FIT ALL POSSIBLE SITUATIONS OR SITE CONDITIONS. SEE OTHER SECTIONS OF THE CONTRACT OR PROJECT ENGINEER FOR MORE DETAILS.

ADDITIONAL TEMPORARY BARRIER MAY BE REQUIRED TO PROTECT TRAVELING PUBLIC FROM HAZARDS, CONTRACTOR'S OPERATIONS OR TO CONTROL TRAFFIC.

TEMPORARY BARRIER MAY BE REQUIRED TO BE ANCHORED TO PAVEMENT OR BRIDGE DECK.

FOR DETAILS ON CRASH CUSHION OR SAND BARREL ARRAYS SEE OTHER SECTIONS OF THE PLAN AND MANUFACTURE'S DETAILS.

SLOPES LEADING TO TEMPORARY BARRIER, CRASH CUSHION OR SAND BARREL ARRAY ARE 10:1 OR LESS.

- (1) FOR DEFLECTION INFORMATION SEE STANDARD DETAIL DRAWING 14B7.
- (2) VALUES PROVIDED MAY NOT FIT ALL POSSIBLE SITUATIONS OR SITE CONDITIONS. SEE OTHER SECTIONS OF THE CONTRACT OR PROJECT ENGINEER FOR MORE DETAILS.
- (3) ANCHOR TEMPORARY BARRIER ACCORDING TO CRASH CUSHION OR SAND BARREL MANUFACTURER'S RECOMMENDATIONS. IF MANUFACTURER'S RECOMMENDATIONS ARE NOT PROVIDED, ANCHOR 3 PINS ON TRAFFIC SIDE.

CRASH CUSHION/SAND BARREL ARRAY AND OTHER TEMPORARY BARRIER LAYOUT DETAILS

DEPARTMENT OF TRANSPORTATION

6

LEGEND

DIRECTION OF TRAVEL

CRASH CUSHION OR SAND BARREL ARRAY

SEE FREE STANDING TRANSITION TO TIED-DOWN SYSTEM DETAILS

SEE BI-DIRECTIONAL TRANSITION TO TIED-DOWN SYSTEM DETAILS

3 PINS PLACED ON TRAFFIC SIDE OF BARRIER

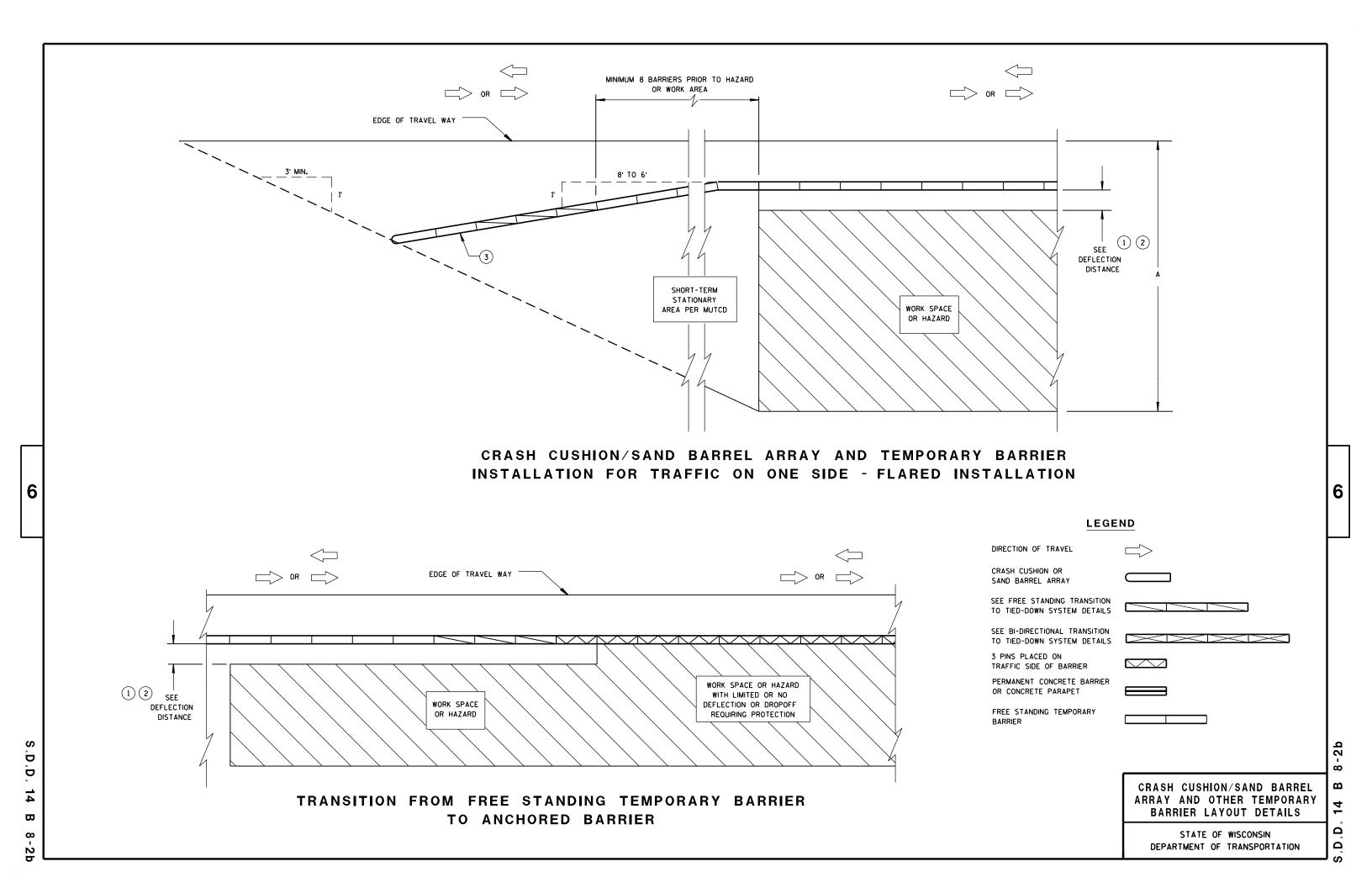
OR CONCRETE PARAPET

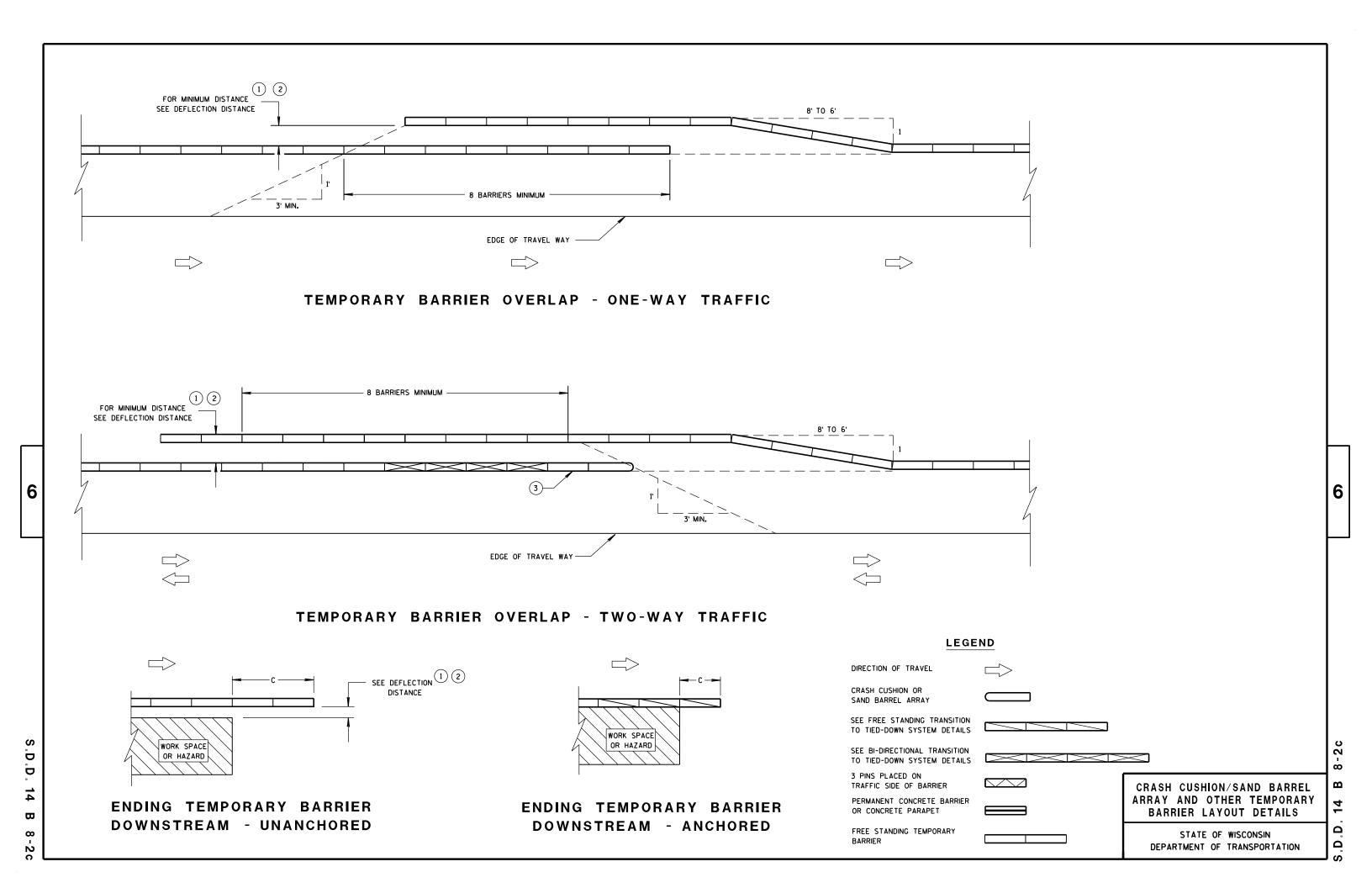
PERMANENT CONCRETE BARRIER

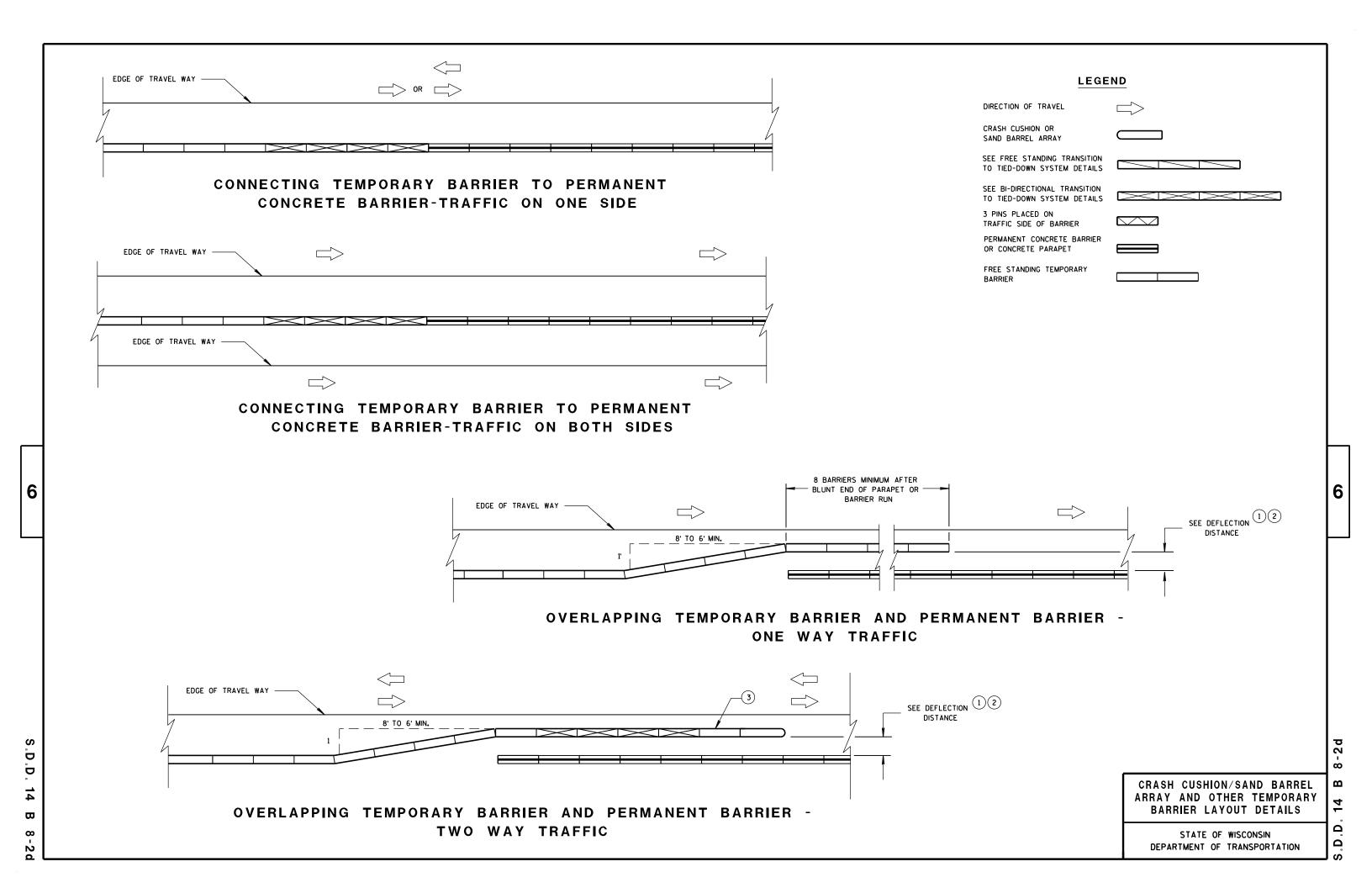
FREE STANDING TEMPORARY BARRIER

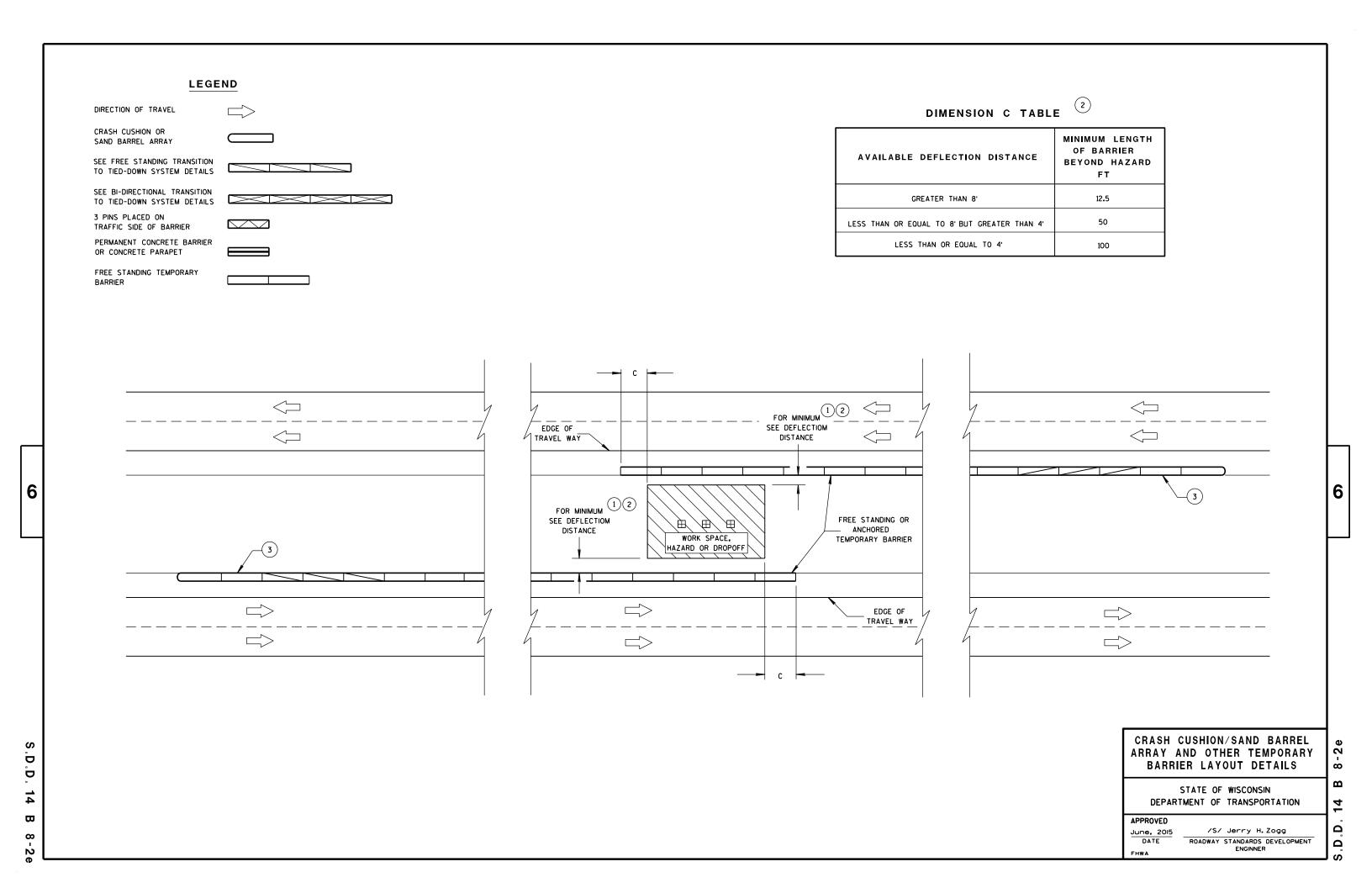
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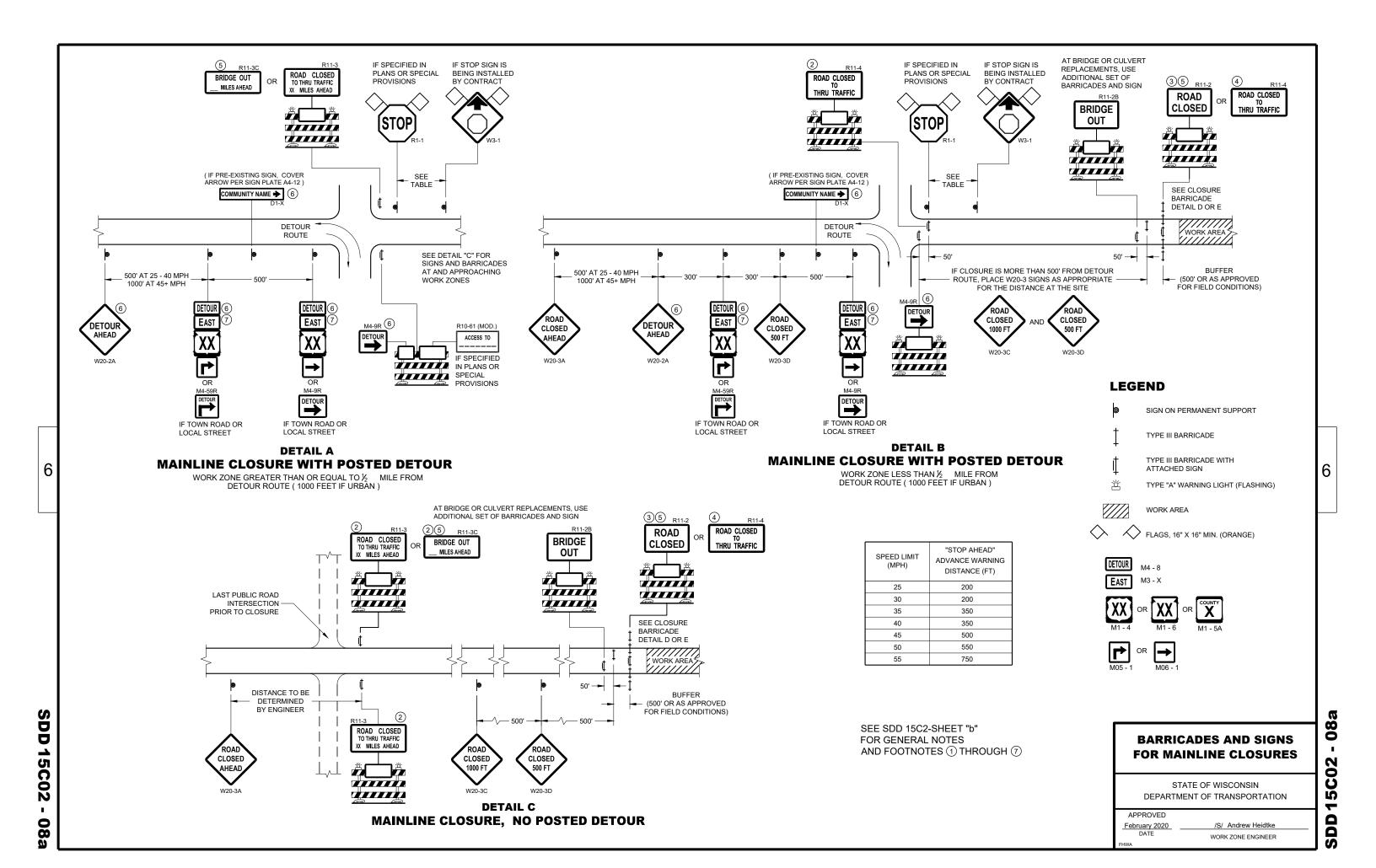
STATE OF WISCONSIN Ω

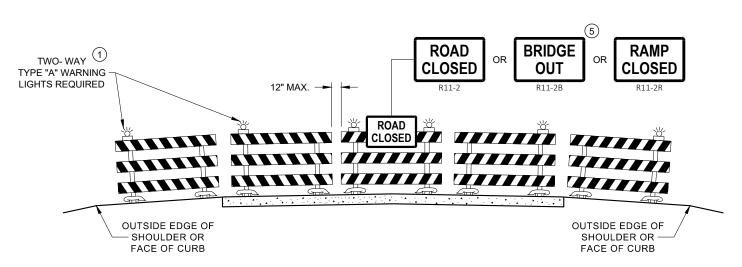




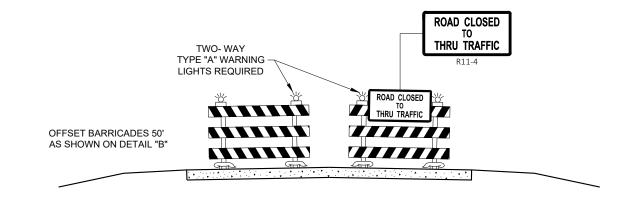








DETAIL D ROAD CLOSURE BARRICADE DETAIL APPROACH VIEW



DETAIL E LANE CLOSURE BARRICADE DETAIL APPROACH VIEW

SEE SDD 15C2 - SHEET "a" FOR LEGEND

GENERAL NOTES

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

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

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

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

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

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

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

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

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

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

R11 - 2 SHALL BE 48" X 30"

R11 - 3 SHALL, R11 - 4 AND R10 - 61 SHALL BE 60 " X 30"

M4 - 9 SHALL BE 30" X 24"

M3 - X SHALL BE 24" X 12" (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS)

M4 - 8 SHALL BE 24" X 12" (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS)

M1 - 4, M1 - 5A AND M1 - 6 SHALL BE 24" X 24" (36" X 36" IF NEEDED TO MATCH EXISTING SIGNS)

MO5 - 1 AND MO6 - 1 SHALL BE 21" X 21" (30" X 30" IF NEEDED TO MATCH EXISTING SIGNS) D1 - X SHALL BE AS SHOWN ON SPECIFIC PROJECT SIGNING DETAIL SHEETS.

R1 - 1 SHALL BE 36" X 36"

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

FOR VARIOUS CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

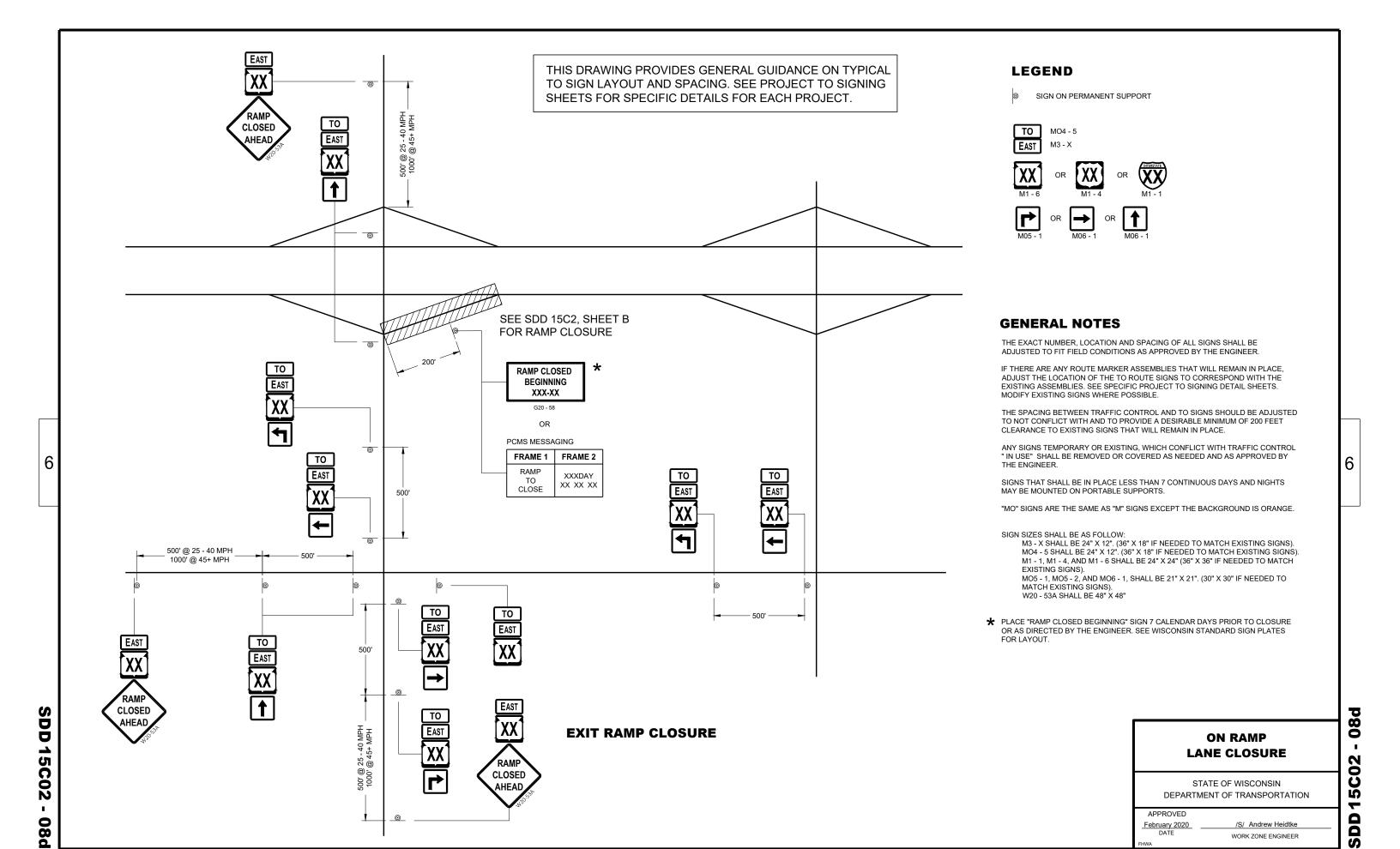
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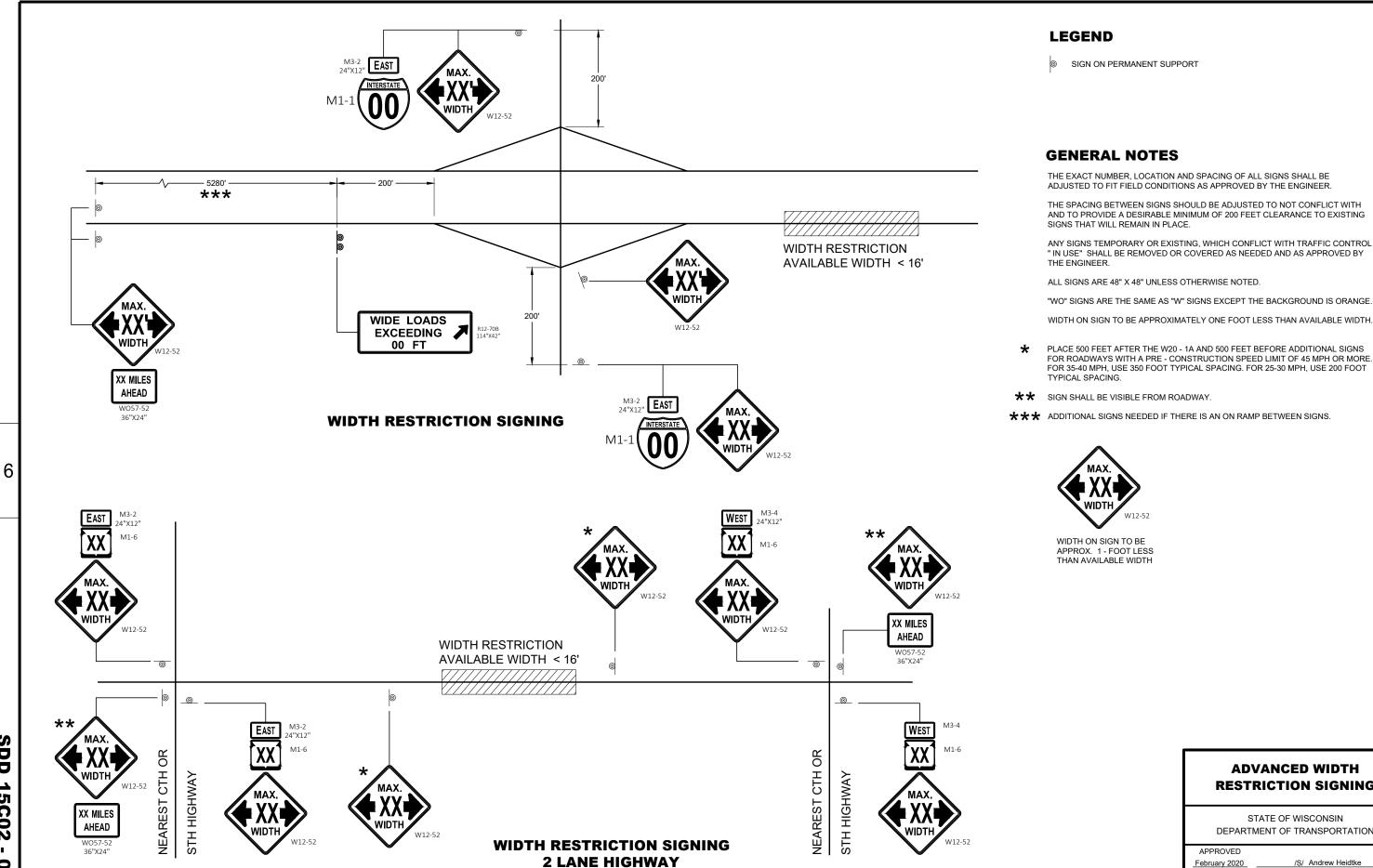
February 2020 /S/ Andrew Heidtke

DATE WORK ZONE ENGINEER

D15C02

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AND TO PROVIDE A DESIRABLE MINIMUM OF 200 FEET CLEARANCE TO EXISTING

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

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

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

*** ADDITIONAL SIGNS NEEDED IF THERE IS AN ON RAMP BETWEEN SIGNS.

ADVANCED WIDTH RESTRICTION SIGNING

08

2

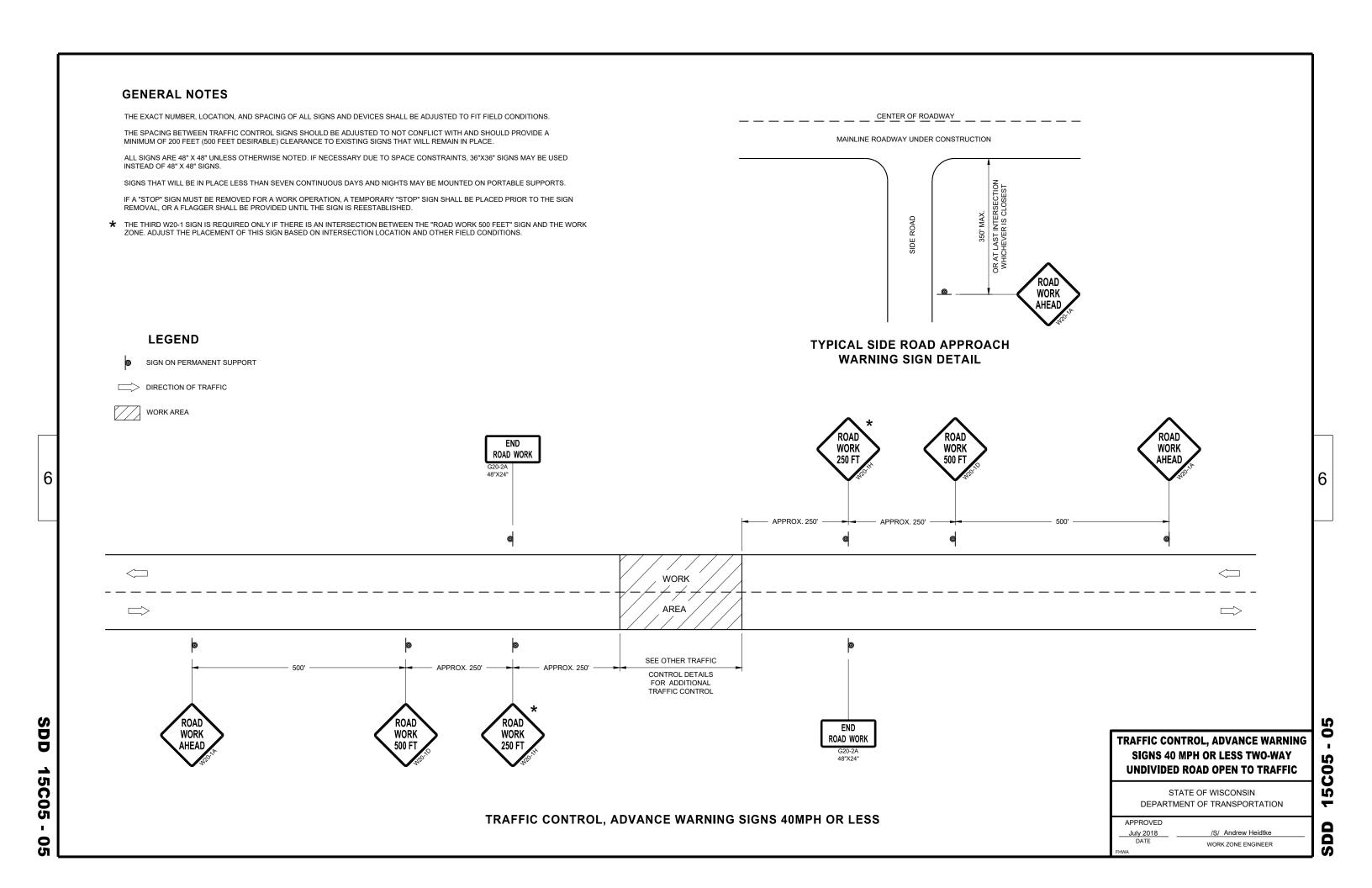
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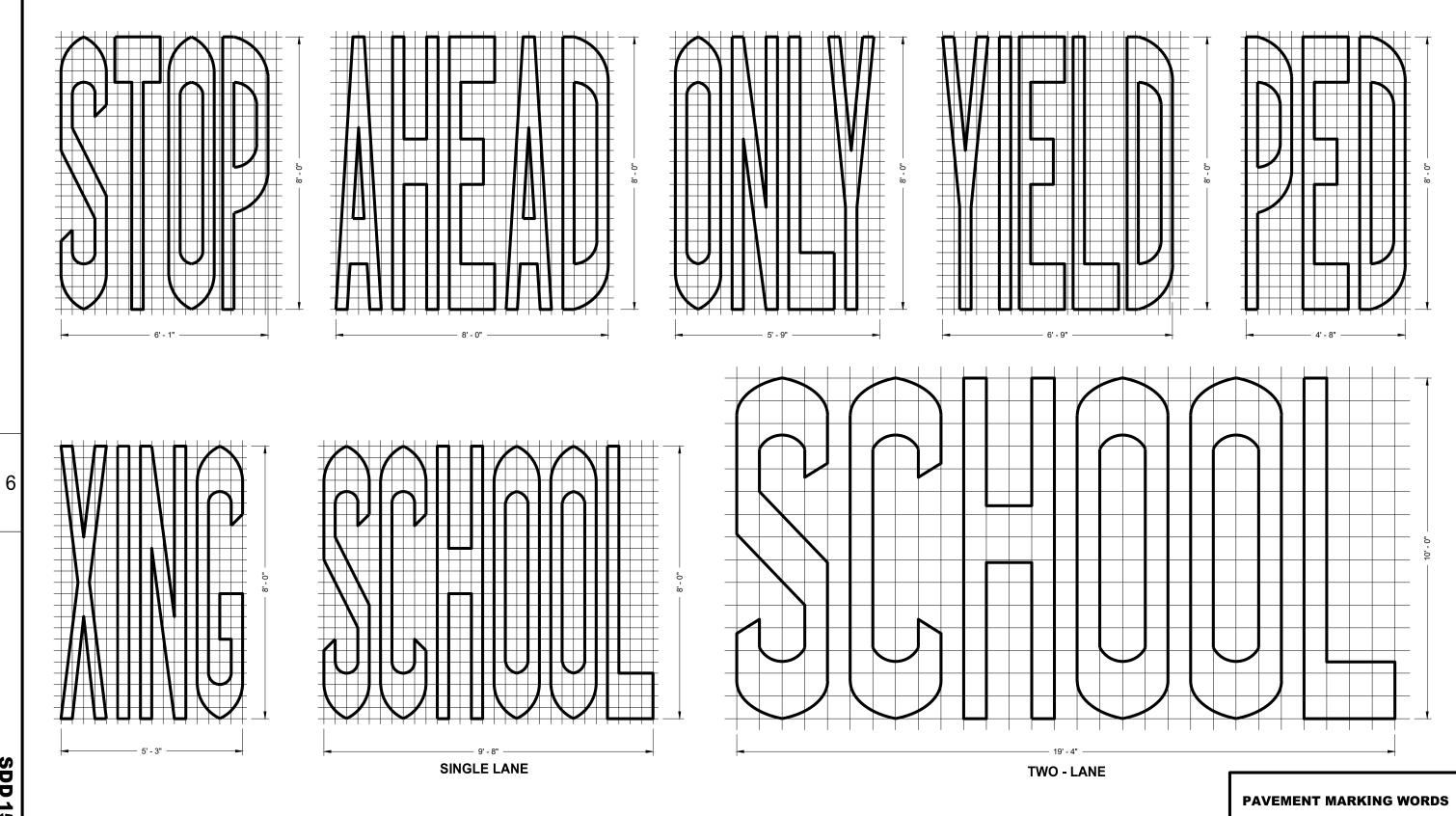
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION

APPROVED

February 2020 DATE /S/ Andrew Heidtke WORK ZONE ENGINEER

SDD 15C02 08f





SDD 15C07 - 15b

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.

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

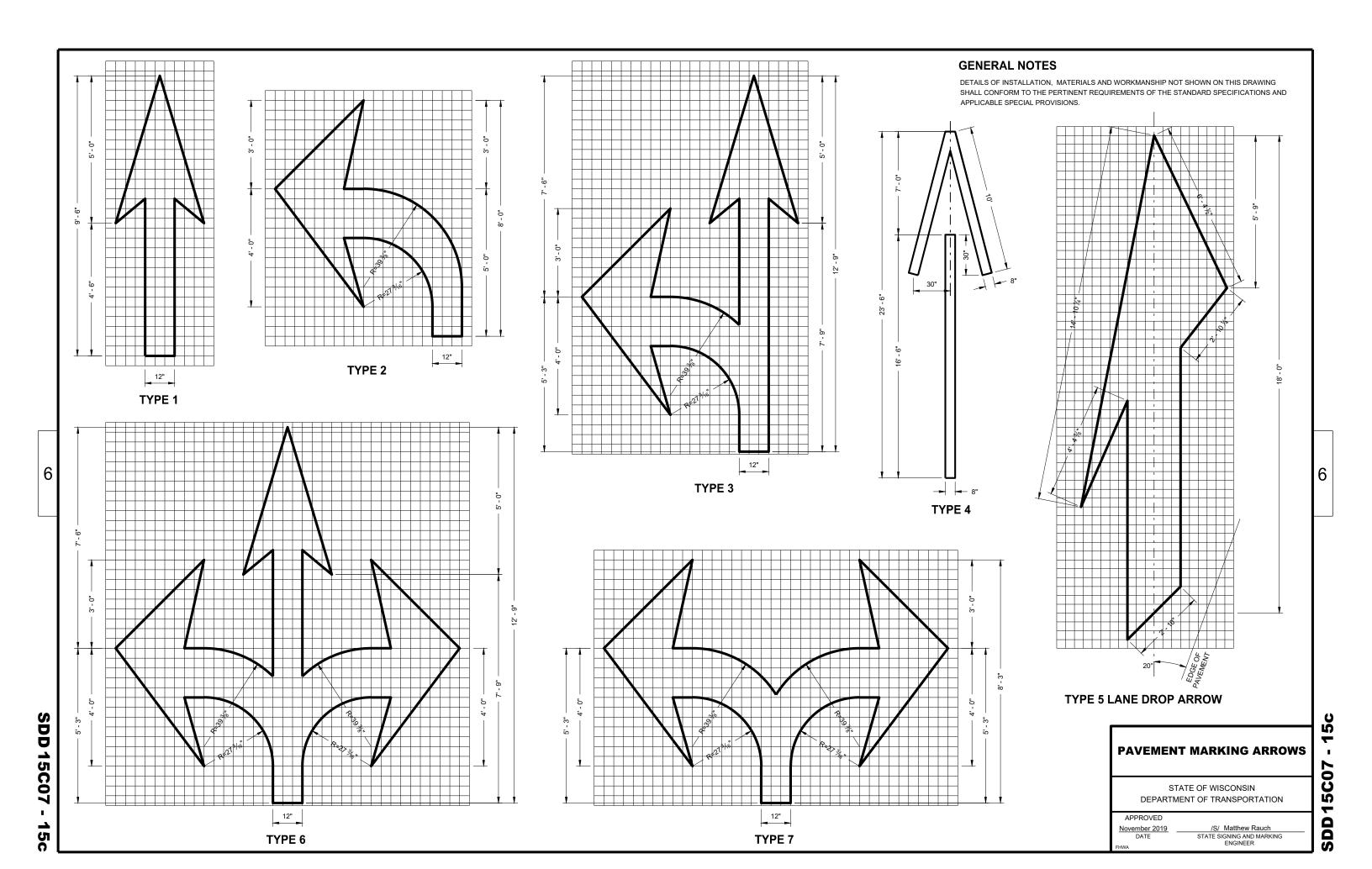
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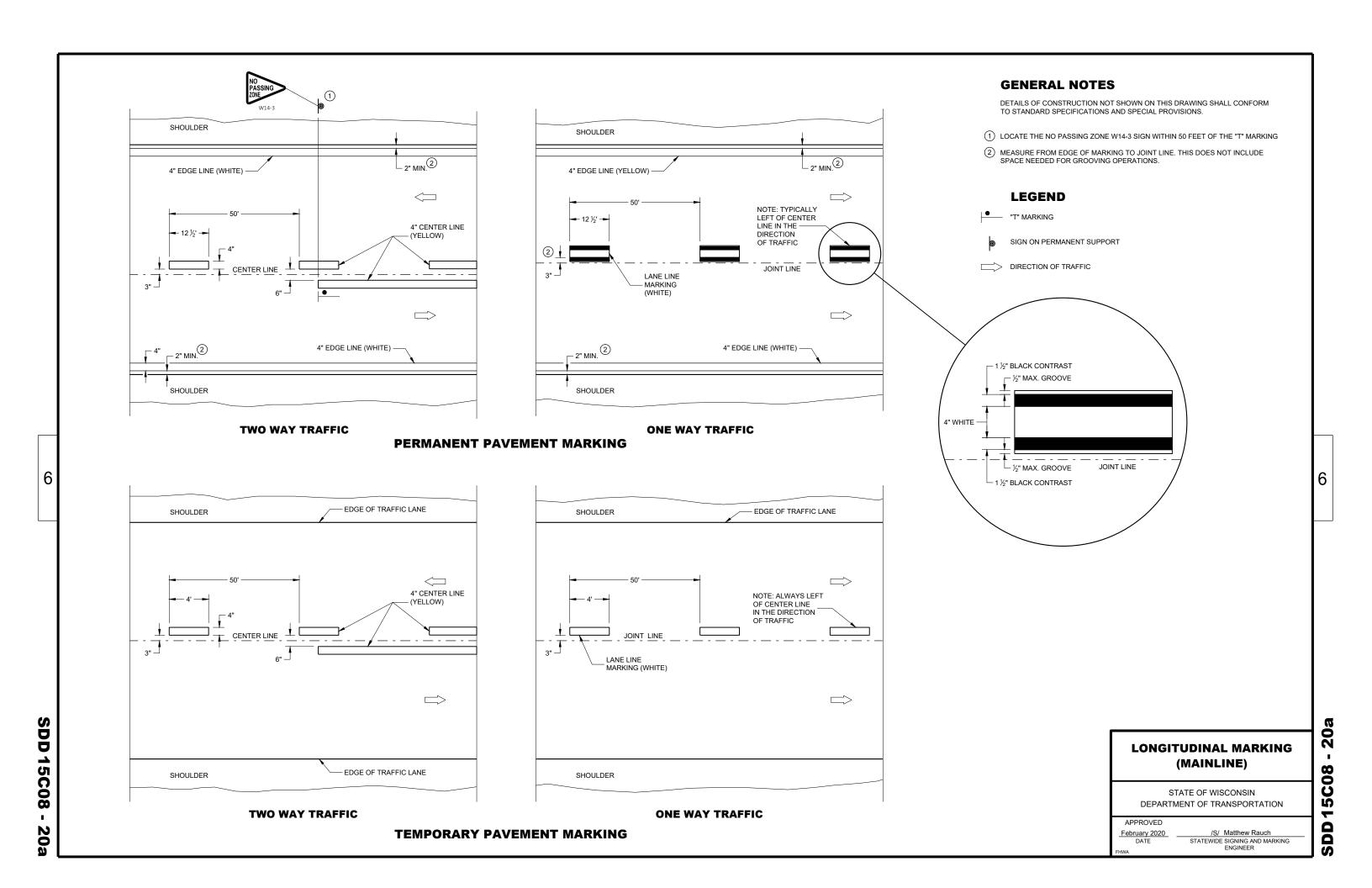
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SDD15C07

APPROVED

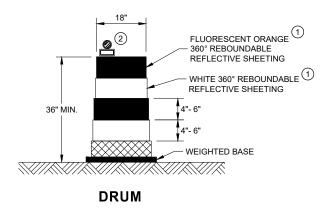
November 2019 /S/ Matthew Rauch
DATE STATE SIGNING AND MARKING
ENGINEER

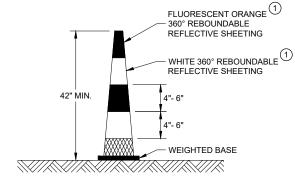




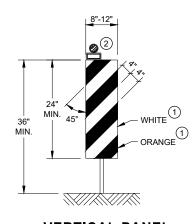
GENERAL NOTES

- (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.

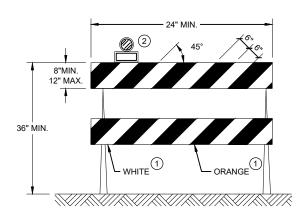




42" CONE DO NOT USE IN TAPERS ½ SPACING OF DRUMS

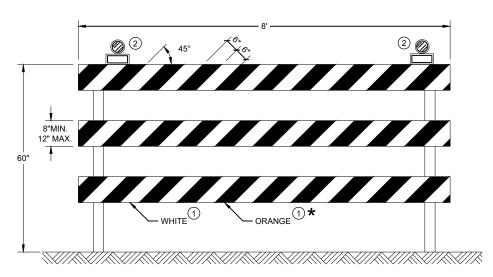


VERTICAL PANEL THE STRIPES SHALL SLOPE DOWNWARD TO THE TRAFFIC SIDE FOR CHANNELIZATION.



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

<u>60</u>

15C

STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION

APPROVED	
	(D) A 1 11 111
May 2021	/S/ Andrew Heidtke
DATE	WORK ZONE ENGINEER
	WORK ZONE ENGINEER
Final	WORK ZONE ENGINEER

GENERAL NOTES

0a

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

THE SPACING BETWEEN SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A MINIMUM OF 200 FEET (500 FEET DESIRABLE) CLEARANCE TO EXISTING SIGNS.

THIS LANE CLOSURE IS TYPICAL FOR CLOSING RIGHT LANE - REVERSE FOR CLOSING LEFT LANE.

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

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

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

FOR A LANE CLOSURE THAT IS IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS, THE ADVANCED WARNING SIGNS MAY BE MOUNTED ON PORTABLE SUPPORTS.

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

IF THE HORIZONTAL ALIGNMENT IS SUCH THAT A CURVE MAY REQUIRE ADDITIONAL DELINEATION, THE DEVICE SPACING MAY BE DECREASED TO 50 FEET.

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

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

NEAR AN INTERCHANGE EXIT OR ENTRANCE RAMP OR INTERSECTION. THE LANE CLOSURE MUST TAKE PLACE FAR ENOUGH IN ADVANCE OF AN EXIT OR ENTRANCE RAMP TO STILL ALLOW FOR ADEQUATE BUFFER SPACE. THE MINIMUM LENGTH OF THE BUFFER SPACE BEFORE AN EXIT RAMP SHOULD BE ONE HALF THE LENGTH OF THE TRANSITION AREA. THE ENTRANCE RAMP SHOULD BE FOLLOWED BY THE ORIGINAL BUFFER SPACE LENGTH OF 800 FEET DESIRABLE PRIOR TO ANOTHER TRAFFIC CONTROL CHANGE SUCH AS A CROSSOVER MANEUVER.

CONSIDER ROADWAY GEOMETRICS WHEN LOCATING SIGNS AND ARROW BOARD SO THE DRIVER HAS A CLEAR VIEW OF THE ARROW BOARD AND LANE CLOSURE DRUMS.

LEGEND

SIGN ON PERMANENT SUPPORT

TRAFFIC CONTROL DRUM

TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT

February 2022 DATE /S/ Andrew Heidtke

WORK ZONE ENGINEER

TYPE III BARRICADE WITH ATTACHED SIGN

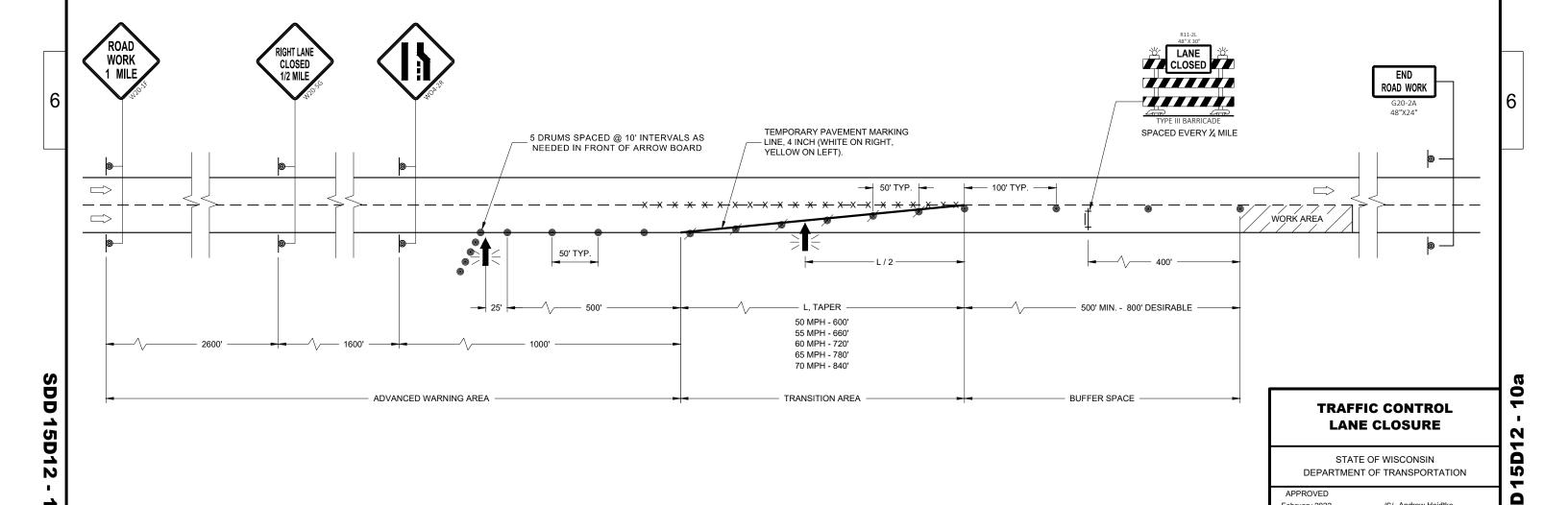
TYPE "A" WARNING LIGHT (FLASHING)

-X-X-X- REMOVING PAVEMENT MARKINGS

DIRECTION OF TRAFFIC

WORK AREA

FLASHING ARROW BOARD



LEGEND GENERAL NOTES THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED FOR A LANE CLOSURE THAT IS IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS. THE ADVANCED SIGN ON PERMANENT SUPPORT TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER. WARNING SIGNS MAY BE MOUNTED ON PORTABLE SUPPORTS. THE SPACING BETWEEN SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A REMOVE PAVEMENT MARKINGS AND PLACE TEMPORARY PAVEMENT MARKING LINE IF LANE CLOSURE IS TO BE TRAFFIC CONTROL DRUM MINIMUM OF 200 FEET (500 FEET DESIRABLE) CLEARANCE TO EXISTING SIGNS. IN PLACE 4 OR MORE CONTINUOUS DAYS AND NIGHTS. THIS LANE CLOSURE IS TYPICAL FOR CLOSING RIGHT LANE - REVERSE FOR CLOSING LEFT LANE. WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION. TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT ALL SIGNS ARE 48" x 48" UNLESS OTHERWISE NOTED. IF THE HORIZONTAL ALIGNMENT IS SUCH THAT A CURVE MAY REQUIRE ADDITIONAL DELINEATION, THE DEVICE SPACING MAY BE DECREASED TO 50 FEET. TYPE III BARRICADE WITH ATTACHED SIGN "WO" SIGNS ARE THE SAME AS "W" SIGNS EXCEPT THE BACKGROUND IS ORANGE. ADJUSTMENTS IN BUFFER SPACE NEED TO BE INCORPORATED WHEN THE LANE CLOSURE OCCURS ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL NEAR AN INTERCHANGE EXIT OR ENTRANCE RAMP OR INTERSECTION. THE LANE CLOSURE MUST TAKE TYPE "A" WARNING LIGHT (FLASHING) PLACE FAR ENOUGH IN ADVANCE OF AN EXIT OR ENTRANCE RAMP TO STILL ALLOW FOR ADEQUATE BE REMOVED OR COVERED AS NEEDED OR AS APPROVED BY THE ENGINEER. BUFFER SPACE. THE MINIMUM LENGTH OF THE BUFFER SPACE BEFORE AN EXIT RAMP SHOULD BE CONSIDER ROADWAY GEOMETRICS WHEN LOCATING SIGNS AND ARROW BOARD SO THE DRIVER HAS ONE HALF THE LENGTH OF THE TRANSITION AREA. THE ENTRANCE RAMP SHOULD BE FOLLOWED BY -X-X-X REMOVING PAVEMENT MARKINGS A CLEAR VIEW OF THE ARROW BOARD AND LANE CLOSURE DRUMS. THE ORIGINAL BUFFER SPACE LENGTH OF 800 FEET DESIRABLE PRIOR TO ANOTHER TRAFFIC CONTROL CHANGE SUCH AS A CROSSOVER MANEUVER. DIRECTION OF TRAFFIC (1) A SPEED LIMIT SIGN SHALL BE LOCATED 1500 FEET BEYOND THE END OF THE ACCELERATION LANE OF EACH ENTRANCE RAMP. PLACE A SPEED LIMIT SIGN A MINIMUM OF EVERY 3 MILES. INCLUDE A RESUME SPEED LIMIT SIGN 200 FEET MINIMUM (500 FEET DESIRABLE) BEYOND THE "END OF ROADWORK" SIGN. WORK AREA FLASHING ARROW BOARD SPEED LIMIT 60 OR SPEED LIMIT 55 CLOSED CLOSED 7 1/2 MILE END ROAD WORK 48"X24" SPACED EVERY 1/4 MILE TEMPORARY PAVEMENT MARKING LINE, 4 INCH (WHITE ON RIGHT, YELLOW ON LEFT). 5 DRUMS SPACED @ 10' INTERVALS AS NEEDED IN FRONT OF ARROW BOARD , WORK AREA — 400' L, TAPER 500' MIN. - 800' DESIRABLE 55 MPH - 660' 60 MPH - 720' ADVANCED WARNING AREA TRANSITION AREA **BUFFER SPACE** TRAFFIC CONTROL,

LANE CLOSURE, **SPEED REDUCTION**

STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION

February 2022 DATE

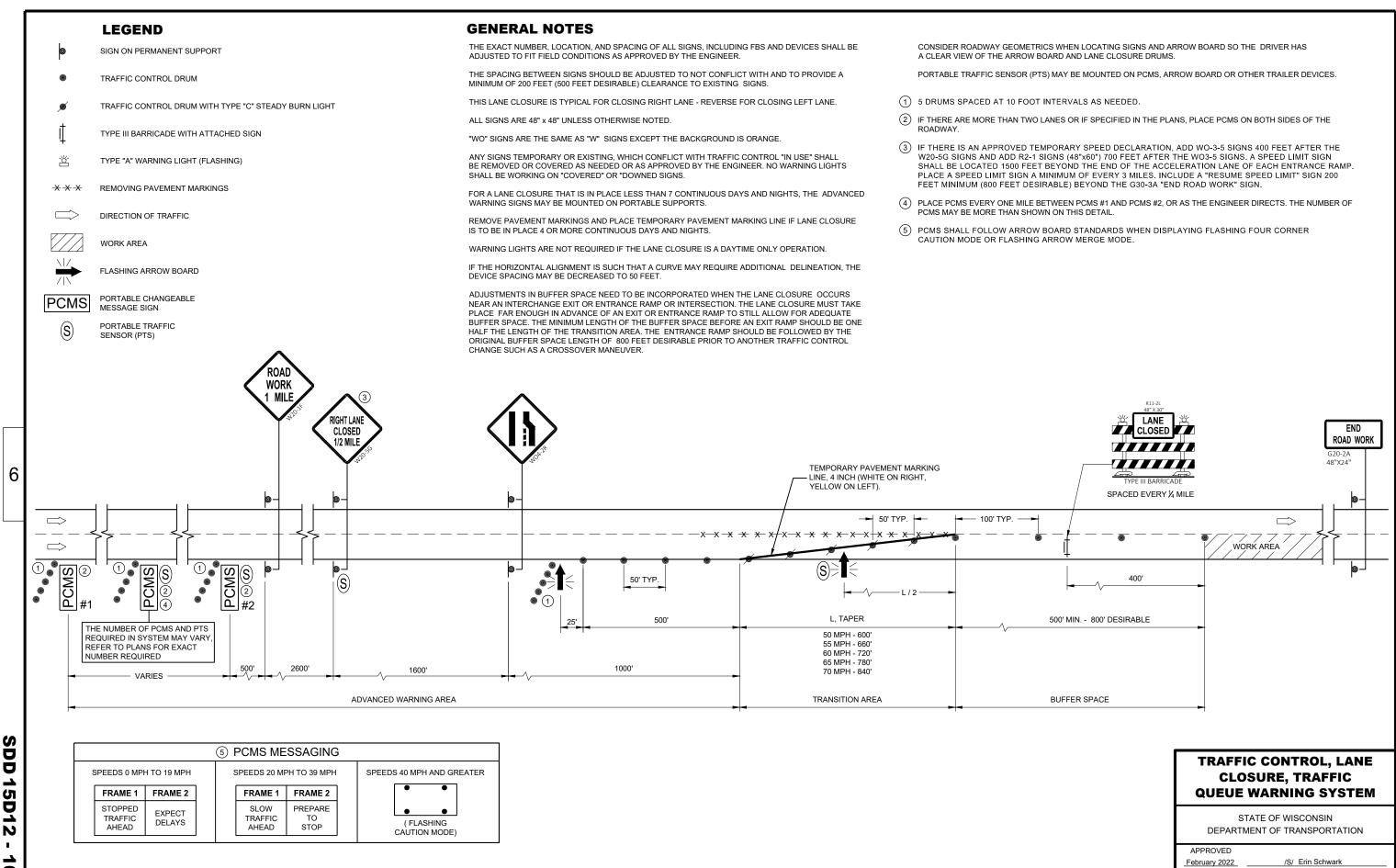
/S/ Andrew Heidtke WORK ZONE ENGINEER 2

<u>1</u>

SDD 15D 72

6

APPROVED



0

SDD 15D12 - 10e

WORK ZONE ENGINEER

(PLACE 500' IN

ADVANCE OF GORE)

(OPTIONAL)

(PLACE 1000' IN

ADVANCE OF GORE

LANE CLOSED

0

S

S

STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION

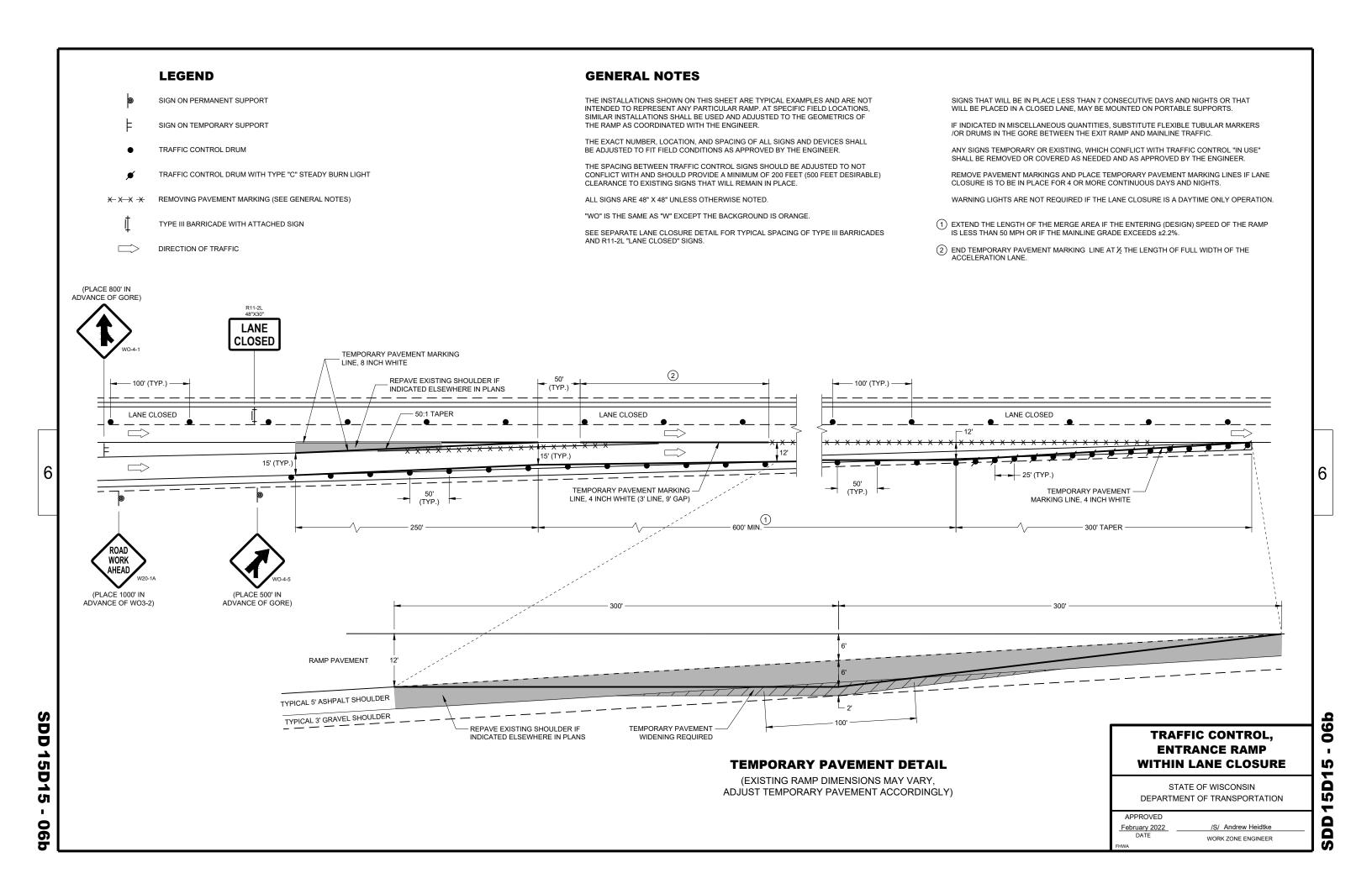
APPROVED

/S/ Andrew Heidtke WORK ZONE ENGINEER

SDD 15D15 0

February 2022 DATE

100' (TYP.)



ADVANCE OF WO3-2)

GENERAL NOTES

THE INSTALLATIONS SHOWN ON THIS SHEET ARE TYPICAL EXAMPLES AND ARE NOT INTENDED TO REPRESENT ANY PARTICULAR RAMP. AT SPECIFIC FIELD LOCATIONS, SIMILAR INSTALLATIONS SHALL BE USED AND ADJUSTED TO THE GEOMETRICS OF THE RAMP AS COORDINATED WITH THE ENGINEER.

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

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

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

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

SEE SEPARATE LANE CLOSURE DETAIL FOR TYPICAL SPACING OF TYPE III BARRICADES AND R11-2L "LANE CLOSED" SIGNS.

YIELD SIGN AND WARNING SIGNS ON ENTRANCE RAMP ARE ALSO APPROPRIATE FOR CLOSURE OF THE MAINLINE LEFT LANE. OMIT THE YIELD SIGN IF MORE THAN ONE LANE REMAINS OPEN ON THE MAINLINE AND THE RAMP TAPER IS AT LEAST AS LONG AS THE NORMAL ENTRANCE RAMP TAPER AT THE SITE.

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONSECUTIVE DAYS AND NIGHTS OR THAT WILL BE PLACED IN A CLOSED LANE, MAY BE MOUNTED ON PORTABLE SUPPORTS. USE SUPPORTS THAT PROVIDE A MINIMUM OF 5 FEET FROM THE BOTTOM OF THE SIGN TO THE PAVEMENT.

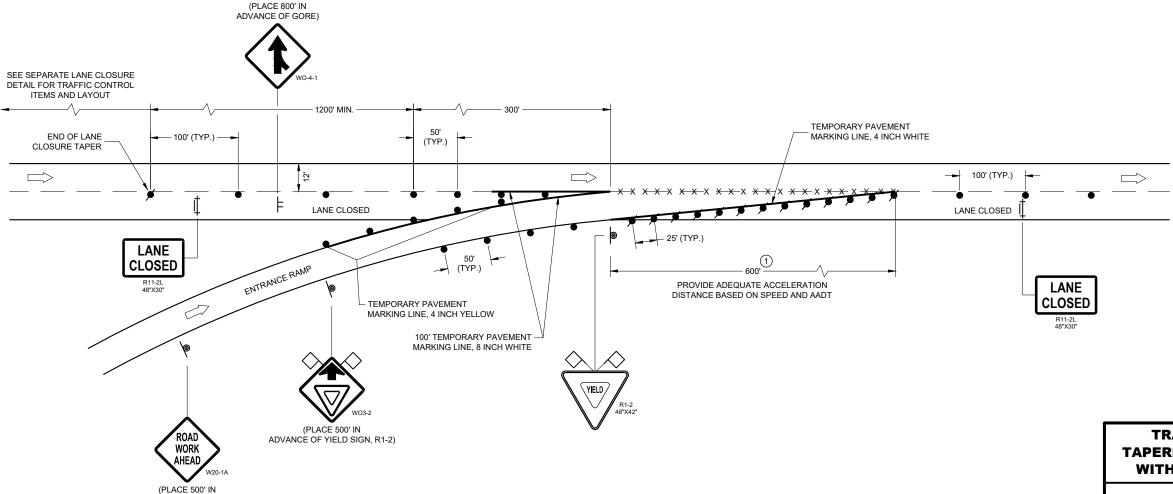
IF INDICATED IN MISCELLANEOUS QUANTITIES, SUBSTITUTE FLEXIBLE TUBULAR MARKERS FOR DRUMS IN THE GORE BETWEEN THE ENTRANCE RAMP AND MAINLINE TRAFFIC.

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

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

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

(1) CONSULT WITH REGIONAL WORK ZONE ENGINEER IF NEED TO REDUCE LENGTH EXISTS.



STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2022
DATE

/S/ Andrew Heidtke WORK ZONE ENGINEER

5DD 15D15 - 06d

SDD 15D15 - 06

GENERAL NOTES

THE INSTALLATIONS SHOWN ON THIS SHEET ARE TYPICAL EXAMPLES AND ARE NOT INTENDED TO REPRESENT ANY PARTICULAR RAMP. AT SPECIFIC FIELD LOCATIONS, SIMILAR INSTALLATIONS SHALL BE USED AND ADJUSTED TO THE GEOMETRICS OF THE RAMP AS COORDINATED WITH THE ENGINEER.

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

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

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

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

SEE SEPARATE LANE CLOSURE DETAIL FOR TYPICAL SPACING OF TYPE III BARRICADES AND R11-2L "LANE CLOSED" SIGNS.

YIELD SIGN AND WARNING SIGNS ON ENTRANCE RAMP ARE ALSO APPROPRIATE FOR CLOSURE OF THE MAINLINE LEFT LANE. OMIT THE YIELD SIGN IF MORE THAN ONE LANE REMAINS OPEN ON THE MAINLINE AND THE RAMP TAPER IS AT LEAST AS LONG AS THE NORMAL ENTRANCE RAMP TAPER AT THE SITE.

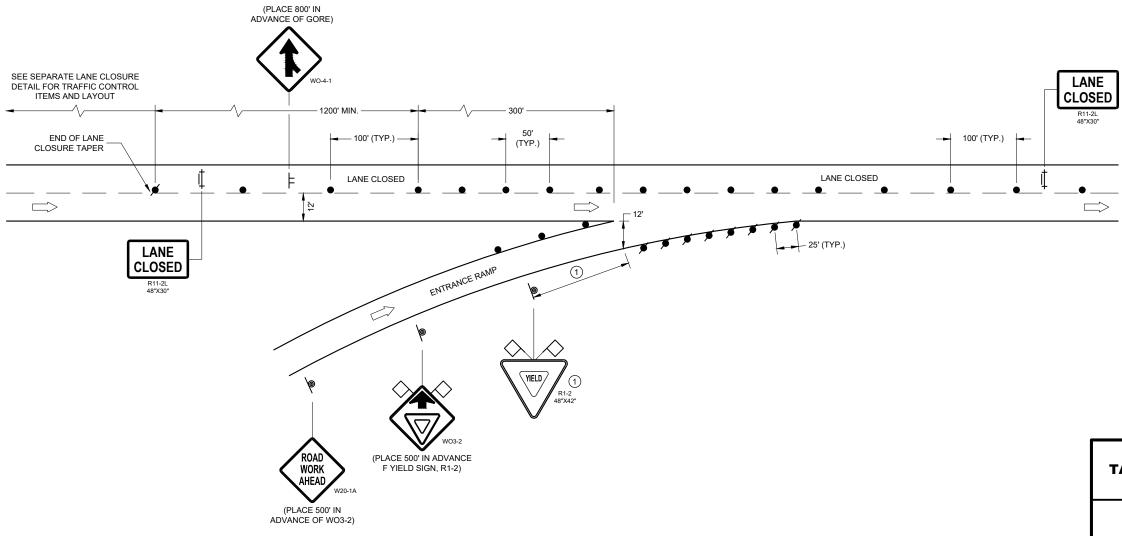
SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONSECUTIVE DAYS AND NIGHTS OR THAT WILL BE PLACED IN A CLOSED LANE, MAY BE MOUNTED ON PORTABLE SUPPORTS. USE SUPPORTS THAT PROVIDE A MINIMUM OF 5 FEET FROM THE BOTTOM OF THE SIGN TO THE PAVEMENT.

IF INDICATED IN MISCELLANEOUS QUANTITIES, SUBSTITUTE FLEXIBLE TUBULAR MARKERS FOR DRUMS IN THE GORE BETWEEN THE ENTRANCE RAMP AND MAINLINE TRAFFIC.

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

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

(1) PLACE YIELD SIGN TO PROVIDE ADEQUATE SIGHT DISTANCE AND ACCELERATION DISTANCE.



STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

| February 2022 | /S/ Andrew Heidtke | DATE | WORK ZONE ENGINEER

SDD 15D15 - 06d

DD 15D15 - 06d

SIGN ON TEMPORARY SUPPORT

TRAFFIC CONTROL DRUM

TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT

REMOVING PAVEMENT MARKING (SEE GENERAL NOTES)

TYPE III BARRICADE WITH ATTACHED SIGN

DIRECTION OF TRAFFIC

GENERAL NOTES

THE INSTALLATIONS SHOWN ON THIS SHEET ARE TYPICAL EXAMPLES AND ARE NOT INTENDED TO REPRESENT ANY PARTICULAR RAMP. AT SPECIFIC FIELD LOCATIONS, SIMILAR INSTALLATIONS SHALL BE USED AND ADJUSTED TO THE GEOMETRICS OF THE RAMP AS COORDINATED WITH THE ENGINEER.

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

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

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

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

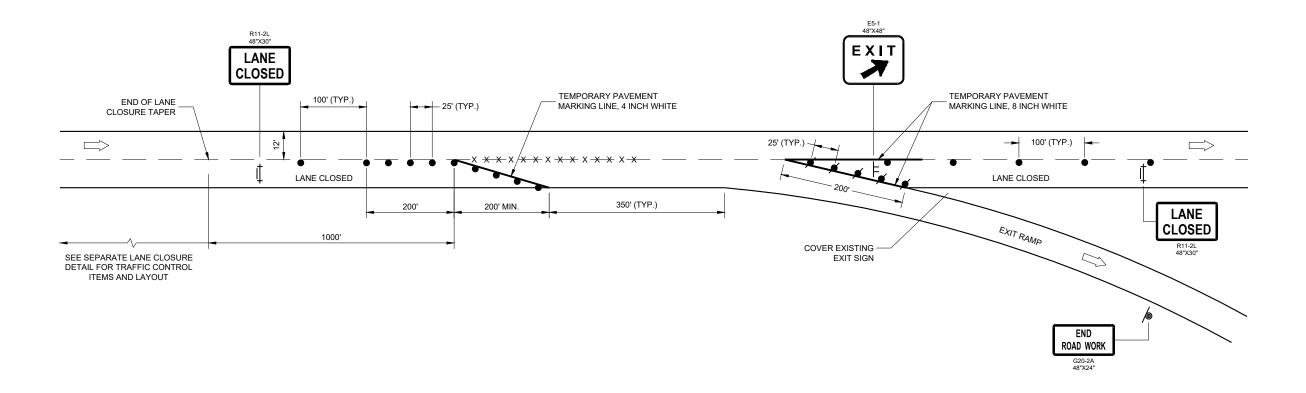
SEE SEPARATE LANE CLOSURE DETAIL FOR TYPICAL SPACING OF TYPE III BARRICADES AND R11-2L "LANE CLOSED" SIGNS.

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

IF INDICATED IN MISCELLANEOUS QUANTITIES, SUBSTITUTE FLEXIBLE TUBULAR MARKERS FOR DRUMS IN THE GORE BETWEEN THE EXIT RAMP AND MAINLINE TRAFFIC.

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER. REMOVE PAVEMENT MARKINGS AND PLACE TEMPORARY PAVEMENT MARKING LINES IF LANE CLOSURE IS TO BE IN PLACE FOR 4 OR MORE CONTINUOUS DAYS AND NIGHTS.

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



TRAFFIC CONTROL, PARALLEL EXIT RAMP WITHIN LANE CLOSURE

STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION

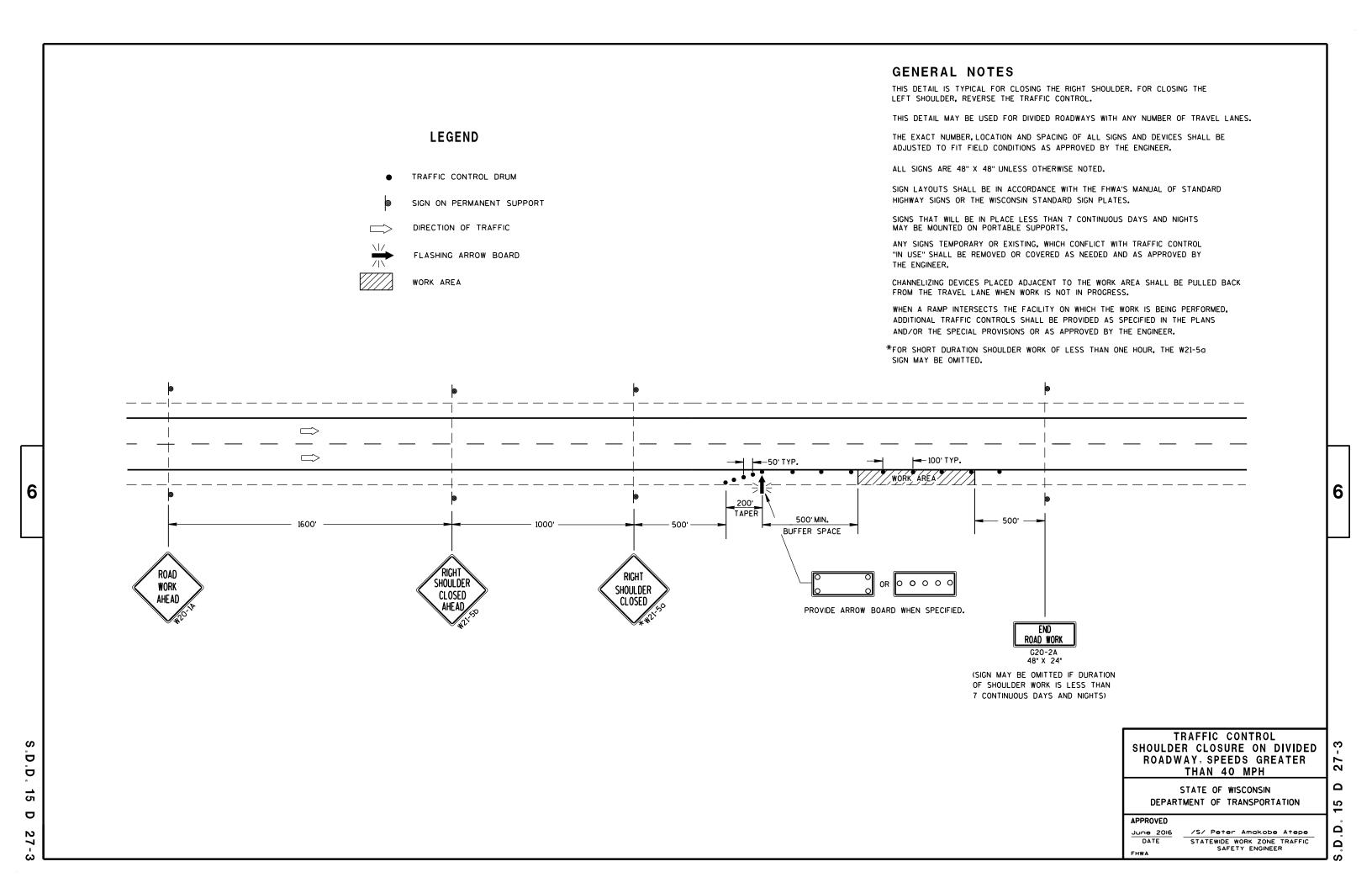
APPROVED February 2022 DATE

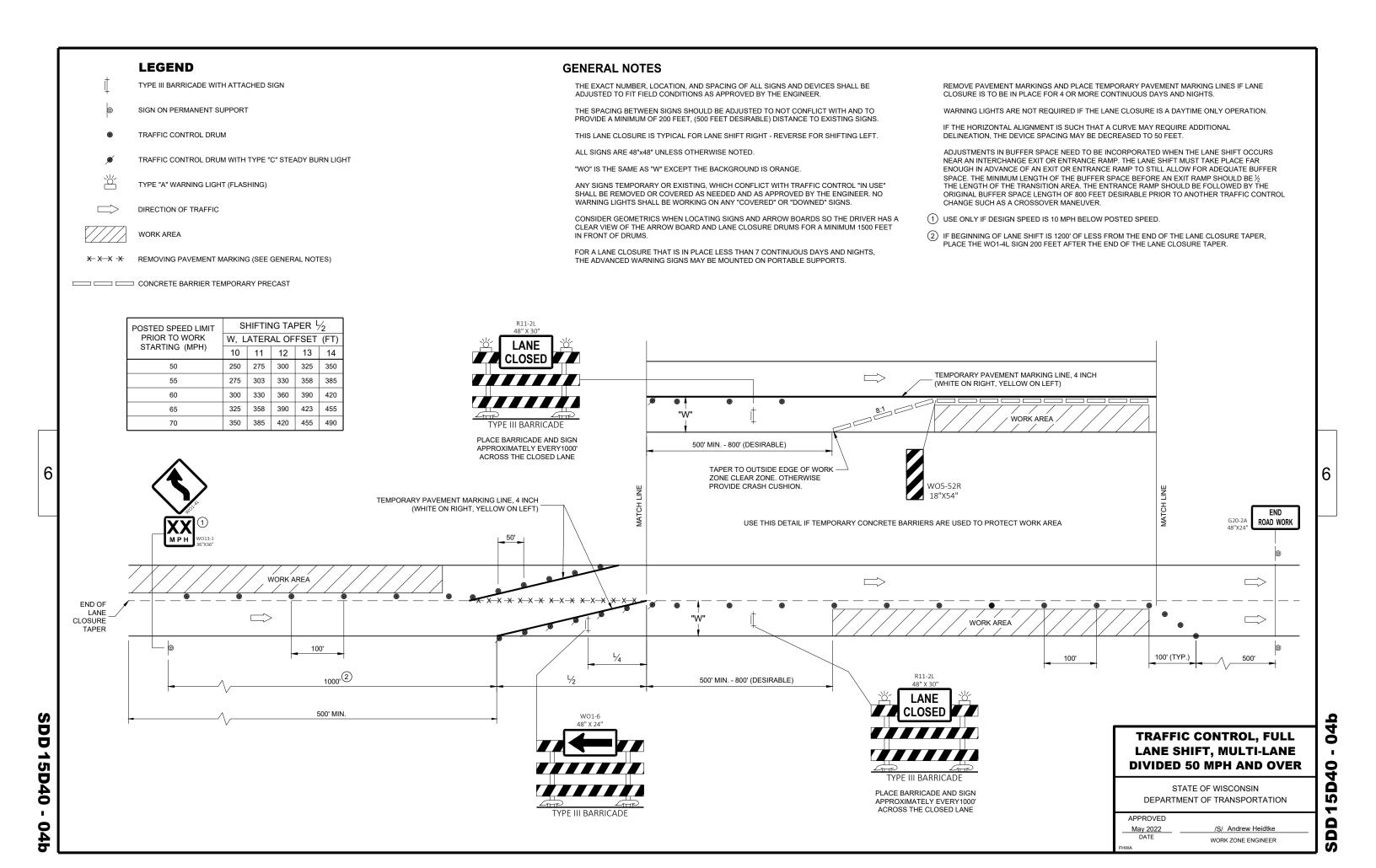
/S/ Andrew Heidtke WORK ZONE ENGINEER 0

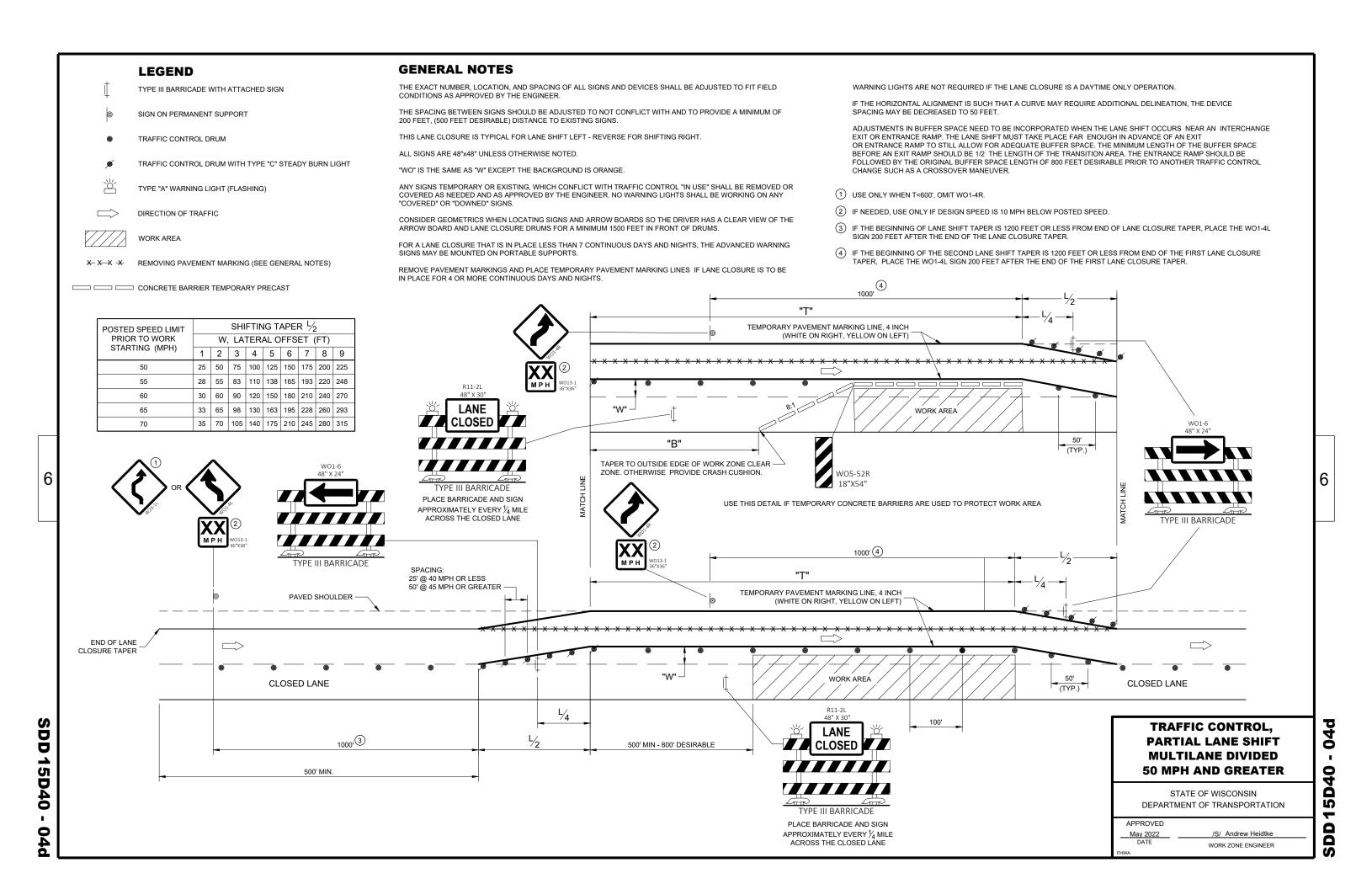
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SDD 15D15 0



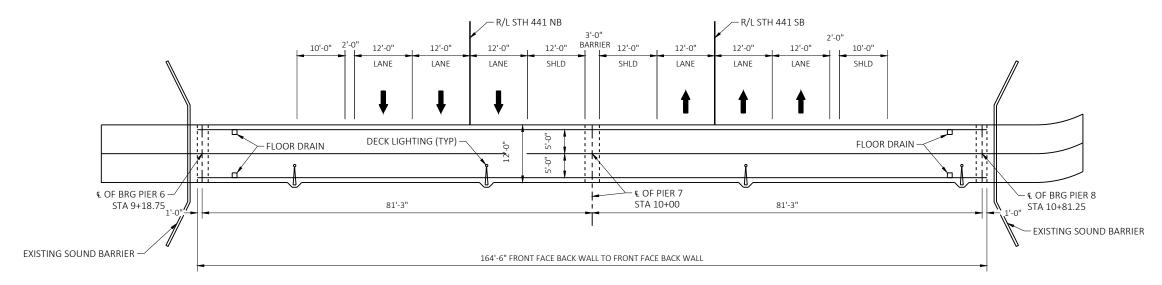




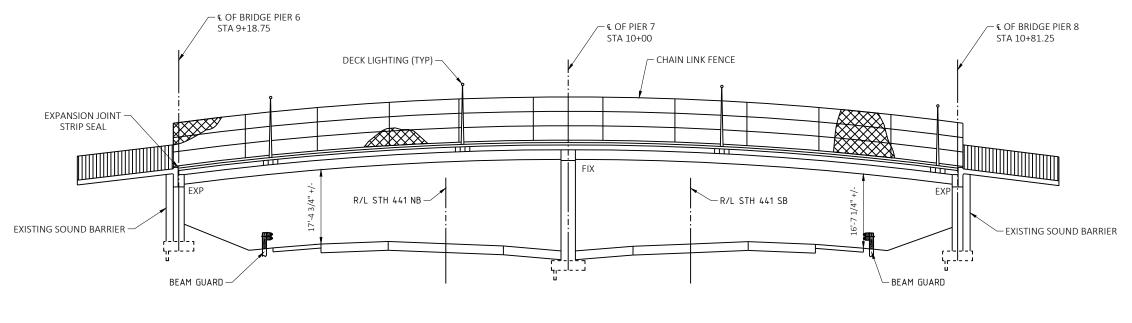
STATE PROJECT NUMBER

4685-33-71





PLAN 2 SPAN PLATE GIRDER BRIDGE B-8-33



ELEVATION

(LOOKING WEST)

DESIGN DATA

LIVE LOAD: DESIGN LOADING.. .PEDESTRIAN INVENTORY RATING:.. ..PEDESTRIAN OPERATING RATING:.. ...PEDESTRIAN WISCONSIN STANDARD PERMIT VEHICLE (WIS-SPV)......PEDESTRIAN

LIST OF DRAWINGS

- 1. GENERAL PLAN & ELEVATION
- 2. CROSS SECTION, QUANTITIES & NOTES
- 3. FRAMING PLAN, GIRDER & DIAPHRAGM DETAILS
- 4. MASKWALL DETAIL AT PIERS
- 5. DOWNSPOUT DETAIL

TRAFFIC DATA

STH 441 $\overline{A.D.T.}$ (2023) = 27,120

CONTACTS

NE REGION PROJECT MANAGER ERIC GWIDT (920)366-8896

BUREAU OF STRUCTURES AARON BONK (608) 261-0261



N:\PDS\C3D\46853300\SHEETSPLAN\080101-ST.DWG

FILE NAME :

LAYOUT NAME - 080101-st

PLOT DATE: 8/4/2022 1:43 PM

PLOT BY: CIBULKA, BRYCE DANIE

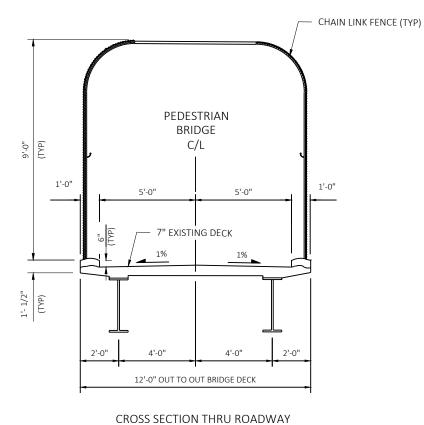
PLOT NAME: 080101-ST

PLOT SCALE: 1 IN:20 FT

WISDOT/CADDS SHEET

STATE PROJECT NUMBER

4685-33-71



LOOKING NORTH

NOTES

DRAWINGS SHALL NOT BE SCALED.

DIMENSIONS SHOWN ARE BASED ON ASBUILT STRUCTURE PLANS.

SEE HIGHWAY STRUCTURE INFORMATION SYSTEM FOR ADDITIONAL DETAIL.

PAINT COLOR SHALL BE FEDERAL STANDARD COLOR NO. 20122 BROWN.

ALL EXPOSED STEEL SURFACES UNDERNEATH THE BRIDGE ARE TO BE BLASTED AND PAINTED. THE SURFACES INCLUDE GIRDERS, CROSS FRAMING, DIAPHRAGMS, STIFFENERS, BEARINGS AND CONNECTIONS.

FOUR (4) STEEL DOWNSPOUTS HAVE BEEN IDENTIFIED ON THE STRUCTURE. PRIOR TO BLASTING OPERATIONS, COVER AND PROTECT STEEL DOWNSPOUTS TO AVOID DAMAGE DURING BLASTING AND PAINTING OPERATIONS. THIS WORK IS INCIDENTAL TO BID ITEM 517.1801.S.

TOTAL ESTIMATED QUANTITIES

ITEM NO.	BID ITEMS	UNIT	TOTAL
517.1801.S	STRUCTURE REPAINTING RECYCLED ABRASIVE B-08-0033	EACH	1
517.4501.S	NEGATIVE PRESSURE CONTAINMENT AND COLLECTION OF WASTE MATERIALS B-08-033	EACH	1
517.6001.S	PORTABLE DECONTAMINATION FACILITY	EACH	1

FOR INFORMATION ONLY: APPROXIMATELY 3108 SF OF STRUCTURAL STEEL

NO. DATE REVISION BY

STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-08-0033

DRAWN BY JBS CK'D

CROSS SECTION, SHEET 2 OF 5

QUANTITIES & NOTES

FILE NAME: N:\PDS\C3D\46853300\SHEETSPLAN\080101-ST.DWG

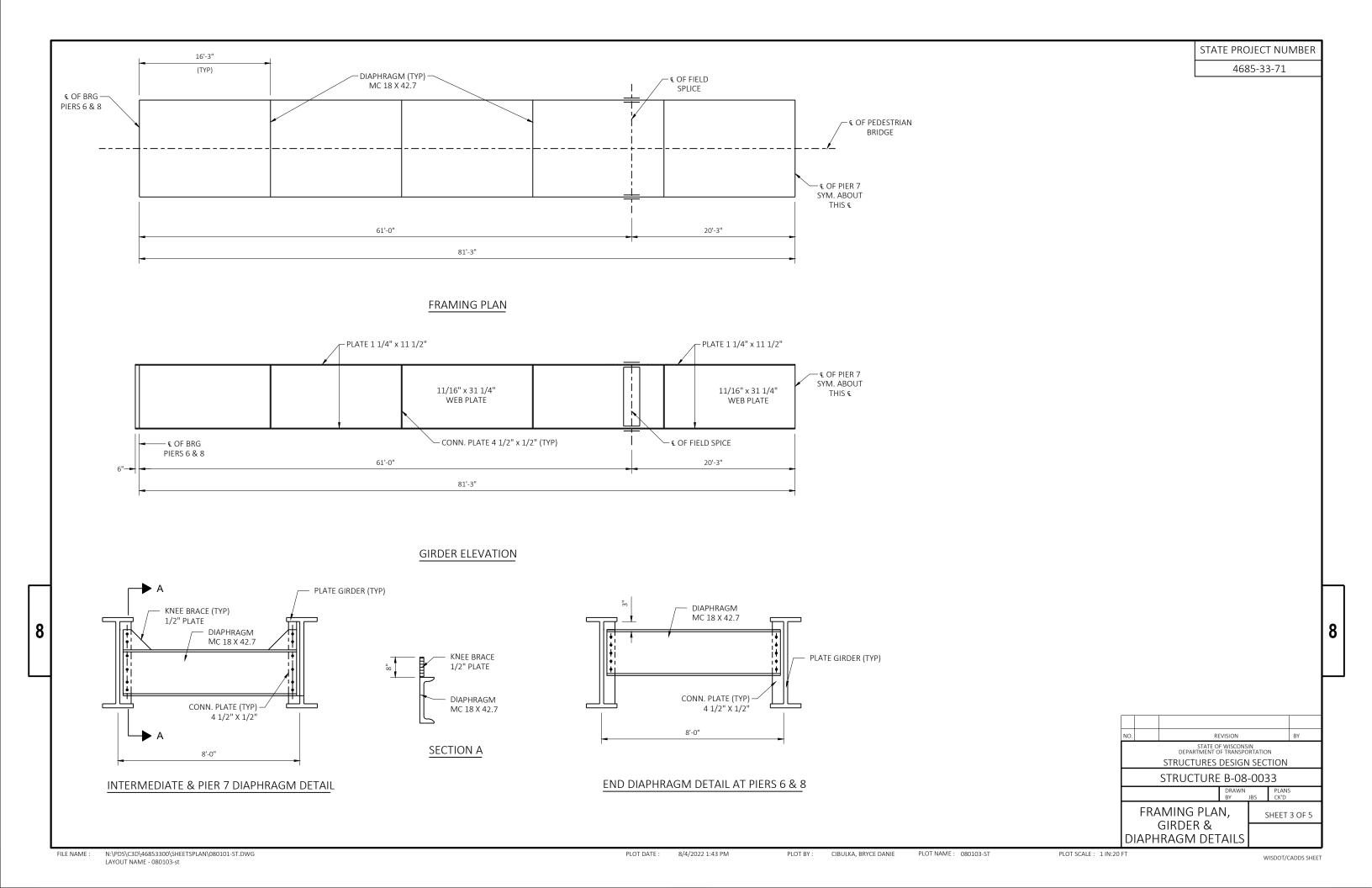
LAYOUT NAME - 080102-st

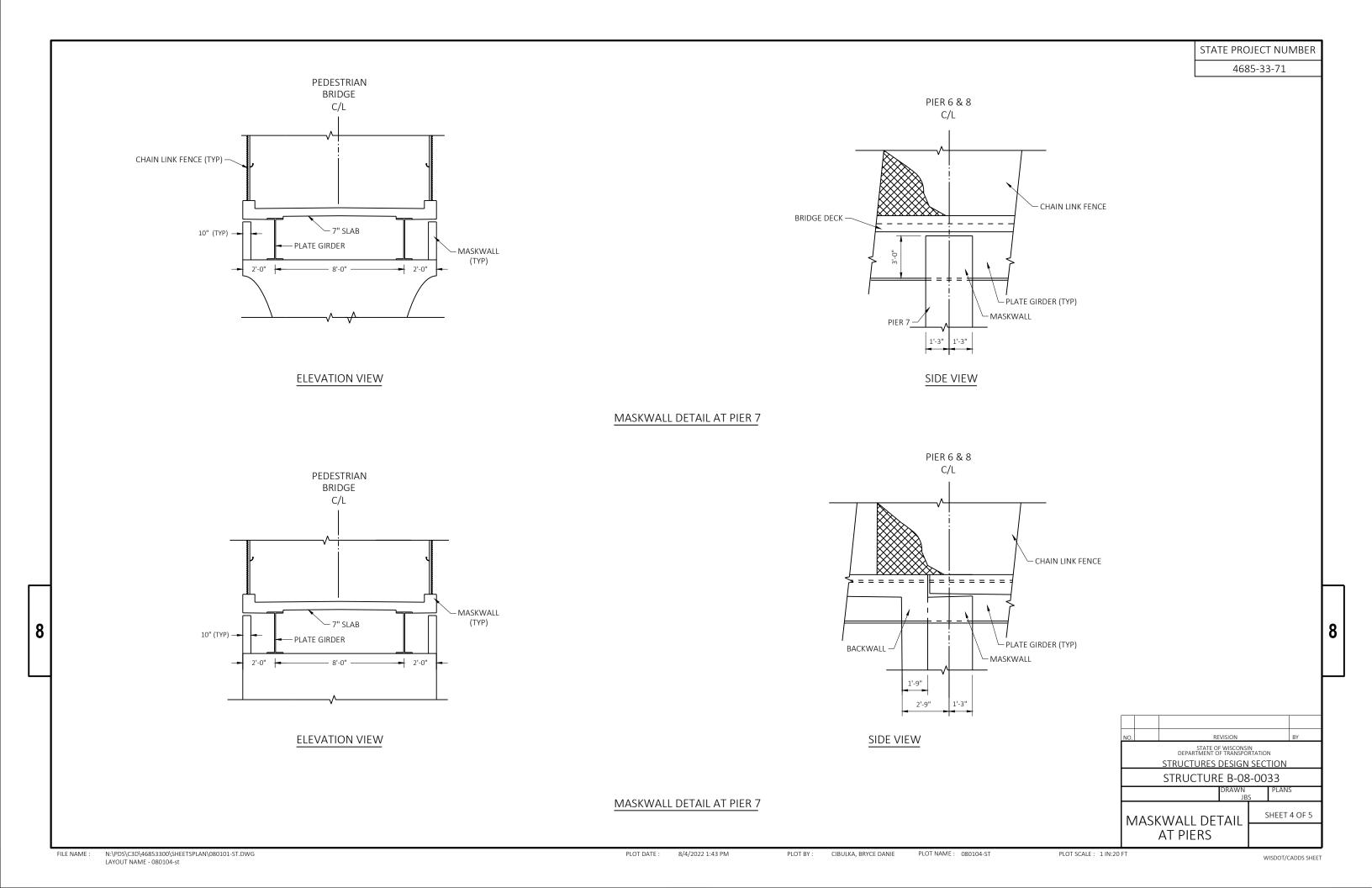
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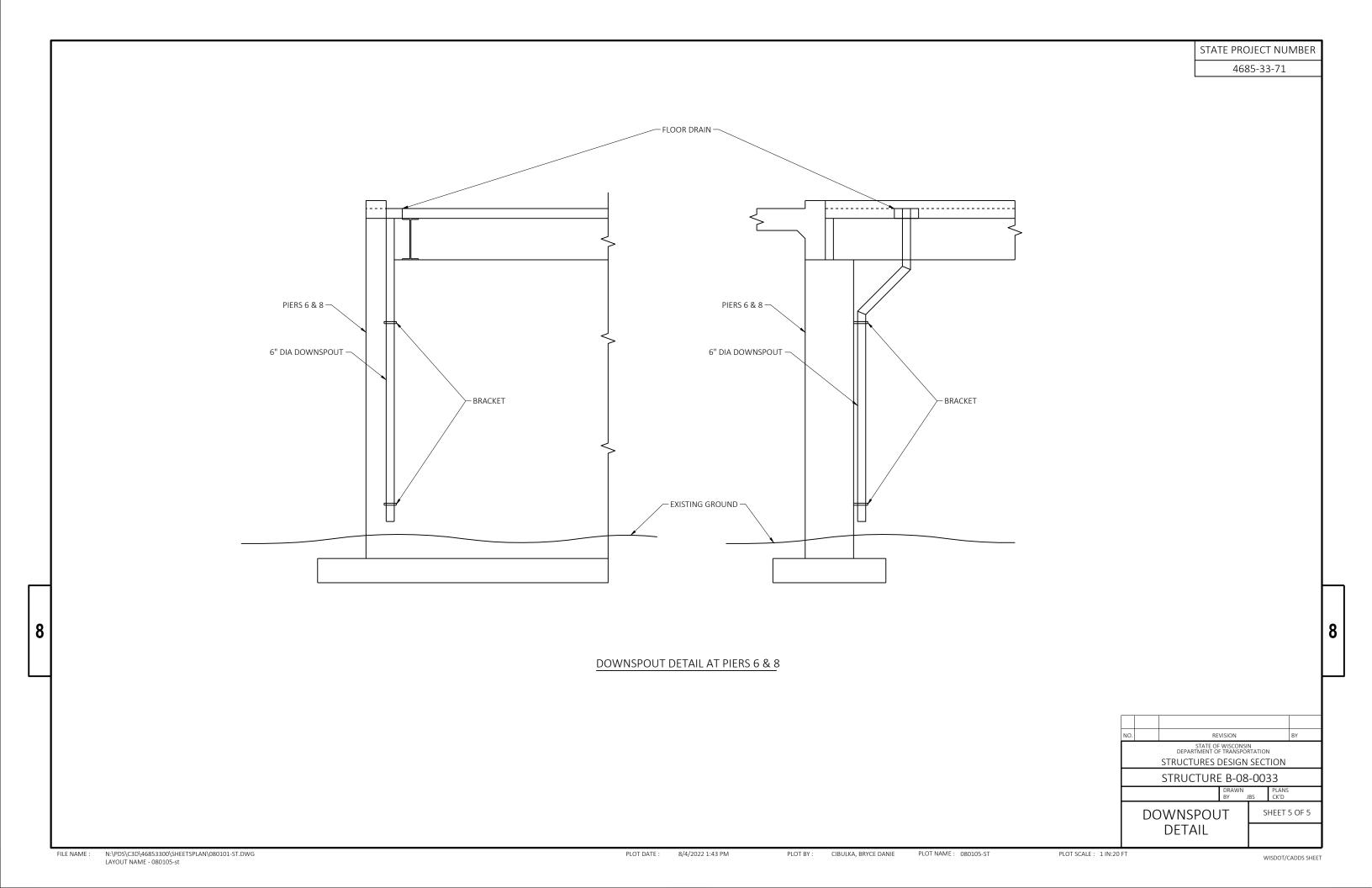
CIBULKA, BRYCE DANIE

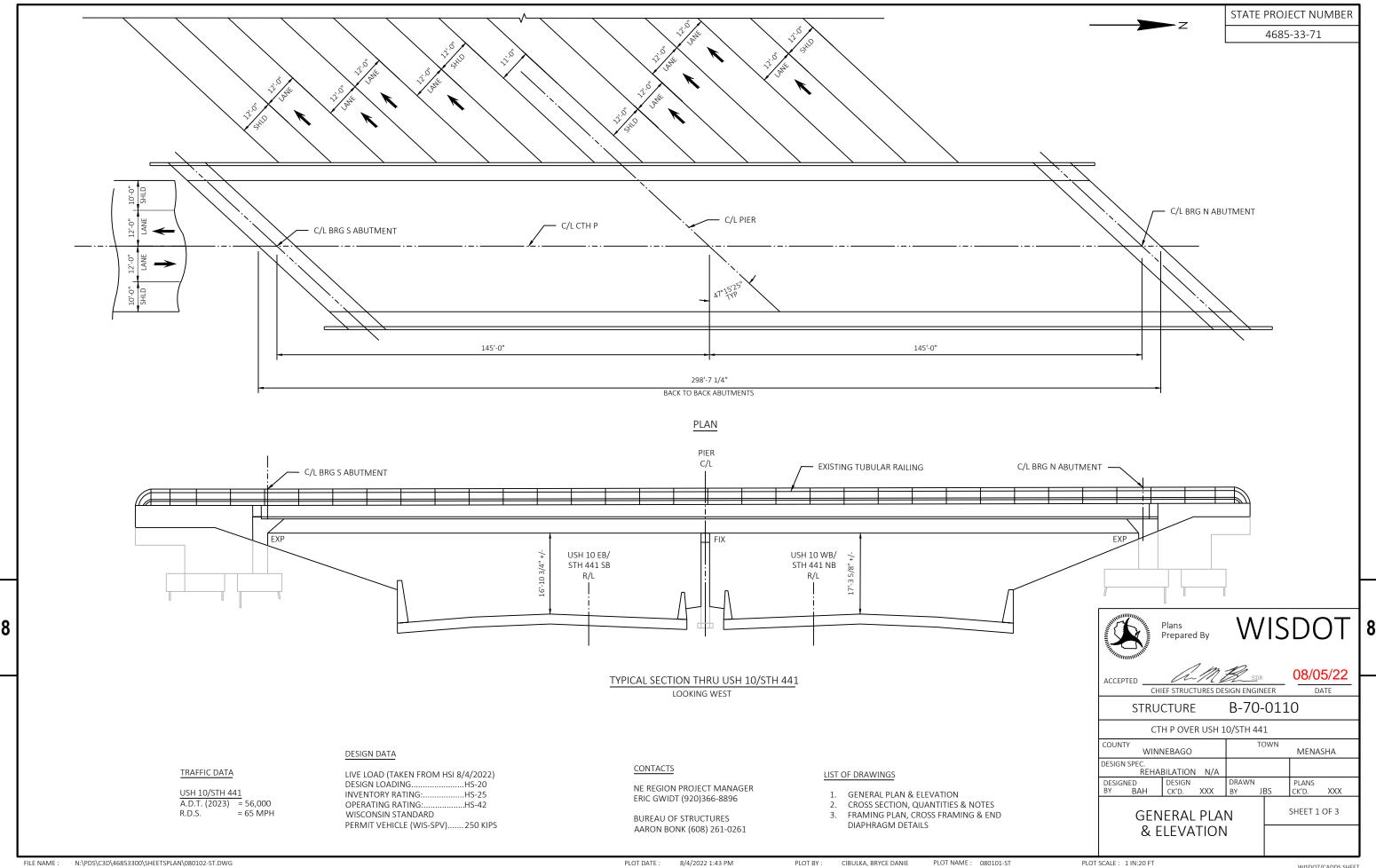
PLOT NAME: 080102-ST

PLOT SCALE: 1 IN:20 FT







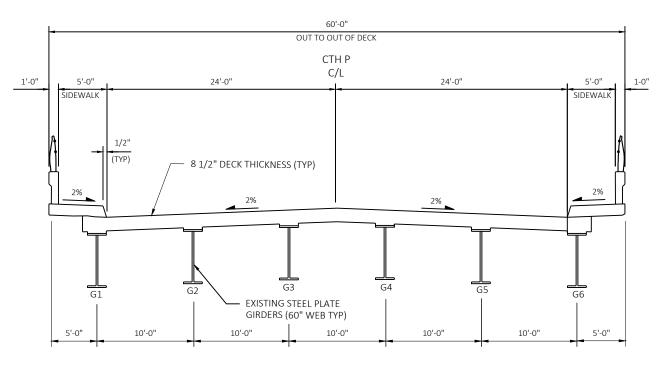


LAYOUT NAME - 080106-st

WISDOT/CADDS SHEET

STATE PROJECT NUMBER

4685-33-71



CROSS SECTION THRU ROADWAY

LOOKING NORTH

TOTAL ESTIMATED QUANTITIES

ITEM NO.	BID ITEMS	UNIT	TOTAL
517.1801.S	STRUCTURE REPAINTING RECYCLED ABRASIVE B-07-0110	EACH	1
517.4501.S	NEGATIVE PRESSURE CONTAINMENT AND COLLECTION OF WASTE MATERIALS B-07-0110	EACH	1
517.6001.S	PORTABLE DECONTAMINATION FACILITY	EACH	1

FOR INFORMATION ONLY: APPROXIMATELY 34024 SF OF STRUCTURAL STEEL

NOTES

DRAWINGS SHALL NOT BE SCALED.

DIMENSIONS SHOWN ARE BASED ON ASBUILT STRUCTURE PLANS.

SEE HIGHWAY STRUCTURE INFORMATION SYSTEM FOR ADDITIONAL DETAIL.

PAINT COLOR SHALL BE FEDERAL STANDARD COLOR NO. 20122 BROWN.

ALL EXPOSED STEEL SURFACES UNDERNEATH THE BRIDGE ARE TO BE BLASTED AND PAINTED. THE SURFACES INCLUDE GIRDERS, CROSS FRAMING, DIAPHRAGMS, STIFFENERS, BEARINGS AND CONNECTIONS.

٥.	DATE	REVISION		BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION STRUCTURES DESIGN SECTION				
STRUCTURE B-70-0110				
DRAWN PLANS BY JBS CK'D.				
CROSS SECTION,			SHEET 2 OF 3	
QUANTITIES & NOTES				
		NOTES		

N:\PDS\C3D\46853300\SHEETSPLAN\080102-ST.DWG FILE NAME :

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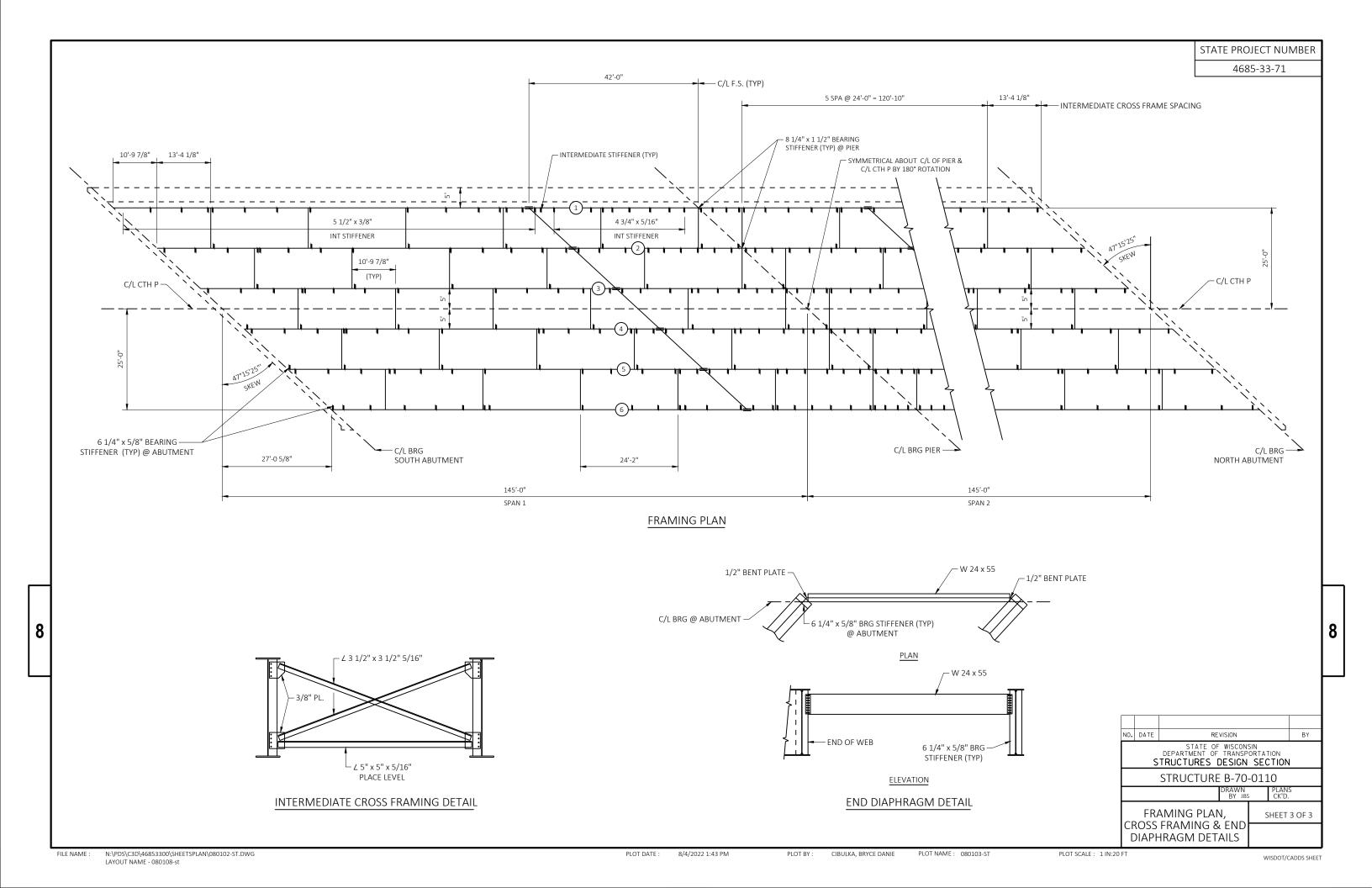
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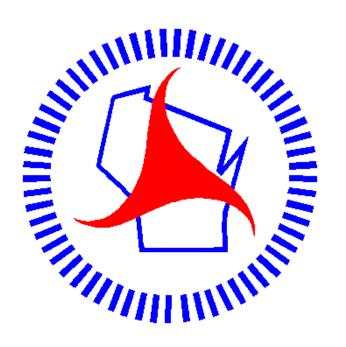
PLOT BY : CIBULKA, BRYCE DANIE

PLOT NAME: 080102-ST

PLOT SCALE: 1 IN:20 FT

WISDOT/CADDS SHEET





Wisconsin Department of Transportation

Dedicated people creating transportation solutions through innovation and exceptional service.

http://www.dot.wisconsin.gov